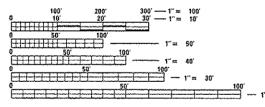
03-03-2017 LETTING ITEM 023

FOR INDEX OF SHEETS, SEE SHEET NO. 2 FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 3

CURRENT **TRAFFIC DATA** STR. 010-0235 2016 ADT = 11,000 2026 ADT = 12.300 PU + PC % = 94.7SH % ≈ 3.6 MU% = 1.7

DESIGN DESIGNATION MINOR ARTERIAL



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDAR 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

TOWNSHIP: MAHOMET

CONTRACT NO. 70C34

PROJECT ENGINEER: TIM BRANDENBURG PROJECT MANAGER: EURNIE GARVER

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

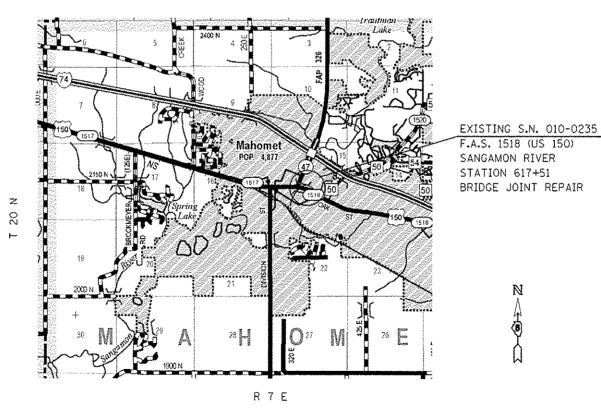
PROPOSED **HIGHWAY PLANS**

FAS ROUTE 1518 (US 150) SECTION (12BR-1)BJR

BRIDGE JOINT REPAIRS OVER SANGAMON RIVER EAST OF MAHOMET CHAMPAIGN COUNTY

Ν

C-95-061-16



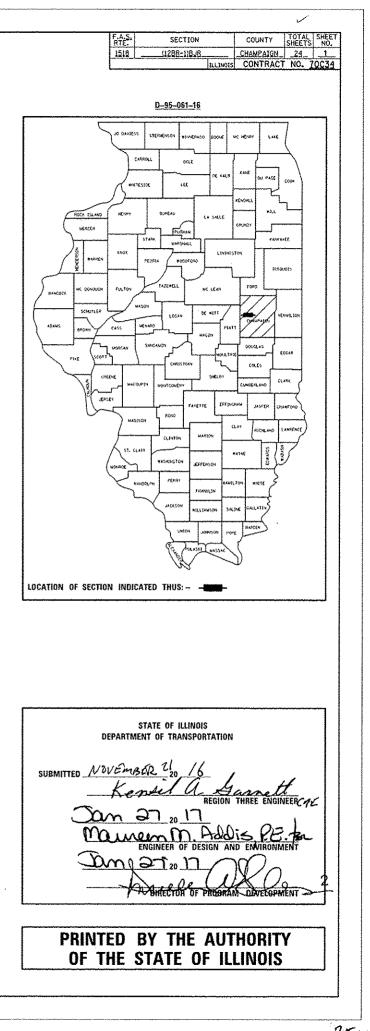
GROSS LENGTH = 461.97 FT. = 0.0875 MILE NET LENGTH = 461.97 FT. = 0.0875 MILE

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INDEX OF SHEETS

SHEET NO.	ITEM
1	COVER SHEET
2	INDEX OF SHEETS
2	LIST OF STANDARDS
2	GENERAL NOTES
3	SUMMARY OF QUANTITIES
4-12	STRUCTURE PLANS S.N. 010-0235
13-16	WIDTH RESTRICTION SIGNING
17-22	EXISTING PLANS
23-24	GENERAL LAYOUT OF 701316 STAGE CONSTR
	
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G.N.-100

ENGLISH UNITS OF MEASUREMENT SHALL GOVERN OVER AND SUPERSEDE ANY METRIC UNITS SHOWN IN THIS CONTRACT. WHERE INCLUDED, METRIC UNITS ARE FOR INFORMATION ONLY.

G.N.-105.09A

1988. (NAVD 88)

G.N.-609

PRIOR TO ROUTING TRAFFIC ONTO THE SHOULDERS AS SHOWN IN THE STAGING PLANS, THE CONTRACTOR SHALL SECURE THE GRATINGS ON SHOULDER INLETS AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.

THERE ARE NO COMMITMENTS ASSOCIATED WITH THIS PROJECT.

LIST OF HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND FOOT
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' TO 2' FROM PAVEMENT EDGE
701316-11	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR, FOR SPEEDS > 45 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIED
701901-06	TRAFFIC CONTROL DEVICES

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■MODELNAME		PLOT DATE = 12/8/2016	DATE -	REVISED -		SCALE:	SHEET 1	OF 1	SHEETS	STA.

GENERAL NOTES

ALL ELEVATIONS SHOWN IN THE PLANS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF

HEETS,		F.A.S. RTE.	SECTION	COUNTY	TOTAL	SHEET NO.
GENERAL NOTES		1518	(128R-1)BJR	CHAMPAIGN	16	2
				CONTRACT	NO. 7	0C34
STA,	TO STA.		ILLINOIS FED. A	D PROJECT		

CODE		
NO.	ITEM	UNIT
50102400	CONCRETE REMOVAL	CU YD
50300255	CONCRETE SUPERSTRUCTURE	CU YD
50300300	PROTECTIVE COAT	SQ YD
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND
50800515	BAR SPLICERS	EACH
67000400	ENGINEERING FIELD OFFFICE, TYPE A	CAL MO
67100100	MOBILIZATION	LSUM
70100100	TRAFFIC CONTROL AND PROTECTION, STANDARD 701316	EACH
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH
X7200201	WIDTH RESTRICTION SIGNING	LSUM
20012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT
20021907	SILICONE JOINT SEALER, 1.75"	FOOT
20021912	SILICONE JOINT SEALER, 2.5"	FOOT
Z0041895	POLYMER CONCRETE	CU FT

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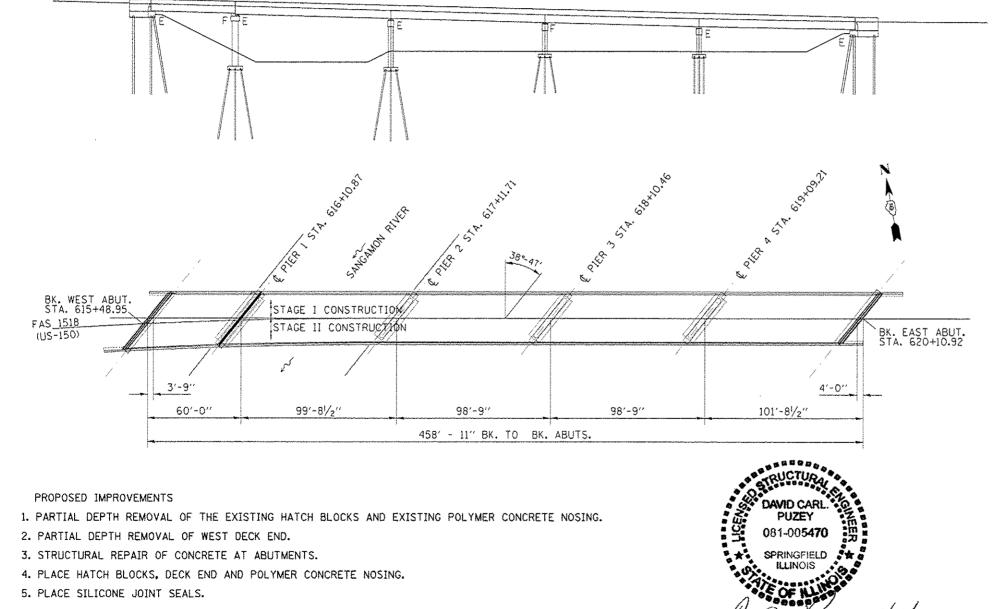
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CHAMPAIGN CO.
FAS 1518 (US 150)
-
BRIDGE JOINT REPAIR
S.N. 010-0235
100% STATE
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QUANTITY
WOANTAL
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15.8

THE EXISTING STRUCTURE, 010-0235, WAS BUILT IN 1980, BY THE STATE OF ILLINOIS, AS FAS ROUTE 1518. SECTION 12BR-1 AT STATION 617+51 IN CHAMPAIGN COUNTY. IN 1998 THE BITUMINOUS WEARING SURFACE AND WATER PROOFING MEMBRANE WAS REMOVED, THE EXISTING EXPANSION JOINTS WERE REPLACED WITH SILICONE, THE DECK WAS SCARIFIED AND A 21/2" MICROSILICA CONCRETE OVERLAY WAS PLACED WITH FAP ROUTE 326 & FAS ROUTE 532, SECTION 136RS-4, 137RS-1 & 5RS-3.

THE BRIDGE IS A FIVE SPAN PCC I-BEAM BRIDGE OVER THE SANGAMON RIVER WITH A BACK-TO-BACK OF ABUTMENT LENGTH OF 458'-11", SKEWED 38°-47' LEFT FORWARD. THE BRIDGE IS BUILT ON A TANGENT EXCEPT FOR SPANS 1 AND 2, OF WHICH, THE EAST BOUND LANE AND PARAPET WALL ARE BUILT ON A CURVE. THE BRIDGE HAS AN OUT-TO-OUT WIDTH THAT VARIES FROM 38'-3%" TO 34'-O", WITH A HORIZONTAL CLEARANCE THAT VARIES FROM 34'-9'X" TO 30'-6". THE BRIDGE IS SUPPORTED BY PILE BENT SLOPING ABUTMENTS AND SOLID WALL PIERS ON SPREAD FOOTINGS WITH PILING.



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GENERAL NOTES

PLAN DIMENSIONS AND DETAILS. RELATIVE TO THE 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 WORK. HOWEVER. THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

PRIOR TO POURING THE NEW CONCRETE, ALL HEAVY OR LOOSE RUST. LODSE 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 THE EXISTING CONCRETE.

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.

EXISTING REINFORCEMENT 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.

WORK SHALL BE COMPLETED WITH STAGED CONSTRUCTION.

