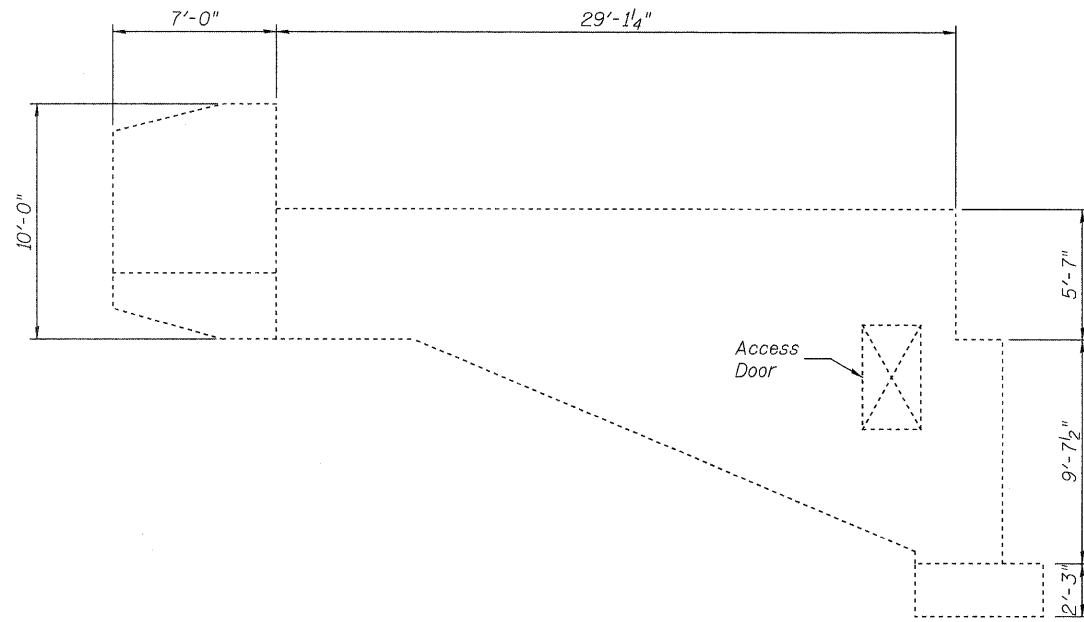
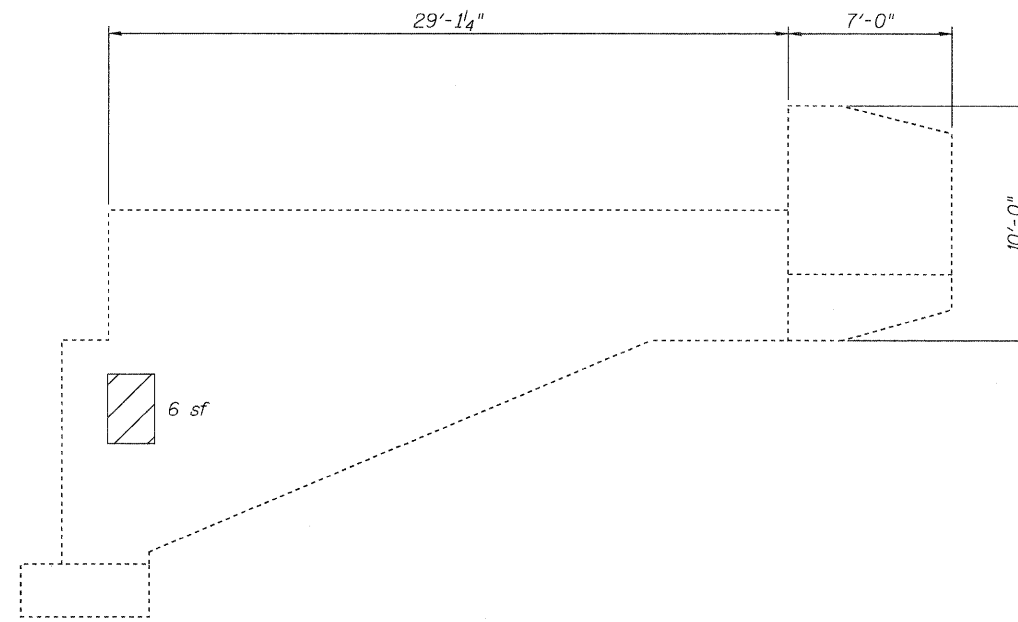


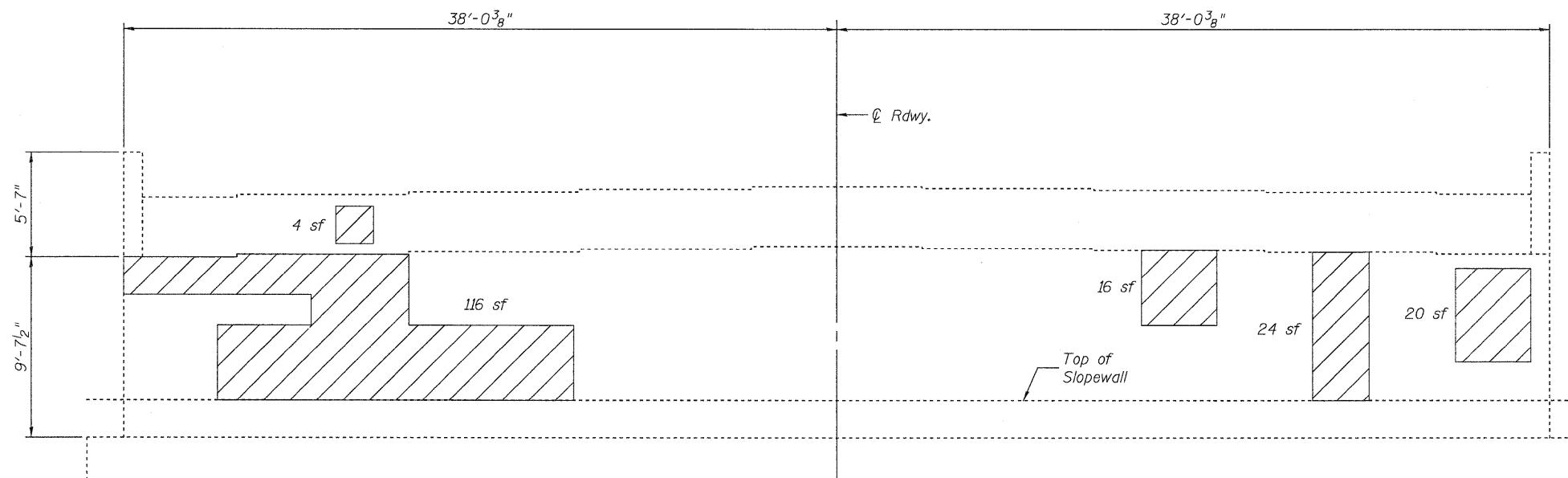
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



ELEVATION - NORTH WING

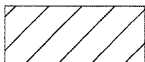



ELEVATION - SOUTH WING



ELEVATION - EAST ABUTMENT

LEGEND

-  Spalled, Hollow or Unsound Concrete
-  Spalled Concrete with Exposed Reinf.

Notes:  
Abutment Condition Survey performed 4/15/2010.

Plan quantities assume that all marked areas will be repaired.

Repair areas are estimated, the Engineer shall determine actual repair locations and record them on the As-Built plans.

Concrete for repair areas on the upper part of the abutment wall that overlap with the proposed beam seat extension shall be placed monolithically with the seat extension, to avoid an undesired construction joint.

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth = < 5")	Sq. Ft.	186

EAST ABUTMENT  
STRUCTURE NO. 060-0198

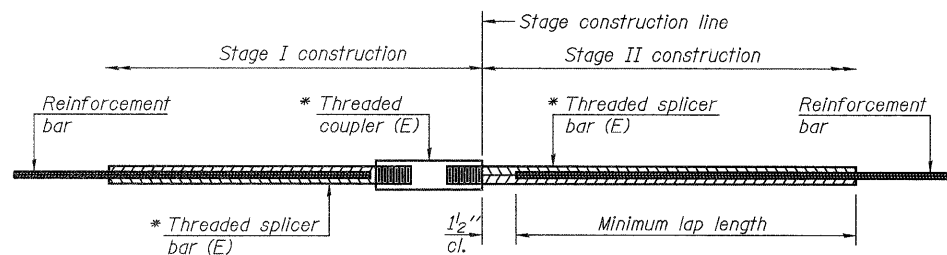
SHEET 9 OF 11	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	60-3RS-1, 60-(3HB,3HB-1)I	MADISON	123	101
STA. 363+22.00		CONTRACT NO. 76601			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

**JD Johnson, Depp & Quisenberry**  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: CMV	DRAWN: P. Ray
CHECKED: DCD	CHECKED: CMV/DCD



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**STANDARD BAR SPLICER ASSEMBLY**

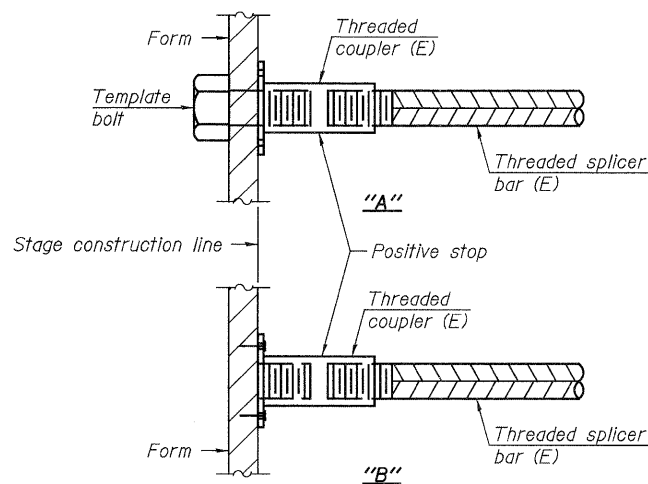
Bar size to be spliced	Minimum Lap Lengths			
	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

Table 1: Black bar, 0.8 Class C  
Table 2: Black bar, Top bar lap, 0.8 Class C  
Table 3: Epoxy bar, 0.8 Class C  
Table 4: Epoxy bar, Top bar lap, 0.8 Class C

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

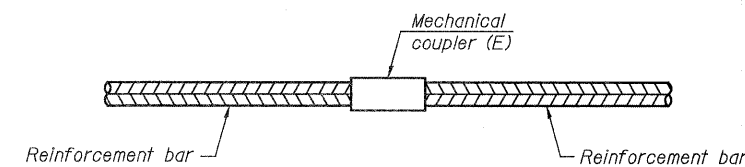
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Joint at W. Abut.	#6	12	Table 3
Joint at E. Abut.	#6	12	Table 3



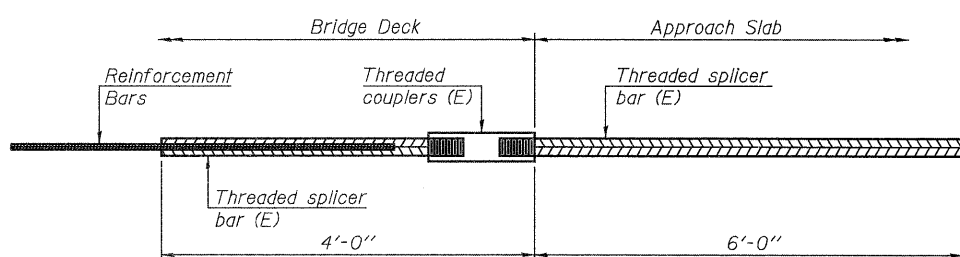
**INSTALLATION AND SETTING METHODS**

"A" : Set bar splicer assembly by means of a template bolt.  
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.  
(E) : Indicates epoxy coating.



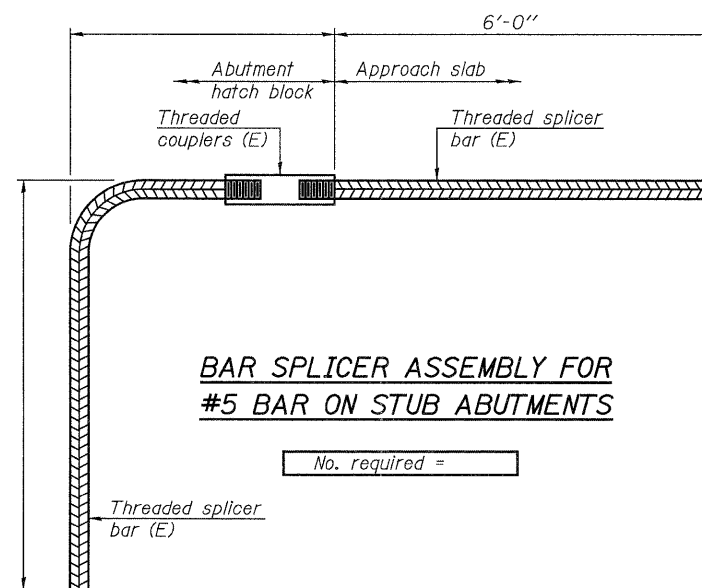
**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



**BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

No. required =



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required =

**NOTES**

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.  
All reinforcement shall be lapped and tied to the splicer bars.  
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.  
See special provision for Mechanical Splicers.  
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
STRUCTURE NO. 060-0198**

SHEET 11 OF 11	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	60-3RS-1, 60-(3HB,3HB-1)I	MADISON	123	103
STA. 363+22.00		CONTRACT NO. 76601			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

**LIN ENGINEERING, LTD.**  
Consulting Engineers  
Chatham, Illinois

DESIGNED: ESH	DRAWN: RH
CHECKED: MTH	CHECKED: MTH

BSD-1 11-1-09

EXISTING STRUCTURE: S.N. 060-0196(SB) & 0197(NB), originally constructed in 1973 as FAI Route 55 Sec. 60-3VB at Station 318+48.55, using 36" steel I-beams with 8" concrete deck and 1 1/2" bituminous wearing surface, 3 spans, 179'-6" back-back abutments, 42'-0" out-out width, stub abutments on concrete piles, multi-column piers on concrete piles. Wearing surface was replaced with a concrete overlay (year unknown).

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS

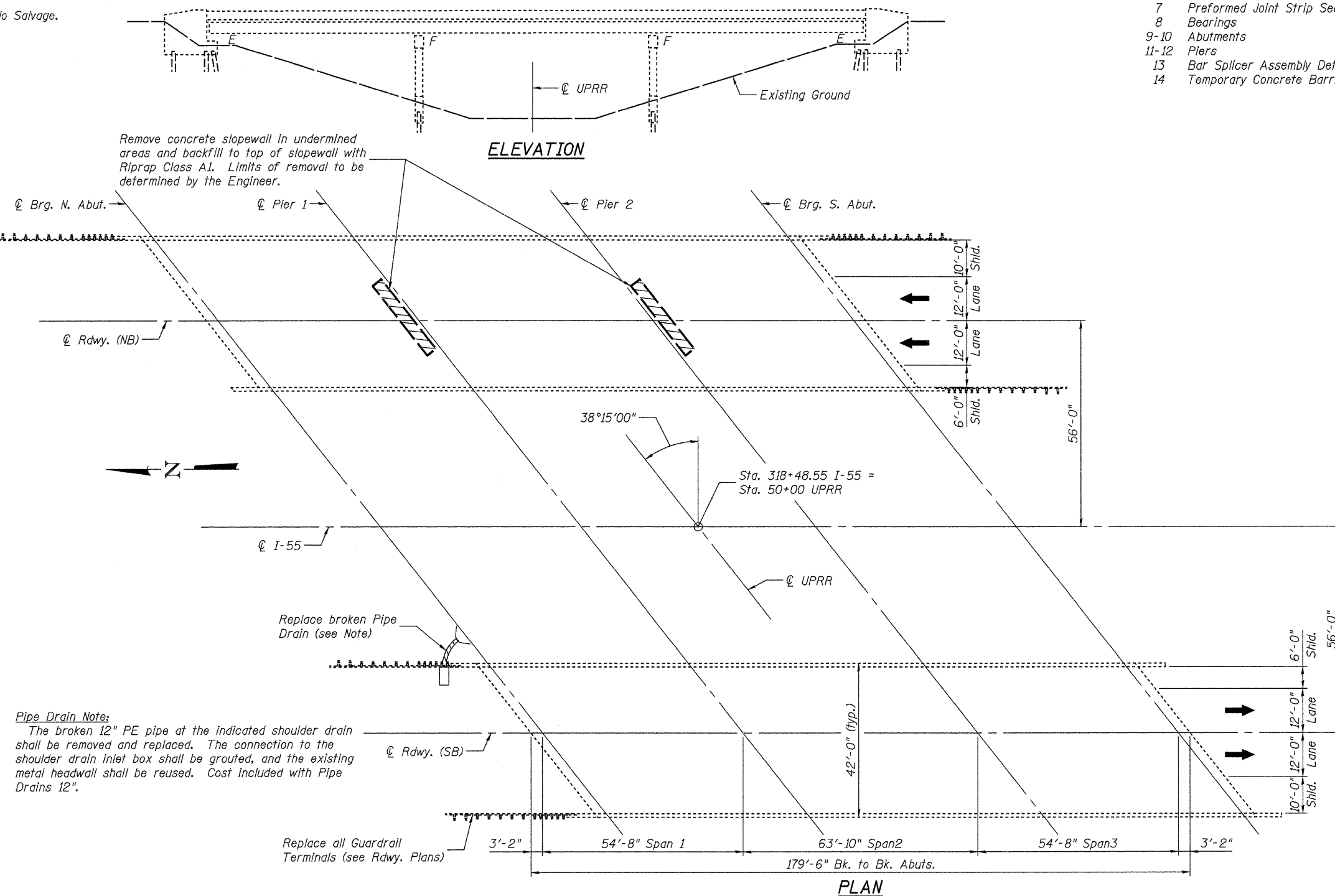
- 1 Gen Plan, Gen Notes, Bill of Mat'l
- 2-3 Deck Repairs
- 4 Parapet Extension
- 5-6 Expansion Joint Repairs
- 7 Preformed Joint Strip Seal
- 8 Bearings
- 9-10 Abutments
- 11-12 Piers
- 13 Bar Splicer Assembly Details
- 14 Temporary Concrete Barrier

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 7/8 in.  $\phi$ , holes 5/16 in.  $\phi$ , unless otherwise noted.  
No field welding is permitted except as specified in the contract documents.  
Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.  
Reinforcement bars designated (E) shall be epoxy coated.  
Existing reinforcement bars extending into the removal area 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.  
Where shown on the plans, reinforcement bars shall be epoxy grouted into existing concrete according to Section 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated.  
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.  
The existing structural steel coating contains lead. The Contractor shall 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".  
Protective Shield shall be provided for the full width of the bridge deck over the railroad for 10 feet each side of the track centerline.  
Protective Coat shall be applied to the surfaces of the deck and parapets, including the wings.  
Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.  
Plan dimensions and details relative to existing plans are subject to routine 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 based upon the unit price bid for the work.

Staged construction shall be used to maintain one lane of traffic in each direction.

No Salvage.



TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A1	Ton	--	26	26
Concrete Removal	Cu Yd	36.2	--	36.2
Bridge Rail Removal	Foot	702	--	702
Slope Wall Removal	Sq Yd	--	32	32
Protective Shield	Sq Yd	238	--	238
Concrete Superstructure	Cu Yd	52.3	--	52.3
Bridge Deck Grooving	Sq Yd	1422	--	1422
Protective Coat	Sq Yd	1882	--	1882
Furnishing and Erecting Structural Steel	Pound	--	3840	3840
Jack and Remove Existing Bearings	Each	--	24	24
Cleaning and Painting Steel Bridge No. 3	L Sum	1	--	1
Cleaning and Painting Steel Bridge No. 4	L Sum	1	--	1
Cont. & Disp. of Lead Paint Clean. Resid. No.3	L Sum	1	--	1
Cont. & Disp. of Lead Paint Clean. Resid. No.4	L Sum	1	--	1
Reinforcement Bars, Epoxy Coated	Pound	8120	--	8120
Bar Splicers	Each	--	48	48
Preformed Joint Strip Seal	Foot	212	--	212
Elastomeric Bearing Assembly, Type I	Each	--	24	24
Anchor Bolts, 1"	Each	--	48	48
Concrete Sealer	Sq Ft	--	614	614
Pipe Drains 12"	Foot	12	--	12
Structural Repair of Concrete (Depth = < 5")	Sq Ft	--	36	36
Bridge Deck Microsilica Concrete Overlay 2 1/4"	Sq Yd	1456	--	1456
Bridge Deck Hydro-Scarification 2 1/2"	Sq Yd	1456	--	1456

**Pipe Drain Note:**  
The broken 12" PE pipe at the indicated shoulder drain shall be removed and replaced. The connection to the shoulder drain inlet box shall be grouted, and the existing metal headwall shall be reused. Cost included with Pipe Drains 12".

