

077

06-14-2019 LETTING ITEM 077

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-4HBK)BP-2	KANKAKEE	13	1
		ILLINOIS	CONTRACT NO. 66K26	

- INDEX OF SHEETS**
- COVER SHEET
 - GENERAL NOTES
 - SUMMARY OF QUANTITIES
 - TYPICAL SECTIONS
 - TRAFFIC CONTROL AND PROTECTION, STANDARD 701400
 - TRAFFIC CONTROL AND PROTECTION, STANDARD 701402, (SPECIAL)
 - PROTECTIVE SHIELD, SPECIAL
 - EXISTING STRUCTURE PLANS
 - TEMPORARY INFORMATION SIGNING

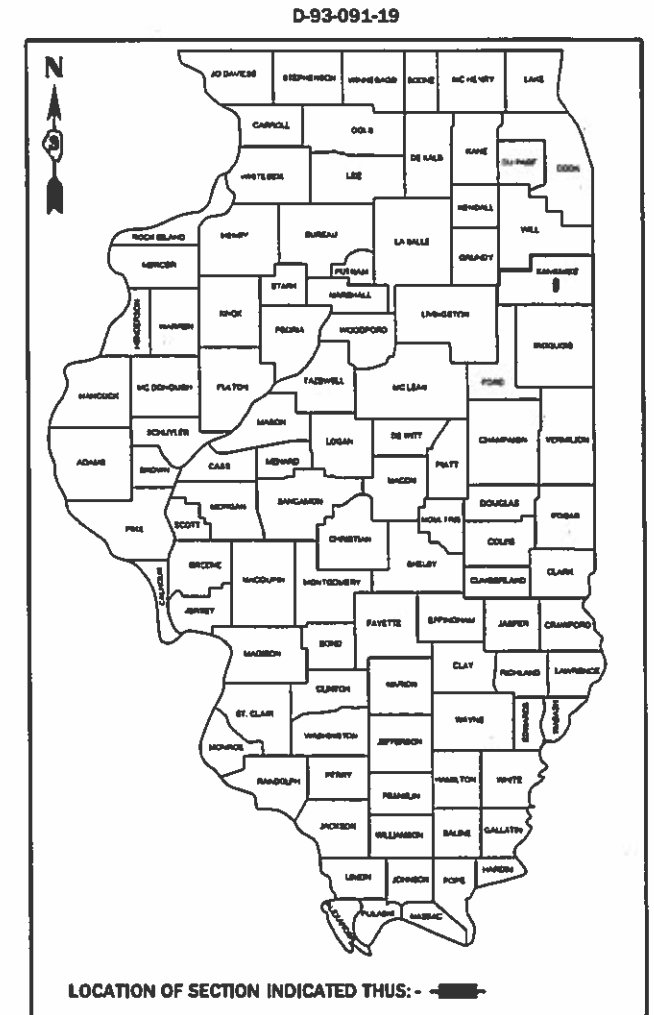
STANDARDS

- | | |
|-----------|--|
| 000001-07 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 001006 | DECIMAL OF AN INCH AND OF A FOOT |
| 701001-02 | OFF-ROAD OPERATIONS 2L, 2W, MORE THAN 15' (4.5 m) AWAY |
| 701006-05 | OFF-ROAD OPERATIONS 2L, 2W, 15' (4.5 m) TO 24' (600 mm) FROM PAVEMENT EDGE |
| 701101-05 | OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24' (600 mm) FROM PAVEMENT EDGE |
| 701106-02 | OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY |
| 701201-05 | LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS \geq 45 MPH |
| 701301-04 | LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS |
| 701426-09 | LANE CLOSURE, MULTILANE INTERMITTENT OR MOVING OPERATION, FOR SPEEDS \geq 45 MPH |
| 701428-01 | TRAFFIC CONTROL SETUP AND REMOVAL, FREEWAY/EXPRESSWAY |
| 701901-08 | TRAFFIC CONTROL DEVICES |
| 704001-08 | TEMPORARY CONCRETE BARRIER |

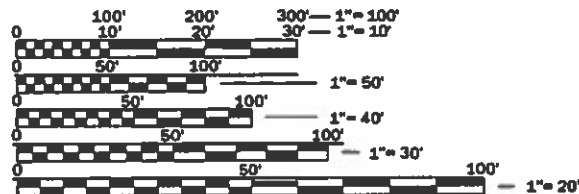
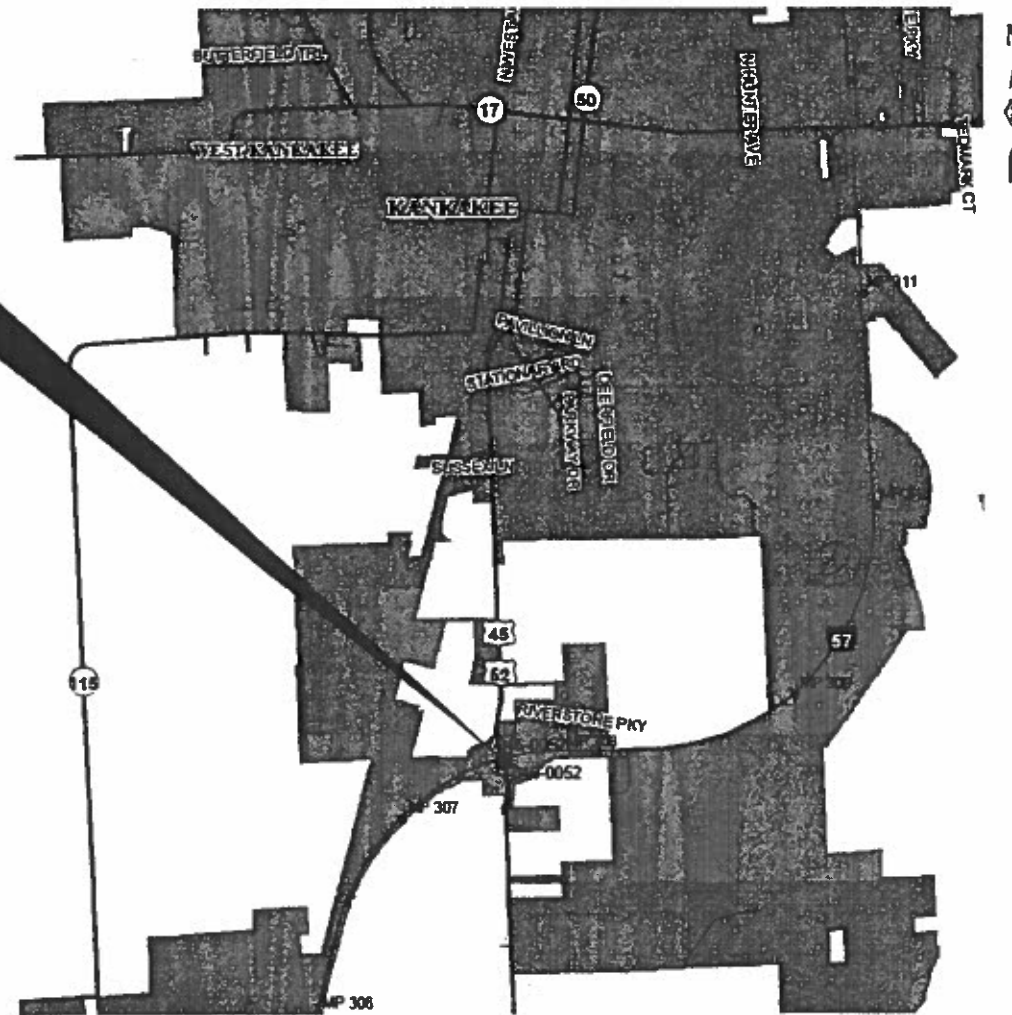
PROPOSED HIGHWAY PLANS

F.A.I. ROUTE 57 (I-57) SECTION (46-4HBK)BP-2 PROJECT NHPP-3C4S(199) BRIDGE PAINTING KANKAKEE COUNTY

C-93-111-19



PROJECT LOCATION
STRUCTURE NO. 046-0052
CARRYING US 45/52 OVER I-57
(US45/52 & I-57 INTERCHANGE)



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: JOE KANNEL P.E.
UNIT CHIEF: RON WOODSHANK
DISTRICT 3 NO. (815) 434-6131
CONTRACT NO. 66K26

GROSS LENGTH = 222 FT. = 0.04 MILE
NET LENGTH = 222 FT. = 0.04 MILE

FUNCTIONAL CLASSIFICATION

URBAN INTERSTATE F.A.I. ROUTE 57 (I-57) 2017 ADT = 24800 P.V. 72.7% S.U. 3.2% M.U. 24.0%	URBAN OTHER ARTERIAL F.A.I. ROUTE 840 R/S 45/52 2017 ADT = 12400 P.V. 77.5% S.U. 7.8% M.U. 14.7%
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED 03/21 2019
Karin Harschek (s)
REGIONAL ENGINEER

May 10 2019
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

May 10 2019
[Signature]
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

GENERAL NOTES

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN SCOPE OF WORK; HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

STRUCTURE NO. 046-0052 SHALL BE DESIGNATED AS "LOCATION 1".

THE SSPC-QP1 AND SSPC-QP-2 "PAINTING CONTRACTOR CERTIFICATIONS" WILL BE REQUIRED FOR THIS PROJECT.

A MINIMUM OF TWO AIR MONITORS SHALL BE REQUIRED FOR EACH STRUCTURE. THE CONTRACTOR SHALL FURNISH AND INSTALL THE MONITORS AS DIRECTED BY THE ENGINEER. (SEE THE SPECIAL PROVISION FOR "CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES".)

CLEANING AND PAINTING OF EXISTING STRUCTURAL STEEL SHALL BE AS SPECIFIED IN THE SPECIAL PROVISION FOR "CLEANING AND PAINTING EXISTING STEEL STRUCTURES" AND AS SPECIFIED BELOW.

