

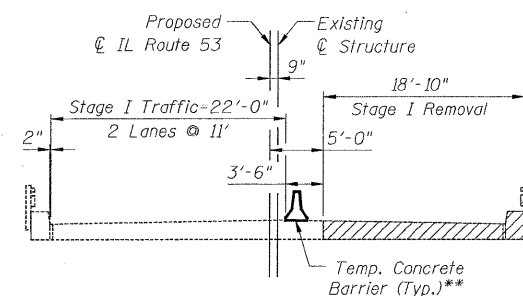
GENERAL NOTES

- Fasteners shall be AASHTO M 164, Type 1, mechanically galvanized bolts in painted areas and AASHTO M 164, Type 3 in unpainted areas. Bolts 3/4", open holes 5/8", unless otherwise noted.
- Calculated weight of Structural Steel: M 270 Grade 50W = 85,500 lbs.
- All structural steel shall be AASHTO M 270 Grade 50W
- No field welding is permitted except as specified in the contract documents.
- Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions
- Reinforcement bars designated (E) shall be epoxy coated.
- Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- The contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.
- All construction joints shall be bonded.
- Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Those areas shall be primed in the shop with Department approved zinc rich primer. No field painting shall be required. All structural steel shall be cleaned as specified in the special provision for "Surface Preparation and Painting Requirements for Weathering Steel".
- Excavation behind the existing abutment walls shall be performed to balance the 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.
- 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 the additional bracket locations.
- Slipforming of the concrete barriers will not be allowed
- The contractor is advised that the existing slab bridge 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.
- If the contractor's procedure for existing slab removal or placement of new beams involves placement of cranes or other heavy equipment on the bridge, a detailed procedure shall be submitted to the Engineer for approval. The procedures shall include calculations prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the new beams or existing slab. To distribute load and protect the existing surface in all cases a double layer mat of heavy timbers shall be used at all times under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the crane mat to ensure uniform contact with the underlying beams. Cost included with Removal of Existing Structures.
- The Contractor shall submit Structural Assessment Report(s) as required for Contractor's means and methods of construction. See Special Provisions.
- Current Ratings on File for Existing Structure:
Inventory: 11.5
Operating: 19.1
Live Load Restrictions: No
Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS loading and configuration. Live Load Restrictions are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.

BRIDGE BILL OF MATERIAL

| ITEM | UNIT | SUPER. | SUB. | TOTAL |
|------------------------------------------|---------|--------|-------|--------|
| * Porous Granular Embankment, Special | Cu. Yd. | | 237 | 237 |
| Stone Riprap, Class A4 | Sq. Yd. | | 784 | 784 |
| Filter Fabric | Sq. Yd. | | 839 | 839 |
| Removal of Existing Structures | Each | | 1 | 1 |
| Structure Excavation | Cu. Yd. | | 193 | 193 |
| Floor Drains | Each | 4 | | 4 |
| Concrete Structures | Cu. Yd. | | 68.1 | 68.1 |
| Concrete Superstructure | Cu. Yd. | 209.9 | | 209.9 |
| Bridge Deck Grooving | Sq. Yd. | 429 | | 429 |
| Protective Coat | Sq. Yd. | 592 | | 592 |
| Furnishing and Erecting Structural Steel | L. Sum | 1 | | 1 |
| Stud Shear Connectors | Each | 3,201 | | 3,201 |
| Reinforcement Bars, Epoxy Coated | Lb. | 40,550 | 7,400 | 47,950 |
| Bar Splicers | Each | 379 | 16 | 395 |
| Aluminum Railing, Type L | Foot | 99 | | 99 |
| Furnishing Steel Piles HP12x53 | Ft. | | 1,768 | 1,768 |
| Driving Piles | Ft. | | 1,768 | 1,768 |
| Test Pile Steel HP12x53 | Each | | 1 | 1 |
| Pile Shoes | Each | | 28 | 28 |
| Name Plates | Each | 1 | | 1 |
| Geocomposite Wall Drain | Sq. Yd. | | 140 | 140 |
| * Pipe Underdrains for Structures, 4" | Foot | | 236 | 236 |
| Anchor Bolts, 1" | Each | | 44 | 44 |

