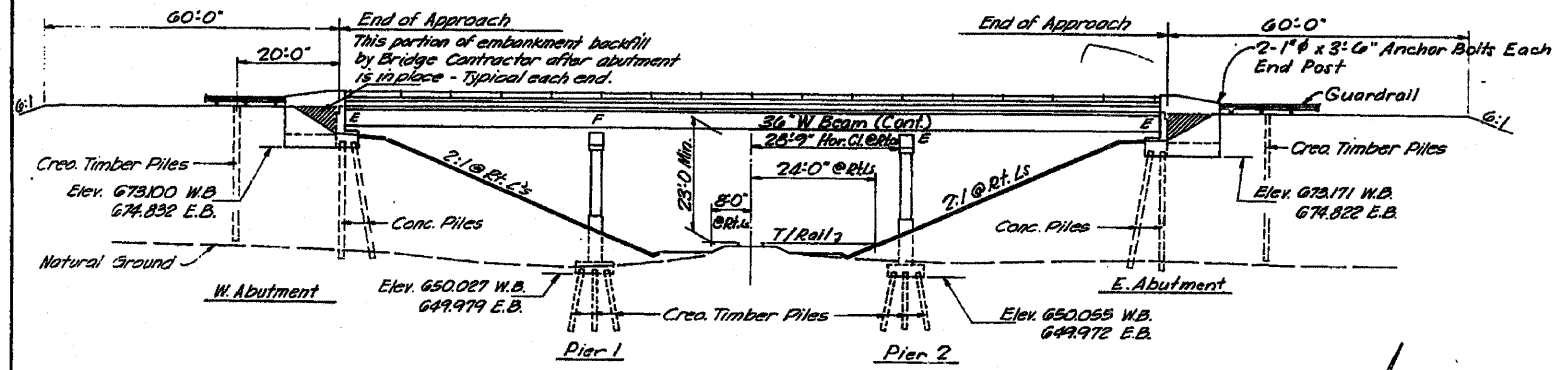


FOR INFORMATION ONLY

STATE OF ILLINOIS
DIVISION OF HIGHWAYS

NO.	SEC.	ROUTE	SHEET	NO.
F.A. 403	195-3	WHITESIDE	589	252
18 SHEETS				



APPROACH PILE DATA
Type: Cressed Timber Piles
No. Req'd.: 24
Length Req'd.: 26' W.Abut.-W.B., 23' E.Abut.-W.B.
31' W.Abut.-E.B., 31' E.Abut.-E.B.
See Special Provisions

GENERAL NOTES

All reinforcement bars shall be lapped 8d diameters unless otherwise shown.
Fasteners shall be high strength bolts. Bolts 3/4"; open holes 1/2" unless otherwise noted.
Calculated weight of Structural Steel = 320,607
The basic lead silica chromate paint system shall be used for shop and field painting of Structural Steel.
Field welding of construction accessories will not be permitted to cut from flange of girders nor to the top flange for a distance equal to one fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.
Anchor bolts shall be set before bolting diaphragms over supports. Slope wall shall be reinforced with welded wire fabric 6" x 6" mesh, weighing 50# per 100 sq. ft.
The Contractor shall drive one concrete test pile at each abutment and one timber pile at each pier in a permanent location as directed by the Engineer before ordering the remainder of piles.
Concrete piles at abutment shall be driven in holes precored through the embankment in accordance with Article 513.09(c) of the Standard Specifications.
The concrete rail section above the mandatory construction joint of the top of the slab shall be constructed of Class I Concrete, except the aggregates shall conform to the requirements for Mandrel Concrete.
Protective Coat shall not be applied to surfaces to which Coal Tar Interlayer Protective Coat is applied.

