

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

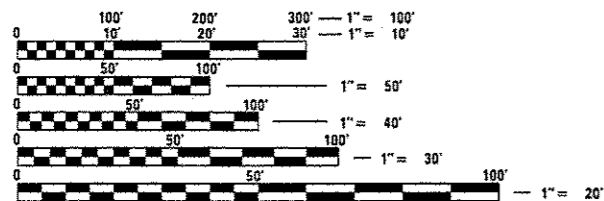
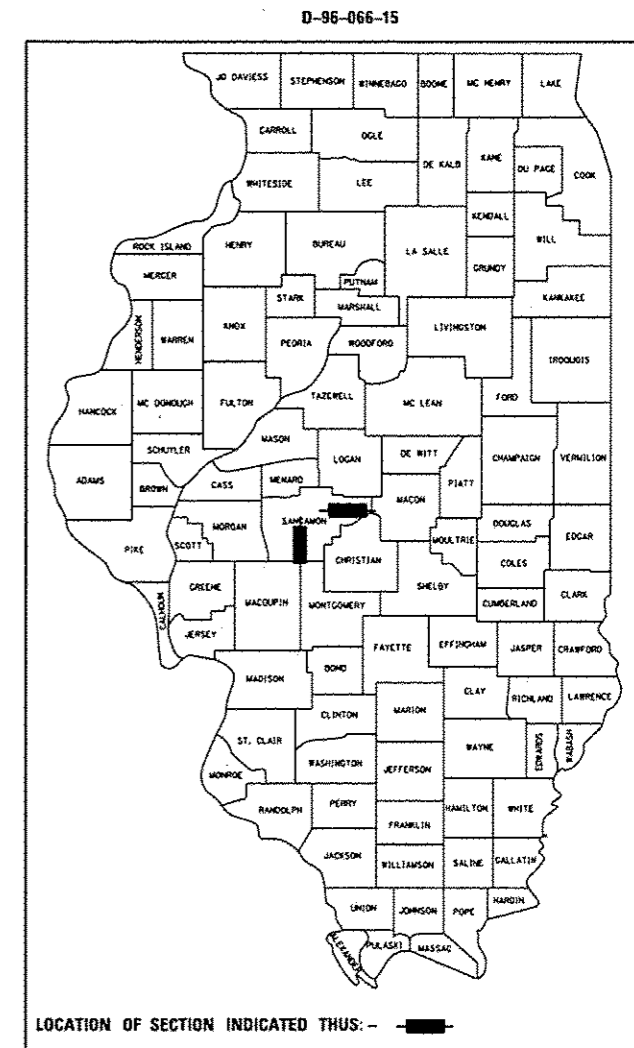
**PROPOSED
BRIDGE PAINTING**

FAI 72 (I-72) & FAI 55 (I-55)
SECTION D6 BDGE PAINTING 2017
PROJECT
BRIDGE PAINTING
SANGAMON COUNTY

C-96-066-15

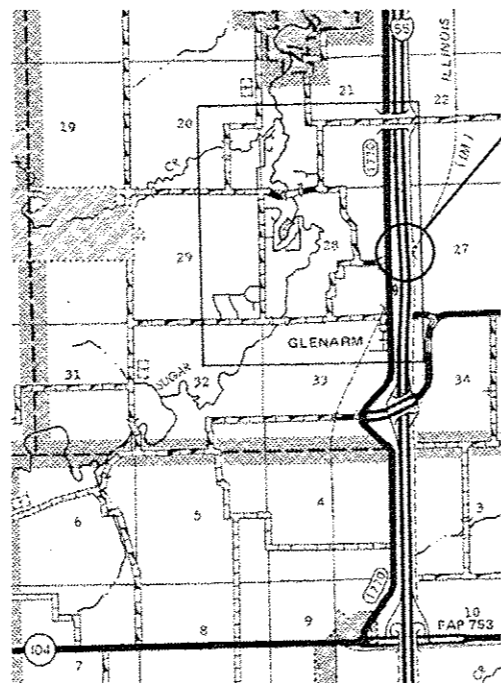
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72&55	D6 BDGE PAINTING 2017	SANGAMON	10	1
		ILLINOIS	CONTRACT NO. 72H89	

FOR INDEX OF SHEETS, SEE SHEET NO. 2



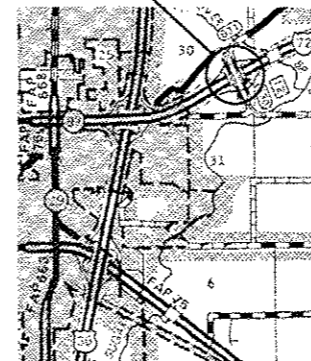
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811



STRUCTURES #2 & #3 - SN 084-0112 & 0113
I-55 OVER ICRR
1 MI NORTH OF THE GLENARM INTERCHANGE

STRUCTURE #1 - SN 084-0150
CH 12 (MECHANICSBURG RD) OVER I-72
0.75 MI EAST OF I-55 NEAR SPRINGFIELD



BRIDGE MAINTENANCE ENGINEER - BRANDON DUDLEY (217) 785-9290
BRIDGE INSPECTION ENGINEER - DAVE COPENBARGER (217) 785-5306

GROSS LENGTH = NA
NET LENGTH = NA

CONTRACT NO. 72H89

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *75 October 2016*

[Signature] REGION FOUR ENGINEER

Dec 9 2016
Maureen M. Addis PE
ENGINEER OF DESIGN AND ENVIRONMENT

Dec 9 2016
Chris Roman PE
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

HIGHWAY STANDARDS

- 000001-06
- 001006
- 701101-05
- 701106-02
- 701400-09
- 701402-12
- 701411-09
- 701446-08
- 701901-06

INDEX OF SHEETS

- 1 COVER SHEET
- 2 INDEX, STANDARDS, GENERAL NOTES, SIGNATURES, & SUMMARY OF QUANTITIES
- 3-10 EXISTING BRIDGE PLANS (FOR INFORMATION ONLY)

GENERAL NOTES:

1. WORK SHALL CONSIST OF BLASTING AND PAINTING STRUCTURAL STEEL LOCATIONS AS DEFINED IN THE SPECIAL PROVISIONS. CLEANING AND PAINTING OF THE EXISTING STRUCTURAL STEEL SHALL BE AS SPECIFIED IN THE SPECIAL PROVISIONS FOR "CLEANING AND PAINTING EXISTING STEEL STRUCTURES". ALL AREAS TO BE PAINTED SHALL BE CLEANED PER NEAR WHITE BLAST CLEANING PER SSPC SP 10. ALL EXISTING STEEL CLEANED SHALL BE PAINTED ACCORDING TO THE REQUIREMENTS OF PAINT SYSTEM 1 - OZ/E/U. THE COLOR OF THE FINAL FINISH COAT FOR THE OUTSIDE AND BOTTOM OF THE FASCIA BEAMS SHALL BE GREEN (MUNSELL 7.5G 4/8). THE FINISH COAT FOR ALL OTHER AREAS SHALL BE GRAY (MUNSELL 5B 7/1).
2. THE USE OF AIR MONITORS WILL BE REQUIRED AT LOCATIONS CALLED OUT IN THE SPECIAL PROVISIONS. A MINIMUM OF 2 MONITORS WILL BE REQUIRED DURING BLASTING OPERATIONS AT THE SPECIFIED STRUCTURES. SEE SPECIAL PROVISIONS FOR "CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES."
3. THE SSPC-OP-1 AND SSPC-OP2 PAINTING CONTRACTOR CERTIFICATIONS WILL BE REQUIRED FOR THESE BRIDGES.
4. CARE SHALL BE TAKEN NOT TO DAMAGE RUBBER BEARING OR JOINT COMPONENTS DURING BLASTING AND CLEANING OPERATIONS. ANY DAMAGE TO THESE COMPONENTS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. RUBBER COMPONENTS SHALL NOT BE PAINTED.
5. UPON COMPLETION OF PAINTING OPERATIONS AT EACH LOCATION, THE CONTRACTOR SHALL REMOVE ALL DEBRIS FROM PIER OR ABUTMENT CAPS UPON WHICH PAINTING OPERATIONS TOOK PLACE. FINAL CLEANUP SHALL BE CONSIDERED INCIDENTAL TO THE PAINT PAY ITEM FOR THE RESPECTIVE LOCATION. THE ENGINEER SHALL HAVE THE RIGHT TO WITHOLD PAYMENT UNTIL SATISFACTORY CLEANUP IS ACHIEVED.
6. 250' OF TEMPORARY WATER FILLED BARRIER SHALL BE USED ON WB I-72. 400' SHALL BE USED ON EB I-72 DURING OPERATIONS OVER THE CENTER LANE. THE EB BARRIER MAY BE REDUCED TO 250' AT TIMES WHEN ONLY ONE LANE IS CLOSED.

