

GENERAL NOTES

Fasteners shall be high strength bolts. Bolts 7/8" φ, open holes 15/16" φ, unless otherwise noted.
 Calculated weight of Structural Steel: AASHTO M 270 Grade 50 = 303440 lbs
 Field welding of construction accessories will not be permitted to beams.
 Anchor bolts shall be set before bolting diaphragms over supports.
 The structural steel bearing plates of the Elastomeric Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
 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 wide flange beams and all splice plate material except fill plates.
 Reinforcement bars shall conform to the requirements of AASHTO M 31 or M 322 Grade 60.
 The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of the abutments.
 Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 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 one test pile in a permanent location at each substructure as directed by the Engineer before ordering the remainder of piles.
 The concrete for bridge floors finished according to Article 503.16 of the Standard Specifications, shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The finishing machine, when required, shall be set parallel to the skew for striking off and screeding the concrete.
 Concrete Sealer shall be applied to the seat area of the Abutments.
 All Construction joints shall be bonded.
 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 Interstate Green, Munsell No 7.5G 4/8. See Special Provisions for "Cleaning and Painting New Metal Structures".
 No deck drains will be permitted in the span over tracks or within 10' of crossarms of a railroad pole line.
 An unconfined compressive strength of 1.5 tons is required during placement of embankment material.
 The piles at the abutments shall be driven through 18" φ pre-cored holes extending to Elev. 601.5 at the W. Abut. and 601.0 at the E. Abut. or to the present ground elevation or whichever occurs first. The piling at the piers shall be driven thru 18" φ pre-cored holes extending to Elev 590.04 at pier 1 and 590.34 at pier 2 or to the bottom of existing RCCP storm sewer elevation adjacent to the footing or whichever is lower. The annular spacing around the pile shall be backfilled with dry loose sand. The cost of complying with these requirements shall be included with driving steel piles.
 If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans at Pier #2, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
 Drains shall be located clear of all diaphragms.
 A cantilevered sheet piling design does not appear feasible at Pier #3, 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.
 The Steel H-piles shall be according to AASHTO M270 Grade 50.
 The test piles shall be driven to 110 percent of the Nominal Required Bearing indicated in the pile data information.

TEMPORARY SOIL RETENTION SYSTEM

Slopes and distances shown along alignment of pier unless noted distance along sheeting.

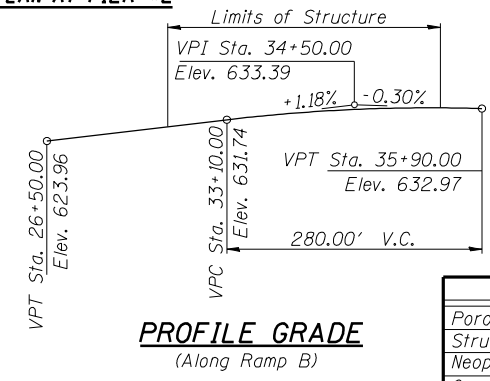
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West Rail		East Rail	
Station	Elevation	Station	Elevation
0+00.00	605.31	0+00.03	605.33
0+67.95	605.32	0+67.76	605.35
1+83.47	605.26	1+83.48	605.25
2+80.82	605.24	2+80.71	605.24
3+81.80	605.12	3+81.74	605.13
4+81.65	605.26	4+81.69	605.24
5+78.38	605.39	5+78.51	605.36

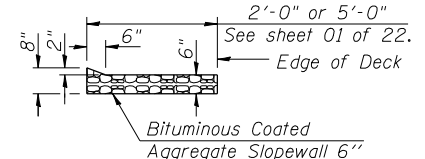
EXISTING TOP OF RAIL ELEVATIONS UP R.R.

Note:
 The elevations of the existing top-of-rail profile shall be verified before beginning construction. All discrepancies shall be brought to the attention of the Chief Engineer Bridges and Structures.

