

11-21-14 LETTING ITEM 115

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

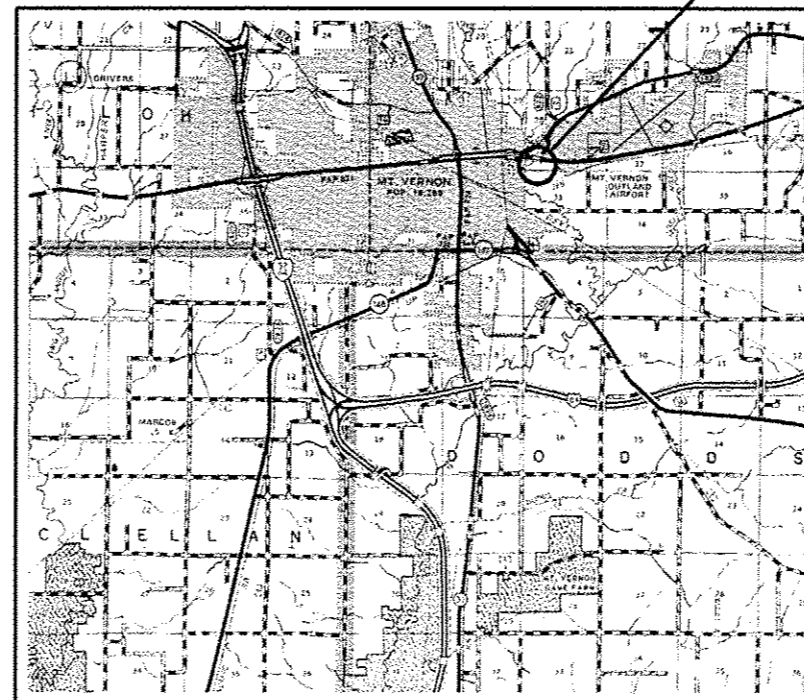
**PROPOSED
HIGHWAY PLANS**

FAP 821 (IL 15)
OVER CASEY FORK
D9 CM BRIDGE REPAIR 2015-2

JEFFERSON COUNTY

C-99-061-14

PROJECT LOCATION
SN 041-0026

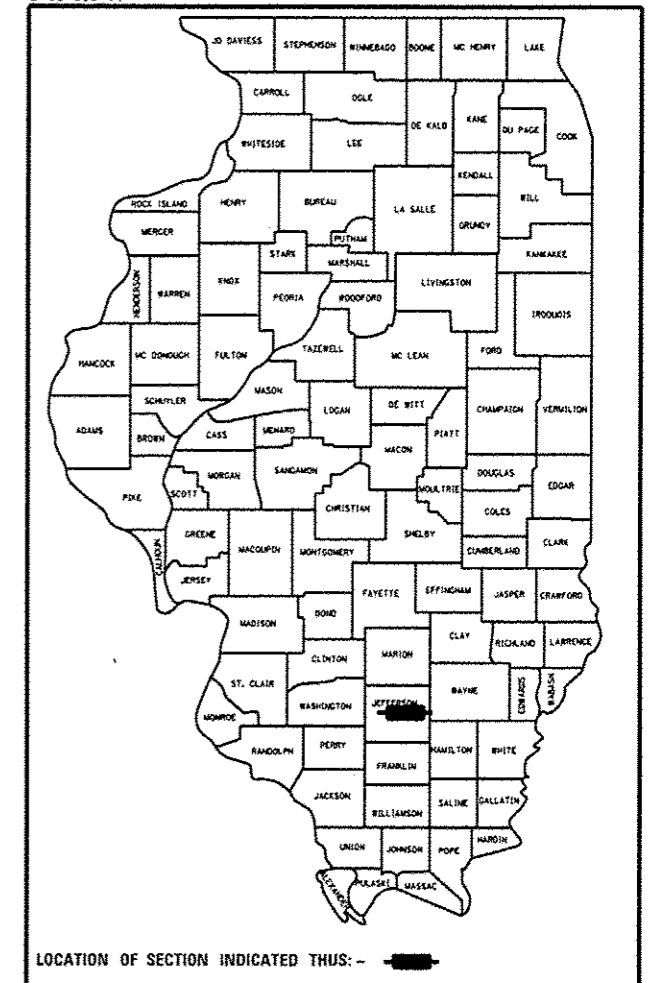


GROSS LENGTH = 336 FT.
NET LENGTH = 336 FT.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	*	JEFFERSON	12	1
		ILLINOIS	CONTRACT NO. 78432	

*D9 CM BRIDGE REPAIR 2015-2

D-99-053-14



FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA

IL 15 TRAFFIC DATA

2013 ADT = 7,100
5 % TRUCKS

TOWNSHIP:

MOUNT VERNON

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

PROJECT ENGINEER: T. WAYNE HALSTEAD
PROJECT MANAGER: DAVID PICHE (618) 351-5227

CONTRACT NO. 78432

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Aug 8 20 14

Jeffrey A. Keim
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Oct 17 20 14

John D. Baranzelli, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

Oct 17 20 14

Omer Osman, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

GENERAL NOTES

- 1) THE ADVANCE DETECTOR LOOPS ARE TYPICALLY LOCATED 275 FEET IN ADVANCE OF THE STOP BAR. THE BUREAU OF OPERATIONS SHOULD APPROVE THE LOOP LOCATIONS PRIOR TO INSTALLATION.
- 2) IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 101.16 REGARDLESS IF TRACK MOUNTED OR WHEELED.
- 3) TRIM EDGES OF EXISTING HOT MIX ASPHALT SURFACE FLUSH WITH EXISTING PAVEMENT PRIOR TO CONSTRUCTING NEW BASE COURSE WIDENING.
- 4) IF THE CONTRACTOR ELECTS TO USE P.C.C. BASE COURSE WIDENING, SUCH WIDENING SHALL BE PRIMED ACCORDING TO ARTICLE 406.02. EXCEPT THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE WIDENING.
- 5) THE CENTERLINE PAVEMENT MARKING SHOULD BE COVERED WITH PAVEMENT MARKING TAPE, TYPE III 4" (BLACK OUT) TAPE FROM THE STOP BAR TO THE SAND ATTENUATORS OR DRUMS. EDGE LINE PAVEMENT MARKING SHOULD BE COVERED WITH PAVEMENT MARKING TAPE, TYPE III 4" (BLACK OUT) TAPE IF A 10 FOOT LANE WIDTH CANNOT BE MAINTAINED. TEMPORARY EDGE LINES SHOULD BE INSTALLED WHEN THE EDGE LINES ARE REMOVED.
- 6) ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC. THE TEMPORARY TRAFFIC SIGNALS SHALL BE SET TO FLASH ALL RED.
- 7) COMMITMENTS: NONE AS OF AUGUST 15, 2014.

STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
701001-02	OFF-ROAD, 2L2W MORE THAN 15' FROM PAVEMENT EDGE
701006-05	OFF-ROAD, 2L2W 15' TO 24" FROM PAVEMENT EDGE
701201-04	LANE CLOSURE, 2L2W DAY ONLY, FOR SPEEDS ≥ 45 MPH
701321-13	LANE CLOSURE, 2L2W BRIDGE REPAIR WITH BARRIER
701326-04	LANE CLOSURE, 2L2W PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
701901-03	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER

INDEX OF SHEETS

1	COVER SHEET
2	INDEX OF SHEETS; GENERAL NOTES; STANDARDS
3-4	SUMMARY OF QUANTITIES
5	GENERAL PLAN AND ELEVATION
6	STAGING TYPICAL SECTION
7	STAGING DETAILS
8	JOINT REPAIR DETAILS
9	EAST ABUTMENT BEARING DETAILS
10	WEST ABUTMENT BEARING DETAILS
11	PREFORMED JOINT STRIP SEAL
12	SUBSTRUCTURE REPAIR DETAILS

MIXTURE REQUIREMENTS

Location(s):	Base Course Widening
Mixture Use(s):	Hot-Mix Asphalt Binder Course, N90, IL-19.0mm Fine Grade
AC/PG:	PG64-22
ABR % (Max):	See Special Provision
Design Air Voids:	4.0 %, 90 Gyration Design
Mixture Composition: (Gradation Mixture)	IL-19.0mm Fine Grade
Friction Aggregate:	None
Quality Management Program:	QCQA

Prepared By:	<i>Joe Blumhagen</i> DISTRICT STUDIES & PLANS ENGINEER
Examined By:	<i>Joe Blumhagen</i> DISTRICT LAND ACQUISITION ENGINEER
Examined By:	<i>Carrie Nelson</i> DISTRICT PROGRAM DEVELOPMENT ENGINEER
Examined By:	<i>Karl Wiley</i> DISTRICT OPERATIONS ENGINEER
Examined By:	<i>Karl Wiley</i> DISTRICT PROJECT IMPLEMENTATION ENGINEER
Examined By:	<i>Daryl J. Huls</i> DISTRICT CONSTRUCTION ENGINEER
Examined By:	<i>Bruce Peltz</i> DISTRICT MATERIALS ENGINEER

*09 CM BRIDGE REPAIR 2015-2

SUMMARY OF QUANTITIES

100% STATE
RURAL
FAP 821 IL 15
ROADWAY
0014

CODE NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY
35650500	BASE COURSE WIDENING 10"	SQ YD	164
44004250	PAVED SHOULDER REMOVAL	SQ YD	164
50102400	CONCRETE REMOVAL	CU YD	12.2
50300255	CONCRETE SUPERSTRUCTURE	CU YD	12.4
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	2510
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1240
50800515	BAR SPLICERS	EACH	24
52000110	PREFORMED JOINT STRIP SEAL	FOOT	93
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	8
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	8
52100520	ANCHOR BOLTS, 1"	EACH	32
67100100	MOBILIZATION	L SUM	1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1

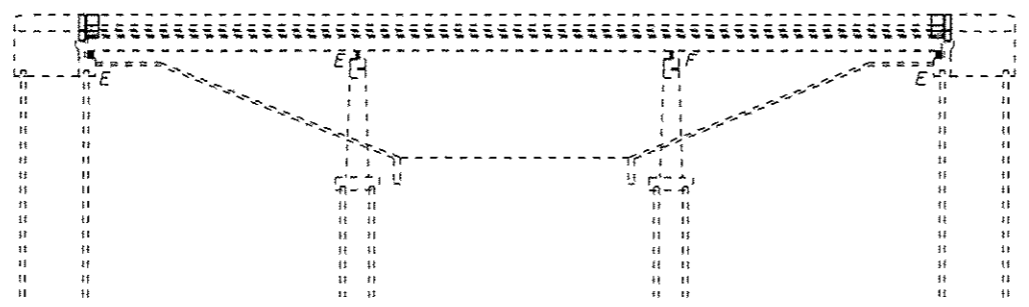
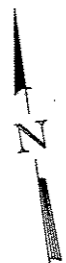
*D9 CM BRIDGE REPAIR 2015-2

SUMMARY OF QUANTITIES - CONT

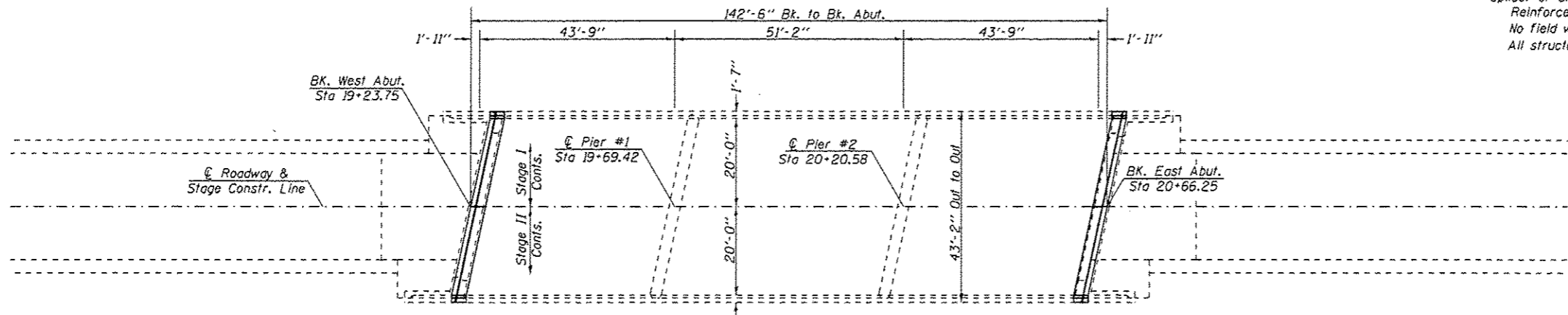
100% STATE
RURAL
FAP 821 IL 15
ROADWAY
0014

CODE NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	4
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	1
* 70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	700
70400100	TEMPORARY CONCRETE BARRIER	FOOT	375
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	350
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2
* 86200300	UNINTERRUPTABLE POWER SUPPLY, EXTENDED	EACH	1
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	16
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	39

* SPECIALTY ITEM



ELEVATION



PLAN

GENERAL NOTES

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

Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.

Prior to pouring the new concrete deck section, 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.

All structural steel shall be shop painted with inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Furnishing and Erecting Structural Steel.

If the analysis submitted to the Contractor for the jacking/temporary support system to be used show temporary stiffeners are required to prevent web crippling or buckling, the stiffeners shall be steel and bolted to the web. If stiffeners are not required, hardwood timbers shall be installed tightly between the top and bottom flange to prevent flange rotation.

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 "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

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.

Reinforcement bars designated (E) shall be epoxy coated.

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

All structural steel shall be AASHTO M 270 Grade 36 unless otherwise noted.

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Reinforcement Bars, Epoxy Coated	Pound	1240
Bar Splicers	Each	24
Preformed Joint Strip Seal	Foot	93
Elastomeric Bearing Assembly, Type I	Each	8
Elastomeric Bearing Assembly, Type II	Each	8
Jack and Remove Existing Bearings	Each	16
Furnishing and Erecting Structural Steel	Pound	2510
Anchor Bolts 1" Ø	Each	32
Concrete Removal	Cu. Yd.	12.2
Concrete Superstructure	Cu. Yd.	12.4
Structural Repair of Concrete (Depth ≤ 5 Inches)	Sq. Ft.	39

Scope of Work

- Remove existing PJS Joints/Concrete and replace with Preformed Joint Strip Seal.
- Removal and Replacement of the abutment Bearings.
- Structural Repair of Concrete at abutments.