ITEM CONCRETE RE CONCRETE SL PROTECTIVE BAR SPLICE REINFORCEME STRUCTURAL SILICONE JOI SILICONE JO POLYMER CON

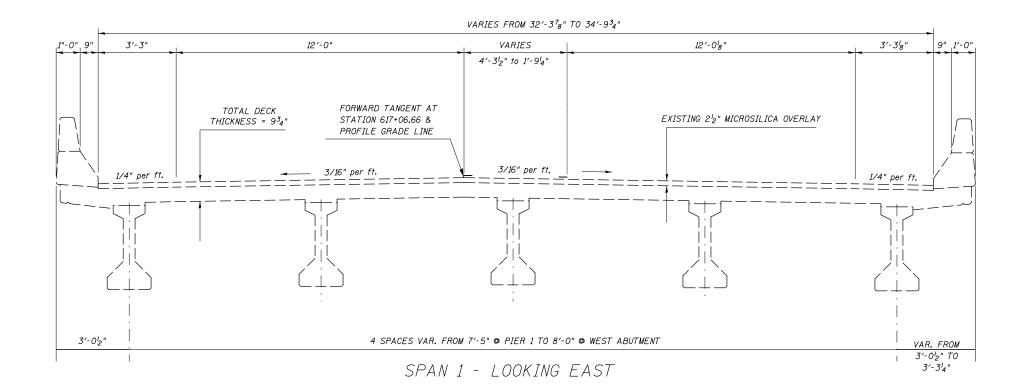
SHEET 1 OF 9 SHEETS ST.

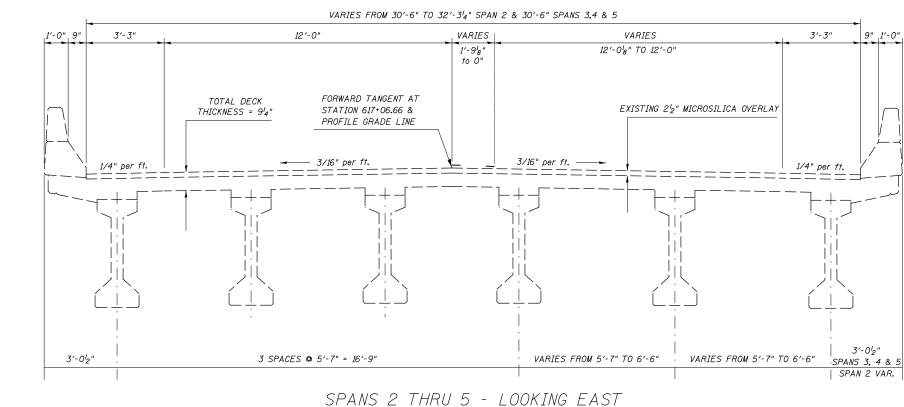
REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

TOTAL BILL OF MATERIALS

	UNIT	TOTAL
ÉMOVAL	CU YD	3.0
UPERSTRUCTURE	CU YD	2.5
COAT	SQ YD	22.0
RS	EACH	6.0
ENT BARS, EPOXY COATED	POUND	550.0
REPAIR OF CONC (DEPTH =<5")	SQ FT	34.0
DINT SEALER, 1.75"	FOOT	49.0
DINT SEALER, 2.5"	FOOT	86.0
NCRETE	CU FT	15.8

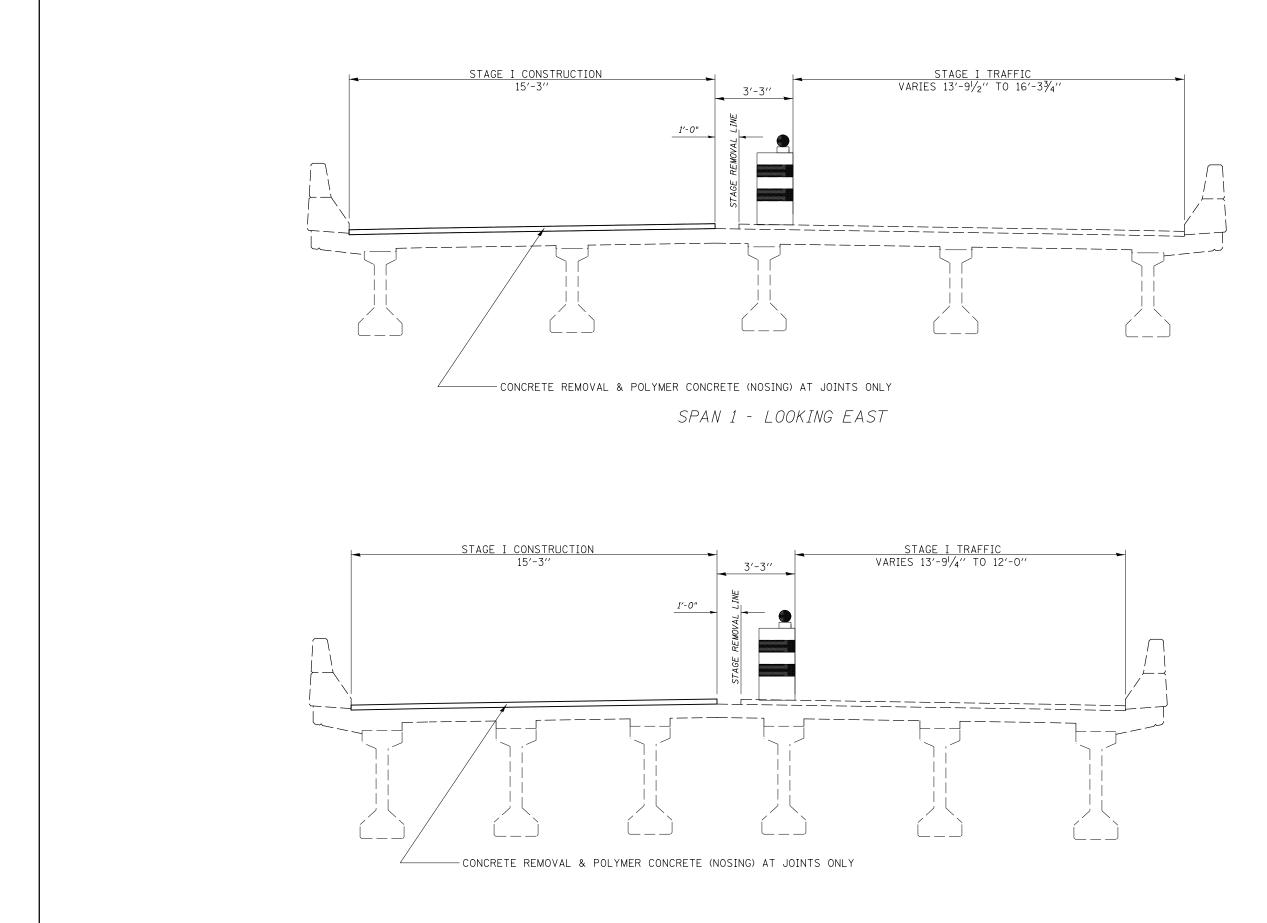
GE	GENERAL PLAN & ELEVATION		F.A.S. RTE.	SECTION	COUNTY	TOTAL	SHEET NO.		
			S.N. 010-0235		1518	(128R-1)BJR	CHAMPAIGN	24	4
·					_		CONTRACT	NO.	0034
1	OF	9	SHEETS STA.	TO STA.		ILLINDIS FED. A	ID PROJECT		





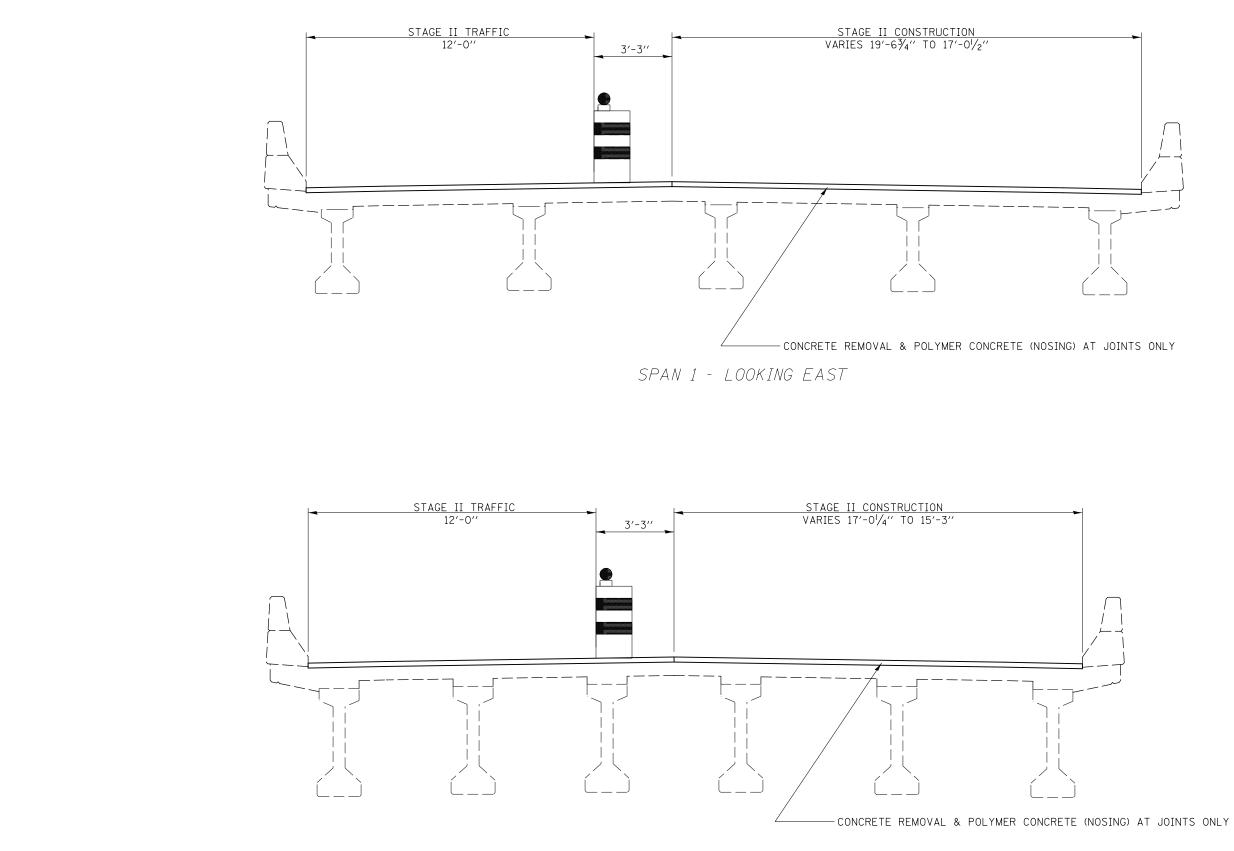
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	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION	S.N. 010–0235					CONTRACT NO.	70C34	
\$MODELNAME\$	PLOT DATE = 12/8/2016	DATE -	REVISED -		SCALE:	SHEET 2 OF 9 SHEET	S STA. TO	STA.	ILLINOIS FED. A		AID PROJECT	





