| | | | 1 | LOO% STATE | 100% STATE |
|----------|---|--------|-------------|------------|------------|
| | | | | CONSTRUC | TION CODE |
| | | | | MBPM | 07A0 |
| | | | | BRIDGE | BRIDGE |
| CODE | | | TOTAL | 0047 | 0047 |
| NO. | ITEM | | QUANTITY | URBAN | URBAN |
| | | | | | |
| 31101200 | SUBBASE GRANULAR MATERIAL, TYPE B 4" | SQ YD | 30 | 30 | |
| | | | | | |
| 42000060 | WELDED WIRE REINFORCEMENT | SO YD | 30 | 30 | |
| 1200000 | | 50 10 | 50 | 50 | |
| | | | | | |
| 50102400 | CONCRETE REMOVAL | CU YD | 84.2 | 84.2 | |
| | | | | | |
| 50300225 | CONCRETE STRUCTURES | CU YD | 0.3 | 0.3 | |
| | | | | • | |
| - | | | | | |
| 50300255 | CONCRETE SUPERSTRUCTURE | CU YD | 82.1 | 82.1 | |
| | | | | | |
| 50300300 | PROTECTIVE COAT | SQ YD | 1200 | 1200 | |
| | | | | | |
| - | | | $mather{m}$ | mm | <u>A</u> |
| 50800205 | REINFORCEMENT BARS, EPOXY COATED | POUND | 8910 | 8910 | |
| | | | | | |
| 50800515 | BAR SPLICERS | EACH | 122 | 122 | |
| | | | | h | |
| 50000530 | | FACU | 666 | 6.6.6 | |
| 50800530 | MECHANICAL SPLICERS | EACH | 666 | 666 | |
| | | | | | |
| 52000110 | PREFORMED JOINT STRIP SEAL | FOOT | 151 | 151 | |
| | | | | | |
| 67100100 | MORILIZATION | | 1 | 1 | |
| 07100100 | | 2 300 | - | 1 | |
| | | | | | |
| 70102640 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701801 | L SUM | 1 | 1 | |
| | | | | | |
| 70103815 | TRAFFIC CONTROL SURVEILLANCE | CAL DA | 100 | 100 | |
| | | | | | |
| 70107025 | CHANGEABLE MESSAGE SIGN | CAL DA | 100 | 100 | |
| | | | | | |
| | | 1 | | | |

| USER NAME = woodshankrl | DESIGNED - RW | REVISED - | | | | | | | | |
|------------------------------------|----------------|-----------|------------------------------|---------------|-------|-----|-----|--------|--|--|
| DRAWN RW REVISED STATE OF ILLINOIS | | | | SUMMARY OF QU | | | | | | |
| PLOT SCALE = 100.0000 * / in. | CHECKED EM | REVISED - | DEPARTMENT OF TRANSPORTATION | | | | | • | | |
| PLOT DATE = 3/17/2021 | DATE 2/11/2021 | REVISED + | | SCALE: | SHEET | . 0 | F 4 | SHEETS | | |
| | | | | | | | | | | |

JANTITIES F.A.P. SECTION COUNTY TOTAL SHEET RTE. SECTION COUNTY SHEETS NO. 68 (12R,12B-1)BRR LASALLE 59 3 CONTRACT NO. 66L55 S STA. TO STA.

1 REVISED 6/1/21 REV. 5/10/21 REV. 4/23/21 REV. 4/21/21



PLAN

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.

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.

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.

The Contractor shall use extreme care during concrete removal so as not to damage the PPC I-Beam.

Areas of deck repairs shown are estimated. The Engineer shall show actual locations of deck repairs on As-built Plans.

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.

Modular Expansion Joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.

Modular Expansion Joints shall be fabricated and installed according to the manufacturer's recommendations and as approved by the Engineer. Modular Expansion Joints shall be fabricated to conform to the existing cross slopes of the bridge.

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".

All structural steel used on the modular joints shall be hot-dipped galvanized. See Special Provision "Hot-Dip Galvanizing for Structural Steel".

