

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 3/4 in. φ, holes 5/8 in. φ, unless otherwise noted.

Calculated weight of Structural Steel = 32,990 pounds.

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

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.

The Contractor shall sandblast the top of the beams upon removal of the bridge deck. This work will be included in the cost of removing the bridge deck.

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 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 the designated areas of the abutment back wall and new abutment seat.

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

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 structural 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. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Blue, Munsell No. 10B.

All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M 300, Type 1.

A minimum of two (2) air monitors will be required to monitor abrasive blasting operations. See special provision for Containment and Disposal of Lead Paint Cleaning Residues.

The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.

Slip forming of the parapet is not allowed.

The protective shield system shall be designed for a live load of not less than 200 pounds per per square foot. Protective Shield shall be provided in Span 2 and maintain existing minimum vertical clearance. The limits of the Protective Shield system shall be to the outside the new barriers and shall protect beyond to the inside faces of the piers.

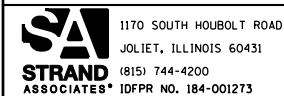
The abutments and piers are to be repaired as necessary using Epoxy Crack Injection and Structural Repair of Concrete (Depth Equal to or less than 5 Inches). At the time observations were performed no deficiencies were identified. Actual areas to be repaired shall be determined by the Engineer in the field at the time of construction. Quantities have been added to the plans and are for bidding purposes only.

Reflector Markers Type B shall be installed on the top of bridge parapet walls. The markers shall be according to Standard 635011 and the color and spacing according to Standard 635006, except the minimum is 2 per side. See Roadway Plans for Quantity and Pay Item.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu Yd	10	42	52
Removal Of Existing Concrete Deck	Each	1		1
Protective Shield	Sq Yd	655		655
Structure Excavation	Cu Yd		353	353
Floor Drains	Each	10		10
Concrete Structures	Cu Yd		120	120
Concrete Superstructure	Cu Yd	715		715
Bridge Deck Grooving	Sq Yd	2,083		2,083
Protective Coat	Sq Yd	2,366	16	2,382
Furnishing And Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	6,804		6,804
Reinforcement Bars, Epoxy Coated	Pound	156,200	23,580	179,780
Bar Splicers	Each	750	336	1,086
Slope Wall 4 Inch	Sq Yd		173	173
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	220		220
Elastomeric Bearing Assembly, Type I	Each	12		12
Elastomeric Bearing Assembly, Type II	Each	12		12
Anchor Bolts, 1"	Each	48		48
Concrete Sealer	Sq Ft		1,081	1,081
Epoxy Crack Injection	Foot		20	20
Geocomposite Wall Drain	Sq Yd		210	210
Porous Granular Embankment, Special	Cu Yd		353	353
Jack And Remove Existing Bearings	Each	24		24
Structural Steel Removal	Pound	8,990		8,990
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		20	20
Drainage Scuppers, DS-11	Each	2		2
Temporary Sheet Piling	Sq Ft		738	738
Pipe Underdrains For Structures 4"	Foot		363	363
Bituminous Coated Aggregate SlopeWall 6"	Sq Yd		1,300	1,300

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USER NAME = brianf	DESIGNED KDH	REVISED -
	CHECKED AJS	REVISED -
PLOT SCALE =	DRAWN B/JF	REVISED -
PLOT DATE = 8/6/2012	CHECKED RRD	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOTAL BILL OF MATERIAL AND GENERAL NOTES
STRUCTURE NO. 089-0007**

SHEET NO. 2 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1D)	STEPHENSON	73	33
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64E76	