GENERAL NOTES

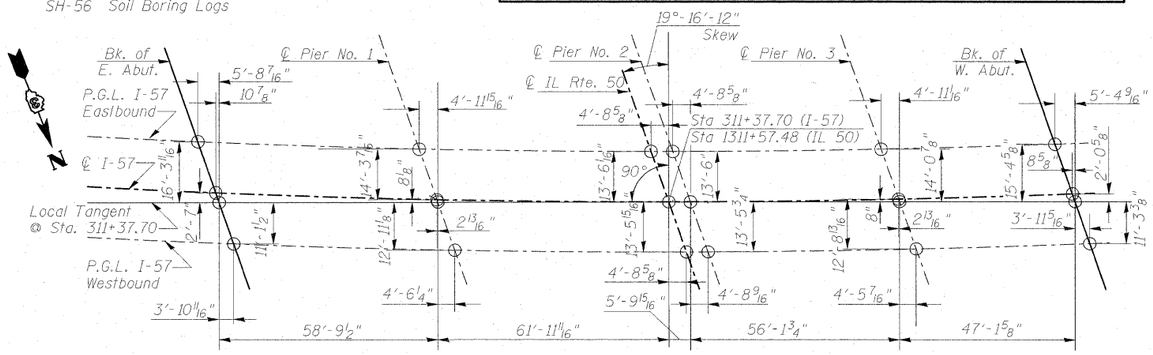
1. Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $^{7}/_{8}$ in. dia., holes $^{15}/_{16}$ in. dia., unless otherwise noted.
2. Calculated weight of Structural Steel:
   AASHTO M270 Grade 50 = 524,980 lbs
   AASHTO M270 Grade 36 = 66,650 lbs
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. If the Contractor elects to use cantilever forming brackets on the exterior beams or 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.
7. 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.
8. Concrete Sealer shall be applied to the designated areas of the piers.
9. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
10. **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 surfaces and the bottom of the bottom flange of fascia beams, masked off connection surfaces, field installed fasteners and damaged areas shall be touched up and finish coated 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 the bottom of the bottom flange of fascia beams shall be Blue, Munsell No. 10B 3/6. See Special Provision for "Cleaning and Painting New Metal Structures."**
11. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
12. The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
13. If the contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
14. The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.
15. Slipforming of the parapets is not allowed.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

