

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	D9 Bridge Repair 2025-2	Pulaski	22	1
		ILLINOIS	CONTRACT NO. 78A77	

FOR INDEX OF SHEETS, SEE SHEET NO. 3

FOR SUMMARY OF QUANTITIES, SEE SHEETS NO. 4-5

PROPOSED HIGHWAY PLANS

FAI ROUTE 57 (I-57) OVER CACHE RIVER
D9 BRIDGE REPAIR 2025-2
CONTRACT MAINTENANCE
BRIDGE REPAIR
PULASKI COUNTY

C-99-103-24

TRAFFIC DATA

STRUCTURE NO. 077-0006
2023 ADT = 7000
WITH 50.36% TRUCKS

STRUCTURE NO. 077-0005
2023 ADT = 6800
WITH 61.40% TRUCKS

TOWNSHIP

ULLIN

DESIGN DESIGNATION : N/A

COORDINATE SYSTEM : N/A

POSTED SPEED : 70 MPH

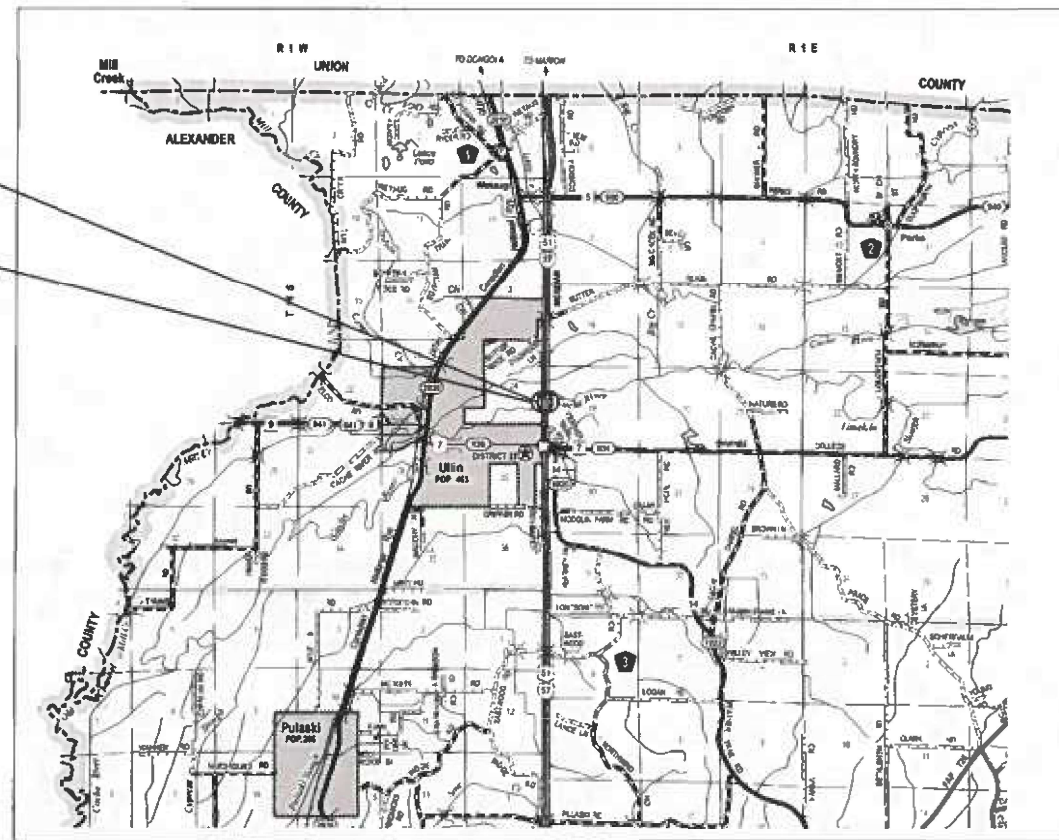
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: EHREN KIRBY
PROJECT DESIGNER: STEPHEN DILLARD

CONTRACT NO. 78A77

SN 077-0006
I-57 N.B. OVER CACHE RIVER

SN 077-0005
I-57 S.B. OVER CACHE RIVER



GROSS LENGTH = 363.66 FT. = 0.068 MILE
NET LENGTH = 363.66 FT. = 0.068 MILE

D-99-056-24



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED July 24 20 24
Kirk H. Brown
REGION FIVE ENGINEER

October 4, 2024
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

October 4, 2024
[Signature]
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS

MODEL: 02-Signature (Sheet)
FILE NAME: C:\pwworking\illinois.gov\stephen.dillard\illinois.gov\d9878A77-STA-Cover_Sig.dgn

Prepared By: Susan Ren
DISTRICT STUDIES & PLANS ENGINEER

Examined By: Nancy Stee
DISTRICT LAND ACQUISITION ENGINEER

Examined By: Car Mike
DISTRICT PROGRAM DEVELOPMENT ENGINEER

Examined By: R. G. G.
DISTRICT OPERATIONS ENGINEER

Examined By: Daryl J. Mehl
DISTRICT PROJECT IMPLEMENTATION ENGINEER

Examined By: Daryl J. Mehl
DISTRICT CONSTRUCTION ENGINEER

Examined By: Aan Dage
DISTRICT MATERIALS ENGINEER

USER NAME	stephen.dillard	DESIGNED	-	REVISED	-
		DRAWN	-	REVISED	-
		CHECKED	-	REVISED	-
PLOT DATE	7/24/2024	DATE	-	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SIGNATURE SHEET

SCALE: SHEET OF 22 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	D9 Bridge Repair 2025-2	Pulaski	22	2
ILLINOIS FED. AID PROJECT				

CONTRACT NO. 78A77

INDEX OF SHEETS

1	COVER SHEET
2	SIGNATURES
3	INDEX OF SHEETS, STANDARDS
4-5	SUMMARY OF QUANTITIES
6-12	SN 077-0006 REPAIR DETAILS
13-15	SN 077-0006 & SN 077-0005 DETAIL SHEETS
16-22	SN 077-0005 REPAIR DETAILS

COMMITMENTS

NONE

STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701400-12	APPROACH TO LANE CLOSURE FREEWAY EXPRESSWAY
701402-12	LANE CLOSURE FREEWAY EXPRESSWAY WITH BARRIER
701901-09	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

REV - MS

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	DRAWN -	REVISED -			57	D9 Bridge Repair 2025-2	Pulaski	22	3	
	CHECKED -	REVISED -			CONTRACT NO. 78A77					
PLOT DATE = 7/24/2024	DATE -	REVISED -			SCALE:	SHEET	OF 22 SHEETS	STA.	TO STA.	ILLINOIS

SUMMARY OF QUANTITIES

COUNTY:	PULASKI CO	PULASKI CO
ROUTE:	FAI 57	FAI 57
FUNDING:	100% STATE	100% STATE
LOCATION:	BRIDGE	BRIDGE
	SN 077-0006	SN 077-0005
	0013	0013

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	PULASKI CO	PULASKI CO
50102400	CONCRETE REMOVAL	CU YD	67.7	33.2	34.5
50300255	CONCRETE SUPERSTRUCTURE	CU YD	66.6	32.6	34.0
50300300	PROTECTIVE COAT	SQ YD	234	104	130
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	9,540	4,770	4,770
50800515	BAR SPLICERS	EACH	136	68	68
52000110	PREFORMED JOINT STRIP SEAL	FOOT	360	180	180
63300575	REMOVE AND REERECT RAIL ELEMENT OF EXISTING GUARDRAIL	FOOT	12.5	12.5	0.0
67100100	MOBILIZATION	L SUM	1	0.5	0.5
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	2	1	1
7010/025	CHANGEABLE MESSAGE SIGN	CAL DA	28	14	14
70300100	SHORT TERM PAVEMENT MARKING	FOOT	400	200	200
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	134	67	67
70400100	TEMPORARY CONCRETE BARRIER	FOOT	825	412.5	412.5

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET OF 22 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	D9 Bridge Repair 2025-2	Pulaski	22	4
CONTRACT NO. 78A77				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES - CONT

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	COUNTY:	PULASKI CO	PULASKI CO
				ROUTE:	FAI 57	FAI 57
				FUNDING:	100% STATE	100% STATE
				LOCATION:	BRIDGE	BRIDGE
					SN 077-0006	SN 077-0005
					0013	0013
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	700		350	350
70600251	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2		1	1
70600352	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE,NARROW), TEST LEVEL 3	EACH	2		1	1
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	14		9	5
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	52		13	39

MODEL: Sheet 4 (Sheet)
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PLOT DATE = 7/24/2024	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET OF 22 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	D9 Bridge Repair 2025-2	Pulaski	22	5
CONTRACT NO. 78A77				
ILLINOIS FED. AID PROJECT				

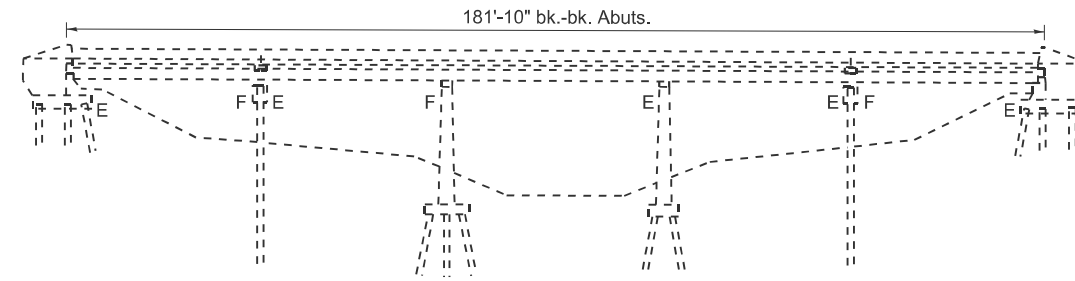
GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.
 Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be paid for according to Article 109.04 of the Standard Specifications.

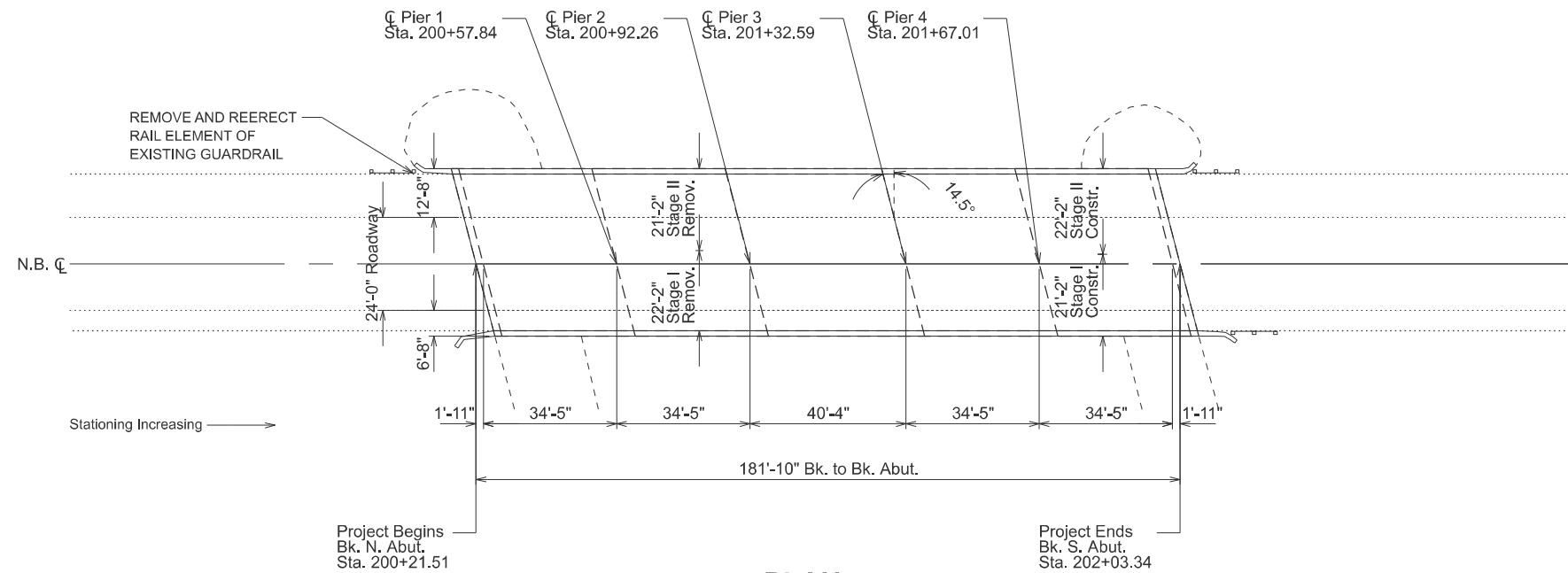
Plan dimensions and details relative to the existing structure have been taken from the existing plans and are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction 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.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system at the contractor's expense.

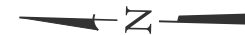
Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.



ELEVATION



PLAN



DESIGN STRESSES

(From Existing Plans)

Design Loading HS 20-44
 Design Stresses
 $f_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinf.)

(New)

$f_c = 4,000$ psi
 $f_y = 60,000$ psi (Reinf.)

