

☉ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	205+35.10	0.00	467.85	467.85
☉ Brg. N. Abut.	205+36.80	0.00	467.88	467.88
A	205+46.80	0.00	468.04	468.05
B	205+56.80	0.00	468.18	468.20
C	205+66.80	0.00	468.31	468.33
D	205+76.80	0.00	468.43	468.43
E	205+86.80	0.00	468.53	468.53
F	205+96.80	0.00	468.62	468.61
☉ Pier 1	206+08.60	0.00	468.70	468.70
G	206+18.60	0.00	468.76	468.79
H	206+28.60	0.00	468.81	468.87
I	206+38.60	0.00	468.84	468.94
J	206+48.60	0.00	468.86	468.98
K	206+58.60	0.00	468.86	469.01
L	206+68.60	0.00	468.85	469.00
M	206+78.60	0.00	468.83	468.96
N	206+88.60	0.00	468.79	468.89
O	206+98.60	0.00	468.74	468.80
P	207+08.60	0.00	468.68	468.70
☉ Pier 2	207+20.60	0.00	468.59	468.59
Q	207+30.60	0.00	468.49	468.49
R	207+40.60	0.00	468.39	468.40
S	207+50.60	0.00	468.27	468.30
T	207+60.60	0.00	468.13	468.19
U	207+70.60	0.00	467.98	468.06
V	207+80.60	0.00	467.82	467.90
W	207+90.60	0.00	467.65	467.72
X	208+00.60	0.00	467.46	467.52
Y	208+10.60	0.00	467.26	467.29
Z	208+20.60	0.00	467.04	467.05
☉ Pier 3	208+32.60	0.00	466.77	466.77
A1	208+42.60	0.00	466.52	466.53
B1	208+52.60	0.00	466.26	466.30
C1	208+62.60	0.00	465.99	466.05
D1	208+72.60	0.00	465.70	465.79
E1	208+82.60	0.00	465.40	465.51
F1	208+92.60	0.00	465.09	465.20
G1	209+02.60	0.00	464.76	464.86
H1	209+12.60	0.00	464.42	464.50
I1	209+22.60	0.00	464.07	464.12
J1	209+32.60	0.00	463.70	463.72
☉ Pier 4	209+44.60	0.00	463.24	463.24
K1	209+54.60	0.00	462.85	462.85
L1	209+64.60	0.00	462.44	462.45
M1	209+74.60	0.00	462.01	462.04
N1	209+84.60	0.00	461.57	461.62
O1	209+94.60	0.00	461.12	461.17
P1	210+04.60	0.00	460.66	460.70
Q1	210+14.60	0.00	460.18	460.20
☉ Brg. S. Abut.	210+23.40	0.00	459.75	459.75
Bk. S. Abut.	210+25.10	0.00	459.66	459.66

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	205+34.17	4.33	467.77	467.77
☉ Brg. N. Abut.	205+35.87	4.33	467.80	467.80
A	205+45.87	4.33	467.96	467.97
B	205+55.87	4.33	468.10	468.12
C	205+65.87	4.33	468.23	468.25
D	205+75.87	4.33	468.35	468.36
E	205+85.87	4.33	468.45	468.45
F	205+95.87	4.33	468.54	468.54
☉ Pier 1	206+07.67	4.33	468.63	468.63
G	206+17.67	4.33	468.69	468.72
H	206+27.67	4.33	468.74	468.80
I	206+37.67	4.33	468.77	468.87
J	206+47.67	4.33	468.79	468.92
K	206+57.67	4.33	468.80	468.94
L	206+67.67	4.33	468.79	468.94
M	206+77.67	4.33	468.77	468.90
N	206+87.67	4.33	468.73	468.83
O	206+97.67	4.33	468.68	468.74
P	207+07.67	4.33	468.62	468.65
☉ Pier 2	207+19.67	4.33	468.53	468.53
Q	207+29.67	4.33	468.44	468.44
R	207+39.67	4.33	468.33	468.35
S	207+49.67	4.33	468.21	468.25
T	207+59.67	4.33	468.08	468.14
U	207+69.67	4.33	467.93	468.01
V	207+79.67	4.33	467.77	467.86
W	207+89.67	4.33	467.60	467.67
X	207+99.67	4.33	467.41	467.47
Y	208+09.67	4.33	467.21	467.24
Z	208+19.67	4.33	467.00	467.01
☉ Pier 3	208+31.67	4.33	466.72	466.72
A1	208+41.67	4.33	466.48	466.49
B1	208+51.67	4.33	466.22	466.26
C1	208+61.67	4.33	465.95	466.01
D1	208+71.67	4.33	465.67	465.75
E1	208+81.67	4.33	465.37	465.47
F1	208+91.67	4.33	465.06	465.16
G1	209+01.67	4.33	464.73	464.83
H1	209+11.67	4.33	464.39	464.47
I1	209+21.67	4.33	464.04	464.09
J1	209+31.67	4.33	463.67	463.69
☉ Pier 4	209+43.67	4.33	463.22	463.22
K1	209+53.67	4.33	462.82	462.82
L1	209+63.67	4.33	462.41	462.43
M1	209+73.67	4.33	461.99	462.02
N1	209+83.67	4.33	461.55	461.60
O1	209+93.67	4.33	461.10	461.15
P1	210+03.67	4.33	460.64	460.68
Q1	210+13.67	4.33	460.16	460.18
☉ Brg. S. Abut.	210+22.46	4.33	459.73	459.73
Bk. S. Abut.	210+24.17	4.33	459.64	459.64

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	205+32.39	12.58	467.62	467.62
☉ Brg. N. Abut.	205+34.10	12.58	467.65	467.65
A	205+44.10	12.58	467.81	467.82
B	205+54.10	12.58	467.95	467.97
C	205+64.10	12.58	468.09	468.10
D	205+74.10	12.58	468.21	468.21
E	205+84.10	12.58	468.31	468.31
F	205+94.10	12.58	468.40	468.40
☉ Pier 1	206+05.89	12.58	468.50	468.50
G	206+15.89	12.58	468.56	468.58
H	206+25.89	12.58	468.61	468.67
I	206+35.89	12.58	468.64	468.74
J	206+45.89	12.58	468.66	468.79
K	206+55.89	12.58	468.67	468.82
L	206+65.89	12.58	468.67	468.81
M	206+75.89	12.58	468.65	468.78
N	206+85.89	12.58	468.62	468.71
O	206+95.89	12.58	468.57	468.63
P	207+05.89	12.58	468.51	468.53
☉ Pier 2	207+17.89	12.58	468.42	468.42
Q	207+27.89	12.58	468.33	468.33
R	207+37.89	12.58	468.23	468.24
S	207+47.89	12.58	468.11	468.15
T	207+57.89	12.58	467.98	468.04
U	207+67.89	12.58	467.84	467.91
V	207+77.89	12.58	467.68	467.76
W	207+87.89	12.58	467.51	467.58
X	207+97.89	12.58	467.32	467.38
Y	208+07.89	12.58	467.13	467.16
Z	208+17.89	12.58	466.91	466.92
☉ Pier 3	208+29.89	12.58	466.64	466.64
A1	208+39.89	12.58	466.40	466.41
B1	208+49.89	12.58	466.14	466.18
C1	208+59.89	12.58	465.88	465.94
D1	208+69.89	12.58	465.59	465.68
E1	208+79.89	12.58	465.30	465.40
F1	208+89.89	12.58	464.99	465.10
G1	208+99.89	12.58	464.67	464.76
H1	209+09.89	12.58	464.33	464.40
I1	209+19.89	12.58	463.98	464.03
J1	209+29.89	12.58	463.61	463.63
☉ Pier 4	209+41.89	12.58	463.16	463.16
K1	209+51.89	12.58	462.77	462.77
L1	209+61.89	12.58	462.36	462.38
M1	209+71.89	12.58	461.94	461.97
N1	209+81.89	12.58	461.50	461.55
O1	209+91.89	12.58	461.06	461.11
P1	210+01.89	12.58	460.59	460.64
Q1	210+11.89	12.58	460.12	460.14
☉ Brg. S. Abut.	210+20.69	12.58	459.69	459.69
Bk. S. Abut.	210+22.39	12.58	459.61	459.61

FILE: J:\\_DDO\10227\_IL157\_S1\_Clarr\_Avg\_Pn2\1-SN0820399\0820399-76E62-003-slabelev.dgn

SAVE DATE: 3/18/2015

FILE NAME =	USER NAME = DCD	DESIGNED - DCD	REVISED -
... \0820399-76E62-003-slabelev.dgn		CHECKED - PMW	REVISED -
	PLOT SCALE =	DRAWN - P. Ray	REVISED -
	PLOT DATE = 03/18/2015 16:49:46	CHECKED - DCD	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 082-0399

SHEET NO. 6 OF 46 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	101
STA. 206+61.04		CONTRACT NO. 76E62		
ILLINOIS FED. AID PROJECT				



**BEAM 8**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	205+30.62	20.83	467.47	467.47
⊕ Brg. N. Abut.	205+32.33	20.83	467.49	467.49
A	205+42.33	20.83	467.66	467.67
B	205+52.33	20.83	467.81	467.82
C	205+62.33	20.83	467.94	467.96
D	205+72.33	20.83	468.06	468.07
E	205+82.33	20.83	468.17	468.17
F	205+92.33	20.83	468.27	468.26
⊕ Pier 1	206+04.12	20.83	468.36	468.36
G	206+14.12	20.83	468.42	468.45
H	206+24.12	20.83	468.48	468.54
I	206+34.12	20.83	468.51	468.61
J	206+44.12	20.83	468.54	468.67
K	206+54.12	20.83	468.55	468.69
L	206+64.12	20.83	468.54	468.69
M	206+74.12	20.83	468.53	468.66
N	206+84.12	20.83	468.50	468.60
O	206+94.12	20.83	468.45	468.51
P	207+04.12	20.83	468.40	468.42
⊕ Pier 2	207+16.12	20.83	468.31	468.31
Q	207+26.12	20.83	468.22	468.22
R	207+36.12	20.83	468.12	468.14
S	207+46.12	20.83	468.01	468.05
T	207+56.12	20.83	467.88	467.94
U	207+66.12	20.83	467.74	467.82
V	207+76.12	20.83	467.58	467.67
W	207+86.12	20.83	467.42	467.49
X	207+96.12	20.83	467.23	467.29
Y	208+06.12	20.83	467.04	467.07
Z	208+16.12	20.83	466.83	466.84
⊕ Pier 3	208+28.12	20.83	466.56	466.56
A1	208+38.12	20.83	466.32	466.33
B1	208+48.12	20.83	466.07	466.10
C1	208+58.12	20.83	465.80	465.86
D1	208+68.12	20.83	465.52	465.61
E1	208+78.12	20.83	465.23	465.33
F1	208+88.12	20.83	464.92	465.03
G1	208+98.12	20.83	464.60	464.70
H1	209+08.12	20.83	464.27	464.34
I1	209+18.12	20.83	463.92	463.96
J1	209+28.12	20.83	463.56	463.58
⊕ Pier 4	209+40.12	20.83	463.10	463.10
K1	209+50.12	20.83	462.71	462.72
L1	209+60.12	20.83	462.31	462.32
M1	209+70.12	20.83	461.89	461.92
N1	209+80.12	20.83	461.46	461.51
O1	209+90.12	20.83	461.01	461.06
P1	210+00.12	20.83	460.55	460.60
Q1	210+10.12	20.83	460.08	460.10
⊕ Brg. S. Abut.	210+18.92	20.83	459.65	459.65
Bk. S. Abut.	210+20.62	20.83	459.57	459.57

**BEAM 9**


Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	205+28.81	29.28	467.31	467.31
⊕ Brg. N. Abut.	205+30.51	29.26	467.34	467.34
A	205+40.54	29.14	467.50	467.52
B	205+50.57	29.02	467.66	467.68
C	205+60.59	28.90	467.80	467.81
D	205+70.62	28.79	467.92	467.93
E	205+80.64	28.67	468.04	468.03
F	205+90.67	28.55	468.13	468.13
⊕ Pier 1	206+02.49	28.41	468.23	468.23
G	206+12.52	28.29	468.30	468.33
H	206+22.54	28.17	468.36	468.42
I	206+32.57	28.06	468.40	468.50
J	206+42.59	27.94	468.43	468.56
K	206+52.62	27.82	468.44	468.59
L	206+62.64	27.70	468.44	468.59
M	206+72.67	27.59	468.43	468.56
N	206+82.69	27.47	468.40	468.50
O	206+92.72	27.35	468.36	468.42
P	207+02.75	27.23	468.31	468.34
⊕ Pier 2	207+14.78	27.09	468.23	468.23
Q	207+24.80	26.97	468.14	468.15
R	207+34.83	26.85	468.05	468.06
S	207+44.85	26.73	467.94	467.97
T	207+54.88	26.62	467.81	467.87
U	207+64.90	26.50	467.67	467.75
V	207+74.93	26.38	467.52	467.60
W	207+84.95	26.26	467.35	467.43
X	207+94.98	26.14	467.18	467.23
Y	208+05.01	26.02	466.98	467.01
Z	208+15.03	25.90	466.78	466.79
⊕ Pier 3	208+27.06	25.76	466.51	466.51
A1	208+37.09	25.64	466.27	466.28
B1	208+47.11	25.52	466.02	466.06
C1	208+57.14	25.41	465.76	465.82
D1	208+67.16	25.29	465.48	465.57
E1	208+77.19	25.17	465.19	465.30
F1	208+87.21	25.05	464.89	464.99
G1	208+97.24	24.94	464.57	464.67
H1	209+07.26	24.82	464.23	464.31
I1	209+17.29	24.70	463.89	463.94
J1	209+27.32	24.58	463.53	463.55
⊕ Pier 4	209+39.35	24.44	463.08	463.08
K1	209+49.37	24.32	462.69	462.69
L1	209+59.40	24.20	462.29	462.30
M1	209+69.42	24.09	461.87	461.90
N1	209+79.45	23.97	461.44	461.49
O1	209+89.47	23.85	461.00	461.05
P1	209+99.50	23.73	460.54	460.58
Q1	210+09.53	23.61	460.07	460.09
⊕ Brg. S. Abut.	210+18.34	23.51	459.64	459.64
Bk. S. Abut.	210+20.05	23.49	459.56	459.56

**BEAM 10**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	205+26.99	37.73	467.15	467.15
⊕ Brg. N. Abut.	205+28.70	37.69	467.18	467.18
A	205+38.75	37.45	467.35	467.36
B	205+48.80	37.22	467.51	467.53
C	205+58.86	36.98	467.65	467.67
D	205+68.91	36.74	467.78	467.79
E	205+78.96	36.51	467.90	467.90
F	205+89.01	36.27	468.00	468.00
⊕ Pier 1	206+00.86	35.99	468.11	468.11
G	206+10.91	35.75	468.18	468.21
H	206+20.96	35.52	468.24	468.30
I	206+31.02	35.28	468.29	468.38
J	206+41.07	35.04	468.32	468.45
K	206+51.12	34.81	468.34	468.48
L	206+61.17	34.57	468.34	468.49
M	206+71.22	34.33	468.33	468.46
N	206+81.27	34.10	468.31	468.41
O	206+91.32	33.86	468.27	468.33
P	207+01.37	33.62	468.22	468.25
⊕ Pier 2	207+13.43	33.34	468.14	468.14
Q	207+23.48	33.10	468.06	468.07
R	207+33.53	32.87	467.97	467.99
S	207+43.58	32.63	467.86	467.90
T	207+53.64	32.39	467.74	467.80
U	207+63.69	32.16	467.60	467.68
V	207+73.74	31.92	467.46	467.54
W	207+83.79	31.68	467.29	467.37
X	207+93.84	31.45	467.12	467.17
Y	208+03.89	31.21	466.93	466.96
Z	208+13.94	30.97	466.72	466.73
⊕ Pier 3	208+26.00	30.69	466.46	466.46
A1	208+36.05	30.45	466.23	466.24
B1	208+46.10	30.22	465.98	466.01
C1	208+56.15	29.98	465.72	465.78
D1	208+66.20	29.75	465.44	465.53
E1	208+76.26	29.51	465.15	465.26
F1	208+86.31	29.28	464.85	464.96
G1	208+96.36	29.04	464.53	464.63
H1	209+06.41	28.80	464.20	464.28
I1	209+16.46	28.57	463.86	463.91
J1	209+26.51	28.33	463.50	463.52
⊕ Pier 4	209+38.57	28.05	463.06	463.06
K1	209+48.62	27.81	462.67	462.67
L1	209+58.67	27.58	462.27	462.28
M1	209+68.72	27.34	461.85	461.88
N1	209+78.78	27.10	461.42	461.47
O1	209+88.83	26.86	460.98	461.03
P1	209+98.88	26.63	460.52	460.57
Q1	210+08.93	26.39	460.05	460.08
⊕ Brg. S. Abut.	210+17.77	26.18	459.63	459.63
Bk. S. Abut.	210+19.48	26.14	459.55	459.55

FILE: J:\\_DD\102271\157\_51\_Clar\_Avg\_Pn2\1-SN0820399\0820399-76E62-003-slabelev.dgn

SAVE DATE: 3/18/2015

FILE NAME =	USER NAME = DCD	DESIGNED - DCD	REVISED -
... \0820399-76E62-003-slabelev.dgn		CHECKED - P.W.	REVISED -
	PLOT SCALE =	DRAWN - P. Ray	REVISED -
	PLOT DATE = 03/18/2015 16:49:47	CHECKED - DCD	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 082-0399**

SHEET NO. 7 OF 46 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	102
STA. 206+61.04		CONTRACT NO. 76E62		
ILLINOIS FED. AID PROJECT				

**LEFT CURB LINE**

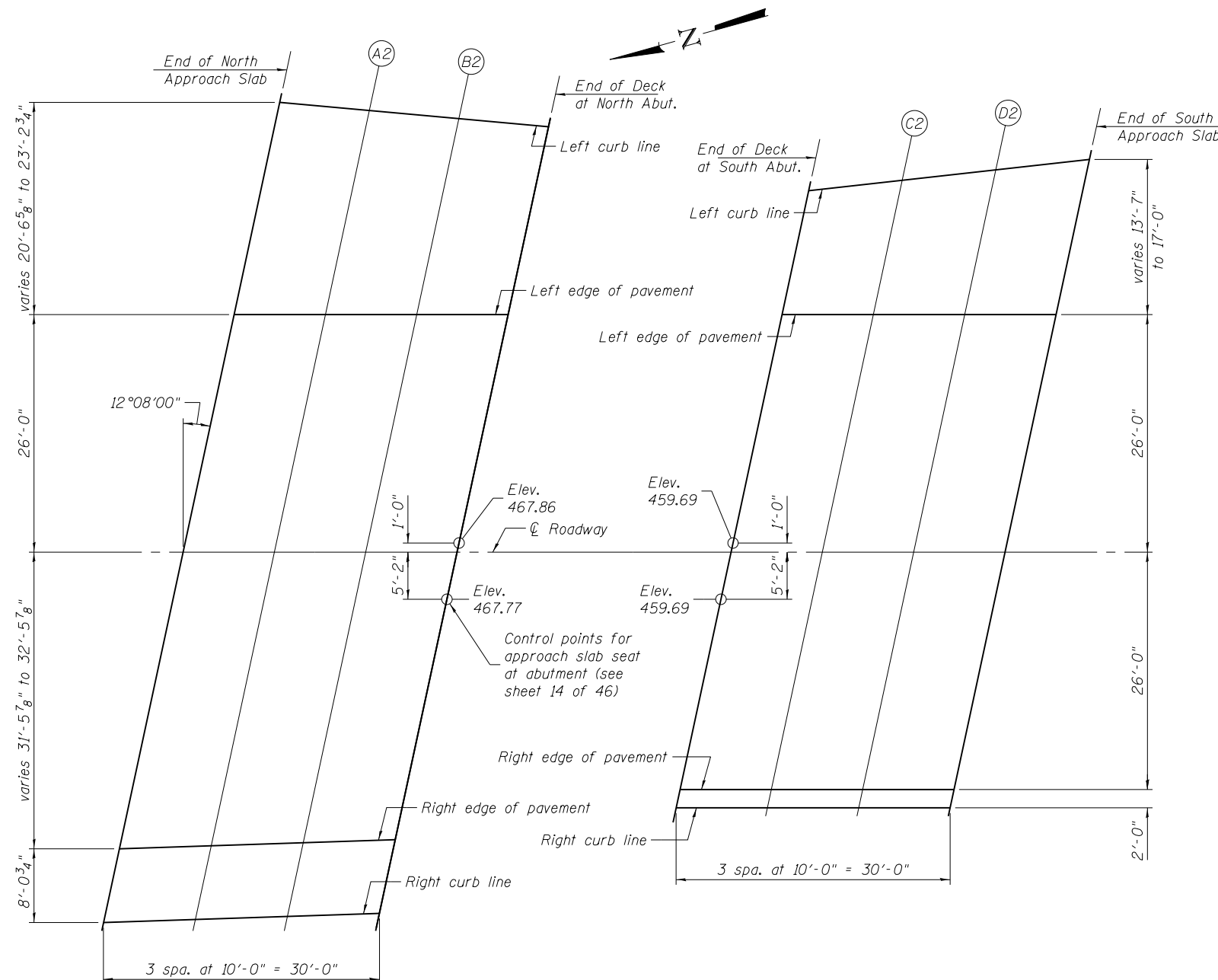
Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Slab	205+16.71	-49.23	466.79
A2	205+26.51	-48.34	466.98
B2	205+36.32	-47.44	467.16
End Deck at N. Abut.	205+46.13	-46.55	467.33
End Deck at S. Abut.	210+32.59	-39.58	458.69
C2	210+42.83	-40.72	458.15
D2	210+53.08	-41.86	457.61
End S. Appr. Slab	210+63.32	-43.00	457.07

**LEFT EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Slab	205+11.71	-26.00	467.04
A2	205+21.71	-26.00	467.23
B2	205+31.71	-26.00	467.41
End Deck at N. Abut.	205+41.71	-26.00	467.57
End Deck at S. Abut.	210+29.67	-26.00	459.04
C2	210+39.67	-26.00	458.53
D2	210+49.67	-26.00	458.02
End S. Appr. Slab	210+59.67	-26.00	457.51

**☉ ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Slab	205+06.12	0.00	467.32
A2	205+16.12	0.00	467.52
B2	205+26.12	0.00	467.70
End Deck at N. Abut.	205+36.12	0.00	467.87
End Deck at S. Abut.	210+24.08	0.00	459.71
C2	210+34.08	0.00	459.21
D2	210+44.08	0.00	458.70
End S. Appr. Slab	210+54.08	0.00	458.19



**RIGHT EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Slab	204+99.14	32.49	466.68
A2	205+09.21	32.16	466.90
B2	205+19.28	31.82	467.10
End Deck at N. Abut.	205+29.35	31.49	467.28
End Deck at S. Abut.	210+18.49	26.00	459.60
C2	210+28.49	26.00	459.10
D2	210+38.49	26.00	458.59
End S. Appr. Slab	210+48.49	26.00	458.08

**RIGHT CURB LINE**

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Slab	204+97.41	40.55	466.53
A2	205+07.48	40.22	466.74
B2	205+17.55	39.88	466.94
End Deck at N. Abut.	205+27.62	39.55	467.13
End Deck at S. Abut.	210+18.06	28.00	459.59
C2	210+28.06	28.00	459.09
D2	210+38.06	28.00	458.58
End S. Appr. Slab	210+48.06	28.00	458.07

**PLAN**

E-AS

7-1-10

FILE: J:\A\DO\10227\_IL157\_St\_Clar\_Ave\_Pn2\1-SN0820399\0820399-76E62-008-apslabel.elev.dgn  
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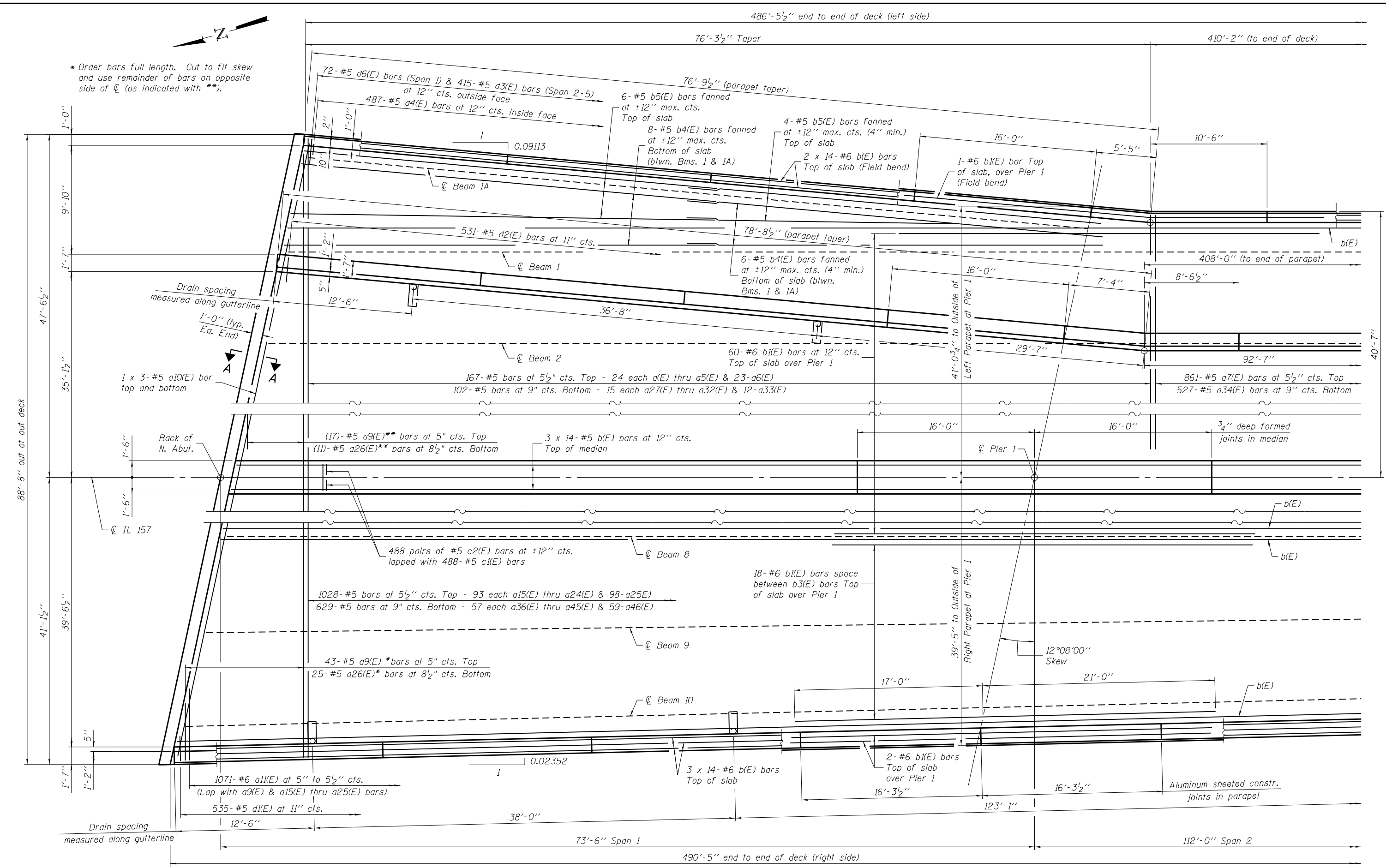
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 082-0399**

SHEET NO. 8 OF 46 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	103
STA. 206+61.04		CONTRACT NO. 76E62		
ILLINOIS FED. AID PROJECT				

\* Order bars full length. Cut to fit skew and use remainder of bars on opposite side of  $\phi$  (as indicated with \*\*).

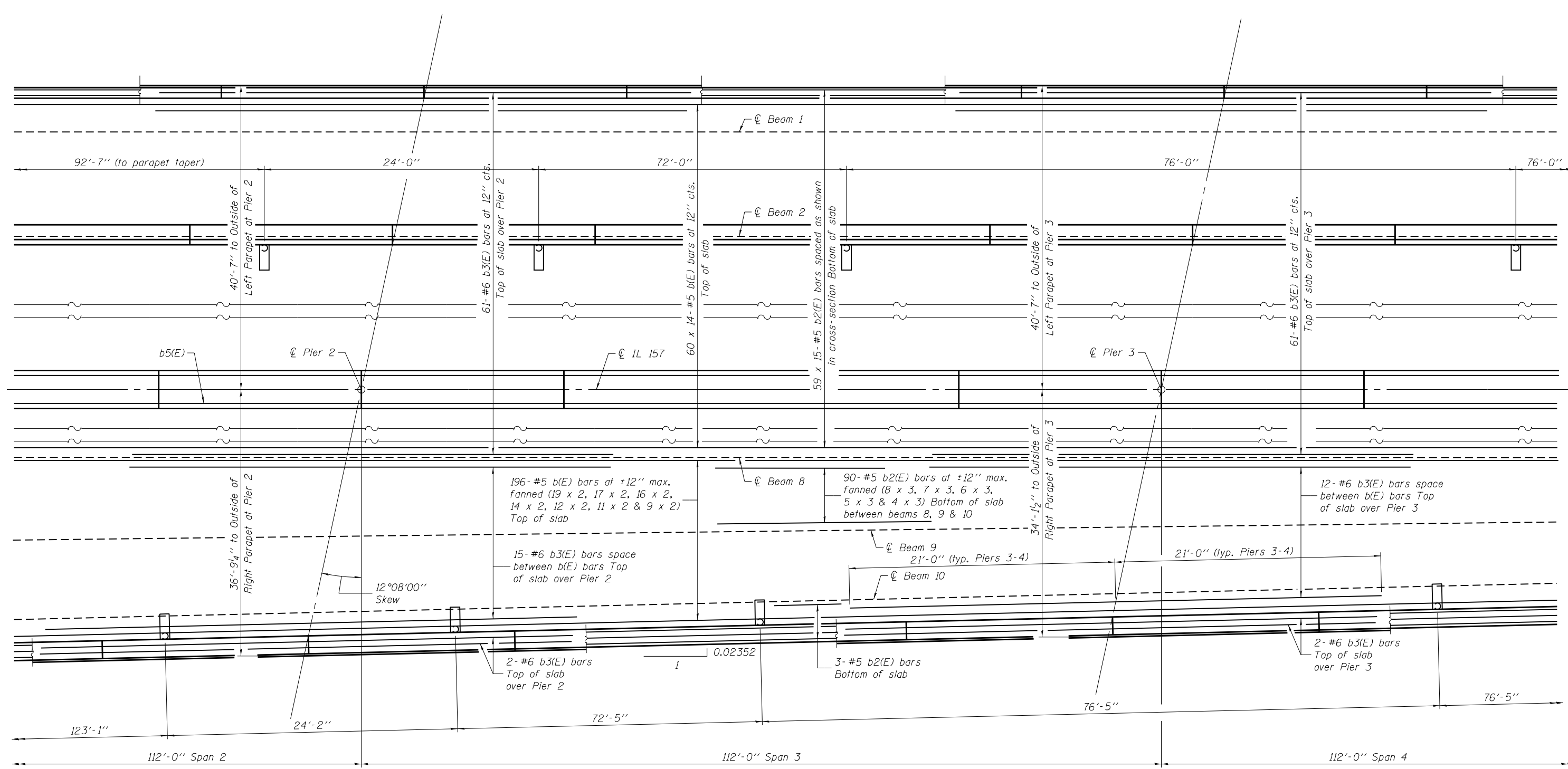
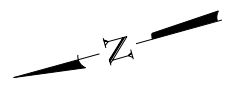


**PARTIAL PLAN - SPANS 1-2**

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Johnson, Depp & Ouisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE =	DRAWN - P. Ray	REVISED -			STA. 206+61.04	CONTRACT NO. 76E62			
PLOT DATE = 03/18/2015 16:49:51	CHECKED - DCD	REVISED -	SHEET NO. 9 OF 46 SHEETS			ILLINOIS FED. AID PROJECT				





PARTIAL PLAN - SPANS 2-3-4

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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE**  
**STRUCTURE NO. 082-0399**

SHEET NO. 10 OF 46 SHEETS

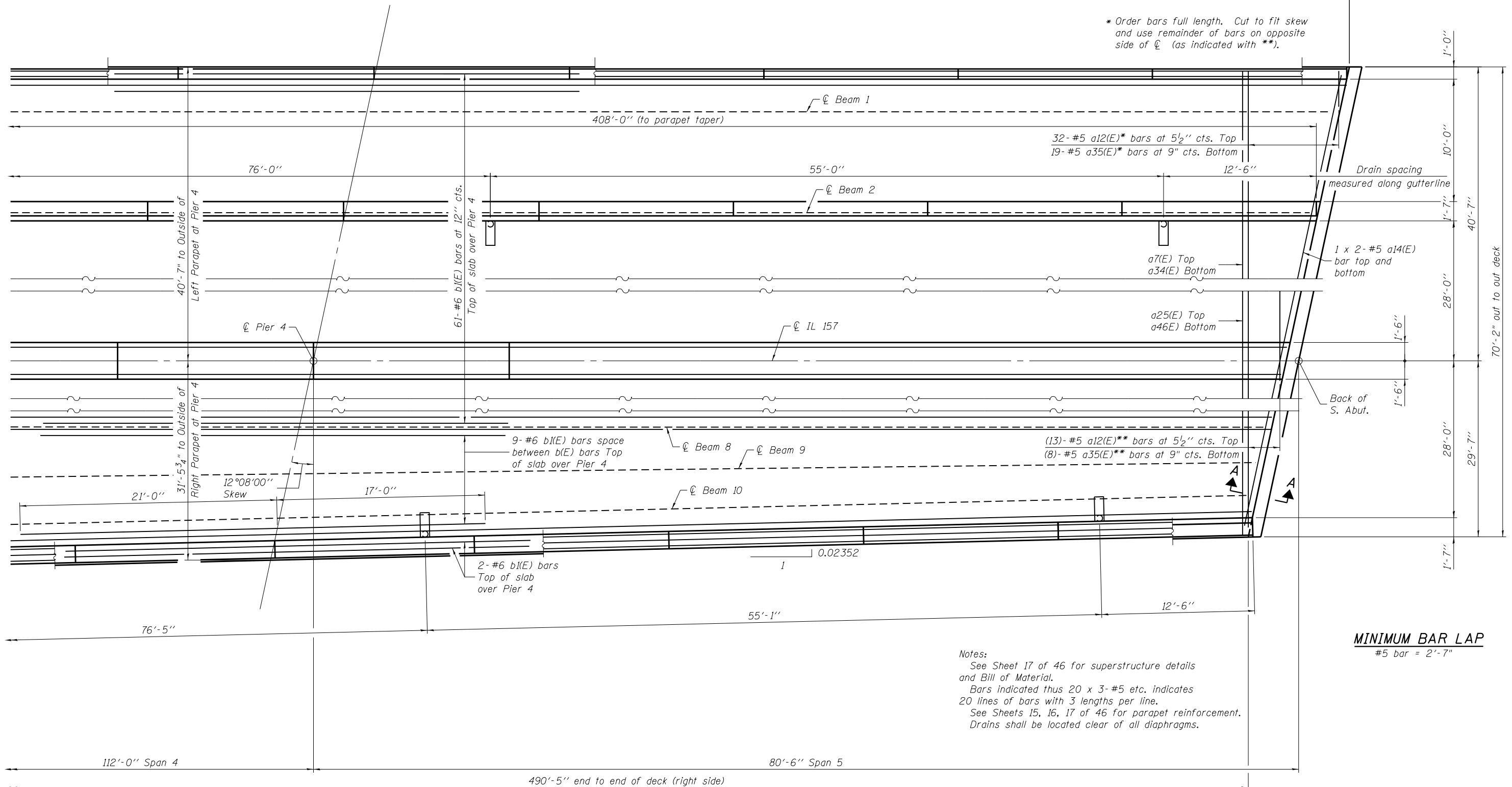
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	105
STA. 206+61.04		CONTRACT NO. 76E62		
ILLINOIS FED. AID PROJECT				



486'-5 1/2" end to end of deck (left side)

110'-2" (to taper)

\* Order bars full length. Cut to fit skew and use remainder of bars on opposite side of  $\phi$  (as indicated with \*\*).



Notes:  
 See Sheet 17 of 46 for superstructure details and Bill of Material.  
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
 See Sheets 15, 16, 17 of 46 for parapet reinforcement.  
 Drains shall be located clear of all diaphragms.

**MINIMUM BAR LAP**  
 #5 bar = 2'-7"

**PARTIAL PLAN - SPANS 4-5**

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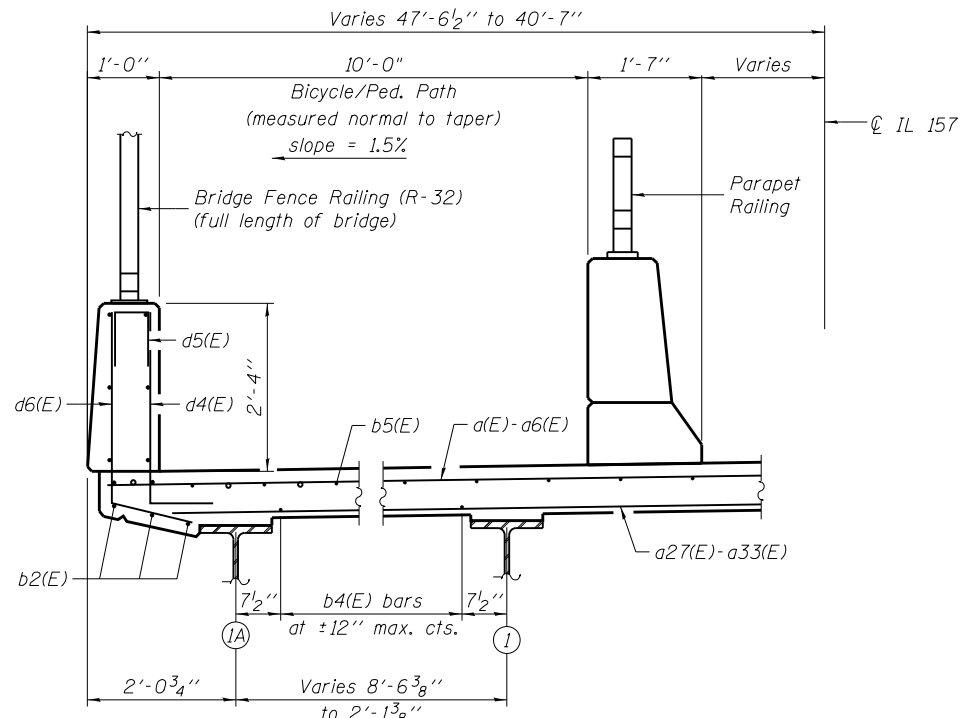
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

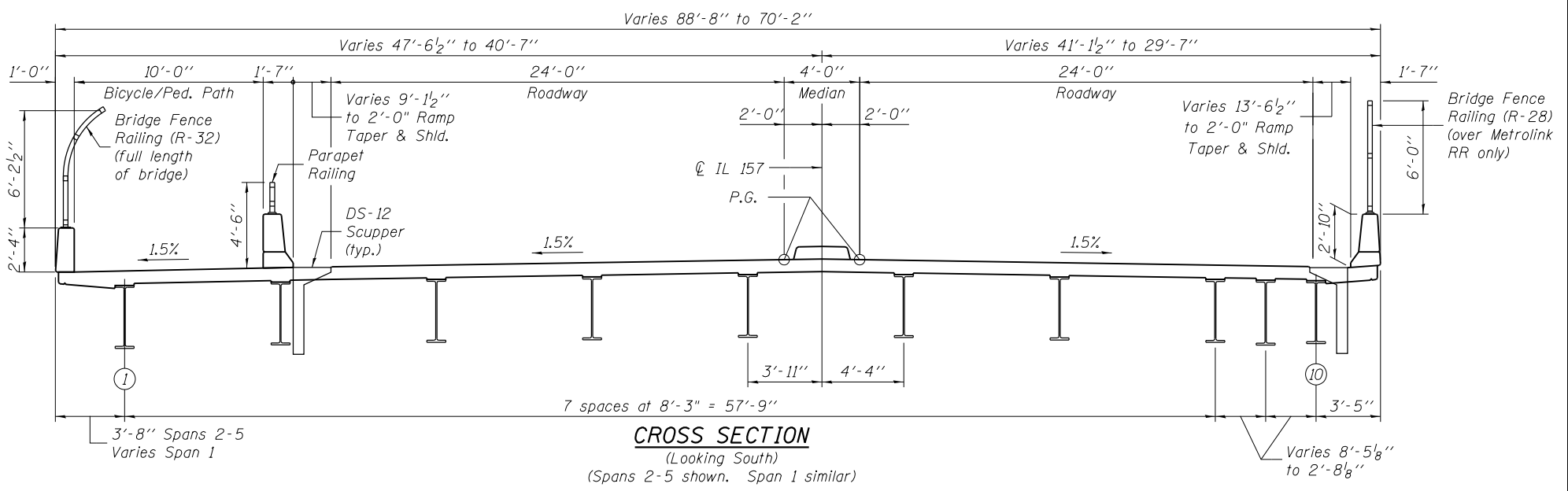
**SUPERSTRUCTURE  
 STRUCTURE NO. 082-0399**

SHEET NO. 11 OF 46 SHEETS

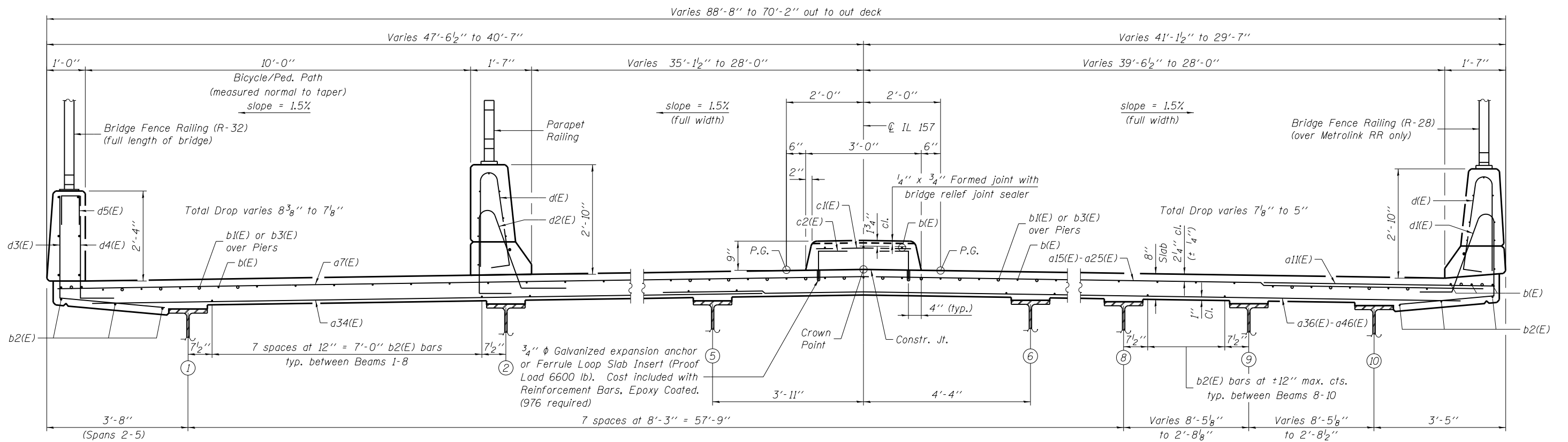
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STA. 206+61.04		CONTRACT NO. 76E62		
ILLINOIS FED. AID PROJECT				



**PARTIAL CROSS SECTION AT SPAN 1**



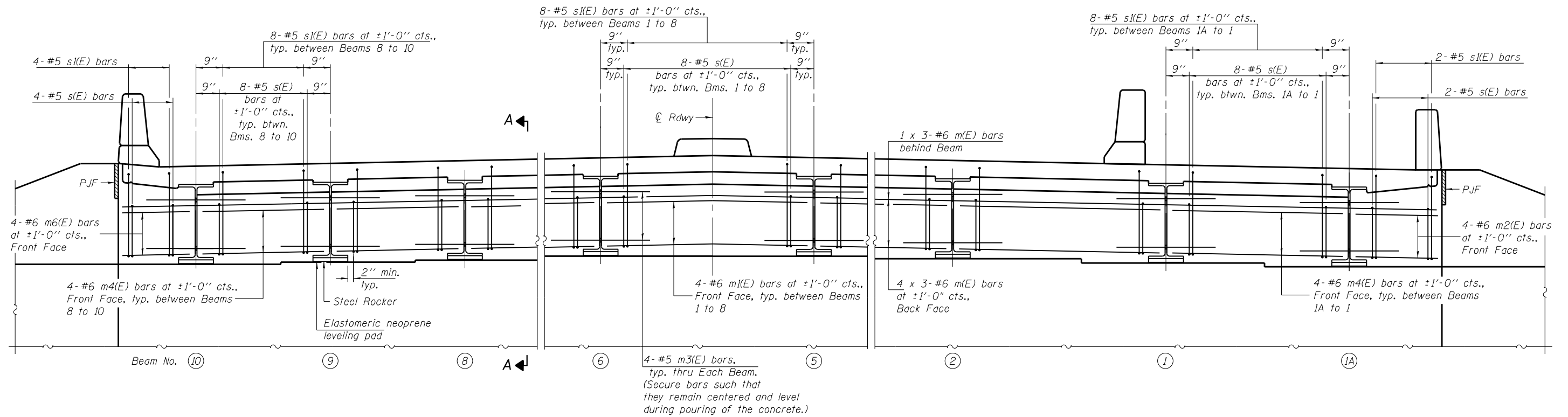
**CROSS SECTION**  
(Looking South)  
(Spans 2-5 shown. Span 1 similar)



**CROSS SECTION**  
(Looking South)  
(Spans 2-5 shown. Span 1 similar)

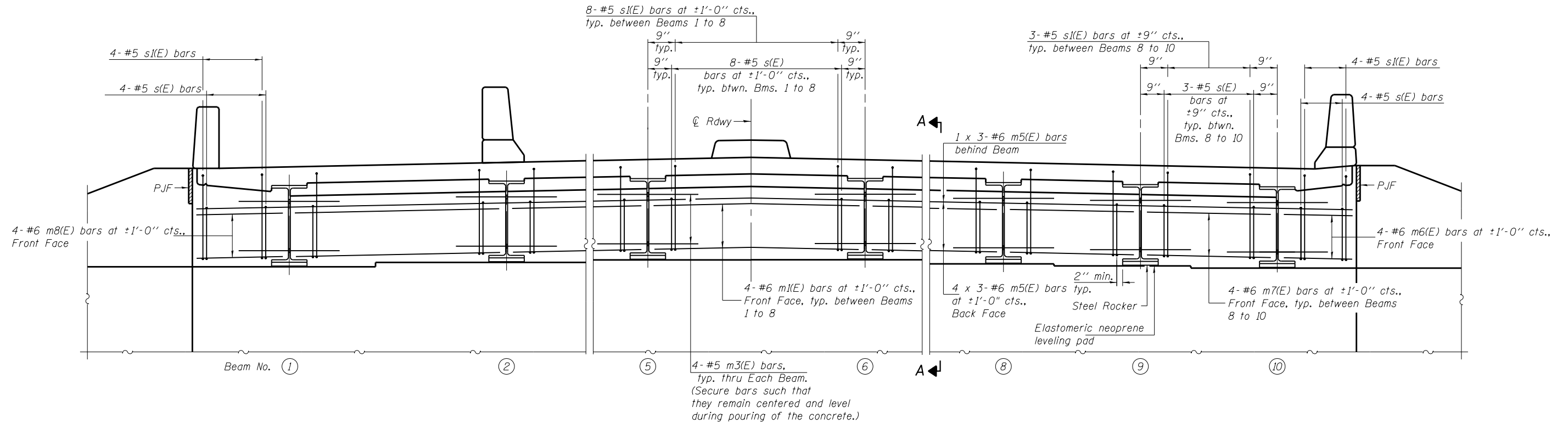
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Johnson, Depp & Ouisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE =	DRAWN - P. Ray	REVISED -			STA. 206+61.04	CONTRACT NO. 76E62			
PLOT DATE = 05/06/2015 14:30:02	CHECKED - DCD	REVISED -				ILLINOIS FED. AID PROJECT				
SHEET NO. 12 OF 46 SHEETS										



**DIAPHRAGM ELEVATION AT NORTH ABUTMENT**  
(Facing North)

**MINIMUM BAR LAP**  
#6 bar = 3'-1"



**DIAPHRAGM ELEVATION AT SOUTH ABUTMENT**  
(Facing South)

FILE: J:\A\DD\10227\_IL157\_St\_Claire\_Pkwy\_P2\1-SN0820399\0820399-76E62-03-Superstr2.dgn  
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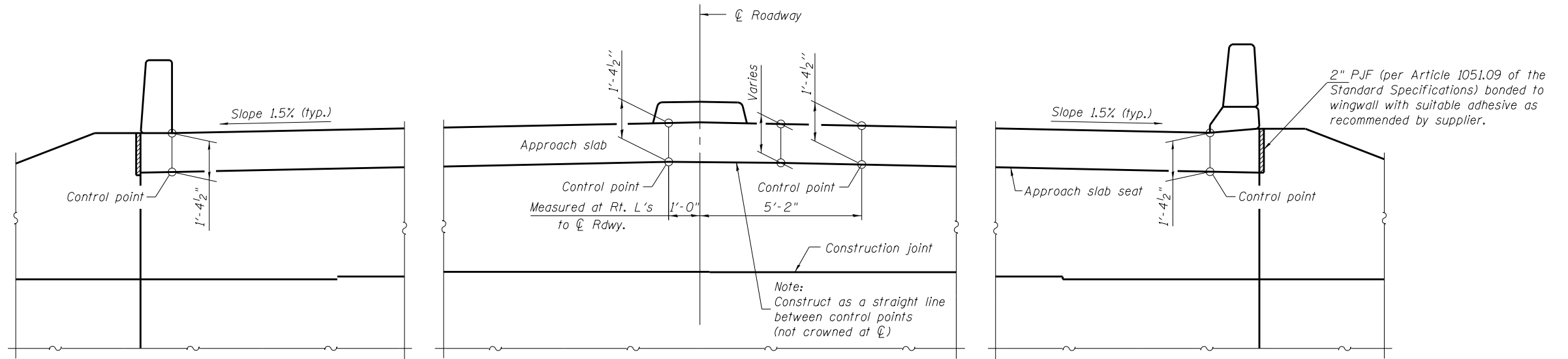
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**DIAPHRAGM DETAILS**  
**STRUCTURE NO. 082-0399**

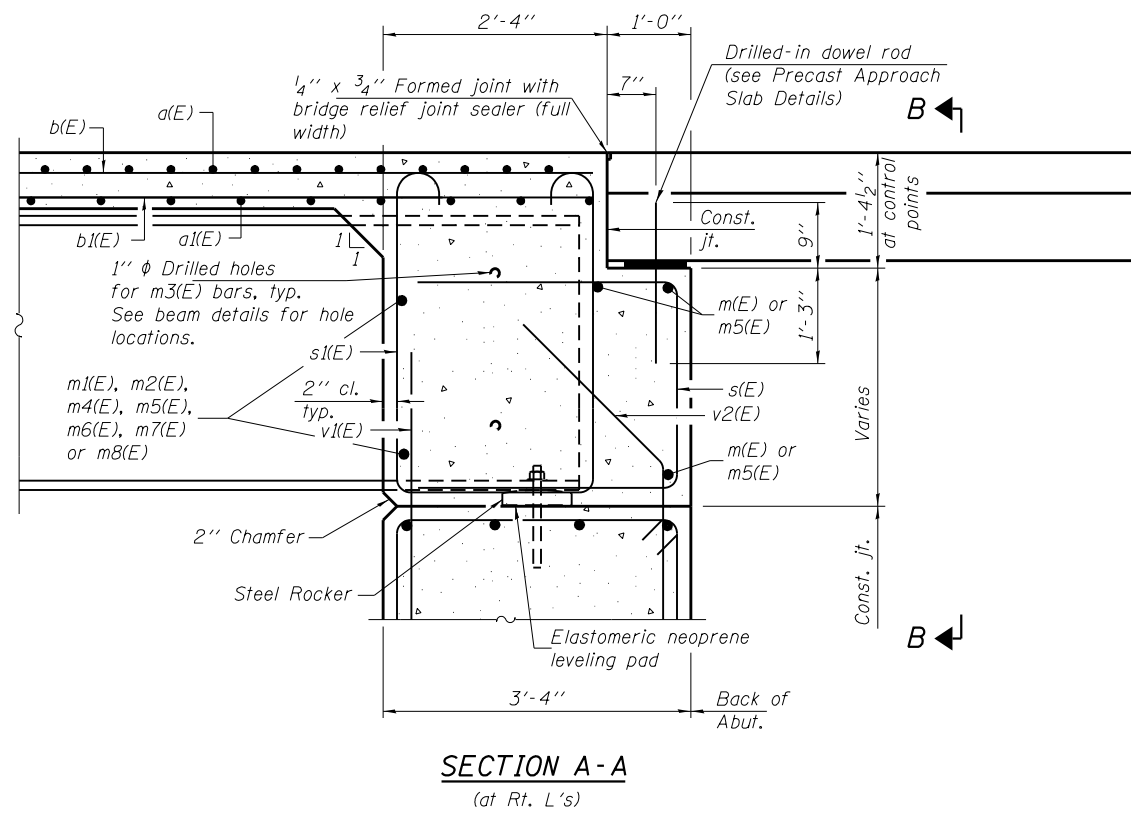
SHEET NO. 13 OF 46 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. 206+61.04		CONTRACT NO. 76E62		
ILLINOIS FED. AID PROJECT				

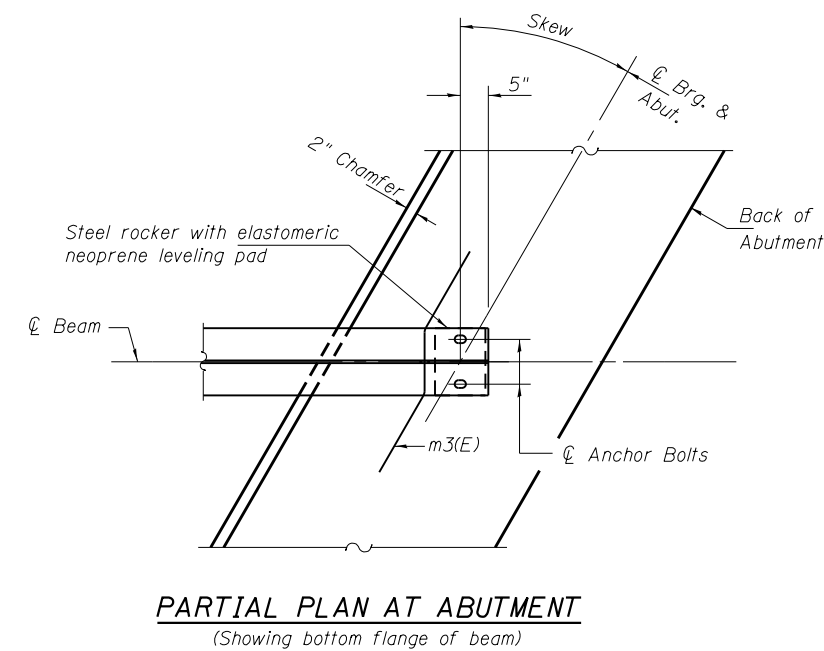


**SECTION B-B**  
(Facing South)

Note:  
See sheet 8 of 46  
for Top of Approach Slab  
Elevations at Control points.



**SECTION A-A**  
(at Rt. L's)



**PARTIAL PLAN AT ABUTMENT**  
(Showing bottom flange of beam)

Notes:  
Reinforcement bars in diaphragm are billed with superstructure on sheet 17 of 46.  
Concrete in diaphragm is included with Concrete Superstructure on sheet 17 of 46.  
For details of bars s(E), s<sub>1</sub>(E) and v(E) see sheet 17 of 46.  
The s(E) and s<sub>1</sub>(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.  
The approach slab seat shall have a constant slope determined from the control points shown.  
For bearing details see sheet 33 of 46.

FILE: J:\A\DD\10227\_IL157\_S1\_Clarr\_Ave\_Pk2\1-SN0820399\0820399-76E62-013-Superstr2.dgn  
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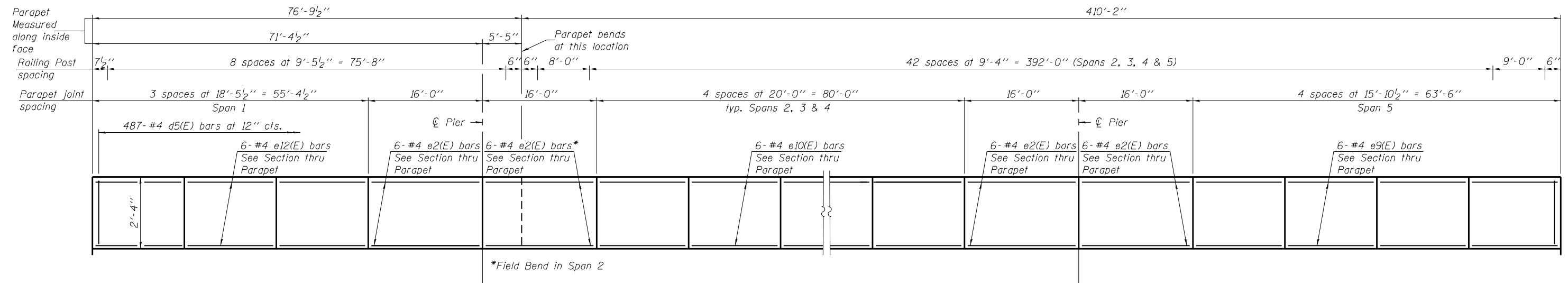
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

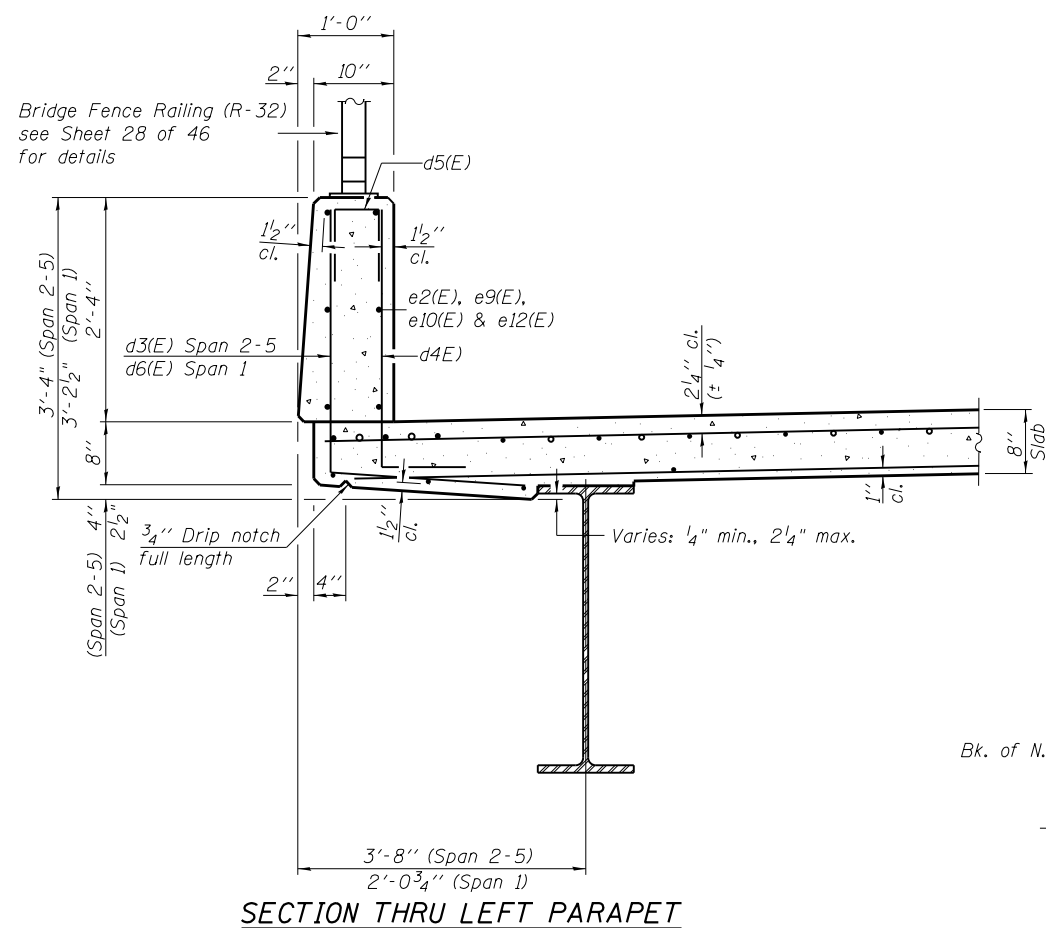
**DIAPHRAGM DETAILS**  
**STRUCTURE NO. 082-0399**

SHEET NO. 14 OF 46 SHEETS

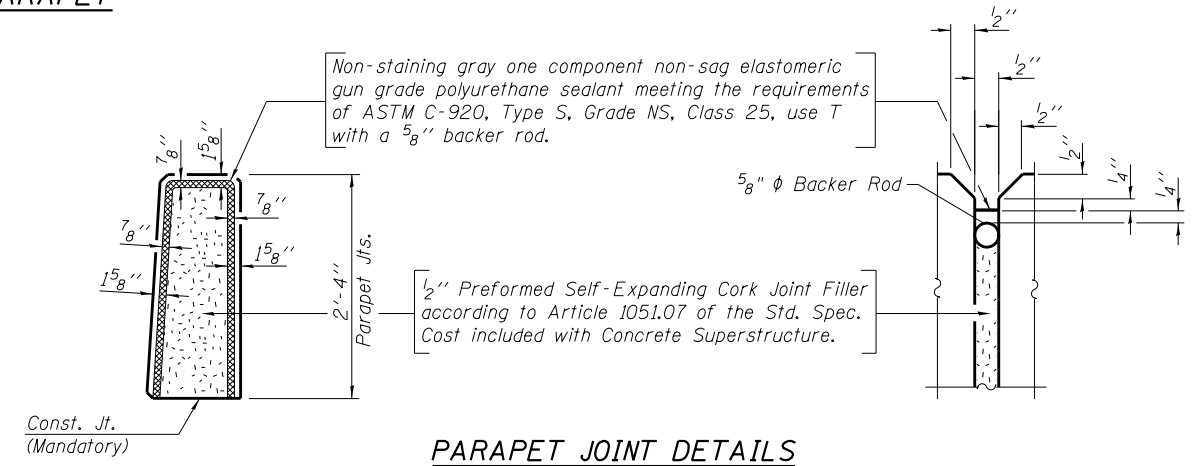
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STA. 206+61.04		CONTRACT NO. 76E62		
ILLINOIS FED. AID PROJECT				



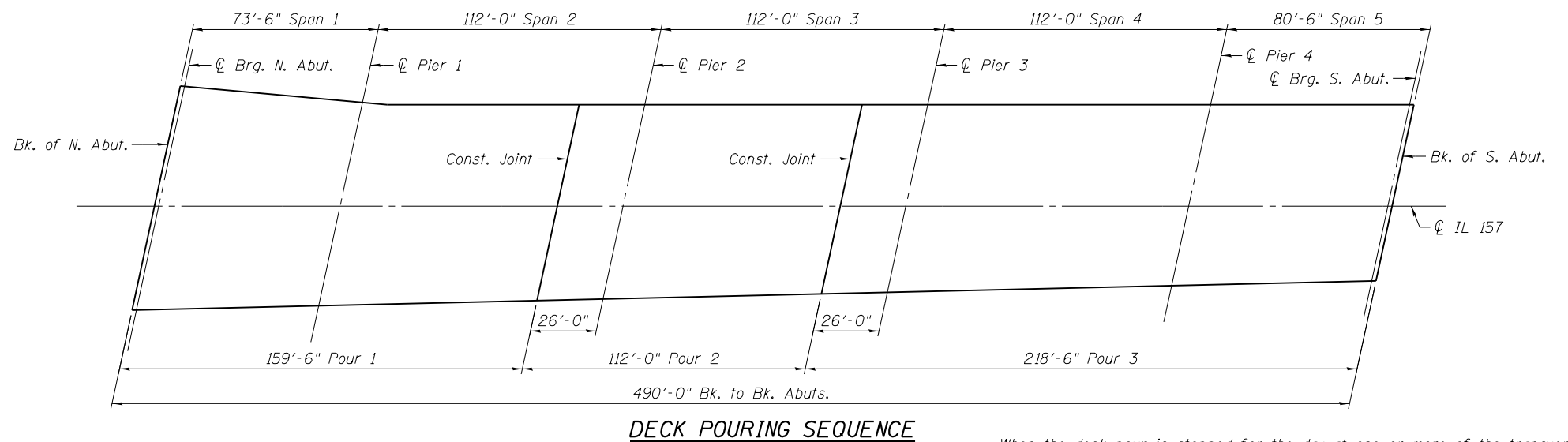
INSIDE ELEVATION OF LEFT PARAPET



SECTION THRU LEFT PARAPET



PARAPET JOINT DETAILS



DECK POURING SEQUENCE

When the deck pour is stopped for the day at one or more of the transverse banded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following requirements are met:

1. At least 72 hours have elapsed from the end of the previous pour.
2. The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.

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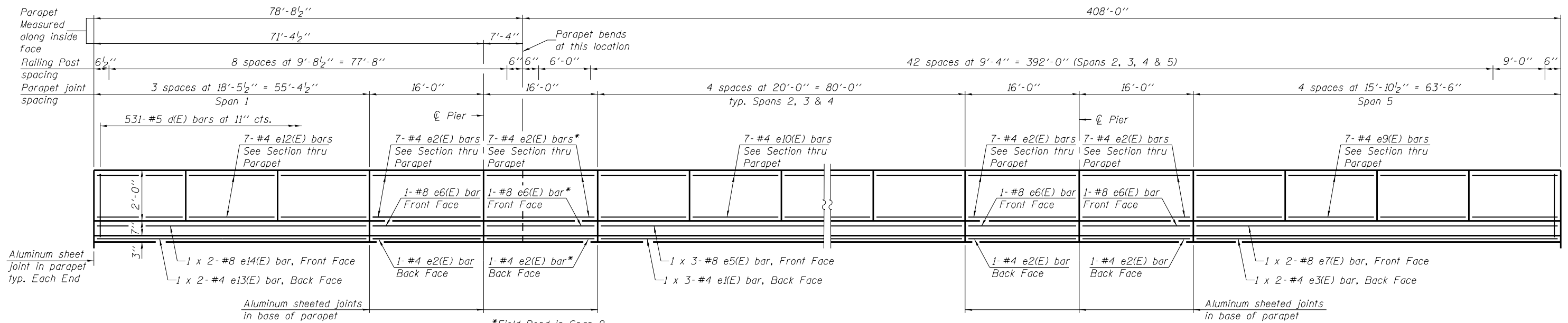
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

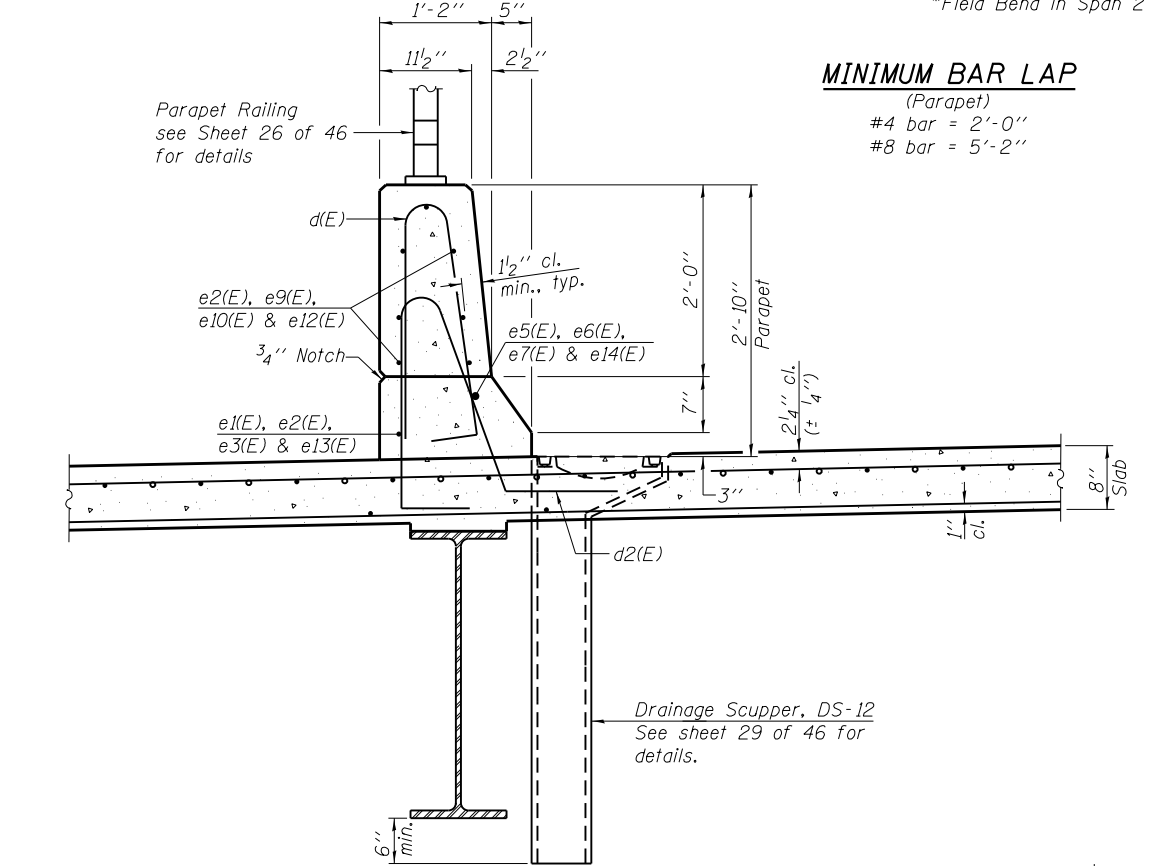
SUPERSTRUCTURE DETAILS  
STRUCTURE NO. 082-0399

SHEET NO. 15 OF 46 SHEETS

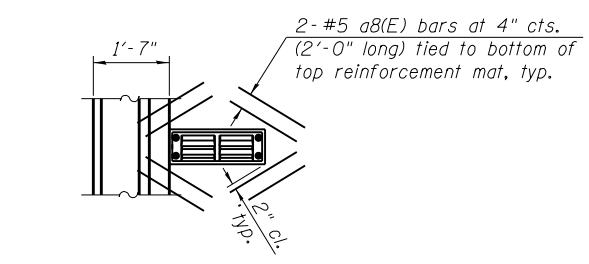
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592	119-1BR-1	ST. CLAIR	212	110
STA. 206+61.04		CONTRACT NO. 76E62		
ILLINOIS FED. AID PROJECT				



**INSIDE ELEVATION OF MIDDLE PARAPET**



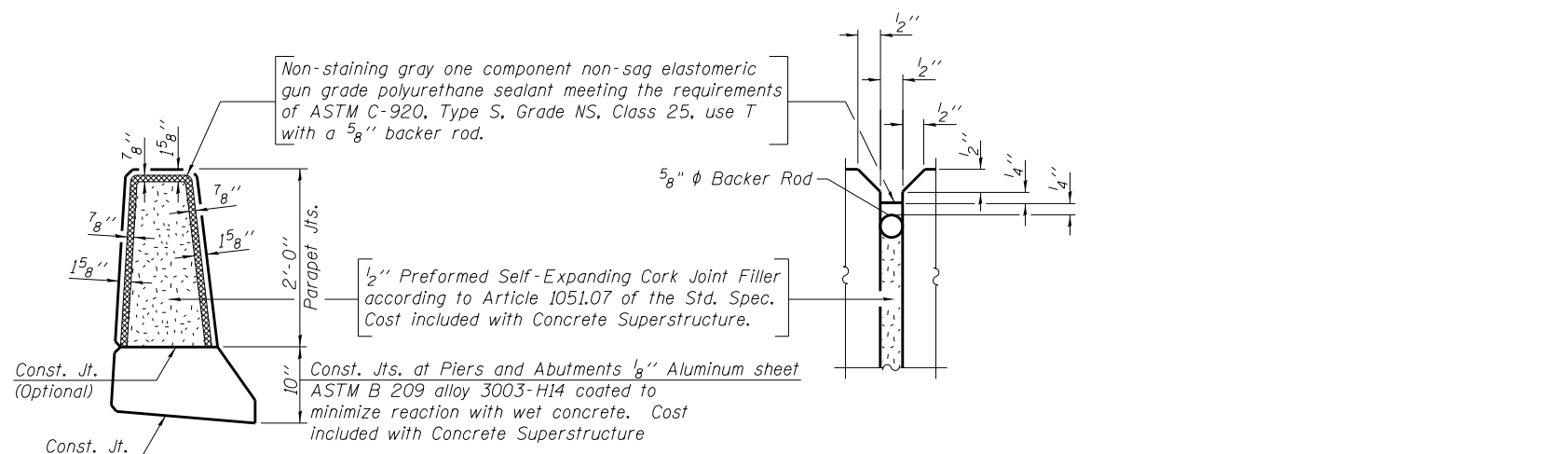
**SECTION THRU MIDDLE PARAPET**



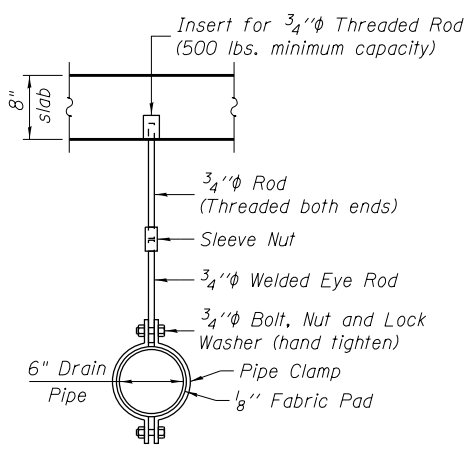
**PLAN AT DRAINAGE SUPPER**

Note:  
Cut longitudinal reinforcement to clear drainage scuppers.

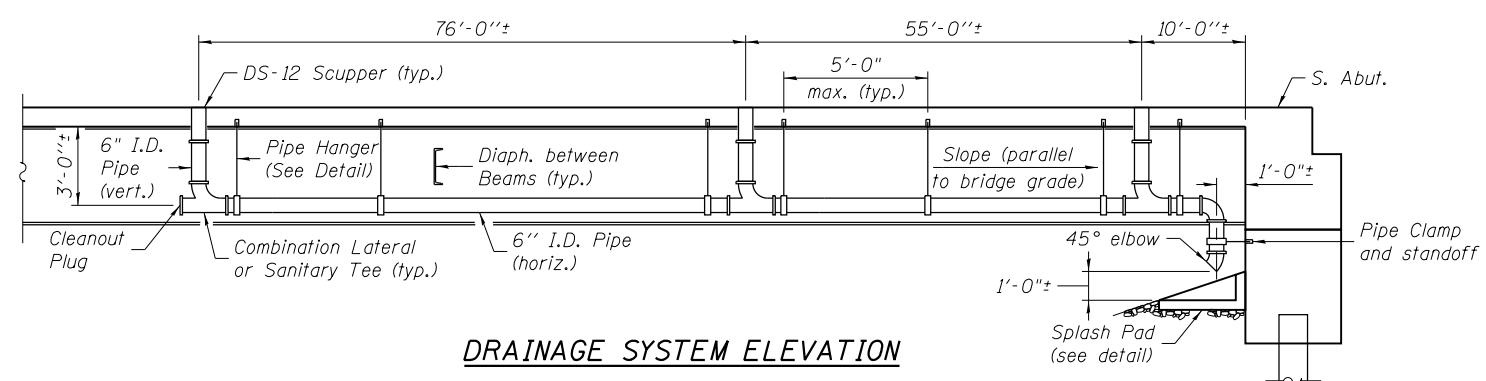
**MINIMUM BAR LAP**  
(Parapet)  
#4 bar = 2'-0"  
#8 bar = 5'-2"



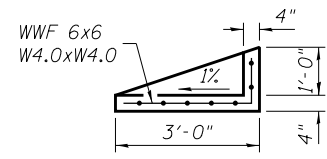
**PARAPET JOINT DETAILS**



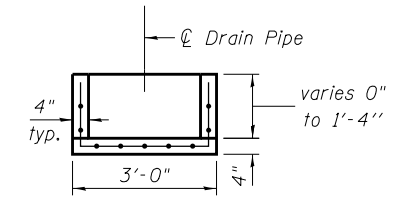
**PIPE HANGER DETAIL**



**DRAINAGE SYSTEM ELEVATION**



**SIDE VIEW**



**FRONT VIEW**

**SPLASH PAD DETAIL**

Drainage System Notes:  
Bottom of horiz. pipe shall not extend below bottom of girder.

Drain system involves 3 scuppers at each gutter in Spans 4-5 only.

Cost of Splash Pads shall be included in Drainage System. Splash Pad may be precast or cast-in-place.

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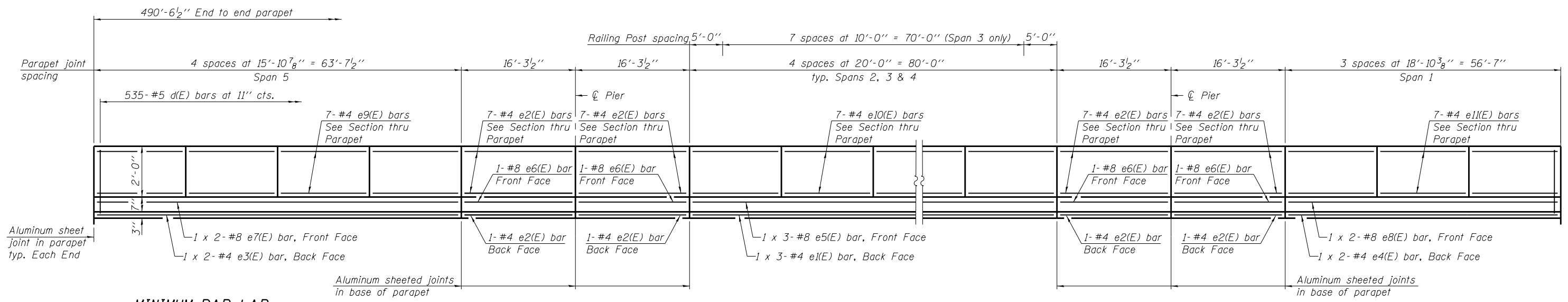
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REVISOR -  
DATE -  
REVISION -  
DATE -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS  
STRUCTURE NO. 082-0399**

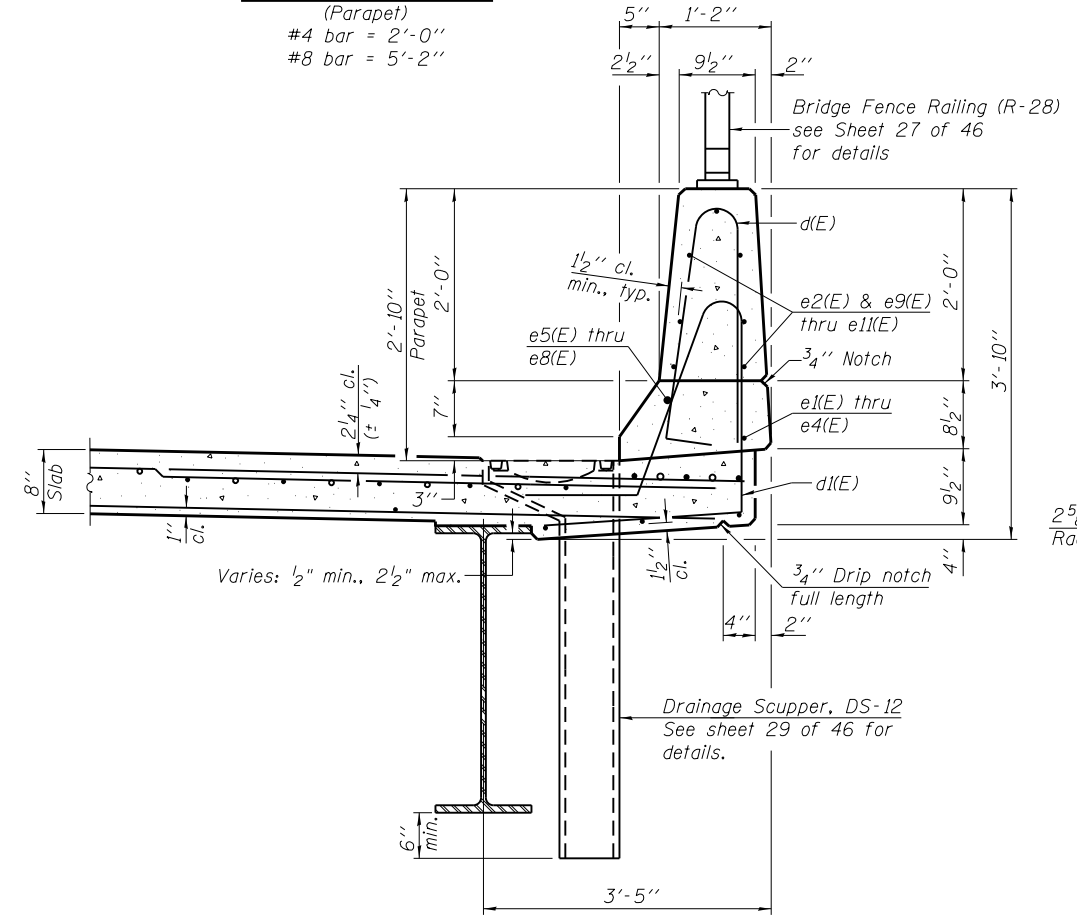
SHEET NO. 16 OF 46 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. 206+61.04		CONTRACT NO. 76E62		
ILLINOIS FED. AID PROJECT				



**MINIMUM BAR LAP**  
(Parapet)

#4 bar = 2'-0"  
#8 bar = 5'-2"



**SECTION THRU RIGHT PARAPET**

**INSIDE ELEVATION OF RIGHT PARAPET**

Note:  
See Sheet 16 of 46  
for Parapet Joint Details.

