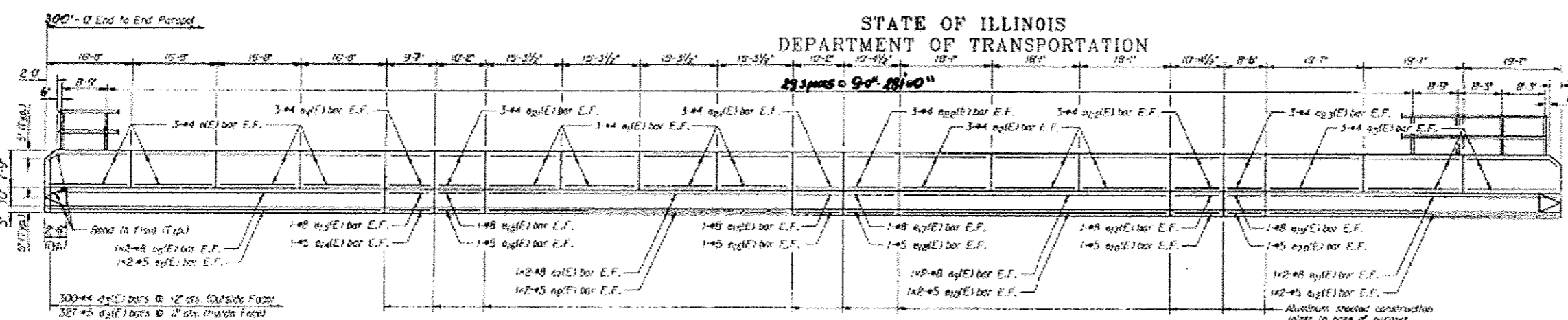


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

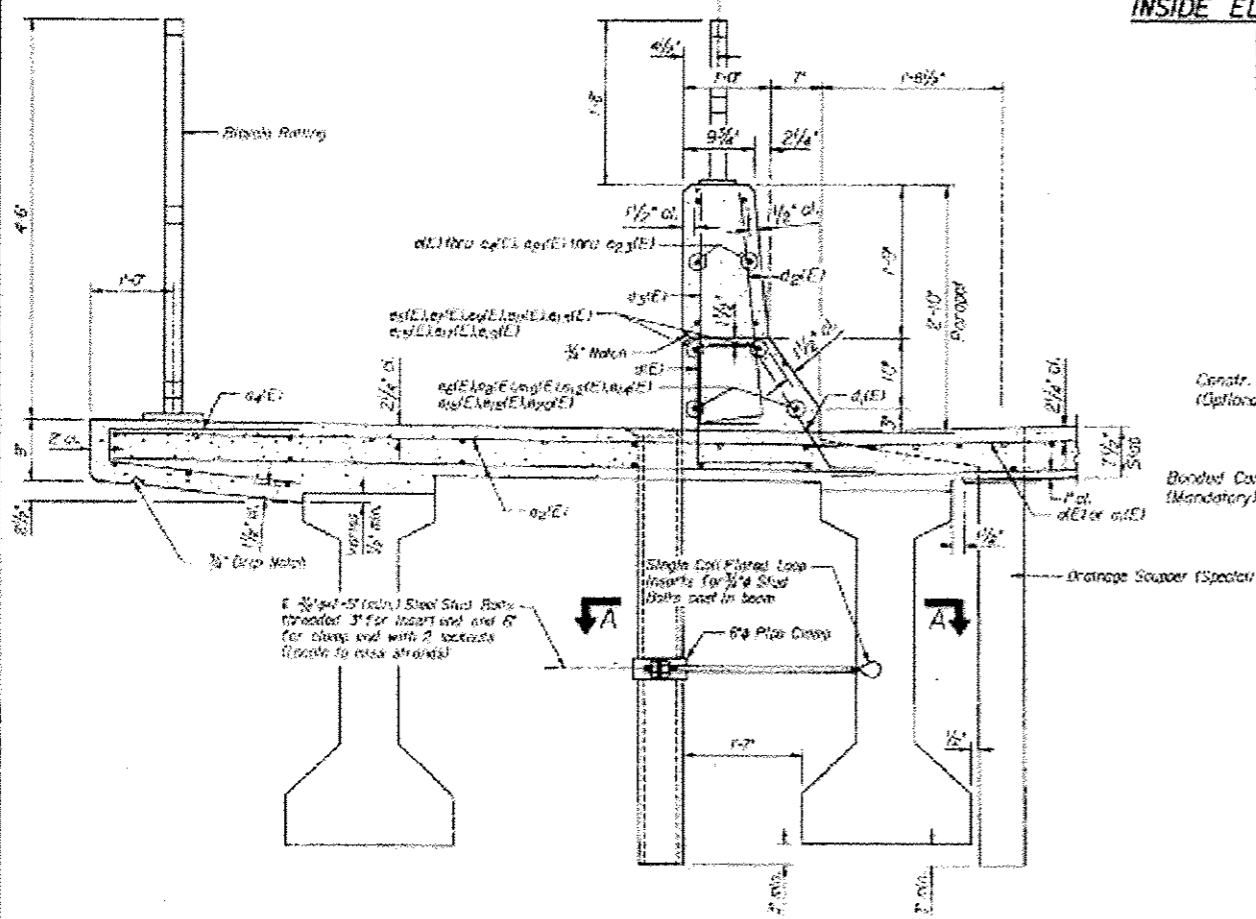
SECTION	WINNEBAGO	TOTAL SHEETS	58	SHEET NO.	5
PROJECT	WINNEBAGO	DATE	11/11/11	PROJECT	111111



