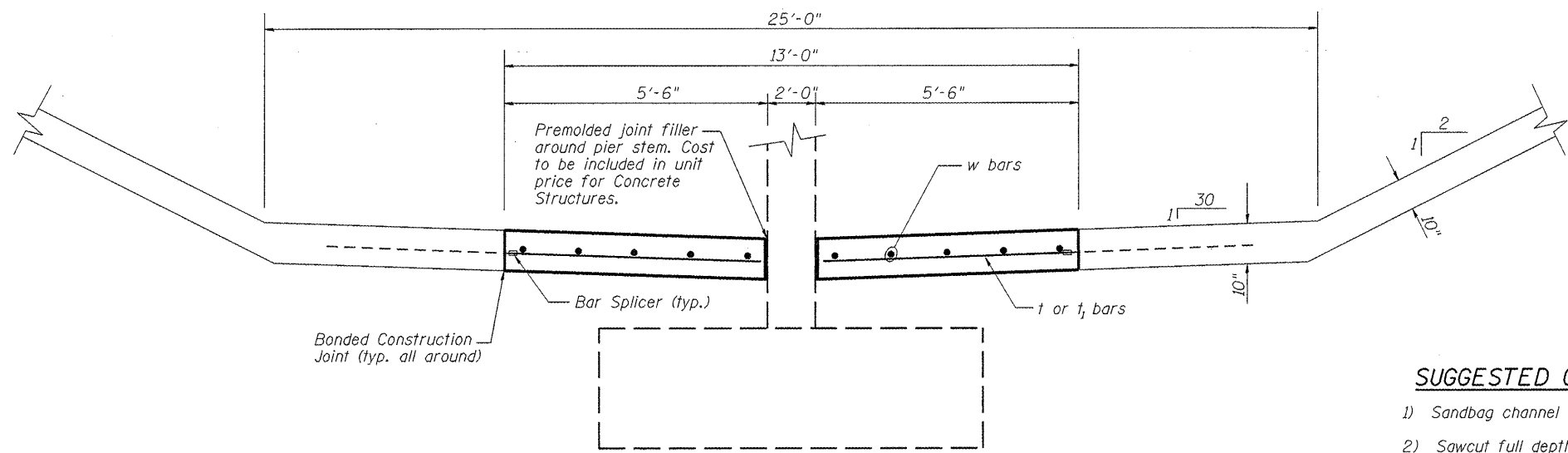
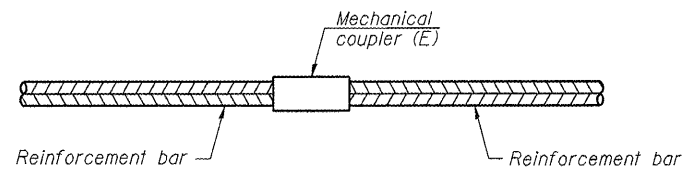