David Carl Puzey 9/24/14
Expires 11/30/14

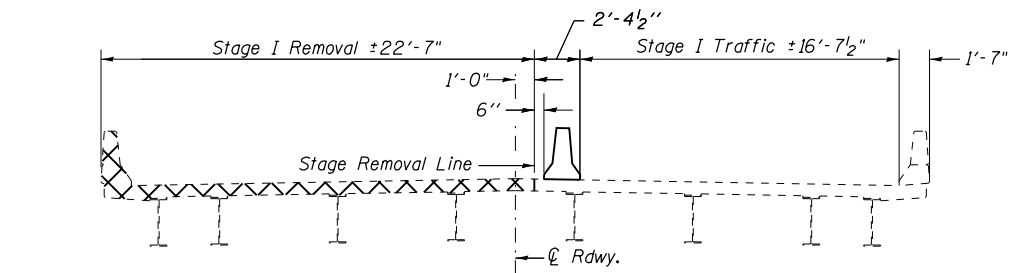
Design Stresses

FIELD UNITS (New Construction)
 $f_y = 36,000$ psi (AASHTO M270 Gr. 36)
FIELD UNITS (Existing Construction)
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (reinf.)
 $f_y = 36,000$ psi (struct.)

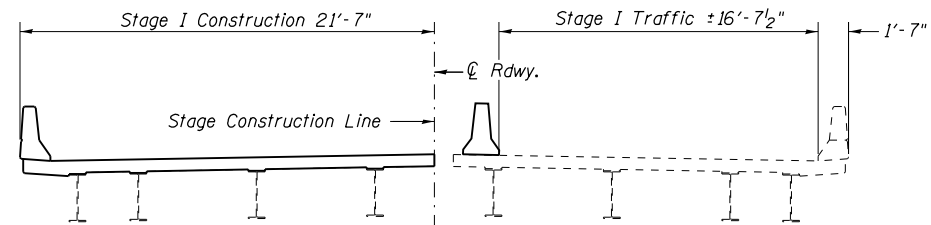
BRIDGE REPAIR
 IL 15 (FAP 821)
 OVER CASEY FORK
 JEFFERSON COUNTY
 D9 CM BRIDGE REPAIR 2015-2
 STA. 19+95.00
 SN 041-0026

* D9 CM BRIDGE REPAIR 2015-2

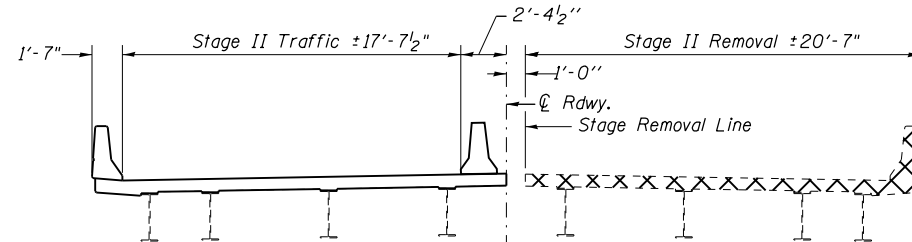
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c:\pr-work\p\dot\hnlsteadw\d034880774	432-sho-pln.dgn	DRAWN -	REVISED -		921	*	JEFFERSON	12	5			
PLOT SCALE * 30.0000' / in.	CHECKED - <i>CCC</i>	REVISED -	REVISED -		CONTRACT NO. 78432							
PLOT DATE * 8/11/2014	DATE -	REVISED -	REVISED -		SCALE:	SHEET NO. 1 OF 8 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			



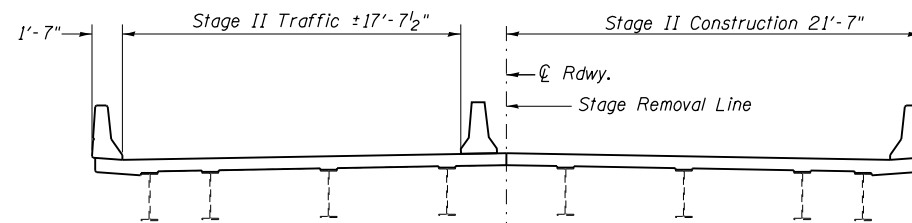
STAGE I REMOVAL



STAGE I CONSTRUCTION



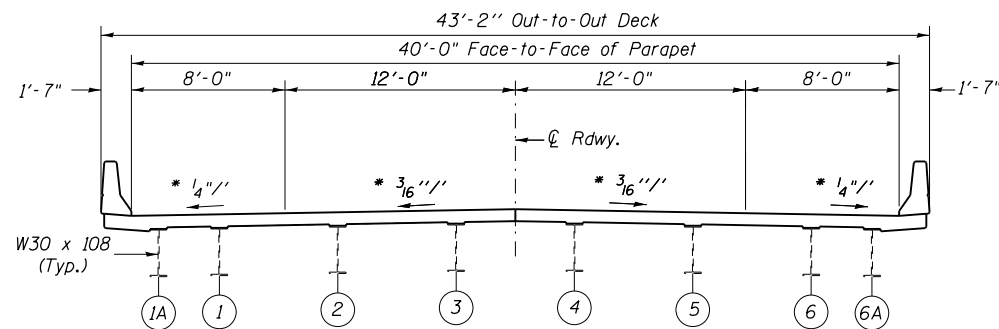
STAGE II REMOVAL



STAGE II CONSTRUCTION

Concrete Removal (at Joint Locations)

NOTES:
All Sections looking East.