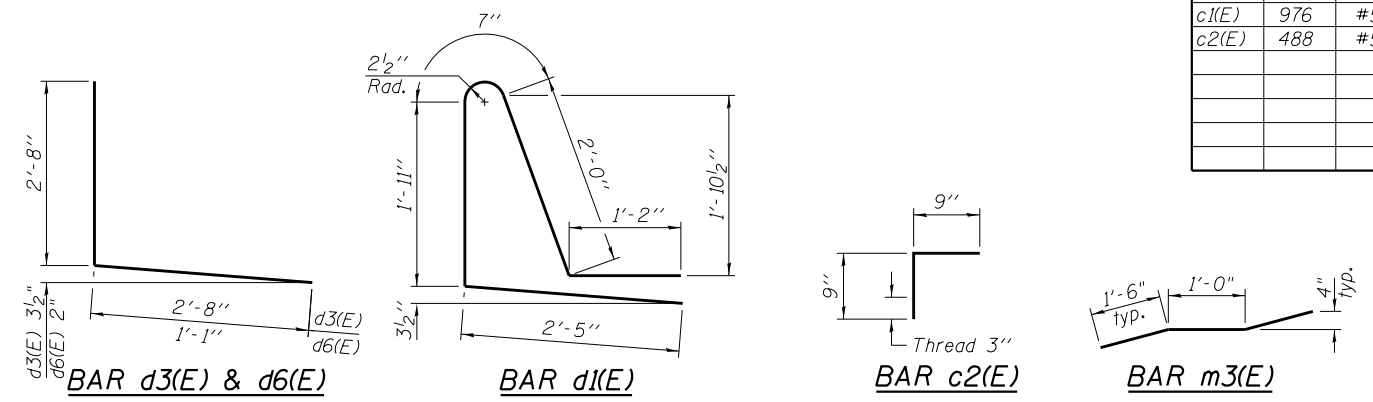
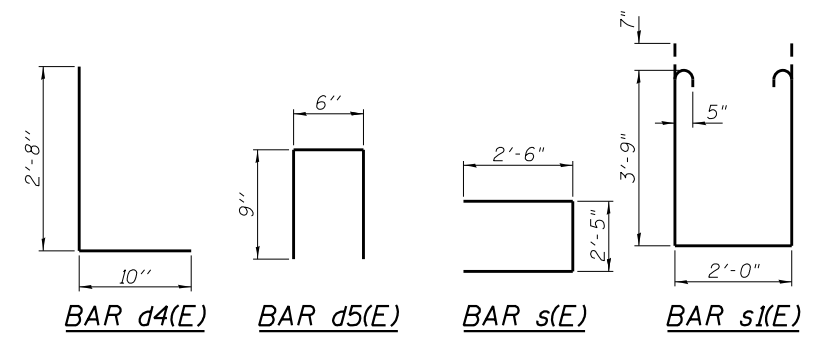
**SUPERSTRUCTURE  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a1(E)	24	#5	39'-10"	—
a2(E)	24	#5	37'-10"	—
a3(E)	24	#5	36'-10"	—
a4(E)	24	#5	35'-10"	—
a5(E)	24	#5	34'-10"	—
a6(E)	23	#5	33'-10"	—
a7(E)	861	#5	32'-11"	—
a8(E)	128	#5	2'-0"	—
a9(E)	43	#5	50'-4"	—
a10(E)	6	#5	31'-10"	—
a11(E)	1071	#6	6'-6"	—
a12(E)	32	#5	41'-9"	—
a14(E)	4	#5	36'-1"	—
a15(E)	93	#5	50'-4"	—
a16(E)	93	#5	49'-4"	—
a17(E)	93	#5	48'-4"	—
a18(E)	93	#5	47'-4"	—
a19(E)	93	#5	46'-4"	—
a20(E)	93	#5	45'-4"	—
a21(E)	93	#5	44'-4"	—
a22(E)	93	#5	43'-4"	—
a23(E)	93	#5	42'-4"	—
a24(E)	93	#5	41'-4"	—
a25(E)	98	#5	40'-4"	—

Bar	No.	Size	Length	Shape
a26(E)	25	#5	46'-0"	—
a27(E)	15	#5	43'-0"	—
a28(E)	15	#5	42'-0"	—
a29(E)	15	#5	41'-0"	—
a30(E)	15	#5	40'-0"	—
a31(E)	15	#5	38'-11"	—
a32(E)	15	#5	37'-11"	—
a33(E)	12	#5	36'-10"	—
a34(E)	527	#5	36'-1"	—
a35(E)	19	#5	36'-2"	—
a36(E)	57	#5	45'-6"	—
a37(E)	57	#5	44'-6"	—
a38(E)	57	#5	43'-5"	—
a39(E)	57	#5	42'-5"	—
a40(E)	57	#5	41'-5"	—
a41(E)	57	#5	40'-5"	—
a42(E)	57	#5	39'-5"	—
a43(E)	57	#5	38'-5"	—
a44(E)	57	#5	37'-5"	—
a45(E)	57	#5	36'-5"	—
a46(E)	59	#5	35'-5"	—
b(E)	1148	#5	37'-5"	—
b1(E)	153	#6	38'-0"	—
b2(E)	110	#5	35'-1"	—
b3(E)	153	#6	44'-0"	—
b4(E)	14	#5	40'-0"	—
b5(E)	10	#5	37'-5"	—
c1(E)	976	#5	2'-4"	—
c2(E)	488	#5	1'-6"	—

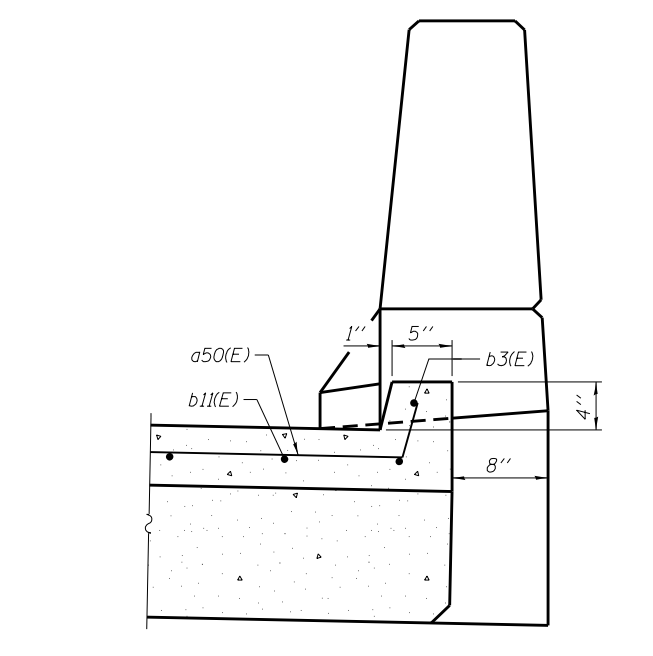
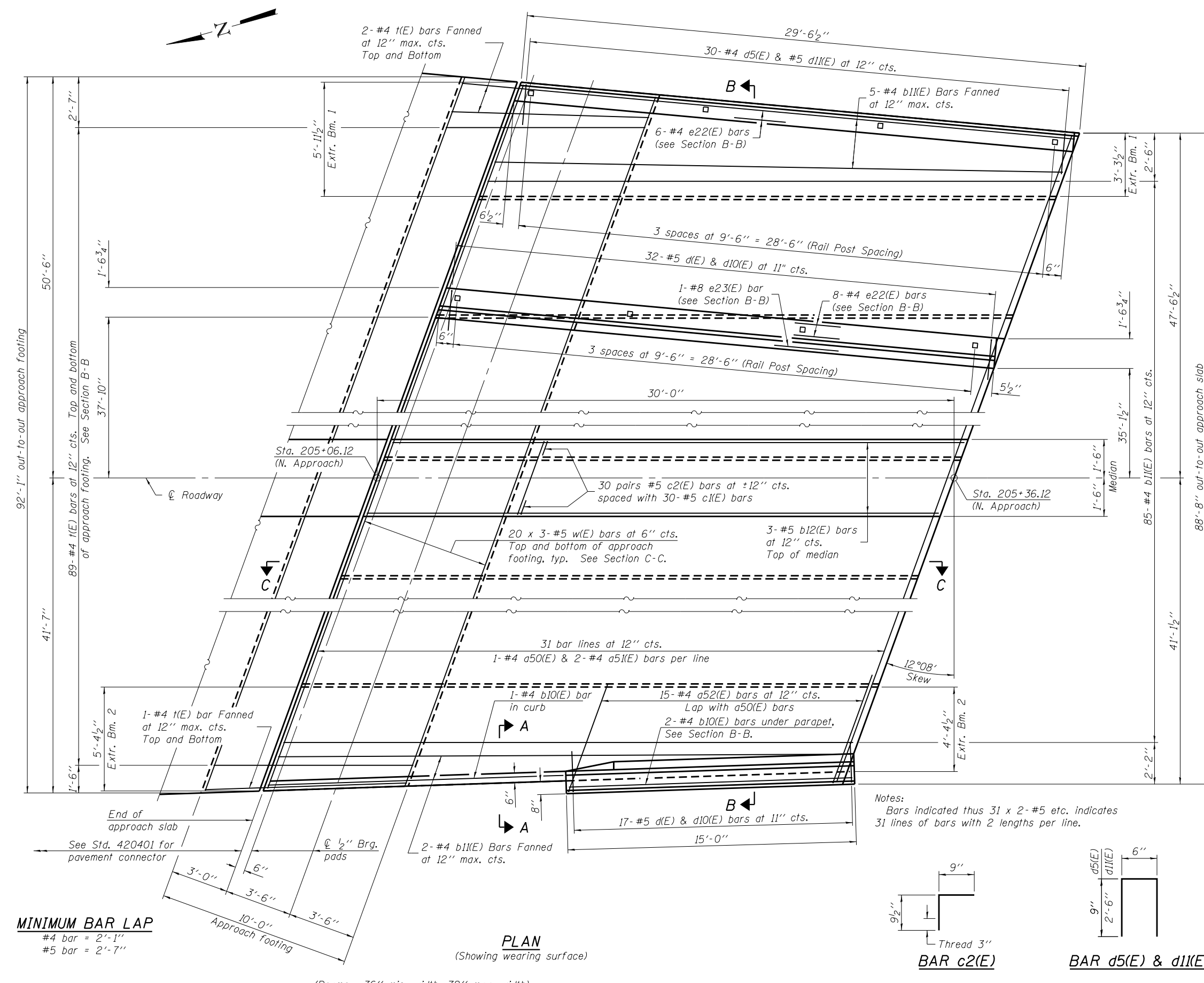
Bar	No.	Size	Length	Shape
d1(E)	535	#5	8'-1"	—
d2(E)	531	#5	6'-6"	—
d3(E)	415	#5	5'-4"	—
d4(E)	487	#5	3'-6"	—
d5(E)	487	#4	2'-0"	—
d6(E)	72	#5	3'-9"	—
e1(E)	18	#4	27'-11"	—
e2(E)	176	#4	15'-8"	—
e3(E)	4	#4	32'-8"	—
e4(E)	2	#4	29'-2"	—
e5(E)	6	#8	30'-0"	—
e6(E)	16	#8	15'-8"	—
e7(E)	4	#8	34'-3"	—
e8(E)	2	#8	30'-9"	—
e9(E)	80	#4	15'-6"	—
e10(E)	240	#4	19'-8"	—
e11(E)	21	#4	18'-6"	—
e12(E)	39	#4	18'-1"	—
e13(E)	2	#4	28'-6"	—
e14(E)	2	#8	30'-1"	—
m(E)	15	#6	32'-3"	—
m1(E)	56	#6	8'-0"	—
m2(E)	4	#6	1'-8"	—
m3(E)	84	#5	4'-0"	—
m4(E)	12	#6	8'-2"	—
m5(E)	15	#6	25'-11"	—
m6(E)	8	#6	3'-0"	—
m7(E)	8	#6	2'-3"	—
m8(E)	4	#6	3'-4"	—
s(E)	156	#5	7'-5"	—
s1(E)	156	#5	10'-8"	—
Reinforcement Bars, Epoxy Coated	Pound	293930		
Concrete Superstructure	Cu. Yds.	1214.9		

Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.

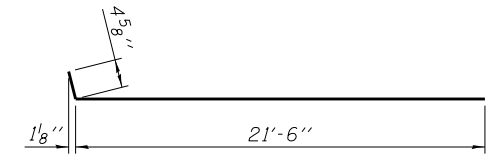


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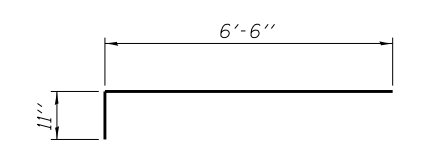




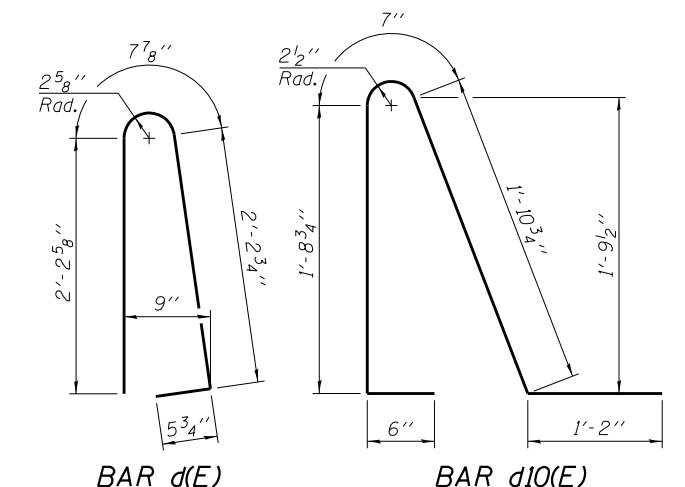
SECTION A-A



BAR a50(E)



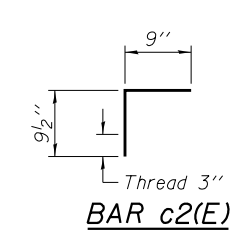
BAR a52(E)



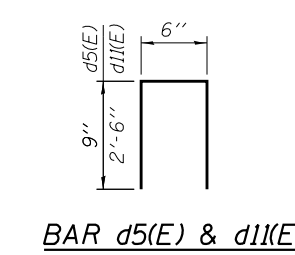
BAR d(E)

BAR d10(E)

Notes:  
Bars indicated thus 31 x 2-#5 etc. indicates 31 lines of bars with 2 lengths per line.



BAR c2(E)



BAR d5(E) & d11(E)

**MINIMUM BAR LAP**  
#4 bar = 2'-1"  
#5 bar = 2'-7"

**PLAN**  
(Showing wearing surface)

(Beams: 36" min. width; 72" max. width)

(Sheet 1 of 4)

FILE NAME = ... \0820399-76E62-018-ApprSlab.dgn  
SAVE DATE: 3/18/2015  
Johnson, Depp & Ouisenberry  
CONSULTING ENGINEERS  
Springfield, Illinois

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DESIGNED - DCD  
CHECKED - PMW  
DRAWN - P. Ray  
CHECKED - DCD  
PLOT SCALE =  
PLOT DATE = 03/18/2015 16:50:01

DESIGNED - DCD  
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REVISED -

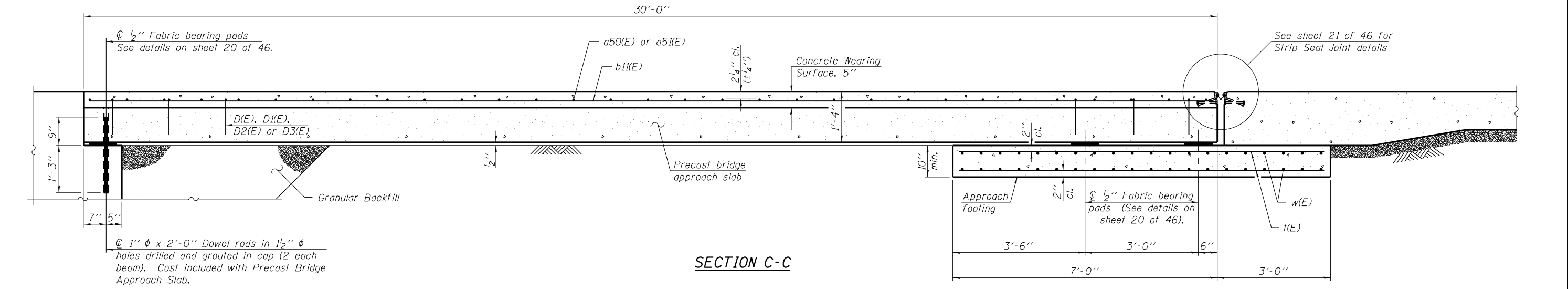
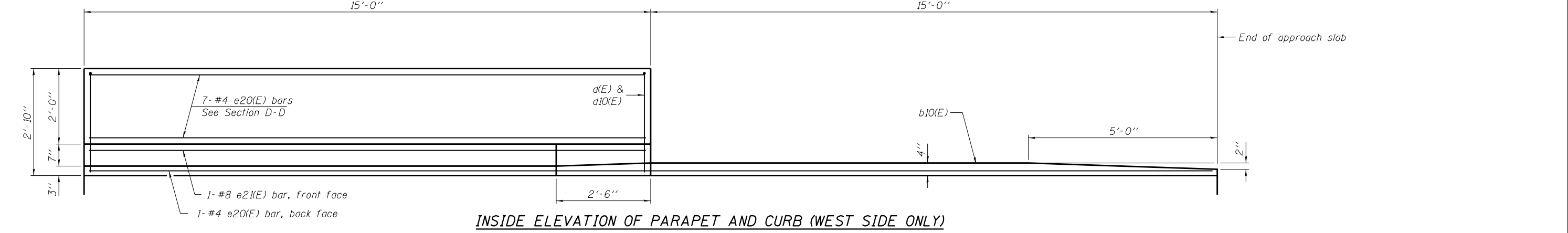
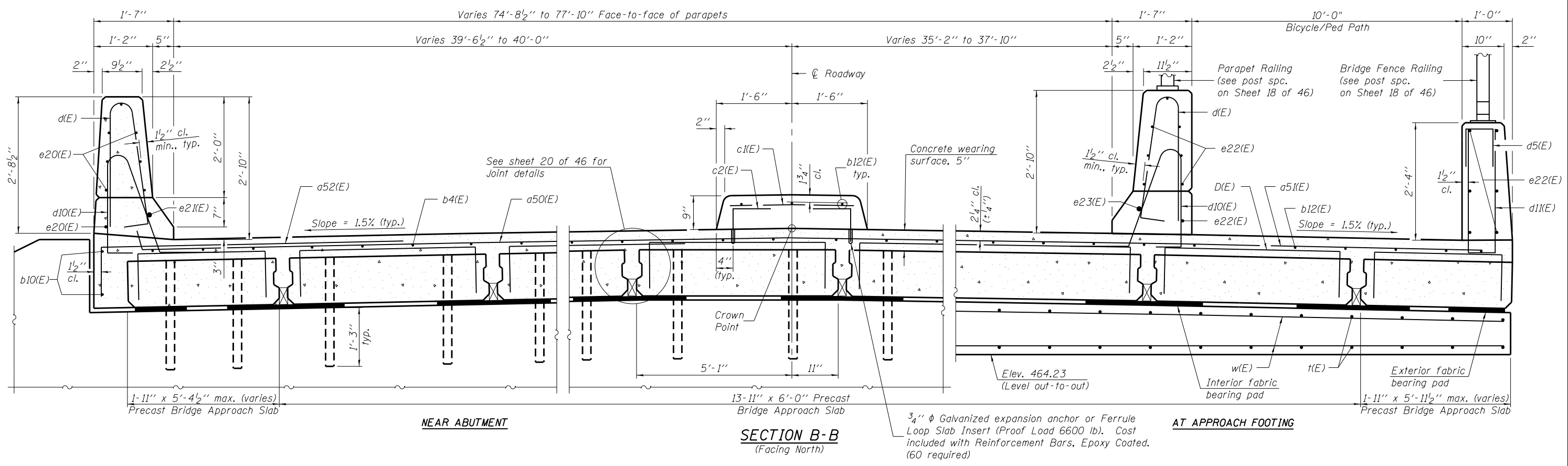
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE APPROACH SLAB - NORTH  
STRUCTURE NO. 082-0399

SHEET NO. 18 OF 46 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. 206+61.04		CONTRACT NO. 76E62		
ILLINOIS FED. AID PROJECT				

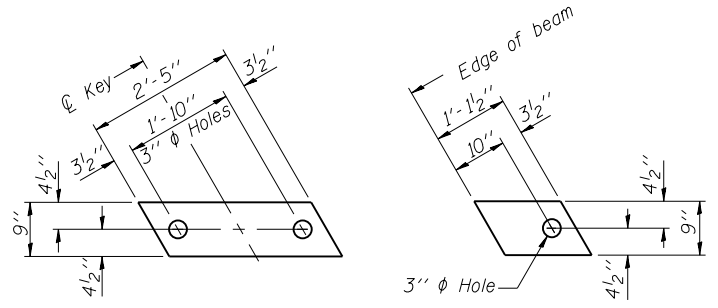
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 SAVE DATE: 3/18/2015



(Beams: 36" min. width; 72" max. width)

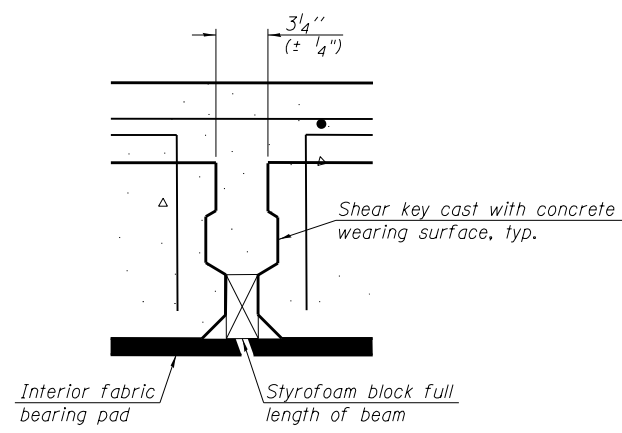
(Sheet 2 of 4)

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Johnson, Depp & Ouisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE =	DRAWN - P. Ray	REVISIONS -			STA. 206+61.04	CONTRACT NO. 76E62			
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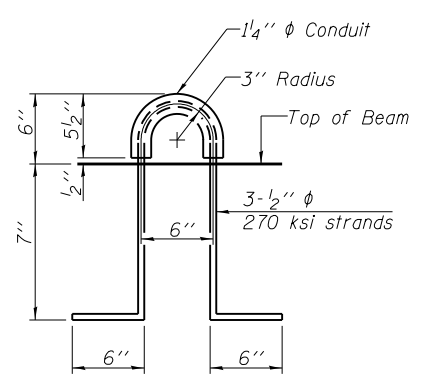


**INTERIOR** **EXTERIOR**  
**FABRIC BEARING PAD**

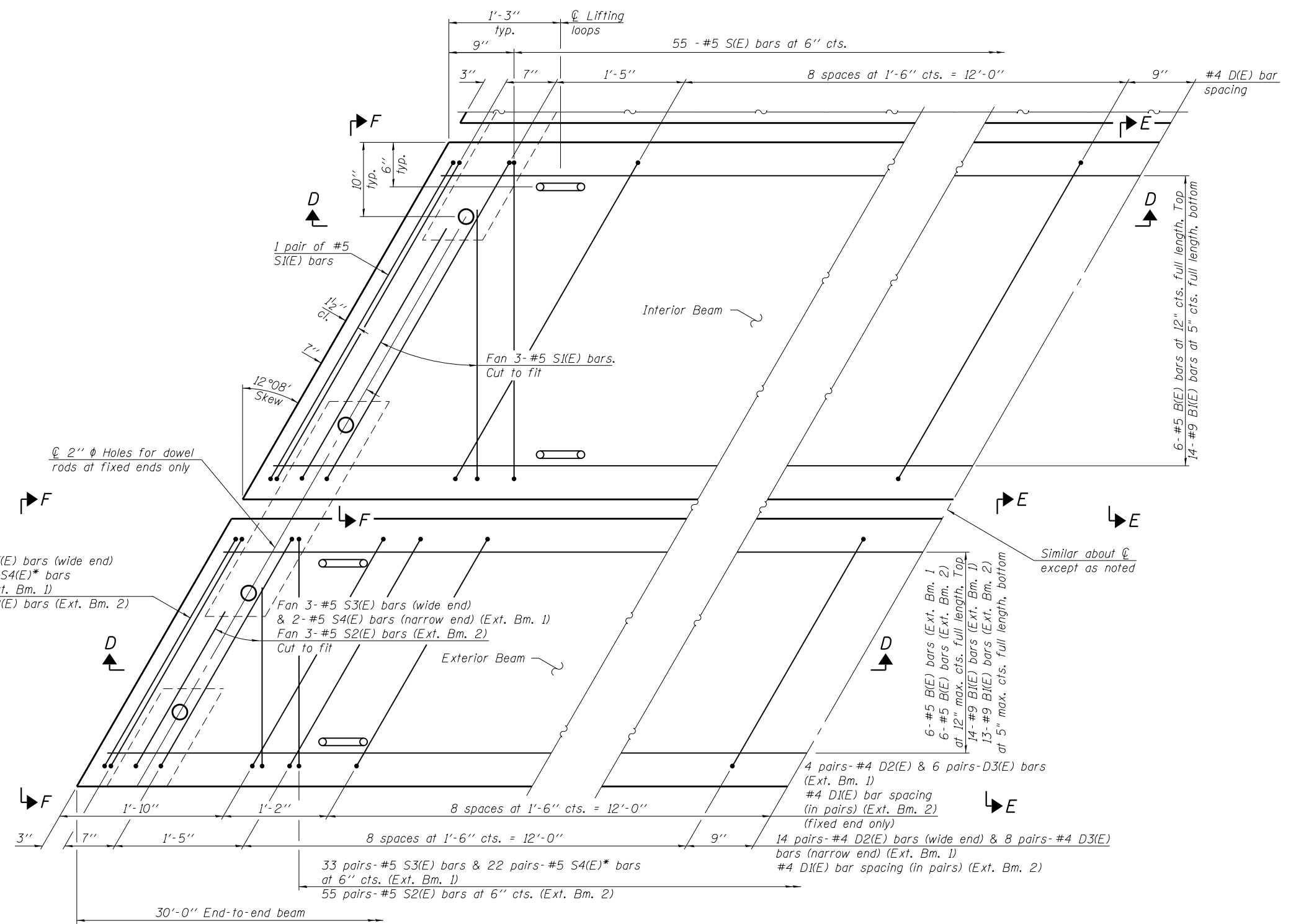
Notes:  
All bearing pads shall be 1/2" thick.  
Omit holes for fabric bearing pads at approach slab footing end of beams.  
Expansion bearing pad shall be bonded to the approach slab footing.



**SECTION THRU SHEAR KEY JOINT**



**LIFTING LOOP DETAIL**



**PLAN VIEW**

(showing precast bridge approach beams)

\* Cut S4(E) bars to fit at narrow end.

(Beams: 36" min. width; 72" max. width)

(Sheet 3 of 4)

FILE: J:\\_DDO\10227\_IL157\_S1\_Claire\_Ave\_Pn2\1-SN0820399\0820399-76E62-018-ApprSlab.dgn  
SAVE DATE: 3/18/2015

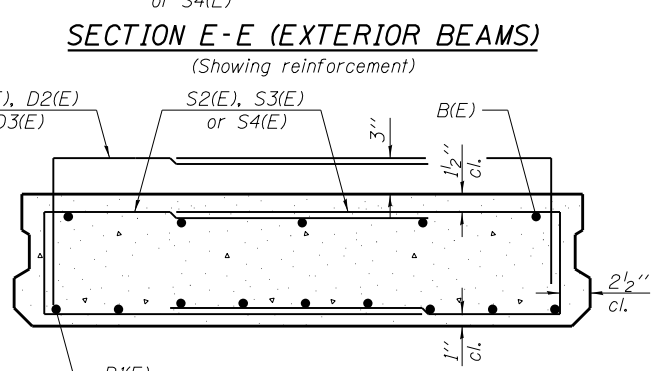
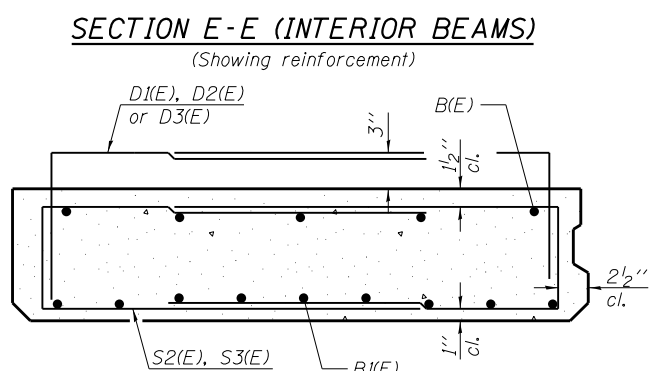
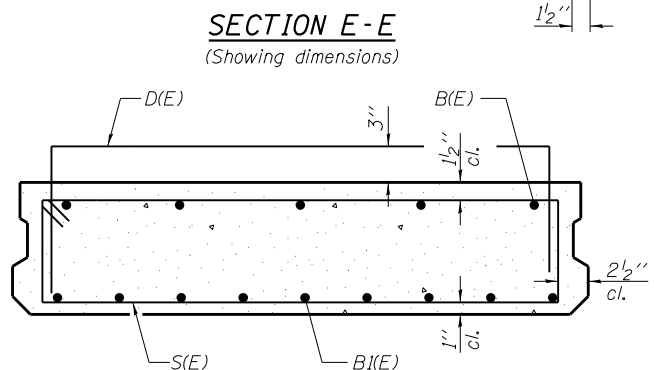
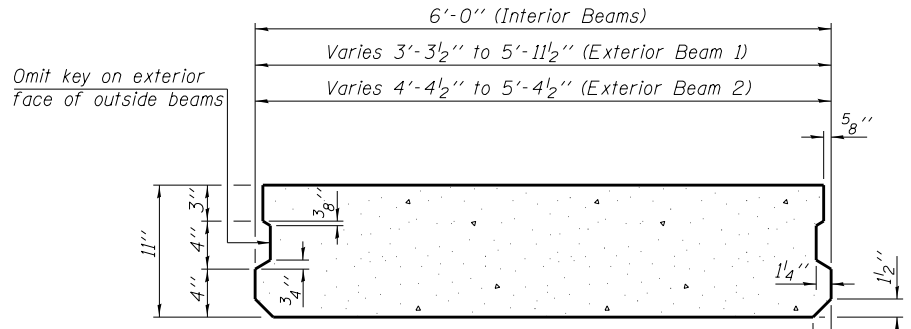
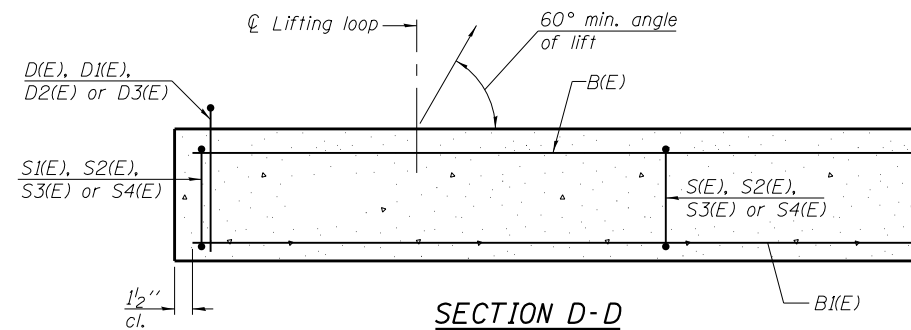
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

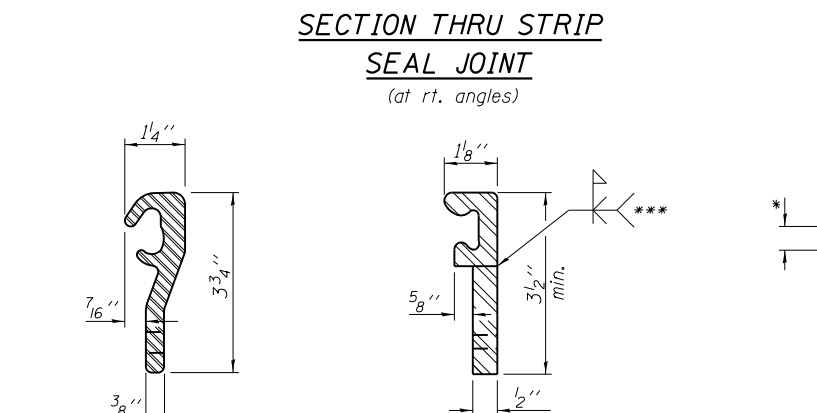
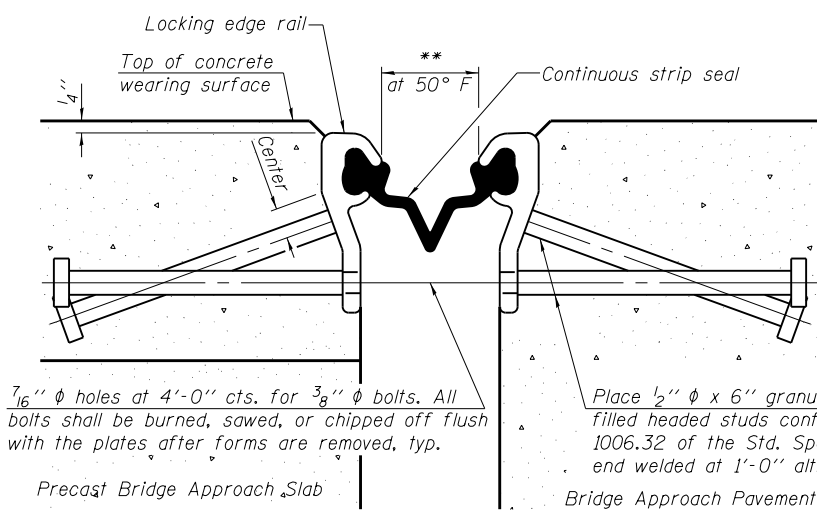
**PRECAST BRIDGE APPROACH SLAB - NORTH**  
**STRUCTURE NO. 082-0399**

SHEET NO. 20 OF 46 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. 206+61.04		CONTRACT NO. 76E62		
ILLINOIS FED. AID PROJECT				

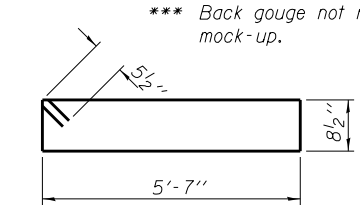


(Beams: 36" min. width; 72" max. width)



**LOCKING EDGE RAIL SPLICE**  
Rolled rail shown, welded rail similar.

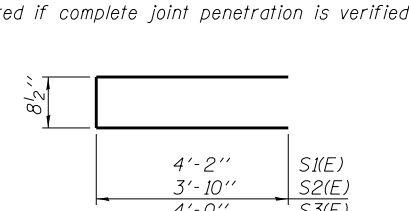
**LOCKING EDGE RAIL**  
\* Omit weld at seal opening.  
\*\* The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be 1/2 inch for installation purposes.  
\*\*\* Back gouge not required if complete joint penetration is verified by mock-up.



**BARS S(E)**

**BAR LIST EACH INTERIOR BEAM**  
(For information only)

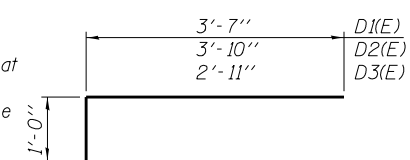
Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	14	#9	29'-8"	—
D(E)	22	#4	7'-8"	┌
S(E)	55	#5	13'-6"	▬
S1(E)	10	#5	9'-0"	▬



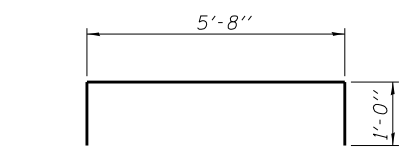
**BARS S1(E)-S4(E)**

**BAR LIST EXTERIOR BEAM 1**  
(For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	14	#9	29'-8"	—
D2(E)	30	#4	4'-10"	┌
D3(E)	14	#4	3'-11"	┌
S3(E)	71	#5	8'-8"	▬
S4(E)	48	#5	7'-4"	▬



**BARS D1(E)-D3(E)**



**BARS D(E)**

**BAR LIST EXTERIOR BEAM 2**  
(For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	13	#9	29'-8"	—
D1(E)	32	#4	4'-7"	┌
S2(E)	126	#5	8'-4"	▬

**Notes:**  
The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.  
Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.  
Parapet concrete shall be paid for as Concrete Superstructure.  
Parapet and wearing surface reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.  
Approach footing concrete shall be paid for as Concrete Structures.  
The top surface of precast bridge approach slabs shall be roughened to a depth of 1/4 inch according to the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."  
After precast bridge approach slab has been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and allowed to cure fully prior to grouting the longitudinal shear keys.  
Two 1/8 inch fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.  
A minimum 2 1/2 inch diameter lifting pins shall be used to engage the lifting loops during handling.  
Compressive strength of precast concrete, f'c shall be 6,000 psi.  
For additional parapet details, see "Superstructure" sheets.  
Any concrete poured monolithically with the wearing surface, such as curbs, will not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5".  
The strip seal shall be made continuous and shall have a minimum thickness of 1/4 inch. The strip seal shall extend 6 inch beyond the edge of the approach slab on each end. The configuration of the strip seal shall match the configuration of the Locking Edge Rails.  
The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.  
The inside of the Locking Edge Rail groove shall be free of weld residue. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.  
The manufacturer's recommended installation methods shall be followed.  
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.  
Maximum space between rail segments at stage lines shall be 3/16 inch, sealed with a suitable sealant.

**NORTH APPROACH BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a50(E)	31	#4	21'-10"	┌
a51(E)	62	#4	38'-0"	┌
a52(E)	15	#4	7'-5"	┌
b10(E)	3	#4	14'-8"	┌
b11(E)	92	#4	29'-8"	┌
b12(E)	3	#5	29'-8"	┌
c1(E)	30	#5	2'-3"	┌
c2(E)	60	#5	1'-6"	┌
d(E)	49	#5	5'-7"	┌
d5(E)	30	#4	2'-0"	┌
d10(E)	49	#5	5'-11"	┌
d11(E)	30	#5	5'-6"	┌
e20(E)	8	#4	14'-8"	┌
e21(E)	1	#8	14'-8"	┌
e22(E)	14	#4	29'-0"	┌
e23(E)	1	#8	29'-0"	┌
t(E)	184	#4	9'-8"	┌
w(E)	120	#5	33'-0"	┌
Concrete Superstructure			Cu. Yd.	10.0
Concrete Structures			Cu. Yd.	40.0
Reinforcement Bars, Epoxy Coated			Pound	10790
Precast Bridge Approach Slab			Sq. Ft.	2625
Concrete Wearing Surface, 5"			Sq. Yd.	301
Preformed Joint Strip Seal			Foot	94

FILE: J:\A\100\10227\_IL157\_S1\_Clar\_Avg\_Pn2\1-SN0820399\0820399-76E62-018-Appr-Slab1.dgn  
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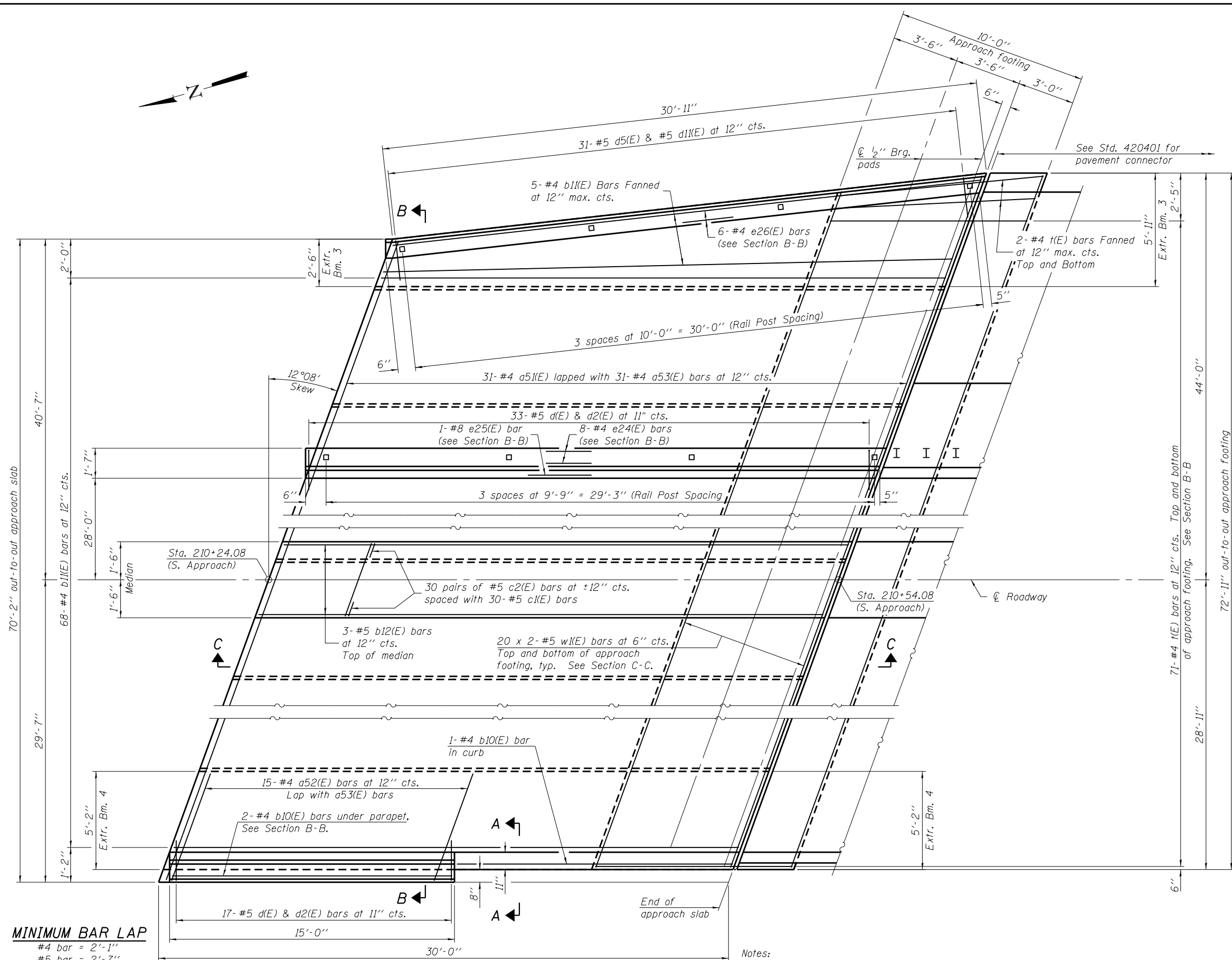
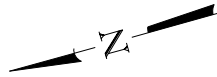
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**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**PRECAST BRIDGE APPROACH SLAB - NORTH STRUCTURE NO. 082-0399**

SHEET NO. 21 OF 46 SHEETS

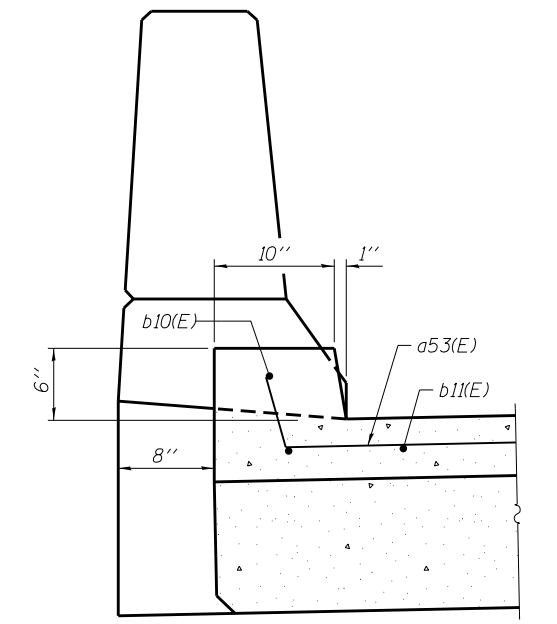
F.A.P. RTE. 592	SECTION 119-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 212	SHEET NO. 116
STA. 206+61.04		CONTRACT NO. 76E62		
ILLINOIS FED. AID PROJECT				



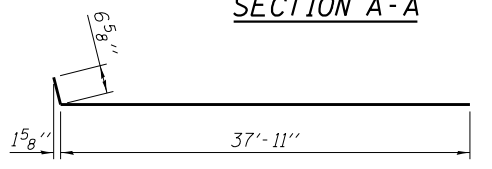
**MINIMUM BAR LAP**  
 #4 bar = 2'-1"  
 #5 bar = 2'-7"

**PLAN**  
 (Showing wearing surface)  
 (Beams: 36" min. width; 72" max. width)

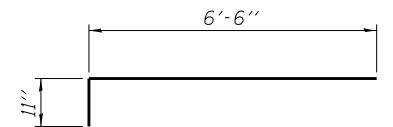
Notes:  
 Bars indicated thus 31 x 2-#5 etc. indicates  
 31 lines of bars with 2 lengths per line.



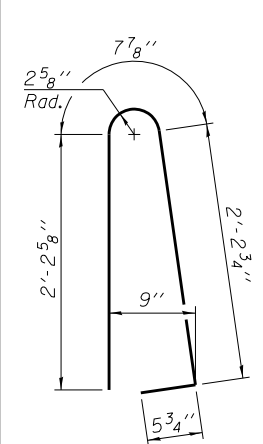
**SECTION A-A**



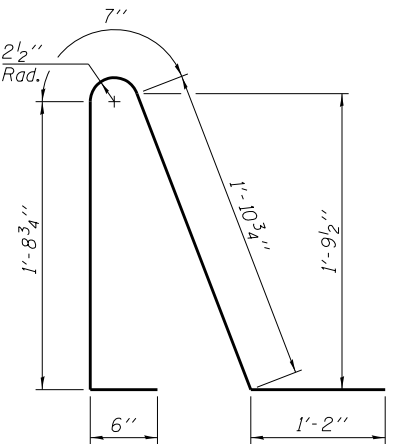
**BAR a53(E)**



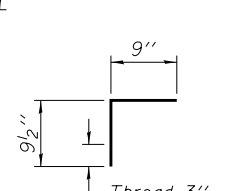
**BAR a52(E)**



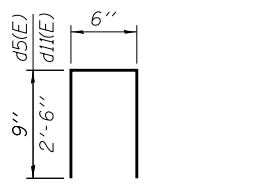
**BAR d(E)**



**BAR d10(E)**



**BAR c2(E)**



**BAR d5(E) & d11(E)**

72'-11" out-to-out approach footing  
 71-#4 t(E) bars at 12" cts. Top and bottom of approach footing. See Section B-B

See Std. 420401 for pavement connector

FILE: J:\A\DD\10227\_IL157\_St\_Clar\_Ave\_Prt2\1-SN0820399\0820399-76E62-022-ApprSlab2.dgn  
 SAVE DATE: 3/8/2015

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 PLOT DATE = 03/18/2015 16:50:05

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 CHECKED - PMW  
 DRAWN - P. Ray  
 CHECKED - DCD

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

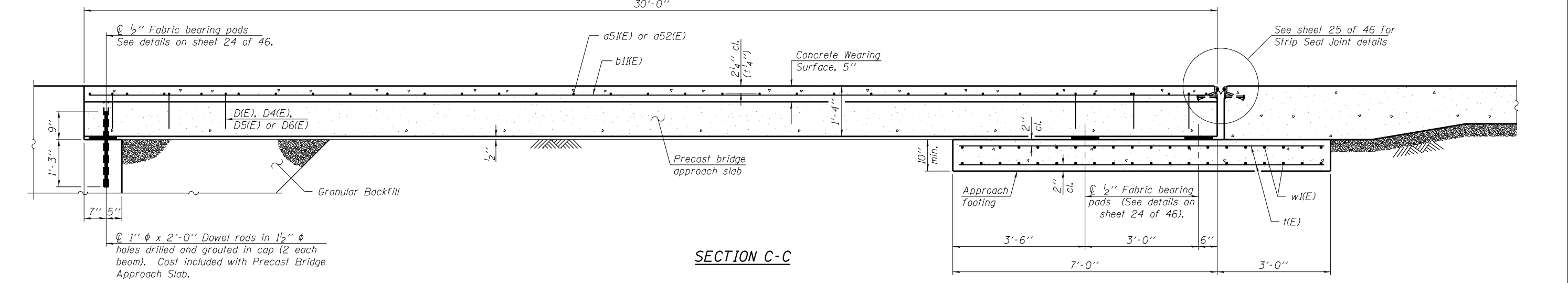
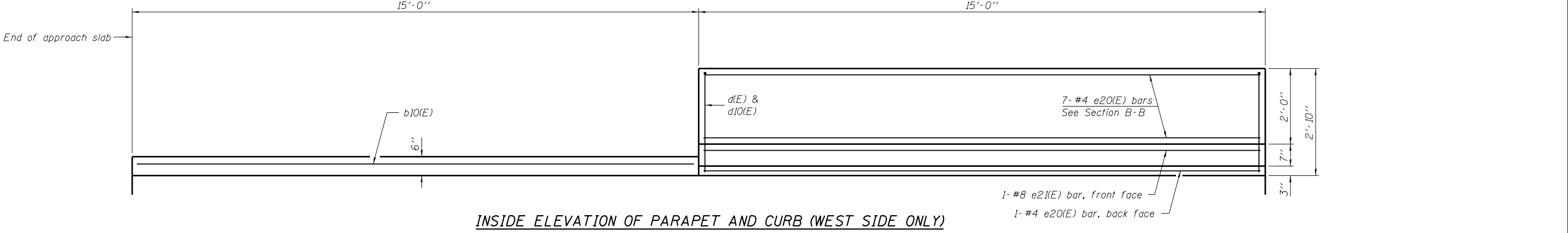
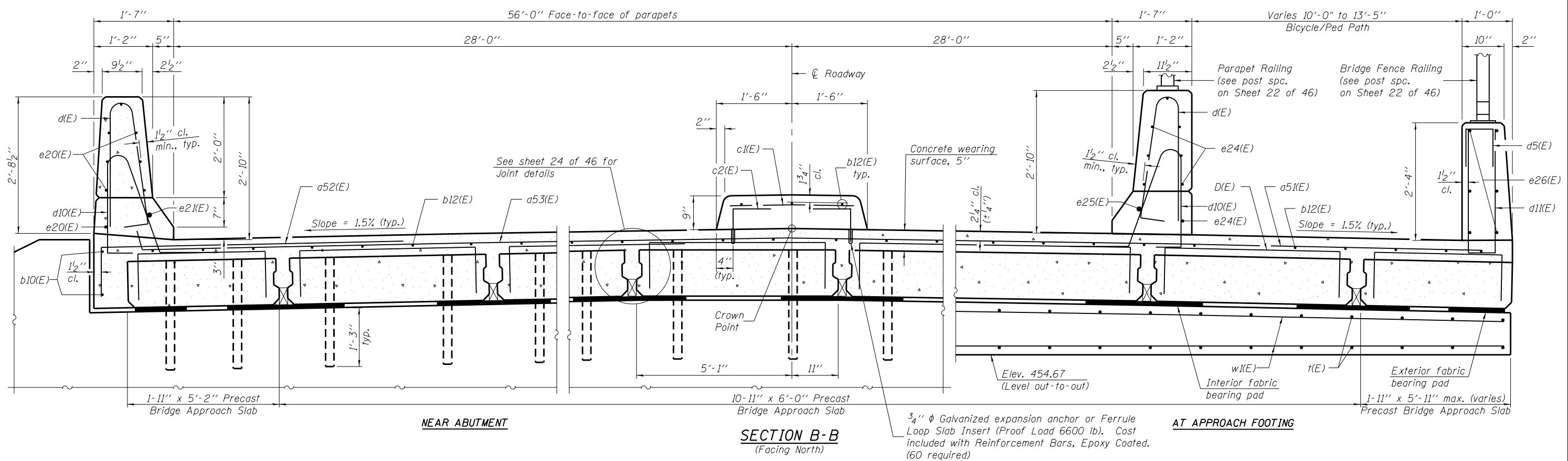
**PRECAST BRIDGE APPROACH SLAB - SOUTH**  
**STRUCTURE NO. 082-0399**

SHEET NO. 22 OF 46 SHEETS

F.A.P. RTE. 592	SECTION 119-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 212	SHEET NO. 117
STA. 206+61.04		CONTRACT NO. 76E62		
ILLINOIS FED. AID PROJECT				

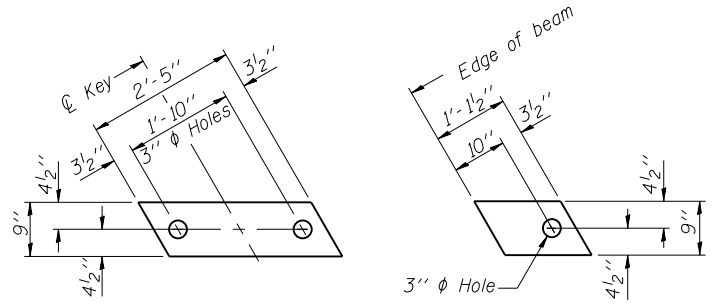
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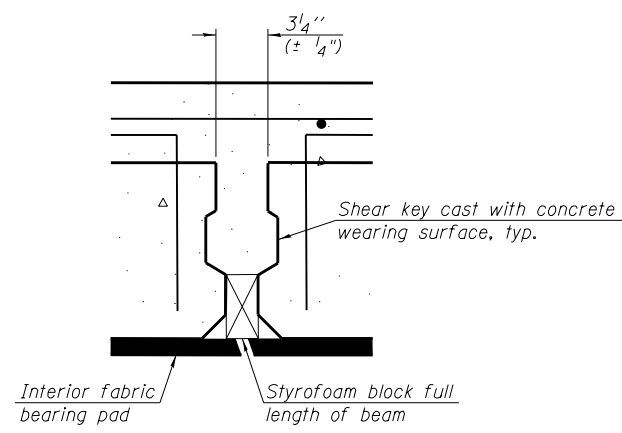
(Sheet 2 of 4)

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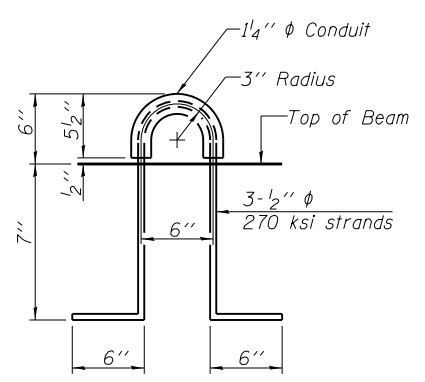


**INTERIOR** **EXTERIOR**  
**FABRIC BEARING PAD**

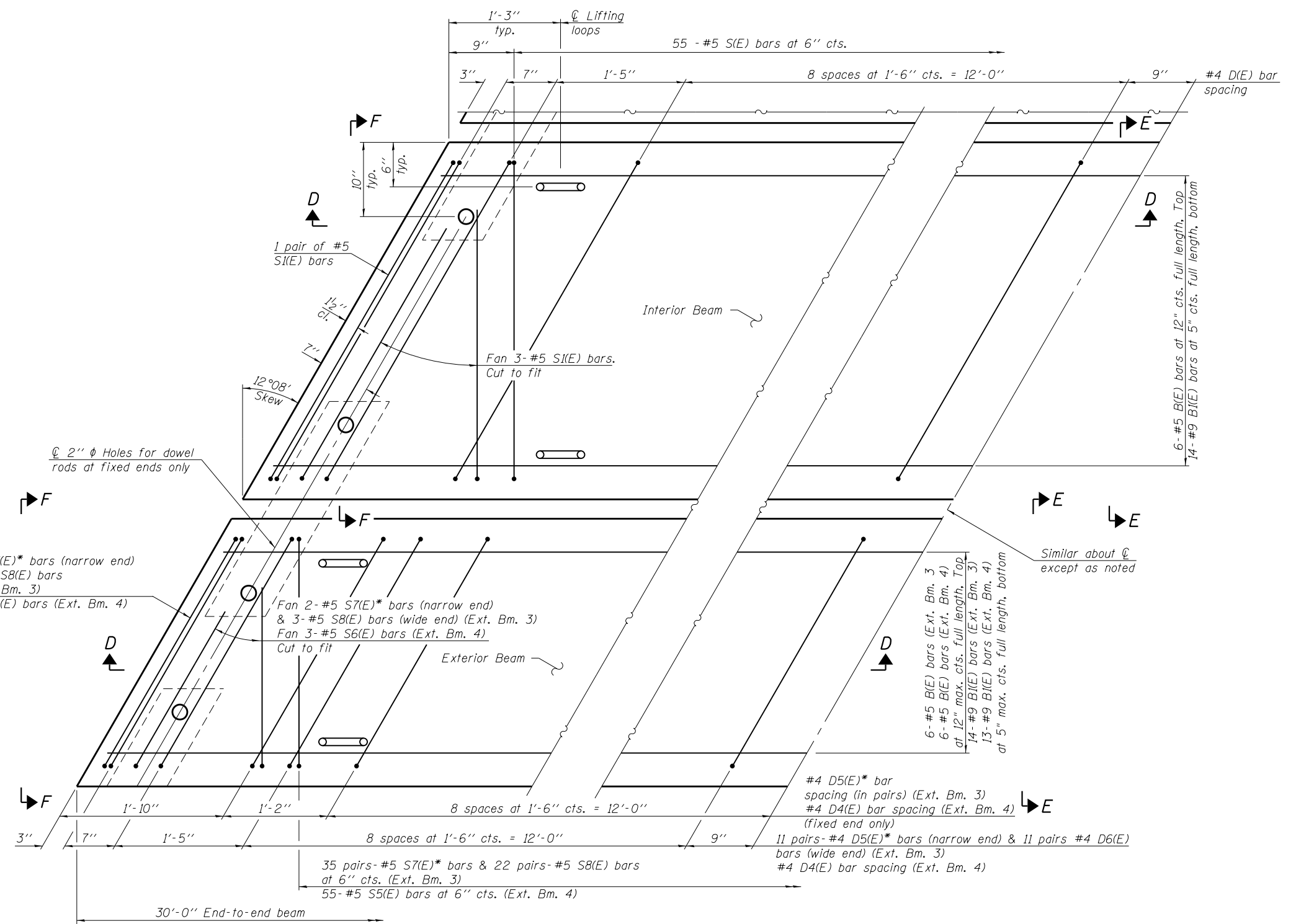
Notes:  
All bearing pads shall be 1/2" thick.  
Omit holes for fabric bearing pads at approach slab footing end of beams.  
Expansion bearing pad shall be bonded to the approach slab footing.



**SECTION THRU SHEAR KEY JOINT**



**LIFTING LOOP DETAIL**



**PLAN VIEW**

(showing precast bridge approach beams)

\* Cut S7(E) & D5(E) bars to fit at narrow end.

(Beams: 36" min. width; 72" max. width)

(Sheet 3 of 4)

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SAVE DATE: 3/18/2015

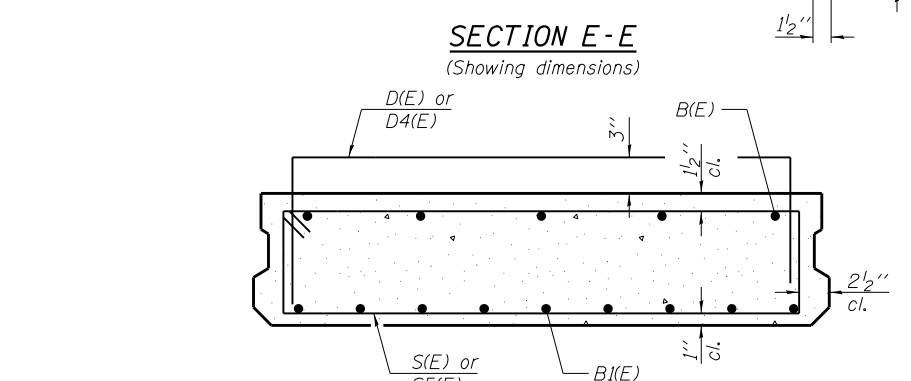
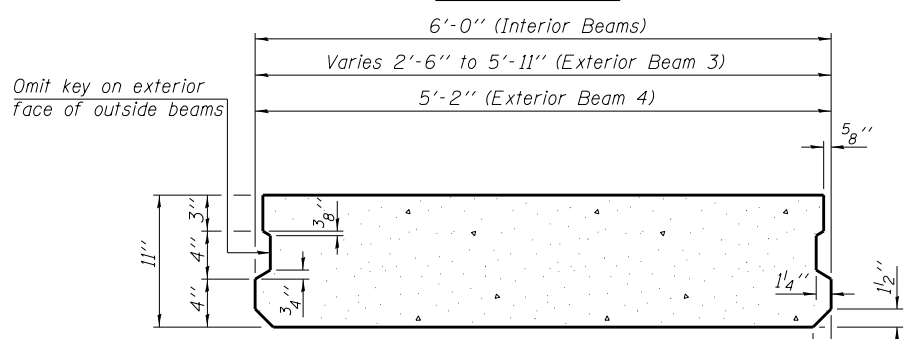
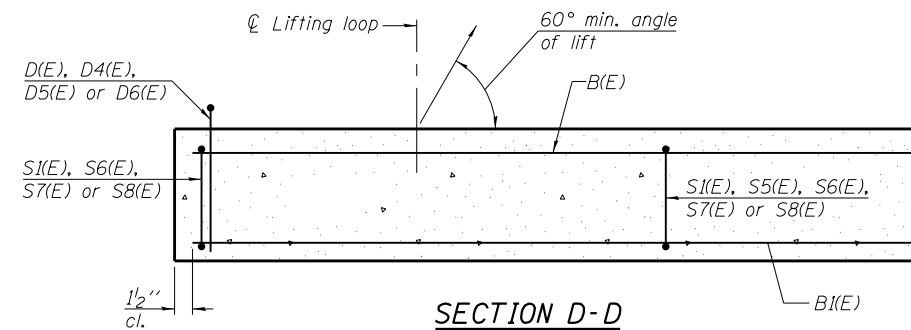
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

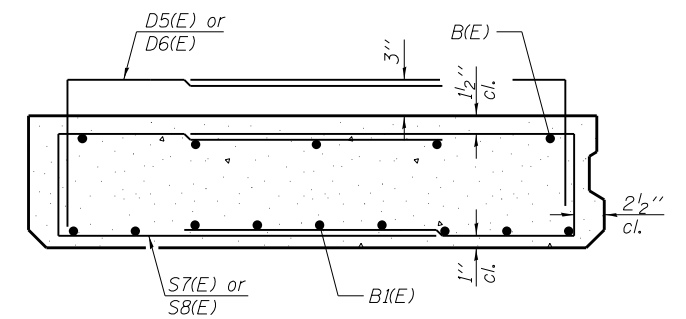
**PRECAST BRIDGE APPROACH SLAB - SOUTH**  
**STRUCTURE NO. 082-0399**

SHEET NO. 24 OF 46 SHEETS

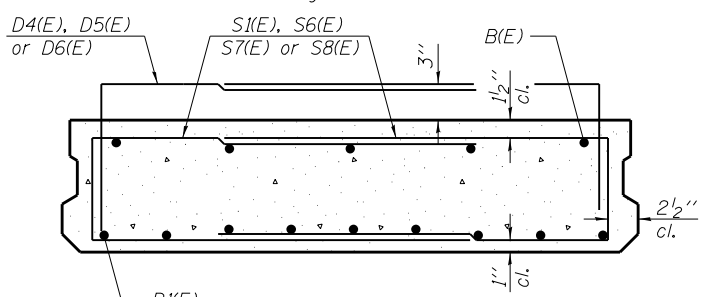
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	119
STA. 206+61.04		CONTRACT NO. 76E62		
ILLINOIS FED. AID PROJECT				



**SECTION E-E (INTERIOR BEAMS & EXT. BM. 4)**  
(Showing reinforcement)

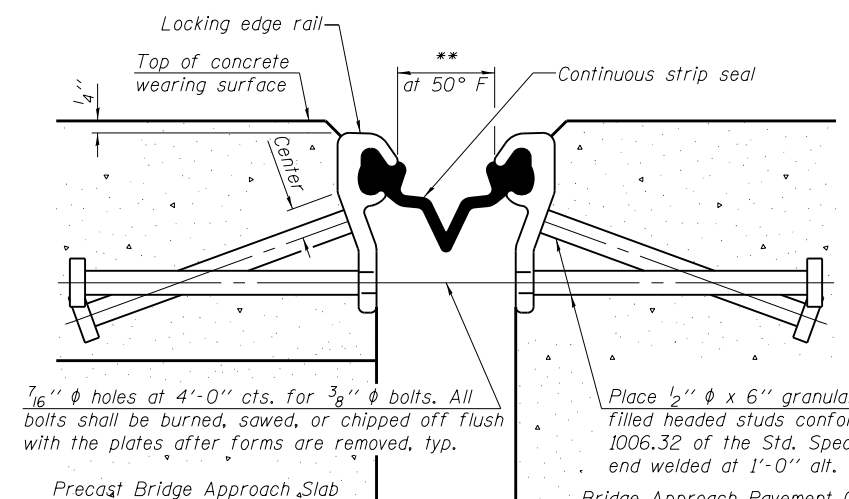


**SECTION E-E (EXTERIOR BEAM 3)**  
(Showing reinforcement)

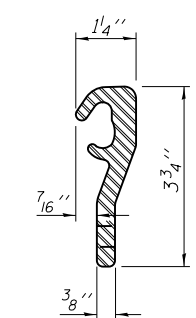


**VIEW F-F**  
(Showing reinforcement)

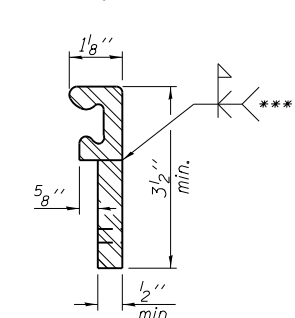
(Beams: 36" min. width; 72" max. width)



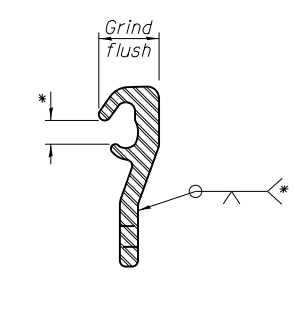
**SECTION THRU STRIP SEAL JOINT**  
(at rt. angles)



**ROLLED (EXTRUDED) RAIL**



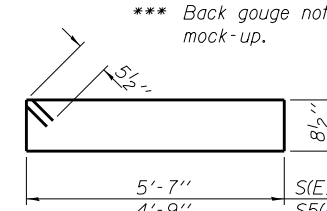
**WELDED RAIL**



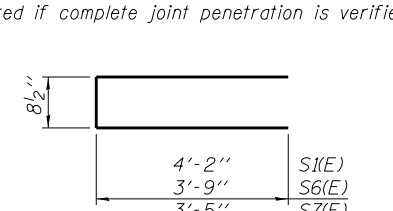
**LOCKING EDGE RAIL SPLICE**  
Rolled rail shown, welded rail similar.

**LOCKING EDGE RAIL**

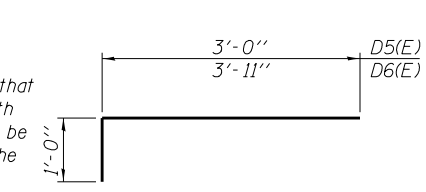
\* Omit weld at seal opening.  
\*\* The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be 1 1/2" for installation purposes.  
\*\*\* Back gouge not required if complete joint penetration is verified by mock-up.



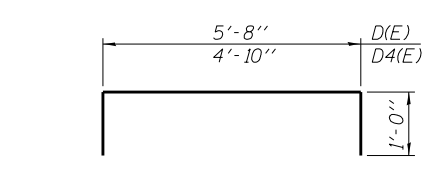
**BARS S(E) & S5(E)**



**BARS S1(E), S6(E)-S8(E)**



**BARS D5(E) & D6(E)**



**BARS D(E) & D4(E)**

**BAR LIST EACH INTERIOR BEAM**  
(For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	14	#9	29'-8"	—
D(E)	22	#4	7'-8"	□
S(E)	55	#5	13'-6"	□
S1(E)	10	#5	9'-0"	□

**BAR LIST EXTERIOR BEAM 3**  
(For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	14	#9	29'-8"	—
D5(E)	42	#4	4'-0"	□
D6(E)	22	#4	4'-11"	□
S7(E)	74	#5	7'-6"	□
S8(E)	49	#5	9'-0"	□

**BAR LIST EXTERIOR BEAM 4**  
(For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	13	#9	29'-8"	—
D4(E)	32	#4	6'-10"	□
S5(E)	55	#5	11'-10"	□
S6(E)	10	#5	8'-2"	□

**Notes:**  
The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.  
Cast-in-place substitution of Precast Bridge Approach Slab is not allowed. Parapet concrete shall be paid for as Concrete Superstructure.  
Parapet and wearing surface reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.  
Approach footing concrete shall be paid for as Concrete Structures.  
The top surface of precast bridge approach slabs shall be roughened to a depth of 1/4" according to the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."  
After precast bridge approach slab has been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and allowed to cure fully prior to grouting the longitudinal shear keys.  
Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.  
A minimum 2 1/2" diameter lifting pins shall be used to engage the lifting loops during handling.  
Compressive strength of precast concrete, f'c shall be 6,000 psi.  
For additional parapet details, see "Superstructure" sheets.  
Any concrete poured monolithically with the wearing surface, such as curbs, will not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5".  
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The strip seal shall extend 6" beyond the edge of the approach slab on each end. The configuration of the strip seal shall match the configuration of the Locking Edge Rails.  
The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.  
The inside of the Locking Edge Rail groove shall be free of weld residue. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.  
The manufacturer's recommended installation methods shall be followed.  
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.  
Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.

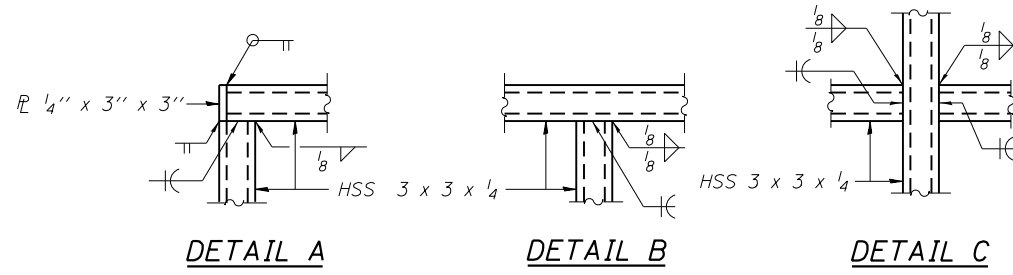
**SOUTH APPROACH BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a51(E)	31	#4	38'-0"	□
a52(E)	15	#4	7'-5"	□
a53(E)	31	#4	38'-5"	□
b10(E)	3	#4	14'-8"	□
b11(E)	73	#4	29'-8"	□
b12(E)	3	#5	29'-8"	□
c1(E)	30	#5	2'-3"	□
c2(E)	60	#5	1'-6"	□
d(E)	50	#5	5'-7"	□
d5(E)	31	#4	2'-0"	□
d10(E)	50	#5	5'-11"	□
d11(E)	31	#5	5'-6"	□
e20(E)	8	#4	14'-8"	□
e21(E)	1	#8	14'-8"	□
e24(E)	8	#4	29'-8"	□
e25(E)	1	#8	29'-8"	□
e26(E)	6	#4	30'-6"	□
f(E)	146	#4	9'-8"	□
w1(E)	80	#5	37'-7"	□
Concrete Superstructure		Cu. Yd.	10.4	
Concrete Structures		Cu. Yd.	32.2	
Reinforcement Bars, Epoxy Coated		Pound	8770	
Precast Bridge Approach Slab		Sq. Ft.	2080	
Concrete Wearing Surface, 5"		Sq. Yd.	239	
Preformed Joint Strip Seal		Foot	75	

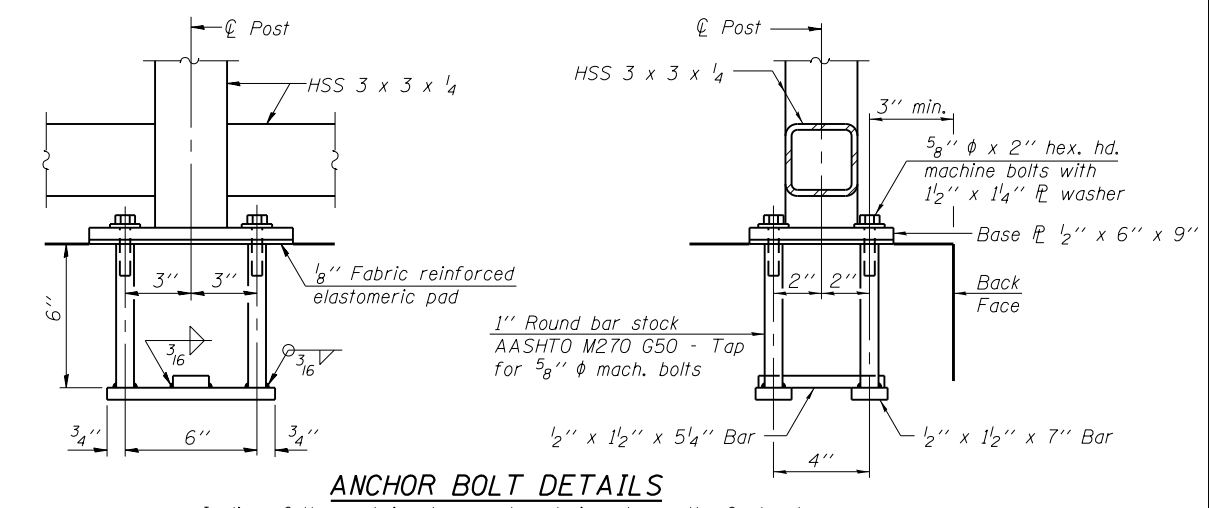
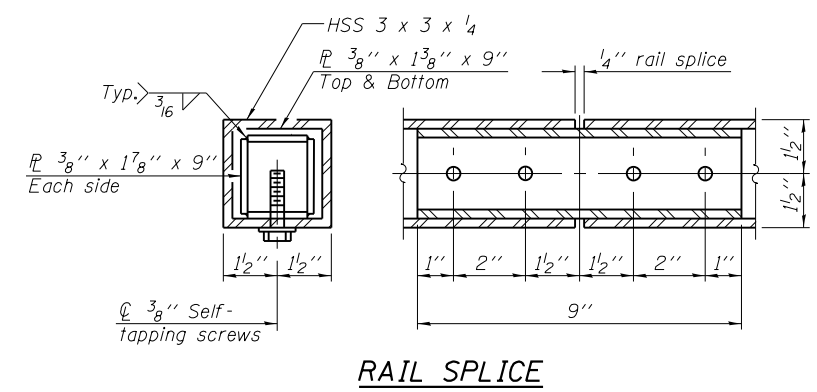
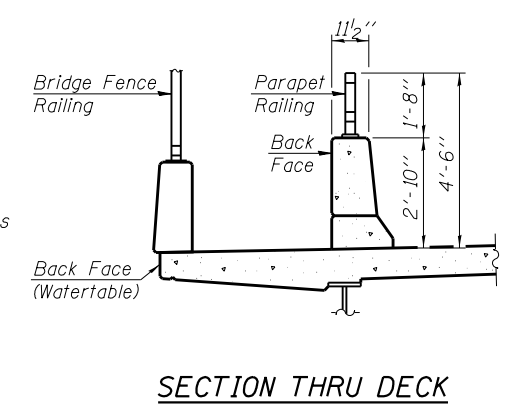
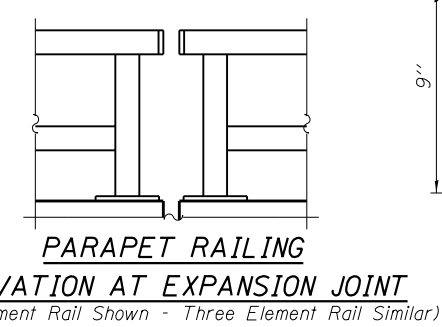
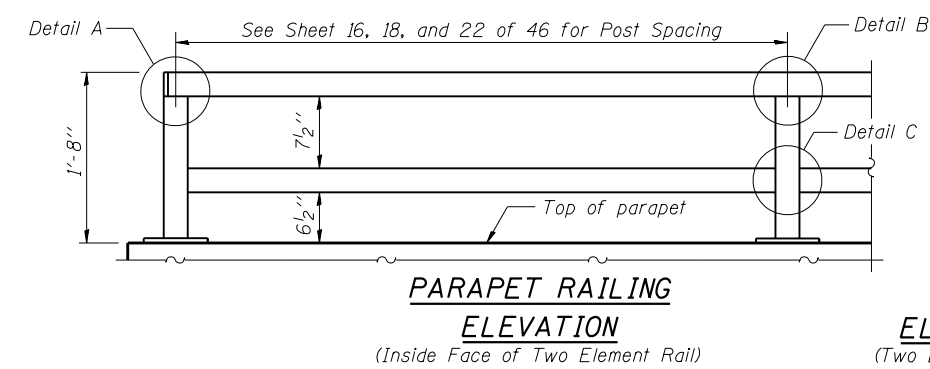
(Sheet 4 of 4)

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SAVE DATE: 3/18/2015





NOTE:  
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.



In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8"  $\phi$  anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

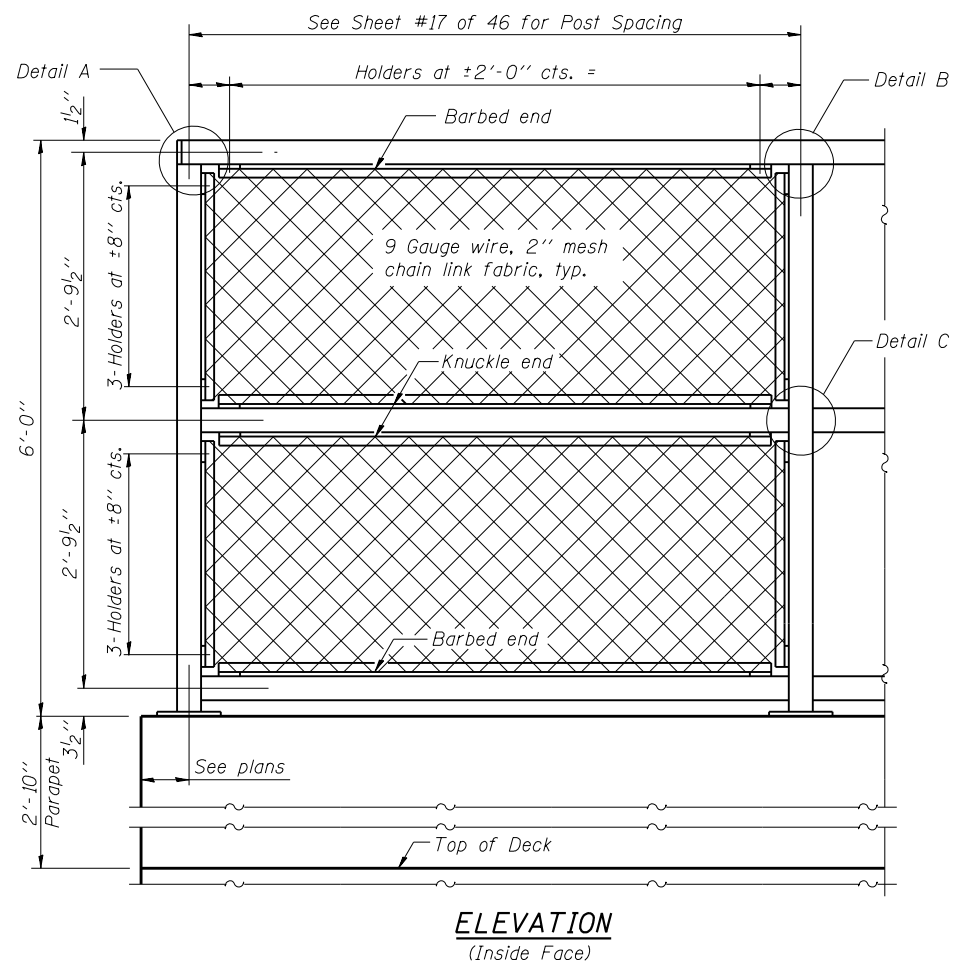
**BILL OF MATERIAL**

Item	Unit	Quantity
Parapet Railing	Foot	543

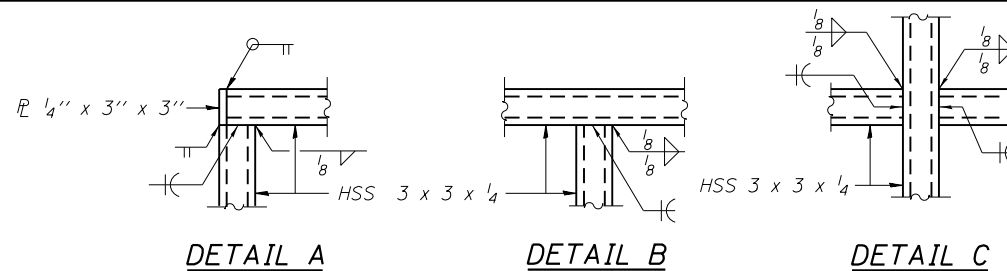
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(10'-0" Maximum Post Spacing)

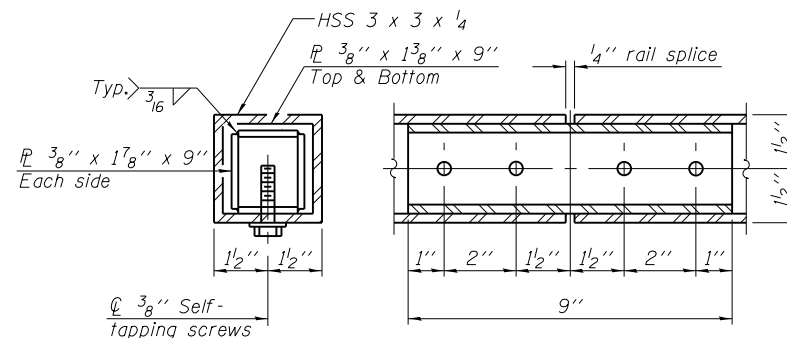
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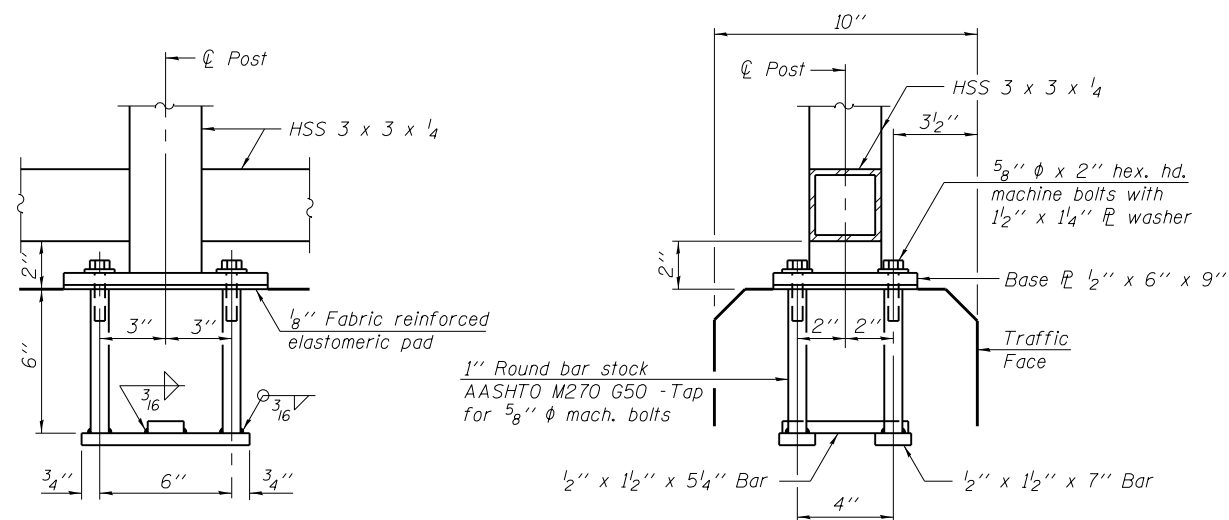
**ELEVATION**  
(Inside Face)



NOTE:  
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.



