

Whiteside

Sec. 110 V-BR

I&R

March 13, 1990

43

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 PLANS FOR PROPOSED
 FEDERAL AID HIGHWAY

DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 25	110V-BR	WHITESIDE	36	1
PROJECT		ILLINOIS		

P-92-026-86

INDEX OF SHEETS

- COVER SHEET
INDEX OF SHEETS
STATE STANDARDS INCLUDED
- SUMMARY OF QUANTITIES
GENERAL NOTES
- TYPICAL SECTIONS
GUARDRAIL PLAN
- SCHEDULE OF WORK
- PLAN AND PROFILE, U.S. ROUTE 30
- 6-8. PLAN AND PROFILE, DETOUR
- 9-24. BRIDGE PLANS
- 25-30. CROSS SECTIONS-DETOUR
31. BITUMINOUS APPROACH AND MAILBOX TURNOUTS
32. TYPICAL PAVEMENT MARKINGS
33. GUARDRAIL REFLECTORS
- 34-35. TRAFFIC CONTROL & PROTECTION (SPECIAL)
36. BITUMINOUS CONCRETE CURB

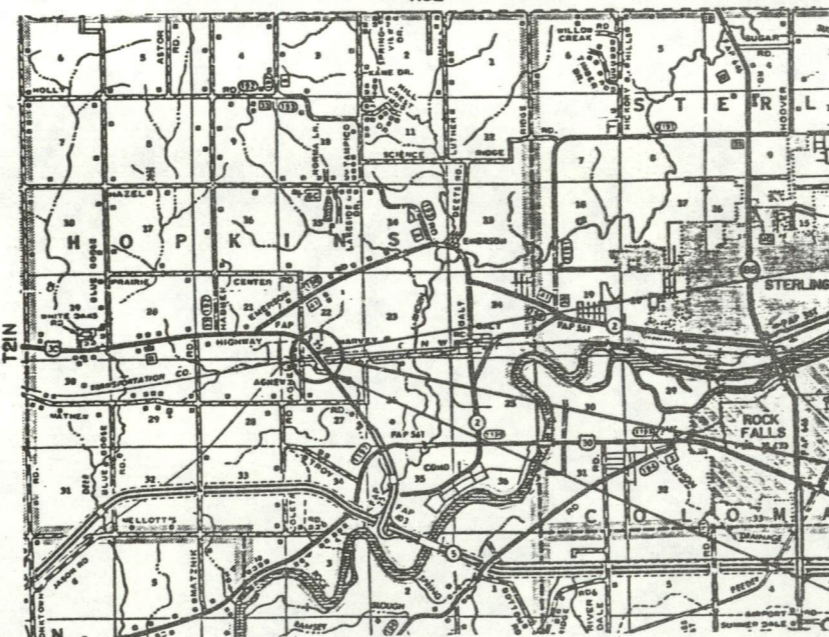
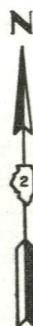
96%
11-17-90

SCALES — PLAN 1 INCH = 50 FT.
 PROFILE HOR. 1 INCH = 50 FT.
 PROFILE VERT. 1 INCH = 5 FT.

F.A. ROUTE 25 (U.S. RTE. 30)
 SECTION 110V-BR
~~PROJECT BR-25~~
 WHITESIDE COUNTY

C-92-180-89

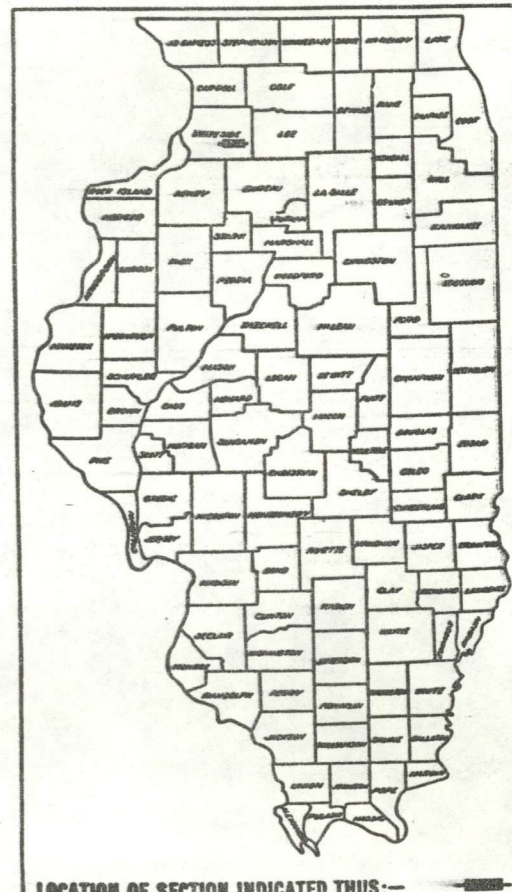
R6E



PROJECT ENDS
STA. 320+00.00

INCLUDES REMOVAL AND REPLACEMENT OF
A FOUR SPAN STRUCTURE CARRYING TRAFFIC
ALONG F.A. 25 (U.S. 30) OVER THE CHICAGO AND
NORTHWESTERN RAILROAD AT AGNEW.

PROJECT BEGINS
STA. 313+00.00



LOCATION OF SECTION INDICATED THUS:—

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED November 30, 1989
 EXAMINED Richard D. Ost DISTRICT ENGINEER
 PASSED Nancy D. Gould SUPERVISOR OF PLANS AND CONTRACTS
 APPROVED 2-2-90 DIRECTOR OF HIGHWAYS



DISTRICT 2
DIXON

"CALL J.U.L.I.E.
 BEFORE YOU DIG"
 800-892-0123

LAYOUT
 SCALE 1" = 1 MILE
 NET LENGTH OF SECTION = 700.0 FT. = 0.133 MI.
 NET LENGTH OF PROJECT = 700.0 FT. = 0.133 MI.

098-0099

HOPKINS TOWNSHIP
 SECTIONS 22 & 27
 980099

CONTRACT NO. 84175

Signed Richard L. Thompson Date 10/30/89
 Richard L. Thompson, P.E. Reg. No. 062-040100

2-166

6600-860

CONSULTANT: BASCOR INC.

SQUAD LEADER: BRENT HASENAUER

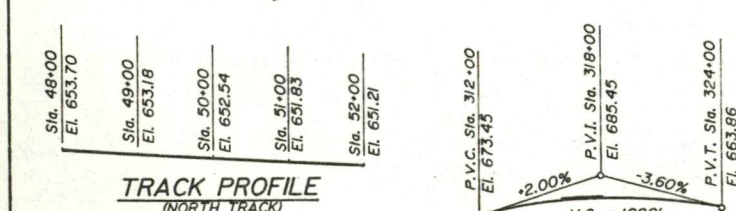
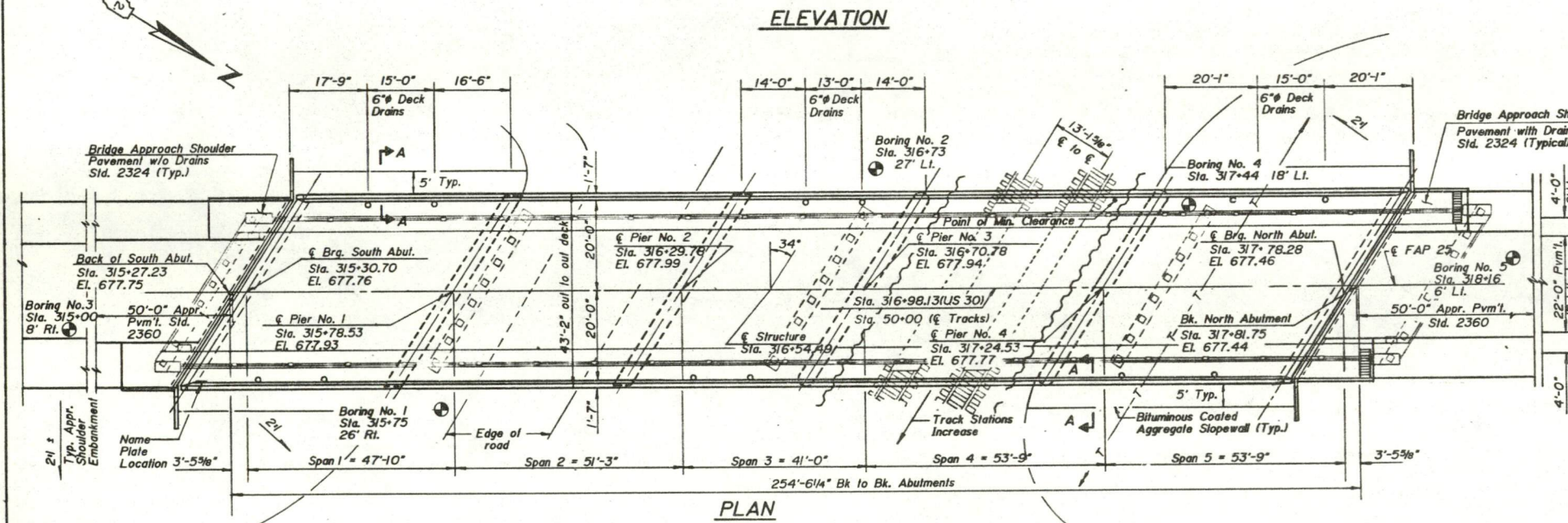
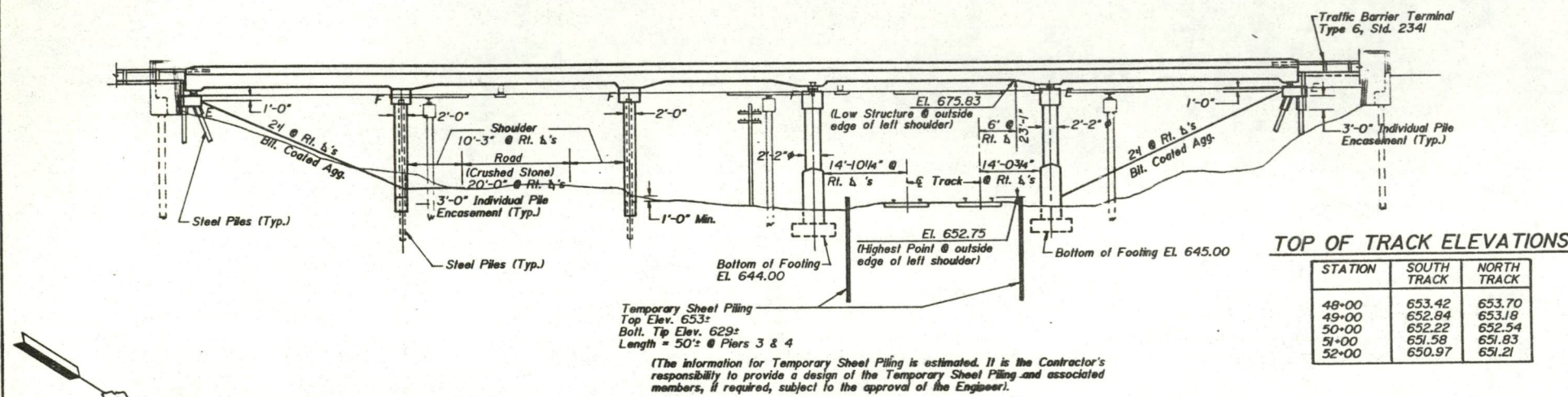
PROJECT ENGINEER: BILL MCWETHY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 25	110V-BR	WHITESIDE	36	9
FED. ROAD DIST. NO. 7		ILLINOIS PROJECT		

SHEET NO. 9
SHEETS 16

T.B.M. Top of R.R. spike in telegraph pole. Sta. 317+02 (U.S. 30), 7411. L.I. Elev. 657.25
Existing Structure S.N. 098-0031, built as F.A. Rte. 141, Sec. 110VB, @ Sta. 316+60 in 1939, and is 31'-9" wide by 278'-0" long. The existing four span continuous steel girder superstructure on open abutments shall be removed to an elevation 2'-0" below proposed grade lines. A new five span continuously reinforced concrete haunched slab superstructure on pile bent abutments and pile bent and spread footing piers shall be built. Traffic shall be detoured during reconstruction. No salvage.



BASCOR, INC.
consulting engineers and planners

DESIGNED	G.S.P.
CHECKED	H.E.
DRAWN	P.V.V.
CHECKED	G.S.P.

DATE: 4-12-1989

DESIGN STRESSES
CAST-IN-PLACE CONCRETE
f_c = 3,500 psi.
f_y = 60,000 psi.
STRUCTURAL STEEL
f_y = 36,000 psi.

LOADING
HS20-44
25 psi. Future Wearing Surface

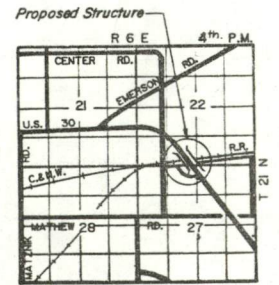
STATION 316+54.49
BUILT 1930 BY
STATE OF ILLINOIS
F.A.P. RT. 25 SEC. 110V-BR
LOADING HS-20
STR. NO. 098-0099

NAME PLATE
(Std. 2113)



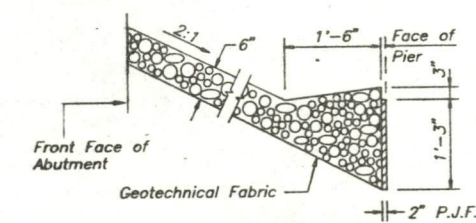
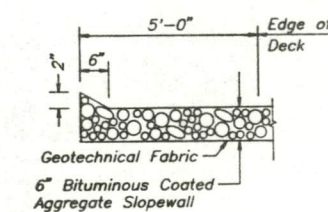
Signed *Gary S. Powell* Date 10-27-1989
Gary S. Powell, S.E. II. Reg. No. 081-004771

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
James I. Robinson
Engineer of Bridge Structures



LOCATION PLAN

GENERAL NOTES
See Proposal for Boring Data.
All structural steel shall be shop painted with the zinc-silicate and vinyl paint system.
Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42 or M-53 Grade 60.
The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of the abutments.
The contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection.
The contractor shall drive three (3) steel HP test piles in a permanent location, one at each abutment and one of Pier No. 2, as directed by the Engineer before ordering the remainder of piles.



BILL OF MATERIAL

Item	Unit	Super	Sub.	Total
Removal of Existing Structures	Each	-	-	1
Structure Excavation	Cu. Yd.	-	485.5	485.5
Floor Drains	Each	12	-	12
Class X Concrete Superstructure	Cu. Yd.	739.0	-	739.0
Protective Coat	Sq. Yd.	204	-	204
Elastomeric Bearing Assembly, Type I	Each	8	-	8
Elastomeric Bearing Assembly, Type II	Each	16	-	16
Class X Concrete	Cu. Yd.	-	476.3	476.3
Structural Steel	Pound	4230	-	4230
Reinforcement Bars	Pound	88270	42360	130630
Reinforcement Bars, Epoxy Coated	Pound	57590	7140	64730
Steel Piles HP 10x42	Lin. Ft.	-	816	816
Test Pile Steel HP 10x42	Each	-	2	2
Steel Piles HP 12x84	Lin. Ft.	-	1388	1388
Test Pile Steel HP 12x84	Each	-	1	1
Name Plates	Each	1	-	1
Bituminous Coated Aggregate Slope Wall 6"	Sq. Yd.	-	580	580
Bridge Seal Sealer	L. Sum.	-	1	1
Neoprene Expansion Joint 2"	Lin. Ft.	101	-	101
Temporary Sheet Piling	Sq. Ft.	-	2400	2400

* Quantity does not include bridge deck surface.

SPECIFICATIONS
Standard Specifications for Highway Bridges, AASHTO 1983 with 1984 thru 1988 Interims.

GENERAL PLAN & ELEVATION
U.S. 30 OVER C.&N.W. R.R.
F.A.P. 25 SEC. 110V-BR
WHITESIDE COUNTY
STA. 316+54.49

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 2 SHEETS 16
FAP 25	110V-BR	WHITESIDE	36	10	
FED. ROAD DIST. NO. 7 ILLINOIS PROJECT					

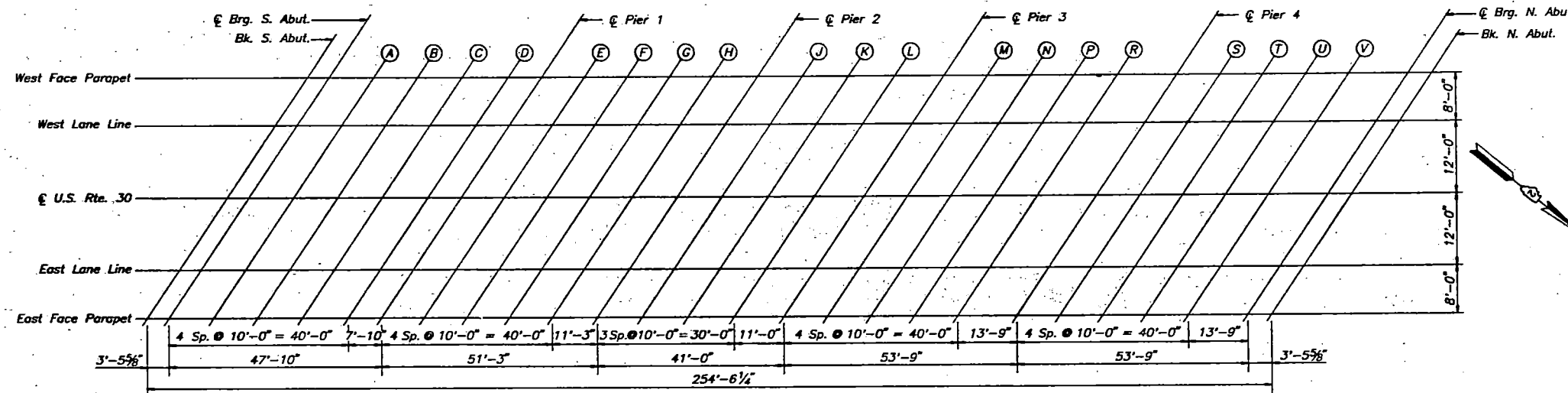
WEST FACE PARAPET				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK S ABUT	315+40.720	-20.000	677.452	677.452
CL BRG S ABUT	315+44.190	-20.000	677.466	677.466
A	315+54.190	-20.000	677.503	677.527
B	315+64.190	-20.000	677.535	677.570
C	315+74.190	-20.000	677.563	677.591
D	315+84.190	-20.000	677.584	677.597
CL PIER 1	315+92.020	-20.000	677.601	677.601
E	316+02.020	-20.000	677.615	677.623
F	316+12.020	-20.000	677.625	677.649
G	316+22.020	-20.000	677.631	677.660
H	316+32.020	-20.000	677.631	677.650
CL PIER 2	316+43.270	-20.000	677.627	677.627
J	316+53.270	-20.000	677.617	677.617
K	316+63.270	-20.000	677.604	677.607
L	316+73.270	-20.000	677.585	677.585
CL PIER 3	316+84.270	-20.000	677.559	677.559
M	316+94.270	-20.000	677.531	677.549
N	317+04.270	-20.000	677.498	677.529
P	317+14.270	-20.000	677.467	677.467
R	317+24.270	-20.000	677.418	677.429
CL PIER 4	317+36.020	-20.000	677.352	677.352
S	317+46.020	-20.000	677.299	677.323
T	317+56.020	-20.000	677.241	677.229
U	317+66.020	-20.000	677.178	677.234
V	317+76.020	-20.000	677.111	677.157
CL BRG N ABUT	317+91.770	-20.000	677.010	677.010
BK N ABUT	317+95.240	-20.000	676.984	676.984

