

GENERAL NOTES

Fasteners shall be high strength bolts (AASHTO M 164, Type 3 in unpainted areas and mechanically galvanized AASHTO M 164, Type 1 or 2 in painted areas). Bolts $\frac{7}{8}$ " ϕ , open holes $\frac{15}{16}$ " ϕ , unless otherwise noted.

Calculated weight of Structural Steel = 94,910 Pounds

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

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

Anchor bolts shall be set before bolting diaphragms over supports.

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.

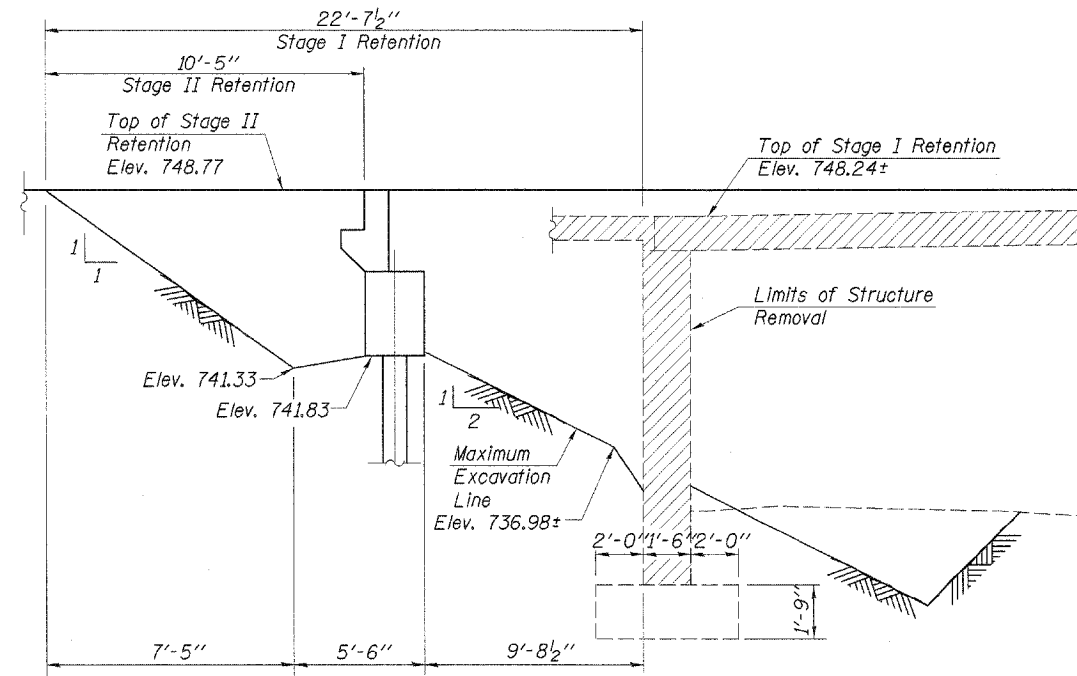
Bearing seat surfaces shall be constructed and adjusted to the designed elevations within a tolerance of $\frac{1}{8}$ ". Adjustment shall be made either by grinding the surface or by shimming the bearing. Two $\frac{1}{8}$ " adjusting shims, of the dimensions of the bottom bearing plate, shall be provided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

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

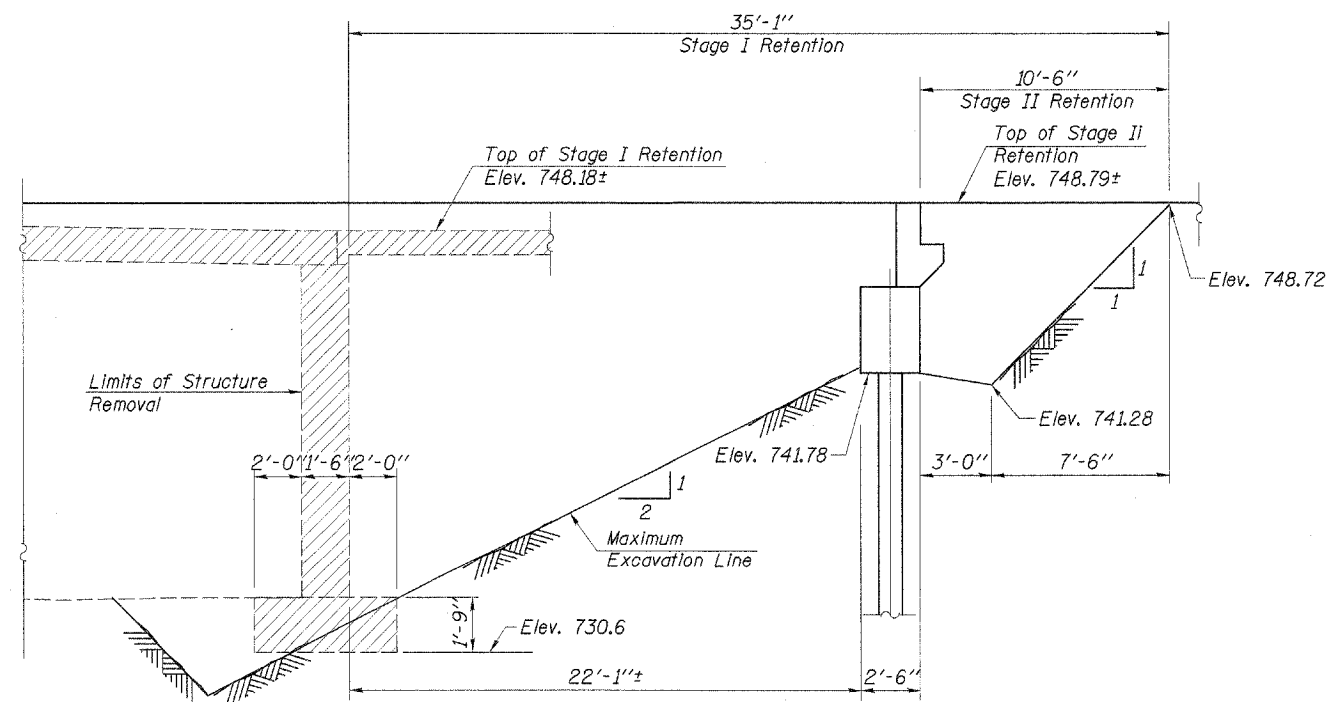
AASHTO M 270 Grade 50W structural steel shall only be painted, at the ends of the beams, for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Those areas shall be primed in the shop with an inorganic zinc rich primer per AASHTO M 300, Type 1. No field painting shall be required. All structural steel shall be cleaned as specified in the special provision for "Surface Preparation and Painting Requirements for Weathering Steel".

