

**GENERAL NOTES**

No field welding is permitted except as specified in contract documents.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

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

Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

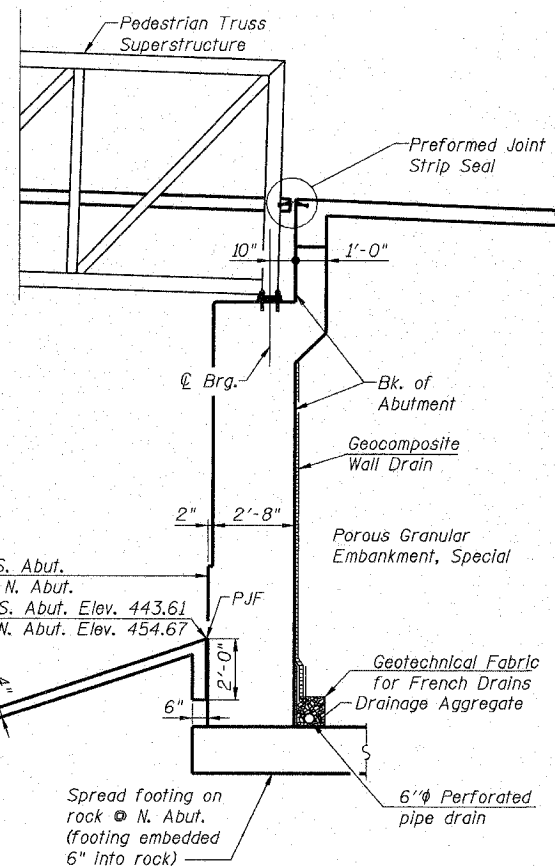
Bridge bearing seat elevations are subject to revision based on the approved pedestrian truss superstructure shop drawings. Contractor shall verify all dimensions and elevations with final approved shop drawings.

Bridge Seat Sealer shall be applied to the entire length and width of the abutment and pier seats.

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 connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat of the truss shall be green. The underdeck, Steel Railing, Type SM, and all lighting elements shall have a final finish coat of black. Color samples shall be submitted to the Engineer for approval by the City prior to painting the structure. See special provision for "Cleaning and Painting New Metal Structures". Cost is included with each individual pay item.

The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.

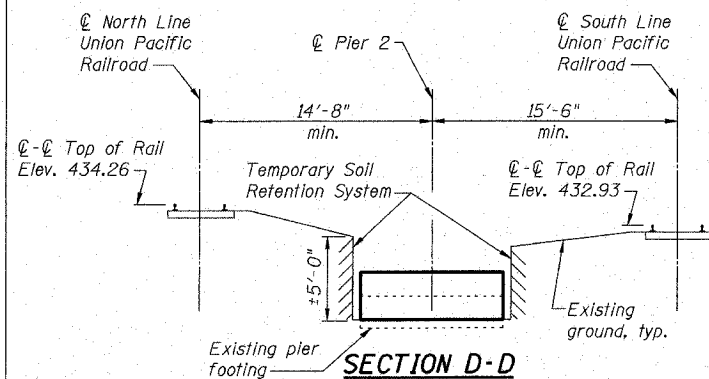
Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.



**SECTION THRU ABUTMENT**

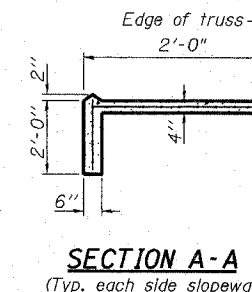
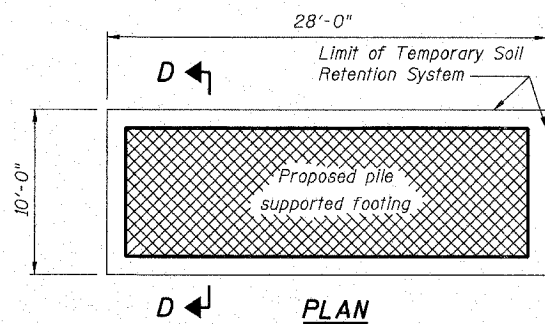
**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.	--	742	742
Concrete Removal	Cu. Yd.	--	17.6	17.6
Structure Excavation	Cu. Yd.	--	1,026	1,026
Rock Excavation for Structures	Cu. Yd.	--	12	12
Concrete Structures	Cu. Yd.	--	623.5	623.5
Rubbed Finish	Sq. Ft.	--	2,204	2,204
Form Liner Textured Surface	Sq. Ft.	--	5,185	5,185
Reinforcement Bars, Epoxy Coated	Pound	--	94,470	94,470
Steel Railing, Type SM	Foot	646	--	646
Slope Wall 4 Inch	Sq. Yd.	--	113	113
Furnishing Steel Piles HP12x63	Foot	--	985	985
Driving Piles	Foot	--	985	985
Test Pile Steel HP12x63	Each	--	2	2
Pile Shoes	Each	--	30	30
Name Plates	Each	1	--	1
Preformed Joint Strip Seal	Foot	44	--	44
Bridge Seat Sealer	Sq. Ft.	--	190	190
Geocomposite Wall Drain	Sq. Yd.	--	214	214
Mechanical Splice	Each	--	112	112
Pedestrian Truss Superstructure	Sq. Ft.	3,727	--	3,727
Temporary Soil Retention System	Sq. Ft.	--	380	380
Bridge Drainage System	L. Sum	--	1	1
Ornamental Fence	Foot	267.5	--	267.5
Sidewalk Connector	Sq. Yd.	64	--	64

