

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 2
F.A.I. 55	(84-2B-1)I-1	SANGAMON	31	11	14 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract #72349

GENERAL NOTES

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

Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

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 $\frac{1}{4}$ 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.

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 beams, bearings and other structural steel within 5 ft. (measured along the beam) from face of each abutment and the entire surface of the fascia beams shall be cleaned per Near White Blast Cleaning - SSPC-SP10.

The designated areas cleaned per Near White Blast Cleaning - SSPC-SP10 shall be painted according to the requirements of Paint System 1 - OZ/E/U. The color of the final finish coat for all cleaned steel surfaces shall be Gray, Munsell No. 5B 7/1.

All new structural steel shall be shop painted with an inorganic zinc primer per AASHTO M300, Type I.

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.

Reinforcement bars designated (E) shall be epoxy coated.

The SSPC QP1 and QP2 Painting Contractor Certification will not be required for this bridge.

A minimum of 2 air monitors will be required to monitor abrasive blasting operations at this site, see special provision for Containment and Disposal of Lead Paint Cleaning Residues.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.		206	206
Concrete Removal	Cu. Yd.		22.3	22.3
Removal of Existing Concrete Deck	Each	1		1
Structure Excavation	Cu. Yd.		247.6	247.6
Floor Drains	Each	7		7
Drainage Scuppers, DS-II	Each	3		3
Concrete Structures	Cu. Yd.		16.3	16.3
Concrete Superstructure	Cu. Yd.	152.5		152.5
Bridge Deck Grooving	Sq. Yd.	451		451
Protective Coat	Sq. Yd.	555		555
Elastomeric Bearing Assembly Type I	Each	5		5
Elastomeric Bearing Assembly Type II	Each	5		5
Stud Shear Connectors	Each	1965		1965
Reinforcement Bars, Epoxy Coated	Pound	34830	2730	37560
Steel Railing, Type 2399	Foot	301		301
Name Plates	Each	1		1
Jack and Remove Existing Bearings	Each	10		10
Slopedwall 6 Inch	Sq. Yd.		12.0	12.0
Geocomposite Wall Drain	Sq. Yd.		82.4	82.4
Pipe Underdrain for Structure, 4" ϕ	Foot		154	154
Cleaning and Painting Steel Bridge	L. Sum			1
Containment and Disposal of Lead Paint Cleaning Residues	L. Sum			1
Anchor Bolts, 1"	Each		20	20

DESIGNED Tom L. Kurtenbach
CHECKED Philip E. Coppennoll
DRAWN John F. Schneller Jr.
CHECKED T.L.K. / P.E.C.

March 5, 2008

EXAMINED *Thomas J. Samagalski*
PRINCIPAL ENGINEER OF BRIDGE DESIGN

PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

GENERAL DATA
F.A.I. ROUTE 55 - SEC. (84-2B-1)I-1
SANGAMON COUNTY
STATION 36+16.64
STRUCTURE NO. 084-0025