

**GENERAL NOTES**

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts.  
Bolts 7/8 in.  $\phi$ , holes 15/16 in.  $\phi$ , unless otherwise noted.

Calculated weight of Structural Steel = 166,420 lbs.

No field welding is permitted except as specified in the contract documents.

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 Removal of Existing Concrete Deck.

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 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.

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(b) 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.

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.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to exposed surfaces of the backwall, bearing seats, and front face of the new abutment concrete.

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

The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The primer coat shall be applied in the shop, but the final two coats shall be applied in the field in coordination with the painting of existing structural steel. 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. Painting the new structural steel shall be included in the cost of Furnishing and Erecting Structural Steel.

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 existing steel shall be painted according to the requirements of Paint System 1, 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 fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8.

The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

Slipforming of the parapets is not allowed.

The bridge-mounted sign structure must be secured to the east parapet prior to installation of the bridge fence railing.

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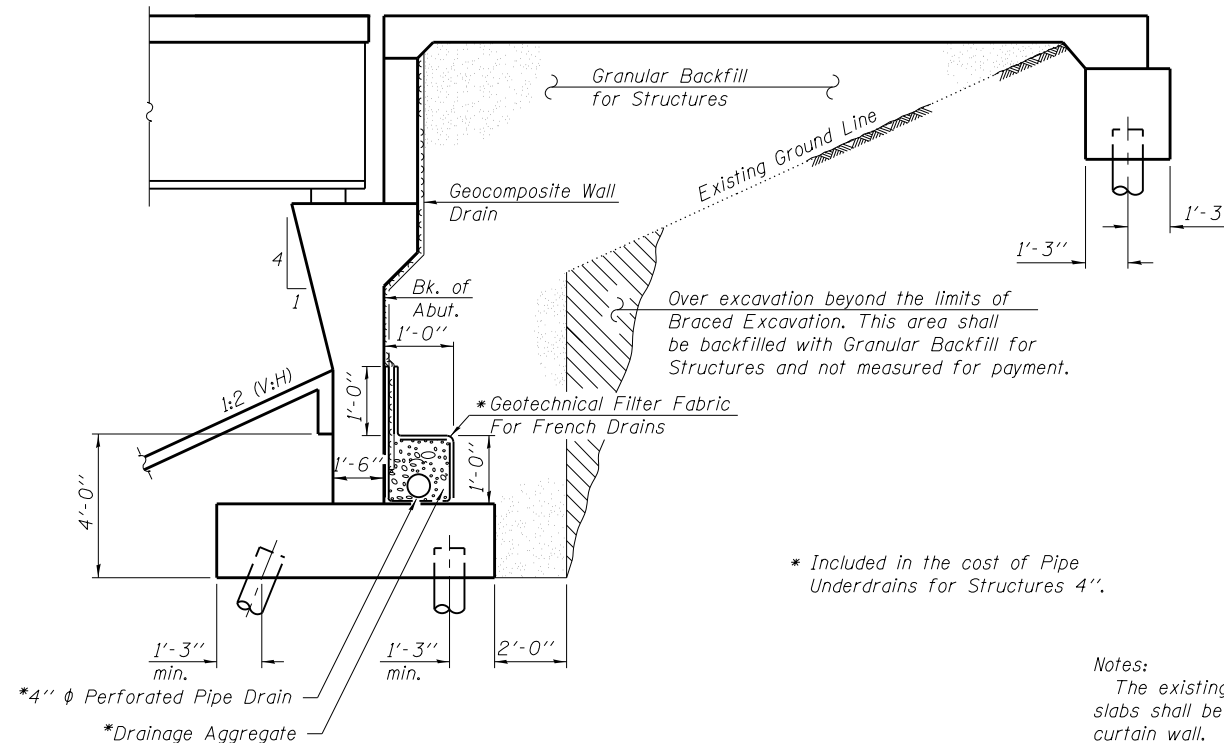
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**SCOPE OF WORK**

1. Remove existing bridge deck and approach spans.
2. Extend existing substructure units to the east.
3. Remove and replace abutment bearings with Elastomeric Bearings.
4. Remove and replace existing abutment diaphragms.
5. Remove and replace existing abutment backwalls.
6. Install three new rows of steel girders.
7. Install stud shear connectors in negative moment regions of existing beams
8. Clean and paint existing and new steel.
9. Pour new widened bridge deck and approach spans using stage construction.
10. Repair existing concrete substructure units.
11. Remove and replace existing slope wall with concrete slope wall.
12. Remove traffic sign structure and replace with new sign structure on east parapet.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.		23.2	23.2
Slope Wall Removal	Sq. Yd.		472	472
Removal of Existing Concrete Deck	Each	1		1
Protective Shield	Sq. Yd.	847		847
Structure Excavation	Cu. Yd.		268	268
Concrete Structures	Cu. Yd.		240.3	240.3
Concrete Superstructure	Cu. Yd.	1095.0		1095.0
Bridge Deck Grooving	Sq. Yd.	2243		2243
Protective Coat	Sq. Yd.	3517		3517
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	2574		2574
Reinforcement Bars, Epoxy Coated	Pound	234880	32110	266990
Bar Splicers	Each	899	100	999
Bridge Fence Railing	Foot	265		265
Parapet Railing	Foot	321		321
Slope Wall 4 Inch	Sq. Yd.		737	737
Furnishing Metal Shell Piles 12" x 0.250"	Foot		969	969
Furnishing Metal Shell Piles 14" x 0.312"	Foot		441	441
Driving Piles	Foot		1410	1410
Test Pile Metal Shells	Each		2	2
Name Plates	Each			1
Preformed Joint Strip Seal	Foot	174		174
Elastomeric Bearing Assembly, Type I	Each	24		24
Anchor Bolts, 1"	Each	48		48
Anchor Bolts, 1 1/4"	Each	6		6
Concrete Sealer	Sq. Ft.		1223	1223
Geocomposite Wall Drain	Sq. Yd.		60	60
Braced Excavation	Cu. Yd.		119	119
Granular Backfill for Structures	Cu. Yd.		335	335
Jack and Remove Existing Bearings	Each	18		18
Containment and Disposal of Lead Paint Cleaning Residues No. 1	L. Sum	1		1
Cleaning and Painting Steel Bridge No. 1	L. Sum	1		1
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.		121	121
Drainage Scuppers, DS-12	Each	19		19
Temporary Sheet Piling	Sq. Ft.		526	526
Pipe Underdrains for Structures 4"	Foot		165	165



**SECTION THRU FILLED VAULTED ABUTMENT**

**Notes:**

The existing backslope drains below the vaulted approach slabs shall be extended to the east beyond the proposed curtain wall.

An outlet pipe shall extend from the east end of the 4"  $\phi$  perforated pipe drain and backslope drains until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 6011Q1).

Provide new concrete headwalls for the existing pipe outlets at the west end of the backslope drains. Cost of all headwalls included in Pipe Underdrains for Structures 4".

FILE NAME - 0720146-68683-002-Gen Data.dgn <b>MAURER-STUTZ</b> ENGINEERS SURVEYORS	USER NAME - baswanson	DESIGNED - BAS CHECKED - JAE	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL DATA STRUCTURE NO. 072-0146	F.A.P. RTE.	SECTION (72-7HB)BY	COUNTY PEORIA	TOTAL SHEETS 487	SHEET NO. 289
	PLOT SCALE - PLOT DATE = 1/24/2014	DRAWN - BAS CHECKED - RAL	REVISED			SHEET NO. 2 OF 36 SHEETS	CONTRACT NO. 68683			ILLINOIS FED. AID PROJECT