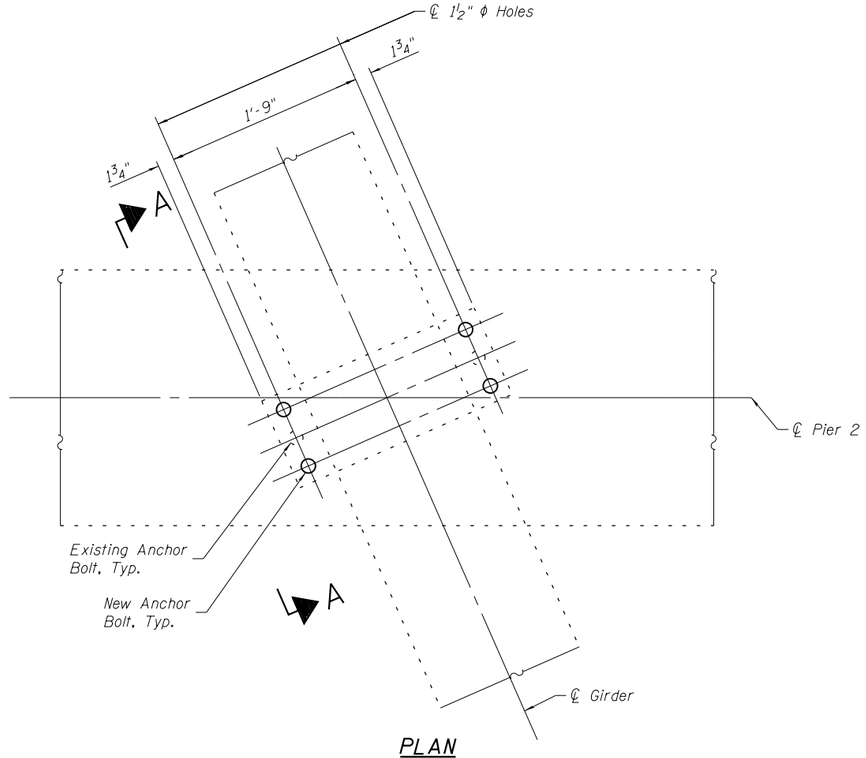
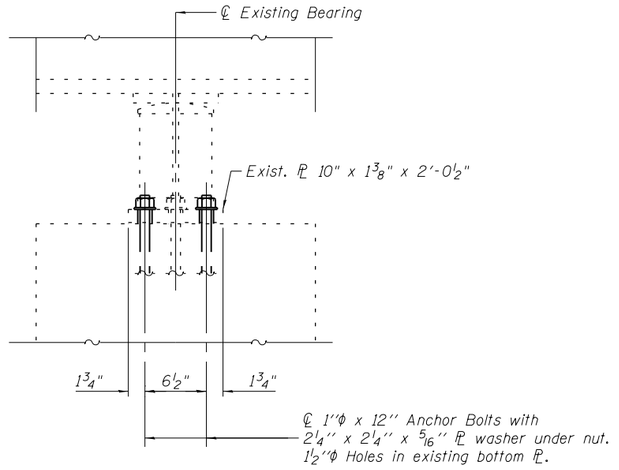


PLAN



SECTION A-A

FIXED PIER ANCHOR BOLTS

(12 Locations)

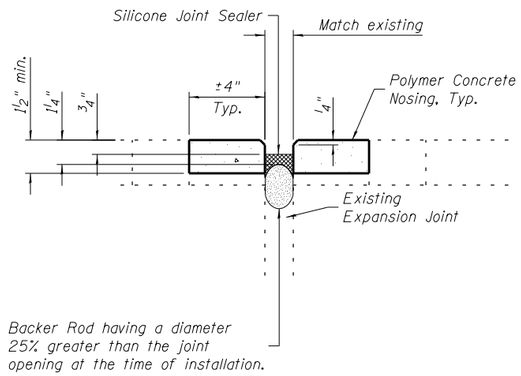
Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost included with Anchor Bolts, 1"

Field drilling of existing bearing plates for new anchor bolt installation is considered completely included with Anchor Bolts, 1".



SILICONE JOINT SEALER DETAIL

Note:

For estimated locations of polymer concrete nosing replacement, see sheets 3 and 4 of 6.

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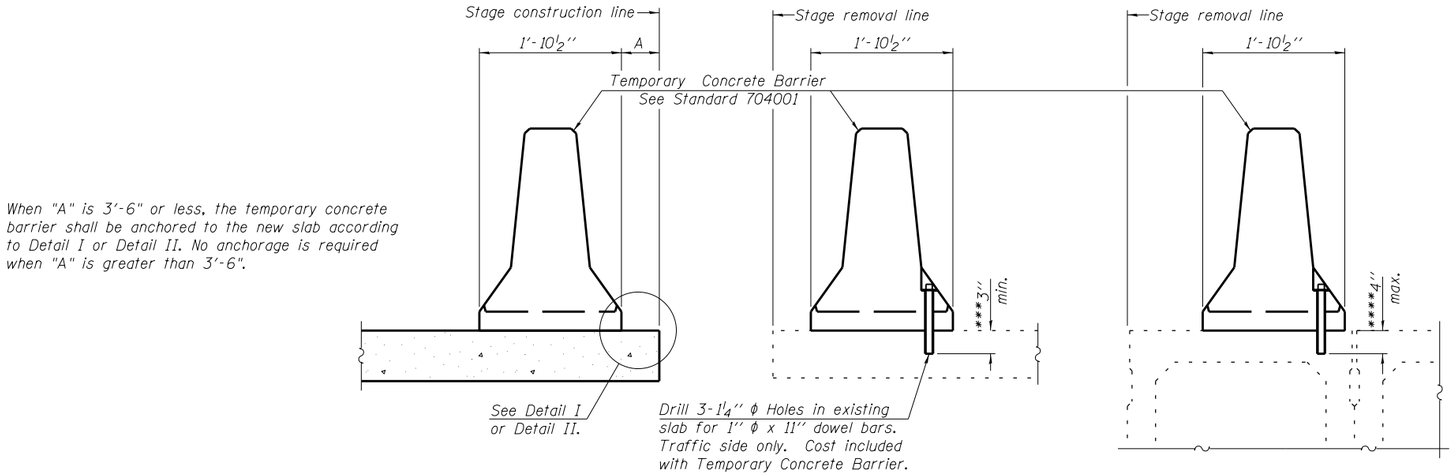
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS
STRUCTURE NO. 095-0039 & 095-0040
SHEET NO. 5 OF 6 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-(1,2)RS-1	WASHINGTON	126	101
		CONTRACT NO. 76D20		
	ILLINOIS FED. AID PROJECT			



When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".

NOTES

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

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1'' x 7'' x ''W'' steel ℙ to the concrete slab or concrete wearing surface with 2-$\frac{5}{8}$'' ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

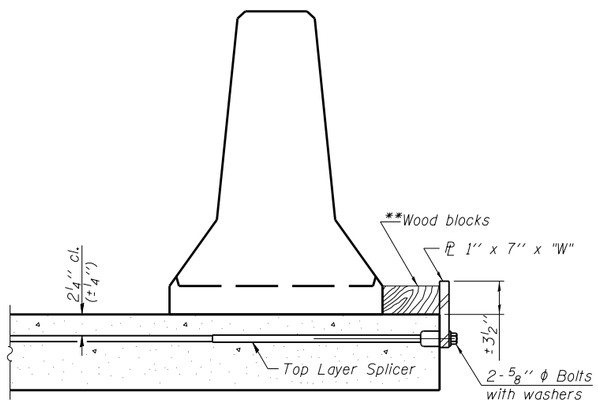
Cost of anchorage is included with Temporary Concrete Barrier.

The 1'' x 7'' x ''W'' plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

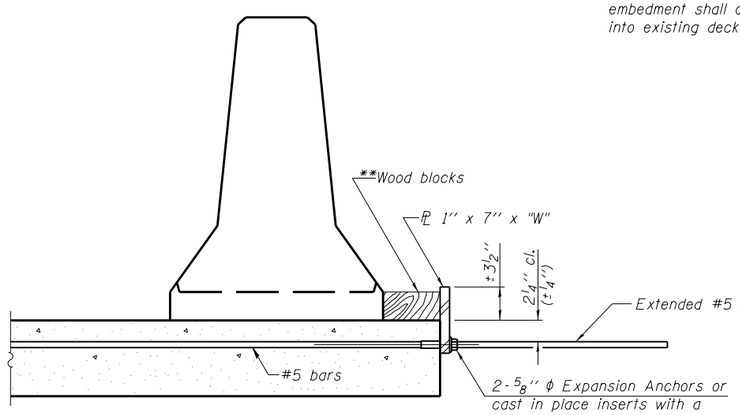
SECTIONS THRU SLAB OR DECK BEAM

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

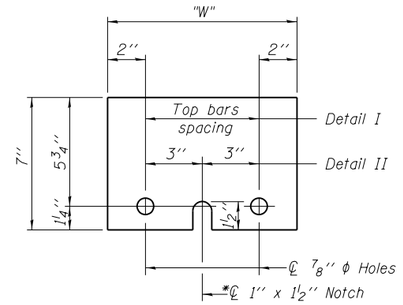
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER ℙ 1'' x 7'' x ''W''

* Required only with Detail II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4''

R-27

7-1-10

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DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 095-0039 & 095-0040
SHEET NO. 6 OF 6 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-(1,2)RS-1	WASHINGTON	126	102
		CONTRACT NO. 76D20		
	ILLINOIS FED. AID PROJECT			

Existing Structure: S.N. 095-0041 (E.B.) and 095-0042 (W.B.) built in 1971 as F.A.I. Route 64 over the southeast overflow channel of the Kaskaskia River, Sec. 95-1B-2 at Sta. 1867+38.25 (095-0041) and Sta. 1869+03.10 (095-0042). Existing structures consist of five span, 36" continuous rolled steel beam bridges, (57'-73'-73'-73'-57'). The back to back of abutments measure 339'-2" and the out to out bridge widths are 42'-6" with a 23° 33' skew. Stub abutments bear on concrete piles and solid wall piers bear on creosoted piles.

Structure improvements include deck patching, sealing deck and parapets, modifying fixed bearings and placing polymer concrete and silicone joint seals at the expansion joints.

One lane of traffic in each direction is to be maintained during construction using stage construction.

No salvage.

FAI ROUTE 64 CURVE DATA

Eastbound Lanes	Westbound Lanes
P.I. Sta. = 1872+86.94	P.I. Sta. = 1861+99.67
Δ = 20° 58' 08" (RT)	Δ = 25° 17' 17" (RT)
D = 0° 30' 00"	D = 0° 30' 00"
R = 11,459.16'	R = 11,459.16'
T = 2120.60'	T = 2570.67'
L = 4193.75'	L = 5057.61'
E = 194.56'	E = 284.80'
S.E. = 0.016 '/'	S.E. = 0.016 '/'
P.C. Sta. = 1851+66.34	P.C. Sta. = 1836+29.00
P.T. Sta. = 1893+60.10	P.T. Sta. = 1886+86.61

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Anchor Bolts, 1"	Each	48
Bridge Deck Concrete Sealer	Sq. Ft.	32751
Structural Steel Repair	Pound	410
Deck Slab Repair (Partial)	Sq. Yd.	225
Silicone Joint Sealer, 1.5"	Foot	185.0
Polymer Concrete	Cu. Ft.	3

INDEX OF SHEETS

SCOPE OF WORK

Seal deck and parapets, replace silicone joint sealer (full width), replace polymer concrete nosing (as directed), partial depth deck slab and existing ±2 3/8" microsilica overlay patching and install side retainers with anchor bolts at the fixed pier bearings.

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 the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

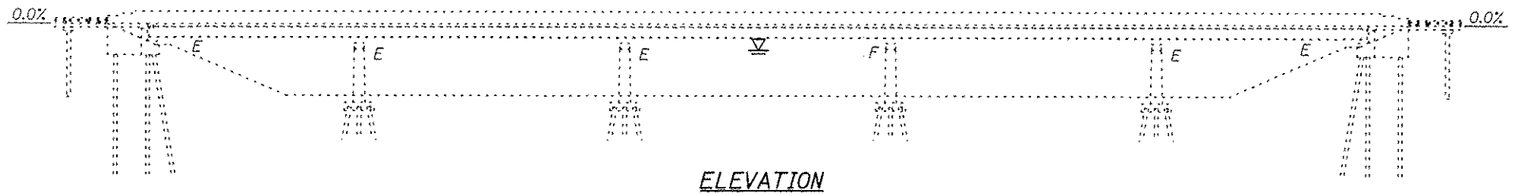
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

All structural steel shall be conform to AASHTO Classification M 270 Grade 36 unless otherwise noted.

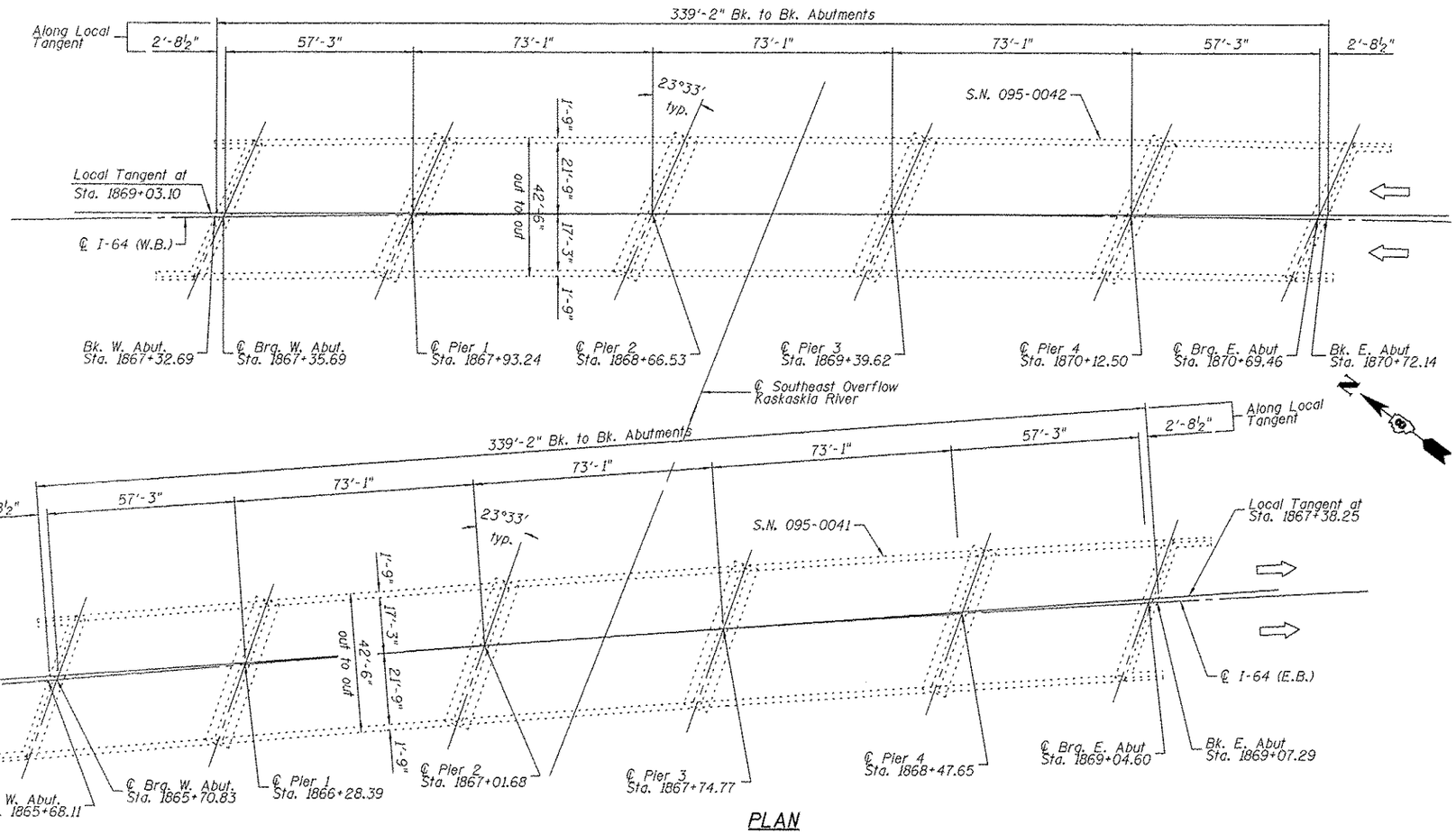
No field welding is permitted except as specified in the contract documents.

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

All structural steel shall be shop painted with inorganic zinc rich primer per AASHTO M 300, Type I. Cost included with "Structural Steel Repair."



