

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

Fasteners shall be high strength bolts. Bolts $\frac{7}{8}$ " ϕ , open holes $\frac{15}{16}$ " ϕ , unless otherwise noted.
 Calculated weight of Structural Steel = 343,390 lbs. (Furnished by others) (AASHTO M 270, Gr. 50).
 The structural steel is being furnished under a separate fabrication contract.

Field welding of construction accessories will not be permitted to girders. Anchor bolts shall be set before bolting cross frames over supports.
 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 tension flanges, webs, cross frames, stiffeners, connection plates and all splice plate material except fill plates.
 Reinforcement bars shall conform to the requirements of AASHTO M 31 or M 322 Grade 60.

Slope wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two $\frac{1}{8}$ " adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims.

The Contractor shall drive three (3) HP12x53 test piles in a permanent location, one at each abutment and one at the pier, as directed by the Engineer before ordering the remainder of piles.

Bridge Seat Sealer shall be applied to the seat areas of the South and North Abutments.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project. All construction joints shall be bonded.

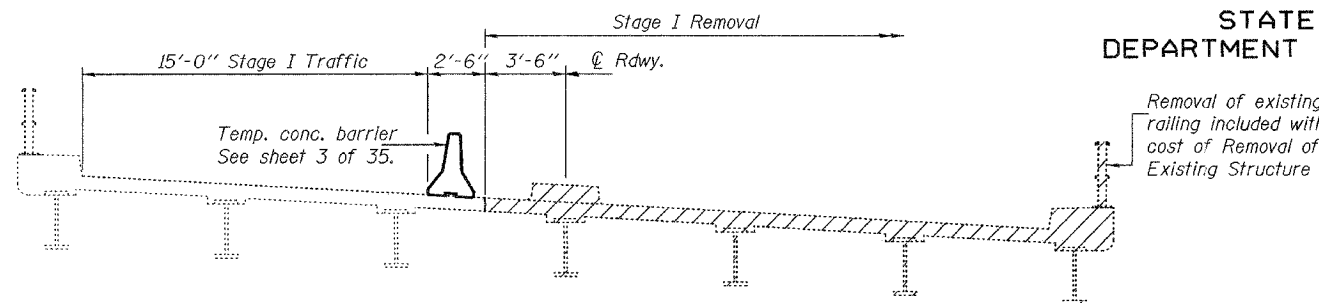
Before starting work, the Contractor shall submit procedure for erecting the girders, which details his proposed method to keep the girders vertical, to the Engineer for approval prior to initiating steel erection. See Article 505.08 of the Standard Specifications.

The inorganic zinc rich primer/Acrylic/Acrylic Paint System shall be used for 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 beam shall be Reddish Brown, Munsell No. 2.5YR 3/4. See special provision for "Cleaning and Painting New Metal Structures". Primer applied under fabrication contract.

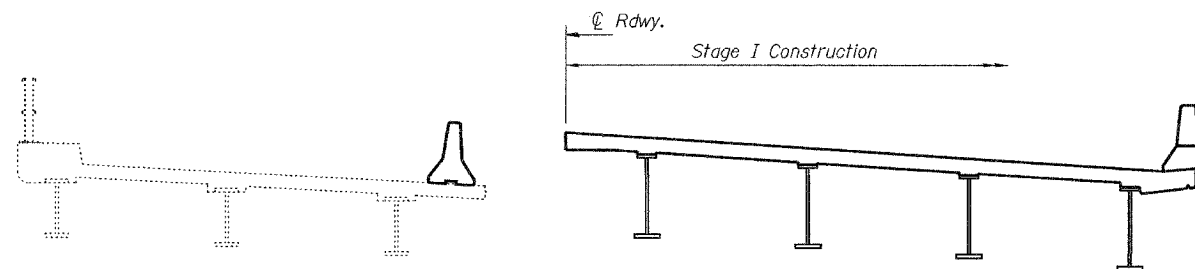
The backface of abutments and their curtain walls shall be waterproofed according to Article 502.10 of the Standard Specifications.

