

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 94	2006-043 RS	COOK	135	113a
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract # 62747

STRUCTURAL NOTES

- Expansion joint plates and attached bars shall be shop painted with the inorganic zinc rich primer.
- The structural steel bearing plates of the Elastomeric Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
- Reinforcement bars shall conform to the requirements of ASTM A706 Grade 60 (IL Modified). See Special Provisions.
- Reinforcement bars designated (E) shall be epoxy coated.
- Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.
- Plan dimensions and details relative to existing plans are subject to routine 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 the scope of the work, however, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.
- Stage construction shall be utilized to maintain traffic during construction.
- 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.
- The Contractor shall provide a Protective Shield under the deck for Full Deck Slab repairs as per direction of the Engineer and as shown on the plans.
- The Contractor may have to remove the Name Plate(s) that interfere with the parapet removal for joint reconstruction. The Contractor shall reinstall the Name Plate(s) as directed by the Engineer. The cost of removal and reinstallation of Name Plate(s) shall be included in the cost for "Concrete Removal" and "Concrete Superstructure."
- Protective coat shall be applied only to the new concrete provided for the reconstruction of the joints (top of deck slab, top and traffic face of parapet).
- The Engineer shall determine extent, location and type of substructure and deck slab repairs in the field.
- 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 an individual acceptable to the Engineer. Any cracks that can not 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.

- Field welding of construction accessories will not be permitted to beams or girders.
- The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection. Forms for deck slab shall be removed prior to placement of bridge approach pavement.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- 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.
- Protective shielding shall be installed to insure that all electrical appurtenances below the bridge deck are adequately protected.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two $\frac{1}{8}$ inch adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. (For Type I Elastomeric Bearings, two $\frac{1}{8}$ inch adjusting shims shall be provided for each bearing and placed as detailed.

Typ. Lap Splice

Bar Size	Min. Lap
#4	1'-8"
#5	2'-2"
#5*	3'-0"*
#6	2'-7"
#6*	3'-7"*
#7	3'-5"
#8	4'-6"

* Top Horizontal Bar

ABBREVIATION LIST

Abut.	Abutment	F/	Face of	R or Rad.	Radius
Alt.	Alternate	Ft.	Foot or Feet	RR	Railroad
		Ftg.	Footing	Req'd	Required
				Rt.	Right
Bk.	Back			Sht.	Sheet
Brg.	Bearing	Gr.	Grade	Spa.	Spaces or Spacing
Btwn.	Between			Sq.	Square
B/	Bottom of	Jt.	Joint	S.S.	Stainless Steel
Bot.	Bottom	L	Angle	Std.	Standard
		Lt.	Left	Sta.	Station
CIP	Cast in Place	Lg.	Long	Stl.	Steel
CL	Centerline	Max.	Maximum	St.	Street
Cts.	Centers	Min.	Minimum	Sym.	Symmetrical
Cl.	Clear				
Conc.	Concrete	Nom.	Nominal	Temp.	Temporary
CJ	Construction Joint	N.T.S.	Not to Scale	Thk.	Thick
Const(r).	Construction	No(s).	Number(s)	T.B.D.	To be determined
				T/	Top of
Dia.	Diameter	Opp.	Opposite	Typ.	Typical
Ea.	Each				
E	East				
E/	Edge of	Pavl.	Pavement	UNO	Unless Noted Otherwise
El. or Elev.	Elevation	PL	Plate		
Exist.	Existing	P.C.	Precast	VIF	Verify in Field
Exp.	Expansion	P.J.F.	Preformed Joint Filler		
Expy.	Expressway	P.J.S.	Preformed Joint Sealer	W	West
		PGL	Profile Grade Line	W/	With
		Prop.	Proposed		

STRUCTURAL NOTES
F.A.I. 94/ (EDENS EXPRESSWAY)
OVER FOREST GLEN
COOK COUNTY
STATION 19+28.67
STRUCTURE NO. 016-0106

DESIGNED -	JSD
CHECKED -	DWH
DRAWN -	EF
CHECKED -	DWH

LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

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