## GENERAL NOTES:

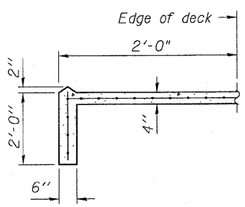
1. Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $\frac{7}{8}$" ϕ, holes $\frac{15}{16}$" ϕ, unless otherwise noted.
2. Calculated weight of Structural Steel = 4,500 lbs (AASHTO M270, Grade 36)
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. 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.
6. 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 $\frac{1}{4}$ in. 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.
7. 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 cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
8. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{2}$in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
9. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
10. Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All existing steel shall be cleaned per Near White Blast Cleaning-SSPC-SP10. All new and existing steel shall be painted according to the requirements of Paint System1 - OZ/E/U. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the beams shall be green, Munsell No. 7.5G 4/8.
11. All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M300 Type 1.
12. Slipforming of the parapets is not allowed.

## INDEX OF SHEETS

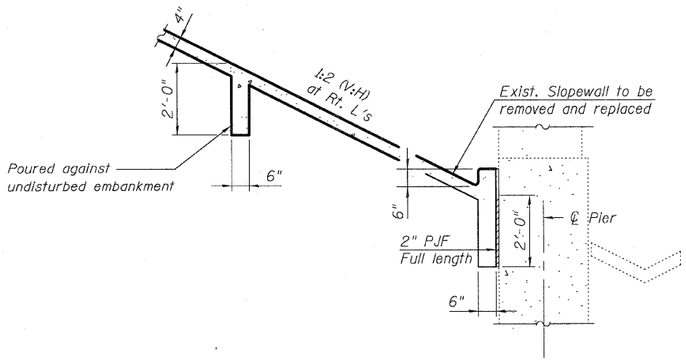


## TOTAL BILL OF MATERIAL

| ITEM | UNIT | SUPER | SUB | TOTAL |
|---|---|---|---|---|
| Porous Granular Embankment, Special | Cu. Yd. | - | 79 | 79 |
| Concrete Removal | Cu. Yd. | - | 32.4 | 32.4 |
| Slope wall Removal | Sq. Yd. | - | 400 | 400 |
| Removal of Existing Concrete Deck No. 3 | Each | 1 | - | 1 |
| Protective Shield | Sq. Yd. | 250 | - | 250 |
| Structure Excavation | Cu. Yd. | - | 174 | 174 |
| Concrete Structures | Cu. Yd. | - | 37.6 | 37.6 |
| Concrete Superstructure | Cu. Yd. | 337.1 | - | 337.1 |
| Bridge Deck Grooving | Sq. Yd. | 836 | - | 836 |
| Protective Coat | Sq. Yd. | 957 | - | 957 |
| Containment and Disposal of Lead Paint Cleaning Residues No. 3 | L.Sum | 1 | - | 1 |
| Furnishing and Erecting Structural Steel | Pound | 4500 | - | 4500 |
| Stud Shear Connectors | Each | 2466 | - | 2466 |
| Structural Steel Removal | Pound | 3730 | - | 3730 |
| Cleaning and Painting Steel Bridge, No. 3 | L.Sum | 1 | - | 1 |
| Reinforcement bars, Epoxy Coated | Pound | 72,720 | 7,160 | 79,880 |
| Bar Splicers | Each | 648 | 84 | 732 |
| Slope Wall 4 Inch | Sq. Yd. | - | 400 | 400 |
| Name Plates | Each | 1 | - | 1 |
| Elastomeric Bearing Assembly, Type I | Each | 12 | - | 12 |
| Anchor Bolts, 1" | Each | 24 | - | 24 |
| Geocomposite Wall Drain | Sq. Yd. | - | 50 | 50 |
| Pipe Underdrains for Structures 4" | Foot | - | 126 | 126 |
| Jack and Remove Existing Bearings | Each | 12 | - | 12 |
| Temporary Sheet Piling | Sq. Ft. | - | 132 | 132 |



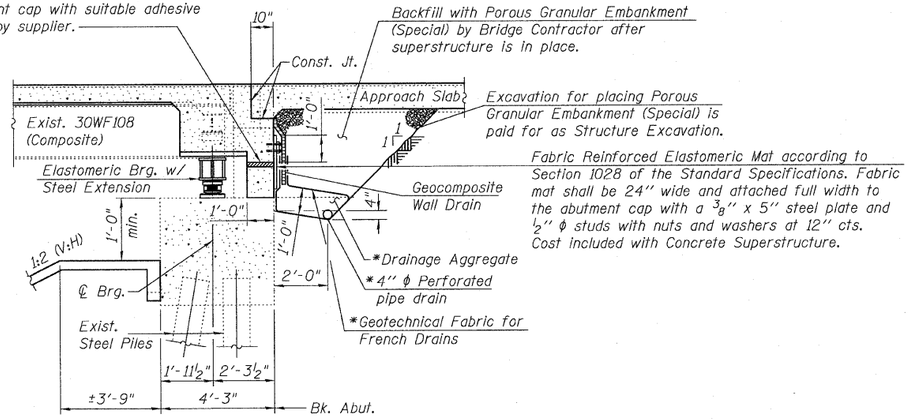

SECTION A-A




SECTION B-B

Notes:
1. See Sheet S01 of S21 for locations of Section A-A and Section B-B.
2. Remove existing slope wall from abutment to pier under both end spans.
3. Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x 4.0, weighing 58 lbs. per 100 sq. ft.

2" PJF (per Article 1051.09 of the Standard Specifications) full width and vertically at edges bonded to abutment cap with suitable adhesive as recommended by supplier.




SECTION C-C

## SECTION THRU SEMI-INTEGRAL ABUTMENT

(Horiz. dim. ℄ Rt. L's)

*Included in the cost of Pipe Underdrains for Structures.

Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).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| | | | |
|---|---|---|---|
| USER NAME = TERRA | DESIGNED - EA | REVISED - | |
| FILE NAME = D430026-002-gennote.dgn | CHECKED - OY | REVISED - | |
| PLOT SCALE = | DRAWN - CM | REVISED - | |
| PLOT DATE = 1/31/2012 | CHECKED - JB | REVISED - | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES AND BILL OF MATERIAL**
**STRUCTURE NO. 043 - 0006**
SHEET NO. S02 OF S21 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 301 | (43B, 44B, 44HB, 45B)D | JO DAVIESS | 309 | 142 |
| | | CONTRACT NO. 64C94 | | |
| | ILLINOIS FED. AID PROJECT | | | |