11-06-2015 LETTING ITEM 079

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)I-7	HANCOCK	24 *	1
	ILLINOIS	CONTRACT NO. 72H69		

24+1 = 25 TOTAL SHEETS

D-96-045-15

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
CONTRACT MAINTENANCE

F.A.P. ROUTE 510 (IL 96)
SECTION (120)I-7

BRIDGE DECK OVERLAYS
HANCOCK COUNTY

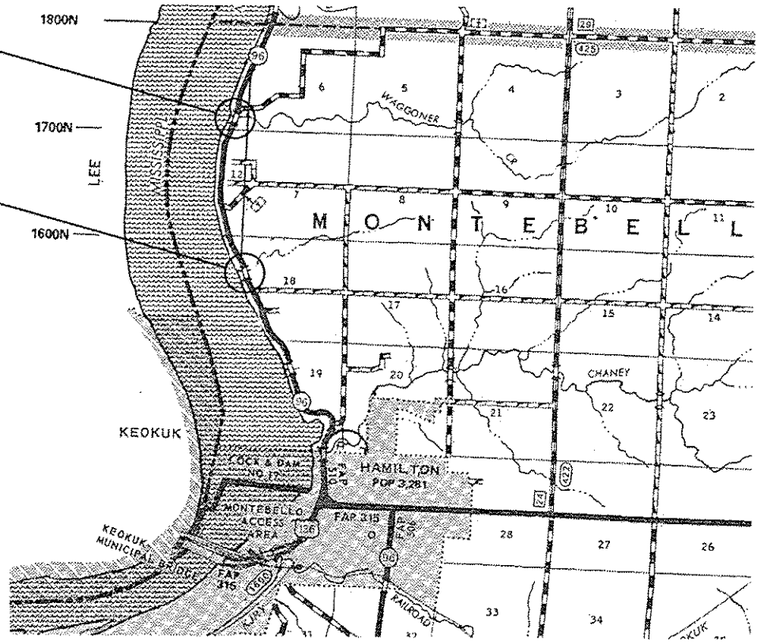
C-96-045-15

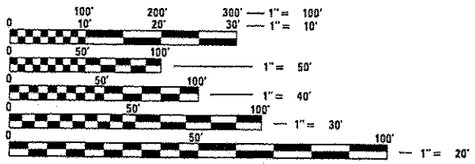
FOR INDEX OF SHEETS, SEE SHEET NO. 2

LOCATION OF SECTION INDICATED THUS:- ▬

LOCATION #1: SN 034-0058
IL 96 OVER WAGGONER CREEK
4.2 MI NORTH OF US 136 IN HAMILTON

LOCATION #2: SN 034-0056
IL 96 OVER GRAY BAY
2.5 MI NORTH OF US 136 IN HAMILTON





FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED July 8 20 15
Roger L Driskell
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
Aug 14 20 15
John D. Baranzelli P.E.
ENGINEER OF DESIGN AND ENVIRONMENT
Aug 14 20 15
Omer Osman, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

BRIDGE MAINTENANCE ENGINEER (ACTING): BRANDON DUDLEY (217) 785-9290
BRIDGE INSPECTION ENGINEER: DAVE COPENBARGER (217) 785-5306

GROSS LENGTH = 8800 FT. = 1.67 MILE
NET LENGTH = 816 FT. = 0.15 MILE

CONTRACT NO. 72H69

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STANDARDS

000001-06
701001-02
701006-05
701201-04
701301-04
701306-03
701321-14
701326-04
701901-04
704001-07

* INCLUDES SHEET 21A.

GENERAL NOTES:

BASE COURSE WIDENING SHALL BE COMPLETED PRIOR TO STAGING TRAFFIC.

ALL STRUCTURAL STEEL SHALL BE AASHTO M-270 GRADE 36

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

PRIOR TO POURING THE NEW CONCRETE DECK, ALL HEAVY OR 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 ACCOMPLISED BY METHODS THAT WILL NOT DAMAGE THE STEEL AND THE COST WILL BE INCLUDED IN 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 THE SCOPE OF WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

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.

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.

THE EXISTING STRUCTURAL STEEL COATING CONTAINS LEAD. THE CONTRACTOR SHALL TAKE APPROPRIATE PRECAUTIONS TO DEAL WITH THE PRESENCE OF LEAD ON THIS PROJECT.

AREAS OF DECK REPAIRS SHOWN ARE ESTIMATED. THE ENGINEER SHALL SHOW ACTUAL LOCATIONS OF DECK REPAIRS ON AS-BUILT PLANS.

MIXTURE USE(S)	HMA BASE CSE WIDENING *	HMA SURFACE CSE	INCID HMA SURF
AC/PG	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIX COMPOSITION (GRADATION MIXTURE)	IL 19.0 OR IL 19.0 CB	IL 9.5	IL 9.5
FRICTION AGGREGATE	N/A	MIX "C"	MIX "C"
QUALITY MANAGEMENT	QC/QA	QC/QA	QC/QA

* BASE COURSE PAY ITEMS ALLOW FOR HMA OR PCC USE.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
DISTRICT 6

EXAMINED March 9th 20 15
John C Wagenmann
ENGINEER OF OPERATIONS

EXAMINED March 11 20 15
Ron Archambeau
ENGINEER OF PROJECT IMPLEMENTATION

EXAMINED MARCH 11 20 15
Jeffrey P Myers
ENGINEER OF PROGRAM DEVELOPMENT

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX, STANDARDS, MIX TABLE, GENERAL NOTES, & SIGNATURES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)I-7	HANCOCK	24	2
		CONTRACT NO. 72H69		
	ILLINOIS FED. AID PROJECT			

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 100% STATE ROADWAY 0014 SN 034-0056	CONSTR. CODE 100% STATE ROADWAY 0014 SN 034-0058
20200500	EARTH EXCAVATION (WIDENING)	CU YD	17.5	7.0	10.5
35650300	BASE COURSE WIDENING 8"	SQ YD	301	112	189
35650530	BASE COURSE WIDENING 13"	SQ YD	112	112	-
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	830	400	430
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	745	389	356
40600990	TEMPORARY RAMP	SQ YD	197	85	112
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	176	88	88
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACE	TON	6	-	6
44004250	PAVED SHOULDER REMOVAL	SQ YD	412	223	189
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	47	23	24
50102400	CONCRETE REMOVAL	CU YD	12	4	8
50300100	FLOOR DRAINS	EACH	39	3	36
50300255	CONCRETE SUPERSTRUCTURE	CU YD	14	5	9
50300260	BRIDGE DECK GROOVING	SQ YD	1367	262	1105
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	700	700	-
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1850	630	1220
50500505	STUD SHEAR CONNECTORS	EACH	36	36	-
50800515	BAR SPLICERS	EACH	36	12	24
52000110	PREFORMED JOINT STRIP SEAL	FOOT	111	37	74
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	6	6	-
52100520	ANCHOR BOLTS, 1"	EACH	13	12	1
67100100	MOBILIZATION	L SUM	1	0.5	0.5
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	2	1	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	0.5	0.5
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	0.5	0.5
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	0.5	0.5
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	2	1	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	170	70	100
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	56	23	33
70400100	TEMPORARY CONCRETE BARRIER	FOOT	913	325	588
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	813	325	488
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4	2	2
70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4	2	2
* 78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	4752	1711	3041
78300100	PAVEMENT MARKING REMOVAL	SQ FT	1257	475	782
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	8	4	4
X0322469	PLUG EXISTING FLOOR DRAINS	EACH	68	-	68
X7200201	WIDTH RESTRICTION SIGNING	L SUM	1	0.5	0.5
Z0001899	JACK AND REMOVE EXISTING BEARING ASSEMBLY	EACH	6	6	-
Z0012130	BRIDGE DECK SCARIFICATION, 3/4"	SQ YD	1437	272	1165
Z0012164	BRIDGE DECK MICROSILICA CONCRETE OVERLAY, 2-1/2"	SQ YD	1437	272	1165
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	16	4	12
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	8	8	-
Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	10	2	8
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	57	13	44

* SPECIALTY ITEM

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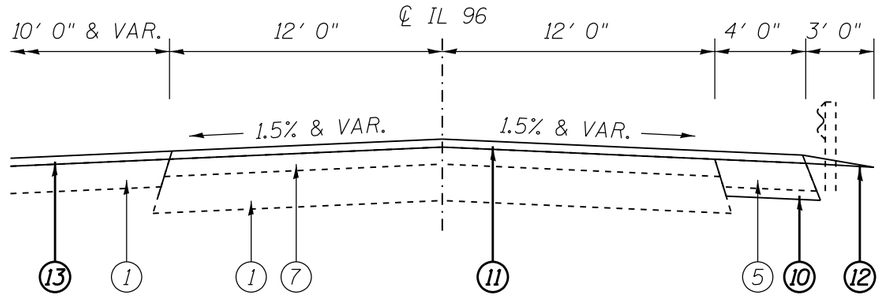
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

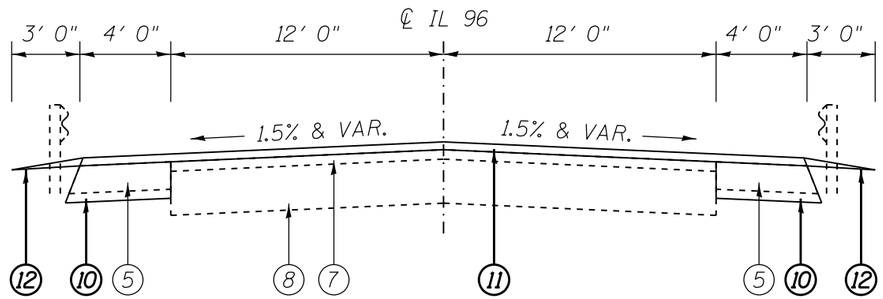
SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

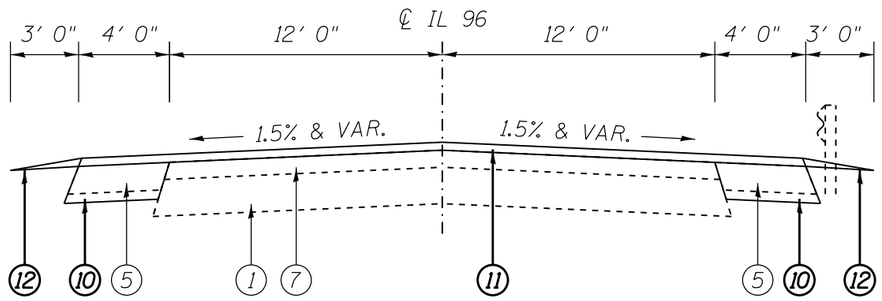
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)I-7	HANCOCK	24	3
		CONTRACT NO. 72H69		
	ILLINOIS FED. AID PROJECT			



STA 887+70.50 TO STA 888+45.50



STA 888+45.50 TO STA 888+95.50
STA 892+29.50 TO STA 892+79.50



STA 892+79.50 TO STA 893+54.50

1. EXISTING HMA BASE COURSE, 8"
2. EXISTING PCC PAVEMENT (9-6-9)
3. EXISTING HMA BASE COURSE WIDENING
4. EXISTING PCC GUTTER
5. EXISTING HMA SHOULDER, 6"
6. EXISTING HMA SHOULDER, 9"
7. EXISTING HMA OVERLAYS, +/- 4"
8. EXISTING PCC BRIDGE APPROACH
9. EXISTING SIDEROAD PAVEMENT
10. **PROPOSED BASE COURSE WIDENING, 8"**
11. **PROPOSED HMA SURFACE COURSE, 1-3/4"**
12. **PROPOSED AGGRAGATE WEDGE SHOULDER - TYPE B**
13. **PROPOSED INCIDENTAL HMA SURFACE, +/- 1-3/4"**
14. **PROPOSED BASE COURSE WIDENING, 13"**

EXISTING CURVE DATA
P.I. STA= 883+86.25
Δ= 13°-32'-00"
D= 2°-00'
R= 2864.79'
T= 339.90'
L= 676.65'
E=
e= 3.8%
T.R.=
S.E. RUN=
P.C. STA= 880+46.35
P.T. STA= 887+23.00
S.E. ATTAINED: 878+96.00 TO 880+46.00
886+73.00 TO 888+23.00

EXISTING CURVE DATA
P.I. STA= 895+86.83
Δ= 13°-13'-00"
D= 5°-00'
R= 1145.92'
T= 132.76'
L= 264.32'
E=
e= 8.0%
T.R.=
S.E. RUN=
P.C. STA= 894+54.07
P.T. STA= 897+18.41
S.E. ATTAINED: 893+26.07 TO 895+18.07
896+44.76 TO 898+36.76

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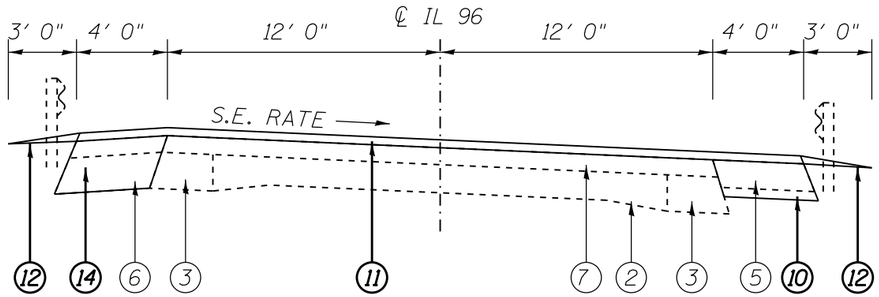
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

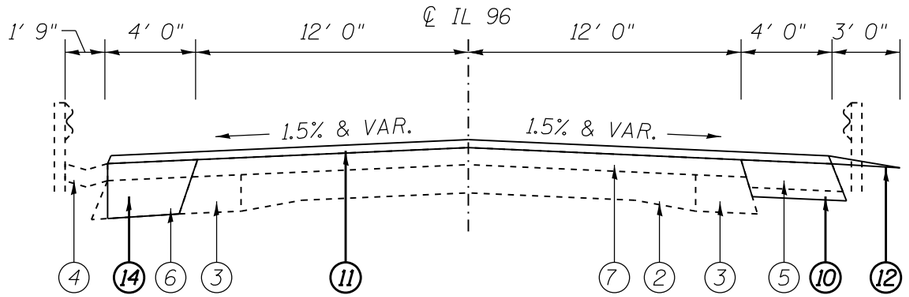
TYPICAL SECTIONS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)I-7	HANCOCK	24	4
		CONTRACT NO. 72H69		
	ILLINOIS FED. AID PROJECT			

