# FOR INFORMATION ONLY

NOTE
Bars indicated thus 20 x 3-#5 indicates 20 lines of bars with 3 lengths per line
Min bar laps = 24 dia

STATE OF ILLINOIS
DIVISION OF HIGHWAYS

| DRAWING NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A. 403 | 195-3 | WHITESIDE | 539 | 5 |
| ROAD DIST. NO. 1 | ILLINOIS | FED. ROAD PROJECT | | 18 SHEETS |

SHEET NO. 5

## PLAN

164'-5" End to End of Parapet & Curb (Taken along inside face of Parapet)
51'-3¼" | 62'-6⅞" | 50'-6⅞"
164 - #4 d bars at 12" cts. Outside Face
163 - #5 d bars at 12" cts. Inside Face
2x2-#8 $b_7$ Top of Curb
2-#8 $b_4$ Top of Curb
2x2-#5 $b_8$ Bot. of Curb
2-#5 $b_5$ Bot. of Curb
4 Floor Drains at 6'-0" = 18'-0" Typical both corners on low side
6'-0"
Place drain at top of concrete and slope deck surfacing to drain
1x2-#6 $a_3$ Top
42'-0" c to c - Radially
39'-6"
17-#6 $a_1$ bars at 8" cts.-Top & Bot.
Bk. W. Abut.
℄ Pier #1
℄ Pier #2
Bk. E. Abut.
@ Pt. 2's to beams
229-#6 $a_1$ bars at 8" cts. - Top of Slab
229-#6 $a_1$ bars at 8" cts. - Bottom of Slab
@ Pt. 2's to beams
51 x 4-#5 $b_5$ bars spaced as shown in Cross Section - Bottom of Slab
39 x 4-#5 $b_5$ bars equally spaced at ± 12" cts. Top of Slab
Order $a_1$ bars full length Cut to fit skew & use remainder of bars in opposite end
1x2-#6 $a_3$ Top
16'-7⅝"
½" ϕ Drain Holes under Interlayer Protecht = Coat @ each curb joint - See Curb Section
33-#6 $b_3$ bars at 12" cts. Typical - Top of Slab over Piers.
9'-7"
10'-5"
16°16'22" Skew. Typical
73°43'38"
℄ Girder
123-#6 $a_2$ bars at 16" cts. Top of Slab
8'-0" | 8'-0" | 6'-0" | 8'-0"
Const. Joints in Curb to Top of Slab (Aluminum Sheets)
2-#6 $b_3$ - Top of Slab
3x4-#5 $b_5$ Top of Slab
1¾"
2¾"
51'-2⅜" | 62'-5⅜" | 50'-6¼"
164'-2¾" End to End of Parapet & Curb (Taken along inside face of Parapet)

## DETAIL A

⅞"x14" bar
¼" Section A-A
Section B-B
2½"
¾"
Section A-A
Section B-B
36" Section A-A
54" Section B-B
⅞"ϕ vent holes @ 12" cts.
Preformed Jt. Sealer
4 x ½ bars - Section A-A
½ x ½ bars - Section B-B
Tack weld @ 6" cts.

## TYPICAL END OF SEALER TREATMENT

Preformed Jt. Sealer
2½"
Bk. E. Abut.

## PREFORMED JOINT SEALER

2½" - Sec. A-A
4" - Sec. B-B
3⅝" Sec. A-A
3/16" Sec. B-B
3/16" Sec. A-A
4" Sec. B-B
2⅜" Sec. A-A
4 ⅞" Sec. B-B

∠ 4 x 4 x ½ x 42'-0¼" W. Abut. - W.B. Bridge
∠ 6 x 4 x ½ x 47'-3¾" E. Abut - W.B. Bridge
∠ 4 x 4 x ½ x 41'-0" W. Abut. - E.B. Bridge
∠ 6 x 4 x ½ x 41'-0⅝" E. Abut. - E.B. Bridge
⅞"ϕ x 8" CR 1020 STL granular or solid flux filled headed studs automatically end welded (4 E - studs at 12" alternate cts.)
Hatched area to be poured after superstructure forms are removed - Class X Concrete included in superstructure.

