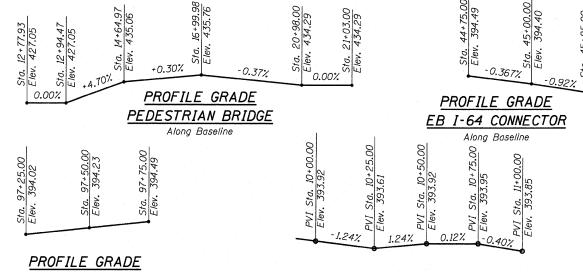
## GENERAL NOTES

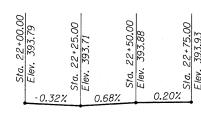
- 1. The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the truss vertical, diagonal and horizontal members.
- 2. All structural steel shall be AASHTO M 270 Grade 50 except as noted.
- 3. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
- 4. Reinforcement bars designated (E) shall be epoxy coated.
- 5. 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.
- 6. Concrete Sealer shall be applied to all exposed surfaces of bridge seat at Piers & Abutments and exposed surfaces of Abutment backwalls & front faces of pile cap.
- 7. All construction joints shall be bonded.
- 8. No field welding is permitted.
- 9. The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all steel surfaces shall be Gray, Munsell No. 5B 7/1. See Special Provision for "Cleaning and Painting New Metal Structures".
- 10. Superstructure of the two main spans and approach spans, including all truss members, rallings, chain link fabric, bearings, anchor bolts, concrete deck (excluding joint details), deck drains and all attachments on superstructure, shall be designed and detailed by the Contractor. Superstructure details on Sheets PB-1, PB-2, PB-4, and PB-5, along with the Special Provision Pedestrian Truss Superstructure, are basis for preparation of superstructure detail plans.
- 11. If the design reactions for the individual superstructure units are larger than the reactions shown below, the Contractor shall redesign the affected substructure units, or verify the adequacy of the substructure as shown on the Plans, submit the Design & Calculations signed and sealed by an Illinois Licensed Structural Engineer for the approval of the Engineer. See Special Provisions.

SUPERSTRUCTURE REACTION TABLE (Service Loads)								
Location	Re	Dogring Tune						
1.5	Dead Load (Kips) Live Load (Kips)		Bearing Type.					
W. Abut.	74.19	42.75	Exp.					
Pier #1 (S)	74.19	42.75	Fixed					
Pier #1 (N)	74.19	42.75	Fixed					
Pier #2 (S)	74.19	42.75	Exp.					
Pier #2 (N)	<i>82.31</i>	47.43	Fixed					
Pier #3 (S)	82.31	47.43	Exp.					
Pier #3 (N)	44.25	25.50	Fixed					
Pier #4 (S)	44.25	25.50	Exp.					
Pier #4 (N)	81.42	46.92	Fixed					
Pier #5 (S)	81.42	46.92	Exp.					
Pier #5 (N)	158.05	74.29	Fixed					
Pier #6 (S)	158.05	74.29	Exp.					
Pier #6 (N)	162.30	70.68	Fixed					
Pier #7 (S)	162.30	71.19	Exp.					
Pier #7 (N)	97.30	56.07	Fixed					
E. Abut.	97.30	56.52	Exp.					

- 12. All steel (truss and bearings) shall be painted.
- 13. Truss Manufacturer shall provide 1" nominal shim pack for each bearing consisting of 1", 34", ½", ¼" & 2 ½" shim plates matching the dimensions of the masonary plate provided, including holes for anchor bolts. Cost included in the cost of Pedestrian Truss Superstructure.
- 14. Bearings and anchor bolts shall be designed for minimum lateral load capacity of 20% of all contributing Superstructure Dead Loads in the restrained direction at the given location under consideration
- 15. Bearing seat elevations at Abutments and Piers are determined based on total height of Bearing Assembly, including any shims, 5" at Abutments and 6" at Piers. Contractor must coordinate work with Pedestrian Truss manufacturer.



