

F. A. U. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
06-00082-00-BR	COOK	008	005	
STA.	TO STA.			
FED. ROAD DIST. NO.	BLANKS	FED. AID PROJECT		

CONTRACT NO. 83948

Specifications:

Materials and workmanship in accordance with the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, latest edition, and Supplemental and Recurring Special Provisions.

Concrete:

All cast-in-place concrete shall be in accordance with Section 503 of the Standard Specification. Class S1 concrete shall be used throughout.

All exposed concrete edges shall have a 3/8" by 45 degree chamfer, except where shown otherwise. Chamfer on vertical edges shall be continued a minimum of one foot below the finished ground level.

Reinforcement:

Reinforcement bars shall conform to the requirement of AASHTO M-31, M-42 or M-53 Grade 60, and Section 508 of the Standard Specifications.

Cover from face of concrete to the face of reinforcement bars shall be 2 inches for all surfaces unless otherwise shown.

Reinforcement bar bending dimensions are out-to-out.

Reinforcement bending details shall be in accordance with the "Manual of Standard Practice for Detailing Reinforced Concrete Structures", ACI 318, latest edition.

Reinforcement bars designated "(E)" shall be epoxy coated.

Construction:

No construction joints except those shown on the plans will be allowed unless otherwise ordered by the Engineer.

The back face of the concrete for the abutment and wing walls shall be waterproofed according to Article 503.18 of the Standard Specifications.

Bridge Seat Sealer shall be applied to the bridge seat area of both abutments.

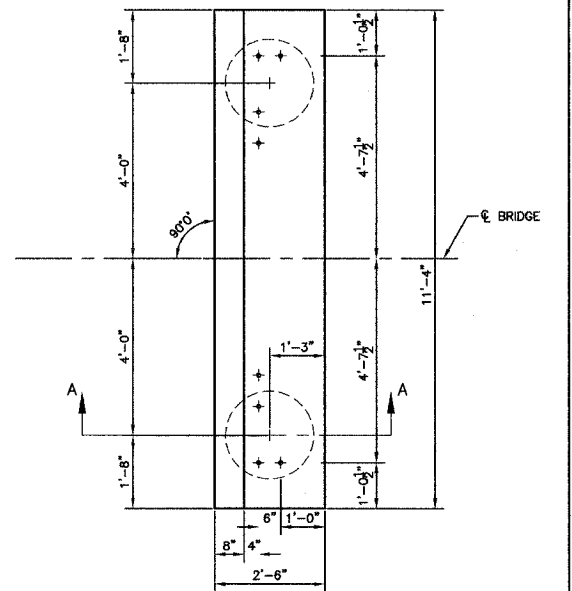
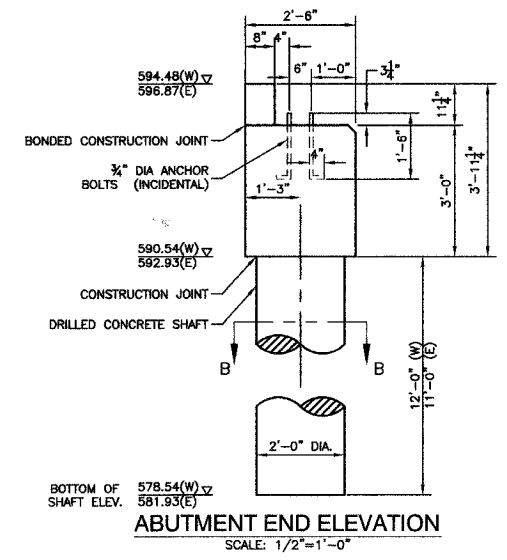
Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.

Backfill shall be placed behind the abutment after the superstructure has been poured and the falsework removed. See Article 502.10 of the Standard Specifications.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch. Adjustment shall be made either by grinding the surface or by shimming the bearing.