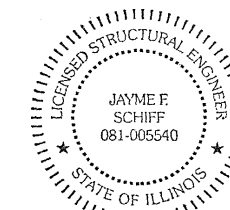
SCOPE OF WORK

- Concrete Removal
- Concrete Superstructure
- Deck Slab Repair (Full Depth)
- Structural Repair of Concrete
- Preformed Joint Strip Seal

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Bar Splicers	Each	68
Concrete Removal	Cu. Yd.	33.2
Concrete Superstructure	Cu. Yd.	32.6
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	13
Preformed Joint Strip Seal	Foot	180
Protective Coat	Sq. Yd.	104
Reinforcement Bars, Epoxy Coated	Pound	4770
Relocate Temporary Concrete Barrier	Foot	350
Remove and Reerect Rail Element of Existing Guardrail	Foot	12.5
Structural Repair of Concrete (Depth < 5")	Sq. Ft.	9
Temporary Concrete Barrier	Foot	412.5

**GENERAL PLAN & ELEVATION
 I-57 N.B. OVER CACHE RIVER
 FAI ROUTE 57 - D9 BRIDGE REPAIR 2025-2
 PULASKI COUNTY
 STRUCTURE NO. 077-0006**



EXPIRES 11-30-2024

Jayme F. Schiff

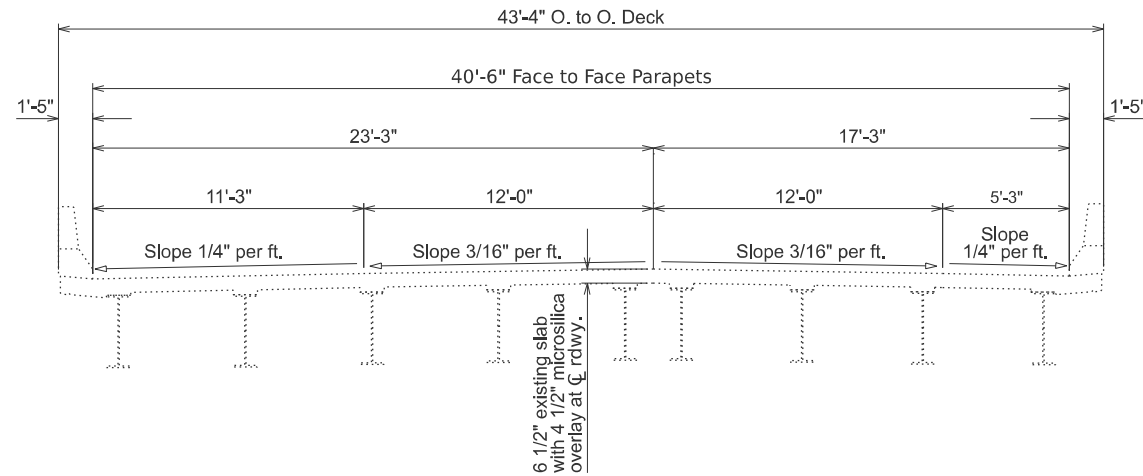
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN & ELEVATION
 SN 077-0006**

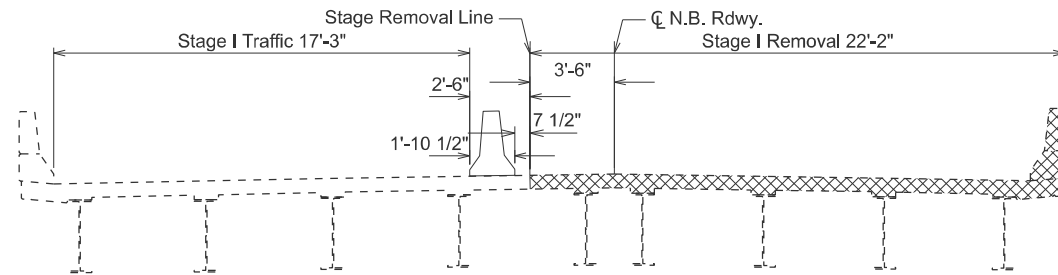
SCALE: SHEET OF 22 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	D9 Bridge Repair 2025-2	Pulaski	22	6
CONTRACT NO. 78A77				
ILLINOIS FED. AID PROJECT				

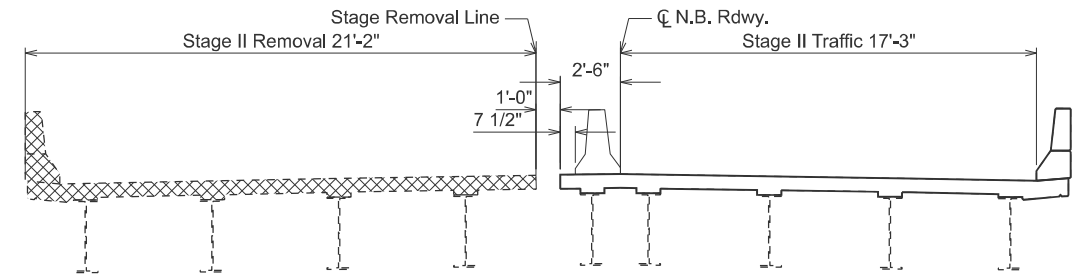
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	DRAWN -	REVISIONS -
	CHECKED -	REVISIONS -
PLOT DATE = 7/24/2024	DATE -	REVISIONS -



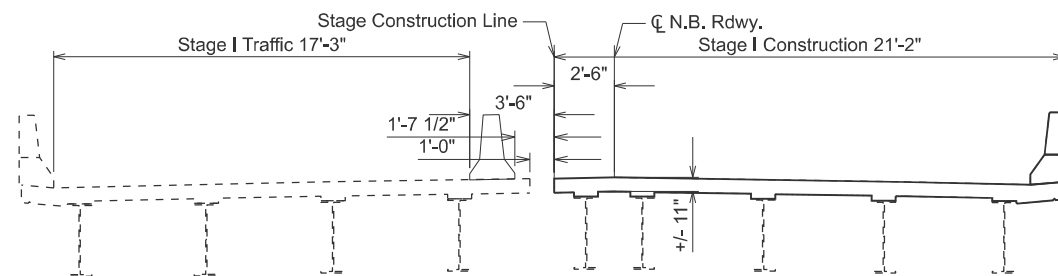
TYPICAL CROSS SECTION - EXISTING



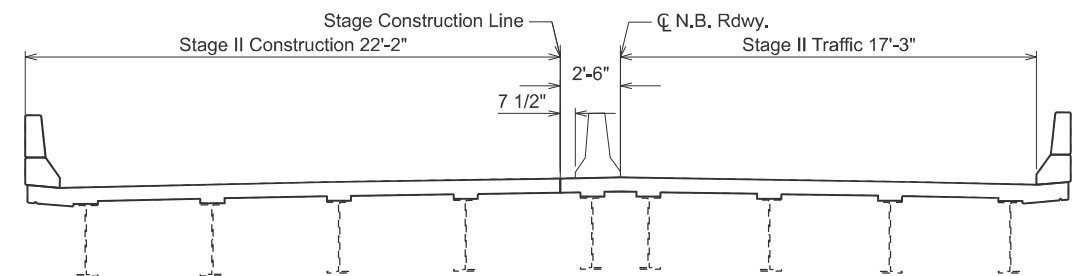
STAGE I REMOVAL
 (AT JOINT LOCATIONS ONLY)



STAGE II REMOVAL
 (AT JOINT LOCATIONS ONLY)



STAGE I CONSTRUCTION
 (AT JOINT LOCATIONS ONLY)



STAGE II CONSTRUCTION
 (AT JOINT LOCATIONS ONLY)

Notes:
 All Sections Looking South
 As built microsilica overlay varies up to approx. 60% thicker than the thickness shown in existing plans



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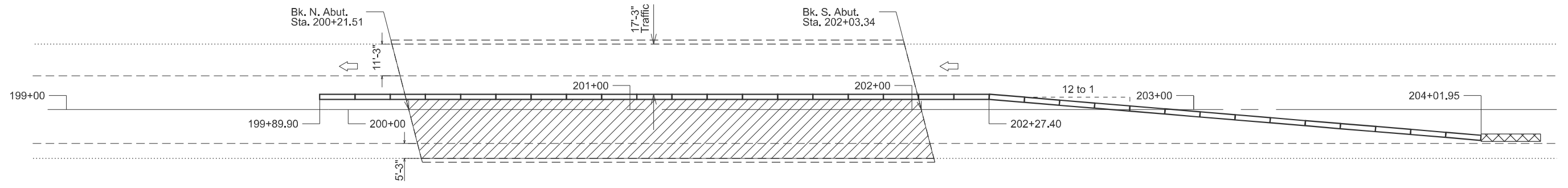
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PLOT DATE = 7/24/2024	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

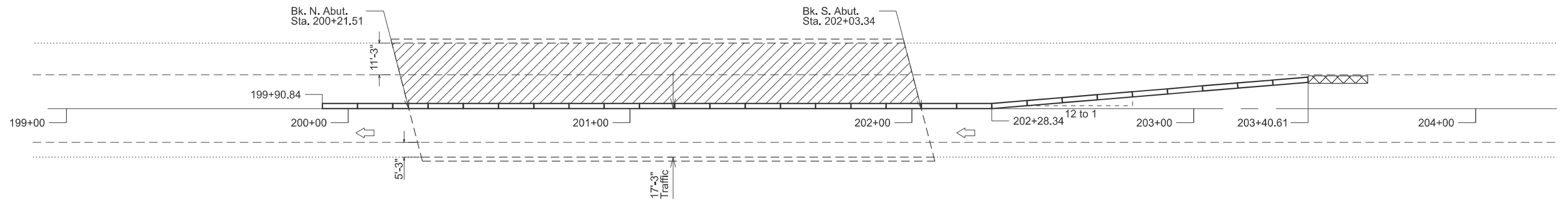
**TYPICAL SECTIONS
 SN 077-0006**

SCALE: SHEET OF 22 SHEETS STA. TO STA.

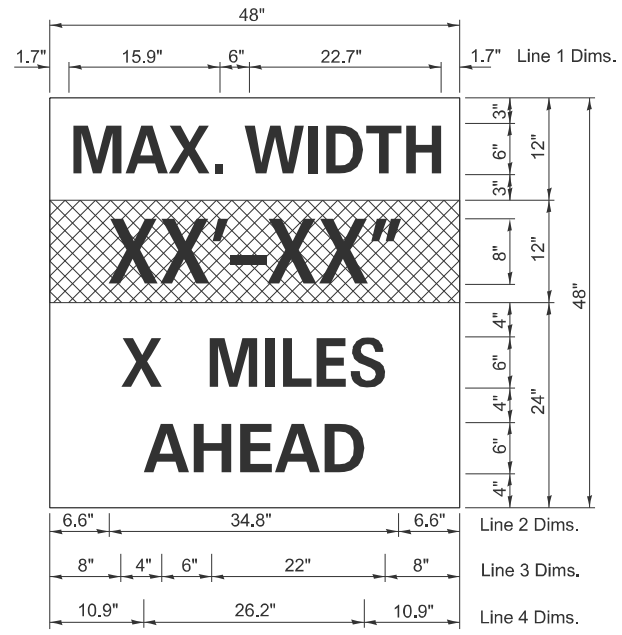
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	D9 Bridge Repair 2025-2	Pulaski	22	7
CONTRACT NO. 78A77			ILLINOIS FED. AID PROJECT	



STAGE I TRAFFIC



STAGE II TRAFFIC



W12-I103
 W12-I103, No Border
 "MAX WIDTH" 6D, No Border, Black on White
 "XX'-XX"" 8D, No Border, Black on Orange
 "X MILES" 6D, No Border, Black on White
 "AHEAD" 6D, No Border, Black on White

Notes for Max Width Sign:

1. Install a Max Width Sign each direction on I 57 to give traffic approaching work zone enough advance notice to change routes if needed. Exact locations as directed by engineer.
2. The contractor shall furnish the posts and erect the signs at the locations directed by the engineer. All signs shall be post mounted.
3. The noted work, including signs, posts, hardware and labor shall be included in the contract unit price, each, for Traffic Control and Protection, Std. 701402; no other compensation will be allowed.
4. The width shown on the W12-I103 sign shall be 18" less than what is shown in the staged lane widths or as directed by the Engineer.
5. The "X" MILES AHEAD will be determined by the engineer.



MODEL: Sheet 7 (Sheet)
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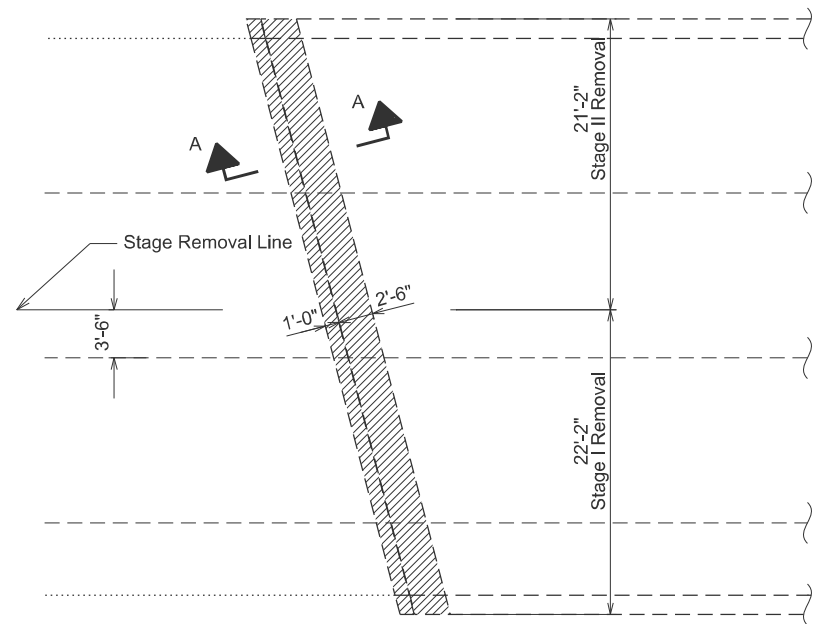
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PLOT DATE = 7/24/2024	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

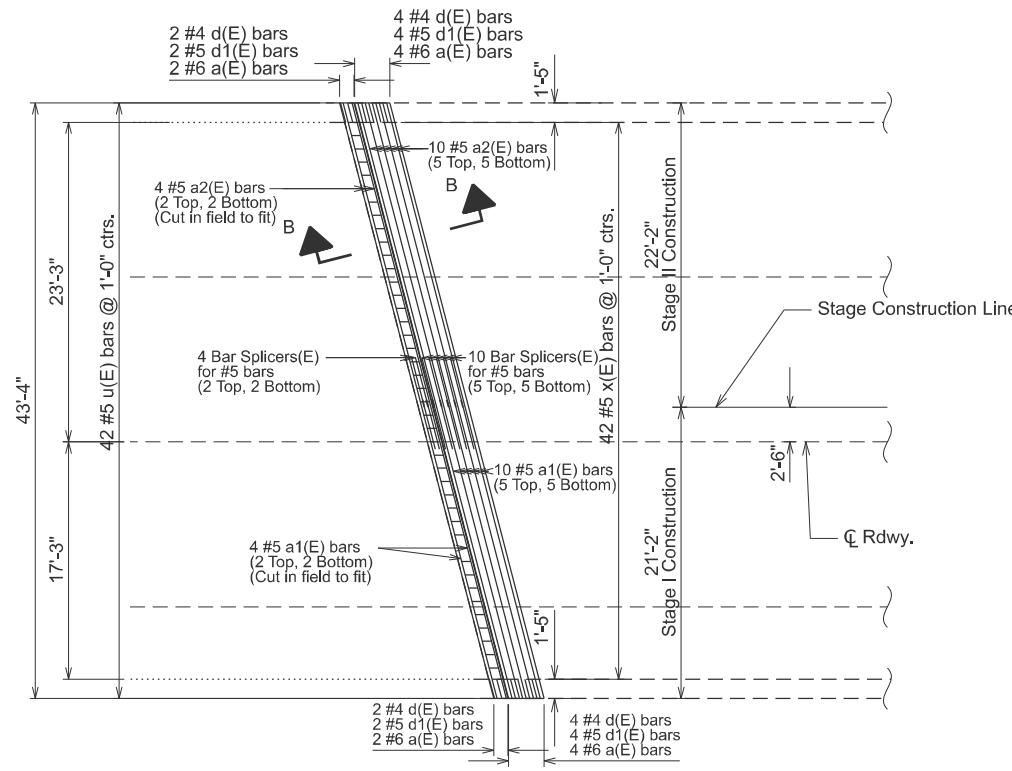
**STAGING PLAN
 SN 077-0006**

SCALE: SHEET OF 22 SHEETS STA. TO STA.

