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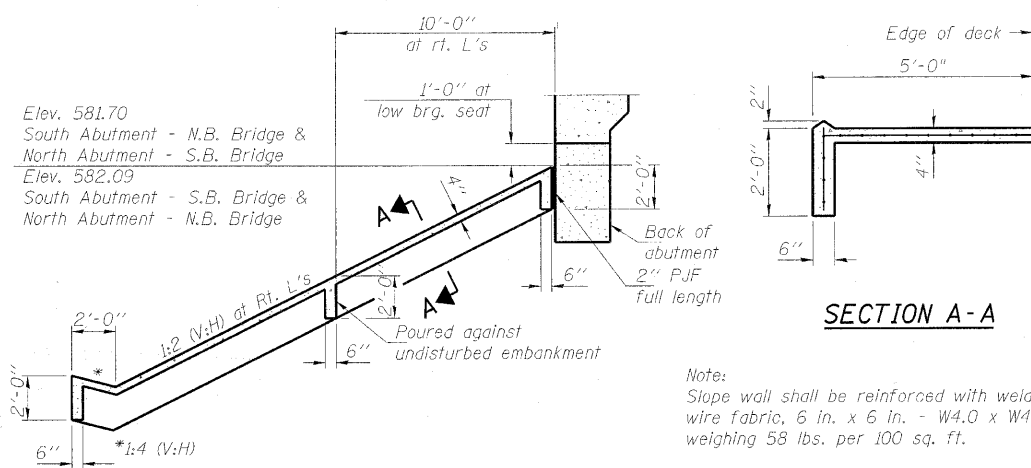
ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.	—	520	520
Removal of Existing Structures No. 3	Each	2	—	2
Protective Shield	Sq. Yd.	2078	—	2078
Structure Excavation	Cu. Yd.	—	499	499
Concrete Structures	Cu. Yd.	—	451.0	451.0
Concrete Superstructure	Cu. Yd.	1022.0	324.8	1346.8
Bridge Deck Grooving	Sq. Yd.	3547	—	3547
Concrete Encasement	Cu. Yd.	—	10.0	10.0
Protective Coat	Sq. Yd.	4367	—	4367
Stud Shear Connectors	Each	8568	—	8568
Reinforcement Bars, Epoxy Coated	Pound	276,640	80,130	356,770
Bar Splicers	Each	3752	362	4114
Slope Wall 4 Inch	Sq. Yd.	—	1394	1394
Furnishing Steel Piles HP 12x53	Foot	—	4496	4496
Driving Piles	Foot	—	4496	4496
Test Pile Steel HP 12x53	Each	—	6	6
Temporary Sheet Piling	Sq. Ft.	—	2700	2700
Name Plates	Each	2	—	2
Anchor Bolts 1"	Each	—	56	56
Anchor Bolts 1½"	Each	—	28	28
Geocomposite Wall Drain	Sq. Yd.	—	270	270
Pipe Underdrains for Structures 4"	Foot	—	440	440
Drainage Scuppers, DS-12M10	Each	8	—	8
Furnishing and Erecting Structural Steel Bridge No. 6	L. Sum	1	—	1
Instrumented Piles	L. Sum	—	1	1

1. Fasteners shall be AASHTO MJ64 Type 1, mechanically galvanized bolts.
Bolts $\frac{1}{2}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.
2. Calculated weight of Structural Steel = 638,000 lbs (AASHTO M270 Grade 50) (NB)
5,790 lbs (AASHTO M270 Grade 36) (NB)
638,000 lbs (AASHTO M270 Grade 50) (SB)
5,790 lbs (AASHTO M270 Grade 36) (SB)
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars shall conform to the requirements of ASTM A 706
Gr 60. See Special Provisions.
5. Reinforcement bars designated (E) shall be epoxy coated.
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.
7. Bearing seat surfaces shall be constructed or adjusted to the 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.
8. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
9. Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel otherwise noted. The entire system shall be shop applied, with the exception of the exterior surfaces and the bottom flange of fascia beams, masked off connection surfaces, field installed fasteners and damaged areas d up and finish coated in the field. The color of the final finish coat for all interior steel surfaces shall be Co. 5B 7/L. The color of the final finish coat for the exterior and the bottom of the bottom flange of fascia Blue, Munsell No. 10B 3/6. See Special Provision for "Cleaning and Painting New Metal Structures."
10. The maximum pay length of Protective Shield shall extend from the inside face of Pier 1 and Pier 4 (northernmost piers) to the inside face of Pier 3 and Pier 6 (southernmost piers) for each of the existing northbound and southbound bridges. The maximum pay width of Protective Shield shall be equal to the overall deck width of each of the existing northbound and southbound bridges.
11. During Stage I removal, the existing abutments shall be removed to within 12 inches of the Profile Grade Line. The removal of the existing abutments shall be parallel to the Profile Grade Line.
12. During Stage I removal, the existing piers shall be removed to within 6 inches of the Profile Grade Line. The removal of the existing piers shall be parallel to the Profile Grade Line.
13. The existing timber piles supporting the existing bridge approach pavements shall be cut off at least 24 inches below the bottom of the new bridge approach slab and footing.




* 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 intersection with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 60101).



SECTION THRU
CONCRETE SLOPEWALL

STRUCTURE NUMBERS 081-0188 (S.B.) & 081-0189 (N.B.)

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 HANSON Hanson Professional Services Inc.		DATE 05/21/10		50 SHEETS						CONTRACT NO. 64815					
								ILLINOIS FED. AID PROJECT							