

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

* 13 + 2 = 15 TOTAL SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	***	13	1
ILLINOIS			CONTRACT NO. 74766	

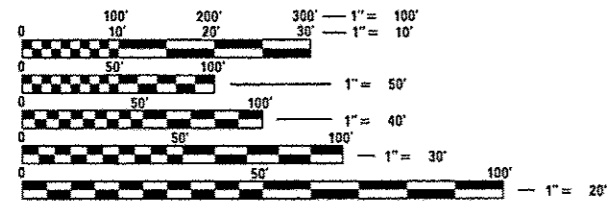
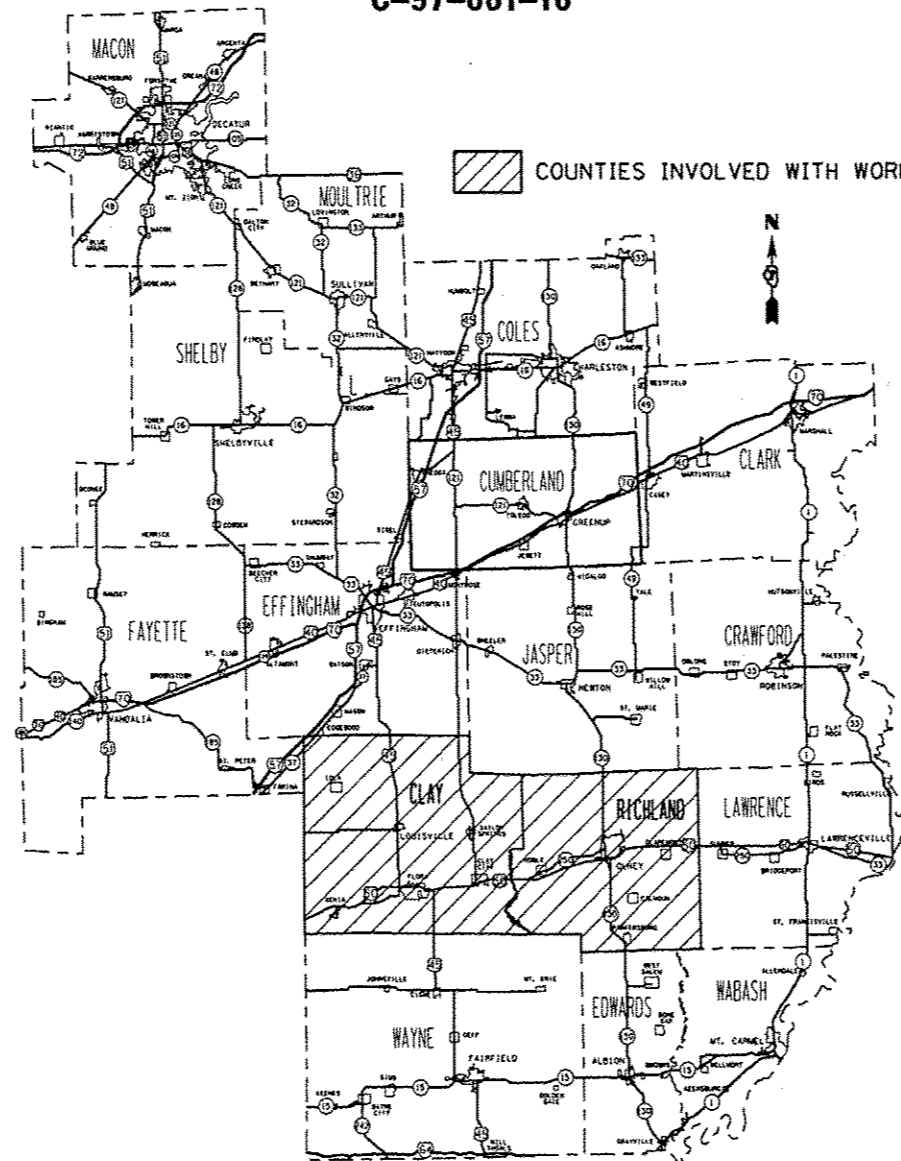
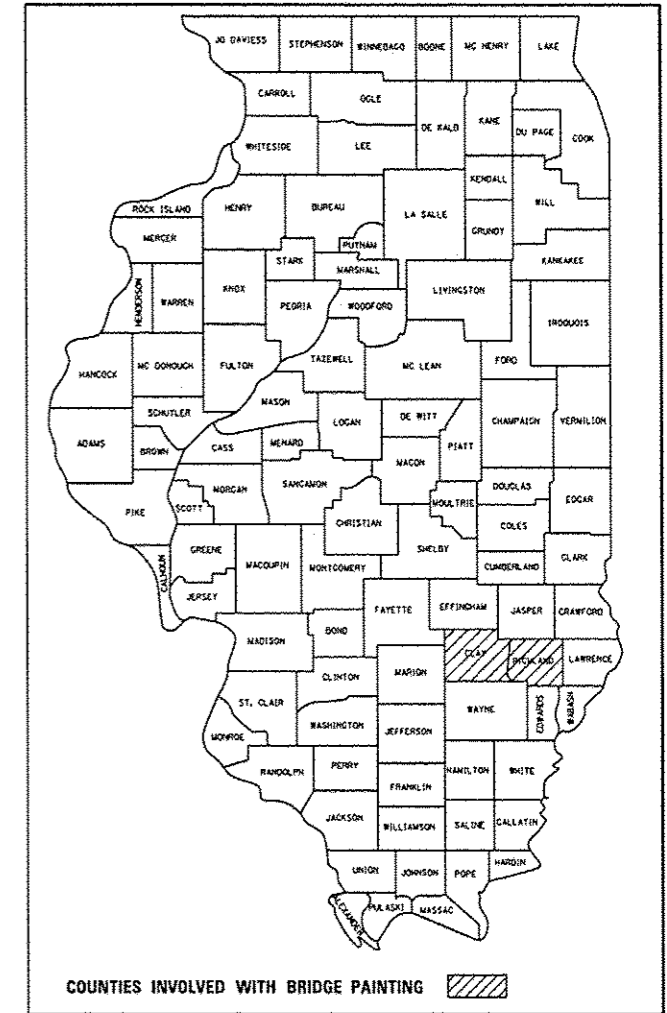
* F.A.P. 327 & F.A.S. 1720
** D7 BRIDGE PAINTING 2017-3
*** CLAY & RICHLAND COUNTIES
D-97-030-16

FOR INDEX OF SHEETS, SEE SHEET NO. 2

**PROPOSED
HIGHWAY PLANS**

**F.A.P. ROUTE 327 (U.S. 50) & F.A.S. ROUTE 1720 (IL. RTE. 250)
SECTION D7 BRIDGE PAINTING 2017-3
PROJECT
BRIDGE PAINTING
CLAY & RICHLAND COUNTIES**

C-97-061-16



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: TOM RONAN
PROJECT MANAGER: TOM RONAN
PHONE: (217)-342-8320
CONTRACT NO. 74766

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED August 15, 2016
Jeffrey M. Smith, IES
REGIONAL ENGINEER

Sept 30, 2016
Muhammad M. Adis, P.E.
acting ENGINEER OF DESIGN AND ENVIRONMENT

Sept 30, 2016
Osman Osman, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, GENERAL NOTES, & LOCATION DESCRIPTIONS
3	SUMMARY OF QUANTITIES
* 4-13	EXISTING STRUCTURE PLANS

* INCLUDES 9A AND 9B.

THE FOLLOWING STANDARDS ARE A PART OF THESE PLANS AND ARE INCLUDED AFTER SHEET NO. 13:

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
- 701001-02 OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
- 701006-05 OFF-ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
- 701101-05 OFF-ROAD OPERATIONS, MULTI-LANE, 15' TO 24" FROM PAVEMENT EDGE
- 701106-02 OFF-ROAD OPERATIONS, MULTI-LANE, MORE THAN 15' AWAY
- 701201-04 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS >= 45 MPH
- 701901-05 TRAFFIC CONTROL DEVICES

GENERAL NOTES

THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS, THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED APRIL 1, 2016; THE SUPPLEMENTAL SPECIFICATIONS, THE RECURRING SPECIAL PROVISIONS, AND THE SPECIAL PROVISIONS INCLUDED IN THE PROPOSAL.

THE PROPOSED PROJECT IS LOCATED AT TWO LOCATIONS IN RICHLAND COUNTY AND ONE LOCATION IN CLAY COUNTY (TWO STRUCTURES) IN DISTRICT 7.

THE WORK INCLUDED IN THIS SECTION CONSISTS OF CLEANING AND PAINTING THE BRIDGES AS SPECIFIED IN THE PLANS AND SPECIAL PROVISIONS.

THE CONTRACTOR WILL NEED TO GET RIGHT OF ENTRY AND FLAGGERS FROM THE RAILROAD PRIOR TO STARTING WORK ON STRUCTURE NUMBER 080-0005

THE STRUCTURAL STEEL SHALL BE CLEANED AND PAINTED AS SPECIFIED IN THE PLANS AND THE SPECIAL PROVISIONS.

ALL DECK DRAINS SHALL BE PAINTED ACCORDING TO THE REQUIREMENTS OF PAINT SYSTEM 1 - OZ/E/U. ANY DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED AT THEIR OWN EXPENSE AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ONLY STRUCTURAL STEEL IS TO BE PAINTED. ALL OTHER SURFACES WILL BE PROTECTED FROM BEING PAINTED. ALL PAINT AND OVERSPRAY WILL BE REMOVED AT THE CONTRACTOR'S EXPENSE.

THE SSPC OP1 AND OP2 PAINTING CONTRACTOR CERTIFICATION WILL BE REQUIRED FOR THIS PROJECT.

BRIDGE LOCATION DESCRIPTIONS

LOCATION #1

BRIDGE NO. 1
ROUTE: FAP 327
MARKED: US 50
SECTION: 5,2VB2
STATION: 102+56.50
STRUCTURE NUMBER: 080-0005

TYPE OF BRIDGE: Wide Flange I-Beams-3 Spans (6 Beams)
LOCATION: Two miles east of the junction of Illinois Route 130
FEATURE CARRIED/SPANNED: US 50 over the CSXT railroad

COLOR OF THE FINISH COAT SHALL BE GRAY, MUNSELL 5B 7/1.

Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All structural steel, including beams, bearings and diaphragms, within 5' (measured along the beam) of the abutments shall be cleaned by SSPC-SP10- Near White Metal Blast Cleaning. Both fascia beams, in their entirety, shall be cleaned by SSPC-SP10- Near White Metal Blast Cleaning.

The designated areas cleaned per Near White Metal Blast Cleaning - SSPC-SP10 shall be painted according to the requirements of Paint System 1 - OZ/E/U.

4 air monitors will be required at this location.

LOCATION #2

BRIDGE NO. 2
ROUTE: FAS 1720
MARKED: ILL 250
SECTION: 5BR
STATION: 68+35
STRUCTURE NUMBER: 080-0022

TYPE OF BRIDGES: Wide Flange I-Beams-3 Spans (5 Beams)
LOCATION: 1.5 miles west of Olney
FEATURE CARRIED/SPANNED: ILL 250 over the Fox River

COLOR OF THE FINISH COAT SHALL BE REDDISH BROWN, MUNSELL 2.5YR 3/4.

Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All structural steel, including beams, bearings and diaphragms, within 15' (measured along the beam) of the abutments shall be cleaned by SSPC-SP10- Near White Metal Blast Cleaning.

The designated areas cleaned per Near White Metal Blast Cleaning - SSPC-SP10 shall be painted according to the requirements of Paint System 1 - OZ/E/U.

1 air monitor will be required at this location.

LOCATION #3

BRIDGE NOS. 3 & 4
ROUTE: FAP 327
MARKED: US 50
SECTION: 8,2B
STATION: 801+80
STRUCTURE NUMBERS: 013-0002 & 013-0003

TYPE OF BRIDGES: Wide Flange I Beams-3 Spans (7 Beams) (Each Bridge)
LOCATION: 0.2 miles east of the junction of US 45 South
FEATURE CARRIED/SPANNED: US 50 EB & WB over Elm River

COLOR OF THE FINISH COAT SHALL BE GREEN, MUNSELL 10B 1/2 FOR ALL BEAMS.

Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All structural steel within 5' (measured along the beam) of the abutments and any expansion joints at piers, including beams, bearings and diaphragms, shall be cleaned by SSPC-SP10- Near White Metal Blast Cleaning. The entire outside and bottom of the bottom flange of both fascia beams, for the entire length of the beams, shall be cleaned by SSPC-SP10- Near White Metal Blast Cleaning.

The designated areas cleaned per Near White Metal Blast Cleaning - SSPC-SP10 shall be painted according to the requirements of Paint System 1 - OZ/E/U.

Four air monitors will be required at this location.

- * F.A.P. RTE. 327 & F.A.S. RTE. 1720
- ** D7 BRIDGE PAINTING 2017-3
- *** CLAY & RICHLAND COUNTIES

FILE NAME =	USER NAME = eteffamk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, STANDARDS & GENERAL NOTES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw\118848BID\INTEG\Illinois.gov\PI007\Docu	Documents\DOT Offices\District 7\Projects\747	DRAWN	REVISED			*	**	***	13	2	
	PLOT SCALE = 1/8" = 1'-0"	CHECKED -	REVISED -			CONTRACT NO. 74766					
Default	PLOT DATE = 8/16/2016	DATE -	REVISED -			SCALE: N/A	SHEET 1	OF 1	SHEETS	STA.	TO STA.

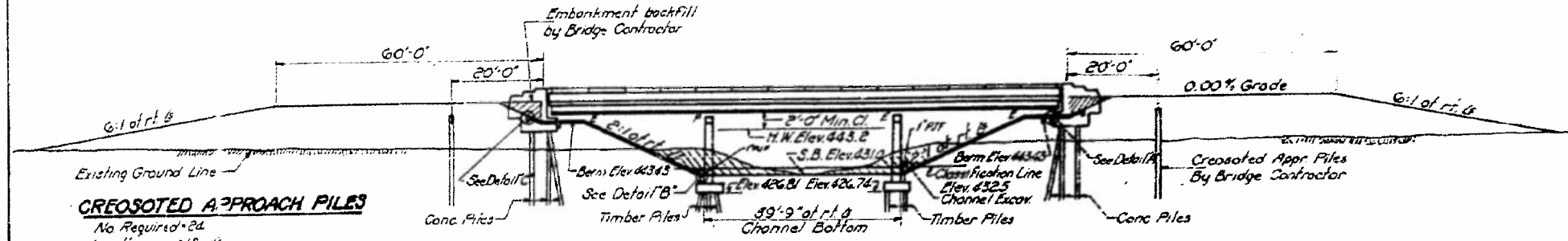
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

FA 13	B-28	CLAY	24	5	11 9-2275
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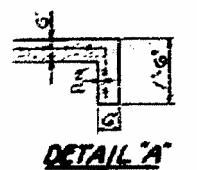
B.M. S&W in roof of 32' x 14' 230'
L¹ Sta 800+32 Elev. 46.87
No Existing Structure

GENERAL NOTES

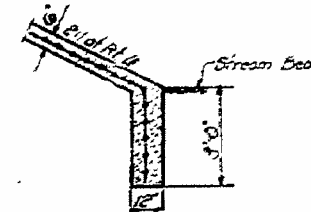
Coarse aggregate to be used in parapet handrails and wing walls must be absolutely free of chert, flint, limonite, lignite and soft sandstone.
The concrete floor slab shall be finished in accordance with Article 319 of Standard Specifications.
Slope wall shall be reinforced with welded wire fabric 6"x6" mesh, weighing 38# per 100 sq. ft.
Layout of slope walls may be varied to suit ground conditions in the field as directed by the Engineer.
All reinforcement shall be lapped 20 diameters unless otherwise noted.
All structural steel shall conform to ASTM Specifications for Structural Steel designation A-36.
Rivets 3/4" open holes 1 1/2" unless otherwise noted.
Anchor bolts shall be set before riveting diaphragms over supports.
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.
Expansion guards are included in the quantity of Structural Steel. Est. Weight = 4,620 lbs.
Except as otherwise provided all structural steel shall receive one shop coat of red lead paint and two field coats of aluminum paint. See Article 56.1 to 56.5 inclusive of the Standard Specifications.
The contractor shall drive two concrete test piles in permanent locations: one at W. Abutment W.B.L., one at E. Abutment E.B.L., and two timber test piles: one at Pier 1 West Bound Lanes, and one at Pier 2 E.B.L. as directed by the Engineer before casting the remainder of piers.



