STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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. 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 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) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding $\frac{1}{4}$ 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.

4. 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 first interior beam at each of these additional bracket locations.

5. 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.

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

7. If the contractor chooses to alter the temporary cantilivered 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.

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

9. Stage construction shall be utilized to maintain traffic during construction.

10. The Contractor shall exercise care during removal of existing joints to ensure that the slab, beams and diaphragms' integrity will not be detrimentally impacted. The Contractor shall repair any damage(s) to the slab, beams and diaphragms caused by his operation as directed by the Engineer at no additional cost to the Department.

11. Protective Coat shall be applied to the new Bridge Deck Latex Concrete Overlay and Approach Slabs as well as the top and inside faces of Parapets.

12. Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.

INDEX OF SHEETS

1. General Plan and Elevation
2. General Notes, Bill of Material and Index of Sheets
3. Stage Construction Details
4. Temporary Concrete Barrier for Stage Construction
5. Bridge Deck and Approach Slab Repairs
6. South Bridge Approach Slab Details 1 of 2
7. South Bridge Approach Slab Details 2 of 2
8. North Bridge Approach Slab Details 1 of 2
9. North Bridge Approach Slab Details 2 of 2
10. Expansion Joint Repairs
11. Expansion Joint Details
12. Preformed Joint Strip Seal
13. Steel Repair Details
14. Abutment Stabilization Details
15. Bar Splicer Assembly Details
16-32. Existing Plan Information

TOTAL BILL OF MATERIAL

	ITEM	UNIT	SUPER	SUB	TOTAL
	Bridge Approach Pavement Connector (PCC)	Sq. Yd.	1,076		1,076
	Pavement Reinforcement 9"	Sq. Yd.	1,076		1,076
	Approach Slab Removal	Sq. Yd.	1,650		1,650
	Concrete Barrier Removal	Foot	79.0		79.0
	Concrete Removal	Cu. Yd.	55.7		55.7
	Protective Shield	Sq. Yd.	1,389		1,389
*	Structure Excavation	Cu. Yd.		488	488
	Concrete Structures	Cu. Yd.		76.5	76.5
	Concrete Superstructure	Cu. Yd.	320.9		320.9
	Bridge Deck Grooving	Sq. Yd.	2,934		2,934
	Protective Coat	Sq. Yd.	3,354		3,354
	Reinforcement Bars, Epoxy Coated	Pound	71,150	14,060	85,210
	Bar Splicers	Each	178	80	258
	Temporary Sheet Piling	Sq. Ft.		296	296
	Preformed Joint Strip Seal	Foot	243.0		243.0
	End Sections 12"	Each	2		2
	Geocomposite Wall Drain	Sq. Yd.		189	189
	Pipe Drains 12"	Foot	55		55
	Pipe Underdrains for Structures 4"	Foot		252	252
	Removing Inlets	Each	3		3
	Type B Inlet Box, Standard 609001	Each	1		1
	Type C Inlet Box, Standard 609001	Each	1		1
	Type D Inlet Box, Standard 609001	Each	1		1
	Concrete Thrust Blocks	Each	2		2
	Bridge Deck Latex Concrete Overlay, $2\frac{1}{2}$"	Sq. Yd.	2,412		2,412
	Expanded Polystyrene Fill	Cu. Yd.		303	303
	Bridge Deck Hydro-Scarification, $2\frac{1}{2}$"	Sq. Yd.	2,412		2,412
	Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	23.8		23.8
	Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	17.1		17.1
	Modify Existing Pin & Link Connection	L. Sum	0.25		0.25

* All excavated materials shall be disposed of within IDOT right-of-way and within the project limits. See the General Notes sheet from the roadway plans for more information.

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	RMG
CHECKED -	KWS

benesch

alfred benesch & company
Engineers • Surveyors • Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10050

GENERAL NOTES, BILL OF MATERIAL
AND INDEX OF SHEETS
STRUCTURE NO. 022-0137

SHEET NO. 2	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
31 SHEETS	290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	415
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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