WEST LANE LINE				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK S ABUT	315+35.324	-12.000	677.595	677.595
CL BRG S ABUT	315+39.794	-12.000	677.610	677.610
A	315+48.794	-12.000	677.649	677.673
B	315+58.794	-12.000	677.684	677.719
C	315+68.794	-12.000	677.714	677.743
D	315+78.794	-12.000	677.740	677.751
CL PIER 1	315+86.684	-12.000	677.757	677.757
E	315+96.684	-12.000	677.774	677.782
F	316+06.684	-12.000	677.786	677.811
G	316+16.684	-12.000	677.794	677.824
H	316+26.684	-12.000	677.798	677.817
CL PIER 2	316+37.874	-12.000	677.796	677.796
J	316+47.874	-12.000	677.789	677.789
K	316+57.874	-12.000	677.778	677.781
L	316+67.874	-12.000	677.762	677.742
CL PIER 3	316+78.874	-12.000	677.739	677.739
M	316+88.874	-12.000	677.713	677.731
N	316+98.874	-12.000	677.682	677.714
P	317+08.874	-12.000	677.647	677.676
R	317+18.874	-12.000	677.607	677.619
CL PIER 4	317+28.624	-12.000	677.545	677.545
S	317+38.624	-12.000	677.494	677.518
T	317+48.624	-12.000	677.439	677.487
U	317+58.624	-12.000	677.378	677.437
V	317+68.624	-12.000	677.314	677.340
CL BRG N ABUT	317+86.374	-12.000	677.217	677.217
BK N ABUT	317+89.944	-12.000	677.191	677.191

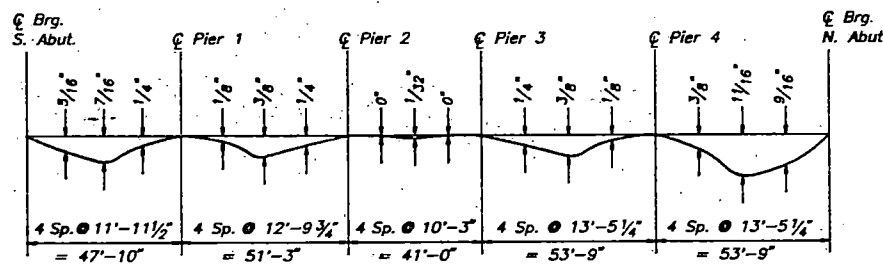
CENTERLINE U.S. RTE. 30				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK S ABUT	315+27.230	0.000	677.746	677.746
CL BRG S ABUT	315+30.700	0.000	677.742	677.742
A	315+40.700	0.000	677.804	677.830
B	315+50.700	0.000	677.844	677.879
C	315+60.700	0.000	677.878	677.906
D	315+70.700	0.000	677.908	677.919
CL PIER 1	315+78.530	0.000	677.927	677.927
E	315+88.530	0.000	677.948	677.956
F	315+98.530	0.000	677.965	677.989
G	316+08.530	0.000	677.976	678.006
H	316+18.530	0.000	677.983	678.002
CL PIER 2	316+29.780	0.000	677.986	677.986
J	316+39.780	0.000	677.983	677.983
K	316+49.780	0.000	677.975	677.978
L	316+59.780	0.000	677.963	677.963
CL PIER 3	316+70.780	0.000	677.944	677.944
M	316+80.780	0.000	677.922	677.940
N	316+90.780	0.000	677.895	677.927
P	317+00.780	0.000	677.864	677.892
R	317+10.780	0.000	677.828	677.839
CL PIER 4	317+24.530	0.000	677.771	677.771
S	317+34.530	0.000	677.724	677.747
T	317+44.530	0.000	677.672	677.720
U	317+54.530	0.000	677.616	677.674
V	317+64.530	0.000	677.554	677.601
CL BRG N ABUT	317+78.230	0.000	677.463	677.443
BK N ABUT	317+81.750	0.000	677.438	677.438

EAST LANE LINE				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK S ABUT	315+19.134	12.000	677.518	677.518
CL BRG S ABUT	315+22.606	12.000	677.536	677.536
A	315+32.606	12.000	677.583	677.607
B	315+42.606	12.000	677.625	677.660
C	315+52.606	12.000	677.663	677.691
D	315+62.606	12.000	677.696	677.707
CL PIER 1	315+70.436	12.000	677.719	677.719
E	315+80.436	12.000	677.744	677.752
F	315+90.436	12.000	677.764	677.788
G	316+00.436	12.000	677.779	677.806
H	316+10.436	12.000	677.790	677.809
CL PIER 2	316+21.686	12.000	677.797	677.797
J	316+31.686	12.000	677.797	677.797
K	316+41.686	12.000	677.794	677.797
L	316+51.686	12.000	677.785	677.785
CL PIER 3	316+62.686	12.000	677.771	677.771
M	316+72.686	12.000	677.752	677.770
N	316+82.686	12.000	677.729	677.761
F	316+92.686	12.000	677.702	677.730
R	317+02.686	12.000	677.670	677.681
CL PIER 4	317+16.436	12.000	677.618	677.618
S	317+26.436	12.000	677.574	677.598
T	317+36.436	12.000	677.525	677.575
U	317+46.436	12.000	677.474	677.532
V	317+56.436	12.000	677.418	677.462
CL BRG N ABUT	317+70.184	12.000	677.330	677.330
BK N ABUT	317+73.656	12.000	677.307	677.307

EAST FACE PARAPET				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK S ABUT	315+13.740	20.000	677.324	677.324
CL BRG S ABUT	315+17.210	20.000	677.342	677.342
A	315+27.210	20.000	677.392	677.416
B	315+37.210	20.000	677.437	677.472
C	315+47.210	20.000	677.477	677.505
D	315+57.210	20.000	677.513	677.524
CL PIER 1	315+65.040	20.000	677.538	677.538
E	315+75.040	20.000	677.565	677.573
F	315+85.040	20.000	677.585	677.612
G	315+95.040	20.000	677.603	677.635
H	316+05.040	20.000	677.619	677.620
CL PIER 2	316+16.290	20.000	677.628	677.628
J	316+26.290	20.000	677.632	677.631
K	316+36.290	20.000	677.630	677.634
L	316+46.290	20.000	677.624	677.624
CL PIER 3	316+57.290	20.000	677.612	677.612
M	316+67.290	20.000	677.597	677.615
N	316+77.290	20.000	677.576	677.607
P	316+87.290	20.000	677.551	677.580
R	316+97.290	20.000	677.522	677.533
CL PIER 4	317+11.040	20.000	677.473	677.473
S	317+21.040	20.000	677.432	677.456
T	317+31.040	20.000	677.387	677.435
U	317+41.040	20.000	677.337	677.375
V	317+51.040	20.000	677.282	677.328
CL BRG N ABUT	317+64.790	20.000	677.199	677.199
BK N ABUT	317+68.260	20.000	677.176	677.176



ELEVATION LOCATION DIAGRAM



DEAD LOAD DEFLECTION DIAGRAM

NOTES:

1. The deflections to the left are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections as shown in the tables.
2. The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection.

TOP OF SLAB ELEVATIONS

U.S. 30 OVER C.&N.W. R.R.
F.A.P. 25 SEC. 110V-BR
WHITESIDE COUNTY
STA. 316+54.49

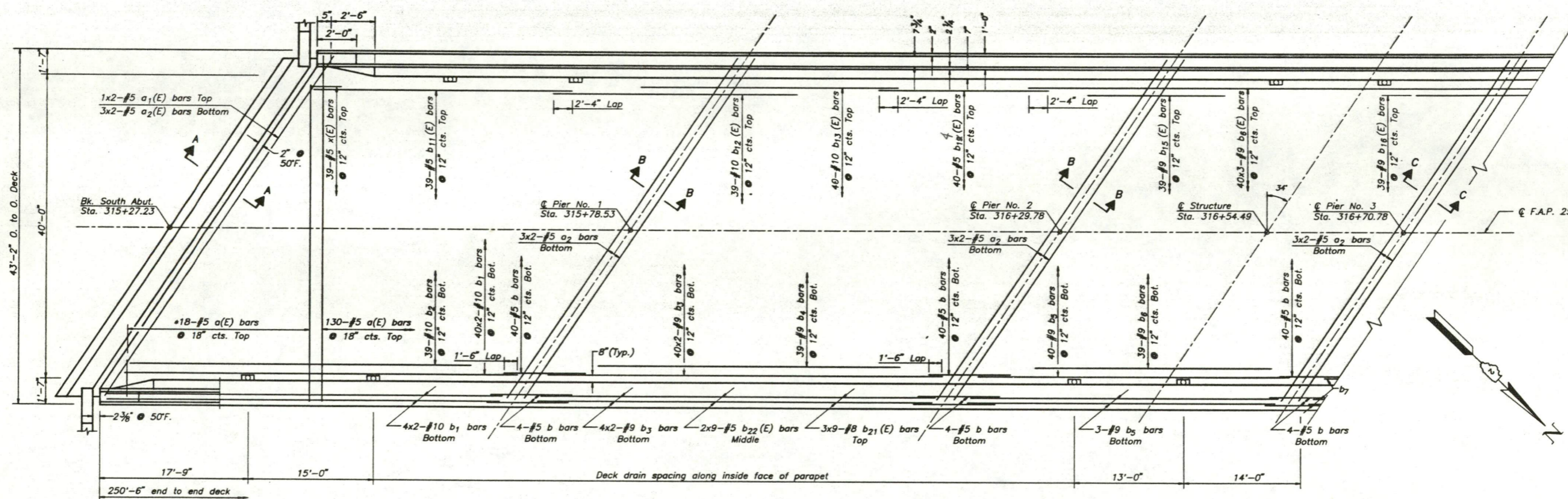
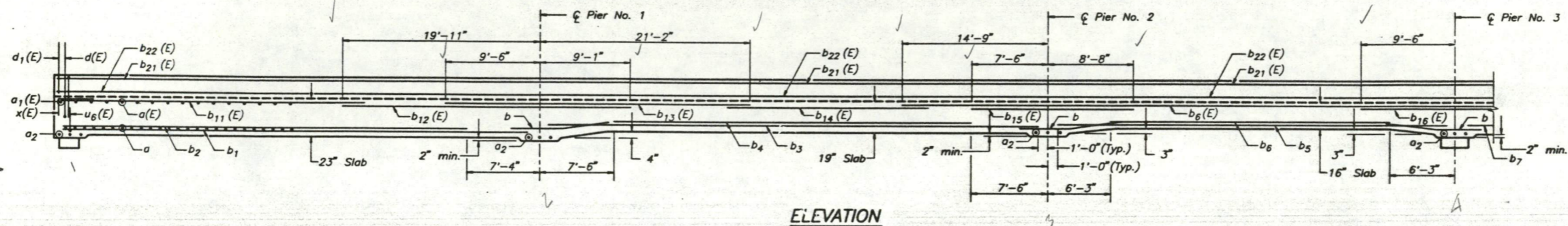
BASCOR, Inc.
consulting engineers and planners

DESIGNED	D.A.Z.
CHECKED	H.E.
DRAWN	S.A.W.
CHECKED	G.S.P.

DATE 3-23-1989

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 3 SHEETS 16
FAP 25	110V-BR	WHITESIDE	36	11	
FED. ROAD DIST. NO. 7 ILLINOIS PROJECT					



BASCOR, Inc.
consulting engineers and planners

DESIGNED	D.A.Z.
CHECKED	H.E.
DRAWN	S.A.W.
CHECKED	G.S.P.

DATE 12-22-1988
rev. 3-23-1989

**MINIMUM
BAR LAPS**
(unless noted)

SIZE	TOP	BOT.
#5	2'-4"	1'-8"
#8	4'-11"	3'-6"
#9	6'-3"	4'-6"
#10	7'-11"	5'-8"

*Order a(E) bars full length. Cut to fit skew and use remainder of bars in opposite end of bridge.

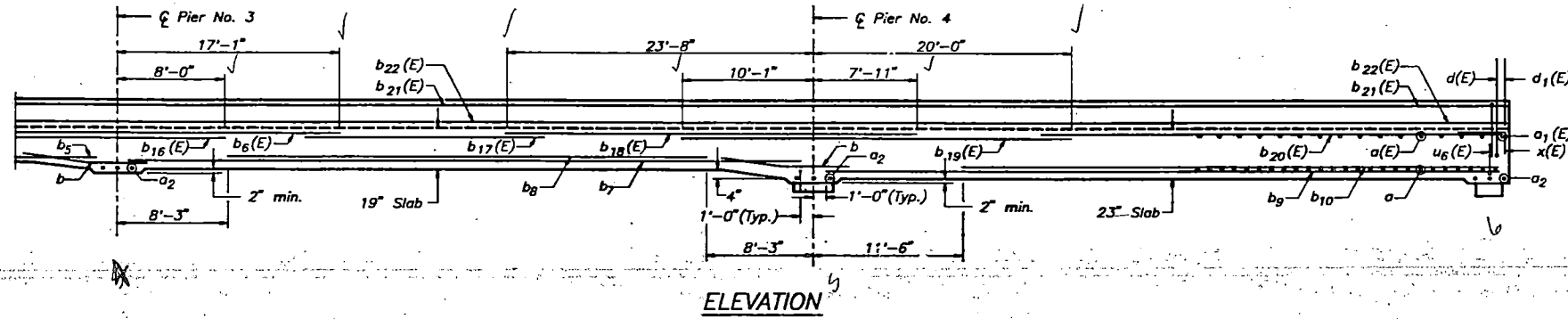
See Sheet No. 4 for a, d(E), d₁(E), and u₆(E) bars in bottom of slab and slab edge beam.

SUPERSTRUCTURE 1

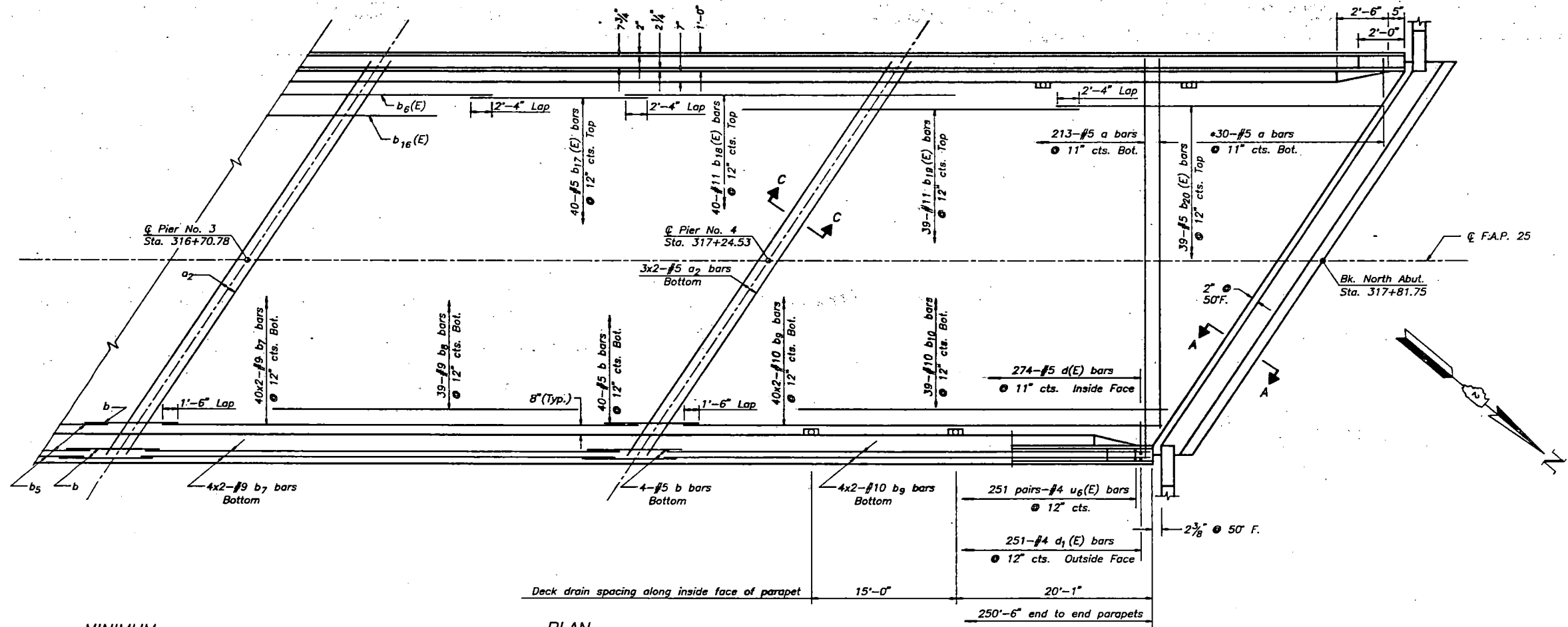
U.S. 30 OVER C.&N.W. R.R.
F.A.P. 25 SEC. 110V-BR
WHITESIDE COUNTY
STA. 316+54.49

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 4
FAP 25	110V-BR	WHITESIDE	36	12	SHEETS 16
FED. ROAD DIST. NO. 7 ILLINOIS PROJECT					



ELEVATION



PLAN

BASCOR, Inc.
consulting engineers and planners

DESIGNED	D.A.Z.
CHECKED	H.E.
DRAWN	S.A.W.
CHECKED	G.S.P.

DATE 12-22-1988
rev. 3-23-1989

**MINIMUM
BAR LAPS**
(unless noted)

SIZE	TOP	BOT.
#5	2'-4"	1'-8"
#8	4'-11"	3'-6"
#9	6'-3"	4'-6"
#10	7'-11"	5'-8"

*Order 'a' bars full length. Cut to fit skew and use remainder of bars in opposite end of bridge.

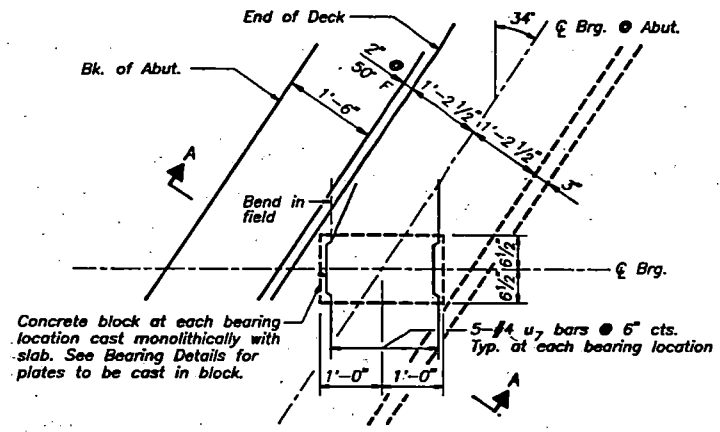
See Sheet No. 3 for a(E) and x(E) bars in top of slab, and for a1(E) and a2 bars at end of deck.

