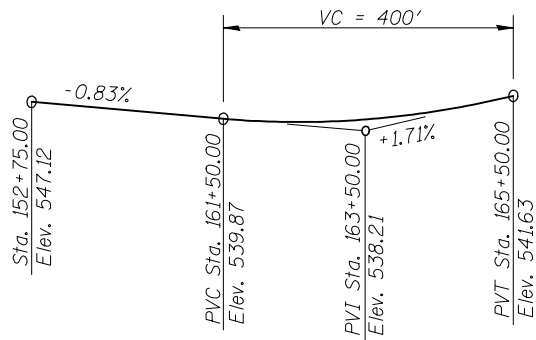


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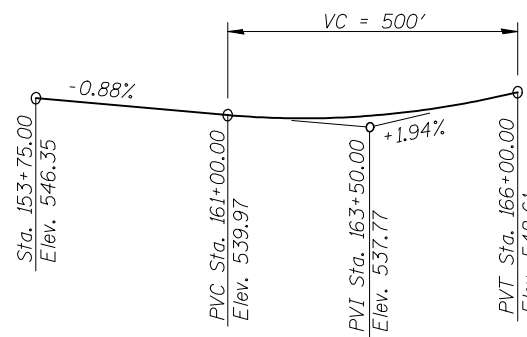
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SCOPE OF WORK

- Repair spalls and delaminations on piers and abutments using formed concrete repair.
- Remove existing concrete deck, approach slabs and abutment backwalls.
- Install new back walls at abutments, diaphragms at abutments and at Pier 4, bearings at abutments and at Pier 4, steel extensions at abutments and concrete pedestals at Pier 4.
- Repair existing bolted and welded diaphragm connections at all interior diaphragms as shown.
- Retro fit top cover plates.
- Construct new deck, approach slabs and install expansion joints.



PROFILE GRADE F.A.I. RTE. 70 W.B.
Along ϕ Roadway



PROFILE GRADE F.A.I. RTE. 70 E.B.
Along ϕ Roadway

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts $\frac{3}{4}$ in. ϕ , open holes $\frac{13}{16}$ in. ϕ , unless otherwise noted.

Calculated Weight of Structural Steel = 125,955 lb

Calculated Weight of Structural Steel Removal = 15,317 lb

The Contractor shall test the existing welds by non-destructive methods within 2 ft of the end of the existing cover plates for cracks after removal of the existing concrete deck. Dye penetrant (PT), magnetic particle (MT), or other approved testing method shall be performed by qualified personnel approved by the Engineer. If cracks are found, report them to the Bureau of Bridges and Structures for disposition. The cost of testing is included in Removal of Existing Concrete Deck. The cost of crack repair, if necessary, will be paid for according to Article 109.04 of the Standard Specifications.

No field welding is permitted except as specified in the contract documents.

Reinforcement bars designated (E) shall be 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.

As directed by the Engineer, existing construction accessories not including shear studs welded to the top flange of beams shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that can not be removed by grinding $\frac{1}{4}$ in. deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Concrete Sealer shall be applied to the designated areas of the abutment hatched block and backwalls and pier cap pedestals.

Cleaning and field painting of structural steel shall be done under a separate painting contract.

Sloped wall shall be reinforced with welded wire fabric. 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

Slipforming of parapets is not allowed.

The existing deck overlay contains asbestos. The Contractor shall take appropriate precautions to deal with the presence of asbestos on this project.

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 shall only be cleaned and painted as required by the Special Provision for "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