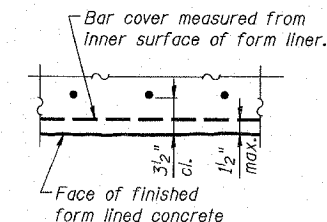


**LIMITS OF TEMPORARY SOIL RETENTION SYSTEM AT PIER 2**

Because of the unknown depth of the footing removal, a cantilevered sheet piling design may not be feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer. The system shall be designed in accordance with applicable railroad requirements.

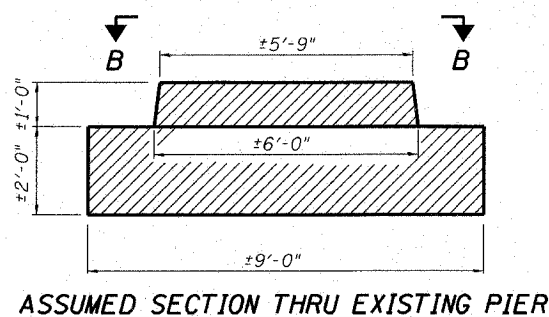


**SECTION A-A**  
(Typ. each side slope wall)

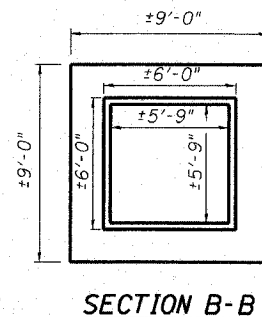


**FORM LINER DETAILS SHOWING BAR CLEARANCE REQUIREMENTS**

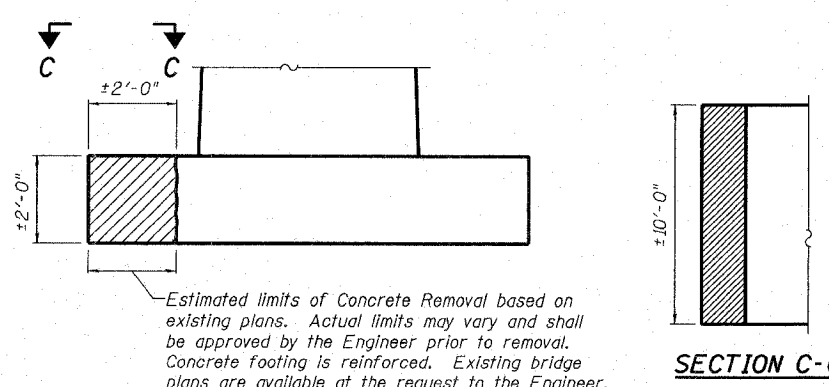
(At locations where the form liner meets the ground line, the form liner pattern shall be extended to 1'-0" min. below grade.)



**ASSUMED SECTION THRU EXISTING PIER**



**SECTION B-B**



**ASSUMED SECTION THRU PIER**

Estimated limits of Concrete Removal based on existing plans. Actual limits may vary and shall be approved by the Engineer prior to removal. Concrete footing is reinforced. Existing bridge plans are available at the request to the Engineer.



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**CONCRETE REMOVAL SKETCH PIER 2**

(One footing shown, other similar.)

**CONCRETE REMOVAL SKETCH PIER 1**

(One footing shown, other similar.)

**GENERAL NOTES, DETAILS & TOTAL BILL OF MATERIALS  
ALTON PEDESTRIAN WALKWAY OVER UNION PACIFIC RAILROAD, NORFOLK SOUTHERN RAILROAD AND US ROUTE 67  
SECTION 06-00224-00-BR  
MADISON COUNTY  
STA. 2+42.54  
STRUCTURE NO. 060-6111**

REVISIONS

Eastport Business Center 1  
100 Lumber Court, Suite 1  
Collingsville, Illinois 62234  
Phone: 618 345-2200  
Fax: 618 345-2233  
e-mail: collingsville@earthlink.net  
www.collingsville.com



ALTON, ILLINOIS  
PEDESTRIAN OVERPASS AT LANGDON ST.

DWG. NO. S2
6111-02-GENERAL NOTES.DWG
REF. BK. PG.
JOB NO. 28053
DSN. BY: JGS
OWN. BY: JGS
CHK. BY: DGL
DATE: 3/28/08
SCALE:
SHEET 22 OF 54