1-20-2012 LETTING ITEM 035

FOR INDEX OF SHEETS, SEE SHEET NO. 3

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STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

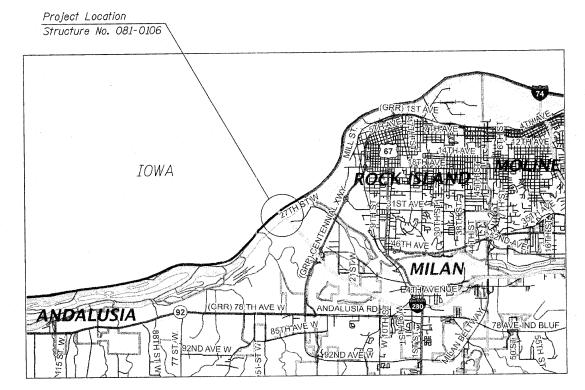
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

FAI ROUTE 280 (I-280) SECTION (81-1B)M-2

BRIDGE DECK REPAIRS ROCK ISLAND COUNTY

C-92-084-11



0 100' 200' 300' — 1" = 100' 0 10' 20' 30' — 1" = 10' 0 50' 100' — 1" = 50' 0 50' — 100' — 1" = 40' 0 50' — 100' — 1" = 30'

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

BRIDGE MAINTENANCE ENGINEER: Mahmoud Etemadi 815/284-5393 PLAN TECHNICIAN: Dan Link 815/284-5416

CONTRACT NO. 64F22

F.A.I.	SECTION	COUNTY	TOTAL	SHEET	SHEETS	NO.
280	(81-1B)M-2	Rock Island	30	1		
11LINOTS	CONTRACT	NO.	64F22			

D-92-053-11



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED

Oct 13 20 11

Eve 5. Thereides
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

OCT 5. Statt P.E. In

CALLOG ENGINEER OF DESIGN AND ENVIRONMENT

DECEMBER 9 20 11

DIVIDIAN P. TILLIAN

DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

SUMMARY OF QUANTITIES

URBAN 50% lowa/50% Illinoi: 0014

Pay Item#	Description	Unit	Quantity
4,100			
50102400	CONCRETE REMOVAL	CUYD	18.5
50300255	CONCRETE SUPERSTRUCTURE	CUYD	18.5
50606701	CLEANING AND PAINTING STRUCTURAL STEEL, LOCATION 1	L SUM	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	210
52000600	FABRIC REINFORCED ELASTOMERIC TROUGH	FOOT	540
67100100	MOBILIZATION	L SUM	
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	90
70 300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	42,88
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	14,30
70400100	TEMPORARY CONCRETE BARRIER	FOOT	8,67
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	8,67
78007110	PERMANENT PAVEMENT MARKING - LINE 4"	FOOT	18,44
78300100	PAVEMENT MARKING REMOVAL	SQ FT	9,22
X5091755	PARAPET RAILING, SPECIAL	FOOT	
Z0001905	STRUCTURAL STEEL REPAIR	POUND	20
	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES	L SUM	
Z0007112		SQ YD	1940
Z0016200	DECK SLAB REPAIR (PARTIAL)	EACH	
Z0018004	DRAINAGE SCUPPERS, DS-12	FOOT	419
Z0021904	SILICONE JOINT SEALER, 1"	FOOT	33
Z0021906	SILICONE JOINT SEALER, 1.5"		J.
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	
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GENERAL NOTES

The final top four inches of soil in any right-of-way area disturbed by the Contractor must be capable of supporting vegetation. The soil must be from the A horizon (zero to 2' deep) of soil profiles of local soils.

All Borrow/Waste/Use sites must be approved by the Department prior to removing any material from the project or initiating any earthmoving activities, including temporary stockpiling outside the limits of construction.

The Contractor shall seed all disturbed areas within the project limits. Seeding Class 4 or 2A shall be used, except in front of properties where the grass will be mowed, then use Seeding, Class 1. Class 2A shall be used on front slopes and ditch bottoms. Class 4 shall be used behind Type A gutter, on all backslopes and areas behind the backslope, and beyond the toe of front slope on fill sections without ditches. This work will be included in the contract unit price per Square Yard for DECK SLAB REPAIR (PARTIAL)

Fertilizer shall be applied to all disturbed areas and incorporated into the seedbed prior to seeding or placement of sod at the rate specified in Sections 250 and 252 of the Standard Specifications. This work shall be included in the cost of DECK SLAB REPAIR (PARTIAL).

Mulch Method II shall be applied over all seeded areas. This shall be included in the cost of the DECK SLAB REPAIR (PARTIAL).

NO permits have been obtained to allow for the dropping of debris into the river. If any concrete or debris is dropped in the river, the contractor will be required to procure the proper permit(s) from the required Regulatory Agencies on their own. Any time delay or additional compensation due to the procuring of said permit(s) will not be given.

The Contractor shall be responsible for protecting utility property during construction operations as outlined in Article 107.31 of the Standard Specifications. A minimum of 48 hours advance notice is required for non-emergency work. The JULIE number is 800-892-0123.

INDEX OF SHEETS

- 1. Cover Sheet
- 2. Summary of quantities
- 3. General notes
- 4. District Standard 39.2
- 5. -10. Traffic Control Stage I
- 11. -16. Traffic Control Stage II
- 17. -30. Bridge Repair Plans

STANDARDS

701101-02 Off-Road Operations. Multilane, 4.5 m (15') to 600 mm (24") From Pavement Edge

701400-05 Approach to Lane Closure, Freeway/Expressway

701402-09 Lane Closure, Freeway/Expressway, with Barrier

701426-04 Lone Closure, Multilane, Intermittent or Moving Operation, for Speeds > 45 MPH

701901-02 Traffic Control Devices

704001-07 Temporary Concrete Barrier

720001-01 Sign Panel Mounting Details

720006-02 Sign Panel Erection Details

720011-01 Metal Posts for Signs, Markers and Delineators

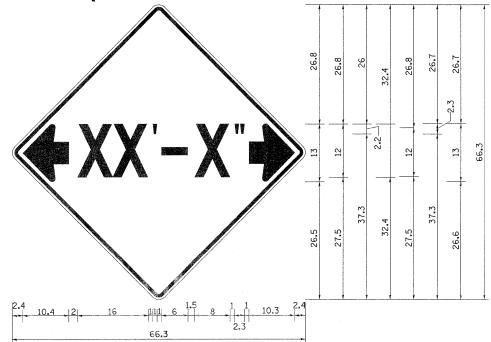
728001-01 Telescoping Steel Sign Support

729001-01 Applications of Types A and B Metal Posts (For Signs & Markers)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

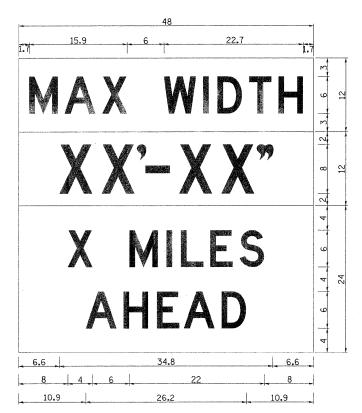
General Notes. Index of Sheets, Standards

INFORMATIONAL WARNING SIGN (FOR NARROW TRAVEL LANES)



NOTES

W12-2 - Horizontal Clearance Sign 48.0" across sides, 1.9" Radius, 0.8" Border, 0.5" Indent, Black on Orange; Standard Arrow Custom 10.4" X 8.1" 180° Black 11 Inch D Series Lettering; Standard Arrow Custom 10.4" X 8.1" 0°



Wi2-I103 (Width is 8D); No border, Black on White;

No border, Black on Orange;
[XX'-XX''] D:

No border, Black on White; [X MILES] D; [AHEAD] D;

All work to furnish and install these signs shall be included in the cost of the Traffic Control Standards and shall not be paid for separately.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

