

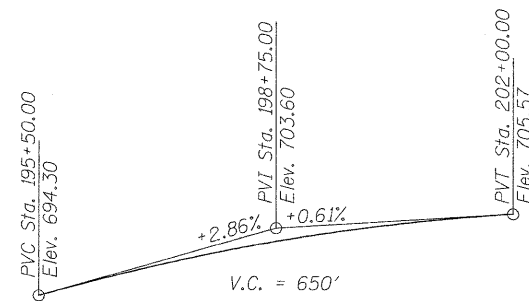
GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 7/8 in. ϕ , holes 15/16 in. ϕ , unless otherwise noted. No field welding is permitted except as specified in the contract documents. The Contractor shall test the existing welds by non-destructive methods within 2 ft. of the end of the existing cover plates for cracks after removal of the existing concrete deck. Dye penetrant (PT), magnetic particle (MT), or other approved testing method shall be performed by qualified personnel approved by the Engineer. If cracks are found, report them to the Bureau of Bridges and Structures for disposition. The cost of testing is included in Removal of Existing Concrete Deck. The cost of crack repair, if necessary, will be paid for according to Article 109.04 of the Standard Specifications.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions. Reinforcement bars designated (E) shall be epoxy coated. 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 methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

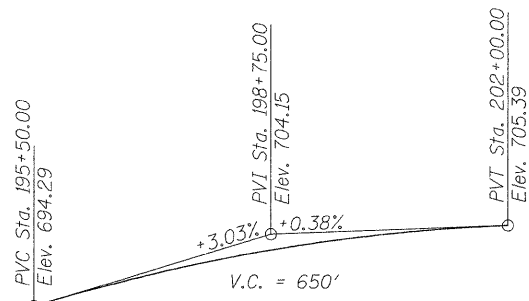
As directed by the Engineer, existing construction accessories welded to the top flange of beams shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications. If the Contractor elects to use cantilever forming brackets on the north exterior beams, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

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. Bearing seat surfaces at Pier 2 shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft). Concrete Sealer shall be applied to the new concrete surfaces at the front face of new abutment backwalls. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project. 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 within 5 ft (measured along the beam) of either side of deck joints 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 Reddish Brown, Munsell No 2.5YR 3/4. All new structural steel for end diaphragms and bearings shall be shop painted with an inorganic zinc rich primer per AASHTO M 300, Type1. The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new Intermediate Diaphragms and Strengthening Plates. The entire system shall be shop applied, with the exception that masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. 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 Strengthening Plates on the exterior of the fascia beams shall be Reddish Brown, Munsell No. 2.5YR 3/4. See Special Provision for "Cleaning and Painting New Metal Structures". The Contractor shall resurvey the IL Route 56 vertical clearance over each lane and shoulder following the deck replacement. This work will not be paid for separately, but shall be included with the contract lump sum price for "Construction Layout". Slipforming of the parapets is not allowed. Existing Bridge Railing (including splices and posts) shall be salvaged by the Contractor and delivered to the IDOT District Bridge Maintenance Yard located at 1101 Biesterfield Road, Elk Grove Village, Illinois, 60007. Telephone number: (847) 956-1444 (48 hours advance notice required). This work shall include removing, transporting and unloading the Bridge Railing at the above yard, which cost shall be included in the cost of Removal of Existing Concrete Deck.



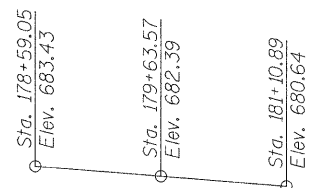
PROPOSED PROFILE GRADE

(Along W.B. P.G.L. Galena Blvd.)



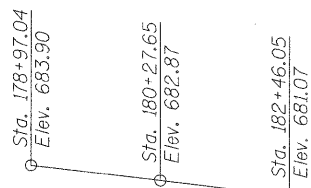
PROPOSED PROFILE GRADE

(Along E.B. P.G.L. Galena Blvd.)



