

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		144	144
Stone Riprap, Class A4	Sq. Yd.		1,347	1,347
Filter Fabric	Sq. Yd.		1,347	1,347
Removal of Existing Superstructures	Each	1		1
Concrete Removal	Cu. Yd.		11.4	11.4
Structure Excavation	Cu. Yd.		144	144
Concrete Structures	Cu. Yd.		46.2	46.2
Concrete Superstructure	Cu. Yd.	359.0		359.0
Bridge Deck Grooving	Sq. Yd.		906	906
Protective Coat	Sq. Yd.	1,144		1,144
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	4,284		4,284
Reinforcement Bars, Epoxy Coated	Pound	92,230	2,440	94,670
Bar Splicers	Each	898	17	915
Name Plates	Each	1		1
Elastomeric Bearing Assembly, Type I	Each	12		12
Anchor Bolts, 1"	Each	36		36
Anchor Bolts, 1/2"	Each	24		24
Geocomposite Wall Drain	Sq. Yd.		84	84
Pipe Underdrains for Structures 4"	Foot		140	140
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.		49	49
Temporary Soil Retention System	Sq. Ft.		98	98
Asbestos Bearing Pad Removal	Each	128		128

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 in. ϕ , holes 1 1/8 in. ϕ , unless otherwise noted.
- Calculated weight of Structural Steel = 105,440 lbs Grade 50W.
- All structural steel shall be AASHTO M 270 Grade 50W.
- 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.
- 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.
- 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.
- Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 in. Those areas shall be primed in the shop with a 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".
- All exposed structural steel of the bearings shall be cleaned and shop painted as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".
- Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.
- Slipforming of parapets is not allowed.
- The SSPC QP-1 Painting Contractor Certification will be required for the contract.
- The pay item Removal of Existing Superstructures shall include the removal of the Temporary Support Connections at the Abutments & Piers, the Temporary Supports under each Superstructure Span and the Approach Pavement at each end of the bridge (beneath the proposed Bridge Approach Slab). All structural steel from the existing temporary supports shall become the property of IDOT and delivered to the Pontiac Maintenance Yard.
- The Contractor is advised that the existing PPC Deck beams are in a deteriorated condition with reduced load-carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure.

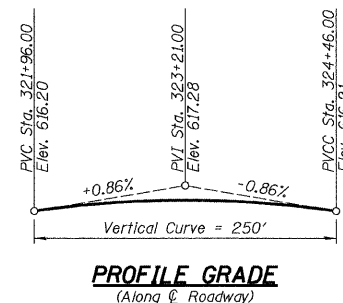
WATERWAY INFORMATION

Flood		Opening		Nat. Head - Ft.		Headwater EL.	
Freq. Yr.	C.F.S.	Exist.	Prop.	H.W.E., Exist.	Prop.	Exist.	Prop.
10	1760	906	906	609.2	0.1	609.3	609.3
Design	50	2540	1011	1011	609.9	0.1	610.0
Base	100	2850	1041	1041	610.1	0.1	610.2
Overtopping	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Max. Calc.	500	3570	1107	1107	610.5	0.1	610.6

10 Yr. Velocity = 1.94 ft./sec. (Proposed)
10 Yr. Velocity = 1.94 ft./sec. (Existing)

STATION 323+21.04
REBUILT 20__ BY
STATE OF ILLINOIS
F.A.P. ROUTE 41 - SECTION 15BR-2
LOADING HL-93
STRUCTURE NO. 053-0150