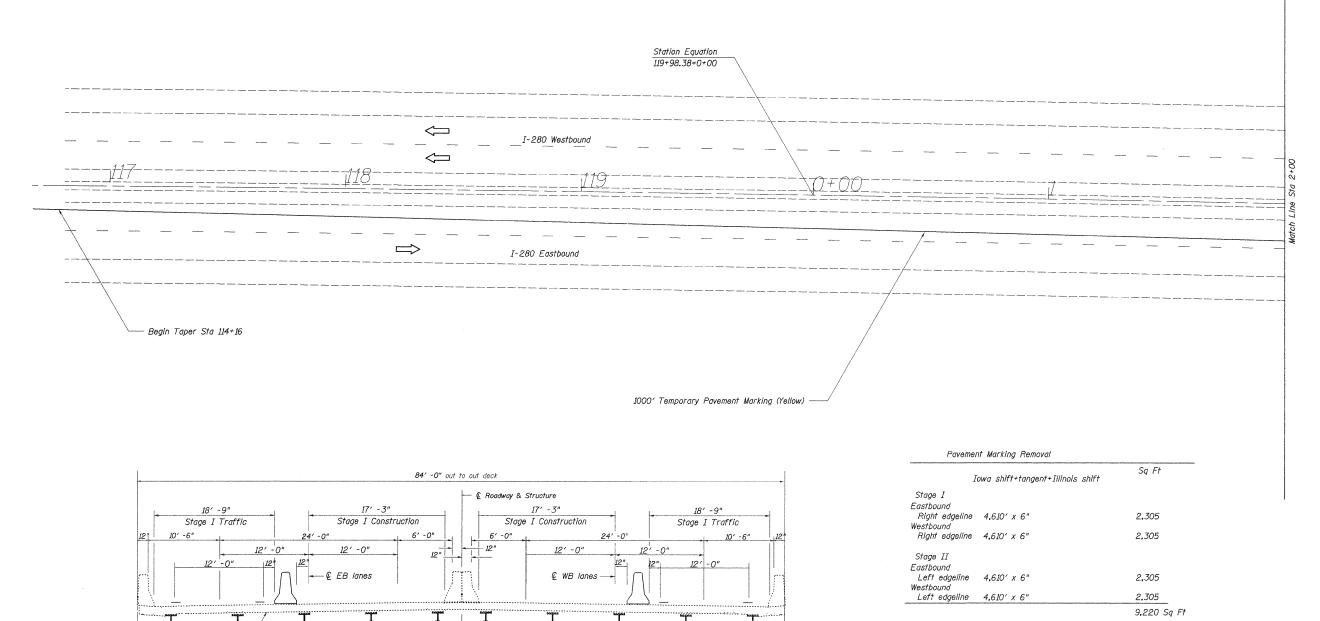
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Traffic Control Plan Stage I

Iowa approach

Refer to Standard 701402 for additional signs and devices.



TYPICAL CROSS SECTION - STAGE I

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Traffic Control Plan Stage I

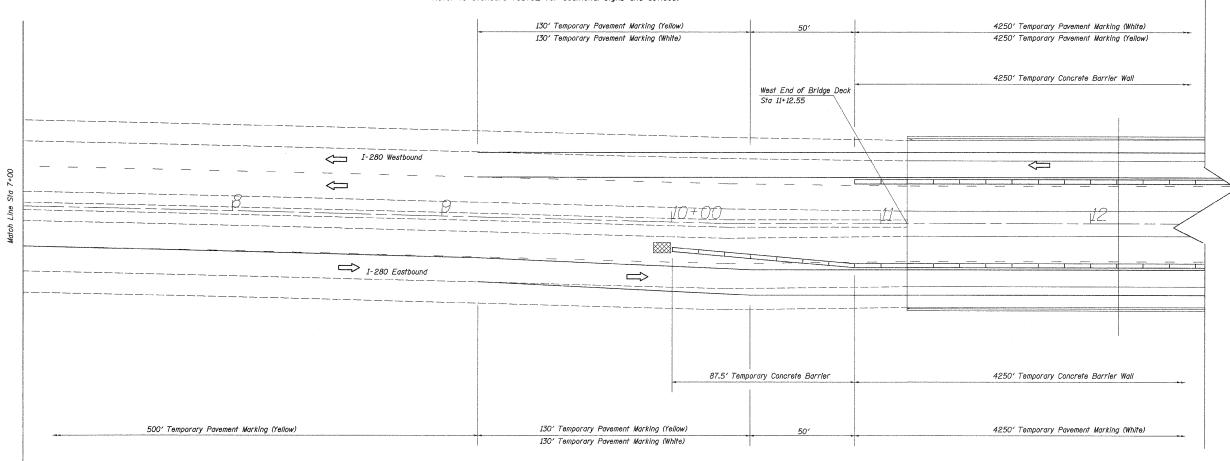


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1000' Temporary Pavem	ent Marking (Yellow)				500' Temporary Pav	rement Marking (Yellow)	
Temporary Pavement Marking	7 - Line 4"						
Stage I Eastbound	Stage I Westbound	Stag	e II Eastbound	Stage II West	tbound		
1000' Taper 1000 500' Tangent 500	1000' Taper 1000 500' Tangent 500	1000′ Tap 500′ Tan	per 1000 gent 500	1000' Taper 500' Tangent	1000 500		
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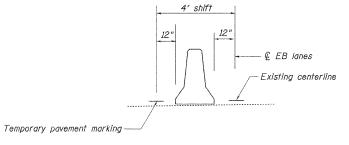
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Traffic Control Plan Stage I IOWA APPROACH Refer to Standard 701402 for additional signs and devices.





Temporary C	oncrete Barrier Wall	Temporary Impact Attenuators					
Stage I	Ft	Stage I	Eac				
Eastbound	87.5+4250 = 4.337.5	Eastbound	1				
Westbound	87.5+4250 = 4,337.5	Westbound	1				
	Total 8.675 Ft		Total 2				



Barrier wall/Traffic Shift detail

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Total 2 Each

Traffic Control Plan Stage I Illinois approach Refer to Standard 70.1402 for additional signs and devices.



4250' Temporary Pavement Marking (White) 130' Temporary Pavement Marking (White) 500' Temporary Pavement Marking (Yellow) 4250' Temporary Pavement Marking (Yellow) 130' Temporary Pavement Marking (Yellow) 4250' Temporary Concrete Barrier Wall 87.5' Temporary Concrete Barrier East End of Bridge Deck

Sta 53+03.20 I-280 Westbound \Leftrightarrow ☐⇒ I-280 Eastbound 4250' Temporary Concrete Barrier Wall 130' Temporary Pavement Marking (White) 4250' Temporary Pavement Marking (White) 4250' Temporary Pavement Marking (Yellow) 130' Temporary Pavement Marking (Yellow)

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Traffic Control Plan Stage I Illinois approach Refer to Standard 701402 for additional signs and devices.

Refer to Statidata 101402 for	r additional signs and devices.
500' Temporary Pavement Marking (Yellow)	1000' Temporary Pavement Marking (Yellow)
	30 Westbound
59	<u> </u>
	I-280 Fastbound
	I-280 Eastbound

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Traffic Control Plan Stage I Illinois approach

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1000' Temporary Pavement Marking (Yellow)

STATE OF ILLINOIS

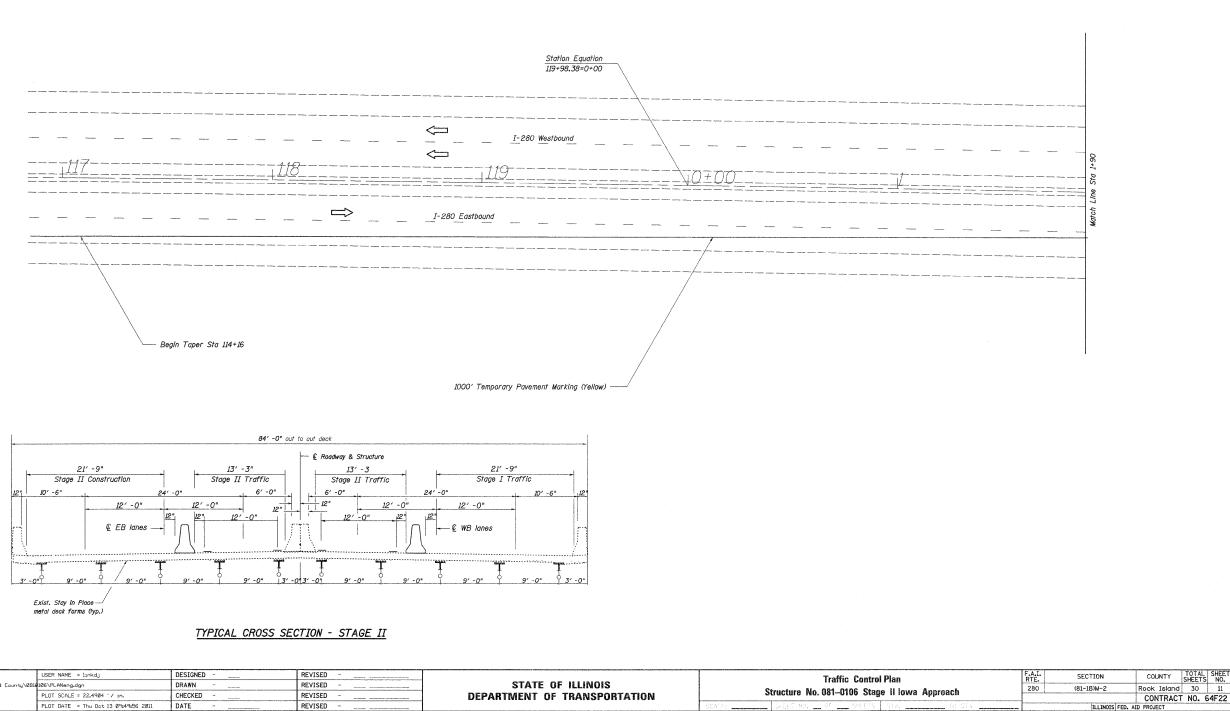
DEPARTMENT OF TRANSPORTATION

Structure No. 081-0106 Stage I Illinois Approach



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Traffic Control Plan Stage II Iowa approach