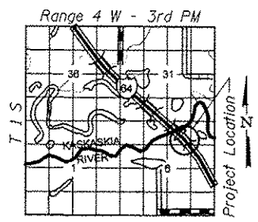
ELEVATION



PLAN

LICENSED STRUCTURAL ENGINEER
CHRIS LINNEMAN
081-006445
STATE OF ILLINOIS

Signed: _____
Date: 6/11/2014
License Expires: 11/30/2014



LOCATION SKETCH

GENERAL PLAN & ELEVATION
F.A.I. 64 OVER KASKASKIA RIVER (OVERFLOW CHANNEL)
F.A.I. 64 - SECTION 95-(1,2)RS-1
WASHINGTON COUNTY
STA. 1867+38.25 (095-0041)
STA. 1869+03.10 (095-0042)
STRUCTURE NO. 095-0041 & 095-0042

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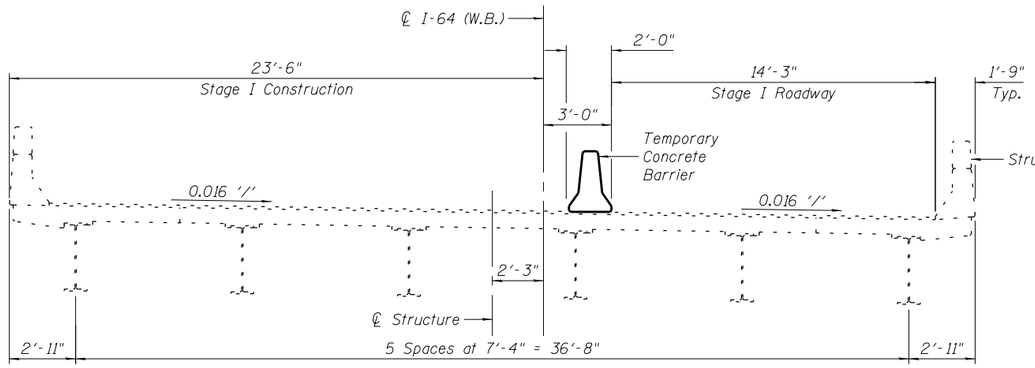
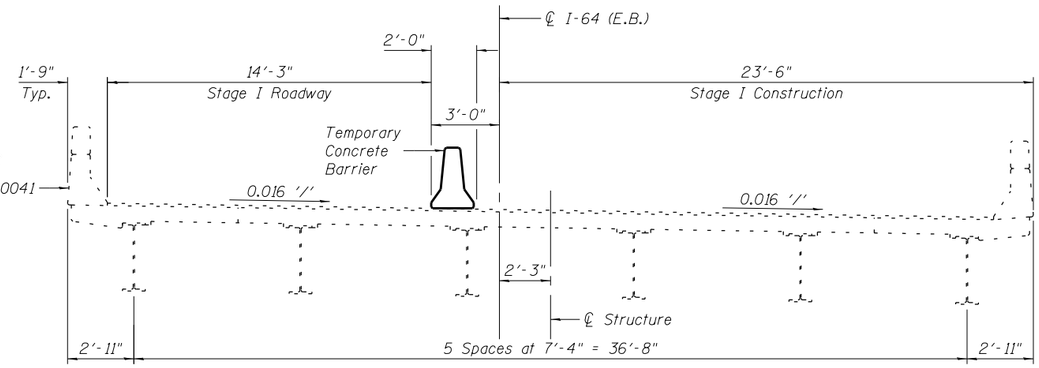
DEPARTMENT OF TRANSPORTATION

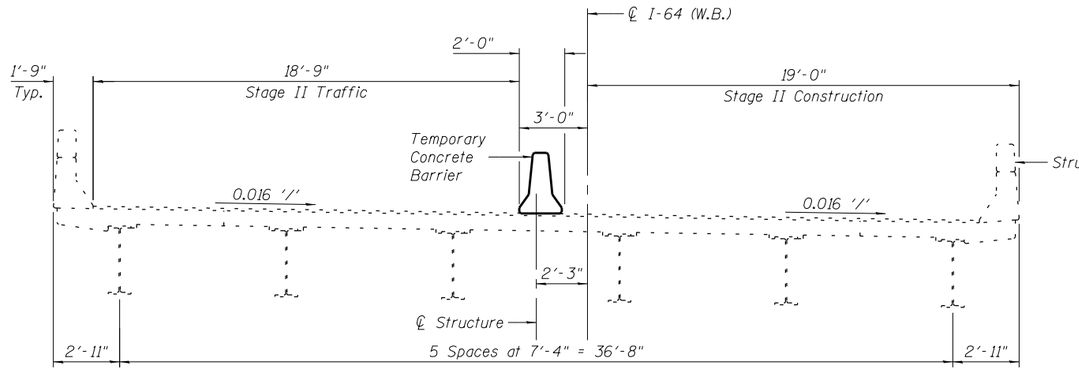
GENERAL PLAN & ELEVATION
STRUCTURE NO. 095-0041 & 095-0042
SHEET NO. 1 OF 6 SHEETS

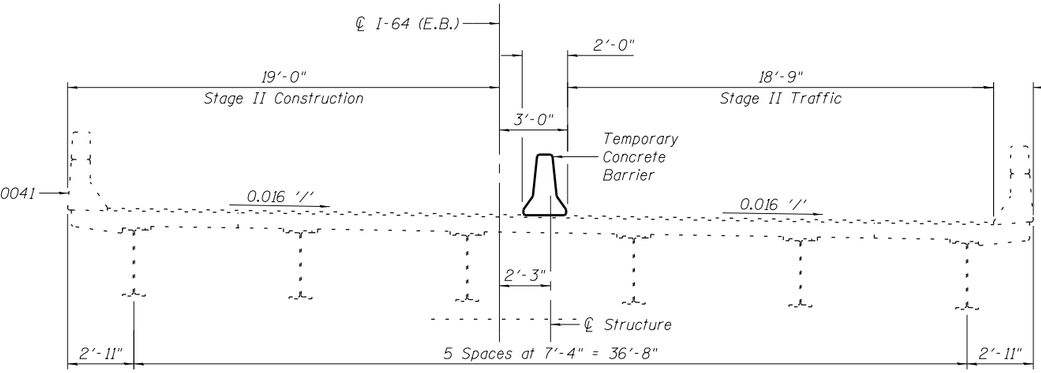
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-(1,2)RS-1	WASHINGTON	126	103
		CONTRACT NO. 76D20		
		ILLINOIS FED. AID PROJECT		





STAGE I
(Looking East)





STAGE II
(Looking East)

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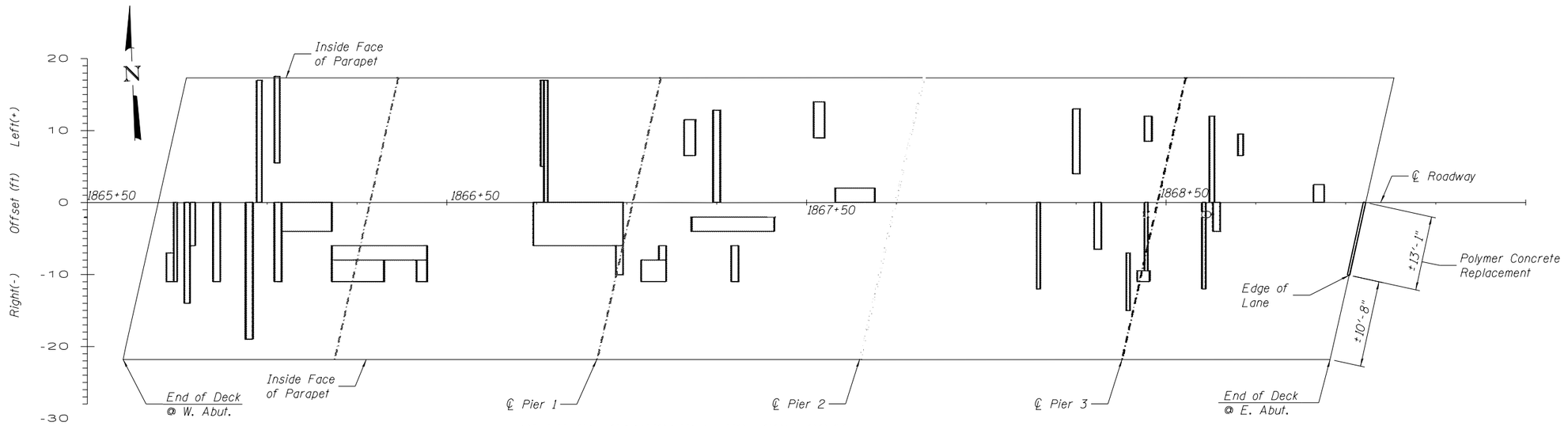
DEPARTMENT OF TRANSPORTATION

STAGING PLAN
STRUCTURE NO. 095-0041 & 095-0042
SHEET NO. 2 OF 6 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-(1,2)RS-1	WASHINGTON	126	104
		CONTRACT NO. 76D20		
	ILLINOIS FED. AID PROJECT			



PLAN OF STRUCTURE NO. 095-0041

STRUCTURE NO. 095-0041

Deck Slab Repair (Partial) 112 sq. yd.

Deck Slab Repair (Full Depth, Type I) 0 sq. yd.

Deck Slab Repair (Full Depth, Type II) 0 sq. yd.

Notes

The areas of deck repairs are estimated.

The deck survey and schedule shows 0 cu. yds. of full depth deck slab repairs.

Plan quantities have been increased by 25%.

The Engineer shall show actual patch locations on as-built plans.

Deck Survey 10-9-2012 & 10-10-2012

Patch #	Start Sta	End Sta	Offsets (ft) From		Offsets (ft) To		Length (ft.)	Width (ft.)	Area (sy)	Full or Partial Depth	Type 1 or II (Full Depth)
1	1865+97.00	1865+98.50	0	Lt	17	Lt	1.5	17	2.83	P	
2	1866+02.00	1866+03.50	5.5	Lt	17.5	Lt	1.5	12	2.00	P	
3	1866+76.00	1866+77.00	5	Lt	17	Lt	1	12	1.33	P	
4	1866+77.00	1866+78.00	0	Lt	17	Lt	1	17	1.89	P	
5	1867+16.00	1867+19.00	6.5	Lt	11.5	Lt	3	5	1.67	P	
6	1867+24.00	1867+26.00	0	Lt	12.8	Lt	2	12.8	2.84	P	
7	1867+52.00	1867+55.00	9	Lt	14	Lt	3	5	1.67	P	
8	1867+58.00	1867+69.00	0	Lt	2	Lt	11	2	2.44	P	
9	1868+24.00	1868+26.00	4	Lt	13	Lt	2	9	2.00	P	
10	1868+44.00	1868+46.00	8.5	Lt	12	Lt	2	3.5	0.78	P	
11	1868+62.00	1868+63.50	0	Lt	12	Lt	1.5	12	2.00	P	
12	1868+70.00	1868+71.50	6.5	Lt	9.5	Lt	1.5	3	0.50	P	
13	1868+91.00	1868+94.00	0	Lt	2.5	Lt	3	2.5	0.83	P	
14	1868+63.00	1868+65.00	0	Rt	4	Rt	2	4	0.89	P	
15	1868+60.00	1868+61.00	0	Rt	12	Rt	1	12	1.33	P	
16	1868+44.00	1868+45.00	0	Rt	9.5	Rt	1	9.5	1.06	P	
17	1868+42.00	1868+45.50	9.5	Rt	11	Rt	3.5	1.5	0.58	P	
18	1868+39.00	1868+40.00	7	Rt	15	Rt	1	8	0.89	P	
19	1868+30.00	1868+32.00	0	Rt	6.5	Rt	2	6.5	1.44	P	
20	1868+14.00	1868+15.00	0	Rt	12	Rt	1	12	1.33	P	
21	1867+29.00	1867+31.00	6	Rt	11	Rt	2	5	1.11	P	
22	1867+18.00	1867+41.00	2	Rt	4	Rt	23	2	5.11	P	
23	1867+04.00	1867+11.00	8	Rt	11	Rt	7	3	2.33	P	
24	1867+09.00	1867+11.00	6	Rt	8	Rt	2	2	0.44	P	

Patch #	Start Sta	End Sta	Offsets (ft) From		Offsets (ft) To		Length (ft.)	Width (ft.)	Area (sy)	Full or Partial Depth	Type 1 or II (Full Depth)
25	1866+74.00	1866+99.00	0	Rt	6	Rt	25	6	16.67	P	
26	1866+97.00	1866+99.00	6	Rt	10	Rt	2	4	0.89	P	
27	1866+18.00	1866+44.50	6	Rt	8	Rt	26.5	2	5.89	P	
28	1866+41.50	1866+44.50	8	Rt	11	Rt	3	3	1.00	P	
29	1866+18.00	1866+32.50	8	Rt	11	Rt	14.5	3	4.83	P	
30	1866+04.00	1866+18.00	0	Rt	4	Rt	14	4	6.22	P	
31	1866+02.00	1866+04.00	0	Rt	11	Rt	2	11	2.44	P	
32	1865+94.00	1865+96.00	0	Rt	19	Rt	2	19	4.22	P	
33	1865+85.00	1865+87.00	0	Rt	11	Rt	2	11	2.44	P	
34	1865+78.50	1865+80.00	0	Rt	6	Rt	1.5	6	1.00	P	
35	1865+77.00	1865+78.50	0	Rt	14	Rt	1.5	14	2.33	P	
36	1865+74.00	1865+75.00	0	Rt	11	Rt	1	11	1.22	P	
37	1865+72.00	1865+74.00	7	Rt	11	Rt	2	4	0.89	P	

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DEPARTMENT OF TRANSPORTATION

DECK PATCHING SURVEY (SHEET 1 OF 2)
STRUCTURE NO. 095-0041 & 095-0042
SHEET NO. 3 OF 6 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-(1,2)RS-1	WASHINGTON	126	105
		CONTRACT NO. 76D20		
	ILLINOIS FED. AID PROJECT			

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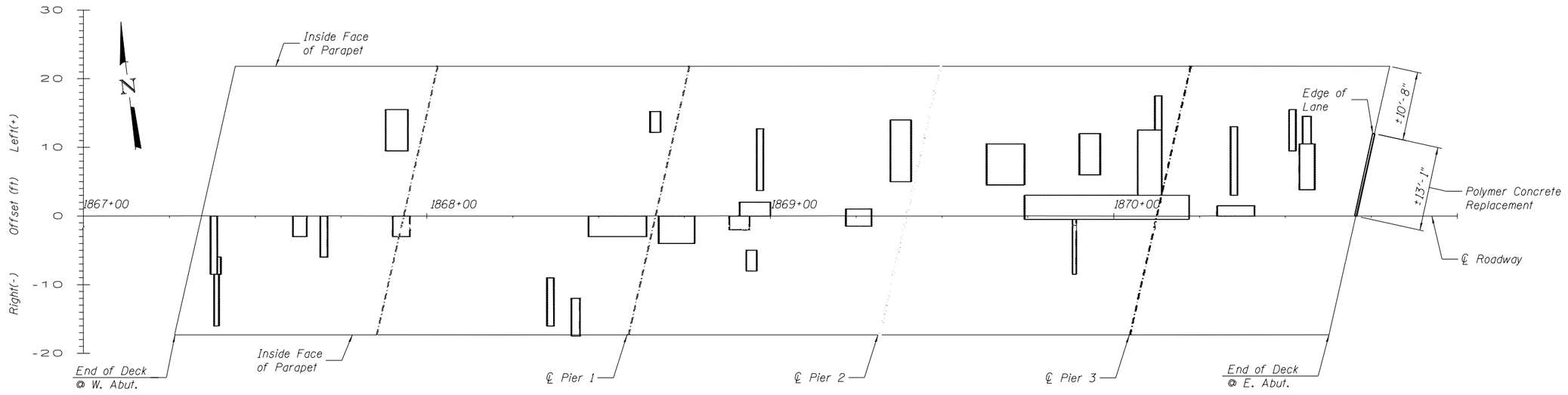

PLAN OF STRUCTURE NO. 095-0042

STRUCTURE NO. 095-0042

Deck Slab Repair (Partial) 113 sq. yd.

Deck Slab Repair (Full Depth, Type I) 0 sq. yd.

Deck Slab Repair (Full Depth, Type II) 0 sq. yd.

Patch #	Start Sta	End Sta	Offsets (ft) From		Offsets (ft) To		Length (ft.)	Width (ft.)	Area (sy)	Full or Partial Depth	Type 1 or II (Full Depth)
1	1867+88.00	1867+94.50	9.5	Lt	15.5	Lt	6.5	6	4.33	P	
2	1868+65.00	1868+68.00	12.2	Lt	15.2	Lt	3	3	1.00	P	
3	1868+91.00	1869+00.00	0	Lt	2	Lt	9	2	2.00	P	
4	1868+96.00	1868+98.00	3.7	Lt	12.7	Lt	2	9	2.00	P	
5	1869+35.00	1869+41.00	5	Lt	14	Lt	6	9	6.00	P	
6	1869+63.00	1869+74.00	4.5	Lt	10.5	Lt	11	6	7.33	P	
7	1869+90.00	1869+96.00	6	Lt	12	Lt	6	6	4.00	P	
8	1870+34.00	1870+36.00	3	Lt	13	Lt	2	10	2.22	P	
9	1870+51.00	1870+53.00	9.5	Lt	15.5	Lt	2	6	1.33	P	
10	1870+55.00	1870+57.50	10.5	Lt	14.5	Lt	2.5	4	1.11	P	
11	1870+54.00	1870+58.50	3.8	Lt	10.5	Lt	4.5	6.7	3.35	P	
12	1870+30.00	1870+41.00	0	Lt	1.5	Lt	11	1.5	1.83	P	
13	1869+74.00	1870+22.00	0.5	Rt	3	Lt	48	3.5	18.67	P	
14	1870+07.00	1870+14.00	3	Lt	12.5	Lt	7	9.5	7.39	P	
15	1870+12.00	1870+14.00	12.5	Lt	17.5	Lt	2	5	1.11	P	
16	1869+88.00	1869+89.00	0.5	Rt	8.5	Rt	1	8	0.89	P	
17	1869+22.00	1869+29.50	1	Lt	1.5	Rt	7.5	2.5	2.08	P	
18	1868+88.00	1868+94.00	0	Lt	2	Rt	6	2	1.33	P	
19	1868+67.50	1868+78.00	0	Rt	4	Rt	10.5	4	4.67	P	
20	1868+93.00	1868+96.00	5	Rt	8	Rt	3	3	1.00	P	
21	1868+47.00	1868+64.00	0	Rt	3	Rt	17	3	5.67	P	
22	1868+42.00	1868+44.50	12	Rt	17.5	Rt	2.5	5.5	1.53	P	
23	1868+35.00	1868+37.00	9	Rt	16	Rt	2	7	1.56	P	
24	1867+90.00	1867+95.00	0	Rt	3	Rt	5	3	1.67	P	

Patch #	Start Sta	End Sta	Offsets (ft) From		Offsets (ft) To		Length (ft.)	Width (ft.)	Area (sy)	Full or Partial Depth	Type 1 or II (Full Depth)
25	1867+69.00	1867+71.00	0	Rt	6	Rt	2	6	1.33	P	
26	1867+61.00	1867+65.00	0	Rt	3	Rt	4	3	1.33	P	
27	1867+38.00	1867+39.50	8.5	Rt	16	Rt	1.5	7.5	1.25	P	
28	1867+39.00	1867+40.00	6	Rt	8.5	Rt	1	2.5	0.28	P	
29	1867+37.00	1867+39.00	0	Rt	8.5	Rt	2	8.5	1.89	P	

Notes

The areas of deck repairs are estimated.

The deck survey and schedule shows 0 cu. yds. of full depth deck slab repairs.

Plan quantities have been increased by 25%.

The Engineer shall show actual patch locations on as-built plans.

