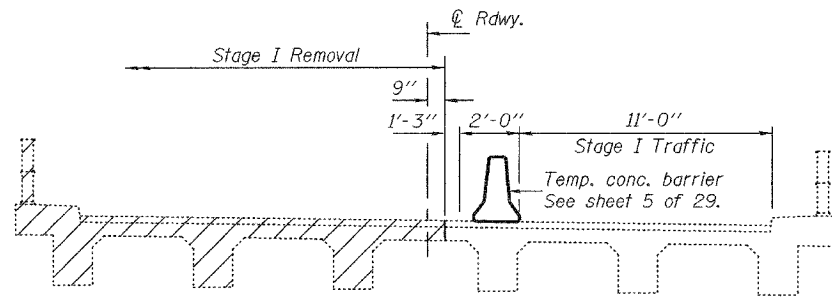
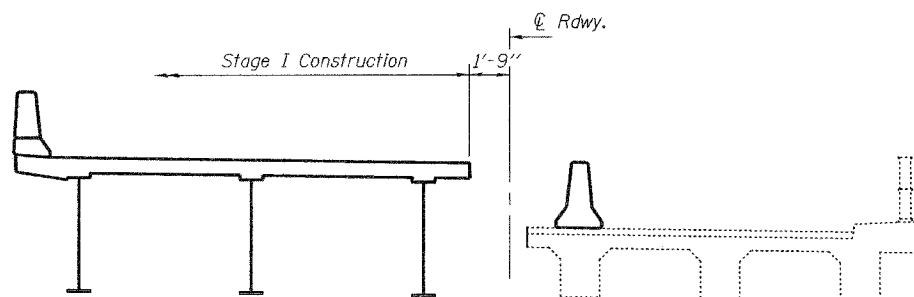


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

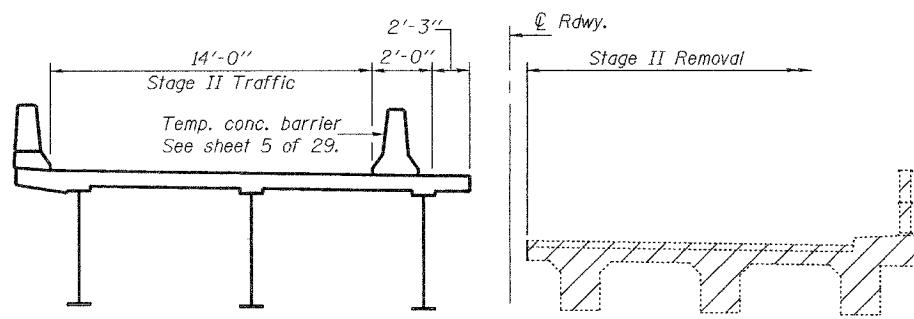
ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO. 4 29 SHEETS
FAP 327	(51-23) B-3	LAWRENCE	56	21	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		