SECTION - CONCRETE REMOVAL



SECTION - CONCRETE REPLACEMENT

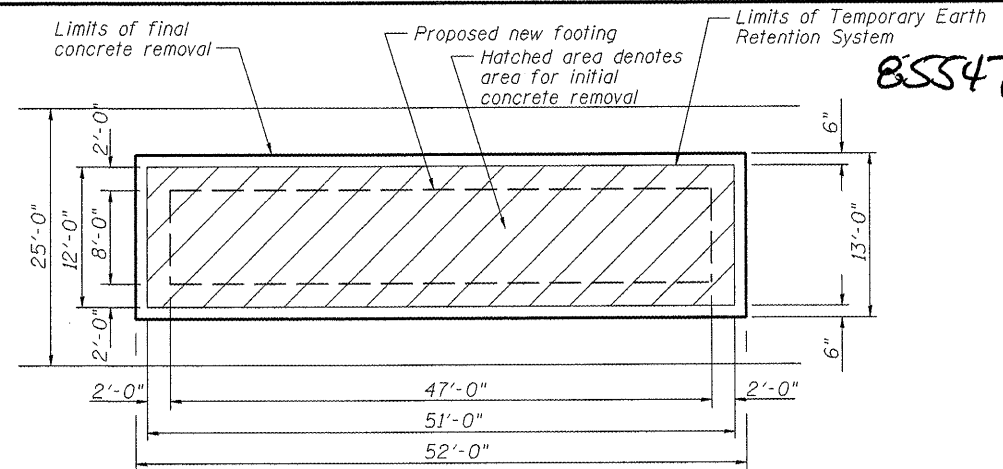


BAR SPLICER DETAIL

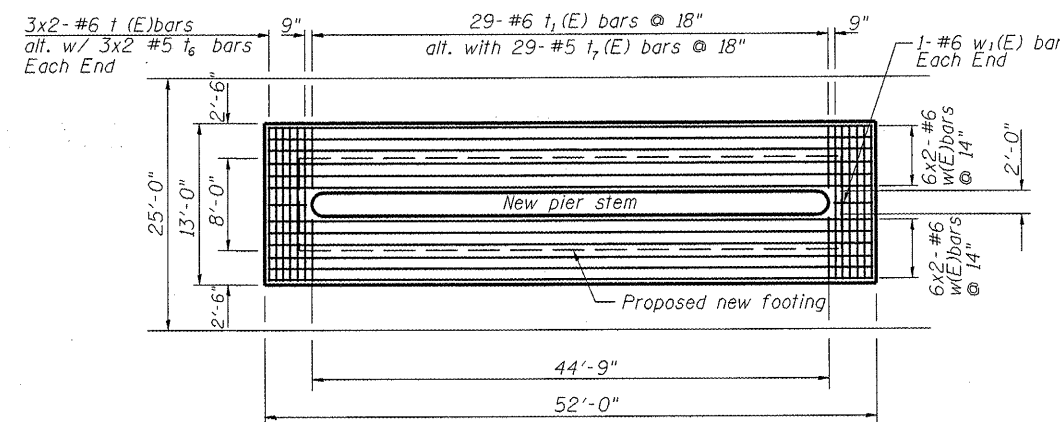
Location	Bar size	No. assemblies required
Channel Liner	#5	70
Channel Liner	#6	96

NOTES:

- Any portion of the existing concrete lined trapezoidal channel damaged during construction operations shall be repaired or replaced to its preconstruction condition, at no additional cost to the owner.
- The contractor is advised of the possibility of rapidly rising water elevations within the channel with respect to equipment and personnel working on the channel. The contractor shall make every reasonable effort to minimize the length of time that the channel liner concrete is removed; and, at no time shall the contractor cause for delay any work relating to the bridge pier and subsequent replacement of the channel liner once work in the creek channel has commenced. If at any time, after the channel liner concrete has been removed, a significant rainfall event is forecasted, the contractor shall take the appropriate precautions necessary to protect the integrity of the exposed channel liner by placing adequately sized riprap in the area(s) of removed concrete below the normal channel bottom elevation. The contractor shall include the cost for all material, equipment, and labor necessary to install and remove this emergency standby procedure with the contract unit cost for concrete removal with no additional compensation allowed. Any areas of the channel that are damaged or undermined due to a significant rainfall event during construction shall be repaired in accordance with the original construction documents, at no additional cost to the owner.
- The contractor shall provide a 24 hour contact number in case of an emergency.



PLAN - CONCRETE REMOVAL



PLAN - CONCRETE REPLACEMENT

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	8	#4	2'-10"	
t(E)	12	#6	7'-7"	
t1(E)	58	#6	4'-10"	
t2(E)	74	#4	4'-6"	
t3(E)	40	#4	4'-0"	
t4(E)	74	#4	3'-9"	
t5(E)	132	#4	2'-4"	
t6(E)	12	#5	7'-4"	
t7(E)	58	#5	4'-10"	
v(E)	8	#4	3'-4"	
v1(E)	4	#6	3'-0"	
v2(E)	4	#4	1'-6"	
v3(E)	16	#4	2'-6"	
w(E)	24	#6	27'-1"	
w1(E)	2	#6	3'-0"	
w2(E)	16	#4	5'-8"	
w3(E)	24	#4	25'-0"	
Bar Splicers	Each		166	
Concrete Removal	Cu. Yd.		27.1	
Concrete Structures	Cu. Yd.		36.5	
Reinforcement Bars	Pound		3,196	
Structure Excavation	Cu. Yd.		72	

Bars indicated thus 1 x 2- #4 etc. indicates 1 line of bars with 2 lengths per line.

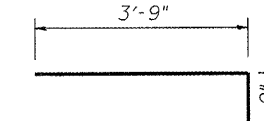
CHANNEL LINER RESTORATION

SHEET 1 OF 2

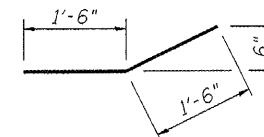
STRUCTURE NO. 101-6421

SUGGESTED CONSTRUCTION SEQUENCE:

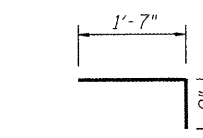
- Sandbag channel to divert water around construction area.
- Sawcut full depth and remove existing channel liner within the limits shown on the plan, (12'-0" x 51'-0" centered on the proposed pier location.
- Install Temporary Soil Retention System within the limits shown on the plan.
- Excavate within the limits of the Temporary Soil Retention System to the bottom of footing elevation.
- Construct pier as shown on the plans.
- Place porous granular backfill within the limits of the Temporary Soil Retention System.
- Provide 1" deep sawcut and remove existing channel liner concrete to 1'-0" beyond the limits of the Temporary Soil Retention System and remove Temporary Soil Retention System, taking care not to damage newly exposed existing reinforcing steel.
- Install new reinforcement. Tie new bars to existing exposed steel.
- Cast new concrete to match existing grades and elevations. Provide 1" felt joint around new pier shaft.



BAR t2(E)



BAR v1(E)



BAR t5(E)

SHEET NO.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S11	-	08-00069-00-BR	WINNEBAGO	21	17
14 SHEETS			CONTRACT NO. 85547		
		FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	