**RAIL SPLICE**



**ANCHOR BOLT DETAILS**

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8"  $\phi$  anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

(10'-0" Maximum Post Spacing)

**BILL OF MATERIAL**

Item	Unit	Quantity
Bridge Fence Railing	Foot	70

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SAVE DATE: 3/18/2015

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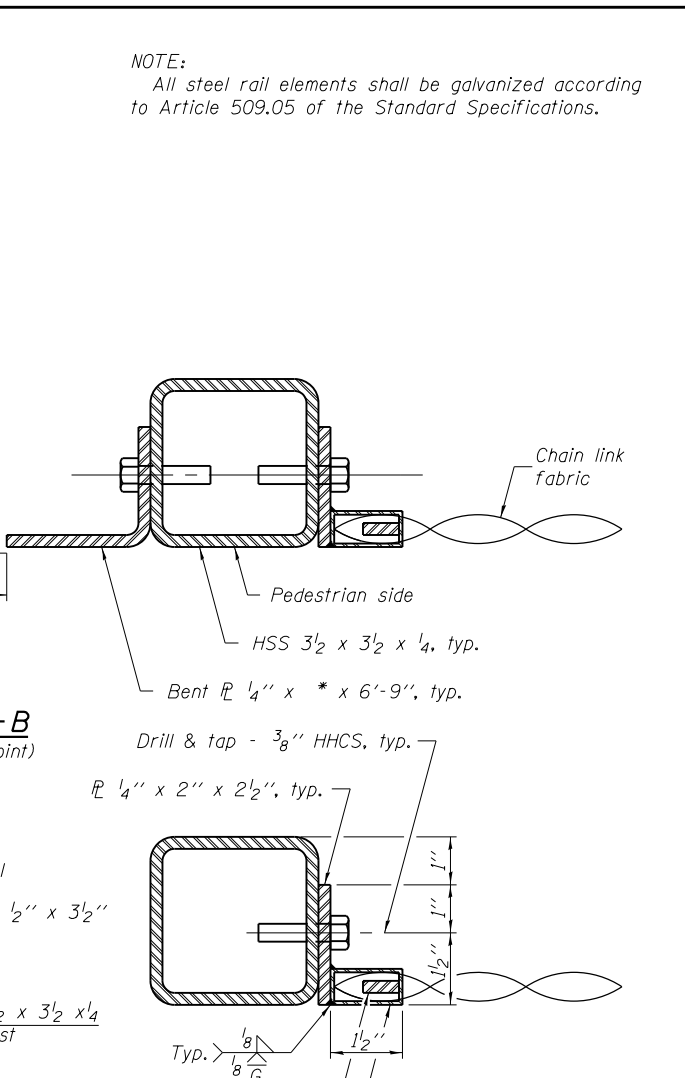
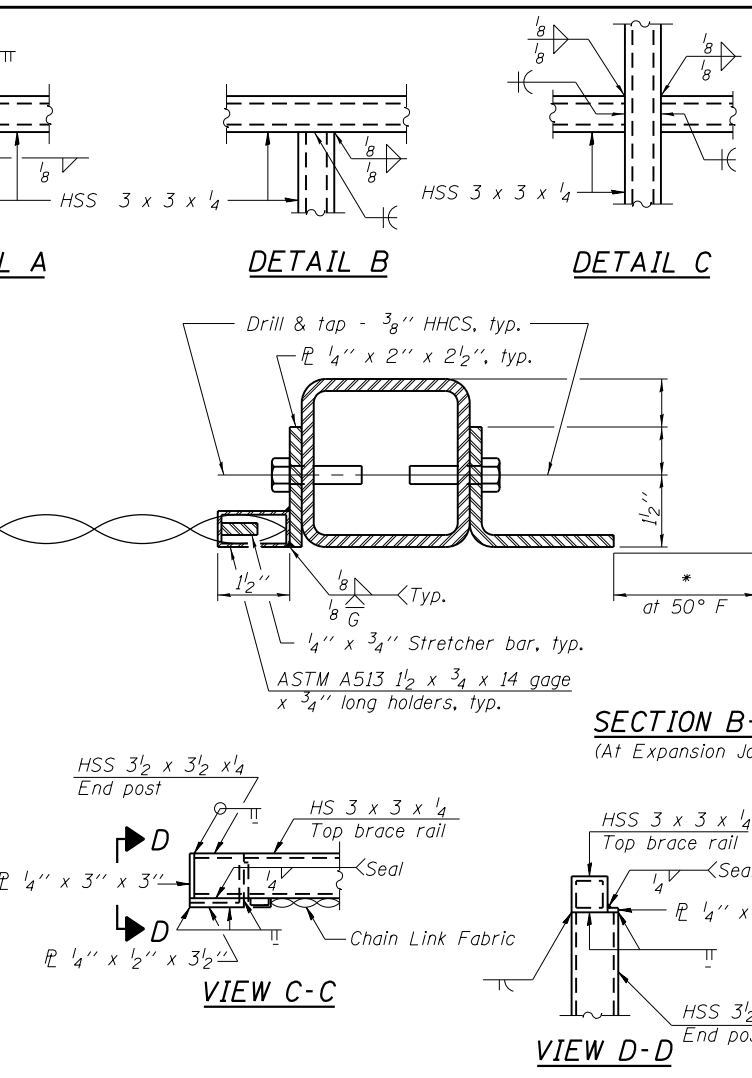
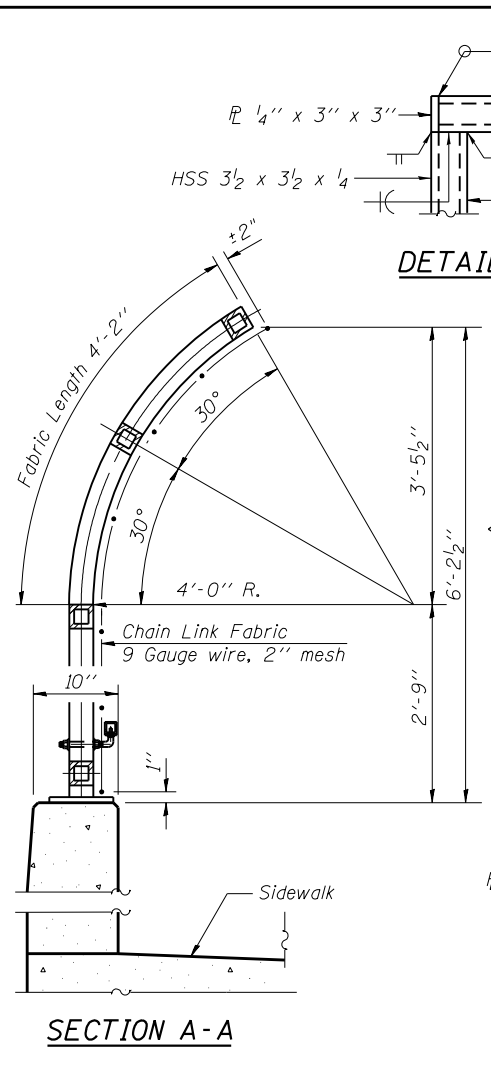
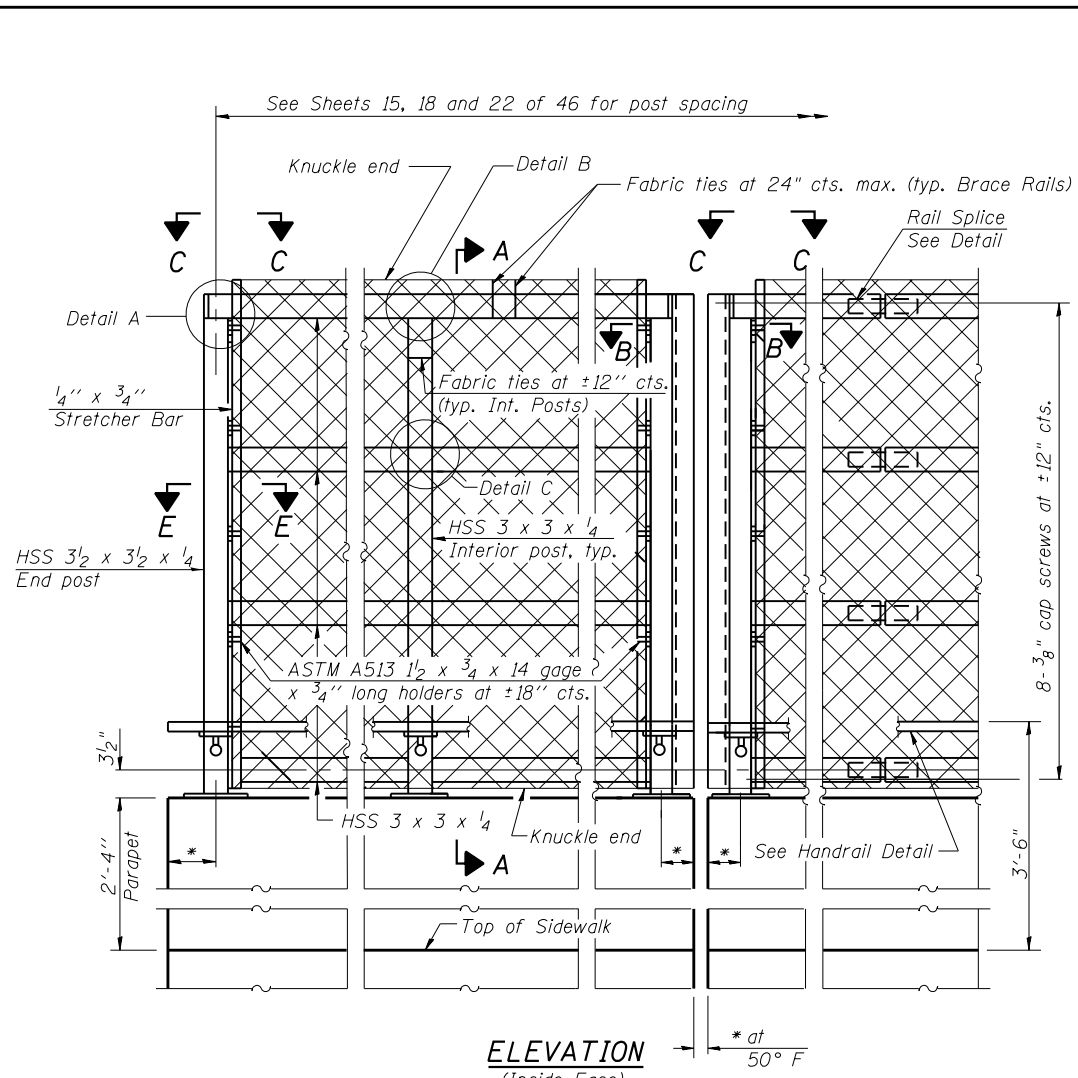
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**BRIDGE FENCE RAILING, PARAPET MOUNTED**  
**STRUCTURE NO. 082-0399**

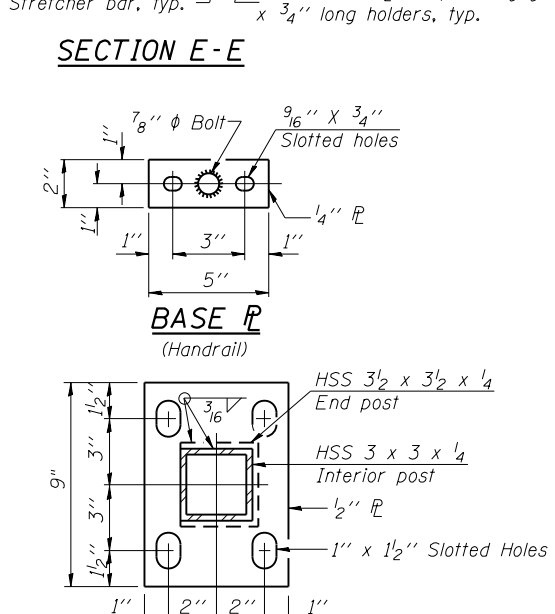
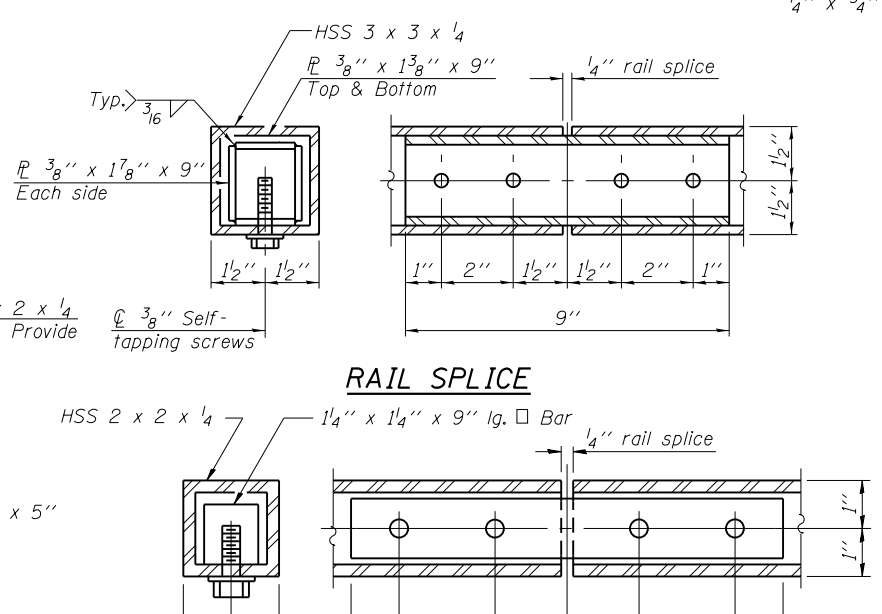
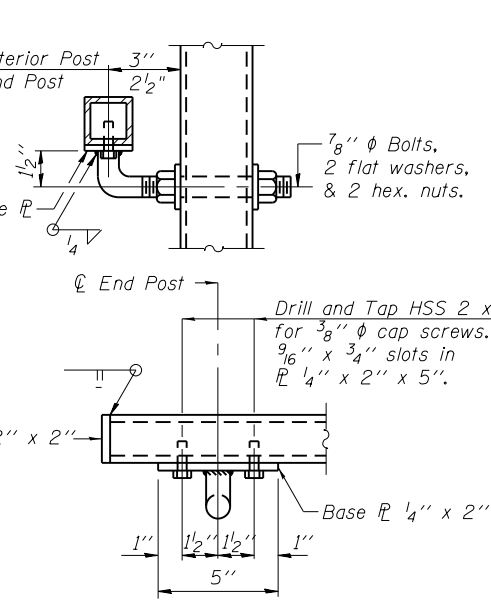
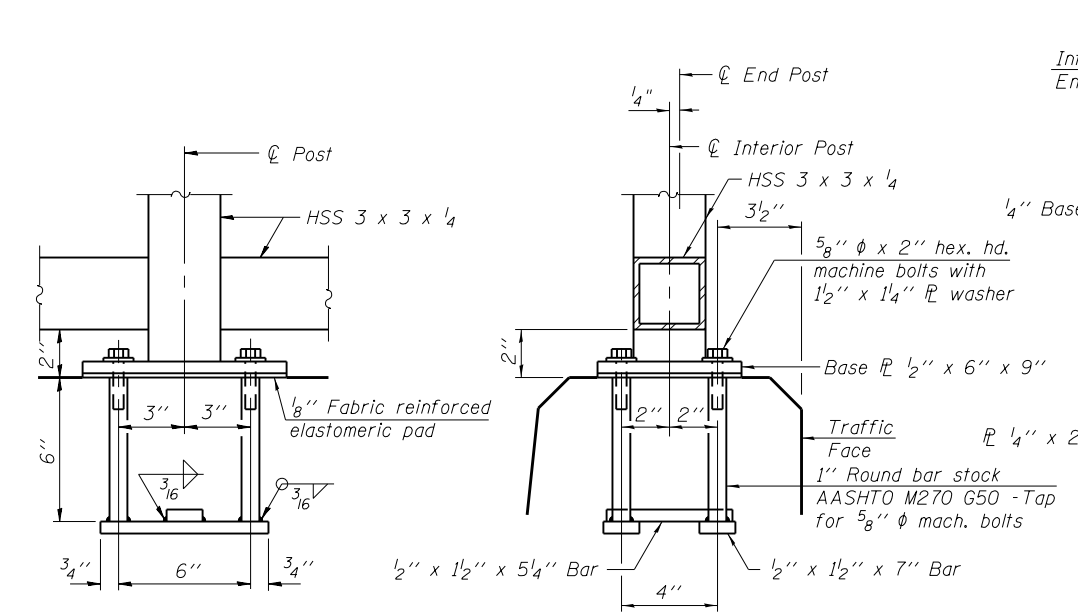
SHEET NO. 27 OF 46 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. 206+61.04		CONTRACT NO. 76E62		
ILLINOIS FED. AID PROJECT				

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 SAVE DATE: 3/18/2015



NOTE:  
 All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.



**ANCHOR BOLT DETAILS**  
 In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

R-32  
 1-12-15  
 \*Variable - See Plans  
 (10'-0" Maximum Post Spacing)

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BRIDGE FENCE RAILING, PARAPET MOUNTED  
 STRUCTURE NO. 082-0399

**BILL OF MATERIAL**

Item	Unit	Quantity
Bridge Fence Railing	Foot	543

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	123
STA. 206+61.04		CONTRACT NO. 76E62		

ILLINOIS FED. AID PROJECT

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		CHECKED	REVISIONS

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SHEET NO. 28 OF 46 SHEETS

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DS-12

7-1-10

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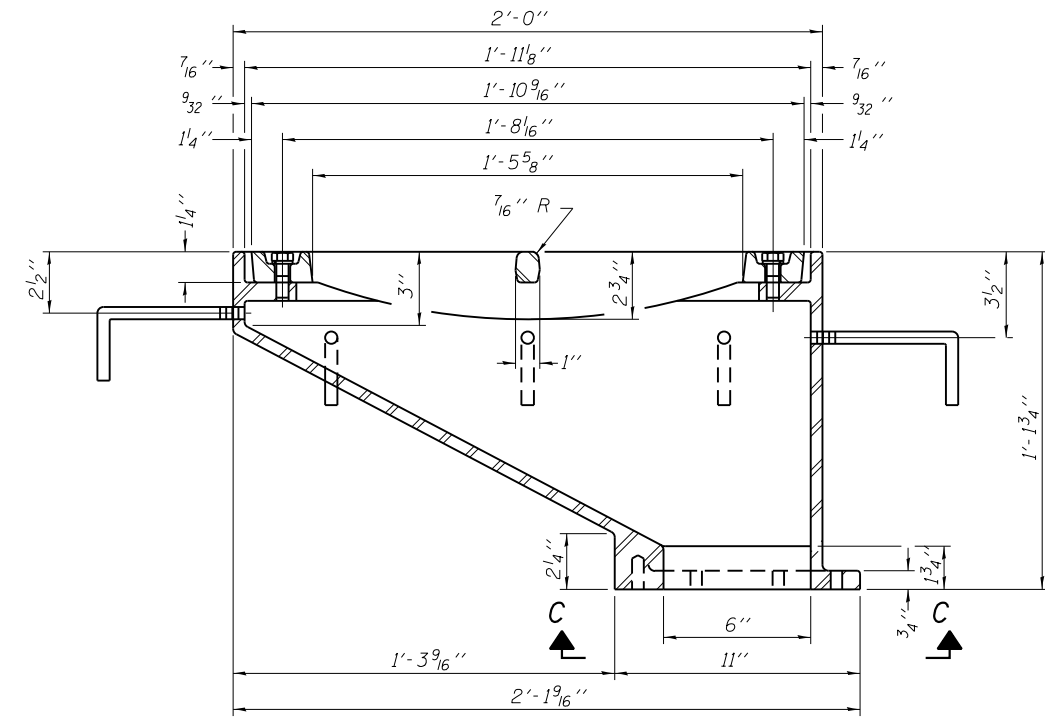
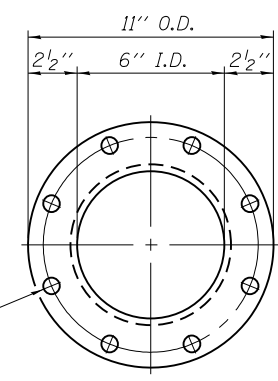
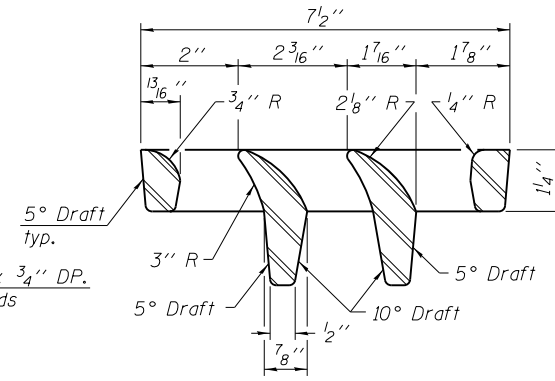
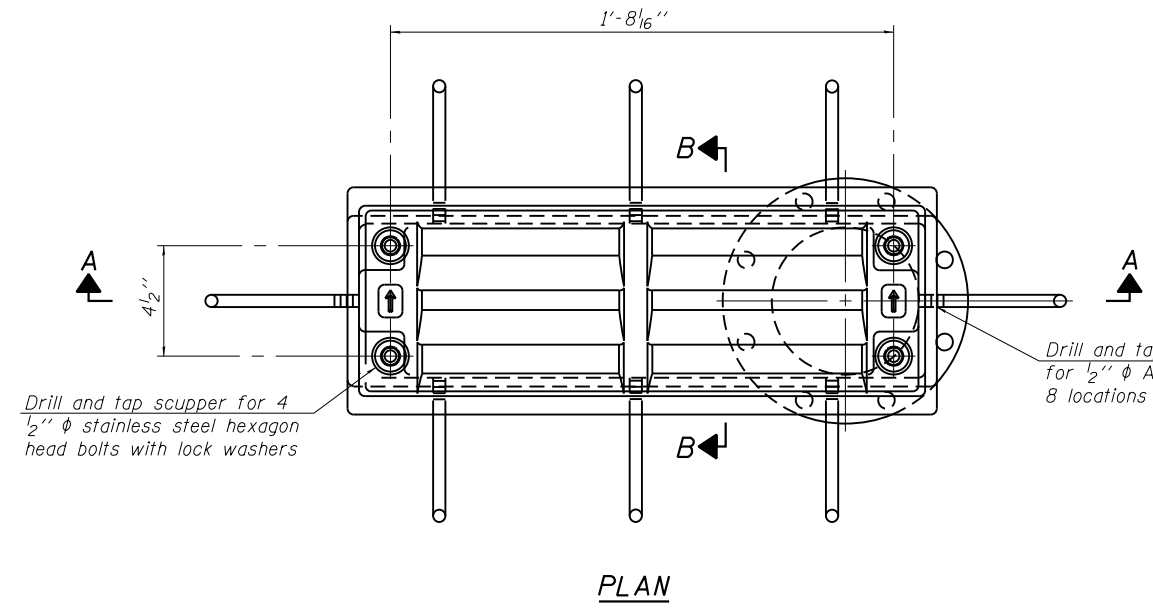
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-12  
 STRUCTURE NO. 082-0399

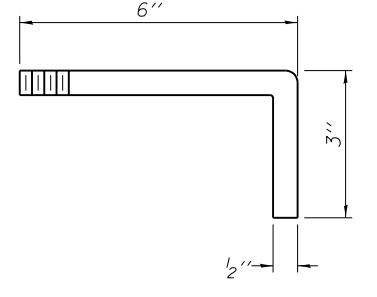
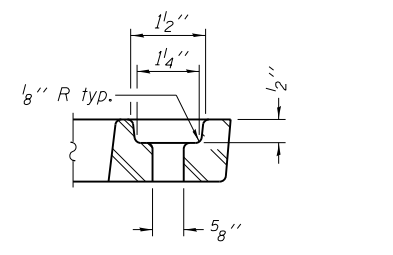
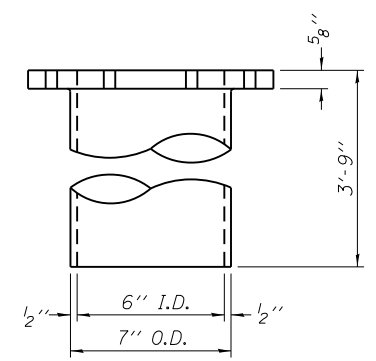
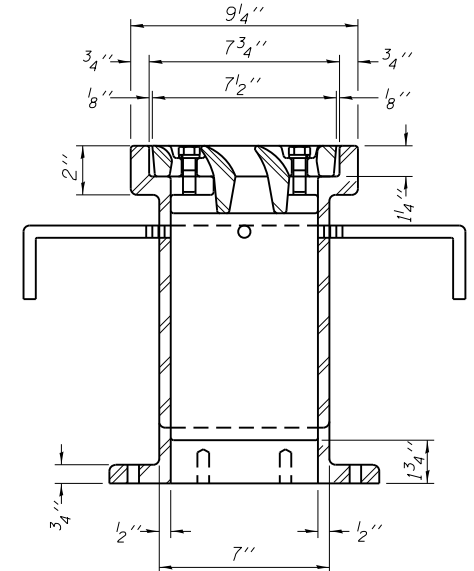
SHEET NO. 29 OF 46 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	124
STA. 206+61.04		CONTRACT NO. 76E62		
ILLINOIS FED. AID PROJECT				

**Notes:**  
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.  
 Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.  
 Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.  
 As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.  
 Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.  
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.  
 Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-12.  
 Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



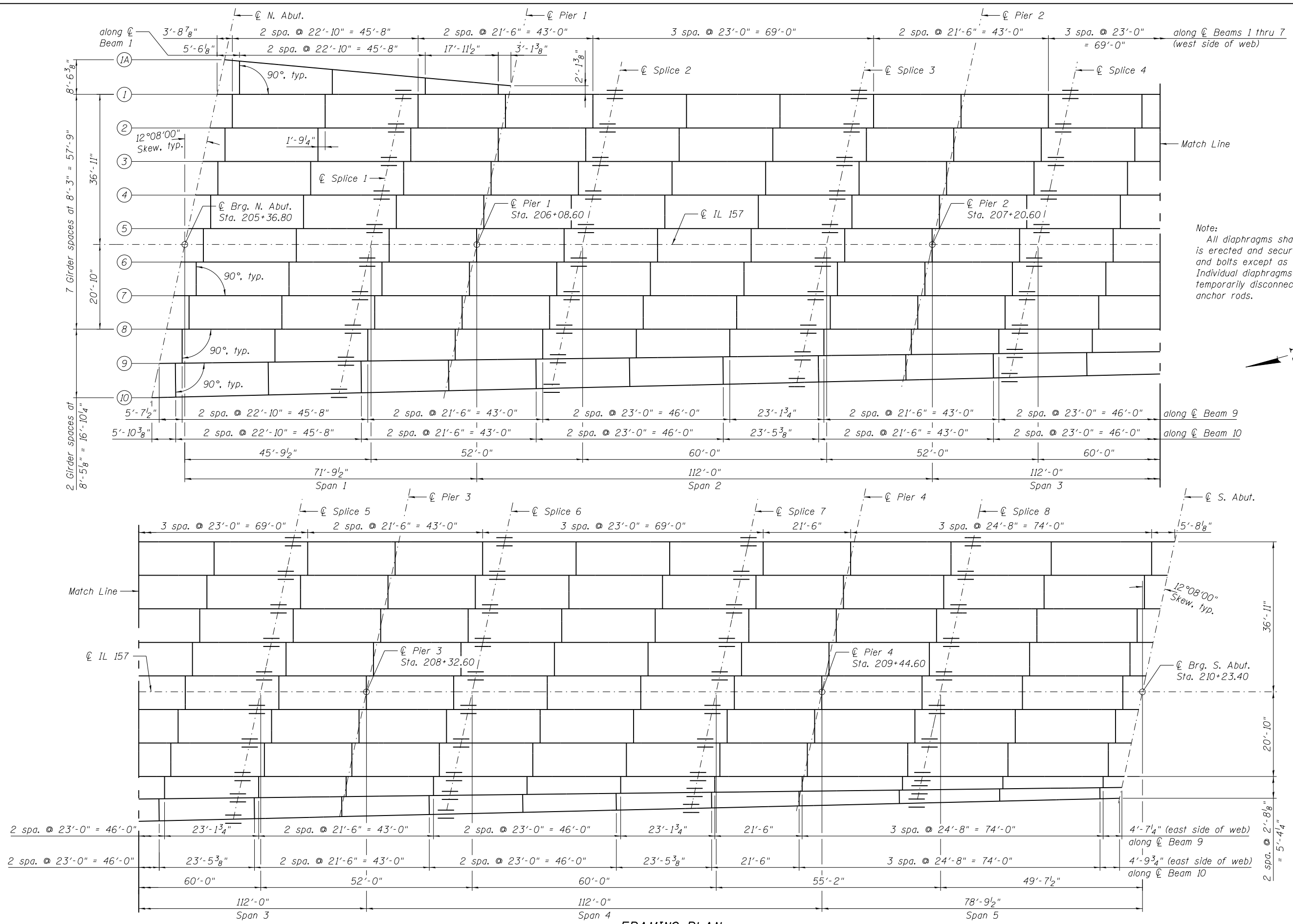
See "Superstructure" sheets for scupper location relative to parapet.



Drill and tap 8 holes for 1/2"-13 bolts on a 9 1/2" φ bolt circle. (2 blind holes are 1/4" deep, 6 thru holes)

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-12	Each	16



FRAMING PLAN



USER NAME =	DESIGNED - RPW	REVISED -
FILE NAME =	CHECKED - JS	REVISED -
PLOT SCALE =	DRAWN - AJF	REVISED -
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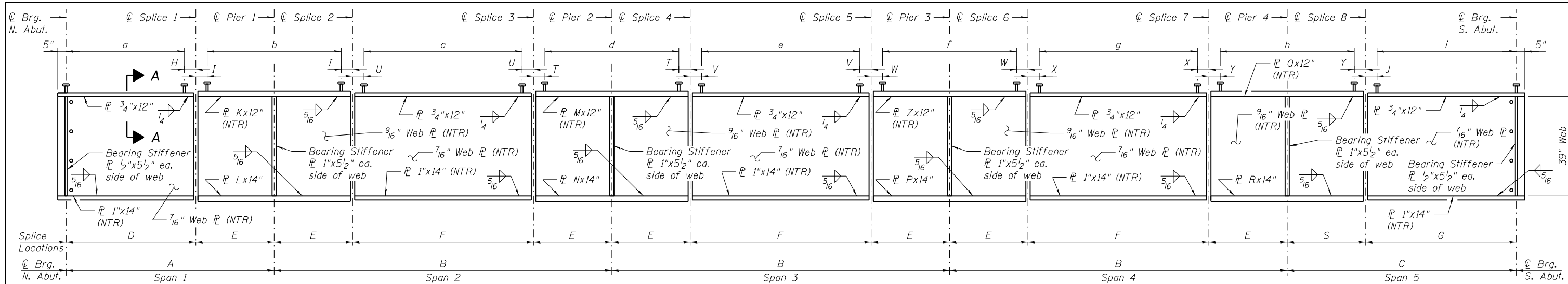
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN  
STRUCTURE NO. 082-0399

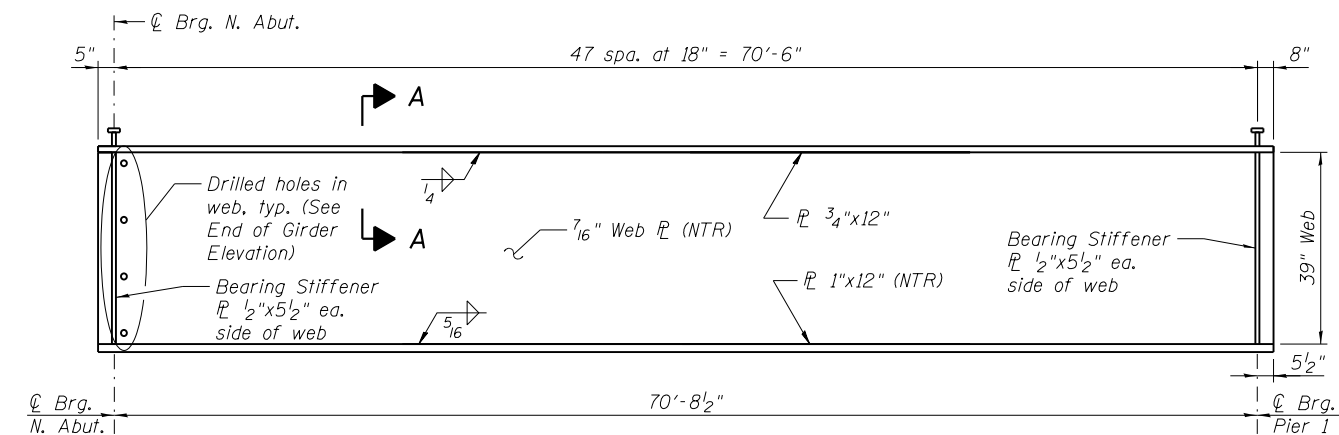
SHEET NO. 30 OF 46 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	125
CONTRACT NO. 76E62				

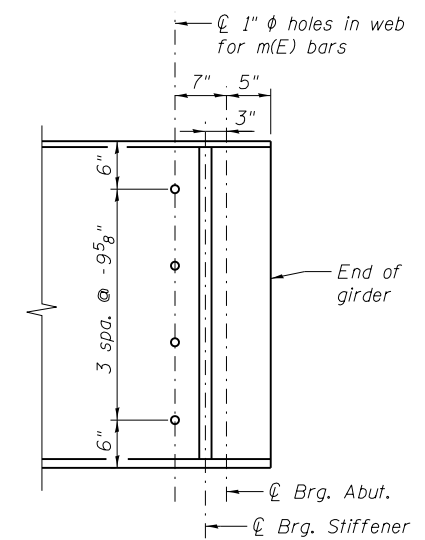
ILLINOIS FED. AID PROJECT



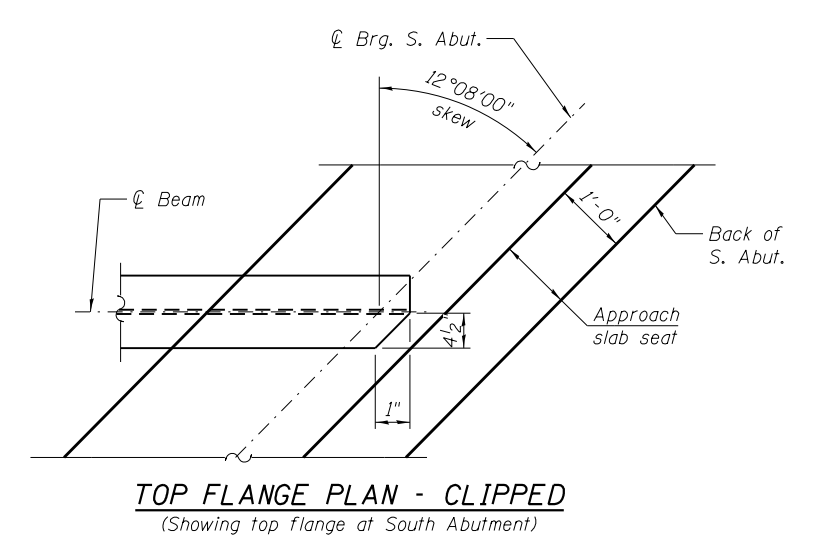
GIRDER ELEVATION 1 THRU 10



GIRDER ELEVATION 1A



END OF GIRDER ELEVATION (At Abutments)



TOP FLANGE PLAN - CLIPPED (Showing top Flange at South Abutment)

GIRDER DIMENSIONS TABLE

Girders	A	B	C	D	E	F	G	H	I	J	K	L	M	N	P	Q	R	S	T	U	V	W	X	Y	Z
1 thru 8	71'-9 1/2"	112'-0"	78'-9 1/2"	45'-9 1/2"	26'-0"	60'-0"	49'-7 1/2"	2'-0 1/2"	1'-10"	2'-4 1/2"	1 3/4"	2 1/4"	2 1/4"	2 1/2"	2 1/2"	1 3/4"	2 1/4"	29'-2"	2'-2"	2'-1"	2'-1"	2'-2"	2'-1"	2'-0"	2 1/4"
9	71'-11 3/4"	112'-3 1/2"	79'-0"	45'-11"	26'-0 3/4"	60'-2"	49'-9 1/8"	2'-2"	1'-10 3/4"	2'-1 1/8"	1 1/2"	2"	1 3/4"	2"	2"	1 1/2"	1 1/2"	29'-2 7/8"	2'-0 3/4"	2'-1 1/2"	2'-1"	2'-2 3/4"	2'-1"	1'-11 3/4"	1 1/2"
10	72'-2 7/8"	112'-7 1/4"	79'-2 5/8"	46'-0 1/2"	26'-1 5/8"	60'-4"	49'-10 3/4"	2'-0 1/2"	2'-1 5/8"	1'-10 3/4"	1 1/2"	2"	1 3/4"	2"	2"	1 1/2"	1 1/2"	29'-3 7/8"	2'-4 5/8"	2'-0"	2'-0 1/2"	2'-4 5/8"	2'-0 1/2"	2'-1 1/4"	1 1/2"

SHEAR STUD SPACING TABLE

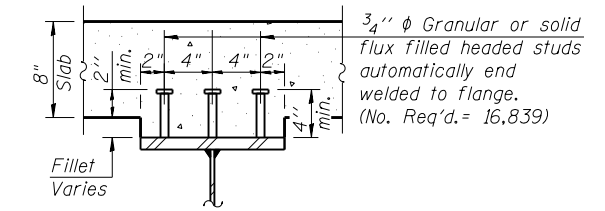
Girders	a	b	c	d	e	f	g	h	i
1 thru 8	75 spa. @ 7" = 43'-9"	58 spa. @ 10" = 48'-4"	67 spa. @ 10" = 55'-10"	52 spa. @ 11" = 47'-8"	67 spa. @ 10" = 55'-10"	52 spa. @ 11" = 47'-8"	67 spa. @ 10" = 55'-10"	59 spa. @ 10" = 49'-2"	81 spa. @ 7" = 47'-3"
9	75 spa. @ 7" = 43'-9"	58 spa. @ 10" = 48'-4"	61 spa. @ 11" = 55'-11"	48 spa. @ 12" = 48'-0"	56 spa. @ 12" = 56'-0"	44 spa. @ 13" = 47'-8"	48 spa. @ 14" = 56'-0"	44 spa. @ 14" = 51'-4"	44 spa. @ 13" = 47'-8"
10	66 spa. @ 8" = 44'-0"	48 spa. @ 12" = 48'-0"	52 spa. @ 13" = 56'-4"	38 spa. @ 15" = 47'-6"	45 spa. @ 15" = 56'-3"	38 spa. @ 15" = 47'-6"	45 spa. @ 15" = 56'-3"	41 spa. @ 15" = 51'-3"	48 spa. @ 12" = 48'-0"

TOP OF WEB ELEVATIONS

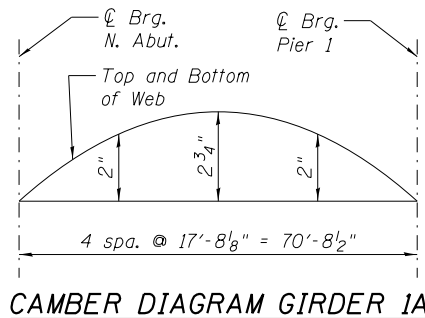
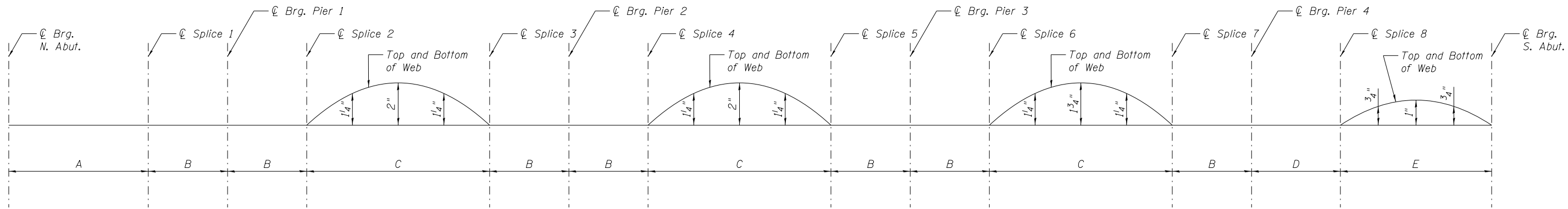
(For Fabrication Only. Theoretical Elevations Before Dead Load Deflection)

Location	Girder 1A	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7	Girder 8	Girder 9	Girder 10
℄ Brg. N. Abut.	466.51	466.62	466.71	466.81	466.90	467.00	466.96	466.81	466.66	466.50	466.34
℄ Splice 1	-	467.04	467.15	467.26	467.37	467.47	467.45	467.30	467.17	467.05	466.92
℄ Pier 1	467.33	467.23	467.35	467.46	467.57	467.69	467.67	467.53	467.40	467.29	467.17
℄ Splice 2	-	467.42	467.55	467.66	467.78	467.91	467.90	467.76	467.64	467.53	467.42
℄ Splice 3	-	467.24	467.37	467.51	467.64	467.78	467.77	467.67	467.55	467.49	467.40
℄ Pier 2	-	466.95	467.10	467.24	467.38	467.52	467.52	467.42	467.31	467.26	467.18
℄ Splice 4	-	466.66	466.84	466.97	467.13	467.27	467.27	467.18	467.08	467.03	466.97
℄ Splice 5	-	465.66	465.82	465.99	466.15	466.30	466.34	466.25	466.15	466.15	466.09
℄ Pier 3	-	465.01	465.18	465.35	465.52	465.68	465.72	465.64	465.55	465.55	465.50
℄ Splice 6	-	464.37	464.55	464.72	464.89	465.07	465.11	465.03	464.95	464.95	464.92
℄ Splice 7	-	462.48	462.67	462.86	463.05	463.23	463.29	463.23	463.17	463.17	463.13
℄ Pier 4	-	461.41	461.61	461.80	462.00	462.19	462.25	462.20	462.14	462.14	462.11
℄ Splice 8	-	460.21	460.42	460.61	460.82	461.02	461.09	461.04	460.99	460.98	460.96
℄ Brg. S. Abut.	-	457.95	458.17	458.38	458.59	458.81	458.89	458.85	458.82	458.80	458.79

- Notes:
- All flange plates, web plates and bearing stiffeners shall be AASHTO M270 Grade 50 steel.
  - Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.



SECTION A-A



CAMBER DIAGRAM GIRDERS 1 THRU 10

CAMBER TABLE

Girders	A	B	C	D	E
1 thru 8	45'-9 1/2"	26'-0"	4 spa. @ 15'-0" = 60'-0"	29'-2"	4 spa. @ 12'-4 7/8" = 49'-7 1/2"
9	45'-11"	26'-0 3/4"	4 spa. @ 15'-0 1/2" = 60'-2"	29'-2 7/8"	4 spa. @ 12'-5 1/4" = 49'-9 1/8"
10	46'-0 1/2"	26'-1 5/8"	4 spa. @ 15'-1" = 60'-4"	29'-3 7/8"	4 spa. @ 12'-5 5/8" = 49'-10 3/4"

SPLICE TABLE GIRDERS 1 THRU 8

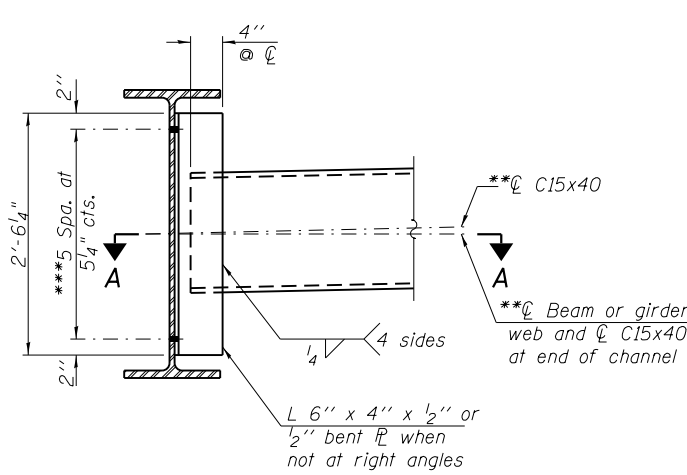
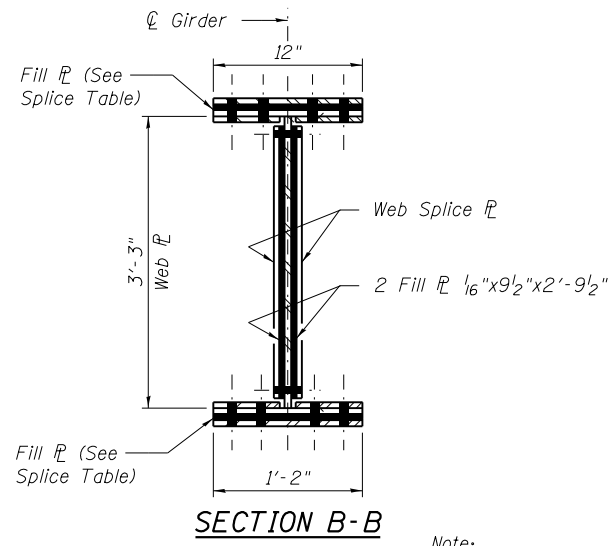
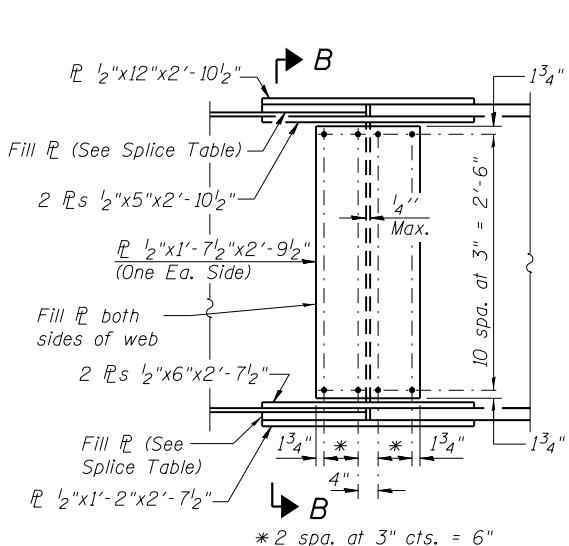
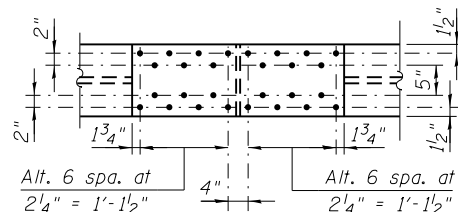
Splice Location	Top Flange Fill $\bar{P}$	Bottom Flange Fill $\bar{P}$
Field Splice 1	$\bar{P}$ 1"x12"x1'-5 3/8"	$\bar{P}$ 1 1/4"x1'-2"x1'-3 5/8"
Field Splice 2	$\bar{P}$ 1"x12"x1'-5 3/8"	$\bar{P}$ 1 1/4"x1'-2"x1'-3 5/8"
Field Splice 3	$\bar{P}$ 1 1/2"x12"x1'-5 3/8"	$\bar{P}$ 1 1/2"x1'-2"x1'-3 5/8"
Field Splice 4	$\bar{P}$ 1 1/2"x12"x1'-5 3/8"	$\bar{P}$ 1 1/2"x1'-2"x1'-3 5/8"
Field Splice 5	$\bar{P}$ 1 1/2"x12"x1'-5 3/8"	$\bar{P}$ 1 1/2"x1'-2"x1'-3 5/8"
Field Splice 6	$\bar{P}$ 1 1/2"x12"x1'-5 3/8"	$\bar{P}$ 1 1/2"x1'-2"x1'-3 5/8"
Field Splice 7	$\bar{P}$ 1"x12"x1'-5 3/8"	$\bar{P}$ 1 1/4"x1'-2"x1'-3 5/8"
Field Splice 8	$\bar{P}$ 1"x12"x1'-5 3/8"	$\bar{P}$ 1 1/4"x1'-2"x1'-3 5/8"

SPLICE TABLE GIRDER 9

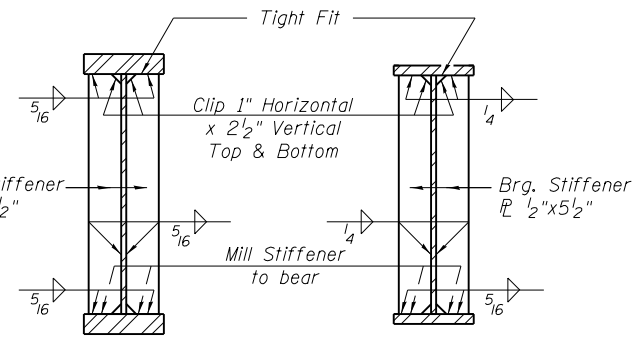
Splice Location	Top Flange Fill $\bar{P}$	Bottom Flange Fill $\bar{P}$
Field Splice 1	$\bar{P}$ 3/4"x12"x1'-5 3/8"	$\bar{P}$ 1"x1'-2"x1'-3 5/8"
Field Splice 2	$\bar{P}$ 3/4"x12"x1'-5 3/8"	$\bar{P}$ 1"x1'-2"x1'-3 5/8"
Field Splice 3	$\bar{P}$ 1"x12"x1'-5 3/8"	$\bar{P}$ 1"x1'-2"x1'-3 5/8"
Field Splice 4	$\bar{P}$ 1"x12"x1'-5 3/8"	$\bar{P}$ 1"x1'-2"x1'-3 5/8"
Field Splice 5	$\bar{P}$ 3/4"x12"x1'-5 3/8"	$\bar{P}$ 3/4"x1'-2"x1'-3 5/8"
Field Splice 6	$\bar{P}$ 3/4"x12"x1'-5 3/8"	$\bar{P}$ 3/4"x1'-2"x1'-3 5/8"
Field Splice 7	$\bar{P}$ 1/4"x12"x1'-5 3/8"	$\bar{P}$ 1/2"x1'-2"x1'-3 5/8"
Field Splice 8	$\bar{P}$ 1/4"x12"x1'-5 3/8"	$\bar{P}$ 1/2"x1'-2"x1'-3 5/8"

SPLICE TABLE GIRDER 10

Splice Location	Top Flange Fill $\bar{P}$	Bottom Flange Fill $\bar{P}$
Field Splice 1	$\bar{P}$ 3/4"x12"x1'-5 3/8"	$\bar{P}$ 1"x1'-2"x1'-3 5/8"
Field Splice 2	$\bar{P}$ 3/4"x12"x1'-5 3/8"	$\bar{P}$ 1"x1'-2"x1'-3 5/8"
Field Splice 3	$\bar{P}$ 1"x12"x1'-5 3/8"	$\bar{P}$ 1"x1'-2"x1'-3 5/8"
Field Splice 4	$\bar{P}$ 1"x12"x1'-5 3/8"	$\bar{P}$ 1"x1'-2"x1'-3 5/8"
Field Splice 5	$\bar{P}$ 3/4"x12"x1'-5 3/8"	$\bar{P}$ 1"x1'-2"x1'-3 5/8"
Field Splice 6	$\bar{P}$ 3/4"x12"x1'-5 3/8"	$\bar{P}$ 1"x1'-2"x1'-3 5/8"
Field Splice 7	$\bar{P}$ 3/4"x12"x1'-5 3/8"	$\bar{P}$ 1/2"x1'-2"x1'-3 5/8"
Field Splice 8	$\bar{P}$ 3/4"x12"x1'-5 3/8"	$\bar{P}$ 1/2"x1'-2"x1'-3 5/8"

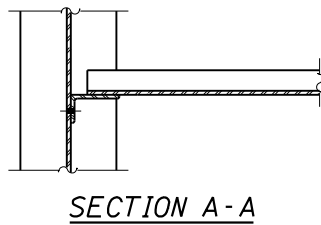


DIAPHRAGM



SECTION AT PIER

SECTION AT ABUTMENT



SECTION A-A

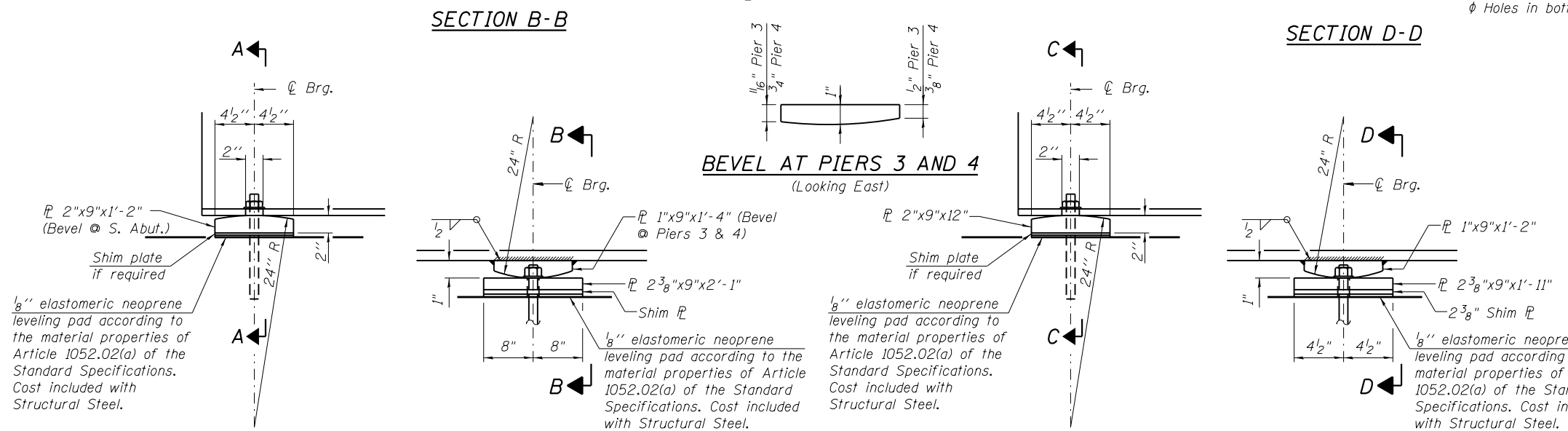
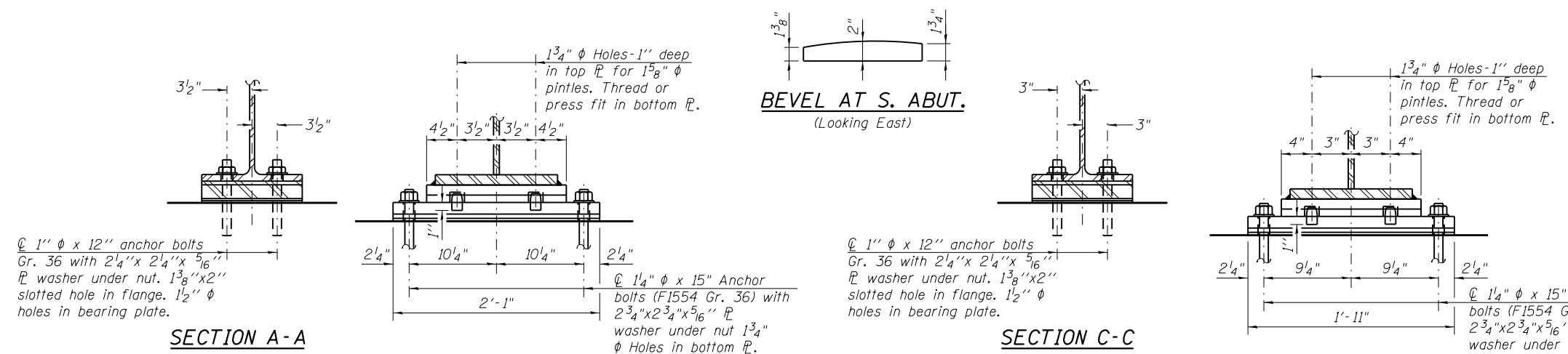
FIELD SPLICE DETAIL

7/8"  $\phi$  H.S. Bolts in 1 5/16"  $\phi$  holes shall be used in field splices.

Note:  
 Two hardened washers required for each set of oversized holes in diaphragm connection.  
 \*\* C15x50 are permitted to facilitate material acquisition.  
 Calculated weight of structural steel is based on the lighter section.  
 The alternate, if utilized, shall be provided at no additional cost to the Department.  
 \*\*\* 3/4"  $\phi$  HS bolts, 1 5/16"  $\phi$  holes.  
 All splice plates shall be AASHTO M270 Grade 50 steel.  
 Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.  
 All splice plates except fill plates shall be NTR.

USER NAME =	DESIGNED -	REVISOR -
FILE NAME =	CHECKED - JS	REVISOR -
PLOT SCALE =	DRAWN - AJF	REVISOR -
PLOT DATE =	CHECKED - JS	REVISOR -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	127
CONTRACT NO. 76E62				



**FIXED BEARING GIRDERS 1 THRU 10**  
**FIXED BEARING GIRDER 1A**

$I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$  (Total-Strength I, and Service II) due to non-composite dead loads (in.<sup>4</sup> and in.<sup>3</sup>).

$I_c(n), S_c(n)$ : Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing  $f_s$  (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.<sup>4</sup> and in.<sup>3</sup>).

$I_c(3n), S_c(3n)$ : Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing  $f_s$  (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.<sup>4</sup> and in.<sup>3</sup>).

$I_c(cr), S_c(cr)$ : Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing  $f_s$  (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.<sup>4</sup> and in.<sup>3</sup>).

DC1: Un-factored non-composite dead load (kips/ft.).

MDC1: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

$M_L + IM$ : Un-factored live load moment plus dynamic load allowance (kip-ft.).

$M_u$  (Strength I): Factored design moment (kip-ft.).  
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_L + IM$

$\phi_r M_n$ : Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).

$f_s$  DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).  
 $M_{DC1} / S_{nc}$

$f_s$  DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).  
 $M_{DC2} / S_c(3n)$  or  $M_{DC2} / S_c(cr)$  as applicable.

$f_s$  DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).  
 $M_{DW} / S_c(3n)$  or  $M_{DW} / S_c(cr)$  as applicable.

$f_s (L+IM)$ : Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).  
 $M_L + IM / S_c(n)$  or  $M_L + IM / cS$  (cr) as applicable.

$f_s$  (Service II): Sum of stresses as computed below (ksi).  
 $f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s (L + IM)$

$0.95 R_n F_y f$ : Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

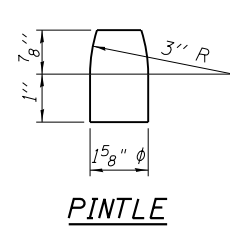
$f_s$  (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).  
 $1.25 (f_{sDC1} + f_{sDC2}) + 1.5 f_{sDW} + 1.75 f_s (L + IM)$

$\phi_r F_n$ : Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

$V_f$ : Maximum factored shear range in span computed according to Article 6.10.10.

INTERIOR GIRDER MOMENT TABLE										
	.4 Span 1	Pier 1	.5 Span 2	Pier 2	.5 Span 3	Pier 3	.5 Span 4	Pier 4	.6 Span 5	
$I_s$ (in <sup>4</sup> )	11064	24256	11064	29024	11064	29024	11064	24256	11064	
$I_c(n)$ (in <sup>4</sup> )	33520	-	33520	-	33520	-	33520	-	33520	
$I_c(3n)$ (in <sup>4</sup> )	25115	-	25115	-	25115	-	25115	-	25115	
$I_c(cr)$ (in <sup>4</sup> )	-	30583	-	35223	-	35223	-	30583	-	
$S_s$ (in <sup>3</sup> )	616	1001	616	1221	616	1221	616	1001	616	
$S_c(n)$ (in <sup>3</sup> )	890	-	890	-	890	-	890	-	890	
$S_c(3n)$ (in <sup>3</sup> )	825	-	825	-	825	-	825	-	825	
$S_c(cr)$ (in <sup>3</sup> )	-	1432	-	1658	-	1658	-	1431	-	
DC1 (k/')	0.991	1.108	0.991	1.141	0.991	1.141	0.991	1.108	0.991	
MDC1 (k)	216	1051	440	1320	327	1290	423	1115	318	
DC2 (k/')	0.165	0.165	0.165	0.165	0.165	0.165	0.165	0.165	0.165	
MDC2 (k)	37	162	77	201	60	197	75	172	54	
DW (k/')	0.413	0.413	0.413	0.413	0.413	0.413	0.413	0.413	0.413	
MDW (k)	93	404	193	503	149	492	186	429	136	
$M_L + IM$ (k)	1006	1539	1146	1748	1176	1751	1159	1572	1110	
$M_u$ (Strength I) (k)	2218	4817	2942	5715	2765	5661	2930	5005	2613	
$\phi_r M_n$ (k)	4614	5401	4460	6185	4550	6187	4474	5399	4559	
$f_s$ DC1 (ksi)	4.3	12.6	8.6	13.0	6.4	12.7	8.3	13.4	6.3	
$f_s$ DC2 (ksi)	0.6	1.4	1.2	1.5	0.9	1.1	1.1	1.5	0.8	
$f_s$ DW (ksi)	1.4	3.4	2.9	3.7	2.2	3.6	2.8	3.6	2.0	
$f_s (L+IM)$ (ksi)	13.6	13.0	15.5	12.7	15.9	12.7	15.7	13.2	15.0	
$f_s$ (Service II) (ksi)	24.0	34.3	32.9	34.8	30.2	34.4	32.7	35.7	28.6	
$0.95 R_n F_y f$ (ksi)	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	
$f_s$ (Total)(Strength I) (ksi)	-	-	-	-	-	-	-	-	-	
$\phi_r F_n$ (ksi)	-	-	-	-	-	-	-	-	-	
$V_f$ (k)	30.4	30.9	23.0	31.5	22.8	33.7	23.0	34.1	31.0	

Notes:  
 Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.  
 Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.  
 Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.  
 Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.  
 All bearing plates shall be M270 Grade 50.  
 The anchor bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade anchor bolts will not be allowed.



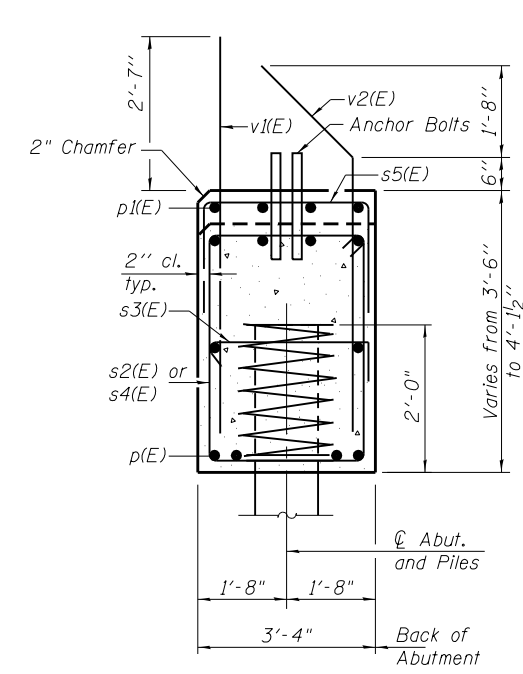
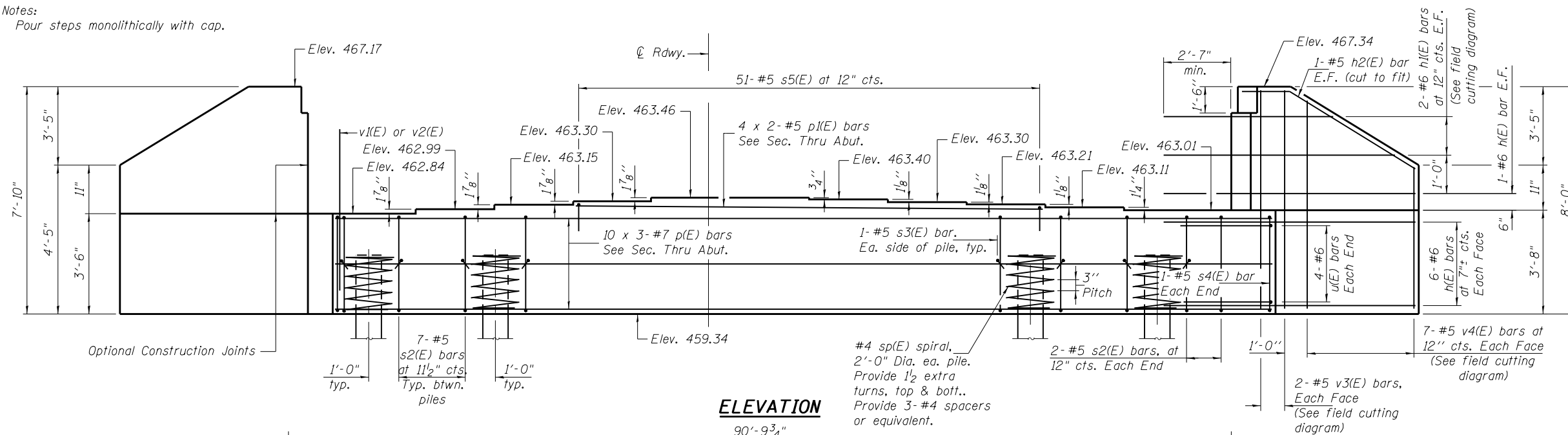
INTERIOR GIRDER REACTION TABLE						
	N. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	S. Abut.
$R_{DC1}$ (k)	23.0	110.4	123.4	122.1	114.4	27.1
$R_{DC2}$ (k)	3.7	17.1	18.9	18.7	17.7	4.4
$R_{DW}$ (k)	9.2	42.7	47.2	46.7	44.3	10.9
$R_L + IM$ (k)	89.5	164.4	177.8	177.9	167.5	91.8
$R_{Total}$ (k)	125.4	334.6	367.3	365.4	343.9	134.2

BILL OF MATERIAL		
Item	Unit	Total
Anchor Bolts, 1"	Each	42
Anchor Bolts, 1 1/4"	Each	82

SHIM PLATE TABLE	
Location	Thickness
N. Abut. Girder 5	3/8"
Pier 1 Girder 5	1/4"
Pier 2 Girder 6	1/8"
Pier 3 Girder 5	5/8"
Pier 3 Girder 6	1"
Pier 3 Girder 8	1/4"
Pier 3 Girder 9	5/8"
Pier 4 Girder 7	5/8"
Pier 4 Girder 9	3/4"
Pier 4 Girder 10	3/8"
S. Abut. Girder 7	3/4"
S. Abut. Girder 8	3/8"
S. Abut. Girder 9	1/8"

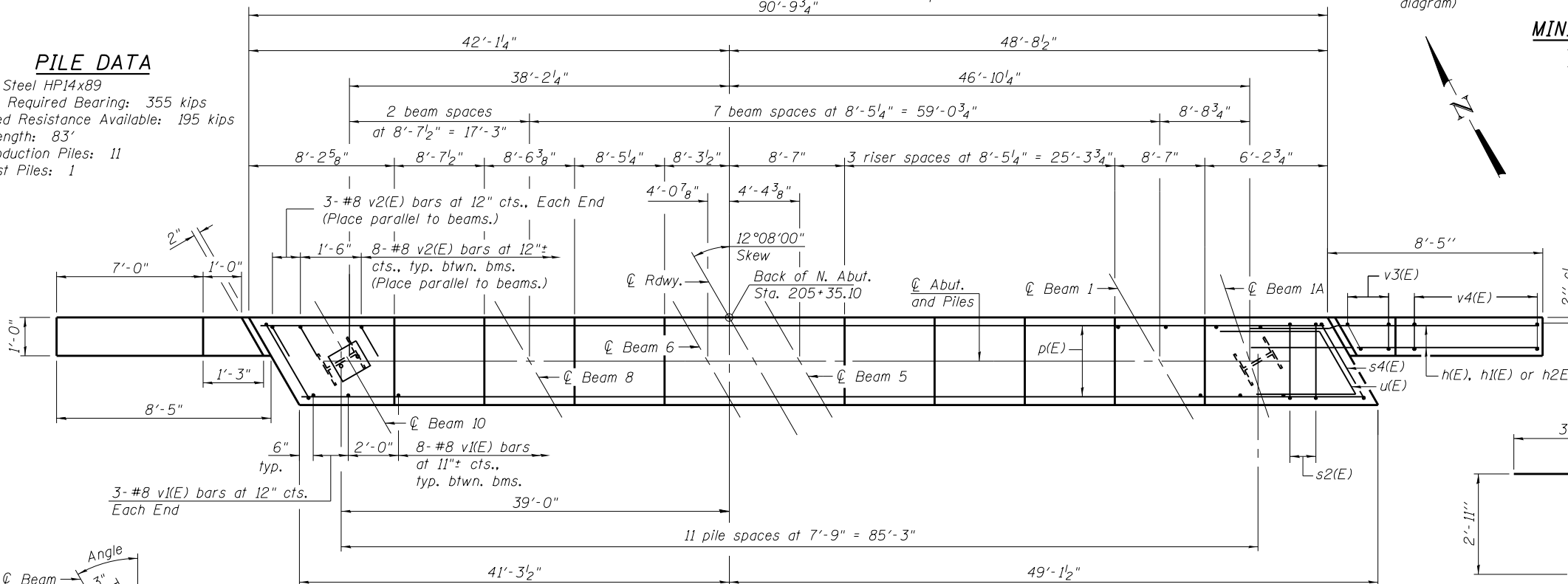


Notes:  
Pour steps monolithically with cap.



**PILE DATA**

Type: Steel HP14x89  
Nominal Required Bearing: 355 kips  
Factored Resistance Available: 195 kips  
Est. Length: 83'  
No. Production Piles: 11  
No. Test Piles: 1



**MINIMUM BAR LAP**  
#5 bar = 2'-7"  
#7 bar = 4'-2"

**SEC. THRU ABUT.**

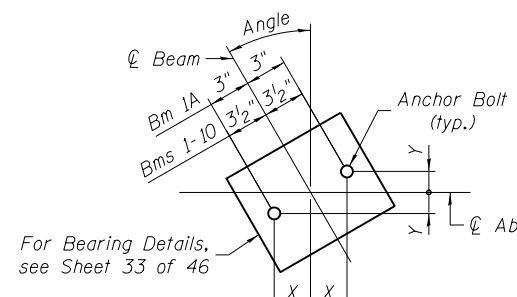
Dimensions at right angles to abutment.

**BILL OF MATERIAL**

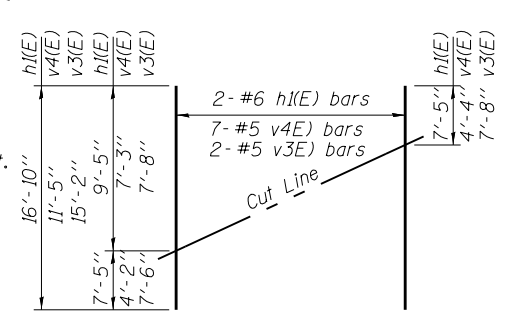
Bar	No.	Size	Length	Shape
h(E)	28	#6	10'-10"	—
h1(E)	4	#6	16'-10"	—
h2(E)	4	#5	8'-5"	—
p(E)	30	#7	32'-11"	—
p1(E)	8	#5	27'-3"	—
s2(E)	81	#5	13'-3"	□
s3(E)	24	#5	4'-0"	□
s4(E)	2	#5	13'-5"	□
s5(E)	51	#5	6'-0"	□
sp(E)	12	#4	2'-0"	WWW
u(E)	8	#6	10'-8"	—
v1(E)	86	#8	5'-11"	—
v2(E)	86	#8	6'-2"	—
v3(E)	4	#5	15'-2"	—
v4(E)	14	#5	11'-5"	—
Structure Excavation		Cu. Yd.	222	
Concrete Structures		Cu. Yd.	50.7	
Reinforcement Bars, Epoxy Coated		Pound	8050	
Furnishing Steel Piles, HP14x89		Foot	913	
Driving Piles, Steel HP14x89		Foot	913	
Test Pile, Steel HP14x89		Each	1	

\* Length is height of spiral.  
For details of piles see sheet 40 of 46.  
Bars indicated thus 4 x 2-#5 etc. indicates 4 lines of bars with 2 lengths per line.

FILE: J:\A\100\10227\1157\_S1\_Clar\_Ave\_Pn2\1-SN0820399\0820399-76E62-034-N.Abument.dgn  
SAVE DATE: 4/30/2015 5:05:25 PM



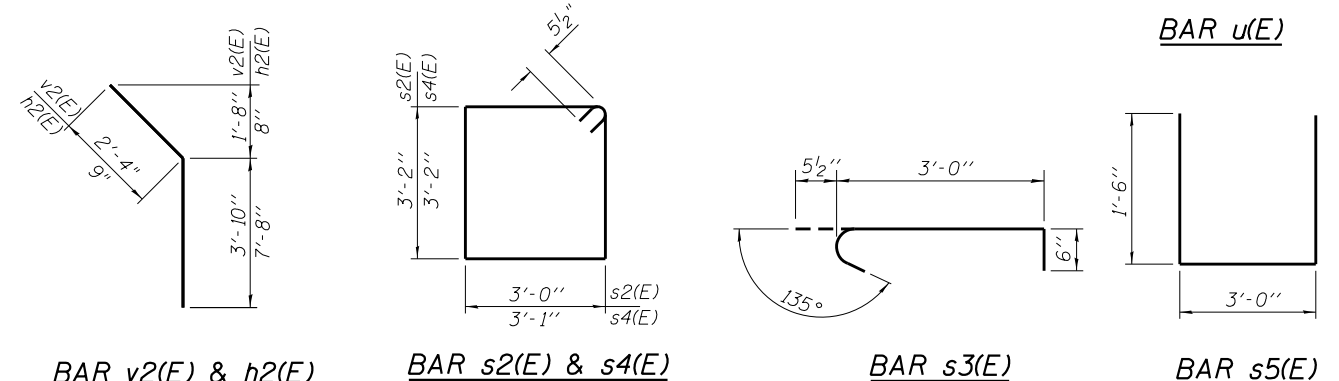
**ANCHOR BOLT LAYOUT**



**FIELD CUTTING DIAGRAM**

Order bars full length. Cut as shown and use remainder of bars in opposite wing.

**PLAN**



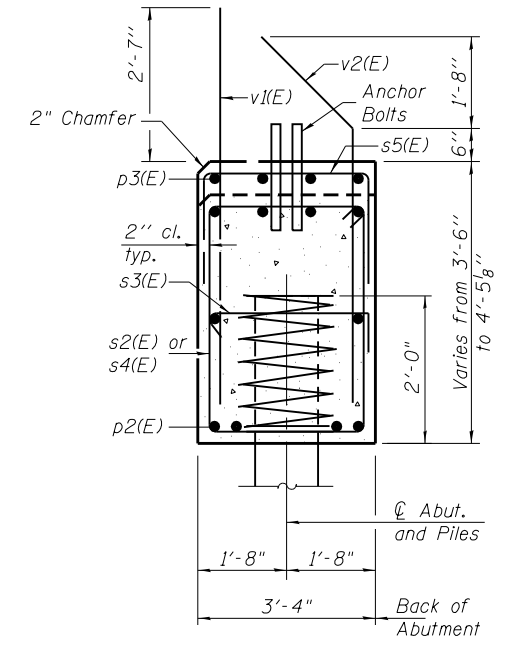
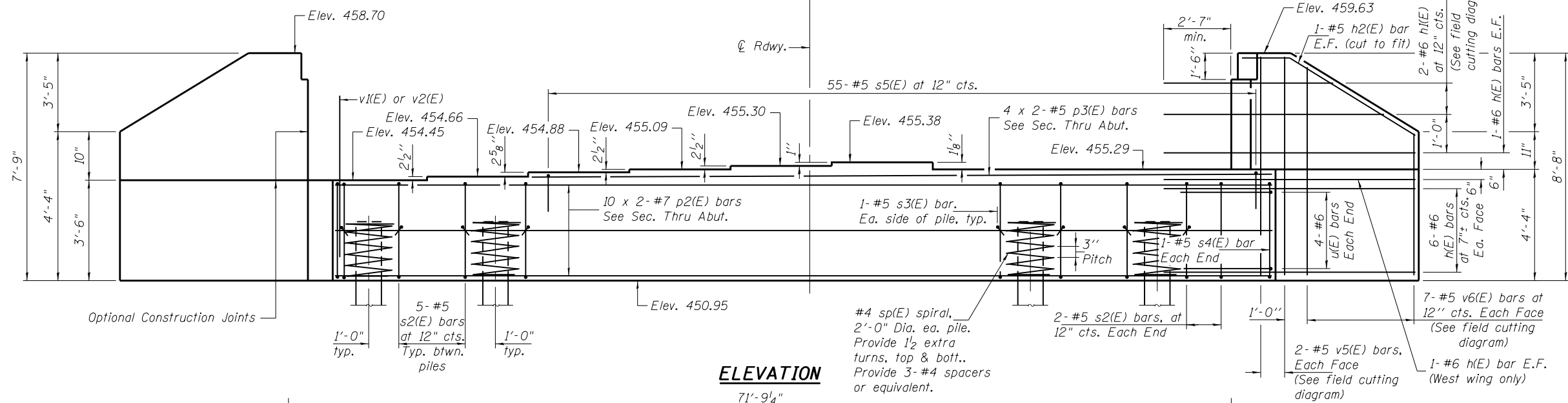
**BAR v2(E) & h2(E)**

**BAR s2(E) & s4(E)**

**BAR s3(E)**

**BAR s5(E)**

Notes:  
Pour steps monolithically with cap.



