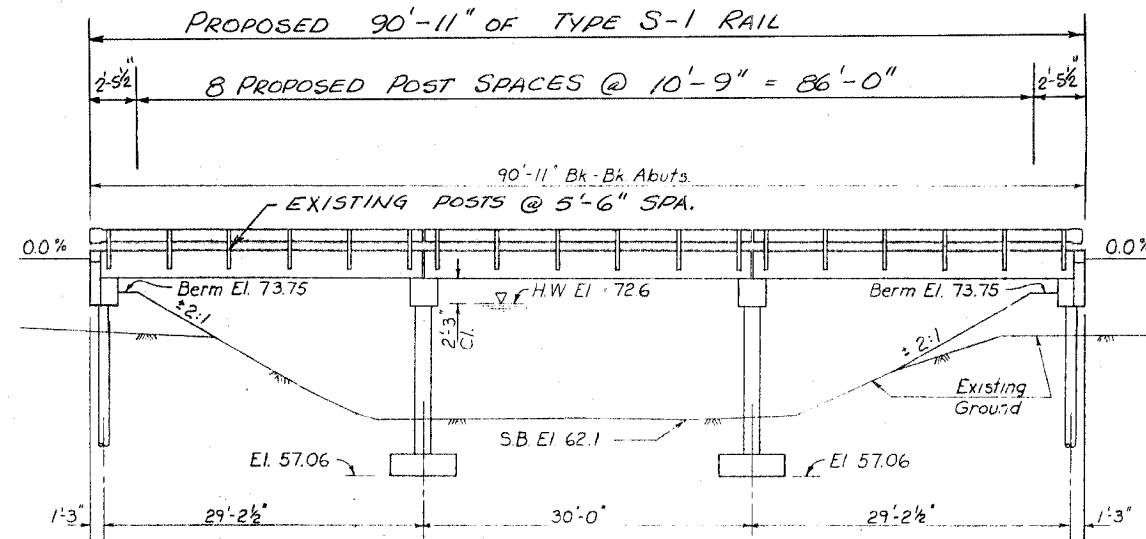
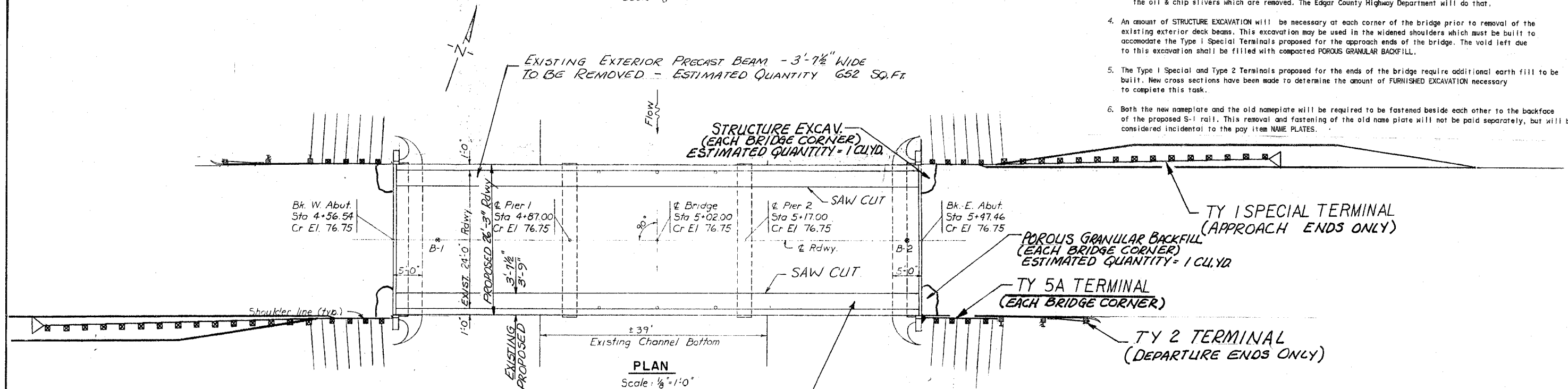


This work shall conform to the January 1, 2007 Standard Specifications for Road and Bridge construction adopted by the Illinois Department of Transportation.