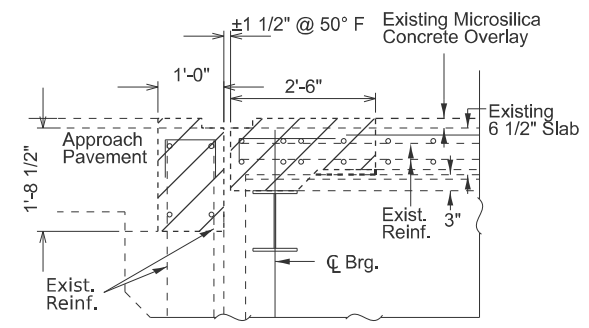
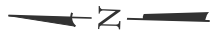
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57	D9 Bridge Repair 2025-2	Pulaski	22	8
CONTRACT NO. 78A77				
ILLINOIS FED. AID PROJECT				



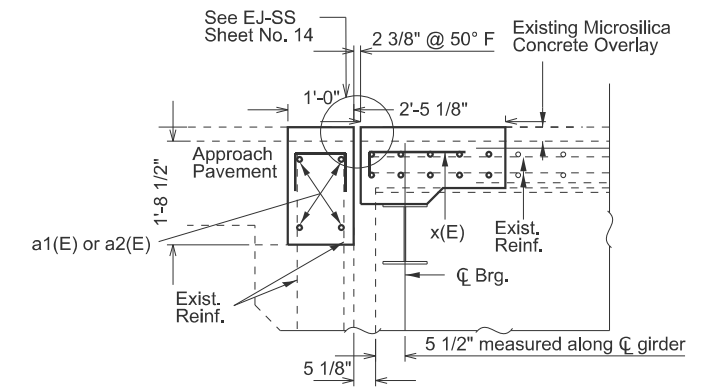
**JOINT AT NORTH ABUTMENT
SHOWING CONCRETE REMOVAL**



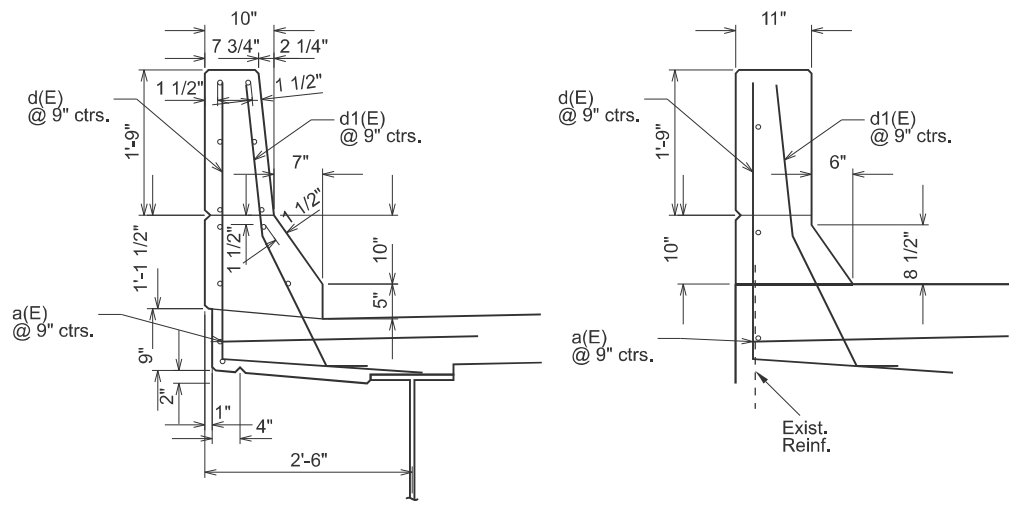
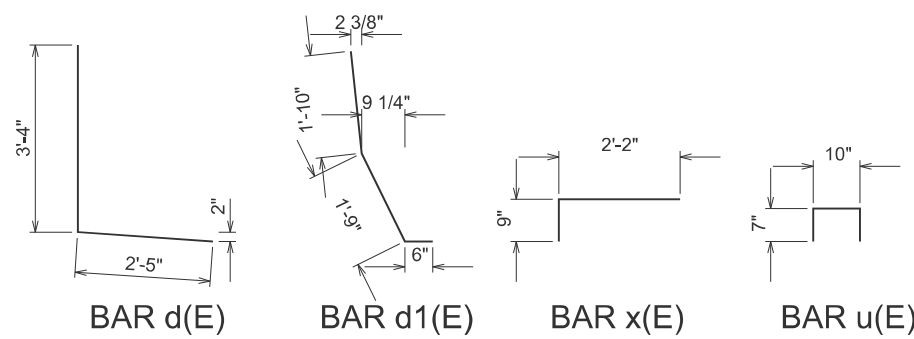
**JOINT AT NORTH ABUTMENT
SHOWING CONCRETE PLACEMENT**



SECTION A-A
(Dimensions are at Right Angles)



SECTION B-B
(Dimensions are at Right Angles)



SECTION THROUGH PARAPET SECTION THROUGH WINGWALL
(S. side of abut.) (N. side of abut.)

BILL OF MATERIAL
(North Abutment Only)

Bar	No.	Size	Length/Unit	Shape/Quantity
a(E)	12	#6	3'-1"	-
a1(E)	14	#5	21'-5"	—
a2(E)	14	#5	22'-6"	—
d(E)	12	#4	5'-9"	┘
d1(E)	12	#5	4'-1"	┘
u(E)	42	#5	2'-0"	┘
x(E)	42	#5	2'-11"	┘
Bar Splicer			Each	14
Concrete Removal			Cu. Yd.	7.5
Concrete Superstructure			Cu. Yd.	7.4
Reinforcement Bars, Epoxy Coated			Pound	1010

Notes:
As built microsilica overlay varies up to approx. 60% thicker than the thickness shown in existing plans



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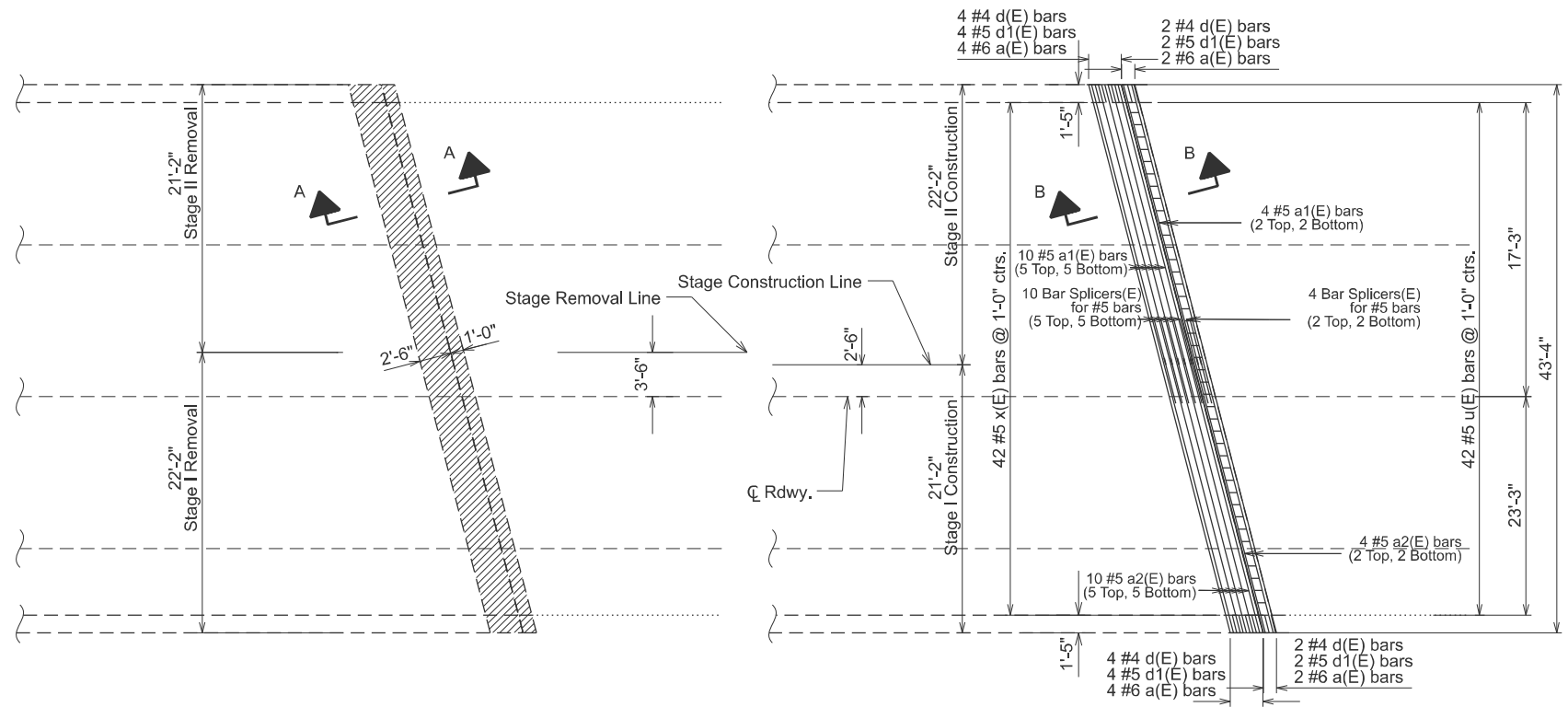
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PLOT DATE = 7/24/2024	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**JOINT RECONSTRUCTION DETAILS
SN 077-0006**

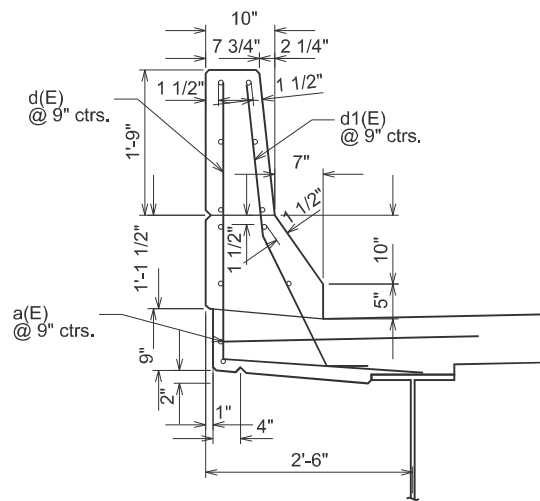
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57	D9 Bridge Repair 2025-2	Putaski	22	9
CONTRACT NO. 78A77				
ILLINOIS FED. AID PROJECT				



**JOINT AT SOUTH ABUTMENT
SHOWING CONCRETE REMOVAL**

**JOINT AT SOUTH ABUTMENT
SHOWING CONCRETE PLACEMENT**



SECTION THROUGH PARAPET

BILL OF MATERIAL

(South Abutment Only)

Bar	No.	Size	Length/Unit	Shape/Quantity
a(E)	12	#6	3'-1"	-
a1(E)	14	#5	21'-5"	—
a2(E)	14	#5	22'-6"	—
d(E)	12	#4	5'-9"	┌
d1(E)	12	#5	4'-1"	┌
u(E)	42	#5	2'-0"	—
x(E)	42	#5	2'-11"	┌
Bar Splicer			Each	14
Concrete Removal			Cu. Yd.	7.8
Concrete Superstructure			Cu. Yd.	7.6
Reinforcement Bars, Epoxy Coated			Pound	1010

Notes:
As built microsilica overlay varies up to approx. 60% thicker than the thickness shown in existing plans



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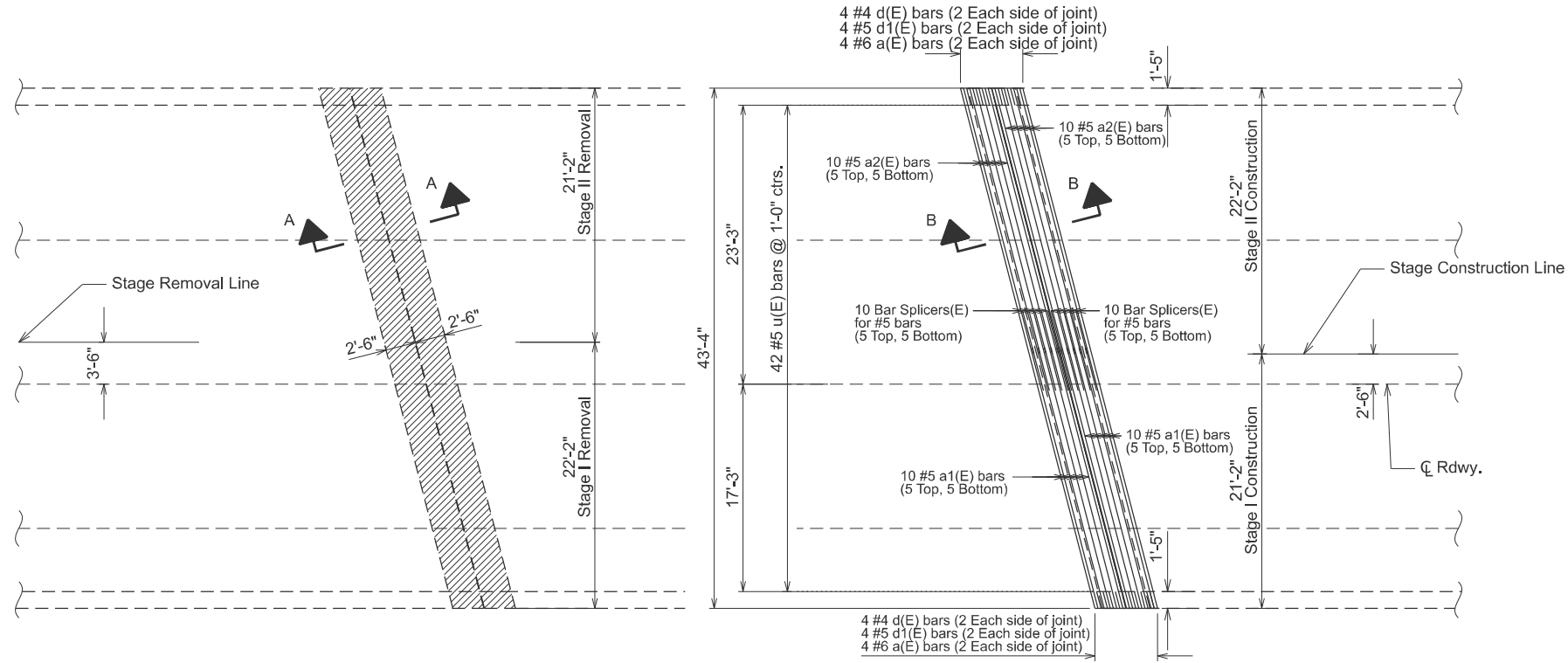
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	CHECKED -	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**JOINT RECONSTRUCTION DETAILS
SN 077-0006**

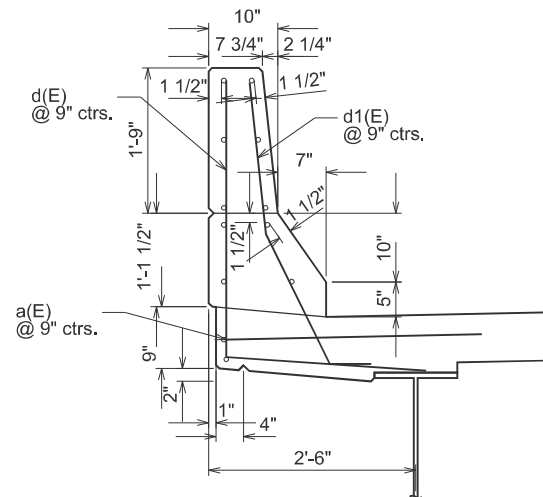
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ILLINOIS FED. AID PROJECT				

