

GENERAL NOTES

- Fasteners shall be AASHTO M164 Type 3. Bolts $\frac{7}{8}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.
- Calculated weight of Structural Steel:
Grade 36 = 11,380 lbs.
Grade 50 = 65,800 lbs.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Concrete Sealer shall be applied to the exposed surface area of the abutment stems.
- All structural steel shall be AASHTO M 270 Grade 50W (except expansion joints which shall be AASHTO M 270 Grade 36.)
- Plan dimensions and details relative to existing plans are subject to routine 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 based upon the unit price bid for the work.
- Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of $\frac{1}{8}$ 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 of 6 ft. each way from the deck joints. 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".
- All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions.
- 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.
- The existing name plate shall be cleaned and relocated adjacent to the new name plate. Cost included with Name Plates.
- If the Contractor's procedure for existing beam removal involves placement of cranes or other heavy equipment on the 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 beams. To distribute the load to multiple beams, 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.
- The pay item Underwater Structure Excavation Protection - Location 1 is to cover the substructure work for the West Abutment and Pier 1. The pay item Underwater Structure Excavation Protection - Location 2 is to cover the substructure work between the East Abutment and Pier 2. The method of dewatering shall be submitted to the DuPage County Division of Environmental Concerns for approval. The following items shall be general conditions as part of the Contractor's operation in the river:
 - Work in and on the banks of the DuPage River shall be timed to take place during low or no-flow condition.
 - Concentrated flow shall be isolated from the work area using non-erodable cofferdam (Jersey barriers, steel sheets, aqua barriers, etc.)
 - If bypass is necessary, the inlet of the hose shall be placed in a sump pit and the outlet placed on a non-erodable, energy dissipating surface prior to joining the river.
 - All discharges from dewatering activities must be filtered by means of a sediment trap, filter bag, polymer system, etc. The dewatering method shall take into account the amount of water being removed from the work area and its sediment load.
 - The side slopes shall be reseeded and stabilized with an erosion control blanket as indicated on sheet 18 prior to accepting flows.
- The river is used at times by canoeists. During removal operations, the Contractor shall prevent debris from falling into the river and shall not dump debris into the river.
- The Contractor shall restrict access beneath the structure during beam or concrete removal operations, beam erection and deck formwork installation that occur above Span 2. The cost shall be included in the pay items associated with this work.

TYLIN INTERNATIONAL

DESIGNED	- SP
CHECKED	- PF
DRAWN	- PL
CHECKED	- PF

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

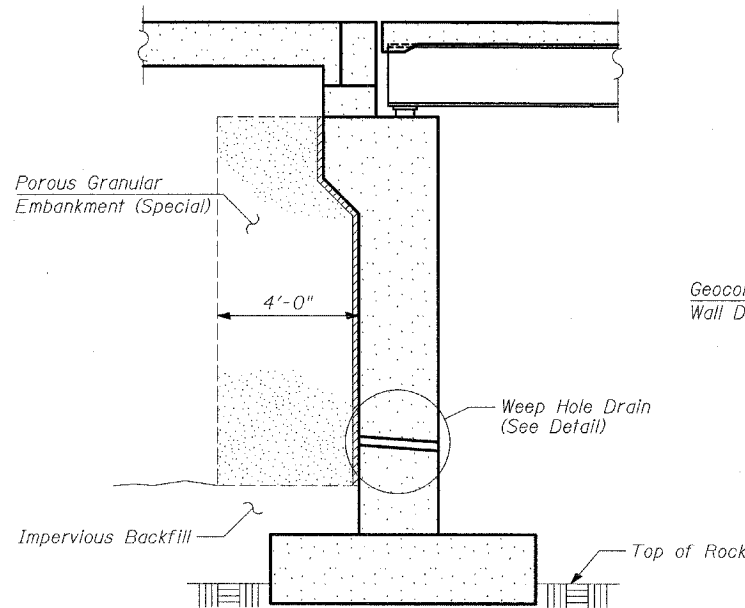
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. - 2
1545	*	DUPAGE	97	23	39 - SHEETS
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-		CONTRACT NO. 83961
* 00-00115-00-BR					