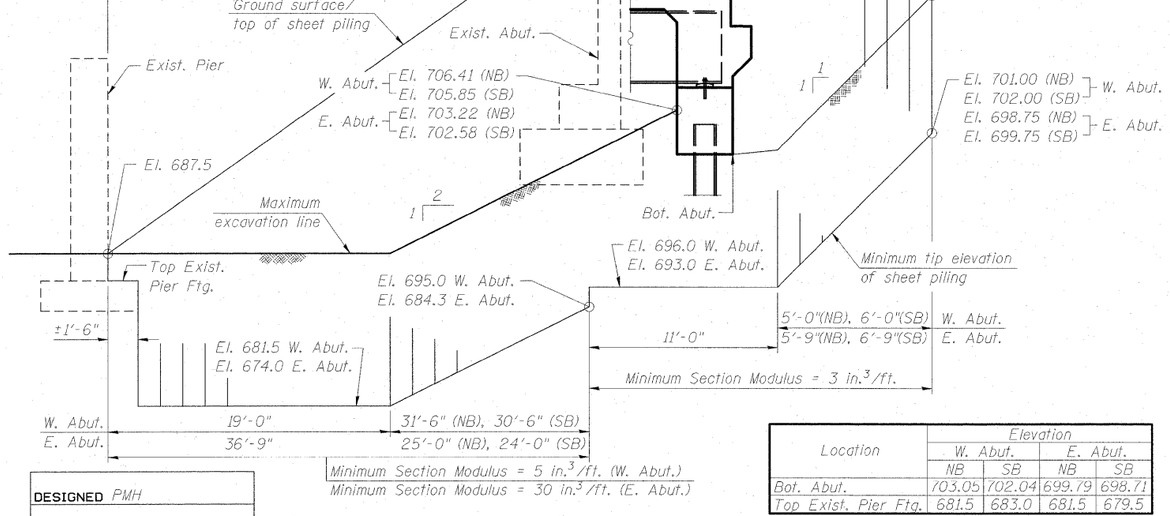
INDEX OF SHEETS

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures No. 3	Each			1
Removal of Existing Structures No. 4	Each			1
Protective Shield	Sq Yd	2,174		2,174
Structure Excavation	Cu Yd		706	706
Concrete Structures	Cu Yd		1,071.0	1,071.0
Concrete Superstructure	Cu Yd	1,325.0		1,325.0
Bridge Deck Grooving	Sq Yd	3,131		3,131
Concrete Encasement	Cu Yd		16.0	16.0
Protective Coat	Sq Yd	3,644		3,644
Furnishing and Erecting Structural Steel	L Sum	0.53		0.53
Stud Shear Connectors	Each	18,198		18,198
Reinforcement Bars, Epoxy Coated	Pound	324,890	186,420	511,310
Bar Splicers	Each	1,960	528	2,488
Slope Wall 4 Inch	Sq Yd		1,174	1,174
Furnishing Steel Piles HP10x57	Ft		1,914	1,914
Driving Piles	Ft		1,914	1,914
Test Pile Steel HP10x57	Each		2	2
Pile Shoes	Each		46	46
Name Plates	Each	2		2
Elastomeric Bearing Assembly, Type I	Each		36	36
Anchor Bolts, 3/4"	Each		36	36
Anchor Bolts, 1"	Each		144	144
Concrete Sealer	Sq Ft		9,149	9,149
Geocomposite Wall Drain	Sq Yd		203	203
Braced Excavation	Cu Yd		2,990	2,990
Porous Granular Embankment, Special	Cu Yd		336	336
Temporary Sheet Piling	Sq Ft		5,012	5,012
Pipe Underdrains for Structures 4"	Ft		302	302

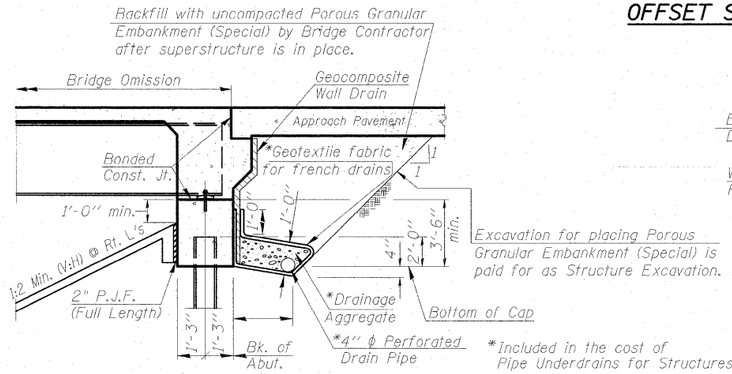


OFFSET SKETCH



Location	Elevation			
	W. Abut.		E. Abut.	
	NB	SB	NB	SB
Bot. Abut.	703.05	702.04	699.79	698.71
Top Exist. Pier Ftg.	681.5	683.0	681.5	679.5

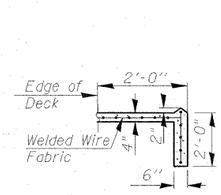
TEMPORARY SHEET PILING FRONT ELEVATION



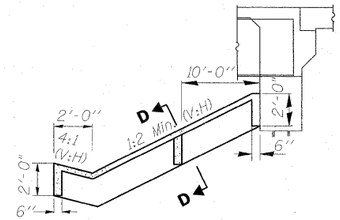
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101)

SECTION THRU INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. L's)



SECTION D-D



Slopewall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

TYPICAL SECTION THRU SLOPE WALL

GENERAL NOTES & TOTAL BILL OF MATERIAL STRUCTURE NO. 046-0144 (S.B.) & STRUCTURE NO. 046-0145 (N.B.)

DESIGNED	PMH
CHECKED	BB
DRAWN	PMH
CHECKED	BB

McDonough Associates Inc.
Engineers / Architects
130 East Randolph Street
Chicago, Illinois 60601
(312) 946-8600

SHEET NO.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SH-2 SHEETS SH-56	57	(46-2) HBR	KANKAKEE	558	273
			CONTRACT NO. 66409		
	FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		