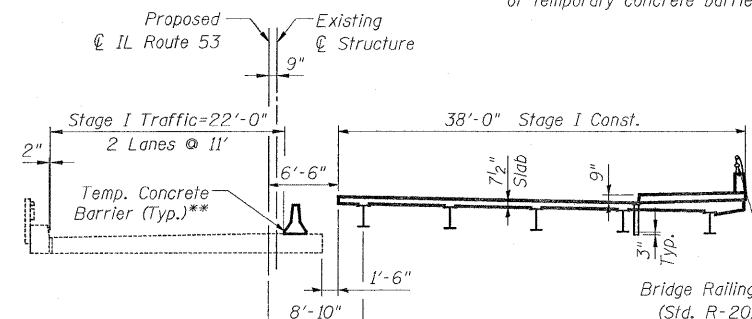
* See Special Provisions



STAGE I REMOVAL

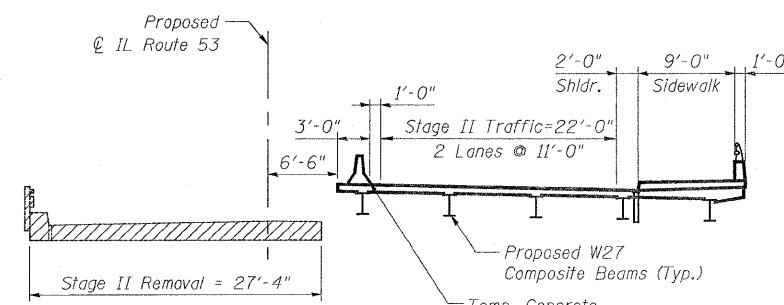
(Looking North)

** See Roadway plans for the quantity of temporary concrete barrier.



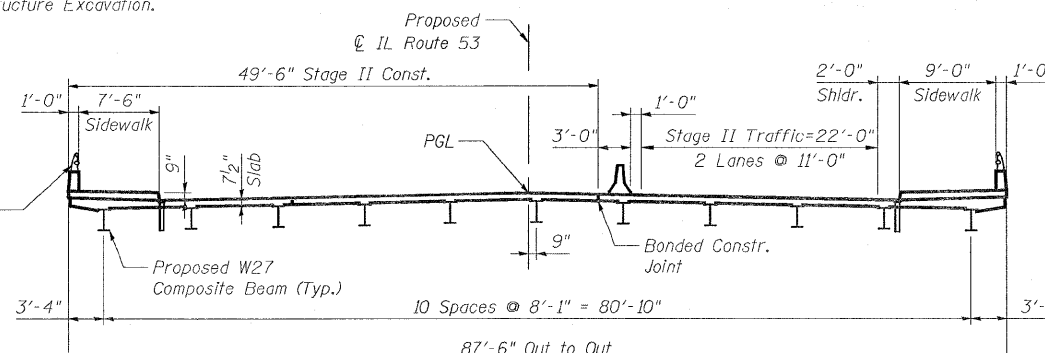
STAGE I CONSTRUCTION

(Looking North)



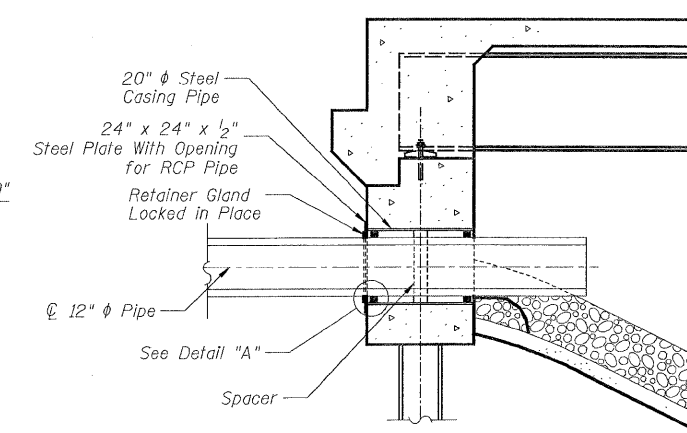
STAGE II REMOVAL

(Looking North)



