

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.

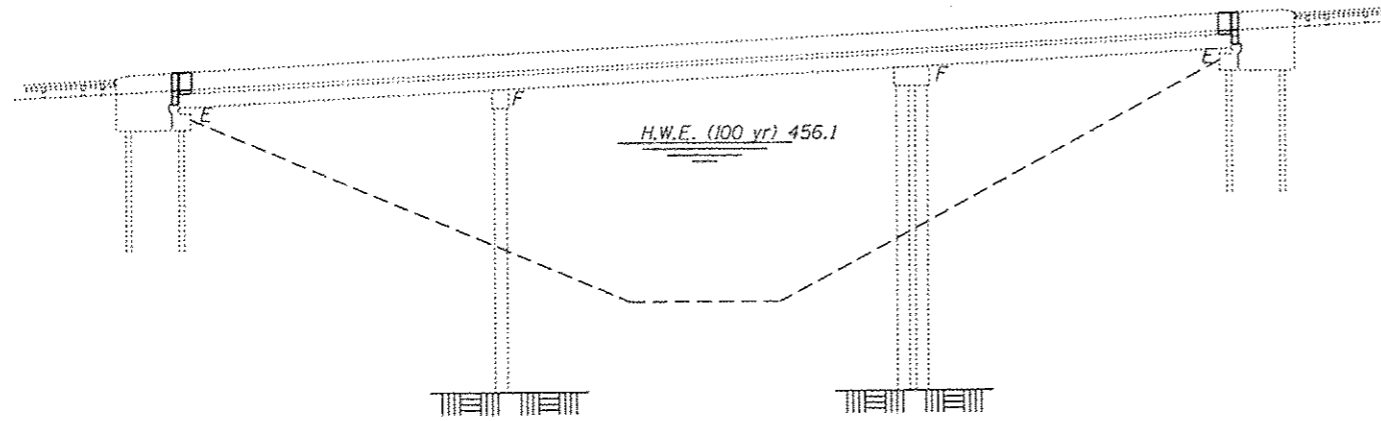
Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods 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.

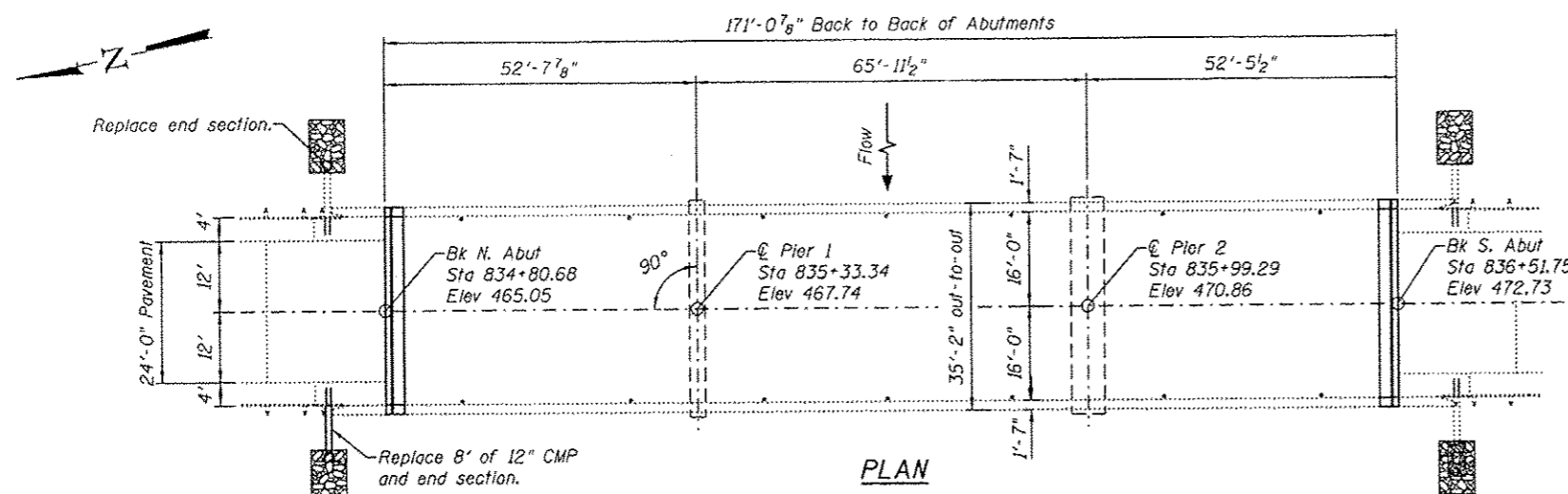
Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall 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 at 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.

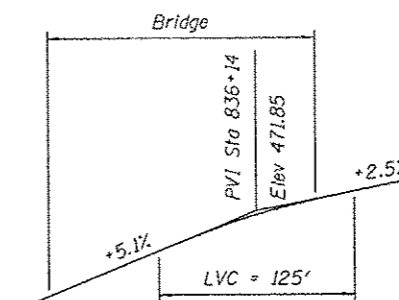
The quantity for protective coat is for the top and inside surfaces of the parapets and wingwalls. The quantities for full depth and partial depth deck slab repair are estimated from a visual deck survey.



ELEVATION



PLAN



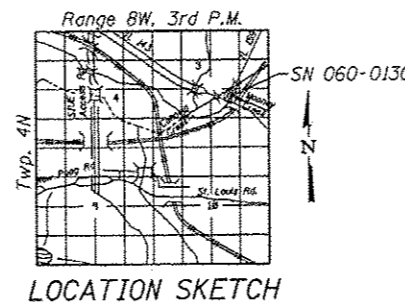
PROFILE GRADE

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stone Dumped Riprap, Class A4	Sq. Yd.	24
HMA Surface Course, Mix "D", N70	Ton	41
Concrete Removal	Cu. Yd.	10.1
Concrete Superstructure	Cu. Yd.	11.0
Protective Coat	Sq. Yd.	165
Reinforcement Bars, Epoxy Coated	Pound	1170
Bar Splicers	Each	28
Preformed Joint Strip Seal	Foot	68.0
Waterproofing Membrane System	Sq. Yd.	589
Pipe Culvert Removal	Foot	8
Metal End Section	Each	2
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



LOCATION SKETCH

DESIGNED - J. Uehle	EXAMINED - [Signature]	DATE - 2/14/14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND ELEVATION IL 159 over Mooney Creek SN 060-0130 SHEET NO. 1 OF 5 SHEETS	F.A.P. RTE. 604	SECTION (103,125)RS-2, 125-BR-2	COUNTY Madison	TOTAL SHEETS 46	SHEET NO. 37
CHECKED - S. Ryan	PASSED - [Signature]	REVISED			CONTRACT NO. 76G25				
DRAWN - J. Uehle	ENGINEER OF BRIDGES AND STRUCTURES	REVISED			ILLINOIS FED. AID PROJECT				
CHECKED - S. Ryan									