

Contract #64A50

GENERAL NOTES

Reinforcement bars shall conform to the requirements of AASHTO M 31 or M 322 Grade 60.

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field 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 the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.

All Construction joints shall be bonded.

The cut strands at each beam end shall be given two coats of zinc dust spray or paint meeting the requirements of ASTM A780. The zinc dust spray or paint shall be applied before corrosion appears and allowed to dry according to the manufacturer's specifications prior to another coat of zinc. A concrete sealer meeting the requirements of Section 587 of the Standard Specifications shall be applied to the exterior face and 9" in on the underside of the fascia beams. The sealer shall be applied after visible crack growth has subsided. This work shall be performed by the producer and included with the cost of the beam.

The minimum thickness of the Concrete overlay shall be 5" and varies as required to adjust for the new profile grade and beam camber.

The Contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure.

Repair of the pier caps shall be completed prior to placement of the new deck beams.

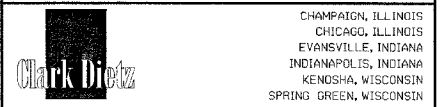
If the Contractor's procedure for existing beam removal or replacement of the new beams involves placement of cranes or other heavy equipment on new beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the new beams. To distribute load to multiple beams and protect the concrete, in all cases a double layer mat of heavy timbers shall be used at all times under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the crane mat to ensure uniform contact with the underlying beams. If cranes or other heavy equipment will be placed on new beams prior to placement of the concrete wearing surface, it shall be done after the dowels rods are grouted and cured for 24 hours minimum and prior to grouting the shear keys. A temporary means of lateral restraint will be required for fascia beams at expansion ends of beams to prevent movement of the beams.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Superstructures	Each	1		1
Precast Prestressed Concrete Deck Beams (27" Depth)	Sq. Ft.	6,648		6,648
Reinforcement Bars, Epoxy Coated	Pound	9,390		9,390
Concrete Wearing Surface, 5"	Sq. Yd.	716		716
Bridge Deck Grooving	Sq. Yd.	685.1		685.1
Steel Bridge Rail, Type SM	Foot	278		278
Name Plates	Each	1		1
Bridge Joint System (Expansion), 1"	Foot	58		58
Bridge Joint System (Expansion), 1 1/2"	Foot	58		58
Bar Splicers	Each	149		149
Formed Concrete Repair, (Depth equal to or less than 5")	Sq. Ft.		591	591
Epoxy Crack Sealing	Foot		68	68
Asbestos Bearing Pad Removal	Each	96		96

GENERAL NOTES AND STAGE CONSTRUCTION

F.A.P. ROUTE 324 (IL 23)
SECTION 26 VBR-1
DEKALB COUNTY
STATION 1773+30.24
STRUCTURE NO. 019-0005

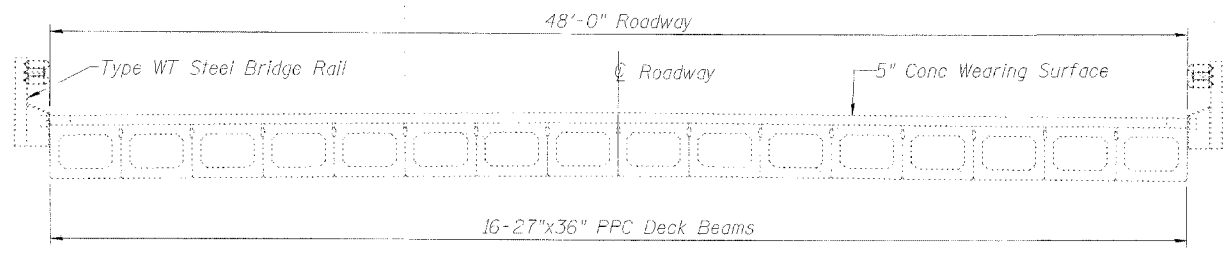


CHAMPAIGN, ILLINOIS
CHICAGO, ILLINOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENOSHA, WISCONSIN
SPRING GREEN, WISCONSIN

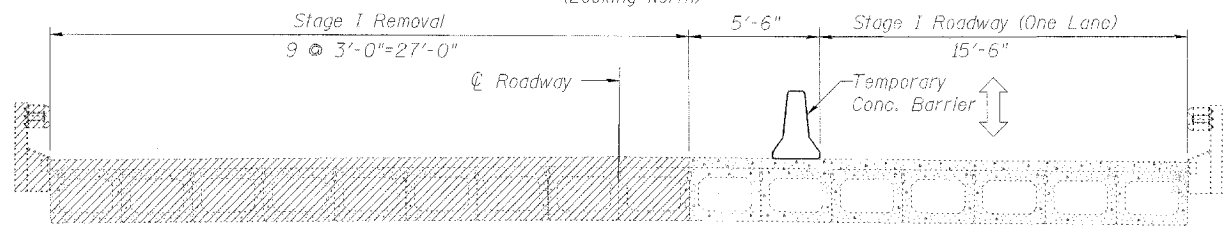
REVISIONS	
NAME	DATE

DESIGNED BY: S.L.D.	PROJECT NO: 182301
DRAWN BY: M.E.W.	DATE: 6/05
CHECKED BY: S.C.J.	
APPROVED BY: M.H.	
ACTIVITY: DETAILS	

