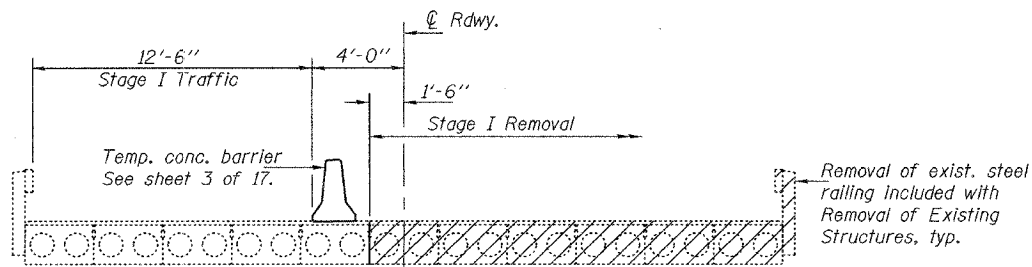


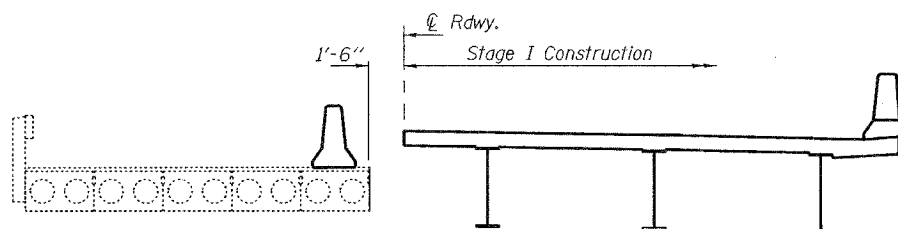
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 2 17 SHEETS
FAP 327	13B-1 & 13B-2	MARION	78	36	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

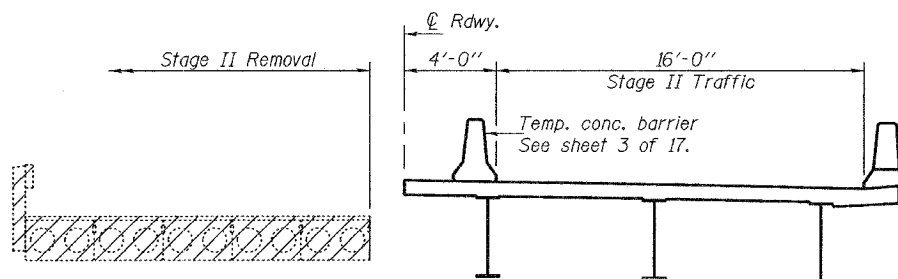
Contract No. 94964



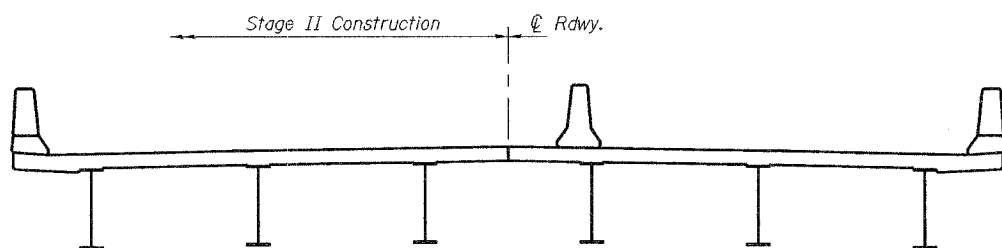
STAGE I REMOVAL



STAGE I CONSTRUCTION



STAGE II REMOVAL

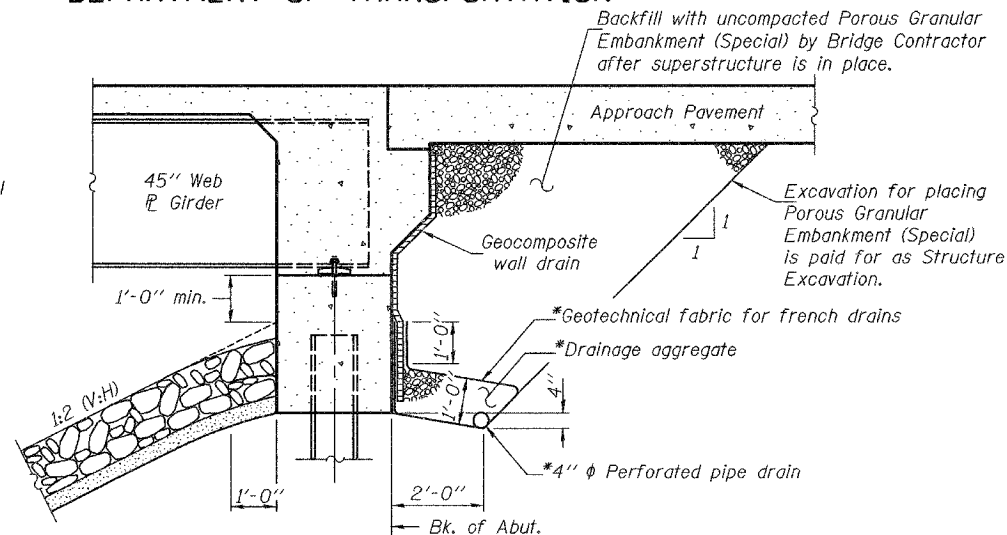


STAGE II CONSTRUCTION

Notes: All staging sections are looking east.
For quantity of temporary concrete barrier, see roadway plans.
Hatched areas indicate removal of existing structures.

