

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

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 qualified personnel approved by the Engineer.

Any cracks that cannot be removed by grinding 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.

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.

All structural steel shall be shop painted with inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Furnishing and Erecting Structural Steel.

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

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 36.

Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

Sloped wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications, when the deck is poured at an ambient temperature other than 50°F.

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.

The Contractor shall be responsible for maintaining the stability and structural integrity of the existing structure, in accordance with the project specifications.

Temporary shoring and cribbing required to complete Structural Repair of Concrete (Depth Greater than 5") shall not be paid for separately but shall be included in the cost of Structural Repair of Concrete (Depth Greater than 5"). When doing the pier repair, the structure shall not be jacked from the pier, the weight must be taken off the pier in the area of the repairs. Concrete must be cured to minimum strength before the weight can be put back on the pier, according to the special provisions.

TOTAL BILL OF MATERIAL (TWO STRUCTURES)

ITEM	UNIT	SUPER	SUB	TOTAL
* Hot-Mix Asphalt Surface Removal (Deck)	Sq. Yd.	1,369		1,369
Protective Shield	Sq. Yd.	470		470
Concrete Removal	Cu. Yd.	25.3	2.0	27.3
* Bridge Rail Removal	Foot	683		683
Slope Wall Removal	Sq. Yd.		247	247
Concrete Structures	Cu. Yd.		2.0	2.0
Concrete Superstructure	Cu. Yd.	40.7		40.7
Bridge Deck Grooving	Sq. Yd.	1,293		1,293
Protective Coat	Sq. Yd.	1,490		1,490
Furnishing and Erecting Structural Steel	Pound	3,210		3,210
* Jack and Remove Existing Bearings	Each		28	28
Reinforcement Bars, Epoxy Coated	Pound	8,100	70	8,170
Bar Splacers	Each	52		52
Slope Wall 4 Inch	Sq. Yd.		247	247
* Temporary Sheet Piling	Sq. Ft.		232	232
* Relocating Name Plates	Each	2		2
Preformed Joint Strip Seal	Foot	184		184
Elastomeric Bearing Assembly, Type I	Each		14	14
Elastomeric Bearing Assembly, Type II	Each		14	14
Anchor Bolts 1"	Each		112	112
Controlled Low-Strength Material	Cu. Yd.		81.9	81.9
* Plug Existing Deck Drains	Each	32		32
* Mechanical Splice	Each		85	85
* Bridge Deck Latex Concrete Overlay, 2 1/4"	Sq. Yd.	1,369		1,369
* Structural Repair of Concrete (Depth > 5")	Sq. Ft.		89	89
* Structural Repair of Concrete (Depth =< 5")	Sq. Ft.		475	475
* Bridge Deck Hydro-Scarification 1/2"	Sq. Yd.	1,369		1,369
* Floor Drain Extension	Each	40		40
* Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	121		121
** Deck Slab Repair (Partial)	Sq. Yd.	222		222

* Special Provision

** Quantity of Deck Slab Repair (Partial) is for information only. Cost of Deck Slab Repair (Partial) to be included in the cost of Bridge Deck Hydro-Scarification 1/2"

GENERAL NOTES AND BILL OF MATERIAL
I-57 OVER ABANDONED RAILROAD
F.A.I. RTE. 57 - SECTION 99-2VB-I-1
WILL COUNTY
STATION 942+54.75
STRUCTURE NO. 099-0038 (NB)
STRUCTURE NO. 099-0039 (SB)

DESIGNED - CMV
CHECKED - SDS
DRAWN - DLH
CHECKED - CMV

WHKS & CO. ENGINEERING	7018 KINGSMILL CT., SPRINGFIELD, IL (217) 483-9457
	DESIGN FIRM #184001038

SHEET NO. 2	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	99-2VB-I-1	WILL	38	12
23 SHEETS	C-91-215-10		CONTRACT NO. 60J25		
ILLINOIS FED. AID PROJECT					