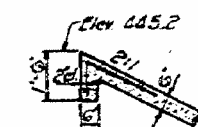
ELEVATION



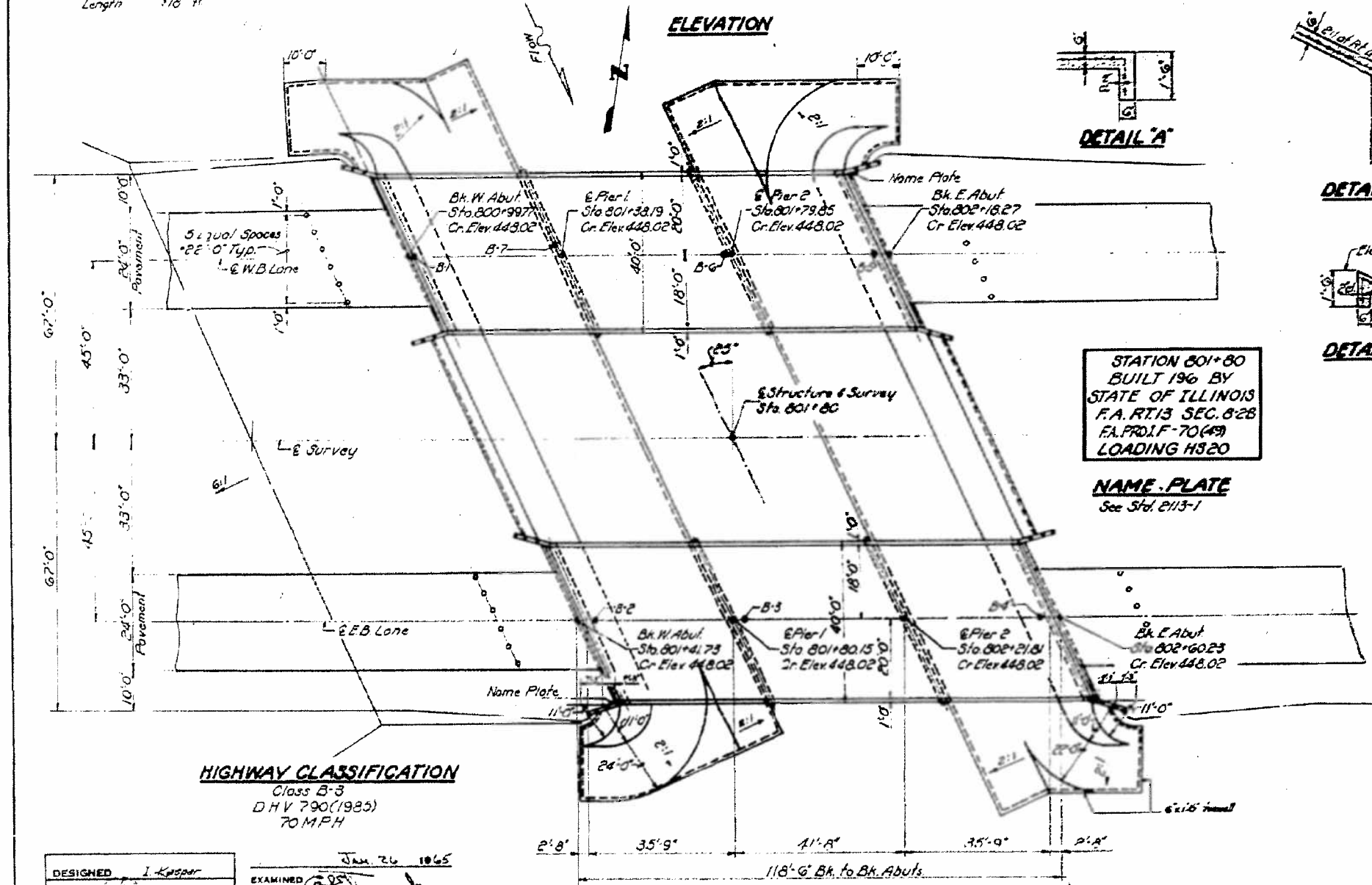
DETAIL 'A'



DETAIL 'B'

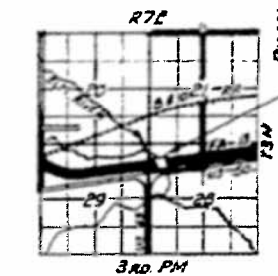


DETAIL 'C'



STATION 801+80
BUILT 196 BY
STATE OF ILLINOIS
F.A. RT.13 SEC. 8-28
F.A. PROJ. F-70(49)
LOADING HS20

NAME PLATE
See Std. 2113-1



LOCATION SKETCH

TOTAL BILL OF MATERIAL

Items	Unit	Super	Sub	Total
* Class B Excavation For Structures	Cu. Yds.		432	432
Channel Excavation	Cu. Yds.		1670	1670
Structural Steel	Lbs.	165,860		165,860
Class A Concrete	Cu. Yds.		356.4	356.4
Class X Concrete	Cu. Yds.	255.0	148.8	403.8
Aluminum Handrail	Lin. Ft.	440		440
Reinforcement Bars	Lbs.	57,570	25,540	83,110
Concrete Piles	Lin. Ft.		1050	1050
Test Pile (Concrete)	Each		2	2
Creosoted Piles	Lin. Ft.			432
Test Piles (Timber)	Each		2	2
Name Plates	Each		2	2
Slope Wall	Sq. Yds.		1,920	1,920
Protective Coat	Sq. Yds.	1,130		1,130
Bridge Seat Section	Yd. Lin.			1.5
Timber Piles	Lin. Ft.		2067	2067
* Class A Excavation For Structures	Cu. Yds.		125	125

* Includes Excavation for Slope Wall.
** At Abutments.

HIGHWAY CLASSIFICATION
Class B-3
D.V. 790 (1985)
70 MPH

DESIGNED	I. Kasper	EXAMINED	[Signature]
CHECKED	[Signature]	PASSED	[Signature]
DRAWN	W.E. Dickerson	APPROVED	[Signature]
CHECKED	[Signature]		

PLAN

Note: For Design Data see sheet 8

WATERWAY INFORMATION

Drainage Area 7738 Acres
Character Rolling, Hilly, wooded & cultivated
Required Opening 720 Sq. Ft.
Proposed Opening 720 Sq. Ft.

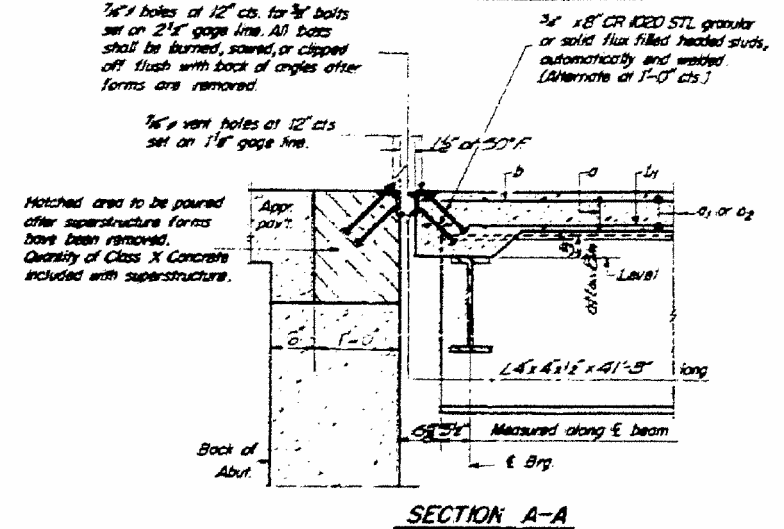
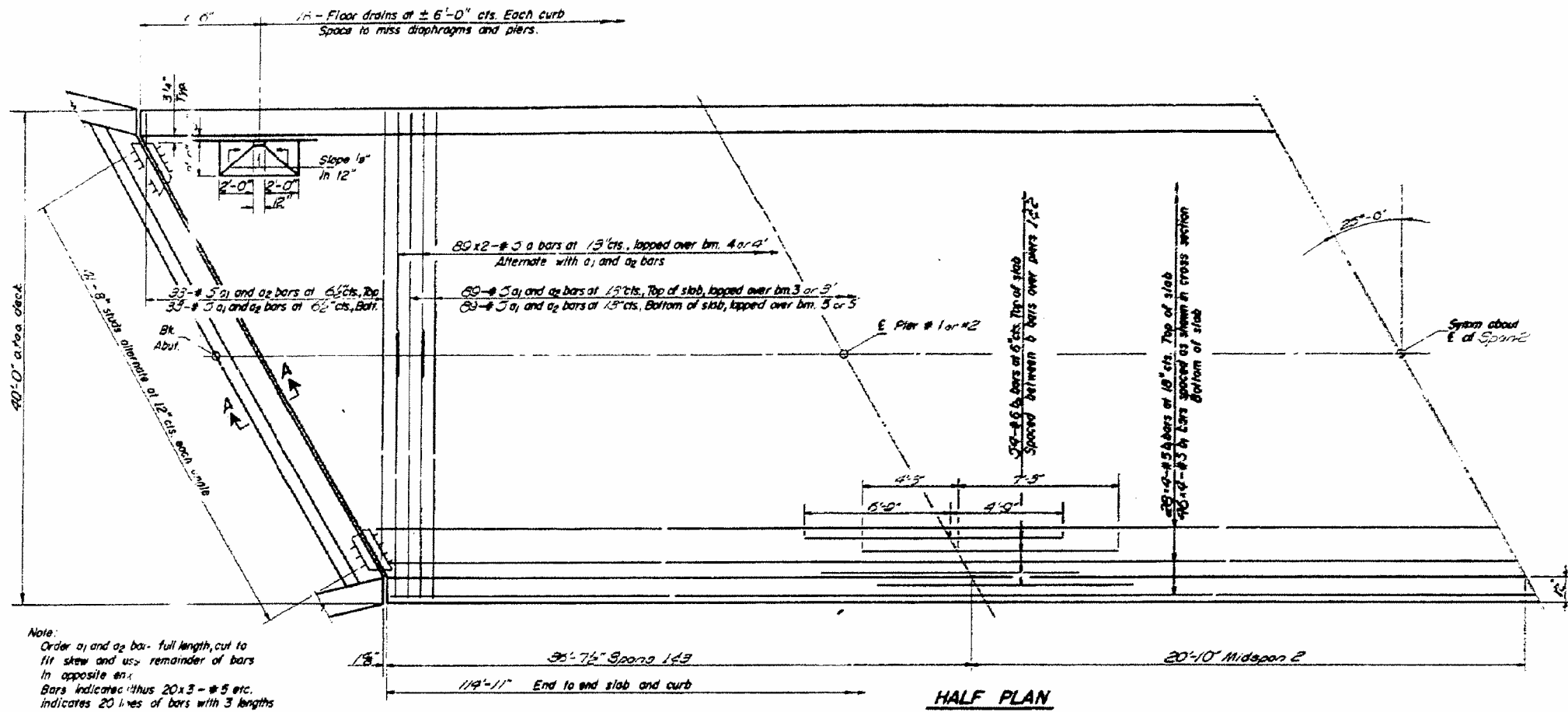
DESIGN STRESSES

$f_c = 1400$ psi (Super & Sub)
 $f_s = 20,000$ psi (Struct)
 $f_s = 20,000$ psi (Reinf.)
 $f_v = 75$ psi (FF₂)
n = 10
Allowable & Defl. Span/1000
LOADING HS20-44

PROJ. F-70(49)
GENERAL PLAN & ELEVATION
F.A. RT. 13 SEC. 8-28
OVER ELM RIVER
CLAY COUNTY
STA. 801+80

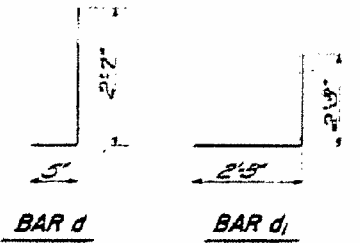
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

PROJECT NO.	DATE	CITY	SECTION	SHEET NO.
PA 13 B-25	CLAY	24	6	11 SHEETS

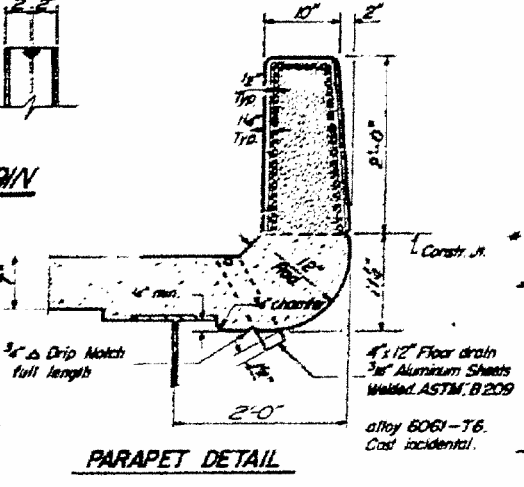
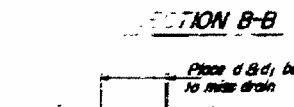
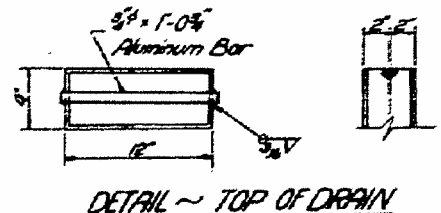
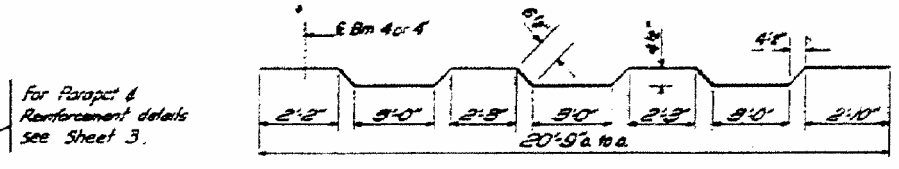
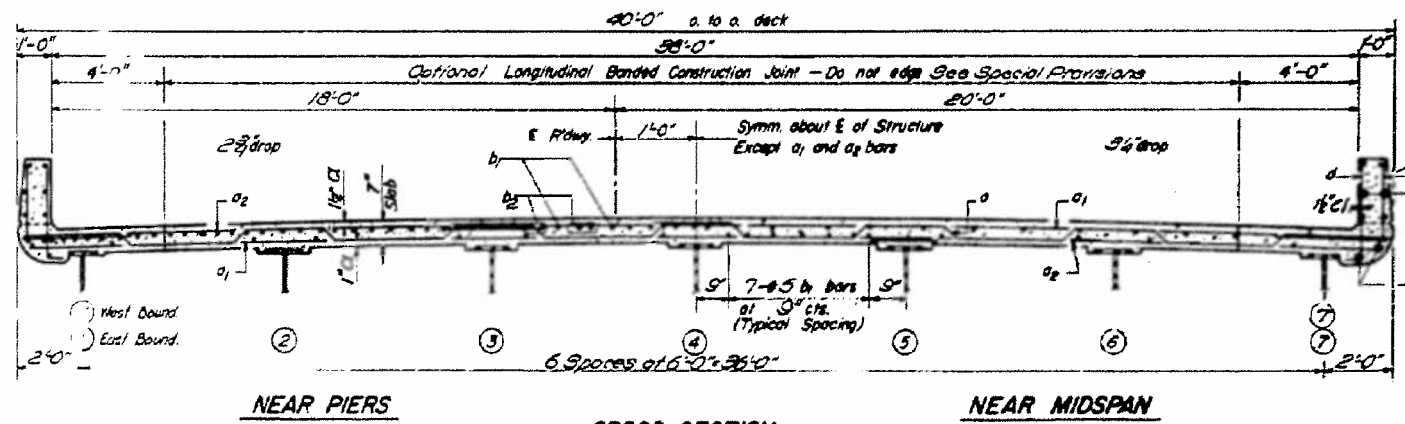


Beam	Elevation
1-1	447.791
2-2	447.912
3-3	447.997
4-4	448.019
5-5	447.976
6-6	447.864
7-7	447.749

TOP OF SLAB ELEVATIONS AT ALL POINTS



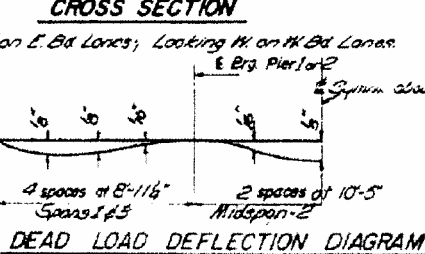
Note:
Order a1 and a2 bar - full length, cut to fit skew and use remainder of bars in opposite dir.
Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Min bar laps = 2 dia.



