

GENERAL NOTES:

1. Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $\frac{7}{8}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.
2. Calculated weight of Structural Steel = 645,360 lbs.
3. All structural steel shall be AASHTO M 270 Grade 50, unless otherwise noted.
4. All structural steel shall be hot-dipped galvanized. Cost included with Furnishing & Erecting Structural Steel. (See Special Provisions.)
5. No field welding is permitted except as specified in the contract documents.
6. Reinforcement bars designated (E) shall be epoxy coated.
7. All (embedded and separate) bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.
8. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field 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 the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
9. The existing structural steel coating contains lead. The Contractor shall take appropriate precaution to deal with the presence of lead on this project.
10. 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.
11. The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection. Forms for deck slab shall be removed prior to placement of bridge approach slab.
12. All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
13. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ in. Adjustment shall be made either by grinding the surface or by shimming the bearings.
14. Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.
15. Two $\frac{1}{8}$ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
16. Concrete Sealer shall be applied to the designated areas of the Piers, Abutments and Wingwalls.
17. All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
18. 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.
19. Backfill shall be placed behind the abutment after the superstructure has been poured and falsework removed. See Article 502.10 of the Standard Specifications.
20. Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.
21. For Conduit Attached to Structure quantities and details, see Electrical Plans.
22. The Contractor shall exercise extreme caution during construction to make certain that construction activities, live load surcharge and other loads applied to the structures will not have detrimental effects on the adjacent building foundations.
23. Driving piles and temporary sheet piling is not allowed.
24. Girders have bearing stiffeners and connection plates as required by design. Additional stiffeners may be added at the Contractor's expense as necessary to prevent distortion of the girders during galvanizing. The Contractor shall coordinate with the fabricator and the galvanizer to determine if additional stiffeners are necessary, and where these should be placed. Any proposed changes shall be submitted to the Engineer for approval prior to making any changes.
25. Temporary stiffener angles shall be bolted to each side of the splice ends of each girder segment to prevent distortion during galvanizing. Temporary stiffener angles shall bolt or fit tight against top & bottom flanges and include spacer tubes to minimize damage to galvanizing during removal. Cost included with Furnishing & Erecting Structural Steel.
26. For light pole support system, see Sheets S1-04, S1-18, S1-24 and Electrical and ITS Plans.
27. Existing CTA subpier and piers were most likely removed or partially removed when existing abutments and approach slab were constructed. Any existing foundation that is within the proposed excavation for the new bridge structure construction shall be included with FOUNDATION REMOVAL.
28. The Contractor shall exercise extreme caution during construction to make certain that construction activities, live load surcharge, structure excavation, drilling shafts and other loads applied to the pier 2 will not have detrimental effects on the 10'x9' main drain. Any damage to the main drain during construction shall be repaired by the contractor at his expense and no charge to IDOT.
29. Abandoned 5' Brick CTA Water Tunnel must be filled prior to the start of wall construction. The tunnel must be filled so that wall foundation construction will not be impacted by tunnel. A number of the wall foundations will be placed through this tunnel. Drilling operations must account for the presence of debris, brick material, CLSM and bedding material in addition to soil and other expected materials to be encountered.
30. For proposed watermain alignment, see Sheet No. 87.

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USER NAME = will.mardouss	DRAWN - JJS, LAB	REVISED -
PLOT SCALE = 0:1.0000 '1' / in.	CHECKED - MAI, MI, JJS	REVISED -
PLOT DATE = 6/14/2013	DATE - 6/17/2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES AND MISCELLANEOUS DETAILS
STRUCTURE NO. 016-1709**

SCALE:	SHEET S1-03 OF 51	SHEETS	STA.	TO STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-007R	COOK	317	147
			CONTRACT NO. 60W25	
ILLINOIS FED. AID PROJECT				