

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8B	ST CLAIR	61	1
		ILLINOIS	CONTRACT NO. 76R36	

D-98-087-22

INDEX OF SHEETS
SEE SHEET 2

PROPOSED HIGHWAY PLANS

**FAI ROUTE 64 (INTERSTATE 64)
SECTION 82-8-BJR-BDR-BP-1
PROJECT NHPP-WF20(879)
BRIDGE REHABILITATION
ST. CLAIR COUNTY**

TRAFFIC DATA

WB	EB
AADT=19800 (2026)	AADT=19900 (2026)
MU = 21.9% (2026)	MU = 19.1% (2026)
SU = 2.6% (2026)	SU = 2.8% (2026)

DESIGN SPEED

75 MPH (70 MPH POSTED)

ROADWAY DESIGN DESIGNATION

INTERSTATE

PROJECT LOCATION

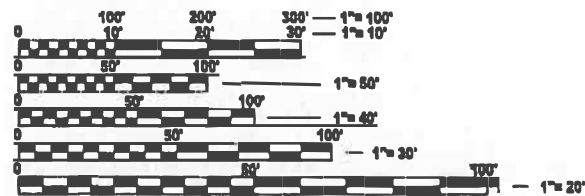
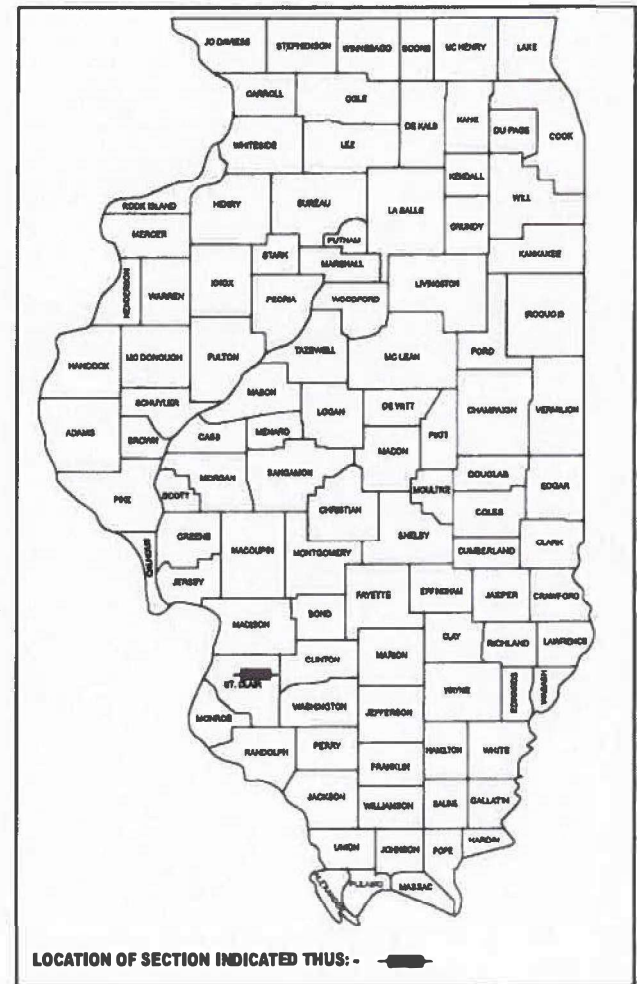
**I-64 OVER LITTLE SILVER CREEK
SN 082-0188
BEGIN STA. 161+09.93
END STA. 163+33.44
LATITUDE: 38.55979
LONGITUDE: -89.82651**

PROJECT LOCATION

**I-64 OVER SILVER CREEK
SN 082-0186
BEGIN STA. 142+69.52
END STA. 147+51.85
LATITUDE: 38.56167
LONGITUDE: -89.83190**

PROJECT LOCATION

**I-64 OVER LITTLE SILVER CREEK
SN 082-0189
BEGIN STA. 1061+50.75
END STA. 1063+67.25
LATITUDE: 38.55887
LONGITUDE: -89.82713**

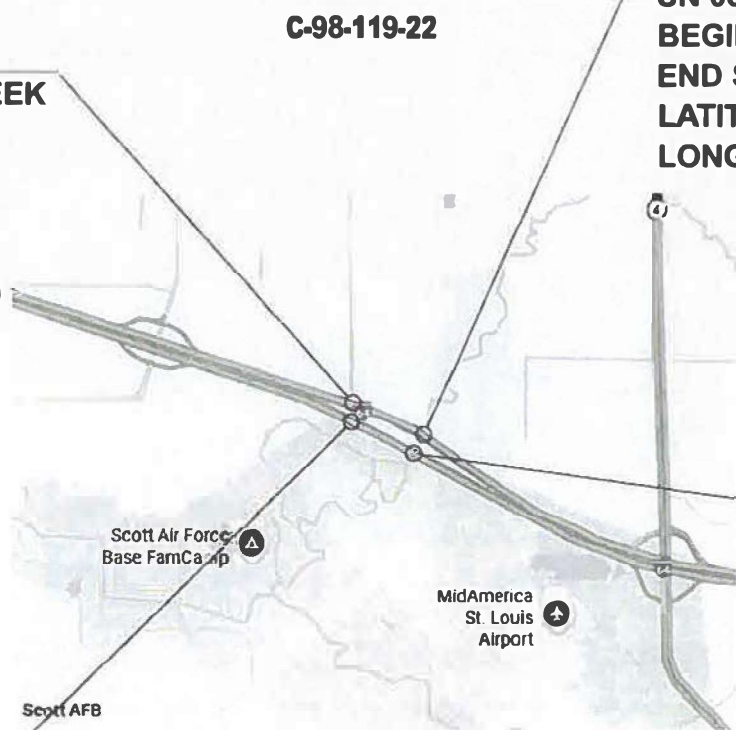


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

**PROJECT ENGINEER BILLIE OWEN
PROJECT MANAGER MIKE BERG**

CONTRACT NO. 76R36



LOCATION MAP
NOT TO SCALE

PROJECT LOCATION

**I-64 OVER SILVER CREEK
SN 082-0187
BEGIN STA. 1044+16.66
END STA. 1049+20.01
LATITUDE: 38.56095
LONGITUDE: -89.83202**

082-0186 LENGTH = 482.33 FT. = 0.091 MILE
082-0187 LENGTH = 503.35 FT. = 0.095 MILE
082-0188 LENGTH = 223.51 FT. = 0.043 MILE
082-0189 LENGTH = 216.50 FT. = 0.041 MILE

TOTAL LENGTH = 1425.69 FT = 0.270 MILE



[Signature]
LICENSE EXPIRES: NOVEMBER 30, 2027
HURST-ROSCHKE, INC.
SHEET RANGE: 1-21

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED *[Signature]* 20 26
[Signature] REGIONAL ENGINEER

May 8 20 26
[Signature] ENGINEER OF DESIGN AND ENVIRONMENT

May 8 20 26
[Signature] 5
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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

INDEX OF SHEETS

1	COVER SHEET
2	INDEX OF SHEETS, GENERAL NOTES, HIGHWAY STANDARDS, AND COMMITMENTS
3-5	SUMMARY OF QUANTITIES
6	TYPICAL SECTIONS
7	SCHEDULE OF QUANTITIES
8-11	PLAN
12-13	STAGING TYPICAL SECTIONS
14-21	TRAFFIC STAGING PLANS
22-31	S.N. 082-0186
32-41	S.N. 082-0187
42-51	S.N. 082-0188
52-61	S.N. 082-0189

HIGHWAY STANDARDS

000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
701400-12	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701402-12	LANE CLOSURE FREEWAY/EXPRESSWAY WITH BARRIER
701406-13	LANE CLOSURE FREEWAY/EXPRESSWAY DAY OPERATIONS ONLY
701428-01	TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY/EXPRESSWAY
701901-11	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS

COMMITMENTS

NONE

MIXTURE TABLE

MIXTURE TABLE		
MIXTURE USE	POLY SURFACE	HMA SHOULDER
PG	SBS PG 70-28	PG 64-22
DESIGN AIR VOIDS	4.0% @Ndes=90	4.0% @Ndes=70
MIX COMPOSITION (GRADATION MIX)	IL 9.5	IL 19.0
FRICTION AGGREGATE	MIXTURE "E"	MIXTURE "E"
MIXTURE WEIGHT	112 LBS / SQ YD / IN	112 LBS / SQ YD / IN

GENERAL NOTES

- TWO CHANGEABLE MESSAGE BOARDS SHALL BE REQUIRED FOR THIS PROJECT. THEY SHALL BE PLACED 2 WEEKS PRIOR TO ANY LANE CLOSURE AND SHALL REMAIN UP FOR THE DURATION OF THE PROJECT. THE CHANGEABLE MESSAGE BOARDS WILL BE PLACED AT THE DIRECTION OF THE ENGINEER.
- NO SURVEY WAS PERFORMED FOR THIS PROJECT AND THE PLANS WERE CREATED USING MICROFILM AND FIELD MEASUREMENTS.
- THE PROPOSED PAVEMENT MARKING SHALL MATCH THE LOCATIONS OF THE EXISTING PAVEMENT MARKING, AS DIRECTED BY THE ENGINEER.
- THE RESIDENT ENGINEER SHALL VERIFY THE EXISTENCE OF HIGHWAY LIGHTING, INTELLIGENT TRANSPORTATION SYSTEMS (I.T.S.) UTILITIES, AND/OR ELECTRICAL CABLES ASSOCIATED WITH TRAFFIC SIGNALS WITHIN THE PROJECT LIMITS. IF ANY OF THESE EXIST WITHIN THE PROJECT LIMITS, AND IF THESE ITEMS REQUIRE LOCATING, THE CONTRACTOR SHALL BE DIRECTED TO DO SO ACCORDING TO SECTION 803 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- THE DEPARTMENT STRONGLY ENCOURAGES THE PRIME CONTRACTOR AND THEIR APPROVED SUB-CONTRACTORS TO HIRE MINORITY, WOMEN AND DISADVANTAGED INDIVIDUALS FROM ITS FEDERALLY FUNDED HIGHWAY CONSTRUCTION CAREERS TRAINING PROGRAM (HCCTP) TO HELP MEET WORKFORCE AND TRAINEE GOALS. THIS PROGRAM IS TRAINING MINORITIES, WOMEN AND DISADVANTAGED INDIVIDUALS IN HIGHWAY CONSTRUCTION-RELATED SKILLS, E.G., MATH FOR THE TRADES, JOB READINESS, TECHNICAL SKILLS COURSEWORK (CARPENTRY, CONCRETE FLATWORK, BLUEPRINT READING, SITE PLANS, SITE WORK, TOOLS USE, ETC.) AND OSHA 10 HOUR CERTIFICATION, TO PREPARE THEM FOR A CAREER IN THE HIGHWAY CONSTRUCTION TRADES. GRADUATES ARE WELL-TRAINED AND READY TO BECOME PRODUCTIVE ENTRY-LEVEL CONSTRUCTION WORKERS. CONTACT THE DISTRICT 8 EEO OFFICE AT 618-346-3360 AND/OR THE HCCTP COORDINATOR AT 618-874-6528 TO LEARN MORE ABOUT THE PROGRAM AND FOR ASSISTANCE IN MEETING WORKFORCE AND TRAINEE GOALS.
- 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.
- ALL DISTURBED EMBANKMENT AREAS SHALL BE SEEDED WITH CLASS 2A SEED, FERTILIZED AND MULCHED AS PER SECTION 250.04 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THE COST FOR PERFORMING THIS WORK SHALL BE CONSIDERED INCLUDED IN THE UNIT PRICE BID FOR THE ITEM OF WORK INITIATING THE DISTURBANCE.
- ONLY SHORT TERM PAVEMENT MARKING REMOVAL FROM THE FINAL SURFACE SHALL BE PAID FOR AS "SHORT TERM PAVEMENT MARKING REMOVAL."
- AT LOCATIONS WHERE PERMANENT PAVEMENT MARKINGS ARE PROPOSED, THE CONTRACTOR SHALL SWEEP THE ENTIRE ROADWAY A MINIMUM OF TWO WEEKS, BUT NOT TO EXCEED THREE WEEKS, AFTER APPLICATION OF SEAL COAT AGGREGATE TO ALLOW PLACEMENT OF THE PAINT PAVEMENT MARKINGS. OF THIS TIME FRAME, THERE MUST BE SEVEN CONSECUTIVE DAYS OF DRY WEATHER BEFORE THE FINAL PAVEMENT MARKINGS CAN BE APPLIED. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE PRICE OF THE SURFACE TREATMENT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ALL REMOVED GUARDRAIL COMPONENTS ARE THE PROPERTY OF THE CONTRACTOR AND THE SALVAGE VALUE OF SAID COMPONENTS SHALL BE REFLECTED IN THE CONTRACTOR'S BID.
- UTILITIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA:

AMEREN ILLINOIS (GAS & ELECTRIC)
2600 N. CENTER ST
P.O. BOX 378
MARYVILLE IL 62062-0378

AT&T ILLINOIS (COMMUNICATIONS)
1420 FRONTAGE RD.
O'FALLON IL 62269

MID AMERICA ST. LOUIS AIRPORT (WATER, SANITARY, COMMUNICATIONS, ELECTRIC)
ST. CLAIR COUNTY
9768 AIRPORT BLVD.
SUITE 100
P.O. BOX 3
MASCOUTAH IL 62258-5500

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, GENERAL NOTES,
HIGHWAY STANDARDS, AND COMMITMENTS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	2
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				



Hurst-Rosche, Inc.
5 BANK SQUARE
EAST ST. LOUIS, IL
PH: 618.398.0890

USER NAME = Crussell
PLOT DATE = 4/28/2026

DESIGNED - _____
DRAWN - _____
CHECKED - _____
DATE - _____

REVISED - _____
REVISED - _____
REVISED - _____
REVISED - _____

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	CONSTR. CODE	CONSTR. CODE	CONSTR. CODE
				90% FEDERAL 10% STATE	90% FEDERAL 10% STATE	90% FEDERAL 10% STATE	90% FEDERAL 10% STATE
				BRIDGE	BRIDGE	BRIDGE	BRIDGE
				0047	0047	0047	0047
				082-0186	082-0187	082-0188	082-0189
40600295	POL YMERIZED BITUMINOUS MATERIALS (TACK COAT)	POUND	897	223	227	224	223
50102400	CONCRETE REMOVAL	CU YD	57.4	17	17	11.7	11.7
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	3966	986	989	1004	987
50300255	CONCRETE SUPERSTRUCTURE	CU YD	64.7	18.3	19.8	13.3	13.3
40604174	POL YMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N90	TON	439	110	110	110	109
50300260	BRIDGE DECK GROOVING	SQ YD	5821	1979	2065	903	874
48203100	HOT-MIX ASPHALT SHOULDERS	TON	290	72	74	72	72
50300300	PROTECTIVE COAT	SQ YD	6197	2092	2195	970	940
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	16540	5470	4330	3370	3370
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	10580	2805	2935	2420	2420
50800515	BAR SPLICERS	EACH	116	30	30	28	28
52000110	PREFORMED JOINT STRIP SEAL	FOOT	356	90	96	85	85
53016002	DECK SLAB REPAIR (FULL DEPTH, T TYPE II)	SQ YD	35	27	5		3
53101007	BRIDGE DECK SCARIFICATION 2"	SQ YD	6031	2075	2136	925	895
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	8	2	2	2	2
63200310	GUARDRAIL REMOVAL	FOOT	296	74	74	74	74
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	5	1.25	1.25	1.25	1.25
67100100	MOBILIZATION	L SUM	1	0.25	0.25	0.25	0.25

* SPECIALTY ITEM

REV - MS

MODEL: SCQ-1
FILE NAME: X:\Projects\Current\220-0835 IDOT W014 FAI Route 64 (I-64)\DGN\0820189-D879R36-SH-03SCQ.dgn

 Hurst-Rosche, Inc. <small>PROFESSIONAL DESIGN & CONSTRUCTION</small> 5 BANK SQUARE EAST ST. LOUIS, IL PH: 618.398.0890	USER NAME = Shooker DESIGNED - DRAWN - CHECKED - PLOT DATE = 3/17/2026	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE. 64 SECTION 82-8B COUNTY ST. CLAIR TOTAL SHEETS 61 SHEET NO. 3	CONTRACT NO. 76R36 ILLINOIS FED. AID PROJECT
	SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.					

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	CONSTR. CODE	CONSTR. CODE	CONSTR. CODE
				90% FEDERAL 10% STATE	90% FEDERAL 10% STATE	90% FEDERAL 10% STATE	90% FEDERAL 10% STATE
				BRIDGE	BRIDGE	BRIDGE	BRIDGE
				0047	0047	0047	0047
				082-0186	082-0187	082-0188	082-0189
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	4	1	1	1	1
70100701	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	EACH	4	1	1	1	1
70107005	PAVEMENT MARKING BLACKOUT TAPE, 5"	FOOT	15625	2586	5740	5339	1960
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	344	86	86	86	86
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	6510	1078	2224	2392	816
70300241	TEMPORARY PAVEMENT MARKING - LINE 6" - PAINT	FOOT	5233	1591	1638	1010	994
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2954	871	889	618	576
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	2954	871	889	618	576
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4	1	1	1	1
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4	1	1	1	1
* 78009006	MODIFIED URETHANE MARKING - LINE 6"	FOOT	5233	1591	1638	1010	994
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	34	9	15	6	4
78300200	RAISED REFLECTIVE PAVEMENT MARKING REMOVAL	EACH	34	9	15	6	4
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	2574	752	819	506	497
X5051204	STRUCTURAL STEEL REMOVAL	POUND	16540	5470	4330	3370	3370

* SPECIALTY ITEM

REV - MS

MODEL: SCQ-1
FILE NAME: X:\Projects\Current\220-0835 IDOT W014 FAI Route 64 (I-64)\DGN\0820189-D878R36-SH-04SCQ.dgn



Hurst-Rosche, Inc.
PROFESSIONAL DESIGN NUMBER: 186-000000
5 BANK SQUARE
EAST ST. LOUIS, IL
PH: 618.398.0890

USER NAME = Shooker
PLOT DATE = 3/17/2026

DESIGNED -
DRAWN -
CHECKED -
DATE -
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8B	ST. CLAIR	61	4
ILLINOIS FED. AID PROJECT			CONTRACT NO. 76R36	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	CONSTR. CODE	CONSTR. CODE	CONSTR. CODE
				90% FEDERAL 10% STATE	90% FEDERAL 10% STATE	90% FEDERAL 10% STATE	90% FEDERAL 10% STATE
				BRIDGE 0047	BRIDGE 0047	BRIDGE 0047	BRIDGE 0047
				082-0186	082-0187	082-0188	082-0189
Z0007101	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1	1			
Z0007102	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 2	L SUM	1		1		
Z0007103	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 3	L SUM	1			1	
Z0007104	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 4	L SUM	1				1
Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1	1			
Z0010502	CLEANING AND PAINTING STEEL BRIDGE NO. 2	L SUM	1		1		
53101616	BRIDGE DECK MICROSILICA CONCRETE OVERLAY 4 1/4"	SQ YD	6031	2075	2136	925	895
Z0010503	CLEANING AND PAINTING STEEL BRIDGE NO. 3	L SUM	1			1	
∅ Z0076600	TRAINEES	HOUR	1500	1500			
Z0010504	CLEANING AND PAINTING STEEL BRIDGE NO. 4	L SUM	1				1
∅ Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1500	1500			
X7200201	WIDTH RESTRICTION SIGNING	L SUM	1	0.25	0.25	0.25	0.25

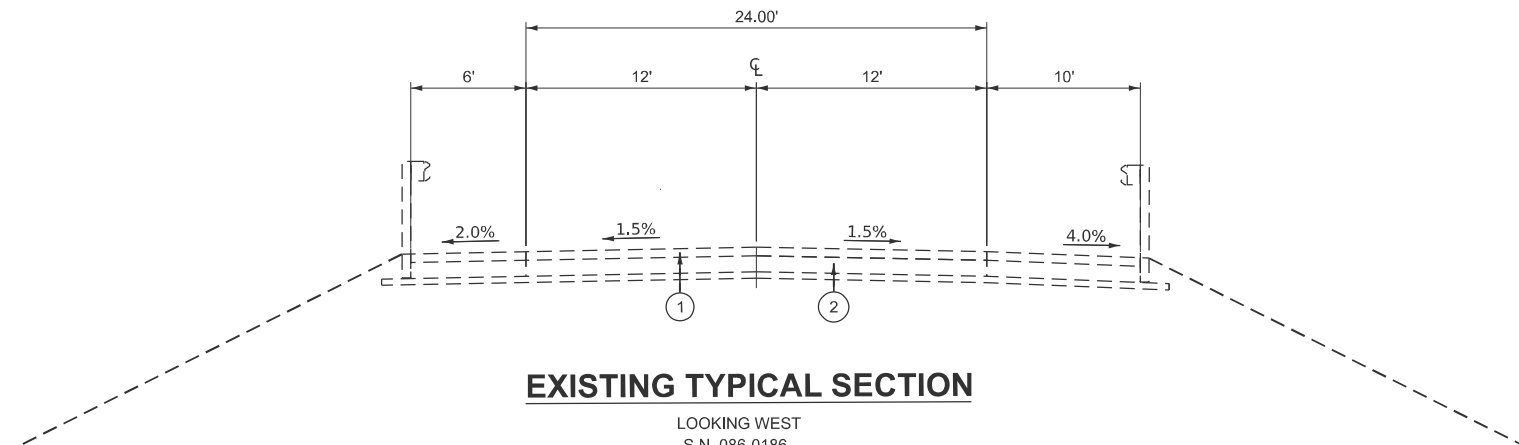
∅ 0042

MODEL: SQ01
FILE NAME: X:\Projects\Current\220-0835 IDOT W014 FAI Route 64 (I-64)\DGN\0820189-D879R36-SH-05SQ.dgn

REV - MS

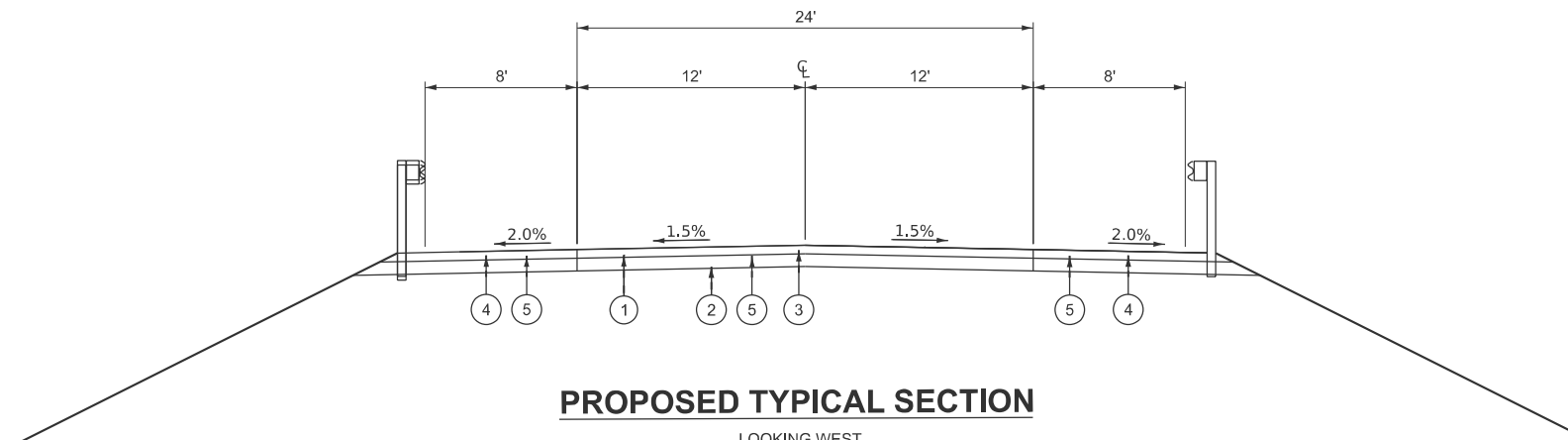
 Hurst-Rosche, Inc. <small>PROFESSIONAL DESIGN NUMBER 186-000018</small> 5 BANK SQUARE EAST ST. LOUIS, IL PH: 618.398.0890	USER NAME = Shooker	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT DATE = 3/16/2026	DRAWN -	REVISED -					64	82-8B	ST. CLAIR	61	5
	CHECKED -	REVISED -	SCALE: SHEET 3 OF 3 SHEETS STA. TO STA.			CONTRACT NO. 76R36						
	DATE -	REVISED -				ILLINOIS FED. AID PROJECT						

MODEL: Typical Sections-1
 FILE NAME: X:\Projects\Current\220-0835 IDOT\WO14 FAI Route 64 (L64)\DGN\0820189-D879R36-shh-06-typical-sections.dgn



EXISTING TYPICAL SECTION

LOOKING WEST
 S.N. 086-0186
 S.N. 086-0188
 LOOKING EAST
 S.N. 086-0187
 S.N. 086-0189



PROPOSED TYPICAL SECTION

LOOKING WEST
 S.N. 086-0186
 S.N. 086-0187
 LOOKING EAST
 S.N. 086-0188
 S.N. 086-0189

LEGEND

- ① EXISTING HMA SURFACE COURSE
- ② EXISTING AGGREGATE BASE COURSE
- ③ HOT-MIX ASPHALT SURFACE COURSE 2-1/4"
- ④ HOT-MIX ASPHALT SHOULDER 2-1/4"
- ⑤ HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT



Hurst-Rosche, Inc.
 PROFESSIONAL ENGINEERS
 5 BANK SQUARE
 EAST ST. LOUIS, IL
 PH: 618.398.0890

USER NAME = ssoto	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/28/2026	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST CLAIR	61	6
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				

PAVEMENT MARKING SCHEDULE										
LOCATION		TYPE	LOCATION	OFFSET	PAVEMENT MARKING BLACKOUT TAPE	TEMPORARY PAVEMENT MARKING- LINE 6" PAINT	SHORT TERM PAVEMENT MARKING REMOVAL	MODIFIED URETHANE PAVEMENT MARKING LINE 6"	PAVEMENT MARKING REMOVAL WATER BLASTING	
					FOOT	FOOT	SQ FT	FOOT	SQ FT	
STAGE I										
STATION										
SN 082-0186										
141+57.02	to	154+50.00	TEMP PAINT	EDGE	LT	1293	539			
SN 082-0188										
154+50.00	to	166+24.44	TEMP PAINT	EDGE	LT	1174	489			
166+24.44	to	181+24.44	TEMP PAINT	CTR	CTR	1500	625			
SN 082-0187										
1026+16.36	to	1041+16.36	TEMP PAINT	CTR	CTR	1500	625			
1041+16.36	to	1055+00.00	TEMP PAINT	EDGE	RT	1384	577			
SN 082-0189										
1055+00.00	to	1064+79.75	TEMP PAINT	EDGE	RT	980	408			
STAGE II										
STATION										
SN 082-0186										
141+57.02	to	154+50.00	TEMP PAINT	EDGE	RT	1293	539			
SN 082-0188										
154+50.00	to	166+24.44	TEMP PAINT	EDGE	RT	1174	489			
166+24.44	to	181+15.34	TEMP PAINT	CTR	CTR	1491	621			
SN 082-0187										
1026+43.86	to	1042+58.96	TEMP PAINT	CTR	CTR	1615	673			
1042+58.96	to	1055+00.00	TEMP PAINT	EDGE	RT	1241	517			
SN 082-0189										
1055+00.00	to	1064+79.75	TEMP PAINT	EDGE	LT	980	408			
POST STAGE										
STATION										
SN 082-0186										
141+57.02	to	148+64.35	SKIP-DASH	CL	CTR		177		44	
141+57.02	to	148+64.35	SOLID WHITE	EDGE	LT		707		354	
141+57.02	to	148+64.35	SOLID YELLOW	EDGE	RT		707		354	
SN 082-0188										
159+97.43	to	164+45.94	SKIP DASH	CL	CTR		112		56	
159+97.43	to	164+45.94	SOLID WHITE	EDGE	LT		449		225	
159+97.43	to	164+45.94	SOLID YELLOW	EDGE	RT		449		225	
SN 082-0187										
1043+04.16	to	1050+32.51	SOLID YELLOW	EDGE	LT		728		364	
1043+04.16	to	1050+32.51	SKIP DASH	CL	CTR		182		91	
1043+04.16	to	1050+32.51	SOLID WHITE	EDGE	RT		728		364	
SN 082-0189										
1060+38.25	to	1064+79.75	SOLID YELLOW	EDGE	LT		442		221	
1060+38.25	to	1064+79.75	SKIP DASH	CL	CTR		110		55	
1060+38.25	to	1064+79.75	SOLID WHITE	EDGE	RT		442		221	
TOTALS						15625	5233	6510	5233	2574

TEMPORARY CONCRETE BARRIERS					
LOCATION	TEMPORARY CONCRETE BARRIERS	RELOCATE TEMPORARY CONCRETE BARRIERS	IMPACT ATTENUATORS	RELOCATE IMPACT ATTENUATORS	
	FOOT	FOOT	EACH	EACH	
STAGE I					
STATION					
SN 082-0186					
141+57.02	to	150+27.99	871	1	
SN 082-0188					
159+97.43	to	166+15.34	618	1	
SN 082-0187					
1041+43.86	to	1050+32.51	889	1	
SN 082-0189					
1059+04.00	to	1064+79.75	576	1	
STAGE II					
STATION					
SN 082-0186					
141+57.02	to	150+27.99	871	1	
SN 082-0188					
159+97.43	to	166+15.34	618	1	
SN 082-0187					
1041+43.86	to	1050+32.51	889	1	
SN 082-0189					
1059+04.00	to	1064+79.75	576	1	
TOTAL		2954	2954	4	4

RESURFACING SCHEDULE					
LOCATION		POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	HOT-MIX ASPHALT SURFACE REMOVAL- BUTT JOINT	HOT-MIX SHOULDERS	POLYMERIZED HOT-MIX ASPH SURFACE COURSE, IL9.5, N50 MIX "E"
		POUND	SQ YD	TON	TON
STATION	STATION				
141+57.02	to	142+69.52	110	487	35
147+51.85	to	148+64.55	113	499	37
159+97.43	to	161+09.93	112	494	36
163+33.44	to	164+45.94	112	495	36
1043+04.16	to	1044+16.66	112	495	36
1049+20.01	to	1050+32.51	115	509	38
1060+38.25	to	1061+50.75	112	494	36
1063+67.25	to	1064+79.75	111	493	36
TOTAL		897	3966	290	439

GUARDRAIL SCHEDULE			
LOCATION		TRAFFIC BARR TERM, TYPE 6	GUARDRAIL REMOVAL
		EACH	FOOT
STATION			
S.N 082-0186			
147+28.19	to	147+65.09	LT
147+24.15	to	147+61.05	RT
STATION			
S.N 082-0187			
1043+71.06	to	1044+07.96	LT
1043+90.96	to	1044+27.86	RT
STATION			
S.N 082-0188			
163+21.19	to	163+58.09	LT
163+25.93	to	163+62.83	RT
STATION			
S.N 082-0189			
1061+11.58	to	1061+48.48	LT
1061+15.58	to	1061+52.48	RT
TOTAL		8	296

MODEL - General Notes
 FILE NAME - X:\Projects\Current\220-0835 IDOT W014 FAI Route 64 (L64)\DGN\0820189-0879R36-Shd07-Schedule of Quantities.dgn



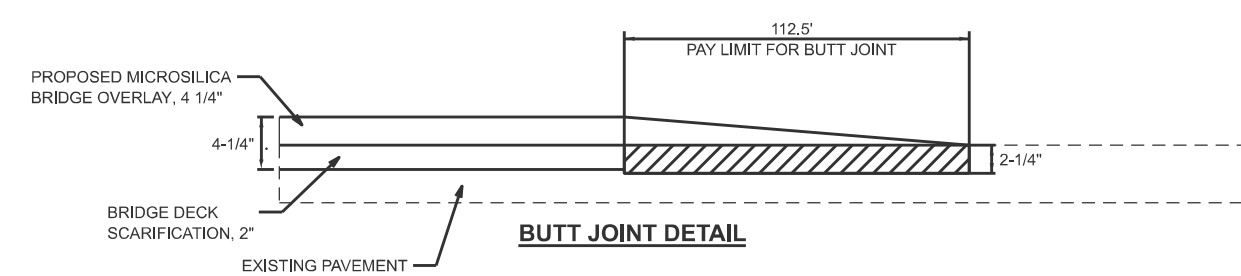
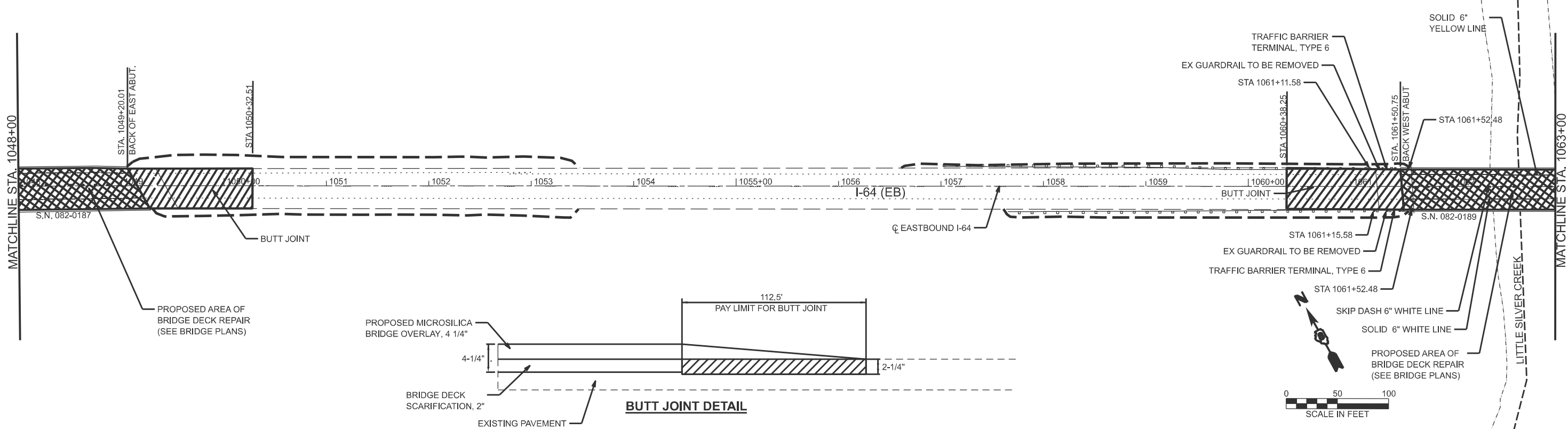
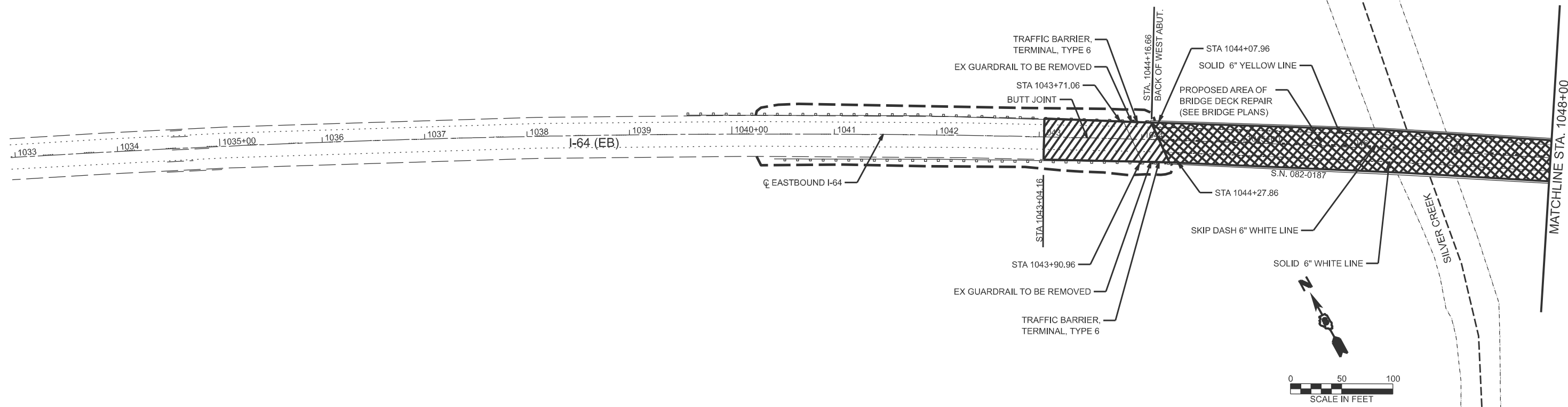
USER NAME = Crussell	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/28/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	7
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				



MODEL: EXCL - Plan 1 (Sheet)
 FILE NAME: X:\Projects\Current\220-0835 IDOT\WO14 FAI Route 64 (I-64)\DGN\0820189-082-0187-9R36-Sht08-1-Plan.dgn



USER NAME = Crussell	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/28/2026	DATE -	REVISED -

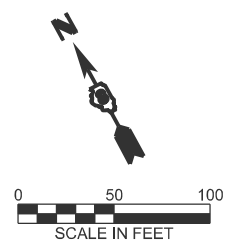
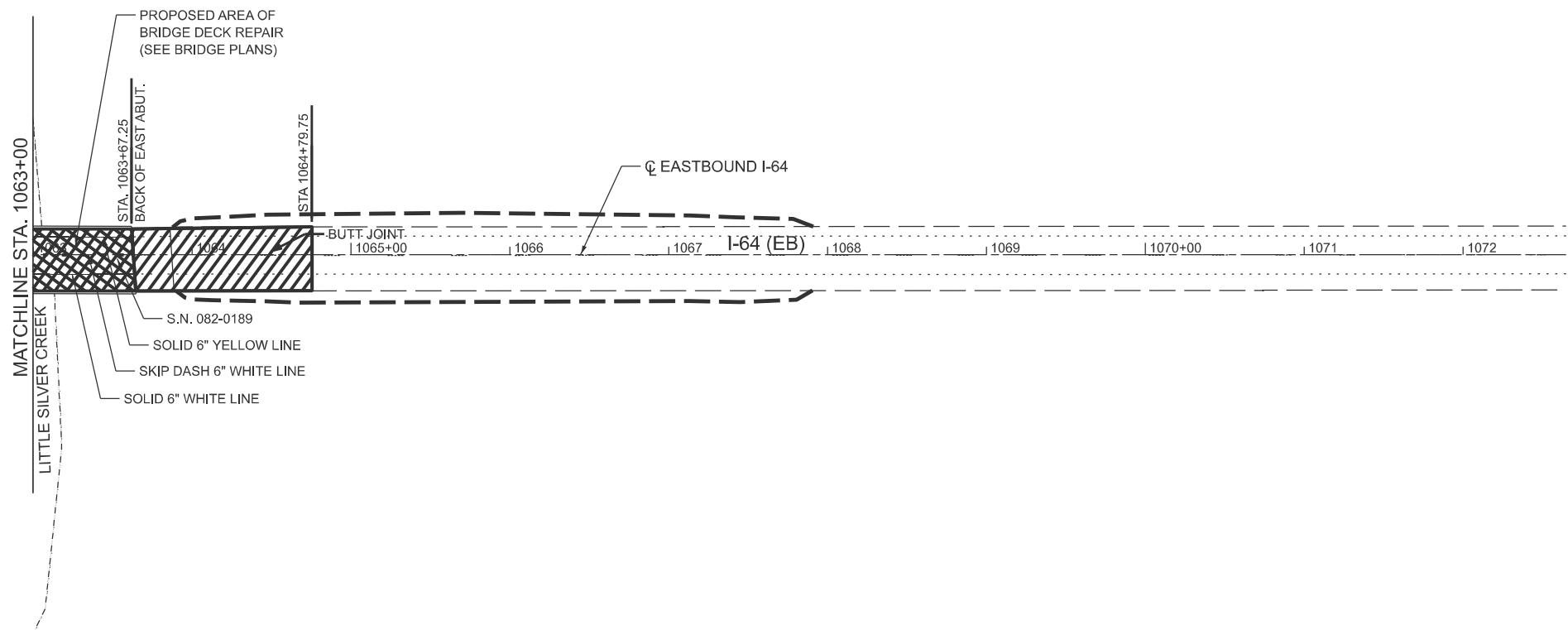
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAN
S.N. 082-0187 & S.N. 082-0189**

SCALE: 1"=50' SHEET 1 OF 4 SHEETS STA. 1033+00.68 TO STA. 1063+00.68

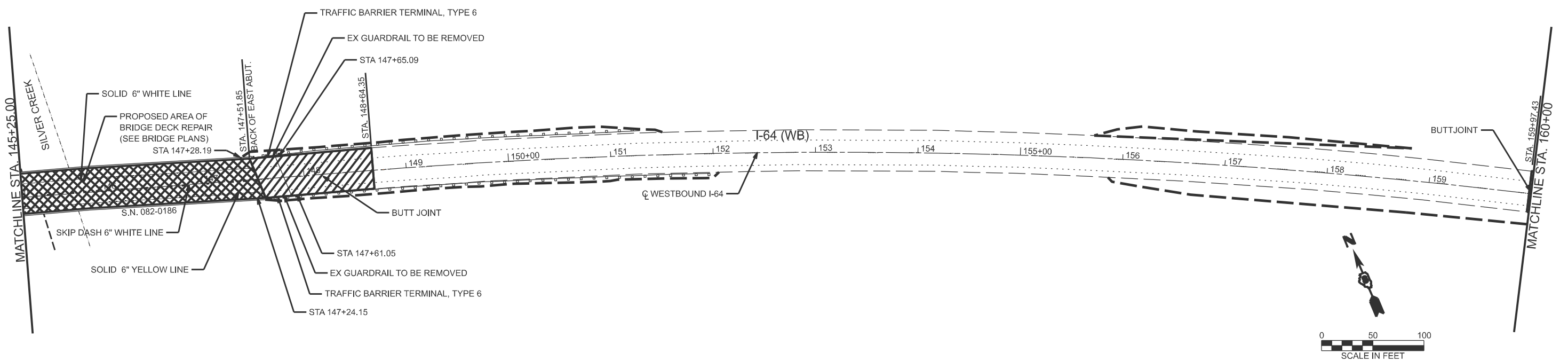
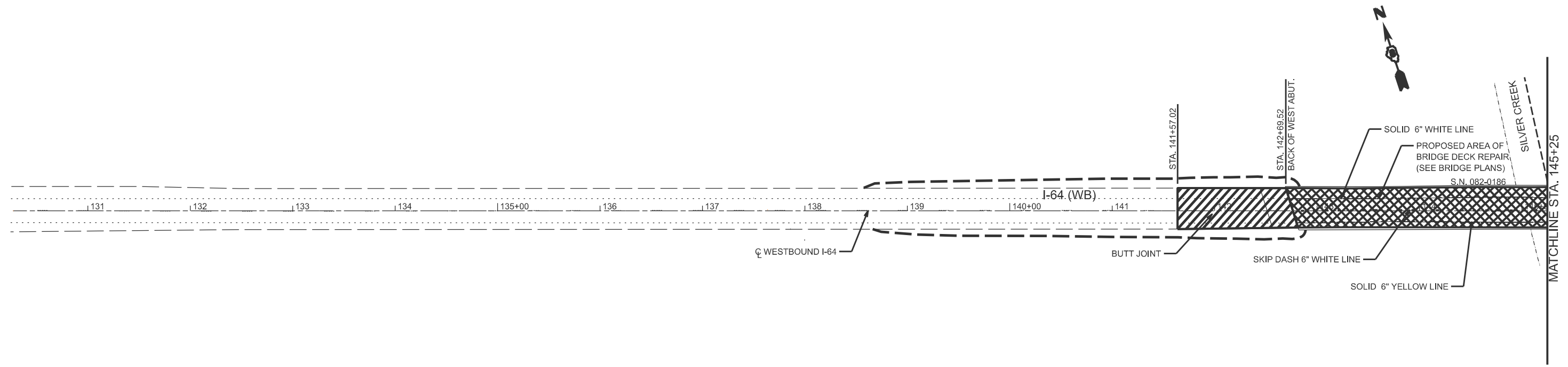
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	8
CONTRACT NO. 76R36				

ILLINOIS FED. AID PROJECT



MODEL: EXCL - Plan 3 (Sheet)
 FILE NAME: X:\Projects\Current\220-0835 IDOT\WO14 FAI Route 64 (I-64)\DGN\0820189-D879R36-Sho08-11-Plan.dgn

 Hurst-Rosche, Inc. 5 BANK SQUARE EAST ST. LOUIS, IL PH: 618.398.0890	USER NAME = Crussell	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN S.N. 082-0189	F.A.I. RTE. 64	SECTION 82-8-BJR-BDR-BP-1	COUNTY ST. CLAIR	TOTAL SHEETS 61	SHEET NO. 9	
	DATE = 4/28/2026	CHECKED -	REVISED -			CONTRACT NO. 76R36					
SCALE: 1"=50'		SHEET 2 OF 4 SHEETS				STA. 1063+00.00 TO STA. 1072+00.00		ILLINOIS FED. AID PROJECT			



MODEL: EXCL1 - Plan 4 (Sheet)
 FILE NAME: X:\Projects\Current\220-0835 IDOT\WO14 FAI Route 64 (I64)\DGN\0820189-082-0186-Sheet1-Plan.dgn


Hurst-Rosche, Inc.
 5 BANK SQUARE
 EAST ST. LOUIS, IL
 PH: 618.398.0890

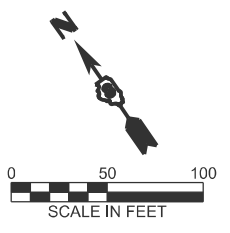
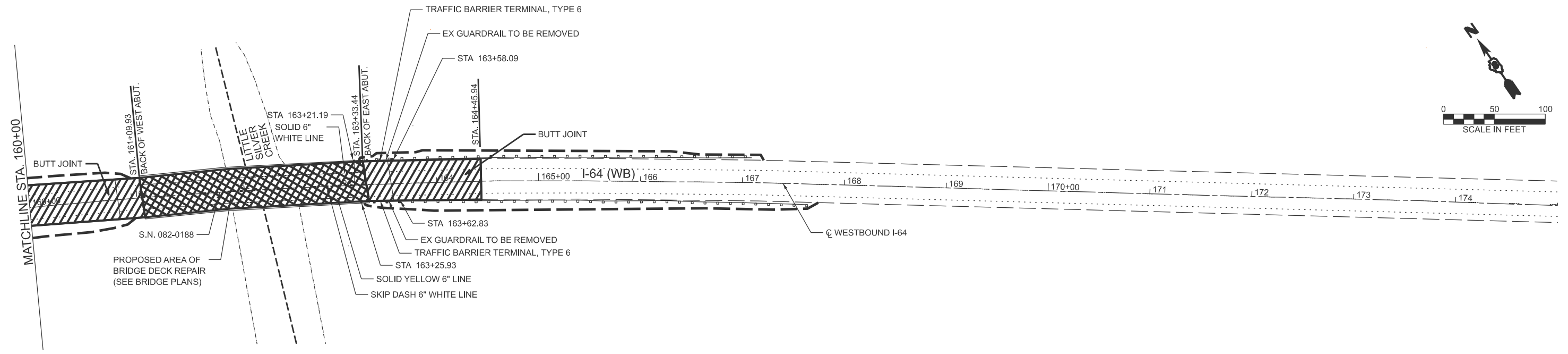
USER NAME = Crussell	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/28/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN
S.N. 082-0186

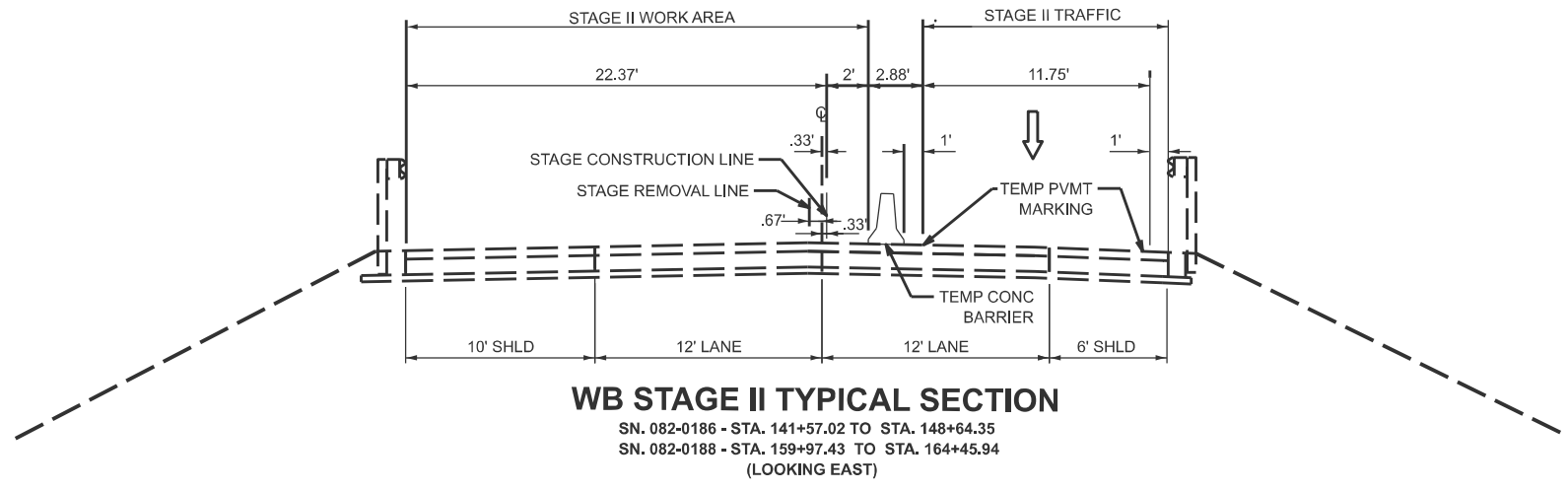
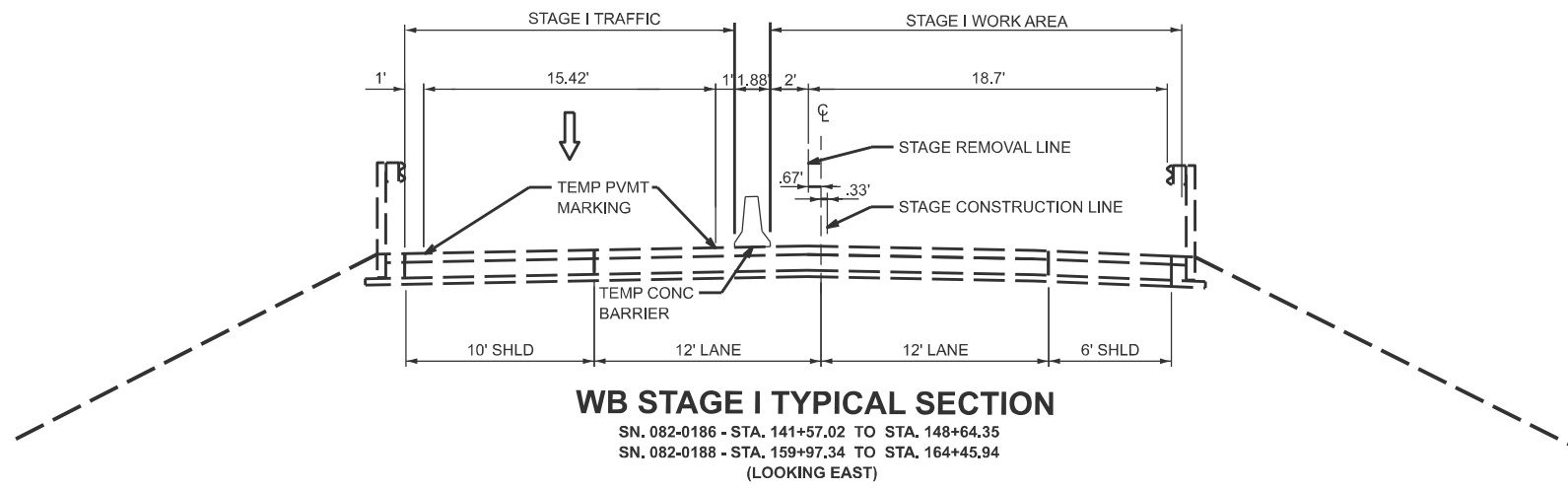
SCALE: 1"=50' SHEET 3 OF 4 SHEETS STA. 130+00.00 TO STA. 160+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST CLAIR	61	10
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				



MODEL: EXCL1 - Plan 6 (Sheet)
 FILE NAME: X:\Projects\Current\220-0835 IDOT\WO14 FAI Route 64 (I-64)\DGN\0820189-D879R36-Shr08-11-Plan.dgn

HR	Hurst-Rosche, Inc. 5 BANK SQUARE EAST ST. LOUIS, IL PH: 618.398.0890	USER NAME = Crussell	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN S.N. 082-0188	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		PLOT DATE = 4/28/2026	DATE -	REVISED -			64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	11
						SCALE: 1"=50'	SHEET 4 OF 4 SHEETS		STA. 160+00.00 TO STA. 175+00.00		
ILLINOIS FED. AID PROJECT											



STAGE CONSTRUCTION NOTES

STAGE I TRAFFIC

CLOSE INSIDE LANE OF EASTBOUND INTERSTATE 64 TO TRAFFIC, REDUCING TRAFFIC TO ONE LANE USING HIGHWAY STANDARD 701402, AND AS DETAILED IN THE STAGING TYPICAL SECTIONS, AND TRAFFIC STAGING PLANS.

STAGE I CONSTRUCTION

BRIDGE REPAIRS AS DETAILED IN THE BRIDGE PLANS, MICROSILICA OVERLAY AND BUTT JOINT CONSTRUCTION.

STAGE II TRAFFIC

CLOSE OUTSIDE LANE OF EASTBOUND INTERSTATE 64 TO TRAFFIC, REDUCING TRAFFIC TO ONE LANE USING HIGHWAY STANDARD 701402, AND AS DETAILED IN THE STAGING TYPICAL SECTIONS, AND TRAFFIC STAGING PLANS.

STAGE II CONSTRUCTION

BRIDGE REPAIRS AS DETAILED IN THE BRIDGE PLANS, MICROSILICA OVERLAY AND BUTT JOINT CONSTRUCTION.

POST-STAGE CONSTRUCTION

CONDUCT WORKSITE CLEANUP AND PLACE FINAL PAVEMENT MARKINGS.

IN CASE THE PERMANENT FINAL PAVEMENT MARKING CANNOT BE PLACED, A QUANTITY OF TEMPORARY PAVEMENT MARKING IN THE QUANTITY OF THE PERMANENT MARKING HAS BEEN ADDED TO THE CONTRACT.

REMOVE TEMPORARY PAVEMENT MARKINGS USED THROUGHOUT THE PROJECT.

GENERAL STAGING NOTES

USE HIGHWAY STANDARD 701400 FOR SUPPLEMENTAL STAGING DETAILS USED SUCH AS ADVANCED SIGNING.

