

FISCAL YEAR	COUNTY	COUNTY HIGHWAY	TOTAL SHEETS	SHEET NO.
2007	DUPAGE	•	241	139
CONTRACT NUMBER 83908				
SECTION 97-00084-00-BR				
• FAU 3549/ FAU 1432				

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment	Cu. Yd.	-	2	2
* Removal of Existing Structures No. 2	Each	1	-	1
* Removal of Existing Superstructures	L. Sum	1	-	1
Concrete Removal	Cu. Yd.	-	149.8	149.8
Protective Shield	Sq. Yd.	307	-	307
Earth Excavation	Cu. Yd.	-	36	36
Concrete Structures	Cu. Yd.	-	126.4	126.4
* Furnishing and Erecting Structural Steel Bridge No. 2	L. Sum	1	-	1
Treated Timber	F.B.M.	8,558	-	8,558
Stud Shear Connectors	Each	-	1,372	1,372
Reinforcement Bars, Epoxy Coated	Pound	-	15,310	15,310
* Bicycle Railing, Special	Foot	318	-	318
* Steel Sheet Piling	Sq. Ft.	-	1,441	1,441
Name Plates	Each	1	-	1
Concrete Sealer	Sq. Ft.	-	199.0	199.0
Epoxy Crack Sealing	Foot	-	117	117
* Chain Link Fence, 10' (Special)	Foot	318	-	318
Bicycle Railing	Foot	14.5	-	14.5
* Helical Ground Anchor	Each	-	5	5
* Pedestrian Truss Superstructure	Sq. Ft.	4,080	-	4,080
* Form Liner Mockup	Each	-	1	1
* Form Liner Limestone Surface	Sq. Ft.	-	856	856

* Indicates pay item governed by a special provision.

GENERAL NOTES

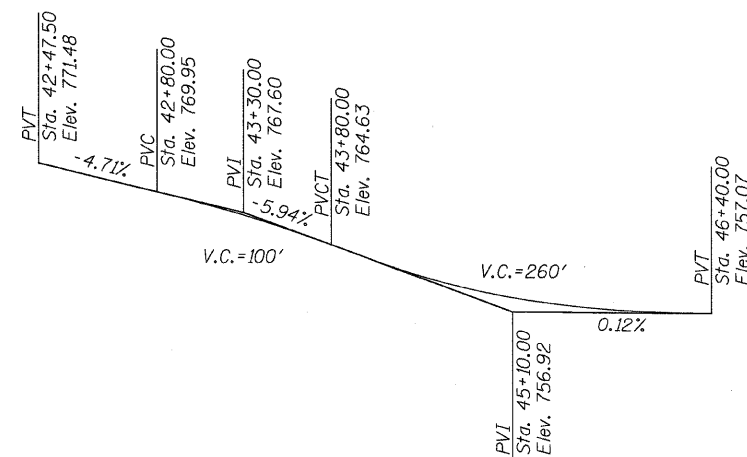
- Fasteners shall be high strength bolts (AASHTO M 164, Type 3 in unpainted areas and mechanically galvanized AASHTO M 164, Type 1 or 2 in painted areas). Bolts $\frac{7}{8}$ inch ϕ , open holes $\frac{5}{16}$ inch ϕ , unless otherwise noted.
- Calculated weight of Structural Steel = 28,859 lbs. AASHTO M270 GR50W. Weight does not include weight of prefabricated approach spans.
- All structural steel shall be AASHTO M 270 Grade 50W.
- Field welding of construction accessories will not be permitted to beams or girders.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions.
- Reinforcement bars designated (E) shall be epoxy coated.
- The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of the North Abutment.
- Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field 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 at the unit price for the work.
- 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 $\frac{1}{8}$ " adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims.
- Concrete Sealer shall be applied to the seat area of the three reconstructed piers and the new North Abutment.
- All Construction joints shall be bonded.