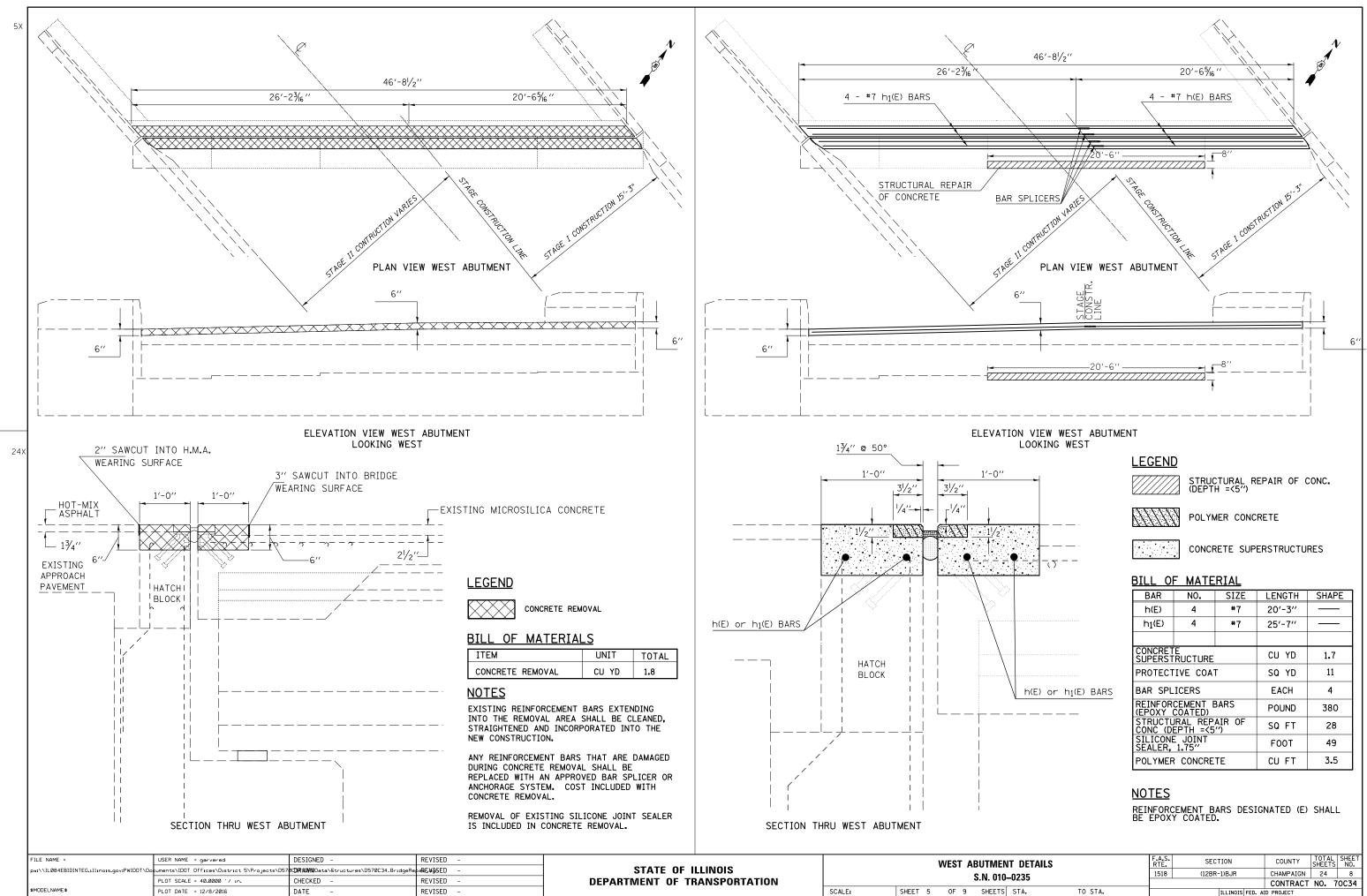
SPANS 2 THRU 5 - LOOKING EAST

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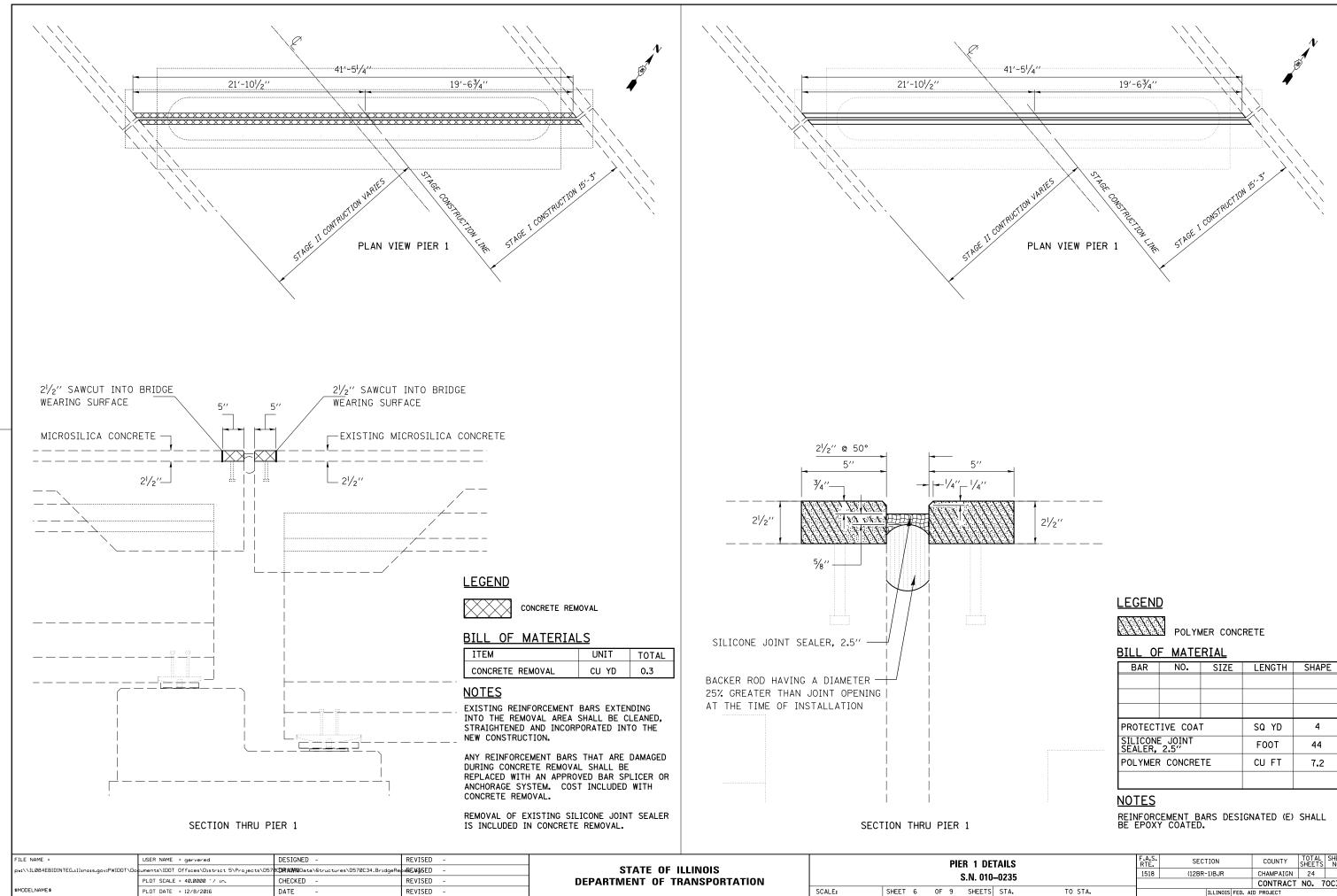
SPANS 2 THRU 5 - LOOKING EAST

