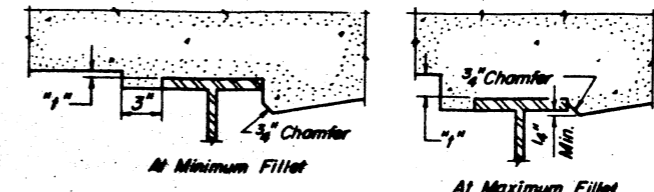


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

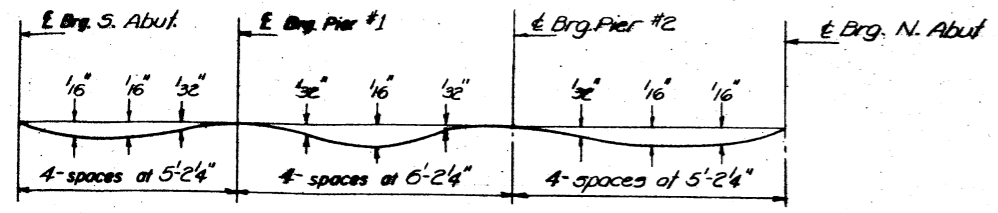


To determine "f". After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "f" above top flange of beams.

FILLET HEIGHTS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P.A.S. 659	1BR-1	Moultrie	38	10
ILLINOIS		FED. AID PROJECT		

SHEET NO. 2A
11 SHEETS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)
Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.

BEAM #1

WEST LONGITUDINAL BONDED CONST. JT.

BEAM #2

BEAM #3 & RDWY.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	15433.314	-14.583	644.422	644.422
E. Brg. S. Abut. A	15433.835	-14.583	644.380	644.380
E. Brg. S. Abut. A	15443.835	-14.583	644.215	644.220
E. Pier #1 B	15456.585	-14.583	644.045	644.045
E. Pier #1 B	15466.585	-14.583	643.893	643.897
E. Pier #2 C	15481.518	-14.583	643.679	643.679
E. Pier #2 C	15491.418	-14.583	643.541	643.546
E. Brg. N. Abut.	15502.168	-14.583	643.401	643.401
Bk. N. Abut.	15506.689	-14.583	643.369	643.369

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut	15434.194	-12.000	644.463	644.463
E. Brg. S. Abut. A	15436.625	-12.000	644.420	644.420
E. Brg. S. Abut. A	15446.625	-12.000	644.256	644.261
E. Pier #1 B	15457.375	-12.000	644.087	644.087
E. Pier #1 B	15467.375	-12.000	643.935	643.939
E. Pier #2 C	15482.208	-12.000	643.721	643.721
E. Pier #2 C	15492.208	-12.000	643.585	643.590
E. Brg. N. Abut.	15502.958	-12.000	643.444	643.444
Bk. N. Abut.	15505.479	-12.000	643.412	643.412

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	15435.543	-7.292	644.512	644.512
E. Brg. S. Abut. A	15438.064	-7.292	644.470	644.470
E. Brg. S. Abut. A	15448.064	-7.292	644.307	644.312
E. Pier #1 B	15458.814	-7.292	644.138	644.138
E. Pier #1 B	15468.814	-7.292	643.987	643.991
E. Pier #2 C	15483.647	-7.292	643.775	643.775
E. Pier #2 C	15493.647	-7.292	643.639	643.644
E. Brg. N. Abut.	15504.397	-7.292	643.500	643.500
Bk. N. Abut.	15506.918	-7.292	643.468	643.468

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	15437.773	-0.000	644.589	644.589
E. Brg. S. Abut. A	15440.293	-0.000	644.547	644.547
E. Brg. S. Abut. A	15450.293	-0.000	644.385	644.390
E. Pier #1 B	15461.043	-0.000	644.218	644.218
E. Pier #1 B	15471.043	-0.000	644.068	644.072
E. Pier #2 C	15485.877	-0.000	643.858	643.858
E. Pier #2 C	15495.877	-0.000	643.723	643.729
E. Brg. N. Abut.	15506.627	-0.000	643.586	643.586
Bk. N. Abut.	15509.147	-0.000	643.554	643.554

INTERIOR BEAM MOMENT TABLE

	0.4 Sp. 1	Piers	0.5 Sp. 2
I (in ⁴)	843	843	843
Z (in ³)	95.4	95.4	95.4
D (ft)	1.09	1.09	1.09
M _D (k)	33.69	57.22	27.18
M _u (k)	91.29	85.97	83.16
M _{Imp.} (k)	27.39	25.79	24.95
M _{Total} (k)	300.93	316.54	269.58
f _a (ksi)	37.9	39.8	33.9

REVISED TOP OF BEAM ELEVATION FOR FABRICATION ONLY

LOC. - BM.	1	2	3	4	5
E. Brg. S. Abut.	643.683	643.773	643.850	643.699	643.536
E. Brg. Pier #1	643.378	643.471	643.551	643.403	643.242
E. Brg. Pier #2	643.012	643.108	643.191	643.046	642.889
E. Brg. N. Abut.	642.704	642.803	642.889	642.747	642.592

INTERIOR BEAM REACTION TABLE

	Abuts.	Piers
R _D (k)	8.6	27.71
R _u (k)	26.22	36.90
R _{Imp.} (k)	7.87	11.07
R _{Total} (k)	42.69	75.68

The load factor (1.3)[D + 5_s(L + Imp)] is used in computing moments and stresses.

DESIGNED *Patrick M. Pitt*
 EXAMINED *James J. Kay*
 CHECKED *Dale F. Schaub*
 DRAWN *Stu Ferchow*
 CHECKED *Dale F. Schaub*

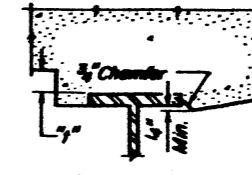
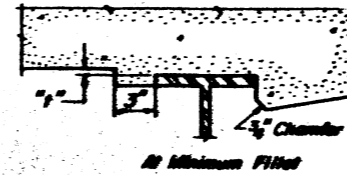
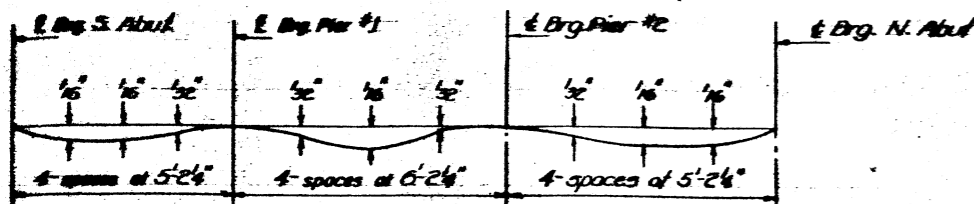
October 6, 1981
 ENGINEER OF BRIDGE DESIGN
 ENGINEER OF BRIDGES AND STRUCTURES
 DIRECTOR OF HIGHWAYS

E-S 8-30-80

TOP OF SLAB ELEVATIONS
 F.A.S. RT. 659 SEC. 1BR-1
 MOULTRIE COUNTY
 STATION 154+73.46

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 2
11 SHEETS



To determine "f": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet height "f" above top flange of beam.

FILLET HEIGHTS

DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)
Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.

BEAM #1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Blk. S. Abut.	15433.314	-14.503	644.422	644.422
E. Brg. S. Abut. A	15435.005	-14.503	644.300	644.300
	15445.005	-14.503	644.215	644.220
E. Pier #1 B	15456.905	-14.503	644.045	644.045
	15466.505	-14.503	643.083	643.087
E. Pier #2 C	15481.118	-14.503	643.679	643.679
	15491.418	-14.503	643.541	643.546
E. Brg. N. Abut.	15502.148	-14.503	643.401	643.401
Blk. N. Abut.	15504.649	-14.503	643.349	643.349

WEST LONGITUDINAL BONDED CONST. JT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Blk. S. Abut.	15434.104	-12.000	644.563	644.563
E. Brg. S. Abut. A	15436.025	-12.000	644.520	644.520
	15446.025	-12.000	644.256	644.261
E. Pier #1 B	15457.375	-12.000	644.087	644.087
	15467.375	-12.000	643.935	643.939
E. Pier #2 C	15482.204	-12.000	643.721	643.721
	15492.204	-12.000	643.585	643.590
E. Brg. N. Abut.	15502.958	-12.000	643.444	643.444
Blk. N. Abut.	15504.679	-12.000	643.412	643.412

BEAM #2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Blk. S. Abut.	15435.543	-7.292	644.512	644.512
E. Brg. S. Abut. A	15438.064	-7.292	644.470	644.470
	15448.064	-7.292	644.307	644.312
E. Pier #1 B	15458.814	-7.292	644.138	644.138
	15468.814	-7.292	643.987	643.991
E. Pier #2 C	15483.647	-7.292	643.775	643.775
	15493.647	-7.292	643.639	643.644
E. Brg. N. Abut.	15504.397	-7.292	643.500	643.500
Blk. N. Abut.	15504.918	-7.292	643.468	643.468

BEAM #3 & RDWY.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Blk. S. Abut.	15437.773	-0.000	644.589	644.589
E. Brg. S. Abut. A	15440.293	-0.000	644.547	644.547
	15450.293	-0.000	644.385	644.390
E. Pier #1 B	15461.043	-0.000	644.218	644.218
	15471.043	-0.000	644.068	644.072
E. Pier #2 C	15485.877	-0.000	643.858	643.858
	15495.877	-0.000	643.723	643.729
E. Brg. N. Abut.	15506.627	-0.000	643.506	643.506
Blk. N. Abut.	15506.147	-0.000	643.554	643.554

INTERIOR BEAM MOMENT TABLE

	0.4 Sp. 1	Piers	0.5 Sp. 2
M ₁ (in ²)	843	843	843
M ₂ (in ³)	95.4	95.4	95.4
M ₃ (k/1)	1.09	1.09	1.09
M ₄ (k)	33.69	57.22	27.18
M ₅ (k)	91.29	85.97	83.16
M ₆ (k)	27.39	25.79	24.95
M ₇ (k)	300.93	316.54	269.58
M ₈ (k)	37.9	39.8	33.9

TOP OF BEAM ELEVATION FOR FABRICATION ONLY

	1	2	3	4	5
E. Brg. S. Abut.	643.924	643.887	643.850	643.813	643.777
E. Brg. Pier #1	643.619	643.585	643.551	643.517	643.483
E. Brg. Pier #2	643.253	643.222	643.191	643.160	643.130
E. Brg. N. Abut.	642.945	642.917	642.889	642.861	642.833

INTERIOR BEAM REACTION TABLE

	Abuts.	Piers
R ₁ (k)	8.6	27.71
R ₂ (k)	26.22	36.90
R ₃ (k)	7.87	11.07
R ₄ (k)	42.69	75.68

The load factor (1.5)[D + 1.5(L + Imp)] is used in computing moments and stresses.

