

GENERAL NOTES

Field welding of construction accessories will not be permitted to beams.

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.

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Bearing seat adjustment shall be made by shimming the bearing. Two 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. For Type I Elastomeric Bearings, two 1/2" adjusting shims shall be provided for each bearing and placed as detailed.

Prior to pouring the new concrete deck, all loose rust, loose mill scale, and other loose potentially detrimental foreign material shall be removed from the surfaces of the beams or girders in contact with concrete. The cost of this work will be included in the pay item covering removal of the existing concrete. All heavy rust and other tightly adhered potentially detrimental foreign matters shall also be removed from the surfaces of the beams or girders in contact with concrete. Tightly adhered paint may remain unless otherwise noted. This removal shall be accomplished by the methods that will not damage the steel. The cost of this work will be paid for according to Article 109.04.

All existing construction accessories welded to the top flange over the pier(s) between the quarter points of the beams or girders shall be removed. The remaining weld shall be ground smooth and inspected for cracks using magnetic particle testing. Any cracks that cannot be removed by grinding approximately 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of this work will be paid for according to Article 109.04.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All beams, bearings and other structural steel within 20 ft (measured along the beam) of each end of each beam shall be cleaned per Near White Blast Cleaning - SSPC-SP10. The exterior surfaces and bottom of the bottom flange of the fascia beams shall be cleaned per Power Tool Cleaning - Commercial Grade.

The designated areas cleaned per Near White Blast Cleaning - SSPC-SP10 and per Power Tool Cleaned - Commercial Grade shall be painted according to the requirements of Paint System 1 - OZ/E/U. The color of the final finish coat for all steel surfaces shall be Gray, Munsell No. 5B 7/1.

The SSPC-QP1 and SSPC-QP2 Painting Contractor Certifications will not be required for this bridge.

All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M300, Type 1.

All construction joints shall be bonded.

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.

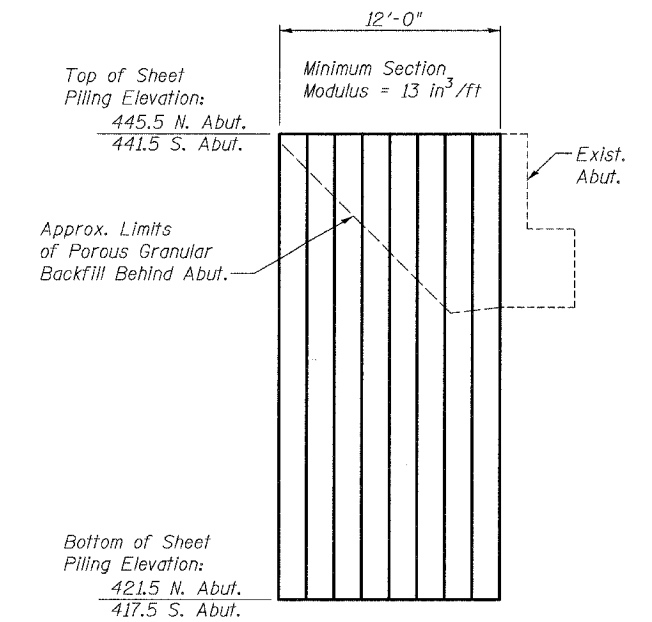
Saw cutting directly over the top of beam flanges will be permitted if the following conditions are met: The maximum saw cut depth allowed directly over a flange shall be to the bottom of the top mat of reinforcing steel but shall not exceed 3 1/2". The Contractor shall provide positive control for controlling the depth of cut into the slab. The Contractor shall provide sawing equipment adequate in size and horsepower to complete the sawing operation.

TOTAL BILL OF MATERIALS

Item	Unit	Super	Substr.	Total
Porous Granular Embankment	Cu Yd	---	152	152
Structure Excavation	Cu Yd	---	152	152
Concrete Structures	Cu Yd	---	4.0	4.0
Concrete Superstructure	Cu Yd	240.9	---	240.9
Bridge Deck Grooving	Sq Yd	628	---	628
Protective Coat	Sq Yd	843	---	843
Furnishing And Erecting Structural Steel	Pound	3570	170	3740
Stud Shear Connectors	Each	2,904	---	2,904
Reinforcement Bars, Epoxy Coated	Pound	51,830	210	52,040
Name Plates	Each	1	---	1
Bar Splicers	Each	647	---	647
Drainage Scupper, DS-II	Each	8	---	8
Elastomeric Bearing Assembly, Type I	Each	6	---	6
Elastomeric Bearing Assembly, Type II	Each	6	---	6
Jack And Remove Existing Bearings	Each	12	---	12
Stone Riprap, Class A4	Sq Yd	---	413	413
Filter Fabric	Sq Yd	---	413	413
Bridge Rail Removal	Foot	392	---	392
Removal of Existing Concrete Deck	Each	1	---	1
Concrete Removal	Cu Yd	---	8.2	8.2
Temporary Sheet Piling	Sq Ft	---	576	576
Cleaning And Painting Steel Bridge	L Sum	1	---	1
Containment And Disposal Of Lead Paint Cleaning Residues	L Sum	1	---	1
Formed Concrete Repair (Depth Equal To Or Less Than 5")	Sq Ft	---	38	38