SUPERSTRUCTURE 2

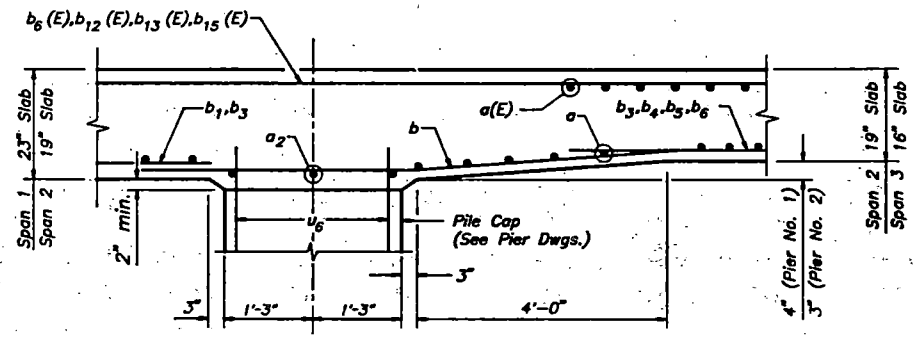
U.S. 30 OVER C.&N.W. R.R.
F.A.P. 25 SEC. 110V-BR
WHITESIDE COUNTY
STA. 316+54.49

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

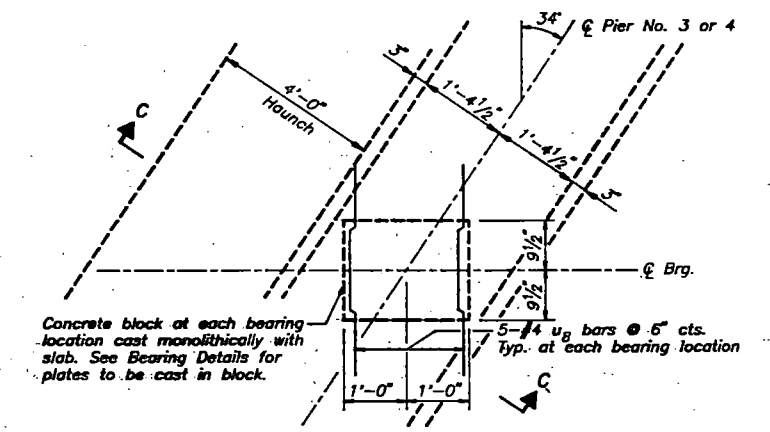
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 5
FAP 25	110V-BR	WHITESIDE	36	13	SHEETS 16
FED. ROAD DIST. NO. 7 ILLINOIS PROJECT					



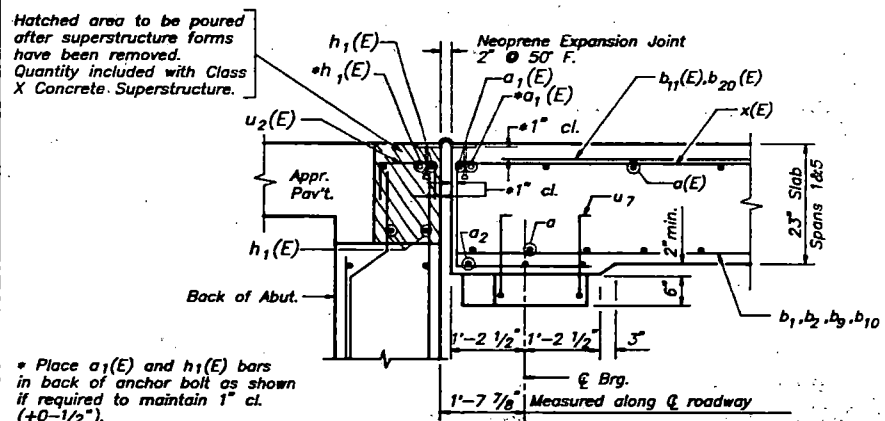
PLAN AT ABUTMENT BEARING



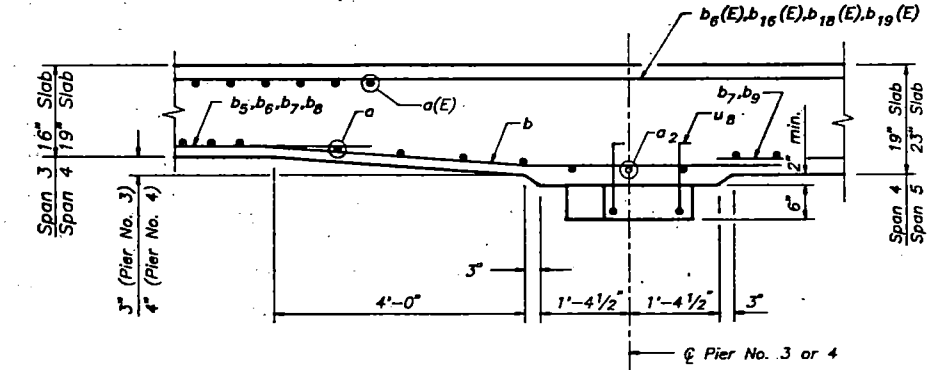
SECTION B-B



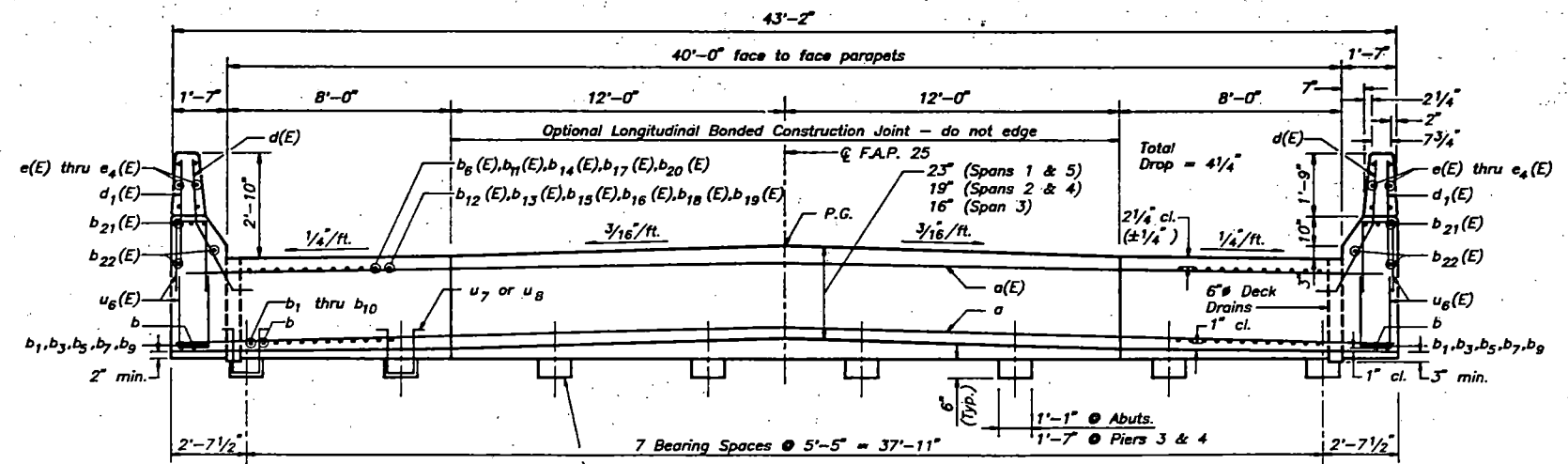
PLAN AT PIER BEARING



SECTION A-A



SECTION C-C



CROSS SECTION

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DESIGNED	D.A.Z.
CHECKED	H.E.
DRAWN	S.A.W.
CHECKED	G.S.P.

DATE 12-22-1988
rev. 3-23-1989

SUPERSTRUCTURE DETAILS 1

U.S. 30 OVER C.&N.W. R.R.
F.A.P. 25 SEC. 110V-BR
WHITESIDE COUNTY
STA. 316+54.49

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

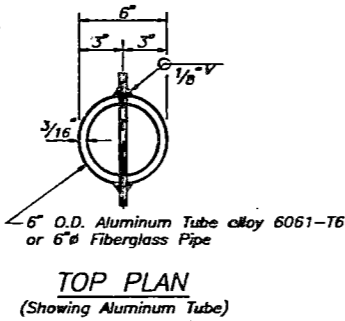
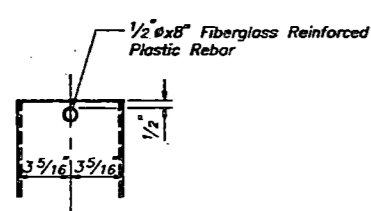
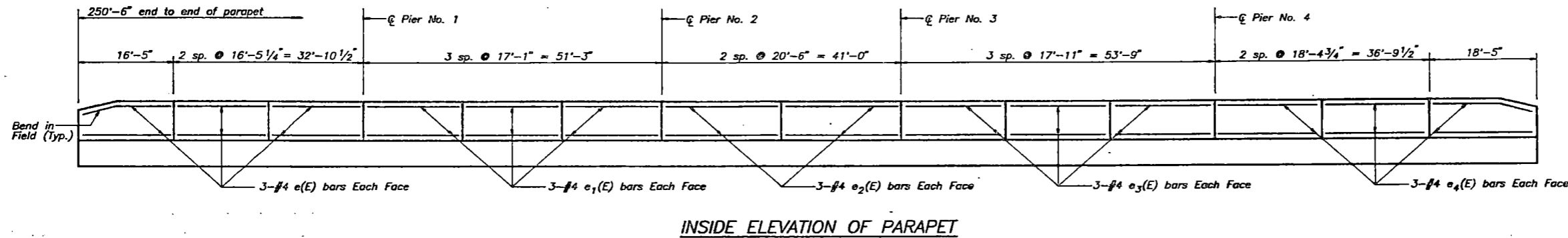
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 25	110V-BR	WHITESIDE	36	14
FED. ROAD DIST. NO. 7 ILLINOIS PROJECT				

SHEET NO. 6
SHEETS 16

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar No.	Size	Length	Shape
a	243 #5	42'-10"	
a(E)	148 #5	42'-10"	
a ₁ (E)	4 #5	26'-6"	
a ₂ (E)	34 #5	26'-2"	
b	192 #5	9'-9"	
b ₁	96 #10	26'-2"	
b ₂	39 #10	40'-4"	
b ₃	96 #9	26'-11"	
b ₄	39 #9	36'-3"	
b ₅	46 #9	39'-0"	
b ₆	39 #9	28'-6"	
b ₆ (E)	40 #9	28'-6"	
b ₇	96 #9	28'-2"	
b ₈	39 #9	37'-3"	
b ₉	96 #10	28'-2"	
b ₁₀	39 #10	42'-1"	
b ₁₁ (E)	39 #5	30'-1"	
b ₁₂ (E)	39 #10	29'-0"	
b ₁₃ (E)	40 #10	30'-8"	
b ₁₄ (E)	40 #5	20'-0"	
b ₁₅ (E)	39 #9	16'-2"	
b ₁₆ (E)	39 #9	17'-6"	
b ₁₇ (E)	40 #5	17'-9"	
b ₁₈ (E)	40 #11	31'-7"	
b ₁₉ (E)	39 #11	30'-1"	
b ₂₀ (E)	39 #5	35'-11"	
b ₂₁ (E)	54 #8	32'-2"	
b ₂₂ (E)	36 #5	32'-2"	
d(E)	548 #5	4'-6"	
d ₁ (E)	502 #4	2'-10"	
e(E)	36 #4	16'-1"	
e ₁ (E)	36 #4	16'-9"	
e ₂ (E)	24 #4	20'-2"	
e ₃ (E)	36 #4	17'-7"	
e ₄ (E)	36 #4	18'-0"	
u ₅ (E)	1004 #4	4'-10"	U
u ₇	80 #4	5'-10"	U
u ₈	80 #4	6'-4"	U
x(E)	78 #5	7'-4"	

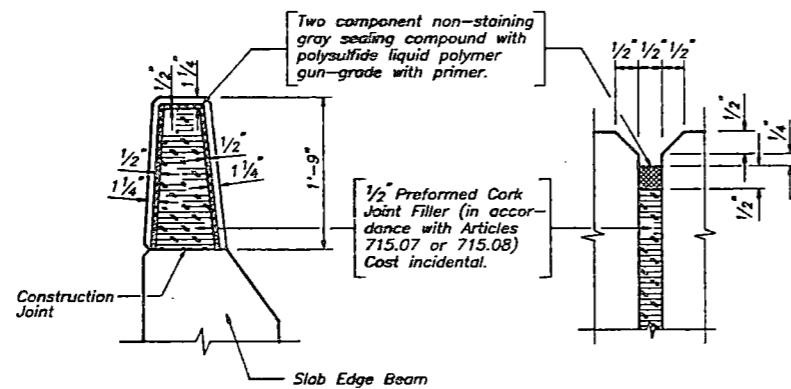
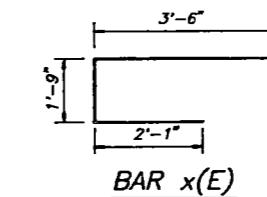
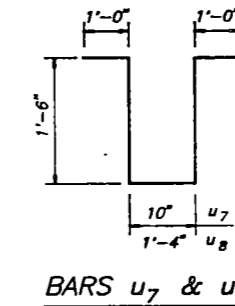
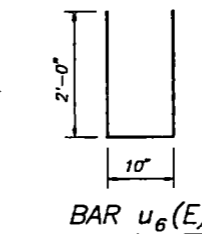
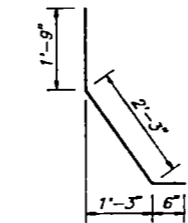
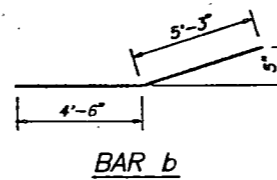
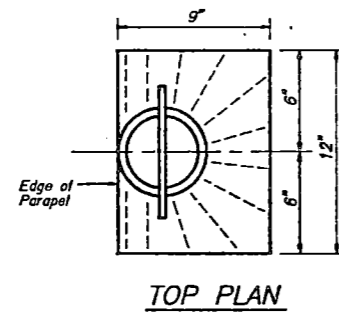
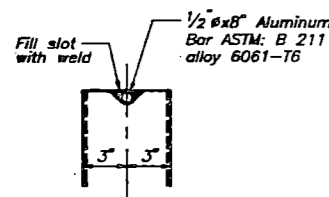
Item	Unit	Quantity
Floor Drains	Each	12
Class X Concrete Superstructure	Cu.Yd.	739.0
Protective Coat	Sq.Yd.	204
Reinforcement Bars	Pound	88,270
Reinforcement Bars, Epoxy Coated	Pound	57,590



NOTES:

Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum. The surface of the Fiberglass pipe shall be free of bond inhibiting agents.

The exterior surfaces of the Fiberglass Floor Drains shall be painted with one coat of Aluminum paint. Painting of the Fiberglass Floor Drains will not be required when the exterior surfaces of the furnished drains are coated by the manufacturer with silver pigment or a pigment that matches the color of the concrete slab.



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rev. 3-23-1989

SUPERSTRUCTURE DETAILS 2

U.S. 30 OVER C.&N.W. R.R.
F.A.P. 25 SEC. 110V-BR
WHITESIDE COUNTY
STA. 316+54.49

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 7
FAP 25	110V-BR	WHITESIDE	36	15	SHEETS 16
FED. ROAD DIST. NO. 7		ILLINOIS PROJECT			

STATE OF ILLINOIS
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Joint Size	"C" at 50°F	"D" at 50°F
2"	2"	1 1/2" Min.
2 1/2"	2 1/2"	1 3/4" Min.
4"	3"	2 1/2" Min.

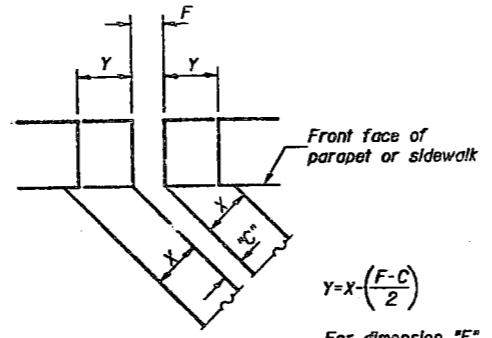
INSTALLATION NOTES

- Install sponge mandrels into positions shown to form flap convolution.
- Install parapet or sidewalk piece (trim roadway flap to fit before applying epoxy).
- Install continuous seal in roadway.
- Install anchor blocks as indicated.

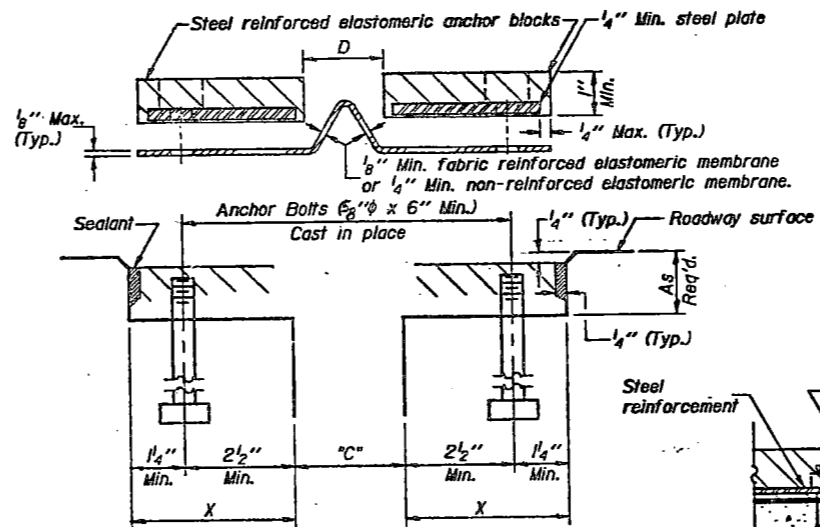
NOTE A: Maximum spacing of anchor bolts shall be 12" centers.

SKEW LIMITATIONS

The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews. For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed in accordance with dimension "D", might require modifications to insure a minimum clearance of 1/2" from centerline of anchor studs to edge of parapet opening. The anchor blocks and the elastomeric membrane shall also be installed to the top of the parapet with the anchor studs spaced at ±12" cts.