EB ENBLANES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	356	#5	21'-8"	~
a1	498	#5	26'-9"	~
a2	498	#5	14'-3"	~
b1	582	#5	20'-6"	~
b2	216	#5	11'-6"	~
c	388	#5	3'-0"	~
d1	460	#3	4'-8"	~
e	56	#5	18'-0"	~
e1	48	#5	20'-6"	~
Class X Concrete		Cu. Yd.	255.0	
Reinforcement Bars		Lbs.	57970	
Structural Steel		Lbs.	46880	

* Weight of bearing assemblies with lead plates and anchor bolts are included as structural steel.
Est. Wt. = 72,540 Lbs.



STANDARD FILLET DETAIL

Method of Determining Fillet Height "f":
After the Structural Steel has been erected, elevation of the top flanges of the beams shall be taken at intervals not to exceed 10 feet. From these elevations subtract the increment of deflections for these points determined from the Dead Load Deflection Diagram. The difference so obtained, subtracted from the top of slab elevations, equals the fillet height above top of TYP. DETAIL AT DRAIN.

DESIGNED: I. Kasper
CHECKED: A. Antomile
DRAWN: D. Ferrando, D.L. Beemer
CHECKED: [Signature]

EXAMINED: [Signature]
PASSED: [Signature]
APPROVED: [Signature]

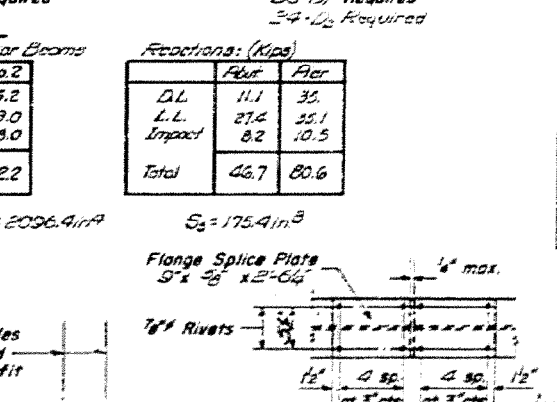
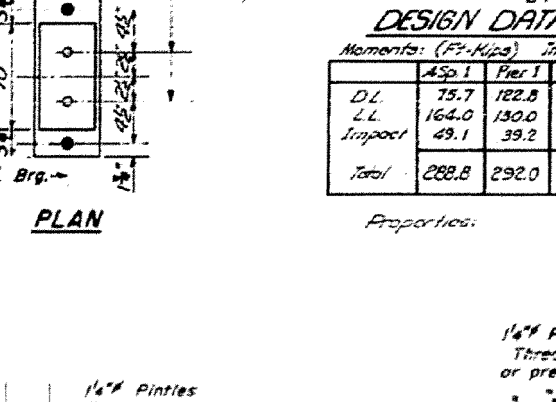
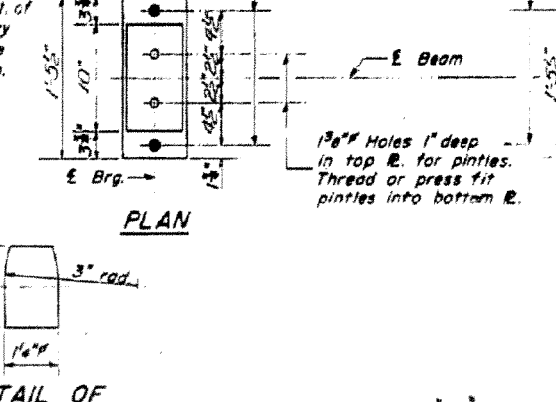
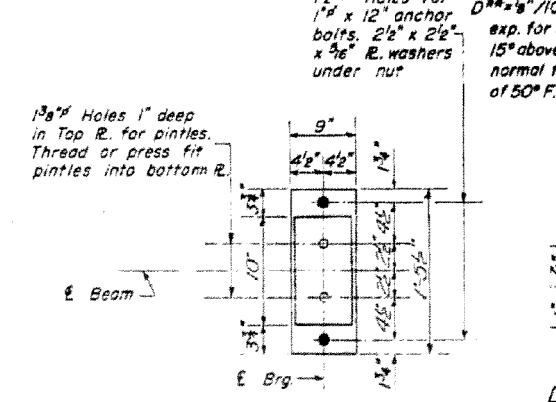
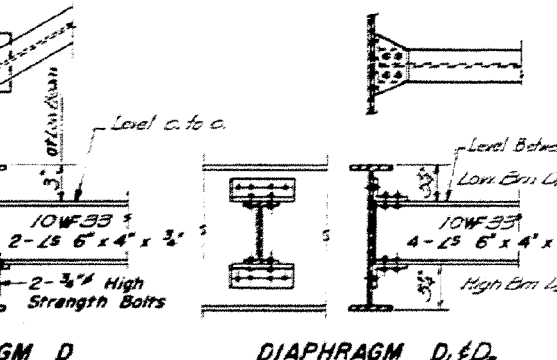
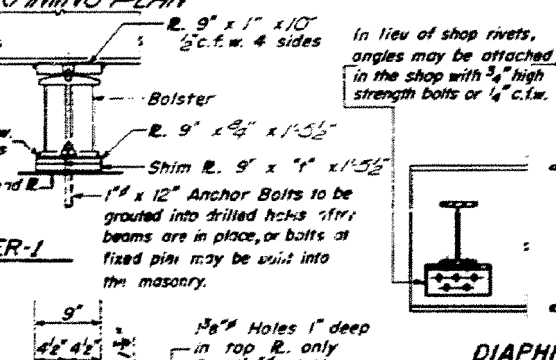
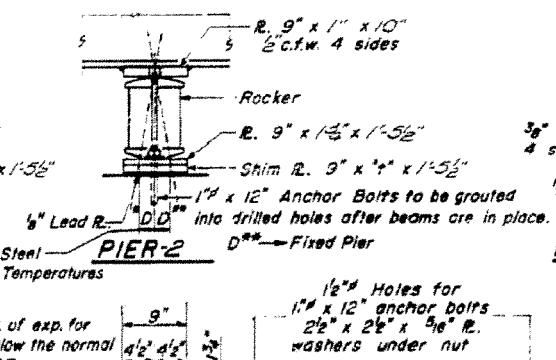
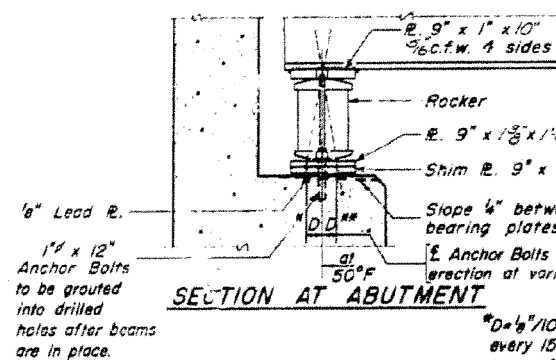
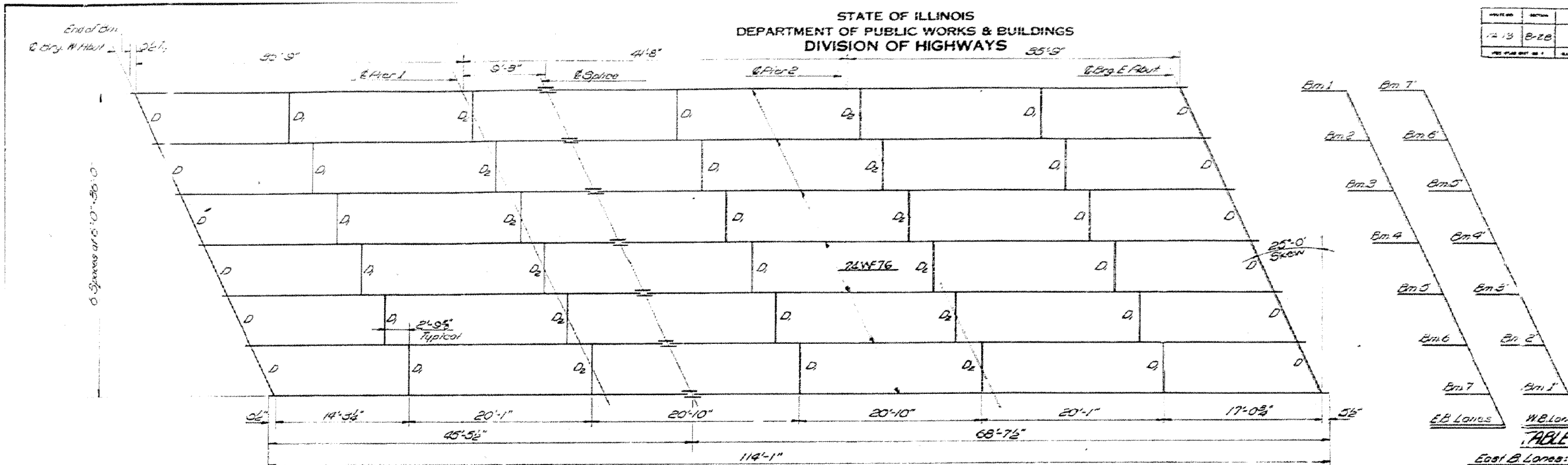
Jan 26 1965

SUPERSTRUCTURE
F.A.P. 13 - SEC 8-2B
CLAY COUNTY
STA 801+80

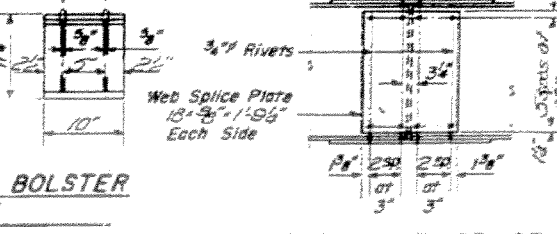
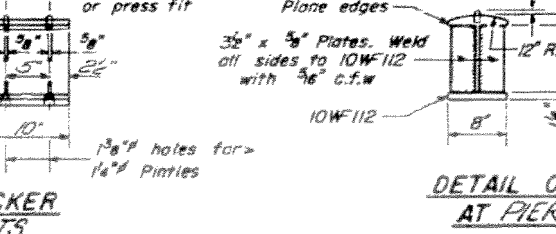
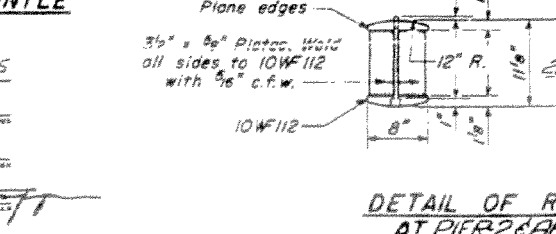
I-7-R (>15°) 11-15-62

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

SECTION	SCALE	DATE	BY	CHECKED
2-28	CLAY	24	E	



DESIGNED	J. K. Kasper	EXAMINED	Jan 26 1965
CHECKED	W. A. Sausaman Jr.	PASSED	
DRAWN	W. A. Sausaman Jr.	APPROVED	



I-2 7-2-62 Rev 11-9-62 Rev 6-16-63 Rev 12-10-63

TABLE of "E" DIMENSIONS

Location	Bm 1	Bm 2	Bm 3	Bm 4	Bm 5	Bm 6	Bm 7
W. Abut	0	0	0	0	0	0	0
Pier 1	0	0	0	0	0	0	0
Pier 2	0	0	0	0	0	0	0
E. Abut	0	0	0	0	0	0	0

Location	Bm 1	Bm 2	Bm 3	Bm 4	Bm 5	Bm 6	Bm 7
W. Abut	0	0	0	0	0	0	0
Pier 1	0	0	0	0	0	0	0
Pier 2	0	0	0	0	0	0	0
E. Abut	0	0	0	0	0	0	0

	4 Sp. 1	Pier 1	5 Sp. 2
Moments: (Ft-Kips)			
DL	75.7	122.8	55.2
L.L.	164.0	130.0	159.0
Impact	49.1	39.2	48.0
Total	288.8	292.0	262.2

	Abut	Pier
DL	11.1	35
L.L.	27.4	25.1
Impact	8.2	10.5
Total	46.7	80.6

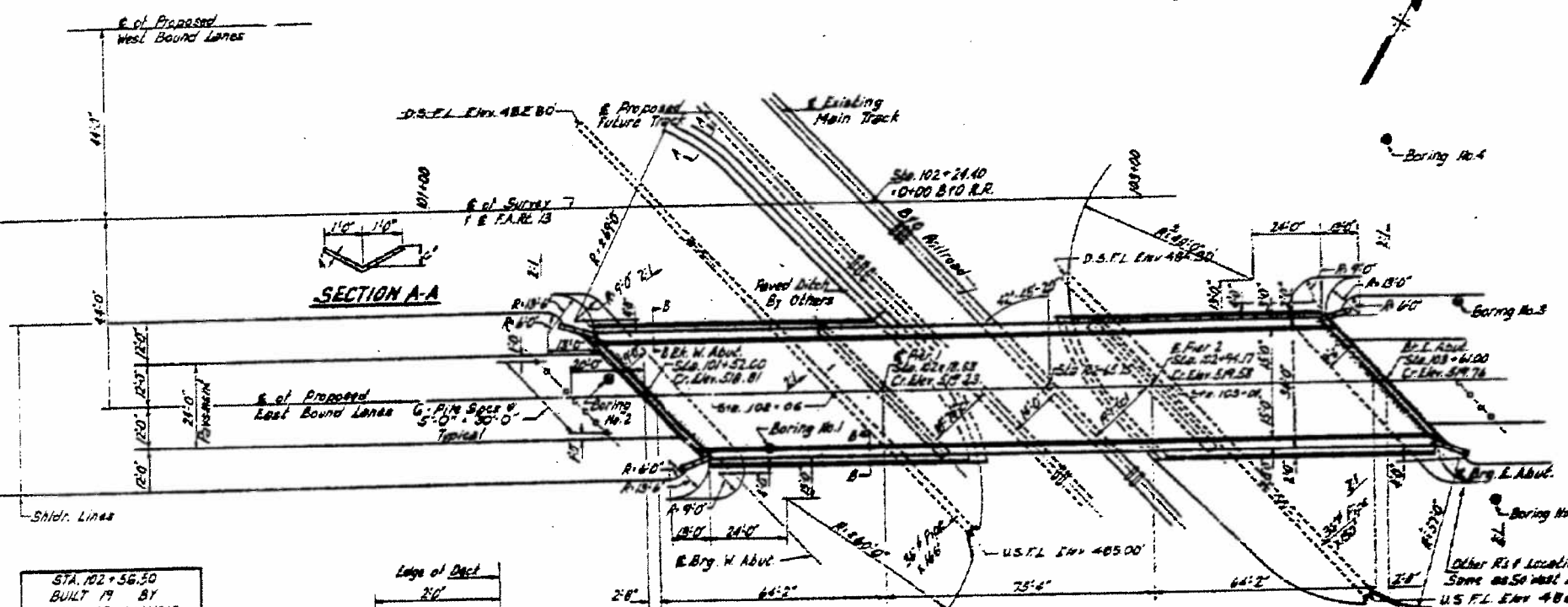
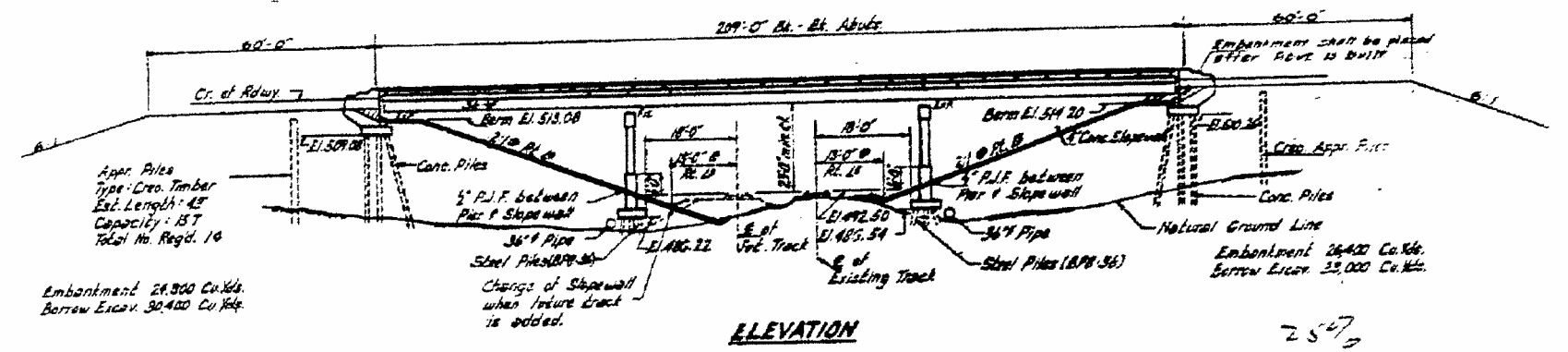
Location	Bm 1	Bm 2	Bm 3	Bm 4	Bm 5	Bm 6	Bm 7
W. Abut	447.21	447.34	447.48	447.61	447.74	447.87	447.99
E. Brg. Pier 1	447.18	447.21	447.25	447.31	447.36	447.41	447.47
E. Splice	447.17	447.20	447.23	447.27	447.30	447.33	447.37
E. Brg. Pier 2	447.11	447.13	447.15	447.18	447.21	447.24	447.27
E. Brg. Abut	447.12	447.14	447.16	447.18	447.20	447.22	447.24

