

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	-	-	63	26
FED. ROAD DIST. NO. 7			ILLINOIS	FED. AID PROJECT-

SHEET NO. 2
39 SHEETS

Contract #76899

GENERAL NOTES

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field 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 work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

The cut strands at each beam end shall be given two coats of zinc dust spray or paint meeting the requirements of ASTM A780. The zinc dust spray or paint shall be applied before corrosion appears and allowed to dry according to the Manufacturers specifications prior to another coat of zinc. A concrete sealer meeting the requirements of Section 587 of the Standard Specifications shall be applied to the exterior face and 9" in on the underside of the fascia beams. The sealer shall be applied after visible crack growth has subsided. This work shall be performed by the producer and is included with the cost of the beam.

All construction joints shall be bonded.

Repair of the substructure shall be completed prior to placement of the new deck beams. (Stage II & III)

The Contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure. During Stage II traffic, the Field Engineer shall visually inspect the Precast Prestressed Concrete Deck Beam superstructure (top & bottom of the deck beams) on a daily basis. If any evidence of additional deterioration is found, the Department shall be notified immediately.

If the Contractor's procedure for existing beam removal or placement of new beams involves placement of cranes or other heavy equipment on new beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the new beams. To distribute load to multiple beams and protect the concrete, in all cases a double layer mat of heavy timbers shall be used at all times under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the crane mat to ensure uniform contact with the underlying beams. Prior to placement of the timber mats, the following shall be done: placement and tightening of transverse tie assemblies, grouting and curing the dowel rods 24 hours minimum, and grouting and curing the shear keys. A temporary means of lateral restraint will be required for fascia beams at expansion ends of beams to prevent movement of the beams.

Any damage done to the bridge during beam removal shall be repaired by the Contractor. Cost to be included in the cost of Removal of Existing Superstructures.

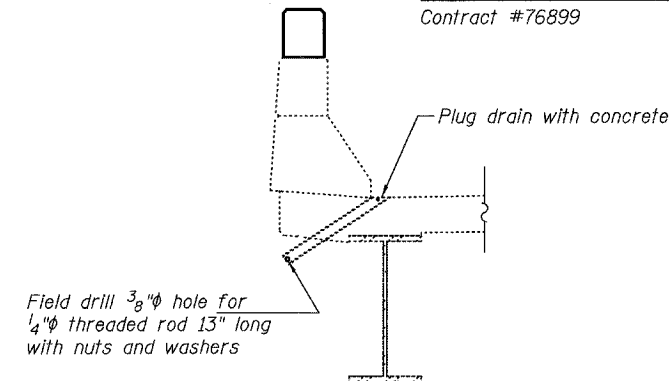
The top surface of the beams shall be finished according to Article 504.06 of the Standard Specification except that the surface shall not be roughened by brooming. The finished surface shall be free of depressions or high spots with sharp corners, and the top edge of keys shall be rounded or chamfered a minimum of 1/4".

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

The thickness of the overlay shall be 2" minimum (1/2" bituminous + 1/2" waterproofing membrane system) and varies as required to adjust for the profile grade, crown and beam camber.

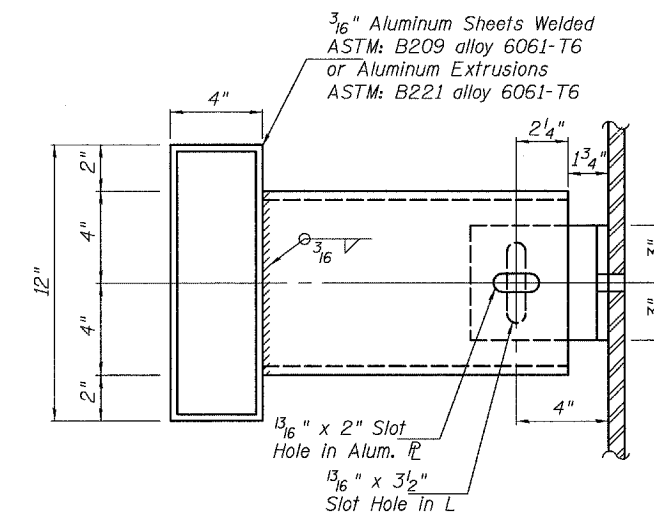
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Protective Coat	Sq. Yd.	577	—	577
Bituminous Concrete Removal (Deck)	Sq. Yd.	693	—	693
Removal of Existing Superstructures	L. Sum	1	—	1
Concrete Removal	Cu. Yd.	9.3	—	9.3
Neoprene Expansion Joint 2"	Foot	33.0	—	33.0
Concrete Superstructure	Cu. Yd.	230.3	—	230.3
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq. Ft.	—	356	356
Precast Prestressed Concrete Deck Beams (21" Depth)	Sq. Ft.	22,028	—	22,028
Furnishing and Erecting Structural Steel	Pound	1,650	—	1,650
Reinforcement Bars, Epoxy Coated	Pound	25,590	—	25,590
Removing and Re-Erecting Existing Railing	Foot	159	—	159
Name Plates	Each	1	—	1
Waterproofing Membrane System	Sq. Yd.	2,833	—	2,833
Portland Cement Mortar Fairing Course	Foot	6,343	—	6,343
Bridge Seat Sealer	Sq. Ft.	—	1,299	1,299
Removal of Existing Precast Prestressed Concrete Deck Beams	Sq. Ft.	1,110	—	1,110
Plug Existing Deck Drains	Each	40	—	40
Asbestos Bearing Pad Removal	Each	310	—	310
Bar Splicers	Each	88	—	88
Deck Drain Extensions	Each	26	—	26
Deck Slab Repair (Partial)	Sq. Yd.	70	—	70
Retrofit Concrete Parapet	Foot	450	—	450
Preformed Joint Strip Seal	Foot	378	—	378
Bituminous Concrete Surface Course Superpave. Mix "D" N70	Ton	348	—	348

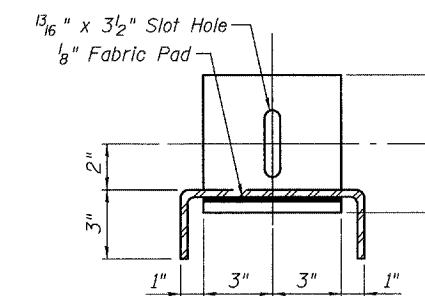


DRAIN ELIMINATION DETAIL

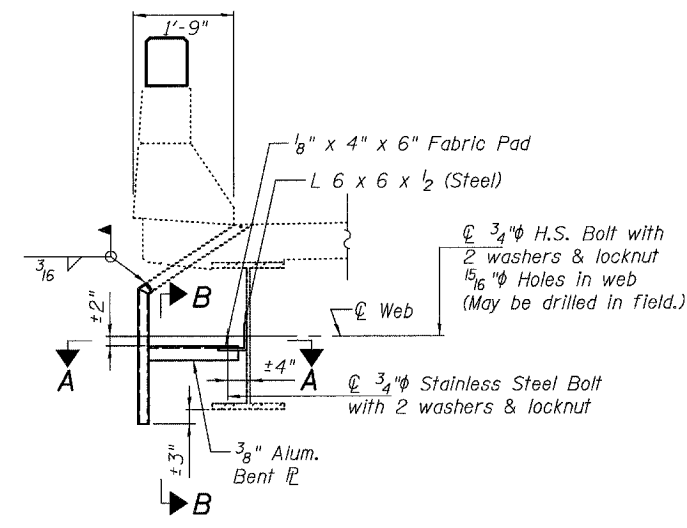
Eliminate alternate existing deck drains in Spans 1-3 and all deck drains within 10 feet of the substructure (40 required).



SECTION A-A



SECTION B-B



DRAIN EXTENSION DETAIL

GENERAL NOTES, DETAILS & TOTAL BILL OF MATERIALS
OLD U.S. ROUTE 50 OVER SHOAL CREEK
F.A.S. ROUTE 1780 - SECTION 24-BR-2
CLINTON COUNTY
STA. 102+51.47
STRUCTURE NO. 014-0062

PLOT DATE = 05/16/2006
FILE NAME = h:\p\25004\technical\production\structural\an_014-0062\final_plans\0062-02-gemnotes.dgn
PLOT SCALE = 01:0000
USER NAME = RUSER8