DESIGNED: Patrick M. Petrone
CHECKED: Dale F. Schaub
DRAWN: Stu Ferchoiv
CHECKED: Dale F. Schaub

October 6, 1981
EXAMINED: James J. Rayburn
DRAWN: Carl E. Himmelman
APPROVED:

E-S 8-30-80

TOP OF SLAB ELEVATIONS
EAS. RT. 659 SEC. 1 BR-1
MOULTRIE COUNTY
STATION 154+73.46

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM #4

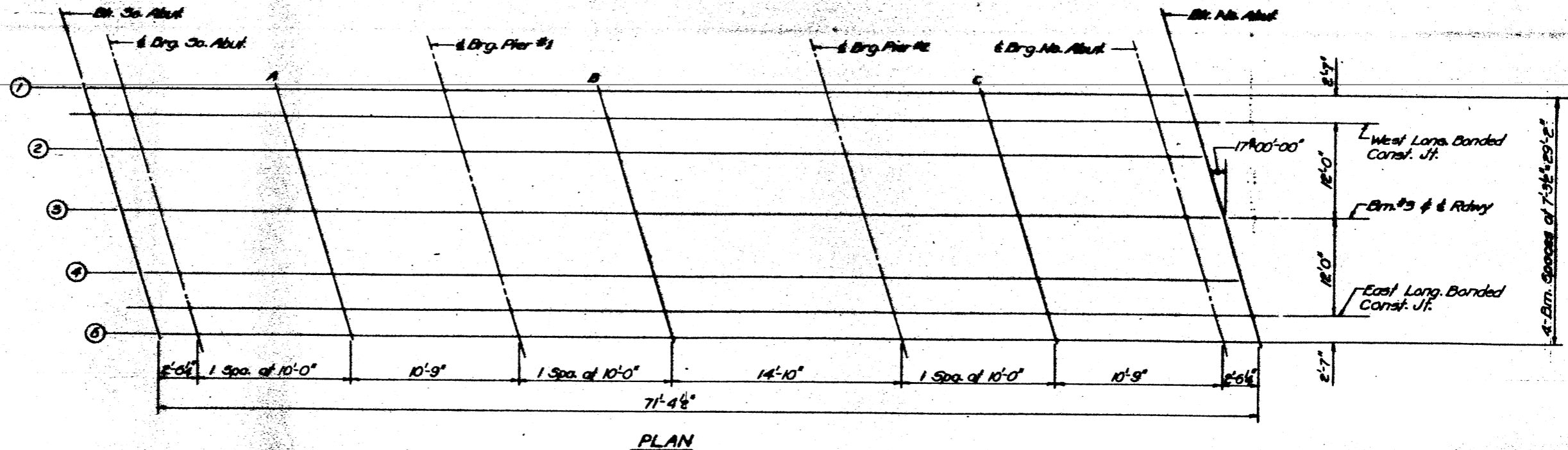
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Blk. S. Abut.	15448.882	7.292	644.438	644.438
& Drg. S. Abut. A	15452.523	7.292	644.296	644.296
	15452.523	7.292	644.236	644.241
& Pier #1 B	15463.273	7.292	644.070	644.070
	15473.273	7.292	643.922	643.926
& Pier #2 C	15488.104	7.292	643.713	643.713
	15488.104	7.292	643.500	643.505
& Drg. N. Abut.	15488.856	7.292	643.444	643.444
Blk. N. Abut.	15511.377	7.292	643.613	643.613

EAST LONGITUDINAL BONDED CONST. JT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Blk. S. Abut.	15441.441	12.000	644.341	644.341
& Drg. S. Abut. A	15443.962	12.000	644.299	644.299
	15453.962	12.000	644.148	644.143
& Pier #1 B	15464.712	12.000	643.975	643.975
	15474.712	12.000	643.828	643.831
& Pier #2 C	15489.545	12.000	643.628	643.628
	15489.545	12.000	643.463	643.493
& Drg. N. Abut.	15510.295	12.000	643.353	643.353
Blk. N. Abut.	15512.810	12.000	643.322	643.322

BEAM #5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Blk. S. Abut.	15442.233	14.583	644.274	644.274
& Drg. S. Abut. A	15444.752	14.583	644.233	644.233
	15454.752	14.583	644.074	644.079
& Pier #2 B	15465.502	14.583	643.982	643.982
	15475.502	14.583	643.763	643.766
& Pier #2 C	15490.385	14.583	643.556	643.556
	15490.385	14.583	643.424	643.429
& Drg. N. Abut.	15511.005	14.583	643.289	643.289
Blk. N. Abut.	15513.604	14.583	643.259	643.259



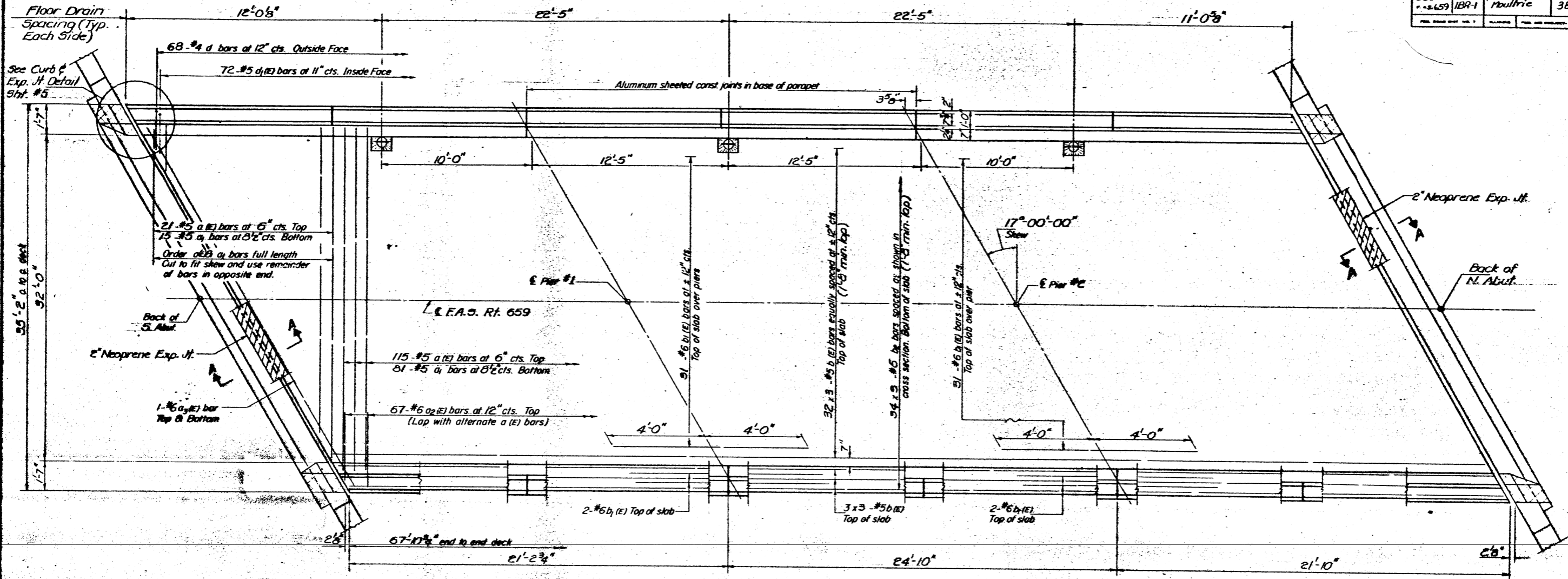
DESIGNED *Patrick M. Peltone*
 CHECKED *Dale F. Schaub*
 DRAWN *Stu Ferchow*
 CHECKED *Dale F. Schaub*

October 6, 1991
 EXAMINED *James J. Koubeska*
 PASSED *Carl E. Schumacher*
 APPROVED

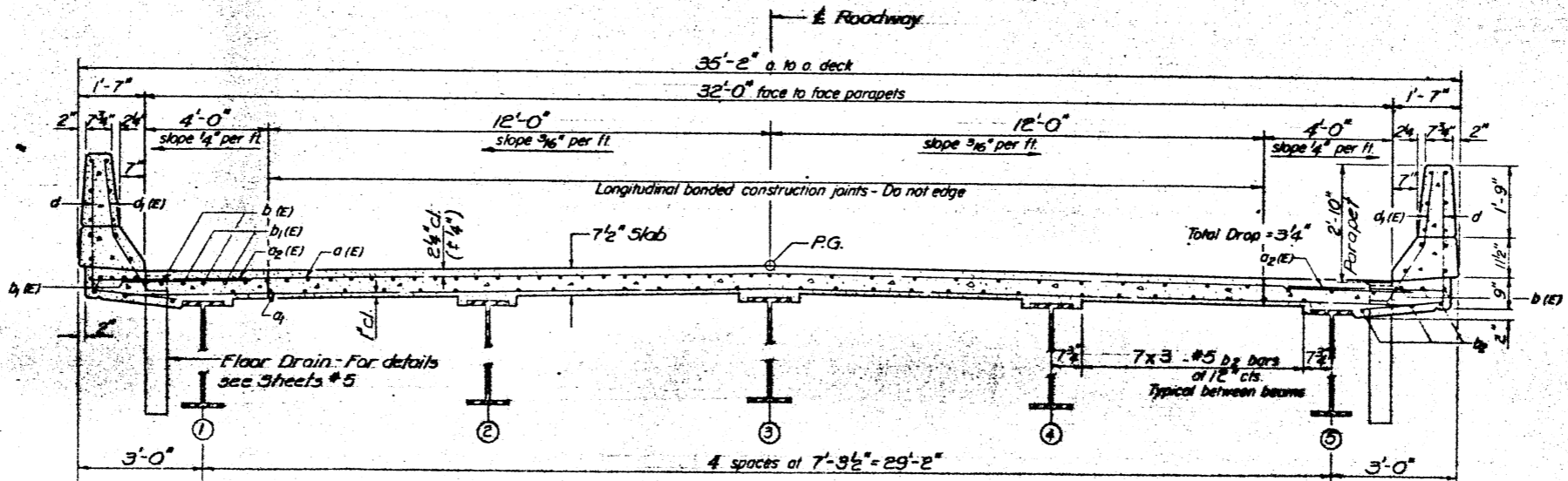
TOP OF SLAB ELEVATIONS
 E.S. RT. 659 SEC. 1 BR-1
 MOULTRIE COUNTY
 STATION 154+73.46

