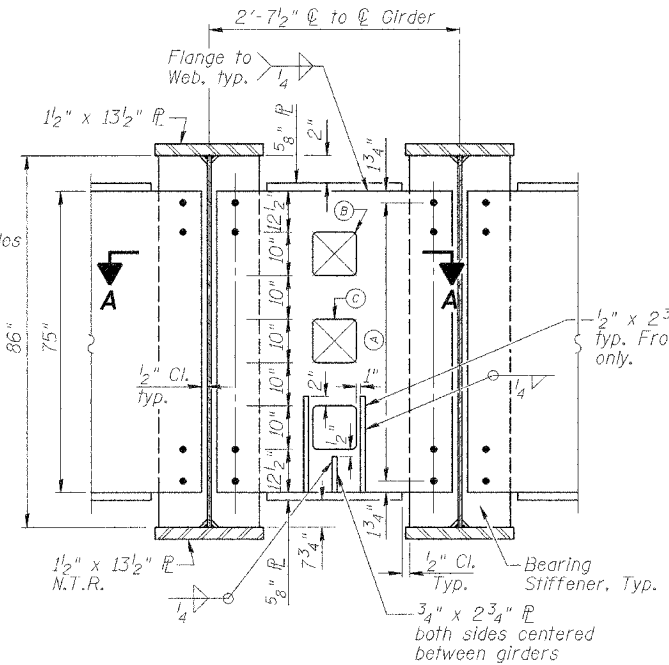


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	55-2	McDONOUGH	1025	506
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT-		

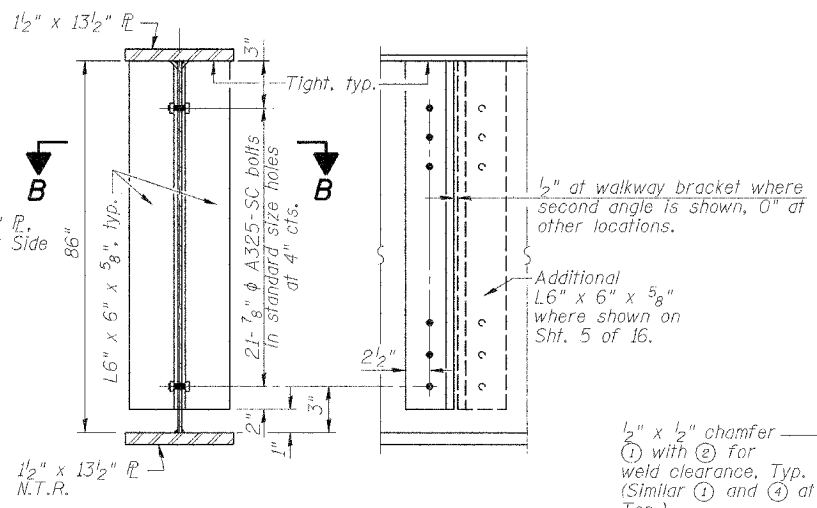
SHEET NO. 6
16 SHEETS

- (A) 14-7/8" φ A325-SC bolts in oversized holes at 5 1/2" cts., attach End Diaphragm to Bearing Stiffener.
- (B) All corners of openings have a 1" radius.
- (C) Access Opening 10" x 10", Typ.