WIDTH RESTRICTION SIGNING SHALL BE PLACED ON THE WESTBOUND AND EASTBOUND LANES OF I-64 TO THE WEST AND EAST OF THE INTERCHANGES WITH IL 158 AND IL 4 AS WELL AS ONE SET OF SIGNS PRIOR TO THE INTERCHANGE WITH I-64 ON BOTH IL 158 AND IL 4 IN EACH DIRECTION.

MODEL: Typical Sections-1
 FILE NAME: X:\Projects\Current\220-0835 IDOT\WO14 FAI Route 64 (I-64)\DGN\0820188-0879R36-sh-12-typical-staging.dgn

HR
 Hurst-Rosche, Inc.
 5 BANK SQUARE
 EAST ST. LOUIS, IL
 PH: 618.398.0890

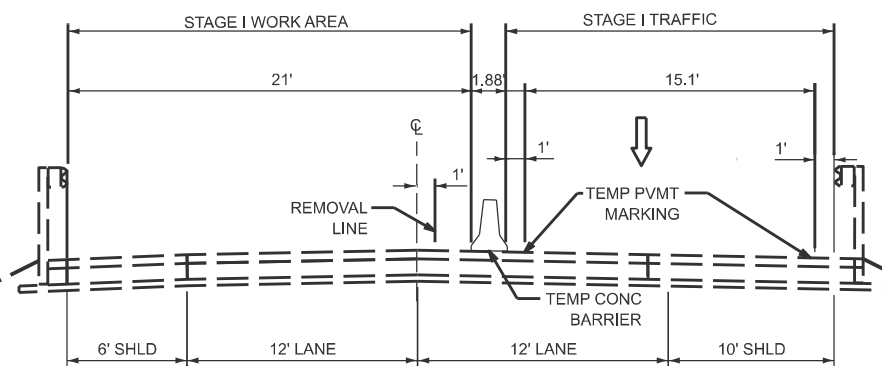
USER NAME = Crussell	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/28/2026	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGING TYPICAL SECTIONS
 S.N. 082-0187 & S.N. 082-0189**

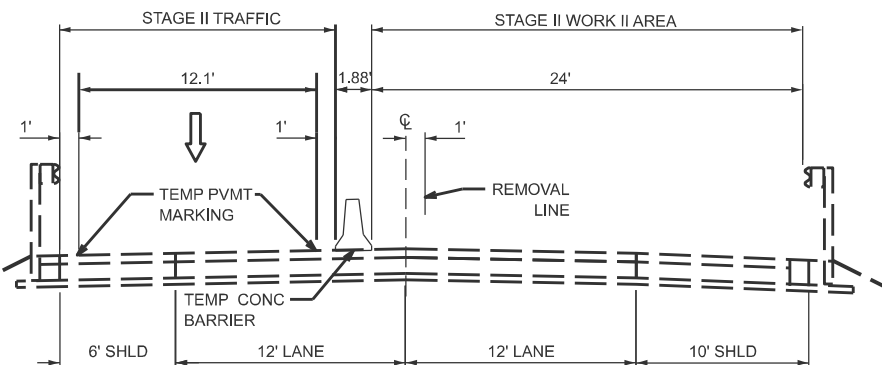
SCALE: N.T.S. SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST CLAIR	61	12
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				



EB STAGE I TYPICAL SECTION

SN. 082-0187 - STA. 1043+04.16 TO STA.1050+32.51
 SN. 082-0189 - STA. 1060+38.25 TO STA. 1064+79.75
 (LOOKING EAST)



EB STAGE II TYPICAL SECTION

SN. 082-0187 - STA. 1043+04.16 TO STA.1050+32.51
 SN. 082-0189 - STA. 1060+38.25 TO STA. 1064+79.75
 (LOOKING EAST)

STAGE CONSTRUCTION NOTES

STAGE I TRAFFIC

CLOSE INSIDE LANE OF WESTBOUND INTERSTATE 64 TO TRAFFIC, REDUCING TRAFFIC TO ONE LANE USING HIGHWAY STANDARD 701402, AND AS DETAILED IN THE, STAGE I TYPICAL SECTIONS, AND TRAFFIC STAGING PLANS.

STAGE I CONSTRUCTION

BRIDGE REPAIRS AS DETAILED IN THE BRIDGE PLANS, MICROSILICA OVERLAY AND BUTT JOINT CONSTRUCTION.

STAGE II TRAFFIC

CLOSE OUTSIDE LANE OF WESTBOUND INTERSTATE 64 TO TRAFFIC, REDUCING TRAFFIC TO ONE LANE USING HIGHWAY STANDARD 701402, AND AS DETAILED IN THE, STAGE II TYPICAL SECTIONS, AND TRAFFIC STAGING PLANS.

STAGE II CONSTRUCTION

BRIDGE REPAIRS AS DETAILED IN THE BRIDGE PLANS, MICROSILICA OVERLAY AND BUTT JOINT CONSTRUCTION.

POST-STAGE CONSTRUCTION

CONDUCT WORK SITE CLEANUP AND PLACE FINAL PAVEMENT MARKINGS.

IN CASE THE PERMANENT FINAL PAVEMENT MARKING CANNOT BE PLACED, A QUANTITY OF TEMPORARY PAVEMENT MARKING IN THE QUANTITY OF THE PERMANENT MARKING HAS BEEN ADDED TO THE CONTRACT.

REMOVE TEMPORARY PAVEMENT MARKINGS USED THROUGHOUT THE PROJECT.

GENERAL STAGING NOTES

USE HIGHWAY STANDARD 701400 FOR SUPPLEMENTAL STAGING DETAILS USED SUCH AS ADVANCED SIGNING.

WIDTH RESTRICTION SIGNING SHALL BE PLACED ON THE WESTBOUND AND EASTBOUND LANES OF I-64 TO THE WEST AND EAST OF THE INTERCHANGES WITH IL 158 AND IL 4 AS WELL AS ONE SET OF SIGNS PRIOR TO THE INTERCHANGE WITH I-64 ON BOTH IL 158 AND IL 4 IN EACH DIRECTION.

MODEL: Typical Sections-1
 FILE NAME: X:\Projects\Current\220-0835 IDOT\WO14 FAI Route 64 (I-64)\DGN\0820189-087\9R36-sh-13-typical-staging.dgn

HR
 Hurst-Rosche, Inc.
 5 BANK SQUARE
 EAST ST. LOUIS, IL
 PH: 618.398.0890

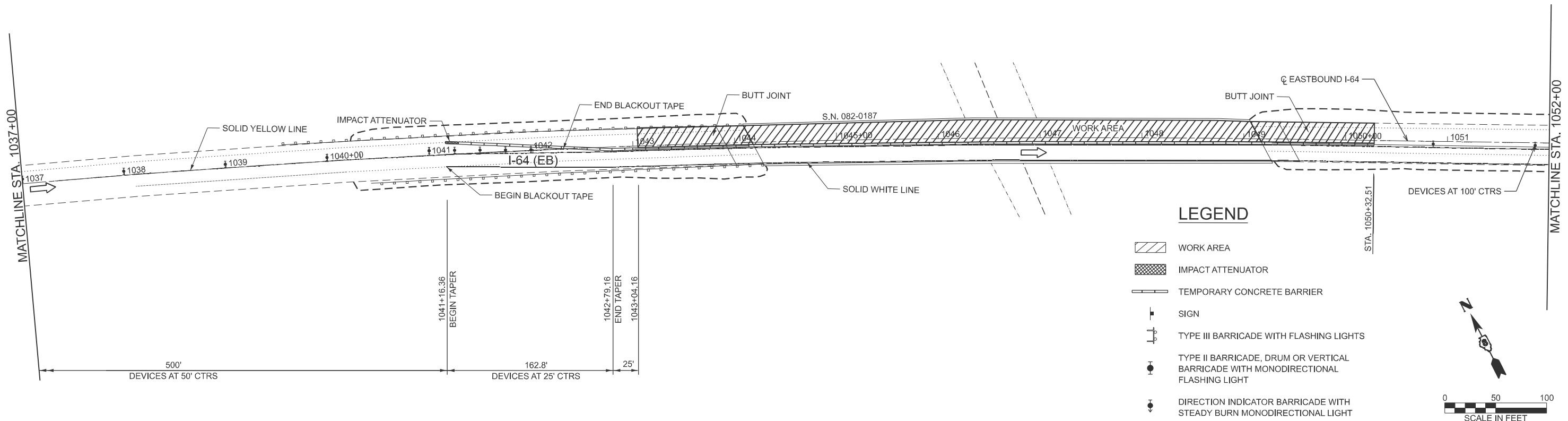
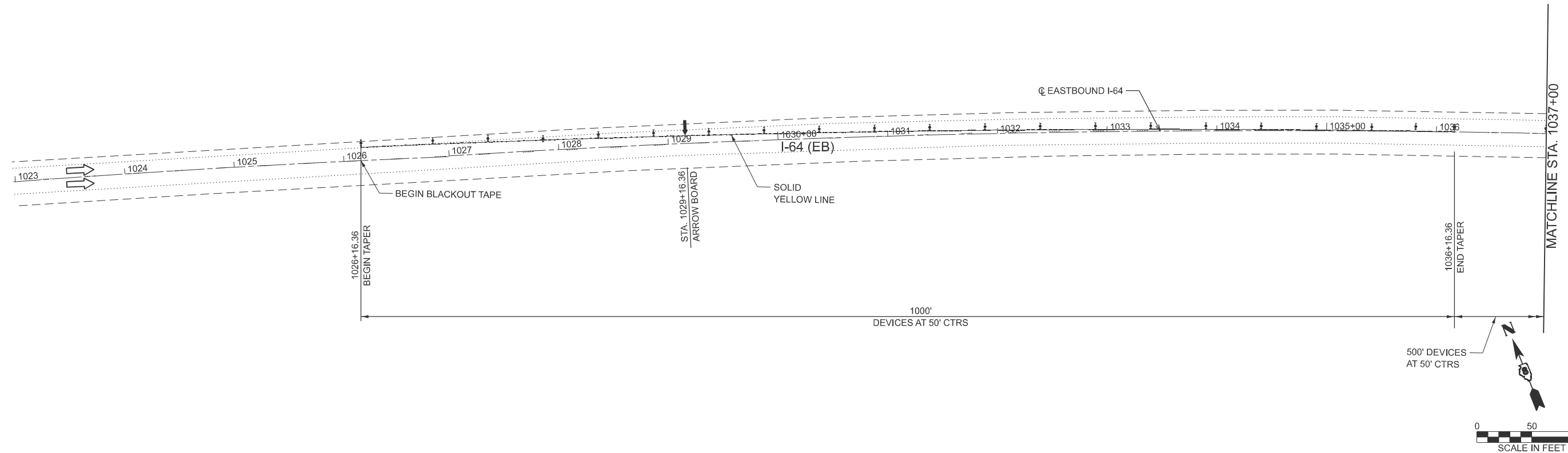
USER NAME = Crussell	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/28/2026	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGING TYPICAL SECTIONS
 SN. 082-0186 & SN. 082-0188**

SCALE: N.T.S. SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST CLAIR	61	13
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				



LEGEND

- WORK AREA
- IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- SIGN
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT

MODEL: EXCL-EB - Plan 1E (Sheet)
 FILE NAME: X:\Projects\Current\220-0835 IDOT\WO14 FAI\Route 64 (I-64)\DGN\0820189-0879R36-Sht-14-17-StageI.dgn

HR
 Hurst-Rosche, Inc.
 5 BANK SQUARE
 EAST ST. LOUIS, IL
 PH: 618.398.0890

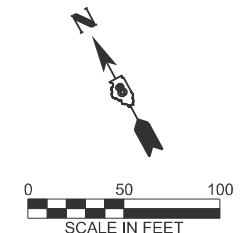
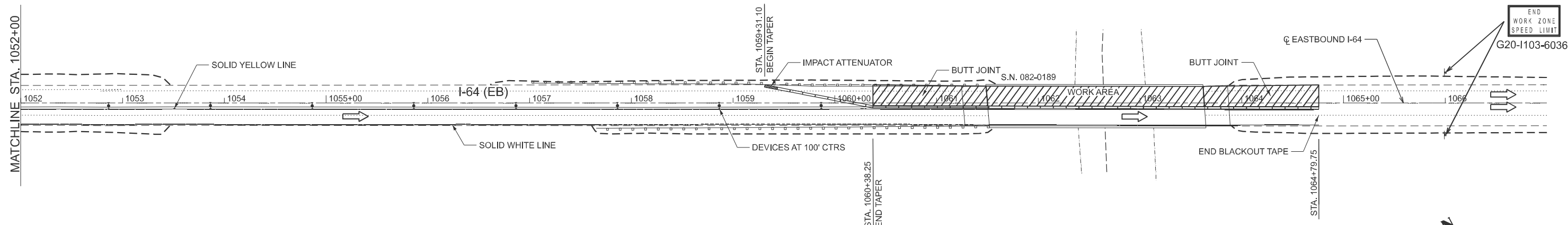
USER NAME =	Crussell	DESIGNED -	REVISIONS -
		DRAWN -	REVISIONS -
		CHECKED -	REVISIONS -
PLOT DATE =	4/28/2026	DATE -	REVISIONS -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**








TRAFFIC STAGING PLAN - STAGE I

SCALE: 1"=50' SHEET 1 OF 4 SHEETS STA. 1023+00.00 TO STA. 1052+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST CLAIR	61	14
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				



LEGEND

-  WORK AREA
-  IMPACT ATTENUATOR
-  TEMPORARY CONCRETE BARRIER
-  SIGN
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT

MODEL: EXCL-EB - Plan 3E (Sheet)
 FILE NAME: X:\Projects\Current\220-0835 IDOT\WO14 FAI Route 64 (I-64)\DGN\0820189-D879R36-Shr-14-17-Staging-I.dgn

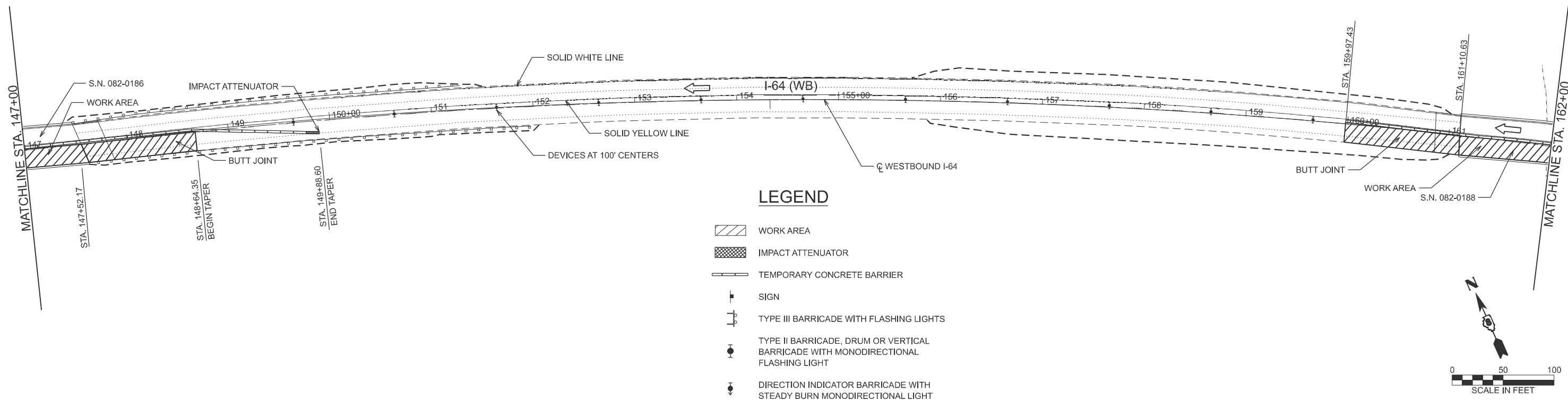
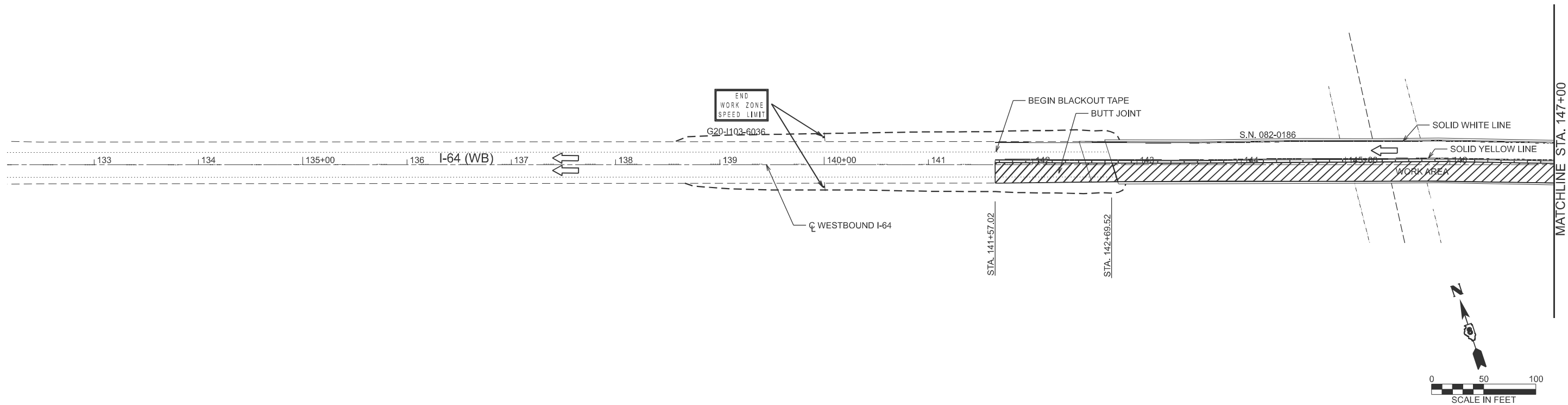

Hurst-Rosche, Inc.
 5 BANK SQUARE
 EAST ST. LOUIS, IL
 PH: 618.398.0890

USER NAME = Crussell	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/28/2026	DATE -	REVISED -








STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC STAGING PLAN - STAGE I
 SCALE: 1"=50' SHEET 2 OF 4 SHEETS STA. 1052+00.00 TO STA. 1067+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST CLAIR	61	15
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				



LEGEND

-  WORK AREA
-  IMPACT ATTENUATOR
-  TEMPORARY CONCRETE BARRIER
-  SIGN
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT

MODEL: EXCL1 - Plan SW (Sheet)
 FILE NAME: X:\Projects\Current\220-0835 IDOT\WO14 FAI Route 64 (I-64)\DGN\0820189-D879R36-Sht-14-17-StageI.dgn

HR
 Hurst-Rosche, Inc.
 5 BANK SQUARE
 EAST ST. LOUIS, IL
 PH: 618.398.0890

USER NAME = Crussell	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/28/2026	DATE -	REVISED -

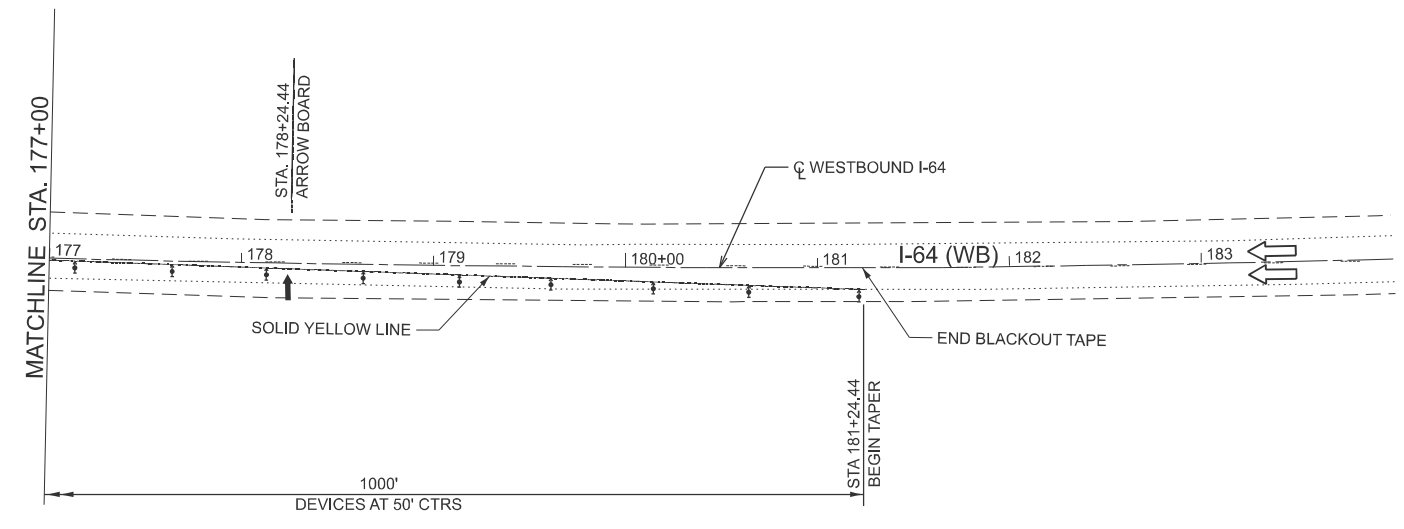
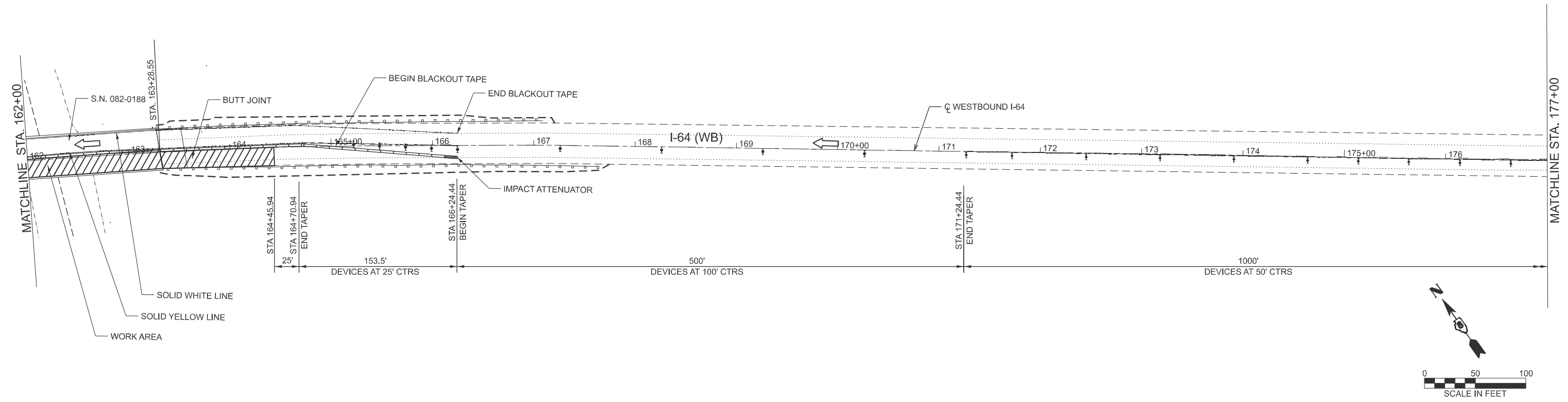
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TRAFFIC STAGING PLAN - STAGE I








SCALE: 1"=50' SHEET 3 OF 4 SHEETS STA. 132+00.00 TO STA. 162+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST CLAIR	61	16
CONTRACT NO. 76R36				

ILLINOIS FED. AID PROJECT



LEGEND

-  WORK AREA
-  IMPACT ATTENUATOR
-  TEMPORARY CONCRETE BARRIER
-  SIGN
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT

MODEL: EXCL1 - Plan 7W (Sheet)
 FILE NAME: X:\Projects\Current\220-0835 IDOT\WO14 FAI Route 64 (I-64)\DGN\0820189-D879R36-Sht-14-17-StageI.dgn

HR
 Hurst-Rosche, Inc.
 5 BANK SQUARE
 EAST ST. LOUIS, IL
 PH: 618.398.0890

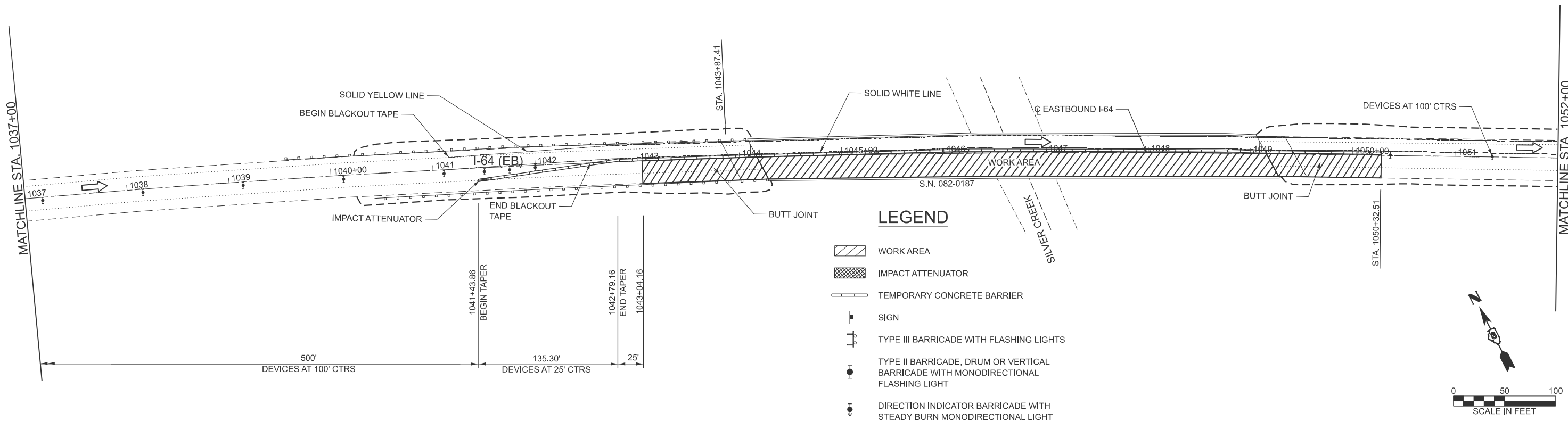
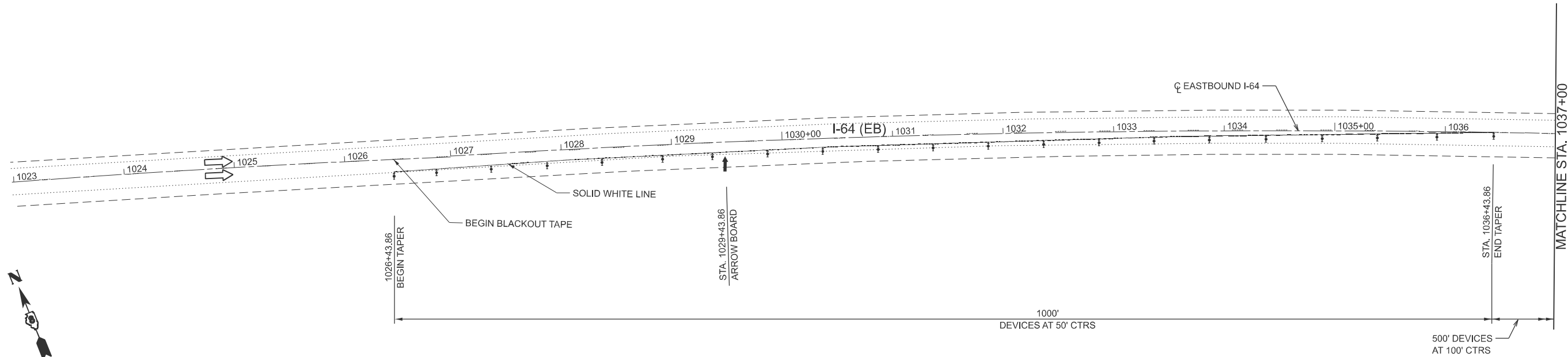
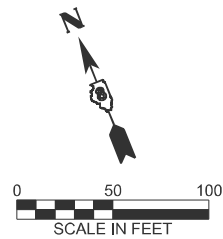
USER NAME = Crussell	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/28/2026	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TRAFFIC STAGING PLAN - STAGE I

SCALE: 1"=50' SHEET 4 OF 4 SHEETS STA. 162+00.00 TO STA. 184+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST CLAIR	61	17
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				



- LEGEND**
- WORK AREA
 - IMPACT ATTENUATOR
 - TEMPORARY CONCRETE BARRIER
 - SIGN
 - TYPE III BARRICADE WITH FLASHING LIGHTS
 - TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
 - DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT

MODEL: EXCL-EB - Plan 1E (Sheet)
 FILE NAME: X:\Projects\Current\220-0835 IDOT\WO14 FAI Route 64 (I-64)\DGN\0820189-D879R36-Shr-18-2-1-StageII-2.dgn

HR
 Hurst-Rosche, Inc.
 5 BANK SQUARE
 EAST ST. LOUIS, IL
 PH: 618.398.0890

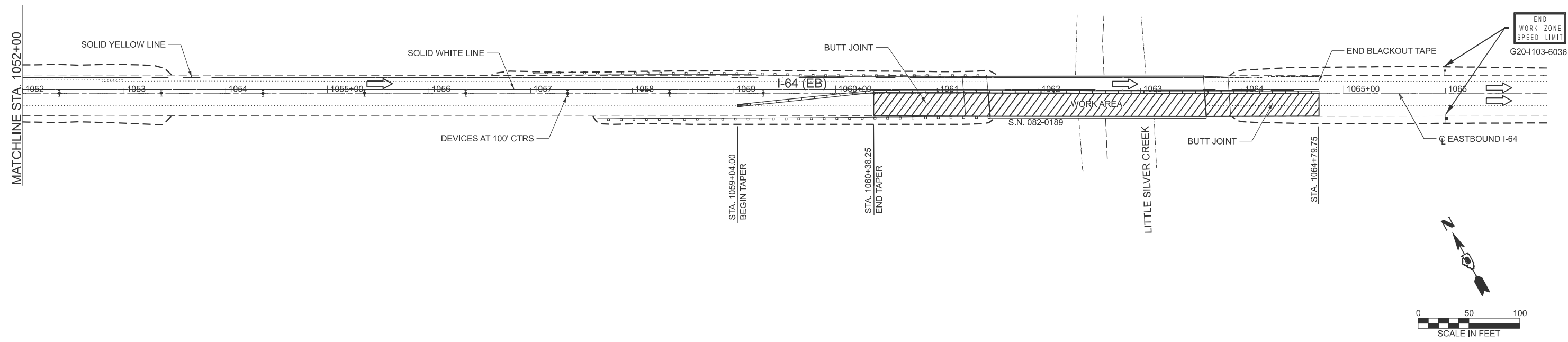
USER NAME = Crussell	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/28/2026	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**








TRAFFIC STAGING PLAN - STAGE II

SCALE: 1"=50' SHEET 1 OF 4 SHEETS STA. 1023+00.00 TO STA. 1052+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST CLAIR	61	18
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				



LEGEND

-  WORK AREA
-  IMPACT ATTENUATOR
-  TEMPORARY CONCRETE BARRIER
-  SIGN
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT

MODEL: EXCL-EB - Plan 3E (Sheet)
 FILE NAME: X:\Projects\Current\220-0835 IDOT\WO14 FAI Route 64 (I-64)\DGN\0820189-D879R36-Shr-18-2-1-Staging-2.dgn

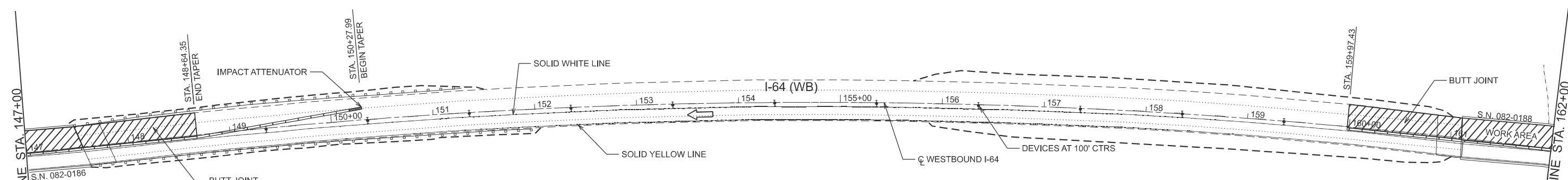
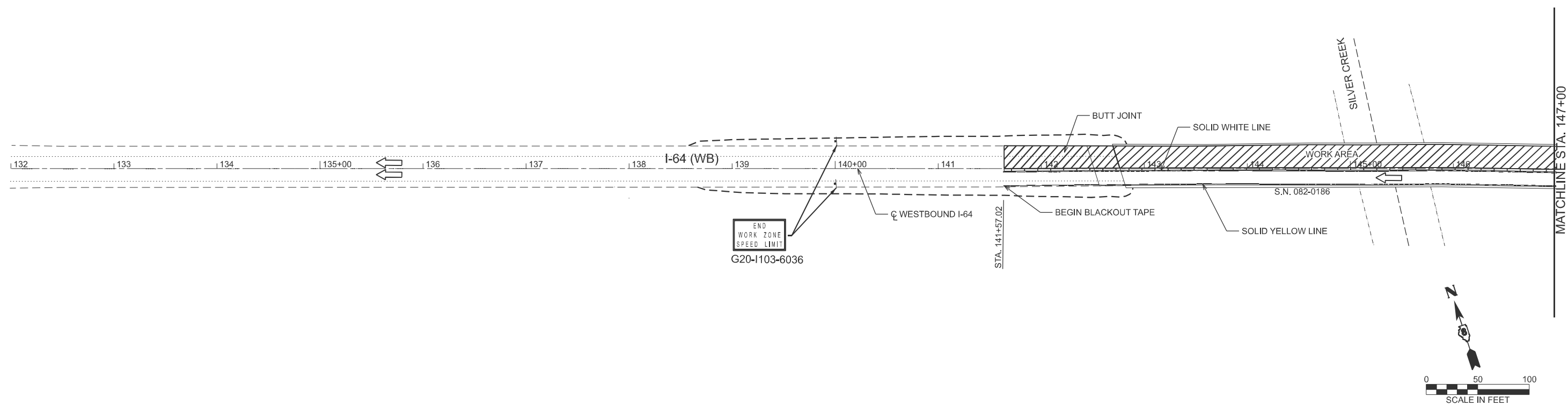
HR
 Hurst-Rosche, Inc.
 5 BANK SQUARE
 EAST ST. LOUIS, IL
 PH: 618.398.0890








USER NAME = Crussell	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/28/2026	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TRAFFIC STAGING PLAN - STAGE II
 SCALE: 1"=50' SHEET 2 OF 4 SHEETS STA. 1052+00.00 TO STA. 1067+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST CLAIR	61	19
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				



- LEGEND**
-  WORK AREA
 -  IMPACT ATTENUATOR
 -  TEMPORARY CONCRETE BARRIER
 -  SIGN
 -  TYPE III BARRICADE WITH FLASHING LIGHTS
 -  TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
 -  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT

MODEL: EXCL1 - Plan SW(Sheet)
 FILE NAME: X:\Projects\Current\220-0835 IDOT\WO14 FAI Route 64 (I-64)\DGN\0820189-D879R36-Sht-18-2-1-StageII-2.dgn

HR
 Hurst-Rosche, Inc.
 5 BANK SQUARE
 EAST ST. LOUIS, IL
 PH: 618.398.0890

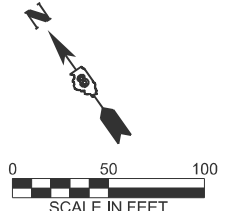
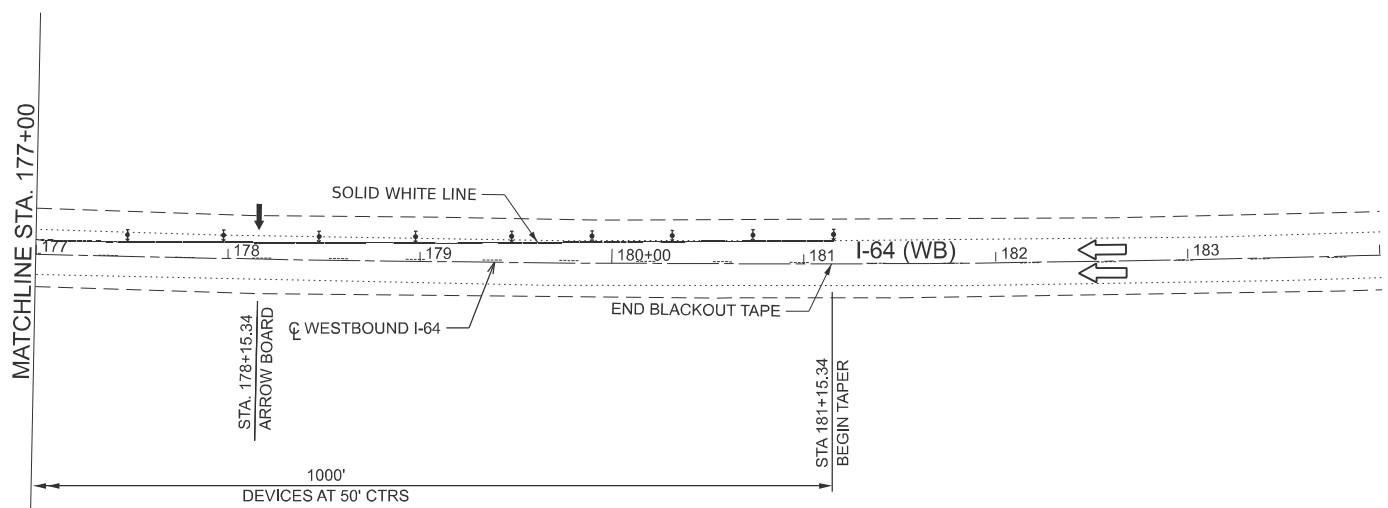
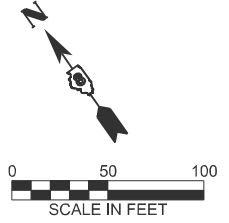
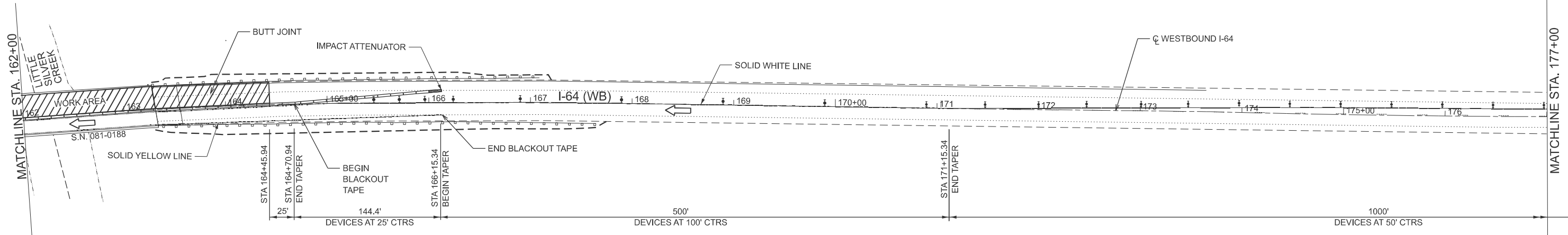
USER NAME = Crussell	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/28/2026	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TRAFFIC STAGING PLAN - STAGE II

SCALE: 1"=50' SHEET 3 OF 4 SHEETS STA. 132+00.00 TO STA. 162+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST CLAIR	61	20
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				



LEGEND

- WORK AREA
- IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- SIGN
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT

MODEL: EXCL1 - Plan 7W (Sheet)
 FILE NAME: X:\Projects\Current\220-0835 IDOT\WO14 FAI Route 64 (I-64)\DGN\0820189-D879R36-Shr-18-2-1-Stage2-2.dgn



Hurst-Rosche, Inc.
 5 BANK SQUARE
 EAST ST. LOUIS, IL
 PH: 618.398.0890

USER NAME = Crussell	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/28/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC STAGING PLAN - STAGE II

SCALE: 1"=50' SHEET 4 OF 4 SHEETS STA. 162+00.00 TO STA. 184+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST CLAIR	61	21
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				

Benchmark:
No. F. Railroad Spike in Willow Tree @ 140' Rt. of Sta. 1034+50, El. 423.58.

Existing Structure No. 082-0186:
The existing structure is a five span bridge with 7 1/4" concrete deck and a 2" concrete overlay supported by 55 1/2" deep plate girders. The structure was built in 1971 as section 82-8B. The superstructure is supported by spill-through abutments and solid wall pile bent piers. It has an out to out deck width of 42'-6" and a 482'-4" Bk. to Bk. Abutment length. Stage Construction to be utilized.

Salvage: None

SCOPE OF WORK

1. Implement Traffic Control and shift traffic to the North side of the structure
2. Perform Bridge Deck Scarification, 2"
3. Perform Expansion Joint Reconstruction
4. Perform Microsilica Concrete Overlay, 4 1/4"
5. Remove End Diaphragms
6. Paint End Beams and Replace End Diaphragms
7. Paint Fascia Girders
8. Shift traffic to the South side of the structure and repeat items 2 through 7

INDEX OF SHEETS

1. General Plan and Elevation
2. Stage Construction
3. Temporary Concrete Barrier
4. Deck Repair Plan
5. West Abutment Joint Replacement
6. East Abutment Joint Replacement
7. Joint Replacement Details
8. Cross-Frame Repair
9. Preformed Joint Strip Seal
10. Bar Splicer Assembly and Mechanical Splicer Details

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring the new concrete deck for expansion joint reconstruction and deck slab repairs, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be 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 using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4 in. deep shall be identified and reported to the Bureau of Bridges & 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.

Plan dimensions and details relative to the existing structure have been taken from existing plans and 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 variation shall not be cause for additional compensation for a change in the scope of work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

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 operations shall be repaired or replaced using an approved bar splicer or anchorage system at the contractor's expense.

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

Protective Coat to be applied to areas of new concrete only, including bridge deck concrete overlay.

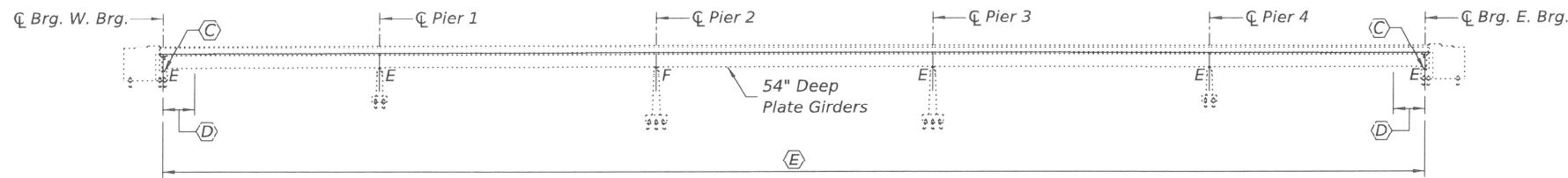
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.

Cleaning and painting of the existing structural steel shall be as specified in the special provisions for "Cleaning and Painting Existing Steel Structures". All beams, bearings, and other structural steel within 3 ft. (measured along the beam) of either side of deck joints shall be cleaned per Near White Blast Cleaning - SSPC - SP10. The flanges and webs of all beams for the rest of the length shall be cleaned per Commercial Grade Power Tool Cleaning - SSPC - SP15.

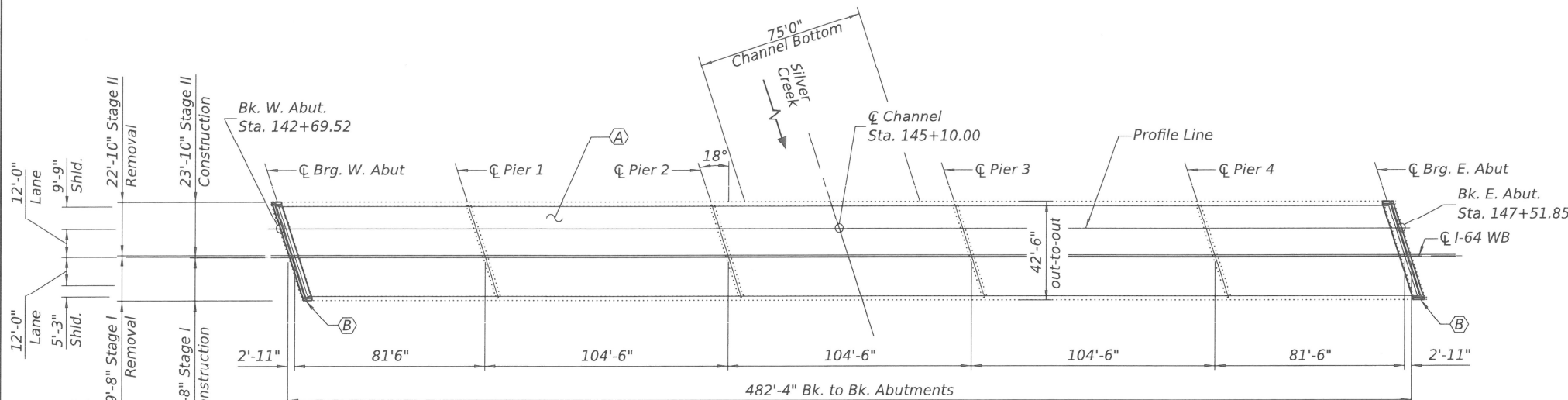
The designated areas cleaned per Near White Blast Cleaning (SSPC - SP10) and per Commercial Grade Power Tool Cleaning (SSPC - SP15) shall be painted according to the requirements of Paint System 1 OZ/E/U. The color of the final finish coat for all steel surfaces shall be Gray, Munshell No. 5B 7/1.

SSPC QP1 and QP2 Contractor Certification is required for this Contract.

All new structural steel and bearing assemblies to be hot-dip galvanized. See Special Provisions for "Hot-Dip Galvanizing for Structural Steel." Cost included in "Furnishing and Erecting Structural Steel."



ELEVATION



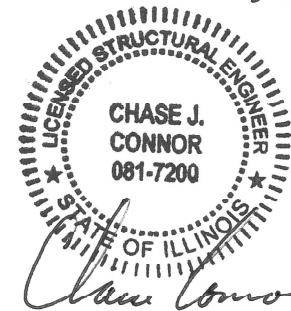
PLAN

TOTAL BILL OF MATERIAL

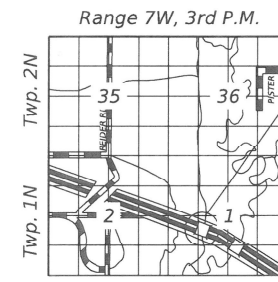
ITEM	UNIT	SUPER	TOTAL
Concrete Removal	Cu Yd	17.0	17.0
Concrete Superstructure	Cu Yd	18.3	18.3
Bridge Deck Grooving	Sq Yd	1,979	1,979
Protective Coat	Sq Yd	2,092	2,092
Furnishing and Erecting Structural Steel	Pound	5,470	5,470
Reinforcement Bars, Epoxy Coated	Pound	2,805	2,805
Bar Splicers	Each	30	30
Preformed Joint Strip Seal	Foot	90	90
* Containment and Disposal of Lead Paint Cleaning Residues, No. 1	Lsum	1	1
* Cleaning and Painting Steel Bridge No.1	Lsum	1	1
Bridge Deck Scarification, 2"	Sq Yd	2,075	2,075
* Bridge Deck Microsilica Concrete Overlay, 4 1/4"	Sq Yd	2,075	2,075
* Deck Slab Repair (Full Depth, Type II)	Sq Yd	27	27
* Structural Steel Removal	Pound	5,470	5,470

* Denotes Special Provision

Date: 5/1/26



CHASE CONNOR, P.E., S.E.
ILLINOIS STRUCTURAL NO. 7200
EXPIRES: NOVEMBER 30, 2026



LOCATION SKETCH

Proposed Structure
GENERAL PLAN AND ELEVATION
FAI 64 (WB) OVER
SILVER CREEK
FAI ROUTE 64 SECTION 82-8B
ST. CLAIR COUNTY
STATION 145+10 (WB)
STRUCTURE NO. 082-0186

KEYED NOTES

- (A) 2" Scarification and 4 1/4" Microsilica Concrete Overlay
- (B) Expansion Joint Replacement
- (C) Replace End Diaphragms
- (D) Beam End Painting
- (E) Fascia Beam Painting

LEGEND

- Microsilica Concrete Overlay
- Expansion Joint Replacement

MODEL: 091-CPE
FILE NAME: X:\proj\082-0186\082-0186-01\082-0186-01.dwg
4/30/2026 4:17:30 PM

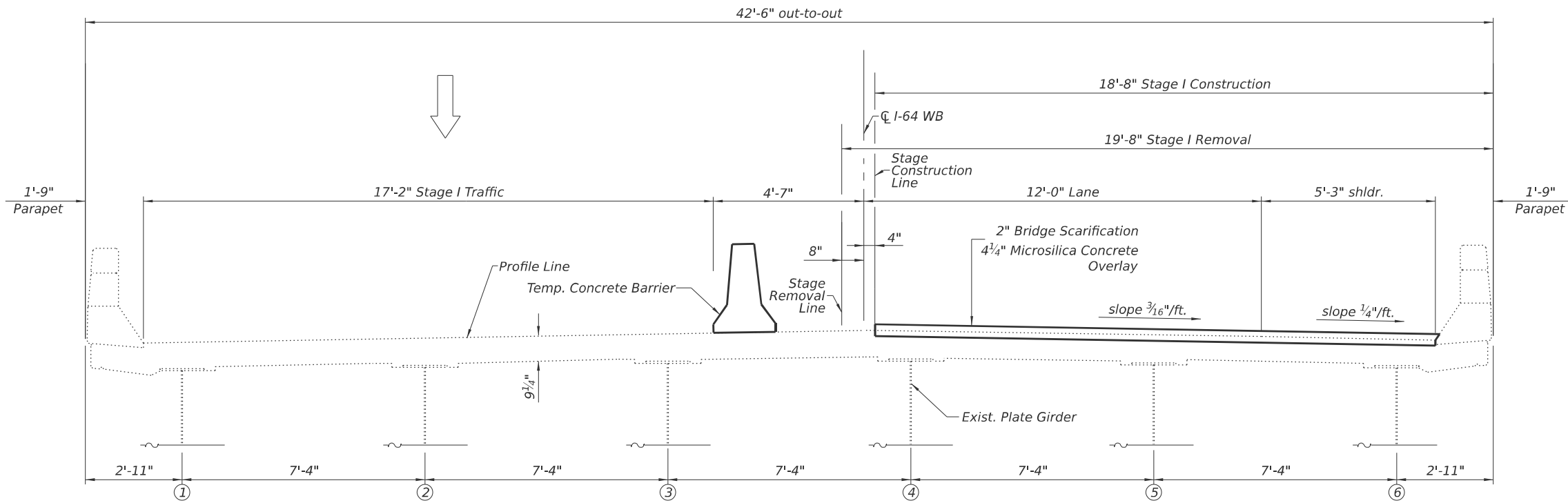
HR
Hurst-Rosche, Inc.
1400 E. TREMONT ST.
HILLSBORO, IL
PH: 217.532.3959

USER NAME	# jcalerino	DESIGNED	- JJC	REVISED	-
		CHECKED	- CJC	REVISED	-
PLOT SCALE	# \$\$CALE\$	DRAWN	- AE	REVISED	-
PLOT DATE	# 4/30/2026	CHECKED	- CJC	REVISED	-

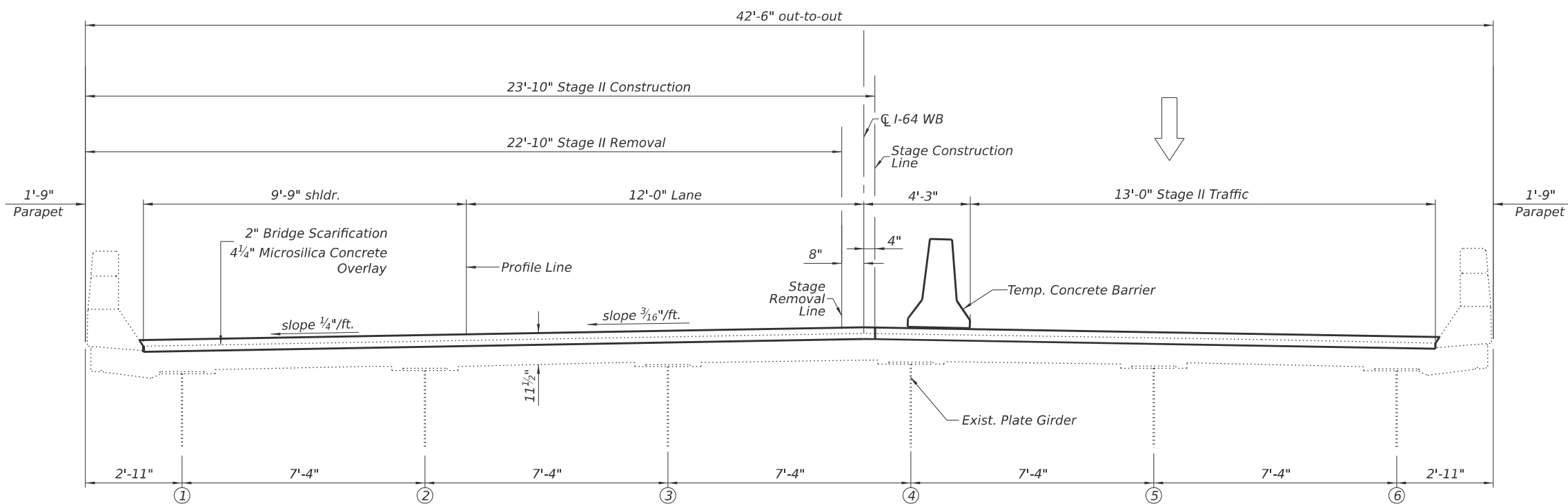
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURE NO. 082-0186
SHEET 1 OF 10 SHEETS

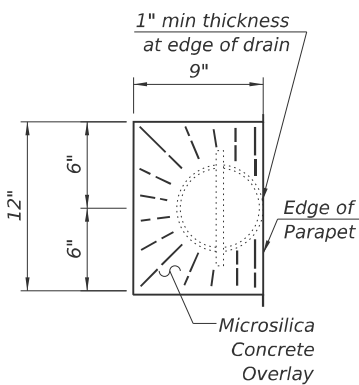
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	01	22
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				



STAGE I REMOVAL AND CONSTRUCTION
(Looking East)



STAGE II REMOVAL AND CONSTRUCTION
(Looking East)



DRAIN DETAIL
(Slope to Drain)

MODEL: 082-0186-01.dwg
 FILE NAME: X:\Projects\Contract\2024\082-0186-01\Drawings\082-0186-01-01.dwg
 PROJECT: I-64 WB
 CONTRACT: 82-8-BJR-BDR-BP-1
 SHEET: 2 OF 10

