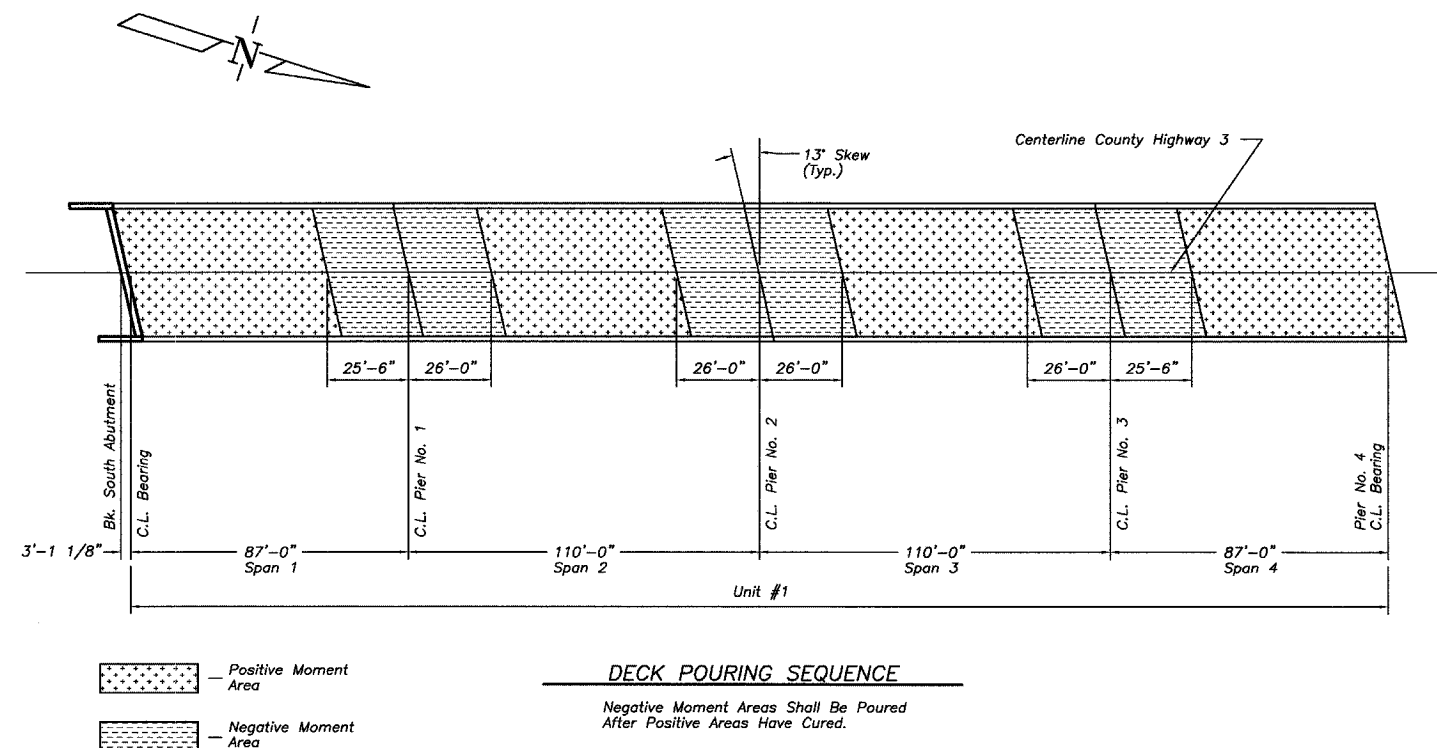


TOTAL BILL OF MATERIALS				
ITEM	UNIT	SUPER	SUB	TOTAL
STONE RIPRAP CLASS A5	SQ YD	--	944	944
STONE RIPRAP CLASS A6	SQ YD	--	1084	1084
FILTER FABRIC FOR USE WITH RIPRAP	SQ YD	--	2028	2028
REMOVAL OF EXISTING STRUCTURES	EACH	--	--	1
STRUCTURE EXCAVATION	CU YD	--	333.0	333.0
COFFERDAM EXCAVATION	CU YD	--	711.9	711.9
COFFERDAM (PIER 1)	EACH	--	1	1
COFFERDAM (PIER 2)	EACH	--	1	1
COFFERDAM (PIER 3)	EACH	--	1	1
NEOPRENE EXPANSION JOINT 2"	FOOT	44.3	--	44.3
NEOPRENE EXPANSION JOINT 2 1/2"	FOOT	43.1	--	43.1
NEOPRENE EXPANSION JOINT 4"	FOOT	43.1	--	43.1
CONCRETE STRUCTURES	CU YD	--	600.7	600.7
CONCRETE SUPERSTRUCTURE	CU YD	723.6	--	723.6
BRIDGE DECK GROOVING	SQ YD	2443	--	2443
SEAL COAT CONCRETE	CU YD	--	191.6	191.6
PROTECTIVE COAT	SQ YD	2911	--	2911
ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	33	--	33
ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	12	--	12
FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	--	1
STUD SHEAR CONNECTORS	EACH	7713	--	7713
REINFORCEMENT BARS, EPDXY COATED	POUND	178170	63,500	241,670
FURNISHING STEEL PILES HP 10X42	FOOT	--	1338.5	1338.5
FURNISHING STEEL PILES HP 12X53	FOOT	--	765	765
DRIVING STEEL PILES	FOOT	--	2103.5	2103.5
TEST PILE STEEL HP 10X42	EACH	--	5	5
TEST PILE STEEL HP 12X53	EACH	--	6	6
METAL SHOES	EACH	--	110	110
NAME PLATES	EACH	1	--	1
BRIDGE SEAT SEALER	SQ FT	--	714	714
BRIDGE JOINT SYSTEM (FIXED)	FOOT	88.4	--	88.4
BAR SPLICERS	EACH	85	--	85
POROUS GRANULAR EMBANKMENT	CU YD	--	153	153
DRAINAGE SCUPPERS, DS-33	EACH	7	--	7
TEMPORARY SHEET PILING	SQ FT	--	525	525
BRIDGE MOUNTED SIGN SUPPORT	EACH	3	--	3

- Fasteners shall be high strength bolts. Bolts 7/8" dia., open holes 15/16" dia., unless otherwise noted.
- Calculated weight of Structural Steel = 615950 lbs.
Unit #1 Girders 455620 lbs. AASHTO M270 Gr. 50
Unit #2 Beams 100270 lbs. AASHTO M270 GR. 50
Diaphragms 49290 lbs. AASHTO M270 Gr. 36
Fixed Bearings 1860 lbs. AASHTO M270 Gr. 50
Miscellaneous 8900 lbs. AASHTO M270 Gr. 36
- Field welding of construction accessories will not be permitted to the bottom flange of beams or girders nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.
- Anchor bolts shall be set before bolting diaphragms over supports.