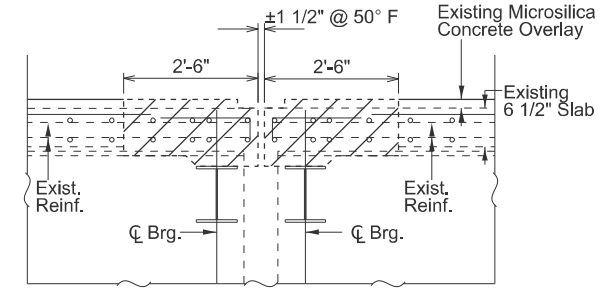


PIER 4
SHOWING CONCRETE REMOVAL
(PIER 1 SIMILAR)

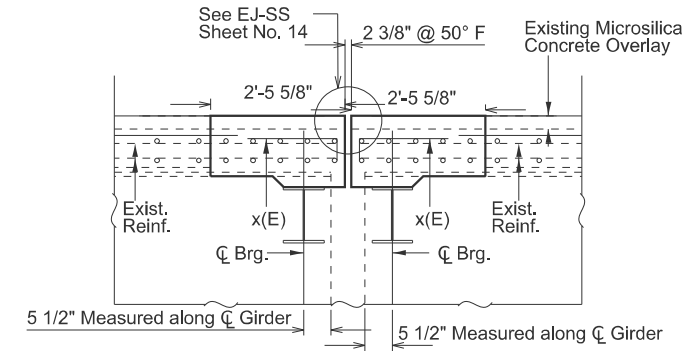
PIER 1
SHOWING CONCRETE PLACEMENT
(PIER 4 SIMILAR)



SECTION THROUGH PARAPET



SECTION A-A
(Dimensions are at Right Angles)



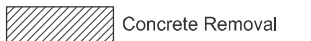
SECTION B-B
(Dimensions are at Right Angles)

BILL OF MATERIAL

(Pier 1 and Pier 4)

Bar	No.	Size	Length/Unit	Shape/Quantity
a(E)	32	#6	3'-1"	-
a1(E)	40	#5	21'-5"	-
a2(E)	40	#5	22'-6"	-
d(E)	32	#4	5'-9"	L
d1(E)	32	#5	4'-1"	⌢
x(E)	168	#5	2'-11"	-
Bar Splicer			Each	40
Concrete Removal			Cu. Yd.	17.9
Concrete Superstructure			Cu. Yd.	17.6
Reinforcement Bars, Epoxy Coated			Pound	2750

Notes:
As built microsilica overlay varies up to approx. 60% thicker than the thickness shown in existing plans



MODEL: Sheet 10 (Sheet)
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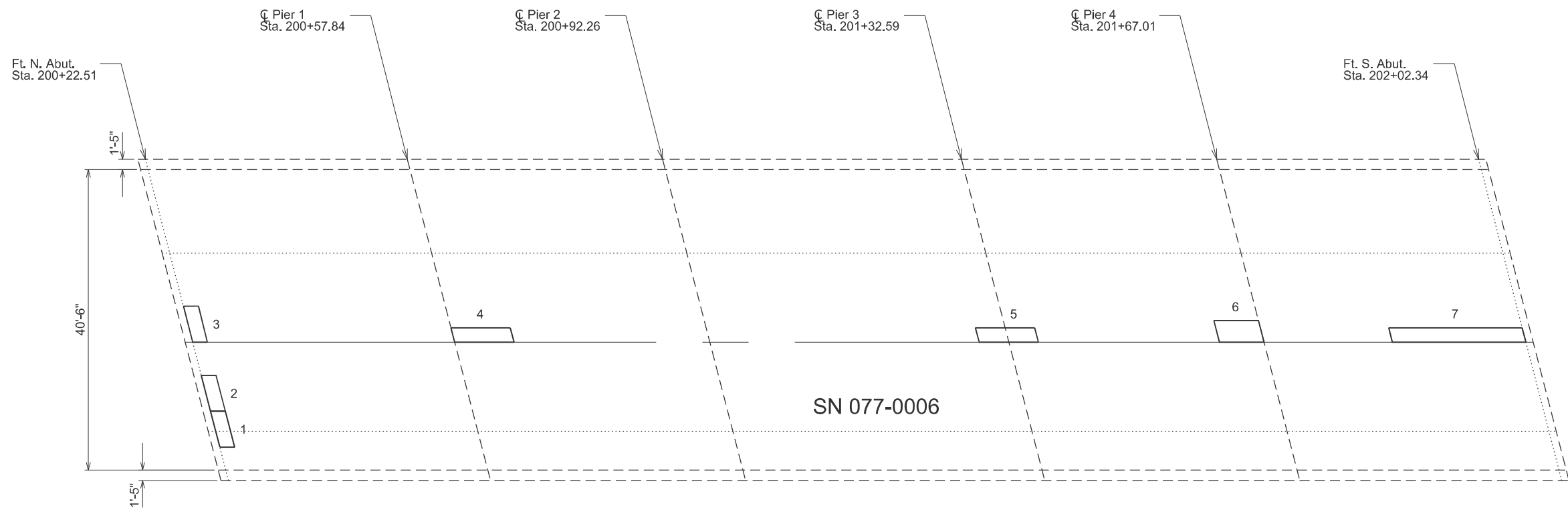
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PLOT DATE = 7/24/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINT RECONSTRUCTION DETAILS
SN 077-0006

SCALE: SHEET OF 22 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	D9 Bridge Repair 2025-2	Pulaski	22	11
				CONTRACT NO. 78A77
ILLINOIS FED. AID PROJECT				



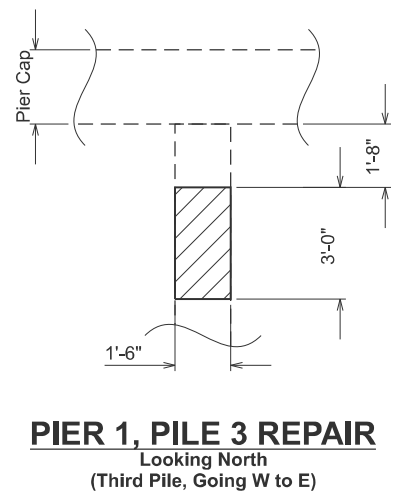
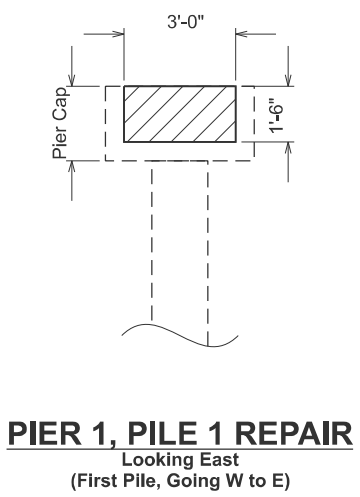
DECK SLAB REPAIR

North Bound Repair

Number	Length (Ft.)	Width (Ft.)	Area (Sq. Yd.)
1	2	5	1.1
2	2	5	1.1
3	2	5	1.1
4	8	2	1.8
5	8	2	1.8
6	6	3	2.0
7	18	2	4.0
North Bound Total			12.9

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	13
Structural Repair of Concrete < 5"	Sq. Ft.	9



Notes:
The Engineer will determine final patch locations and quantities in the field before bridge deck patching operations begin
As built microsilica overlay varies up to approx. 60% thicker than the thickness shown in existing plans



MODEL: Sheet 11 (Sheet)
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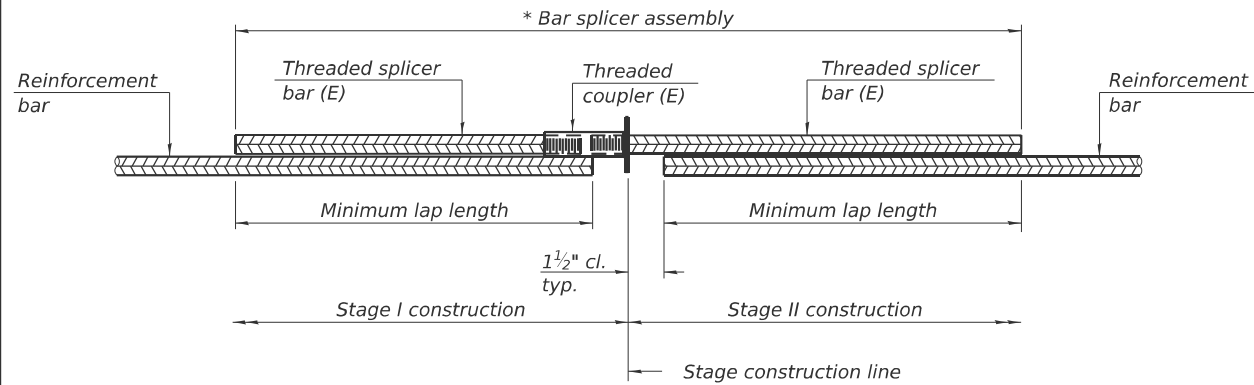
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	DRAWN -	REVISED -
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PLOT DATE = 7/24/2024	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK SLAB AND SUBSTRUCTURE REPAIR
SN 077-0006**

SCALE: SHEET OF 22 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	D9 Bridge Repair 2025-2	Pulaski	22	12
CONTRACT NO. 78A77				
ILLINOIS FED. AID PROJECT				



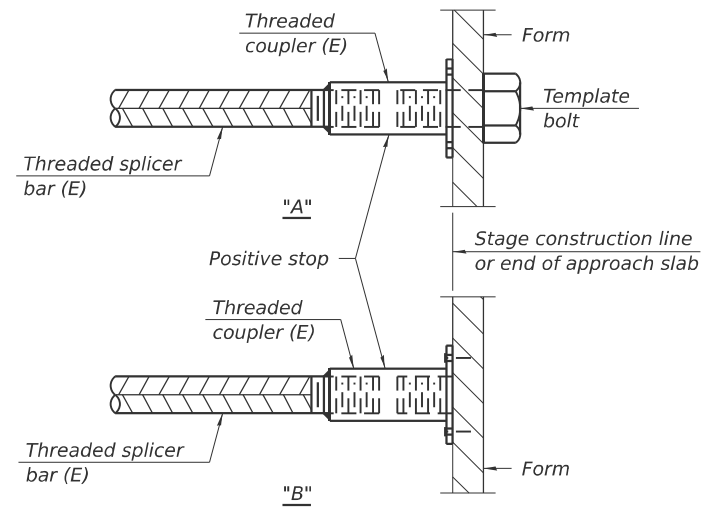
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
S.N. 077-0005 Deck	#5	60	3'-6"
S.N. 077-0005 Hatchblock	#5	8	3'-6"
S.N. 077-0006 Deck	#5	60	3'-6"
S.N. 077-0006 Hatchblock	#5	8	3'-6"

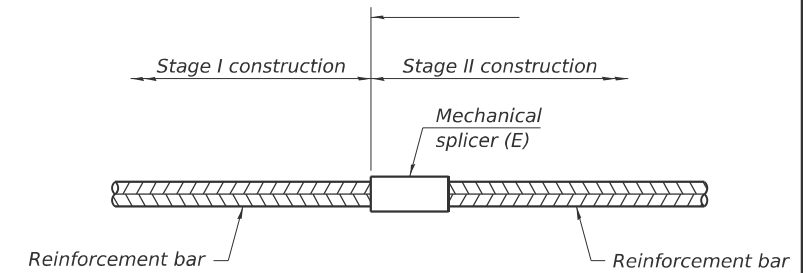


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

Notes:
 Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

MODEL: Sheet 12 (Sheet)
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BSD-1

5-15-2023

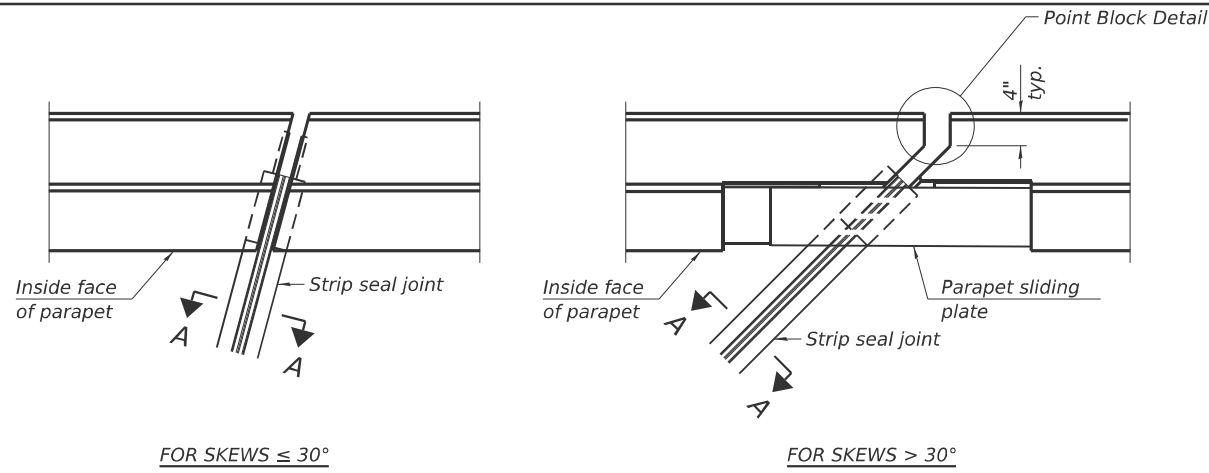
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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 7/24/2024	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY DETAILS
 SN 077-0006 & SN 077-0005**

SCALE: SHEET OF 22 SHEETS STA. TO STA.