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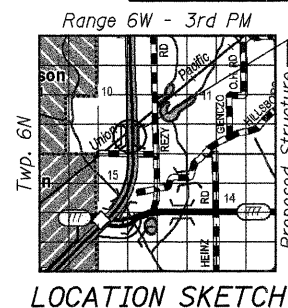
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**JD Johnson, Depp & Quisenberry**  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: CMV      DRAWN: SJS  
CHECKED: DCD      CHECKED: CMV/DCD



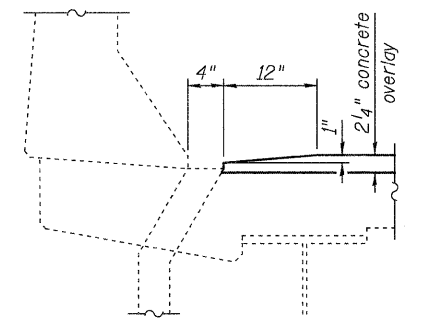
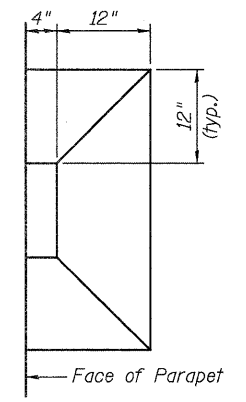
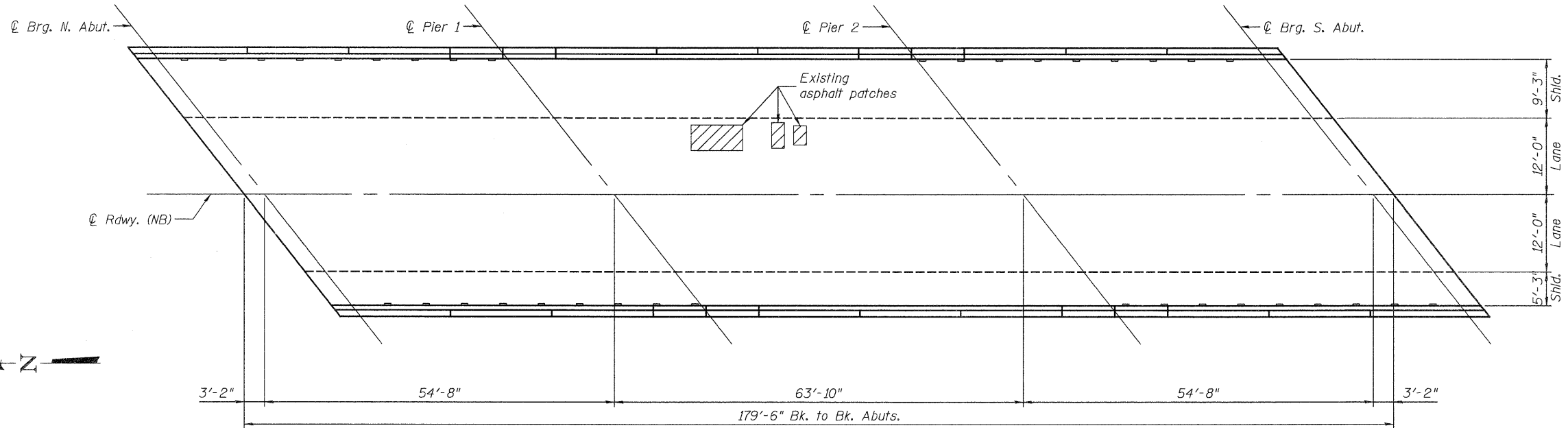
Signed: *David Depp*  
Date: *6-22-2010*  
Lic. Expires: 11-30-2010



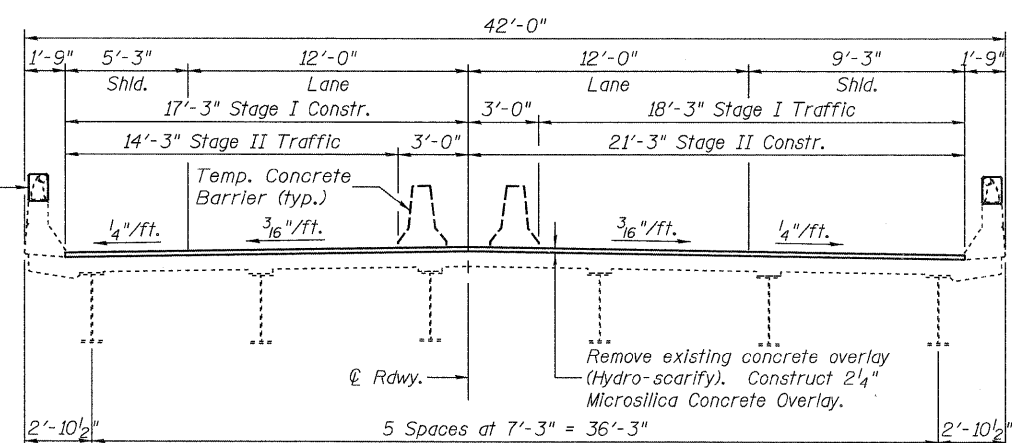
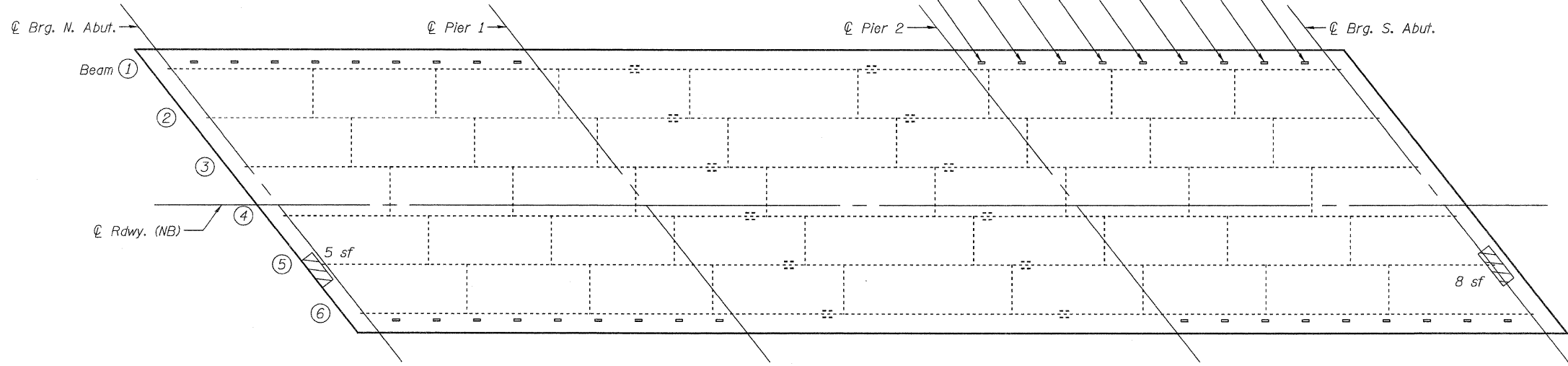
GENERAL PLAN & ELEVATION  
I-55 OVER UNION PACIFIC RAILROAD  
F.A.I. RTE. 55 SECTION 60-3RS-1  
MADISON COUNTY  
STATION 318+48.55  
STRUCTURE NO. 060-0196(SB) & 0197(NB)

SHEET 1 OF 14	F.A.I. RTE. 55	SECTION 60-3RS-1, 60-3HB,3HB-111	COUNTY MADISON	TOTAL SHEETS 123	SHEET NO. 104
STA. 318+48.55			CONTRACT NO. 76601		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



DETAILS AT DECK DRAIN



Notes:  
Deck Condition Survey performed 4/15/2010.

No full-depth repair areas are anticipated.

Repair areas are estimated, the Engineer shall determine actual repair locations and record them on the As-Built plans.

Partial depth repairs shall be included with Bridge Deck Hydro-scarification, see Special Provision for Bridge Deck Microsilica Concrete Overlay.

LEGEND

- Hollow or Unsound Concrete
- Spalled Concrete or Asphalt Patch
- Spalled Concrete with Exposed Reinf.

Concrete Parapet Extension  
(See Sheet 4 of 14)

**JD Johnson, Depp & Quisenberry**  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: CMV	DRAWN: SJS
CHECKED: DCD	CHECKED: CMV/DCD

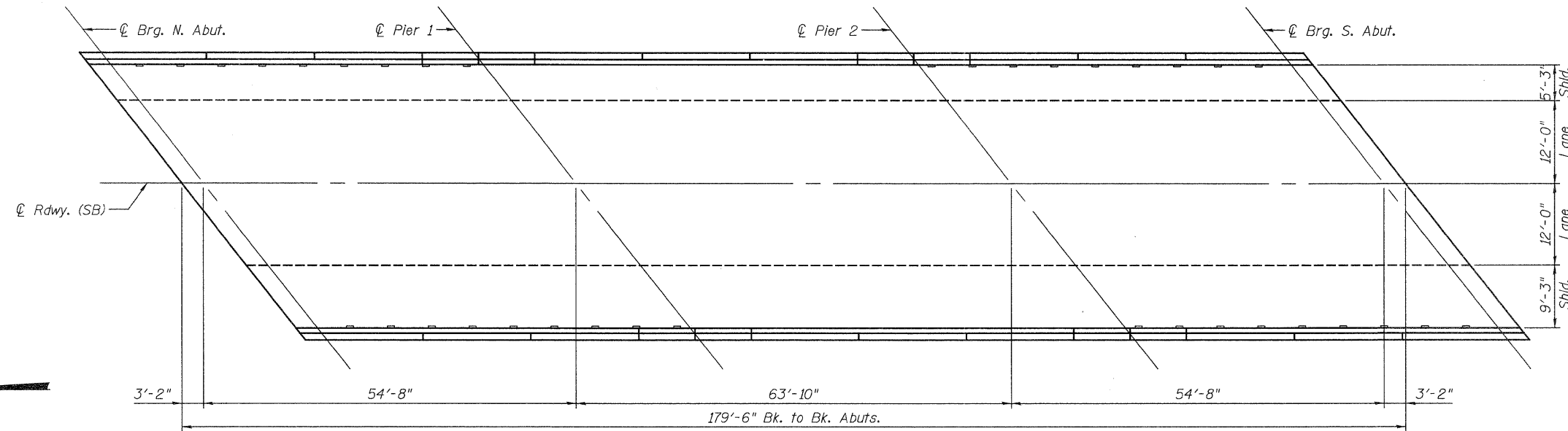
DECK REPAIRS (NB)  
STRUCTURE NO. 060-0196(SB) & 0197(NB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. 318+48.55		CONTRACT NO. 76601		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

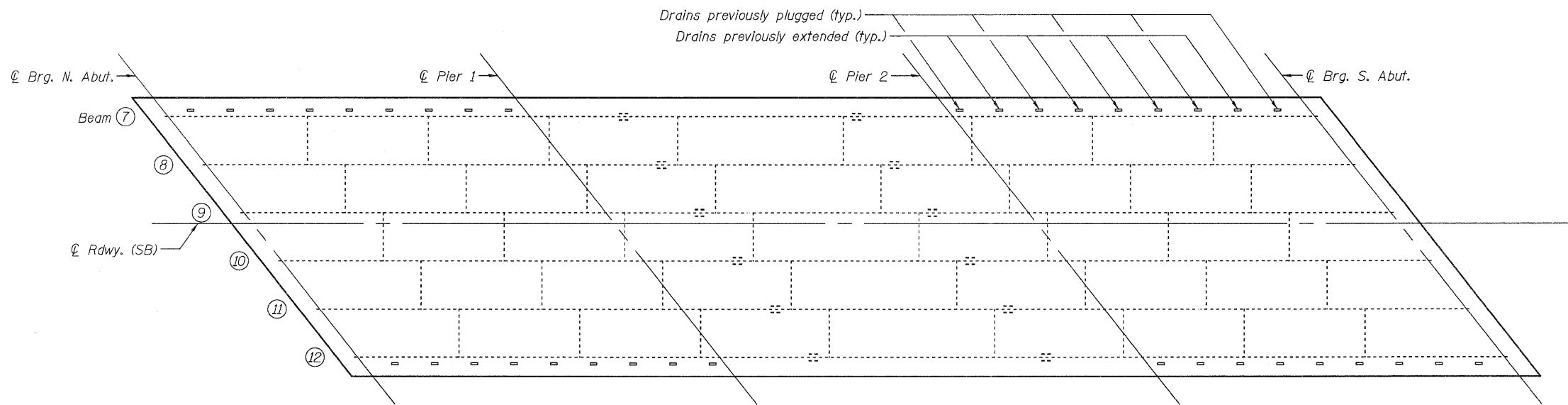
SHEET 2  
OF 14

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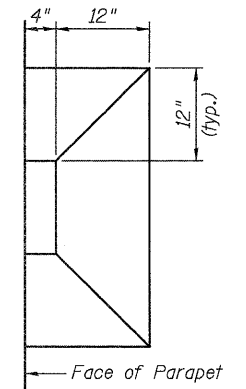
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



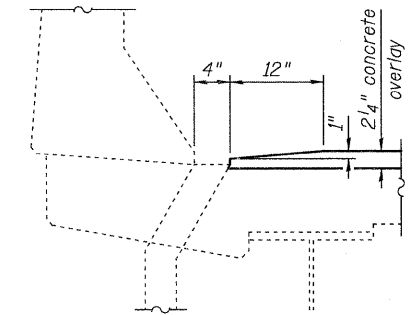
**DECK PLAN-TOP (SB)**



**DECK PLAN-BOTTOM (SB)**



**PLAN**



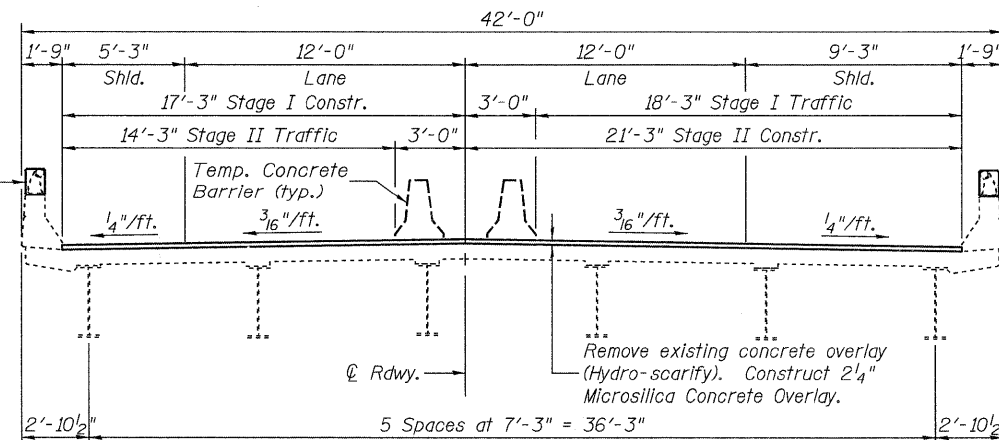
**SECTION**

**DETAILS AT DECK DRAIN**

**LEGEND**

- Hollow or Unsound Concrete
- Spalled Concrete
- Spalled Concrete with Exposed Reinf.

Concrete Parapet Extension  
(See Sheet 4 of 14)



**CROSS SECTION**  
(Looking South)

Notes:  
Deck Condition Survey performed 4/15/2010.

No full-depth repair areas are anticipated.

Repair areas are estimated, the Engineer shall determine actual repair locations and record them on the As-Built plans.

Partial depth repairs shall be included with Bridge Deck Hydro-scarification, see Special Provision for Bridge Deck Microsilica Concrete Overlay.

**Johnson, Depp & Quisenberry**  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: CMV	DRAWN: SJS
CHECKED: DCD	CHECKED: CMV/DCD

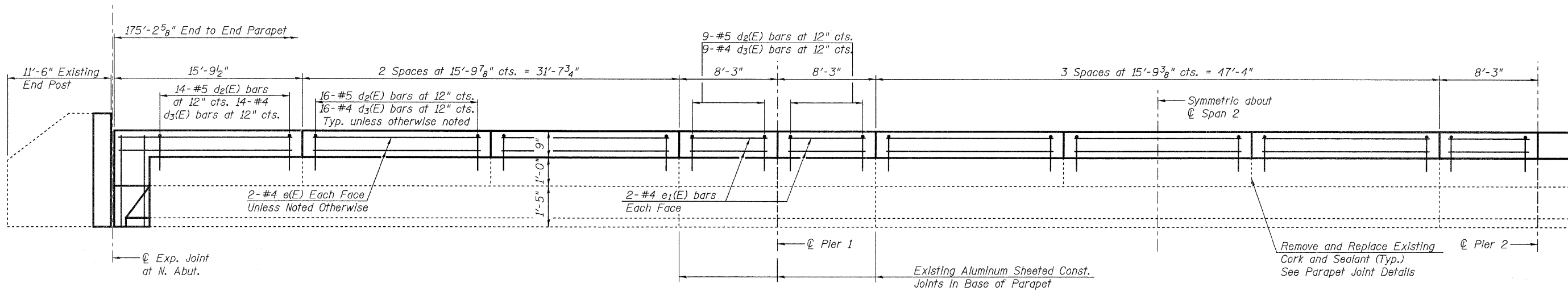
**DECK REPAIRS (SB)**  
**STRUCTURE NO. 060-0196(SB) & 0197(NB)**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1, 60-(3HB,3HB-1)I	MADISON	123	106
STA. 318+48.55		CONTRACT NO.	76601	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SHEET 3  
OF 14

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DEPARTMENT OF TRANSPORTATION



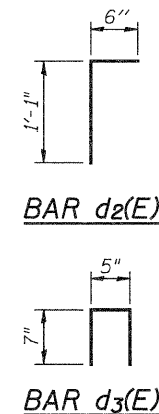
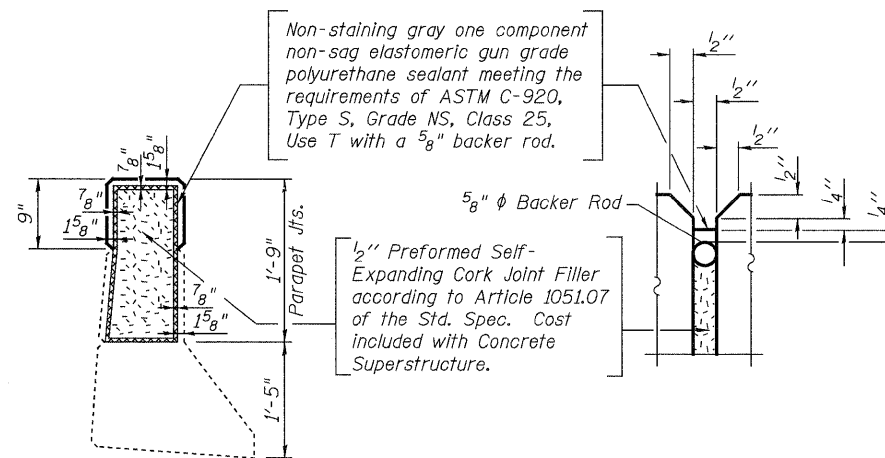
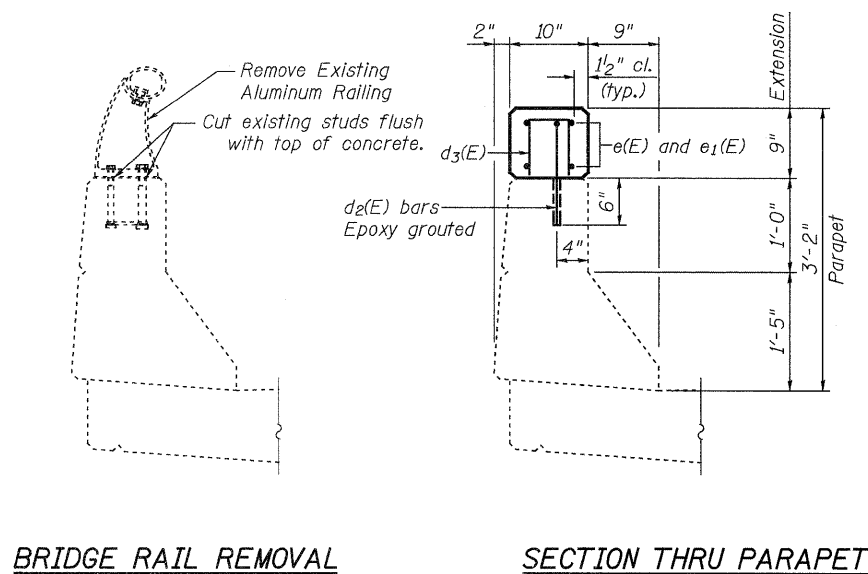
**INSIDE ELEVATION OF PARAPET**

(East Parapet Shown, West Parapet Similar)  
(Dimensions Measured Along Front Face of Parapet)

Note:  
Work this sheet with sheet 6 of 14.