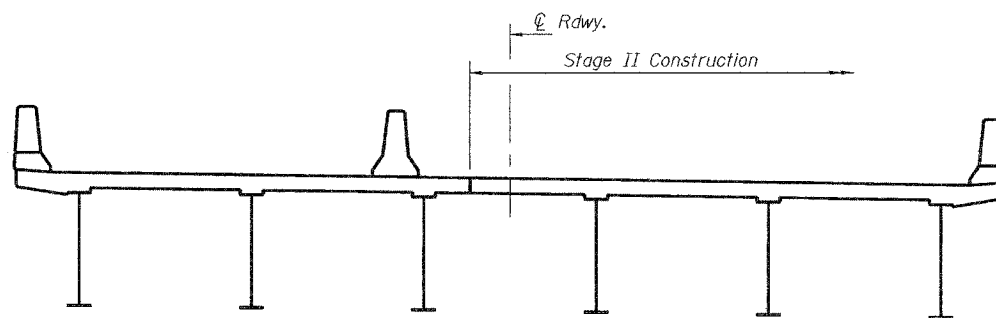
STAGE I REMOVAL



STAGE I CONSTRUCTION



STAGE II REMOVAL



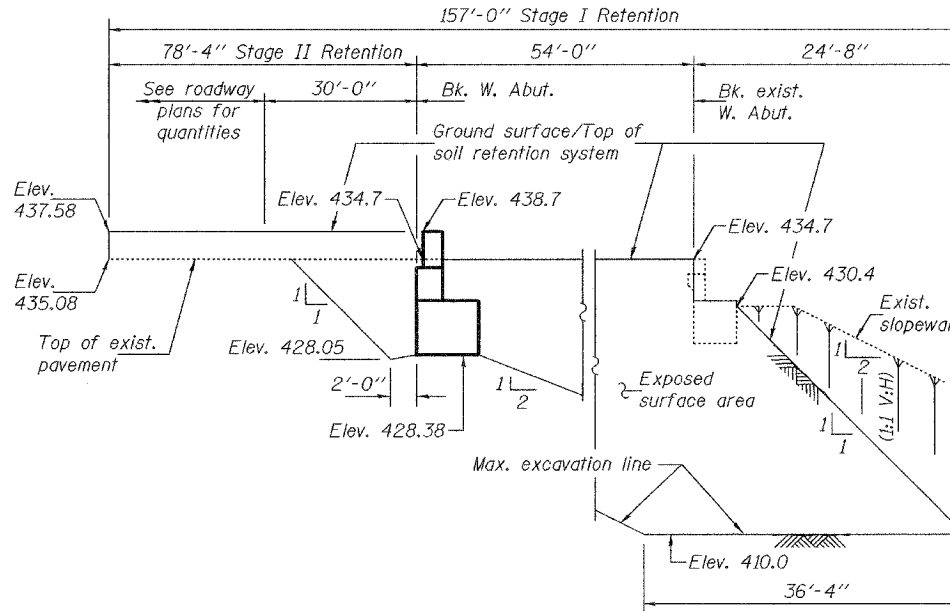
STAGE II CONSTRUCTION

Notes: Hatched areas indicate removal of existing structures. For quantity of temporary concrete barrier, see Roadway Plans. All cross sections are looking upstation. Dimensions shown are radial unless noted otherwise.

DESIGNED	Chad E. Hodel
CHECKED	Mark D. Shaffer
DRAWN	h.t. duong
CHECKED	CEH/MDS

EXAMINED	Thomas J. Damagala ENGINEER OF BRIDGE DESIGN
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

Oct. 2, 2007



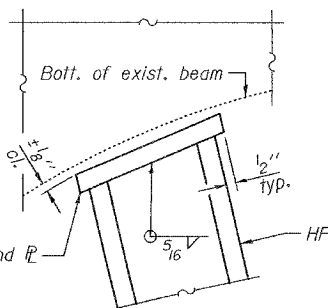
TEMPORARY SOIL RETENTION SYSTEM - WEST ABUT.

(Looking North)

A cantilevered sheet piling design does not appear feasible for portions of the temporary soil retention system and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

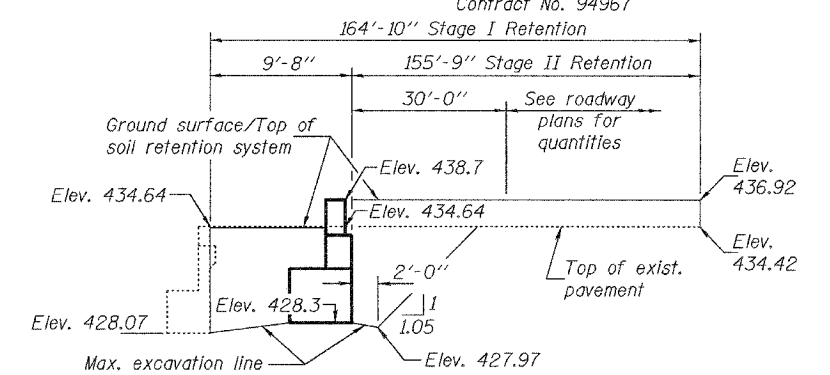
The temporary soil retention system to be furnished by the Contractor shall be capable of maintaining a minimum 1:1 embankment slope in front of the existing abutment to protect the structural integrity of the existing abutment for Stage I traffic.

All horizontal dimensions are given along the stage removal line.



