

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 2
F. A. I. 80/94	.	COOK	870	612	56 SHEETS
FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT-	
(0203.1 & 0312-708WR-3		CONTRACT NO. 62108			

GENERAL NOTES

THE FABRICATION OF THE STRUCTURAL STEEL, BEARINGS AND MODULAR EXPANSION JOINTS FOR THIS BRIDGE WAS INCLUDED IN CONTRACT NO. 62898. ALL WORK SHOWN THAT IS RELATED TO THE FABRICATION IS FOR INFORMATION ONLY AND IS NOT INCLUDED IN THIS CONTRACT.

- All dimensions are in millimeters (mm) except as noted.
- Fasteners shall be high strength bolts. Bolts M 22, open holes 24 mm ϕ , unless otherwise noted.
- Calculated mass of structural steel for the fabrication contract =605,650 kg for M 270M Grade 345 and 2,440 kg for M 270M Grade 250 and is provided for information only.
- The same organic zinc rich primer / epoxy / urethane Paint System used for the fabrication contract shall be used for painting of structural steel left partially or fully unpainted in the fabrication contract due to construction requirements. This includes, but is not necessarily limited to, masked off connection surfaces and field installed fastener. Any structural steel that was painted under the fabrication contract whose paint system may have been damaged during the fabrication contract shall be spot cleaned and touched up 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 bottom flange of the fascia beams shall be Reddish Brown, Munsell No. 2.5YR 3/4. See special Provision for "Cleaning and Painting New Metal Structures." The cost is included for payment under Erecting Structural Steel.
- Field welding of construction accessories will not be permitted to the beams or girders.
- The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the tension flanges and webs, the cross frames and connection plates (except fill plates), and all splice plate material except fill plates.
- Reinforcement bars shall conform to the requirements of AASHTO M 31M or M 322M Grade 400.
- The embankment configuration shown at the west abutment shall be the minimum embankment that must be constructed prior to construction of the abutments.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 3 mm. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 3 mm adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims.
- The existing structural steel coating for the bearing may contain lead based paint. The Contractor should take appropriate precautions to deal with the presence of lead on this project. No additional compensation will be made to properly dispose of items containing lead.
- Bridge Seat Sealer shall be applied to the seat area of the Abutments.
- All construction joint shall be bonded.
- When the deck pour is stopped for the day at one or more of the transverse Bonded Construction Joints in the deck Pouring Sequence as shown, the next pour shall not be made until both of the following requirements are met:
 - At least 72 hours shall have elapsed from the end of the previous pour.
 - The concrete strength shall have attained a minimum flexural strength of 4.5 MPa or a minimum compressive strength of 24 MPa.
- Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
- The back face of the closed East Abutments and wingwalls shall be waterproofed according to Article 503.18 of the Standard Specifications.
- The location of permanent and temporary casings shown on the plans were based on soil information provided by the borings performed and do not reflect any variations that may occur between the borings or elsewhere on the site, variations whose nature and extent may not become evident until a later stage of construction. The actual transition between soil types in the field may be gradual in horizontal and vertical directions. Should conditions encountered during excavation and construction operations differ from those encountered in the borings, IDOT should be notified so that recommendations can be reviewed and revised if necessary.
- Permanent casings will be required at locations where the thickness of soft cohesive and loose granular layers is large, while temporary casing will be required at the locations where these potentially "caving in" materials have a limited extent. The locations based on the borings have been noted on the plans. However, the contractor should be prepared to use temporary casing even at the locations where no soft or loose soils were encountered in the borings.
- The Contractor shall take into account the presence of riprap at the locations of the existing abutments and piers when determining his bid price for Drilled Shaft in Soil. No additional compensation will be paid for installing the drilled shafts at these locations.
- The stability of the partially erected structural steel is the Contractor's responsibility during all phases of construction. The Contractor shall submit for review and approval by the Engineer an erection plan with calculations for the erection of the structural steel. The plan must address as a minimum subassembly of the girders, erecting of the girders, placement of diaphragms, bolting of diaphragms, and removal of temporary supports. See Special Provisions for "Erecting Structural Steel". The cost of this work is included in the pay item "Erecting Structural Steel".
- Anchor bolts shall be set before bolting diaphragms over supports.

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TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, (Special)	Cu M	-	791	791
Structure Excavation	Cu M	1	483	483
Temporary Sheet Piling	Sq M	-	544	544
Temporary Soil Retention System	Sq M	-	79	79
Concrete Structures	Cu M	-	565.7	565.7
Concrete Superstructure	Cu M	788.2	-	788.2
Bridge Deck Grooving	Sq M	2,976	-	2,976
Protective Coat	Sq M	3,490	-	3,490
Furnishing and Erecting Structural Steel	Kg	810	-	810
Erecting Structural Steel	L Sum	0.34	-	0.34
Erecting Floating Bearings, Guided Expansion 750 kN	Each	12	-	12
Erecting Floating Bearings, Guided Expansion 1250 kN	Each	2	-	2
Erecting Floating Bearings, Guided Expansion 1500 kN	Each	12	-	12
Erecting Floating Bearings, Guided Expansion 8000 kN	Each	1	-	1
Erecting Floating Bearings, Fixed 1500 kN	Each	12	-	12
Stud Shear Connectors	Each	12,479	-	12,479
Reinforcement Bars, Epoxy Coated	Kg	136,530	20,080	156,610
Reinforcement Bars	Kg	-	73,065	73,065
Stone Riprap, Class A4	Sq M	-	1,580	1,580
Filter Fabric	Sq M	-	1,858	1,858
Erecting Modular Expansion Joint	Meter	14.7	-	14.7
Drilled Shaft in Soil 610mm	Meter	-	25.0	25.0
Drilled Shaft in Soil 915mm	Meter	-	49.0	49.0
Drilled Shaft in Soil 1220mm	Meter	-	298.1	298.1
Drilled Shaft in Soil 1676mm	Meter	-	130.1	130.1
Drilled Shaft in Soil 1981mm	Meter	-	12.9	12.9
Permanent Casing	Meter	-	286.4	286.4
Removal of Existing Structure No. 3	Each	-	-	1
Name Plates	Each	-	-	1
Drainage Scuppers, DS-11	Each	5	-	5
Neoprene Expansion Joint, 100 mm	Meter	15.2	-	15.2
Bridge Seat Sealer	Sq M	-	23.2	23.2
Bar Splicers	Each	-	98	98

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DESIGNED	JJK
CHECKED	PCA
DRAWN	LK
CHECKED	PCA

ILLINOIS DEPARTMENT OF TRANSPORTATION
I-94 EAST BOUND / IL 394 SOUTH BOUND
GENERAL NOTES, INDEX & QUANTITIES
EB I-94 OVER THORN CREEK
F.A.I. 94 SECTION (0203.1 & 0312-708W) R-3
COOK COUNTY
STA. 20+509.000 STRUCTURE NO. 016-2807
DATE JUL 18, 2005
SCALE ---

HNTB