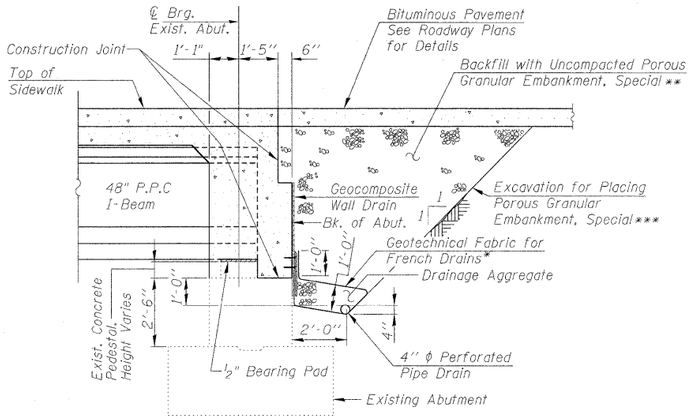
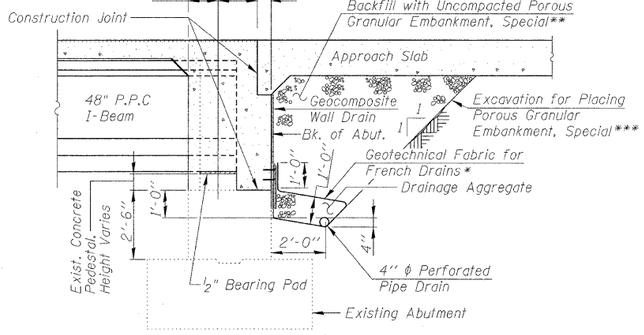


SECTION THRU ABUTMENT AND SHOULDER



SECTION THRU ABUTMENT AND APPROACH SLAB

* Included in the cost of Pipe Underdrains for Structures, 4".

** By Bridge Contractor after superstructure is in place.

*** Paid for as Structure Excavation.

Note:
An outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101). Outlet pipe may extend around existing wingwalls or be cored through. Cost for all work associated with extending the drain pipe shall be included in pipe underdrains for structures, 4".

GENERAL NOTES

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

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.

Slip forming of concrete rail base will not be allowed.

All exposed concrete edges shall have a $\frac{3}{4}$" x 45 degree chamfer, except where "Manualof Standard Practice for Detailing Reinforced Concrete Structures", ACI 315. Reinforcement bar bending dimensions are out to out.

Bars noted thus, 3x2-#5 indicates 3 lines of bars with 2 lengths of bars per line.

Cover from the face of concrete to face of reinforcement bars shall be 3" for surfaces formed against earth and 2 inches for all other surfaces unless otherwise shown.

The beams shall be erected in final position prior to drilling holes for and placing anchor rods.

Contractor shall not scale dimensions from the Contract Plans for construction purposes. Scales shown are for information only.

No construction joints except those shown on the plans will be allowed unless approved by the Engineer.

The Contractor may request copies of existing construction plans that are currently on file with the Tollway. The request shall be in writing with the understanding that any reproduction cost will be at the Contractors expense.

No concrete cutting will be permitted until the cutting limits have been outlined by the Contractor and approved by the Engineer.

It shall be the Contractor's responsibility to verify the location of all utilities prior to starting construction. Contact J.U.L.I.E., 800-892-0123.

It shall be the Contractor's responsibility to verify the location of all fiber optic utilities prior to starting construction. The Contractor shall initiate the location process for the fiber optic cable by completing a "Request Tollway Utilities Locate" form filled in online at the Tollway website under "Doing Business" at least four (4) business days prior to starting any underground operations, excavations or digging of any type in the general area of the fiber optic cable.

The Contractor shall use care when excavating around existing foundations. Any damage to the existing structure and/or supporting foundation shall be repaired or replaced at the Contractor's expense.

Existing reinforcement which is to be incorporated into the new construction shall be blast cleaned to grey metal, straightened (without heating), and cut to fit. Cost of which shall be included with that for "Concrete Removal."

Temporary soil retention systems, sheeting, bracing or cofferdams shall be constructed at the locations shown on the plans and/or as required for the excavation to protect the adjacent areas from settling or falling into the excavated areas.

Concrete sealant shall be applied to the surfaces of all pier and abutment seats, including backwalls located below roadway expansion joints. Sealant shall also be applied to all exposed surfaces of piers in the median or piers, abutments and wingwalls that are adjacent to the roadway. Existing surfaces shall be power washed in accordance with the applicable portions of Section 592 of the latest IDOT Standard Specifications for Road and Bridge Construction.