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

PROJECT	RICHLAND	18	6	SHEET NO. 1
DATE				10 SHEETS

GENERAL NOTES

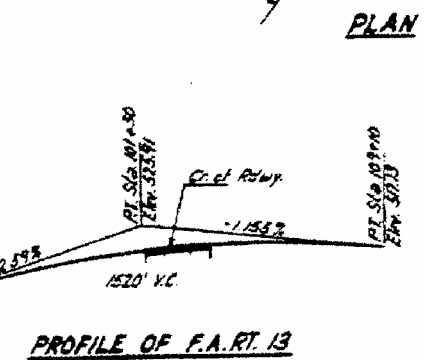
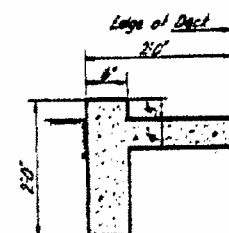
Class A Concrete shall be used throughout.
The concrete floor slab shall be finished in accordance with Article 51.9 of the Standard Specifications.
Slope wall shall be reinforced with welded wire fabric 6" x 6" mesh, #4 wires, weighing 20 lbs per 100 sq. ft. Cut off wall is included in quantity of slope wall.
Coarse aggregate which is to be used in parapet handrails and end posts must be free of chert, flint, limonite, lignite and soft sandstone.
Reinforcing steel, open holes #4, unless noted.
Railings shall be adjusted to true alignment after parapets have been poured.
All bolsters, rockers, bearing plates, lead plates, shim plates, plates and anchor bolts shall be fabricated and set in accordance with Article 51.15 of the Standard Specifications and are included in quantity of Structural Steel. (Est. Wt. 4,936 lbs.)
Anchor bolts shall be set before riveting diaphragms over supports.
Expansion guards shall be fabricated and erected in accordance with Article 51.18(d) of the Standard Specifications and are included in quantity of Structural Steel.
Except as otherwise provided, all Structural Steel shall receive one shop coat of red lead paint and two field coats of aluminum paint. See Article 56.1 to 56.5 inclusive of the Standard Specifications.
All paint shall be furnished and applied by the Contractor.
The exposed surfaces of the expansion guards shall be given two shop coats of red lead paint.
The Contractor shall drive one concrete test pile at S. Abut. and one steel test pile of pier 1 in permanent location as directed by the Engineer before ordering remainder of piers.
Piles at abutments shall be driven in holes precored in natural ground line in accordance with Article 60.3 of the Standard Specifications.



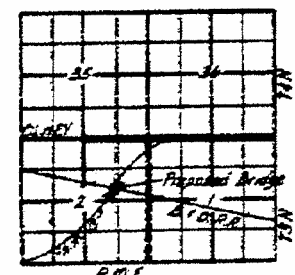
SECTION A-A

SECTION B-B

STA. 102+56.30
BUILT BY
STATE OF ILLINOIS
F.A. RT. 13 SEC. 5 2V8-2
F.A. PROJ. PG. 70 (41)
LOADING H20-S16
NAME PLATE
See Std. 213



PROFILE OF F.A. RT. 13



LOCATION SKETCH

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Borrow Excavation	Cu. Yds.		63,400	63,400
Class A Concrete	Cu. Yds.	228.8	283.3	512.1
Structural Steel	Lbs.	243,800		243,800
Aluminum Handrail	Lbs.		412	412
Reinforcement Bars	Lbs.	48,900	22,000	70,900
Crossed Piles	Lbs.		602	602
Concrete Piles	Lbs.		1325	1325
Lead Piles (Concrete)	Each		1	1
Steel Piles (BPP-36)	Lbs.		1900	1900
Lead Piles (Steel) (BPP-36)	Each		1	1
Hand Plates	Each		1	1
Slope Wall	Sq. Yds.	625	625	1250
Pipe Culvert (Type 24")	Lin. Ft.			316
Class A Concrete Hand.	Cu. Yds.			7.8
Protective Coat	Sq. Yds.			960

DESIGN STRESSES

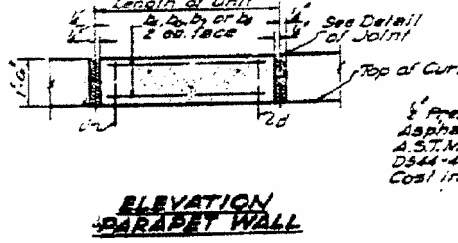
K=1,400 psi. Super 1 Sub
K=75 psi. Pipe
K=20,000 psi. Reinl.
K=18,000 psi. Struc.
11.10

LOADING H20-S16-44

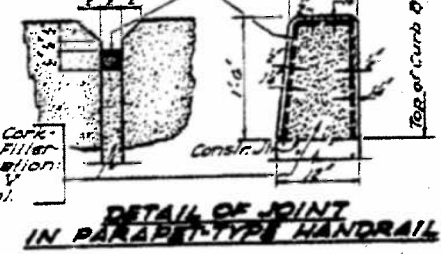
PROJ. PG. 70 (41)
B.I.O. R.R. OVERHEAD
F.A. RT. 13 SEC. 5 2V8-2
RICHLAND COUNTY
STA. 102+56.30

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

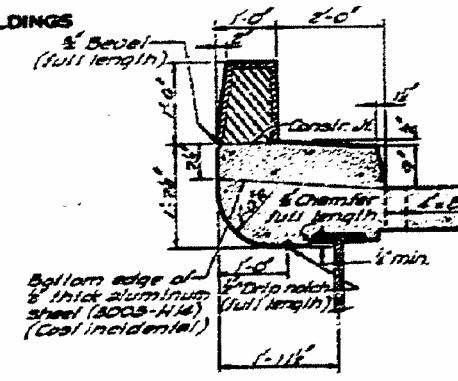
NO.	REV.	DATE	BY	CHKD.	SHEET NO. 2
1					10
2					



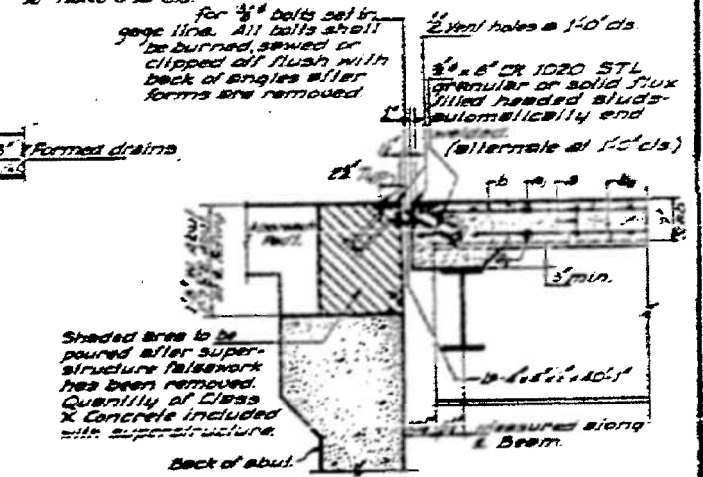
ELEVATION PARAPET WALL



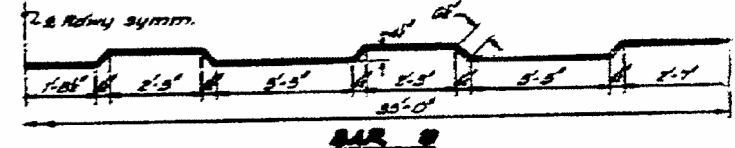
DETAIL OF JOINT IN PARAPET-TYPE HANDRAIL



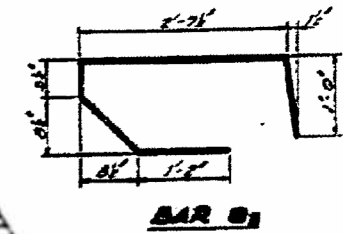
CURB DETAIL



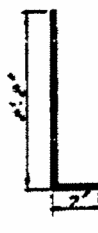
SECTION A-A



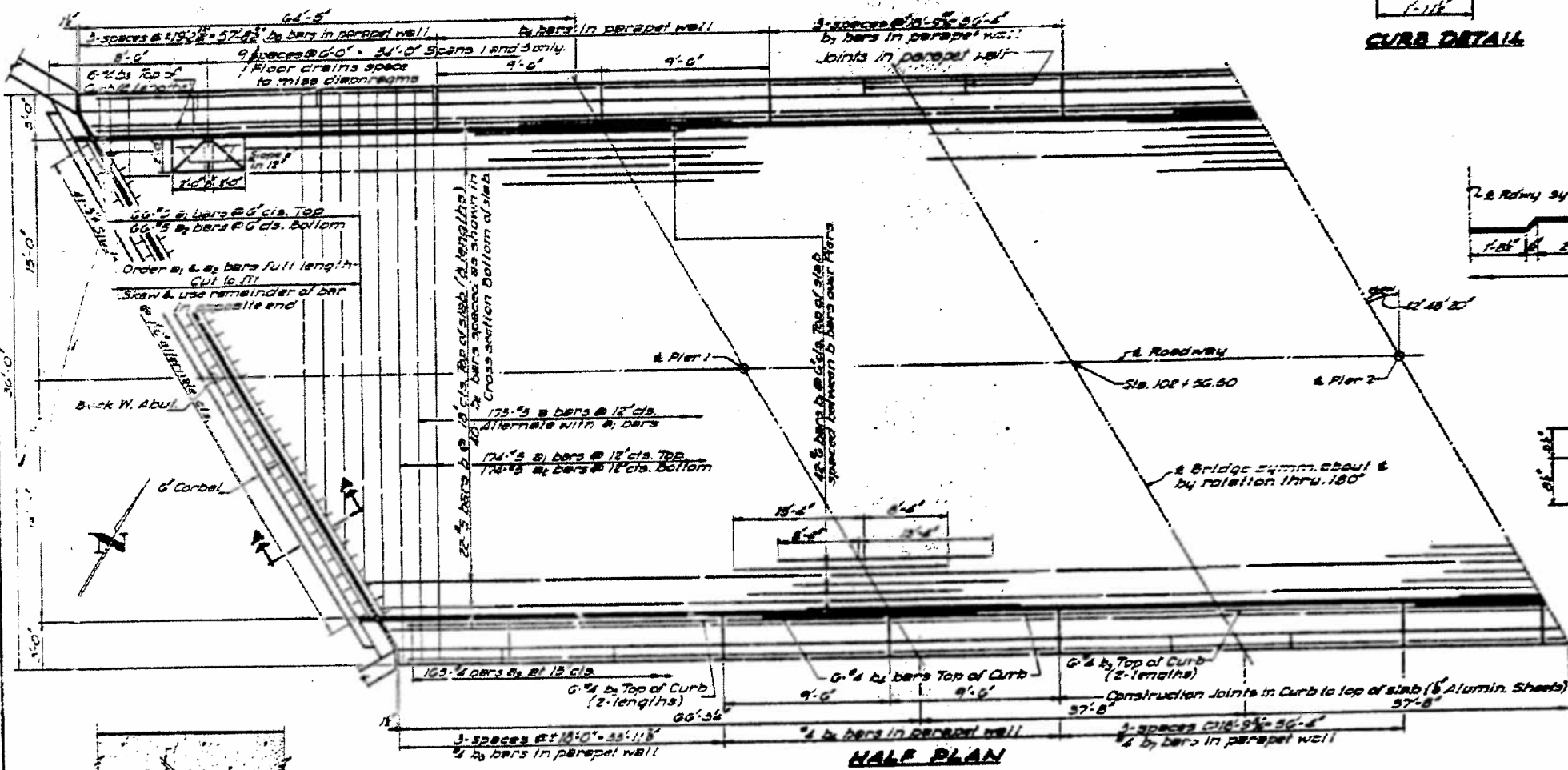
BAR 2



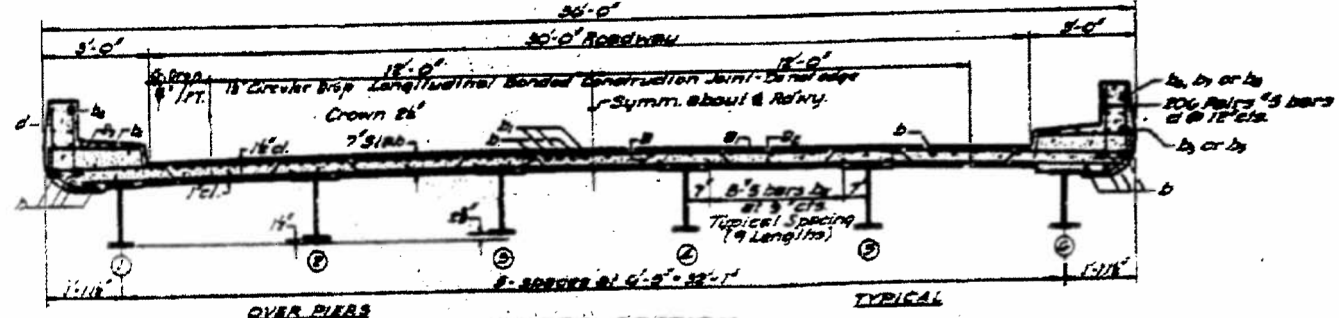
BAR 3



BAR 4



HALF PLAN



OVER PIERS CROSS SECTION

METHOD OF DETERMINING FILLET HEIGHT
After structural steel has been erected, elevations of the top flanges of the beams shall be taken at the stations shown on sheet 2. These elevations subtracted from the theoretical grade elevations adjusted for Deck-Load Deflection shown on sheet 2, minus floor thickness equals the fillet heights above top of beam.

