01-18-2019 LETTING ITEM 038

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
907	D9 BRIDGE REPAIR 2019-5	WILLIAMSON	16	1
		ILLINOIS	CONTRACT NO. 78667	

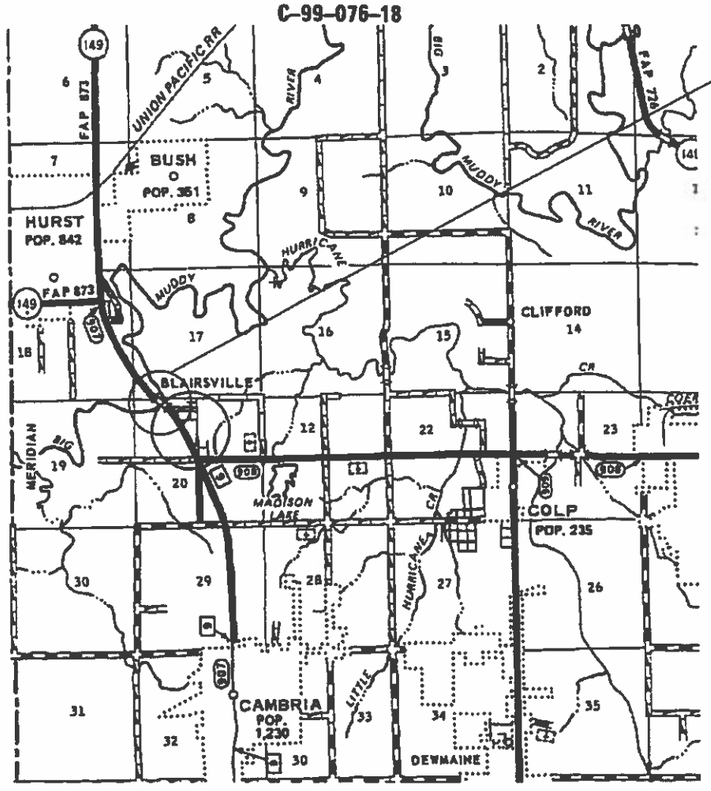
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

F.A.S. ROUTE 907 (CAMBRIA RD.)
SECTION D9 BRIDGE REPAIR 2019-5

BRIDGE REPAIRS
WILLIAMSON COUNTY

C-99-076-18



GROSS LENGTH = 593.00 FT. = 0.112 MILES
NET LENGTH = 474.00 FT. = 0.090 MILES

C-99-046-18

LOCATION OF SECTION INDICATED THUS:-

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 4 – 6

TRAFFIC DATA
2015 ADT = 6,400
WITH 3% TRUCKS
POSTED 55 MPH

POSTED SPEED : 55 MPH

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

PROJECT ENGINEER: DAVID PICHE
PROJECT DESIGNER: ADRIAN ADAMS

CONTRACT NO. 78667

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED Oct 15 20 18 .
Jeffrey L Kern
REGION FIVE ENGINEER
Dec 7 20 18
ENGINEER OF DESIGN AND ENVIRONMENT
Dec 7 20 18
Paul D. Ray
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

GENERAL NOTES

1) THE THICKNESS OF HOT-MIX ASPHALT MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT MIXTURE IS PLACED.

2) FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

ALL HOT MIX ASPHALT	2.016 TONS/CU YD
ALL AGGREGATE	2.05 TONS/CU YD
BITUMINOUS MATERIALS:	
(TACK COAT) ON PAVEMENT	0.05 LBS/SQ FT
HMA LIFTS	0.025 LBS/SQ FT
(PRIME COAT) AGGREGATE BASES	0.25 LBS/SQ FT
RIPRAP	1.50 TONS/CU YD
EARTH	110 LBS/CU FT

3) PRIOR TO PLACEMENT OF FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHALL CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.

4) AFTER A LIFT OF HOT-MIX ASPHALT HAS BEEN PLACED, THE LANE SHALL REMAIN CLOSED TO TRAFFIC UNTIL THE NEW MAT HAS COOLED TO 150 DEGREES FAHRENHEIT.

5) THERE ARE NO AVAILABLE WASTE SITES ON THE EXISTING RIGHT OF WAY WITHIN THE PROJECT LIMITS. DISPOSAL WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND WASTE MUST BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.

6) REMOVAL OF EXISTING AGGREGATE SHOULDERS SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION..

7) REMOVAL OF EXISTING AGGREGATE SHOULDERS SHALL BE INCLUDED IN TEH COST OF EARTH EXCAVATION..

8) COMMITMENTS: LETTER OF UNDERSTANDING WITH WILLIAMSON COUNTY SIGNED SEPTEMBER 12, 2018 TO CLOSE PULLTIGHT DRIVE UP TO 40 CONTINUOUS CALENDAR DAYS.

STANDARDS

000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
643001-02	SAND MODULE IMPACT ATTENUATORS
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701321-17	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING FOR SPEEDS ≥ 45 MPH
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS
782006	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
862001-01	UNINTERRUPTIBLE POWER SUPPLY
BLR 21-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

INDEX OF SHEETS

MIXTURE REQUIREMENTS

LOCATIONS	HOT-MIX ASPHALT SURFACE COURSE
MIXTURE USE(S):	HOT-MIX ASPHALT SURFACE COURSE, MIX E, N70, FINE GRADED
AC/PG:	PG64-22
ABR % (MAX):	SEE SPECIAL PROVISION
DESIGN AIR VOIDS:	4.0%, 70 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5MM FINE GRADED
FRICTION AGGREGATE:	E SURFACE
MIXTURE WEIGHT:	112 LBS/SQ YD/IN
QUALITY MANAGEMENT PROGRAM:	QC/QA
SUBLOT SIZE:	N/A
SUBLOT SIZE:	N/A

LOCATIONS	HOT-MIX ASPHALT BASE COURSE WIDENING
MIXTURE USE(S):	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
AC/PG:	PG64-22
ABR % (MAX):	SEE SPECIAL PROVISION
DESIGN AIR VOIDS:	4.0%, 70 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5MM
FRICTION AGGREGATE:	NONE
MIXTURE WEIGHT:	112 LBS/SQ YD/IN
QUALITY MANAGEMENT PROGRAM:	QC/QA
SUBLOT SIZE:	N/A
SUBLOT SIZE:	N/A

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PLOT DATE = 10/17/2018	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, INDEX OF SHEETS, STANDARDS, AND MIXTURE REQUIREMENTS

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
907	D9 BRIDGE REPAIR 2019-5	WILLIAMSON	16	2
		CONTRACT NO. 78667		
	ILLINOIS	FED. AID PROJECT		

Prepared By:

DISTRICT STUDIES & PLANS ENGINEER

Examined By:

DISTRICT LAND ACQUISITION ENGINEER

Examined By:

DISTRICT PROGRAM DEVELOPMENT ENGINEER

Examined By:

DISTRICT OPERATIONS ENGINEER

Examined By:

DISTRICT PROJECT IMPLEMENTATION ENGINEER

Examined By:

DISTRICT CONSTRUCTION ENGINEER

Examined By:

DISTRICT MATERIALS ENGINEER

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

SCALE: ____ SHEET ___ OF ___ SHEETS STA. ____ TO STA. ____

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
907	D9 BRIDGE REPAIR 2019-5	WILLIAMSON	16	3
		CONTRACT NO. 78667		
		ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES

COUNTY:	WILLIAMSON CO
ROUTE:	FAS 907
FUNDING:	100% STATE
LOCATION:	RURAL

CODE NUMBER	ITEM DESCRIPTION	UNIT	0013
20200100	EARTH EXCAVATION	CU YD	61
35600716	HOT-MIX ASPHALT BASE COURSE WIDENING, 10"	SQ YD	220
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	189
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	214
40603365	HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70	TON	182
50102400	CONCRETE REMOVAL	CU YD	9.1
50300255	CONCRETE SUPERSTRUCTURE	CU YD	10.2
50300300	PROTECTIVE COAT	SQ YD	27
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1,200
50800515	BAR SPLICERS	EACH	22
52000110	PREFORMED JOINT STRIP SEAL	FOOT	68
58100200	WATERPROOFING MEMBRANE SYSTEM	SQ YD	1,663
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	1

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PLOT DATE = 10/17/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITES

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
907	D9 BRIDGE REPAIR 2019-5	WILLIAMSON	16	4
		CONTRACT NO. 78667		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES - CONT

COUNTY:	WILLIAMSON CO
ROUTE:	FAS 907
FUNDING:	100% STATE
LOCATION:	RURAL

CODE NUMBER	ITEM DESCRIPTION	UNIT	0013
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3
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
70101830	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	L SUM	1
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	4
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1
70106700	TEMPORARY RUMBLE STRIPS	EACH	6
70300100	SHORT TERM PAVEMENT MARKING	FOOT	60
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	20
70400100	TEMPORARY CONCRETE BARRIER	FOOT	838
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	800

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITES

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
907	D9 BRIDGE REPAIR 2019-5	WILLIAMSON	16	5
		CONTRACT NO. 78667		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES - CONT

COUNTY:	WILLIAMSON CO
ROUTE:	FAS 907
FUNDING:	100% STATE
LOCATION:	RURAL

	CODE NUMBER	ITEM DESCRIPTION	UNIT	0013
	70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2
	70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2
*	78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	1,336
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	8
*	86200300	UNINTERRUPTABLE POWER SUPPLY, EXTENDED	EACH	1
	X0327979	PAVEMENT MARKING REMOVAL - GRINDING	SQ FT	62
	X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	427
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	28
	Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	56

* SPECIALTY ITEM

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PLOT DATE = 10/17/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITES

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
907	D9 BRIDGE REPAIR 2019-5	WILLIAMSON	16	6
		CONTRACT NO. 78667		
	ILLINOIS FED. AID PROJECT			

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

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

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.