STATION 2593 + 91.75
BUILT 1972 BY
STATE OF ILLINOIS
F.A. RTE 403 - SEC. 195 - 3VB
LOADING HS 20

NAME PLATE
See Std. 2113

BILL OF MATERIAL

Item	Unit	Super.	Sub.	Total
Structure Excavation	Cu. Yds.		570	570
Class I Concrete	Cu. Yds.	444.0	508.4	952.4
Structural Steel	Lump Sum	1		1
Reinforcement Bars	Lbs.	112,909	62,266	175,175
Concrete Piles	Lin. Ft.		1608	1608
Test Piles, Concrete	Ea.		4	4
Cressed Timber Piles (20/16)	Lin. Ft.		2381	2381
Test Piles, Cressed Timber	Ea.		4	4
Slope Wall 4"	Sq. Yds.		2253	2253
Bit. Surface, Class I	Tons	118		118
Coal Tar Inter. Prot. Coat	Sq. Yds.	1410		1410
Aluminum Railings	Lin. Ft.	655		655
Preformed Jt. Sealer	Lin. Ft.	191		191
Protective Coat	Sq. Yds.	290		290
Name Plate	Ea.	2		2
Cressed Timber Piles, Under 20'	Lin. Ft.		1295	1295

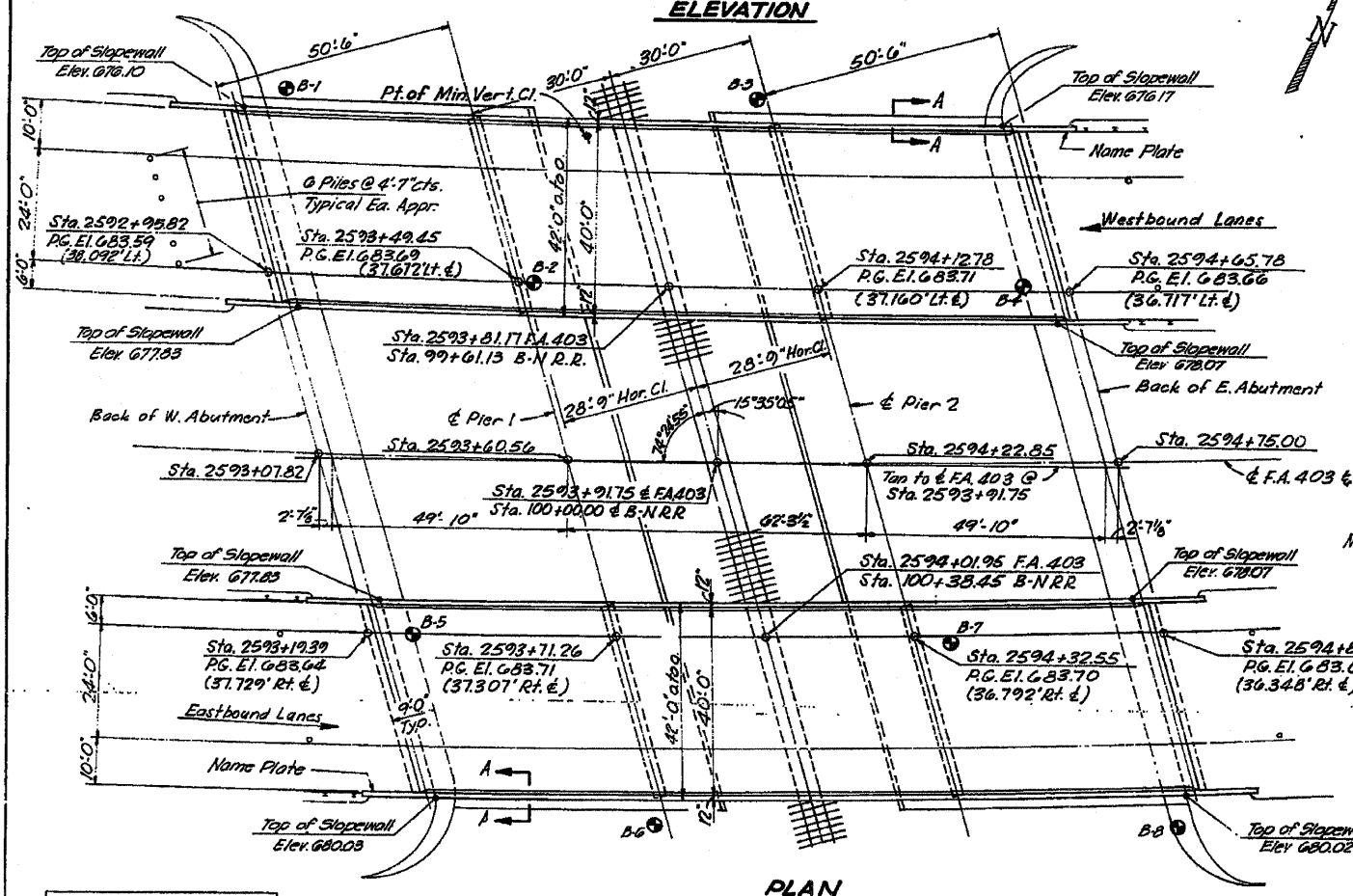
LOADING HS 20-44

DESIGN STRESSES

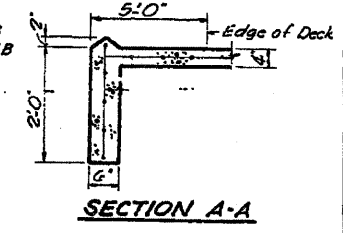
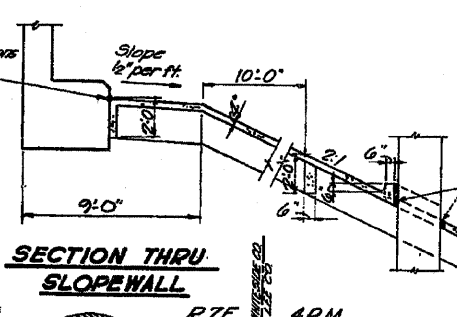
$f_c = 1200$ psi Deck Slab
 $f_c = 1400$ psi Curb, Parapet, & Substructure
 $V_c = 75$ psi Footings
