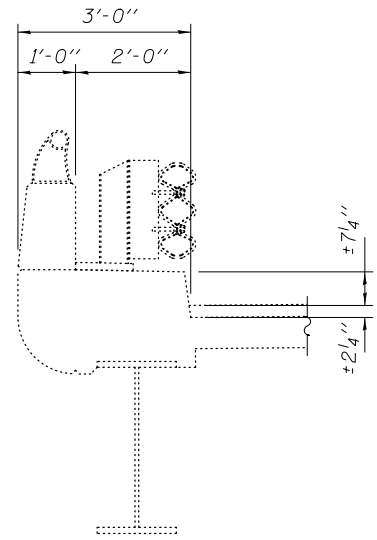


CROSS SECTION
(Looking North, Both Structures)

** Existing Rail (2399) on the east side of structure 025-0071 to remain. Existing Tri-Beam rail on west side of structure 025-0071 and both sides of structure 025-0072 to be removed and replaced with Steel Railing (2399). See sheet 20 of 22.



CURB SECTION

GENERAL NOTES

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.

Reinforcement bars designated (E) shall be epoxy coated.

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. Cost included with Concrete Removal.

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.

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.

Fasteners shall be high strength bolts. Bolts 3/4"φ, open holes 13/16"φ, unless otherwise noted.

Diaphragm connection holes shall be 15/16"φ for 3/4"φ bolts. Two hardened washers shall be required at diaphragm connections.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

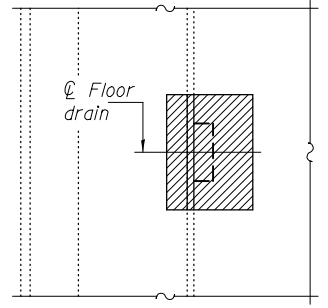
The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat shall be Reddish Brown, Munsell No. 2.5YR 3/4.

Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the GBSP "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

Deck Slab Repairs (Full Depth) adjacent to exterior curb and around the exterior deck drains shall be completed in an alternating sequence.

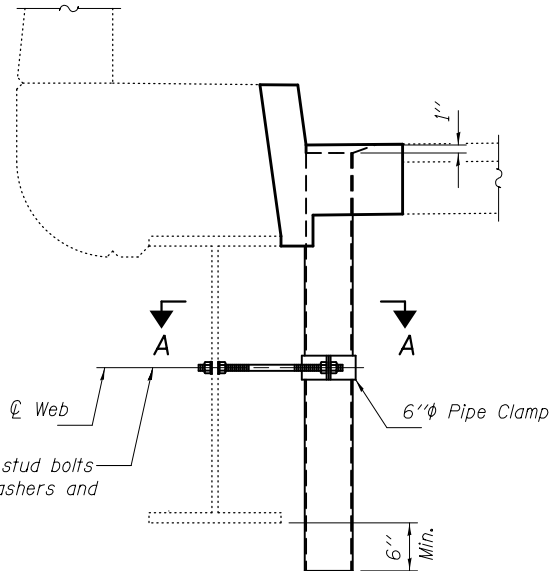
The contractor shall select alternating areas to be repaired. Before the start of the adjacent area, the contractor shall ensure the following:

1. At least 72 hours shall have elapsed from the end of the previous pour.
2. The contractor shall have attained a minimum modulus of rupture of 650 psi or a minimum compressive strength of 3500 psi.



PARTIAL PLAN

**** Hatched areas indicate removal. For dimensions not shown, see Deck Slab repair details. Cost of removal and replacement of concrete included with Deck Slab Repair (Full Depth, Type II).



CURB AT DRAIN

3/4"φ x 1'-6" long, Min. steel stud bolts threaded 6" each end with 2 washers and locknuts. 15/16"φ holes in web.

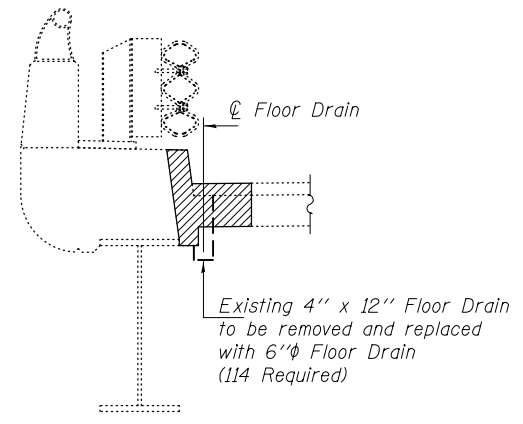
Notes:

Drains shall be located clear of all diaphragms.