DESIGNED	DATE	CHECKED	DATE
BY	BY	BY	BY

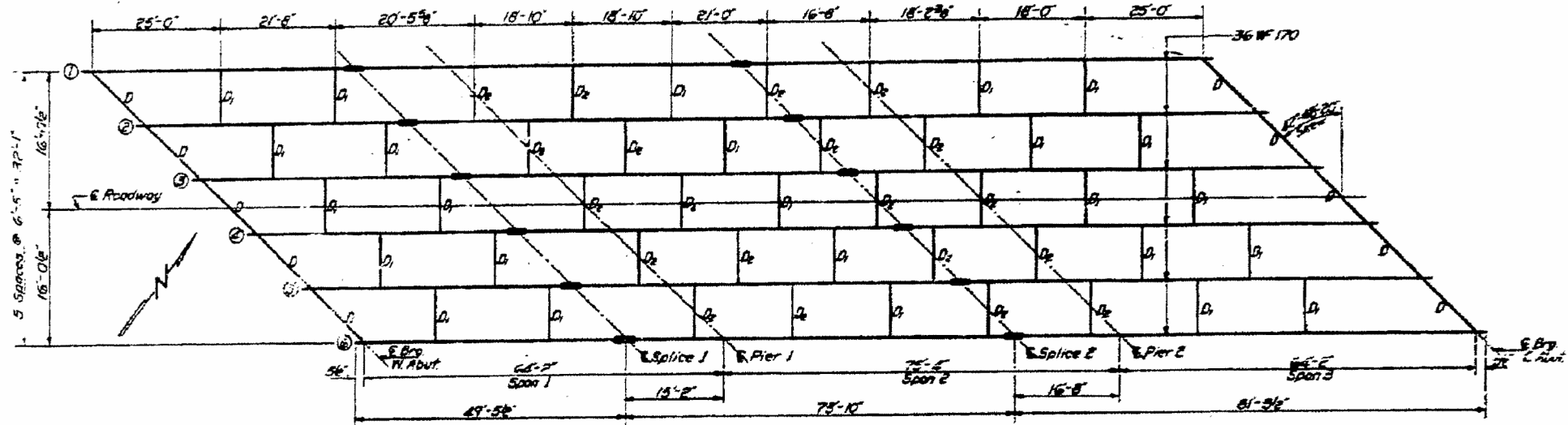
BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	QUANTITY
B	175	#5	30'-8"	---
B	240	#5	33'-5"	---
B	240	#5	34'-0"	---
B	350	#4	5'-5"	---
B	240	#5	25'-4"	---
B	240	#5	21'-8"	---
B	360	#5	24'-0"	---
B	40	#4	29'-0"	---
B	80	#4	19'-2"	---
B	24	#4	27'-4"	---
B	24	#4	17'-8"	---
B	24	#4	18'-8"	---
B	24	#4	18'-11"	---
B	834	#5	2'-9"	---
Class X Concrete				CUWT 228.8
Reinforcement Bars				LB 4956
Structural Steel				LB 12450
Wave Plate				EA 1

SUPERSTRUCTURE
F.A. RT. 13 SEC. 5-DVD-2
OVER B. & O. R.R.
RICHLAND COUNTY
STATION 102+56.50

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

PROJECT NO.	13	SECTION	RICHLAND	BRIDGE NO.	18	SHEET NO.	8	TOTAL SHEETS	10
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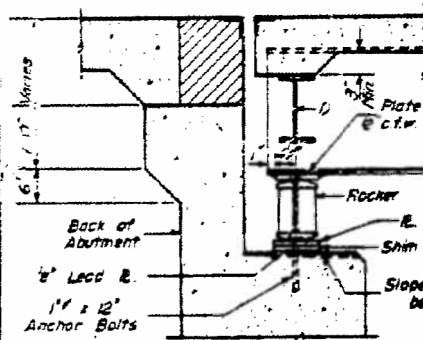
PLAN

TABLE OF T-DIMENSIONS

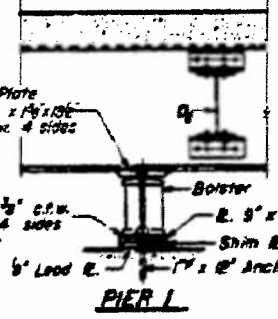
Location	Bm 1	Bm 2	Bm 3	Bm 4	Bm 5	Bm 6
E. Splice 1	5'	56"	62"	7'	68"	56"
E. Splice 2	5'	44"	54"	58"	56"	54"

ELEVATION TOP OF BEAM FLANGE

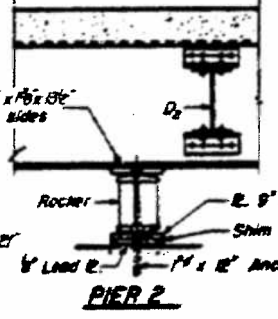
Location	Bm 1	Bm 2	Bm 3	Bm 4	Bm 5	Bm 6
E. Splice 1	51795	51810	51822	51826	51829	51834
E. Splice 2	51822	51839	51849	51853	51859	51869
E. Pier 1	51830	51846	51857	51860	51856	51846
E. Splice 2	51861	51877	51886	51889	51884	51879
E. Splice 2	51868	51883	51892	51895	51890	51879
E. Splice 2	51893	51908	51916	51917	51911	51899



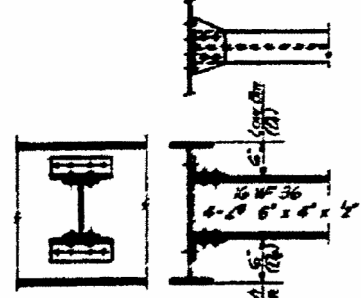
SECTION AT ABUTMENT



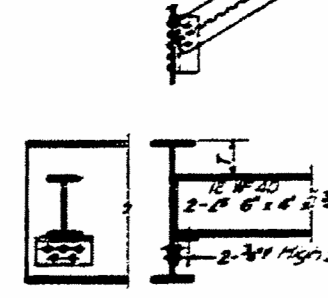
PIER 1



PIER 2



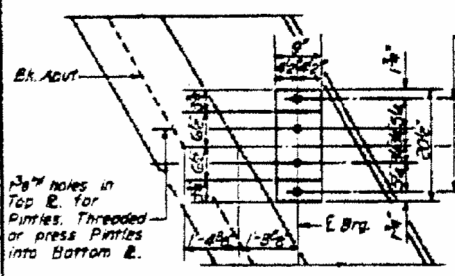
DIAPHRAGM D1 & D2



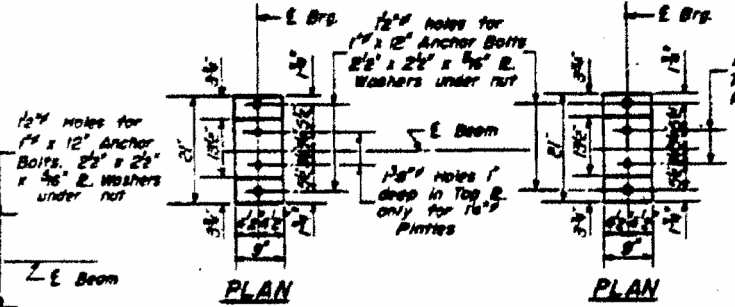
DIAPHRAGM D3

TABLE OF Y-DIMENSIONS

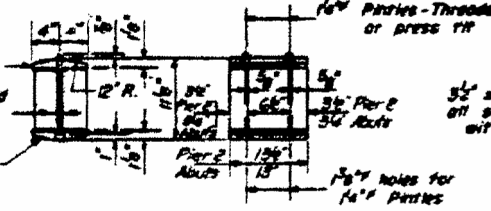
Location	W. Abut	Pier 1	Pier 2	E. Abut
Bm 1	0'	0'	0'	0'
Bm 2	0'	0'	0'	0'
Bm 3	0'	4'	36'	0'
Bm 4	16'	4'	36'	16'
Bm 5	4'	0'	0'	36'
Bm 6	0'	0'	0'	0'



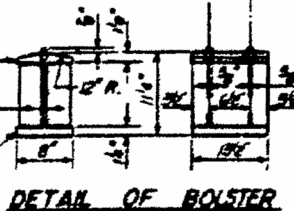
PLAN



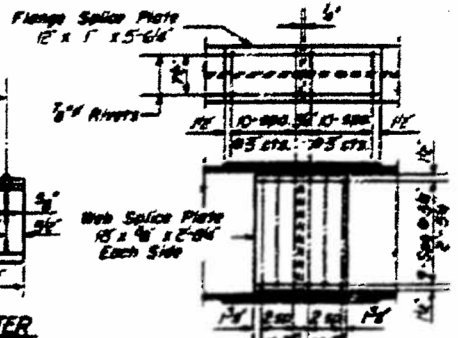
DETAIL OF PURLINE



DETAIL OF ROCKER AT PIER 2 & ABUTMENT



DETAIL OF BOLSTER AT PIER 1



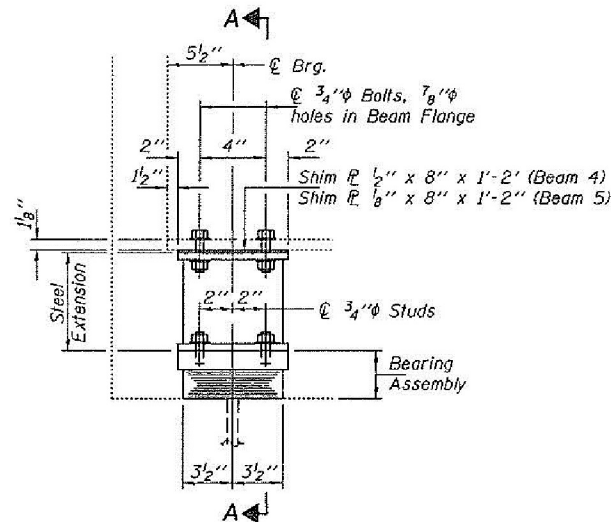
DETAIL OF SPLICES 1 & 2

DESIGNED	J. Engler	DRAWN	W.A. Sausman
CHECKED	J.L. Armstrong	APPROVED	J.R. B...
DRAWN	W.A. Sausman		
CHECKED	J.L. Armstrong		

I-2-R Re-drawn 9-23-59

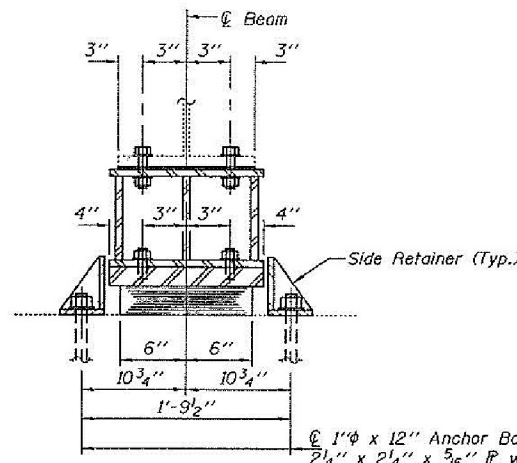
STRUCTURAL STEEL
F.A.R.13 SEC. 5-270-2
OVER B.E.O. R.R.
RICHLAND COUNTY
STA. 102+56.50

F.A.P. RTE. 327 & F.A.S. RTE. 1720
D7 BRIDGE PAINTING 2017-3
CLAY & RICHLAND COUNTIES



ELEVATION AT ABUTMENT

TYPE I ELASTOMERIC EXP. BRG.

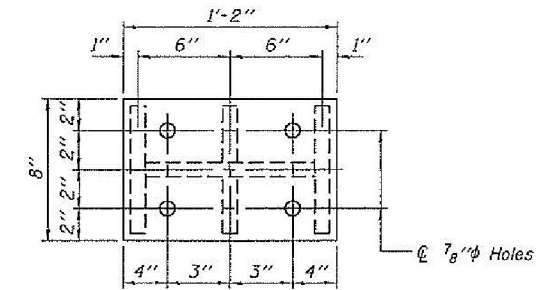


SECTION A-A

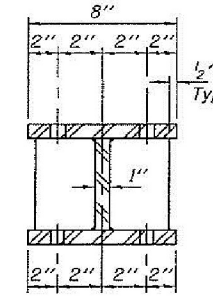
BEAM REACTIONS

RP	(K)	28.3
Rt	(K)	34.5
Imp.	(K)	9.1
R (Total)	(K)	71.9

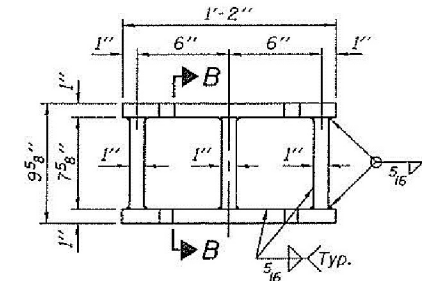
Notes:
 Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost included with Furnishing and Erecting Structural Steel.
 New steel extensions, shim plates and connection bolts are included with Furnishing and Erecting Structural Steel.
 Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions. Min. jack capacity = 40 Tons.
 Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
 Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
 Side retainers shall be included in the cost of Elastomeric Bearing Assembly, Type I.



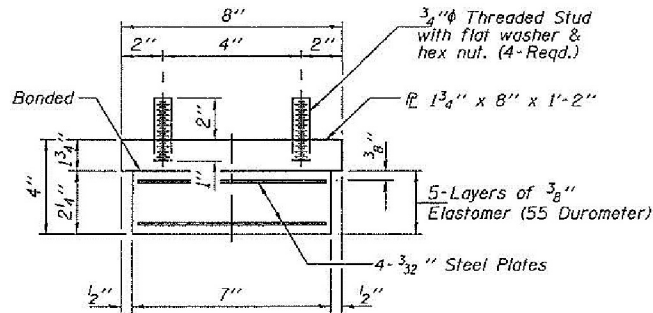
PLAN TOP AND BOTTOM PLATE



SECTION B-B

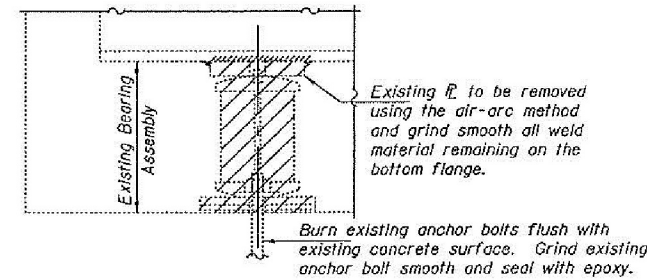


STEEL EXTENSION DETAIL



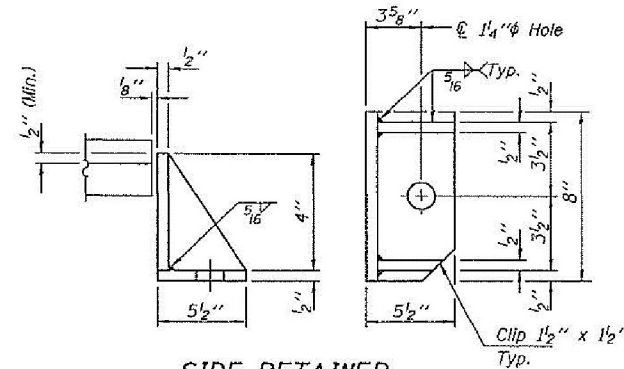
BEARING ASSEMBLY

Note:
 Shim plates shall not be placed under Bearing Assembly.



EXISTING BEARING REMOVAL DETAIL

Cost included with Jack and Remove Existing Bearings.



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	6
Jack and Remove Existing Bearings	Each	6
Furnishing and Erecting Structural Steel	Pound	820
Anchor Bolts 1"φ	Each	12

TYI/REPS

DESIGNED - ADY	EXAMINED - <i>James J. Hoff</i>	DATE - MARCH 14, 2011
CHECKED - DAB	ACTING ENGINEER OF STRUCTURAL SERVICES	
DRAWN - Kyle M. Steffen	PASSED - <i>Carl Perry</i>	
CHECKED - ADY DAB	ACTING ENGINEER OF BRIDGES AND STRUCTURES	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BEARING REPLACEMENT DETAILS AT WEST ABUTMENT
 SN 080-0005

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
99	IS-2VB-1- 5-2HB, 5-2VB-2)BR-2	RICHLAND	53	43
			CONTRACT NO. 74482	
ILLINOIS FED. AID PROJECT				

F.A.P. RTE. 327 & F.A.S. RTE. 1720
 D7 BRIDGE PAINTING 2017-3
 CLAY & RICHLAND COUNTIES

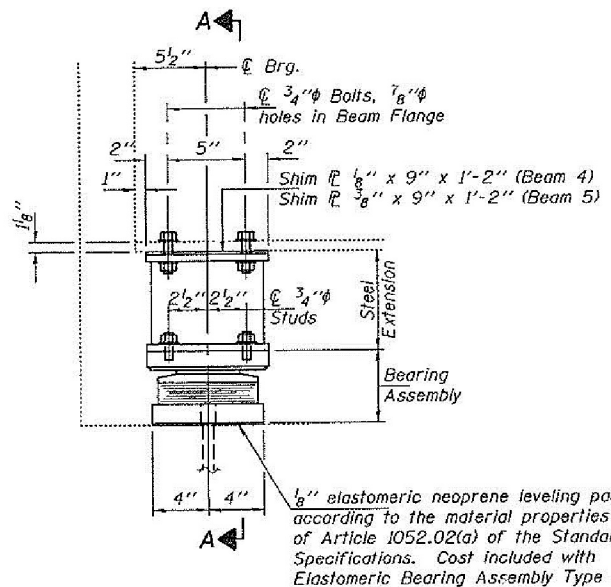
FILE NAME =	USER NAME = steffennk	DESIGNED -	REVISED -
pw\l\084EBID\INTEG\illinois.gov\PWIDOT\Documents\DOT Offices\District 7\Projects\74766\Drawings\CAB\sheet\074766-sht-plan.dgn		DRAWN -	REVISED -
Default	PLOT DATE = 8/16/2016	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

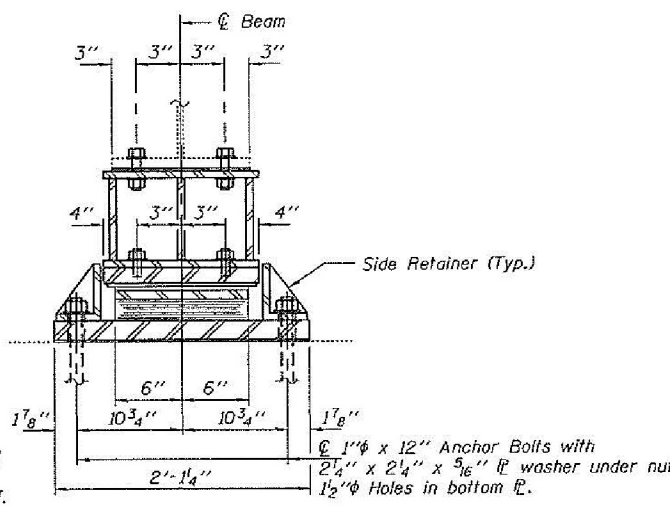
PLAN SHEET
 S.N. 080-0005

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
327	SECTION	...	13	9A
			CONTRACT NO. 74766	
ILLINOIS FED. AID PROJECT				

SCALE: N/A SHEET 3 OF 3 SHEETS STA. TO STA.



