

GENERAL NOTES

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.

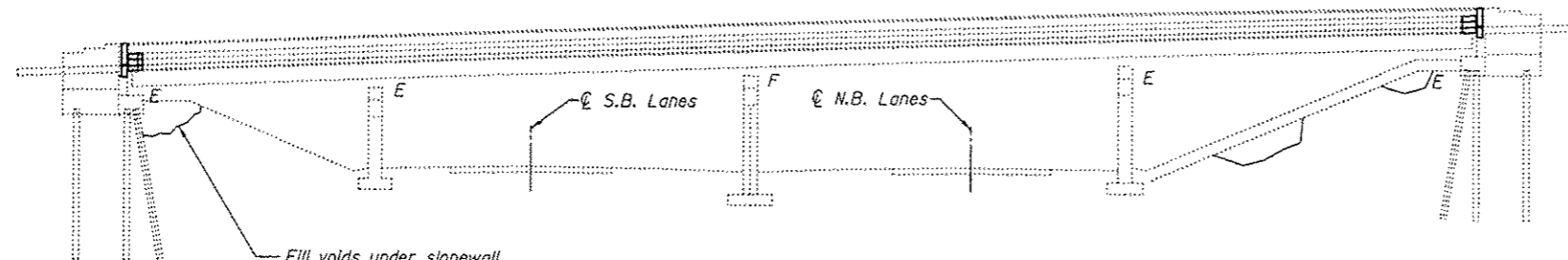
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

All structural steel shall be AASHTO M 270 Grade 36, unless noted otherwise.

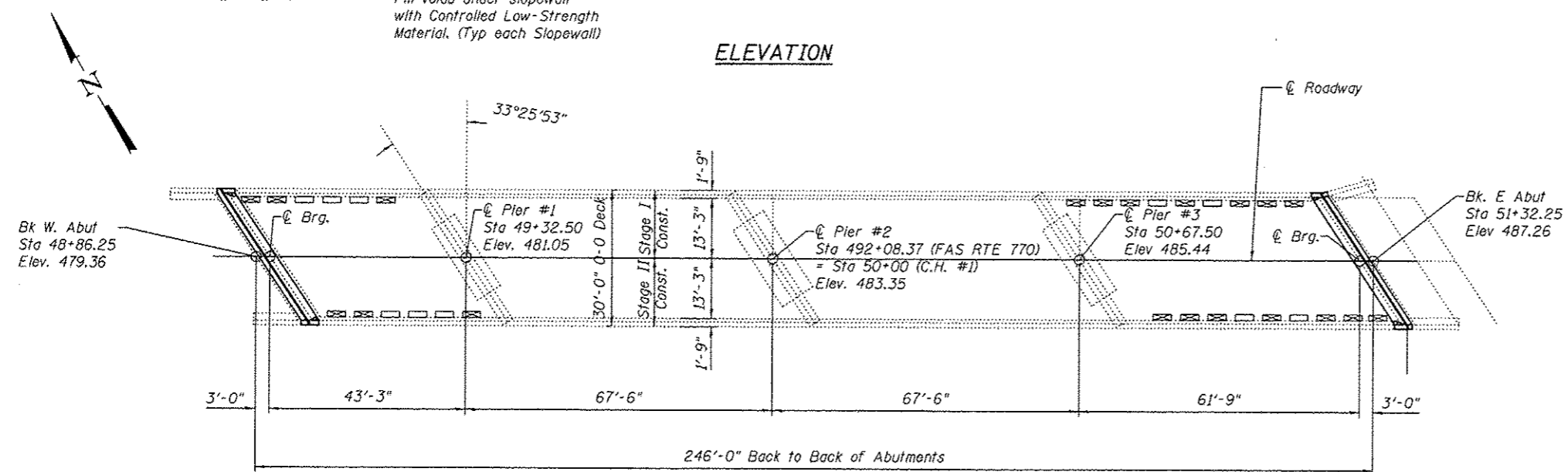
Joint opening shall be adjusted according to Article 520.04 of the Standard Specs. when the deck is poured at an ambient temperature other than 50° F.

Existing reinforcement bars extending into 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.

Protective coat shall be placed on top/inside faces of parapets/wingwalls and on top of new concrete at joints.



ELEVATION



PLAN

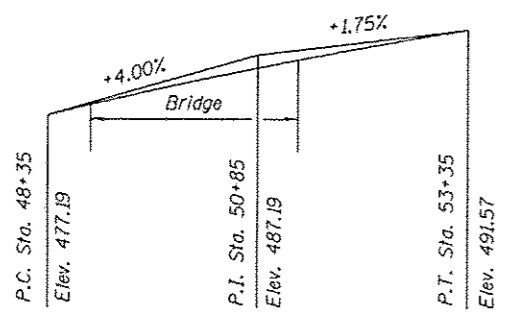
- Floor Drain Extension
- ⊗ Plug all existing drains

Replace deck ends, hatchblocks, and install strip seals at each end.
 Perform partial and full depth deck slab repair
 HMA overlay with WMS
 Install drain extensions and plug drains

INDEX OF SHEETS

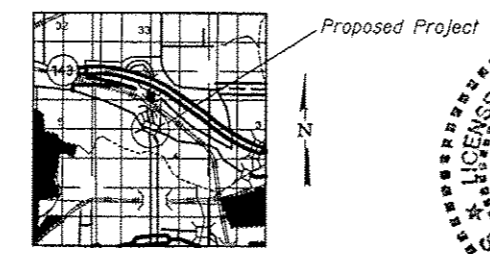
1. General Plan & Elevation
2. Deck Cross Section
3. Joint Removal (Plan)
4. Joint Replacement (W. Abutment)
5. Joint Replacement (E. Abutment)
6. Joint Details
7. Rail Anchorage Details
8. Deck Patching Survey
9. Drain Extensions & Plugging
10. Strip Seal Details
11. Bar Splicer Base Sheet

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	10.9
Concrete Superstructure	Cu. Yd.	10.9
Concrete Structures	Cu. Yd.	0.9
Bar Splicers	Each	22
Floor Drain Extension	Each	10
Plug Existing Deck Drains	Each	20
Preformed Joint Strip Seal	Foot	72
Waterproofing Membrane System	Sq. Yd.	713
HMA Surface Course, Mix "C" N70	Ton	58
Deck Slab Repair (Partial)	Sq. Yd.	212
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	64
Reinforcement Bars, Epoxy Coated	Pound	1260
Controlled Low-Strength Material	Cu. Yd.	106
Protective Coat	Sq. Yd.	207

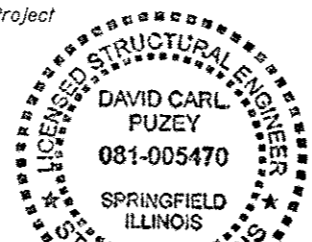


PROFILE GRADE

(Along Centerline of Roadway)



LOCATION SKETCH



Expires 11/30/12

DESIGNED - AYV	EXAMINED - <i>Timothy A. Dault</i>	DATE - 7/31/12	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION 060-0160		ROUTE -	SECTION -	COUNTY -	TOTAL SHEETS -	SHEET NO. -
CHECKED - ARS	PASSED - <i>David Carl Puzey</i>			CH 1	1-HB-1	MADISON	28	15		
DRAWN - AYV				SHEET NO. 1 OF 13 SHEETS			CONTRACT NO. 76F62		ILLINOIS FED. AID PROJECT	
CHECKED -										