

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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 be 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.

Stage construction shall be utilized to maintain traffic during construction.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

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

Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with "Concrete Removal".

The Contractor shall exercise care during removal of existing joints to ensure that the slab, beams and diaphragms' integrity will not be detrimentally impacted. The Contractor shall repair any damage(s) to the slab, beams and diaphragms caused by his operation as directed by the Engineer at no additional cost to the Department.

Protective coat shall be applied only to the new concrete provided for the reconstruction of the joints (top of deck slab, top and traffic face of parapet).

The Engineer shall determine extent, location and type of substructure and deck slab repairs in the field.

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose potentially detrimental foreign material shall be removed from the surfaces in contact with new concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and cost will be included in the pay item covering removal of the existing concrete.

As directed by the Engineer, existing construction accessories welded to the top 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 an individual acceptable to the Engineer. Any cracks that can be removed by grinding 1/4 inch 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.

The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection. Forms for deck slab shall be removed prior to placement of bridge approach pavement.

If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06 of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. 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 fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8. See Special Provision for "Cleaning and Painting New Metal Structures".

Exterior structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB.	TOTAL
CONCRETE REMOVAL	CU. YD.	40.0		40.0
CONCRETE STRUCTURES	CU. YD.		80.0	80.0
CONCRETE SUPERSTRUCTURE	CU. YD.	406.8		406.8
PROTECTIVE COAT	SQ. YD.	120.0		120.0
REINFORCEMENT BARS, EPOXY COATED	POUND	102580		102580
BAR SPLICERS	EACH	508		508
PREFORMED JOINT STRIP SEAL	FOOT	262.0		262.0
ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	36		36
CONCRETE SEALER	SQ. FT.	581.0		581.0
CLEANING BRIDGE SEATS	SQ. FT.	581.0		581.0
DECK SLAB REPAIR (PARTIAL)	SQ. YD.	193.0		193.0
SILICONE JOINT SEALER, 2"	FOOT	313		313
STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5")	SQ. FT.	4.0	10.0	14.0
ANTI-ICING SURFACE OVERLAY	SQ. YD.	3860.0		3860.0
JACK AND REMOVE EXISTING BEARINGS	EACH	36		36
ANCHOR BOLTS, 1"	EACH	72		72
FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	5210		5210

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STANDARD DRAWINGS

**GENERAL NOTES, BILL OF MATERIAL
AND INDEX OF SHEETS
BISHOP FORD EXPRESSWAY (I-94)
GREENWOOD AVENUE
COOK COUNTY
STATION
STRUCTURE NUMBER 016-0162**

DESIGNED -	
CHECKED -	
DRAWN -	R KING
CHECKED -	

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SHEET NO. 2 OF 17 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94	(0405,ETC,42-7&0707)RS-11	COOK	133	71
BISHOP FORD EXPRESSWAY (I-94)			CONTRACT NO. 60D21		
FED. ROAD DIST. NO. - ILLINOIS			FED. AID PROJECT		