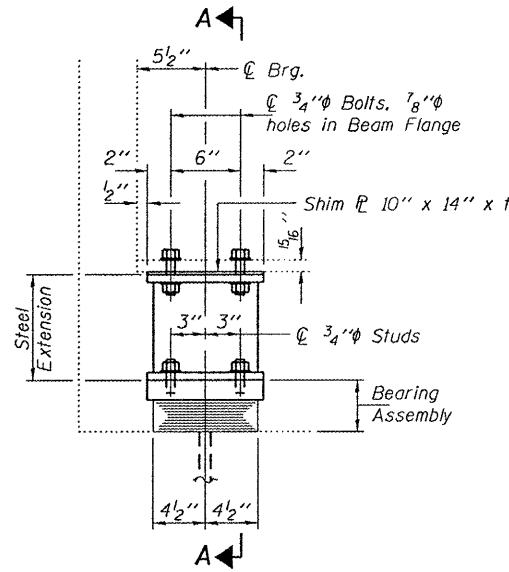


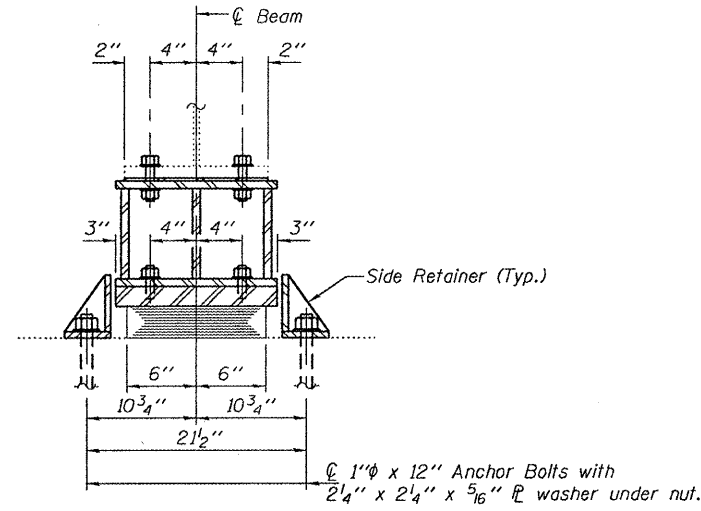
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM REACTIONS

R ₁	(K)	16.2
R ₂	(K)	39.5
Imp.	(K)	11.8
R (Total)	(K)	67.5



ELEVATION AT ABUTMENT



SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

Notes:
Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost included with Furnishing and Erecting Structural Steel.

New steel extensions, shim plates and connection bolts are included with Furnishing and Erecting Structural Steel. Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions. Min. jack capacity = 35 Tons.

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Side retainers shall be included in the cost of Elastomeric Bearing Assembly, Type I.

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

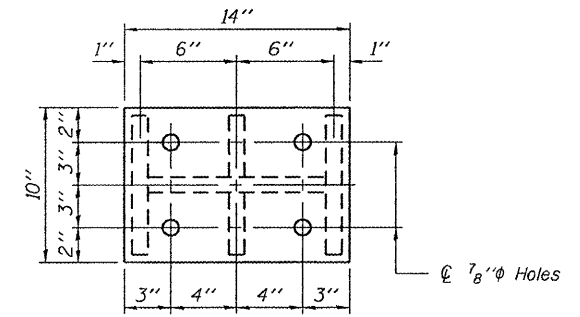
Fasteners shall be high strength bolts.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

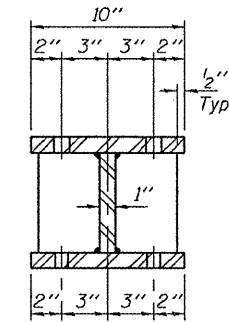
Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

All structural steel shall be shop painted with the inorganic zinc rich primer per AASHTO M300, Type I. Cost included with Furnishing and Erecting Structural Steel.

