

GENERAL NOTES

- Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $\frac{7}{8}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.
- Calculated weight of Structural Steel = 189,630 lbs (AASHTO M270 GR. 50)
Calculated weight of Structural Steel = 14,840 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.
- 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 4 months, after which time less than 1 inch of the total anticipated 6 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.
- Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

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TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.	-	340	340
Filter Fabric	Sq. Yd.	-	340	340
Structure Excavation	Cu. Yd.	-	30	30
Cofferdam Excavation	Cu. Yd.	-	766	766
Cofferdam (Type 2) (Location 1)	Each	-	1	1
Cofferdam (Type 2) (Location 2)	Each	-	1	1
Concrete Structures	Cu. Yd.	-	96.6	96.6
Concrete Superstructures	Cu. Yd.	349.2	-	349.2
Bridge Deck Grooving	Sq. Yd.	694	-	694
Form Liner Textured Surface	Sq. Ft.	-	3,364	3,364
Protective Coat	Sq. Yd.	1,000	-	1,000
Furnishing and Erecting Structural Steel	L. Sum	0.17	-	0.17
Stud Shear Connectors	Each	1,095	-	1,095
Reinforcement Bars, Epoxy Coated	Pound	72,400	9,750	82,150
Bar Splicers	Each	68	-	68
Furnishing Steel Piles HP 14x73	Foot	-	1,536	1,536
Driving piles	Foot	-	1,536	1,536
Test Pile Steel HP 14x73	Each	-	2	2
Pile Shoes	Each	-	26	26
Name Plates	Each	1	-	1
Preformed Joint Strip Seal	Foot	68	-	68
Elastomeric Bearing Assembly, Type I	Each	5	-	5
Anchor Bolts, 1"	Each	10	-	10
Anchor Bolts, 1 1/4"	Each	10	-	10
Concrete Sealer	Sq. Ft.	-	555	555
Geocomposite Wall Drain	Sq. Yd.	-	42	42
Parapet Railing, Special	Foot	290	-	290
Drainage Scuppers, DS-33	Each	1	-	1
Mechanically Stabilized Earth Retaining Wall	Sq. Ft.	-	5,334	5,334
Staining Concrete Structures	Sq. Yd.	-	374	374
Form Liner Textured Surface, Special	Sq. Ft.	695	-	695
Ornamental Aluminum Lattice	Foot	284	-	284

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DRAWN - M. LANGE	REVISED - 5/4/12 K.L.B.
DESIGNED - D. ATKINS	REVISED -
CHECKED - G. HATLESTAD	REVISED -
DATE - 5/3/2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
SB ENTR. RAMP (RAMP C) OVER CRYSTAL CREEK
STRUCTURE NO. 056-0080**

SHEET NO. SD2 OF SD30 SHEETS

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	556
CONTRACT NO. 60F72				
ILLINOIS FED. AID PROJECT				