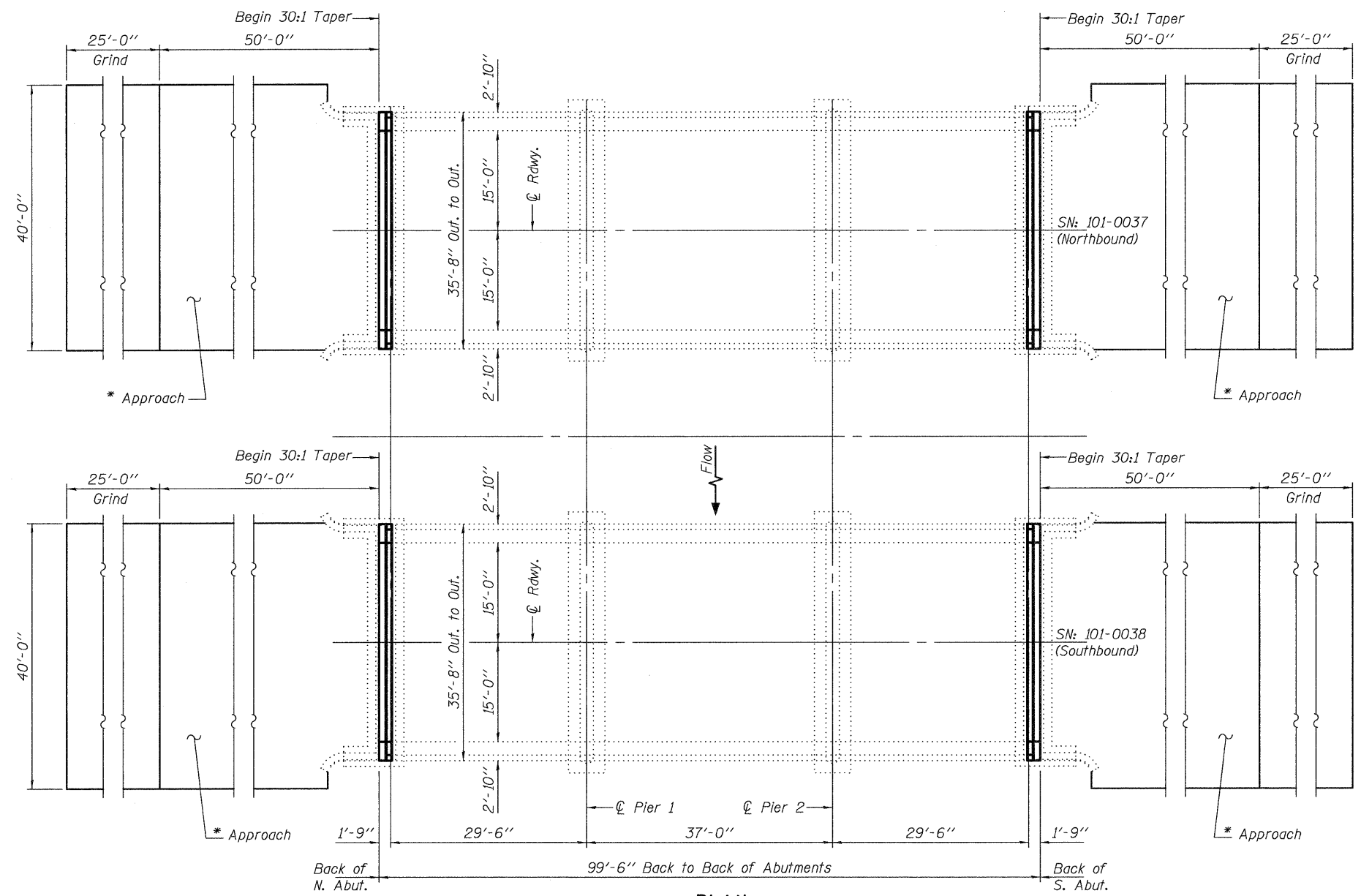


**ELEVATION**



**PLAN**

**GENERAL NOTES**

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.  
 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 existing WT sections at the abutments shall be removed and reinstalled. Cost included with Concrete Superstructure.  
 Extreme care must be exercised when removing concrete from the surface of a reinforced concrete slab bridge. Exposure of the top primary longitudinal rebar over the piers may lead to the collapse of the bridge. If during the scarification process, the top primary longitudinal rebar is exposed, the scarification process must be stopped immediately. The resident Engineer must then contact the Bureau of Bridges & Structures to determine the severity of the structural problem and the method of repair.  
 The deck surface shall be textured by saw cut grooving according to Article 503.16 of the Standard Specifications.

\* 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.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	12.4
Concrete Superstructure	Cu. Yd.	12.2
Preformed Joint Strip Seal	Foot	146
Reinforcement Bars, Epoxy Coated	Pound	880
Bar Splacers	Each	24
Bridge Deck Scarification, 2 1/2"	Sq. Yd.	637
Bridge Deck Latex Concrete Overlay, 2 1/2"	Sq. Yd.	637
Bridge Deck Grooving	Sq. Yd.	592
** 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 - <i>Ally Younce</i>	EXAMINED - <i>Jim F. [Signature]</i>	DATE - MARCH 8, 2012
CHECKED - <i>[Signature]</i>	ACTING ENGINEER OF STRUCTURAL SERVICES	
DRAWN - Kyle M. Steffen	PASSED - <i>[Signature]</i>	
CHECKED - <i>ADJ MKC</i>	ACTING ENGINEER OF BRIDGES AND STRUCTURES	

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN & ELEVATION  
 ILLINOIS ROUTE 251 OVER SOUTH KINNICKINICK CREEK  
 SN 101-0037 (NB) & 0038 (SB)**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
738	(58-2)M	WINNEBAGO	22	11
CONTRACT NO. 64H23			ILLINOIS FED. AID PROJECT	

SHEET NO. 1 OF 6 SHEETS