Traffic Control Plan Stage II Iowa approach

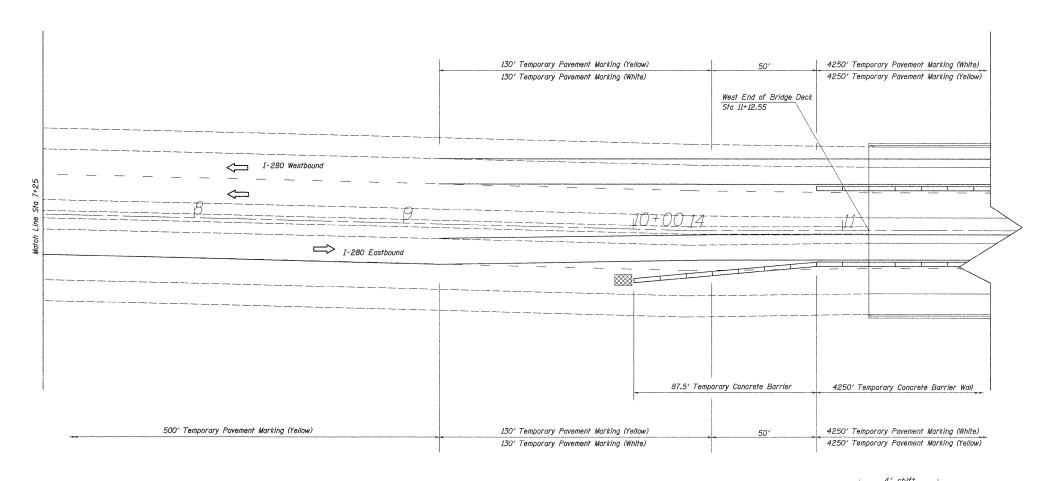


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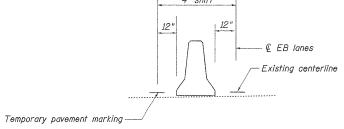
Workzone Pavemei	nt Marking Removal
Stage I	Sq Ft
Eastbound Westbound	3,575 3.575
Stage II	3,373
Eastbound	3,575
Westbound	3,575
	Total 14,300 Sq Ft

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Traffic Control Plan Stage II Iowa approach



	Ft .		
Stage II	FI	Stage II	Each
Eastbound	87.5+4250 = 4 ,3 3 7.5	Eastbound	1
Westbound	87.5+4250 = 4,337.5	Westbound	1



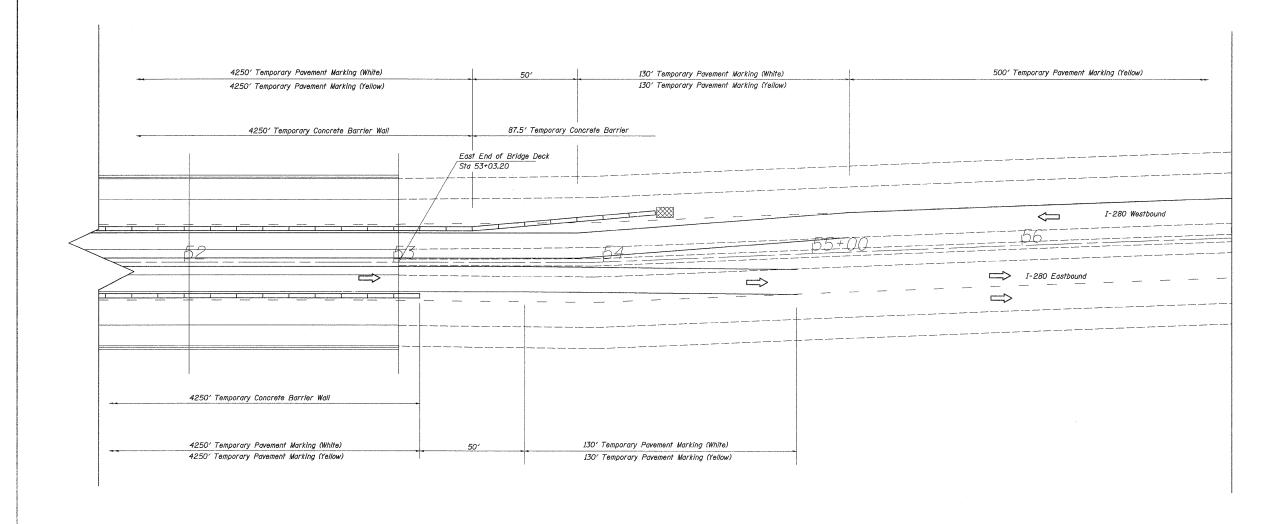
Barrier wall/Traffic Shift detail

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Traffic Control Plan Stage II

Illinois approach
Refer to Standard 701402 for additional signs and devices.



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Traffic Control Plan Stage II I//inois approach Refer to Standard 701402 for additional signs and devices.

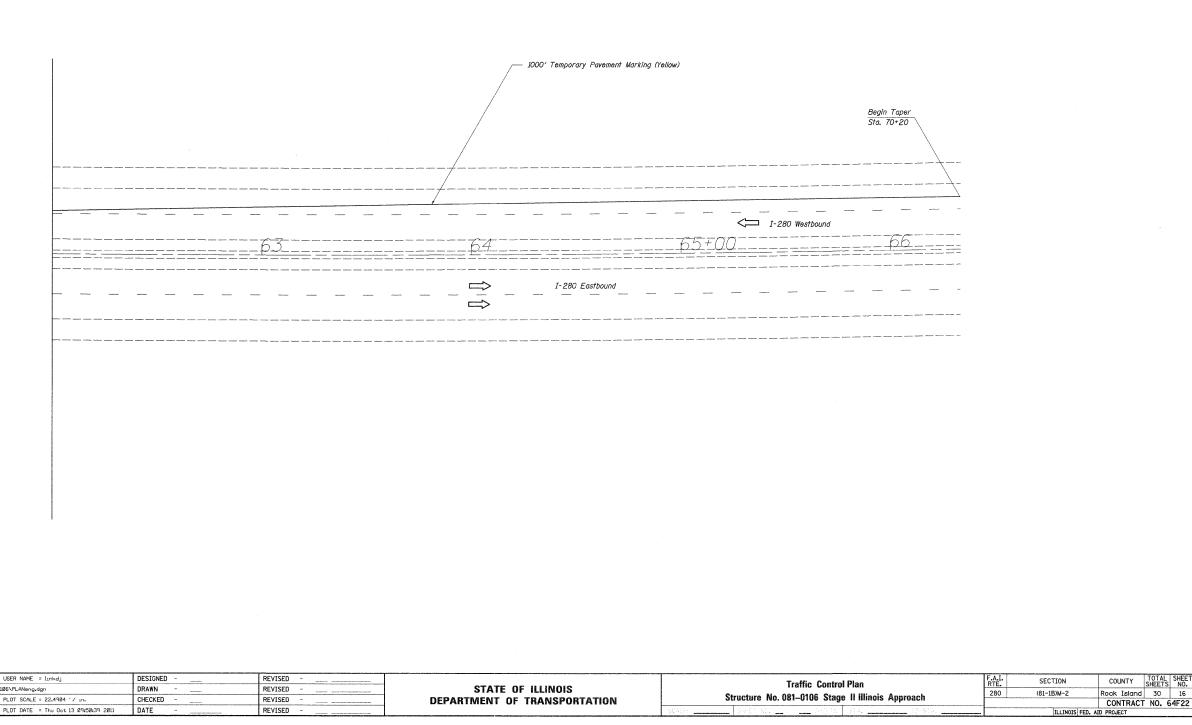
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Permanent Pavement	Marking - Line 4"			
Eastbound	Ft Ft			
Eastbound Right edgeline	4,610			
Left edgeline	4,610			
Westbound				
Right edgeline	4,610			

