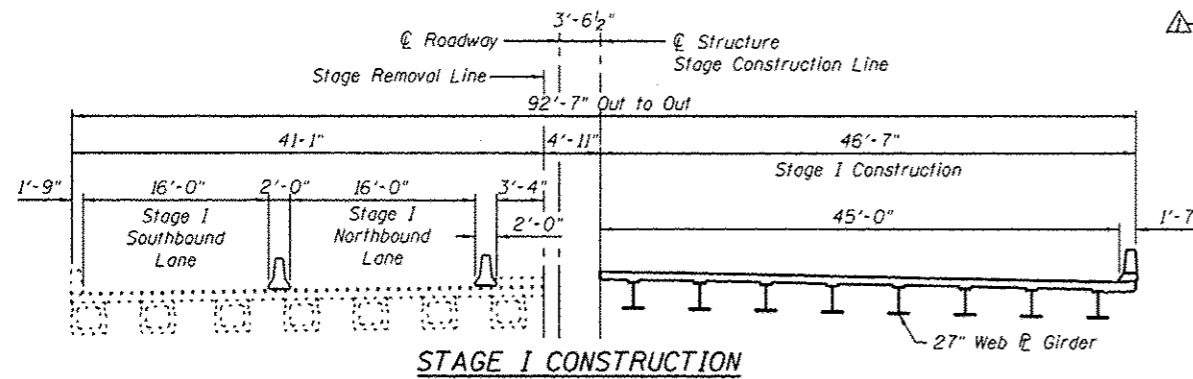
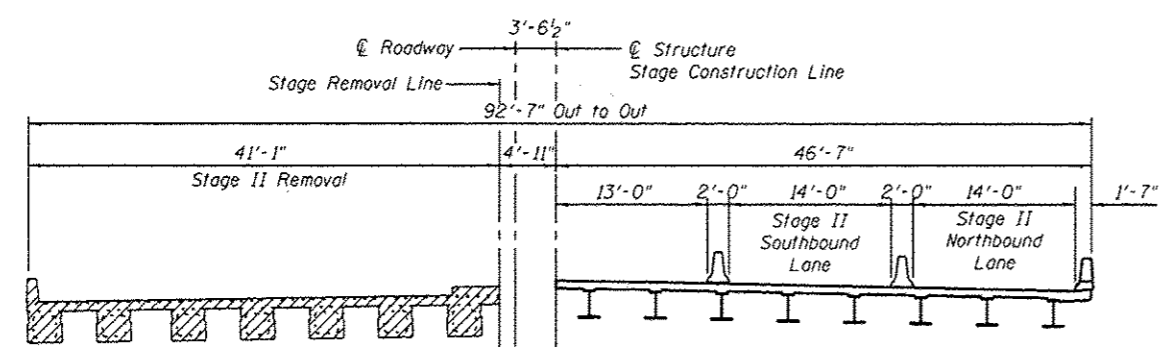


