ROUTES FAP 865 AND FAP 726
D-9 CONTRACT MAINTENANCE FY 05-7
WILLIAMSON & PERRY COUNTIES
CONTRACT #98880
SHEET 12 OF 22

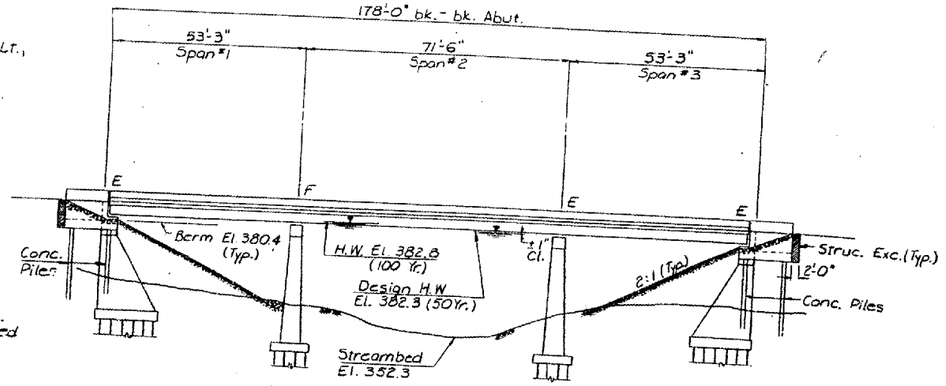
Sec 129 BC-BR-1

Existing Structure: #100-0033, Sec. 129 BC - Built in 1931, 1 Through Truss Steel Span 71'-6", 2 R.C. Deck Girder Approach Spans @ 53'-3", Clear Roadway = 21'-1", 178'-0" Bk.-Bk. Abutments.

B.M.: North end Hub Guard 11' Lt., Sta. 221+91, El. 384.76

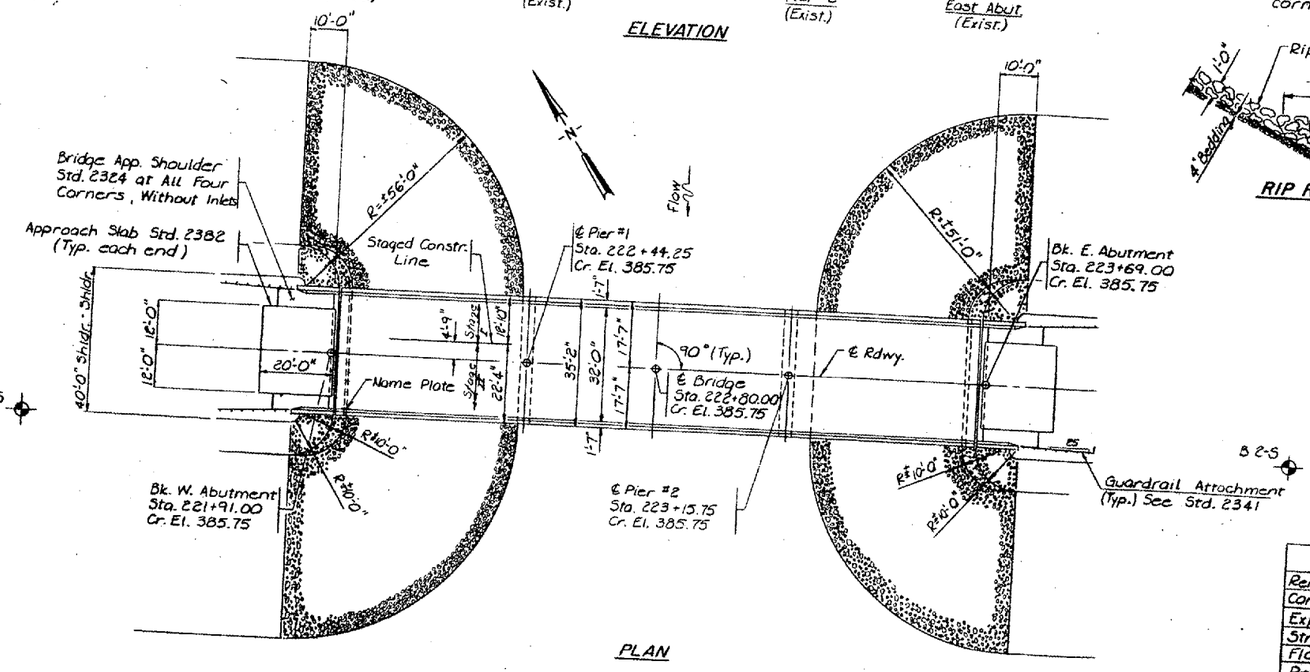
Contractor shall remove existing Superstructure, widen existing Substructure and construct a new superstructure utilizing a concrete deck on wide flange beams and Staged Construction. One lane traffic to be maintained at all times.

No Salvage

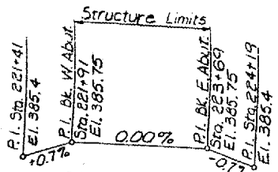


West Abut. (Exist.) | Pier #1 (Exist.) | Pier #2 (Exist.) | East Abut. (Exist.)

