

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

|                        |         |          |                  |           |                          |
|------------------------|---------|----------|------------------|-----------|--------------------------|
| ROUTE NO.              | SECTION | COUNTY   | TOTAL SHEETS     | SHEET NO. | SHEET NO. 2<br>19 SHEETS |
| FAS 1360               | 65-BR   | WOODFORD | 39               | 15        |                          |
| PROJ. ROAD DIST. NO. 7 |         | ILLINOIS | FED. AID PROJECT |           |                          |

Contract # 68530

**GENERAL NOTES**

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts  $\frac{1}{8}$  in.  $\phi$ , holes  $\frac{15}{16}$  in.  $\phi$ , unless otherwise noted.

Calculated weight of Structural Steel = 91,300 lbs.

All structural steel shall be AASHTO M 270 Grade 50W

No field welding is permitted except as specified in the contract documents.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to their 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.

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

Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Those areas shall be primed in the shop with a Department approved zinc rich primer. No field painting shall be required. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".

Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.

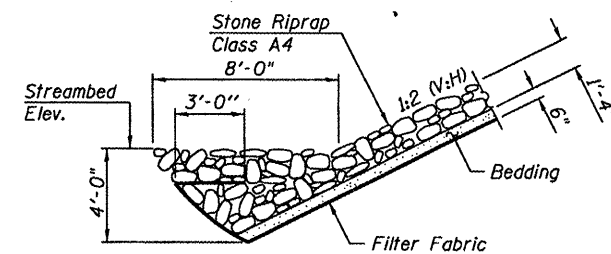
The Contractor shall drive test piles to 110% of the Nominal Required Bearing specified in the pile data information in production locations of the substructures indicated or approved by the Engineer before ordering the remainder of piles.

All construction joints shall be bonded.

The Contractor is advised that the existing steel superstructure is a continuous structure and removal must be done in a proper sequence, possibly with falsework support.

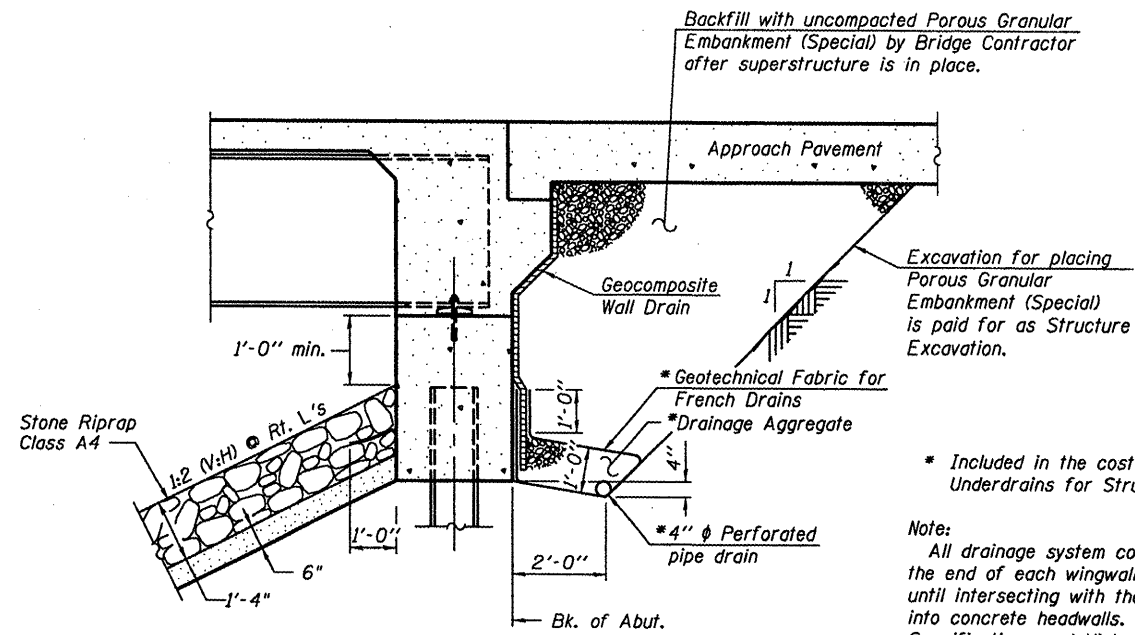
The Steel H-piles shall be according to AASHTO M270 Grade 50.

