

B.M. 3206 -
Cut on top SE wingwall of bridge over Mink Creek and 200' S. of Renwick Rd.
Elev. 606.27

Existing Structure -
S.N. 099-0018 (NB) & S.N. 099-0019 (SB) were both built in 1955 as part of the state of Illinois F.A. Route 34, Section 27-VB and project F.G.L. 18718, Will County. Both the superstructure and substructure were widened in 1977. Also, additional rehabilitation work was performed in 1994. Both structures consist of R.C. deck supported on three-span continuous steel beams. The abutments are supported on concrete piles and/or HP steel piles. The piers are supported on timber piles and/or HP steel piles. The bridge length is 161'-0" bk. to bk. abutments. The northbound width is 52'-5" o. to o. of deck. The southbound deck width varies from 44'-2" to 44'-9". The NB existing concrete deck shall be partially removed and widened. The SB existing concrete deck shall be replaced and widened. The road shall be kept open with two lanes of traffic at all times by utilizing staged construction.

Salvage -
Salvage and reuse 13 - 6'-0" Existing Gravity Crib Wall Units to build up existing retaining wall sections designated on Sheet 3 of 3.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

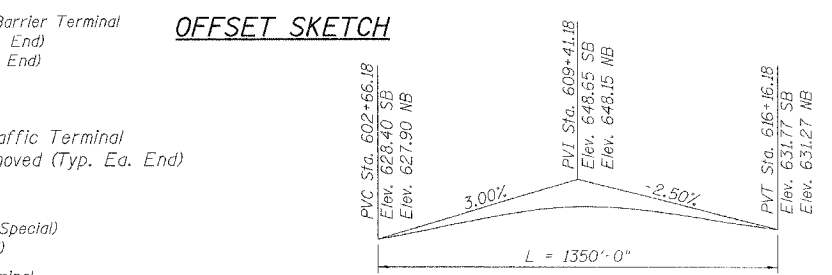
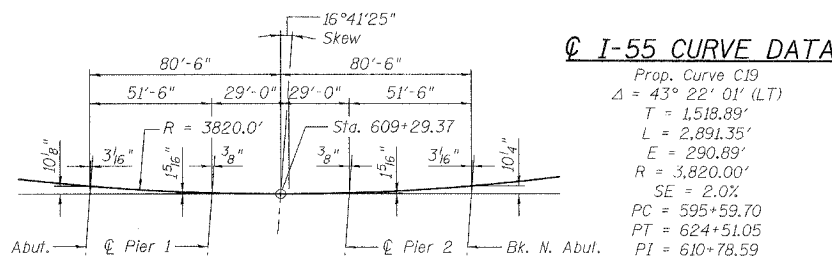
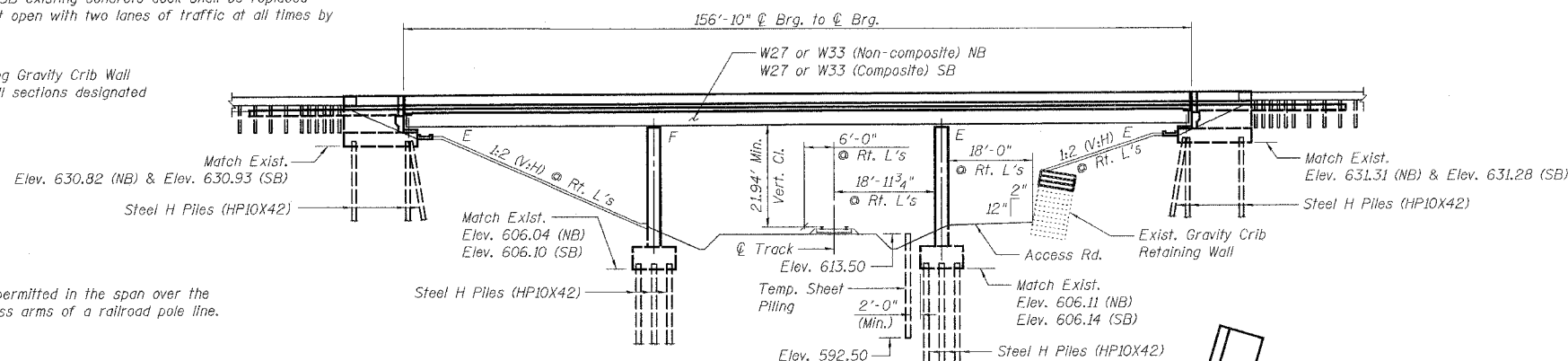
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-55	**	WILL	50	23
SHEET NO. 1 15 SHEETS				

SECTION 2005-063 I
CONTRACT NO. 60A67

SCOPE OF WORK

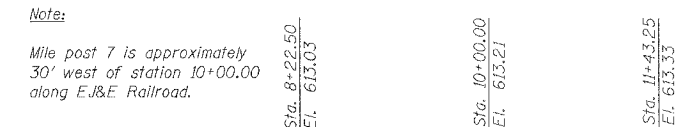
1. Remove and replace both the northbound and southbound approach pavements.
2. Remove the existing northbound deck inside shoulder. Widen northbound deck with a new cast-in-place reinforced concrete deck supported by a new shallower steel superstructure.
3. Remove the existing southbound deck and maintain existing steel superstructure. Replace and widen southbound deck with a new cip reinforced concrete deck supported by a new shallower steel superstructure.
4. Remove and replace all expansion joints.
5. Widen the existing substructure elements. Remove the existing northbound and southbound inside and southbound outside wingwalls in accordance with Standard Specifications. Add new outside southbound wingwalls to accommodate widening.
6. Widen the aggregate slope walls at both the north and south abutments. Widen the gravity crib retaining wall at the north abutment.
7. Repair substructure defects with formed concrete repair and/or epoxy crack seal.
8. New girder lines will utilize steel rocker bearings at southbound pier 2 to match existing.
9. Utilize stage construction as noted herein.

- Note:
1. No deck drainage will be permitted in the span over the track or within 10' of cross arms of a railroad pole line.



OFFSET SKETCH

NB & SB PROFILE GRADE OF I-55



DESIGN STRESSES

FIELD UNITS
f_c = 3,500 psi
f_y = 60,000 psi (reinforcement)
f_s = 20,000 psi (exist. structural steel)
f_y = 36,000 psi (new structural steel)

DESIGN SPECIFICATIONS

2002 AASHTO

LOADING HS20-44 & ALT.

Allow 50#/sq. ft. for future wearing surface.

TOP OF RAIL ELEVATIONS
EJ&E RAILROAD

SEISMIC DATA
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.04g
Site Coefficient (S) = 1.0



Signed *Jamal I. Grainawi*
Jamal I. Grainawi, S.E. IL Lic. No. 081-005161
Expires 11-30-2006
Date 5/15/2006

GENERAL PLAN & ELEVATION
I-55 OVER EJ&E R.R.
FAI ROUTE 55-SEC. 2005-063 I
WILL COUNTY
STATION 609+29.37
STRUCTURE NO. 099-0018 (NB)
STRUCTURE NO. 099-0019 (SB)

DESIGNED	J.BRISBOTS
CHECKED	J.GRAINAWI
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Ralph E. Adams
ENGINEER OF BRIDGES AND STRUCTURES

- LEGEND**
- ◆ B-1 - Soil Boring Location (1954)
 - ◆ B-1 - Soil Boring Location (1994)
 - ◆ BR-1 - Soil Boring Location (2006)
 - Underground Electrical
 - Aerial Lines
 - Water
 - Conductor Underground Cable

