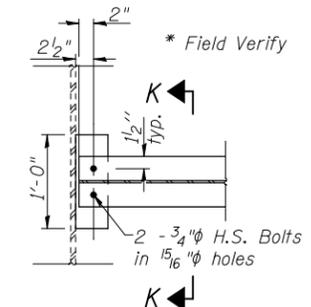
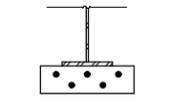


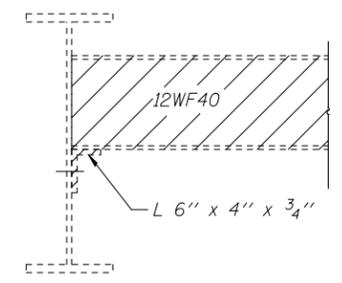
END DIAPHRAGM D
(10 locations, each bridge)



SECTION F-F

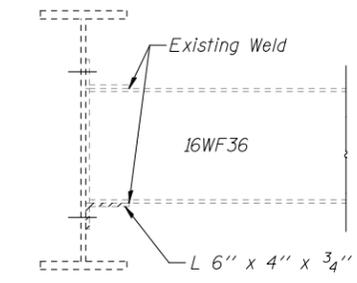


SECTION K-K



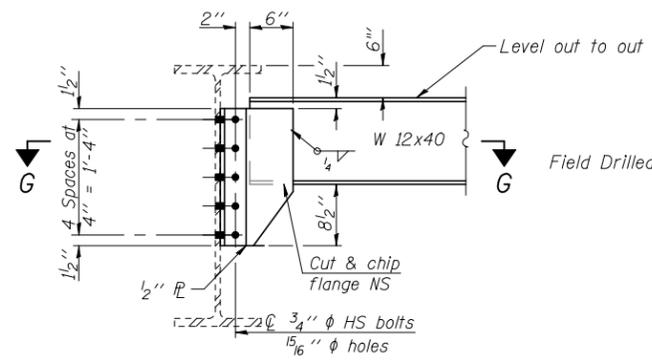
EXISTING END DIAPHRAGM D AND D1

(Showing Removal)
Remove existing diaphragms and support angles at abutments and Pier 4 only. Cost included with Structural Steel Removal.

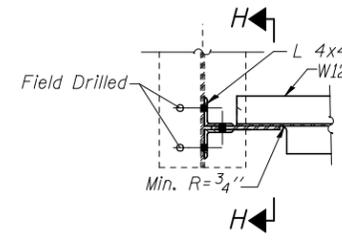


EXISTING INTERIOR DIAPHRAGM D3

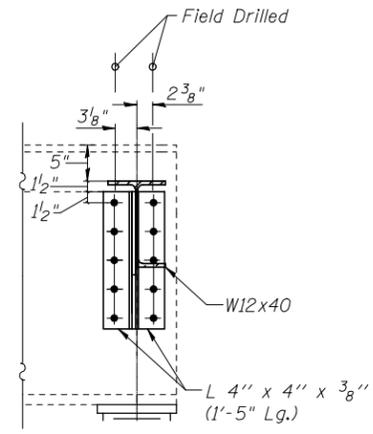
(Showing Removal)
Remove existing lower support angles only. Grind welds smooth. Cost included with Structural Steel Removal.



END DIAPHRAGM D1
(10 locations, each bridge)

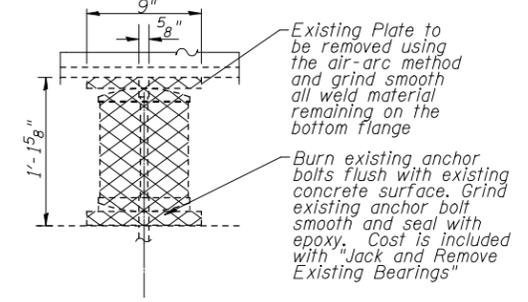


SECTION G-G



SECTION H-H

Notes:
Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.
Two hardened washers required for each set of oversized holes. See Sheet 20 of 42 for Section B-B.
Bearings and diaphragms will be removed and replaced after deck is removed and before proposed deck is placed.
Cost of field drilling is included with Furnishing and Erecting Structural Steel. Hatched areas indicate Structural Steel Removal.

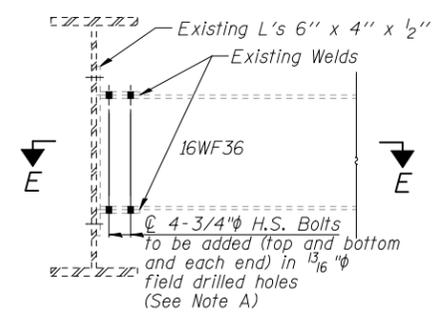


EXISTING BEARING REMOVAL DETAIL
(Abuts & Pier 4)

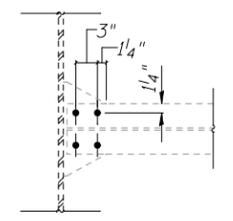
Jacking Loads (per beam)	Abut.
R D Steel Only	(K) 6
Min. Jack Capacity, Steel Only	(K) 12