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
DISTRICT 6**

EXAMINED October 11th 20 16
[Signature]
ENGINEER OF OPERATIONS

EXAMINED October 6 20 16
[Signature]
ENGINEER OF PROJECT IMPLEMENTATION

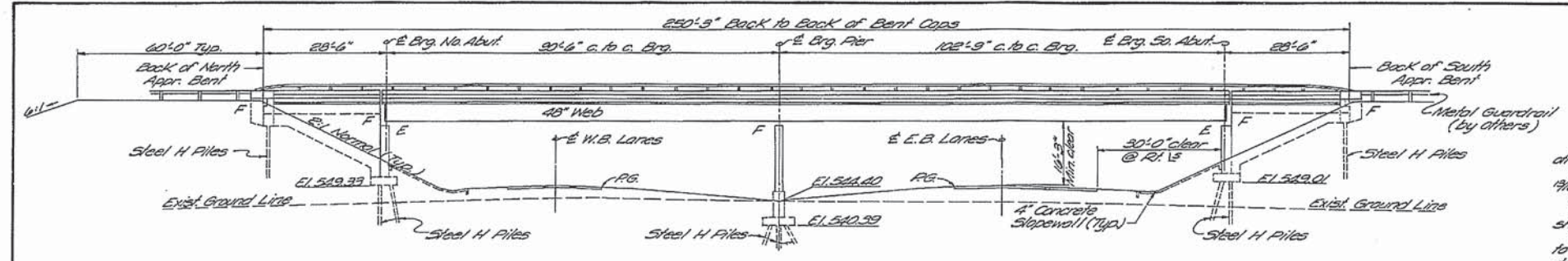
EXAMINED October 11 20 16
[Signature]
ENGINEER OF PROGRAM DEVELOPMENT

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
67100100	MOBILIZATION	L SUM	1	1
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	3	3
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	2	2
70100815	TRAFFIC CONTROL AND PROTECTION, STANDARD 701446	L SUM	1	1
70800105	TEMPORARY WATER FILLED BARRIER	FOOT	1750	1750
X7010410	SPEED DISPLAY TRAILER	CAL MO	4	4
Z0007101	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1	1
Z0007102	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 2	L SUM	1	1
Z0007103	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 3	L SUM	1	1
Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1	1
Z0010502	CLEANING AND PAINTING STEEL BRIDGE NO. 2	L SUM	1	1
Z0010503	CLEANING AND PAINTING STEEL BRIDGE NO. 3	L SUM	1	1
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1

13

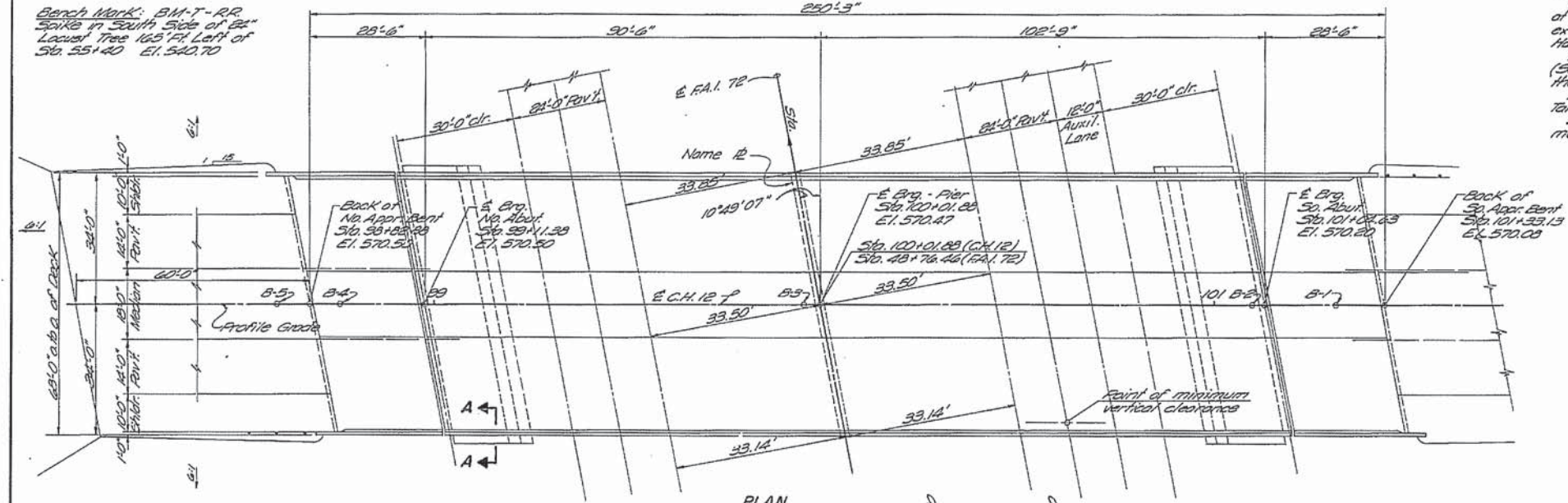
WATER FILLED BARRIER SCHEDULE

SN 084-0150 EB	400'
SN 084-0150 WB	250'
SN 084-0112	550'
SN 084-0113	550'
TOTAL:	1750'



ELEVATION

Branch Mark: BM-T-RR
Spike in South Side of RR
Locust Tree 165' Left of
Sta. 55+40 E.I. 540.70



PLAN

DESIGN LOADING
Live HS 20-44 & ALT. AASHTO 1999 Spec. & 1970 Interim.
Dead Load includes 25 #/Sq. Ft. of Deck, for future
wearing surf. plus 25 #/Sq. Ft. for initial wearing surface.

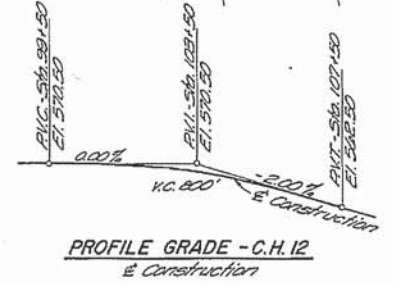
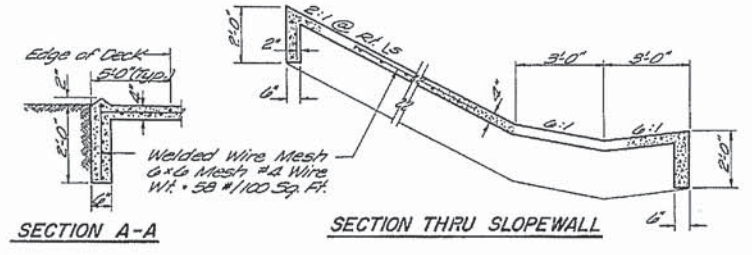
DESIGN STRESSES

$f_c = 1,400$ p.s.i.	Substructure, Curbs & Parapets
$f_c = 1,200$ p.s.i.	Superstructure Slab
$f_c = 75$ p.s.i.	Footings
$f_s = 20,000$ p.s.i.	Reinforcing Steel
$f_s = 20,000$ p.s.i.	Structural Steel
$n = 10$	

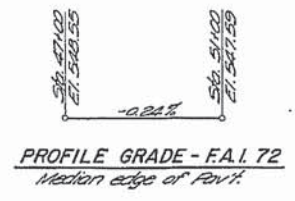
LIVE LOAD DEFLECTION
L/11200 for Composite Construction

PRESTRESSED BEAMS

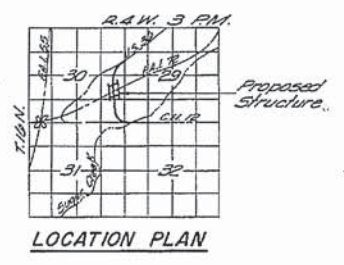
$f'_c = 5,000$ p.s.i.
$f_{ci} = 4,000$ p.s.i.
$f'_s = 245,000$ p.s.i.
$f_{si} = 173,600$ p.s.i.



PROFILE GRADE - C.H. 12
E Construction



PROFILE GRADE - F.A.I. 72
Median edge of Pavt.



LOCATION PLAN

STATION 48+76.46
BUILT 197 BY
STATE OF ILLINOIS
F.A.I. RT. 72 SEC. 84-10-1HB
F.A. PROJ. I-72-1 (14)
LOADING HS 20 & ALT.