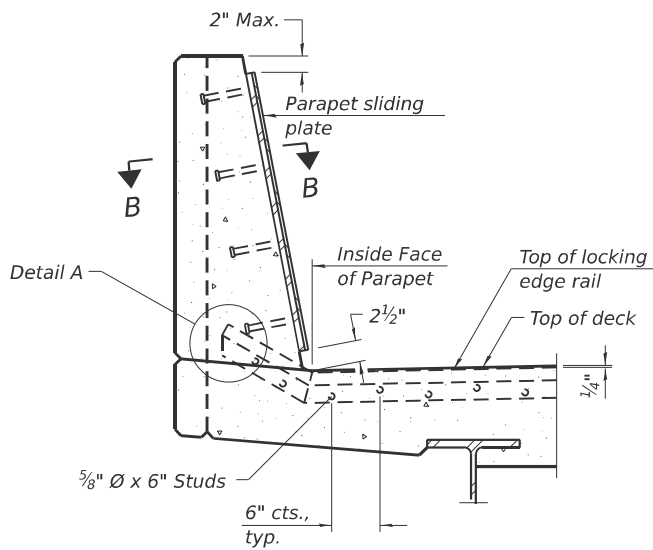
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57	D9 Bridge Repair 2025-2	Pulaski	22	13
CONTRACT NO. 78A77				
ILLINOIS FED. AID PROJECT				



FOR SKEWS $\leq 30^\circ$

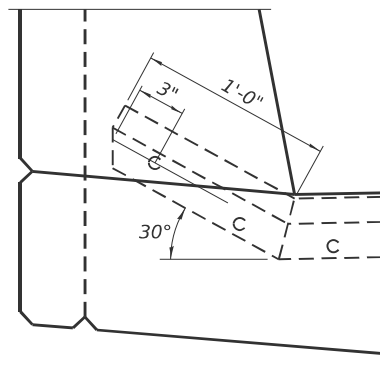
FOR SKEWS $> 30^\circ$

PLAN AT PARAPET

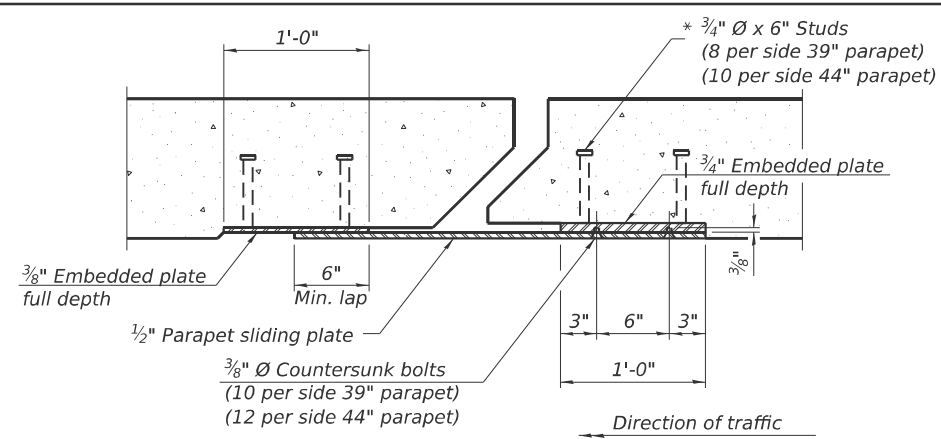


SECTION AT PARAPET

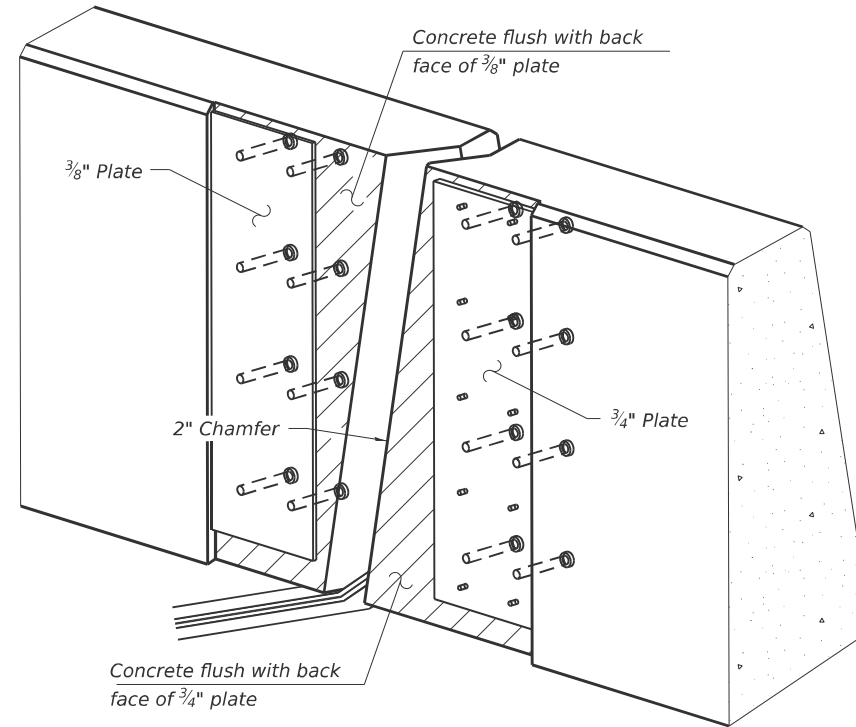
(Skews $> 30^\circ$ shown. Skews $\leq 30^\circ$ similar except as shown in plan view.)



DETAIL A

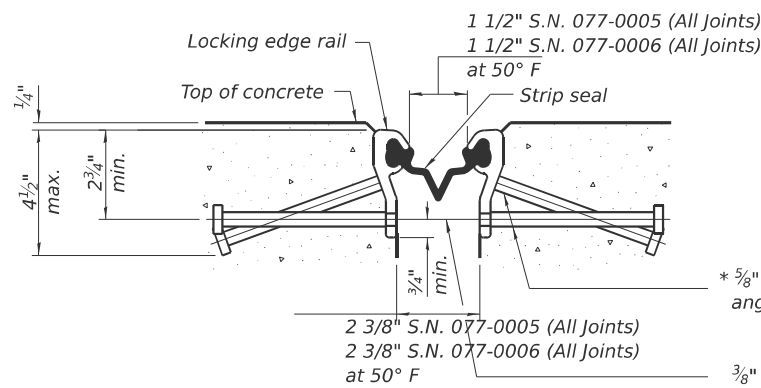


SECTION B-B



TRIMETRIC VIEW

(Showing embedded plates only)



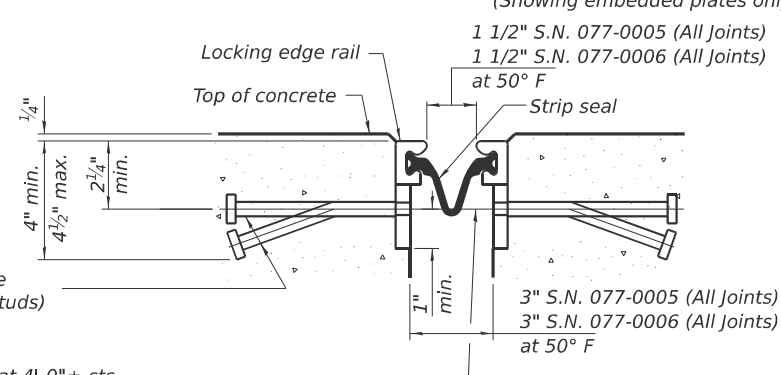
SHOWING ROLLED RAIL JOINT

* $5/8$ " \varnothing x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

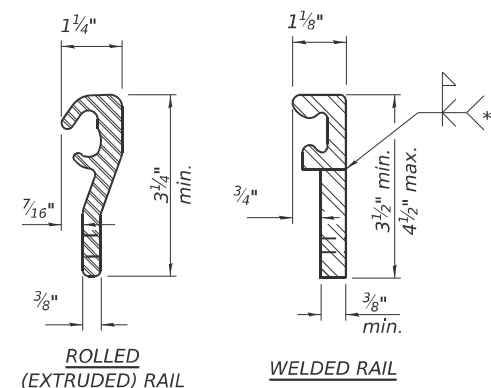
$3/8$ " \varnothing threaded rods in $7/16$ " \varnothing holes at 4'-0" \pm cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

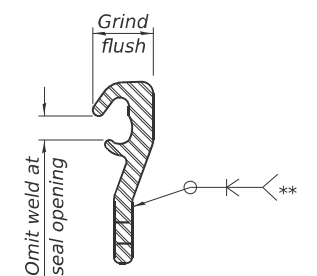


SHOWING WELDED RAIL JOINT



LOCKING EDGE RAILS

** Back gouge not required if complete joint penetration is verified by mock-up.



LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	360

Notes:
 The strip seal shall be made continuous and shall have a minimum thickness of $1/4$ ". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
 The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the $4 1/2$ " maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.
 The manufacturer's recommended installation methods shall be followed.
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
 The Maximum space between locking edge rail segments shall be c" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.
 Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.
 39" constant slope barrier shown, 44" constant slope barrier similar as noted.
 The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

MODEL: Sheet 13 (Sheet)
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EJ-SS

5-15-2023

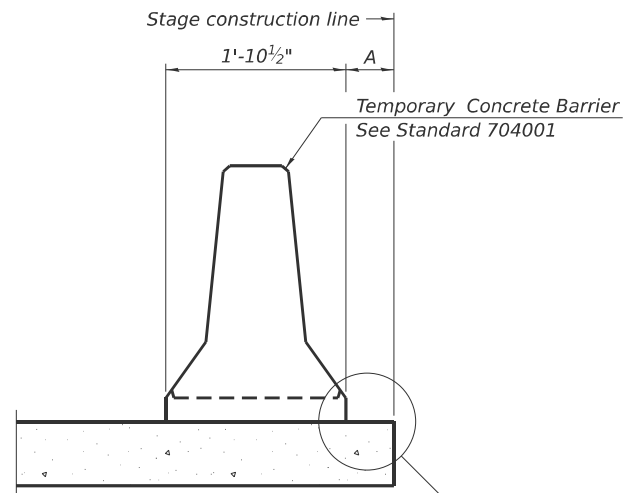
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	DRAWN -	REVISED -
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PLOT DATE = 7/24/2024	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PREFORMED JOINT STRIP SEALS
 SN 077-0006 & SN 077-0005**

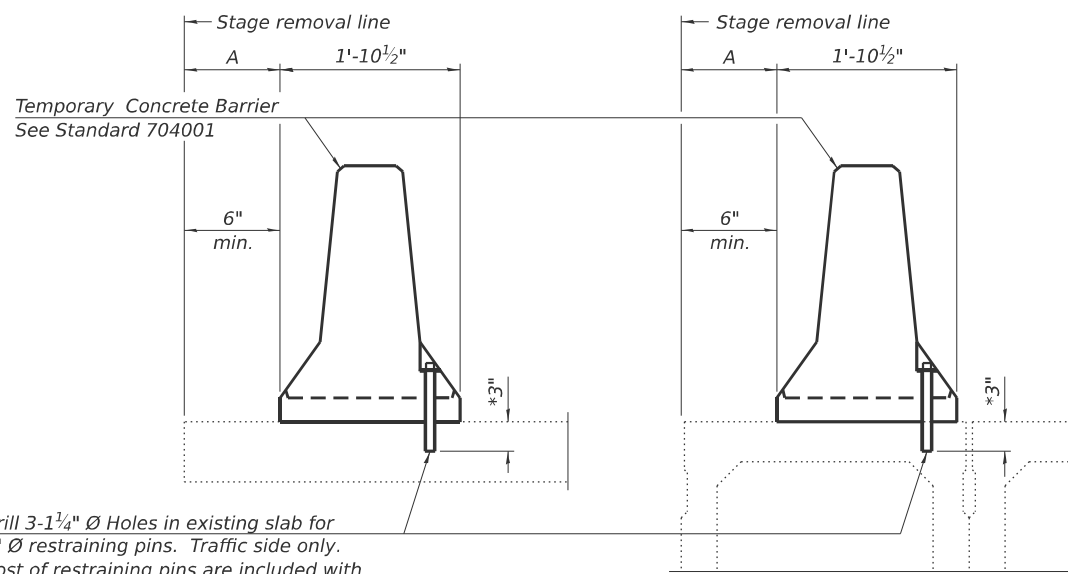
SCALE: SHEET OF 22 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	D9 Bridge Repair 2025-2	Putaski	22	14
				CONTRACT NO. 78A77
ILLINOIS FED. AID PROJECT				



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM

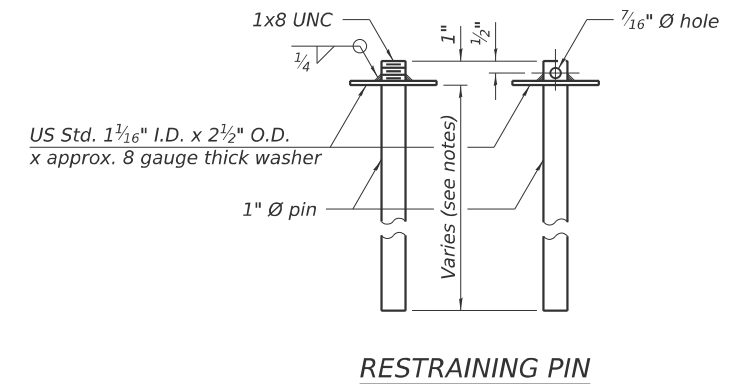


Drill 3-1 1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

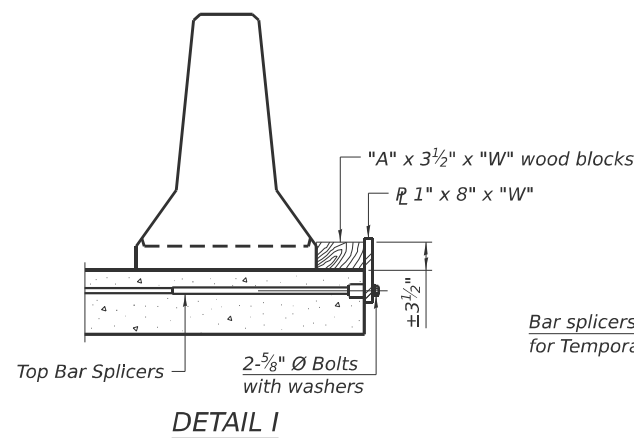
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

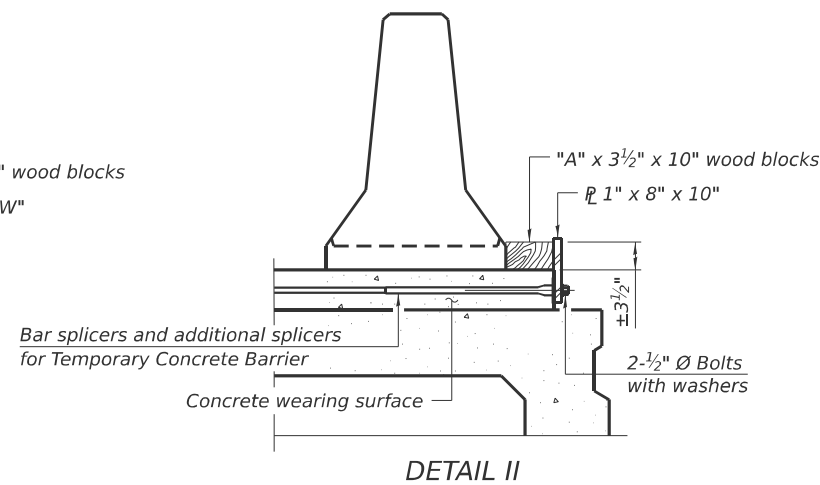


RESTRAINING PIN

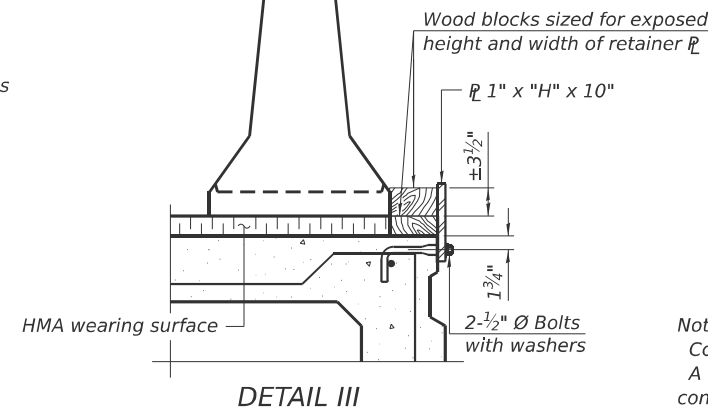
SECTIONS THRU SLAB OR DECK BEAM



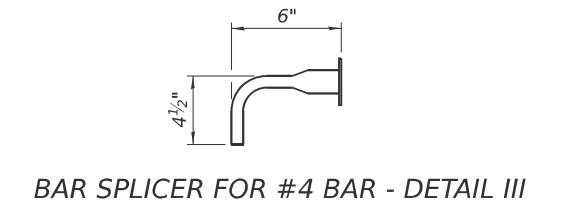
DETAIL I



DETAIL II



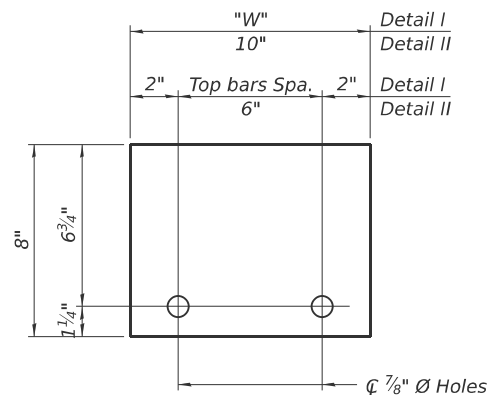
DETAIL III



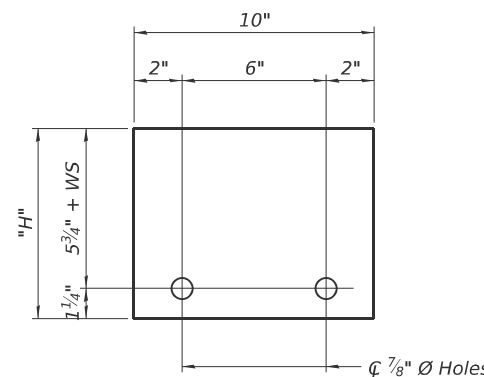
BAR SPLICER FOR #4 BAR - DETAIL III

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier. A retainer assembly shall be located at the approximate \bar{C} of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.
 Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.
 Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.