**PILE DATA**

Type: Steel HP14x89  
Nominal Required Bearing: 288 kips  
Factored Resistance Available: 158 kips  
Est. Length: 96'  
No. Production Piles: 11  
No. Test Piles: 1

**MINIMUM BAR LAP**  
#5 bar = 2'-7"  
#7 bar = 4'-2"

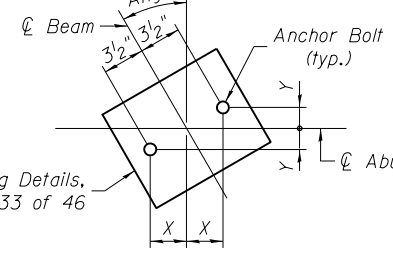
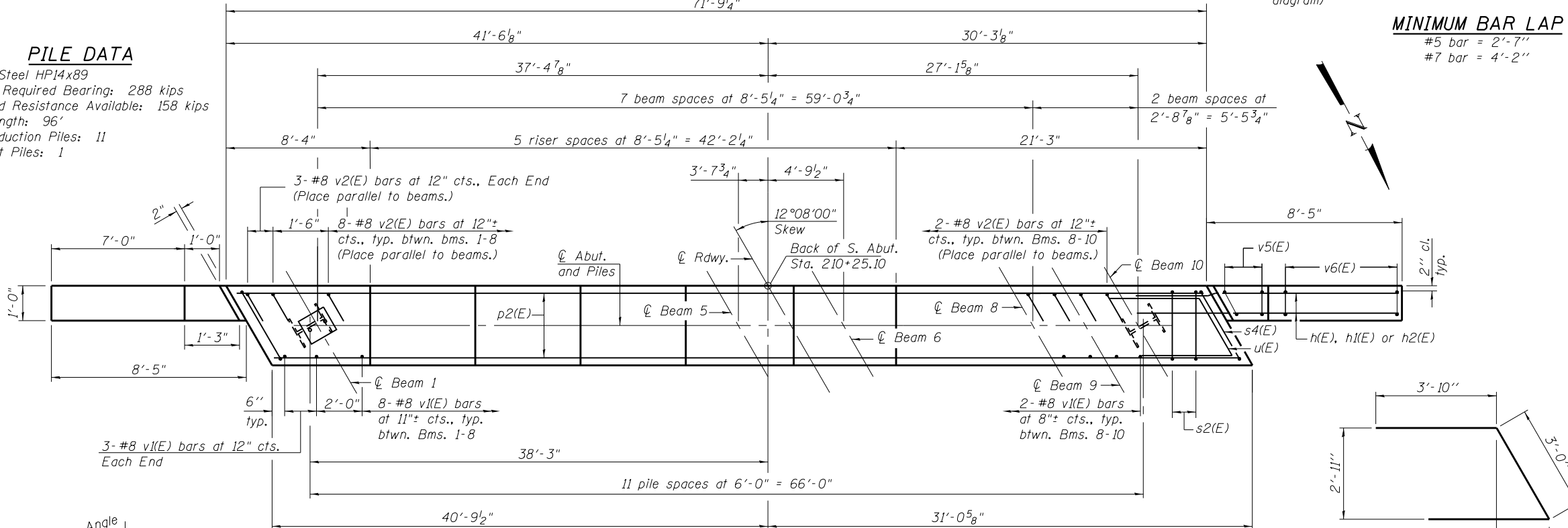
**SEC. THRU ABUT.**

Dimensions at right angles to abutment.

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	30	#6	10'-10"	
h1(E)	4	#6	16'-10"	
h2(E)	4	#5	8'-5"	
p2(E)	20	#7	37'-10"	
p3(E)	8	#5	29'-0"	
s2(E)	59	#5	13'-3"	
s3(E)	24	#5	4'-0"	
s4(E)	2	#5	13'-5"	
s5(E)	55	#5	6'-0"	
sp(E)	12	#4	2'-0"	W
u(E)	8	#6	10'-8"	
v1(E)	66	#8	5'-11"	
v2(E)	66	#8	6'-2"	
v5(E)	4	#5	15'-10"	
v6(E)	14	#5	12'-1"	
Structure Excavation		Cu. Yd.	138	
Concrete Structures		Cu. Yd.	37.8	
Reinforcement Bars, Epoxy Coated		Pound	6710	
Furnishing Steel Piles, HP14x89		Foot	1056	
Driving Piles, Test Pile, Steel HP14x89		Each	1	

\* Length is height of spiral.  
For details of piles see sheet 40 of 46.  
Bars indicated thus 4 x 2-#5 etc. indicates 4 lines of bars with 2 lengths per line.

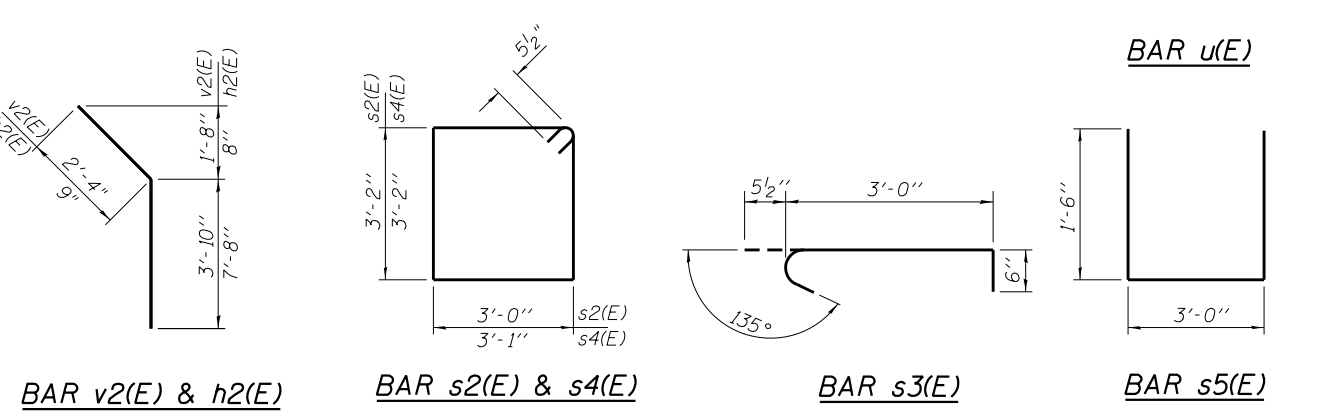


Beam	1-8	9	10
Angle	12.13°	12.81°	13.48°
X	3 3/8"	3 3/8"	3 3/8"
Y	3 3/4"	3 3/4"	7 7/8"

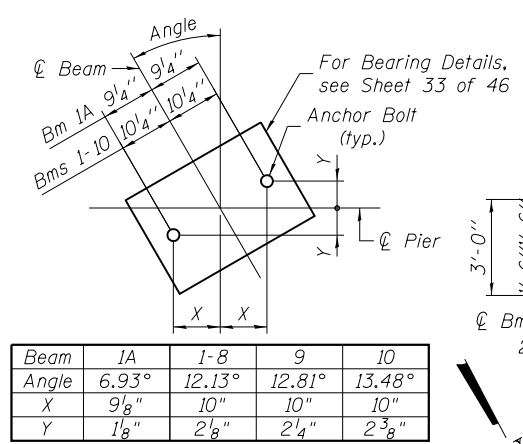
**FIELD CUTTING DIAGRAM**

Order bars full length. Cut as shown and use remainder of bars in opposite wing.

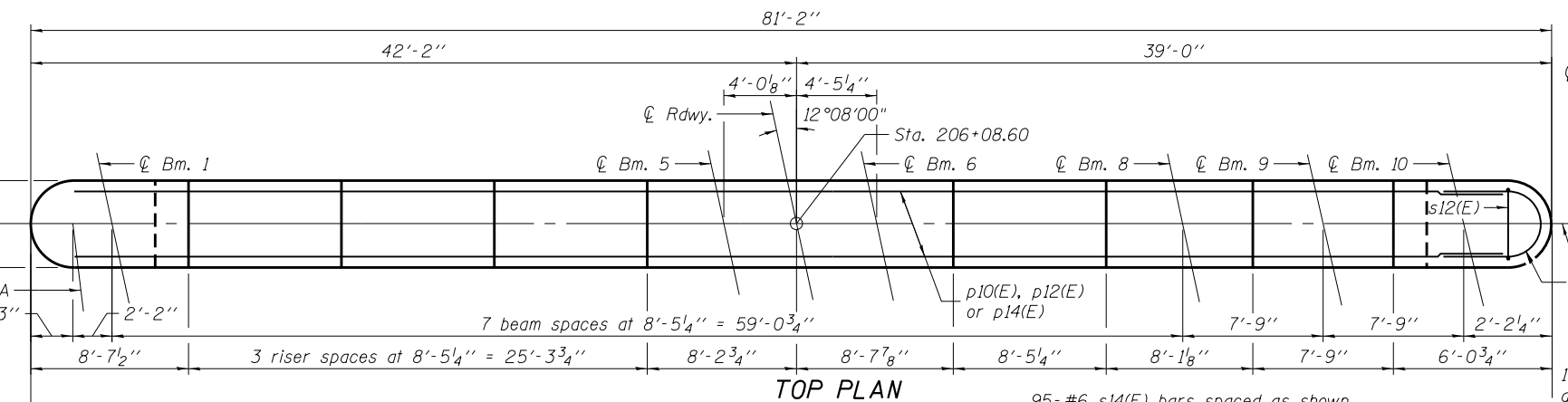
**PLAN**



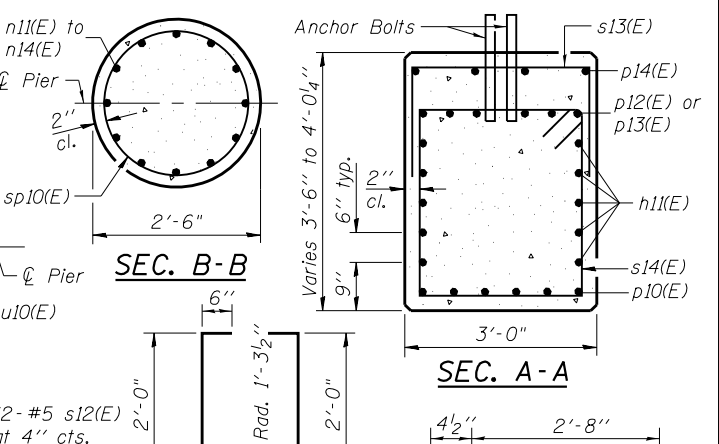
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SAVE DATE: 4/30/2015 5:35:50 PM



**ANCHOR BOLT LAYOUT**

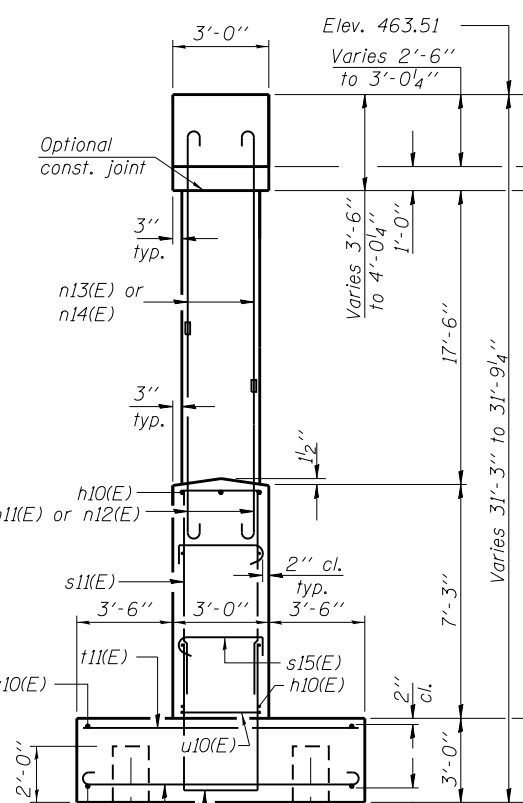


**TOP PLAN**

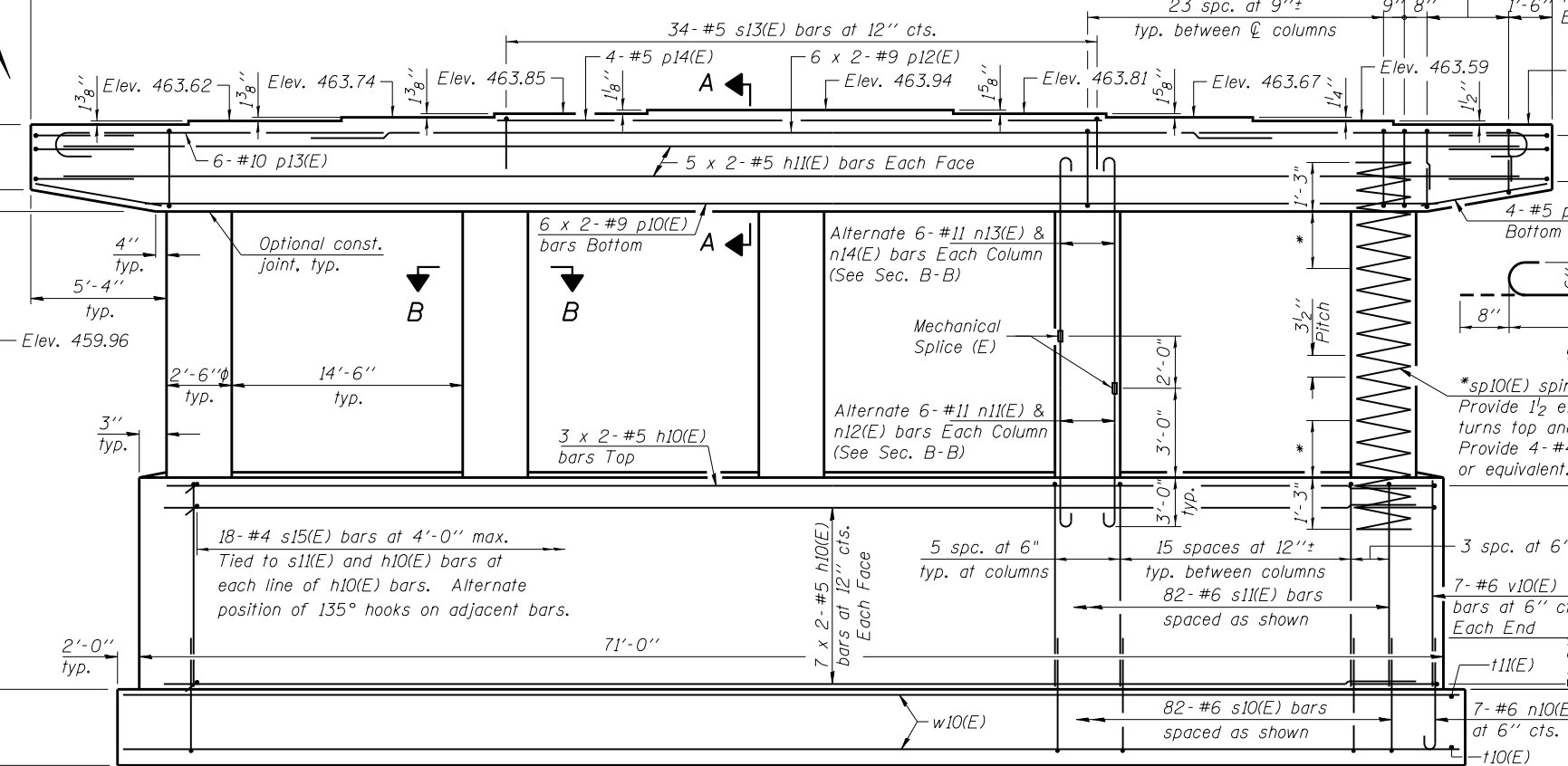


**SEC. B-B**

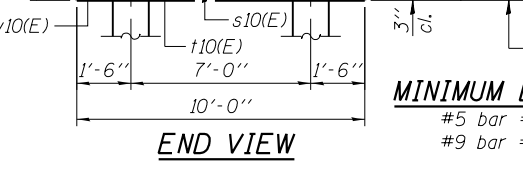
**SEC. A-A**



**END VIEW**



**ELEVATION**



**MINIMUM BAR LAP**

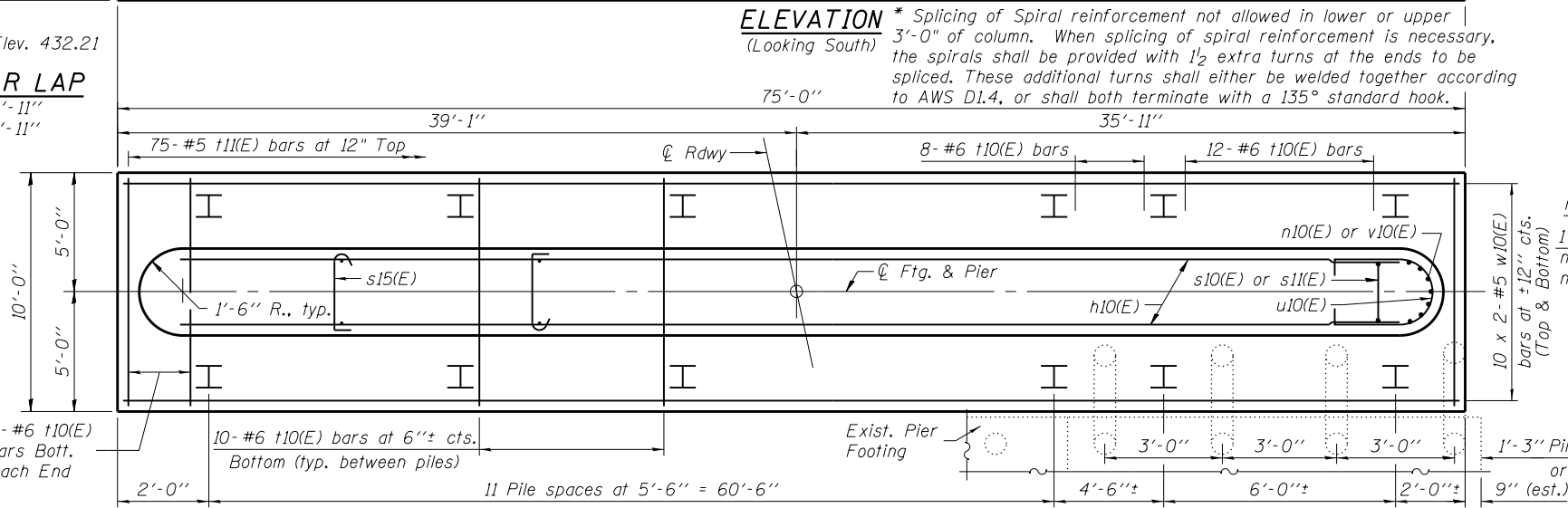
**PILE DATA**

Type: Steel HP12x53  
 Nominal Required Bearing: 402 kips  
 Factored Resistance Available: 221 kips  
 Est. Length: 91'  
 No. Production Piles: 28  
 No. Test Piles: none

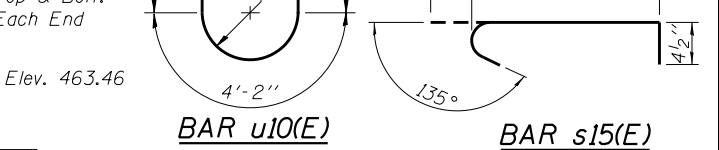
**A & B DIMENSIONS**

Bar	A	B
s10(E)	2'-6"	5'-11"
s11(E)	2'-6"	7'-0"
s12(E)	2'-8"	2'-6"
s13(E)	2'-8"	1'-6"

**BARS s10(E)-s13(E)**

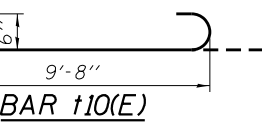


**FOOTING PLAN**



**BAR u10(E)**

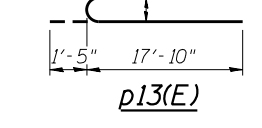
**BAR s15(E)**



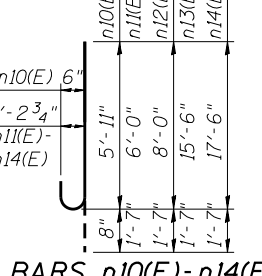
**BAR t10(E)**



**BAR s14(E)**



**BAR p13(E)**



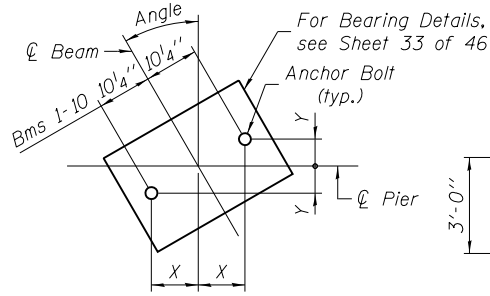
**BARS n10(E)-n14(E)**

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h10(E)	34	#5	35'-6"	—
h11(E)	20	#5	40'-7"	—
n10(E)	14	#6	6'-7"	U
n11(E)	30	#11	7'-7"	U
n12(E)	30	#11	9'-7"	U
n13(E)	30	#11	17'-1"	U
n14(E)	30	#11	19'-1"	U
p10(E)	12	#9	38'-7"	—
p11(E)	8	#5	5'-3"	—
p12(E)	12	#9	31'-5"	—
p13(E)	12	#10	19'-3"	—
p14(E)	4	#5	33'-5"	—
s10(E)	82	#6	14'-4"	U
s11(E)	82	#6	16'-6"	U
s12(E)	48	#5	7'-8"	U
s13(E)	34	#5	5'-8"	U
s14(E)	95	#6	13'-0"	U
s15(E)	144	#4	3'-5"	U
sp10(E)	5	#4	20'-0"	W
t10(E)	138	#6	11'-0"	U
t11(E)	75	#5	9'-8"	—
u10(E)	22	#5	9'-2"	U
v10(E)	14	#6	7'-0"	—
w10(E)	40	#5	38'-10"	—
Structure Excavation		Cu. Yd.	186	
Concrete Structures		Cu. Yd.	189.3	
Reinforcement Bars, Epoxy Coated		Pound	27950	
Furnishing Steel Piles, HP12x53		Foot	2548	
Driving Piles		Foot	2548	
Concrete Sealer		Sq Ft	2745	

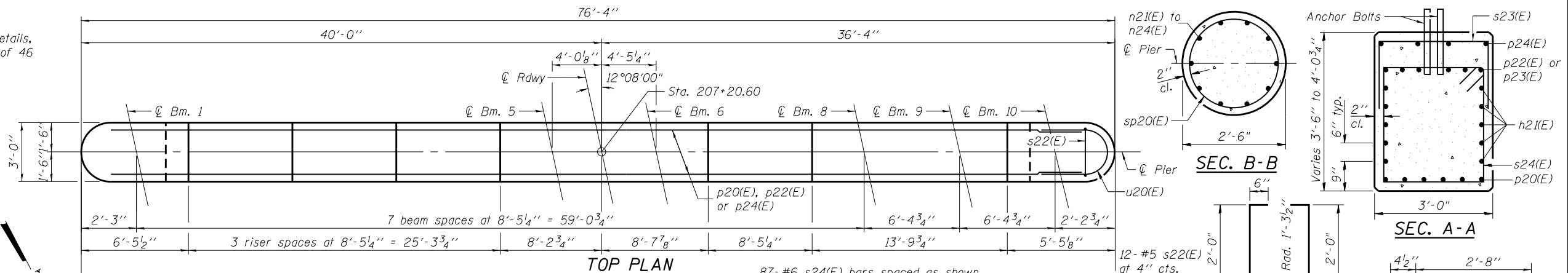
Notes:  
 \*\* Length is height of spiral.  
 Space reinforcement in cap to miss anchor bolts. Bars indicated thus 8 x 2 #5 etc. indicates 8 lines of bars with 2 lengths per line. Pour steps monolithically with cap. For details of piles, see sheet 40 of 46.

FILE: J:\\_DD\100227\_1157\_51\_Clar\_Ave\_Pier2\1-SN0820399-0820399-76E62-036-Piers.scdgn  
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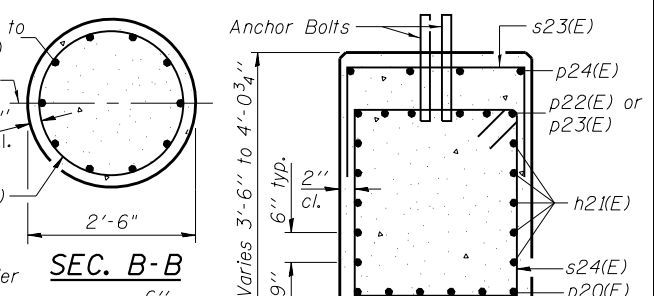


Beam	1-8	9	10
Angle	12.13°	12.81°	13.48°
X	10"	10"	10"
Y	2 1/8"	2 1/4"	2 3/8"

**ANCHOR BOLT LAYOUT**

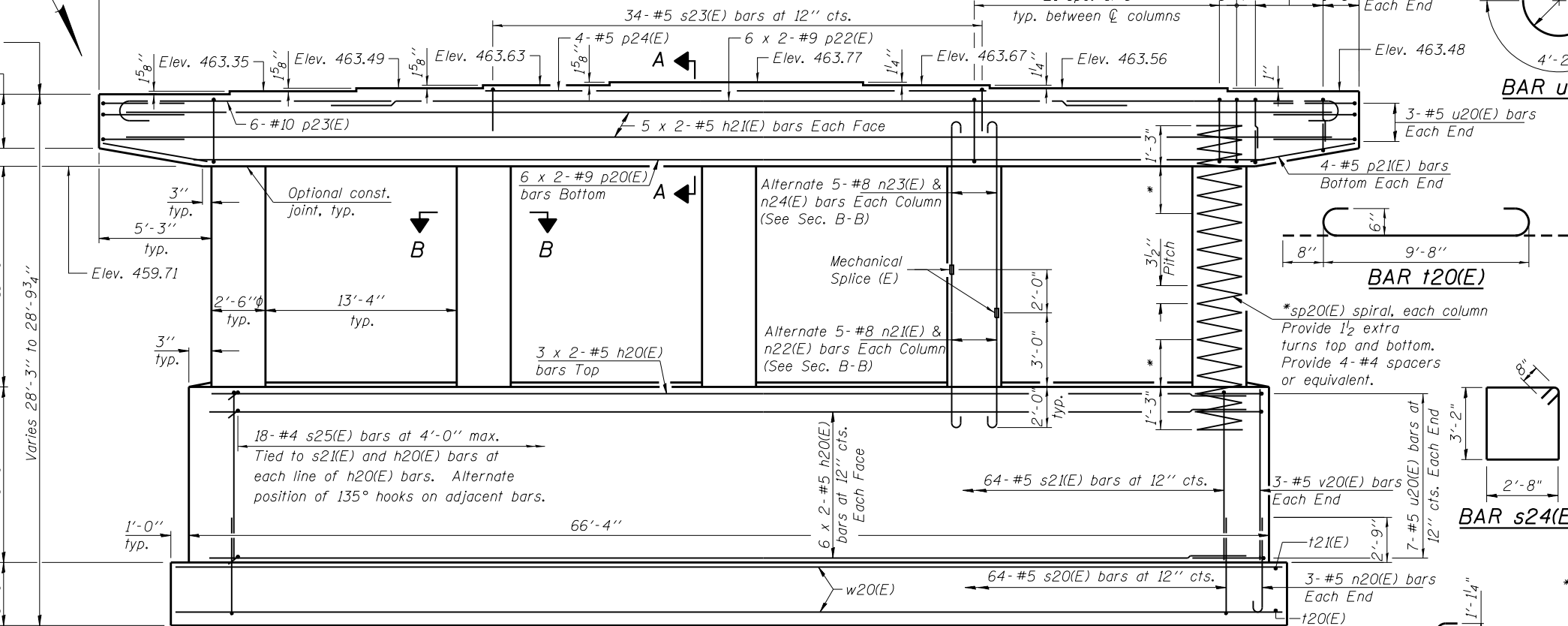


**TOP PLAN**



**SEC. B-B**

**SEC. A-A**



**ELEVATION**

\* Splicing of spiral reinforcement not allowed in lower or upper 3'-0" of column. When splicing of spiral reinforcement is necessary, the spirals shall be provided with 1/2 extra turns at the ends to be spliced. These additional turns shall either be welded together according to AWS D1.4, or shall both terminate with a 135° standard hook.

**BAR 120(E)**

**BAR s24(E)**

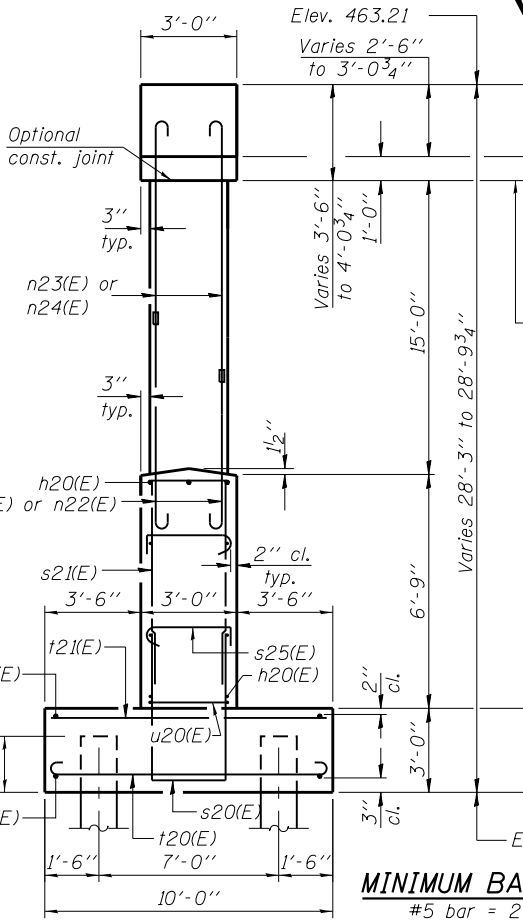
**p23(E)**

**BARS n20(E)-n24(E)**

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h20(E)	30	#5	33'-2"	—
h21(E)	20	#5	38'-2"	—
n20(E)	6	#5	6'-1"	U
n21(E)	25	#8	5'-11"	U
n22(E)	25	#8	7'-11"	U
n23(E)	25	#8	12'-11"	U
n24(E)	25	#8	14'-11"	U
p20(E)	12	#9	36'-2"	—
p21(E)	8	#5	5'-2"	—
p22(E)	12	#9	29'-8"	—
p23(E)	12	#10	18'-7"	—
p24(E)	4	#5	33'-5"	—
s20(E)	64	#5	13'-6"	U
s21(E)	64	#5	15'-6"	U
s22(E)	48	#5	7'-8"	U
s23(E)	34	#5	5'-8"	U
s24(E)	87	#6	13'-0"	U
s25(E)	126	#4	3'-5"	U
sp20(E)	5	#4	17'-6"	W
t20(E)	128	#6	11'-0"	U
t21(E)	68	#5	9'-8"	—
u20(E)	20	#5	9'-2"	U
v20(E)	6	#5	6'-6"	—
w20(E)	40	#5	35'-6"	—
Structure Excavation		Cu. Yd.	165	
Concrete Structures		Cu. Yd.	170.6	
Reinforcement Bars, Epoxy Coated		Pound	18910	
Furnishing Steel Piles, HP12x53		Foot	2210	
Driving Piles		Foot	2210	

Notes:  
 \*\* Length is height of spiral.  
 Space reinforcement in cap to miss anchor bolts. Bars indicated thus 8 x 2 #5 etc. indicates 8 lines of bars with 2 lengths per line. Pour steps monolithically with cap. For details of piles, see sheet 40 of 46.



**END VIEW**

**MINIMUM BAR LAP**

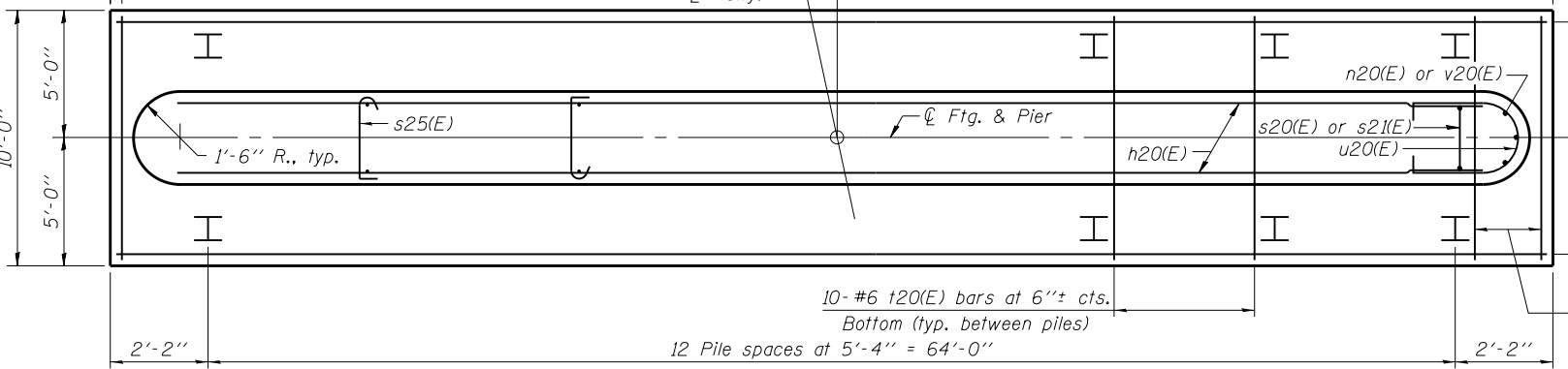
**PILE DATA**

Type: Steel HP12x53  
 Nominal Required Bearing: 389 kips  
 Factored Resistance Available: 214 kips  
 Est. Length: 85'  
 No. Production Piles: 26  
 No. Test Piles: none

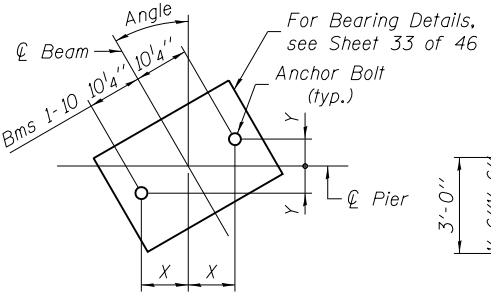
**A & B DIMENSIONS**

Bar	A	B
s20(E)	2'-6"	5'-6"
s21(E)	2'-6"	6'-6"
s22(E)	2'-8"	2'-6"
s23(E)	2'-8"	1'-6"

**BARS s20(E)-s23(E)**

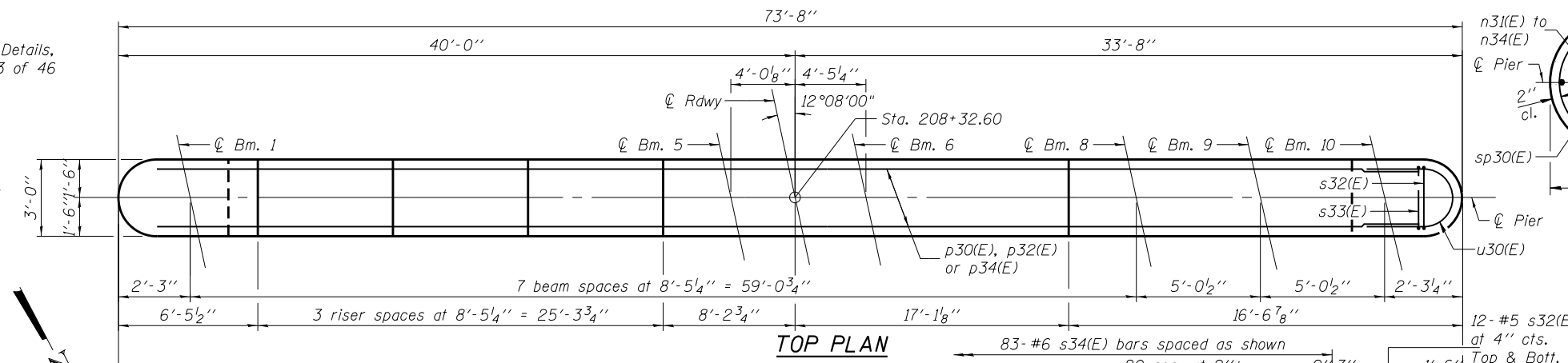


**FOOTING PLAN**

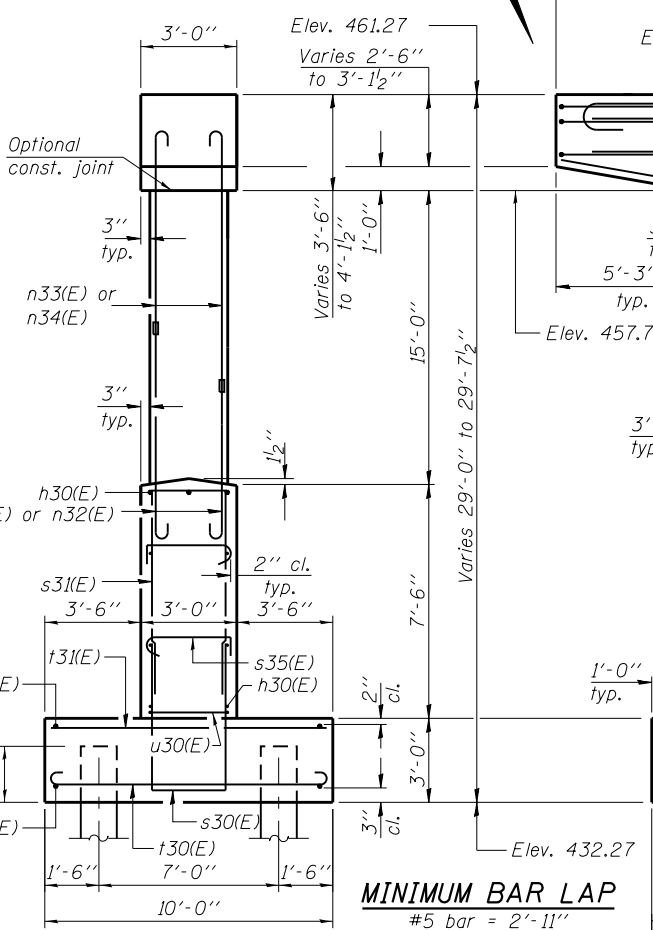


Beam	1-8	9	10
Angle	12.13°	12.81°	13.48°
X	10"	10"	10"
Y	2 1/8"	2 1/4"	2 3/8"

**ANCHOR BOLT LAYOUT**



**TOP PLAN**



**END VIEW**

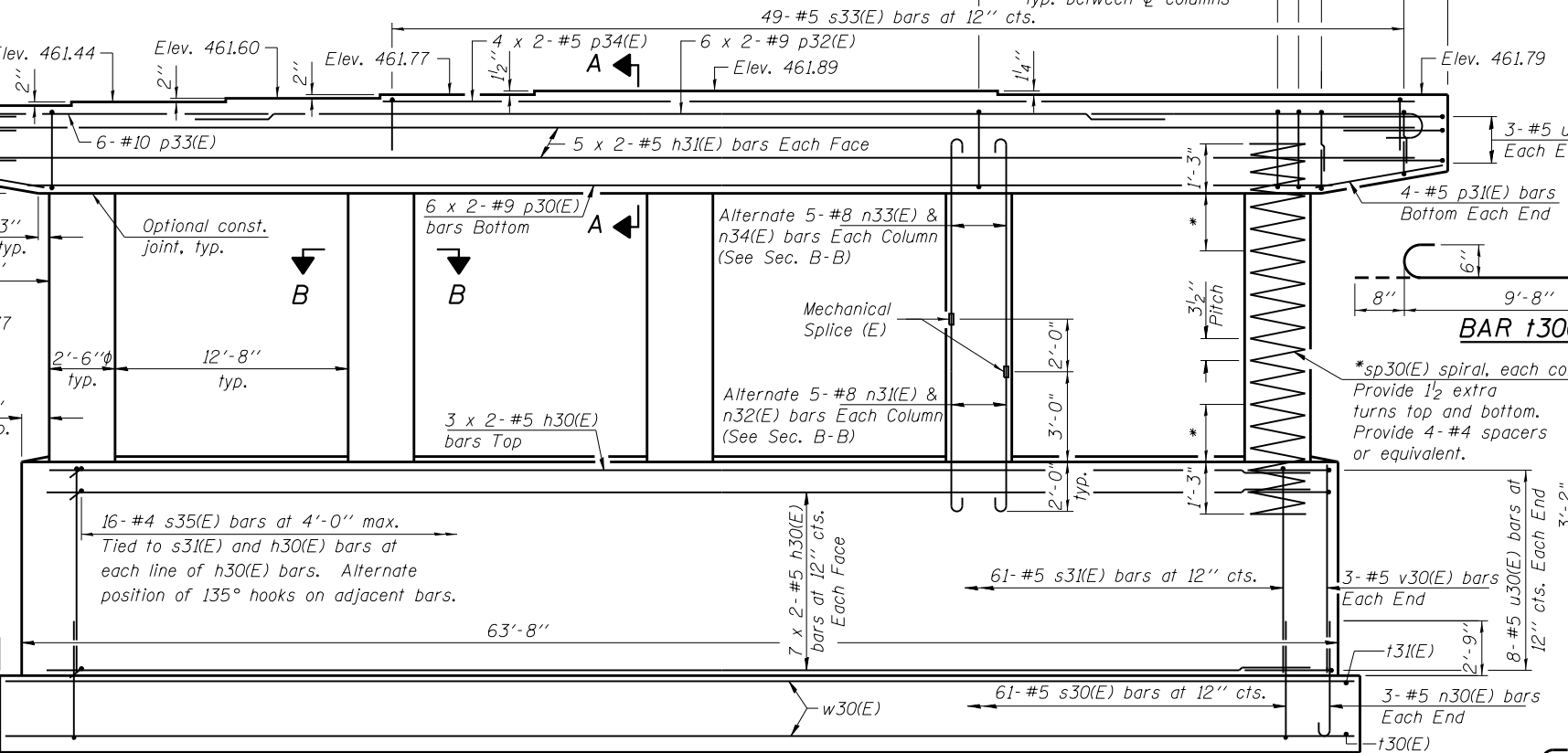
**PILE DATA**

Type: Steel HP12x53  
 Nominal Required Bearing: 389 kips  
 Factored Resistance Available: 214 kips  
 Est. Length: 82'  
 No. Production Piles: 25  
 No. Test Piles: 1

**A & B DIMENSIONS**

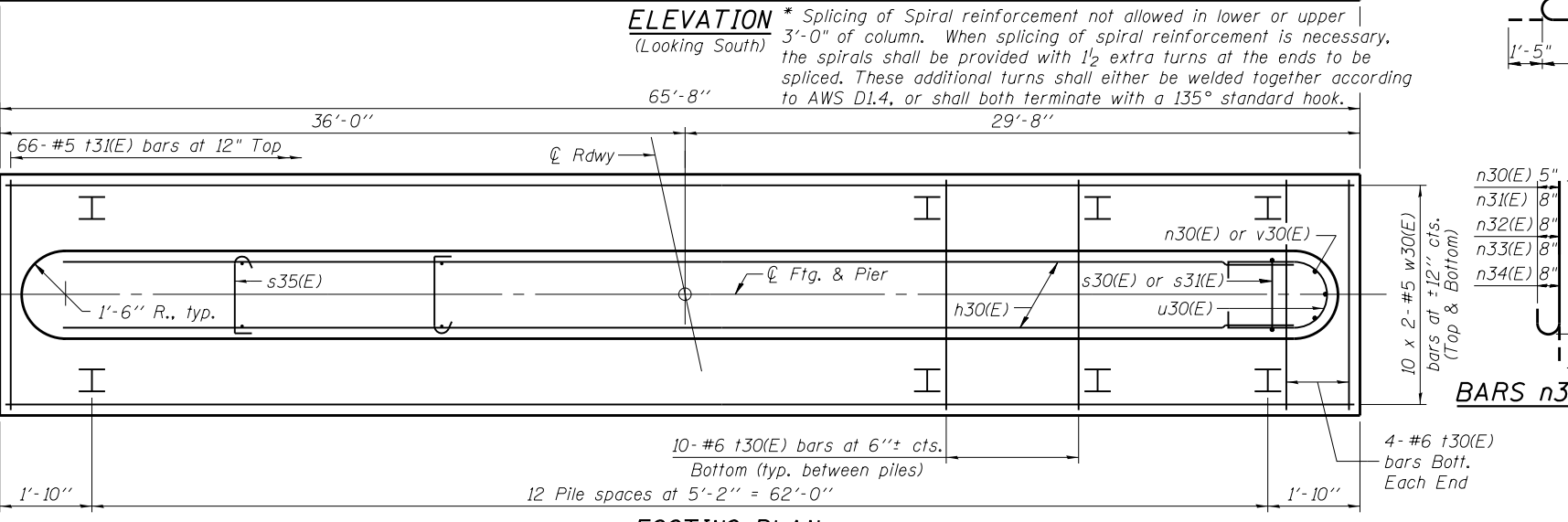
Bar	A	B
s30(E)	2'-6"	5'-6"
s31(E)	2'-6"	7'-3"
s32(E)	2'-8"	2'-6"
s33(E)	2'-8"	1'-6"

**BARS s30(E)-s33(E)**

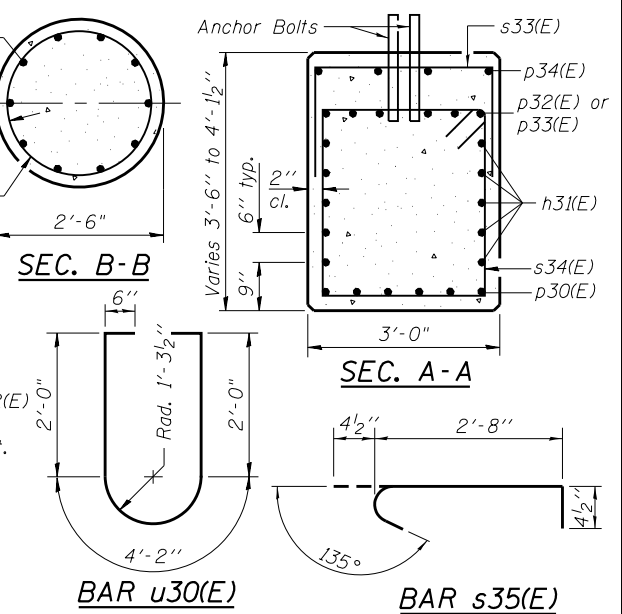


**ELEVATION**

\* Splicing of Spiral reinforcement not allowed in lower or upper 3'-0" of column. When splicing of spiral reinforcement is necessary, the spirals shall be provided with 1/2 extra turns at the ends to be spliced. These additional turns shall either be welded together according to AWS D1.4, or shall both terminate with a 135° standard hook.



**FOOTING PLAN**



**SEC. B-B**

**SEC. A-A**

**BAR u30(E)**

**BAR s35(E)**

**BAR 130(E)**

**BAR s34(E)**

**p33(E)**

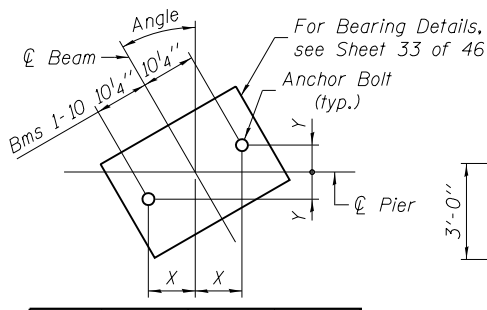
**BARS n30(E)-n34(E)**

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h30(E)	34	#5	31'-10"	—
h31(E)	20	#5	36'-10"	—
n30(E)	6	#5	6'-1"	U
n31(E)	25	#8	5'-11"	U
n32(E)	25	#8	7'-11"	U
n33(E)	25	#8	12'-11"	U
n34(E)	25	#8	14'-11"	U
p30(E)	12	#9	34'-10"	—
p31(E)	8	#5	5'-2"	—
p32(E)	12	#9	28'-8"	—
p33(E)	12	#10	18'-3"	—
p34(E)	8	#5	25'-9"	—
s30(E)	61	#5	13'-6"	U
s31(E)	61	#5	17'-0"	U
s32(E)	48	#5	7'-8"	U
s33(E)	49	#5	5'-8"	U
s34(E)	83	#6	13'-0"	U
s35(E)	128	#4	3'-5"	U
sp30(E)	5	#4	17'-6"	W
130(E)	128	#6	11'-0"	U
131(E)	66	#5	9'-8"	—
u30(E)	22	#5	9'-2"	U
v30(E)	6	#5	7'-3"	—
w30(E)	40	#5	34'-3"	—
Structure Excavation		Cu. Yd.	179	
Concrete Structures		Cu. Yd.	170.7	
Reinforcement Bars, Epoxy Coated		Pound	18910	
Furnishing Steel Piles, HP12x53		Foot	2050	
Driving Piles		Foot	2050	
Test Pile, Steel HP12x53		Each	1	

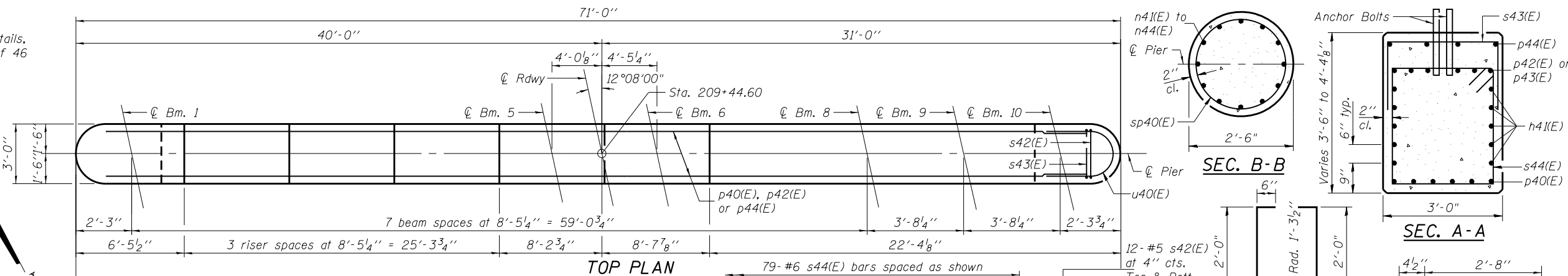
Notes:  
 \*\* Length is height of spiral.  
 Space reinforcement in cap to miss anchor bolts. Bars indicated thus 8 x 2 #5 etc. indicates 8 lines of bars with 2 lengths per line. Pour steps monolithically with cap. For details of piles, see sheet 40 of 46.

FILE: J:\\_DD\100227\_ILU51\_S1\_Clarir\_Ave\_Pier2\1-SN0820399-0820399-76E62-036-Piers.sgn  
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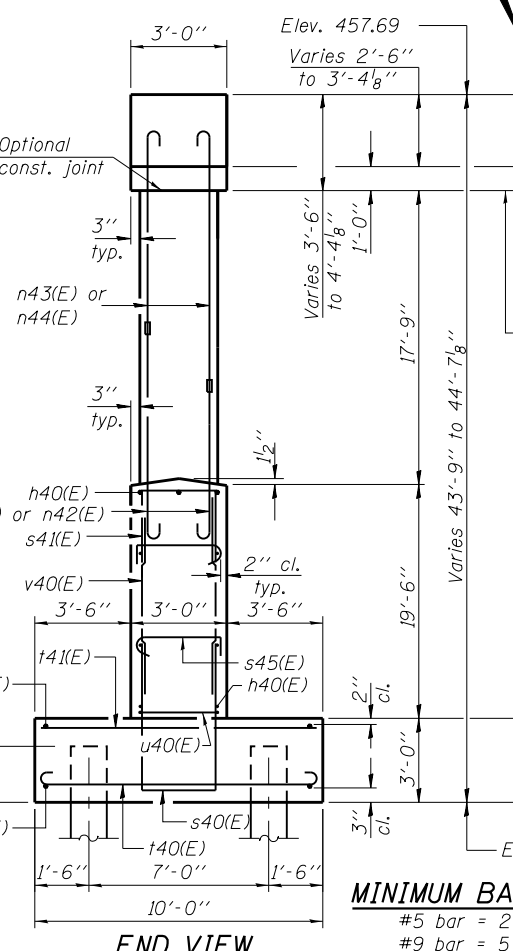


Beam	1-8	9	10
Angle	12.13°	12.81°	13.48°
X	10"	10"	10"
Y	2 1/8"	2 1/4"	2 3/8"

ANCHOR BOLT LAYOUT



TOP PLAN



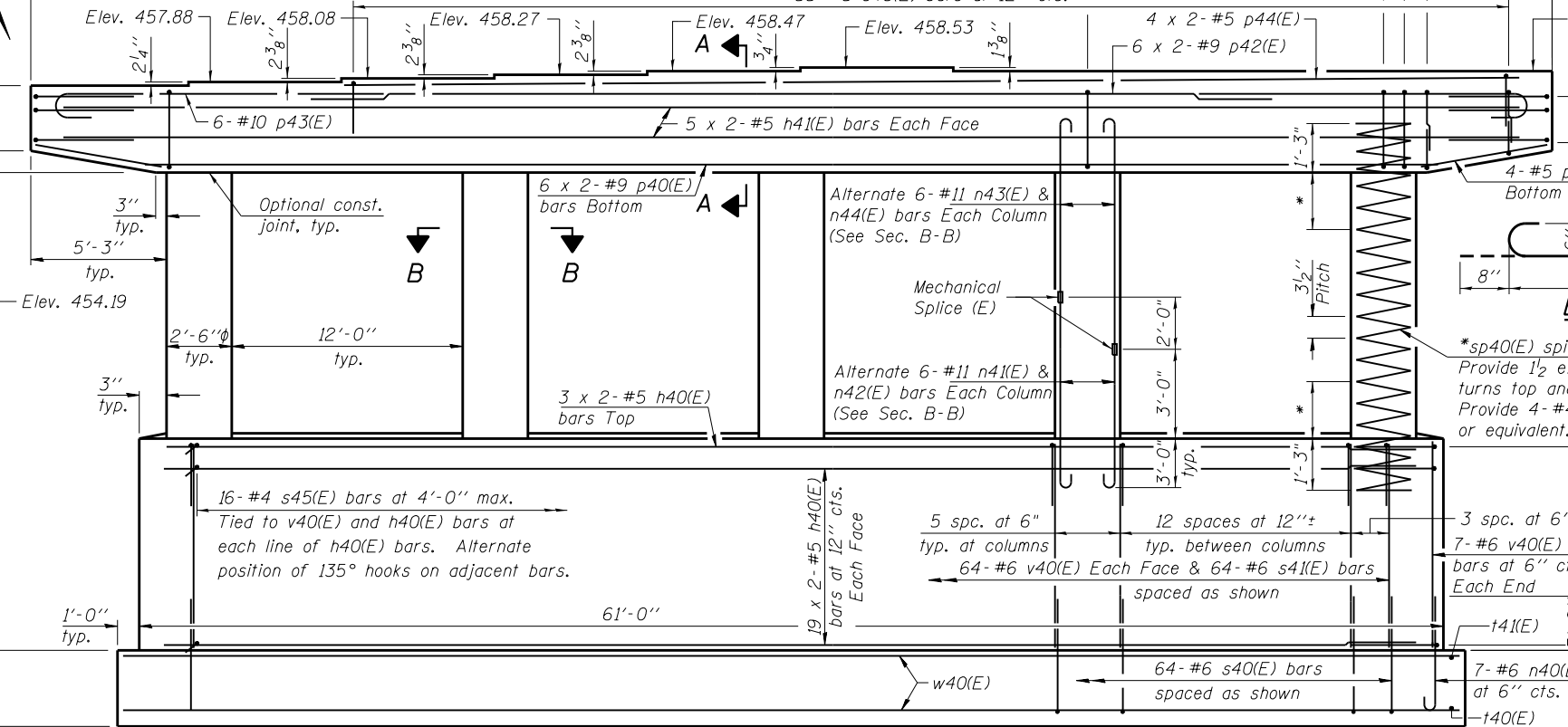
MINIMUM BAR LAP

**PILE DATA**  
 Type: Steel HP12x53  
 Nominal Required Bearing: 404 kips  
 Factored Resistance Available: 222 kips  
 Est. Length: 68'  
 No. Production Piles: 31  
 No. Test Piles: 1

A & B DIMENSIONS

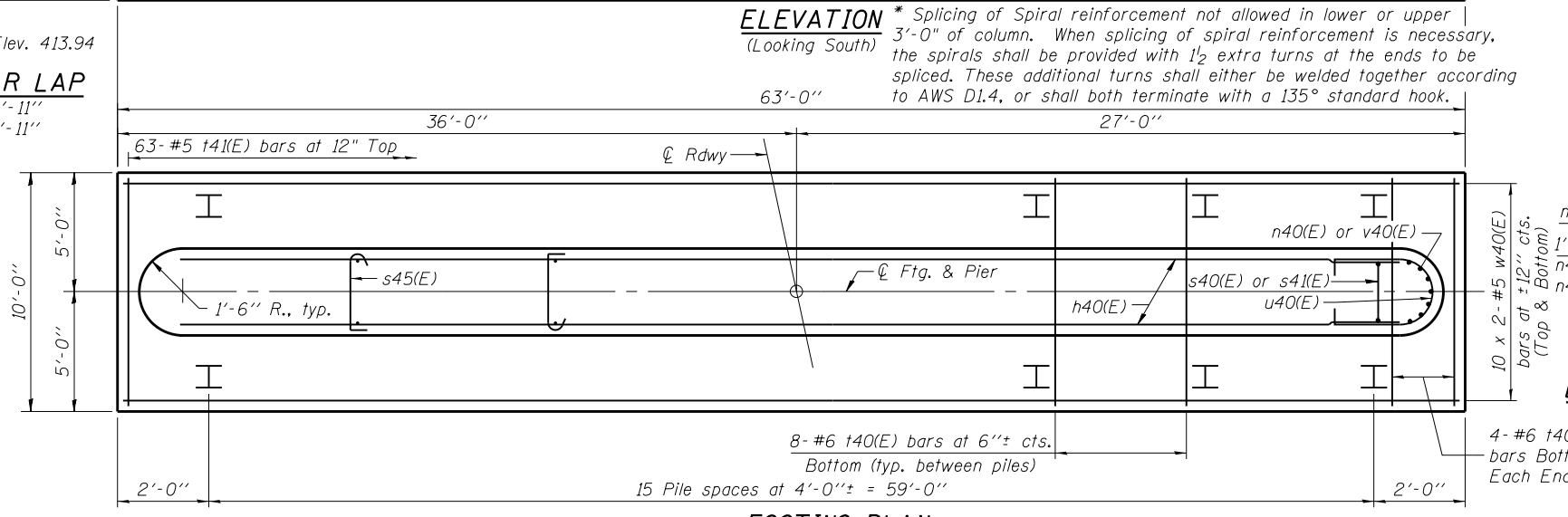
Bar	A	B
s40(E)	2'-6"	5'-11"
s41(E)	2'-6"	3'-6"
s42(E)	2'-8"	2'-6"
s43(E)	2'-8"	1'-6"

BARS s40(E)-s43(E)

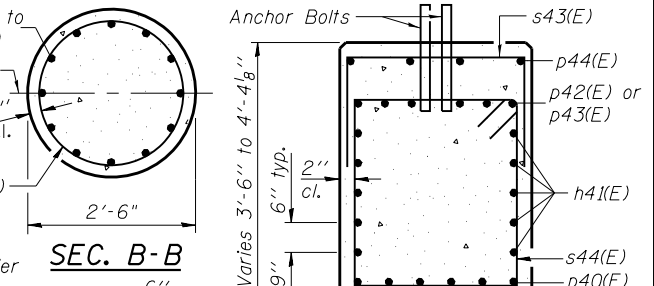


ELEVATION

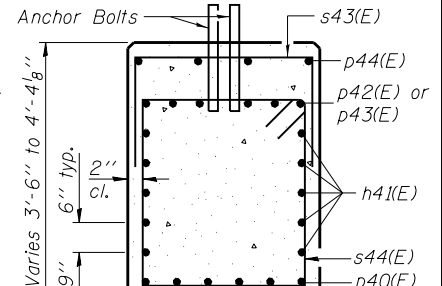
\* Splicing of Spiral reinforcement not allowed in lower or upper 3'-0" of column. When splicing of spiral reinforcement is necessary, the spirals shall be provided with 1/2 extra turns at the ends to be spliced. These additional turns shall either be welded together according to AWS D1.4, or shall both terminate with a 135° standard hook.



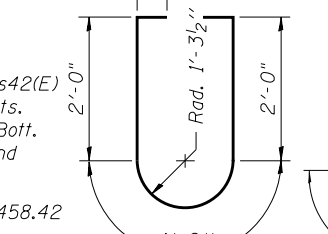
FOOTING PLAN



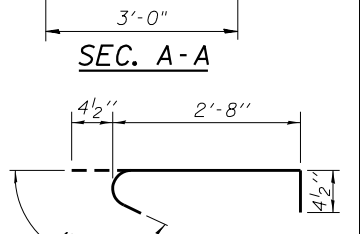
SEC. B-B



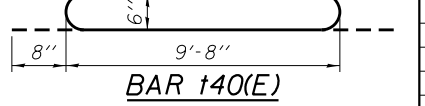
SEC. A-A



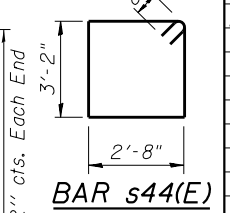
BAR u40(E)



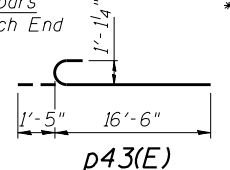
BAR s45(E)



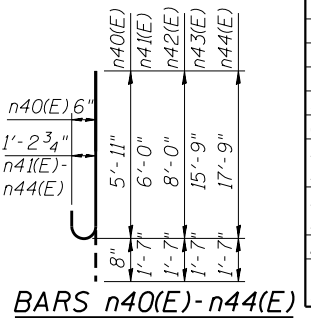
BAR 140(E)



BAR s44(E)



BAR p43(E)

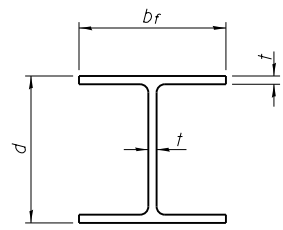


BARS n40(E)-n44(E)

BILL OF MATERIAL

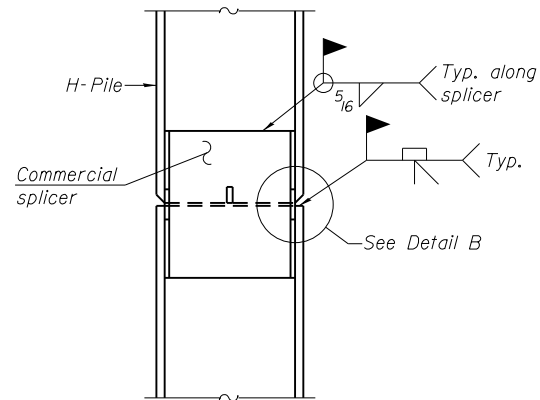
Bar	No.	Size	Length	Shape
h40(E)	82	#5	30'-6"	—
h41(E)	20	#5	35'-6"	—
n40(E)	14	#6	6'-7"	U
n41(E)	30	#11	7'-7"	U
n42(E)	30	#11	9'-7"	U
n43(E)	30	#11	17'-4"	U
n44(E)	30	#11	19'-4"	U
p40(E)	12	#9	33'-6"	—
p41(E)	8	#5	5'-2"	—
p42(E)	12	#9	27'-8"	—
p43(E)	12	#10	17'-11"	—
p44(E)	4	#5	29'-0"	—
s40(E)	70	#6	14'-4"	U
s41(E)	70	#6	9'-6"	U
s42(E)	48	#5	7'-8"	U
s43(E)	55	#5	5'-8"	U
s44(E)	79	#6	13'-0"	U
s45(E)	320	#4	3'-5"	U
sp40(E)	5	#4	20'-3"	W
140(E)	128	#6	11'-0"	U
141(E)	63	#5	9'-8"	—
u40(E)	46	#5	9'-2"	U
v40(E)	142	#6	19'-3"	—
w40(E)	40	#5	32'-10"	—
Cofferdam Excavation	Cu. Yd.		592	
Seal Coat Concrete	Cu. Yd.		104.2	
Concrete Structures	Cu. Yd.		248.4	
Reinforcement Bars, Epoxy Coated	Pound		31420	
Furnishing Steel Piles, HP12x53	Foot		2108	
Driving Piles	Foot		2108	
Test Pile, Steel HP12x53	Each		1	

Notes:  
 \*\* Length is height of spiral.  
 Space reinforcement in cap to miss anchor bolts.  
 Bars indicated thus 8 x 2 #5 etc. indicates 8 lines of bars with 2 lengths per line.  
 Pour steps monolithically with cap.  
 For details of piles, see sheet 40 of 46.

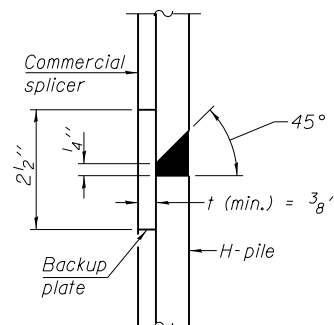


**STEEL PILE TABLE**

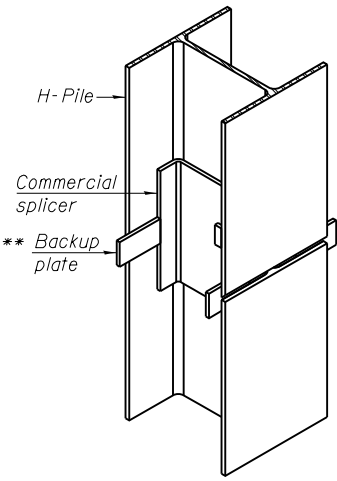
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"



**ELEVATION**

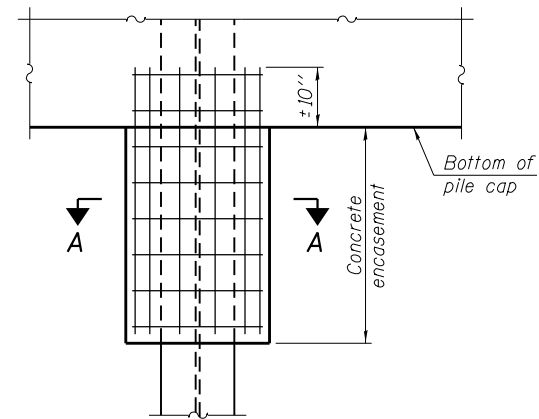


**DETAIL "B"**



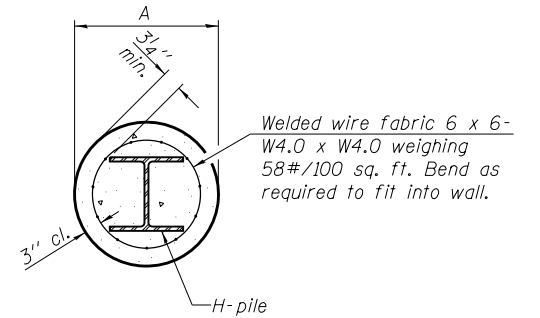
**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE**



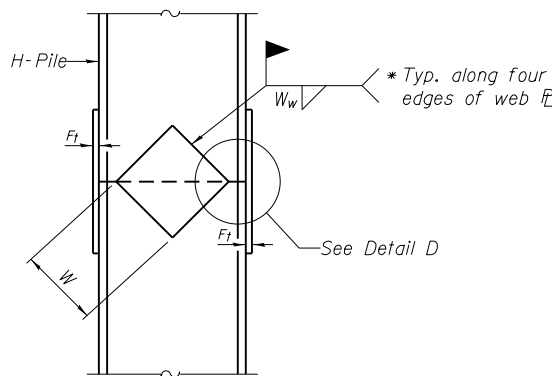
**ELEVATION**

**PILE ENCASEMENT**

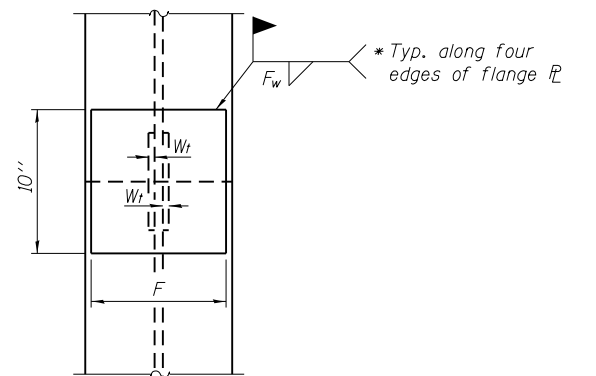


**SECTION A-A**

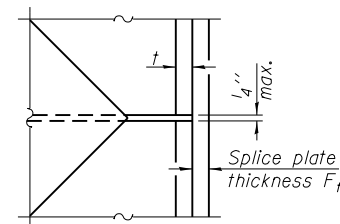
Note:  
Forms for encasement may be omitted when soil conditions permit.



**ELEVATION**



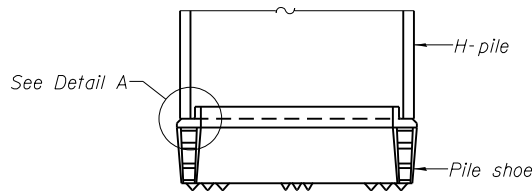
**END VIEW**



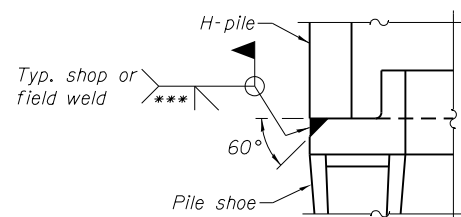
**DETAIL D**

**WELDED PLATE FIELD SPLICE**

Designation	F	F <sub>t</sub>	F <sub>w</sub>	W	W <sub>t</sub>	W <sub>w</sub>
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

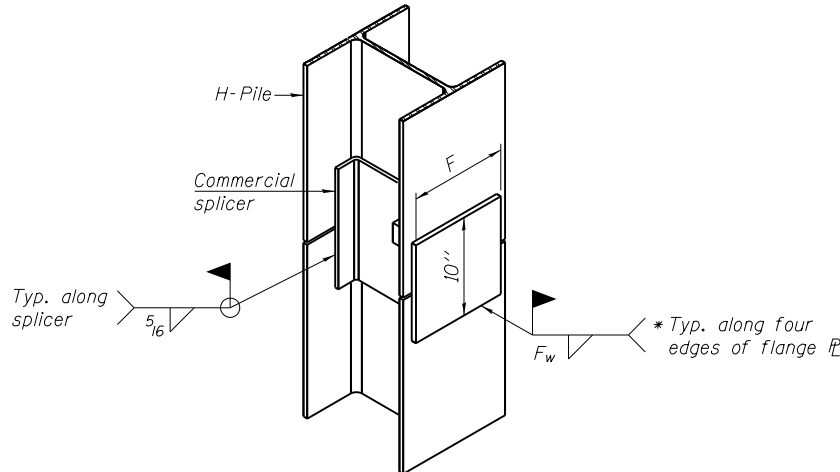


**ELEVATION**



**DETAIL A**

**H-PILE SHOE ATTACHMENT**



**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE ALTERNATE**

- \* Interrupt welds 1/4" from end of web and/or each flange.
- \*\* Remove portions of backup plates that extend outside the flanges.
- \*\*\* Weld size per pile shoe manufacturer (5/16" min.).

Note:  
The steel H-piles shall be according to AASHTO M270 Grade 50.

FILE: J:\A\DO\10227\_IL157\_S1\_Clar\_Ave\_Pn2\1-SN0820399-0820399-76E62-040-Files.dgn

F-HP 1-27-12

FILE NAME =	USER NAME = DCD	DESIGNED - IDOT	REVISED -
... \0820399-76E62-040-Piles.dgn		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - P. Ray	REVISED -
	PLOT DATE = 03/18/2015 16:50:24	CHECKED - DCD	REVISED -

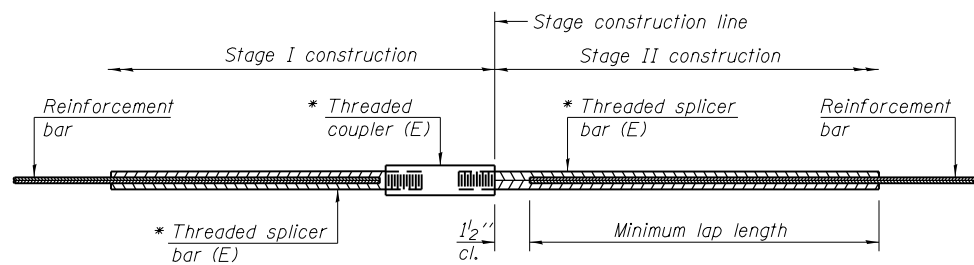
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**HP PILE DETAILS  
STRUCTURE NO. 082-0399**

SHEET NO. 40 OF 46 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	135
STA. 206+61.04		CONTRACT NO. 76E62		

ILLINOIS FED. AID PROJECT



**STANDARD BAR SPLICER ASSEMBLY**

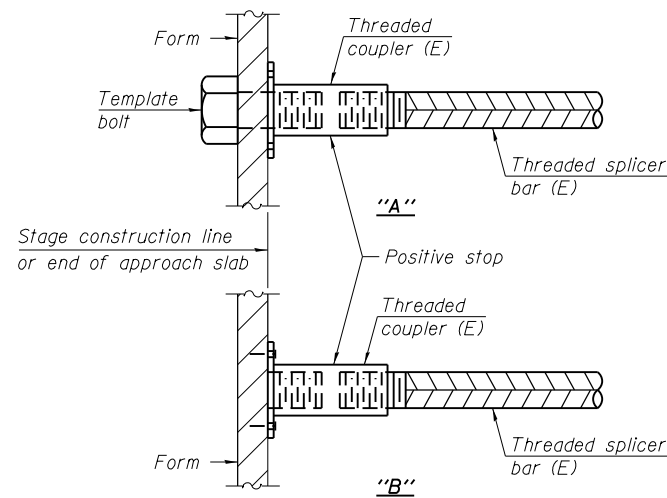
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"	6'-5"	6'-10"	7'-9"	8'-7"	9'-8"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Class C
- Table 6: Epoxy bar, Top bar top, Class C

Threaded splicer bar length = min. lap length + 1/2" + thread length

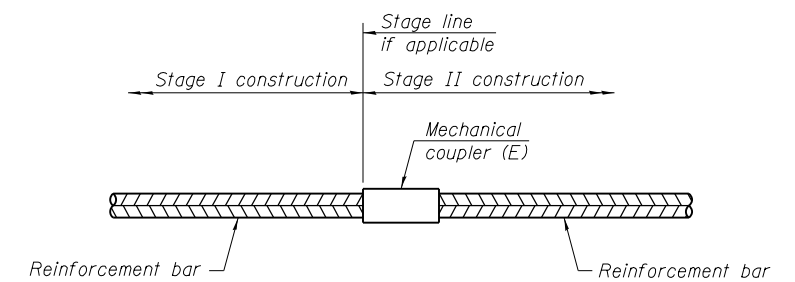
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length



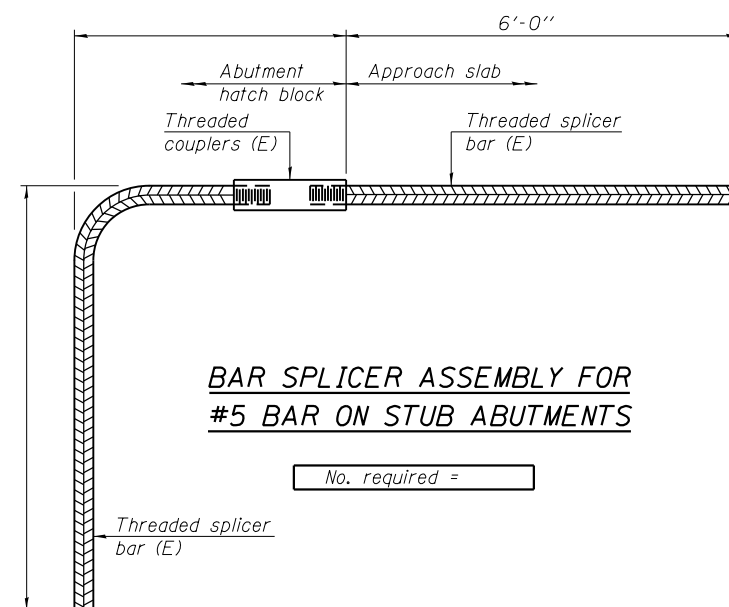
**INSTALLATION AND SETTING METHODS**

"A" : Set bar splicer assembly by means of a template bolt.  
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.  
 (E) : Indicates epoxy coating.