The Contractor shall submit the procedure for blocking the floating bearings prior to erecting structural steel. Subject to the approval of the Engineer.

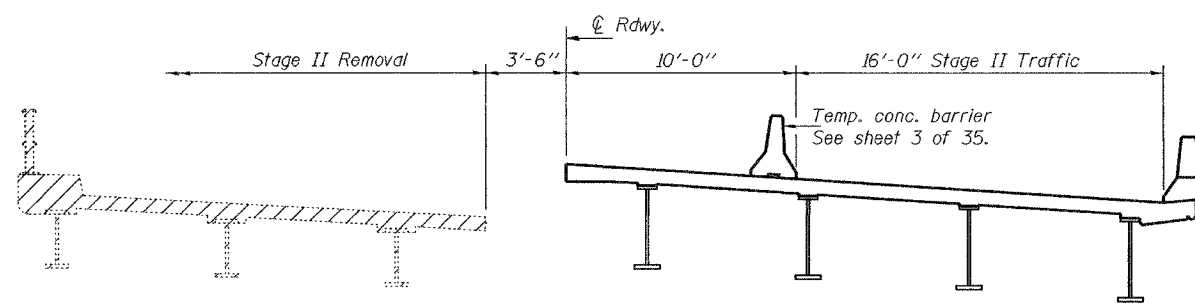
Any existing slopewall removal within the area of the vaulted abutment is included in the cost of Removal of Existing Structures.