HR
 Hurst-Rosche, Inc.
 1400 E. TREMONT ST.
 HILLSBORO, IL
 PH: 217.532.3959

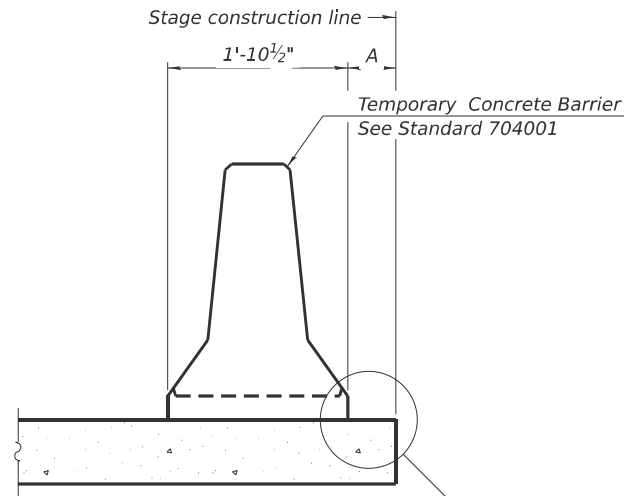
USER NAME = jcalderino	DESIGNED - JJC	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - CJC	REVISED -
PLOT DATE = 4/30/2026	DRAWN - AE	REVISED -
	CHECKED - CJC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION
STRUCTURE NO. 082-0186

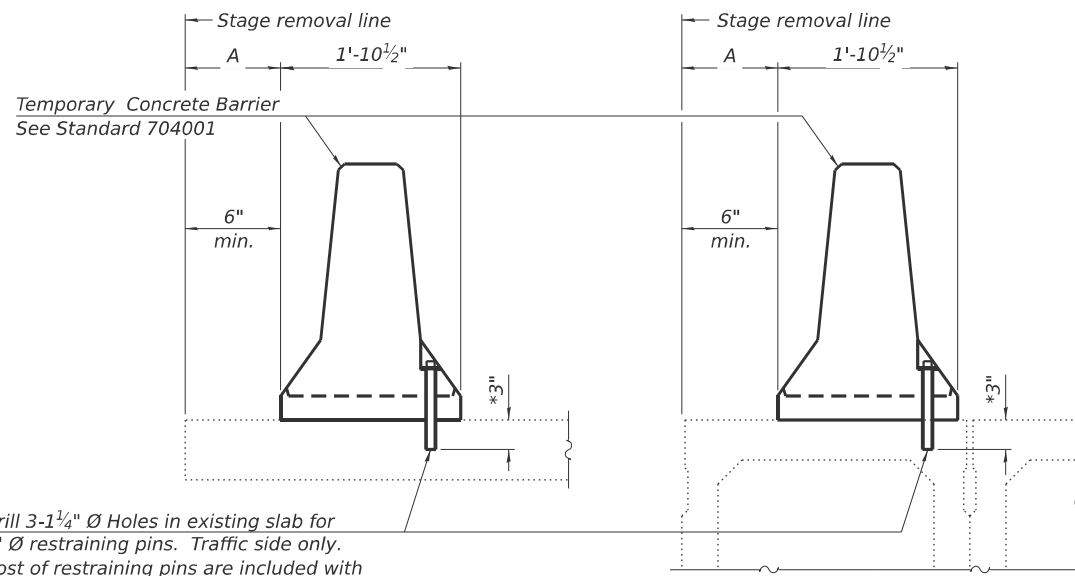
SHEET 2 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	23
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



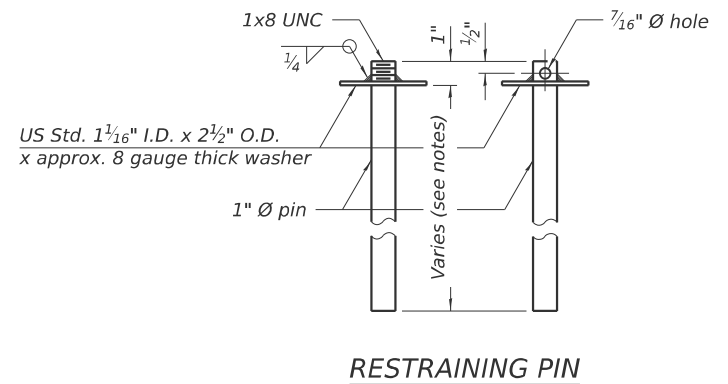
Drill 3-1 1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins is included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

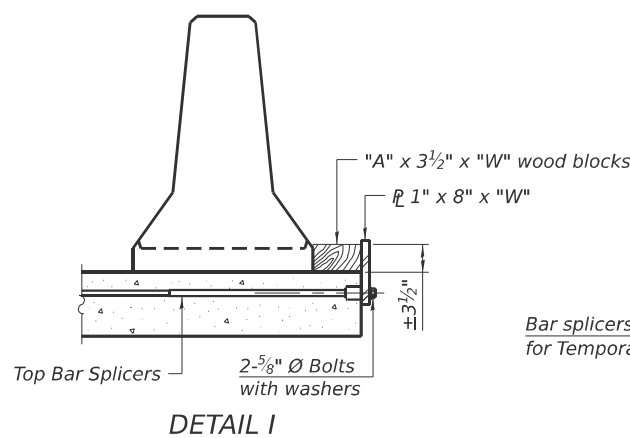
EXISTING SLAB

EXISTING DECK BEAM

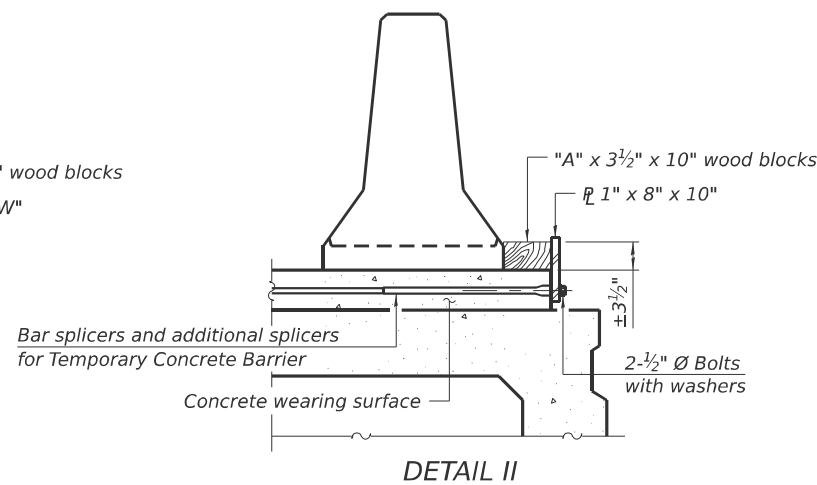
SECTIONS THRU SLAB OR DECK BEAM



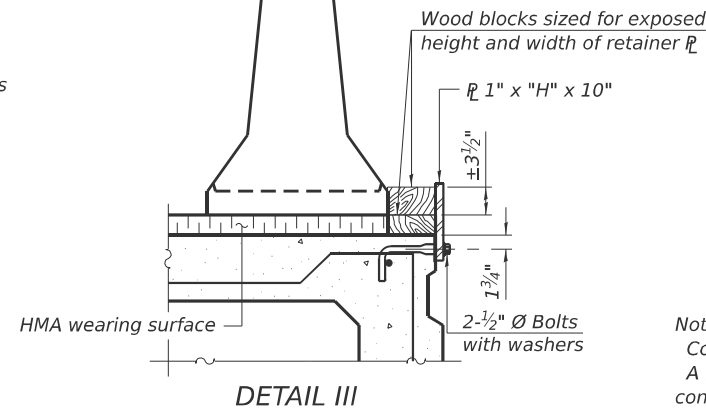
RESTRAINING PIN



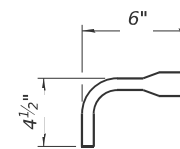
DETAIL I



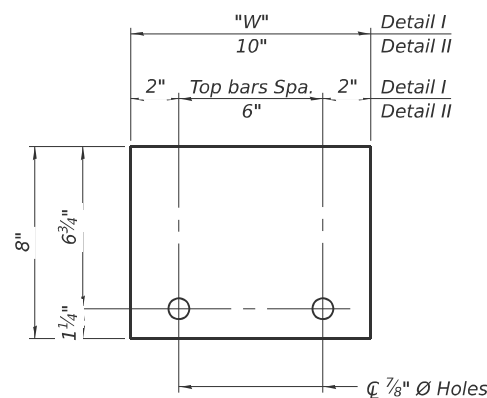
DETAIL II



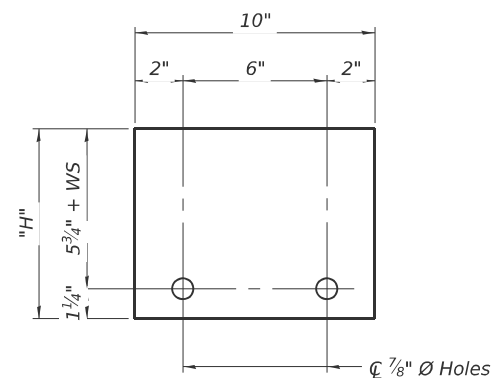
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER 1" x 8" x "W" (Detail I and II)



STEEL RETAINER 1" x "H" x 10" (Detail III)

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate center of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate.
 For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023

MODEL: 082-Temporary Concrete Barrier.dwg
 FILE NAME: X:\Projects\Contract\2023\0825 IDOT W014 F01 Route 64 (I-64) ICD\0820186-CBTR36-Sheets.dwg



USER NAME = jcalderino	DESIGNED - JJC	REVISED -
PLOT SCALE = \$SCALES	CHECKED - CJC	REVISED -
PLOT DATE = 4/30/2026	DRAWN - AE	REVISED -
	CHECKED - CJC	REVISED -

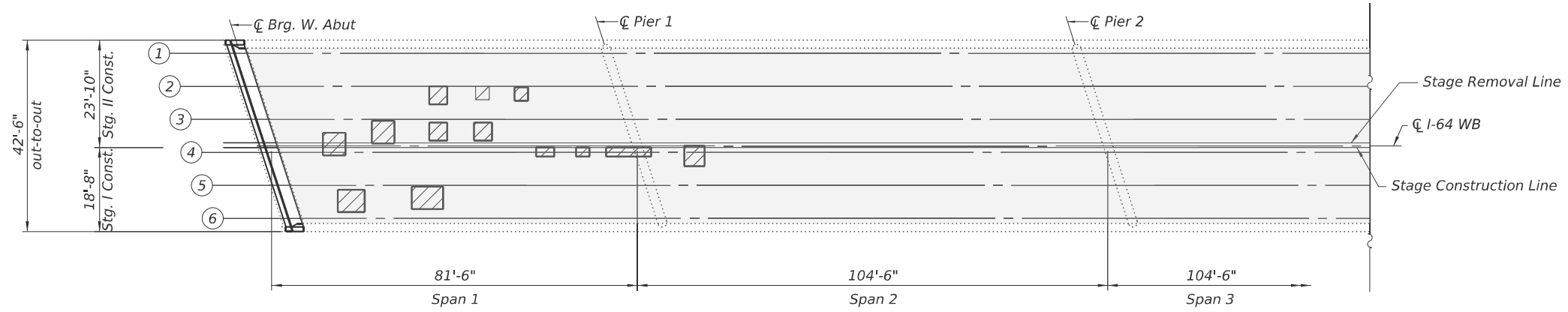
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
 STRUCTURE NO. 082-0186

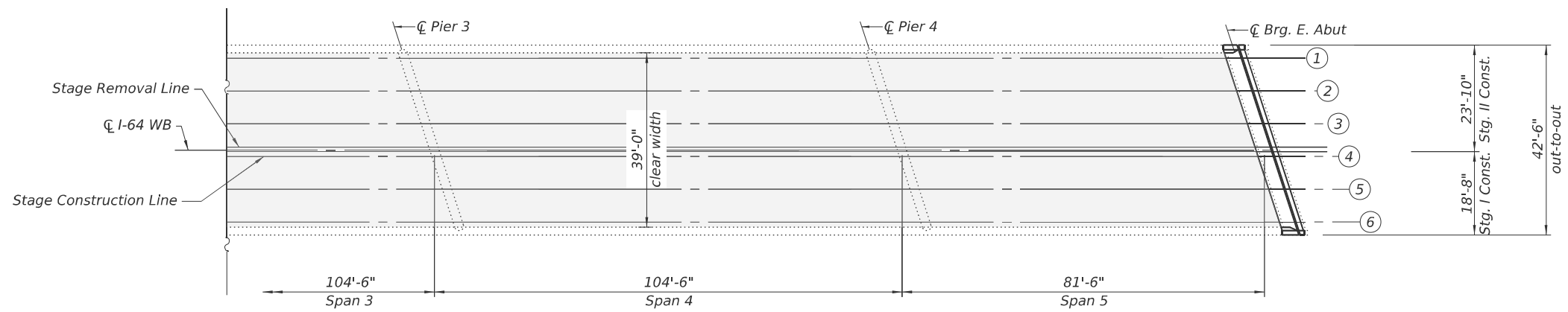
SHEET 3 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	24
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				

- Notes:
1. Areas of deck repair shown are estimated. The Engineer shall show actual locations of deck repairs at the time of construction.
 2. Engineer in field shall record any additional deck repairs performed prior to deck scarification in order to document as-built conditions for future reference.
 3. See sheet 2 of 10 for overlay details at drain pipe.
 4. See sheet 5 through 7 of 10 for expansion joint replacement details.



DECK REPAIR HALF-PLAN



DECK REPAIR HALF-PLAN



NOTES

See sheet 2 of 10 for overlay details at drain pipes.
See sheet 5 thru 7 of 10 for expansion joint details.

LEGEND

- Bridge Deck Microsilica Concrete Overlay, 4 1/4"
- Deck Slab Repair (Full Depth, Type II)

BILL OF MATERIAL

ITEM	UNIT	SUPER	TOTAL
Bridge Deck Grooving	Sq Yd	1,979	1,979
Protective Coat	Sq Yd	2,029	2,029
Bridge Deck Scarification, 2"	Sq Yd	2,075	2,075
Bridge Deck Microsilica Concrete Overlay, 4 1/4"	Sq Yd	2,075	2,075
Deck Slab Repair (Full Depth, Type II)	Sq Yd	27	27

MODEL: 082-0186-Deck_Repairs_Plan
 FILE NAME: X:\Projects\Contract\2022\082-0186\DOT\W014\FM\Road\44\64\1\DC\10820186-082-0186-Deck_Repairs_Sheets.dgn
 5/1/2026 11:40:18 AM

HR
 Hurst-Rosche, Inc.
 1400 E. TREMONT ST.
 HILLSBORO, IL
 PH: 217.532.3959

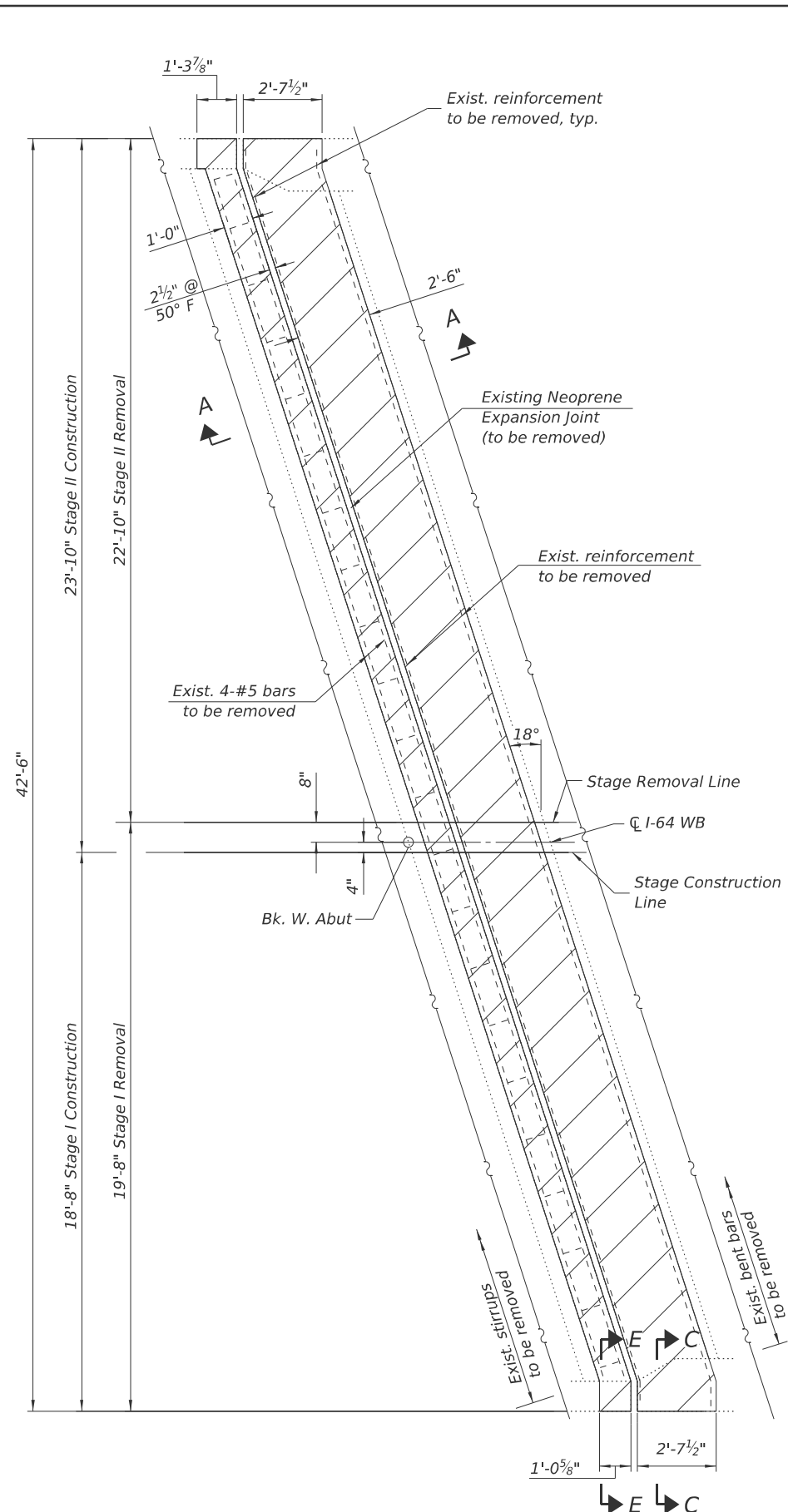
USER NAME = jcalderino	DESIGNED - JJC	REVISED -
	CHECKED - CJC	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - AE	REVISED -
PLOT DATE = 5/1/2026	CHECKED - CJC	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

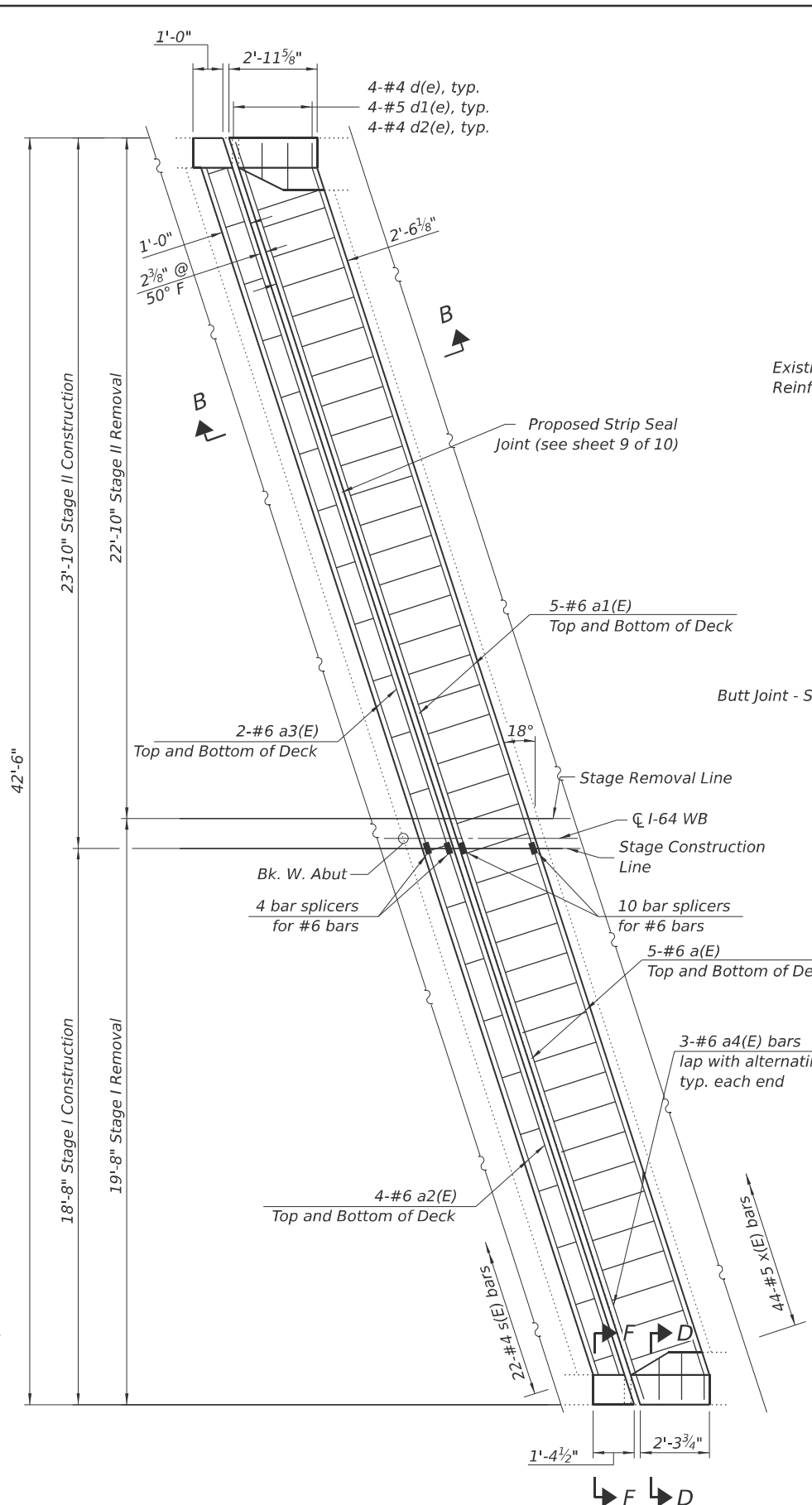
**DECK REPAIR PLAN
 STRUCTURE NO. 082-0186**

SHEET 4 OF 10 SHEETS

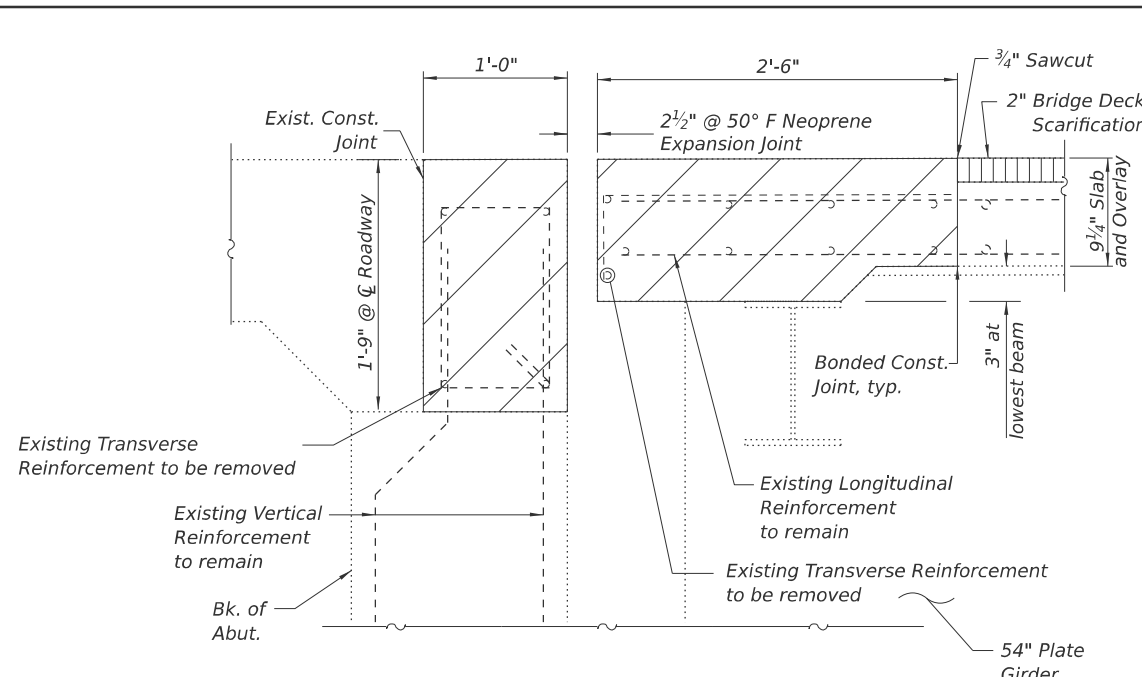
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	25
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				



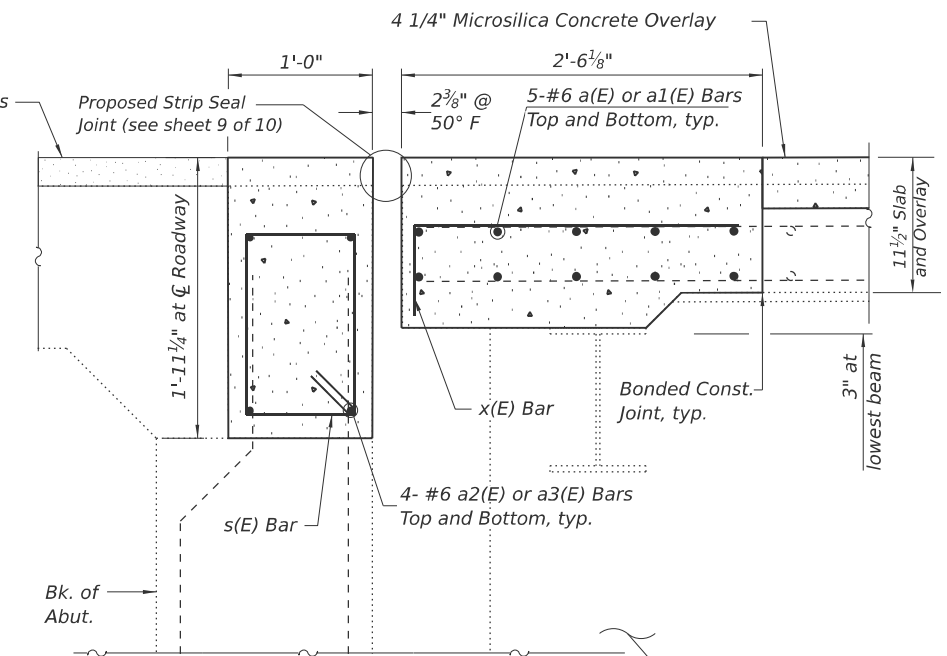
REMOVAL PLAN



REPLACEMENT PLAN



SECTION A-A
(Dims. at Rt. L's to Abutment)



SECTION B-B
(Dims. at Rt. L's to Abutment)

LEGEND

- Concrete Removal
- Bridge Deck Scarification 2"
- Concrete Superstructure, and Microsilica Concrete Overlay, 4 1/4"

NOTES

See sheet 7 of 10 for sections C-C through F-F, Bar Diagrams, and Bill of Materials

MODEL: 082-0186-01-Submittal.dwg | Title: Bridge Deck
 FILE NAME: X:\Projects\082-0186-01\082-0186-01-Submittal.dwg
 PLOT DATE: 4/30/2026

HR Hurst-Rosche, Inc.
 1400 E. TREMONT ST.
 HILLSBORO, IL
 PH: 217.532.3959

USER NAME = jcalderino	DESIGNED - JJC	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - CJC	REVISED -
PLOT DATE = 4/30/2026	DRAWN - AE	REVISED -
	CHECKED - CJC	REVISED -

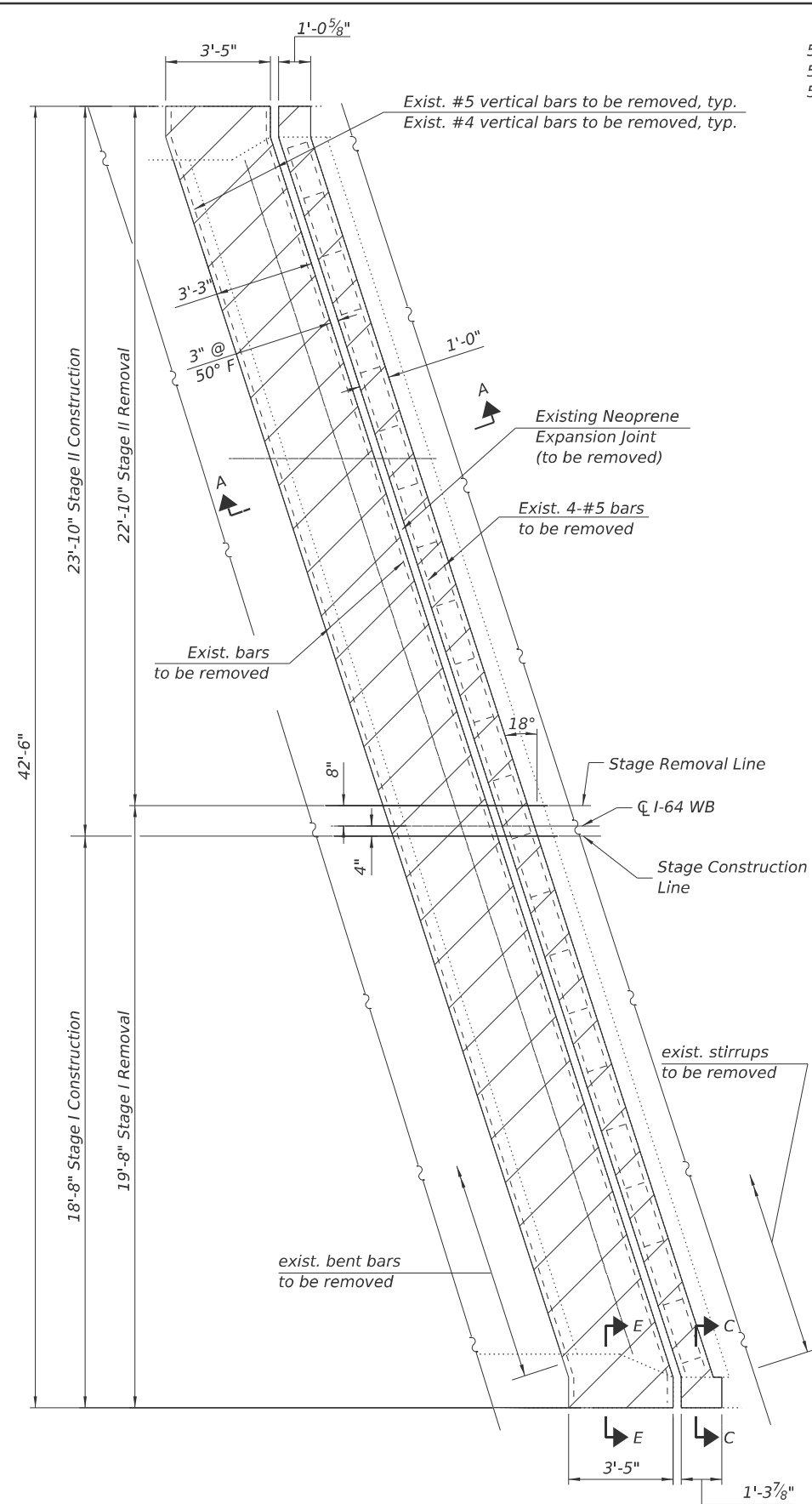
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT JOINT REPLACEMENT
 STRUCTURE NO. 082-0186

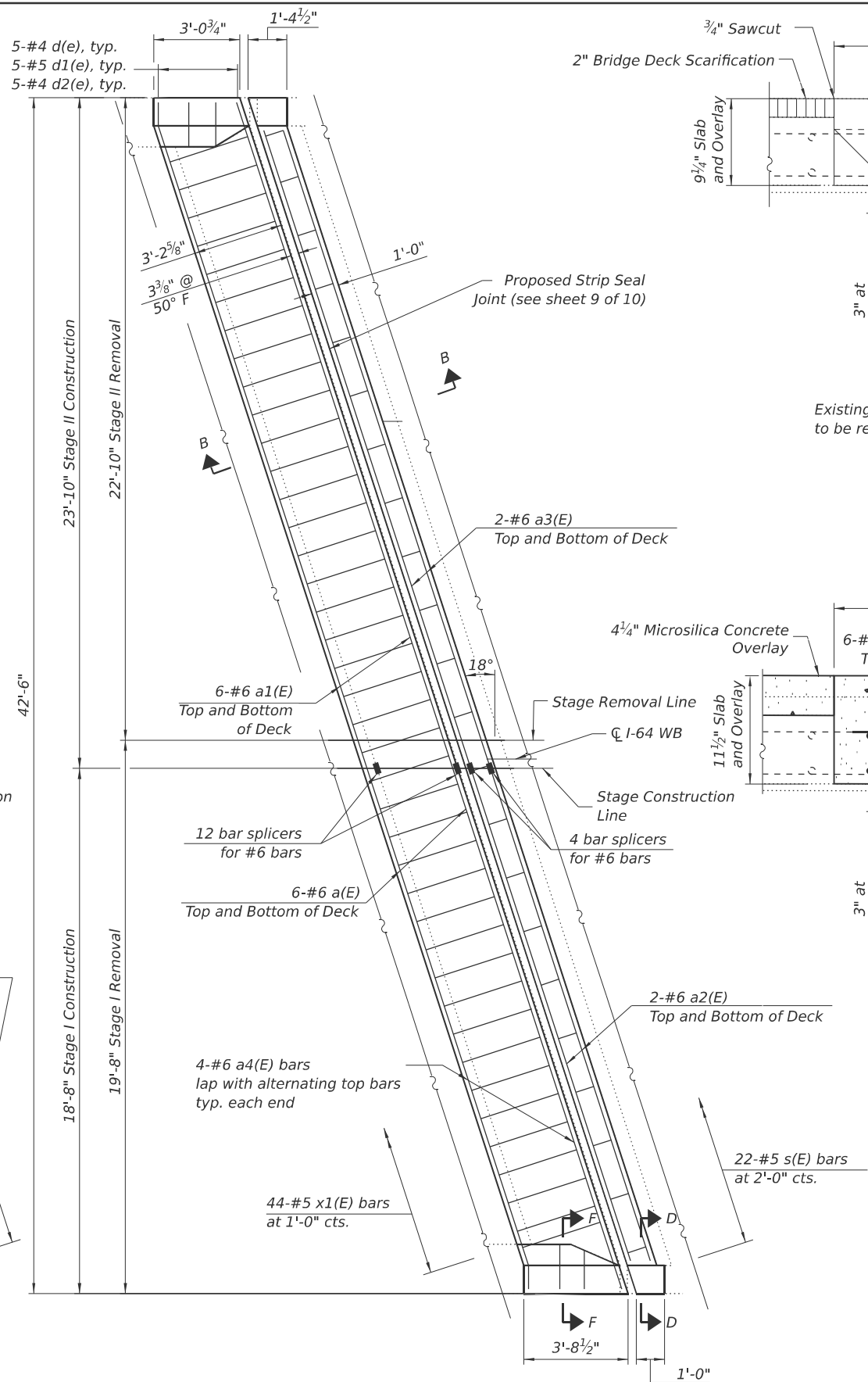
SHEET 5 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	26
CONTRACT NO. 76R36				

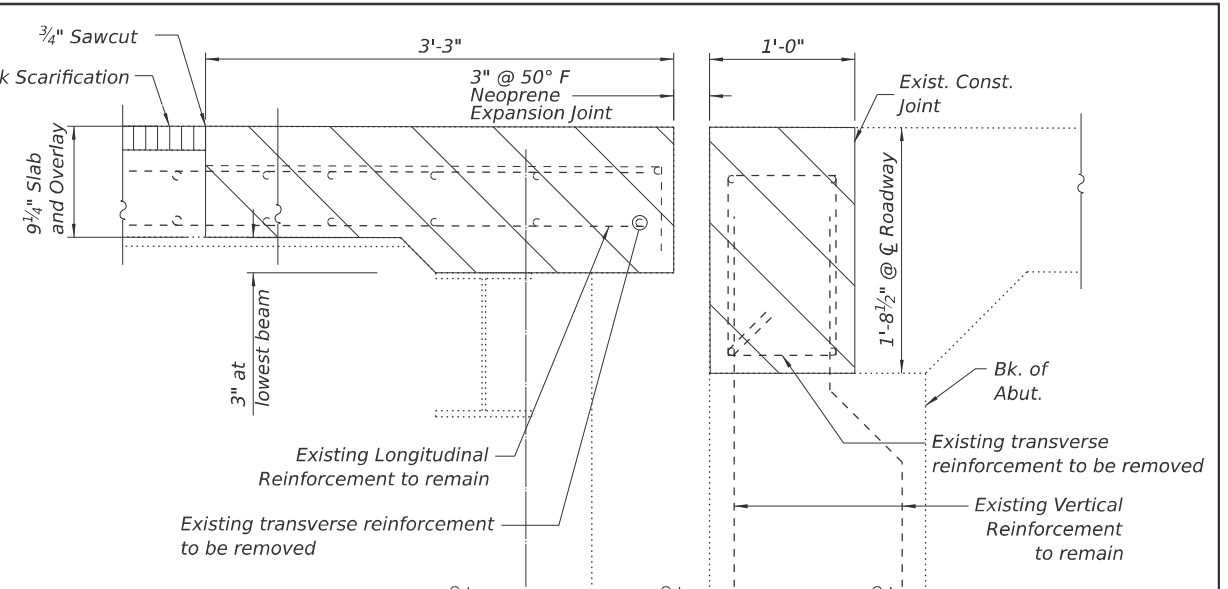
ILLINOIS FED. AID PROJECT



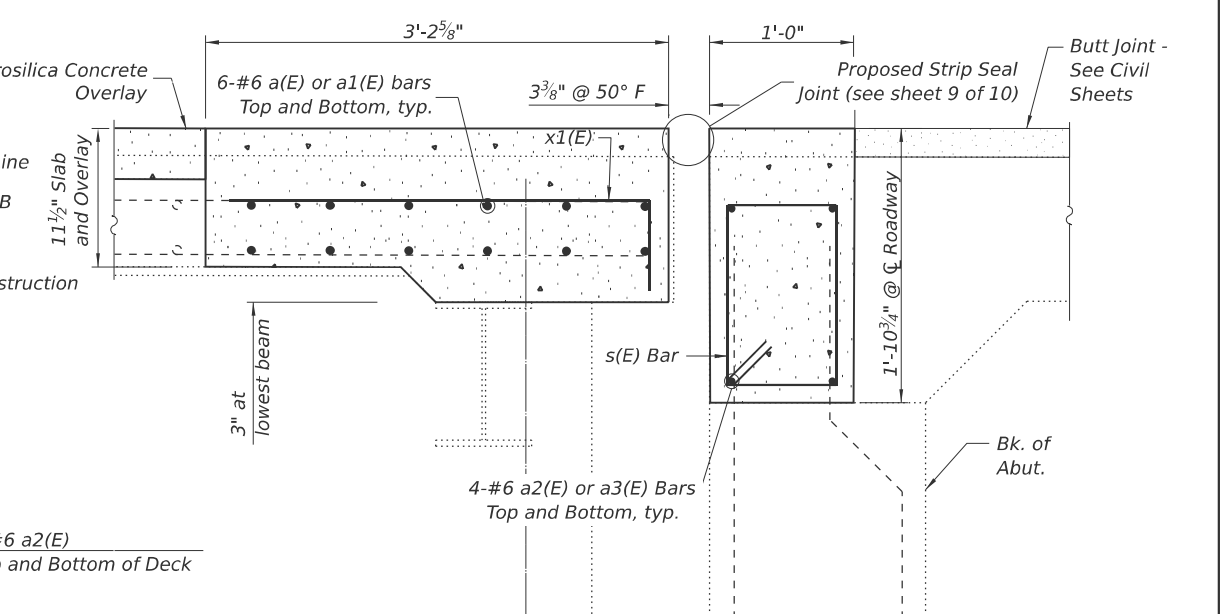
REMOVAL PLAN



REPLACEMENT PLAN



SECTION A-A
Dims. at Rt. <'s to Abutment



SECTION B-B
Dims. at Rt. <'s to Abutment

LEGEND

- Concrete Removal
- Bridge Deck Scarification, 2"
- Concrete Superstructure, and Microsilica Concrete Overlay, 4 1/4"

NOTES

See sheet 7 of 10 for sections C-C through F-F, Bar Diagrams, and Bill of Materials

MODEL: 082-0186-Submittal Joint Efficiencies.dgn
 FILE NAME: X:\Projects\Contract\2024\082-0186\BDR\082-0186-Sheets.dgn

HR Hurst-Rosche, Inc.
 1400 E. TREMONT ST.
 HILLSBORO, IL
 PH: 217.532.3959

USER NAME = jcalderino	DESIGNED - JJC	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - CJC	REVISED -
PLOT DATE = 4/30/2026	DRAWN - AE	REVISED -
	CHECKED - CJC	REVISED -

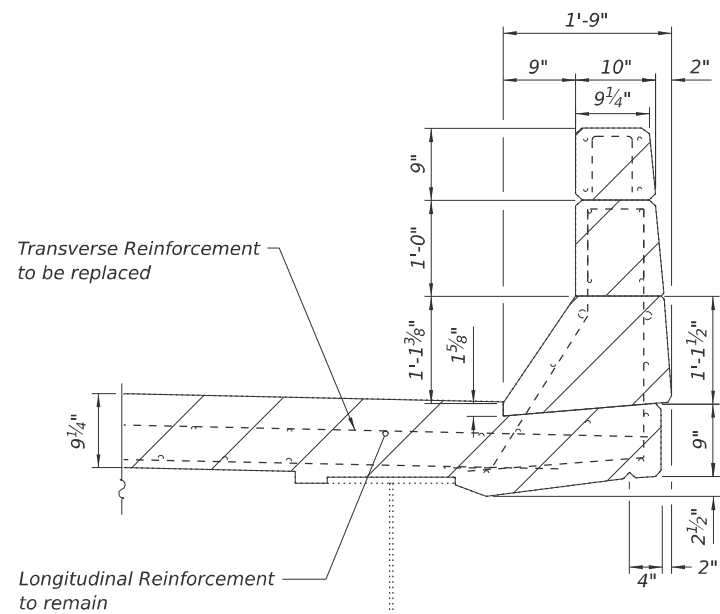
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT JOINT REPLACEMENT
 STRUCTURE NO. 082-0186

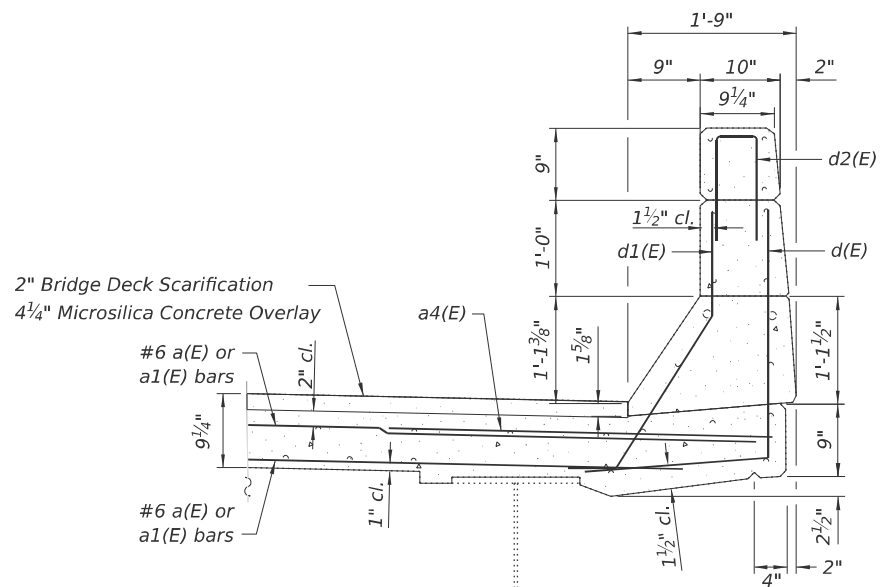
SHEET 6 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	27
			CONTRACT NO. 76R36	

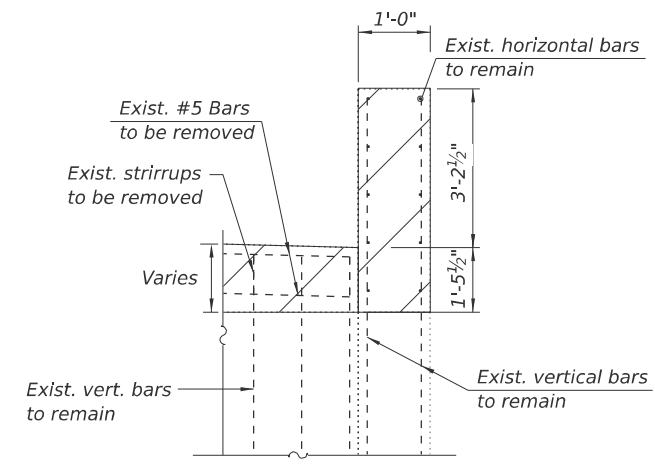
ILLINOIS FED. AID PROJECT



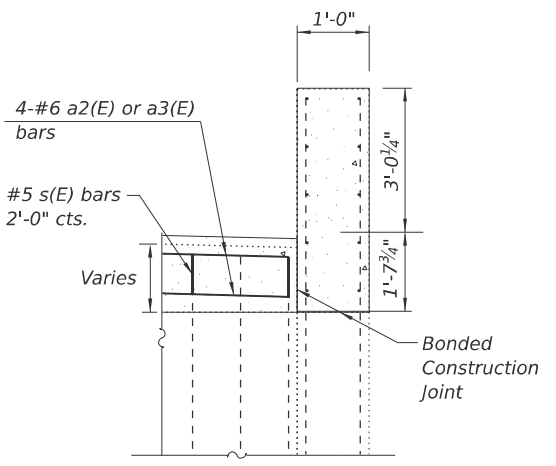
SECTION C-C



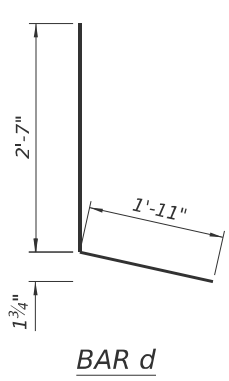
SECTION D-D



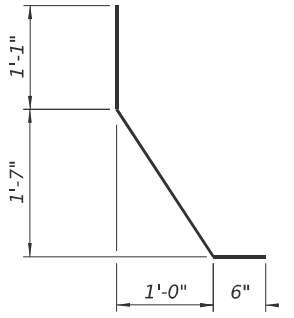
SECTION E-E



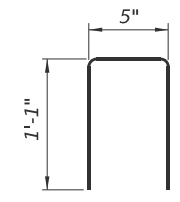
SECTION F-F



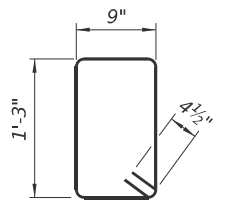
BAR d



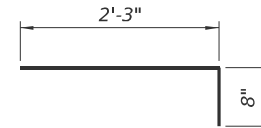
BAR d1



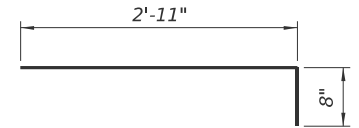
BAR d2



BAR s



BAR x



BAR x1

WEST ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	10	#6	19'-3"	—
a1(E)	10	#6	24'-8"	—
a2(E)	4	#6	19'-3"	—
a3(E)	4	#6	24'-8"	—
a4(E)	6	#6	7'-4"	—
d(E)	8	#4	4'-6"	┘
d1(E)	8	#5	3'-6"	┘
d2(E)	8	#4	2'-7"	┘
s(E)	22	#5	4'-9"	□
x(E)	44	#5	2'-11"	┘
Reinforcement Bars, Epoxy Coated			Lbs.	1,300
Concrete Removal			Cu. Yds.	8.0
Concrete Superstructure			Cu. Yds.	8.5
Protective Coat			Sq. Yds.	29
Bar Splicers			Each	14

EAST ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	12	#6	19'-3"	—
a1(E)	12	#6	24'-8"	—
a2(E)	4	#6	19'-3"	—
a3(E)	4	#6	24'-8"	—
a4(E)	8	#6	7'-4"	—
d(E)	10	#4	4'-6"	┘
d1(E)	10	#5	3'-6"	┘
d2(E)	10	#4	2'-7"	┘
s(E)	22	#5	4'-9"	□
x1(E)	44	#5	3'-7"	┘
Reinforcement Bars, Epoxy Coated			Lbs.	1,505
Concrete Removal			Cu. Yds.	9.0
Concrete Superstructure			Cu. Yds.	9.8
Protective Coat			Sq. Yds.	34
Bar Splicers			Each	16

NOTES

- Hatched areas indicate Concrete Removal.
- Removal of existing expansion joint shall be included in the cost of Concrete Removal.
- The Contractor shall use extreme care during concrete removal so as to not damage the plate girder webs and flanges.
- Cut reinforcing bars in field to fit as required.

LEGEND



MODEL: 082-1818-Replacement Details
 FILE NAME: X:\Projects\Contract\22-0835-BCOT-WO14-FM1-Roads\44-164\1\DC\10820186-0821818-Sheets.dgn
 4/30/2026 4:20:46 PM

HR Hurst-Rosche, Inc.
 1400 E. TREMONT ST.
 HILLSBORO, IL
 PH: 217.532.3959

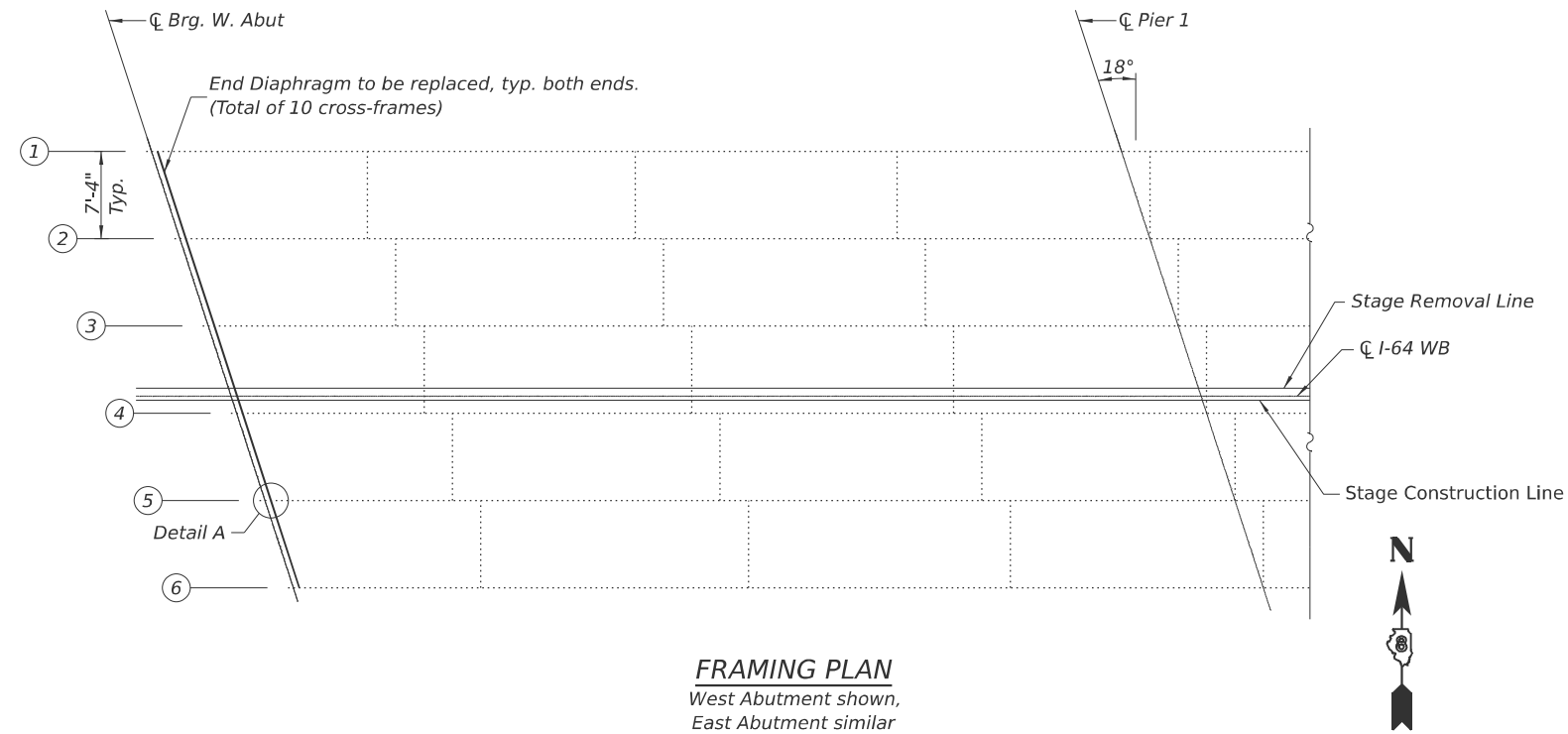
USER NAME = jcalerino	DESIGNED - JJC	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - CJC	REVISED -
PLOT DATE = 4/30/2026	DRAWN - AE	REVISED -
	CHECKED - CJC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

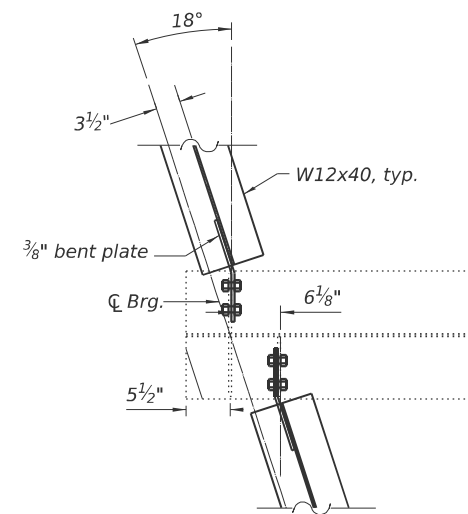
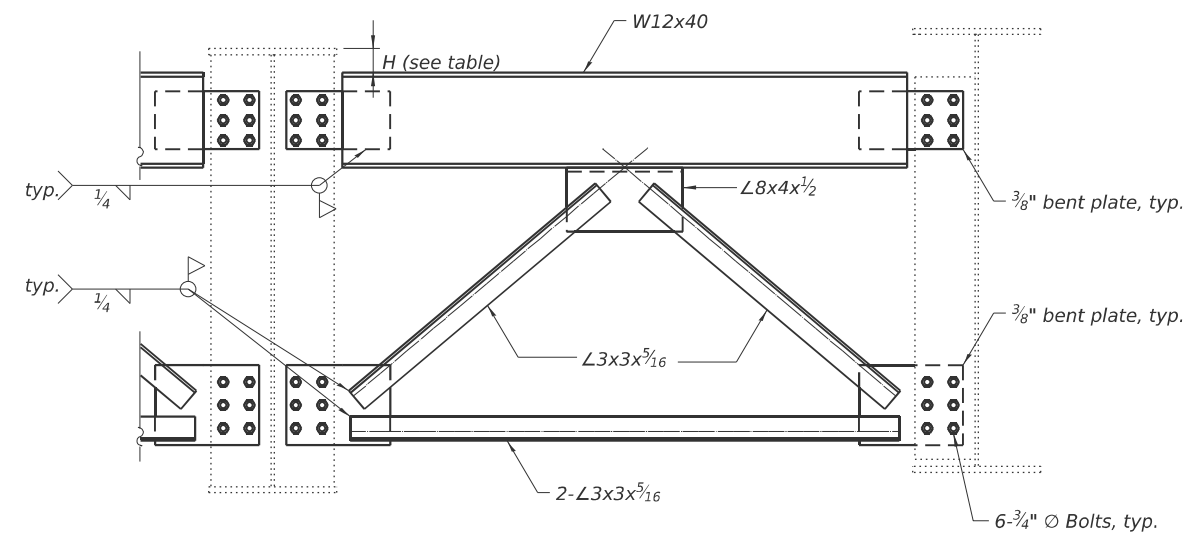
JOINT REPLACEMENT DETAILS
STRUCTURE NO. 082-0186

SHEET 7 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	28
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				



- Notes:
1. Detail $1\frac{5}{16}$ " \varnothing holes for all $\frac{3}{4}$ " \varnothing bolts into existing plates and stiffeners. Two hardened washers required for each set of oversized holes.
 2. Cleaning and Painting of Structural Steel per the special revisions to occur prior to installation of galvanized cross-frames.
 3. All new structural steel shall be hot dip galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel".
 4. Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts in painted areas. Bolts shall be $\frac{3}{4}$ " diameter, unless otherwise specified.



