

**GENERAL NOTES**

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 7/8 in.  $\phi$ , holes 15/16 in.  $\phi$ , unless otherwise noted.

Calculated weight of Structural Steel:  
 M270 Grade 50: 559,630 Pounds  
 M270 Grade 36: 30,750 Pounds (in cross frames)

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.

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.

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.

The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall also be gray, Munsell No. 5B 7/1. See Special Provision for "Cleaning and Painting New Metal Structures".

Sloped wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

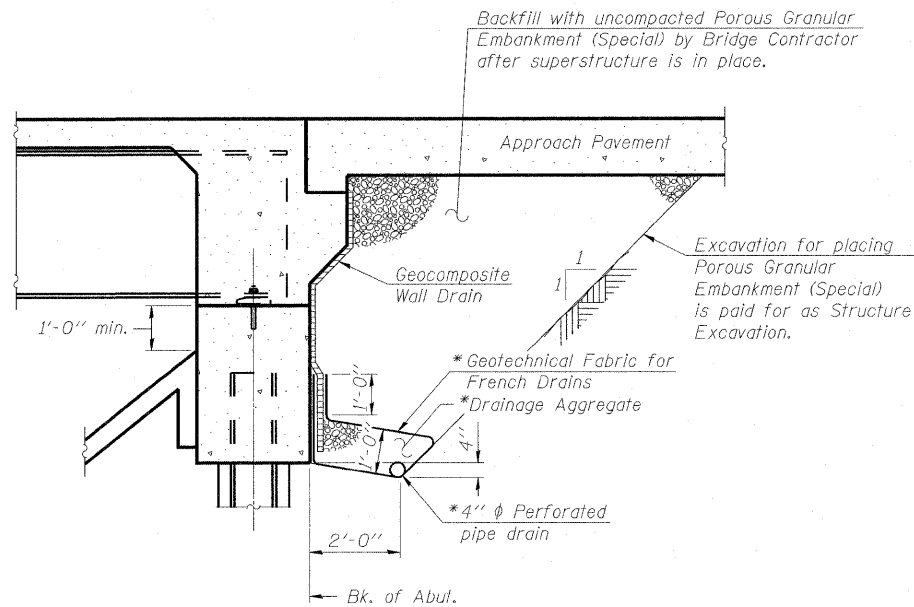
Concrete Sealer shall be applied to the designated areas of the pier. Slipforming of the parapets is not allowed.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		313	313
Removal of Existing Structures No. 1	Each	1		1
Structure Excavation	Cu. Yd.		563	563
Concrete Structures	Cu. Yd.		249.5	249.5
Concrete Superstructure	Cu. Yd.	821.8		821.8
Bridge Deck Grooving	Sq. Yd.	1,304		1,304
Concrete Encasement	Cu. Yd.		17.4	17.4
Protective Coat	Sq. Yd.	2,728		2,728
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	5,040		5,040
Reinforcement Bars, Epoxy Coated	Pound	221,140	54,440	275,580
Bar Splicers	Each	118		118
Bridge Fence Railing	Foot	354.2		354.2
Bridge Fence Railing (Sidewalk)	Foot	353.4		353.4
Parapet Railing	Foot	353.4		353.4
Slope Wall 4 Inch	Sq. Yd.		599	599
Furnishing Steel Piles HP 14x73	Foot		3,627	3,627
Furnishing Steel Piles HP 14x89	Foot		2,565	2,565
Driving Piles	Foot		6,192	6,192
Test Pile Steel HP 14x89	Each	1		1
Pile Shoes	Each		71	71
Name Plates	Each	1		1
Anchor Bolts, 1"	Each	24		24
Anchor Bolts, 1 1/4"	Each	24		24
Concrete Sealer	Sq. Ft.	2,192		2,192
Geocomposite Wall Drain	Sq. Yd.		134	134
Pipe Underdrains for Structures 4"	Foot		194	194
Braced Excavation	Cu. Yd.		125	125
Pile Extraction	Each		62	62
High Load Multi-Rotation Bearings, Guided Expansion, 650K	Each	6		6
Mechanical Splicers	Each		28	28



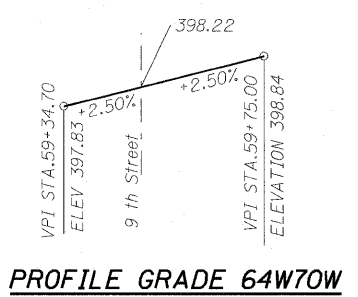
**SECTION THRU INTEGRAL ABUTMENT**  
(Horiz. dim. @ Rt. L's)

\* Included in the cost of Pipe Underdrains for Structures.