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
d <sub>2</sub> (E)	704	#5	1'-7"	L
d <sub>3</sub> (E)	704	#4	1'-7"	Π
e(E)	144	#4	15'-6"	—
e <sub>1</sub> (E)	64	#4	7'-9"	—
Reinforcement Bars, Epoxy Coated			Pound	3730
Concrete Superstructure			Cu. Yd.	16.2
Bridge Rail Removal			Foot	702



**PARAPET JOINT DETAILS**

**CONCRETE PARAPET EXTENSION DETAILS  
STRUCTURE NO. 060-0196(SB) & 0197(NB)**

**LIN ENGINEERING, LTD.**  
Consulting Engineers  
Chatham, Illinois

DESIGNED: ESH	DRAWN: RH
CHECKED: MTH	CHECKED: MTH

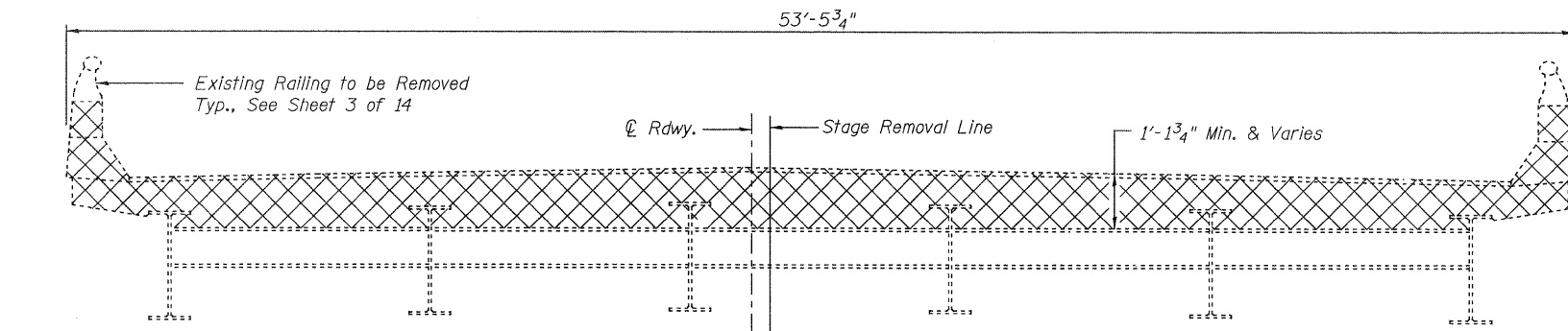
SHEET 4 OF 14	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	STA. 318+48.55		CONTRACT NO. 76601		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

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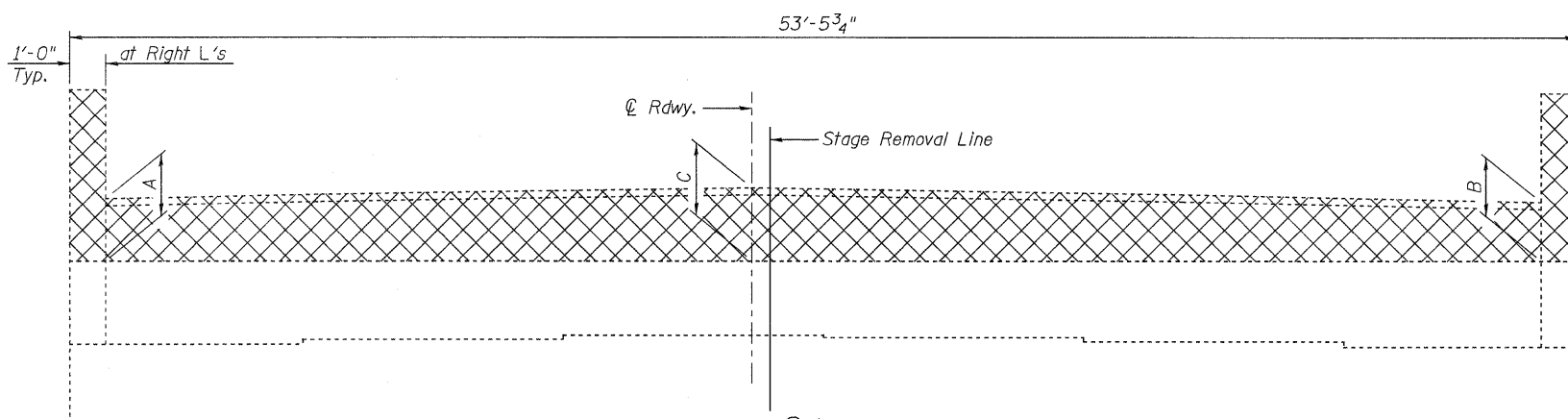
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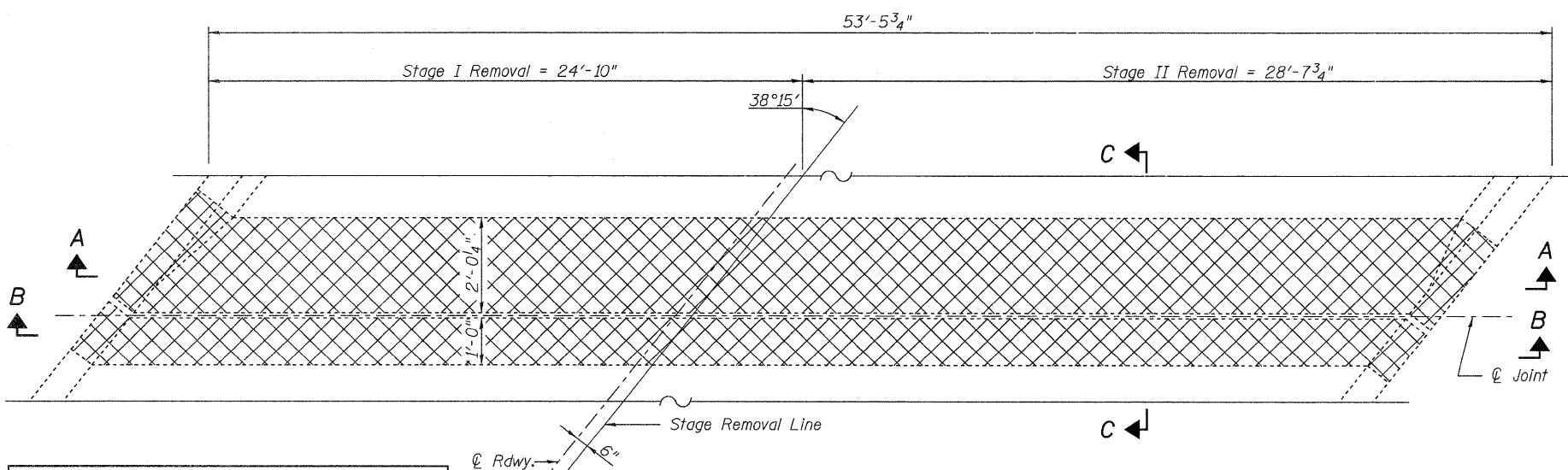
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



SECTION A-A

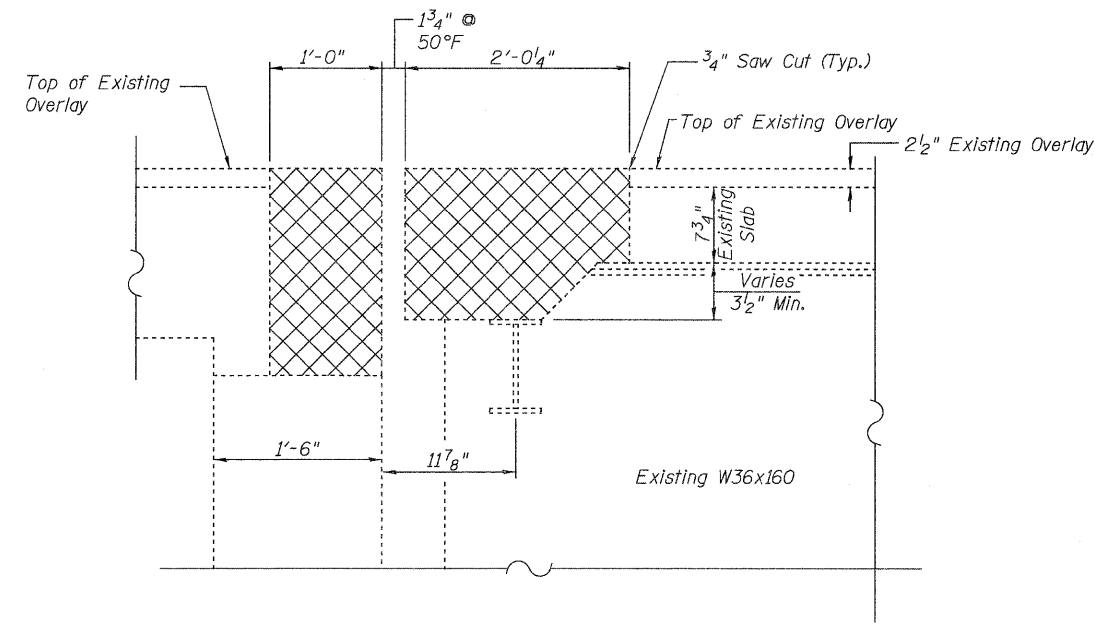


SECTION B-B



PLAN

(SB Bridge: N. Abut. shown, S. Abut. similar)  
(NB Bridge: S. Abut. shown, N. Abut. similar)



SECTION C-C

(Dimensions at Rt. L's)

Location	A	B	C
S.B. N. Abut.	1'-5 1/4"	1'-4 5/8"	1'-9 1/4"
S.B. S. Abut.	1'-4 1/2"	1'-6 1/2"	1'-9 7/8"
N.B. N. Abut.	1'-4 1/4"	1'-6 3/4"	1'-9 7/8"
N.B. S. Abut.	1'-3 1/4"	1'-4 1/2"	1'-9 1/8"

Notes:

1. Cross hatched area indicates concrete removal.
2. Existing reinforcement bars in the concrete removal area extending in new construction shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system, in accordance with IDOT Standard Specifications Article 501.03. Cost included with Concrete Removal.
4. Overlay removal is included with pay item Concrete Removal.

BILL OF MATERIAL

(Four Abutments)

Item	Unit	Total
Concrete Removal	Cu. Yd.	36.2

<p>LIN ENGINEERING, LTD. Consulting Engineers Chatham, Illinois</p>	
DESIGNED: ESH	DRAWN: RH
CHECKED: MTH	CHECKED: MTH

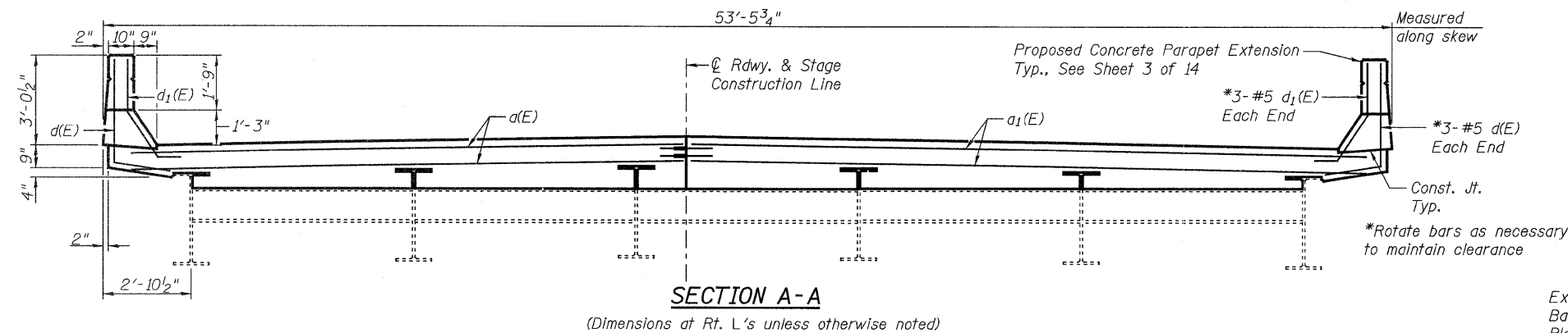
EXPANSION JOINT CONCRETE REMOVAL  
STRUCTURE NO. 060-0196(SB) & 0197(NB)

SHEET 5 OF 14	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	60-3RS-1, 60-(3HB,3HB-1)I	MADISON	123	108
	STA. 318+48.55		CONTRACT NO. 76601		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

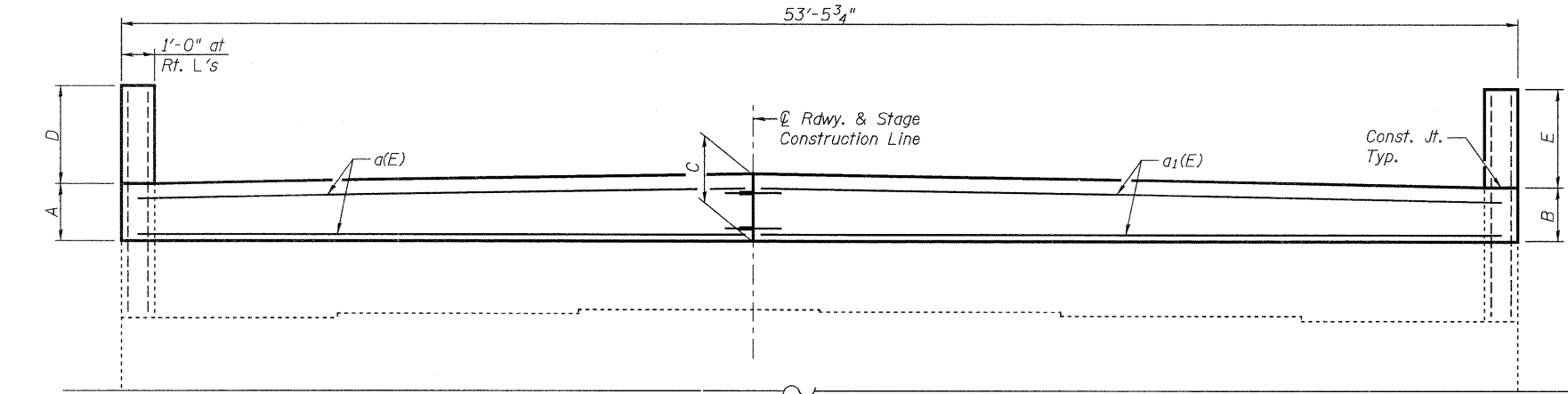
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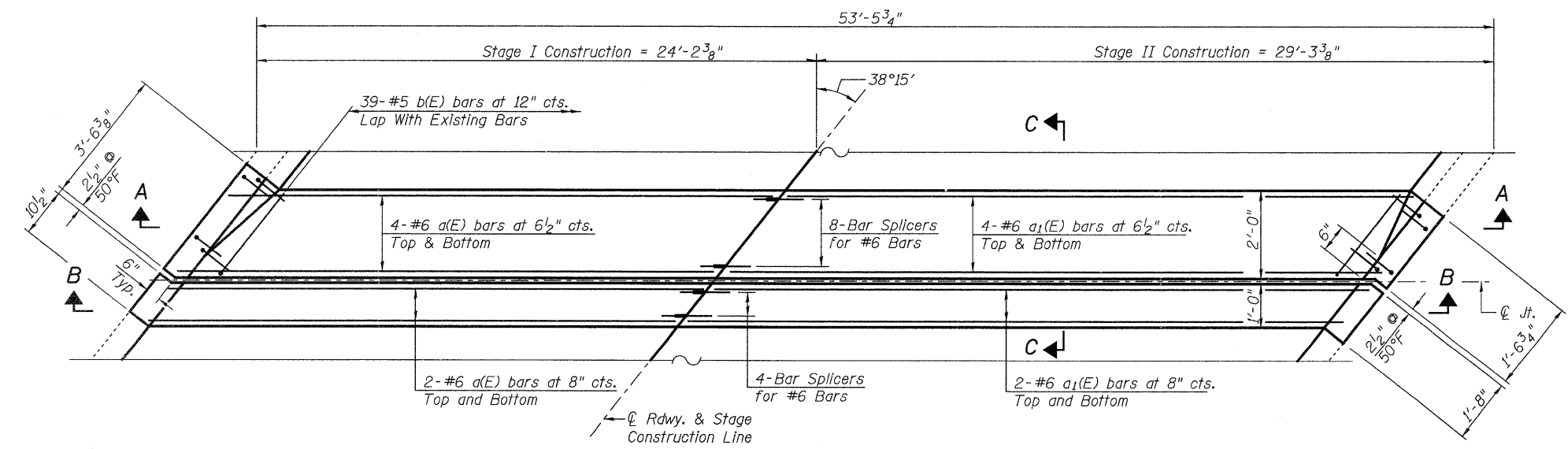
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



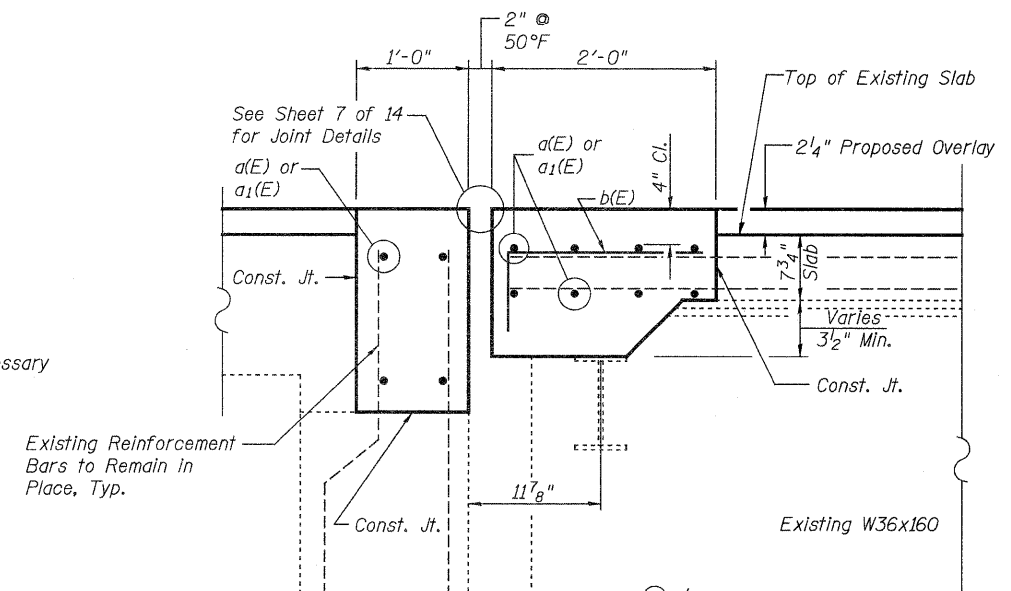
**SECTION A-A**  
(Dimensions at Rt. L's unless otherwise noted)



**SECTION B-B**

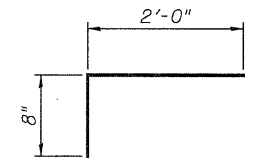


**PLAN**  
(SB Bridge: N. Abut. shown, S. Abut. similar)  
(NB Bridge: S. Abut. shown, N. Abut. similar)

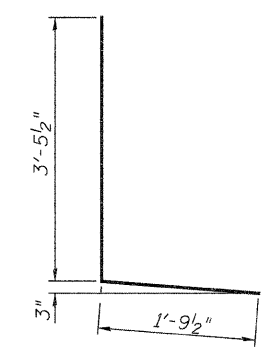


**SECTION C-C**  
(Dimensions at Rt. L's)

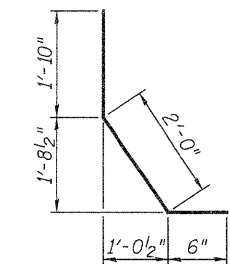
Location	A	B	C	D	E
S.B. N. Abut.	1'-5"	1'-4 3/8"	1'-9"	3'-4 1/8"	3'-4 1/4"
S.B. S. Abut.	1'-4 1/4"	1'-6 1/4"	1'-9 5/8"	3'-4 1/8"	3'-4 1/4"
N.B. N. Abut.	1'-4"	1'-6 1/2"	1'-9 5/8"	3'-4 3/8"	3'-4"
N.B. S. Abut.	1'-3"	1'-4 1/4"	1'-8 7/8"	3'-6 1/4"	3'-4"



**BAR b(E)**



**BAR d(E)**



**BAR d1(E)**

**BILL OF MATERIAL**  
(Four Abutments)

Bar	No.	Size	Length	Shape
a(E)	48	#6	23'-3"	—
a1(E)	48	#6	28'-3"	—
b(E)	156	#5	2'-8"	┌
d(E)	24	#5	5'-3"	└
d1(E)	24	#5	4'-4"	└
Reinforcement Bars, Epoxy Coated			Pound	4390
Concrete Superstructure			Cu. Yd.	36.1

**EXPANSION JOINT CONCRETE DETAILS**  
**STRUCTURE NO. 060-0196(SB) & 0197(NB)**

SHEET 6 OF 14	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	60-3RS-1, 60-(3HB,3HB-1)	MADISON	123	109
STA. 318+48.55		CONTRACT NO. 76601			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

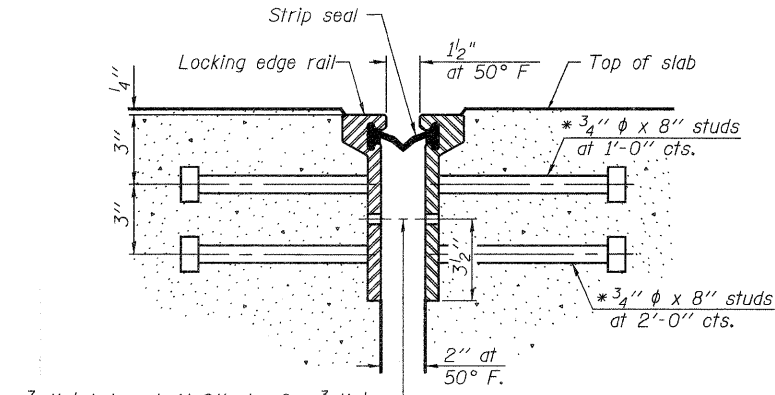
FILE: J:\JDO\10095 IL-08VW9g I-55 Madison Bridge Repairs\LinEngr\060-0196 & 060-0197.dgn  
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 DATE: 06/22/2010 19:33:52

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Consulting Engineers  
Chatham, Illinois

DESIGNED: ESH	DRAWN: RH
CHECKED: MTH	CHECKED: MTH

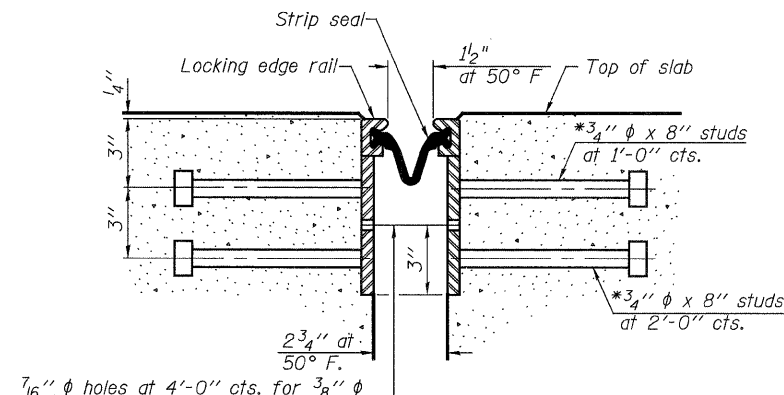
\* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

