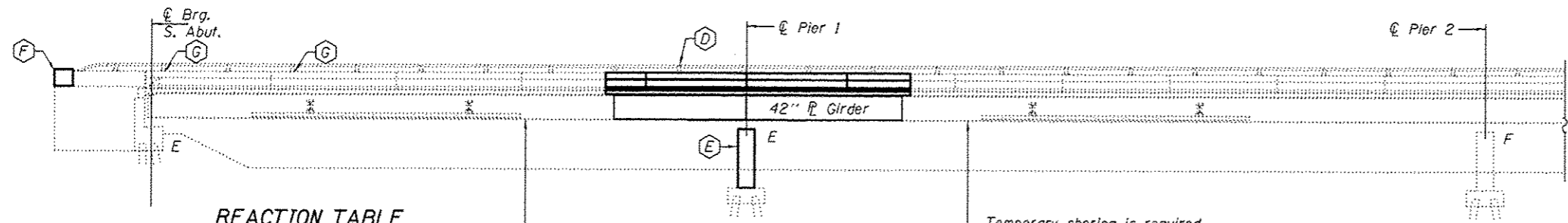


GENERAL NOTES

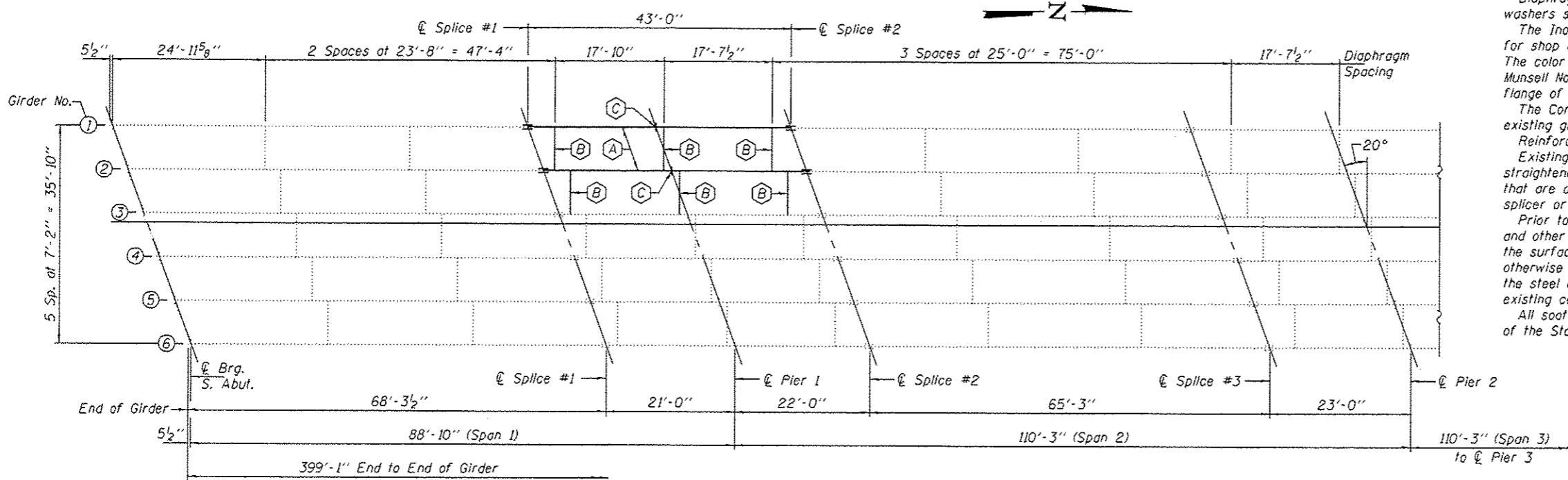
All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.
 Fasteners shall be high strength bolts. Bolts 7/8" φ, open holes 15/16" φ, unless otherwise noted.
 The Contractor shall provide support and/or shoring systems for the slab and beam in the area of existing beam removal. See Special Provisions "Temporary Shoring and Cribbing" and "Temporary Slab Support System."
 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.
 The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
 Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Standard Specifications and the GBSP "Cleaning and Painting Contact Surface Areas of Existing Steel Structures". The color of the final finish coat shall be Reddish Brown, Munsell No. 2.5YR 3/4. Cost included with Furnishing and Erecting Structural Steel.
 Diaphragm connection holes shall be 15/16" φ for 3/4" φ bolts. Two hardened washers shall be required at diaphragm connections.
 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 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, Munsell No. 2.5YR 3/4.
 The Contractor is responsible for the method of supporting the portion of existing girder to be removed prior to removal operations.
 Reinforcement bars designated (E) shall be epoxy coated.
 Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.
 Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.
 All soot on the underside of the bridge shall be removed according to Article 592 of the Standard Specifications to the satisfaction of the Engineer.



REACTION TABLE

| | Pier 1 |
|-------|--------|
| Q | 157.9k |
| L | 65.6k |
| Imp. | 14.6k |
| Total | 238.1k |

PARTIAL ELEVATION



PARTIAL FRAMING PLAN (N.B. LANES)

- (A) - Remove and Replace Girder Segment
- (B) - Replace Diaphragm and top and bottom clip L's
- (C) - Remove & Replace Bearing
- (D) - Re-erect Handrail
- (E) - Pier Reconstruction
- (F) - Wingwall Reconstruction
- (G) - Structural Repair of Concrete (Depth < 5"). Actual location & quantities to be determined by the engineer in the field

TOTAL BILL OF MATERIAL

| ITEM | UNIT | QUANTITY |
|--|---------|----------|
| Furnishing and Erecting Structural Steel | Pound | 23810 |
| Structural Steel Removal | Pound | 34810 |
| Temporary Shoring and Cribbing | L.S. | 1 |
| Concrete Removal | Cu. Yd. | 26.9 |
| Concrete Structures | Cu. Yd. | 4.7 |
| Concrete Superstructure | Cu. Yd. | 22.3 |
| Reinforcement Bars, Epoxy Coated | Pound | 7040 |
| Bridge Deck Grooving | Sq. Yd. | 62.5 |
| Bridge Deck Concrete Sealer | Sq. Ft. | 715 |
| Floor Drains | Each | 4 |
| Mechanical Splicers | Each | 240 |
| Remove and Re-Erect Existing Handrail | Foot | 46 |
| Structural Repair of Concrete (Depth < 5") | Sq. Ft. | 24 |
| Bridge Washing No. 1 | Each | 1 |
| Anchor Bolt 1" φ | Each | 4 |



EXPIRES 11-30-2014

| | | |
|----------|-------------------------|-----------------|
| DESIGNED | EXAMINED | DATE |
| CHECKED | <i>Timothy A. ...</i> | AUGUST 30, 2013 |
| DRAWN | PASSED | REVISOR |
| CHECKED | <i>David Carl Puzey</i> | REVISOR |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
 F.A.I. ROUTE 55 OVER THE VERMILION RIVER
 SN 053-0129 (NB)
 SHEET NO. 1 OF 7 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|--------------|------------|---------------------------|-----------|
| 55 | 193-58-111-3 | LIVINGSTON | 15 | 9 |
| CONTRACT NO. 66D16 | | | ILLINOIS FED. AID PROJECT | |