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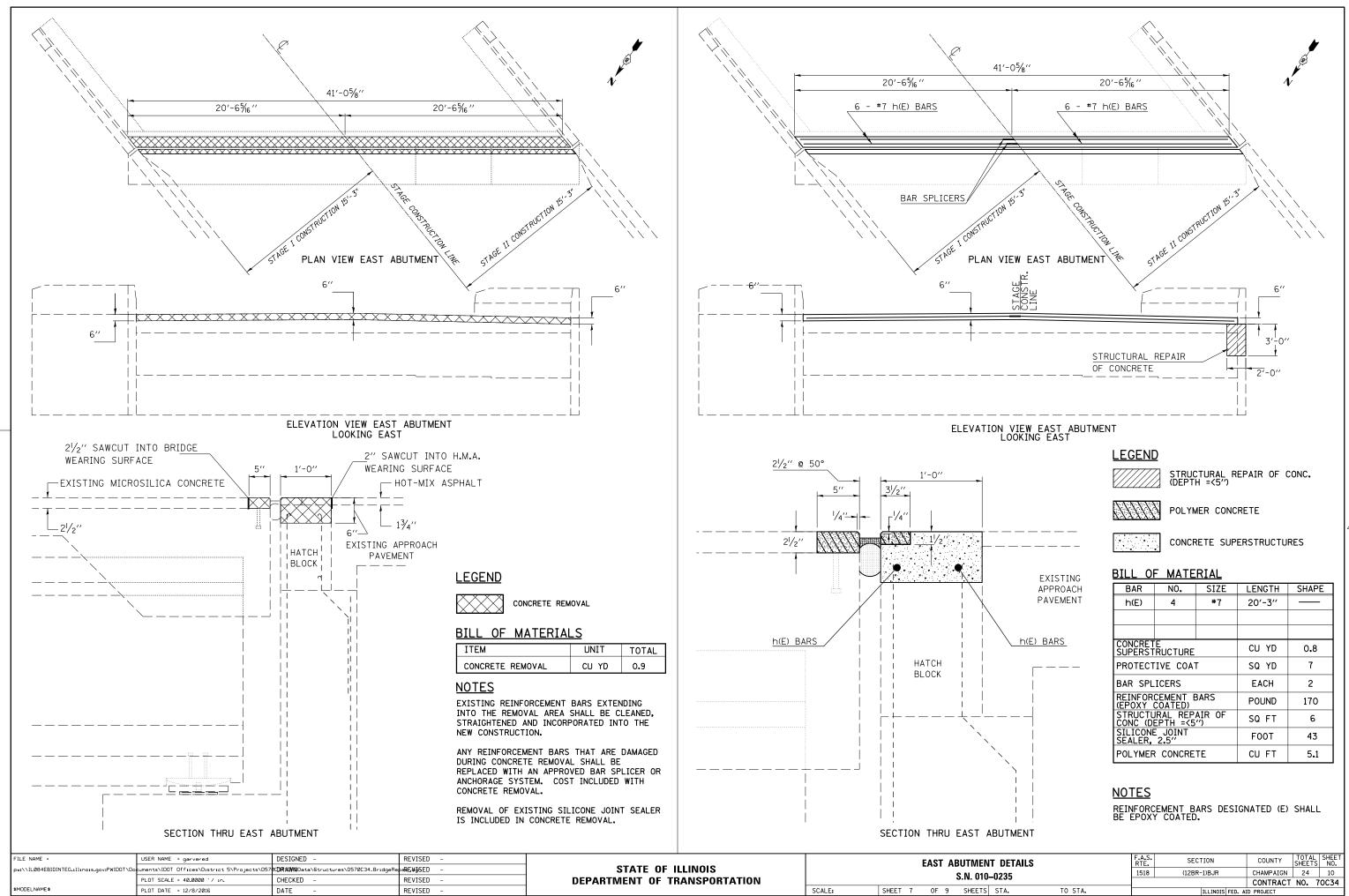
BAR	NO.	SIZE	LENGTH	SHAPE
h(E)	4	#7	20'-3''	
h1(E)	4	#7	25'-7''	
CONCRET SUPERST	E RUCTURE		CU YD	1.7
PROTECT	IVE COA	Г	SQ YD	11
BAR SPL	ICERS		EACH	4
REINFOR (EPOXY	CEMENT E COATED)	BARS	POUND	380
	JRAL REP EPTH =<5		SQ FT	28
SILICONE SEALER,	E JOINT 1.75″		FOOT	49
POLYMER	CONCRE	TE	CU FT	3.5

ENT DETAILS		F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0-0235		1518	(12BR-1)BJR	CHAMPAIGN	24	8
10-0233				CONTRACT	NO. 7	0C34
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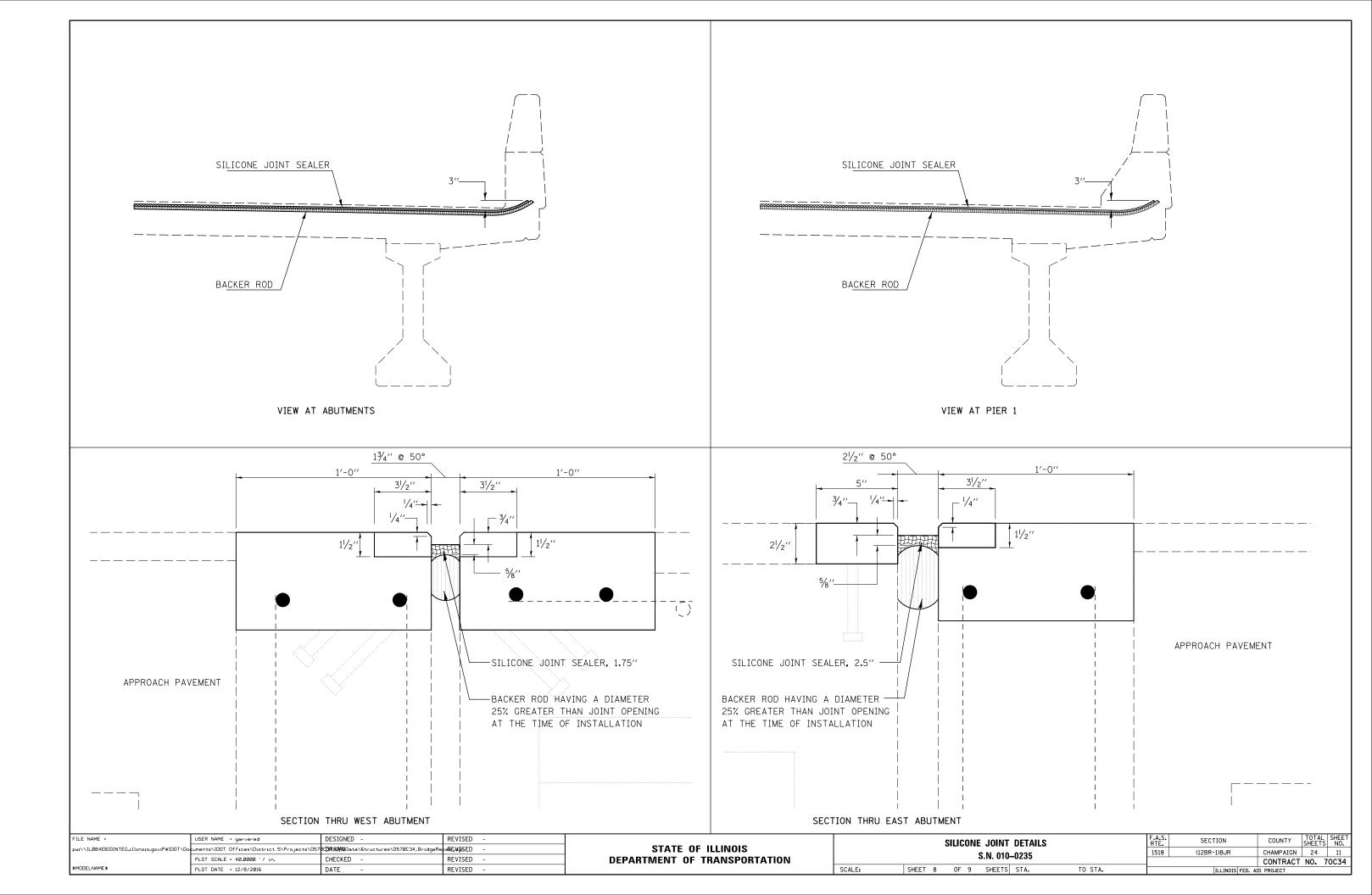


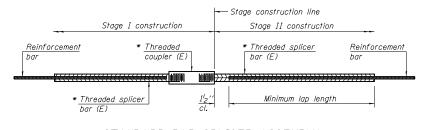
BAR	NO.	SIZE	LENGTH	SHAPE
PROTECT	IVE COA	Г	SQ YD	4
SILICONE SEALER,	E JOINT 2.5"		FOOT	44
POLYMER	CONCRE	TE	CU FT	7.2

PETAILS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10-0235	1518	(12BR-1)BJR	CHAMPAIGN	24	9
10-0233	_		CONTRACT	NO. 7	0C34
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n.	-0235		1518	(12BR-:	I)BJR		CHAMPAIGN	24	1	10
U-	-0200						CONTRACT	NO.	700	3
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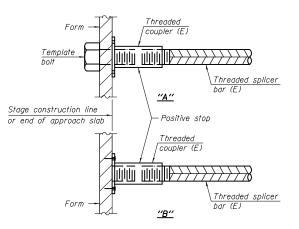


STANDARD BAR SPLICER ASSEMBLY

Threaded splicer bar length = min. lap length + l_2'' + thread length

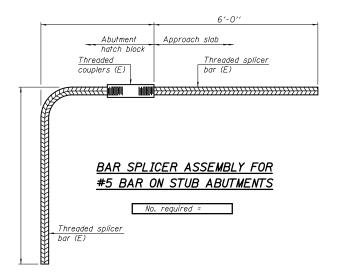
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum Iap length
W. HATCH BLOCK	#7	2	4'-8"
W. DECK END	#7	2	4'-8"
E. HATCH BLOCK	#7	2	4′-8″



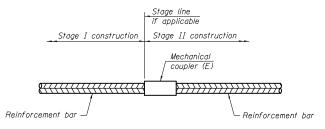
INSTALLATION AND SETTING METHODS

"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.