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	DATE	SHEET NO.	TOTAL SHEETS
659	1BR-1	Moultrie	38	12



PLAN



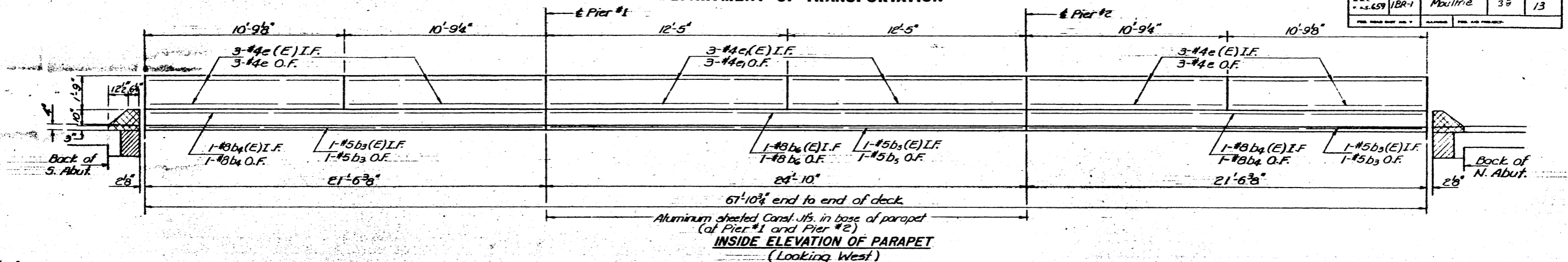
CROSS SECTION
LOOKING NORTH

NOTES:
See sheet #5 for superstructure details and Bill of Material.
Reinforcement bars designated (E) shall be epoxy coated. See Special Provisions.
Bars indicated thus 20 x 3 - #5 etc. indicates 20 lines of bars with 3 lengths per line.

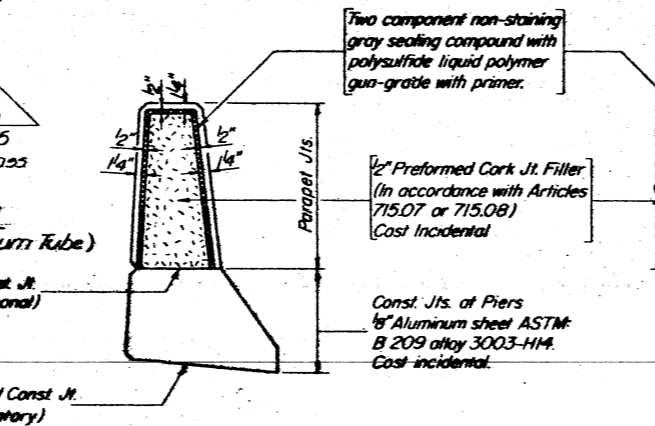
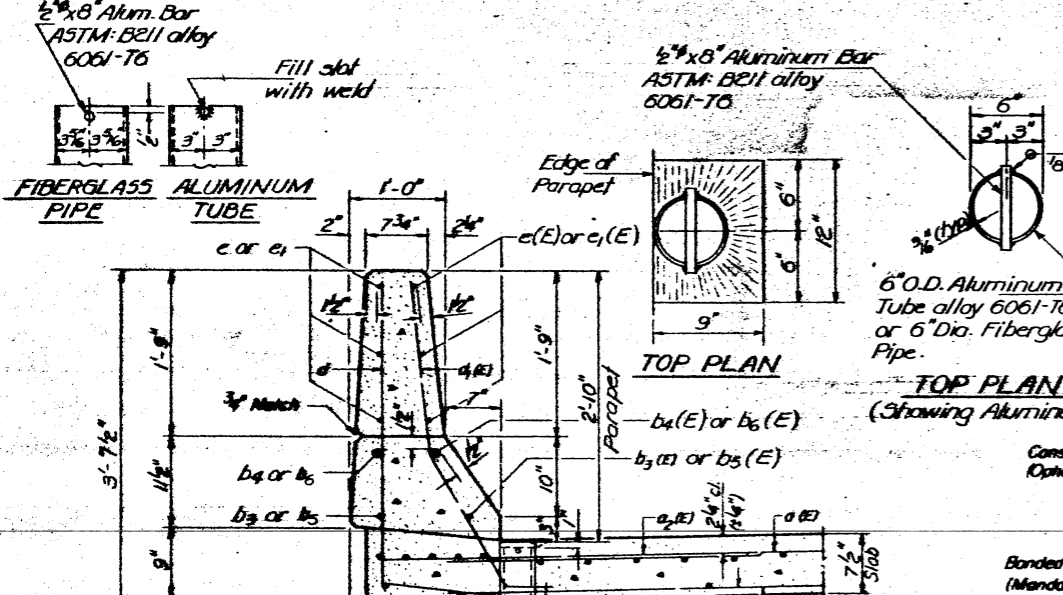
DESIGNED: [Signature]
CHECKED: Dale F. Schaub
DRAWN: Stu Ferchow
CHECKED: Dale F. Schaub

October 6, 1981
EXAMINED: [Signature]
PASSED: [Signature]
APPROVED: [Signature]

SUPERSTRUCTURE
F.A.S. RT. 659 SEC. 1BR-1
MOULTRIE COUNTY
STATION 154+73.46

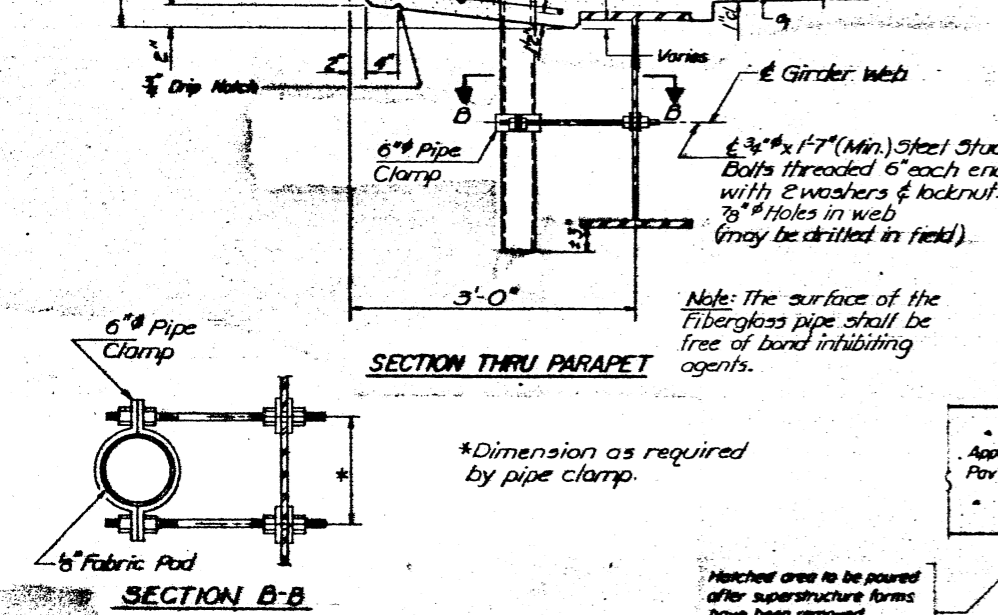


INSIDE ELEVATION OF PARAPET
(Looking West)

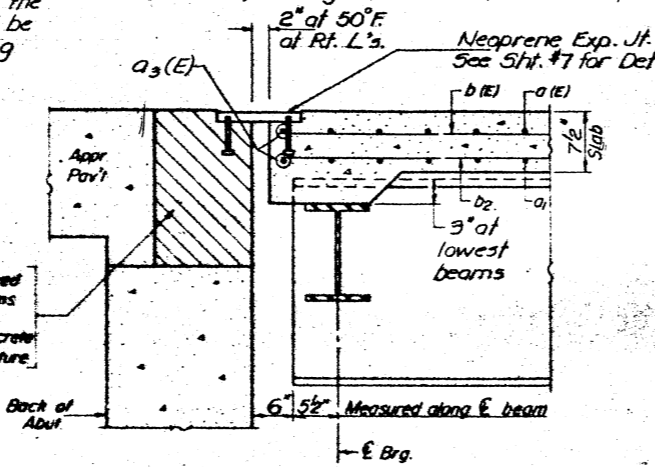


PARAPET JOINT DETAILS

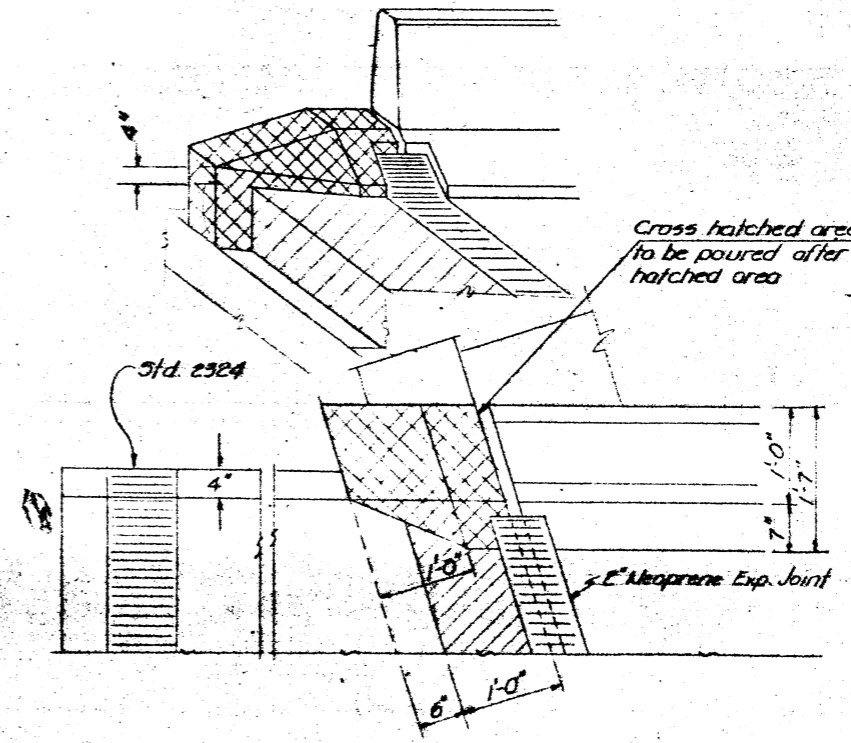
Note: Fiberglass pipe shall conform to ASTM D2996, Designation Code RTRP-HAE-5H/E. Pipes with Class C or F liner are acceptable. The exterior surfaces of the floor drains shall be painted with one coat of the Basic Lead Silica Chromate Primer and Maroon Field Coat. Both Coats are to be applied in the shop with spot painting in the field. The exterior surfaces of the Aluminum pipe shall be cleaned and given a washcoat pretreatment in accordance with Steel Structural Painting Council's Spec. 55PC-SPI & 55PC-PT3 prior to painting.