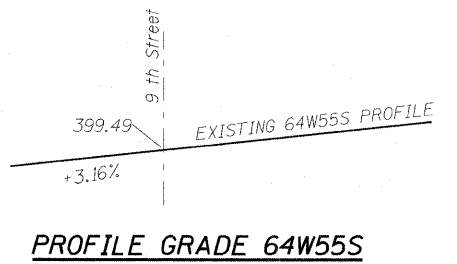
Note:  
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

**CURVE DATA FOR ROADWAYS UNDER BRIDGE**

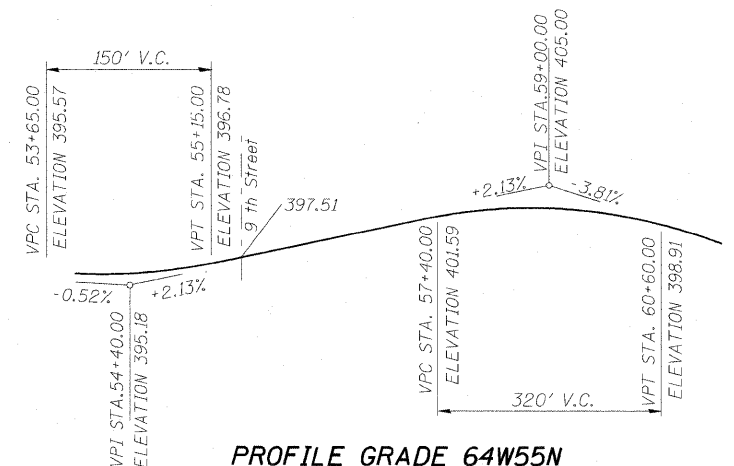
PROP. CURVE 64W70W-1 PI STA. = 59+84.84 $\Delta = 12^\circ 18' 03''$ (RT) D = 4° 01' 15" R = 1,425.00' T = 153.56' L = 305.93' E = 8.25' e = 5.1% T.R. = 0.00' S.E. RUN = 115.00' P.C. STA. = 58+31.29 P.T. STA. = 61+37.22	PROP. CURVE 70E64E-3 PI STA. = 69+25.22 $\Delta = 12^\circ 02' 09''$ (RT) D = 6° 49' 15" R = 840.00' T = 88.55' L = 176.46' E = 4.65' e = 6.0% T.R. = 0.00' S.E. RUN = 144.00' and 128.00' P.C. STA. = 68+36.67 P.T. STA. = 70+13.12
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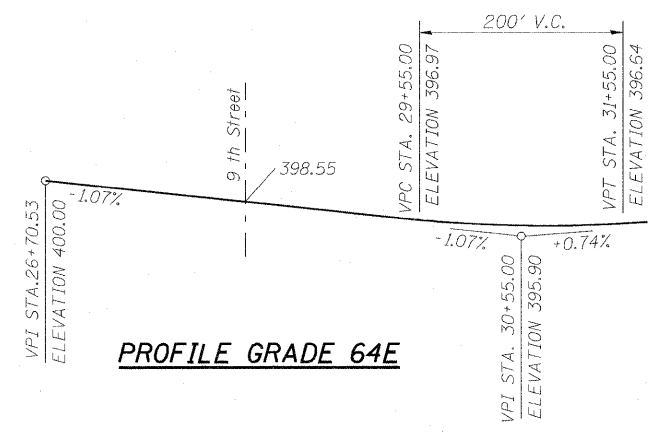
**PROFILE GRADE 64W70W**