**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required
Piers 1 & 4	#11	120
Piers 2 & 3	#8	100



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required =

**NOTES**

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.  
 All reinforcement shall be lapped and tied to the splicer bars.  
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.  
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

FILE: J:\A\DO\10227\_IL157\_St\_Claire\_Ave\_Pn2\1-SN0820399\0820399-76E62-041-Bar Splicer.dgn

BSD-1 8-31-12

FILE NAME =	USER NAME = DCD	DESIGNED - IDOT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS STRUCTURE NO. 082-0399	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
... \0820399-76E62-041-Bar Splicer.dgn		CHECKED -	REVISED -			592	119-1BR-1	ST. CLAIR	212	136
PLOT SCALE =		DRAWN - P. Ray	REVISED -			STA. 206+61.04		CONTRACT NO. 76E62		
PLOT DATE = 03/18/2015 16:50:26		CHECKED - DCD	REVISED -			ILLINOIS FED. AID PROJECT				







Illinois Department of Transportation  
Division of Highways  
Illinois Department of Transportation

### SOIL BORING LOG

Page 1 of 4

Date 4/1/13

ROUTE FAP 592 DESCRIPTION IL 157 over IL 161, Metrolink, & Schoenberg Creek LOGGED BY AMI (TSI)

SECTION 119-1BR-1 LOCATION SEC. 25, TWP. 2N, RNG. 9W, 3 PM

COUNTY St. Clair DRILLING METHOD Hollow Stem Auger / Mud Rotary HAMMER TYPE 140# Automatic

STRUCT. NO. Station	D P T H	B L W S	U C S Qu	M O S T	Surface Water Elev. Stream Bed Elev.	ft ft	D P T H	B L W S	U C S Qu	M O S T	Groundwater Elev.: First Encounter Upon Completion After 0.5 Hrs.	ft ft ft	(ft)	(/6")	(tsf)	(%)
082-0088 (E) / 082-0399 (P)																
#1 N. Abut Station 205+24 Offset 36.50ft Right Ground Surface Elev. 466.0																

Soil Description	Depth (ft)	Blow Count (/6")	UCS (tsf)	UCS (%)
Brown to Gray (Stiff, Moist) SILT with Trace Fine Gravel and Roots (Fill) A-4(2) See Class @ 10 ft	5			
	6	4.50	18	
	9	P		
Brown	6			
	5	3.50	19	
	10	P		
Very Stiff	8			
	9	0.56	18	
	11	S		
No Gravel	6			
	9	0.51	19	
	9	S		
Stiff, Trace Fine Gravel	5			
	7	3.50	17	
	5	P		
	4			
	6	0.29	20	
	6	B		
Dark Gray to Brown, Very Stiff	4			
	5	4.50	18	
	11	P		
Tan to Brown, Very Stiff	7			
	9	3.00	17	
	8	P		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation  
Division of Highways  
Illinois Department of Transportation

### SOIL BORING LOG

Page 2 of 4

Date 4/1/13

ROUTE FAP 592 DESCRIPTION IL 157 over IL 161, Metrolink, & Schoenberg Creek LOGGED BY AMI (TSI)

SECTION 119-1BR-1 LOCATION SEC. 25, TWP. 2N, RNG. 9W, 3 PM

COUNTY St. Clair DRILLING METHOD Hollow Stem Auger / Mud Rotary HAMMER TYPE 140# Automatic

STRUCT. NO. Station	D P T H	B L W S	U C S Qu	M O S T	Surface Water Elev. Stream Bed Elev.	ft ft	D P T H	B L W S	U C S Qu	M O S T	Groundwater Elev.: First Encounter Upon Completion After 0.5 Hrs.	ft ft ft	(ft)	(/6")	(tsf)	(%)
082-0088 (E) / 082-0399 (P)																
#1 N. Abut Station 205+24 Offset 36.50ft Right Ground Surface Elev. 466.0																

Soil Description	Depth (ft)	Blow Count (/6")	UCS (tsf)	UCS (%)
Dark Gray (Medium Stiff, Moist) Silty Clay LOAM (Alluvium) (continued)				
	3			
	3	0.41	17	
	6	S		
Light Brown, Soft, Very Moist	1			
	1	0.19	30	
	2	B		
	45			
Brown (Loose, Wet) Sandy CLAY (Alluvium) See Gradation @ 50 ft				
	7			
	9	0.46	19	
	9	S		
Maroon-ish Brown to Gray (Medium Stiff to Stiff, Moist) CLAY (Alluvium)				
	1			
	2	NC	25	
	3			
	50			
Loose to Medium Dense	7			
	5	NC	24	
	5			
	55			
Dark Gray (Stiff, Moist) CLAY				
	5			
	6	3.07	26	
	6	B		
	8			
	60			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation  
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Illinois Department of Transportation

### SOIL BORING LOG

Page 3 of 4

Date 4/1/13

ROUTE FAP 592 DESCRIPTION IL 157 over IL 161, Metrolink, & Schoenberg Creek LOGGED BY AMI (TSI)

SECTION 119-1BR-1 LOCATION SEC. 25, TWP. 2N, RNG. 9W, 3 PM

COUNTY St. Clair DRILLING METHOD Hollow Stem Auger / Mud Rotary HAMMER TYPE 140# Automatic

STRUCT. NO. Station	D P T H	B L W S	U C S Qu	M O S T	Surface Water Elev. Stream Bed Elev.	ft ft	D P T H	B L W S	U C S Qu	M O S T	Groundwater Elev.: First Encounter Upon Completion After 0.5 Hrs.	ft ft ft	(ft)	(/6")	(tsf)	(%)
082-0088 (E) / 082-0399 (P)																
#1 N. Abut Station 205+24 Offset 36.50ft Right Ground Surface Elev. 466.0																

Soil Description	Depth (ft)	Blow Count (/6")	UCS (tsf)	UCS (%)
Maroon-ish Brown to Gray (Medium Stiff to Stiff, Moist) CLAY (Alluvium) (continued)				
	384.0			
	364.0			
Dark Gray to Brown (Medium Stiff, Moist) Silty CLAY (Alluvium)				
	2			
	2	1.00	30	
	4	B		
	85			
Dark Gray (Dense, Moist) Sandy CLAY with Fine Sand and Fine to Coarse Gravel and Trace Coal (Glacial Till)				
	3			
	8	1.63	22	
	8	B		
	90			
Dark Gray (Medium Stiff, Moist) Silty CLAY with some Fine Sand				
	4			
	3	0.96	20	
	3	B		
	35			
Greenish Gray (Very Stiff) CLAY with Silt and Trace Coal and Weathered Shale (Residual)				
	8			
	12	0.93	18	
	12	B		
	100			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, from 137 (Rev. 8-99)

FILE: J:\A\DO\10227\_IL157\_St\_Claire\_Ave\_Pn2\1-SN0820399\0820399-76E62-042-Borings.dgn

SAVE DATE: 3/18/2015

FILE NAME = ... \0820399-76E62-042-Borings.dgn	USER NAME = DCD	DESIGNED - IDOT-D8 / AMI (TSI)	REVISED -
J.D. Johnson, Depp & Ouisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE =	DRAWN - P. Ray	REVISED -
	PLOT DATE = 03/18/2015 16:50:28	CHECKED - DCD	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SOIL BORINGS  
STRUCTURE NO. 082-0399**

SHEET NO. 42 OF 46 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	137
STA. 206+61.04		CONTRACT NO. 76E62		
ILLINOIS FED. AID PROJECT				







Illinois Department of Transportation  
Division of Highways  
Illinois Department of Transportation

SOIL BORING LOG

Page 2 of 3

Date 4/3/13

ROUTE FAP 592 DESCRIPTION IL 157 over IL 161, Metrolink, & Schoenberger Creek LOGGED BY AMI (TSI)

SECTION 119-1BR-1 LOCATION SEC. 25, TWP. 2N, RNG. 9W, 3 PM

COUNTY St. Clair DRILLING METHOD Hollow Stem Auger / Mud Rotary HAMMER TYPE 140# Automatic

STRUCT. NO. 082-0088 (E) / 082-0399 (P)  
Station 207+45  
BORING NO. #3 Pier 2  
Station 207+45  
Offset 52.50ft Left  
Ground Surface Elev. 439.8 ft

SOIL DESCRIPTION	DEPTH (ft)	UCS (tsf)	Failure Mode	DEPTH (ft)	UCS (tsf)	Failure Mode
Dark Gray (Medium Stiff, Moist) SILT (Alluvium) (continued)	0			0		
Very Moist	2	0.39	B	3	2.21	B
	3			4		
	4	0.42	B	5	1.96	B
	5			6		
	8	0.55	B	9	2.19	B
	9			10		
	12	1.24	B	13	2.81	B
	14			15		
Brown (Stiff, Moist) CLAY with Trace Organics	16			16		
	17			17		
	18			18		
	19			19		
	20			20		
	21			21		
	22			22		
	23			23		
	24			24		
	25			25		
	26			26		
	27			27		
	28			28		
	29			29		
	30			30		
	31			31		
	32			32		
	33			33		
	34			34		
	35			35		
	36			36		
	37			37		
	38			38		
	39			39		
	40			40		
	41			41		
	42			42		
	43			43		
	44			44		
	45			45		
	46			46		
	47			47		
	48			48		
	49			49		
	50			50		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation  
Division of Highways  
Illinois Department of Transportation

SOIL BORING LOG

Page 3 of 3

Date 4/3/13

ROUTE FAP 592 DESCRIPTION IL 157 over IL 161, Metrolink, & Schoenberger Creek LOGGED BY AMI (TSI)

SECTION 119-1BR-1 LOCATION SEC. 25, TWP. 2N, RNG. 9W, 3 PM

COUNTY St. Clair DRILLING METHOD Hollow Stem Auger / Mud Rotary HAMMER TYPE 140# Automatic

STRUCT. NO. 082-0088 (E) / 082-0399 (P)  
Station 207+45  
BORING NO. #3 Pier 2  
Station 207+45  
Offset 52.50ft Left  
Ground Surface Elev. 439.8 ft

SOIL DESCRIPTION	DEPTH (ft)	UCS (tsf)	Failure Mode	DEPTH (ft)	UCS (tsf)	Failure Mode
Brown to Gray (Medium Stiff, Moist) Fat CLAY (Alluvium) (continued)	0			0		
Dark Gray, Very Stiff, Trace Silt	6	2.96	B	8	2.96	B
	8			11		
	11			11		
	12			12		
	13			13		
	14			14		
	15			15		
	16			16		
	17			17		
	18			18		
	19			19		
	20			20		
	21			21		
	22			22		
	23			23		
	24			24		
	25			25		
	26			26		
	27			27		
	28			28		
	29			29		
	30			30		
	31			31		
	32			32		
	33			33		
	34			34		
	35			35		
	36			36		
	37			37		
	38			38		
	39			39		
	40			40		
	41			41		
	42			42		
	43			43		
	44			44		
	45			45		
	46			46		
	47			47		
	48			48		
	49			49		
	50			50		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation  
Division of Highways  
Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 4

Date 4/8/13

ROUTE FAP 592 DESCRIPTION IL 157 over IL 161, Metrolink, & Schoenberger Creek LOGGED BY AMI (TSI)

SECTION 119-1BR-1 LOCATION SEC. 25, TWP. 2N, RNG. 9W, 3 PM

COUNTY St. Clair DRILLING METHOD Hollow Stem Auger / Mud Rotary HAMMER TYPE 140# Automatic

STRUCT. NO. 082-0088 (E) / 082-0399 (P)  
Station 210+45  
BORING NO. #4 S. Abut  
Station 210+45  
Offset 30.00ft Right  
Ground Surface Elev. 456.2 ft

SOIL DESCRIPTION	DEPTH (ft)	UCS (tsf)	Failure Mode	DEPTH (ft)	UCS (tsf)	Failure Mode
Asphaltic Concrete	0			0		
Gray to Brown (Stiff, Moist) Silty LOAM with Fine to Coarse Gravel, Asphalt, and Sand (Compacted Fill) (continued)	7	3.00	P	3	0.23	B
	8			7		
	9			8		
	10			9		
	11			10		
	12			11		
	13			12		
	14			13		
	15			14		
	16			15		
	17			16		
	18			17		
	19			18		
	20			19		
	21			20		
	22			21		
	23			22		
	24			23		
	25			24		
	26			25		
	27			26		
	28			27		
	29			28		
	30			29		
	31			30		
	32			31		
	33			32		
	34			33		
	35			34		
	36			35		
	37			36		
	38			37		
	39			38		
	40			39		
	41			40		
	42			41		
	43			42		
	44			43		
	45			44		
	46			45		
	47			46		
	48			47		
	49			48		
	50			49		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, from 137 (Rev. 8-99)

FILE: J:\A\DO\10227\_IL157\_St.Clair\_Ave\_Pn2\1-SN0820399-0820399-76E62-042-Borings.dgn  
SAVE DATE: 3/18/2015

FILE NAME =	USER NAME = DCD	DESIGNED - IDOT-D8 / AMI (TSI)	REVISED -
... \0820399-76E62-042-Borings.dgn		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - P. Ray	REVISED -
	PLOT DATE = 03/18/2015 16:50:42	CHECKED - DCD	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS  
STRUCTURE NO. 082-0399  
SHEET NO. 45 OF 46 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	140
	STA. 206+61.04	CONTRACT NO.	76E62	
ILLINOIS FED. AID PROJECT				



Illinois Department of Transportation  
Division of Highways  
Illinois Department of Transportation

SOIL BORING LOG

Page 2 of 4

Date 4/8/13

ROUTE FAP 592 DESCRIPTION IL 157 over IL 161, Metrolink, & Schoenberger Creek LOGGED BY AMI (TSI)

SECTION 119-1BR-1 LOCATION SEC. 25, TWP. 2N, RNG. 9W, 3 PM

COUNTY St. Clair DRILLING METHOD Hollow Stem Auger / Mud Rotary HAMMER TYPE 140# Automatic

STRUCT. NO. 082-0088 (E) / 082-0399 (P)  
Station 210+45  
BORING NO. #4 S. Abut  
Station 210+45  
Offset 30.00ft Right  
Ground Surface Elev. 456.2 ft

SOIL DESCRIPTION	DEPTH (ft)	DIAMETER (in)	TEST TYPE	TEST VALUE	SOIL DESCRIPTION	DEPTH (ft)	DIAMETER (in)	TEST TYPE	TEST VALUE
Dark Gray (Medium Stiff, Moist) Silty LOAM (Alluvium) (continued)	0				Tan Brown to Gray (Medium Dense, Wet) SAND with Trace Fine Gravel and Clay See Gradation @ 55 ft (continued)	0			
	1	0.28	B	26		1	0.28	B	26
	2					2			
	4					4			
	2					2			
	4					4			
	2					2			
	4					4			
	2					2			
	4					4			
	9					9			
	10					10			
	7					7			
	10					10			
	11					11			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation  
Division of Highways  
Illinois Department of Transportation

SOIL BORING LOG

Page 3 of 4

Date 4/8/13

ROUTE FAP 592 DESCRIPTION IL 157 over IL 161, Metrolink, & Schoenberger Creek LOGGED BY AMI (TSI)

SECTION 119-1BR-1 LOCATION SEC. 25, TWP. 2N, RNG. 9W, 3 PM

COUNTY St. Clair DRILLING METHOD Hollow Stem Auger / Mud Rotary HAMMER TYPE 140# Automatic

STRUCT. NO. 082-0088 (E) / 082-0399 (P)  
Station 210+45  
BORING NO. #4 S. Abut  
Station 210+45  
Offset 30.00ft Right  
Ground Surface Elev. 456.2 ft

SOIL DESCRIPTION	DEPTH (ft)	DIAMETER (in)	TEST TYPE	TEST VALUE	SOIL DESCRIPTION	DEPTH (ft)	DIAMETER (in)	TEST TYPE	TEST VALUE
Reddish Brown (Medium Stiff, Moist) Fat CLAY (Alluvium) (continued)	0				Dark Gray (Stiff, Moist) CLAY with Trace Fine Sand (Residual) (continued)	0			
	2					2			
	3	0.67	B	29		3	0.67	B	29
	4					4			
	3					3			
	5					5			
	3					3			
	5					5			
	2					2			
	5					5			
	2					2			
	5					5			
	2					2			
	4					4			
	3					3			
	4					4			
	7					7			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation  
Division of Highways  
Illinois Department of Transportation

ROCK CORE LOG

Page 4 of 4

Date 4/8/13

ROUTE FAP 592 DESCRIPTION IL 157 over IL 161, Metrolink, & Schoenberger Creek LOGGED BY AMI (TSI)

SECTION 119-1BR-1 LOCATION SEC. 25, TWP. 2N, RNG. 9W, 3 PM

COUNTY St. Clair CORING METHOD NXB

STRUCT. NO. 082-0088 (E) / 082-0399 (P)  
Station 210+45  
BORING NO. #4 S. Abut  
Station 210+45  
Offset 30.00ft Right  
Ground Surface Elev. 456.2 ft

SOIL DESCRIPTION	DEPTH (ft)	DIAMETER (in)	TEST TYPE	TEST VALUE	SOIL DESCRIPTION	DEPTH (ft)	DIAMETER (in)	TEST TYPE	TEST VALUE
Dark Gray (Soft, Dense) Highly Weathered, Very Finely Crystalline, Thin Bedded SHALE	348.20					348.20			
	347.20					347.20			
LIMESTONE (2" Piece Wedged in Catcher)	-110					-110			
	2	3		0	4				
	2	3		0	5				
	2	3		0	5				
	2	3		0	5				
	3	77		52	4				
Black (Soft) Moderately Weathered COAL	-115					-115			
	3	77		52	4				
	3	77		52	4				
No Recovery	338.60					338.60			
Dark Gray (Soft) Moderately Weathered, Finely Crystalline, Thin Bedded SHALE	338.20					338.20			
Dark Gray (Soft) Moderately to Highly Weathered, Finely Crystalline, Medium Bedded SHALE	336.70					336.70			
END OF BORING AND ROCK CORE	-120					-120			

Color pictures of the cores Upon Request  
Cores will be stored for examination until  
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)  
BBS, form 138 (Rev. 8-99)

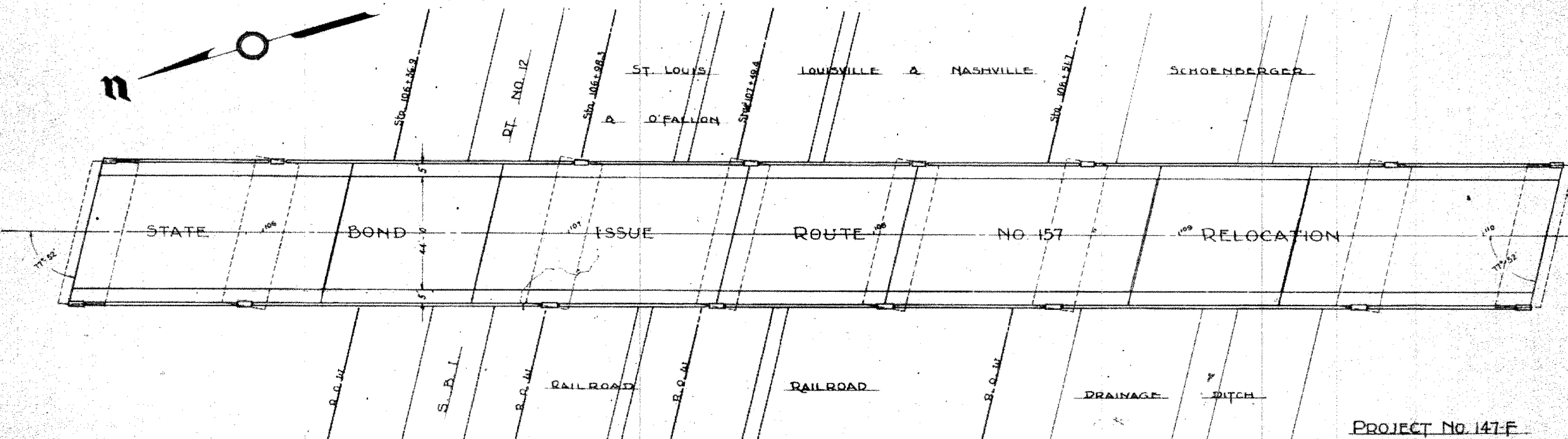
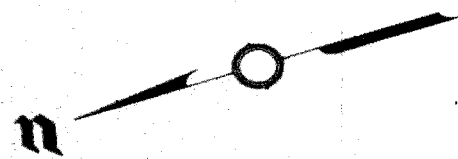
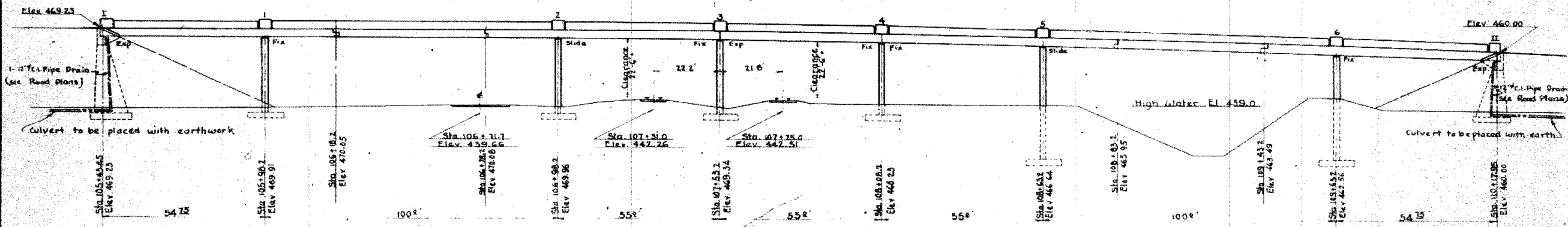
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SAVE DATE: 3/18/2015

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

ROAD DISTRICT	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
157	119	ST. CLAIR	14	3
FED. ROAD DIST. No 7 ILLINOIS FED. AID PROJECT No. 147-F				

11 SHEETS

Non-existing structure



STANDARD	COMPUTED
	CHECKED
	DRAWN <i>Johnson</i>
	CHECKED <i>Ston</i>
ACTUAL	ASSEMBLED
	CHECKED

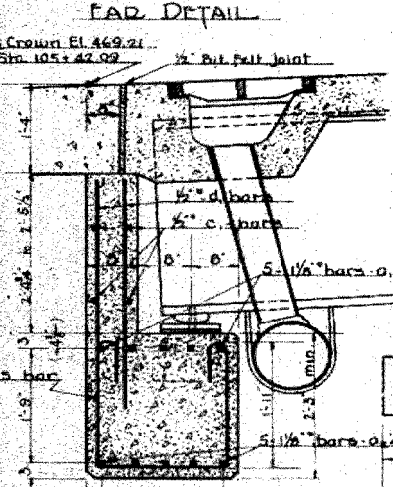
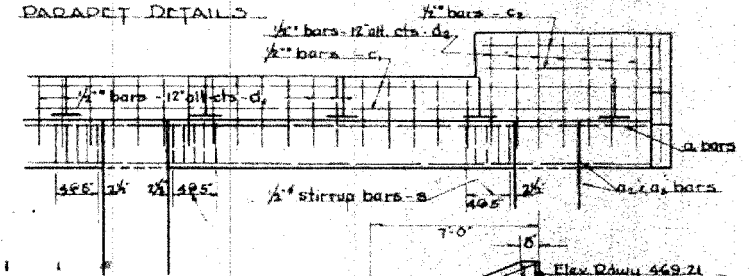
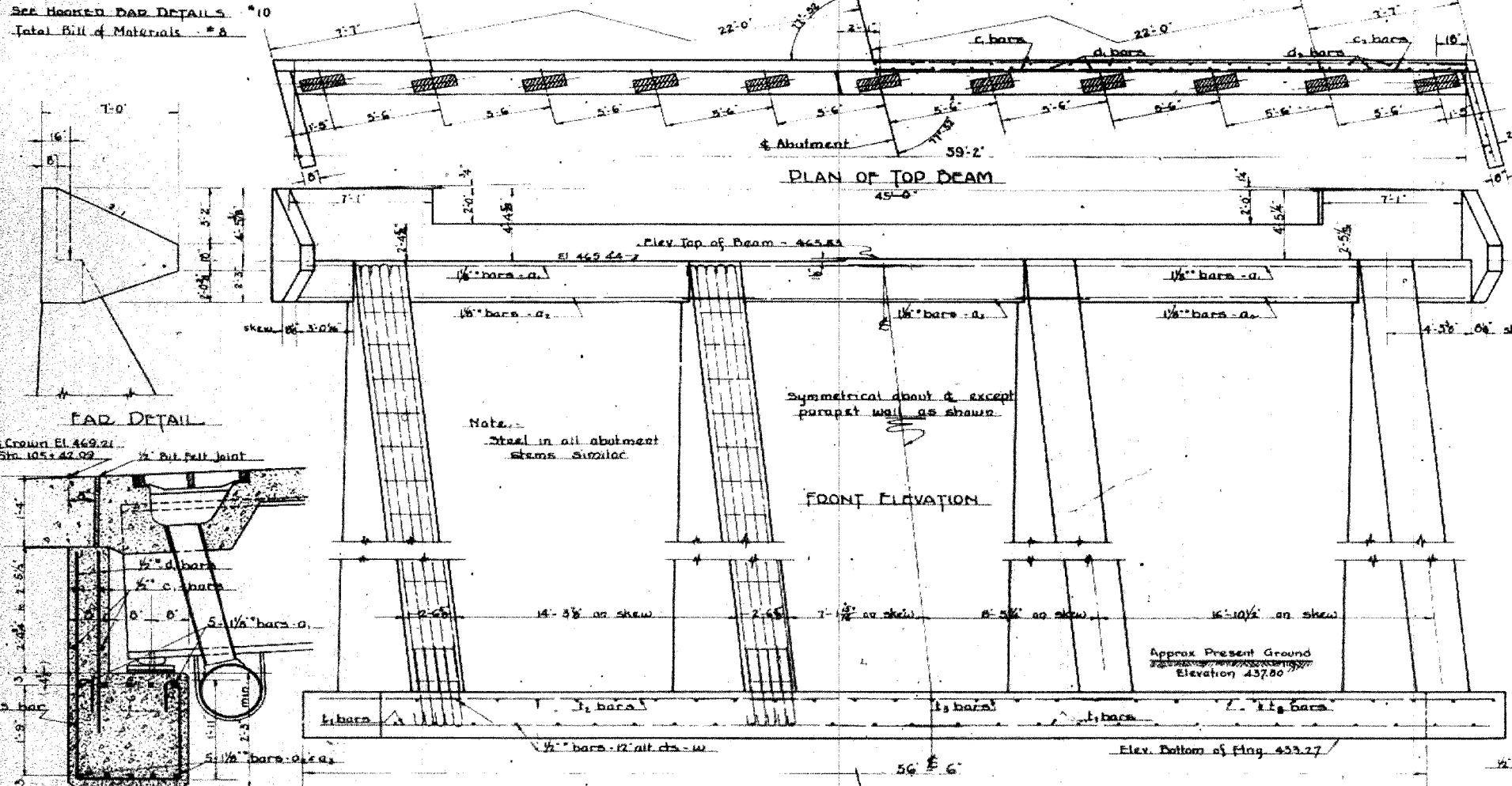
EXAMINED *10-29-1935*  
*H. J. Buehl*  
 PASSED *[Signature]*  
 APPROVED *[Signature]*

SEE SHEET NO. 8 FOR TOTAL BILL OF MATERIAL

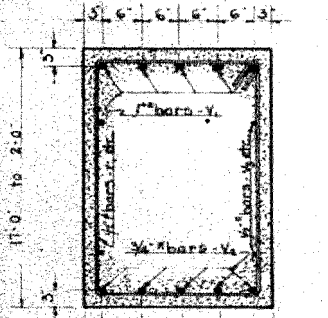
PROJECT No. 147-F  
 FRENCH VILLAGE  
 GRADE SEPARATION -  
 STATE BOND ROUTE NO. 157  
 (RELOCATION)  
 SEC. 119-1-1  
 ST. CLAIR COUNTY, ILL.  
 STATION 107+80.7

SEE GENERAL NOTES ON SHEET No. 10  
 SEE REEF. NOTES ON SHEET No. 5  
 SEE HOOKED BAR DETAILS \*10  
 Total Bill of Materials \*8

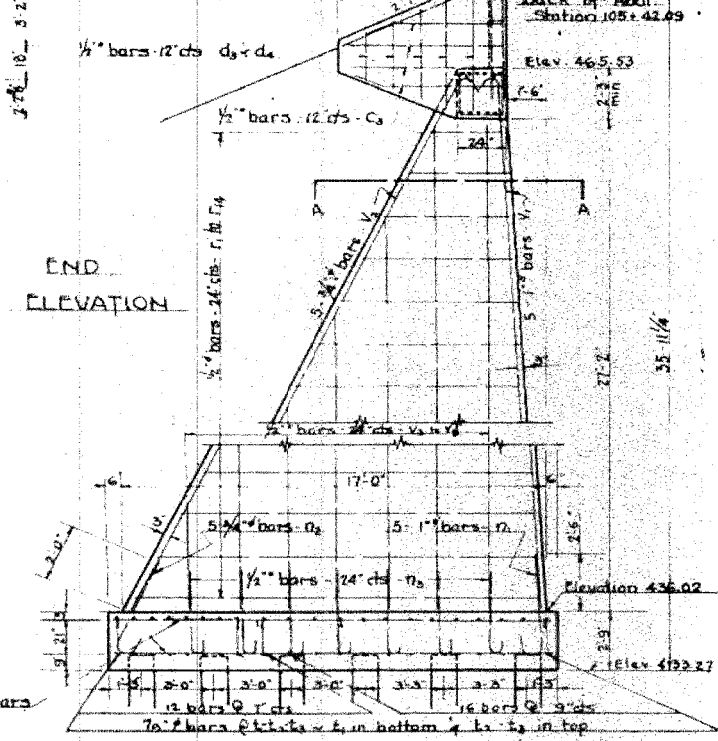
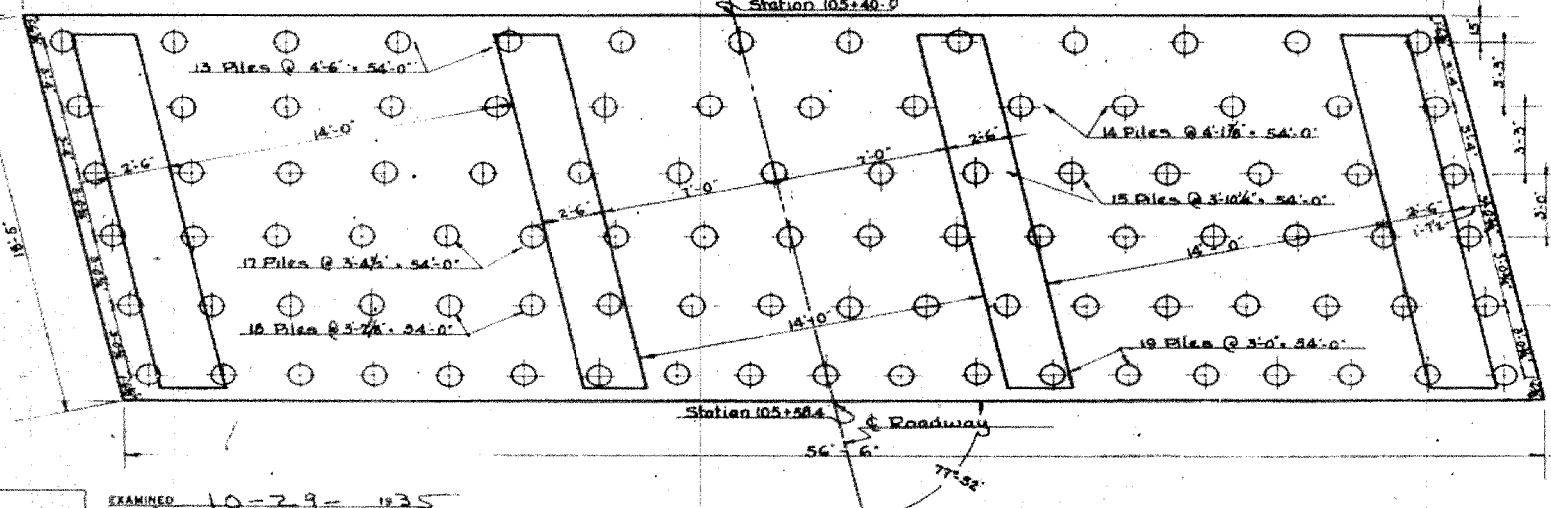
STATE OF ILLINOIS  
 DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
 DIVISION OF HIGHWAYS



TOP BEAM SECTION



SECTION A-A



BILL OF MATERIAL - ABUTMENT No. I							
Bars	No	Size	Length	Bars	No	Size	Length
a	10	1/2"	32'-0"	g	4	1/2"	32'-3"
a <sub>1</sub>	10	1/2"	23'-6"	g <sub>1</sub>	4	1/2"	23'-3"
a <sub>2</sub>	5	1/2"	20'-6"	g <sub>2</sub>	4	1/2"	20'-3"
c	12	1/2"	21'-3"	g <sub>3</sub>	4	1/2"	20'-3"
c <sub>1</sub>	8	1/2"	7'-3"	g <sub>4</sub>	4	1/2"	22'-3"
c <sub>2</sub>	8	1/2"	8'-0"	g <sub>5</sub>	4	1/2"	20'-3"
d	45	1/2"	3'-9"	g <sub>6</sub>	4	1/2"	18'-3"
d <sub>1</sub>	14	1/2"	5'-9"	g <sub>7</sub>	4	1/2"	14'-3"
d <sub>2</sub>	6	1/2"	2'-0"	g <sub>8</sub>	4	1/2"	12'-3"
d <sub>3</sub>	4	1/2"	2'-9"	s	30	1/2"	7'-5"
e	20	1"	31'-0"	v	20	1"	5'-9"
e <sub>1</sub>	20	3/4"	33'-0"	v <sub>1</sub>	8	1/2"	5'-3"
e <sub>2</sub>	8	1/2"	5'-0"	v <sub>2</sub>	8	1/2"	4'-0"
e <sub>3</sub>	8	1/2"	9'-3"	v <sub>3</sub>	8	1/2"	29'-3"
e <sub>4</sub>	8	1/2"	13'-6"	v <sub>4</sub>	8	1/2"	20'-9"
e <sub>5</sub>	8	1/2"	18'-0"	v <sub>5</sub>	8	1/2"	19'-0"
e <sub>6</sub>	8	1/2"	23'-6"	w	56	1/2"	18'-0"
e <sub>7</sub>	8	1/2"	27'-9"	w <sub>1</sub>	4	1/2"	36'-3"
e <sub>8</sub>	8	1/2"	27'-9"	w <sub>2</sub>	4	1/2"	34'-3"
				w <sub>3</sub>	4	1/2"	34'-3"

STANDARD	COMPUTED <i>Bollenberg</i>
	CHECKED <i>Ston &amp; Mhu</i>
	DRAWN <i>Bollenberg</i>
	CHECKED <i>S.M.</i>
SPECIAL	ASSEMBLED
	CHECKED

EXAMINED 10-29-1935  
 PASSED  
 APPROVED

20 iron piling used  
 36 piles reqd.  
 All piling is created.

ABUTMENT No. I  
 FRENCH VILLAGE GRADE SEPARATION  
 OVER SBL NO. 12 & ST. J. OF FALLON RD.  
 AND L. & N. R.R.  
 SBL RT. 157 (RELOCATION) - SEC. 18 - T. 12 N. - R. 10 W. - P. 11  
 ST. CLAIR COUNTY



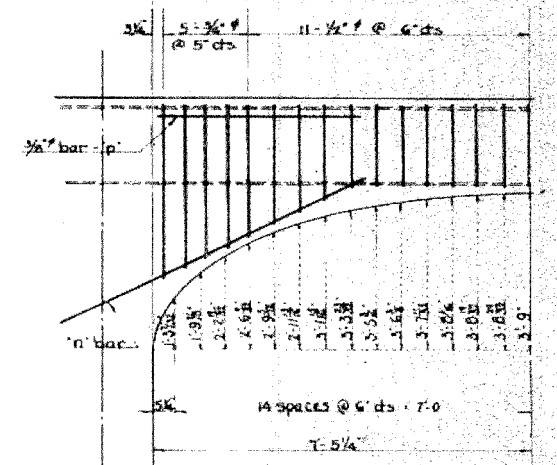
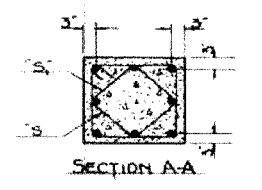
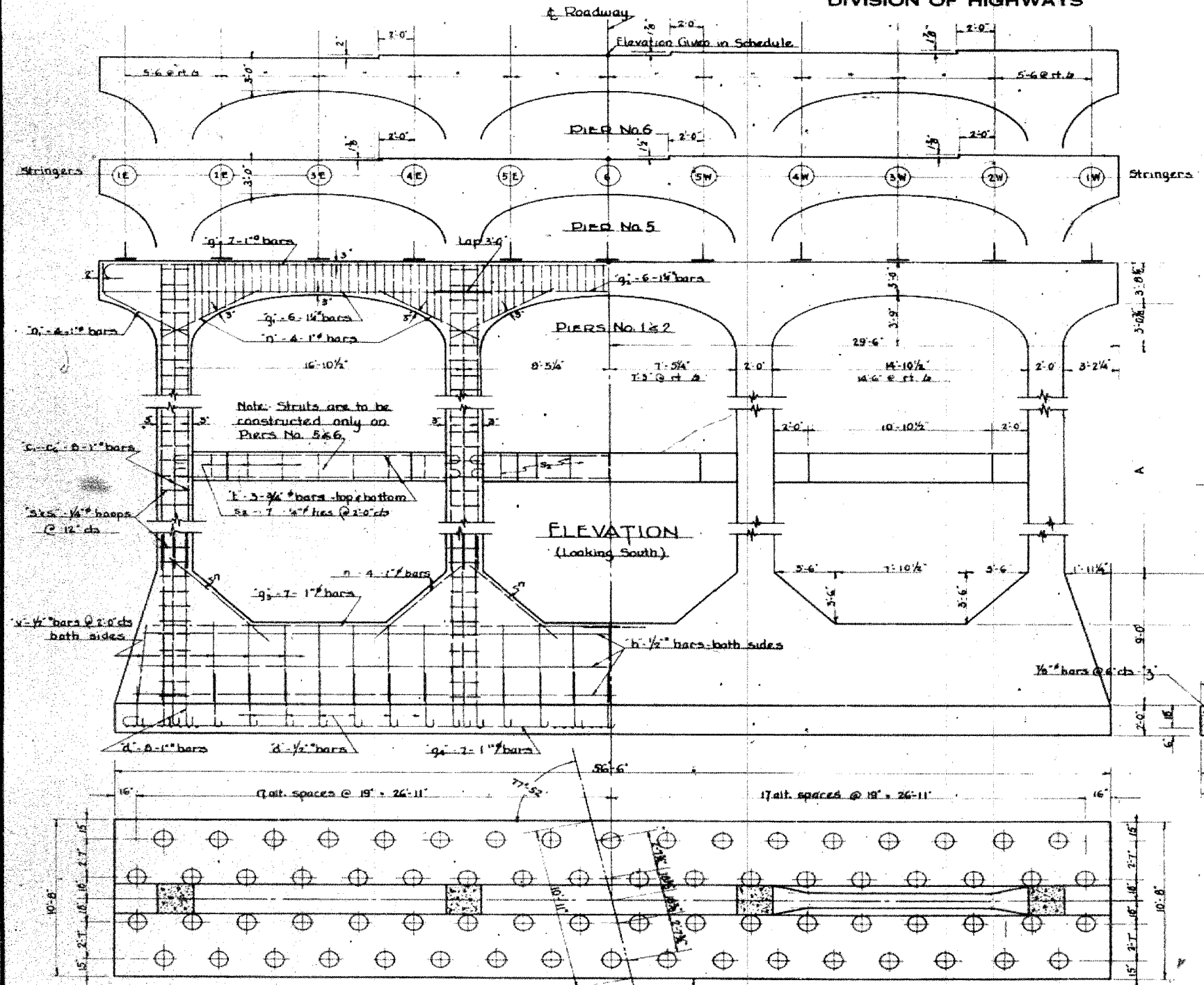




STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

ROAD ISSUE ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
157	119	ST. CLAIR	14	6
FED. ROAD DIST. No. 7 ILLINOIS FED. AID PROJECT WPGM 1077				

11 SHEETS



PIER SCHEDULE

Pier No.	Elev. @ Bot. Flng.	Elev. @ Top of Slab	A	Reinf. Steel	Class X Conc.
1	434.0	466.04	14'-3"	15225	98.6
2	434.0	466.08	14'-4"	15225	98.6
5	416.3	462.73	20'-6"	17415	111.1
6	416.3	458.71	24'-5"	16945	109.0
Totals -				64810	417.3

PIERS No. 1, 2, 5 & 6  
REINFORCING STEEL

Bars	No.	Size	Length
g	56	1"	32'-3"
g <sub>1</sub>	48	1 1/2"	22'-6"
g <sub>2</sub>	24	1 1/2"	20'-3"
g <sub>3</sub>	56	1"	27'-9"
g <sub>4</sub>	56	1"	30'-3"
n	192	1"	7'-0"
n <sub>1</sub>	32	1"	7'-9"
c	32	1"	21'-6"
c <sub>1</sub>	32	1"	21'-6"
c <sub>2</sub>	32	1"	35'-9"
c <sub>3</sub>	32	1"	31'-9"
s	576	3/8"	7'-0"
s <sub>1</sub>	576	3/8"	5'-9"
s <sub>2</sub>	42	1/2"	5'-3"
h	48	1/2"	28'-3"
v	184	1/2"	5'-3"
d	184	1/2"	4'-6"
d <sub>1</sub>	128	1"	14'-3"
3	482	3/8"	10'-6"
w	48	1/2"	20'-0"
t	36	3/8"	18'-6"
Stirrups	4 piers	3/8"	355'-6"
Stirrups	4 piers	1/2"	564'-9"
p	48	3/8"	4'-0"

PIERS 1, 2, 5, 6

Total Bill of Materials on Sheet No. 8

See General Notes on Sheet No. 10

See Pier Notes on Sheet No. 5

See Details of Hooked Bars on Sheet No. 10

PIERS No. 1, 2, 5 & 6

12 Jan piles used under all piers

280 required

All piles are creosoted

STANDARD	COMPUTED <i>Goldenberg</i>	EXAMINED <i>10-29-1235</i>
	CHECKED <i>Tom L. Miller</i>	DESIGNED <i>W. F. [Signature]</i>
	DRAWN <i>Goldenberg</i>	PASSED <i>[Signature]</i>
	CHECKED <i>of S. M.</i>	APPROVED <i>[Signature]</i>
SPECIAL	ASSEMBLED	
	CHECKED	

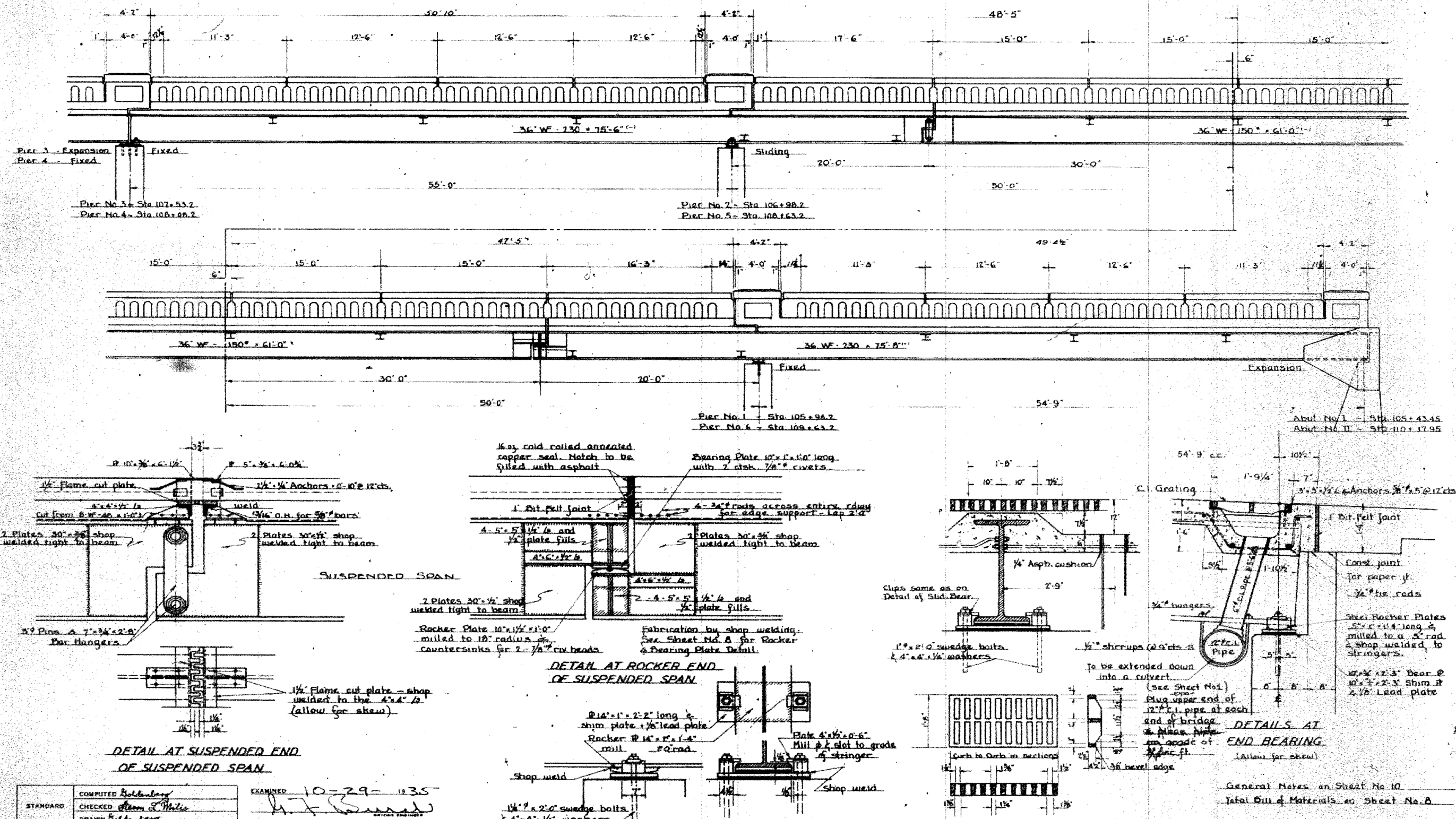
FRENCH VILLAGE GRADE SEPARATION  
OVER S.B.I. NO. 12 - STL. & OFALLON RR.  
AND L. & N. R.R.  
S.B.I. RT. 157 - RELOCATION - SEC. 119-1 BR-1  
ST. CLAIR COUNTY



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

BOND ISSUE ROUTE No.	SEC	COUNTY	TOTAL SHEETS	SHEET No.
157	119	St. Clair	14	7
FED. ROAD DIST. No. 7 ILLINOIS FED. AID PROJECT WPGM 167				

SHEET NO. 7  
4 SHEETS



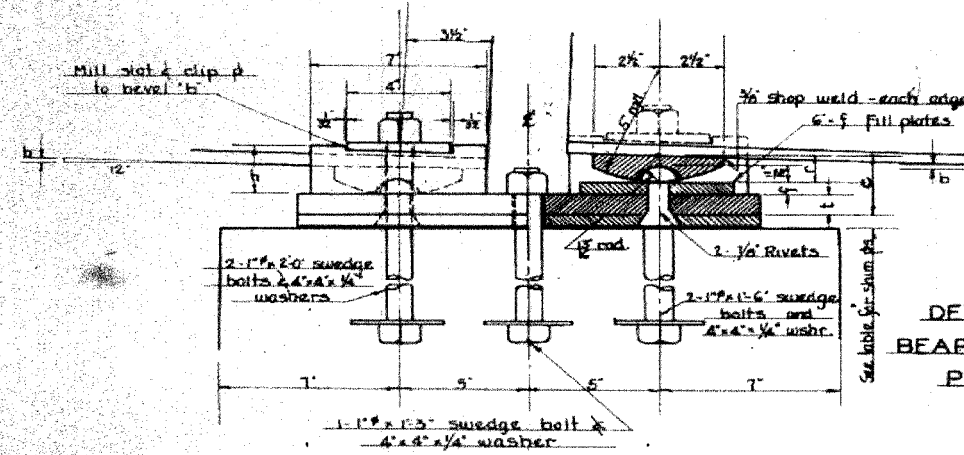
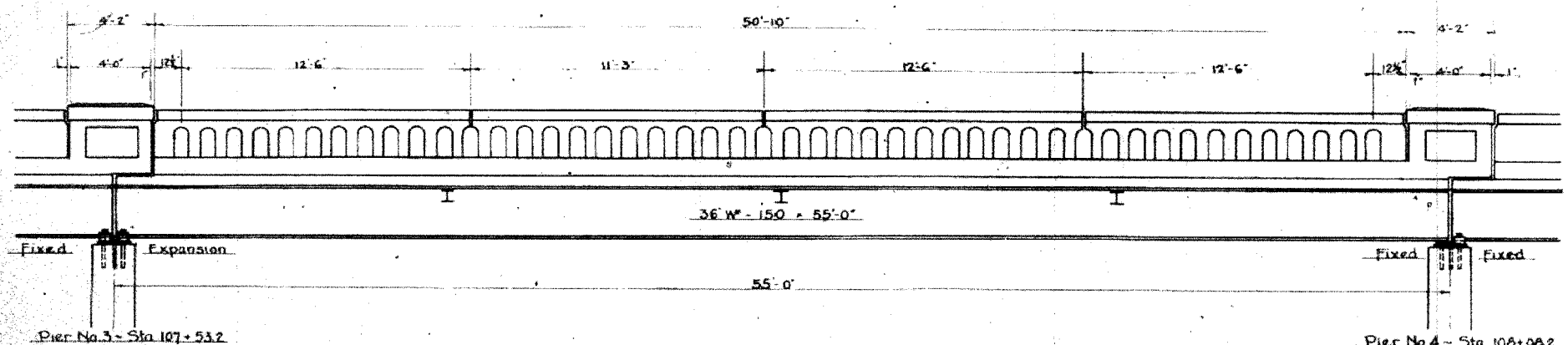
STANDARD	COMPUTED <i>Roldenburg</i>	EXAMINED	10-29-1935
	CHECKED <i>Strom &amp; Philip</i>	DRAWN	<i>[Signature]</i>
	DRAWN <i>Roldenburg</i>	CHECKED	<i>[Signature]</i>
	CHECKED <i>J.S.M.</i>	APPROVED	<i>[Signature]</i>
SPECIAL	ASSEMBLED		
	CHECKED		

FRENCH VILLAGE GRADE SEPARATION  
SBL NO. 12 - LINE & ST. L. & OFALLON RR  
SBL RT. 157-RELOCATION - SEC. 119-1-1-F-D-P-WPGM  
ST. CLAIR COUNTY

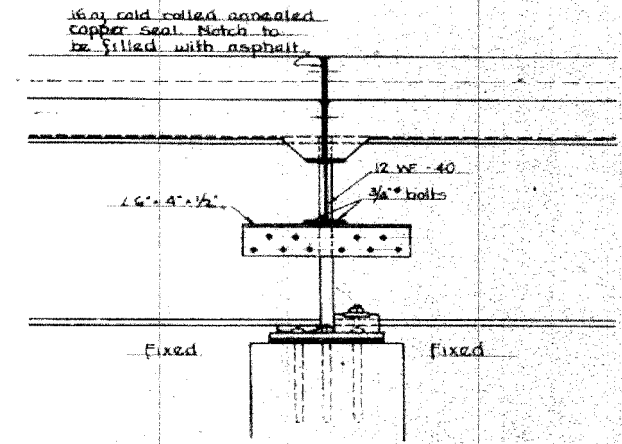
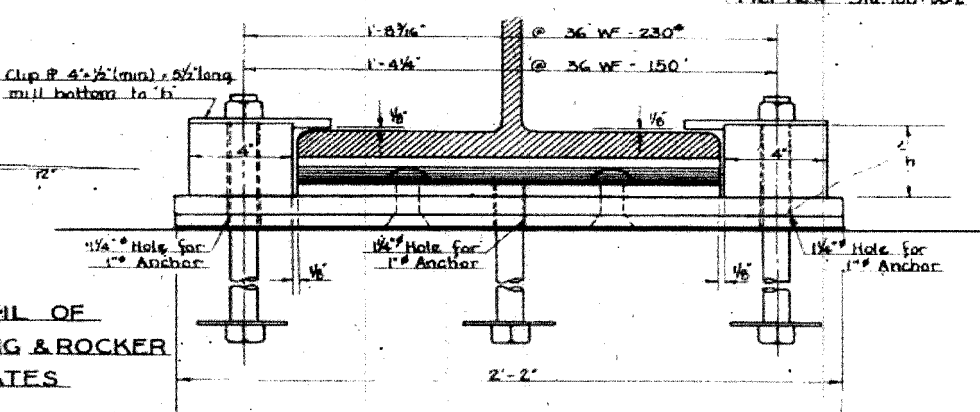


STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

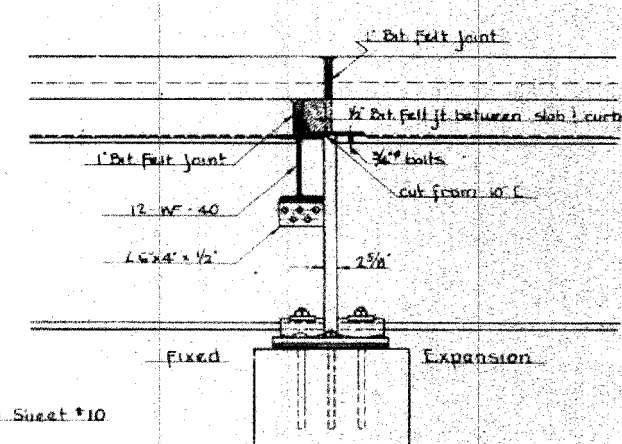
ROUTE No.	SEC	COUNTY	TOTAL SHEETS	SHEET No.
157	51	CLAIR	14	10
FED. ROAD DIST. No. 7 ILLINOIS		FED. AID PROJECT No. 147 F		SHEET NO. 8
				11 SHEETS



DETAIL OF BEARING & ROCKER PLATES



DETAIL AT PIER NO. 4



DETAIL AT PIER NO. 3

SCHEDULE FOR BEARING PLATES AND ROCKERS							CLIPS
Span Numbers	Pier Numbers	Dist. C.	Thickness of Rockers	Thickness of Bearings	Level on Rockers	Thickness of Fill	Height of Header P.
1	I	2'	1 1/4"	3/4"	1/8"	0	2 3/8"
2	1	3'	2"	1"	1/8"	0	0
2	2	3'	2"	1"	1/8"	0	3 3/8"
3	3	2 3/8"	1 1/4"	3/4"	1/8"	0	2 3/8"
4	3	2"	1 1/4"	3/4"	1/8"	0	2 3/8"
4	4	2 1/4"	1 1/4"	3/4"	1/8"	0	0
5	4	2"	1 1/4"	3/4"	1/8"	0	2 3/8"
5	5	3'	2"	1"	3/8"	0	3 3/8"
6	6	3'	2"	1"	3/8"	0	0
7	6	II	2"	1 1/4"	3/4"	0	3"
No. of Rockers at end of Suspended Span		1-2	1 1/2"	1"	0		
		3-6	1 1/2"	1"	1/2"		

SCHEDULE OF THICKNESS 'I' OF SHIM PLATES

PIER NO.	I	1	2	3	4	5	6	II
Stringer 1 E	1 1/2"	1"	1 1/4"	0	0	0	0	1/2"
2 E	1 1/2"	1"	1 1/4"	1/2"	3/4"	1"	1 1/2"	1 1/2"
3 E	1 1/2"	1"	1 1/4"	1/2"	3/4"	1"	1 1/2"	1 1/2"
4 E	1 1/2"	1"	1 1/4"	1/2"	3/4"	1"	1 1/2"	1 1/2"
5 E	1 1/2"	1"	1 1/4"	1/2"	3/4"	1"	1 1/2"	1 1/2"
6	0	1/2"	3/4"	1 1/4"	1 1/2"	1"	1 1/4"	1 1/2"
5 W	1 1/2"	1"	1 1/4"	0	3/4"	0	1 1/2"	1 1/2"
4 W	1 1/2"	1"	1 1/4"	1/2"	3/4"	1"	1 1/2"	1 1/2"
3 W	1 1/2"	1"	1 1/4"	1/2"	3/4"	1"	1 1/2"	1 1/2"
2 W	1 1/2"	1"	1 1/4"	1/2"	3/4"	1"	1 1/2"	1 1/2"
1 W	0	0	1 1/4"	1/2"	3/4"	1"	1 1/2"	1 1/2"

General Notes on Sheet #10

TOTAL BILL OF MATERIALS						
ITEM		Section V-B	Section V-F	Section V-E	Section V-D	Section V-P
Class "X" Concrete	Cu Yds.	1076.8			641.5	
Handrail Concrete	Cu Yds.				54.5	
Crossed Piles up to 20'	Lin. Ft.	10820				
Structural Steel	Lbs.		1,206,710	1,206,710		
6 C. I. Pipe & Ftngs.	Lin. Ft.			57		
C.I. Drain Grates & Frames	Lbs.		12,200		12,200	
12" C.I. Pipe & Ftngs.	Lin. Ft.		76	129		
Reinforcing Steel	Lbs.	130,640			175,860	
Test Piles	Ea.	4				
Name Plates	Ea.			1		
Painting - 2 Field Coats	Lbs.					1,206,710

NOTES FOR EXPANSION

Abutments I & II - provide as shown in Details at End Bearing on Sheet 7 and apply a durable lubricant to the surface of the Bearing P. to facilitate sliding.  
Piers 2 & 5 - provide as shown in Detail of Sliding Bearing on Sheet 7, with lubricant as above.  
Piers 1 & 6 - provide as for Piers 2 & 5 - but eliminating clips and provisions for sliding and adding 2 - 3/8" dia rivets per plate for fixity as shown in Details of Bearing P. above.  
Piers 3 & 4 - as shown above where noted 'fixed' provide as for Piers 1 & 6; where noted 'expansion' provide as for Piers 2 & 5.

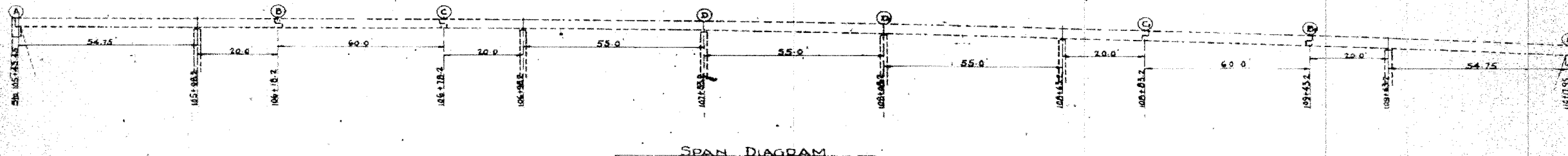
FRENCH VILLAGE GRADE SEPARATION  
OVER S.B.I. NO. 12 - ST. L. & O'FALLON R.R.  
AND I. & N. R.R.  
S.B.I. RT. 157 - RELOCATION - SEC. 13 - WILSON & WYCKOFF  
ST. CLAIR COUNTY

COMPUTED	<i>Waldenberg</i>
CHECKED	<i>John S. Miller</i>
DRAWN	<i>Waldenberg</i>
CHECKED	<i>J. S. M.</i>
SPECIAL ASSEMBLED	
CHECKED	

EXAMINED	10-29-1935
PASSED	<i>Waldenberg</i>
APPROVED	<i>Waldenberg</i>

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

ROUTE No.	SEC.	COUNTY	LOCAL SHEETS	SHEET No.
157	51	CLAIR	14	12
FED. ROAD DIST. No. 7		ILLINOIS	FED. AID PROJECT No. 447	11 SHEETS



BILL OF MATERIALS FOR SPAN A-B

Bar	No.	Size	Length
a	177	5/8"	27'-3"
a <sub>1</sub>	177	5/8"	21'-3"
a <sub>2</sub>	160	5/8"	24'-6"
a <sub>3</sub>	160	5/8"	24'-0"
a <sub>4</sub>	306	1/2"	7'-3"
b	408	1/2"	19'-9"
e	64	1/2"	20'-0"
d	108	1/2"	4'-3"
d <sub>1</sub>	16	1/2"	4'-6"
s	40	1/2"	4'-9"
p	8	1/2"	3'-9"
g	16	1/2"	12'-0"
g <sub>1</sub>	4	1/2"	17'-3"
g <sub>2</sub>	153	1/2"	4'-0"
Structural Steel---lbs $\frac{A-B}{C.A.}$ 21695			
Reinforcing Steel---lbs 21500			
Class 'X' concrete---cu yd $\frac{A-B}{C.A.}$ 188.7			
C.I. Gates --- lbs 6102			

BILL OF MATERIALS FOR SPAN B-C

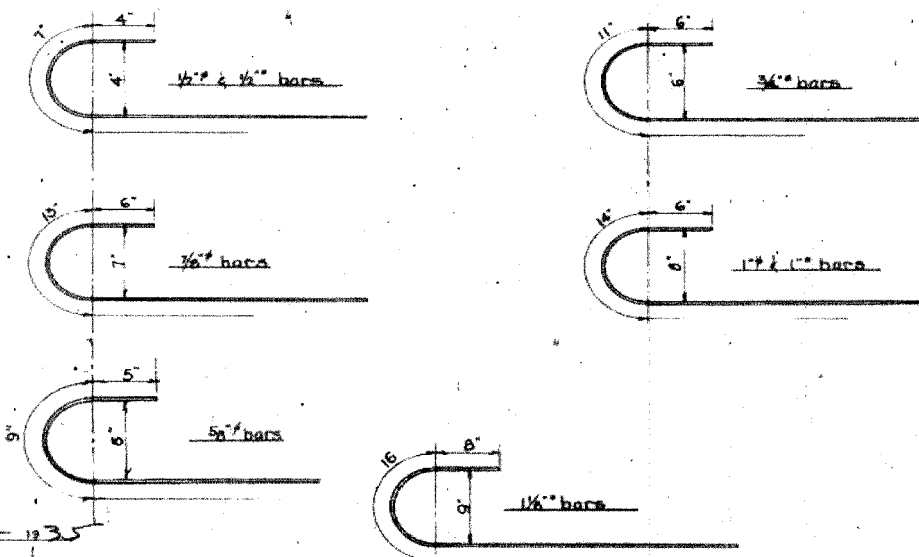
Bar	No.	Size	Length
a	145	5/8"	27'-3"
a <sub>1</sub>	145	5/8"	21'-3"
a <sub>2</sub>	132	5/8"	24'-6"
a <sub>3</sub>	132	5/8"	24'-0"
a <sub>4</sub>	244	1/2"	7'-3"
b	306	1/2"	21'-3"
e	48	1/2"	20'-3"
d	96	1/2"	4'-3"
d <sub>1</sub>	—	1/2"	—
a <sub>5</sub>	122	1/2"	4'-0"
p	—	1/2"	—
g	16	1/2"	14'-9"
Structural Steel---lbs $\frac{B-C}{C.B.}$ 116620			
Reinforcing Steel---lbs 116620			
Class 'X' concrete---cu yd $\frac{B-C}{C.B.}$ 80.5			

BILL OF MATERIALS FOR SPAN C-D

Bar	No.	Size	Length
a	181	5/8"	27'-3"
a <sub>1</sub>	181	5/8"	21'-3"
a <sub>2</sub>	164	5/8"	24'-6"
a <sub>3</sub>	164	5/8"	24'-0"
a <sub>4</sub>	303	1/2"	7'-3"
b	408	1/2"	20'-3"
e	64	1/2"	20'-3"
d	112	1/2"	4'-3"
d <sub>1</sub>	12	1/2"	4'-6"
a <sub>5</sub>	151	1/2"	4'-0"
p	6	1/2"	3'-9"
g	12	1/2"	12'-0"
g <sub>1</sub>	4	1/2"	13'-3"
g <sub>2</sub>	4	1/2"	18'-3"
Structural Steel---lbs $\frac{C-D}{C.C.}$ 216350			
Reinforcing Steel---lbs 216350			
Class 'X' concrete---cu yd $\frac{C-D}{C.C.}$ 188.3			
Blast Plates---(C-Only) lbs 4935			

BILL OF MATERIALS FOR SPAN D-E

Bar	No.	Size	Length
a	133	5/8"	27'-3"
a <sub>1</sub>	133	5/8"	21'-3"
a <sub>2</sub>	121	5/8"	24'-6"
a <sub>3</sub>	121	5/8"	24'-0"
a <sub>4</sub>	224	1/2"	7'-3"
b	306	1/2"	19'-6"
e	48	1/2"	19'-6"
d	82	1/2"	4'-3"
d <sub>1</sub>	8	1/2"	4'-6"
a <sub>5</sub>	112	1/2"	4'-0"
p	4	1/2"	3'-9"
g	8	1/2"	13'-3"
g <sub>1</sub>	4	1/2"	11'-0"
g <sub>2</sub>	6	1/2"	12'-3"
Structural Steel---lbs 100590			
Reinforcing Steel---lbs 20480			
Class 'X' concrete---cu yd 73.7			
Blast Plates --- lbs 4935			



RAILING CONCRETE

Span	Cu. Yds
A-B	8.9
B-C	6.4
C-D	8.4
D-E	6.3
E-F	9.2
F-G	6.4
G-H	8.9
Total:	54.5

GENERAL NOTES

Design Load - H-20 + Impact (rel. A.A.S.H.O.)

Piling shall not be trimmed and the use of canthoats will not be allowed. Piles shall be driven to the designated capacity. The contractor shall drive 4 test piles as directed by the Engineer before ordering the total piling required. Piling shall receive the creosote treatment as per State of Illinois specifications. Length of piling estimated @ 20' each. Class 'X' concrete shall be used throughout. Coarse aggregate which is to be used in Handrails must be absolutely free of chert, flint, limonite and soft sandstone. Reinforcing steel shall be securely wired in place before any concrete will be poured. Stirrups in the haunches of the top beam of the piers shall be shop weld fabricated into nests utilizing the 3/8" bars 'p' and 1" bars 'n'. Structural steel will be shop inspected by the Illinois Division of Highways before painting. Rivets 3/8" open holes 1/16" unless noted. Field connections may be bolted.

Paint: One shop coat of blue lead paint to comply with the Standard Specifications, and two field coats of black graphite paint, Serial M-15-34, to comply with Special Provisions in the proposal. Steel or Concrete floor slab shall be constructed to a uniform thickness, obtaining the desired camber in the surface by the use of a concrete fillet of variable height over each beam. See diagram on Sheet 11 for fillets necessary for deflections due to dead load on all spans, and necessary height to vertical curve. Floor slab shall be finished according to Article 45.3(e) of Specifications. C.I. Pipe item includes fittings and hangers.

Structural steel item includes bearing plates, rockers, shim plates, anchor bolts, expansion guards, tie rods, C.I. Exp. pbs. in H.R. posts, etc. Blast plate item includes splices, bolts and nuts. Cost of Lead Plates shall be absorbed in price bid for Structural Steel. Total Bill of Materials on Sheet No. 8.

FRENCH VILLAGE GRADE SEPARATION  
OVER SBI NO. 12 - ST. L. & O'FALLON R.R.  
AND I & N R.R.  
SBI RT. 157 - RELOCATION - SEC. 10 & 11 - 1/2  
ST. CLAIR COUNTY

STANDARD	COMPUTED <i>Holdenberg</i>
	CHECKED <i>St. M.</i>
	DRAWN <i>Holdenberg</i>
	CHECKED <i>St. M.</i>
SPECIAL	ASSEMBLED
	CHECKED

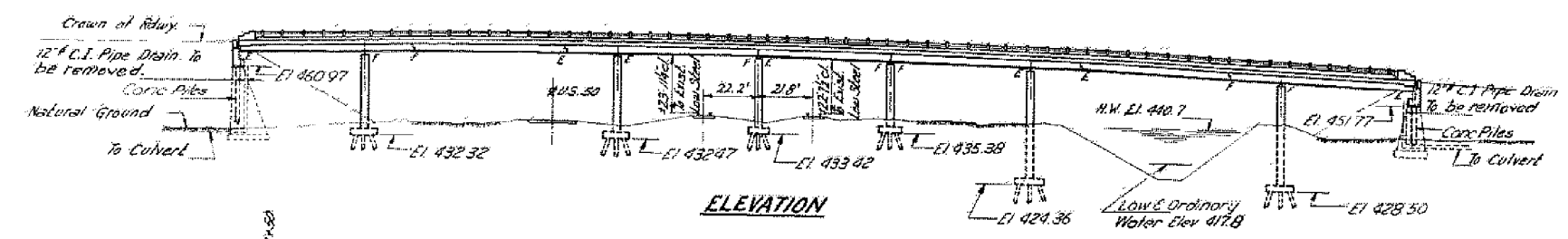
EXAMINED 10-29-1935  
*H. J. Buehl*  
PASSED  
*St. M.*  
APPROVED  
*St. M.*

DETAIL OF BAR HOOKS

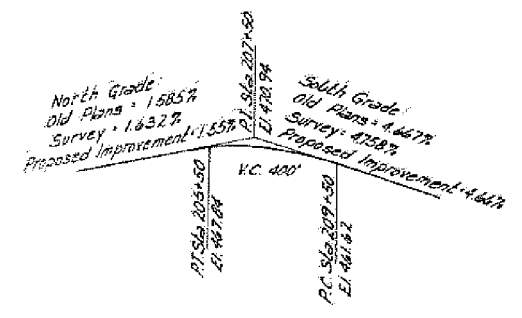
STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

PROJECT NO.	SECTION	SHEET NO.	TOTAL SHEETS
157	119-1BR	23	8
ST. CLAIR			
SHEET NO. / 11 SHEETS			

3/4" N.W. Corner of N. Abut. 28'-8" R/L  
Sta 205+34 chiseled square E1 468.13  
Existing Structure to be widened on West Side only.  
New parapet rail on East Side.

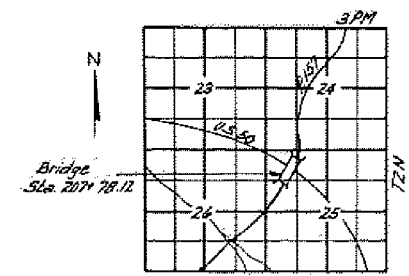


ELEVATION

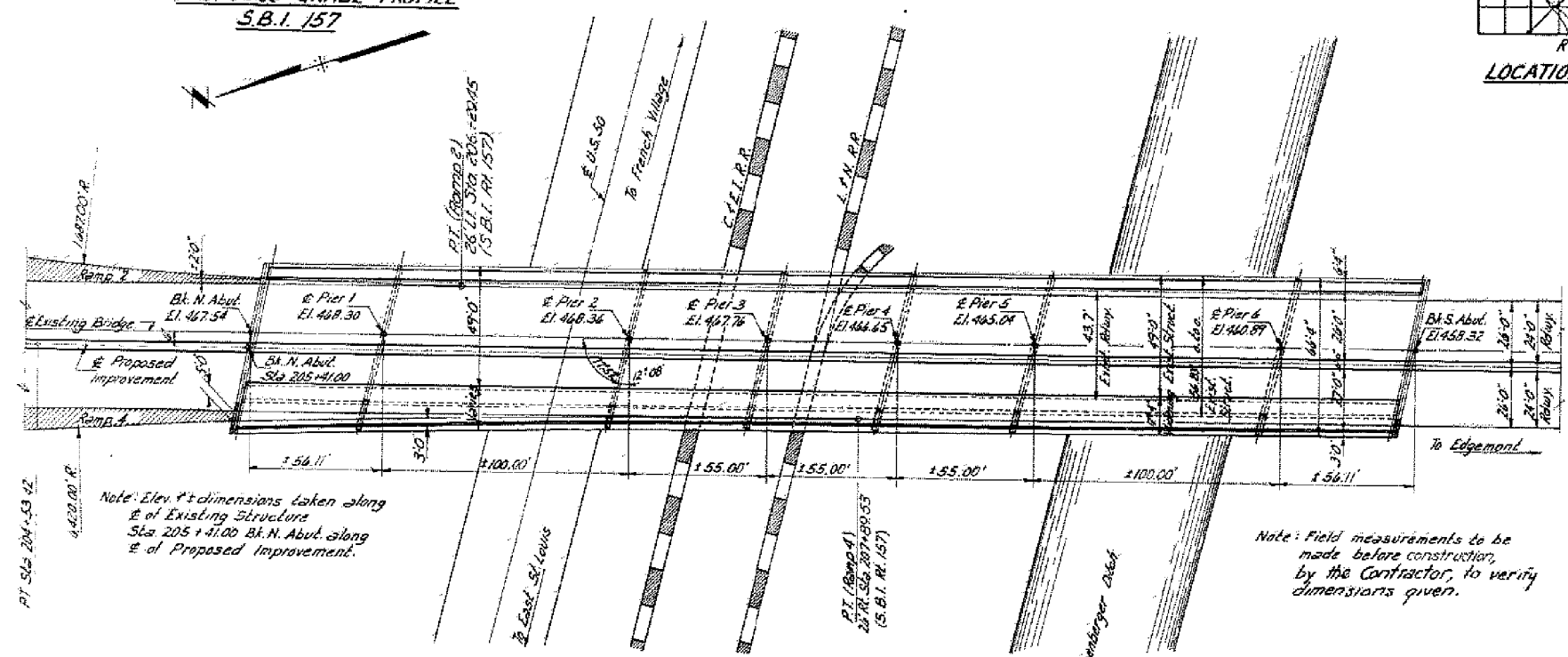


PROPOSED GRADE PROFILE  
S.B.I. 157

Sta. 207+78.12  
BUILT 196 BY  
STATE OF ILLINOIS  
S.B.I. RT 157 SEC. 119-1 BY  
F.A. PROJ. F 117(13)  
LOADING H20-80  
NAME PLATE  
See Sld. 213



LOCATION SKETCH



PLAN

DESIGNED	W. H. Manning
CHECKED	Abraham El. Beck
DRAWN	G. K. G. G. G.
CHECKED	Abraham El. Beck

May 2 1963  
EXAMINED  
PASSED  
APPROVED

DESIGN STRESSES  
K = 1,400 p.s.i. Super F-Sub  
V = 75 p.s.i.  
I<sub>s</sub> = 20,000 p.s.i. Reinf.  
I<sub>s</sub> = 14,000 p.s.i. Struct.  
H-10  
LOADING H20-44

**GENERAL NOTES**  
Class X Concrete shall be used throughout.  
Rein. 3/8", open holes 1 3/8" unless noted.  
Coarse aggregate to be used in parapet handrails and end post must be absolutely free of chert, flint, ironstone, lignite and soft sandstone.  
All Structural Steel shall conform to ASTM A36 Specifications for Structural Steel.  
All bearing plates, shim plates, lead plates, pintles 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. = 3470 lbs.  
Anchor bolts shall be set before riveting diaphragms over supports.  
Roadway expansion guards (finger plates) shall be assembled in the shop in proper position with the adjacent ends in place and shall be left assembled for shop inspection. Plates shall be flame cut as provided in Article 54.5(1) of the Standard Specifications.  
Expansion guards (angles) shall be fabricated and erected in accordance with Article 51.13(d) of the Standard Specifications.  
All expansion guards are included in quantity of Structural Steel, Est. Wt. = 4200 lbs.  
Exposed surfaces of expansion guards shall be given two shop coats of red lead paint.  
Except as otherwise provided all Structural Steel shall receive one shop coat of red lead paint and two field coats of aluminum paint. See Articles 56.1 to 56.5 inclusive of the Standard Specifications.  
All paint shall be furnished and applied by the Contractor.  
The contractor shall drive one concrete test pile in a permanent location at N. Abut. and two timber test piles in the vicinity of Piers 1 & 5 as directed by the Engineer before ordering remainder of piles.  
Protective coat shall be applied to the top surfaces of the sidewalks, freeways, and parapets, the subguards and the inside vertical faces of the parapets.  
For Cleaning and Painting Existing Steel see Special Provisions.

**TOTAL BILL OF MATERIAL**

Item	Super	Sub	Total
*** Biluminous Concrete Surface Course Sub-class F-11	Ton	311	311
Concrete Removal	Cu Yds.	170	184
Expansion Bolts (3/4")	Each	128	128
Expansion Bolts (5/8")	Each	366	366
Class A Excav. for Structure	Cu Yds.	330	330
*** Furnishing & Erecting Structural Steel	Lbs.	750	750
Class X Concrete	Cu Yds.	203,010	203,010
Reinforcement Bars	Lbs.	564,15	502,83
Aluminum Handrail or Metal Handrail	Lin. Ft.	916	82,550
Crossed Piles	Lin. Ft.	1170	916
Test Piles (Timber)	Each	2	2
Concrete Piles	Lin. Ft.	105	105
Test Piles (Concrete)	Each	1	1
Name Plates	Each	1	1
Cleaning & Painting Existing Steel	L. Sum	1	1
Bridge Deck Sealant	Sq. Yds.	2,987	2,987
Cement for Gunfiling	Sacks	15	15
Protective Coat	Sq. Yds.	709	709

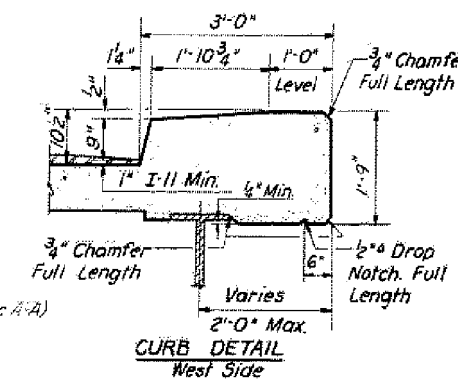
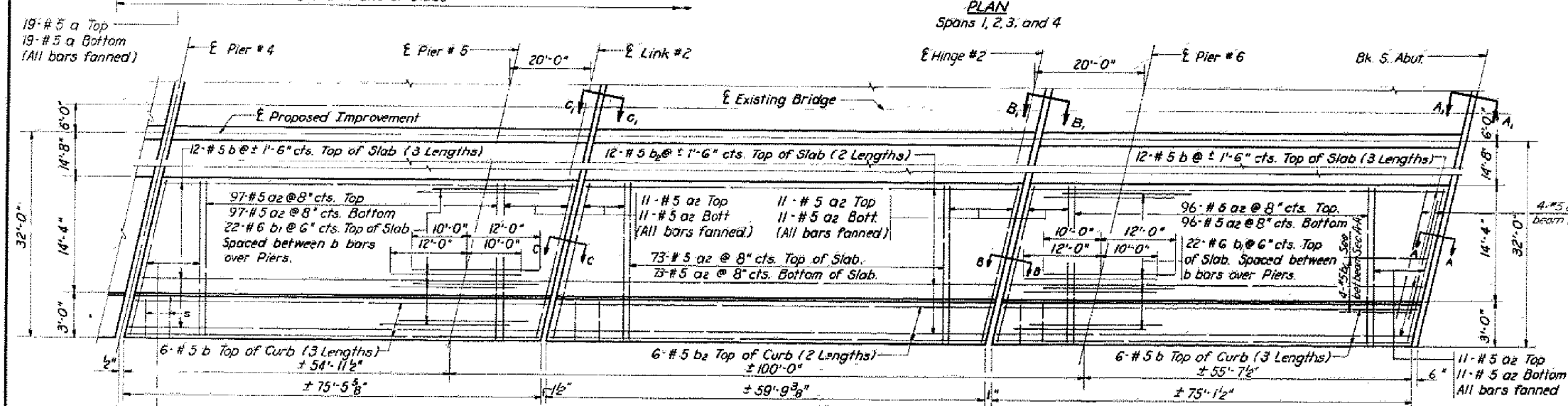
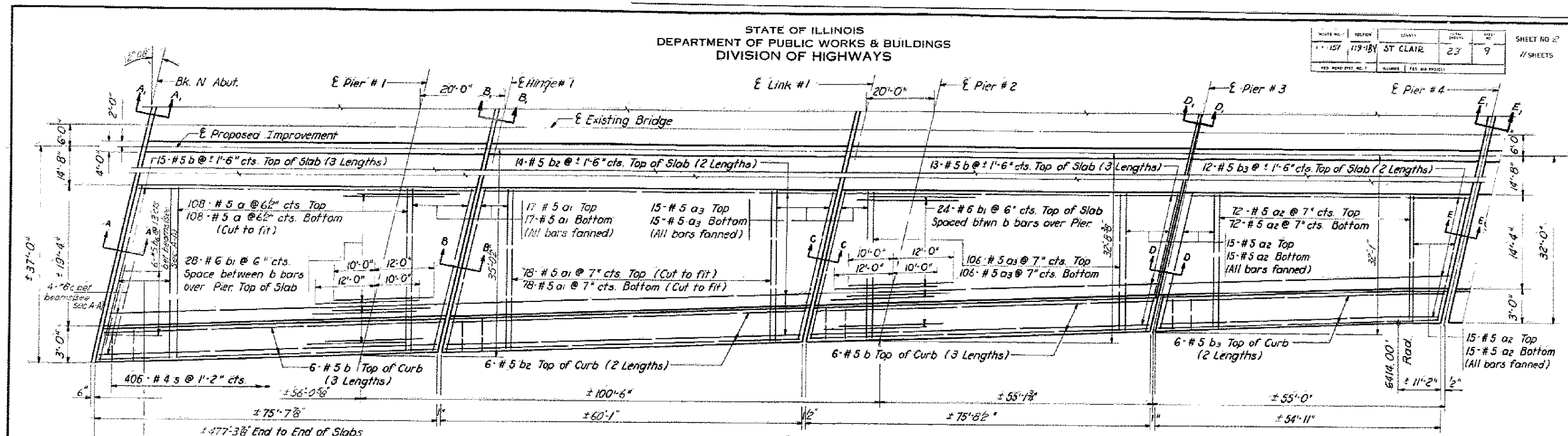
\*\*\* Self lubricating bronze 12¢ bushing included in the structural steel, Est. wt. = 450.  
\*\*\* Expansion Bolts (3/4") Each 477 477  
\*\*\* Protective Coat Sq. Yds. 186 186

GENERAL PLAN & ELEVATION  
PROJ. F-147(13)  
OVER U.S. 50, C.F.E.L.R., L.N.R.R., SHOENBERGER CR.  
S.B.I. RT. 157 SEC. 119-1 BY  
ST. CLAIR COUNTY  
STA. 207+78.12

Revised: March 19, 63: for quantity & adding sheet # 4a

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
157	119-1B	ST. CLAIR	23	9
11 SHEETS				



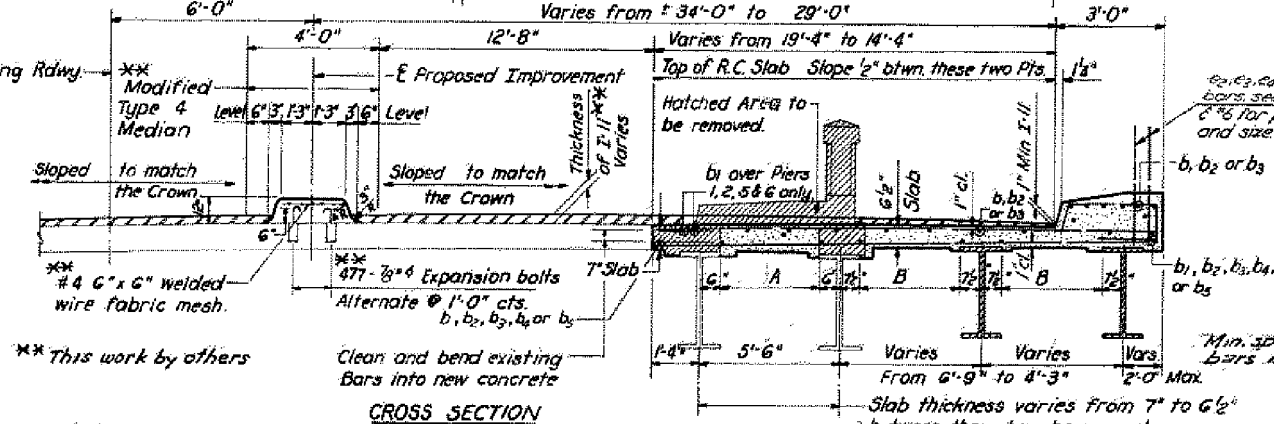
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a	234	# 5	27'-0"	
a1	224	# 5	19'-6"	
a2	898	# 5	17'-0"	
a3	272	# 5	17'-6"	
b	360	# 5	25'-9"	
b1	96	# 6	22'-0"	
b2	122	# 5	30'-3"	
b3	74	# 5	28'-0"	
b4	114	# 4	25'-9"	
b5	38	# 4	30'-3"	
b6	18	# 5	5'-0"	
c	6	# 6	7'-6"	
c1	6	# 5	5'-0"	
s	406	# 4	6'-3"	
Class X Concrete				Cu. Yds. 276.5
Reinforcement Bars				Lbs. 54,510
Structural Steel				Lbs. 203,010
Expansion Bolts 1/2" P				Each 477
Corc. Removal				Cu. Yds. 198.0

For Sections see sh #4 & 4a. For detail of bar b<sub>2</sub> see sheet #4.

