

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 16	04-00209-01-BR	PIATT	18	5

ILLINOIS
 CONTRACT NO. 91339
 Sheet 2 of 15

GENERAL NOTES

Fasteners shall be high strength bolts. Bolts $\frac{3}{4}$ " ϕ , open holes $\frac{13}{16}$ " ϕ , unless otherwise noted.

Calculated weight of Structural Steel = 3420 Pound

All new structural steel shall be shop painted with the Organic Zinc-Rich/Epoxy/Urethane Paint System. This shall include the top plate of the Elastomeric Bearing Assembly's.

Field welding of construction accessories will not be permitted to beams.

Temporary removal of end diaphragms may be required to complete the bearing replacement work. Diaphragms shall be reconnected with new high strength bolts, nuts and washers. The cost of this work will not be paid for separately but shall be included in the cost of the new bearing.

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.

The existing structural steel beams shall remain at the same elevation except during jacking and removal of existing bearings. The contractor shall verify the existing bearing seat elevations in the field with respect to the existing structural steel and the new bearings with extension assemblies prior to jacking the beams.

Bearing seat surfaces shall be adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch. Adjustment shall be made by shimming the bearing. For Type I Elastomeric Bearings, one $\frac{1}{8}$ " adjusting shim shall be provided for each bearing and placed as detailed.

Prior to pouring the new concrete deck, all loose rust, loose mill scale, and other loose potentially detrimental foreign material shall be removed from the surfaces of the beams or girders in contact with concrete. The cost of this work will be included in the pay item covering removal of the existing concrete. All heavy rust and other tightly adhered potentially detrimental foreign matter shall also be removed from the surfaces of the beams or girders in contact with concrete. Tightly adhered paint may remain unless otherwise noted. This removal shall be accomplished by methods that will not damage the steel. The cost of this work will be paid for according to Article 109.04.

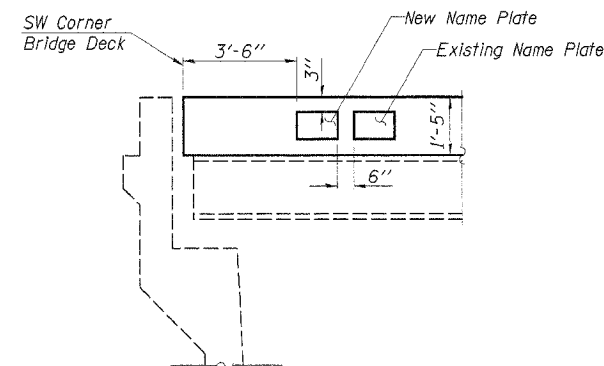
All existing construction accessories welded to the top flange over the pier between the quarter points of the beams or girders shall be removed. The remaining weld shall be ground smooth and inspected for cracks using magnetic particle testing. Any cracks that can not be removed by grinding approximately $\frac{1}{4}$ 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.

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

See Special Provision for Jack and Remove Existing Bearings. The maximum dead load reaction per beam (weight of steel only) is as follows:

- West Abutment ----- 2.2 k/Brg.
- Pier 2 (North) ----- 6.8 k/Brg.
- East Abutment ----- 2.2 k/Brg.

Existing plans are available for viewing at the Piatt County Highway Department during normal business hours.



NAME PLATE LOCATION DETAIL

LAKE FORK
 RE-BUILT 200_ BY
 PIATT COUNTY
 SEC. 04-00209-01-BR
 COUNTY HIGHWAY 16
 F.A. PROJ. BROS-147()
 STR. NO. 074-0034 LOADING HS20

LETTERING FOR NAME PLATE

See Std. 515001

Existing name plate to be cleaned and placed adjacent to new name plate. Cost included with "Name Plates".

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment	Cu. Yd.		30	30
Removal of Existing Concrete Deck	Each	1		1
Concrete Removal	Cu. Yd.		5.6	5.6
Structure Excavation	Cu. Yd.		14	14
Concrete Superstructure	Cu. Yd.	140.9		140.9
Bridge Deck Grooving	Sq. Yd.	565		565
Protective Coat	Sq. Yd.	612	10	622
Elastomeric Bearing Assembly, Type I	Each	18		18
Furnishing and Erecting Structural Steel	Pound	3,420		3,420
Stud Shear Connectors	Each	2,178		2,178
Jack and Remove Existing Bearings	Each	18		18
Reinforcement Bars, Epoxy Coated	Pound	32,310	620	32,930
Steel Railing, Type S1	Foot	306		306
Name Plates	Each		1	1
Epoxy Crack Sealing	Foot		25	25
Bridge Joint System (Expansion), 1"	Foot	38		38
Bridge Joint System (Expansion), 1 $\frac{3}{8}$ "	Foot	38		38

REHABILITATION PROJECT

DESIGNED	A.R.K.
CHECKED	S.F.M.
DRAWN	S.A.P.
CHECKED	F.J.S.

GENERAL NOTES & BILL OF MATERIAL

C.H. 16 OVER LAKE FORK
 SECTION 04-00209-01-BR
 PIATT COUNTY
 STATION 29+55

4440 ASH GROVE
 SPRINGFIELD, IL 62711
 (217) 793-8600
 oasinc@amvid.com

OZYURT AND STONE, INC.
 CONSULTING ENGINEERS

JOB NO.: 0418
 FILE: 0418GBN.DGN
 DATE: 05-23-05