DECK AND CONCRETE NOTES

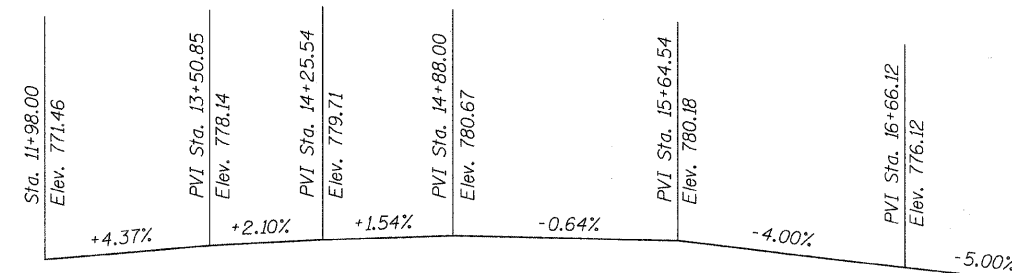
- Galvanized form deck shall be United Steel deck UF2X-22 GA. Form deck will be shop attached to floor beams by welding.
- Bar reinforcement shall be Grade 60 minimum and conform to the requirements of ASTM A 615.
- Concrete deck and reinforcing to be as shown on drawings. $f'c = 4,000$ psi minimum 28-day strength. Approach span bridge is designed for light weight (120 pcf) concrete loading with maximum aggregate size of $\frac{3}{4}$ ". Install bridge before pouring concrete. Concrete should conform to the requirement of ASTM C94.
- Air-entraining agent meeting the requirements of ASTM C 260, shall be used. Sufficient air-entraining agent shall be used to provide a total air content of 3 to 5 percent.
- Reinforcement steel shall be accurately formed to the dimensions and shapes shown, and the fabricating details shall be in accordance with ACI 315 and ACI 318.
- Concrete cover of $2\frac{1}{4}$ " above top lateral reinforcement and $2\frac{3}{4}$ " below bottom longitudinal reinforcement shall be maintained.
- All reinforcement, inserts, and similar items shall be set and secured in the forms.
- Placing of concrete shall conform to the applicable requirements of chapter 8 of ACI 301. No aluminum shall be used in conveying any concrete.
- Concrete shall not be placed in freezing or inclement conditions unless special provisions are made to protect the concrete. The finished concrete shall be protected from freezing weather for a minimum of 14 days.
- Concrete shall be wood float finished. Given a wood float finish using wood or metal floats or with a finishing machine. Using dry cement or sand on the concrete surface to absorb excess moisture will not be permitted. The final surface shall be given a light hairbroom finish with brooming perpendicular to drainage unless otherwise shown. The resulting surface shall be rough enough to provide a nonskid finish.
- Compression test specimens shall be taken during construction to insure compliance with concrete strength requirements. Each set of test specimens will be a minimum of 4 cylinders. Compression test specimens for concrete shall be made in accordance with section 9.2 of ASTM C 31. Specimens shall be 6-inch diameter by 12-inch high cylinders. Compression tests shall be performed in accordance with ASTM C 39. One test cylinder will be tested at 7 days and 2 at 28 days. The remaining cylinders will be held to verify test results.
- Contractor to exercise care to control traffic and storage of materials on formdeck before pouring slab. Spans must be planked or otherwise protected against damage from workers walking on material, construction traffic and concrete placing equipment.

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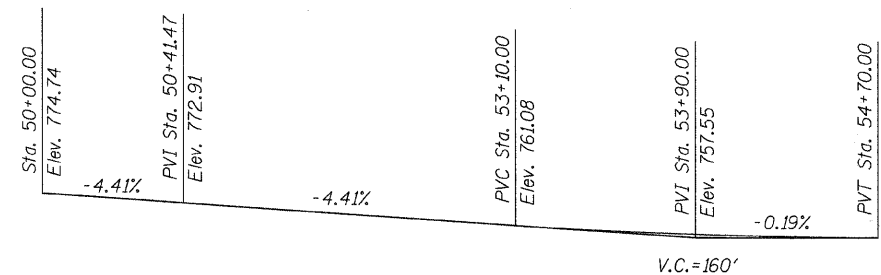
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PROFILE GRADE (WESLEY ST.)
Along ϕ Roadway



PROFILE GRADE - IPP



PROFILE GRADE - FRONT ST.

CITY OF WHEATON		
ILLINOIS PRAIRIE PATH BRIDGE OVER UNION PACIFIC RAILROAD, FRONT STREET AND WESLEY STREET		
GENERAL NOTES AND BILL OF MATERIAL		
DRAWN	JM/PES/TV	SHEET NO.
CHECKED	VEVS	IPP-2
APPROVED	BSK	
DATE	06/04/2008	
SCALE	NONE	

HDR
HDR Engineering, Inc.