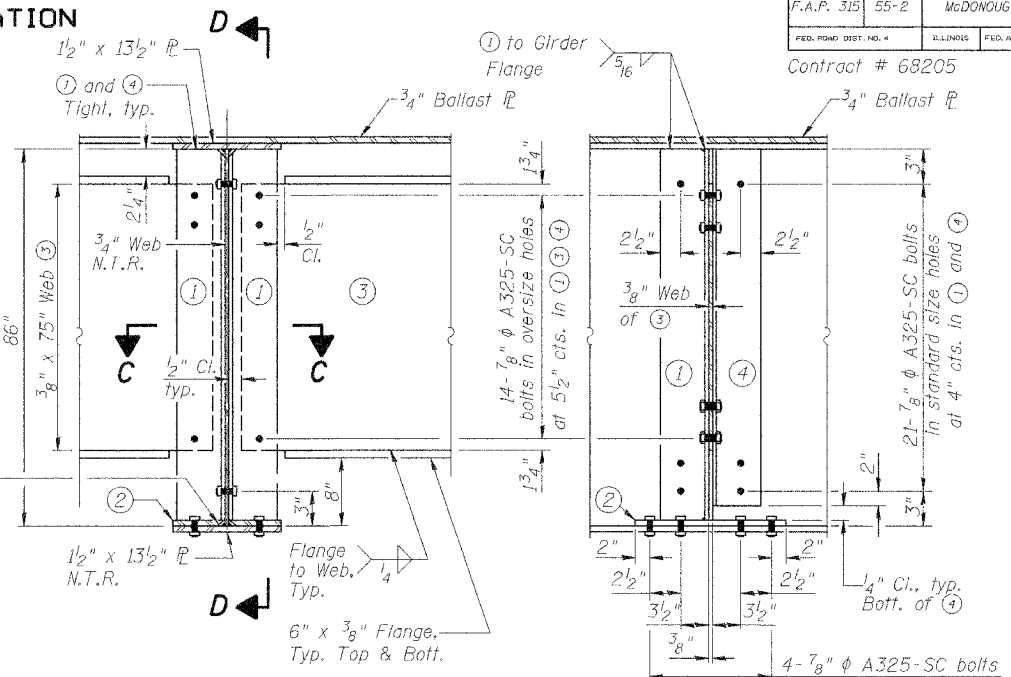
END DIAPHRAGM (D1) DETAIL
at Abutments

Note: WT6 x 25 horizontal bracing and attachments not shown.
See Note 3, this Sht.



DETAIL AT INTERMEDIATE STIFFENER WITHOUT INTERIOR DIAPHRAGM

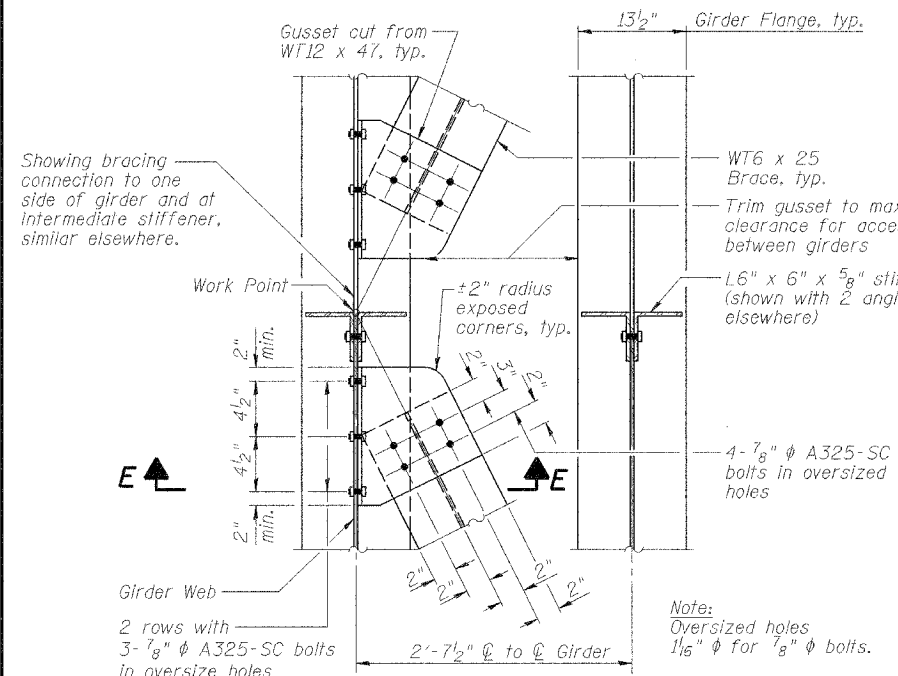
Note: WT6 x 25 horizontal bracing and attachments not shown.



