

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

Fasteners shall be high strength bolts. Flange splice holes shall be  $\frac{15}{16}$ "  $\phi$  for  $\frac{7}{8}$ "  $\phi$  bolts. Web splice holes shall be  $\frac{13}{16}$ "  $\phi$  for  $\frac{3}{4}$ "  $\phi$  bolts.

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".

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", and "Cleaning and Painting New Metal Structures". The color of the final finish coat shall be Interstate Green, Munsell No. 7.5G 4/8. Cost included with Beam Straightening.

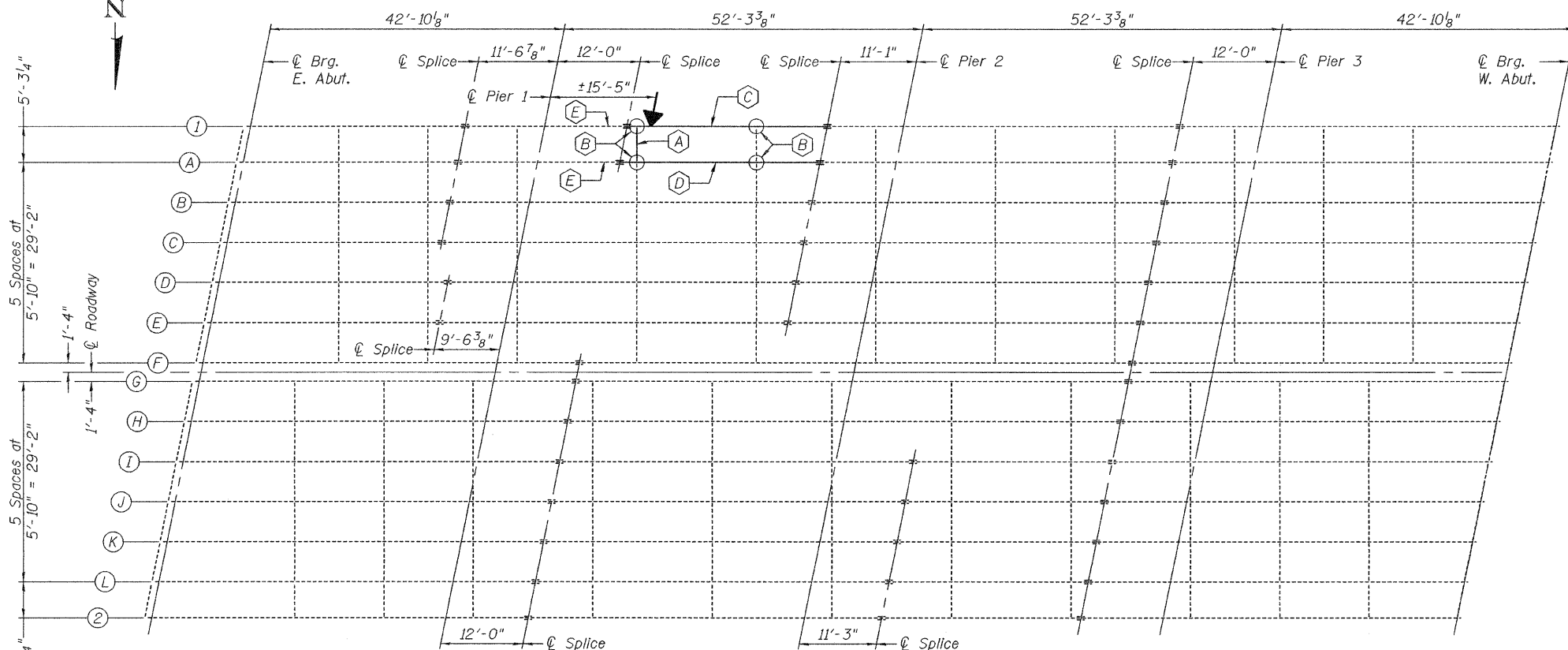
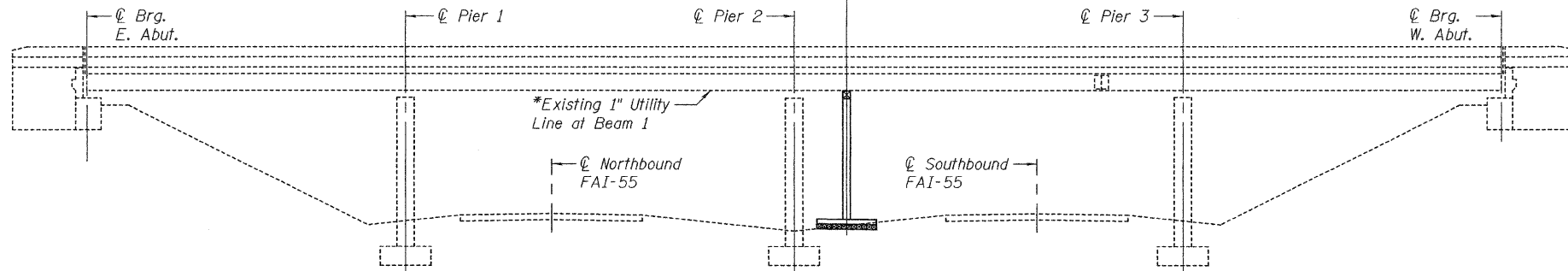
Diaphragm connection holes shall be  $\frac{15}{16}$ "  $\phi$  for  $\frac{3}{4}$ "  $\phi$  bolts. Two hardened washers shall be required at diaphragm connections.

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

The Contractor is responsible for the method of supporting the portion of existing girder to be removed prior to, during cutting and removal operations, and shall ensure that cuts made are smooth and straight.

\*Temporarily relocate Utility Line and re-attach to new beam. (See Roadway Plans)

Temporary shoring may be required to facilitate alignment of existing splice. Use 12"x12" Timbers or HP's to be paid for as Temporary Shoring and Cribbing. The shoring shall be removed as soon as possible after splice has been completed to minimize Traffic Control in the South Bound Lanes.



SCOPE OF WORK

- (A) Existing Diaphragm to be removed and replaced.
- (B) Existing clip L's top and bottom to be removed and replaced.
- (C) Existing W27x114 Beam segment to be removed and replaced.
- (D) Existing W30x108 Beam segment to be removed and replaced.
- (E) Beam to be straightened.

\*BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Furnishing and Erecting Structural Steel	Pound	9,400
Structural Steel Removal	Pound	5,070
Temporary Slab Support System	L.S.	1
Beam Straightening	L.S.	1
Temporary Shoring and Cribbing	L.S.	1

\*For Information Only. Cost included with Removal of Existing Structures.

DESIGNED Victor H. Volitz  
CHECKED Adrian J. Halloway  
DRAWN  
CHECKED VHV ATH

April 10, 2009  
EXAMINED D. Carl Peyer SFS  
ENGINEER OF STRUCTURAL SERVICES  
PASSED Robert C. Adams  
ENGINEER OF BRIDGES AND STRUCTURES



Expires: November 30, 2010

PLAN AND ELEVATION  
SN 060-0139

SHEET NO. 1	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	70	60-10HB-4R	Madison	420	207A
5 SHEETS		CONTRACT NO. 76709			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

Added Sheet 04/10/09 V.H.V. M.A.C.