## SECTION A-A, B-B

See Detail "A"
@ 50°F. - See Detail "A"
1½" Bit. Pvt. - Class I
$a_3$ $a_1$ b
$a_1$
3" at low girder
WB 7" Measured
EB 6⅝" Along ℄ Gir.
℄ Brg
1'-0"

## BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|---|---|---|---|---|
| $a_1$ | 492 | #6 | 40'-6" | |
| $a_2$ | 246 | #6 | 4'-0" | |
| $a_3$ | 4 | #6 | 22'-6" | |
| b | 384 | #5 | 41'-11" | |
| $b_1$ | 84 | #6 | 30'-0" | |
| $b_2$ | 16 | #8 | 22'-6" | |
| $b_3$ | 16 | #5 | 22'-1" | |
| $b_4$ | 16 | #8 | 7'-9" | |
| $b_5$ | 16 | #5 | 7'-9" | |
| $b_6$ | 8 | #5 | 23'-10" | |
| $b_7$ | 8 | #8 | 24'-2" | |
| d | 328 | #4 | 5'-0" | |
| $d_1$ | 326 | #5 | 3'-8" | |
| Reinforcement Bars | | | Lbs | 55,016 |
| Class X Concrete | | | Cu Yds | 189.3 |

Note: Bar lengths are based on max. length necessary for W.B. Structure. Variation to be adjusted in splice lengths.

Parapet Reinforcement and Class X Concrete are billed on sheet # 7.

## SECTION

Total Drop = 2'-3¾"
1'-11"
42'-0" c to c deck
40'-0" face to face of parapet & rail
1'-0" | 9" | 9'-3" | 24'-0" | 5'-3" | 9" | 1'-0"
28'-4½"
Longitudinal bonded construction joint - Do not edge
2'-10½"
Profile Grade Point
8" Slab
.06 ⅛
2'-0"
1½" Class I ϕ Deck Waterproofing
3" Typ.
3½"
2-#4 $d_2$ at ea. rail post
d
c thru $e_3$
$b_2$ or $b_7$
$b_3$ or $b_4$
½" Class I Prt.
10" | 9 - #5 b at 8½" cts | 10" Typical between beams
Varies See sketch below
NEAR PIER
5 spaces at 7'-4" = 36'-8"
NEAR MIDSPAN
Varies See sketch below

## CROSS SECTION

Note: For placement of bars $d_2$ & c thru $e_3$ - see Sheet # 7.

## CURB SECTION

9" | 10" | 2"
$d_2$
1½" | 1½"
$d_1$
d
1'-0" Parapet
1½" | 1'-1½" | 1'-3½"
3'-5½" Vary Slope
Bonded Constr Jt. (Optional)
8" Aluminum Sheet - ASTM: B 209 alloy 3003-H14
Bonded Constr Jt (Mandatory)
1'-2"
Varies
12"
3/4" Drip Notch full length
6" | 2"
See Cross Section
½"ϕ Drain Hole @ Curb Joints. Do not provide hole in Interlayer Protective Coat
Varies

Cost of Aluminum Sheets and Drains shall be incidental to Class X Concrete

## BEAM - FASCIA OFFSETS

Outside edge of fascia
3'-7⅝"
2'-4⅜"
℄ Pier 1
2'-2⅝"
℄ Pier 2
3'-0⅝"
℄ Beam 1
2'-1"
3'-0¾"
℄ Beam G 7
3'-0⅜"
2'-0"
Outside edge of Fascia

## BAR $a_2$

2'-6" | 1'-6"
¾"

## BAR d

2'-9"
2'-3"
¾"

## BAR $d_1$

2'-1"
1'-1"
1'-9"
6" | 10"

| DESIGNED | C.D.C. |
|---|---|
| CHECKED | J.P. |
| DRAWN | L.R. |
| CHECKED | S.Mck. |

EXAMINED 19
PASSED
APPROVED

S-586-L(>30°) 4-22-68, 12-3-69

# SUPERSTRUCTURE - W.B. BRIDGE

F.A. RTE. 403 - SEC. 195-3YB
WHITESIDE COUNTY
STATION 2543+91.75

098-0089-90

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

| | | | |
|---|---|---|---|
| FILE NAME = P:\PAINTING\64E63\PLANS\ | DESIGN - | REVISED - | |
| | PLOT SCALE = 50.0000 ' / IN. | CHECKED - | REVISED - |
| | PLOT DATE = Fri Dec 05 13:39:09 2008 | DATE - | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| * | ** | Whiteside | 29 | 26 |
| | | CONTRACT NO. 64E63 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |