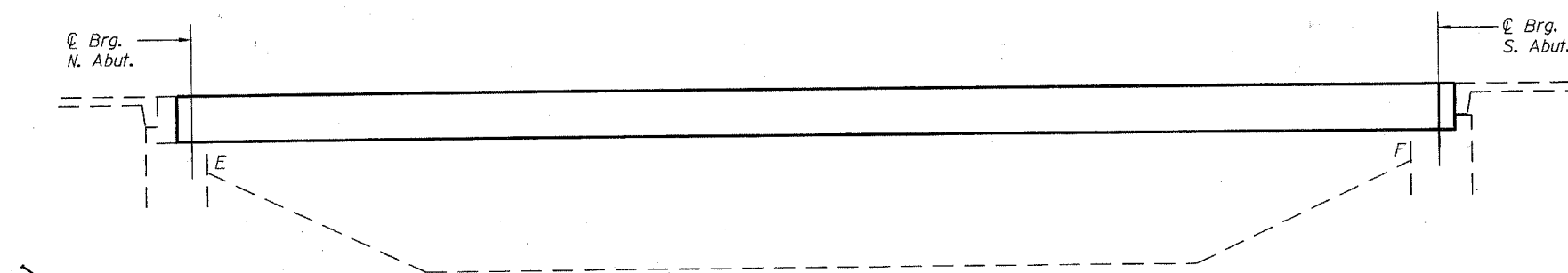
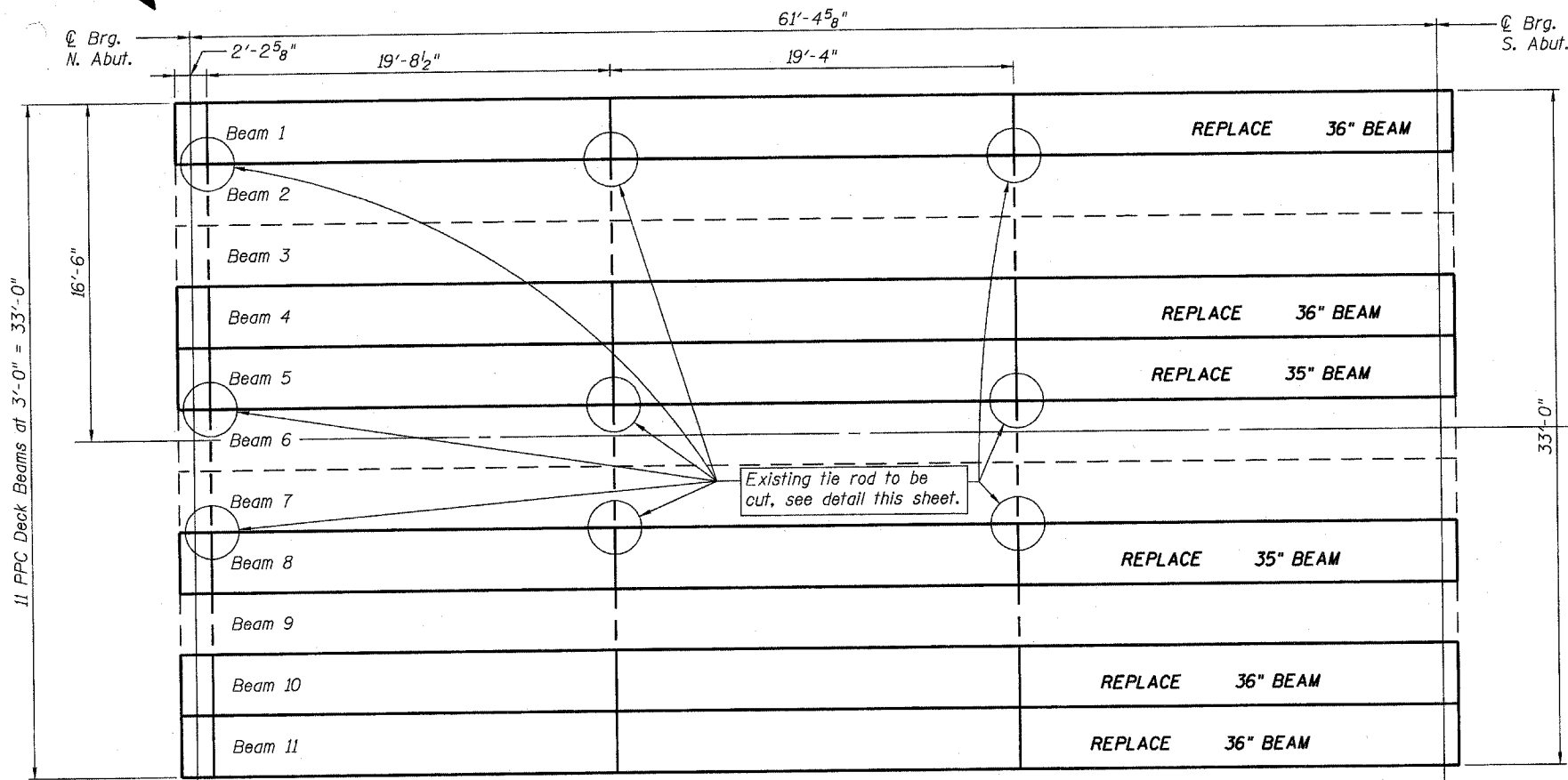


