

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 94	2006-043 RS	COOK	135	118a
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract # 62747

**STRUCTURAL NOTES**

1. Expansion joint plates and attached bars shall be shop painted with the inorganic zinc rich primer.
2. The structural steel bearing plates of the Elastomeric Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
3. Reinforcement bars shall conform to the requirements of ASTM A706 Grade 60 (IL Modified). See Special Provisions.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.
6. 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 the scope of the work, however, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.
7. Stage construction shall be utilized to maintain traffic during construction.
8. The Contractor shall exercise care during removal of existing joints to ensure that the slab, beams and diaphragms' integrity will not be detrimentally impacted. The Contractor shall repair any damage(s) to the slab, beams and diaphragms caused by his operation as directed by the Engineer at no additional cost to the Department.
9. The Contractor shall provide a Protective Shield under the deck for Full Deck Slab repairs as per direction of the Engineer and as shown on the plans.
10. The Contractor may have to remove the Name Plate(s) that interfere with the parapet removal for joint reconstruction. The Contractor shall reinstall the Name Plate(s) as directed by the Engineer. The cost of removal and installation of Name Plate(s) shall be included in the cost for "Concrete Removal" and "Concrete Superstructure."
11. Protective coat shall be applied only to the new concrete provided for the reconstruction of the joints (top of deck slab, top and traffic face of parapet).
12. The Engineer shall determine extent, location and type of substructure and deck slab repairs in the field.
13. 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 can not 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.

14. Field welding of construction accessories will not be permitted to beams or girders.
15. The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection. Forms for deck slab shall be removed prior to placement of bridge approach pavement.
16. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
17. 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.
18. Protective shielding shall be installed to insure that all electrical appurtenances below the bridge deck are adequately protected.
19. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 1/8 inch adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. (For Type 1 Elastomeric Bearings, two 1/8 inch adjusting shims shall be provided for each bearing and placed as detailed).

Typ. Lap Splice	
Bar Size	Min. Lap
#4	1'-8"
#5	2'-2"
#5*	3'-0"*
#6	2'-7"
#6*	3'-7"*
#7	3'-5"
#8	4'-6"

\* Top Horizontal Bar

**ABBREVIATION LIST**

Abut.	Abutment	F/	Face of	R or Rad.	Radius
Alt.	Alternate	Ft.	Foot or Feet	RR	Railroad
		Ftg.	Footing	Req'd	Required
Bk.	Back			Rt.	Right
Brg.	Bearing	Gr.	Grade	Sht.	Sheet
Btwn.	Between			Spa.	Spaces or Spacing
B/	Bottom of	Jt.	Joint	Sq.	Square
Bot.	Bottom			S.S.	Stainless Steel
		L	Angle	Std.	Standard
CIP	Cast in Place	Lt.	Left	Sta.	Station
CL	Centerline	Lg.	Long	Stl.	Steel
Cts.	Centers	Max.	Maximum	St.	Street
Cl.	Clear	Min.	Minimum	Sym.	Symmetrical
Conc.	Concrete			Temp.	Temporary
CJ	Construction Joint	Nom.	Nominal	Thk.	Thick
Const(r).	Construction	N.T.S.	Not to Scale	T.B.D.	To be determined
		No(s).	Number(s)	T/	Top of
Dia.	Diameter	Opp.	Opposite	Typ.	Typical
Ea.	Each			UNO	Unless Noted Otherwise
E	East	Pavt.	Pavement		
E/	Edge of	PL	Plate	VIF	Verify in Field
EI. or Elev.	Elevation	P.C.	Precast		
Exist.	Existing	P.J.F.	Preformed Joint Filler	W	West
Exp.	Expansion	P.J.S.	Preformed Joint Sealer	W/	With
Exp.	Expressway	PGL	Profile Grade Line		
		Prop.	Proposed		

DESIGNED -	JSD
CHECKED -	DWH
DRAWN -	EF
CHECKED -	DWH

**LOCHNER**  
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

**STRUCTURAL NOTES**  
**F.A.I. 94/ (EDENS EXPRESSWAY)**  
**OVER NORTH BRANCH**  
**COOK COUNTY**  
**STATION 23+63.00**  
**STRUCTURE NO. 016-0107**

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