SECTION B-B



SECTION A-A
(N. Abut. & S. Abut.)



CURB & EXP JOINT DETAIL AT ABUTS.

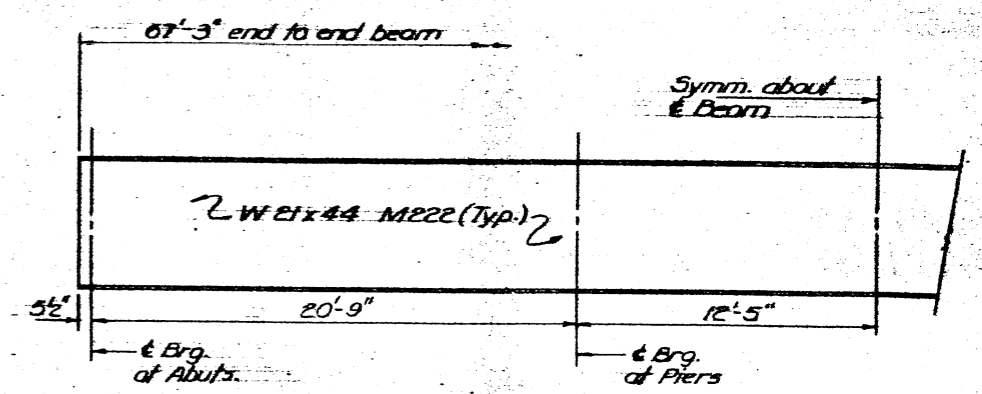
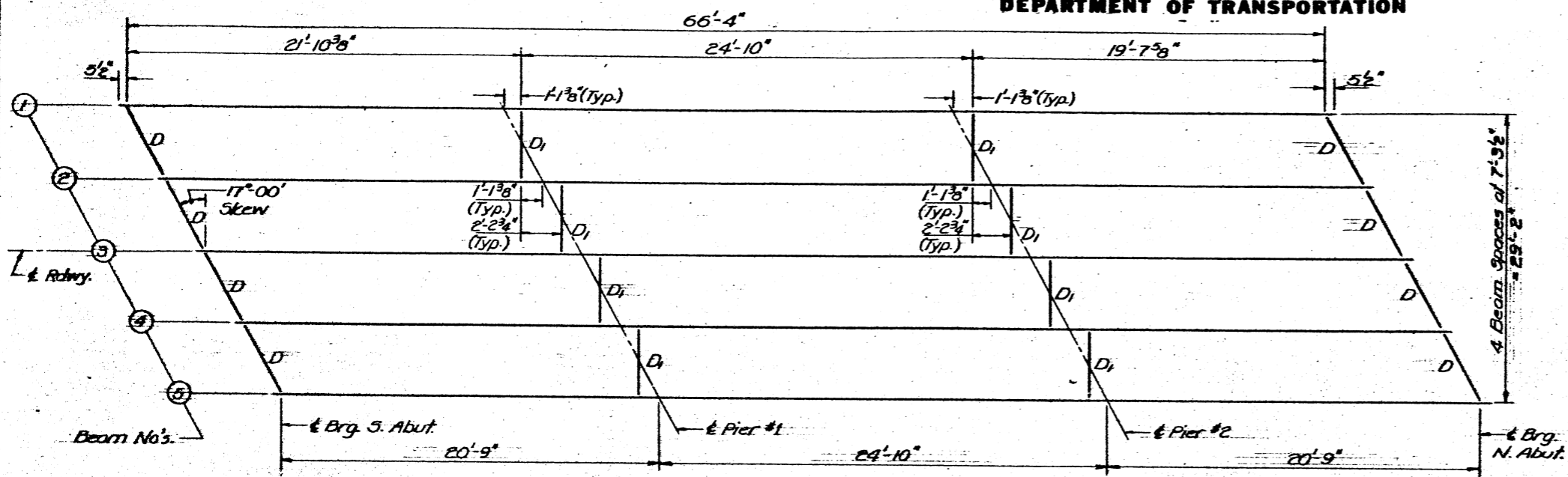
SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a (E)	136	#5	33'-2"	
a1	96	#5	33'-2"	
a2 (E)	134	#6	4'-0"	
a3 (E)	4	#6	34'-8"	
b (E)	114	#5	23'-9"	
b1 (E)	70	#6	8'-0"	
b2	102	#5	23'-9"	
b3 (E)	4	#5	20'-10"	
b3	4	#5	20'-10"	
b4	4	#8	20'-10"	
b4 (E)	4	#8	20'-10"	
b5	2	#5	24'-6"	
b5 (E)	2	#5	24'-6"	
b6	2	#8	24'-6"	
b6 (E)	2	#8	24'-6"	
d	136	#4	5'-2"	L
d (E)	144	#5	3'-11"	L
e	24	#4	10'-3"	
e (E)	24	#4	10'-3"	
e1	12	#4	12'-1"	
e1 (E)	12	#4	12'-1"	
Reinforcement Bars		Lbs.	7070	
Reinforcement Bars (Epoxy Coated)		Lbs.	10,730	
Class X Concrete		Cu Yds.	73.3	
Floor Drains		Each	6	

Reinforcement bars designated (E) shall be epoxy coated. See Special Provisions.

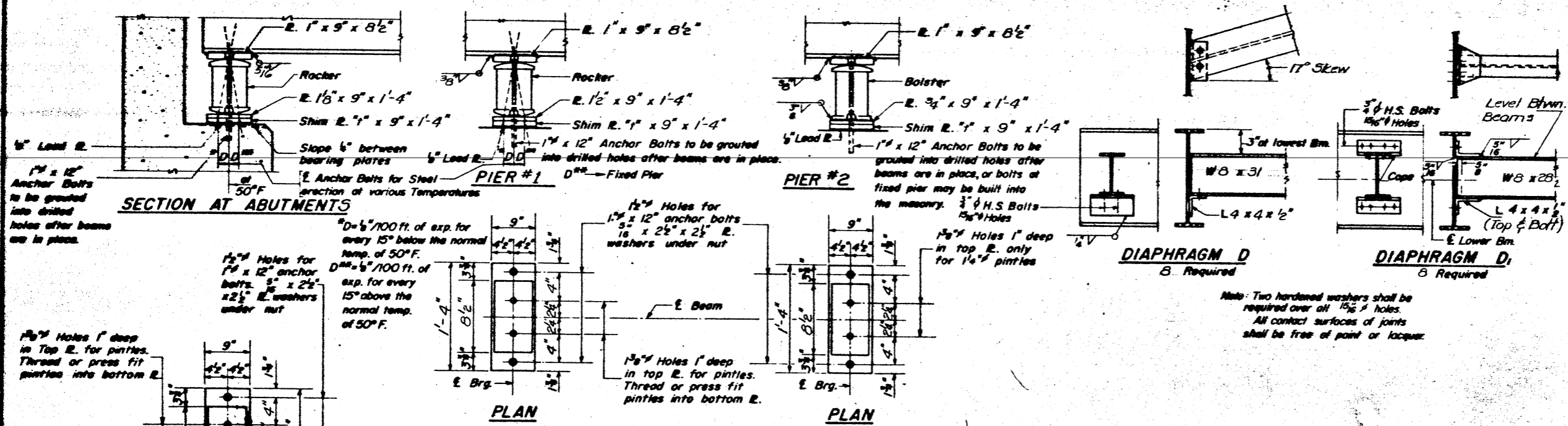
DESIGNED: [Signature]
CHECKED: Dale F. Schaub
DRAWN: Stu Ferchow
CHECKED: Dale F. Schaub

October 6, 1981
EXAMINED: [Signature]
PASSED: [Signature]
APPROVED: [Signature]



FRAMING PLAN

ELEVATION



SECTION AT ABUTMENTS

PIER #1

PIER #2

DIAPHRAGM D

DIAPHRAGM D₁

PLAN

PLAN

1 1/2" x 12" Anchor Bolts to be grouted into drilled holes after beams are in place.

1 1/2" Holes 1" deep in Top E. for pintles. Thread or press fit pintles into bottom E.

1 1/2" Holes for 1 1/2" x 12" anchor bolts. 5" x 2 1/2" x 2 1/2" E. washers under nut

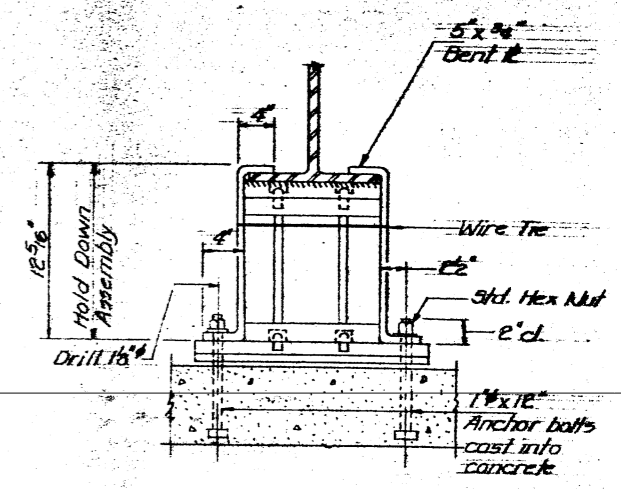
D₁ = 1/4" / 100 ft. of exp. for every 15° below the normal temp. of 50°F.
D₂ = 1/4" / 100 ft. of exp. for every 15° above the normal temp. of 50°F.

1 1/2" Holes for 1 1/2" x 12" anchor bolts. 5" x 2 1/2" x 2 1/2" E. washers under nut

1 1/2" Holes 1" deep in top E. for pintles. Thread or press fit pintles into bottom E.

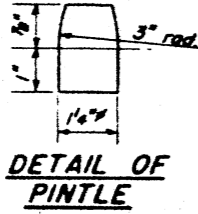
1 1/2" Holes 1" deep in top E. only for 1 1/4" pintles

Note: Two hardened washers shall be required over all 1 1/2" holes. All contact surfaces of joints shall be free of paint or lacquer.

