

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts.
Bolts 7/8" φ in holes 5/16" φ, unless otherwise noted.

Calculated weight of Structural Steel = 2,417,760 lbs (AASHTO M270 Grade 50)
= 202,300 lbs (AASHTO M270 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.

Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to the designated areas of the abutments and Piers.

Reinforcement bars designated (E) shall be epoxy coated.

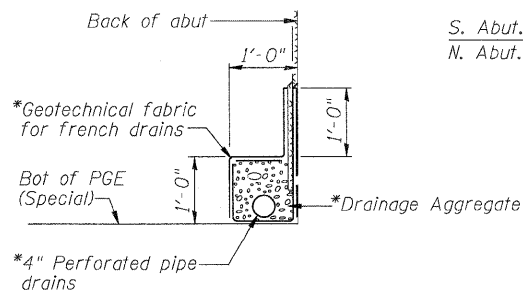
The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all 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 Blue, Munsell No. 10B 3/6-. See Special Provision for "Cleaning and Painting New Metal Structures".

The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR permit number DS2009080 which was issued for the permanent construction.

The Contractor will be allowed for debris from the removal of the existing structure to fall into the river. However, the Contractor will be responsible to remove all debris and to restore the channel bottom to pre-construction conditions.

Reference the Maintenance of Navigation detail drawing showing how boat traffic is to be maintained with the construction area.

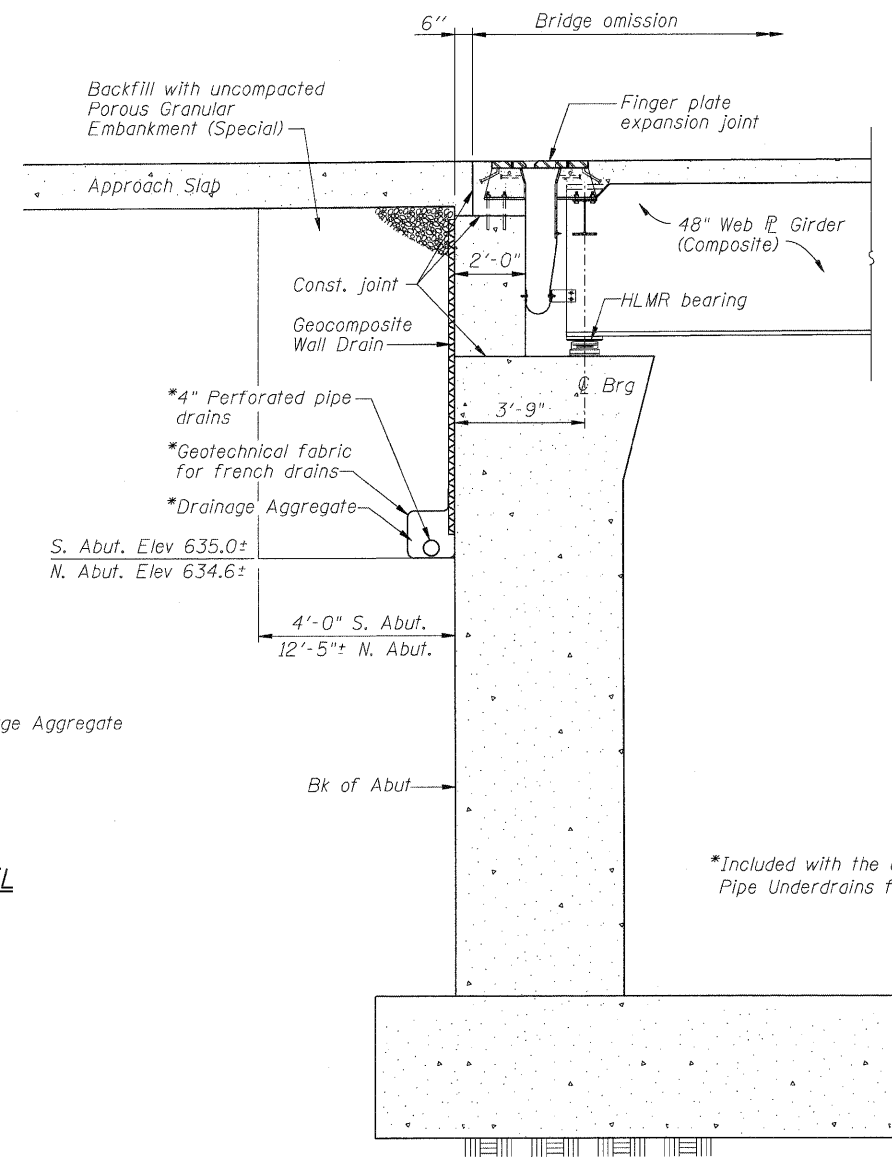
Slipforming of parapets is not allowed.



PIPE UNDERDRAIN DETAIL

BILL OF MATERIAL

Item	Unit	S Abut	N Abut
Pipe Underdrains for Structures, 4"	Foot	76	81
Porous Granular Embankment (Special)	Cu Yd	111	257
Geocomposite Wall Drain	Sq Yd	99	87



SECTION THRU ABUTMENTS

PIPE UNDERDRAIN NOTES:

Pipe underdrain behind the Southwest retaining wall shall be capped at the South end and slope towards the South abutment. The retaining wall underdrain shall connect to the pipe underdrain behind the South abutment. Pipe underdrain behind the Southeast retaining wall shall be capped at the South end and slope towards the South abutment. The retaining wall underdrain shall tee into the abutment underdrain and then exit through the hole in the Southeast retaining wall. An outlet pipe shall extend from the retaining wall and connect to the manhole at Station 724+23.00, 48.3' RT at Elev 634.75. See Roadway plans for manhole details.

The minimum allowable slope for pipe underdrains is 2%.

FILE NAME = 0264980-shr-str-data2.dgn

USER NAME = dwozniarski

DESIGNED - ACB

REVISED -

CHECKED - JMB

REVISED -

PLOT SCALE = 1:8000' / IN.

DRAWN - RLK

REVISED -

PLOT DATE = 7/18/2011

CHECKED - ACB

REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL STRUCTURAL DATA
STRUCTURE NO. 098-0115**

SHEET NO. 3 OF 103 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	IB-2	WHITESIDE	257	106
CONTRACT NO. 64B80			ILLINOIS FED. AID PROJECT	