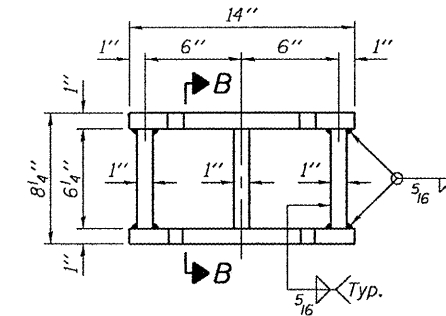
If the analysis submitted to the Contractor for the jacking/temporary support system to be used shows temporary stiffeners are required to prevent web crippling or buckling, the stiffeners shall be steel and bolted to the web. If stiffeners are not required, hardwood timbers shall be installed tightly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



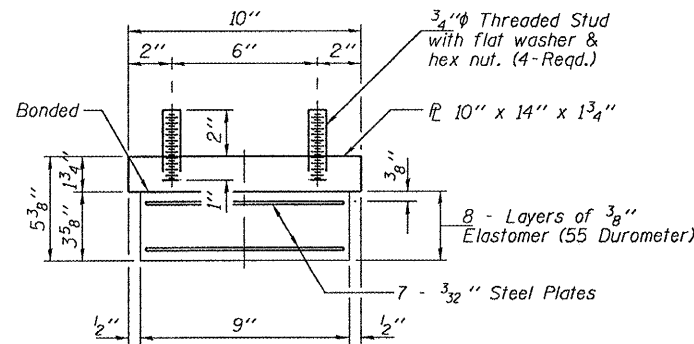
PLAN TOP AND BOTTOM PLATE



SECTION B-B

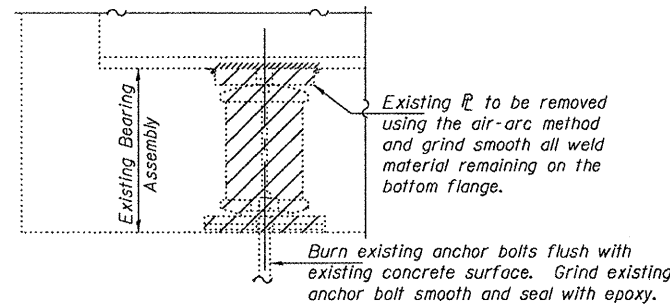


STEEL EXTENSION DETAIL



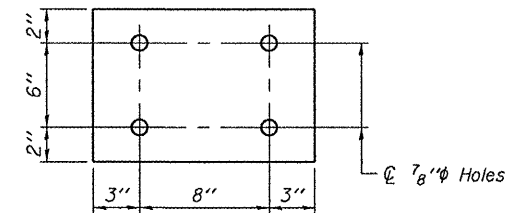
BEARING ASSEMBLY

Note:
Shim plates shall not be placed under Bearing Assembly.



EXISTING BEARING REMOVAL DETAIL

Cost included with Jack and Remove Existing Bearings.



SHIM PLATE

10" x 14" x 1"
(4 Required)

SHIM PLATE THICKNESS t

	Bm. 1	Bm. 2	Bm. 3	Bm. 4
E. Abut.	1"	3/8"	—	—
W. Abut.	—	—	3/8"	1"

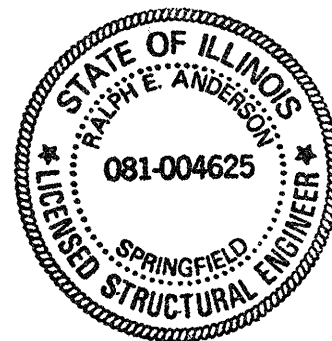
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	8
Jack and Remove Existing Bearings	Each	8
Furnishing and Erecting Structural Steel	Pound	1410
Anchor Bolts 1"φ	Each	16

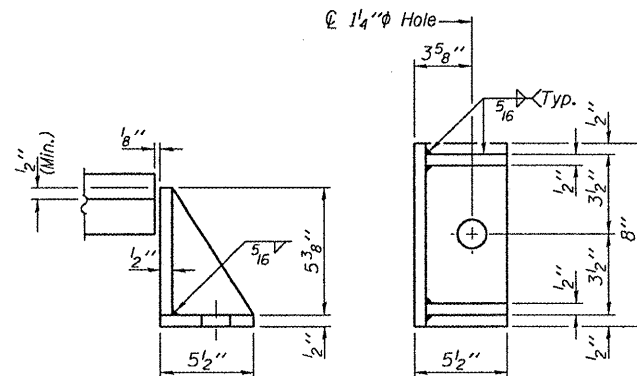
REPAIR DETAILS
CH 9 OVER I-57
SN 010-0082

DESIGNED	<i>[Signature]</i>
CHECKED	<i>[Signature]</i>
DRAWN	baliva
CHECKED	AT4

EXAMINED	<i>[Signature]</i>
PASSED	<i>[Signature]</i>



EXPIRES 11-30-2010



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

SHEET NO. 1	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	10-37RS-2&(10,27-38)RS-1	CHAMPAIGN	41	34
1 SHEETS		CONTRACT NO. 70766			
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		