

B.M. RR. Spike in Power Pole
22' Lt. Sta. 102+20 Elev. 637.98

STATE OF ILLINOIS
DIVISION OF HIGHWAYS

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 1
F.A. 403	195-34	WHITESIDE	42	10	11 SHEETS
FED. ROAD DIST. NO. 7 ILLINOIS (F.A.P.C.)					

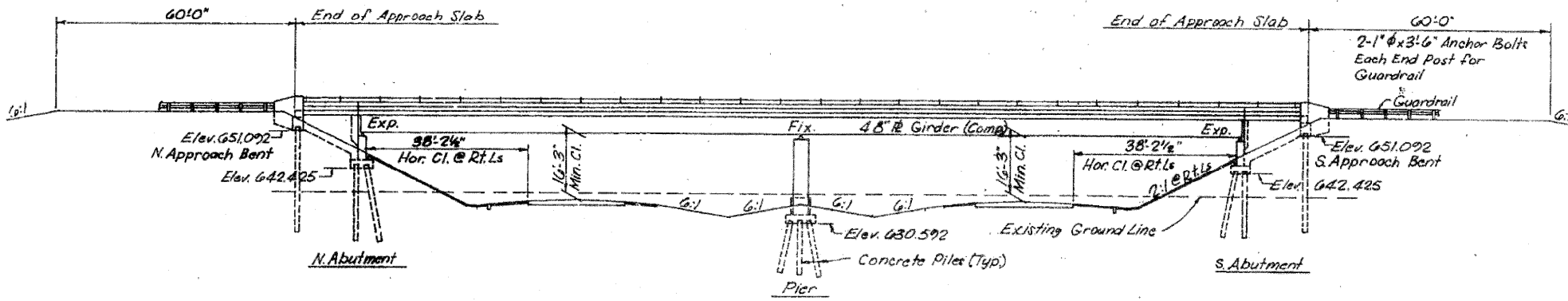
GENERAL NOTES

All reinforcement bars shall be lapped 24 diameters unless otherwise noted.
Fasteners shall be high strength bolts. Bolts $\frac{3}{8}$ " ϕ , open holes $\frac{3}{16}$ " ϕ , unless otherwise noted.
Calculated weight of Structural Steel = 213,777 lbs.
The basic lead silico chromate paint system shall be used for shop and field painting of Structural Steel.
Field welding of construction accessories will not be permitted to the bottom 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 or supports.
Slope wall shall be reinforced with welded wire fabric 6" x 6" mesh, weighing 58# per 100 sq. ft.
The contractor shall drive one concrete test pile in a permanent location of pier and each abutment as directed by the Engineer before ordering the remainder of piles.
Concrete piles at abutments shall be driven in holes prepared through the embankment in accordance with Article 513.09(c) of the Standard Specifications.
The concrete rail section above the mandatory construction joint at top of the slab shall be constructed of class X concrete, except the aggregates shall conform to the requirements of Handrail Concrete.
Protective Coat shall not be applied to the surfaces to which Coal Tar Interlayer Protective Coat is applied.
The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of the abutments.