## WB I-64 CONNECTOR Along Baseline PROFILE GRADE EB I-64 RAMP A Along Raseline Spline



PROFILE GRADE
WB I-64 RAMP E
Along Baseline

## Sta. 503+00.00 Elev. 414.18 Sta. 503+25.00 Elev. 414.13

PROFILE GRADE

BAUGH AVE.

Along Baseline

# Sta. 40+50.00 Elev. 414.53 Sta. 40+75.00 Elev. 414.61 PVC Sta. 41+00.00 Elev. 414.71

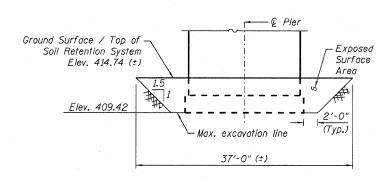
PROFILE GRADE
ST. CLAIR AVENUE
Along Baseline (Existing Survey)

## TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Structure Excavation	Cu. Yd.		359.1	359.1
Preformed Joint Strip Seal	Foot	113		113
Concrete Structures	Cu. Yd.		500.8	500.8
Reinforcement Bars, Epoxy Coated	Pound		80590	80,590
Furnishing Metal Pile Shells 12''x 0.250"	Foot		7146	7,146
Driving Piles	Foot		6930	6,930
Test Pile Metal Shells	Each		2	2
Pile Shoes	Each		110	110
Name Plates	Each		1	1
Concrete Sealer	Sq. Ft.		626	626
Bar Splicers	Each		36	36
Pedestrian Truss Superstructure	Sq. Ft.	10127		10,127
Drainage System	L. Sum	. 1		1
Mechanical Splice	Each		594	594
Temporary Soil Retention System	Sq. Ft.		1802	1,802
Mechanical Sandblast Finish	Sq. Ft.		5488	5,488
Concrete Surface Color Treatment	Sq. Ft.		462	462

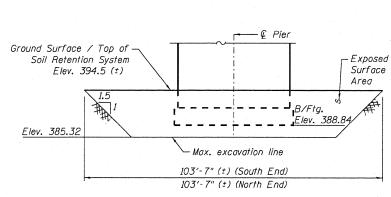
STATION 18+45.17 BUILT 20\_\_ BY STATE OF ILLINOIS F.A.I. ROUTE 64 SECTION 82-1-1HBR LOADING HIO STR. NO. 082-0394

NAME PLATE
See Std. 515001



## <u>ELEVATION - TEMP.</u> <u>SOIL RETENTION SYSTEM AT PIER 3</u>

- 16. Each test pile shall be dynamically monitored during driving to assess pile bearing capacity, hammer performance, and driving stresses using a Pile Driving Analyzer (PDA), or equivalent. See special provision for Dynamic Pile Monitoring.
- 17. When the hammer driving system is selected, a wave equation analysis shall be performed at the test pile locations to develop driving criteria to provide the nominal required bearing for the test pile without overstressing the pile. See special provision for Wave equation Analysis of Piles.



ELEVATION - TEMP.
SOIL RETENTION SYSTEM AT PIER 6

### NOTE:

A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

Sheet PB-3 of 25

FILE NAME =	USER NAME = bhatta	DESIGNED - DEV	REVISED -		GENERAL NOTES, TOTAL BILL OF	F.A. SECTION COUNTY TOTAL SHEET
082-0394_76C47_S03_GN-01.dgn		DRAWN - MK	REVISED -	STATE OF ILLINOIS	MATERIAL, & TEMP. SOIL RETENTION SYSTEM	64 82-1-1HBR ST. CLAIR 93 44
	PLOT SCALE = 0:1 ': / IN.	CHECKED - ATB	REVISED -	DEPARTMENT OF TRANSPORTATION	STRUCTURE NO. 082-0394	CONTRACT NO. 76C47
	PLOT DATE = 7/21/2009	DATE - 05/01/09	REVISED -		SCALE: SHEET NO. 2 OF 2 SHEETS STA. TO STA.	FED. ROAD DIST. NO.   ILLINOIS FED. AID PROJECT