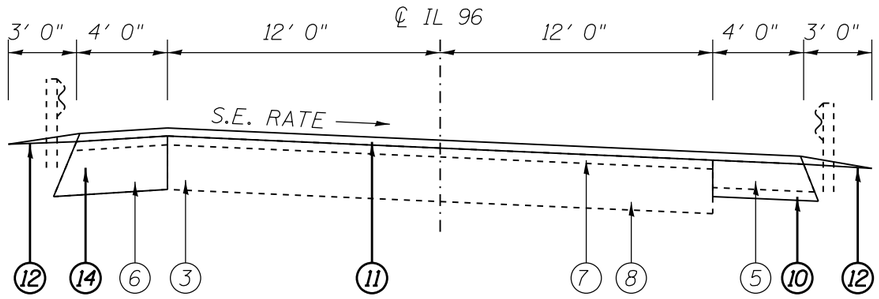


STA 973+22.08 TO STA 974+27.08

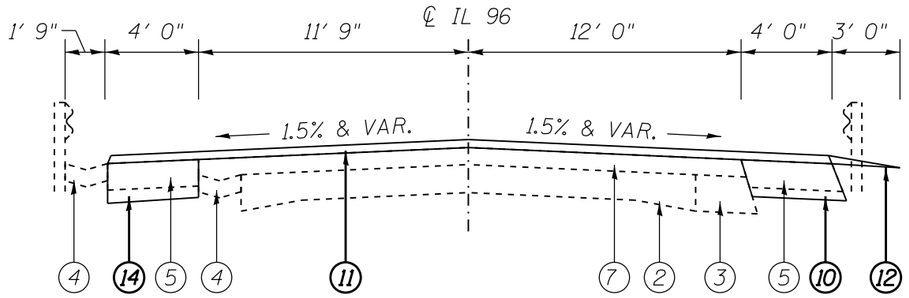


STA 975+46.91 TO STA 976+42.77

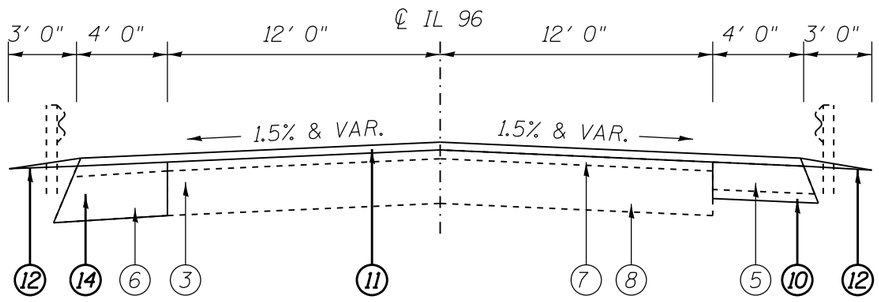
NOTE: EXISTING GUTTER IS NOT VISIBLE STA 975+46.91 TO STA 975+97 AND MAY HAVE BEEN REMOVED.



STA 974+27.08 TO STA 974+47.08



STA 976+42.77 TO STA 976+51.91



STA 975+26.91 TO STA 975+46.91

1. EXISTING HMA BASE COURSE, 8"
2. EXISTING PCC PAVEMENT (9-6-9)
3. EXISTING HMA BASE COURSE WIDENING
4. EXISTING PCC GUTTER
5. EXISTING HMA SHOULDER, 6"
6. EXISTING HMA SHOULDER, 9"
7. EXISTING HMA OVERLAYS, +/- 4"
8. EXISTING PCC BRIDGE APPROACH
9. EXISTING SIDEROAD PAVEMENT
10. **PROPOSED BASE COURSE WIDENING, 8"**
11. **PROPOSED HMA SURFACE COURSE, 1-3/4"**
12. **PROPOSED AGGRAGATE WEDGE SHOULDER - TYPE B**
13. **PROPOSED INCIDENTAL HMA SURFACE, +/- 1-3/4"**
14. **PROPOSED BASE COURSE WIDENING, 13"**

EXISTING CURVE DATA
P.I. STA= 972+62.00
△= 7°-00'
D= 2°-00'
R= 2864.79'
T= 175.22'
L= 350.00'
E=
e= 3.8%
T.R.=
S.E. RUN=
P.C. STA= 970+86.78
P.T. STA= 974+36.78
S.E. ATTAINED: 969+86.78 TO 971+36.78
973+86.78 TO 975+36.78

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)I-7	HANCOCK	24	5
		CONTRACT NO. 72H69		
	ILLINOIS FED. AID PROJECT			

SHOULDER IMPROVEMENT SCHEDULE								
STA	TO	STA	SIDE	BASE COURSE WIDENING 8" (SQ YD)	BASE COURSE WIDENING 13" (SQ YD)	PAVED SHLDR REM (SQ YD)	EARTH EX WIDENING (CU YD)	AGG WEDGE SHLDR (TON)
887+70.50	-	888+95.50	RT	55.6	-	55.6	3.1	7.1
888+45.50	-	888+95.50	LT	22.2	-	22.2	1.2	2.8
892+29.50	-	893+54.50	RT	55.6	-	55.6	3.1	7.1
892+29.50	-	893+54.50	LT	55.6	-	55.6	3.1	7.1
973+22.08	-	974+47.08	RT	55.6	-	55.6	3.1	7.1
973+22.08	-	974+47.08	LT	-	55.6	55.6	-	7.1
975+26.91	-	976+51.91	RT	55.6	-	55.6	3.1	7.1
975+26.91	-	976+51.91	LT	-	55.6	55.6	0.3	1.1
			TOTALS	301	112	412	17	47

BUTT JOINT SCHEDULE			
STA	TO	STA	HMA SURF REM (BJ) (SQ YD)
887+70.50	-	888+20.50	155.6
CR 1720	-		55.6
893+04.50	-	893+54.50	177.8
973+22.08	-	973+72.08	177.8
976+01.91	-	976+51.91	177.8
		TOTAL	744.5

PAVING SCHEDULE					
STA	TO	STA	BIT MATL (PRIME CT) (POUND)	HMA SURF CSE (TON)	INCID HMA SURF (TON)
887+70.50	-	888+95.50	0.17	44	
CR 1720	-		0.02		6
892+29.50	-	893+54.50	0.17	44	
973+22.08	-	974+47.08	0.17	44	
975+26.91	-	976+51.91	0.17	44	
		TOTALS	0.80	176	6

PAVEMENT MARKING REMOVAL SCHEDULE					
STA	TO	STA	LOC.	LINE TYPE	PAVT MARK REM (SQ FT)
887+35	-	893+54	LT	SOLID	258
885+59	-	888+35	℄	DOUBLE	230
893+00	-	895+28	℄	DOUBLE	190
887+71	-	888+96	RT	SOLID	52
892+29	-	893+54	RT	SOLID	52
973+30	-	976+39	LT	SOLID	129
971+55	-	973+50	℄	SOLID/SKIP	102
976+50	-	978+20	℄	DOUBLE	142
973+15	-	974+47	RT	SOLID	55
975+27	-	976+39	RT	SOLID	47
				TOTAL	1257

STRIPING SCHEDULE					
STA	TO	STA	LOC.	LINE TYPE	PAINT PAVT MARK - LINE 5" (FT)
887+70.50	-	893+54.50	RT	SOLID	584
885+59.00	-	895+28.00	℄	DOUBLE	1938
888+35.50	-	893+54.50	LT	SOLID	519
973+22.08	-	976+51.91	RT	SOLID	330
971+55.00	-	975+26.91	℄	SOLID/SKIP	465
975+26.91	-	978+20.00	℄	DOUBLE	586
973+22.08	-	976+51.91	LT	SOLID	330
				TOTAL	4752

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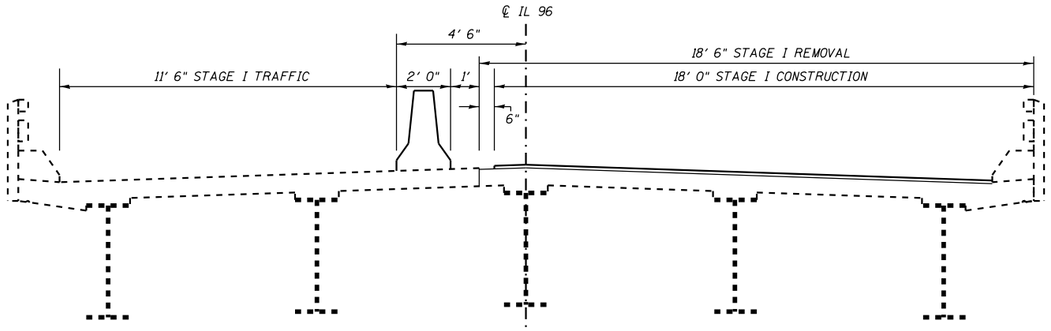
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

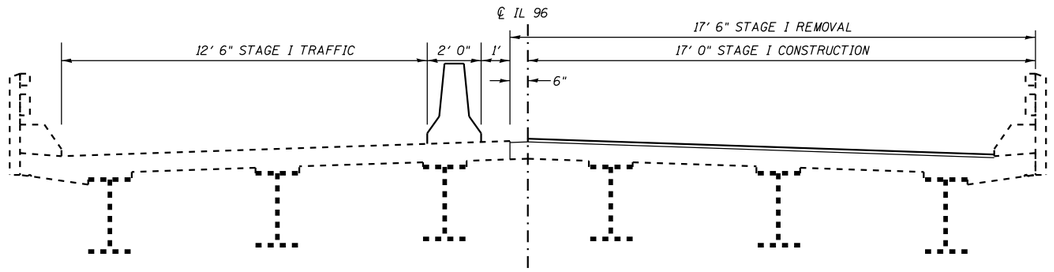
SCHEDULES OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. TO STA.

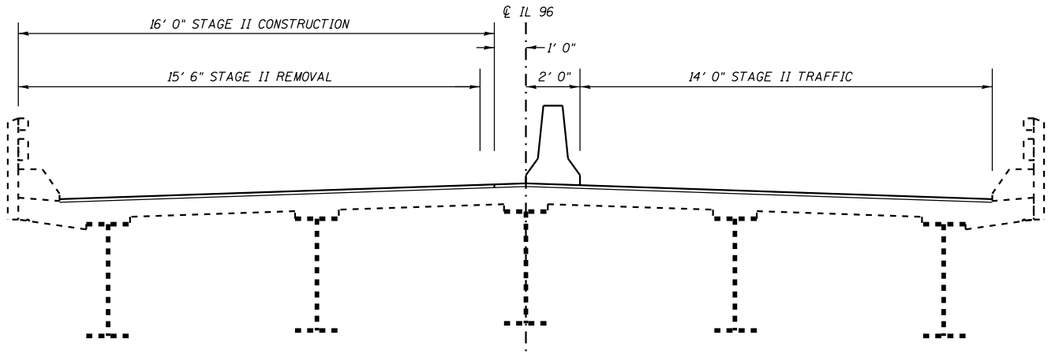
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)I-7	HANCOCK	24	6
		CONTRACT NO. 72H69		
	ILLINOIS FED. AID PROJECT			



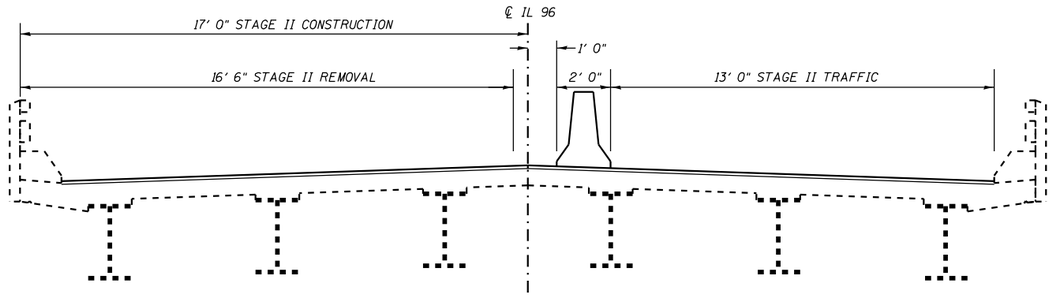
STAGE I CROSS SECTION (LOOKING SOUTH)



STAGE I CROSS SECTION (LOOKING SOUTH)



STAGE II CROSS SECTION (LOOKING SOUTH)



STAGE II CROSS SECTION (LOOKING SOUTH)

SN 034-0058

SN 034-0056

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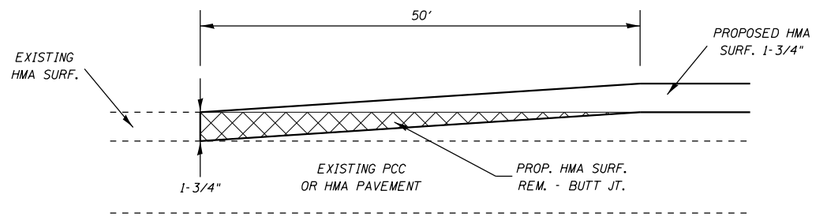
Default	PLOT DATE = 7/8/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC STAGING DETAILS

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)I-7	HANCOCK	24	7
		CONTRACT NO. 72H69		
	ILLINOIS FED. AID PROJECT			



MAINLINE BUTT JOINT ELEVATION

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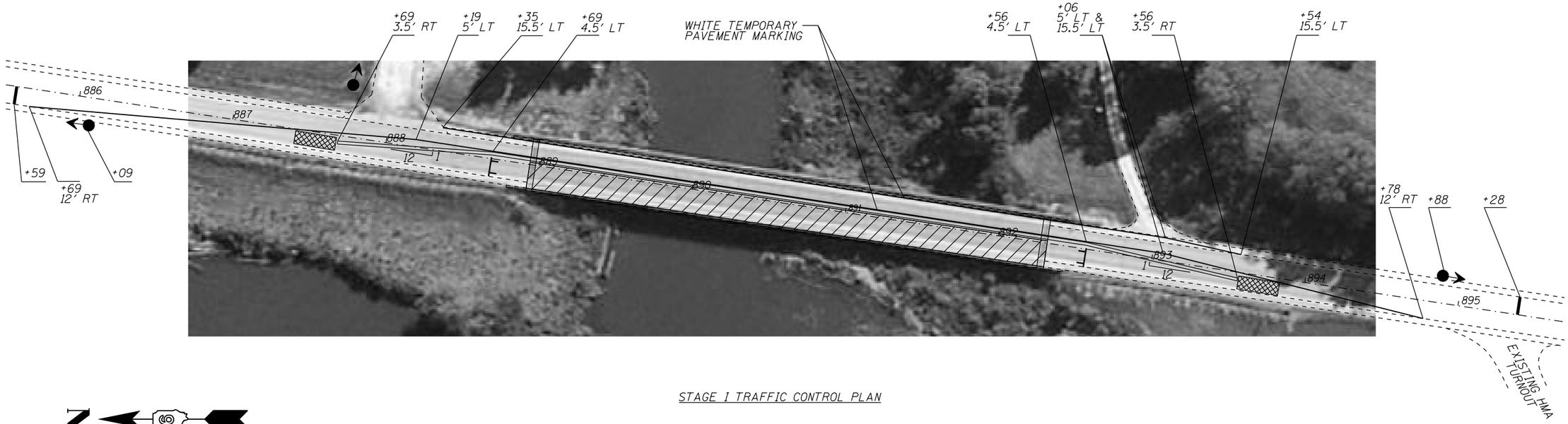
Default	PLOT DATE = 7/8/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