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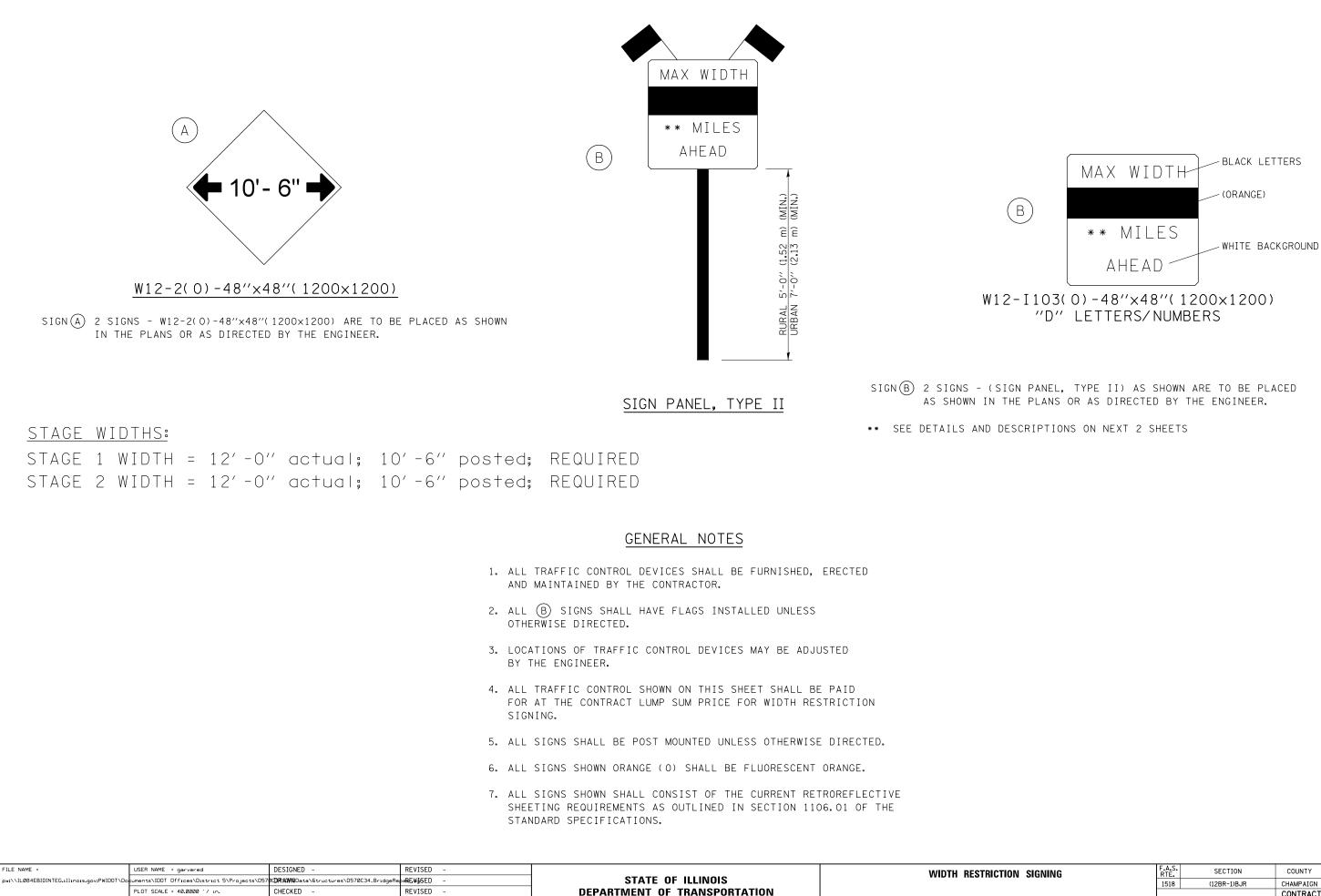
Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength. All reinforcement shall be lapped and tied to the splicer bars. Bar splicer assemblies shall be epoxy coaled according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications. See approved list of bar splicer assemblies and mechanical splicers for alternatives.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

<u>NOTES</u>



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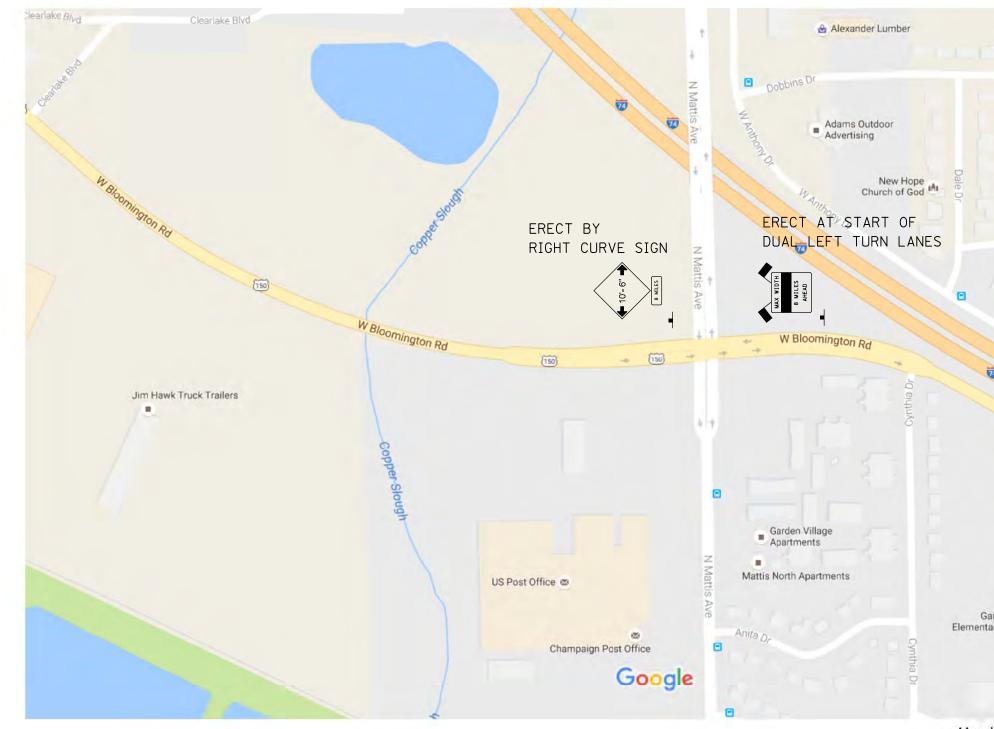
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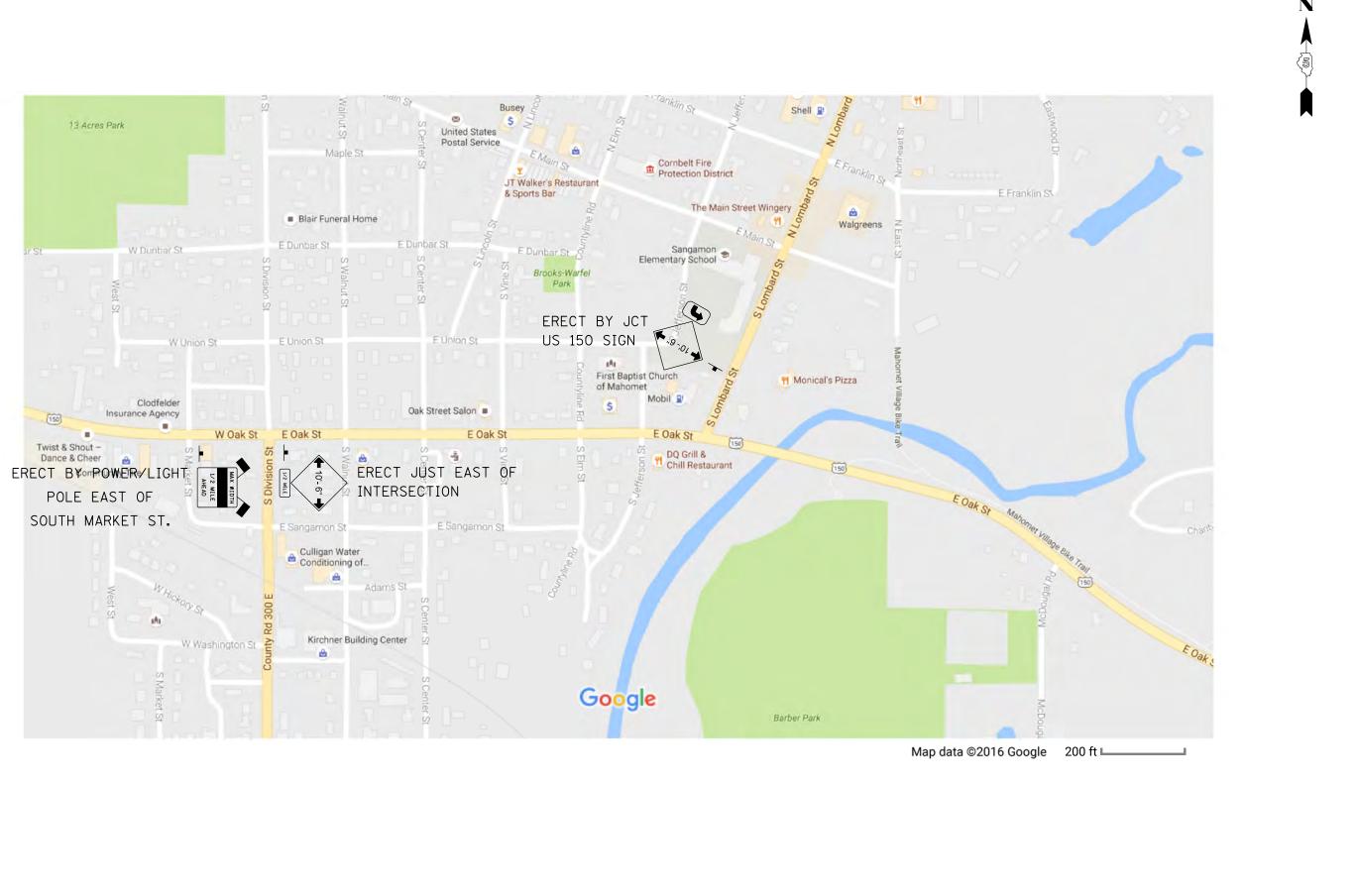


