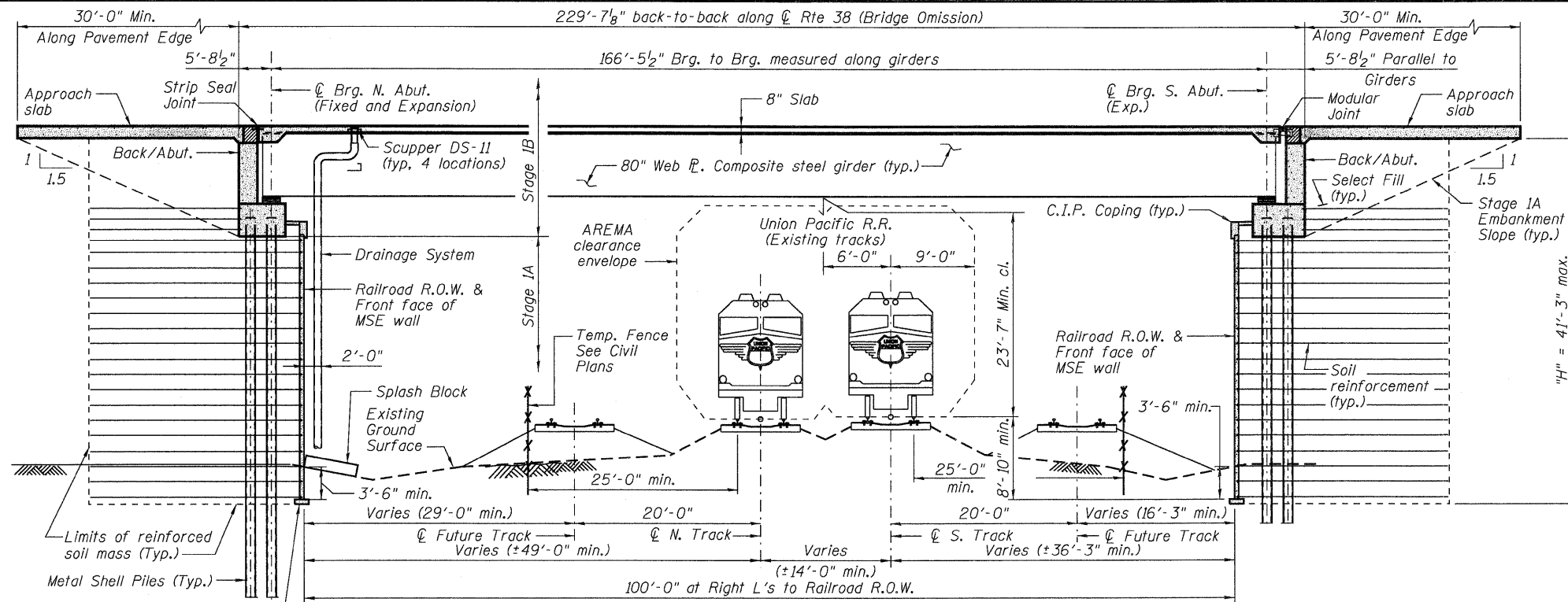


TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Detectable Warnings	Sq Ft	53		53
Structure Excavation	Cu Yd		7,076	7,076
Removal And Disposal Of Unsuitable Material For Structures	Cu Yd		4,917	4,917
Floor Drains	Each	4		4
Concrete Structures	Cu Yd		995.0	995.0
Concrete Superstructure	Cu Yd	2,534.7		2,534.7
Bridge Deck Grooving	Sq Yd	5,557		5,557
Form Liner Textured Surface	Sq Ft	1,261		1,261
Protective Coat	Sq Yd	6,564		6,564
Furnishing And Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	12,824		12,824
Reinforcement Bars, Epoxy Coated	Pound	670,380	133,250	803,630
Bar Splicers	Each		690	690
Aluminum Railing, Type L	Foot	360		360
Bridge Fence Railing (Sidewalk)	Foot	335		335
Furnishing Metal Shell Piles 14" X 0.250"	Foot		17,646	17,646
Driving Piles	Foot		17,646	17,646
Test Pile Metal Shells	Each		6	6
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	514		514
Elastomeric Bearing Assembly, Type I	Each	31		31
Elastomeric Bearing Assembly, Type II	Each	13		13
Anchor Bolts, 1 1/2"	Each	120		120
Concrete Sealer	Sq Ft		9,580	9,580
Chain Link Fence, 8'	Foot	610		610
Drainage Scuppers, DS-II	Each	4		4
Drainage System	L Sum	1		1
Geotextile Retaining Wall	Sq Ft		59,250	59,250
Mechanically Stabilized Earth Retaining Wall	Sq Ft		36,711	36,711
Modular Expansion Joint 6"	Foot	343		343
Porous Granular Embankment, Subgrade	Cu Yd		4,917	4,917