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 in Concrete Removal.

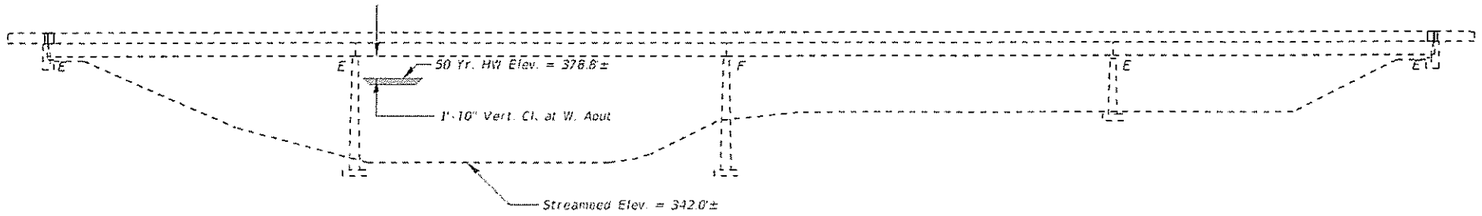
The work, material, and equipment involved in saw cutting shall be considered included in the price bid for Concrete Removal.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

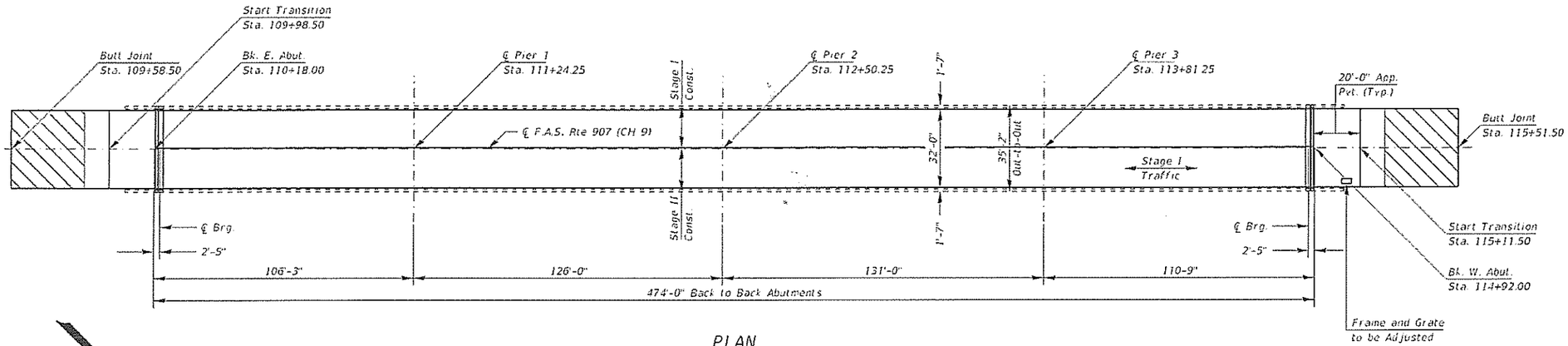
Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50°F.

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 the 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 existing structures.

The deck surface shall have its final finish tined according to Article 420.09(e)(1) of the Standard Specifications. Cost included with Concrete Superstructure.

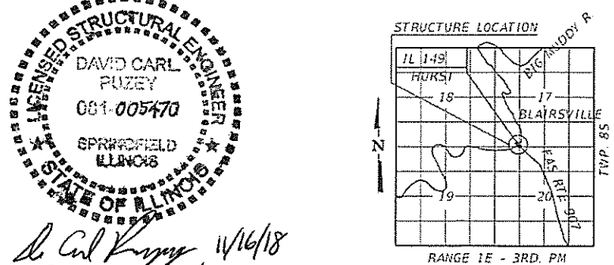


ELEVATION



PLAN

HMA Surface Removal - Butt Joint



SCOPE OF WORK

1) Setup TC&P 701321 with barrier for work in the EB lane of Cambria Road.
2) Perform joint reconstruction, deck repairs, waterproofing membrane system, and HMA overlay in the EB lane.
3) Adjust TC&P 701321 with barrier for work in the WB lane of Cambria Road.
4) Perform joint reconstruction, deck repairs, waterproofing membrane system, and HMA overlay in the WB lane.
5) Remove TC&P 701321.

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	9.1
Concrete Superstructure	Cu. Yd.	10.2
Reinforcement Bars, Epoxy Coated	Pound	1,200
Bar Splicers	Each	22
Preformed Joint Strip Seal	Foot	68
Waterproofing Membrane System	Sq. Yd.	1,663
HMA Surface Course, Mix "E", N70	Ton	182
Deck Slab Repair (Partial)	Sq. Yd.	56
Protective Coat	Sq. Yd.	27

* New Concrete Areas Only

BRIDGE REPAIRS
CAMBRIA ROAD OVER BIG MUDDY RIVER
F.A.S. RTE 907 - D9 BRIDGE REPAIR 2019-5
WILLIAMSON COUNTY
STATION 112+50.25
STRUCTURE NO. 100-0062

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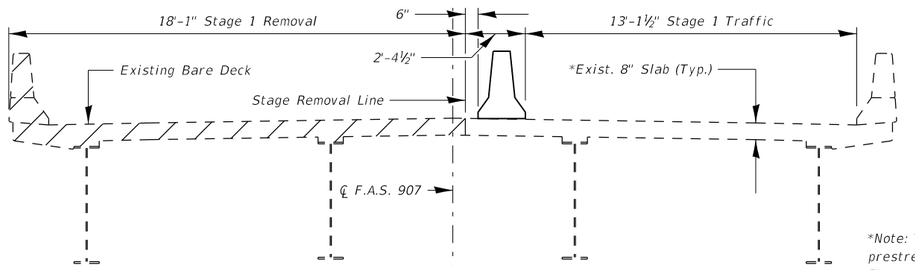
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION

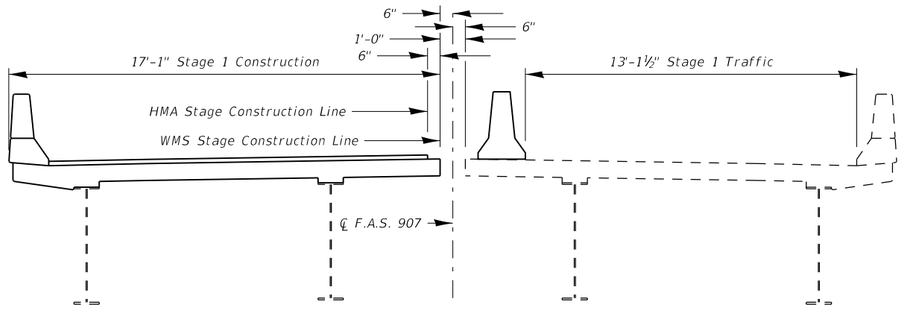
SCALE: _____ | SHEET 1 OF 10 SHEETS | STA. _____ TO STA. _____

F.A.S RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
907	D9 BRIDGE REPAIR 2019-5	WILLIAMSON	10	7
		CONTRACT NO. 78667		
		ILLINOIS FED. AID PROJECT		

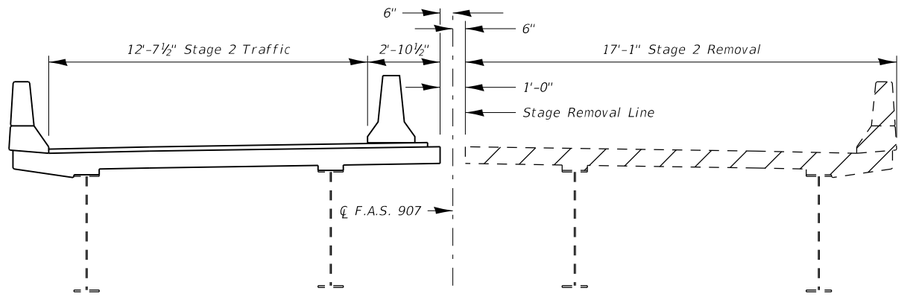


*Note: The existing 8" slab consists of 3" precast, prestressed, stay-in-place forms with a 5" cast-in-place slab over the top.