NAME PLATE
See Std. 515001



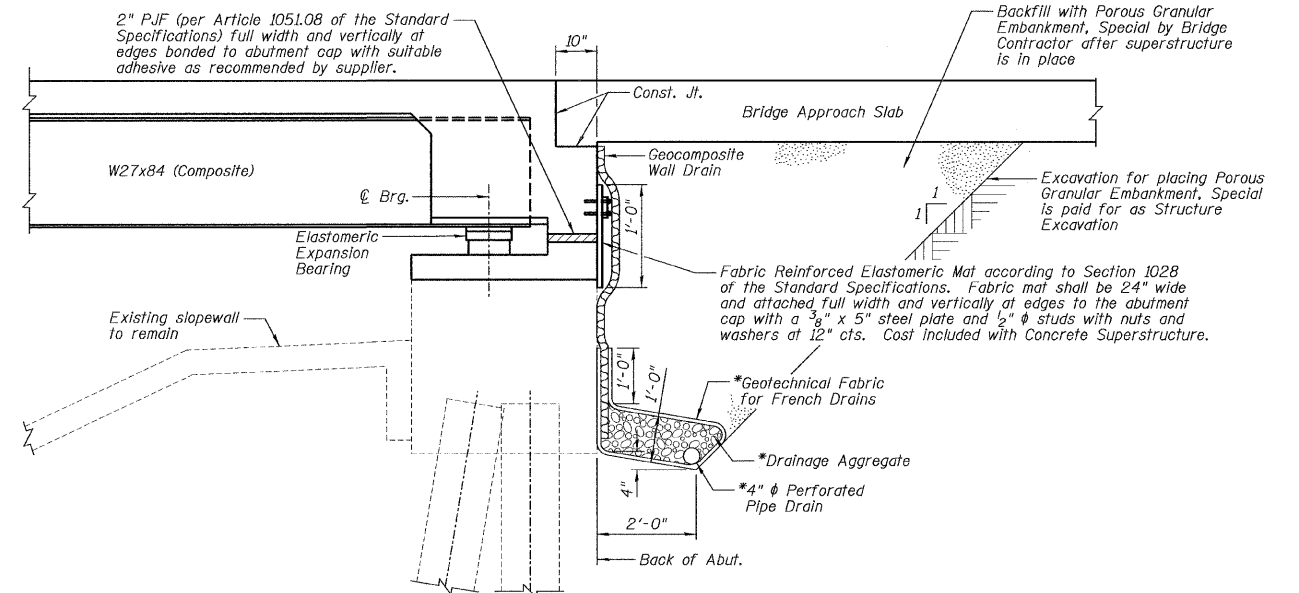
DESIGNED	SDH
CHECKED	JML
DRAWN	JWK/DJM
CHECKED	MSW

DATE 10/07/09

FARNSWORTH GROUP, INC.

CONSULTING ENGINEERS - 2709 MCGRAW DRIVE BLOOMINGTON, ILLINOIS 61704 (309) 663-8435 / (309) 663-1571 FAX

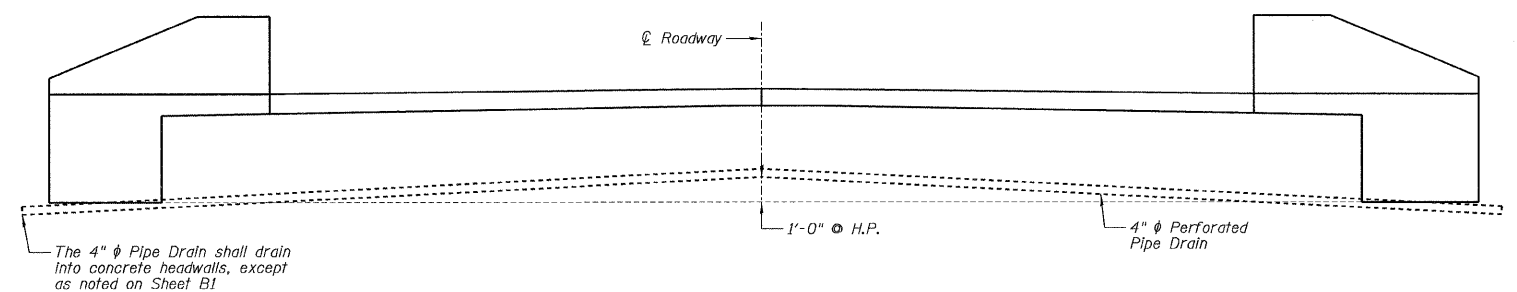
24-8168



SECTION THRU WEST ABUTMENT
(Similar for East Abutment)

NOTES:

- Horizontal dimensions ϕ Rt. L's to Abutment.
- Included in the cost of Pipe Underdrains for Structures.
- 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)



ABUTMENT ELEVATION, TYPICAL DRAIN DETAIL

GENERAL DATA
STRUCTURE NO. 053-0150

SHEET NO. B2 34 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	41	15BR-2	LIVINGSTON	64	18
FED. ROAD DIST. NO.			ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 66691					