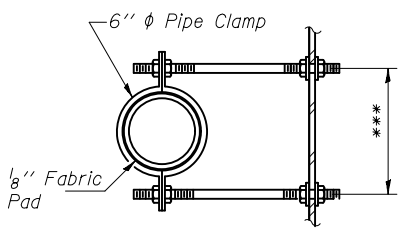
The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coatings Spec. SSPC-SP1 prior to painting.

Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.

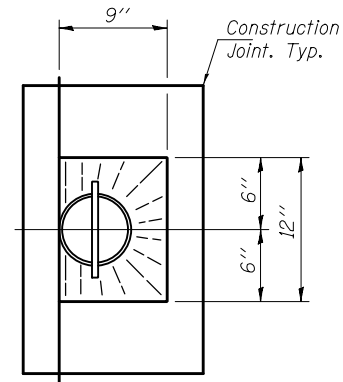


CURB SECTION AT DRAIN

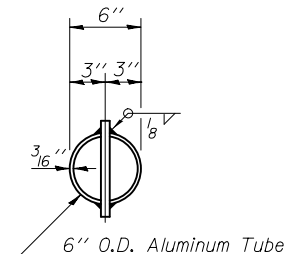


SECTION A-A

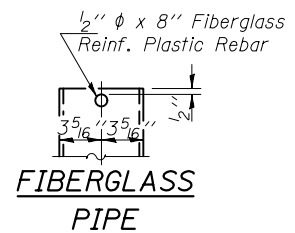
*** Dimension as required by Pipe Clamp



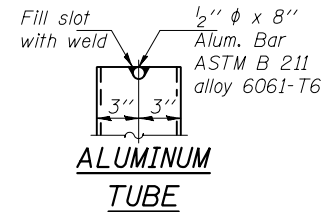
TOP PLAN



TOP PLAN
(Showing Aluminum Tube)



FIBERGLASS PIPE



ALUMINUM TUBE

TOTAL BILL OF MATERIAL

| ITEM | UNIT | QUANTITY |
|--|---------|----------|
| Concrete Removal | Cu. Yd. | 105.5 |
| Concrete Superstructure | Cu. Yd. | 81.5 |
| Concrete Structures | Cu. Yd. | 24.0 |
| Preformed Joint Strip Seal | Foot | 296 |
| Reinforcement Bars, Epoxy Coated | Pound | 11640 |
| Furnishing and Erecting Structural Steel | Pound | 4140 |
| Structural Steel Removal | Pound | 4140 |
| Structural Steel Repair | Pound | 310 |
| Bar Splicers | Each | 172 |
| Mechanical Splicers | Each | 160 |
| * Protective Coat | Sq. Yd. | 132.1 |
| Floor Drains | Each | 114 |
| Steel Railing, Type 2399 | Foot | 1344 |
| Structure Excavation | Cu. Yd. | 60.8 |
| Porous Granular Embankment | Cu. Yd. | 60.8 |
| Bridge Deck Scarification (2 1/4") | Sq. Yd. | 2890 |
| Temporary Shoring and Cribbing | Each | 16 |
| Bridge Deck Grooving | Sq. Yd. | 2784 |
| Temporary Sheet Piling | Sq. Ft. | 200 |
| Structural Repair of Concrete (Depth Equal to or Less Than 5") | Sq. Ft. | 1067.1 |
| Bridge Rail Removal | Foot | 1344 |
| Bridge Deck Fly Ash or GGBF Concrete Overlay, 2 1/4" | Sq. Yd. | 2890 |
| Deck Slab Repair (Full Depth, Type II) | Sq. Yd. | 290 |

* On new concrete only, adjacent to joints and top and inside faces of curbs & parapets.

| | | |
|--------------------|----------|-----------------------|
| DESIGNED SMR | EXAMINED | DATE October 15, 2014 |
| CHECKED CCC | PASSED | |
| DRAWN J. Schneller | | |
| CHECKED SMR CCC | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & ELEVATION DETAILS
F.A.I. RT. 57 OVER LITTLE WABASH RIVER
SN 025-0071 & 025-0072
SHEET NO. 2 OF 22 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------------|-----------|--------------|-----------|
| 57 | (25-6, 7)RS-2 | EFFINGHAM | 63 | 30 |
| CONTRACT NO. 74638 | | | | |