

Existing Structure: Built 1937 as a 3 span continuous wide flange, supported on pile bent abutments and piers.

In 1983 the superstructure was replaced with a new 3 span wide flange superstructure.

The abutment joints shall be replaced, and the deck shall be patched and overlaid with HMA.

**GENERAL NOTES**

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.

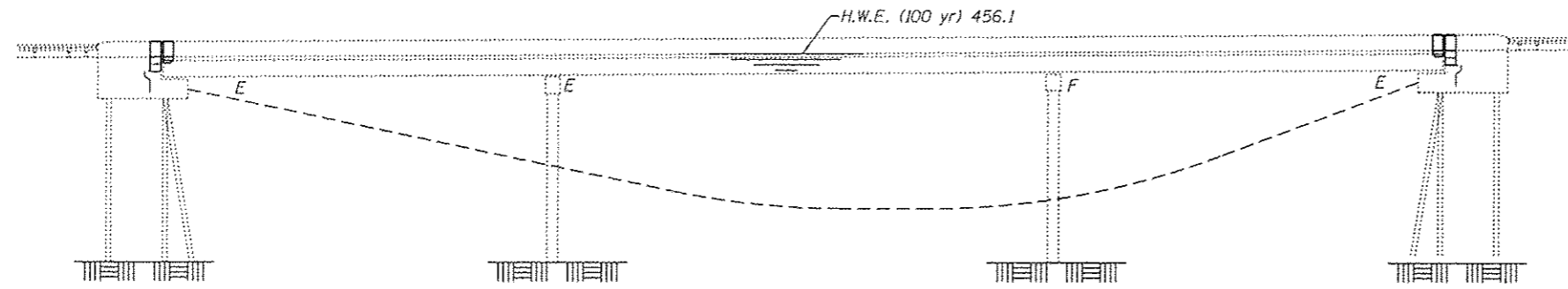
As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer.

Any cracks that cannot be removed by grinding 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.

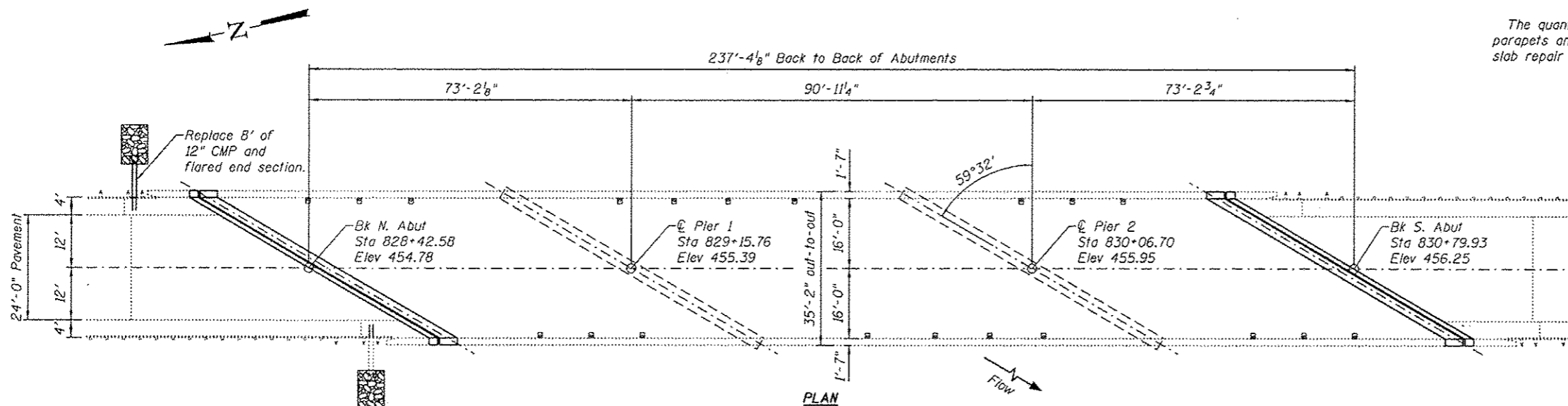
Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall 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 based on the unit price bid for the work.

Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.

