

Existing Structure: SN 060-0187 & 060-0190 built in 1969 as FA 67, Section 132-4B at station 212+85.00
 The structure is a 3 span wide flange on pile bent abutments and solid wall piers. The existing deck shall be hydroscarified, patched, and overlaid with microsilica concrete overlay.

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

No salvage.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions

Reinforcement bars designated (E) shall be epoxy coated.

All existing HMA patches on the bridge deck shall be removed entirely prior to hydroscarification. Cost included with BRIDGE DECK HYDROSCARIFICATION, 1/2".

The quantity of STRUCTURAL REPAIR OF CONCRETE (DEPTH <=5") is for repairs to the backwalls in various locations.

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

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

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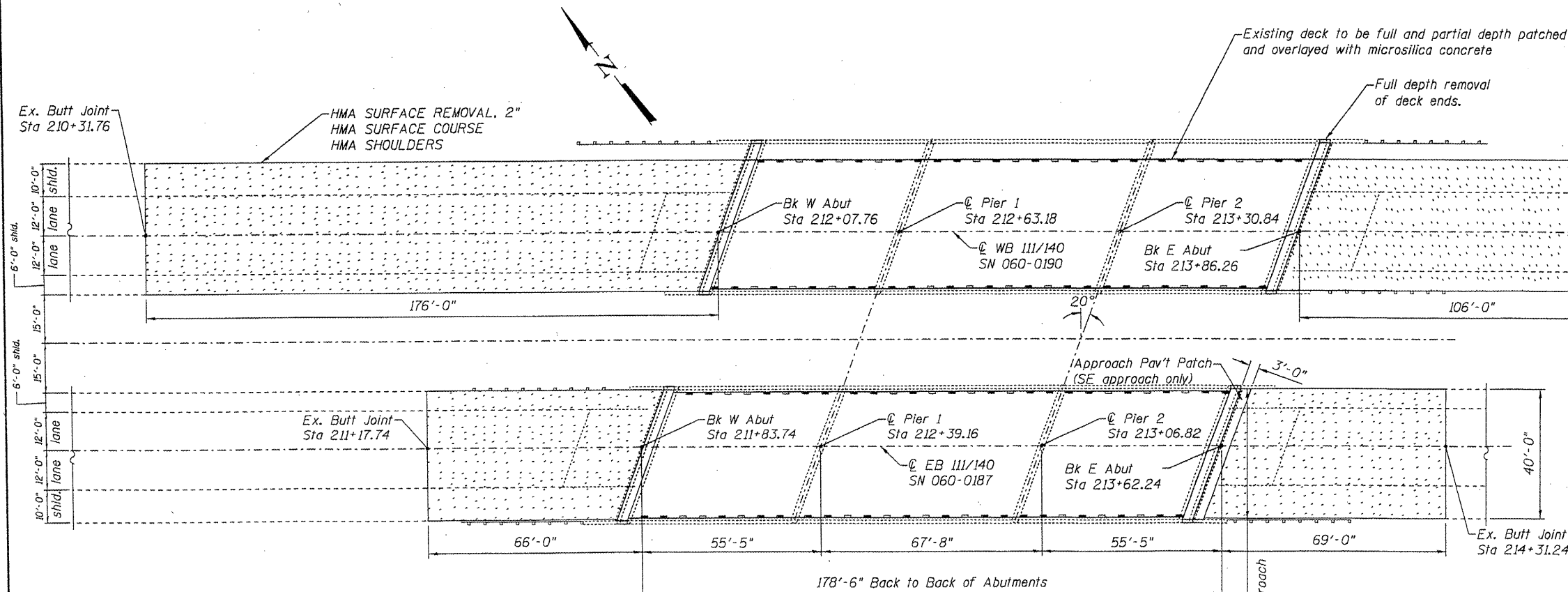
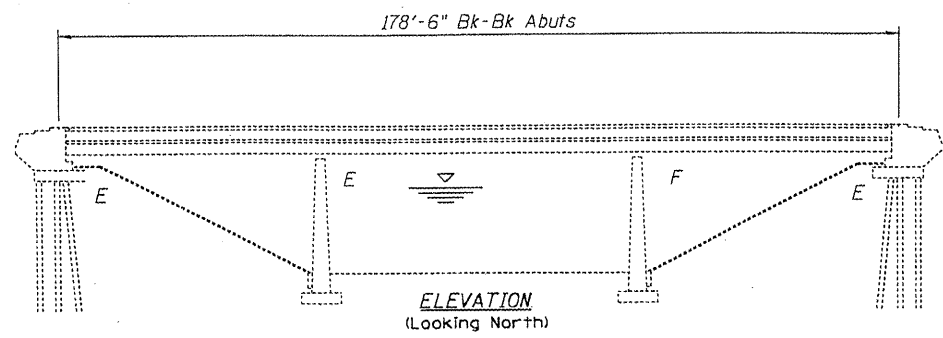
1. General Plan & Elevation
2. Deck Cross Section
3. Joint Retrofit Deck Cross Sections
4. Joint Retrofit Plan Views
5. Joint Retrofit Sections
6. Drain Extension and Plugging Details
7. Deck Patching Plan Sketch
8. Deck Patching Plan Schedule
9. Bar Splicer Base Sheet