INSIDE ELEVATION OF PARAPET

BILL OF MATERIAL

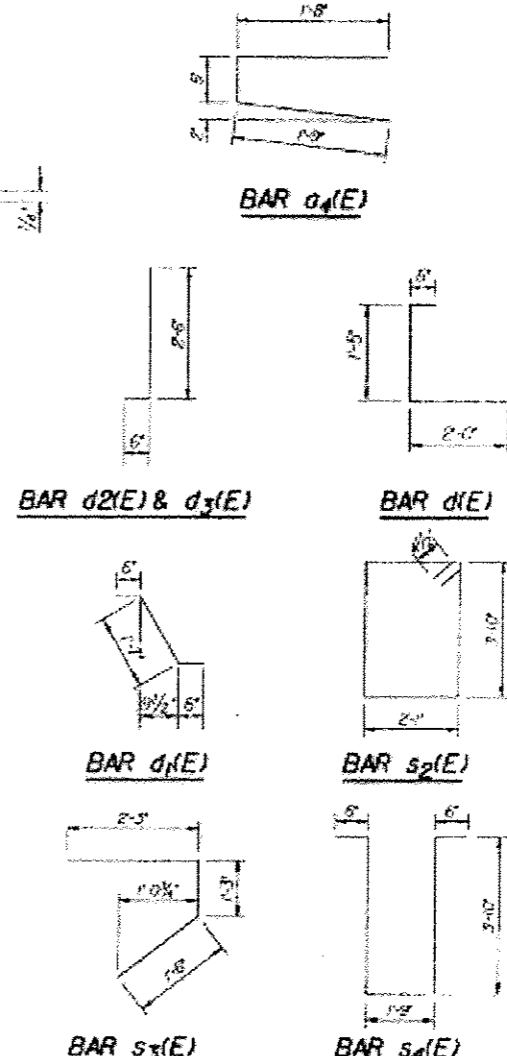
Bar	No.	Size	Length	Weight
#1(E)	840	#5	32'-4"	
#2(E)	840	#5	36'-3"	
#3(E)	1680	#5	12'-0"	
#4(E)	96	#4	2'-0"	
#5(E)	720	#4	1'-10"	
#6(E)	324	#5	22'-0"	
#7(E)	83	#7	43'-0"	
#8(E)	792	#5	27'-5"	
#9(E)	83	#7	35'-0"	
#10(E)	83	#7	37'-10"	
#11(E)	600	#4	3'-0"	
#12(E)	654	#5	2'-0"	
#13(E)	654	#5	1'-0"	
#14(E)	600	#4	3'-0"	
#15(E)	48	#4	15'-4"	
#16(E)	48	#4	17'-0"	
#17(E)	36	#4	17'-8"	
#18(E)	36	#4	17'-3"	
#19(E)	12	#4	9'-2"	
#20(E)	8	#8	35'-7"	
#21(E)	8	#5	34'-6"	
#22(E)	8	#8	32'-9"	
#23(E)	8	#5	31'-8"	
#24(E)	8	#8	29'-0"	
#25(E)	8	#5	28'-3"	
#26(E)	8	#8	27'-7"	
#27(E)	4	#8	27'-2"	
#28(E)	4	#5	27'-2"	
#29(E)	8	#8	27'-0"	
#30(E)	8	#5	27'-0"	
#31(E)	8	#8	27'-0"	
#32(E)	4	#8	27'-0"	
#33(E)	4	#5	27'-0"	
#34(E)	8	#8	27'-0"	
#35(E)	8	#5	27'-0"	
#36(E)	8	#8	27'-0"	
#37(E)	4	#8	27'-0"	
#38(E)	4	#5	27'-0"	
#39(E)	8	#8	27'-0"	
#40(E)	8	#5	27'-0"	
#41(E)	4	#8	27'-0"	
#42(E)	4	#5	27'-0"	
#43(E)	8	#8	27'-0"	
#44(E)	8	#5	27'-0"	
#45(E)	8	#8	27'-0"	
#46(E)	4	#8	27'-0"	
#47(E)	4	#5	27'-0"	
#48(E)	8	#8	27'-0"	
#49(E)	8	#5	27'-0"	
#50(E)	8	#8	27'-0"	
#51(E)	4	#8	27'-0"	
#52(E)	4	#5	27'-0"	
#53(E)	8	#8	27'-0"	
#54(E)	8	#5	27'-0"	
#55(E)	8	#8	27'-0"	
#56(E)	4	#8	27'-0"	
#57(E)	4	#5	27'-0"	
#58(E)	8	#8	27'-0"	
#59(E)	8	#5	27'-0"	
#60(E)	8	#8	27'-0"	
#61(E)	4	#8	27'-0"	
#62(E)	4	#5	27'-0"	
#63(E)	8	#8	27'-0"	
#64(E)	8	#5	27'-0"	
#65(E)	8	#8	27'-0"	
