## STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

## GENERAL NOTES

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 scope of the work, however, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.

Reinforcement bars shall conform to the requirements of ASTM A706 Gr 60 (IL Modified). See special provisions.

Attach new Name Plate to the backside of 8" rail element. Existing Name Plate is to be removed, cleaned and relocated adjacent to new Name Plate. Cost included in the cost of Name Plates.

The cut strands at each beam end shall be given two coats of zinc dust spray or paint meeting the requirements of ASTM A 780. The zinc dust spray or paint shall be applied before corrosion appears and allowed to dry according to the manufacturer's specifications prior to another coat of zinc. A concrete sealer meeting the requirements of Section 587 of the Standard Specifications shall be applied to the exterior face and 9" in on the underside of the fascia beams. The sealer shall be applied after visible crack growth has subsided. This work shall be performed by the producer and included with the cost of the beam.

Repair of the substructure shall be completed prior to placement of the new deck beams.

The contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure.

If the Contractor's procedure for existing beam removal or placement of new beams involves placement of cranes or other heavy equipment on new beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the new beams. To distribute load to multiple beams and protect the concrete, in all cases a double layer mat of heavy timbers shall be used at all times under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the crane mat to ensure uniform contact with the underlying beams. Prior to placement of the timber mats the following shall be done: placement and tightening of transverse tie assemblies, grouting and curing the dowels rods 24 hours minimum and grouting and curing the shear keys. A temporary means of lateral restraint will be required for fascia beams at expansion ends of beams to prevent movement of the beams.

Any damage done to the bridge during beam removal shall be repaired by the Contractor. Cost to be included in the cost of Removal of Existing Superstructures.

Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.

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  $50^{\circ}$  F.

The minimum thickness of concrete overlay shall be 5" and varies as required to adjust for the new profile grade and camber.

Reinforcement bars designated (E) shall be epoxy coated.

## TOTAL BILL OF MATERIAL

ІТЕМ	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.		3,500	3,500
Filter Fabric	Sq. Yd.		3,500	3,500
Removal of Existing Superstructures	Each	1		1
Bridge Deck Grooving	Sq. Yd.	705		705
Concrete Wearing Surface, 5"	Sq. Yd.	753		753
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq. Ft.		82	82
Precast Prestressed Concrete Deck Beams (21" Depth)	Sq. Ft.	6,769		6,769
Reinforcement Bars, Epoxy Coated	Pound	9,450		9,450
Steel Railing, Type SM	Foot	413		413
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	66		66
Asbestos Bearing Pad Removal	Each	96		96
Bar Splicers	Each	207		207
Protective Coat	Sq. Yd.	753		753



<u>SECTION A-A</u> (Typical along both Upstream and Downstream sides of Riprap Treatment)

ROUTE NO.	SECTION	COUNTY		TOTAL	SHEET NO.	
F.A.P. RTE. 793	112BR-2	BOND		52	30	
FED. ROAD DIST	KOAD DIST. NO. 7 JLLINDIS		FED. AID PROJECT-			

SHEET NO. 2

15 SHEETS

Contract #76897

<u>GENERAL NOTES, DETAILS &</u> <u>TOTAL BILL OF MATERIALS</u> <u>IL ROUTE 143 OVER BEAVER CREEK</u> <u>F.A.P. ROUTE 793 - SECTION 112BR-2</u> <u>BOND COUNTY</u> <u>STA. 670+40</u> STRUCTURE NO. 003-0035