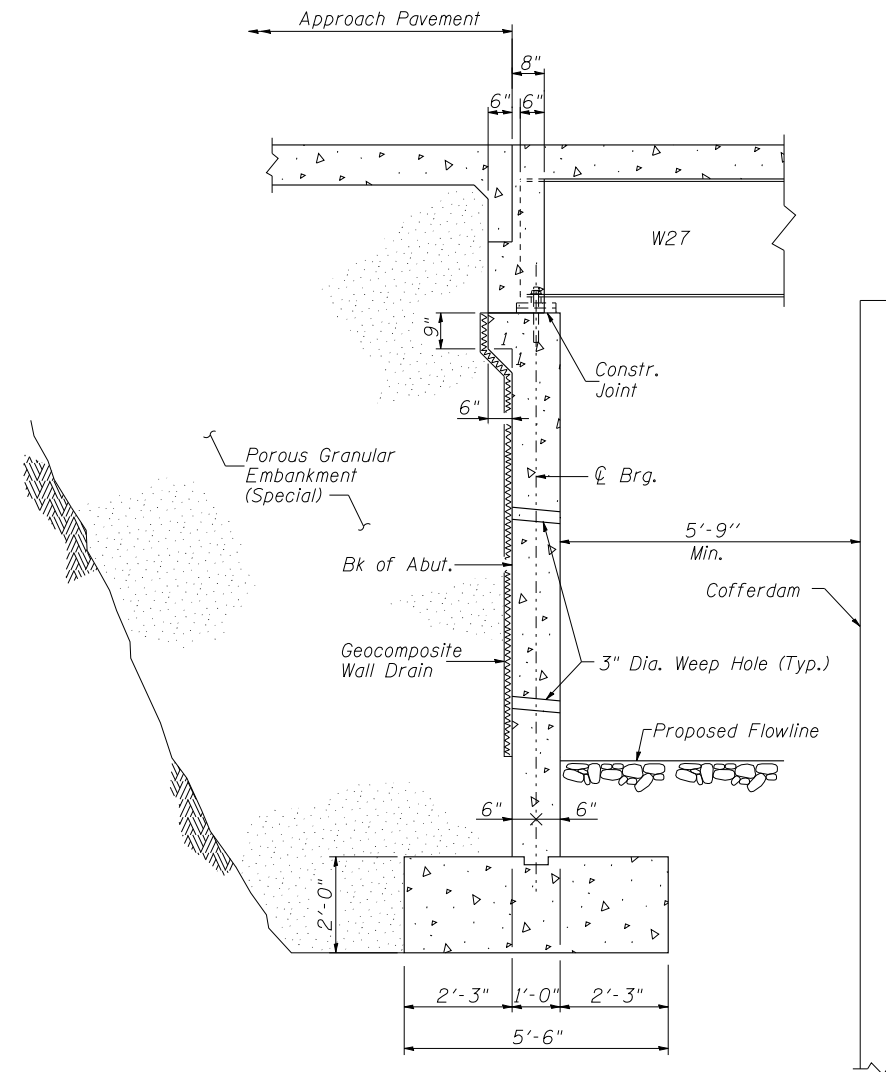


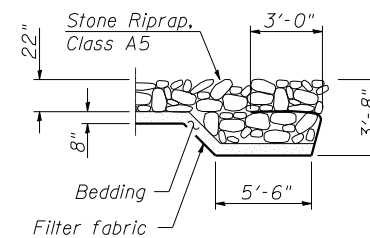
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts  $\frac{3}{4}$  in.  $\phi$ , holes  $\frac{15}{16}$  in.  $\phi$ , unless otherwise noted.
- Calculated weight of Structural Steel = 63,520 lb. (AASHTO M270 Grade 50W)
- All structural steel shall be AASHTO M 270 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 beams, 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.
- Plan dimensions and details relative to existing plans are subject to nominal construction 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 at the unit price bid for the work.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of  $\frac{1}{8}$  inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.
- Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- The embankment configuration shown shall be the minimum embankment that must be placed and compacted prior to construction of the abutments.
- The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.
- Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.
- Slipforming of parapets is not allowed.



SECTION THRU CLOSED ABUTMENT



SECTION A-A  
(See Sheet 1 for Plan location)

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		5352	5352
Stone Riprap, Class A5	Sq. Yd.		885	885
Filter Fabric	Sq. Yd.		885	885
Removal of Existing Superstructures	Each	2		2
Concrete Removal	Cu. Yd.		87.0	87.0
Structure Excavation	Cu. Yd.	213	2760	2973
Cofferdam Excavation	Cu. Yd.		2450	2450
Cofferdam (Type 2) (Location-1)	Each		1	1
Cofferdam (Type 2) (Location-2)	Each		1	1
Concrete Structures	Cu. Yd.	96.5	246.6	343.1
Concrete Superstructure	Cu. Yd.	564.6		564.6
Bridge Deck Grooving	Sq. Yd.	1284		1284
Protective Coat	Sq. Yd.	1462		1462
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	4560		4560
Reinforcement Bars, Epoxy Coated	Pound	143,690	39,220	182,910
Bar Splicers	Each	536	44	580
Temporary Sheet Piling	Sq. Ft.		2896	2896
Name Plates	Each	2		2
Anchor Bolts, 1"	Each	64		64
Geocomposite Wall Drain	Sq. Yd.		566	566

WATERWAY INFORMATION

		Exist. Low Grade Elev. 409.31 @ Sta. 231+50.00		Prop. Low Grade Elev. 409.64 @ Sta. 231+50.00					
Drainage Area = 2.87 sq. mi.									
Flood	Freq. Yr.	Q (C.F.S.)	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
Design	10	980	192.3	213.6	404.4	0.6	0.3	405.0	404.7
Base	50	1470	206.9	228.2	404.9	1.7	1.3	406.6	406.2
Base	100	1680	212.8	234.1	405.1	2.9	1.7	408.0	406.8
Overtopping	-	-	-	-	-	-	-	-	-
Max. Calc.	500	2170	221.5	242.9	405.4	3.4	3.5	408.8	408.9

Exist. 10-Year Velocity Through Bridge=5.0 fps Prop. 10-Year Velocity Through Bridge=4.6 fps

GENERAL DATA  
F.A.I. RTE. 57 OVER  
LAKE CREEK BRANCH  
STATION 228+25.00  
STRUCTURE NO. 100-0010 (N.B.)  
STRUCTURE NO. 100-0011 (S.B.)

**CMT**  
CRAWFORD MURPHY & TILLY, INC.  
CONSULTING ENGINEERS  
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO  
ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL

DESIGNED BY: KEH  
CHECKED BY: WLB

DRAWN BY: GLD  
DATE: 4/12/10

SHEET NO. 2	F.A.S. RTE. I-57	SECTION (X1-4-1) BR -1	COUNTY WILLIAMSON	TOTAL SHEETS 202	SHEET NO. 85
29 SHEETS	CONTRACT NO. 78334		FED. ROAD DIST. NO. 9 ILLINOIS FED. AID PROJECT		