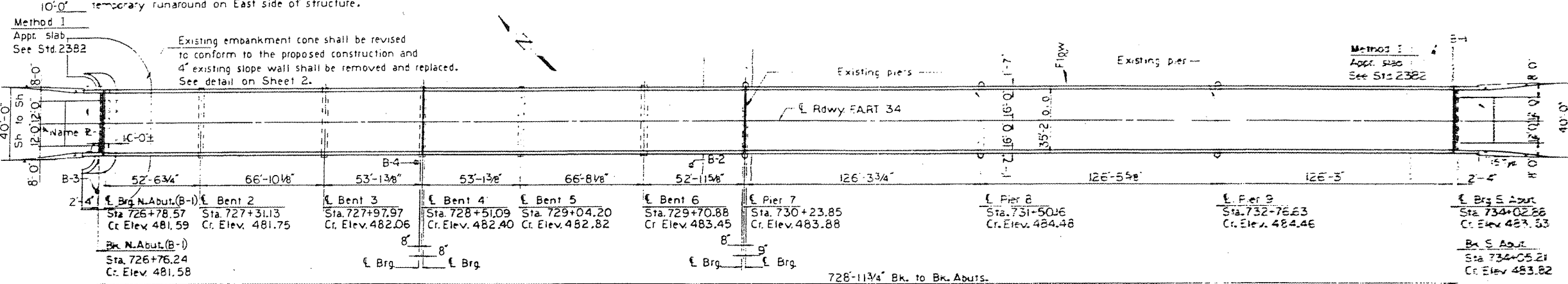
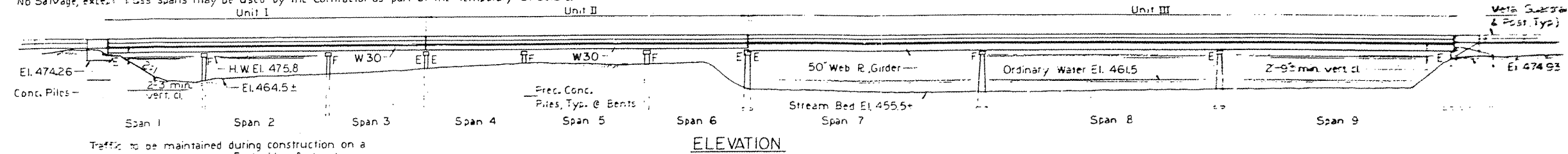


B.M. Standard Metal Rivet (USGS Copper Plug) Top of E. Pier Under RR Tracks Rt. Sta. 730+50.1 Elev. 474.71.
Existing Structure: Structure No. 065-0002. Original structure built in 1937 as FAP 142 Sec. 2-B-D-E-F-P, Mason-Menard County, Sta. 732+14. Six spans of R.C. slab on steel I-beams and three Truss spans, 24'-0" roadway. Concrete tie bolts at approach spans and solid concrete piers at Truss spans, closed abutment at South end and the bent at North end. Superstructure and parts of substructure, to be removed. No Salvage, except Truss spans may be used by the Contractor as part of the Temporary Structure.

PROJECT NO.	SECTION	COUNTY	CONTRACT NO.	SHEET NO.
FA 34	2 BR	MENARD	57	7
SHEET 1 OF 35				



*Existing Name R to be cleaned and placed beneath New Name R. Cost incidental.

GENERAL NOTES

SEE PROPOSAL FOR BORING DATA.
FASTENERS SHALL BE HIGH STRENGTH BOLTS. BOLTS 7/8"Ø, OPEN HOLES 15/16"Ø, UNLESS OTHERWISE NOTED.
CALCULATED WEIGHT OF M 223 GRADE 50 STRUCTURAL STEEL = 333,430 LBS.
CALCULATED WEIGHT OF M 183 STRUCTURAL STEEL = 303,760 LBS.
ALL REINFORCEMENT SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 31 OR M 53 GRADE 60.
THE BASIC LEAD SILICO CHROMATE PAINT SYSTEM SHALL BE USED FOR SHOP AND FIELD PAINTING OF STRUCTURAL STEEL.
FIELD WELDING OF CONSTRUCTION ACCESSORIES WILL NOT BE PERMITTED TO THE BOTTOM FLANGE OF BEAMS OR GIRDERS NOR TO THE TOP FLANGE FOR A DISTANCE EQUAL TO ONE-FOURTH THE SPAN LENGTH EACH WAY FROM THE PIER SUPPORTS. FIELD WELDING IN OTHER AREAS WILL BE PERMITTED ONLY WHEN APPROVED BY THE ENGINEER.
ANCHOR BOLTS SHALL BE SET BEFORE BOLTING DIAPHRAGMS AND CROSS FRAMES OVER SUPPORTS.
SLOPE WALL SHALL BE REINFORCED WITH WELDED WIRE FABRIC 6" x 6" - W4.0 x W4.0, WEIGHING 58 LBS. PER 100 SQ. FT.
LAYOUT OF SLOPE WALLS MAY BE VARIED IN THE FIELD TO SUIT GROUND AS DIRECTED BY THE ENGINEER.
THE CONTRACTOR SHALL DRIVE 3 TEST PILES IN PERMANENT LOCATIONS: ONE CONCRETE TEST PILE AT NORTH ABUT. AND ONE EACH PRECAST CONCRETE TEST PILE AT BENTS 3 AND 6 AS DIRECTED BY THE ENGINEER BEFORE ORDERING THE REMAINDER OF PILES.
PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM FIELD SURVEY RESULTS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATION SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK; HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AND USED IN THE CONSTRUCTION AT THE UNIT PRICE BID FOR THE WORK.
BEARING SEAT SURFACES SHALL BE CONSTRUCTED OR ADJUSTED TO THE DESIGNATED ELEVATIONS WITHIN A TOLERANCE OF 1/8". ADJUSTING SHIMS OF THE DIMENSION OF THE BOTTOM BEARING PLATES SHALL BE PROVIDED FOR EACH BEARING IN ADDITION TO ALL OTHER PLATES OR SHIMS.