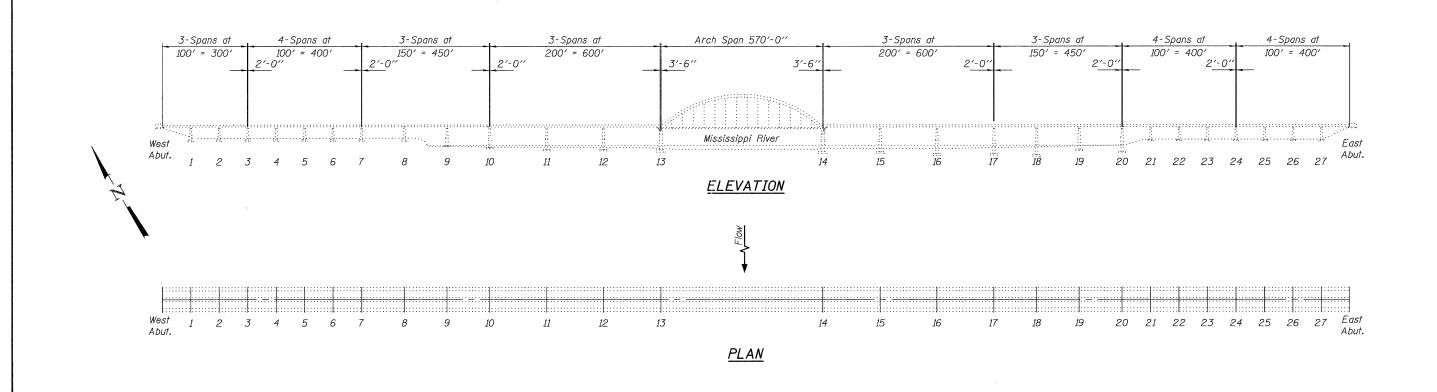
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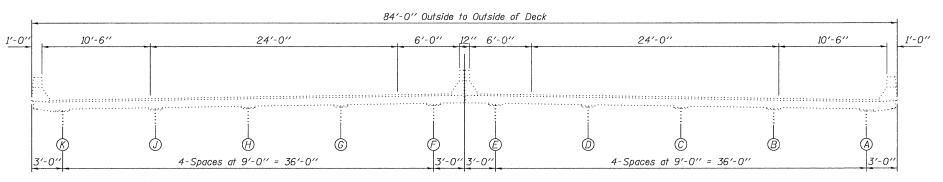
Traffic Control Plan Stage II Illinois approach

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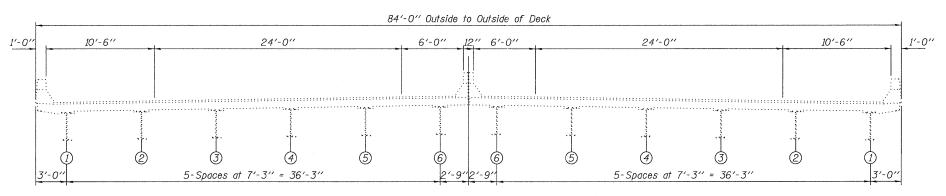






SECTION THRU APPROACH SPANS

(Looking West)



SECTION THRU ARCH SPAN

(Looking West)

Expires: November 30, 2012

DESIGNED - Marcia A. Christina	EXAMINED	L. Ella	DATE -	NOVEMBER 23, 2011	
CHECKED - from Jo fores		ACTING ENGINARR OF STRUCTURAL SERVICES			
DRAWN - Kyle M. Steffen	PASSED	l. Carl Thurse	REVISED		
CHECKED - MKP ITL		ACTING ENGINEER OF REPOGES AND STRUCTURES	REVISED		

STATE	OF	ILLINOIS
DEPARTMENT	OF 1	TRANSPORTATION

I-280 OVER	THE N	& ELEVATI MISSISSIPPI 1–0106	
SHEET NO	. 1 0	F 14 SHEET	S

A.I. E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.					
во	(81-1B)M-2	ROCK ISLAND	30	17					
		CONTRACT	NO. 6	4F22					
	ILLINOIS FED. AID PROJECT								

TOTAL BILL OF MATERIAL

TOTAL BILL OF MATERIAL						
ITEM	UNIT	QUANTITY				
Cleaning and Painting Structural Steel Location 1	L.S.	1				
Containment and Disposal of Lead Paint Cleaning Residue	L.S.	1				
Fabric Reinforced Elastomeric Trough	Foot	540				
Silicone Joint Sealer, 1"	Foot	4193				
Silicone Joint Sealer, 1½"	Foot	336				
Concrete Removal	Cu. Yd.	<i>18.</i> 5				
Reinforcement Bars, Epoxy Coated	Pound	210				
Concrete Superstructure	Cu. Yd.	<i>18.5</i>				
Drainage Scupper, DS-12	Each	2				
Structural Steel Repair	Pound	205				
Parapet Railing, Special	Foot	7				
Deck Slab Repair, Partial Depth	Sa. Yd.	1940.2				

SCOPE OF WORK

- 1. Install New Finger Plate Troughs at Piers 3, 7, 10, 17, 20 & 24. See sheet 3 of 14 for details.
- 2. Replace loose or missing bolts. See table on sheet 4 of 14 for details.
- 3. Install Silicone Joint Sealer full length of Median Parapet. See sheet 4 of 14 for details.
- 4. Drill Crack Arrestor Holes. See table on sheet 4 of 14.
- 5. Caulk leaking areas with silicone caulk. See table on sheet 4 of 14 for details.
- 6. Remove and replace selected deteriorated portions of the parapets. See sheet 5 of 14 for details.
- 7. Remove and replace two scuppers within the tied arch span. See sheets 6 & 7 of 14 for details.
- 8. Repair a portion of the existing steel walkway. See sheet 8 of 14 for details.
- 9. Remove and replace a damaged section of the aluminum rail and aluminum post. See sheet 9 of 14 for details.
- 10. Clean and paint a portion of the interior of the ties boxes. See sheet 10 of 14 for details.
- 11. Perform deck slab repair, partial depth, on the bridge deck. See sheets 11 thru 14 of 14 for details.
- 12. Remove selected portions of the joint seals at the relief joints on the tied arch span. See sheet 14 of 14 for details.

<u>DESIGN STRESSES</u>

FIELD UNITS

f'c = 3,500 psi (Concrete) fy = 36,000 psi (Structural Steel) fy = 60,000 psi (Reinforcement)

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.

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Fasteners shall be high strength bolts. Bolts $^34''$ 6 , open holes 13 16 17 16 , unless otherwise noted.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring the new concrete around the new scuppers, 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.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that can not be removed by grinding $^{l}_{4}$ " inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

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

The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that masked off connection surfaces, field installed fasteners, and damaged areas shall be touched up in the field. The final finish coat shall be Blue, Munsell No. 10B 3/6.

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

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.

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

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.

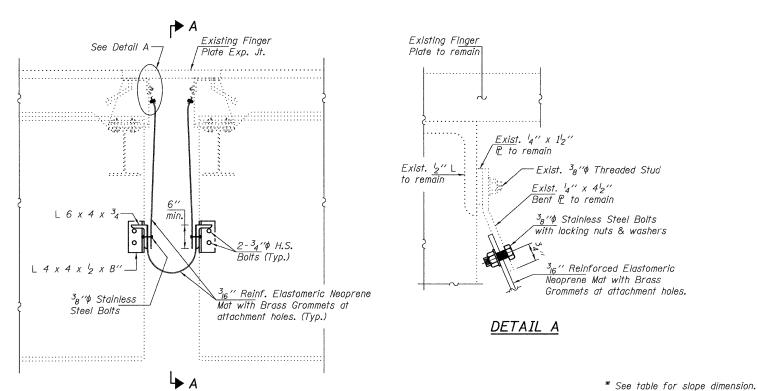
No field welding is permitted except as specified in the contract documents.

