

CODE No.	ITEM	UNIT	CONSTRUCTION TYPE CODE				
			TOTAL QUANTITY	URBAN BRIDGE	URBAN BRIDGE	URBAN BRIDGE	URBAN ROADWAY
				SN-090-0044	SN 090-0046	SN 090-0120	
				0013	0013	0013	0006
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	120	40	40	40	
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	480	160	160	160	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2400	1875		525	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	500			500	
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY, REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	1		1	
70600332	IMPACT ATTENUATORS, RELOCATE (FULLY, REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1			1	
78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	12105				12105
78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	1054				1054
78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	2336				2336
78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	330				330
X4402020	CONCRETE MEDIAN SURFACE REMOVAL	SQ FT	1695				1695
X5060603	CONTAINMENT AND DISPOSAL OF NON-LEAD PAINT CLEANING RESIDUES NO. 3	L SUM	1			1	
X6064500	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (TEMPORARY)	FOOT	188				188
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	0.34	0.33	0.33	
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	27	27			
Z0001905	STRUCTURAL STEEL REPAIR	POUND	2540		2540		
Z0003802	REMOVAL OF EXISTING BEARINGS	EACH	40	40			
Z0007101	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1	1			
Z0007102	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 2	L SUM	1		1		
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5")	SQ FT	3754.9	3658.9	96		
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	225.0	225.0			
Z0021920	SILICONE JOINT SEALER SPECIAL	FOOT	40	36	4		
Z0032400	JOINT REPAIR	EACH	14	11	3		
Z0062456	TEMPORARY PAVEMENT	SQ YD	230				230
Z0073200	TEMPORARY SHORING AND CRIBBING	EACH	97	57	40		

MODEL - Summary of Quantities
 FILE NAME - P:\09\06\22\DOT\DA_MOT_Plans\10_CAD\CADD_Sheets\468D59_sht004_MOT_SummaryOfQuantities_02.dgn

USER NAME = bcd	DESIGNED - BCD	REVISED - 11/21/2018
	DRAWN - GDC	REVISED -
PLOT SCALE = 1:1	CHECKED - LDC	REVISED -
PLOT DATE = 11/21/2018	DATE - 10/8/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

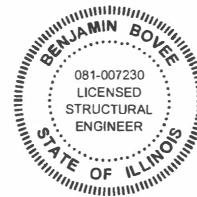
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	(50B-4)BR;12[(HVB,HB)BR]BR	TAZEWELL	61	4
CONTRACT NO.68D59				
ILLINOIS FED. AID PROJECT				

Bench Mark: Chiseled cross on guard rail bolt. Station 13+35 ± 45-ft right along Existing F.A.U. Rte. 6712 centerline. Elevation 484.47

Existing Structure: Originally built in 1958 as F.A. Rt 10 (Spur) Section (12-HB) and rehabilitated in 1991 as a three span composite steel I-beam bridge having spans of 36'-3", 84'-0", and 45'-8" with a back to back abutment length of 165'-11", measured along the tangent to the horizontal curved roadway. The bridge has a skew of 12°-4'-22". The out-to-out width of the structure is 63'-8" with 1'-7" wide parapets on both sides and a 3'-0" wide raised median. The bridge is supported by driven steel pile supported abutments and multi-column piers supported on driven steel piling.

Salvage: None



SIGNED: *Benjamin Boyer*
 DATE: 11/28/2018
 ILLINOIS STRUCTURAL ENGINEER
 NO. 081-007230
 LICENSE EXPIRES: 11-30-2020

INDEX OF SHEETS

1. General Plan & Elevation
2. General Data
3. Median Repair Details
4. Bearing Details
5. Bearing Details
6. Structural Steel Repair
7. Structural Steel Repair
8. Pier 1 Concrete Removal Details
9. Pier 1 Details
10. Pier 1 Details
11. Pier 2 Concrete Removal Details
12. Pier 2 Details
13. Pier 2 Details
14. Pier 2 Concrete Repair Details
15. Existing Steel Cleaning and Painting

CURVE DATA

P.I. Sta. = 16+66.65
 Δ = 45°-00'-00"
 D = 2°-54'-00"
 R = 1,975.72'
 T = 818.37'
 L = 1,551.72'
 E = 162.78'
 P.C. Sta. = 8+48.28
 P.T. Sta. = 24+00.00

DESIGN STRESSES

Existing Structure
 f'c = 3,500 psi
 fy = 60,000 psi (Reinforcement)
 fy = 36,000 psi (M183 Grade 36)

New Construction
 f'c = 4,000 psi (Superstructure)
 f'c = 3,500 psi (Substructure)
 fy = 60,000 psi (Reinforcement)
 fy = 50,000 psi (M270 Grade 50)