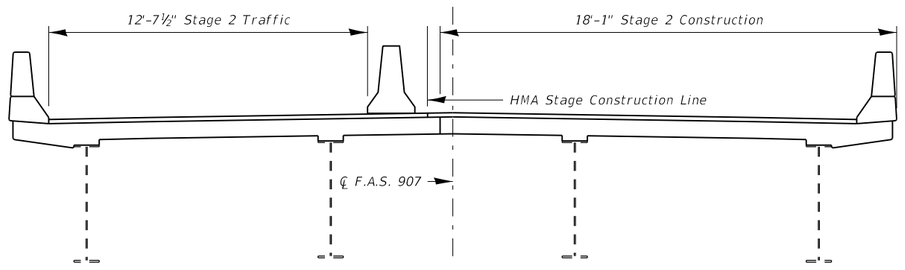
STAGE 1 REMOVAL



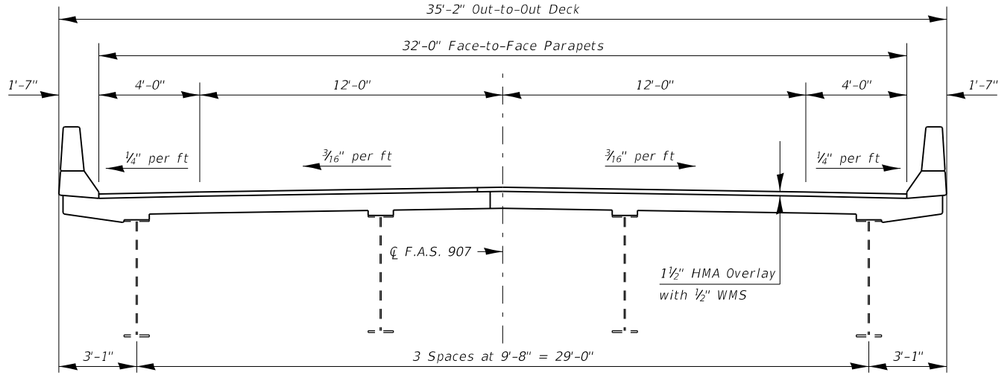
STAGE 1 CONSTRUCTION



STAGE 2 REMOVAL

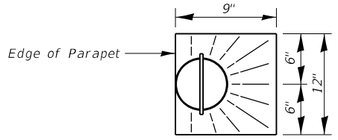


STAGE 2 CONSTRUCTION



SECTION THROUGH ABUTMENTS SHOWING JOINT RECONSTRUCTION

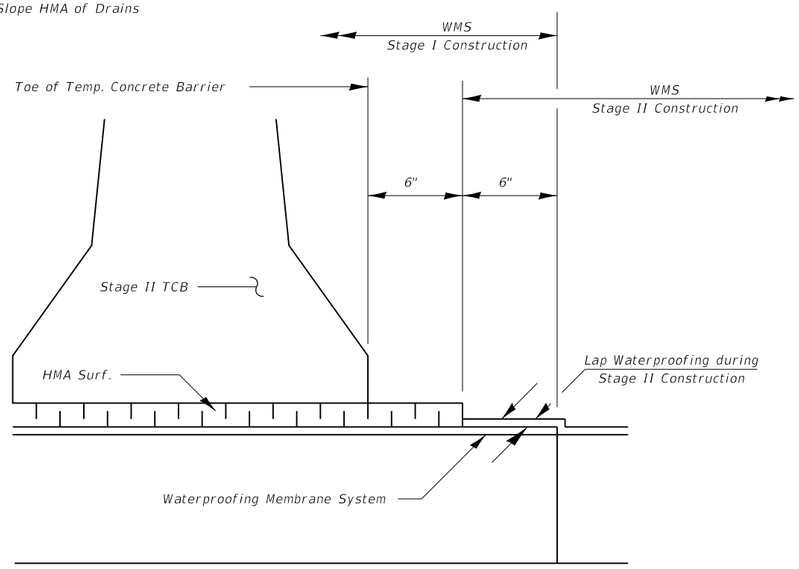
All Sections Looking West



TOP PLAN

Slope HMA of Drains

Concrete Removal at joint reconstructions



WATERPROOFING TREATMENT AT STAGE CONSTRUCTION

Not to Scale

STAGING DETAILS AND TYPICAL SECTION
CAMBRIA ROAD OVER BIG MUDDY RIVER
F.A.S. RTE 907 - D9 BRIDGE REPAIR 2019-5
WILLIAMSON COUNTY
STATION 112+50.25
STRUCTURE NO. 100-0062

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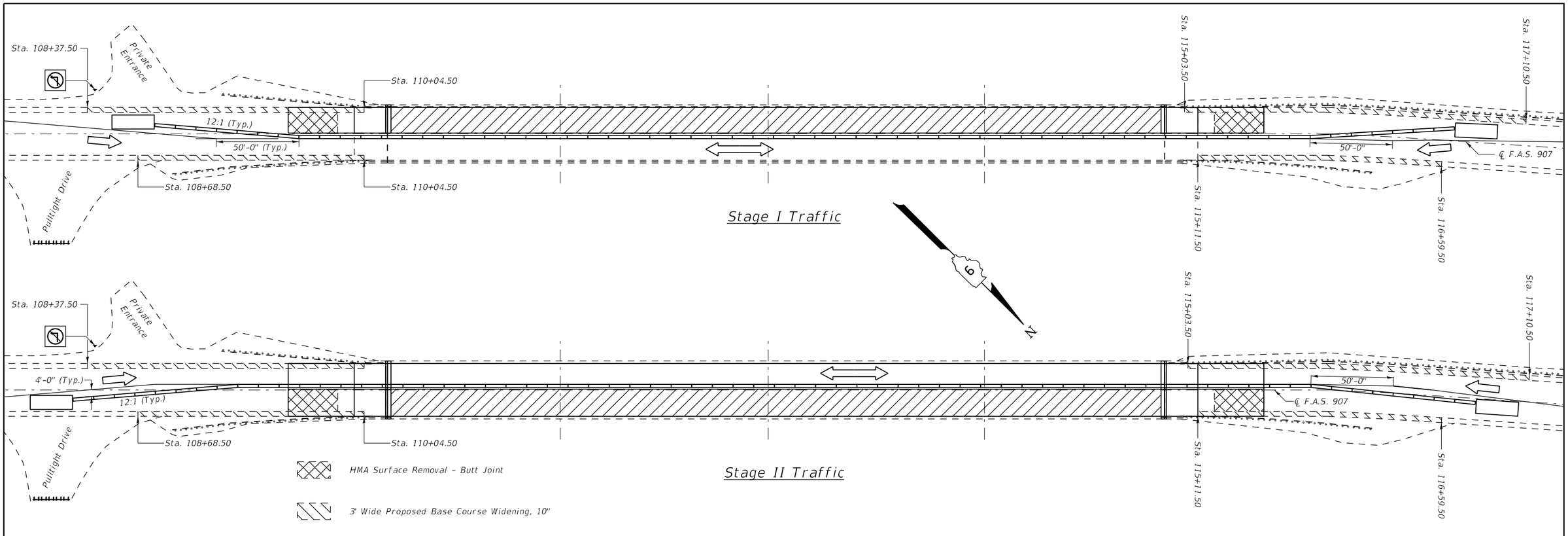
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING DETAILS AND TYPICAL SECTION

SCALE: | SHEET 2 OF 10 SHEETS | STA. | TO STA.

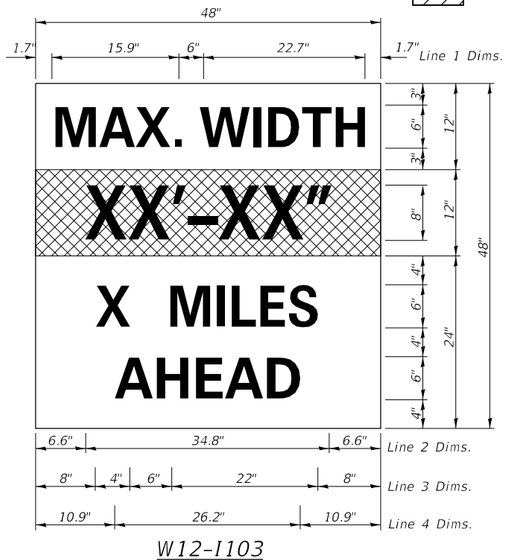
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
907	D9 BRIDGE REPAIR 2019-5	WILLIAMSON	16	8
		CONTRACT NO. 78667		
	ILLINOIS FED. AID PROJECT			



HMA Surface Removal – Butt Joint

3' Wide Proposed Base Course Widening, 10"

New WMS and HMA Overlay on deck.