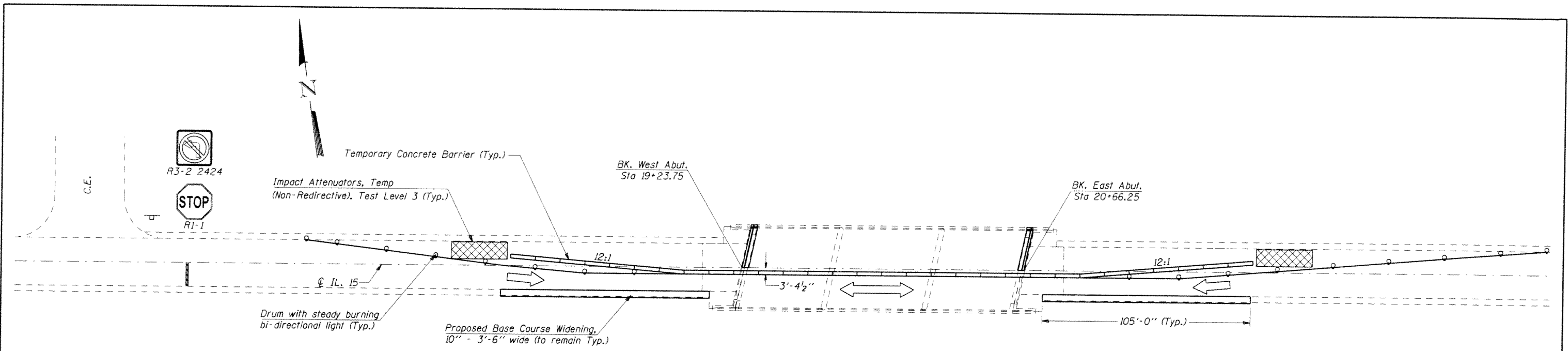


SECTION THROUGH JOINT

**STAGING DETAILS AND
TYPICAL SECTION
SN 041-0026**

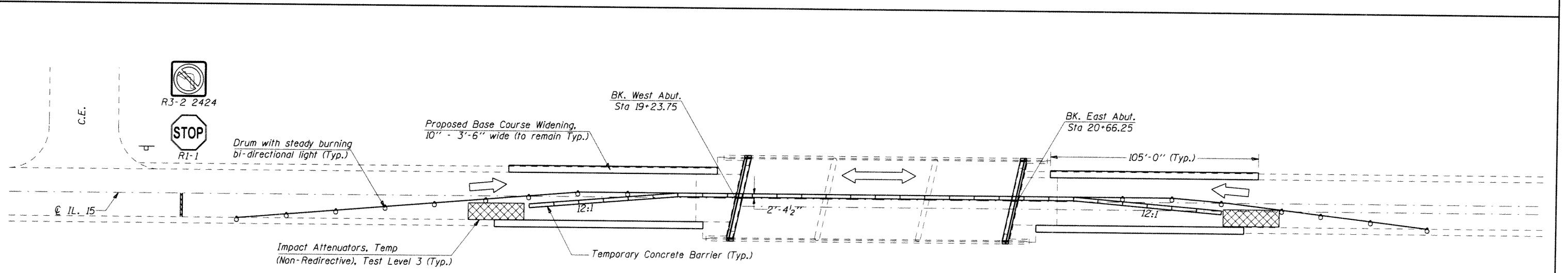
*D9 CM BRIDGE REPAIR 2015-2

FILE NAME =	USER NAME = halsteadtw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS AND STAGING SN 041-0026			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	Plot Scale = 10.0000' / in.	DRAWN -	REVISED -					821	*	JEFFERSON	12	6
	PLOT DATE = 8/11/2014	CHECKED -	REVISED -		CONTRACT NO. 78432			ILLINOIS FED. AID PROJECT				
		DATE -	REVISED -		SCALE:	SHEET 2	OF 8 SHEETS	STA.	TO STA.			



STAGE I TRAFFIC

Notes:
See Standard 701321 for additional details.



STAGE II TRAFFIC

Notes:
See Standard 701321 for additional details.

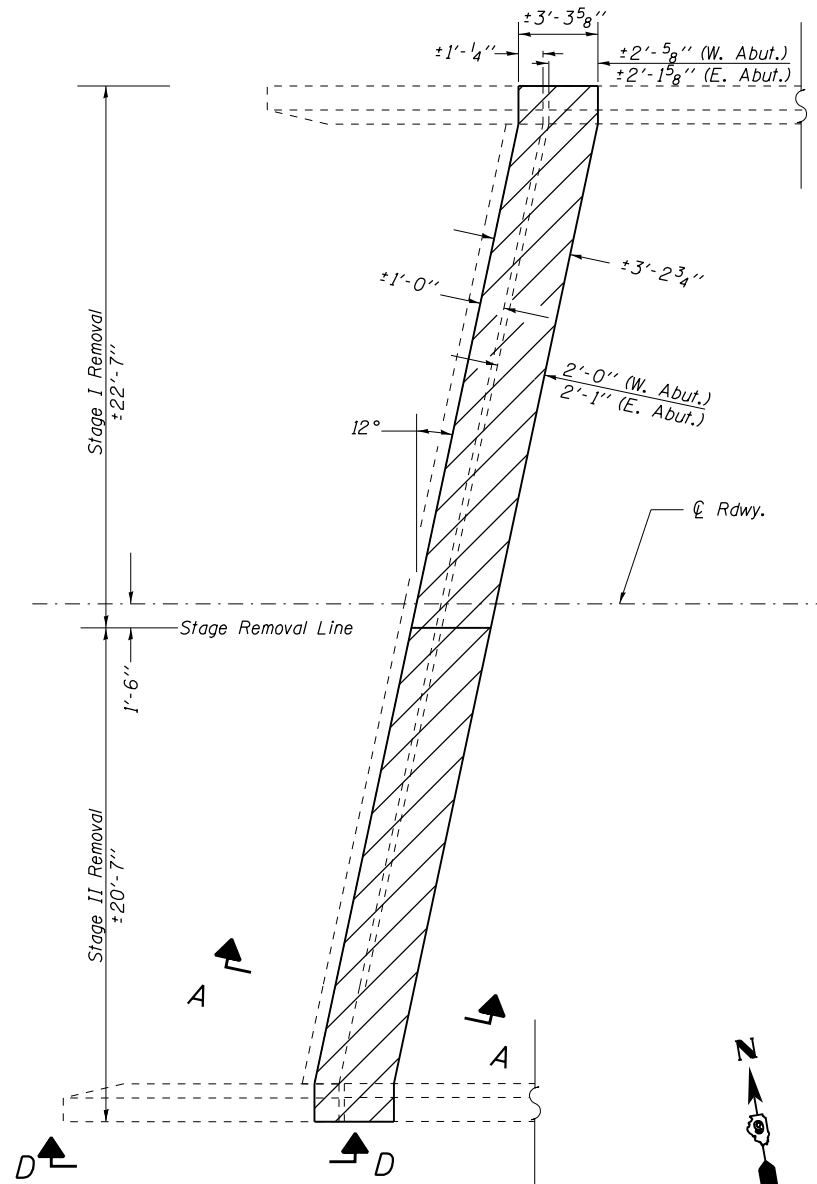
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	PLOT DATE = 7/30/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