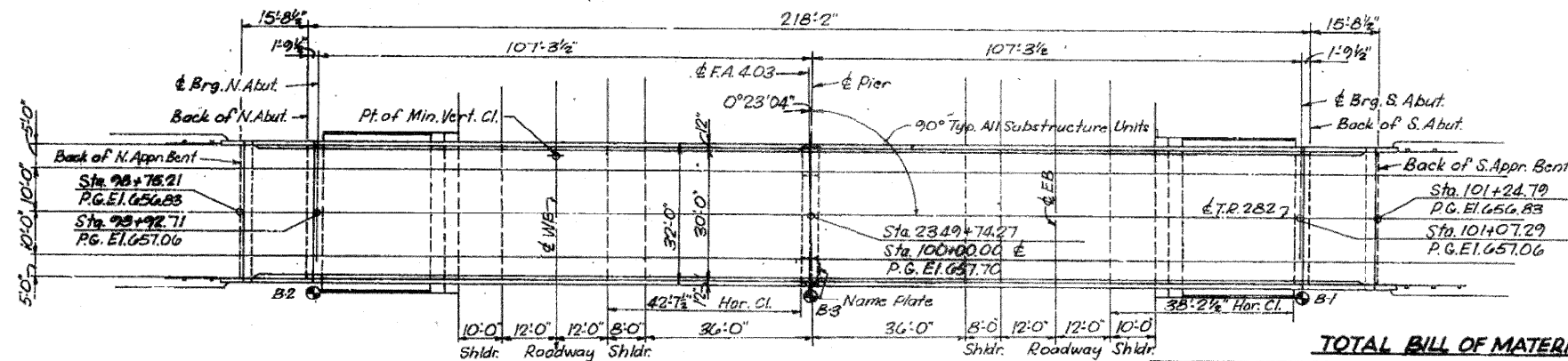
DESIGN STRESSES

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

LOADING - HS15-44



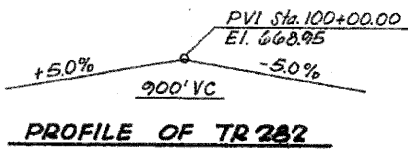
ELEVATION



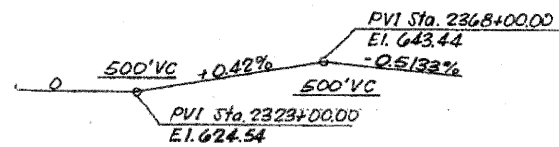
PLAN

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Structure Excavation	Cu. Yds.		95	95
Class X Concrete	Cu. Yds.	241.3	163.0	404.3
Structural Steel	Lump Sum			1
Reinforcement Bars	Lbs.	58,860	19,660	78,520
Concrete Piles	Lin. Ft.		1965	1965
Test Piles, Concrete	Ea.		3	3
Slope Wall	Sq. Yds.		248	248
Bit Surf. Class I	Tons	67		67
Coal Tar Int. Prot. Coat	Sq. Yds.	794		794
Aluminum Railing	Lin. Ft.	489		489
Preformed Joint Sealer	Lin. Ft.	64		64
Steel Shear Connectors $\frac{3}{4}$ " ϕ	Ea.	1572		1572
Name Plate	Ea.		1	1
Protective Coat	Sq. Yds.	160	36	196
Sand	Cu. Yds.		126	126
Driving Concrete Piles	Lin. Ft.		1965	1965



PROFILE OF TR 282

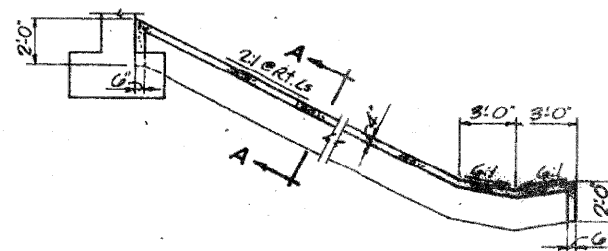


PROFILE OF F.A. 403

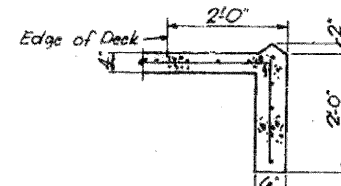
STATION 2349+74.27
BUILT 197 BY
STATE OF ILLINOIS
F.A. RTE. 403 SEC. 195-34B-2

LOADING HS 15

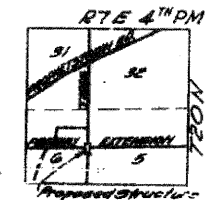
NAME PLATE
Sec. Std. 2113-7



SECTION THRU SLOPEWALL



SECTION A-A



LOCATION SKETCH

GENERAL PLAN & ELEVATION
PROJECT F.A. 403
TR 282 OVER F.A. 403
F.A. RTE. 403 - SEC. 195-34B-2
WHITESIDE COUNTY
STATION 2349+74.27

PLANS PREPARED BY MACKIE ENGINEERING CO.
Rev. Structure Engr. 1-13-72

DESIGNED H. Walker	EXAMINED _____
CHECKED C. Clary	PASSED _____
DRAWN C. Clary	APPROVED _____
CHECKED S. M. Knight	