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**GENERAL NOTES**

- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts in painted areas and ASTM A325 Type 3 in unpainted areas. Bolts  $\frac{1}{8}$  in.  $\phi$ , holes  $\frac{15}{16}$  in.  $\phi$ , unless otherwise noted. All bolted connections in Unit 2 shall have Class B faying surfaces.
- Calculated weight of Structural Steel = 6,728,440 lbs.  
AASHTO M 270 Grade 50 = 3,006,660 lbs  
AASHTO M 270 Grade 50W = 3,008,210 lbs  
AASHTO M 270 Grade HPS 70W = 713,570 lbs
- No field welding is permitted except as specified in the contract documents.
- 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.
- Bearing seat surfaces shall be constructed or adjusted to the 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 and piers.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color scheme shall be as follows:  
  
Approach Spans (Units 1 & 3):  
Exterior and bottom flanges of Exterior (fascia) Girders - Blue, all interior surfaces shall not be painted except as noted below. All interior structural steel and exposed surfaces of bearings within a distance of 10 ft. of all abutments and piers shall be painted Brown (Fed Color Std. 595a 20045) as specified in Section 506 of the Standard Specifications.  
  
Arch Span (Unit 2):  
Arch Ribs & Arch Struts: All exterior surfaces - Blue (Munsell No. 10B 3/6), all interior surfaces of closed box sections - Gray (Munsell No. 5B 7/1)  
Tie Girders: Exterior and top & bottom flanges - Blue, all interior surfaces - Gray  
Floor beams, stringers, lateral bracing and remaining under deck framing - Gray
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to driving piles in or near the levee and construction of the West Abutment and Pier 1.
- The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR 3704 Floodway Construction permit number allowing permanent construction as shown in the contract plans.
- Seal coat thickness design is based on the Estimated Water Surface Elevation (EWSE). Cofferdam design details and proposed changes in seal coat thickness shall be submitted to the Engineer for approval with the cofferdam design.

- Materials, fabrication, welding, and non-destructive testing for the members identified as Fracture Critical Members (FCM) in the contract plans shall conform to the requirements of Section 12 of the current ANSI / AASHTO / AWS D 1.5 Bridge Welding Code.
- Construction and demolition activities shall be coordinated and approved in writing by the United States Coast Guard (USCG) and the United States Army Corps of Engineers (USACE). No additional compensation or time will be allowed for USCG or USACE restrictions.
- Slipforming of the parapets is not allowed.
- The erection of the structural steel shall be accomplished by a steel erection contractor or sub-contractor certified as Advanced Certified Steel Erector (ACSE) by AISC. See Special Provision for Erection of Complex Structures.
- In addition to cofferdam requirements in Section 502 of the Standard Specifications, the Contractor shall furnish, install, provide temporary power, and subsequently remove one 180 degree red navigation light on the upstream and downstream sides of the cofferdam locations 2 and 3. The cost is included with Cofferdam (Type 2) (Location 2) & (Location 3).
- Prior to the placement of the joint block-out, the Contractor shall coordinate with the Modular Joint Manufacturer to ensure that the joint will be properly supported and that the reinforcement bars will not interfere with the joint components. Any necessary adjustments to the reinforcement layout shall be submitted to the Engineer for approval.

**SN 069-0016 REMOVAL NOTES**

The existing bridge shall be removed, except as noted below:

- The westernmost pier (#1) shall be removed up to elevation 429.0 or below.
- The main navigation channel piers (#2 & #3) shall be removed up to top of footing elevation 404.0.
- The easternmost pier (#4) shall not be removed; shall be protected and saved in its entirety.

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