W12-I103

W12-I103, No Border
"MAX WIDTH" 6D, No Border, Black on White
"XX'-XX"" 8D, No Border, Black on Orange
"X MILES" 6D, No Border, Black on White
"AHEAD" 6D, No Border, Black on White

PAVEMENT MARKING SCHEDULE										
STATION						NOTES	PAINT PAVEMENT MARKING - LINE 4''			S-T PAVT MARKING
							SOLID WHITE	WHITE SKIP DASH	SOLID YELLOW	WHITE SKIP DASH
							FOOT	FOOT	FOOT	FOOT
SN 100-0062										
109+58.50	RT	TO	115+51.50	RT					593	
109+58.50		TO	115+51.50			ALONG CENTERLINE		150		60
109+58.50	LT	TO	115+51.50	LT			593			
SUBTOTAL							593	150	593	60
TOTAL							1336			

Notes: See Standard 71321 for additional details.
Pulltight Drive shall be closed while the temporary concrete barrier is in place. See Special Provisions for amount of days specified.

Notes for Max Width Sign

1. Install a Max Width Sign each direction on Cambria Road to give traffic approaching work zone enough advance notice to change routes if needed. Exact locations as directed by the Engineer.
2. The Contractor shall furnish the posts and erect the signs at the locations directed by the Engineer. All signs shall be post mounted.
3. The noted work, including signs, posts, hardware and labor shall be included in the contract unit price, each, for Traffic Control and Protection Standard 701321. No other compensation will be allowed.
4. The width shown on the W12-I103 sign shall be 11'-7" for Stage I and 11'-1" for Stage II.
5. The "X" MILES AHEAD will be determined by the Engineer.

TEMPORARY CONCRETE BARRIER		
SN 100-0062		
STAGE	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER
	FOOT	FOOT
STAGE 1 - STA 108+69 TO STA 116+65	787.5	
STAGE 2 - STA 108+57 TO STA 116+79	50	800
TOTAL	838	800

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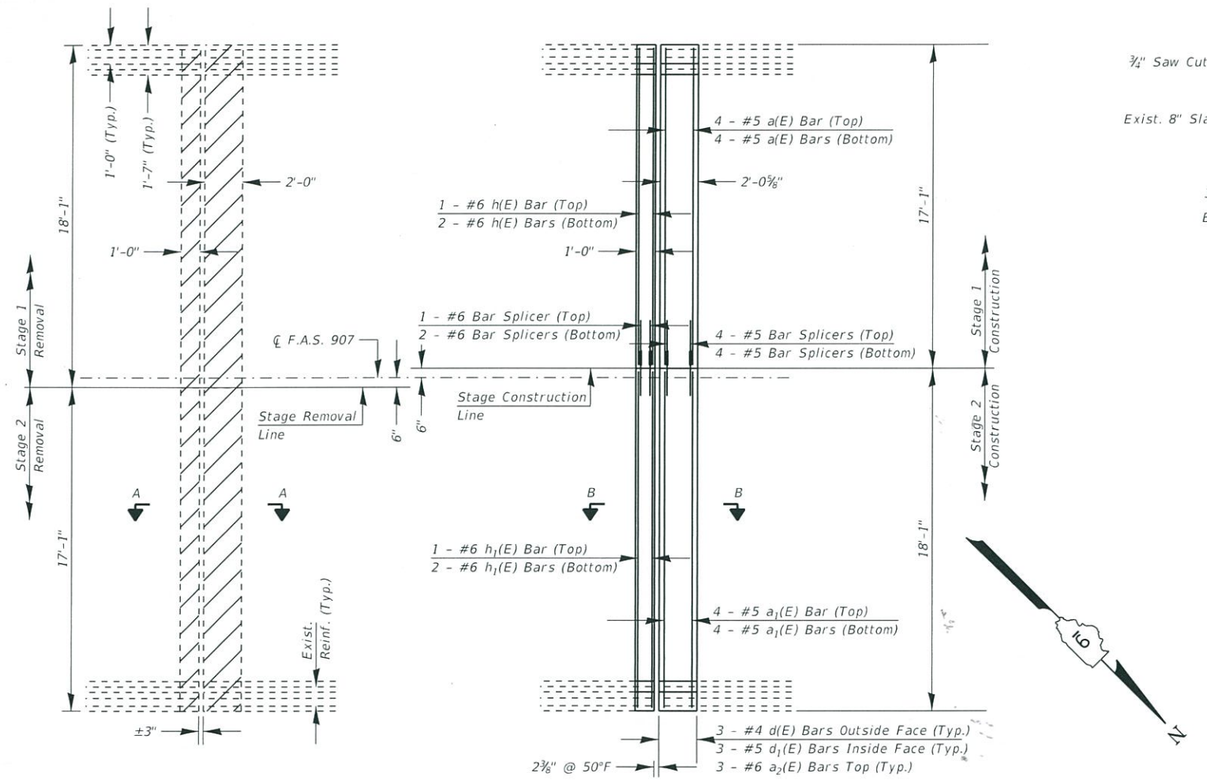
PLOT DATE = 10/17/2018	DATE - 6/28/2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING DETAILS

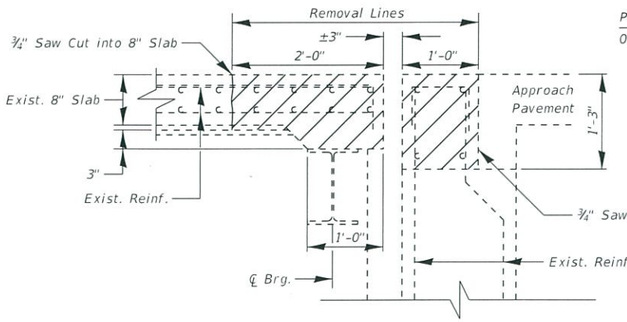
SCALE: | SHEET 3 OF 10 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
907	D9 BRIDGE REPAIR 2019-5	WILLIAMSON	16	9
		CONTRACT NO. 78667		
	ILLINOIS FED. AID PROJECT			

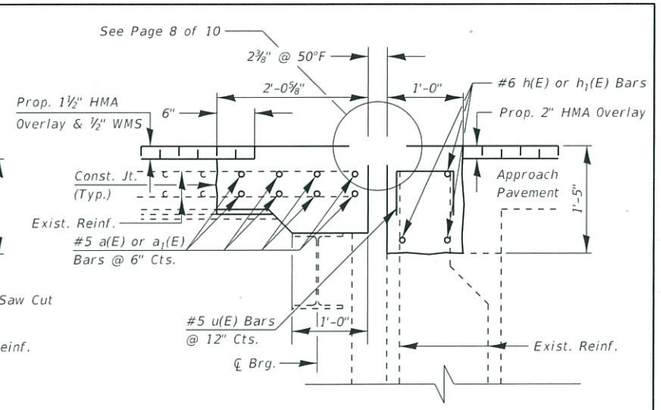


JOINT @ ABUTMENTS
SHOWING CONCRETE REMOVAL

JOINT @ ABUTMENTS
SHOWING NEW CONCRETE



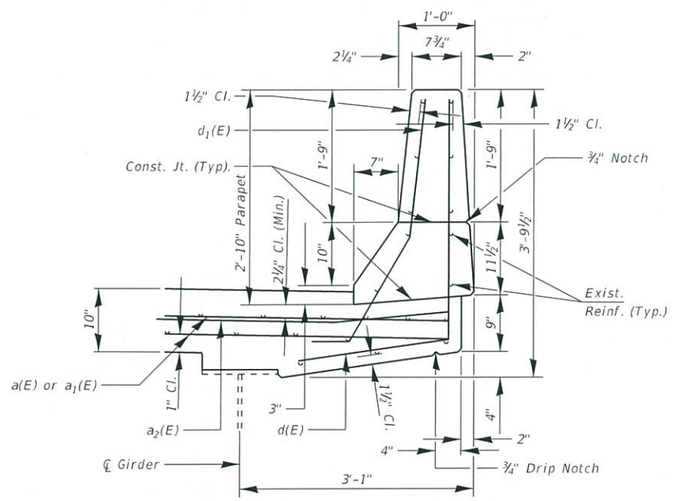
SECTION A-A



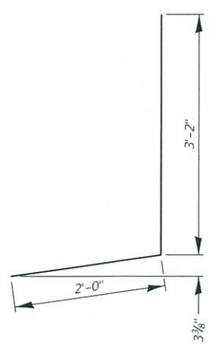
SECTION B-B

Concrete Removal

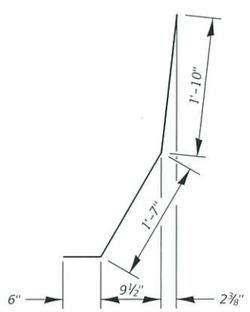
Dimensions are based on a rolled rail strip joint. If the Contractor elects to use welded rail strip seal joint deck dimensions may require adjustments to satisfy the details on sheet 8 of 10.