SECTION B-B

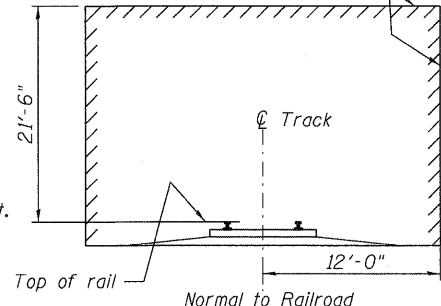
SECTION THRU BRIDGE
(Looking East)

GENERAL NOTES

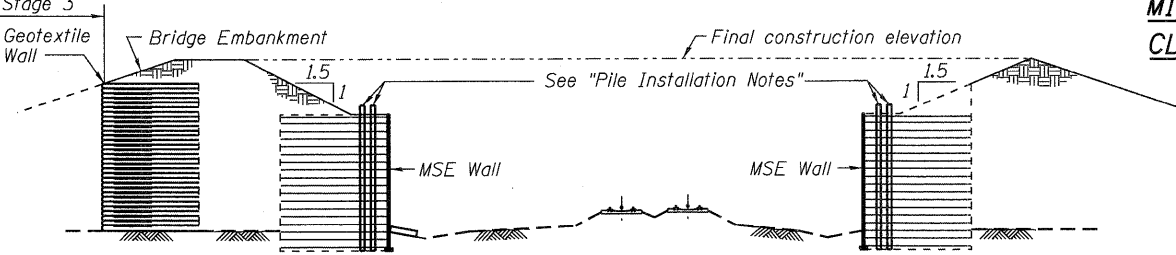
- Fasteners shall be AASHTO M164 Type 3, mechanically galvanized bolts. Bolts 7/8 in. dia., holes 15/16 in. dia., unless otherwise noted.
- Calculated weight of Structural Steel:
AASHTO M270 Gr50W = 1,640,980 lbs
ASTM A847 = 1,200 lbs.
- All structural steel shall be AASHTO M270 Gr50W (except expansion joints which shall be AASHTO M270 Gr50 and the HSS used in the traffic masts shall be ASTM A847). All structural steel shall be cleaned as specified in the Section 506 of the Standard Specifications.
- 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 surfaces of the backwalls, bridge seats, and front faces of pile caps of the North and South Abutments.
- All structural steel and exposed surfaces of bearings within a distance of 10 ft. each way from the deck joints shall be painted as specified in Section 506 of the Standard Specifications.
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
- 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.
- The proposed grade separation project shall not increase the quantity and/or characteristics of the flow in the Railroad's ditches and/or drainage structures.
- The elevation of the existing top-of-rail profile shall be verified before beginning construction. All discrepancies shall be brought to the attention of the Railroad prior to construction.
- The contractor must submit a proposed method of erosion and sediment control and have the method approved by the Railroad.
- Slipforming of parapets is not allowed.

- All shoring systems that impact the Railroad's operations and/or supports the Railroad's embankment shall be designed and constructed per current Railroad Guidelines for Temporary Shoring.
- All demolitions within the Railroad's right-of-way and/or demolition that may impact the Railroad's tracks or operations shall be in compliance with the Railroad's Demolition Guidelines.
- Erection over the Railroad's right-of-way shall be designed to cause no interruption to the Railroad's operation, enabling the track(s) to remain open to traffic per the Railroad's requirements.
- Railroad requirements do not allow work within 50 feet of track centerline when a train passes the work site and all personnel must clear the area within 25 feet of the track centerline and secure all equipment.
- False-work clearances shall comply with minimum construction clearances.
- All permanent clearances shall be verified before project closing.

