

GENERAL NOTES

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.

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.

The contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the contractors responsibility to account for the condition of the beams when developing construction procedures.

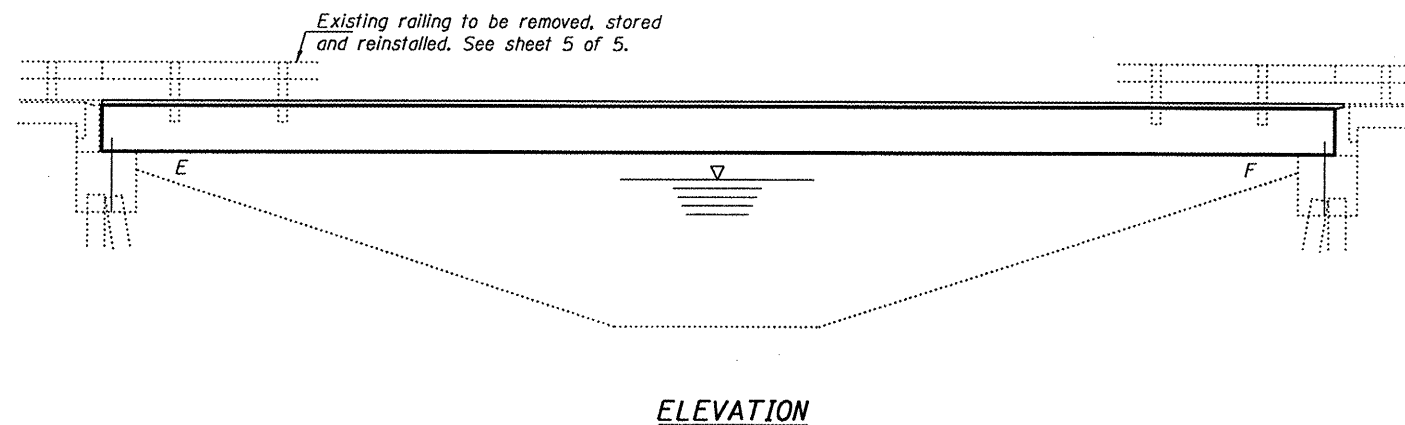
If the contractor's procedure for existing beam removal or placement of new beams involves placement of cranes or other heavy equipment on the bridge, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the new or existing beams. To distribute load to multiple beams and protect the existing surface, 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 heavy equipment will be placed on new PPC deck beams, the following shall be done prior to placement of the timber mats: placement and tightening of transverse tie assemblies, grouting and curing the dowel rods 24 hours minimum and grouting and curing the shear keys.

Any damage done to the bridge during beam removal shall be repaired by the Contractor. Cost to be included in the cost of Removal of Existing PPC Deck Beams.

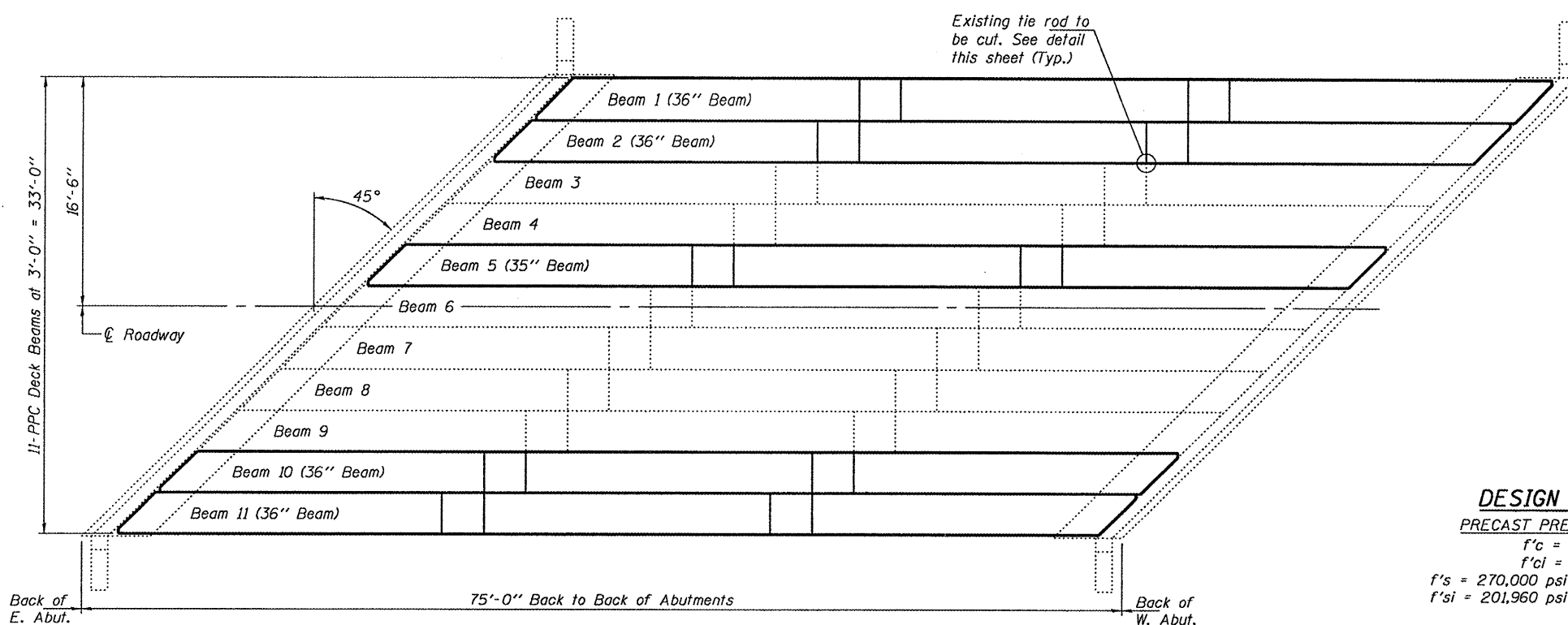
The top surface of the beams shall be finished according to the IDOT Manual for Fabrication of Precast Prestressed Concrete Products.

