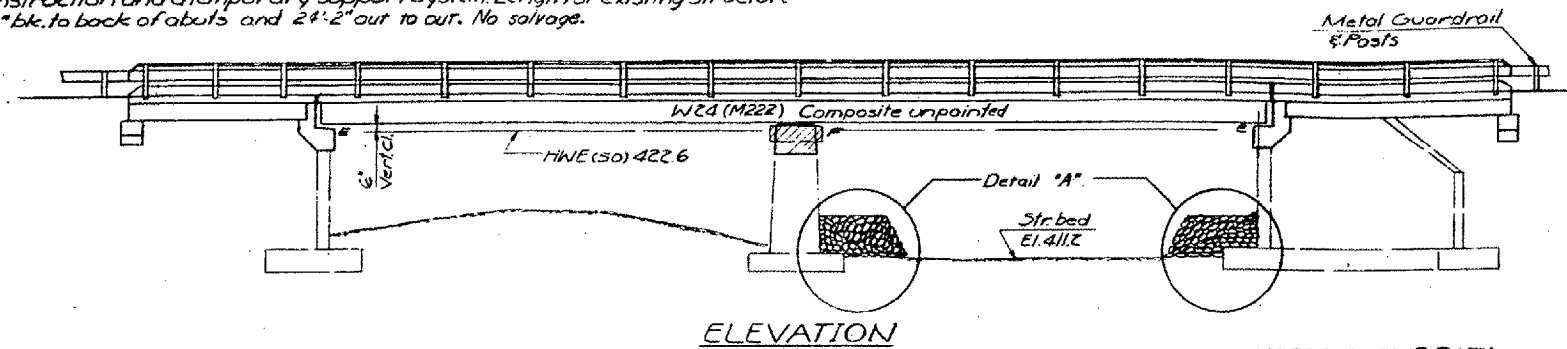


Bench Mark: a cut in N.E. corner of NW wingwall 15' left of Sta. 692+89 El. 425.96
 Existing Structure: #076-0001 built as S.B.L. 34, Sec. 38, Sta. 693+40 in 1924. RC thru girder, 16" (max) thick RC slab with 4" RCC wearing surface and 1/2" C.I. Out to Out of water table +24.6; substructure RC closed abutts and solid stem concrete pier with reinforced footing. The Contractor shall remove the existing superstructure and replace it with a concrete slab on W24 bms composite. Abutments and pier shall be widened as necessary. Traffic shall be maintained at all times utilizing stage construction and a temporary support system. Length of existing structure is 86'-0 3/4" bk. to back of abutts and 2'-2" out to out. No salvage.

