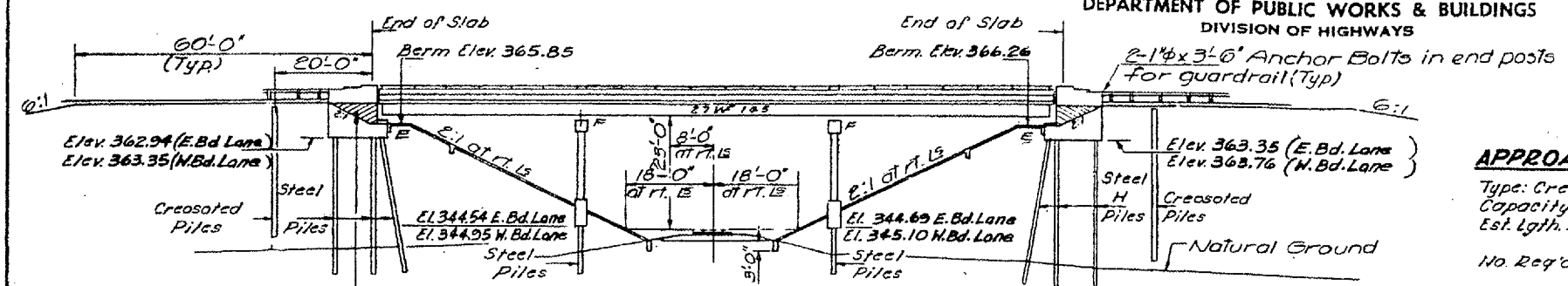


DATE	24	3/8	Mossoc	76	17	SHEET NO. 7
						13 SHEETS

D.M. *31 Boat Spike in 20' Oak
 250' left of Sta. 406 Elev. 338.42

STATE OF ILLINOIS
 DEPARTMENT OF PUBLIC WORKS & BUILDINGS
 DIVISION OF HIGHWAYS



APPROACH PILE DATA

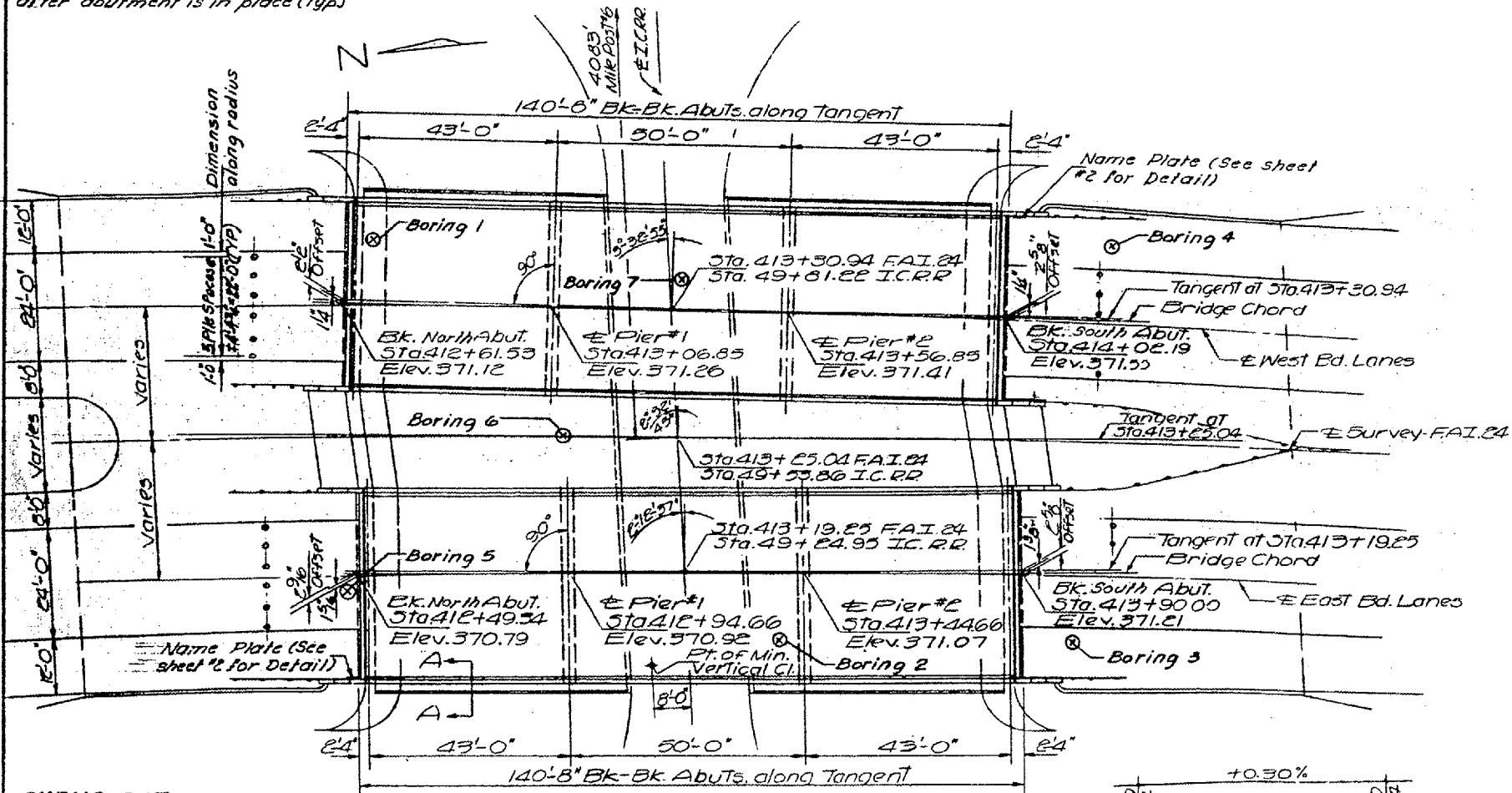
Type: Creosoted
 Capacity: 20 Tons.
 Est. Lgth.: 28'0" (No. Appra.)
 30'0" (So. Appra.)
 No. Req'd.: 24

ELEVATION

This portion of the embankment backfill by the Bridge Contractor after abutment is in place (Typ)

GENERAL NOTES

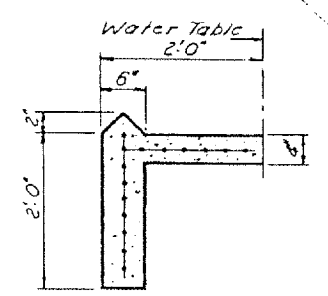
All reinforcement bars shall be lapped 24 diameters unless otherwise shown.
 Rivets 3/4", open holes 1 1/8", unless otherwise noted.
 Diaphragm connections may be adapted to shop welding subject to approval by the Engineer.
 The exposed surfaces of the expansion guard shall be given two shop coats of red lead paint, the contact surfaces shall be given one coat of red lead paint. Anchor studs shall not be painted.
 Except as otherwise provided, all structural steel shall receive one shop coat of red lead paint and two field coats of aluminum paint.
 Field welding of construction accessories will not be permitted in the bottom of flange of beams or girders nor on 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 riveting diaphragms (bolting cross frames) over supports.
 Slope wall shall be reinforced with welded wire fabric 6" x 6" mesh, weighing 58 lb. per 100 sq. ft.
 The Contractor shall drive 4 test piles, one each at N. Abut., E. Bd. Lane, S. Abut., W. Bd. Lane, Pier 1, W. Bd. Lane and Pier 2, E. Bd. Lane. All in Permanent locations as directed by the Engineer before ordering the remainder of piles.
 Class A Excavation for structures includes excavation for slope wall.
 The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of the abutments or piers.
 The concrete rail section above the mandatory construction joint at the top of the slab shall be constructed of Class X Concrete, except the aggregates shall conform to the requirements of Handrail Concrete.
 Pier and abutment piles shall be driven to the minimum length noted and the bearing required obtained at or below this level.



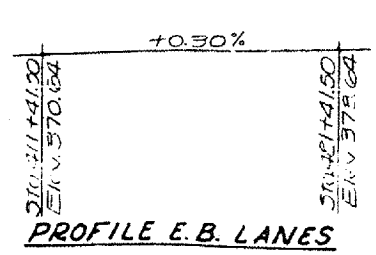
CURVE DATA

West Bd. Lane P.I. Sta. 406+80.74
 East Bd. Lane P.I. Sta. 409+36.72
 P.I. Sta. 408+08.73
 Δ = 15°-29'-39"
 D = 0°-30'
 R = 11,459.16'
 L = 3,098.84'
 T = 1,558.93'
 E = 105.55'
 S.E. = 0.015%

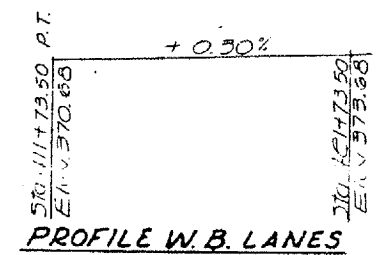
PLAN



SECTION A-A



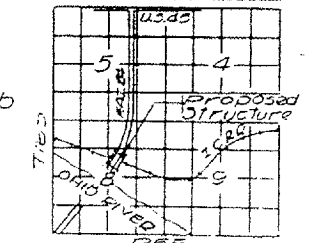
PROFILE E.B. LANES



PROFILE W.B. LANES

DESIGN STRESSES

f_c = 1200 PSI - Deck Slab
 f_c = 1400 PSI - Curb, Parapet, Sub
 f_s = 20000 PSI - Rein. F.
 f_s = 20,000 PSI - STRUCT.
 f_c = 75 PSI - Ftgs
 n = 10
 Allowable Future W.S. 2.5 ft/d
 Allowable E.O. 1/1000 Non Composite



TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Protective Coat	Sq. Yds.	1450		1450
Class A Excav. for Structures	Cu. Yds.		20	20
Class X Concrete	Cu. Yds.	354.9	351.9	706.2
Structural Steel	Lump Sum	0.48		0.48
Aluminum Railing	Lin. Ft.	550		550
Reinforcement Bars	Lbs.	86870	60940	127810
Creosoted Piles (20" x 38")	Lin. Ft.		696	696
Steel Piles (BBP36)	Lin. Ft.		2690	2690
Test Piles Steel (BBP36)	Ea.		4	4
Name Plates	Ea.		2	2
Slope Wall (4")	Sq. Yds.		1700	1700
Preformed Joint Sealer	Lin. Ft.	170		170

* CALCULATED WEIGHT OF STRUCTURAL STEEL = 307,270 Lbs.

FOR INFORMATION ONLY:

BRIDGE NO. 5 STRUCTURE 064-0032

BRIDGE NO. 6 STRUCTURE 064-0033

DESIGNED	S. Lin
CHECKED	A.A. Hummel
DRAWN	J. Kessler
CHECKED	A.A. Hummel

EXAMINED	[Signature]	DATE	JANUARY 27 1969
PASSED			
APPROVED			