Deck Survey 10-9-2012 & 10-10-2012

PRINT DATE: 6/11/2014 2:30:07 PM Y:\2042 I-64 Bridge Repairs\DGN\Bridge\Final\Plotsheets\095-0041-0042\095041-00000-004-Deck Patching Survey.dgn

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303 Fountains Parkway, Suite 240
Fairview Heights, IL 62208
Phone 618-206-4250

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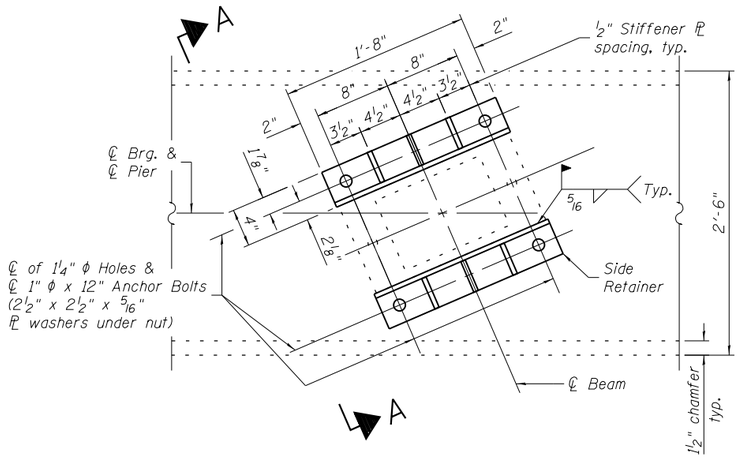
PLOT DATE = 6/11/2014	DATE - 6/11/2014	REVISED -

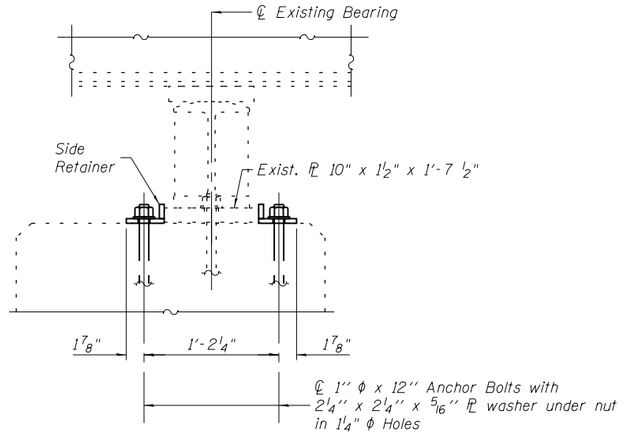
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PATCHING SURVEY (SHEET 2 OF 2)
STRUCTURE NO. 095-0041 & 095-0042
SHEET NO. 4 OF 6 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-(1,2)RS-1	WASHINGTON	126	106
		CONTRACT NO. 76D20		
	ILLINOIS FED. AID PROJECT			



PLAN



SECTION A-A

FIXED PIER RETAINER BOLTS

(12 Locations)

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

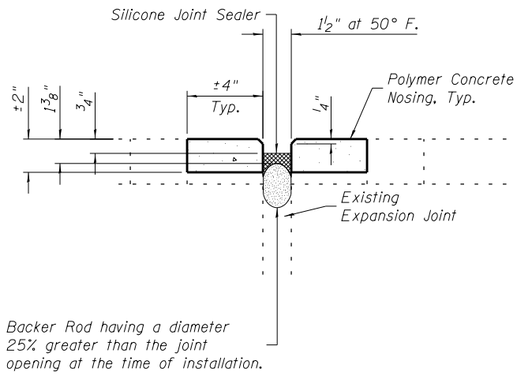
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Prior to ordering any material, the contractor shall verify in the field all bearing thickness dimensions.

Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost included with Structural Steel Repair.

Field drilling of existing pier cap for new anchor bolt installation is considered completely included with Anchor Bolts, 1".

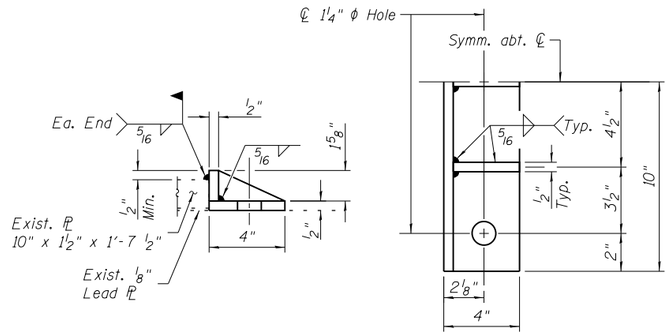
All (embedded and separate) bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.



SILICONE JOINT SEALER DETAIL

Note:

For estimated locations of polymer concrete nosing replacement, see sheets 3 and 4 of 6.



SIDE RETAINER

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

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts 1"ϕ	Each	48
Structural Steel Repair	Pound	410
Silicone Joint Sealer, 1.5"	Foot	185
Polymer Concrete	Cu. Ft.	3

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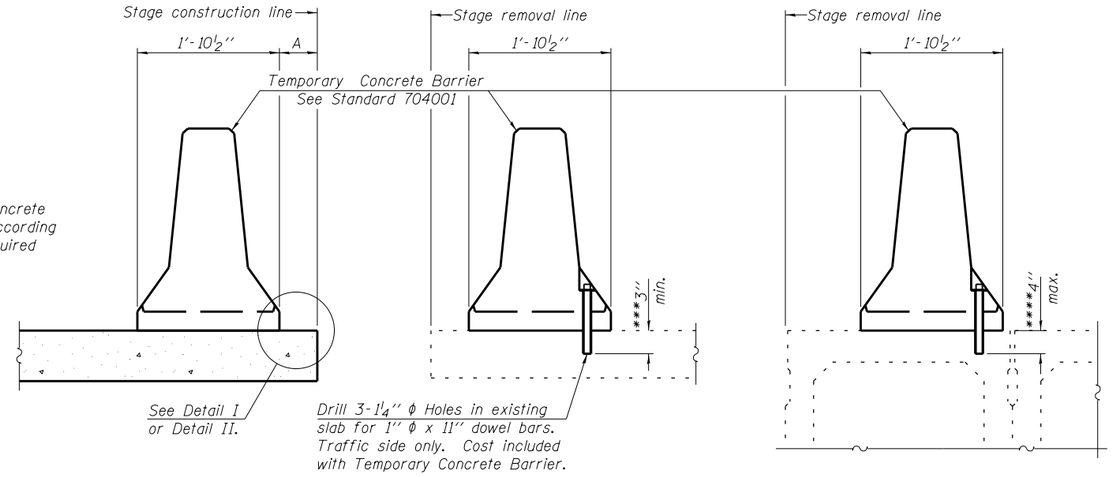
DETAILS
STRUCTURE NO. 095-0041 & 095-0042
SHEET NO. 5 OF 6 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-(1,2)RS-1	WASHINGTON	126	107
		CONTRACT NO. 76D20		
	ILLINOIS FED. AID PROJECT			

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



NEW SLAB | EXISTING SLAB | EXISTING DECK BEAM

NOTES

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

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel PL to the concrete slab or concrete wearing surface with 2-$\frac{5}{8}$" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

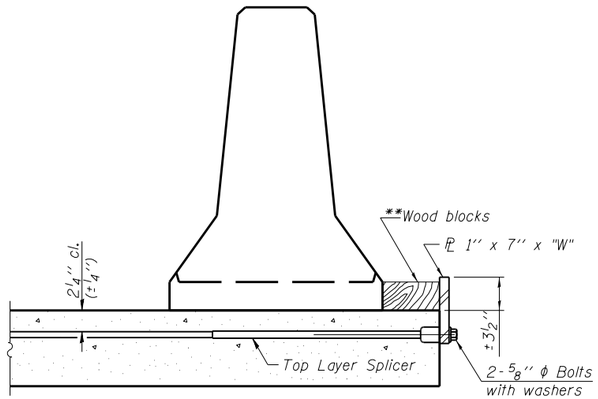
Cost of anchorage is included with Temporary Concrete Barrier.

The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

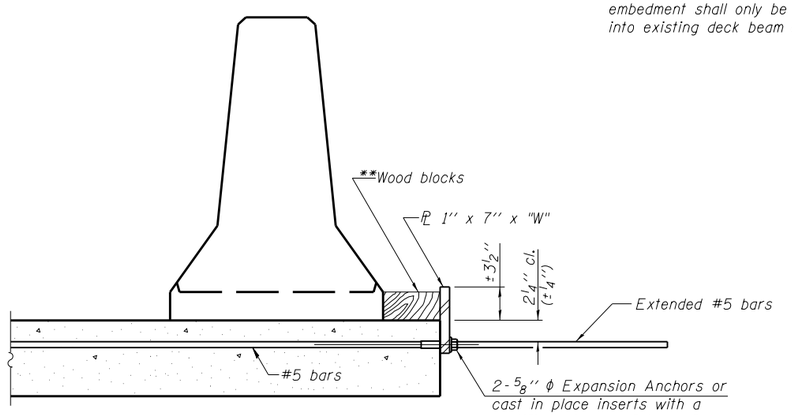
SECTIONS THRU SLAB OR DECK BEAM

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

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



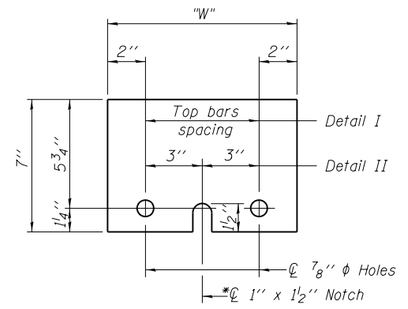
DETAIL I



DETAIL II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"



STEEL RETAINER PL 1" x 7" x "W"

* Required only with Detail II

R-27

7-1-10

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 095-0041 & 095-0042
SHEET NO. 6 OF 6 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-(1,2)RS-1	WASHINGTON	126	108
		CONTRACT NO. 76D20		
	ILLINOIS FED. AID PROJECT			

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Existing Structure: S.N. 095-0043 (W.B.) and 095-0044 (E.B.) built in 1969 as F.A.I. Route 64 over Plum Creek, Sec. 95-1B at Sta. 2000+40. Existing structures consist of three span, 42" precast prestressed I-beam bridges, (50'-51'-50'). The back to back of abutments measure 156'-2" and the out to out bridge widths are 43'-0" with a 30° skew. Stub abutments bear on concrete piles and solid wall piers bear on creosoted piles.

Structure improvements include sealing deck and parapets, replacing abutment bearings, placing polymer concrete and silicone joint seals at the expansion joints.

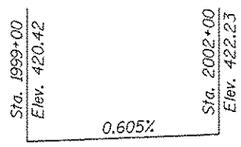
One lane of traffic in each direction is to be maintained during construction using stage construction.

No salvage.

FAI ROUTE 64 CURVE DATA

P.I. Sta. = 1988+14.91
Δ = 28° 48' 11" (LT)
D = 1° 00' 00"
R = 5729.59'
T = 1471.27'
L = 2880.31'
E = 185.88'
S.E. = 0.028 '/'
P.C. Sta. = 1973+43.64
P.T. Sta. = 2002+23.95

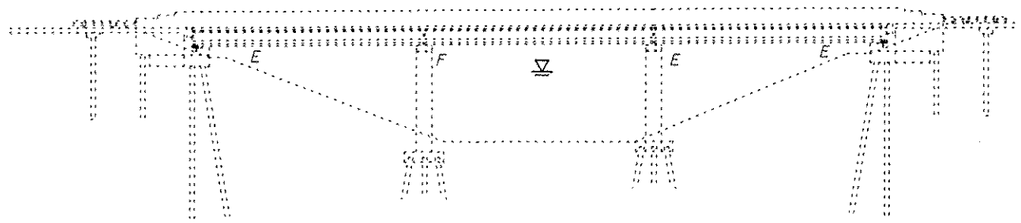
EXIST. PROFILE GRADE FAI ROUTE 64



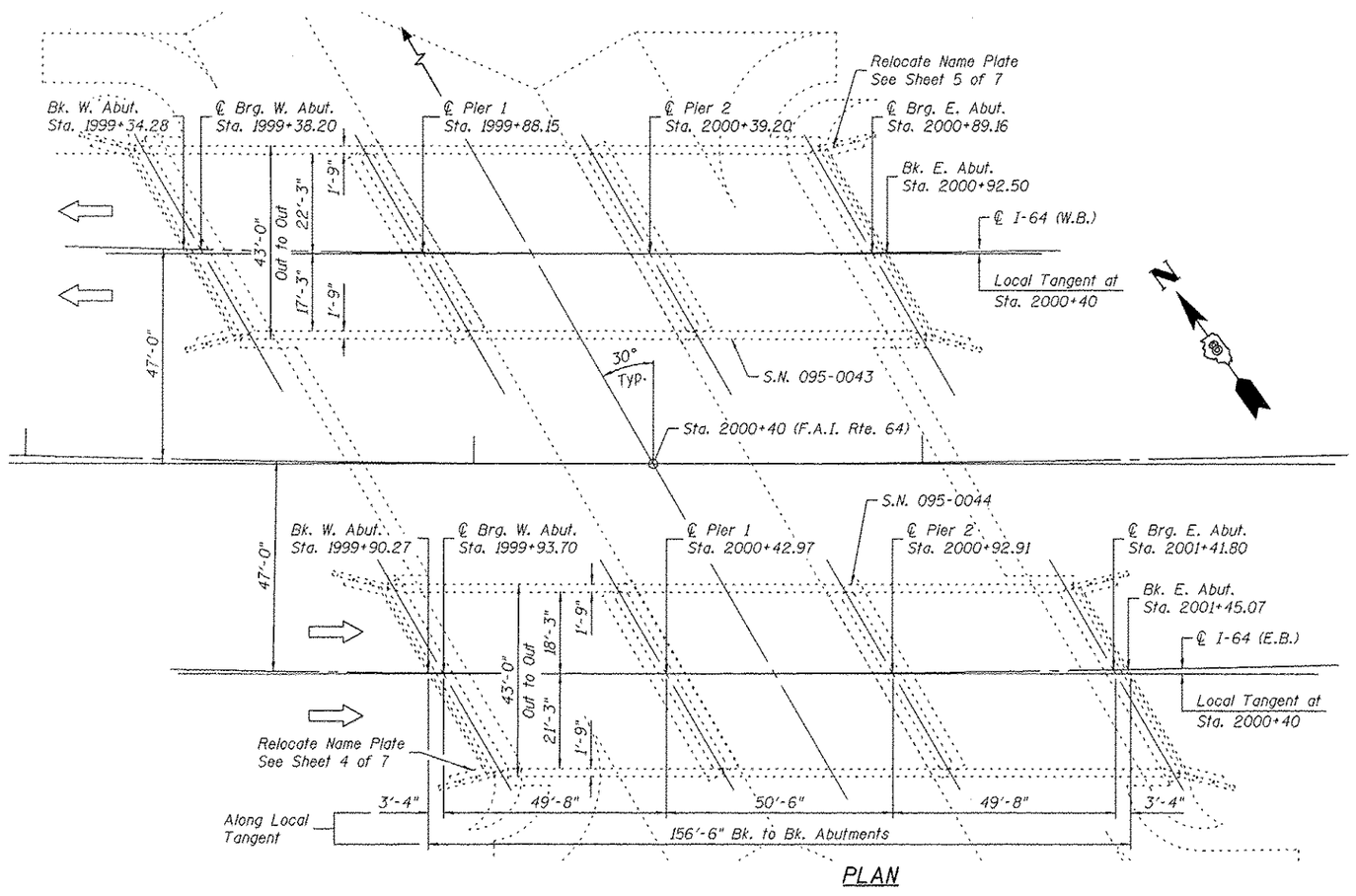
TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	3.2
Concrete Superstructure	Cu. Yd.	4.9
Reinforcement Bars, Epoxy Coated	Pound	400
Anchor Bolts, 1"	Each	56
Elastomeric Bearing Assembly, Type II (Special)	Each	28
Bridge Deck Concrete Sealer	Sq. Ft.	15342
Jack and Remove Existing Bearings	Each	28
Silicone Joint Sealer, 1.5"	Foot	197.5
Polymer Concrete	Cu. Ft.	17
Relocating Name Plates	Each	2

1. General Plan & Elevation
2. Staging Plan
3. Joint Details
4. Wingwall Modification (EB)
5. Wingwall Modification (WB)
6. Bearing Replacement Details
7. Temporary Concrete Barrier for Stage Construction



ELEVATION



PLAN

SCOPE OF WORK

Jack and remove existing abutment bearings. Install new anchor bolts and bearings at abutments. Seal deck and parapets, replace silicone joint sealer (full width), replace polymer concrete nosing (as directed), partialy remove and replace approach wingwalls to accept new guardrail end section.

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 the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

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

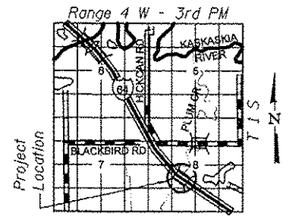
All structural steel shall be conform to AASHTO Classification M 270 Grade 36 unless otherwise noted.

No field welding is permitted except as specified in the contract documents.

Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures". Cost included with Jack and Remove Existing Bearings.