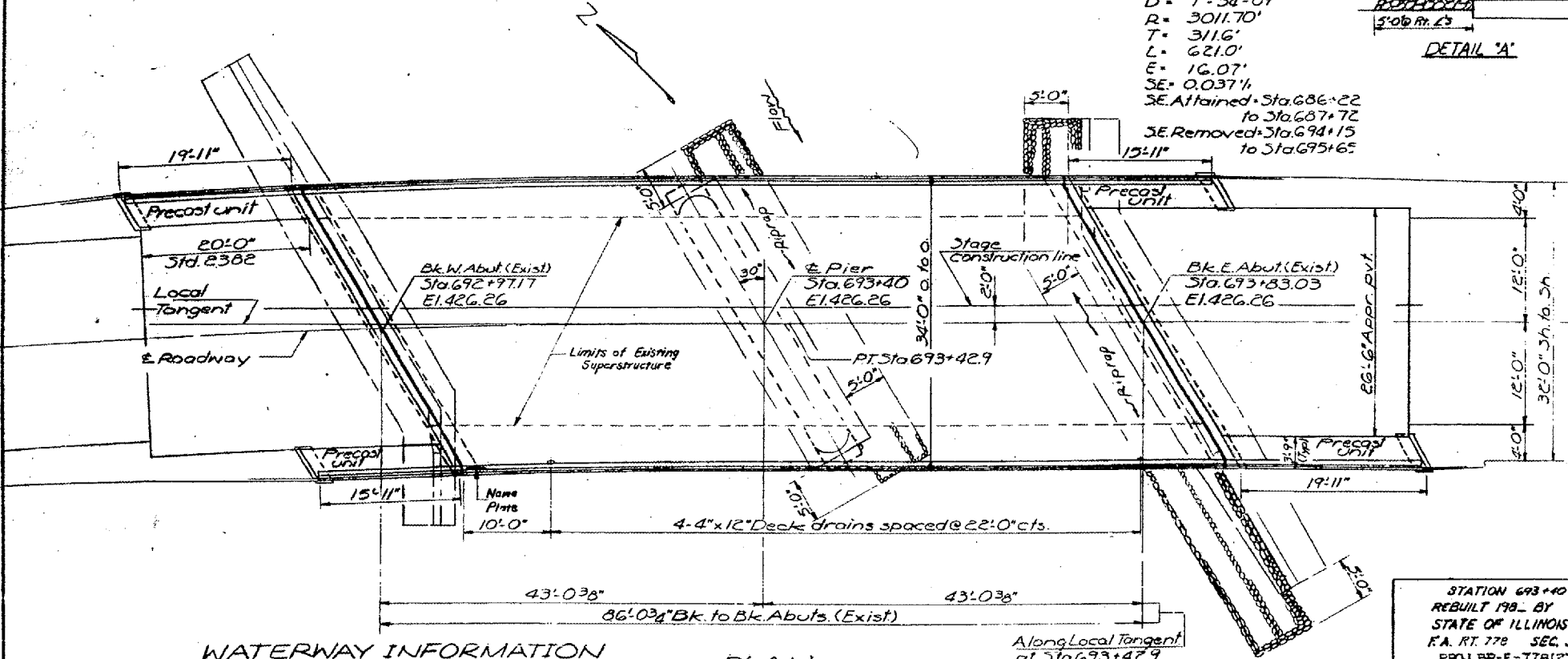
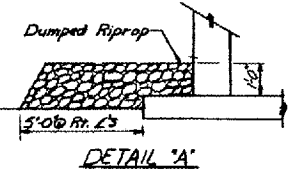
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	DATE	SHEET NO.
98880	3B-BR	POPE	35 15
19 SHEETS			

GENERAL NOTES:
 Reinforcement bars shall conform to the requirements of AASHTO M-31 or M-53 Grade 60.
 See Proposal for rock soundings.
 Fasteners shall be high strength bolts. Bolts 5/8" open holes 1/2" g. unless otherwise noted.
 Calculated weight of Structural Steel = (M-222 - 38,590 lbs.) (M-183 - 2,600 lbs.)
 All structural steel shall be AASHTO M-222 unpainted except Temporary Support Systems and expansion joint angles and attached bars which shall be AASHTO M-183. Expansion joint angles and attached bars shall be shop primed with two coats of basic lead silico chromate paint.
 All structural steel for a distance of three times the depth of the beam each way from deck joints shall be cleaned and given one coat of the basic lead silico chromate primer and second coat. Both coats to be applied in the shop with spot painting only in the field.
 Field welding of construction enclosures will not be permitted in the bottom flange of beams nor in 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 bolting diaphragms over supports.
 Layout of riprap may be varied in the field to suit ground conditions as directed by the Engineer.
 Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to actual construction verification. 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 for 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.
 Expansion bolts shall consist of self-drilling expansion anchors and 1/2" x 12" hooked bolts.
 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 1/2" adjusting shims of the thickness of the bottom bearing plate shall be provided for each bearing in addition to all other plates or shims.
 The main lead carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Hot-Toughness Zone 2. These components are the tension flanges, webs and all splice plate material of the wide flange beams.



