

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts - 7/8"φ, holes - 15/16"φ, unless otherwise noted.

Calculated weight of Structural Steel = 153,700 lbs (50W)

All structural steel shall be AASHTO M 270 Grade 50W except expansion joints which shall be AASHTO M 270 Grade 36. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".

No field welding is permitted except as specified in the contract documents.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

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.

Concrete Sealer shall be applied to the designated areas of the exposed surfaces of backwalls, bridge seats, and front faces of pile caps under abutment deck joints.

Concrete Superstructure (or Concrete Wearing Surface) shall have a seven day minimum cure.

Slipforming of parapets is not allowed.

All structural steel and exposed surfaces of bearings within a distance of 9 ft. each way from the deck joints shall be painted as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".

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

Backfill shall be placed behind the abutment after the superstructure has been poured and falsework removed. See Article 502.10 of the Standard Specifications.

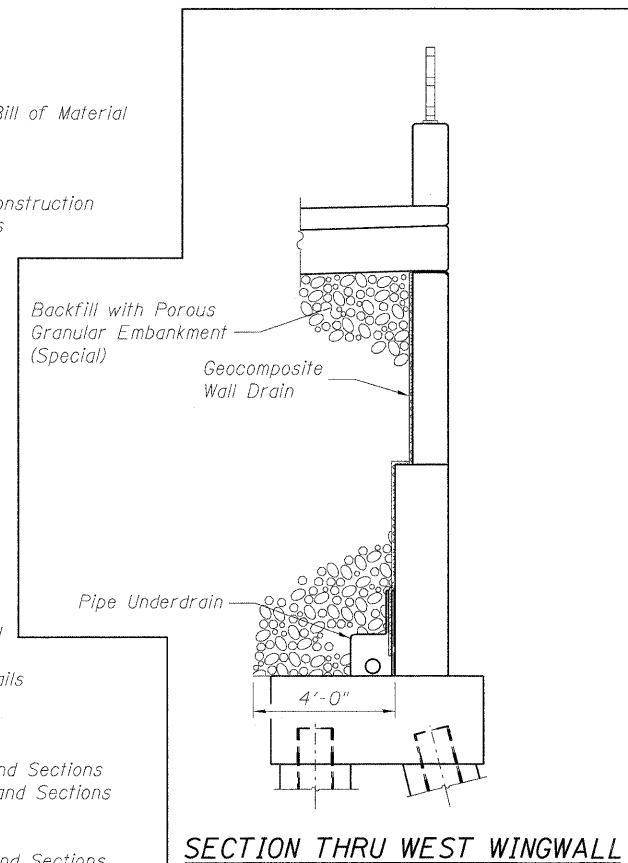
Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.

There will be no in-stream work April 20th through June 15th of any year for the Des Plaines Tributary No. 1 and Bull Creek.

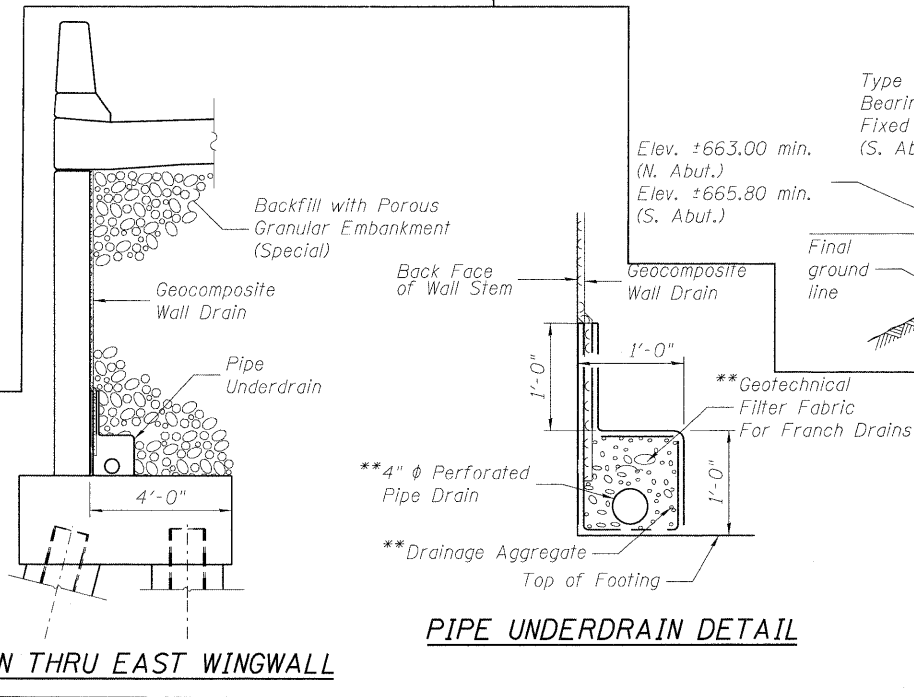
The existing load post on the bridge will remain during construction.