- a) ALL EXISTING STRUCTURAL STEEL, (INCLUDING BEAMS/GIRDERS, DIAPHRAGMS, CROSS/LATERAL FRAMING, STEEL COMPONENTS OF BEARINGS, DRAINS, ANGLE BRACKETS, STEEL HANDRAILS (WHEN PRESENT) OVER THE ENTIRE STRUCTURE SHALL BE CLEANED PER THE REQUIREMENTS OF "NEAR WHITE BLAST CLEANING - SSPC-SP-10".
- b) ALL EXISTING STRUCTURAL STEEL, (INCLUDING BEAMS/GIRDERS, DIAPHRAGMS, CROSS/LATERAL FRAMING, STEEL COMPONENTS OF BEARINGS, DRAINS, ANGLE BRACKETS, STEEL HANDRAILS (WHEN PRESENT) OVER THE ENTIRE STRUCTURE SHALL BE PAINTED PER THE REQUIREMENTS OF "PAINT SYSTEM 1-OZ/E/U".
 - 1) THE FINAL FINISH COAT FOR ALL INTERIOR STRUCTURAL STEEL SHALL BE "GRAY, MUNSELL NO. 5B 7/1".
 - 2) FINISH COAT FOR EXTERIOR FACE, BOTTOM FLANGE AND BEARING ASSEMBLIES OF THE FASCIA BEAMS SHALL BE "GREEN, MUNSELL NO. 7.5G 1/2".

THE CONTRACTOR SHALL BE REQUIRED TO SECURE WASTE CONTAINERS THAT REMAIN ON THE JOB SITE. THIS WILL ENTAIL THAT ALL WASTE CONTAINERS CAN NOT BE MOVED OR OPENED DURING NON-WORKING HOURS.

WORKING DAYS SHALL BE CHARGED UNTIL THE CONTRACTOR/SUBCONTRACTOR LISCENSED TO DISPOSE OF LEAD PAINT RESIDUES HAS REMOVED THE WASTE MATERIAL FROM THE JOB SITE ACCORDING TO ALL FEDERAL, STATE AND LOCAL LAWS AND ORDINANCES. IF THE LISCENSED CONTRACTOR OR SUBCONTRACTOR FAILS TO DISPOSE OF THE LEAD PAINT RESIDUES ON OR BEFORE THE SPECIFIED COMPLETION DATE, LIQUIDATED DAMAGES SHALL BE CHARGED PER CALENDAR DAY ACCORDING TO ARTICLE 108.09 OF THE STANDARD SPECIFICATIONS UNTIL SUCH TIME THAT ALL PAINT RESIDUE MATERIALS HAVE BEEN PROPERLY REMOVED AND DISPOSED OF.

EXISTING PROTECTIVE SHIELD SHALL REMAIN IN PLACE UNTIL SUCH TIME THAT THE CONTRACTOR'S WORK OPERATIONS ENCROACH WITHIN THE AREA OF THE PROTECTIVE SHIELD, AT SUCH TIME THE CONTRACTOR SHALL REMOVE THE PROTECTIVE SHIELD AND STORE ALL MATERIALS IN A LOCATION APPROVED BY THE ENGINEER. WHEN WORK ACTIVITIES HAVE BEEN COMPLETED AT THESE LOCATIONS, THE CONTRACTOR SHALL REINSTALL THE PROTECTIVE SHIELD AT THE ORIGINAL LOCATION(S) AND CONDITION.

IF THE ENGINEER DETERMINES THAT COMPONENTS OF THE EXISTING PROTECTIVE SHIELD ARE NOT SUITABLE FOR REINSTALLATION, THE CONTRACTOR SHALL REPLACE THE UNSUITABLE MATERIAL WITH MATERIALS APPROVED BY THE ENGINEER. COST OF REPLACEMENT MATERIALS SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

COMMITMENTS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE
AS BUILT INFORMATION

SUPERVISING CONSTRUCTION FIELD ENGINEER

RESIDENT ENGINEER / TECHNICIAN

START & END DATES
OF CONSTRUCTION:

INSPECTORS:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: *Tom Beaulieu*
DISTRICT STUDIES & PLANS ENGINEER

DATE: 3-20-19

EXAMINED BY: *Mark V. Vanden...*
DISTRICT CONSTRUCTION ENGINEER

Michael A. St...
DISTRICT MATERIALS ENGINEER

Tom...
DISTRICT OPERATIONS ENGINEER

FILE NAME =	USER NAME = woodshank1	DESIGNED - RW	REVISED -
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	PLOT DATE = 3/18/2019	DATE - 3/13/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-4HBK)BP-2	KANKAKEE	13	2
CONTRACT NO. 66K26				
ILLINOIS FED. AID PROJECT				

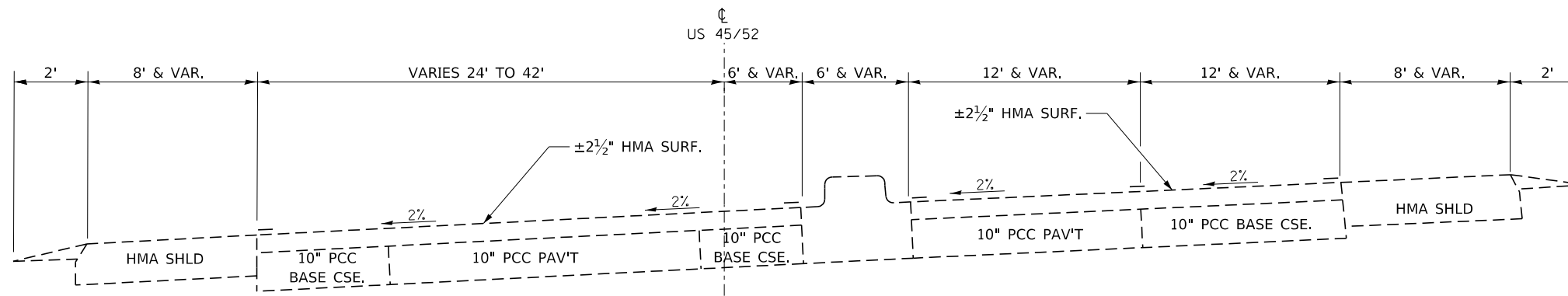
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				URBAN	
				BRIDGE PAINTING	
				90% FED	10% STATE
				BRIDGE	
				0047	
				S.N. 046-0052	
67100100	MOBILIZATION	L SUM	1	1	
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1	
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	30	30	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	350	350	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1050	1050	
70600251	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1	1	
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	3	3	
Δ 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	2252	2252	
Δ 78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	1032	1032	
Δ 78008240	POLYUREA PAVEMENT MARKING TYPE I - LINE 8"	FOOT	147	147	
X0325969	PORTABLE, VEHICLE MOUNTED, CHANGEABLE MESSAGE BOARD	CAL DA	15	15	
X0326880	MESSAGE BOARD VEHICLE DRIVER	HOUR	154	154	
X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1309	1309	
X2700001	TEMPORARY RUMBLE STRIPS (SPECIAL)	EACH	8	8	

Δ SPECIALITY ITEMS

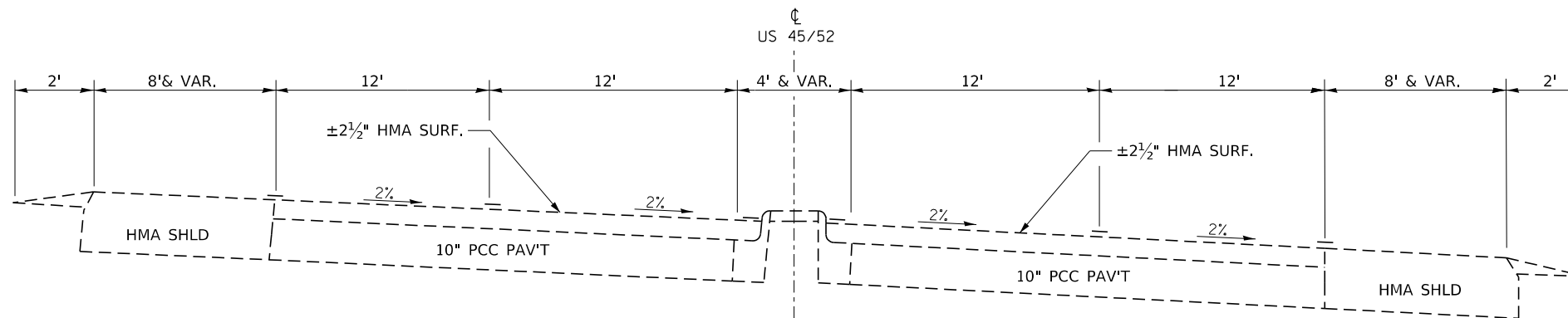
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	PLOT DATE = 3/18/2019	DATE - 3/13/2019	REVISED -		ILLINOIS FED. AID PROJECT							

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				URBAN	BRIDGE PAINTING 90% FED 10% STATE
				BRIDGE	
				0047	
				S.N. 046-0052	
X5017307	PROTECTIVE SHIELD, SPECIAL	SQ YD	510		510
X5067501	BRIDGE CLEANING AND PAINTING WARRANTY NUMBER 1	L SUM	1		1
X7010208	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402 (SPECIAL)	EACH	1		1
Z0007101	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1		1
Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1		1