HORIZ. CURVE DATA
 ± F.A. Rte. 778
 Δ = 11° 48' 51"
 D = 1° 54' 09"
 R = 3011.70'
 T = 311.6'
 L = 621.0'
 E = 16.07'
 SE = 0.037%
 SE. Attained: Sta. 686+22 to Sta. 687+72
 SE. Removed: Sta. 694+15 to Sta. 695+65

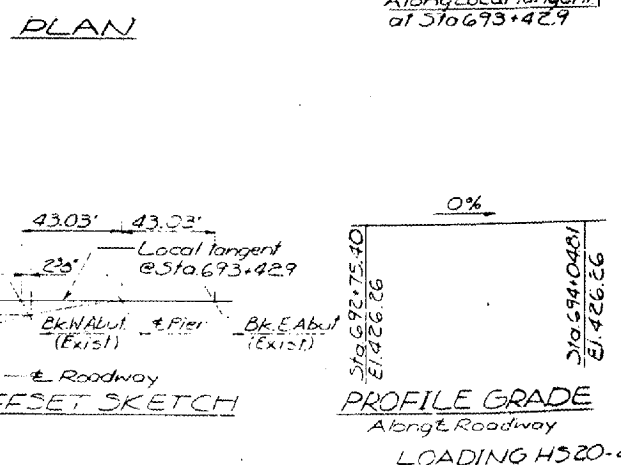


TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Structural Steel	LS			1.3
Reinforcement Bars	Lbs.	11,080	7,260	18,340
Reinforcement Bars (Epoxy Coated)	Lbs.	15,200		15,200
Concrete Removal	Cu. Yds.		33	33
Expansion Bolts (1/2")	Each		108	108
Removal of Existing Superstructure	Each	1		1
Preformed Joint Seal (2")	Lbs./Ft.	78		78
Name Plates	Each	1		1
Dumped Riprap	Tons		69	69
Elasticity Bearing Assembly, Type X	Each	8		8
Floor Drains	Each	4		4
Pre. Conc. Bk. Slab	Sq. Ft.	268		268
Temporary Bridge Rail	Lbs./Ft.	86		86
Temporary Support Systems	Each		1	1
Class X Concrete	Cu. Yds.	85.3	60.5	145.8
Steel Reinforcing Type T	Lbs./Ft.	249		249
Protective Coat	Sq. Yds.	348		348
Stud Shear Connectors	Each	1136		1136

WATERWAY INFORMATION
 Drainage Area 5.92 cmi. Low Grade Elev. 425'

Flood Yr.	Freq. Q	Opening Sq. Ft.	Not. Head - Ft.	Headwater El.
	CFS.	Exist. Prop.	HWE. Exist. Prop.	Exist. Prop.
Design	50 3057	683 683	422.6 0.96 0.96	423.56 423.56
Base	100 3529	710 710	423.0 1.23 1.23	424.23 424.23
Overtopping				
Max. Cap.	500 4654	710 710	423.8 1.04 1.04	424.84 424.84

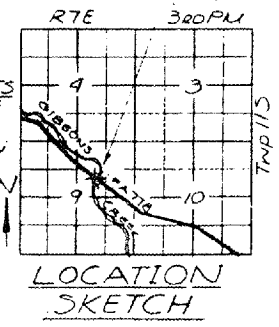


STATION 693+40
 REBUILT 1982 BY
 STATE OF ILLINOIS
 F.A. RT. 778 SEC. 38-BR
 PROJ. BR-F-778(2)
 LOADING H520
 *STR. NO.
 *STRUCTURE NUMBER TO BE SUPPLIED BY DISTRICT
NAME PLATE
 SEE STD. 2113

DESIGNED David Burdick
 CHECKED Paul S. McVey
 DRAWN Collin M.
 CHECKED P.B. P.S.M.S.

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

DESIGN STRESSES
 PRECAST UNITS
 f_c = 3500 psi (Sub)
 f_c = 4500 psi
 f_y = 60,000 psi (Reinf.)
 f_c = 1800 psi
 f_y = 50,000 psi (Structural Steel)
 n = 8
 Except as noted.
 Main reinforcement in the top layer of the deck shall be epoxy coated.
 Allow 2 1/2" for future wearing surface
 Design Specifications - 1977 AASHTO, 1978, 1979, & 1980 Interims.



FOR INFORMATION ONLY:
 BRIDGE NO. 5 STRUCTURE 076-0001

BRIDGE #2
 GENERAL PLAN
 F.A. Rte 778 OVER GIBBONS CREEK
 SECTION 3B-BR
 POPE COUNTY
 STATION 693+40