ELEVATION



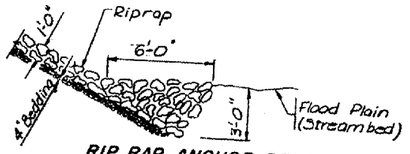
PLAN



PROFILE GRADE

STATION 222+80
BUILT 198__ BY
STATE OF ILLINOIS
F.A. RT. 726 SEC. 129BC-BR-1
PROJECT FR-726(22)
LOADING HS20
STR. NO. 100-0033

LETTERING FOR NAME PLATE
Locate Name Plate at Northwest corner of Bridge (See Std. 2113)



RIP RAP ANCHOR DETAIL

GENERAL NOTES

1. See Sheet 2 of 15 for Boring Data.
2. Fasteners shall be high strength bolts A.A.S.H.T.O. M-164, Type 3. Bolts ⅞"ø, open holes 15/16"ø unless otherwise noted.
3. Calculated weight of Structural Steel = 117,300 Lbs.
4. All structural steel shall be A.A.S.H.T.O. M-222 unpainted type except expansion joint angles and attached bars which shall be A.A.S.H.T.O M 183 and shop painted with two coats of basic lead silico chromate paint.
5. All structural steel for a distance of three times the depth of the beams or girders, but not exceeding 10 feet, each way from deck joints shall be cleaned and given one coat of the basic lead silico chromate primer and maroon field coat. Both coats to be applied in the shop with spot painting only in the field.
6. Field welding of construction accessories will not be permitted to the bottom flange of beams 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.
7. Anchor bolts shall be set before bolting diaphragms over supports.
8. The Contractor shall drive one concrete test pile in a permanent location at the West Abut. as directed by the Engineer before ordering the remainder of piles.
9. Expansion bolts shall consist of approved expansion anchors, providing minimum certified proof load = 4080 Lbs., and ¾"ø x 12" hooked bolts.
10. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of ⅛ inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two ⅛" adjusting shims, of the the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. For Type I Elastomeric Bearings, shims of the dimensions of the top bearing plate shall be provided and placed as detailed.
11. The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These Components are the wide flange beams and all splice plate material.
12. Reinforcement bars shall conform to the requirements of A.A.S.H.T.O. M-31 or M-53 Grade 60, except as noted in the abutments and piers.
13. All contact surfaces of joints for the diaphragms shall be free of paint or lacquer.
14. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation or a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Removal of Existing Superstructure	Each	1	—	1
Concrete Removal	Cu. Yd.	—	30	30
Structure Excavation	Cu. Yd.	—	120	120
Floor Drains	Each	22	—	22
Protective Coat	Sq. Yd.	782	—	782
Class X Concrete	Cu. Yd.	186.4	93.1	279.5
Furnishing Steel Piles HP8x36	Lin. Ft.	—	48	48
Structural Steel	L. Sum	1	—	1
Stud Shear Connectors	Each	840	—	840
Reinforcement Bars	Pound	18,680	9,460	28,140
Reinforcement Bars (Epoxy Coated)	Pound	27,890	—	27,890
Concrete Piles	Lin. Ft.	—	285	285
Test Piles, Concrete	Each	—	1	1
Name Plate	Each	1	—	1
Stone Riprap	Sq. Yd.	—	1460	1460
Elastomeric Expansion Bearing, Type I	Each	—	10	10
Elastomeric Expansion Bearing, Type II	Each	—	5	5
Preformed Joint Seal 2½"	Lin. Ft.	34	—	34
Preformed Joint Seal 4"	Lin. Ft.	34	—	34
Temporary Support System	L. Sum	—	—	1
Temporary Bridge Rail	Lin. Ft.	—	—	218

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Chief Bureau of Bridges & Structures
JOHN E. BIRKS

FOR INFORMATION ONLY:

BRIDGE NO. 2 STRUCTURE 100-0033

GENERAL PLAN AND ELEVATION
FEDERAL AID PRIMARY RT. 726 (ILL. 148)
SECTION 129-BC-BR-1
OVER POND CREEK
WILLIAMSON COUNTY
STATION 222+80.00

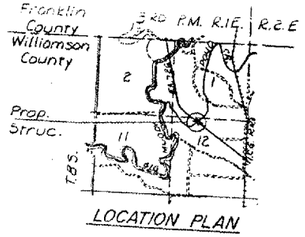
P.K.B.
T.E.H.
M.L.B.

HANSON ENGINEERS INCORPORATED
80SE006

WATERWAY INFORMATION

Drainage Area 100 Sq. Mi Low Grade Elev. 382.93 At Sta. 150+00

Flood	Freq. Yr.	Q C.F.S.	Opening Exist.	Opening Prop.	Sq. Ft. Nat. H.W.E.	Head — Ft. Exist.	Head — Ft. Prop.	Headwater Elev. Exist.	Headwater Elev. Prop.
Design	50	8100	3056	3224	382.3	0.16	0.15	382.46	382.45
Base	100	8665	3056	3241	382.8	0.17	0.18	382.97	382.98
Overtopping	100	8665	3056	3241	382.8	0.17	0.18	382.97	382.98
Max. Calc.	500								



LOCATION PLAN

DESIGN STRESSES

Concrete: Load Factor Design
f'c = 3500 p.s.i.
fy = 60,000 p.s.i. (Reinforcement)
n = 9
Structural Steel: Load Factor Design
fy = 50,000 p.s.i (M222-Unpainted)
Loading: A.A.S.H.T.O. HS 20-44

Allowance for 25 p.s.f. F.W.S.
Design Specifications:
1977 A.A.S.H.T.O. Specifications and 1978, 1979 & 1980 Interim Specifications.