	H
Beam 1	± 3"
Beam 2	± 4 ⁷ / ₈ "
Beam 3	± 6 ¹ / ₂ "
Beam 4	± 7 ³ / ₈ "
Beam 5	± 6 ¹ / ₈ "
Beam 6	± 4 ¹ / ₂ "

TYPICAL CROSS-FRAME

DETAIL A

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Structural Steel	Pound	5,470
Cleaning and Painting Steel Bridge No. 1	L Sum	1
Structural Steel Removal	Pound	5,470

MODEL: 082-Cross-Frame Replacement Details
 FILE NAME: X:\Projects\082-085\BDR\W014 F14 R000 04 (164)\D01\0820186-Cross-Frames-Sheets.dgn
 5/1/2026 8:14:29 AM

HR Hurst-Rosche, Inc.
 1400 E. TREMONT ST.
 HILLSBORO, IL
 PH: 217.532.3959

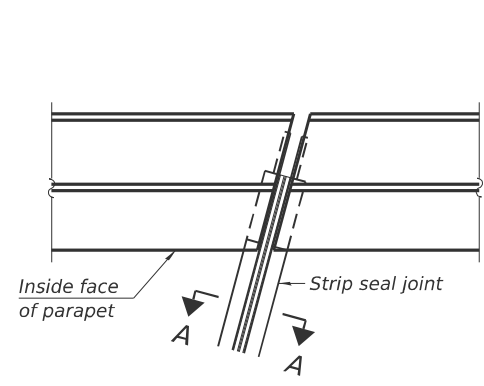
USER NAME = jccaterino	DESIGNED - JJC	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - CJC	REVISED -
PLOT DATE = 5/1/2026	DRAWN - AE	REVISED -
	CHECKED - CJC	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

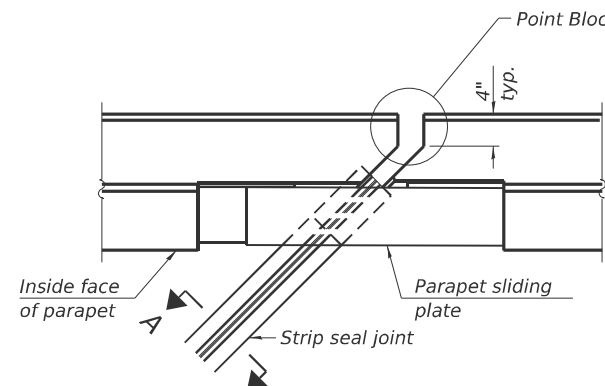
**CROSS-FRAME REPLACEMENT
 STRUCTURE NO. 082-0186**

SHEET 8 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	29
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				

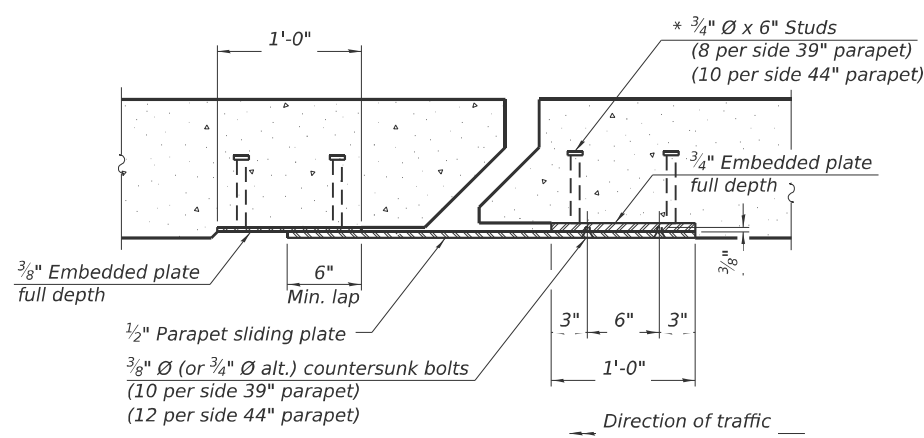


FOR SKEWS $\leq 30^\circ$



FOR SKEWS $> 30^\circ$

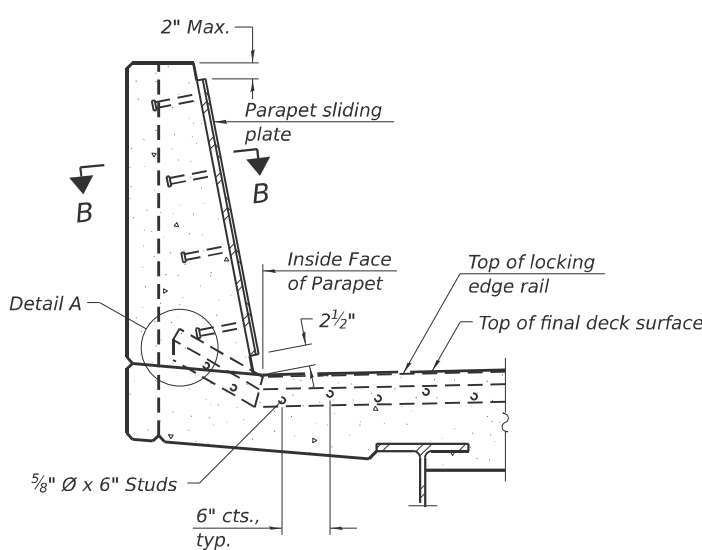
PLAN AT PARAPET



SECTION B-B

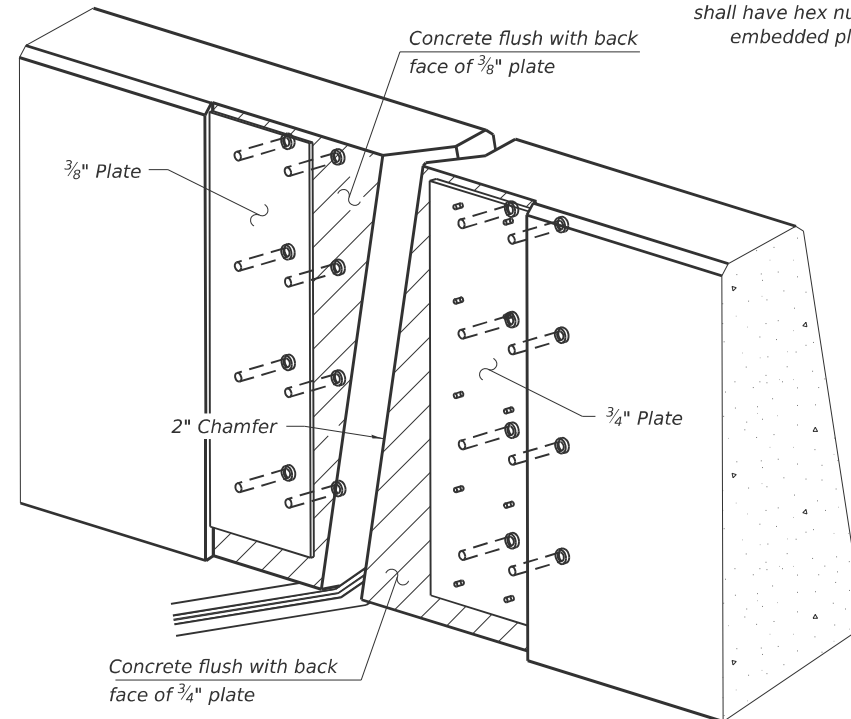
($3/4$ " \varnothing countersunk bolts extending into concrete shall have hex nuts tack welded to the back of the embedded plates with end caps provided.)

Notes:
 The strip seal shall be made continuous and shall have a minimum thickness of $1/4$ ". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
 The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the $4\frac{1}{2}$ " maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.
 The manufacturer's recommended installation methods shall be followed.
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
 The Maximum space between locking edge rail segments shall be $3/16$ " and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.



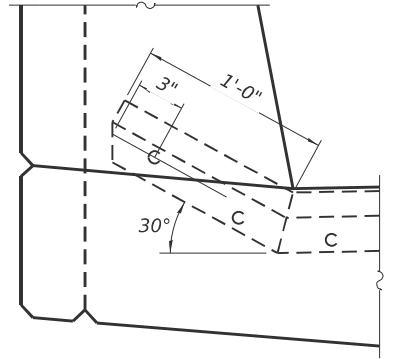
SECTION AT PARAPET

(Skews $> 30^\circ$ shown. Skews $\leq 30^\circ$ similar except as shown in plan view.)



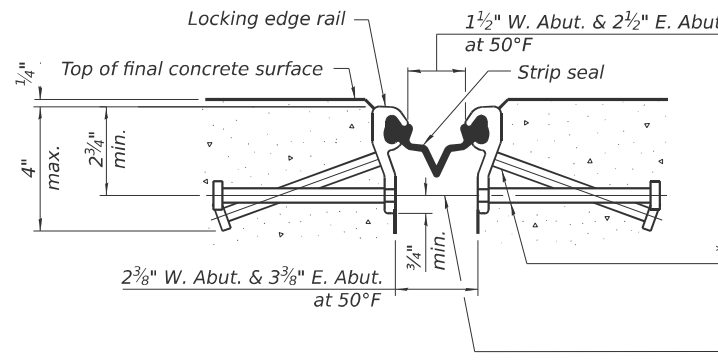
TRIMETRIC VIEW

(Showing embedded plates only)

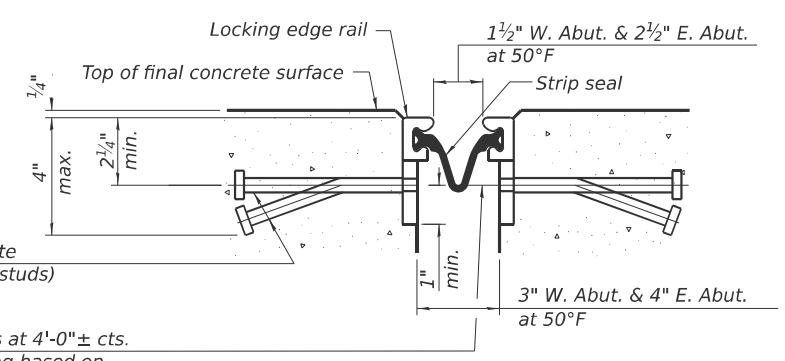


DETAIL A

(Kick-up at parapet locations shown. See sheet of for kick-up at curb locations.)



SHOWNING ROLLED RAIL JOINT



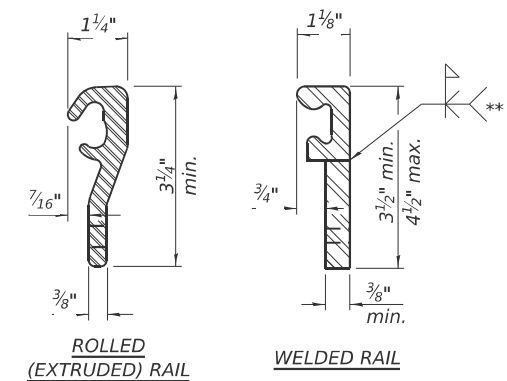
SHOWNING WELDED RAIL JOINT

* $5/8$ " \varnothing x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

$3/8$ " \varnothing threaded rods in $7/16$ " \varnothing holes at $4'-0"$ \pm cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

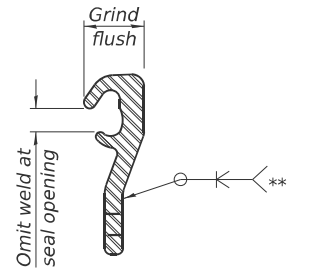
SECTION A-A

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



LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	90

MODEL: 082-0186-Preformed Joint Strip Seal
 FILE NAME: X:\Projects\082-0186-Preformed Joint Strip Seal\082-0186-Preformed Joint Strip Seal.dgn

EJ-SS

4-4-2025



Hurst-Rosche, Inc.
 1400 E. TREMONT ST.
 HILLSBORO, IL
 PH: 217.532.3959

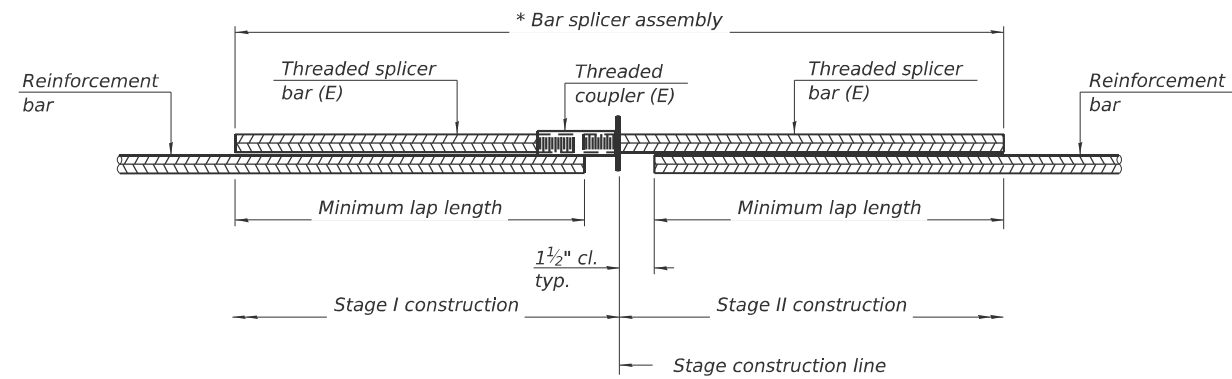
DESIGNED - JJC	REVISD -
CHECKED - CJC	REVISD -
DRAWN - AE	REVISD -
CHECKED - JJC	REVISD -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
 STRUCTURE NO. 082-0186

SHEET 9 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	30
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				



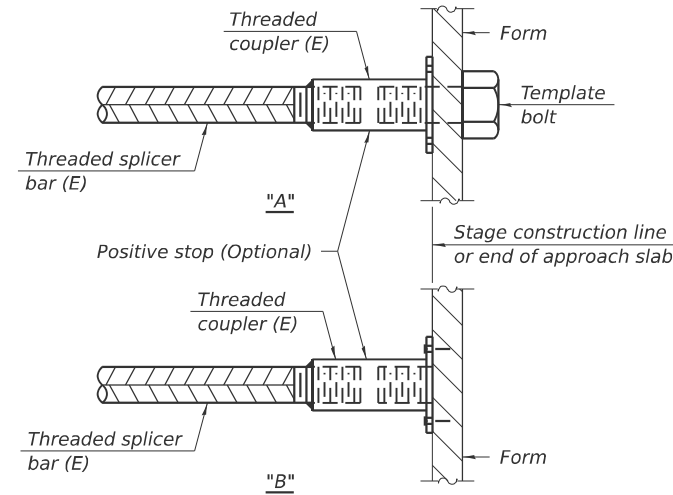
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

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

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

Location	Bar size	No. assemblies required	Minimum lap length
W. Abut. Deck	#6	10	3'-11"
E. Abut. Deck	#6	12	3'-11"
W. Abut. Hatchblock	#6	4	4'-5"
E. Abut. Hatchblock	#6	4	4'-5"

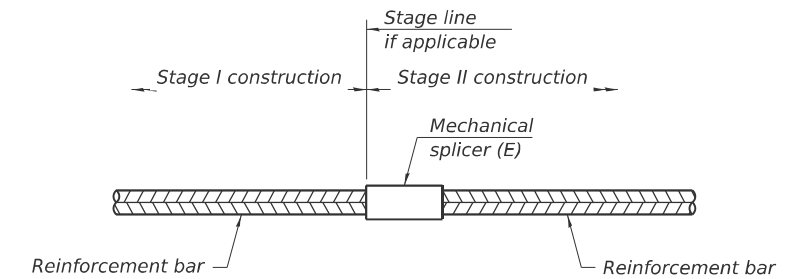


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

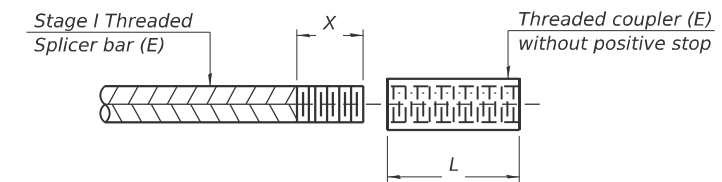
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



THREADING OF ASSEMBLIES

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

Notes:

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

MODEL: 016.Dwg Splicers
FILE NAME: X:\projects\current\25-0835\DOT\WO14\14 F14\Draws\44\44-1\DC\10820185-087831-Sheets.dwg

BSD-1

4-4-2025



Hurst-Rosche, Inc.
1400 E. TREMONT ST.
HILLSBORO, IL
PH: 217.532.3959

USER NAME = jcaferino	DESIGNED - JJC	REVISED -
	CHECKED - CJC	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - AE	REVISED -
PLOT DATE = 4/30/2026	CHECKED - CJC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 082-0186

SHEET 10 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	31
CONTRACT NO. 76R36				

ILLINOIS FED. AID PROJECT

Benchmark:
 Railroad spike in 30' sycamore tree 300' RT Sta. 1069+50 Elev. 425.06.

Existing Structure No. 082-0187:

The existing structure is a five span bridge with 7 1/4" concrete deck and a 2" concrete overlay supported by 55 3/4" deep plate girders. The structure was built in 1971 as section 82-8B. The superstructure is supported by spill-through abutments and solid wall pile bent piers. It has an out to out deck width of 42'-6" and a 501-0" Bk. to Bk. Abutment length along the local tangent at Sta. 1046+44. Stage Construction will be utilized.

Salvage: None

SCOPE OF WORK

1. Implement Traffic Control and shift traffic to the South side of the structure
2. Perform Bridge Deck Scarification, 2"
3. Perform Expansion Joint Reconstruction
4. Perform Microsilica Concrete Overlay, 4 1/4"
5. Remove End Diaphragms
6. Paint End Beams and Replace End Diaphragms
7. Paint Fascia Girders
8. Shift traffic to the South side of the structure and repeat items 2 through 7

INDEX OF SHEETS

1. General Plan and Elevation
2. Stage Construction
3. Temporary Concrete Barrier
4. Deck Repair Plan
5. West Abutment Joint Replacement
6. East Abutment Joint Replacement
7. Joint Replacement Details
8. Cross-Frame Repair
9. Preformed Joint Strip Seal
10. Bar Splicer Assembly and Mechanical Splicer Details

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring the new concrete deck for expansion joint reconstruction and deck slab repairs, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be 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 using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified by personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4 in. deep shall be identified and reported to the Bureau of Bridges & 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.

Plan dimensions and details relative to the existing structure have been taken from existing plans and 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 variation shall not be cause for additional compensation for a change in the scope of work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

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 operations shall be repaired or replaced using an approved bar splicer or anchorage system at the contractor's expense.

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

Protective Coat to be applied to areas of new concrete only, including bridge deck concrete overlay.

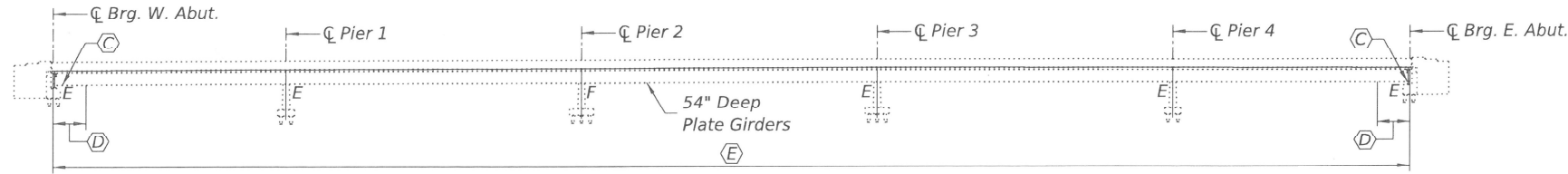
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.

Cleaning and painting of the existing structural steel shall be as specified in the special provisions for "Cleaning and Painting Existing Steel Structures". All beams, bearings, and other structural steel within 3 ft. (measured along the beam) of either side of deck joints shall be cleaned per Near White Blast Cleaning - SSPC - SP10. The flanges and webs of all beams for the rest of the length shall be cleaned per Commercial Grade Power Tool Cleaning - SSPC - SP15.

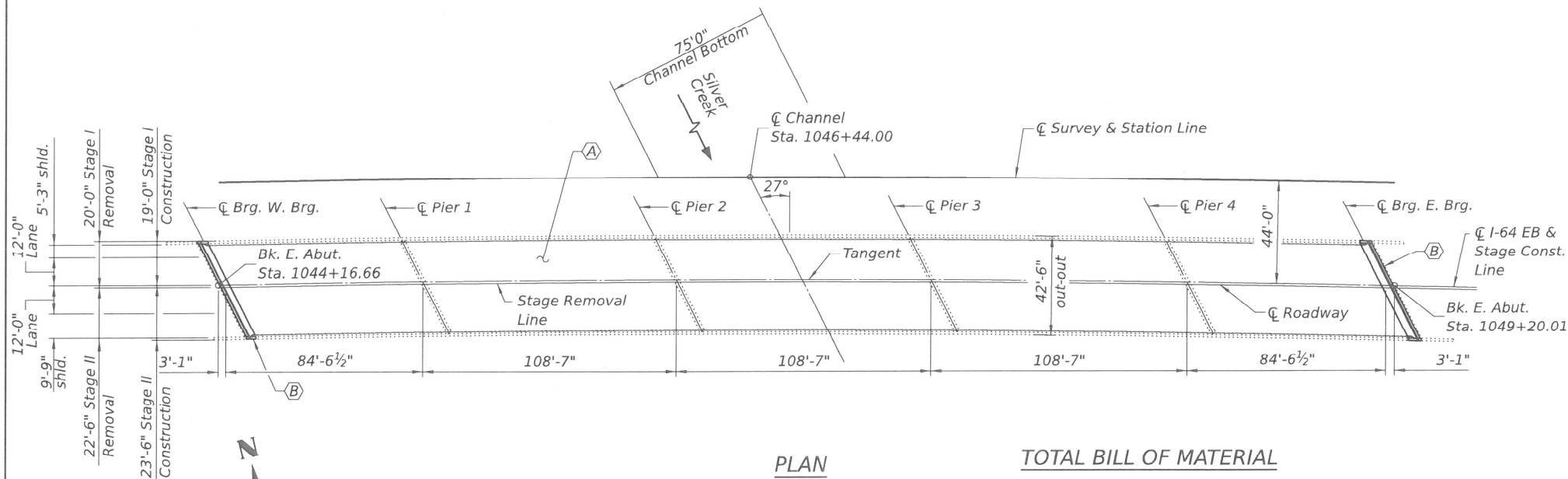
The designated areas cleaned per Near White Blast Cleaning (SSPC - SP10) and per Commercial Grade Power Tool Cleaning (SSPC - SP15) shall be painted according to the requirements of Paint System 1 OZ/E/U. The color of the final finish coat for all steel surfaces shall be Gray, Munshell No. 5B 7/1.

SSPC QP1 and QP2 Contractor Certification is required for this Contract.

All new structural steel and bearing assemblies to be hot-dip galvanized. See Special Provisions for "Hot Dip Galvanizing for Structural Steel". Cost included in Furnishing and Erecting Structural Steel.



ELEVATION

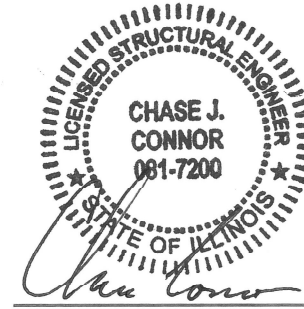


PLAN

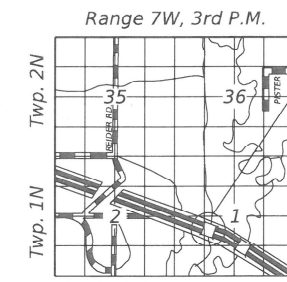
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	TOTAL
Concrete Removal	Cu Yd	17.0	17.0
Concrete Superstructure	Cu Yd	19.8	19.8
Bridge Deck Grooving	Sq Yd	2,065	2,065
Protective Coat	Sq Yd	2,195	2,195
Furnishing and Erecting Structural Steel	Pound	4,330	4,330
Reinforcement Bars, Epoxy Coated	Pound	2,935	2,935
Bar Splicers	Each	30	30
Preformed Joint Strip Seal	Foot	96	96
* Containment and Disposal of Lead Paint Cleaning Residues, No. 2	Lsum	1	1
* Cleaning and Painting Steel Bridge No. 2	Lsum	1	1
Bridge Deck Scarification, 2"	Sq Yd	2,136	2,136
* Bridge Deck Microsilica Concrete Overlay, 4 1/4"	Sq Yd	2,136	2,136
* Deck Slab Repair (Full Depth, Type II)	Sq Yd	5	5
* Structural Steel Removal	Pound	4,330	4,330

* Denotes Special Provision



CHASE CONNOR, P.E., S.E.
 ILLINOIS STRUCTURAL NO. 7200
 EXPIRES: NOVEMBER 30, 2026
 Date: 5/1/26



LOCATION SKETCH

Proposed Structure

GENERAL PLAN AND ELEVATION
FAI 64 (EB) OVER
SILVER CREEK
FAI ROUTE 64 SECTION 82-8B
ST. CLAIR COUNTY
STATION 1046+44 (EB)
STRUCTURE NO. 082-0187

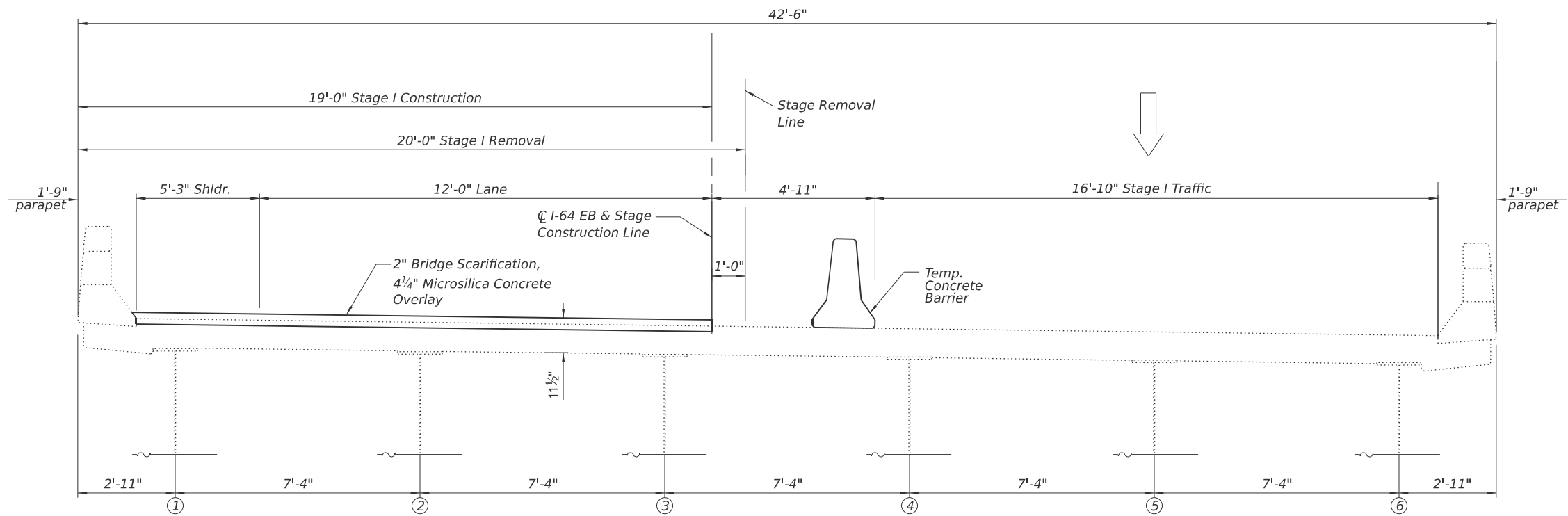
KEYED NOTES

- (A) 2" Scarification and 4 1/4" Microsilica Concrete Overlay
- (B) Expansion Joint Replacement
- (C) Replace End Diaphragms
- (D) Beam End Painting
- (E) Fascia Beam Painting

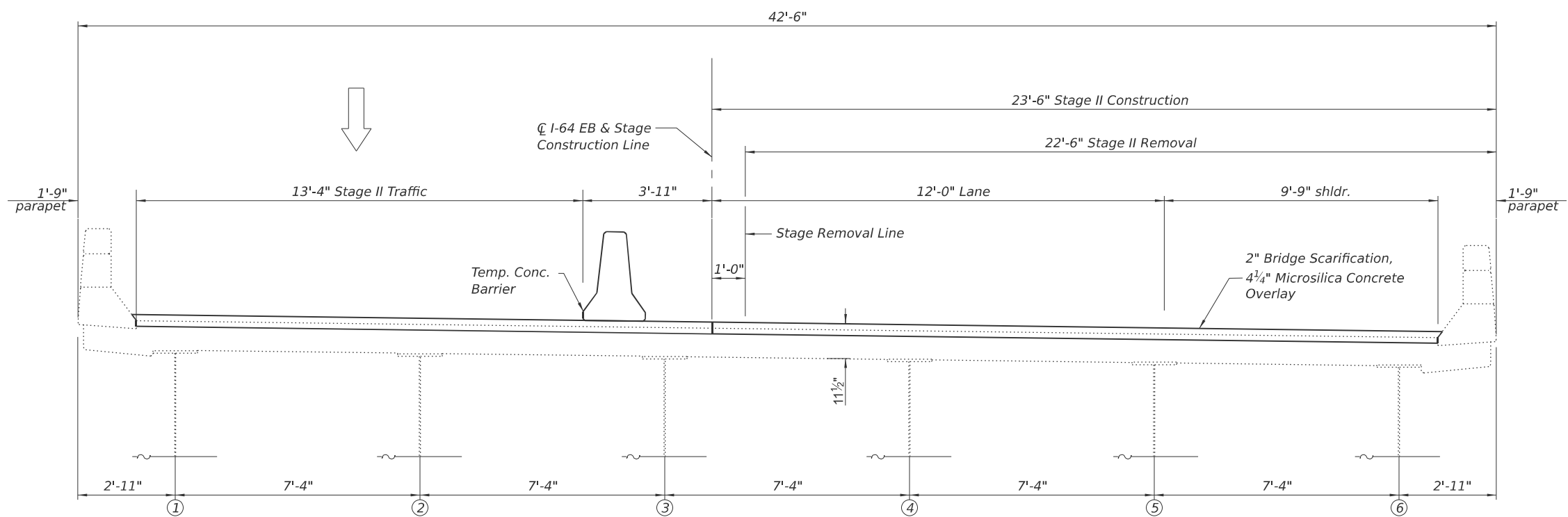
LEGEND

- Microsilica Concrete Overlay
- Expansion Joint Replacement

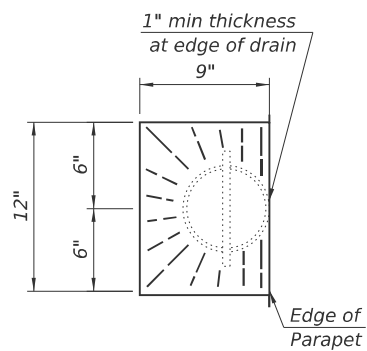
MODEL: 301-CPE
 FILE NAME: X:\P\proj\Current\2026\0835 IDOT WO14 FAI Route 64 - I-64\DCN\0835 IDOT WO14 FAI Route 64 - I-64\2026\0835-Sheets.dgn
 5/1/2026 9:18:17 AM



STAGE I REMOVAL AND CONSTRUCTION
(Looking East)



STAGE II REMOVAL AND CONSTRUCTION
(Looking East)



DRAIN DETAIL
(Slope to Drain)

MODEL: 082-0187-Sub-Construct.dwg
FILE NAME: X:\Projects\82-0187\82-0187-Sub-Construct.dwg
PROJECT: 82-0187-Sub-Construct
DATE: 5/1/2026

HR
Hurst-Rosche, Inc.
1400 E. TREMONT ST.
HILLSBORO, IL
PH: 217.532.3959

USER NAME = jcalderino
PLOT SCALE = \$SCALE\$
PLOT DATE = 5/1/2026

DESIGNED - JJC
CHECKED - CJC
DRAWN - AE
CHECKED - CJC

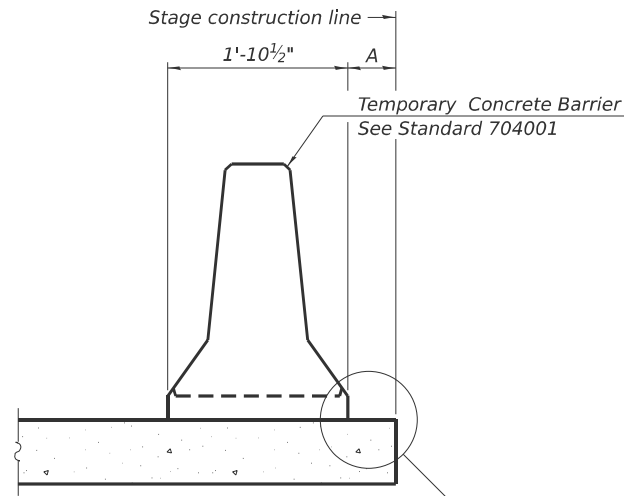
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION
STRUCTURE NO. 082-0187

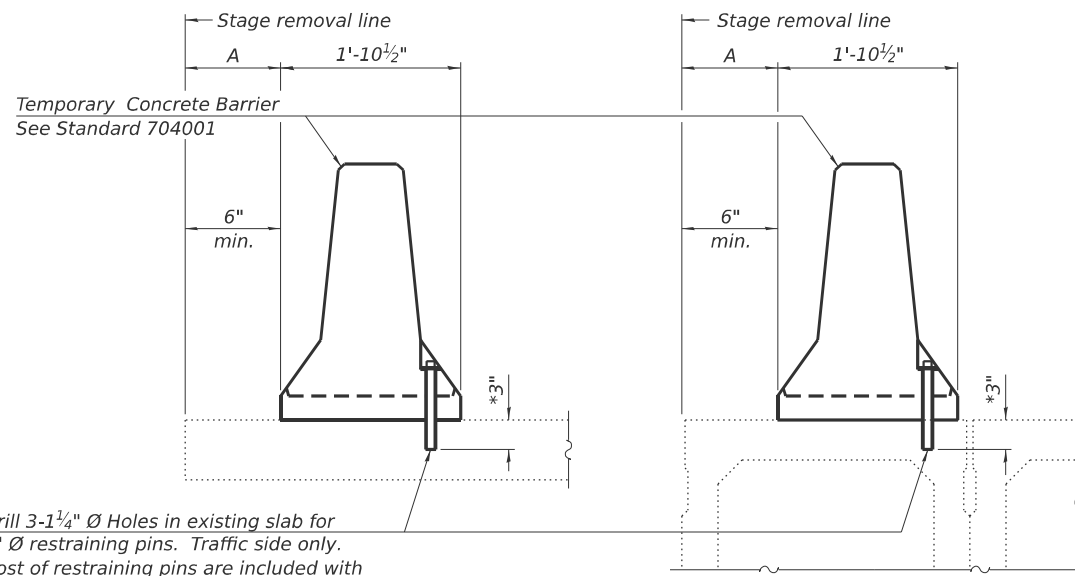
SHEET 2 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	33
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



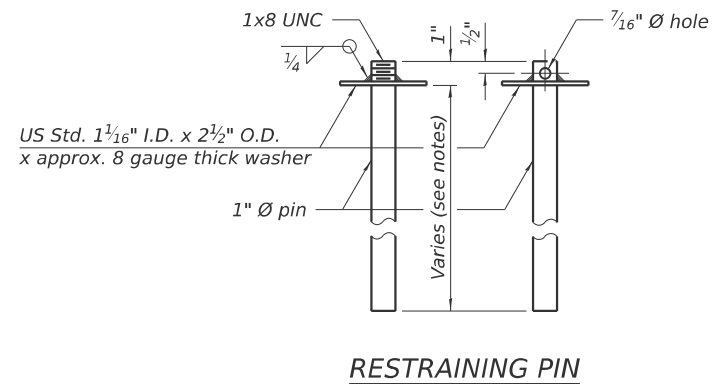
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

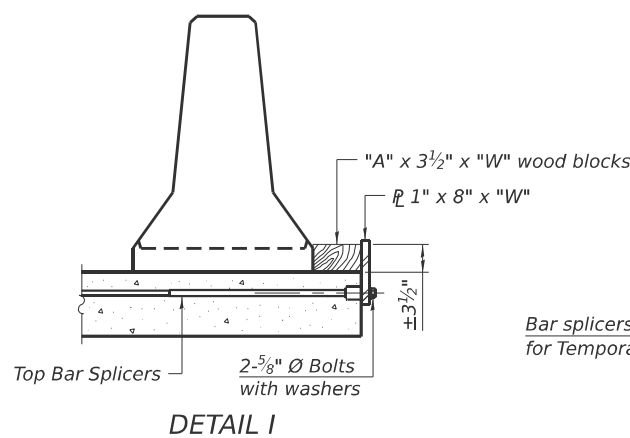
EXISTING SLAB

EXISTING DECK BEAM

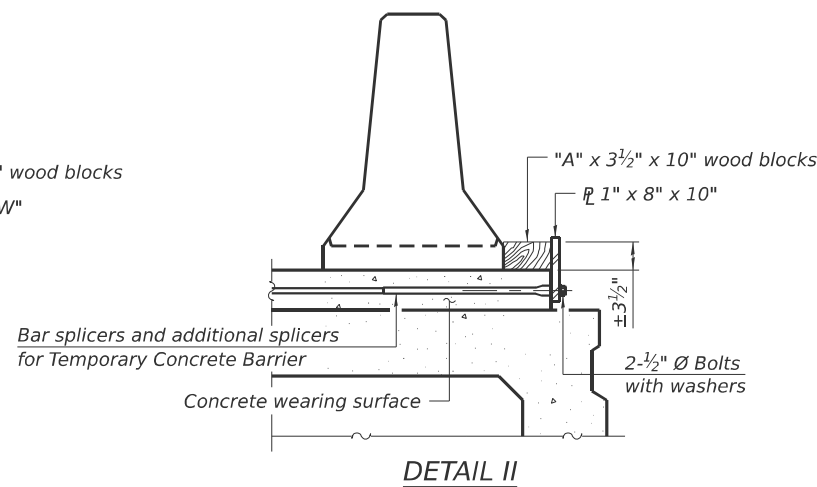
SECTIONS THRU SLAB OR DECK BEAM



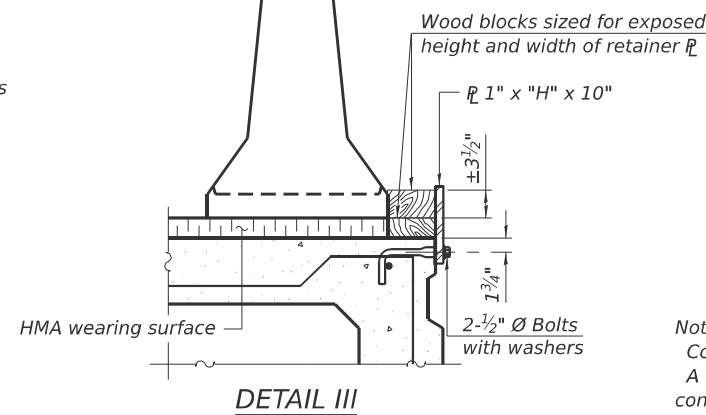
RESTRAINING PIN



DETAIL I



DETAIL II



DETAIL III

BAR SPLICER FOR #4 BAR - DETAIL III

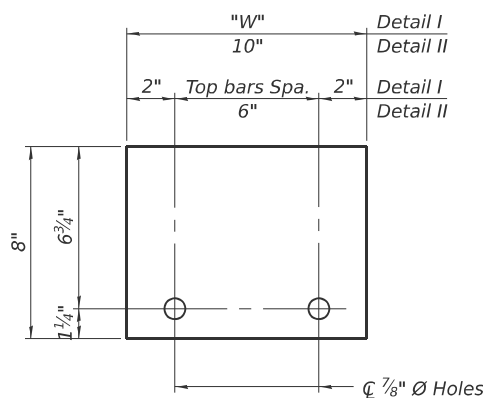
Notes:

- Cost of retainer assembly is included with Temporary Concrete Barrier.
- A retainer assembly shall be located at the approximate center of each temporary concrete barrier.
- The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
- When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate.
- For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

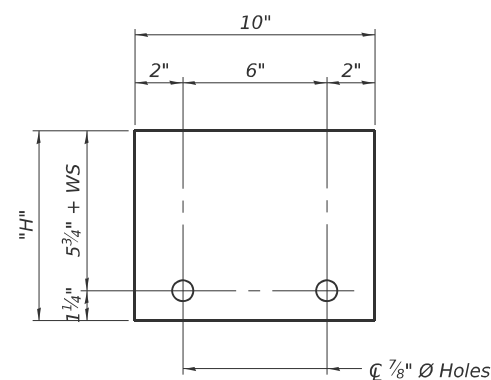
Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.



STEEL RETAINER 1" x 8" x "W" (Detail I and II)



STEEL RETAINER 1" x "H" x 10" (Detail III)

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023

MODEL: 082-Temporary Concrete Barrier.dgn
FILE NAME: X:\Projects\Contract\2023\0825 IDOT W014 F01 Route 64 (I-64) ICD\0820187-CB78R36-Sheets.dgn



USER NAME = jcalderino	DESIGNED - JJC	REVISED -
PLOT SCALE = \$SCALES	CHECKED - CJC	REVISED -
PLOT DATE = 5/1/2026	DRAWN - AE	REVISED -
	CHECKED - CJC	REVISED -

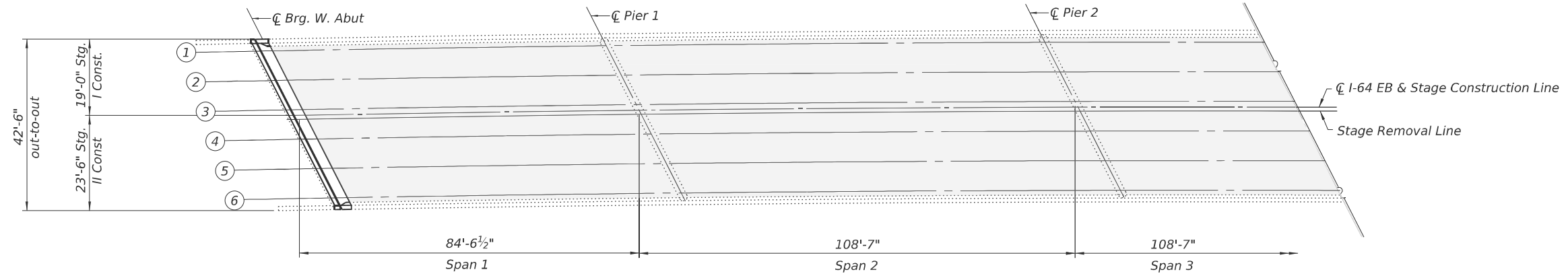
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 082-0187

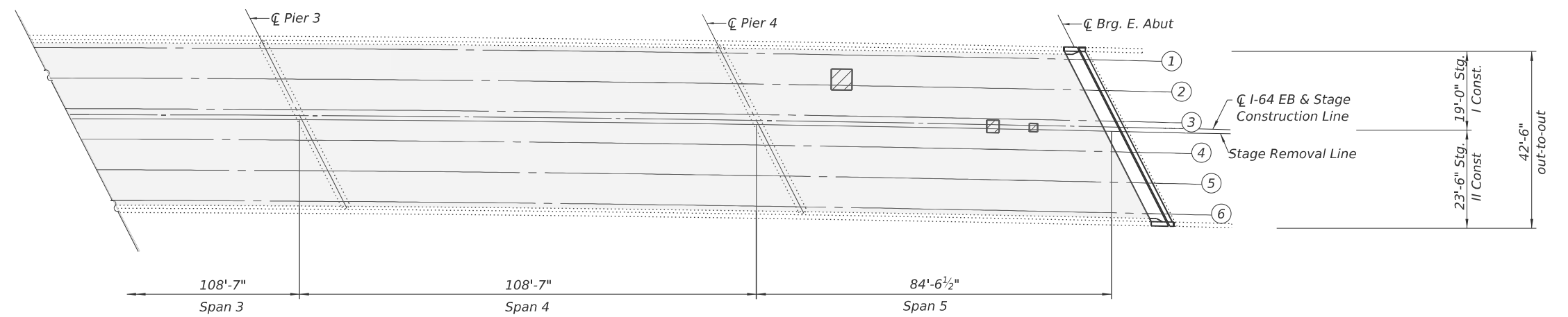
SHEET 3 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	34
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				

- Notes:
1. Areas of deck repair shown are estimated. The Engineer shall show actual locations of deck repairs at the time of construction.
 2. Engineer in field shall record any additional deck repairs performed prior to deck scarification in order of document as-built conditions for future reference.
 3. See sheet 2 of 10 for overlay details at drain pipe.
 4. See sheet 5 through 7 of 10 for expansion joint replacement details.



DECK REPAIR HALF-PLAN



DECK REPAIR HALF-PLAN



NOTES

See sheet 2 of 10 for overlay details at drain pipes.
See sheet 5 thru 7 of 10 for expansion joint details.