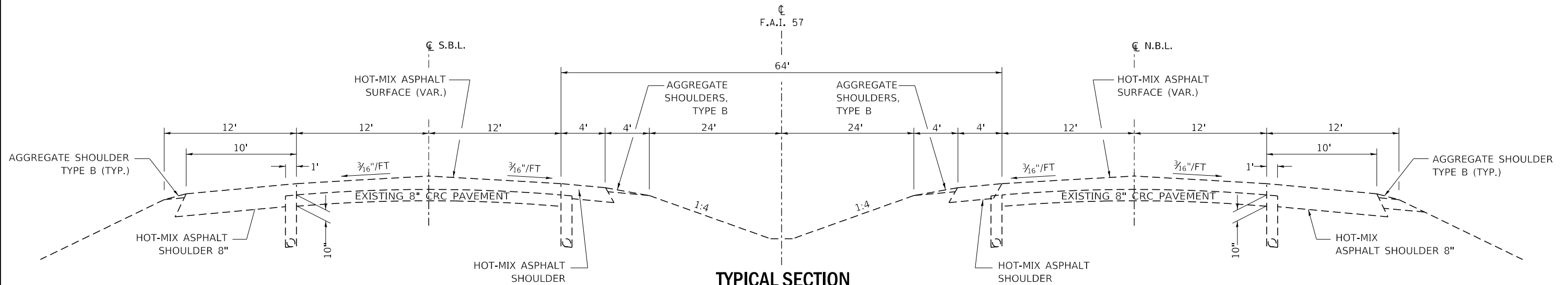
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	PLOT DATE = 3/18/2019	DATE - 3/13/2019	REVISED -			SCALE:	SHEET 2 OF 2 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	



TYPICAL SECTION NO. 1
STA. 116+88 TO STA. 130+50
(NORTH OF STRUCTURE)



TYPICAL SECTION NO. 2
STA. 132+75 TO STA. 141+03
SOUTH OF STRUCTURE



TYPICAL SECTION
F.A.I. ROUTE 57 (I-57)

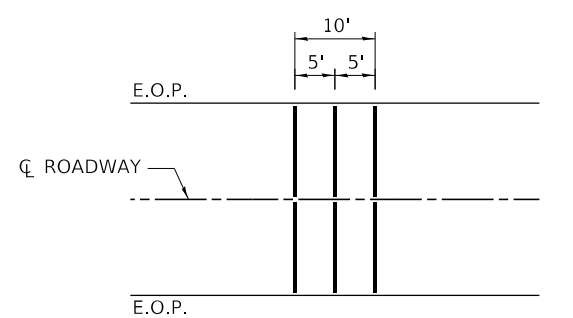
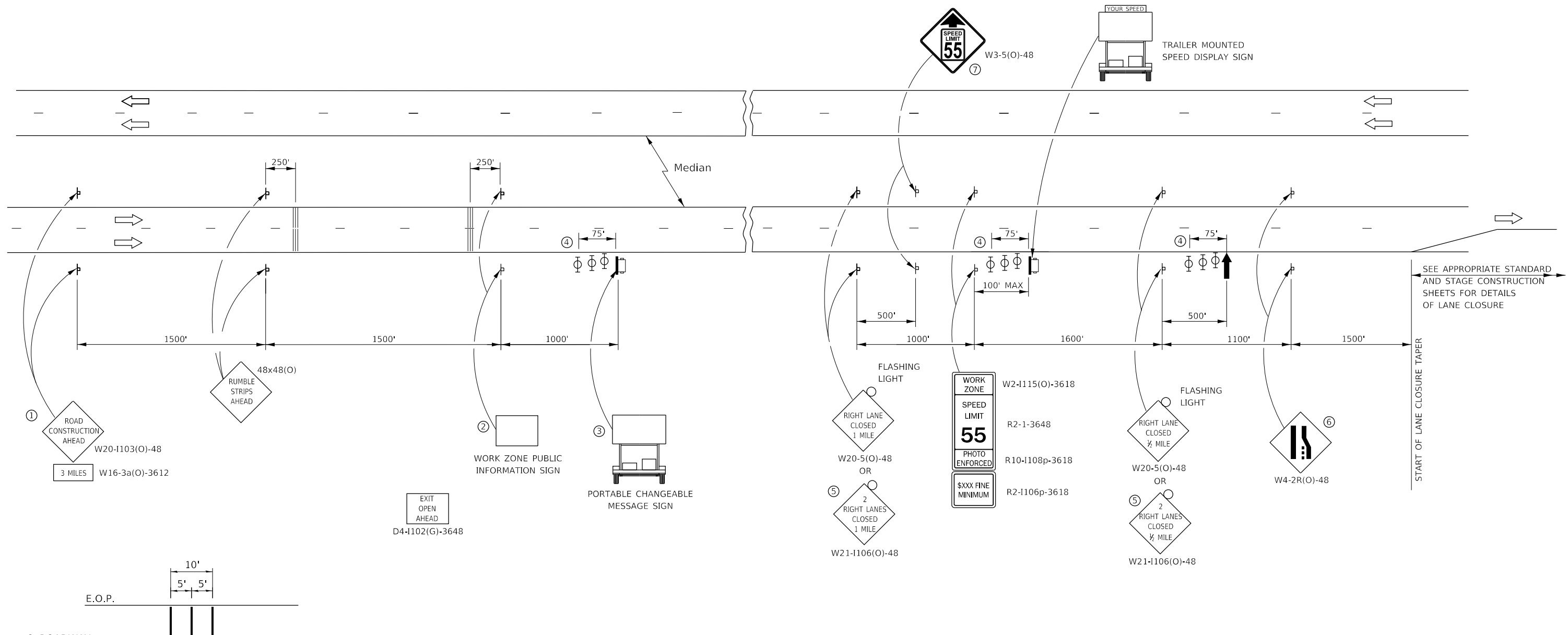
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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

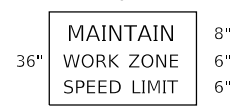
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-4HBK)BP-2	KANKAKEE	13	5
CONTRACT NO. 66K26				
ILLINOIS FED. AID PROJECT				



TEMPORARY RUMBLE STRIP (SPECIAL)

- ① THE ROAD CONSTRUCTION AHEAD SIGN SHALL BE LOCATED 3 MILES IN ADVANCE OF THE PROJECT LIMITS.
- ② THE MESSAGE AND SIZE OF THE WORK ZONE PUBLIC INFORMATION SIGN SHALL BE AS SPECIFIED BY THE DEPARTMENT.
- ③ TO BE PLACED IN THE MEDIAN WHEN FEASIBLE. THE MESSAGE BOARD SHALL BE USED TO DISPLAY STATUS OF LANES WITHIN THE PROJECT. THE PRIMARY MESSAGES SHALL BE:
 "RIGHT LANE CLOSED" / " x MILES AHEAD"
 "LEFT LANE CLOSED" / " x MILES AHEAD"
 "ALL LANES OPEN"
- ④ THREE, TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES AT 25' CENTERS.
- ⑤ THIS SIGN SHALL BE USED WHEN 2 LANES ARE CLOSED.
- ⑥ WHEN THE LEFT LANE IS CLOSED, SWITCH THESE TWO SIGNS AND THE DIRECTION OF THE MERGE ARROW.
- ⑦ THIS SIGN SHALL ONLY BE USED IF THE EXISTING SPEED LIMIT IS GREATER THAN 65 MPH.

⑧ 48"x36" FLUORESCENT ORANGE SIGN WITH BLACK LETTERS.



- ↑ ARROW BOARD
- ☐ PORTABLE CHANGEABLE MESSAGE SIGN
- ⊥ SIGN
- ⊕ TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
- ▨ TEMPORARY RUMBLE STRIPS (SPECIAL) (SEE DETAIL & SPECIAL PROVISION)

GENERAL NOTE:

THIS STANDARD IS USED WHERE AT ANY TIME A LANE IS CLOSED ON A FREEWAY/EXPRESSWAY.

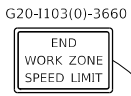
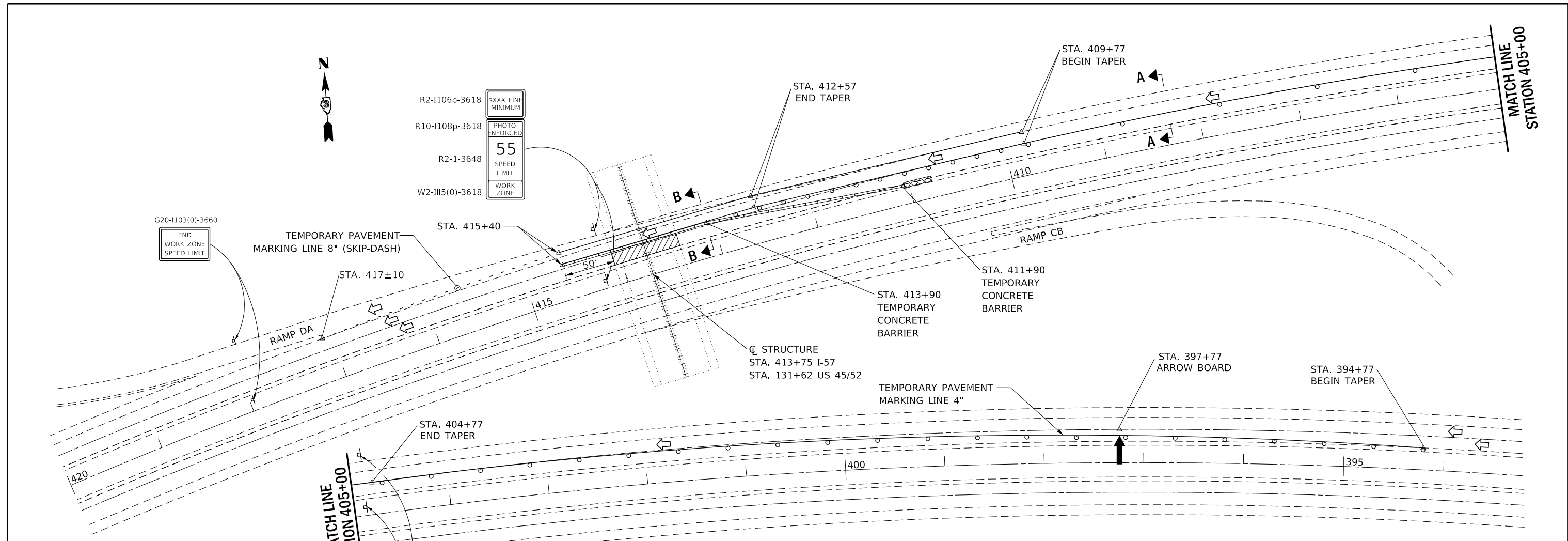
WHEN THE LEFT LANE IS CLOSED, LEFT LANE CLOSED SIGNS SHALL BE SUBSTITUTED FOR THE RIGHT LANE CLOSED SIGNS.