NAME PLATE
STD. 2113

GENERAL NOTES

All reinforcement bars shall be lapped 24" diameters unless otherwise shown.
Fasteners shall be high strength bolts. Bolts 3/4", open holes 1 1/8" unless noted.
Calculated weight of Structural Steel = 452,000 Lbs.
The Basic Lead Silico Chromate paint system shall be used for shop and field painting of structural steel.
Field welding of construction accessories will not be permitted to the bottom flange of beams or girders nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.
Anchor bolts shall be set before bolting cross frames over supports.
The embankment configuration shown shall be the minimum embankment that must be constructed prior to the construction of the abutments.
The concrete rail section above the mandatory construction joint at the top of the slab shall be constructed of Class X Concrete, except the aggregate shall conform to the requirements of Handrail Concrete.
The contractor shall drive 3 test piles in permanent locations. (See Sheets 13-15) as directed by the Engineer before ordering the remainder of the piles.
Protective Coat shall not be applied to surfaces to which Cool Tar Interlayer Protective Coat is applied.
Slope Wall shall be reinforced with welded wire fabric 6"x6" mesh, weighing 50 # per 100 Sq. Ft.
For Footing Layout See Sheet 12 of 17 Sheets.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
* Bit Conc. Surface Cse, CH	Tons	114		114
Structure Excavation	Cu. Yds.		131	131
Class X Concrete	Cu. Yds.	555.0	322.2	877.2
Precast Prest. Conc. Pans, 36"	Lin. Ft.	370		370
Aluminum Railing	Lin. Ft.	517		517
Steel Piles (HP 10x42)	Lin. Ft.		7454	7454
Test Piles - Steel	Ea.		3	3
Name Plates	Ea.		1	1
Slope Wall 4"	Sq. Yds.			474
* Cool Tar Interlayer Pro. Coat	Sq. Yds.	1339		1339
Reinforcement Bars	Lbs.	130,020	45,560	175,580
Structural Steel	Lump Sum			L.S.
Preformed Joint Sealer	Lin. Ft.	138		138
Protective Coat	Sq. Yds.	692		692
Stud-Shear Conn. (3/4")	Ea.	3544		3544

* By Others

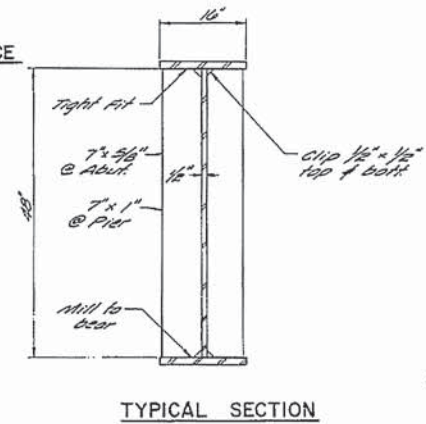
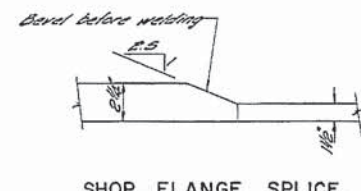
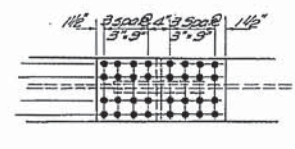
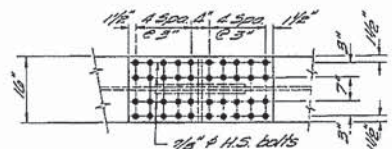
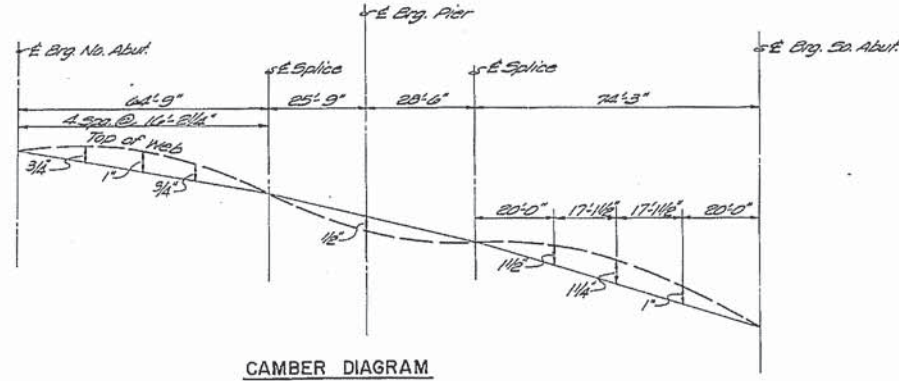
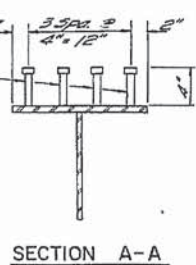
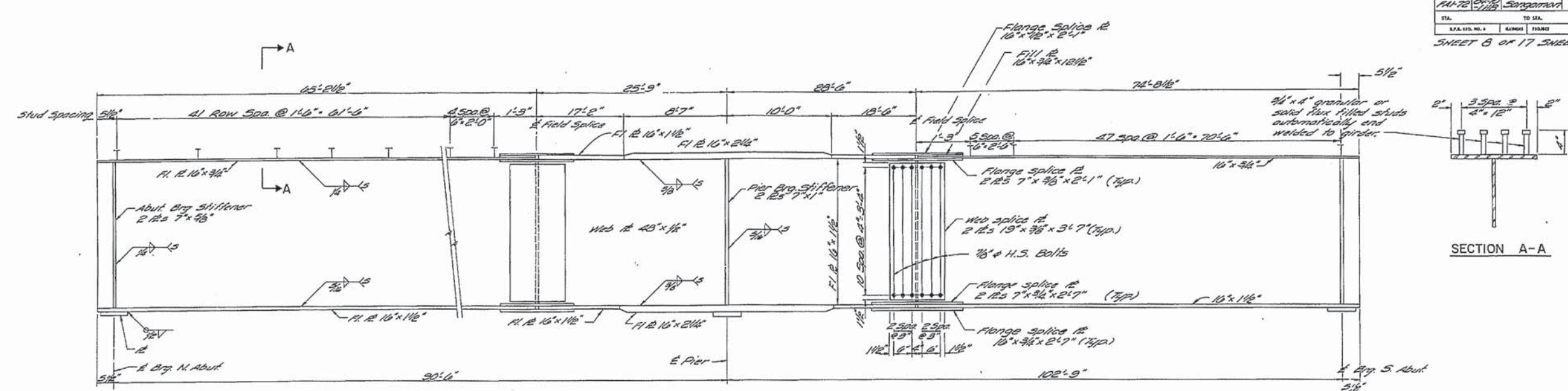
APPROVED

 Robert D. Orosco 2474

GENERAL PLAN
 CH-12 OVER FEDERAL AID INTERSTATE 72
 PROJECT I-72-1 (14) 0
 FAI-ROUTE 72 SECTION 84-10-1HB
 SANGAMON COUNTY
 STATION 48+76.46 (FAI-72)

PROJECT NO.	171-72	SECTION	84-10-1HB	SHEET NO.	43
DATE	02/12/17	PROJECT	SANGAMON		
STA. FROM		TO STA.			
S.P.A. DIV. NO.	1	RUNGE	FRSUNG		42