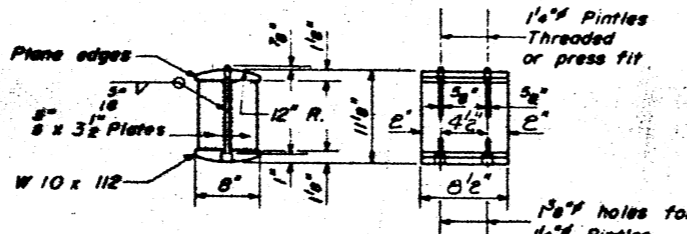


BEAM HOLD DOWN DETAIL

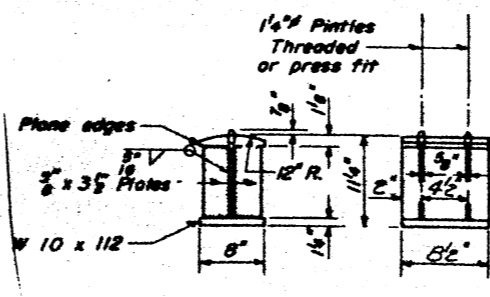
Note: Beams shall be held down at the Abutment on the opposite end of Bridge from which the deck pour is commenced. After pouring is completed the Hold Down Assembly shall be removed and Nuts placed on Anchor Bolts. Cast of Hold Down Assembly, incidental to Class X Concrete.



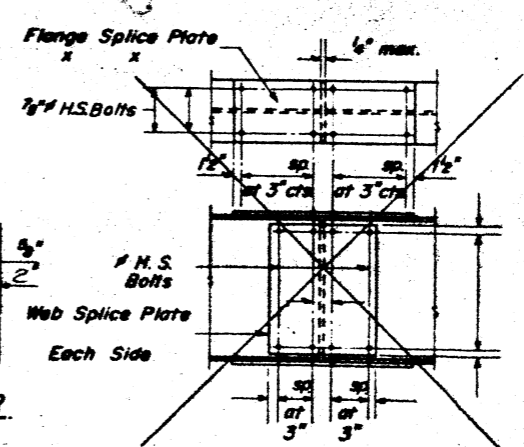
DETAIL OF PINTLE



DETAIL OF ROCKER AT S. & N. ABUTS. & PIER #1



DETAIL OF BOLSTER AT PIER #2



DETAIL OF SPLICE

Note: The design Moment and Reaction Tables are on sheet #2

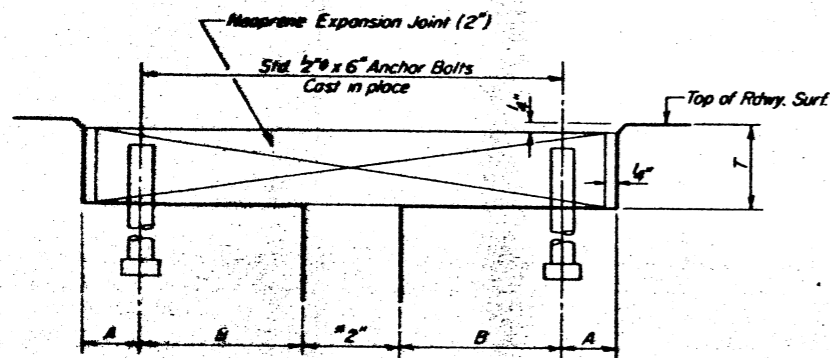
DESIGNED BY	October 6, 1931
CHECKED BY	Dale F. Schaub
DESIGNED BY	Stu Ferchow
CHECKED BY	Dale F. Schaub

October 6, 1931
James J. Ferguson
ENGINEER OF BRIDGE DESIGN
Paul S. Hammer
ENGINEER OF BRIDGES AND STRUCTURES
DIRECTOR OF HIGHWAYS

STRUCTURAL STEEL
F.A.S. RT. 659 SEC. 1 BR-1
MOULTRIE COUNTY
STATION 154+73.46

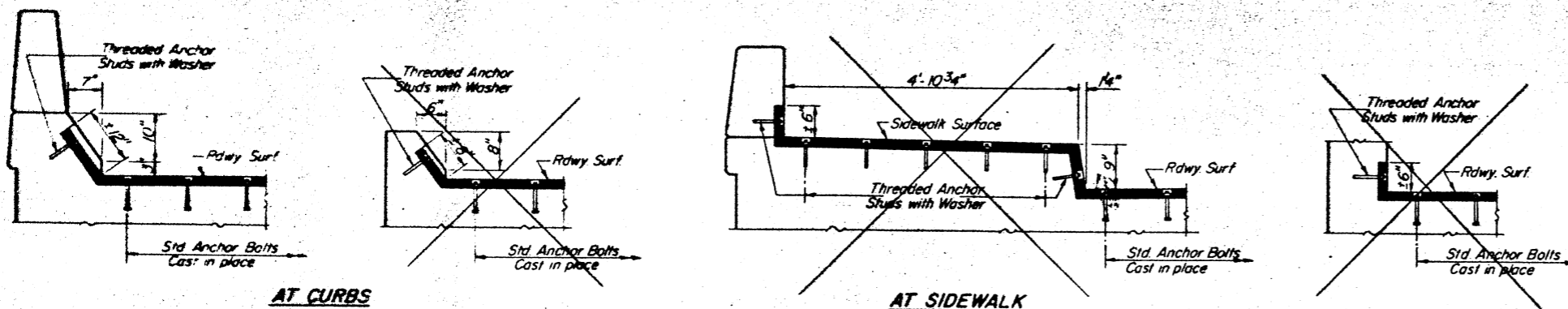
ALTERNATE NEOPRENE EXPANSION JOINTS (2")
(See Special Provisions)

Model	Supplier	Blockout Dimensions
TRANSFLEX, MODEL 200A	General Tire Company	$T = 1\frac{3}{16}"$, $A = 1\frac{1}{8}"$, $B = 3\frac{5}{16}"$
WABOFLEX, MODEL 3R-2	Watson Bowman Associates, Inc.	$T = 1\frac{3}{16}"$, $A = 1\frac{1}{4}"$, $B = 3\frac{3}{16}"$
FEL-SPAN, MODEL T-30 Set joint seal $1\frac{1}{8}"$ at 50°F.	Fel-Pro Building Products Inc.	$T = 1\frac{3}{8}"$, $A = 2\frac{1}{4}"$, $B = 2\frac{13}{16}"$
WABO ELASTODAM, TYPE 300 Set joint seal $1\frac{1}{8}"$ at 50°F.	Watson Bowman Associates, Inc.	$T = 1\frac{3}{8}"$, $A = 2\frac{1}{4}"$, $B = 2\frac{13}{16}"$
WABO ALLI-STRIP, TYPE III S300 Set joint seal $1\frac{1}{2}"$ at 50°F Permitted for up to 50° skew.	Watson Bowman Associates, Inc.	$T = 1\frac{3}{4}"$, $A = 1\frac{5}{8}"$, $B = 2\frac{3}{4}"$
LOW PROFILE ONFLEX-25 Set joint seal $1\frac{1}{2}"$ at 50°F Roadway belt channel shall be filled with approved grout. Permitted for up to 50° skew.	Structural Accessories, Inc.	$T = 1\frac{3}{4}"$, $A = 1\frac{5}{8}"$, $B = 2\frac{3}{8}"$



CROSS SECTION
At 50°F
Dimensions are at right angles

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



TYPICAL END TREATMENTS

DESIGNED *John M. Pharis*
CHECKED *Dale F. Schaub*
DRAWN *Stu Ferchow*
CHECKED *Dale F. Schaub*

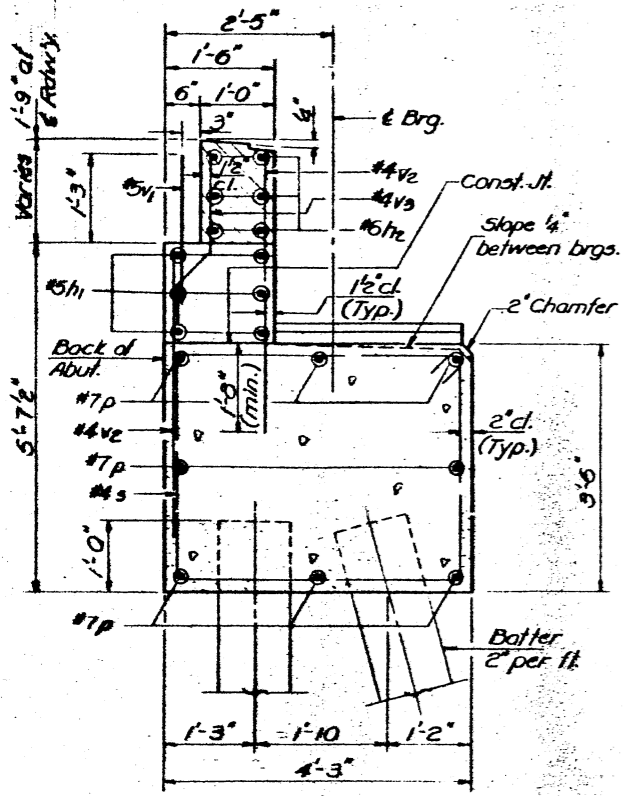
October 6, 1981
EXAMINED *James J. Rullman*
PASSED *Carl J. Timm*
APPROVED _____
DIRECTOR OF HIGHWAYS

NEOPRENE EXPANSION JOINTS (2")
FOR EXPANSION LENGTH OF DECK = 0 TO 160 FT.

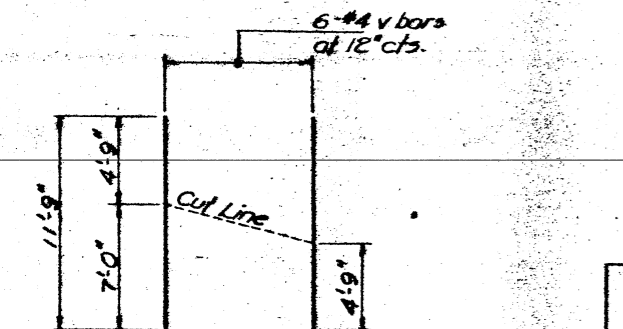
F.A.S. RT. 659 - SEC. 1BR-1
MOULTRIE COUNTY
STATION 154+73.46

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	QUANTITY	TOTAL SHEETS	SHEET NO.
F.A.S. 659/18A-1	Moultrie	38	16	11
SHEET NO. 8 11 SHEETS				



SECTION THRU ABUT.



FIELD CUTTING DIAGRAM
Order v bars full length. Cut to fit as shown and use remainder of bars in other face.

