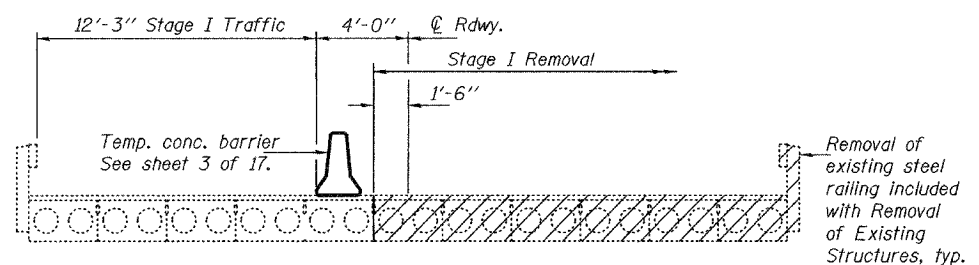


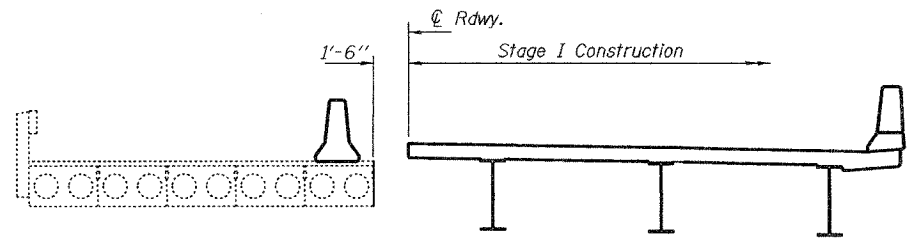
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.
FAP 821	13B-1	JEFFERSON	39	15
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

