

**GENERAL NOTES**

- 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.
- Reinforcement bars designated (E) shall be epoxy coated.
- Bars noted thus, 3 x 2-#5 indicates 3 lines of bars with 2 lengths of bars per line.
- All structural steel shall conform to AASHTO Classification M-270 Gr 36 (Spans 1 thru 6, 10 and 11) and Gr 50 (Spans 7 thru 9), unless otherwise noted.
- All exposed concrete edges shall have a 3/4" x 45° chamfer, except where shown otherwise.
- If the analysis submitted to the Contractor for the jacking/temporary support system to be used shows temporary stiffeners are required to prevent web crippling or buckling, the stiffeners shall be steel and bolted to the web. If stiffeners are not required, hardwood timbers shall be installed tightly between the top and bottom flange to prevent flange rotation.
- The Contractor shall take all necessary precautions for the protection of passing vehicles from falling objects and/or materials until completion of the work.
- 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 method that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- 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.
- Areas of deck repairs shown are estimated. The Engineer shall show actual locations of deck repairs on As-built Plans.
- Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50 °F.
- The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. 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 interstate green.

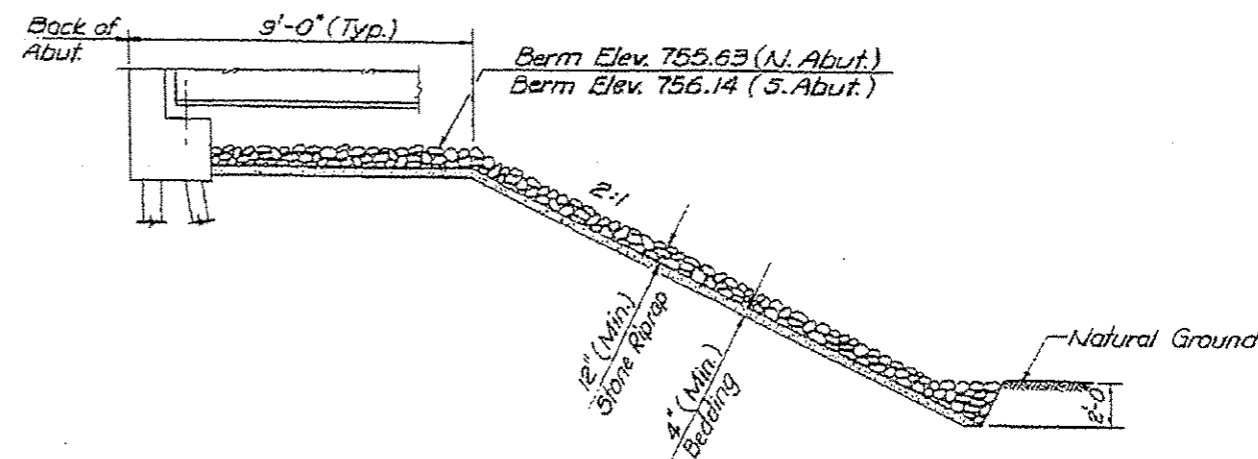
14. Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All beams, bearings and other structural steel as shown on the plans shall be cleaned per Near White Blast Cleaning SSPC-SP10. The exterior surfaces and bottom of the bottom flange of the fascia beams shall be cleaned per Commercial Grade Power Tool Cleaning SSPC-SP15. The designated areas cleaned per Near White Blast Cleaning and per Commercial Grade Power Tool Cleaning 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 Interstate Green, Munsell No. 7.5G 4/8.

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**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	23.0	-	23.0
Floor Drains	Each	116	-	116
Concrete Superstructure	Cu. Yd.	27.1	-	27.1
Bridge Deck Grooving	Sq. Yd.	4,382	-	4,382
Protective Coat	Sq. Yd.	915	-	915
Furnishing and Erecting Structural Steel	Pound	9,830	-	9,830
Cleaning and Painting Structural Steel, Location I	L Sum	1	-	1
Reinforcement Bars, Epoxy Coated	Pound	4,414	-	4,414
Bar Splicers	Each	68	-	68
Prefabricated Joint Strip Seal	Foot	189	-	189
Elastomeric Bearing Assembly, Type I	Each	6	-	6
Elastomeric Bearing Assembly, Type II	Each	18	-	18
Elastomeric Bearing Assembly, Type III	Each	6	-	6
Anchor Bolts, 1"	Each	-	72	72
Anchor Bolts, 1 1/4"	Each	-	48	48
Anchor Bolts, 1 1/2"	Each	-	24	24
Concrete Sealer	Sq. Ft.	-	2,940	2,940
Epoxy Crack Injection	Foot	-	49	49
Jack and Remove Existing Bearings	Each	11	-	11
Structural Steel Removal	Pound	9,170	-	9,170
Structural Steel Repair	Pound	12,330	-	12,330
Removal of Existing Bearings	Each	25	-	25
Bridge Deck Latex Concrete Overlay, 2 1/4 Inches	Sq. Yd.	4,533	-	4,533
Containment and Disposal of Lead Paint Cleaning Residues	L Sum	1	-	1
Cleaning Bridge Seats	Sq. Ft.	-	532	532
Bridge Deck Scarification, 3/4"	Sq. Yd.	4,533	-	4,533
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	-	459	459
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	23	60	83
Plug Existing Deck Drains	Each	68	-	68
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	51	-	51
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	165	-	165
Temporary Shoring and Cribbing	Each	-	25	25



**SECTION THRU EXISTING STONE RIPWRAP SLOPEWALL**

(For information only, taken from existing plans)

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CHECKED - MAL, MI	REVISOR -

DATE - 03/13/2013

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, INDEX OF SHEETS & TOTAL BILL OF MATERIAL  
EB US ROUTE 20 OVER PECATONICA RIVER STRUCTURE NO. 089-0042

SHEET NO. 502 OF 526 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0301	(177-4B-10M)	STEPHENSON	43	19
CONTRACT NO. 64J24			ILLINOIS FED. AID PROJECT	