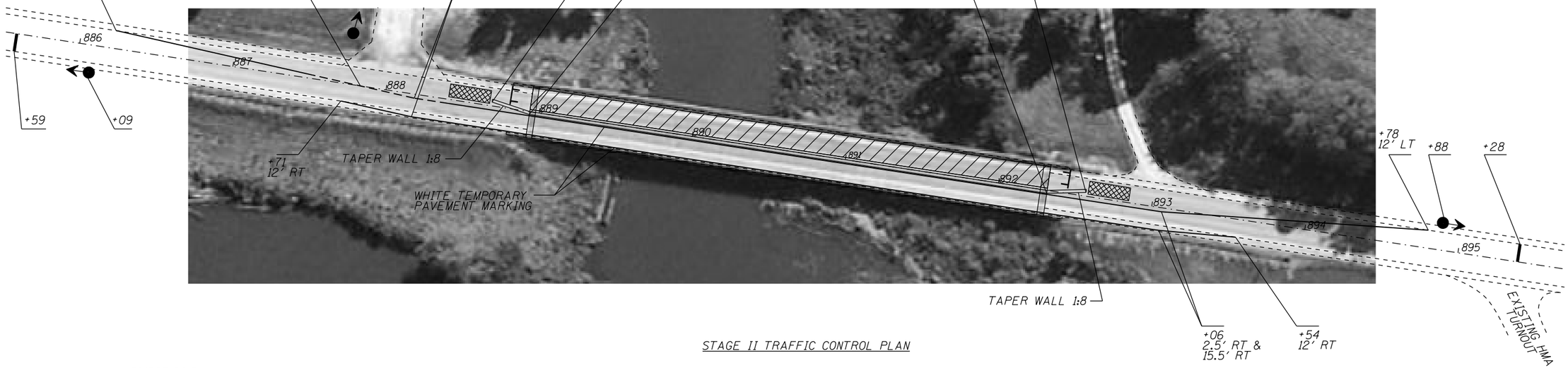
ROADWAY PLAN &
BUTT JOINT DETAIL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)I-7	HANCOCK	24	8
		CONTRACT NO. 72H69		
	ILLINOIS	FED. AID PROJECT		



STAGE I TRAFFIC CONTROL PLAN



STAGE II TRAFFIC CONTROL PLAN

SYMBOLS

- Work area
- Impact attenuator
- Type III barricade
- Traffic signal

NOTE:

SIGNS AND TRAFFIC CONTROL DEVICES NOT SHOWN IN THIS DETAIL SHALL CONFORM TO STANDARD 701321.

RUMBLE STRIPS WILL BE REQUIRED PER STANDARD 701321. PLACEMENT WILL BE AS DIRECTED BY THE ENGINEER.

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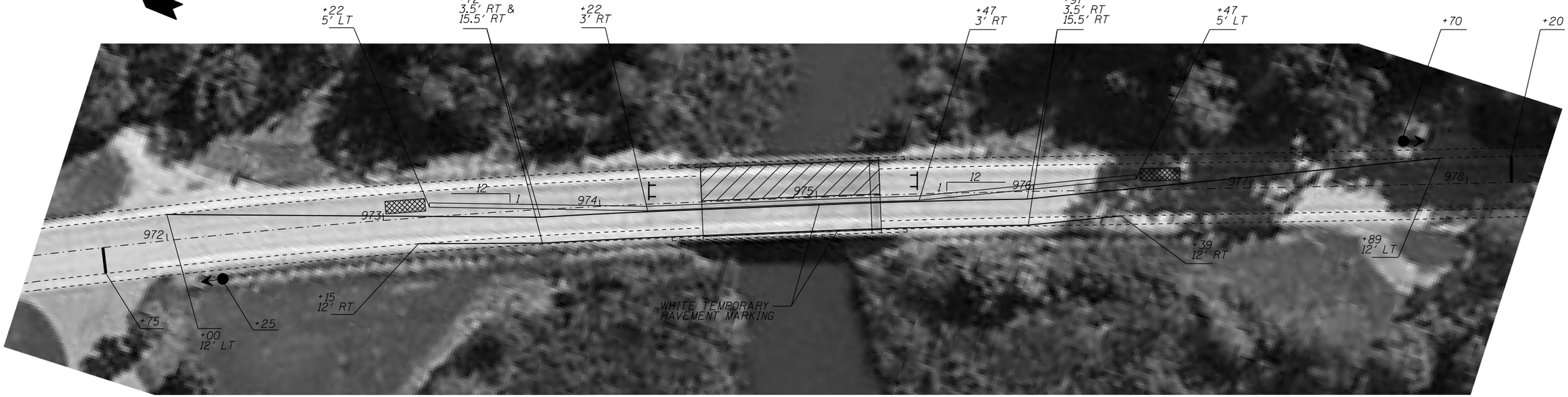
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SN 034-0058
TRAFFIC CONTROL PLAN

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)I-7	HANCOCK	24	9
		CONTRACT NO. 72H69		
	ILLINOIS	FED. AID PROJECT		

STAGE I TRAFFIC CONTROL PLAN



STAGE II TRAFFIC CONTROL PLAN

SYMBOLS

- Work area
- Impact attenuator
- Type III barricade
- Traffic signal

NOTE:

SIGNS AND TRAFFIC CONTROL DEVICES NOT SHOWN IN THIS DETAIL SHALL CONFORM TO STANDARD 701321.

RUMBLE STRIPS WILL BE REQUIRED PER STANDARD 701321. PLACEMENT WILL BE AS DIRECTED BY THE ENGINEER.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SN 034-0056
TRAFFIC CONTROL PLAN

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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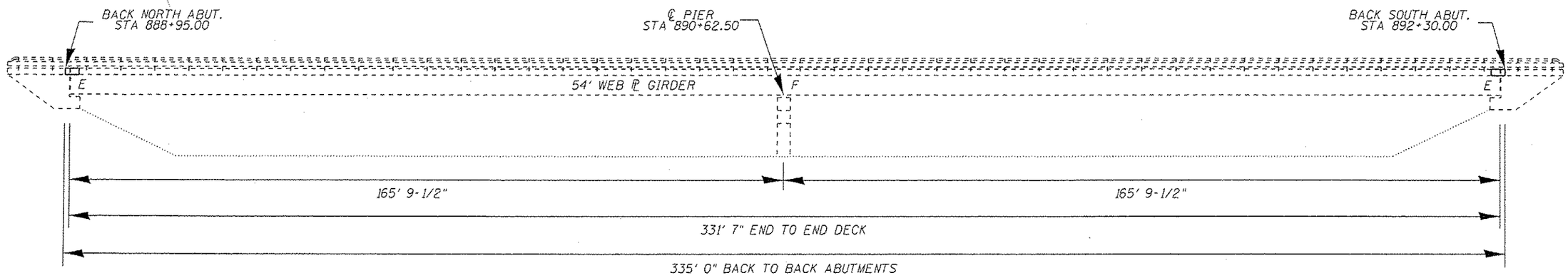
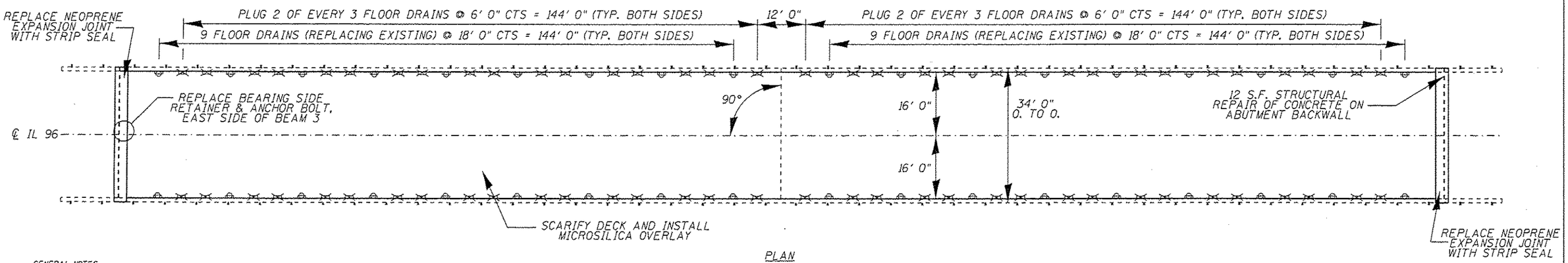
		CONTRACT NO. 72H69		
	ILLINOIS FED. AID PROJECT			



ELEVATION



PLAN

GENERAL NOTES:

ALL STRUCTURAL STEEL SHALL BE AASHTO M-270 GRADE 36

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

PRIOR TO POURING THE NEW CONCRETE DECK. ALL HEAVY OR 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 ACCOMPLISED BY METHODS THAT WILL NOT DAMAGE THE STEEL AND THE COST WILL BE INCLUDED IN 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 THE SCOPE OF WORK. HOWEVER. THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

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.

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.

THE EXISTING STRUCTURAL STEEL COATING CONTAINS LEAD. THE CONTRACTOR SHALL TAKE APPROPRIATE PRECAUTIONS TO DEAL WITH THE PRESENCE OF LEAD ON THIS PROJECT.

AREAS OF DECK REPAIRS SHOWN ARE ESTIMATED. THE ENGINEER SHALL SHOW ACTUAL LOCATIONS OF DECK REPAIRS ON AS-BUILT PLANS.

THE ABUTMENT SURFACE IN THE AREAS OF EXPANSION JOINT REPLACEMENT SHALL HAVE A TINED FINISH AS PER ARTICLE 420.09(e)(1) OF .THE STANDARD SPECIFICATIONS. COST INCLUDED WITH CONCRETE SUPERSTRUCTURE. THE DECK SURFACE IN THE AREAS OF EXPANSION JOINT REPLACEMENT SHALL BE GROOVED WITH THE DECK OVERLAY PER ARTICLE 503.16(a)(3)b OF THE STANDARD SPECIFICATIONS AND SHALL BE PAID AT THE BID PRICE PER SQUARE YARD FOR "BRIDGE DECK GROOVING."

LICENSED STRUCTURAL ENGINEER
DAVID CARL PUZEY
081-005470
SPRINGFIELD ILLINOIS
STATE OF ILLINOIS

David Carl Puzey 8/10/15
Expires 11/30/16

TOTAL BILL OF MATERIAL (034-0058)

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	8
Concrete Superstructure	Cu. Yd.	9
Bridge Deck Grooving	Sq. Yd.	1105
Reinforcement Bars, Epoxy Coated	Pound	1220
Bar Splicers	Each	24
Preformed Joint Strip Seal	Foot	74
Bridge Deck Scarification, 3/4"	Sq. Yd.	1165
Bridge Deck Microsilica Concrete Overlay, 2-1/2"	Sq. Yd.	1165
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	8
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	44
Floor Drains	Each	36
Plug Existing Floor Drains	Each	68
Anchor Bolts, 1"	Each	1
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	12

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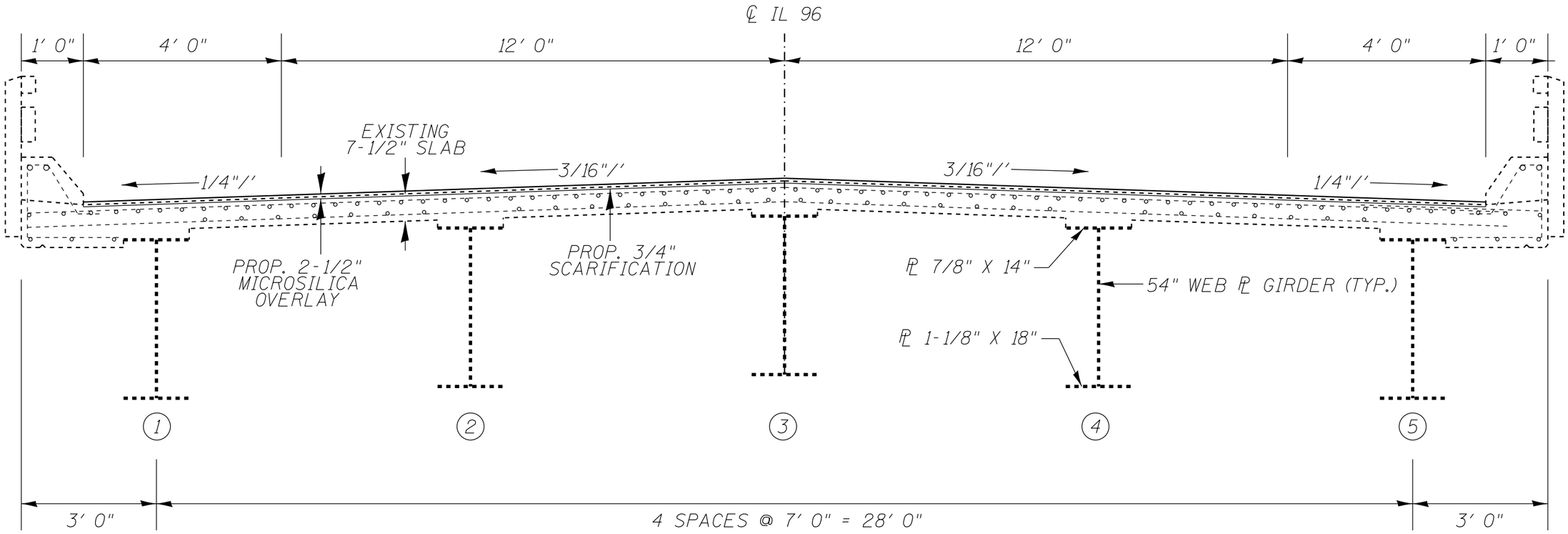
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

