

**GENERAL NOTES**

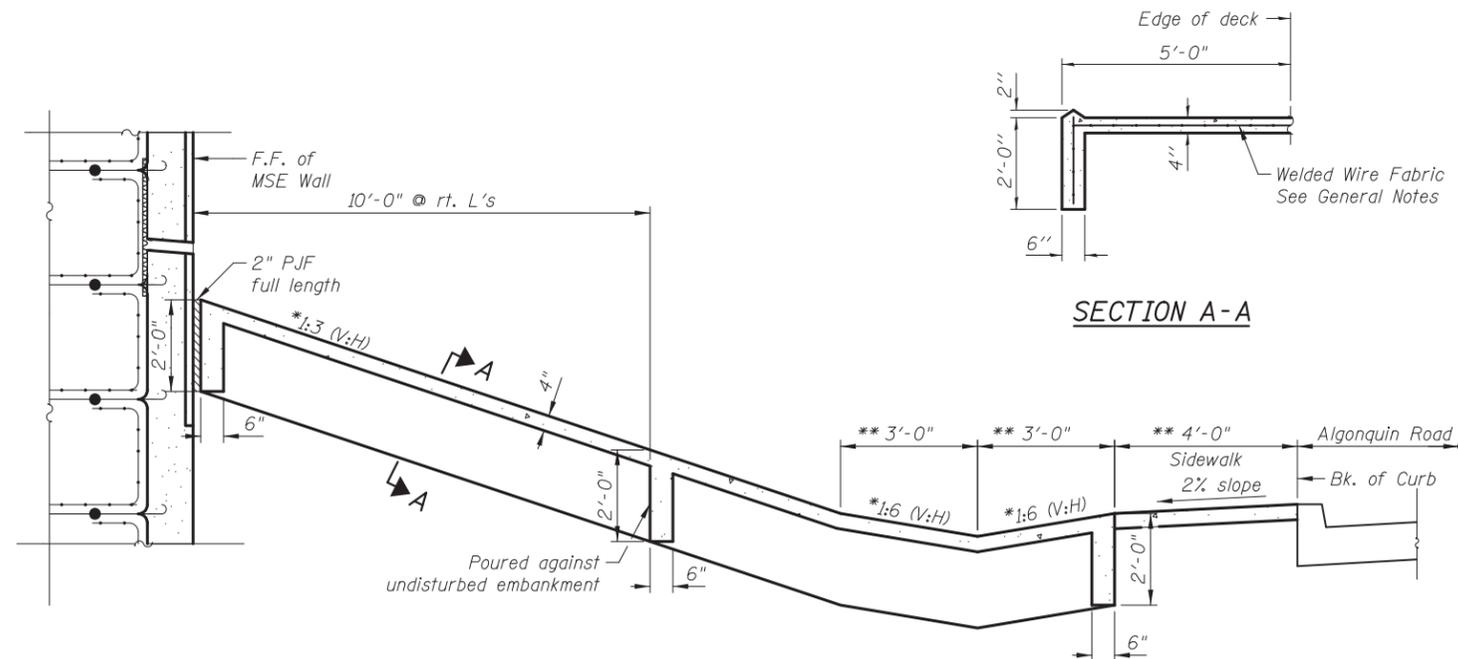
- Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts  $\frac{7}{8}$  in.  $\phi$ , holes  $\frac{15}{16}$  in.  $\phi$ , unless otherwise noted.
- Calculated weight of Structural Steel = 403,690 lbs (AASHTO M270 GR. 50)  
Calculated weight of Structural Steel = 29,230 lbs (AASHTO M270 GR. 36)
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
- Concrete Sealer shall be applied to the designated areas of the backwalls and bridge seats of the abutments.
- The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all steel surfaces shall be Gray, Munsell No. 5B 7/1.
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
- Sloped wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.
- Neither the MSE wall cast-in-place concrete facing, anchorage slab & parapet, approach slabs, nor approach roadway pavements shall be constructed until after the roadway embankment and reinforced select fill have been in place for 7 $\frac{1}{2}$  months, after which time less than 1 inch of the total anticipated 5 $\frac{3}{4}$  inches settlement is assumed to remain, without the prior approval of the Engineer. The settlement period may be shortened at the discretion of the Engineer if the monitoring data indicates a lesser than predicted settlement.
- Slipforming of the parapets is not allowed.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment	Cu. Yd.	-	4,233	4,233
Removal and Disposal of Unsuitable Materials for Structures	Cu. Yd.	-	4,378	4,378
Concrete Structures	Cu. Yd.	-	246.2	246.2
Concrete Superstructures	Cu. Yd.	706.4	-	706.4
Bridge Deck Grooving	Sq. Yd.	1,705	-	1,705
Form Liner Textured Surface	Sq. Ft.	-	4,511	4,511
Protective Coat	Sq. Yd.	2,142	-	2,142
Furnishing and Erecting Structural Steel	L. Sum	0.36	-	0.36
Stud Shear Connectors	Each	2,400	-	2,400
Reinforcement Bars, Epoxy Coated	Pound	157,850	24,360	182,210
Bar Splicers	Each	-	162	162
Slope Wall 4 Inch	Sq. Yd.	-	317	317
Furnishing Steel Piles HP 14X73	Foot	-	4,080	4,080
Driving piles	Foot	-	4,080	4,080
Test Pile Steel HP 14X73	Each	-	2	2
Pile Shoes	Each	-	50	50
Name Plates	Each	1	-	1
Preformed Joint Strip Seal	Foot	167	-	167
Elastomeric Bearing Assembly, Type I	Each	10	-	10
Anchor Bolts, 1"	Each	20	-	20
Anchor Bolts, 1 $\frac{1}{4}$ "	Each	20	-	20
Concrete Sealer	Sq. Ft.	-	1,380	1,380
Geocomposite Wall Drain	Sq. Yd.	-	53	53
Biaxial Geogrid	Sq. Yd.	-	1,445	1,455
Parapet Railing, Special	Foot	300	-	300
Drainage Scupper, DS-33	Each	2	-	2
Mechanically Stabilized Earth Retaining Wall	Sq. Ft.	-	5,773	5,773
Staining Concrete Structures	Sq. Yd.	-	501	501
Form Liner Textured Surface, Special	Sq. Ft.	688	-	688
Ornamental Aluminum Lattice	Foot	294	-	294

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\* at Rt. Angles to  $\phi$  Algonquin Road  
\*\* at Rt. Angles to Back of Curb

**SECTION THRU CONCRETE SLOPEWALL**

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DATE	- 5/3/2012	REVISED	-

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA  
ILLINOIS ROUTE 31 OVER ALGONQUIN ROAD  
STRUCTURE NO. 056-0081**

SHEET NO. SB2 OF SB32 SHEETS

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	495
CONTRACT NO. 60F72			ILLINOIS FED. AID PROJECT	