

GENERAL NOTES

1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. 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.
4. Protective coat shall not be applied to surfaces to which Waterproofing Membrane System is applied.
5. The Contractor shall submit Structural Assessment Report(s) as required for Contractor's means and methods of construction. See Special Provisions.
6. If the Contractor's procedure for existing beam removal or placement of the new beams involves placement of cranes or other heavy equipment on the 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 newbeams. To distribute load to multiple beams and protect the concrete, in all cases a double layer mat of heavy timber 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.
7. The Contractor is advised that the existing abutments were not designed to support the horizontal earth load acting upon it without the support of the existing beams acting as a strut. It is the Contractors responsibility to account for this condition when developing construction procedures for removal and replacement of the superstructure.
8. The Temporary Support System shall be in place prior to superstructure removal.
9. The Illinois Department of Transportation is NOT the owner of record for this bridge. Those seeking historic, as-built or other existing documents and plans must contact the owner of record to make arrangements for access to this information.

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TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Sidewalk Removal	Sq. Ft.	258	--	258
Removal of Existing Superstructures	Each	1	--	1
Concrete Removal	Cu. Yd.	12.3	1.9	14.2
Concrete Structures	Cu. Yd.	--	19	19
Concrete Superstructure	Cu. Yd.	114.8	--	114.8
Precast Prestressed Concrete Deck Beams (17" Depth)	Sq. Ft.	1606	--	1606
Protective Coat	Sq. Yd.	143	--	143
Reinforcement Bars, Epoxy Coated	Pound	22750	3630	26380
Aluminum Railing, Type L	Foot	86	--	86
Name Plates	Each	1	--	1
Relocating Name Plates	Each	1	--	1
Epoxy Crack Injection	Foot	--	65	65
Waterproofing Membrane System	Sq. Ft.	1606	--	1606
Trench Drain	Each	--	1	1
Approach Slab Removal	Sq. Yd.	125	--	125
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	--	51	51
Temporary support system	L sum	--	1	1

STA. 40+31.94
 BUILT 2013 BY
 LAKE COUNTY
 ARLINGTON HEIGHTS RD (C.H. 79)
 SEC. NO. 10-00193-07-BR
 LOADING HL-93
 STR. NO. 049-3055

NAME PLATE