DESIGNED	-	Marcus K. Christensen	EXAMINED	Jame + All	DATE -	NOVEMBER 23, 2011
CHECKED	-	Irvîn J. Lopez		ACTING ENGINEER OF STRUCTURAL SERVICES		
DRAWN		Kyle M. Steffen	PASSED	A Carl Provey	REVISED	
CHECKED	-	MKC IJL		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES & SCOPE OF WORK
SN 081-0106
SHEET NO. 2 OF 14 SHEETS

F.A.I. SECTION COUNTY TOTAL SHEETS NO.
280 (81-18)M-2 ROCK ISLAND 30 18
CONTRACT NO. 64F22



SLOPE TABLE

Location	Slope
Pier 3	0.875"/ft.
Pier 7	1.25"/ft.
Pier 10	1.50''/ft.
Pier 17	1.50′′/ft.
Pier 20	1.25"/ft.
Pier 24	0.875"/ft.

6'-0"

Symm. about 1'-312", 1'-812" 4-Beam Spaces at 9'-0" = 36'-0" 1'-6" ³8′¢ Stainless Steel Bolts Typ.Exist. 4" x 42" * Slope P to remain. ³₁₆ " Reinforced Elastomeric Neoprene Mat with Brass Grommets at attachment holes. _New L 6 x 4 x ¾′ 1'-0" Typ.**r**▶ B ³8′′¢ Stainless∖ Steel Bolts

SECTION A-A

4-Beam Spaces at 9'-0" = 36'-0"

2'-11"

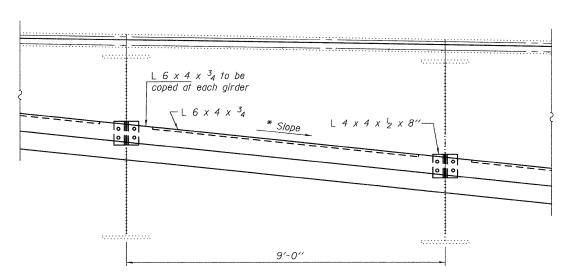
TYPICAL SECTION THRU TROUGH

€ Roadway

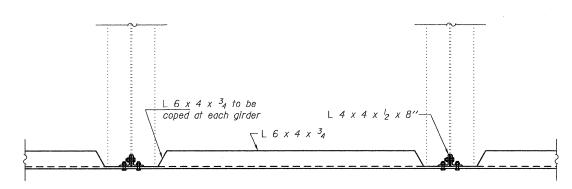
The Contractor shall remove the existing neoprene mats and the lower existing angles from the steel girders at each pier as noted on this sheet. All debris laying on top of the girder flanges (within 8 feet of the girder ends), angles, and on top of the pier cap, shall be removed by the use of brooms and high pressure water. The cost to remove the existing neoprene mats and the existing angles, and to remove the debris, is included with the pay item Fabric Reinforced Elastomeric Trough.

The reinforced elastomeric neoprene mat, all associated hardware angles, and plates are included in the pay item "Fabric Reinforced Elastomeric Trough.

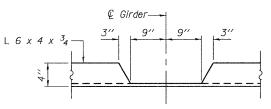
All bolts, other associated hardware, angles, and plates shall be hot dipped galvanized. The hot dipped galvanizing requirement is included in the pay item Fabric Reinforced Elastomeric Trough.



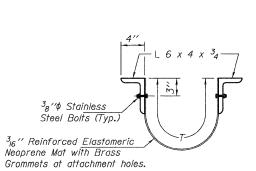
TROUGH DETAILS - PARTIAL ELEVATION



TROUGH DETAILS - PARTIAL PLAN



TROUGH DETAILS - COPE DETAIL

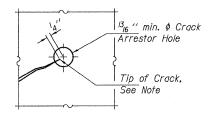


SECTION B-B

BILL OF MATERIAL

1/EM	UNII	QUANITIY
Fabric Reinforced Elastomeric Trough	Foot	540

DESIGNED - Marcus K. Christensen SECTION COUNTY EXAMINED NOVEMBER 23, 2011 TROUGH REPLACEMENT DETAILS CHECKED - Irvin J. Lopez STATE OF ILLINOIS 280 ROCK ISLAND 30 19 SN 081-0106 REVISED **DEPARTMENT OF TRANSPORTATION** DRAWN Kyle M. Steffen PASSED CONTRACT NO. 64F22 SHEET NO. 3 OF 14 SHEETS CHECKED - MKC IJL REVISED



CRACK ARRESTOR HOLE DETAIL

Note:

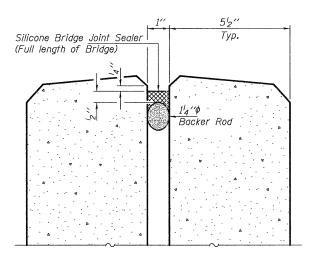
Locate crack tip using liquid dye penetrant or magnetic particle testing. Drill ¹³₁₆ " min. Ø Crack Arrestor hole at the crack tip. After crack arrestor hole has been drilled, dye penetrant or magnetic particle testing shall be used to verify that the drilled hole has captured the crack tip.

A high strength bolt with washers shall be installed, when possible, in the crack arrestor hole.

All work and material required to drill the holes shall be included in the pay item "Structural Steel Repair".

TABLE FOR LOCATIONS OF CRACK ARRESTOR HOLE DRILLING

Span	Member	Location	Deficiency
14	F.B. 0	Pier 13, South End	6" Crack, Web to Flange Weld
14	F.B. 0	Pier 13, North End	2½" Crack in Web
14	F.B. 0'	Pier 14, North End	1" Crack in Web
18	Girder J	Pier 17	4 ^l 2" Crack, Web to Bott. Flange Weld



MEDIAN PARAPET JOINT SEALER DETAILS

Vote:

The existing longitudinal joint at the median parapets shall be cleaned and sandblasted prior to the installation of the Backer Rod and the Silicone Bridge Joint Sealer. The new Bridge Joint Sealer shall be installed on the entire length of the bridge. See special provision "Silicone Bridge Joint Sealer".

TABLE FOR LOCATIONS OF SILICONE CAULKING

Span	Member	Location	Deficiency
14	South Arch	Top chamber at splice plate, btwn. T4 & T5	Leaking water causing rust
14	South Tie	2nd & 6th splice plate west to east	Leaking water causing P.R.
14	South Arch	Pier 14, where tie connects to arch	Gap letting water in, plugged drain holes need to be unplugged.

Note:

Surface preparation in advance of silicone caulking shall entail the removal of rust from the surface to be caulked. At a minimum, wire brushes and compressed air shall be utilized to prepare a bondable surface for the silicone caulking. The silicone caulk shall be 100% silicone caulk with a cured color of clear. All drain holes that are plugged shall be unplugged. All work and material necessary to complete the silicone caulking at the locations noted in the table shall be included in the pay item "Structural Steel Repair".

TABLE OF BOLT REPAIRS

Span	Member	Location	Deficiency
9	Girder H	W. Splice, Bott. P	1 Loose Bolt
12	Girder J	W. Splice	1 Loose Bolt
13	Cross Girder	Pier 13, below Girder D	1 Missing Bolt
14	Lower Lateral Bracing	FB. 3, below Stringer 6	1 Loose Bolt
14	Lower Lateral Bracing	10' from FB. 7, Pan. 7'	1 Missing Bolt
14	Catwalk	FB. 6', P.P. 5'	1 Missing Bolt
14	FB . 1′	Stringer 2, Pan. 0'	1 Loose Bolt
14	Lower Lateral Bracing	FB. O', below Stringer 3 T. Conn. f2	5 Loose Bolts & 1 Missing Nut
14	Wind Bracing Strut	3′ N. of ℚ of FB. O′ W. Fa. below FB. O′	1 Broken Bolt at Sliding Connection
<i>1</i> 5	Cross Frame	3rd C.F. from Pier 14 btwn. Gir. H & J, Gir. H Bott Conn.	3 Loose Bolts
16	Girder G	Splice E. of Pier 15, at Bottom Flange 12	1 Loose Bolt
16	Cross Frame	3rd C.F. E. of Pier 15 btwn. Girders G & H at Gir. H	3 Loose Bolts
16	Cross Frame	4th C.F. E. of Pier 15 btwn. Girders G & H at Gir. H	3 Loose Bolts
17	Cross Frame	4th C.F. E. of Pier 17 btwn. Girders H & J at Gir. H	2 Loose Bolts
17	Cross Frame	3rd C.F. E. of Pier 17 btwn. Girders H & J at Gir. H	1 Loose Bolt
17	Cross Frame	2nd C.F. E. of Pier 17 btwn. Girders G & H at Gir. H	2 Loose Bolts
<i>18, 1</i> 9	Bearing	Girder F & G at Pier 18	Missing Bolt conn. Top Sole 12 to Brg.
21	Bearing	Girder J at Pier 20	Missing Shoulder Bolt Nut for Pin
25	Cross Frame	1st C.F. E. of Pier 24 btwn. Girders H & J at Gir. H	6 Loose Bolts (3 top, 3 bott.)

