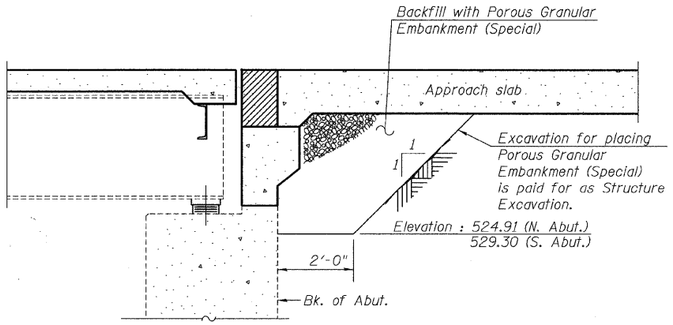

SECTION THRU ABUTMENT

Note:
Excavate one foot below the proposed abutment removal elevation. Backfill with porous granular embankment.

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $^{3}/_{4}$in. ϕ, holes $^{13}/_{16}$ in. ϕ, unless otherwise noted.

Calculated weight of Structural Steel = 16,900 lbs (M270 Gr. 50).

No field welding is permitted except as specified in the contract documents.

Reinforcement bars designated (E) shall be epoxy coated.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60.

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 Contractor shall test the existing welds by non-destructive methods within 2 ft. of the end of the existing cover plates for cracks after removal of the existing concrete deck. Dye penetrant (PT), magnetic particle (MT), or other approved testing method shall be performed by qualified personnel approved by the Engineer. If cracks are found, report them to Hutchison Engineering, Inc. for disposition. The cost of testing is included in Removal of Existing Concrete Deck. The cost of crack repair, if necessary, will be paid for according to Article 109.04 of the Standard Specifications.

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 Hutchison Engineering, Inc. 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.

Concrete Sealer shall be applied to the front face of the backwall and bearing seats of each abutment.

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

A minimum of 2 air monitor(s) will be required to monitor abrasive blasting operations at this site. See special provision for "Containment and Disposal of Lead Paint Cleaning Residues."

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.

Two $^{1}/_{8}$ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

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 - SSPC-SP10. All existing steel shall be painted according to the requirements of Paint System 1 - OZ/E/U. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No 5B 7/1. The colorof the final finish coat for the exterior and bottom flange of the fascia beams shall be Gray, Munsell No 5B 7/1.

The contractor is hereby alerted an Army Corps of Engineers Permit has not been secured for the project and no work may occur within the waters of Hickory Creek. Should a permit be desired by the Contractor or required due to damage caused to Hickory Creek by the Contractor, it shall be the Contractor's responsibility to obtain any required permits to remediate any damges to or work within Hickory Creek. No additional compensation or extension of time will be allowed to the Contractor to obtain any of the permits.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Concrete Deck	Each	1	-	1
Concrete Removal	Cu Yd	-	13.3	13.3
Drainage Scuppers, DS-11	Each	2	-	2
Concrete Superstructure	Cu Yd	328.8	-	328.8
Concrete Structures	Cu Yd	-	35.4	35.4
Stud Shear Connectors	Each	2,160	-	2,160
Reinforcement Bars, Epoxy Coated	Pound	75,280	2,620	77,900
Jack and Remove Existing Bearings	Each	12	-	12
Preformed Joint Strip Seal	Foot	85	-	85
Aluminum Railing, Type L	Foot	143	-	143
Name Plates	Each	1	-	1
Elastomeric Bearing Assembly Type I	Each	12	-	12
Cleaning and Painting Steel Bridge No. 1	L Sum	1	-	1
Anchor Bolts, 1"	Each	24	-	24
Bar Splicers	Each	-	74	74
Concrete Sealer	Sq Ft	-	400	400
Porous Granular Embankment, Special	Cu Yd	-	36	36
Structure Excavation	Cu Yd	-	48	48
Furnishing & Erecting Structural Steel	Pound	16,900	-	16,900
Containment and Disposal of Lead Paint Cleaning Residues	L Sum	1	-	1

GENERAL NOTES
JOLIET STREET (TR 851) OVER HICKORY CREEK
SECTION 07-10117-00-BR
WILL COUNTY
STATION 9+97.55

SHEET NO. 2	RTE. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	TR 851	07-10117-00-BR	WILL	36	10
	S.N. 099-3290		CONTRACT NO. 63642		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT BRS-		

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