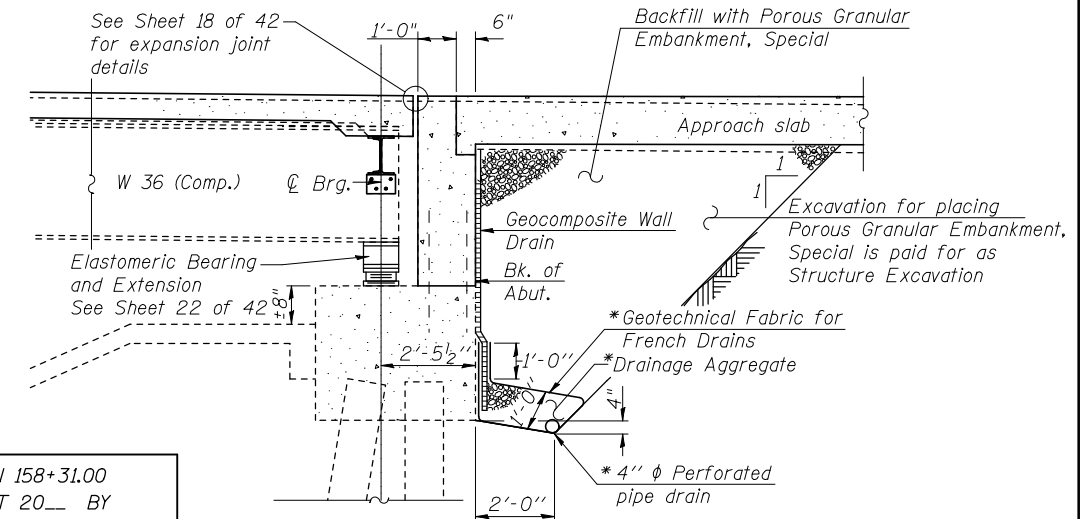
All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M 300, Type 1.

Bearing seat surfaces at Pier 4 shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.	238		238
Concrete Removal	Cu. Yd.		59.3	59.3
Slope Wall Removal	Sq. Yd.	27		27
Removal of Existing Concrete Deck No. 3	Each	1		1
Removal of Existing Concrete Deck No. 4	Each	1		1
Structure Excavation	Cu. Yd.		255	255
Concrete Structures	Cu. Yd.		98.1	98.1
Concrete Superstructure	Cu. Yd.	2047.3		2047.3
* Bridge Deck Grooving	Sq. Yd.	5489		5489
* Protective Coat	Sq. Yd.	13981		13981
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	16848		16848
Reinforcement Bars, Epoxy Coated	Pound	450980	6140	457120
Bar Splicers	Each	156		156
Slope Wall 6"	Sq. Yd.	27		27
Name Plates	Each	2		2
Preformed Joint Strip Seal	Foot	152		152
Elastomeric Bearing Assembly, Type II	Each		48	48
Anchor Bolts, $\frac{5}{8}$ "	Each		192	192
Concrete Sealer	Sq. Ft.		1359	1359
Geocomposite Wall Drain	Sq. Yd.	115		115
Jack and Remove Existing Bearings	Each		24	24
Structural Steel Removal	L. Sum	1		1
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.		456	456
Structural Repair of Concrete (Depth Greater than 5 Inches)	Sq. Ft.		7	7
Drainage Scuppers, DS-II	Each	12		12
Modular Expansion Joint 6"	Foot	76		76
Pipe Underdrains for Structures, 4"	Foot	215		215
Pipe Drains, 4"	Foot		540	540
Jacking and Cribbing	Each		24	24

*Includes approach slabs



SECTION THRU ABUTMENT

Note:

All drainage system components shall run under the wingwall footings and shall extend to 2'-0" from the face of each wingwall except an outlet pipe shall connect with a 4" pipe drain. The pipe drain shall extend to the toe of slope where it shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

*Included in the cost of Pipe Underdrains for Structures.

STATION 158+31.00
REBUILT 20__ BY
STATE OF ILLINOIS
F.A.I. 70 SEC. (18-47B, 18-47HB)BR
LOADING HS20-44 & ALT.
STR. NO. 018-0049

STATION 158+31.00
REBUILT 20__ BY
STATE OF ILLINOIS
F.A.I. 70 SEC. (18-47B, 18-47HB)BR
LOADING HS20-44 & ALT.
STR. NO. 018-0050

NAME PLATES

See Std. 515001
Existing Name Plates to be cleaned and relocated next to new Name Plates.
Cost included with Name Plates.

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

FILE NAME =	USER NAME =	DESIGNED <i>PBB</i>	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES AND BILL OF MATERIAL STRUCTURE NO. 018-0049(W.B.) & 0050(E.B.)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	CHECKED <i>MCB</i>	REVISD -	70			(18-47-VBK (18-47B, 18-47HB)BR	CUMBERLAND	147	94	
PLOT SCALE =	DRAWN <i>MLO</i>	REVISD -					CONTRACT NO. 74466			
PLOT DATE =	CHECKED <i>MCB</i>	REVISD -					ILLINOIS FED. AID PROJECT			