

GENERAL NOTES

- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts $\frac{7}{8}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.
- Calculated weight of Structural Steel =
 AASHTO M270 Grade 50 = 985,119 lbs
 AASHTO M270 Grade 36 = 83,866 lbs
- No field welding is permitted except as specified in the contract documents.
- All Structural Steel shall be galvanized according to the Special Provision "Hot Dip Galvanizing of Structural Steel." Cost included with Furnishing Structural Steel
- There are existing 138 kV and 345 kV lines within the project limits, the contractor needs to be aware that no outage or protection can be provided to these facilities. The plans include pay items for micropiles for this reason. Per ComEd and OSHA requirements, without the on-site presence of a representative of ComEd, all contract activities must stay 30 feet in any direction from the 345 kV lines and any ComEd conductors and 20 feet from the 138 kV lines. With on-site ComEd supervision, all contract activities must stay 20 feet in any direction from the 345 kV lines and any ComEd conductors and 13 feet from the 138 kV lines.
- The maximum height above the proposed top of bridge deck that equipment will be able to operate without de-energizing overhead ComEd transmission lines and without the onsite presence of a ComEd representative is estimated to be 15 feet.

Due to the overhead 345 kV and 138 kV electric lines, conventional methods using cranes to erect the steel superstructure may not be most effective or possible.

One feasible erection method would be girder launching. For each of the two construction stages, the steel framing system comprised of the 4 field sections of each beam line extending over Spans 1 and 2 could be ground assembled, spliced and interconnected behind the west abutment. The system would then be pushed or pulled uphill over the west abutment, Pier 1 and extend over Pier 2. For each beam line, the remaining 5th field section extending over the railroad would then be lifted one at a time using a crane positioned behind the east abutment and air-spliced to the previously launched portion.

If needed for erection of the steel superstructure, a force parallel to the the bridge beams of up to 130 kips may be applied to the top of the beam seats of either abutment during stage I and up to 300 kips during stage II.

Alternate erection methods may also be feasible. For the Contractor's proposed method, an erection plan, sealed by an Illinois Licensed Structural Engineer shall be prepared and submitted for review and approval. The cost for preparing this plan will not be paid for separately but will be considered to be included in the cost of the pay item "Furnishing and Erecting Structural Steel".

INDEX OF SHEETS

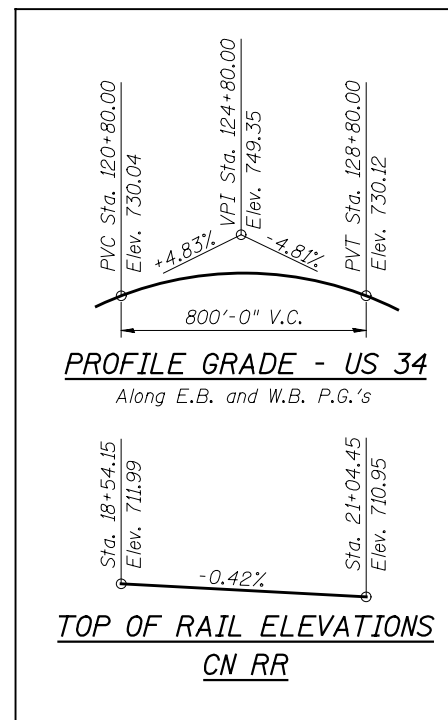
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* These sheets included for information only.

TOTAL BILL OF MATERIAL

Item	Unit	Total
Furnishing Structural Steel	L Sum	1
Furnishing Elastomeric Bearing Assembly, Type I	Each	32
Furnishing Elastomeric Bearing Assembly, Type II	Each	16

FOR INFORMATION ONLY



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USER NAME =	DESIGNED - BAR	REVISED
	CHECKED - AMK	REVISED
PLOT SCALE =	DRAWN - BAR	REVISED
PLOT DATE =	CHECKED - AMK	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, BILL OF MATERIALS, AND INDEX OF SHEETS
STRUCTURE NO. 022-0512

SHEET NO. S-2 OF S-18 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	652-A		20	4
CONTRACT NO. 60W84			ILLINOIS FED. AID PROJECT	