

**GENERAL NOTES**

Fasteners shall be high strength bolts  $7/8'' \phi$ , open holes  $15/16'' \phi$ , unless otherwise noted.  
 Calculated weight of Structural Steel = 67156 lbs. (M 270, Grade 36).  
 Field welding of construction accessories will not be permitted to beams.  
 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.  
 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 for the work.  
 Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of  $1/8$  inch. Adjustment shall be made either by grinding the surface or 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  $1/8''$  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 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 matter shall also be removed from the surfaces of the beams in contact with concrete. Tightly adhered paint may remain unless otherwise noted. This removal shall be accomplished by 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 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 can not 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.  
 All Construction joints shall be bonded.  
 If the Contractor elects to use cantilever forming brackets on the exterior beams, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06 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 brackets locations.  
 Contact surfaces of existing structural steel where new steel is to be installed shall be cleaned and painted prior to erection as required by the special provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".  
 Slopewall shall be reinforced with welded wire fabric  $6'' \times 6''$ -W4xW4 weighing 58 lbs./100 ft<sup>2</sup>.  
 Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.  
 Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All existing steel shall be cleaned per Near White Blast Cleaning - SSPC-SPI10. All existing steel shall be painted according to the requirements of Paint System 1 - OZ/E/U. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown, Federal Color Standard 595a 20045.  
 The SSPC-QP1 and SSPC-QP2 Painting Contractor Certifications will not be required for this bridge.  
 The organic zinc rich primer/Epoxy Urethane Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown, Federal Color Standard 595a 20045. See special provision for "Cleaning and Painting New Metal Structures".

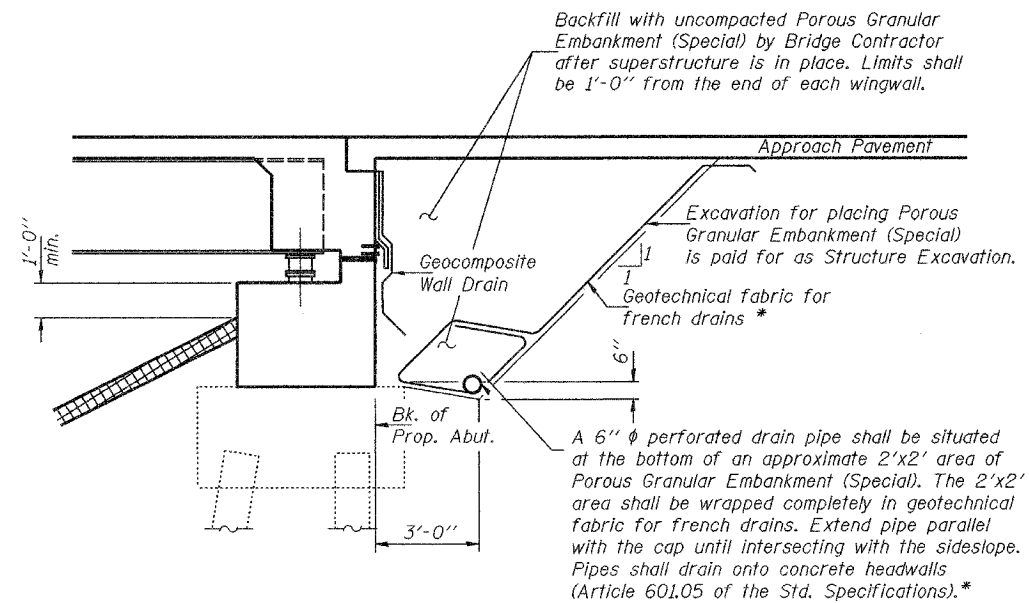
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 309	7HBR-1	WHITESIDE	146	39
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 2

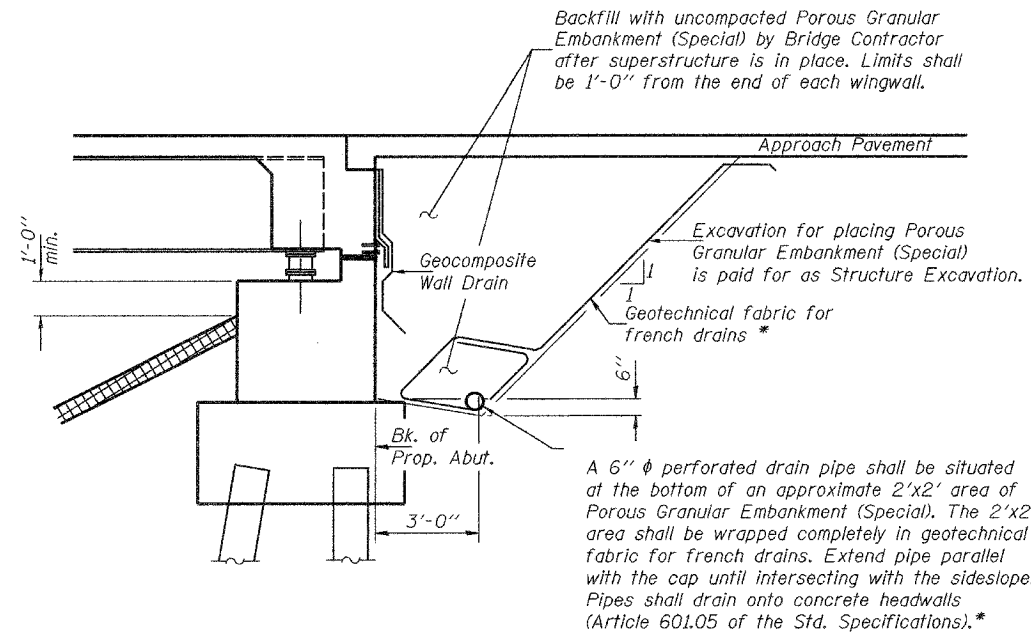
23 SHEETS

Contract #84883



**CROSS-SECTION B-B**

(at Rt. L's)



**CROSS-SECTION C-C**

(at Rt. L's)

DESIGNED	CCC
CHECKED	DPN
DRAWN	h.f. duong
CHECKED	CCC/DPN

Oct. 11, 2005  
 EXAMINED *Thomas J. Damgalab*  
 PASSED *Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES

**GENERAL DATA**  
 F.A.P. RTE. 309 - SEC. 7HBR-1  
 WHITESIDE COUNTY  
 STATION 51+17.83  
 STRUCTURE NO. 098-6000