Note:

Loose bolts shall be removed and then replaced with bolts meeting the Standard Specifications. New bolts shall match the diameter and length of the existing bolts. New bolts shall be ASTM 325 High Strength Bolts. All work and material necessary to complete the bolt replacement as noted in the table shall be included in the pay item "Structural Steel Repair".

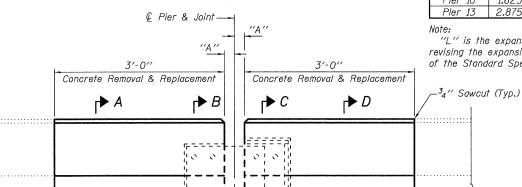
BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Silicone Joint Sealer	Foot	4193
Structural Steel Repair	Pound	90

DESIGNED - Marcus K. Christensen	EXAMINED	Jayne + Alle	DATE - NOVEMBER 23, 2011		REPAIR DETAILS	F.A.I.	SECTION	COUNTY	TOTAL	SHEET NO.
CHECKED - Irvin J. Lopez		ACTING ENGINEER OF STRUCTURAL SERVICES		STATE OF ILLINOIS		280	(81-1B)M-2	ROCK ISLAND	30	20
DRAWN - Kyle M. Steffen	PASSED	Call	REVISED	DEPARTMENT OF TRANSPORTATION	SN 081-0106			CONTRACT	NO. 64	4F22
CHECKED - MKC IJL] -	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 4 OF 14 SHEETS		ILLINOIS FED.	. AID PROJECT		

TABLE FOR DIMENSION "A" AT 50°F.

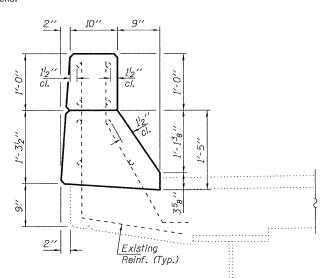
Location	Dim. ''A''	′′L′′	Location	Dim. "A"	"L"
W. Abut.	1.125"	200 ft.	Pier 14	2.875"	770 ft.
Pier 3	1.625''	300 ft.	Pier 17	2.125"	550 ft.
Pier 7	2.125"	500 ft.	Pier 20	2.125"	500 ft.
Pier 10	1.625"	350 ft.	Pier 24	1.625''	400 ft.
Pier 13	2.875"	400 ft.	E. Abut.	1.125''	200 ft.



Exist. Sliding P's (See Note A)

Note:

"L" is the expansion length that is to be utilized when revising the expansion joint opening as per Article 520.04 of the Standard Specifications.



TYPICAL ELEVATION VIEW OF PARAPET AT PIER EXPANSION JOINTS

Note A:

NOVEMBER 23, 2011

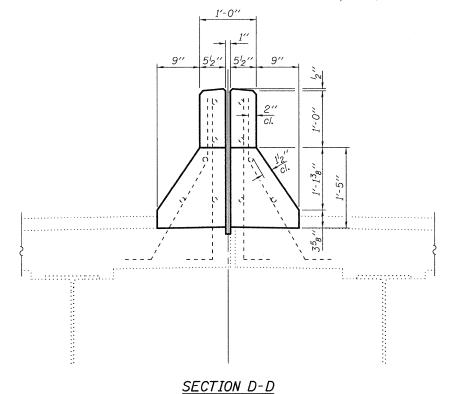
DATE -

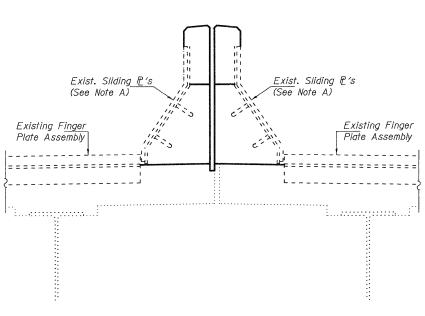
REVISED

REVISED

Existing steel plates and studs embedded in the parapet shall be removed with care and shall be reused in the new construction. If the plates are damaged in the removal process, the Contractor shall replace them at his expense.





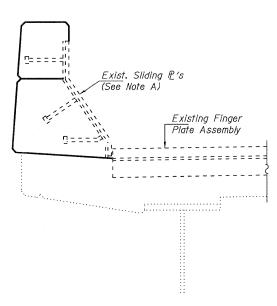


<u>SECTION C-C</u> (at center parapet)

Note

The table of parapet removal and replacement is preliminary in nature, due to limited inspection information. The Engineer shall determine in the field, the exact locations of parapet removal and replacement, and the exact removal lengths for each location.

The exisiting reinforcement bars, in the portions of the parapet that are being replaced, shall be incorporated into the new parapet. Any existing rebar, that is damaged or broken in the removal process, shall be replaced at the Contractor's expense.



SECTION B-B (at edge parapet)

TABLE OF PARAPET REMOVAL & REPLACEMENT LOCATIONS

Location	North Parapet	Median Parapet	South Parapet
W. Abut.			
Pier 3	Yes	Yes	Yes
Pier 7	Yes	Yes	Yes
Pier 10	Yes	Yes	Yes
Pier 13	Yes	Yes	Yes
Pier 14			
Pier 17	Yes	Yes	Yes
Pier 20	Yes	Yes	Yes
Pier 24	Yes	Yes	Yes
E. Abut.		Yes	
Span 13		Yes	
Span 20			Yes

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	<i>16.</i> 5
Concrete Superstructure	Cu. Yd.	<i>1</i> 6.5

I			
DESIGNED	-	Marcus K. Christensen	EXAMINED
CHECKED	-	Irvin J. Lopez	
DRAWN	-	Kyle M. Steffen	PASSED
CHECKED	_	MKC IJL	

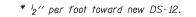
1		_ A
	Jayme F. J	life
ACTING EN	DINETER OF STRUCT	URAL BERVICES
ACTING ENGI	NEER OF BRIDGES	AND STRUCTURES

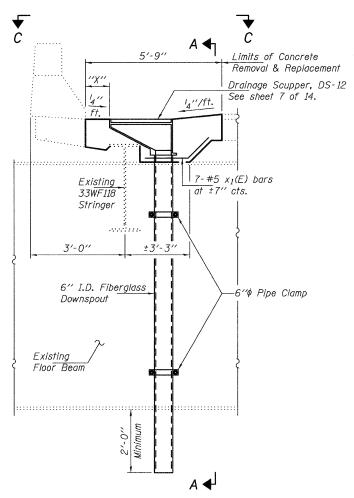
(at center parapet)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

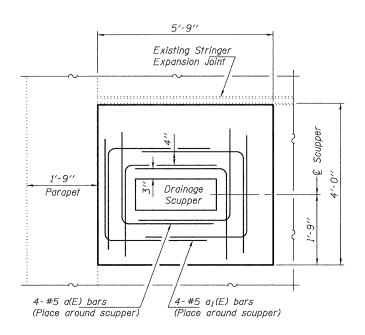
PARAPET REMOVAL & REPLACEMENT DETAILS
SN 081-0106

SHEET NO. 5 OF 14 SHEETS

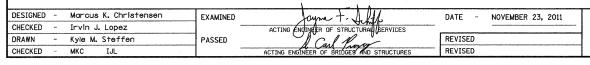




TYPICAL DRAIN DETAIL



VIEW C-C

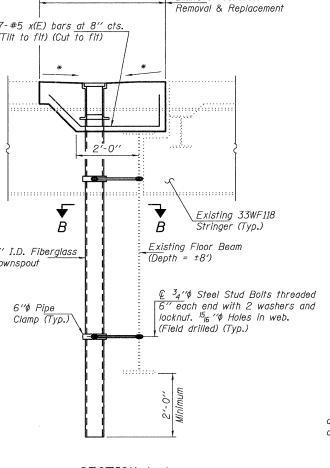


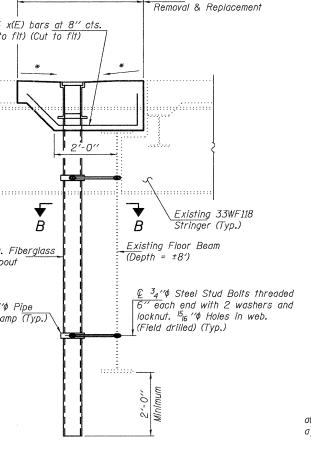
4'-0" Limits of Concrete Removal & Replacement 7-#5 x(E) bars at 8" cts. (Tilt to fit) (Cut to fit) Existing 33WF118 В В Stringer (Typ.) Existing Floor Beam 6" I.D. Fiberglass $(Depth = \pm 8')$ Downspout 6″¢ Pi<u>pe</u> Clamp (Typ.) 6" each end with 2 washers and locknut. ¹⁵16 "\$\phi\$ Holes in web. (Field drilled) (Typ.)

