

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1
OF 8

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-7RS-1, 82-7HB-1, 21	ST. CLAIR	69	70
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76813	

INDEX OF SHEETS

Sheet No.	Description
1	Gen Plan, Gen Notes & Total Bill of Mat'l
2	Deck Plan
3	Superstructure
4	Bearings
5	Anchor Bolt Details
6	Pier
7	North Abutment
8	South Abutment

GENERAL NOTES

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field 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 the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.

Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60. Reinforcement bars designated (E) shall be epoxy coated.

All epoxy grouted bars shall have a minimum embedment as shown on the plans and shall be placed according to Section 584 of the Standard Specifications. Cost of hole drilling and epoxy grouting is included with "Reinforcement Bars, Epoxy Coated".

All structural steel shall be AASHTO M 270 Grade 36, unless noted otherwise.

Calculated weight of Structural Steel:
M270 Grade 36 = 430 lbs., M270 Grade 50 = 1160 lbs.

Existing bearings at the Abutments and Pier shall be removed and replaced according to the plans. Jacking shall be according to the Special Provisions for "JACK AND REMOVE EXISTING BEARINGS". If web stiffeners are not present directly over the jack location, hardwood timbers should be installed tightly between top and bottom flanges to prevent rotation. It is anticipated that the entire bridge must be temporarily jacked at least 1 inch above the existing position, to clear the pintles when removing/replacing the pier bearings. The new bearings at the abutments and pier shall be in place and the jacks lowered before the new expansion joint seal is installed in the deck at the abutments.

Field welding of construction accessories will not be permitted to beams or girders.

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

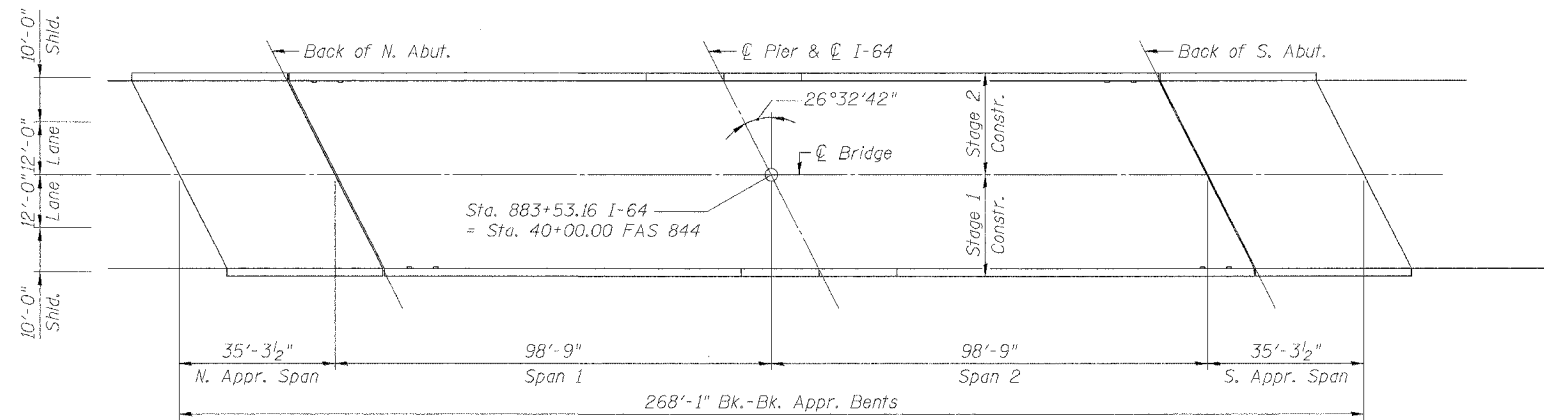
The existing structural steel shall only be cleaned and painted as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M300, Type 1. Field painting of structural steel shall be done under a separate painting contract.