LICENSED STRUCTURAL ENGINEER
CHRIS LINNEMAN
081-006445
STATE OF ILLINOIS

Signed:
Date: 6/11/2014
License Expires: 11/30/2014



LOCATION SKETCH

GENERAL PLAN & ELEVATION
F.A.I. 64 OVER PLUM CREEK
F.A.I. 64 - SECTION 95-(1,2)RS-1
WASHINGTON COUNTY
STA. 2000+40.00
STRUCTURE NO. 095-0043 & 095-0044

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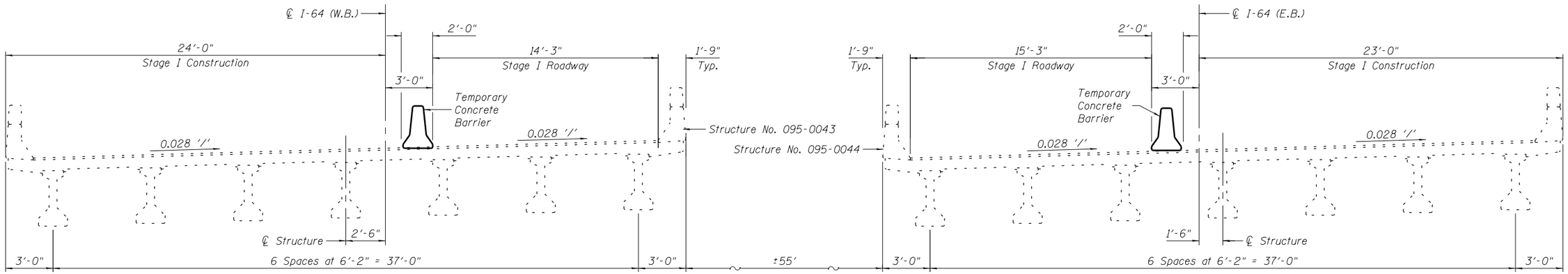
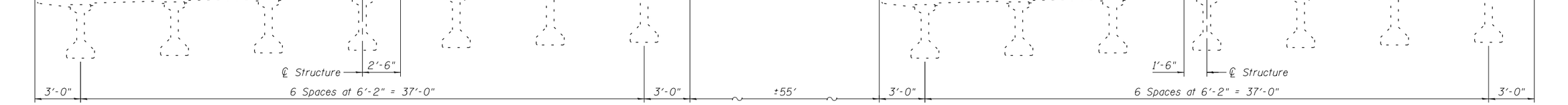
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 095-0043 & 095-0044
SHEET NO. 1 OF 7 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-(1,2)RS-1	WASHINGTON	126	109
		CONTRACT NO. 76D20		
	ILLINOIS FED. AID PROJECT			



STAGE I
(Looking East)



STAGE II
(Looking East)

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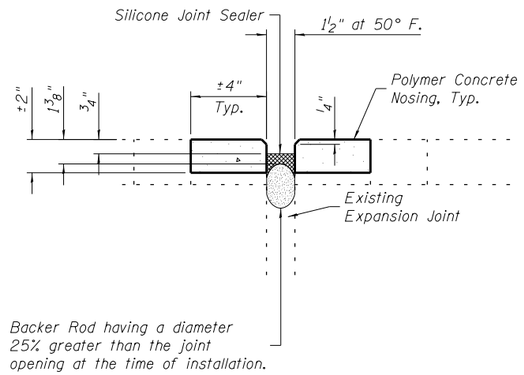
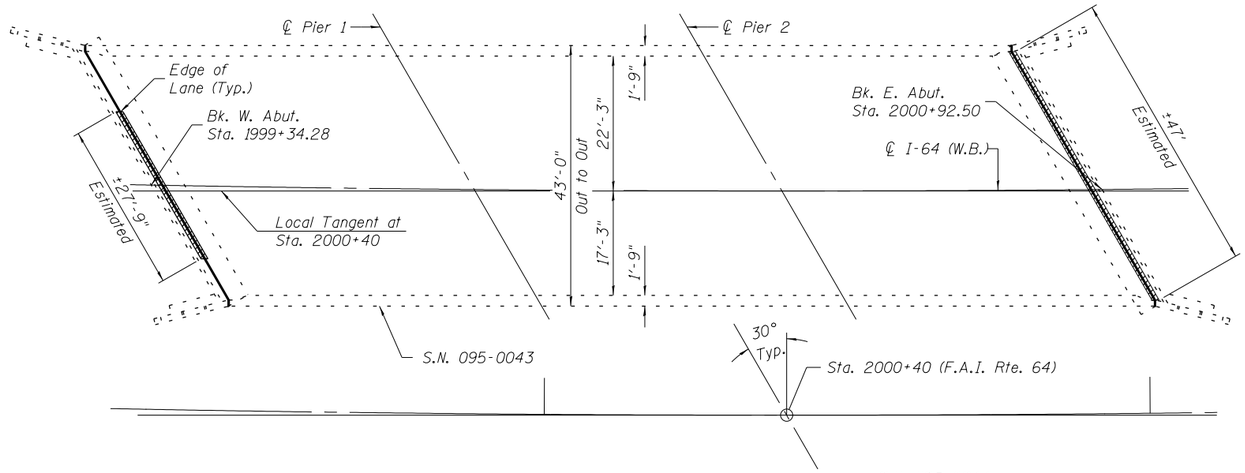
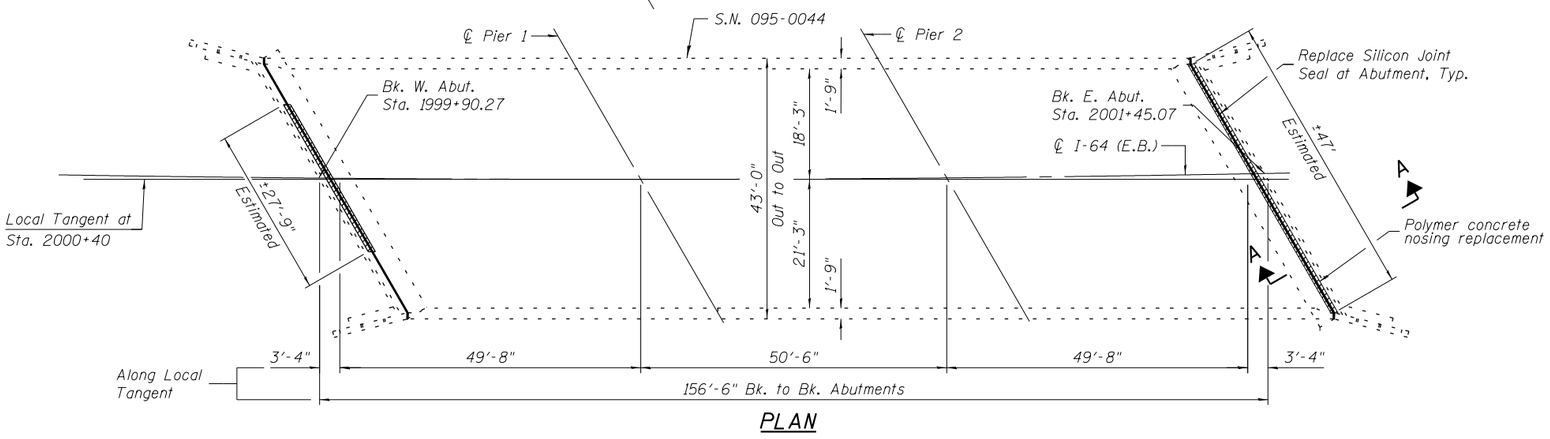
STAGING PLAN
STRUCTURE NO. 095-0043 & 095-0044
SHEET NO. 2 OF 7 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-(1,2)RS-1	WASHINGTON	126	110
		CONTRACT NO. 76D20		
	ILLINOIS FED. AID PROJECT			



SECTION A-A
SILICONE JOINT SEALER DETAIL





PLAN

BILL OF MATERIAL

Item	Unit	Total
Silicone Joint Sealer, 1.5"	Foot	197.5
Polymer Concrete	Cu. Ft.	17

Polymer Concrete
Nosing Repair

Areas of Joint nosing repair shown are estimated, the Engineer shall show actual patch locations on as-built plans.

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STATE OF ILLINOIS
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JOINT REPAIR DETAILS
STRUCTURE NO. 095-0043 & 095-0044
SHEET NO. 3 OF 7 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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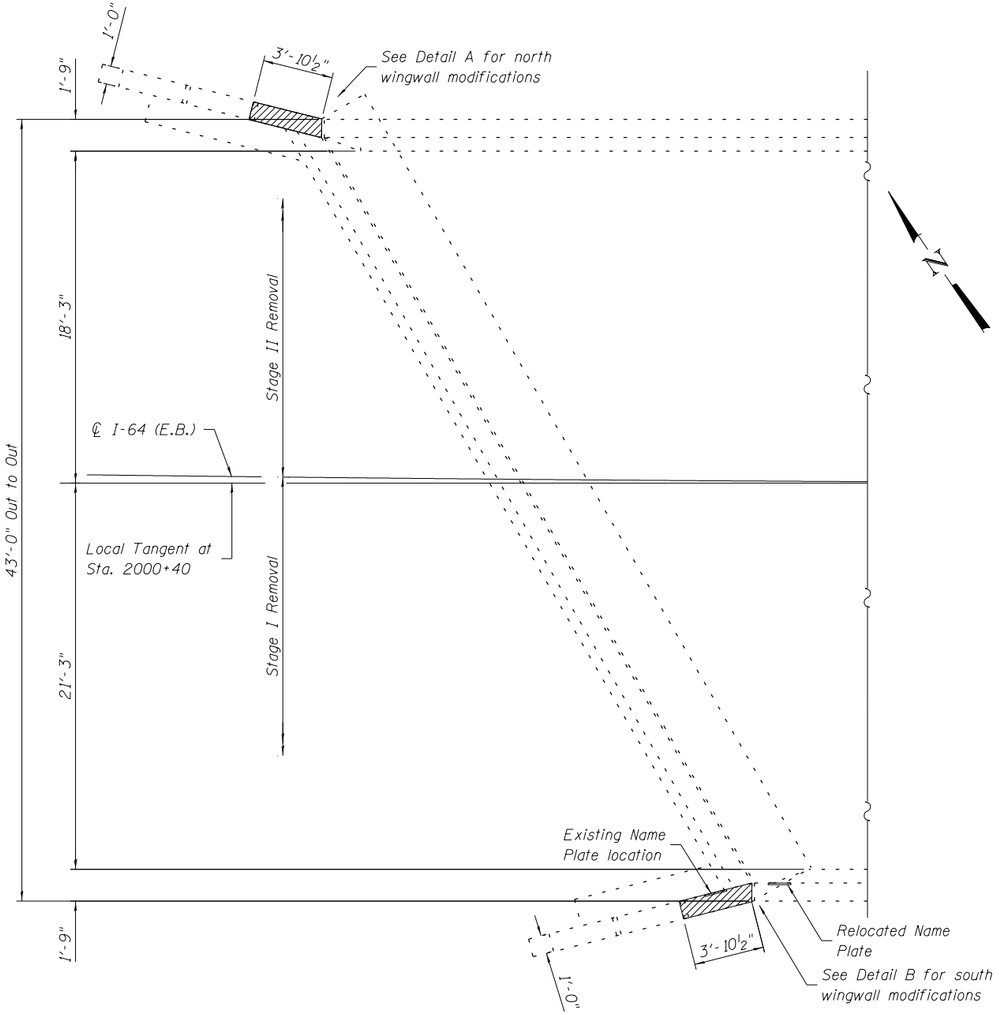
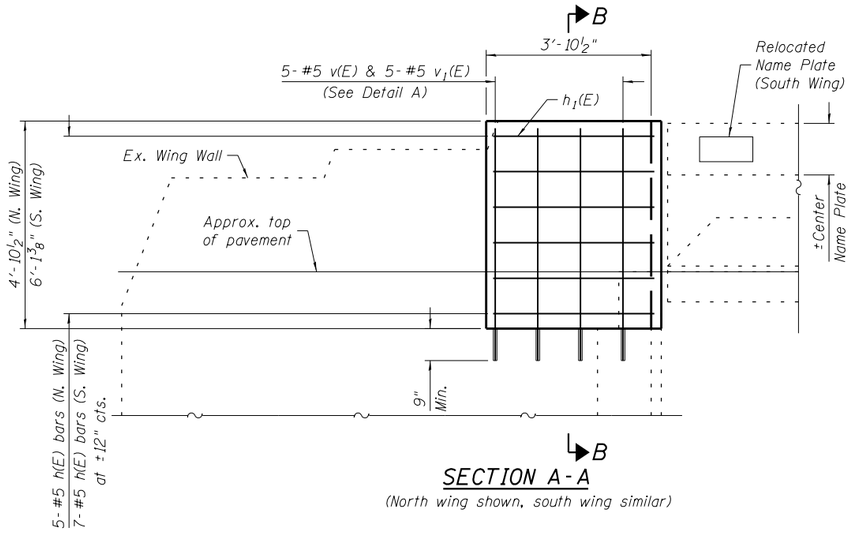
		CONTRACT NO. 76D20		
	ILLINOIS FED. AID PROJECT			



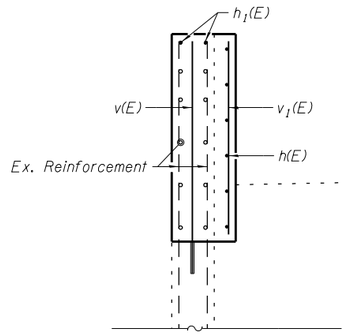
REMOVAL PLAN (S.N. 095-0044)

(West Abutment)



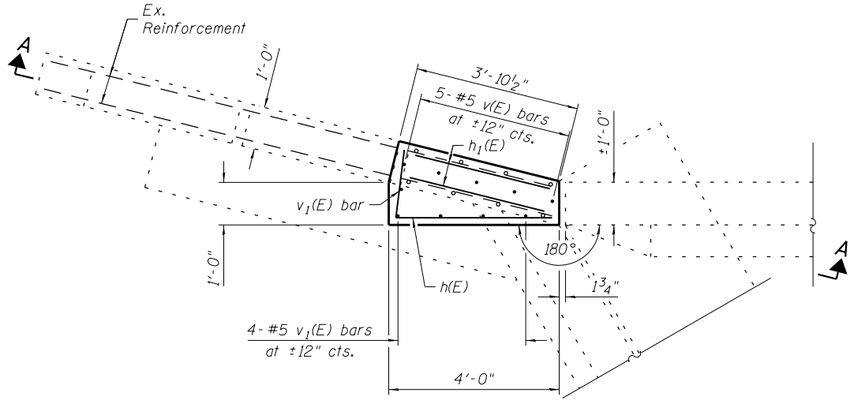
SECTION A-A

(North wing shown, south wing similar)

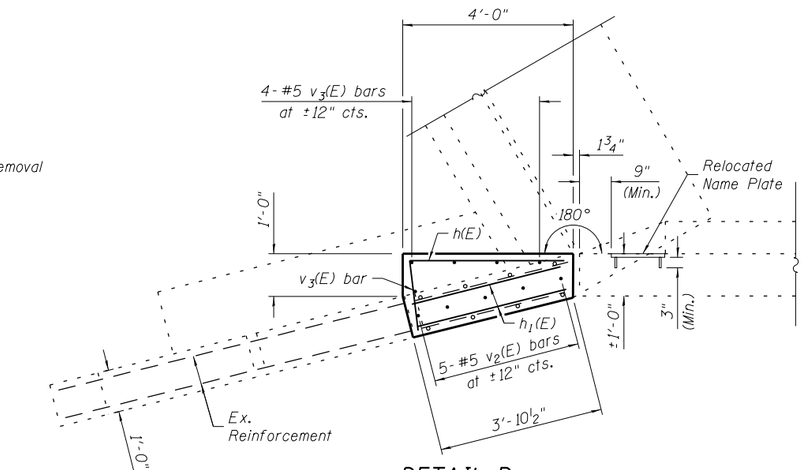


SECTION B-B

(North wing shown, south wing similar)



DETAIL A



DETAIL B

LEGEND

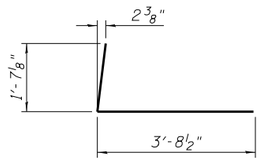
Concrete Removal

Notes:

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

Epoxy grout v(E) bars in 9" min. holes according to Article 584 of the Standard Specifications. Cost included with Concrete Superstructure.

Existing Name Plate shall be cleaned, relocated and installed flush with concrete surface. Clean and reuse existing hardware or match in-kind. Epoxy grout anchors in accordance with Article 584. Cost included with Relocating Name Plates.



BAR h(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	12	#5	5'-4"	L
h1(E)	4	#5	3'-7"	—
v(E)	5	#5	5'-5"	—
v1(E)	5	#5	4'-7"	—
v2(E)	5	#5	6'-8"	—
v3(E)	5	#5	5'-9"	—
Concrete Removal			Cu. Yd.	1.6
Concrete Superstructure			Cu. Yds.	2.4
Reinforcement Bars, Epoxy Coated			Pound	200
Relocating Name Plates			Each	1

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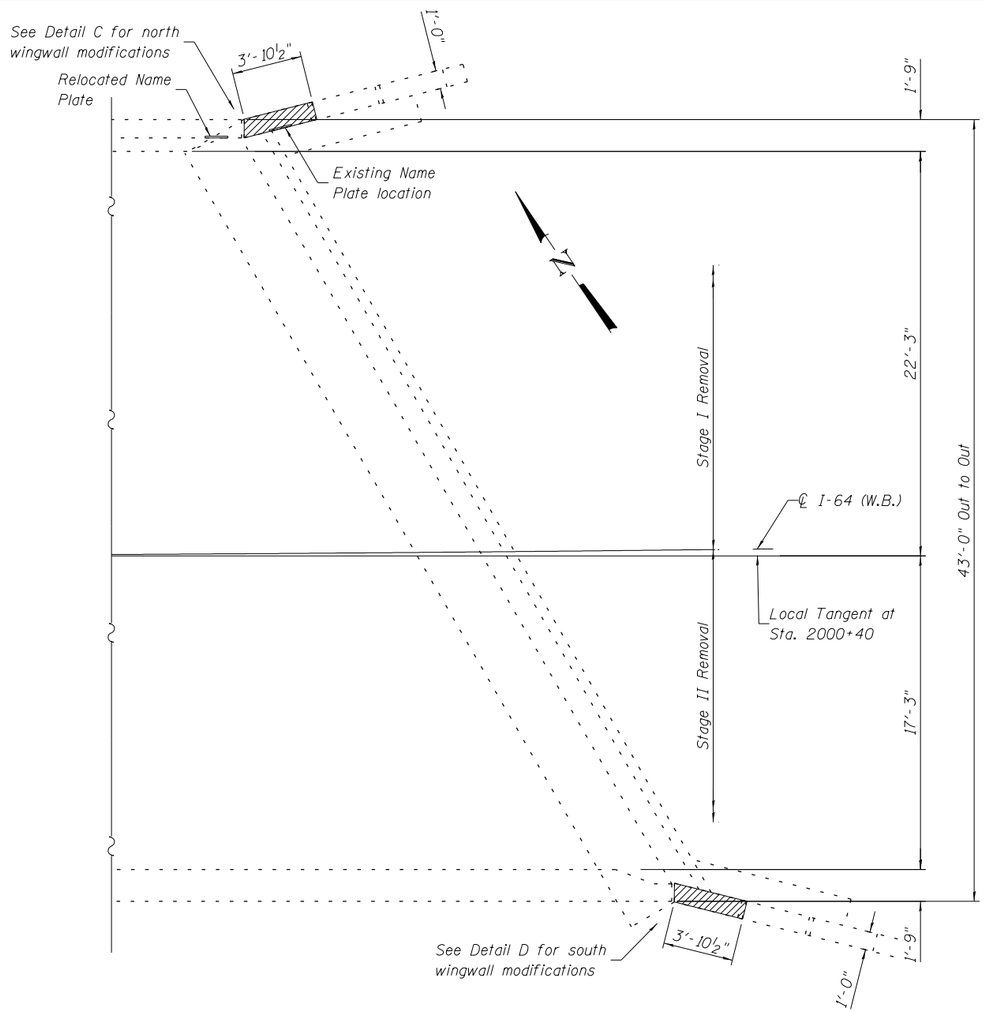
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WINGWALL MODIFICATION
STRUCTURE NO. 095-0044 (EB)
SHEET NO. 4 OF 7 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-(1,2)RS-1	WASHINGTON	126	112
		CONTRACT NO. 76D20		
	ILLINOIS FED. AID PROJECT			



REMOVAL PLAN (S.N. 095-0043)

(East Abutment)

LEGEND

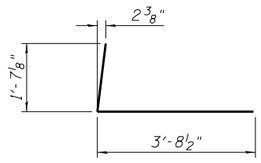
Concrete Removal

Notes:

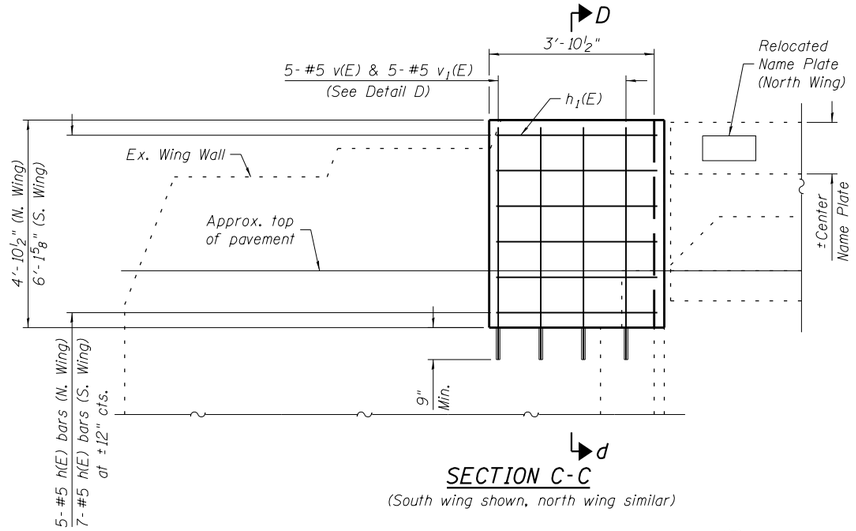
Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that area damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

Epoxy grout v(E) bars in 9" min. holes according to Article 584 of the Standard Specifications. Cost included with Concrete Superstructure.

