GENERAL NOTES

1. Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts $\frac{7}{8}$" dia., holes $\frac{15}{16}$" dia., unless otherwise noted.

2. Calculated weight of structural steel =
   M270 Grade 36: 5,000 pounds
   M270 Grade 50: 2,570 pounds

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

4. Reinforcement bars designated (E) shall be epoxy coated.

5. 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 cannot be removed by grinding $\frac{1}{4}$ 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.

6. 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.

7. The Inorganic Zinc Rich Primer/Acrylic/Acrylic Paint System shall be used for shop and field painting of new structural steel and the steel portions of the new elastomeric bearings. Only Inorganic Zinc Rich Primer shall be applied to the new structural steel and the steel portions of the new elastomeric bearings in the shop under this contract and is included in "Furnishing and Erecting Structural Steel" and "Elastomeric Bearing Assembly, Type II", respectively. The intermediate and top coats shall be applied under a separate painting contract.

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

9. Existing structural steel shall only be cleaned and painted as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

10. The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR 3704 Floodway Construction permit number allowing permanent construction as shown in the contract plans.

11. Slipforming of the parapets is not allowed.

INDEX OF SHEETS

SF1	General Plan and Elevation
SF2	General Notes, Index of Sheets and Total Bill of Material
SF3	Top of Slab Elevations Plan
SF4	Top of Slab Elevations
SF5	Deck Reinforcement Plan
SF6	Deck Cross Section and Details
SF7	Parapet Details and Bill of Material
SF8	Structural Steel Repair Framing Plan
SF9	Structural Steel Repair Details
SF10	Partial Framing Plan and Moment & Reaction Tables
SF11	Pin & Link and Miscellaneous Removal Details
SF12	Field Bolted Splice & Diaphragm Details
SF13	Bearing Details
SF14	Piers 41 and 42 Concrete Repair Details
SF15	Piers 43 and 44 Concrete Repair Details
SF16	Piers 45 and 46 Concrete Repair Details
SF17	Pier 47 Concrete Repair Details

For existing bridge plans, see Sheets SFX1 thru SFX30, immediately following Sheet SF17.

TOTAL BILL OF MATERIAL

	ITEM	UNIT	SUPER	SUB	TOTAL
	Removal of Existing Concrete Deck No. 4	Each	1		1
*	Protective Shield	Sq Yd	355		355
	Concrete Superstructure	Cu Yd	105.9		105.9
	Bridge Deck Grooving	Sq Yd	292		292
	Protective Coat	Sq Yd	409		409
	Furnishing and Erecting Structural Steel	Pound	7,570		7,570
	Reinforcement Bars, Epoxy Coated	Pound	30,980		30,980
	Name Plates	Each	1		1
	Elastomeric Bearing Assembly, Type II	Each	4		4
	Anchor Bolts, 3/4"	Each	8		8
**	Epoxy Crack Injection	Foot		81	81
	Jack and Remove Existing Bearings	Each	4		4
	Structural Steel Removal	Pound	10,150		10,150
	Cleaning Bridge Seats	Sq Ft		1,044	1,044
**	Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq Ft		470	470
**	Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq Ft		24	24
***	Selective Clearing	Unit		1	1
	Temporary Shoring and Cribbing	Each		3	3
	Temporary Support System	Each	4		4
	Remove Conduit Attached to Structure	Foot	1,410		1,410

* Protective Shield shall be installed in Span 41 and a portion of Span 42 within the limits of Deck Replacement shown on Sheet SF1.

** Quantity includes a contingency (above the amounts shown in the bills of material) to account for uncertainties associated with the condition of the existing substructure and the age of the original inspection (2008-9). Actual repair areas will be determined by the Engineer in the field.

*** The quantity for this item is estimated. The intent for this work is to remove accumulations of rubbish, debris, vegetation, etc. on the existing slope walls and other areas.

SCOPE OF WORK

1. Remove existing concrete deck and expansion joint in Span 41 and a portion of Span 42 and replace with new $7\frac{1}{2}$" reinforced concrete deck.
2. Remove existing pin and link connections and make steel continuous with field bolted splice.
3. Replace and/or repair several existing cross frame members.
4. Replace existing fixed bearings at Pier 41 with new elastomeric expansion bearings.
5. Repair broken anchor bolts along existing bearings on Pier 47.
6. Remove existing wind bracing (bottom lateral angles and, where shown, the corresponding gusset plates).
7. Remove and dispose of existing abandoned electrical conduits and junction boxes attached to the inside face of the south fascia beam and girder.
8. Repair spalls, delaminations and open cracks in substructures using formed concrete repair and epoxy crack injection.

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engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10093

FILE NAME = 01610126_60J16_002_gennotes.dgn	USER NAME = jsurber	DESIGNED - TPS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES, INDEX OF SHEETS AND TOTAL BILL OF MATERIAL STRUCTURE NO. 016-1026
		CHECKED - AJK	REVISED -		
	PLOT SCALE =	DRAWN - RMG	REVISED -		
	PLOT DATE = 12/20/2013	CHECKED - AJK	REVISED -		SHEET NO. SF2 OF SF17 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372	2013-038B-R	COOK	821	545
		CONTRACT NO. 60J16		
	ILLINOIS FED. AID PROJECT			