STEEL RETAINER \bar{P} 1" x 8" x "W"
 (Detail I and II)



STEEL RETAINER \bar{P} 1" x "H" x 10"
 (Detail III)

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023

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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 7/24/2024	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
 SN 077-0006 & SN 077-0005

SCALE: SHEET OF 22 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	D9 Bridge Repair 2025-2	Putaski	22	15
CONTRACT NO. 78A77			ILLINOIS FED. AID PROJECT	

GENERAL NOTES

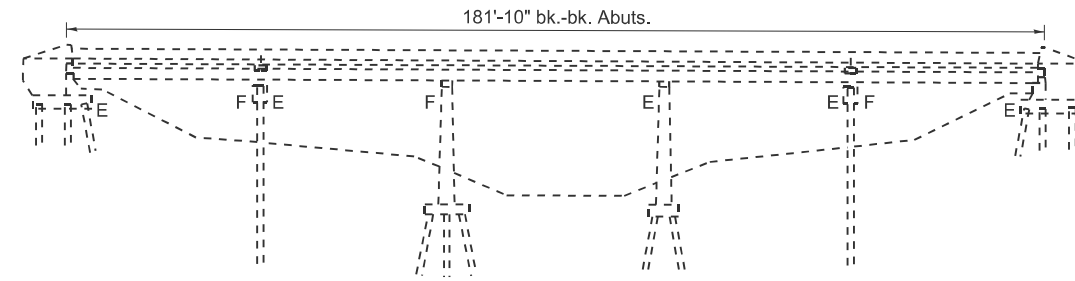
Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be paid for according to Article 109.04 of the Standard Specifications.

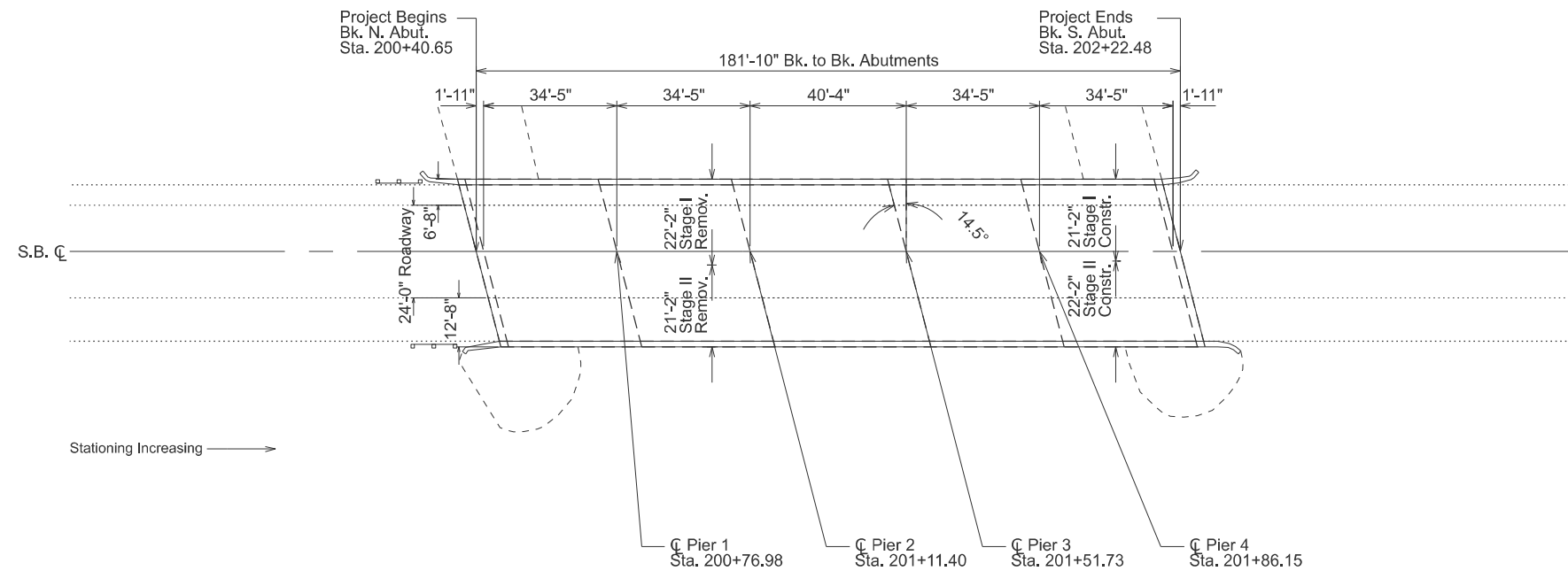
Plan dimensions and details relative to the existing structure have been taken from the existing plans and are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction 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.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system at the contractor's expense.

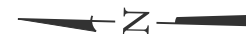
Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.



ELEVATION



PLAN



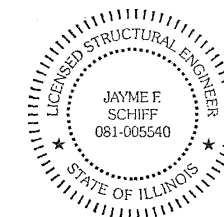
DESIGN STRESSES

(From Existing Plans)

Design Loading HS 20-44
Design Stresses
f_c=3,500 psi
f_y=60,000psi (Reinf.)

(New)

f_c=4,000 psi
f_y=60,000psi (Reinf.)



EXPIRES 11-30-2024

Jayme F. Schiff

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Bar Splicers	Each	68
Concrete Removal	Cu. Yd.	34.5
Concrete Superstructure	Cu. Yd.	34.0
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	39
Preformed Joint Strip Seal	Foot	180
Protective Coat	Sq. Yd.	130
Reinforcement Bars, Epoxy Coated	Pound	4770
Relocate Temporary Concrete Barrier	Foot	350
Structural Repair of Concrete (Depth < 5")	Sq. Ft.	5
Temporary Concrete Barrier	Foot	412.5

SCOPE OF WORK

Concrete Removal
Concrete Superstructure
Deck Slab Repair (Full Depth)
Structural Repair of Concrete
Preformed Joint Strip Seal

**GENERAL PLAN & ELEVATION
I-57 S.B. OVER CACHE RIVER
FAI ROUTE 57 - D9 BRIDGE REPAIR 2025-2
PULASKI COUNTY
STRUCTURE NO. 077-0005**

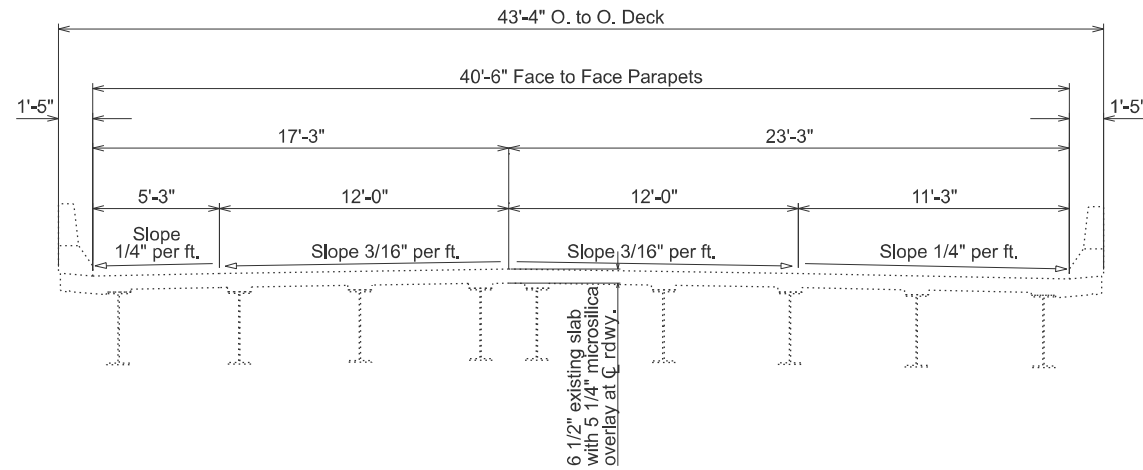
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
SN 077-0005

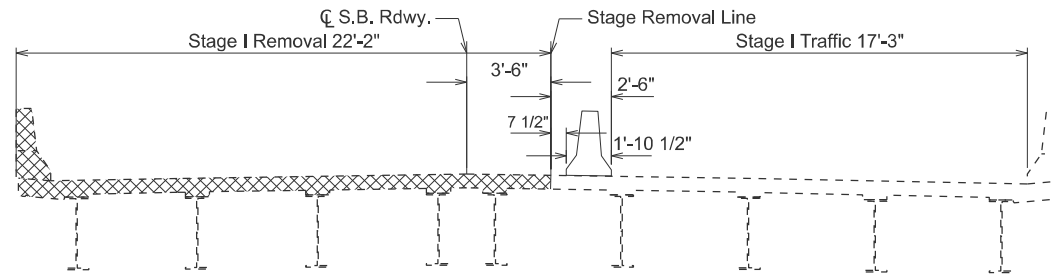
SCALE: SHEET OF 22 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	D9 Bridge Repair 2025-2	Pulaski	22	16
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78A77	

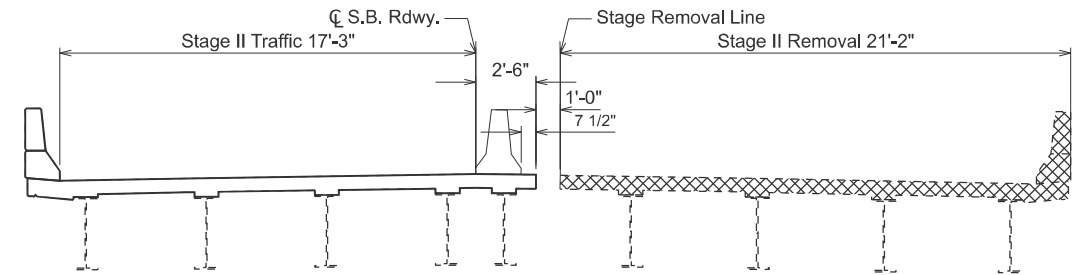
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	DRAWN	-
	CHECKED	-
	DATE	-



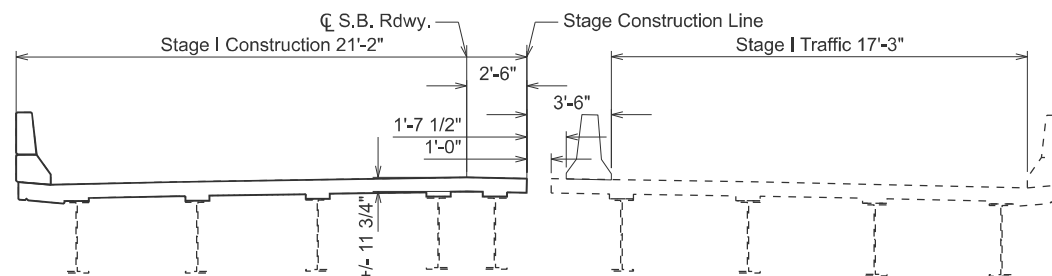
TYPICAL CROSS SECTION - EXISTING



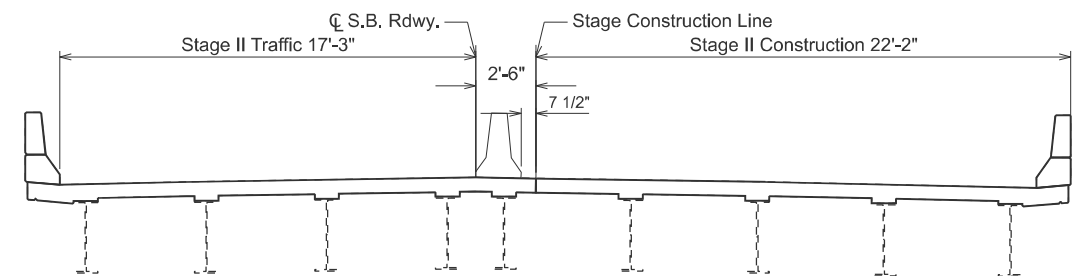
STAGE I REMOVAL
 (AT JOINT LOCATIONS ONLY)



STAGE II REMOVAL
 (AT JOINT LOCATIONS ONLY)

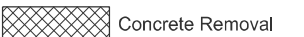


STAGE I CONSTRUCTION
 (AT JOINT LOCATIONS ONLY)



STAGE II CONSTRUCTION
 (AT JOINT LOCATIONS ONLY)

Notes:
 All Sections Looking South
 As built microsilica overlay varies up to approx. 80% thicker than the thickness shown in existing plans



MODEL: Sheet 16 (Sheet)
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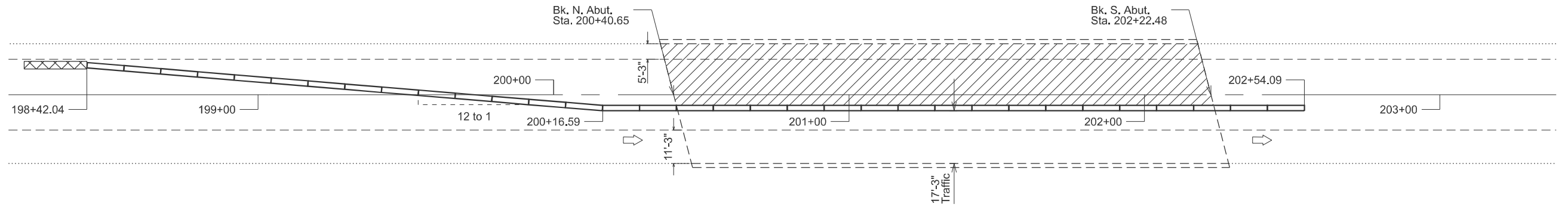
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

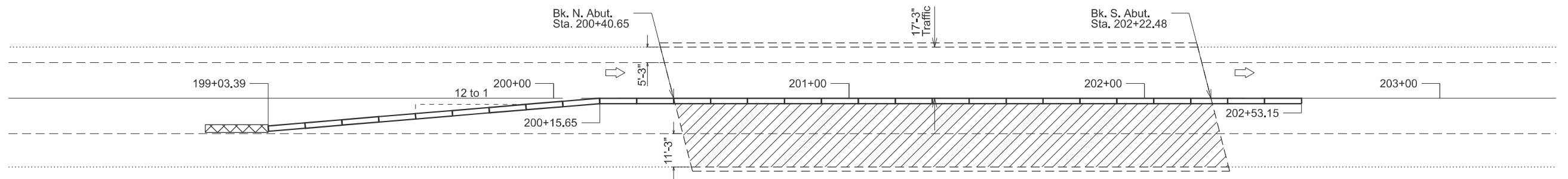
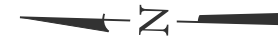
TYPICAL SECTIONS
SN 077-0005

SCALE: SHEET OF 22 SHEETS STA. TO STA.