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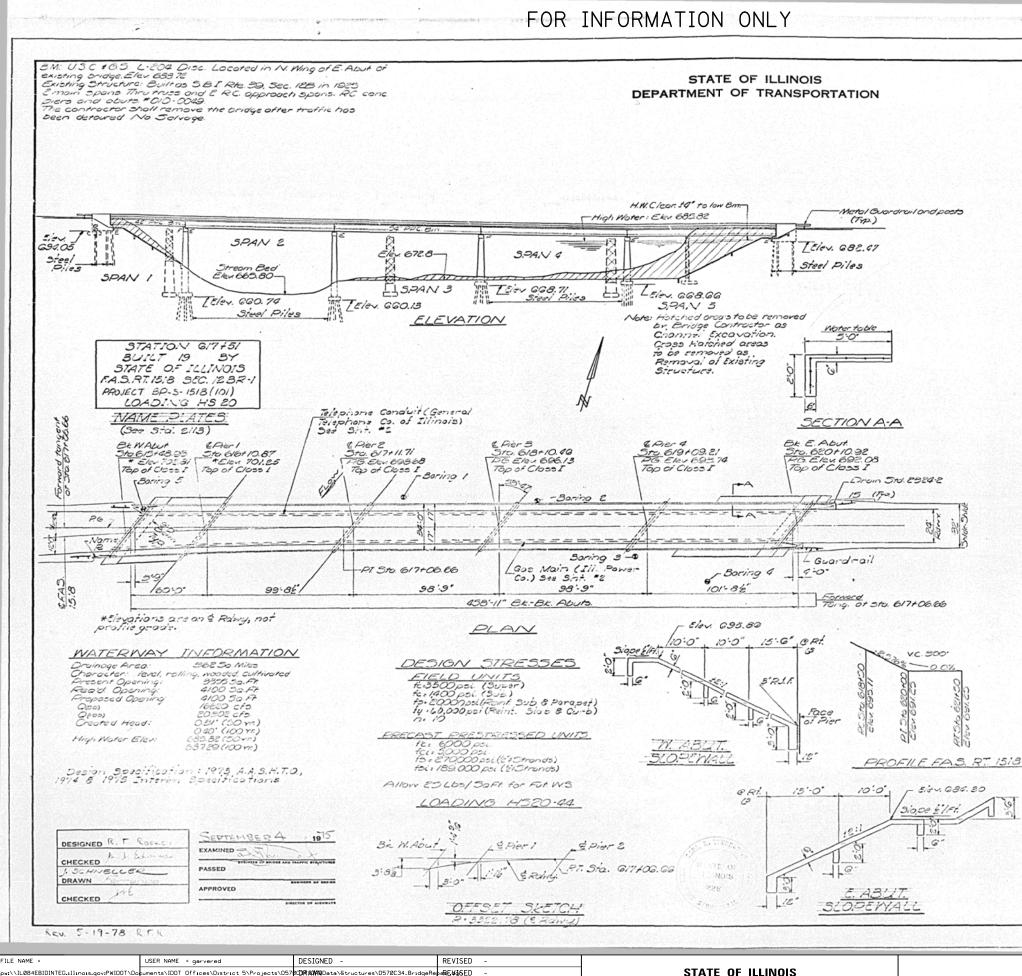
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		PLOT SCALE = 40.0000 ′ / in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION						CONTRACT NO. 70C34
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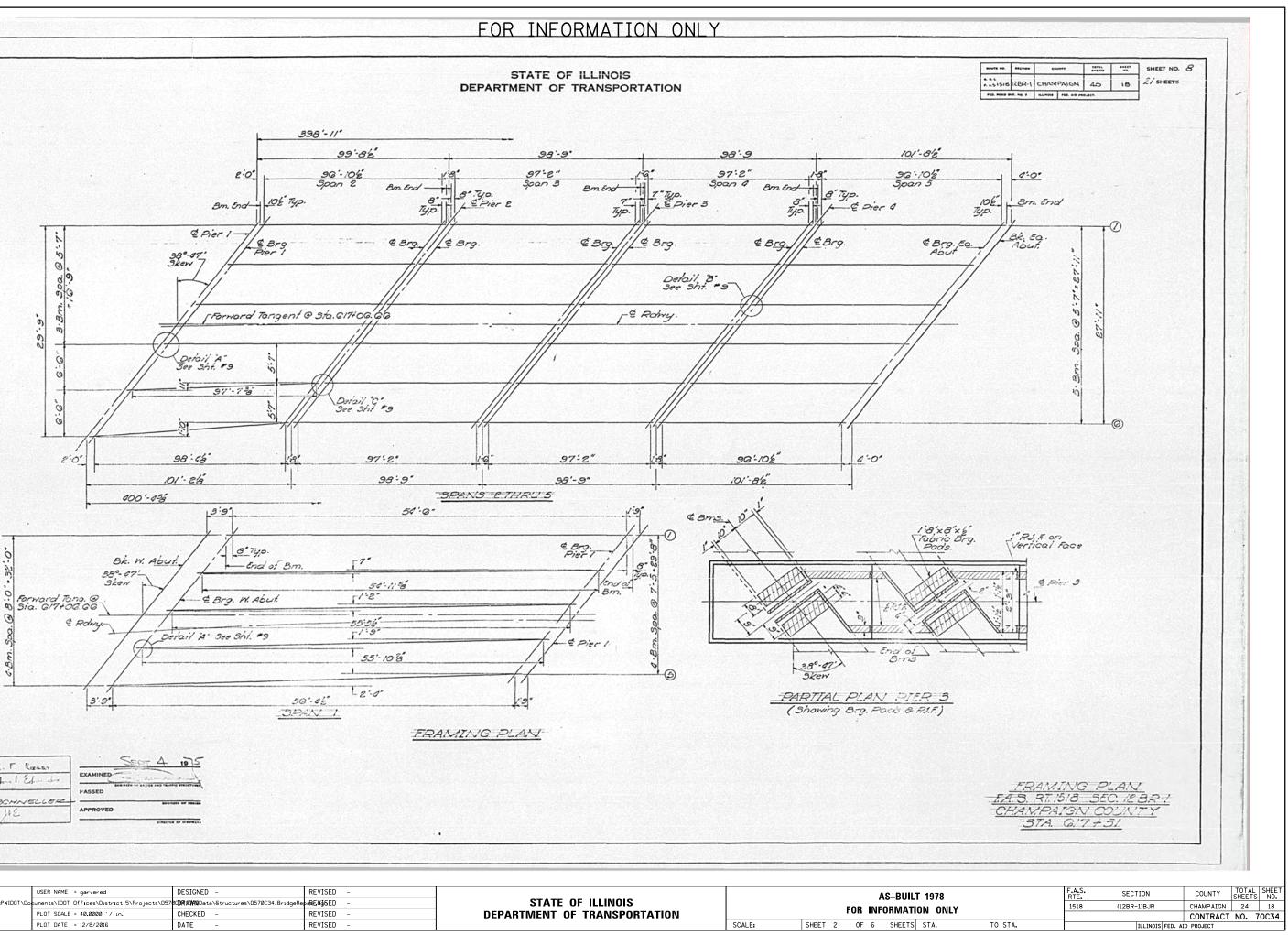
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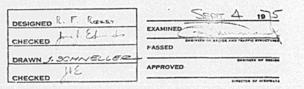
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 Offices/District 5/Projects/05/2034.Bridges/PE46495E0

