

B.M. 3225 -
Cut in the SE corner of tri-angular conc. slab, 2' high on the W. side of the W. Frontage Rd. and on the N. side of the gravel rd. running W.
Existing Structure -
Both the northbound structure 099-0022 and southbound structure 099-0023 over Material Service Railroad (abandoned) were originally built in 1956. The superstructure and substructure was widened in 1977. Also, additional rehabilitation work was performed in 1994. The structures are 122'-3" long from bk. to bk. of abutments and 41'-10" wide. Both superstructures consist of three continuous multi-beam spans. The existing concrete deck shall be partially removed and widened. The road shall be kept open with two lanes of traffic at all times by utilizing stages construction.

Salvage -
None

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-55	**	WILL	505	342

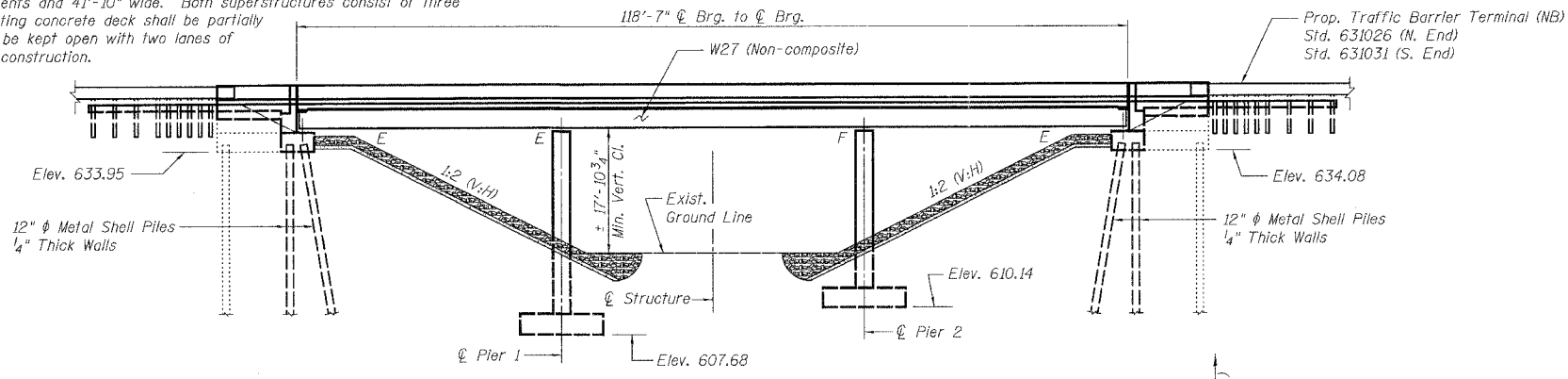
SHEET NO. 1
32 SHEETS

FED. ROAD DIST. NO. 7
ILLINOIS
FED. AID PROJECT:

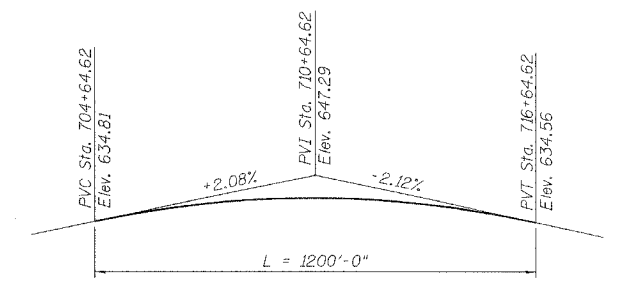
** SECTION 2006-032 BY
CONTRACT NO. 60B86