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DEPARTMENT OF TRANSPORTATION



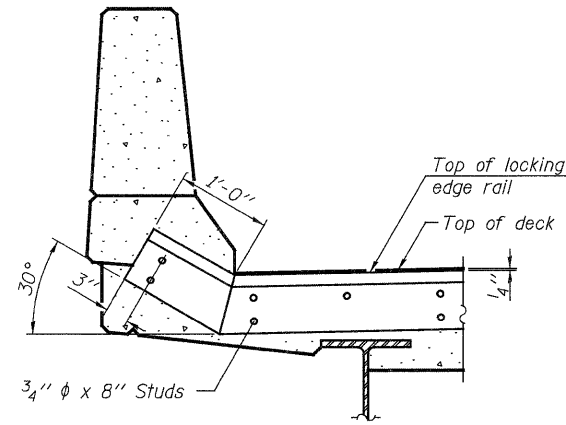
7/16"  $\phi$  holes at 4'-0" cts. for 3/8"  $\phi$  bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU  
ROLLED RAIL JOINT

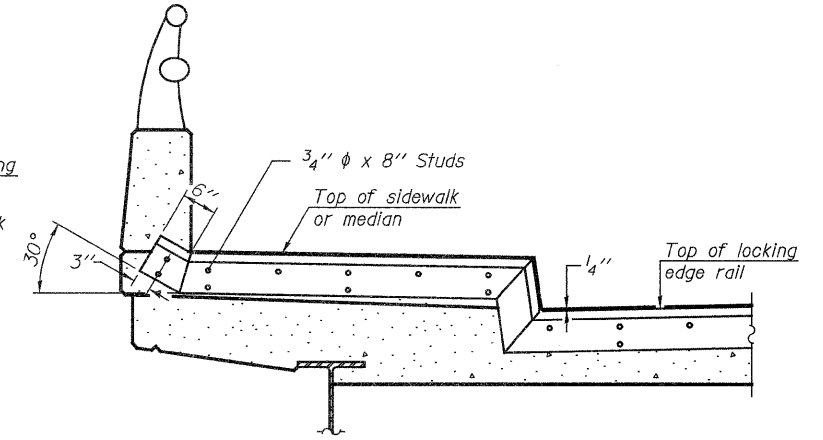


7/16"  $\phi$  holes at 4'-0" cts. for 3/8"  $\phi$  bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

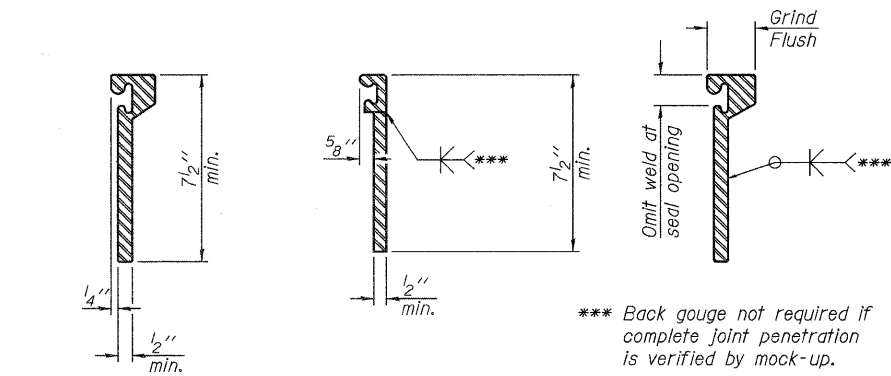
SECTION THRU  
WELDED RAIL JOINT



AT PARAPET  
See Section A-A for end treatment of skew > 30°.



AT SIDEWALK OR MEDIAN  
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



ROLLED  
EXTRUDED RAIL

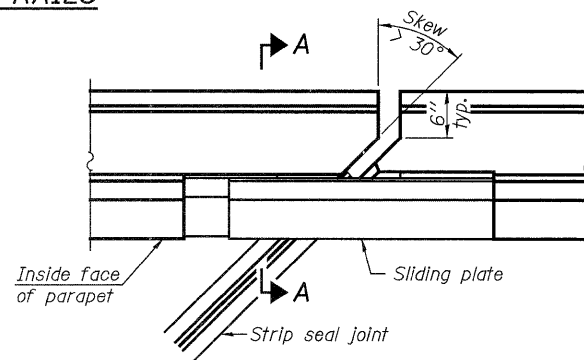
WELDED RAIL

\*\*\* Back gouge not required if complete joint penetration is verified by mock-up.

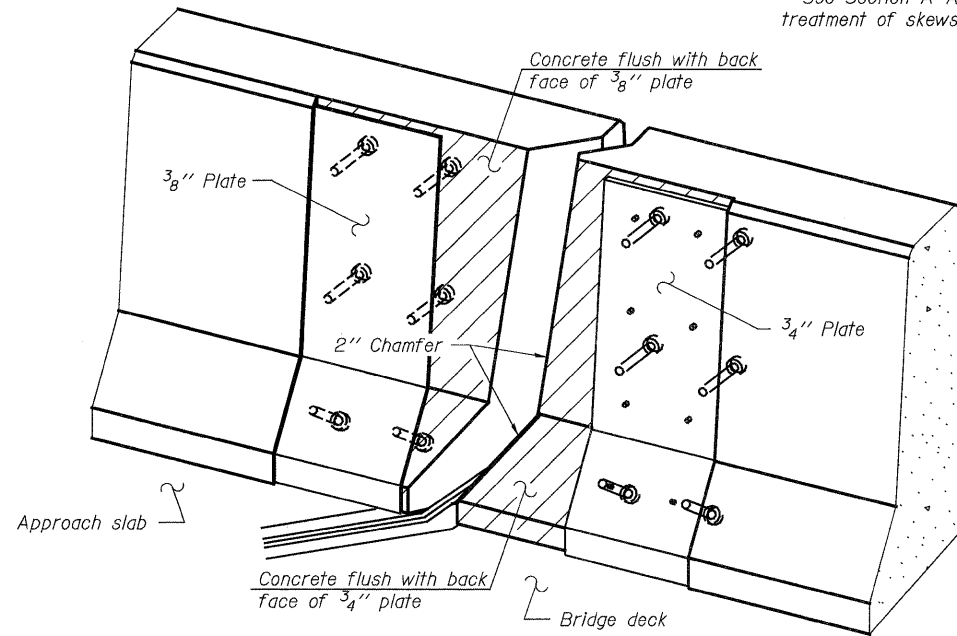
LOCKING EDGE  
RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.  
Rolled rail shown, welded rail similar.

LOCKING EDGE RAILS



PLAN



TYPICAL END TREATMENTS

Notes:

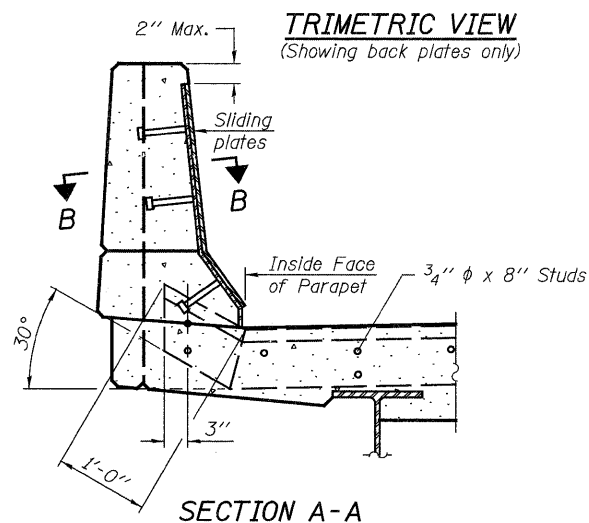
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

The manufacturer's recommended installation methods shall be followed. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

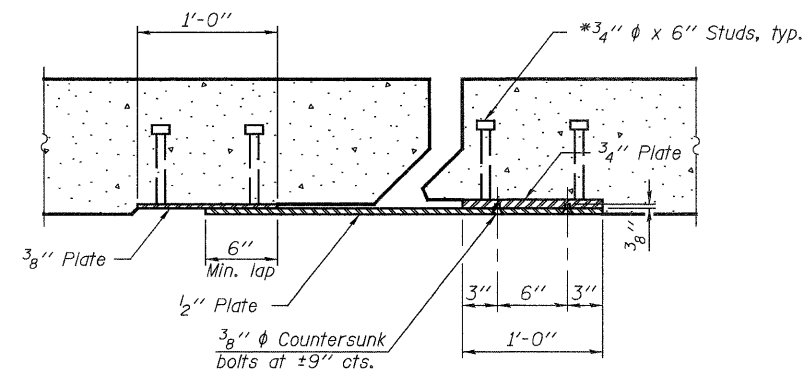
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.



SECTION A-A

POINT BLOCK DETAILS  
(for skew > 30°)



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	212

PREFORMED JOINT STRIP SEAL  
STRUCTURE NO. 060-0196(SB) & 0197(NB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1, 60-3HB,3HB-1/1	MADISON	123	110
	STA. 318+48.55			
	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

SHEET 7  
OF 14



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Chatham, Illinois

DESIGNED: ESH  
DRAWN: RH  
CHECKED: MTH  
CHECKED: MTH

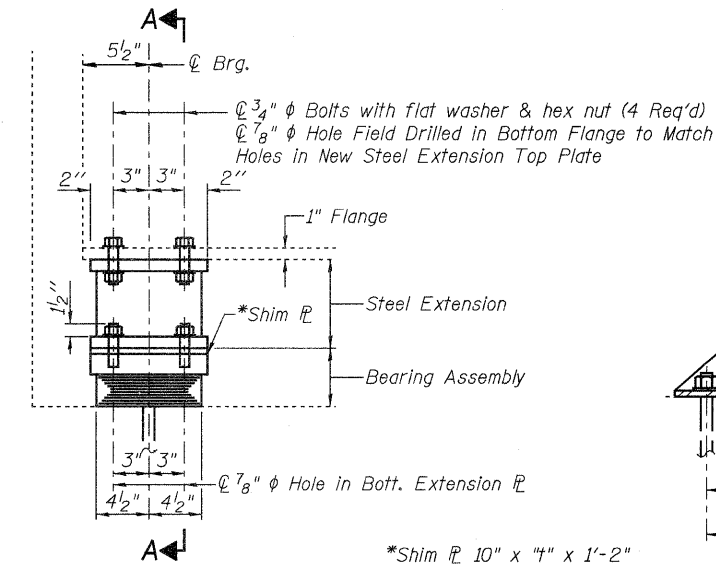
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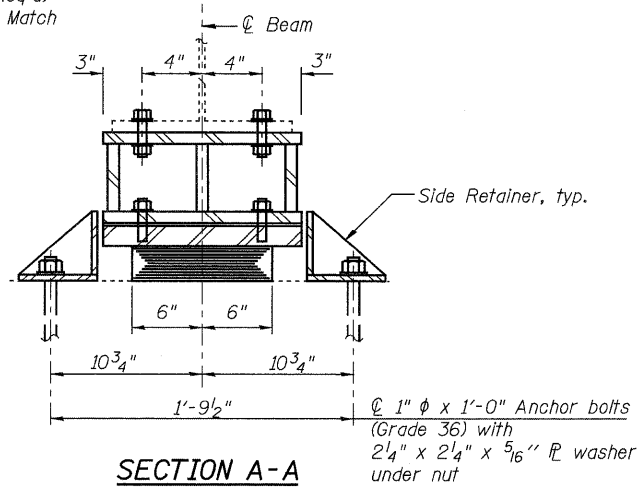
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DEPARTMENT OF TRANSPORTATION



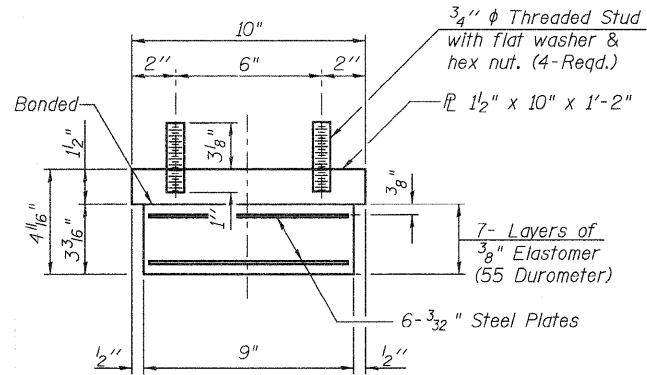
ELEVATION AT ABUT.



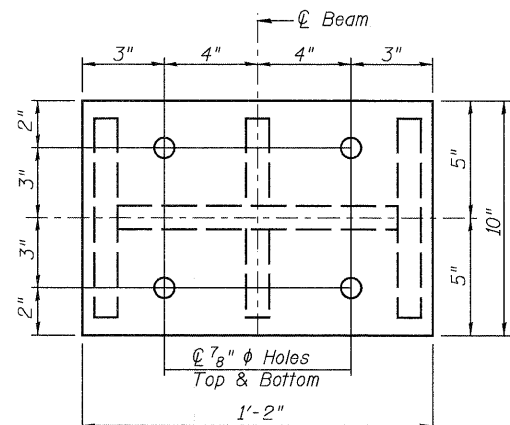
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

(North and South Abutments)

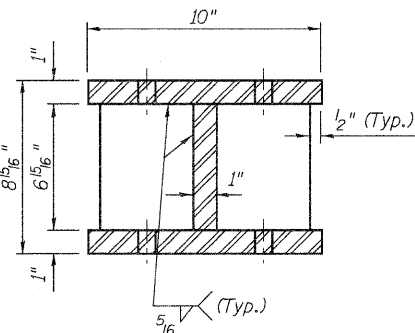


BEARING ASSEMBLY

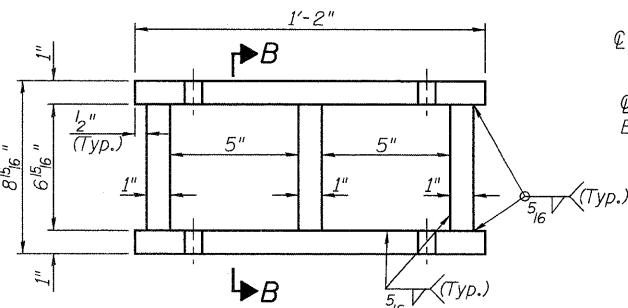


PLAN STEEL EXTENSION

Note:  
Shim plates shall not be placed under Bearing Assembly.



SECTION B-B



ELEVATION STEEL EXTENSION

Notes:

Hatch area indicates Bearing removal. See Special Provision for Jack and Remove Existing Bearings.

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.

Two 3/8 inch adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

The Contractor is to verify the existing dimensions prior to fabricating the steel extensions. It is intended to keep the existing beams at their current elevation. Existing bearing dimensions shown are copied from the original plans.

Side retainers, Fasteners and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I. Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts.

Cost of steel extensions is included with Furnishing and Erecting Structural Steel.

The abutment bearings shall be in place and the jacks lowered before the new concrete deck is poured at the abutments.

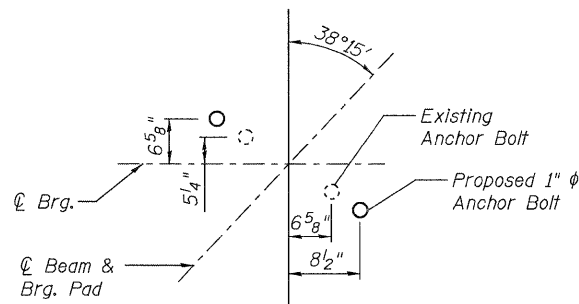
Diaphragm removal and replacement may be required to facilitate drilling holes. Cost shall be included with Furnishing and Erecting Structural Steel.

If web stiffeners are not present directly over the jack location, hardwood timbers shall be installed tightly between top and bottom flanges to prevent rotation.

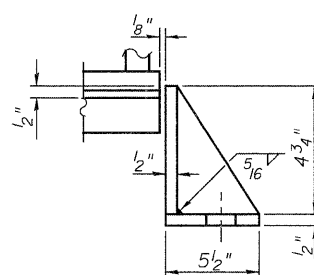
\* SHIM PLATES

Location	Thickness
Southbound N. Abut. Beam 10	1/4"
Southbound N. Abut. Beam 12	3/8"

Beams 10 & 12 are 4th & 6th beam from C 1-55.



ANCHOR BOLT LOCATION



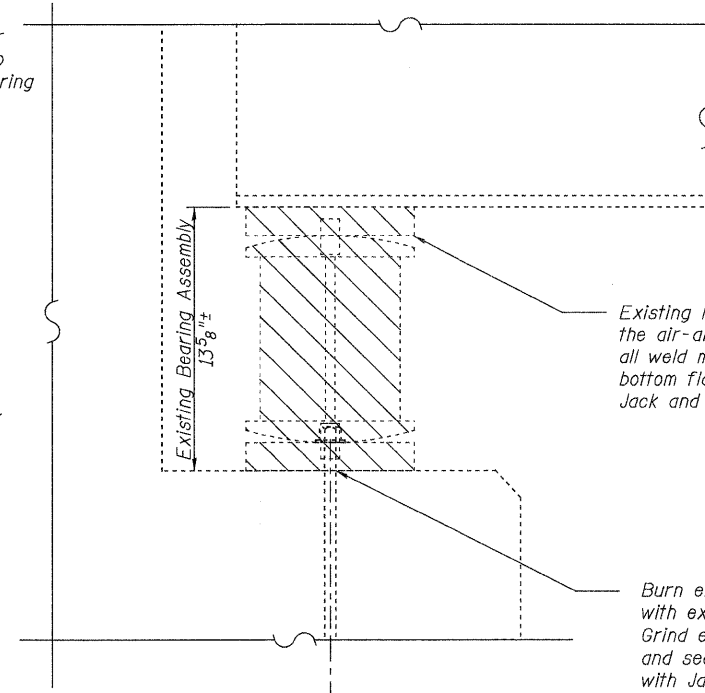
SIDE RETAINER

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

BEAM REACTION TABLE

(From Existing Plans)

Item	Unit
Dead Load (K)	29
Live Load(K)	38
Impact (K)	10
Total (K)	77
Min. Jack Capacity (Tons)	40



EXISTING BEARING REMOVAL DETAIL

Existing Plate to be removed using the air-arc method and grind smooth all weld material remaining on the bottom flange. Cost included with Jack and Remove Existing Bearings.

Burn existing Anchor Bolts flush with existing concrete surface. Grind existing anchor bolt smooth and seal with epoxy. Cost included with Jack and Remove Existing Bearings.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	24
Anchor Bolts, 1"	Each	48
Jack and Remove Existing Bearings	Each	24
Furnishing and Erecting Structural Steel	Pound	3840

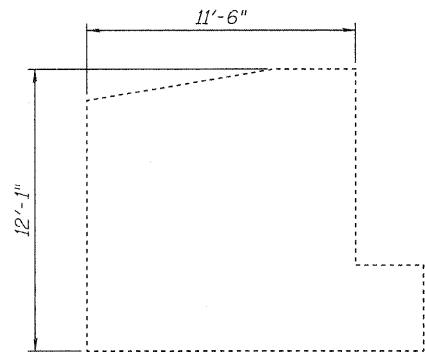
BEARING DETAILS  
STRUCTURE NO. 060-0196(SB) & 0197(NB)

SHEET 8 OF 14	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	60-3RS-1, 60-(3HB,3HB-1)I	MADISON	123	111
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	CONTRACT NO. 76601		

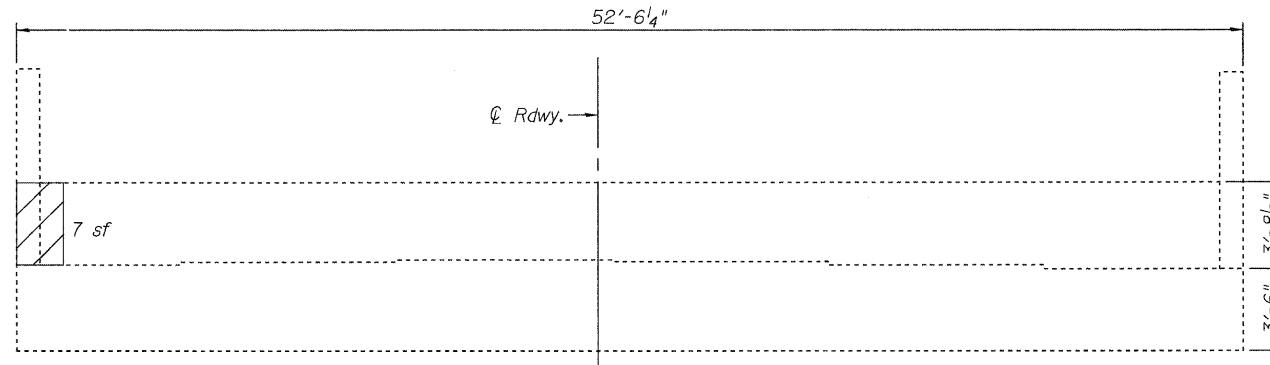
**LIN ENGINEERING, LTD.**  
Consulting Engineers  
Chatham, Illinois

DESIGNED: ESH	DRAWN: RH
CHECKED: MTH	CHECKED: MTH

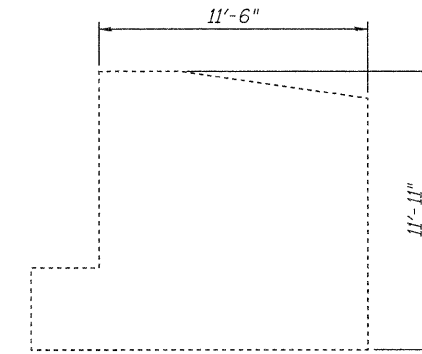
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



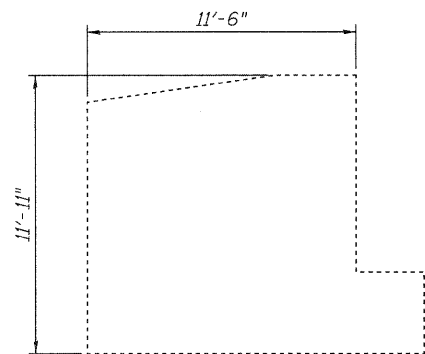
ELEVATION - WEST WING



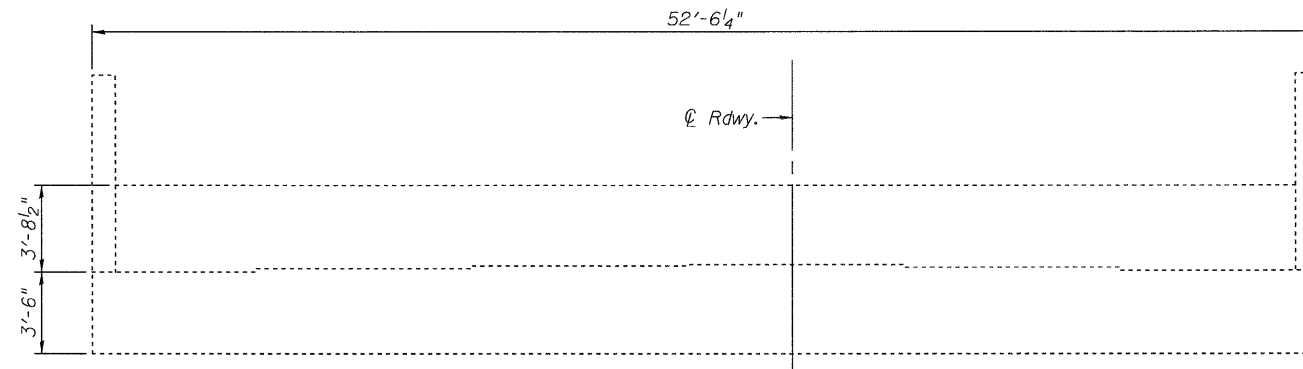
ELEVATION - NORTH ABUT. (NB)



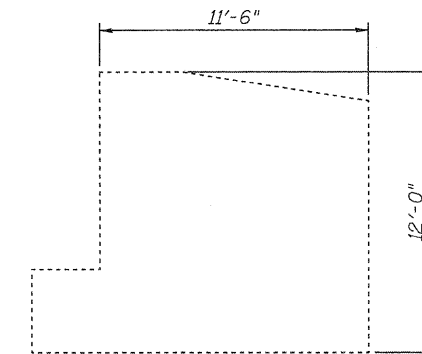
ELEVATION - EAST WING



ELEVATION - EAST WING

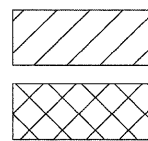


ELEVATION - SOUTH ABUT. (NB)



ELEVATION - WEST WING

LEGEND



Spalled, Hollow or Unsound Concrete

Spalled Concrete with Exposed Reinf.