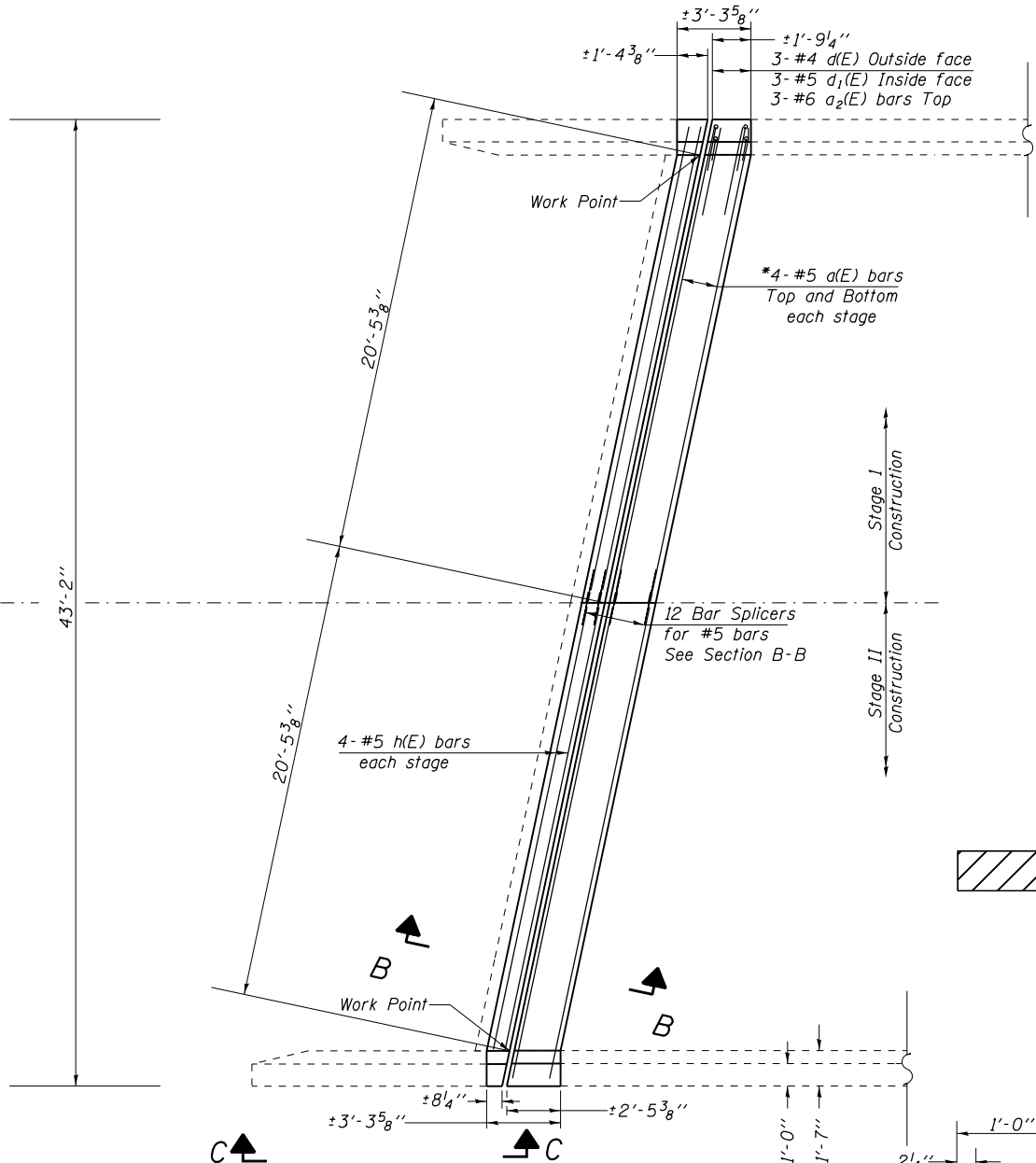
STAGING DETAILS

SCALE: SHEET OF SHEETS STA TO STA

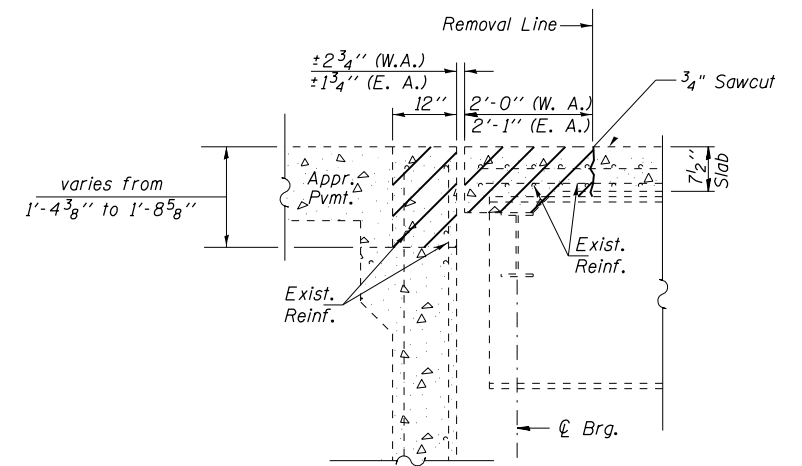
* D9 CM BRIDGE REPAIR 2015-2				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	*	JEFFERSON	12	7
CONTRACT NO. 78432				



**WEST ABUT. PLAN
SHOWING CONCRETE REMOVAL**
East Abut. similar by 180° rotation

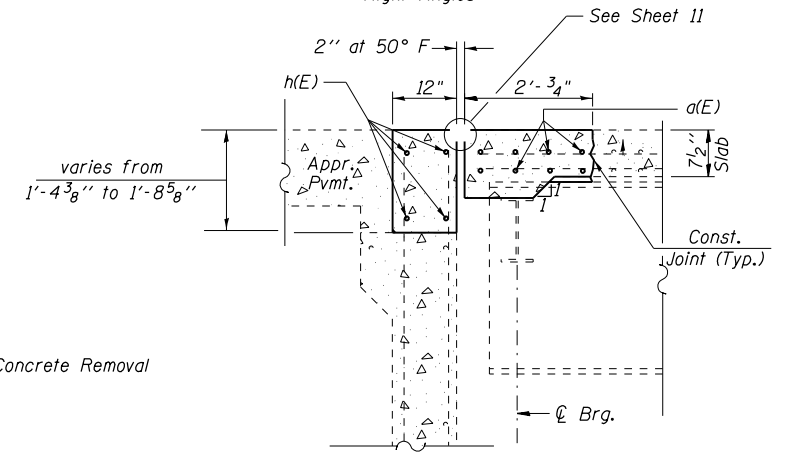


**WEST ABUT. PLAN
SHOWING NEW CONCRETE**
East Abut. similar by 180° rotation



SECTION A-A

Dimensions measured @ Right Angles

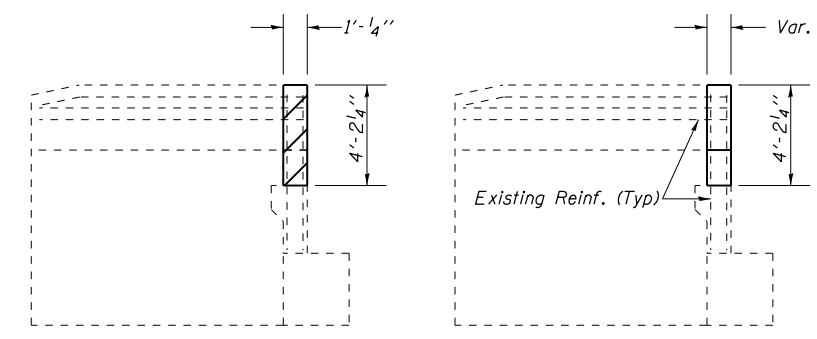


SECTION B-B

Dimensions measured @ Right Angles

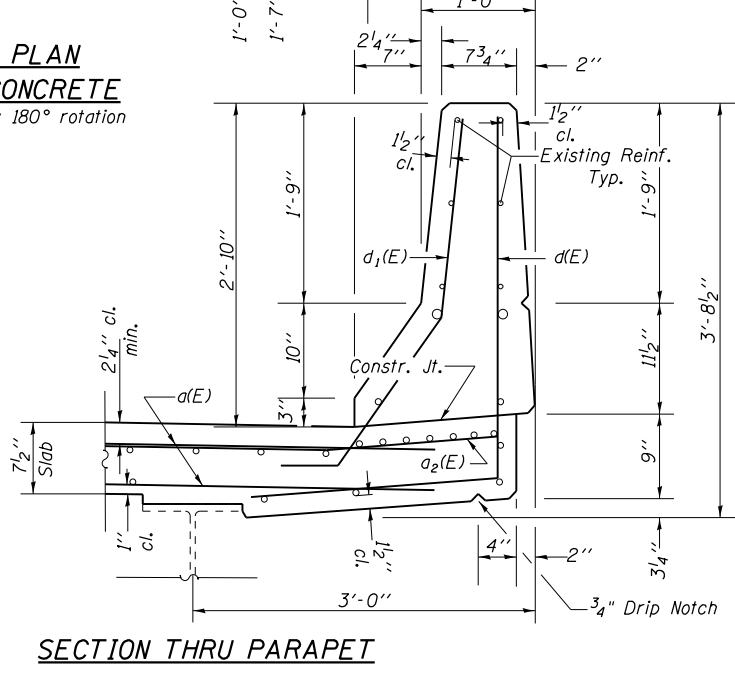
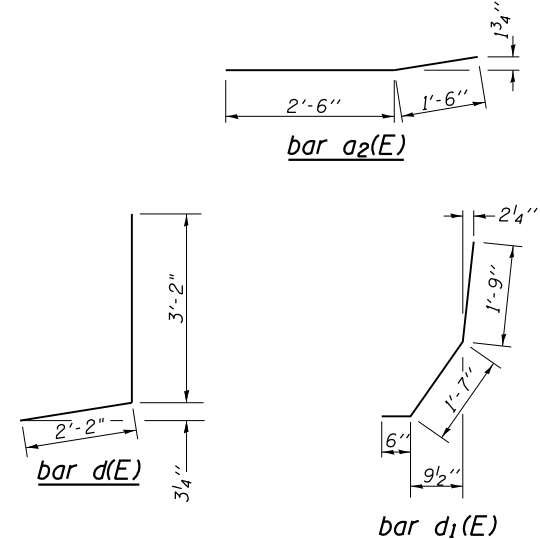
BILL OF MATERIAL (2 ABUTMENTS)

