

GENERAL NOTES

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

Plan dimensions and details relative to existing plans are subject to routine 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 based upon the unit price bid for the work.

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

Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All beams and other structural steel within 5 ft (measured along the beam) of either side of deck joints shall be cleaned per Near White Blast Cleaning -SSPC-SPI0. The interior surfaces and bottom of bottom flange of beams 6 and 7 shall be cleaned per Power Tool Cleaning Commercial Grade.

The designated areas cleaned per Near White Blasting - SSPC-SPI0 and per Power Tool Cleaned - Commercial Grade 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 finishes shall be Gray, Munsell No 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the proposed fascia beams (Beams 2 and 10) shall be Reddish Brown Munsell No. 2.5 YR 3/4.

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 surfaces shall be gray, Munsell No 5B 7/1. See special provision for "Cleaning and Painting New Metal Structures."

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

All construction joints shall be bonded.

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 an individual acceptable to 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.

All existing construction accessories welded to the top flange over the piers between the quarter points of the beams shall be removed. The remaining weld shall be ground smooth and inspected for cracks using magnetic particle testing. Any cracks that can not be removed by grinding approximately 1/8 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of this work will be paid for according to Article 109.04 of the Standard Specifications.

The Contractor shall test the existing welds by non-destructive methods within 2 ft. of the end of the existing cover plates for cracks after removal of the existing concrete deck. Dye penetrant (PT), magnetic particle (MT), or other approved testing method shall be performed by qualified personnel approved by the Engineer. If cracks are found, report them to the Bureau of Bridges and Structures for disposition. The cost of testing is included in Removal of Existing Concrete Deck. The cost of crack repair, if necessary, will be paid for according to Article 109.04 of the Standard Specifications.

Reinforcement bars designated (E) shall be epoxy coated.

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 3/4" φ, holes 5/16" φ, unless otherwise noted.

Concrete Sealer shall be applied to the designated areas of the Abutments & Piers.

GENERAL NOTES (CONT.)

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.

Bearing seat surfaces shall be constructed or adjusted to their 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.

Two 1/8 in. & Two 1/4 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

Slipforming of the parapets is not allowed.

Calculated weight of structural steel removal = 320,950 lbs.

EARTHTECH A tyco INTERNATIONAL LTD. COMPANY	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1463	1010.1B	COOK	171	77
STA.		TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT			