All Construction Joints shall be bonded.

Excavation behind existing abutment walls shall be done before removing the existing superstructure. The Contractor shall sawcut the existing abutments at the stage removal line before stage I removal.

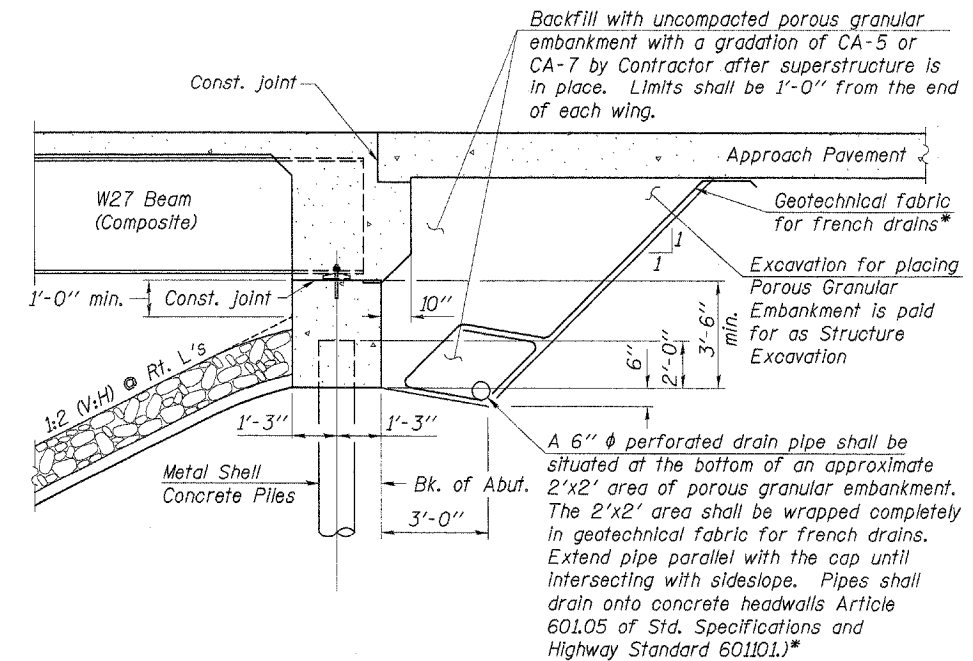


**WEST ABUTMENT
TEMPORARY SOIL RETENTION SYSTEM**



**EAST ABUTMENT
TEMPORARY SOIL RETENTION SYSTEM**

A Cantilevered sheet piling design does not appear 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.



SECTION THRU INTEGRAL ABUTMENT

*Included in cost of Porous Granular Embankment.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		238	238
Test Pile Metal Shells	Each		3	3
Furnishing Metal Pile Shells 14"	Foot		945	945
Driving and Filling Shells	Foot		945	945
Concrete Structures	Cu. Yd.		62.9	62.9
Furnishing and Erecting Structural Steel	L. Sum	1		1
Reinforcement Bars, Epoxy Coated	Pound	32,870	7,340	40,210
Concrete Superstructure	Cu. Yd.	144.4		144.4
Name Plates	Each		1	1
Stone Riprap, Class A4	Sq. Yd.		895	895
Filter Fabric for Use with Riprap	Sq. Yd.		895	895
Bridge Deck Grooving	Sq. Yd.	437		437
Protective Coat	Sq. Yd.	539		539
Floor Drains	Each		16	16
Bar Splicers	Each	425	56	481
Porous Granular Embankment	Cu. Yd.		99	99
Underwater Structure Excavation	Each		1	1
Protection - Location 1	Each		1	1
Temporary Soil Retention System	Sq. Ft.		479	479
Stud Shear Connectors	Each	1,908		1,908

DESIGNED	P.S.L.
CHECKED	A.R.K. & F.J.S.
DRAWN	K.T.R.
CHECKED	P.S.L. & A.R.K.

GENERAL NOTES, TOTAL BILL OF MATERIAL & MISCELLANEOUS DETAILS
IL. RTE. 9 OVER WALL TOWN DRAINAGE DITCH
FAP ROUTE 697 - SECTION 17BR-1
FORD COUNTY
STATION 993+80.38
S.N. 027-0094

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CONSULTING ENGINEERS

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