LEGEND

- Bridge Deck Microsilica Concrete Overlay, 4 1/4"
- Deck Slab Repair (Full Depth, Type II)

BILL OF MATERIAL

ITEM	UNIT	SUPER	TOTAL
Bridge Deck Grooving	Sq Yd	2,065	2,065
Protective Coat	Sq Yd	2,146	2,146
Bridge Deck Scarification, 2"	Sq Yd	2,136	2,136
Bridge Deck Microsilica Concrete Overlay, 4 1/4"	Sq Yd	2,136	2,136
Deck Slab Repair (Full Depth, Type II)	Sq Yd	5	5

MODEL: 082-0187-Deck Repair Plan
 FILE NAME: X:\Projects\Contract\2022\082-0187-Deck Repair Plan\082-0187-Deck Repair Plan-Sheets.dgn
 5/1/2026 9:20:25 AM

HR
 Hurst-Rosche, Inc.
 1400 E. TREMONT ST.
 HILLSBORO, IL
 PH: 217.532.3959

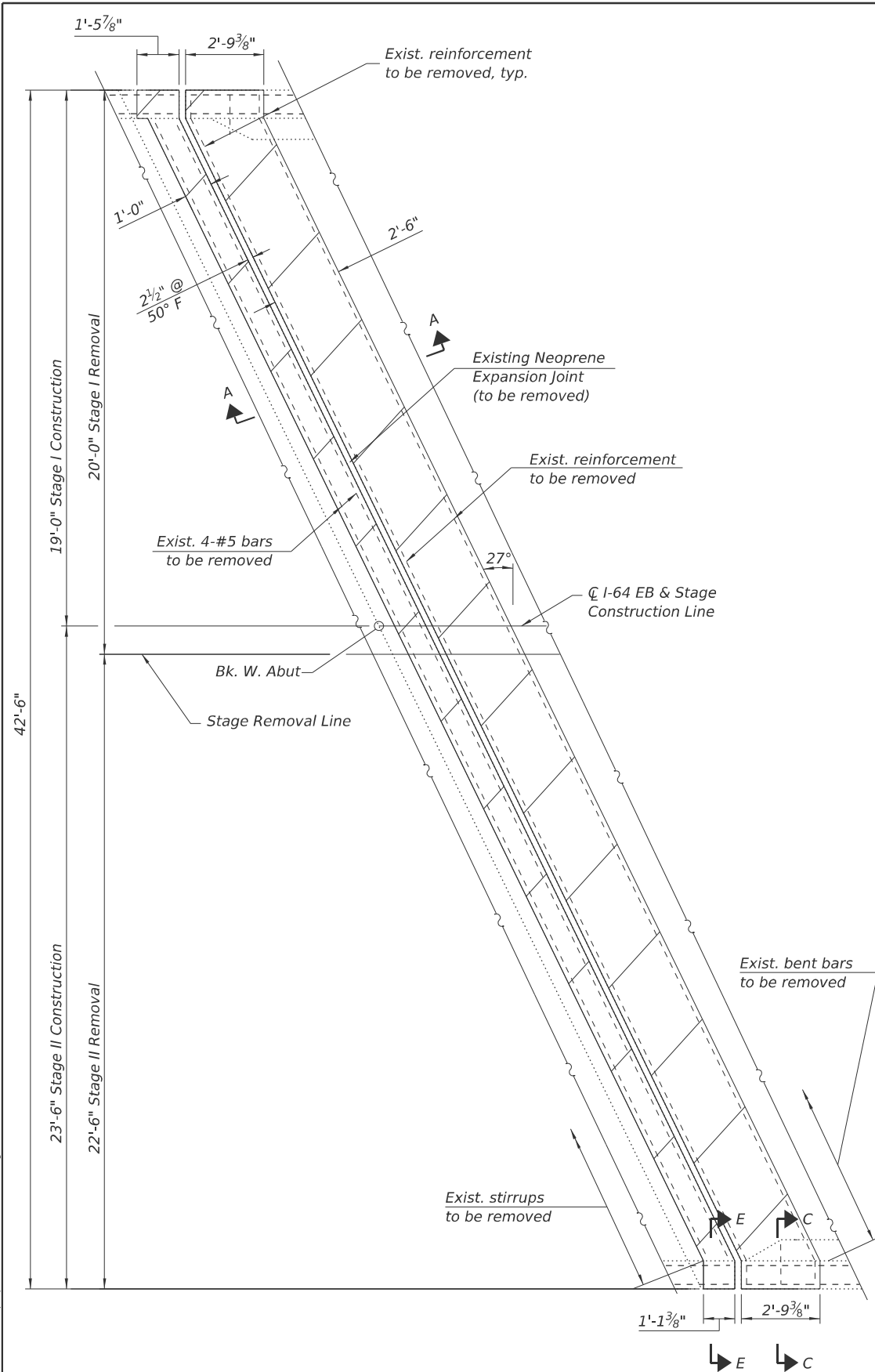
USER NAME = j.caterino	DESIGNED - JJC	REVISED -
	CHECKED - CJC	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - AE	REVISED -
PLOT DATE = 5/1/2026	CHECKED - CJC	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

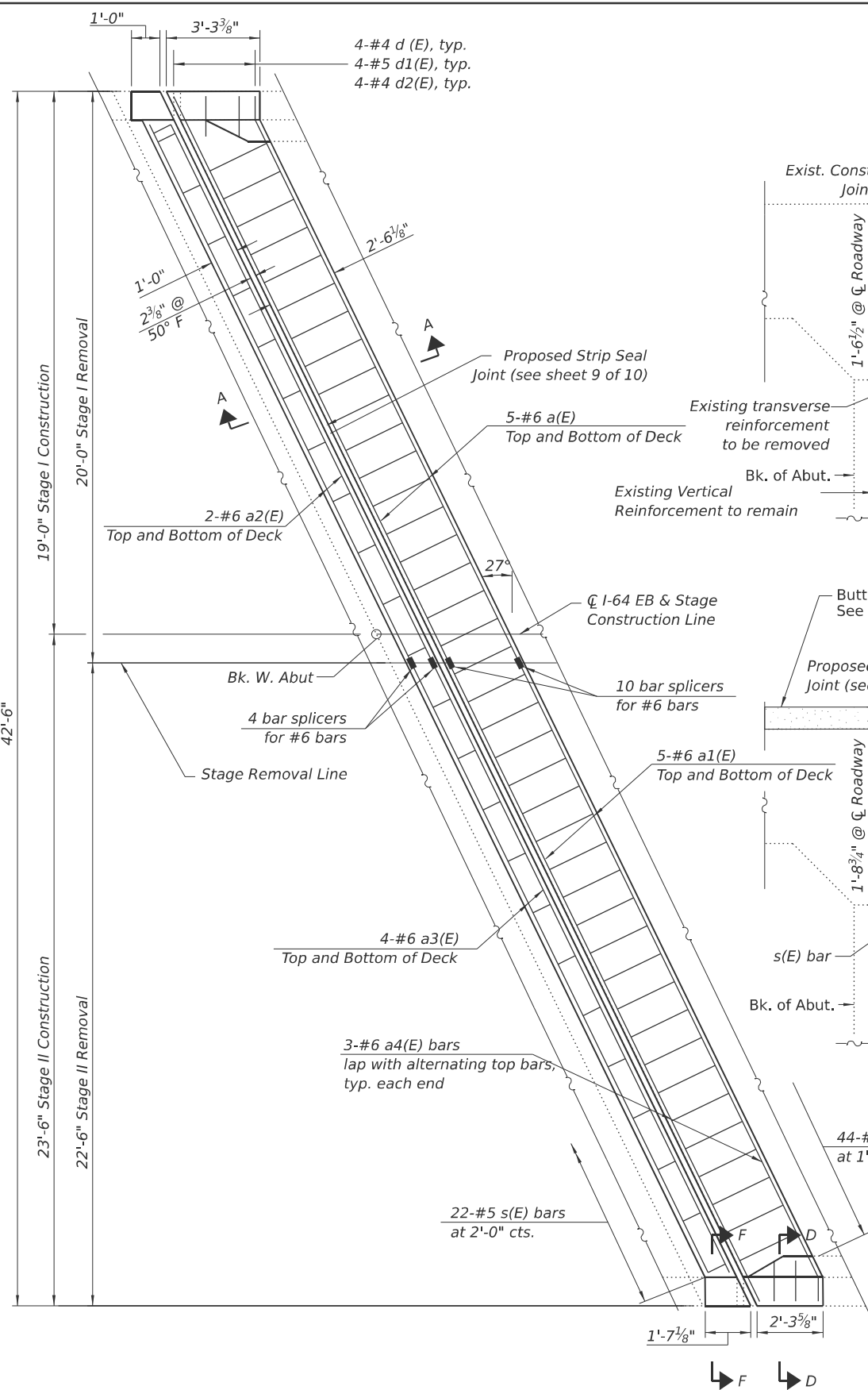
**DECK REPAIR PLAN
 STRUCTURE NO. 082-0187**

SHEET 4 OF 10 SHEETS

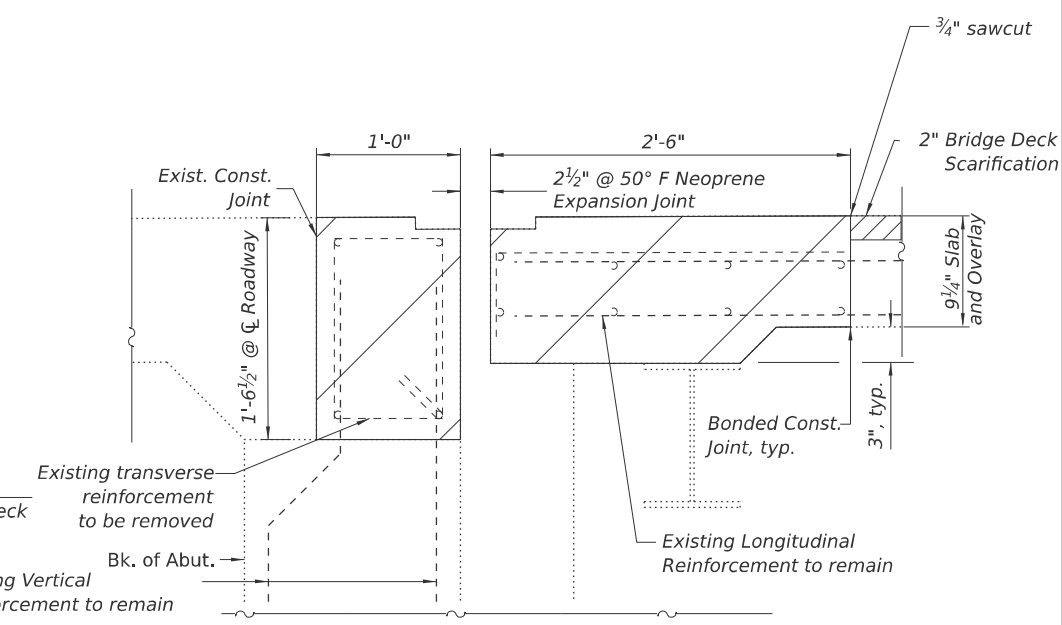
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	35
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				



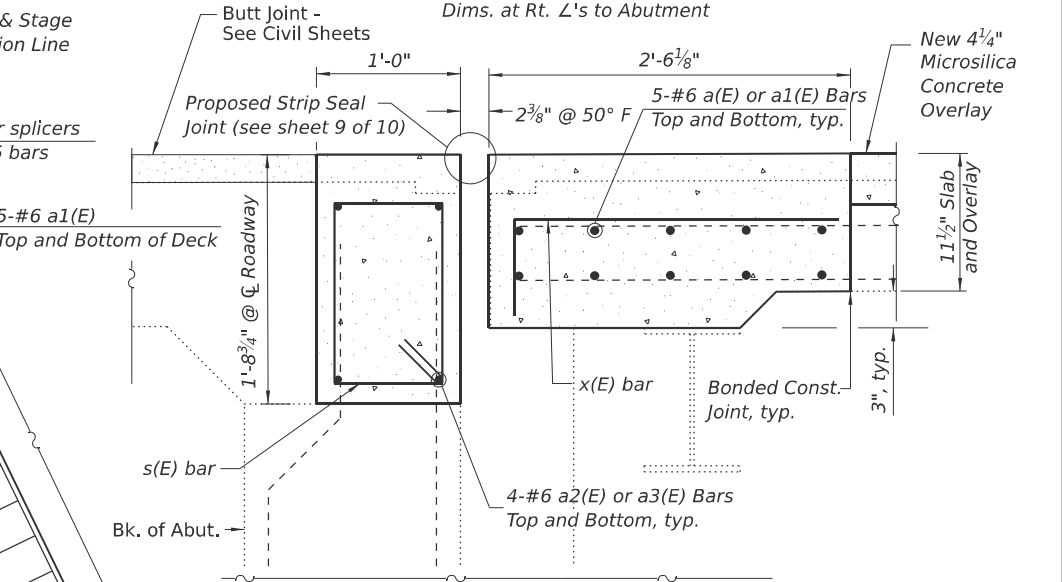
REMOVAL PLAN



REPLACEMENT PLAN






SECTION A-A
Dims. at Rt. Z's to Abutment



SECTION B-B
Dims. at Rt. Z's to Abutment

LEGEND

-  Concrete Removal
-  Bridge Deck Scarification, 2"
-  Concrete Superstructure, and Microsilica Concrete Overlay, 4 1/4"

NOTES

See sheet 7 of 10 for sections C-C through F-F, Bar Diagrams, and Bill of Materials

MODEL: 082-0187-Abutment Joint (Plan) (Rev. 05/11/2026)
 FILE NAME: X:\Projects\082-0187-Abutment Joint\082-0187-Abutment Joint-Sheets.dgn
 PLOT DATE: 5/11/2026

HR Hurst-Rosche, Inc.
 1400 E. TREMONT ST.
 HILLSBORO, IL
 PH: 217.532.3959

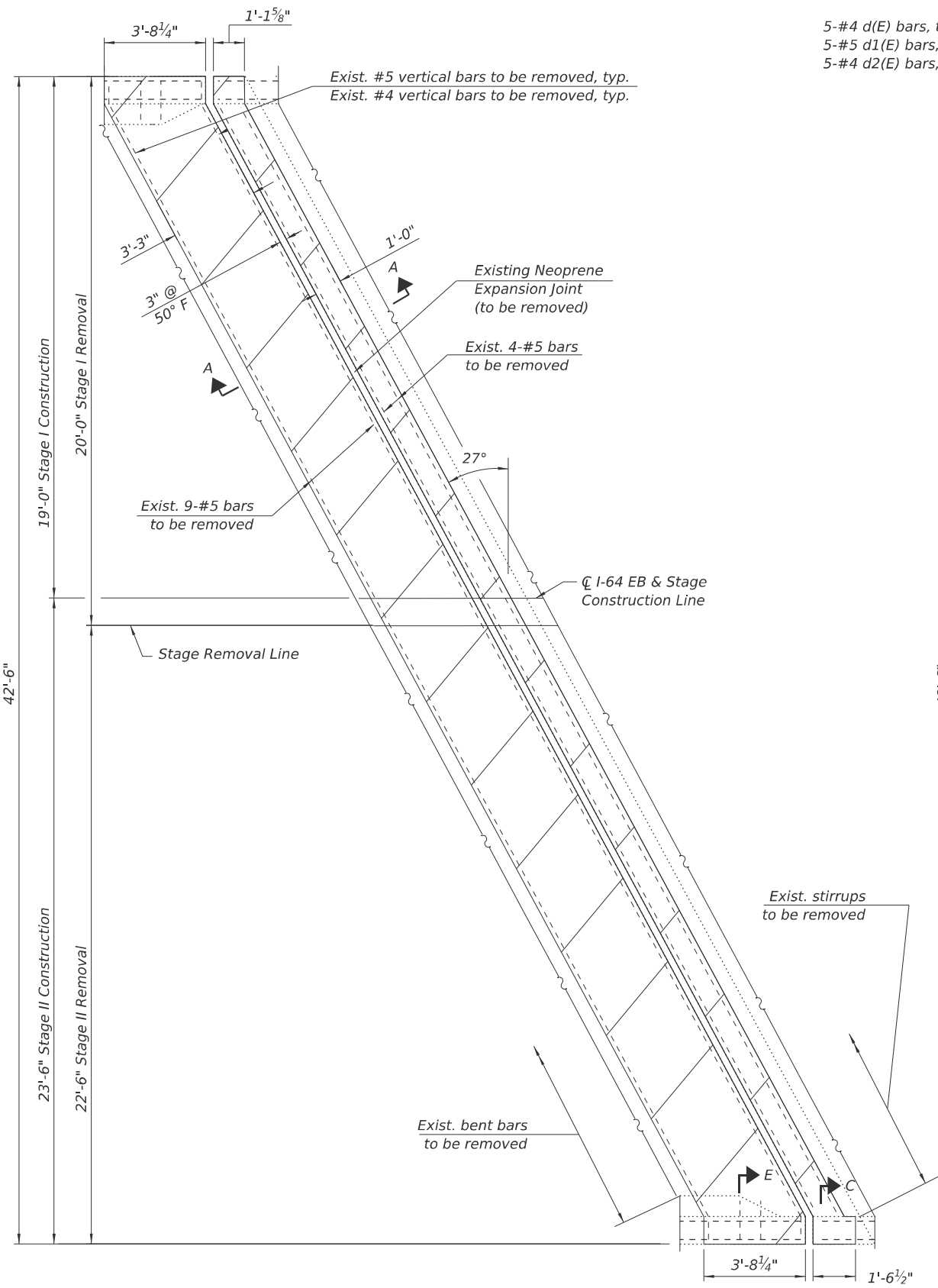
USER NAME = jcalderino	DESIGNED -	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED -	REVISED -
PLOT DATE = 5/11/2026	DRAWN -	REVISED -
	CHECKED -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT JOINT REPLACEMENT
 STRUCTURE NO. 082-0187

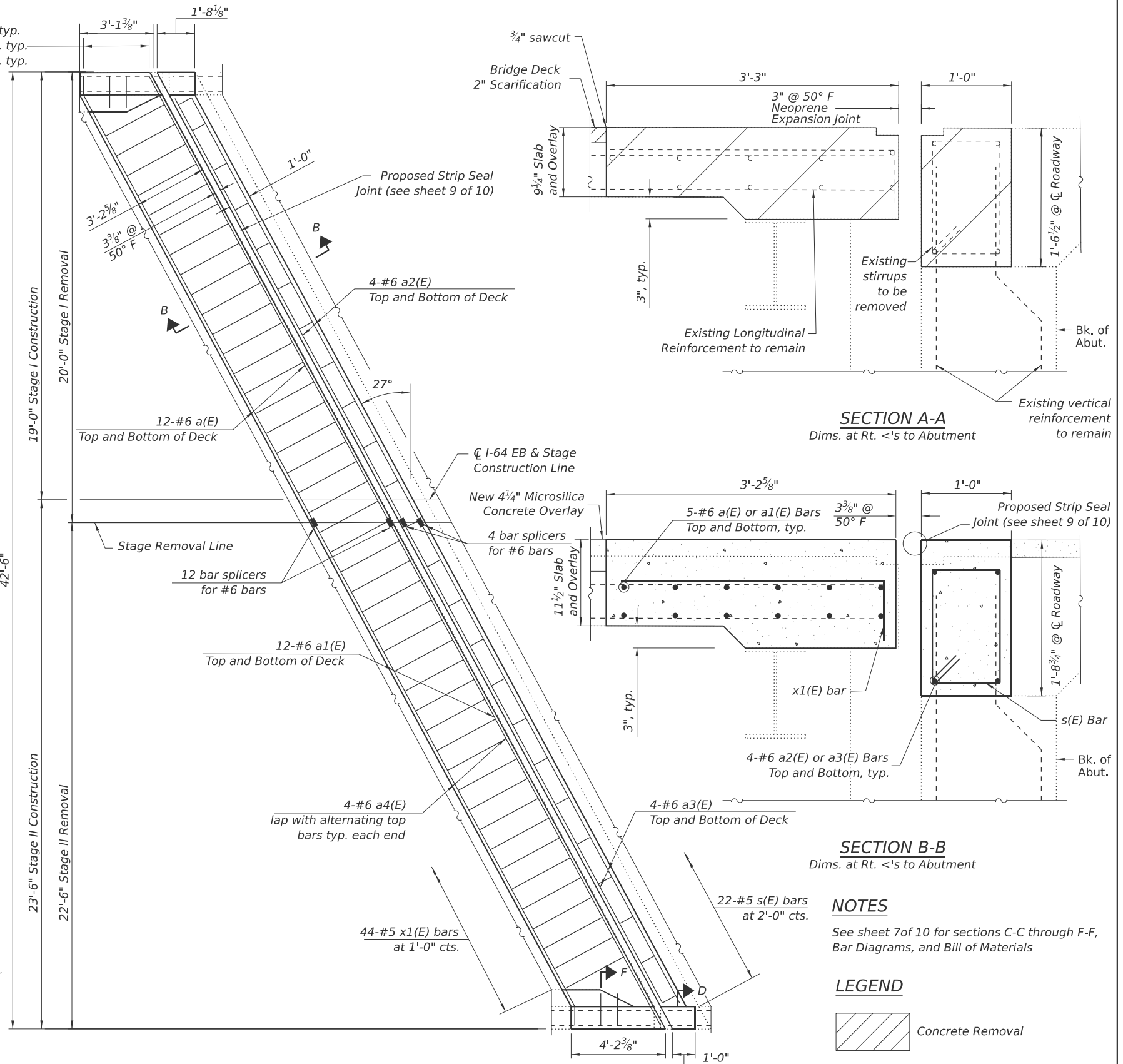
SHEET 5 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	36
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				

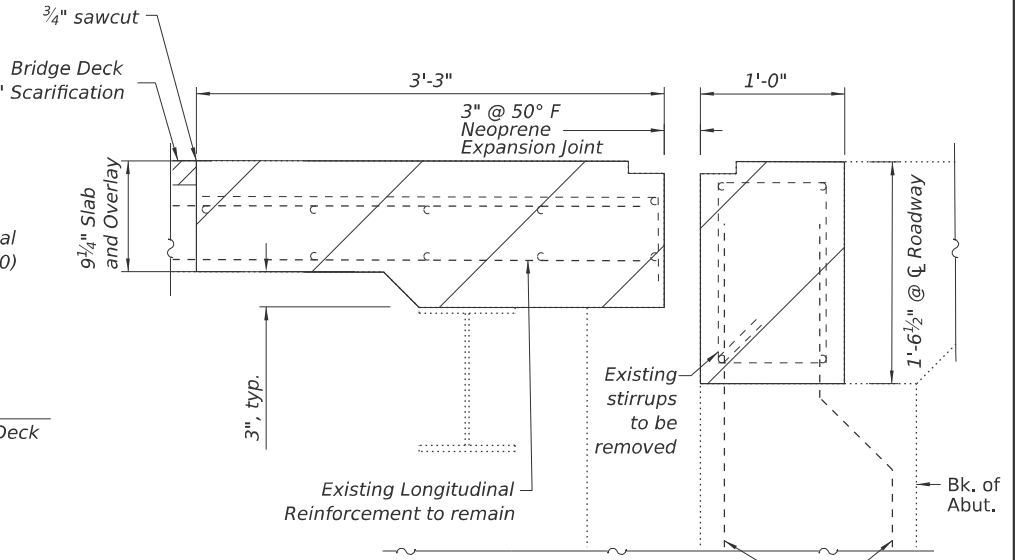


REMOVAL PLAN

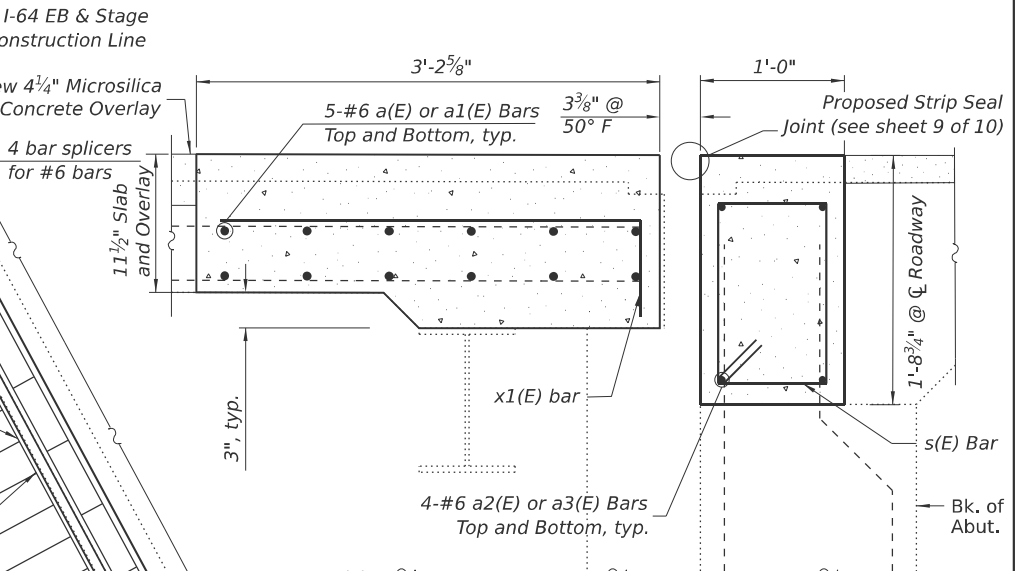
5-#4 d(E) bars, typ.
5-#5 d1(E) bars, typ.
5-#4 d2(E) bars, typ.



REPLACEMENT PLAN



SECTION A-A
Dims. at Rt. <'s to Abutment



SECTION B-B
Dims. at Rt. <'s to Abutment

NOTES
See sheet 7 of 10 for sections C-C through F-F, Bar Diagrams, and Bill of Materials

LEGEND

	Concrete Removal
	Bridge Deck Scarification, 2"
	Concrete Superstructure and Microsilica Concrete Overlay, 1/4"

MODEL: 082-0187-Abutment Joint Replacement.dgn
 FILE NAME: X:\Projects\Contract\22-0835-IBCT\W014-FM1\Draws\64-164\102\1020187-082-0187-082-0187-Sheets.dgn
 5/1/2026 9:23:01 AM

HR Hurst-Rosche, Inc.
1400 E. TREMONT ST.
HILLSBORO, IL
PH: 217.532.3959

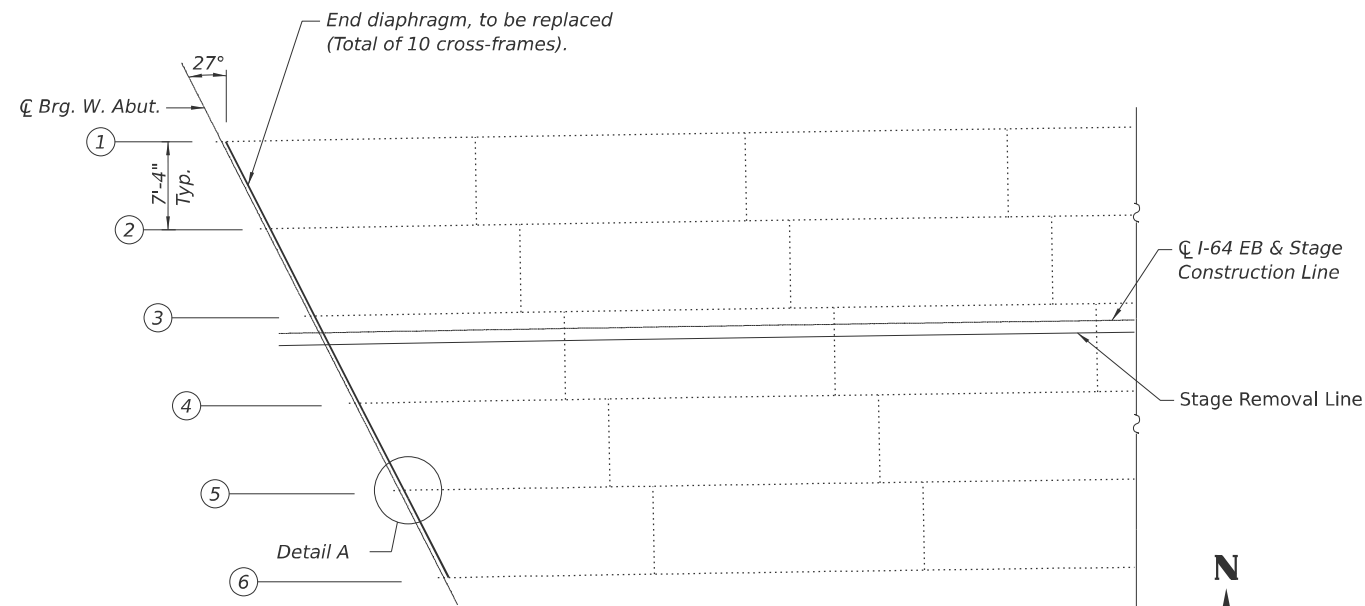
USER NAME = jcalderino	DESIGNED -	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED -	REVISED -
PLOT DATE = 5/1/2026	DRAWN -	REVISED -
	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT JOINT REPLACEMENT
STRUCTURE NO. 082-0187

SHEET 6 OF 10 SHEETS

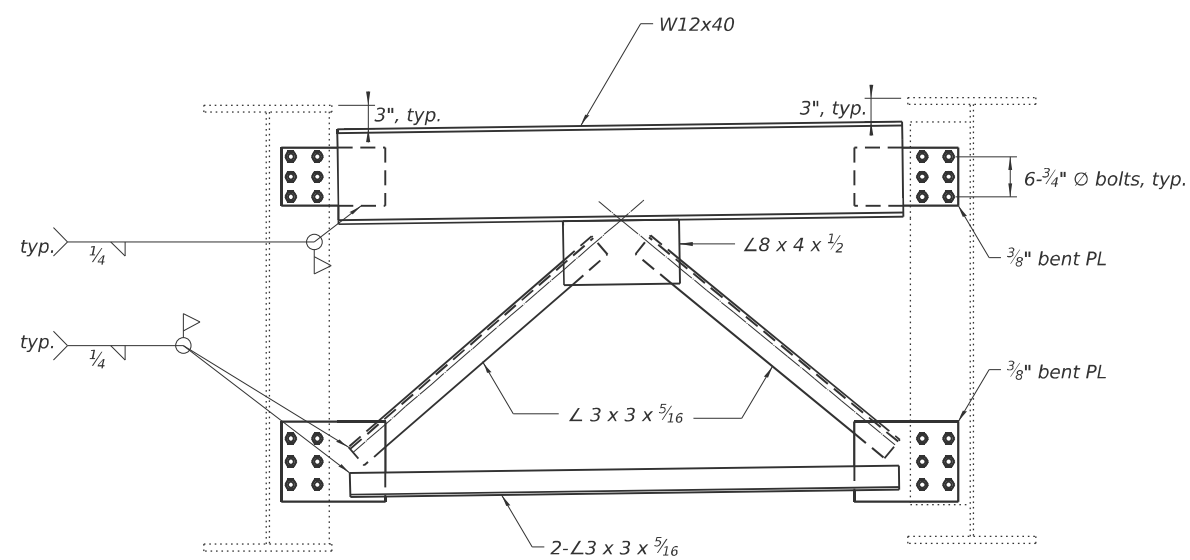
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	37
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				



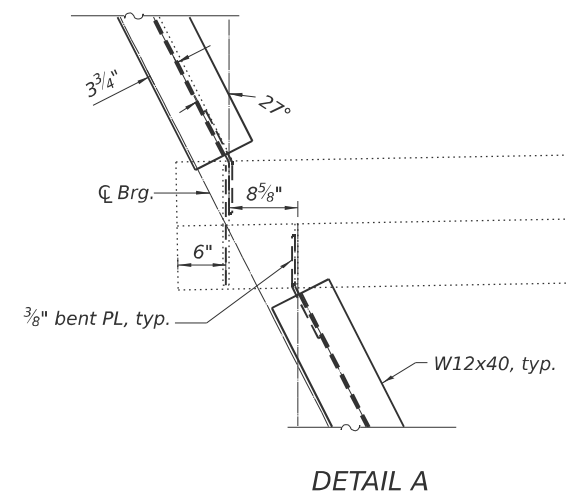
FRAMING PLAN
West Abutment show,
East Abutment similar

Notes:

1. Detail $1\frac{5}{16}$ " \varnothing holes for all $\frac{3}{4}$ " \varnothing bolts into existing plates and stiffeners. Two hardened washers required for each set of oversized holes.
2. Cleaning and Painting of Structural Steel per the special revisions to occur prior to reinstallation of galvanized cross-frames.
3. All new structural steel shall be hot dip galvanized. See Special provision for "Hot Dip Galvanizing for Structural Steel".
4. Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts in painted areas. Bolts shall be $\frac{3}{4}$ " diameter, unless otherwise specified.



TYPICAL CROSS-FRAME



DETAIL A

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Structural Steel	Pound	4,330
Clean & Paint Steel Bridge No. 2	L Sum	1
Structural Steel Removal	Pound	4,330

MODEL: 082-Cross-Frame Repair.dgn
 FILE NAME: X:\Projects\082-Cross-Frame Repair\082-Cross-Frame Repair.dgn

HR
 Hurst-Rosche, Inc.
 1400 E. TREMONT ST.
 HILLSBORO, IL
 PH: 217.532.3959

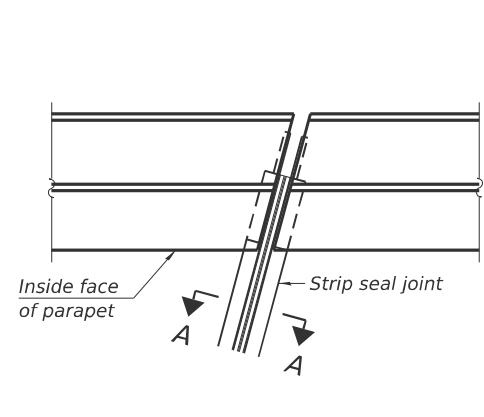
USER NAME = jcalderino	DESIGNED - JJC	REVISED -
PLOT SCALE = \$SCAL\$	CHECKED - CJC	REVISED -
PLOT DATE = 5/1/2026	DRAWN - AE	REVISED -
	CHECKED - CJC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

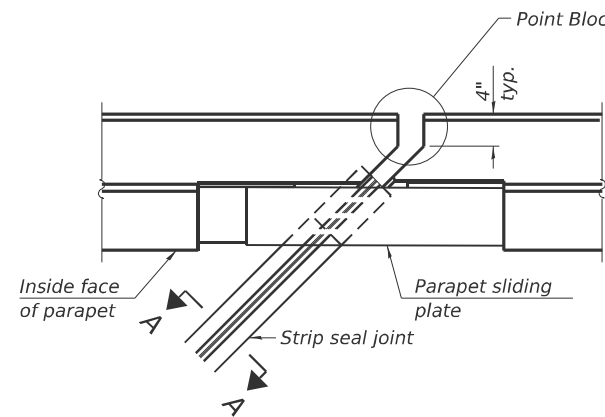
CROSS-FRAME REPAIR
STRUCTURE NO. 082-0187

SHEET 8 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	39
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				

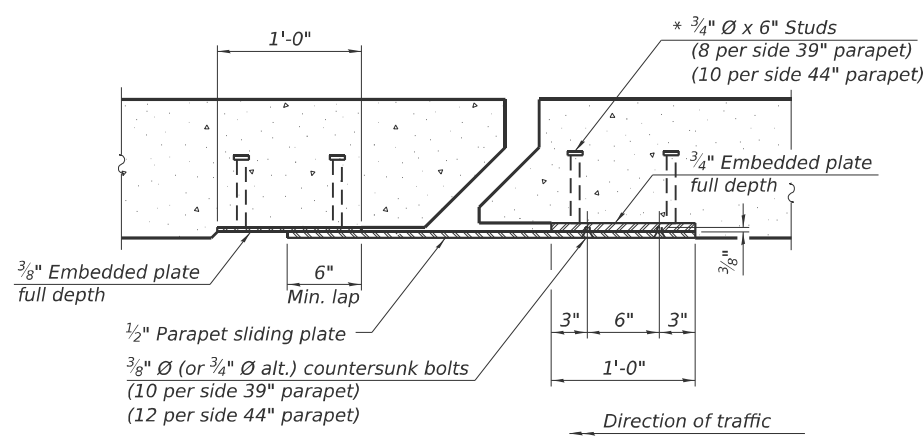


FOR SKEWS $\leq 30^\circ$



FOR SKEWS $> 30^\circ$

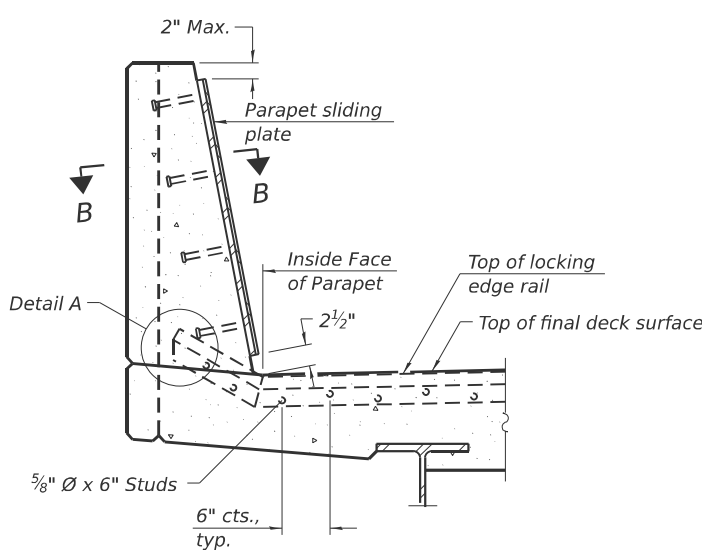
PLAN AT PARAPET



SECTION B-B

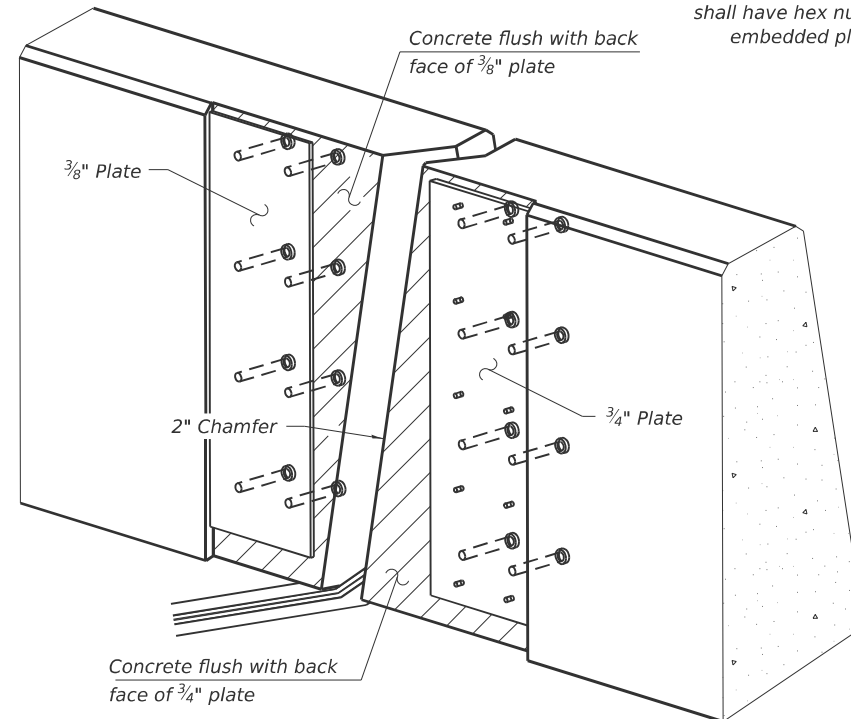
($3/4$ " \varnothing countersunk bolts extending into concrete shall have hex nuts tack welded to the back of the embedded plates with end caps provided.)

Notes:
 The strip seal shall be made continuous and shall have a minimum thickness of $1/4$ ". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
 The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the $4 1/2$ " maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.
 The manufacturer's recommended installation methods shall be followed.
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
 The Maximum space between locking edge rail segments shall be $3/16$ " and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.



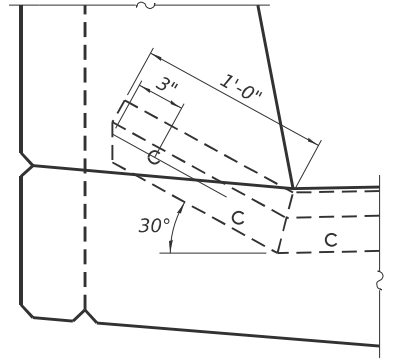
SECTION AT PARAPET

(Skews $> 30^\circ$ shown. Skews $\leq 30^\circ$ similar except as shown in plan view.)



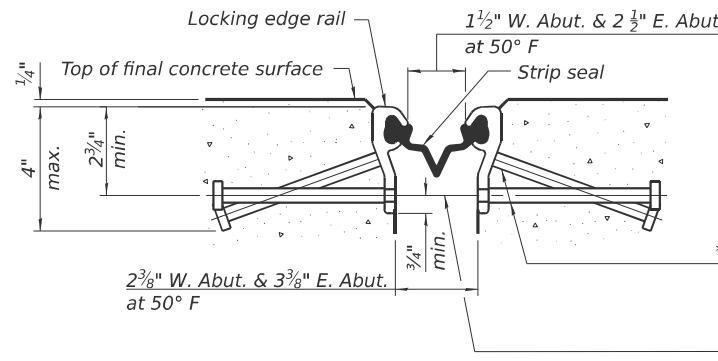
TRIMETRIC VIEW

(Showing embedded plates only)

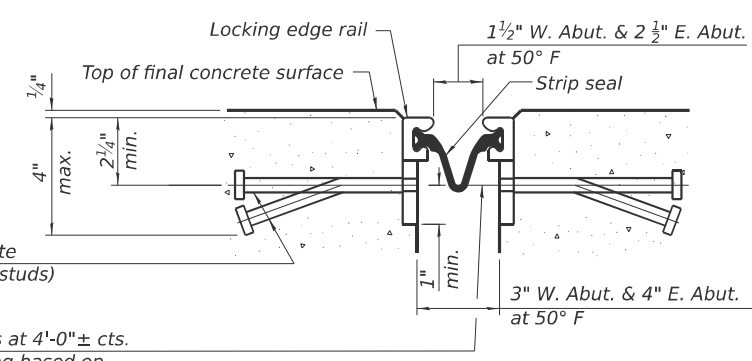


DETAIL A

(Kick-up at parapet locations shown. See sheet of for kick-up at curb locations.)



SHOWING ROLLED RAIL JOINT



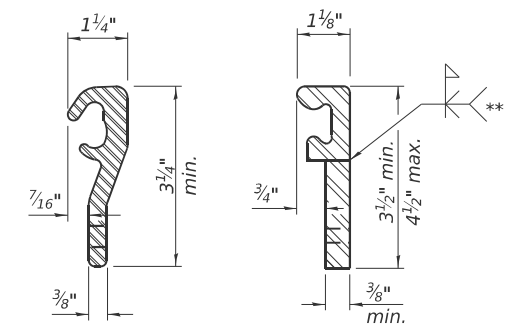
SHOWING WELDED RAIL JOINT

* $5/8$ " \varnothing x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

$3/8$ " \varnothing threaded rods in $7/16$ " \varnothing holes at $4'-0"$ \pm cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

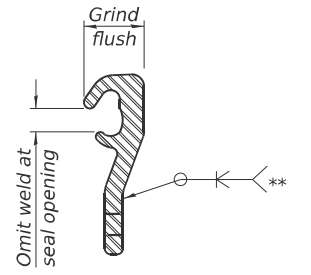
SECTION A-A

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



LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	96

MODEL: 082-Preformed Joint Seal.dgn FILE NAME: X:\Projects\Contract\2025\082-0835\BDDT_W014_F01_R001.dwg (1:64) I:\DC\10820157-082R03-Sheets.dgn

EJ-SS

4-4-2025



Hurst-Rosche, Inc.
 1400 E. TREMONT ST.
 HILLSBORO, IL
 PH: 217.532.3959

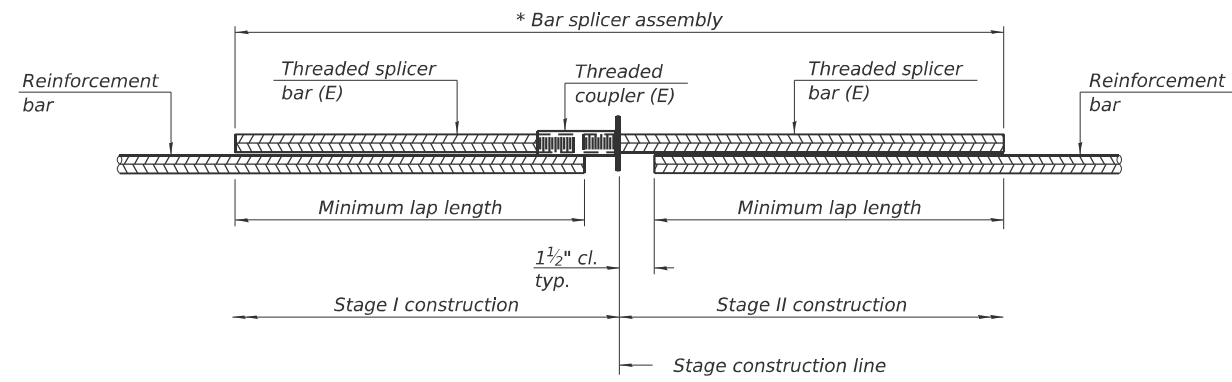
DESIGNED - JJC	REVISD -
CHECKED - CJC	REVISD -
DRAWN - AE	REVISD -
CHECKED - JJC	REVISD -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
 STRUCTURE NO. 082-0187

SHEET 9 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	40
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				

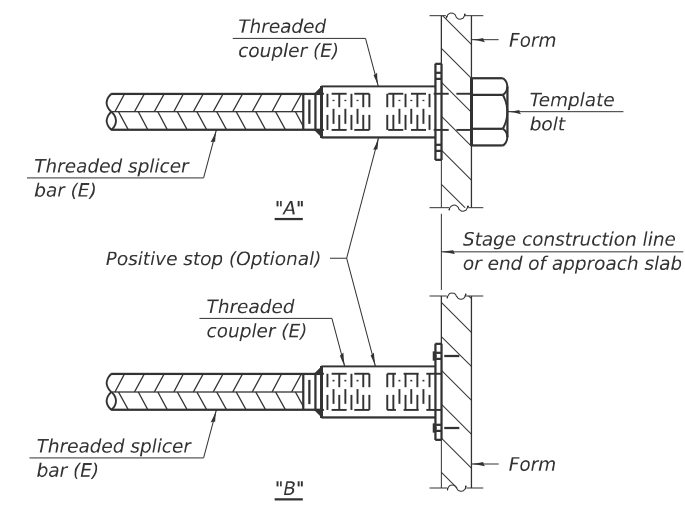


STANDARD BAR SPLICER ASSEMBLY PLAN
 Only bar splicer assemblies as presented on the approved QPL list may be used.

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

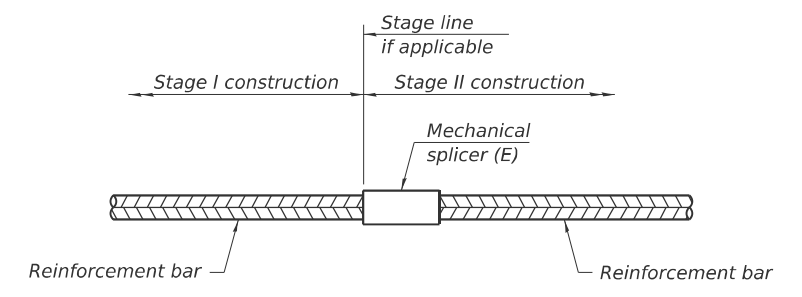
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
W. Abut. Deck	#6	10	3'-11"
E. Abut. Deck	#6	12	3'-11"
W. Abut. Hatchblock	#6	4	4'-5"
E. Abut. Hatchblock	#6	4	4'-5"



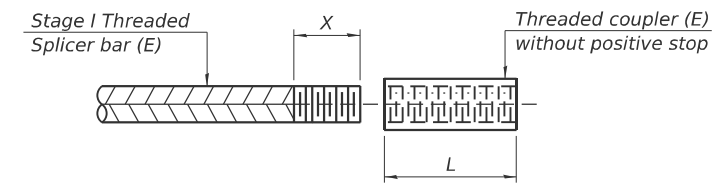
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



THREADING OF ASSEMBLIES

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

Notes:
 Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

MODEL: 010.Dwg Splicers
 FILE NAME: X:\projects\Current\2025\0835\DOT\W014\F41\Draws\44\64\1\DC\10820157-087833-Sheets.dwg
 5/1/2026 9:27:06 AM

BSD-1

4-4-2025



Hurst-Rosche, Inc.
 1400 E. TREMONT ST.
 HILLSBORO, IL
 PH: 217.532.3959

USER NAME = jcalderino	DESIGNED - JJC	REVISED -
	CHECKED - CJC	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - AE	REVISED -
PLOT DATE = 5/1/2026	CHECKED - CJC	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 082-0187

SHEET 10 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	41
CONTRACT NO. 76R36				

ILLINOIS FED. AID PROJECT

Benchmark:
No. F. Railroad Spie in Willow Tree @ 140' RT. of Sta. 1034+50, Elev. 423.58.

Existing Structure No. 082-0188:

The existing structure is a three span bridge with 6 3/4" concrete deck and a 2" concrete overlay supported by W36x150 girders. The superstructure is supported by spill-through abutments and solid wall pile bent piers. Stage Construction to be utilized.

Salvage: None

SCOPE OF WORK

1. Implement Traffic Control and shift traffic to the North side of the structure
2. Perform Bridge Deck Scarification, 2"
3. Perform Expansion Joint Reconstruction
4. Perform Microsilica Concrete Overlay, 4 1/4"
5. Remove End Diaphragms
6. Paint End Beams and Replace Galvanized End Diaphragms
7. Paint Fascia Girders
8. Shift traffic to the South side of the structure and repeat items 2 through 7

INDEX OF SHEETS

1. General Plan and Elevation
2. Stage Construction
3. Temporary Concrete Barrier
4. Deck Repair Plan
5. West Abutment Joint Replacement
6. East Abutment Joint Replacement
7. Joint Replacement Details
8. Cross-Frame Repair
9. Preformed Joint Strip Seal
10. Bar Splicer Assembly and Mechanical Splicer Details

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring the new concrete deck for expansion joint reconstruction and deck slab repairs, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be 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 using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4 in. deep shall be identified and reported to the Bureau of Bridges & 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.

Plan dimensions and details relative to the existing structure have been taken from existing plans and 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 variation shall not be cause for additional compensation for a change in the scope of work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

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 operations shall be repaired or replaced using an approved bar splicer or anchorage system at the contractor's expense.

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

Protective Coat to be applied to areas of new concrete only, including bridge deck concrete overlay.

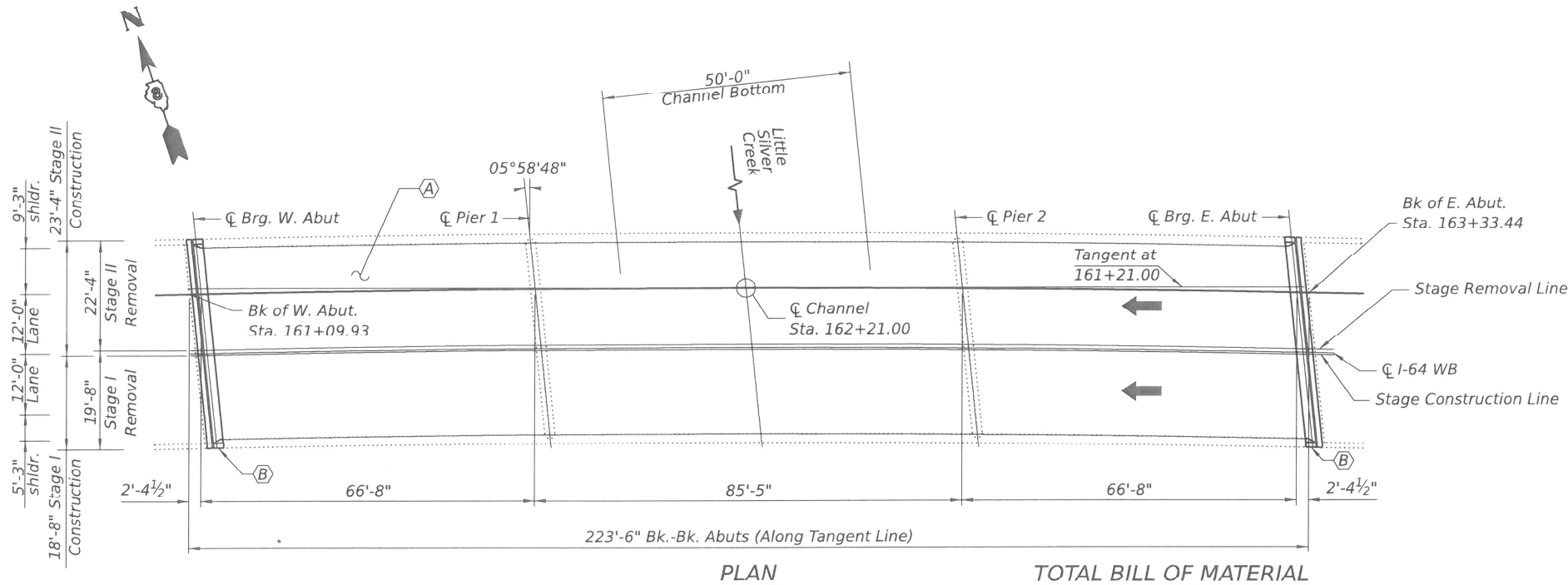
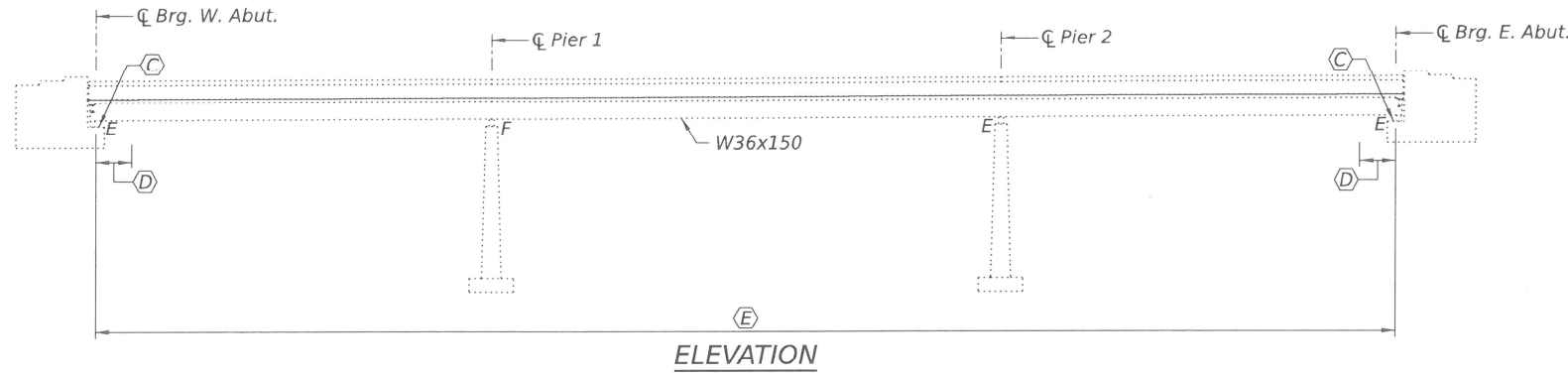
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.

Cleaning and painting of the existing structural steel shall be as specified in the special provisions for "Cleaning and Painting Existing Steel Structures". All beams, bearings, and other structural steel within 3 ft. (measured along the beam) of either side of deck joints shall be cleaned per Near White Blast Cleaning - SSPC - SP10. The flanges and webs of all beams for the rest of the length shall be cleaned per Commercial Grade Power Tool Cleaning - SSPC - SP15.

The designated areas cleaned per Near White Blast Cleaning (SSPC - SP10) and per Commercial Grade Power Tool Cleaning (SSPC - SP15) shall be painted according to the requirements of Paint System 1 OZ/E/U. The color of the final finish coat for all steel surfaces shall be Gray, Munshell No. 5B 7/1.

SSPC QP1 and QP2 Contractor Certification is required for this Contract.

All new structural steel and bearing assemblies to be hot-dip galvanized. See Special Provisions for "Hot Dip Galvanizing for Structural Steel". Cost included in Furnishing and Erecting Structural Steel.



