

**GENERAL NOTES**

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts.

Bolts 7/8" φ, holes 15/16" φ, unless otherwise noted.

Calculated weight of Structural Steel = 522,720 lbs. (Grade 70W)  
2,415,990 lbs. (Grade 50W)

No field welding is permitted except as specified in the contract documents. Reinforcement bars designated (E) shall be epoxy coated.

If the Contractor elects to use cantilever forming brackets on the exterior girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception of the exterior surface and the bottom of the bottom flange of fascia beams, masked off connection surfaces, field installed fasteners and damaged area shall be touched up in the field. 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 Gray, Munsell No. 5B 7/1.

The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

Stage Removal of the existing piers shall be executed with the use of defined saw cuts. The use of drilling or other means of pier splitting shall not be allowed. The Contractor's Structural Assessment Report for Means and Methods shall define the removal line appropriately and provide a method that employs the use of saw cutting.

Pre-Stage I Construction and Partial Depth Deck Slab Repair that may occur during Pre-Stage I or Stage I Construction shall be conducted during Non-Peak hours of traffic according to the "Keeping Roads Open" Special Provision.

The existing piers shall remain in place during Stage I Construction. The Contractor may substitute a temporary support system to facilitate construction. The use of a temporary system shall be executed according to the General Bridge Specifications Standard Assessment Report for Contractors means and methods.

The Contractor is advised that the existing structure contains a pier that is in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the existing structure when developing construction procedures for the complete or partial removal, or replacement of the structure. An Existing Structure Information Package is available upon request as noted in the Special Provisions.

The Contractor shall retain the services of an Engineering Firm, prequalified in the IDOT consultant selection category of Highway Bridges (Advanced Typical), for preparation of the Structural Assessment Report. Contractor's pre-approval shall not be applicable for the project. See Special Provisions.

Current Ratings on File for Existing Structure

Inventory: HS 24.4

Operating: HS 27.4

Live Load Restrictions: No

Inventory and Operating Ratings are provided for information only. Inventory and Operating Ratings are based on HS loading and configuration. The Ratings are not necessarily representative of capacities to support the Contractor's equipment.

Concrete Sealer shall be applied to the designated areas of the pier.

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**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Protective Coat	Sq. Yd.	8367	-	8367
Removal of Existing Structures	Each	2	-	2
Protective Shield	Sq. Yd.	2104	-	2104
Structure Excavation	Cu. Yd.	-	1801	1801
Floor Drains	Each	92	-	92
Concrete Structures	Cu. Yd.	-	1327.3	1327.3
Concrete Superstructures	Cu. Yd.	2165.1	-	2165.1
Bridge Deck Grooving	Sq. Yd.	7165	-	7165
Furnishing & Erecting Structural Steel	L Sum	1	-	1
Stud Shear Connectors	Each	20,908	-	20,908
Reinforcement Bars, Epoxy Coated	Pound	623,670	185,840	809,510
Bar Splicers	Each	5228	238	5466
Mechanical Splicers	Each	-	806	806
Slope Wall 4 inch	Sq. Yd.	-	3251	3251
Furnishing Steel Piles HP14x89	Foot	-	12,270	12,270
Driving Piles	Foot	-	12,270	12,270
Test Pile Steel HP14x89	Each	-	2	2
Name Plates	Each	2	-	2
Prefomed Joint Strip Seal	Foot	380	-	380
Anchor Bolts, 1"	Each	76	-	76
Anchor Bolts, 1/4"	Each	76	-	76
Concrete Sealer	Sq. Ft.	-	12,181	12,181
Geocomposite Wall Drain	Sq. Yd.	-	472	472
Granular Backfill for Structures	Cu. Yd.	-	1077	1077
Drainage System	L Sum	0.75	-	0.75
Temporary Sheet Piling	Sq. Ft.	-	3061	3061
Diamond Grinding (Bridge Section)	Sq. Yd.	7165	-	7165
Pipe Underdrains for Structures 4"	Foot	-	435	435
Temporary Soil Retention System	Sq. Ft.	-	1131	1131
High Load Multi-Rotation Bearings, Guided Expansion, 1150K	Each	19	-	19
Precast Bridge Approach Slab	Sq. Ft.	9680	-	9680
Concrete Wearing Surface, 5"	Sq. Yd.	1076	-	1076
* Polymer Concrete	Cu. Ft.	11	-	11
* Deck Slab Repair (Partial)	Sq. Yd.	10	-	10

\* See sheet 4 of 79 for Pre-Stage I Construction.