EXISTING PROFILE GRADE

(Along West EOP IL 56 WB Lanes from survey)



EXISTING PROFILE GRADE

(Along East EOP IL 56 EB Lanes from survey)

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	-	52.1	52.1
Removal of Existing Concrete Deck	Each	1	-	1
Protective Shield	Sq. Yd.	1360	-	1360
Structure Excavation	Cu. Yd.	-	312	312
Concrete Structures	Cu. Yd.	-	108.1	108.1
Concrete Superstructure	Cu. Yd.	981.0	-	981.0
* Bridge Deck Grooving	Sq. Yd.	2259	-	2259
* Protective Coat	Sq. Yd.	3145	-	3145
Furnishing and Erecting Structural Steel	Pound	24950	-	24950
Stud Shear Connectors	Each	8211	-	8211
Reinforcement Bars, Epoxy Coated	Pound	223930	18000	241930
Bar Splicers	Each	940	315	1255
Slope Wall 4 Inch	Sq. Yd.	-	991	991
Name Plates	Each	1	-	1
Preformed Joint Strip Seal	Foot	202.0	-	202.0
Elastomeric Bearing Assembly, Type I	Each	-	26	26
Elastomeric Bearing Assembly, Type II	Each	-	26	26
Anchor Bolts, 1"	Each	-	104	104
Anchor Bolts, 1 1/4"	Each	-	26	26
Concrete Sealer	Sq. Ft.	-	987	987
Epoxy Crack Injection	Foot	-	154	154
Geocomposite Wall Drain	Sq. Yd.	-	154	154
Porous Granular Embankment, Special	Cu. Yd.	-	312	312
Jack and Remove Existing Bearings	Each	-	65	65
Structural Steel Removal	Pound	7980	-	7980
Beam Straightening	Each	3	-	3
Containment and Disposal of Lead Paint Cleaning Residues	L. Sum	1	-	1
Cleaning and Painting Steel Bridge No. 1	L. Sum	1	-	1
** Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	-	292	292
*** Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	-	20	20
Drainage Scupper, DS-11	Each	16	-	16
Drainage Scupper, DS-12	Each	1	-	1
Drainage System	L. Sum	1	-	1
Temporary Sheet Piling	Sq. Ft.	-	336	336
Pipe Underdrains for Structures, 4"	Foot	-	233	233
Jacking and Cribbing	Each	-	4	4

* Includes Approach Slab

** An increase of 80 square feet of Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches) has been added to the field measured areas shown in the plans.

*** An amount of 16 square feet of Structural Repair of Concrete (Depth Greater Than 5 Inches) has been added to the field measured areas shown in the plans.

SCOPE OF WORK

1. Remove and replace existing concrete deck slab utilizing stage construction.
2. Provide new expansion joints at the abutments.
3. Remove and replace existing approach slabs.
4. Remove and reconstruct abutment back walls and wingwalls.
5. Make new deck composite by installing shear stud connectors entire length of beams, except over cover plates.
6. Jack existing beams.
7. Replace steel end diaphragms at abutments.
8. Perform steel repair at beam ends and at locations of collision damage.
9. Add new diaphragms between eastbound and westbound framing systems.
10. Clean and paint existing structural steel adjacent to expansion joints and entire exterior face and bottom of bottom flange of the fascia beams.
11. Remove and replace existing bearings utilizing steel extensions and concrete pedestals at Pier 2.
12. Remove conduit along outside bridge deck and provide new conduit embedded in new parapets.
13. Install deck drainage system.
14. Repair the spalled and unsound concrete areas of the abutments, wing walls and piers. Seal cracks wider than 1/8" with epoxy crack sealing.
15. Remove existing bituminous aggregate slope walls and replace with concrete slope walls.
16. Add guardrail in front of Pier 3.

STATION 198+82.23
REBUILT 20 BY
STATE OF ILLINOIS
F.A.P. RT. 573 SECTION 61HB-1-R
LOADING HS 20
STRUCTURE NO. 045-0037

NAME PLATE

See Std. 515001
Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.



USER NAME =	DESIGNED - MTH	REVISED -
FILE NAME =	CHECKED - ADB	REVISED -
PLOT SCALE =	DRAWN - AJF	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 045-0037

SHEET NO. 2 OF 39 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	61HB-1-R	KANE		52
				CONTRACT NO. 60K76
ILLINOIS FED. AID PROJECT				