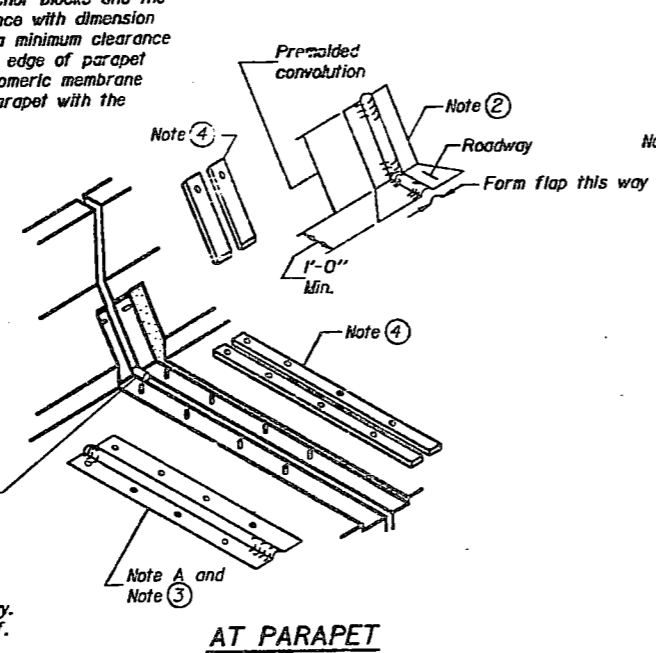


FORMING BLOCKOUT SKETCH

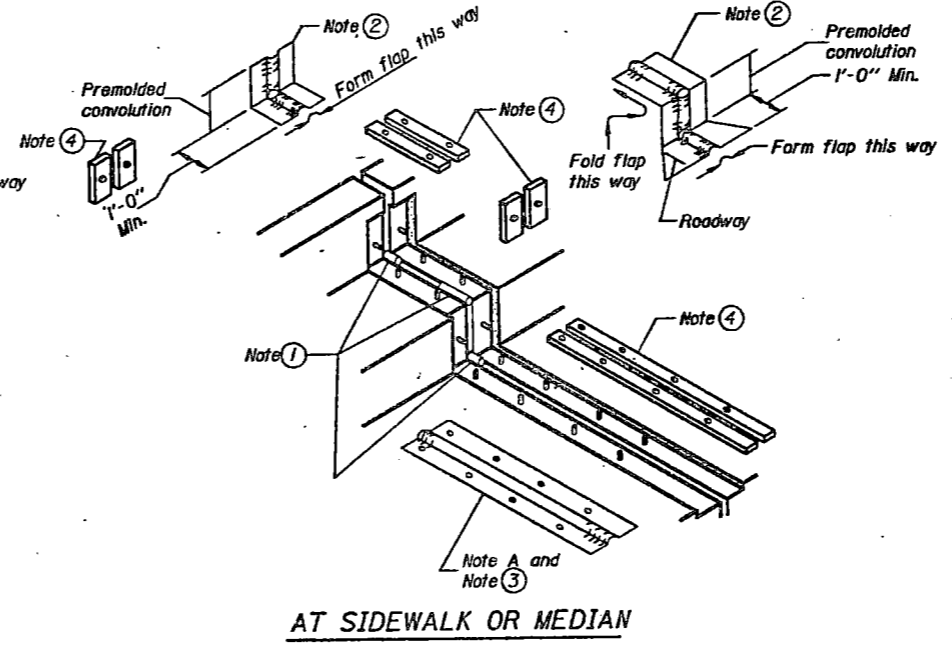


CROSS SECTION

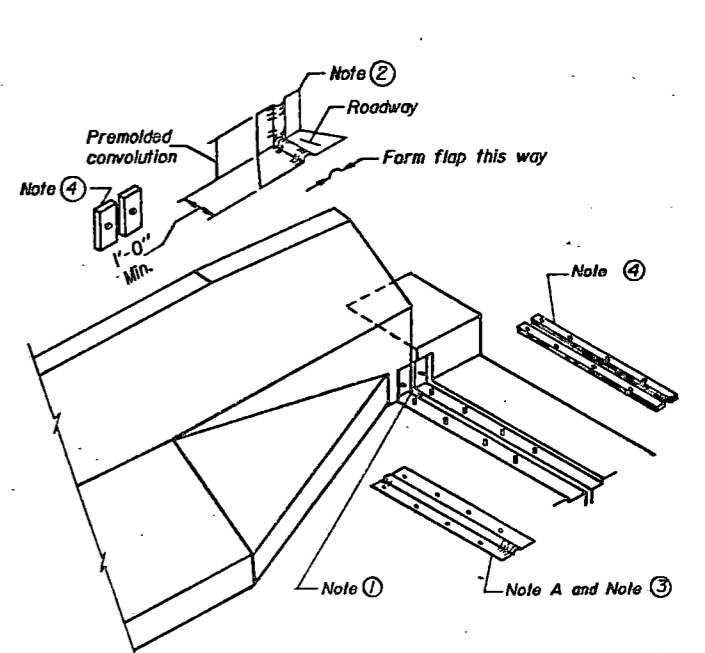
ANCHOR BLOCK REINFORCEMENT WITH ASPHALT SURFACE



AT PARAPET



AT SIDEWALK OR MEDIAN



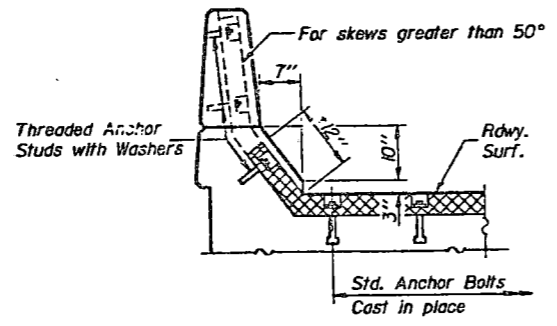
AT ABUTMENT

AT CURB

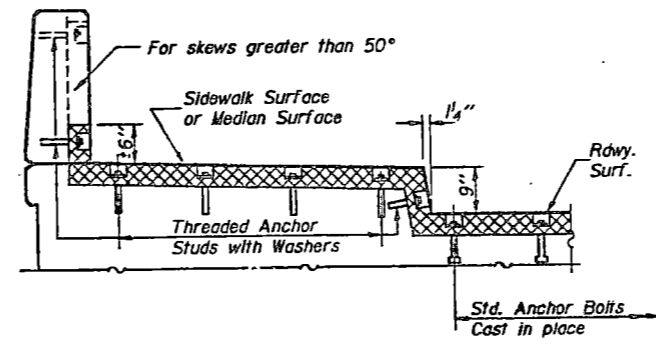
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CHECKED	G.S.P.

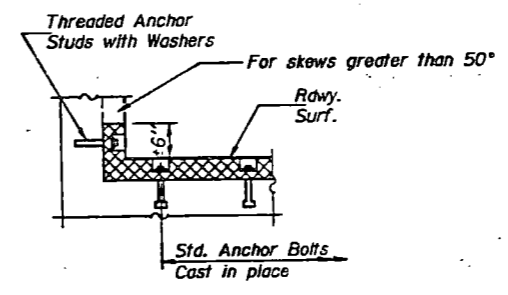
EJ-CS 12-31-87



AT PARAPET



AT SIDEWALK OR MEDIAN TYPICAL END TREATMENTS



AT WALL

GENERAL NOTES

Continuous Seal Neoprene Expansion Joint shall consist of molded anchor blocks of elastomer and steel, field assembled over continuous lengths of elastomeric membrane. See Special Provisions.

The elastomeric membrane shall be pre-molded with a single or a double upward convolution that will have a "memory" to return to its molded position upon joint closure.

The steel reinforcement must extend up the back face of anchor blocks when asphalt surfaces are used but is optional in concrete blockout.

The convolution length shall be such that the extended length will not be greater than the manufactured length when the joint is fully expanded in its design range and will not protrude above the anchor blocks when the joint is fully compressed.

Joint openings shall be adjusted in accordance with Article 503.07(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.

The parapet and sidewalk flaps may be furnished factory vulcanized to the roadway membrane provided the centerline of the convolution is maintained and the process and method meet the approval of the Engineer.

BILL OF MATERIAL

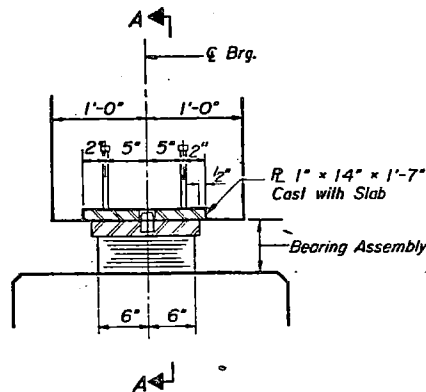
Item	Unit	Total
Neoprene Expansion Joint 2"	Ln. Ft.	101

NEOPRENE EXPANSION JOINT

U.S. 30 OVER C.&N.W. R.R.
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WHITESIDE COUNTY
STA. 316+54.49

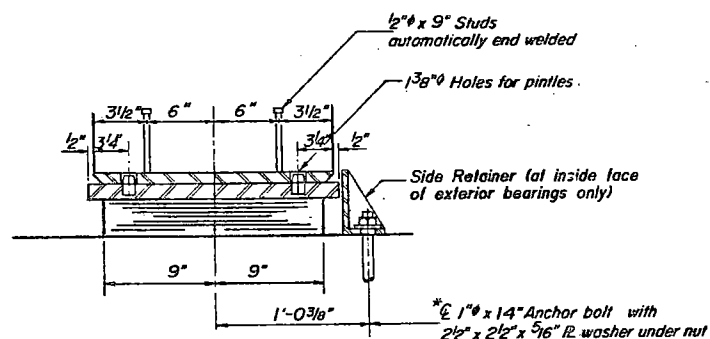
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 8
FAP 25	110V-BR	WHITESIDE	36	16	SHEETS 16
FED. ROAD DIST. NO. 7	ILLINOIS PROJECT				



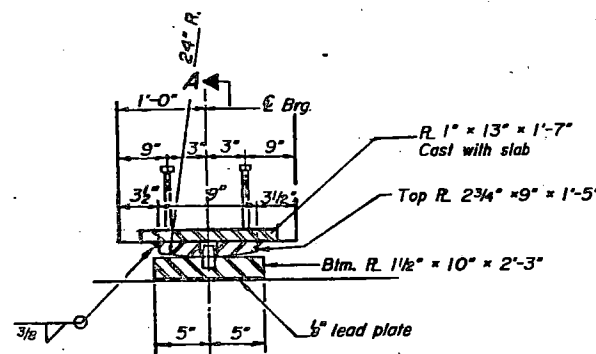
SECTION AT PIER NO. 4

TYPE I ELASTOMERIC EXP. BRG.



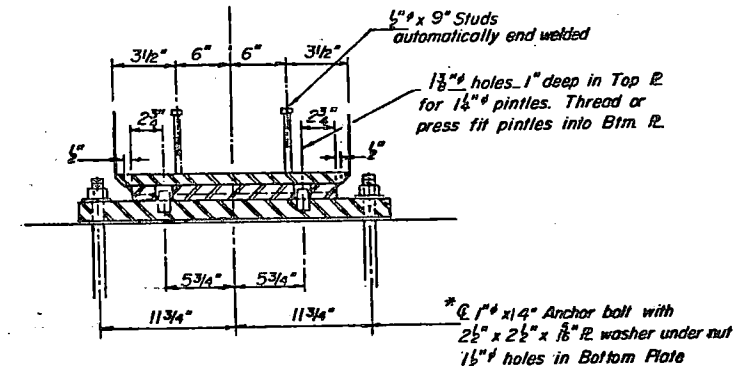
SECTION A-A

* See Sheet No. 10 for anchor bolt installation.

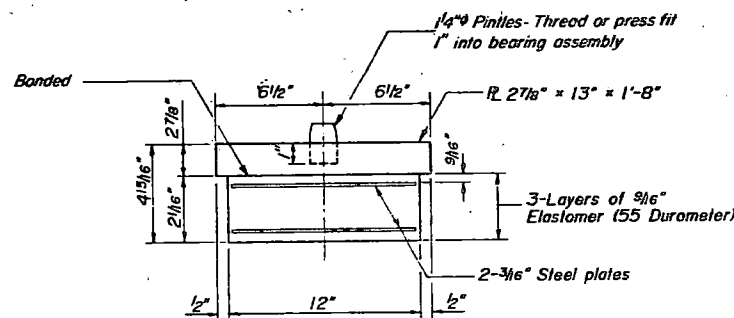


SECTION AT PIER NO. 3

FIXED BEARING

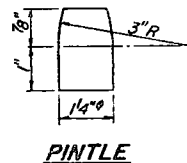


SECTION A-A

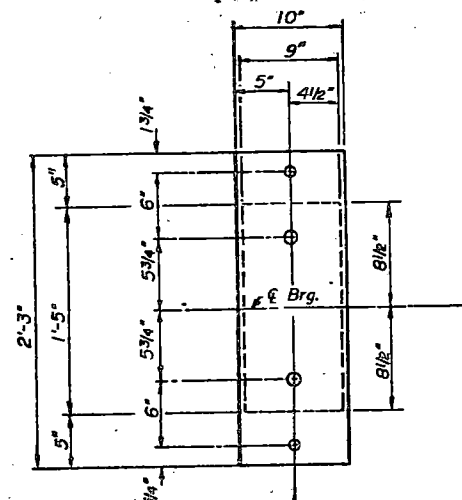


BEARING ASSEMBLY

Note: Shim plates shall not be placed under bearing assembly.

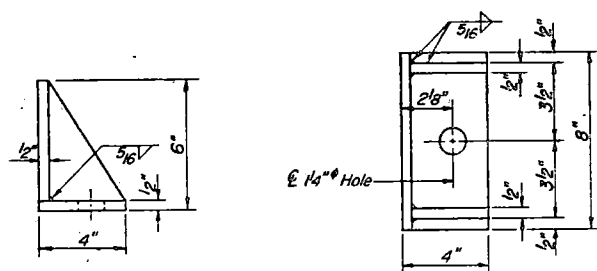


PINTLE



PLAN OF TOP & BOTTOM PLATES

NOTE: Weight of plates cast with slab, side retainer angles, anchor bolts, and fixed bearings included with Structural Steel.



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

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PI-2E-1 12-31-85

BILL OF MATERIAL

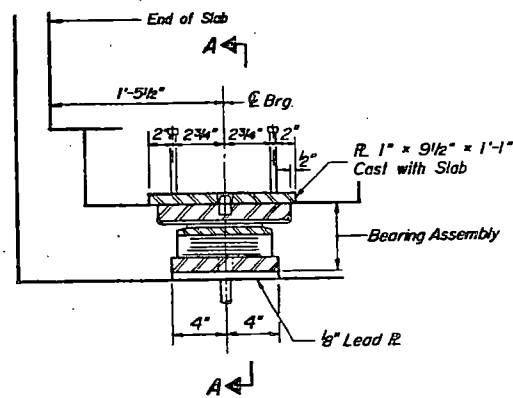
Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	8
Structural Steel	Pound	3090

ELASTOMERIC BEARINGS - TYPE I
FIXED BEARINGS

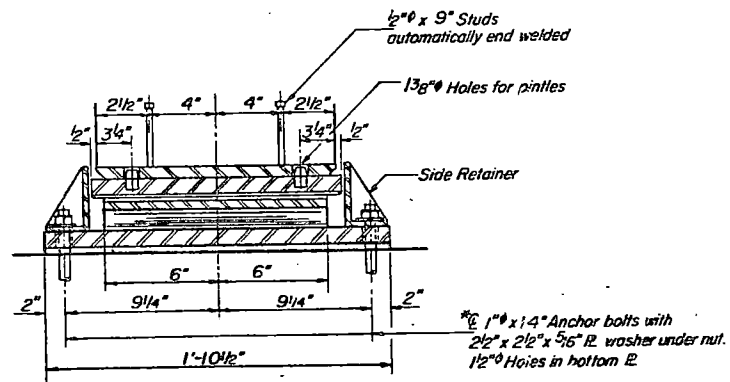
U.S. 30 OVER C.&N.W. R.R.
F.A.P. 25 SEC. 110V-BR
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 9
FAP 25	110V-BR	WHITESIDE	36	17	SHEET 16
FED. ROAD DIST. NO. 7	ILLINOIS PROJECT				

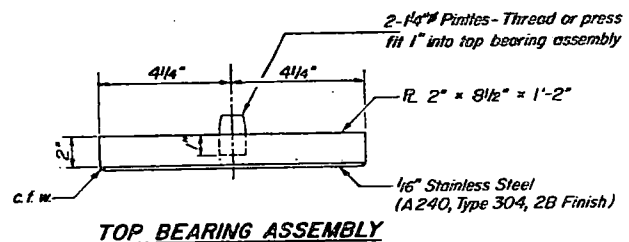


SECTION AT ABUT.

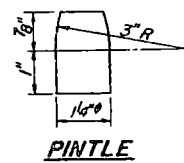


SECTION A-A

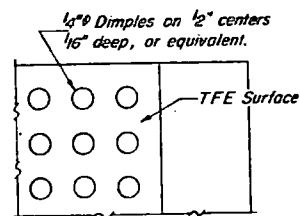
TYPE II TFE ELASTOMERIC EXP. BRG.



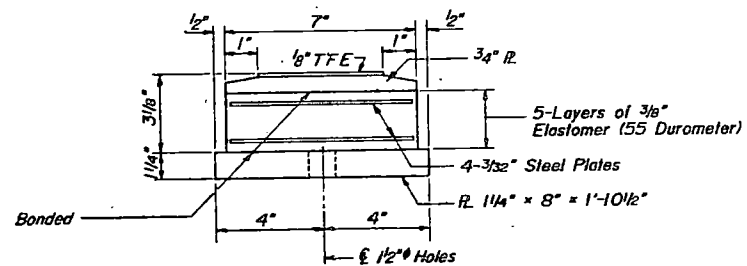
TOP BEARING ASSEMBLY



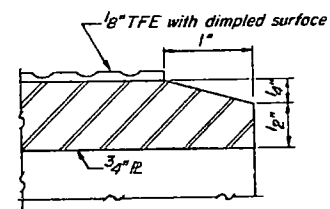
PINTLE



PLAN-TFE SURFACE



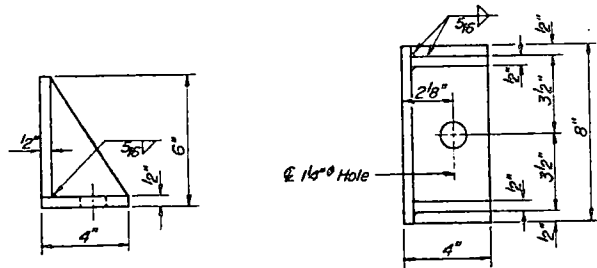
BOTTOM BEARING ASSEMBLY



SECTION THRU TFE

Note: The 1/8" TFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of 1/8" TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.