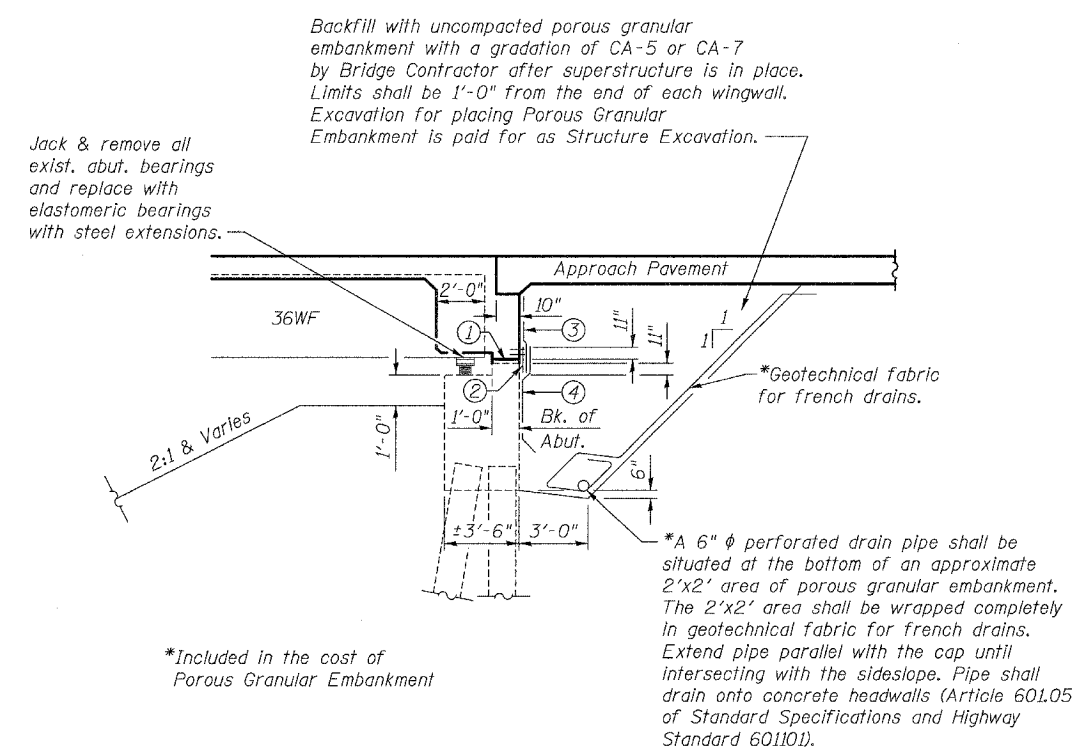
FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9003	03-00044-00-BR	MADISON	24	9
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID URBAN-		
CONTRACT NO. 97256				

SHEET NO. 2
17 SHEETS



TEMPORARY SHEET PILING DETAIL
(Typ. each end)

The Contractor shall locate all utilities prior to driving sheet pile. Possible conflicts include a water main located south of the south abutment. The Contractor shall coordinate the sheet pile driving with the Village of East Alton's Superintendent of Streets, Denny Weber (618) 977-3677.



SECTION THRU ABUTMENTS AT RT. L's

- ① 2" Preformed Joint Filler (Section 1051 of the Standard Specifications) bonded to abutment cap with approved adhesive (full width of cap)
- ② Fabric Reinforced Elastomeric Mat (See Special Provisions). Fabric mat shall be 24" wide and attached full width to the abutment cap with a 3/8" x 5" steel plate and 1/2" φ studs with nuts and washers at 12" cts.
- ③ 2" Preformed Joint Filler (Section 1051 of the Standard Specifications) bonded to superstructure (full width of cap)
- ④ Geocomposite Wall Drain (Section 591 of the Standard Specifications - full width of cap)

**GENERAL NOTES, DETAILS & TOTAL BILL OF MATERIALS
POWDER MILL ROAD OVER EAST FORK OF WOOD RIVER
SECTION 03-00044-00-BR
VILLAGE OF EAST ALTON
STA. 13+10
STRUCTURE NO. 060-6400**