1. A recent accident knocked out about 30 feet of bridge rail at the northeast corner of bridge. This structure was originally constructed in 1960.
2. The existing exterior precast beams exhibit a serious amount of exposed reinforcement.
3. The purpose of this rehabilitation is to remove the exterior precast beams and replace them with new ones. Also remove the existing bridge rail and replace it with new TYPE S-1 BRIDGE RAIL. This removal will be paid for at the field measured contract unit price per square yard for DECK SLAB REMOVAL (PARTIAL). It is suggested that the contractor drill and loosen the grout around the existing dowel bars and jack from the abutment caps to facilitate removal of the existing exterior deck beams.
 - A. The existing exterior precast beams are 3' - 7 1/2" wide. Such a width is no longer practical to precast. A 3' - 9" width is still available. We therefore intend to add 3' - 9" wide exterior deck beams in place of the existing beams. The distance between existing abutment wings is wide enough to allow this. The existing pier caps are too short to accommodate the added 1 1/2" width on each side. For this reason, the proposed precast bridge slab will overhang the existing (chamfered) ends of the existing pier caps by 1 1/2 inches.
 - B. When the exterior deck beams are removed, there is a danger that the existing grouted keyway may not shear off uniformly and fracture a part of the adjoining deck beam which is to remain in place. To prevent this, we intend for the contractor to saw the longitudinal keyway joint. We will pay for this work at the field measured contract unit price for SAW CUTS in accordance with Article 442.11 of the Standard Specifications even though this pay item is generally associated with pavement patching. The pay item SAW CUTS shall also cover chipping and cleaning out the existing grout in the keyway of the adjoining deck beams which is to remain in place.
 - C. The existing bridge deck is covered with a two or three inch thickness of oil & chip surface. This oil & chip covers the exterior longitudinal joints which need to be sawed. Fortunately, the oil & chip terminates near the exterior joints and the area beyond consists of a triangular sliver of oil & chip which is looser and more easily removed. The triangular slivers of oil & chip must be removed before the longitudinal joint saw cuts can be made. Perhaps a backhoe bucket or bobcat bucket could be used to remove the slivers of oil & chip. We would like a neat edge to this removal line, but it does not have to be perfect. Once the slivers are removed, the longitudinal joint can be sawed. We suggest using timber plank on the (cleaned) exterior deck beams to level the wheels of the saw with the adjacent oil & chip surface. The contractor does not have to replace the oil & chip slivers which are removed. The Edgar County Highway Department will do that.
4. An amount of STRUCTURE EXCAVATION will be necessary at each corner of the bridge prior to removal of the existing exterior deck beams. This excavation may be used in the widened shoulders which must be built to accommodate the Type 1 Special Terminals proposed for the approach ends of the bridge. The void left due to this excavation shall be filled with compacted POROUS GRANULAR BACKFILL.
5. The Type 1 Special and Type 2 Terminals proposed for the ends of the bridge require additional earth fill to be built. New cross sections have been made to determine the amount of FURNISHED EXCAVATION necessary to complete this task.
6. Both the new nameplate and the old nameplate will be required to be fastened beside each other to the backface of the proposed S-1 rail. This removal and fastening of the old name plate will not be paid separately, but will be considered incidental to the pay item NAME PLATES.



ELEVATION
Scale: 1/8" = 1'-0"

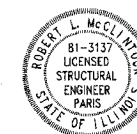


PLAN
Scale: 1/8" = 1'-0"

PROPOSED PRECAST CONCRETE BRIDGE SLAB 3'-9" WIDE
TO BE ADDED EACH SIDE OF BRIDGE
ESTIMATED QUANTITY = 674 SQ. FT.

TEMPORARY DITCH CHECKS

STA	O/S	QUANTITY
4+60	25' LT	1 EACH
4+60	25' RT	1 EACH
5+45	25' LT	1 EACH
5+45	25' RT	1 EACH
TOTAL		4 EACH



I hereby certify that I am a duly licensed Structural Engineer in accordance with the laws of the State of Illinois and that these plans were prepared by me or under my direct supervision.

Robert L. McClintock
Robert L. McClintock IL S.E. #3137
LICENSE EXPIRES 11-30-08
Date: 3/09/07

SEC. 07-10125-00-BR
PRAIRIE ROAD DISTRICT
EDGAR COUNTY
LOADING H15-S12
STR. NO. 023-4904

NAME PLATE DETAIL

SEE STANDARD 515001

GENERAL PLAN AND ELEVATION		McCLINTOCK CIVIL ENGINEERING SERVICE 1404 SHAW AVENUE, PARIS, ILL. 61944 PHONE 1217-466-0110	
SECTION 07-10125-00-BR PRAIRIE TOWNSHIP EDGAR COUNTY	DRN CK. SCALE APPR.	DATE SCALE	SHEET 2 OF 6 JOB NO. 3137-753-07