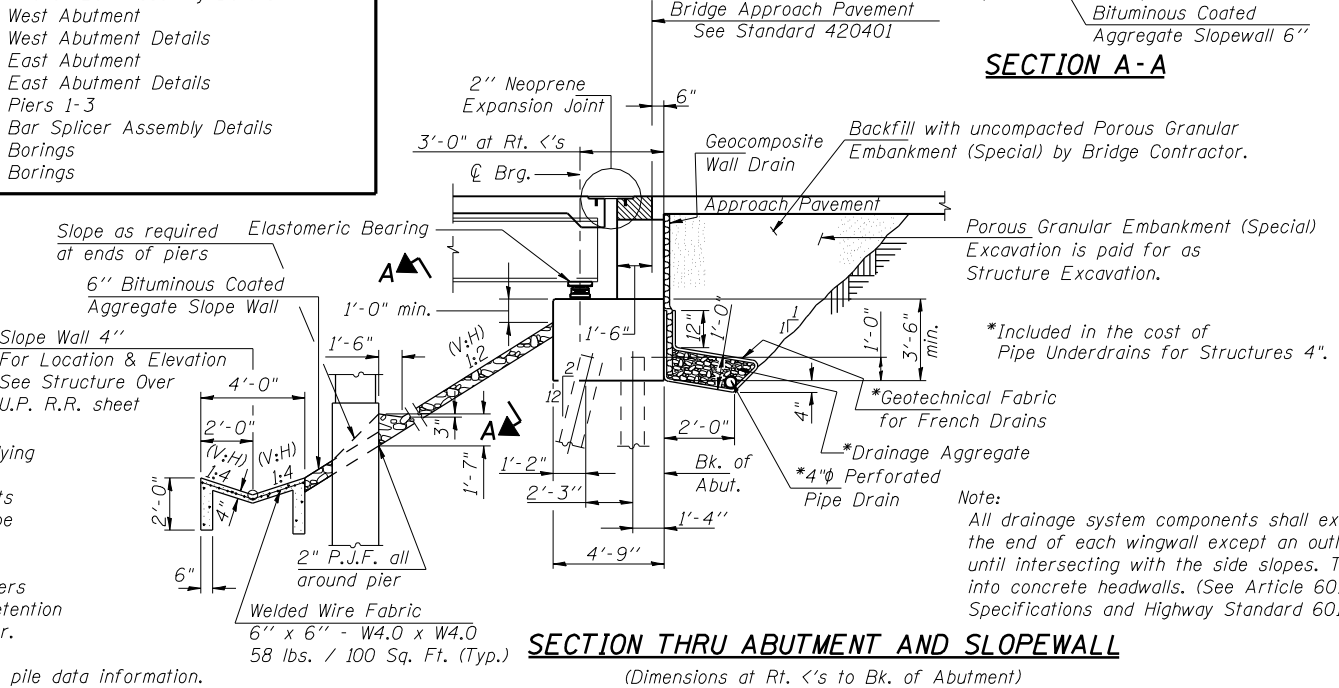


PROFILE GRADE

(Along Ramp B)



SECTION A-A



SECTION THRU ABUTMENT AND SLOPEWALL

(Dimensions at Rt. <'s to Bk. of Abutment)

STATION 33+95.61
 BUILT 20__ BY
 STATE OF ILLINOIS
 F.A.I. 72 SEC. (84-9-4)A,HBK,BY,BY1
 LOADING HS20-44
 STR. NO. 084-0514
NAME PLATE
 See Std. 515001

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.	-	146	146
Structure Excavation	Cu. Yd.	-	591	591
Neoprene Expansion Joint 2"	Foot	83	-	83
Concrete Structures	Cu. Yd.	-	450.3	450.3
Concrete Superstructure	Cu. Yd.	296.8	-	296.8
Bridge Deck Grooving	Sq. Yd.	820	-	820
Protective Coat	Sq. Yd.	1171	-	1171
Elastomeric Bearing Assembly, Type II	Each	10	-	10
Furnishing and Erecting Structural Steel Bridge No. 3	L. Sum	1	-	1
Stud Shear Connectors	Each	3825	-	3825
Reinforcement Bars, Epoxy Coated	Pound	70910	66210	137120
Slope Wall 4"	Sq. Yd.	-	48	48
Bituminous Coated Aggregate Slope Wall 6"	Sq. Yd.	-	604	604
Furnishing Steel Piles HP10x57	Foot	-	1780	1780
Driving Piles	Foot	-	1780	1780
Test Pile Steel HP10x57	Each	-	5	5
Temporary Sheet Piling	Sq. Ft.	-	956	956
Name Plates	Each	1	-	1
Concrete Sealer	Sq. Ft.	-	234	234
Drainage Scuppers, DS-II	Each	1	-	1
Temporary Soil Retention System	Sq. Ft.	-	268	268
Bar Splicers	Each	-	79	79
Pipe Underdrains for Structures 4"	Foot	-	123	123
Geocomposite Wall Drain	Sq. Yd.	-	61	61

Corporate License Number 184-001-084

GENERAL NOTES & BILL OF MATERIAL
 I-72/MACARTHUR BLVD. RAMP B OVER UPRR
 SECTION (84-9-4)A,HBK,BY,BY-1
 SANGAMON COUNTY
 STATION 33+95.61
 STRUCTURE NUMBER 084-0514

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96S2002B
 DATE: 11/16/05

MMW 06/27/03
 DAP 01/04/05
 JMM 02/24/05
 LAYOUT
 DRAWN
 REVIEWED