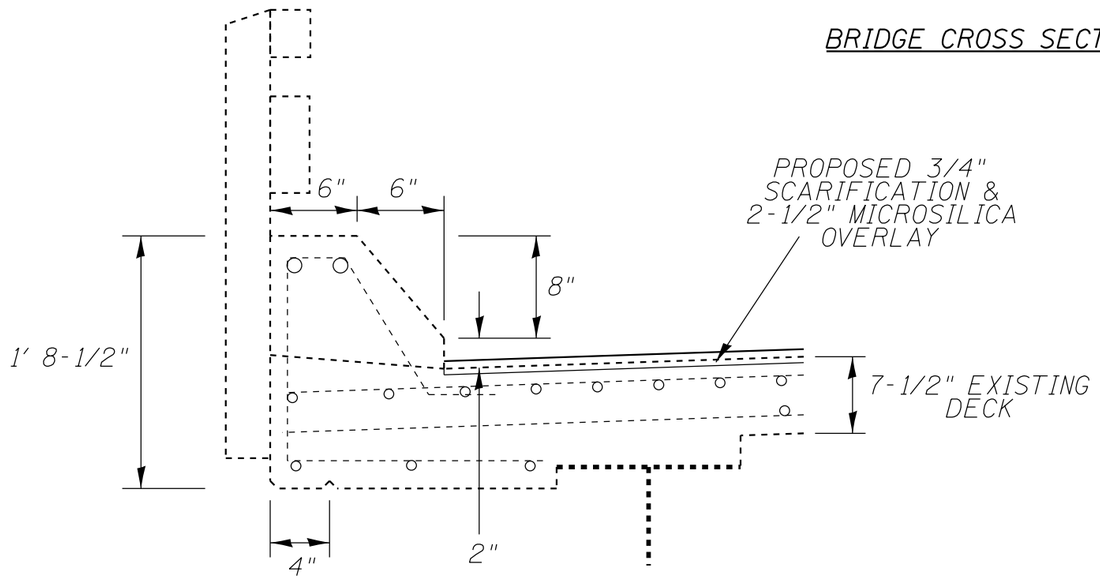
BRIDGE PLAN AND ELEVATION
SN 034-0058

SCALE: | SHEET 1 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(12)1-7	HANCOCK	24	11
		CONTRACT NO. 72H69		
	ILLINOIS FED. AID PROJECT			



BRIDGE CROSS SECTION (LOOKING SOUTH)



CURB CROSS SECTION

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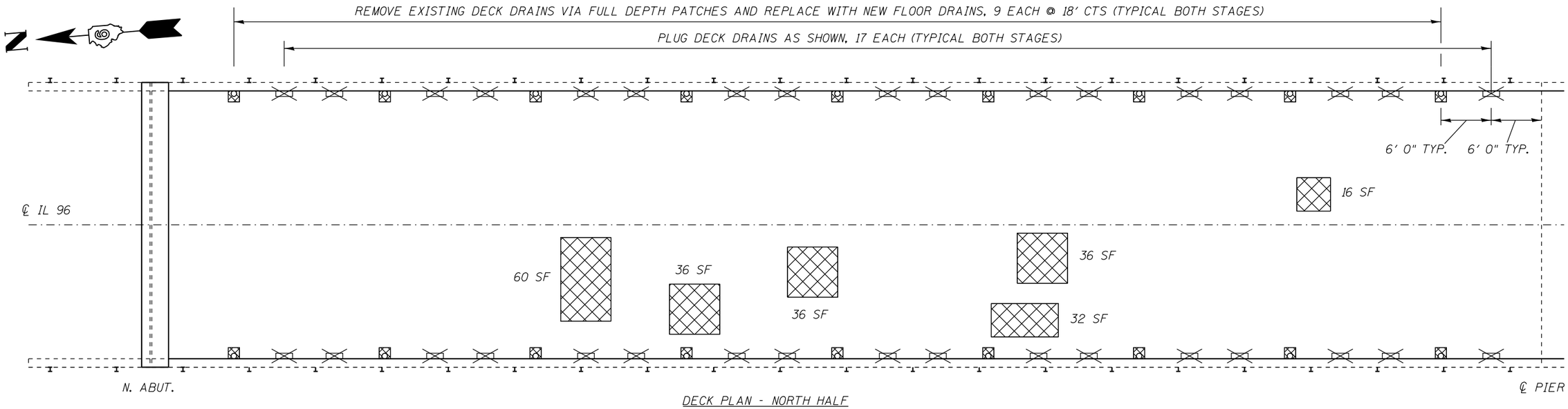
	PLOT DATE = 7/8/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

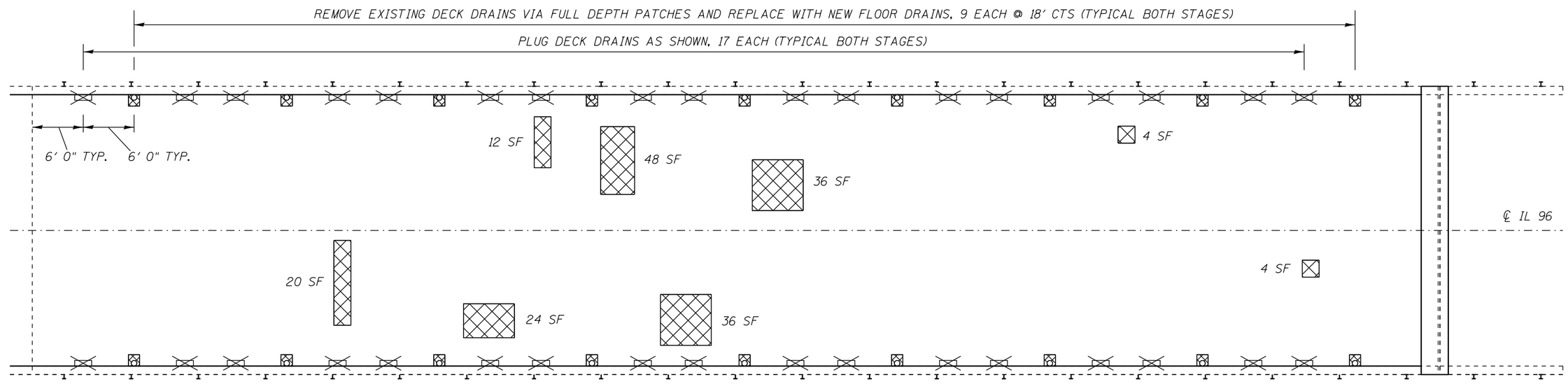
BRIDGE CROSS SECTION
SN 034-0058

SCALE: | SHEET 2 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)I-7	HANCOCK	24	12
		CONTRACT NO. 72H69		
	ILLINOIS FED. AID PROJECT			



DECK PLAN - NORTH HALF



DECK PLAN - SOUTH HALF

PROP. FLOOR DRAIN CAST IN FD PATCH - 1.75 SF TYP.

PROP. FD PATCH

PLUG EXISTING FLOOR DRAIN

NOTES:

NEW FLOOR DRAINS SHALL BE INSTALLED AFTER SCARIFICATION OPERATIONS ARE COMPLETED FOR EACH STAGE. FULL DEPTH PATCHES APPROXIMATELY 16" SQUARE SHALL BE USED TO REMOVE THE EXISTING FLOOR DRAINS AND INSTALL PROPOSED DRAINS. REFER TO SHEET 5 OF 7 FOR FLOOR DRAIN DETAILS. COST OF EXISTING FLOOR DRAIN REMOVAL SHALL BE INCLUDED WITH FULL DEPTH PATCHING AND WILL NOT BE MEASURED FOR PAYMENT SEPARATELY. THE DECK PATCHES SURROUNDING THE NEW DRAINS SHALL BE CAST FULL DEPTH MONOLITHICALLY WITH THE OVERLAY.

IDENTIFIED PATCHING LOCATIONS NOT ASSOCIATED WITH FLOOR DRAIN INSTALLATION ARE ESTIMATED FROM A DECK SURVEY PERFORMED ON 1/20/2015. THESE LOCATIONS INDICATE PORTIONS OF THE DECK THAT HAVE HIGHER POTENTIAL FOR REQUIRING FULL DEPTH REPAIRS. THE CONTRACTOR SHALL NOT PERFORM FULL DEPTH PATCHING ANYWHERE ON THE DECK UNLESS THE SCARIFICATION OPERATIONS REVEAL THE NEED TO DO SO. THE PATCHING SURVEY INFORMATION IS INCLUDED FOR INFORMATION ONLY.

FULL DEPTH PATCHING AREAS IDENTIFIED = 52 SQ YD.

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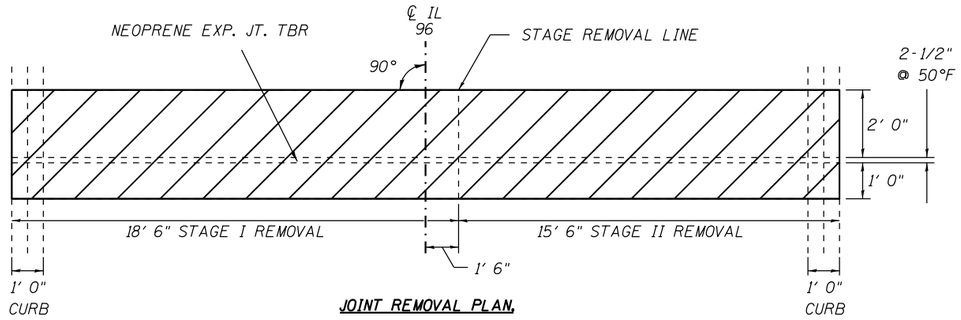
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

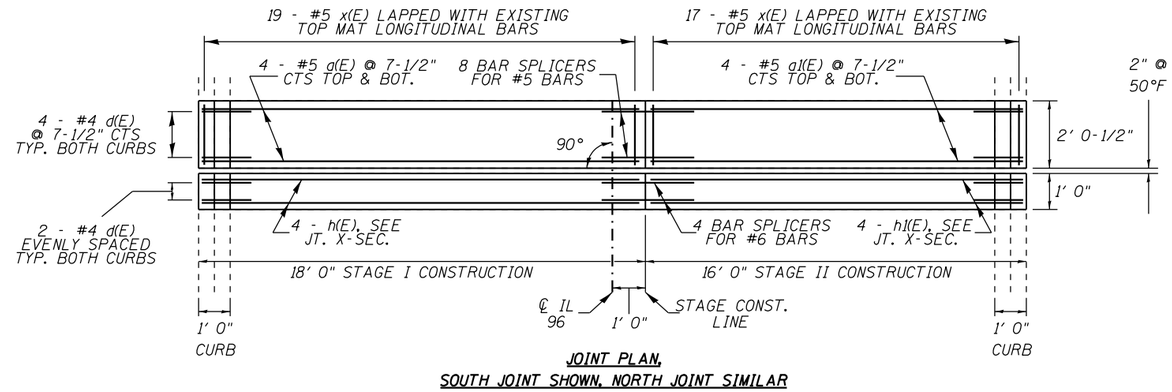
DECK PLAN
SN 034-0058

SCALE: | SHEET 3 OF 7 SHEETS | STA. | TO STA.

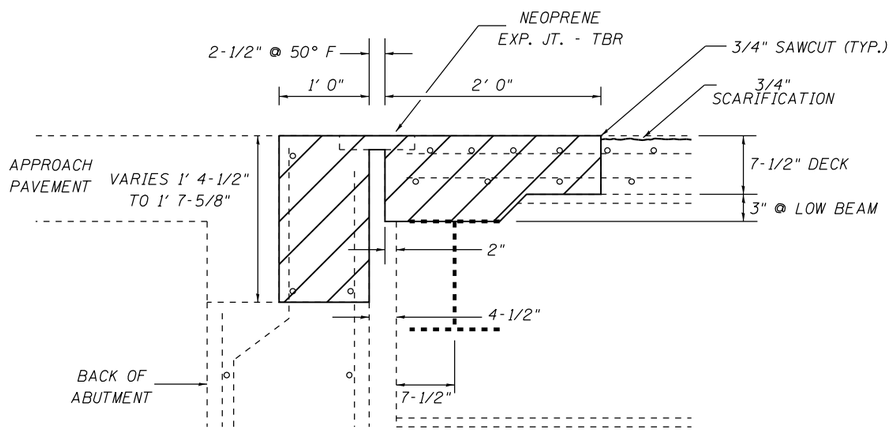
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)I-7	HANCOCK	24	13
		CONTRACT NO. 72H69		
	ILLINOIS FED. AID PROJECT			



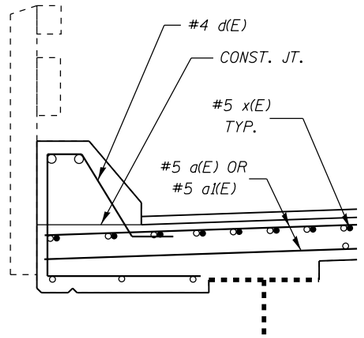
JOINT REMOVAL PLAN,
SOUTH JOINT SHOWN, NORTH JOINT SIMILAR



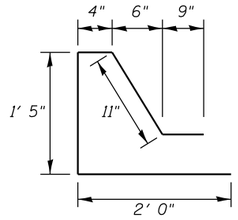
JOINT PLAN,
SOUTH JOINT SHOWN, NORTH JOINT SIMILAR



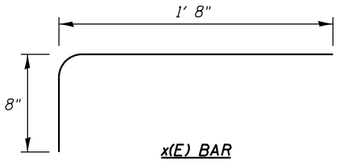
JOINT REMOVAL CROSS SECTION - TYP.



CURB CROSS SECTION



d(E) BAR

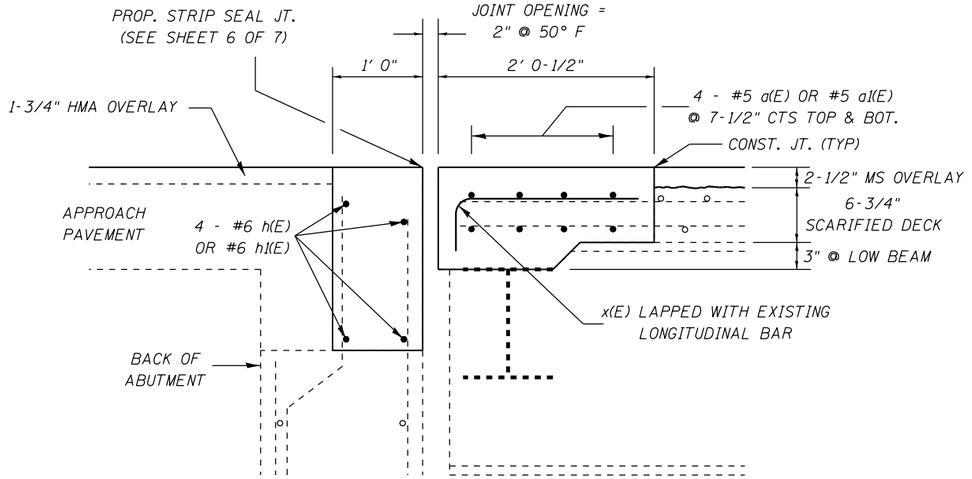


x(E) BAR

REMOVAL AREAS

NOTE:

ANY BRIDGE RAIL HARDWARE ENCOUNTERED IN THE REMOVAL AREAS SHALL BE LEFT IN PLACE AND RE-INCORPORATED INTO THE NEW CONCRETE.



