

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 592	28BR-2	ST. CLAIR	51	32
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 2  
21 SHEETS

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Superstructures	Each	1		1
Concrete Structures	Cu. Yd.		15.3	15.3
Precast Prestressed Concrete Deck Beams (17" Depth)	Sq. Ft.	3770.0		3770.0
Reinforcement Bars, Epoxy Coated	Pound	5310	2120	7430
Concrete Wearing Surface, 5"	Sq. Yd.	420		420
Bridge Deck Grooving	Sq. Yd.	420		420
Protective Coat	Sq. Yd.	420		420
Steel Railing Type SM	Foot	229		229
Name Plates	Each	1		1
Structure Excavation	Cu. Yd.		63	63
Porous Granular Embankment (Special)	Cu. Yd.		55	55
Concrete Removal	Cu. Yd.		12.5	12.5
Structural Repair of Concrete (Depth equal to or less than 5 in)	Sq. Ft.		193	193
Preformed Joint Strip Seal	Foot	66		66
Epoxy Crack Injection	Foot		34	34
Bar Splicers	Each		68	68
Slope Wall Crack Sealing	Foot		136	136
Slope Wall Repair	Sq. Yd.		1	1
Controlled Low - Strength Material	Cu. Yd.		2.1	2.1
Asbestos Bearing Pad Removal	Each		48	48
Pipe Underdrains for Structures	Foot		112	112
Geocomposite Wall Drain	Sq. Yd.		26	26

GENERAL NOTES

The cut strands at each beam end shall be given two coats of zinc dust spray or paint meeting the requirements of ASTM A 780. The zinc dust spray or paint shall be applied before corrosion appears and allowed to dry according to the manufacturer's specifications prior to another coat of zinc. A concrete sealer meeting the requirements of Section 587 of the Standard Specifications shall be applied to the exterior face and 9" in on the underside of the fascia beams. This work shall be performed by the producer and included with the cost of the beam.

Repair of abutments and pier caps shall be completed prior to placement of new deck beams. The minimum thickness of the Concrete overlay shall be 5" and varies as required to adjust for the new profile grade and beam camber.

The contractor is advised that the existing PPC Deck Beams are in deteriorated condition with reduced load carrying capacity. It is the contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure.

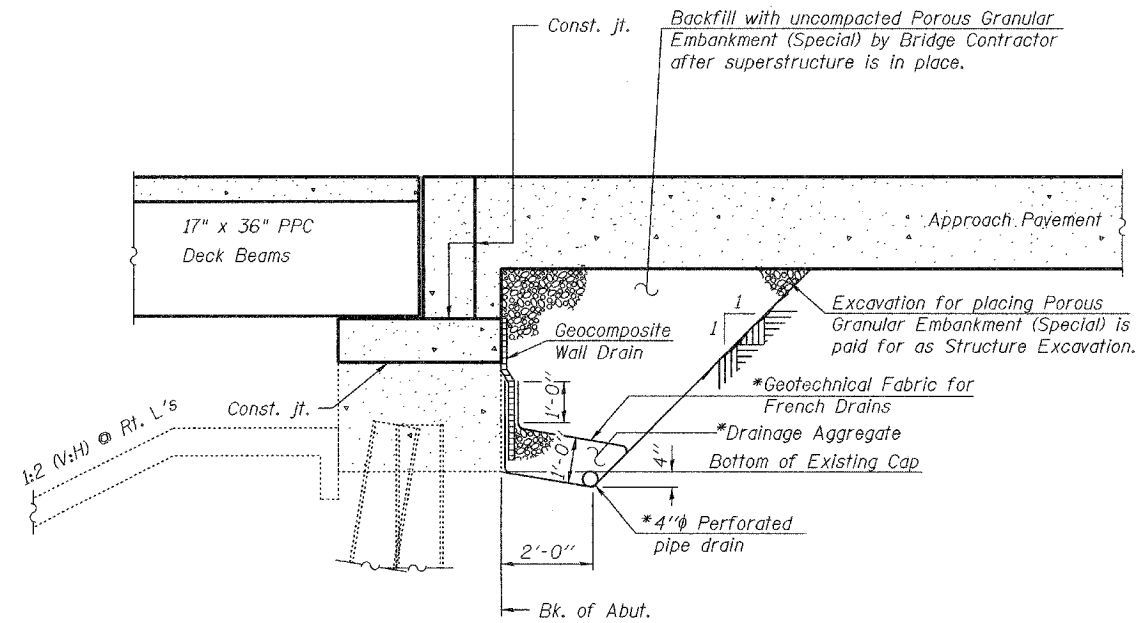
If the contractor's procedure for existing beam removal or placement of new beams involves placement of cranes or other heavy equipment on the new beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedures used will not overstress the new beams. To distribute load to multiple beams and protect the concrete, in all cases a double layer mat of heavy timbers shall be used at all times under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the crane mat to ensure uniform contact with the underlying beams. Prior to placement of the timber mats the following shall be done: placement and tightening of transverse tie assemblies, grouting and curing the dowel rods 24 hours minimum and grouting and curing the shear keys. A temporary means of lateral restraint will be required for fascia beams at expansion ends of the beams to prevent movement of the beams.

The rail anchorage shall be cast with the beam and the wearing surface shall be cast in the field. Formwork necessary for the wearing surface may be secured utilizing the bottom rail anchorage inserts and/or additional inserts cast into the beam. Drilling into the beam will not be permitted.

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

Plan dimensions and details relative to existing structure have been taken from existing plans and field surveys and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field 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 the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.

All construction joints shall be bonded.

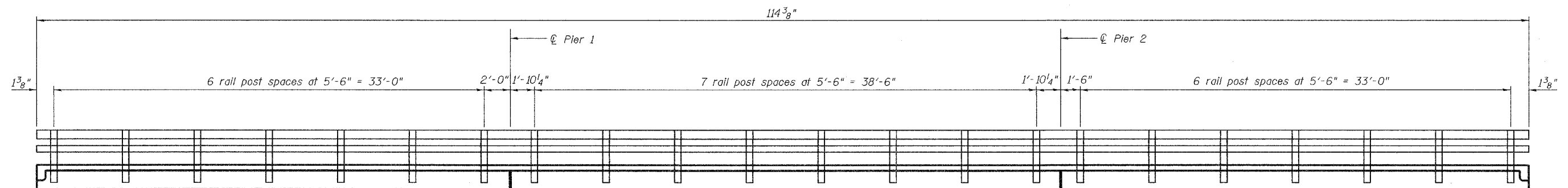


SECTION THRU ABUTMENT  
(Horiz. dim. @ Rt. L's)

\* Included in the cost of Pipe Underdrains for Structures.

Note:

All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



RAIL POST SPACING

DESIGNED	ADL
CHECKED	WLW
DRAWN	RJP
CHECKED	ADL

GENERAL DETAILS  
F.A.P. ROUTE 592 - SECTION 28BR-2  
ST. CLAIR COUNTY  
STATION 437+31.90  
STRUCTURE NO. 082-0212

\$DATE\$

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