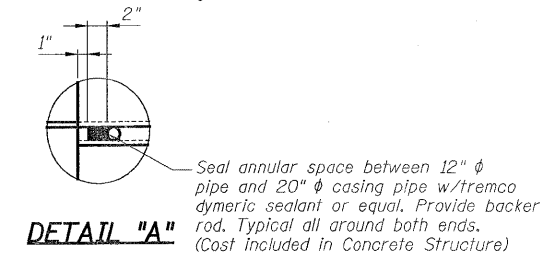
STAGE II CONSTRUCTION

(Looking North)

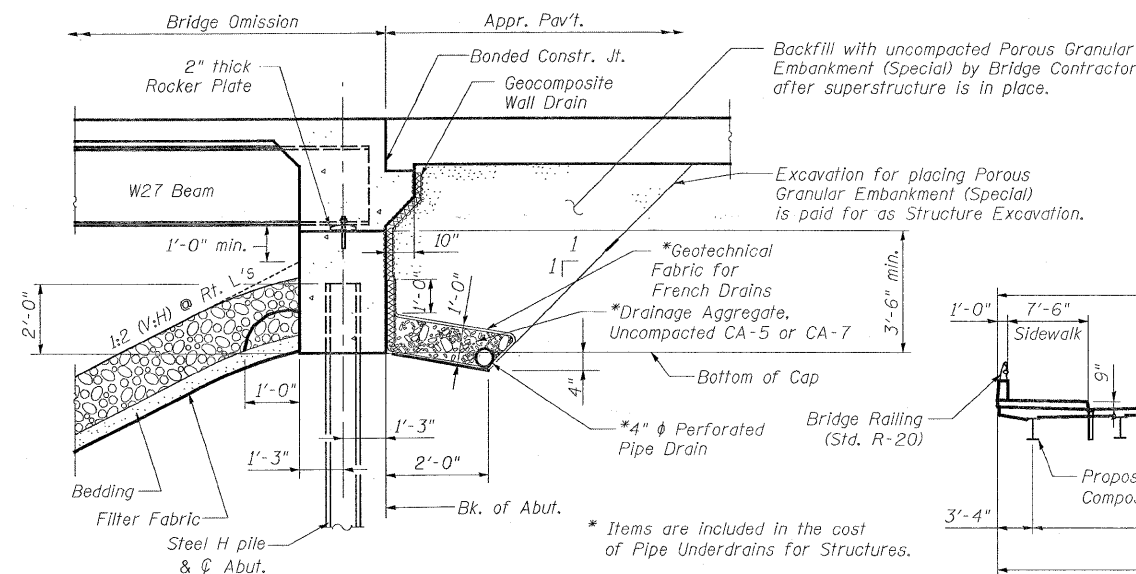


SECTION THRU S. ABUTMENT

Showing 12" RCP Isolation Detail



DETAIL "A"



SECTION THRU INTEGRAL ABUTMENT

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

Note:
All drainage system components shall extend 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).



Rev. 10-14-09

| REVISIONS | |
|-------------|---------|
| NAME | DATE |
| R. DiGiulio | 10/8/09 |
| | |
| | |
| | |

ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL NOTES, TOTAL BILL OF MATERIALS & STAGING DETAILS
 ILLINOIS ROUTE 53 OVER
 SPRING BROOK CREEK
 FAU 2578 SECTION 532B-1
 STRUCTURE NO. 022-0189
 DUPAGE COUNTY STATION 166+46.79
 SCALE: NONE DRAWN BY: E. MROCEK
 DATE: 6/12/09 CHECKED BY: G. HATLESTAD