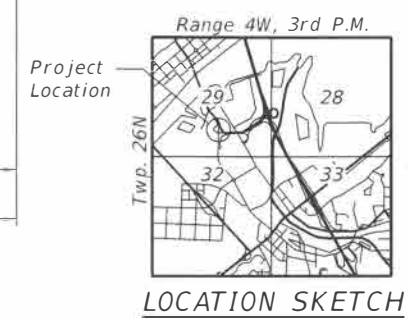
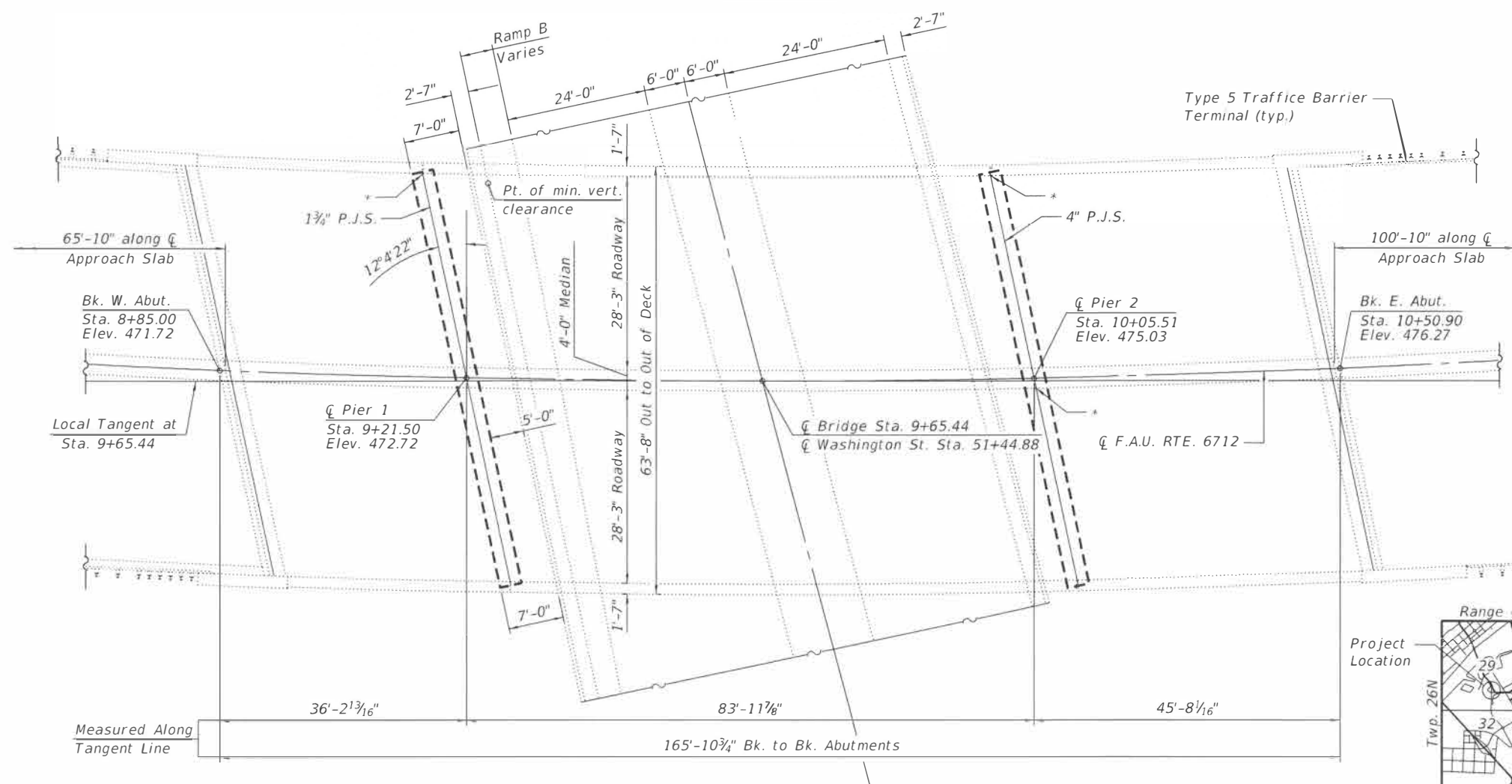
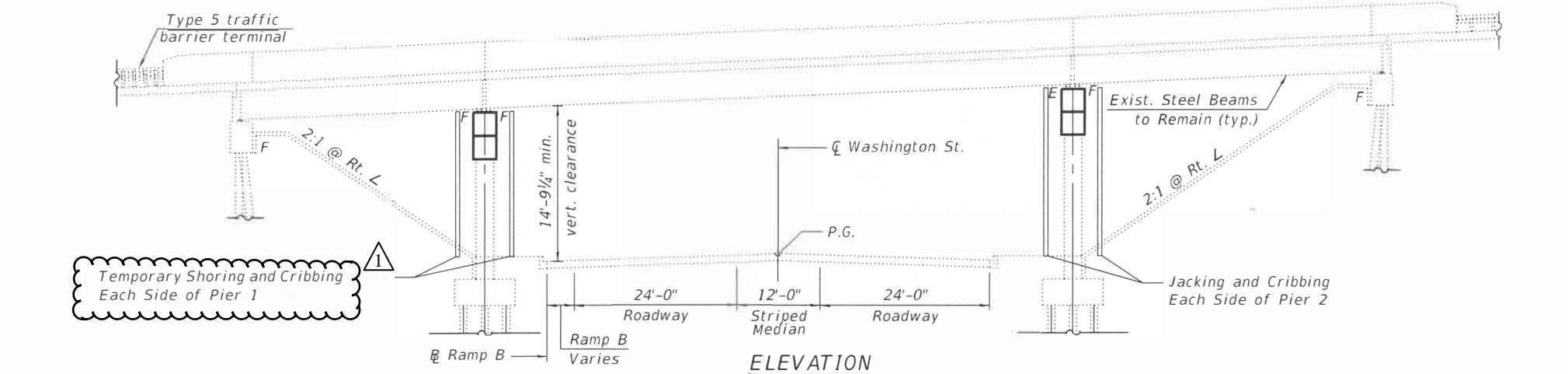
DESIGN SPECIFICATIONS
 2002 AASHTO Standard Specifications for Highway Bridges