JOINT CROSS SECTION - TYP.

BILL OF MATERIAL - 2 JOINTS				
BAR	#	SIZE	LENGTH	SHAPE
a(E)	16	#5	17' 8"	
a1(E)	16	#5	15' 8"	
d(E)	24	#4	5' 5"	
h(E)	8	#6	17' 8"	
h1(E)	8	#6	15' 8"	
x(E)	72	#5	2' 4"	
REINFORCEMENT BARS (EPOXY COATED)		POUND	1220	
CONC. SUPERSTRUCTURE		CU YD	8.9	
CONC. REMOVAL		CU YD	7.9	
BAR SPLICERS		EACH	24	

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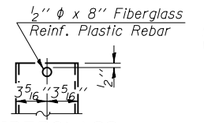
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

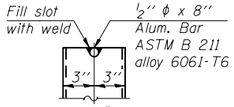
JOINT DETAILS
SN 034-0058

SCALE: | SHEET 4 OF 7 SHEETS | STA. | TO STA.

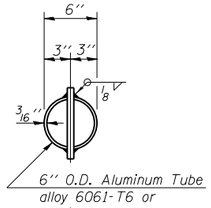
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)I-7	HANCOCK	24	14
		CONTRACT NO. 72H69		
	ILLINOIS	FED. AID PROJECT		



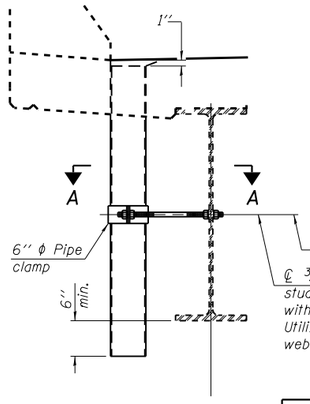
FIBERGLASS PIPE



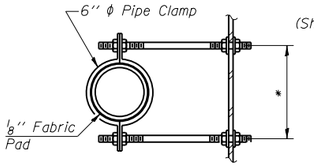
ALUMINUM TUBE



TOP PLAN
(Showing Aluminum Tube)

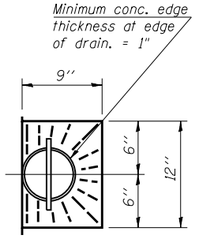


SECTION THRU PARAPET



SECTION A-A

* Dimension as required by Pipe Clamp

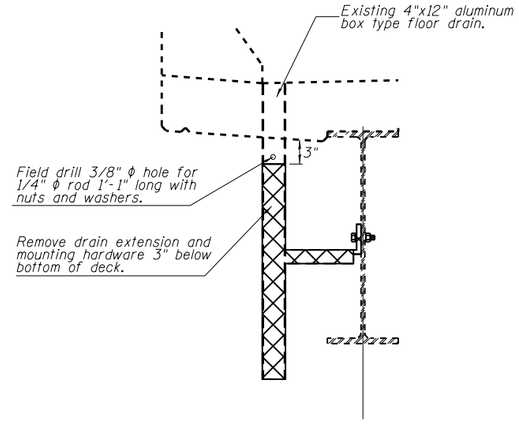


TOP PLAN

ITEM	UNIT	QUANTITY
Floor Drains	Each	36

Notes:
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.
Any unused holes remining in the beam web shall be plugged with HS bolts.

FLOOR DRAINS



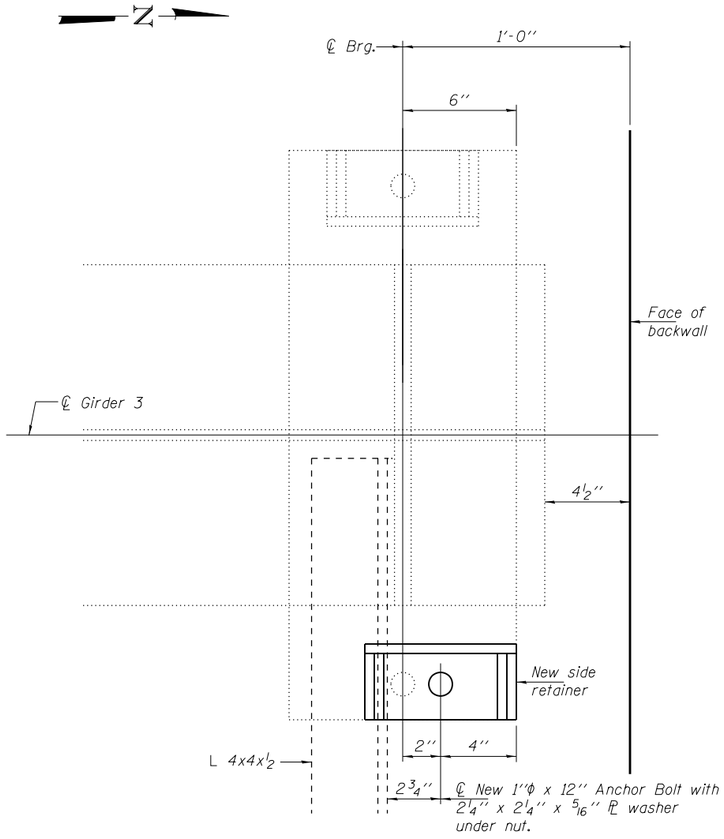
SECTION THRU PARAPET

Portion of drains to be removed

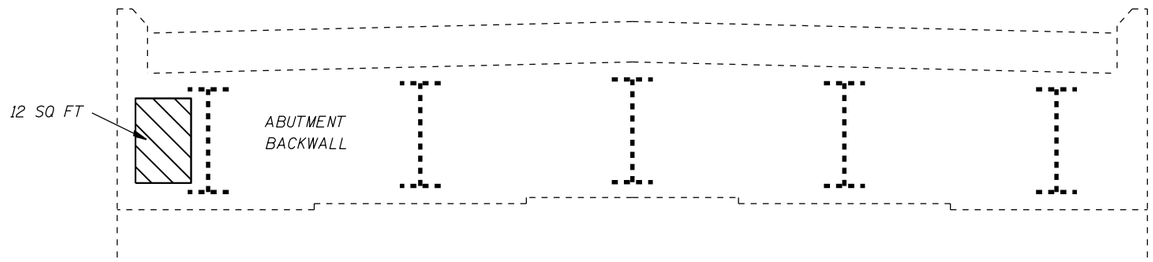
Notes:
Deck drains shall be eliminated by field drilling a 3/8" ϕ hole through the bottom of the drain just below the deck, installing a 1/4" ϕ threaded rod and filling the drain with concrete. Alternate methods of plugging may be accepted with the approval of the engineer.
Drain plugs shall be poured monolithically with the overlay concrete.
Removal and disposal of the existing drain as shown in the plan detail shall be included in the cost of Plug Existing Floor Drains.
Existing 7/8" ϕ holes in the beam webs shall be filled with HS bolts. The existing bolts may be reused.
See sheet 3 of 7 for locations of drains to be plugged.

ITEM	UNIT	QUANTITY
Plug Existing Floor Drains	Each	68

PLUGGING EXISTING FLOOR DRAINS



PLAN AT N. ABUTMENT



SOUTH ABUTMENT ELEVATION - LOOKING SOUTH

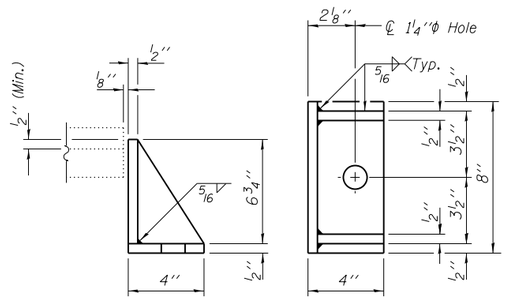
STRUCTURAL REPAIR OF CONCRETE
(DEPTH EQUAL TO OR LESS THAN 5")

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	SQ FT	12

STRUCTURAL REPAIR OF CONCRETE

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.
All materials shall conform to Article 521.02 of the Standard Specifications.
The cost of fabricating, furnishing, and installing the side retainer shall be included in the bid price for ANCHOR BOLTS, 1".

ITEM	UNIT	QUANTITY
Anchor Bolts, 1"	Each	1



SIDE RETAINER

BEARING SIDE RETAINER AND ANCHOR BOLT AND REPLACEMENT

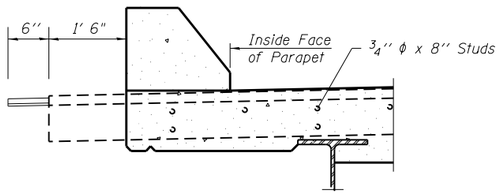
FILE NAME =	USER NAME = dudleybm	DESIGNED -	REVISED -
O:\OPERATIONS\Bridges\Bridgeplans_CAD\72H69 - 0340056 and 0340058 overlays\plansheets\Default		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 7/8/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

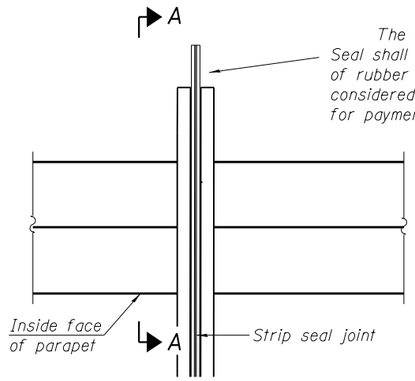
MISCELLANEOUS DETAILS
SN 034-0058

SCALE: | SHEET 5 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)I-7	HANCOCK	24	15
		CONTRACT NO. 72H69		
	ILLINOIS	FED. AID PROJECT		



SECTION A-A



PLAN THROUGH CURB

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of $\frac{1}{4}$''. 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.

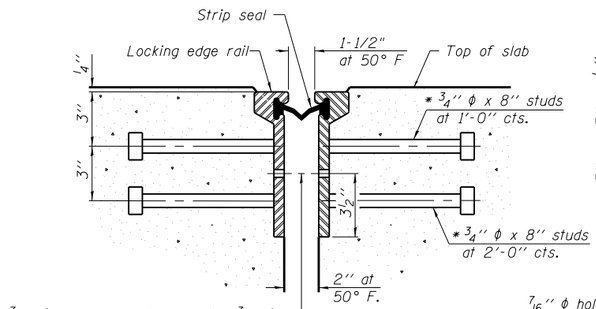
The manufacturer's recommended installation methods shall be followed.

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.

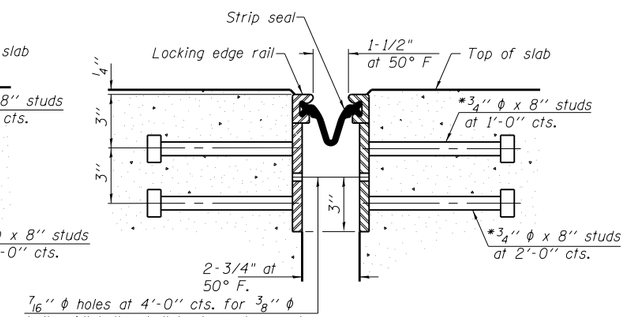
Maximum space between rail segments shall be $\frac{3}{16}$'', sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.

Parapet plates and anchorage studs for skews > 30° included in the cost of Preformed Joint Strip Seal.



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

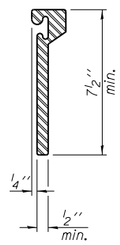
SECTION THRU ROLLED RAIL JOINT



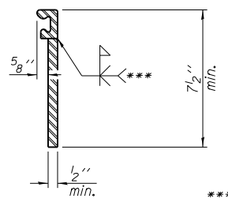
$\frac{7}{16}$'' ϕ holes at 4'-0'' cts. for $\frac{3}{8}$'' ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU WELDED RAIL JOINT

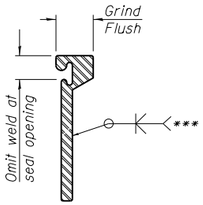
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	74

FILE NAME =	USER NAME = dudleybm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRIP SEAL JOINT DETAILS SN 034-0058		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
O:\OPERATIONS\Bridges\Bridgeplans_CAD\72H69 - 0340056 and 0340058 overlays\plansheets\Strip		DRAWN -	REVISED -				510	(120)I-7	HANCOCK	24	16
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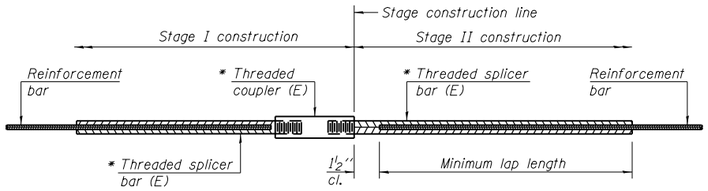
Default	PLOT DATE = 7/8/2015	DATE -	REVISED -		SCALE:	SHEET 6 OF 7 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		



STANDARD BAR SPLICER ASSEMBLY

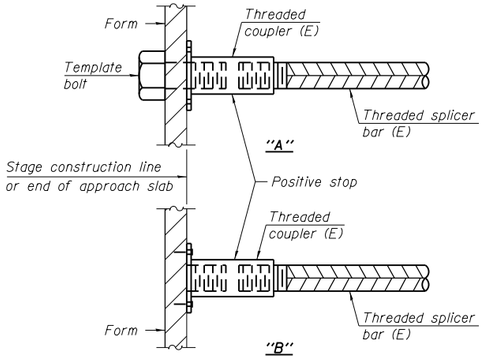
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

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
Table 5: Epoxy bar, Class C
Table 6: Epoxy bar, Top bar lap, Class C

Threaded splicer bar length = min. lap length + 1½" + thread length

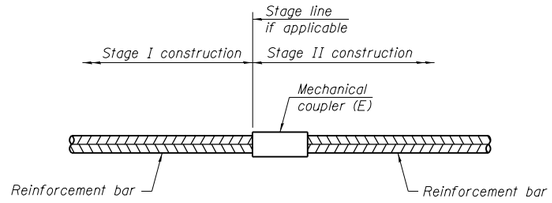
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Abuts. (Appr. Side)	#6	8	3
Abuts. (Deck Side)	#5	16	3



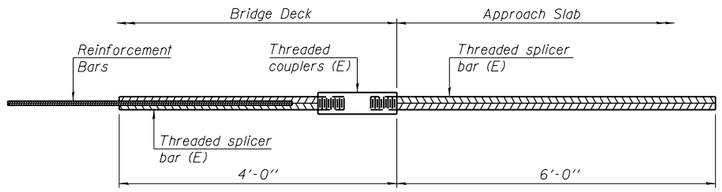
INSTALLATION AND SETTING METHODS

"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.