ITEM	UNIT	SUPER	TOTAL
Concrete Removal	Cu Yd	11.7	11.7
Concrete Superstructure	Cu Yd	13.3	13.3
Bridge Deck Grooving	Sq Yd	903	903
Protective Coat	Sq Yd	970	970
Furnishing and Erecting Structural Steel	Pound	3,370	3,370
Reinforcement Bars, Epoxy Coated	Pound	2,420	2,420
Bar Splicers	Each	28	28
Preformed Joint Strip Seal	Foot	85	85
* Containment and Disposal of Lead Paint Cleaning Residues, No. 3	Lsum	1	1
* Cleaning and Painting Steel Bridge No. 3	Lsum	1	1
Bridge Deck Scarification, 2"	Sq Yd	925	925
* Bridge Deck Microsilica Concrete Overlay, 4 1/4"	Sq Yd	925	925
* Structural Steel Removal	Pound	3,370	3,370

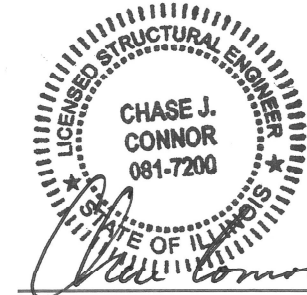
* Denotes Special Provision

KEYED NOTES

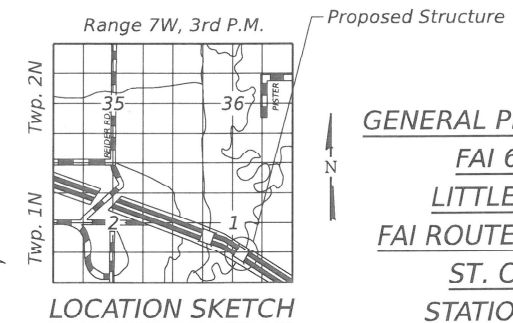
- (A) 2" Scarification and 4 1/4" Microsilica Concrete Overlay
- (B) Expansion Joint Replacement
- (C) Replace End Diaphragms
- (D) Beam End Painting
- (E) Fascia Beam Painting

LEGEND

- Microsilica Concrete Overlay
- Expansion Joint Replacement



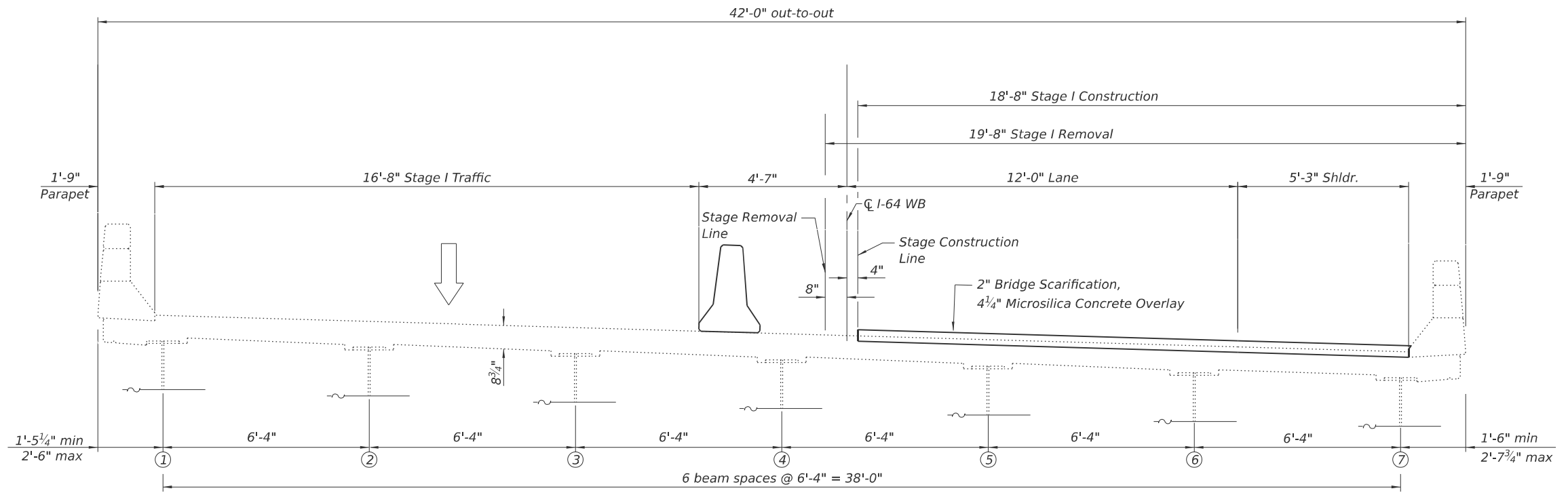
CHASE CONNOR, P.E., S.E.
ILLINOIS STRUCTURAL NO. 7200
EXPIRES: NOVEMBER 30, 2026
Date: 5/1/26



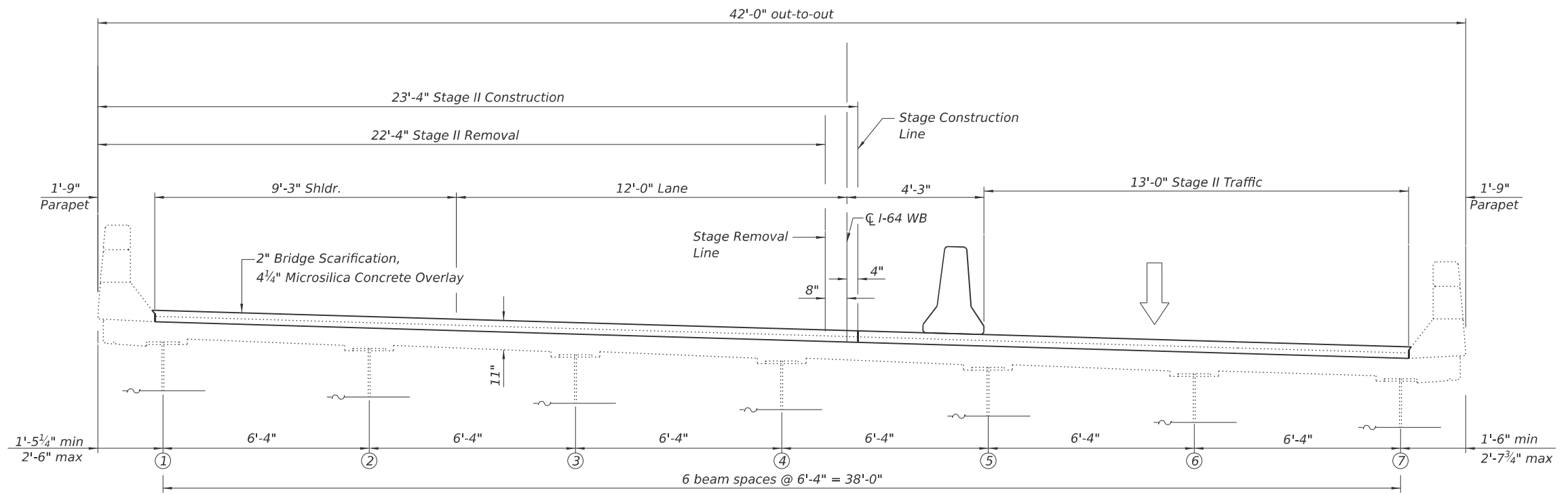
GENERAL PLAN AND ELEVATION
FAI 64 (WB) OVER
LITTLE SILVER CREEK
FAI ROUTE 64 SECTION 82-8B
ST. CLAIR COUNTY
STATION 162+21 (WB)
STRUCTURE NO. 082-0188

MODEL: 001-CPE
FILE NAME: X:\Projects\Current\2026\0535 IDOT W014 FAI Route 64 I-64\02\0520188\082-0188-0188-0188-Sheets.dgn
5/1/2026 10:03:12 AM

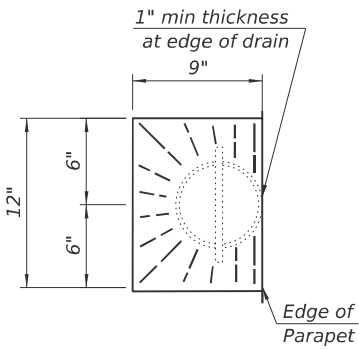
	Hurst-Rosche, Inc. 1400 E. TREMONT ST. HILLSBORO, IL PH: 217.532.3959	USER NAME ■ jcalerino	DESIGNED - JJC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURE NO. 082-0188	F.A.I. RTE. ■ 64	SECTION ■ 82-8-BJR-BDR-BP-1	COUNTY ■ ST. CLAIR	TOTAL SHEETS ■ 01	SHEET NO. ■ 42
		PLOT SCALE ■ \$\$\$CALE\$	DRAWN - AE	REVISED -			CONTRACT NO. 76R36		ILLINOIS FED. AID PROJECT		
PLOT DATE ■ 5/1/2026		CHECKED - CJC	REVISED -	SHEET 1 OF 10 SHEETS							



STAGE I REMOVAL AND CONSTRUCTION
(Looking East)



STAGE II REMOVAL AND CONSTRUCTION
(Looking East)



DRAIN DETAIL
(Slope to Drain)

MODEL: 082-Stage_Construction.dwg
 FILE NAME: X:\Projects\Contract\2020\082-0188\DOT\W014\PA1\Draws\64\64-01\DOT\0820188-082R36-Sheets.dgn
 5/1/2026 10:03:41 AM

HR
 Hurst-Rosche, Inc.
 1400 E. TREMONT ST.
 HILLSBORO, IL
 PH: 217.532.3959

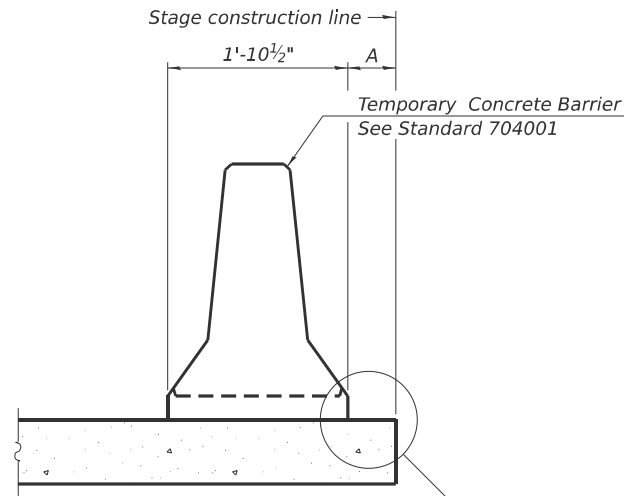
USER NAME = jcalderino	DESIGNED - JJC	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - CJC	REVISED -
PLOT DATE = 5/1/2026	DRAWN - AE	REVISED -
	CHECKED - CJC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION
STRUCTURE NO. 082-0188
SHEET 2 OF 10 SHEETS

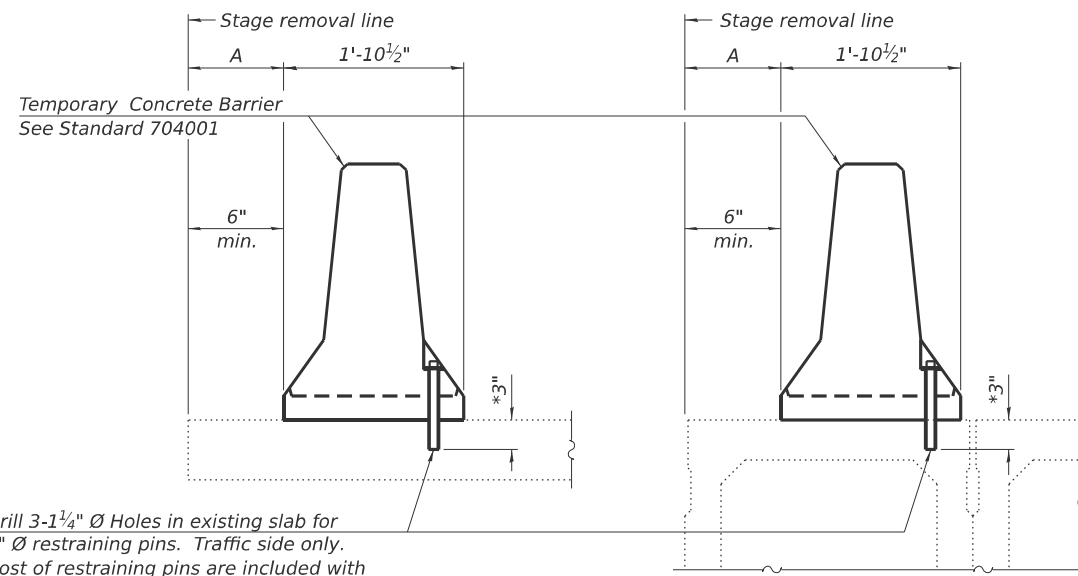
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	43
CONTRACT NO. 76R36				

ILLINOIS FED. AID PROJECT	
---------------------------	--



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



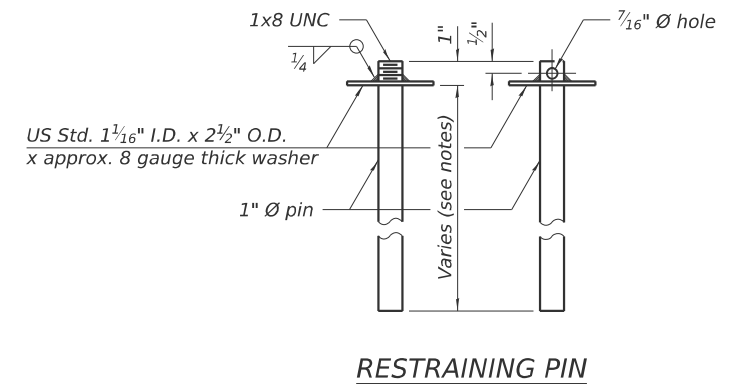
Drill 3-1 1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

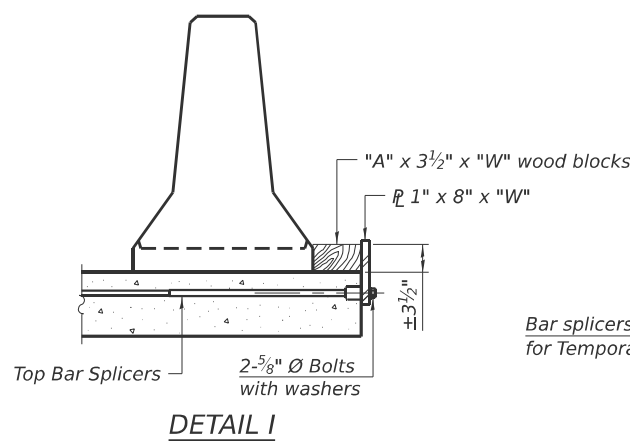
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

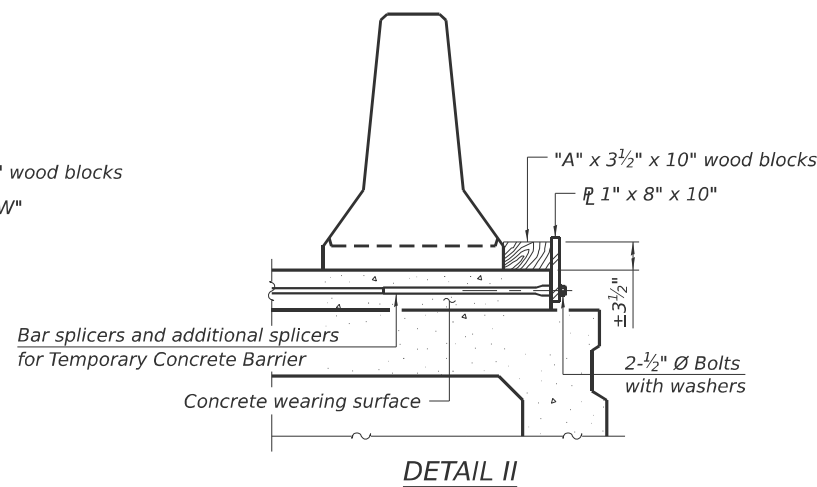
SECTIONS THRU SLAB OR DECK BEAM



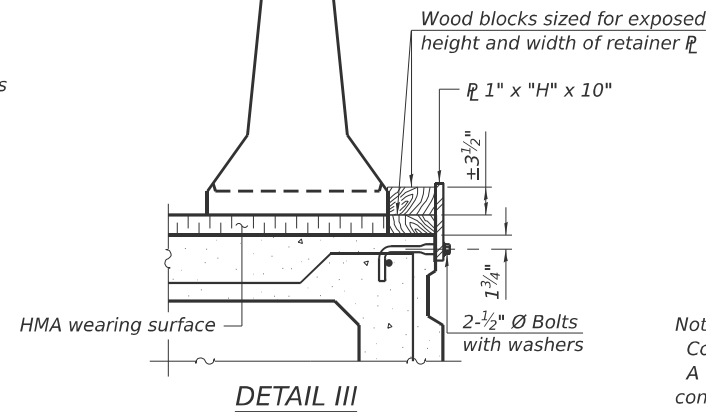
RESTRAINING PIN



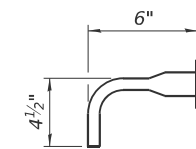
DETAIL I



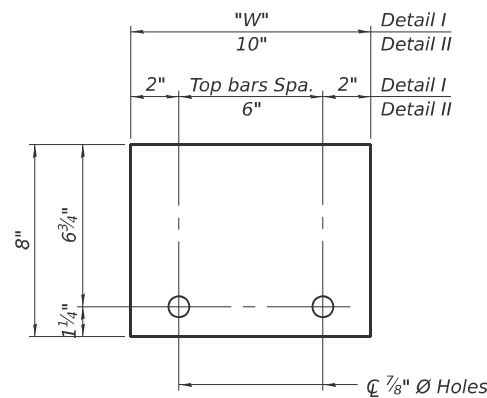
DETAIL II



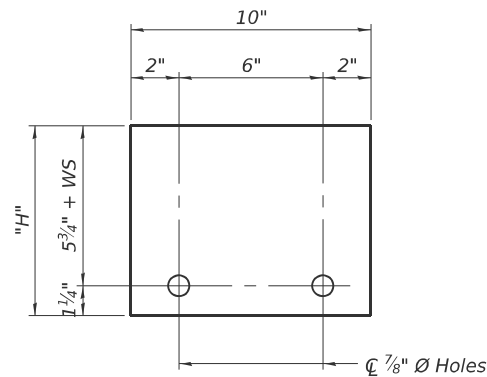
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER 1" x 8" x "W" (Detail I and II)



STEEL RETAINER 1" x "H" x 10" (Detail III)

Notes:

- Cost of retainer assembly is included with Temporary Concrete Barrier.
- A retainer assembly shall be located at the approximate center of each temporary concrete barrier.
- The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
- When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate.
- For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023

MODEL: 082-Temporary Concrete Barrier.dwg
FILE NAME: X:\Projects\Contract\2023\0825 IDOT W014 F01 Route 64 (I-64)\DC\10820185-082R36-Sheets.dgn
5/1/2026 10:04:11 AM



USER NAME = jcalderino	DESIGNED - JJC	REVISED -
PLOT SCALE = \$SCALES	CHECKED - CJC	REVISED -
PLOT DATE = 5/1/2026	DRAWN - AE	REVISED -
	CHECKED - CJC	REVISED -

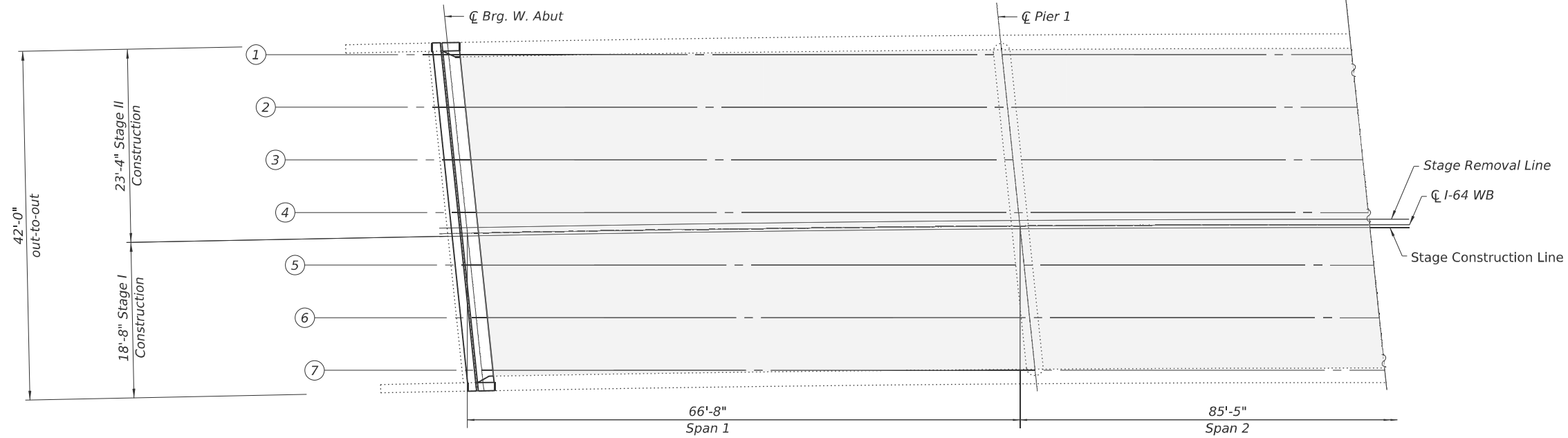
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 082-0188

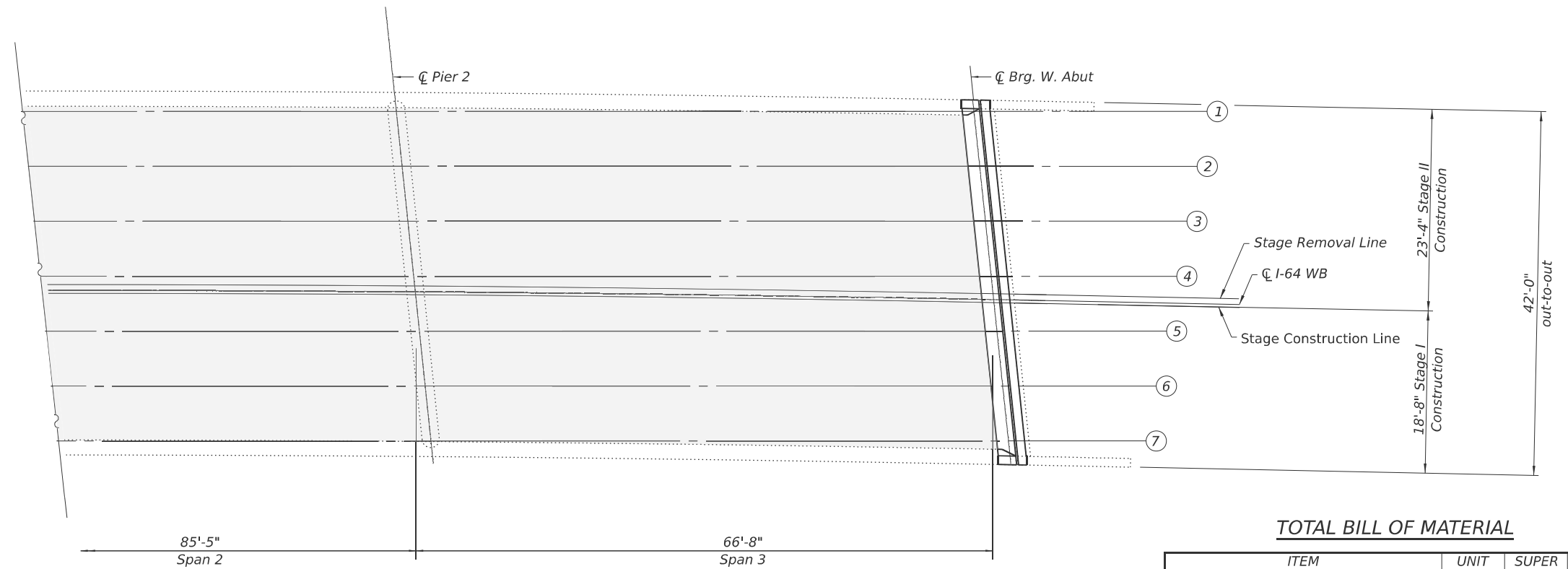
SHEET 3 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	44
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				

- Notes:
1. Areas of deck repair shown are estimated. The Engineer shall show actual locations of deck repairs at the time of construction.
 2. Engineer in field shall record any additional deck repairs performed prior to deck scarification in order to document as-built conditions for future reference.
 3. See sheet 2 of 10 for overlay details at drain pipe.
 4. See sheet 5 through 7 of 10 for expansion joint replacement details.



DECK REPAIR HALF-PLAN



DECK REPAIR HALF-PLAN

NOTES

See sheet 2 of 10 for overlay details at drain pipes.
See sheet 5 thru 7 of 10 for expansion joint details.

LEGEND

Bridge Deck Microsilical Concrete Overlay, 4 1/4"

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	TOTAL
Bridge Deck Grooving	Sq Yd	903	903
Protective Coat	Sq Yd	932	932
Bridge Deck Scarification, 2"	Sq Yd	925	925
Bridge Deck Microsilica Concrete Overlay, 4 1/4"	Sq Yd	925	925

MODEL: 082-0188-Deck_Repair_Plan
FILE NAME: X:\Projects\Contract\2025-0835 IDOT W014 F01 R006 04 (164)ID010820188-0820188-Deck_Repair_Sheets.dgn
5/1/2026 10:04:36 AM

HR
Hurst-Rosche, Inc.
1400 E. TREMONT ST.
HILLSBORO, IL
PH: 217.532.3959

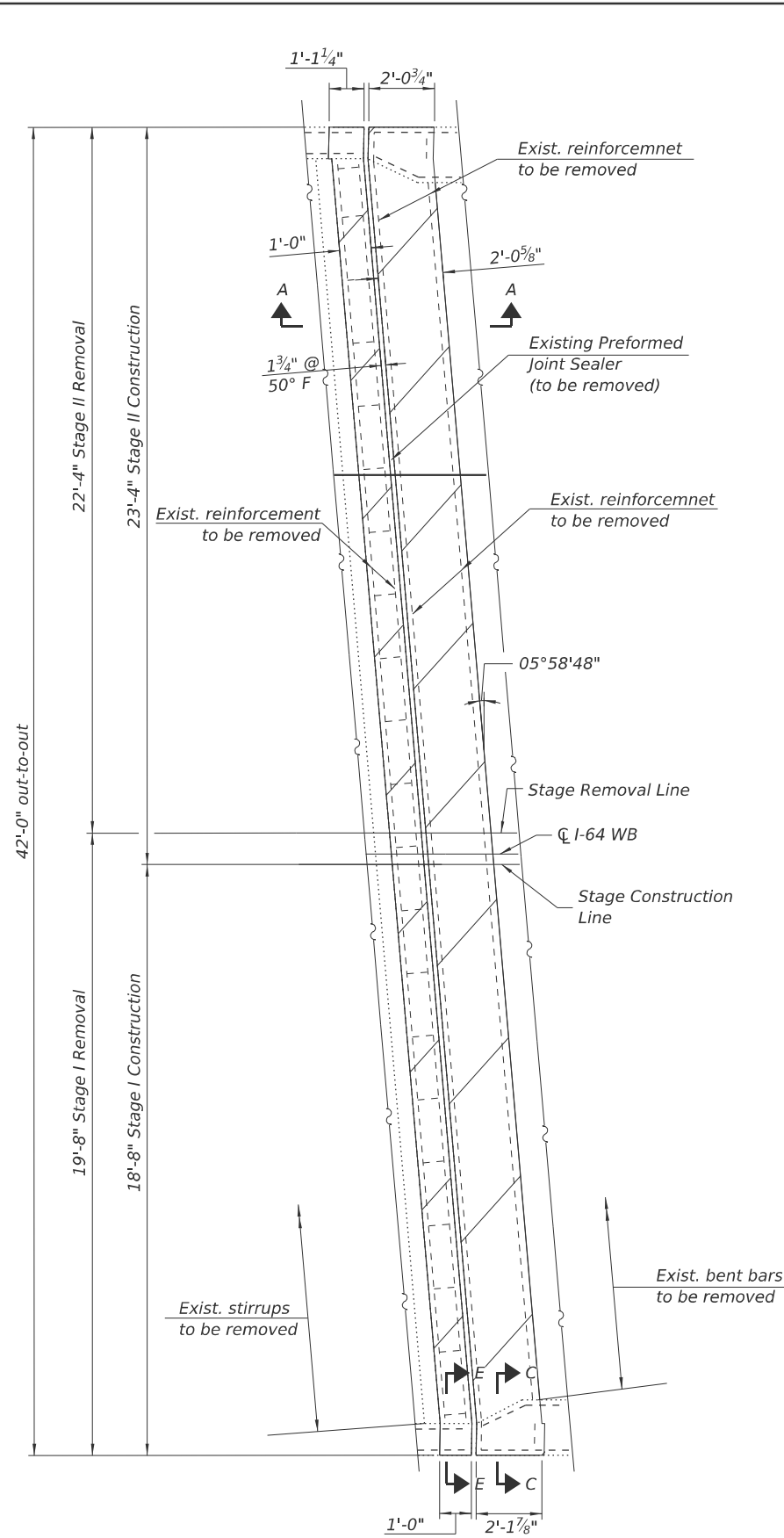
USER NAME = jcalderino	DESIGNED - JJC	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - CJC	REVISED -
PLOT DATE = 5/1/2026	DRAWN - AE	REVISED -
	CHECKED - CJC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

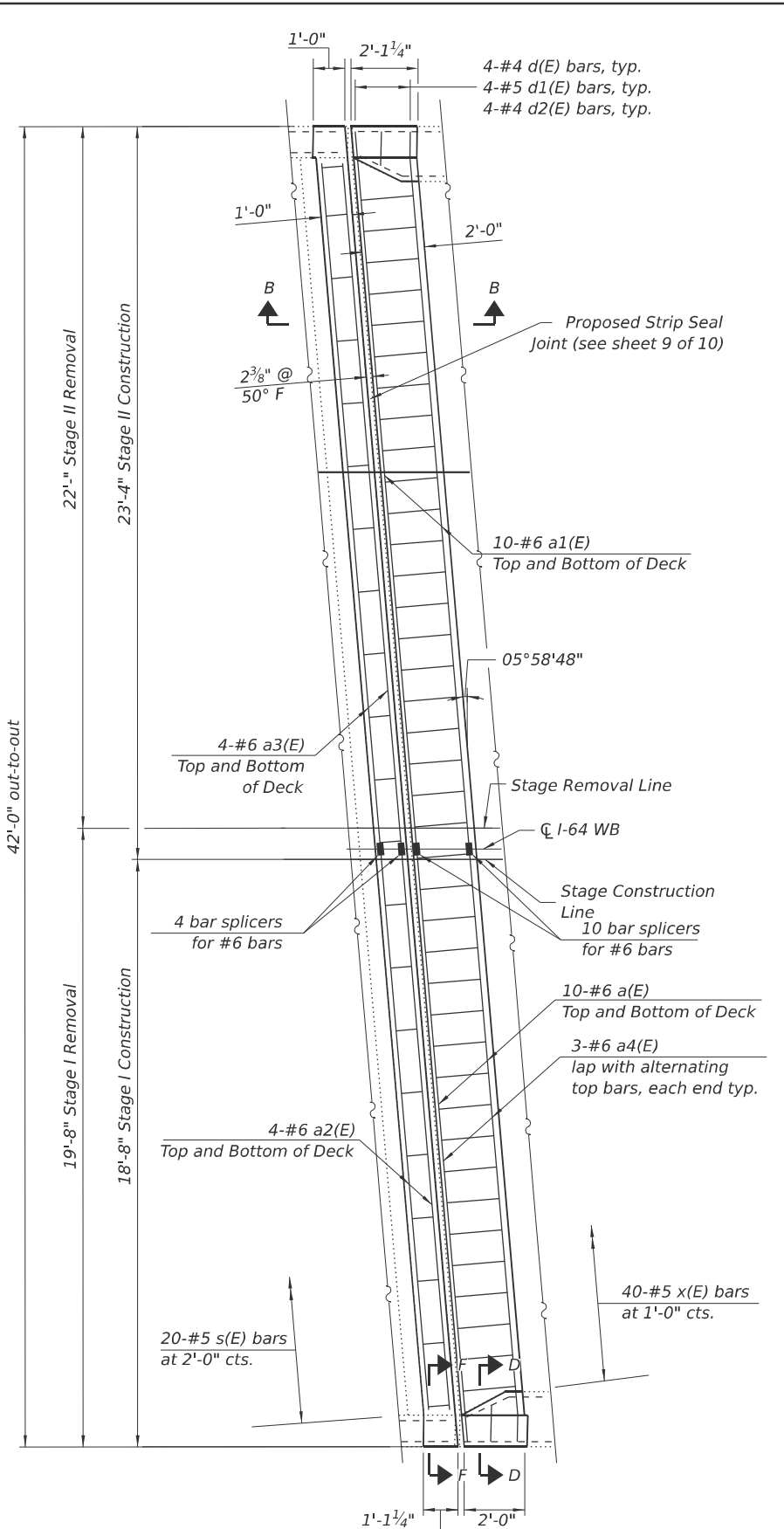
DECK REPAIR PLAN
STRUCTURE NO. 082-0188

SHEET 4 OF 10 SHEETS

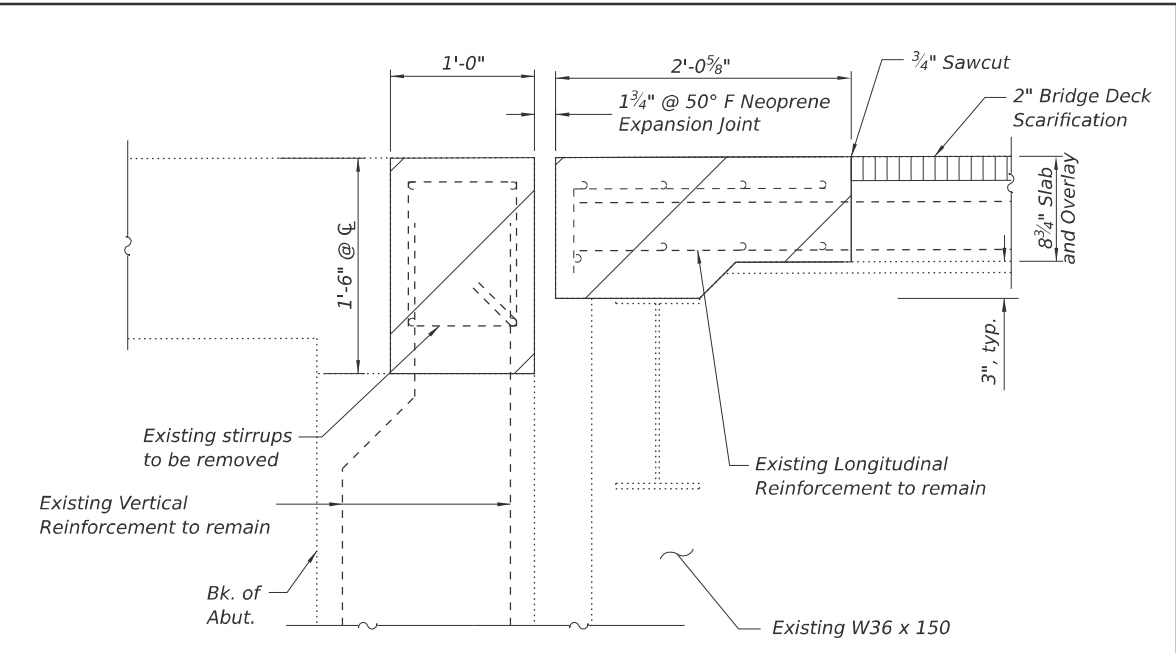
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	45
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				



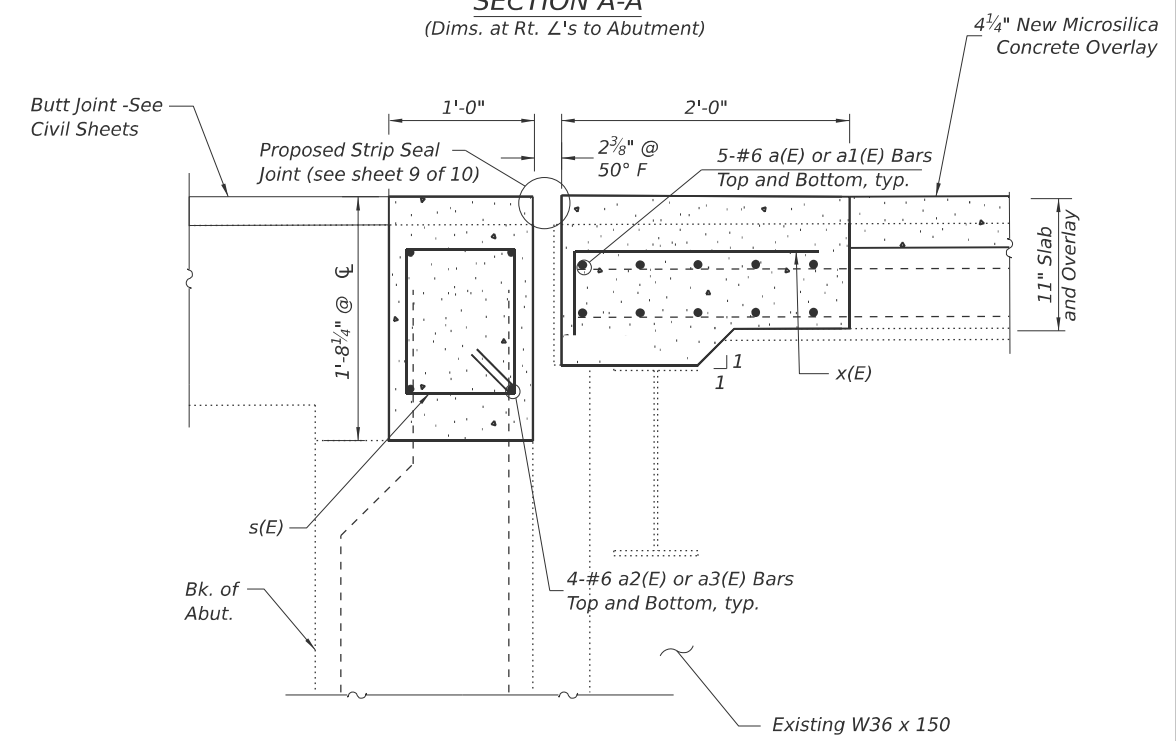
REMOVAL PLAN



REPLACEMENT PLAN



SECTION A-A
(Dims. at Rt. Z's to Abutment)



SECTION B-B
(Dims. at Rt. Z's to Abutment)

LEGEND

- Concrete Removal
- Bridge Deck Scarification, 2"
- Concrete Superstructure, and Microsilica Concrete Overlay, 4 1/4"

NOTES

See sheet 7 of 10 for sections C-C through F-F, Bar Diagrams, and Bill of Materials

MODEL: 082-0188-Substructure-1.dwg (11/14/2026) 11:58:14 AM
 FILE NAME: X:\Projects\082-0188-Substructure\082-0188-Substructure.dwg

HR
 Hurst-Rosche, Inc.
 1400 E. TREMONT ST.
 HILLSBORO, IL
 PH: 217.532.3959

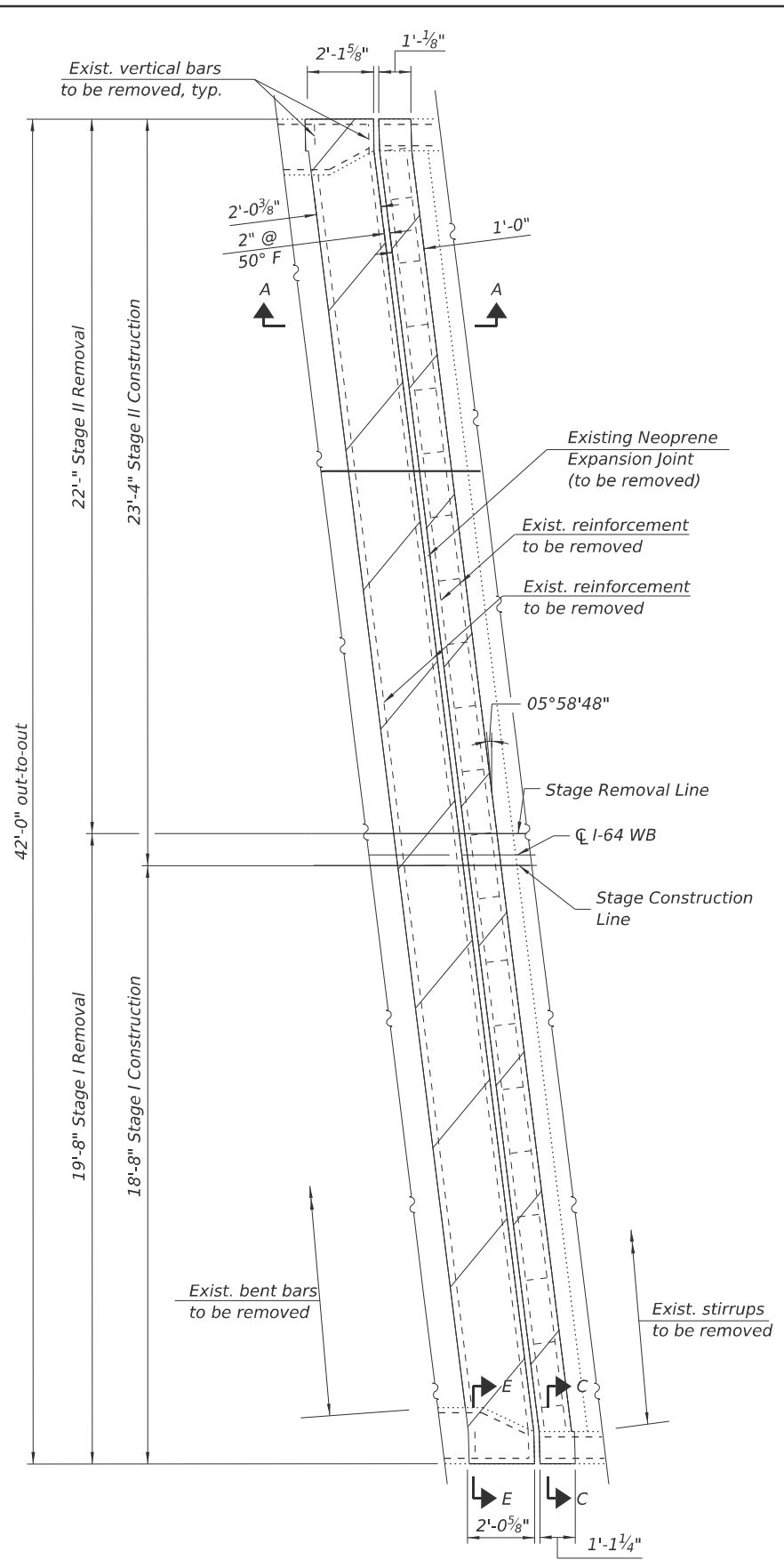
USER NAME = jcalderino	DESIGNED - JJC	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - CJC	REVISED -
PLOT DATE = 5/1/2026	DRAWN - AE	REVISED -
	CHECKED - CJC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

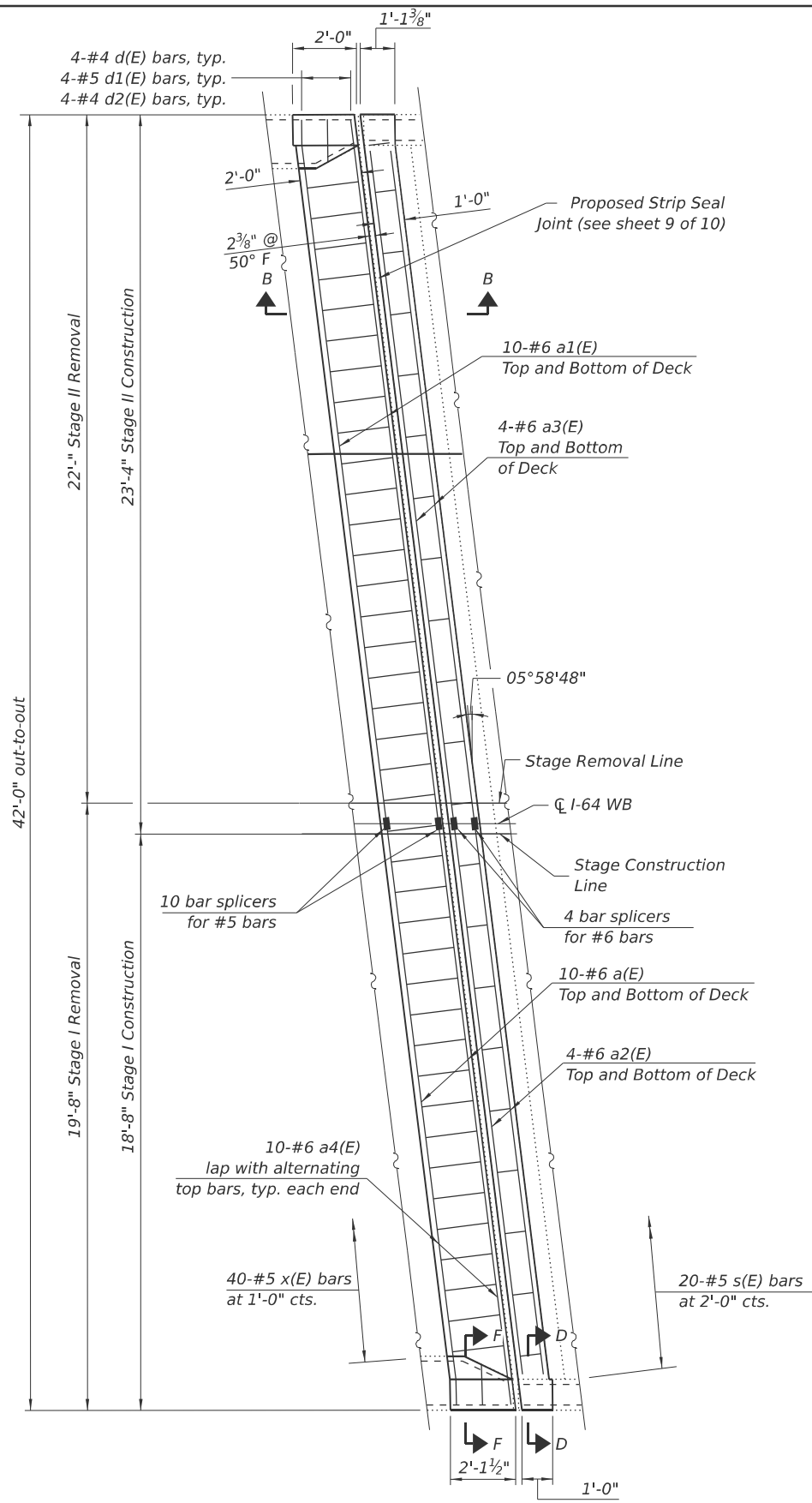
WEST ABUTMENT JOINT REPLACEMENT
STRUCTURE NO. 082-0188

SHEET 5 OF 10 SHEETS

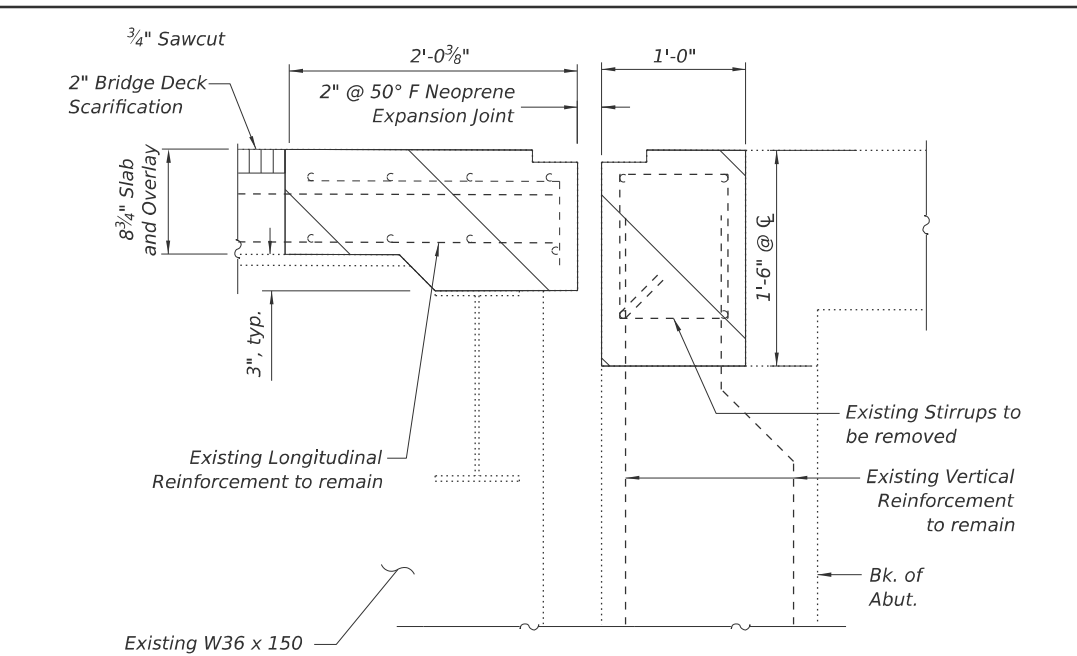
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	46
			CONTRACT NO. 76R36	
ILLINOIS FED. AID PROJECT				



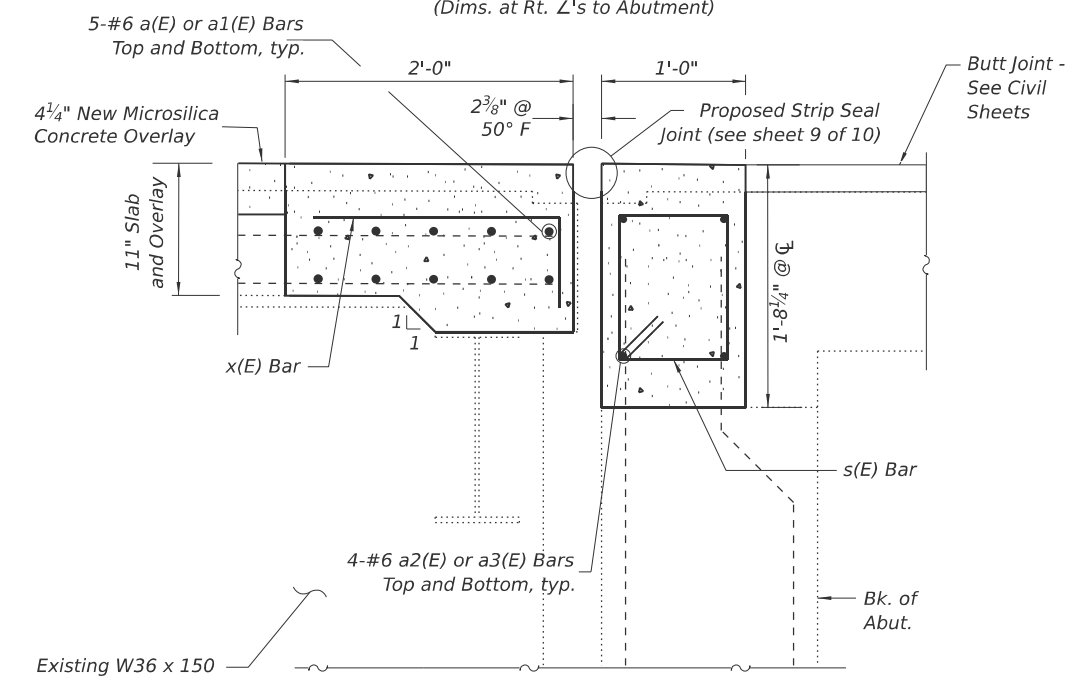
REMOVAL PLAN



REPLACEMENT PLAN



SECTION A-A
(Dims. at Rt. L's to Abutment)



SECTION B-B
(Dims. at Rt. L's to Abutment)

LEGEND

- Concrete Removal
- Bridge Deck Scarification, 2"
- Concrete Superstructure, and Microsilica Concrete Overlay, 4 1/4"

NOTES

See sheet 7 of 10 for sections C-C through F-F, Bar Diagrams, and Bill of Materials

MODEL: 082-0188-Submittal-01.dwg
 FILE NAME: X:\Projects\Contract\2024\082-0188\BDR\082-0188-Submittal-01.dwg
 5/1/2026 10:05:41 AM

HR
 Hurst-Rosche, Inc.
 1400 E. TREMONT ST.
 HILLSBORO, IL
 PH: 217.532.3959

USER NAME = jcalderino	DESIGNED - JJC	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - CJC	REVISED -
PLOT DATE = 5/1/2026	DRAWN - AE	REVISED -
	CHECKED - CJC	REVISED -

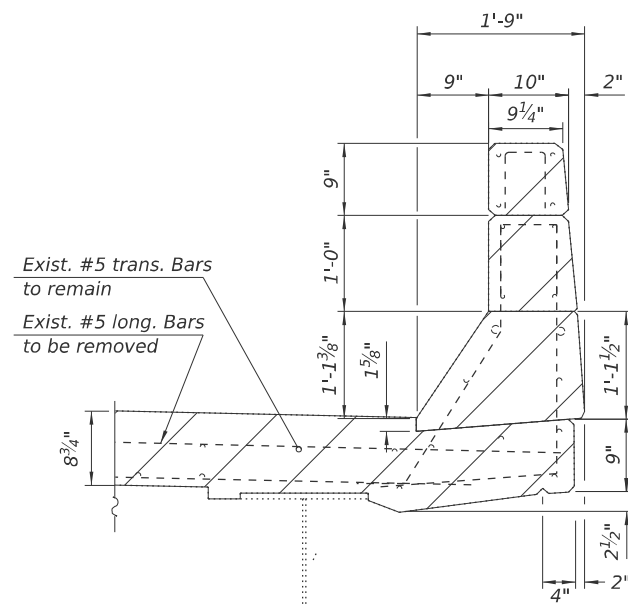
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT JOINT REPLACEMENT
STRUCTURE NO. 082-0188

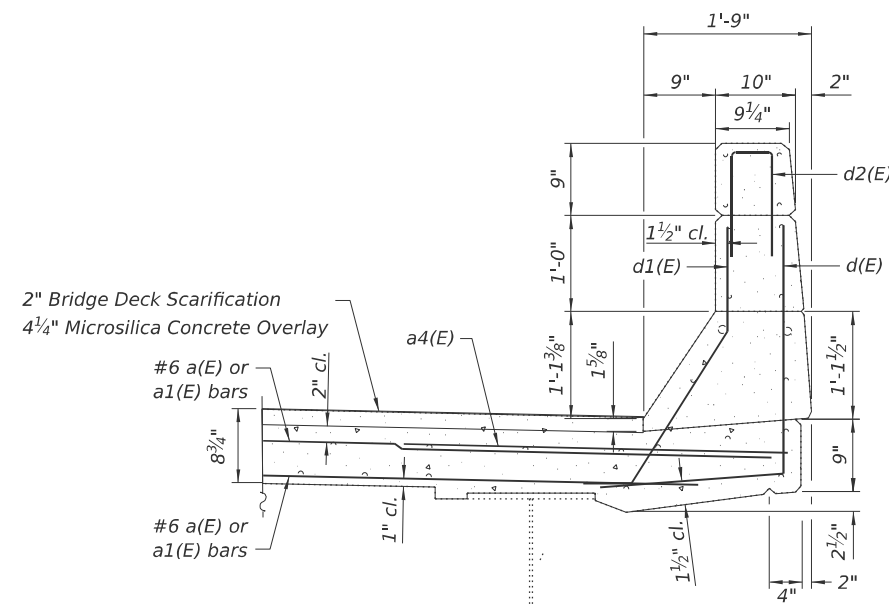
SHEET 6 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	47
CONTRACT NO. 76R36				

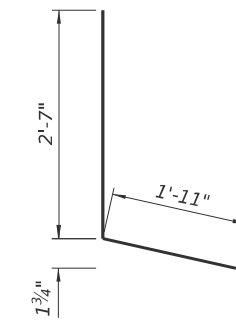
ILLINOIS FED. AID PROJECT



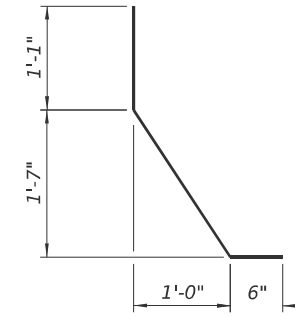
SECTION C-C



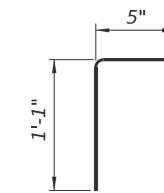
SECTION D-D



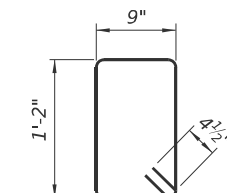
BAR d1



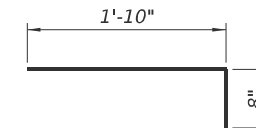
BAR d1



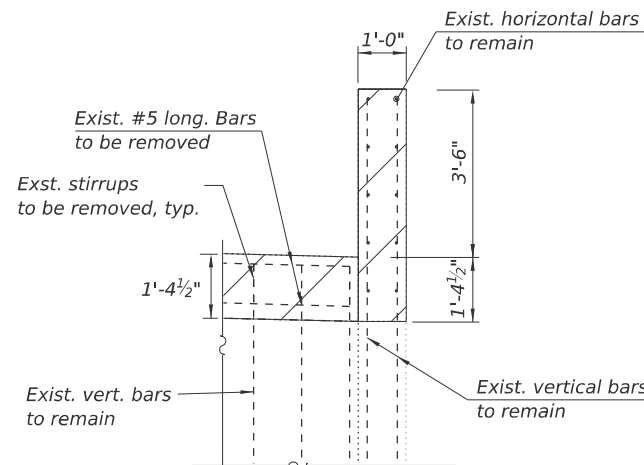
BAR d2



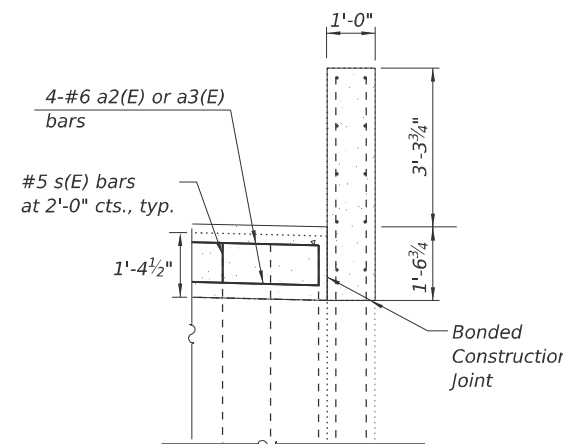
BAR s



BAR x



SECTION E-E



SECTION F-F

WEST ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	10	#6	18'-10"	—
a1(E)	10	#6	22'-10"	—
a2(E)	4	#6	18'-10"	┌
a3(E)	4	#6	22'-10"	—
a4(E)	6	#6	7'-4"	—
d(E)	8	#4	4'-6"	┌
d1(E)	8	#5	3'-6"	┌
d2(E)	8	#4	2'-7"	┌
s(E)	20	#5	4'-7"	□
x(E)	40	#5	2'-6"	┌
Reinforcement Bars, Epoxy Coated			Lbs.	1,210
Concrete Removal			Cu. Yds.	5.8
Concrete Superstructure			Cu. Yds.	6.6
Protective Coat			Sq. Yds.	19
Bar Splicers			Each	14

EAST ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	10	#6	18'-10"	—
a1(E)	10	#6	22'-10"	—
a2(E)	4	#6	18'-10"	┌
a3(E)	4	#6	22'-10"	—
a4(E)	6	#6	7'-4"	—
d(E)	8	#4	4'-6"	┌
d1(E)	8	#5	3'-6"	┌
d2(E)	8	#4	2'-7"	┌
s(E)	20	#5	4'-7"	□
x(E)	40	#5	2'-6"	┌
Reinforcement Bars, Epoxy Coated			Lbs.	1,210
Concrete Removal			Cu. Yds.	5.9
Concrete Superstructure			Cu. Yds.	6.7
Protective Coat			Sq. Yds.	19
Bar Splicers			Each	14

NOTES

- Hatched areas indicate Concrete Removal.
- Removal of existing expansion joint shall be included in the cost of Concrete Removal.
- The Contractor shall use extreme care during concrete removal so as to not damage the wide flange beams.
- Cut reinforcing bars in field to fit as required.