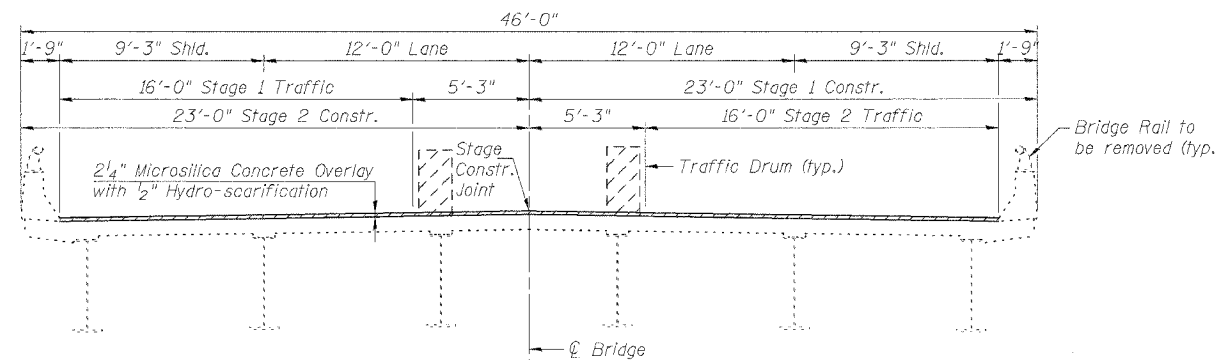
Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8". Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 1/8" adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each fixed bearing in addition to all other plates or shims. For Type 1 Elastomeric Bearings, two 1/8" adjusting shims shall be provided for each bearing and placed as detailed.

Bridge Seat Sealer shall be applied to the seat area of both Abutments.

All construction joints shall be bonded.



PLAN



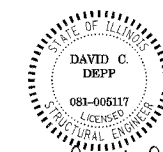
CROSS SECTION
(Looking South)

TOTAL BILL OF MATERIAL

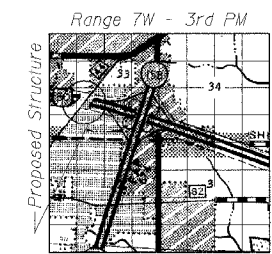
ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A1	Ton	--	64	64
Stone Riprap, Class A3	Ton	--	58	58
Filter Fabric For Use With Riprap	Sq Yd	--	230	230
Bridge Rail Removal	Foot	497	--	497
Floor Drains	Each	8	--	8
Concrete Structures	Cu Yd	--	4.3	4.3
Concrete Superstructure	Cu Yd	11.1	--	11.1
Bridge Deck Grooving	Sq Yd	1207	--	1207
Elastomeric Bearing Assembly, Type I	Each	--	12	12
Formed Concrete Repair (Depth < 5")	Sq Ft	9	2	11
Furnishing And Erecting Structural Steel	Pound	--	1560	1560
Jack And Remove Existing Bearings	Each	--	18	18
Reinforcement Bars, Epoxy Coated	Pound	2610	710	3320
Bridge Seat Sealer	Sq Ft	--	248	248
Polymer Concrete	Cu Ft	15	--	15
Silicone Joint Sealer, 1/2"	Foot	97	--	97
Silicone Joint Sealer	Foot	--	100	100
Bridge Deck Microsilica Concrete Overlay 2 1/4"	Sq Yd	1266	--	1266
Bridge Deck Hydro-Scarification 1/2"	Sq Yd	1266	--	1266
Deck Slab Repair (Full Depth, Type II)	Sq Yd	7	--	7

JD Johnson, Depp & Quisenberry
CONSULTING ENGINEERS
Springfield, Illinois

DESIGNED: CDB	DRAWN: SJS
CHECKED: DCD	CHECKED: CDB/DCD



Signed: *David Depp*
Date: 3-28-2005
Lic. Expires: 11-30-2006



LOCATION SKETCH

GENERAL PLAN
N. MAIN STREET (FAS 844) OVER
INTERSTATE 64
F.A.I. 64 SEC. 82-7RS-1, 82-7HB-1, 21
ST. CLAIR COUNTY
STATION 883+53.16
STRUCTURE NO. 082-0182

FILE: F:\N032 IL-DBVIV2 I-64 Bridge Repair\3-SIG082-Hdhs\1-01plan.dgn

DATE: 03/28/2005 - 12:27:09 USER: P. Ray