Temporary concrete barrier shall only be anchored into the overlay and not into the PPC Deck Beams.

All structural steel shall be shop painted with the inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with PPC Deck Beams.



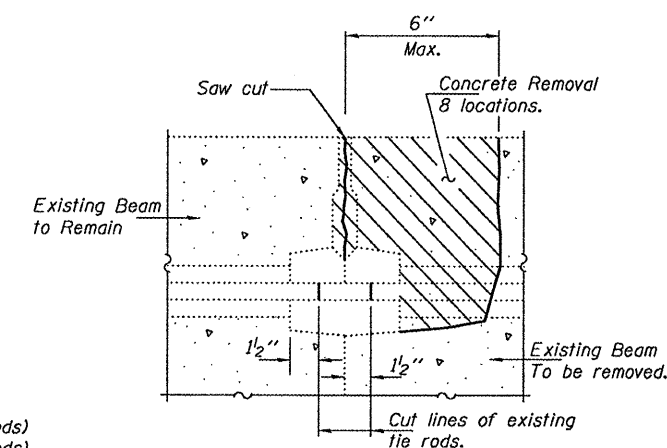
ELEVATION



PLAN

DESIGN STRESSES

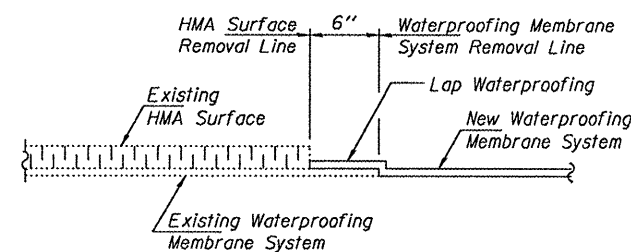
PRECAST PRESTRESSED UNITS
 $f'_c = 6,000$ psi
 $f'_{cl} = 5,000$ psi
 $f'_s = 270,000$ psi ($\frac{1}{2}$ " ϕ low lax strands)
 $f'_{si} = 201,960$ psi ($\frac{1}{2}$ " ϕ low lax strands)



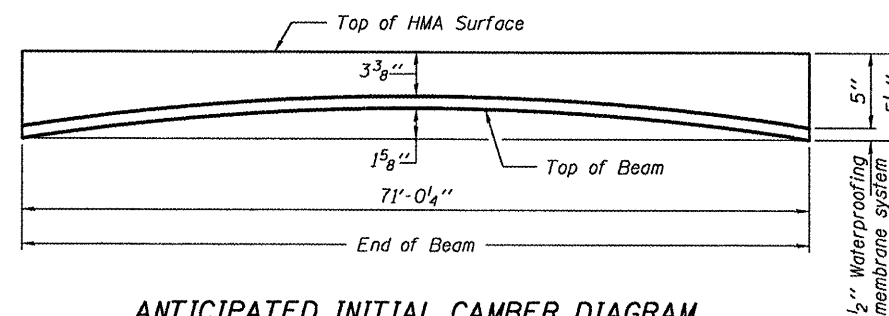
BEAM REMOVAL DETAIL AT TRANSVERSE TIES

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Removal of Existing PPC Deck Beams	Sq. Ft.	1065.3
Precast Prestressed Concrete Deck Beams (33" Depth)	Sq. Ft.	1059.4
Hot-Mix Asphalt Surface Removal (Special)	Sq. Yd.	16.7
HMA Surface Course Mix "C" N50	Tons	31.8
PC Mortar Fairing Course	Foot	426
Waterproofing Membrane System	Sq. Yd.	135.1
Asbestos Bearing Pad Removal	Each	5
Removing and Re-erecting Existing Railing	Foot	142



WATERPROOFING TREATMENT



ANTICIPATED INITIAL CAMBER DIAGRAM



DESIGNED - <i>David Carl Puzey</i>	EXAMINED - <i>John F. Johnson</i>	DATE - MARCH 15, 2011
CHECKED - <i>Alan J. Halloran</i>	PASSED - <i>John Carl Puzey</i>	
DRAWN - Kyle M. Steffen		
CHECKED - <i>ISL 474</i>		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN & ELEVATION
IL 54 OVER DRAINAGE DITCH
SN 027-0070**

SHEET NO. 1 OF 5 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(115-BR1)	FORD	11	7
			CONTRACT NO. 66B26	
ILLINOIS FED. AID PROJECT				