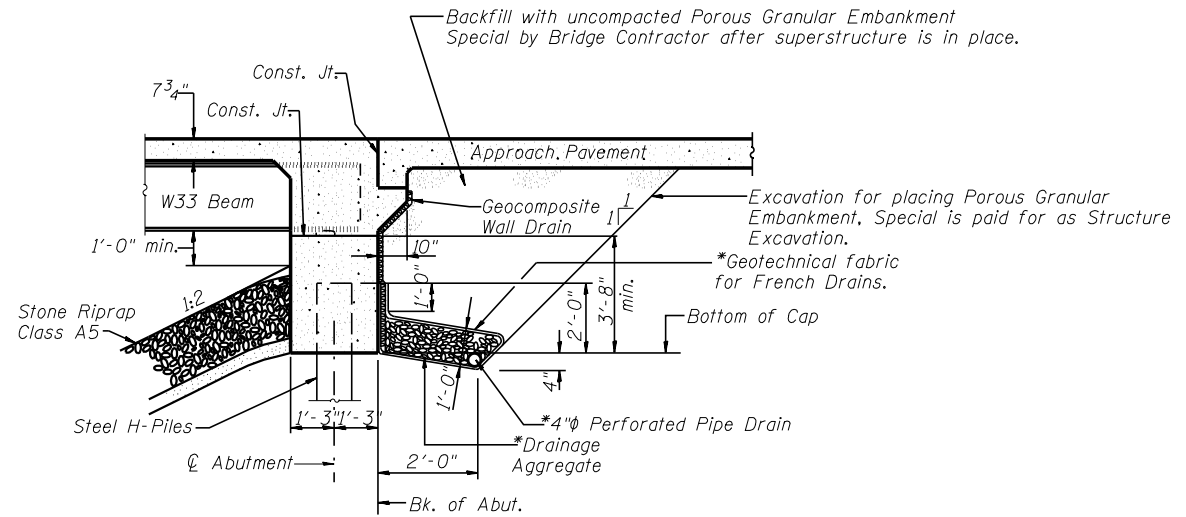


**GENERAL NOTES**

- Fasteners shall be high strength bolts AASHTO M 164, Type 3 in unpainted areas and mechanically galvanized AASHTO M 164, Type 1 or 2 in painted areas. Bolts  $\frac{7}{8}$ "  $\phi$ , open holes  $\frac{5}{16}$ "  $\phi$ , unless otherwise noted.
- Calculated weight of Structural Steel = 221,030 lbs.
- All structural steel shall be AASHTO M 270 Grade 50W.
- Field welding of construction accessories will not be permitted to beams.
- Anchor bolts shall be set before bolting diaphragms over supports.
- 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.
- Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
- 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  $\frac{1}{8}$  inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two  $\frac{1}{8}$ " 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 4 HP10x42 test piles in permanent locations: one at the South Abutment, one at the North Abutment, one at Pier 1, and one at Pier 2 as directed by the Engineer before ordering the remainder of the piles.
- AASHTO M 270 Grade 50W structural steel shall only be painted, at the ends of the beams, for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Those areas shall be primed in the shop with an inorganic zinc rich primer per AASHTO M 300, Type 1. 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".
- All Construction joints shall be bonded.
- Excavation behind existing abutment walls shall be done before removing the existing superstructure.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 326	129BR-3	CHAMPAIGN		17 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

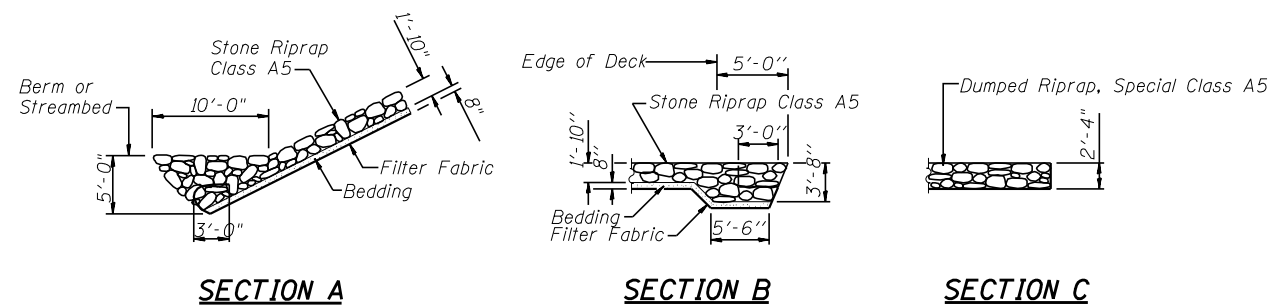
CONTRACT #70344



\*Included in the cost of Pipe Underdrains for Structures.

All drainage 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 THRU INTEGRAL ABUTMENT**  
(Dimensions at Right Angles)



**GENERAL NOTES**

IL. ROUTE 47  
OVER SANGAMON RIVER  
F.A.P. ROUTE 326 SEC. (129BR-3) BR  
CHAMPAIGN COUNTY  
STATION 746+65.00  
STRUCTURE NO. 010-0281

CHAMPAIGN, ILLINOIS  
CHICAGO, ILLINOIS  
EVANSVILLE, INDIANA  
INDIANAPOLIS, INDIANA  
KENOSHA, WISCONSIN  
SPRING GREEN, WISCONSIN

REVISIONS		DATE	
NAME			

DESIGNED BY: SMM	PROJECT NO. 102287
CHECKED BY: MEW	DATE: 5/05
APPROVED BY: SMM	
ACTIVITY	INITIALS