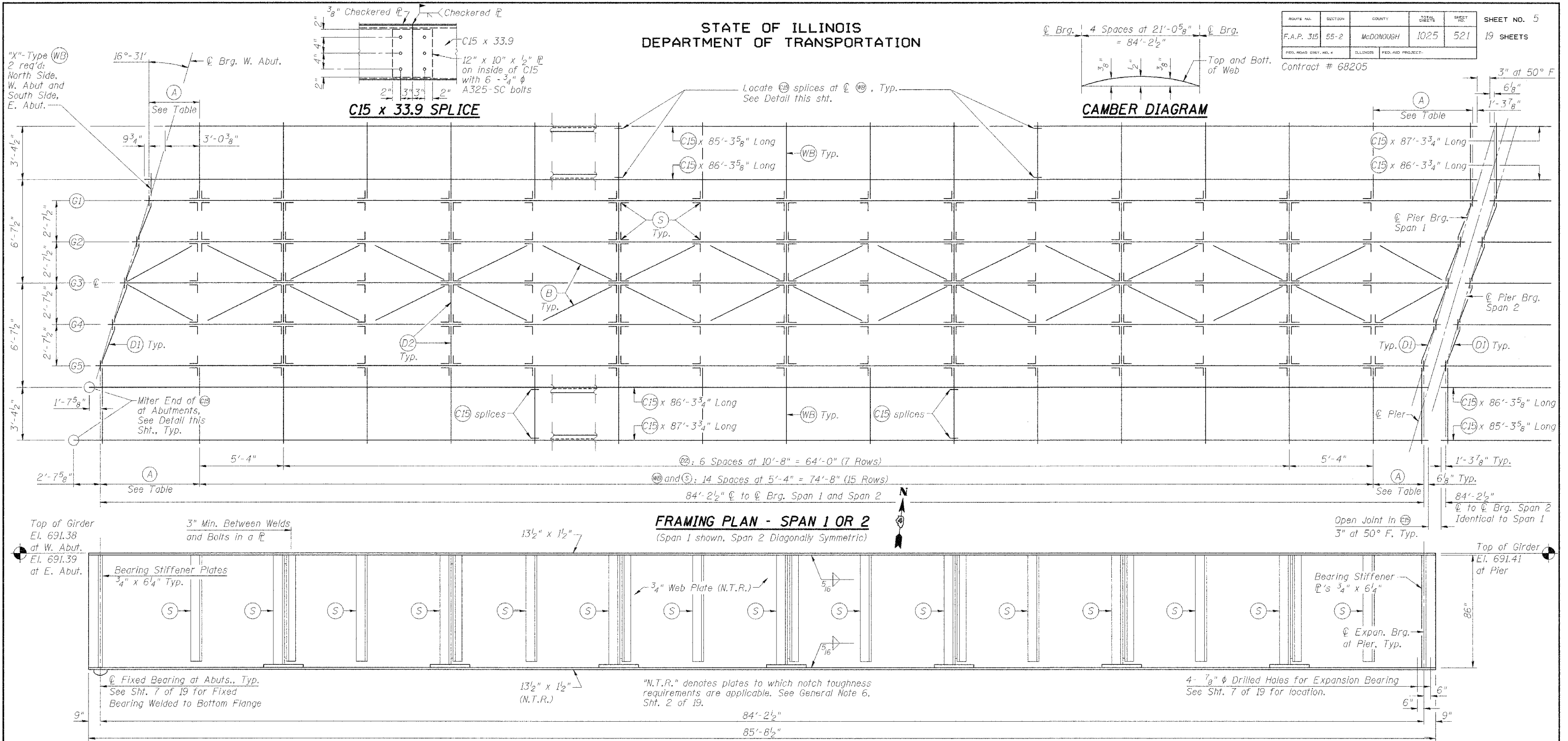


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 5
F.A.P. 315	55-2	MCDONOUGH	1025	521	19 SHEETS
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT	Contract # 68205		

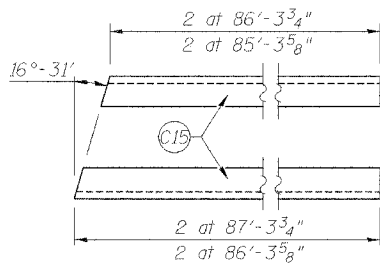


KEY

- (G1) Plate Girder Designations
- (D1) End Diaphragms
- (D2) Interior Diaphragms
- (WB) WT 6 x 25 Bottom Flange Diagonal Bracing
- (S) Intermediate Stiffeners L 6" x 6" x 5/8", number of angles as shown and described thus:
 - 1. (G1) & (S):
 - a.) With (WB) on ext. face of (G1) & (S): one L outside face
 - b.) With (WB) on (G1) & (S): two L's inside face
 - c.) Without (WB) on (G1) & (S): one L on inside face
 - d.) Exception: 4 L's (2 each face) W. End of (G1) & E. End of (S).
 - 2. (D1) thru (D4):
 - a.) With (WB): four L's (2 each face)
 - b.) Without (WB): two L's (1 each face)
 - c.) Exception: 4 L's (2 each face) W. End of (G1) & E. End of (G2).
- (WB) Walkway Bracket cut from W 30 x 99 (Two of Type "X"). See Detail Sht. 6 of 19.
- (S) C15 x 33.9 Walkway Stringer.

ELEVATION OF GIRDERS

Note: See Camber Diagram this Sht.



FIRST INTERMEDIATE STIFFENER SPACING "A"

MITER DETAIL AT ABUTMENT

STEEL MATERIALS

1. Steel Plates for Welded Plate Girders, Diaphragms, Stiffeners, Ballast Plate, Walkway Brackets (WB), WT 6 x 25 Bracing (WB) and its Gussets WT12 x 47: AASHTO M270 Grade 50.
2. Angles for Stiffeners (S) and Channels (S): AASHTO M270 Grade 36.
3. 3/8" Checkered Plate Walkway: ASTM A786 Pattern No. 1,2,3,4, or 5 using AASHTO M270 Grade 36 Steel. Galvanized in accordance with ASTM A123. See note 7 below.
4. Steel Rolling in accordance with Section 542 of the Standard Specifications for Road and Bridge Construction. Galvanized in accordance with ASTM A123. See note 7 below.
5. Steel in contact with the Ballast shall be copper bearing (0.20 % Min.): Ballast Plate and its Joint Closure Plates, interior (S) and its Joint Closure Plates. See AASHTO M270.
6. Complete Joint Penetration (CJP) butt joints are permitted in web plates and flange plates subject to the following limitations:
 - a.) Meet AASHTO/AWS D1.5 and ILDOT requirements.
 - b.) No more than one per web or flange.
 - c.) CJP welds in the flange and the web must be separated by at least 36".
 - d.) No CJP within 4 ft. of the girder midspan.
 - e.) No CJP within 3" from bolt holes.
7. Damage to galvanizing shall be repaired in accordance with ASTM A780, Method A2.

FRAMING PLAN
 BURLINGTON NORTHERN
 SANTA FE RAILROAD OVER
 IL. ROUTE 336
 F.A.P. ROUTE 315 SECT. 55-2
 MCDONOUGH COUNTY
 STATION 554+41.87
 STRUCTURE NO. 055-9901
 B.N.S.F. LINE SEGMENT 0011
 B.N.S.F. BRIDGE NO. 206.04

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