

**GENERAL NOTES:**

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

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring new concrete, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from steel 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 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.

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.

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 existing steel surfaces accessible from outside the tub girders, including the access doors, and select surfaces inside the tub girders shall be cleaned per Near White Blast Cleaning - SSPC-SP10. The select surfaces to be cleaned inside the tub girders are all surfaces within 15 ft. (measured along the girders) of the girder ends, including the access doors, and the full length of the underside of all top flanges.

The designated areas cleaned per Near White Blast Cleaning shall be painted according to the requirements of Paint System 1 - OZ/E/U. The color of the final finish coat for all surfaces accessible from outside the tubs shall be Reddish Brown, Munsell No. 2.5 YR 3/4. The color of the final finish coat for surfaces inside the tubs shall be Gray, Munsell No. 5B 7/1.

All new structural steel shall be shop painted with an inorganic zinc-rich primer per AASHTO M 300, Type 1.

The existing name plates shall be removed, cleaned and installed in the new parapet at the same location as existing. Cost included with Concrete Superstructure.

After painting is complete, all steel surfaces inside the tub girders shall be power washed and dried. Any standing water and construction items shall be removed from inside the tub girders after power washing. Cost included with Cleaning and Painting Steel Bridge No. 2 and No. 3.

The inside of each tub girder is considered a confined space and entry must comply with applicable OSHA regulations.

Bridge Deck Scarification will be performed concurrently with full temporary night time closures of 103rd Street.

The minimum thickness of the concrete overlay shall be 2 1/4" and shall vary as required to adjust for the existing profile grade and beam camber/deflection.

Joint opening shall be adjusted according to Article 520.04 of the Standard Specifications when the end of deck concrete is poured at an ambient temperature other than 50° F.

All existing hinges for all tub girder access doors shall be lubricated to the satisfaction of the Engineer. Cost included with Cleaning and Painting Steel Bridge No. 2 and No. 3.

**INDEX OF SHEETS**

S-1	General Plan & Elevation
S-2	General Data
S-3	Superstructure Concrete Removal & Deck Repair - S.N. 016-2441
S-4	Superstructure Concrete Removal & Deck Repair - S.N. 016-2442
S-5	Deck Details at Expansion Joints
S-6	Deck Parapet Details
S-7	Bridge Approach Slab Details I
S-8	Bridge Approach Slab Details II
S-9	Prefomed Joint Strip Seal
S-10	Side Retainer Replacement & Pedestal Extensions
S-11	Abutment Removal & Repair - SN 016-2441
S-12	Wingwall Removal & Repair - SN 016-2441
S-13	Abutment Removal & Repair - SN 016-2442
S-14	Wingwall Removal & Repair - SN 016-2442
S-15	Abutment & Wingwall Details I
S-16	Abutment & Wingwall Details II
S-17 thru	
S-31	Existing Plans (For Information Only)

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	S.N. 016-2441			S.N. 016-2442		
		SUPER	SUB	TOTAL	SUPER	SUB	TOTAL
Concrete Removal	Cu Yd	83	-	83	83	-	83
Concrete Structures	Cu Yd	-	68.1	68.1	-	68.1	68.1
Concrete Superstructure	Cu Yd	215.4	-	215.4	215.4	-	215.4
Bridge Deck Grooving	Sq Yd	925	-	925	925	-	925
Protective Coat	Sq Yd	1,196	-	1,196	1,196	-	1,196
Reinforcement Bars, Epoxy Coated	Pound	44,960	8,335	53,295	44,960	8,335	53,295
Prefomed Joint Strip Seal	Foot	108	-	108	108	-	108
Anchor Bolts, 1 1/2"	Each	12	-	12	12	-	12
Epoxy Crack Injection	Foot	-	148	148	-	302	302
Structural Steel Repair	Pound	300	-	300	300	-	300
Hot-Mix Asphalt Surface Removal (Deck)	Sq Yd	650	-	650	650	-	650
Bridge Deck Latex Concrete Overlay, 2 1/4"	Sq Yd	640	-	640	640	-	640
Containment And Disposal Of Lead Paint Cleaning Residues No. 2	L Sum	1	-	1	-	-	-
Containment And Disposal Of Lead Paint Cleaning Residues No. 3	L Sum	-	-	-	1	-	1
Cleaning Bridge Seats	Sq Ft	-	50	50	-	50	50
Cleaning And Painting Steel Bridge No. 2	L Sum	1	-	1	-	-	-
Cleaning And Painting Steel Bridge No. 3	L Sum	-	-	-	1	-	1
Bridge Deck Scarification 3/4"	Sq Yd	640	-	640	640	-	640
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq Ft	-	63	63	-	232	232
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq Ft	-	7	7	-	36	36
Deck Slab Repair (Full Depth, Type I)	Sq Yd	5.5	-	5.5	4.0	-	4.0
Deck Slab Repair (Full Depth, Type II)	Sq Yd	7.5	-	7.5	7.0	-	7.0

2:54:05 PM

3/29/2013

S:\1072\_05\_CADD\Structure\1\SN 0162441\_2442\CADD Sheets\0162441-2442-60J12-002-000.dgn

**BOWMAN, BARRETT & ASSOCIATES INC.**  
CONSULTING ENGINEERS  
Chicago, Illinois  
312.228.0100  
www.bbandainc.com

USER NAME =	DESIGNED - IYL	REVISED -
	CHECKED - BAK	REVISED -
PLOT SCALE =	DRAWN - MTR	REVISED -
PLOT DATE = 03/29/2013	CHECKED - IYL	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA  
STRUCTURE NOS. 016-2441 & 016-2442**

SHEET NO. S-2 OF S-31 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2012-059-BR	COOK	631	558
<b>CONTRACT NO. 60J12</b>				
ILLINOIS FED. AID PROJECT				