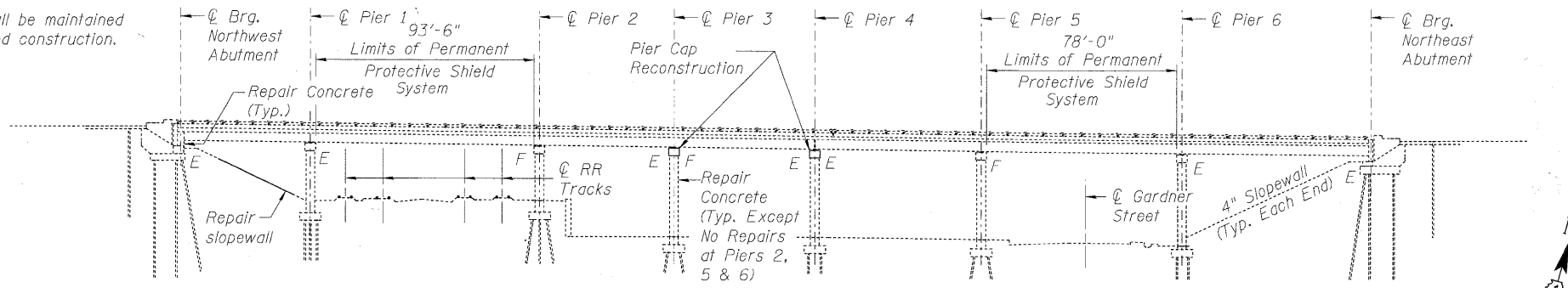


Existing Structure: SN 099-0061

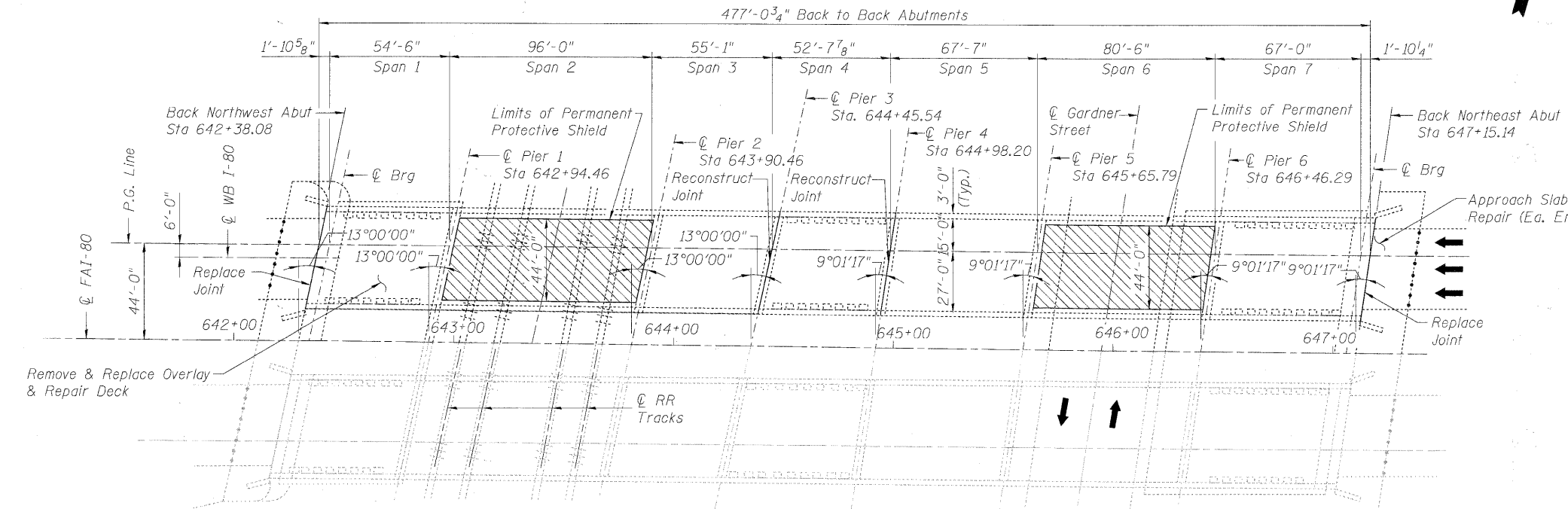
The existing structure is a seven span, three-unit bridge. Spans 1 thru 3 and 5 thru 7 are three span continuous non-composite units and Span 4 is a single span composite unit. All units are steel wide flange beams. The beams support a 7" reinforced concrete slab and a 2" thick waterproof membrane system and polymerized bituminous concrete surface course. The substructure consists of reinforced concrete stub abutments and multi-column piers all founded on steel piles. The structure was originally constructed in 1964 as FAI Route 80 Section 99-4VB and rehabilitated in 1990, 1998, and 2001.

Staging: Traffic shall be maintained using staged construction.

