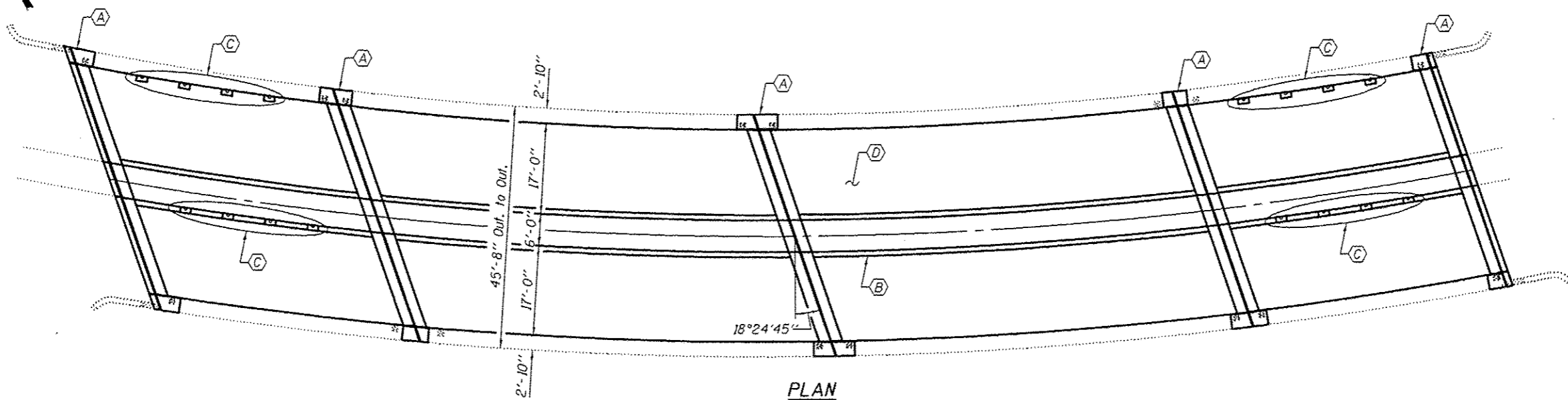


ELEVATION



PLAN

- (A) - Replace existing Joints with Preformed Joint Strip Seal.
- (B) - Remove & Replace existing Median (full length of structure)
- (C) - Remove & Replace existing Drains with 6"φ Drains. (16 Locations)
- (D) - Remove & Replace existing Concrete Wearing Surface.
- (E) - Repair Pier Cap

GENERAL NOTES

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

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.

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 included in the pay item covering removal of the existing concrete.

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.

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 Interstate Green, Munsell No. 7.5G 4/B.

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".

Diaphragm connection holes shall be 1 5/16"φ for 3/4"φ bolts. Two hardened washers shall be required at diaphragm connections.

Fasteners shall be high strength bolts. Flange splice holes shall be 1 5/16"φ for 7/8"φ bolts. Web splice holes shall be 1 1/16"φ for 3/4"φ bolts.

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.

Work to be completed under structure closure.

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	122.5
Concrete Superstructure	Cu. Yd.	120.3
Concrete Structures	Cu. Yd.	16.1
Preformed Joint Strip Seal, 1 1/2"	Foot	244
Reinforcement Bars, Epoxy Coated	Pound	17140
Mechanical Splicers	Each	14
Protective Coat	Sq. Yd.	750
Floor Drains	Each	16
Structural Steel Removal	Pound	7690
Furnishing and Erecting Structural Steel	Pound	7690
Structural Steel Repair	Pound	2740
Temporary Shoring and Cribbing	Each	19
Bridge Deck Scarification, 2 1/4"	Sq. Yd.	870
Bridge Deck Fly Ash or GGBF Slag Concrete Overlay, 2 1/4"	Sq. Yd.	870
Bridge Deck Grooving	Sq. Yd.	850
Deck Slab Repair (Full Depth Type I)	Sq. Yd.	4.0
Deck Slab Repair (Full Depth Type II)	Sq. Yd.	13.0
Structural Repair of Concrete ≤ 5"	Sq. Ft.	490.1

* Apply to new concrete at front & top face of Curb, Joint locations and Median.



EXPIRES 11-30-2014

DESIGNED <i>John Clark</i>	EXAMINED <i>Timothy A. Dault</i>	DATE <u>OCTOBER 16, 2014</u>
CHECKED <i>Harlan T. Holloway</i>	PASSED <i>David Carl Puzey</i>	REVISED
DRAWN <i>Steffen/balivg</i>	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED
CHECKED <i>ZLC ATH</i>		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND ELEVATION
FAS 2701 OVER FAI 57
SN 025-0042
SHEET NO. 1 OF 20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	025-6,7R5-2	EFFINGHAM	63	50
CONTRACT NO. 74638			ILLINOIS FED. AID PROJECT	