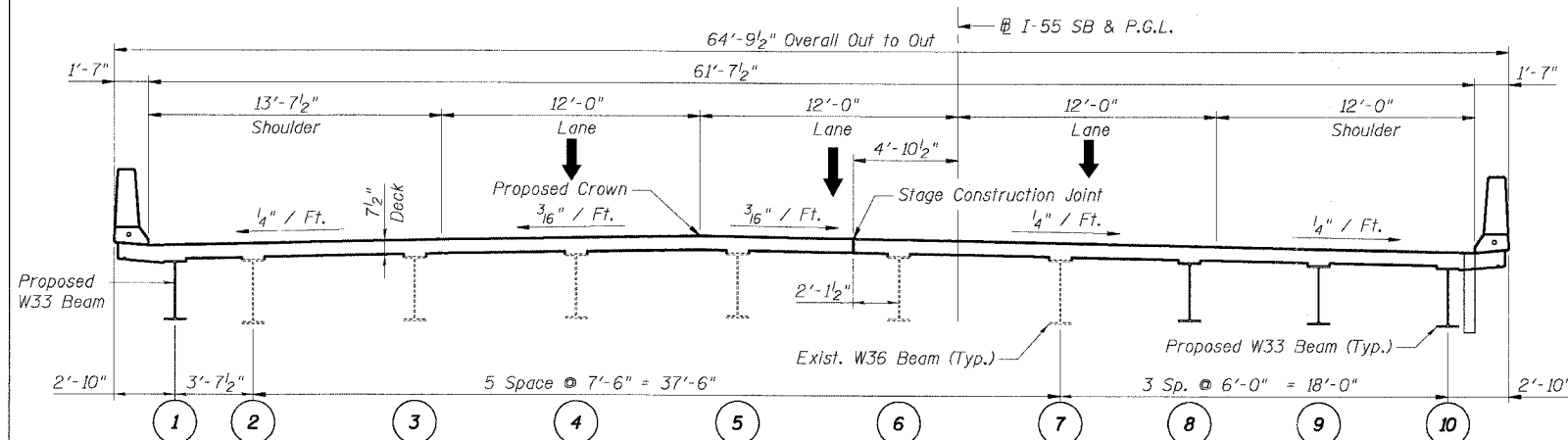
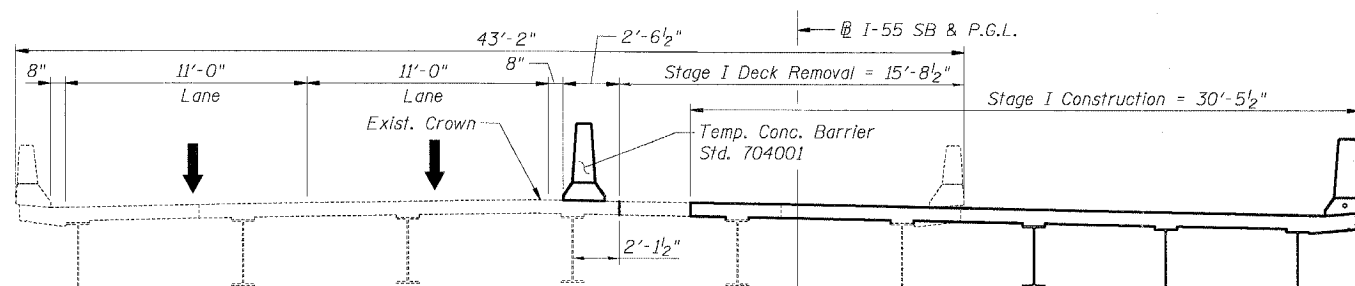


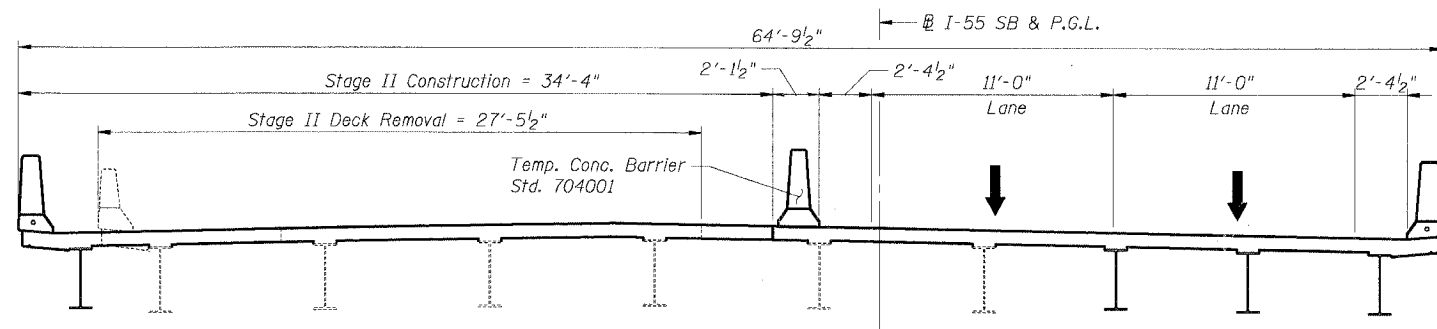
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-031	BY WILL	137	65
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