All structural steel shall be shop pointed with two coats of basic lead silico- monate point. Stope wall shall be reinforced with welded wire tabric 6'x 6" mesh, weighing B"per 100 sq. 11. Loyal of slope walls may be varied in the field to suit ground conditions as rected by the Engineer. The concrete rol section above the mondatory construction point at the top of e slob shall be constructed of Class X Concrete, except the aggregates shall and the constructed of Class X Concrete, except the aggregates shall and the constructed of Class X Concrete, except the aggregates shall and the traverments of Handral Concrete. Protective Coat shall not be applied to surfaces to which Waterproofing tempore system is applied The Contractor shall drive four test piles (See Proposal for Saring Log. The Stations follow the Garing Log. The Stations follow the Garing Log. The Gos Main, and the Garing Log. The Gos Main, and the Garing Station on the system sign of existing structure, shall be relocated when the table of the SED ONS WEST BUTMENT WHERE NONE LETAL SHELL PILING WEEZE LTIMATELY USED ONS WEST BUTMENT WHERE NONE LERE SHOWN ON ORIGINAL AMNS. ORDERED 50' x 13 PILE <u>TOTAL BILL OF MATERIAL</u> <u>TOTAL BILL OF MATERIAL</u> <u>TOTAL BILL OF MATERIAL</u> <u>TOTAL BILL OF MATERIAL</u>	Image: New Tenness Image: New Tenness GENERAL NOTES All structural steel shall be shap painted with two coals of basic lead stillion income pain. Shape woll shall be reinforced with welded wire fabric 6's 6 mesh, weighing the period of the spine. The approximation of the state of the suit ground conditions as included on the fabric 6's 6 mesh, weighing the spine. The concrete roll section above the anadatory construction pain of the two states of the suit and the			-	60.0MPT		-	SHEET NO.	6
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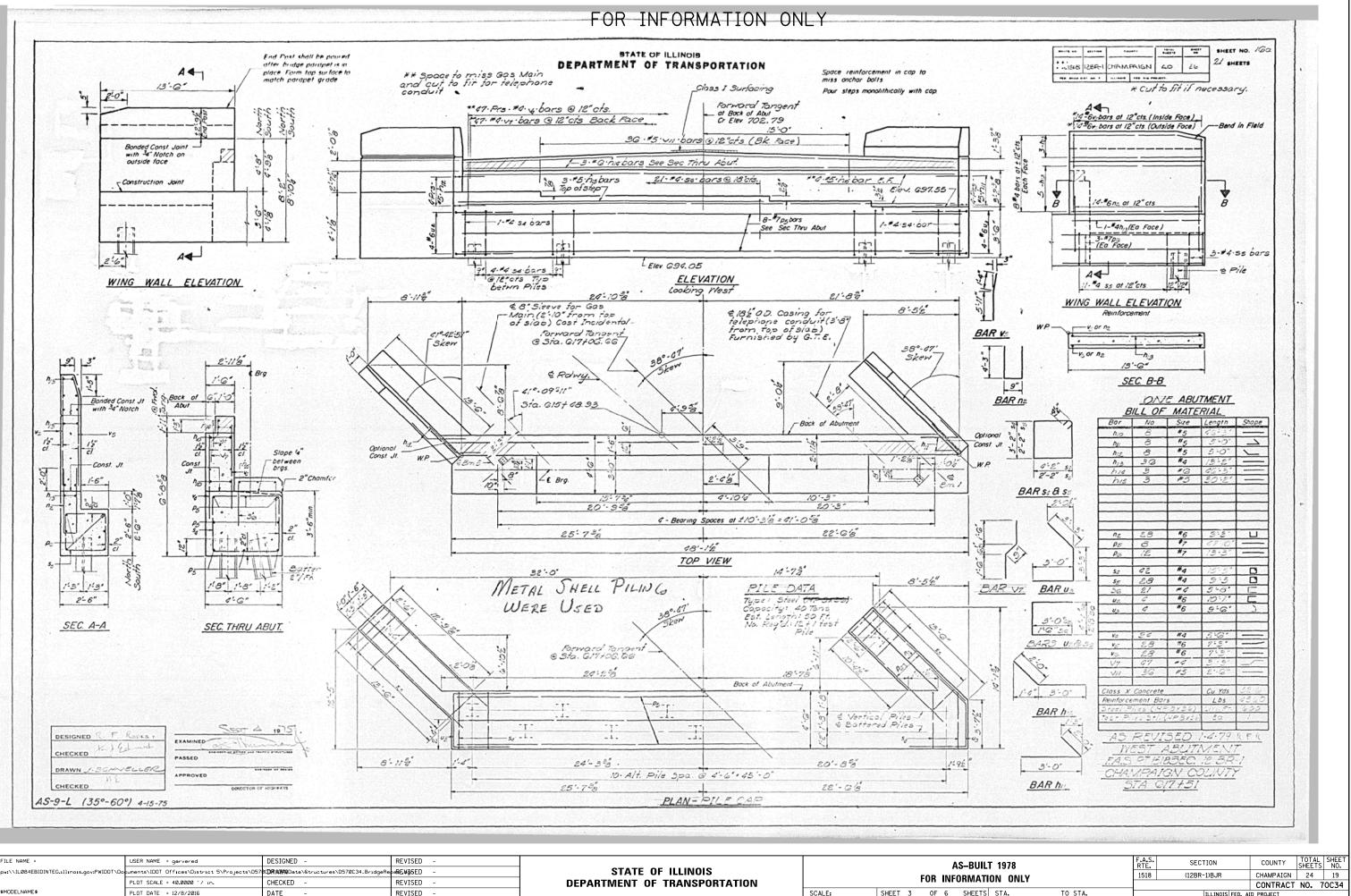
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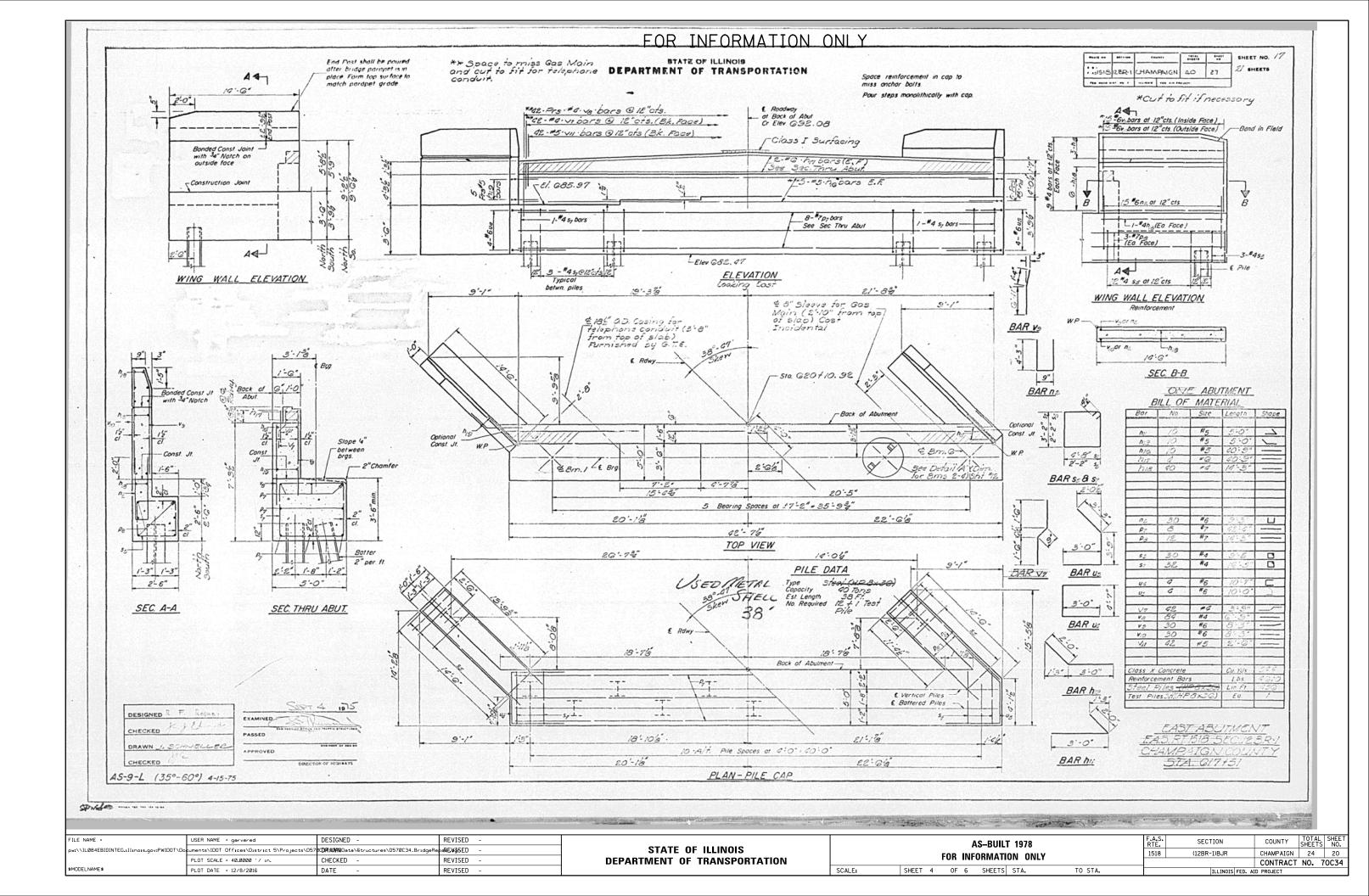
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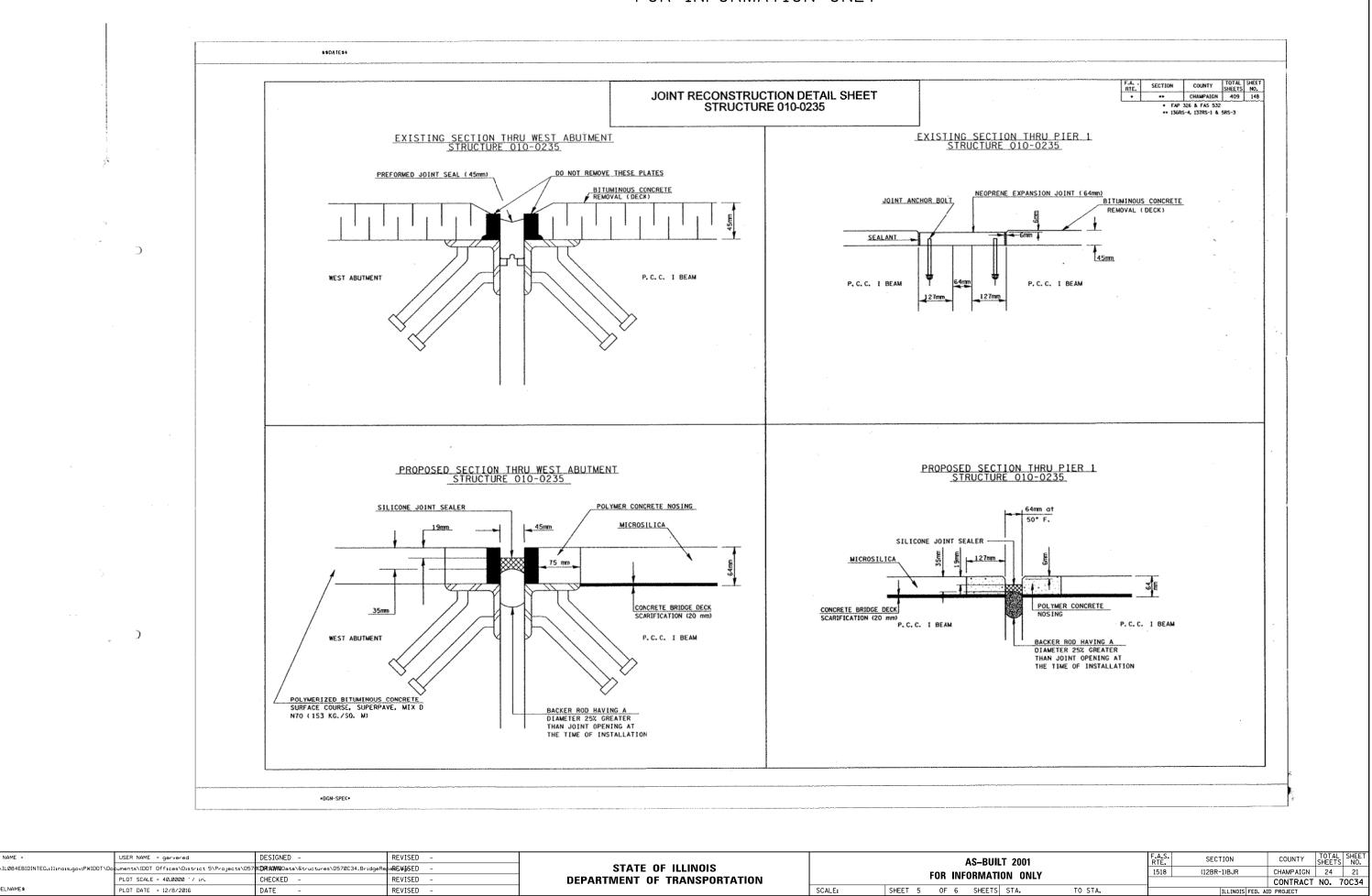


