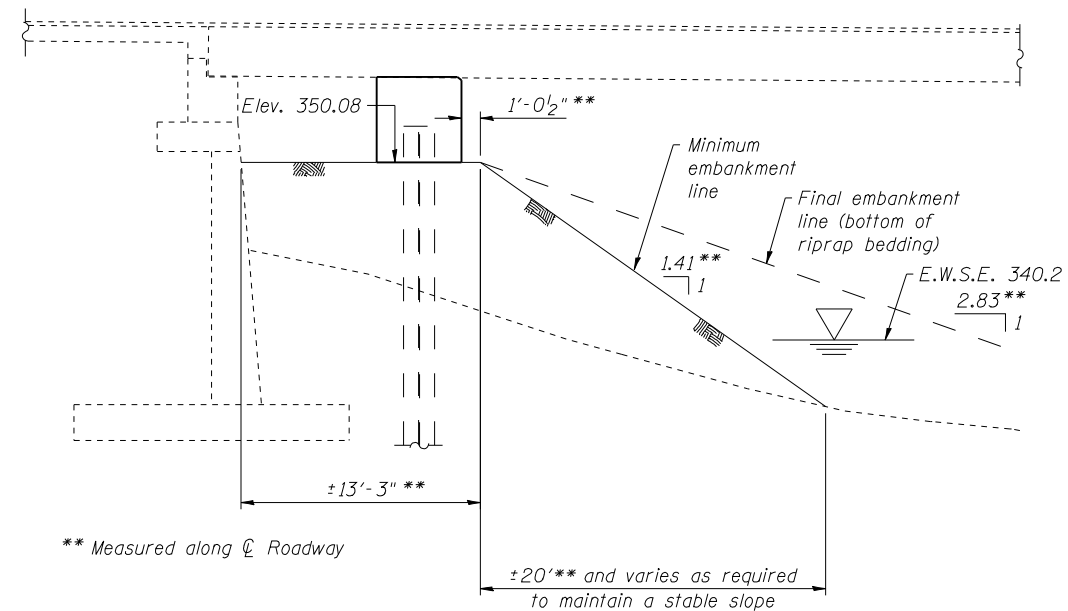


Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



EMBANKMENT DETAIL AT N. ABUT.

GENERAL NOTES

- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 7/8" ϕ , holes 15/16" ϕ , unless otherwise noted.
- Calculated weight of structural steel = 68130 lbs. (Grade 50)
= 10220 lbs. (Grade 36)
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- 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 Reddish Brown, Munsell No. 2.5YR 3/4.
- Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the North Abutment.
- 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.
- The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.
- Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.
- The existing bearing pads at the expansion end of the deck beams contain asbestos. See Special Provisions.
- 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.
- If the Contractor's procedure for existing deck beam removal or placement of new steel beams involves placement of cranes or other heavy equipment on deck beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the deck beams.
- Slipforming of the parapets is not allowed.

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 PLOT
 SCALE NAME = 050017-78263-02-00-01.dwg
 FILE NAME



USER NAME = kah	DESIGNED - SHL 07/13	REVISED -
ESCA PROJECT NO. 1035.03	CHECKED - RDP 09/13	REVISED -
PLOT SCALE = 1/2" = 1' / IN.	DRAWN - JPC/KAH 07/13	REVISED -
PLOT DATE = 2/27/2014 12:50:22 PM	CHECKED - SHL 08/13	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
STRUCTURE NO. 035-0017**

SHEET NO. 2 OF 29 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
782	115B-1	HARDIN	70	25
CONTRACT NO. 78263			ILLINOIS FED. AID PROJECT	