Existing Name Plate shall be cleaned, relocated and installed flush with concrete surface. Clean and reuse existing hardware or match in-kind. Epoxy grout anchors in accordance with Article 584. Cost included with Relocating Name Plates.

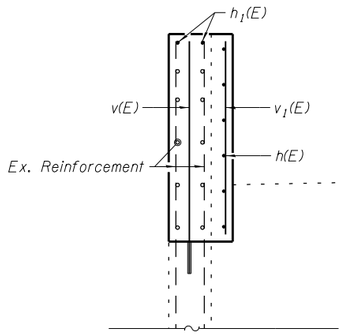


BAR h(E)



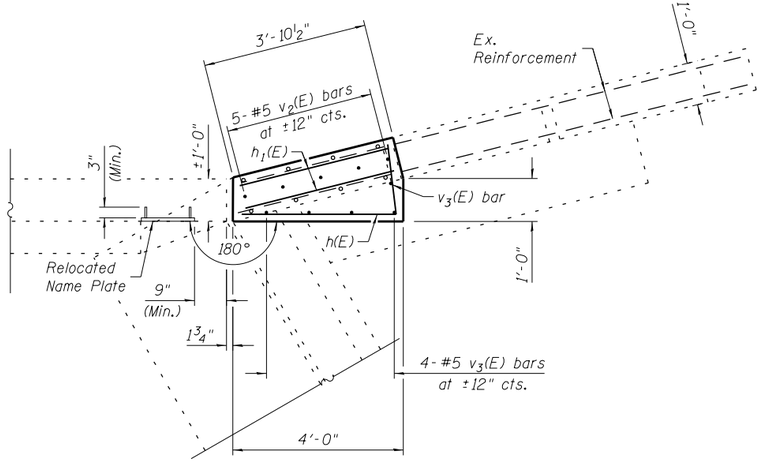
SECTION C-C

(South wing shown, north wing similar)

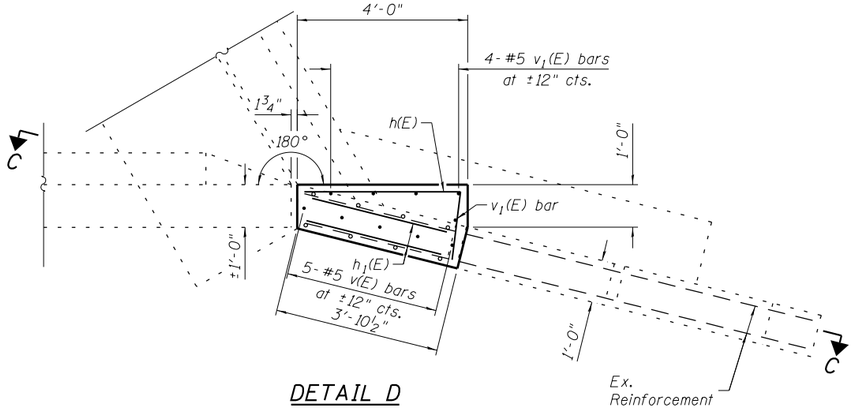


SECTION D-D

(South wing shown, north wing similar)



DETAIL C



DETAIL D

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	12	#5	5'-4"	L
h1(E)	4	#5	3'-7"	—
v(E)	5	#5	5'-5"	—
v1(E)	5	#5	4'-7"	—
v2(E)	5	#5	6'-8"	—
v3(E)	5	#5	5'-9"	—
Concrete Removal			Cu. Yd.	1.6
Concrete Superstructure			Cu. Yds.	2.5
Reinforcement Bars, Epoxy Coated			Pound	200
Relocating Name Plates			Each	1

PRINT DATE: 6/11/2014 2:30:24 PM Y:\2042 I-64 Bridge Repairs\DGN\Bridge\Final\Plotsheets\095-0043 0044\0950043-00000-005-Wing Walls.dgn

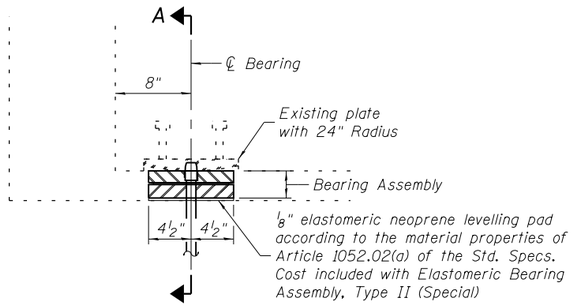
EFK•Moen, LLC
Civil Engineering Design
303 Fountains Parkway, Suite 240
Fairview Heights, IL 62208
Phone 618-206-4250

USER NAME = cdl	DESIGNED - CDL	REVISED -	
	CHECKED - CTW	REVISED -	
PLOT SCALE = 0.2 '' / in.	DRAWN - JA	REVISED -	
PLOT DATE = 6/11/2014	DATE - 6/11/2014	REVISED -	

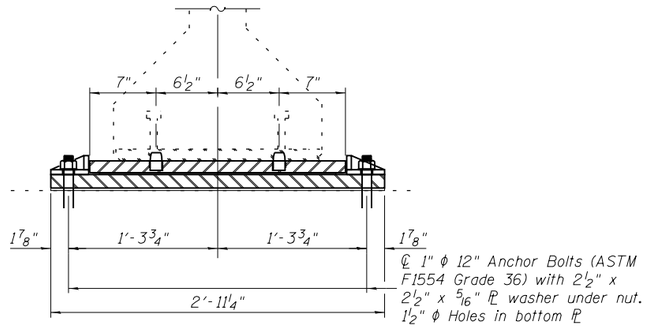
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WINGWALL MODIFICATION
STRUCTURE NO. 095-0043 (WB)
SHEET NO. 5 OF 7 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-(1,2)RS-1	WASHINGTON	126	113
		CONTRACT NO. 76D20		
	ILLINOIS FED. AID PROJECT			

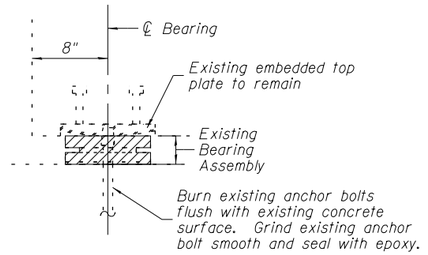


SECTION AT ABUT.



SECTION A-A

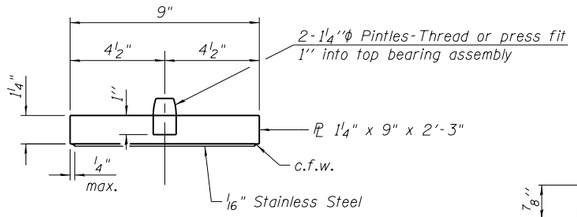
TYPE II ELASTOMERIC EXP. BRG.



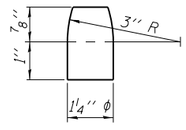
EXISTING BEARING REMOVAL DETAIL

Cost included with Jack and Remove Existing Bearings.

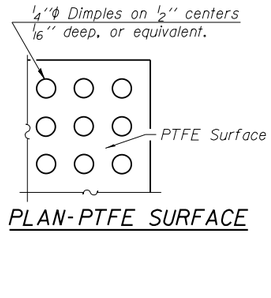
BEAM REACTIONS		
DL	(k)	30.9
LL	(k)	41.7
Imp.	(k)	11.9
Total	(k)	84.5



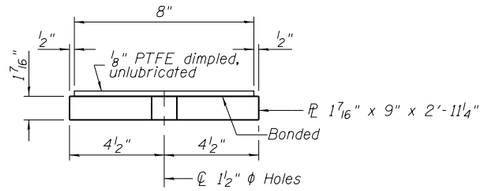
TOP BEARING ASSEMBLY



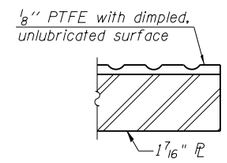
PINTLE



PLAN-PTFE SURFACE



BOTTOM BEARING ASSEMBLY



SECTION THRU PTFE

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts for Type II bearings shall be placed in holes in the concrete drilled through holes in the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

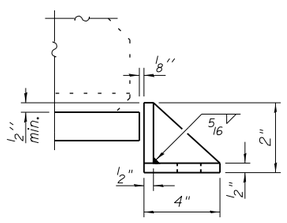
Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II (Special).

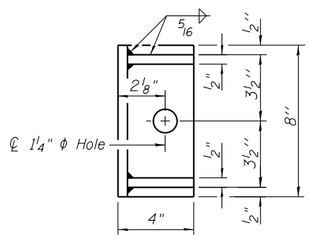
The ⅛" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of ⅛" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

All (embedded and separate) bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.

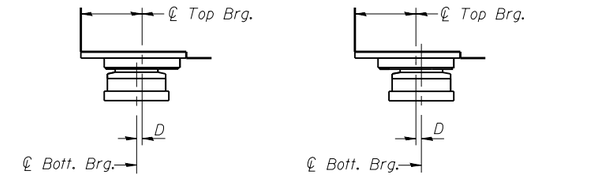
Minimum jack size = 45 tons.





SIDE RETAINER

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



BELOW 50°F.
(Move bott. brg. away from fixed brg.)

ABOVE 50°F.
(Move bott. brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

D=⅛" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type II (Special)	Each	28
Anchor Bolts, 1"	Each	56
Jack and Remove Existng Bearings	Each	28

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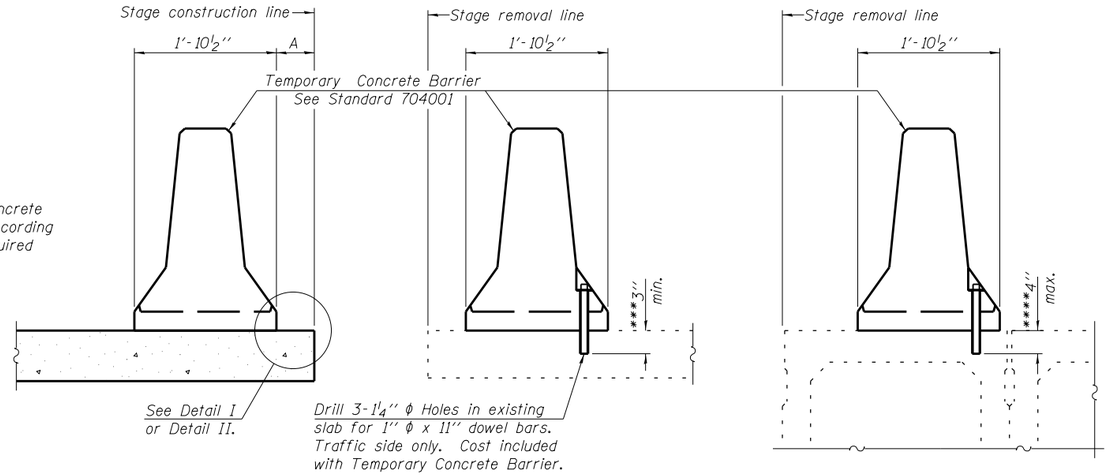
PLOT DATE = 6/11/2014	DATE - 6/11/2014	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
STRUCTURE NO. 095-0043 & 095-0044
SHEET NO. 6 OF 7 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-(1,2)RS-1	WASHINGTON	126	114
		CONTRACT NO. 76D20		
	ILLINOIS FED. AID PROJECT			

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



NEW SLAB | EXISTING SLAB | EXISTING DECK BEAM

NOTES

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

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel ℙ to the concrete slab or concrete wearing surface with 2-$\frac{5}{8}$" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

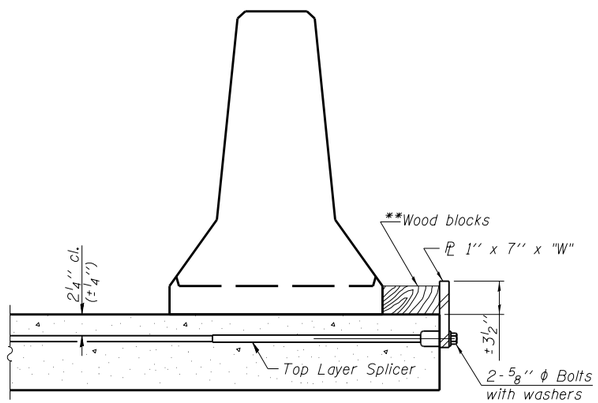
Cost of anchorage is included with Temporary Concrete Barrier.

The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

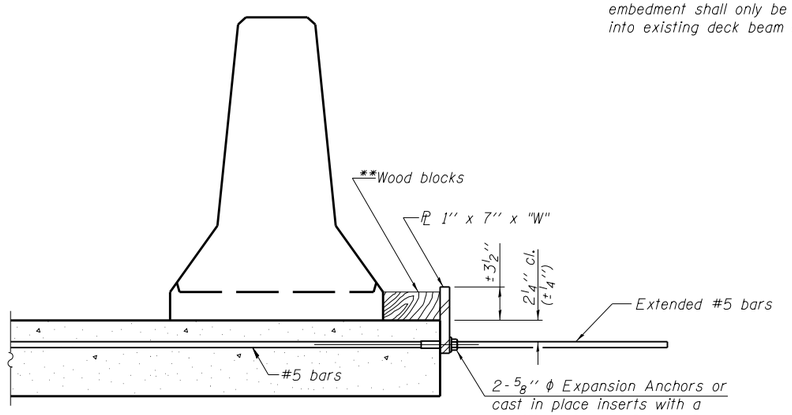
SECTIONS THRU SLAB OR DECK BEAM

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

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



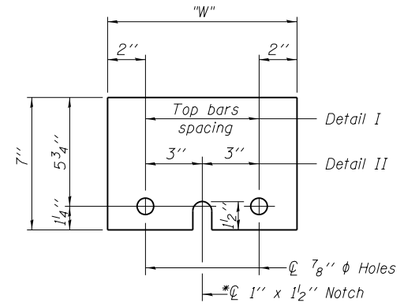
DETAIL I



DETAIL II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"



STEEL RETAINER ℙ 1" x 7" x "W"

* Required only with Detail II

R-27

7-1-10

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 095-0043 & 095-0044
SHEET NO. 7 OF 7 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-(1,2)RS-1	WASHINGTON	126	115
		CONTRACT NO. 76D20		
	ILLINOIS FED. AID PROJECT			

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Existing Structure: S.N. 095-0045 built in 1970 as Township Road 68 over F.A.I. Route 64, Sec. 95-1HB at Sta. 2057+00.82. Existing structure consist of two span 48" web, continuous steel plate girder bridge, (111'-111') with 36' approach spans on 36" P.P.C. I-beams. The back to back of approach span length is 299'-0" and the out to out bridge width is 30'-0" with a 36° skew. Closed abutments and the hammerhead pier bear on spread footings. The approach bents are supported by steel piles.

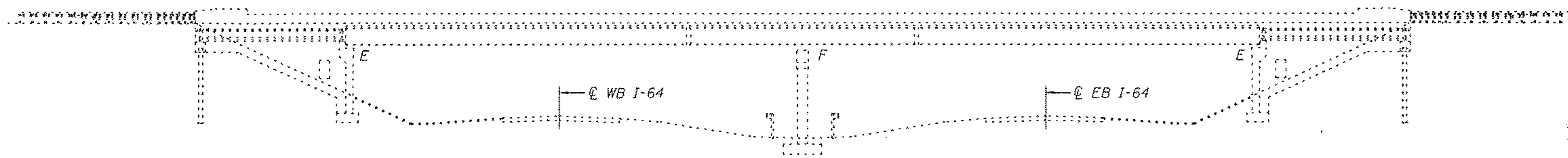
Structure Improvements include sealing the deck and parapets, cleaning abutment seats, installing silicone joint sealer at expansion joints, abutment angle bumpers and riprap.