 $n = 10$
 $f_s = 20,000$ psi Reinf.
 $f_s = 20,000$ psi Struct.
Allowable Δ Deflection = $L/1000$.
Design Specifications - 1969 AASHTO (as applicable).
Allow 25# per sq. ft. for future wearing surface.

HORIZONTAL CURVE DATA

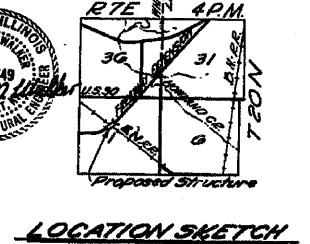
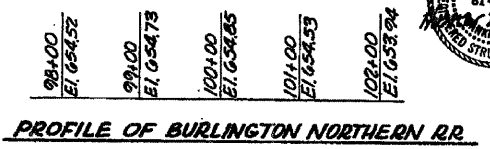
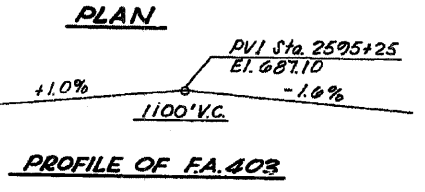
* $\Delta = 47^\circ 21' 05''$ Left
* $D = 2100'$
* $T = 1296.11'$
* $E = 263.25'$
* $R = 2804.79'$
* $L = 2947.54'$
* $SE = .0614$
* $RI = 2804 + 34.19$
* $RC = 2875 + 78.08$
* $PT = 2999 + 45.62$
* This data is for WB
R.G. Line, & Survey & EB
R.G. Line
2" P.J.F. all around Pier



Note: Top of slopewall to be held at a constant slope between elevations shown on Plan.



DESIGNED	H.M.W.	EXAMINED	
CHECKED	C.D.C.	PASSED	
DRAWN	C.D.C.	APPROVED	
CHECKED	S.M. Knight		



GENERAL PLAN & ELEVATION

F.A. RTE. 403 OVER BURLINGTON NORTHERN RR
F.A. RTE. 403 SEC. 195 - 3VB
WHITESIDE COUNTY
STATION 2593 + 91.75

098-0089, 90

* FAI Route 88 & FAP Route 309 (I-88 & US 30)
** D2 Bridge Painting 2009-2