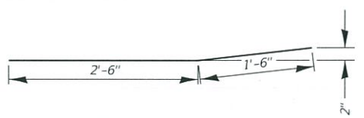
SECTION THROUGH PARAPET @ ABUTMENTS



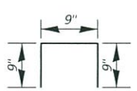
Bar d(E)



Bar d1(E)



Bar a2(E)



Bar u(E)

BILL OF MATERIAL (TWO ABUTMENTS)

Bar	No.	Size	Length	Shape
a(E)	16	#5	16'-9"	
a_1(E)	16	#5	17'-9"	
a_2(E)	12	#6	4'-0"	
d(E)	12	#4	5'-2"	
d_1(E)	12	#5	3'-11"	
h(E)	6	#6	16'-9"	
h_1(E)	6	#6	17'-9"	
u(E)	64	#5	2'-3"	
Concrete Superstructure		Cu. Yd.	10.2	
Concrete Removal		Cu. Yd.	9.1	
Bar Splicers		Each	22	
Reinforcement Bars, Epoxy Coated		Pound	1,200	

JOINT RECONSTRUCTION DETAILS
CAMBRIA ROAD OVER BIG MUDDY RIVER
F.A.S. RTE 907 - D9 BRIDGE REPAIR 2019-5
WILLIAMSON COUNTY
STATION 112+50.25
STRUCTURE NO. 100-0062

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINT RECONSTRUCTION DETAILS AT ABUTMENTS SN 100-0062

SCALE: _____ | SHEET 4 OF 10 SHEETS | STA. _____ | TO STA. _____

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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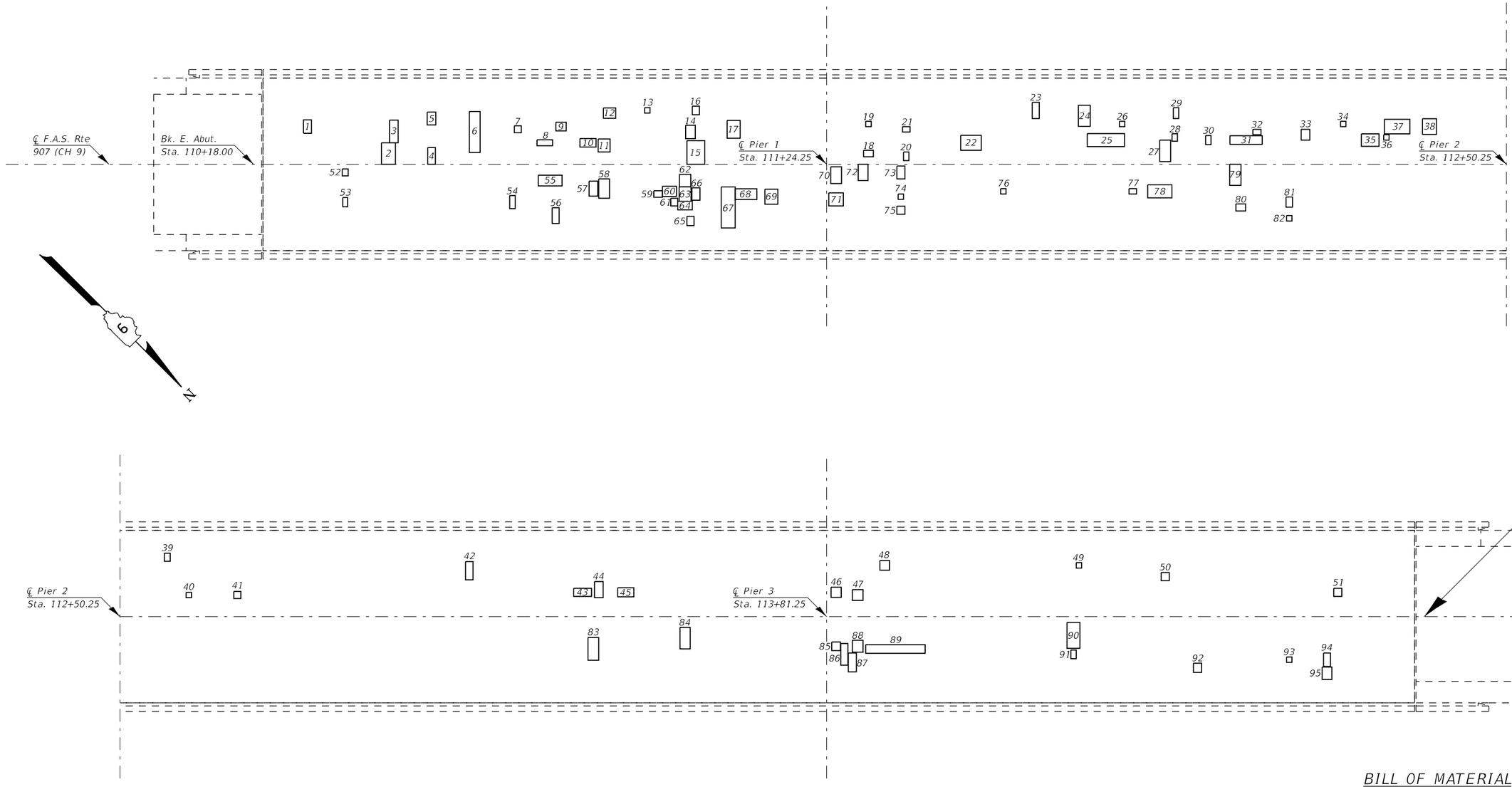
		CONTRACT NO. 78667		
	ILLINOIS FED. AID PROJECT			



Notes: Deck sounding was performed in February 2018.

The Resident Engineer will determine final patch locations and quantities in the field before bridge deck patching operations begin and mark on as-built plans/

The bottom 3" of bridge deck consists of pre-cast pre-stressed stay-in-place forms. Contractor shall take proper precaution to ensure partial depth patching does not damage the stay-in-place forms.

Work this sheet with Sheet 6 of 10.

BILL OF MATERIAL

Item	Unit	Total
Deck Slab Repair (Partial Depth)	Sq. Yd.	56

PARTIAL DEPTH DECK SLAB REPAIRS
CAMBRIA ROAD OVER BIG MUDDY RIVER
F.A.S. RTE 907 - D9 BRIDGE REPAIR 2019-5
WILLIAMSON COUNTY
STATION 112+50.25
STRUCTURE NO. 100-0062

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARTIAL DECK SLAB REPAIRS

SCALE: | SHEET 5 OF 10 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
907	D9 BRIDGE REPAIR 2019-5	WILLIAMSON	16	11
		CONTRACT NO. 78667		
		ILLINOIS	FED. AID PROJECT	

PATCH NUMBER	STATION	OFFSET FROM CENTERLINE	WIDTH	LENGTH	AREA (SQ FT)	AREA (SQ YD)
	110+18	SOUTHBOUND - SOUTH ABUTMENT				
1	110+28	7.0	2.5	1.5	3.8	0.5
2	110+43	2.0	4.0	2.6	10.4	1.2
3	110+44	6.0	4.2	1.6	6.8	0.8
4	110+51	1.5	3.1	1.4	4.4	0.5
5	110+51	8.5	2.4	1.6	3.9	0.5
6	110+59	6.0	7.6	2.0	15.2	1.7
7	110+67	6.5	1.3	1.3	1.7	0.2
8	110+72	4.0	1.1	2.9	3.2	0.4
9	110+75	7.0	1.6	1.9	3.1	0.4
10	110+80	4.0	1.6	3.0	4.8	0.6
11	110+83	3.5	2.4	2.2	5.3	0.6
12	110+84	9.5	1.9	2.3	4.4	0.5
13	110+91	10.0	1.0	1.0	1.0	0.2
14	110+99	6.0	2.5	1.8	4.5	0.5
15	111+00	2.0	4.4	3.3	14.6	1.7
16	111+00	10.0	1.6	1.3	2.1	0.3
17	111+07	6.5	3.3	2.4	8.0	0.9
SOUTHBOUND - SOUTH ABUTMENT TO SOUTH PIER TOTAL						11.5

PATCH NUMBER	STATION	OFFSET FROM CENTERLINE	WIDTH	LENGTH	AREA (SQ FT)	AREA (SQ YD)
	111+24.25	SOUTHBOUND - SOUTH PIER				
18	111+32	2.0	1.2	1.8	2.2	0.3
19	111+32	7.5	1.0	1.0	1.0	0.2
20	111+39	1.5	1.6	1.0	1.6	0.2
21	111+39	6.5	1.0	1.4	1.4	0.2
22	111+51	4.0	2.8	3.8	10.7	1.2
23	111+63	10.0	3.0	1.3	3.9	0.5
24	111+72	9.0	3.9	2.2	8.6	1.0
25	111+76	4.5	2.4	6.9	16.6	1.9
26	111+79	7.5	1.0	1.0	1.0	0.2
27	111+86	2.5	4.0	2.0	8.0	0.9
28	111+88	4.5	1.4	1.0	1.4	0.2
29	111+89	9.5	2.0	1.0	2.0	0.3
30	111+95	4.5	1.7	1.0	1.7	0.2
31	112+02	4.5	1.6	6.0	9.6	1.1
32	112+04	6.0	1.0	1.5	1.5	0.2
33	112+13	5.5	2.0	1.6	3.2	0.4
34	112+20	7.5	1.0	1.0	1.0	0.2
35	112+25	4.5	2.3	3.3	7.6	0.9
36	112+28	5.0	1.0	1.0	1.0	0.2
37	112+30	7.0	2.7	4.7	12.7	1.5
38	112+36	7.0	2.9	2.6	7.6	0.9
SOUTHBOUND - SOUTH PIER TO MIDDLE PIER TOTAL						12.7