ELEVATION AT ABUTMENT



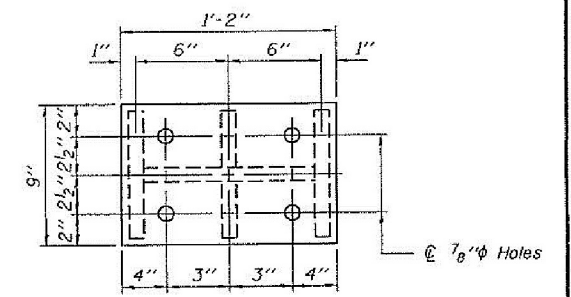
SECTION A-A

TYPE II TFE ELASTOMERIC EXP. BRG.

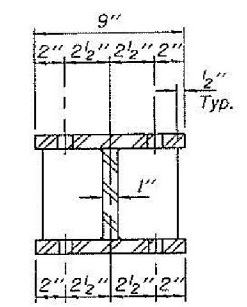
BEAM REACTIONS

RP	(K)	28.3
RE	(K)	34.5
Imp.	(K)	9.1
R (Total)	(K)	71.9

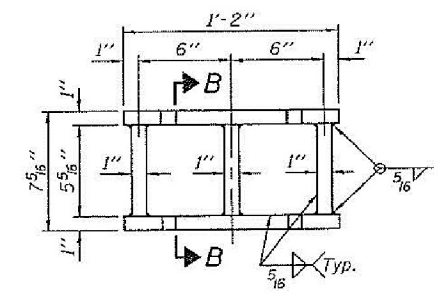
Notes:
 Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost included with Furnishing and Erecting Structural Steel.
 New steel extensions, shim plates and connection bolts are included with Furnishing and Erecting Structural Steel.
 Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions. Min. jack capacity = 40 Tons.
 Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
 Anchor bolts for Type II bearings shall be placed in holes drilled through the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.
 Drilled and set anchor bolts shall be installed according to Article 521.05 of the Standard Specifications.
 Side retainers shall be included in the cost of Elastomeric Bearing Assembly, Type II.
 The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.
 Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.



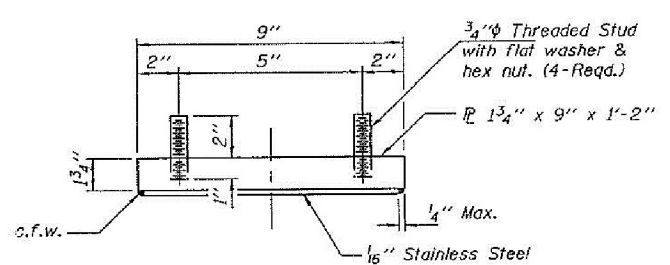
PLAN TOP AND BOTTOM PLATE



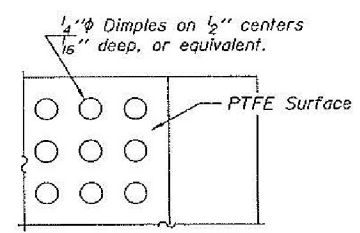
SECTION B-B



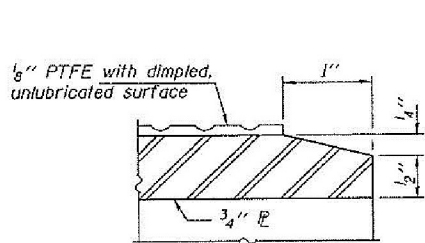
STEEL EXTENSION DETAIL



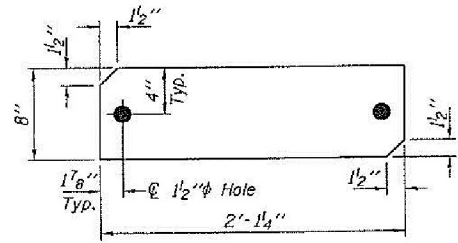
TOP BEARING ASSEMBLY



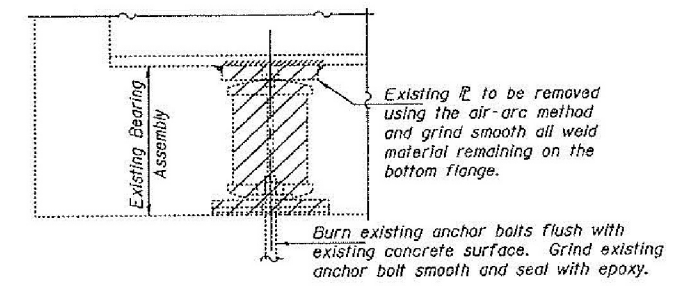
PLAN-PTFE SURFACE



SECTION THRU PTFE

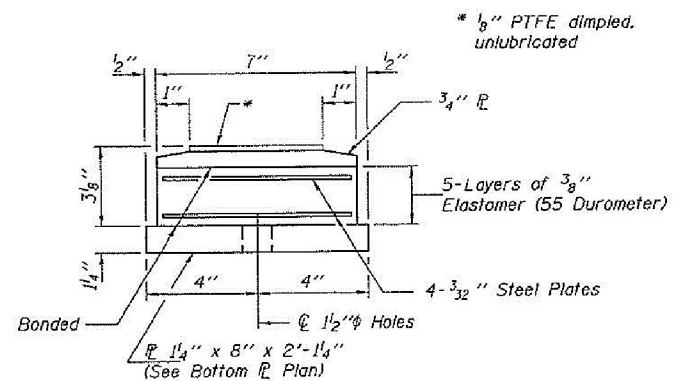


BOTTOM PLATE PLAN
 @ 1 1/4" x 8" x 2'-1/4" (6 Required)

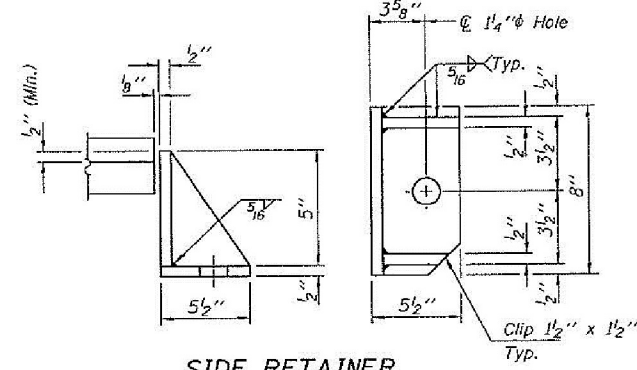


EXISTING BEARING REMOVAL DETAIL

Cost included with Jack and Remove Existing Bearings.

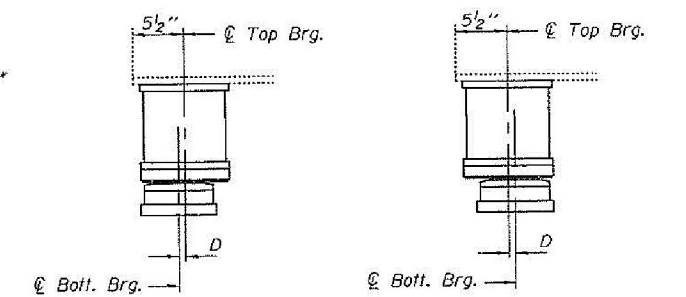


BOTTOM BEARING ASSEMBLY



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

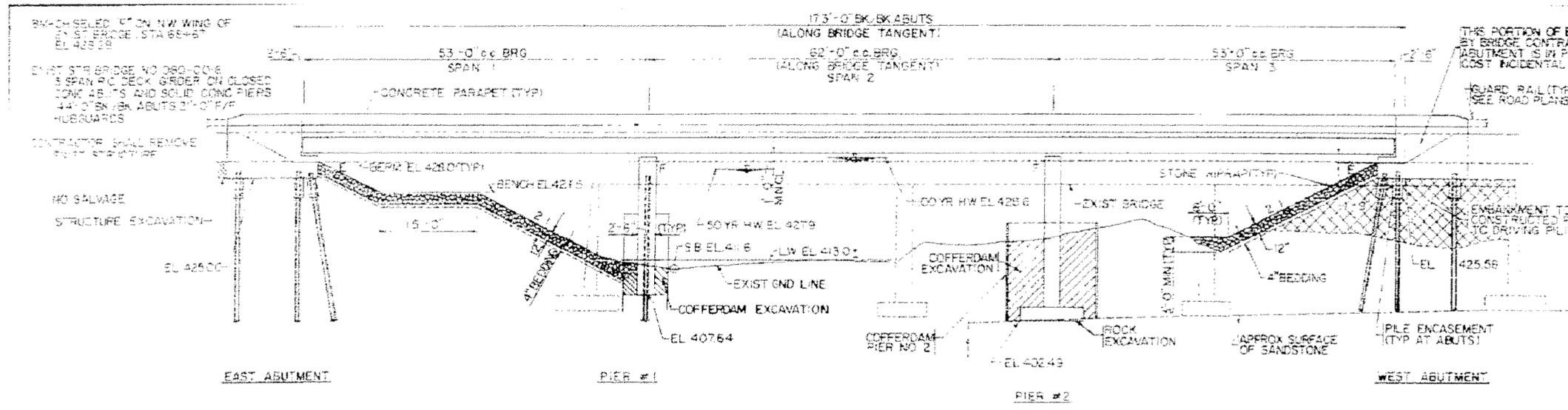


SETTING ANCHOR BOLTS AT EXP. BRG.
 D = 1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

BILL OF MATERIAL

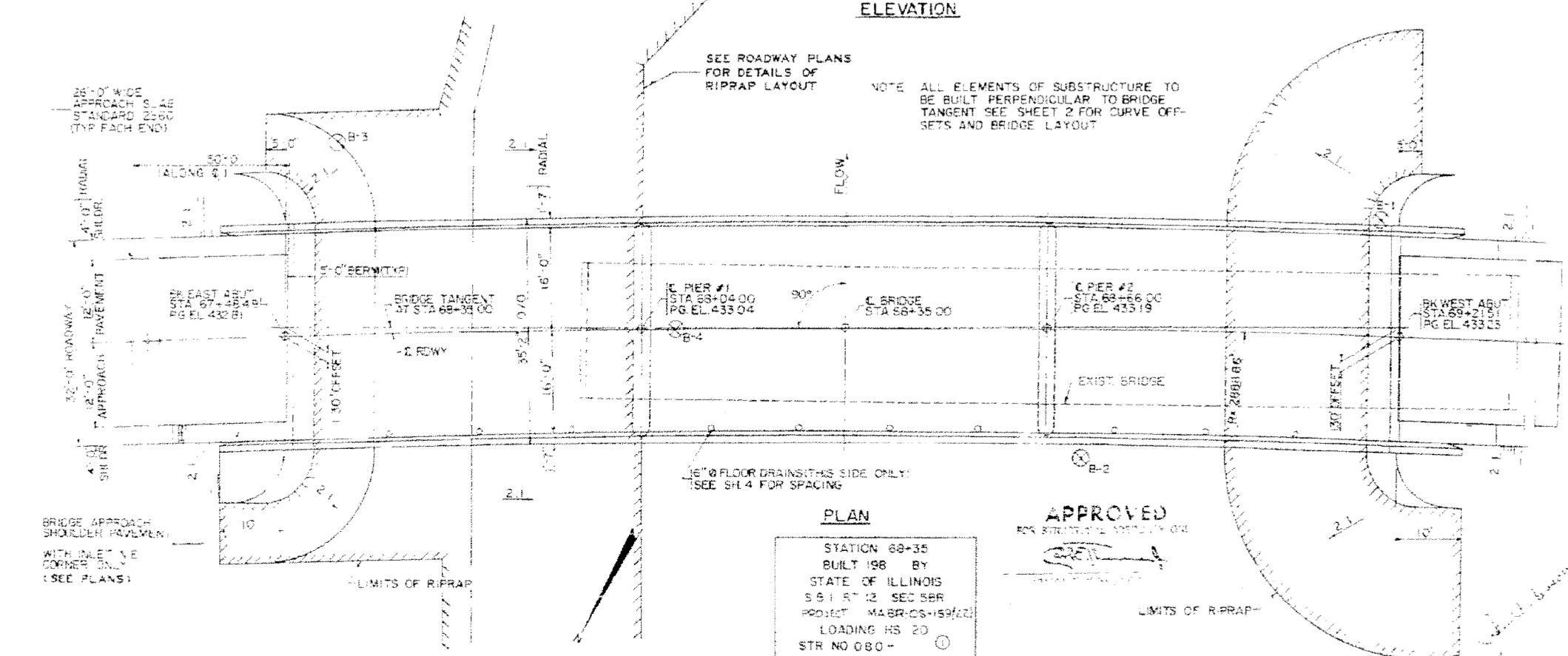
Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	6
Jack and Remove Existing Bearings	Each	6
Furnishing and Erecting Structural Steel	Pound	770
Anchor Bolts 1" @	Each	12

DESIGNED - ADY CHECKED - DAB DRAWN - Kyle M. Steffen CHECKED - ADY DAB		EXAMINED PASSED ACTING ENGINEER OF STRUCTURAL SERVICES ACTING ENGINEER OF BRIDGES AND STRUCTURES		DATE - MARCH 14, 2011	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEARING REPLACEMENT DETAILS AT EAST ABUTMENT SN 080-0005	SHEET NO. 2 OF 2 SHEETS	F.A.P. RTE. 327 & F.A.S. RTE. 1720 SECTION 5-2VB-1: 5-2HB, 5-2VB-2/BR-2 COUNTY RICHLAND TOTAL SHEETS 53 SHEET NO. 44 CONTRACT NO. 74482 ILLINOIS FED. AID PROJECT
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ELEVATION

NOTE ALL ELEMENTS OF SUBSTRUCTURE TO BE BUILT PERPENDICULAR TO BRIDGE TANGENT SEE SHEET 2 FOR CURVE OFFSETS AND BRIDGE LAYOUT



PLAN

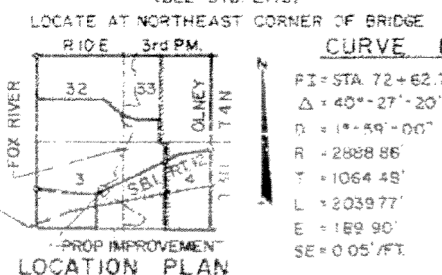
STATION 68+35
BUILT 198 BY
STATE OF ILLINOIS
S.B.I. R.T. 32 SEC 5BR
PROJECT MABR-OS-159(2)
LOADING HS 20
STR NO 080 -

APPROVED
FOR STRUCTURE NUMBER TO BE SUPPLIED BY DISTRICT.

