

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.

The Contractor shall provide support and/or shoring systems for the slab and beam in the area of existing beam removal. See Special Provisions "Temporary Shoring and Cribbing" and "Temporary Slab Support System."

After the new beam is in its final position and/or beam straightening operations have been completed, the Engineer in the field shall check to see that the top flange is tight against the slab. If not, the Contractor shall inject epoxy between the existing concrete deck and the top flange of the beam. See Special Provision "Epoxy Injection".

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 of the final finish coat shall be Interstate Green, Munsell No. 7.5G 4/8. See Special Provision "Cleaning and Painting New Metal Structures".

Grind existing nicks, gouges and shallow cracks in the damaged beams as detailed. Grinding shall be done parallel to the longitudinal axis of the member. Ground surfaces shall be inspected for cracks using dye penetrant or magnetic particle testing prior to initiating any beam straightening operations. Any cracks that cannot be removed by grinding approximately 1/4" deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. Ground surfaces shall be spot cleaned and painted with an aluminum epoxy mastic primer followed by a finish coat to match the color of the existing beam. Cost of grinding, testing and spot painting included with Beam Straightening.

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction 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 scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Cost of removal and re-installation of all members necessary to complete the work as detailed on the plans and as specified in the Special Provisions shall be included with Furnishing and Erecting Structural Steel.

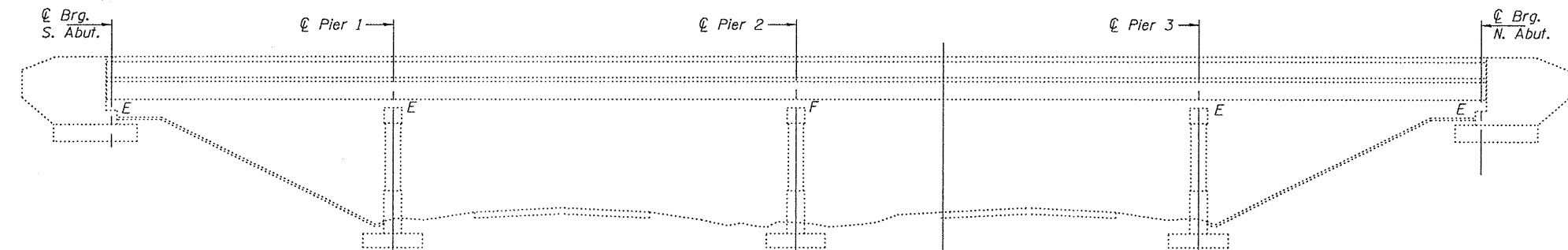
Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

If the analysis submitted to the Contractor for the jacking/temporary support system to be used shows temporary stiffeners are required to prevent web crippling or buckling, the stiffeners shall be steel and bolted to the web. If stiffeners are not required, hardwood timbers shall be installed tightly between the top and bottom flange to prevent flange rotation.

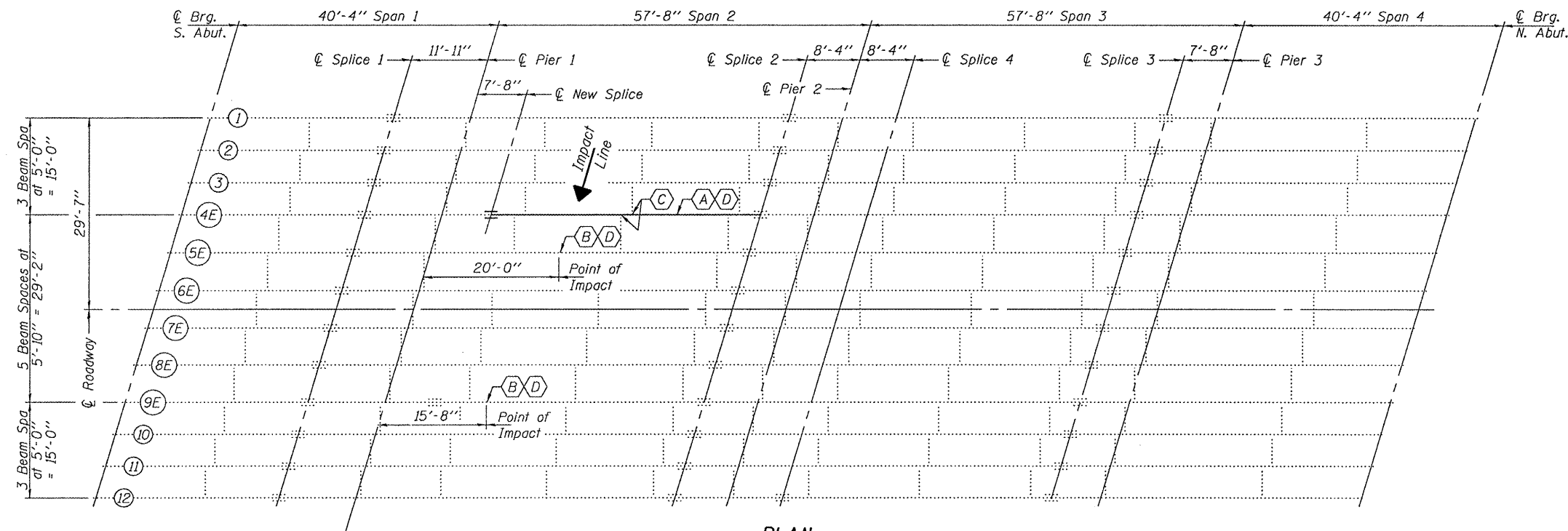
Fasteners shall be high strength bolts. Flange splice holes shall be 15/16" φ for 7/8" φ bolts. Web splice holes shall be 13/16" φ for 3/4" φ bolts.

Diaphragm connection holes shall be 15/16" φ for 3/4" φ bolts. Two hardened washers shall be required at diaphragm connections.



ELEVATION

Temporary shoring may be required to facilitate alignment of existing splice. Use 12" x 12" Timbers or HP's to be paid for as Temporary Shoring and Cribbing. The shoring shall be removed as soon as possible after the splice is completed to minimize Traffic Control.



PLAN

- A - Existing Beam to be Removed & Replaced.
- B - Existing Beam to be Straightened.
- C - Existing Bottom Clip L's to be Removed & Replaced.
- D - Existing Permanent Protection Shield to be Removed & Reinstalled to facilitate work. Cost included with Furnishing & Erecting Structural Steel or Beam Straightening.



DESIGNED *Victor A. Veliz*
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CHECKED *VHU ISL*

EXAMINED *Carl H. Anderson*
PASSED *Ralph E. Anderson*
JUNE 15, 2010
ENGINEER OF STRUCTURAL SERVICES
ENGINEER OF BRIDGES AND STRUCTURES

Expires: November 30, 2010

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	0.5
Concrete Superstructure	Cu. Yd.	0.5
Furnishing and Erecting Structural Steel	Pound	6130
Temporary Slab Support System	L.S.	1
Beam Straightening	L.S.	0.5
Temporary Shoring and Cribbing	L.S.	1
Structural Steel Removal	Pound	5640

**PLAN & ELEVATION
PINECREST DRIVE
OVER F.A.I. RTE. 74
SN 090-0091**

SHEET NO. 1	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74	[90-14HB-1(BR)]I	TAZEWELL	17	10
4 SHEETS			CONTRACT NO. 68976		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			