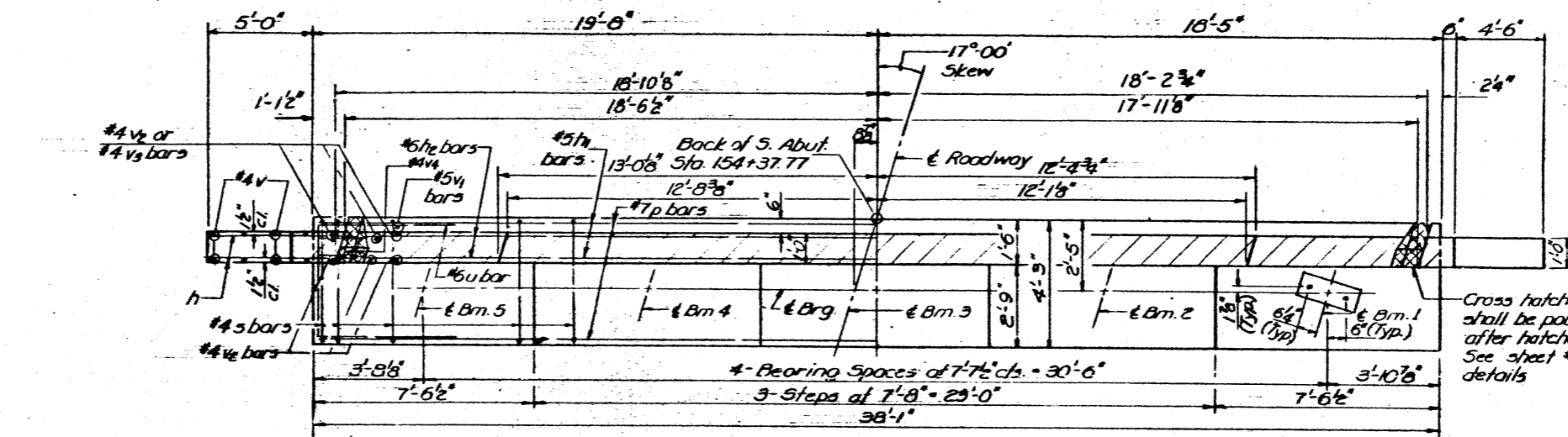


PILE DATA
Type: Concrete
Capacity: 21 Ton
Est. Length: 14 Foot
No. Req'd: 12 plus one test pile in a permanent location

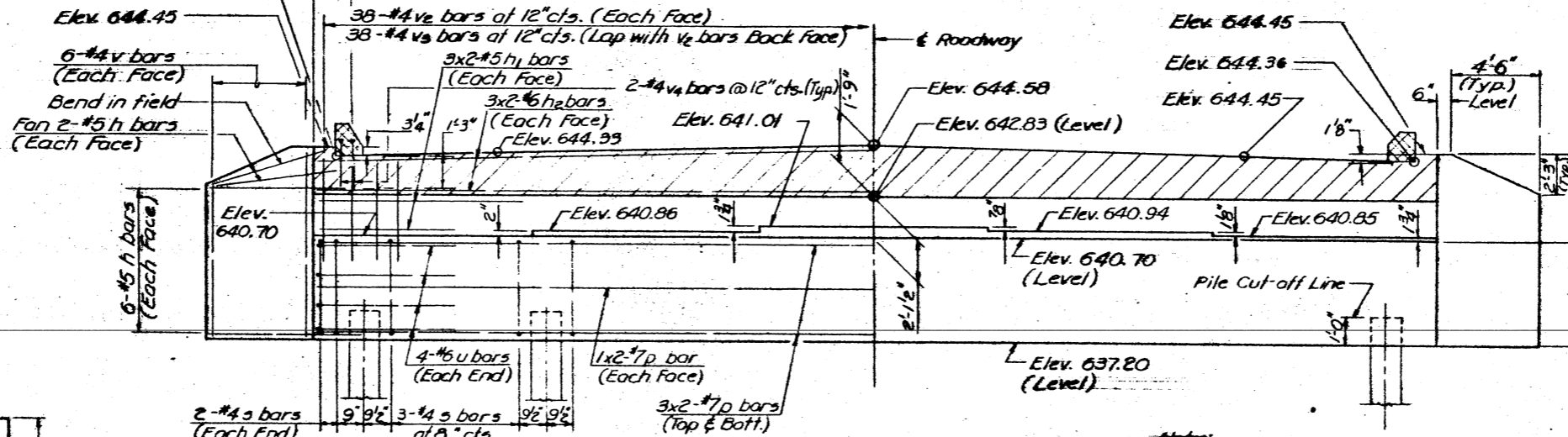
Note: Do not over drive piles.

DESIGNED *Frank M. Pfenner*
EXAMINED *James J. Rayburn*
CHECKED *Dale F. Schaub*
DRAWN *Sru Ferchow*
CHECKED *Dale F. Schaub*

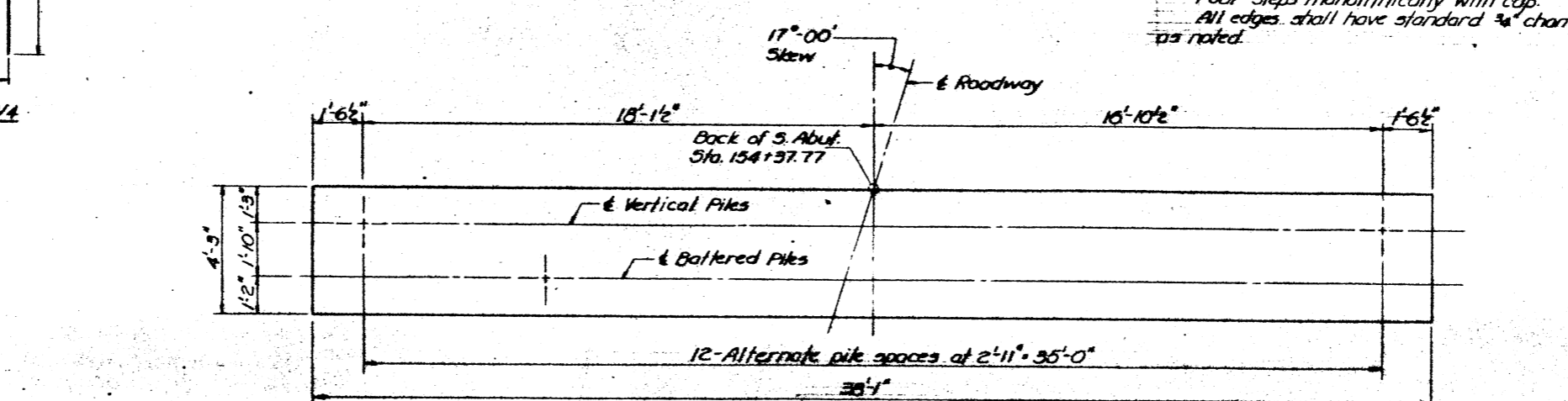
October 6, 1931
PASSED *Carl H. ...*
APPROVED *...*



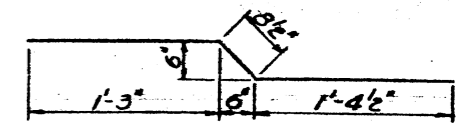
PLAN



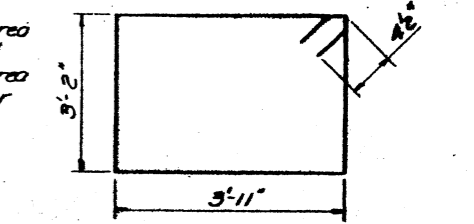
ELEVATION (Looking South)



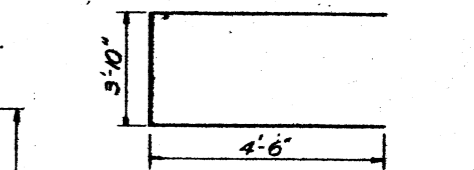
PLAN-PILE CAP



BAR v3



BAR s



BAR u

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
v	32	#5	7'-0"	—
h1	12	#5	19'-10"	—
h2	12	#6	20'-0"	—
p	15	#7	20'-4"	—
s	40	#4	14'-11"	□
u	8	#6	12'-10"	□
v	12	#4	11'-9"	—
v1	38	#5	3'-0"	—
v2	76	#4	5'-3"	—
v3	38	#4	3'-4"	—
v4	4	#4	4'-7"	□
Class X Concrete		Cu. Yd.	30.3	
Reinforcement Bars		Pound	2660	
Concrete Piles		Lin. Ft.	168	
Test Pile Concrete		Each	1	

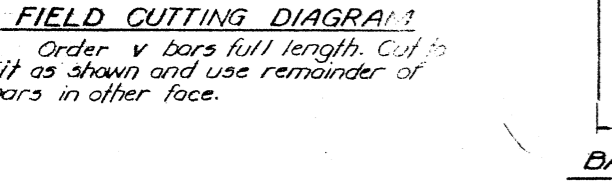
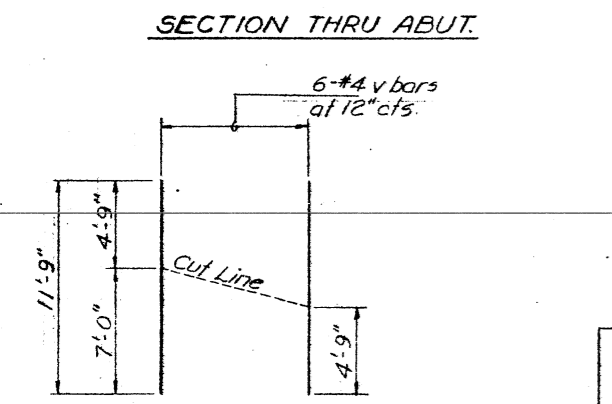
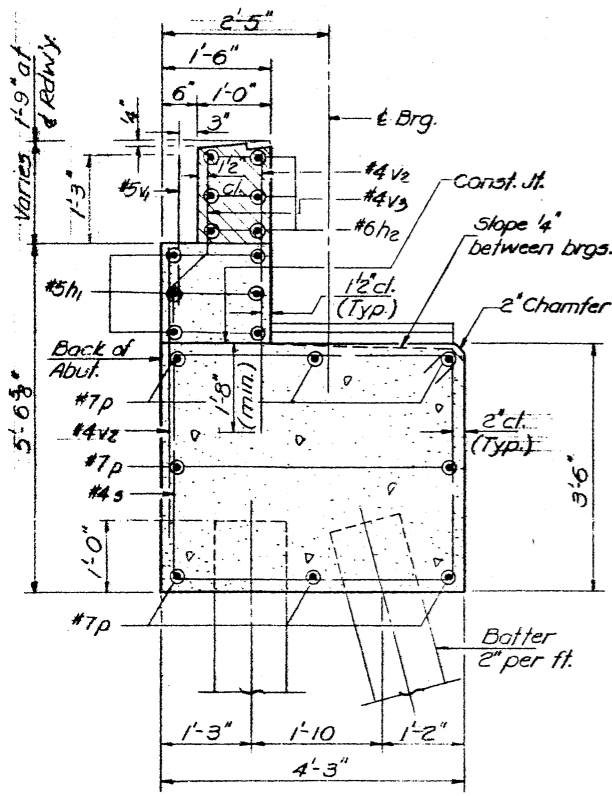
Notes:
Hatched Area to be poured after Superstructure forms have been removed.
Space Reinforcement in cap to miss anchor bolts.
Four steps monolithically with cap.
All edges shall have standard 3/4" chamfer except as noted.