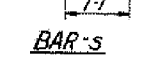
**TABLE OF A&B**

Span	Span 1	Span 2	Span 3	Span 4	Span 5	Span 6	Span 7
A	7-b	3	7-b <sub>2</sub>	2	7-b	3	7-b <sub>2</sub>
B	8-b	3	7-b <sub>2</sub>	2	5-b	3	5-b <sub>2</sub>



DESIGNED: *Max Harty*  
 CHECKED: *Charles G. Putnam*  
 DRAWN: *Charles G. Putnam*  
 EXAMINED: *W.E. Rammann*  
 PASSED: *Charles G. Putnam*  
 APPROVED: *Charles G. Putnam*

DATE: May 2, 1963

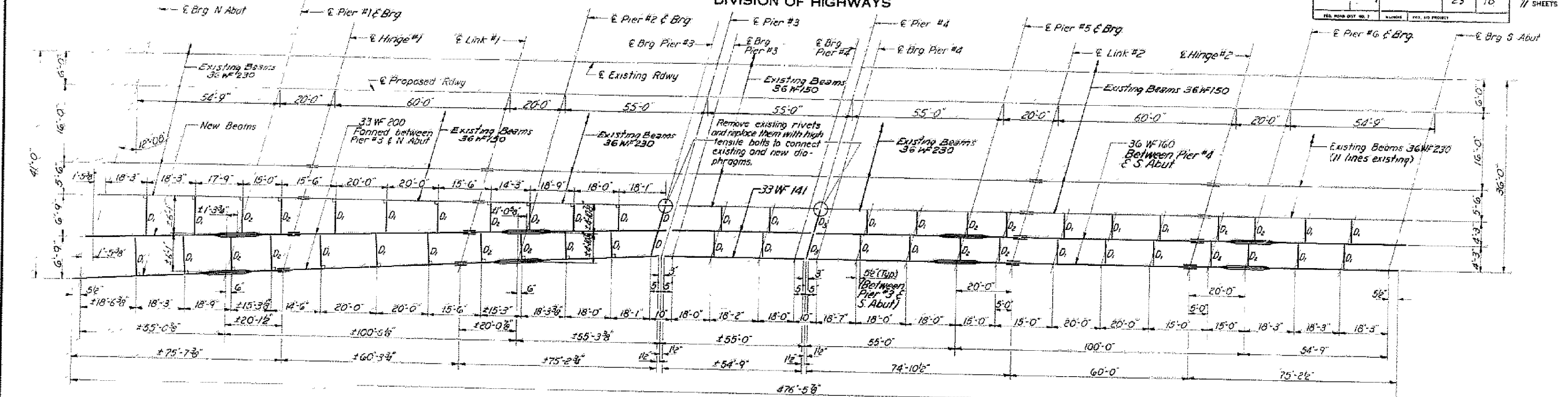


**SUPERSTRUCTURE**  
 S.B.I. RT. 157 SEC. 119-1  
 ST. CLAIR COUNTY  
 STA. 207 + 78.12



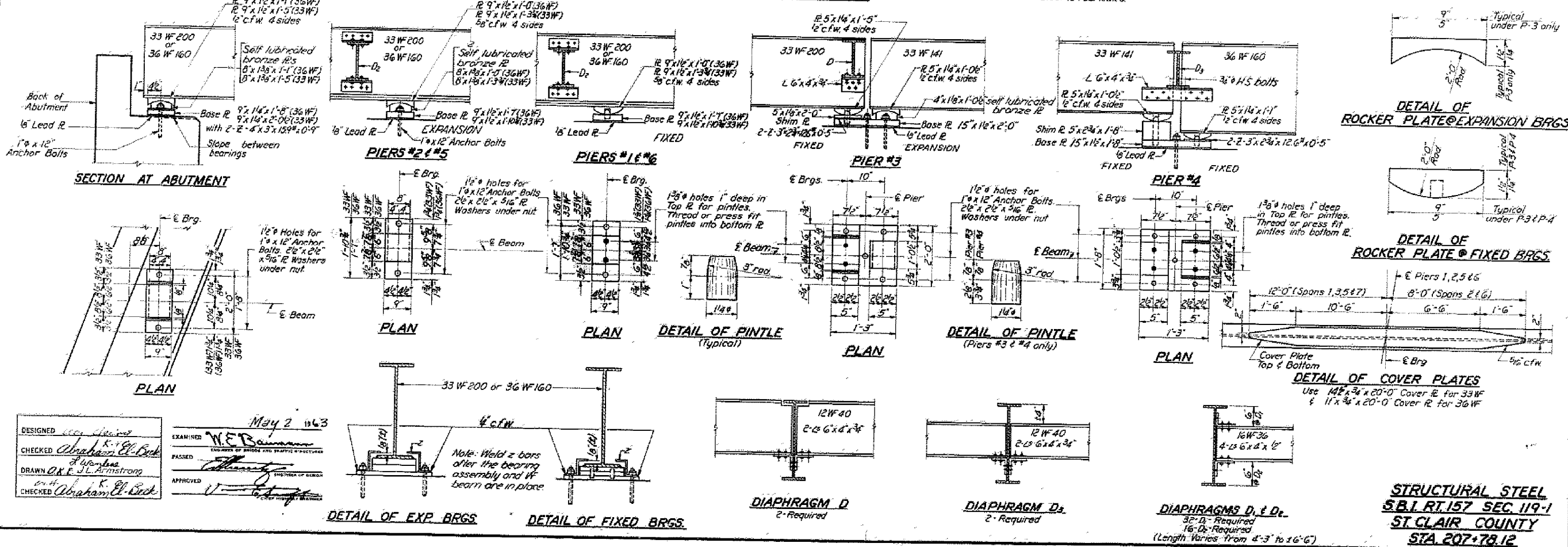
STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
117	119-1B	ST. CLAIR	23	10
SHEET NO. 3 // SHEETS				



STRUCTURAL STEEL PLAN

Note: Field measurements to be made before structural steel is fabricated.



DESIGNED	EXAMINED
CHECKED	PASSED
DRAWN	APPROVED
CHECKED	

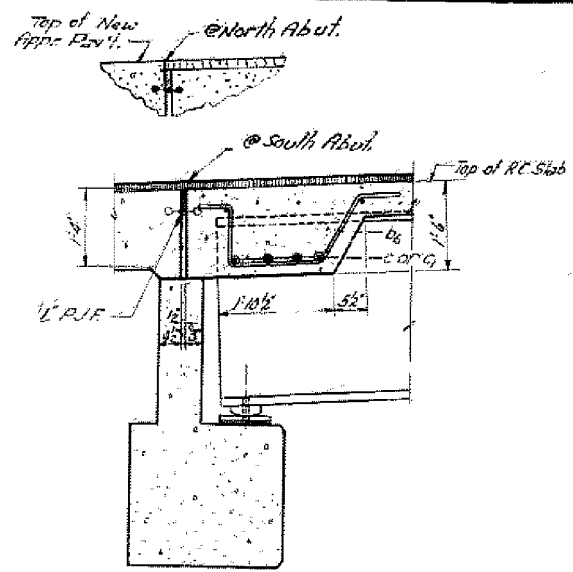
May 2 1963

STRUCTURAL STEEL  
S.B.I. RT. 117 SEC. 119-1  
ST. CLAIR COUNTY  
STA. 207+78.12

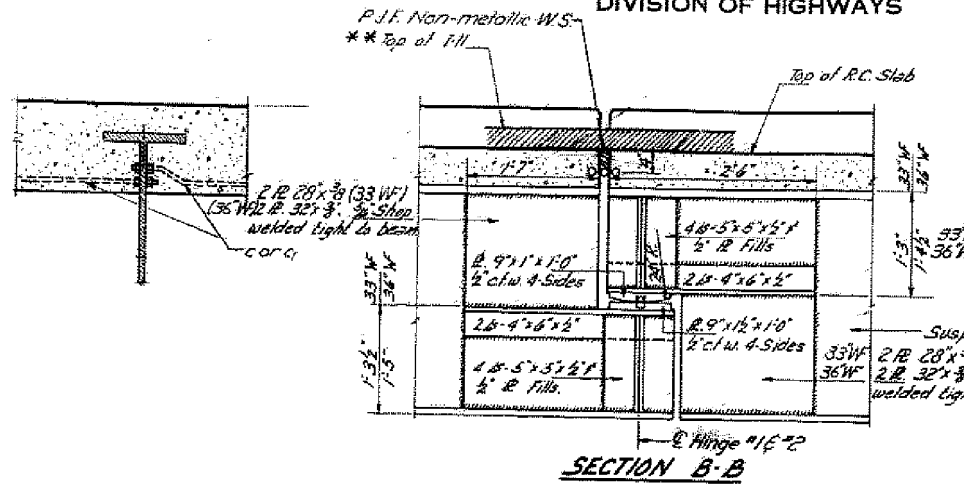


STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

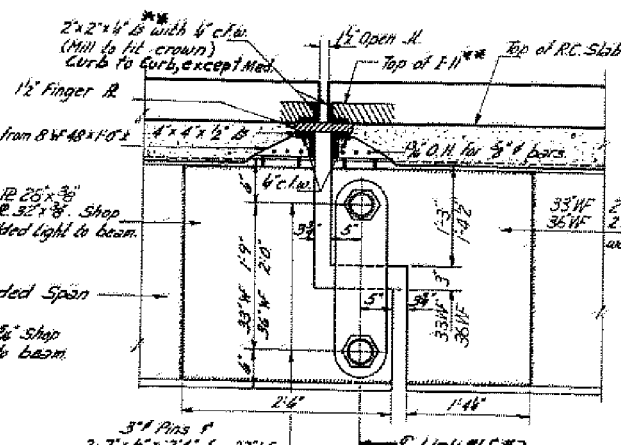
PROJECT NO.	SECTION	DATE	TOTAL SHEETS	SHEET NO.
119-117	119-117	ST. CLAIR	23	11
SHEET NO. 4 47 SHEETS				



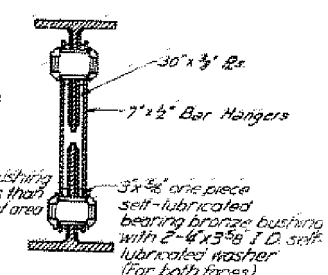
SECTION A-A



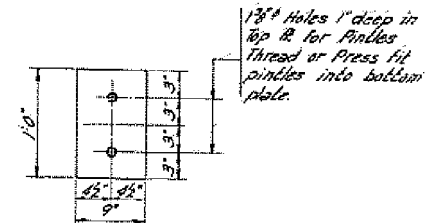
SECTION B-B



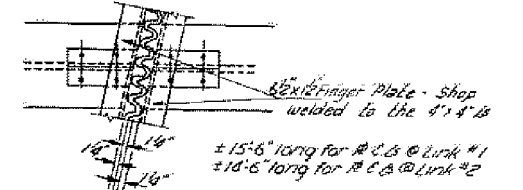
SECTION C-C



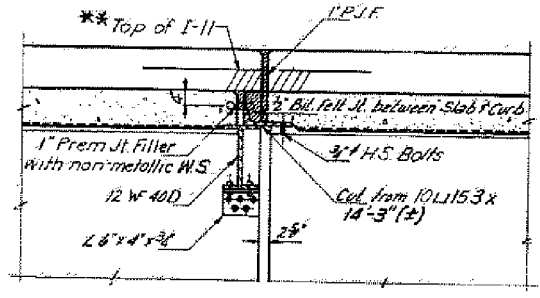
Unit load for bushing should not be less than 7,000 psi of project area



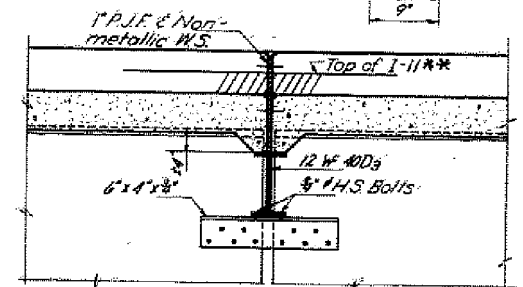
DETAIL OF PINTLE



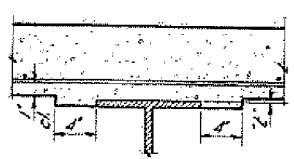
DETAIL OF FINGER PLATE



SECTION D-D

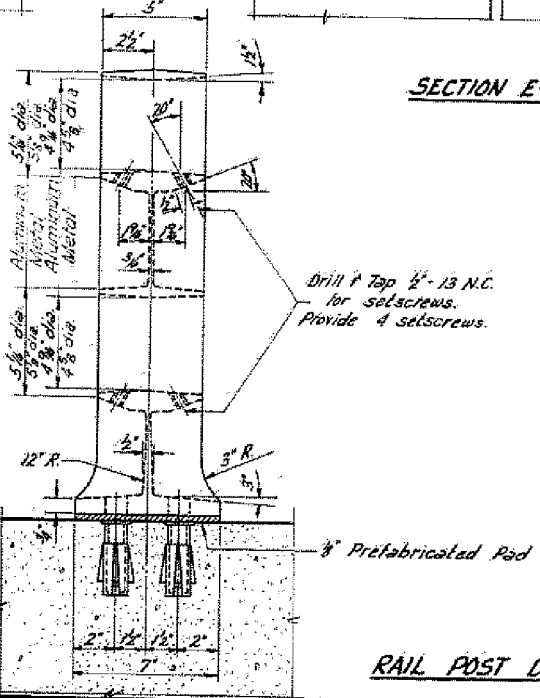


SECTION E-E

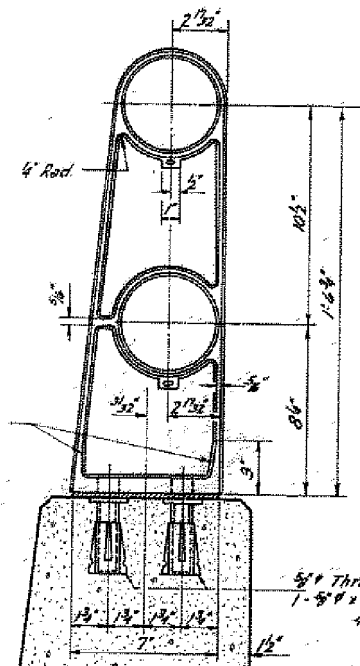


FILLET DETAILS

In all cases provide a minimum clearance of 1/2\"/>

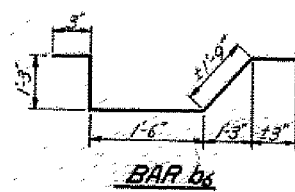


RAIL POST DETAILS



CAST END CAP

DRIVE FIT TYPE  
5/8\"/>



BAR Dg

**Notes: METAL HANDRAIL\* TYPE H**  
All posts shall be placed normal to parapet.  
All posts shall be malleable cast iron conforming to ASTM A-47, Grade 35018, or Grade 32510 galvanized to ASTM A-153.  
All rail tubing shall conform to ASTM A-53, Grade B, (Pipe or Tube) galvanized to ASTM A-120.  
Metal handrail shall be measured in lineal feet. The length paid for shall be the overall length along the top longitudinal railing member through all posts and gaps.  
Metal handrail will be paid for at the contract unit price per lineal foot for METAL HANDRAIL, measured as specified, which price shall be payment in full for all materials, fabrication, transportation and erection.  
If any of the galvanizing coat is damaged or removed during erection, the affected area shall be painted with one coat of zinc paint in accordance with Military Specification MIL-P-26915 Type 1, air-dry cure.  
Rail tubing may extend a maximum of 3 panel lengths. For material composition of Prefabricated Pad, see Art. 54.9(f), (Bearing & Anchorage), of the Standard Specifications. Galvanized railing shall not be painted.  
Cast end caps shall be galvanized to ASTM A-153. See Sheet #5 for End Post Detail.  
Expansion bolts shall consist of self-drilling expansion shields with 5/8\"/>

\*\* Note: This work by others

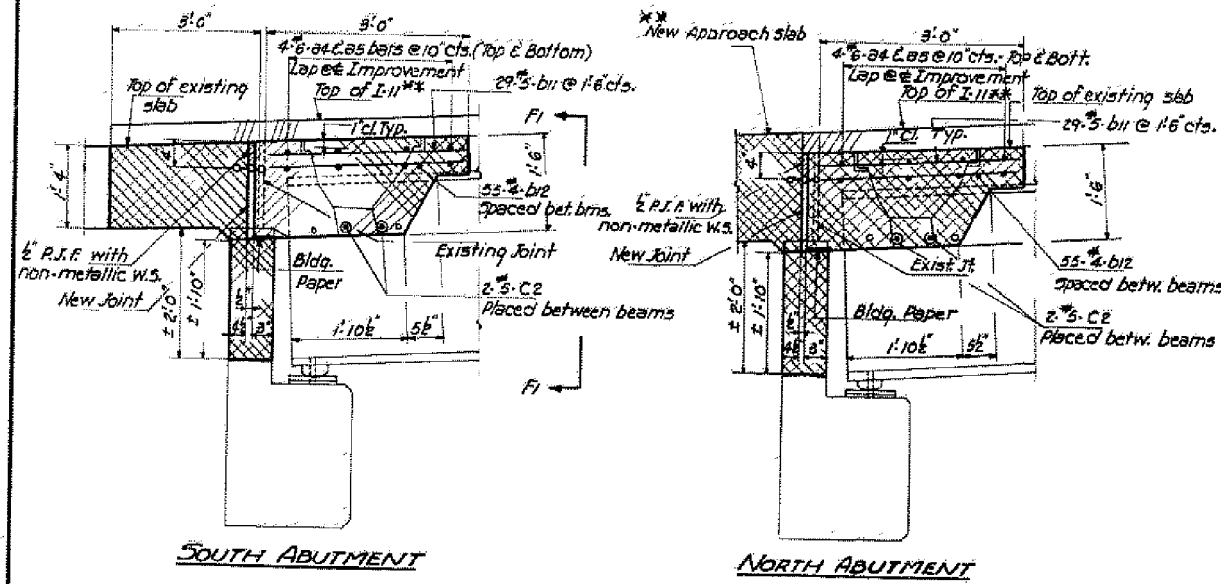
DESIGNED BY <i>Abraham E. Beck</i>	EXAMINED <i>W.E. Bannan</i>
CHECKED <i>A.K.E. Plowler</i>	PASSED <i>W.E. Bannan</i>
DRAWN <i>A.K.E. Plowler</i>	APPROVED <i>W.E. Bannan</i>
CHECKED <i>Abraham E. Beck</i>	

REV 3-29-63

DETAILS  
S.B.I. RT. 157 SEC. 119-1  
ST. CLAIR COUNTY  
STA. 207+78.12

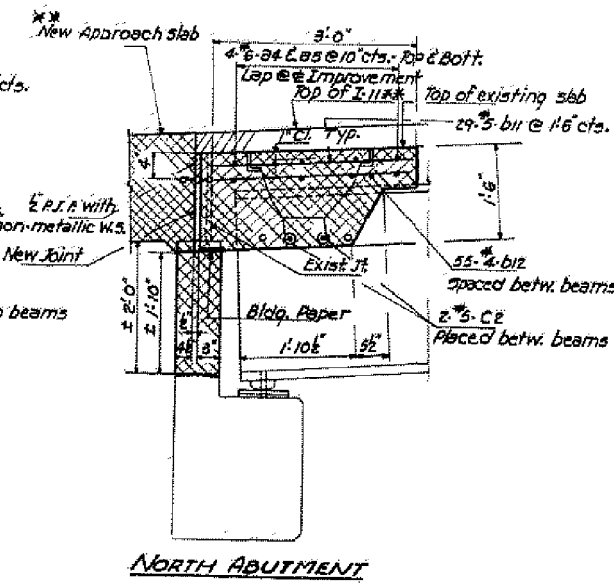
STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
119-1BR	119-1BR	ST. CLAIR	23	11A
SHEET NO. 42				
// SHEETS				

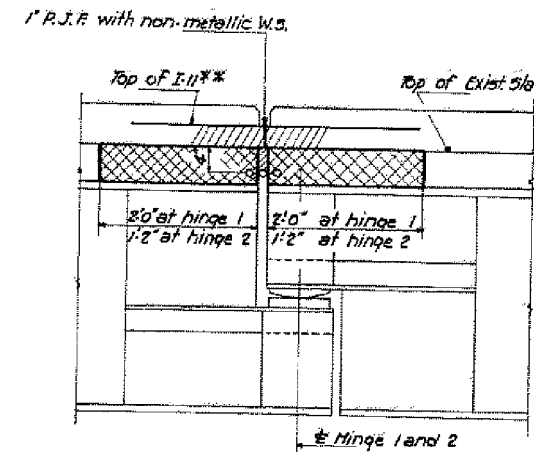


**SOUTH ABUTMENT**

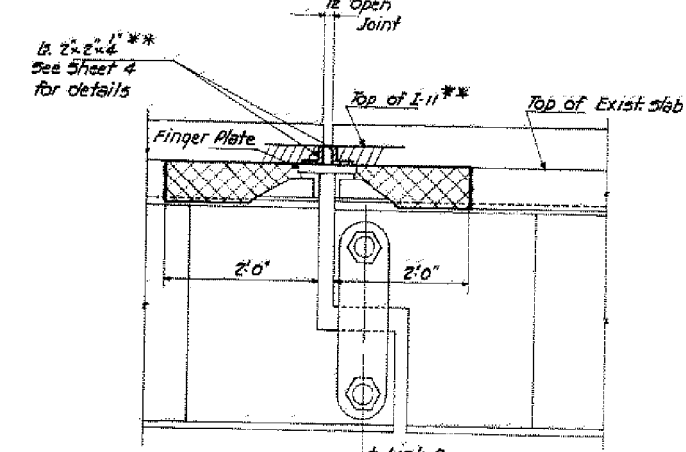
**SECTION A1-A1**



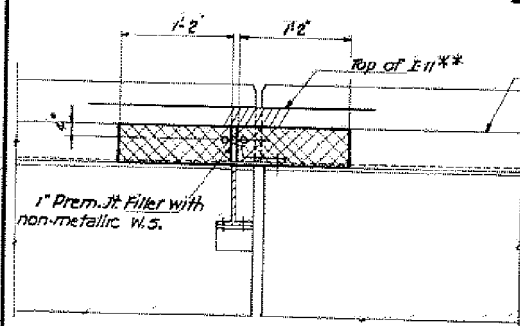
**NORTH ABUTMENT**



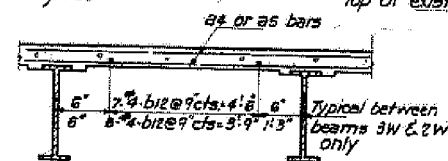
**SECTION B1-B1**



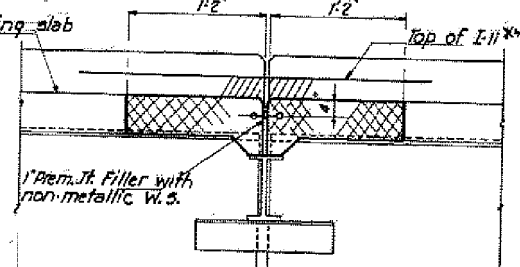
**SECTION C1-C1**



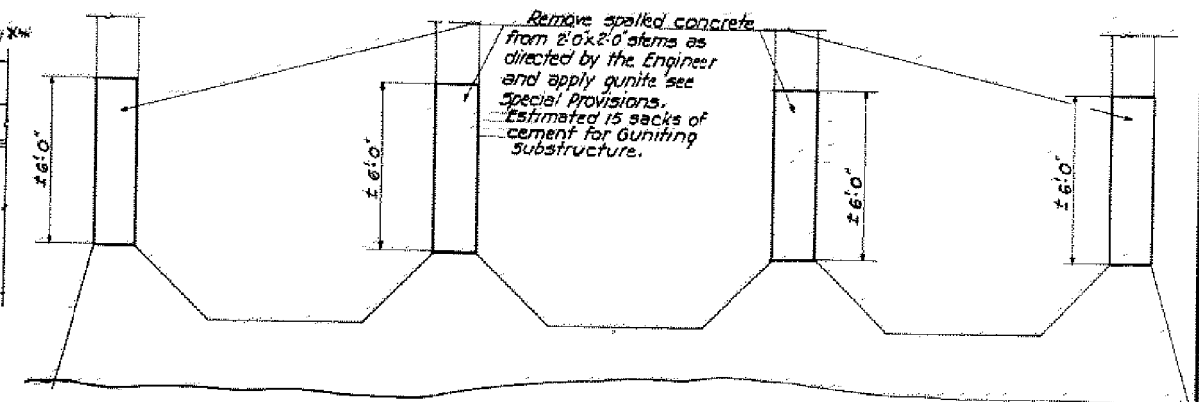
**SECTION D1-D1**



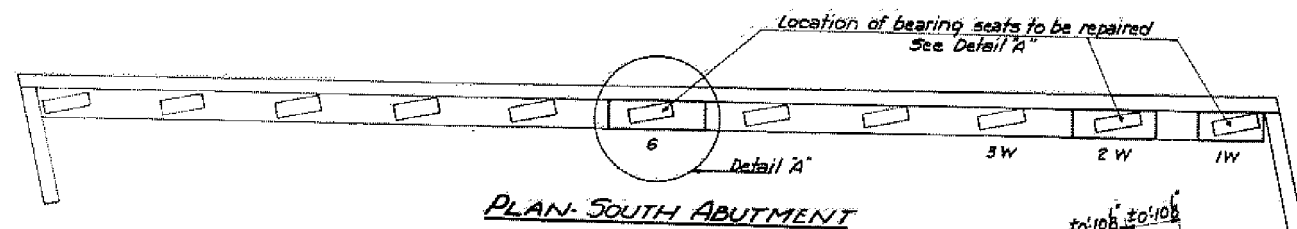
**SECTION E1-E1**



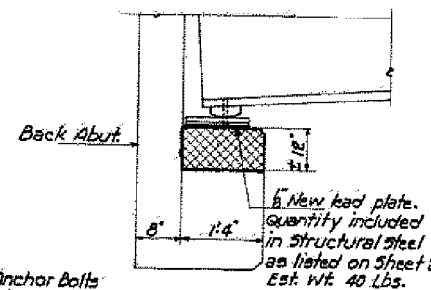
**SECTION F1-F1**



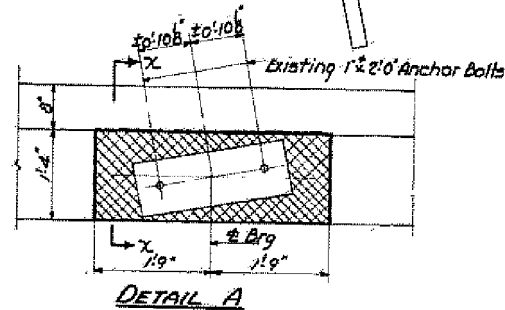
**ELEVATION-PIER 1 ONLY**



**PLAN-SOUTH ABUTMENT**



**SECTION X-X**



**DETAIL A**

DESIGNED	W. E. Baumann	EXAMINED	W. E. Baumann
CHECKED	J. M. J. [Signature]	PASSED	[Signature]
DRAWN	W. E. Dickerson, Jr. Miller	APPROVED	[Signature]
CHECKED	J. M. J.		

May 2 1963

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a4	16	#6	29'-0"	
a5	16	#6	18'-0"	
b1	58	#5	2'-9"	
b2	110	#4	2'-9"	
C2	36	#5	5'-3"	

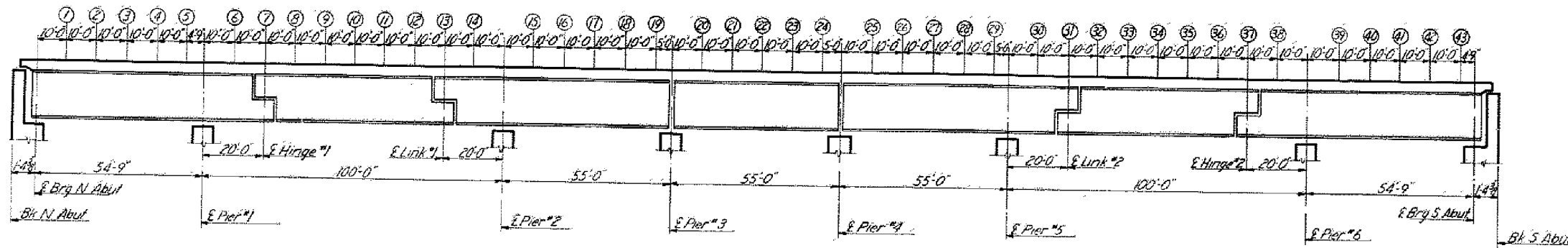
Concrete Removal (Superstr.) Cu.Yds. 32.0  
Concrete Removal (Substr.) Cu.Yds. 5.0  
Class-X Concrete Superstr. Cu.Yds. 36.9  
Class-X Concrete Substr. Cu.Yds. 4.5  
Reinforcement Bars Superstr. Lbs. 1700  
Class-A Excav. for 5ft. Cu.Yds. 10  
Cement for Guniting Substr. Sacks 15

**NOTE**  
Cross hatched area indicates portions of existing structure to be removed, existing bars to be cleaned, straightened and embedded into new concrete. Quantities to be paid for as concrete removal. Drainage system (pipes, grates, brackets etc.) shall be removed and backfilled with new Class-X Concrete. Cost shall be incidental to Concrete Removal.  
Cost of waterstops and Premix Filler shall be incidental to Class X Conc.  
\*\* This work by others.

**DETAILS FOR REPAIRING EXISTING STRUCTURE**  
S.B.I.R./ST-SEC. 119-1  
ST. CLAIR COUNTY  
STA. 207+78.12

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

PROJECT NO.	SECTION	COUNTY	SHEET NO.	SHEET TOTAL
157	119-1B	ST. CLAIR	23	12
SHEET NO. 5 17 SHEETS				



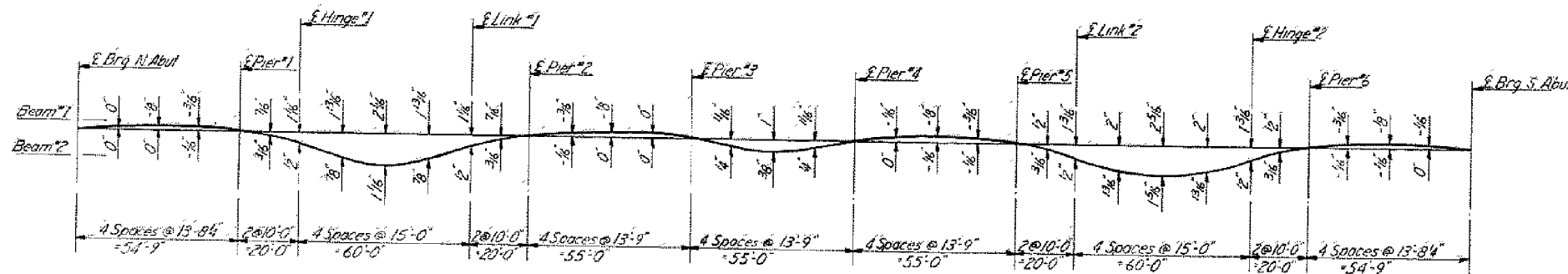
Note: Dimensions taken along E of existing structure.

CROWN ELEVATION ALONG E IMPROVEMENT  
(Top of I-11)

	E. Brg. N. Abut	E. Pier #1	1	2	3	4	5	E. Pier #2	6	7	8	9	10	11	12	13	14	E. Pier #3	15	16	17	18	19	E. Pier #4	20	21	22
Elevation	467.701	467.722	467.876	468.020	468.148	468.260	468.357	468.427	468.473	468.532	468.574	468.602	468.613	468.609	468.590	468.555	468.505	468.438	468.356	468.259	468.146	468.018	467.878	467.796	467.628	467.446	467.248

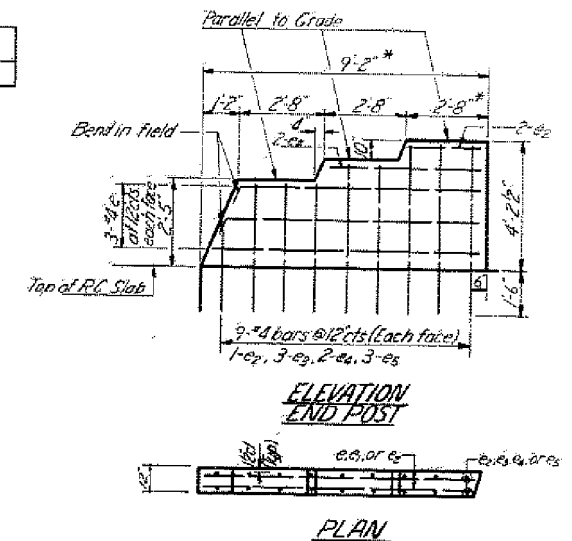
  

	23	24	E. Pier #5	25	26	27	28	E. Pier #6	29	30	31	32	33	34	35	36	37	38	E. Brg. S. Abut	39	40	41	42	43	E. Brg. S. Abut	
Elevation	467.034	466.825	466.684	466.431	466.163	465.879	465.580	465.266	464.922	464.764	464.374	463.928	463.656	463.256	462.841	462.410	461.963	461.501	461.041	460.575	460.109	459.643	459.177	458.717	458.476	458.419



D.L. DEFLECTIONS  
(For Wt. of Conc. & I-11 only)

Notes:  
1) The elevations at the junction of existing and new RC slabs shall be the same. The elevations of the new RC slab at the edge of the curb shall be 1/2" lower than those of the corresponding points in the existing structure. The variation between these two elevations shall be a straight line.  
2) The fillet heights 'f' shall be determined as follows:  
After all structural steel has been erected, elevations of the top of the beams shall be taken at intervals not to exceed 10'-0". These elevations subtracted from the elevations obtained from paragraph one and then corrected for D.L. Deflection, minus slab thickness equals fillet heights above top of beams.  
3) The thickness of I-11 at the edge of the curb or sidewalk shall be 1". The top surface of I-11 shall be sloped up toward the E of improvement to match the theoretical crown elevations which are given in the above table.



4 END POSTS  
BILL OF MATERIAL

Bar	No	Size	Length	Shape
e	24	#4	8'-6"	---
e1	8	#4	5'-0"	---
e2	16	#4	2'-5"	---
e3	24	#4	3'-9"	---
e4	16	#4	4'-7"	---
e5	24	#4	5'-6"	---
Class X Concrete				Cu yds 4.3
Reinforcement Bars				Lbs 390

\*Measured along inside face of End Post

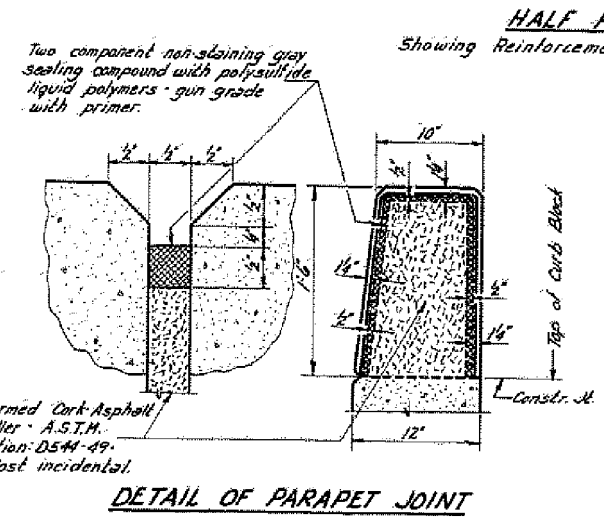
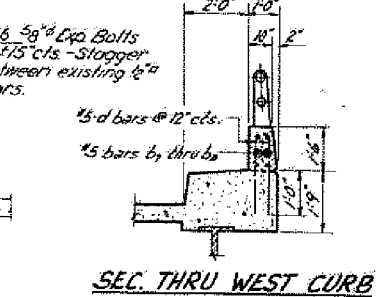
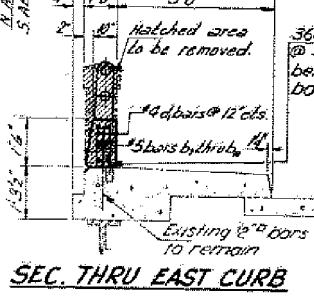
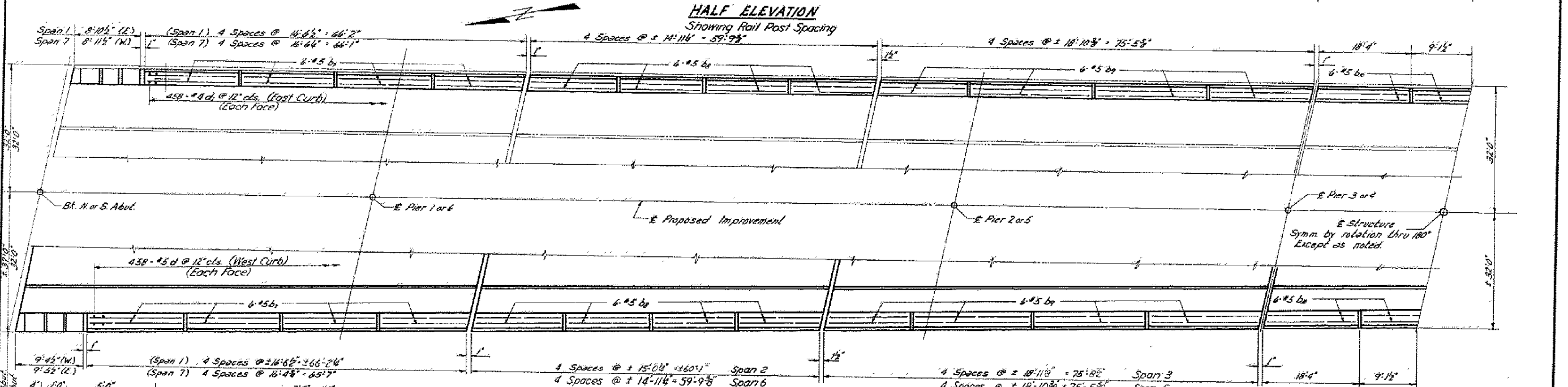
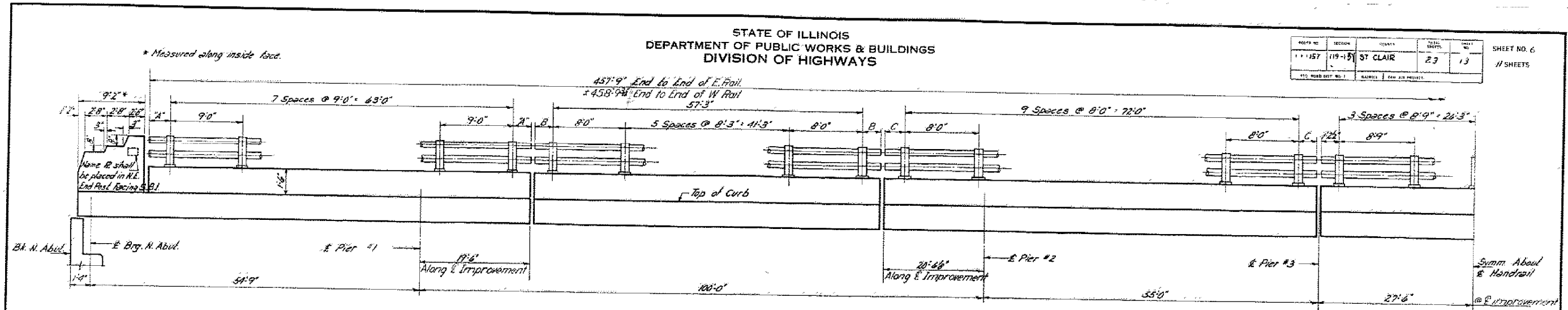
SLAB ELEVATION  
SBI RT 157- SEC 119-1  
ST. CLAIR COUNTY  
STA. 207+78.12

DESIGNED	W. E. Bannan	EXAMINED	W. E. Bannan
CHECKED	Abraham El. Beck	PASSED	Abraham El. Beck
DRAWN	K. J. Warkas	APPROVED	Abraham El. Beck
CHECKED	Abraham El. Beck		

May 2 1963

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

PROJECT NO.	SECTION	TOWNSHIP	RANGE	SHEET NO.	SHEET NO.
117	119-1B	ST. CLAIR	23	13	11 SHEETS
RD. DIST. NO. 1	SHEET NO. 6				



**Notes: ALUMINUM HANDRAIL TYPE G**  
All Posts shall be placed normal to parapet.  
All Posts shall be of Aluminum conforming to ASTM Specification B-108 alloy 56-70B-76.  
All Rail Tubing shall be of Aluminum conforming to ASTM Specification B-235 alloy 65-11A-76.  
Rail Tubing may be run over three panel lengths max for material composition of Prefabricated Rod See Art. 54.9(1), (Bearings and Anchorage), of the Standard Specifications.  
Set Screws shall be of Aluminum conforming to ASTM Specification B-211 alloy C6-42A-74.  
For Rail Post Detail See Sheet # 4  
For End Post Detail See Sheet # 5  
Expansion bolts shall consist of self drilling expansion shields with 5/8" hooked bolts. Hooked bolts shall extend a minimum of 6" into parapet wall.

**BILL OF MATERIAL**

Bar No.	Size	Length	Shape
b <sub>1</sub>	9/16"	16'-3"	---
b <sub>2</sub>	9/16"	14'-9"	---
b <sub>3</sub>	9/16"	18'-6"	---
b <sub>4</sub>	3/4"	18'-0"	---
d	7/16"	2'-3"	---
d <sub>1</sub>	9/16"	1'-3"	---
Expansion Bolts 5/8" Ø			366
* Class X Concrete cu. Yds.			46.8
Reinforcement Bars Lbs.			8540
Name Plate Each			1

\* Quantity of end post not included.

**VALUE OF X'**

Span 1	Span 7			
W	E	W	E	
X'	1'-7 1/8"	1'-7"	1'-6 1/2"	1'-5 1/2"

**VALUE OF B'**

Span 2	Span 6			
W	E	W	E	
B'	2'-5"	1'-3 1/4"	1'-3 1/4"	1'-3 1/4"

**VALUE OF C'**

Span 3	Span 5			
W	E	W	E	
C'	1'-10 1/4"	1'-8 1/8"	1'-8 1/8"	1'-8 1/8"

**HANDRAIL**  
S.B.I. RT. 157 SEC. 119-1  
ST. CLAIR COUNTY  
STA. 207 + 78.12

DESIGNED: *W. E. Bauman*  
CHECKED: *Abraham El Back*  
DRAWN: *O. K. E. & P. L. Lutz*  
CHECKED: *Abraham El Back*

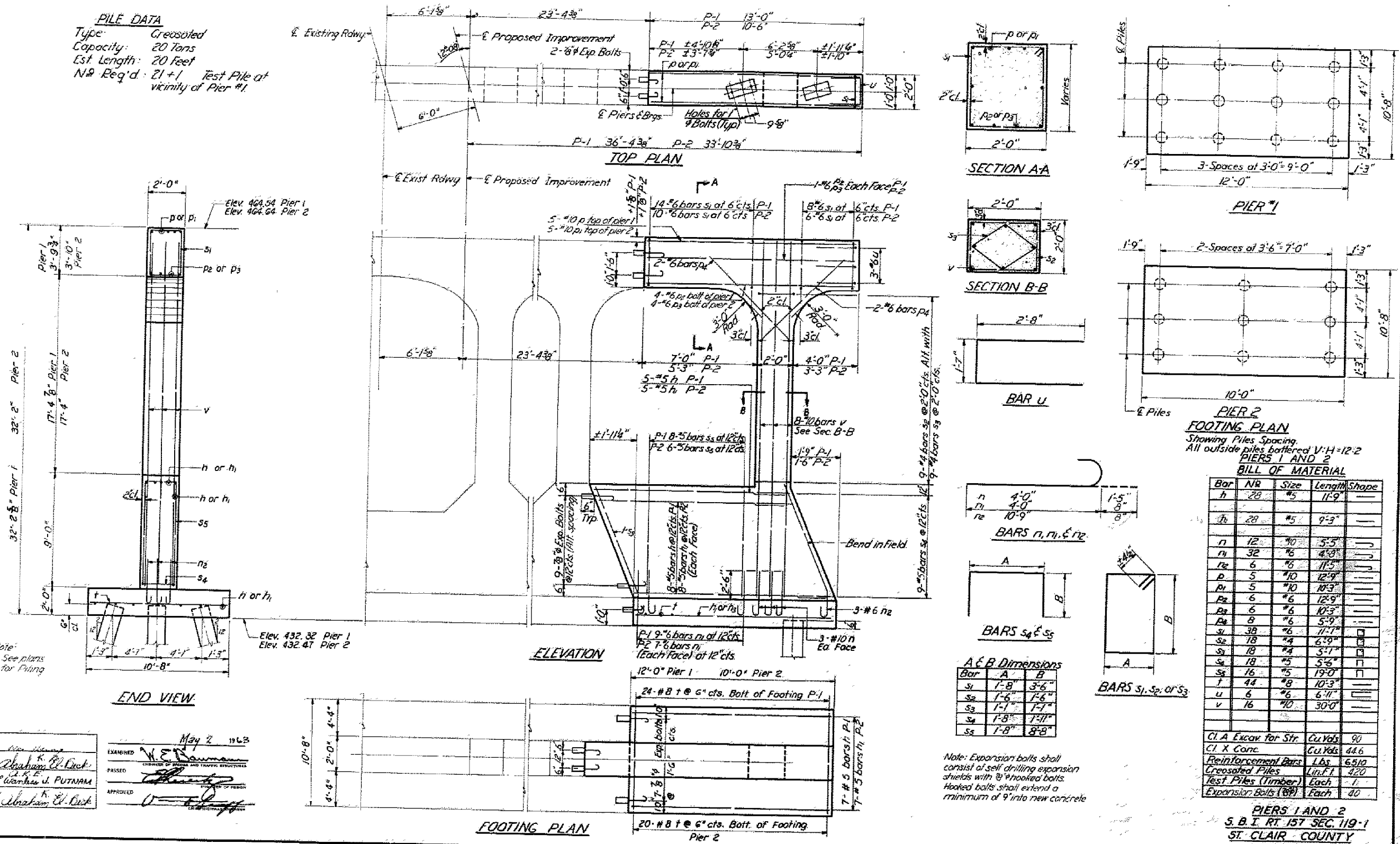
EXAMINED: *W. E. Bauman*  
PASSED: *Abraham El Back*  
APPROVED: *Abraham El Back*

MAY 2 1963

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
157	119-1B	ST. CLAIR	23	14
SHEET NO. 7				
// SHEETS				

**PILE DATA**  
Type: *Crested*  
Capacity: 20 Tons  
Est. Length: 20 Feet  
N.B. Req'd: 21+1 Test Pile at vicinity of Pier #1



DESIGNED: *John K. Putnam*  
CHECKED: *John K. Putnam*  
DRAWN: *John K. Putnam*  
EXAMINED: *W.E. Bauman*  
PASSED: *W.E. Bauman*  
APPROVED: *W.E. Bauman*

DATE: May 2, 1963

**BILL OF MATERIAL**

Bar	NR	Size	Length	Shape
h	28	#5	11'-9"	—
h	40	#5	9'-3"	—
n	12	#10	5'-5"	—
n	32	#6	4'-8"	—
re	6	#6	11'-5"	—
p	5	#10	12'-9"	—
pr	5	#10	10'-3"	—
pa	6	#6	12'-9"	—
pb	6	#6	10'-3"	—
pc	8	#6	5'-9"	—
sl	38	#6	11'-11"	—
sr	18	#4	6'-9"	—
ss	18	#4	3'-1"	—
ss	18	#5	5'-6"	—
ss	16	#5	19'-0"	—
t	44	#8	10'-3"	—
u	6	#6	6'-11"	—
v	16	#10	30'-0"	—

Cl. A Excav. for Str.	Cu. Yds.	90
Cl. X Conc.	Cu. Yds.	44.6
Reinforcement Bars	Lbs.	6510
Crested Piles	Lin. Ft.	420
Test Piles (Timber)	Each	1
Expansion Bolts (Exp)	Each	40

Note: Expansion bolts shall consist of self drilling expansion shields with 8" hooked bolts. Hooked bolts shall extend a minimum of 9" into new concrete.

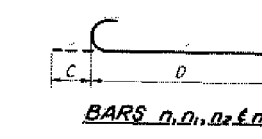
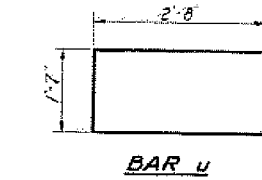
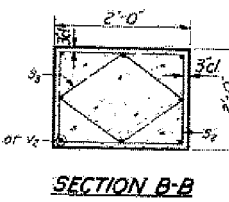
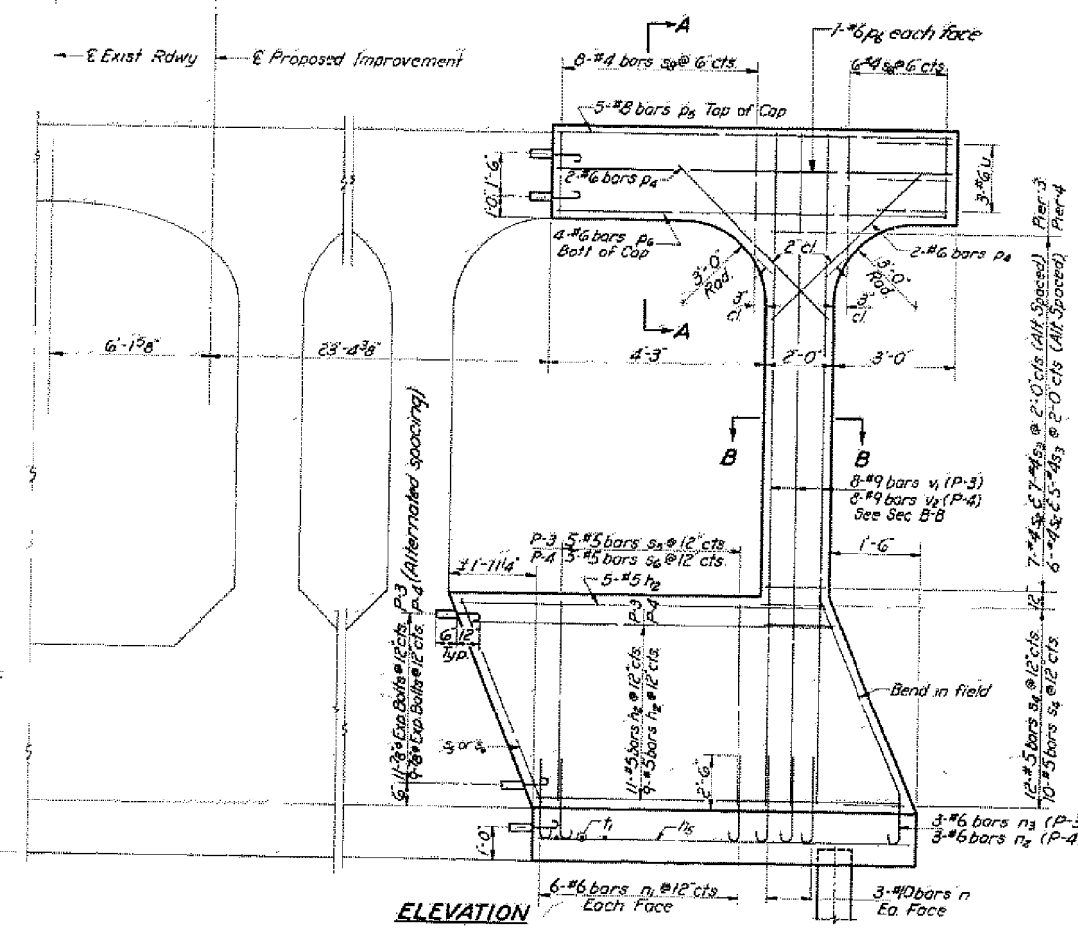
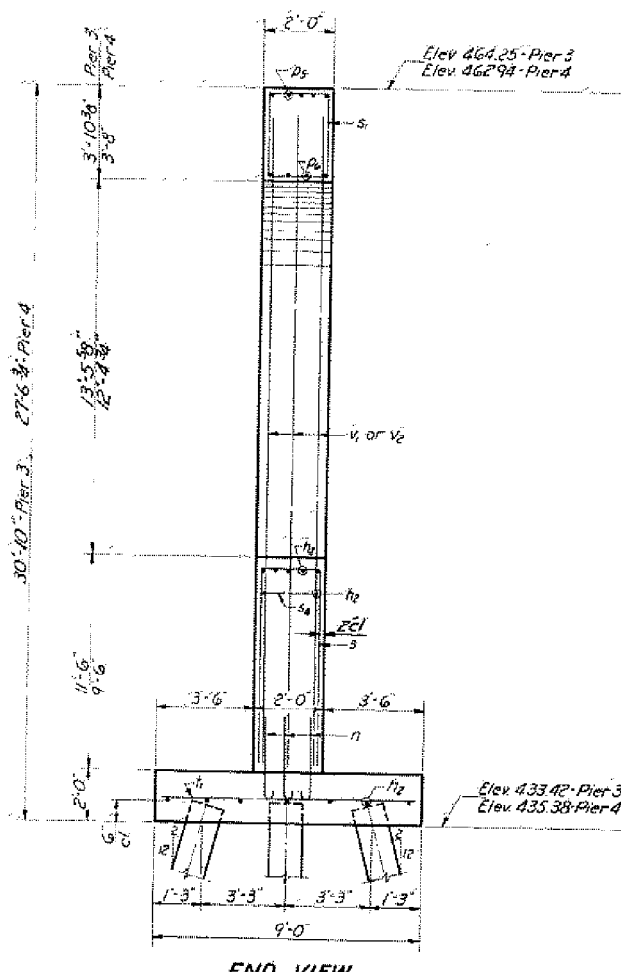
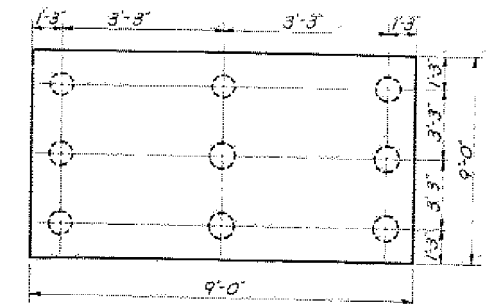
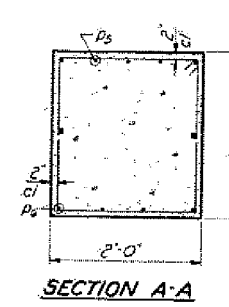
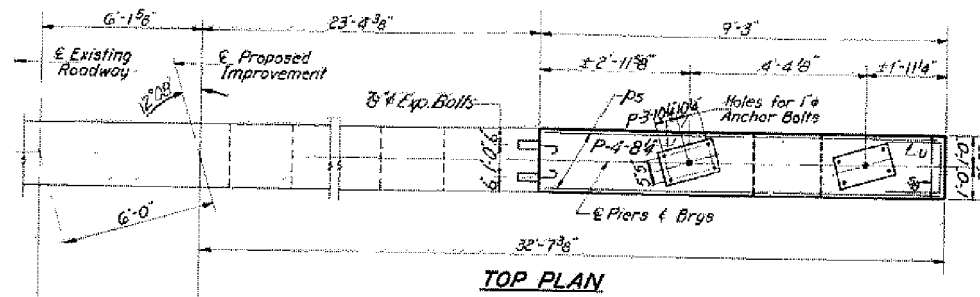
PIERS 1 AND 2  
S. B. I. RT. 157 SEC. 119-1  
ST. CLAIR COUNTY  
STA. 207 + 78.12

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
119-157	119-157	ST. CLAIR	23	15
REG. ROAD DIST. NO. 1	SECTION	PROJECT		

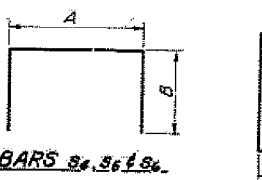
SHEET NO. 15  
// SHEETS

**PILE DATA**  
Type: *Creosoted*  
Capacity: *15 Tons*  
Est. Length: *15 Feet*  
No. Reqd: *18*



**C & D DIMENSIONS**

Bar	C	D
n	1'-5"	4'-0"
n1	8"	4'-0"
n2	8"	10'-9"
n3	8"	12'-9"



**A & B DIMENSIONS**

Bar	A	B
s1	1'-8"	3'-4"
s2	1'-6"	1'-6"
s3	1'-1"	1'-1"
s4	1'-8"	1'-11"
s5	1'-8"	8'-8"
s6	1'-8"	11'-2"

**2-PIERS**  
**BILL OF MATERIAL**

Bar	No	Size	Length	Shape
h2	64	#5	8'-3"	—
n	12	#10	5'-5"	U
n1	24	#6	4'-0"	U
n2	3	#6	11'-5"	U
n3	3	#6	13'-5"	U
n4	8	#6	5'-9"	—
n5	10	#8	9'-0"	—
n6	12	#6	9'-0"	—
s1	28	#4	10'-9"	□
s2	13	#4	6'-9"	□
s3	12	#4	5'-7"	□
s4	22	#5	5'-6"	□
s5	6	#5	19'-0"	□
s6	6	#5	24'-0"	□
u	6	#6	6'-11"	—
v1	8	#9	28'-6"	—
v2	8	#9	25'-0"	—

CL. A' Exc. for Str. Cu. yds. 50  
CL. X Conc. Cu. yds. 35.5  
Reinforcement Bars Lbs. 4080  
Creosoted Piles Lin. Ft. 270  
Expansion Bolts (6") Each 40

Note: For expansion bolt notes, see sheet #7.

**PIERS #3 & #4**  
**S.B.I. RT. 157 SEC. 119-1**  
**ST. CLAIR COUNTY**  
**STA. 207+78.12**

DESIGNED: *W.E. Bauman*  
CHECKED: *Abraham C. Beck*  
DRAWN: *J.L. Armstrong*  
APPROVED: *U*

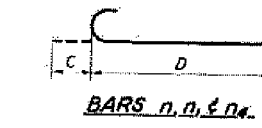
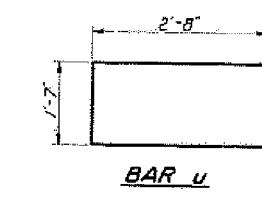
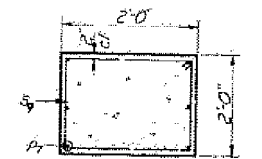
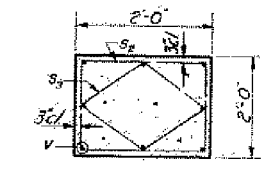
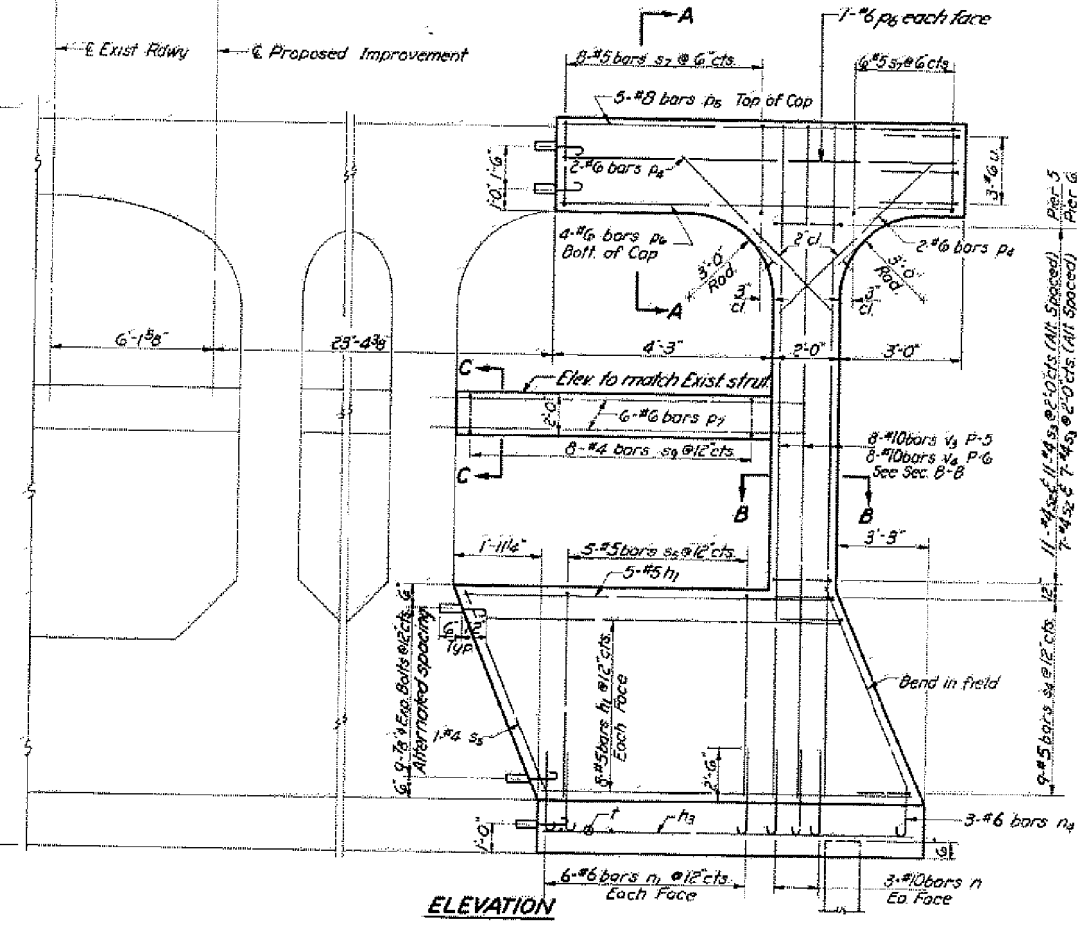
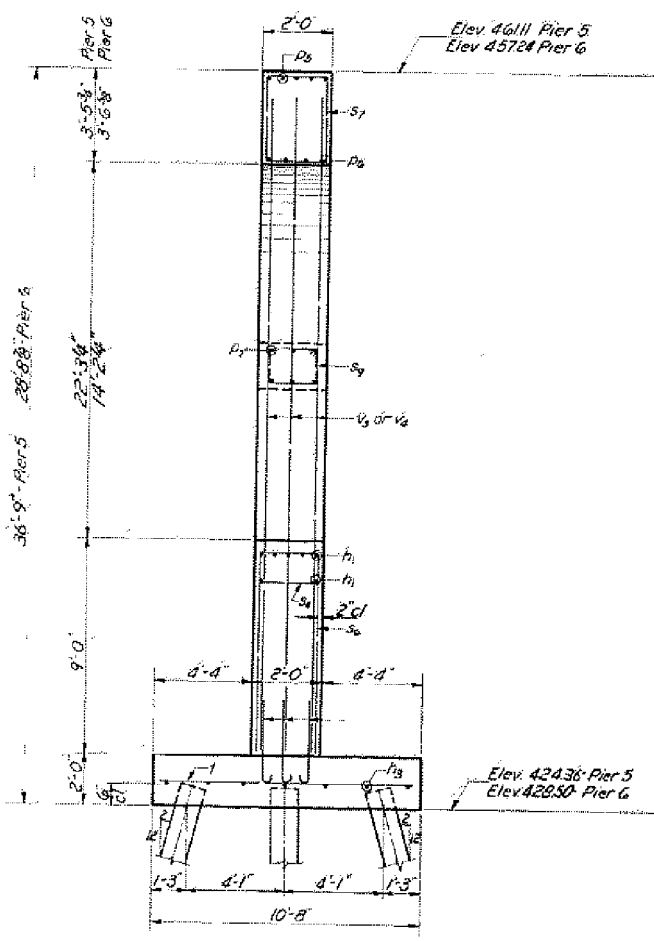
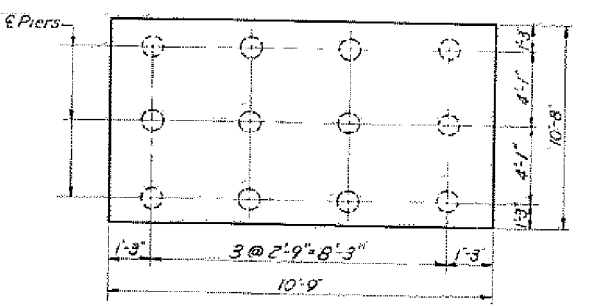
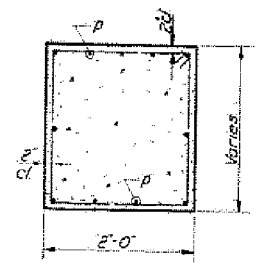
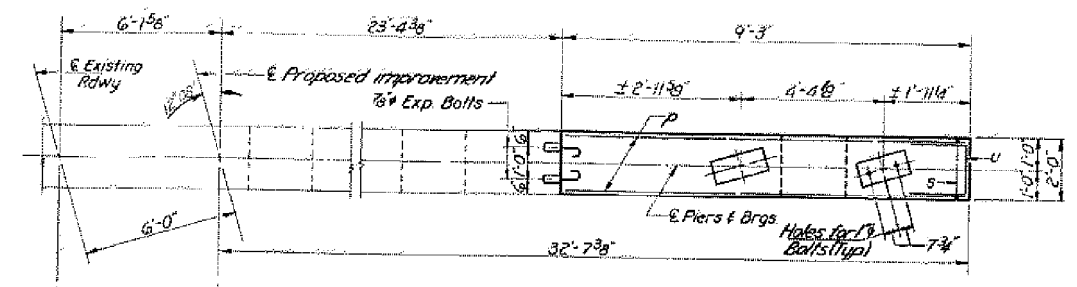
May 2 1963



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

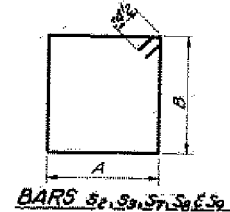
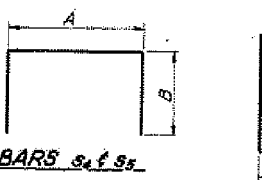
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
119-157	119-157	ST. CLAIR	23	16
SHEET NO. 9		11 SHEETS		

**PILE DATA**  
Type Creosoted  
Capacity 20 Tons  
Est Length 20 Feet  
No Req'd 24 + 1 Test Pile of vicinity of Pier #6.



**C & D DIMENSIONS**

Bar	C	D
n	1'-5"	4'-0"
n1	8"	4'-0"
n2	8"	11'-5"



**A & B DIMENSIONS**

Bar	A	B
s2	1'-6"	1'-6"
s3	1'-1"	1'-1"
s4	1'-8"	1'-11"
s5	1'-8"	8'-8"
s7	1'-8"	3'-1"
s9	1'-8"	1'-8"

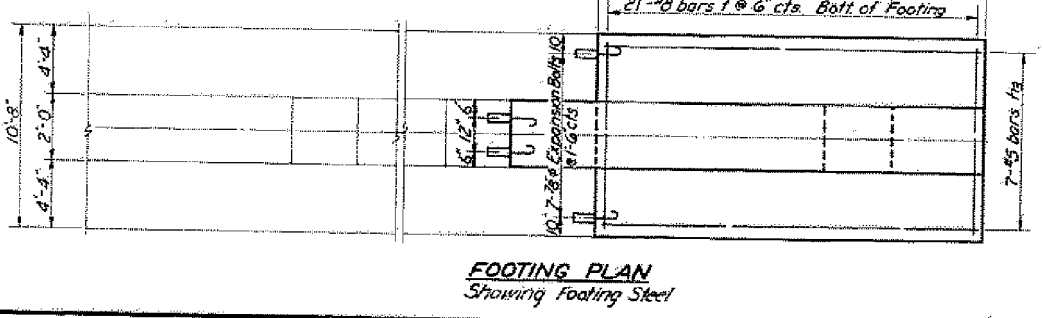
**2- PIERS**  
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h1	42	#5	9'-3"	—
h2	14	#5	10'-6"	—
n	12	#10	5'-5"	—
n1	24	#6	4'-8"	—
n2	6	#6	12'-1"	—
pe	8	#6	5'-9"	—
ps	10	#8	9'-0"	—
pt	12	#6	9'-0"	—
pt	12	#6	10'-0"	—
s2	18	#4	6'-9"	□
s3	18	#4	5'-1"	□
s4	18	#5	5'-6"	□
s5	12	#5	19'-0"	□
s7	28	#6	10'-3"	□
s9	16	#4	7'-5"	□
t	42	#8	10'-3"	—
u	6	#6	6'-11"	—
v2	8	#10	34'-6"	—
v4	8	#10	26'-6"	—

CL A Exc for Str. cu yds 160  
CL X Core cu yds 435  
Reinforcement Bars lbs 6070  
Creosoted Piles lin ft 480  
Test Piles (Timber) each 1  
Expansion Bolts (#8) each 40  
Note: For expansion bolt notes, see sheet #7.

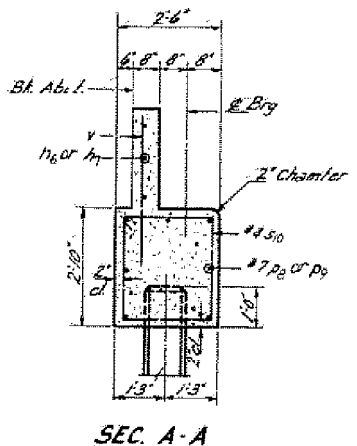
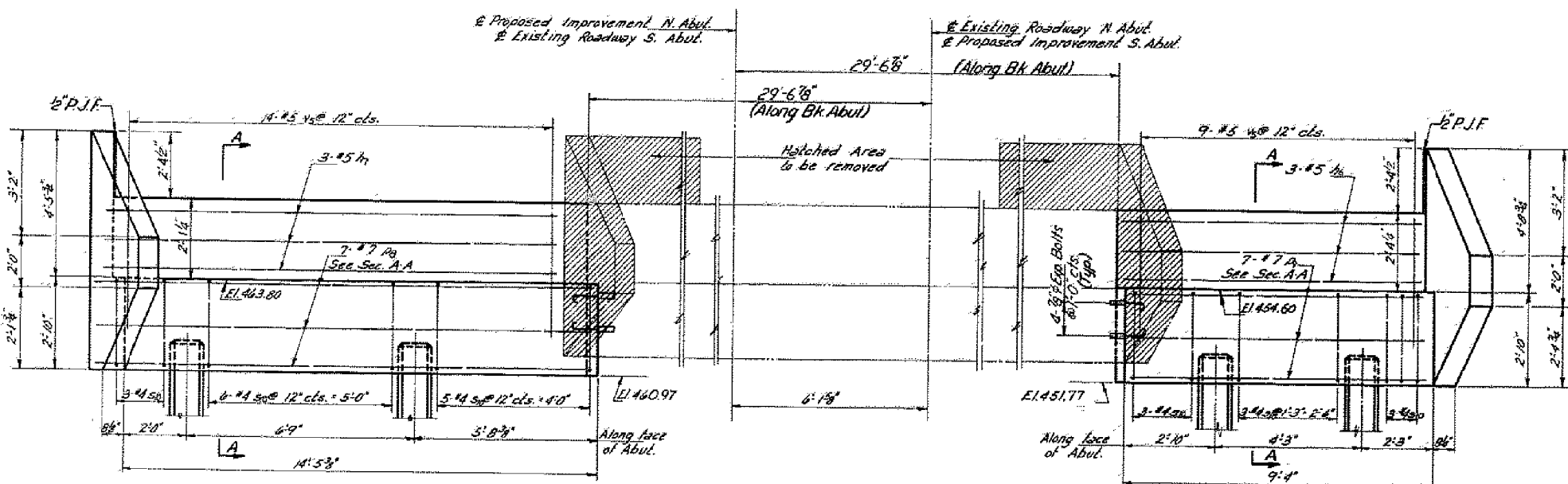
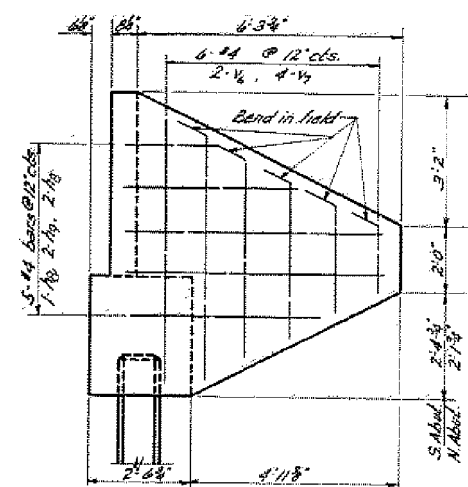
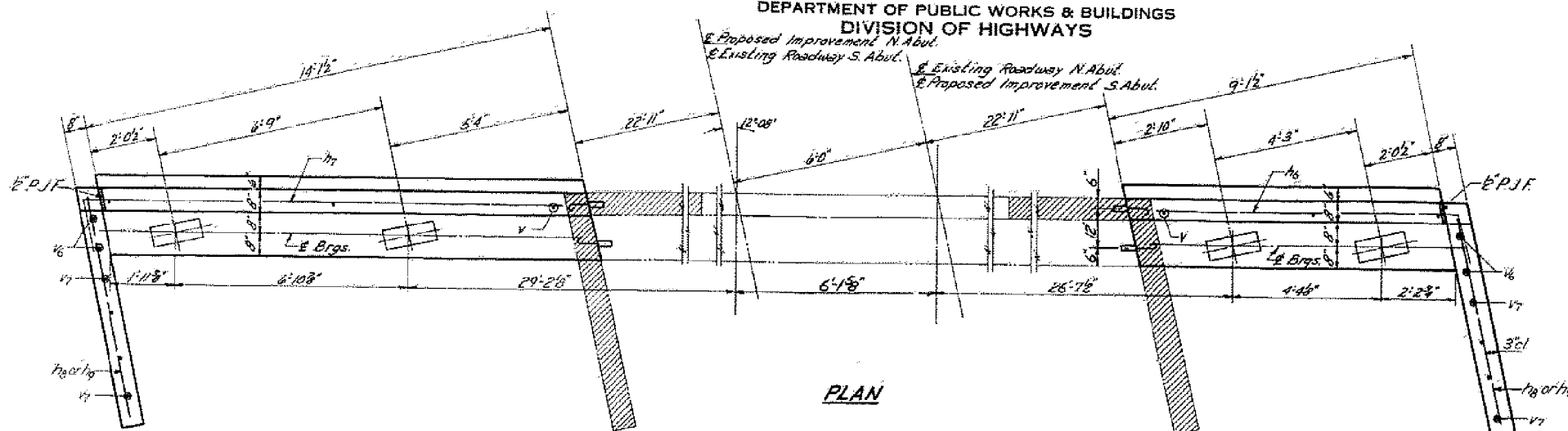
**PIERS #5 & #6**  
**S.B.I. RT. 157 SEC. 119-1**  
**ST. CLAIR COUNTY**  
**STA. 207+78.12**

DESIGNED: *Abraham E. Dick*  
CHECKED: *Abraham E. Dick*  
DRAWN: *J.L. Armstrong*  
EXAMINED: *W.E. Bauman*  
PASSED: *[Signature]*  
APPROVED: *[Signature]*  
DATE: May 2, 1963



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

ROUTE NO.	SECTION	LEAVE	DATE SHEET	SHEET NO.	SHEET NO. AD
1157	119-1BR	ST. CLAIR	23	17	11 SHEETS
FED. ROAD DIST. NO.		REMARK	FED. AID PROJECT		



BILL OF MATERIAL

Bar	No.	Size	Length	Shape	Bar	No.	Size	Length	Shape
$h_6$	3	#5	11'-9"	---	$h_5$	23	#5	4'-0"	---
$h_7$	3	#5	16'-9"	---	$h_4$	4	#4	6'-9"	---
$h_8$	6	#4	4'-3"	---	$h_3$	8	#4	4'-9"	---
$h_9$	4	#4	6'-0"	---					
$p_1$	7	#7	14'-0"	---					
$p_2$	7	#7	9'-0"	---					
$s_{10}$	23	#4	10'-1"	□					

PILE DATA

Type - Concrete

Capacity - 30 Ton

Est Length - 35 Feet

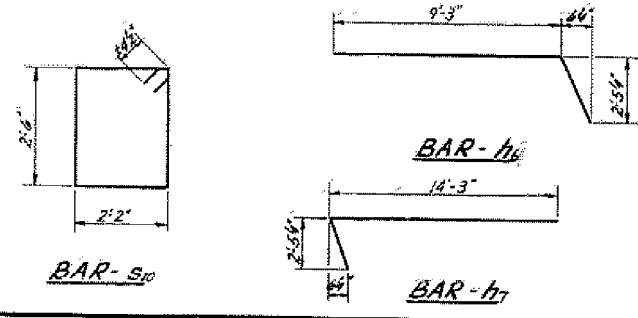
No Reqd - 4 (including 1 Test Pile @ N Abut.)

ABUTMENTS  
S.B.I. RT. 157 SEC. 119-1  
ST. CLAIR COUNTY  
STA. 207 + 78.12

DESIGNED: *[Signature]*  
CHECKED: *Abraham El-Dick*  
DRAWN: *U.K.E. Plowler*  
APPROVED: *[Signature]*

EXAMINED: *W.E. Daman*  
PASSED: *[Signature]*  
APPROVED: *[Signature]*

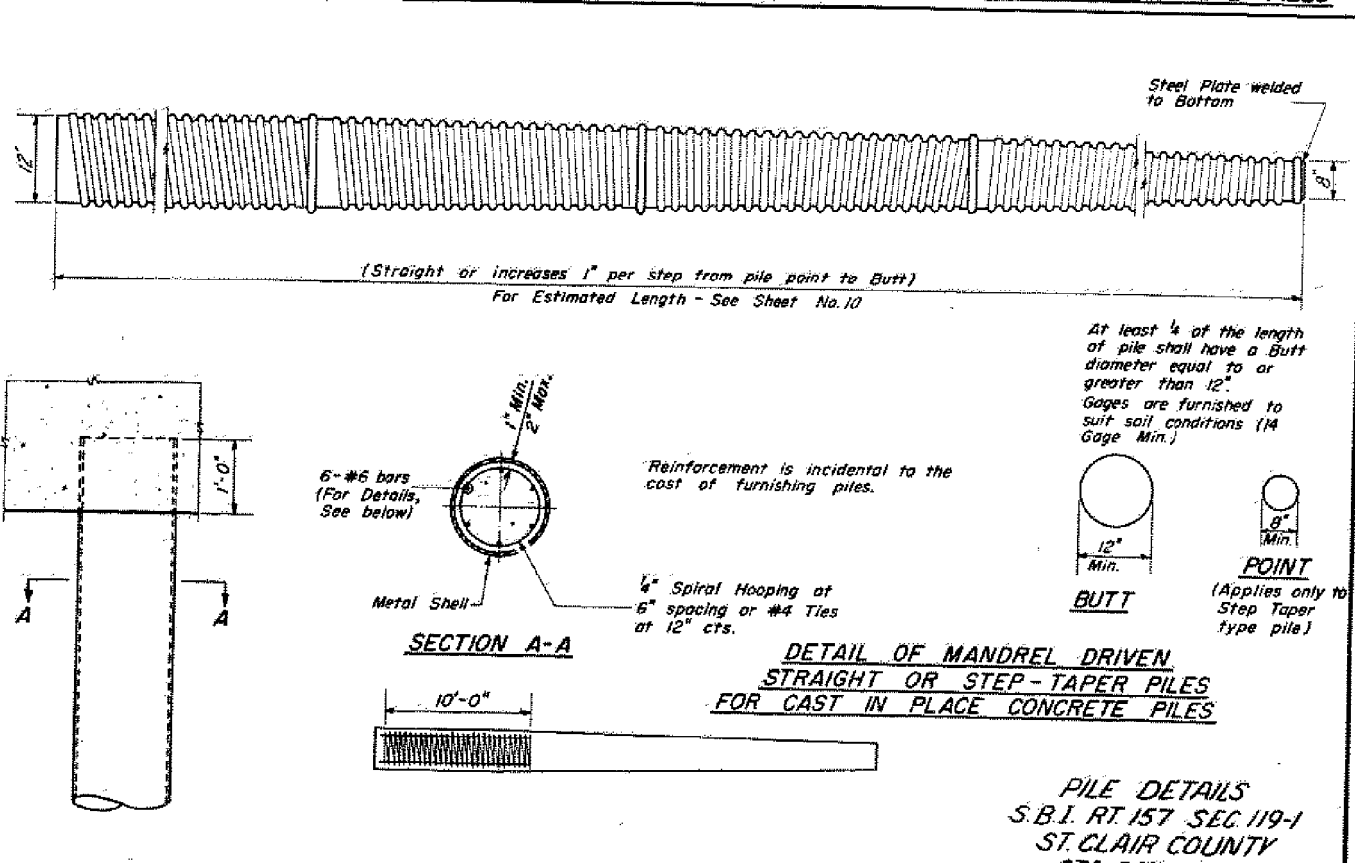
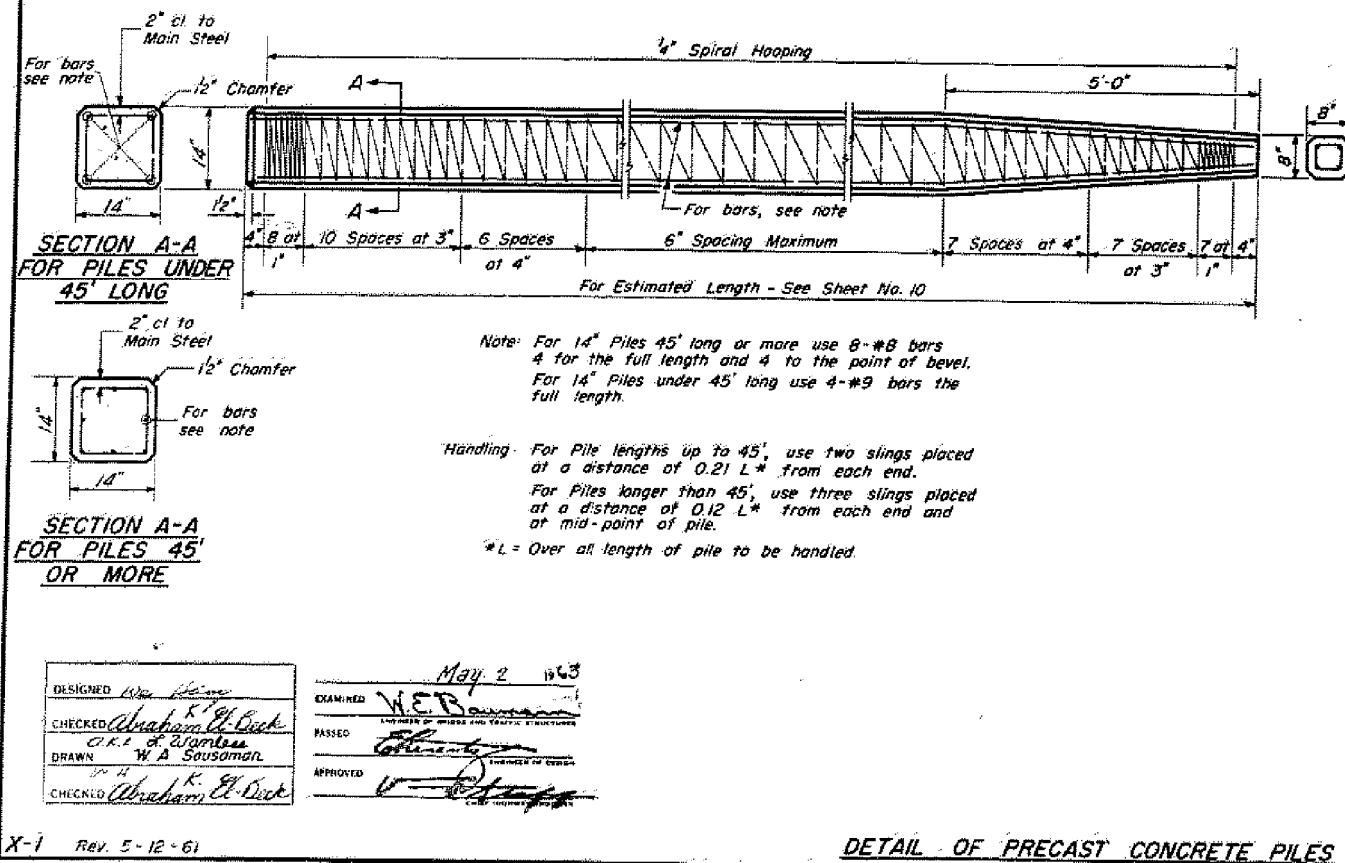
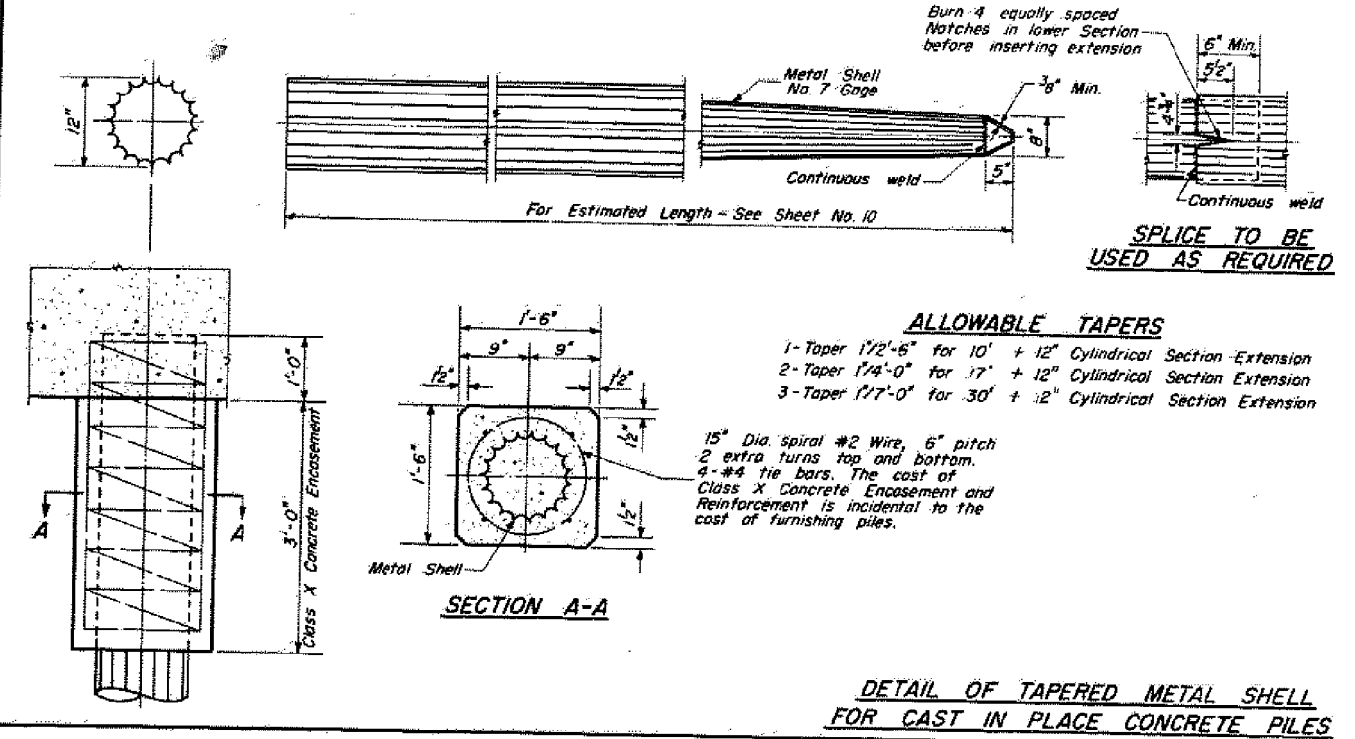
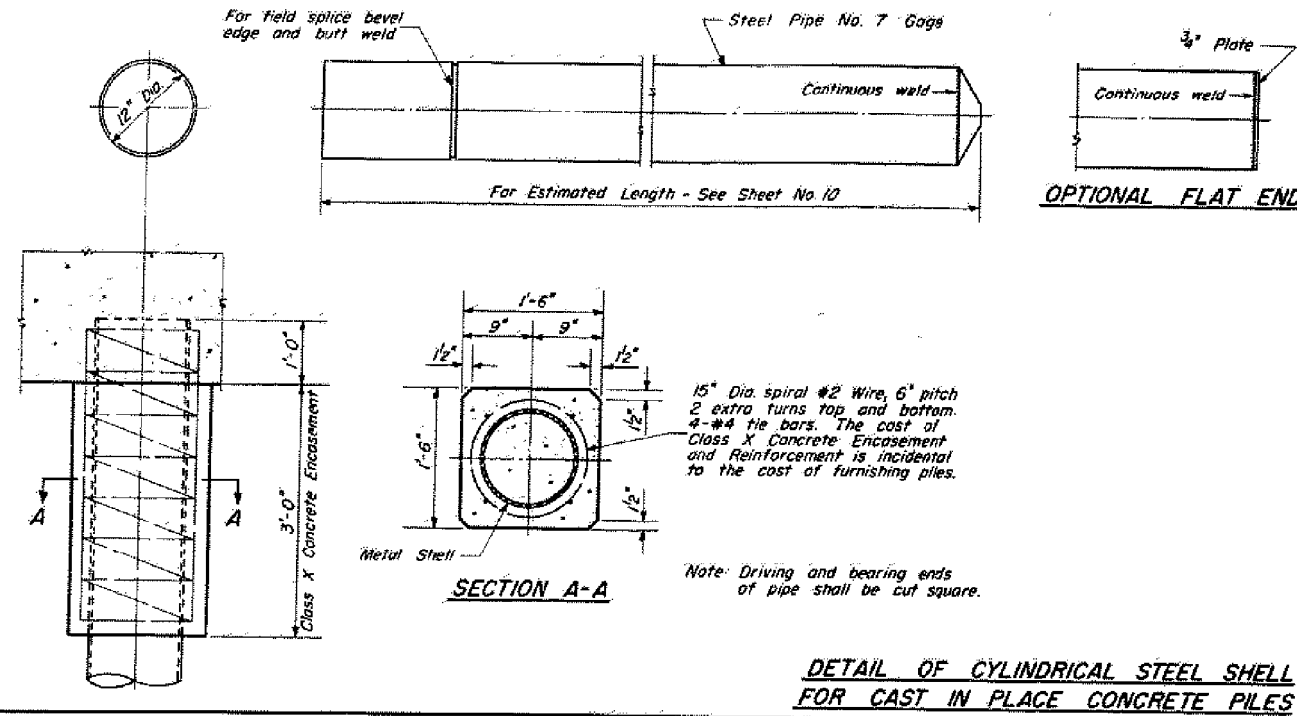
May 2 1963





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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. //
4 + 157	119-18	ST. CLAIR	23	18	// SHEETS
THE ROAD BUILT BY	ILLINOIS	FED. AID PROJECT			



DESIGNED: *W. A. Sausman*  
CHECKED: *Abraham E. Dick*  
DRAWN: *W. A. Sausman*  
EXAMINED: *W. E. R.*  
PASSED: *W. E. R.*  
APPROVED: *W. E. R.*

May 2 1963

X-1 Rev. 5-12-61

PILE DETAILS  
S.B.I. RT 157 SEC 119-1  
ST. CLAIR COUNTY  
STA 207 + 78.12

Bench Mark Chisled "d" on S.E. Wingwall of N.B. III 157 over St. Clair Ave Elev 460.98

Existing Structure: 082-0088 The existing structure was built in 1935 as S.B.1 Rte. 157 section 119-VB-D-E-F-P-WPGM. The bridge was widened in 1966. The bridge bk. to bk. of abutment length measures 477'-8 3/4" and out to out measures 66'-4" at the south abutment and 71'-4" at north abutment. The existing deck is to be completely removed and replaced. The existing steel superstructure and substructure will be repaired as required. Two lane traffic shall be maintained at all times utilizing stage construction.