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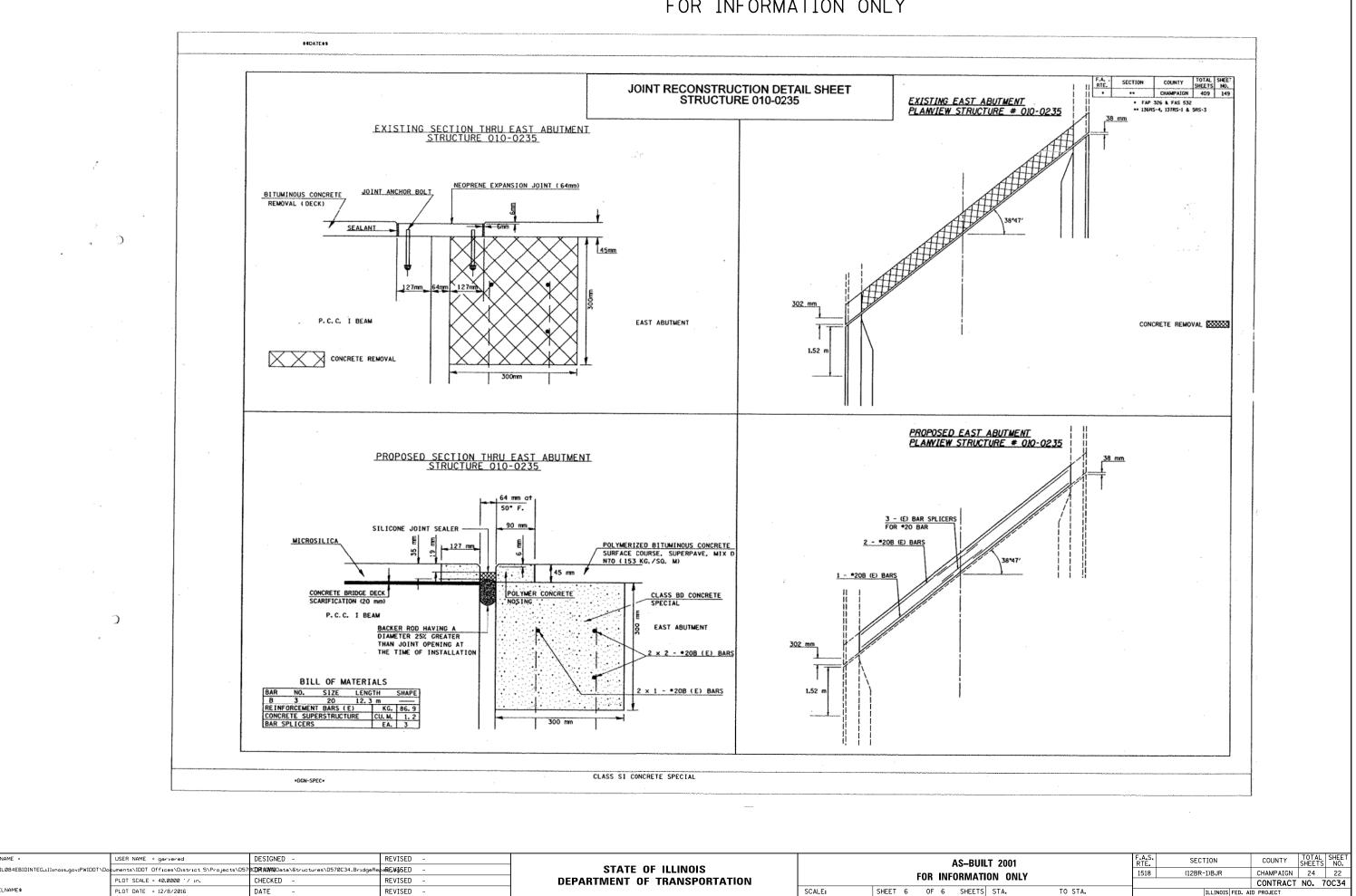


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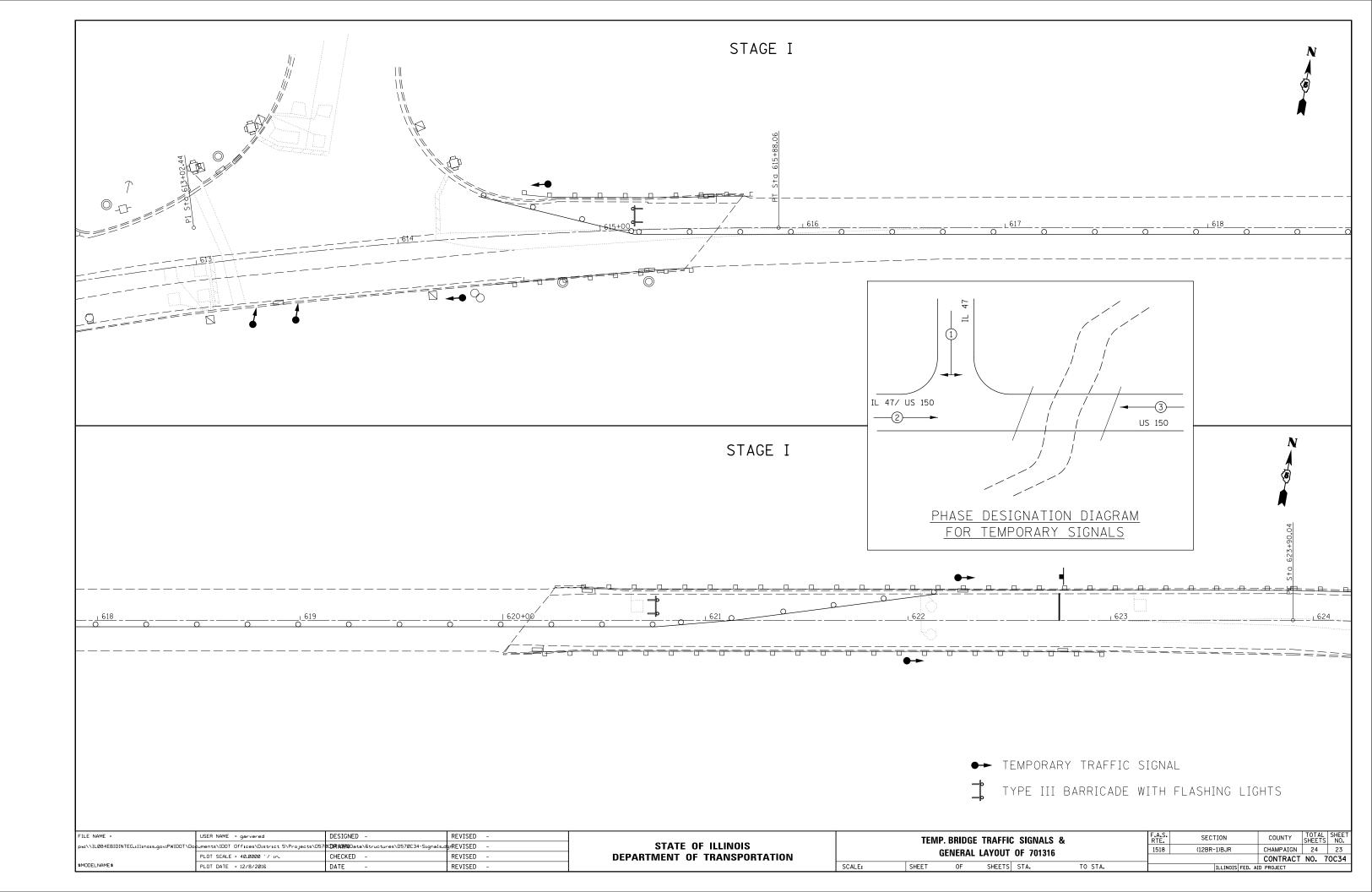


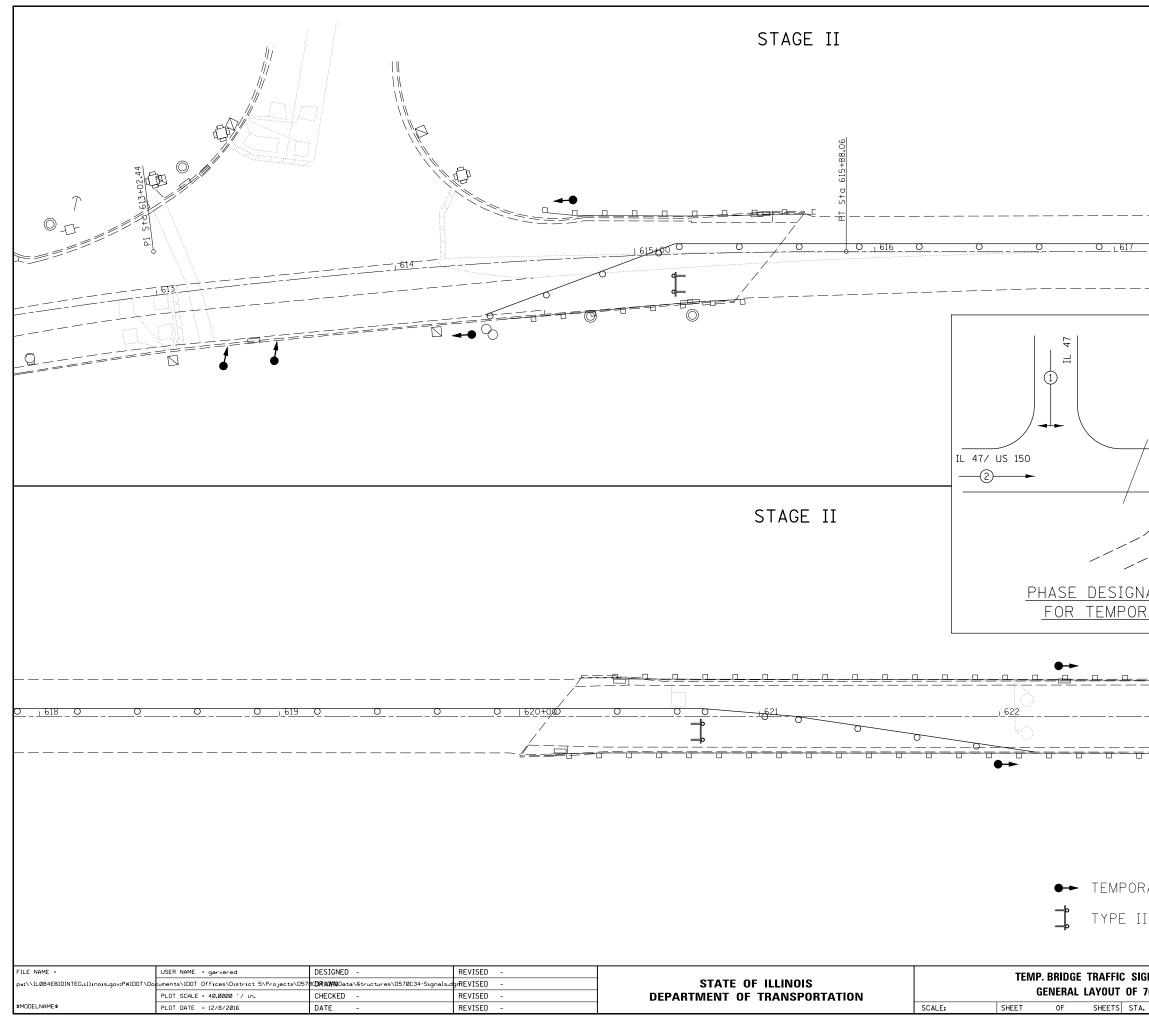
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