LOADING HS20-44

No future wearing surface shall be installed.

* Indicates Locations for "Joint Repair"

GENERAL PLAN & ELEVATION
RIVERFRONT DRIVE OVER WEST WASHINGTON ST.
F.A.U. RTE. 6712, SEC. (12-HVB)BR-1
TAZEWELL COUNTY
STATION 9+65.44
STRUCTURE NO. 090-0046



FILE NAME: P:\10-1063-08 SN 0046 0120 Repairs\10_CAD\CADD_Sheets\090-0046\0900046-68D59-01-General Plan and Elevation.dgn

Kaskaskia
 Engineering Group, LLC

USER NAME =	DESIGNED - MC	REVISED -
CHECKED - BB	REVISED -	
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CHECKED - BB	REVISED -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
 STRUCTURE NO. 090-0046
 SHEET 1 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	(508-4)BR-12((HVB.HB)BR)BR	TAZEWELL	61	32
CONTRACT NO. 68D59				

GENERAL NOTES

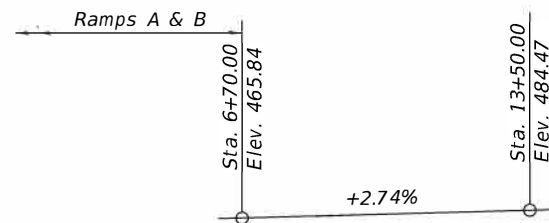
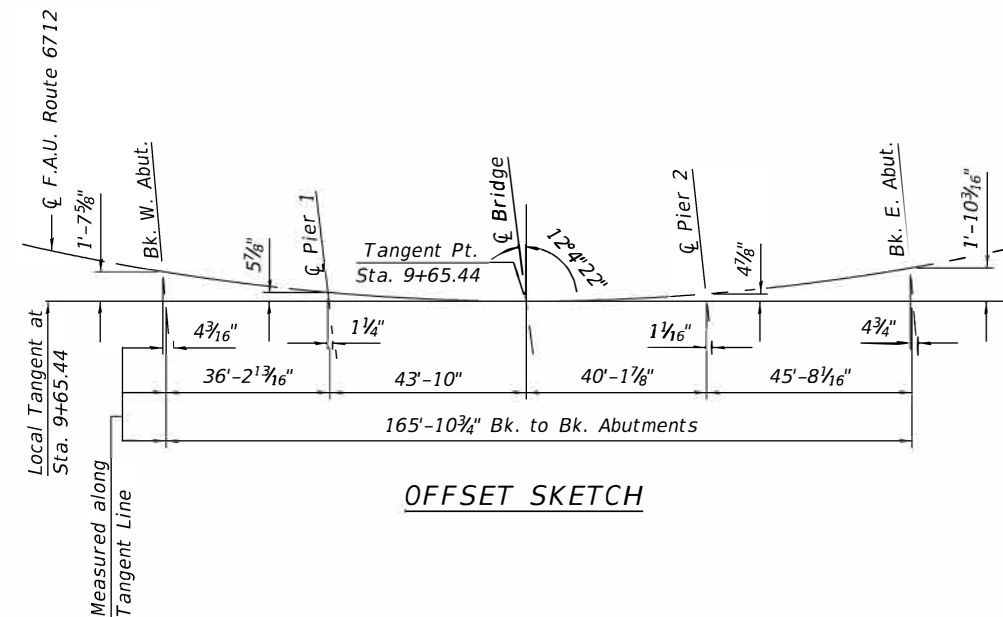
All structural steel shall be AASHTO M 270 Grade 50.
 Reinforcement bars designated (E) shall be epoxy coated.
 Prior to pouring the new concrete, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from surfaces in contact with the concrete. Removal shall be accomplished by methods that will not damage the steel and the cost will be included with Concrete Removal.
 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.
 Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
 The existing bridge deck at the pier joints is heaving due to pack rust at the bearings. The Contractor shall adjust the bearing seat elevations as needed to bring the bridge deck to a level plane.
 All structural steel and exposed surfaces of bearings within a distance of 5 ft. each way from the deck joints shall be painted as specified in Section 506 of the Standard Specifications.
 The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
 Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
 Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
 Any reinforcement bars damaged during the Concrete Removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete Removal. Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at ambient temperature other than 50°F.
 The existing structural steel coating contains lead. The Contractor should take appropriate precautions to deal with the presence of lead on this project.
 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".
 Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". Areas to be cleaned and painted shall consist of all beam ends, end diaphragms and steel components of the steel bearings at the abutments and piers. Beam end painting shall extend 5 feet from the ends of the beams longitudinally. This surface preparation shall be accomplished according to the requirements of Near-White Metal Blast Cleaning SSPC-SP 10. The paint system shall be applied as specified for System 1 OZ/E/U. The color of the final finish coat shall be Blue, Munsell No. 10B 3/6.
 Containment and disposal as specified shall follow the special provision for "Containment and Disposal of Lead Paint Cleaning Residue". The use of four air monitors will be required to monitor abrasive blasting operations.
 The painting contractor shall be SSPC-QP 1 and SSPC-QP2 certified for this project and shall maintain certification throughout the duration of the project.
 Fasteners shall be high strength bolts. Bolts 7/8" open holes 1 5/16", unless otherwise noted.
 Cost of removal and re-installation of all members necessary to complete the work as detailed on the plans and as specified in the Special Provisions shall be included with Structural Steel Repair.

