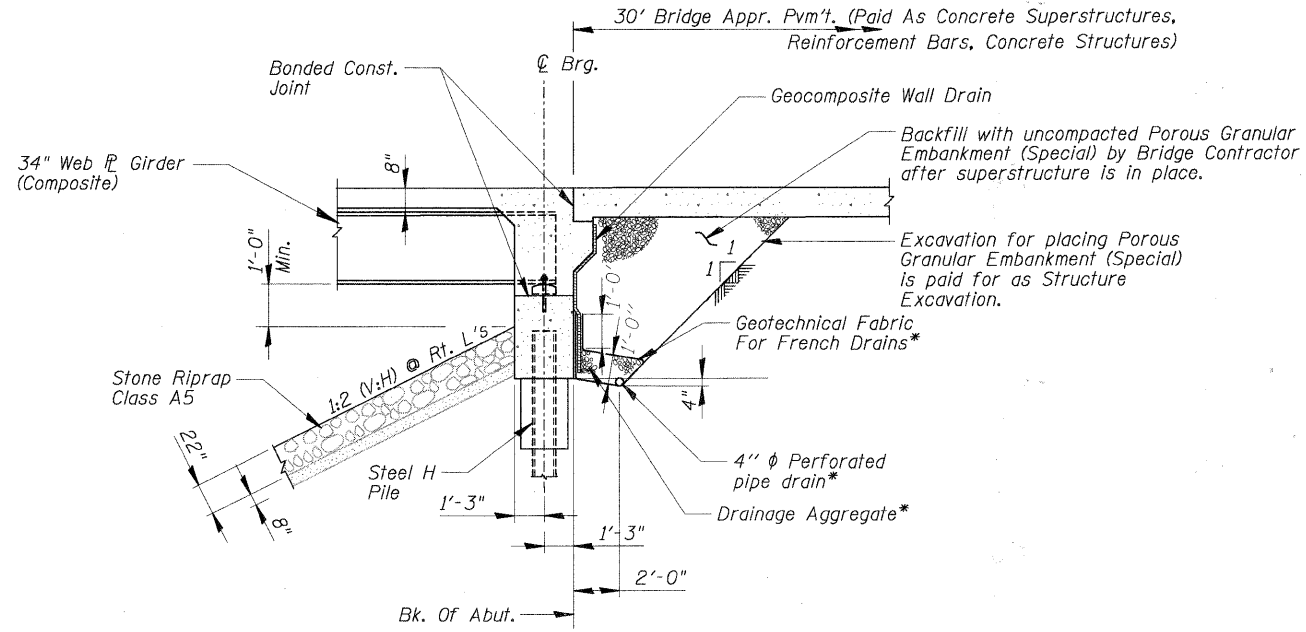


GENERAL NOTES

- Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts (in painted areas and M164 Type 3 in unpainted areas). Bolts $\frac{3}{4}$ in. ϕ , holes $\frac{13}{16}$ in. ϕ , unless otherwise noted.
- Calculated weight of Structural Steel = 191,150 lbs. Grade 50
= 19,960 lbs. Grade 36
- 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. 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 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. See Special Provision for "Cleaning and Painting New Metal Structures".
- Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
- Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
- The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
- Two $\frac{1}{8}$ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
- All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
- 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.



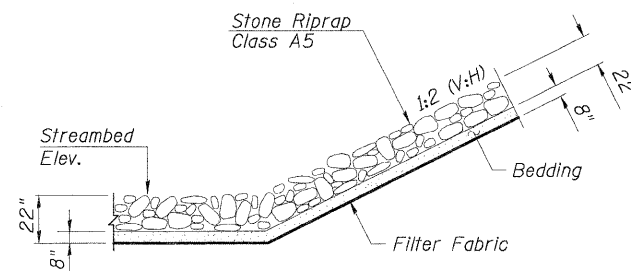
TYPICAL SECTION THRU ABUTMENT

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

*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 - STONE RIPRAP ANCHOR DETAIL

CHRISTOPHER B. BURKE ENGINEERING, LTD.
8975 W. Higgins Road, Suite 800
Rosemont, Illinois 60018
(847) 822-0500



F.A.S. 0130 - BIG TIMBER ROAD
OVER TYLER AND PINGREE CREEK
SECTION 01-00266-00-BR
KANE COUNTY, ILLINOIS
STA. 135+80.00
STRUCTURE NO. 045-3323

FILE NAME =	USER NAME = BLUKE	DESIGNED - MM	REVISED -
N:\kanecounty\04198\STRUCT_2\04198-S2.SHT		DRAWN - PDR	REVISED -
	PLOT SCALE = 1"	CHECKED - MM	REVISED -
	PLOT DATE = 2/7/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SHEET NO. S-2 OF S-21

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0130	01-00266-00-BR	KANE	70	39
CONTRACT NO. 63196			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BRM-80030431	