The deck surface shall have its final finish tined according to Article 420.09(e)(1) of the Standard Specifications. Cost included with Concrete Superstructure.



EXPIRES 11-30-2022

| DESIGNED - JEFFREY S. BURKE | EXAMINED | This A. Bet | DATE - | MAY 7, 2021 | | GENERAL PLAN AND ELEVATION | F.A.P. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------------|----------|------------------------------------|-----------|--------------------|------------------------------|---|---------------|----------------|-------------|-----------------|--------------|
| CHECKED - CHI-CHEUNG CHAU | | ENGINEER OF STRUCTURAL SERVICES | | <u></u> | STATE OF ILLINUIS | FAP 68 (IL RIE. 23) OVER THE ILLINUIS RIVER | 68 | (1ZR,12B-1)BRR | LA SALLE | 59 | 27 |
| DRAWN - Steffen | PASSED | S. Cont Proyeg | REVISED / | 1 = 05/26/2021 JSB | DEPARTMENT OF TRANSPORTATION | SN 050-0180 & SN 050-0182 | | | CONTRACT | NO. 66 | ∟55 |
| CHECKED - JSB CCC | | ENGINEER OF BRIDGES AND STRUCTURES | - REVISED | - | | SHEET NO. 1 OF 19 SHEETS | | ILLINOIS FED | AID PROJECT | | |
| | | | | | | | | | A REVI | SED 6 | /1/21 |

Concrete Re Concrete Su Reinforceme Bar Splicer Mechanical Preformed Modular Ex, Modular Ex, Structural S Concrete St Structural I Deck Slab F Protective S

SCOPE OF WORK

- $\langle \overline{A} \rangle$ Remove existing Finger ${\rm P}_{\!\!\! L}$ joint and install Modular Expansion Joint.
- $\langle B \rangle$ Remove & Replace Preformed Joint Strip Seal.
- $\langle C \rangle$ Longitudinal Joint Closure
- $\langle D \rangle$ Remove & Reconstruct Median.

| ITEM | UNIT | QUAN | ΙΤΙΤΥ | τοται | |
|-------------------------------|---------|-------------|------------|-------|----|
| | | 050-0180 | 050-0182 | | |
| emoval | Cu.Yd. | 80.8 | 3.4 | 84.2 | |
| Iperstructure | Cu.Yd. | 78.8 | 3.3 | 82.1 | |
| ent Bars, Epoxy Coated | Pound | <u>8580</u> | <u>330</u> | 8910 | -1 |
| S | Each | 114 | 8 | 122 | |
| Splicers | Each | 666 | | 666 | |
| Joint Strip Seal | Foot | 73 | 78 | 151 | |
| pansion Joint, 6" | Foot | 76 | | 76 | |
| pansion Joint, 9" | Foot | 90 | | 90 | |
| Steel Repair | Pound | 350 | | 350 | |
| ructures | Cu.Yd. | 0.3 | | 0.3 | |
| Repair of Concrete ≤ 5 inches | Sq. Ft. | 2405 | | 2405 | |
| Repair (Partial Depth) | Sq. Yd. | 812.8 | 66 | 878.8 | |
| Repair (Full Depth, Type II) | Sq. Yd. | 120 | | 120 | |
| Shield (Permanent) | Sq. Yd. | 5344 | | 5344 | |
| Coat | Sq. Yd. | 1200 | 66 | 1266 | |
| | | | | | |

TOTAL BILL OF MATERIAL



STAGE I CROSS-SECTION THRU SPAN 2 AT SOUTH ABUTMENT

(Looking North)