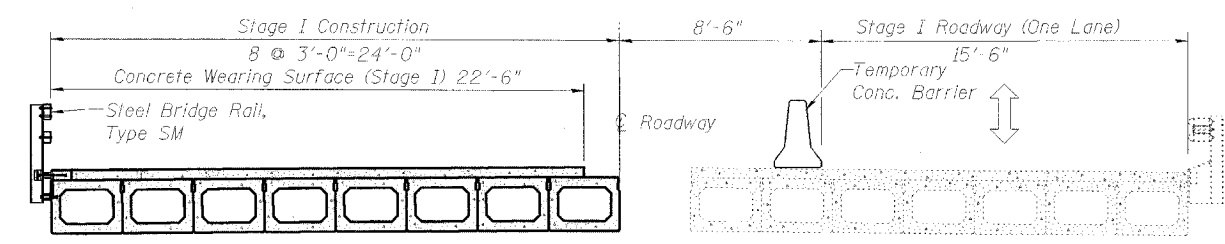
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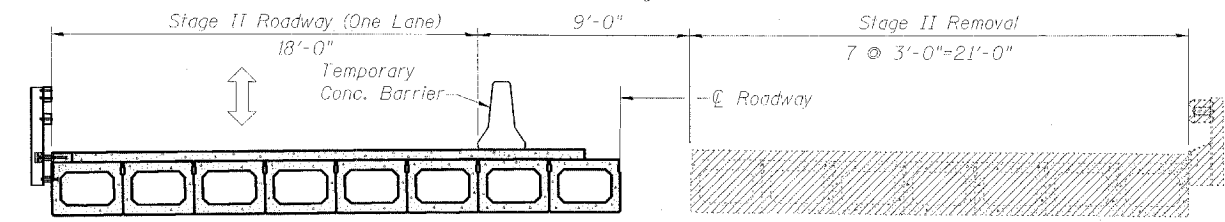
EXISTING CROSS-SECTION
(Looking North)



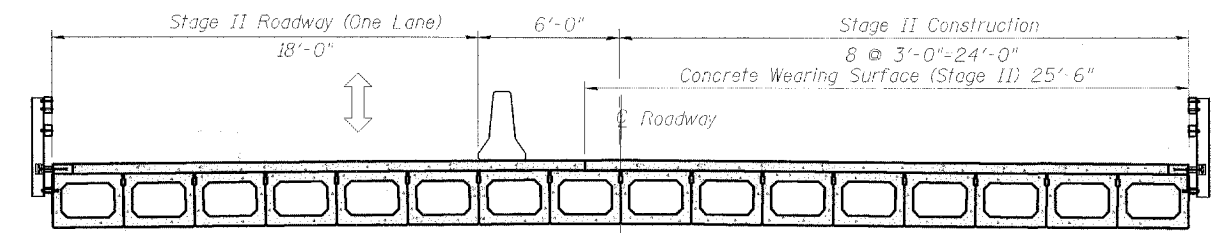
STAGE I REMOVAL
(Looking North)



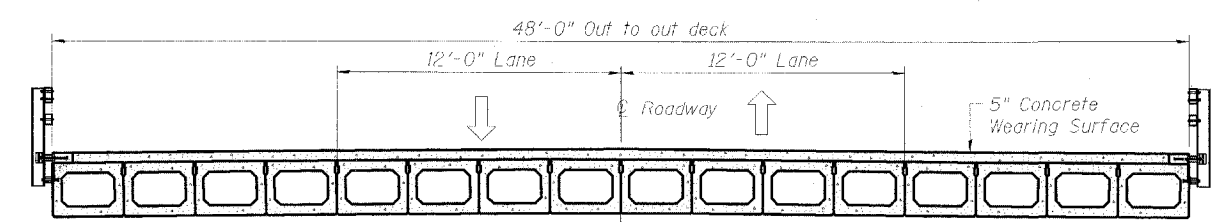
STAGE I CONSTRUCTION
(Looking North)



STAGE II REMOVAL
(Looking North)



STAGE II CONSTRUCTION
(Looking North)



PROPOSED CROSS-SECTION
(Looking North)