SCOPE OF WORK

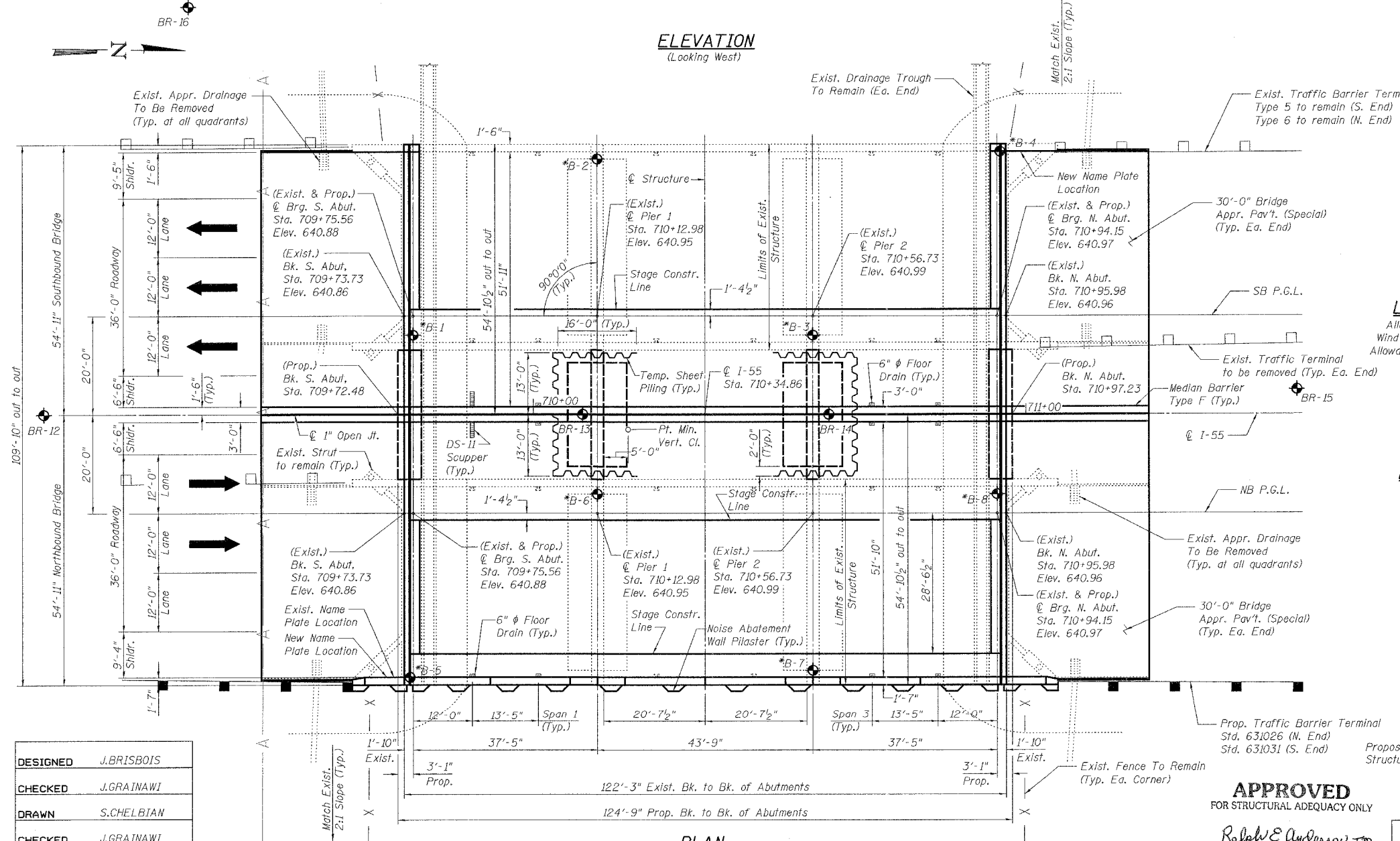
- Remove and replace the northbound and southbound approach pavements.
- Widen the northbound and southbound bridges to the inside median with new cast-in-place reinforced concrete decks supported by a new steel superstructure.
- Remove and replace the existing outside northbound barrier and overhang, add structural steel brackets at 10' spacing to accommodate a proposed noise abatement wall.
- Remove and replace expansion joints.
- Widen the existing substructure elements. Remove the existing northbound and southbound inside wingwalls in accordance with Standard Specifications.
- New girder lines will utilize steel rocker bearings at pier 1 to match existing.
- Utilize stage construction as noted herein.



ELEVATION
(Looking West)



NB & SB PROFILE GRADE OF I-55



PLAN

LOADING HS20-44 & ALT.

Allow 50#/sq. ft. for future wearing surface.
Wind Load on Noise Abatement Wall = 35#/sq. ft.
Allowable Noise Abatement Wall Weight = 30#/sq. ft.

DESIGN STRESSES

FIELD UNITS
f_c = 3,500 psi
f_y = 60,000 psi (reinforcement)
f_s = 18,000 psi (exist. structural steel)
f_y = 36,000 psi (new structural steel)

DESIGN SPECIFICATIONS

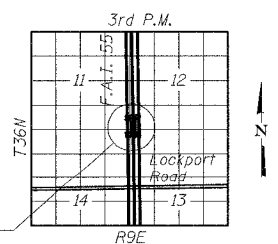
2002 AASHTO

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.04g
Site Coefficient (S) = 1.0

LEGEND

- * B-1 - Soil Boring Location (1954)
- BR-1 - Soil Boring Location (2006)
- A - Aerial Lines



LOCATION SKETCH

DESIGNED	J. BRISBOIS
CHECKED	J. GRAINAWI
DRAWN	S. CHELBIAN
CHECKED	J. GRAINAWI

Date: 7/21/2006

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson, P.E.
ENGINEER OF BRIDGES AND STRUCTURES



GENERAL PLAN & ELEVATION
I-55 OVER MS (ABANDONED) R.R.
FAI ROUTE 55-SEC. 2006-032 BY
WILL COUNTY

STATION 710+34.86
STRUCTURE NO. 099-0022 (NB)
STRUCTURE NO. 099-0023 (SB)

Signed *Jamil Grainawi*
Jamil I. Grainawi, S.E. Ill. Lic. No. 061-000561
Expires 11-30-2006
Date 7/21/2006