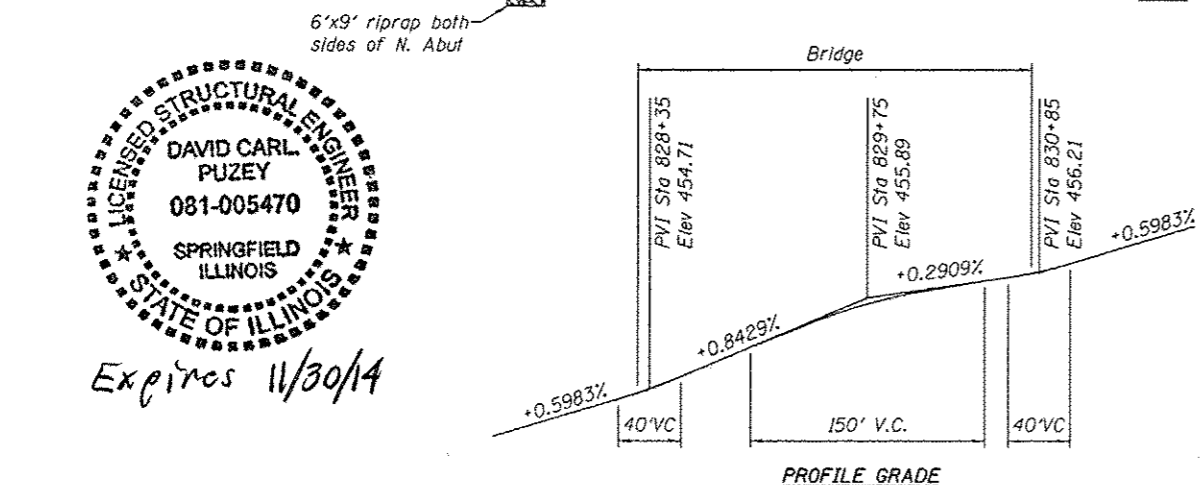
The quantity for protective coat is for the top and inside surfaces of the parapets and wingwalls. The quantities for full depth and partial depth deck slab repair are estimated from a visual deck survey.



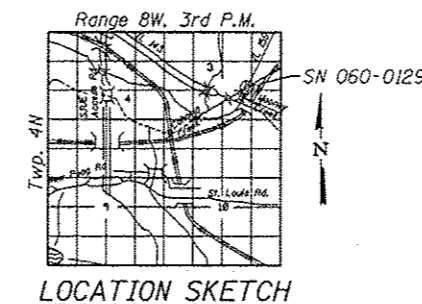
**ELEVATION**



**PLAN**



**PROFILE GRADE**



**LOCATION SKETCH**

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Stone Dumped Riprap, Class A4	Sq. Yd.	12
HMA Surface Course, Mix "D", N70	Ton	56
Concrete Removal	Cu. Yd.	23.4
Concrete Superstructure	Cu. Yd.	25.7
Protective Coat	Sq. Yd.	204
Reinforcement Bars, Epoxy Coated	Pound	2460
Bar Splicers	Each	28
Preformed Joint Strip Seal	Foot	131
Waterproofing Membrane System	Sq. Yd.	798
Pipe Culvert Removal	Foot	8
Metal End Section	Each	1
Pipe Culvert, Class D, Type I, 12"	Foot	8
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	50
Deck Slab repair (Partial Depth)	Sq. Yd.	50



Expires 11/30/14

DESIGNED - J. Uehle  
 CHECKED - S. Ryan  
 DRAWN - J. Uehle  
 CHECKED - S. Ryan

EXAMINED *David A. Ash*  
 ENGINEER OF STRUCTURAL SERVICES  
 PASSED *David A. Ash*  
 ENGINEER OF BRIDGES AND STRUCTURES

DATE - 2/14/14  
 REVISED  
 REVISED

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PLAN AND ELEVATION  
 IL 159 over Cahokia Creek  
 SN 060-0129

SHEET NO. 1 OF 6 SHEETS

F.A.P.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
604	(103,125)RS-2, 125-BR-2	Madison	46	31

CONTRACT NO. 76G25  
 ILLINOIS FED. AID PROJECT