## GENERAL NOTES

- Fasteners shall be high strength bolts. Bolts M22, open holes 24mm φ, unless otherwise noted.
- 2. Calculated mass of structural steel: M270M Grade 345 = 7860 kg
- 3. No field welding is permitted except as specified in the contract documents.
- 4. Anchor bolts shall be set before bolting diaphragms over supports.
- 5. The structural steel bearing plates of the Elastomeric Bearing Assembly & the plates of the Steel Extensions shall conform to the requirements of AASHTO M270M Grade 345.
- 6. The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the wide flange beams and all splice plate material except fill plates.
- 7. Reinforcement bars shall conform to the requirements of ASTM A706M Grade 420. See Special Provisions.
- 8. Reinforcement bars designated (E) shall be epoxy coated.
- Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
- 10. 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 for the work.
- 11. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 3 mm. Adjustment shall be made either by grinding the surface or by shimning the bearing. Two 3 mm adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. For Type I Elastomeric Bearings, two 3 mm adjusting shims shall be provided for each bearing and placed as detailed.
- 12. The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.
- 13. Concrete Sealer shall be applied to the seat area of the abutments and Piers 6, 11 and 15.
- 14. When the deck pour is stopped for the day at one or more of the transverse Bonded Construction Joints in the deck Pouring Sequence as shown, the next pour shall not be made until both of the following requirements are met: a. At least 72 hours shall have elapsed from the end of the previous pour. b. The concrete strength shall have attained a minimum flexural strength of 4.5 MPA or a minimum compressive strength of 24 MPA.

15. All construction joints shall be bonded.

- 16. All dimensions are in millimeters (mm) except as noted.
- 17. 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 the low structural 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 reddish brown Munsell No. 2.5YR 3/4. See special provision for "Cleaning and Painting New Metal Structures". The SSPC QP-1 Painting Contractor Certification will be required for this contract. Field painting of new structural steel provided by the Fabrication Contract is included in this contract. All work for Cleaning and Painting Structureal Steel provided by the Fabrication Contract will not be paint for segarately by the Stability Stability Constract.
- Contract will not be paid for separately but shall be considered as included in the contract unit price for Erecting Structural Steel. The cost associated with shop priming the new Structural Steel provided by the Fabrication Contract will be included in that contract.
- 18. Prior to beginning any work within or above the railroad right-of-way, the Contractor shall comply with the requirements set forth by Articles 107.11and 107.12 of the Standard Specifications.
- 19. The Contractor is solely responsible for arranging access to the site with the necessary property owners. In addition, the contractor is advised of overhead utility lines that may potentially interfere with certain construction equipment. The Contractor shall use appropriate equipment that provides adequate clearance to the utility lines or make arrangements with the respective utility companies to accommodate his specific equipment. No additional compensation will be considered for gaining access to the site, or addressing utility accommodations or any associated delays.
- 20. See the General Notes on Sheet 2 for notes regarding access to the railroad right-of-way.
- 21. See Sheet SA 8 for salvaging of existing structural supports.
- 22. Seal coat thickness design is based on the Estimated Water Surface Elevation (EWSE). Cofferdam design details and proposed changes in seal coat thickness shall be submitted to the Engineer for approval with the cofferdam design.
- 23. Protective coat shall be applied to the entire surface of the sidewalk barrier.
- 24. If the Contractor's procedures for existing beam removal involves placement of heavy equipment on the existing deck beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, sealed by an Illinois Licensed Structural Engineer, verifying the structural adequacy of the beams for the proposed loads. Cost included with Removal of ExistingStructures.

 25. 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 of the superstructure.

ENGINEERING INC. 26. Slipforming of the concrete parapets is not allowed.