Notes:  
Abutment Condition Survey performed 4/15/2010.

Plan quantities assume that all marked areas will be repaired.

Repair areas are estimated, the Engineer shall determine actual repair locations and record them on the As-Built plans.

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth = < 5")	Sq. Ft.	7
Concrete Sealer	Sq. Ft.	307

Apply Concrete Sealer to existing beam seat areas (full length of cap).

ABUTMENTS (NB)

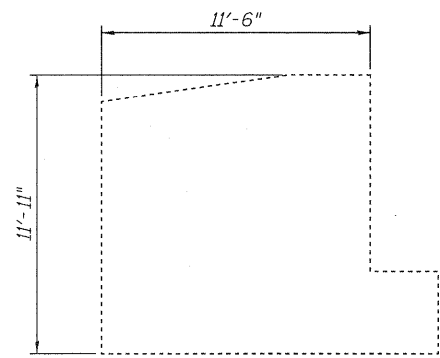
STRUCTURE NO. 060-0196(SB) & 0197(NB)

**JD** Johnson, Depp & Quisenberry  
CONSULTING ENGINEERS  
Springfield, Illinois

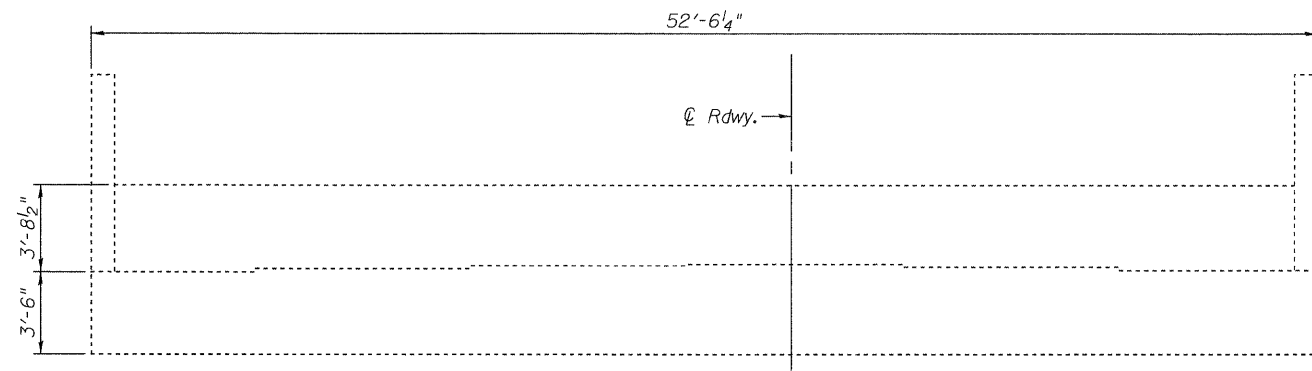
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CHECKED: DCD	CHECKED: CMV/DCD

SHEET 9 OF 14	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		STA. 318+48.55	CONTRACT NO.	76601	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

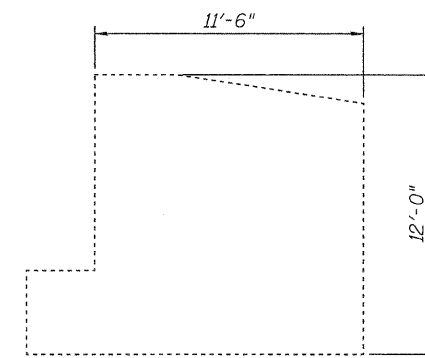
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



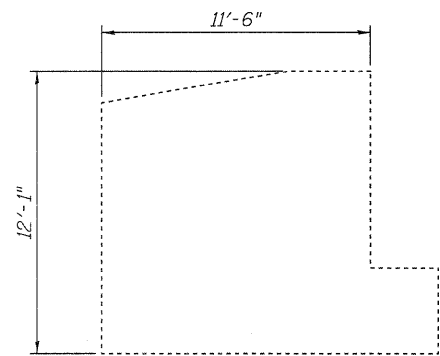
ELEVATION - WEST WING



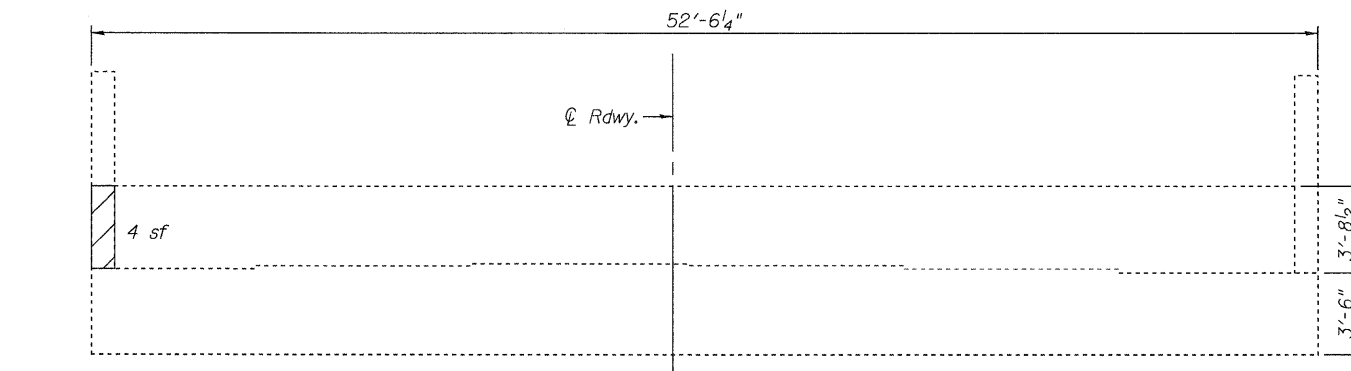
ELEVATION - NORTH ABUT. (SB)



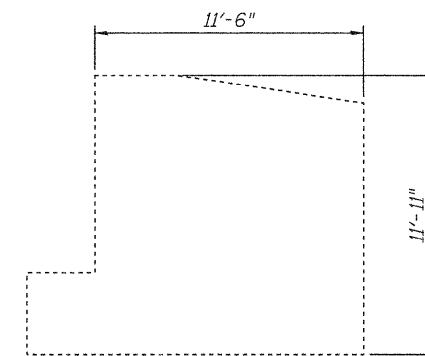
ELEVATION - EAST WING



ELEVATION - EAST WING

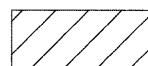


ELEVATION - SOUTH ABUT. (SB)



ELEVATION - WEST WING

**LEGEND**



Spalled, Hollow or Unsound Concrete



Spalled Concrete with Exposed Reinf.

Notes:  
Abutment Condition Survey performed 4/15/2010.

Plan quantities assume that all marked areas will be repaired.

Repair areas are estimated, the Engineer shall determine actual repair locations and record them on the As-Built plans.

**BILL OF MATERIAL**

Item	Unit	Total
Structural Repair of Concrete (Depth = < 5")	Sq. Ft.	4
Concrete Sealer	Sq. Ft.	307

Apply Concrete Sealer to existing beam seat areas (full length of cap).

**JD Johnson, Depp & Quisenberry**  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: CMV	DRAWN: SJS
CHECKED: DCD	CHECKED: CMV/DCD

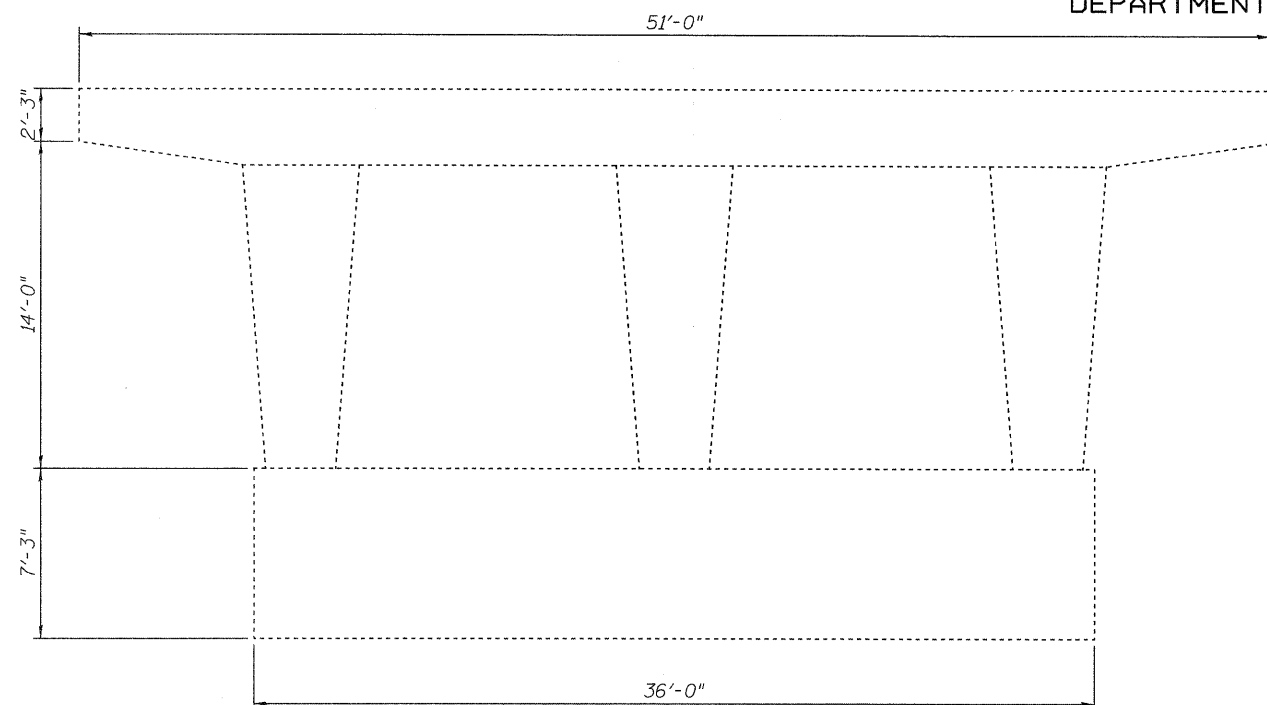
**ABUTMENTS (SB)**  
**STRUCTURE NO. 060-0196(SB) & 0197(NB)**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-3RS-1, 60-(3HB,3HB-1)I	MADISON	123	113
STA. 318+48.55		CONTRACT NO. 76601		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

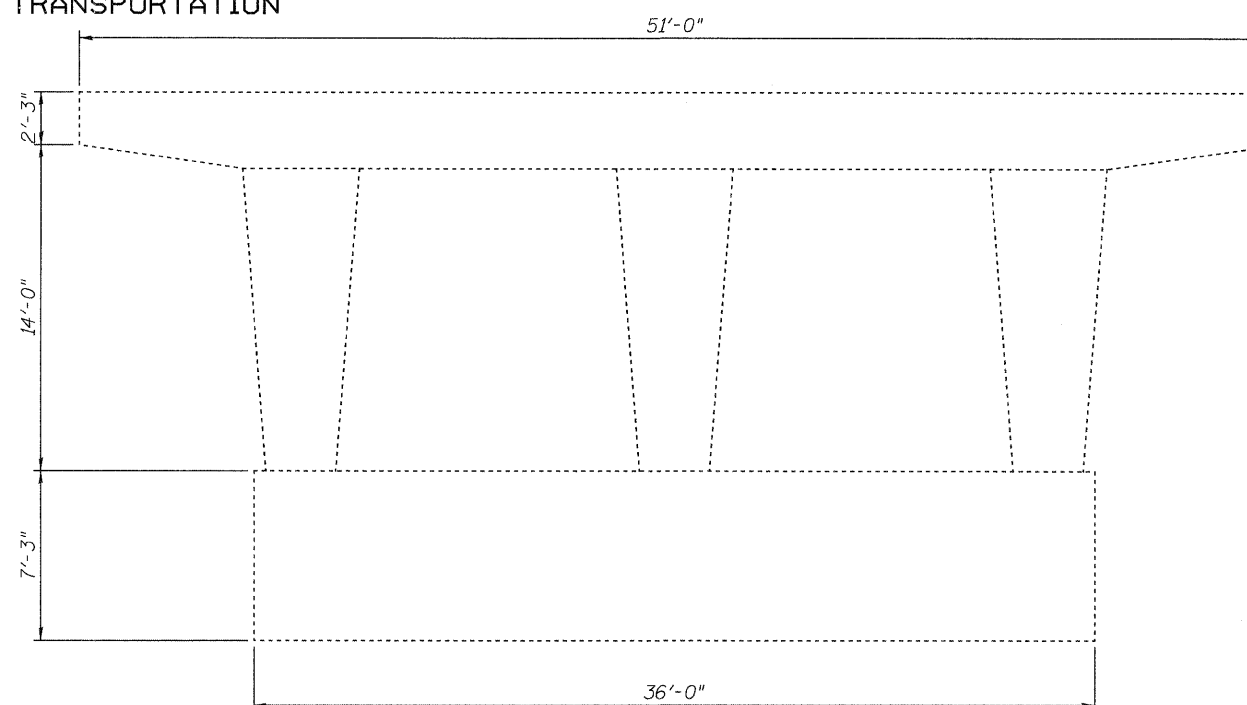
SHEET 10  
OF 14

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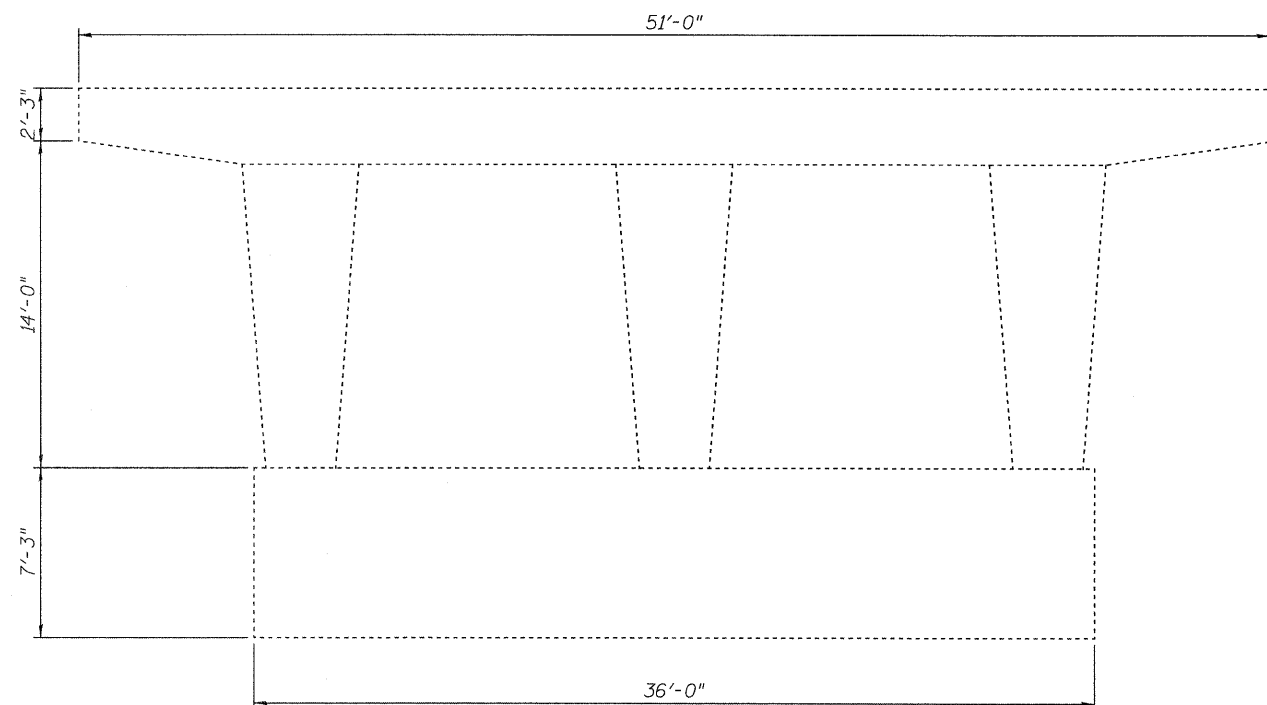
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



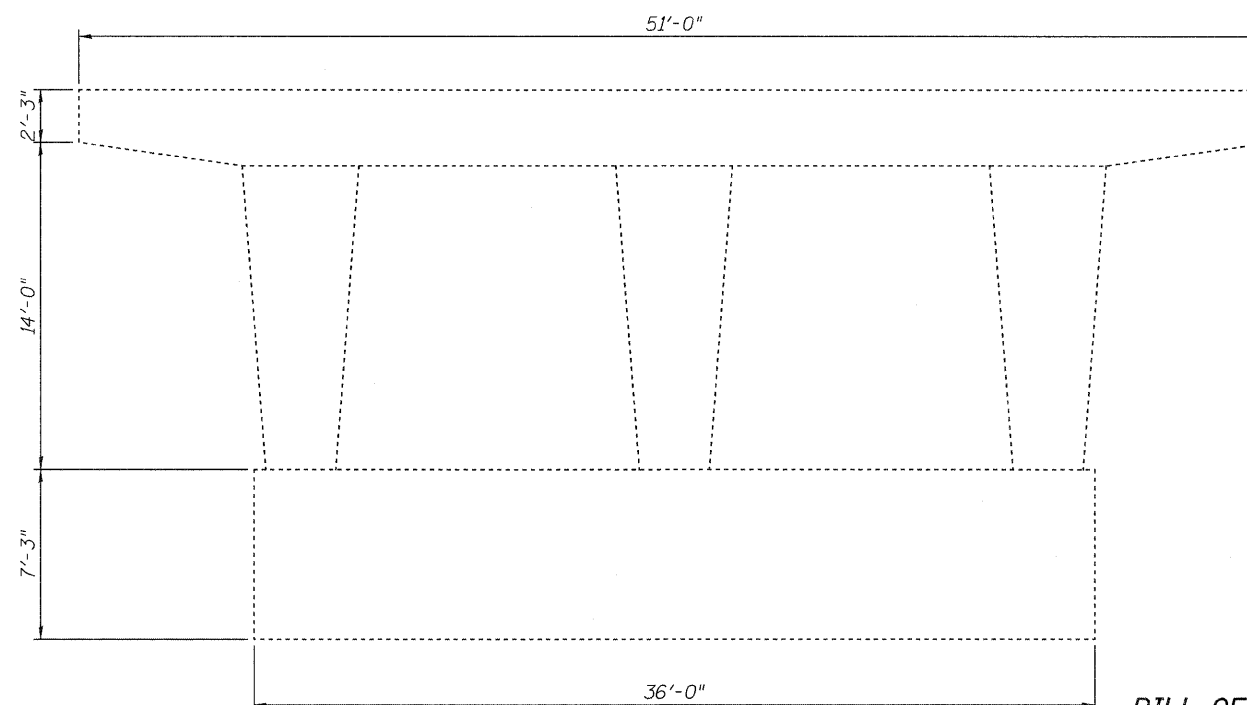
**ELEVATION - PIER 1 (NB)**  
(Looking South)



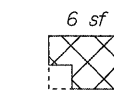
**ELEVATION - PIER 1 (NB)**  
(Looking North)



**ELEVATION - PIER 2 (NB)**  
(Looking South)



**ELEVATION - PIER 2 (NB)**  
(Looking North)

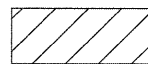


**END VIEW**

**BILL OF MATERIAL**

Item	Unit	Total
Structural Repair of Concrete (Depth = < 5")	Sq. Ft.	6

**LEGEND**



Spalled, Hollow or Unsound Concrete



Spalled Concrete with Exposed Reinf.