HIGHWAY CLASSIFICATION

FAP 785 - IL 111/140
 Functional Class: Other Principal Arterial
 ADT: 21,800 (2007); 27,100 (2029)
 ADTT: 5.5%
 Design Speed: 55 mph
 Posted Speed: 55 mph

DESIGN STRESSES

FIELD UNITS
 $f'_c = 3,500$ psi
 $f_y = 60,000$ (reinforcement)



TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	24.0		24.0
Concrete Superstructure	Cu. Yd.	27.9		27.9
Bridge Deck Grooving	Sq. Yd.	1460		1460
Protective Coat	Sq. Yd.	1559		1559
Floor Drain Extension	Each	40		40
Reinforcement Bars, Epoxy Coated	Pound	3120		3120
Bar Splicers	Each	32		32
Plug Existing Drains	Each	73		73
Structural Repair of Concrete (Depth <= 5")	Each		72	72
Bridge Deck Microsilica Concrete Overlay 2 1/4"	Sq. Yd.	1487		1487
Bridge Deck Hydro-Scarification 1/2"	Sq. Yd.	1487		1487
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	2		2
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	141		141

PLAN

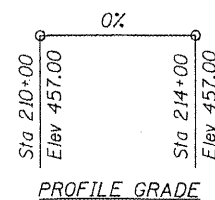
Plug Existing Drain

Extend Existing Drain

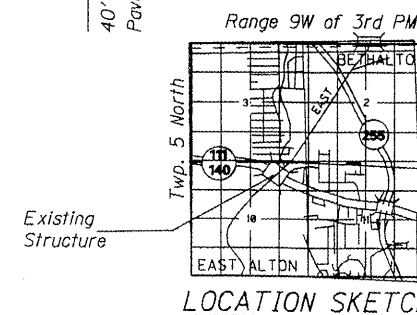
(Note: Each gutter line has 28 existing drains, except the WB south gutter has 29.)

DESIGNED	J. Uehle
CHECKED	B. Williams
DRAWN	J. Uehle
CHECKED	B. Williams

NOVEMBER 17, 2008
EXAMINED
PASSED
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES



PROFILE GRADE



LOCATION SKETCH

GENERAL PLAN & ELEVATION
 IL 111/140 OVER WOOD RIVER CREEK
 STATION 212+85.00

SHEET NO. 1	F.A.P. RTE. 785	SECTION 132-4RS	COUNTY MADISON	TOTAL SHEETS 12	SHEET NO. 4
9 SHEETS	SN 060-0187 & 0190		CONTRACT NO. 76B89		
FED. ROAD DIST. NO. -		ILLINOIS FED. AID PROJECT			