

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	24BR-1	JO DAVIESS	50	12
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 2
20 SHEETS

Contract # 64A48

GENERAL NOTES

INDEX OF BRIDGE SHEETS

1. General Plan and General Data
2. General Notes, Bill of Material, Index of Sheets, Name Plate, Rail Post Spacing
3. Stage Removal & Construction
4. Temporary Concrete Barrier for Stage Construction
5. Type SM Steel Bridge Rail Side Mounted with Concrete Wearing Surface
6. Superstructure
- 7-8. Superstructure Details
- 9-10. Bridge Joint System-Expansion
11. Concrete Removal-West Abutment
12. Concrete Removal-East Abutment
13. West Abutment Repairs
14. East Abutment Repairs
15. Pier 1 Repairs
16. Pier 2 Repairs
17. Bar Splicer Assembly Details
18. Anchor Bolt Details for Retainers
19. Pre-Stage I Beam Replacement Details
20. PPC Deck Beam (21" Depth) Special

TOTAL BILL OF MATERIAL

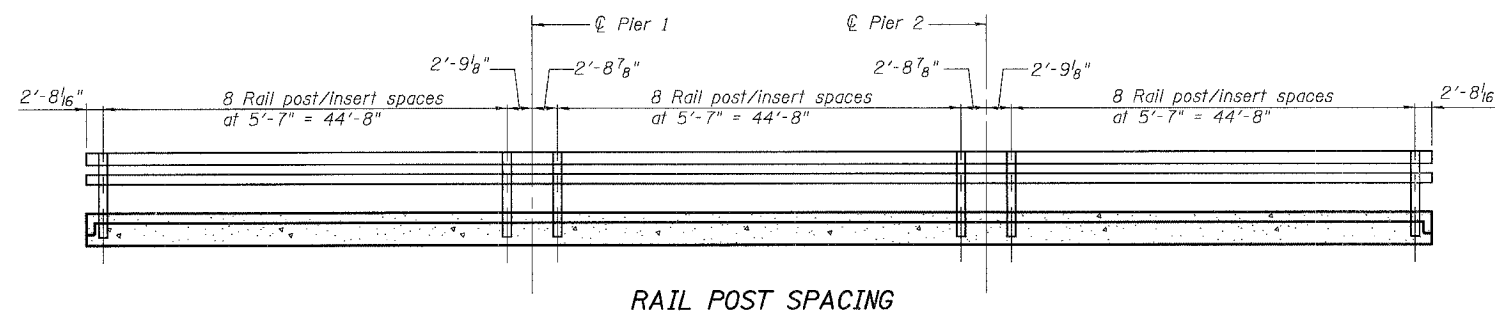
ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Superstructure	Each	1	-	1
Concrete Removal	Cu. Yd.	2.8	-	2.8
Concrete Structures	Cu. Yd.	2.8	-	2.8
Bridge Deck Grooving	Sq. Yd.	560.3	-	560.3
Protective Coat	Sq. Yd.	565	-	565
Concrete Wearing Surface, 5"	Sq. Yd.	574.0	-	574.0
Formed Concrete Repair (Depth Equal to or Less Than 5")	Sq. Ft.	-	18.7	18.7
Formed Concrete Repair (Depth Greater Than 5")	Sq. Ft.	-	159.6	159.6
Precast Prestressed Concrete Deck Beams (21" Depth)	Sq. Ft.	4956.2	-	4956.2
Reinforcement Bars, Epoxy Coated	Pound	7130	420	7550
Steel Bridge Rail, Type SM	Foot	301	-	301
Name Plates	Each	1	-	1
Bridge Joint System (Expansion), 1"	Foot	70.3	-	70.3
Bar Splicers	Each	159	12	171
* Removal of Existing PPC Deck Beam	Sq. Ft.	150.2	-	150.2
* Mechanical Splice	Each	54	-	54
* PPC Deck Beam (21" Depth) Special	Sq. Ft.	146.2	-	146.2
Asbestos Bearing Pad Removal	Each	44	-	44

*See Sheets S19 and S20 for Beam Replacement prior to Stage I Removal.

STATION 2023+29.43
BUILT 200... BY
STATE OF ILLINOIS
FAP ROUTE 301 SEC 24BR-1
LOADING HS20
STR. NO. 043-0036

NAME PLATE
See Std. 515001

Expansion guards which are not cast in the precast unit shall be fabricated and erected according to Article 503.10(c) of the Standard Specifications.
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.
Existing Name Plate shall be cleaned and relocated adjacent to new Name Plate on the outside face of 8" rail, in addition the existing wingwall where the existing Name Plate is removed shall be patched, the cost is included with Name Plates.
All Construction joints shall be bonded.
The minimum thickness of the Concrete overlay shall be 5" and varies as required to adjust for the new profile grade and actual beam camber.
The cut strands at each beam end shall be given two coats of zinc dust spray or paint meeting the requirements of ASTM A 780. 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.
No in-stream work will be allowed on this project.
Repair of the pier and abutment caps shall be completed prior to placement of the new deck beams. 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.
If the Contractor's procedure for existing beam removal or placement of 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. Prior to placement of the timber mats, the following shall be done: placement and tightening of transverse tie assemblies, grouting and curing the dowel rods 24 hours minimum, and grouting and curing 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.



DESIGNED	DF
CHECKED	CB
DRAWN	DF
CHECKED	CB

**GENERAL NOTES, BILL OF MATERIAL
INDEX OF SHEETS, NAME PLATE
RAIL POST SPACING**
U.S. 20 OVER RUSH CREEK
F.A.P. ROUTE 301 - SEC. 24BR-1
JO DAVIESS COUNTY
STATION 2023+29.43
S.N. 043-0036