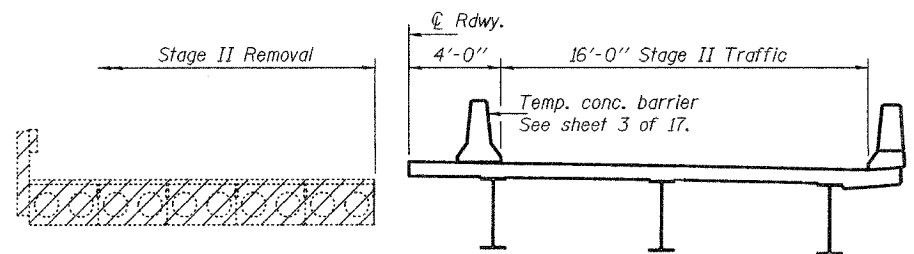
Contract #98957



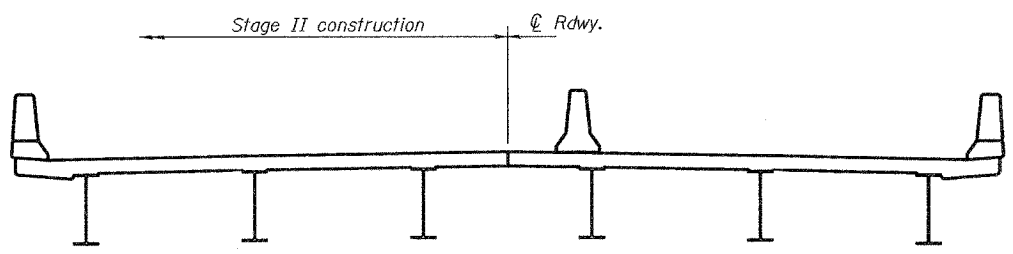
STAGE I REMOVAL



STAGE I CONSTRUCTION

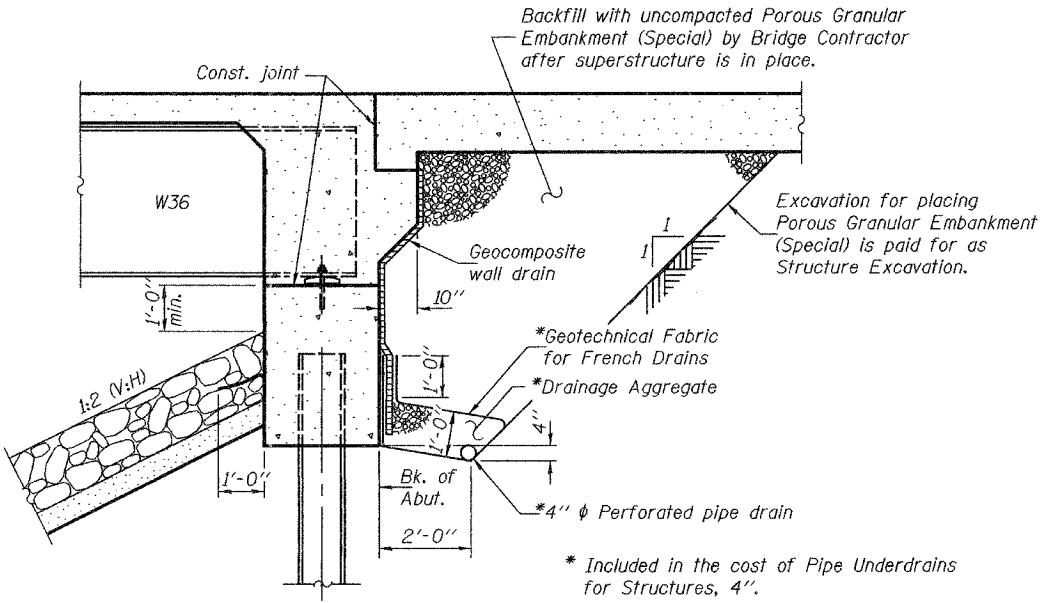


STAGE II REMOVAL



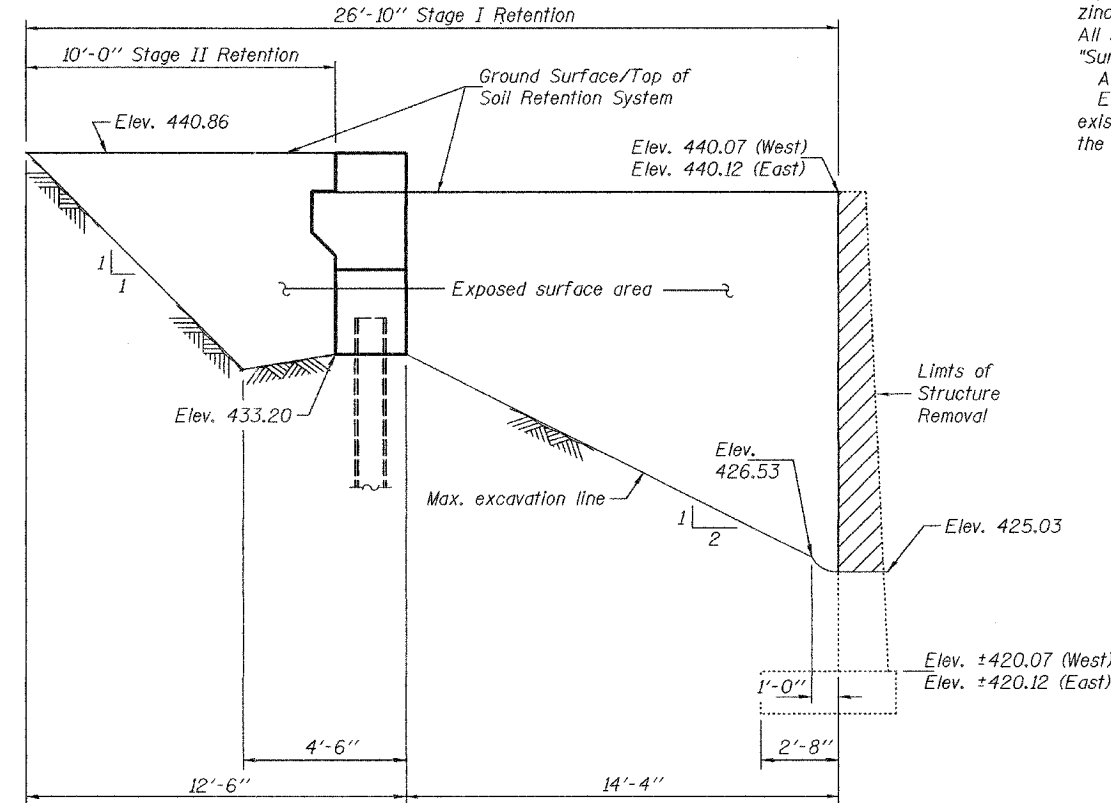
STAGE II CONSTRUCTION

Notes: Hatched areas indicate removal of existing structures.  
For quantity of temporary concrete barrier, see Roadway Plans.  
All cross sections are looking east.



SECTION THRU INTEGRAL ABUTMENT

All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



TEMPORARY SOIL RETENTION SYSTEM

(W. Abut. shown - E. Abut. similar)

A cantilevered sheet piling design does not appear feasible 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.

GENERAL NOTES

Fasteners shall be high strength bolts (AASHTO M 164, Type 3).  
Bolts  $\frac{7}{8}$ "  $\phi$ , open holes  $\frac{15}{16}$ "  $\phi$ , unless otherwise noted.  
Calculated weight of Structural Steel = 140,270 lbs.  
All structural steel shall be AASHTO M 270 Grade 50W.  
Field welding of construction accessories will not be permitted to beams.  
Anchor bolts shall be set before bolting diaphragms over supports.  
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.  
Reinforcement bars shall conform to the requirements of AASHTO M 31 or M 322 Grade 60.  
Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.  
Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of  $\frac{1}{8}$  inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two  $\frac{1}{8}$ " adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims.  
In addition to all other requirements of section 512 of the Standard Specifications, splices for HP10x57 and HP12x74 piles shall develop the full capacity of the steel's cross sectional area of the pile for tension, shear and bending forces. One approved method of achieving this requirement is full penetration butt welding of the entire cross section. Other types of splices meeting the full capacity requirement may be allowed subject to the approval of the Engineer. Any proposal by the Contractor to use an alternate splice method must include adequate documentation demonstrating that the full tension, shear and bending capacities will be met. Appropriate welder qualifications will be required for the positions and processes used in splicing all piles. Nondestructive testing of completed welds will be limited to visual inspection.  
AASHTO M 270 Grade 50W structural steel shall only be painted, at the ends of the beams, for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Those areas shall be primed in the shop with an inorganic zinc rich primer per AASHTO M 300, Type 1. No field painting shall be required. All structural steel shall be cleaned as specified in the special provision for "Surface Preparation and Painting Requirements for Weathering Steel".  
All construction joints shall be bonded.  
Excavation behind existing abutment walls shall be done before removing the existing superstructure. The Contractor shall sawcut the existing abutments at the stage removal line before stage I removal.

GENERAL DATA &  
STAGE CONSTRUCTION DETAILS  
F.A.P. RT. 821 - SECTION 13B-1  
JEFFERSON COUNTY  
STATION 1200+35.00  
STRUCTURE NO. 041-0106

DESIGNED	R.L. Tharp
CHECKED	P.R. Litchfield
DRAWN	h.t. duong
CHECKED	RLT/PRL

Aug. 31, 2006  
EXAMINED *Thomas J. Damagala*  
SUPERVISOR OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES