

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 39	50-4B	LASALLE	33	11
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

Contract # 66586

**GENERAL NOTES**

- All new fasteners shall be high strength bolts. Holes shall be subpunched or subdrilled  $\frac{13}{16}$ " dia. and reamed in the field to  $\frac{15}{16}$ " dia for  $\frac{7}{8}$ " dia. bolts, unless otherwise noted.
- Calculated weight of Structural Steel = 22,760 lbs. (Side Retainers, Grade 36)  
7,310 lbs. (Steel Extensions, Grade 36)  
21,010 lbs. (Parapet Exp. Plates, Grade 36)
- Expansion joint plates and attached bars shall be shop painted with the inorganic zinc rich primer.
- Field welding of construction accessories will not be permitted to beams or girders.
- The structural steel bearing plates of the Elastomeric Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
- Reinforcement bars shall conform to the requirements of AASHTO M 31 or M 322 Grade 60.
- Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field 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 at the unit price for the work.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of  $\frac{1}{8}$ ". Adjustment shall be made either by grinding the surface or by shimming the bearing. Two  $\frac{1}{8}$ " 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 I Elastomeric Bearings, two  $\frac{1}{8}$ " adjusting shims shall be provided for each bearing and placed as detailed.
- Prior to pouring the new concrete deck, all loose rust, loose mill scale, and other loose potentially detrimental foreign material shall be removed from the surfaces of the beams or girders in contact with concrete. The cost of this work will be included in the pay item covering removal of the existing concrete. All heavy rust and other tightly adhered potentially detrimental foreign matter shall also be removed from the surfaces of the beams or girders in contact with concrete. Tightly adhered paint may remain unless otherwise noted. This removal shall be accomplished by methods that will not damage the steel. The cost of this work will be paid for according to Article 109.04. All existing construction accessories welded to the top flange over the pier between the quarter points of the beams or girders shall be removed. The remaining weld shall be ground smooth and inspected for cracks using magnetic particle testing. Any cracks that can not be removed by grinding approximately  $\frac{1}{4}$  inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of this work will be paid for according to Article 109.04.
- Bridge Seat Sealer shall be applied to the seat area of the South and North Abutments as well as Piers 2, 6, 10, 14, 17, 21, 25, 28, 31, 34, 35, 38, 41 & 43.
- When the deck pour is stopped for the day at one or more of the transverse Bonded Construction Joints in the deck Pouring Sequence as shown, the next pour shall not be made until both of the following requirements are met:
  - At least 72 hours shall have elapsed from the end of the previous pour.
  - The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.

- All Construction joints shall be bonded.
- The Contractor is alerted that dead load deflection values shown on the drawings were developed based on the deck pouring sequence shown in the Contract Drawings. Any deviation from this pouring sequence will result in changes to elevations that reflect dead load deflections. If the Contractor wishes to change the sequence, then the proposed plan revisions and design calculations shall be submitted to the Engineer for review and approval. The calculations shall be prepared and sealed by a Licensed Structural Engineer in Illinois.
- The Contractor shall maintain a minimum of 22'-0" vertical construction clearance above the highest rail to falsework and formwork.
- Cleaning and painting the existing structural steel, within the limits shown on sheet 218, shall be as specified in the Special Provision for "Cleaning and Painting Existing Steel Structures". All existing steel so designated shall be cleaned per Near White Blast Cleaning - SSPC-SP10. All existing steel so designated shall be painted according to the requirements of Paint System 1 - OZ/E/U. The color of the final finish coat shall be Interstate Green Munsell Number 7.5G 4/8.
- The Contractor shall coordinate all demolition and construction activities with the Railroads.
- The Contractor shall coordinate all work on the bridge over the Illinois River with the Coast Guard for approval. Potential delays due to obtaining Coast Guard approval will not be accepted as a claim against the State.
- Pay item and quantity of stud shear connectors cover only additional studs required over the existing steel girders and does not cover studs that are damaged during deck removal.
- Existing structural steel not within the limits shown on sheet 218 shall only be cleaned and painted as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures". The cost of this work shall be included with "Cleaning and Painting Steel Bridge".
- The Inorganic zinc rich primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the Acrylic finish coat shall be Interstate Green, Munsell No. 7.5G 4/8. See Special Provision for "Cleaning and Painting New Metal Structures".
- Slipforming of median parapets is not allowed.

STATION 863+16  
REBUILT 2007 BY  
STATE OF ILLINOIS  
F.A.I. RT. 39 SEC. (50-4B) BR  
LOADING HS20 & ALT.  
STR. NO. 050-0191

**NAME PLATE**

Clean and relocate existing name plate adjacent to new plate. Cost is included with Name Plates. See Std. 515001.

**TOTAL BILL OF MATERIAL**

Item	Unit	Super	Sub	Total
Concrete Removal	Cu. Yd.	-----	36.3	36.3
Removal of Existing Concrete Deck	L. Sum	1	-----	1
Floor Drains	Each	600	-----	600
Concrete Structures	Cu. Yd.	-----	53.3	53.3
Concrete Superstructure	Cu. Yd.	20,335.6	-----	20,335.6
Bridge Deck Grooving	Sq. Yd.	59,821	-----	59,821
Protective Coat	Sq. Yd.	75,225	-----	75,225
Elastomeric Bearing Assembly, Type I	Each	10	-----	10
Elastomeric Bearing Assembly, Type II	Each	260	-----	260
Furnishing and Erecting Structural Steel	L. Sum	1	-----	1
Stud Shear Connectors	Each	56,116	-----	56,116
Jack and Remove Existing Bearings	Each	270	-----	270
Reinforcement Bars, Epoxy Coated	Pound	4,778,020	24,180	4,802,200
Name Plates	Each	2	-----	2
Bridge Seat Sealer	Sq. Ft.	-----	8,074	8,074
Epoxy Crack Sealing	Foot	-----	88	88
Cleaning and Painting Steel Bridge	L. Sum	1	-----	1
Bar Splicers	Each	168	-----	168
Drainage Scuppers, DS-11	Each	63	-----	63
Drainage Scuppers, DS-12M10	Each	36	-----	36
Fabric Reinforced Elastomeric Trough	Foot	1,235	-----	1,235
Protective Shield	Sq. Yd.	31,967	-----	31,967
Preformed Joint Strip Seal 4"	Foot	506	-----	506
Remove and Re-Install Finger Plate Joints	Each	28	-----	28
Structural Repair of Concrete, Depth Equal to or Less Than 5"	Sq. Ft.	-----	3,129	3,129
Structural Repair of Concrete, Depth Greater Than 5"	Sq. Ft.	-----	1,105	1,105
Containment and Disposal of Non-Lead Paint Cleaning Residues	L. Sum	1	-----	1

**GENERAL NOTES AND TOTAL BILL OF MATERIAL**

**ABRAHAM LINCOLN MEMORIAL BRIDGE OVER**

**THE ILLINOIS RIVER (PUBLIC WATERS)**

**F.A.I. ROUTE 39 SEC. (50-4B) BR**

**LASALLE COUNTY**

**STATION 863+16.00**

**STRUCTURE NO. 050-0191 (SB & NB)**

**benesch**

alfred benesch & company  
Engineers • Surveyors • Planners  
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Chicago, Illinois 60601  
312-565-0450  
Job # 3856

DESIGNED -	MRB
CHECKED -	HMA
DRAWN -	RMG
CHECKED -	HMA

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