THE FIRST TWO SIGNS AND THE MESSAGE BOARD ARE STATIONARY. THE OTHER SIGNS AND ARROWBOARDS SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED DISTANCE FROM THE START OF THE LANE CLOSURE TAPER(S).

SEE SPECIAL PROVISIONS.

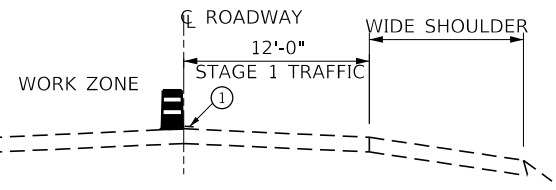
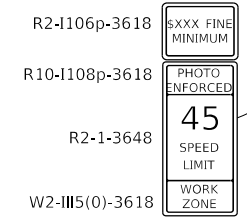
ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = woodshank1	DESIGNED - RW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION, STANDARD 701400	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw\plannerroom\dot\illinois\gov\PWDOT\Documents\IDOT\Office\District 3\Projects\D366K26\CADData\66K26-cover.dgn	PLOT SCALE = 100,0000' / in.	DRAWN - RW	REVISED -			57	(46-4HBK)BP-2	KANKAKEE	13	6	
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		DATE - 3/13/2019	REVISED -			SCALE:	SHEET 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	

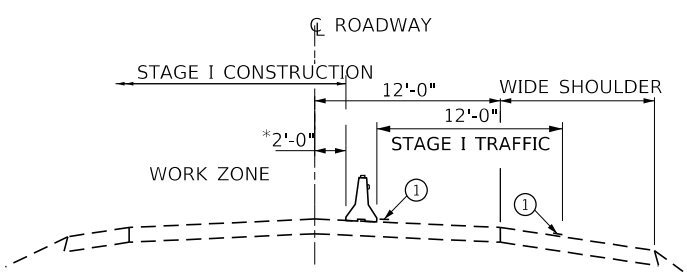


TEMPORARY PAVEMENT MARKING LINE 8" (SKIP-DASH)

MATCH LINE STATION 405+00



SECTION A-A



SECTION B-B

- ① TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE WHITE AND THE LEFT EDGE LINE SHALL BE YELLOW.
- ② BARRIER WALL/GUARDRAIL MARKERS AT 25' (7.6 M). MARKERS ON RIGHT SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.
- ③ EXISTING PAVEMENT MARKING

SYMBOLS

- ↑ ARROW BOARD
- ▨ WORK AREA
- † SIGN
- TRAFFIC CONTROL DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- TRAFFIC CONTROL DRUM
- TEMPORARY CONCRETE BARRIER
- ◁ MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- ▩ IMPACT ATTENUATOR

GENERAL NOTES

THIS STANDARD IS USED WHERE AT ANY TIME ANY VEHICLE, EQUIPMENT, WORKERS OR THEIR ACTIVITIES WILL ENCROACH ON THE PAVEMENT OR ON THE SHOULDER WITHIN 24 (600) OF THE EDGE OF PAVEMENT FOR DAYLIGHT OPERATION EXCEEDING ONE DAY AND WHERE TEMPORARY CONCRETE BARRIER IS UTILIZED.

THIS STANDARD MUST ALWAYS BE USED IN COMBINATION WITH STANDARD 701400.

WHEN WORK IS BEING PERFORMED IN THE OPPOSITE DIRECTION OF TRAFFIC, THE SET UP WOULD BE SIMILAR THROUGH A 180° ROTATION.

TEMPORARY CONCRETE BARRIER SHALL BE ACCORDING TO STANDARD 704001.

CALCULATE L AS FOLLOWS:

NORMAL POSTED SPEED FORMULAS

45 MPH OR MORE ENGLISH L=(W)(S)

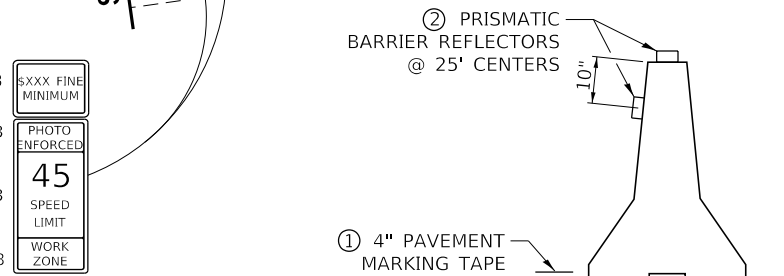
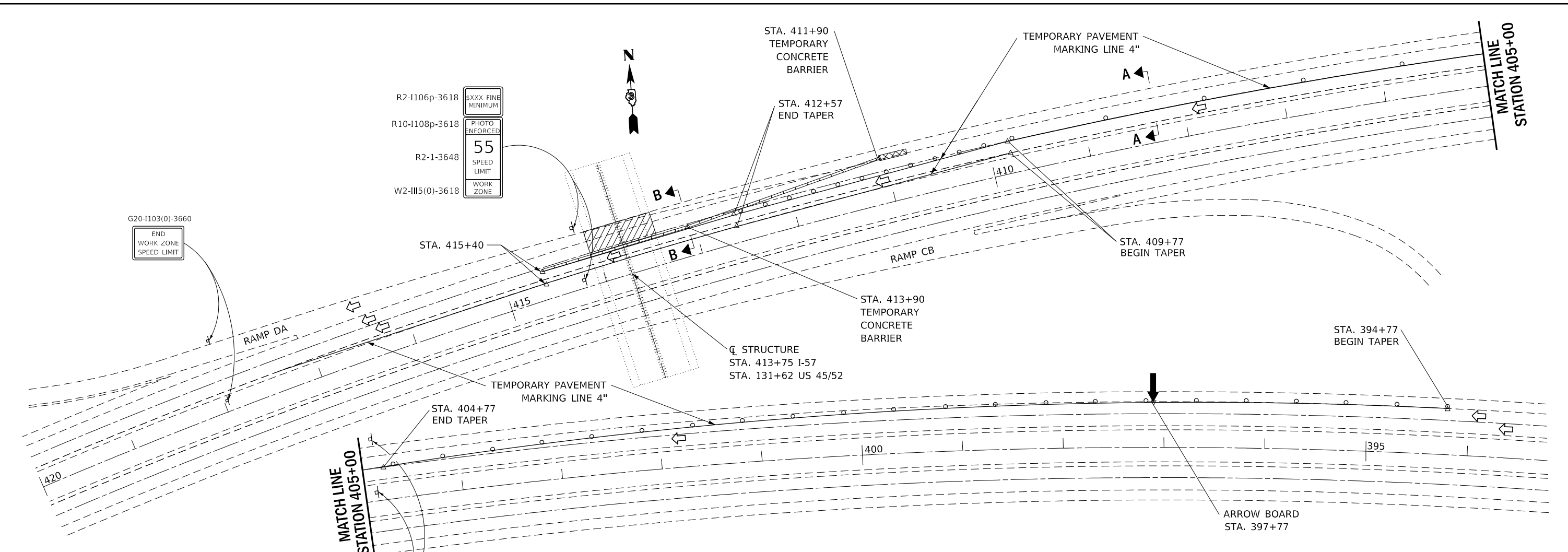
W = WIDTH OF OFFSET IN FEET (METERS).

S = NORMAL POSTED SPEED IN MPH (KM/H).

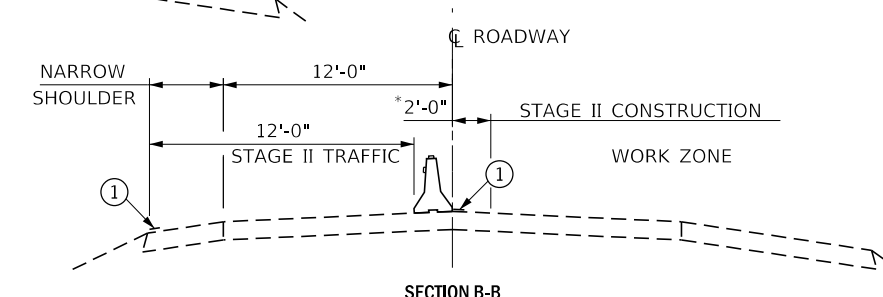
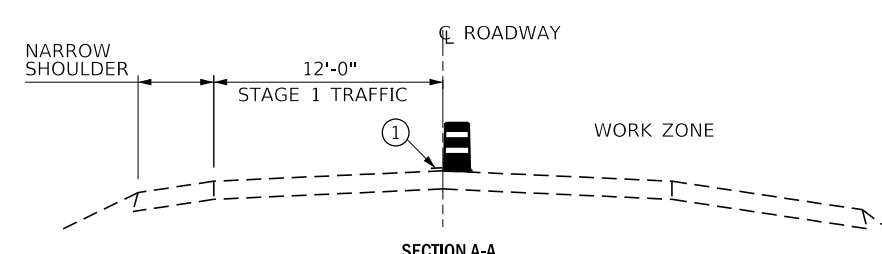
TEMPORARY CONCRETE BARRIER

*NO EQUIPMENT OR MATERIALS SHALL ENCROACH WITHIN A DISTANCE OF 2'-0" Laterally AS MEASURED FROM THE BASE OF THE TEMPORARY CONCRETE BARRIER.

FILE NAME =	USER NAME = woodshank1	DESIGNED - RW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402 (SPECIAL) - STAGE I	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw:\planroom\dot\illinois\gov\pwidot\Documents\IDOT\Office\District 3\Projects\D366K26\CADData\66K26-cover.dgn	PLOT SCALE = 100,0000 /in.	DRAWN - RW	REVISED -			57	(46-4HBK)BP-2	KANKAKEE	13	7	
Default	PLOT DATE = 3/18/2019	CHECKED - EP	REVISED -			CONTRACT NO. 66K26					
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TEMPORARY CONCRETE BARRIER
 *NO EQUIPMENT OR MATERIALS SHALL ENCR OACH WITHIN A DISTANCE OF 2'-0" Laterally AS MEASURED FROM THE BASE OF THE TEMPORARY CONCRETE BARRIER.



- ① TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE WHITE AND THE LEFT EDGE LINE SHALL BE YELLOW.
- ② BARRIER WALL/GUARDRAIL MARKERS AT 25' (7.6 M). MARKERS ON RIGHT SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.
- ③ EXISTING PAVEMENT MARKING

SYMBOLS

- ↑ ARROW BOARD
- ▨ WORK AREA
- ⊥ SIGN
- TRAFFIC CONTROL DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- TRAFFIC CONTROL DRUM
- - - TEMPORARY CONCRETE BARRIER
- ◁ MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- ▩ IMPACT ATTENUATOR

GENERAL NOTES

THIS STANDARD IS USED WHERE AT ANY TIME ANY VEHICLE, EQUIPMENT, WORKERS OR THEIR ACTIVITIES WILL ENCR OACH ON THE PAVEMENT OR ON THE SHOULDER WITHIN 24 (600) OF THE EDGE OF PAVEMENT FOR DAYLIGHT OPERATION EXCEEDING ONE DAY AND WHERE TEMPORARY CONCRETE BARRIER IS UTILIZED.

THIS STANDARD MUST ALWAYS BE USED IN COMBINATION WITH STANDARD 701400.

WHEN WORK IS BEING PERFORMED IN THE OPPOSITE DIRECTION OF TRAFFIC, THE SET UP WOULD BE SIMILAR THROUGH A 180° ROTATION.

TEMPORARY CONCRETE BARRIER SHALL BE ACCORDING TO STANDARD 704001.

CALCULATE L AS FOLLOWS:
 NORMAL POSTED SPEED FORMULAS
 ENGLISH L=(W)(S)

45 MPH OR MORE
 W = WIDTH OF OFFSET IN FEET (METERS).

S = NORMAL POSTED SPEED IN MPH (KM/H).

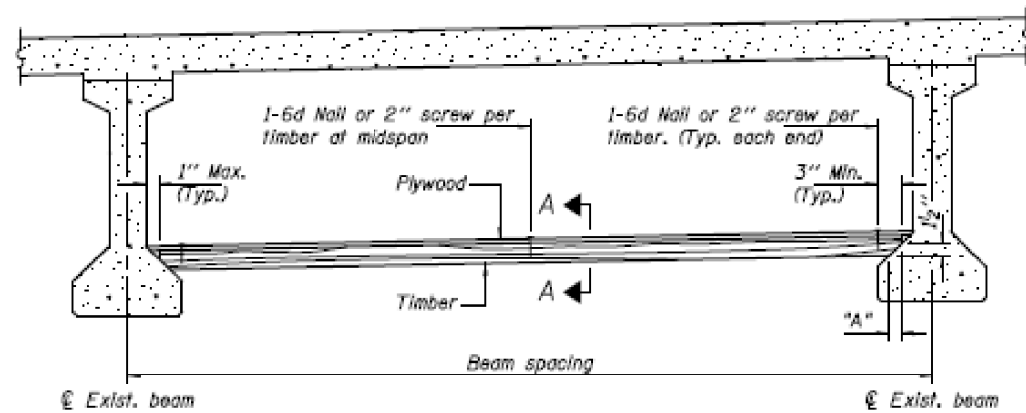
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Default	PLOT SCALE = 100,0000 /in.	CHECKED - EP	REVISED -
	PLOT DATE = 3/18/2019	DATE - 3/13/2019	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

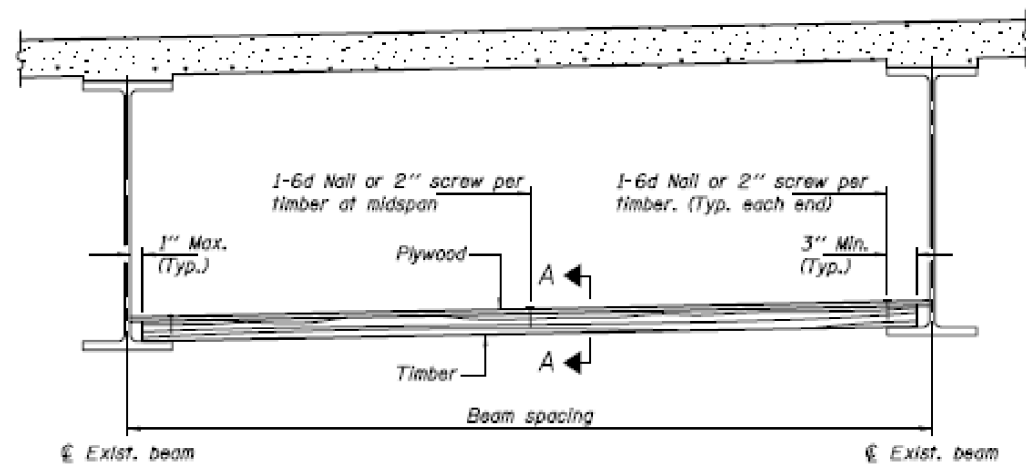
**TRAFFIC CONTROL AND PROTECTION,
 STANDARD 701402 (SPECIAL) - STAGE 2**

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

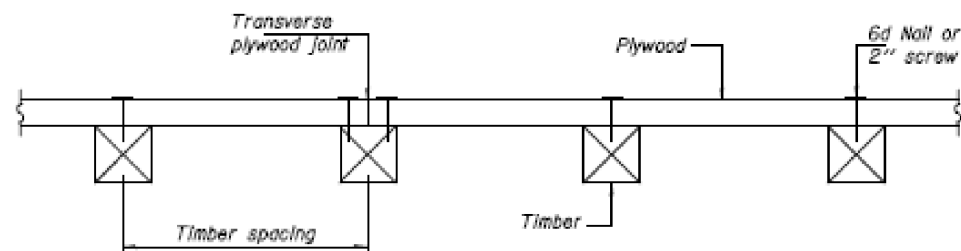
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-4HBK)BP-2	KANKAKEE	13	8
CONTRACT NO. 66K26				
ILLINOIS FED. AID PROJECT				



PPC I-BEAMS AND BULB-T's



STEEL BEAMS



SECTION A-A

TIMBER SPACING

Beam Spacing (ft.)	Timber Sizes (in.)		
	4" x 4" with min. Fb=775 psl Fv=135 psl	4" x 6" with min. Fb=775 psl Fv=135 psl	6" x 6" with min. Fb=575 psl Fv=125 psl
	Maximum Timber Spacing (in.)		
4.5	16	16	16
4.75	16	16	16
5.0	16	16	16
5.25	16	16	16
5.5	16	16	16
5.75	16	16	16
6.0	16	16	16
6.25	12	16	16
6.5	12	16	16
6.75	12	16	16
7.0	8	16	16
7.25	8	16	16
7.5	8	16	16
7.75	8	16	16
8.0	8	12	16
8.25	8	12	16
8.5	6	12	12
8.75	6	12	12
9.0	6	8	12

PPC I-BEAMS AND BULB-T's

BEAM	"A"
36" I-Beam	1 1/2"
42" I-Beam	1 1/2"
48" I-Beam	1 1/2"
54" I-Beam	1 3/8"
63" Bulb-T	3 3/8"
72" Bulb-T	3 3/8"

Notes: See special provision for Permanent Protective Shield System.
 Timber sizes shown are nominal sizes. Rough sawn timber of the dimensions shown will also be considered acceptable.
 The minimum Fb and Fv values shown are the tabulated design values given in the National Design Specification for Wood Construction for No. 2 Spruce-Pine-Fir without adjustment factors applied. Better grades or other species with equal or higher allowable stresses will also be considered acceptable.
 The timber spacings shown have been determined using allowable stresses with all adjustment factors necessary for the anticipated service conditions.
 All timber shall be treated.
 Plywood shall be 5/8" rated Exterior type plywood by APA.
 Plywood shall be placed such that the face grain is perpendicular to the timber supports. When less than a full sheet (4' width) of plywood is used, the width of the strip used shall not be less than 2'.
 Transverse plywood joints shall be supported by timbers.
 When 4" x 6" timbers are used, they shall be placed such that the wide face is horizontal and the narrow face is vertical.
 Design load = 200 psf.

FILE NAME =	USER NAME = woodshank1	DESIGNED - RW	REVISED -
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Default	PLOT SCALE = 100.0000' / in.	CHECKED - EP	REVISED -
	PLOT DATE = 3/18/2019	DATE - 3/13/2019	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PROTECTIVE SHIELD, SPECIAL