One lane of traffic in each direction is to be maintained during construction using staged construction.

No salvage.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stone Riprap, Class A3	Sq. Yd.	33
Filter Fabric	Sq. Yd.	33
Bridge Deck Concrete Sealer	Sq. Ft.	9904
Structural Steel Repair	Pound	820
Cleaning Bridge Seats	Sq. Ft.	176
Silicone Joint Sealer, 1.5"	Foot	73

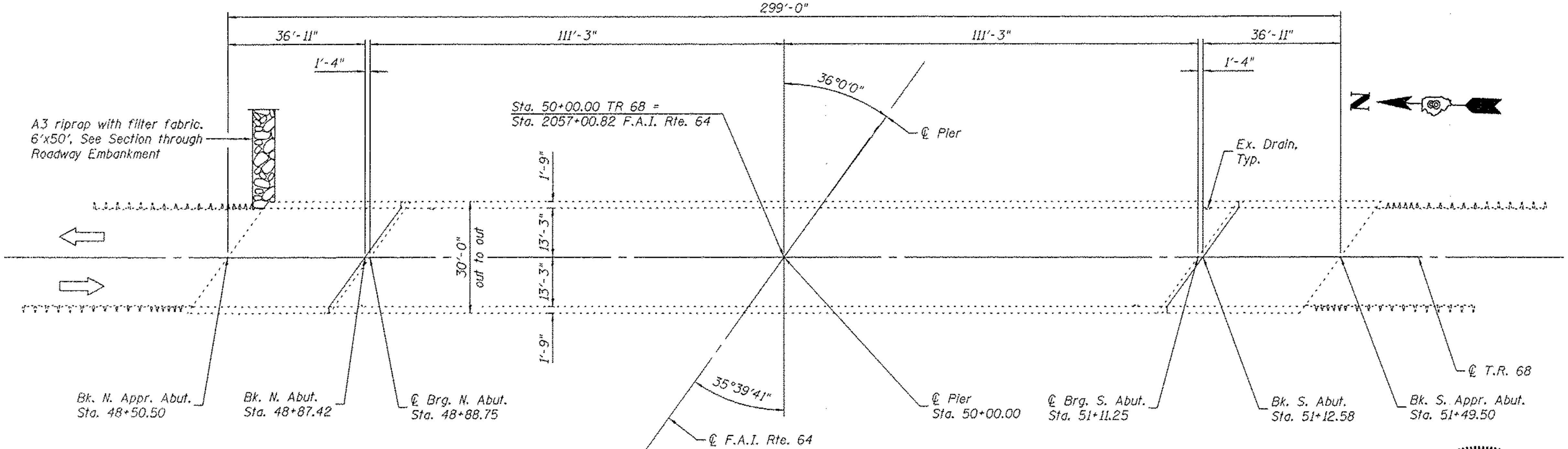


ELEVATION

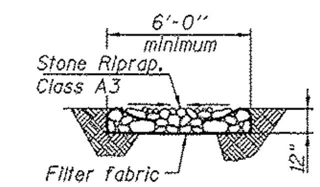
INDEX OF SHEETS

SCOPE OF WORK

Structure Improvements include sealing the deck and parapets, cleaning abutment seats, installing silicone joint sealer at expansion joints, abutment angle bumpers and riprap.

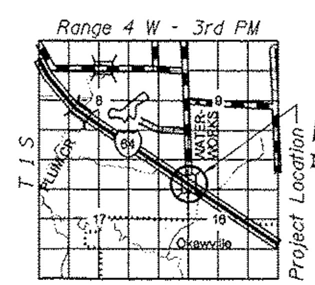


PLAN



SECTION THROUGH ROADWAY EMBANKMENT

Provide drainage down embankment from bridge approach slab.
Layout may be varied to suit ground conditions in the field as directed by the Engineer.



LOCATION SKETCH

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 the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

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

Fasteners shall be high strength bolts. Bolts $\frac{3}{4}$" ϕ, open holes $\frac{13}{16}$" ϕ, unless otherwise noted.

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

Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures". Cost included with Structural Steel Repair.

The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Gray, Munsell No. 5B 7/1. See Special Provision "Cleaning and Painting New Metal Structures". Cost included with Structural Steel Repair.

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

LICENSED STRUCTURAL ENGINEER
CHRIS LINNEMAN
081-006445
STATE OF ILLINOIS

Signed: [signature]
Date: 6/11/2014
License Expires: 11/30/2014

GENERAL PLAN & ELEVATION
TR 68 OVER F.A.I. 64
F.A.I. 64 - SECTION 95-(1,2)RS-1
WASHINGTON COUNTY
STA. 2057+00.82
STRUCTURE NO. 095-0045

EFK·Moen, LLC
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303 Fountains Parkway, Suite 240
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 095-0045
SHEET NO. 1 OF 3 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-(1,2)RS-1	WASHINGTON	126	116
		CONTRACT NO. 76D20		
	ILLINOIS FED. AID PROJECT			

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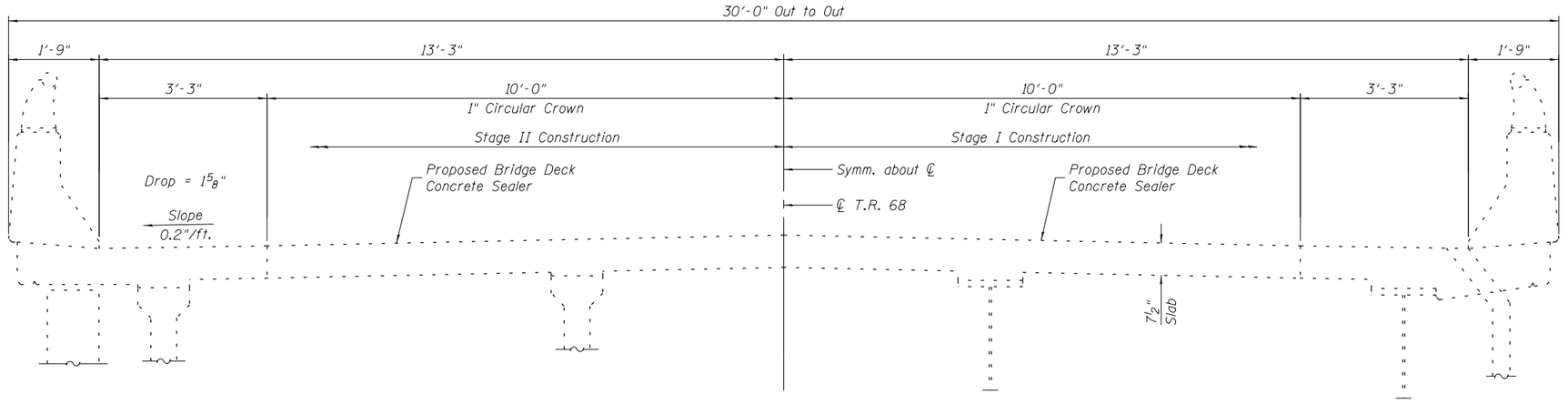
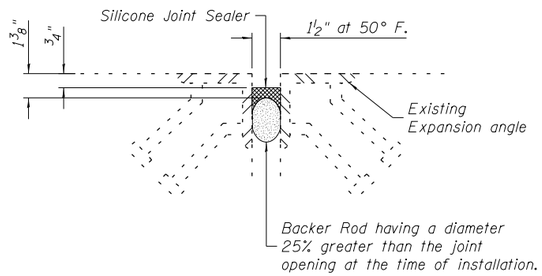


APPROACH SPANS

MAIN SPANS

CROSS SECTION

(Looking South)



SILICONE JOINT SEALER DETAIL

BILL OF MATERIAL

Item	Unit	Total
Silicone Joint Sealer, 1.5"	Foot	73

EFK • Moen, LLC
Civil Engineering Design
303 Fountains Parkway, Suite 240
Fairview Heights, IL 62208
Phone 618-206-4250

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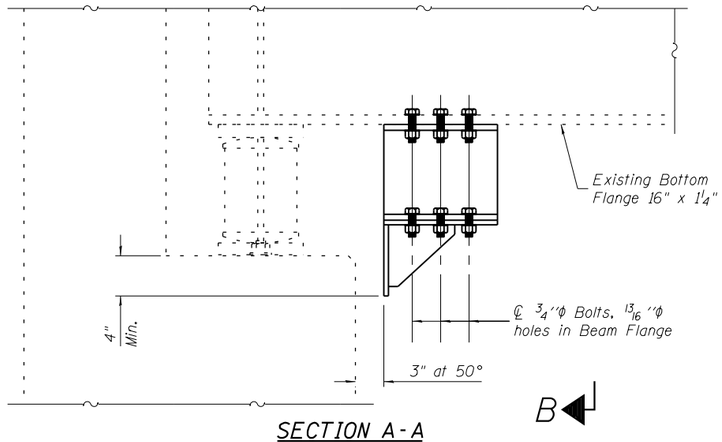
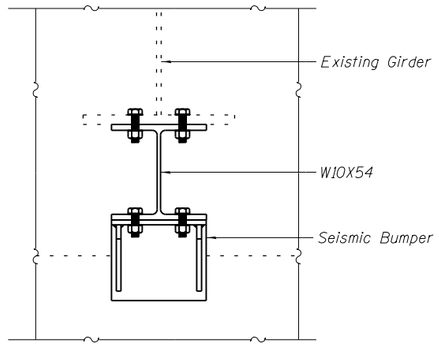
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTION
STRUCTURE NO. 095-0045
SHEET NO. 2 OF 3 SHEETS

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-(1,2)RS-1	WASHINGTON	126	117
		CONTRACT NO. 76D20		
	ILLINOIS FED. AID PROJECT			

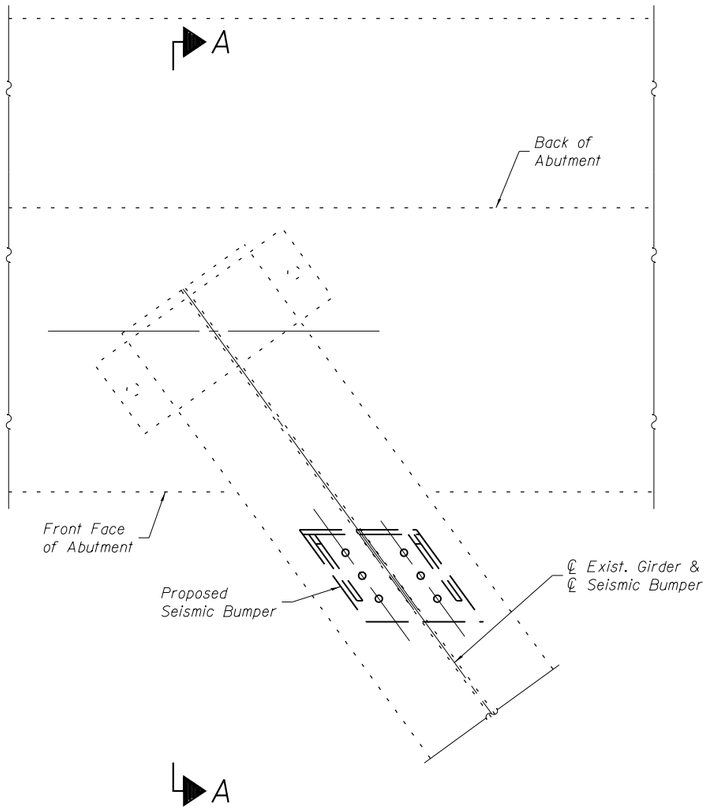


SECTION A-A



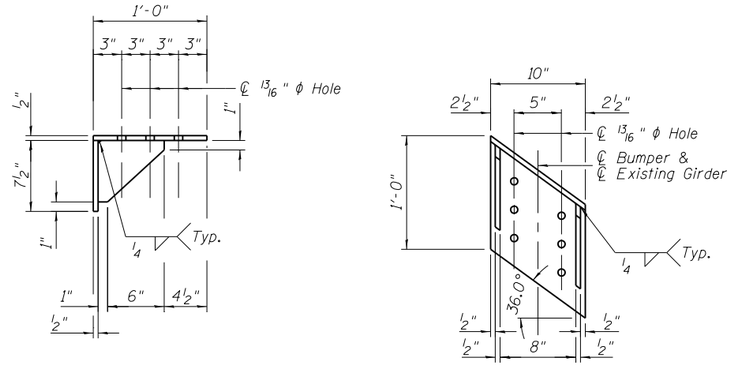
VIEW B-B

(Bearing not shown for clarity)



PART PLAN OF ABUTMENT AT SEISMIC BUMPER

(8 Locations - each girder at each abutment)



SEISMIC BUMPER DETAIL

Note:
New steel and connection bolts are included in Structural Steel Repair.
Two hardened washers required for each set of oversized holes.
Cost of drilling holes in bottom flange of existing girders shall be included in Structural Steel Repair.
Seismic bumper shall be installed parallel to front face of abutment.

BILL OF MATERIAL

Item	Unit	Total
Structural Steel Repair	Pound	820

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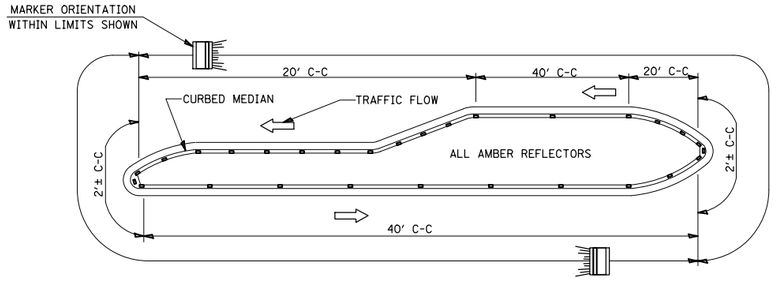
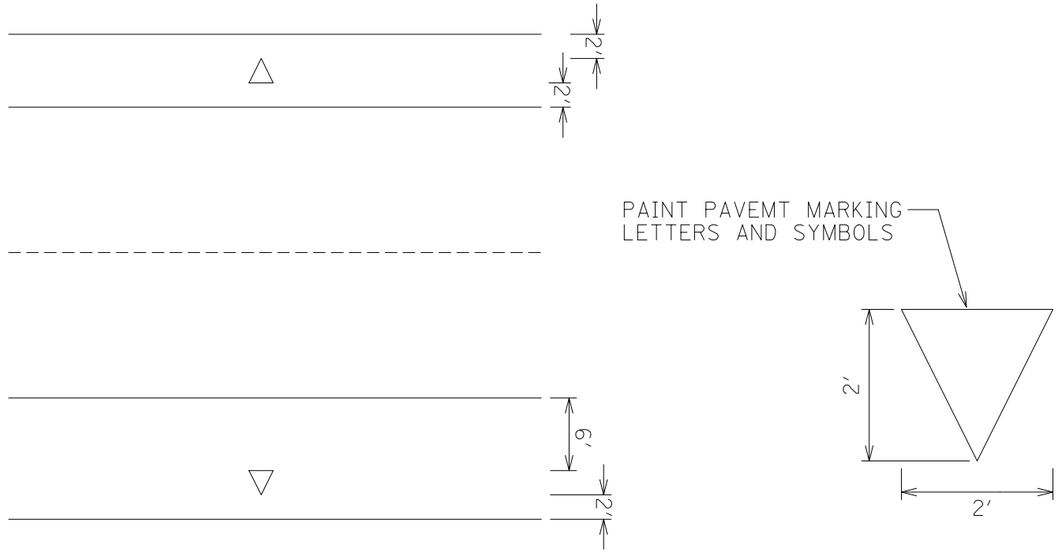
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS
STRUCTURE NO. 095-0045
SHEET NO. 3 OF 3 SHEETS

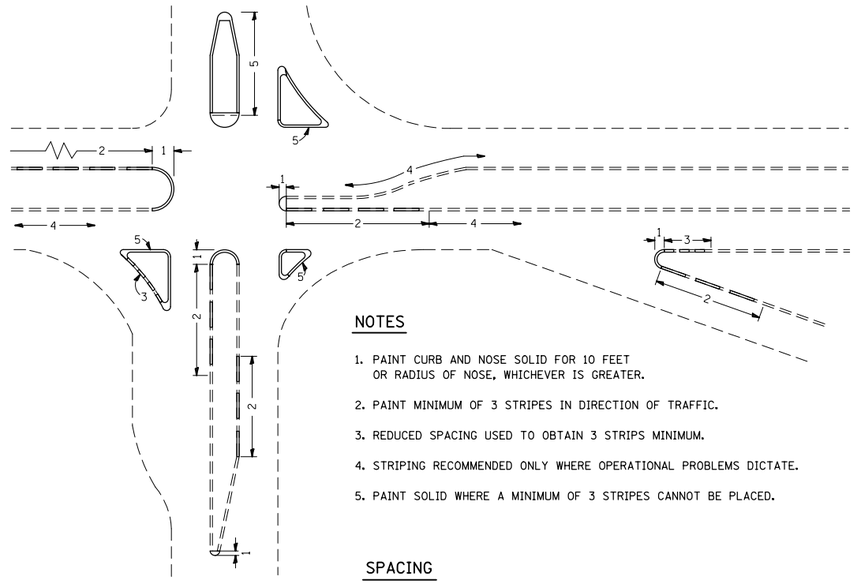
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-(1,2)RS-1	WASHINGTON	126	118
		CONTRACT NO. 76D20		
	ILLINOIS FED. AID PROJECT			



NOTES
1. PRISMATIC REFLECTORS SHALL BE MONO-DIRECTIONAL AND POSITIONED SO THAT THE REFLECTIVE FACE IS FACING THE APPROACHING TRAFFIC.
2. PRISMATIC REFLECTORS SHALL BE SECURED IN PLACE WITH AN EPOXY ADHESIVE.
3. PRISMATIC REFLECTORS SHALL BE EITHER AMBER OR CRYSTAL IN COLOR.