 $\pm 90'$ -7 $\frac{5}{8}''$ Out. to Out. of Bridge Deck



STAGE II CROSS-SECTION THRU SPAN 2 AT SOUTH ABUTMENT

(Looking North)

| DESIGNED - JSB | EXAMINED | Imot A A D At | DATE - | MAY 7, 2021 | | STAGING DETAILS - SOL |
|-------------------|----------|------------------------------------|------------------------|------------------|------------------------------|-----------------------|
| CHECKED - CCC | | ENGINEER OF STRUCTURAL SERVICES | | | STATE OF ILLINOIS | |
| DRAWN - Steffen | PASSED | Carl Prover | REVISED \int_{1}^{1} | _ 05/26/2021 JSB | DEPARTMENT OF TRANSPORTATION | SN 050-018 |
| CHECKED - JSB CCC | | ENGINEER OF BRIDGES AND STRUCTURES | REVISED | - | | SHEET NO. 2 OF 19 3 |

| DUTH ABUTMENT 180 | | SEC. | SECTION | | COUNTY | TOTAL SHEETS | SHEET NO |
|----------------------|--|-----------------|----------|--------|-----------|-----------------|-------------|
| | | (1ZR,12B-1)BRR | | | LA SALLE | 59 | 28 |
| | | CONTRACT NO. 66 | | | | | L55 |
| 9 SHEETS | | | ILLINOIS | FED. A | D PROJECT | | |
| | | | | | A | | |



STAGE I CROSS-SECTION THRU SPAN 4 AT NORTH ABUTMENT (Looking North)

76'–5 $3\!\!\!\!/_4$ " Out. to Out. of Bridge Deck



STAGE II CROSS-SECTION THRU SPAN 4 AT NORTH ABUTMENT

(Looking North)

| | | _ | | | | |
|-------------------|----------|------------------------------------|-----------|---------------------------|------------------------------|----------------------|
| DESIGNED - JSB | EXAMINED | I mot A A a let | DATE - | MAY 7, 2021 | | STAGING DETAILS - NO |
| CHECKED - CCC | | ENGINEER OF STRUCTURAL SERVICES | | | STATE OF ILLINOIS | |
| DRAWN - Steffen | PASSED | A Carl Princy | REVISED / | <u>7</u> – 05/26/2021 JSB | DEPARTMENT OF TRANSPORTATION | 50 050-01 |
| CHECKED - JSB CCC | | ENGINEER OF BRIDGES AND STRUCTURES | REVISED | - | | SHEET NO. 3 OF 19 |

| ORTH ABUTMENT | F.A.P. RTE | P. SECTION | | | COUNTY | TOTAL SHEETS | SHEET NO. | |
|---------------|---------------|------------|----------|--------|--------------------|-----------------|--------------|--|
| 180 | 68 | (1ZR,12E | 3-1)BRR | | LA SALLE | 59 | 29 | |
| 190 | | | | | CONTRACT NO. 66L55 | | | |
| 9 SHEETS | | | ILLINOIS | FED. A | D PROJECT | | | |
| | | | | | Λ | | | |







| TAILS | | SEC. | TION | | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------|-----------------|----------------|------|--|-----------|-----------------|--------------|
| & -0182 | 68 | (1ZR,12B-1)BRR | | | LA SALLE | 59 | 36 |
| & -0182 | | CONTRACT NO. 6 | | | | | |
| 19 SHEETS | ILLINOIS FED. A | | | | D PROJECT | | |
| | | | | | • | | |



REVISED

CHECKED - JSB CCC

| JOINT SLIDING PLATE DETAILS | F.A.P. SECTION | | | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------------|----------------|-------------|-------------|-----------|-----------------|--------------|
| SN 050-0180 | | (1ZR,12B-1) | LA SALLE | 59 | 37 | |
| 511 656 6156 | | | | CONTRACT | NO. 66 | L55 |
| SHEET NO. 11 OF 19 SHEETS | | ILLI | NOIS FED. A | D PROJECT | | |
| | | | Z | | ED 6/1/ | /21 |







Notes:

The strip seal shall be made continuous and shall have a min. thickness of $\frac{1}{4}$ ". 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 4¹/₂" 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 $\frac{3}{16}$ " 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.

The top surface of sidewalk sliding plates shall have a raised pattern according to ASTM A786.

Cost of sidewalk sliding plates and expansion anchors included with Preformed Joint Strip Seal.