- The structural steel bearing plates of the Elastomeric Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
- The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the wide flange beams and the tension flanges, webs and all splice plate material except fill plates of plate girders.
- Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
- Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 1/8" 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 1 Elastomeric Bearings, two 1/8" adjusting shims shall be provided for each bearing and placed as detailed.
- The indicated number of test piles shown on the abutment and pier plan sheets shall be driven in a permanent location as directed by the Engineer before ordering the remainder of piles for that abutment or pier.
- Bridge Seat Sealer shall be applied to the seat area of the north and south abutments and piers 4, 5 and 6.
- When the deck pour is stopped for the day at one or more of the transverse Bonded Construction Joints in the deck Pouring Sequence as shown, the next pour shall not be made until both of the following requirements are met:
 - At least 72 hours shall have elapsed from the end of the previous pour.
 - The concrete strength shall have attained a minimum modulus of rupture of 650 psi or a minimum compressive strength of 3500 psi.
- Variations from the deck pouring sequence shown must be submitted for approval 14 days prior to scheduling operation.
- Painting new steel as part of F & E structural steel:
The inorganic zinc rich primer/Acrylic/Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5b 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown, Munsell No. 2.5YR 3/4. See special provisions for "Cleaning and Painting New Metal Structures."
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- In-stream work shall be prohibited between March 1 and June 30.
- The Contractor shall maintain a clear channel width of approximately 90' at all times.
- Expansion joint plates and attached bars shall be shop primed with the inorganic zinc rich primer.



GENERAL NOTES AND
TOTAL BILL OF MATERIAL
FAS 259 C.H. 3
OVER FOX RIVER
LA SALLE COUNTY
STA. 20+15.00
STRUCTURE NO. 050-3562

DRAWN BY: ARR	CAD: BRGN	REVISIONS		SCALE: AS NOTED	SHEET 27
		DATE	BY		
CHECKED BY: JKC	DATE: 02/03	3/08/04	NET	FILE NO.: 11174.01Y-1	OF 79
		7/01/04	NET		