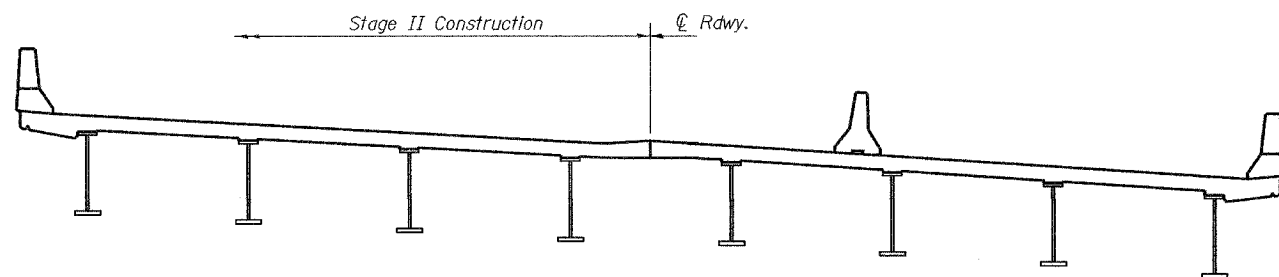
STAGE I REMOVAL



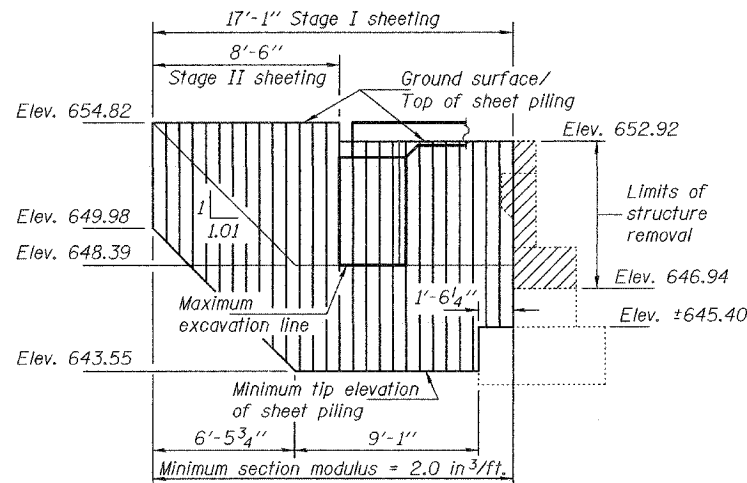
STAGE I CONSTRUCTION



STAGE II REMOVAL

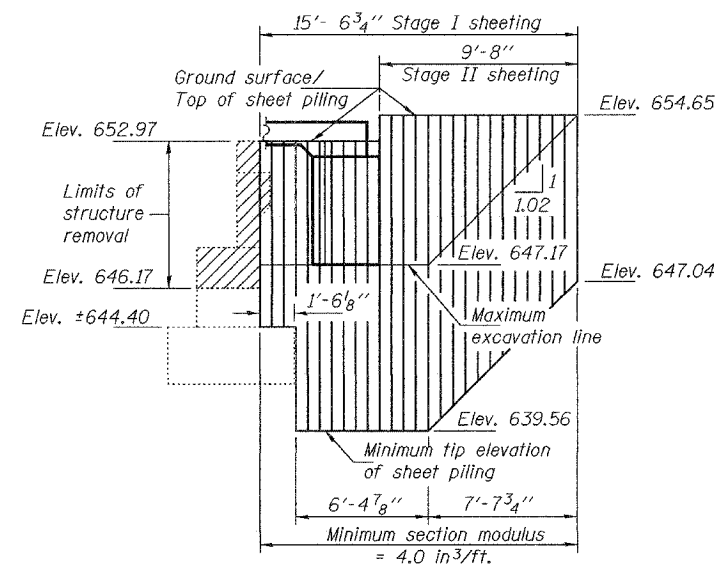


STAGE II CONSTRUCTION



TEMPORARY SHEET PILING AT S. ABUT.

(Dimensions shown parallel to ϕ Rdwy.)

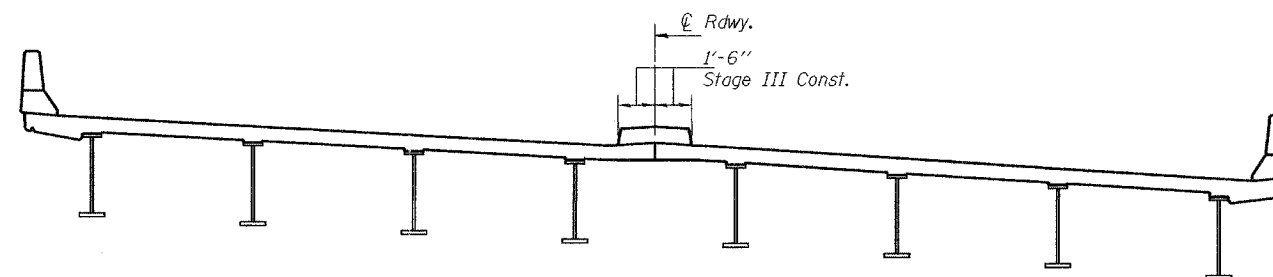


TEMPORARY SHEET PILING AT N. ABUT.

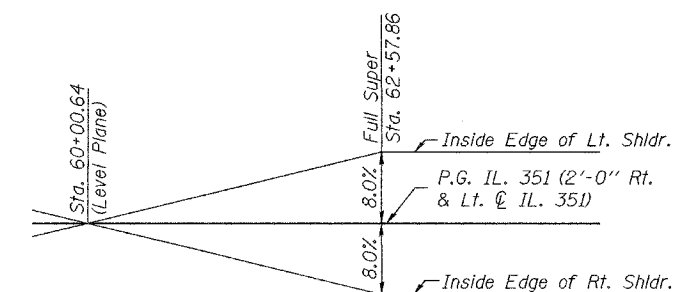
(Slopes & distance shown along alignment of sheeting.)

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.



STAGE III CONSTRUCTION



SUPERELEVATION TRANSITION SKETCH

(IL. 351)

**GENERAL DATA &
STAGE CONSTRUCTION DETAILS**
 F.A.I. RT. 80 - SEC. (50-2)HBR
 LaSALLE COUNTY
 STATION 62+39.22
 STRUCTURE NO. 050-0230

Notes: All staging sections are looking North.
 For quantity of Temporary Concrete Barrier, see roadway plans.
 Hatched areas indicate Removal of Existing Structures.

DESIGNED	CME
CHECKED	RLM
DRAWN	h.t. parsons
CHECKED	CME/RLM

Nov. 29, 2004
 EXAMINED *Thomas J. Domagalaki*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Ralph E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES