

FED. AID DIST. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. RTE. 374 (IL. RTE. 21)	211-K-V-X-B	COOK	38	16
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 60C20

GENERAL NOTES:

- Plan dimensions and details relative to existing plans are subject to routine 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 the scope of work, however, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.
- The Contractor shall submit a complete Bridge Superstructure Removal Plan to the Railroad. These plans must include details, procedures and the sequence of Stage Removal. These Plans must also include the steps necessary to remove the bridge superstructure in a safe and controlled manner.
- Slopedwall shall be reinforced with Welded Wire Fabric, 6 Inx6 In-W 4.0xW 4.0 weighing 85 Lbs., per 100 Sq. Ft.
- The Reinforced Concrete Overlay, as specified on the plan details, shall be paid for at the Contract Unit Price Bid per Square Yard for "Concrete Wearing Surface" and pounds for "Reinforcement Bars, Epoxy Coated".
- Reinforcement Bars shall conform to the requirements of ASTM A 706, Grade 60 (IL. Modified). See Special Provisions.
- Reinforcement Bars designated (E) shall be Epoxy Coated.
- The cut strands at each beam end shall be given two coats of Zinc Dust Spray or Paint meeting the requirements of ASTM A780. The Zinc Dust Spray or Paint shall be applied before corrosion appears and allowed to dry according to the manufacturer's specifications prior to another coat of Zinc. A Concrete Sealer meeting the requirements of Section 587 of The Standard Specifications shall be applied to the exterior face and 9 inches on the underside of the Fascia Beams. The Sealer shall be applied after visible crack growth has subsided. This work shall be performed by the producer and included with the cost of the beam.
- The minimum thickness of the Concrete Overlay shall be 5 inches and varies as required to adjust for the new Profile Grade and Beam Camber.
- The Contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the Beams when developing Construction Procedures for Removal and Replacement of the Superstructure.
- Repair of the Pier Caps shall be completed prior to placement of the new Deck Beams.
- If the Contractor's procedure for existing Beam Removal or Placement of new Beams involves placement of cranes or other heavy equipment on new Beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the new Beams. To distribute load to multiple Beams and protect the Concrete, in all cases, a double layer Mat or heavy Timbers shall be used at all times under Crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the Crane Mat to ensure uniform contact with the underlying Beams. Prior to placement of the Timber Mats, the following shall be done: placement and tightening of Transverse Tie Assemblies, Grouting and Curing the Dowel Rods 24 hours minimum and Grouting and Curing the Shear Keys. A temporary means of lateral restraint will be required for Fascia Beams at Expansion ends of Beams to prevent movement of the Beams.

**UNION PACIFIC RAILROAD'S
GENERAL PLAN NOTES**

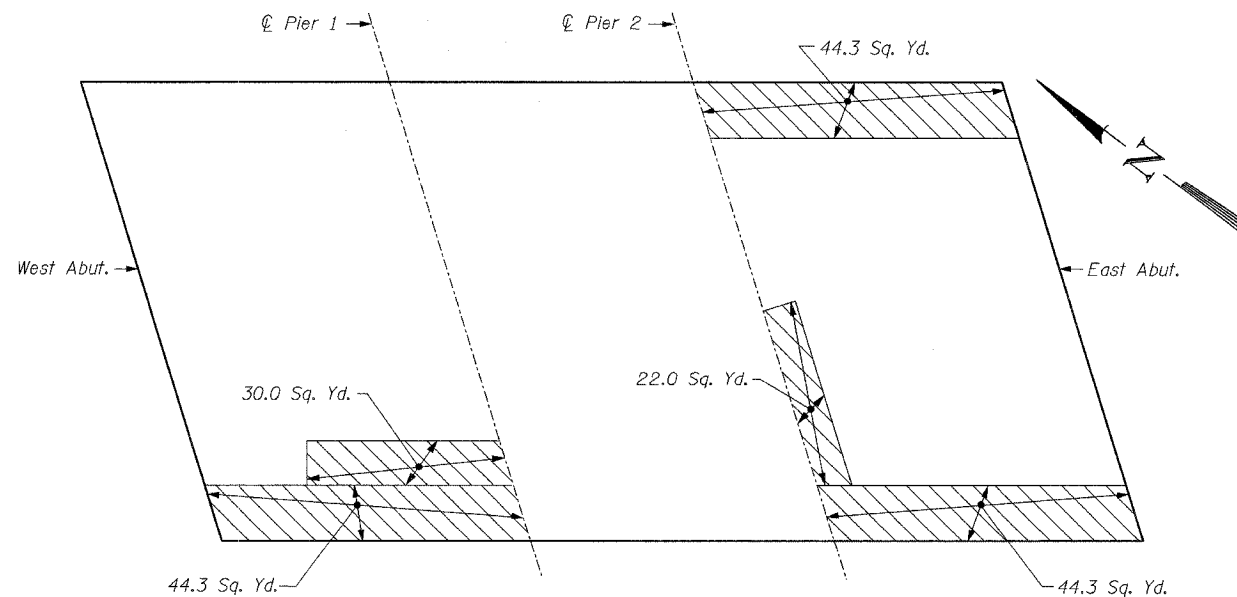
- Railroad review and approval of shoring, demolition, erection and falsework is required.
- All shoring systems that impacts the Railroad's operations and/or supports the Railroad's embankment shall be designed and constructed per current Union Pacific Railroad Guidelines for Temporary Shoring.
- All demolitions within the Railroad's right-of-way and/or demolition that may impact the Railroad's tracks or operations shall be in compliance with the Railroad's demolition Guidelines.
- Erection over the Railroad's right-of-way shall be designed to cause no interruption to Railroad's operations. Erection over the Railroad's track shall be developed such that it enables the track (s) to remain open to train traffic per Railroad's requirements.
- Minimum Construction Clearance Envelope of 21 feet vertical above the plane of top-of-rail and 12 feet horizontal at right angle from centerline of track shall be maintained at all times during Construction.
- Falsework clearance shall comply with the Railroad's Minimum Construction Clearance Envelope.
- For Railroad coordination please refer to the Railroad Minimum Requirements as part of special provisions.
- The proposed grade separation project shall not change the quantity and/or characteristics of the flow in the Railroad ditches and/or drainage structures.
- The elevation of the existing top-of-rail profile shall be verified before beginning construction. All discrepancies shall be brought to the attention of the railroad prior to construction.
- Railroad requirements do not allow work within 50 feet of track centerline when a train passes the work site and all personal must clear the area within 25 feet of the track centerline and secure all equipment.
- All permanent clearances shall be verified before project closing.

TOTAL BILL OF MATERIAL

ITEM NO.	DESCRIPTION	UNIT	SUPER.	SUB.	TOTAL
50101500	REMOVAL OF EXISTING SUPERSTRUCTURE	EACH	1	-	1
50104650	SLOPEWALL REMOVAL	SQ. YD.	-	185	185
50300255	CONCRETE SUPERSTRUCTURES	CU. YD.	182.6	-	182.6
50300260	BRIDGE DECK GROOVING	SQ. YD.	940	-	940
50300300	PROTECTIVE COAT	SQ. YD.	1,582	-	1,582
50301200	CONCRETE WEARING SURFACE 5"	SQ. YD.	1,020	-	1,020
50400505	PRECAST PRESTRESSED CONCRETE DECK BEAMS, 27"	SQ. FT.	13,185	-	13,185
50500405	FURNISHING & ERECTING STRUCTURAL STEEL	POUND	9,000	-	9,000
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	36,530	-	36,530
50800515	BAR SPLICERS	EACH	162	-	162
50900105	ALUMINUM RAILING, TYPE L	FOOT	326	-	326
51100100	SLOPEWALL 4 IN.	SQ. YD.	-	185	185
X0321743	SILICONE JOINT SEALER, 1 IN	FOOT	86	-	86
X0322932	SILICONE JOINT SEALER, 1 1/2 IN	FOOT	258	-	258
X0325303	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 IN)	SQ. FT.	-	20	20
X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN)	SQ. FT.	-	397.5	397.5
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	162	-	162
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L. SUM	-	-	1

* Based on the Field Notes from I.D.O.T. Maintenance Engineers, dated March 30, 2007

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SLOPEWALL PLAN
(Existing)

LEGEND:

Remove & Replace Slopedwall

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
REMOVE AND REPLACE SLOPEWALL	SQ. YD.	185

REVISIONS	
NAME	DATE
	09-14-07

ILLINOIS DEPARTMENT OF TRANSPORTATION
 GENERAL NOTES & TOTAL BILL OF MATERIAL
 MILWAUKEE AVE. (IL. RTE. 21) OVER
 UNION PACIFIC RAILROAD
 F.A. RTE. 374 (S.B.I. RTE. 21)
 SECTION: 211-K-V-X-B
 COOK COUNTY STATION 30+71.94
 STRUCTURE NO. 016-0243
 SCALE: DRAWN BY: F.M.
 DATE: JULY 23, 2007 CHECKED BY: B.N.S.
CHRISTIAN-ROGE & ASSOC., INC.
 CHICAGO ILLINOIS