

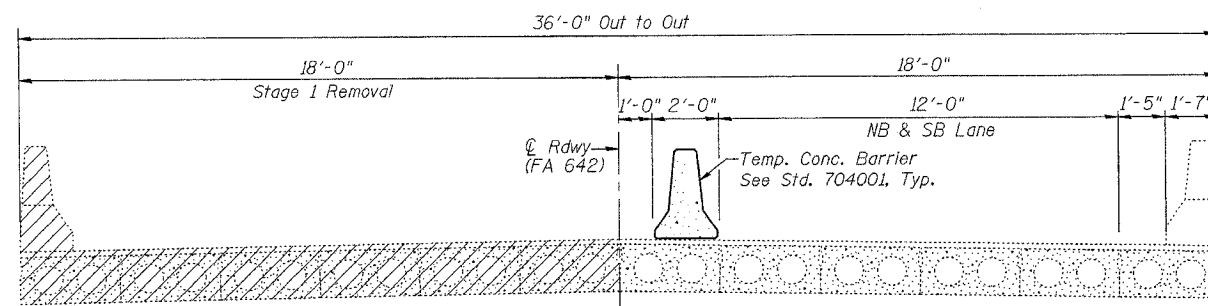
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
78	10BR-31D & 11BR-8	JO DAVIESS	45	29

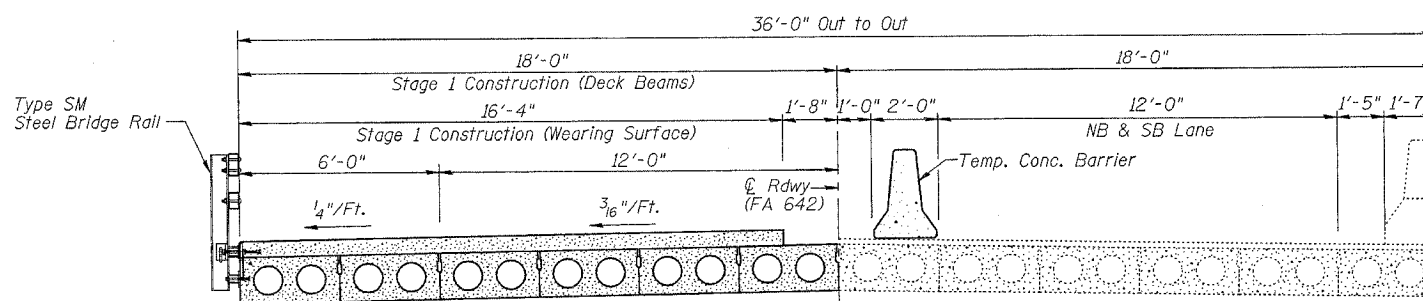
SHEET NO. 2

12 SHEETS

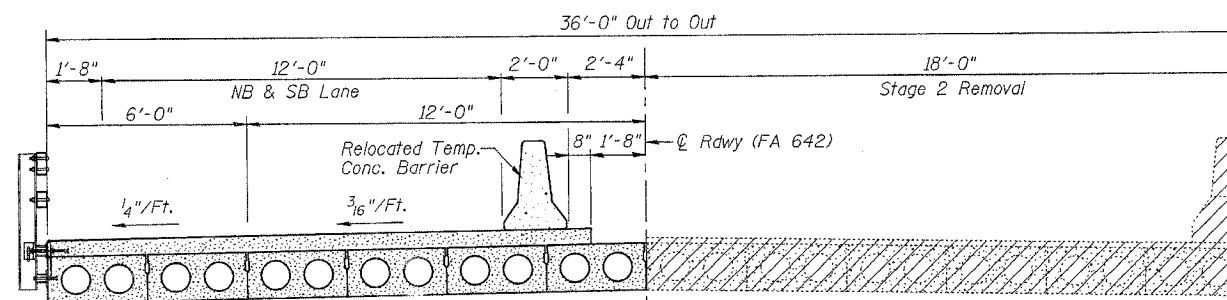
Contract # 64B27



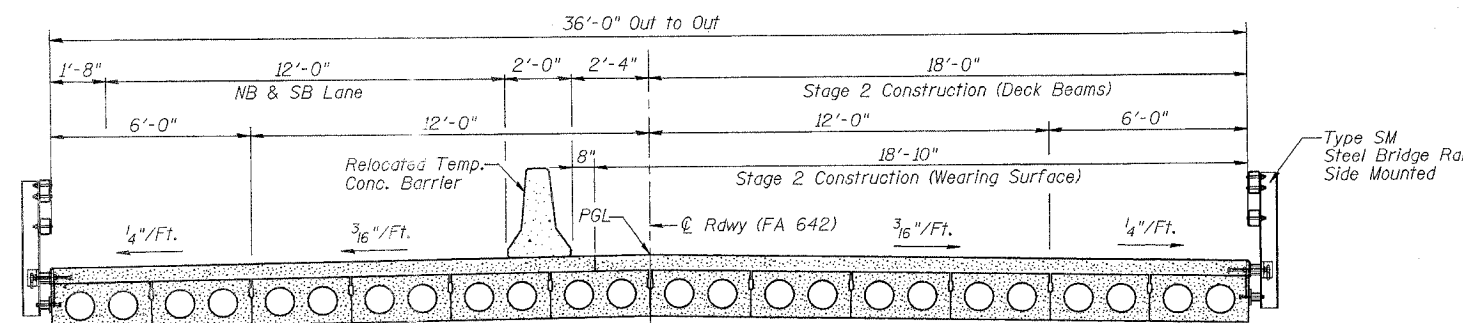
STAGE 1 REMOVAL



STAGE 1 CONSTRUCTION



STAGE 2 REMOVAL



STAGE 2 CONSTRUCTION

GENERAL NOTES

Reinforcement bars shall conform to the requirements of AASHTO M 31 or M 322 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 for the work.

Existing Name Plate shall be cleaned and relocated adjacent to new Name Plate. Cost included with Name Plate.

All construction joint shall be bonded.

Repair of pier caps shall be completed prior to placement of the new deck beams.

The minimum thickness of the Concrete overlay shall be 5" and varies as required to adjust for the new profile grade and beam camber.

No instream work will be allowed on this project.

The contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure.

If the Contractor's procedure for existing beam removal or placement of new beams involves placement of cranes or other heavy equipment on new beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the new beams. To distribute load to multiple beams and protect the concrete, in all cases a double layer mat of heavy timbers shall be used at all times under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the crane mat to ensure uniform contact with the underlying beams. Prior to placement of the timber mats, the following shall be done: grouting and curing the dowel rods 24 hours minimum and grouting and curing the shear keys. A temporary means of lateral restraint will be required for fascia beams at expansion ends of beams to prevent movement of the beams.

CONSTRUCTION STAGING

1. Hatched area indicate removal of existing Superstructure.
2. See Roadway plans for quantity of Temporary Concrete Barriers.
3. All sections taken looking North.

CONSTRUCTION STAGING

IL. RTE. 78 OVER
DAVIS CREEK
F.A. 642 SECTION (10BR-31D & 11BR-8
JO DAVIESS COUNTY
STA. 20+75.37
STRUCTURE NUMBER 043-0042

DESIGNED	CQM
CHECKED	EMM
DRAWN	CQM
CHECKED	EMM

EXAMINED	200
PASSED	ENGINEER OF BRIDGE DESIGN
	ENGINEER OF BRIDGES AND STRUCTURES