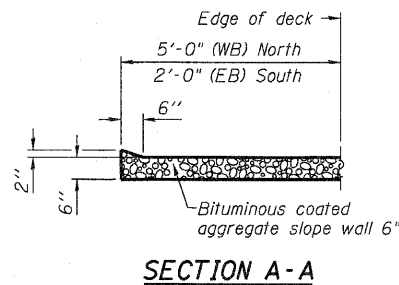


TOTAL BILL OF MATERIAL

| ITEM | UNIT | SUPER | SUB | TOTAL |
|--|---------|--------|-------|--------|
| Porous Granular Embankment, Special | Cu. Yd. | | 283 | 283 |
| Concrete Removal | Cu. Yd. | | 44.1 | 44.1 |
| Removal of Existing Concrete Deck No. 1 | Each | 2 | | 2 |
| Slope Wall Removal | Sq. Yd. | | | 2773 |
| Protective Shield | Sq. Yd. | | | 837 |
| Structure Excavation | Cu. Yd. | | 660 | 660 |
| Floor Drains | Each | 13 | | 13 |
| Concrete Structures | Cu. Yd. | | 305.6 | 305.6 |
| Concrete Superstructure | Cu. Yd. | 890.9 | | 890.9 |
| Bridge Deck Grooving | Sq. Yd. | 2266 | | 2266 |
| Concrete Encasement | Cu. Yd. | | 5.6 | 5.6 |
| Protective Coat | Sq. Yd. | 2827 | | 2827 |
| Furnishing and Erecting Structural Steel Bridge No. 1 | L. Sum | 1 | | 1 |
| Cleaning and Painting Steel Bridge No. 1 | L. Sum | 1 | | 1 |
| Containment and Disposal of Lead Paint Cleaning Residues No. 1 | L. Sum | 1 | | 1 |
| Stud Shear Connectors | Each | 9324 | | 9324 |
| Reinforcement Bars, Epoxy Coated | Pound | 191160 | 39510 | 230670 |
| Bar Splicers | Each | | 231 | 231 |
| Bituminous Coated Aggregate Slopewall 6" | Sq. Yd. | | 3088 | 3088 |
| Furnishing Steel Piles HP 10x42 | Foot | | 1110 | 1110 |
| Driving Piles | Foot | | 1110 | 1110 |
| Name Plates | Each | 2 | | 2 |
| Preformed Joint Strip Seal | Foot | 243 | | 243 |
| Elastomeric Bearing Assembly, Type I | Each | 4 | | 4 |
| Elastomeric Bearing Assembly, Type II | Each | 2 | | 2 |
| Anchor Bolts, 1" | Each | | 16 | 16 |
| Concrete Sealer | Sq. Ft. | | 848 | 848 |
| Epoxy Crack Injection | Foot | | 6 | 6 |
| Geocomposite Wall Drain | Sq. Yd. | | 141 | 141 |
| Pipe Underdrains for Structures 4" | Foot | | 293 | 293 |
| Drainage Scuppers, DS-11 | Each | 3 | | 3 |
| Structural Repair of Concrete (Depth Equal to or less than 5") | Sq. Ft. | | 20 | 20 |



STATION 232+84.91
REBUILT BY
STATE OF ILLINOIS
F.A.I. RT. 280 SEC. 81-1 (VB) R
LOADING HS-20 & ALT.
STRUCTURE NO. 081-0018

EB NAME PLATE
See Std. 515001

STATION 232+84.91
REBUILT BY
STATE OF ILLINOIS
F.A.I. RT. 280 SEC. 81-1 (VB) R
LOADING HS-20 & ALT.
STRUCTURE NO. 081-0019

WB NAME PLATE
See Std. 515001

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $\frac{3}{8}$ -in. ϕ , holes $\frac{1}{2}$ -in. ϕ , unless otherwise noted. Calculated weight of Structural Steel = 57,260 lbs. No field welding is permitted except as specified in the contract documents. The Contractor shall test the existing welds by non-destructive methods within 2 ft. of the end of the existing cover plates for cracks after removal of the existing concrete deck. Dye penetrant (PT), magnetic particle (MT), or other approved testing method shall be performed by qualified personnel approved by the Engineer. If cracks are found, report them to the Bureau of Bridges and Structures for disposition. The cost of testing is included in Removal of Existing Concrete Deck. The cost of crack repair, if necessary, will be paid for according to Article 109.04 of the Standard Specifications. 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 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. 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 cannot be removed by grinding $\frac{1}{4}$ 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. If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations. 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. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings. Concrete Sealer shall be applied to the designated areas of the abutments. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete. The Protective Shield shall extend from centerline to centerline of the piers in the middle span of each structure and the width shall be the out to out parapet width of each structure plus 3 feet beyond each parapet.

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 of the exterior surfaces and the bottom of the bottom flange of fascia beams, masked off connection surfaces, field installed fasteners and damaged areas shall be touched up and finish coated in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and the bottom of the bottom flange of fascia beams shall be Blue, Munsell No. 10B 3/6. See Special Provision for "Cleaning and Painting New Metal Structures."