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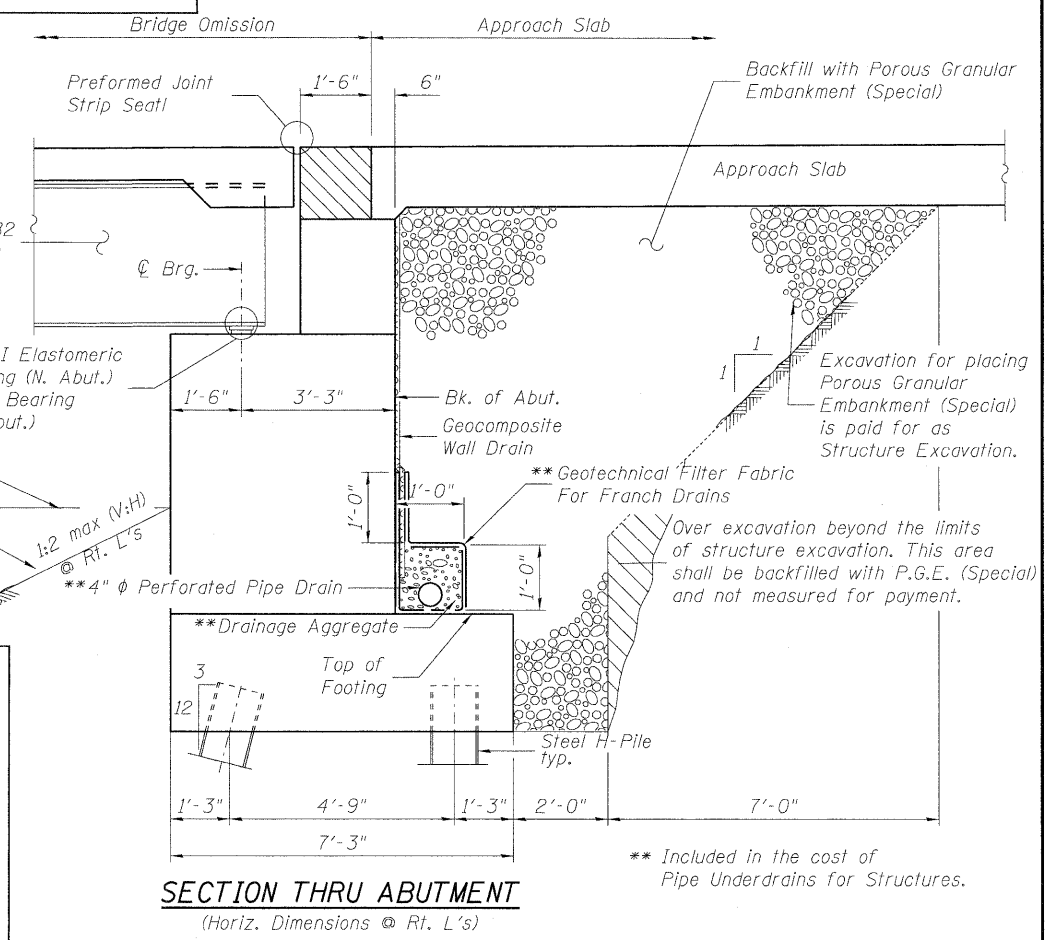
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FOR INFORMATION ONLY



SECTION THRU EAST WINGWALL



*** - THIS WORK IS NOT IN THE FABRICATION CONTRACT AND SHEET IS NOT INCLUDED IN THESE PLANS.

THESE PLANS ARE FOR THE FABRICATION OF THE STRUCTURAL STEEL AND BEARINGS. ALL WORK SHOWN THAT IS NOT RELATED TO THE FABRICATION IS FOR INFORMATION ONLY. IT IS NOT INCLUDED IN THIS CONTRACT AND IS IDENTIFIED AS "NOT INCLUDED IN THIS CONTRACT" OR "FOR INFORMATION ONLY."

