

GENERAL NOTES

In each stage, pour bridge slab before pouring approach slabs.
 Reinforcement bars designated (E) shall be epoxy coated.
 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.

Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
 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.

The concrete superstructure shall be class BS concrete, except, when steel bridge rail is used in conjunction with concrete superstructure, the 14-day mix design shall be replaced by a 28-day mix design with a compressive strength of 5000 psi and a design flexural strength of 800 psi prior to opening to traffic.

The Contractor is advised that the existing structure contains members which are in a deteriorated condition with reduced load-carrying capacity. It is the Contractor's responsibility to account for the condition of the existing structure when developing construction procedures for the complete or partial removal or replacement of the structure. An Existing Structure Information Package is available upon request, as noted in the special provisions.

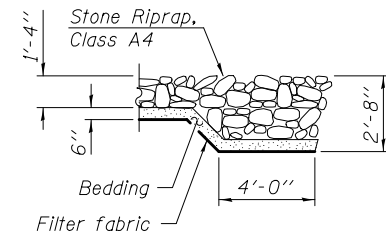
Current Ratings on file for Existing Structure

Inventory: HS 19.0
 Operating: HS 31.8
 Load Restriction: No

Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS loading and configuration. Live Load Restrictions are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.

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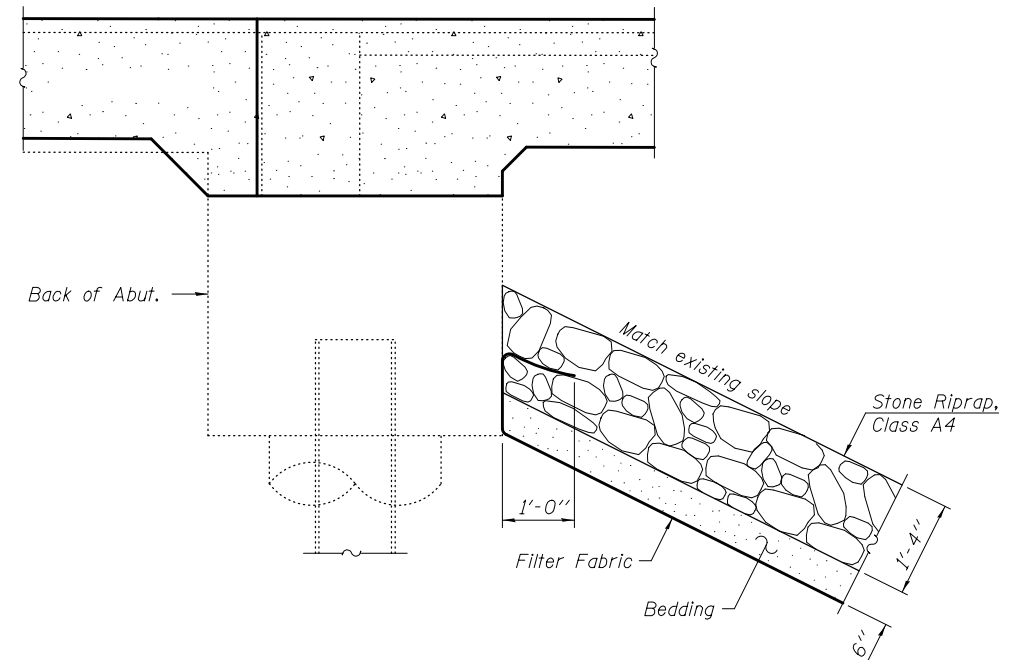
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SECTION A-A

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		300	300
Filter Fabric	Sq. Yd.		300	300
Removal of Existing Superstructures	Each	1		1
Concrete Removal	Cu. Yd.		18.3	18.3
Concrete Structures	Cu. Yd.		33.3	33.3
Concrete Superstructure	Cu. Yd.	245.7		245.7
Bridge Deck Grooving	Sq. Yd.	490		490
Protective Coat	Sq. Yd.	521		521
Reinforcement Bars, Epoxy Coated	Pound	74,500	5,170	79,670
Bar Splicers	Each	494	94	588
Steel Railing, Type SM	Foot	280		280
Name Plates	Each	1		1
Structural Repair of Concrete (Depth ≤ 5")	Sq. Ft.		99	99
Structural Repair of Concrete (Depth > 5")	Sq. Ft.		8	8



SECTION THRU ABUTMENT
 (Horiz. dim. @ Rt. L's)

DESIGNED - Paul S. Johnson	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - OCTOBER 16, 2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL DATA STRUCTURE NO. 053-0157	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
CHECKED - Zachary T. Bulva	PASSED - <i>Carl [Signature]</i>	REVISED			370	(102BR)BR	LIVINGSTON	65	23	
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			CONTRACT NO. 66A18					
CHECKED - PSJ/ZTB					SHEET NO. 2 OF 18 SHEETS					