

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

Reinforcement bars designated (E) shall be epoxy coated.

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.

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 can not be removed by grinding 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.

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.

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.

Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50° F.

All structural steel shall be shop painted with the inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Furnishing and Erecting Structural Steel.

No in-stream work will be allowed in this project.

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.

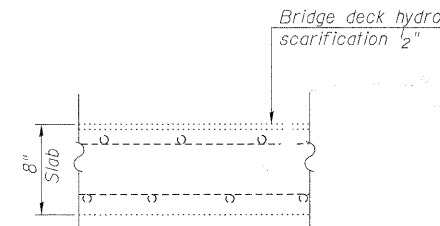
The contractor shall exercise extreme care with the existing conduits in sections of the parapet to be removed and to protect and support the conduit. The Contractor will be required to repair any damage done to the conduit to the satisfaction of the Engineer at no additional cost to the Department. No splicing will be allowed to any cable damage resulting from this work, instead the Contractor will be required to repair the entire span of any damaged cable at no additional cost to the Department.

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

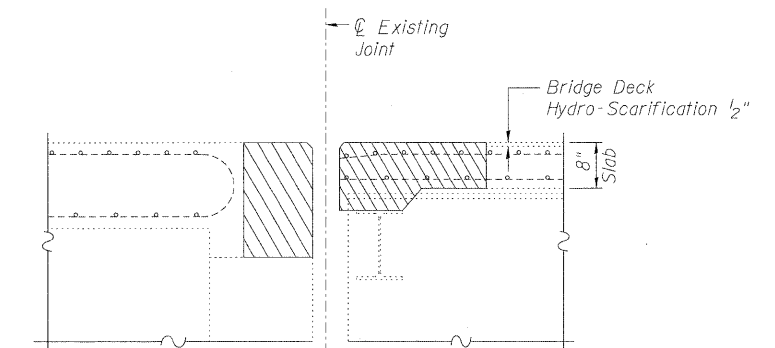
The Contractor shall be responsible for maintaining the stability and structural integrity of the existing structure, in accordance with the project specifications.

Temporary Shoring and Cribbing required to complete bearing replacement and/or Structural Repair of Concrete (Depth Equal to or Less Than 5 inches) shall not be paid for separately but shall be included in the cost of Jack and Remove Existing Bearings. When doing the pier repair and bearing replacement at the same time, the structure shall not be jacked up from the pier, the weight must be taken off the pier, in the area of the pier repair. Concrete must be cured to minimum strength for the repair before bearing can be replaced and weight put back on the pier, according to special provisions.

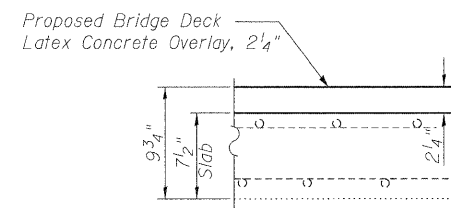
If the analysis submitted to the Contractor for the jacking/temporary support system to be used shows temporary stiffeners are required to prevent web crippling or buckling, the stiffeners shall be steel and bolted to the web. If stiffeners are not required, hardwood timbers shall be installed tightly between the top and bottom flange to prevent flange rotation.



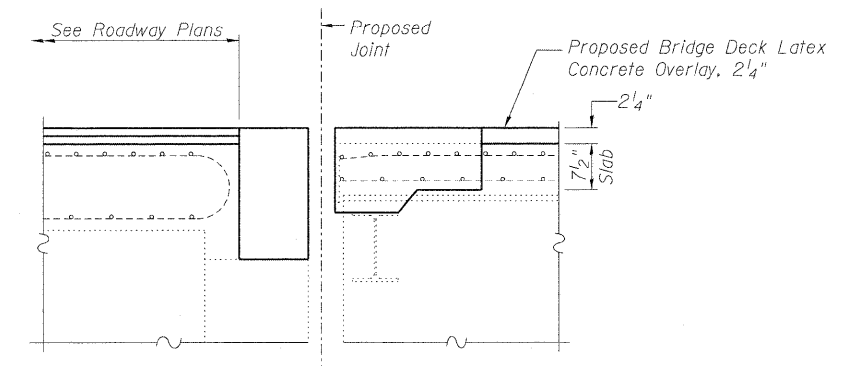
EXISTING SLAB CROSS SECTION



EXISTING ABUTMENT CROSS SECTION



PROPOSED SLAB CROSS SECTION



PROPOSED ABUTMENT CROSS SECTION

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Concrete Removal	Cu. Yd.	80.5	-	80.5
Protective Shield	Sq. Yd.	7732	-	7732
Concrete Superstructure	Cu. Yd.	92.3	-	92.3
Bridge Deck Grooving	Sq. Yd.	11439	-	11439
Protective Coat	Sq. Yd.	12166	-	12166
Furnishing and Erecting Structural Steel	Pound	-	14290	14290
Jack and Remove Existing Bearings	Each	-	80	80
Reinforcement Bars, Epoxy Coated	Pound	18010	-	18010
Bar Splicers	Each	194	-	194
Preformed Joint Strip Seal	Foot	100	-	100
Elastomeric Bearing Assembly, Type II	Each	-	80	80
Anchor Bolts, 1"	Each	-	160	160
Bridge Deck Latex Concrete Overlay, 2 1/4"	Sq. Yd.	11918	-	11918
Structural Repair of Concrete (Depth Equal to or Less Than 5 in.)	Sq. Ft.	-	361	361
Bridge Deck Hydro-scarification 1/2"	Sq. Yd.	11918	-	11918
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	7	-	7
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	136	-	136
Modular Expansion Joint, 6"	Foot	215	-	215
Modular Expansion Joint-Swivel, 6"	Foot	94	-	94

**GENERAL DATA & BILL OF MATERIAL
STRUCTURE NO. 016-2407**

LIN ENGINEERING LTD. Consulting Engineers Chatham, Illinois <small>Designed By: TBP Checked By: MTH Drawn By: AJF Date: 1/20/00 File: 016-2407.dgn</small>	SHEET NO. 3	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	27 SHEETS	330	462 X-B-I	COOK	54	23
				CONTRACT NO. 60J37		
				ILLINOIS FED. AID PROJECT		