

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 429 C.H. 23	94-00087 -00-BR	HANCOCK	43	8
ROAD DIST.	ILLINOIS			

Contract No. 93401  
Sheet 2 of 20

### GENERAL NOTES

Fasteners shall be high strength bolts (AASHTO M 164, Type 3). Bolts  $\frac{7}{8}$ "  $\phi$ , open holes  $\frac{7}{8}$ "  $\phi$ , unless otherwise noted.

Calculated weight of Structural Steel = 377,050 Pound AASHTO M270 Grade 50W

All structural steel shall be AASHTO M 270 Grade 50W.

AASHTO M 270 Grade 50W structural steel shall only be painted, for a distance of three times the depth of the beams (but not exceeding 10 feet) each way from deck joints. All structural steel shall be cleaned as specified in the Special Provision "Surface Preparation and Painting Requirements for Weathering Steel."

Field welding of construction accessories will not be permitted to the bottom flange of beams nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.

Anchor bolts shall be set before bolting diaphragms over supports.

The structural steel bearing plates of the Elastomeric Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50W.

The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the wide flange beams, and all splice plate material except fill plates.

Reinforcement bars shall conform to the requirements of AASHTO M-31 or M-322, Grade 60.

Layout of 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 embankment that must be constructed prior to construction of the abutments.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of  $\frac{1}{8}$  inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two  $\frac{1}{8}$ " adjusting shims, of the dimension of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims.

The contractor shall drive one steel HP12x53 test pile in a permanent location at each abutment and one steel HP14x73 test pile in a permanent location at each pier as directed by the Engineer before ordering the remainder of piles.

Bridge Seat Sealer shall be applied to the seat area of the abutments.

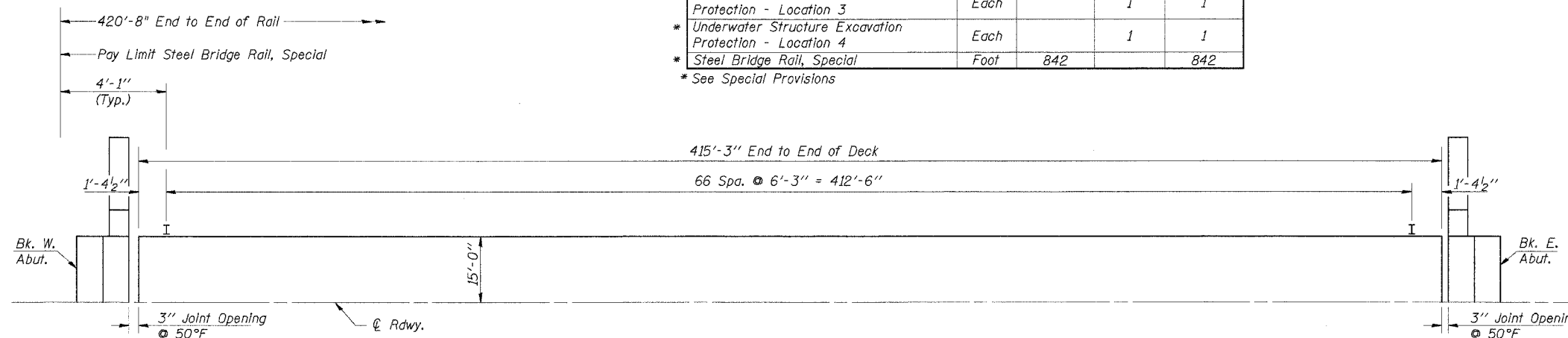
All exposed portions of abutments, wing walls, and piers shall receive a rubbed finish in accordance with Article 503.16 (b) of the standard specifications. Cost to be included in cost of Concrete Structures.

See Proposal for soil boring information.

### TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment	Cu. Yd.		124	124
Stone Riprap, Class A5	Ton		490	490
Filter Fabric	Sq. Yd.		389	389
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		292	292
Neoprene Expansion Joint 4"	Foot	60		60
Concrete Structures	Cu. Yd.		202.7	202.7
Concrete Superstructure	Cu. Yd.	355.9		355.9
Bridge Deck Grooving	Sq. Yd.	1,384		1,384
Protective Coat	Sq. Yd.	1,527	14	1,541
* Elastomeric Bearing Assembly, Type II	Each		10	10
* Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	4,530		4,530
* Reinforcement Bars, Epoxy Coated	Pound	82,490	15,070	97,560
Furnishing Steel Piles HP12x53	Foot		976	976
Furnishing Steel Piles HP14x73	Foot		2,160	2,160
Driving Steel Piles	Foot		3,136	3,136
Test Pile Steel HP12x53	Each		2	2
Test Pile Steel HP14x73	Each		4	4
Concrete Encasement	Cu. Yd.		64.6	64.6
Name Plates	Each		1	1
Bridge Seat Sealer	Sq. Ft.		166	166
* Underwater Structure Excavation Protection - Location 1	Each		1	1
* Underwater Structure Excavation Protection - Location 2	Each		1	1
* Underwater Structure Excavation Protection - Location 3	Each		1	1
* Underwater Structure Excavation Protection - Location 4	Each		1	1
* Steel Bridge Rail, Special	Foot	842		842

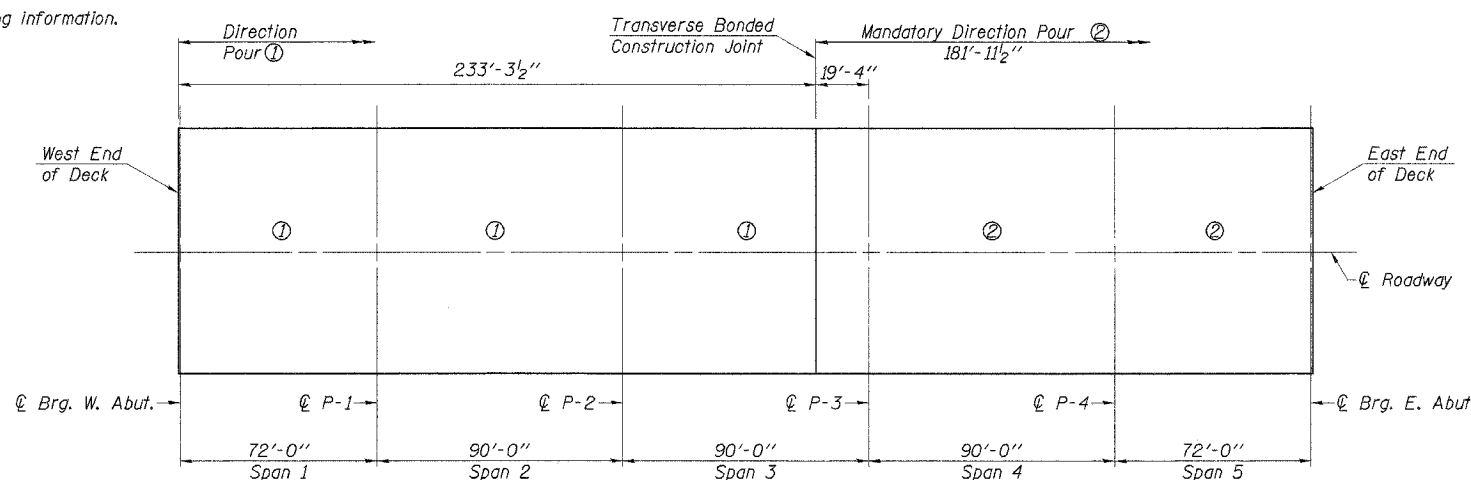
\* See Special Provisions



PLAN - RAIL POST SPACING

### POURING SEQUENCE NOTES:

- The deck shall be poured in the numerical sequence indicated.
- When the deck pour is stopped for the day at one or more of the Transverse Bonded Construction Joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following requirements are met:
  - At least 72 hours shall have elapsed from the end of the previous pour.
  - The concrete strength shall have attained a minimum modulus of rupture of 650 p.s.i. or a minimum compressive strength of 3500 p.s.i.



DECK POURING SEQUENCE

DESIGNED	A.R.K.
CHECKED	S.F.M., F.J.S.
DRAWN	S.A.P.
CHECKED	A.R.K., F.J.S.

### GENERAL NOTES & BILL OF MATERIAL

SECTION 94-00087-00-BR  
COUNTY HIGHWAY 23 - FAS ROUTE 429  
HANCOCK COUNTY  
STA. 313+34

4440 ASH GROVE  
SPRINGFIELD, IL 62711  
(217) 793-8600  
oasinc@tamvic.com

**OZYURT AND STONE, INC.**  
CONSULTING ENGINEERS

JOB NO.: 0399  
FILE: 03190NOTES.DWG  
DATE: 10/12/05