PATCH NUMBER	STATION	OFFSET FROM CENTERLINE	WIDTH	LENGTH	AREA (SQ FT)	AREA (SQ YD)
	112+50.25	SOUTHBOUND - MIDDLE PIER				
39	112+59	11.0	1.5	1.1	1.7	0.2
40	112+63	4.0	1.0	1.0	1.0	0.2
41	112+72	4.0	1.3	1.3	1.7	0.2
42	113+15	8.5	3.4	1.4	4.8	0.6
43	113+36	4.5	1.5	3.3	5.0	0.6
44	113+39	5.0	3.0	1.6	4.8	0.6
45	113+44	4.5	1.7	3.0	5.1	0.6
SOUTHBOUND - MIDDLE PIER TO NORTH PIER TOTAL						3.0

PATCH NUMBER	STATION	OFFSET FROM CENTERLINE	WIDTH	LENGTH	AREA (SQ FT)	AREA (SQ YD)
	113+81.25	SOUTHBOUND - NORTH PIER				
46	113+83	4.5	1.9	1.9	3.7	0.5
47	113+87	4.0	2.0	2.0	4.0	0.5
48	113+92	9.5	1.8	1.8	3.3	0.4
49	114+28	9.5	1.0	1.0	1.0	0.2
50	114+44	7.5	1.5	1.5	2.3	0.3
51	114+76	4.5	1.5	1.5	2.3	0.3
SOUTH BOUND - NORTH PIER TO NORTH ABUTMENT TOTAL						2.0

PATCH NUMBER	STATION	OFFSET FROM CENTERLINE	WIDTH	LENGTH	AREA (SQ FT)	AREA (SQ YD)
	110+18	NORTHBOUND - SOUTH ABUTMENT				
52	110+35	1.5	1.3	1.1	1.5	0.2
53	110+35	7.0	1.7	0.9	1.6	0.2
54	110+66	7.0	2.4	1.0	2.4	0.3
55	110+73	3.0	2.0	4.4	8.8	1.0
56	110+74	9.5	2.9	1.3	3.8	0.5
57	110+81	4.5	2.8	1.6	4.5	0.5
58	110+83	4.5	3.6	2.0	7.2	0.8
59	110+93	5.5	1.2	1.6	2.0	0.3
60	110+95	5.0	1.9	2.6	5.0	0.6
61	110+96	7.0	1.4	1.3	1.9	0.3
62	110+98	3.0	2.3	2.1	4.9	0.6
63	110+98	5.5	2.7	2.2	6.0	0.7
64	110+98	7.5	1.6	2.7	4.4	0.5
65	110+99	10.5	1.7	1.3	2.3	0.3
66	111+00	5.5	2.3	1.5	3.5	0.4
67	111+06	8.0	7.6	2.6	19.8	2.2
68	111+09	5.5	2.0	4.0	8.0	0.9
69	111+14	6.0	2.8	2.4	6.8	0.8
NORTHBOUND - SOUTH ABUTMENT TO SOUTH PIER TOTAL						11.1

PATCH NUMBER	STATION	OFFSET FROM CENTERLINE	WIDTH	LENGTH	AREA (SQ FT)	AREA (SQ YD)
	111+24.25	NORTHBOUND - SOUTH PIER				
70	111+26	2.0	3.1	2.0	6.2	0.7
71	111+26	6.5	2.4	2.7	6.5	0.8
72	111+31	1.5	3.0	1.8	5.4	0.6
73	111+38	1.5	2.4	1.5	3.6	0.4
74	111+38	6.0	1.0	1.0	1.0	0.2
75	111+38	8.5	1.5	1.5	2.3	0.3
76	111+57	5.0	1.0	1.0	1.0	0.2
77	111+81	5.0	1.0	1.4	1.4	0.2
78	111+86	5.0	2.4	4.5	10.8	1.2
79	112+00	1.5	3.9	2.1	8.2	1.0
80	112+01	8.0	1.3	1.8	2.4	0.3
81	112+10	7.0	1.9	1.2	2.3	0.3
82	112+10	10.0	1.0	1.0	1.0	0.2
NORTHBOUND - SOUTH PIER TO MIDDLE PIER TOTAL						6.4

PATCH NUMBER	STATION	OFFSET FROM CENTERLINE	WIDTH	LENGTH	AREA (SQ FT)	AREA (SQ YD)
	112+50.25	NORTHBOUND - MIDDLE PIER				
83	113+38	6.0	4.2	2.0	8.4	1.0
84	113+55	4.0	4.0	1.9	7.6	0.9
NORTHBOUND - MIDDLE PIER TO NORTH PIER TOTAL						1.9

PATCH NUMBER	STATION	OFFSET FROM CENTERLINE	WIDTH	LENGTH	AREA (SQ FT)	AREA (SQ YD)
	113+81.25	NORTHBOUND - NORTH PIER				
85	113+83	5.5	1.6	1.6	2.6	0.3
86	113+78	7.0	4.0	1.3	5.2	0.6
87	113+86	8.5	3.5	1.5	5.3	0.6
88	113+87	5.5	2.2	2.0	4.4	0.5
89	113+94	6.0	1.6	11.0	17.6	2.0
90	114+27	3.5	4.8	2.4	11.6	1.3
91	114+27	7.0	1.6	1.0	1.6	0.2
92	114+50	9.5	1.7	1.5	2.6	0.3
93	114+67	8.0	1.0	1.0	1.0	0.2
94	114+74	8.0	2.5	1.3	3.3	0.4
95	114+74	10.5	2.3	1.8	4.2	0.5
NORTHBOUND - NORTH PIER TO NORTH ABUTMENT TOTAL						7.0

Work this sheet with Sheet 5 of 10.

PARTIAL DEPTH DECK SLAB REPAIRS
CAMBRIA ROAD OVER BIG MUDDY RIVER
F.A.S. RTE 907 - D9 BRIDGE REPAIR 2019-5
WILLIAMSON COUNTY
STATION 112+50.25
STRUCTURE NO. 100-0062

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STATE OF ILLINOIS
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PARTIAL DECK SLAB REPAIRS

SCALE: | SHEET 6 OF 10 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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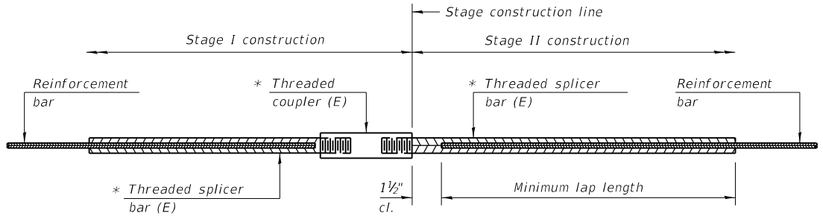
		CONTRACT NO. 78667		
		ILLINOIS	FED. AID PROJECT	

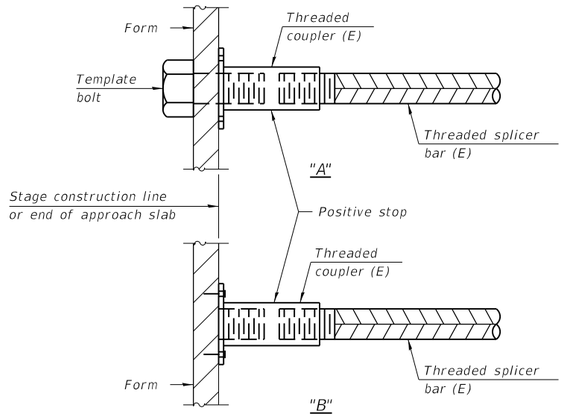


STANDARD BAR SPLICER ASSEMBLY

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

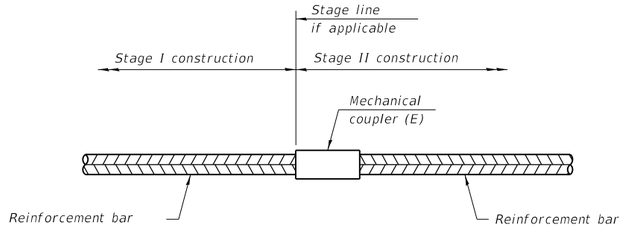
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Deck	#5	16	3'-0"
Hatch Block	#6	6	4'-0"



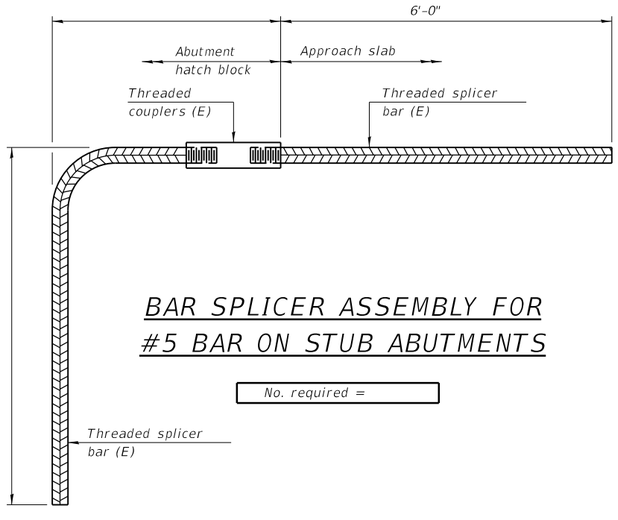
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

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

BSD-1 2-17-2017

BAR SPLICER ASSEMBLY DETAILS
CAMBRIA ROAD OVER BIG MUDDY RIVER
F.A.S. RTE 907 - D9 BRIDGE REPAIR 2019-5
WILLIAMSON COUNTY
STATION 112+50.25
STRUCTURE NO. 100-0062

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BAR SPLICER ASSEMBLY DETAILS

SCALE: | SHEET 7 OF 10 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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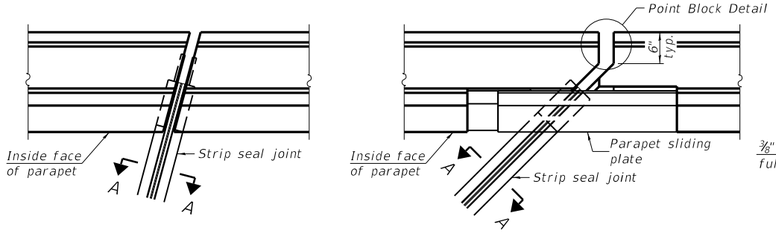
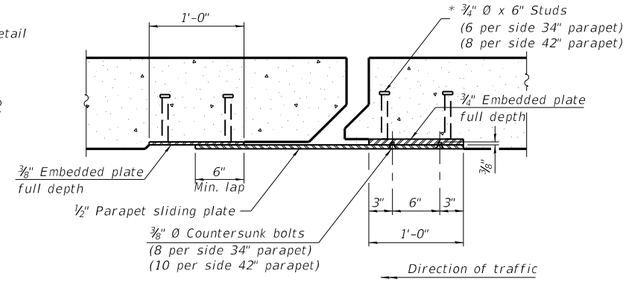
		CONTRACT NO. 78667		
	ILLINOIS FED. AID PROJECT			



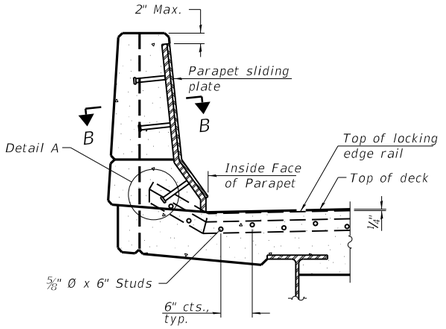
FOR SKEWS ≤ 30°

FOR SKEWS > 30°

PLAN AT PARAPET

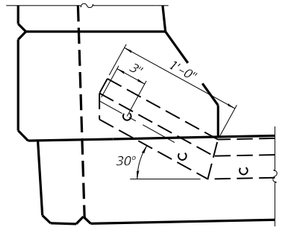


SECTION B-B

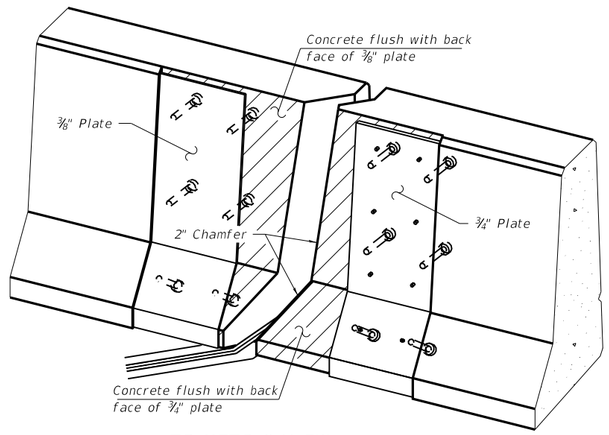


ELEVATION AT PARAPET

(Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)



DETAIL A



TRIMETRIC VIEW

(Showing embedded plates only)

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". 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 configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

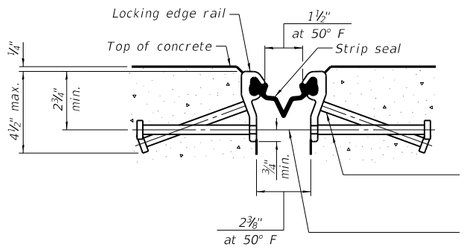
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

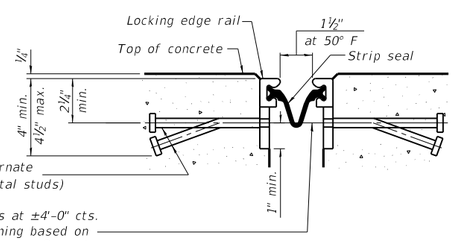
Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.

34" F-shape barrier shown, 42" F-shape similar as noted.

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.



SHOWING ROLLED RAIL JOINT



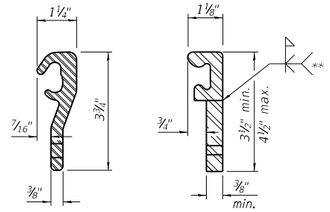
SHOWING WELDED RAIL JOINT

* ⅝" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

⅜" ϕ threaded rods in 7/16" ϕ holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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

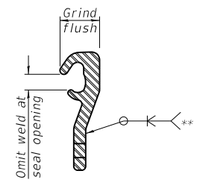


ROLLED (EXTRUDED) RAIL

WELDED RAIL

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

LOCKING EDGE RAILS



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	68

EJ-SS

8-11-17

USER NAME = adamsam	DESIGNED -	REVISED - 1 AMA 4/25/18	
	DRAWN -	REVISED -	
PLOT SCALE = 94.4444 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/17/2018	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL DETAILS

SCALE: | SHEET 8 OF 10 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
907	D9 BRIDGE REPAIR 2019-5	WILLIAMSON	16	14
		CONTRACT NO. 78667		
	ILLINOIS FED. AID PROJECT			

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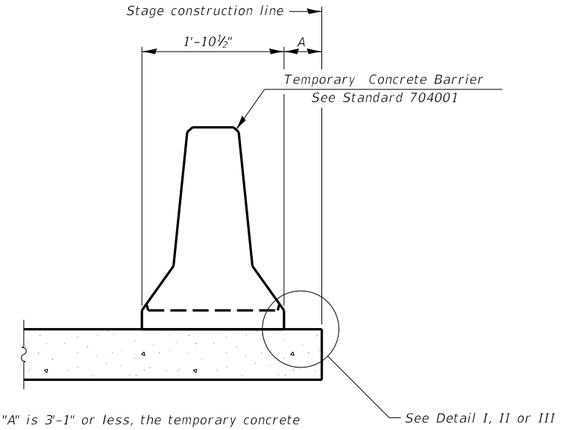
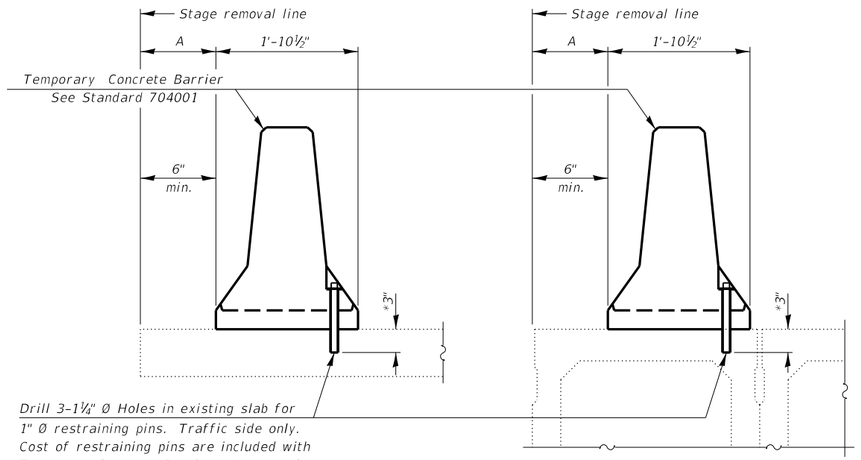


When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



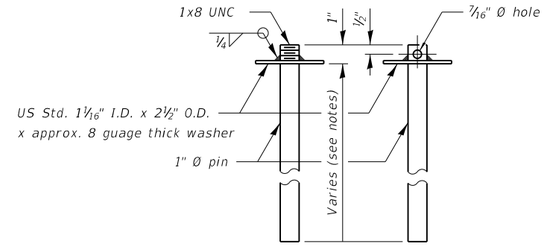
Drill 3-1¼" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

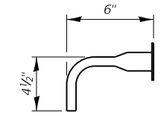
* When hot-mix asphalt wearng surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