Notes:  
Pier Condition Survey performed 4/15/2010.

Plan quantities assume that all marked areas will be repaired.

Repair areas are estimated, the Engineer shall determine actual repair locations and record them on the As-Built plans.

**JD Johnson, Depp & Quisenberry**  
CONSULTING ENGINEERS  
Springfield, Illinois

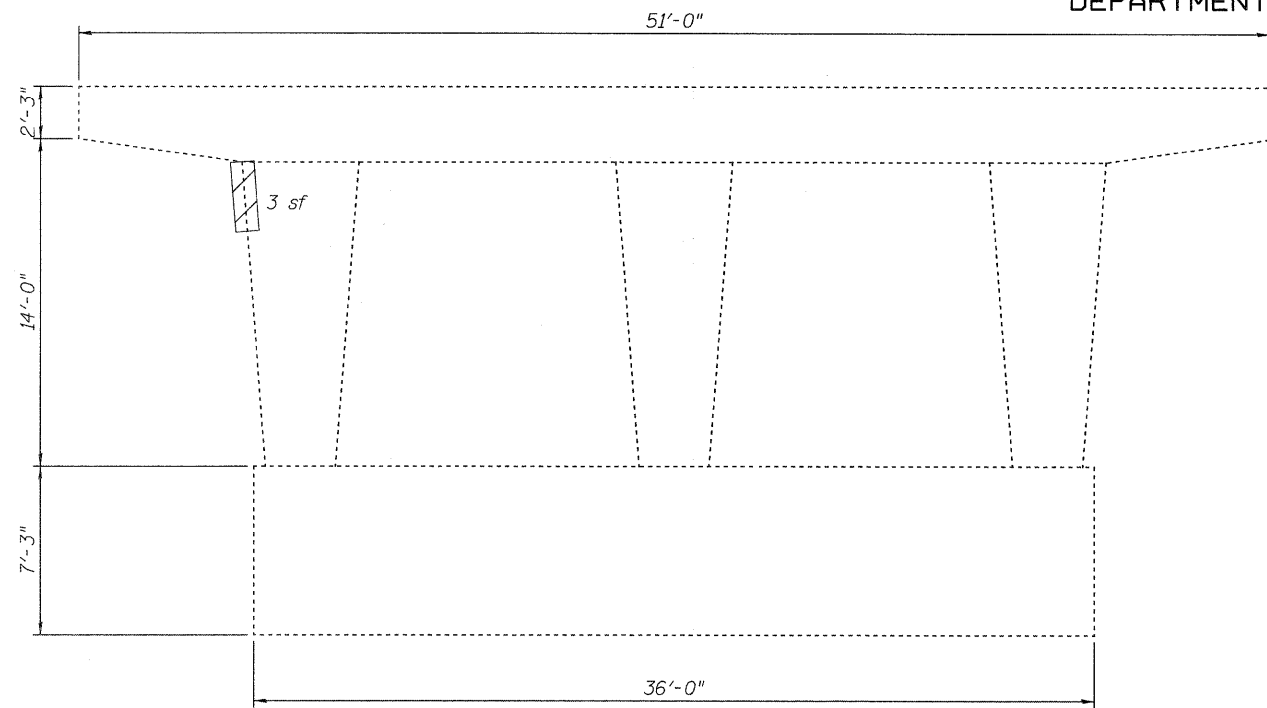
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**PIERS (NB)**  
**STRUCTURE NO. 060-0196(SB) & 0197(NB)**

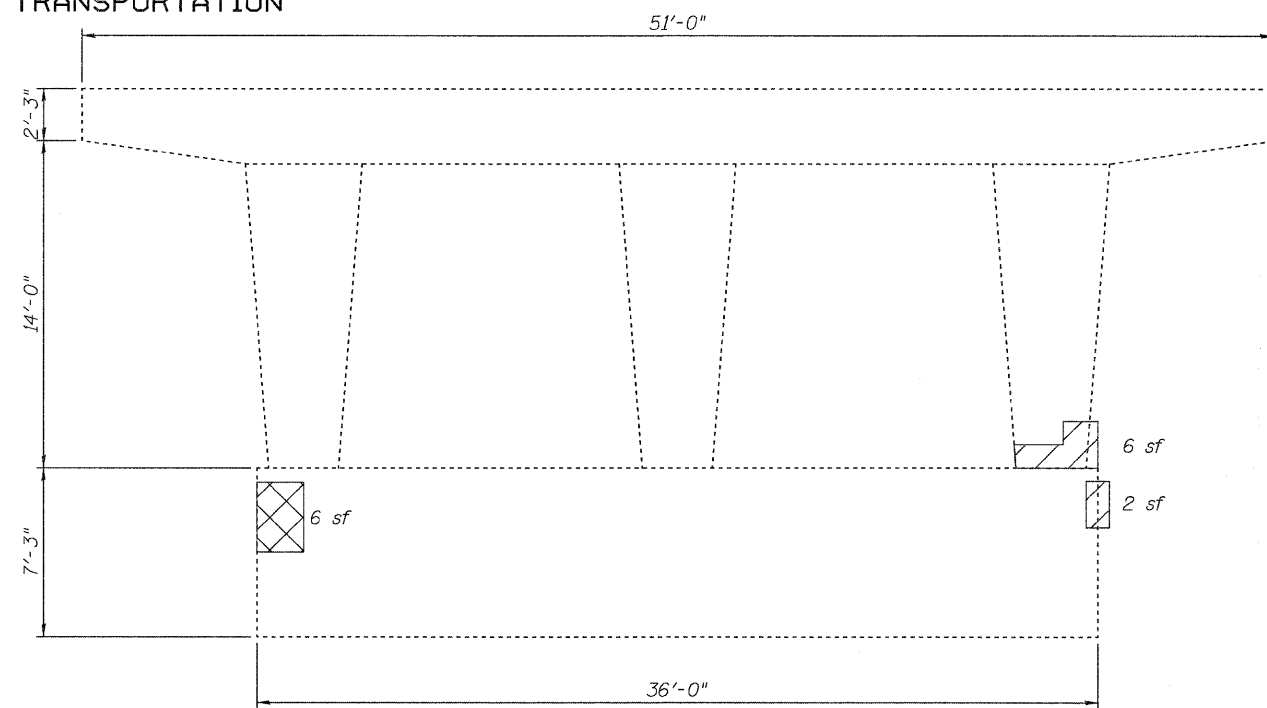
SHEET 11 OF 14	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	60-3RS-1, 60-(3HB,3HB-1)I	MADISON	123	114
STA. 318+48.55		CONTRACT NO. 76601			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

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DEPARTMENT OF TRANSPORTATION

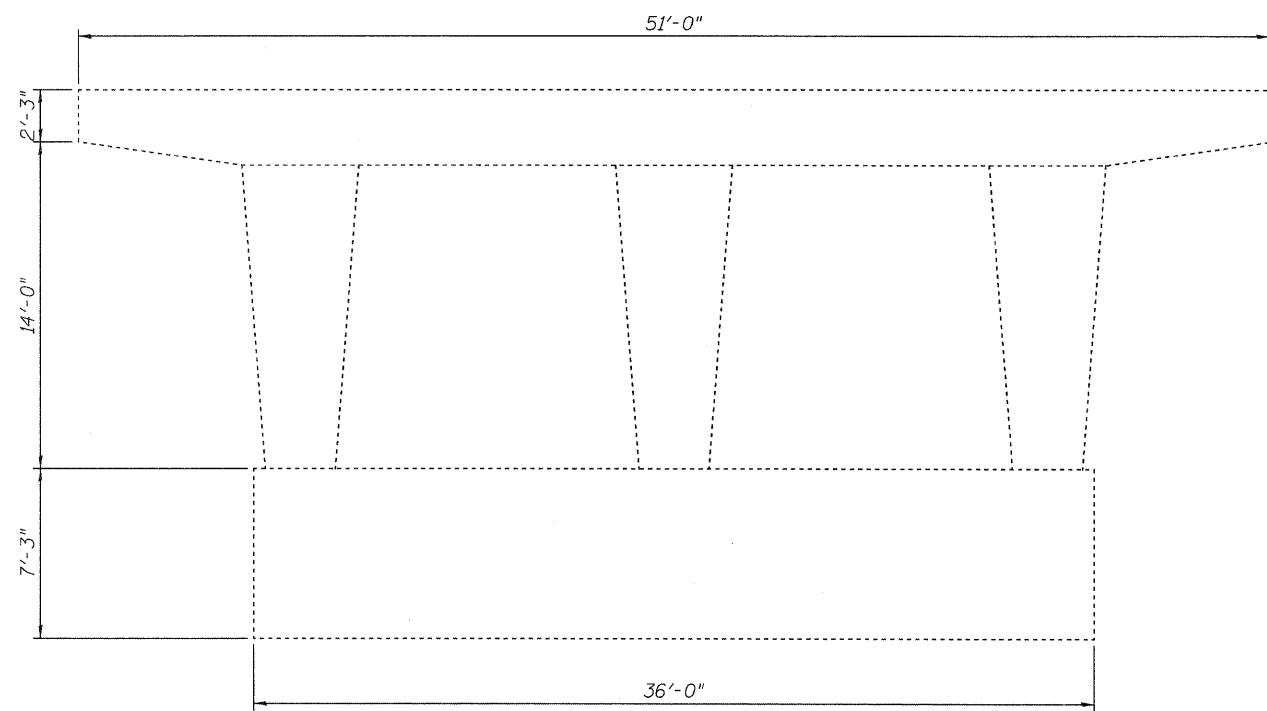
END VIEW  
2 sf



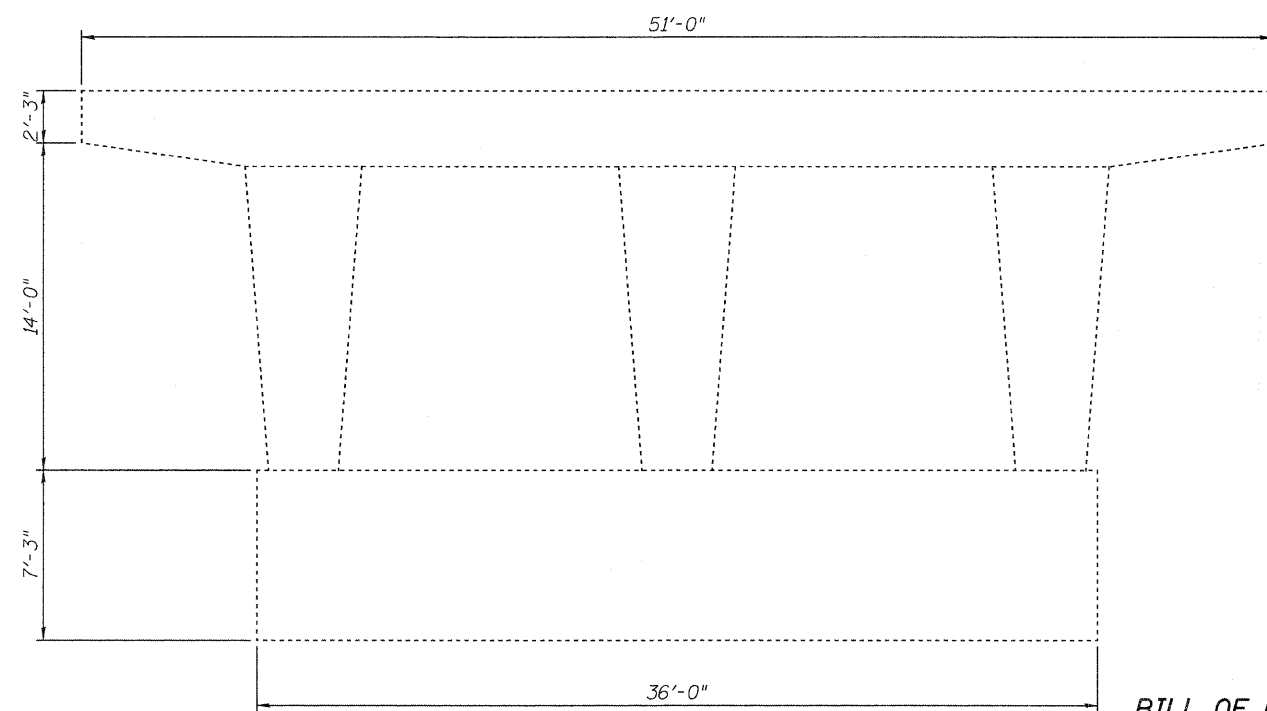
**ELEVATION - PIER 1 (SB)**  
(Looking South)



**ELEVATION - PIER 1 (SB)**  
(Looking North)



**ELEVATION - PIER 2 (SB)**  
(Looking South)





**ELEVATION - PIER 2 (SB)**  
(Looking North)

**BILL OF MATERIAL**

Item	Unit	Total
Structural Repair of Concrete (Depth = < 5")	Sq. Ft.	19

**LEGEND**

-  Spalled, Hollow or Unsound Concrete
-  Spalled Concrete with Exposed Reinf.

Notes:  
Pier Condition Survey performed 4/15/2010.

Plan quantities assume that all marked areas will be repaired.

Repair areas are estimated, the Engineer shall determine actual repair locations and record them on the As-Built plans.

**JD Johnson, Depp & Quisenberry**  
CONSULTING ENGINEERS  
Springfield, Illinois

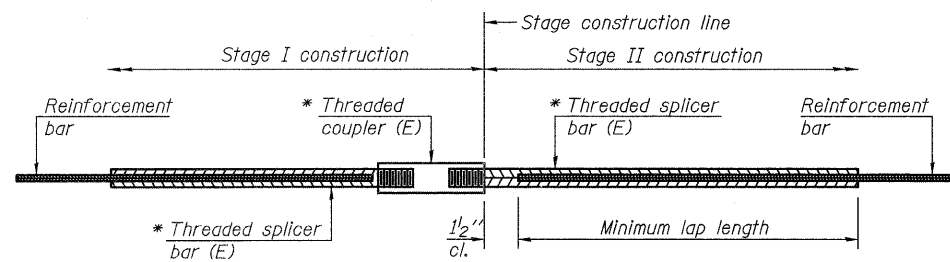
DESIGNED: CMV	DRAWN: SJS
CHECKED: DCD	CHECKED: CMV/DCD

**PIERS (SB)**  
**STRUCTURE NO. 060-0196(SB) & 0197(NB)**

SHEET 12 OF 14	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	60-3RS-1, 60-(3HB,3HB-1)I	MADISON	123	115
	STA. 318+48.55		CONTRACT NO.	76601	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

PRINT DATE: 06/22/2010 20:12:44  
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 FILE: \\J:\DQ\10195 IL-D8VV9 I-55 Madison Bridge Repairs\UPRR\0600196-76601-012-piers-SB.dgn

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**STANDARD BAR SPLICER ASSEMBLY**

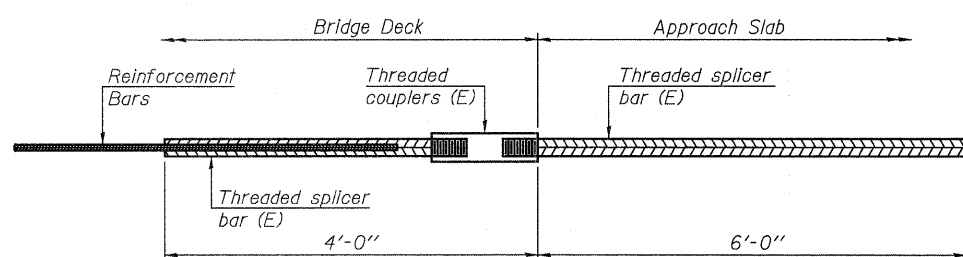
Bar size to be spliced	Minimum Lap Lengths			
	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

Table 1: Black bar, 0.8 Class C  
Table 2: Black bar, Top bar lap, 0.8 Class C  
Table 3: Epoxy bar, 0.8 Class C  
Table 4: Epoxy bar, Top bar lap, 0.8 Class C

Threaded splicer bar length = min. lap length + 1/2" + thread length

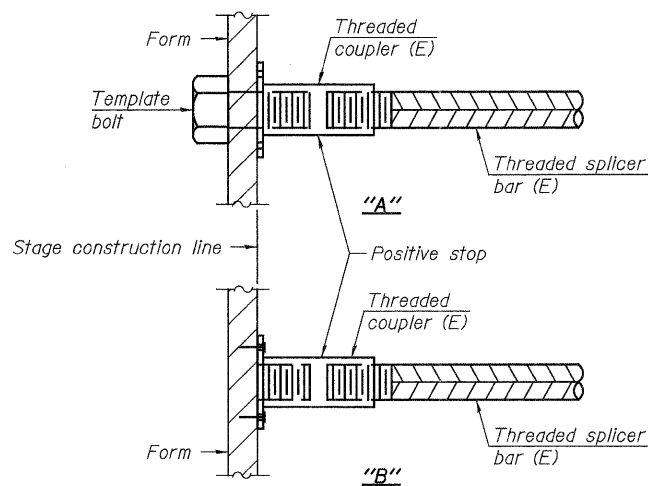
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Joint at SB N. Abut.	#6	12	Table 3
Joint at SB S. Abut.	#6	12	Table 3
Joint at NB N. Abut.	#6	12	Table 3
Joint at NB S. Abut.	#6	12	Table 3



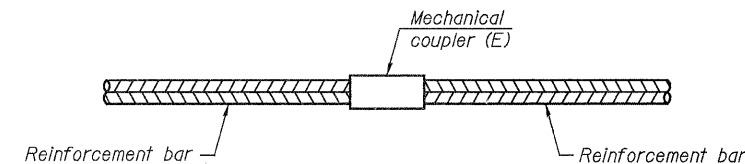
**BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

No. required =



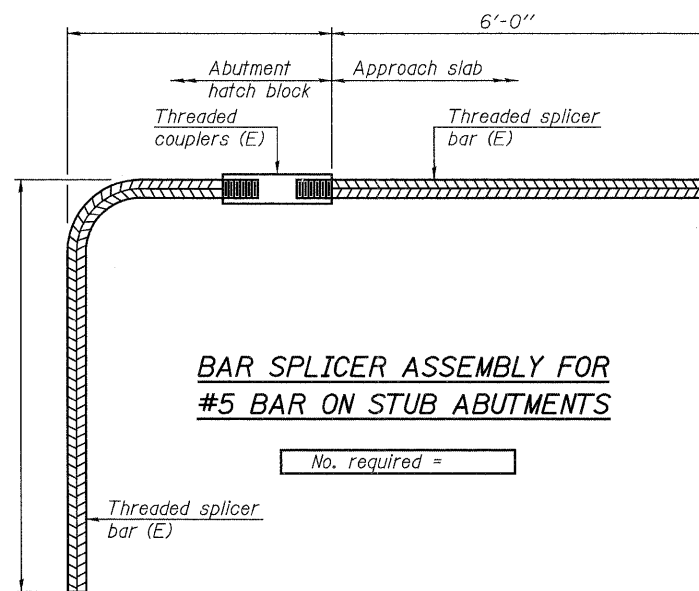
**INSTALLATION AND SETTING METHODS**

"A" : Set bar splicer assembly by means of a template bolt.  
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.  
(E) : Indicates epoxy coating.