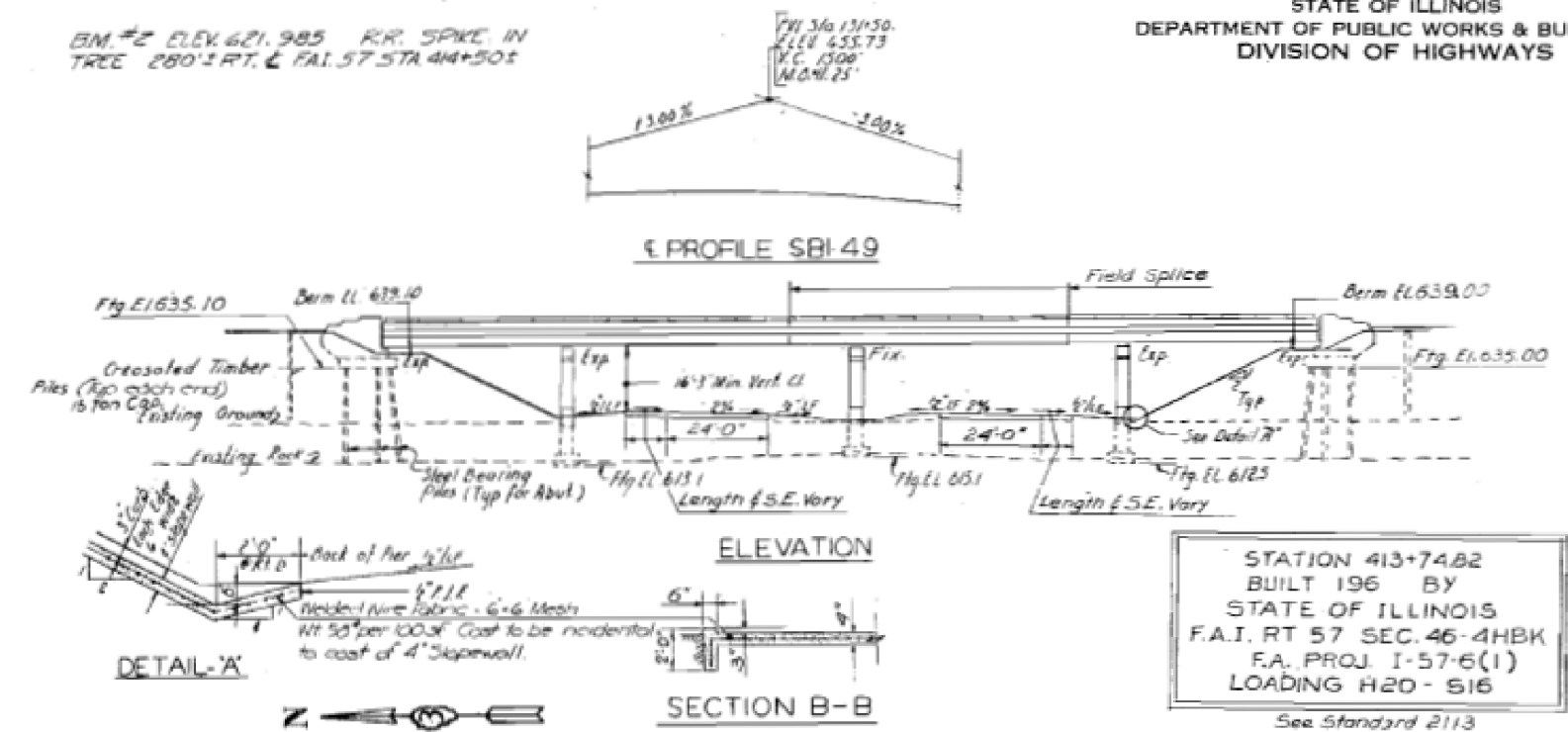
SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-4HBK)BP-2	KANKAKEE	13	9
CONTRACT NO. 66K26				
ILLINOIS FED. AID PROJECT				

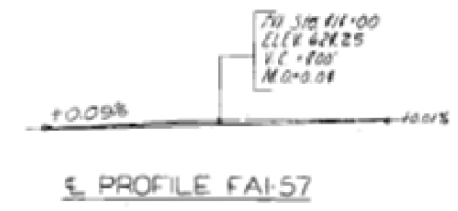
BM #2 ELEV. 621.985 RR. SPIKE IN TREE 280' S RT. & FAI. 57 STA. 414+50.5

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

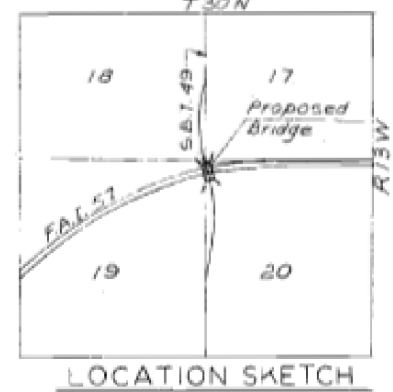
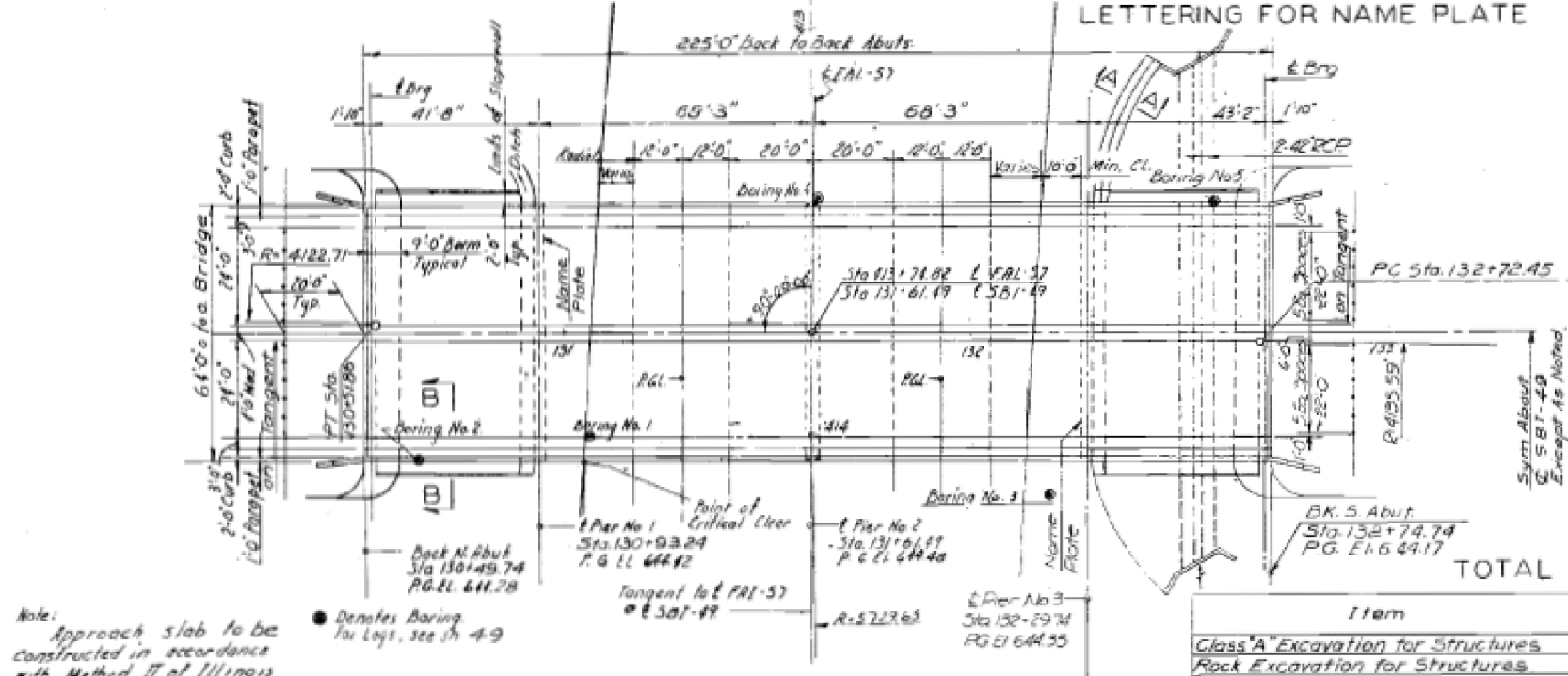
SECTION	ROUTE	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-57	46-4 HBK	KANKAKEE	13	2



STATION 413+74.82
BUILT 196 BY
STATE OF ILLINOIS
F.A.I. RT 57 SEC. 46-4HBK
F.A. PROJ. I-57-6(1)
LOADING H20-S16
See Standard 2113



DESIGN STRESSES
Reinforced Concrete
f_c = 3500 psi
f_s = 20000 psi
n = 10
f_t = 1400 psi (except footings)
f_c = 1000 psi (footings)
f_c = 90 psi (except footings)
f_c = 75 psi (footings)
Structural Steel
f_y = 20,000 psi (A-36 STEEL)
Max. Soil Pressure = 5 Tons/sq ft
Loading - H20-S16-44



TOTAL BILL OF MATERIALS (BRIDGE ONLY)

Item	Unit	Super	Sub	Totals
Class 'A' Excavation for Structures	Cu. Yd.		466	466
Rock Excavation for Structures	Cu. Yd.		18	18
Class X Concrete	Cu. Yd.	404.5	379.9	784.4
Furnishing Structural Steel	Lb.	396,878		396,878
Erecting Structural Steel	Lb.	396,878		396,878
Reinforcement Bars	Lb.	97,363	41,072	138,435
Fur. Grip. Piles up to 30 ft.	Lin. Ft.		360	360
Driving Timber Piles	Lin. Ft.		600	600
Furnishing Steel Piles 10BP 42	Each		644	644
Test Piles Steel 10BP 42	Each		2	2
Driving Steel Piles	Lin. Ft.		644	644
Name Plates	Each		2	2
Slope Wall 4 Inch	Sq. Yd.		705	705
Aluminum Handrail	Lin. Ft.		445.7	445.7
Protective Coat	Sq. Yd.		1780	1780

GENERAL NOTES

STRUCTURAL STEEL SHALL CONFORM TO THE SPECIFICATIONS FOR STRUCTURAL STEEL, A.S.T.M. DESIGNATION A36, KNIGHT IN STEEL PILES. STEEL FOR PILES SHALL CONFORM TO THE REQUIREMENTS OF ARTICLE 124.3 OF THE STANDARD SPECIFICATIONS.

CLASS X CONCRETE SHALL BE USED THROUGHOUT. COARSE AGGREGATE USED IN PARAPETS AND END POSTS SHALL BE FREE OF CHERT, FLINT, LIMONITE, LIGHTITE AND SOFT SANDSTONE.

THE CONCRETE FLOOR SLAB SHALL BE FINISHED IN ACCORDANCE WITH ARTICLE 51.19 OF THE STANDARD SPECIFICATIONS.

ALL WELDING SHALL COMPLY WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR WELDED HIGHWAY AND RAILWAY BRIDGES, OF THE AMERICAN WELDING SOCIETY.