Salvage: None



ELEVATION



PLAN

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Hot-Mix Asphalt Surface Removal (Deck)	Sq.Yd.	2,185	-	2,185
Deck Slab Repair (Partial)	Sq.Yd.	547	-	547
Deck Slab Repair (Full Depth, Type I)	Sq.Yd.	10	-	10
Deck Slab Repair (Full Depth, Type II)	Sq.Yd.	100	-	100
Polymerized Hot-Mix Asphalt Surface Course, Stone Matrix Asphalt, N80	Ton	246	-	246
Silicone Joint Sealer, 1.75"	Foot	51	-	51
Silicone Joint Sealer, 2.5"	Foot	151	-	151
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 inches)	Sq.Ft.	-	243	243
Structural Repair Of Concrete (Depth Greater Than 5 inches)	Sq.Ft.	-	238	238
Protective Shield, (Permanent)	Sq.Yd.	838	-	838
Approach Slab Repair (Partial Depth)	Sq.Yd.	25	-	25
Jack And Reposition Bearings	Each	-	18	18
Temporary Shoring and Cribbing	Each	28	-	28
Slope Wall Removal	Sq.Yd.	-	160	160
Slope Wall 4 Inch	Sq.Yd.	-	160	160
Porous Granular Embankment	Cu.Yd.	-	80	80
Polymer Concrete	Cu.Ft.	8.2	7.9	16.1
Reinforcement Bars, Epoxy Coated	Pound	2,560	284	2,844
Bar Splicers	Each	28	-	28
Furnishing and Erecting Structural Steel	Pound	-	730	730
Remove and Replace Bearings	Each	-	4	4
Concrete Removal	Cu.Yd.	12.2	2.0	14.2
Concrete Superstructure	Cu.Yd.	11.4	-	11.4
Concrete Structures	Cu.Yd.	-	2.0	2.0
Anchor Bolts, 1"	Each	-	8	8

INDEX OF SHEETS

- S-1 General Plan & Elevation, Notes, & Total Bill of Material
- S-2 Construction Staging
- S-3 Deck & Expansion Joint Repairs
- S-4 Deck & Expansion Joint Repairs
- S-5 Bearing Repairs
- S-6 Abutment Repairs
- S-7 Slopewall Repairs
- S-8 Pier 1 Repairs
- S-9 Pier 3 Repairs
- S-10 Pier 4 Repairs
- S-11 Partial Pier Cap 3 and 4 Removal and Replacement
- S-12 Bar Splicer Assembly & Mechanical Splicer Details
- S-13 Permanent Protective Shield
- S-14 Temporary Concrete Barrier for Stage Construction



Signed: *Philip C. Azzarello*
 Date: 1-19-11
 Exp: 11/30/2012
 Sheets: S-1 thru 14

SCOPE OF WORK

1. Remove the existing 2"± polymerized bituminous concrete surface course and replace it with a 2"± thick polymerized hot-mix asphalt surface course.
2. Perform partial and full depth repairs of the bridge deck.
3. Perform structural repairs on the abutments and the piers.
4. Replace the existing silicone sealers at the abutments and Pier 3 and existing preformed joint seal at Pier 4. Remove steel hardware at Piers 3 and 4 and replace with polymer concrete nosing.
5. Perform structural repairs to the west slope wall.
6. Jack and reposition expansion bearings at Piers 3 and 4.
7. Remove and replace bearings at Piers 3 and 4 at locations noted for pier cap removal and replacement.
8. Provide temporary shoring at Piers 3 and 4 for pier repairs.
9. Place permanent protective shield at Span 2 and Span 6.
10. Repair approach slab at abutments.

DESIGN SPECIFICATIONS

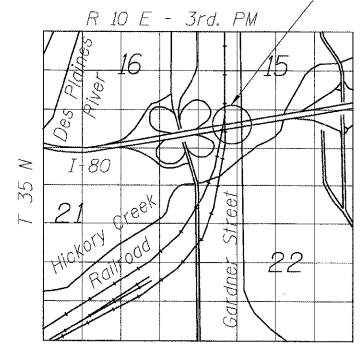
2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition.

DESIGN STRESSES

f'c = 3,500 psi
 fy = 60,000 psi (Reinforcement)

GENERAL NOTES

1. 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.
2. Reinforcement bars shall conform to the requirements of ASTM A706 Grade 60. See Special Provisions.
3. Areas of proposed repairs are estimated. Actual type, location and dimensions are to be determined by the Engineer during construction.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
6. The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel bearing plates. The color of the final finish coat shall be Reddish Brown, Munsell No. 2.5YR 3/4. See Special Provision for "Cleaning and Painting New Metal Structures."
7. Contractor to coordinate with Railroad the installation of the protective shield. Cost included with Protective Shield, Special.
8. Protective shield shall be installed prior to any deck slab repair work.
9. Substructure repairs shall be done under staging when no live load is present over repair area.



LOCATION SKETCH

USER NAME = rowood PLOT SCALE = 1:1 PLOT DATE = 19-JAN-2011 FILE NAME = IP_PWP\pms34565\0990061-60M66-001-GPE.dgn	DESIGNED - PCA DRAWN - CFB CHECKED - ACF DATE - 1/21/2011	REVISED - REVISED - REVISED - REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION, NOTES, & TOTAL BILL OF MATERIAL WESTBOUND FAI-80 OVER RAILROAD/GARDNER STREET STRUCTURE NO. 099-0061 SHEET NO. S-1 OF 14 SHEETS	F.A.I. RTE. 80 SECTION 99(4)4-URS-3 COUNTY WILL TOTAL SHEETS 203 SHEET NO. 152 CONTRACT NO. 60M66 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
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