DETAIL AT INTERIOR DIAPHRAGM (D2)

Note: WT6 x 25 horizontal bracing and attachments not shown.

SECTION D-D

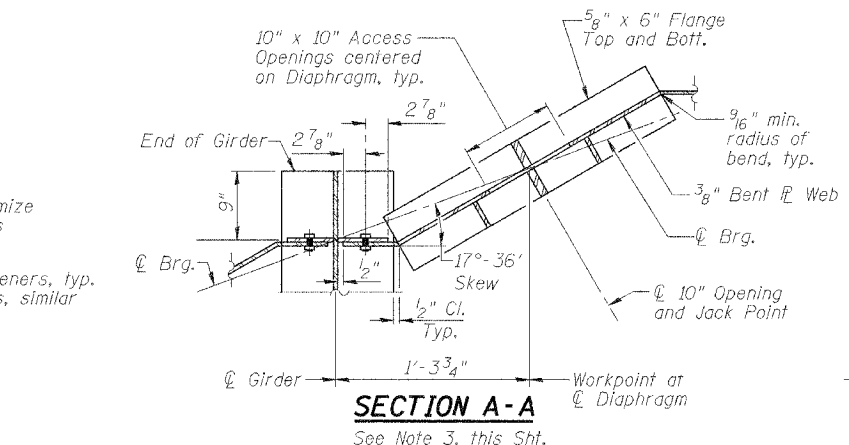


BRACING CONNECTION DETAIL

NOTES

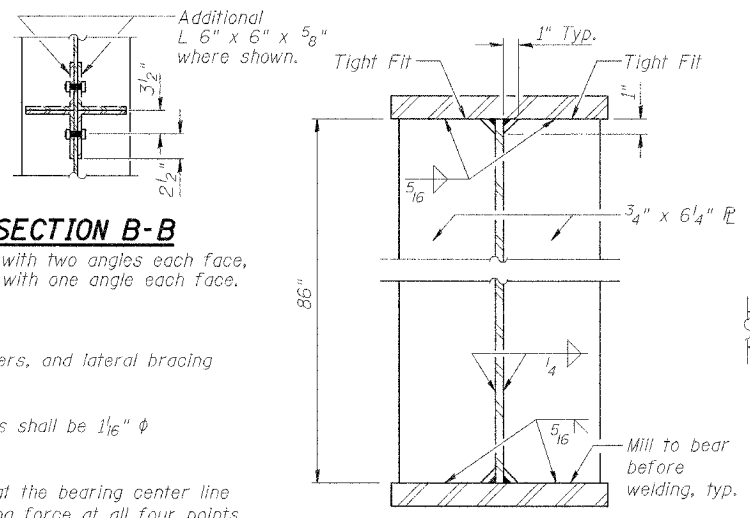
1. All contact surfaces of joints for the diaphragms, stiffeners, and lateral bracing shall be free of paint and lacquer.
2. All bolt holes in diaphragm and lateral bracing connections shall be 1/16" φ with two hardened washers used with each bolt.
3. Four jack points of 45 tons capacity each are provided at the bearing center line and midway between each girder of each span. Apply jacking force at all four points with simultaneous and equal lift distance to change one or all bearings. Provide a 1 3/4" minimum thick, 9" x 10" bearing plate between bottom of jack and top of concrete bearing ledge. Use 3/4" minimum thick, 5" x 5" plate between top of jack ram piston and bottom of diaphragm flange. Center jacks on 3/4" thick double web stiffeners and diaphragm web plate. Remove all live load prior to jacking.

