GENERAL NOTES

1. Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts $\frac{7}{8}$ in. ϕ, holes $\frac{15}{16}$ in. ϕ, unless otherwise noted.
2. Calculated weight of Structural Steel = 7,894,000 lbs.
3. All structural steel shall be AASHTO M 270 Grade 50W except expansion joints which shall be AASHTO M 270 Grade 50.
4. No field welding is permitted except as specified in the contract documents.
5. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
6. Reinforcement bars designated (E) shall be epoxy coated.
7. 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.
8. Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of $\frac{1}{8}$ in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
9. Concrete Sealer shall be applied to the designated areas of the abutment.
10. Structural steel shall only be painted for a distance of 10 ft. each way from the deck joints and piers. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".
11. 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".
12. Slipforming of the parapets is not allowed.
13. The Contractor is alerted that camber and dead load deflection values shown on the girder detail drawings were developed based on the deck pouring sequence shown in the Contract Drawings. Any deviation from this pouring sequence will result in changes to camber and elevations that reflect dead load deflections. If the Contractor wishes to change the sequence, then the proposed plan revisions and design calculations shall be submitted to the Engineer for review and approval. The calculations shall be prepared and sealed by a Licensed Structural Engineer in Illinois.
14. Abbreviations:
    NS - Norfolk Southern
    TRRA - Terminal Railroad Association
    MCT - Metro County Transit

BILL OF MATERIAL

Item	Unit	Total
Structure Excavation	Cu Yd	462
Concrete Structures	Cu Yd	1,452.3
Concrete Superstructure	Cu Yd	4,076.2
Bridge Deck Grooving	Sq Yd	11,530
Protective Coat	Sq Yd	14,509
Furnishing And Erecting Structural Steel	L Sum	1
Furnishing and Erecting Structural Steel	Pound	1,150
Stud Shear Connectors	Each	31,625
Reinforcement Bars	Pound	680,740
Reinforcement Bars, Epoxy Coated	Pound	1,475,060
Bar Splicers	Each	97
Name Plates	Each	2
Permanent Casing	Foot	2,447
Drilled Shaft In Soil	Cu Yd	2,579
Drilled Shaft In Rock	Cu Yd	57
Anchor Bolts, 1"	Each	88
Anchor Bolts, 1 1/4"	Each	264
Concrete Sealer	Sq Ft	1,727
Drainage Scuppers, DS-11	Each	20
High Load Multi-Rotation Bearings, Fixed - 900 K	Each	33
High Load Multi-Rotation Bearings, Fixed - 1000 K	Each	11
High Load Multi-Rotation Bearings, Guided Expansion, 300 K	Each	22
Mechanical Splicers	Each	896
Drainage System	L Sum	1
Modular Expansion Joint-Swivel 9"	Foot	93.5
Modular Expansion Joint-Swivel 24"	Foot	80.0
Crosshole Sonic Logging	Each	5

INDEX OF SHEETS