**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required =

**NOTES**

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.  
All reinforcement shall be lapped and tied to the splicer bars.  
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.  
See special provision for Mechanical Splicers.  
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
STRUCTURE NO. 060-0196(SB) & 0197(NB)**

SHEET 13 OF 14	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	60-3RS-1, 60-(3HB,3HB-1)I	MADISON	123	116
STA. 318+48.55		CONTRACT NO. 76601			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

**LIN ENGINEERING, LTD.**  
Consulting Engineers  
Chatham, Illinois

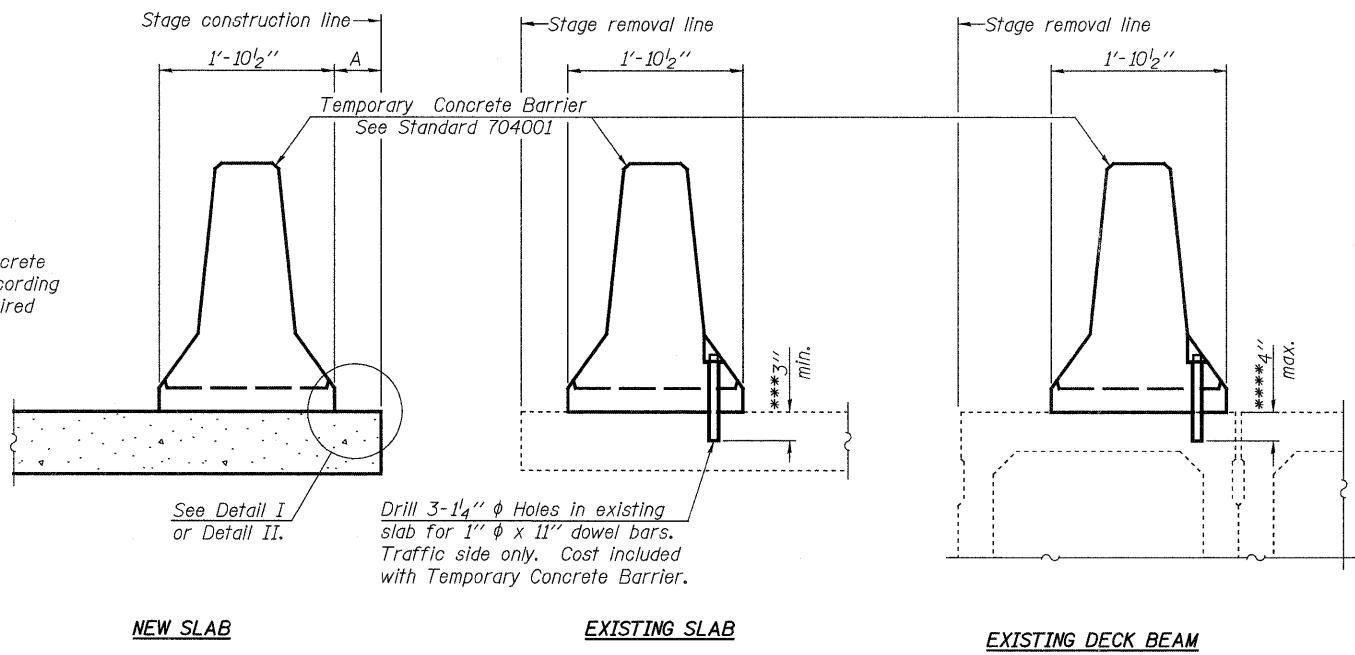
DESIGNED: ESH	DRAWN: RH
CHECKED: MTH	CHECKED: MTH

BSD-1 11-1-09

FILE: J:\JDO\0195 IL-08VV99 I-55 Madison Bridge Repairs\Linengr\060-0196 & 060-0197.dgn  
USER: DCD  
DATE: 06/22/2010 19:33:58



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



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"x7"x10" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

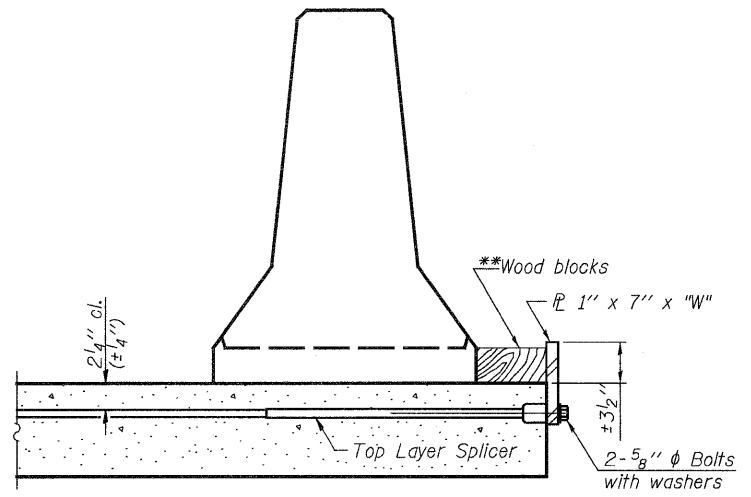
**Detail II - With Extended Reinforcement Bars:**  
Connect one (1) 1"x7"x10" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" 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.

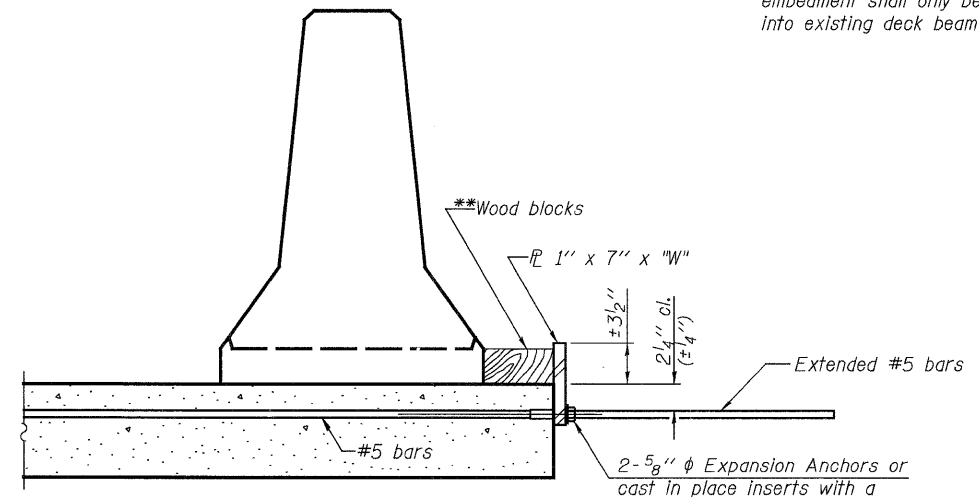
**SECTIONS THRU SLAB OR DECK BEAM**

\*\*\* 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.

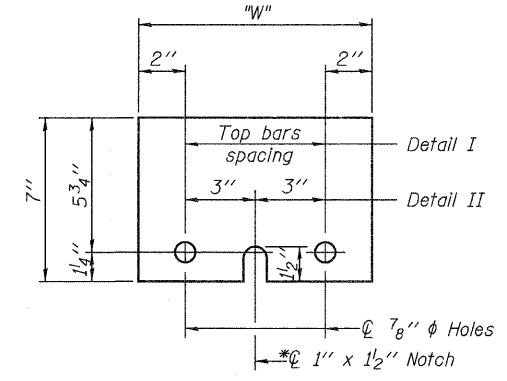
\*\*\*\* If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



**DETAIL I**



**DETAIL II**



**STEEL RETAINER PL 1" x 7" x 10"**

\* 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"

DESIGNED: IDOT	DRAWN: SJS
CHECKED: DCD	CHECKED: CMV/DCD

R-27 11-1-09

**TEMPORARY CONCRETE BARRIER  
FOR STAGE CONSTRUCTION  
STRUCTURE NO. 060-0196(SB) & 0197(NB)**

SHEET 14 OF 14	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	60-3RS-1, 60-(3HB,3HB-1)I	MADISON	123	117
	STA. 318+48.55		CONTRACT NO. 76601		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

FILE: J:\JDD\10195 IL-08VV#9 I-55 Madison Bridge Repair\1-UPRR\060196-76601-04-Tempbarrier.dgn  
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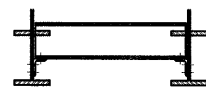
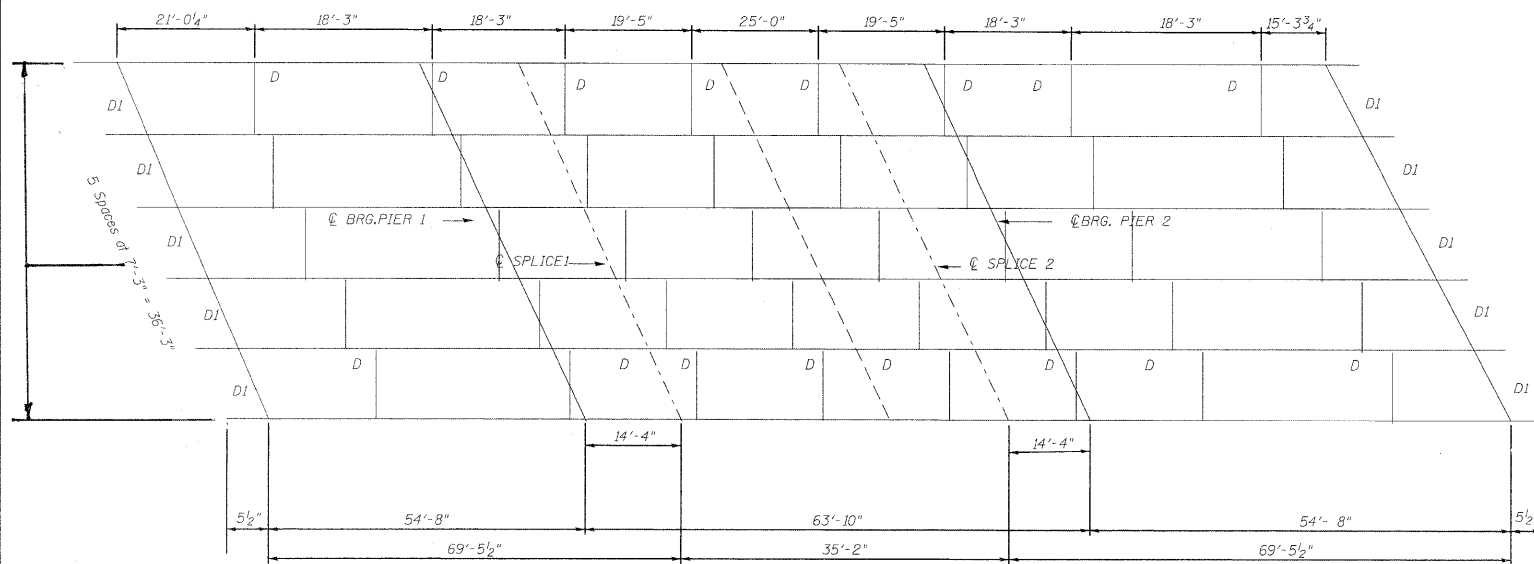
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FILE NAME =	USER NAME = ganoverpj	DESIGNED -	REVISD -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BRIDGE PLANS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\PIWIDOT\CONOVERPJ\d0128605\d0128605	76601-shrtpjan.dgn	DRAWN -	REVISD -			55	60-3RS-1.60-(3HB,3HB-1)I	MADISON	123	119
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISD -			CONTRACT NO. 76601				
	PLOT DATE = 6/24/2010	DATE	REVISD -			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

BRIDGE PAINTING NOTES

1. LOCATION 1: SN 060-0195, LOCATED AT FAS 773, ALHAMBRA ROAD 0.3 MILES SOUTHEAST OF LIVINGSTON OVER I-55
2. LOCATION 2: SN 060-0198, LOCATED AT FAS 777, LIVINGSTON/NEW DOUGLAS ROAD NORTHEAST OF LIVINGSTON OVER I-55
3. LOCATION 3: SN 060-0196, LOCATED AT I-55 SB NORTH OF NEW DOUGLAS ROAD OVER MOPAC RAILROAD
4. LOCATION 4: SN 060-0197, LOCATED AT I-55 NB NORTH OF NEW DOUGLAS ROAD OVER MOPAC RAILROAD
5. AT LOCATIONS 1 & 2: CLEANING AND PAINTING OF THE EXISTING STRUCTURAL STEEL AND BEARINGS SHALL BE AS SPECIFIED IN THE SPECIAL PROVISION FOR "CLEANING AND PAINTING EXISTING STEEL STRUCTURES." ALL EXISTING STEEL AND BEARINGS SHALL BE CLEANED PER "NEAR WHITE BLAST CLEANING - SSPC-SP10." ALL EXISTING STEEL AND BEARINGS SHALL BE PAINTED ACCORDING TO THE REQUIREMENTS OF "PAINT SYSTEM 1 - OZ/E/U." THE COLOR OF THE FINAL FINISH COAT FOR ALL STRUCTURAL STEEL SURFACES AND BEARINGS SHALL BE GRAY, MUNSELL NO. 5B 7/1.
6. AT LOCATIONS 3 & 4: CLEANING AND PAINTING OF THE EXISTING STRUCTURAL STEEL AND BEARINGS SHALL BE AS SPECIFIED IN THE SPECIAL PROVISION FOR "CLEANING AND PAINTING EXISTING STEEL STRUCTURES." ALL BEAMS, BEARINGS, AND OTHER STRUCTURAL STEEL WITHIN 5 FT (MEASURED ALONG THE BEAM) OF EITHER SIDE OF DECK JOINTS SHALL BE CLEANED PER "NEAR WHITE BLAST CLEANING - SSPC-SP10." THE EXISTING SURFACE OF THE FASCIA BEAMS, THE BOTTOM FLANGE OF THE FASCIA BEAMS, THE DECK DRAINS OF THE FASCIA BEAMS, AND ALL BEARING ASSEMBLIES OF THE FASCIA SHALL BE CLEANED PER POWER TOOL CLEANING - COMMERCIAL GRADE.
7. AT LOCATIONS 3 & 4: THE DESIGNATED AREAS CLEANED PER NEAR WHITE BLAST CLEANING - SSPC-SP10 AND PER POWER TOOL CLEANED - COMMERCIAL GRADE, SHALL BE PAINTED ACCORDING TO THE REQUIREMENTS OF PAINT SYSTEM, 1-OZ/E/U. THE COLOR OF THE FINAL FINISH COAT FOR ALL CLEANED SURFACES SHALL BE GRAY, MUNSELL CO. 5B 7/1.
8. A MINIMUM OF TWO AIR MONITORS WILL BE REQUIRED AT LOCATIONS 1 & 2 TO MONITOR ABRASIVE BLASTING OPERATIONS AT EACH BRIDGE, SEE SPECIAL PROVISION FOR "CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES."
9. A MINIMUM OF ONE AIR MONITOR WILL BE REQUIRED AT LOCATIONS 3 & 4 TO MONITOR ABRASIVE BLASTING OPERATIONS AT EACH BRIDGE, SEE SPECIAL PROVISION FOR "CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES."

FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BRIDGE PAINTING PLANS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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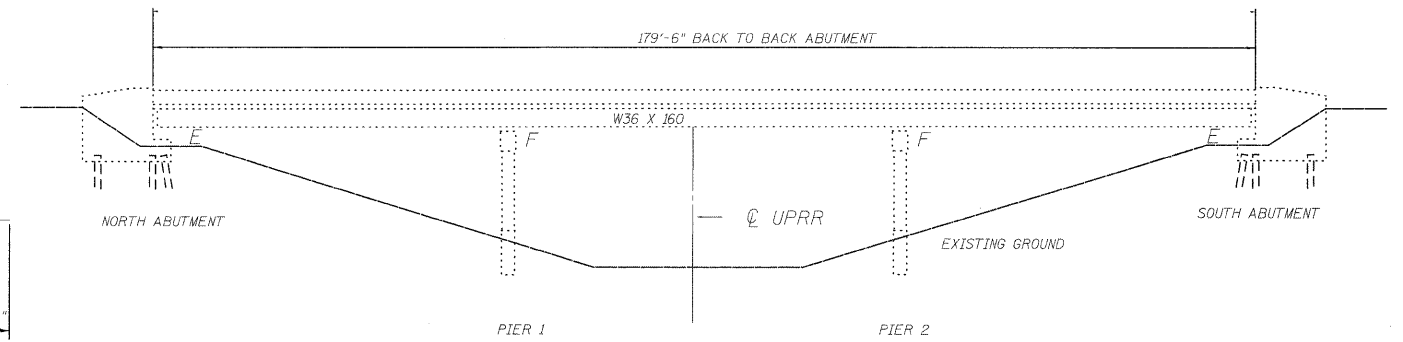


DIAPHRAGM  
D1 20 EACH: W12X40  
D: 80 EACH: W16X36

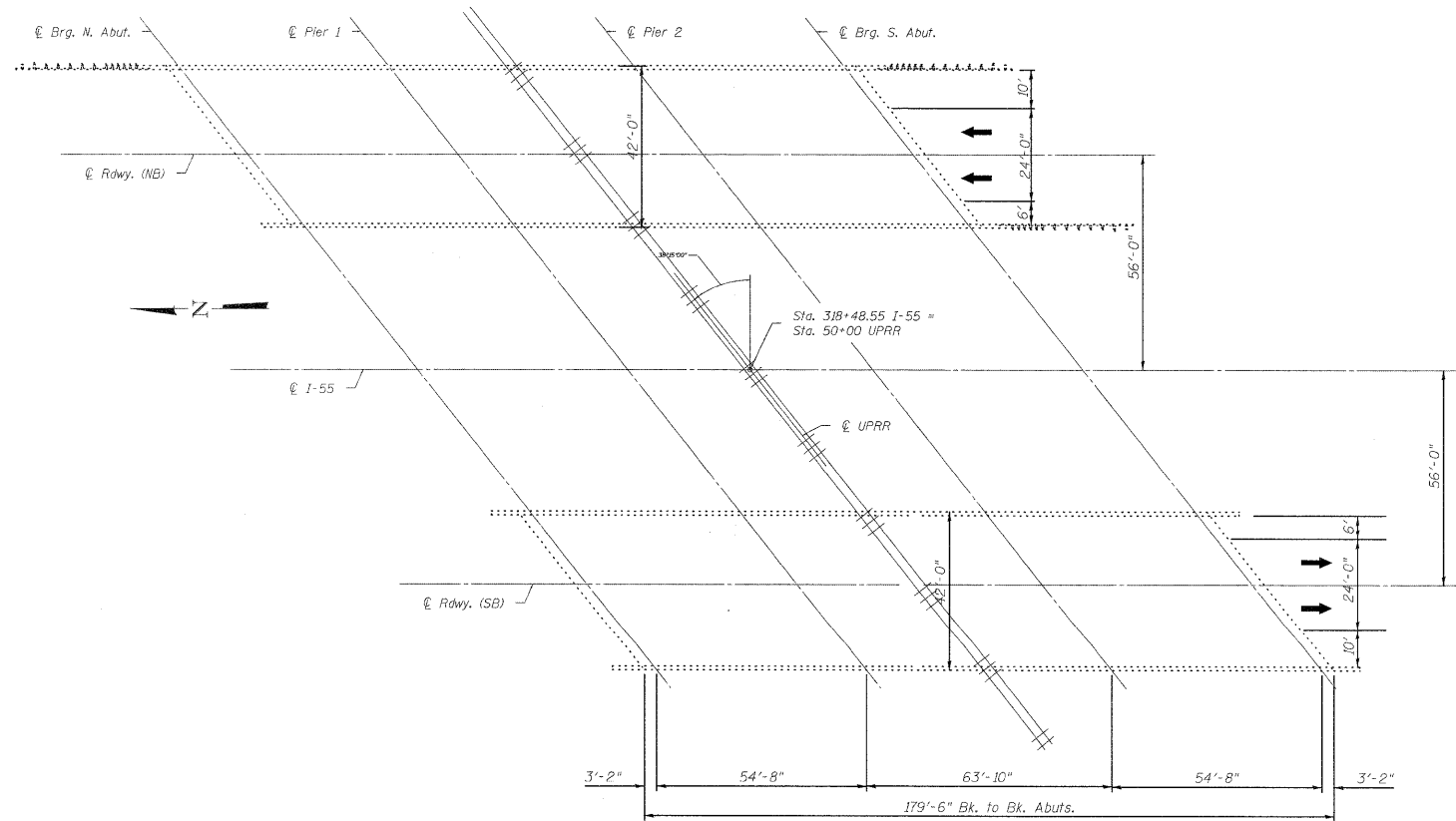


FIXED SHOE BEARING  
PIERS 1 & 2  
24REQ'D.