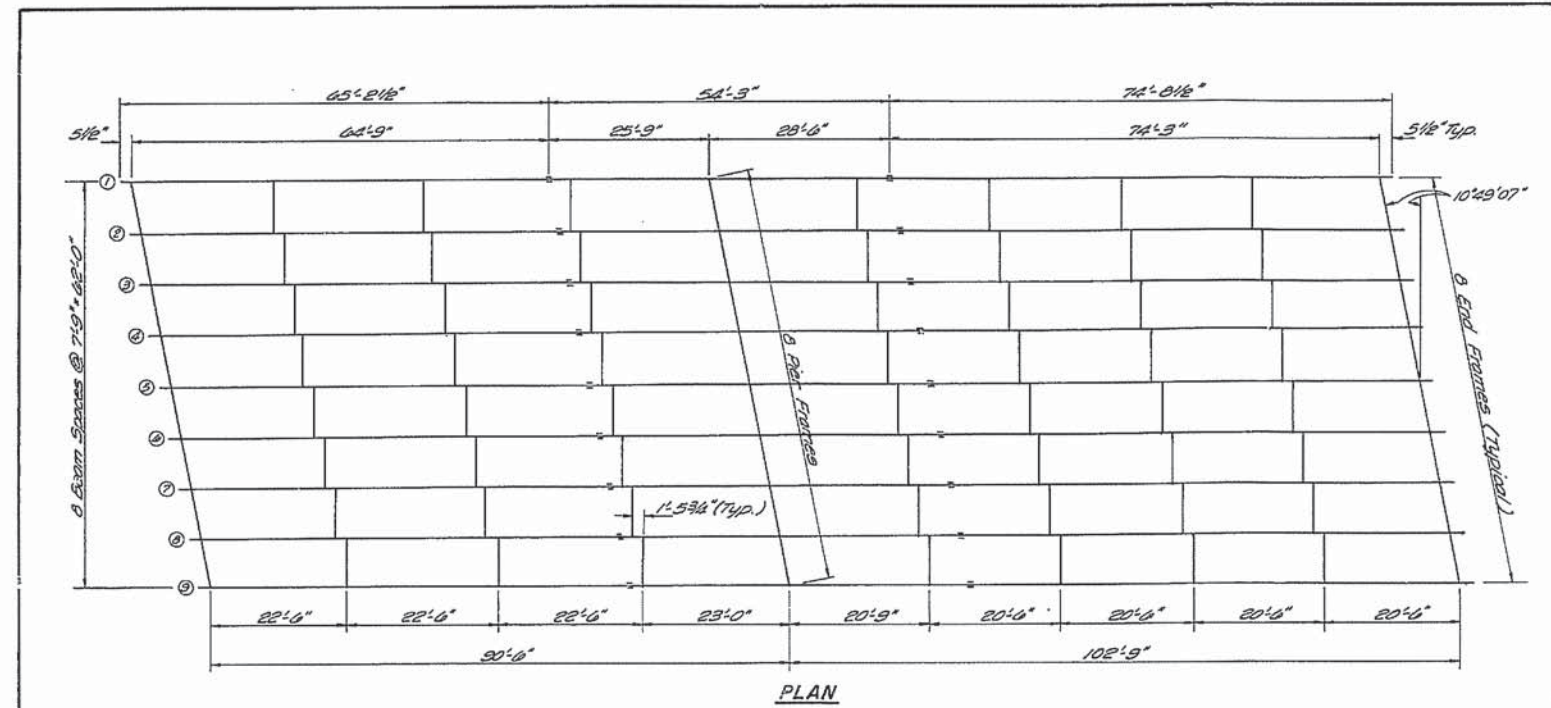
SHEET 8 OF 17 SHEETS



Note: For details of welding designations refer to AWS D2.0-85. Weight of bearing assemblies with end plates and anchor bolts are included as structural steel. Estimated weight = 10,120 lb. Total structural steel = 452,000 lb.

R. GIRDER DETAILS
F.A.I. RT. 72 SEC. 84-10-1HB
SANGAMON COUNTY
STATION 48+76.46

FILE NAME =	USER NAME = dudlejbm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING BRIDGE PLANS SN 084-0150 (FOR INFORMATION ONLY)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
D:\OPERATIONS\Bridges\Bridgplans.CAD\72	8848150_paint\plansheet.dgn	DRAWN -	REVISED -			72&55	06 BDGE PAINTING 2017	SANGAMON	10	4	
		CHECKED -	REVISED -			SCALE:	SHEET	OF	SHEETS	STA.	TO STA.
Default	PLOT DATE = 10/28/2016	DATE -	REVISED -								



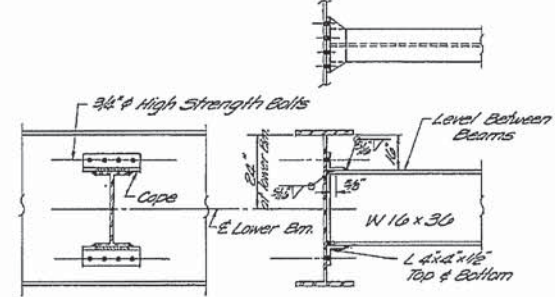
INTERIOR GIRDER MOMENT TABLE

	0.4 SP. R.	Pier
I _s (in 4)	249.29	500.90
I _c (in 4)	615.08	500.90
S _s (in 3)	1217.5	1908.2
S _c (in 3)	1597.7	1908.2
Q (K/1)	1.066	1.066
M _Q (1K)	755.9	1522.5
I _s Q (Ksi)	7.45	9.57
S _s Q (K/1)	0.537	0.537
M _S Q (1K)	447.7	589.9
M _I Q (1K)	921.3	708.2
M _{IMP} (1K)	215.7	164.3
Total (1K)	1582.7	1481.8
I _s Q (Ksi)	11.89	9.19
I _s Total (Ksi)	19.34	18.74
VR (K)	60.4	

INTERIOR GIRDER REACTION TABLE

	S. Abut.	Pier
R _Q (K)	62.1	198.7
R _I (K)	45.6	72.6
IMP (K)	10.6	16.8
R Total (K)	118.3	288.1

PLAN

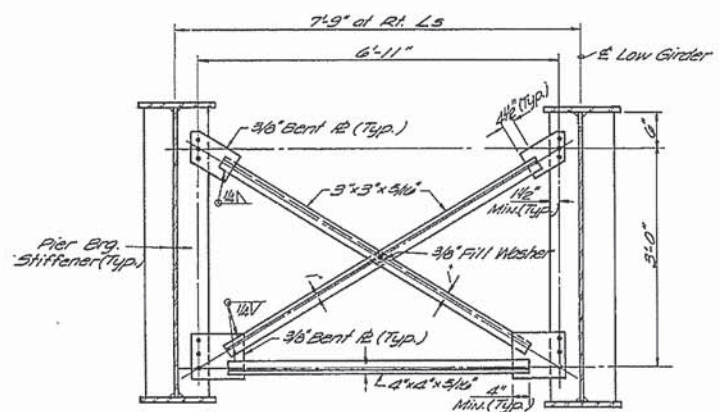


INTERIOR DIAPHRAGM
5/8 Required

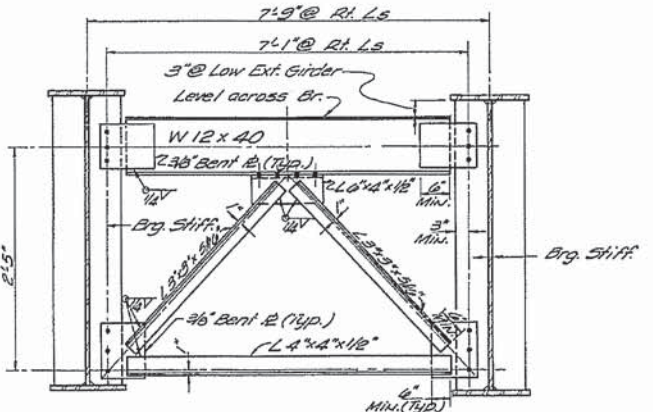
TOP OF WEB ELEVATION *

BEAM LOCATION	1	2	3	4	5	6	7	8	9
E. Brg. N. Abut.	569.120	569.241	569.362	569.483	569.604	569.483	569.362	569.241	569.120
E. Splice #1	569.009	569.129	569.249	569.369	569.489	569.361	569.239	569.117	569.995
E. Brg. Pier	568.943	569.063	569.182	569.301	569.420	569.297	569.174	569.051	568.929
E. Splice #2	568.966	569.084	569.202	569.320	569.438	569.314	569.190	569.068	568.942
E. Brg. S. Abut.	568.824	568.959	569.075	569.190	569.305	569.179	569.052	568.925	568.799

* For Fabrication Only



PIER FRAME
0 Required

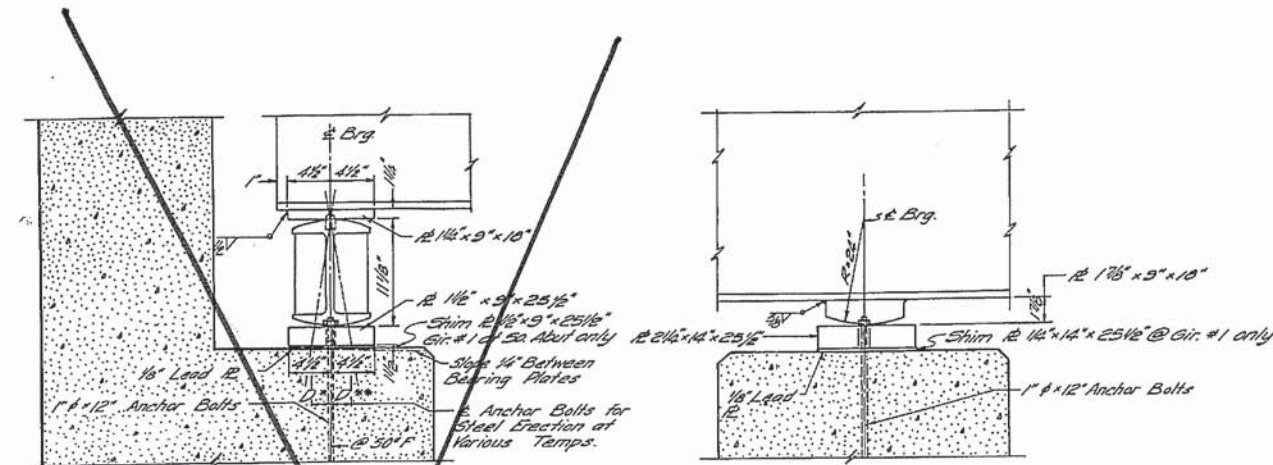


TYPICAL END CROSS FRAME
10 Required

FRAMING PLAN
FAI ROUTE 72 SEC. 84-10-1HB
SANGAMON COUNTY
STA. 48+76.46

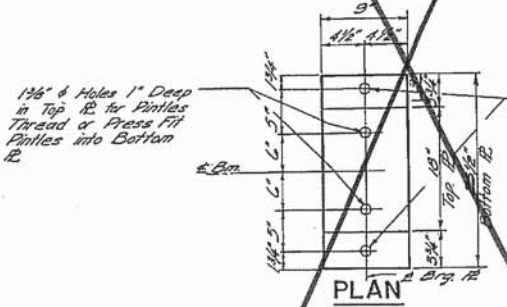
FEDERAL AID DISTRICT NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-72	84-10-1HB	Sangamon	183	45
STA.	TO STA.			
S.P.S. DIST. NO. 4	REVISION	PROJECT		

