I GENERAL NOTES

1. All work shall be done in accordance to the Illinois Department of Transportation (IDOT) Standard Specification For Road and Bridge Construction, Adopted January 1, 2007, and latest Supplemental Specifications and recurring Special Provisions, unless noted otherwise. Construction Plans and Subsequent Details are all to be considered as part of the Contract. Incidental Items or Accessories necessary to complete this work may not be specifically noted but are considered a part of this Contract.

2. No Construction Plans shall be used for Construction unless specifically Marked For Construction. Prior to commencement of construction, the Contractor shall verify all dimensions and conditions affecting the work with the actual conditions. If there are discrepancies between the job site and what is shown on the construction plans, The contractor must immediately report to Engineer before doing any work, otherwise the Contractor shall assume full responsibility. In the event of disagreement between the plans and existing conditions and or details, the Contractor shall secure written instruction from the Engineer prior to proceeding with any part of the work affected by omissions or discrepancies. In failing to secure such instruction, the Contractor will be considered to have proceeded at his own risk and expense. In the event of any doubt or questions arising with respect to the true meaning of the Construction Plans or Specifications, the decision of the Engineer shall be final and conclusive.

3. Contractor shall verify all topographic information and grade elevations adjacent to bridge prior to proceeding, inform Engineer of any variation.

4. All compacted fill and backfill material shall be a clean granular material placed in lifts of twelve (12) inches or less in loose thickness and compacted to a minimum of 95 percent of the material's maximum standard proctor dry density (ASTM D-698).

II CAST-IN-PLACE CONCRETE

1. All cast-in-place concrete work and reinforcing steel work shall be in accordance with Sections 503 and 508 respectively of the IDOT Standard SpecificationsFor Road And Bridge Construction, adopted January 1, 2007, and Supplemental Specifications and Recurring Special Provisions and as noted below.

2. Cover from the face of concrete to face of reinforcement bars shall be 3" for surfaces cast against earth and 2" for all other surfaces unless otherwise shown.

3. All reinforcement bars shall be epoxy coated.

4. Reinforcement Bars shall conform to the requirements of AASTHO M-31, or M-322 Grade 60. Field bending or cutting shall not be permitted.

5 Reinforcing bar bending dimensions are out to out.

~~6. Reinforcing bar bending details shall be in accordance with the "Manual of Standard Practice for Detailing Reinforced Concrete Structures". ACI 315, latest edition. Shop bending and placement drawings shall be submitted to the Engineer for review and approval prior to fabrication.~~ 1

7. All C.I.P. concrete shall be class SI concrete and shall have a minimum compressive strength of 3,500 psi @ 28 days.

8. All exposed concrete edges shall be beveled $^3{}_4$".

9. All Walking Surfaces Shall Receive a "Broom" Finish.

III PREFABRICATED PEDESTRIAN BRIDGE

The Prefabricated Pedestrian Bridge shall be designed, fabricated, delivered and erected according to the Special Provisions of "Pedestrian Truss Superstructure" and design plans.

1. Style: Pratt Truss or Approved Equal.

2. Span: 90'-0" & 132'-5" ℄ to ℄ of bearing of the bridge structures.

3. Loading: Per AASHTO Guide Specification for Design of Pedestrian Bridges.
   Dead Load : Actual weight of the structure
   Live Load : 85 PSF or H6 (12,000 Lb) vertical load. Vertical impact is not required.
   Wind Load : 35 PSF on the full vertical projected area of the bridge, as if enclosed.

4. Finishes: All steel shall be unpainted weathering steel conforming to the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel."

5. Quality: The bridge manufacturer shall maintain proper records assuring that all steel, bolts, and materials used are in accordance with material specified. The bridge shall be identified and marked with a permanent nameplate showing the manufacturers name, location, date of manufacture, and load carrying capacity. Structural material shall be traceable to each bridge. All welders shall be qualified in accordance with AWS D1.1-2002 structural welding code. All workmanship shall be in compliance with AASHTO and AISC standard practice. Full penetration weld details used in shop splices shall be submitted to the Engineer to determine testing required (If any).