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 TENSION FLANGES, WEBS AND ALL SPLICE PLATE MATERIAL OF THE STEEL GIRDERS OR WIDE FLANGE BEAMS.
CATWALK TO USGS GAUGING STATION AT PIER 7 SHALL BE REMOVED BEFORE CONSTRUCTION AND REATTACHED AFTER CONSTRUCTION HAS BEEN COMPLETED.
ALL CONTACT SURFACES OF JOINTS FOR THE DIAPHRAGMS, CROSS FRAMES AND/OR LATERAL BRACINGS SHALL BE FREE OF PAINT OR LACQUER.
EXPANSION BOLTS SHALL CONSIST OF SELF DRILLING EXPANSION ANCHORS AND 3/4"Ø HOOKED BOLTS. HOOKED BOLTS SHALL EXTEND A MINIMUM OF 12" INTO NEW CONCRETE UNLESS OTHERWISE SHOWN.

CONSTRUCTION SEQUENCE

1. CONSTRUCT FIRST SIX P.P.C. DECK BEAR SPANS OF THE TEMPORARY STRUCTURE.
2. CONSTRUCT TEMPORARY PIERS 8 AND 9 AND THE TEMPORARY SOUTH ABUTMENT.
3. CLOSE THROUGH TRAFFIC ON MAIN LINE ROUTE AND SHIFT THE THREE EXISTING TRUSSES TO THEIR NEW LOCATION ON THE TEMPORARY STRUCTURE.
4. DIVERT THE THROUGH TRAFFIC TO THE TEMPORARY STRUCTURE.
5. CONSTRUCT THE PERMANENT STRUCTURE.
6. RE-DIRECT TRAFFIC TO THE PERMANENT STRUCTURE
7. REMOVE THE TEMPORARY STRUCTURE AND COMPLETE EMBANKMENT CONE FOR THE NORTH ABUTMENT OF THE PERMANENT STRUCTURE.

TOTAL BILL OF MATERIALS

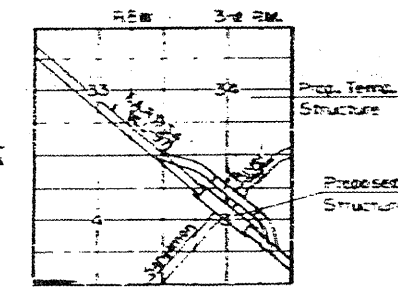
ITEM	UNIT	SUPER.	SUB.	TOTAL
* Removal of Existing Superstructures	Each			1
Concrete Removal	Cu. Yd.		100	100
Structure Excavation	Cu. Yd.		150	150
Protective Coat	Sq. Yd.	3200		3200
Class X Concrete	Cu. Yd.	770.8	181.0	951.8
Struct. Steel	L.S.			L.S.
Struct. Shear Connectors	Each	7860		7860
Reinforcement Bars	Lb.	80,450	17,540	97,990
Reinforcement Bars (Epoxy Coated)	Lb.	125,150		125,150
Precast Concrete Piles	Lin. Ft.		377	377
Test Pile, Precast Concrete	Each		2	2
Concrete Piles	Lin. Ft.		253	253
Test Pile Concrete	Each			1
Name Plate	Each	1		1
Slope Wall (6")	Sq. Yd.		450	450
* Temporary Bridge, Complete	Each			1
Neoprene Expansion Joint 2"	Lin. Ft.	34		34
Neoprene Expansion Joint 2 1/2"	Lin. Ft.	34		34
Neoprene Expansion Joint 4"	Lin. Ft.	66		66
Floor Drains	Each	96		96
Elastomeric Brg. Assembly (Type II)	Each	20		20
Expansion Bolts (3/4")	Each		120	120

See Sheet 2 for Waterway Information, Design Stresses, Profile Grade, Pouring Schedule and detail of North embankment cone.

* See Special Provisions.

STATION 730+40.73
BUILT 1938 BY
STATE OF ILLINOIS
F.A.R.T. 34 SEC. 2BR
F.A. PROJ. BR-F-3483
LOADING HS 20
STR. NO. 065-0002

NAME PLATE
S4 213



LOCATION SKETCH

ILL. Structural # 2919
W. H. Haring

FOR INFORMATION ONLY

EXISTING PLANS, SN 065-0002
VARIOUS ROUTES
D6REHAB BDGE PAINTING 2012
MENARD, SANGAMON COUNTIES