No construction activities or other obstructions shall be placed within these limits

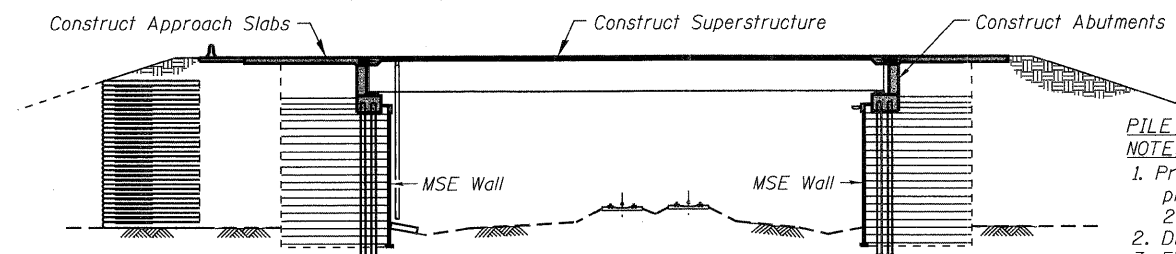


MINIMUM CONSTRUCTION CLEARANCE ENVELOPE



STAGE IA - CONSTRUCT MSE WALLS & BRIDGE EMBANKMENT

Note: After Stage IA embankment is constructed, a minimum wait period of 50 days shall occur before proceeding to Stage IB.



STAGE IB - CONSTRUCT REMAINDER OF BRIDGE AFTER 50 DAY WAITING PERIOD

Note: The waiting period is defined from the completion of Stage IA to the start of Stage IB construction.

STATION 109+06.70
BUILT 201_ BY
STATE OF ILLINOIS
F.A.P. RT. 347
SEC. 98-00-338-00-GS
LOADING HL-93
STRUCTURE NO. 045-0079

NAME PLATE

See Std. 515001-01

PILE INSTALLATION NOTES:

- Prior to installing MSE walls, precure 2'-0" min. diameter holes 20 feet deep in native soil.
- Drive piles thru pre-cored holes.
- Fill pre-cored holes with loose sand.
- Coat piles with tar.

INDEX OF SHEETS

- General Plan and Elevation
- General Notes and Bill of Material
- Substructure Layout
- Staged Construction - Geotextile Wall
- Top of Slab Elevations
- Top of North Approach Slab Elevations - 1
- Top of North Approach Slab Elevations - 2
- Top of South Approach Slab Elevations - 1
- Top of South Approach Slab Elevations - 2
- Westbound Deck Plan and Cross Section
- Westbound Parapet - Plan and Elevation
- Westbound Superstructure Details
- Eastbound Deck Plan and Cross Section
- Eastbound Parapet - Plan and Elevation
- Eastbound Superstructure Details
- North Approach Slab - 1
- North Approach Slab - 2
- Bridge North Approach Slab Details
- South Approach Slab - 1
- South Approach Slab - 2
- Bridge South Approach Slab Details
- Bridge Rail Details
- Bridge Fence Railing, Deck Mounted
- Chain Link Fence Details, Notes, Bill of Material
- Preformed Joint Strip Seal
- Preformed Joint Strip Seal Details
- Modular Expansion Joint Details
- Modular Expansion Joint Details
- Drainage Scuppers
- Drainage Details
- Framing Plan
- Girder Details
- Framing Details
- Framing, Girder and Moment Details
- Traffic Pole Support Details
- Type I Elastomeric Bearing Detail
- Type II Elastomeric Bearing Detail
- Low Profile Fixed Bearings
- MSE Wall at North Abutment
- MSE Wall at South Abutment
- North & South Abutments - MSE Wall Details
- North Abutment
- South Abutment
- Curb Ramp for Sidewalk
- Pile Details
- Bar Splicer Assembly Details
- Soil Boring Logs

McDonough Associates Inc.
Engineers / Architects
130 East Randolph Street, Chicago, Illinois 60601

FILE NAME =	USER NAME = jehrbert	DESIGNED - KJH	REVISED -
0450079-60122-002-Notes.dgn		CHECKED - PMH	REVISED -
		DRAWN - AMV	REVISED -
		CHECKED - PMH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES & BILL OF MATERIAL
STRUCTURE NO. 045-0079

SHEET NO. 2 OF 67 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	168
CONTRACT NO. 60122				
ILLINOIS FED. AID PROJECT				