6. Delivery: Bridges shall be delivered by truck to a location nearest the site accessible by roads.

7. Field welding of construction accessories will not be permitted to beams or girders.

IV CONSTRUCTION

1. Do not scale dimensions for construction. Scale, if shown, applies only to full size drawings.

2. No construction joints, except those shown on the plans, will be allowed unless directed by the Engineer.

3. Any information concerning type or location of underground and other utilities is not guaranteed to be accurate or all inclusive. The Contractor is responsible for making his own determinations as to the type and location of the utilities as may be necessary to avoid damage thereto. Contractor shall call J.U.L.I.E. and the City of Naperville. prior to excavation.

4. Shop working or layout drawings pertaining to the construction of the work, as may be required, shall be submitted to the Engineer for approval prior to the start of construction.

5. Upon completion, the contractor shall collect and remove all construction debris and excess material from the site. Damaged trees, shrubs, and other landscape features resulting from construction activities shall be replaced or repaired.

6. All bearing surfaces must be true and level.

7. Contractor must coordinate with Bridge Manufacturer to ensure proper placement of cast-in-place anchors. If the contractor elects to use post-installed anchors in lieu of cast-in-place anchors, he must coordinate the plate dimensions, bolt spacing and bolt quantity with the Bridge Manufacturer prior to construction.

8. The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of the abutments.

9. Bridge Seat Sealer shall be applied to the seat area of both abutments.

V FOUNDATION NOTES

1. The minimum allowable bearing capacity on weathered/fractured rock or boulder zone materials shall be 8000 PSF based on the soil report prepared by Testing Service Corporation, File No. L-67,825 dated Aug. 6, 2007 and File No. L-67, 825A dated Sept. 25, 2007. Any loose pieces of soil or rock must be removed.

2. The contractor is responsible for design, installation and removal of all excavation support systems.

3. The excavation and work area shall be properly drained at all times during construction. all wet, loose, frozen or other unsuitable material shall be removed prior to placement of concrete or compacted backfill.

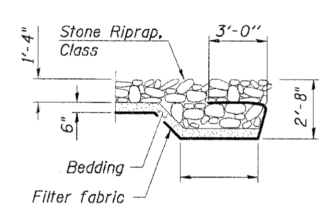
4. All bearing surfaces must be true and level.

5. It shall be the responsibility of the Contractor to divert the stream flow during construction in order to keep the construction areas free of water. The method of water diversion shall be subject to the approval of the City and County. The cost shall be included with "Underwater Structure Excavation Protection" at the location shown in the plans.

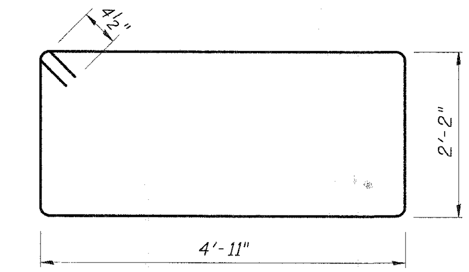
6. The Contractor shall submit a plan to the City and County for approval if dewatering is required. Any dewatering shall not be paid for separately, but shall be included in "Underwater Structure Excavation Protection" at the location shown in the plans.

LAP SPLICE SCHEDULE

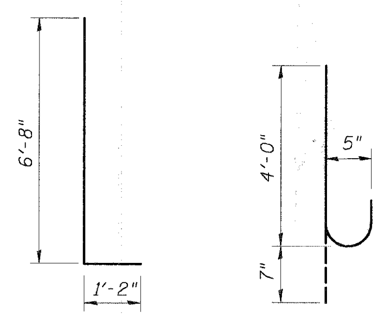
BAR SIZE	CLASS "B" SPLICE
#4	1'-10"
#5	2'-3"
#6	2'-9"
#7	3'-8"