Bar	No.	Size	Length	Shape
a(E)	32	#5	21'-6"	—
a2(E)	12	#6	4'-0"	—
d(E)	12	#5	5'-4"	J
d1(E)	12	#5	3'-10"	J
h(E)	16	#5	20'-0"	—
Bar Splicers			Each	22
Concrete Superstructure			Cu Yd	12.4
Concrete Removal			Cu Yd	12.2
Reinforcement Bars, Epoxy Coated			Pound	2670



VIEW D-D
Showing Concrete Removal

VIEW C-C
Showing Concrete Superstructures

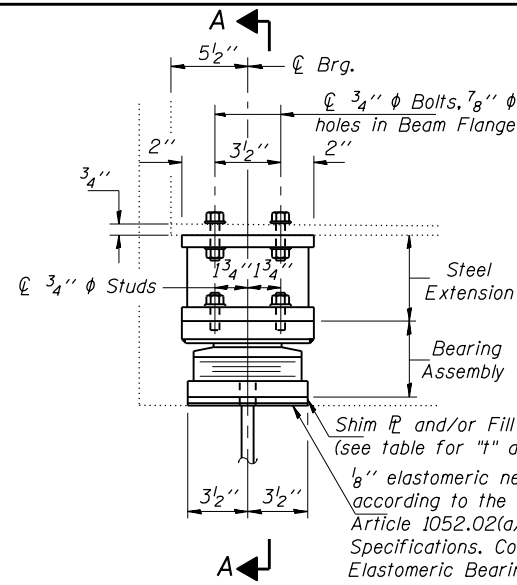


SECTION THRU PARAPET

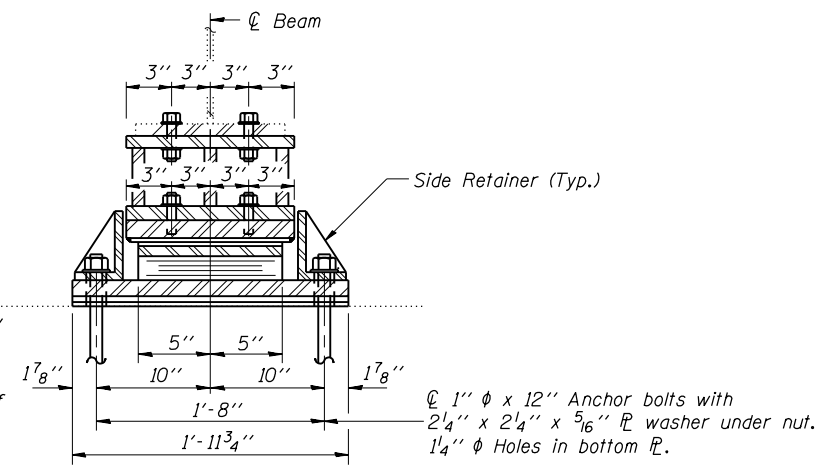
**ABUTMENT JOINTS
REPLACEMENT DETAILS
SN 041-0026**

*D9 CM BRIDGE REPAIR 2015-2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION AT WEST ABUT.



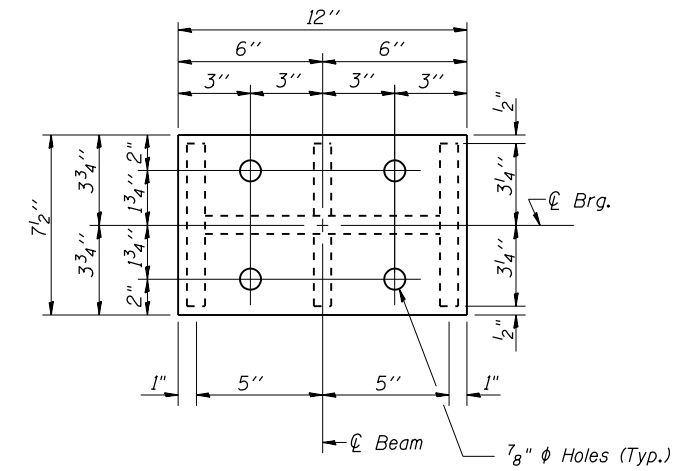
SECTION A-A

TYPE II ELASTOMERIC EXP. BRG.

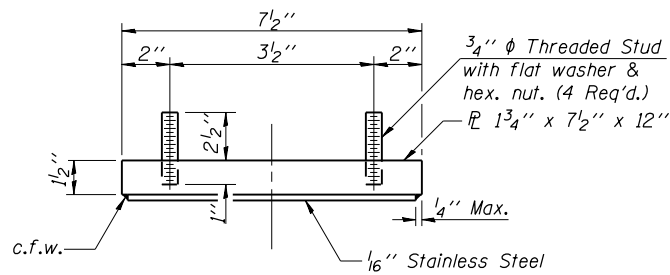
FILL P "I" DIMENSIONS

LOCATION	"I"
Beam 1, 3, 4, & 6	1 1/4"
Beam 2 & 5	1 1/2"
Beam 1A & 6A	NA

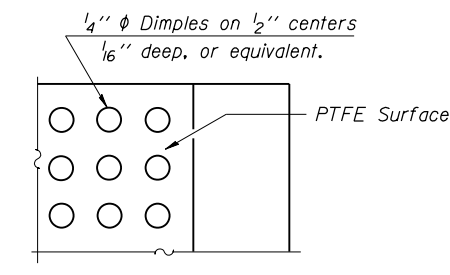
Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts for Type II bearings shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.
The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.
Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer. The minimum jack capacity required is 35 Tons.
Existing diaphragm removal and reinstallation may be required to facilitate drilling holes, cost to be included with "Jack and Remove Existing Bearings".
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
Two 1/8" in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
New steel extensions, connection bolts, Fill P's and Shim P's are included in "Furnishing and Erecting Structural Steel".