INDEX OF SHEETS

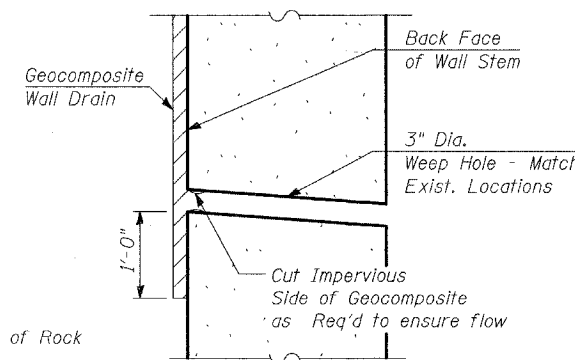
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- WEST APPROACH PAVEMENT DETAILS
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- EAST APPROACH PAVEMENT DETAILS

TOTAL BILL OF MATERIAL

Item	Unit	Super.	Sub.	Total
POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD		148	148
REMOVAL OF EXISTING SUPERSTRUCTURES	L SUM	1		1
CONCRETE REMOVAL	CU YD		111.0	111.0
STRUCTURE EXCAVATION	CU YD		299	299
ROCK EXCAVATION FOR STRUCTURES	CU YD		13	13
CONCRETE STRUCTURES	CU YD		181.9	181.9
CONCRETE SUPERSTRUCTURE	CU YD	190.9		190.9
BRIDGE DECK GROOVING	SQ YD	400		400
PROTECTIVE COAT	SQ YD	1,147		1,147
FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
STUD SHEAR CONNECTORS	EACH	3,129		3,129
REINFORCEMENT BARS	POUND		5,280	5,280
REINFORCEMENT BARS, EPOXY COATED	POUND	53,340	24,970	78,310
BAR SPLICERS	EACH		186	186
ALUMINUM RAILING, TYPE L	FOOT	154		154
BICYCLE RAILING	FOOT	142.3		142.3
PARAPET RAILING	FOOT	150		150
TEMPORARY BRIDGE COMPLETE NO. 1	EACH			1
NAME PLATES	EACH	1		1
PERMANENT CASING	FOOT		82	82
DRILLED SHAFT IN SOIL	CU YD		14.8	14.8
DRILLED SHAFT IN ROCK	CU YD		1.5	1.5
PREFORMED JOINT STRIP SEAL	FOOT	114		114
ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	14		14
ANCHOR BOLTS, 1"	EACH	56		56
BRIDGE SEAT SEALER	SQ FT		200	200
CONCRETE SEALER	SQ FT		1,317	1,317
EPOXY CRACK INJECTION	FOOT		205	205
GEOCOMPOSITE WALL DRAIN	SQ YD		116	116
DRAINAGE SCUPPERS, DS-12	EACH	12		12
TEMPORARY SOIL RETENTION SYSTEM	SQ FT		933	933
STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT		28	28
UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH		1	1
UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 2	EACH		1	1
ASBESTOS BEARING PAD REMOVAL	EACH	120		120



TYPICAL SECTION THRU ABUTMENT



WEEP HOLE DRAIN DETAIL

W. BRANCH OF DUPAGE RIVER
REBUILT BY
CITY OF NAPERVILLE
SEC. 00-00115-00-BR
F.A.U. 1545 STA. 2+99.15
STR. NO. 022-3028 LOADING HS20

NAME PLATE
See Std. 515001

GEN NOTES, SHT. INDEX, BILL OF MATERIAL

BAILEY ROAD OVER THE
WEST BRANCH OF THE DUPAGE RIVER
FAU 1545
SECTION 00-00115-00-BR STA. 2+99.15
DUPAGE COUNTY
S.N. 022-3028