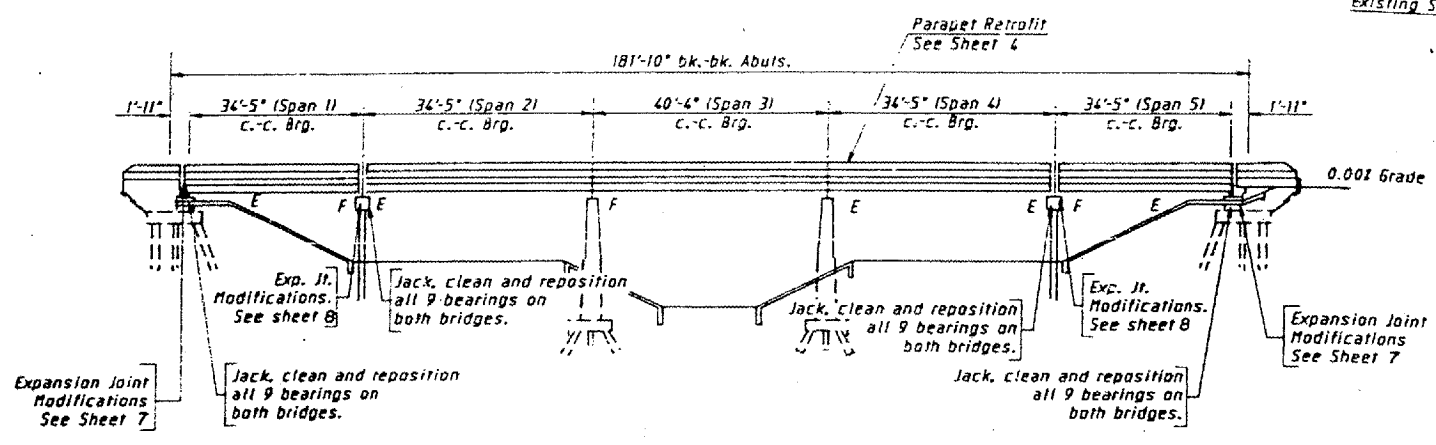
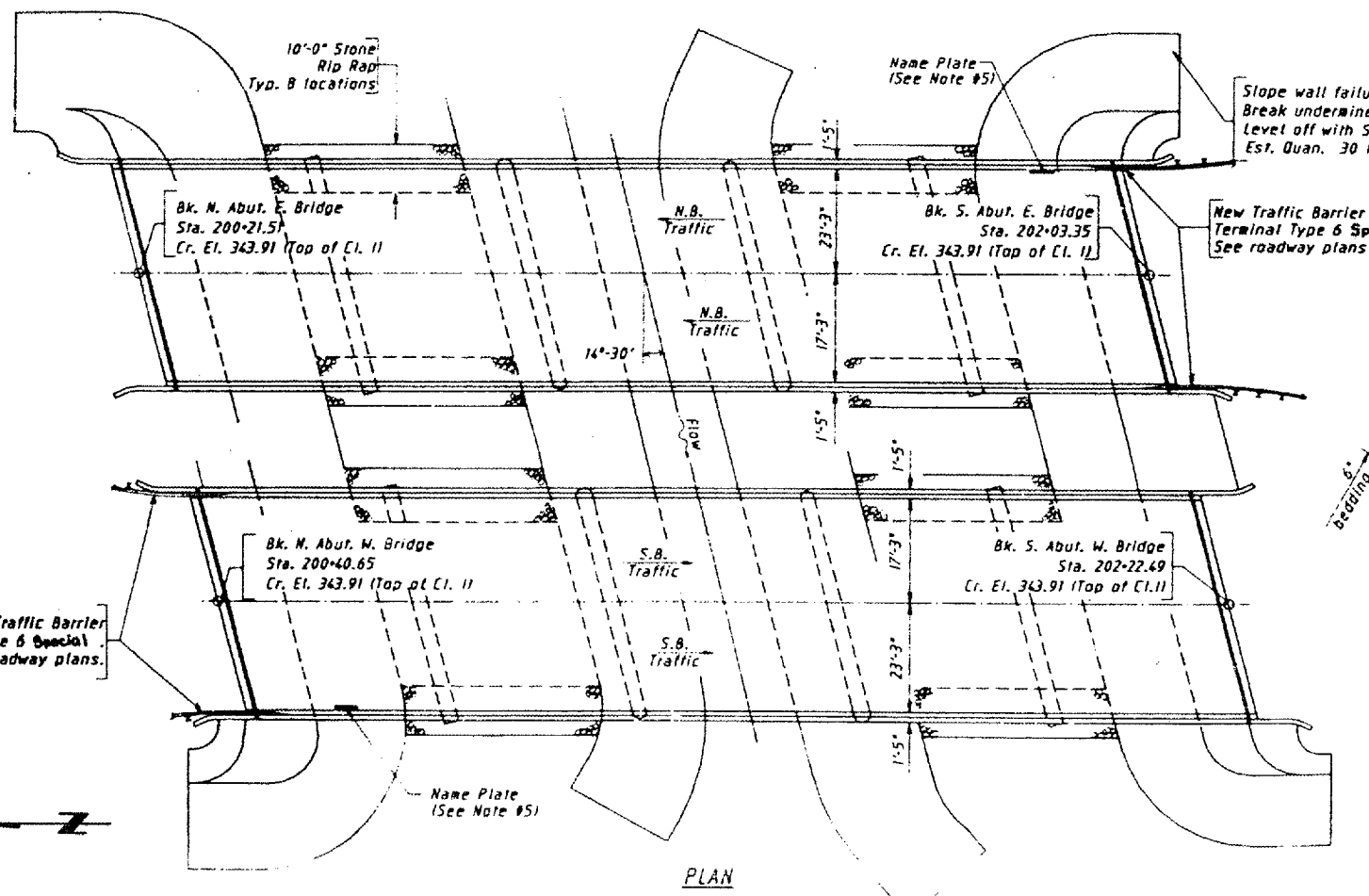


