

GENERAL NOTES

Fasteners shall be high strength bolts AASHTO M164 Type 1 or 2. Bolts 3/4"φ, open holes 13/16"φ, unless otherwise noted.

Reinforcement Bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.

Calculated weight of structural steel = 5,630 lbs.

All new structural steel shall be shop painted with an inorganic zinc rich primer, per AASHTO M300, Type 1.

Field welding of construction accessories will not be permitted to beams or girders.

Slope wall shall be reinforced with welded wire fabric, 6"x6"-W4.0xW4.0, weighing 58 lbs. per 100 sq. ft.

All construction joints shall be bonded.

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 material. 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.

The concrete for bridge floors finished according to Article 503.17 of the Standard Specifications, shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The finishing machine, when required, shall be set parallel to the skew for striking off and screeding the concrete.

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 piers 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 cannot be removed by grinding approximately 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.

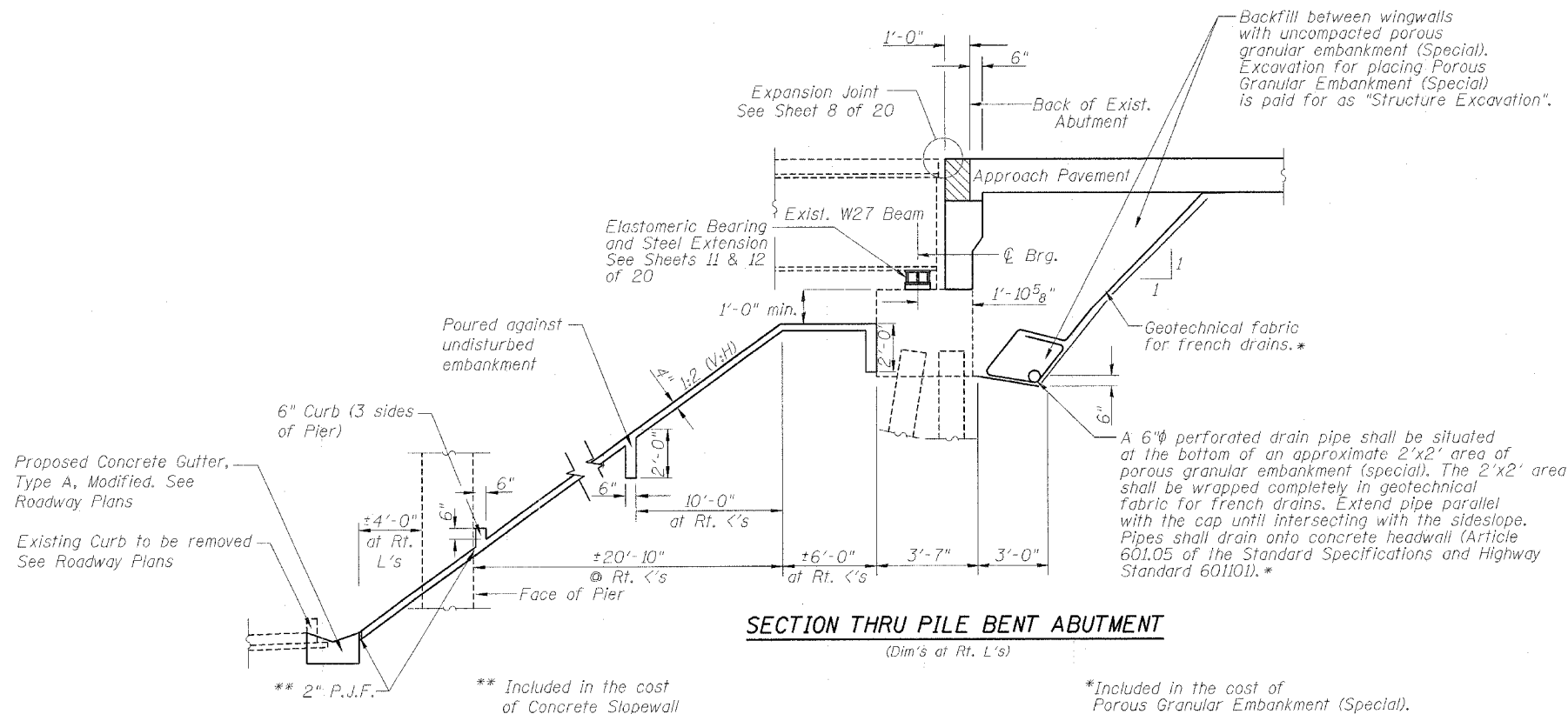
The cost of removing existing bridge rail shall be included in the cost of Removal of Existing Concrete Deck.

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

Cleaning and painting of the existing structural steel shall be as specified in the Special Provision for "Cleaning and Painting Existing Steel Structures". All existing steel shall be cleaned per Near White Blast Cleaning per SSPC-SP10. The organic zinc / epoxy / urethane paint system shall be used. The color of the final finish coat shall be Gray, Munsell No 5B 7/1 for all interior steel surfaces and Interstate Green 7.5G 4/8 for the exterior and bottom flange of the fascia beams.

Four monitors for TSP Lead monitoring will be required for this project.

The removal and disposal of the existing slope wall shall be included in the cost for Slope Wall 4 Inch.



TOTAL BILL OF MATERIAL

| ITEM | UNIT | SUPER | SUB | TOTAL |
|--|---------|-------|-------|-------|
| Removal of Existing Concrete Deck | Each | 1 | | 1 |
| Structure Excavation | Cu. Yd. | | 260.2 | 260.2 |
| Bridge Deck Grooving | Sq. Yd. | 445 | | 445 |
| Protective Coat | Sq. Yd. | 601 | | 601 |
| Concrete Structures | Cu. Yd. | | 46.2 | 46.2 |
| Concrete Superstructure | Cu. Yd. | 156.0 | | 156.0 |
| Elastomeric Bearing Assembly, Type 1 | Each | 6 | | 6 |
| Elastomeric Bearing Assembly, Type 2 | Each | 6 | | 6 |
| Structural Steel Removal | Pound | 2988 | | 2988 |
| Concrete Removal | Cu. Yd. | | 32.3 | 32.3 |
| Jack and Remove Existing Bearings | Each | 12 | | 12 |
| Furnishing and Erecting Structural Steel | L. Sum | 0.02 | | 0.02 |
| Reinforcement Bars, Epoxy Coated | Pound | 34210 | 6380 | 40590 |
| Stud Shear Connectors | Each | 1998 | | 1998 |
| Preformed Joint Strip Seal, 4" | Foot | 91.6 | | 91.6 |
| Slope Wall 4" | Sq. Yd. | | 406.6 | 406.6 |
| Bar Splicers | Each | | 92 | 92 |
| Formed Concrete Repair (Depth < 5") | Sq. Ft. | | 24 | 24 |
| Epoxy Crack Sealing | Foot | | 28 | 28 |
| Porous Granular Embankment (Special) | Cu. Yd. | | 142 | 142 |
| Cleaning and Painting Existing Structure | L. Sum | 1 | | 1 |
| Containment and Disposal of Lead | L. Sum | 1 | | 1 |
| Paint Cleaning Residues | L. Sum | 1 | | 1 |
| Name Plates | Each | 1 | | 1 |

ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL NOTES & TOTAL
BILL OF MATERIAL
OLD U.S. ROUTE 36 OVER
N.B. 7TH STREET RAMP
F.A.U. ROUTE 7978
SECTION BR-2
SANGAMON COUNTY
STA. 192+62.16
STRUCTURE NUMBER 084-0053

Rev.

DATE: JAN. 2005

DRAWN BY: NJV
CHECKED BY: PJB