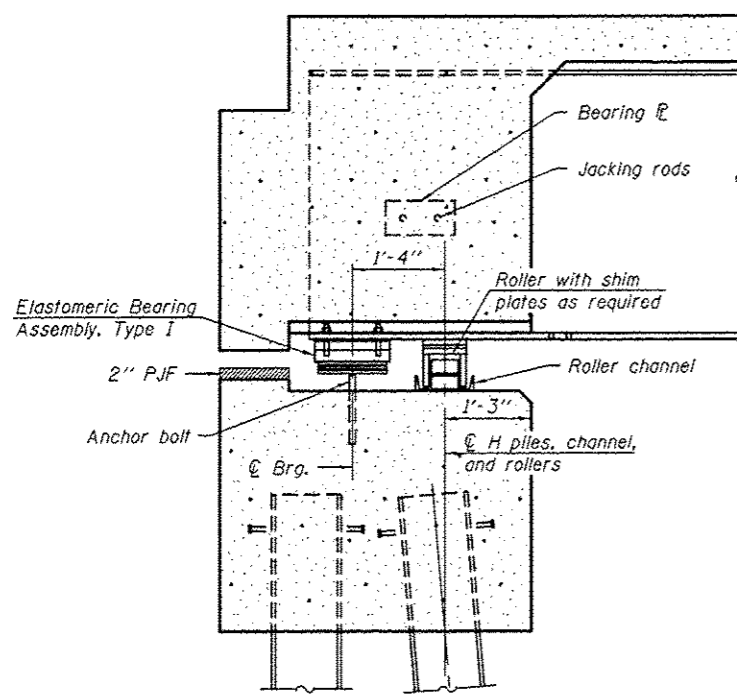


SECTION THRU BRIDGE PRIOR TO SLIDE-IN
 (Looking West of West abutment. East abutment mirror image)



SECTION THRU ABUTMENT
 (Showing superstructure just prior to lowering into final position)

SUGGESTED CONSTRUCTION SEQUENCE

1. Prepare temporary work area as needed.
2. Construct temporary substructure.
3. Construct proposed superstructure on temporary substructure.
4. Detour traffic, remove existing structure and portion of slopewalls.
5. Drive abutment piles.
6. Construct abutments, NW and NE wingwalls, and the lower sections of SW and SE wingwalls.
7. Install anchor bolts.
8. Install jacking and slide-in systems.
9. Roll bridge to final position.
10. Jack bridge sufficiently to remove rollers, rolling appenditures, and to install side retainers.
11. Lower bridge to final position.
12. Install precast wingwall sections atop cast-in-place lower sections of SW and SE wingwalls.
13. Construct approach slabs, remaining slopewall, and guardrail.

The suggested construction sequence is a general list of major activities and not an exhaustive list of all necessary activities.

Notes:

The Contractor shall construct the bridge superstructure offline and laterally slide it into its final positions utilizing lateral bridge slide-in methods to minimize the road closure period. Alternate methods not utilizing the lateral slide-in method will not be considered or allowed. The slide-in schematics depicted on this sheet represent a viable bridge slide-in procedure. The Contractor shall employ the services of a State of Illinois Licensed Structural Engineer to design the temporary substructure and provide the final slide-in procedure to suit the Contractor's particular means and methods. The Contractor shall submit a temporary substructure design and the bridge slide-in procedure including plan details and calculations for review and acceptance by the Engineer. The construction of temporary substructure and the hardware required for jacking and rolling of the bridge is included with the cost of Lateral Slide-In Bridge Superstructure, Lump Sum. Recommend using total of 10 jacks at the abutments, 5 - 60 ton minimum jack capacity (one jack between girders) at each abutment. The estimated total weight of the superstructure for the purpose of rolling horizontally is 200 tons per abutment.

SDATES STIMES

DESIGNED - PAUL GURKLYS	EXAMINED	DATE - SEPTEMBER 29, 2016	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONSTRUCTION PROCEDURES STRUCTURE NO. 003 - 0063	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
CHECKED - CORY D. KOLTVEIT	PASSED	REVISED 10/19/2016 P.G.			779	35-1-BR	BOND	57	20	
DRAWN - MICHAEL B. MOSSMAN		REVISED			CONTRACT NO. 76E04					
CHECKED - P.G. / C.D.K. / G.R.A.					SHEET NO. 3 OF 25 SHEETS		ILLINOIS FED. AID PROJECT			