

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
681	113BR-2	LIVINGSTON	47	14
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

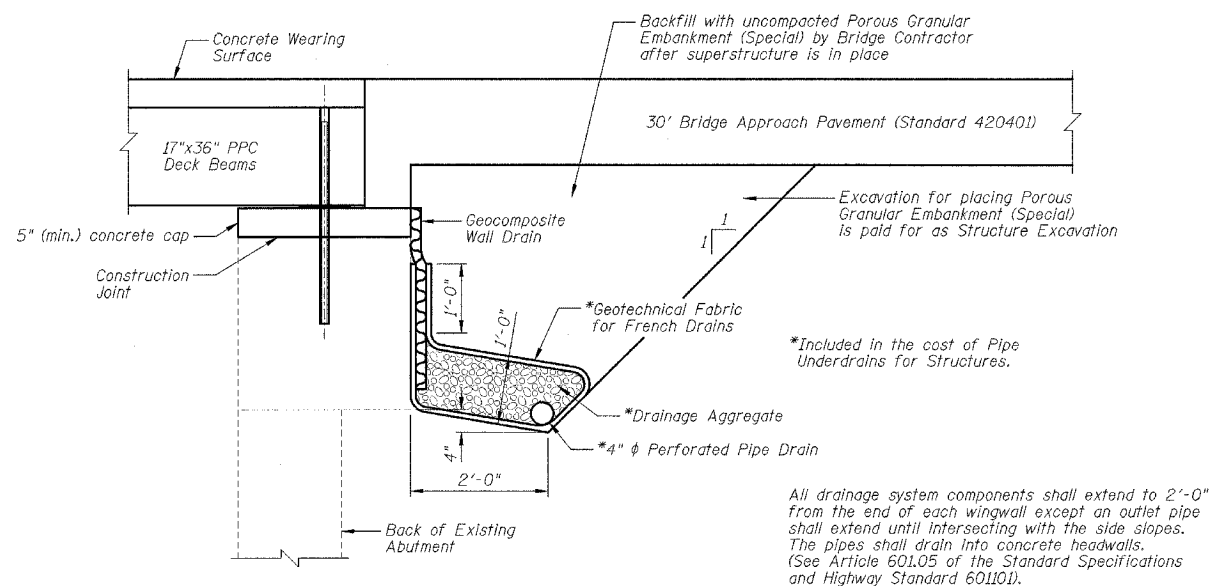
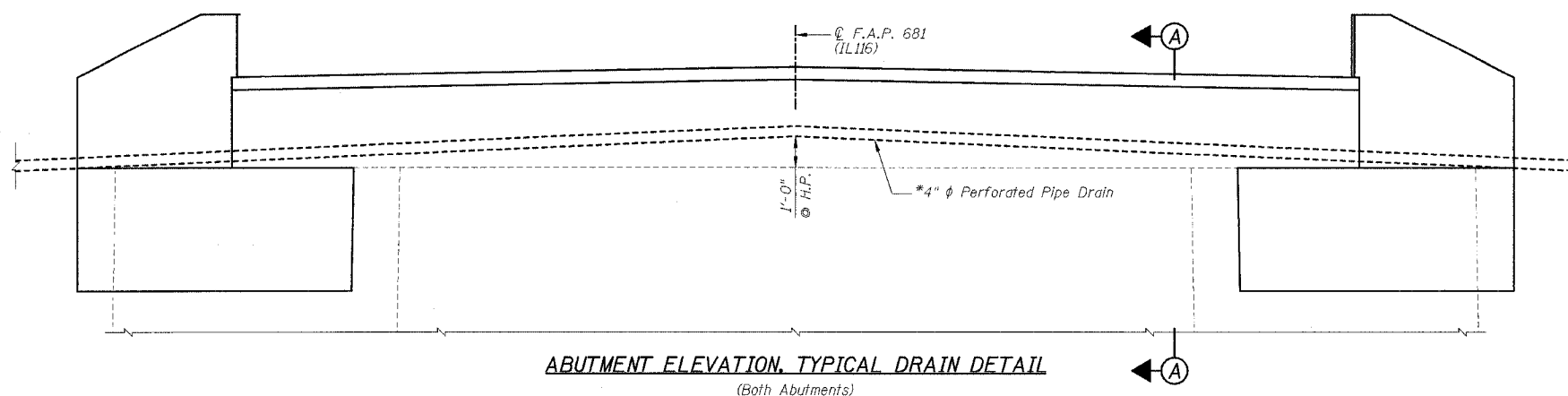
SHEET NO. B2  
OF 31 SHEETS