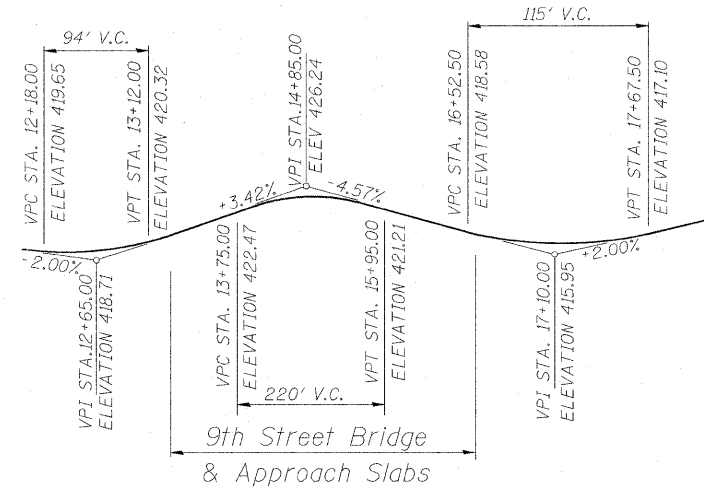
**PROFILE GRADE 64W55S**



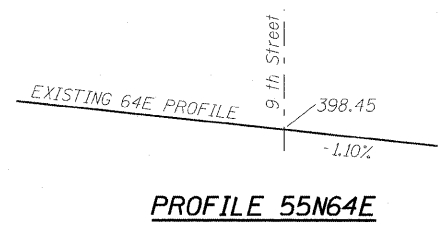
**PROFILE GRADE 64W55N**



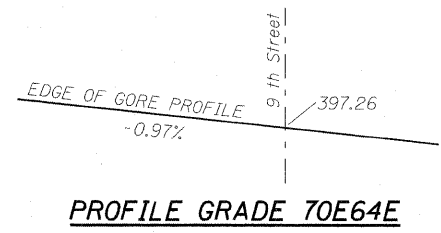
**PROFILE GRADE 64E**



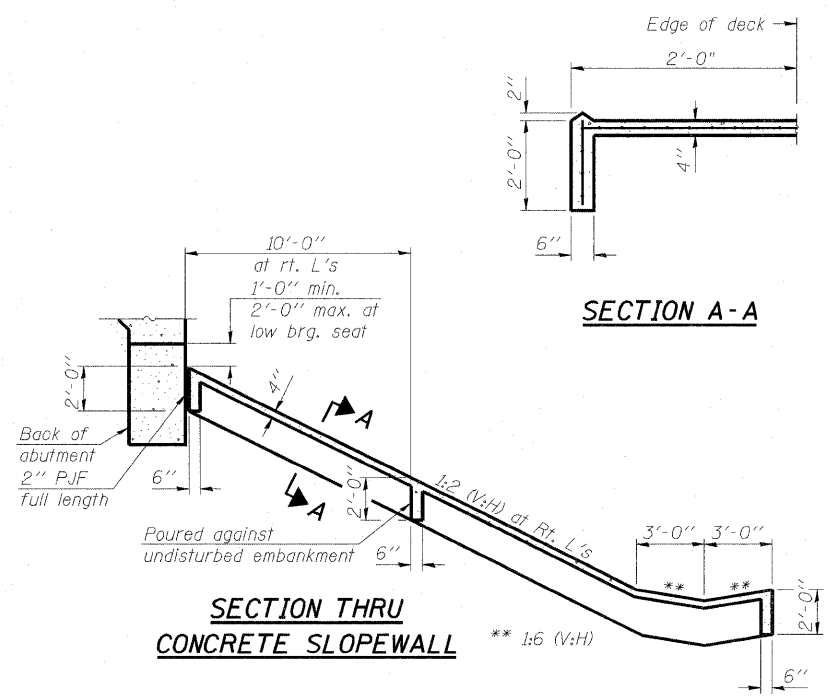
**PROFILE GRADE 9th STREET**



**PROFILE 55N64E**



**PROFILE GRADE 70E64E**



**SECTION THRU CONCRETE SLOPEWALL**

**SECTION A-A**

**GENERAL NOTES AND TOTAL BILL OF MATERIAL STRUCTURE NO. 082-0326**

**AECOM**  
303 East Wacker Drive, Suite 600  
Chicago, Illinois 60601  
Ph: 312.938.0300  
Fax: 312.373.6806  
www.aecom.com

DESIGNED - PJL
CHECKED - DDB
DRAWN - BRD
CHECKED - DDB

03/31/2011

SHEET NO. S2	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-1-3HB, 82-2N, 82-1-12RS	ST. CLAIR	352	204	
S36 SHEETS	F.A.U. 9166 / F.A.U. 9180	CONTRACT NO. 76C51			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			