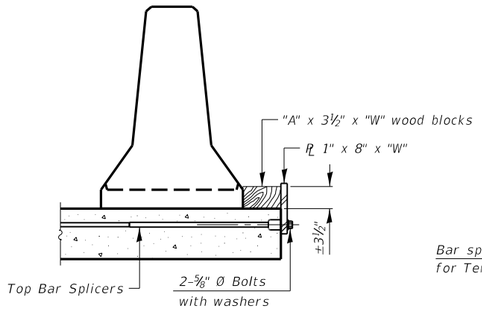
SECTIONS THRU SLAB OR DECK BEAM



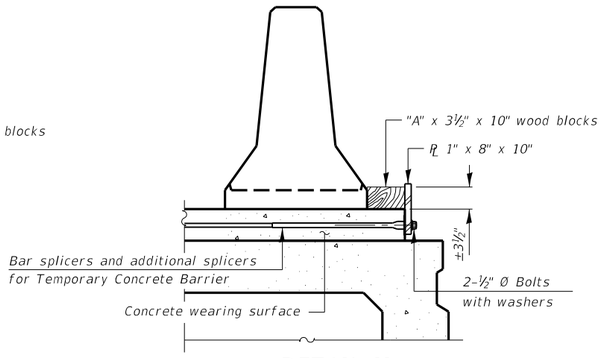
RESTRAINING PIN



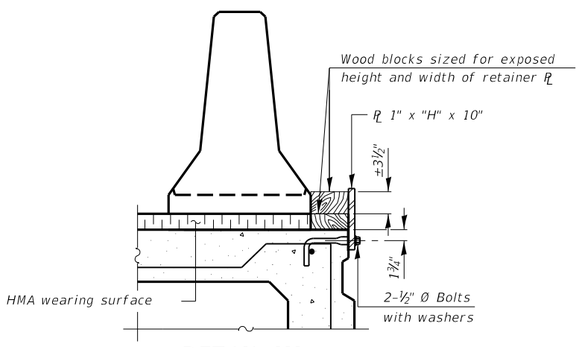
BAR SPLICER FOR #4 BAR - DETAIL III



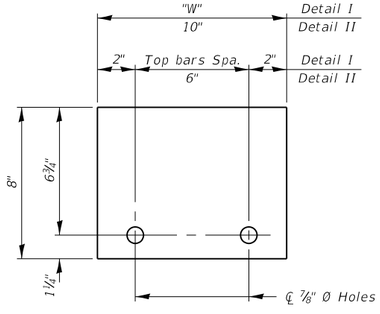
DETAIL I



DETAIL II

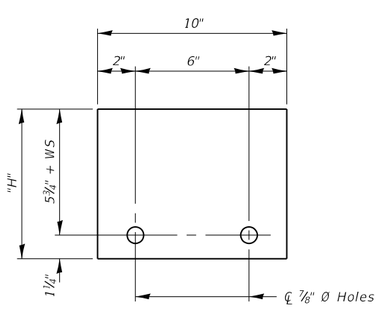


DETAIL III



STEEL RETAINER ℄ 1" x 8" x "W"

(Detail I and II)



STEEL RETAINER ℄ 1" x "H" x 10"

(Detail III)

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate ℄ of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1½", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
CAMBRIA ROAD OVER BIG MUDDY RIVER
F.A.S. RTE 907 - D9 BRIDGE REPAIR 2019-5
WILLIAMSON COUNTY
STATION 112+50.25
STRUCTURE NO. 100-0062

R-27 8-11-2017

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	DRAWN -	REVISED -	
PLOT SCALE = 94.4444 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/17/2018	DATE -	REVISED -	

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION

SCALE: | SHEET 9 OF 10 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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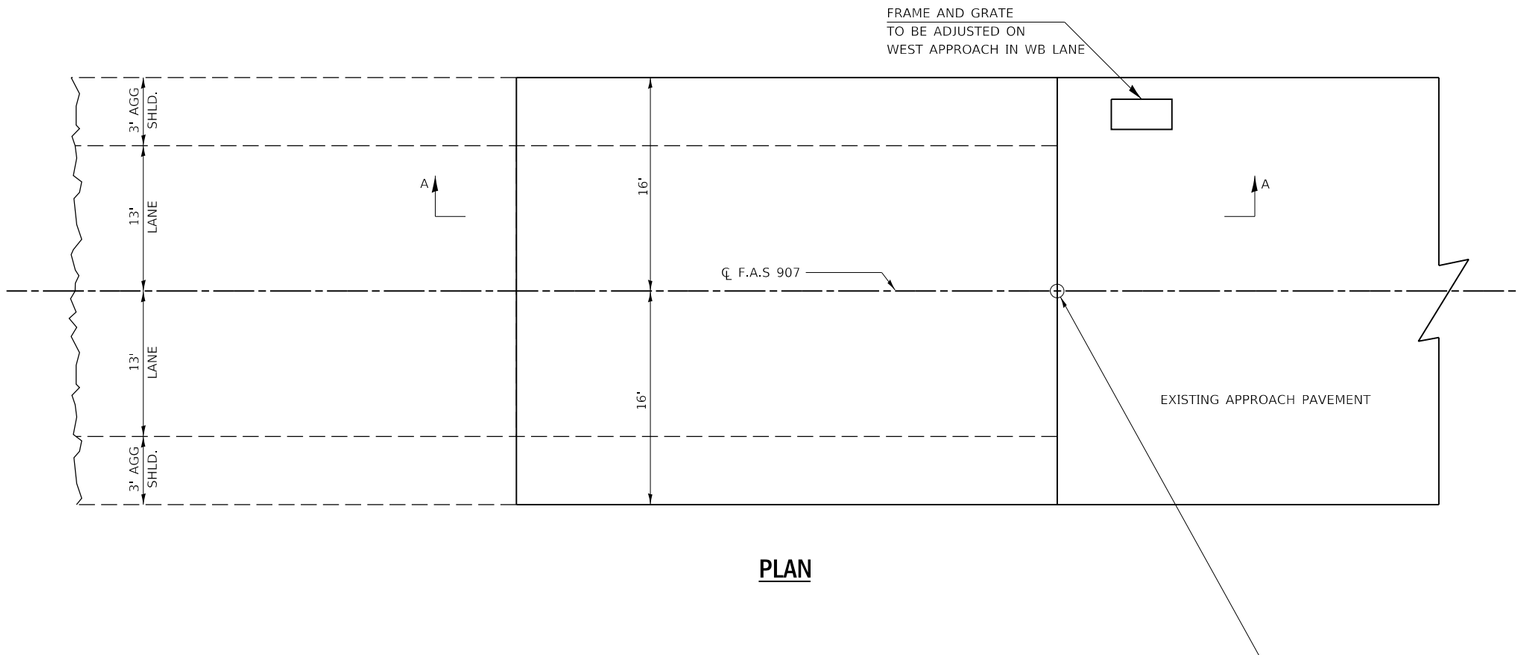
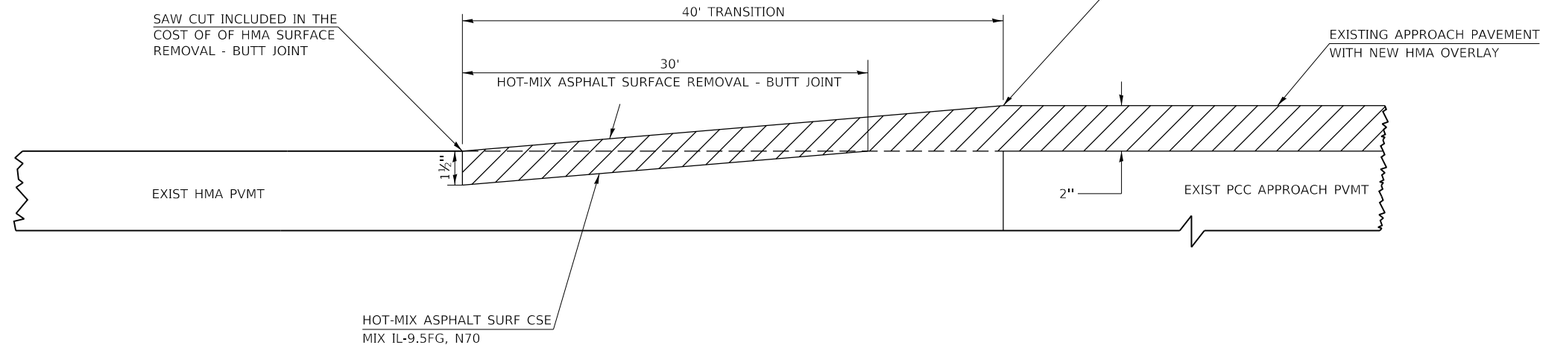
		CONTRACT NO. 78667		
	ILLINOIS	FED. AID PROJECT		

BUTT JOINT



PLAN



SECTION A-A

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PLOT DATE = 10/17/2018	DATE - 6/28/2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT DETAIL

SCALE: | SHEET 10 OF 10 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
907	D9 BRIDGE REPAIR 2019-5	WILLIAMSON	16	16
		CONTRACT NO. 78667		
	ILLINOIS FED. AID PROJECT			