#66(E)	4	#8	27'-0"	
#67(E)	4	#5	27'-0"	
#68(E)	8	#8	27'-0"	
#69(E)	8	#5	27'-0"	
#70(E)	8	#8	27'-0"	
#71(E)	4	#8	27'-0"	
#72(E)	4	#5	27'-0"	
#73(E)	8	#8	27'-0"	
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#75(E)	8	#8	27'-0"	
#76(E)	4	#8	27'-0"	
#77(E)	4	#5	27'-0"	
#78(E)	8	#8	27'-0"	
#79(E)	8	#5	27'-0"	
#80(E)	8	#8	27'-0"	
#81(E)	4	#8	27'-0"	
#82(E)	4	#5	27'-0"	
#83(E)	8	#8	27'-0"	
#84(E)	8	#5	27'-0"	
#85(E)	8	#8	27'-0"	
#86(E)	4	#8	27'-0"	
#87(E)	4	#5	27'-0"	
#88(E)	8	#8	27'-0"	
#89(E)	8	#5	27'-0"	
#90(E)	8	#8	27'-0"	
#91(E)	4	#8	27'-0"	
#92(E)	4	#5	27'-0"	
#93(E)	8	#8	27'-0"	
#94(E)	8	#5	27'-0"	
#95(E)	8	#8	27'-0"	
#96(E)	4	#8	27'-0"	
#97(E)	4	#5	27'-0"	
#98(E)	8	#8	27'-0"	
#99(E)	8	#5	27'-0"	
#100(E)	8	#8	27'-0"	
#101(E)	4	#8	27'-0"	
#102(E)	4	#5	27'-0"	
#103(E)	8	#8	27'-0"	
#104(E)	8	#5	27'-0"	
#105(E)	8	#8	27'-0"	
#106(E)	4	#8	27'-0"	
#107(E)	4	#5	27'-0"	
#108(E)	8	#8	27'-0"	
#109(E)	8	#5	27'-0"	
#110(E)	8	#8	27'-0"	
#111(E)	4	#8	27'-0"	
#112(E)	4	#5	27'-0"	
#113(E)	8	#8	27'-0"	
#114(E)	8	#5	27'-0"	
#115(E)	8	#8	27'-0"	
#116(E)	4	#8	27'-0"	
#117(E)	4	#5	27'-0"	
#118(E)	8	#8	27'-0"	
#119(E)	8	#5	27'-0"	
#120(E)	8	#8	27'-0"	
#121(E)	4	#8	27'-0"	
#122(E)	4	#5	27'-0"	
#123(E)	8	#8	27'-0"	
#124(E)	8	#5	27'-0"	
#125(E)	8	#8	27'-0"	
#126(E)	4	#8	27'-0"	
#127(E)	4	#5	27'-0"	
#128(E)	8	#8	27'-0"	
#129(E)	8	#5	27'-0"	
#130(E)	8	#8	27'-0"	
#131(E)	4	#8	27'-0"	
#132(E)	4	#5	27'-0"	