ALL ROCKERS, BOLSTERS, BEARING PLATES, LEAD PLATES, FENTLES, AND ANCHOR BOLTS SHALL BE FABRICATED AND SET IN ACCORDANCE WITH ARTICLE 51.15 OF THE STANDARD SPECIFICATIONS AND ARE INCLUDED IN QUANTITY OF STRUCTURAL STEEL.

ANCHOR BOLTS SHALL BE SET BEFORE CONNECTING DIAPHRAGMS OVER SUPPORT. SPACE REINFORCING TO HOLD ANCHOR BOLTS.

EXPANSION GUARDS AND PLATES SHALL BE FABRICATED AND ERECTED IN ACCORDANCE WITH ARTICLE 51.13 (4) OF THE STANDARD SPECIFICATIONS AND ARE IN QUANTITY OF STRUCTURAL STEEL.

EXCEPT AS OTHERWISE PROVIDED ALL STRUCTURAL STEEL SHALL RECEIVE ONE SHOP COAT OF RED LEAD PAINT AND TWO FIELD COATS OF ALUMINUM PAINT. SEE ARTICLES 56.1 TO 56.5 INCLUSIVE OF THE STANDARD SPECIFICATIONS.

ALL SURFACES OF EXPANSION GUARDS INACCESSIBLE AFTER ERECTION SHALL BE GIVEN TWO SHOP COATS OF RED LEAD PAINT. THE 3/4" φ WELDED STUDS SHALL NOT BE PAINTED.

THE CONTRACTOR SHALL DRIVE TWO (2) TEST PILES IN PERMANENT LOCATIONS AS DIRECTED BY THE ENGINEER, BEFORE ORDERING REMAINDER OF PILES, ONE EACH AT THE NORTH AND SOUTH ABUTMENTS.

NO ROCK LARGER THAN 3" SHALL BE PLACED IN PILES IN THE AREA WHERE PILES ARE TO BE DRIVEN.

ALL STEEL BEARING PILES ARE TO BE DRIVEN TO REFUSAL. RIVETS SHALL BE 3/4" φ WITH 13/16" φ OPEN HOLES UNLESS NOTED.

Whenever in these plans, references are made to standard specifications, it shall be understood that the specifications are effective as of the date of the issue of these plans.

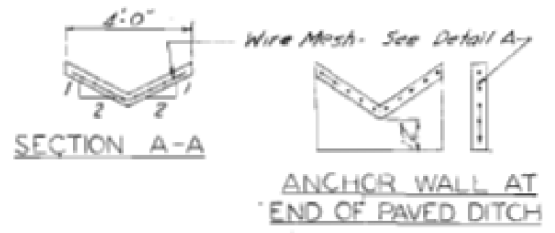
Prepared and Recommended by
Blauvelt Engineering Co.
J. Blauvelt
Structural Engineer #81-2206

GENERAL PLAN & ELEVATION
SBI-49 OVER FAI-57

FAI STA 413+74.82
FAI ROUTE 57 PROJECT I-57-6(1) 309
SECTION 46-4 HBK B 44F KANKAKEE COUNTY
Scale: No Scale DATE: July 3, 1961
BLAUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODBURY N.J. NEW YORK N.Y. CRYSTAL LAKE, ILL.

Note:
Approach slab to be constructed in accordance with Method II of Illinois Standard 1909-3. For Details see Sta 50

DESIGNED	H.C.W.
CHECKED	L.L.
DRAWN	C.G.W.
CHECKED	H.C.W.

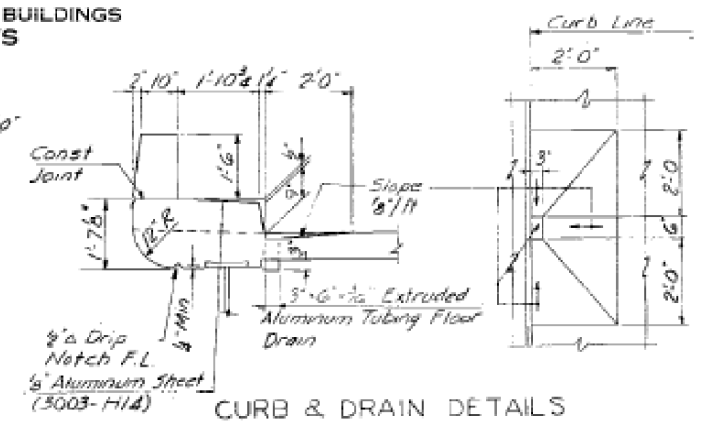
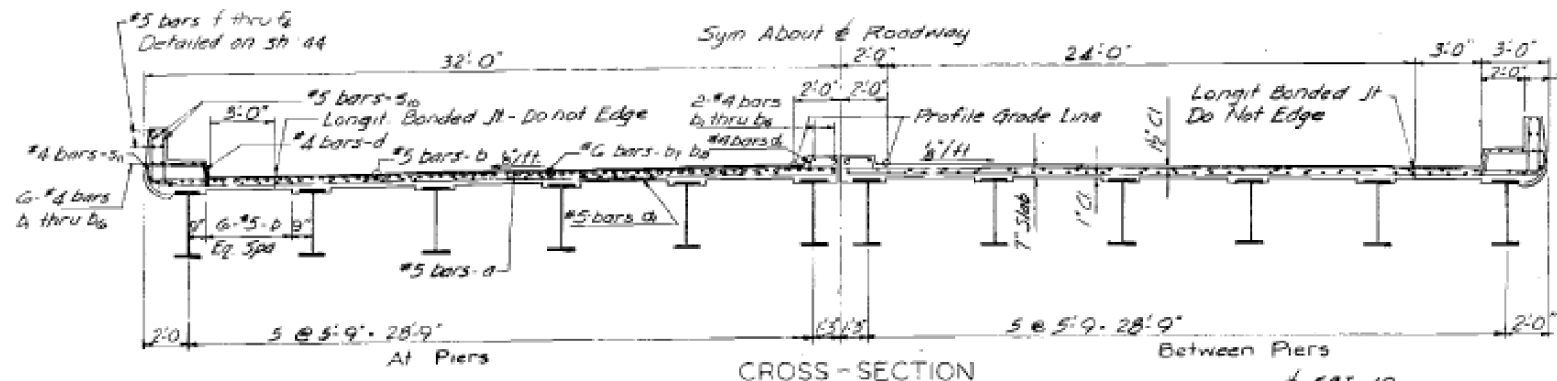


ANCHOR WALL AT END OF PAVED DITCH

FOR INFORMATION ONLY

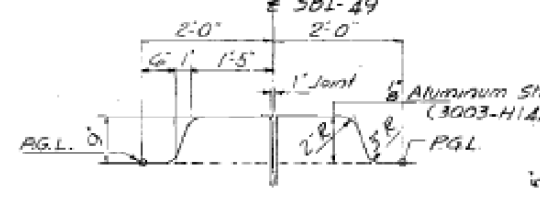
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
FAI-57	46-4HBK 44-4	KANKAKEE	22	41
FILE NUMBER NO. 7	BLUVELT	PROJECT		

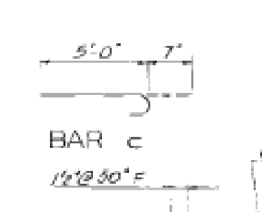


After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at the intervals shown on the DL Defl. Diagram. From these elevations, subtract the increment of deflection for these points as determined from the DL Deflection Diagram. The elevations so obtained subtracted from the theoretical grade elevations minus floor thickness equals 't'.

METHOD OF DETERMINING FILLET HEIGHT 't'



MEDIAN DETAIL



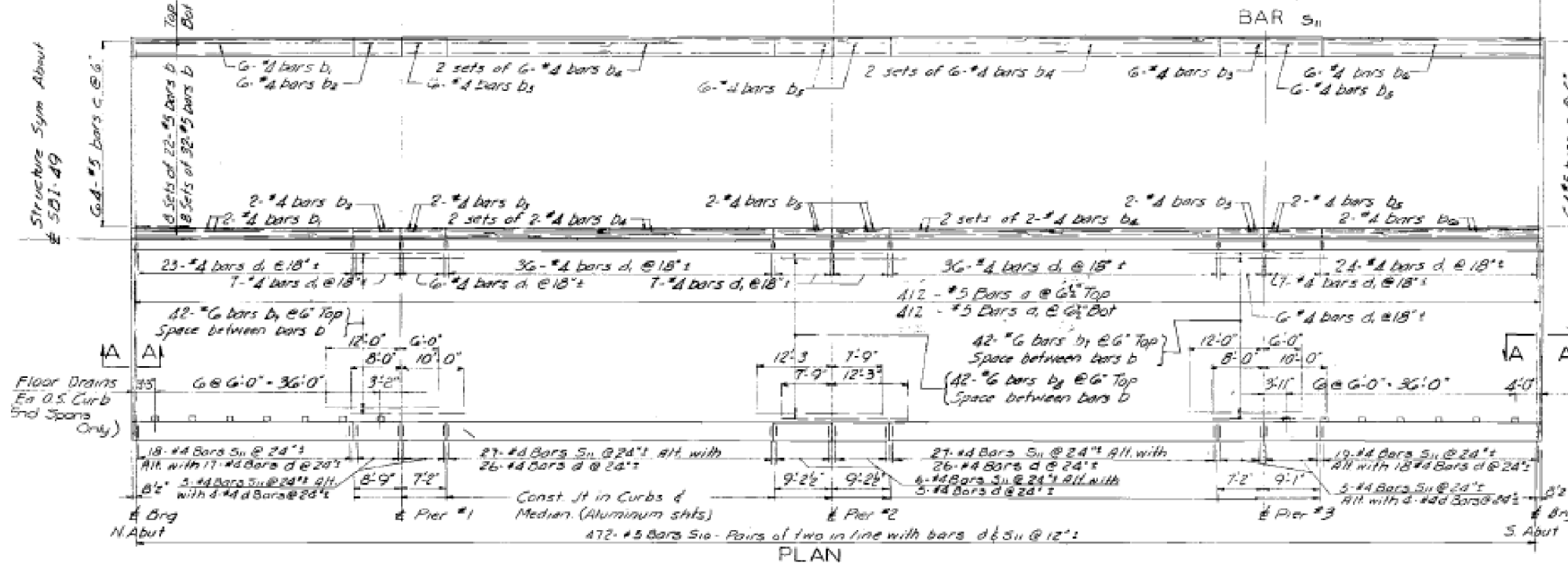
SECTION A-A

BILL OF MATERIALS

Bar	No.	Size	Length	Shape
a	824	#5	31'8"	
a1	824	#5	31'2"	
b	864	#5	28'9"	
b1	16	#4	33'4"	
b2	16	#4	8'5"	
b3	32	#4	6'10"	
b4	64	#4	26'3"	
b5	48	#4	8'9"	
b6	16	#4	34'6"	
b7	168	#6	18'0"	
b8	81	#6	28'0"	
c	256	#5	5'7"	
d	226	#4	1'1"	
d1	318	#4	3'9"	
21a	944	#5	2'10"	
311	246	#2	5'11"	

Class X Concrete Cu Yds 404.5
Reinf. Bars Lbs 97,343
Structural Steel Lbs 596,878

Note: For expansion guard detail see Sht. 42.
*Structural Steel includes weight of rockers, bolsters, bearing plates, lead plates, pintles, and anchor bolts. Estimated Wt. = 15,362 Lbs.