WATERWAY DATA

FLOOD	FREQ	Q	OPENING SQ FT		NAT.	HEAD-FT		HEADWATER EL.	
			EXIST	PROP		EXIST	PROP	EXIST	PROP
DESIGN	50	7,870	1,285	1,567	427.85	0.28	0.67	428.13	428.52
BASE	100	8,960	1,285	1,720	428.61	0.18	0.68	428.79	429.30
OVERTOPPING	20	6,295	1,285	1,438	426.84		0.90		427.74
MAX CALL									

LETTERING FOR NAME PLATE
(SEE STD 2113)



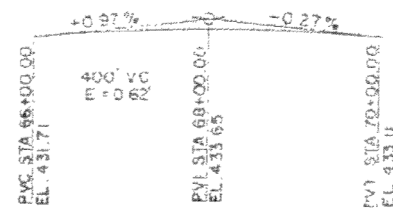
CURVE DATA

PI = STA 72+62.70
Δ = 40°-27'-20" (PT)
D = 1°-59'-00"
R = 2888.86'
T = 1064.48'
L = 2039.77'
E = 189.90'
SE = 0.05'/FT

DESIGN STRESSES

$f_c = 3,500$ psi
 $f_y = 60,000$ psi
 $n = 8$
 $f_y = 50,000$ psi (STRUCTURAL STEEL M222)
LOADING HS 20-44
(+25 psf ALLOWANCE FOR FUTURE WEARING SURFACE)
DESIGN SPECIFICATIONS AASHTO 1977 AND 1978, 1973, 1980 (1991 INTERIMS)

PROFILE GRADE



13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

DATE: 8/16/2016
SHEET NO. 25

- GENERAL NOTES**
- SEE PROPOSAL FOR BORING DATA
 - FASTENERS SHALL BE HIGH STRENGTH BOLTS (AASHTO M164 TYPE IV BOLTS 3/4" Ø, OPEN HOLES 1/8" Ø, UNLESS OTHERWISE NOTED)
 - CALCULATED WEIGHT OF STRUCTURAL STEEL = 22,500 LBS
 - ALL STRUCTURAL STEEL SHALL BE AASHTO M222 EXCEPT EXPANSION JOINT ANGLES AND ATTACHED BARS SHALL BE AASHTO M58
 - AASHTO M222 STRUCTURAL STEEL SHALL NOT BE PAINTED EXCEPT THAT FOR A DISTANCE OF THREE TIMES THE DEPTH OF THE BEAMS BUT NOT EXCEEDING 10 FEET EACH WAY FROM DECK JOINTS, THE AASHTO M222 STRUCTURAL STEEL 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
 - FIELD WELDING OF CONSTRUCTION ACCESSORIES WILL NOT BE PERMITTED TO THE BOTTOM FLANGE OF BEAMS OR GRIDERS 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 BUILDING DIAPHRAGMS OVER SUPPORTS
 - THE CONTRACTOR SHALL DRIVE 3 STEEL TEST PILES IN PERMANENT LOCATIONS AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER BEFORE ORDERING THE REMAINDER OF PILES
 - 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. TWO 1/8" ADJUSTING SHIMS OF 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 TOP PLATE SHALL BE PROVIDED AND PLACED AS DETAILED
 - 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 OF THE WIDE FLANGE BEAMS
 - REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31 OR M-53 GRADE 60
 - ALL CONTACT SURFACES OF JOINTS FOR THE DIAPHRAGMS SHALL BE FREE OF PAINT OR LACQUER (CONT ON SHEET 2 OF 11)

TOTAL BILL OF MATERIAL

ITEM	UNITS	SUPER	SUB	TOTAL
REMOVAL OF EXISTING STRUCTURES	EACH			
STRUCTURE EXCAVATION	CUYD		77	77
COFFERDAM EXCAVATION	CUYD		226	226
ROCK EXCAVATION FOR STRUCTURES	CUYD		7	7
COFFERDAM-PIER NO 1	EACH			
COFFERDAM-PIER NO 2	EACH			
FLOOR DRAINS	EACH	0		0
PROTECTIVE COAT	SQ YDS	725		725
PERFORMED JOINT SEAL 2 1/2"	LN FT	35		35
PERFORMED JOINT SEAL 4"	LN FT	35		35
ELASTOMERIC BEARING ASSEMBLY TYPE I	EACH	5		5
ELASTOMERIC BEARING ASSEMBLY TYPE II	EACH	5		5
CLASS X CONCRETE	CUYD	255	243.3	498.3
STRUCTURAL STEEL	LB			
STUD SHEAR CONNECTORS	EACH	2580		2580
REINFORCEMENT BARS	LB	16,980	22,580	39,560
REINFORCEMENT BARS (EPOXY COATED)	LB	28,740		28,740
STEEL PILES HP10x42	LN FT		496	496
STEEL PILES HP12x53	LN FT		312	312
TEST PILE STEEL HP10x42	EACH		2	2
TEST PILE STEEL HP12x53	EACH		1	1
NAME PLATES	EACH			
STONE RIPRAP	SQ YD			467

GENERAL PLAN & ELEVATION

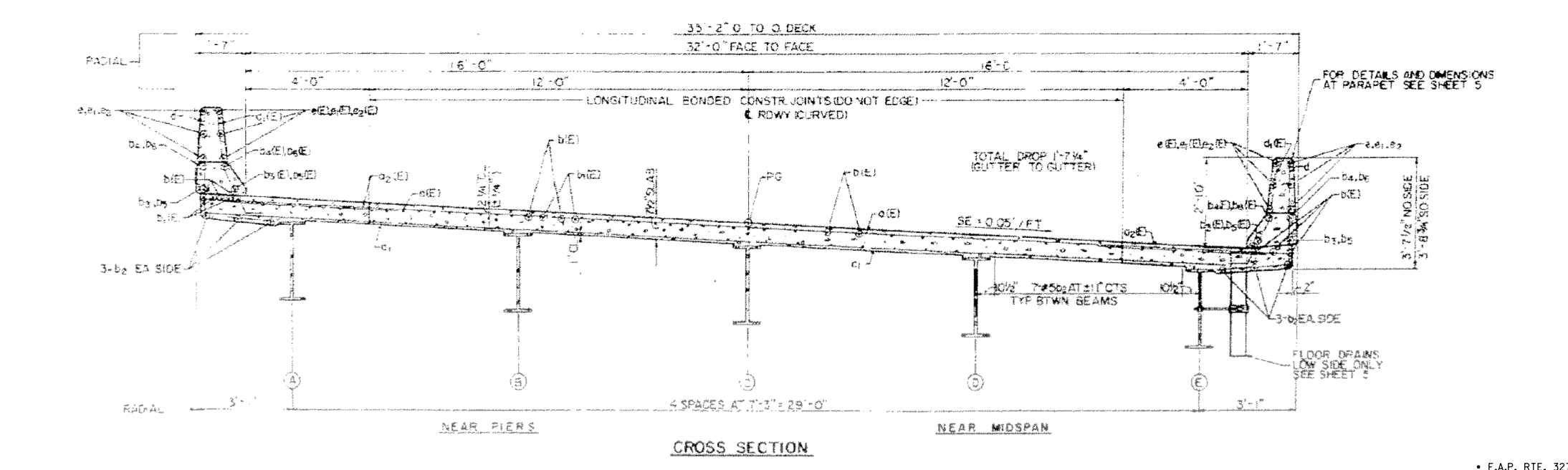
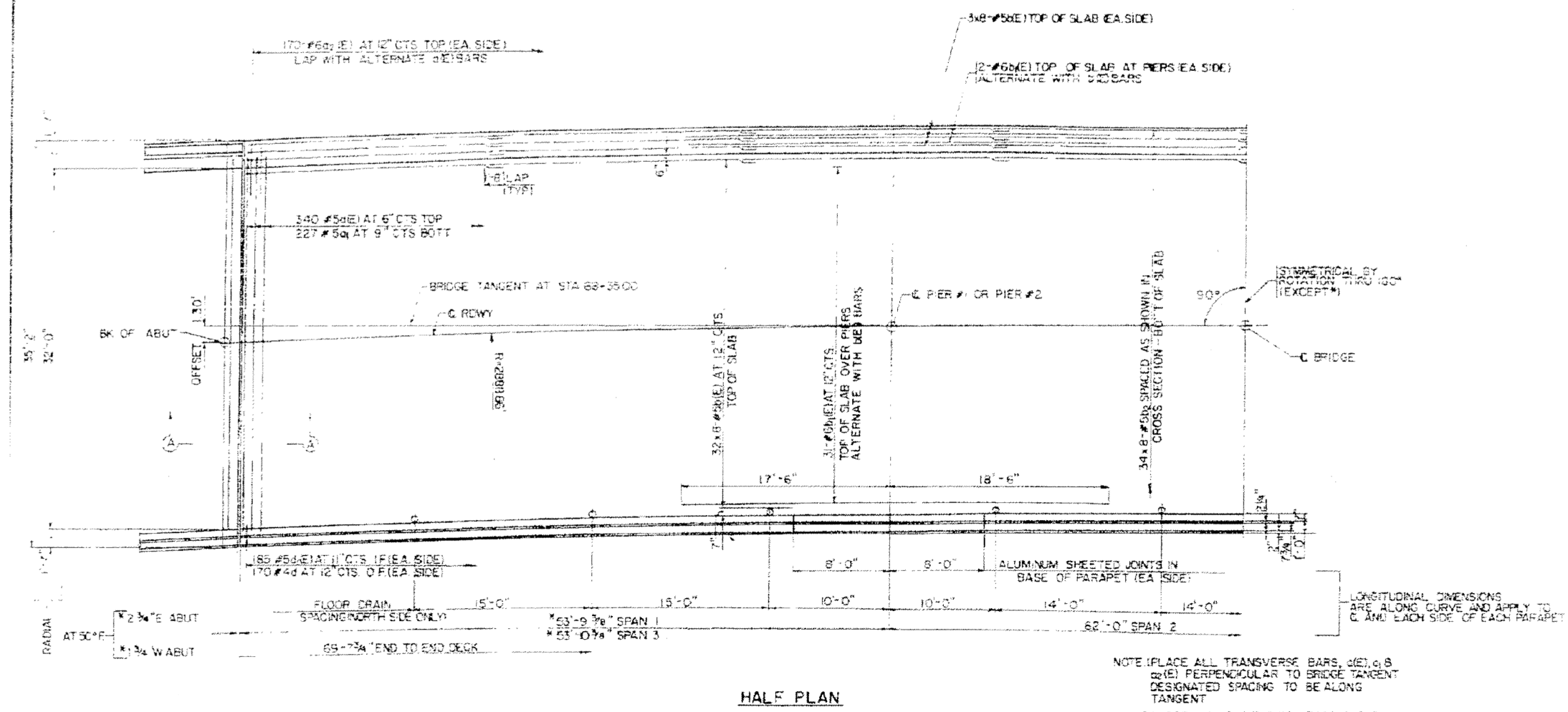
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2	BRIDGE OFFICE REVIEW	JEC/AMK
3	BRIDGE OFFICE REVIEW	JEC/AMK

REV NO. 1
DESCRIPTION
DATE APPROVAL

**BRIDGE OVER FOX RIVER
SEC. 5BR, S.B.I. ROUTE 12**

**RICHLAND COUNTY
STA. 68+35**

BLANK
WESSELINK
DOOR & ASSOCIATES, INC.
ENGINEERS & CONSULTANTS P.A.P. RTE. 327 & E.A.S. RTE. 1720



SUPERSTRUCTURE BILL OF MATERIAL

BAR	NO	SIZE	LENGTH	SHAPE
d1(E)	340	#5	34'-6"	
c1	227	#5	31'-0"	
d2(E)	340	#6	4'-0"	
d3(E)	304	#5	32'-5"	
d4(E)	70	#6	36'-0"	
d5	272	#5	22'-8"	
d6	12	#5	22'-8"	
d7(E)	12	#5	23'-8"	
d8	12	#6	24'-5"	
d9(E)	12	#6	24'-5"	
d10	6	#5	7'-5"	
d11(E)	6	#5	7'-5"	
d12	6	#8	7'-9"	
d13(E)	6	#8	7'-9"	
c2	340	#4	5'-0"	
c3	370	#5	3'-11"	
e	36	#4	5'-0"	
f(E)	36	#4	15'-0"	
g1	24	#4	7'-5"	
g2(E)	24	#4	7'-9"	
g3	18	#4	15'-1"	
g4(E)	18	#4	15'-1"	

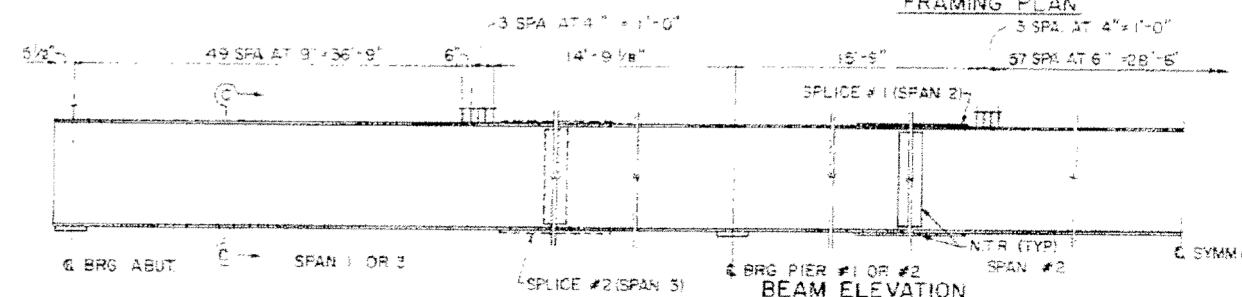
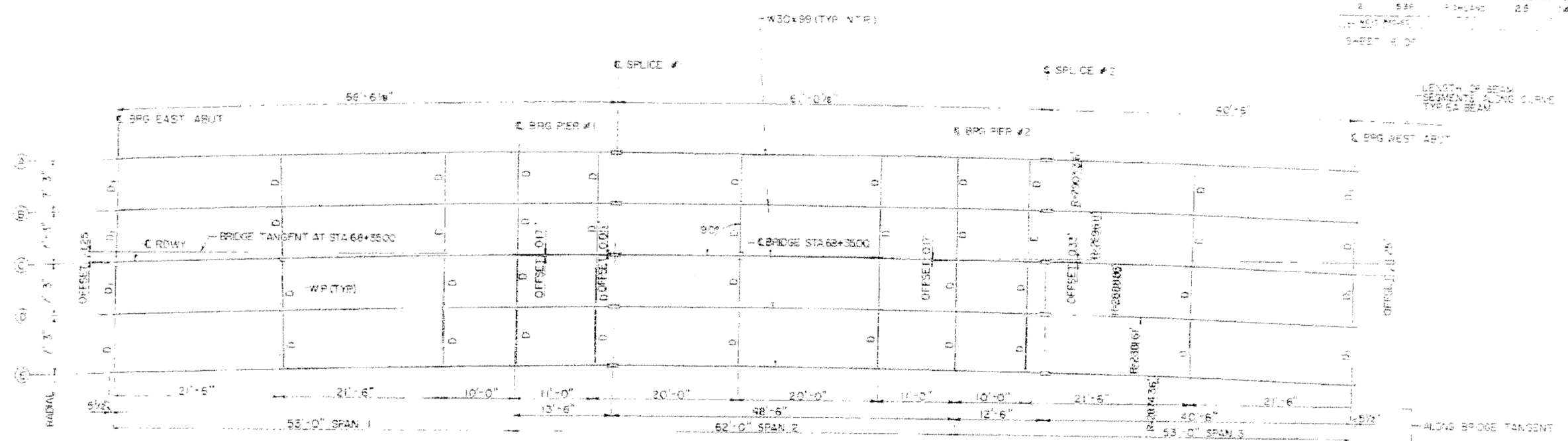
CLASS X CONCRETE	CU YOS	163.5
REINFORCEMENT BARS		LBS 16,980
REINFORCEMENT BARS (EPOXY COATED)		LBS 28,740
FLOOR DRAINS	EACH	10
PREFORMED JOINT SEAL (2 1/2")	LN FT	35
PREFORMED JOINT SEAL (4")	LN FT	35

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED. SEE SPECIAL PROVISIONS
 BENT BARS DETAILED ON SHEET 5.

REV NO	DESCRIPTION	BY	DATE	APPROVAL
2	BRIDGE OFFICE REVIEW			
1	BRIDGE OFFICE REVIEW			

SUPERSTRUCTURE

BRIDGE OVER FOX RIVER SEC 5BR, S.B.I. ROUTE 12	SCALE AS SHOWN
RICHLAND COUNTY STA 68+35	PROJECT NO. P-57-T20-T1
BLANK WESSELING COOK & ASSOCIATES, INC.	DRAWING NO.
ENGINEERS & CONSULTANTS	



- NOTES:
1. C BRG AT EACH ELEMENT OF SUBSTRUCTURE & C SPLICES TO BE PERPENDICULAR TO BRIDGE TANGENT.
 2. DIAPHRAGMS D TO BE SET IN LINE IN RADIAL FACED CURVE, AS SHOWN.
 3. NTR. INDICATES NOTCH TOUGHNESS REQUIREMENT.