| | | | | |
|---|----|-----------------|------|-----|
| DATE | BY | NO. | REV. | NO. |
| FAL 87 | * | Union & Puloski | 106 | 95 |
| SHEET NO. 1 | | | | |
| SHEETS 9 | | | | |
| * 91 (34B-1, 38, 38-1, 44B-1, 48-1, 48-2, 44B-2) 1, 77 (1B, 14B-2, 14B, 1B-1, 1B-2) 1 | | | | |

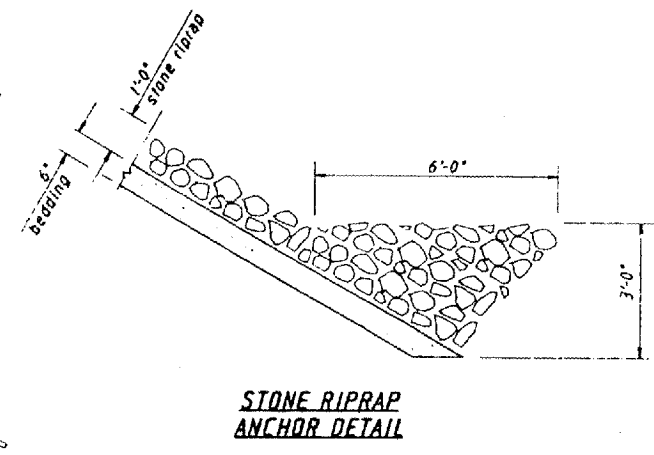
Existing Structure: 5-span steel beams. Center 3 spans are continuous. End spans are simple spans and were added at a later date. R.C. piers and R.C. abuts. 7" R.C. deck (bare). E. Bridge (N. bound) is S.N. 077-0006. W. Bridge (S. bound) is S.N. 077-0005. Contractor shall retrofit bridge railings with concrete parapets, patch deck, modify exp. jts., repair bearings, waterproof and resurface. Traffic shall be maintained at all times using Stage Construction.



ELEVATION



PLAN



- GENERAL NOTES**
- All new structural steel shall receive two shop coats of dull orange primer.
 - Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
 - Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field 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 the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
 - Protective Coat shall not be applied to surfaces to which Waterproofing Membrane System is applied.
 - Contractor shall remove, clean and reinstall existing name plate for each bridge on new parapet. Cost incidental.
 - The existing bearings at the designated locations shall be cleaned by Method II. Areas cleaned by Method II shall receive one coat of dull orange primer and one coat of aluminum paint. Such bearings shall receive one final coat of aluminum paint.

TOTAL BILL OF MATERIAL - TWO BRIDGES

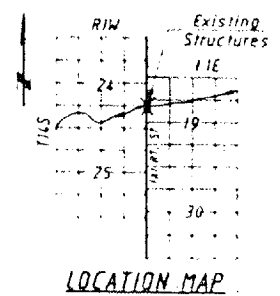
| Item | Unit | Super. | Sub. | Total |
|---|---------|--------|------|--------|
| Concrete Removal | Cu. Yd. | 144.6 | | 144.6 |
| Reinforcement Bars (Epoxy Coated) | Lb. | 34,250 | | 34,250 |
| Class X Concrete | Cu. Yd. | 170.9 | | 170.9 |
| Waterproofing Membrane System | Sq. Yd. | 1637 | | 1637 |
| Bit. Conc. Surf. Course Mixture of Class I* | Tons | 156 | | 156 |
| Bridge Handrail Removal** | L.F. | 718 | | 718 |
| Floor Drains | Ea. | 44 | | 44 |
| Structural Steel | Lb. | 25,905 | | 25,905 |
| Stone Rip Rap | Tons | | 297 | 297 |
| Protective Coat | Sq. Yd. | 306 | | 306 |
| Deck Slab Repairs (Partial) | Sq. Yd. | 25 | | 25 |
| Preformed Joint Seal (2 1/2") | L.F. | 358 | | 358 |
| Jacking and Shoring Existing Girders** | Ea. | | 8 | 8 |
| Deck Slab Repairs (Full Depth) | Sq. Yd. | 4 | | 4 |

* Bk. to Bk. Abuts.
 ** See Special Provisions

DESIGN SPECS.: 1983 AASHTO Bridge Specs. & 1984 & 1985 Interims Load Factor Design

DESIGN LOADING: HS 20-44

DESIGN STRESSES:
 1, -3,500 psi
 1, -60,000 psi (Reint.)
 1, -36,000 (Str. Steel M-183)



APPROVED
 DONALD D. BELL
 ILL. REG. S.E. NO. 4544
 DATE: 6-3-86

APPROVED
 JAMES J. HAYBURN
 Review
 DATE: May 1986

GENERAL PLAN AND ELEVATION
 FOR ROUTE 57 OVER CASHING CREEK

FOR INFORMATION ONLY:

BRIDGE NO. 3 STRUCTURE 077-0005
 BRIDGE NO. 4 STRUCTURE 077-0006