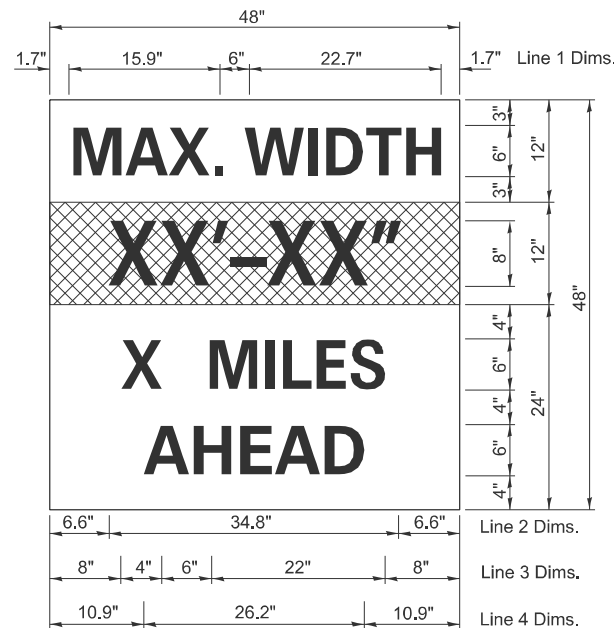
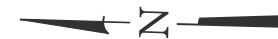
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	D9 Bridge Repair 2025-2	Pulaski	22	17
CONTRACT NO. 78A77				
ILLINOIS FED. AID PROJECT				



STAGE I TRAFFIC



STAGE II TRAFFIC



W12-I103

- W12-I103, No Border
- "MAX WIDTH" 6D, No Border, Black on White
- "XX'-XX'" 8D, No Border, Black on Orange
- "X MILES" 6D, No Border, Black on White
- "AHEAD" 6D, No Border, Black on White

Notes for Max Width Sign:

1. Install a Max Width Sign each direction on I 57 to give traffic approaching work zone enough advance notice to change routes if needed. Exact locations as directed by engineer.
2. The contractor shall furnish the posts and erect the signs at the locations directed by the engineer. All signs shall be post mounted.
3. The noted work, including signs, posts, hardware and labor shall be included in the contract unit price, each, for Traffic Control and Protection, Std. 701402, no other compensation will be allowed.
4. The width shown on the W12-I103 sign shall be 18" less than what is shown in the staged lane widths or as directed by the Engineer.
5. The "X" MILES AHEAD will be determined by the engineer.



MODEL: Sheet 17 (Sheet)
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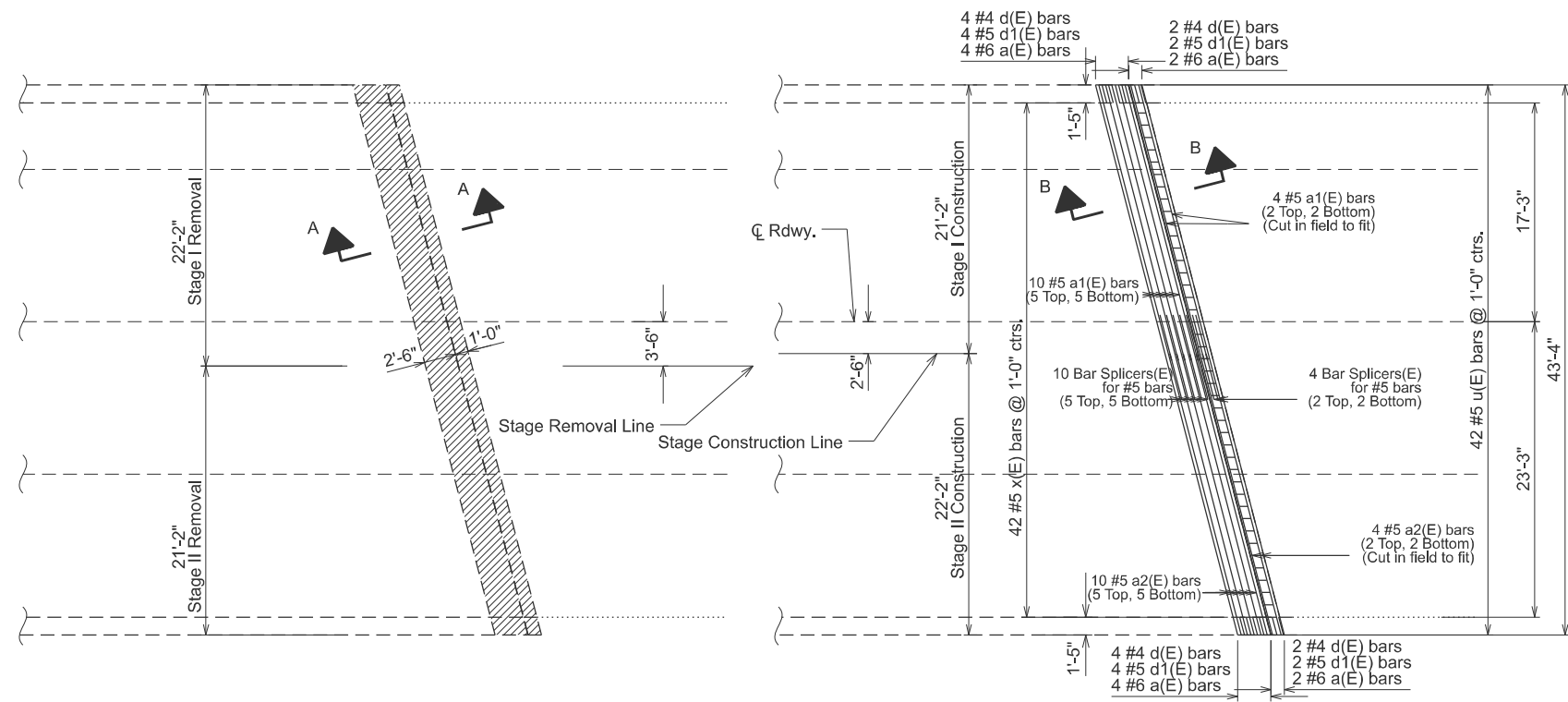
USER NAME = stephen.dillard	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 7/24/2024	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGING PLAN
SN 077-0005**

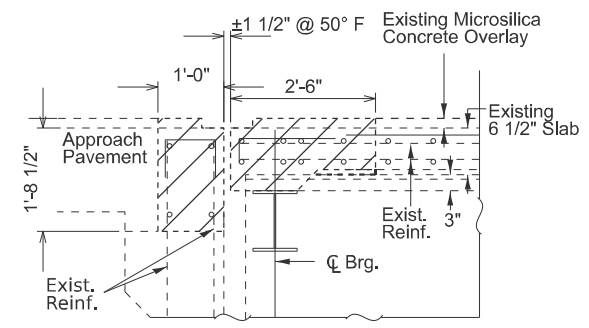
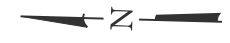
SCALE: SHEET OF 22 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	D9 Bridge Repair 2025-2	Pulaski	22	18
CONTRACT NO. 78A77				
ILLINOIS FED. AID PROJECT				

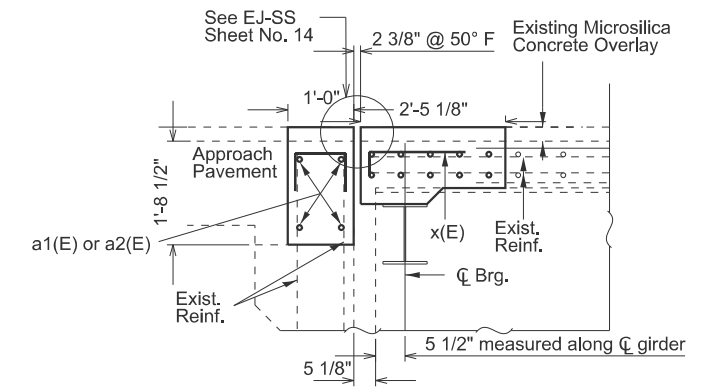


**JOINT AT SOUTH ABUTMENT
SHOWING CONCRETE REMOVAL**

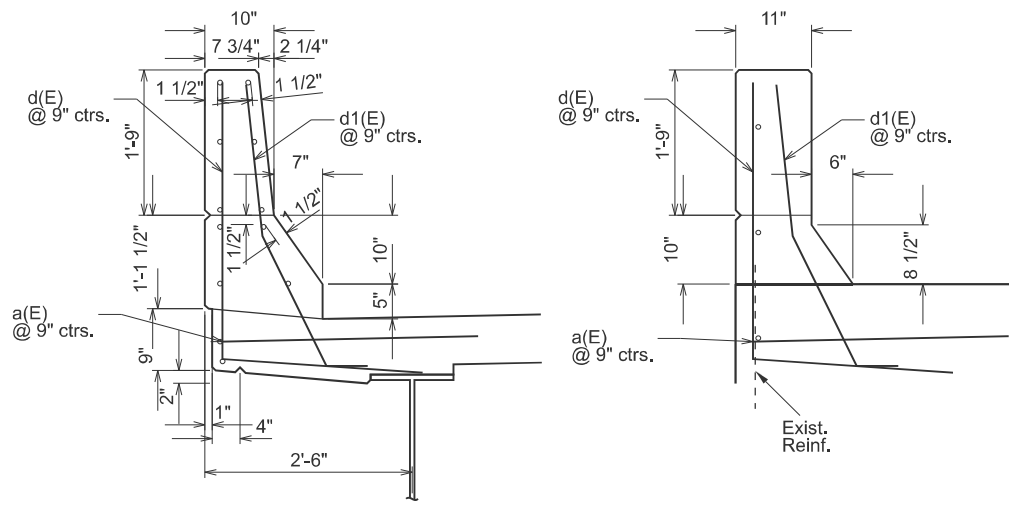
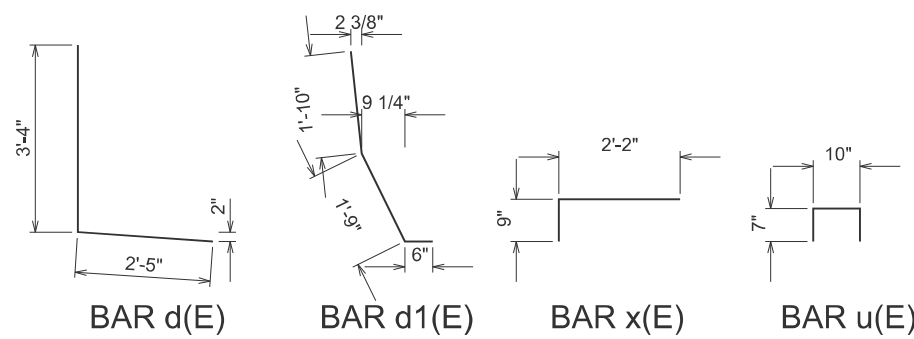
**JOINT AT SOUTH ABUTMENT
SHOWING CONCRETE PLACEMENT**



SECTION A-A
(Dimensions are at Right Angles)



SECTION B-B
(Dimensions are at Right Angles)



SECTION THROUGH PARAPET SECTION THROUGH WINGWALL
(N. side of abut.) (S. side of abut.)

BILL OF MATERIAL

(South Abutment Only)

Bar	No.	Size	Length/Unit	Shape/Quantity
a(E)	12	#6	3'-1"	-
a1(E)	14	#5	21'-5"	—
a2(E)	14	#5	22'-6"	—
d(E)	12	#4	5'-9"	┘
d1(E)	12	#5	4'-1"	┘
u(E)	42	#5	2'-0"	—
x(E)	42	#5	2'-11"	┘
Bar Splicer			Each	14
Concrete Removal			Cu. Yd.	7.8
Concrete Superstructure			Cu. Yd.	7.7
Reinforcement Bars, Epoxy Coated			Pound	1010

Notes:
As built microsilica overlay varies up to approx. 80% thicker than the thickness shown in existing plans



MODEL: Sheet 18 (Sheet) FILE NAME: c:\p\work\wv\illinois.gov_stephen.dillard\illinois.gov_stephen.dillard\78A77-SHD-Typicals.dgn

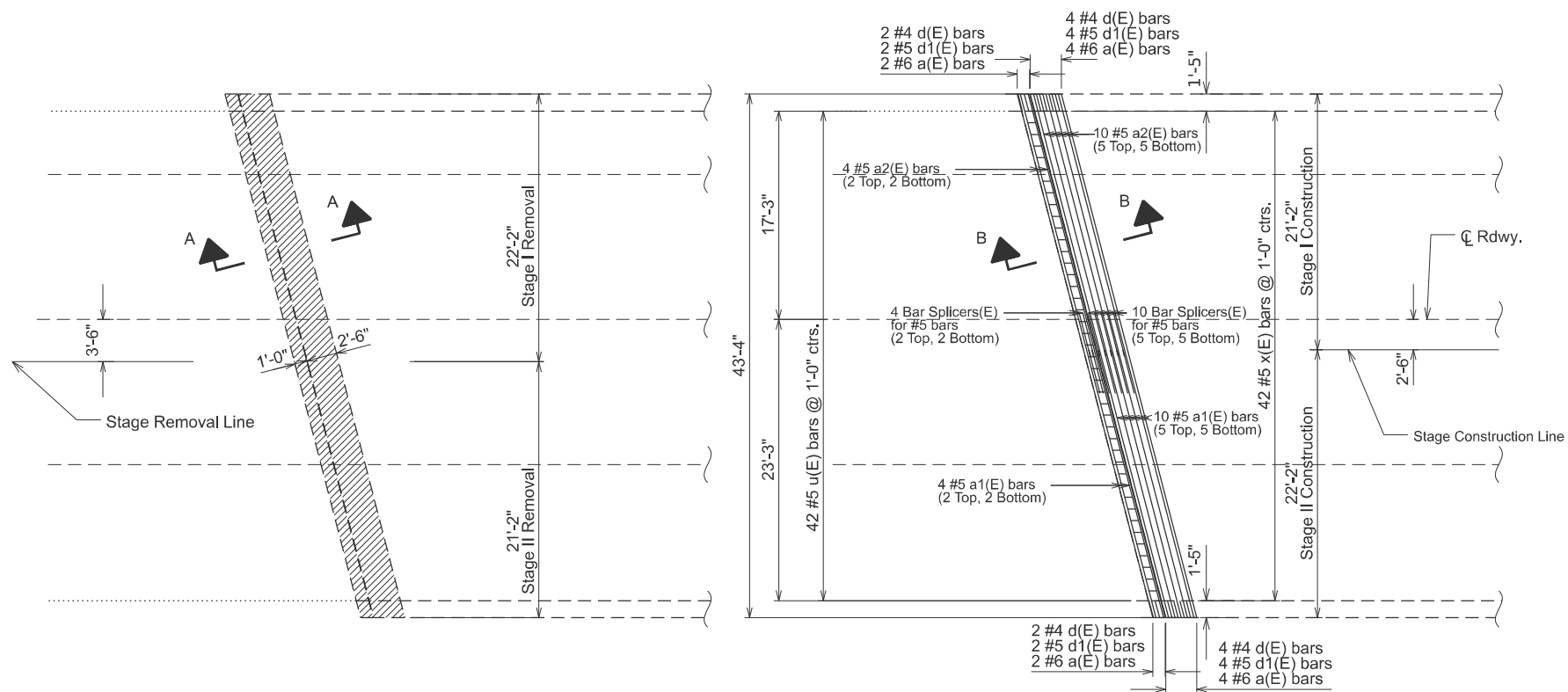
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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 7/24/2024	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**JOINT RECONSTRUCTION DETAILS
SN 077-0005**