Cleaning and painting of the existing structural steel shall be as specified in the Special Provision for "Cleaning and Painting Existing Steel Structures." All existing steel shall be cleaned per Near White Blast Cleaning- SSPC-SP10. All existing steel shall be painted according to the requirements of Paint System 1- 02/E/U. The color of the final finish coat for all interior surfaces shall be Gray, Munsell No. 5B 7/1. The color for the final finish coat for the exterior and bottom flange of the fascia beams shall be Blue, Munsell No. 10B 3/6.

A minimum of three (3) air monitors will be required to monitor abrasive blasting operations at this site. See Special Provision for "Containment and Disposal of Lead Paint Cleaning Residues"

GENERAL DATA

STRUCTURE NO. 081-0018 (EB)
STRUCTURE NO. 081-0019 (WB)

INDEX OF SHEETS

- General Plan & Elevation
- General Data
- Footing Layout
- Top of Slab Elevations EB Structure
- Top of W & E Approach Slab Elevations (EB)
- Top of Slab Elevations WB Structure
- Top of W & E Approach Slab Elevations (WB)
- Superstructure
- Superstructure Details
- Bridge Approach Slab Details EB
- Bridge Approach Slab Details WB
- Preformed Joint Strip Seal
- Drainage Scupper, DS-11
- Framing Plan
- Structural Steel Details
- Bearing Details
- Concrete Removal Details
- West Abutment EB Structure
- East Abutment EB Structure
- West Abutment WB Structure
- East Abutment WB Structure
- Piers 1 & 2
- Piers 3 & 4
- HP Pile Details
- Bar Splicer Assembly and Mechanical Splicer Details
- Concrete Parapet Slipforming Option
- Boring Logs

REVIS 10/28/10

Coombe-Bloxdorf P.C.
-CIVIL ENGINEERS-
-STRUCTURAL ENGINEERS-
-LAND SURVEYORS-
Design Firm License No. 184-002703

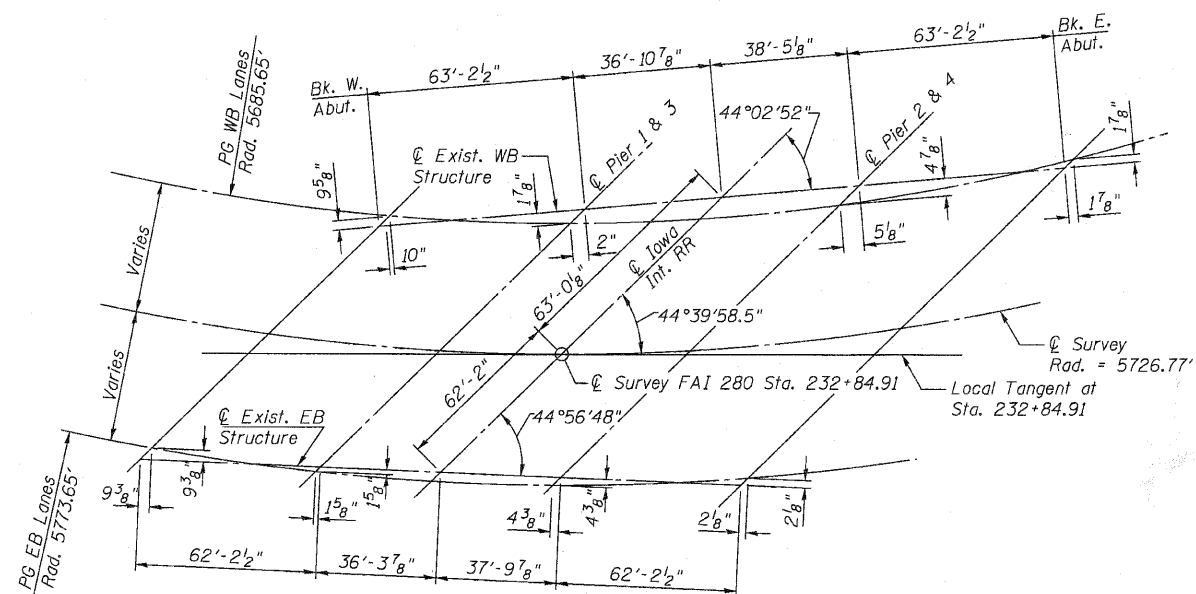
PROJECT NO. 09033
SCALE
DATE 6/4/2010
DESIGN BY BD/MCB
DRAWN BY VMIL
CHECKED BY MCB

SHEET NO. 2
55 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|-------------|-------------|--------------|-----------|
| 280 | 81-1 (VB) R | ROCK ISLAND | 503 | 188 |
| CONTRACT NO. 64815 | | | | |
| FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT | | | | |

SECTION THROUGH BITUMINOUS COATED SLOPEWALL

All Rubbish and Loose Earth in the Slopes Shall be Removed and any Eroded Portion of the Slopes shall be Filled and Compacted with Suitable Materials to the Lines and Grades as Shown on the Plans and/or Directed by the Engineer.



OFFSET SKETCH