ELEVATIONS - BOTTOM OF STRINGERS

Stringer Mark	g Brg. N. Abut.	g Brg. Pier #1	g Splice #1	g Brg. Pier #2	g Splice #2	g Brg. Pier #3	g Brg. S. Abut.
S1	640.86	640.99	641.05	641.05	640.96	640.92	640.75
S2	640.92	641.05	641.11	641.11	641.02	640.98	640.81
S3	640.98	641.11	641.17	641.17	641.08	641.04	640.87
S4	641.04	641.17	641.23	641.23	641.14	641.10	640.93
S5	641.10	641.23	641.29	641.29	641.20	641.16	640.99
S6	641.16	641.29	641.35	641.35	641.26	641.22	641.05

These elevations are at bottom of bottom flange of stringers (exclusive of bottom cover plate) and are for fabrication of structural steel. (No allowance for deflection)

Note: No longitudinal reinforcement shall pass through the bonded construction joints. The cost of furnishing and installing floor drains & aluminum sheets shall be incidental to the contract.

ELEVATIONS - TOP OF SLAB

Elevations are theoretical Top of Concrete Slab Elevations, not Adjusted for Dead Load Deflection.

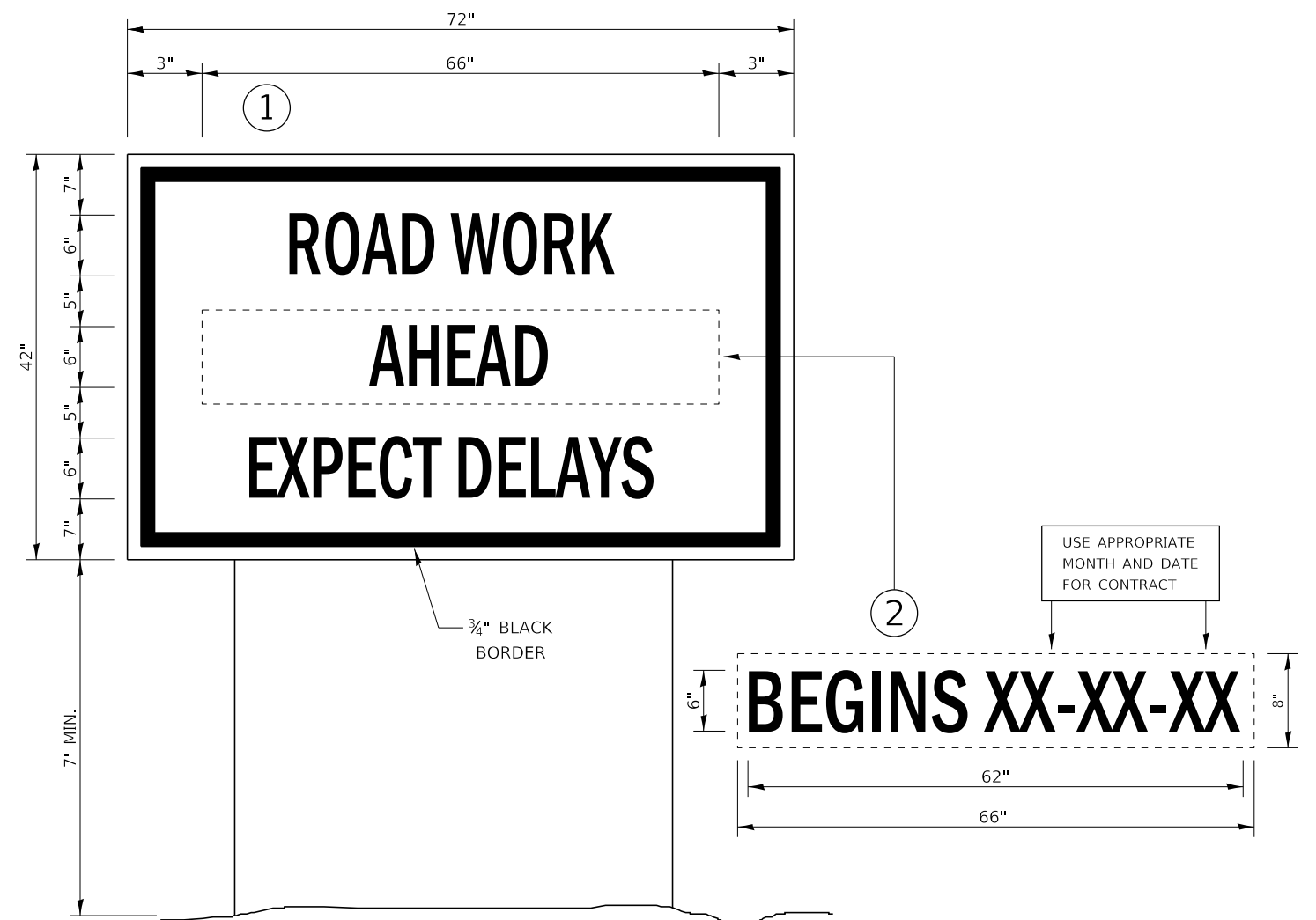
Stringer Mark	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
S1	643.99	644.03	644.07	644.09	644.12	644.14	644.16	644.17	644.18	644.19	644.19	644.18	644.17	644.15	644.14	644.11	644.09	644.06	644.03	643.99	643.95	643.89	
S2	644.05	644.09	644.13	644.15	644.18	644.20	644.22	644.23	644.24	644.25	644.25	644.24	644.23	644.21	644.20	644.17	644.15	644.12	644.09	644.05	644.01	643.95	
S3	644.11	644.15	644.19	644.21	644.24	644.26	644.28	644.29	644.30	644.31	644.31	644.31	644.30	644.29	644.27	644.26	644.23	644.21	644.18	644.15	644.11	644.07	644.01
S4	644.17	644.21	644.25	644.27	644.30	644.32	644.34	644.35	644.36	644.37	644.37	644.37	644.36	644.35	644.33	644.32	644.29	644.27	644.24	644.21	644.17	644.13	644.07
S5	644.23	644.27	644.31	644.33	644.36	644.38	644.40	644.41	644.42	644.43	644.43	644.42	644.41	644.39	644.38	644.35	644.33	644.30	644.27	644.23	644.19	644.13	
S6	644.29	644.33	644.37	644.39	644.42	644.44	644.46	644.47	644.48	644.49	644.49	644.48	644.47	644.45	644.44	644.41	644.39	644.36	644.33	644.29	644.25	644.19	

1. For Location of Points and Dead Load Deflections see Sht. 43.
2. For Stringers S1 & S6 add depth of Curb or Median to obtain top of concrete elevation over stringer.
3. Elevations are sum about SBI-49.

SLAB PLAN & CROSS-SECTION

SBI-49 OVER FAI-57
FAI STA. 413+74.82
FAI ROUTE 57 SECTION 46-4HBK 44H PROJECT 1-57-6(1)509
KANKAKEE COUNTY
Scale: No Scale Date: July, 3, 1967
BLUVELT ENGINEERING CO.
CONSULTING ENGINEERS
WOODSBURY, N. J. NEW YORK, N. Y. CRYSTAL LAKE, ILL.

FOR INFORMATION ONLY



TEMPORARY INFORMATION SIGNING

TO BE USED ON US 45/52

NOTES:

1. USE 6" D BLACK LETTERING ON FLUORESCENT ORANGE BACKGROUND.
2. ERECT SIGNS AT LOCATIONS IN ADVANCE OF THE "ROAD CONSTRUCTION AHEAD" SIGNS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② A MINIMUM OF ONE WEEK PRIOR TO THE START OF THE LANE CLOSURE.
4. REMOVE PANEL ② ON THAT DATE.
5. SEE SPECIAL PROVISION "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. WILL BE PAID FOR PER SQ FT AS "TEMPORARY INFORMATION SIGNING". EACH SIGN = 21 SQ FT AND THE DATE PANEL ② WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.

FILE NAME =	USER NAME = woodshank1	DESIGNED - RW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY INFORMATION SIGNING			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\planroom\dot\illinois\gov\PWIDOT\Documents\IDOT\Files\District 3\Projects\D366K26\CADData\66K26-cover.dgn	DRAWN - RW	REVISED -	57					(46-4HBK)BP-2	KANKAKEE	13	13	
Default	PLOT SCALE = 100,0000' / in.	CHECKED - EP	REVISED -		CONTRACT NO. 66K26							
	PLOT DATE = 3/18/2019	DATE - 3/13/2019	REVISED -		SCALE:	SHEET 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS	FED. AID PROJECT		