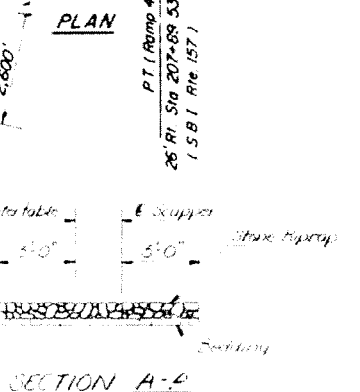
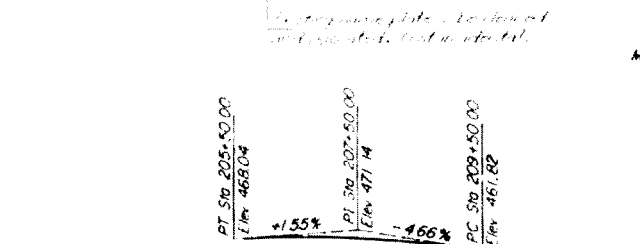
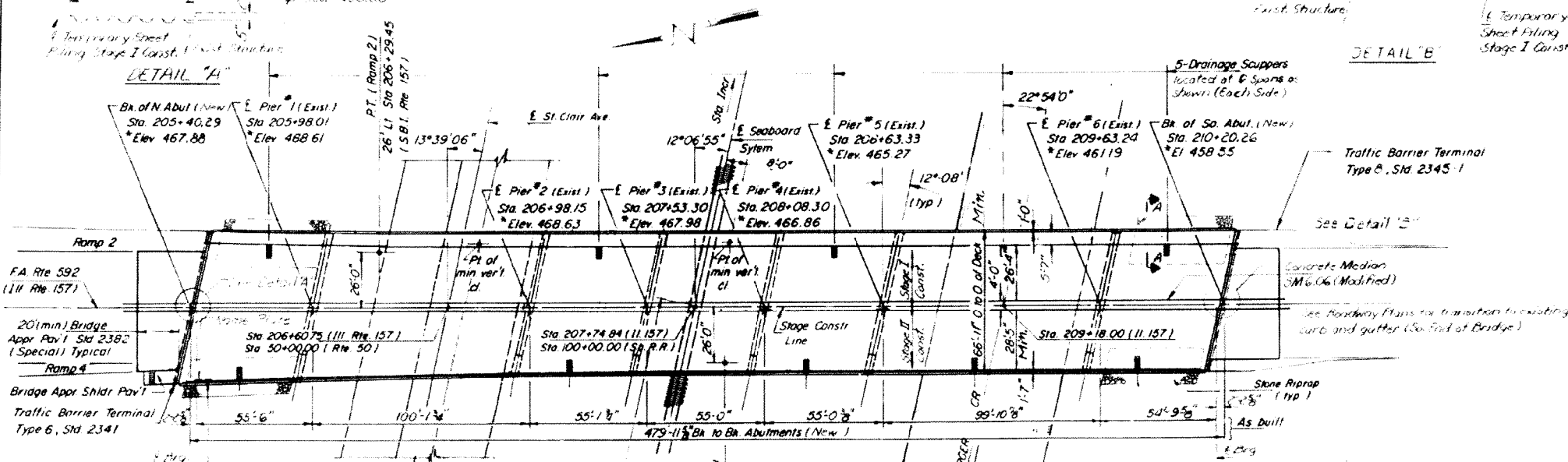
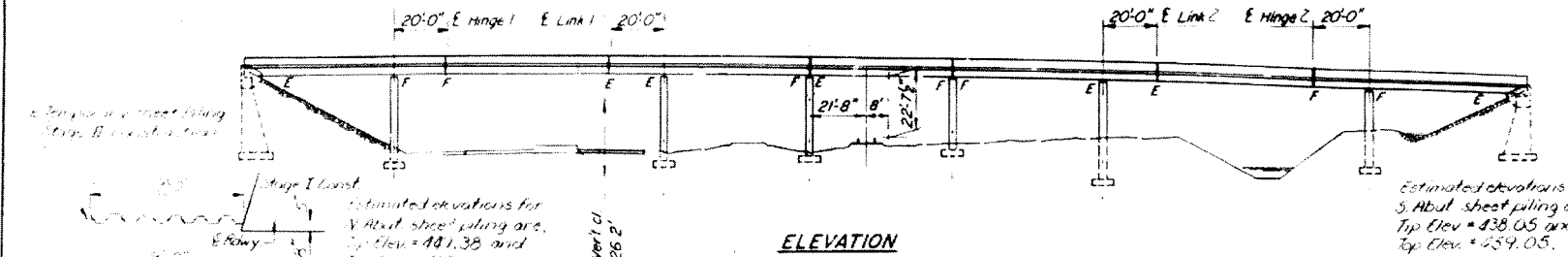
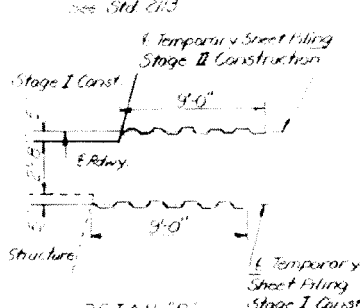
No Salvage

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

All existing structural steel within five feet from the transverse joints including of hinges and links shall be cleaned by Method I. The rest of the existing structural steel shall be cleaned by Method II. Areas cleaned by Method I shall receive one coat of dull orange primer and maroon first field coat. Areas cleaned by Method II shall be spot painted with dull orange primer followed by a maroon field coat. All existing structural steel shall receive one coat of Interstate Green Final Field Coat. (Approximate weight of Existing Structural Steel is 70.5 Tons). The basic lead silico chromate paint system shall be used for spot and field painting of all new structural steel. The top of the top flange of all exist. beams shall be excluded from the work stated above and shall be cleaned by method II and shall not be painted.

STATION 207+78.12 BUILT 19 BY STATE OF ILLINOIS FA. RT. 592 SEC. 119-1BR PROJECT ACBHP-532(28) LOADING HS20 STR. NO. 082-0088

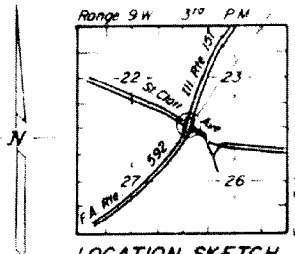
NAME PLATE



TOTAL BILL OF MATERIAL

Table with 4 columns: Item, Unit, Quantity, and Price. Lists materials like Concrete, Steel, and various components with their respective quantities and prices.

DESIGN SPECIFICATIONS AASHTO (1983), 1984 and 1985 Interims. LOADING HS 20-44 (Superstructure Only). DESIGN STRESSES: fc = 3,500 psi, fy = 60,000 psi (Rein), fs = 20,000 psi (Structural Steel), ft = 36,000 psi (Structural Steel).



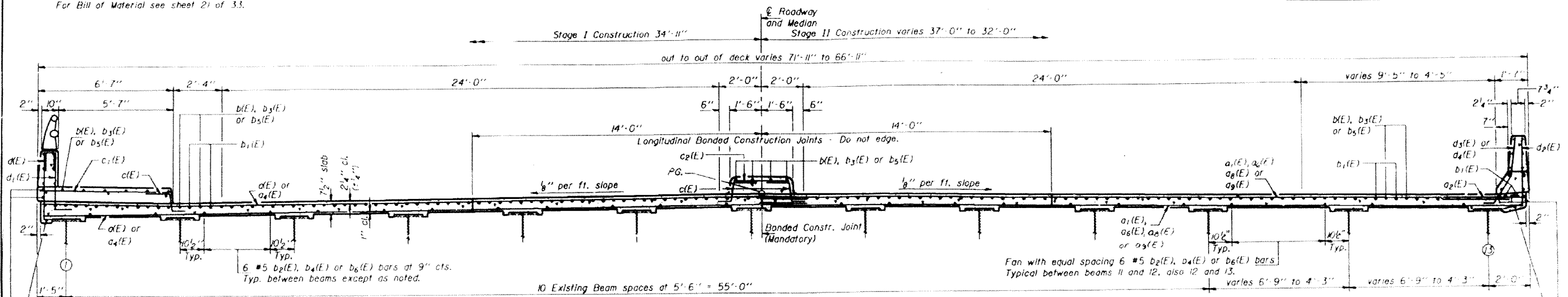
GENERAL PLAN III. ROUTE 157 OVER ST. CLAIR AVE., L. & N. R.R. & SCHOENBERGER CREEK F.A. ROUTE 592 SECTION 119-1BR ST. CLAIR COUNTY STATION 207+78.12 (F.A. 592) STRUCTURE NUMBER 082-0088

DESIGNED: December 3, 1986. EXAMINED: [Signature]. CHECKED: [Signature]. DRAWN: [Signature]. CHECKED: [Signature].

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DATE	NO.	BY	CHKD.	APP.	SHEET NO. 19
11/17/15	1	JDC	JDC	JDC	33 SHEETS

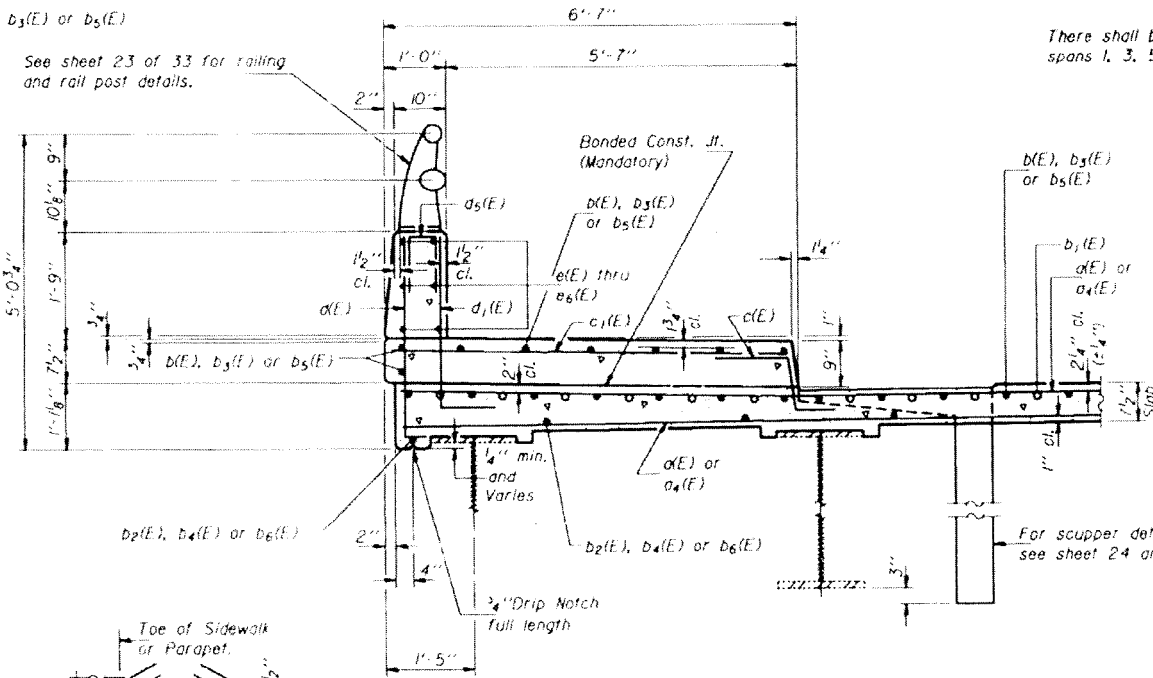
Notes: Work this sheet with sheets 9 thru 23 of 33.  
Reinforcement bars designated (E) shall be epoxy coated.  
For Bill of Material see sheet 21 of 33.



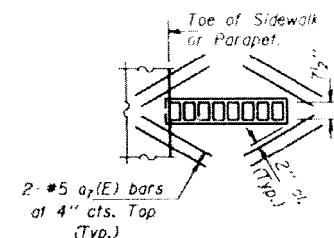
**CROSS SECTION**

Looking South  
There shall be a superstructure pouring sequence where spans 1, 3, 5 and 7 shall be poured before spans 2 and 6.

See sheet 23 of 33 for railing and rail post details.

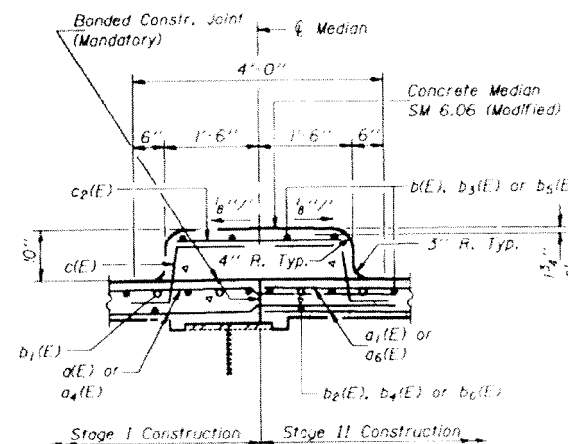
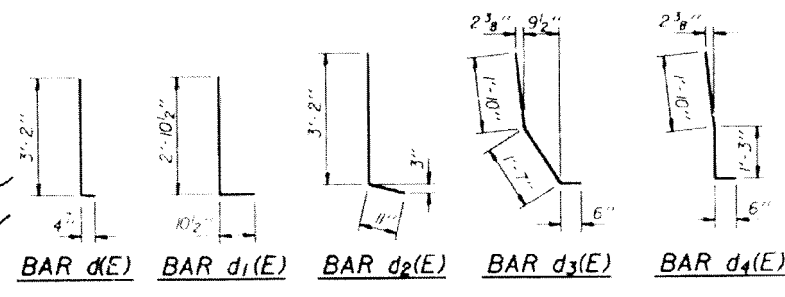


**SECTION THRU SIDEWALK**



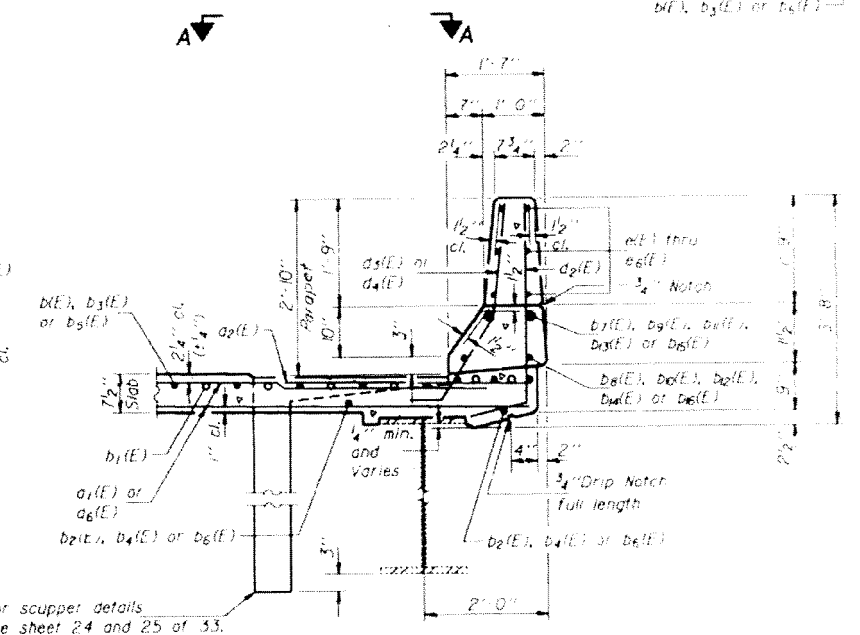
**PLAN OF SCUPPER DRAIN**

DESIGNED	EXAMINED
CHECKED	PASSED
DRAWN	APPROVED
CHECKED	

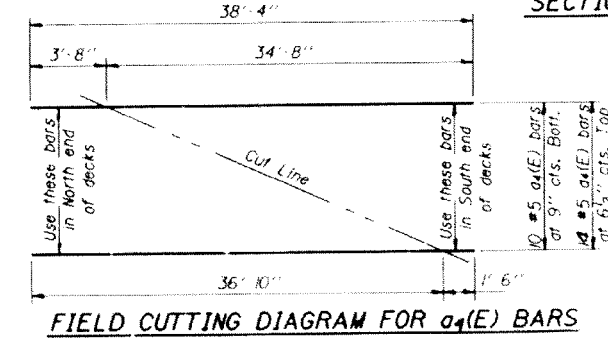


**SECTION THRU MEDIAN**

Looking South  
Median shall not be built until after Stage II Construction is completed.

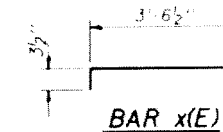


**SECTION THRU PARAPET**



**FIELD CUTTING DIAGRAM FOR a1(E) BARS**

Order a1(E) bars full length, cut to fit as shown and use the remainder as noted.

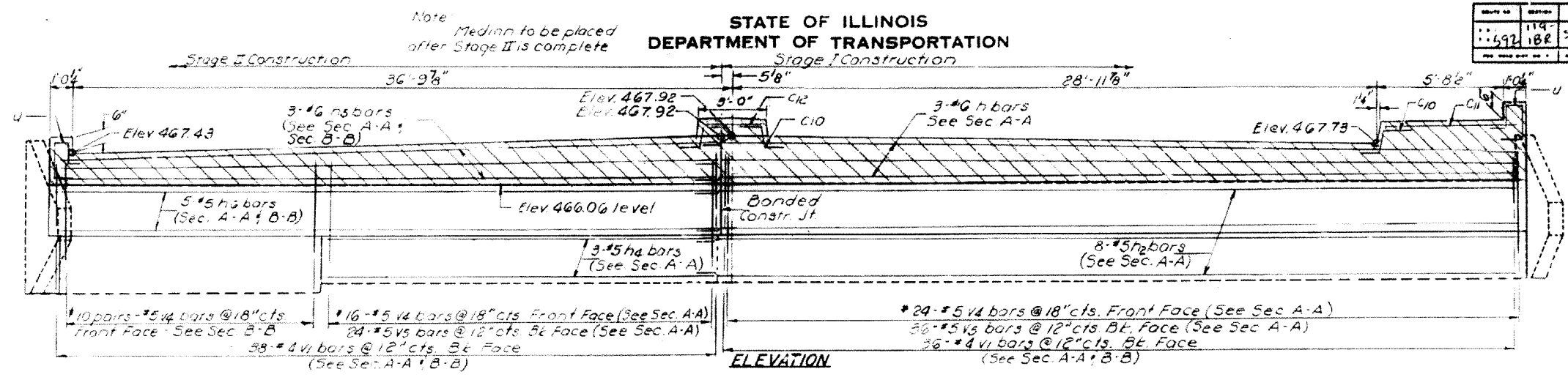


**BAR x(E)**

**SUPERSTRUCTURE DETAILS**  
F.A. RT. 592 SEC. 119-1BR  
ST. CLAIR COUNTY  
STATION 207+78.12

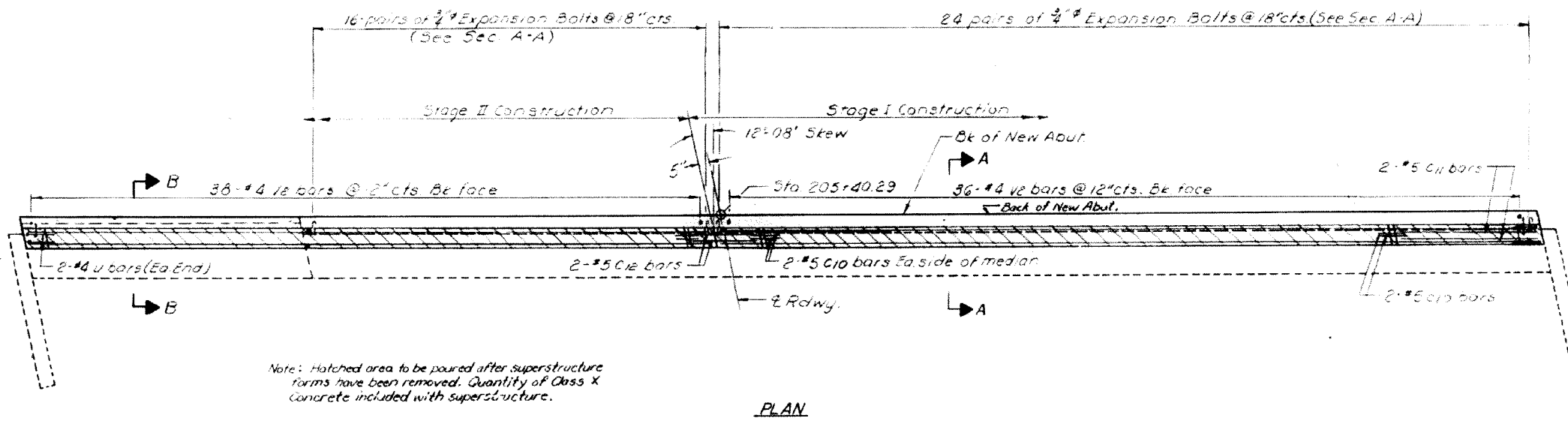
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	114-1BR	SECTION	ST. CLAIR	50	5B	SHEET NO. 29
TOTAL SHEETS						33



\* Drill 8" x 9mm holes and epoxy grout #5 bars in them. See Special Provisions.

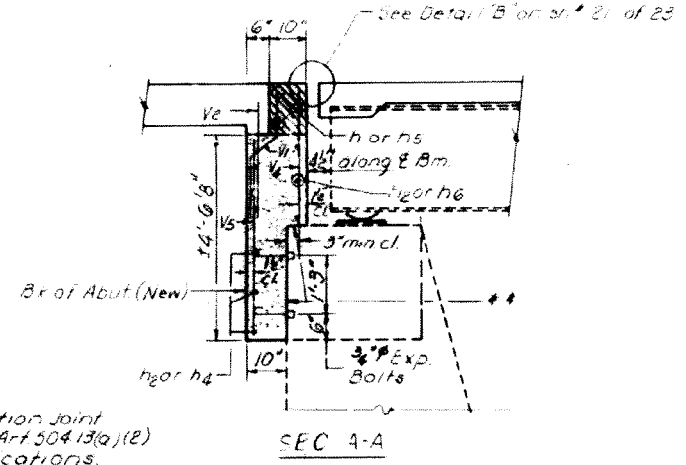
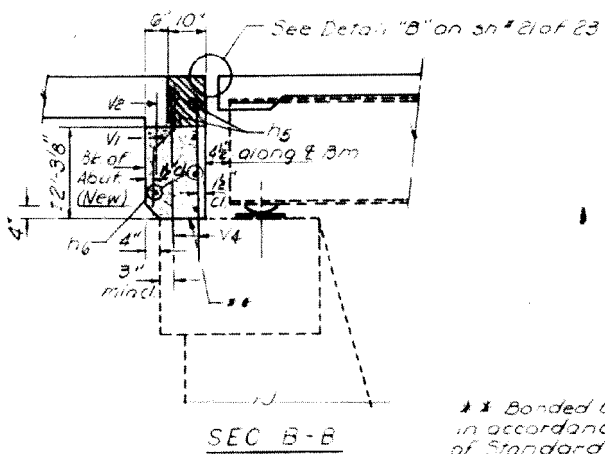
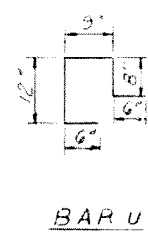
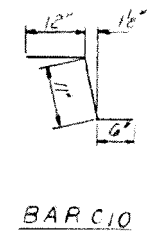
Min. Bar Laps  
#5 - 2'-2"  
#6 - 2'-7"



Note: Hatched area to be poured after superstructure forms have been removed. Quantity of Class X concrete included with superstructure.

BILL OF MATERIAL

BAR NO.	SIZE	LENGTH	SHAPE
n1	#6	38'-7"	—
n2	#5	38'-2"	—
n4	#5	23'-0"	—
n5	#6	37'-3"	—
n6	#5	37'-9"	—
c10	#5	2'-5"	—
c11	#5	6'-3"	—
c12	#5	2'-7"	—
u	#4	3'-5"	—
v1	#4	3'-9"	—
v2	#4	2'-0"	—
v4	#5	4'-3"	—
v5	#5	4'-4"	—
Class X Concrete			Cu Yeh 12.3
Reinforcement Bars			Lbs 1770
Expansion Bolts			Each 50



\* \* Bonded Construction joint in accordance with Art 504.13(a)(2) of Standard Specifications.

DESIGNED: *[Signature]*  
CHECKED: *[Signature]*  
DRAWN: *[Signature]*  
CHECKED: *[Signature]*

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

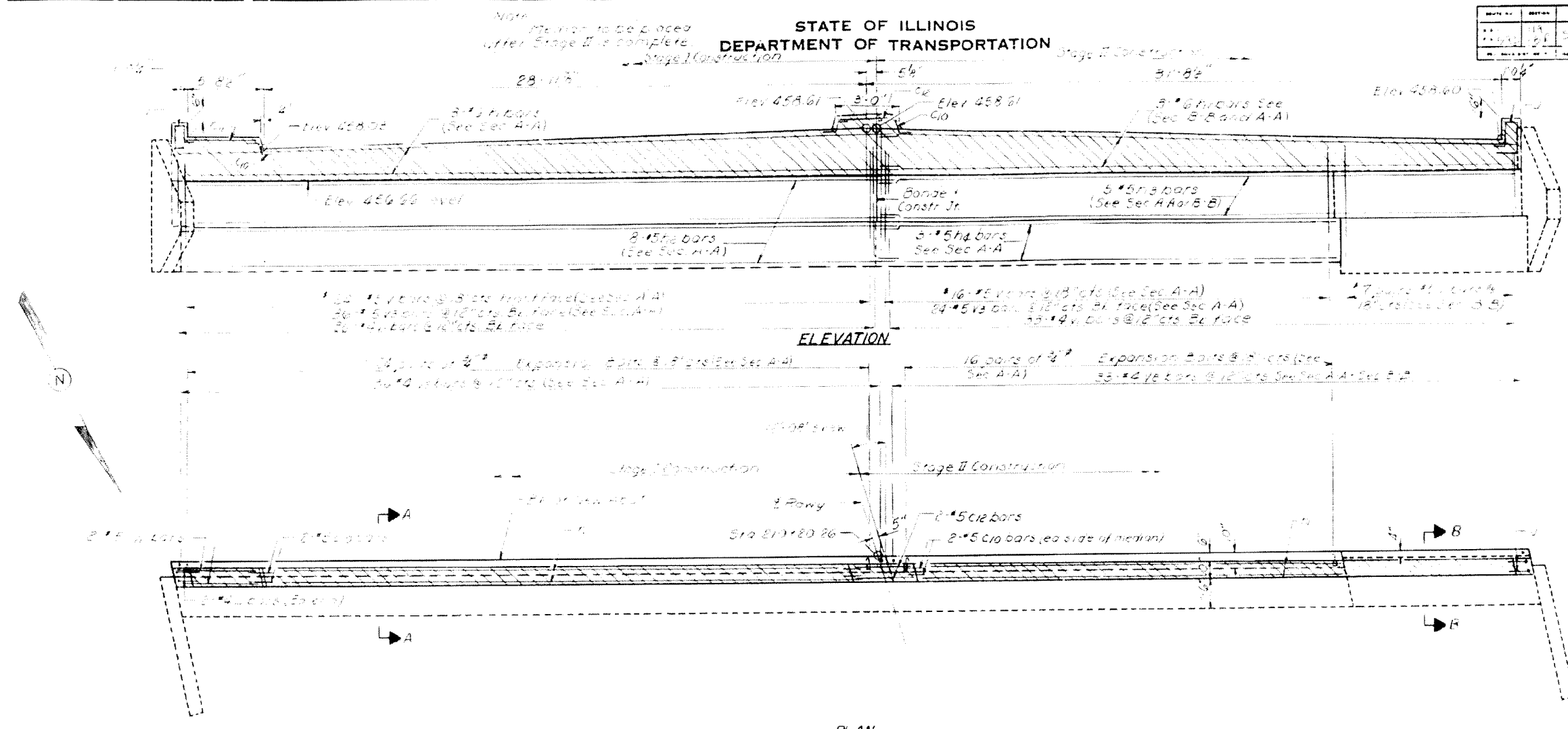
Dec 8 1985

NORTH ABUTMENT  
E.A. RTE. 592 SECTION 119-1BR  
ST. CLAIR COUNTY  
STA. 207+78.12

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DATE	REVISED	BY	REASON
11/21/15	ST. CLAIR	50	51

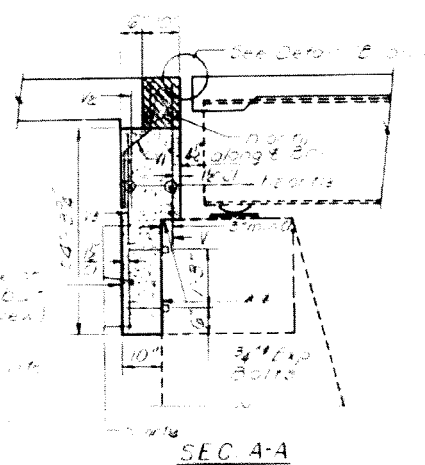
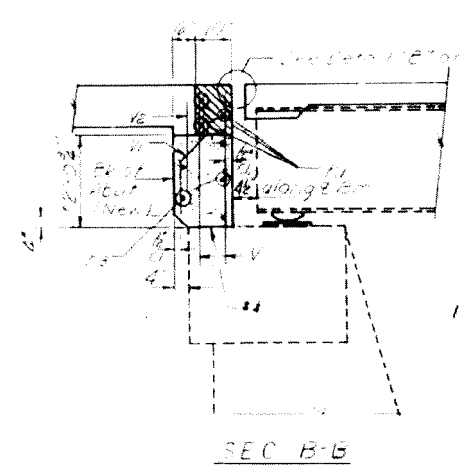
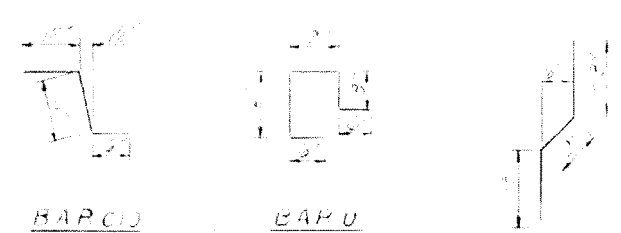
SHEET NO. 30  
33 SHEETS



1. Detail of Expansion Joint  
2. Detail of Expansion Joint  
3. Detail of Expansion Joint

BILL OF MATERIAL

BAR NO	SIZE	LENGTH	SHAPE
1	#6	35.7'	
2	#6	35.7'	
3	#6	35.7'	
4	#6	35.7'	
5	#6	35.7'	
6	#6	35.7'	
7	#6	35.7'	
8	#6	35.7'	
9	#6	35.7'	
10	#6	35.7'	
11	#6	35.7'	
12	#6	35.7'	
13	#6	35.7'	
14	#6	35.7'	
15	#6	35.7'	
16	#6	35.7'	
17	#6	35.7'	
18	#6	35.7'	
19	#6	35.7'	
20	#6	35.7'	
21	#6	35.7'	
22	#6	35.7'	
23	#6	35.7'	
24	#6	35.7'	
25	#6	35.7'	
26	#6	35.7'	
27	#6	35.7'	
28	#6	35.7'	
29	#6	35.7'	
30	#6	35.7'	
31	#6	35.7'	
32	#6	35.7'	
33	#6	35.7'	
34	#6	35.7'	
35	#6	35.7'	
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37	#6	35.7'	
38	#6	35.7'	
39	#6	35.7'	
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43	#6	35.7'	
44	#6	35.7'	
45	#6	35.7'	
46	#6	35.7'	
47	#6	35.7'	
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49	#6	35.7'	
50	#6	35.7'	
51	#6	35.7'	
52	#6	35.7'	
53	#6	35.7'	
54	#6	35.7'	
55	#6	35.7'	
56	#6	35.7'	
57	#6	35.7'	
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83	#6	35.7'	
84	#6	35.7'	
85	#6	35.7'	
86	#6	35.7'	
87	#6	35.7'	
88	#6	35.7'	
89	#6	35.7'	
90	#6	35.7'	
91	#6	35.7'	
92	#6	35.7'	
93	#6	35.7'	
94	#6	35.7'	
95	#6	35.7'	
96	#6	35.7'	
97	#6	35.7'	
98	#6	35.7'	
99	#6	35.7'	
100	#6	35.7'	



Note: Matched Area to be poured after Superstructure forms have been removed. Quantity of concrete included with Superstructure. Expansion Construction Joints in accordance with Art 574, Part 2 of Standard Specifications.

DESIGNED: [Signature]  
EXAMINED: [Signature] Dec 8 1986  
CHECKED: [Signature]  
DRAWN: [Signature]  
APPROVED: [Signature]

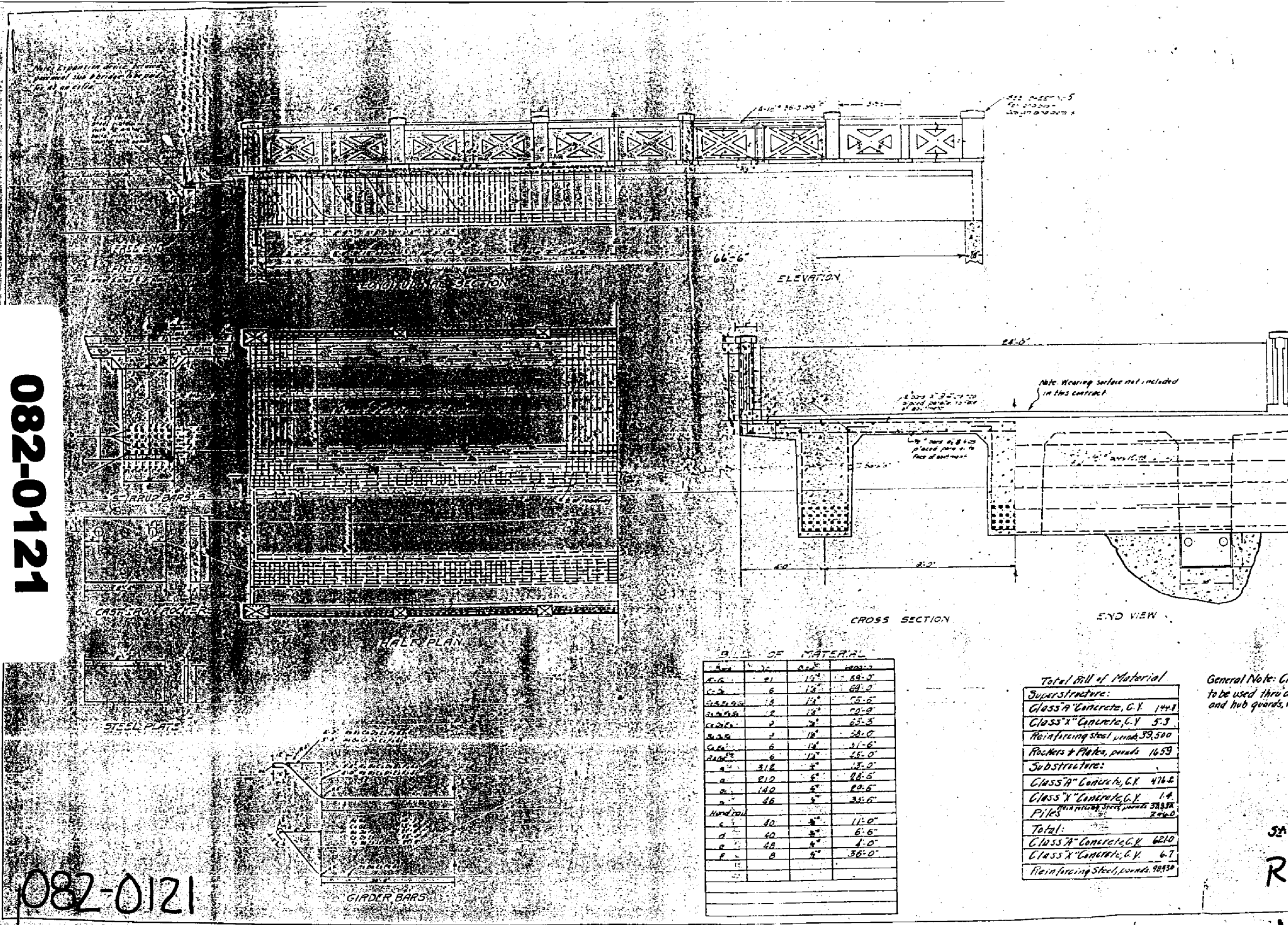
SOUTH ABUTMENT  
F.A. RTE. 592 SECTION 119-1BR  
ST. CLAIR COUNTY  
STA 207+78.12

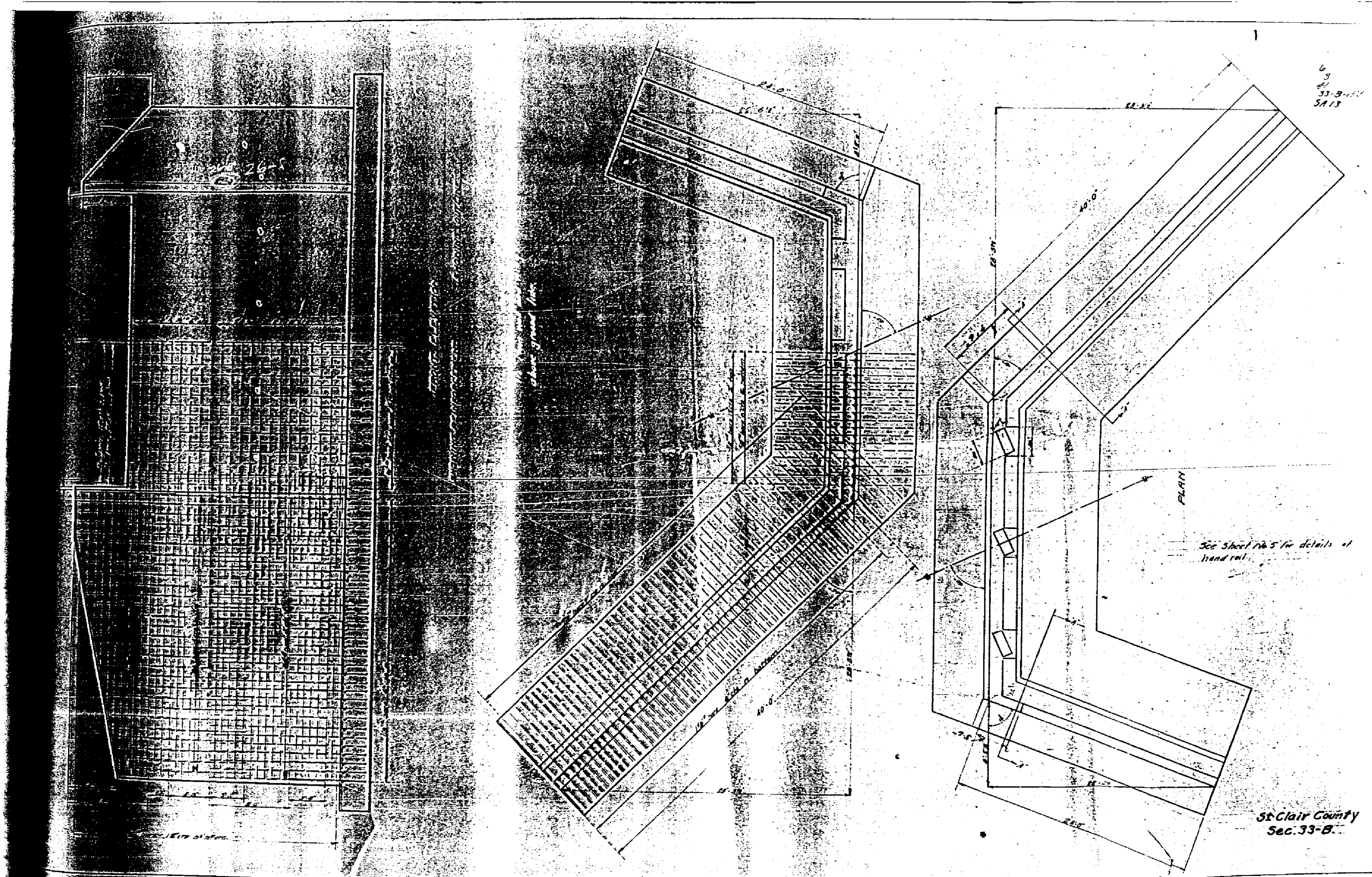


6  
2  
41  
33-B-152  
5A 13

082-0121

082-0121





6  
9  
41  
33-B-167  
5A13

See Sheet 165 for details of hand rail

St. Clair County  
Sec. 33-B.

FILE NAME = ... \0876E62-sht-ExistStructPlans2.dgn	USER NAME = DCD	DESIGNED -	REVISED -
Johnson, Depp & Ouisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 40.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 03/17/2015 12:00:12	DATE -	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

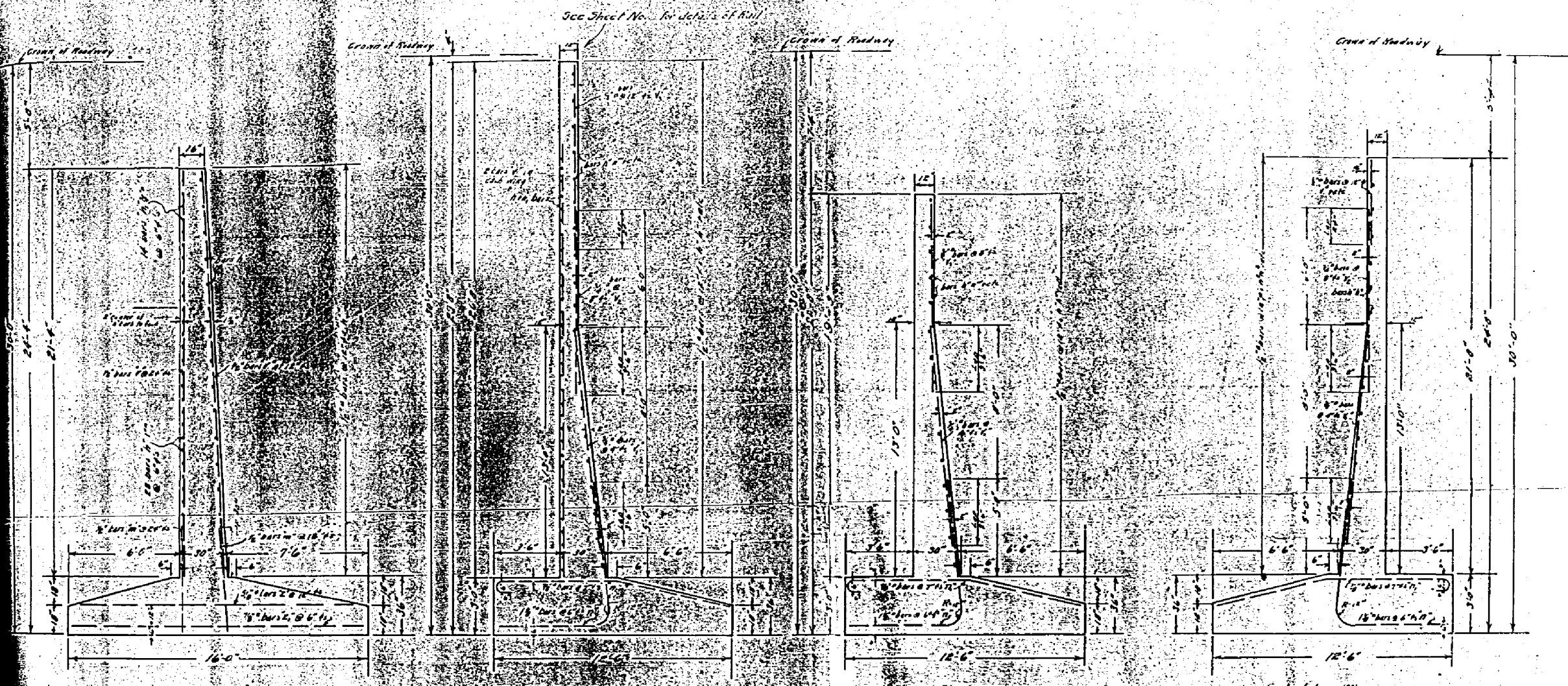
EXISTING STRUCTURE PLANS EXCERPTS (SN 082-0121)  
(FOR INFORMATION ONLY)

SCALE: SHEET 2 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	167
CONTRACT NO. 76E62				
ILLINOIS FED. AID PROJECT				



6  
41  
33 3 154  
S.A. 13



Section of Abutment

Bar	No.	Size	Length
Z <sub>1</sub>	116	3/4"	15'-6"
Z <sub>2</sub>	58	3/4"	15'-0"
m	90	1/2"	5'-6"
v	90	1/2"	21'-0"
h	56	1"	37'-0"
h	28	3/4"	35'-0"
g	6	1/2"	8'-0"
h	48	1/2"	31'-0"

\* 2' around each pocket.

Section of Wing A1

End of Short Wing

Bar	No.	Size	Length
n	98	1 1/8"	13'-6"
n	84	3/4"	13'-3"
v	146	3/4"	11'-6"
v	74	3/4"	9'-6"
v	6	1/2"	9'-6"
v	4	1/2"	21'-0"
h	105	1/2"	26'-6"
h	4	1/2"	20'-6"
h	4	1/2"	14'-6"
h	4	1/2"	8'-6"
v	14	1/2"	5'-6"
v	12	1/2"	8'-0"
v	18	1/2"	9'-0"

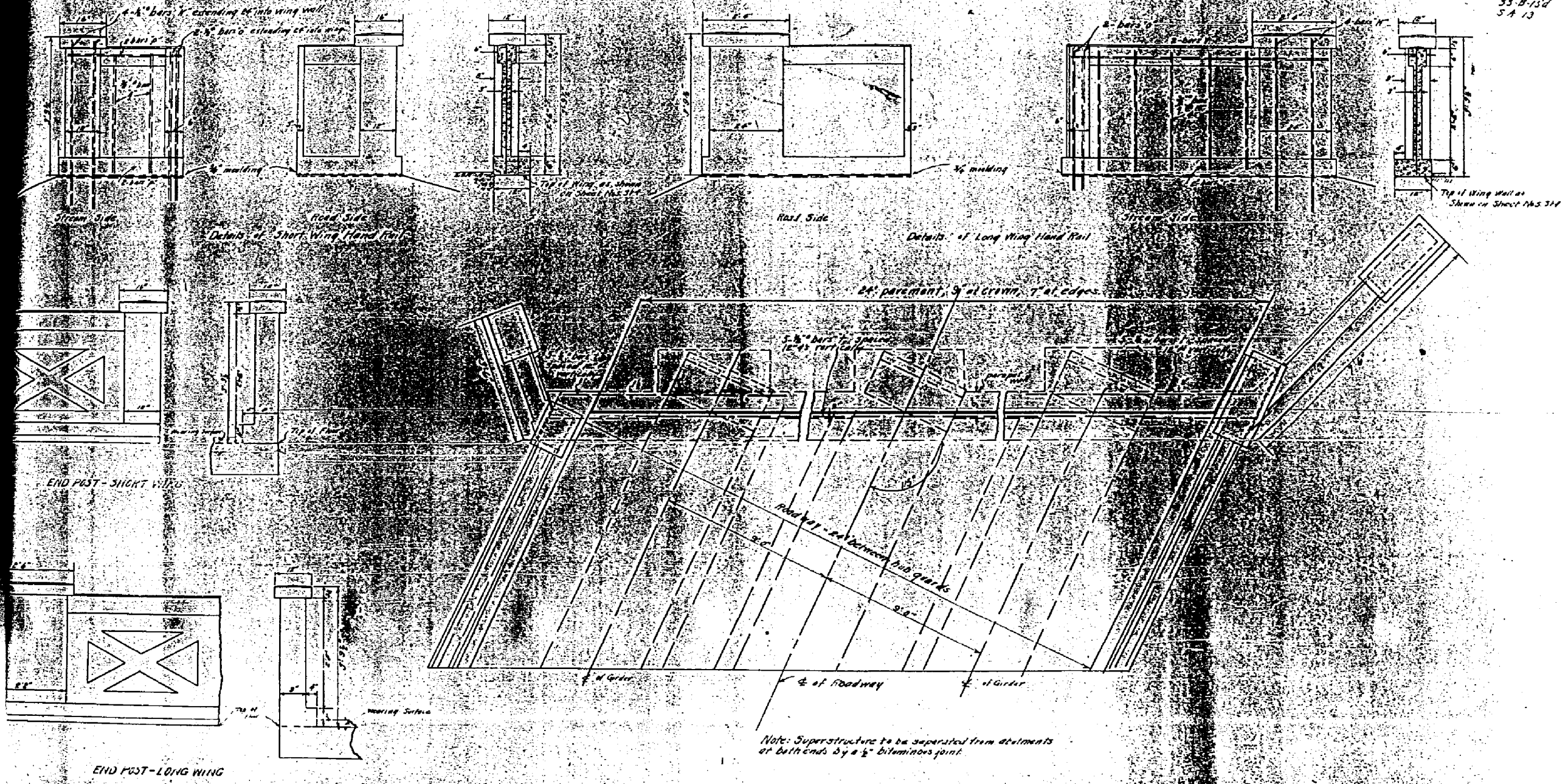
End of Long Wing

Bar	No.	Size	Length
n	164	1 1/8"	13'-6"
n	140	3/4"	13'-3"
v	320	3/4"	11'-6"
v	128	3/4"	9'-6"
v	14	1/2"	9'-6"
v	4	1/2"	21'-0"
h	12	1/2"	12'-0"
h	4	1/2"	35'-0"
h	6	1/2"	17'-0"
v	10	1/2"	7'-0"
v	28	1/2"	9'-0"

St. Clair County  
Sec. 33-B



6  
5  
41  
33-B-15d  
5A 13

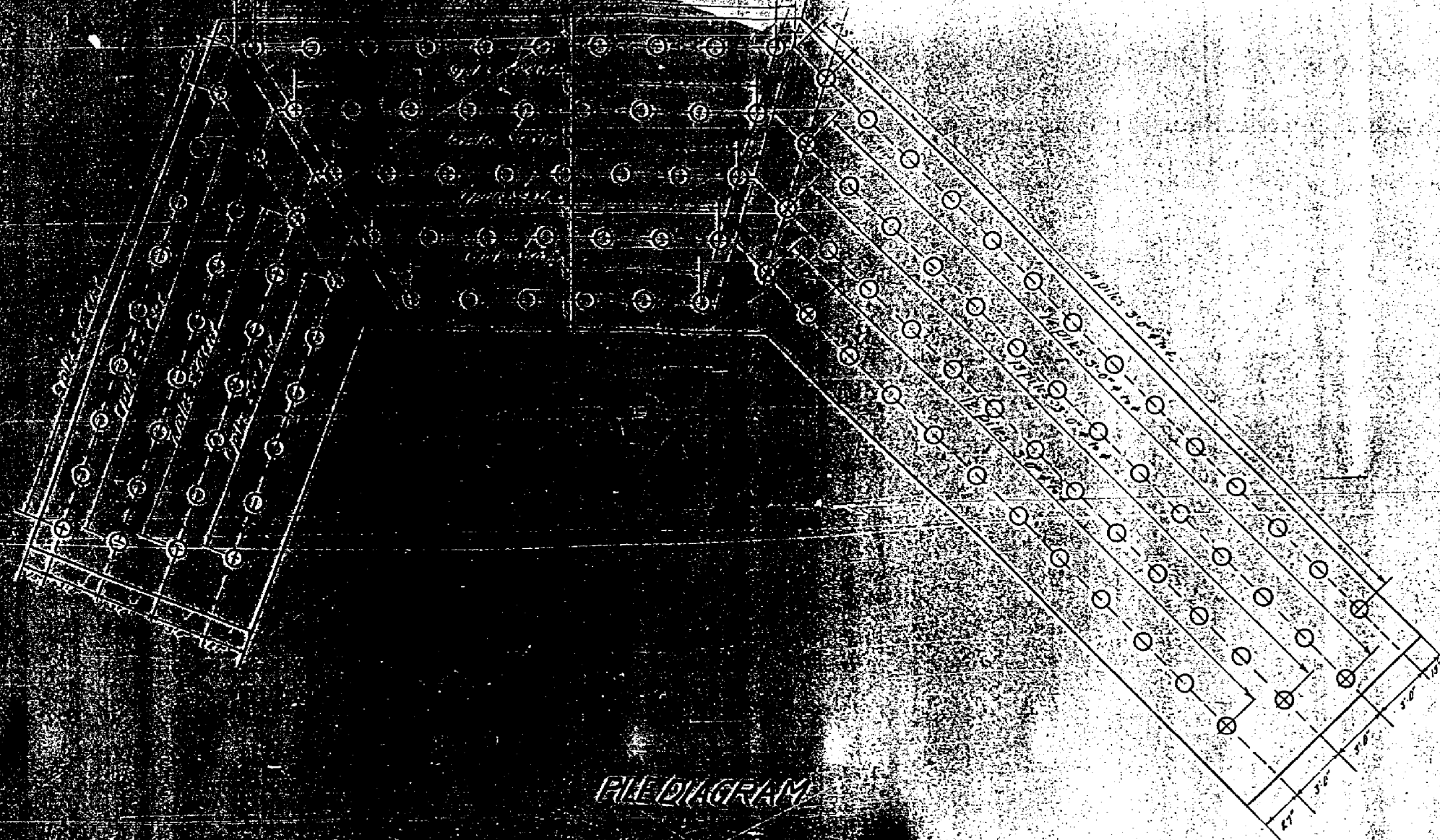


Note: Superstructure to be separated from abutments at both ends by a 1/2\"/>

Bar	No.	Size	Length
K	16	1/2"	5'-9"
J	14	3/8"	9'-3"
P	8	1/2"	3'-0"
R	8	1/2"	6'-9"
O	8	1/2"	5'-6"
T	20	1/2"	6'-0"
H	10	1/2"	27'-0"

St. Clair County  
Sec. 33-B.

66  
41  
33-8-15d  
S.A. 13



**PILE DIAGRAM**

*Notes: 1. All piles shall be...  
2. Section 1019...  
3. ...  
4. ...*

St. Clair County  
Sec. 33-B

FILE NAME = ... \DB76E62-sht-ExistStructPlans2.dgn	USER NAME = DCD	DESIGNED -	REVISED -
Johnson, Depp & Ouisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 40.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 03/17/2015 12:00:38	DATE -	CHECKED -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

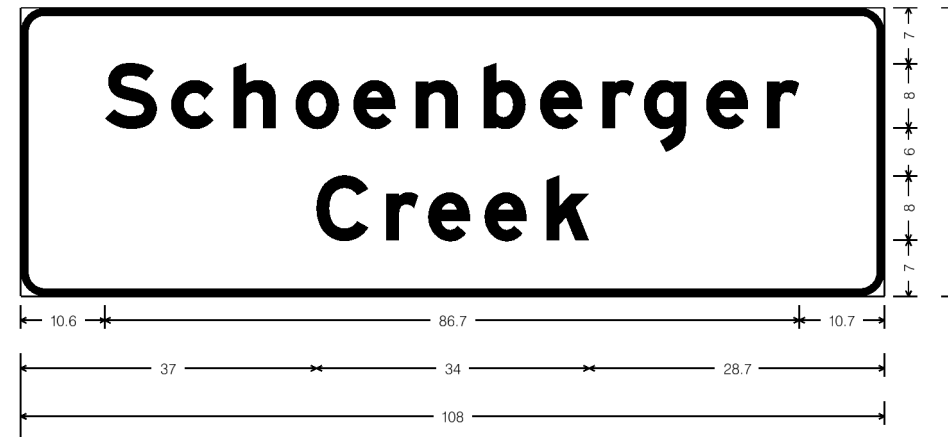
EXISTING STRUCTURE PLANS EXCERPTS (SN 082-0121)  
(FOR INFORMATION ONLY)

SCALE: SHEET 5 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	170
CONTRACT NO. 76E62				
ILLINOIS FED. AID PROJECT				

SB IL 157  
 STA 205+00, 45' RT

NB IL 157  
 STA 211+00, 45' LT

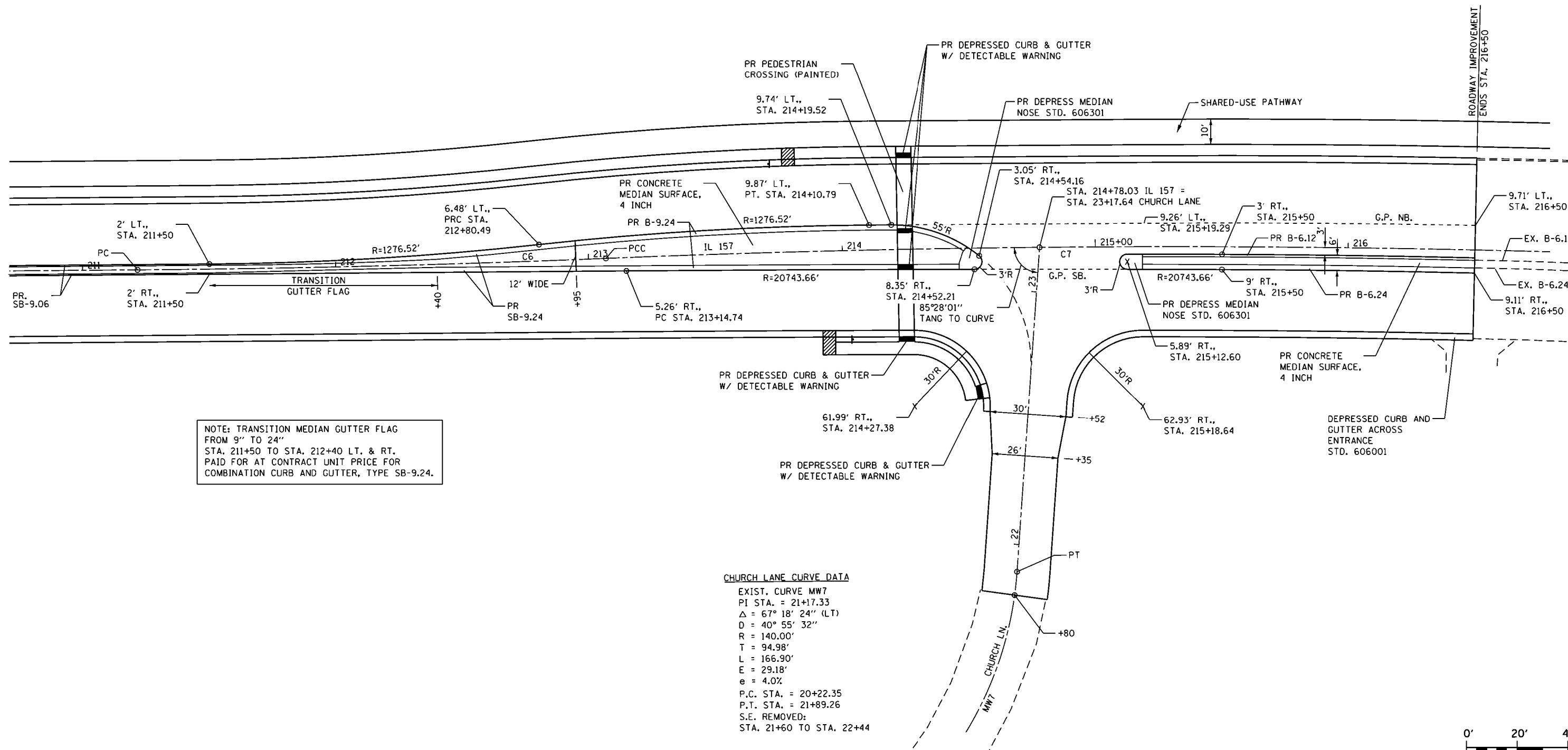


1.5" Radius, 0.5" Border, White on Green;  
 [Schoenberger] EM 2K;  
 [Creek] EM 2K;

IL ROUTE 157 CURVE DATA

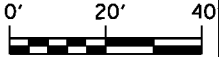
EXIST. CURVE C6	EXIST. CURVE C7
PI STA. = 212+14.28	PI STA. = 215+85.05
$\Delta = 1^\circ 54' 51''$ (LT)	$\Delta = 5^\circ 50' 35''$ (RT)
D = 1° 02' 01"	D = 1° 03' 04"
R = 5,543.56'	R = 5,450.63'
T = 92.61'	T = 278.17'
L = 185.21'	L = 555.86'
E = 0.77'	E = 7.09'
e = *	e = 1.5%
P.C. STA. = 211+21.67	P.C.C. STA. = 213+06.87
P.C.C. STA. = 213+06.87	P.T. STA. = 218+62.74

\* SEE PLAN VIEW FOR S.E. INFO NORTHBOUND LANES



CHURCH LANE CURVE DATA

EXIST. CURVE MW7
PI STA. = 21+17.33
$\Delta = 67^\circ 18' 24''$ (LT)
D = 40° 55' 32"
R = 140.00'
T = 94.98'
L = 166.90'
E = 29.18'
e = 4.0%
P.C. STA. = 20+22.35
P.T. STA. = 21+89.26
S.E. REMOVED:
STA. 21+60 TO STA. 22+44

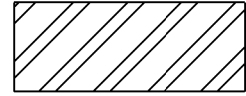
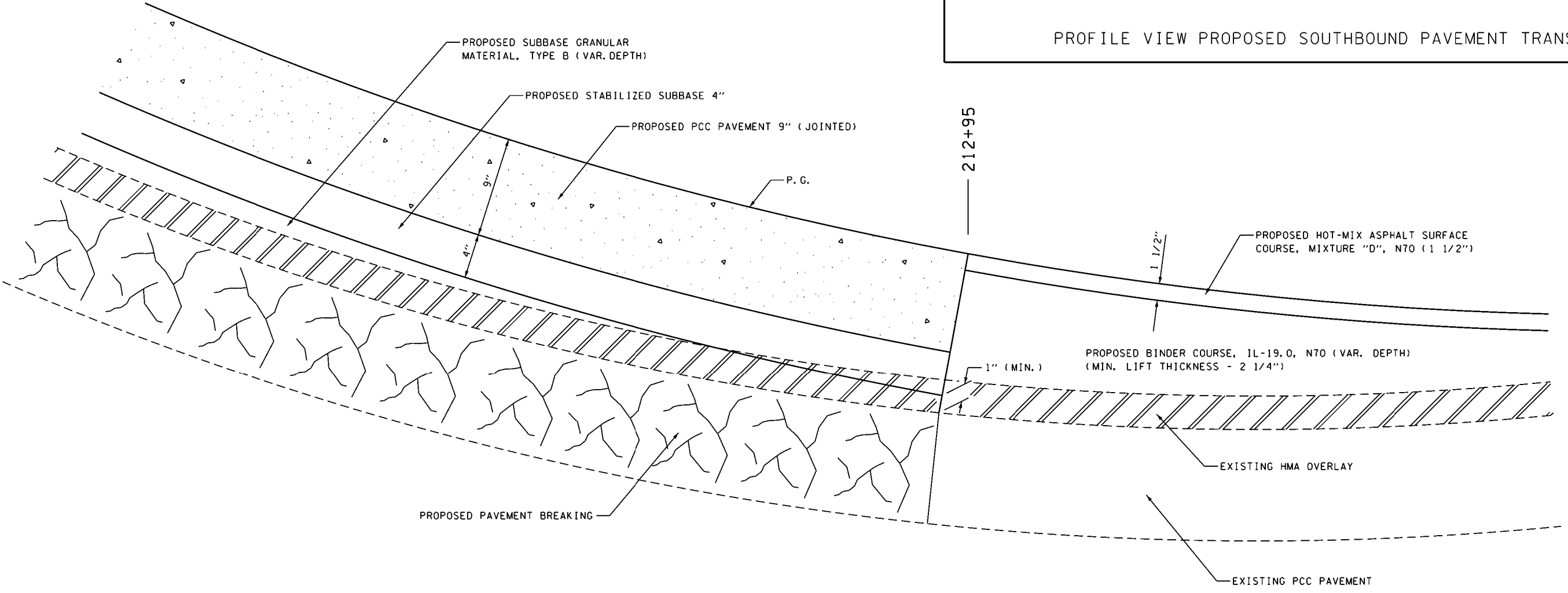
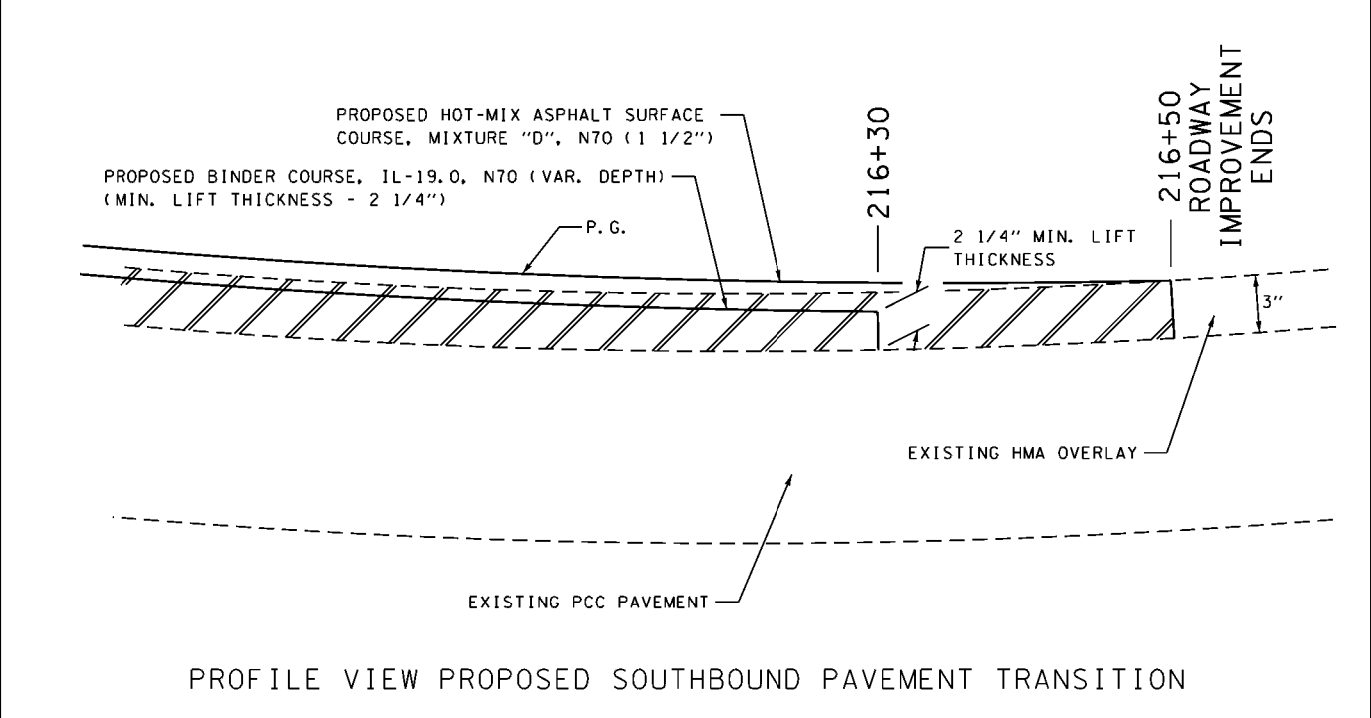


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PLLOT SCALE = 48.0000' / in.	CHECKED -	REVISED -	REVISED -
DATE = 03/16/2015 18:25:00	DATE -	REVISED -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCALE: 1:20		SHEET OF SHEETS		STA. TO STA.
<b>MEDIAN CONSTRUCTION DETAILS</b>				

F.A.P. RTE. 592	SECTION 119-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 212	SHEET NO. 172
CONTRACT NO. 76E62				
ILLINOIS FED. AID PROJECT				



PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VAR. DEPTH (REMOVE TO BARE CONCRETE)  
(SEE EXISTING TYPICAL SECTIONS FOR EXISTING HMA DEPTHS)

PROFILE VIEW PROPOSED NORTHBOUND & SOUTHBOUND PAVEMENT TRANSITION

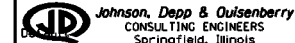
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		CHECKED -	REVISED -
		DATE -	REVISED -

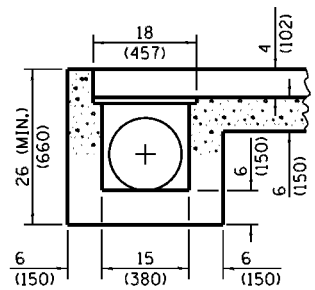
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PAVING TRANSITION DETAIL

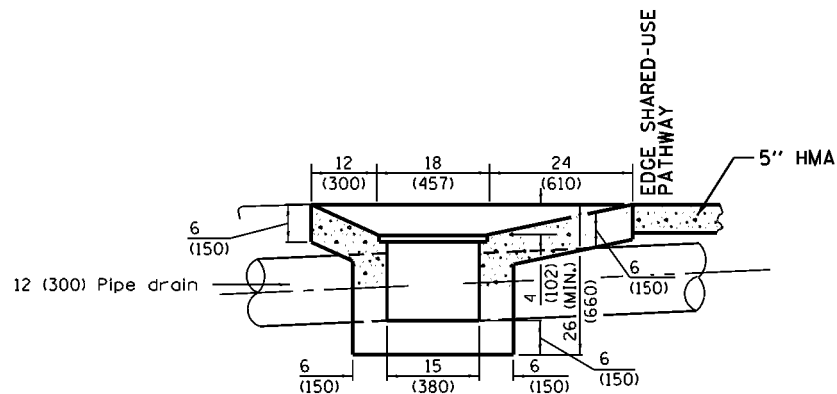
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-IBR-1	ST. CLAIR	212	173
CONTRACT NO. 76E62				
ILLINOIS FED. AID PROJECT				

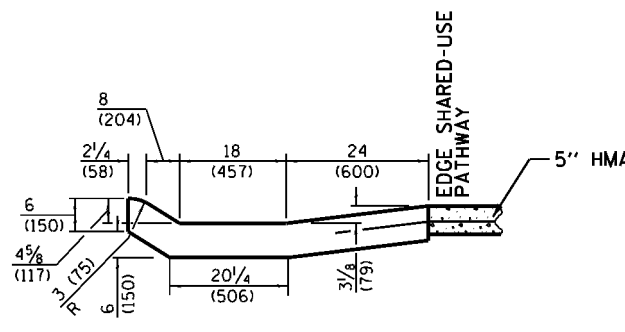




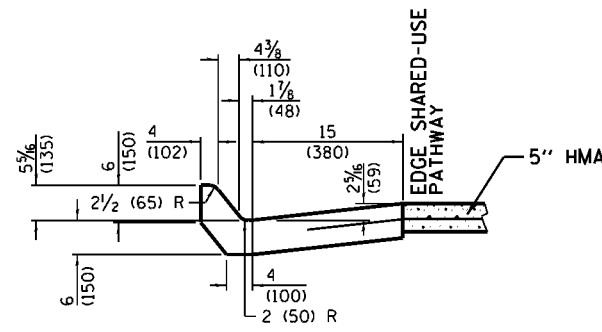
**SECTION E-E**



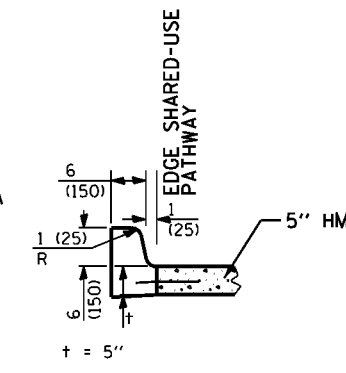
**SECTION D-D**



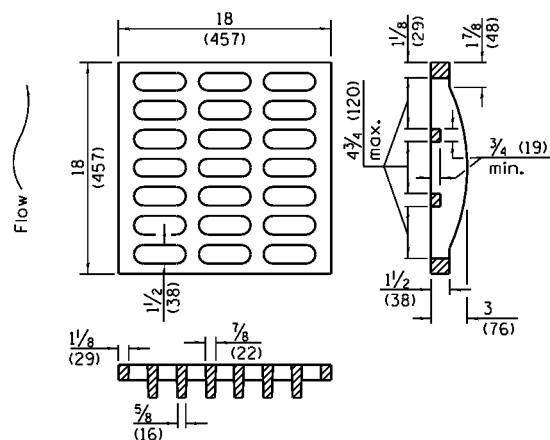
**SECTION C-C**



**SECTION B-B**

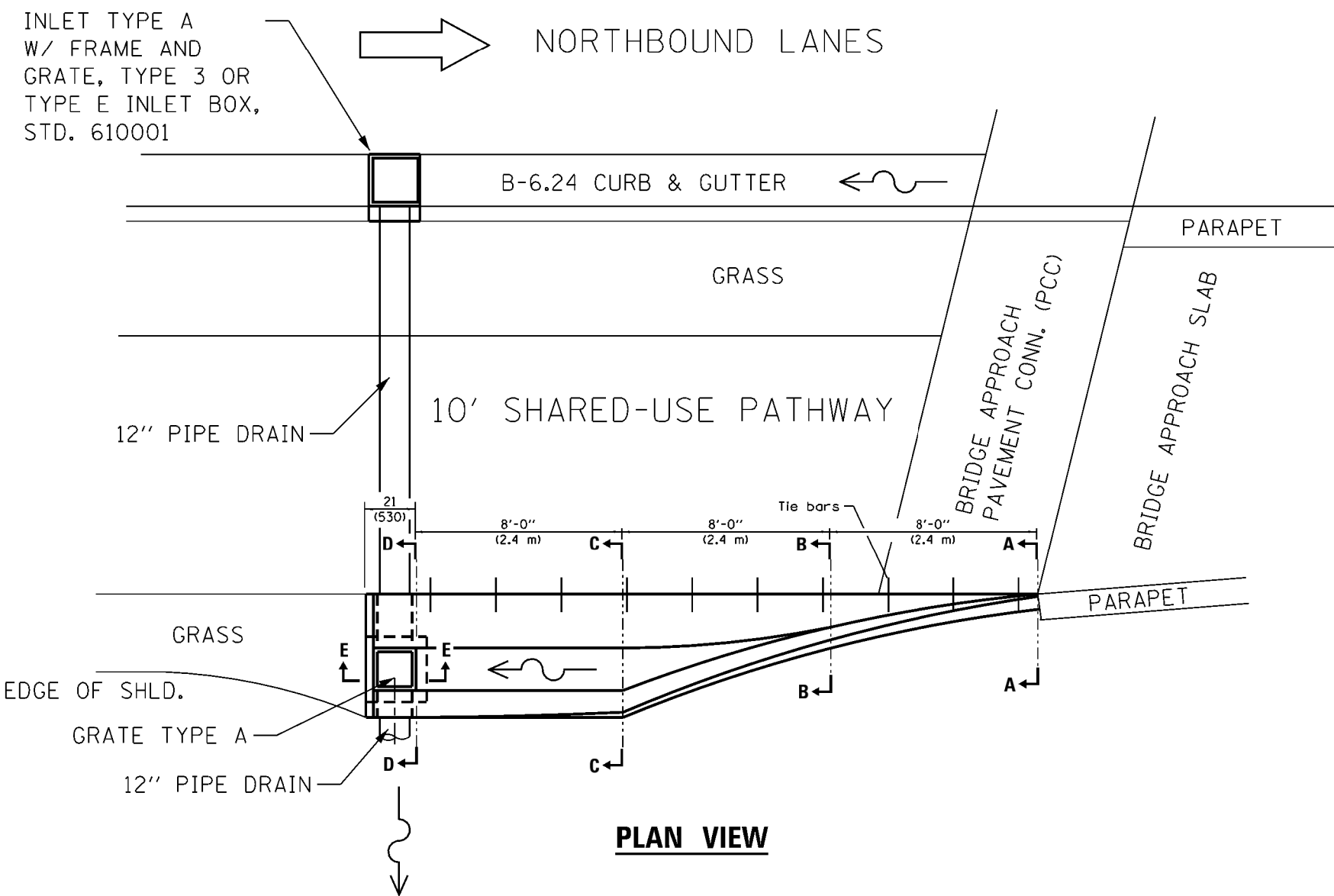
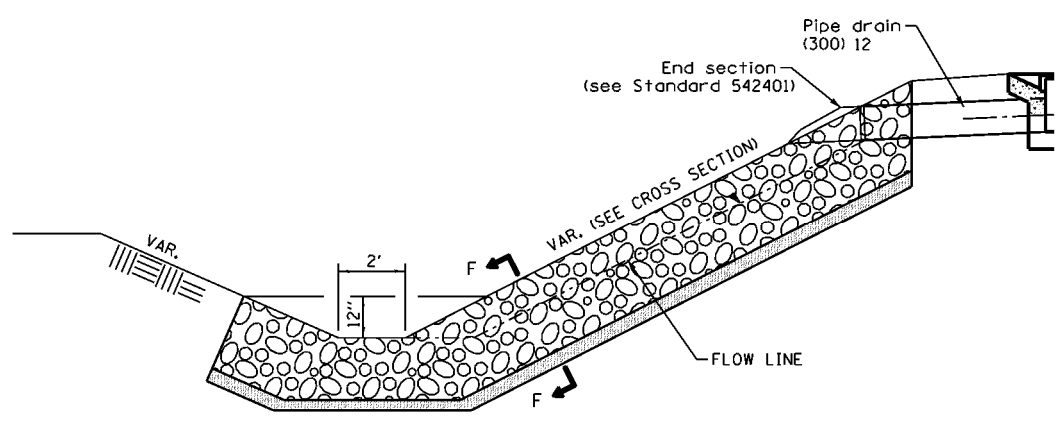


**SECTION A-A**

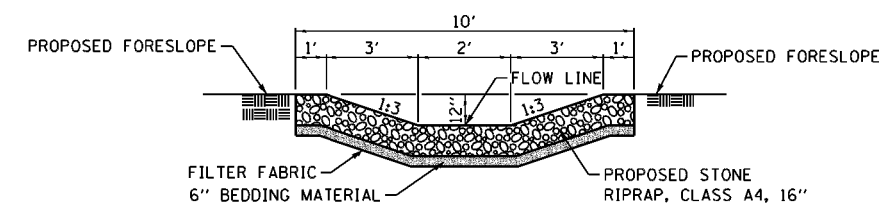


**GRATE TYPE A**

**QUANTITIES**  
 1.69 CU. YDS. CLASS SI CONCRETE (OUTLET)  
 1 - CAST IRON GRATE TYPE A



**PLAN VIEW**



**SEC. F-F**

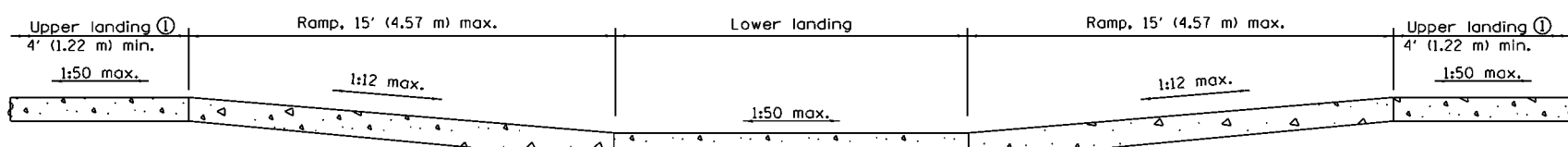
**TYPE 1 OUTLET MODIFIED**

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = K:\110205-IL 157-St. Clair-CA00\0876E62-1\1-OutletDetail.dgn	USER NAME = JmH	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OUTLET DETAIL TYPE 1 MODIFIED	F.A.P. RTE. = 592	SECTION = 119-IBR-1	COUNTY = ST. CLAIR	TOTAL SHEETS = 212	SHEET NO. = 174		
CONTRACT NO. 76E62	PLOT SCALE = 5/8" = 1' - 0"	CHECKED -	REVISED -			SCALE:	SHEET OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT			
JOHNSON, DEPP & OLSENBERG CONSULTING ENGINEERS Springfield, Illinois	PLOT DATE = 03/16/2015 18:31:02	DATE -	REVISED -									

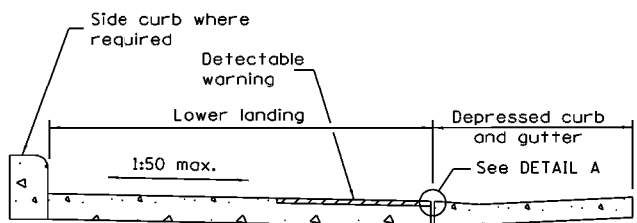


VIEUX CARRE DR.