Sheet 10 of 17 Sheets

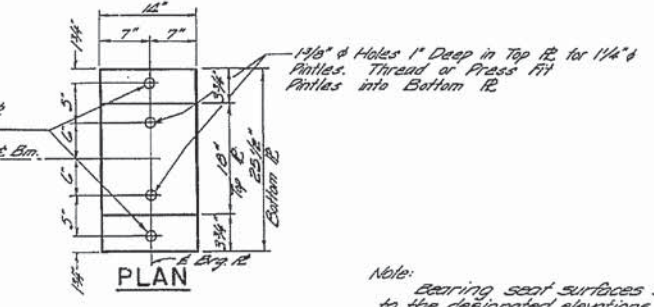


ELEVATION

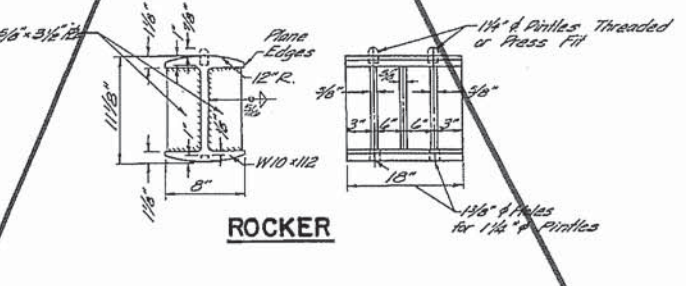
ELEVATION



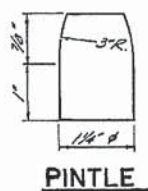
PLAN



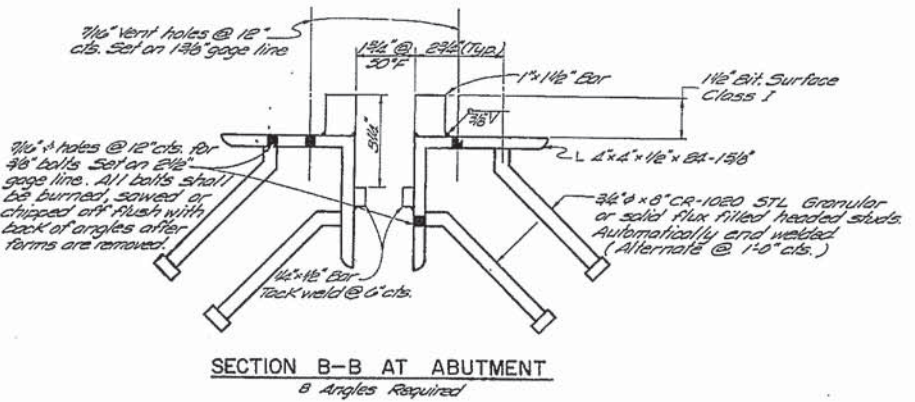
PLAN



ROCKER

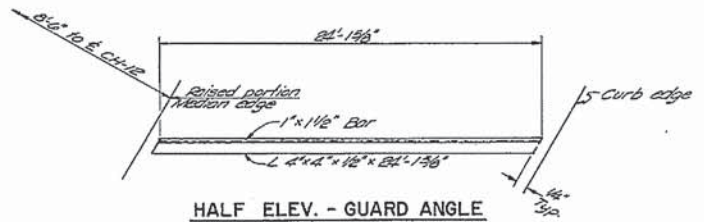


PINTLE



SECTION B-B AT ABUTMENT

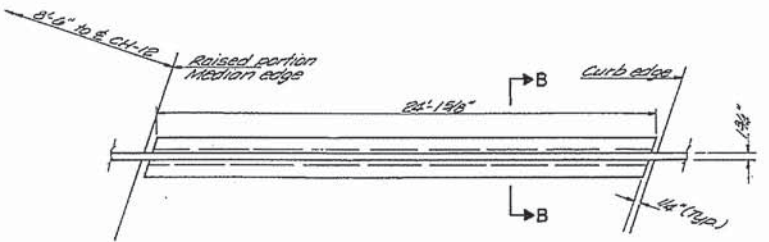
8 Angles Required



HALF ELEV. - GUARD ANGLE

At end of Bridge Slab at Apron Bents (TYP) 4 Angles are Required.

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



HALF ELEVATION - GUARD ANGLES AT ABUTMENTS

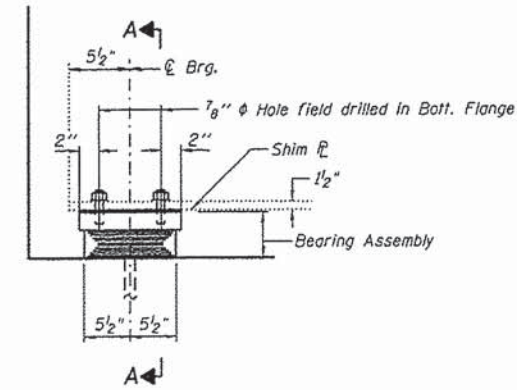
NOTE: The roadway guard angles shall be fabricated to fit the roadway.

NOTES FOR SETTING OF ANCHOR BOLTS AT EXPANSION BEARINGS:

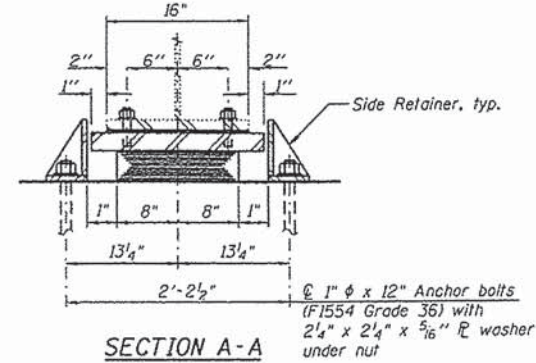
- a. D* (Side of bry away from fixed bry)
 - D* = 1/8" per each 100' of Expansion for every 15" fall below the normal temp. of 50°F
- D** (Side of bry toward fixed bry)
 - D** = 1/8" per each 100' of Expansion for every 15" rise above the normal temp. of 50°F
- b. After beams have been erected and dimensions D* & D** determined, holes shall be drilled and anchor bolts shall be grouted in place. All fixed anchor bolts may be built into the masonry.

BEARINGS AND GUARD ANGLES
 F.A.I. RT. 72 SEC. 84-10-1HB
 SANGAMON COUNTY
 STATION 48+76.46

FILE NAME =	USER NAME = dudleybm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING BRIDGE PLANS SN 084-0150 (FOR INFORMATION ONLY)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
D:\OPERATIONS\Bridges\Bridgplans.CAD\72	H89 - 0840150 pointplansheet.dgn	DRAWN -	REVISED -			72&55	D6 BOGE PAINTING 2017	SANGAMON	10	6	
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -			CONTRACT NO. 72H89					
Default	PLOT DATE = 10/20/2016	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

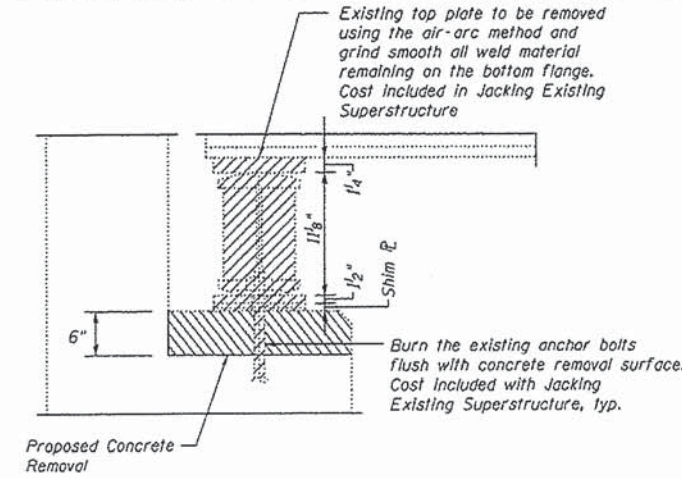


ELEVATION AT ABUT.

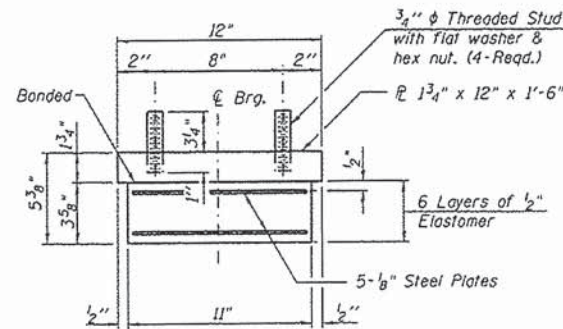


SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.