**GENERAL NOTES:**

- 1.) Reinforcement Bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
- 2.) 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 bid for the work.
- 3.) Existing Name Plate shall be cleaned and relocated adjacent to new Name Plate. Cost included with "Name Plates".
- 4.) All construction joints shall be bonded.
- 5.) Concrete Sealer shall be applied to exterior vertical face of each fascia beam.
- 6.) The asbestos bearing pads to be removed are at the following locations:  
Pier #1 (West Seats) = 2 per beam  
Pier #2 (West Seats) = 2 per beam  
Pier #2 (East Seats) = 2 per beam
- 7.) After beams have been erected, holes shall be drilled into substructure and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure min. 24 hrs. prior to grouting the shear keys.
- 8.) The cut strands at each beam end shall be given two coats of zinc dust spray or paint meeting the requirements of ASTM A 780. 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" in 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.
- 9.) The minimum thickness of the concrete overlay shall be 5" and varies as required to adjust for the new profile grade and beam camber.
- 10.) No instream work will be allowed on this project.
- 11.) Repair of the pier caps shall be completed prior to placement of the new deck beams.
- 12.) 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.
- 13.) 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 of 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.

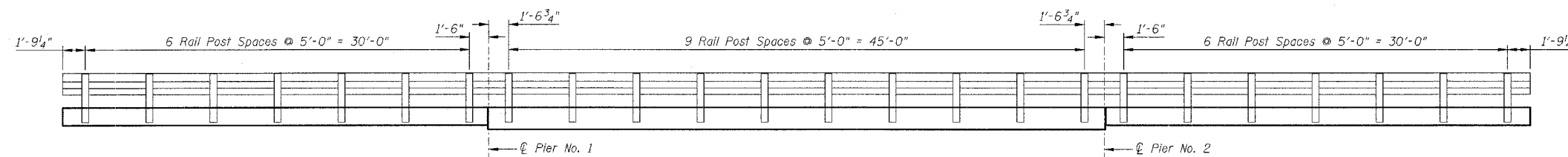
**TOTAL BILL OF MATERIAL**

ITEMS	UNITS	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu Yd		63	63
Removal of Existing Superstructures	Each	1		1
Concrete Removal	Cu Yd		5.4	5.4
Structure Excavation	Cu Yd		70	70
Concrete Structures	Cu Yd		14.9	14.9
Bridge Deck Grooving	Sq Yd	433		433
Protective Coat	Sq Yd	459		459
Concrete Wearing Surface 5"	Sq Yd	459		459
Formed Concrete Repair (Depth Equal To Or Less Than 5")	Sq Ft		81.6	81.6
Formed Concrete Repair (Depth Greater Than 5")	Sq Ft		6.3	6.3
Precast Prestressed Concrete Deck Beams (17" Depth)	Sq Ft	2386.5		2386.5
Precast Prestressed Concrete Deck Beams (21" Depth)	Sq Ft	1735.5		1735.5
Reinforcement Bars, Epoxy Coated	Pound	5740	1960	7700
Steel Bridge Rail, Type SM	Foot	229		229
Temporary Sheet Piling	Sq Ft		292	292
Name Plates	Each	1		1
Epoxy Crack Sealing	Foot		11	11
Geocomposite Wall Drain	Sq Yd		30	30
Pipe Underdrains For Structures 4"	Foot		140	140
Asbestos Bearing Pad Removal	Each	72		72
Bar Splicers	Each	115	16	131



**SECTION A-A THRU ABUTMENT**

Approach pavement shall be poured after superstructure wearing surface has been placed.



**RAIL POST SPACING DETAIL**

REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
GENERAL NOTES, BILL OF MATERIAL,  
SECTION AND DETAIL  
F.A.P. 681 (IL116) OVER FELKY SLOUGH  
SECTION 113BR-2  
LIVINGSTON COUNTY  
STATION 436+75.00  
STRUCTURE NO. 053-0075

DESIGNED BY: JML  
DATE: 12/09/05  
DRAWN BY: DJM  
CHECKED BY: MSW