

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| ROUTE NO. | SECTION | COUNTY | STA. | SHEET NO. | SHEET NO. |
|-----------------------|---------|------------------|------|-----------|-----------|
| F.A.S. 1842 | 106BR | ST. CLAIR | 61 | 23 | 22 SHEETS |
| FED. ROAD DIST. NO. 7 | S.LINER | FED. AID PROJECT | | | |

Contract No. 76129

GENERAL NOTES

Fasteners shall be AASHTO M164 high strength bolts. Bolts $\frac{7}{8}$ " ϕ , open holes $\frac{15}{16}$ " ϕ , unless otherwise noted.
Calculated weight of Structural Steel = 268,830 pounds (AASHTO M270 Gr. 50)
= 24,430 pounds (AASHTO M270 Gr. 36)

Reinforcement bars shall conform to the requirements of IL Modified ASTM A706 Grade 60.

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

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

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ " (0.01 ft). Adjustment shall be made either by grinding the surface or by shimming the bearings.

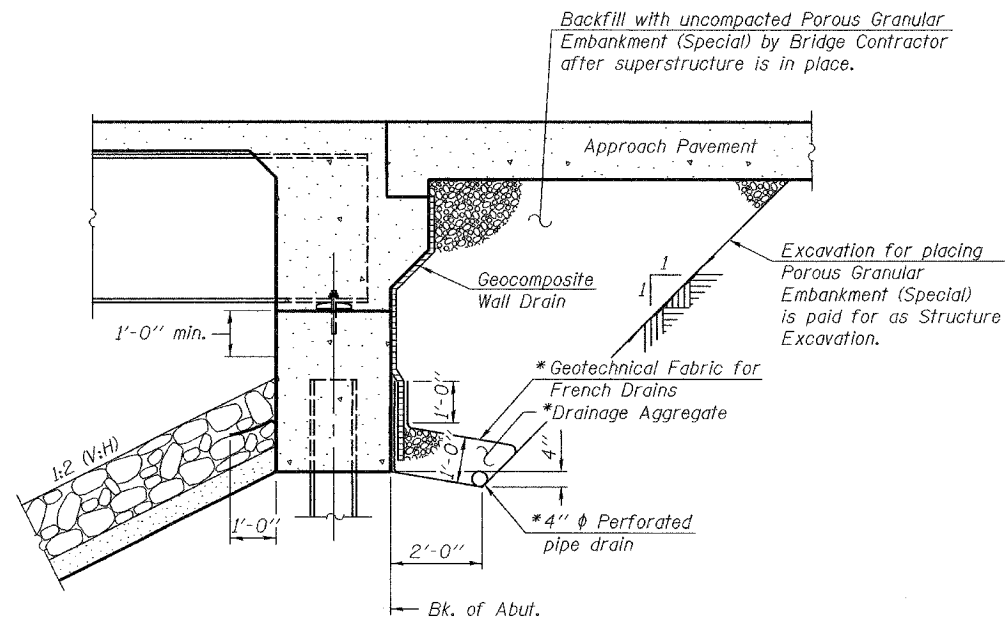
The inorganic zinc rich primer/Acrylic/Acrylic Paint system shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Gray, Munsell No. 5B 7/1. See Special Provisions for "Cleaning and Painting New Metal Structures".

The Structural Steel Bearing Plates of the Elastomeric Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.

Reinforcement bars designated (E) shall be epoxy coated.

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.

In addition to all other requirements of Section 512 of the Standard Specifications, splices for HP12x53 piles shall develop the full capacity of the steel's cross sectional area of the pile for tension, shear and bending forces. One approved method of achieving this requirement is full penetration butt welding of the entire cross section. Other types of splices meeting the full capacity requirement may be allowed subject to the approval of the Engineer. Any proposal by the Contractor to use an alternate splice method must include adequate documentation demonstrating that the full tension, shear and bending capacities will be met. Appropriate welder qualifications will be required for the positions and processes used in splicing all piles. Nondestructive testing of completed welds will be limited to visual inspection.



SECTION THRU INTEGRAL ABUTMENT

* 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).

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|----------|------------------|
| DESIGNED | JEK |
| CHECKED | RLM |
| DRAWN | AMC AMBER SEIBER |
| CHECKED | RLM |

January 23, 2007
EXAMINED *Thomas J. Domagala*
ENGINEER OF BRIDGE DESIGN
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

GENERAL DATA
F.A.S. ROUTE 1842 - SECTION 106BR
ST. CLAIR COUNTY
STATION 669+65.50
STRUCTURE NO. 082-0387