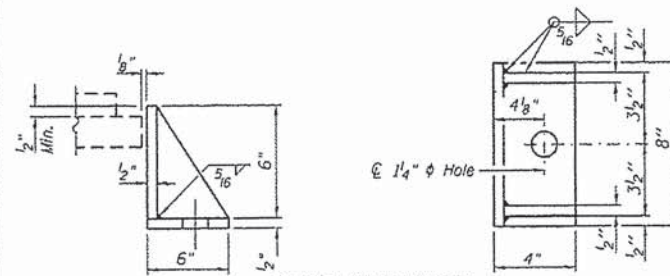
EXISTING ABUTMENT BEARING REMOVAL



BEARING ASSEMBLY

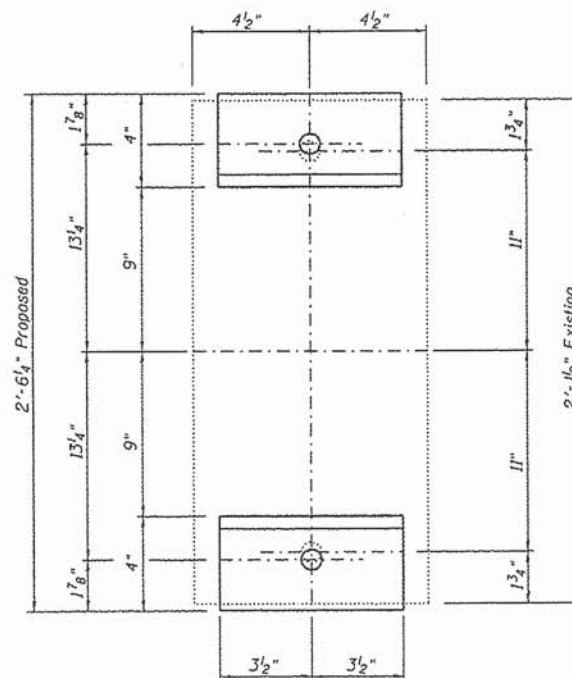
Note: Shim plates shall not be placed under Bearing Assembly.

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as needed and as shown on bearing details.



SIDE RETAINER

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



ANCHOR BOLT LAYOUT

Note: Shown for visual only, new bearing seats will prevent interference with existing anchor bolts.

JACK AND REMOVE EXISTING BEARING PROCEDURE
(North and South Abutments)

- The Contractor shall submit for approval by the Engineer, plans for jacking existing beams and installing new bearings prior to commencing any related work.
- Jacking and removing existing bearings shall be done after existing concrete deck is removed and prior to pouring the concrete deck.
- Prior to ordering any material, the Contractor shall verify shim plate thickness required at each bearing so that total height of new bearing and fill matches height of existing bearing and shim.
- There shall be at least one jack per bearing, and the Jack shall be placed close to the bearings.
- For limitations on lift amounts, see Special Provisions.
- The new bearing shall be in place and the jacks shall be lowered before the new concrete deck is poured. Existing diaphragms to be unbolted due to differential deflections during stage construction.
- Jacking against diaphragms is prohibited.
- Cross frames are to be removed at the stage line prior to jacking and re-installed prior to the final deck pour.
- Re-bolt existing diaphragms after completion of Stage III deck pour.

Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.

NORTH ABUTMENT
BEAM REACTIONS
(Steel only)

R@ (r) 12.9
Min. Jack Capacity = 10 Ton (Without Deck)

SOUTH ABUTMENT
BEAM REACTIONS
(Steel only)

R@ (r) 16.0
Min. Jack Capacity = 12 Ton (Without Deck)

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	18
Anchor Bolts, 1"	Each	36
Jacking Existing Superstructure	L. Sum	1

FILE NAME = CH2 over FAL-72.dgn	USER NAME = dudleybm	DESIGNED - SAL	REVISED -
		CHECKED - MTH	REVISED -
		DRAWN - TJW	REVISED -
		CHECKED - MTH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT BEARING DETAILS
MECHANICSBURG RD. OVER F.A.I.-72 - S.N. 084-0150
SHEET NO. 18 OF 27 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	SANGAMON	194	130
* (84-10-1RS-3, 84-10-2RS-RIBR.1)				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

FILE NAME =	USER NAME = dudleybm	DESIGNED -	REVISED -
OPERATIONS\Bridges\Bridgplans.CAD\72	H89 - 0840150 paint\plansheet.dgn	DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS SN 084-0150
(FOR INFORMATION ONLY)

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72&55	D6 BDGE PAINTING 2017	SANGAMON	10	7
CONTRACT NO. 72H89				
ILLINOIS FED. AID PROJECT				

21#20 R.R. spike in T.P. Lt. 156' of Sta. 368+57 Elev. 598.76 Existing Structures: Structure on S.D.I. Ete. 126 (U.S. 66) at Sta. 372+52.60 Built as Sec. 110X-3VB-VF(2) in 1954 to be removed by paving contractor after new structures are constructed. Existing I.B.M.s. to be salvaged. Structure on F.A. Ete. 5 (U.S. 66) at Sta. 372+52.60 Built as Sec. 110X-3VB-VF(2) in 1955 will remain in place and used as frontage road.

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

Station 368+33.35
Built 197 By
State of Illinois
F.A.I. Ete. 55 Sec. 84-4-3VB
F.A. P.O.I. 1-55-3(62)
Loading H320 Alt

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1-55	84-4-3VB	SANGAMON	261	54

31 SHEETS

GENERAL NOTES

All reinforcement bars shall be lapped 24 diameters unless otherwise shown.
Field connections shall be bolted using high strength bolts. Bolts: 3/8", open holes 1/8", unless otherwise noted.
Slope wall shall be reinforced with welded wire fabric 6"x6" mesh, weighing 58# per 100 sq. ft.
The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection.
The embankment configuration shown shall be the minimum embankment, that must be constructed prior to construction of the abutments, & Piers 1 & 3
The concrete rail section above the mandatory construction joint at the top of the slab shall be constructed of Class X Concrete, except the aggregates shall conform to the requirements of Handrail Concrete.
Field welding of Construction accessories will not be permitted to the bottom flange of longitudinal beam or transverse supporting Box Girder nor to the top flange of Box Girder for a distance of 4'-0" each side from column supports.
The Contractor shall drive 6 steel test piles one each in the permanent locations (See Table), as directed by the Engineer before ordering the remainder of piles
Bars indicated thus 55x7-5 indicates 55 lines with 7 lengths per line.
For Sec. @ Abut. & Substructural layout see sheet # 23
The Basic Lead Silico Chromate paint system shall be used for shop and field painting of structural steel.
The interior surfaces of the supporting girder shall be given 2 shop coats of paint, and need not be field painted.