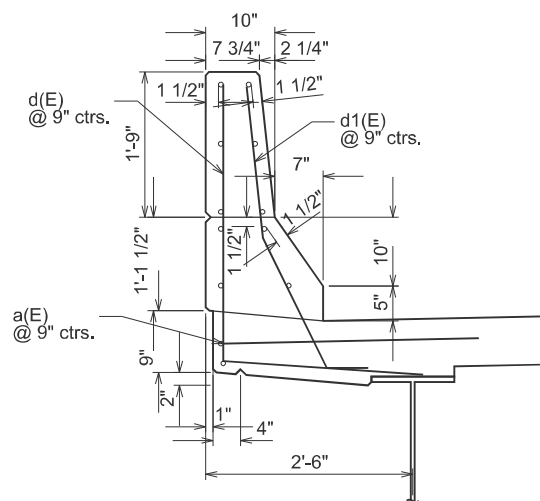
SCALE: SHEET OF 22 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	D9 Bridge Repair 2025-2	Putaski	22	19
CONTRACT NO. 78A77				
ILLINOIS FED. AID PROJECT				



**JOINT AT NORTH ABUTMENT
SHOWING CONCRETE REMOVAL**

**JOINT AT NORTH ABUTMENT
SHOWING CONCRETE PLACEMENT**



SECTION THROUGH PARAPET

BILL OF MATERIAL
(North Abutment Only)

Bar	No.	Size	Length/Unit	Shape/Quantity
a(E)	12	#6	3'-1"	-
a1(E)	14	#5	21'-5"	—
a2(E)	14	#5	22'-6"	—
d(E)	12	#4	5'-9"	┌
d1(E)	12	#5	4'-1"	└
u(E)	42	#5	2'-0"	▭
x(E)	42	#5	2'-11"	▭
Bar Splicer			Each	14
Concrete Removal			Cu. Yd.	8.0
Concrete Superstructure			Cu. Yd.	7.9
Reinforcement Bars, Epoxy Coated			Pound	1010

Notes:
As built microsilica overlay varies up to approx. 80% thicker than the thickness shown in existing plans



MODEL: Sheet 19 (Sheet)
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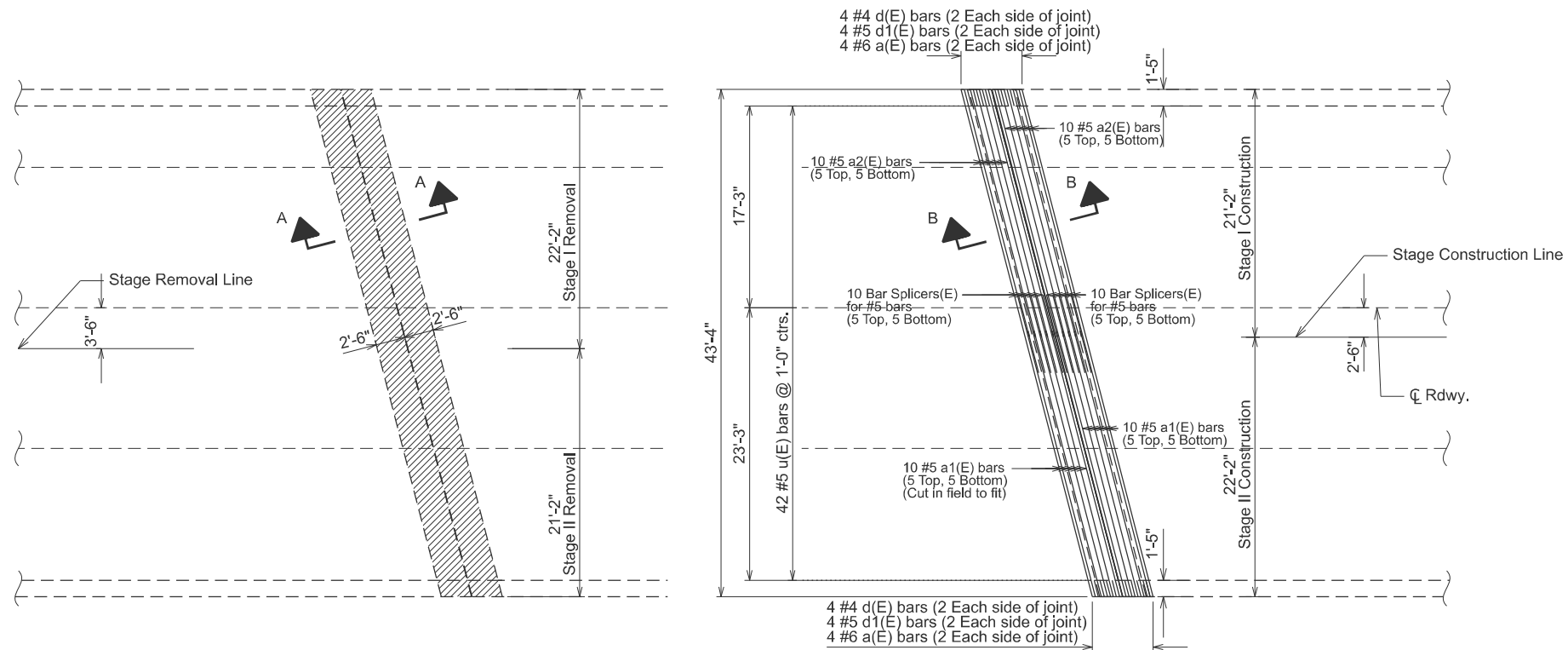
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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 7/24/2024	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**JOINT RECONSTRUCTION DETAILS
SN 077-0005**

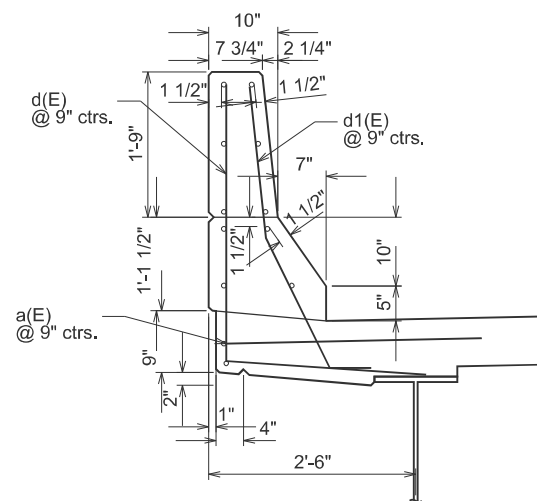
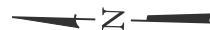
SCALE: SHEET OF 22 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	D9 Bridge Repair 2025-2	Pulaski	22	20
CONTRACT NO. 78A77				
ILLINOIS FED. AID PROJECT				

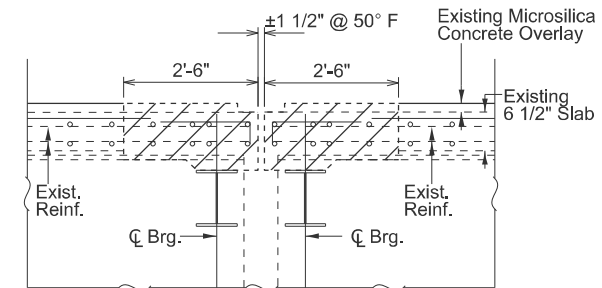


**PIER 4
SHOWING CONCRETE REMOVAL
(PIER 1 SIMILAR)**

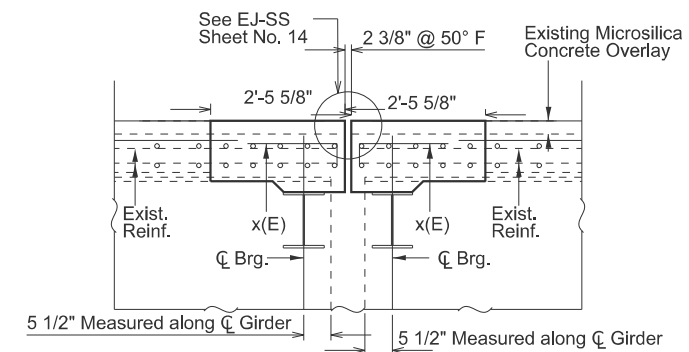
**PIER 1
SHOWING CONCRETE PLACEMENT
(PIER 4 SIMILAR)**



SECTION THROUGH PARAPET



**SECTION A-A
(Dimensions are at Right Angles)**



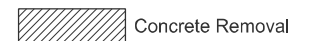
**SECTION B-B
(Dimensions are at Right Angles)**

BILL OF MATERIAL

(Pier 1 and Pier 4)

Bar	No.	Size	Length/Unit	Shape/Quantity
a(E)	32	#6	3'-1"	-
a1(E)	40	#5	21'-5"	-
a2(E)	40	#5	22'-6"	-
d(E)	32	#4	5'-9"	└┘
d1(E)	32	#5	4'-1"	└┘
x(E)	168	#5	2'-11"	└┘
Bar Splicer			Each	40
Concrete Removal			Cu. Yd.	18.7
Concrete Superstructure			Cu. Yd.	18.4
Reinforcement Bars, Epoxy Coated			Pound	2750

Notes:
As built microsilica overlay varies up to approx. 80% thicker than the thickness shown in existing plans



MODEL: Sheet 20 (Sheet)
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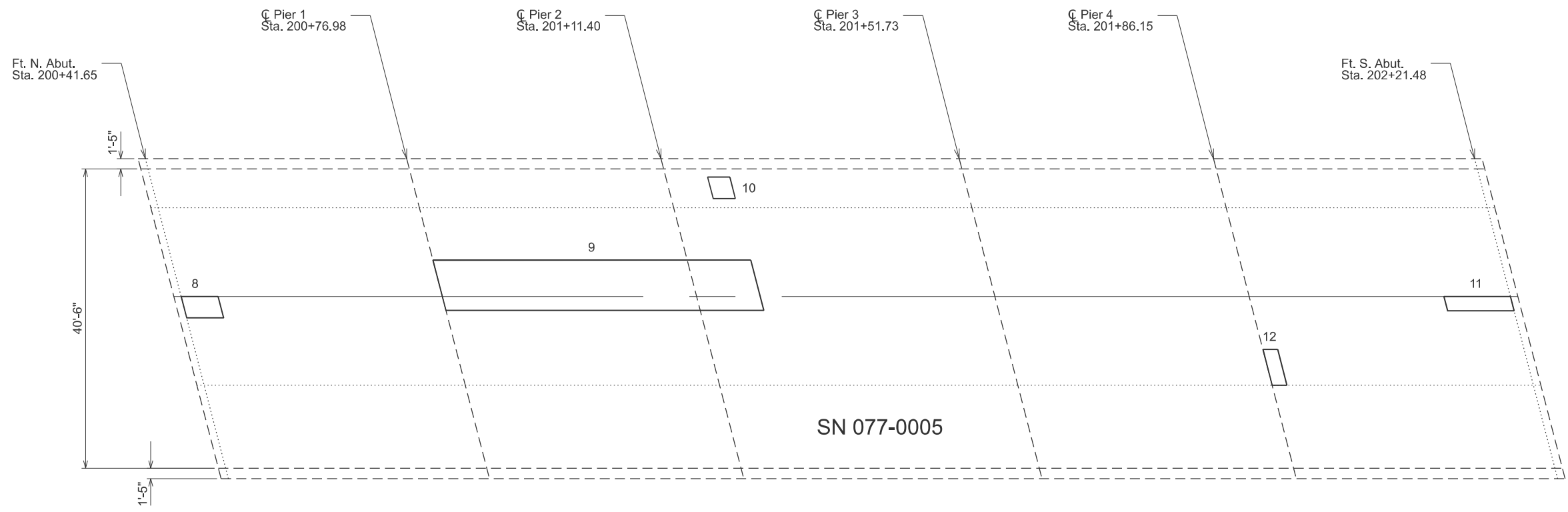
USER NAME = stephen.dillard	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 7/24/2024	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**JOINT RECONSTRUCTION DETAILS
SN 077-0005**

SCALE: SHEET OF 22 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	D9 Bridge Repair 2025-2	Pulaski	22	21
CONTRACT NO. 78A77				
ILLINOIS FED. AID PROJECT				



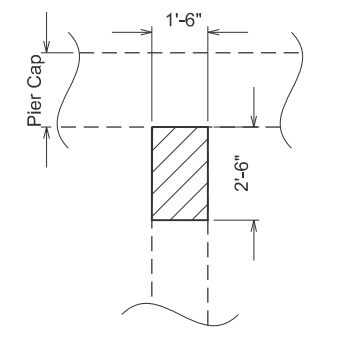
DECK SLAB REPAIR

South Bound Repair

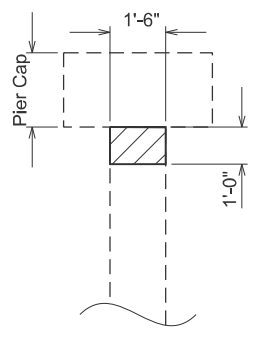
Number	Length (Ft.)	Width (Ft.)	Area (Sq. Yd.)
8	5	3	1.7
9	43	7	33.4
10	3	3	1.0
11	9	2	2.0
12	2	5	1.1
South Bound Total			39.2

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	39
Structural Repair of Concrete < 5"	Sq. Ft.	5



PIER 4, PILE 3 REPAIR
Looking North
(Third Pile, Going W to E)



PIER 1, PILE 1 REPAIR
Looking East
(First Pile, Going W to E)

Notes:
 The Engineer will determine final patch locations and quantities in the field before bridge deck patching operations begin
 The top flange of the beams within full depth patch #9 shall be sandblasted clean prior to placement of new concrete and cost shall be included in Concrete Removal
 As built microsilica overlay varies up to approx. 60% thicker than the thickness shown in existing plans



MODEL: Sheet 21 (Sheet)
 FILE NAME: c:\p\work\wv\illinois.gov\stephen.dillard\illinois.gov\0983555\0978A7-ShtID-Typicals.dgn

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	CHECKED -	REVISED -
PLOT DATE = 7/24/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK SLAB AND SUBSTRUCTURE REPAIR			
SN 077-0005			
SCALE:	SHEET	OF 22 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	D9 Bridge Repair 2025-2	Pulaski	22	22
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78A77	