LEGEND



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINT REPLACEMENT DETAILS
STRUCTURE NO. 082-0188

SHEET 7 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	48
CONTRACT NO. 76R36				

ILLINOIS FED. AID PROJECT

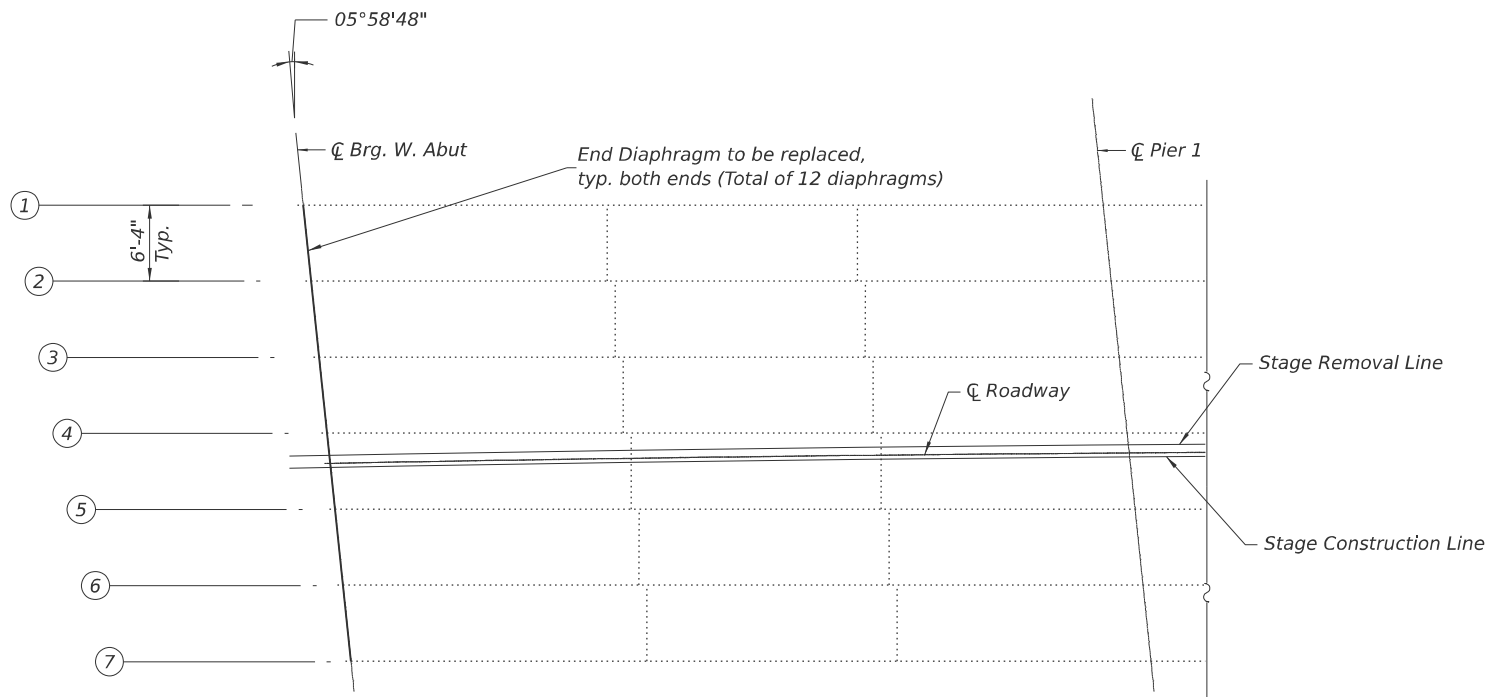
MODEL: 082-0188-Replacement Details
FILE NAME: X:\Projects\Contract\22-0835-BCOT-WD14-FM1-Route 64 (I-64)\DC\10820188-0820188-0820188-Sheets.dgn
5/1/2026 10:09:15 AM

HR Hurst-Rosche, Inc.
1400 E. TREMONT ST.
HILLSBORO, IL
PH: 217.532.3959

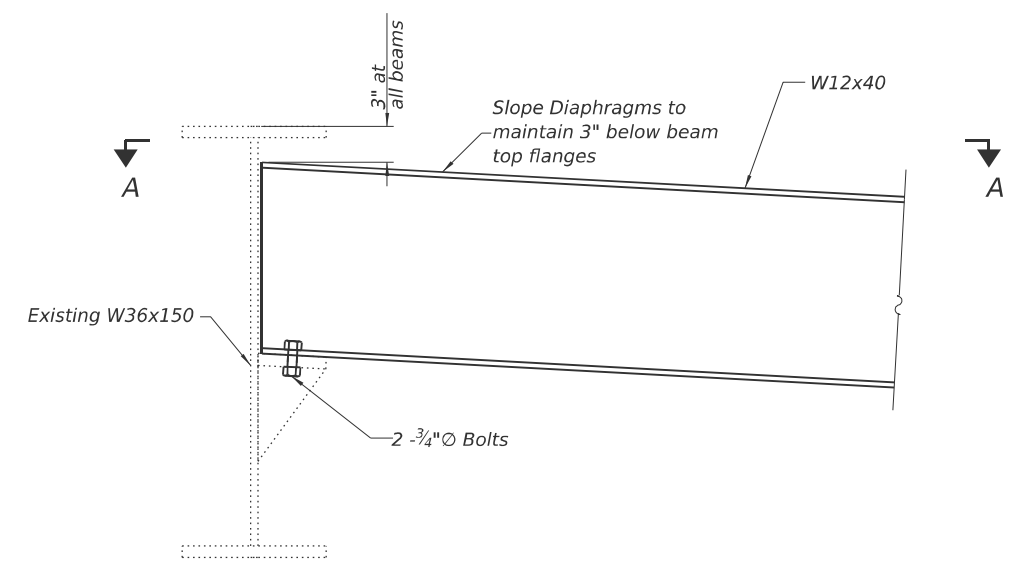
USER NAME = jcalerino	DESIGNED - JJC	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - CJC	REVISED -
PLOT DATE = 5/1/2026	DRAWN - AE	REVISED -
	CHECKED - CJC	REVISED -

Notes:

1. Detail $1\frac{1}{2}$ " \varnothing holes for all $\frac{3}{4}$ " \varnothing bolts into existing plates and stiffeners. Two hardened washers required for each set of oversized holes.
2. Cleaning and Painting of Structural Steel per the special revisions to occur prior to installation of galvanized cross-frames.
3. All new structural steel shall be hot dip galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel".
4. Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts in painted areas. Bolts shall be $\frac{3}{4}$ " diameter, unless otherwise specified.



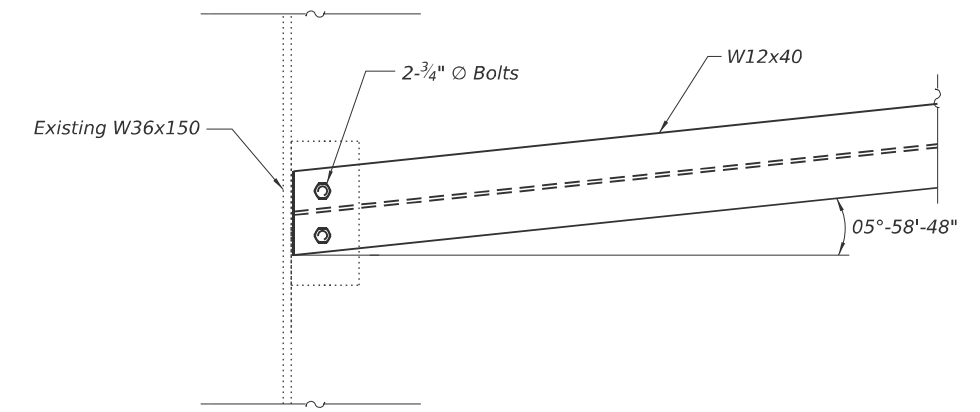
FRAMING PLAN
West Abutment Shown,
East Abutment Similar



TYPICAL DIAPHRAGM

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Structural Steel	Pound	3,370
Cleaning and Painting Steel Bridge No. 3	L Sum	1
Structural Steel Removal	Pound	3,370



SECTION A-A

MODEL: 082-Cross-Framing-Repairs.dgn
 FILE NAME: X:\Projects\Contract22-0835\DOT\W014\F14\Roads\41\64\1\DOT\0820185-087R36-Sheets.dgn
 5/1/2026 10:09:46 AM

HR
 Hurst-Rosche, Inc.
 1400 E. TREMONT ST.
 HILLSBORO, IL
 PH: 217.532.3959

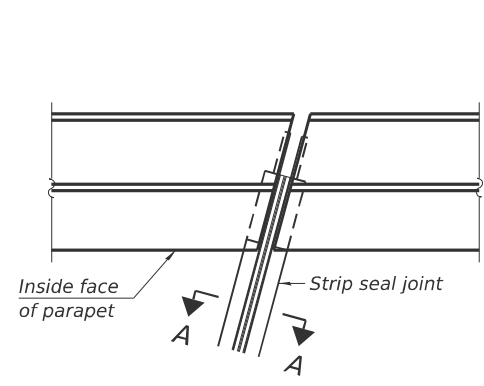
USER NAME = jcalerino	DESIGNED - JJC	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - CJC	REVISED -
PLOT DATE = 5/1/2026	DRAWN - AE	REVISED -
	CHECKED - CJC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM REPLACEMENTS
STRUCTURE NO. 082-0188

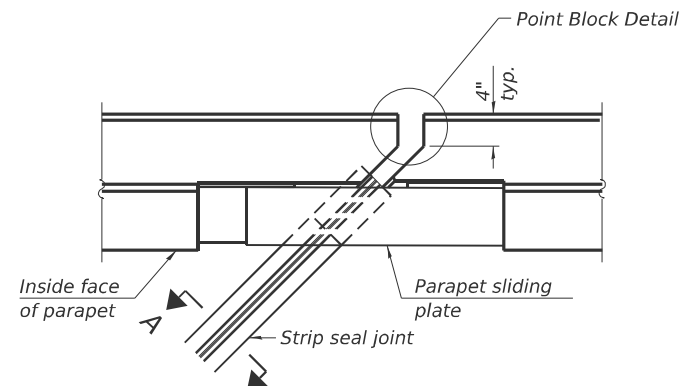
SHEET 8 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	49
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				

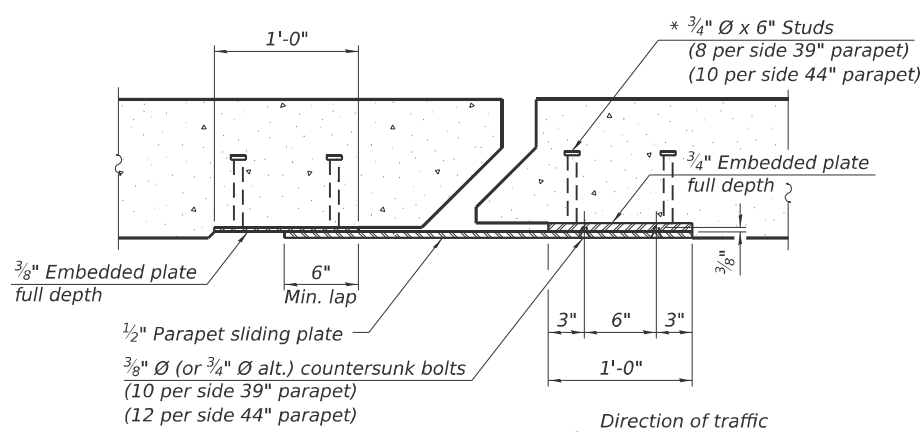


FOR SKEWS $\leq 30^\circ$

PLAN AT PARAPET



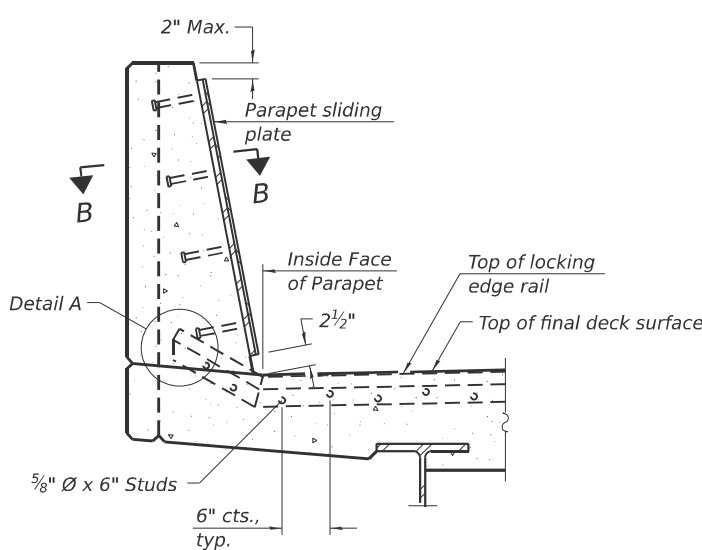
FOR SKEWS $> 30^\circ$



SECTION B-B

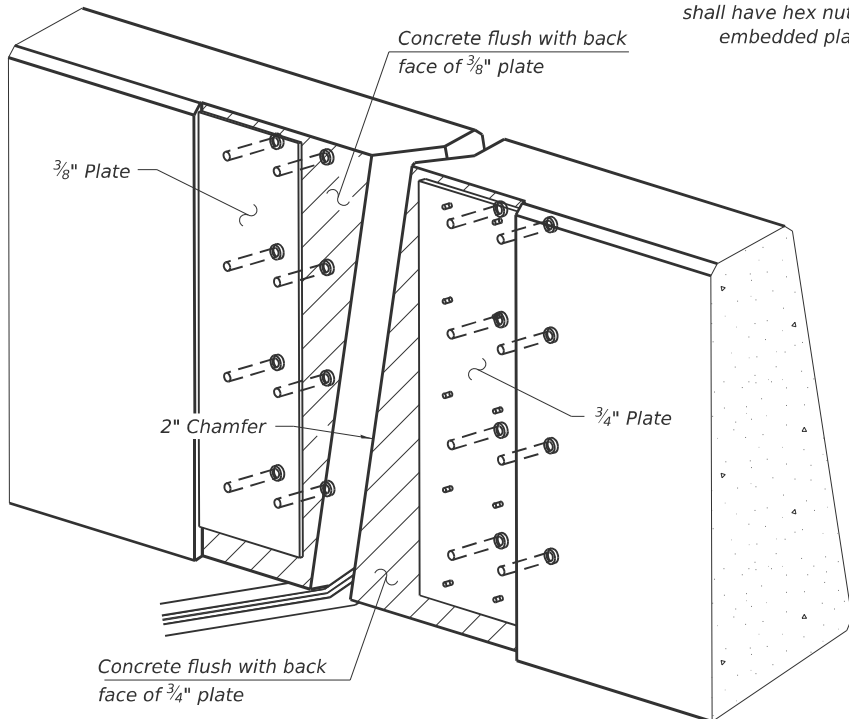
($3/4$ " \varnothing countersunk bolts extending into concrete shall have hex nuts tack welded to the back of the embedded plates with end caps provided.)

Notes:
 The strip seal shall be made continuous and shall have a minimum thickness of $1/4$ ". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
 The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the $4\frac{1}{2}$ " maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.
 The manufacturer's recommended installation methods shall be followed.
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
 The Maximum space between locking edge rail segments shall be $3/16$ " and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.



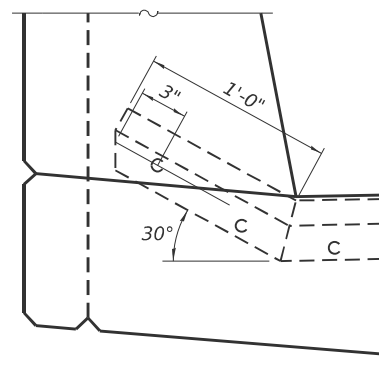
SECTION AT PARAPET

(Skews $> 30^\circ$ shown. Skews $\leq 30^\circ$ similar except as shown in plan view.)



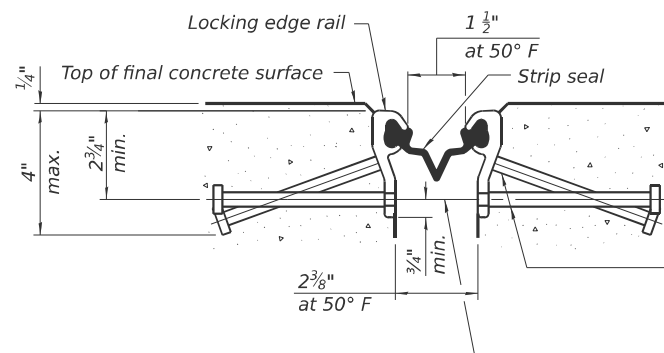
TRIMETRIC VIEW

(Showing embedded plates only)



DETAIL A

(Kick-up at parapet locations shown. See sheet of for kick-up at curb locations.)



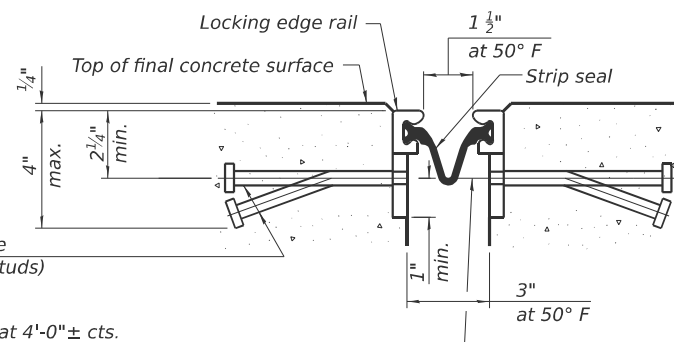
SHOWING ROLLED RAIL JOINT

* $5/8$ " \varnothing x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

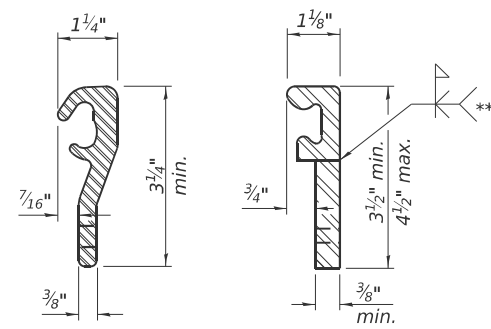
$3/8$ " \varnothing threaded rods in $7/16$ " \varnothing holes at $4'-0"$ \pm cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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

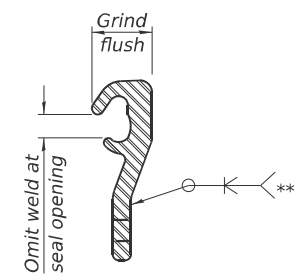


SHOWING WELDED RAIL JOINT



LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	85

MODEL: 082-Preformed Joint Seal.dgn
 FILE NAME: X:\Projects\082-Preformed Joint Seal.dgn
 DATE: 5/11/2026 10:10:15 AM

EJ-SS 4-4-2025

HR
 Hurst-Rosche, Inc.
 1400 E. TREMONT ST.
 HILLSBORO, IL
 PH: 217.532.3959

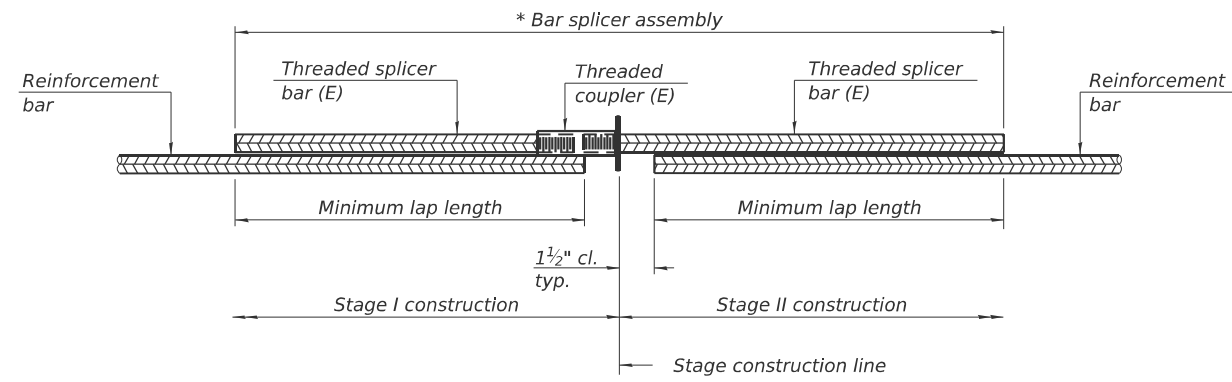
USER NAME = jcalderino	DESIGNED - JJC	REVISED -
PLOT SCALE = SSCALE\$	CHECKED - CJC	REVISED -
PLOT DATE = 5/11/2026	DRAWN - AE	REVISED -
	CHECKED - JJC	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PREFORMED JOINT STRIP SEAL
 STRUCTURE NO. 082-0188**

SHEET 9 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	50
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				

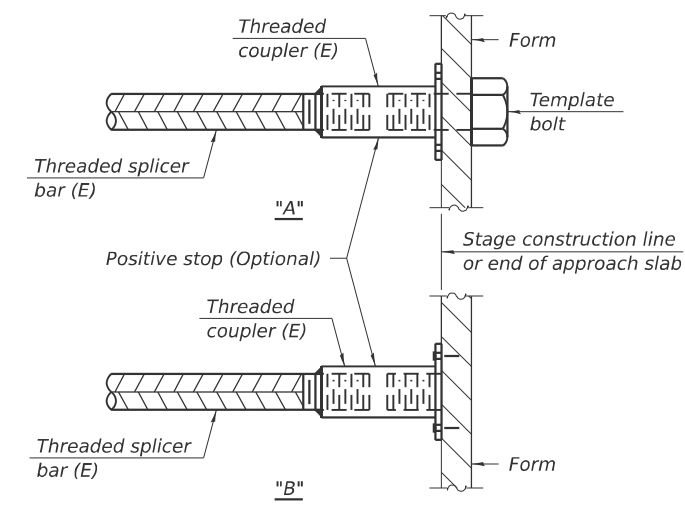


STANDARD BAR SPLICER ASSEMBLY PLAN
 Only bar splicer assemblies as presented on the approved QPL list may be used.

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

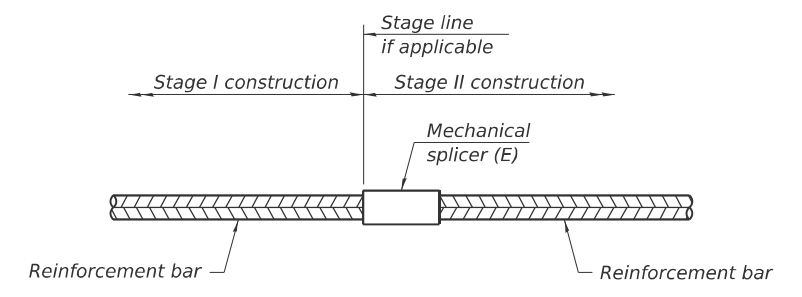
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
W. Abut. Deck	#6	10	3'-11"
E. Abut. Deck	#6	10	3'-11"
W. Abut. Hatchblock	#6	4	4'-5"
E. Abut. Hatchblock	#6	4	4'-5"



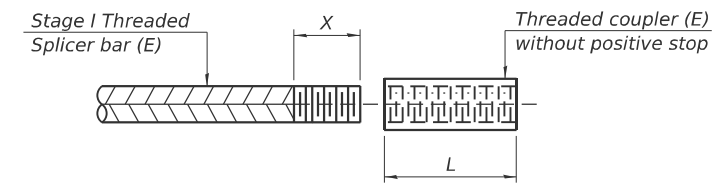
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



THREADING OF ASSEMBLIES

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

Notes:
 Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

MODEL: 016.Dwg Splicers
 FILE NAME: X:\projects\Current\25-0835\DOT\WO14\141\Draws\44\64\1\DOT\082018\5-087833-Sheets.dwg
 5/1/2026 10:10:42 AM

BSD-1

4-4-2025



Hurst-Rosche, Inc.
 1400 E. TREMONT ST.
 HILLSBORO, IL
 PH: 217.532.3959

USER NAME = jcaferino	DESIGNED - JJC	REVISED -
	CHECKED - CJC	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - AE	REVISED -
PLOT DATE = 5/1/2026	CHECKED - CJC	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 082-0188

SHEET 10 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	51
CONTRACT NO. 76R36				

ILLINOIS FED. AID PROJECT

Benchmark:
Railroad spike in 30' sycamore tree 300' RT of Sta. 1069+50 Elev. 425.06.

Existing Structure:
The existing structure is a three span bridge with 7 1/4" concrete deck and a 2" concrete overlay supported by 36" deep wide-flange girders. The structure was built in 1971 as section 82-8B. The superstructure is supported by spill-through abutments and solid wall pile bent piers. It has an out to out deck width of 42'-0" and a 216'-6" bk. to bk. abutment length. Stage Construction to be utilized.

Salvage: None

SCOPE OF WORK

1. Implement Traffic Control and shift traffic to the North side of the structure
2. Perform Bridge Deck Scarification, 2"
3. Perform Expansion Joint Reconstruction
4. Perform Microsilica Concrete Overlay, 4 1/4"
5. Remove End Diaphragms
6. Paint End Beams and Replace End Diaphragms
7. Paint Fascia Girders
8. Shift traffic to the South side of the structure and repeat items 2 through 7

INDEX OF SHEETS

1. General Plan and Elevation
2. Stage Construction
3. Temporary Concrete Barrier
4. Deck Repair Plan
5. West Abutment Joint Replacement
6. East Abutment Joint Replacement
7. Joint Replacement Details
8. Cross-Frame Repair
9. Preformed Joint Strip Seal
10. Bar Splicer Assembly and Mechanical Splicer Details

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring the new concrete deck for expansion joint reconstruction and deck slab repairs, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be 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 using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified by personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4 in. deep shall be identified and reported to the Bureau of Bridges & 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.

Plan dimensions and details relative to the existing structure have been taken from existing plans and 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 variation shall not be cause for additional compensation for a change in the scope of work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

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 operations shall be repaired or replaced using an approved bar splicer or anchorage system at the contractor's expense.

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

Protective Coat to be applied to areas of new concrete only, including bridge deck concrete overlay.

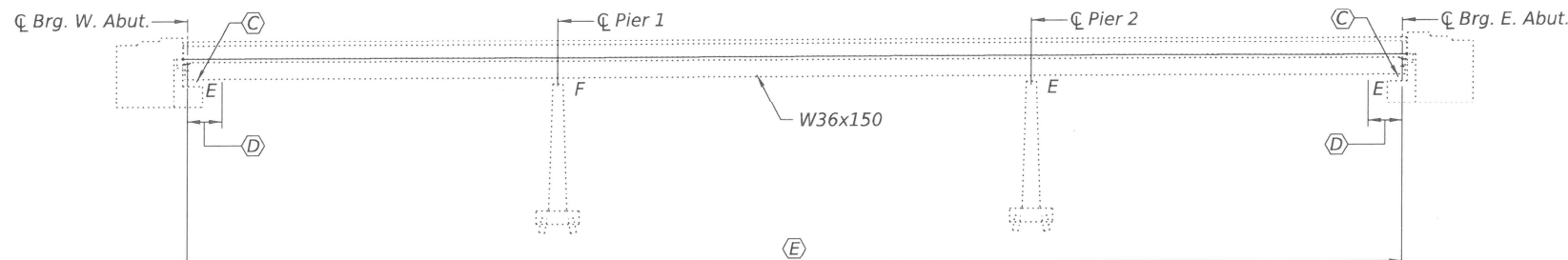
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.

Cleaning and painting of the existing structural steel shall be as specified in the special provisions for "Cleaning and Painting Existing Steel Structures". All beams, bearings, and other structural steel within 3 ft. (measured along the beam) of either side of deck joints shall be cleaned per Near white Blast Cleaning - SSPC - SP10. The flanges and webs of all beams for the rest of the length shall be cleaned per Commercial Grade Power Tool Cleaning - SSPC - SP15.

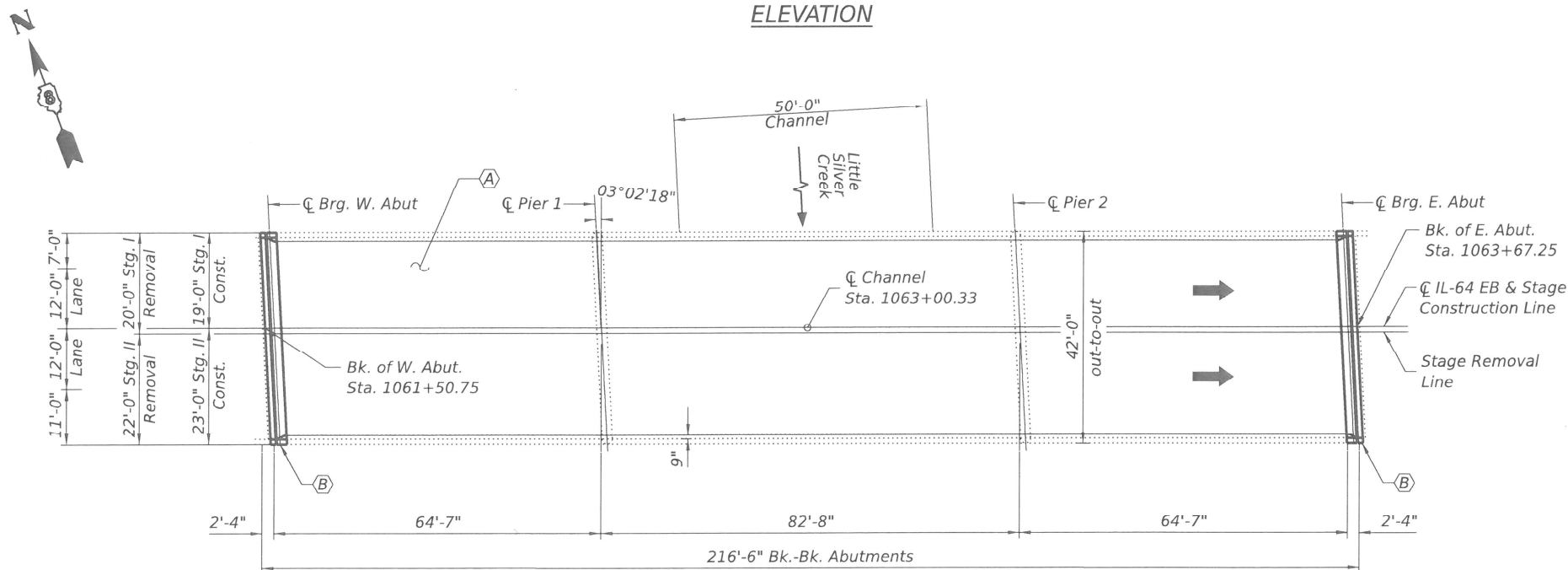
The designated areas cleaned per Near White Blast Cleaning (SSPC - SP10) and per Commercial Grade Power Tool Cleaning (SSPC - SP15) shall be painted according to the requirements of Paint System 1 OZ/E/U. The color of the final finish coat for all steel surfaces shall be Gray, Munshell No. 5B 7/1.

SSPC QP1 and QP2 Contractor Certification is required for this Contract.

All new structural steel and bearing assemblies to be hot-dip galvanized. See Special Provisions for "Hot Dip Galvanizing for Structural Steel". Cost included in Furnishing and Erecting Structural Steel.



ELEVATION



PLAN

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	TOTAL
Concrete Removal	Cu Yd	11.7	11.7
Concrete Superstructure	Cu Yd	13.3	13.3
Bridge Deck Grooving	Sq Yd	874	874
Protective Coat	Sq Yd	940	940
Furnishing and Erecting Structural Steel	Pound	3,370	3,370
Reinforcement Bars, Epoxy Coated	Pound	2,420	2,420
Bar Splicers	Each	28	28
Preformed Joint Strip Seal	Foot	85	85
* Containment and Disposal of Lead Paint Cleaning Residues, No. 4	Lsum	1	1
* Cleaning and Painting Steel Bridge No. 4	Lsum	1	1
Bridge Deck Scarification, 2"	Sq Yd	895	895
* Bridge Deck Microsilica Concrete Overlay, 4 1/4"	Sq Yd	895	895
* Deck Slab Repair (Full Depth Type II)	Sq Yd	3	3
* Structural Steel Removal	Pound	3,370	3,370

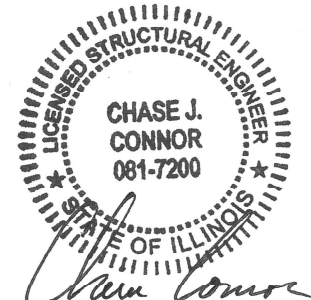
* Denotes Special Provision

KEYED NOTES

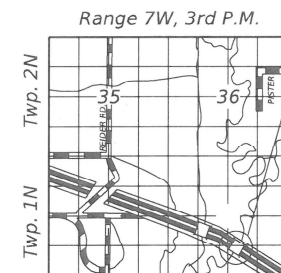
- (A) 2" Scarification and 4 1/4" Microsilica Concrete Overlay
- (B) Expansion Joint Replacement
- (C) Replace End Diaphragms
- (D) Beam End Painting
- (E) Fascia Beam Painting

LEGEND

- Microsilica Concrete Overlay
- Expansion Joint Replacement



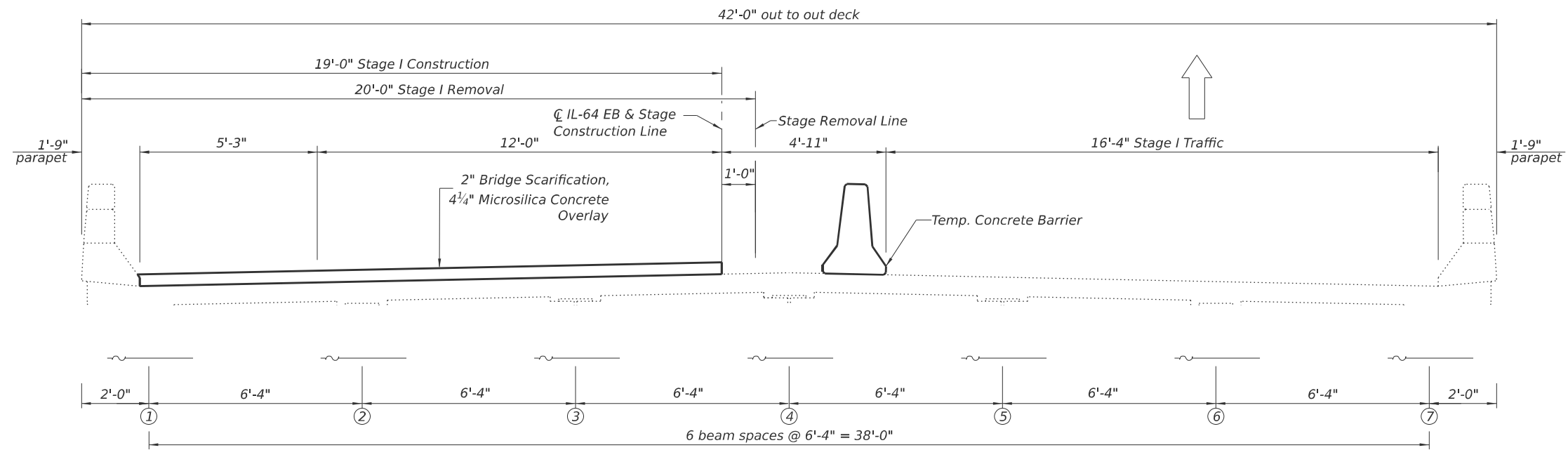
CHASE CONNOR, P.E., S.E.
ILLINOIS STRUCTURAL NO. 7200
EXPIRES: NOVEMBER 30, 2026
Date: 5/1/26



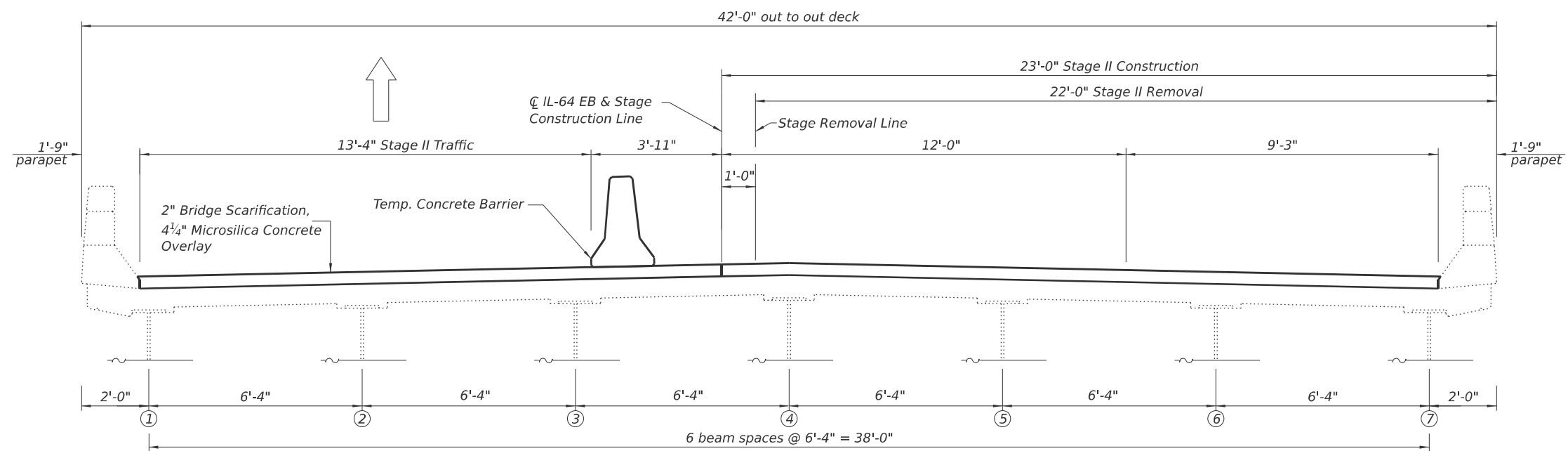
LOCATION SKETCH

GENERAL PLAN AND ELEVATION

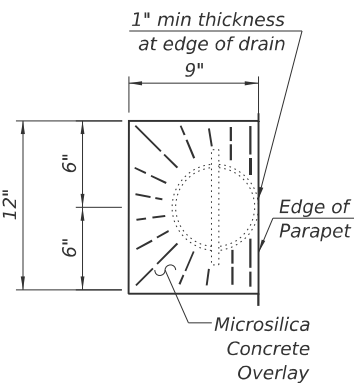
FAI 64 (EB) OVER
SILVER CREEK
FAI ROUTE 64 SECTION 82-8B
ST. CLAIR COUNTY
STATION 1062+56 (EB)
STRUCTURE NO. 082-0189



STAGE I REMOVAL AND CONSTRUCTION
(Looking East)



STAGE II REMOVAL AND CONSTRUCTION
(Looking East)



DRAIN DETAIL
(Slope to Drain)

MODEL: 082-Stage Construction.dwg
 FILE NAME: X:\Projects\82-Stage Construction\2025-08-25\082-Stage Construction.dwg
 PLOT DATE: 5/1/2026

HR
 Hurst-Rosche, Inc.
 1400 E. TREMONT ST.
 HILLSBORO, IL
 PH: 217.532.3959

USER NAME = jcalderino
 PLOT SCALE = \$SCALE\$
 PLOT DATE = 5/1/2026

DESIGNED - JJC
 CHECKED - CJC
 DRAWN - AE
 CHECKED - CJC

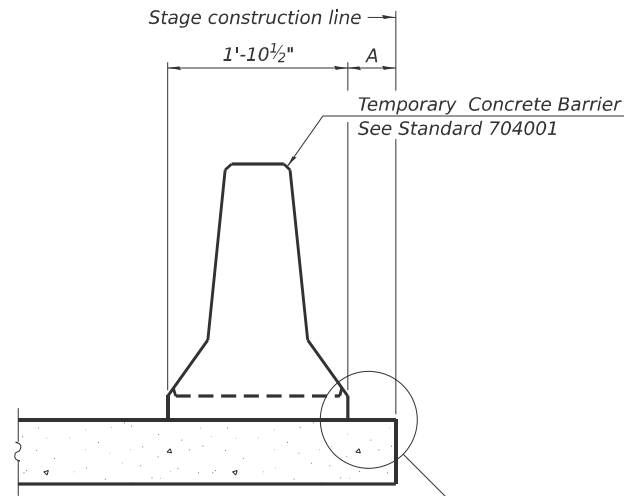
REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION
STRUCTURE NO. 082-0189

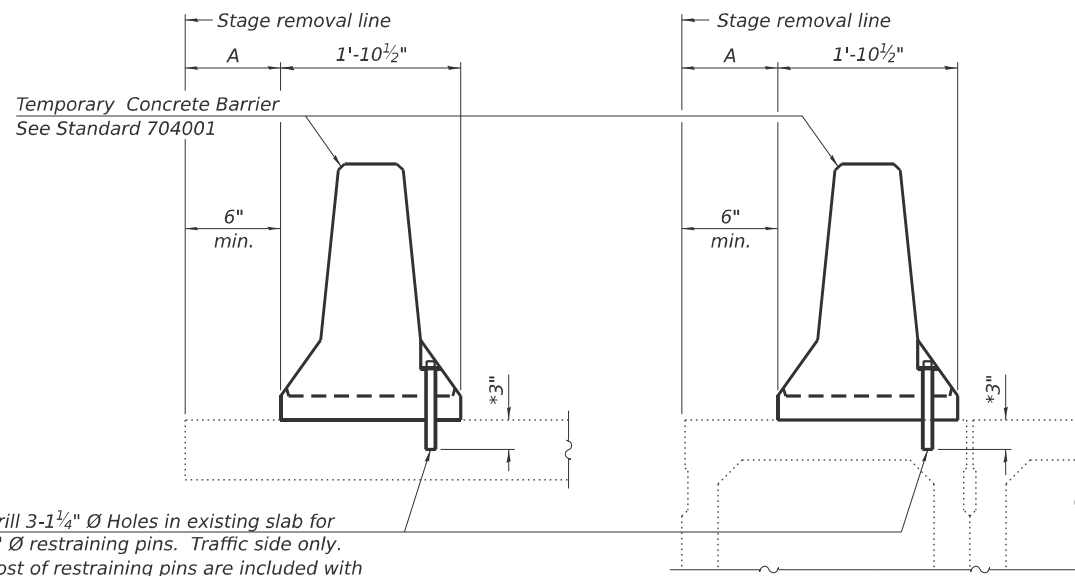
SHEET 2 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	53
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



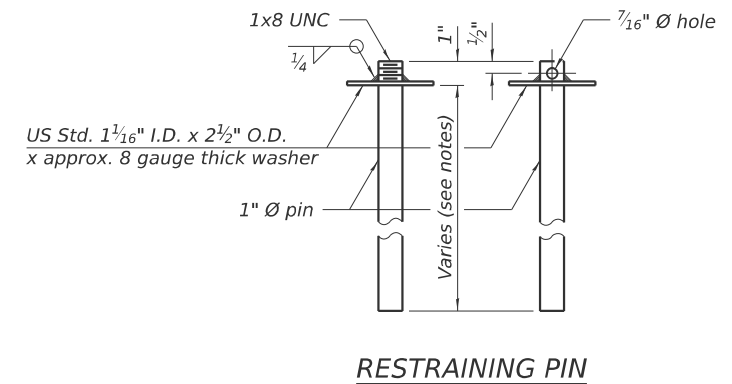
Drill 3-1 1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins is included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

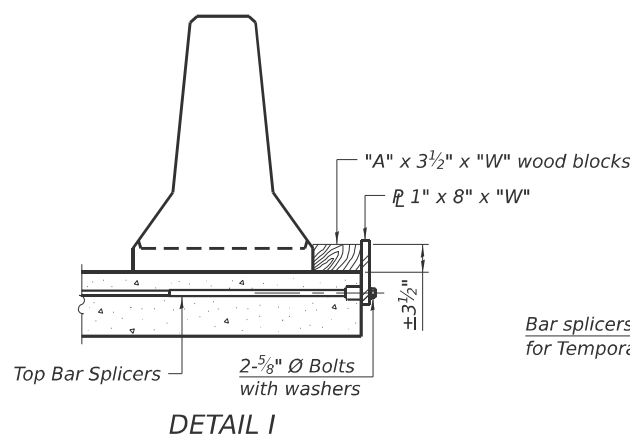
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

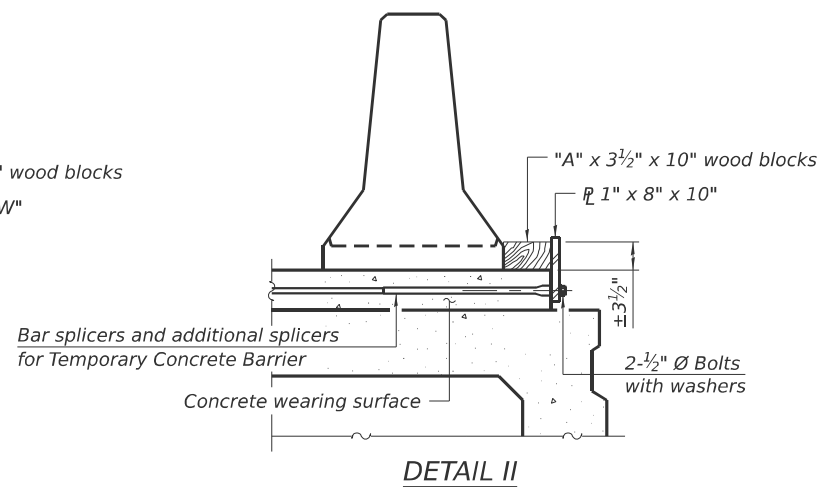
SECTIONS THRU SLAB OR DECK BEAM



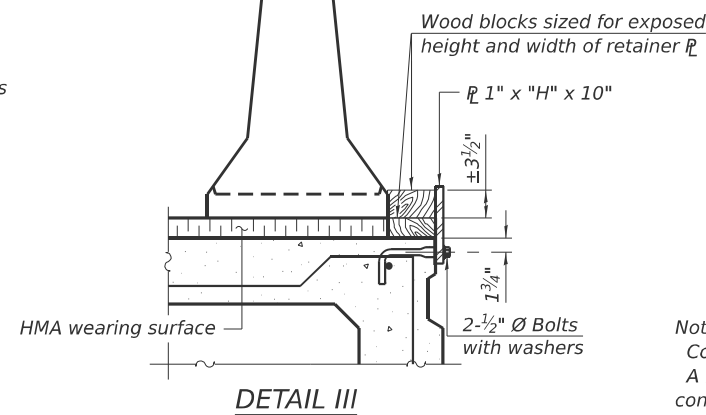
RESTRAINING PIN



DETAIL I



DETAIL II



DETAIL III

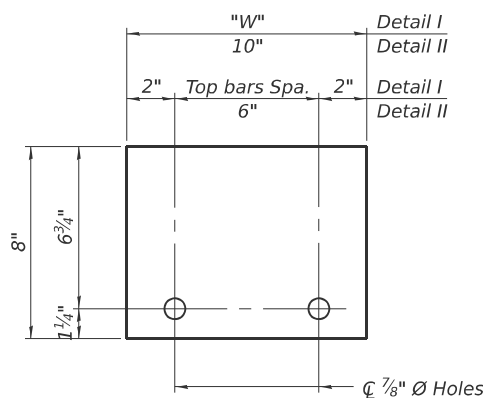
BAR SPLICER FOR #4 BAR - DETAIL III

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate C of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate.
 For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

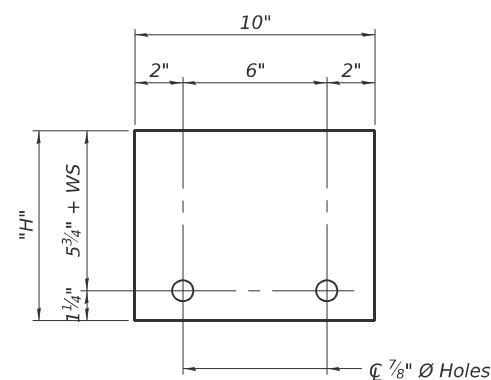
Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.



STEEL RETAINER P 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER P 1" x "H" x 10"
(Detail III)

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023

MODEL: 082-Temporary Concrete Barrier.dgn
 FILE NAME: X:\Projects\Contract\2023\0825 IDOT W014 F01 Route 64 (I-64) ICD\0820189-082R36-Sheets.dgn



USER NAME = jcalderino	DESIGNED - JJC	REVISED -
PLOT SCALE = SSCALE\$	CHECKED - CJC	REVISED -
PLOT DATE = 5/1/2026	DRAWN - AE	REVISED -
	CHECKED - CJC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

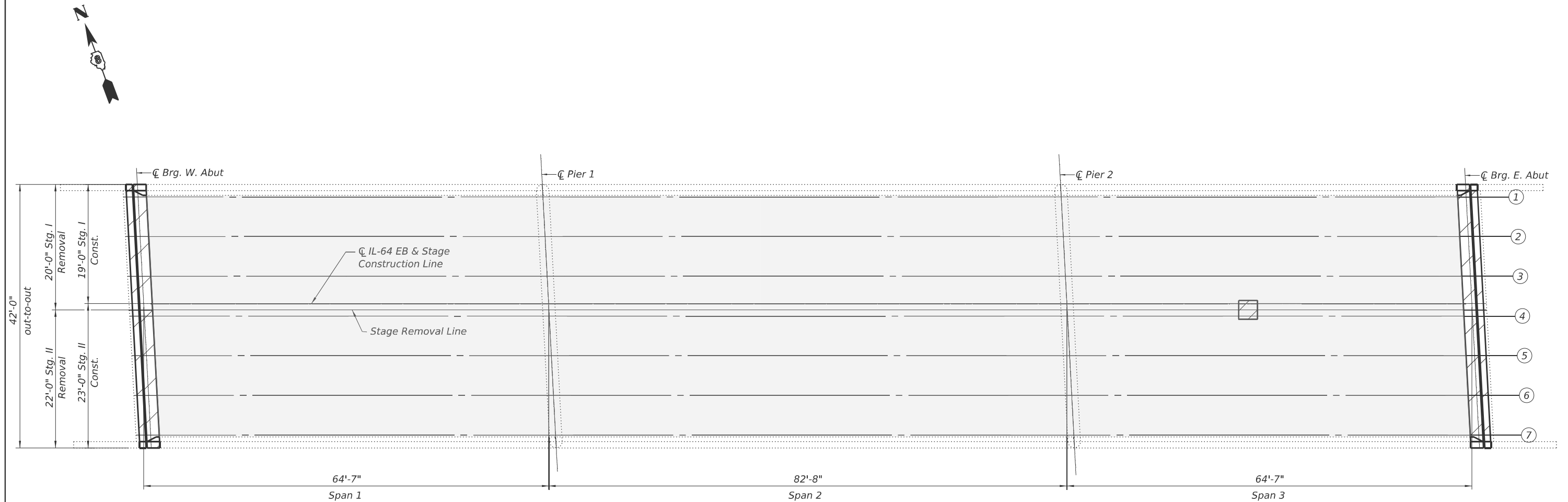
TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 082-0189

SHEET 3 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	54
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				

Notes:

1. Areas of deck repair shown are estimated. The Engineer shall show actual locations of deck repairs at the time of construction.
2. Engineer in field shall record any additional deck repairs performed prior to deck scarification in order to document as-built conditions for future reference.
3. See sheet 2 of 10 for overlay details at drain pipe.
4. See sheet 5 through 7 of 10 for expansion joint replacement details.



DECK REPAIR PLAN

NOTES

See sheet 2 of 10 for overlay details at drain pipes.
See sheet 5 thru 7 of 10 for expansion joint details.