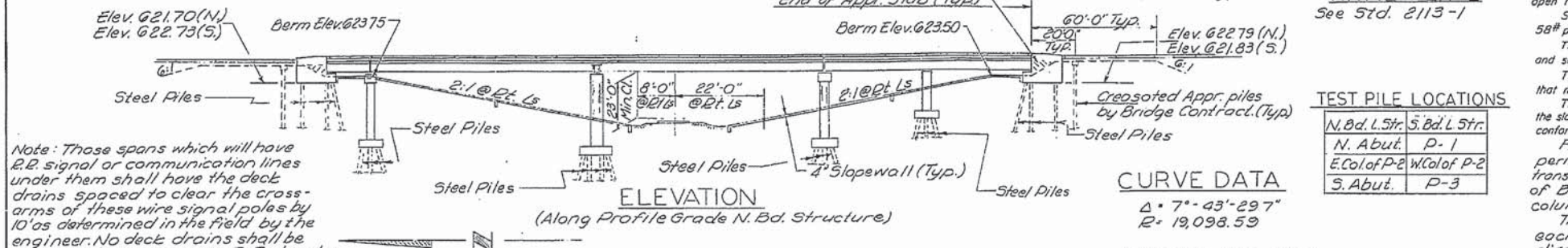
NAME PLATE
See Std. 2113-1

TEST PILE LOCATIONS

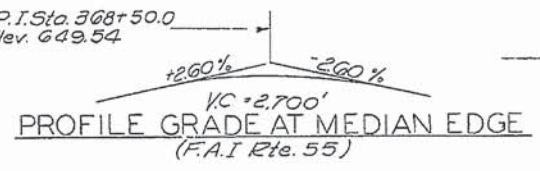
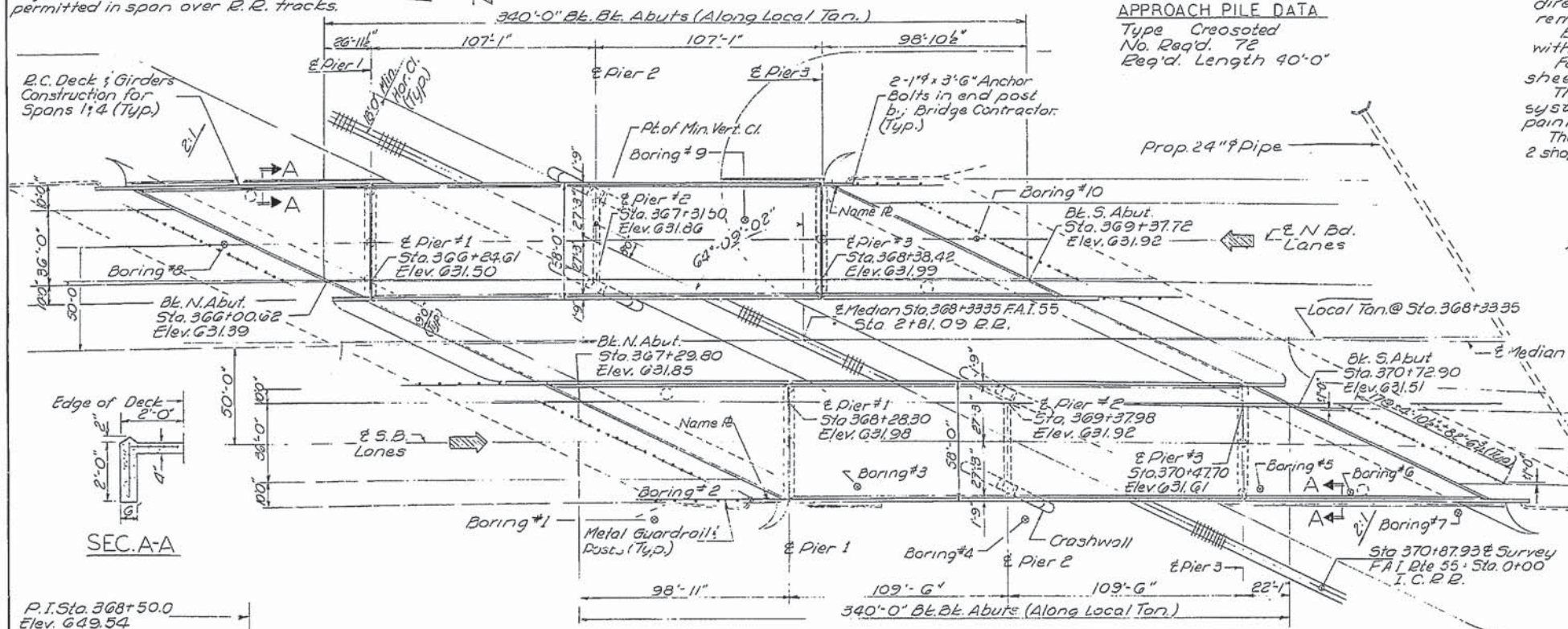
N. Bd. L. Str.	S. Bd. L. Str.
N. Abut.	P-1
E. Col. of P-2	W. Col. of P-2
S. Abut.	P-3

CURVE DATA
Δ = 7°-43'-29"
R = 19,098.59

APPROACH PILE DATA
Type Creosoted
No. Req'd. 72
Req'd. Length 40'-0"



Note: Those spans which will have R.R. signal or communication lines under them shall have the deck drains spaced to clear the cross-arms of these wire signal poles by 10" as determined in the field by the engineer. No deck drains shall be permitted in span over R.R. tracks.



DESIGN STRESSES

fc = 1,200 psi. (Deck Slab)
fc = 1,400 psi. (Curb, Par. Sub. & Girders in Appr. Spans)
fs = 20,000 psi. (Reinforcement)
fs = 20,000 psi. (Structure)
Vc = 75 psi. n = 10
Allowable L Defl. L/200 (Composite)
Allow 25# per Sq Ft. for future W.S.
LOADING H320-44 ALT



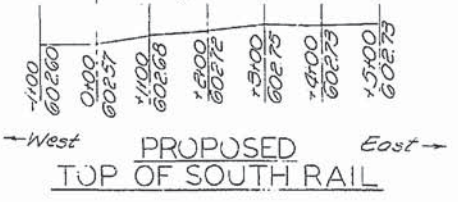
TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Cl. A Excav. for Structs.	Cu. Yds.			180
Protective Coat	Sq. Yds.	5915		5915
Class X Concrete	Cu. Yds.	1737.1	1091.3	2828.4
Structural Steel	Lump Sum	L.S.		1
Stud Shear Connectors	Each	6240		6240
Aluminum Railing	Lin. Ft.	1323		1323
Reinforcement Bars	Lbs.	443960	112900	556860
Creosoted Piles (>38')	Lin. Ft.			2800
Steel Piles (12BP53)	Lin. Ft.		6398	6398
Steel Piles (10BP42)	Lin. Ft.		5288	5288
Test Piles Steel (12BP53)	Each		2	2
Test Piles Steel (10BP42)	Each		4	4
Name Plates	Each		2	2
Slope Walls (4')	Sq. Yds.			5220
Preformed Jt. Sealer	Lin. Ft.	232		232

Calculated Plan Weight of Structural Steel = 1,062,160 Lbs.
* Including Excavation for Slope wall.

PROJ. 1-55-3(62)84
GENERAL PLAN & ELEVATION
F.A.I. RTE. 55 OVER ICHING GLEN ARM
F.A.I. RTE. 55 SEC. 84-4-3VB
SANGAMON COUNTY
Sta. 368+33.35

DESIGNED	W. H. ...	EXAMINED	DEC. 12 1963
CHECKED	Harbel Singh	PASSED	
DRAWN	F. Mercado	APPROVED	
CHECKED	H.S.		



STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

DATE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
11-1-55	84-4-3 3VB	SANGAMON	261	67
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. 14
31 SHEETS

