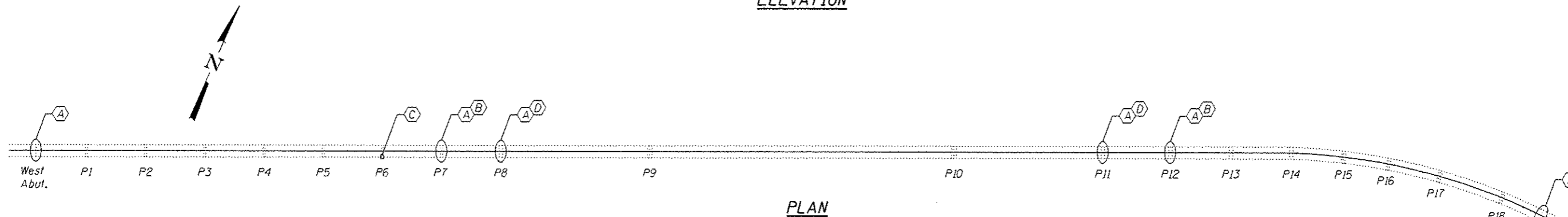


ELEVATION



PLAN

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.

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.

Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

The deck surface shall have its final finish tined according to Article 420.09(e)(1) of the Standard Specifications. Cost included with Concrete Superstructure.

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.

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

All structural steel shall be shop primed with the inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Modular Expansion Joint Swivel, 6".

Modular Expansion Joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.

Modular Expansion Joints shall be fabricated and installed according to the manufacturer's recommendations and as approved by the Engineer.

Modular Expansion Joints shall be fabricated to conform to the existing cross slopes of the bridge.

- (A) Remove & Replace Existing Expansion Joint with Modular Expansion Joint
- (B) Remove & Replace Existing Bearings (West Brgs. at Pier 7; East Brgs. at Pier 12)
- (C) Repair Broken Bearing Anchor Bolt (08/20/2012 NBIS Report Item No. 6) (See sheet 11 of 15 for details)
- (D) Epoxy Crack Sealing on Pier (See sheet 13 of 15 for details)
- (E) Fix Loose & Missing Bolts (For Locations see Table this sheet)

(E) - TABLE OF LOOSE & MISSING BOLTS

| 08/20/2012 NBIS Report Item No. | Span | Member | Deficiency | Repair |
|---------------------------------|------|---------------------------------------|-----------------------|------------------------|
| 41 | 4, 5 | Girder 3 at Pier 4 | 1-Loose Top Brg. Bolt | **** Replace |
| 46 | B | Cable Stay W4N, T. Deck Support | 4-Loose Bolts to Deck | *** Tighten Bolts |
| 48 | C | Cable Stay W4N, T. Deck Support | 4-Loose Bolts to Deck | *** Tighten Bolts |
| 49 | C | Stringer 2 at FB 40, Panel 39 | 2-Loose Bolts | * Replace Bolts |
| 50 | C | Cable Stay W13S, T. Deck Support | 4-Loose Bolts to Deck | *** Tighten Bolts |
| 51 | C | Cable Stay W14N, T. Deck Support | 4-Loose Bolts to Deck | *** Tighten Bolts |
| 52 | C | Cable Stay W14S, T. Deck Support | 4-Loose Bolts to Deck | *** Tighten Bolts |
| 53 | C | Stringer 5 btwn, FB 46 & 47, Panel 46 | 2-Missing Bolts | ** Install 3/4"φ Bolts |
| 67 | 5, 6 | Girder 1 at Pier 5 | 1-Loose Top Brg. Bolt | **** Replace |

TOTAL BILL OF MATERIAL

| ITEM | UNIT | QUANTITY |
|---|---------|----------|
| Concrete Removal | Cu. Yd. | 67.8 |
| Concrete Superstructure | Cu. Yd. | 64.6 |
| Modular Expansion Joint - Swivel, 6" | Foot | 34 |
| Modular Expansion Joint, 9" | Foot | 136 |
| Modular Expansion Joint - Swivel, 15" | Foot | 34 |
| Reinforcement Bars, Epoxy Coated | Pound | 13,770 |
| Bar Splicers | Each | 156 |
| Mechanical Splicers | Each | 672 |
| Jack and Remove Existing Bearings | Each | 6 |
| High Load Multi-Rotational Bearings, Guided Expansion, 300k | Each | 6 |
| Anchor Bolts, 1/2"φ | Each | 25 |
| Epoxy Crack Injection | Foot | 120 |
| Structural Steel Repair | Pounds | 40 |
| Structural Repair of Concrete ≤ 5" | Sq. Ft. | 6 |

- * Replace Bolts. Field verify size and lengths of bolts.
- ** 3/4"φ H.S. Bolt. Use holes in L to field drill holes in beam. Field verify bolt length.
- *** Contact the Bureau of Bridges & Structures Repairs Unit for further disposition if bolts cannot be tightened.
- **** Replace 7/8"φ x 4 3/8" Threaded Stud (M164, Type 3) with hex nut & flat washer.
- ***** The Contractor shall salvage 2 of the existing bearings and deliver them to the Bureau of Materials & Physical Research. The Bureau of Bridges & Structures shall be notified when the bearings are ready to be delivered.



EXPIRES 11-30-2014

| | | | | | | | | | | | |
|------------------------------------|--------------------------------|---------------------------|---|--|--|--|--------------------------|-----------------------|--------------------|-----------------|---------------------------|
| DESIGNED <i>Adrian T. Holloway</i> | EXAMINED <i>Timothy A. ...</i> | DATE JUNE 24, 2014 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | | GENERAL PLAN & ELEVATION U.S. ROUTE 24 (QUINCY BAYVIEW BRIDGE) OVER MISSISSIPPI RIVER SN 001-0068 | | F.A. RTE. 63 | SECTION (12B)BJR, I-7 | COUNTY ADAMS | TOTAL SHEETS 31 | SHEET NO. 17 |
| CHECKED <i>Gary ...</i> | PASSED <i>...</i> | REVISED | | | | | SHEET NO. 1 OF 15 SHEETS | | CONTRACT NO. T2G80 | | ILLINOIS FED. AID PROJECT |