

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES

1. All structural steel shall be AASHTO M 270 Grade 36 unless noted otherwise.
2. No field welding is permitted except as specified in the contract documents.
3. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr. 60. See Special Provisions.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. 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.
6. 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 work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
7. Protective coat is applied to concrete deck where new concrete is exposed to weather. It shall not be applied to surfaces to which Waterproofing Membrane System is applied.
8. 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 slab.
9. The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.
10. The structural steel plates of the Bearing Assembly and steel extensions shall conform to the requirements of AASHTO M 270 Grade 50.
11. Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
12. Existing reinforcement shall be cleaned and incorporated into the new construction as noted. Cost included with Concrete Removal.
13. Concrete Sealer is applied to exposed faces of substructure along abutment walls, bridge seats, backwalls, pier columns, crashwall, etc.
14. Bridge bearing seats shall be cleared of all debris before installation of new bearings. Longitudinal deck portion shall not be poured until all bearings have been replaced.
15. 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.
16. Fasteners shall be high strength bolts. Bolts 3/4"φ, open holes 15/16"φ, unless otherwise noted.
17. Cost of removal and re-installation of all members necessary to complete the work as detailed on the plans and as specified in the Special Provisions shall be included with Furnishing and Erecting Structural Steel.
18. 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 final finish coat shall be Gray, Munsell No. 5B 7 / 1. See Special Provision "Cleaning and Painting New Metal Structures".
19. The existing structural steel coating and bearing assembly contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

20. 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".
21. 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.
22. See Sheet No. 301A thru. 301T for existing St. Clair Ave bridge plans. The existing plans, however, may not show all modifications that have been made to the structures over the years. The completeness of these plans is not guaranteed and no responsibility is assumed by IDOT for their accuracy.

SCOPE OF WORK

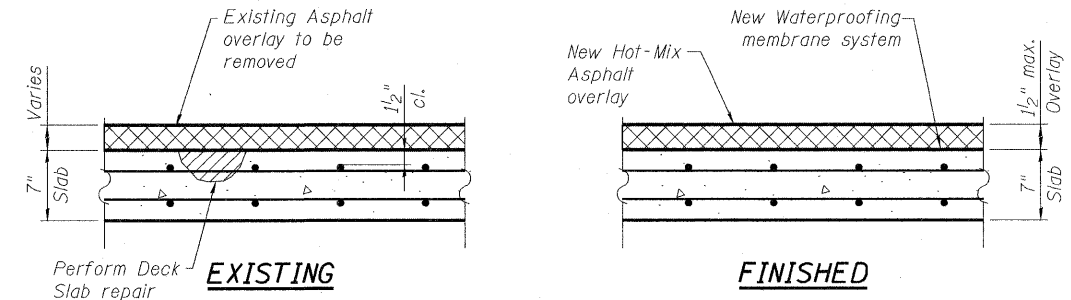
1. Remove and replace edges of bridge deck, bridge traffic rail, and pedestrian fence.
2. Install parapet and replace pedestrian fence on abutment wing walls.
3. Clean abutment caps.
4. Remove and replace abutment bearings with elastomeric bearings and steel extensions.
5. Perform structure concrete repair at both abutments and pier.
6. Perform deck repair.
7. Remove existing expansion joints and install new strip seal expansion joints.
8. Eliminate longitudinal deck expansion joint.
9. Install new floorbeams between girders G3 and G4.
10. Remove existing bridge overlay and replace with Hot-Mix Asphalt and Waterproofing Membrane System (WMS).
11. Modify approach slab at north abutment.
12. Remove existing concrete islands and replace one island along south abutment.

INDEX OF SHEETS

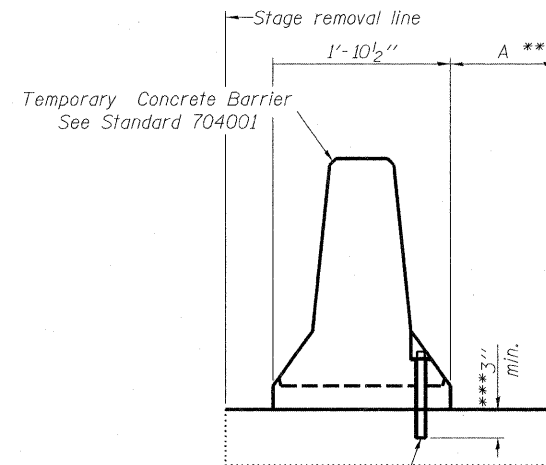
- S1. General Plan and Elevation
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TOTAL BILL OF MATERIAL

Item	UNIT	SUPER	SUB	TOTAL
Hot-Mix Asphalt Surface Course, Mix "D", N70	Ton	141		141
Protective Coat	Sq. Yd.	239		239
Concrete Removal	Cu. Yd.	155		155
Protective Shield	Sq. Yd.	1,801		1,801
Concrete Superstructure	Cu. Yd.	134		134
Furnishing and Erecting Structural Steel	Pound	10,740		10,740
Reinforcement Bars, Epoxy Coated	Pound	26,320		26,320
Steel Railing, Type SM	Foot	341		341
Bridge Fence Railing	Foot	223		223
Bridge Fence Railing (Sidewalk)	Foot	341		341
Preformed Joint Strip Seal	Foot	239		239
Elastomeric Bearing Assembly, Type I	Each	13		13
Anchor Bolts, 1 1/4" φ	Each	26		26
Waterproofing Membrane System	Sq. Yd.	1,649		1,649
Concrete Sealer	Sq. Ft.		8,547	8,547
Epoxy Crack Injection	Foot		52	52
Jack and Remove Existing Bearings	Each	13		13
Hot-Mix Asphalt Surface Removal (Deck)	Sq. Yd.	1,552		1,552
Structural Repair of Concrete (Depth less than or equal 5")	Sq. Ft.		599	599
Structural Repair of Concrete (Depth greater than 5")	Sq. Ft.		10	10
Deck Slab Repair (Partial)	Sq. Yd.	408		408



DECK REHAB



Drill 3-1/4" φ Holes in existing slab for 1" φ x 11" dowel bars. Traffic side only. Cost included with Temporary Concrete Barrier. See Civil plans.

** When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the slab. No anchorage is required when "A" is greater than 3'-6".

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

TEMPORARY CONCRETE BARRIER

**GENERAL NOTES AND
BILL OF MATERIAL**

STRUCTURE NO. 082-0099

DESIGNED - DEV
CHECKED - EJO
DRAWN - JHR
CHECKED - EJO

SHEET NO.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S2	64	82-1-3HB, 82-2N, 82-1-12RS	ST. CLAIR	352	240
S20 SHEETS	F.A.U. 9166 / F.A.U. 9180		CONTRACT NO. 76C51		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		