

1/2" at 50° F.-Concrete Bridge Deck Varies 1'-3<sup>3</sup>g" to 1'-6<sup>7</sup>g" (W. Abut.) 1'-3<sup>5</sup>g" to 1'-6<sup>3</sup>g" (E. Abut.) Scarification, 1/2 Concrete Back of Abut. ⊷@ Brg. 9'4" 5'2", Measured along @ beam

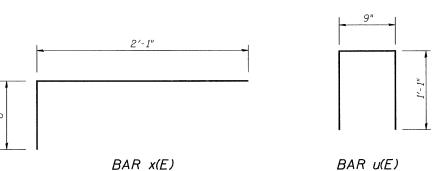
> SECTION A-A (All dimensions are at right L's)

Existing Expansion Joint

Existing longitudinal reinforcement to remain \*2" at 50° F. -Preformed Joint Strip Seal See Sheet 5 of 12  $a_1(E)$ Appr. Pav't. u(E) -Construction low beam Joint  $\frac{Varies}{1' - 5_{g}^{l}$ " to  $1' - 8_{g}^{5}$ " (W. Abut.)  $1' - 5_{g}^{3}$ " to  $1' - 8_{g}^{l}$ " (E. Abut.) Concrete Superstructure Back of Abut. ---- € Brg. Existing vertical 9<sup>1</sup>4<sup>"</sup> 5<sup>1</sup>2" Measured along € beam reinforcement to remain SECTION B-B

\*See sheet 5 of 12 for Notes.

(All dimensions are at right L's)



The End Diaphragms shall be cleaned per New White Blast Cleaning-SSPC-SP10 and shall be painted according to the requirements of paint system 1-OZ/E/U. The color of the final finish coat shall be Gray, Munsell No. 5B 7/1. See Speical Provision for Cleaning and Painting Existing Steel Structures. Cost of Blast Cleaning and Painting of Diaphragms under joints shall be included with Concrete Removal.

## NOTES

Hatched areas indicate concrete sections to be removed. Care shall be exercised by the contractor during and following Concrete Removal operations to ensure that the existing rebar remaining in place are not damaged. All existing reinforcement to be incorporated into new construction shall be blast-cleaned, straightened, and properly positioned prior to concrete placement. Any reinforcement damaged during Concrete Removal shall be repaired or replaced using an approved Bar Splicer or Mechanical System. Cost included with Concrete Removal.

Existing reinforcement bars that are parallel to the expansion joint shall

Removal of the existing expansion joints will not be paid for separately, but shall be included with the cost of Concrete Removal.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	24	#5	20′-6"	
a <sub>1</sub> (E)	<i>1</i> 6	#6	20′-6"	
d(E)	12	#5	6′-9"	
$d_1(E)$	12	#5	3′-6"	
$d_2(E)$	6	#4	5′-3"	
x(E)	64	#5	2'-7"	
u(E)	40	#5	2'-11"	Π
Concrete Removal			Cu. Yd.	11.6
Reinforcement Bars, Epoxy Coated				
		Bars,	Pound	1450
Epoxy Concre	Coated	Bars,	Pound Cu. Yd.	1450 12.7
Epoxy Concre Supers	Coated te	Bars,		
Epoxy Concre Supers	Coated te tructure tive Coat	Bars,	Cu. Yd.	12.7

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ILLINOIS DEPARTMENT OF TRANSPORTATION **EXPANSION JOINT REHABILITATION** AT DECK NORTH PEOTONE ROAD OVER I-57 FAI RTE 57 SECTION 99-2HB-1-I-2 WILL COUNTY STATION 1035+6.40 STRUCTURE NO. 099-0162 DRAWN BY LM CHECKED BY WJV DATE: 1-14-2009

17'-4" Stage I Removal

16'-4" Stage II Removal

3-#5 a(E) at 10" cts. Top & bottom of slab

(Typ. each stage)

6 Bar Splicers (E), for #5 a(E) bars

16-#5 x(E) bars at 12" cts.

16'-10" Stage II Construction

Stage Removal Line

6"

JOINT REMOVAL PLAN

(West End Shown, East End Similar)

JOINT REPLACEMENT PLAN

(West End Shown, East End Similar)

© Roadway &

Stage Construction Line

16-#5 x(E) bars at 12" cts.

16'-10" Stage I Construction

4 Bar Splicers (E) for #6 a<sub>1</sub>(E) bars

4-#6 a<sub>I</sub>(E) Bars placed as shown in Section B-B

(Typ. each stage)