

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.

Reinforcement bars shall conform to the requirements of ASTM A706 Grade 60. See Special Provisions.

Reinforcement Bars designated (E) shall be epoxy coated.

No in-stream work will be allowed in 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 of the pier, in the area of the repair of the pier. 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.

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.

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.

(Finger plate or Modular) expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.

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

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.

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.

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SCOPE OF WORK

1. Remove concrete deck and parapet adjacent to expansion joints.
2. Provide Preformed Joint Strip Seal expansion joints and Modular Expansion Joints at the correct corresponding locations provided in the plans.
3. Replace concrete deck and parapet adjacent to expansion joints.
4. Apply 1/2" scarification to deck slab.
5. Repair deck slab.
6. Place 2 1/4" Latex Concrete Overlay on bridge deck.
7. Apply protective coat and bridge deck grooving to top of bridge deck overlay and new concrete at joints.
8. Jack and remove existing bearings at expansion joints and replace with elastomeric bearings.
9. Repair deteriorated concrete at piers.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	36.5		36.5
Protective Shield	Sq. Yd.	2152		2152
Concrete Superstructure	Cu. Yd.	41.8		41.8
Bridge Deck Grooving	Sq. Yd.	5967		5967
Protective Coat	Sq. Yd.	5985		5985
Furnishing and Erecting Structural Steel	Pound		7833	7833
Jack and Remove Existing Bearings	Each		35	35
Reinforcement Bars, Epoxy Coated	Pound	5940		5940
Bar Splicers	Each	91		91
Preformed Joint Strip Seal	Foot	168		168
Elastomeric Bearing Assembly, Type I	Each		10	10
Elastomeric Bearing Assembly, Type II	Each		20	20
Elastomeric Bearing Assembly, Type III	Each		5	5
Anchor Bolts, 1"	Each		90	90
Bridge Deck Latex Concrete Overlay, 2 1/4"	Sq. Yd.	5883		5883
Structural Repair of Concrete (Depth Equal to or Less Than 5 inches)	Sq. Ft.		213	213
Bridge Deck Hydro-Scarification 1/2"	Sq. Yd.	5883		5883
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	23		23
Deck Slab Repair (Partial)	Sq. Yd.	14		14
Modular Expansion Joint 6"	Foot	42		42

** Quantity of Deck Slab Repair (Partial) is for information only.

DESIGNED -	SLV
CHECKED -	DJB
DRAWN -	SLV
CHECKED -	DJB

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GENERAL DATA
STRUCTURE NO. 016-2406

SHEET NO. 2 OF 18 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	330	462 X-B-I-1	COOK	41	18
	D-91-228-10			CONTRACT NO. 60J38	
FED. ROAD DIST. NO. _		ILLINOIS	FED. AID PROJECT		