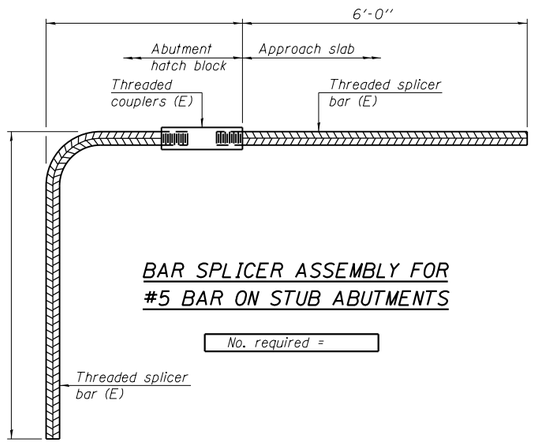
STANDARD MECHANICAL SPLICER

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 approved list of bar splicer assemblies and mechanical splicers for alternatives.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER DETAILS
SN 034-0058

SCALE: | SHEET 7 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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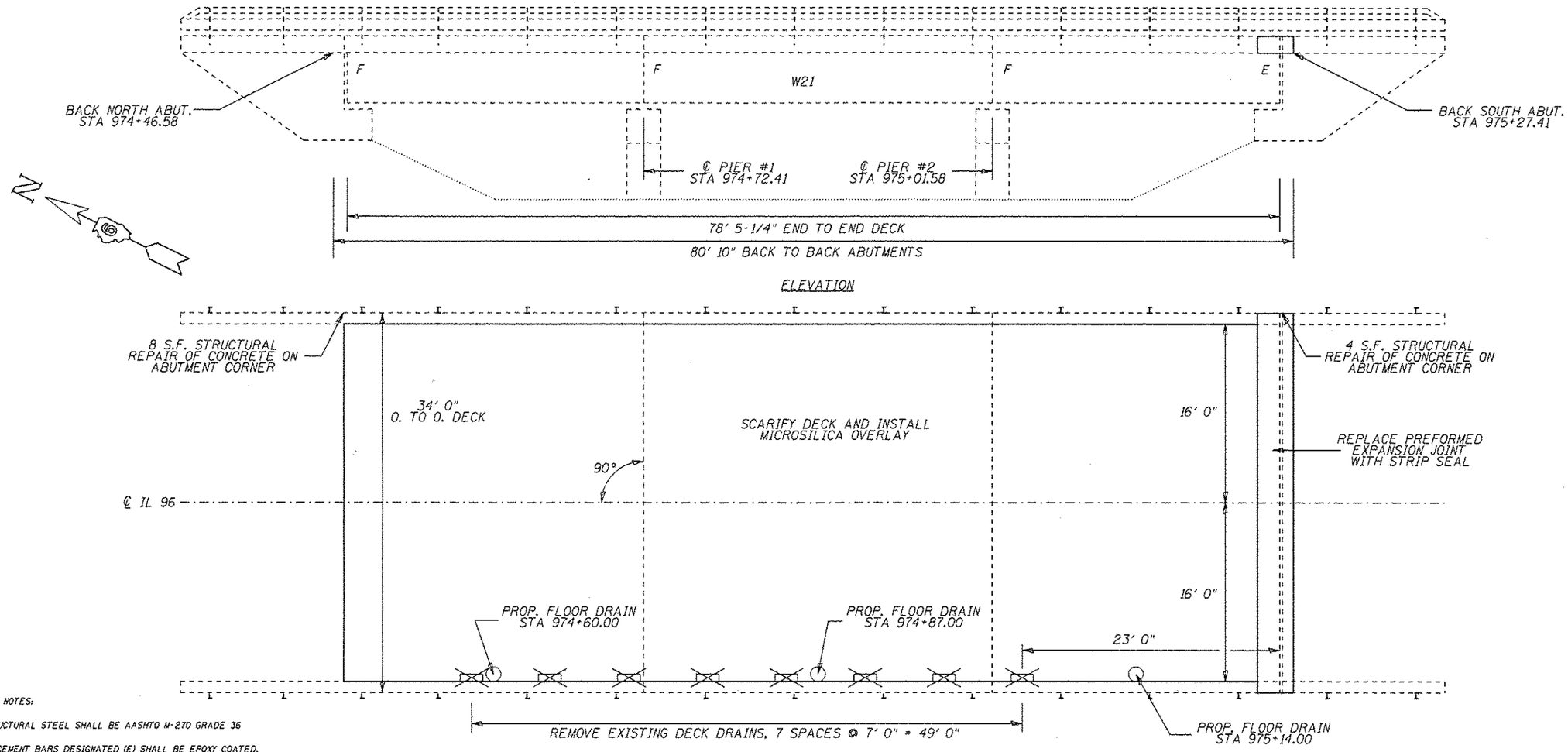
		CONTRACT NO. 72H69		
	ILLINOIS FED. AID PROJECT			



ELEVATION

PLAN

GENERAL NOTES:

ALL STRUCTURAL STEEL SHALL BE AASHTO M-270 GRADE 36

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

PRIOR TO POURING THE NEW CONCRETE DECK, ALL HEAVY OR 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 ACCOMPLISED BY METHODS THAT WILL NOT DAMAGE THE STEEL AND THE COST WILL BE INCLUDED IN 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 THE SCOPE OF WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

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.

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.

THE EXISTING STRUCTURAL STEEL COATING CONTAINS LEAD. THE CONTRACTOR SHALL TAKE APPROPRIATE PRECAUTIONS TO DEAL WITH THE PRESENCE OF LEAD ON THIS PROJECT.

AREAS OF DECK REPAIRS SHOWN ARE ESTIMATED. THE ENGINEER SHALL SHOW ACTUAL LOCATIONS OF DECK REPAIRS ON AS-BUILT PLANS.

THE ABUTMENT SURFACE IN THE AREAS OF EXPANSION JOINT REPLACEMENT SHALL HAVE A TINED FINISH AS PER ARTICLE 420.09(e)(1) OF THE STANDARD SPECIFICATIONS. COST INCLUDED WITH CONCRETE SUPERSTRUCTURE. THE DECK SURFACE IN THE AREAS OF EXPANSION JOINT REPLACEMENT SHALL BE GROOVED WITH THE DECK OVERLAY PER ARTICLE 503.16(e)(3)b OF THE STANDARD SPECIFICATIONS AND SHALL BE PAID AT THE BID PRICE PER SQUARE YARD FOR "BRIDGE DECK GROOVING."

LICENSED STRUCTURAL ENGINEER
DAVID CARL PUZEY
081-005470
SPRINGFIELD ILLINOIS
STATE OF ILLINOIS

9/21/15
Expires 11/30/16

TOTAL BILL OF MATERIAL (034-0056)

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	4
Concrete Superstructure	Cu. Yd.	5
Bridge Deck Grooving	Sq. Yd.	262
Reinforcement Bars, Epoxy Coated	Pound	630
Bar Splicers	Each	12
Preformed Joint Strip Seal	Foot	37
Bridge Deck Scarification, 3/4"	Sq. Yd.	272
Bridge Deck Microsilica Concrete Overlay, 2-1/2"	Sq. Yd.	272
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	2
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	13
Floor Drains	Each	3
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	4
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	8
Stud Shear Connectors	Each	36
Elastomeric Bearing Assembly, Type I	Each	6
Jack and Remove Existing Bearings	Each	6
Furnishing and Erecting Structural Steel	Pound	700
Anchor Bolts, 1" ϕ	Each	12

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE PLAN AND ELEVATION
SN 034-0056

SCALE: | SHEET 1 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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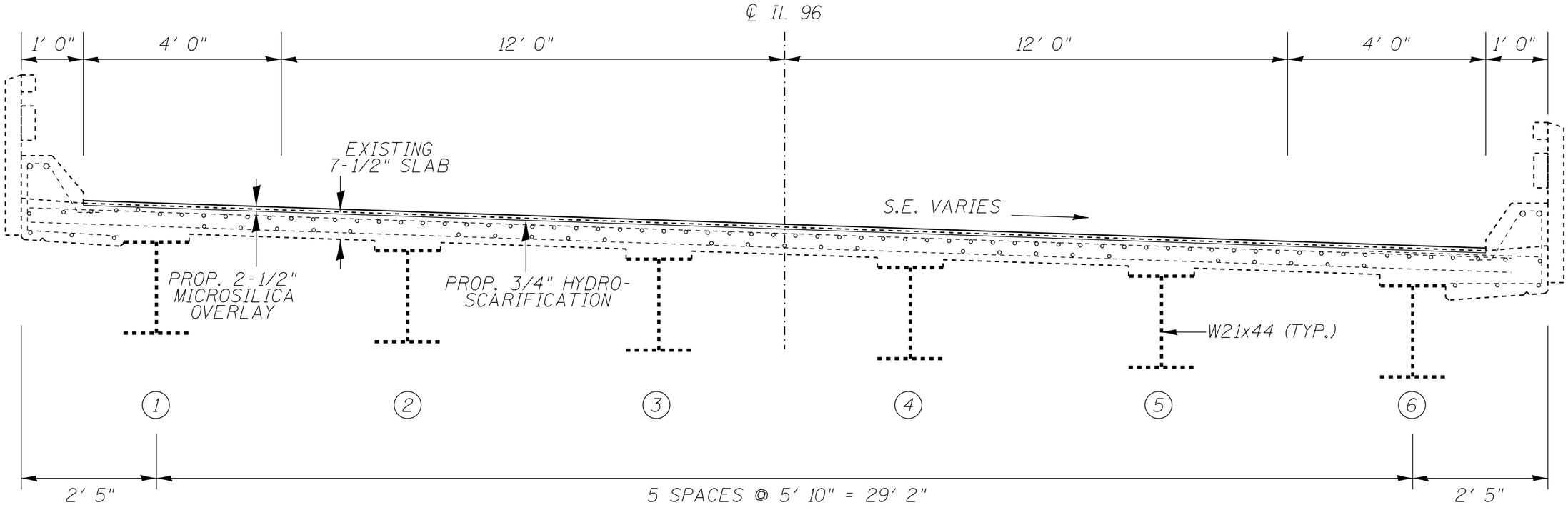
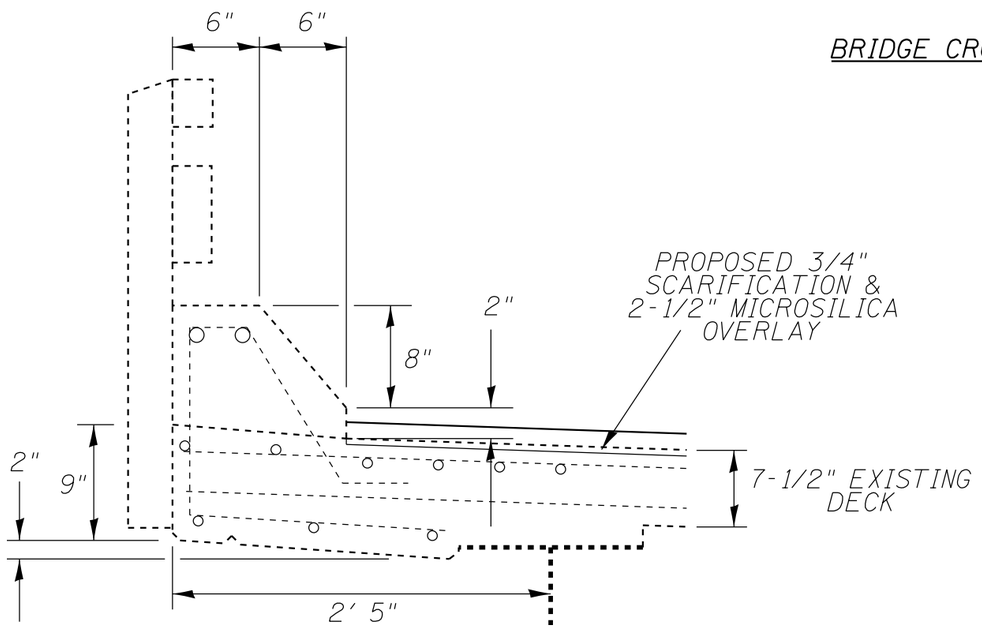
		CONTRACT NO. 72H69		
	ILLINOIS FED. AID PROJECT			



BRIDGE CROSS SECTION (LOOKING SOUTH)



CURB CROSS SECTION

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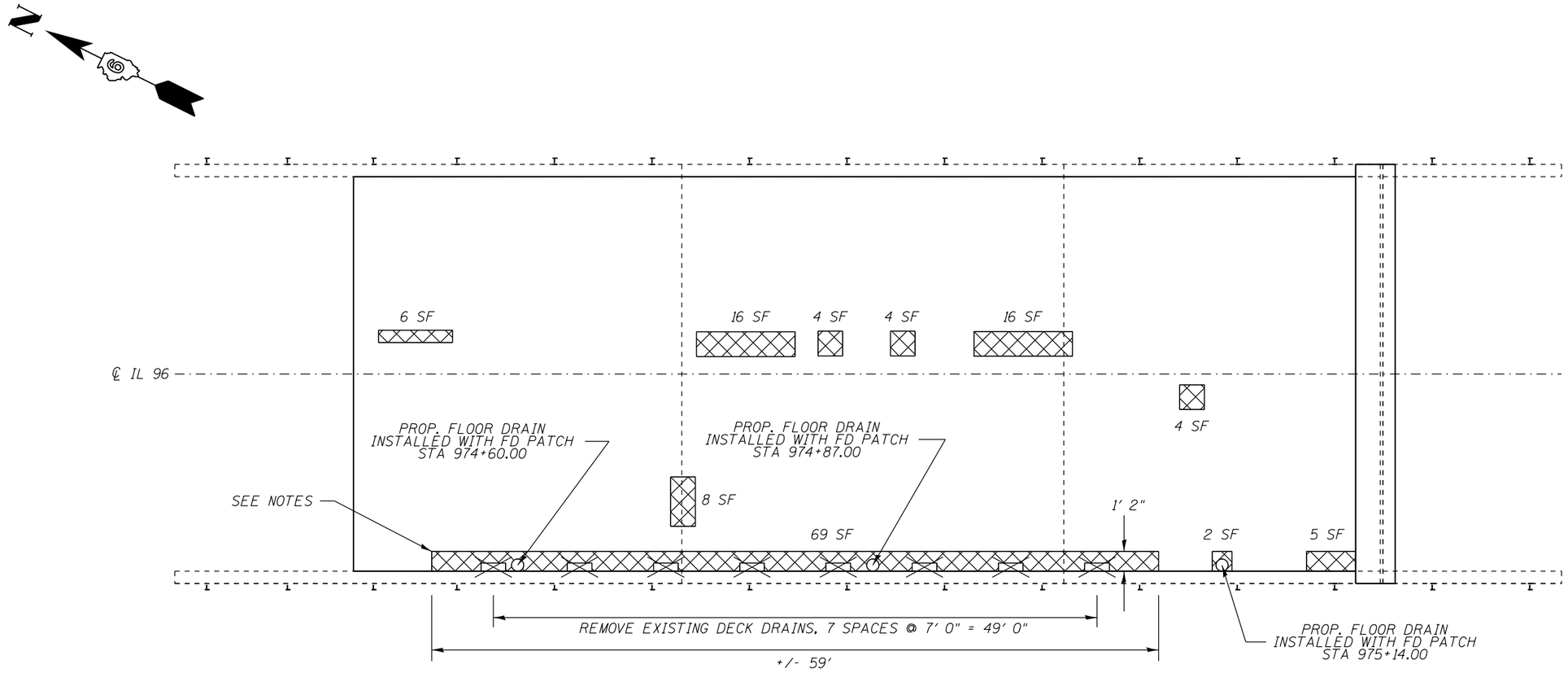
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE CROSS SECTION
SN 034-0056

SCALE: | SHEET 2 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)I-7	HANCOCK	24	19
		CONTRACT NO. 72H69		
	ILLINOIS FED. AID PROJECT			



DECK PLAN

PROP. FLOOR DRAIN CAST IN FD PATCH

PROP. FD PATCH

PLUG EXISTING FLOOR DRAIN

NOTES:

FULL DEPTH PATCHES SHALL BE USED TO REMOVE THE EXISTING FLOOR DRAINS AND TO INSTALL PROPOSED DRAINS. REFER TO SHEET 5 OF 7 FOR FLOOR DRAIN DETAILS. COST OF EXISTING FLOOR DRAIN REMOVAL SHALL BE INCLUDED WITH FULL DEPTH PATCHING AND WILL NOT BE MEASURED FOR PAYMENT SEPARATELY.