LEGEND

- Bridge Deck Microsilica Concrete Overlay, 4 1/4"
- Deck Slab Repair (Full Depth, Type II)

BILL OF MATERIAL

ITEM	UNIT	SUPER	TOTAL
Bridge Deck Grooving	Sq Yd	874	874
Protective Coat	Sq Yd	902	902
Bridge Deck Scarification, 2"	Sq Yd	895	895
Bridge Deck Microsilica Concrete Overlay, 4 1/4"	Sq Yd	895	895
Deck Slab Repair (Full Depth, Type II)	Sq Yd	3	3

MODEL: 082-0189-Deck Repair Plan
 FILE NAME: X:\Projects\Contract\22-06-035\DOT\W014\F14\Draws\44\64\1\082-0189-082-0189-Deck Repair Plan.dgn
 5/1/2026 11:05:44 AM

HR
 Hurst-Rosche, Inc.
 1400 E. TREMONT ST.
 HILLSBORO, IL
 PH: 217.532.3959

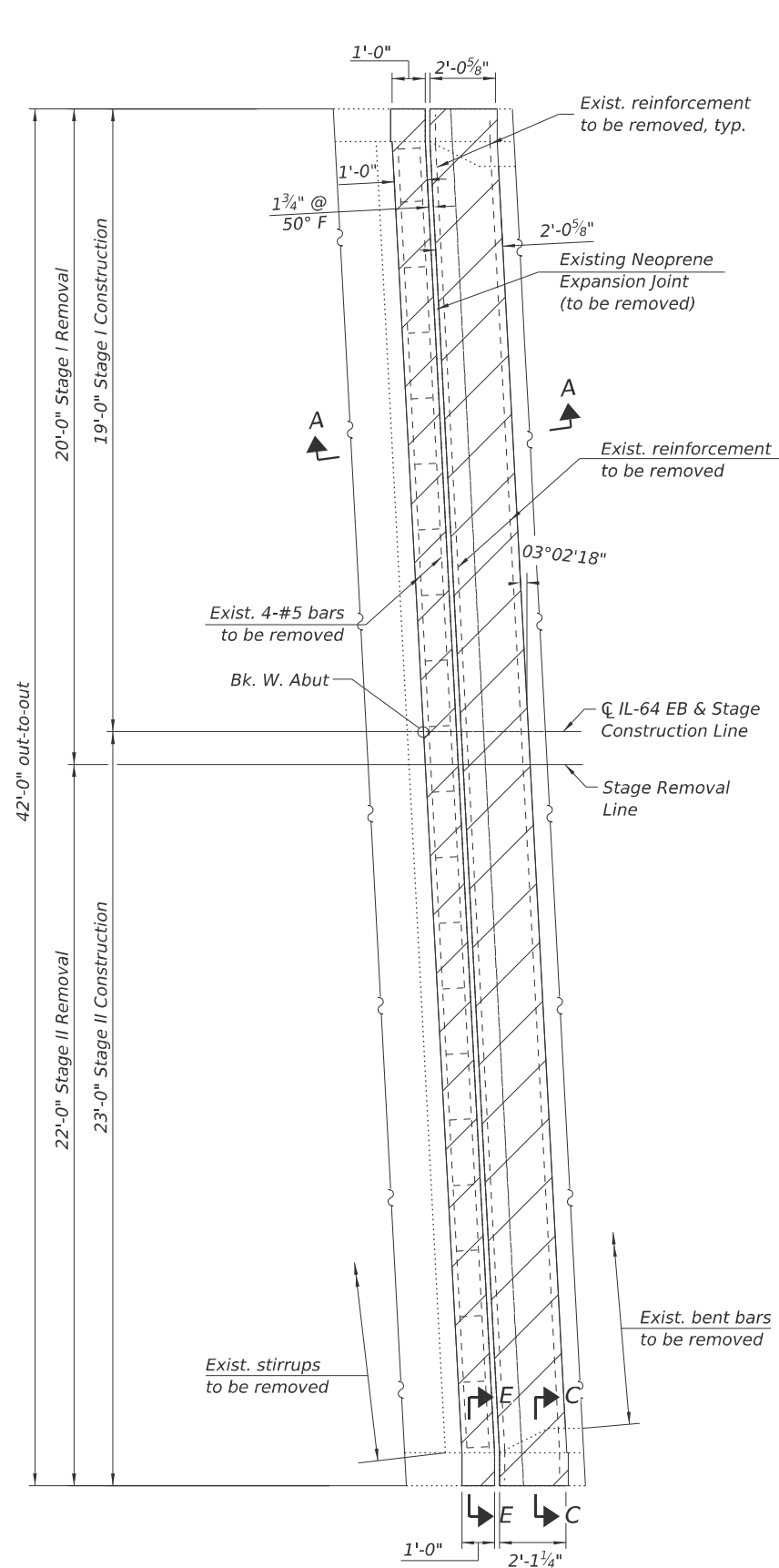
USER NAME = jcalderino	DESIGNED - JJC	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - CJC	REVISED -
PLOT DATE = 5/1/2026	DRAWN - AE	REVISED -
	CHECKED - CJC	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

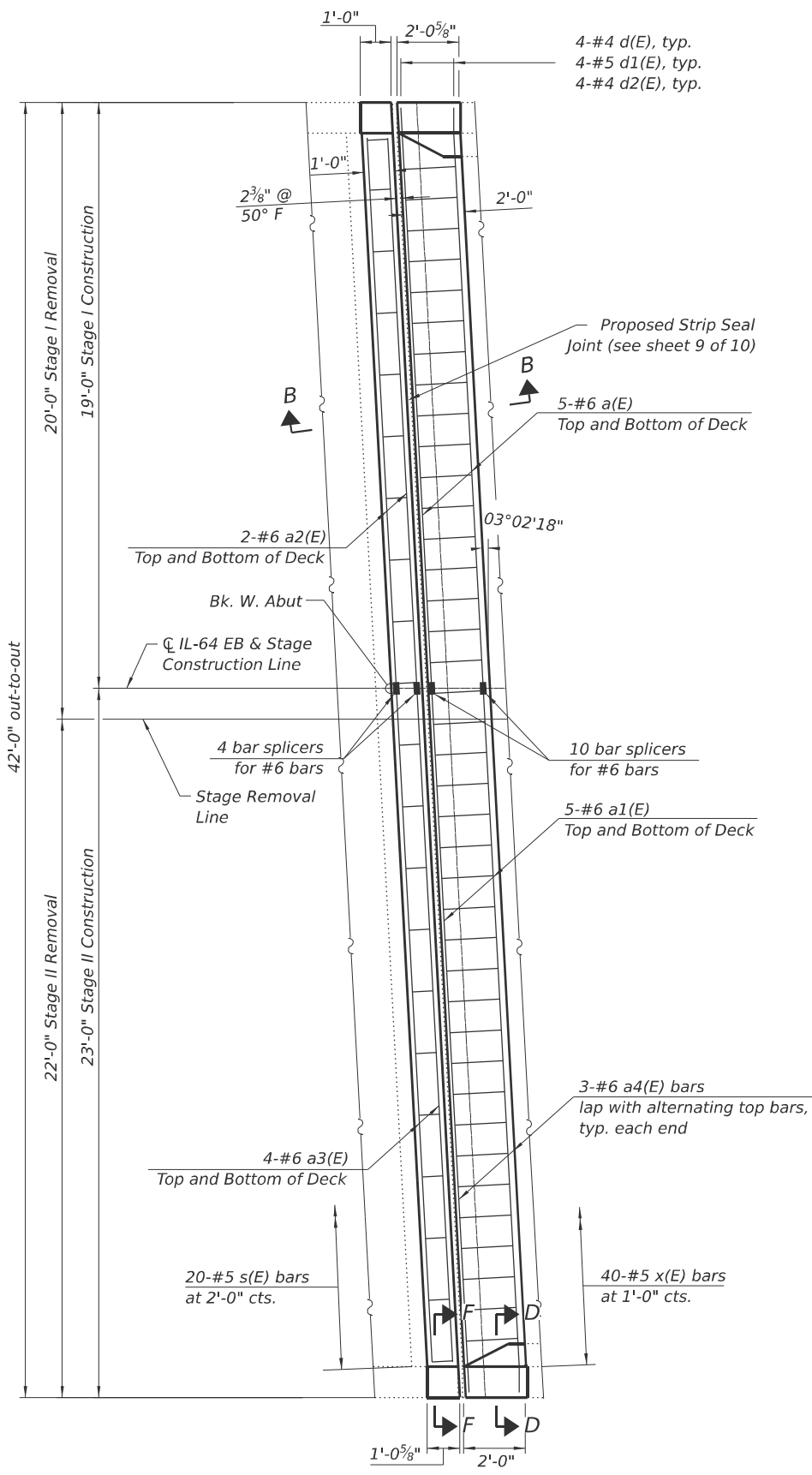
**DECK REPAIR PLAN
 STRUCTURE NO. 082-0189**

SHEET 4 OF 10 SHEETS

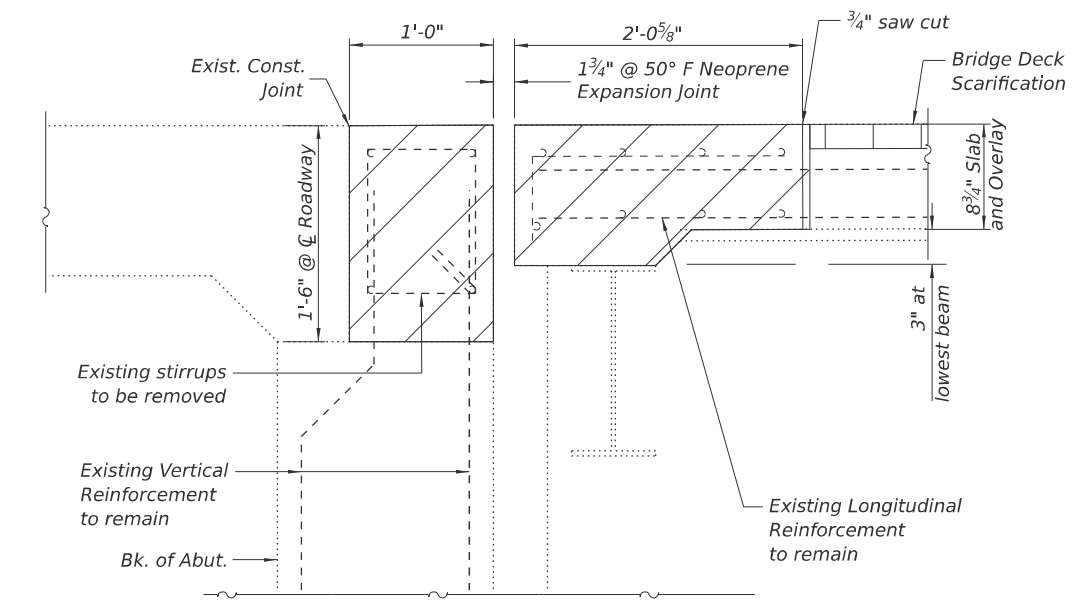
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	55
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				



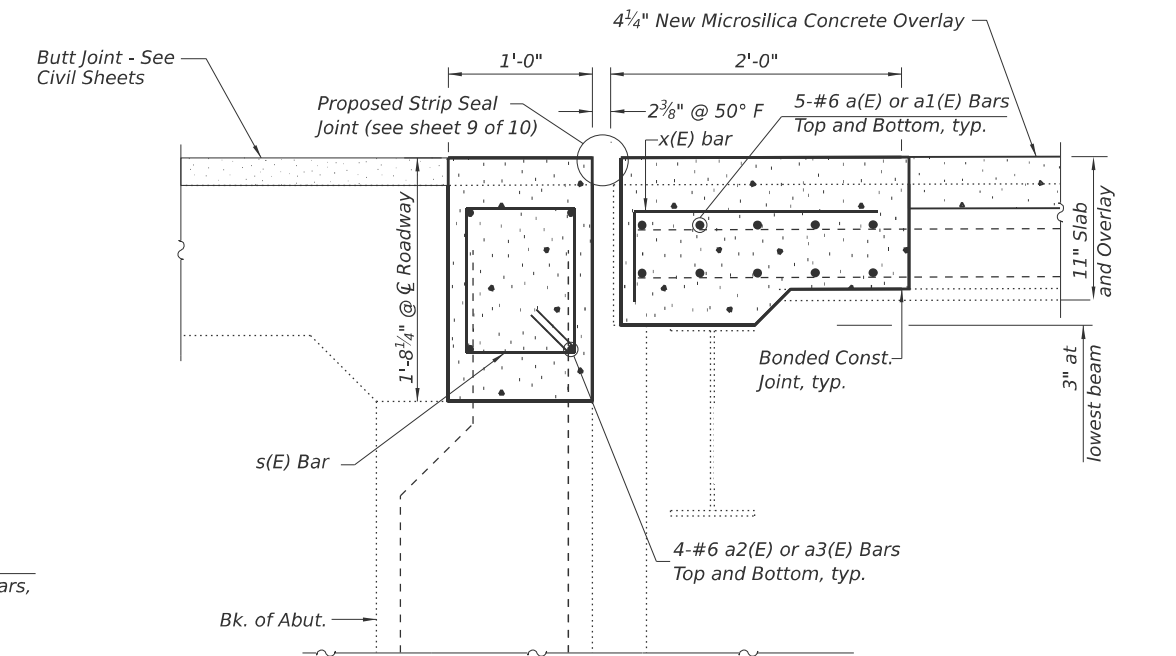
REMOVAL PLAN



REPLACEMENT PLAN



SECTION A-A
(Dims. at Rt. L's to Abutment)



SECTION B-B
(Dims. at Rt. L's to Abutment)

- LEGEND**
- Concrete Removal
 - Bridge Deck Scarification, 2"
 - Concrete Superstructure, and Microsilica Concrete Overlay, 4 1/4"
- NOTES**
- See sheet 7 of 10 for sections C-C through F-F, Bar Diagrams, and Bill of Materials

MODEL: 0821 West Abutment Joint (11/16/20) 11/16/20 11/16/20 11/16/20 11/16/20 11/16/20 11/16/20 11/16/20 11/16/20 11/16/20
 FILE NAME: X:\Projects\0821 West Abutment Joint (11/16/20) 11/16/20 11/16/20 11/16/20 11/16/20 11/16/20 11/16/20 11/16/20 11/16/20 11/16/20

HR Hurst-Rosche, Inc.
 1400 E. TREMONT ST.
 HILLSBORO, IL
 PH: 217.532.3959

USER NAME = jcalderino	DESIGNED - JJC	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - CJC	REVISED -
PLOT DATE = 5/1/2026	DRAWN - AE	REVISED -
	CHECKED - CJC	REVISED -

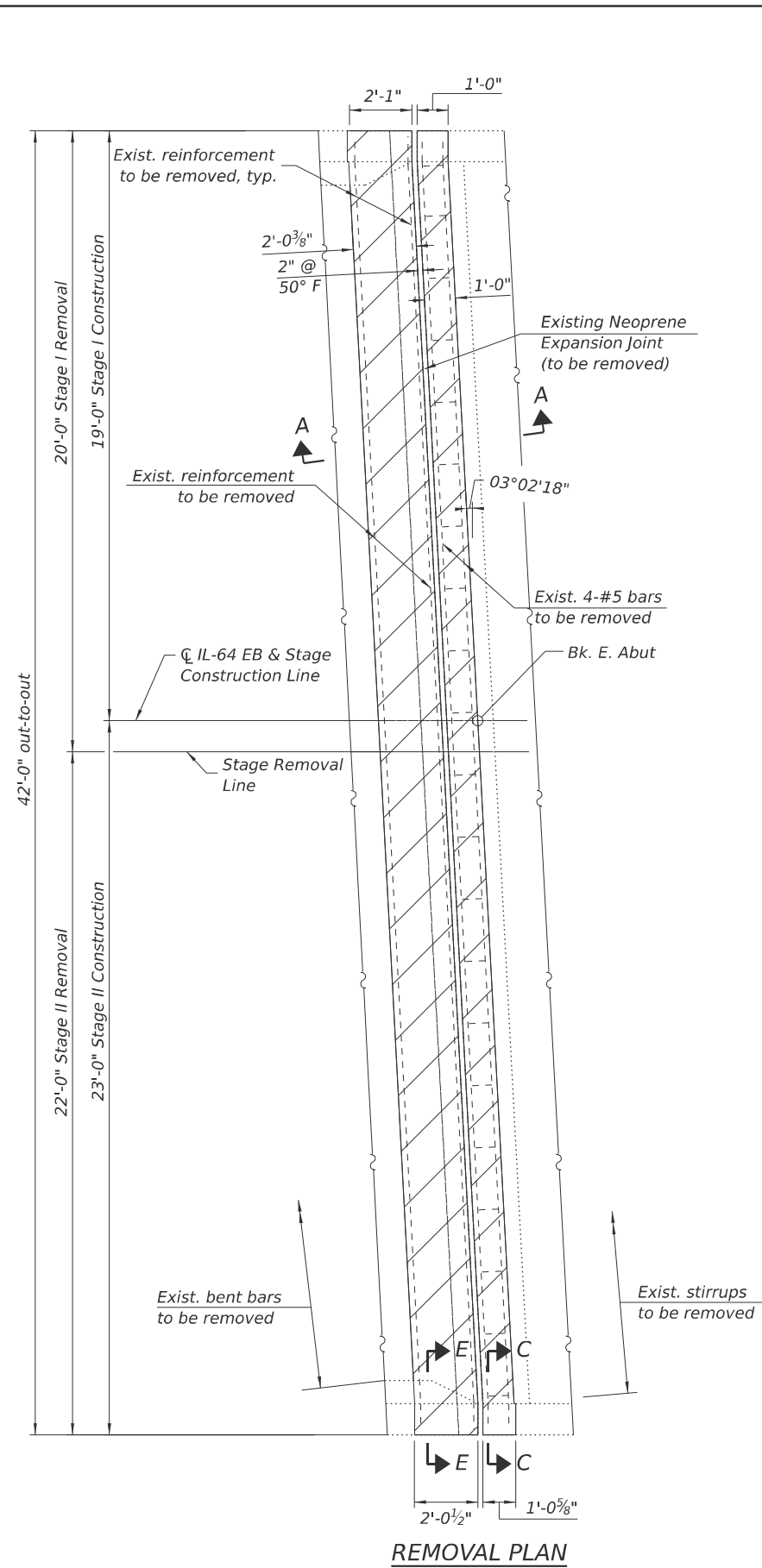
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT JOINT REPLACEMENT
STRUCTURE NO. 082-0189

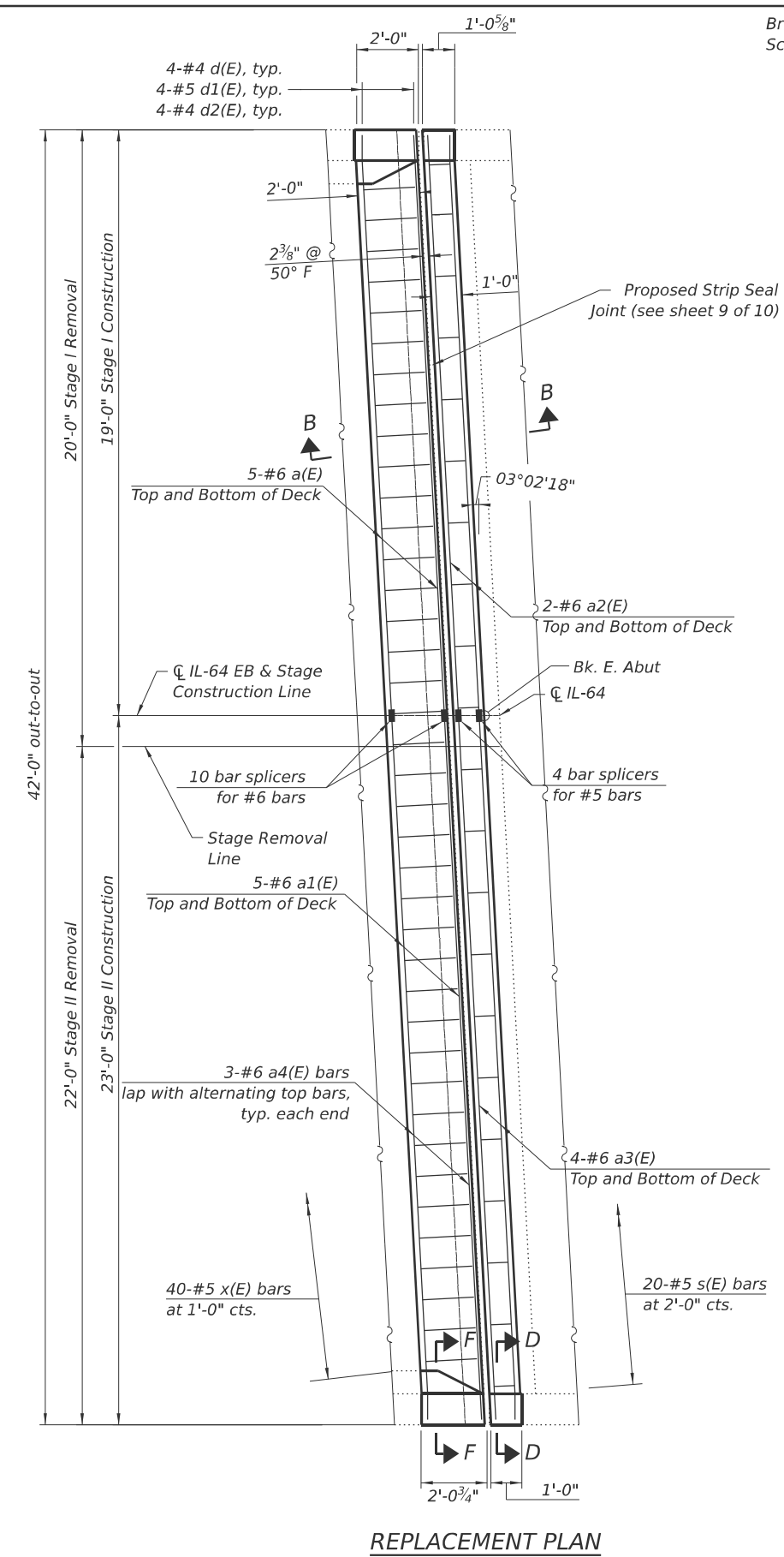
SHEET 5 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	56
			CONTRACT NO. 76R36	

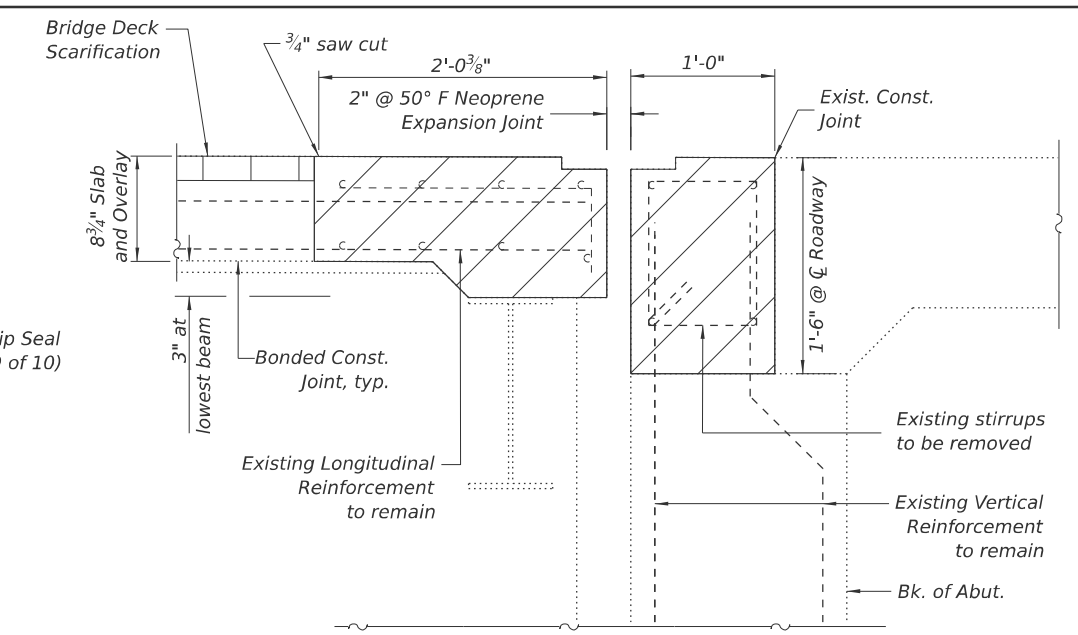
ILLINOIS FED. AID PROJECT



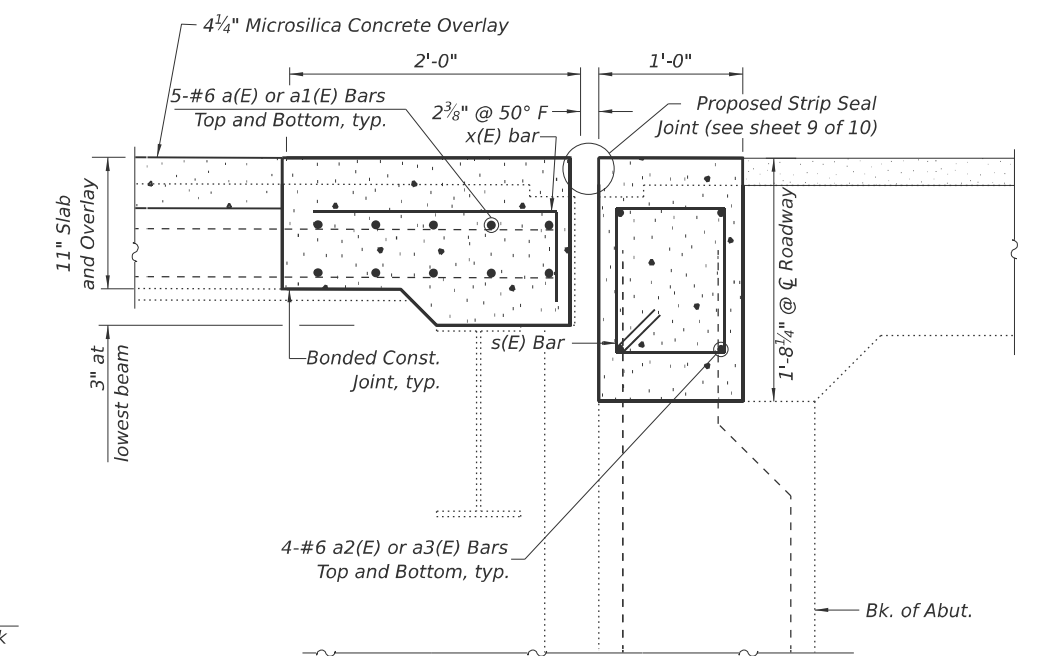
REMOVAL PLAN



REPLACEMENT PLAN



SECTION A-A
(Dims. at Rt. Z's to Abutment)



SECTION B-B
(Dims. at Rt. Z's to Abutment)

LEGEND

- Concrete Removal
- Bridge Deck Scarification, 2"
- Concrete Superstructure, and Microsilica Concrete Overlay, 4 1/4"

NOTES

See sheet 7 of 10 for sections C-C through F-F, Bar Diagrams, and Bill of Materials

MODEL: 082-0189-Submittal-01.dwg
 FILE NAME: X:\082-0189-Submittal-01.dwg
 PLOT DATE: 5/1/2026

HR
 Hurst-Rosche, Inc.
 1400 E. TREMONT ST.
 HILLSBORO, IL
 PH: 217.532.3959

USER NAME = jcalderino	DESIGNED - JJC	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - CJC	REVISED -
PLOT DATE = 5/1/2026	DRAWN - AE	REVISED -
	CHECKED - CJC	REVISED -

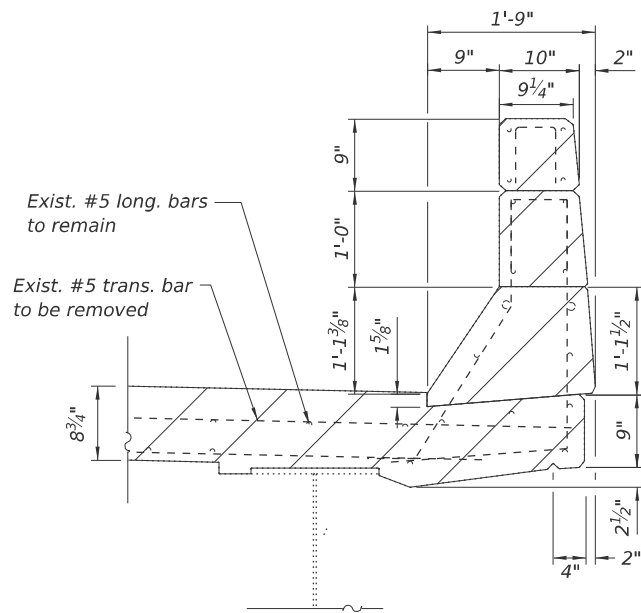
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT JOINT REPLACEMENT
STRUCTURE NO. 082-0189

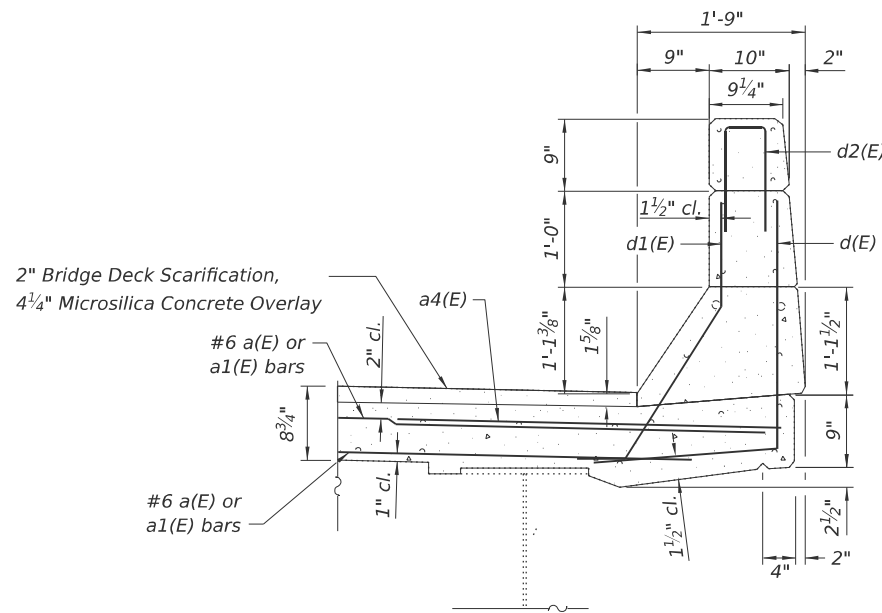
SHEET 6 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	57
CONTRACT NO. 76R36				

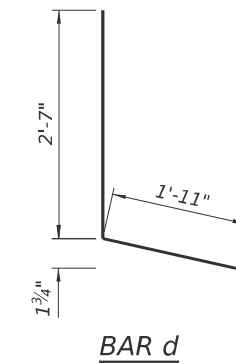
ILLINOIS FED. AID PROJECT



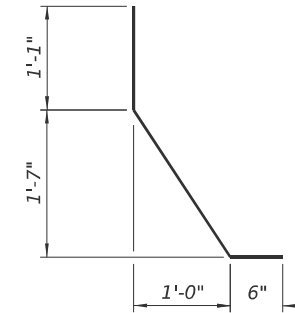
SECTION C-C



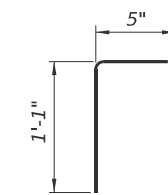
SECTION D-D



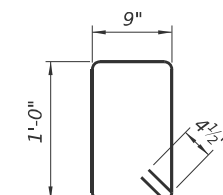
BAR d



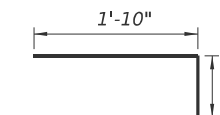
BAR d1



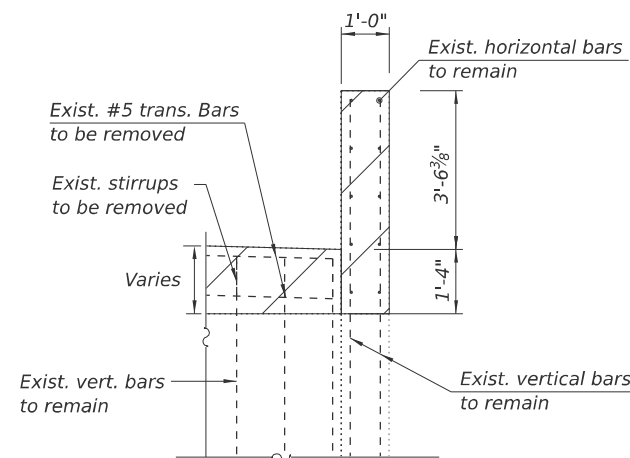
BAR d2



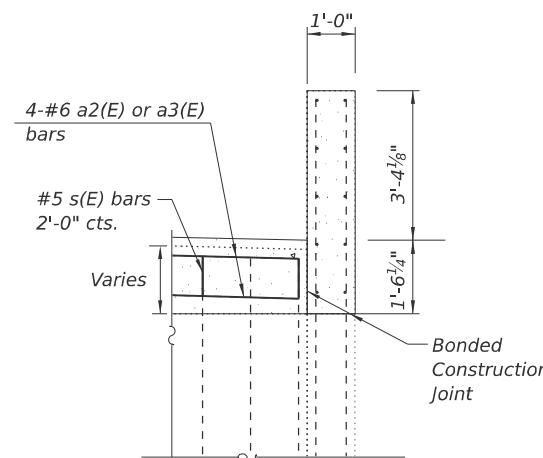
BAR s



BAR x



SECTION E-E



SECTION F-F

WEST ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	10	#6	18'-10"	—
a1(E)	10	#6	22'-10"	—
a2(E)	4	#6	18'-10"	┌
a3(E)	4	#6	22'-10"	┌
a4(E)	6	#6	7'-4"	—
d(E)	8	#4	4'-6"	┘
d1(E)	8	#5	3'-6"	┘
d2(E)	8	#4	2'-7"	┘
s(E)	20	#5	4'-7"	□
x(E)	40	#5	2'-6"	└
Reinforcement Bars, Epoxy Coated			Lbs.	1,210
Concrete Removal			Cu. Yds.	5.8
Concrete Superstructure			Cu. Yds.	6.6
Protective Coat			Sq. Yds.	19
Bar Splicers			Each	14

EAST ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	10	#6	18'-10"	—
a1(E)	10	#6	22'-10"	—
a2(E)	4	#6	18'-10"	┌
a3(E)	4	#6	22'-10"	┌
a4(E)	6	#6	7'-4"	—
d(E)	8	#4	4'-6"	┘
d1(E)	8	#5	3'-6"	┘
d2(E)	8	#4	2'-7"	┘
s(E)	20	#5	4'-7"	□
x(E)	40	#5	2'-6"	└
Reinforcement Bars, Epoxy Coated			Lbs.	1,210
Concrete Removal			Cu. Yds.	5.9
Concrete Superstructure			Cu. Yds.	6.7
Protective Coat			Sq. Yds.	19
Bar Splicers			Each	14

NOTES

- Hatched areas indicate Concrete Removal.
- Removal of existing expansion joint shall be included in the cost of Concrete Removal.
- The Contractor shall use extreme care during concrete removal so as to not damage the wide flange beams.
- Cut reinforcing bars in field to fit as required.

LEGEND



MODEL: 082-1818-Replacement Details
FILE NAME: X:\Projects\Contract\22240835-BCOT-WO14-FM1-Roads\44164\1\DC\108201854\BDR36-Sheets.dgn
5/1/2026 11:07:14 AM

HR Hurst-Rosche, Inc.
1400 E. TREMONT ST.
HILLSBORO, IL
PH: 217.532.3959

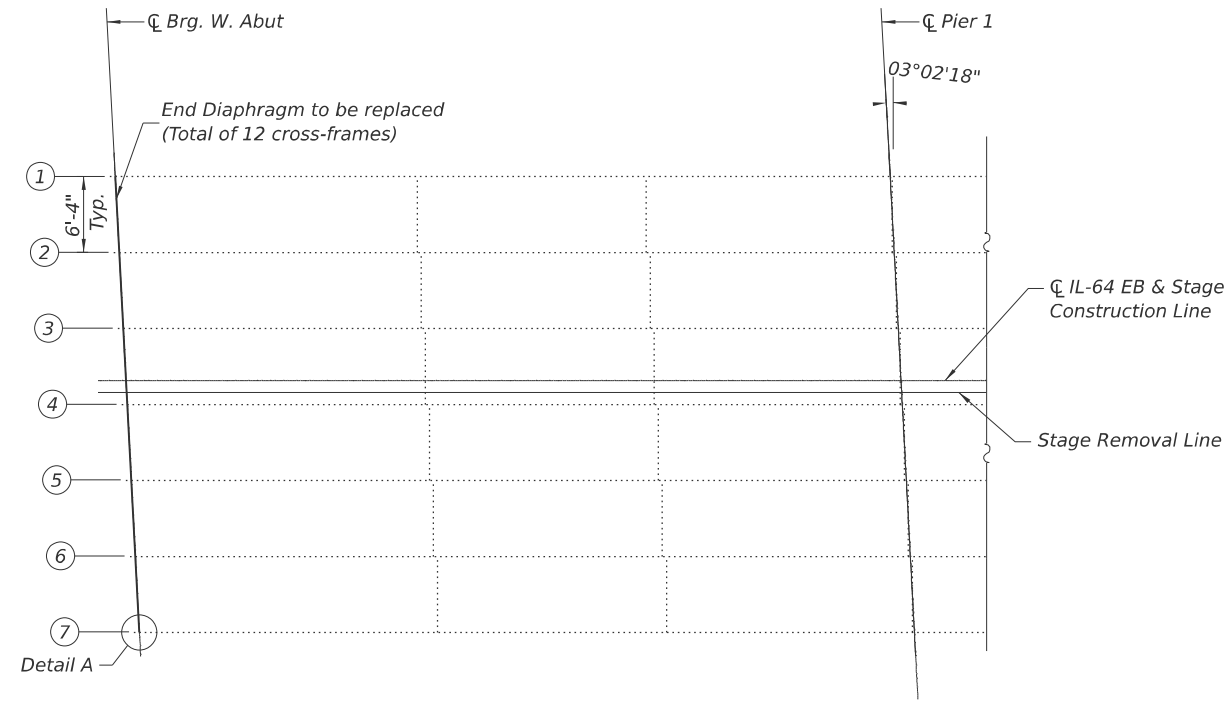
USER NAME = jcalerino	DESIGNED - JJC	REVISED -
PLOT SCALE = \$SCALES\$	CHECKED - CJC	REVISED -
PLOT DATE = 5/1/2026	DRAWN - AE	REVISED -
	CHECKED - CJC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

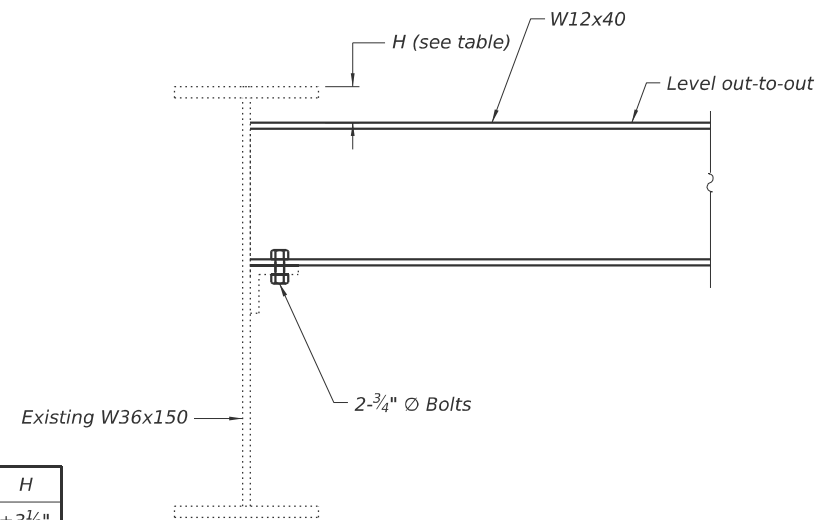
JOINT REPLACEMENT DETAILS
STRUCTURE NO. 082-0189

SHEET 7 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	58
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				



FRAMING PLAN
West Abutment Shown

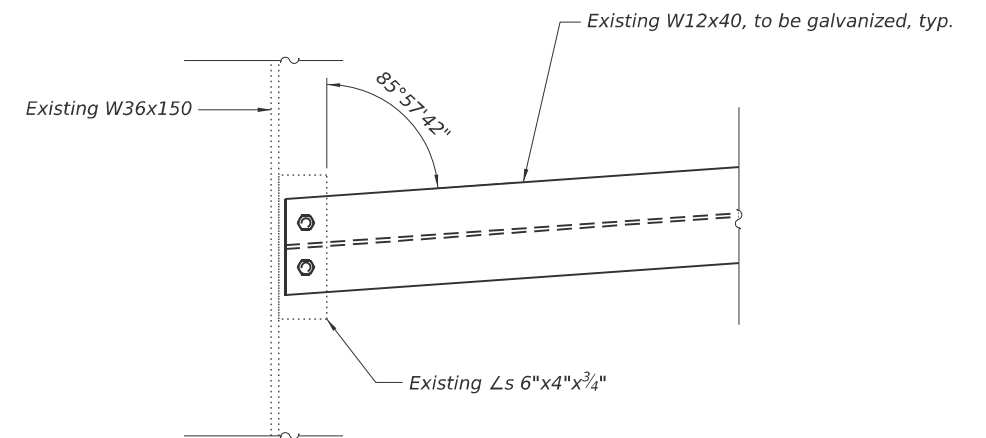


TYPICAL CROSS-FRAME

	H
Beam 1	±3½"
Beam 2	±4¾"
Beam 3	±6⅛"
Beam 4	±6¾"
Beam 5	±5¼"
Beam 6	±4⅛"
Beam 7	±3"

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Structural Steel	Pound	3,370
Cleaning and Painting Steel Bridge No. 4	L Sum	1
Structural Steel Removal	Pound	3,370

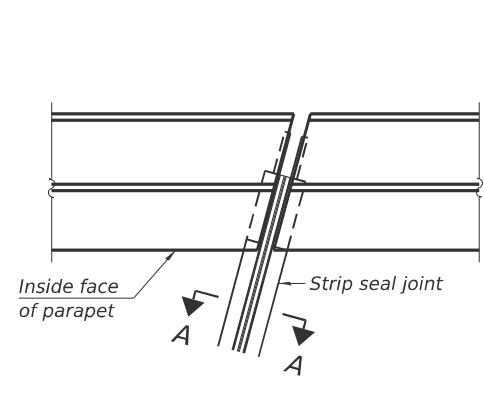


DETAIL A

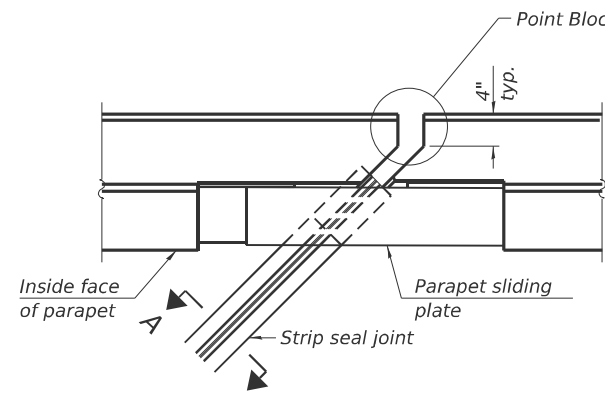
Notes:

1. Detail 1½" Ø holes for all ¾" Ø bolts into existing plates and stiffeners. Two hardened washers required for each set of oversized holes.
2. Cleaning and Painting of Structural Steel per the special revisions to occur prior to reinstallation of galvanized cross-frames.
3. All new structural steel shall be hot dip galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel".
4. fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts in painted areas. Bolts shall be ¾" diameter, unless otherwise specified.

MODEL: 082-Cross-Frame Repair.dwg
 FILE NAME: X:\Projects\Contract\22-0835\DOT\W014\F14\Draws\41\64\1\082018A-BR36-Sheets.dwg
 5/1/2026 11:07:45 AM

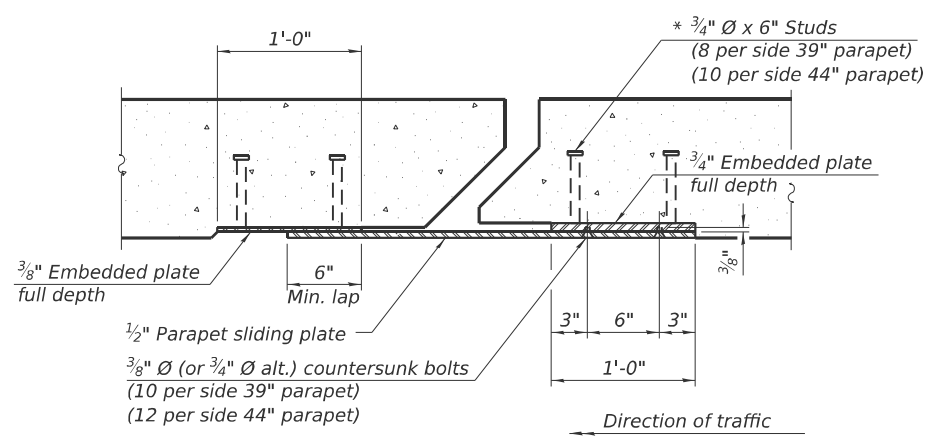


FOR SKEWS $\leq 30^\circ$



FOR SKEWS $> 30^\circ$

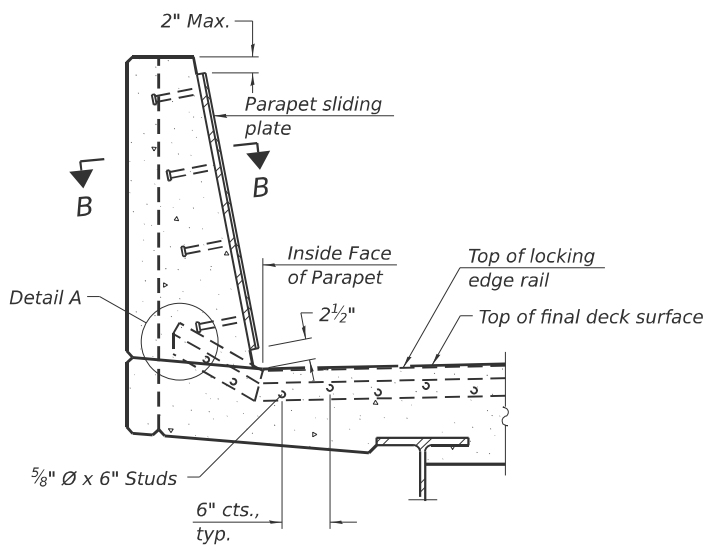
PLAN AT PARAPET



SECTION B-B

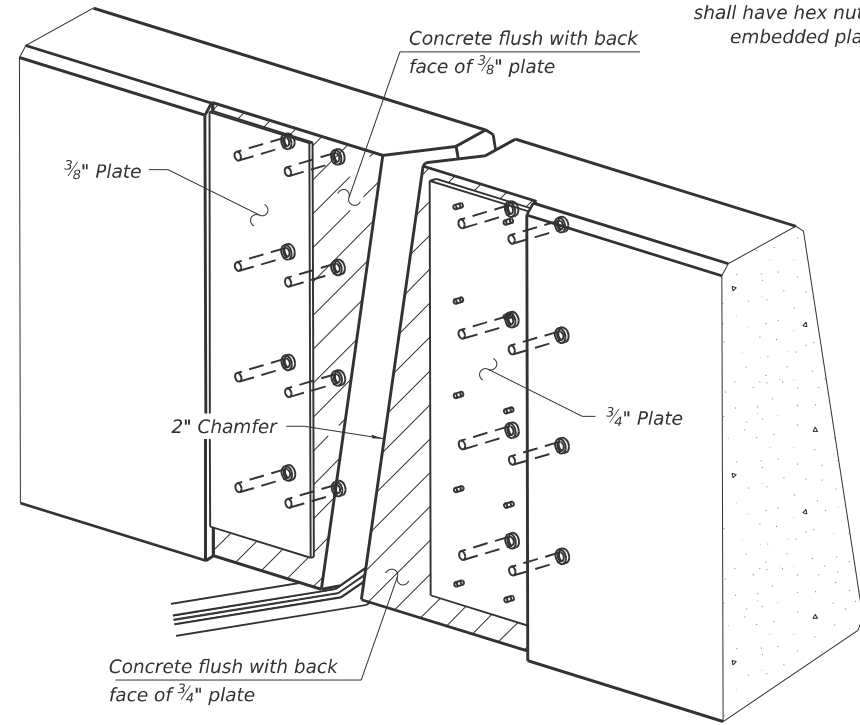
($3/4$ " \varnothing countersunk bolts extending into concrete shall have hex nuts tack welded to the back of the embedded plates with end caps provided.)

Notes:
 The strip seal shall be made continuous and shall have a minimum thickness of $1/4$ ". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
 The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the $4\frac{1}{2}$ " maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.
 The manufacturer's recommended installation methods shall be followed.
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
 The Maximum space between locking edge rail segments shall be $3/16$ " and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

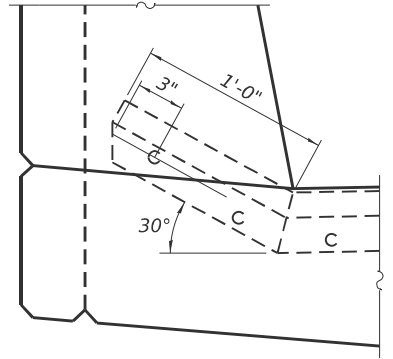


SECTION AT PARAPET

(Skews $> 30^\circ$ shown. Skews $\leq 30^\circ$ similar except as shown in plan view.)

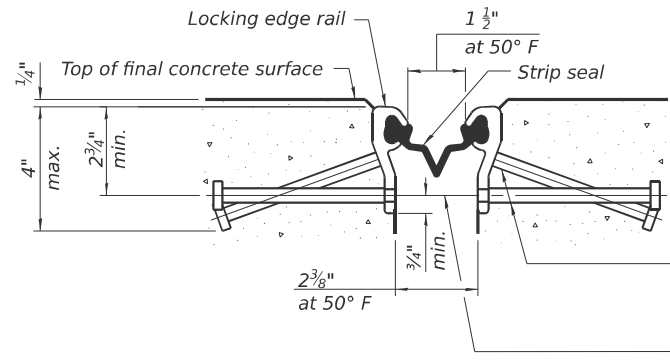


TRIMETRIC VIEW
 (Showing embedded plates only)



DETAIL A

(Kick-up at parapet locations shown. See sheet of for kick-up at curb locations.)



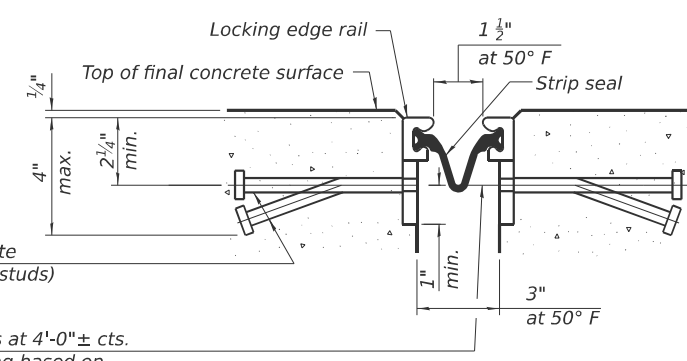
SHOWING ROLLED RAIL JOINT

* $5/8$ " \varnothing x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

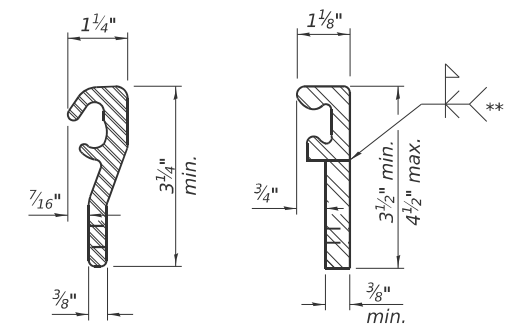
$3/8$ " \varnothing threaded rods in $7/16$ " \varnothing holes at $4'-0"$ \pm cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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

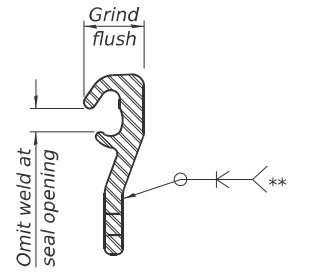


SHOWING WELDED RAIL JOINT



LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	85

MODEL: 082-Preformed Joint Seal.dgn FILE NAME: X:\Projects\082-Preformed Joint Seal.dgn

EJ-SS

4-4-2025



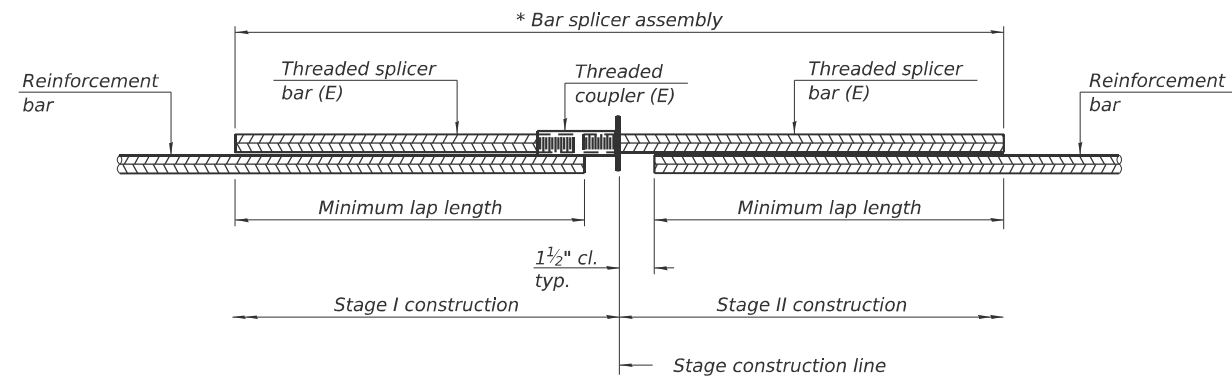
USER NAME = jcalderino	DESIGNED - JJC	REVISED -
PLOT SCALE = SSCALE\$	CHECKED - CJC	REVISED -
PLOT DATE = 5/1/2026	DRAWN - AE	REVISED -
	CHECKED - JJC	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PREFORMED JOINT STRIP SEAL
 STRUCTURE NO. 082-0189**

SHEET 9 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	60
CONTRACT NO. 76R36				
ILLINOIS FED. AID PROJECT				

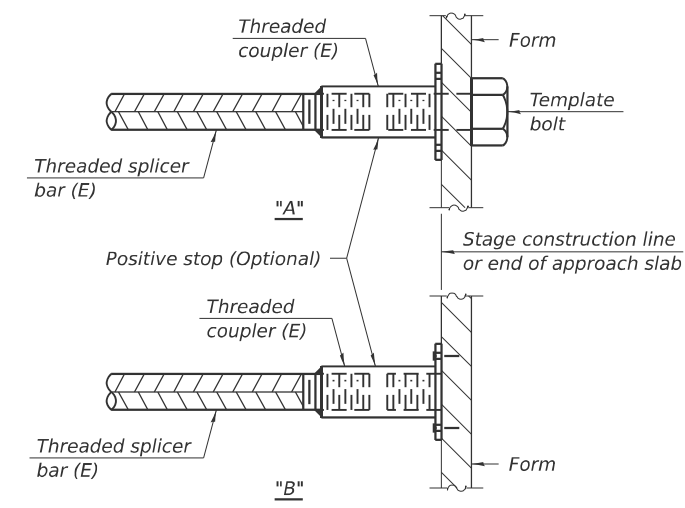


STANDARD BAR SPLICER ASSEMBLY PLAN
 Only bar splicer assemblies as presented on the approved QPL list may be used.

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

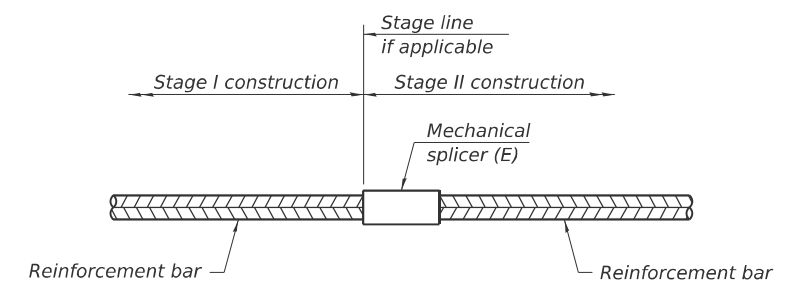
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
W. Abut. Deck	#6	10	3'-11"
E. Abut. Deck	#6	10	3'-11"
W. Abut. Hatchblock	#6	4	4'-5"
E. Abut. Hatchblock	#6	4	4'-5"



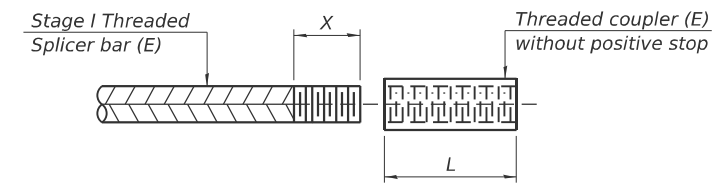
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



THREADING OF ASSEMBLIES

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

Notes:
 Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

MODEL: 016.Dwg Splicers
 FILE NAME: X:\projects\current\25-0835\DOT\WO14\141\Draws\44\44-1\DOT\082015\082015-0878R3-Sheets.dwg
 5/1/2026 11:08:49 AM

BSD-1

4-4-2025



Hurst-Rosche, Inc.
 1400 E. TREMONT ST.
 HILLSBORO, IL
 PH: 217.532.3959

USER NAME = jcaferino	DESIGNED - JJC	REVISED -
	CHECKED - CJC	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - AE	REVISED -
PLOT DATE = 5/1/2026	CHECKED - CJC	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 082-0189

SHEET 10 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-8-BJR-BDR-BP-1	ST. CLAIR	61	61
CONTRACT NO. 76R36				

ILLINOIS FED. AID PROJECT