SECTION A-A

6''∮ Pipe

8" Fabric





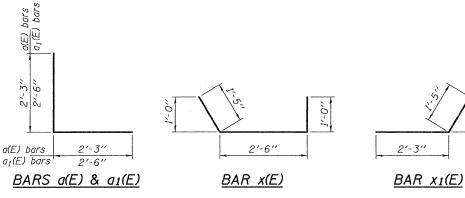
Dimension "X" will be dependent on the actual thickness of the slab & fillet, and the dimension of the flange of the steel stringer.

A gap of 12" shall be maintained between the new drainage scupper and the existing flange of the stringer.

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 Society of Protective Coating's 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 galvanizing included with Drainage Scuppers.

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.

In Span 14, two existing deck drains shall be removed. They are located on the south side, adjacent to Floor Beam 6' and Floor Beam 3'. They will be replaced with two Drainage Scuppers, DS-12. See sketches for details of removal and replacement.



BILL OF MATERIAL

(Two Locations)

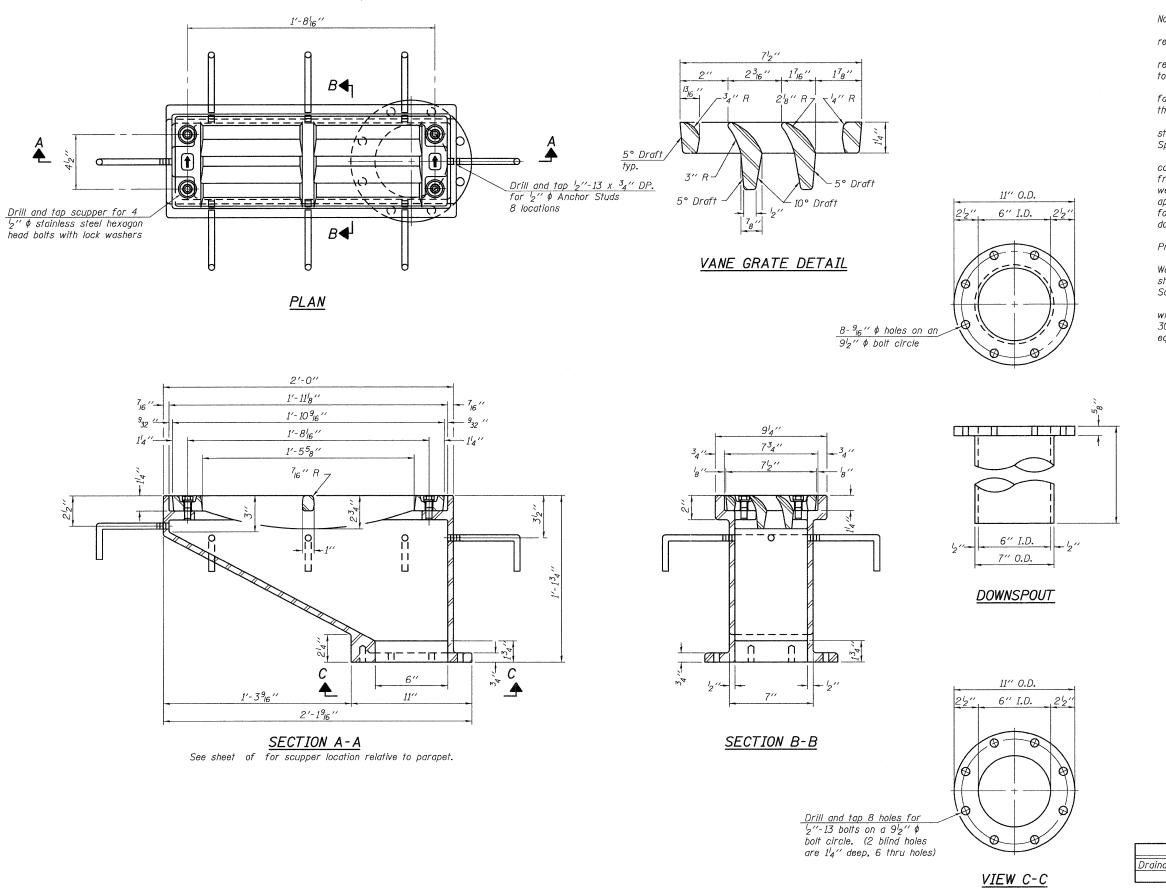
Bar	No.	Size	Length	Shape
a(E)	8	#5	4'-6"	L
a ₁ (E)	8	#5	5′-0′′	L
x(E)	14	#5	4'-11''	$\overline{}$
x1(E)	14	#5	3'-8''	/
Concrete	Removal		Cu. Yd.	2.0
Concrete	Superstru	ıcture	Cu. Yd.	2.0
Reinforce Epoxy Co	ement Bar ated	Pound	210	

	<u>SECTION B-B</u>	
•	Dimension as req'd by Pipe Clamp.	

DW D D	Bar	No.	Size	Length	Shape
<u> </u>	a(E)	8	#5	4'-6''	L
as reg'd	a ₁ (E)	8	#5	5′-0′′	L_
amp.					
	x(E)	14	#5	4'-11''	\Box
	x1(E)	14	#5	3'-8''	/
	Concrete	Removal		Cu. Yd.	2.0
	Concrete	Superstru	icture	Cu. Yd.	2.0
	Reinforce		s,	Pound	210
	Ероху Со	ated		7 00770	

STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	

DRAIN REPLACEMENT DETAILS		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SN 081-0106	280	(81-1B)M-2	ROCK ISLAND	30	22
314 001-0100			CONTRACT	NO. 6	4F22
SHEET NO. 6 OF 14 SHEETS		THE THOIS FED AT	D PROJECT		



Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

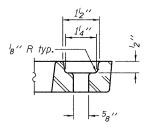
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

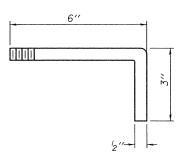
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-12.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



BOLT HOLE DETAIL



ANCHOR STUD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-12	Each	2

DS-12

7-1-10

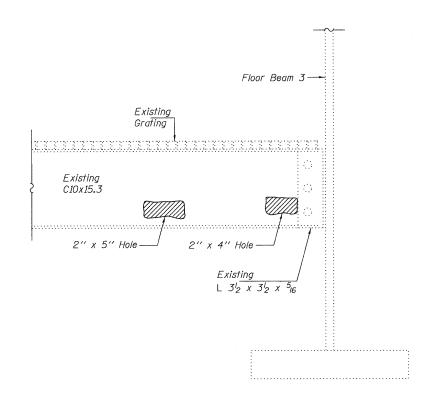
DESIGNED - Marcus K. Christensen FXAMINED NOVEMBER 23, 2011 CHECKED - Irvin J. Lopez REVISED DRAWN - Kyle M. Steffen PASSED CHECKED - MKC IJL REVISED

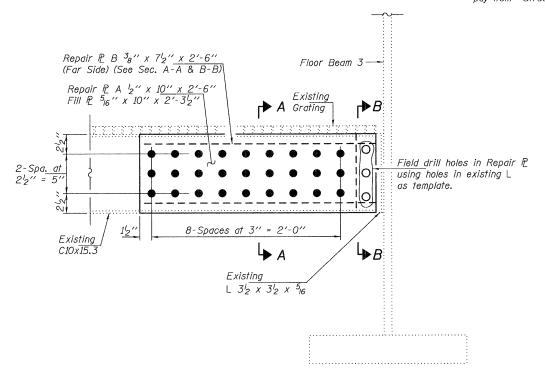
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** DRAINAGE SCUPPER, DS-12 SN 081-0106 SHEET NO. 7 OF 14 SHEETS

SECTION ROCK ISLAND 30 23 CONTRACT NO. 64F22

Note:

High strength AASHTO M164 $^34''$ 0 bolts shall be used for the indicated repairs on this sheet. Holes shall be 13 6 ''0. All work and material, including steel plate and bolts are included in the pay item "Structural Steel Repair".





