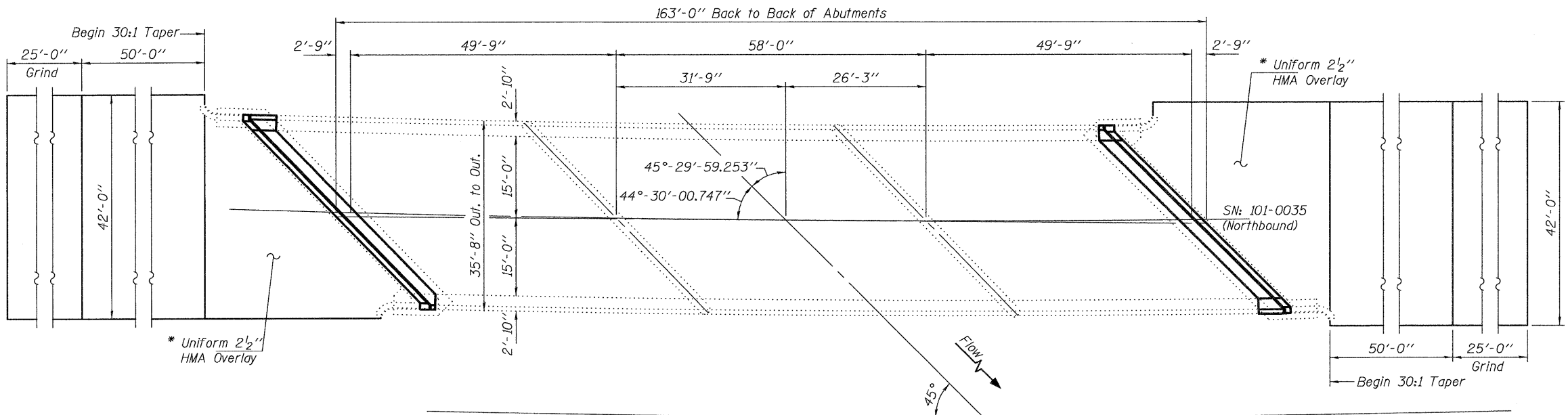


ELEVATION

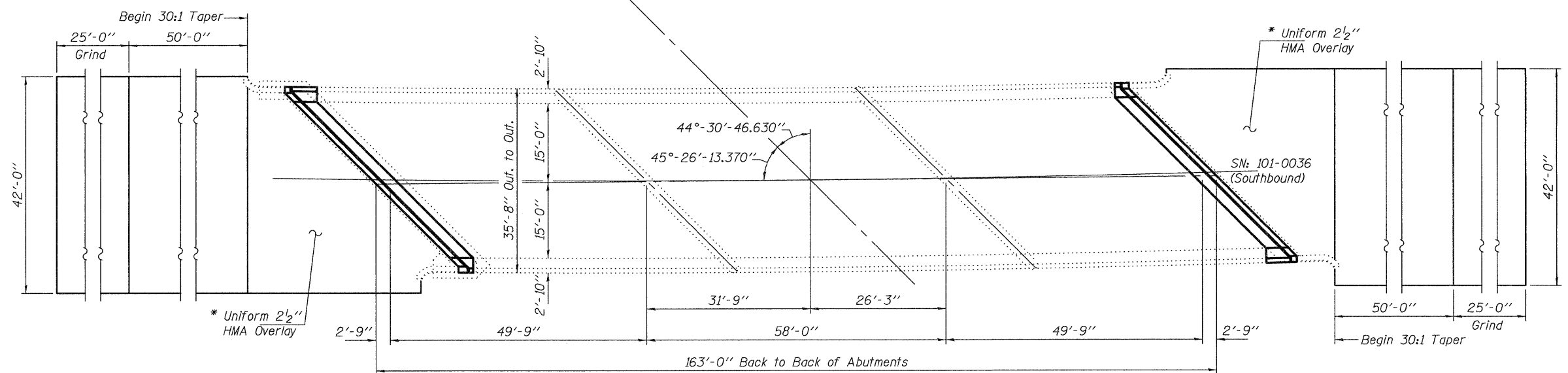


**DESIGN STRESSES**  
FIELD UNITS

$f'_c = 3,500$  psi  
 $f_y = 60,000$  psi (Reinforcement)

\* For pay items and quantities on approaches see Roadway Plans.

\*\* Quantities are estimates. Actual quantity, location and size to be determined by the Engineer in the field.



**GENERAL NOTES**

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.  
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.  
Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

**PLAN**

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.  
The deck surface shall be textured by saw cut grooving according to Article 503.16 of the Standard Specifications.  
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.  
No sliding plates to be used at parapets.  
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.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	29
Concrete Superstructure	Cu. Yd.	29
Preformed Joint Strip Seal	Foot	208
Reinforcement Bars, Epoxy Coated	Pound	4010
Bar Splicers	Each	48
Bridge Deck Scarification, 2 1/4"	Sq. Yd.	1017
Bridge Deck Latex Concrete Overlay, 2 1/4"	Sq. Yd.	1017
Bridge Deck Grooving	Sq. Yd.	1057
** Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	10
** Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	10



Expires: November 30, 2012

DESIGNED - *[Signature]*  
CHECKED - *Alex Younis*  
DRAWN - Kyle M. Steffen  
CHECKED - *[Signature]* ADY

EXAMINED - *[Signature]* ACTING ENGINEER IN STRUCTURAL SERVICES  
PASSED - *[Signature]* ACTING ENGINEER OF BRIDGES AND STRUCTURES  
DATE - MARCH 8, 2012

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION  
ILLINOIS ROUTE 251 OVER NORTH KINNICKINICK CREEK  
SN 101-0035 (NB) & 0036 (SB)

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
738	(5B-1M-1)	WINNEBAGO	24	13

CONTRACT NO. 64H22  
ILLINOIS FED. AID PROJECT