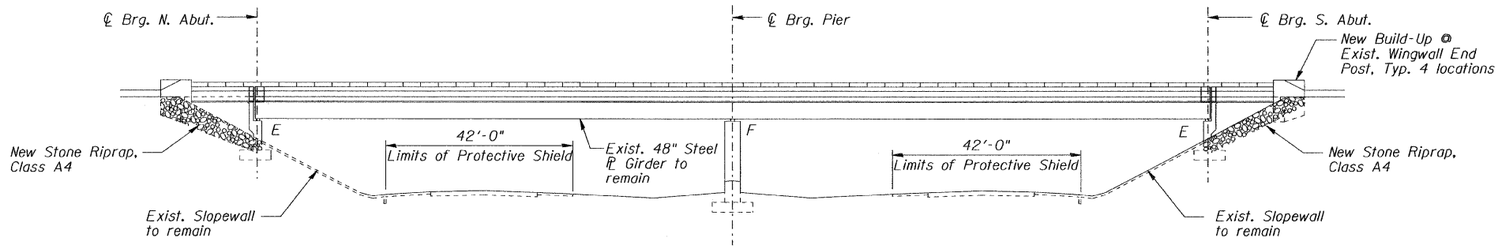
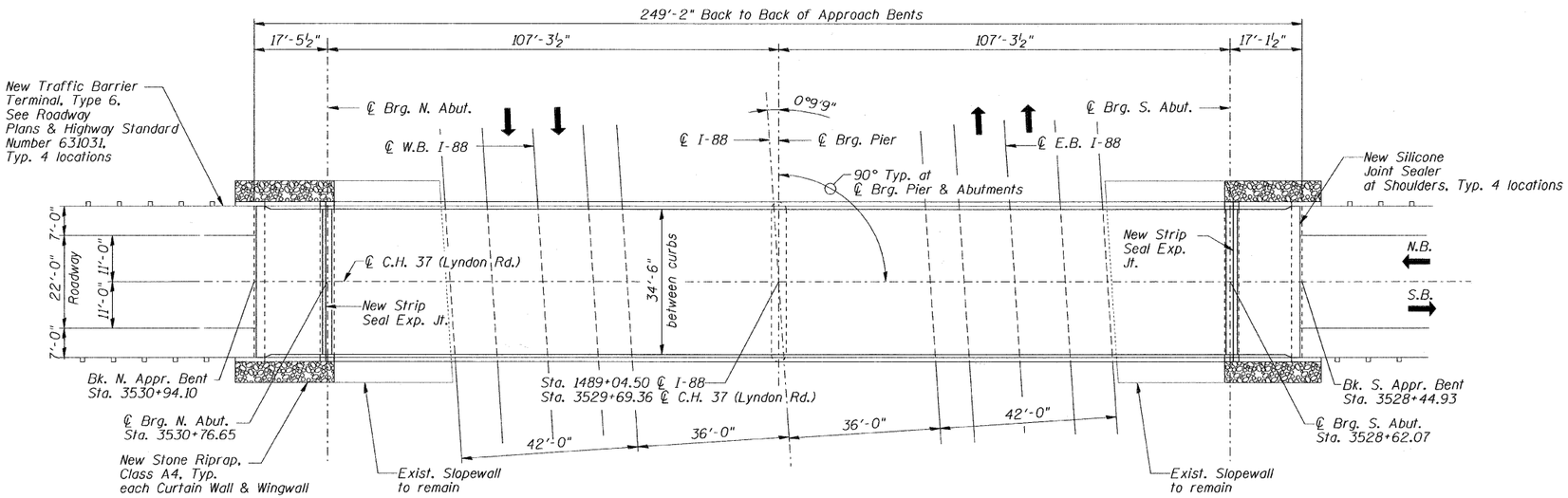
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	BRIDGE DECK REPAIRS 2007-1	WHITESIDE	64	44
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Contract No. 64D24 Sheet 1 of 8



ELEVATION



PLAN

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
STONE RIPRAP, CLASS A4	SQ. YD.	71
FILTER FABRIC	SQ. YD.	71
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	79
HOT-MIX ASPHALT SURFACE REMOVAL (ASBESTOS)	SQ. YD.	951
CONCRETE REMOVAL	CU. YD.	8.1
PROTECTIVE SHIELD	SQ. YD.	299
CONCRETE SUPERSTRUCTURE	CU. YD.	9.3
PROTECTIVE COAT	SQ. YD.	23
CLEANING AND PAINTING STEEL BRIDGE NO. 4	L. SUM	1
CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 4	L. SUM	1
REINFORCEMENT BARS, EPOXY COATED	POUND	1,390
PREFORMED JOINT STRIP SEAL	FOOT	73
JACK AND REMOVE EXISTING BEARINGS	EACH	10

ITEM	UNIT	QUANTITY
ELASTOMERIC BEARING ASSEMBLY, TYPE 1	EACH	10
ANCHOR BOLTS, 1"	EACH	40
FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	1920
PLUG EXISTING DECK DRAINS	EACH	12
SILICONE JOINT SEALER, 1"	FOOT	28
WATERPROOFING MEMBRANE SYSTEM	SQ. YD.	937
DRAINAGE SCUPPERS, DS-33	EACH	4
STRUCTURAL REPAIR OF CONCRETE (DEPTH=<5")	SQ. FT.	176
BRIDGE CLEANING AND PAINTING WARRANTY NUMBER 4	L. SUM	1
DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	2
DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	55
DECK SLAB REPAIR (PARTIAL)	SQ YD	126

2 REVISED 2/18/09

GENERAL NOTES

All structural steel shall be AASHTO M 270 Grade 50.

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

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

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring the new concrete deck at the expansion joint, 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 an individual acceptable to the Engineer. Any cracks that cannot be removed by grinding ¼ in. deep shall be identified and reported to the Bureau of Bridges and Structures 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.

Plan dimensions and details relative to existing plans and are subject to routine 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 the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Protective Coat shall not be applied to surfaces to which Waterproofing Membrane System is applied.

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

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.

All structural steel at expansion joints shall be shop painted with the inorganic zinc rich primer per AASHTO M300, Type I. Cost included with Preformed Joint Strip Seal.

Quantities for deck slab repair are approximate. Locations will be determined by the Resident Engineer following removal of the existing Hot-Mix Asphalt Surface Course. Actual repair locations shall be shown on the as-built plans. Contractor will be paid for the quantity furnished.

The existing Hot-Mix Asphalt Surface Course has tested positive for asbestos. Removal and disposal of the existing Hot-Mix Asphalt Surface Course shall be in accordance with the Special Provision for "Asbestos Waterproofing Membrane or Asbestos Hot-Mix Asphalt Surface Removal".

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 color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Blue, Munsell No. 10B 3/6.

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

The SSPC QP1 & QP2 certifications will be required for this contract.

Existing plans are available from the District to determine painting quantities.

2/9/09
STATE OF ILLINOIS
JOHN A. BERRIS
081-004706
CHICAGO, IL
LICENSED STRUCTURAL ENGINEER
EXPIRES 11/30/2010

DESIGNED	S.D.H.
CHECKED	E.E.J.
DRAWN	M.S.M.
CHECKED	S.D.H.

GENERAL PLAN & ELEVATION
C.H. 37 (LYNDON ROAD) OVER I-88
F.A.I. ROUTE 88
SECTION: BRIDGE DECK REPAIRS 2007-1
WHITESIDE COUNTY
STATION 3529+69.36
S.N. 098-0066

DATE: 12-09-08

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

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2/5/2009