BILL OF MATERIAL

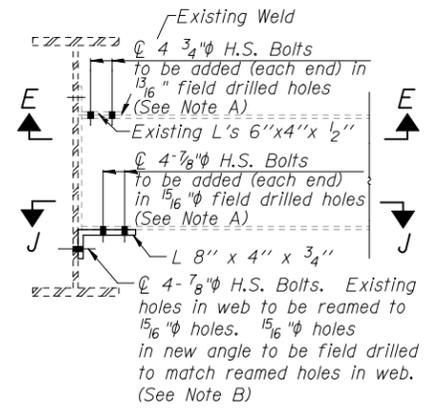
Item	Unit	Total
Structural Steel Removal	L Sum	1
Jacking and Cribbing	Each	24
Jack and Remove Existing Bearings	Each	24



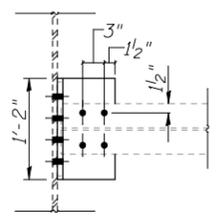
INTERIOR DIAPHRAGM D2
(90 diaphragm locations, each bridge)



SECTION E-E

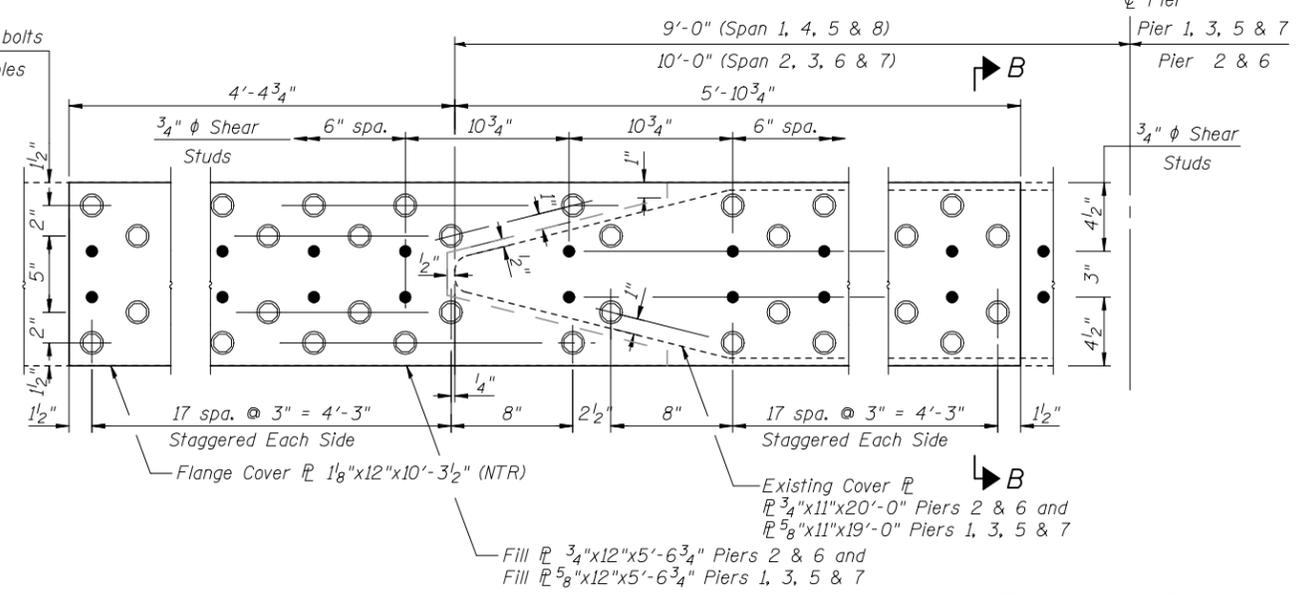


INTERIOR DIAPHRAGM D3
(40 diaphragm locations, each bridge)



SECTION J-J

Notes for Interior Diaphragms D2 & D3:
 Note A: Several of the original welds from the horizontal leg of the angles to the diaphragms are broken. Numerous locations have already been repaired by adding bolts. New 3/4" bolts shall be added to all connections which have not yet been repaired in this way, as shown in the details above for diaphragm D2 and Diaphragm D3. Where any bolts are missing from the already repaired locations, new bolts shall also be installed as directed by the Engineer. At the lower clip angle for Diaphragms D3 only, the existing angle shall be removed and replaced as shown.
 Note B: The lower clip angles at Diaphragm D3 only shall have the existing 3/4" bolts in the vertical leg removed and replaced with 7/8" bolts. The existing holes in the beam web shall be reamed to 15/16". Where any bolts are missing from the vertical leg angle connections at other locations, new bolts shall be installed as directed by the Engineer. Cost of reaming included in Furnishing and Erecting Structural Steel. The number of bolts needed is estimated to be 4,160 (3520 - 3/4", 640 - 7/8"). Engineer to contact B.B.S if spacing and edge distance requirements cannot be met. Cost is included in Furnishing and Erecting Structural Steel.



COVER PLATE REPAIR DETAILS

Note: One fill plate and one flange cover plate required at each end of each top flange existing cover plate.

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

FILE NAME =	USER NAME =	DESIGNED <i>PBB</i>	REVISED -
		CHECKED <i>MCB</i>	REVISED -
		DRAWN <i>CGF</i>	REVISED -
		CHECKED <i>MCB</i>	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 018-0049(W.B.) & 0050(E.B.)
SHEET NO. 21 OF 42 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(18-47-VBK (18-47B, 18-47HB)BR	CUMBERLAND	147	113
			CONTRACT NO. 74466	
ILLINOIS FED. AID PROJECT				