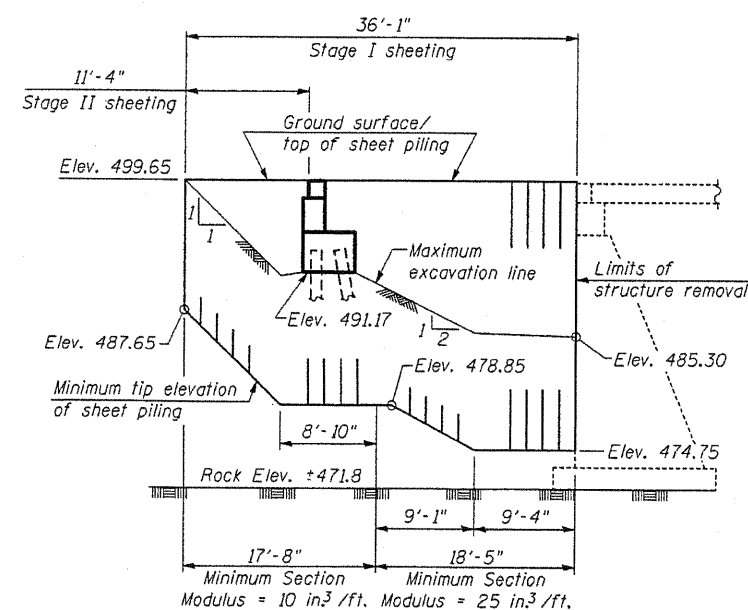


SECTION THRU PILE SUPPORTED
STUB ABUTMENT

*Included in the cost of Pipe Underdrains for Structures.

Note:

All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls or 2'-0" from the end of the wingwalls when the wings are parallel to the abutment. The pipe shall extend under the wingwall, if necessary, until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601.01).



WEST ABUTMENT

TEMPORARY SHEET PILING DETAILS

Notes:

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts $\frac{3}{4}$ " ϕ , holes $\frac{15}{16}$ " ϕ , unless otherwise noted.

Calculated weight of Structural Steel = 519,140 pounds.

All structural steel shall be AASHTO M 270 Grade 50W except expansion joints which shall be AASHTO M270 Grade 50.

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.

Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of $\frac{1}{8}$ 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.

Structural steel shall only be painted for a distance of 10 ft. each way from the deck joints. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".

All exposed structural steel of the bearings shall be cleaned and shop painted as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".

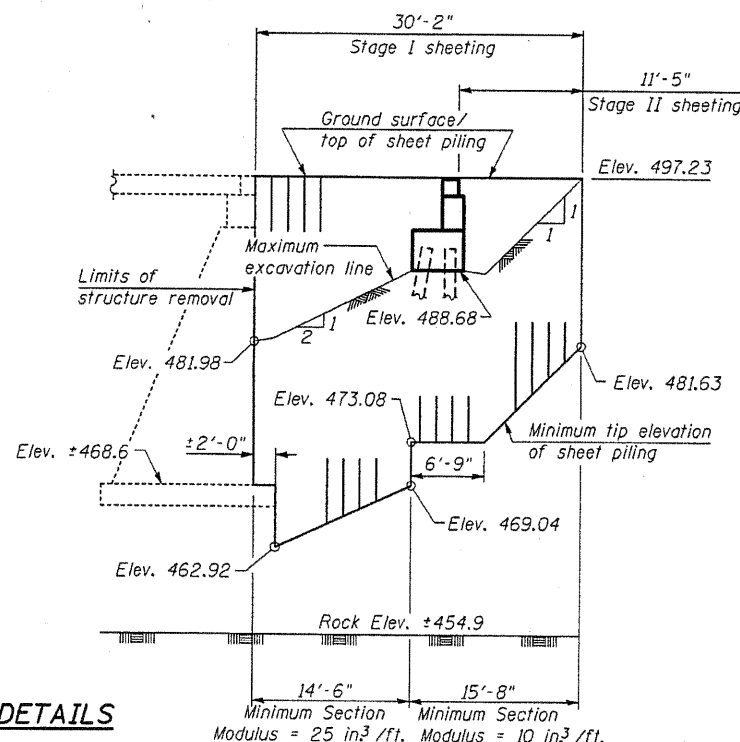
Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.

The depth of excavation around existing piers shall not vary by more than 2 feet while they support traffic.

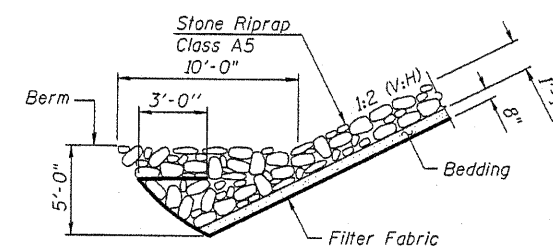
A copy of the existing bridge plans will be provided upon request.

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.

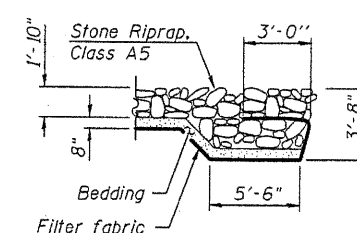
If the Contractor's procedures for existing deck beam removal involves placement of heavy equipment on the existing deck beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, sealed by an Illinois Licensed Structural Engineer, verifying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



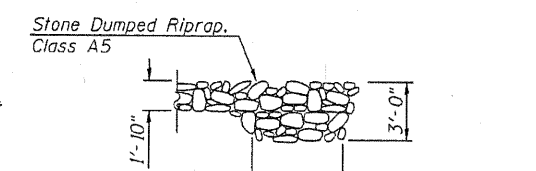
EAST ABUTMENT



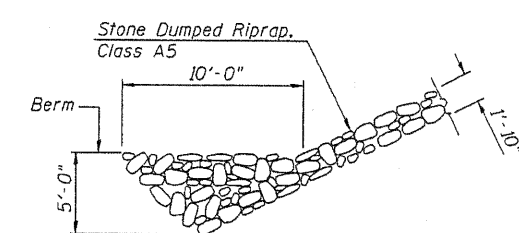
SECTION A-A



SECTION B-B



SECTION D-D



SECTION C-C

GENERAL DATA
S.N. 085-0514

SHEET NO. 2 45 SHEETS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	713	120B-3	SCHUYLER	75	22
	CONTRACT NO.			72A03	
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					