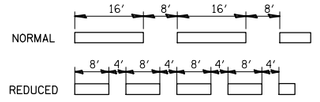


PIPE UNDERDRAIN OUTLET MARKING DETAIL

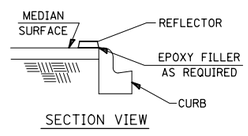


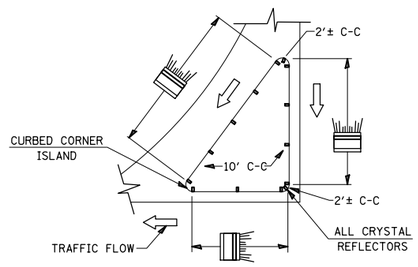
NOTES
1. PAINT CURB AND NOSE SOLID FOR 10 FEET OR RADIUS OF NOSE, WHICHEVER IS GREATER.
2. PAINT MINIMUM OF 3 STRIPES IN DIRECTION OF TRAFFIC.
3. REDUCED SPACING USED TO OBTAIN 3 STRIPS MINIMUM.
4. STRIPING RECOMMENDED ONLY WHERE OPERATIONAL PROBLEMS DICTATE.
5. PAINT SOLID WHERE A MINIMUM OF 3 STRIPES CANNOT BE PLACED.

SPACING



CURB MARKING





TYPICAL PLACEMENT OF PRISMATIC REFLECTORS ON CURBS
(NO SCALE)

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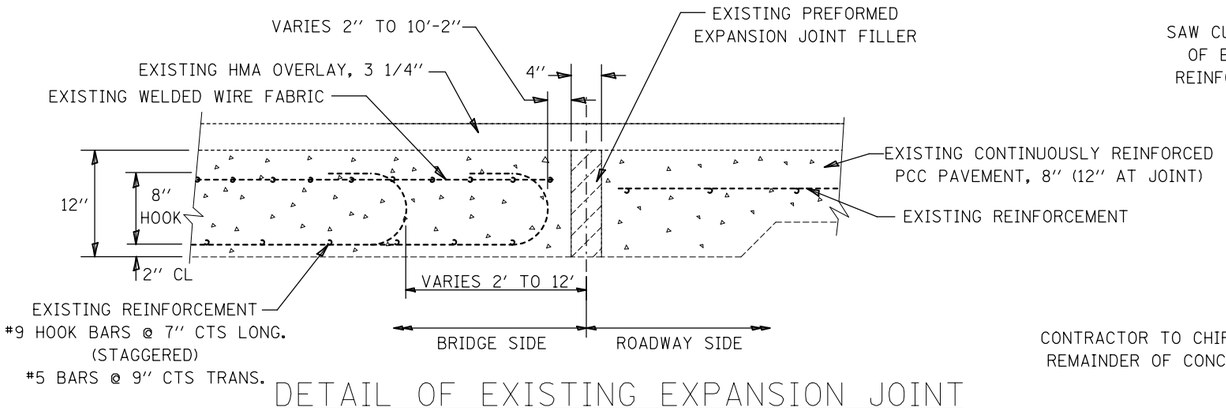
	PLOT DATE = 6/13/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

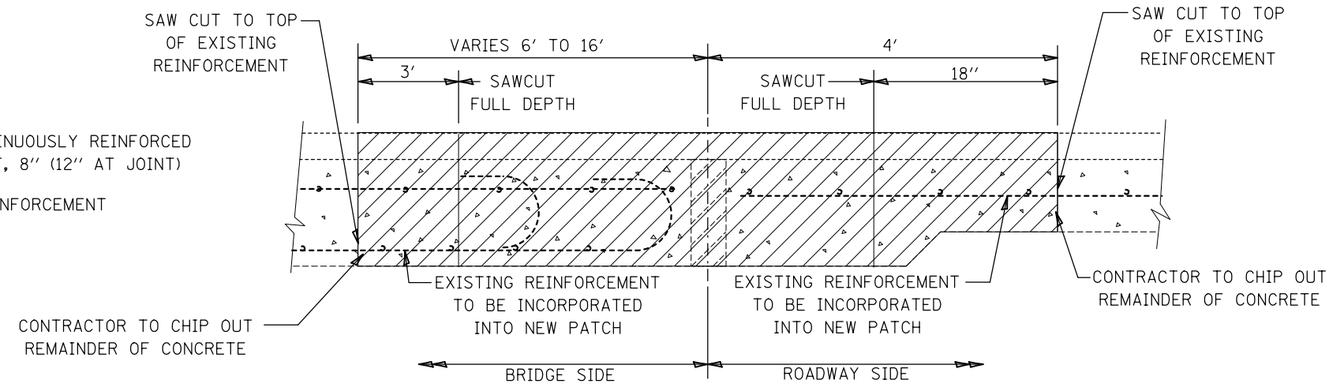
PAVEMENT MARKING DETAILS

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

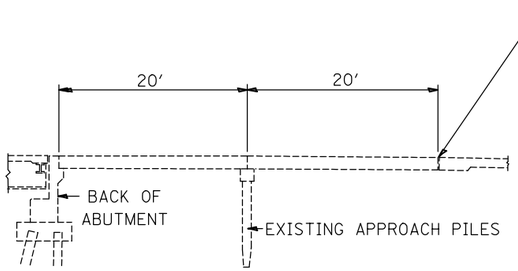
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1, 60-(3HB, 3HB-1)I	MADISON	126	119
		CONTRACT NO. 76601		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

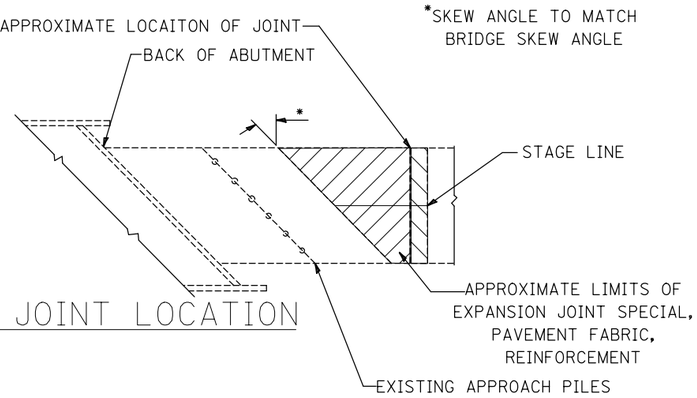


DETAIL OF EXISTING EXPANSION JOINT
(NTS)

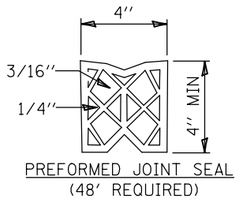


DETAIL OF EXISTING EXPANSION JOINT REMOVAL
(NTS)

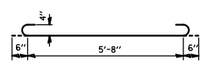




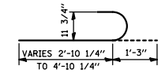
DETAIL OF APPROXIMATE JOINT LOCATION



PREFORMED JOINT SEAL
(48' REQUIRED)



BAR A2
(24 REQUIRED)



HOOK BAR
(22 OF EACH LENGTH REQUIRED)

NOTES FOR EXPANSION JOINT (SPECIAL)

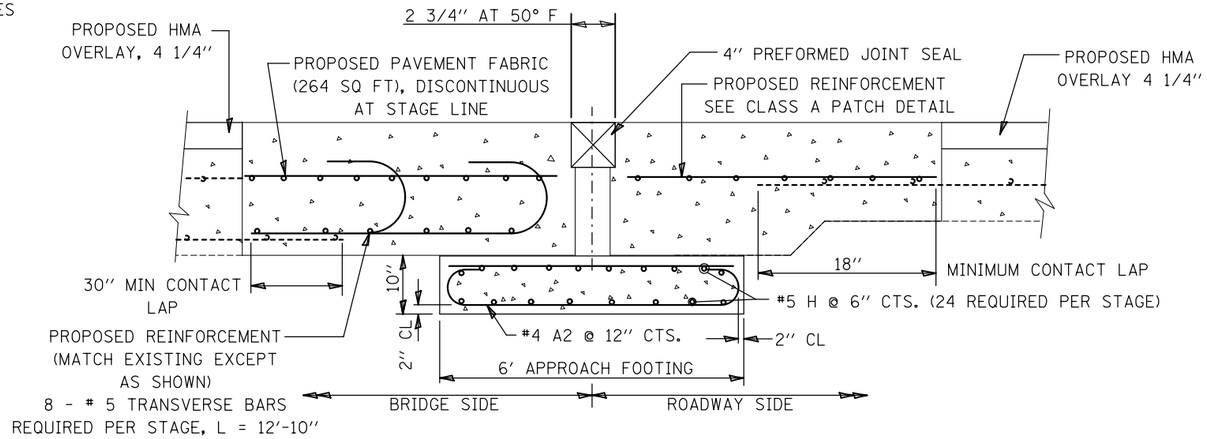
THE EXPANSION JOINT (SPECIAL) SHALL BE CONSTRUCTED AFTER FAI 64 HAS BEEN RESURFACED OR AS APPROVED BY THE ENGINEER.

UPON THE ENGINEER'S APPROVAL OF THE CONSTRUCTION AND INSTALLATION METHOD, A PRECAST APPROACH FOOTING CAN BE USED IN LIEU OF THE CAST-IN PLACE FOOTING. THE WIDTH OF THE PRECAST FOOTING SHALL NOT BE LESS THAN 6 FEET.

UPON THE ENGINEER'S APPROVAL, A PAINTED STEEL PLATE WITH EQUAL OR GREATER SHEAR STRENGHT AS THE CAST-IN-PLACE FOOTING CAN BE USED IN LIEU OF THE CAST-IN-PLACE FOOTING. THE WIDTH OF THE PAINTED STEEL PLATE SHALL NOT BE LESS THAN 6 FEET AND THE TOP SHALL BE COATED WITH LUBRICANT PRIOR TO POURING CONCRETE ABOVE THE PLATE. THIS WORK SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION AND INSTALLATION.

EXPANSION JOINT (SPECIAL) LOCATIONS ARE AT APPROACH AND DEPARTING ENDS OF SN 095-0042.

UPON THE ENGINEER'S APPROVAL, TRANSVERSE REINFORCEMENT ON THE BRIDGE SIDE OF THE PROPOSED JOINT SHALL BE SPLICED WITH APPROPRIATE BAR SPLICERS.



DETAIL OF PROPOSED EXPANSION JOINT (SPECIAL)
(NTS)

EXPANSION JOINT (SPECIAL)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT (SPECIAL)

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1, 60-(3HB, 3HB-1)I	MADISON	126	120
		CONTRACT NO. 76601		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NOTES
1. ALL SIGNS REQUIRED WILL BE SUPPLIED TO THE CONTRACTOR BY IDOT.

2. THE CONTRACTOR WILL FURNISH THE POSTS AND ERECT THE SIGNS AT THE LOCATIONS SHOWN ON THIS SHEET, AS DIRECTED BY THE RE/RT THE POSTS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

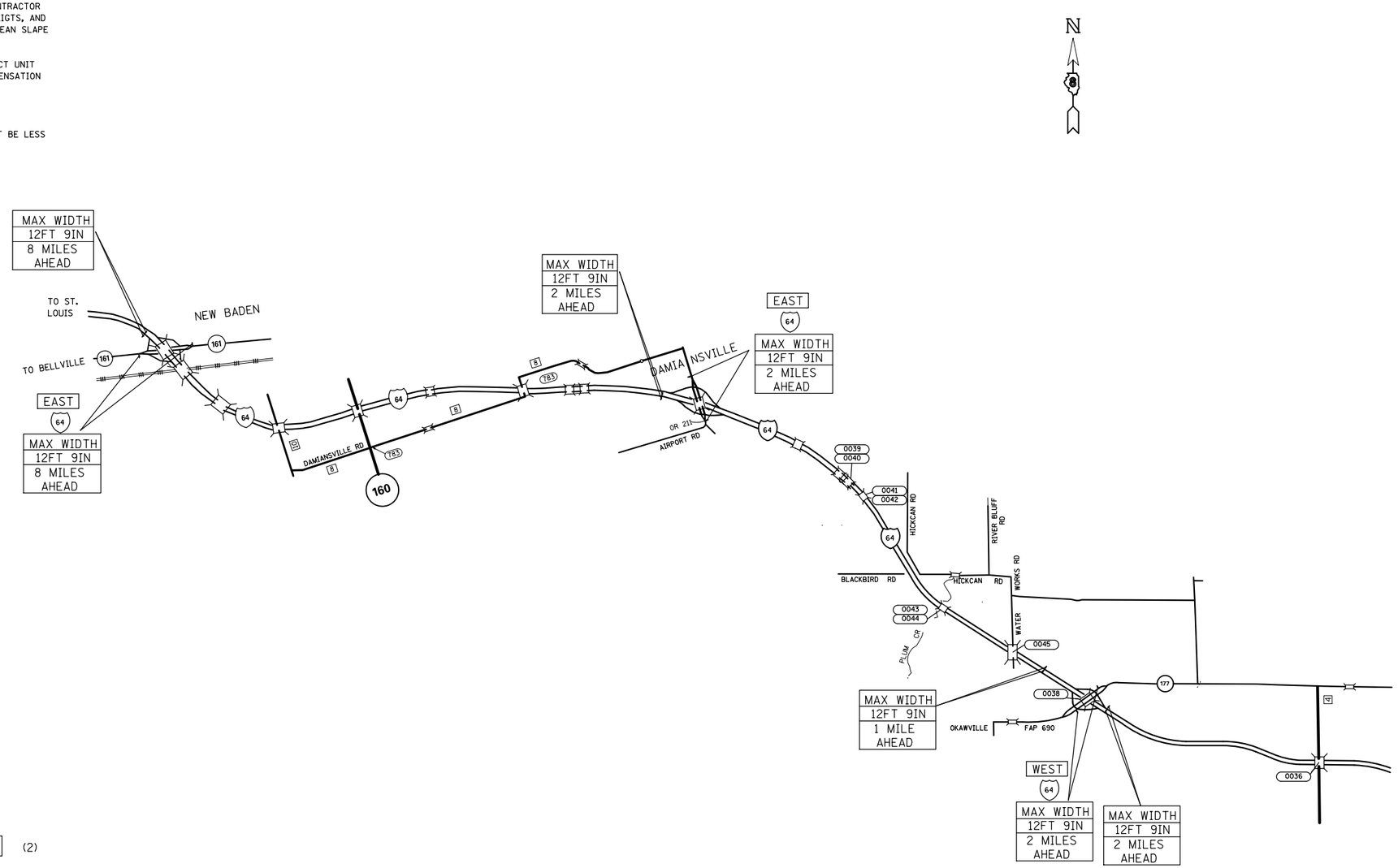
3. THE CONTRACTOR SHALL GIVE ILLINOIS DEPARTMENT OF TRANSPORTATION, BUREAU OF OPERATIONS TWO WEEKS NOTICE FOR SIGNS. THE CONTRACTOR SHALL PICK UP THE SIGNS AT THE TM BUILDING IN FAIRVIEW HEIGTS, AND RETURN THEM UPON COMPLETION OF THE CONTRACT. CONTACT JEAN SLAPE AT 618-394-2189

4. THE ABOVE NOTED WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE, LUMP SUM, FOR WIDE LOAD SIGNING AND NO OTHER COMPENSATION WILL BE ALLOWED.

5. SIGN SPACING WILL BE 400' OR TO FIT FIELD CONDITIONS.

6. THE HEIGHT TO THE BOTTOM OF THE LOWEST SIGN SHALL NOT BE LESS THAN 6'.

WIDE LOAD SIGNING FOR STRUCTURES ON FAI-64



SIGNS REQUIRED

MAX WIDTH 12FT 9IN 8 MILES AHEAD	(4)
MAX WIDTH 12FT 9IN 2 MILES AHEAD	(8)
MAX WIDTH 12FT 9IN 1 MILE AHEAD	(2)
WEST	(2)
EAST	(4)
64	(6)

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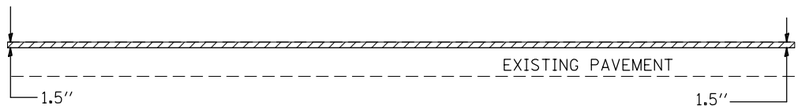
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WIDE LOAD SIGNING PLANS

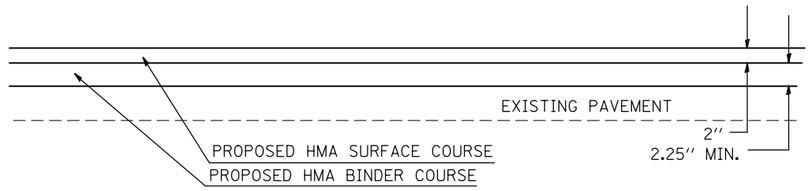
SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-(1,2)RS-1	WASHINGTON	126	121
		CONTRACT NO. 76D20		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

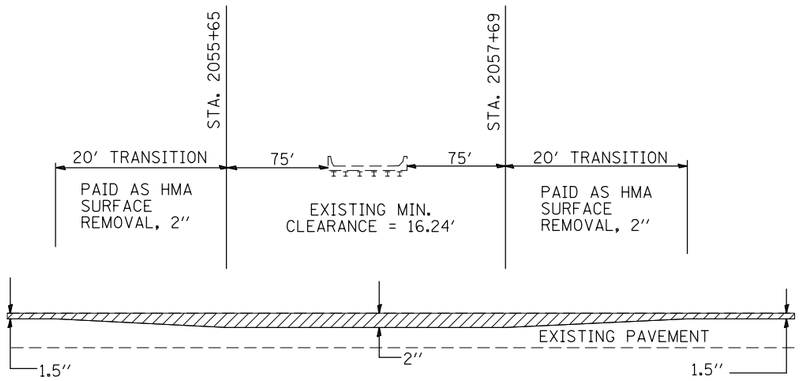
EXISTING MIN. CLEARANCE = 16.48'



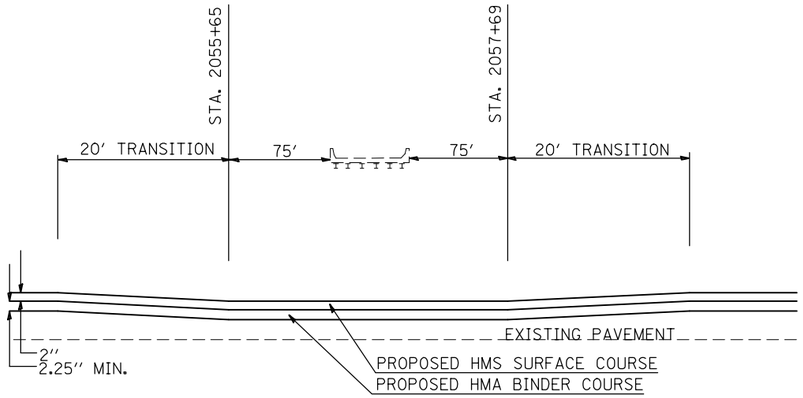
MILLING DETAIL
E.B. LANES
UNDER S.N. 095-0045 (TR-68)



PAVING TRANSITION DETAIL
E.B. LANES
UNDER S.N. 095-0045 (TR-68)



MILLING TRANSITION DETAIL
W.B. LANES
UNDER S.N. 095-0045 (TR-68)



PAVING TRANSITION DETAIL
W.B. LANES
UNDER S.N. 095-0045 (TR-68)

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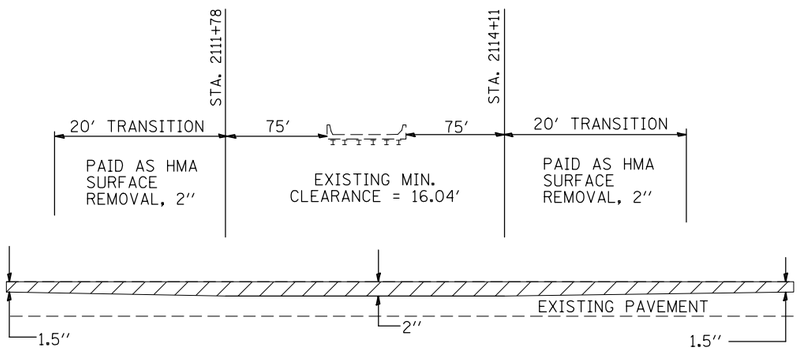
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

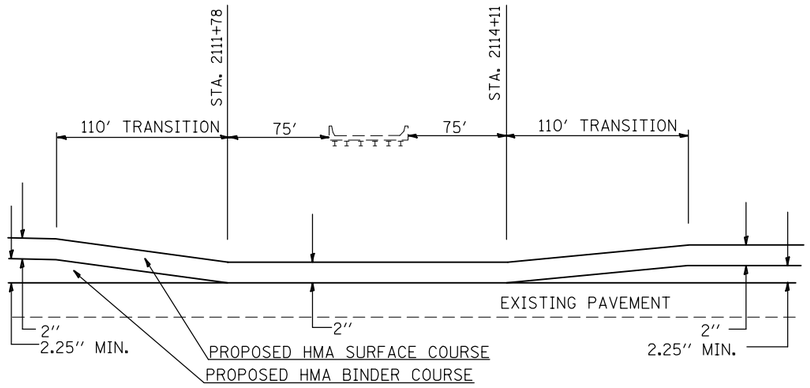
PAVING TRANSITION DETAILS

SCALE: | SHEET NO. 1 OF 3 SHEETS | STA. | TO STA.