DETAIL A

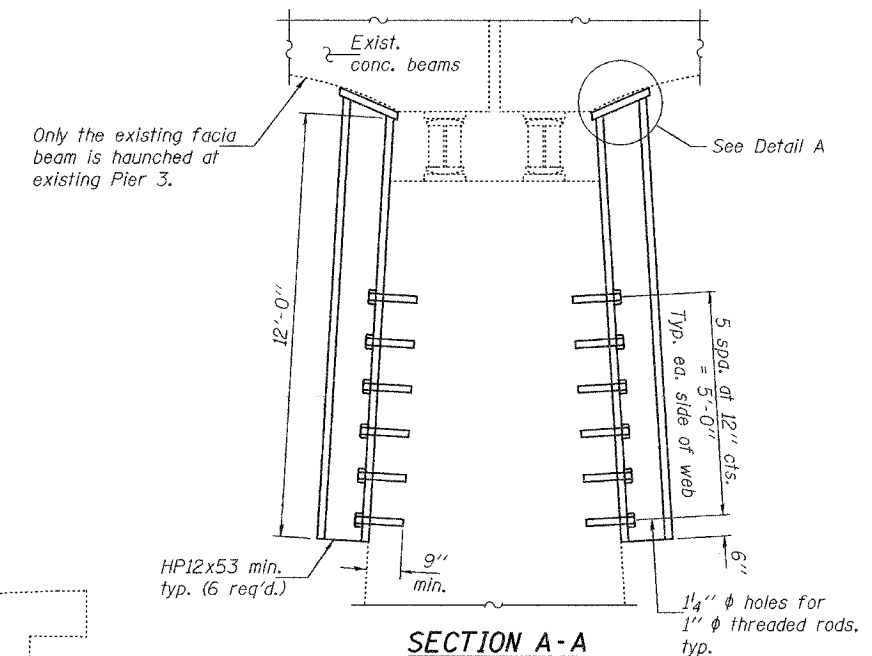
*The end of the HP section shall be beveled to allow the end plate to be placed approximately parallel to the bottom of the existing beams. Field measurements shall be taken by the Contractor to determine the degree of the required bevel.



TEMPORARY SOIL RETENTION SYSTEM - EAST ABUT.

(Looking North)

The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer. All horizontal dimensions are given along the stage removal line.



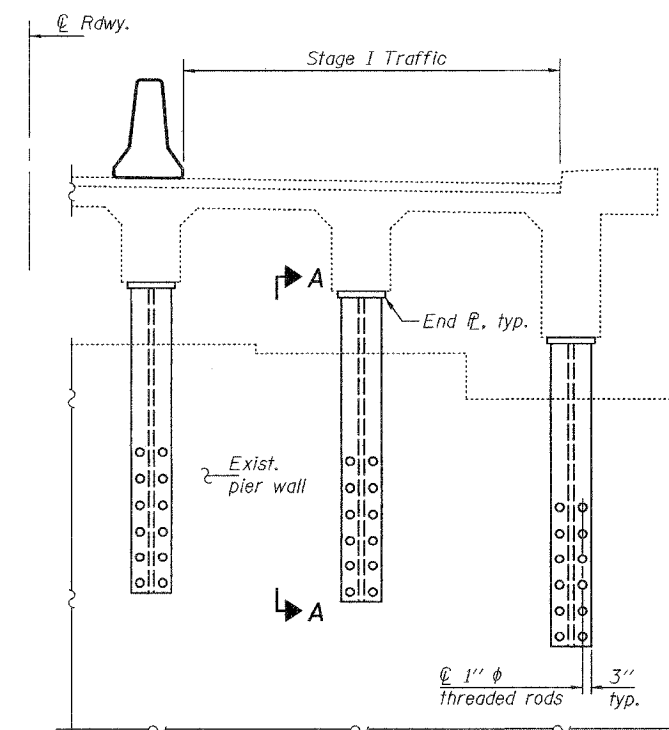
SECTION A-A

The cost of the temporary support system at existing Pier 3 is included with Removal of Existing Structures. The temporary support system shall be installed prior to commencing Stage I removal operations and shall remain in place until traffic has been shifted to the Stage II traffic location.

Structural steel sections and plates for the temporary support system shall have a minimum yield strength of 36 ksi.

Threaded rods for the temporary support system shall conform to the requirements of ASTM F 1554, Grade 55. The chemical adhesive chosen by the Contractor for installing the anchor rods shall be subject to Section 584 of the Standard Specifications and capable of developing an ultimate shear capacity of 40 kips.

If the Contractor elects to modify the configuration of the support system or alter the size of the members for a lesser design requirement, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer. Design details and calculations shall be prepared and sealed by an Illinois Licensed Structural Engineer retained by the Contractor. Cost included with Removal of Existing Structures.



EXISTING PIER 3 - PARTIAL ELEVATION

(Looking upstation)

STAGE CONSTRUCTION DETAILS
F.A.P. RT. 327 - SEC. (51-23)B-3
LAWRENCE COUNTY
STATION 553+95.50
STRUCTURE NO. 051-0063