TOTAL BILL OF MATERIAL

	DESCRIPTION	UNIT	SUPER.	SUB.	TOTAL
	Concrete Removal	Cu. Yd.	-	25.6	25.6
	Slope Wall Removal	Sq. Yd.	-	5.16	5.16
**	Removal of Existing Concrete Deck	Each	1	-	1
	Protective Shield	Sq. Yd.	8.16	-	8.16
	Structure Excavation	Cu. Yd.	-	225	225
	Concrete Structures	Cu. Yd.	-	29.8	29.8
	Concrete Superstructure	Cu. Yd.	5.17	-	5.17
	Bridge Deck Grooving	Sq. Yd.	1,058	-	1,058
	Protective Coat	Sq. Yd.	1,326	-	1,326
	Furnishing and Erecting Structural Steel	Pound	2,560	-	2,560
	Stud Shear Connectors	Each	5,152	-	5,152
	Reinforcement Bars, Epoxy Coated	Pound	117,760	-	117,760
	Bar Splicers	Each	92	-	92
	Slope Wall 4 Inch	Sq. Yd.	-	530	530
	Name Plates	Each	1	-	1
	Elastomeric Bearing Assembly, Type I	Each	16	-	16
	Elastomeric Bearing Assembly, Type II	Each	16	-	16
	Anchor Bolts, 1"	Each	-	64	64
	Geocomposite Wall Drain	Sq. Yd.	-	88	88
	Porous Granular Embankment, Special	Cu. Yd.	-	225	225
	Jack and Remove Existing Bearings	Each	32	-	32
	Structural Steel Removal	Pound	3,300	-	3,300
	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.	-	207	207
	Structural Repair of Concrete (Depth greater than 5 inches)	Sq. Ft.	-	25	25
	Pipe Underdrains for Structures 4"	Foot	-	112	112

**Cost of Removal of Existing Aluminum Handrail included with "Removal of Existing Concrete Deck".

GENERAL NOTES:

Fasteners shall be AASHTO M 164, Type 1 Mechanically galvanized bolts, $^{3}/_{4}$"ϕ bolts, $^{13}/_{16}$"ϕ holes, unless otherwise noted.

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.

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.

The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew to uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) or qualified personnel approved by the Engineer. Any cracks that can not be removed by grinding $^{1}/_{4}$ in. 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.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

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 pair for according to Article 109.04 of the Standard Specifications.

No field welding is permitted except as specified in the contract documents.

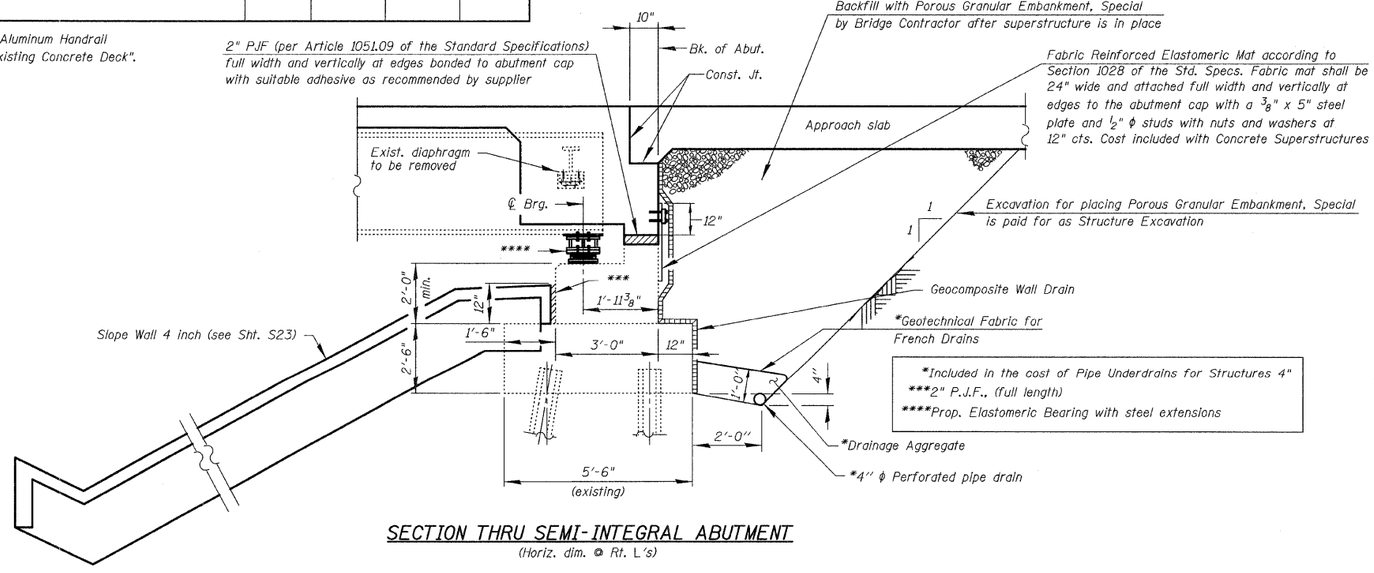
Slip forming of the parapets is not allowed.

If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, 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 the interior beam at each of these additional bracket locations.

Reinforcement bars designated (E) shall be epoxy coated.

Cleaning and painting of the existing structural steel shall be as specified in the Special Provision for "Cleaning and Painting Existing Steel Structures". All existing steel shall be cleaned per Near White Blast Cleaning-SSPC-SP10. All existing steel 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).

Areas of the existing bridge have permanent protection shield in place. If any part of the existing permanent protective shield system is to be re-used as temporary protective shield, the Contractor shall submit design calculations to the Engineer proving the system meets the requirements of Article 501.03 of the Standard Specifications. The calculations shall be prepared and sealed by an Illinois Licensed Structural Engineer. The cost of removal of all protective shield, temporary and existing permanent protective shield shall be included in the cost Protective Shield.



SECTION THRU SEMI-INTEGRAL ABUTMENT

(Horiz. dim. ℄ Rt. L's)

FILE NAME = I:\102909_Central Ave\Structural\CADD Sheets\D16P17-02-gen_notes.dgn

CHRISTIAN–ROGE & ASSOCIATES, INC.	USER NAME = IDOT	DESIGNED - J.C.N./B.N.S.	REVISED -
		CHECKED - B.N.S.	REVISED -
	PLOT SCALE = 50.000060 ' / IN.	DRAWN - F.M.	REVISED -
	PLOT DATE = 12/10/2011	DATE - DECEMBER 9, 2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES & TOTAL BILL OF MATERIAL
STRUCTURE NO. 016-2458
SHEET NO. S2 OF S24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	1415-803HB-R	COOK	51	17
		CONTRACT NO. 60P17		
		ILLINOIS FED. AID PROJECT		