#133(E)	8	#8	27'-0"	
#134(E)	8	#5	27'-0"	
#135(E)	8	#8	27'-0"	
#136(E)	4	#8	27'-0"	
#137(E)	4	#5	27'-0"	
#138(E)	8	#8	27'-0"	
#139(E)	8	#5	27'-0"	
#140(E)	8	#8	27'-0"	
#141(E)	4	#8	27'-0"	
#142(E)	4	#5	27'-0"	
#143(E)	8	#8	27'-0"	
#144(E)	8	#5	27'-0"	
#145(E)	8	#8	27'-0"	
#146(E)	4	#8	27'-0"	
#147(E)	4	#5	27'-0"	
#148(E)	8	#8	27'-0"	
#149(E)	8	#5	27'-0"	
#150(E)	8	#8	27'-0"	
#151(E)	4	#8	27'-0"	
#152(E)	4	#5	27'-0"	
#153(E)	8	#8	27'-0"	
#154(E)	8	#5	27'-0"	
#155(E)	8	#8	27'-0"	
#156(E)	4	#8	27'-0"	
#157(E)	4	#5	27'-0"	
#158(E)	8	#8	27'-0"	
#159(E)	8	#5	27'-0"	
#160(E)	8	#8	27'-0"	
#161(E)	4	#8	27'-0"	
#162(E)	4	#5	27'-0"	
#163(E)	8	#8	27'-0"	
#164(E)	8	#5	27'-0"	
#165(E)	8	#8	27'-0"	
#166(E)	4	#8	27'-0"	
#167(E)	4	#5	27'-0"	
#168(E)	8	#8	27'-0"	
#169(E)	8	#5	27'-0"	
#170(E)	8	#8	27'-0"	
#171(E)	4	#8	27'-0"	
#172(E)	4	#5	27'-0"	
#173(E)	8	#8	27'-0"	
#174(E)	8	#5	27'-0"	
#175(E)	8	#8	27'-0"	
#176(E)	4	#8	27'-0"	
#177(E)	4	#5	27'-0"	
#178(E)	8	#8	27'-0"	
#179(E)	8	#5	27'-0"	
#180(E)	8	#8	27'-0"	
#181(E)	4	#8	27'-0"	
#182(E)	4	#5	27'-0"	
#183(E)	8	#8	27'-0"	
#184(E)	8	#5	27'-0"	
#185(E)	8	#8	27'-0"	
#186(E)	4	#8	27'-0"	
#187(E)	4	#5	27'-0"	
#188(E)	8	#8	27'-0"	
#189(E)	8	#5	27'-0"	
#190(E)	8	#8	27'-0"	
#191(E)	4	#8	27'-0"	
#192(E)	4	#5	27'-0"	
#193(E)	8	#8	27'-0"	
#194(E)	8	#5	27'-0"	
#195(E)	8	#8	27'-0"	
#196(E)	4	#8	27'-0"	
#197(E)	4	#5	27'-0"	
#198(E)	8	#8	27'-0"	
#199(E)	8	#5	27'-0"	
#200(E)	8	#8	27'-0"	