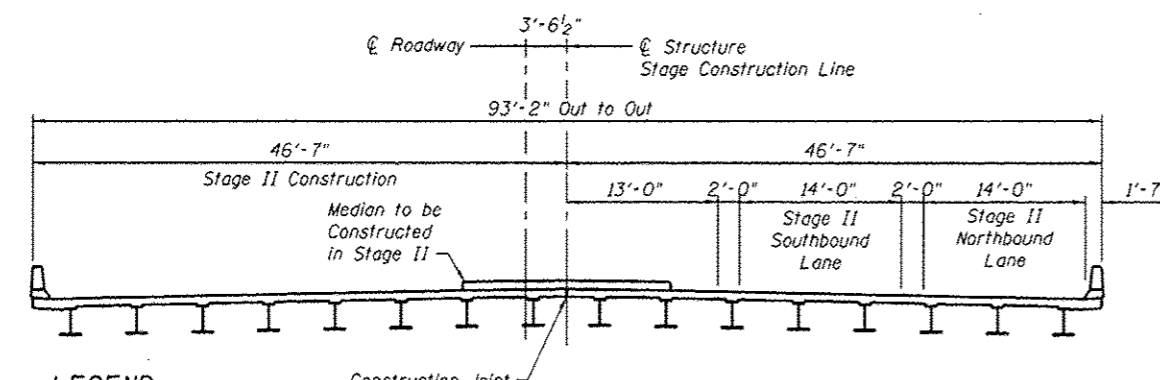
STAGE I REMOVAL



STAGE I CONSTRUCTION



STAGE II REMOVAL



STAGE II CONSTRUCTION

LEGEND
 Removal of Existing Structures
 Proposed Concrete

Note:
 All cross sections are looking North.
 See recurring special provision check sheet #6 for Asbestos Bearing Pad Removal.
 See Roadway Plans for quantity of temporary barrier.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment	Cu Yd		448	448
Removal of Existing Structures	Each		1	1
Concrete Removal	Cu Yd		82	82
Structure Excavation	Cu Yd		1,313	1,313
Removal and Disposal of Unsuitable Material for Structures	Cu Yd		448	448
Concrete Structures	Cu Yd		778	778
Concrete Superstructure	Cu Yd	643		643
Bridge Deck Grooving	Sq Yd	1,307		1,307
Protective Coat	Sq Yd	1,431		1,431
Furnishing and Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	6,480		6,480
Reinforcement Bars, Epoxy Coated	Pound	139,850	131,370	271,220
Bar Splicers	Each	371	570	941
Furnishing Steel Piles HP 12x53	Foot		4,701	4,701
Driving Piles	Foot		4,701	4,701
Test Pile Steel HP 12x53	Each		2	2
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	378		378
Elastomeric Bearing Assembly, Type I	Each	16		16
Anchor Bolts, 1"	Each	64		64
Concrete Sealer	Sq Ft		3,921	3,921
Epoxy Crack Injection	Foot		100	100
Geocomposite Wall Drain	Sq Yd		409	409
Porous Granular Embankment, Special	Cu Yd		545	545
Permanent Steel Sheet Piling	Sq Ft		12,893	12,893
Asbestos Bearing Pad Removal	Each		80	80
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq Ft		50	50
Mechanically Stabilized Earth Retaining Wall	Sq Ft		2,472	2,472
Pipe Underdrains For Structures 4"	Foot		304	304
Temporary Soil Retention System	Sq Ft		2,795	2,795

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts in painted areas and ASTM A325 Type 3 in unpainted areas. Bolts 3/4-in. ϕ , holes 15/16-in. ϕ , unless otherwise noted.
 Calculated weight of Structural Steel = 251,647 Pounds.
 All structural steel shall be AASHTO M 270 Grade 50W (except expansion joints which shall be AASHTO M 270 Grade 50).
 No field welding is permitted except as specified in the contract documents.
 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.
 Concrete Sealer shall be applied to the designated areas of the abutment. This area includes the exposed face of the backwall, bridge seats and the front face of the abutment. On the South Abutment, Concrete Sealer shall only be applied to new concrete.
 All structural steel and exposed surfaces of bearings within a distance of 8-ft. each way from the deck joints shall be painted as specified in Section 506 of the Standard Specifications.
 The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.
 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.
 Slip forming of the parapet is not allowed.
 The abutments are to be repaired as necessary using Epoxy Crack Injection and Structural Repair of Concrete (Depth Equal to or Less than 5 Inches). At the time observations were performed no deficiencies were identified. Actual areas to be repaired shall be determined by the Engineer in the field at the time of construction. Quantities have been added to the plans and are for bidding purposes only.
 If the Contractor's procedure for existing beam removal and placement of new beams involves placement of cranes or other heavy equipment on existing or new beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the existing or new beams. To distribute load to multiple beams and protect the concrete, 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. Prior to placement of the timber mats on new beams, the following shall be done: placement and tightening of transverse tie assemblies, grouting and curing the dowel rods 24 hours minimum and grouting and curing the shear keys.
 Commonwealth Edison has stated that outages on the overhead transmission lines will not be permitted between the months of May 15 and September 1. All outage times are to be coordinated through Commonwealth Edison by the Contractor directly with primary and secondary dates proposed. Outages and their duration are not guaranteed.

FILE NAME: S:\10-16-2008-63916345\B25\MicroStation\Structural Plans\0908015-64C17-2R2-00.dgn

 1170 SOUTH HOUBOLT ROAD JOLIET, ILLINOIS 60431 (815) 744-4200 IDPRR NO. 184-001273	USER NAME: brianf PLOT SCALE: * PLOT DATE: 4/9/2013	DESIGNED - RRD CHECKED - AJS DRAWN - BJF CHECKED - RRD	REVISED RRD 4/5/2013 REVISED REVISED REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL DETAILS STRUCTURE NO. 098-0015 SHEET NO. 2 OF 35 SHEETS	F.A.P. RTE. 646 SECTION 101 BR-3 COUNTY WHITESIDE TOTAL SHEETS 113 SHEET NO. 58 CONTRACT NO. 64C17 ILLINOIS FED. AID PROJECT
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