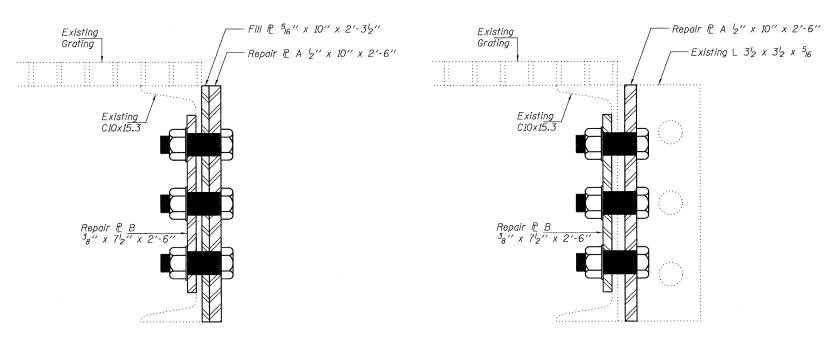
EXISTING CONDITION OF INSPECTION WALKWAY

(Span 14, Between Floor Beam 2 & Floor Beam 3)

SECTION A-A

PROPOSED REHABILITATION OF INSPECTION WALKWAY

(Span 14, Between Floor Beam 2 & Floor Beam 3)

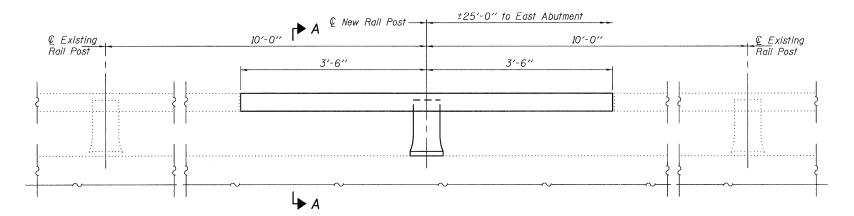


SECTION B-B

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Steel Repair	Pounds	115

DESIGNED - Marcus K. Christensen	EXAMINED	Jayne F. Allh	DATE - NOVEMBER 23, 2011		INSPECTION WALKWAY REPAIR DETAILS	F.A.I. RTE.	SECTION	COUNTY	TOTAL	SHEET S NO.
CHECKED - Irvin J. Lopez		ACTING ENGINEER OF STRUCTURAL SERVICES		STATE OF ILLINOIS	SN 081-0106	280	(81-1B)M-2	ROCK ISLAN	.D 30	24
DRAWN - Kyle M. Steffen	PASSED	Callen	REVISED	DEPARTMENT OF TRANSPORTATION				CONTRAC	T NO. f	64F22
CHECKED - MKC IJL	7	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 8 OF 14 SHEETS		ILLINOIS FI	ED. AID PROJECT		

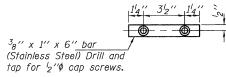


Notes:

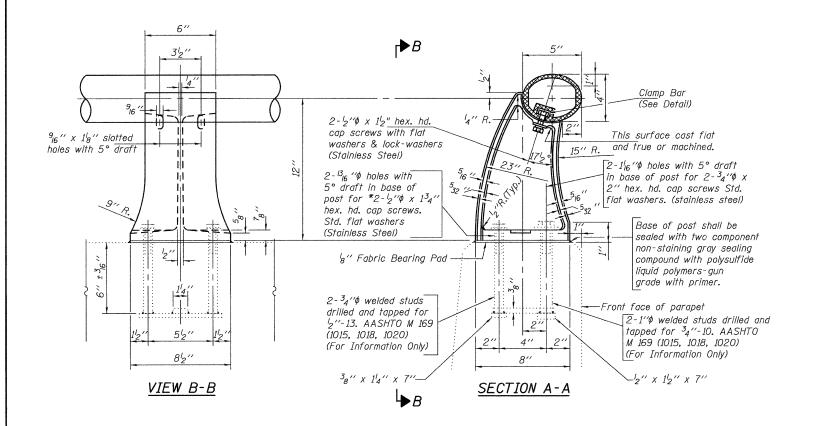
Remove and replace 7'-0" length of aluminum railing and damaged rail post. The existing anchor bolts shall be reused. The existing rail shall be unbolted as needed in order to insatall the new section of aluminum rail. All bolts that are removed in order to facilitate installation of the new aluminum rail shall be replaced with new bolts.

All work and material necessary to remove and replace the aluminum railing and aluminum post shall be paid for at the unit cost foot for "Parapet Railing, Special". The damaged rail and post is located on the north side of the bridge in Span 28. It is approximately 25 feet from the East Abutment.

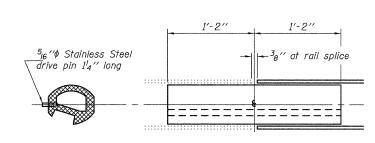
PARTIAL RAILING ELEVATION



CLAMP BAR



RAIL POST DETAILS



RAIL SPLICE

SEC. THRU ELLIPTICAL RAIL SECTION

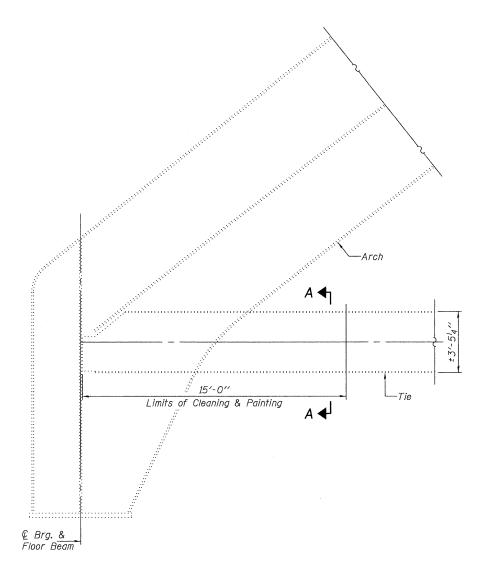
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SEC. THRU SPLICE

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Parapet Railing, Special	Foot	7

DESIGNED - Marcus K. Christensen EXAMINED NOVEMBER 23, 2011 SECTION **ALUMINUM RAILING REPAIR DETAILS** STATE OF ILLINOIS Irvin J. Lopez ROCK ISLAND 30 25 280 (81-1B)M-2 SN 081-0106 DRAWN - Kyle M. Steffen PASSED REVISED **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 64F22 SHEET NO. 9 OF 14 SHEETS REVISED CHECKED - MKC IJL

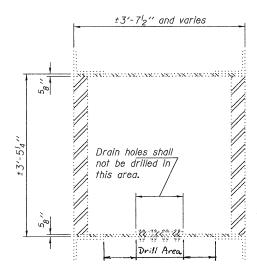


TYPICAL ELEVATION AT INTERSECTION OF TIE & ARCH

Notes

Pitting and ponding of water has occured in the bottom of the ties near the ends of the arches. The Contractor shall clean and paint the interior portion of the ties at all four corners of the two arches. Cleaning and painting in these interior areas shall extend for a distance of 15 feet. The Contractor shall drill two 1'\$\phi\$ holes for drainage purposes in each of the four tie legs. The exact point of drilling shall be approved by the Engineer prior to drilling the eight holes. Drilling of the holes, and cleaning and painting of the existing steel as noted above, shall be included in the pay item "Cleaning and Painting Structural Steel Location 1". The paint system that shall be utilized on this bridge is System One which is the OZ / E / U which consists of a full coat of organic (epoxy) zinc-rich primer, a full intermediate coat of epoxy, and a full finish coat of aliphatic urethane. See special provisions.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project. The basis of payment for lead abatement shall be included in the pay item "Containment and Disposal of Lead Paint Cleaning Residues".



SECTION A-A

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Cleaning and Painting Structural Steel Location 1	L.S.	1
Containment and Disposal of Lead Paint Cleaning Residue	L.S.	1

DESIGNED - Marcus K. Christensen	EXAMINED Joyne + All	DATE - NOVEMBER 23, 2011		PAINTING DETAILS	F.A.I. SECTION COUNTY TOTAL SHEET NO.
CHECKED - Irvin J. Lopez	ACTING ENGINEER OF STRUCTURAL BERVICES		STATE OF ILLINOIS	SN 081-0106	280 (81-1B)M-2 ROCK ISLAND 30 26
DRAWN - Kyle M. Steffen	PASSED Carl Vinger	REVISED	DEPARTMENT OF TRANSPORTATION		CONTRACT NO. 64F22
CHECKED - MKC IJL	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 10 OF 14 SHEETS	ILLINOIS FED. AID PROJECT