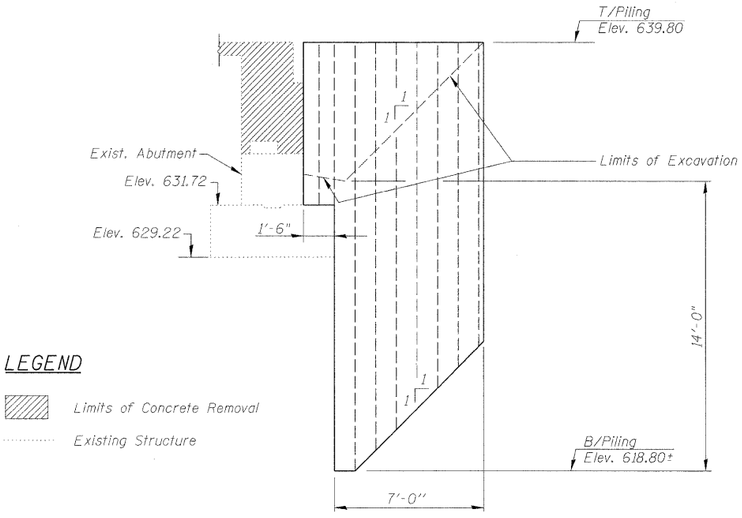
After the beams (girders) are set, all elevations for determining fillet heights shall be taken at one time.

INDEX OF SHEETS

TOTAL BILL OF MATERIAL

	ITEM	UNIT	SUPER	SUB	TOTAL
	Protective Coat	Sq. Yd.	3,250		3,250
	Removal of Existing Superstructures	Each	1		1
	Concrete Removal	Cu. Yd.		40.0	40.0
	Protective Shield	Sq. Yd.	2,595		2,595
	Structure Excavation	Cu. Yd.		220	220
	Concrete Structures	Cu. Yd.		71.1	71.1
	Concrete Superstructure	Cu. Yd.	1,215.0		1,215.0
	Bridge Deck Grooving	Sq. Yd.	2,520		2,520
	Furnishing and Erecting Precast Prestressed Concrete I-Beams 48 in.	Foot	3,171		3,171
	Reinforcement Bars, Epoxy Coated	Pound	215,830		215,830
	Bar Splicers	Each	1,047		1,047
	Aluminum Railing, Type L	Foot	501		501
	Name Plates	Each	1		1
	Preformed Joint Strip Seal	Foot	192		192
	Elastomeric Bearing Assembly, Type I	Each	56		56
	Anchor Bolts, $1\frac{1}{4}$"	Each	112		112
	Geocomposite Wall Drain	Sq. Yd.		84	84
*	Porous Granular Embankment, Special	Cu. Yd.		220	220
*	Remove and Re-Erect Bridge Mounted Sign	Each	4		4
*	Temporary Sheet Piling	Sq. Ft.		282	282
*	Pipe Underdrains for Structures 4"	Foot		250	250
	Concrete Sealant	Sq. Ft.		17,100	17,100
	Power Washing of Concrete Surfaces	Sq. Yd.		1,901	1,901
	Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq. Ft.		57	57
	Structural Repair of Concrete (Depth Greater Than 5")	Sq. Ft.		55	55
*	Cleaning Bridge Seats	Sq. Ft.		987	987
	Low Pressure Epoxy Injection	Foot		53	53
*	Silicone Joint Sealer, 1.5"	Foot		66	66
	Anchor Bolts, $1\frac{1}{2}$"	Each	4		4

* Special Provisions



LEGEND

Limits of Concrete Removal

Existing Structure

TEMPORARY SHEET PILING DETAILS

Minimum Section Modulus = 14.8 $in.^3$ /ft.

Minimum Embedment Depth = 14 ft.

Note:
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.

MACTEC

FILE NAME = 0160199-62099-02-NOTES.dgn	USER NAME =	DESIGNED - JPMILLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. RT 1 – HALSTED ST. OVER I-80/294 GENERAL NOTES & BILL OF MATERIALS
		CHECKED - RALEE	REVISED -		
	PLOT SCALE =	DRAWN - RMKANE	REVISED -		SHEET NO. 02 OF 33 SHEETS
	PLOT DATE = 08/05/2011	CHECKED - RALEE	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2001-001BR	COOK	62	21
STRUCTURE NO. 016-0199		CONTRACT NO. 62099		
ILLINOIS	FED. AID PROJECT			