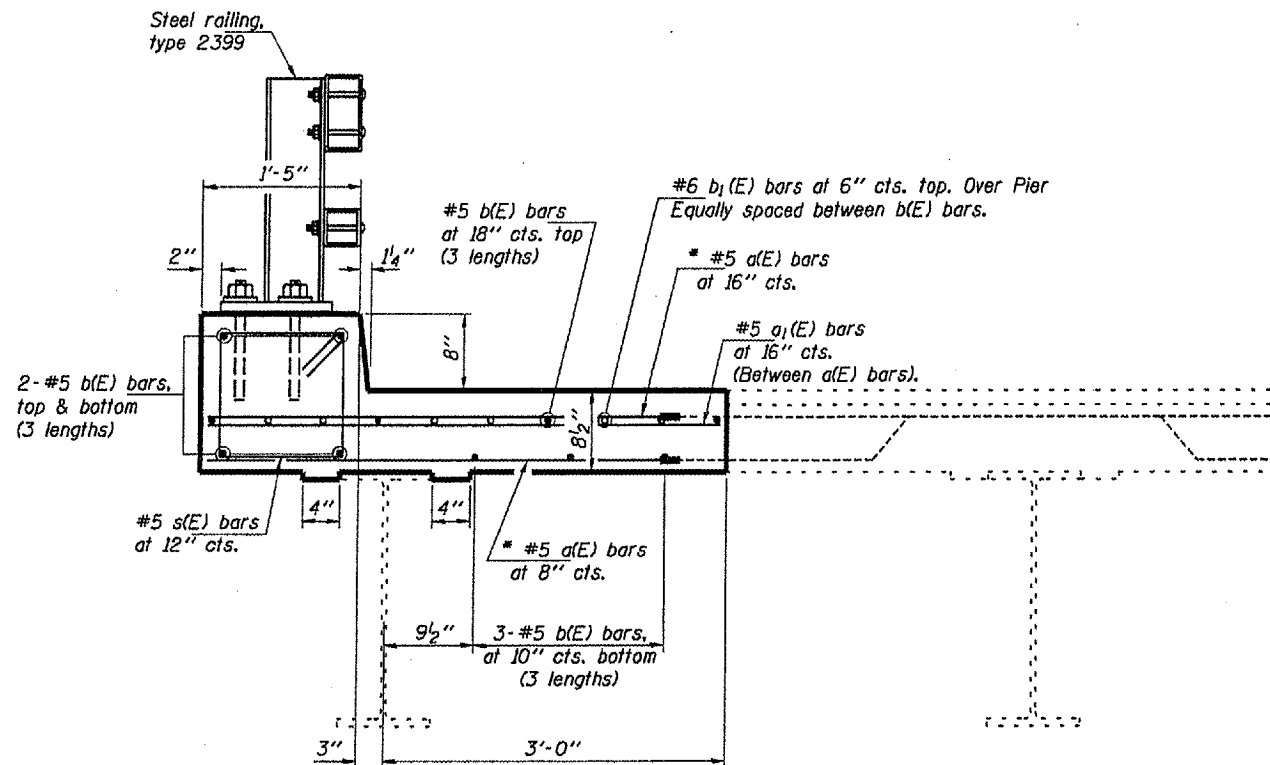


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

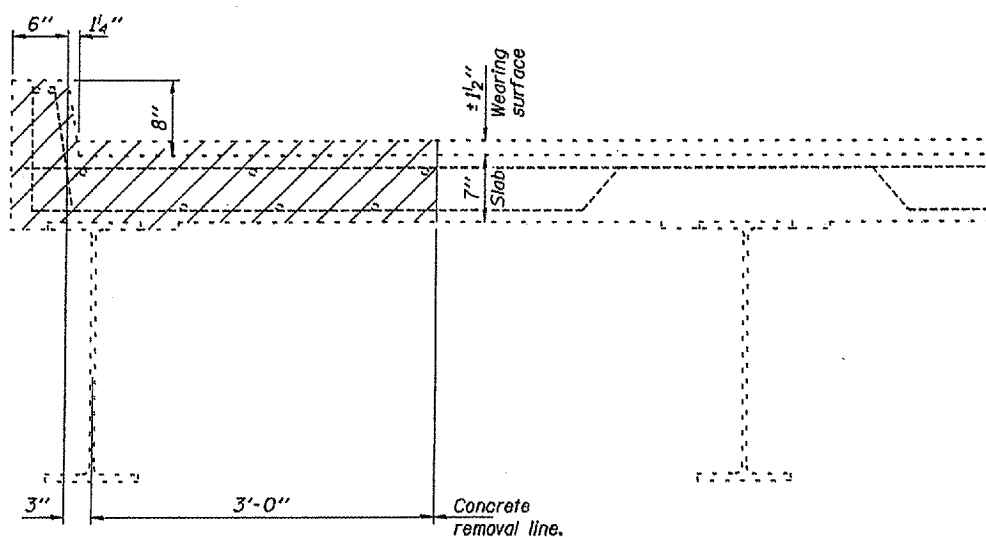
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 332	*	WHITE	13	5
FED. ROAD DIST. NO. 7	ALIGNMENT	FED. AID PROJECT:		

* D8 CM BRIDGE REPAIR FY 08-1
CONTRACT NO. 78015



PROPOSED REPLACEMENT

* Attach to existing reinforcement with mechanical splicers. Existing reinforcement to extend 6" (min.) into the removal area to allow attachment of the mechanical splicers.



PROPOSED REMOVAL

Hatched area indicates concrete removal.

GENERAL NOTES

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.
Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions.
Reinforcement bars designated (E) shall be epoxy coated.
Plan dimensions and details relative to existing plans are subject to routine 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 based upon 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".
All structural steel shall be shop painted with the inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Furnishing and Erecting Structural Steel.
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.
If the analysis submitted by 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.

MINIMUM BAR LAPS

#5 Bar = 2'-2"
#6 Bar = 2'-7"

DESIGNED	DAB
CHECKED	AJB
DRAWN	ballva
CHECKED	DAB AJB

BRIDGE REPAIRS
FAP 332 OVER FRENCH CREEK
WHITE COUNTY
SN 097-0005