Slipforming of the parapets is not allowed.



**SECTION B-B**

See Sheet 1 for Section Cut.



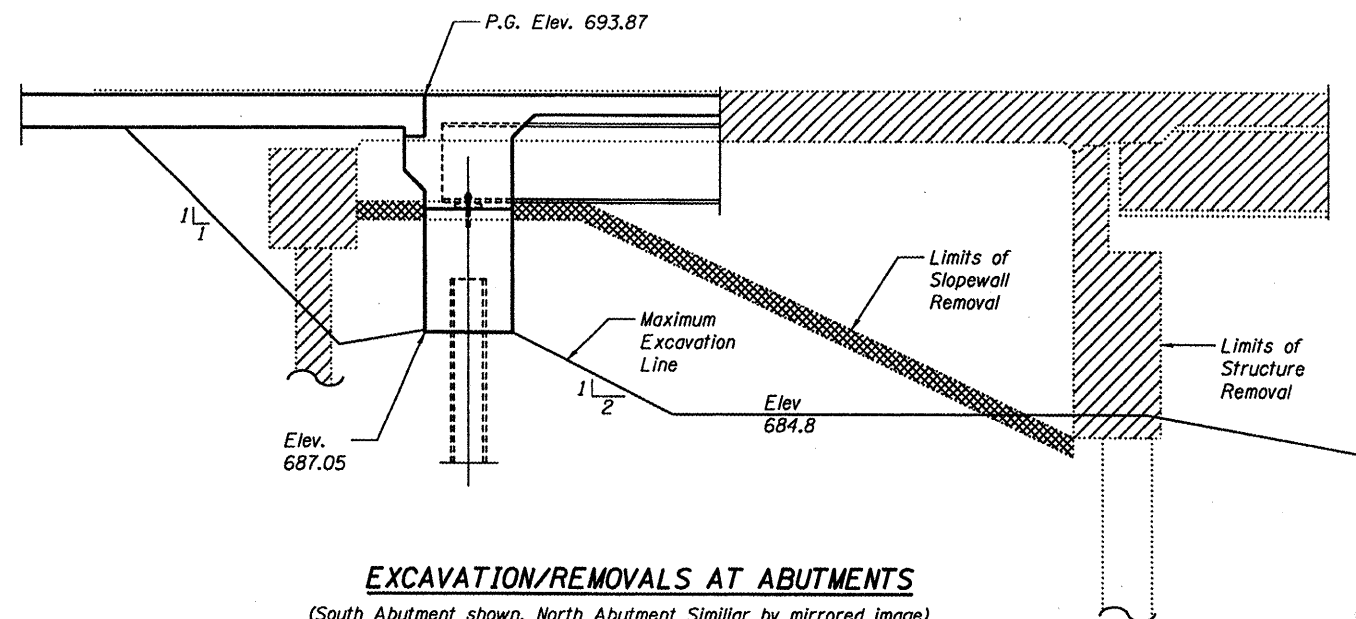
**SECTION THRU INTEGRAL ABUTMENT**

(Horiz. dim. @ Rt. L's)

\* Included in the cost of Pipe Underdrains for Structures 4".

**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).



**EXCAVATION/REMOVALS AT ABUTMENTS**

(South Abutment shown, North Abutment Similar by mirrored image)

STATION 1116 + 87.00  
BUILT 20 BY  
STATE OF ILLINOIS  
F.A.S. RTE. 1360 SEC. 65-BR  
LOADING HS20-44  
STRUCTURE NO. 102-0081

**NAME PLATE**  
See Std. 515001

**GENERAL DATA**  
F.A.S. ROUTE 1360 SEC. 65-BR  
IL ROUTE 251 OVER PANTHER CREEK  
WOODFORD COUNTY  
STATION 1116+87.00  
STRUCTURE NO. 102-0081

**EFK•Moen, LLC**  
Civil Engineering Design

|          |     |
|----------|-----|
| DESIGNED | CTW |
| CHECKED  | CDL |
| DRAWN    | DP  |
| CHECKED  | CTW |