PATCHING ALONG THE WEST EDGE OF THE DECK SHALL BE ACCOMPLISED IN 2 PHASES IN ORDER TO PRESERVE THE STRUCTURAL INTEGRETITY OF THE DECK'S CANTILEVERED EDGE. FOR PHASE 1, THE CONTRACTOR SHALL REMOVE 3 NON-CONTIGUOUS SECTIONS AT +/-10' IN LENGTH, WHILE LEAVING +/-10' OF THE EXISTING DECK INTACT BETWEEN THE REMOVAL SECTIONS. PHASE 2 SHALL NOT COMMENCE UNTIL A MINIMUM OF 72 HOURS HOURS AFTER THE PHASE 1 POUR AND THE CONCRETE HAS REACHED A MINIMUM MODULUS OF RUPTURE OF 650 PSI (3500 PSI COMPRESSIVE STRENGTH). THE CONTRACTOR SHALL REPEAT THE PROCESS FOR PHASE 2 REMOVING THE SECTIONS LEFT IN PLACE INITIALLY. THE ENGINEER SHALL APPROVE THE CONTRACTOR'S PATCHING PLAN BEFORE REMOVAL OPERATIONS BEGIN. THIS SECTION OF PATCHING SHALL BE COMPLETED PRIOR TO AND OMITTED FROM THE SCARIFICATION OPERATION. THE SURFACE OF PATCHES IN THIS SECTION SHALL BE LEFT ROUGH IN LEIU OF SCARIFICATION. BLOCKOUTS APPROXIMATELY 14" SQUARE SHALL BE LEFT AT LOCATIONS IDENTIFED TO RECEIVE NEW FLOOR DRAINS. NEW FLOOR DRAINS SHALL BE INSTALLED AFTER SCARIFICATION OPERATIONS ARE COMPLETED. THE DECK PATCHES SURROUNDING THE NEW DRAINS SHALL BE CAST FULL DEPTH MONOLITHICALLY WITH THE OVERLAY.

IDENTIFIED PATCHING LOCATIONS NOT INCLUDING THE WEST EDGE OF THE DECK ARE ESTIMATED FROM A DECK SURVEY PERFORMED ON 1/20/2015. THESE LOCATIONS INDICATE PORTIONS OF THE DECK THAT HAVE HIGHER POTENTIAL FOR REQUIRING FULL DEPTH REPAIRS. THE CONTRACTOR SHALL NOT PERFORM FULL DEPTH PATCHING ANYWHERE ON THE DECK UNLESS THE SCARIFICATION OPERATIONS REVEAL THE NEED TO DO SO. THE PATCHING SURVEY INFORMATION IS INCLUDED FOR INFORMATION ONLY.

FULL DEPTH PATCHING AREAS IDENTIFIED = 15 SQ YD.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN
SN 034-0056

SCALE: | SHEET 3 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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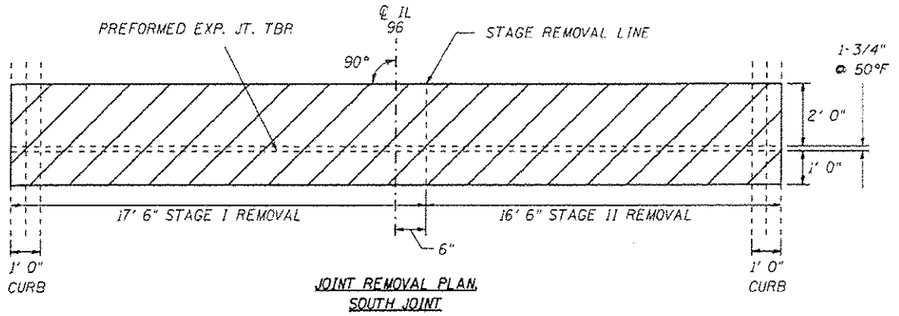
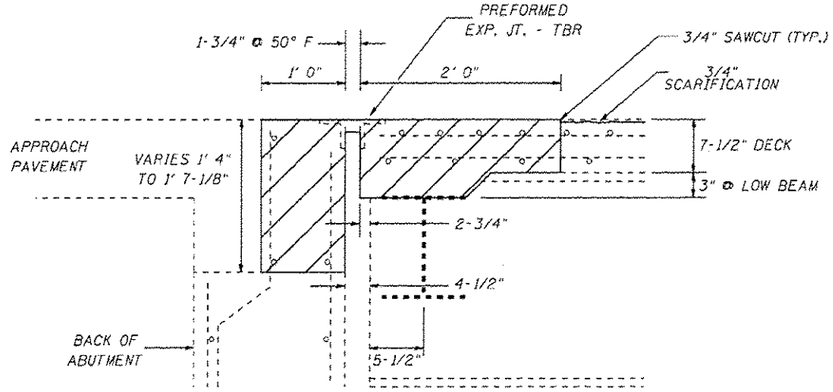
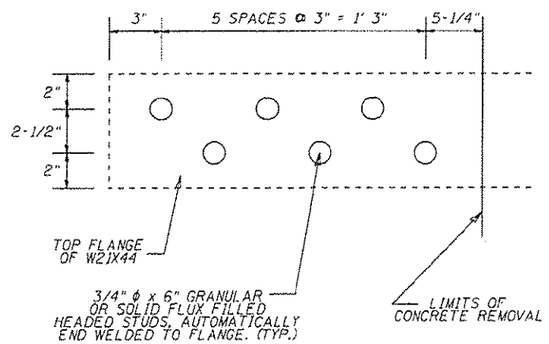
		CONTRACT NO. 72H69		
	ILLINOIS	FED. AID PROJECT		



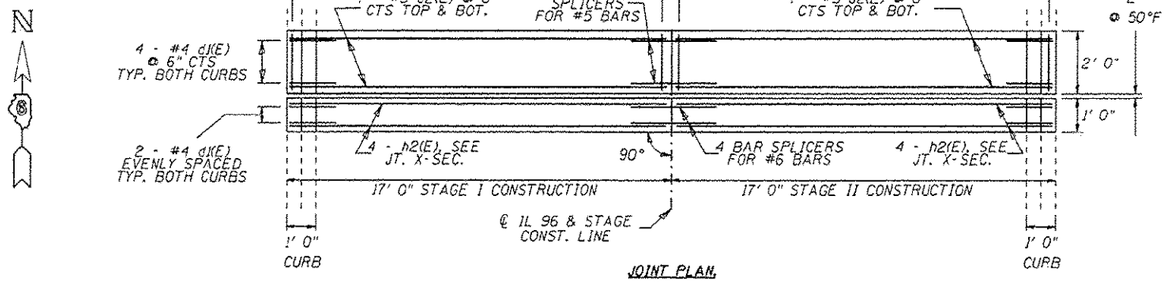
JOINT REMOVAL PLAN, SOUTH JOINT



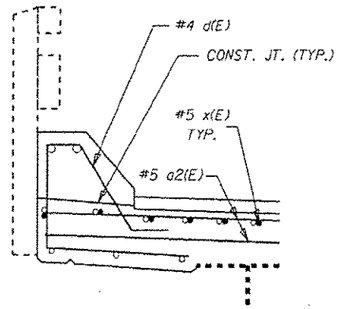
JOINT REMOVAL CROSS SECTION



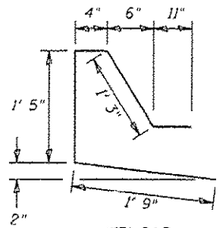
STUD SHEAR CONNECTOR PLACEMENT DETAIL - PLAN VIEW
TYPICAL - SOUTH JOINT BEAM ENDS ONLY



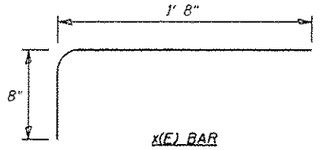
JOINT PLAN, SOUTH JOINT



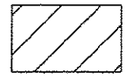
CURB CROSS SECTION



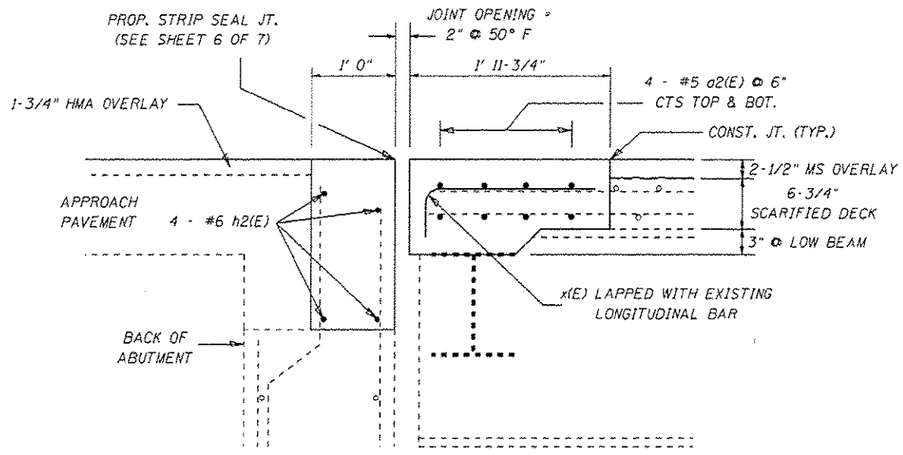
d(E) BAR



x(E) BAR



REMOVAL AREAS



JOINT CROSS SECTION

BILL OF MATERIAL - SOUTH JOINT

BAR	#	SIZE	LENGTH	SHAPE
a2(E)	16	#5	16' 8"	——
d1(E)	12	#5	5' 8"	L
h2(E)	8	#6	16' 8"	——
x(E)	32	#5	2' 4"	⌐

REINFORCEMENT BARS (EPOXY COATED)	POUND	630
CONC. SUPERSTRUCTURE	CU YD	4.5
CONC. REMOVAL	CU YD	3.9
BAR SPLICERS	EACH	12
STUD SHEAR CONNECTORS	EACH	36

NOTE:

ANY BRIDGE RAIL HARDWARE ENCOUNTERED IN THE REMOVAL AREAS SHALL BE LEFT IN PLACE AND RE-INCORPORATED INTO THE NEW CONCRETE.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINT DETAILS
SN 034-0056

SCALE: _____ SHEET 4 OF 8 SHEETS STA. _____ TO STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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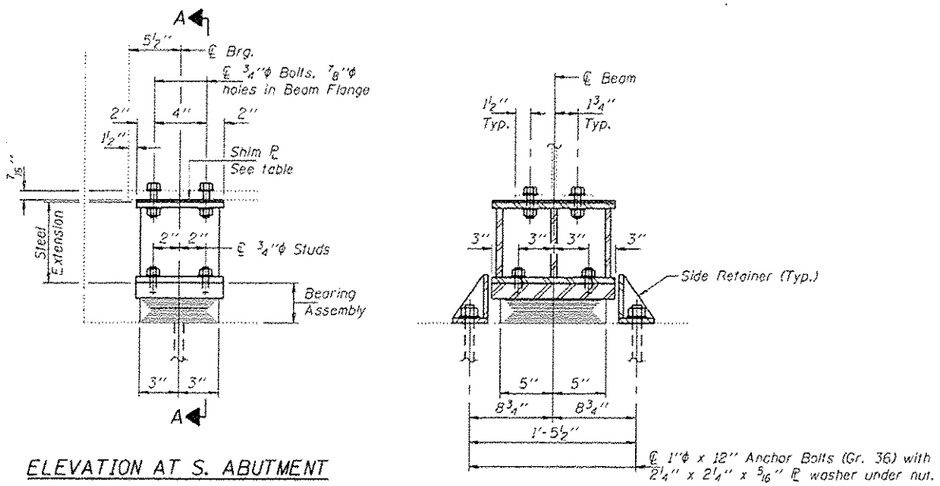
		CONTRACT NO. 72H69		
		ILLINOIS FED. AID PROJECT		



ELEVATION AT S. ABUTMENT

SECTION A-T

TYPE I ELASTOMERIC EXP. BRG.

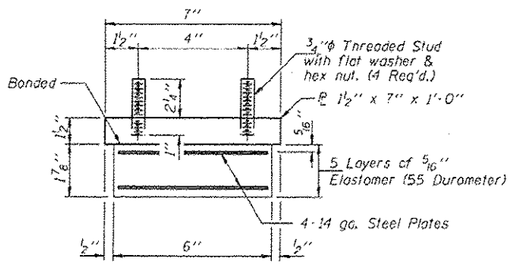
BEAM REACTIONS

Rℓ	(K)	7.5
Rt.	(K)	22.3
Imp.	(K)	1.3
R (Total)	(K)	31.5

Notes:
Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost included with Furnishing and Erecting Structural Steel.
New steel extensions, shim plates and connection bolts are included with Furnishing and Erecting Structural Steel.
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
Min. jack capacity = 20 Tons.
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 521.05 of the Standard Specifications.
Side retainers shall be included in the cost of Elastomeric Bearing Assembly, Type 1.
The deck at the south abutment has risen off the existing bearings. The new bearing assemblies shall account for this vertical adjustment and are intentionally called out to be taller than the existing bearings.

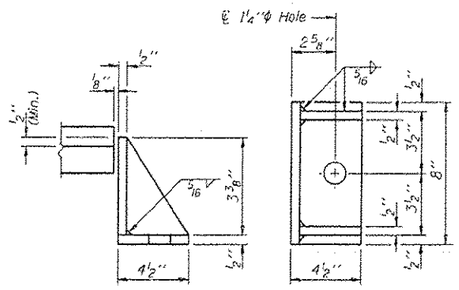
SHIM TABLE

Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6
0	1/8"	0	3/16"	3/8"	5/8"



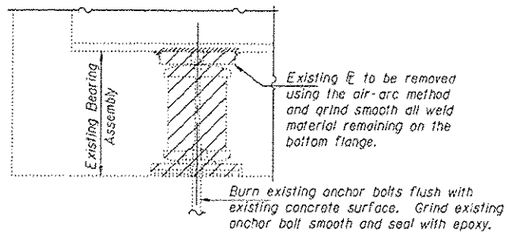
BEARING ASSEMBLY

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



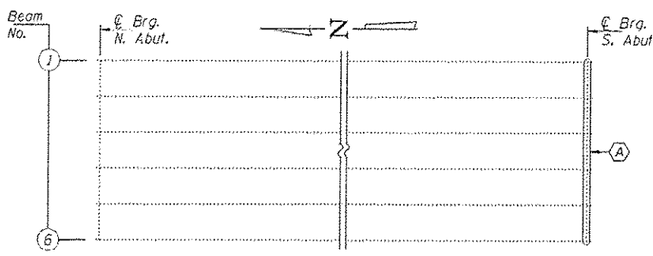
SIDE RETAINER

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



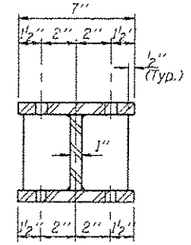
EXISTING BEARING REMOVAL DETAIL

Cost included with Jack and Remove Existing Bearings.

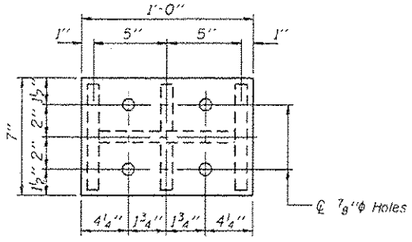


PARTIAL PLAN

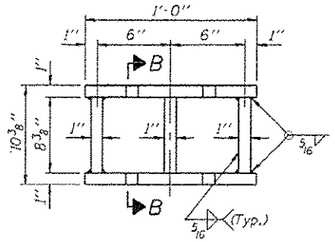
(A) - Bearing replacement



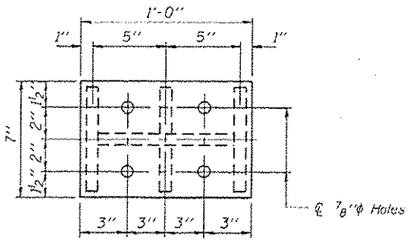
SECTION B-B



PLAN TOP PLATE



STEEL EXTENSION DETAIL



PLAN BOTTOM PLATE

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type 1	Each	6
Jack and Remove Existing Bearings	Each	6
Furnishing and Erecting Structural Steel	Pound	700
Anchor Bolts 1"ϕ	Each	12

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT BEARING REPLACEMENT DETAILS
SN 034-0056

SCALE: | SHEET 5 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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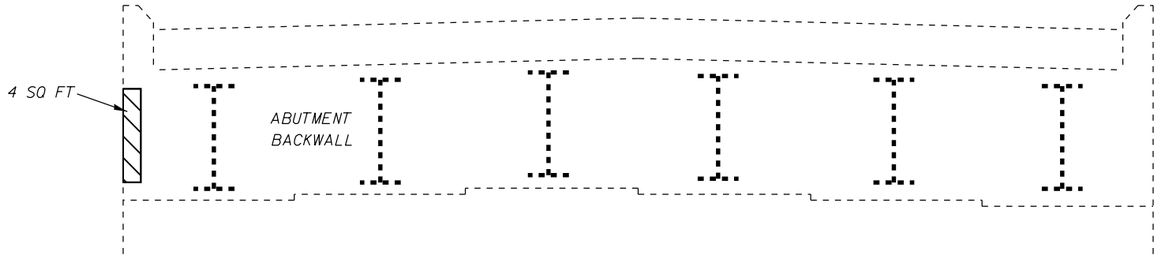
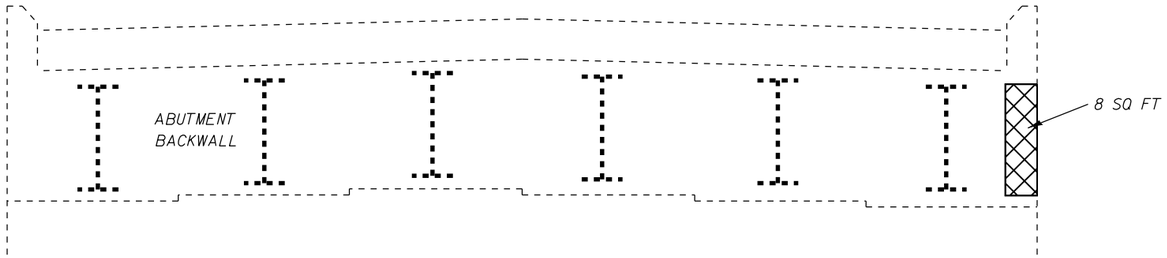


SOUTH ABUTMENT ELEVATION - LOOKING SOUTH



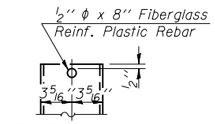
NORTH ABUTMENT ELEVATION - LOOKING NORTH

STRUCTURAL REPAIR OF CONCRETE
(DEPTH EQUAL TO OR LESS THAN 5")

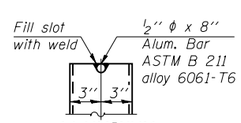
STRUCTURAL REPAIR OF CONCRETE
(DEPTH GREATER THAN 5")

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	SQ FT	4
Structural Repair of Concrete (Depth Greater Than 5 Inches)	SQ FT	8

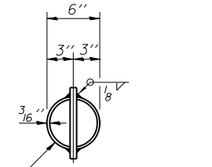
STRUCTURAL REPAIR OF CONCRETE



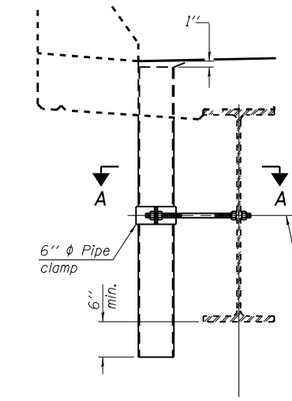
FIBERGLASS PIPE



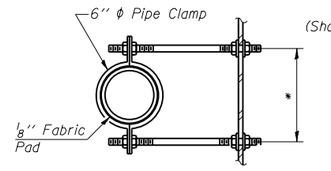
ALUMINUM TUBE



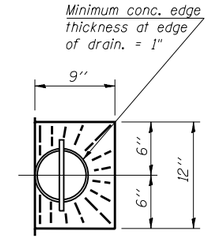
TOP PLAN
(Showing Aluminum Tube)



SECTION THRU PARAPET



SECTION A-A
* Dimension as required
by Pipe Clamp



TOP PLAN

ITEM	UNIT	QUANTITY
Floor Drains	Each	3

Notes:
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.
Any unused holes remining in the beam web shall be plugged with HS bolts.

FLOOR DRAINS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS
SN 034-0056

SCALE: | SHEET 5 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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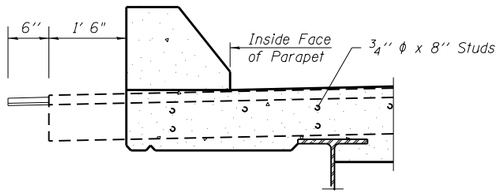
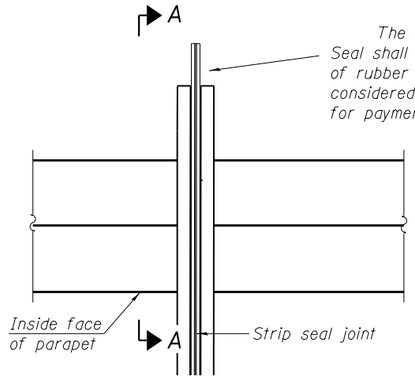
		CONTRACT NO. 72H69		
	ILLINOIS	FED. AID PROJECT		



SECTION A-A



PLAN THROUGH CURB

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of $\frac{1}{4}$''. 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.

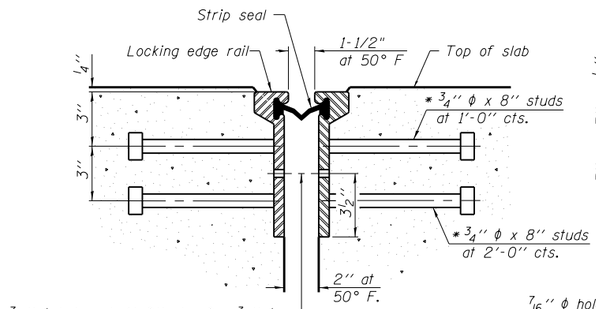
The manufacturer's recommended installation methods shall be followed.

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.

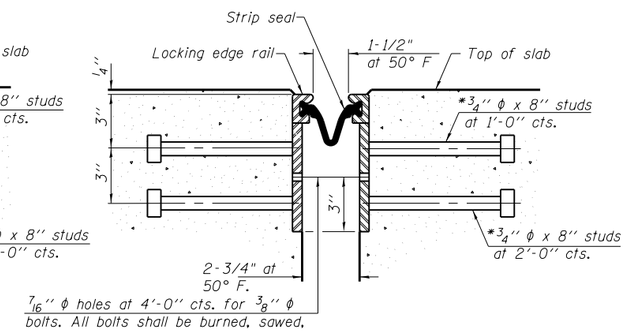
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments shall be $\frac{3}{16}$'', sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.

Parapet plates and anchorage studs for skews > 30° included in the cost of Preformed Joint Strip Seal.

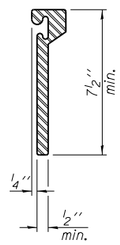


SECTION THRU ROLLED RAIL JOINT

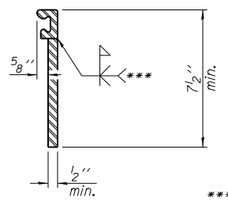


SECTION THRU WELDED RAIL JOINT

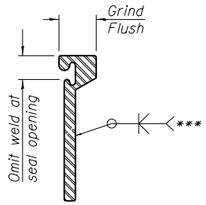
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	37

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STRIP SEAL JOINT DETAILS
SN 034-0056

SCALE: | SHEET 6 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)I-7	HANCOCK	24	23
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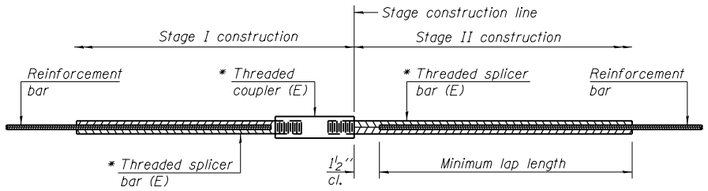
	ILLINOIS	FED. AID PROJECT		



STANDARD BAR SPLICER ASSEMBLY

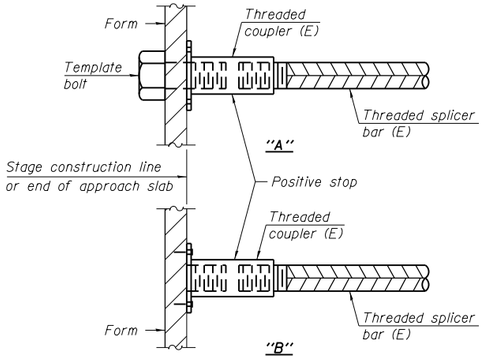
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

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
Table 5: Epoxy bar, Class C
Table 6: Epoxy bar, Top bar lap, Class C

Threaded splicer bar length = min. lap length + 1½" + thread length

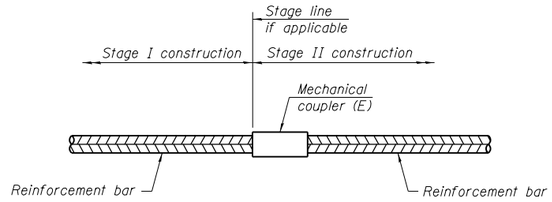
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
S. Abut. (Appr. Side)	#6	4	3
S. Abut. (Deck Side)	#5	8	3



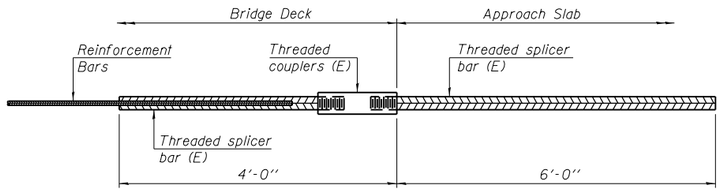
INSTALLATION AND SETTING METHODS

"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.



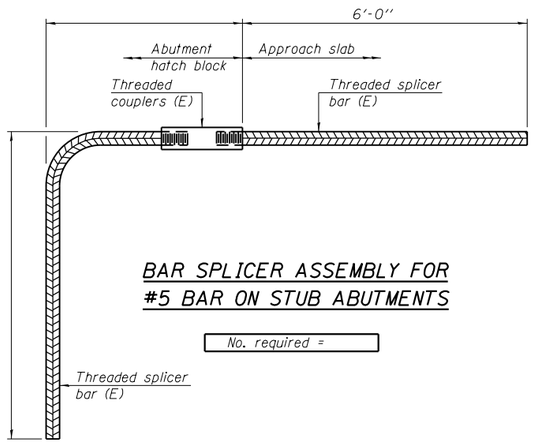
STANDARD MECHANICAL SPLICER

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 approved list of bar splicer assemblies and mechanical splicers for alternatives.

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BAR SPLICER DETAILS
SN 034-0056

SCALE: | SHEET 7 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)I-7	HANCOCK	24	24
		CONTRACT NO. 72H69		
		ILLINOIS FED. AID PROJECT		