DESIGNED	PJL
CHECKED	WDL
DRAWN	MGM
CHECKED	PJL



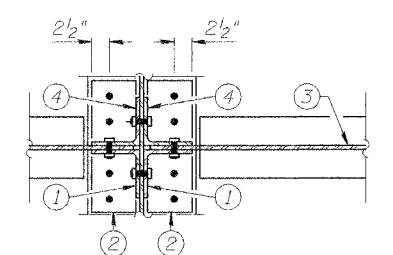
SECTION A-A

See Note 3, this Sht.

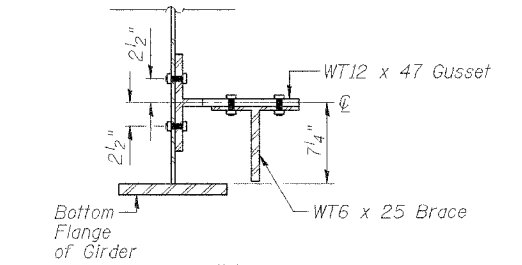


BEARING STIFFENER

(See Also End Diaphragm Detail this sheet.)

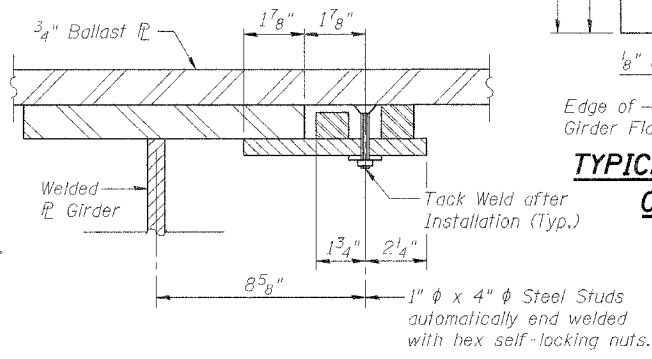


SECTION C-C



SECTION E-E

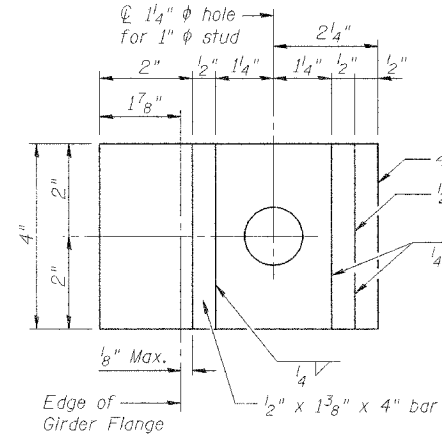
At Lateral Bracing Connection Plate



BALLAST PLATE CLAMP

KEY NOTES

- (1) L6" x 6" x 5/8" welded to (2) top and bottom and shop bolted to girder web with 14-7/8" φ A325-SC bolts in 1 1/8" φ oversized holes.
- (2) 3/4" x 6 1/4" x 16 3/8" plate, shop bolted to girder with 4-7/8" φ A325-SC bolts in standard size holes. 1/2" x 1/2" chamfer for weld clearance, typ. (To facilitate installation of (4), 2 bolts may be field installed after (4) is placed. Optionally, rotate (4) in place around the shop-installed bolts.)
- (3) Interior Diaphragm (D2) field bolted to (1) and (4) with 14-7/8" φ A325-SC bolts in oversized holes.
- (4) L6" x 6" x 5/8" - 85" long field bolted to (1) and (3) with 7/8" φ bolts in 1 1/8" φ oversized holes. (2) is not welded to (4). Top of (4) tight to girder flange, not welded.



TYPICAL BALLAST PLATE CLAMP DETAILS

Note: Ballast Plate Clamps to be spaced at 1'-6" alternate spacing (290 required total for structure.)

DIAPHRAGMS
BURLINGTON NORTHERN
SANTA FE RAILROAD OVER
RAMP I
F.A.P. ROUTE 315 SECT. 55-2
McDONOUGH COUNTY
STATION 21+61.48
STRUCTURE NO. 055-9902
B.N.S.F. LINE SEGMENT 0011
B.N.S.F. BRIDGE NO. 206.13

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