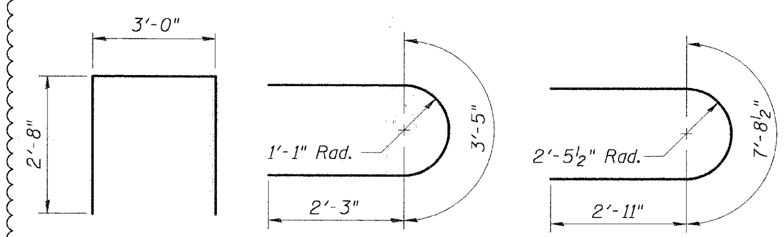
FLANK STONE RIPRAP DETAIL



BAR s(E)



BAR n(E) BAR n_1(E)



BAR u(E) BAR u_1(E) BAR u_2(E)

BILL OF MATERIAL NORTH ABUTMENT

Bar	No.	Size	Length	Shape
a(E)	20	#4	12'-8"	
b(E)	14	#4	19'-8"	
h(E)	32	#4	14'-8"	
h_1(E)	48	#4	12'-8"	
n(E)	68	#7	7'-10"	
t(E)	36	#6	16'-8"	
u(E)	42	#4	8'-4"	
v(E)	16	#4	12'-3"	
v_1(E)	16	#6	10'-4"	
v_2(E)	32	#4	4'-4"	
v_3(E)	28	#6	13'-0"	
v_4(E)	14	#4	14'-8"	
w(E)	36	#6	17'-0"	
Concrete Structures		Cu. Yd.	65.1	
Reinforcement Bars, Epoxy Coated		Pound	5,370	

* Includes Approach Slab and Wingwalls

BILL OF MATERIAL SOUTH ABUTMENT

Bar	No.	Size	Length	Shape
a(E)	20	#4	12'-8"	
b(E)	14	#4	19'-8"	
h(E)	26	#4	14'-8"	
h_2(E)	40	#4	17'-8"	
n(E)	88	#7	7'-10"	
t(E)	46	#6	16'-8"	
u(E)	42	#4	8'-4"	
v_2(E)	32	#4	4'-4"	
v_5(E)	16	#4	9'-3"	
v_6(E)	16	#6	7'-4"	
v_7(E)	38	#6	10'-0"	
v_8(E)	20	#4	11'-7"	
w_1(E)	36	#6	22'-0"	
Concrete Structures		Cu. Yd.	65.9	
Reinforcement Bars, Epoxy Coated		Pound	6,160	

* Includes Approach Slab and Wingwalls

BILL OF MATERIAL PIER

Bar	No.	Size	Length	Shape
h_3(E)	26	#5	13'-0"	
n_1(E)	30	#5	4'-7"	
p(E)	14	#5	13'-0"	
s(E)	14	#4	14'-11"	
t_1(E)	18	#5	4'-2"	
u_1(E)	26	#5	7'-11"	
u_2(E)	6	#4	13'-7"	
v_9(E)	30	#5	14'-5"	
w_2(E)	5	#5	17'-2"	
Concrete Structures		Cu. Yd.	35.0	
Reinforcement Bars, Epoxy Coated		Pound	1,710	

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
----	99-00109-01-BT	DU PAGE	74	26
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

CONTRACT No. 83728

REVISIONS	
NAME	DATE
1. PER IDOT COMMENTS	5/22/09

ILLINOIS DEPARTMENT OF TRANSPORTATION

BRIDGE 2

STA. 90 + 40.00

GENERAL NOTES

SCALE: NOT TO SCALE

DATE 5/22/2009

DRAWN BY PDR

CHECKED BY PLB

PLAN: NOTE BOOK, NO., SURVEYED, PLOTTED, ALIGNMENT CHECKED, R.T. OF WAY CHECKED, CADD FILE NAME, BY, DATE

PROFILE: NOTE BOOK, NO., SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NOTATNS CHK'D, BY, DATE

5/22/2009

N:\Naperville\07014\Struct\070014-S6.PLN