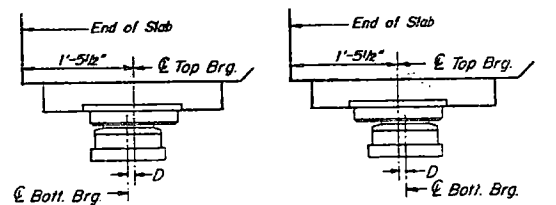
SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

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PI-2E-2 12-31-85



BELOW 50°F (Move bolt brg. away from fixed brg.)
ABOVE 50°F (Move bolt brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

D = 1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

NOTE:
Weight of plate cast with slab, side retainer angles and anchor bolts included with Structural Steel.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	16
Structural Steel	Pound	1140

ELASTOMERIC BEARINGS - TYPE II

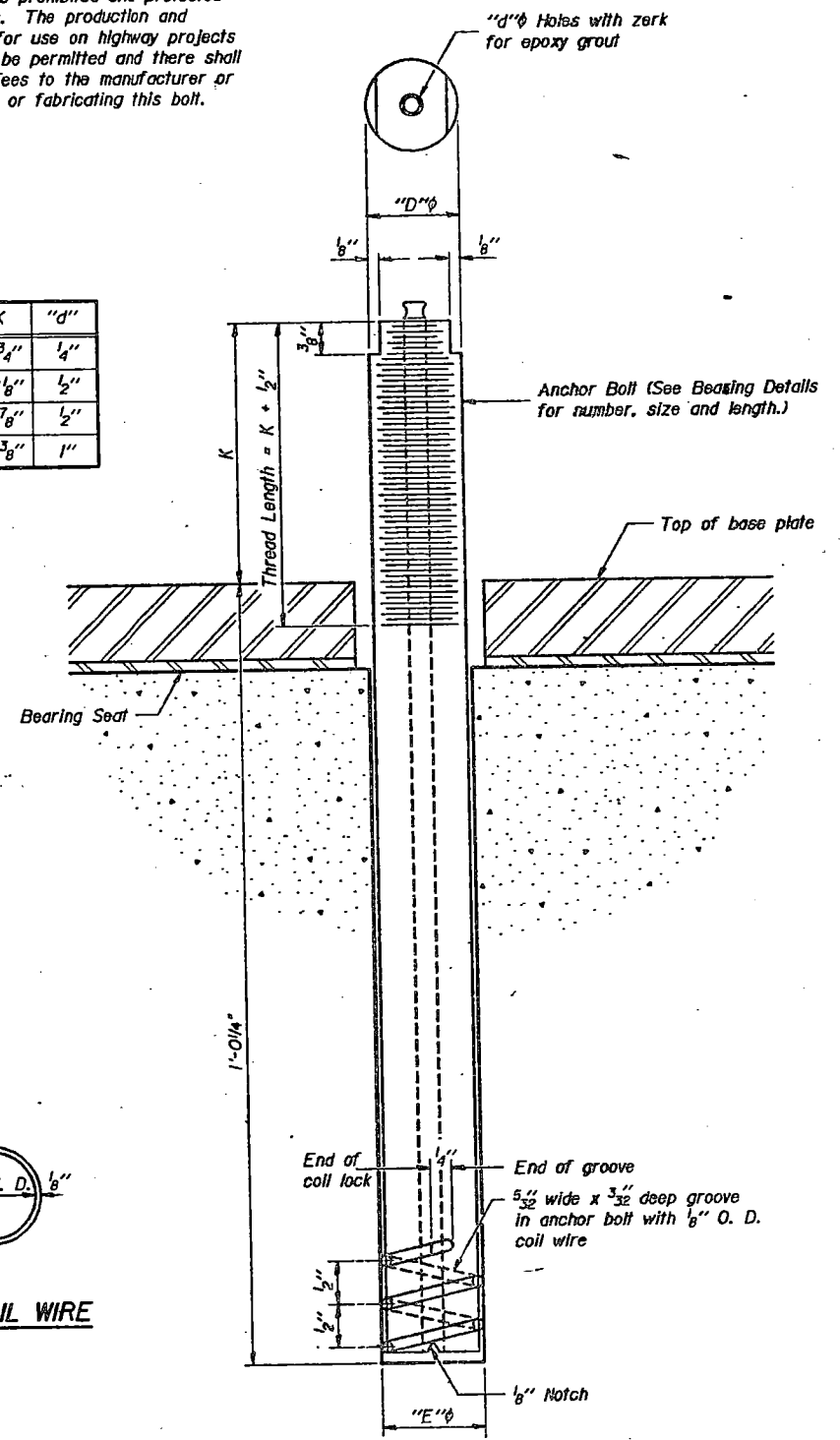
U.S. 30 OVER C.&N.W. R.R.
F.A.P. 25 SEC. 110V-BR
WHITESIDE COUNTY
STA. 316+54.49

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 10
FAP 25	110V-BR	WHITESIDE	36	18	SHEET 16
FED. ROAD DIST. NO. 7	ILLINOIS PROJECT				

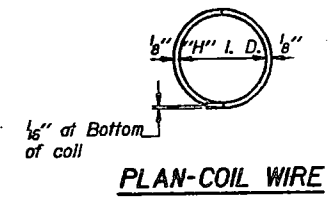
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

D	E	H	K	"d"
1"	1 1/8"	3 1/8"	1 3/4"	1/4"
1 1/2"	1 5/8"	1 5/8"	2 1/8"	1/2"
2"	2 1/8"	1 3/4"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/8"	3 3/8"	1"



ILLINOIS COIL-LOCK ANCHOR BOLT



MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A519, Grade 1026 and supplied with hexagonal nuts and cut washers.
The coil wire shall be made of any suitable soft steel wire.
The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.
The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C881, Type I, Grade I and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes in accordance with the manufacturer's recommendations and procedures.
The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:
1. A threaded rod stud with nut and washer conforming to ASTM A307.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or in accordance with the manufacturer's recommendation after beams or girders have been erected and adjusted.
Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.
The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel"

ANCHOR BOLT DETAILS

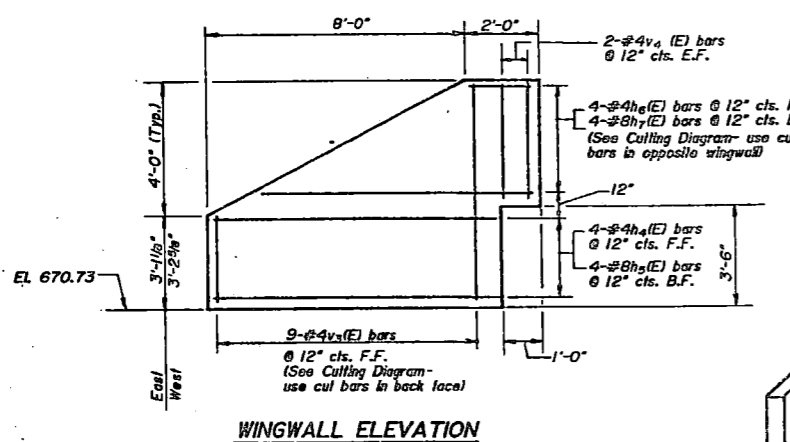
U.S. 30 OVER C.&N.W. R.R.
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WHITESIDE COUNTY
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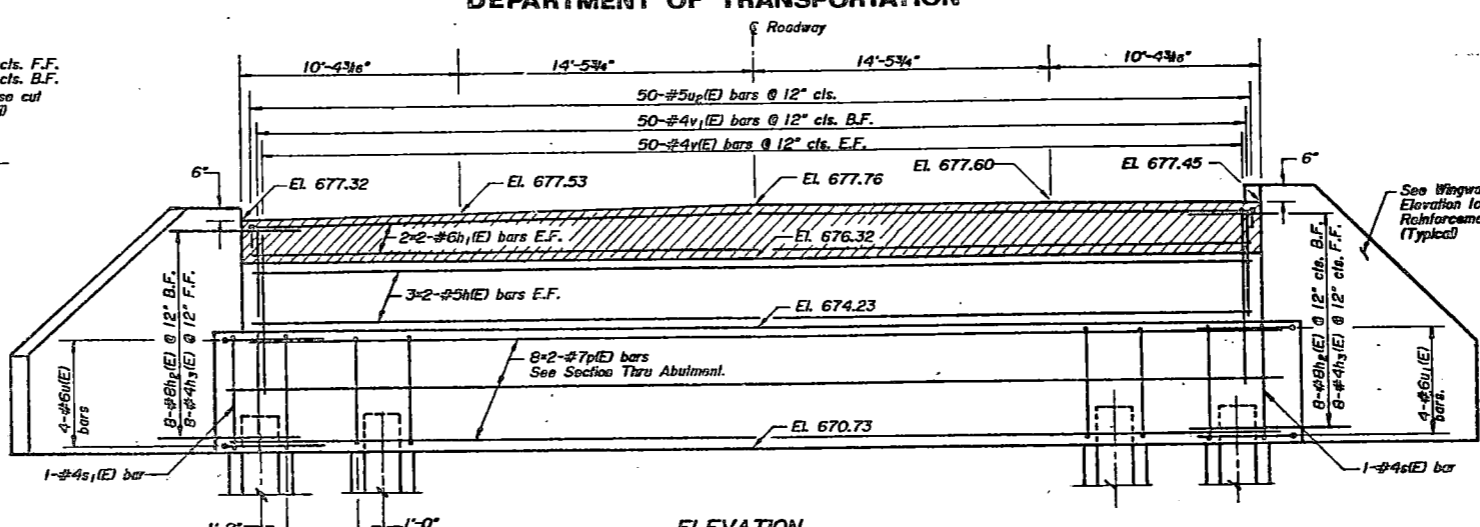
DESIGNED	G.S.P.
CHECKED	H.E.
DRAWN	P.V.V.
CHECKED	G.S.P.

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DEPARTMENT OF TRANSPORTATION

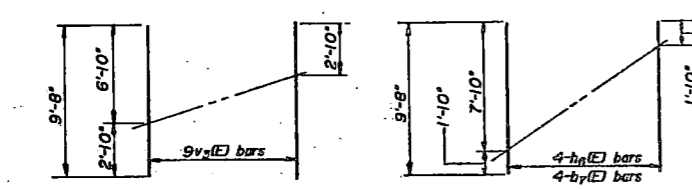
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. II
FAP 25	110V-BR	WHITESIDE	36	19	
FED. ROAD DIST. NO. 7		ILLINOIS PROJECT			



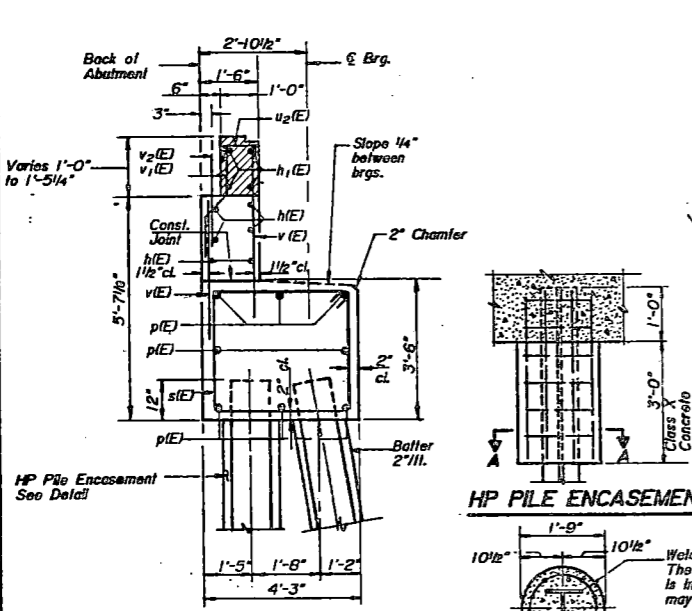
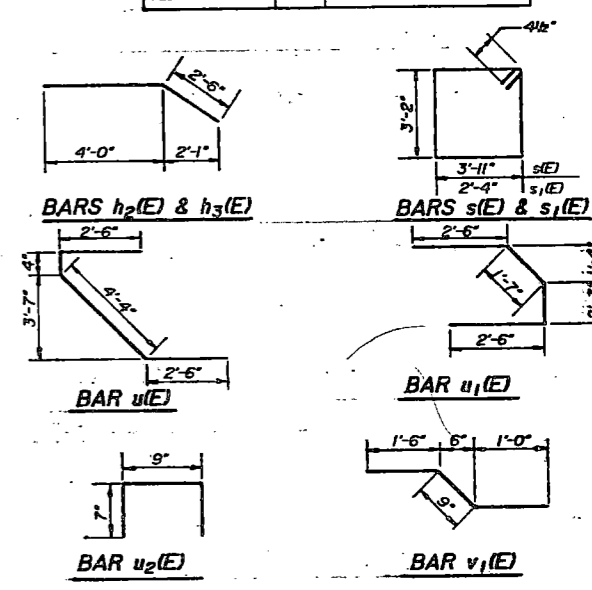
WINGWALL ELEVATION



ELEVATION



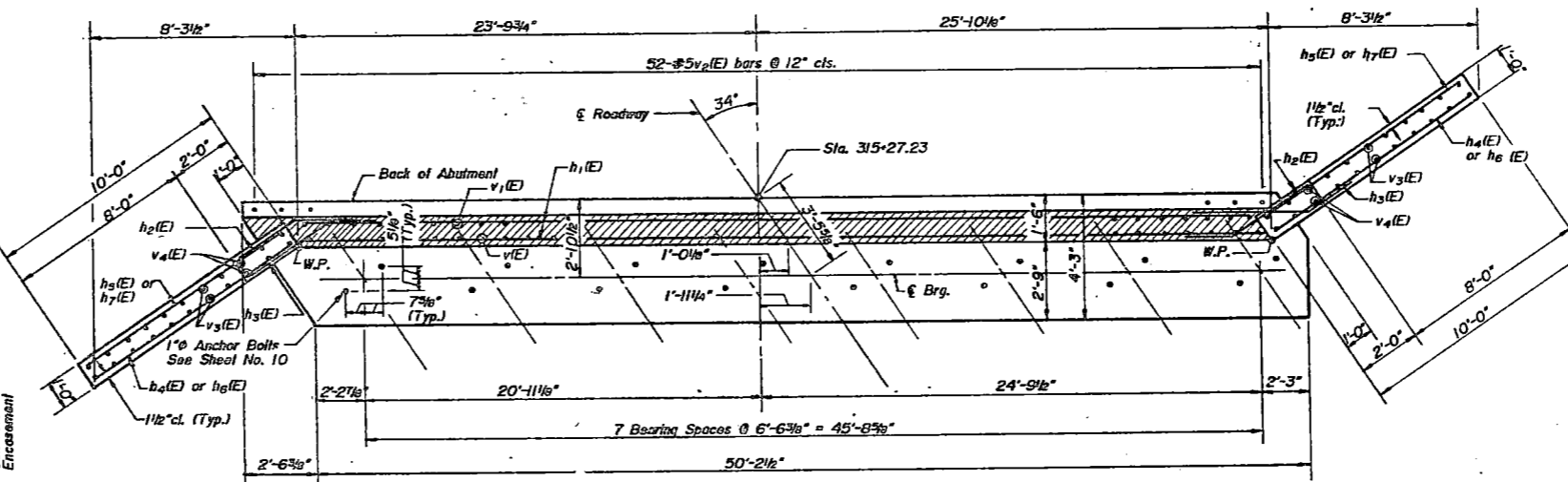
CUTTING DIAGRAMS



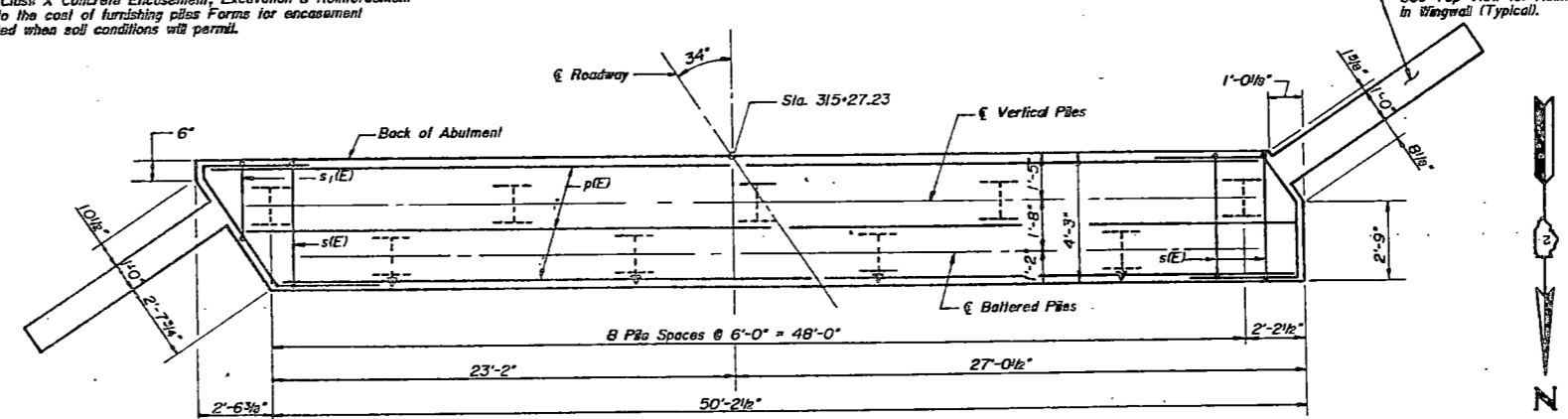
SECTION THRU ABUTMENT

HP PILE ENCASUREMENT

SECTION A-A



TOP VIEW



PLAN-PILE CAP

NOTES:
Hatched area to be poured after superstructure forms have been removed. Quantity included with Class X Concrete Superstructure.
Space reinforcement in cap to miss anchor bolts.
All edges shall have standard 3/4" chamfers unless noted.

BASCOR, INC.
consulting engineers and planners

DESIGNED	G.S.P.
CHECKED	H.E.
DRAWN	P.V.V.
CHECKED	G.S.P.

PILE DATA
Type Steel HP 10-42
Capacity Driven to Refusal.
Est. Length 53'
No. Req'd: 8 plus 1 test pile.

BILL OF MATERIAL

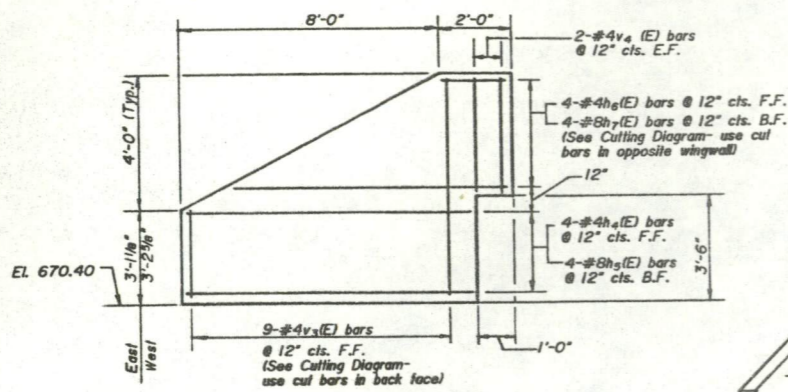
Bar	No.	Size	Length	Shape
h1(E)	12	#5	26'-10"	—
h1(E)	8	#6	26'-0"	—
h2(E)	16	#8	6'-6"	—
h3(E)	16	#4	6'-6"	—
h4(E)	8	#4	8'-10"	—
h4(E)	8	#8	8'-10"	—
h6(E)	4	#4	9'-8"	—
h7(E)	4	#8	9'-8"	—
p(E)	16	#7	27'-6"	—
s(E)	41	#4	14'-11"	□
s1(E)	1	#4	11'-9"	□
u(E)	4	#6	9'-8"	U
u1(E)	4	#6	9'-2"	U
u2(E)	50	#5	1'-11"	U
v(E)	100	#4	4'-6"	—
v1(E)	50	#4	3'-3"	—
v2(E)	52	#5	2'-6"	—
v3(E)	18	#4	9'-8"	—
v4(E)	8	#4	3'-4"	—
Item	Unit	Quantity		
Class X Concrete	Cu. Yd.	38.5		
Reinforcement Bars (Epoxy Coated)	Pound	3,570		
Steel Piles HP 10-42	Each	424		
Test Pile Steel HP 10-42	Each	1		
Structure Excavation	Cu. Yd.	52.6		

SOUTH ABUTMENT

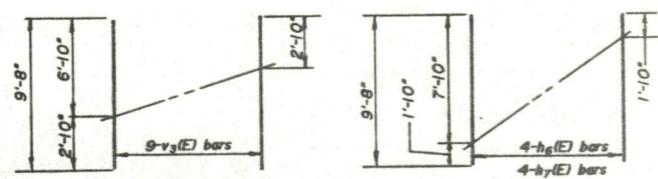
U.S. 30 OVER C.&N.W. R.R.
F.A.P. 25 SEC. 110V-BR
WHITESIDE COUNTY
STA. 316+54.49

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

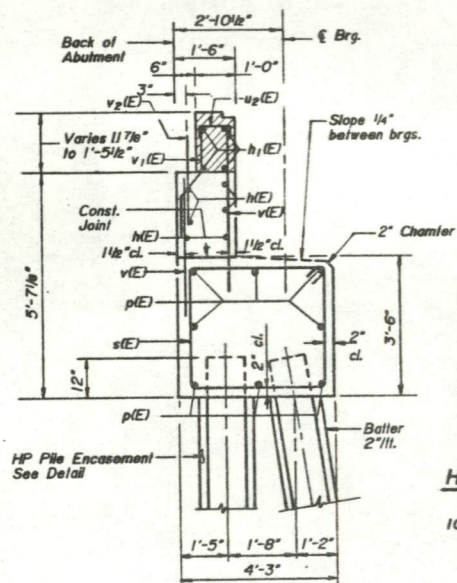
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 12
F.A.P. 25	110V-BR	WHITESIDE	36	20	SHEETS 16
FED. ROAD DIST. NO. 7		ILLINOIS PROJECT			



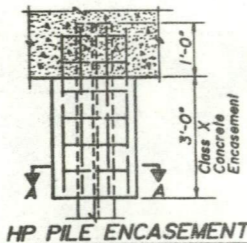
WINGWALL ELEVATION



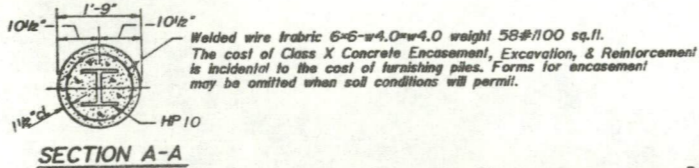
CUTTING DIAGRAMS



SECTION THRU ABUTMENT



HP PILE ENCASEMENT



SECTION A-A

NOTES:
Hatched area to be poured after superstructure forms have been removed. Quantity included with Class X Concrete Superstructure.
Space reinforcement in cap to miss anchor bolts.
All edges shall have standard 3/8" chamfers unless noted.

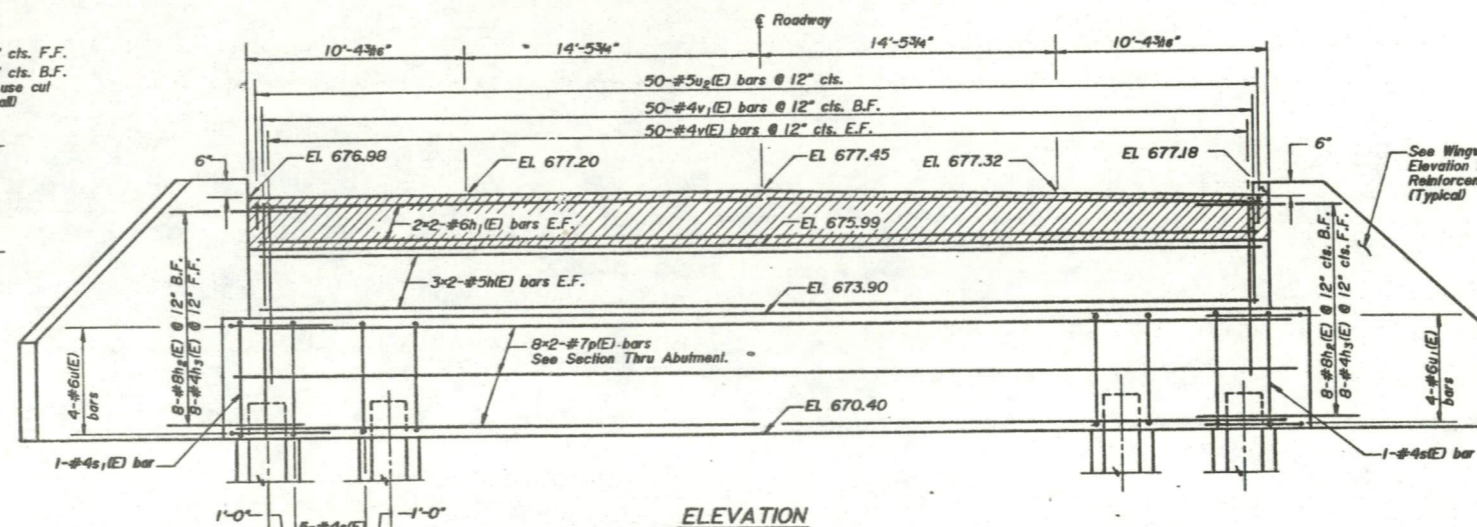
BASCOR, INC.
consulting engineers and planners

DESIGNED	G.S.P.
CHECKED	H.E.
DRAWN	P.V.V.
CHECKED	G.S.P.

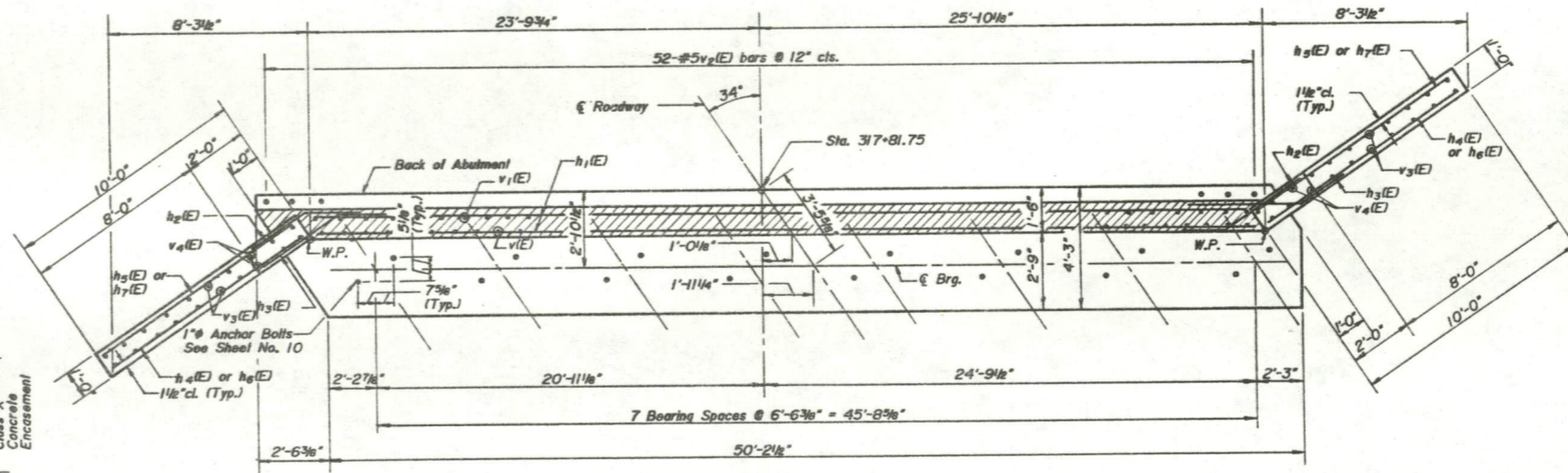
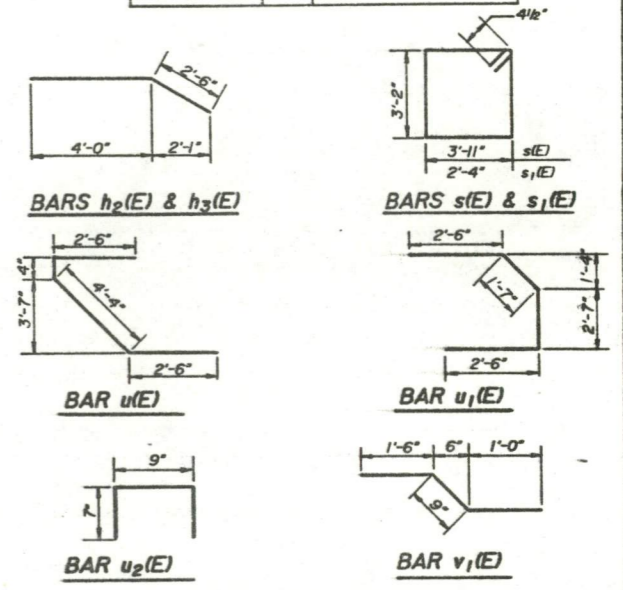
DATE 12-22-1988
REV. 4-12-1989

PILE DATA

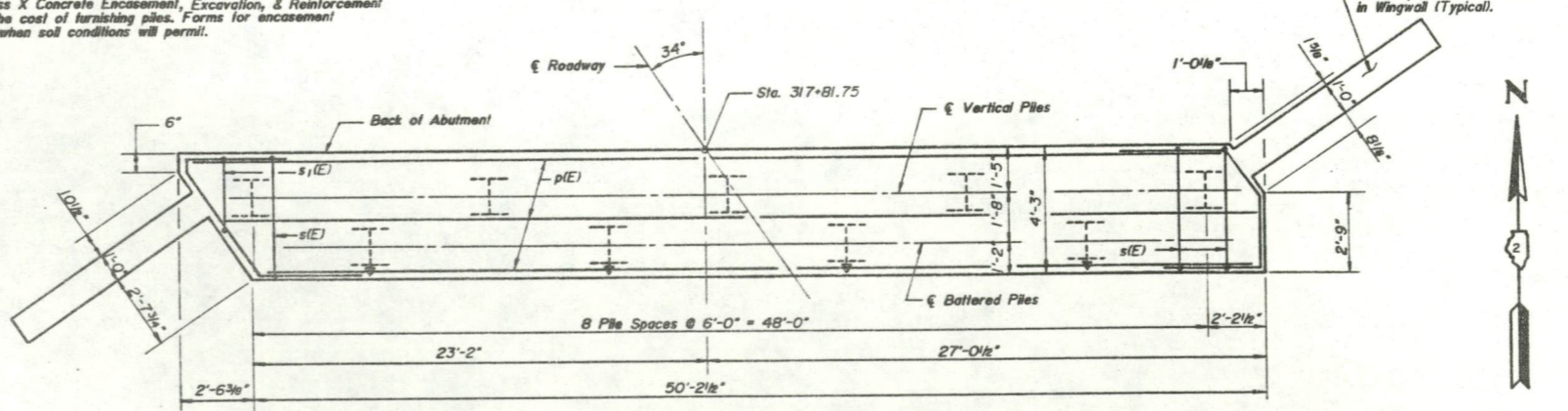
Type: Steel HP 10x42
Capacity: Driven to Refusal
Est. Length: 49'
No. Req'd: 8 plus 1 test pile.



ELEVATION



TOP VIEW



PLAN-PILE CAP

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	12	#5	26'-10"	—
h1(E)	8	#6	26'-0"	—
h2(E)	16	#8	6'-6"	—
h3(E)	16	#4	6'-6"	—
h4(E)	8	#4	8'-10"	—
h5(E)	8	#8	8'-10"	—
h6(E)	4	#4	9'-8"	—
h7(E)	4	#8	9'-8"	—
p(E)	16	#7	27'-6"	—
s(E)	41	#4	14'-11"	□
s1(E)	1	#4	11'-9"	□
u(E)	4	#6	9'-8"	U
u1(E)	4	#6	9'-2"	U
u2(E)	50	#5	1'-11"	—
v(E)	100	#4	4'-6"	—
v1(E)	50	#4	3'-3"	—
v2(E)	52	#5	2'-6"	—
v3(E)	18	#4	9'-8"	—
v4(E)	8	#4	3'-4"	—
<hr/>				
Item	Unit	Quantity		
Class X Concrete	Cu. Yd.	38.5		
Reinforcement Bars (Epoxy Coated)	Pound	3,570		
Steel Piles HP 10x42	Lin. Ft.	392		
Test Pile Steel HP 10x42	Each	1		
Structure Excavation	Cu. Yd.	52.6		

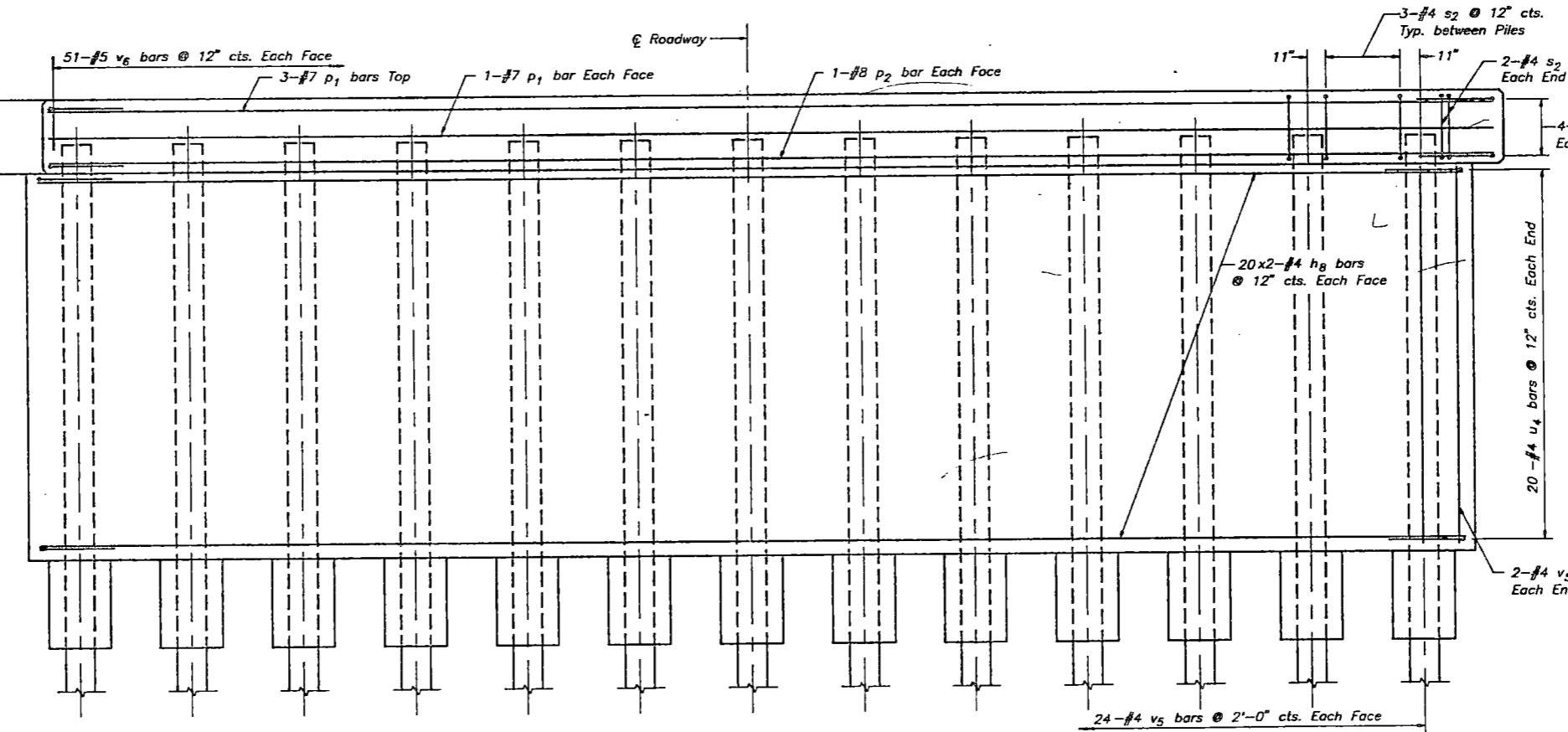
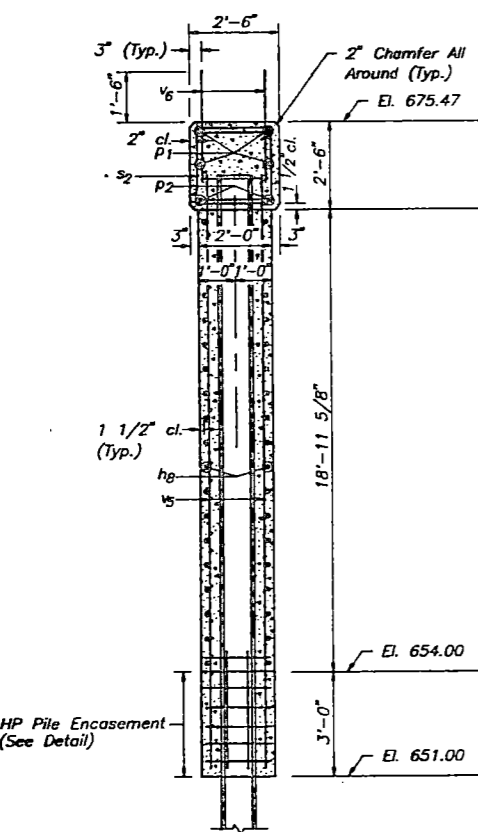
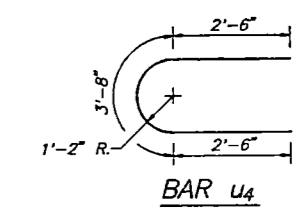
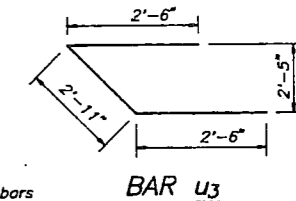
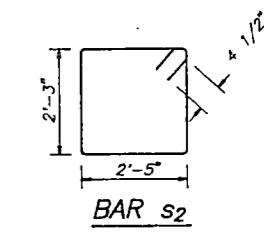
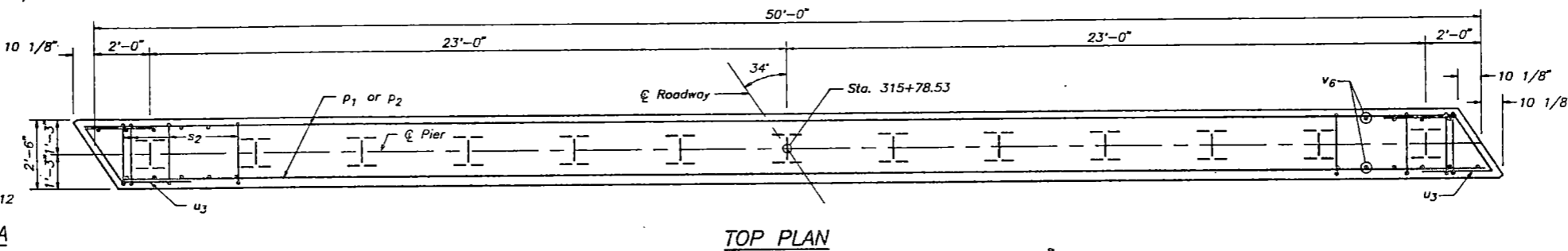
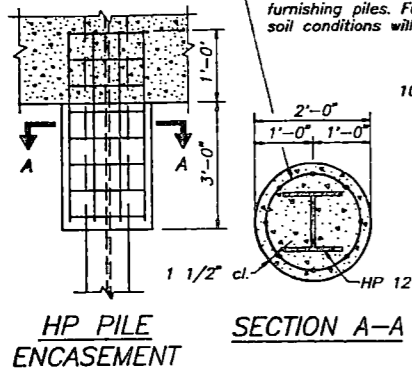
NORTH ABUTMENT

U.S. 30 OVER C.&N.W. R.R.
F.A.P. 25 SEC. 110V-BR
WHITESIDE COUNTY
STA. 316+54.49

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 13 SHEETS 16
F.A.P. 25	110V-BR	WHITESIDE	36	21	
FED. ROAD DIST. NO. 7 ILLINOIS PROJECT					

Welded Wire Fabric 6x6-W4.0xW4.0 weighing 58 lbs. per 100 sq. ft. The cost of Class X Concrete Encasement, Excavation and Reinforcement is incidental to the cost of furnishing piles. Forms for encasement may be omitted when soil conditions will permit.



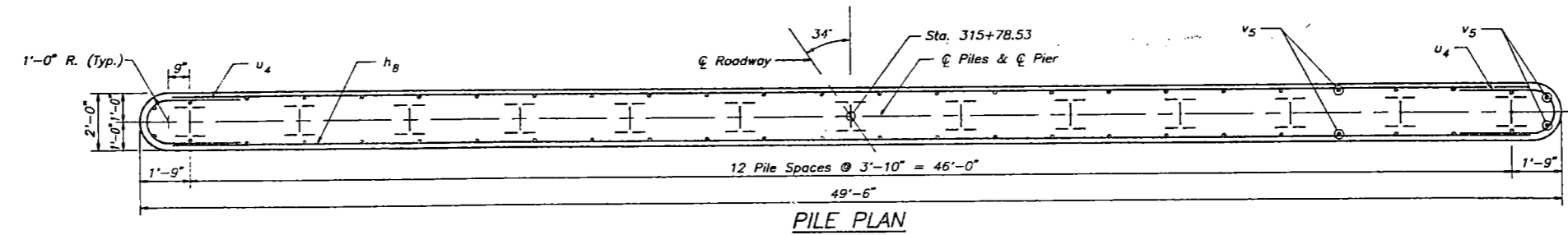
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h8	80	#4	24'-3"	—
p1	10	#7	26'-7"	—
p2	4	#8	27'-2"	—
s2	40	#4	10'-1"	□
u3	8	#6	7'-11"	U
u4	40	#4	8'-8"	U
v5	52	#4	18'-8"	—
v6	102	#5	3'-0"	—
Item	Unit	Quantity		
Class X Concrete	Cu.Yd.	81.2		
Reinforcement Bars	Pound	3,690		
Steel Piles HP 12x84	Lin.Ft.	728		
Structure Excavation	Cu.Yd.	59.4		

PILE DATA
Type: Steel HP 12x84
Capacity: Driven to Refusal
Est. Length: 56'
No. Req'd.: 13

BASCOR, Inc.
consulting engineers and planners

DESIGNED	GSP
CHECKED	HE
DRAWN	SAW
CHECKED	GSP



NOTE: All edges shall have standard 3/4" chamfer except as noted.



PIER NO. 1

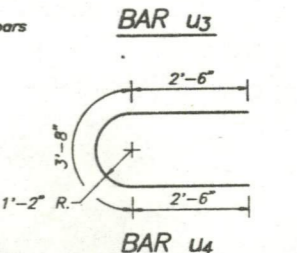
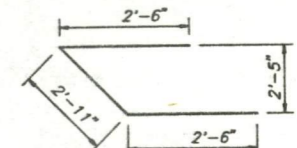
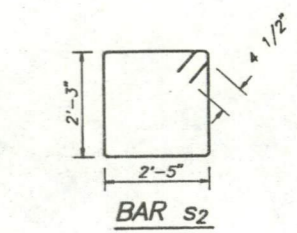
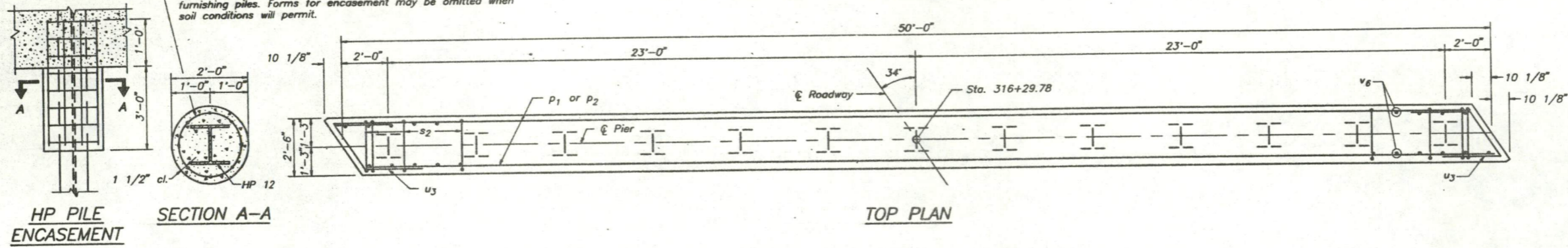
U.S. 30 OVER C. & N.W. R.R.
F.A.P. 25 SEC. 110V-BR
WHITESIDE COUNTY
STA. 316+54.49

DATE 12-22-1988
REV. 6-28-89

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

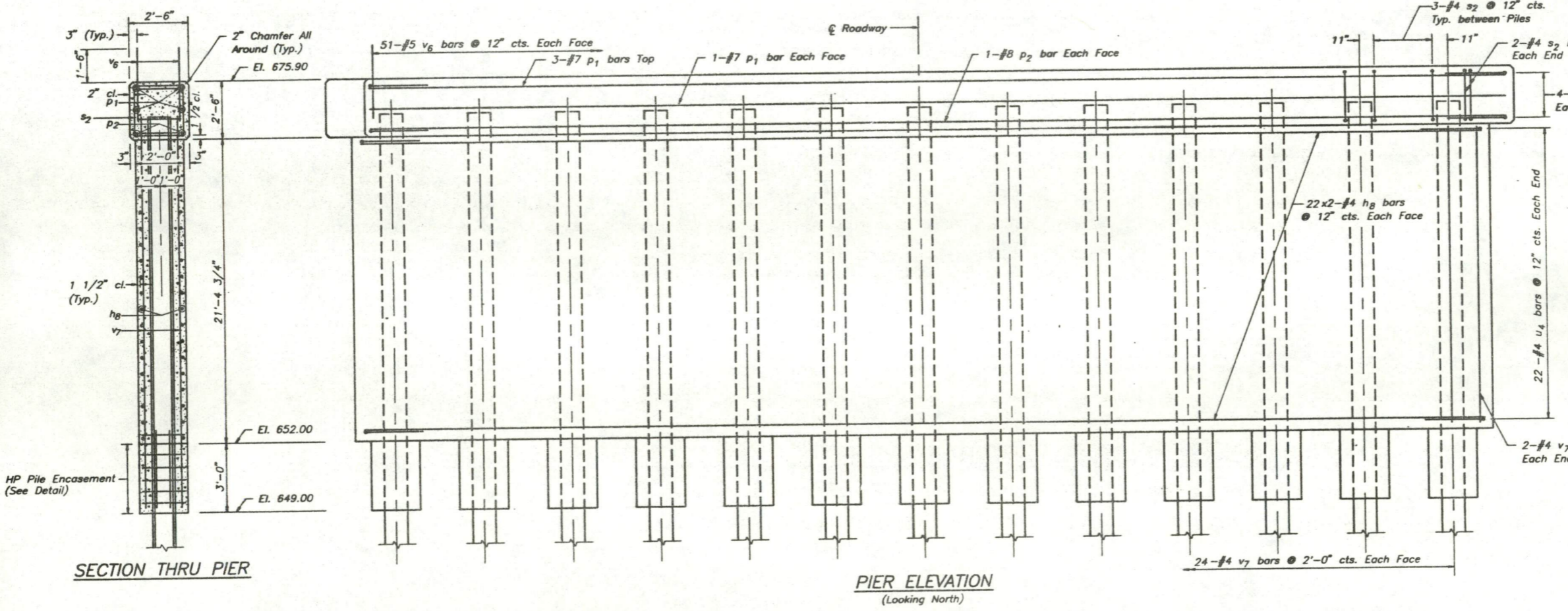
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 14
F.A.P. 25	110V-BR	WHITESIDE	36	22	SHEETS 16
FED. ROAD DIST. NO. 7 ILLINOIS PROJECT					

Welded Wire Fabric 6x6-W4.0xW4.0 weighing 58 lbs. per 100 sq. ft. The cost of Class X Concrete Encasement, Excavation and Reinforcement is incidental to the cost of furnishing piles. Forms for encasement may be omitted when soil conditions will permit.



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h8	88	#4	24'-3"	—
p1	10	#7	26'-7"	—
p2	4	#8	27'-2"	—
s2	40	#4	10'-1"	□
u3	8	#6	7'-11"	U
u4	44	#4	8'-8"	U
v6	102	#5	3'-0"	—
v7	52	#4	21'-1"	—
Item		Unit	Quantity	
Class X Concrete		Cu.Yd.	90.1	
Reinforcement Bars		Pound	3930	
Steel Piles HP 12x84		Lin.Ft.	660	
Test Pile Steel HP 12x84		Each	1	
Structure Excavation		Cu.Yd.	23.8	



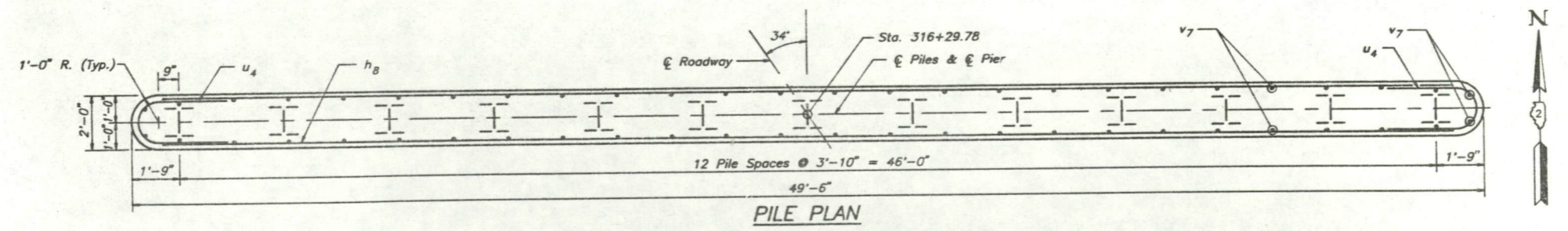
PILE DATA

Type: Steel HP 12x84
Capacity: Driven to Refusal
Est. Length: 55'
No. Req'd.: 12 plus 1 Test Pile

BASCOR, Inc.
consulting engineers and planners

DESIGNED	GSP
CHECKED	HE
DRAWN	SAW
CHECKED	GSP

DATE 12-22-1988
rev. 6-28-89



NOTE: All edges shall have standard 3/4" chamfer except as noted.

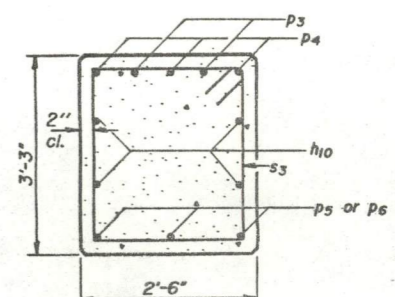
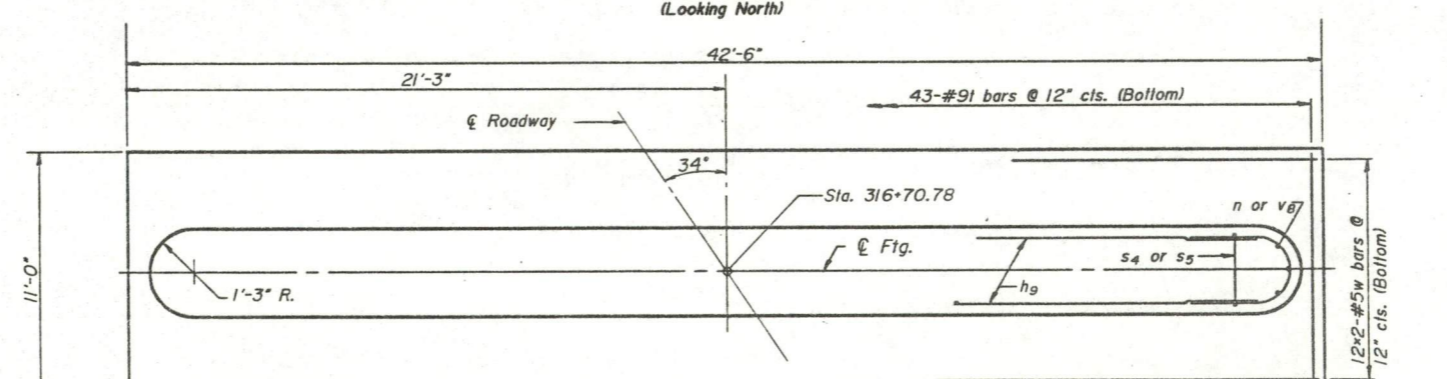
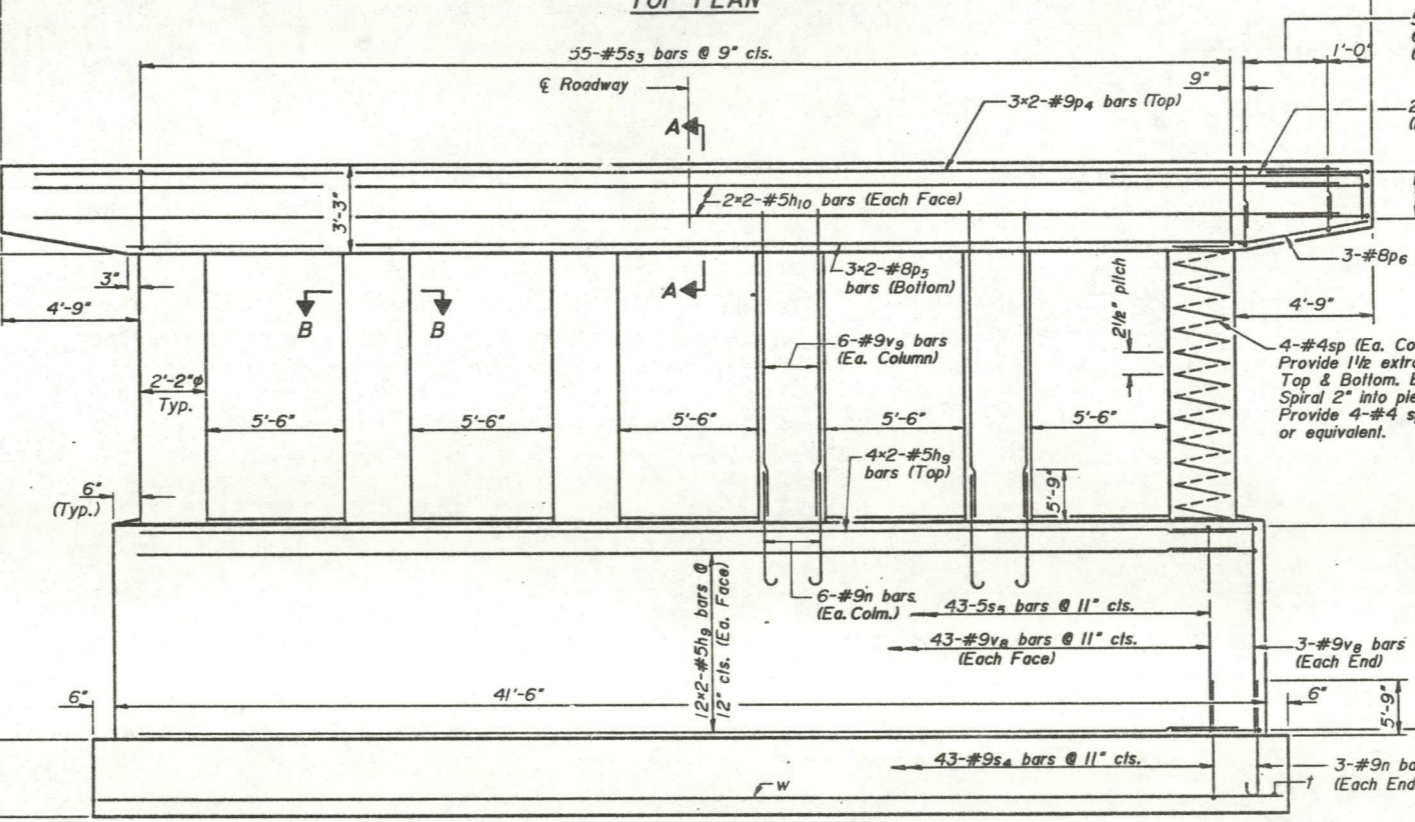
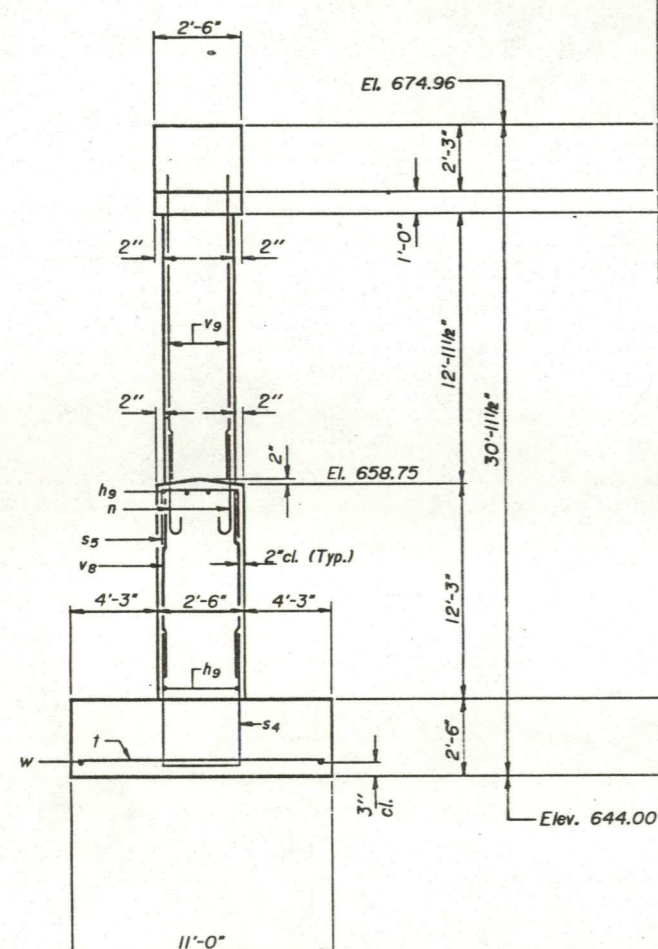
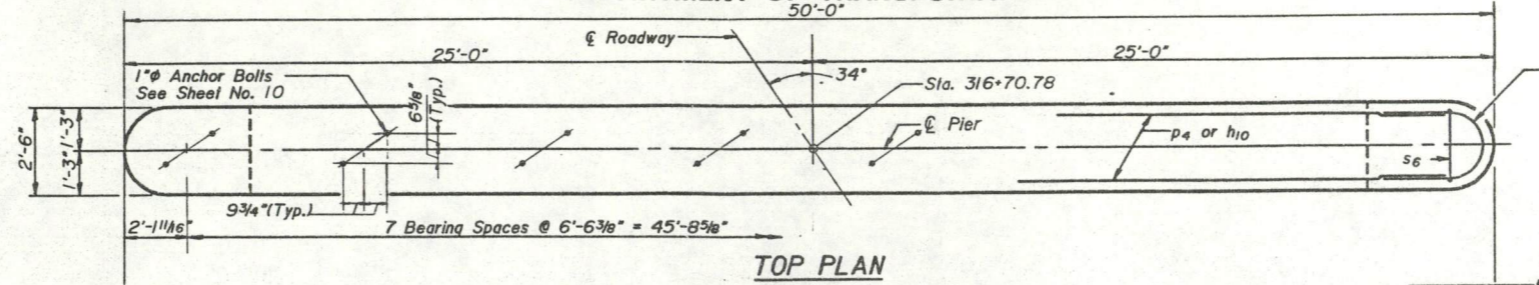
PIER NO. 2
U.S. 30 OVER C. & N.W. R.R.
F.A.P. 25 SEC. 110V-BR
WHITESIDE COUNTY
STA. 316+54.49

NOTES:

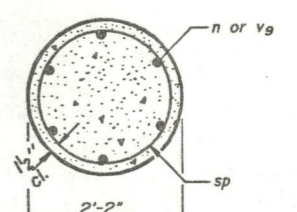
Space Reinforcement in cap to miss anchor bolts.
 All edges shall have standard 3/4" chamfer except as noted.
 Min. Spiral lap = 1 1/2 turns.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 50'-0"

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 15
FAP 25	110V-BR	WHITESIDE	36	23	SHEET 16
FED. ROAD DIST. NO. 7		ILLINOIS PROJECT			



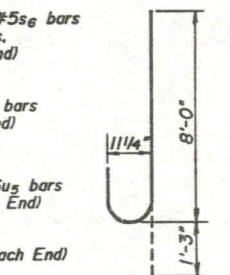
SEC. A-A



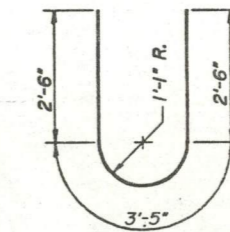
SEC. B-B

BILL OF MATERIAL

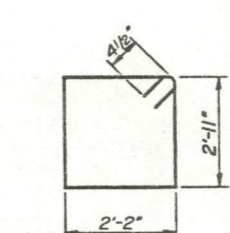
Bar	No.	Size	Length	Shape
hg	52	#5	20'-7"	—
h10	8	#5	24'-10"	—
n	42	#9	9'-3"	U
p3	4	#9	9'-0"	L
p4	6	#9	26'-8"	—
p5	6	#8	22'-7"	—
p6	6	#8	11'-2"	—
s3	55	#5	10'-11"	□
s4	43	#9	18'-2"	U
s5	43	#5	7'-2"	U
s6	20	#5	6'-4"	U
sp	48	#4	58'-0"	W
l	43	#9	10'-8"	—
u5	32	#6	8'-5"	U
v9	92	#9	12'-0"	—
v9	36	#9	15'-0"	—
w	24	#5	22'-2"	—
Class X Concrete		Cu. Yds.	116.2	
Reinforcement Bars		Lbs.	17,560	
Structure Excavation		Cu. Yd.	155.0	



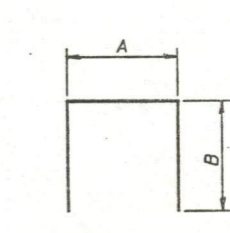
BAR n



BAR u5



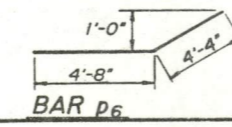
BAR s3



BARS s4, s5 & s6

A & B DIMENSIONS

Bar	A	B
s4	2'-2"	8'-0"
s5	2'-2"	2'-6"
s6	2'-2"	2'-1"



BAR p3

BAR p6

Maximum Calculated Soil Pressure = 5,120 psf.

BASCOR, INC.
 consulting engineers and planners

DESIGNED	G.S.P.
CHECKED	H.E.
DRAWN	P.V.V.
CHECKED	G.S.P.

P-26 12-31-87

PIER NO. 3

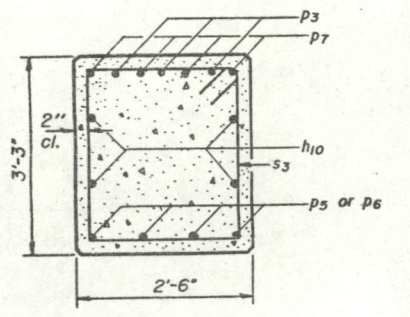
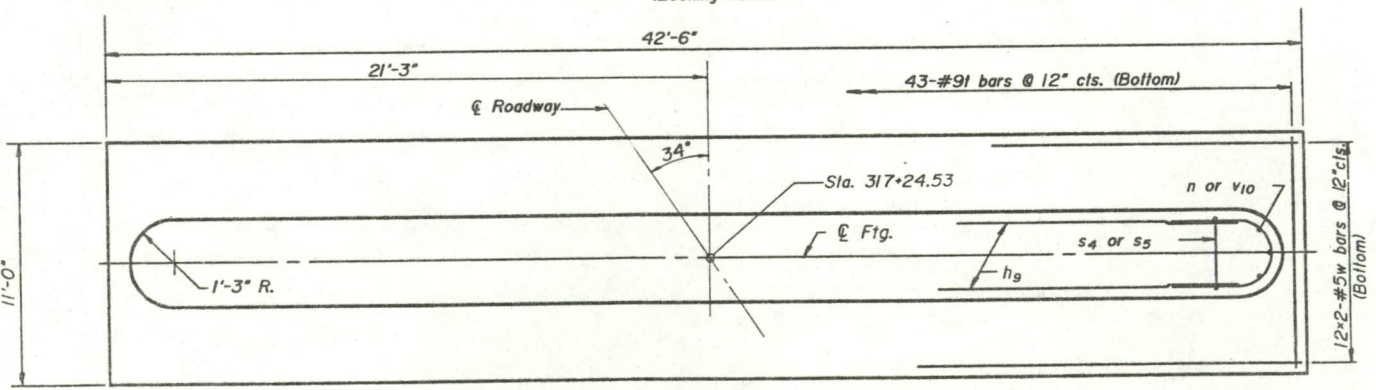
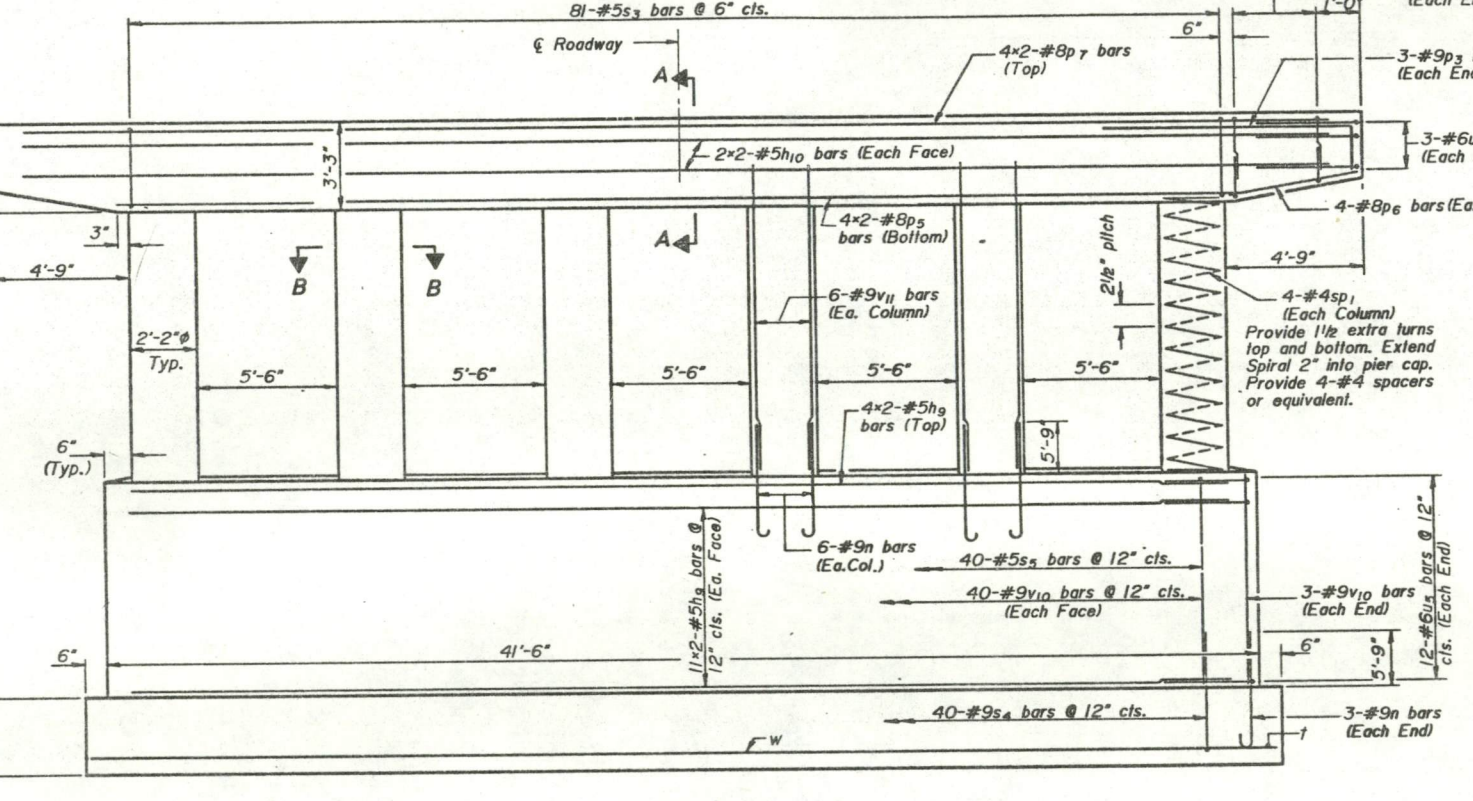
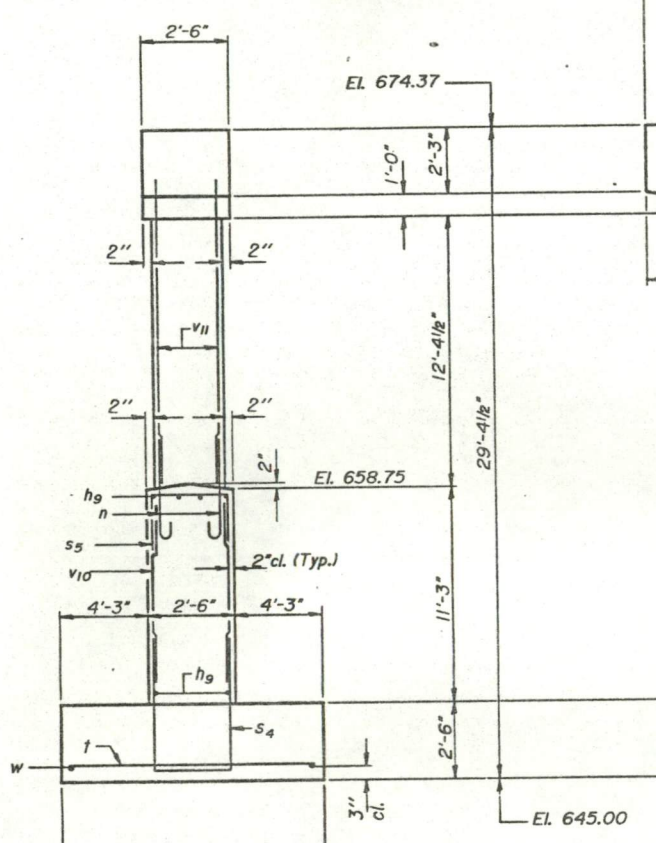
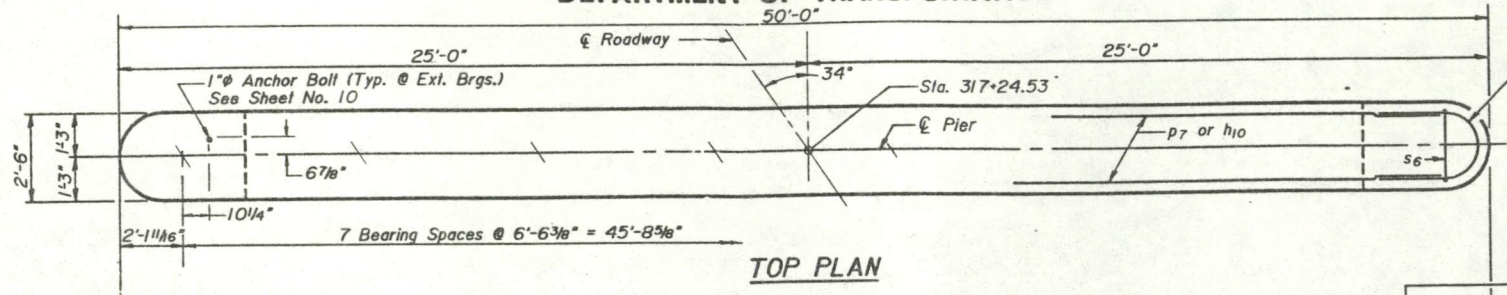
U.S. 30 OVER C.&N.W. R.R.
 F.A.P. 25 SEC. 110V-BR
 WHITESIDE COUNTY
 STA. 316+54.49

Rev. 2-28-90

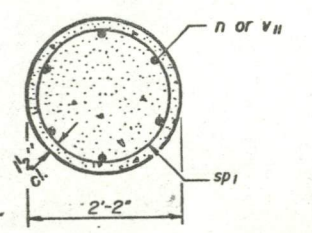
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 16
FAP 25	110V-BR	WHITESIDE	36	24	SHEETS 16
FED. ROAD DIST. NO. 7 ILLINOIS PROJECT					

NOTES:
 Space Reinforcement in cap to miss anchor bolts.
 All edges shall have standard 3/4" chamfer except as noted.
 Min. Spiral lap = 1 1/2 turns.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION



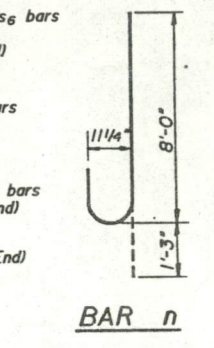
SEC. A-A



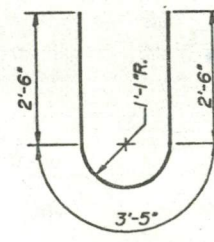
SEC. B-B

BILL OF MATERIAL

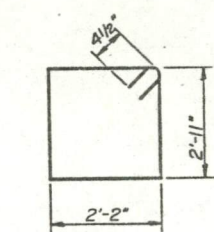
Bar	No.	Size	Length	Shape
h9	48	#5	20'-7"	—
h10	8	#5	24'-10"	—
n	42	#9	9'-3"	U
p3	6	#9	9'-0"	L
p5	8	#8	22'-7"	—
p6	8	#8	11'-2"	—
p7	8	#8	26'-1"	—
s3	81	#5	10'-11"	□
s4	40	#9	18'-2"	U
s5	40	#5	7'-2"	U
s6	32	#5	6'-4"	U
sp1	48	#4	55'-9"	W
v10	86	#9	11'-0"	—
v11	36	#9	14'-5"	—
w	24	#5	22'-2"	—
Class X Concrete		Cu. Yds.	111.8	
Reinforcement Bars		Lbs.	17,180	
Structure Excavation		Cu. Yd.	142.1	



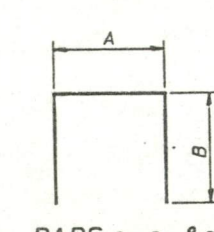
BAR n



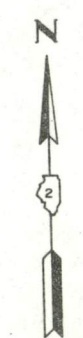
BAR u5



BAR s3

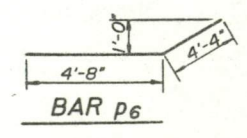


BARS s4, s5 & s6

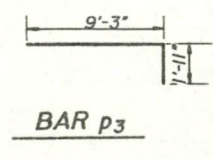


A & B DIMENSIONS

Bar	A	B
s4	2'-2"	8'-0"
s5	2'-2"	2'-6"
s6	2'-2"	2'-1"



BAR p6



BAR p3

RECEIVED
 BRIDGE ENGINEER

Maximum Calculated Soil Pressure = 5,110 psi

BASCOR, INC.
 consulting engineers and planners

DESIGNED	G.S.P.
CHECKED	H.E.
DRAWN	P.V.V.
CHECKED	G.S.P.

P-26 12-31-87

PIER NO. 4

U.S. 30 OVER C.&N.W. R.R.
 F.A.P. 25 SEC. 110V-BR
 WHITESIDE COUNTY
 STA. 316+54.49

Rev 2-28-90