34" F-shape barrier shown, 42" F-shape 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.

| Item | Unit | Total |
|----------------------------|------|-------|
| Preformed Joint Strip Seal | Foot | 151 |
| | | |

| | | | | <u> </u> | | ·· — ·- | ند |
|-----------------|--------------|----------------|--------|-----------|--------------------|----------------|----|
| SEAL - SIDEWALK | F A P RTE | SECTION | | COUNTY | TOTAL SHEETS | SHEET NO. | |
| & -0182 | 68 | (1ZR,12B-1)BRR | | | LA SALLE | 59 | 39 |
| & -0102 | | | | | CONTRACT NO. 66L55 | | |
| 9 SHEETS | | | FED. A | D PROJECT | | | |
| | | | | | | | |



THE ENGINEER SHALL SOUND THE ENTIRE DECK AREA AND DETERMINE EXACT LOCATIONS AND SIZE OF DECK SLAB REPAIRS AREAS AT TIME OF CONSTRUCTION.

| USER NAME = \$USER\$ | DESIGNED - | RW | REVISED - 1 05/26/2021 JSB | | | DECK S | SLAB REPAIR | DETAILS | | F.A.P. RTE | SECTION | COUNTY | TOTA SHEE | L SHEET |
|------------------------|------------|-----------|----------------------------|------------------------------|----------------------------|------------|-------------|----------------|---------|---------------|------------|----------------|--------------|---------|
| | DRAWN - | RW | REVISED - | STATE OF ILLINOIS | FOR STRUCTURE NO. 050–0180 | | 68 | (1ZR,1ZB-1)BRR | LASALLE | 59 | 50 | | | |
| PLOT SCALE = \$SCALE\$ | CHECKED - | EM | REVISED - | DEPARTMENT OF TRANSPORTATION | | TUN 31 | NUCTORE INC | 0.000-0180 | | | | CONTRA | CT NO. | 66L55 |
| PLOT DATE = \$DATE\$ | DATE - | 1/22/2021 | REVISED - | | SCALE: | SHEET 5 OF | 6 SHEETS | STA. | TO STA. | | ILLINOIS F | D. AID PROJECT | | |
| | | | | | | | | | | | | ٨ | | |

LEGEND

- DECK SLAB REPAIR (PARTIAL DEPTH)

- DECK SLAB REPAIR (FULL DEPTH, TYPE II)

BILL OF MATERIAL

| ITEM | UNIT | TOTAL | | |
|-----------------------|---------|-------|--|--|
| DECK SLAB REPAIR | SO YD | 20 | | |
| (PARTIAL DEPTH) | 50.10. | 20 | | |
| DECK SLAB REPAIR | | 60 | | |
| (FULL DEPTH, TYPE II) | SQ. TD. | 00 | | |
| PROTECTIVE SHIELD | | 2027 | | |
| (PERMANENT) | SQ. TD. | 2057 | | |

1 REVISED 6/1/21



| USER NAME = \$USER\$ | DESIGNED - RW | REVISED - 1 05/26/2021 JSB | STATE OF HUNDIS | | "AS-BUILT" DECK S |
|------------------------|------------------|----------------------------|------------------------------|--------|---------------------|
| PLOT SCALE = \$SCALE\$ | CHECKED - EM | REVISED - | DEPARTMENT OF TRANSPORTATION | | FOR STRUCTURE N |
| PLOT DATE = \$DATE\$ | DATE - 1/22/2021 | REVISED - | | SCALE: | SHEET 2 OF 6 SHEETS |

REVISED 6/1/21



| SLAB REPAIR | | | F.A.P. RTE | SECTION | | | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|------|---------|---------------|----------------|----------|--------|------------|-----------------|--------------|
| | | | 68 | (1ZR,1ZB-1)BRR | | | LASALLE | 59 | 57 |
| 10.030-0180 | | | | | | | CONTRACT | NO. 66 | 5L55 |
| S | STA. | TO STA. | | | ILLINOIS | FED. A | ID PROJECT | | |
| _ | | | | | | ~ | | | |