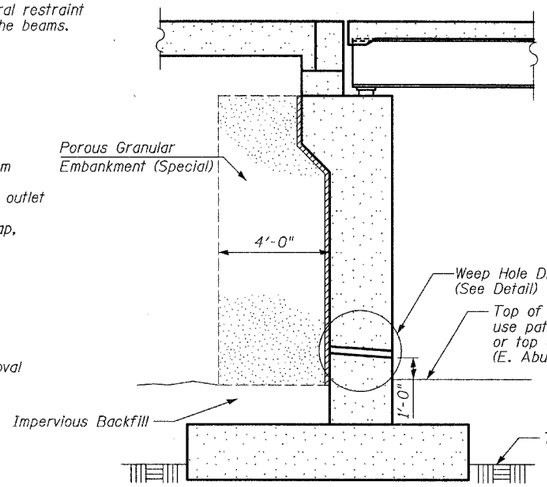
GENERAL NOTES

1. Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts (in painted areas and M164 Type 3 in unpainted areas). Bolts $^{7}/_{8}$ in. ϕ, holes $^{15}/_{16}$ in. ϕ, unless otherwise noted.
2. Calculated weight of Structural Steel:
   Grade 50 = 391,840 lbs.
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. Concrete Sealer shall be applied to the designated areas of the Abutment Stems.
6. All structural steel shall be AASHTO M 270 Grade 50W (except expansion joints which shall be AASHTO M 270 Grade 36.)
7. 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.
8. Bearing seat surfaces shall be constructed or adjusted to their designated elevation within a tolerance of $^{1}/_{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
9. Structural steel shall only be painted for a distance of 6 ft. each way from the deck joints. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".
10. All exposed structural steel of the bearings shall be cleaned and shop painted as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".
11. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions.
12. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
13. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
14. 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.
15. If the Contractor's procedure for existing beam removal involves placement of cranes or other heavy equipment on the 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 beams. To distribute the load to multiple beams, 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 dowel 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.
16. The method of dewatering shall be submitted to the DuPage County Division of Environmental Concerns for approval. The following items shall be general conditions as part of the Contractor's operation in the river:
    a) Work in and on the banks of the West Branch of the DuPage River shall be timed to take place during low or no-flow condition.
    b) Concentrated flow shall be isolated from the work area using non-erodable cofferdam (Jersey barriers, steel sheets, aqua barriers, etc.)
    c) If bypass is necessary, the inlet of the hose shall be placed in a sump pit and the outlet placed on a non-erodable, energy dissipating surface prior to joining the river.
    d) All discharges from dewatering activities must be filtered by means of a sediment trap, filter bag, polymer system, etc. The dewatering method shall take into account the amount of water being removed from the work area and its sediment load.
    e) The side slopes shall be reseeded and stabilized with an erosion control blanket as indicated on the roadway plans prior to accepting flows.
17. The river is used at times by canoeists. During removal operations, the Contractor shall prevent debris from falling into the river and shall not dump debris into the river.
18. The Contractor shall restrict access beneath the structure during beam or concrete removal operations, beam erection and deck formwork installation that occur above Span 2. The cost shall be included in the pay items associated with this work.

TYLIN INTERNATIONAL

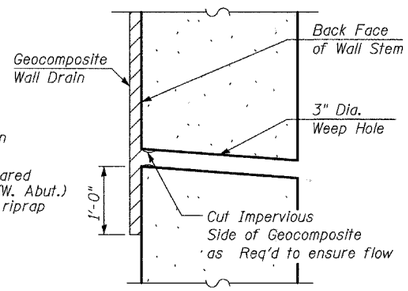
DESIGNED	- PL
CHECKED	- SP
DRAWN	- PL
CHECKED	- SP

INDEX OF SHEETS



TYPICAL SECTION THRU ABUTMENT
(West Abutment shown)

Note: Dimensions are at right angles



WEEP HOLE DRAIN DETAIL

F.A.I. ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2552	*	DUPAGE	563	316
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. - 2
50 - SHEETS

* 00-00114-00-PV CONTRACT NO. 63024

TOTAL BILL OF MATERIAL

Item	Unit	Super.	Sub.	Total
POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD		510	510
STONE RIPRAP, CLASS A4	SQ YD		452	452
REMOVAL OF EXISTING STRUCTURES	L SUM	0.5	0.5	1
STRUCTURE EXCAVATION	CU YD		2,752	2,752
ROCK EXCAVATION FOR STRUCTURES	CU YD		147	147
CONCRETE STRUCTURES	CU YD		970.2	970.2
CONCRETE SUPERSTRUCTURE	CU YD	710.1		710.1
BRIDGE DECK GROOVING	SQ YD	1,919		1,919
PROTECTIVE COAT	SQ YD	3,473		3,473
FORM LINER TEXTURED SURFACE	SQ YD		210	210
FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
STUD SHEAR CONNECTORS	EACH	14,646		14,646
REINFORCEMENT BARS	POUND		43,230	43,230
REINFORCEMENT BARS, EPOXY COATED	POUND	148,160	136,690	284,850
BAR SPLICERS	EACH		486	486
PARAPET RAILING, SPECIAL	FOOT	581.4		581.4
NAME PLATES	EACH	1		1
DRILLED SHAFT IN SOIL	CU YD		90.0	90.0
DRILLED SHAFT IN ROCK	CU YD		101.0	101.0
PREFORMED JOINT STRIP SEAL	FOOT	295		295
ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	43		43
ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	21		21
ANCHOR BOLTS, 1"	EACH	128		128
ANCHOR BOLTS, 1 1/4"	EACH	42		42
BRIDGE SEAT SEALER	SQ FT		590	590
CONCRETE SEALER	SQ FT		2,798	2,798
GEOCOMPOSITE WALL DRAIN	SQ YD		339	339
DRAINAGE SCUPPERS, DS-12	EACH	10		10
DRAINAGE SCUPPERS, DS-11	EACH	4		4
TEMPORARY SOIL RETENTION SYSTEM	SQ FT		1,667	1,667
UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH		1	1
UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 2	EACH		1	1
UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 3	EACH		1	1
UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 4	EACH		1	1
ANTI-GRAFFITI COATING	SQ FT		1,834	1,834
ASBESTOS BEARING PAD REMOVAL	EACH	138		138
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	566		566

W. BRANCH OF DuPAGE RIVER
BUILT BY
CITY OF NAPERVILLE
SEC. 00-00114-00-PV
F.A.P. 369 STA. 151+38.03

STR. NO. 022-3118 LOADING HS20

NAME PLATE
See Std. 515001

REVISIONS	
NAME	DATE

GEN NOTES, SHT INDEX, BILL OF MATERIAL

75th STREET OVER THE
WEST BRANCH OF THE DUPAGE RIVER
FAP 369
SECTION 00-00114-00-PV STA. 151+38.03
DUPAGE COUNTY
S.N. 022-3118