PLAN-TOP & BOTTOM PLATE



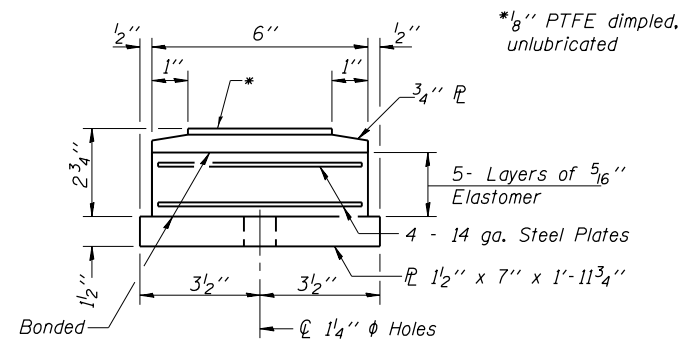
TOP BEARING ASSEMBLY



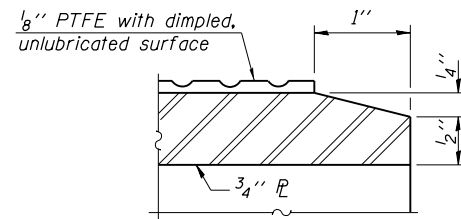
PLAN-PTFE SURFACE

GIRDER REACTIONS

R _P	(K)	14.6
R _L	(K)	30.7
Imp.	(K)	9.1
R (Total)	(K)	54.4



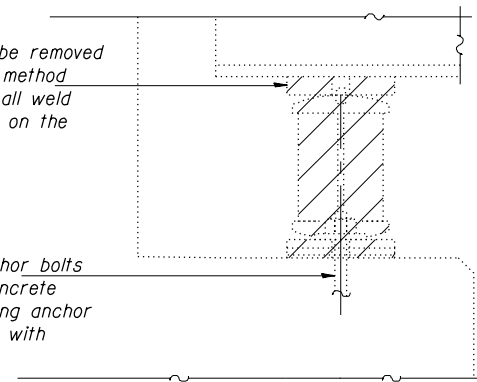
BOTTOM BEARING ASSEMBLY



SECTION THRU PTFE

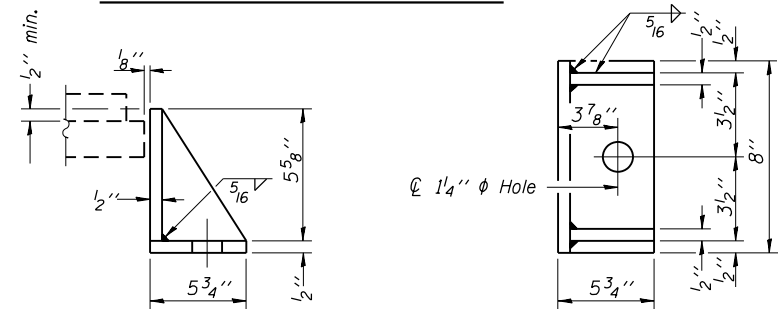
Existing Plate to be removed using the air-arc method and grind smooth all weld material remaining on the bottom flange.

Burn the existing anchor bolts flush with existing concrete surface. Grind existing anchor bolts smooth and seal with epoxy.



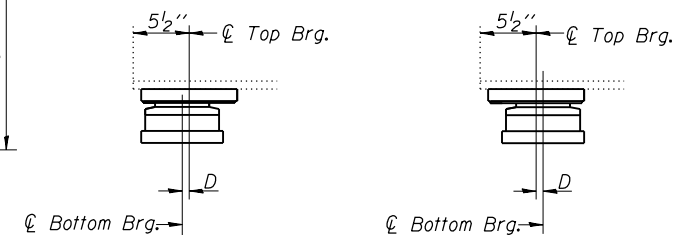
EXISTING BEARING REMOVAL DETAIL

Cost is included with Jack and Remove Existing Bearings



SIDE RETAINER

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



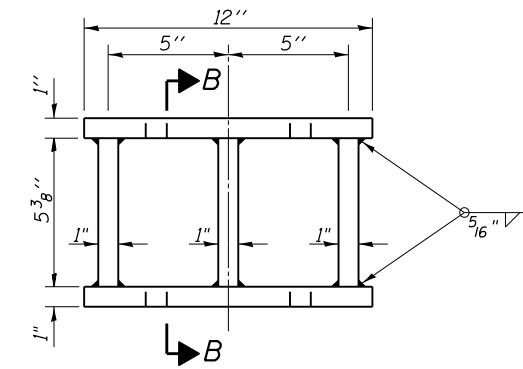
BELOW 50°F.

ABOVE 50°F.

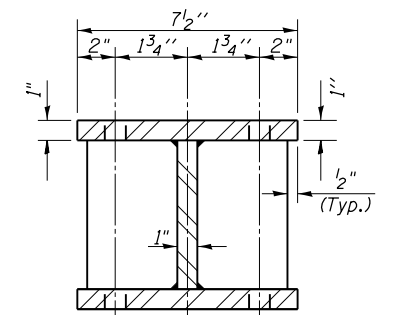
(Move bottom. brg. away from fixed brg.)(Move bottom. brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

D=1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.



STEEL EXTENSION DETAIL



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	8
Anchor Bolts, 1"	Each	16
Jack and Remove Existing Bearings	Each	8
Furnishing and Erecting Structural Steel	Pound	1300

