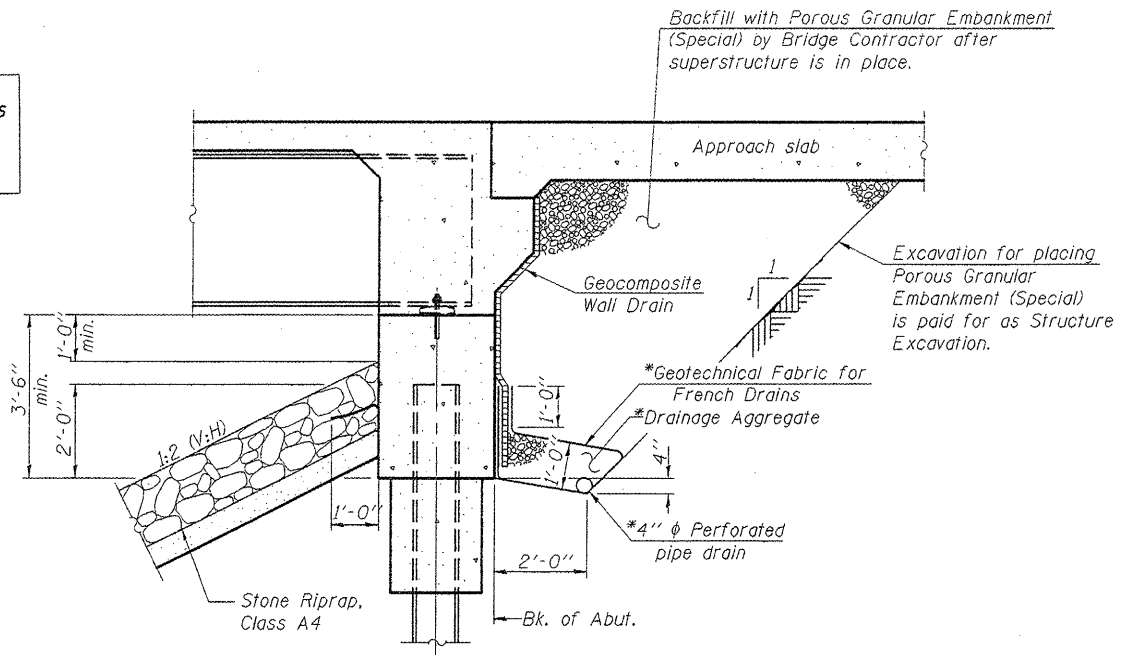


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

1. Fasteners shall be AASHTO M 164 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts $\frac{7}{8}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.
2. Calculated weight of Structural Steel = 179,420 pounds.
3. All structural steel shall be AASHTO M270 Grade 50W.
4. No field welding is permitted except as specified in the contract documents.
5. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr. 60. See Special Provisions.
6. Reinforcement bars designated (E) shall be epoxy coated.
7. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
8. Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 in. 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.
9. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
10. 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.
11. 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 for removal and replacement of the superstructure. Cost included with Removal of Existing Structures.
12. If the Contractor's procedures for existing deck beam removal involves placement of heavy equipment on the existing deck beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, sealed by an Illinois Licensed Structural Engineer, verifying the structural adequacy of the beams for the proposed loads. Cost included with Removal of Existing Structures.
13. Slipforming of the parapets will not be allowed.

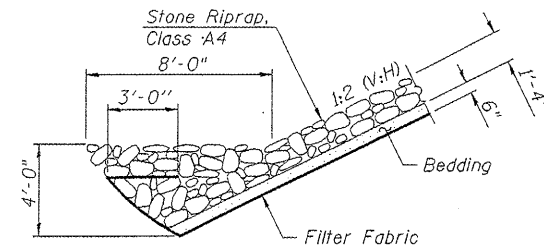
All structural bolting shall be done utilizing Load Indicating Washers according to Article 505.04(f)(2)(a) of the Standard Specifications unless noted otherwise. See Special Provisions.



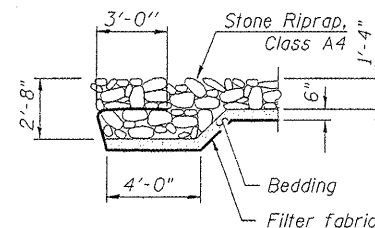
SECTION THRU INTEGRAL ABUTMENT

*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 intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



SECTION A-A



SECTION B-B

Note: See Sheet 1 of 22 for location of Section A-A and B-B

GENERAL NOTES
STRUCTURE NO. 020-0064

DESIGNED	SMM
CHECKED	KMS
DRAWN	SMM
CHECKED	KMS

SHEET NO. 2	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	71	(121BR)BR	DEWITT	75	31
22 SHEETS	CONTRACT NO. 70429				
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

CLARK DIETZ, INC.