SOUTH ABUTMENT
F.A.S. RT. 659 SEC. 18A-1
MOULTRIE COUNTY
STATION 154+73.45

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 659	1BR-1	Moultrie	38	17
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

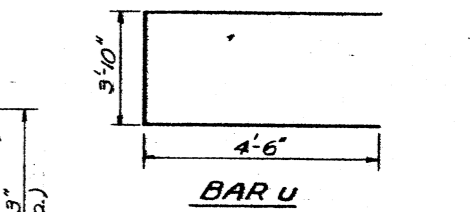
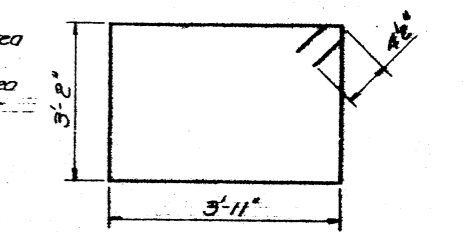
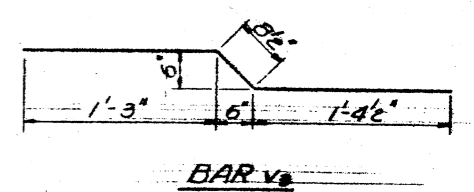
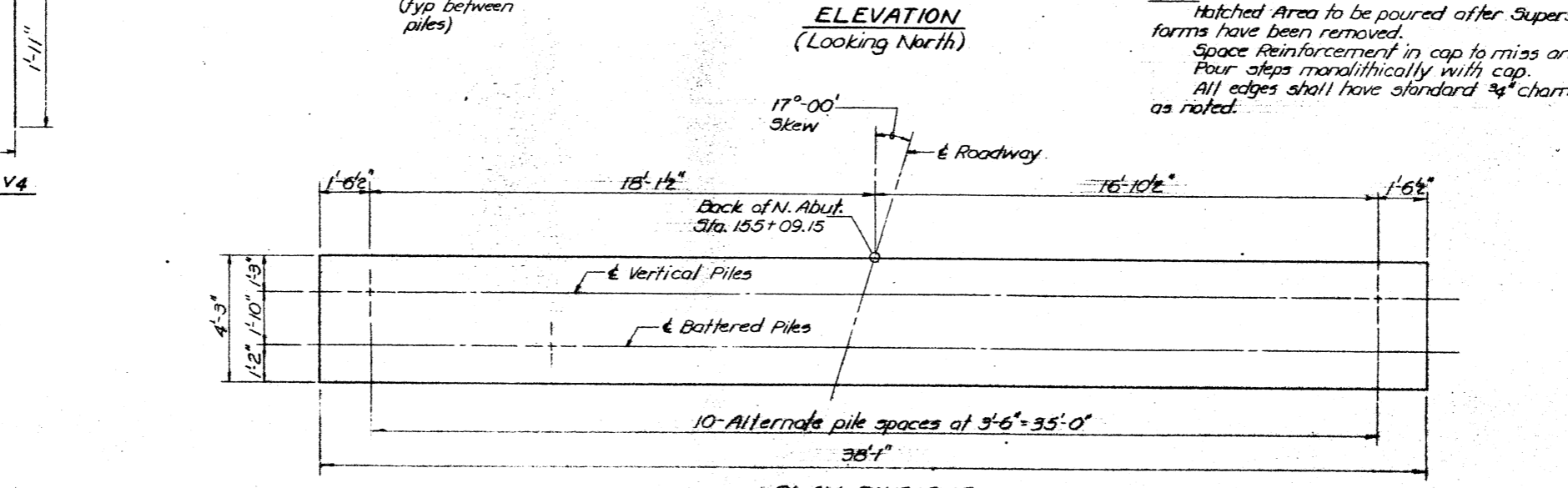
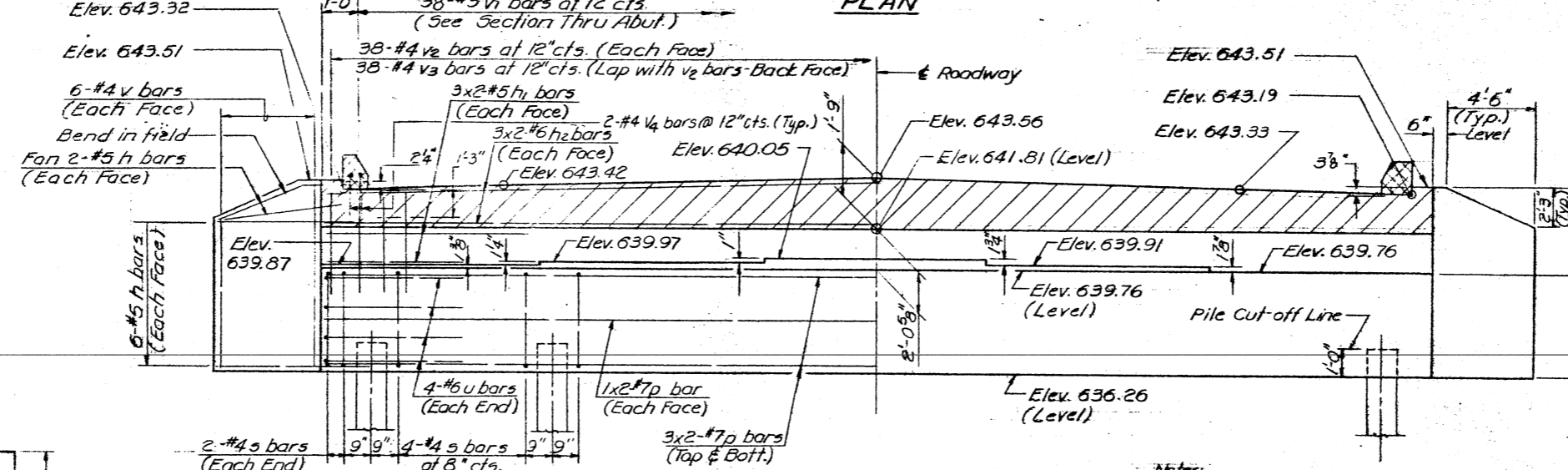
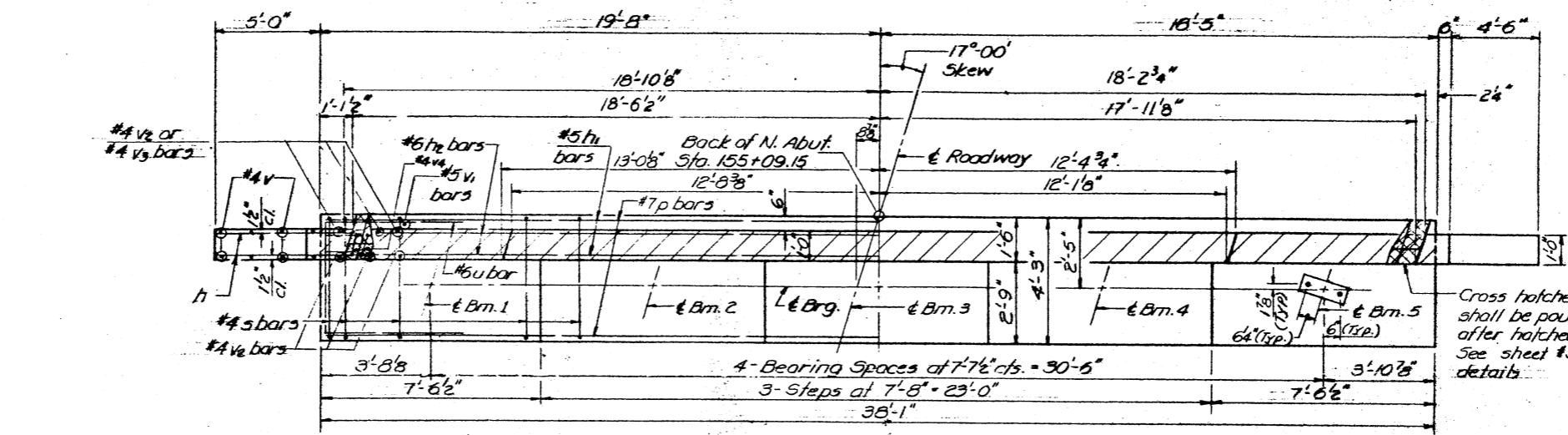
SHEET NO. 9
11 SHEETS



PILE DATA
 Type: Concrete
 Capacity: 25 Ton
 Est. Length: 13 Foot
 No. Req'd: 10 plus one test pile in a permanent location

DESIGNED: Patrick M. Petrus
 CHECKED: Dale F. Schaub
 DRAWN: Stu Ferchow
 CHECKED: Dale F. Schaub

October 6, 1981
 EXAMINED: [Signature]
 PASSED: [Signature]
 APPROVED: [Signature]



BILL OF MATERIAL

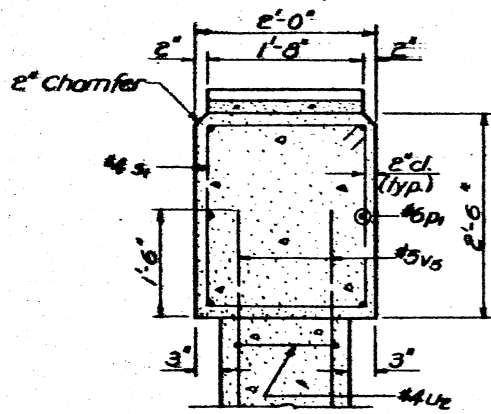
Bar	No.	Size	Length	Shape
h	32	#5	7'-0"	—
h1	12	#5	19'-10"	—
h2	12	#6	20'-0"	—
p	16	#5	20'-4"	—
s	44	#4	14'-11"	□
u	8	#6	12'-10"	□
v	12	#4	11'-9"	—
v1	38	#5	3'-0"	—
v2	76	#4	5'-3"	—
v3	38	#4	3'-4"	—
v4	4	#4	4'-7"	□
Class X Concrete		Cu. Yd.	30.1	
Reinforcement Bars		Pound	2700	
Concrete Piles		Lin. Ft.	180	
Test Pile Concrete		Each	1	

Notes:
 Hatched Area to be poured after Superstructure forms have been removed.
 Space Reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 All edges shall have standard 3/4" chamfer except as noted.

