

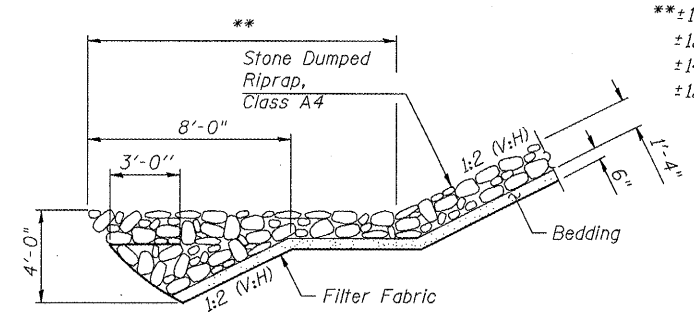
SECTION THRU INTEGRAL ABUTMENT

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

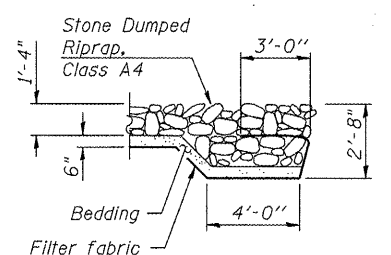
*Included in the cost of Pipe Underdrains for Structures.

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



SECTION B-B

** ±14' N. Abut. S.N. 055-0080
 ±12' S. Abut. S.N. 055-0080
 ±14' N. Abut. S.N. 055-0081
 ±12' S. Abut. S.N. 055-0081

STATION 152+97.03
 BUILT 201 BY
 STATE OF ILLINOIS
 F.A.P. RT. 310 SEC. (38B-2)BR
 LOADING HL-93
 STRUCTURE NO. 055-0080

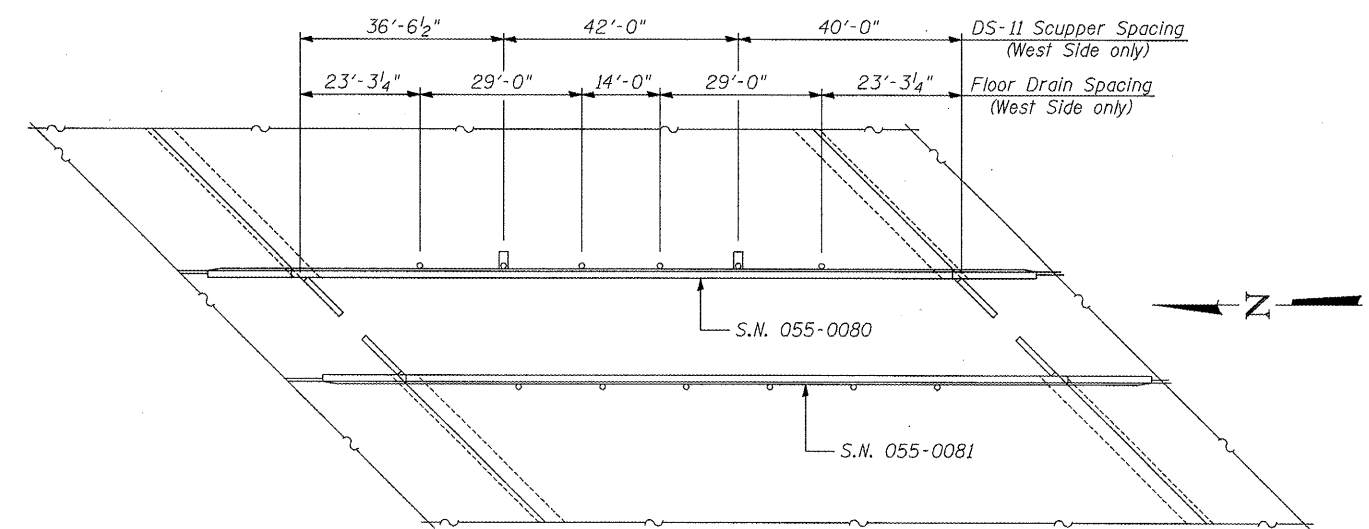
NAME PLATE - S.N. 055-0080
 See Std. 515001

STATION 153+63.70
 BUILT 201 BY
 STATE OF ILLINOIS
 F.A.P. RT. 310 SEC. (38B-2)BR
 LOADING HL-93
 STRUCTURE NO. 055-0081

NAME PLATE - S.N. 055-0081
 See Std. 515001

Current Ratings on File for Existing Structure

S.N. 055-0003:
 Inventory - HS 21.0
 Operating - HS 35.0
 Live Load Restrictions: No
 S.N. 055-0027:
 Inventory - HS 12.0
 Operating - HS 20.9
 Live Load Restrictions: No
 Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS Loading and configuration. Live Load Restrictions are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.



DS-11 SCUPPER SPACING S.N. 055-0080

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts 3/4" φ, holes 13/16" φ, unless otherwise noted.

Calculated weight of Structural Steel = 361,430 Pounds.
 All structural steel shall be AASHTO M270 Grade 50W. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".

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.
 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.

Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.

Layout of the 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.

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.

The Contractor is advised that the existing PPC Deck beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal of the superstructure.

If the Contractor's procedures for existing deck beam removal involves placement of heavy equipment on the existing deck beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, sealed by an Illinois Licensed Structural Engineer, verifying the structural adequacy of the beams for the proposed loads. Cost included with Removal of Existing Structures.

Removal of existing bridge railing and wearing surface shall be included with Removal of Existing Structures.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		507	507
Stone Dumped Riprap, Class A4	Ton		1,613	1,613
Filter Fabric	Sq. Yd.		1,811	1,811
Removal of Existing Structures	Each		2	2
Structure Excavation	Cu. Yd.		178	178
Floor Drains	Each	22		22
Concrete Structures	Cu. Yd.		194.3	194.3
Concrete Superstructure	Cu. Yd.	781.8		781.8
Bridge Deck Grooving	Sq. Yd.	1,706		1,706
Protective Coat	Sq. Yd.	2,052		2,052
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	5,499		5,499
Reinforcement Bars, Epoxy Coated	Pound	165,200	37,990	203,190
Bar Splicers	Each	204		204
Furnishing Metal Shell Piles, 14"x0.312"	Foot		2,785	2,785
Driving Piles	Foot		2,785	2,785
Test Pile Metal Shells	Each		4	4
Temporary Sheet Piling	Sq. Ft.		924	924
Name Plates	Each	2		2
Anchor Bolts, 1"	Each		52	52
Geocomposite Wall Drain	Sq. Yd.		254	254
Pipe Underdrains for Structures 4"	Foot		440	440
Drainage Scuppers, DS-11	Each	2		2
Asbestos Bearing Pad Removal	Each	9		9

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	PLOT DATE = 12/13/2011	CHECKED - RJP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
S.N. 055-0080 (NB) & S.N. 055-0081 (SB)
 SHEET NO. 2 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	59
				CONTRACT NO. 68691
ILLINOIS FED. AID PROJECT Klingner & Associates P.C.				