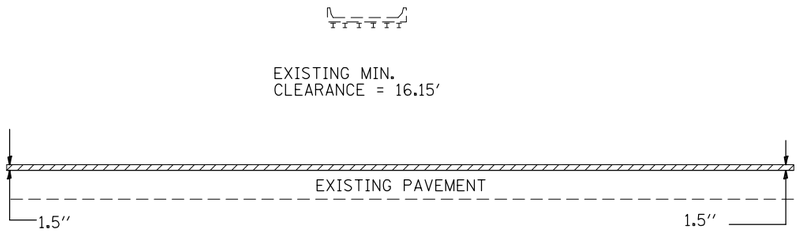
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-(1,2)RS-1	WASHINGTON	126	122
		CONTRACT NO. 76D20		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



MILLING TRANSITION DETAIL
E.B. LANES
UNDER S.N. 095-0038 (IL-177)



PAVING TRANSITION DETAIL
E.B. LANES
UNDER S.N. 095-0038 (IL-177)



MILLING TRANSITION DETAIL
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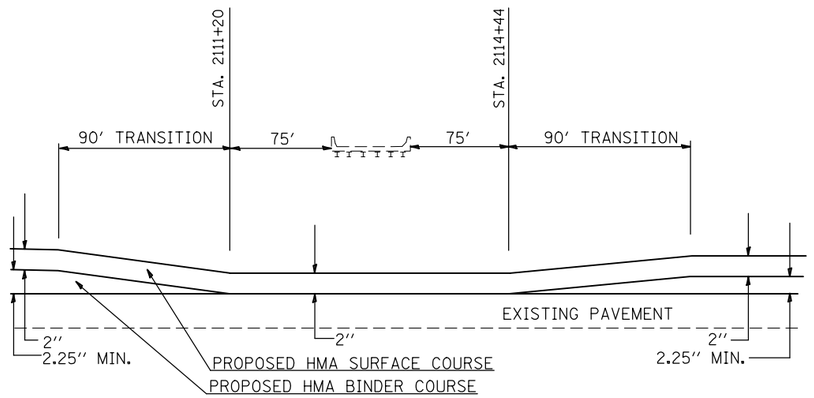
UNDER S.N. 095-0038 (IL-177)



PAVING TRANSITION DETAIL
W.B. LANES
UNDER S.N. 095-0038 (IL-177)

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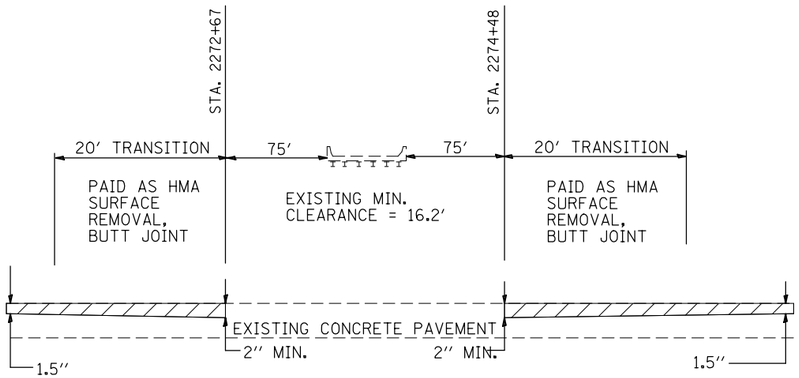
	PLOT DATE = 6/13/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

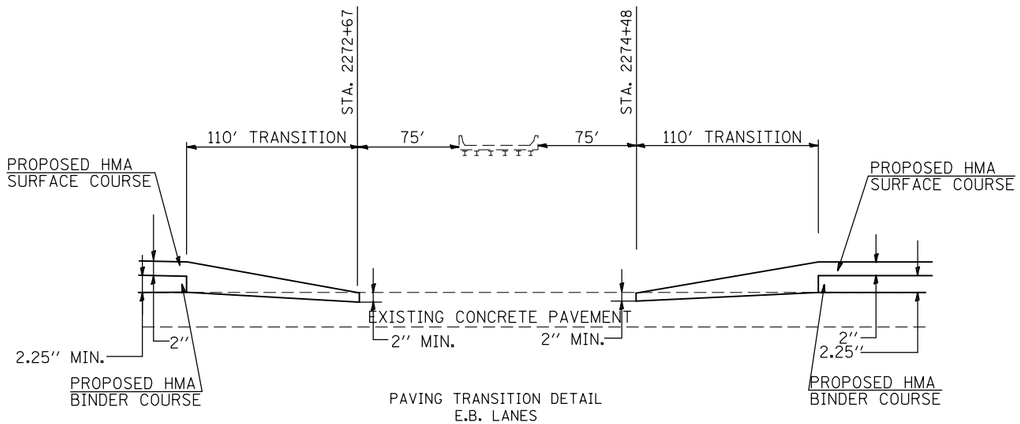
PAVING TRANSITION DETAILS

SCALE: | SHEET NO. 2 OF 3 SHEETS | STA. | TO STA.

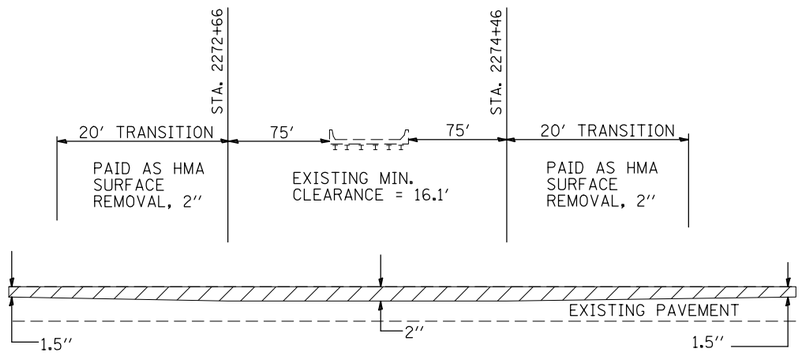
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-(1,2)RS-1	WASHINGTON	126	123
		CONTRACT NO. 76D20		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



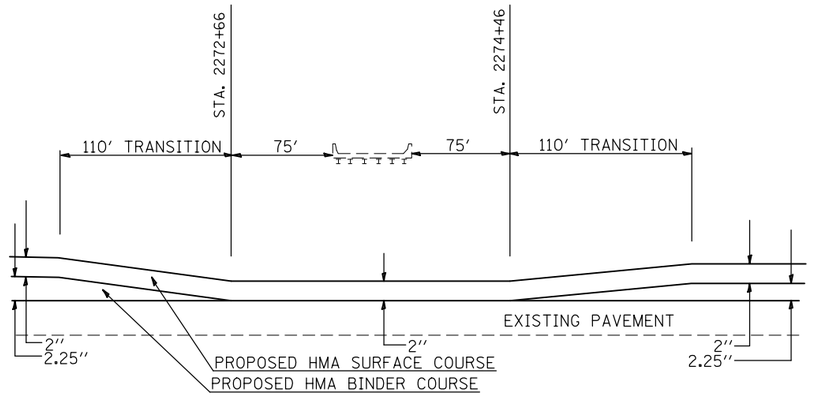
MILLING TRANSITION DETAIL
E.B. LANES
UNDER S.N. 095-0036 (CH-4)



PAVING TRANSITION DETAIL
E.B. LANES
UNDER S.N. 095-0036 (CH-4)



MILLING TRANSITION DETAIL
W.B. LANES
UNDER S.N. 095-0036 (CH-4)



PAVING TRANSITION DETAIL
W.B. LANES
UNDER S.N. 095-0036 (CH-4)

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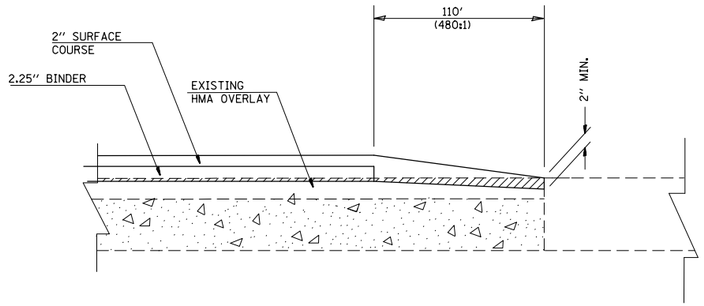
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

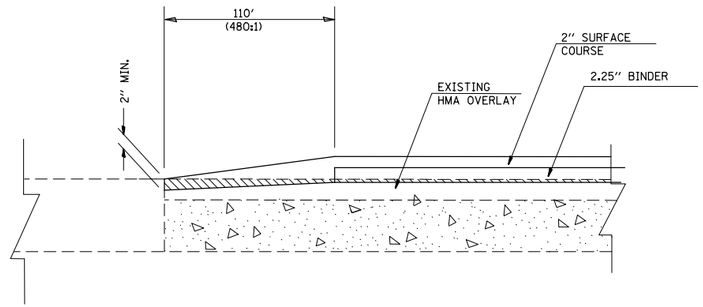
PAVING TRANSITION DETAILS

SCALE: | SHEET NO. 3 OF 3 SHEETS | STA. | TO STA.

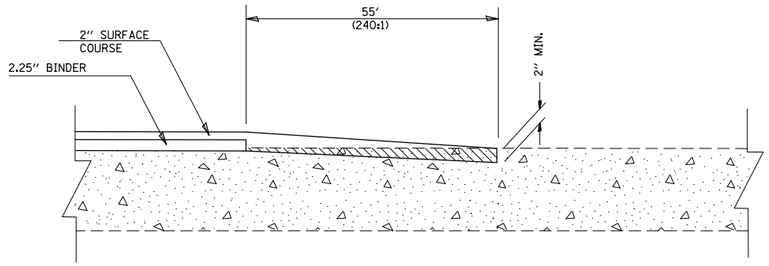
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-(1,2)RS-1	WASHINGTON	126	124
		CONTRACT NO. 76D20		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



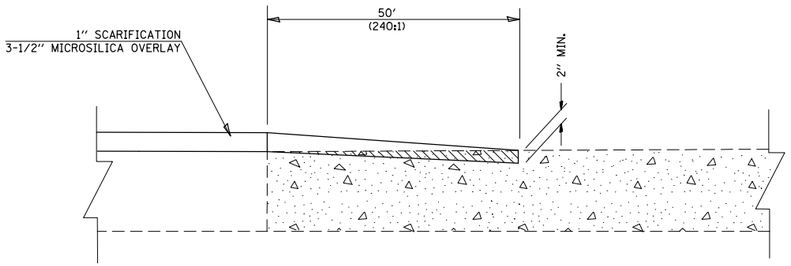
BUTT JOINTS @ MAINLINE BRIDGES



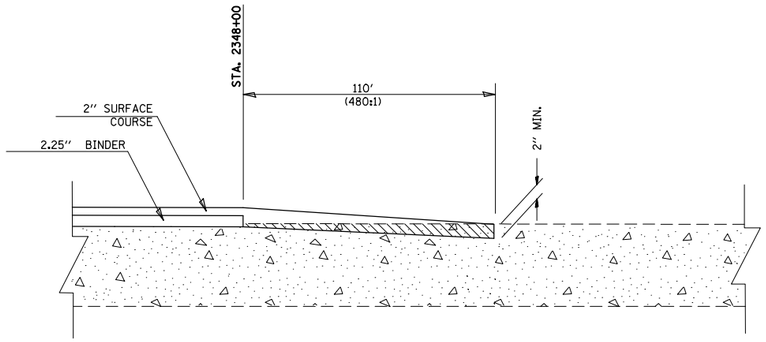
BUTT JOINTS @ MAINLINE BRIDGES



BUTT JOINT AT
END OF RAMPS



BUTT JOINT AT CH 4



BUTT JOINT AT
END OF PROJECT

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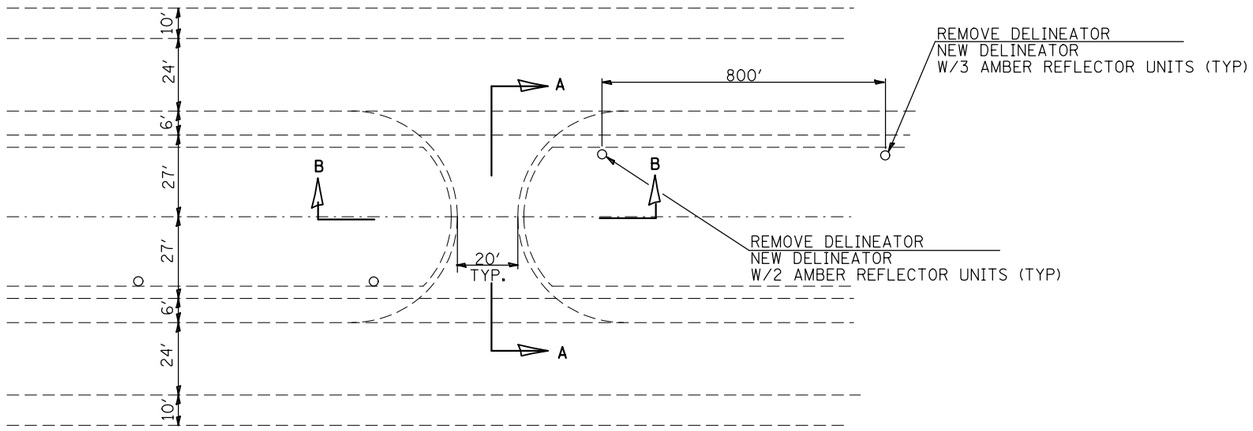
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

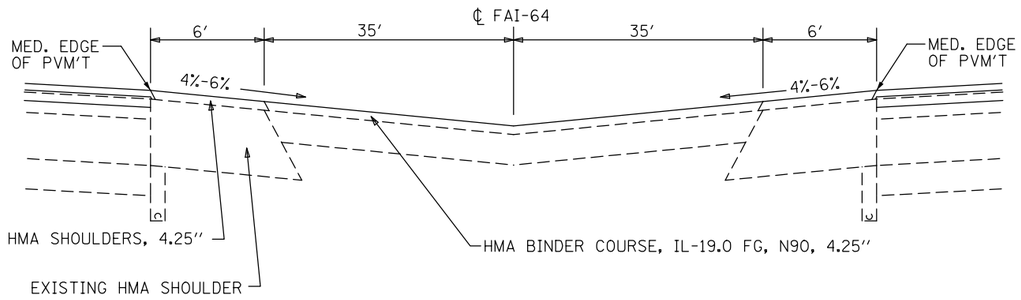
BUTT JOINT DETAILS

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

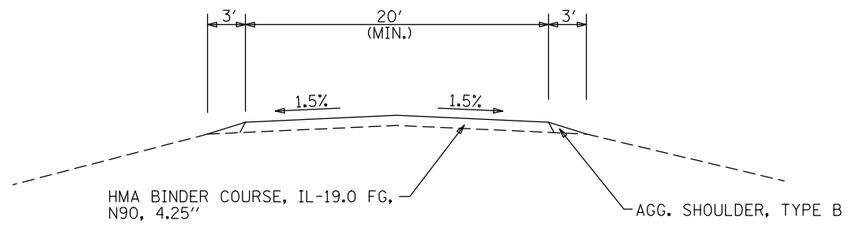
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	95-(1,2)RS-1	WASHINGTON	126	125
		CONTRACT NO. 76D20		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



DETAIL OF EXISTING MEDIAN CROSSOVER



SECTION A-A



SECTION B-B

FILE NAME = c:\pw_work\pwidot\conoverpj\d0145718\d876d20-sht-details.dgn	USER NAME = conoverpj	DESIGNED -	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**MEDIAN CROSSOVER DETAILS**			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000 ′ / in.	DRAWN -	REVISED -					64	95-(1,2)RS-1	WASHINGTON	126	126
	PLOT DATE = 6/13/2014	CHECKED -	REVISED -							CONTRACT NO. 76D20		
		DATE -	REVISED -		SCALE:	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		