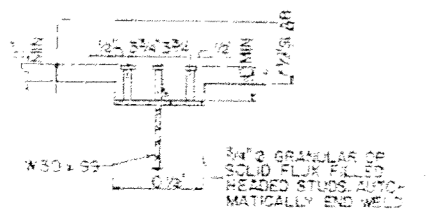
TOP OF BEAM ELEVATIONS *

BEAM	C BRG EAST ABUT.	C BRG PIER #1	C SPLICE #1	C BRG PIER #2	C SPLICE #2	C BRG WEST ABUT.
A	432.88	432.06	432.11	432.21	432.23	432.29
B	432.52	432.70	432.75	432.85	432.87	432.92
C	432.15	432.33	432.38	432.48	432.50	432.56
D	431.78	431.97	432.02	432.12	432.14	432.20
E	431.13	431.61	431.66	431.76	431.78	431.84

*FOR FABRICATION ONLY

BEAM COORDINATES

BEAM	COORD	C BRG EAST ABUT.	C BRG PIER #1	C SPLICE #1	C BRG PIER #2	C SPLICE #2	C BRG WEST ABUT.
A	X	-84.000	-31.000	-17.500	31.000	43.500	84.000
	Y	13.285	14.335	14.447	14.335	14.174	13.285
B	X	-84.000	-31.000	-17.500	31.000	43.500	84.000
	Y	6.032	7.084	7.197	7.084	6.923	6.032
C	X	-84.000	-31.000	-17.500	31.000	43.500	84.000
	Y	1.222	0.166	0.053	0.166	0.328	1.222
D	X	-84.000	-31.000	-17.500	31.000	43.500	84.000
	Y	-8.475	-7.417	-7.303	-7.417	-7.978	-8.475
E	X	-84.000	-31.000	-17.500	31.000	43.500	84.000
	Y	-15.728	-14.667	-4.553	-14.667	-14.829	-15.728



SECTION C-C

	0.4 SPAN 1	PIERS	0.5 SPAN 2
I_s	3990	3990	5990
I_c	12435		12435
S_x	269	269	269
S_c	429		429
Q	810	1155	810
VR	2153	4981	1571
f_s NZN-COMP (ksi)	960	2222	701
SR	345		345
$M_s 2$	916		620
M_c	7838	4770	7411
M_{TOT}	2195	1310	2075
TOTAL	10951	6080	10115
f_s COMP. (ksi)	3063	2712	2841
f_s TOTAL (ksi)	4023	4934	3542
VR	532		411

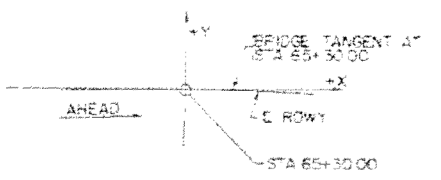
	ABUT.	PIER
VR	234	736
RE	375	505
IMP	105	41
R TOTAL	714	1382

I_s & S_x ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE STEEL SECTION USED IN COMPUTING f_s TOTAL.

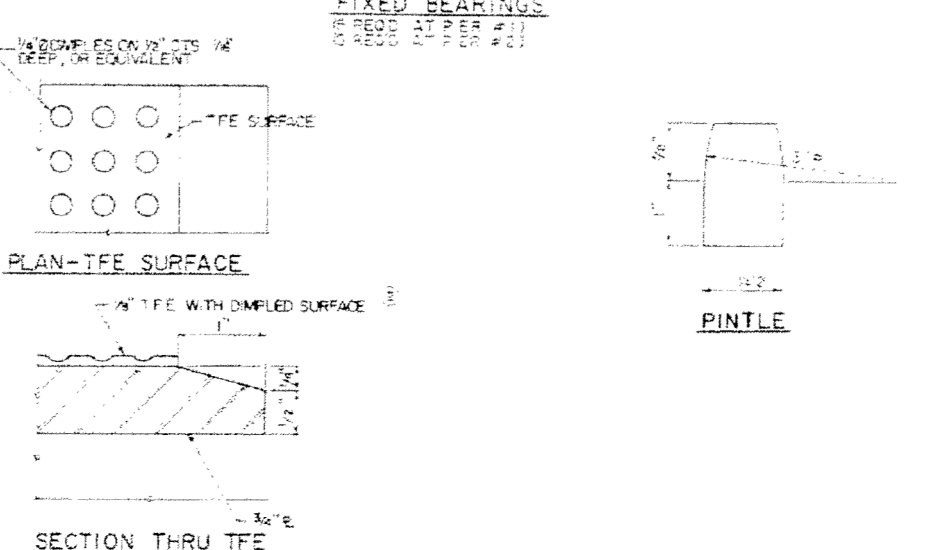
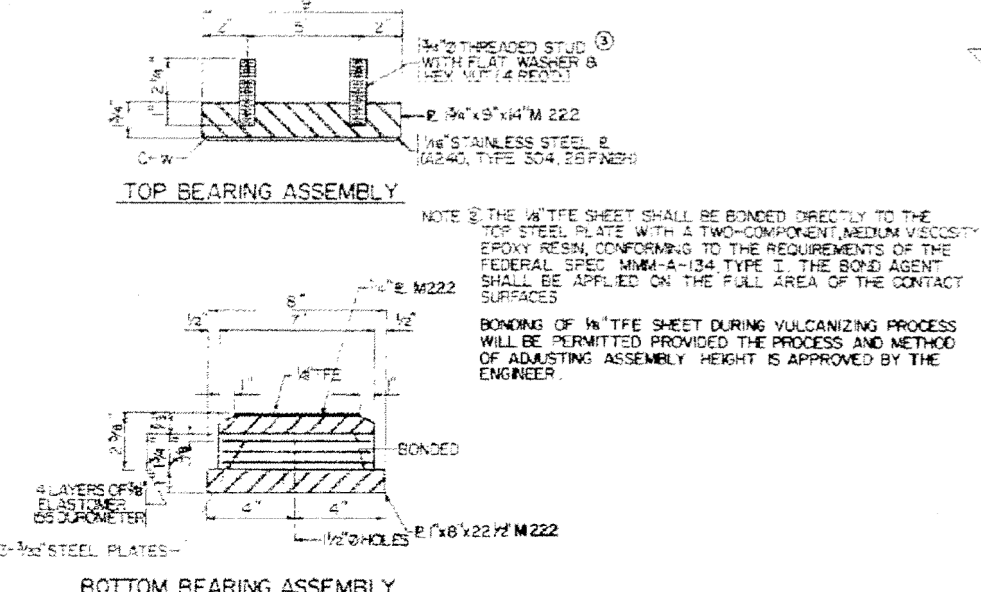
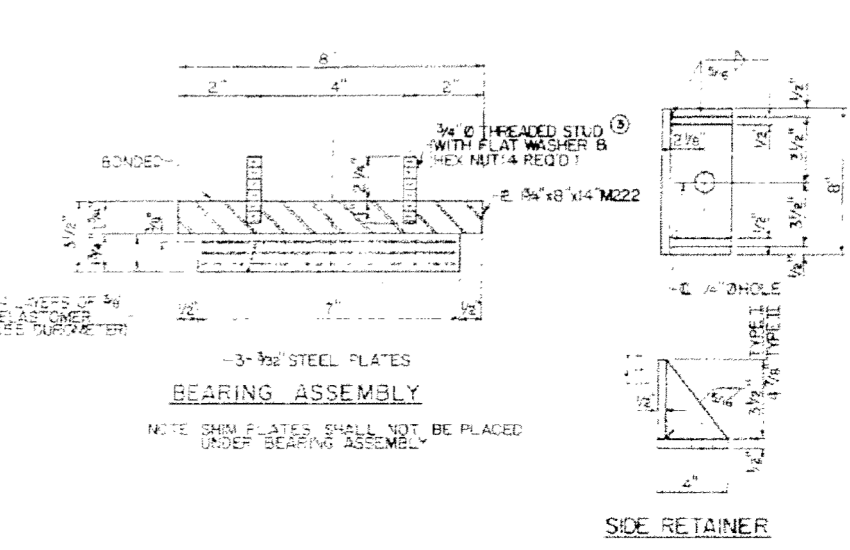
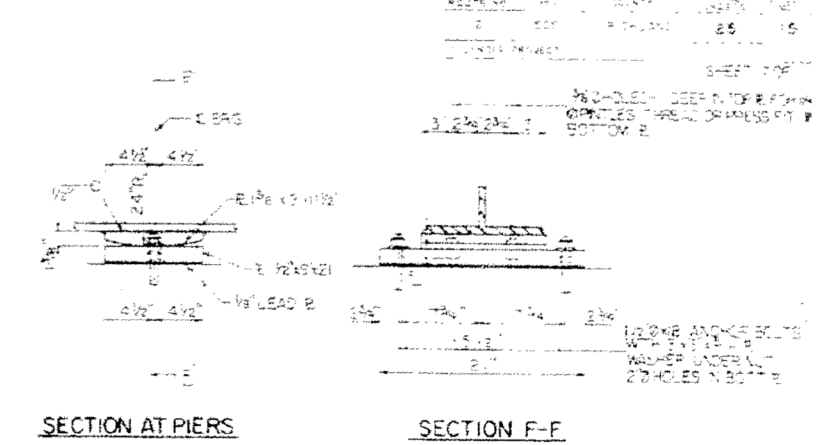
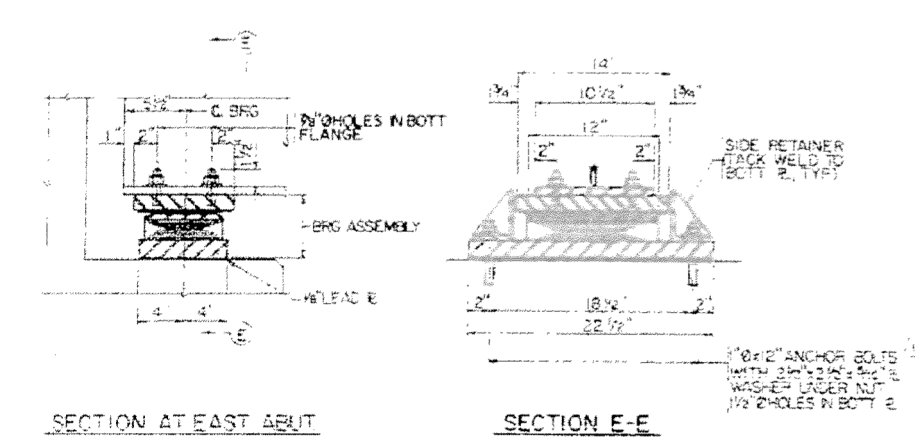
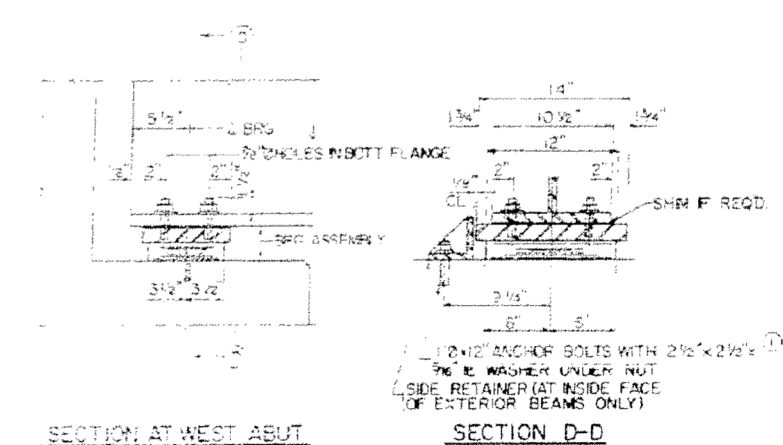
I_c & S_c ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE COMPOSITE SECTION USED IN COMPUTING f_s TOTAL.

VR IS THE MAXIMUM V. IMPACT SHEAR RANGE IN SPAN.

THE LOAD FACTOR $(1.3)(R) + 3/4(IMP)$ IS USED IN COMPUTING MOMENTS AND STRESSES.

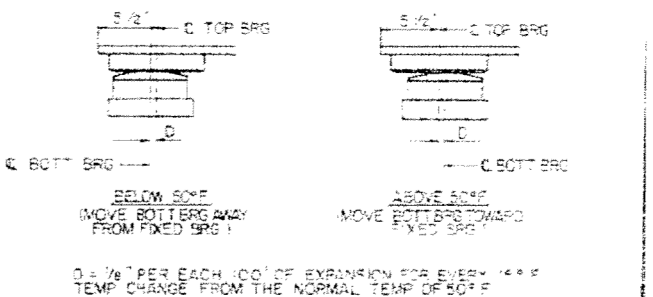
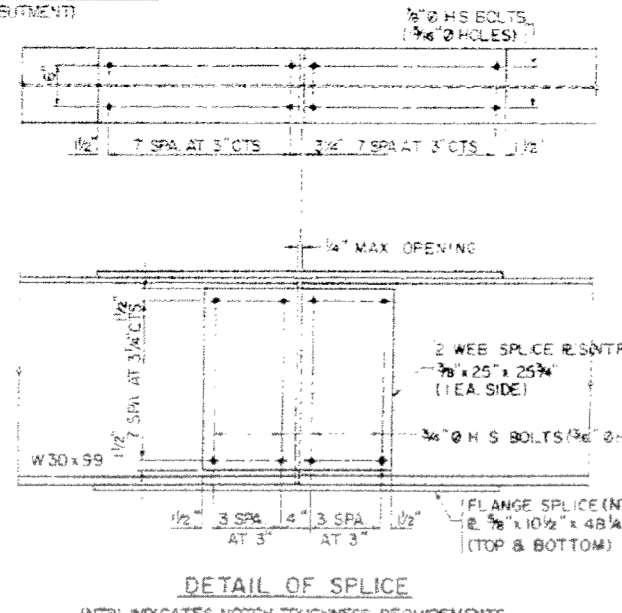
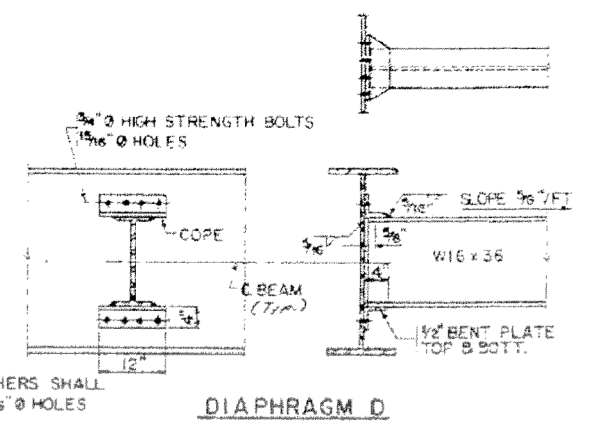
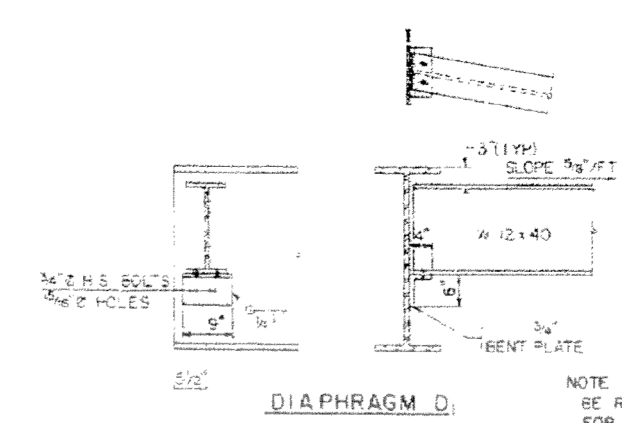


2	BRIDGE OFFICE REVIEW	LOC/DATE
1	BRIDGE OFFICE REVIEW	LOC/DATE
REV NO	DESCRIPTION	DATE/APPROVAL
STRUCTURAL STEEL		
Checked JCC	BRIDGE OVER FOX RIVER	SCALE
Drawn JCC	SEC. 5BR, SB; ROUTE 12	NONE
Date 8/16/16		REV. PROJECT NO.
Checked JCC	RICHLAND COUNTY	CLIENT PROJECT NO.
Date 8/16/16	STA. 68+35	DATE/NO.
Drawn JCC		DESIGNED BY
Checked JCC	SLANK WESSLINK	
Date	CONOR & ASSOCIATES, INC.	
Checked JCC	ENGINEERS & CONSULTANTS	



TYPE I ELASTOMERIC EXPANSION BEARING
 (5 REQ'D AT WEST ABUTMENT)

TYPE II ELASTOMERIC EXPANSION BEARING
 (5 REQ'D AT EAST ABUTMENT)



NOTE 1: AFTER BEAMS HAVE BEEN ERECTED HOLES AT EXPANSION BEARINGS SHALL BE DRILLED AND ANCHOR BOLTS GROUDED IN PLACE. ANCHOR BOLTS AT FIXED BEARINGS MAY BE BUILT INTO THE MASONRY.
 NOTE 2: M16 TYPE 3

2	BRIDGE OFFICE REVIEW	J. COOPER
1	BRIDGE OFFICE REVIEW	J. COOPER
REV NO	DESCRIPTION	BY DATE (APPROVAL)
STRUCTURAL STEEL		
Drawn/Check	BRIDGE OVER FOX RIVER	SCALE 1/4"=1'-0"
Date of Issue	SEC. 5 BR, S.B.I. ROUTE 12	SHEET PROJECT NO. 034-8004
Checked/Rev.	RICHLAND COUNTY	COUNTY PROJECT NO. P-97-720-71
Date of Rev.	STA. 68+35	DRAWING NO.
Appr.	BLANK WESSOLINA COOK & ASSOCIATES INC.	ENGINEERS & CONSULTANTS