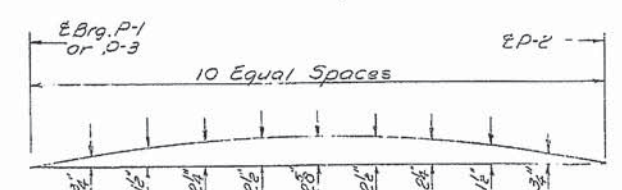
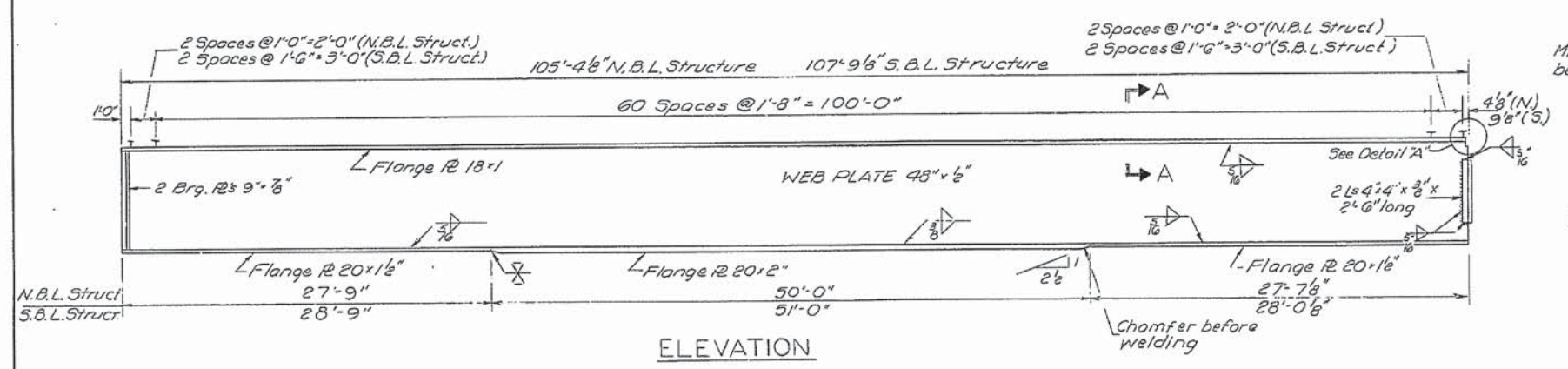
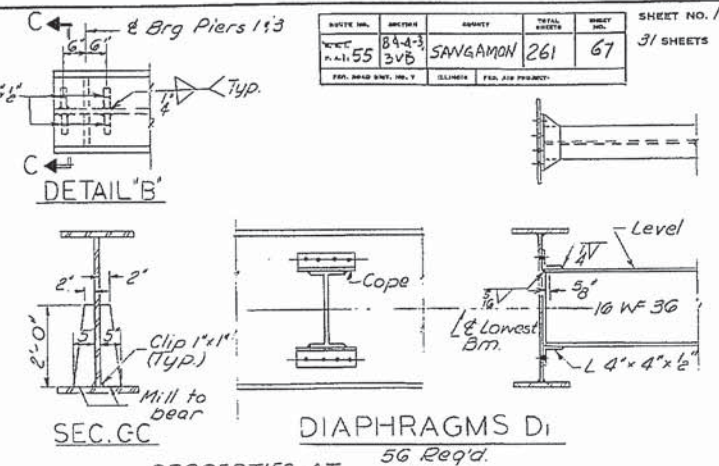
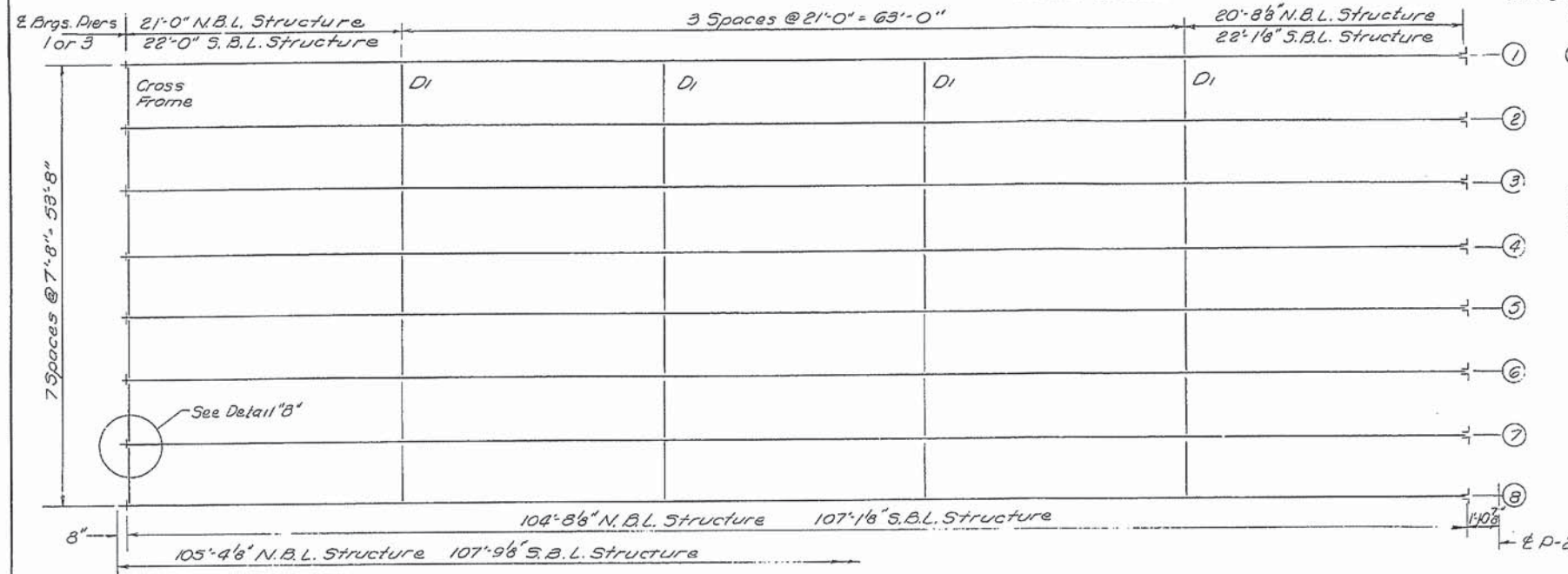


TABLE OF ELEVATIONS (TOP OF WEB)

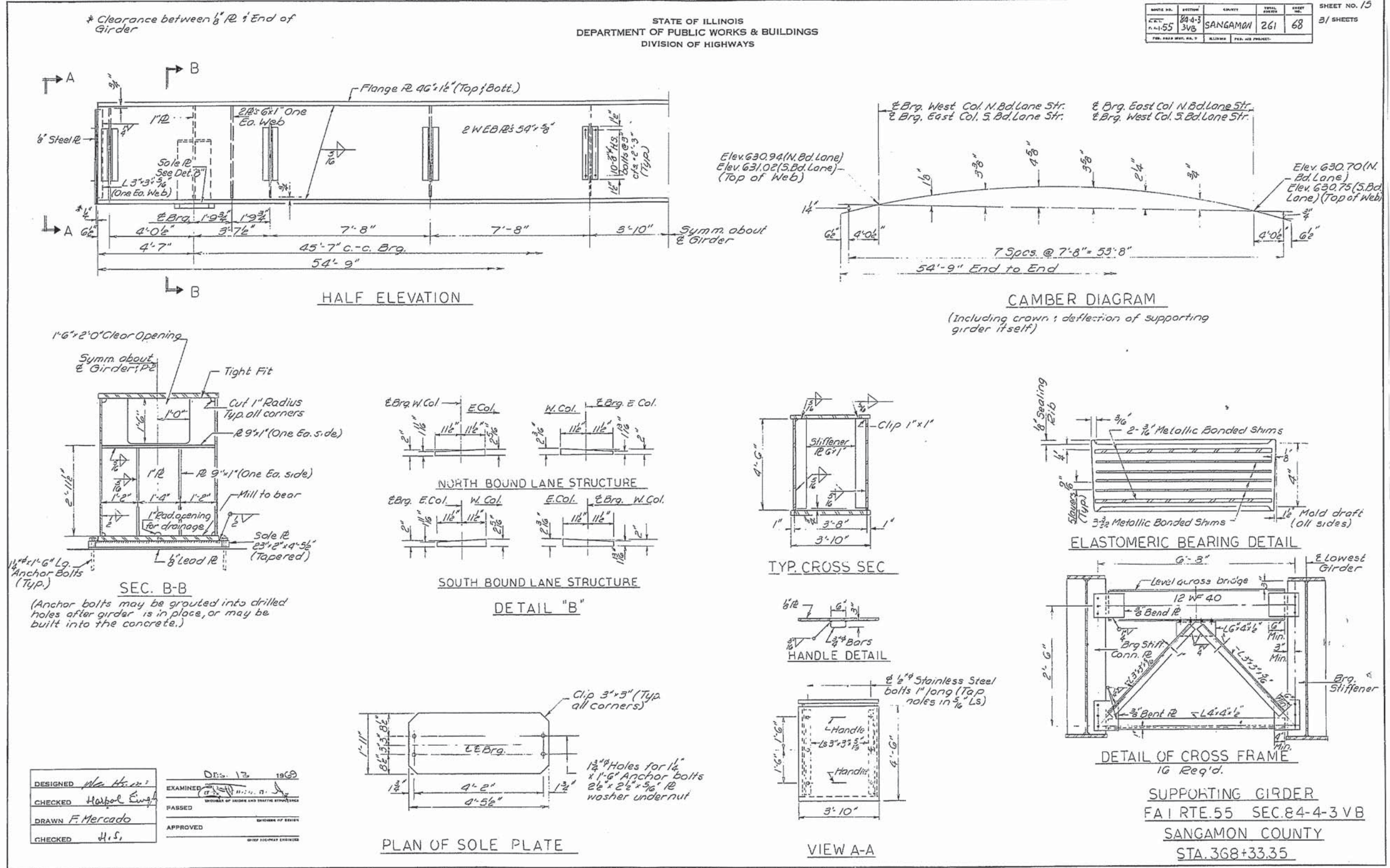
	Bm. #1	Bm. #2	Bm. #3	Bm. #4	Bm. #5	Bm. #6	Bm. #7	Bm. #8
N.B.L. Structure								
E Brg. P1	630.25	630.47	630.69	630.78	630.86	630.86	630.74	630.58
E P-2	630.68	630.84	631.00	631.15	631.27	631.20	631.08	630.92
S.B.L. Structure								
E Brg. P3	630.82	630.98	631.14	631.28	631.40	631.33	631.21	630.98
E P-1	631.07	631.23	631.35	631.35	631.26	631.11	630.95	630.79
E P-2	630.99	631.15	631.28	631.32	631.20	631.05	630.89	630.73
E Brg. P3	630.67	630.83	630.94	631.03	630.91	630.76	630.60	630.36

DESIGNED	M.A. H.S.	EXAMINED	DEC. 12 1953
CHECKED	H.S.	PASSED	
DRAWN	F. Mercado	APPROVED	
CHECKED	H.S.		

GIRDER DETAILS
F.A.I. RTE 55 SEC. 84-4-3VB
SANGAMON COUNTY
STA. 368+33.35

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

DATE: 08-13-1968	SECTION: 84-4-3	COUNTY: SANGAMON	TOTAL SHEETS: 261	SHEET NO.: 68	SHEET NO. 15 3/ SHEETS
------------------	-----------------	------------------	-------------------	---------------	---------------------------



DESIGNED: <i>W. H. ...</i>	EXAMINED: <i>D. ...</i>
CHECKED: <i>H. ...</i>	PASSED: <i>H. ...</i>
DRAWN: <i>F. Mercado</i>	APPROVED: <i>H. ...</i>
CHECKED: <i>H. ...</i>	