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

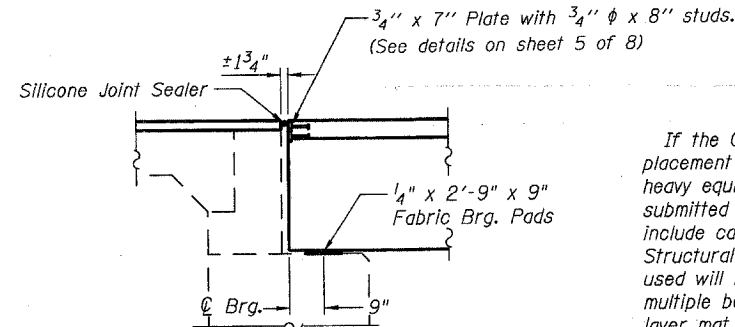
ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.
FAP 646		CARROLL	12	8 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



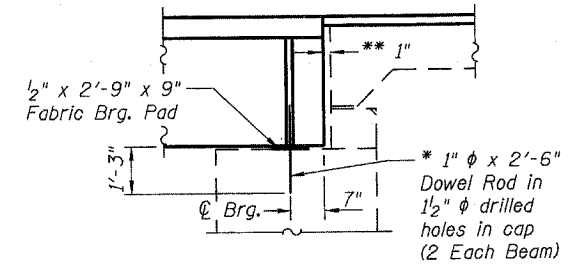
ELEVATION



PLAN



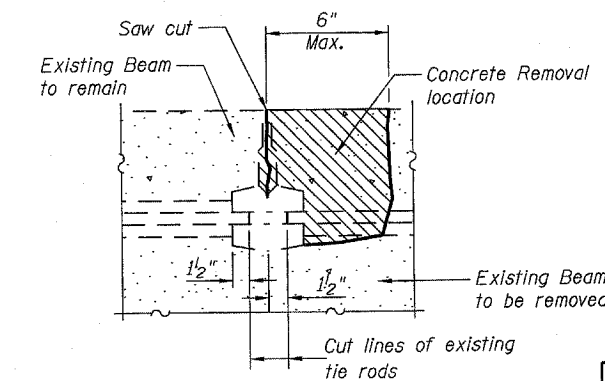
TYPICAL SECTION NORTH ABUTMENT



TYPICAL SECTION SOUTH ABUTMENT

* Existing dowel rods are to be burned off, ground flush, and sealed with epoxy prior to placement of new beams. Cost included in Removal of Existing PPC Deck Beams. After beams have been erected holes shall be drilled into cap and dowel rods placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure a minimum of 24 hours prior to grouting the shear keys.

** 1" Joint to be filled with Non-shrink grout. 1" dimension may vary to accommodate tolerance in beam length.



BEAM REMOVAL DETAIL
AT TRANSVERSE TIES

DESIGN STRESSES

CAST IN PLACE
f'c = 5,000 psi (CWS)
fy = 60,000 psi (Reinforcement)

PRECAST UNITS
f'c = 6,000 psi
f'ci = 5,000 psi
f's = 270,000 psi (1/2 inch low lax strands)
f'si = 201,960 psi (1/2 inch low lax strands)

GENERAL NOTES

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

Any damage done to the bridge during beam removal shall be repaired by the Contractor. Cost to be included in the cost of Removal of Existing PPC Deck Beams.

Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall 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 work, however, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.

The minimum thickness of the Concrete overlay shall be 5" and varies as required to adjust for the new profile grade and actual beam camber.

All construction joints shall be bonded.

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

The top surface of the beams shall be finished according to the IDOT Manual of Fabrication of Precast Prestressed Concrete Products.

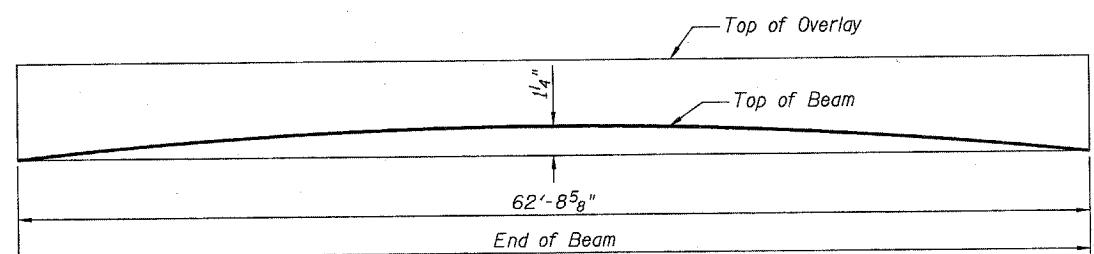
Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Precast Prestressed Concrete Deck Beams (27" Depth)	SQ.FT.	1119
Removal of Existing PPC Deck Beams	SQ.FT.	1129
Asbestos Bearing Pad Removal	EACH	6
Steel Railing, Type SM	FOOT	210
Reinforcement Bars, Epoxy Coated	POUND	2200
Concrete Wearing Surface, 5"	SQ.YD.	160.3
Concrete Removal	CU.YD.	5.3
Mechanical Splice	EACH	256
Silicone Joint Sealer	FOOT	33

PLAN AND ELEVATION
F.A.P. 646 (IL RTE 40)
CARROLL COUNTY
STRUCTURE NO. 008-0014



ANTICIPATED INITIAL CAMBER DIAGRAM

STATE OF ILLINOIS
DAVID F. MAXWELL
081-005455
ST. LOUIS, MO.
LICENSED STRUCTURAL ENGINEER

David F. Maxwell, S.E. Reg. No. 081-005455
Date: 10/22/07
My registration expires November 30, 2008.

DESIGNED	DFM
CHECKED	CH
DRAWN	MRV
CHECKED	DFM