SCOPE OF WORK

1. Install temporary shoring to each side of Pier 1 and Pier 2.
2. Remove existing pier caps at Pier 1 & Pier 2.
3. Repair designated beam ends.
4. Construct new pier caps at Pier 1 and Pier 2.
5. Replace bearings at Pier 1 and Pier 2.
6. Complete Structural Repair of Concrete to designated areas of Pier 2.
7. Clean and Paint structure at designated locations.
8. Repair joints at existing concrete median on structure.

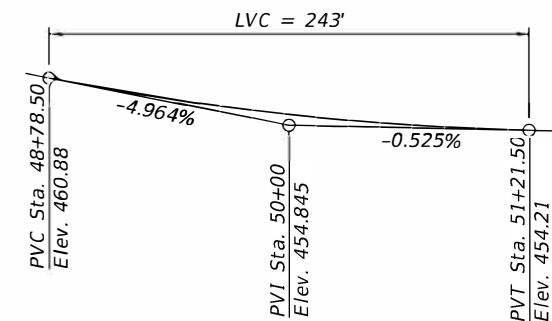
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	CU. YD.	-	60.1	60.1
Concrete Structures	CU. YD.	-	70.2	70.2
Reinforcement Bars (Epoxy Coated)	POUND	-	10,590	10,590
Removal of Existing Bearings	EACH	40	-	40
Elastomeric Bearing Assembly, Type I	EACH	10	-	10
Furnishing and Erecting Structural Steel	POUND	3,660	-	3,660
Cleaning and Painting Steel Bridge Location 2	L. SUM	1	-	1
Structural Repair of Concrete (Depth Equal to or Less than 5")	SQ. FT.	5.0	91.0	96.0
Silicone Joint Sealer (Special)	FOOT	4	-	4
Anchor Bolt, 3/4"	EACH	80	-	80
Temporary Shoring and Cribbing	EACH	40	-	40
Structural Steel Repair	POUND	2,540	-	2,540
Joint Repair	EACH	3	-	3
Containment and Disposal of Lead Paint	L. SUM	1	-	1
Cleaning Residues No. 2				



PROFILE GRADE

F.A.U. RTE. 6712
(Along C Roadway)



PROFILE GRADE

Washington St.
(Along C Roadway)

FILE NAME: P:\10-1063.08 SN 0046 0120 Repairs\10_CAD\CADD Sheets\090-0046\0900046-68D59-02_General Data.dgn

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USER NAME =	DESIGNED - MC	REVISED -
	CHECKED - BB	REVISED -
PLOT SCALE =	DRAWN - MC	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 090-0046

SHEET 2 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
404	(50B-4)BR:12[(HVB,HB)BR]BR	TAZEWELL	61	33
CONTRACT NO. 68D59				
ILLINOIS FED. AID PROJECT				