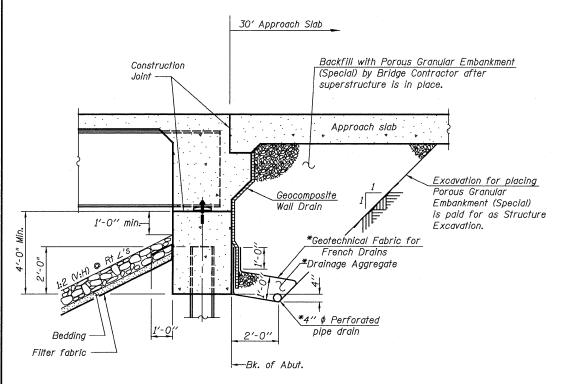


SECTION A-A



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).

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL	
Porous Granular Embankment, Special	Cu. Yd.		393	393	
Stone Riprap, Class A5	Sq. Yd.		1750	1750	
Filter Fabric	Sq. Yd.		1903	1903	
Removal of Existing Structures	Each	2		2	
Structure Excavation	Cu. Yd.		360	360	
Concrete Structures	Cu. Yd.	80.1	385.9	466	
Concrete Superstructure	Cu. Yd.	1111.8		1111.8	
Bridge Deck Grooving	Sq. Yd.	2159		2159	
Concrete Encasement	Cu. Yd.		25.6	25.6	
Protective Coat	Sq. Yd.	2446		2446	
Furnishing and Erecting Structural Steel	L. Sum	1		1	
Stud Shear Connectors	Each	12597		12597	
Reinforcement Bars, Epoxy Coated	Pound	284860	30345	315205	
Bar Splicers	Each	282		282	
Furnishing Metal Pile Shells 14" x 0.25"	Foot		6490	6490	
Driving Piles	Foot		6490	6490	
Test Pile Metal Shells	Each		4	4	
Name Plates	Each	2		2	
Anchor Bolts 1"	Each	136		136	
Geocomposite Wall Drain	Sq. Yd.		225	225	
Pipe Underdrains for Structures, 4"	Foot		462	462	
Temporary Sheet Piling	Sq. Ft.		635	635	

<u>GENERAL NOTES</u>

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $^{7}_{8}$ "in. ϕ , holes $^{15}_{6}$ "in. ϕ , unless otherwise noted.

Calculated weight of Structural Steel (Grade 50) = 325,080 Lbs (Grade 36) = 24,200 Lbs

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.

Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of $^{l}_{B}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.

Slipforming of the parapets is not allowed.

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 be blue, Munsell No. 10B 3/6.

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.

Stone riprap quantity for bridges is from out to out of bridge width. Stone riprap beyond those limits is quantified as roadway pay item.

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		CHECKED ~ VAC	REVISED -
	PLOT SCALE =	DRAWN - JBB	REVISED -
	PLOT DATE =	CHECKED - JTT	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES & BILL OF MATERIAL	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STRUCTURE NO. 101-0193 S.B. & 101-0194 N.B.	90	(X2-1)R	WINNEBAGO	510	347
3111001011L 140. 101-0133 3.D. & 101-0134 14.D.				CONTRACT NO. 64C29	
BRIDGE SHEET NO. 2 OF 48 SHEETS		ILLINOIS FED. AI	D PROJECT		