WEST ABUTMENT
BEARING DETAILS
STRUCTURE NO. 041-0026

*D9 CM BRIDGE REPAIR 2015-2

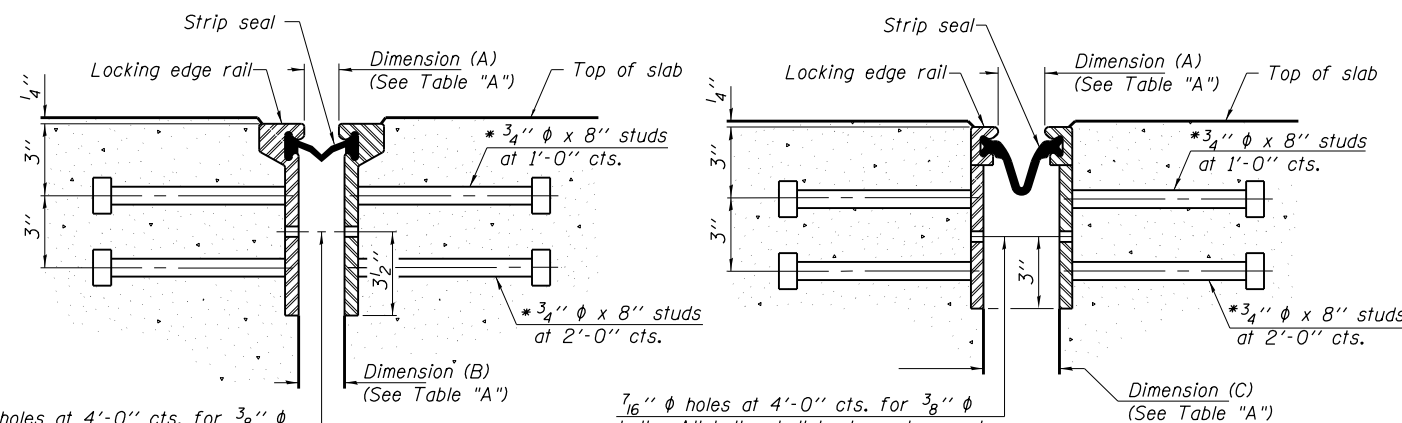
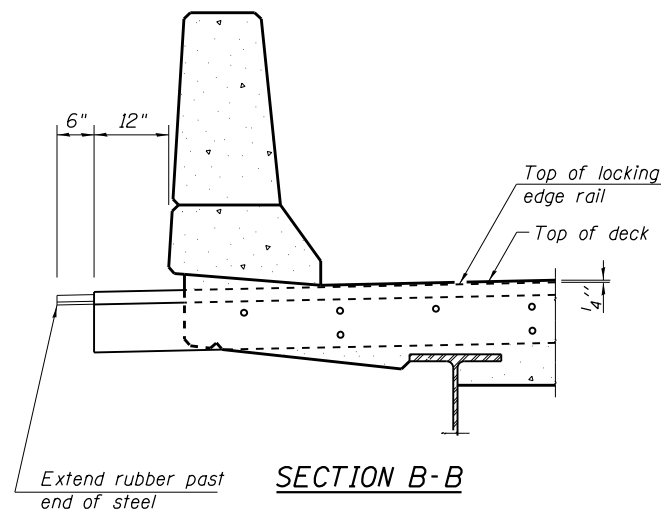
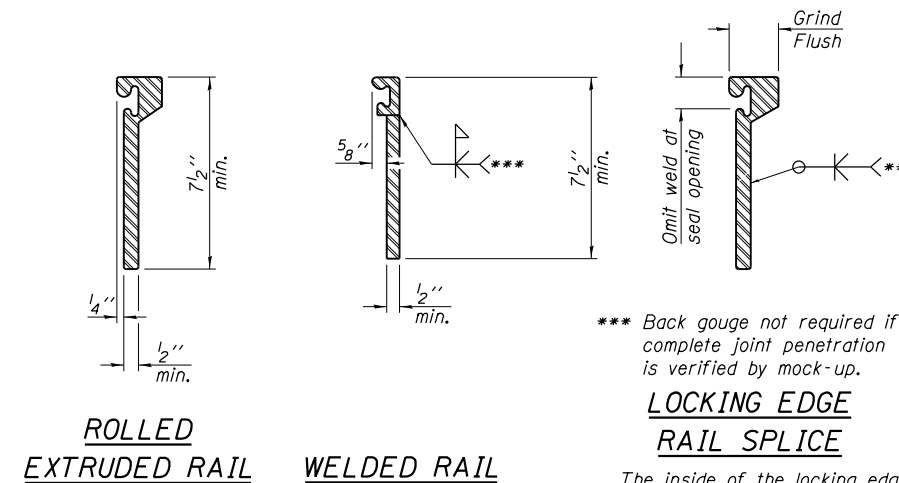
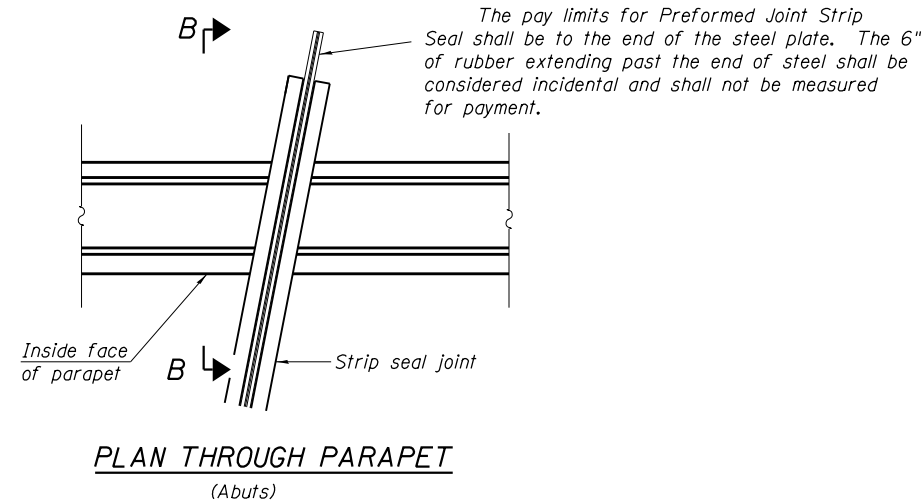


TABLE "A"
(All dimensions @ 50° F)

Joint	A	B	C
Abuts.	1 1/2"	2"	2 3/4"

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.

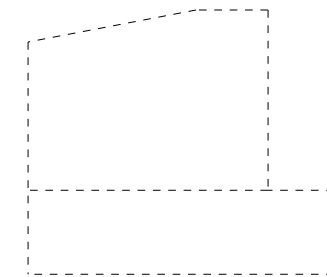
Maximum space between rail segments shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.

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

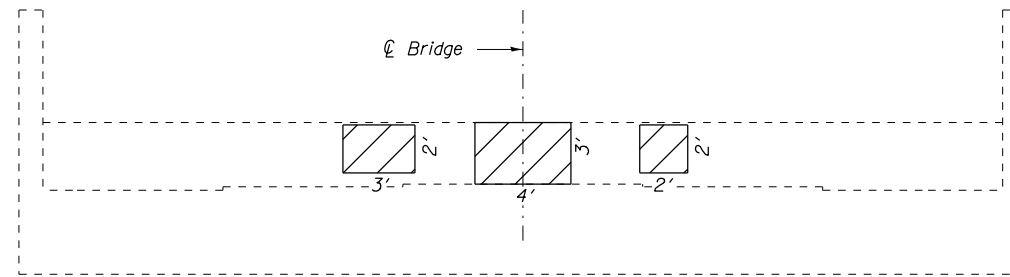
BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	93

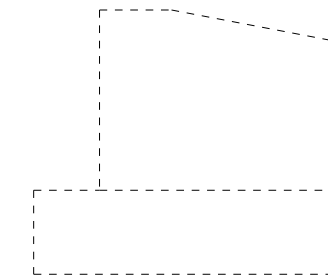
**PREFORMED JOINT STRIP SEAL
JEFFERSON COUNTY
STRUCTURE NO. 041-0026**



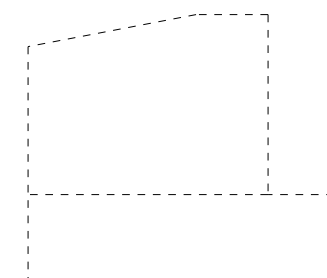
WEST ABUTMENT
Looking North



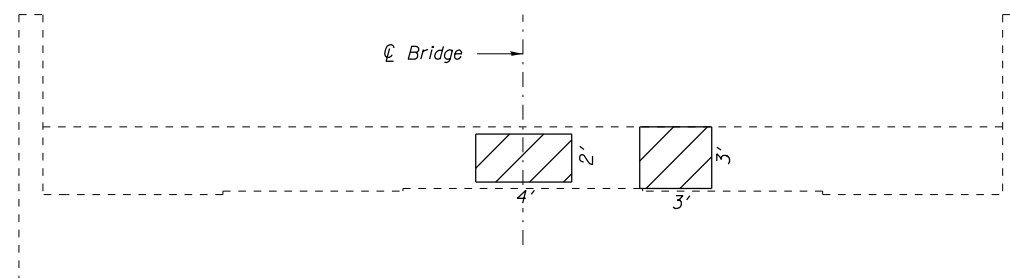
WEST ABUTMENT
Looking West



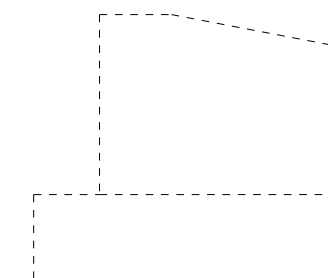
WEST ABUTMENT
Looking South



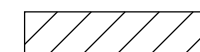
EAST ABUTMENT
Looking South



EAST ABUTMENT
Looking East



EAST ABUTMENT
Looking North



Structural Repair of Concrete ≤ 5"

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth ≤ 5 Inches)	Sq. Ft.	39

**SUBSTRUCTURE REPAIRS
ABUTMENTS
JEFFERSON COUNTY
SN 041-0026**

*D9 CM BRIDGE REPAIR 2015-2

FILE NAME =	USER NAME = halsteadw	DESIGNED -	REVISED -
Default	Default	DRAWN -	REVISED -
	PLOT SCALE = 8.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/11/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUBSTRUCTURE REPAIRS
ABUTMENTS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	*	JEFFERSON	12	12
			CONTRACT NO. 78432	
ILLINOIS FED. AID PROJECT				