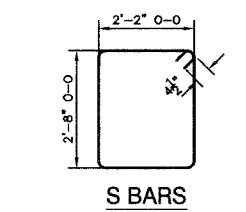
**SUBSTRUCTURE BILL OF MATERIAL
(2 ABUTMENTS)**

BAR	NO.	SIZE	LENGTH	SHAPE
P(E)	22	#5	11'-0"	—
S(E)	24	#4	10'-5"	—
u(E)	16	#6	11'-1"	—
V(E)	24	#4	2'-3"	—
REINFORCEMENT BARS, EPOXY COATED		lbs.	722	
CONCRETE STRUCTURES		CU. YD.	6.9	
BRIDGE SEAT SEALER		SQ. FT.	57	
DRILLED SHAFT CONCRETE FOUNDATIONS		CU. YD.	5.4	

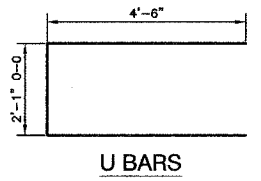


ABUTMENT PLAN
SCALE: 1/2"=1'-0"

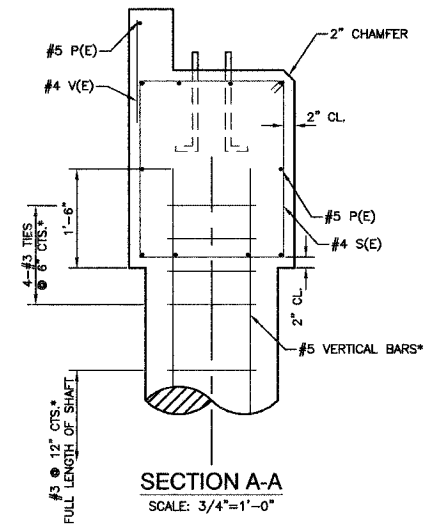
NOTE:
SPACING OF ANCHOR BOLTS TO BE VERIFIED UPON RECEIPT OF SHOP DRAWINGS.



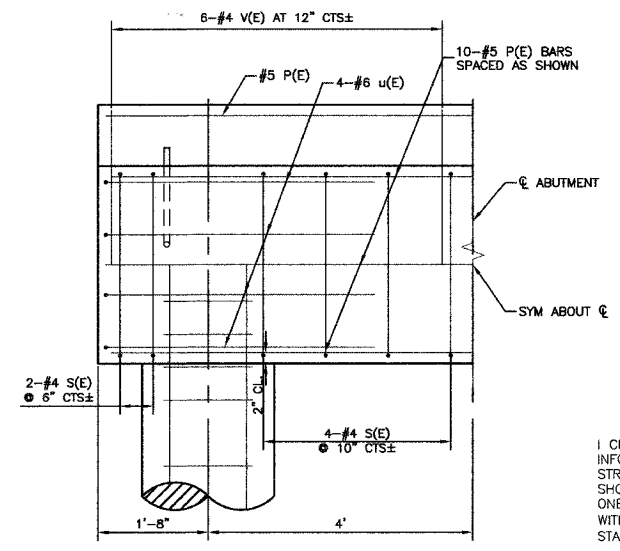
S BARS



U BARS



SECTION A-A
SCALE: 3/4"=1'-0"

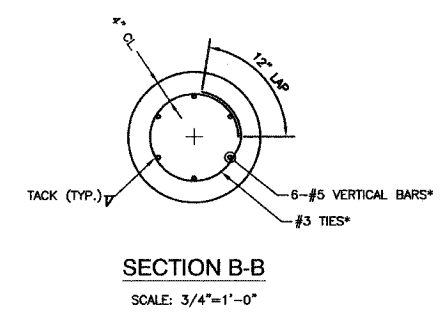


**ABUTMENT HALF SECTION
SHOWING REINFORCEMENT**
SCALE: 3/4"=1'-0"

I CERTIFY THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THIS BRIDGE DESIGN IS STRUCTURALLY ADEQUATE FOR THE DESIGN LOADING SHOWN ON THE PLAN. THE DESIGN IS AN ECONOMICAL ONE FOR THE STYLE OF STRUCTURE AND COMPLIES WITH REQUIREMENTS OF THE CURRENT "AASHTO STANDARDS SPECIFICATIONS FOR HIGHWAY BRIDGES."

PREPARED BY OR UNDER THE DIRECT SUPERVISION OF:

Christopher J. King
MAY 24, 2007



SECTION B-B
SCALE: 3/4"=1'-0"

*THESE REINFORCEMENT BARS INCIDENTAL TO DRILLED SHAFT CONCRETE FOUNDATIONS. THE CONTRACTOR SHALL HAVE THE OPTION OF SUBSTITUTING SPIRAL REINFORCEMENT FOR THE CIRCULAR TIES AT HIS EXPENSE.

REVISIONS	
NAME	DATE

**ILLINOIS DEPARTMENT OF TRANSPORTATION
PEDESTRIAN BRIDGE
ABUTMENT DETAILS**

SCALE: VERT. AS SHOWN
HORIZ. AS SHOWN
DATE 5-16-07
DRAWN BY EC
CHECKED BY PKB