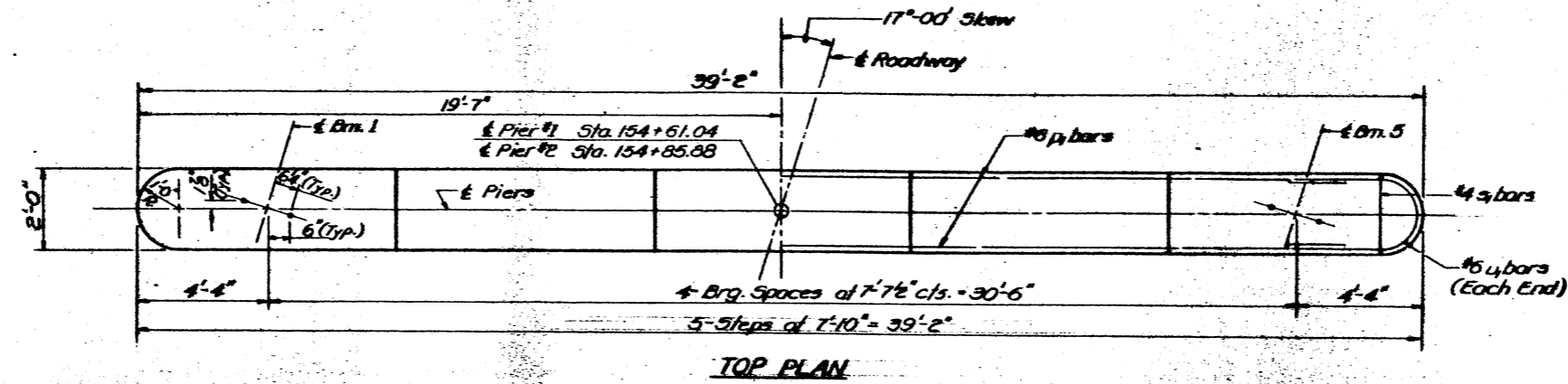
NORTH ABUTMENT
 F.A.S. RT. 659 SEC. 1BR-1
 MOULTRIE COUNTY
 STATION 154+73.46

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

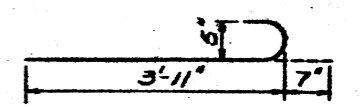
PROJECT NO.	SECTION	DATE	SHEET NO.	TOTAL SHEETS
659	1BR-1	Moultrie	38	18
SHEET NO. 10				
11 SHEETS				



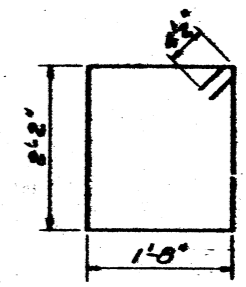
SECTION AA



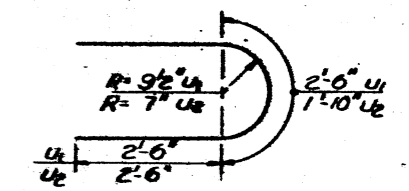
TOP PLAN



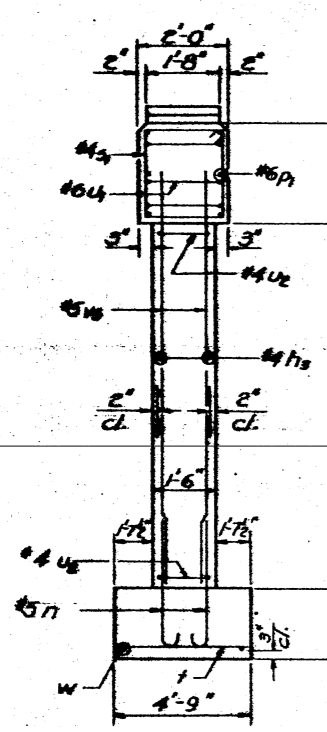
BAR n



BAR s1

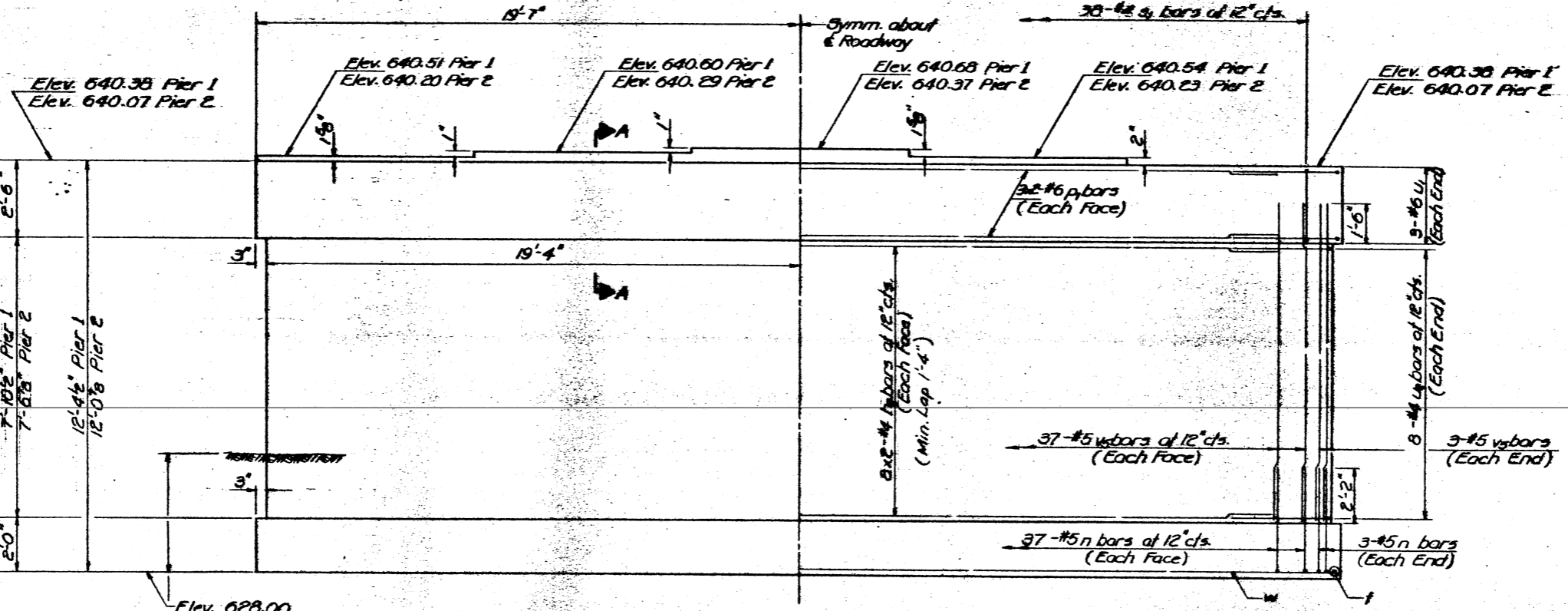


BAR u1 & u2

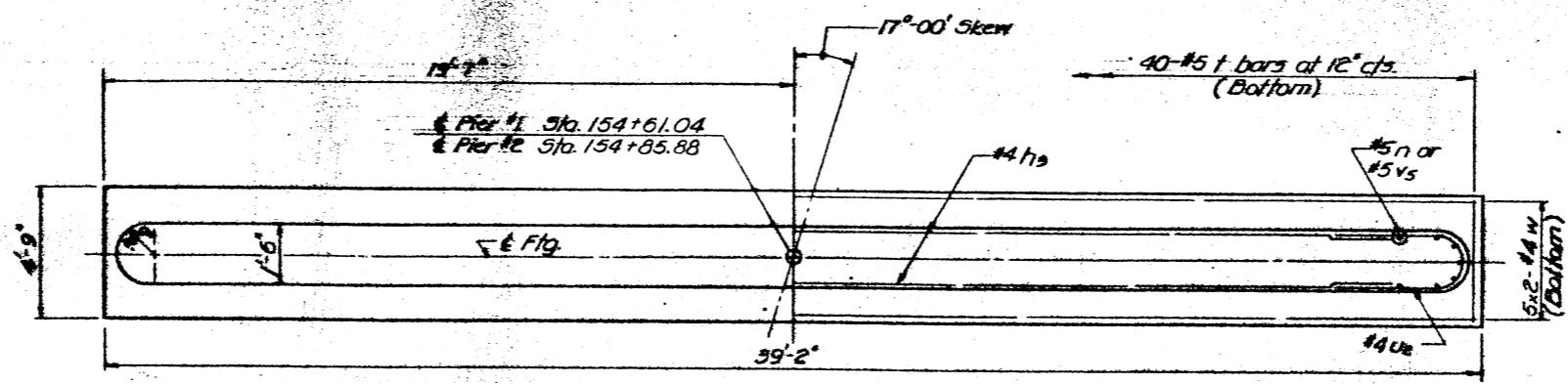


END VIEW

Maximum Soil Pressure = 3,700 p.s.f.



ELEVATION
(Looking North)



FOOTING PLAN

PIERS #1 & #2
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1	64	#4	19'-5"	
n	160	#5	4'-6"	
p1	24	#6	19'-7"	
s1	76	#4	8'-5"	
t	80	#5	4'-6"	
u1	12	#6	7'-6"	
u2	32	#4	6'-10"	
v1	160	#5	9'-6"	
w	20	#4	20'-6"	
Class X Concrete			Cu. Yd.	75.6
Reinforcement Bars			Pounds	5220

Notes:
Space reinforcement in cap to miss anchor bolts.
All edges shall have standard 3/4" chamfers except as noted.
Pour steps monolithically with cap.

DESIGNED: *John M. Ahme*
CHECKED: Dale F. Schaub
DRAWN: Stu Ferchow
CHECKED: Dale F. Schaub

October 6, 1981
EXAMINED: *Carroll J. Rayburn*
PASSED: *Paul E. Krumm*
APPROVED: *Paul E. Krumm*

PIERS #1 & #2
F.A.S. RT. 659 SEC. 1BR-1
MOULTRIE COUNTY
STATION 154+73.46