SECTION THRU PARAPET

PARAPET JOINT DETAILS

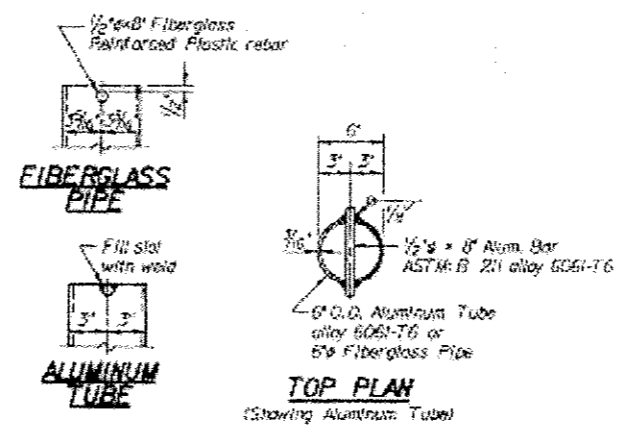
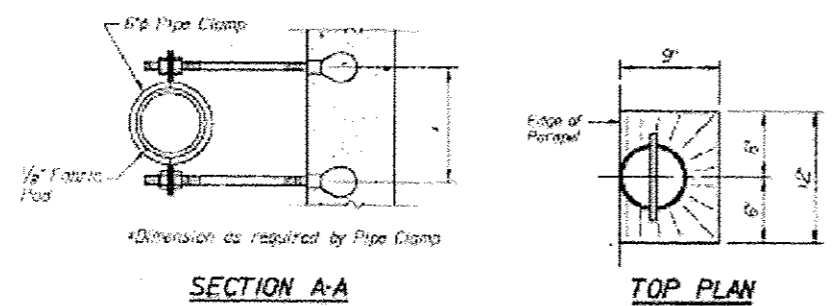
Notes:
Fiberglass pipe shall conform to ASTM D2995, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum. The surface of the Fiberglass Pipe shall be free of bond inhibiting agents.
The exterior surfaces of the floor draining shall be coated by the manufacturer with a pigment that matches the color of the concrete.
The clamping device and inserts shall be galvanized in accordance with AASHTO M-232.



Bascor, Inc.
Consulting Engineers and Planners

DESIGNED	JLT
CHECKED	GSP
PLANS	SAH
CHECKED	JLT

DATE: 12-3-1997
REV: 5/13-1993



SUPERSTRUCTURE DETAILS

IL 251 OVER KISHWAUKEE RIVER
F.A.U. 5128 SECTION 105BR-2
WINNEBAGO COUNTY
STA. 195+48.00
STRUCTURE NO. 10-0163

USER NAME: bor-1000	DESIGNED: _____	REVISED: _____	F.A.U. RTE. 5128	SECTION 02 BRIDGE REPAIR 2013-4	COUNTY WINNEBAGO	TOTAL SHEETS 5	SHEET NO. 5
PLT SCALE: 1/8" = 1'-0"	DRAWN: _____	REVISED: _____	EXISTING BRIDGE PLANS FOR INFORMATION ONLY				
PLT DATE: Tue Dec 04 14:36:54 2012	CHECKED: _____	REVISED: _____					
	DATE: _____	REVISED: _____					