DESIGNED	R.L.M.
CHECKED	G.R.A.
DRAWN	h.t. duong
CHECKED	R.L.M./G.R.A.

Feb 2, 2006
EXAMINED *Thomas J. Damagala*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES



SECTION THRU INTEGRAL ABUTMENT

*Included in the cost of Pipe Underdrains for Structures, 4".

Note: All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Art. 601.05 of the Standard Specifications and Highway Standard 601101).

GENERAL NOTES

Fasteners shall be high strength bolts. Bolts $\frac{7}{8}$ " ϕ , open holes $\frac{15}{16}$ " ϕ , unless otherwise noted.

Calculated weight of Structural Steel = 216,950 lb. (AASHTO M270, Gr. 50)
= 20,660 lb. (AASHTO M270, Gr. 36)

Field welding of construction accessories will not be permitted to girders. Anchor bolts shall be set before bolting diaphragms over supports. The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the tension flanges, webs and all splice plate material except fill plates. Reinforcement bars shall conform to the requirements of AASHTO M 31 or M 322 Grade 60.

Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two $\frac{1}{8}$ " adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims.

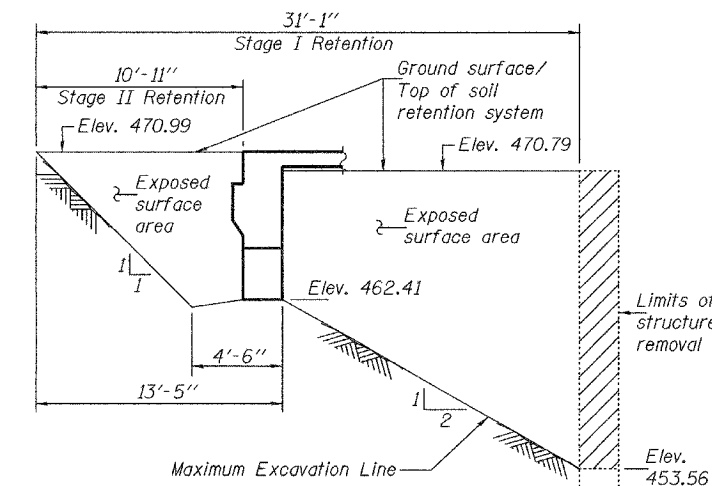
The Contractor shall drive three (3) test piles in a permanent location, one (1) of each Substructure as directed by the Engineer before ordering the remainder of piles.

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 Interstate Green, Munsell No. 7.5G4/8. See Special Provision for "Cleaning and Painting New Metal Structures".

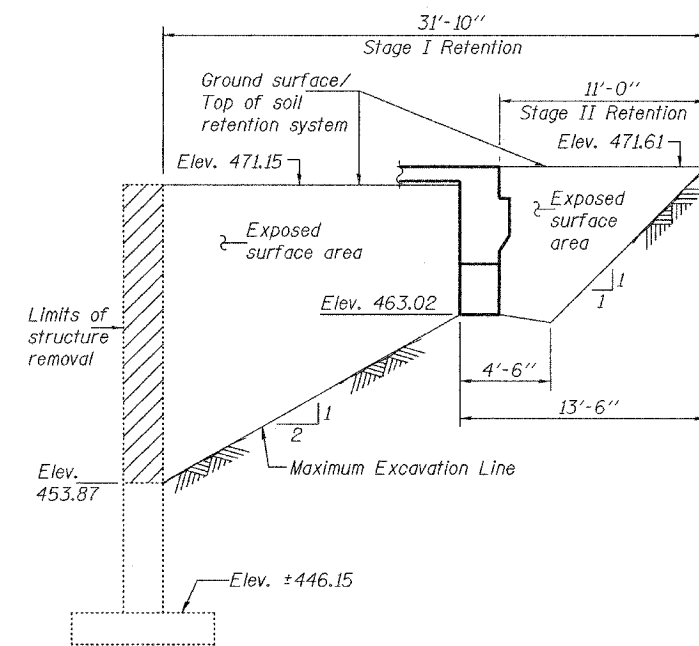
In addition to all other requirements of section 512 of the Standard Specifications, splices for HP 12x84 piles shall develop the full capacity of the steel's cross sectional area of the pile for tension, shear and bending forces. One approved method of achieving this requirement is full penetration butt welding of the entire cross section. Other types of splices meeting the full capacity requirement may be allowed subject to the approval of the Engineer. Any proposal by the Contractor to use an alternate splice method must include adequate documentation demonstrating that the full tension, shear and bending capacities will be met. Appropriate welder qualifications will be required for the positions and processes used in splicing all piles. Nondestructive testing of complete welds will be limited to visual inspection.

All construction joints shall be bonded. Excavation behind existing abutment walls shall be done before removing the existing superstructure. The Contractor shall sawcut the existing abutments at the stage removal line before Stage I removal.

If the Contractor elects to use cantilever forming brackets on the exterior girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06 of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.



TEMPORARY SOIL RETENTION SYSTEM AT W. ABUT.



TEMPORARY SOIL RETENTION SYSTEM AT E. ABUT.

Note: A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

GENERAL DATA &
STAGE CONSTRUCTION DETAILS
F.A.P. RTE. 327 - SEC. 13B-1 & 13B-2
MARION COUNTY
STATION 375+53.00
STRUCTURE NO. 061-0091