**PROPOSED CROSS SECTION**  
(In direction of increasing station)



**STAGE I REMOVAL AND CONSTRUCTION**  
(In direction of increasing station)



**STAGE II REMOVAL AND CONSTRUCTION**  
(In direction of increasing station)

**NOTES:**

- \*\* 1. Fasteners shall be high strength bolts. Bolts 7/8" φ, open holes 15/16" φ, unless otherwise noted.
2. Calculated weight of Structural Steel: \* M 270 Grade 50 = 100,360 lbs.  
M 270 Grade 36 = 9,670 lbs.  
Calculated weight of Anchor Bolts \*\*\* = 110 lbs.  
\* Structural Steel to be erected under pay item Erecting Structural Steel. The listed weights include weight of structural framing, low profile fixed bearings, adjusting shim plates for bearings, and bolts.  
\*\*\* Anchor bolts to be furnished and installed under pay item Furnishing and Erecting Structural Steel.
- \*\* 3. All structural steel shall be AASHTO M270 Grade 50, unless noted otherwise.
4. Field welding of construction accessories will not be permitted to beams or girders.
5. Anchor bolts shall be set before bolting diaphragms over supports.
- \*\* 6. 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 wide flange beams and all splice plate material except fill plates.
7. Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
8. Slope wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0xW4.0, weighing 58 lbs. per 100 sq. ft.
9. The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of the abutments.
10. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work; however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.
11. Existing Substructure elevations have been adjusted down 0.35 feet from 1994 plans to account for datum change.
12. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8". Adjustment 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. (Shims will be furnished under a separate Fabrication Contract.)
13. The Contractor shall drive 4 test piles, one at each abutment and pier, in a permanent location as directed by the Engineer before ordering the remainder of piles.
14. Prior to pouring the new concrete deck, all loose rust, loose mill scale, and other loose potentially detrimental foreign material shall be removed from the surfaces of the beams or girders in contact with concrete. The cost of this work will be included in the pay item covering removal of the existing concrete. All heavy rust and other tightly adhered potentially detrimental foreign matter shall also be removed from the surfaces of the beams or girders in contact with concrete. Tightly adhered paint may remain unless otherwise noted. This removal shall be accomplished by methods that will not damage the steel. The cost of this work will be paid for according to Article 109.04.
- All existing construction accessories welded to the top flange over the pier(s) between the quarter points of the beams or girders shall be removed. The remaining weld shall be ground smooth and inspected for cracks using magnetic particle testing. Any cracks that cannot be removed by grinding approximately 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of this work will be paid for according to Article 109.04.
15. All construction joints shall be bonded.
16. The organic zinc rich primer/epoxy/urethane paint system shall be used by the Fabrication Contractor for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. 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 Reddish-Brown, Munsell No. 2.5YR 3/4. See Special Provision for Cleaning and Painting New Metal Structures. The Erection Contractor shall use care when working with beams. Touch up in the field will be performed by the Erection Contractor. The cost for touch up painting shall be included in the contract unit price for Erecting Structural Steel.
17. Remove and reinstall Name Plate located on north end of west parapet of SN 099-0312. Cost included with Name Plates, 1.0 Each. See Sht. SA-8 for reinstalled location.
18. Existing concrete surfaces against which concrete will be poured shall be clean and free of laitance and shall be roughened to a full amplitude of 1/4 inch. Existing surfaces include piers, abutments and backwalls. Cost included with Concrete Structures and Concrete Superstructure as applicable.

\*\* These notes included in erection contract for information only.

**INDEX OF SHEETS**

- SA-1 GENERAL PLAN & ELEVATION; TOTAL BILL OF MATERIAL
- SA-2 CONSTRUCTION STAGING SECTIONS; GENERAL NOTES; INDEX OF SHEETS
- SA-3 SLOPEWALL & ABUTMENT BACKFILL DETAILS; PROFILE GRADES
- SA-4 SUBSTRUCTURE LAYOUT; TEMPORARY SOIL RETENTION
- SA-5 SCREED PLAN; TOP OF SLAB ELEVATIONS; DEAD LOAD DEFLECTION DIAGRAM
- SA-6 TOP OF SLAB ELEVATIONS
- SA-7 DECK PLAN & CROSS SECTION
- SA-8 PARAPET DETAILS
- SA-9 NORTH INTEGRAL BACKWALL
- SA-10 SOUTH INTEGRAL BACKWALL
- SA-11 FRAMING PLAN & ELEVATION; TOP OF BEAM ELEVATIONS; SHEAR STUD DETAILS

**INDEX OF SHEETS (cont'd)**

- SA-11A EXISTING BEAM ELEVATION; SHEAR STUD DETAILS
- SA-12 BEARING DETAILS; MOMENT & REACTION TABLES; SPLICE & DIAPHRAGM DETAILS
- SA-13 ANCHOR BOLT DETAILS
- SA-14 NORTH ABUTMENT
- SA-15 SOUTH ABUTMENT
- SA-16 PIERS 1 & 2
- SA-17 BAR SPLICER DETAILS
- SA-18 TEMPORARY CONCRETE BARRIER
- SA-19 BORING LOGS 1
- SA-20 BORING LOGS 2
- SA-21 BORING LOGS 3

**SHT. SA-2 OF 21**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAT ROUTE 55 (OVER CSX RR AND SUNNYLAND DRAIN)  
 BRIDGE WIDENING  
 SB I-55 OVER CSX RAILROAD, S.N. 099-0312  
 STA. 167+72.58, SECTION 2006-031 BY  
 WILL COUNTY

**CONSTRUCTION STAGING SECTIONS  
 GENERAL NOTES  
 INDEX OF SHEETS**

SCALE: DRAWN BY MDB  
 DATE 07/07/06 CHECKED BY MJK

**TENG** TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

PLOT DATE = 07/07/06  
 PLOT SCALE = AS SHOWN  
 USER NAME = BUEBRS  
 55\DOCUMENTS\2006-031\STRUCT\099-0312\070706.SMT  
 7-05-2006, 9:51:29  
 GARCIA/AZ