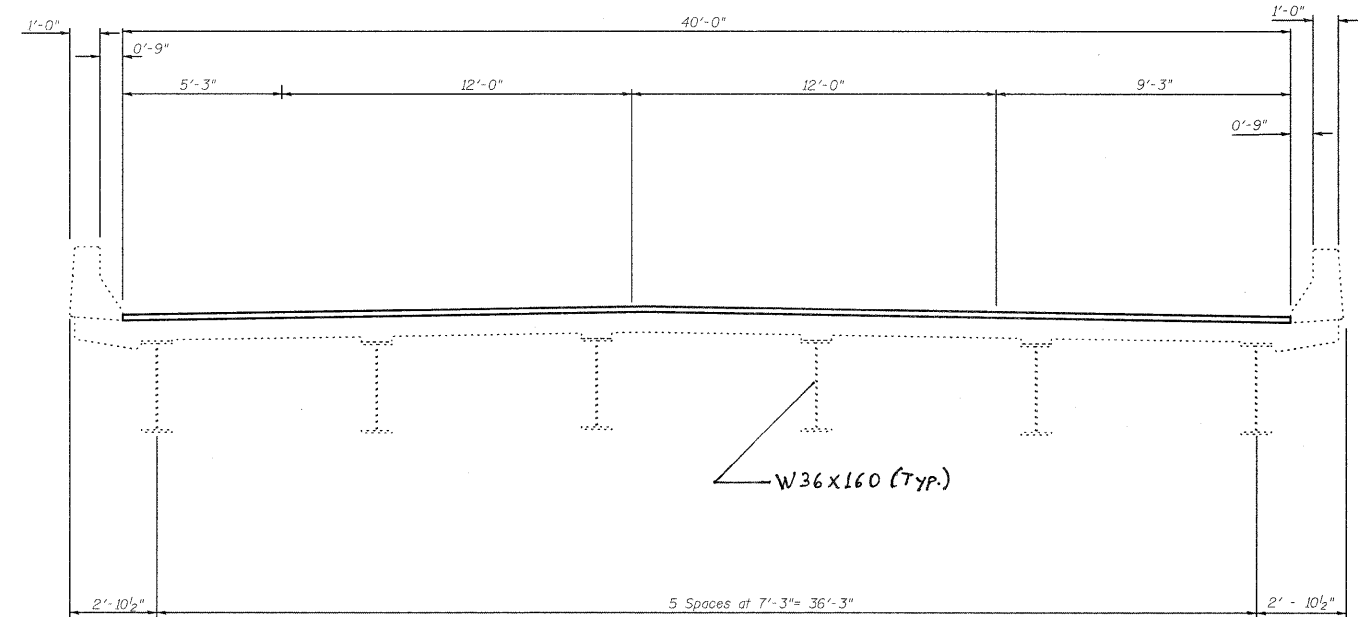
Structural Steel Detail Layout & Details



ELEVATION



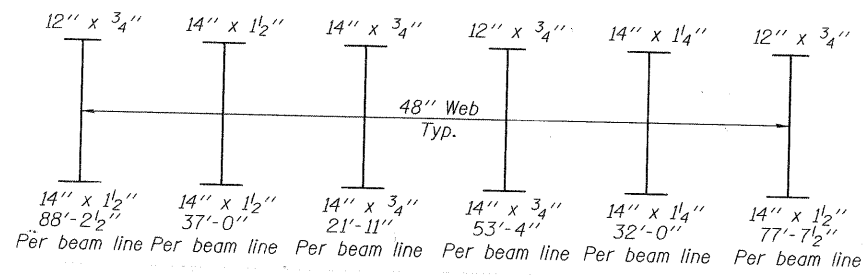
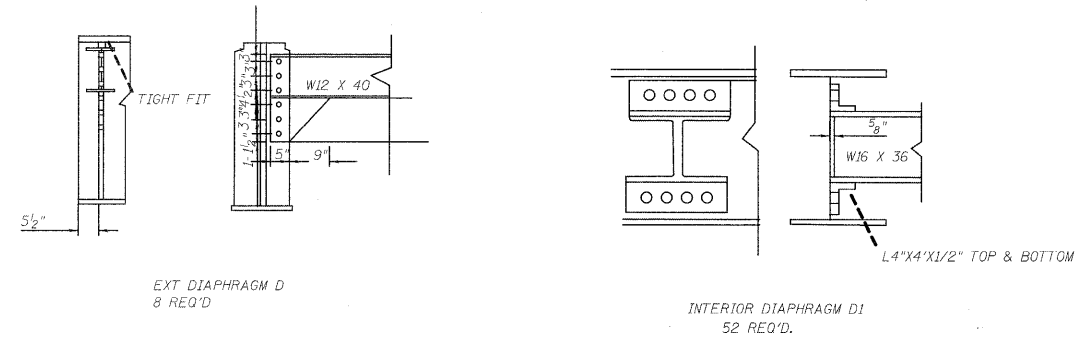
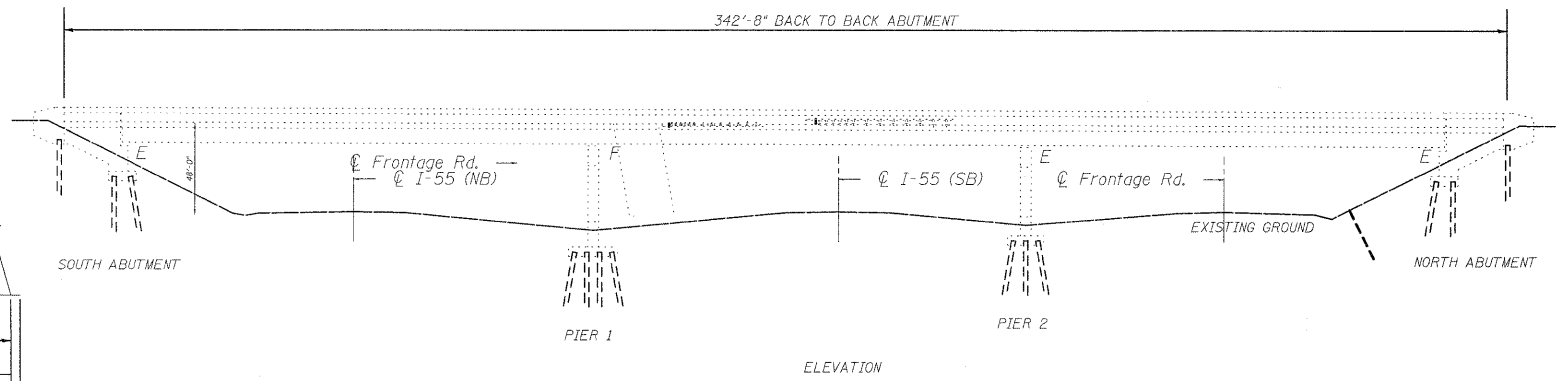
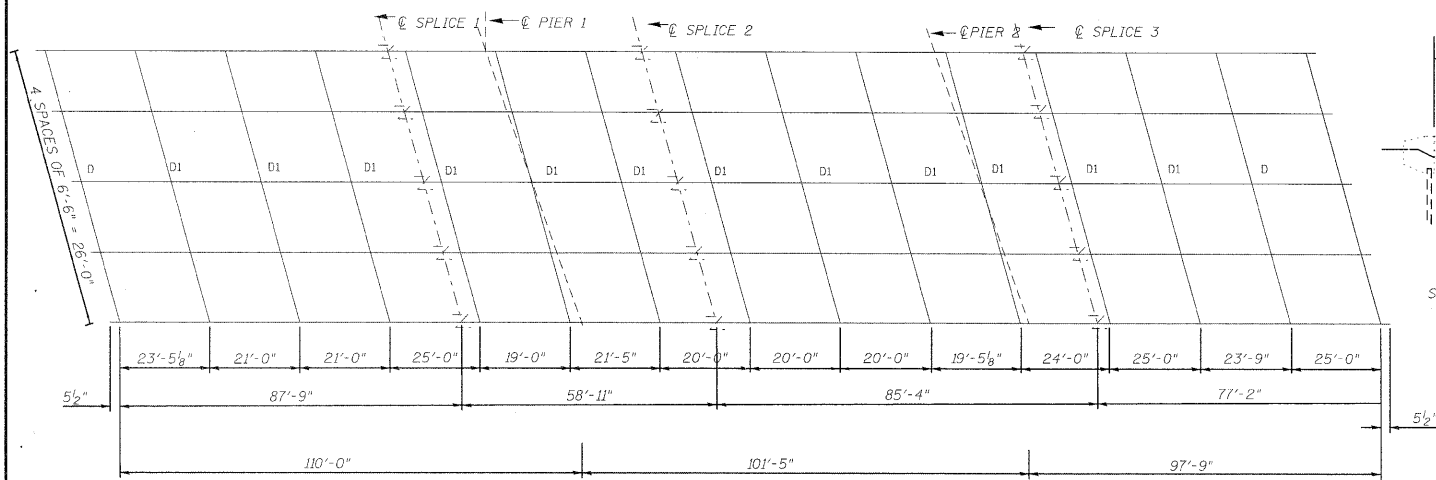
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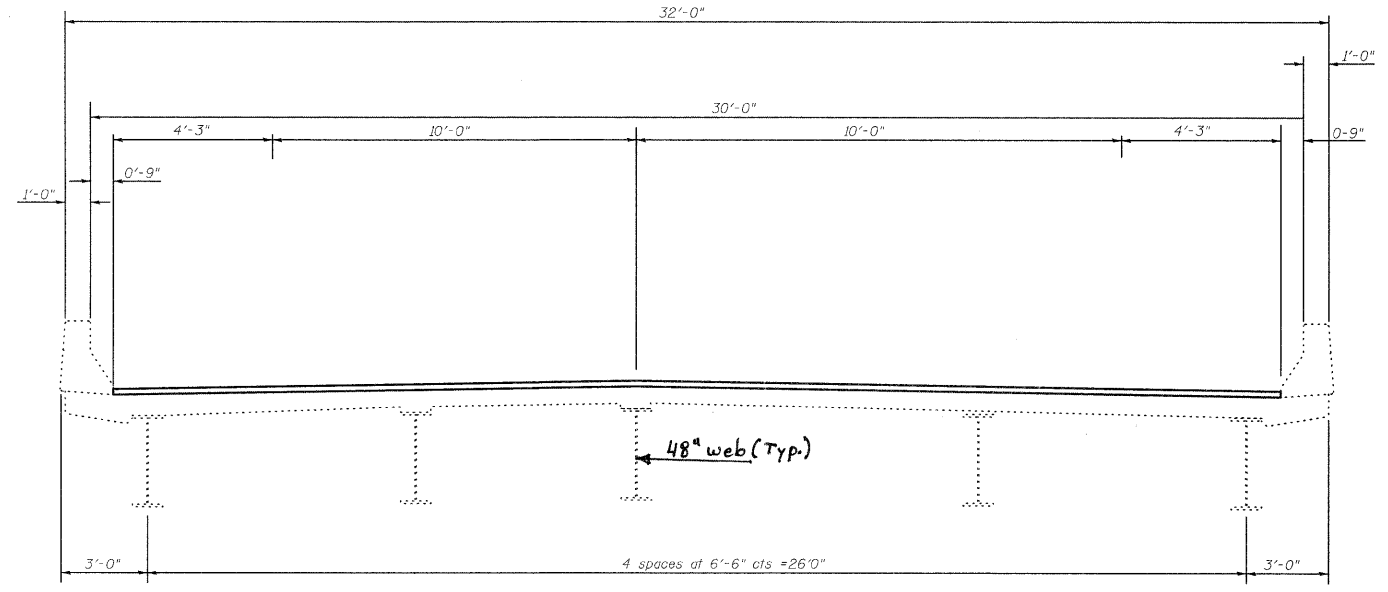
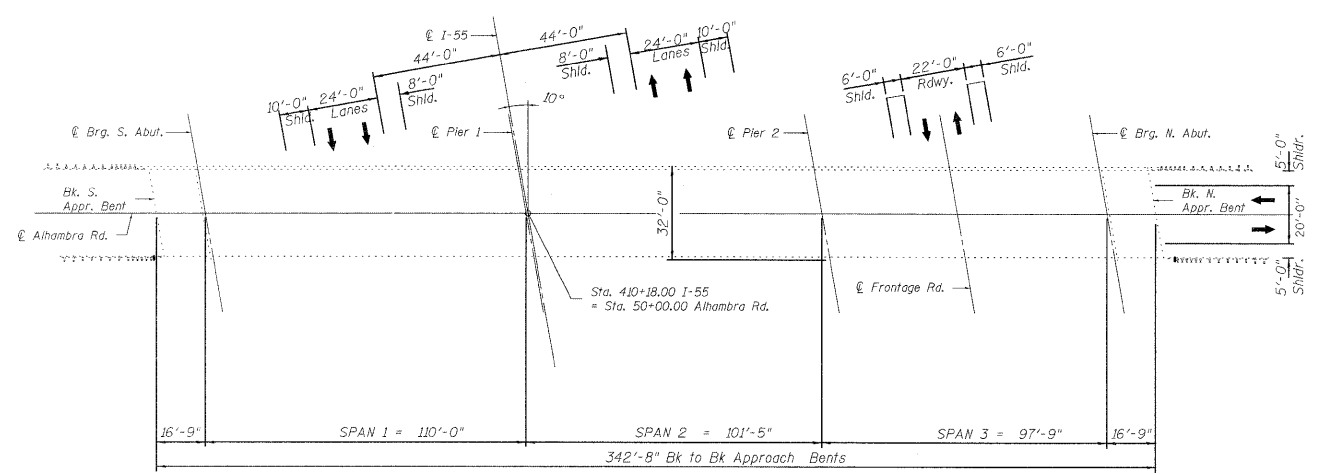
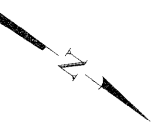
CROSS SECTION  
LOOKING NORTH AT NORTH BOUND LANES  
LOOKING SOUTH AT SOUTH BOUND LANES

Sta. 318+48.55

FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BRIDGE PAINTING - SN 060-196 &amp; 060-197 FAI RTE 55 TRACKS OF PENN. CENTRAL TRANS CO.</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 76601					
	PLOT DATE = 6/23/2010	DATE -	REVISED -			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT					
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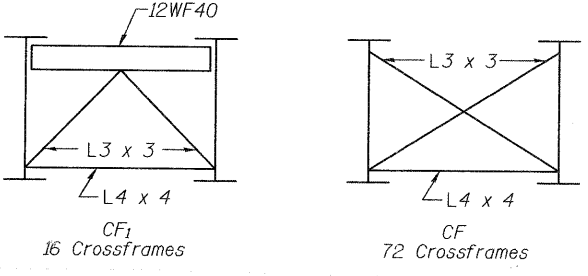
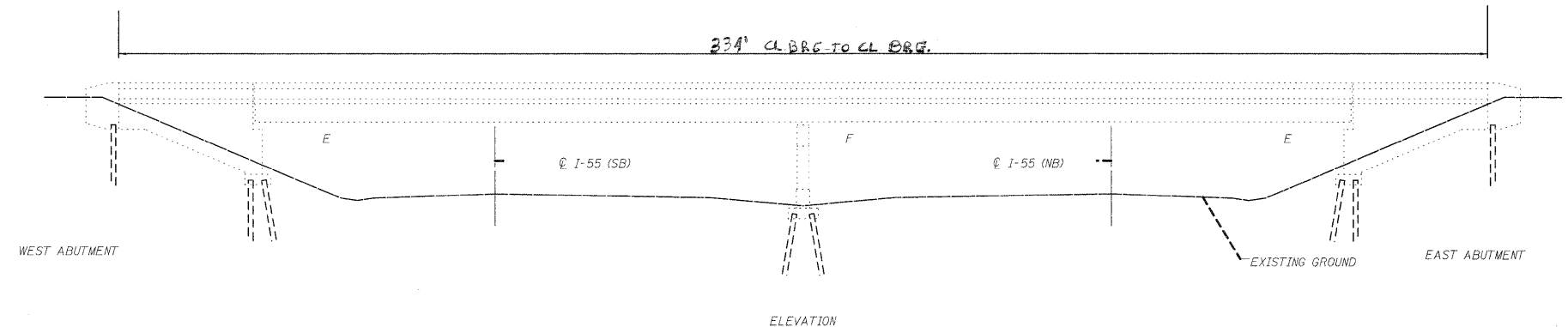
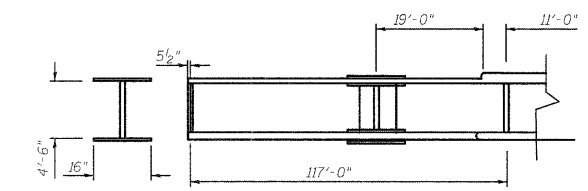
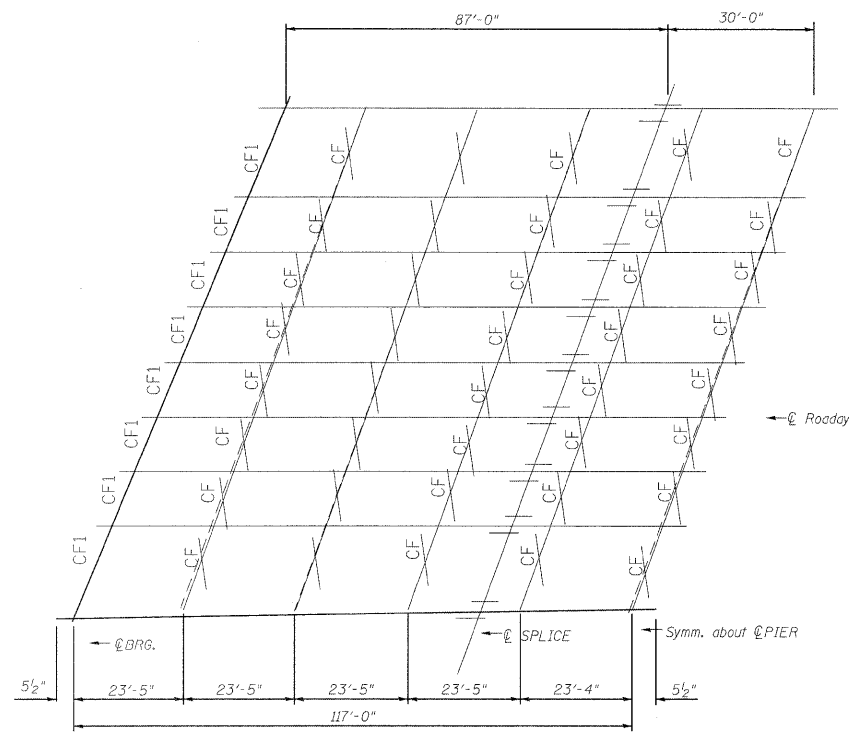


5 ROCKER EXPANSION BEARINGS TO BE PAINTED  
5 FIXED BEARINGS TO BE PAINTED.

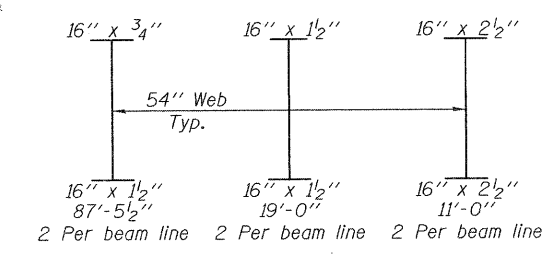
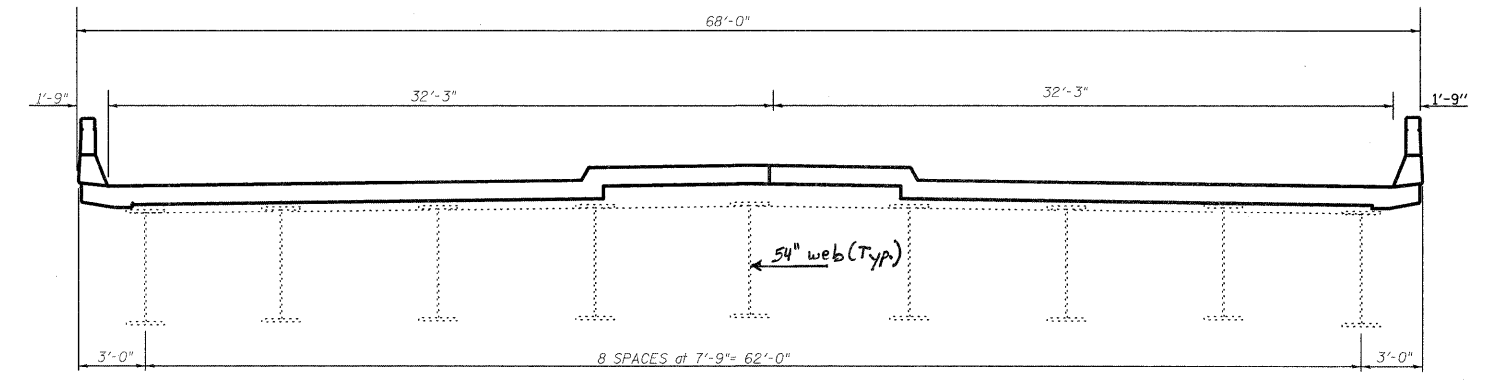
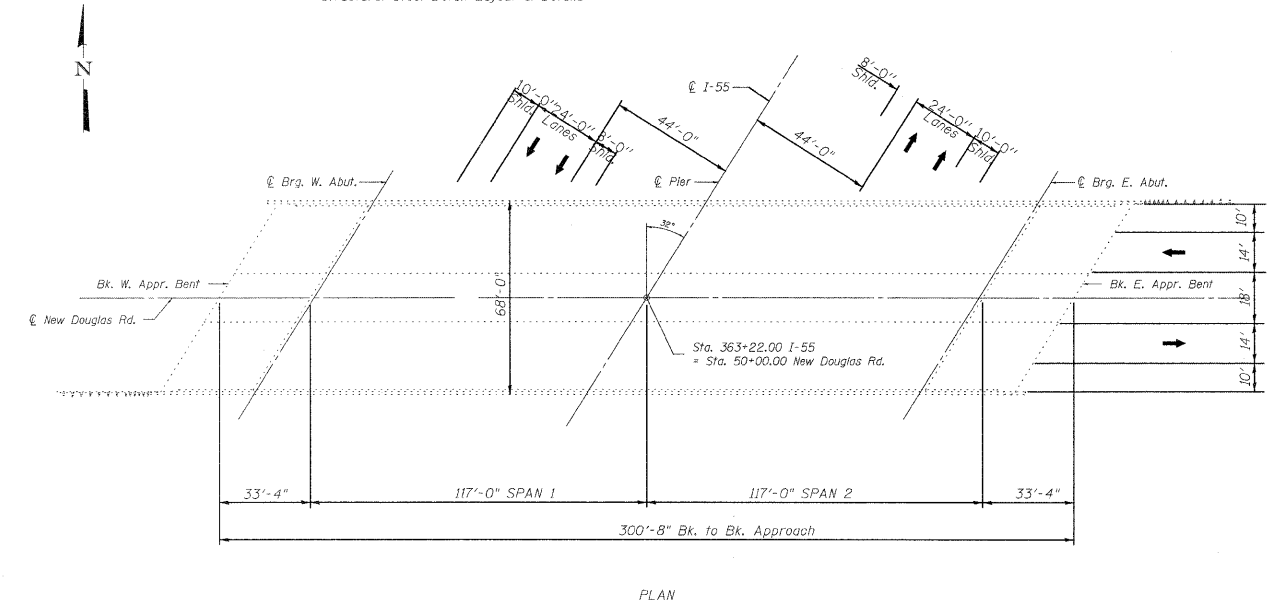


Sta. 410+18

FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BRIDGE PAINTING SN 060 -0195 ALAHAMBRA ROAD OVER I-55</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
e:\pwork\pwork\conoverpj\c0128605\d8	6601-sht-plan.dgn	DRAWN -	REVISED -			55	60-3RS-1, 60-(3HB, 3HB-1)	MADISON	123	122	
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 76601					
	PLOT DATE = 6/23/2010	DATE -	REVISED -			SCALE: _____	SHEET NO. 3 OF 4 SHEETS	STA. _____ TO STA. _____	FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT		



Structural Steel Detail Layout & Details



CROSS SECTION

STA. 363+22

FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BRIDGE PAINTING SN 060-0198 NEW DOUGLAS ROAD OVER I-55</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -		SCALE: _____ SHEET NO. 4 OF 4 SHEETS		FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT				
PLOT DATE = 6/23/2010		DATE -	REVISED -		STA. _____ TO STA. _____						