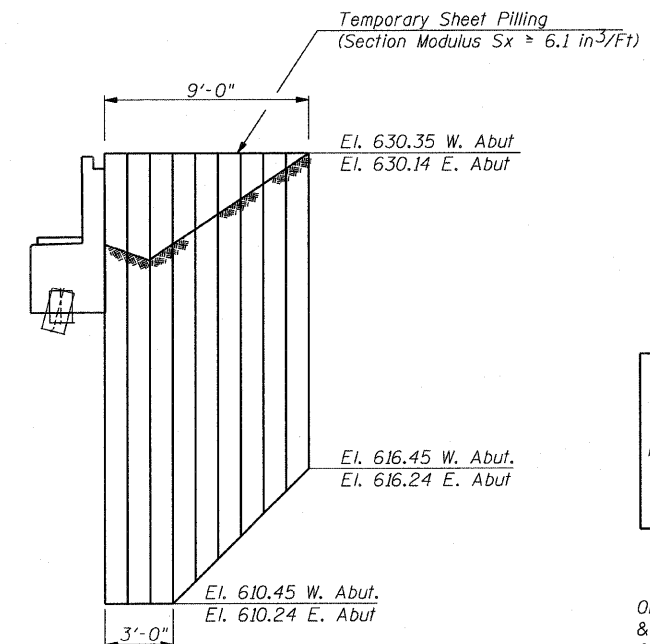
CONTRACT NO. 62196
S2 of S30

BRIDGE BILL OF MATERIAL

DESCRIPTION	UNIT	SUPER	SUB	TOTAL
POROUS GRANULAR EMBANKMENT (SPECIAL)	CU YD		84.3	84.3
CONCRETE REMOVAL	CU YD		12.8	12.8
STRUCTURE EXCAVATION	CU YD		84.3	84.3
CONCRETE STRUCTURES	CU YD		21.3	21.3
CONCRETE SUPERSTRUCTURE	CU YD	913.8		913.8
BRIDGE DECK GROOVING	SQ YD	1,615		1,615
PROTECTIVE COAT	SQ YD	2,924		2,924
ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	27		27
ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	36		36
STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5")	SQ FT		1,929.8	1,929.8
FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	14,890	2,815	17,705
STUD SHEAR CONNECTORS	EACH	10,179		10,179
JACK AND REMOVE EXISTING BEARINGS	EACH	63		63
STRUCTURAL STEEL REMOVAL	L SUM	0.8		0.8
CLEANING AND PAINTING STEEL BRIDGE, NO. 1 (SN 016-0871)	L SUM	1		1
REINFORCEMENT BARS, EPOXY COATED	POUND	164,130	3,970	168,100
TEMPORARY SHEET PILING	SQ FT		322	322
NAME PLATES	EACH	1		1
EPOXY CRACK INJECTION	FOOT		119	119
BRIDGE FENCE RAILING	FOOT	985		985
DRAINAGE SCUPPERS, DS-33	EACH	8		8
CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES	L SUM	0.5		0.5
PREFORMED JOINT STRIP SEAL	FOOT	144		144
REMOVAL OF EXISTING CONCRETE DECK	EACH	1		1
BAR SPLICERS	EACH	1,301	252	1,553
PROTECTIVE SHIELD	SQ YD	2,507		2,507
CONCRETE SEALER	SQ FT		1,755	1,755
TEMPORARY WALKWAY	L SUM	0.5		0.5
ANCHOR BOLTS, 1"	EACH	72		72
ANCHOR BOLTS, 1 1/4"	EACH	54		54
PIPE UNDERDRAINS FOR STRUCTURES, 4"	FOOT		120	120
GEOCOMPOSITE WALL DRAIN	SQ YD		26.5	26.5

INDEX OF STRUCTURAL SHEETS

- S1. GENERAL PLAN & ELEVATION
- S2. GENERAL NOTES & BILL OF MATERIAL
- S3. STAGE CONSTRUCTION
- S4. TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
- S5-S8. TOP OF SLAB ELEVATIONS
- S9 TOP OF APPROACH SLAB ELEVATIONS
- S10. SUPERSTRUCTURE PLAN
- S11. SUPERSTRUCTURE CROSS-SECTION
- S12-S13. PARAPET & SIDEWALK DETAILS
- S14. SUPERSTRUCTURE DETAILS
- S15. PREFORMED JOINT STRIP SEAL
- S16. DRAINAGE SCUPPER DS-33
- S17. BRIDGE FENCE RAILING
- S18-S19. FRAMING PLAN
- S20. STEEL DETAILS
- S21-S23. ELASTOMERIC BEARING ASSEMBLY
- S24. WEST ABUTMENT REPAIRS
- S25. EAST ABUTMENT REPAIRS
- S26. PROPOSED ABUTMENTS DETAILS
- S27-S28. PIER REPAIRS
- S29. PROPOSED PIER DETAILS
- S30. BAR SPLICER ASSEMBLY DETAILS



STATION 217+09.66
REBUILT 200_ BY
STATE OF ILLINOIS
F.A.U. RT. 1463 SEC. 159-1010.1B
LOADING HS20-44
STR. NO. 016-0871

NAME PLATE
(See Std. 515001)

One existing Name Plate shall be cleaned & relocated adjacent to new Name Plate. Cost included with Name Plates.

TEMPORARY SHEET PILING ELEVATION

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL NOTES & BILL OF MATERIAL
31 ST. STREET OVER M.J. & C.W.I.R.R.
F.A.U. ROUTE 1463 SECTION 159-1010.1B
COOK COUNTY
STATION 217+09.66
STR. NO. 016-0871
SCALE: VERT. DRAWN BY JHR
DATE JUNE 2008 CHECKED BY CLS