## INDEX OF SHEETS

SA1 General Plan and Elevation - Unit 1 General Plan and Elevation - Unit II SA2 SA3 General Plan and Elevation- Unit III & Unit IV SA4 General Notes, Total Bill of Mat'l & Index of Sheets SA5 Construction Staging & Removal Details - Unit I 546 Construction Staaina & Removal Details - Unit II 547 Construction Staging & Removal Details - Unit III & IV 548 Temporary Superstructure Support Removal SA8A Temporary Superstructure Support Removal II SA9 Top of Slab Elevations - Unit I - A SA10 Top of Slab Elevations - Unit I - B SA 11 Top of Slab Elevations - Unit I - C SA12 Top of Slab Elevations - Unit I - D SA13 Top of Slab Elevations - Unit III - A SA14 Top of Slab Elevations - Unit III - B SA15 Top of Slab Elevations - Unit III - C Top of Slab Elevations - Unit IV - A SA 16 SA17 Top of Slab Elevations - Unit IV - B SA18 Top of Slab Elevations - Unit IV - C SA18A Top of Slab Elevations - APPR, PAVT SA19 Superstructure - Unit I SA20 Superstructure Details - Unit I - A SA21 Superstructure Details - Unit I - B SA22 Superstructure - Unit II SA23 Superstructure Details - Unit II SA23A Superstructure Details - Unit II - A SA24 Superstructure - Unit III SA25 Superstructure Details - Unit III - A SA26 Superstructure Details - Unit III - B SA27 Superstructure - Unit IV SA28 Superstructure Details - Unit IV - A SA29 Superstructure Details - Unit IV - B SA30 Modular Expansion Joint SA30A Modular Expansion Joint SA30B Modular Expansion Joint SA30C Expansion Joint Details SA31 Drainage Scupper Details SA32 Bicycle Railing Details I SA32A Bicycle Railing Details II SA33 Framing Plan - Unit I SA34 Framing Plan - Unit III SA35 Framing Plan - Unit IV SA35A End Diaphragms at Modular Jnts. SA36 Beam Details - Unit T SA37 Beam Details - Unit III SA38 Beam Details - Unit IV SA39 Lighting Support Bracket Details SA40 Bearing Details - Unit I South Abutment & Pier 3 SA41 Bearing Details - Unit I Piers 1, 2, 4, & 5 SA42 Bearing Details - Piers 6 & 11 SA43. Steel Extension Details - Unit II SA44 Bearing Details - Unit III Piers 12, 13, 14 & 15 SA45 Bearing Details - Unit IV Piers 15, 16, 17 and N. Abut SA46 Anchor Bolt Details SA47 South Abutment SA48 South Abutment Details SA49 North Abutment SA50 North Abutment Details SA51 Pier 1 SA52 Pier 2 SA53 Pier 3 SA54 Pier 4 See Sheet No. SA3-SA55 Pier 5 for Stone Riprap SA56 Piers 6 & 11 - Removal SA57 Pier 6 SA58 Pier 12 SA59 Pier 13 SAGO Pier 14 SA61 Pier 15 SA62 Pier 16 SA63 Pier 17 SA64 Temporary Concrete Barrier SA65A Pile Detail SA66 to SA78 - Soil Boring Logs SA79 to SA110 - Interim Bridge Plans (For Information only)

TOTAL BILL ITEM Porous Granular Embankment, Special Stone Riprap, Class A4 Filter Fabric Removal of Existing Structures Concrete Removal Structure Excavation Cofferdam Excavation Cofferdam (Location - 1 Cofferdam (Location - 2) Concrete Structures Concrete Superstructure Bridge Deck Grooving Seal Coat Concrete Protective Coat \*\* Furnishing and Erecting Structural Steel \*\*\* Erecting Structural Steel Stud Shear Connectors Reinforcement Bars, Epoxy Coatea Elastomeric Bearing Assembly, Type Elastomeric Bearing Assembly, Type II Furnishing Steel Piles HP310X79 Driving Piles Test Pile Steel HP310X79 Pile Shoes Name Plates Concrete Sealer Geocomposite Wall Draii Pipe Underdrains for Structures 100mm Temporary Soil Retention System Bicvcle Railina Protective Shield Drainage Scuppers, DS-11 Bar Splicers Jacking Existing Superstructure Tie-Rod Assemblies Anchor Bolts, M24 \* Anchor Bolts, M30 Anchor Bolts, M36 Preformed Joint Strip Seal \* Modular Expansion Joint 160mm Cleaning Bridge Scuppers and Downspouts Mechanical Splicers Conduit Attached To Structure, 50 mm Dia. Rigid Galvanized Stee - CONST. M. Marine Pridae 150 Approace - Geocomposite Anchor Detail Wall Drain € Brg.-Const. Jt. Back of Abut. /aries to 1.264 (C) Stor. ğ Batter 6:1 (V:H) 360 710 380 1.450 m 610 TYPICAL SECTION THRU ABUTMENT

Dimensions © Rt. L's All drainage system components shall extend to 600 mm from the end of

each wingwall, exept an outlet pipe shall extend until intersecting with the side slopes. The pipe shall draininto concrete headwalls.

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