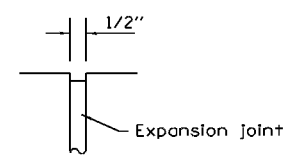


**SECTION A-A**

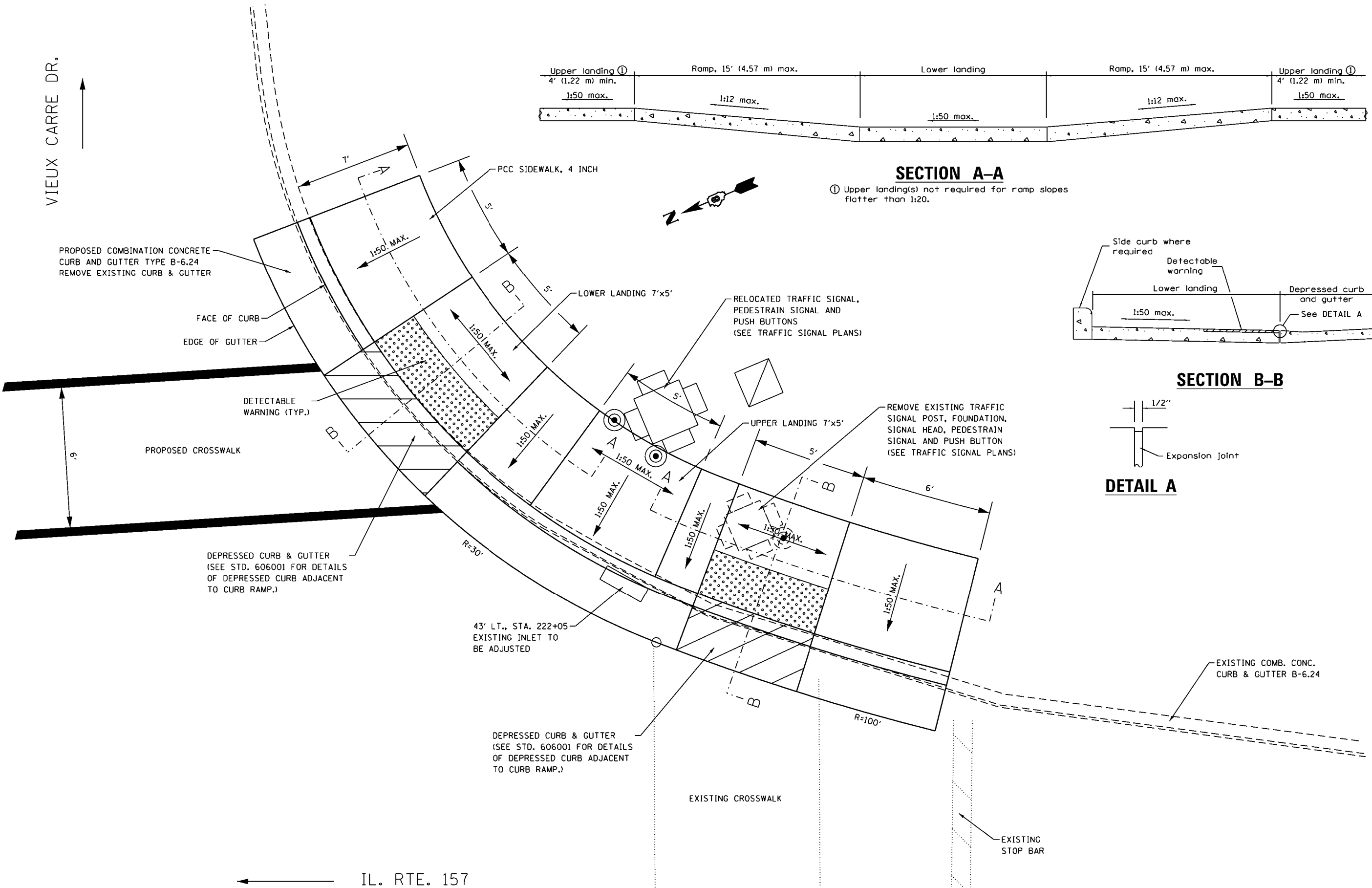
① Upper landing(s) not required for ramp slopes flatter than 1:20.



**SECTION B-B**

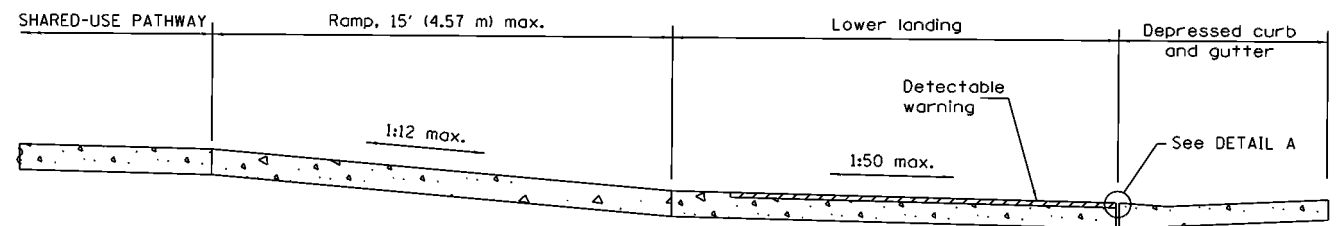


**DETAIL A**

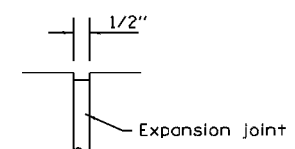


IL. RTE. 157

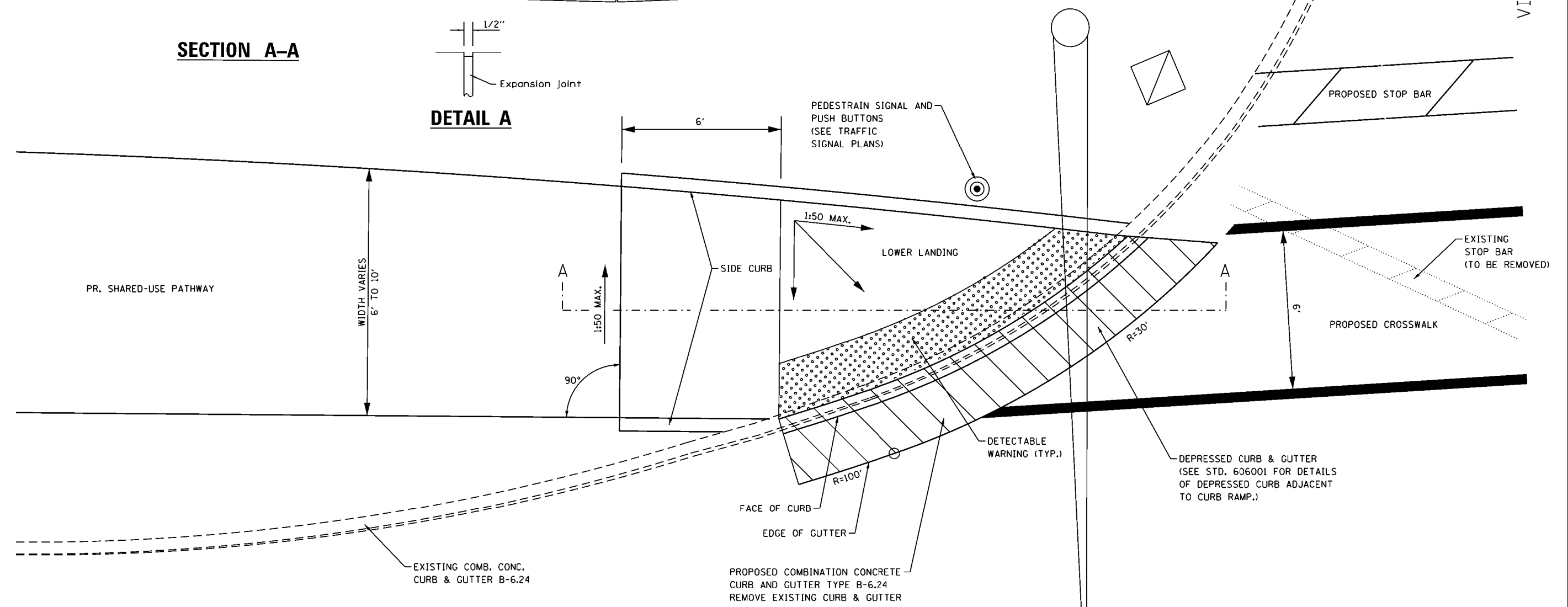
<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>				<b>SIDEWALK DETAIL</b> <b>S.E. COR. IL RTE. 157 &amp; VIEUX CARRE DR.</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FILE NAME :	USER NAME :	DESIGNED -	REVISED -	SCALE:				592	119-IBR-1	ST. CLAIR	212	175
KN110205-IL 157-St. Clair-CA000\0876E62-s11-SidewalkDetails.dgn	J.mh	DRAWN -	REVISED -	SHEET OF SHEETS STA. TO STA.				CONTRACT NO. 76E62				
PLT SCALE = 4.0000 ' / in.		CHECKED -	REVISED -	ILLINOIS FED. AID PROJECT								
PLT DATE = 03/16/2015 18:32:53		DATE -	REVISED -									



**SECTION A-A**



**DETAIL A**

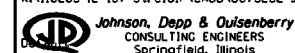


FILE NAME =	USER NAME = JmmH	DESIGNED -	REVISED -
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PLOT SCALE = 4.0000' / 1" =		CHECKED -	REVISED -
PLOT DATE = 03/16/2015 18:33:11		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

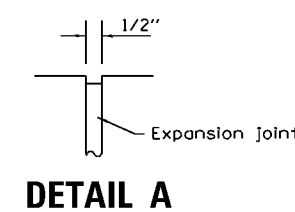
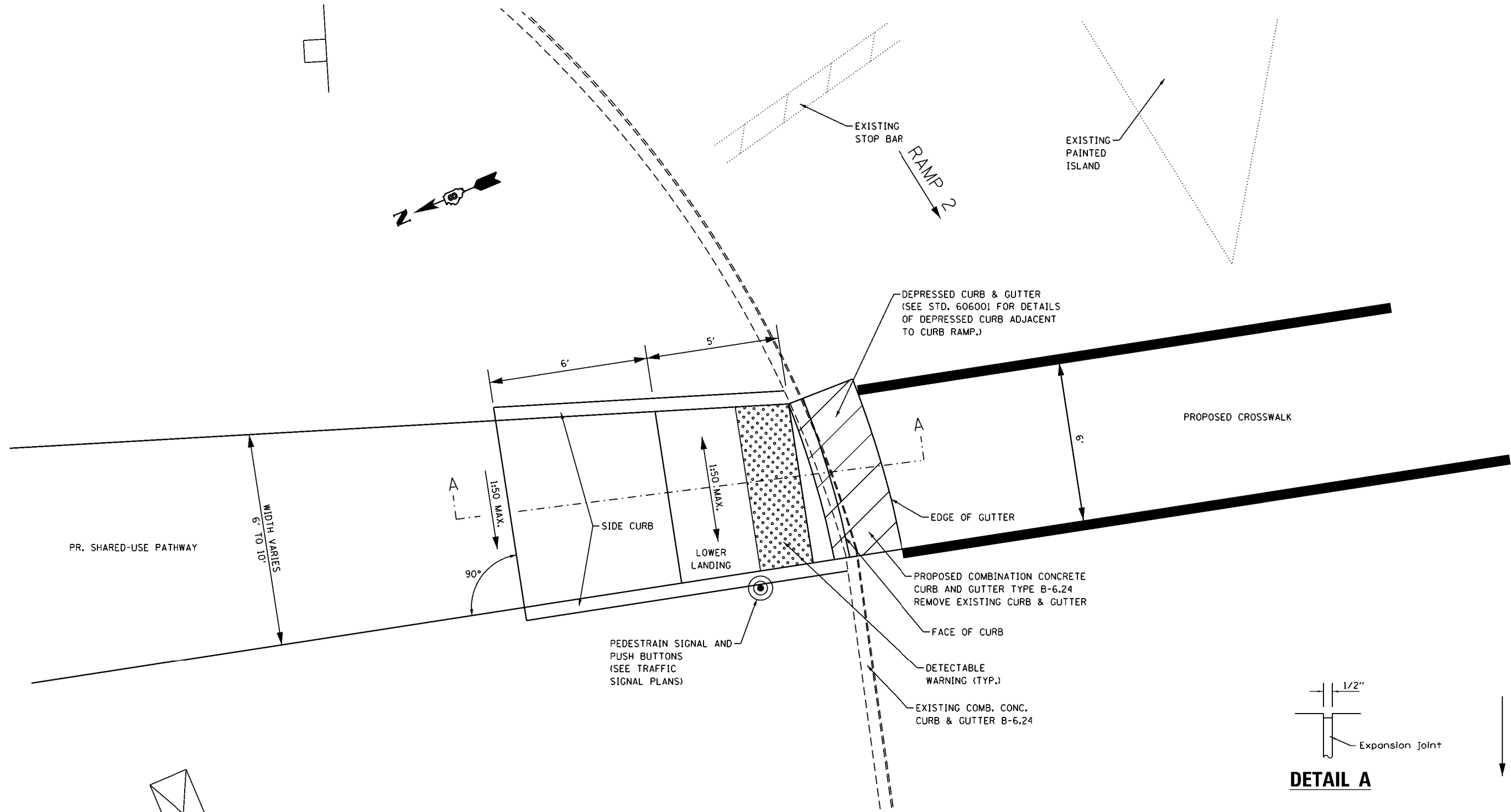
**SHARED-USE DETAIL  
N.E. COR. IL RTE. 157 & VIEUX CARRE DR.**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-IBR-1	ST. CLAIR	212	176
CONTRACT NO. 76E62				
ILLINOIS FED. AID PROJECT				

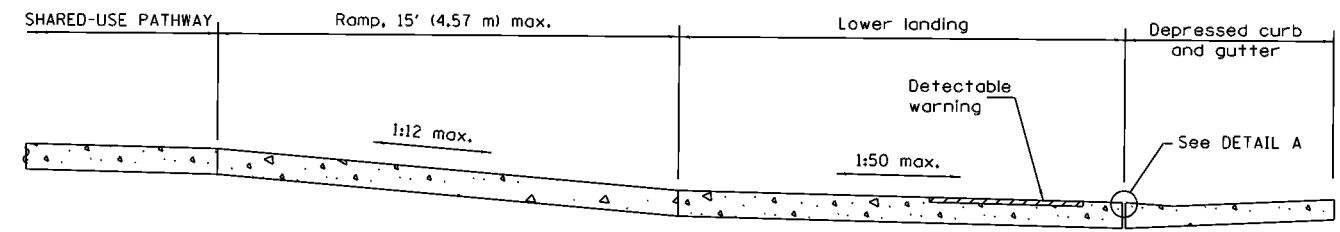


SCALE: SHEET OF SHEETS STA. TO STA.



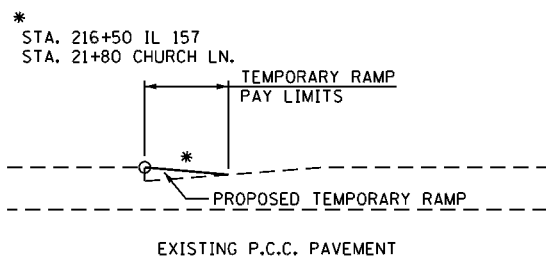


IL. RTE. 161



**SECTION A-A**

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CONTRACT NO. 76E62	PLLOT SCALE = 4.0000' / in.	CHECKED -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT	
DATE -	PLLOT DATE = 03/16/2015 18:33:31	DATE -	REVISED -										

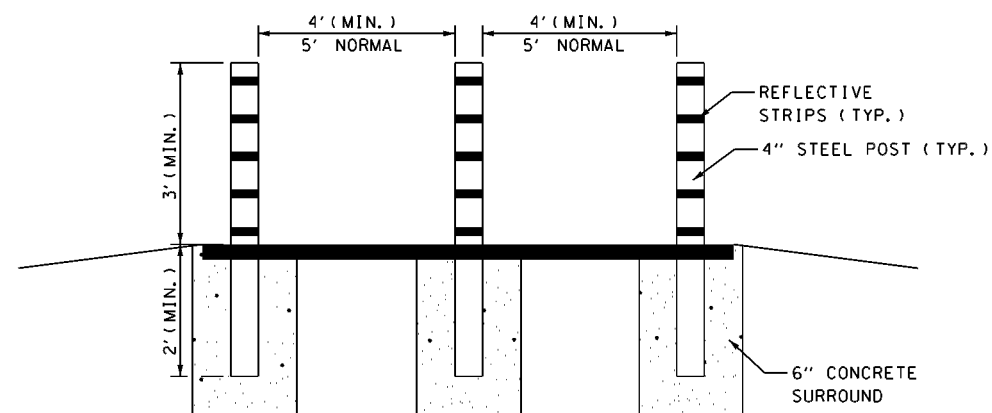


### TEMPORARY RAMP DETAIL

NOTES:  
THE TEMPORARY RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

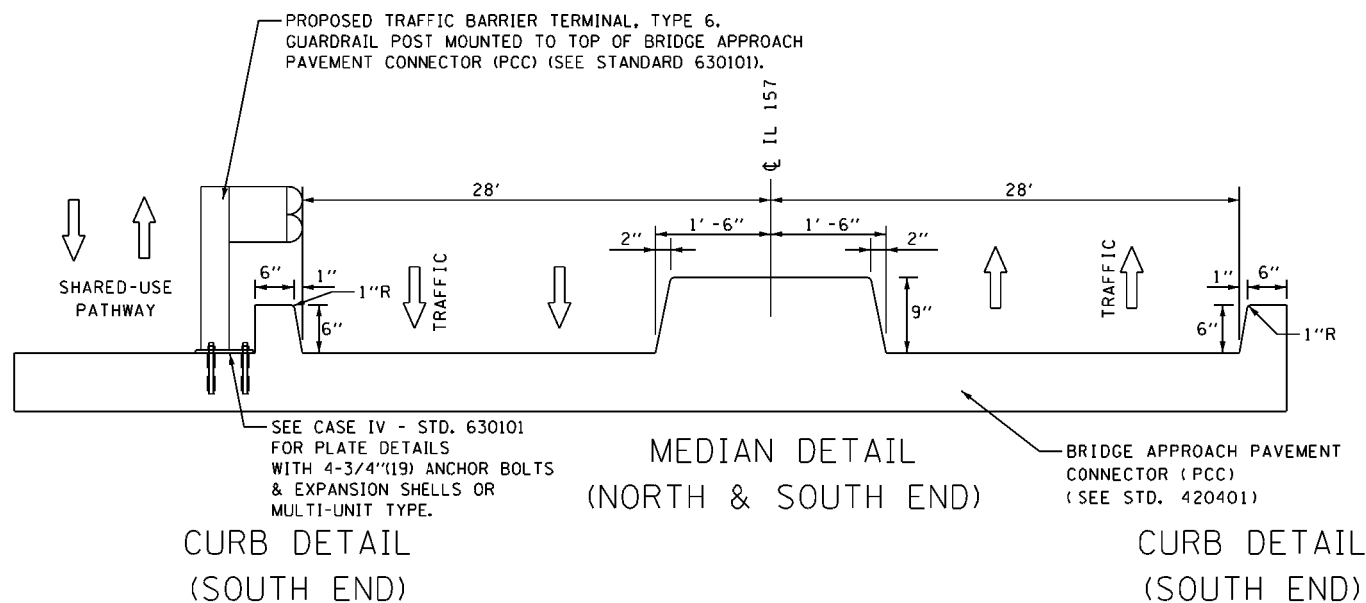
INSTALLATION AND REMOVAL OF THE TEMPORARY RAMP WILL BE PAID FOR AS "TEMPORARY RAMP".

TEMPORARY RAMPS SHALL HAVE A MINIMUM TAPER RATE OF 1:40 (V:H) PER ARTICLE 406.08 OF THE STANDARD SPECIFICATIONS AND CONSTRUCTED TO THE SATISFACTION OF THE ENGINEER BEFORE USED BY TRAFFIC.



### BARRIER POST DETAILS

ALL WORK, INCLUDING LABOR AND MATERIALS, SHOWN FOR THE INSTALLATIONS OF BARRIER POSTS PLACED IN THE SHARED-USE PATHWAY SHALL BE INCLUDED IN THE COST OF THE SHARED-USE PATHWAY PAY ITEMS.



### MEDIAN DETAIL (NORTH & SOUTH END)

CURB DETAIL (SOUTH END)

CURB DETAIL (SOUTH END)

### PAVEMENT CONNECTOR DETAIL

ALL WORK, INCLUDING LABOR AND MATERIALS, SHOWN FOR THE CONSTRUCTION OF THE MODIFICATIONS TO THE PCC CONNECTOR SHALL BE INCLUDED IN THE COST OF THE BRIDGE APPROACH PAVEMENT CONNECTOR (PCC).

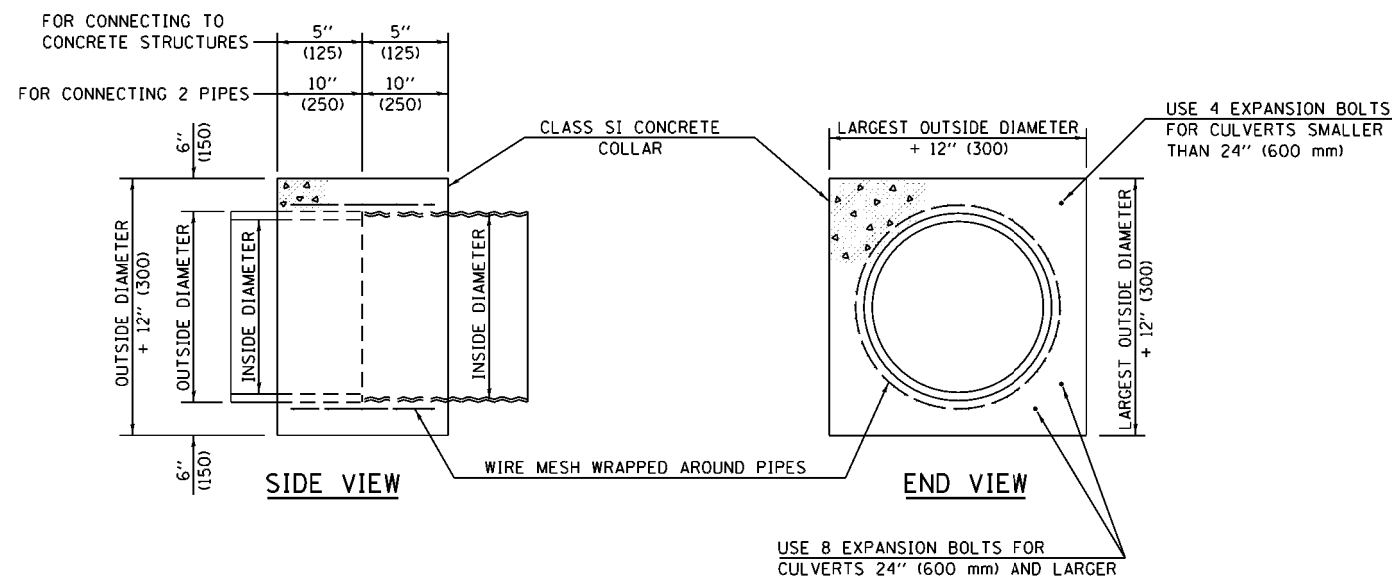
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		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -
PLOT SCALE = 100.0000' / 1in.			
PLOT DATE = 03/16/2015 10:28:25			

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

### TEMPORARY RAMP, BARRIER POST DETAILS & PAVEMENT CONNECTOR DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-IBR-1	ST. CLAIR	212	178
CONTRACT NO. 76E62				
ILLINOIS FED. AID PROJECT				



**GENERAL NOTES**

1. CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
2. WHEN CONCRETE COLLARS ARE USED TO CONNECT PIPES OF DIFFERENT OUTSIDE DIAMETERS, THE CONCRETE COLLAR SHALL BE FORMED USING THE LARGEST OUTSIDE DIAMETER (SEE END VIEW).
3. THE WIRE MESH SHALL WEIGH NOT LESS THAN 54# / 100 SQ. FT. (2.63 kg/m<sup>2</sup>).
4. WHEN CONCRETE COLLARS ARE CONSTRUCTED ADJACENT TO AN EXISTING CONCRETE STRUCTURE (HEADWALLS, ETC.) EXPANSION BOLTS, SHALL BE USED AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE, EACH, FOR EXPANSION BOLTS OF THE SIZE SPECIFIED IN THE PLANS.
5. CONCRETE COLLARS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE, PER CUBIC YARD (CUBIC METER), FOR CONCRETE COLLARS INCLUDING ALL MATERIAL AND LABOR SPECIFIED TO COMPLETE THE WORK IN PLACE.

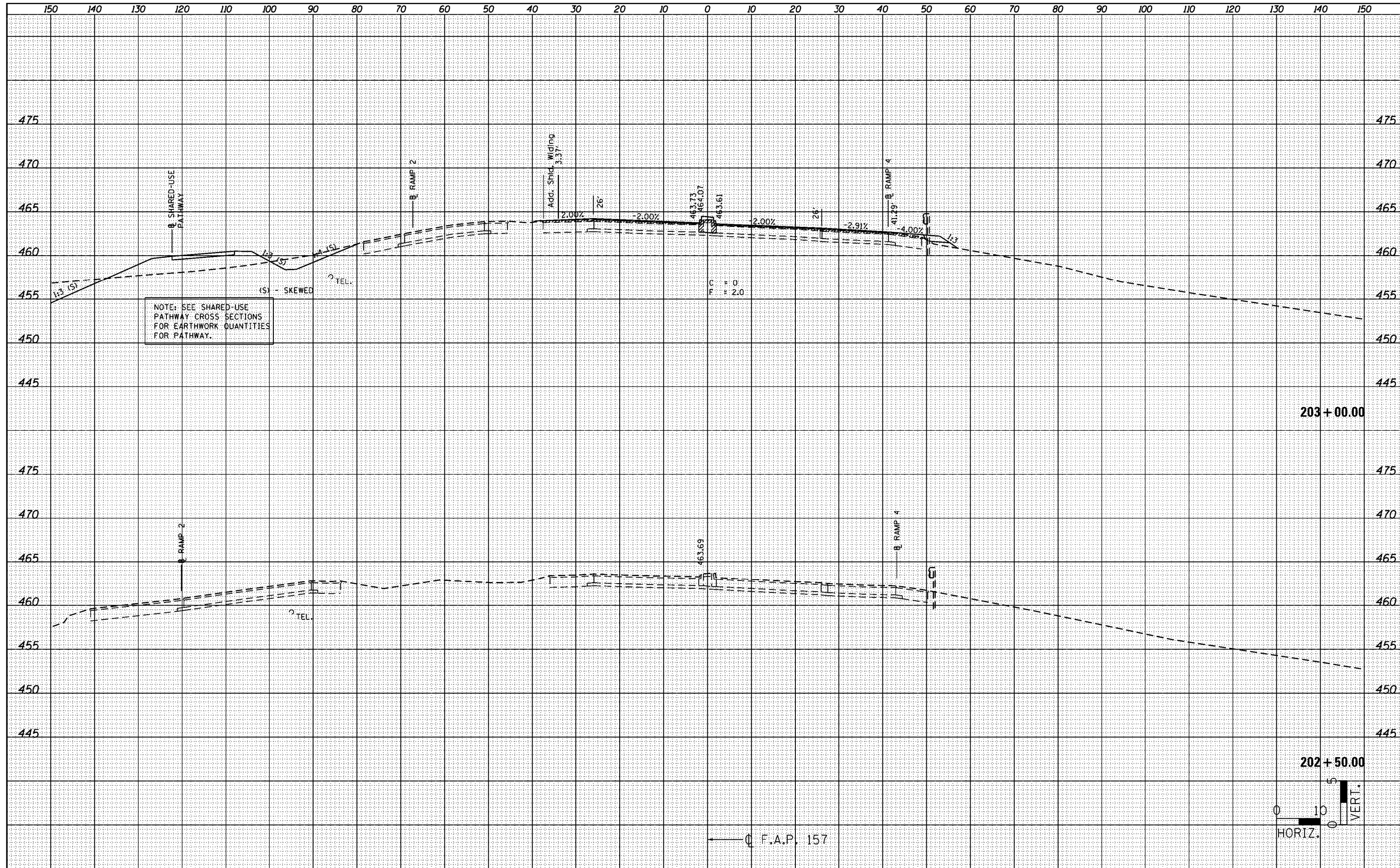
QUANTITIES FOR CONCRETE PIPES	
INSIDE DIAMETER OF PIPE	ESTIMATED CLASS SI CONCRETE REQUIRED
INCH (mm)	20" (500 mm) WIDTH CU. YD. (m <sup>3</sup> )
4" (100)	0.14 (0.11)
6" (150)	0.16 (0.12)
8" (200)	0.19 (0.14)
10" (250)	0.22 (0.17)
12" (300)	0.25 (0.19)
15" (375)	0.30 (0.23)
18" (450)	0.35 (0.27)
24" (600)	0.45 (0.35)
30" (750)	0.57 (0.43)
36" (900)	0.69 (0.53)
42" (1050)	0.83 (0.63)
48" (1200)	0.97 (0.74)
54" (1350)	1.12 (0.86)
60" (1500)	1.28 (0.98)

QUANTITIES FOR METAL PIPES	
INSIDE DIAMETER OF PIPE	ESTIMATED CLASS SI CONCRETE REQUIRED
INCH (mm)	20" (500 mm) WIDTH CU. YD. (m <sup>3</sup> )
4" (100)	0.12 (0.09)
6" (150)	0.14 (0.11)
8" (200)	0.16 (0.12)
10" (250)	0.19 (0.14)
12" (300)	0.21 (0.16)
15" (375)	0.25 (0.19)
18" (450)	0.29 (0.22)
24" (600)	0.38 (0.29)
30" (750)	0.47 (0.36)
36" (900)	0.59 (0.45)
42" (1050)	0.69 (0.53)
48" (1200)	0.81 (0.62)
54" (1350)	0.93 (0.71)
60" (1500)	1.05 (0.81)

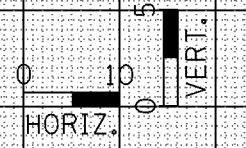
Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

BY	DATE

BY	DATE

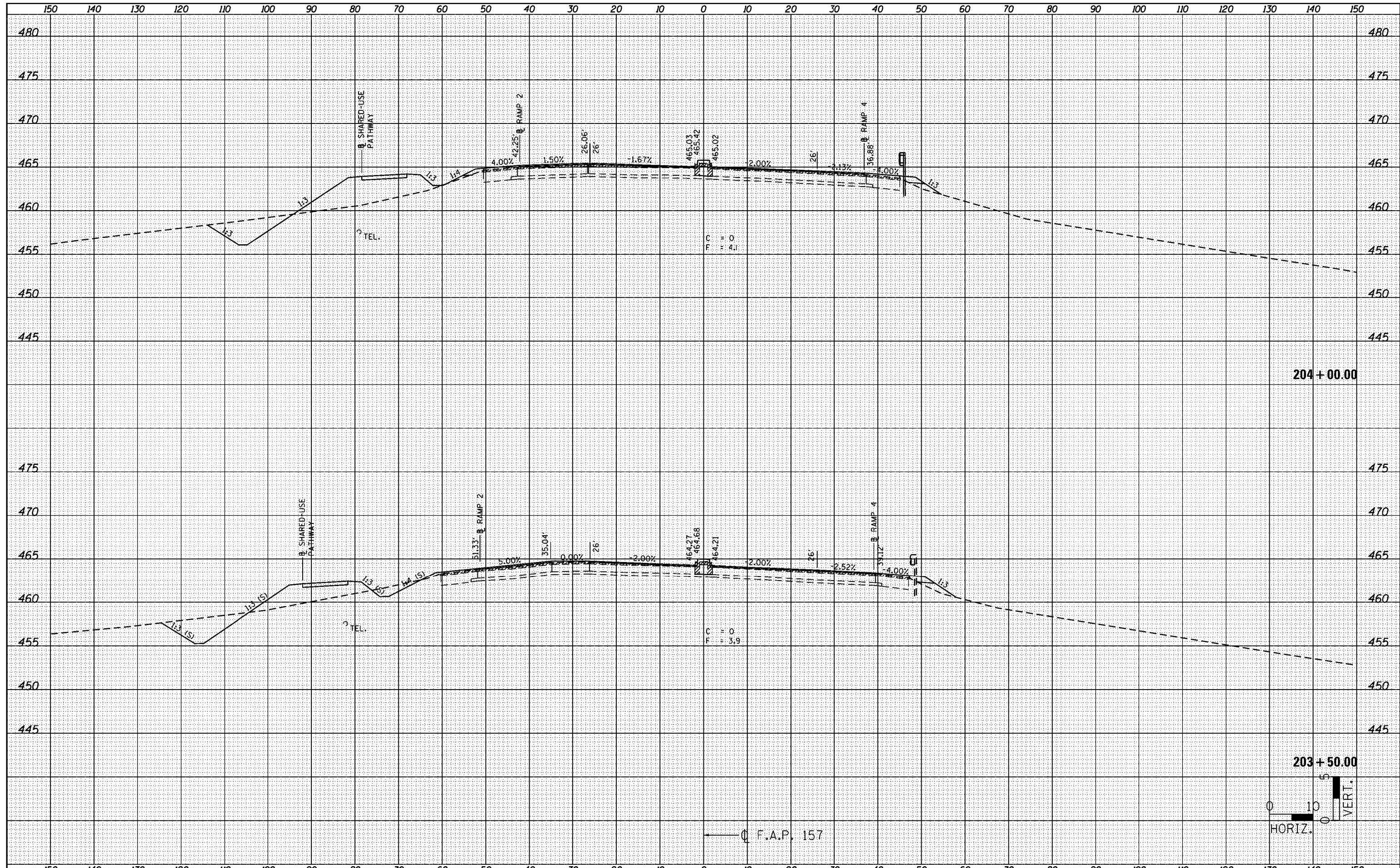


NOTE: SEE SHARED-USE PATHWAY CROSS SECTIONS FOR EARTHWORK QUANTITIES FOR PATHWAY.

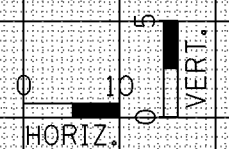
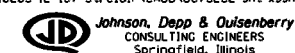


DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED



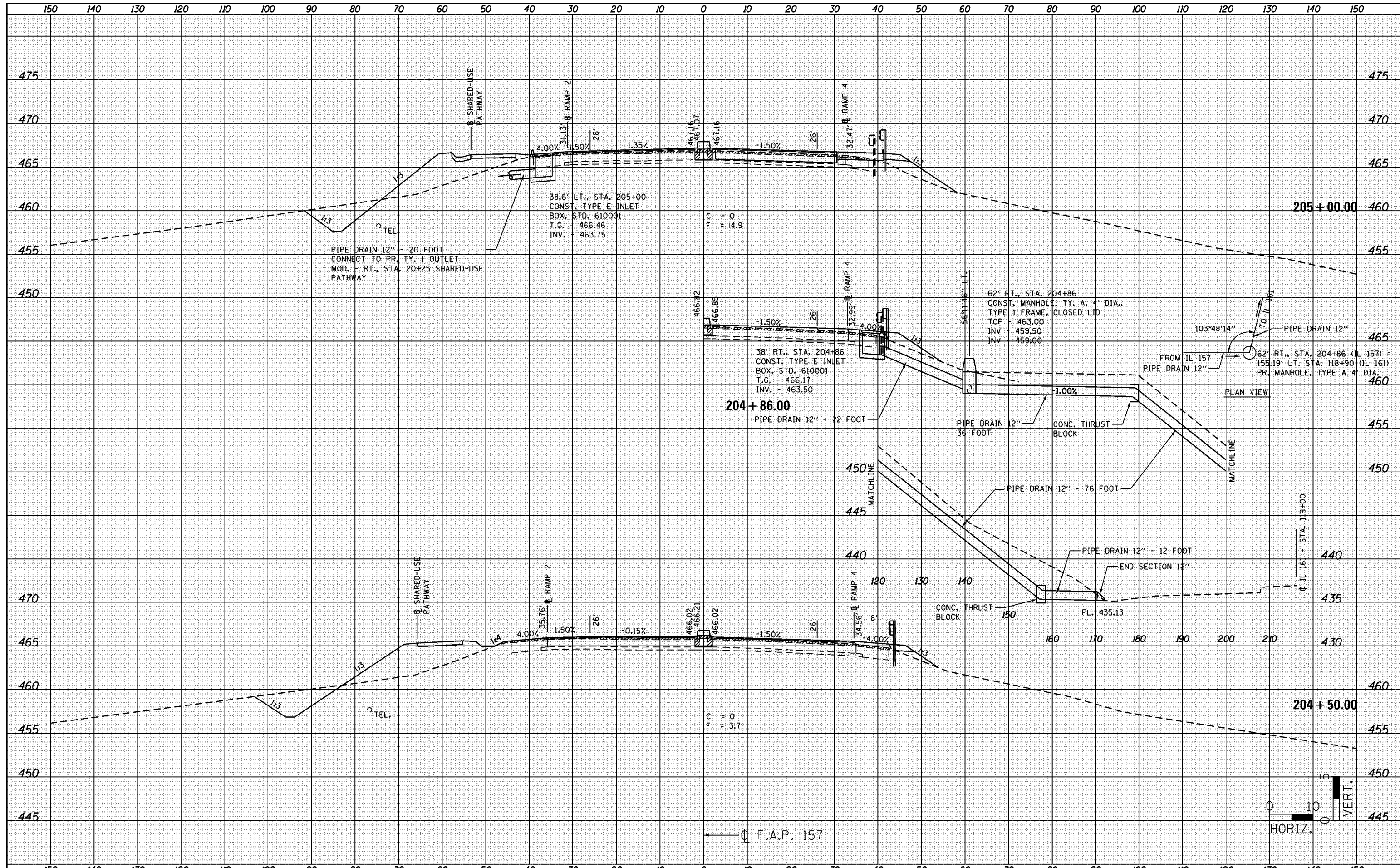
FILE NAME =	USER NAME = jmmh	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>IL 157 CROSS SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
K:\110205-IL 157-St. Clair\CA00\0876E62-sht-kash.dgn		DRAWN -	REVISED -					592	119-1BR-1	ST. CLAIR	212	181
		CHECKED -	REVISED -					CONTRACT NO. 76E62				
		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
PLOT SCALE = 28.0000' / in. PLOT DATE = 03/16/2015 18:45:27				SCALE:	SHEET NO.	OF SHEETS	STA. 203+50.00 TO STA. 204+00.00					





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BY	
FINAL SURVEY	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

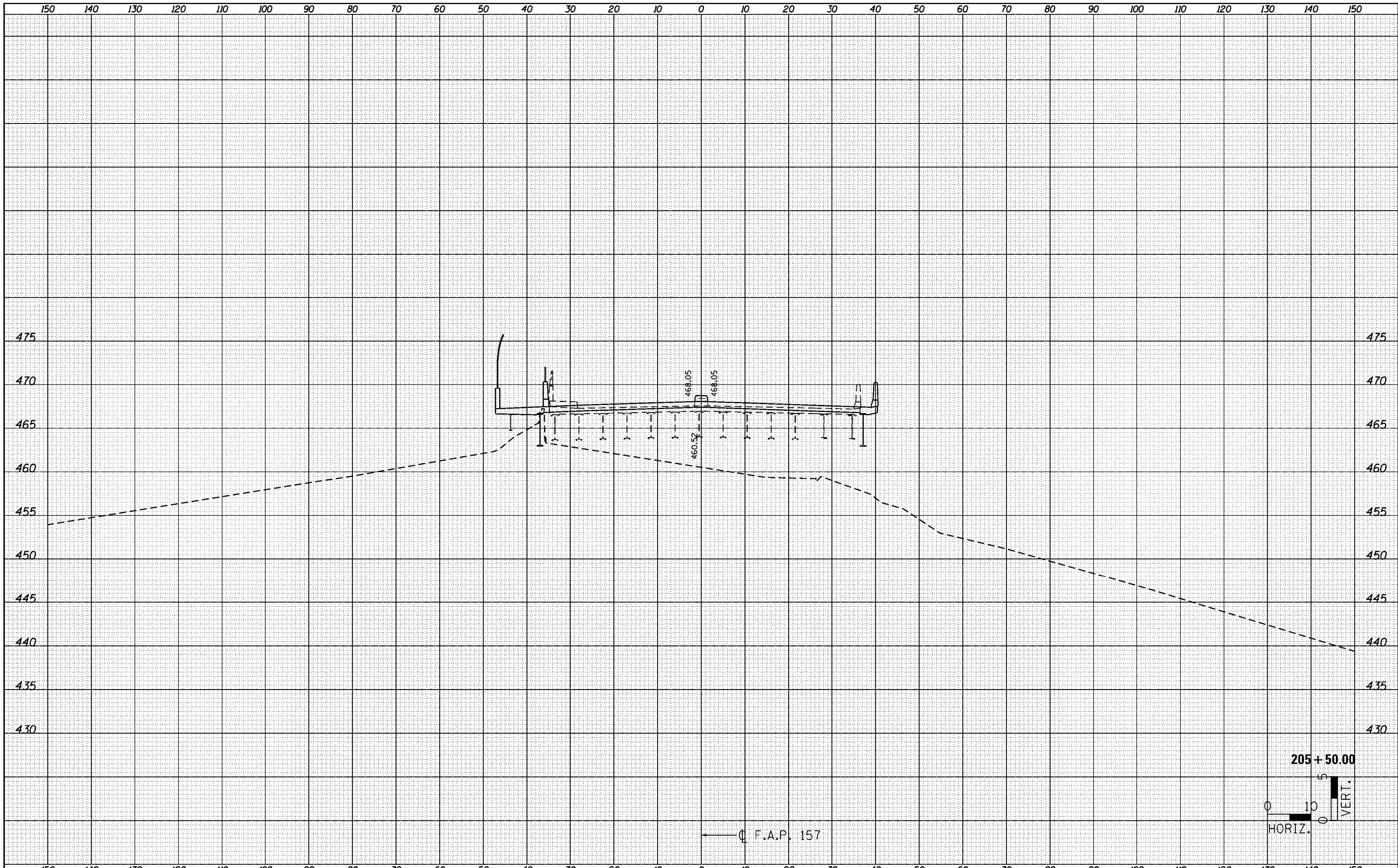
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BY	
ORIGINAL SURVEY	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



FILE NAME =	USER NAME = JmmH	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>IL 157 CROSS SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
K:\110205-IL 157-St. Clair\CA00\0876E2-sht-kash.dgn		DRAWN -	REVISED -					592	119-1BR-1	ST. CLAIR	212	182
PLOT SCALE = 28.0000' / in.		CHECKED -	REVISED -					CONTRACT NO. 76E62				
PLOT DATE = 03/16/2015 18:46:02		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
SCALE:      SHEET NO.      OF      SHEETS      STA. 204+50.00      TO STA. 205+00.00												

DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED



FILE NAME = K:\110205-IL 157-St. Clair\CA00\0876E62-sht-kash.dgn  
 USER NAME = JmmH  
 PLOT SCALE = 28.0000' / in.  
 PLOT DATE = 03/16/2015 18:46:26

DESIGNED -	REVISIED -
DRAWN -	REVISIED -
CHECKED -	REVISIED -
DATE -	REVISIED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

IL 157 CROSS SECTIONS

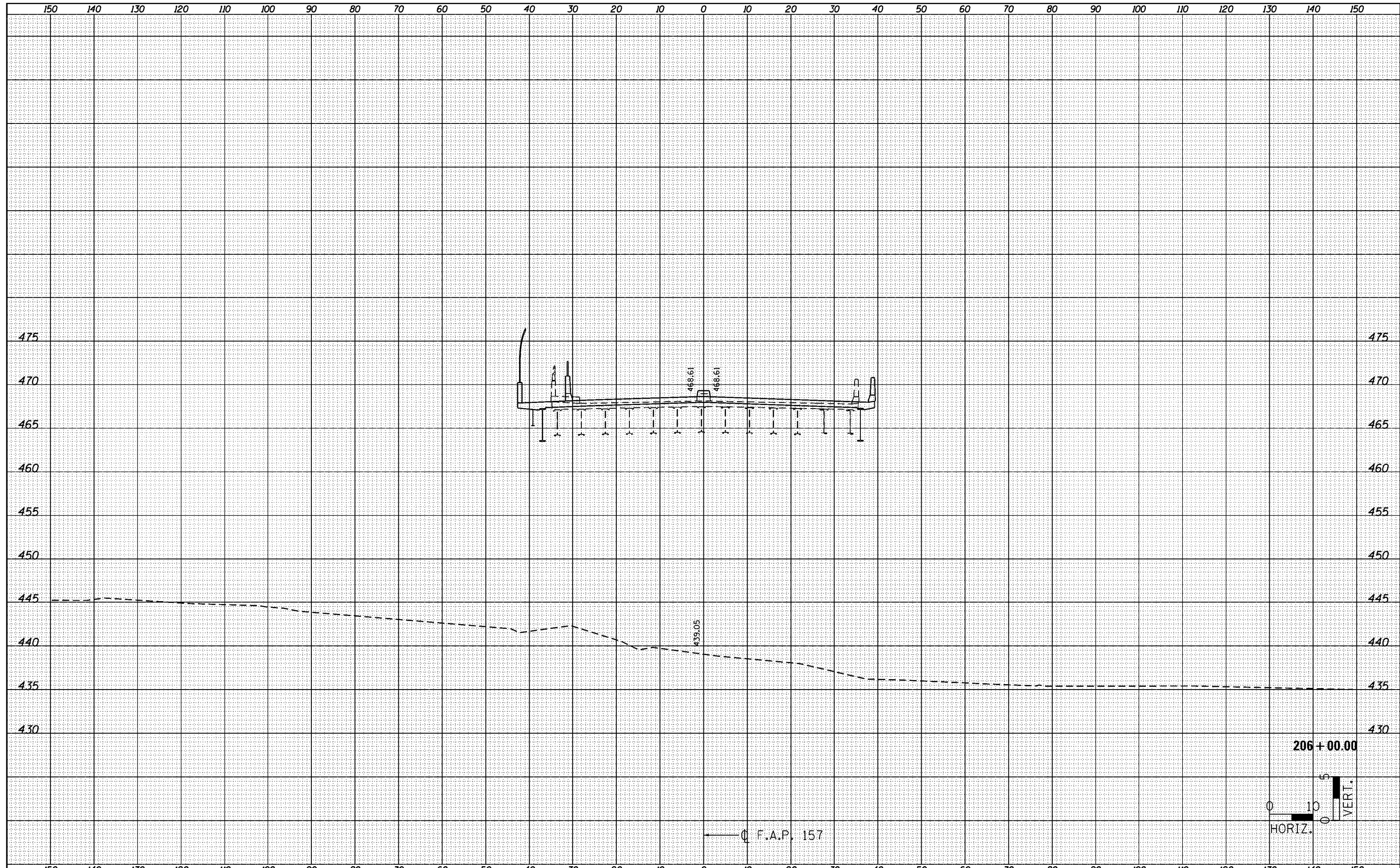
SCALE: SHEET NO. OF SHEETS STA. 205+50.00 TO STA. 205+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	183
CONTRACT NO. 76E62			ILLINOIS FED. AID PROJECT	



DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED



FILE NAME = K:\110205-IL 157-St. Clair\CA00\0876E2-sht-kash.dgn  
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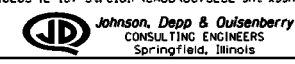
DESIGNED -	REVISIED -
DRAWN -	REVISIED -
CHECKED -	REVISIED -
DATE -	REVISIED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

IL 157 CROSS SECTIONS

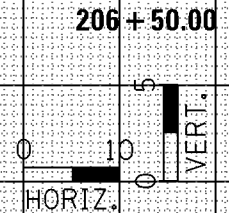
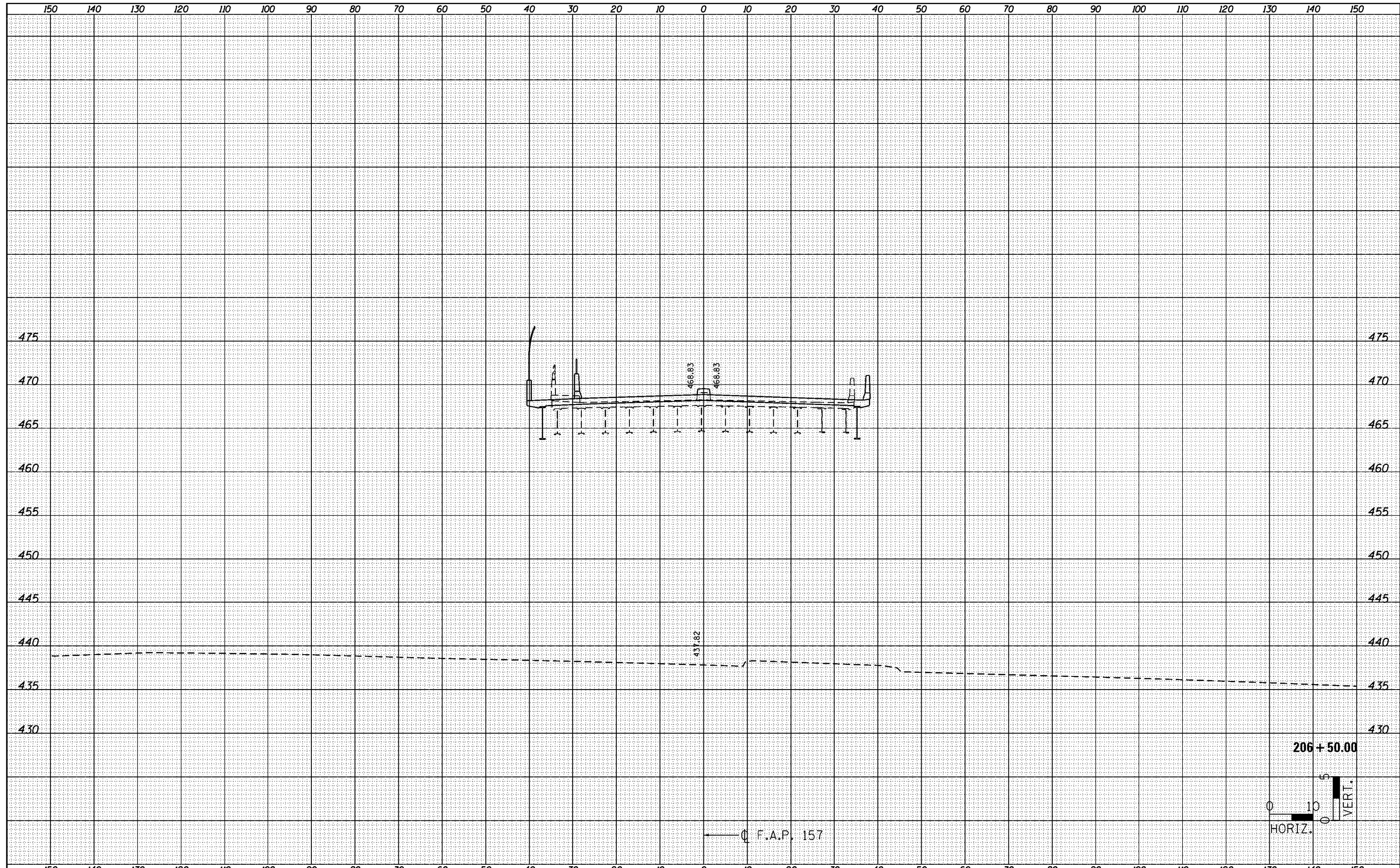
SCALE: SHEET NO. OF SHEETS STA. 206+00.00 TO STA. 206+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	184
CONTRACT NO. 76E62			ILLINOIS FED. AID PROJECT	



DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

DATE	
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

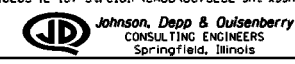
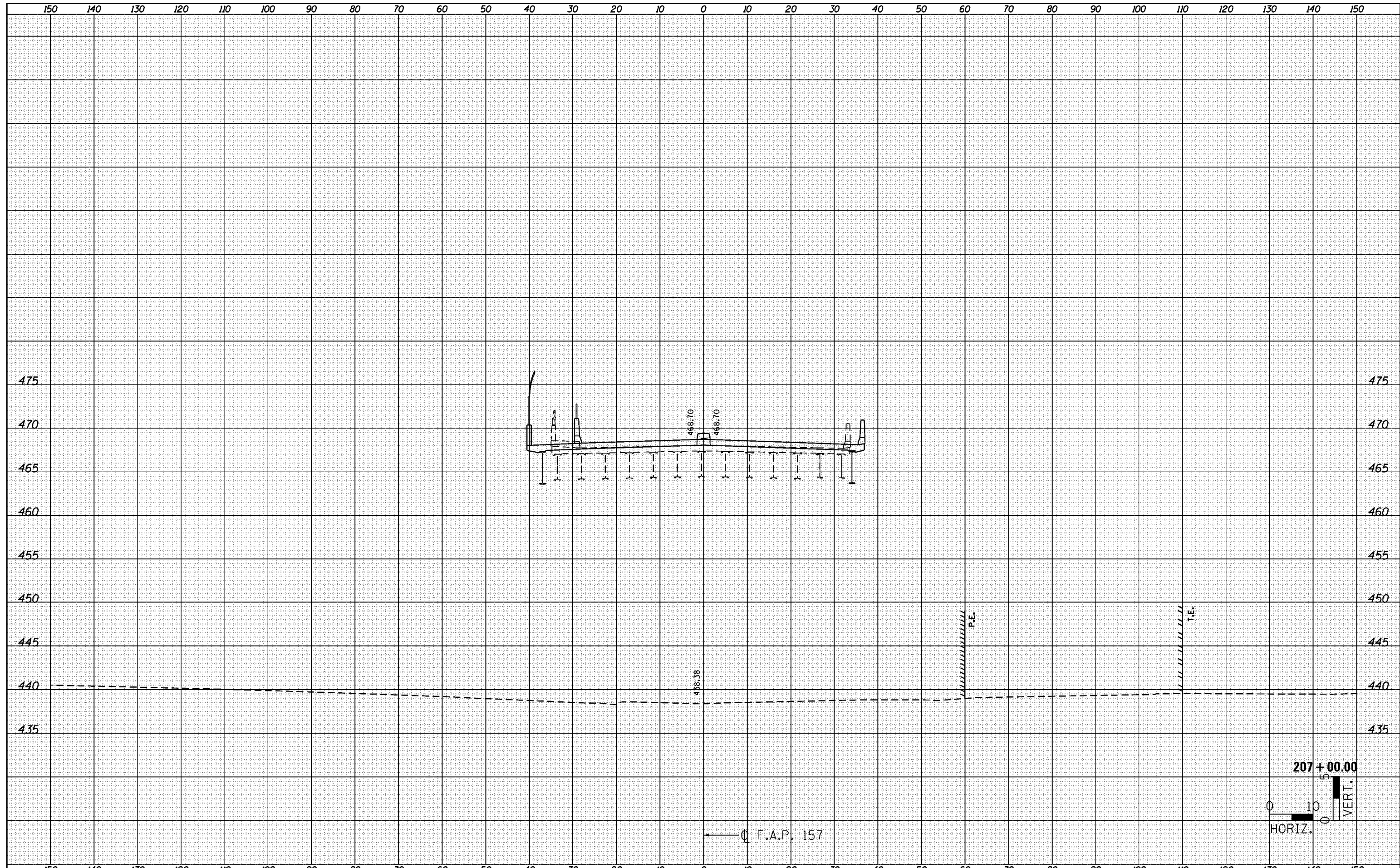


FILE NAME =	USER NAME = J1MH	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>IL 157 CROSS SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
K:\110205-IL 157-St. Clair\CA00\0876E2-sht-kash.dgn		DRAWN -	REVISED -					592	119-1BR-1	ST. CLAIR	212	185
		CHECKED -	REVISED -					CONTRACT NO. 76E62				
		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
	PLOT SCALE = 28.0000' / in. PLOT DATE = 03/16/2015 18:47:16			SCALE:	SHEET NO.	OF SHEETS	STA. 206+50.00 TO STA. 206+50.00					



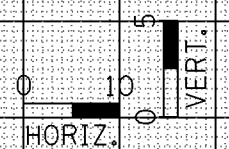
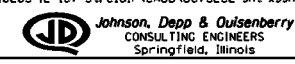
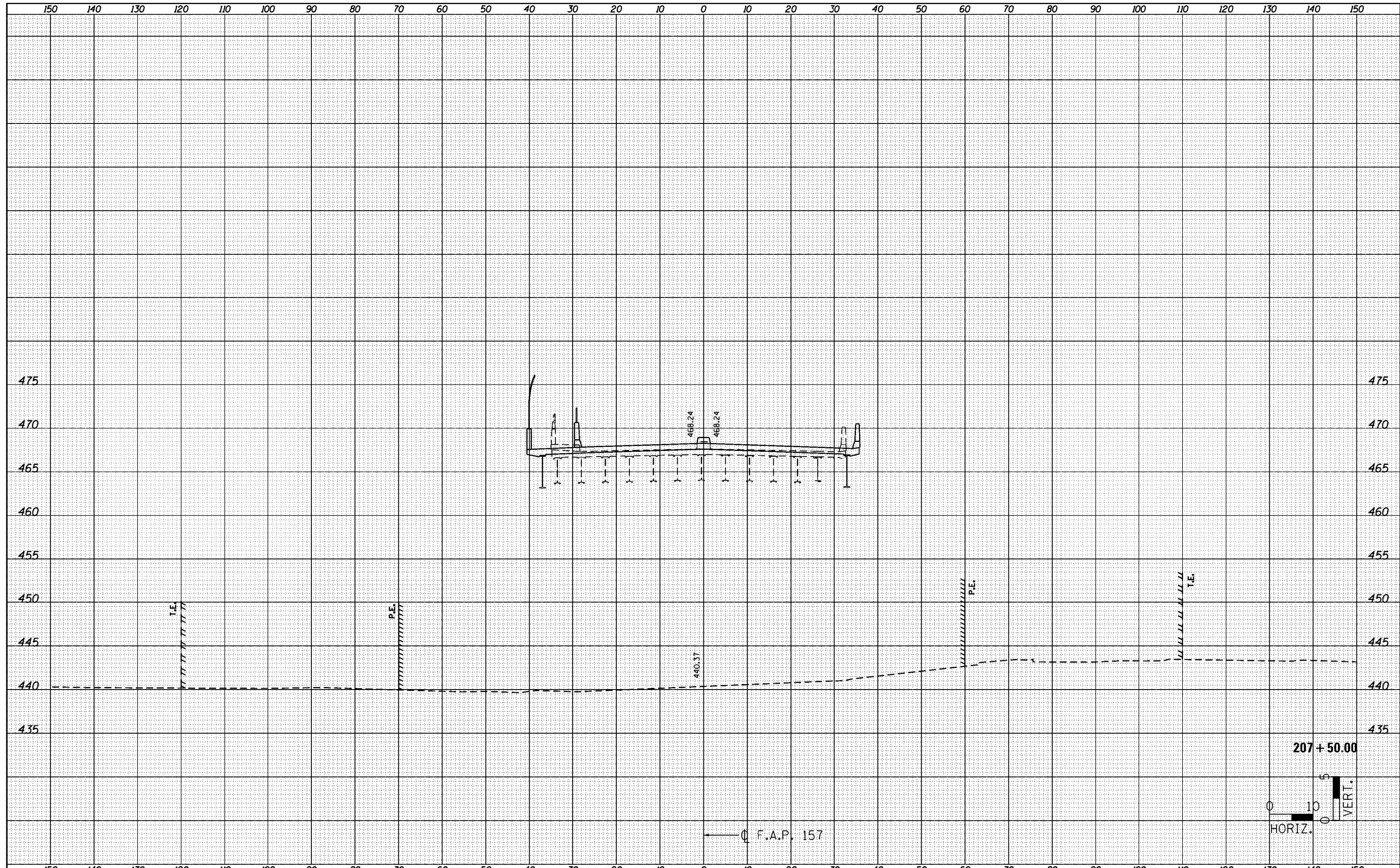
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NOTE BOOK	
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PLOTTED	
TEMPLATE	
AREAS CHECKED	

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ORIGINAL SURVEY	
SURVEYED	
NOTE BOOK	
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AREAS CHECKED	



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NOTE BOOK	
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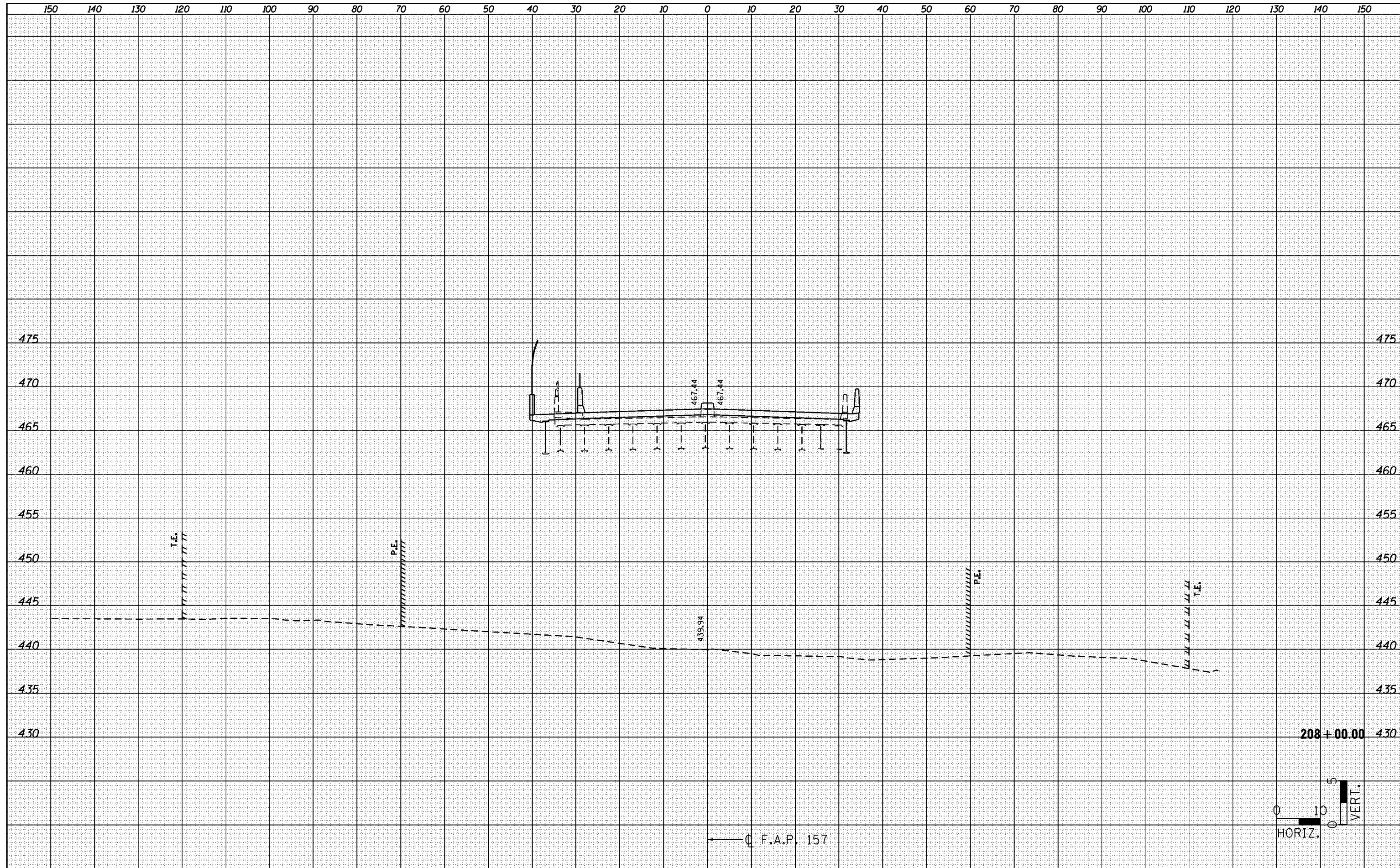
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ORIGINAL SURVEY	
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AREAS CHECKED	

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NOTE BOOK	
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TEMPLATE	
AREAS CHECKED	



FILE NAME = K:\110205-IL 157-St. Clair\CA00\0876E2-sht-kash.dgn  
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 PLOT DATE = 03/16/2015 18:48:37

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DATE -	REVISIED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

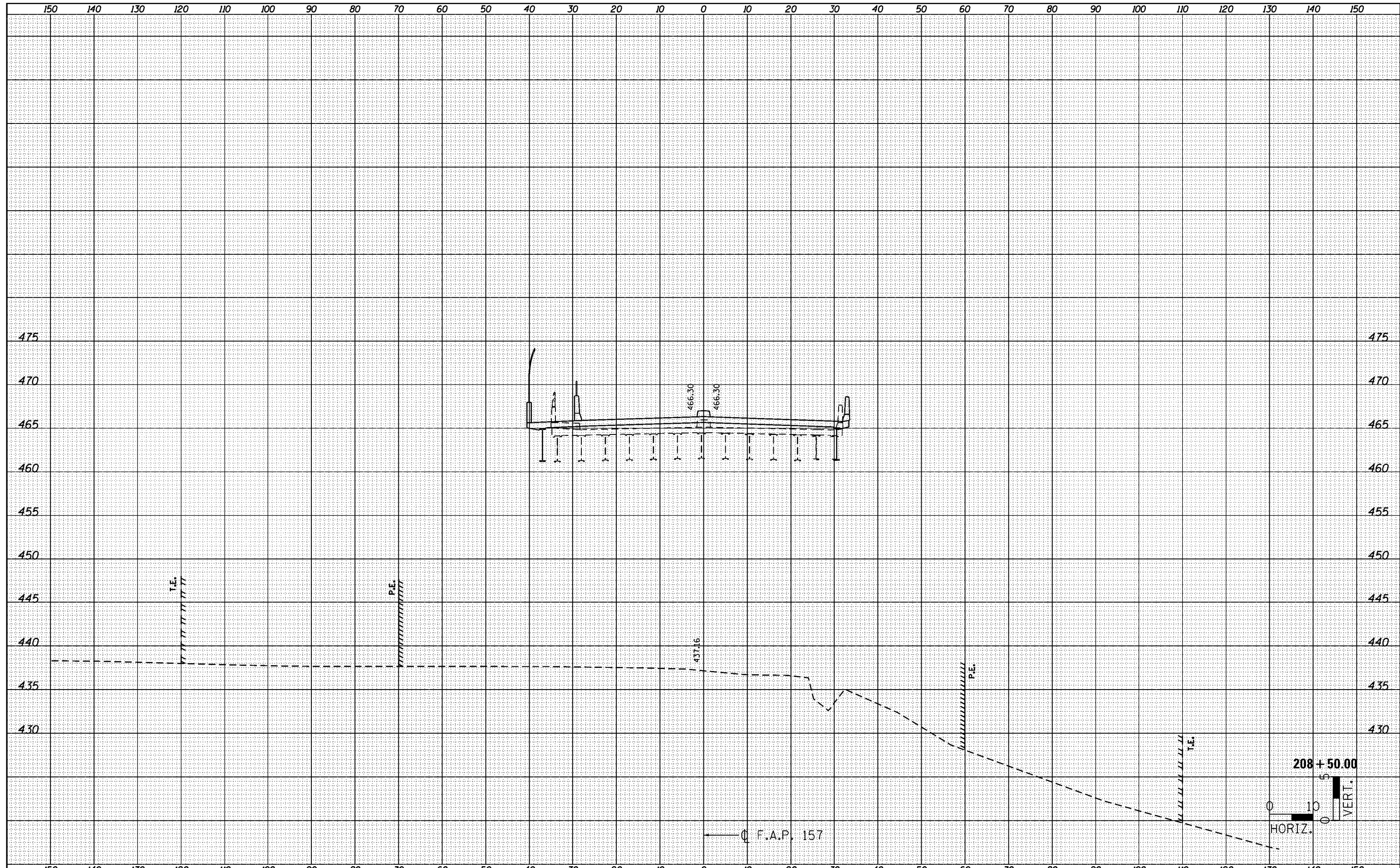
IL 157 CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 208+00.00 TO STA. 208+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	188
CONTRACT NO. 76E62			ILLINOIS FED. AID PROJECT	

DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

DATE	
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

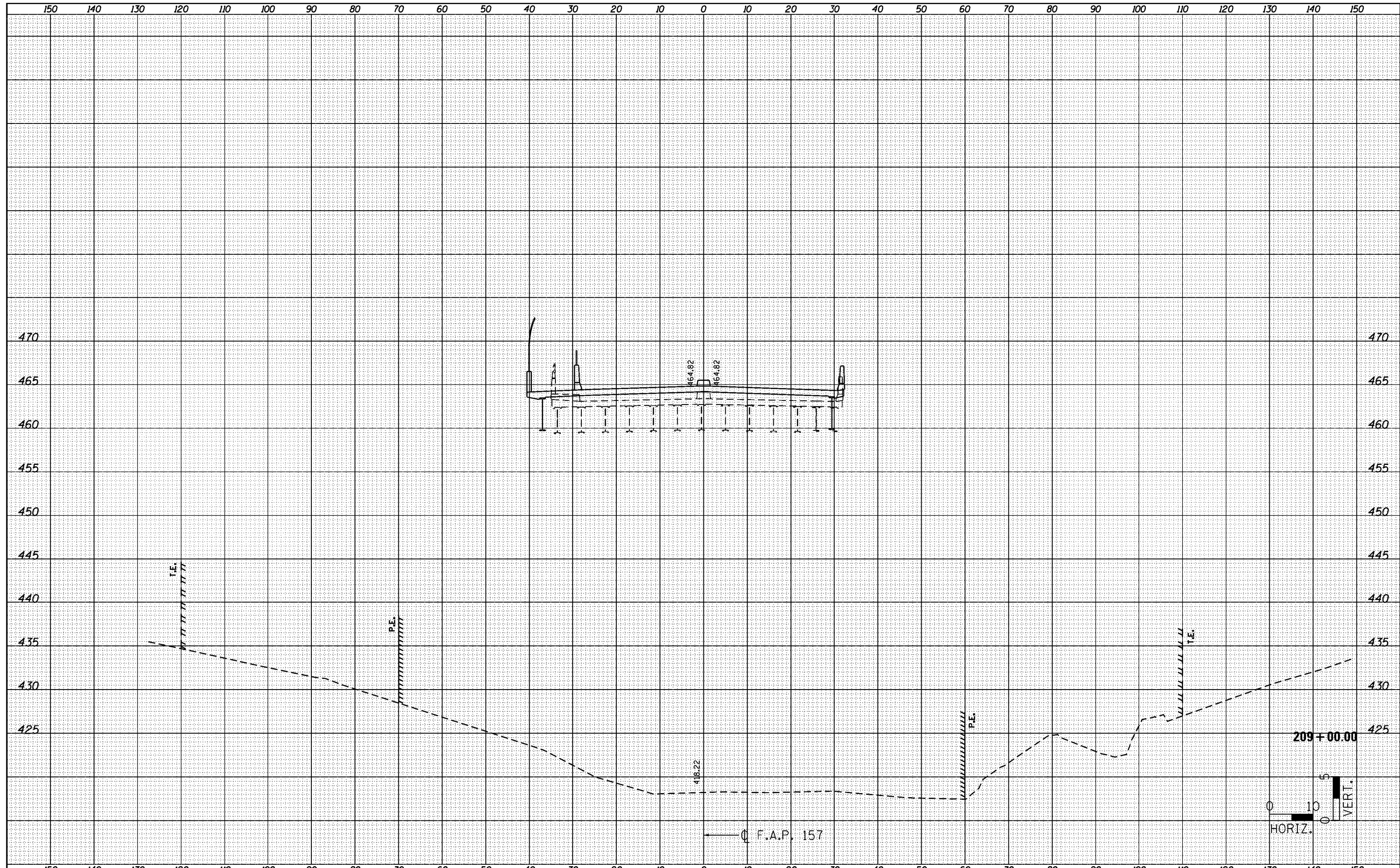


FILE NAME =	USER NAME = jmh	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>IL 157 CROSS SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
K:\110205-IL 157-St. Clair\CA00\0876E2-sht-kash.dgn		DRAWN -	REVISED -					592	119-1BR-1	ST. CLAIR	212	189
		CHECKED -	REVISED -					CONTRACT NO. 76E62				
		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
	PLOT SCALE = 28.0000' / in.			SCALE:	SHEET NO.	OF SHEETS	STA. 208+50.00 TO STA. 208+50.00					



DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

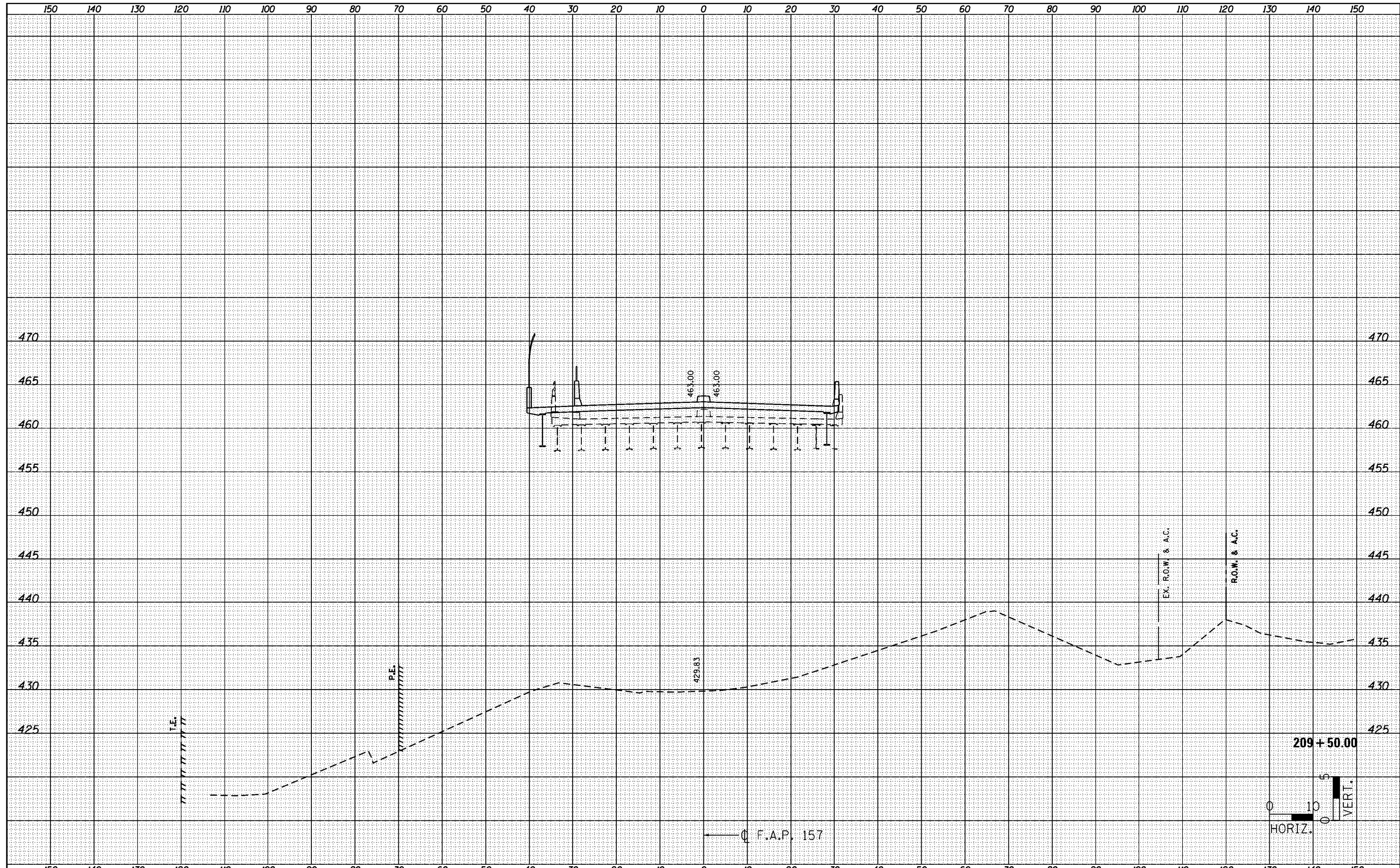
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BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED





DATE	
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NOTE BOOK	
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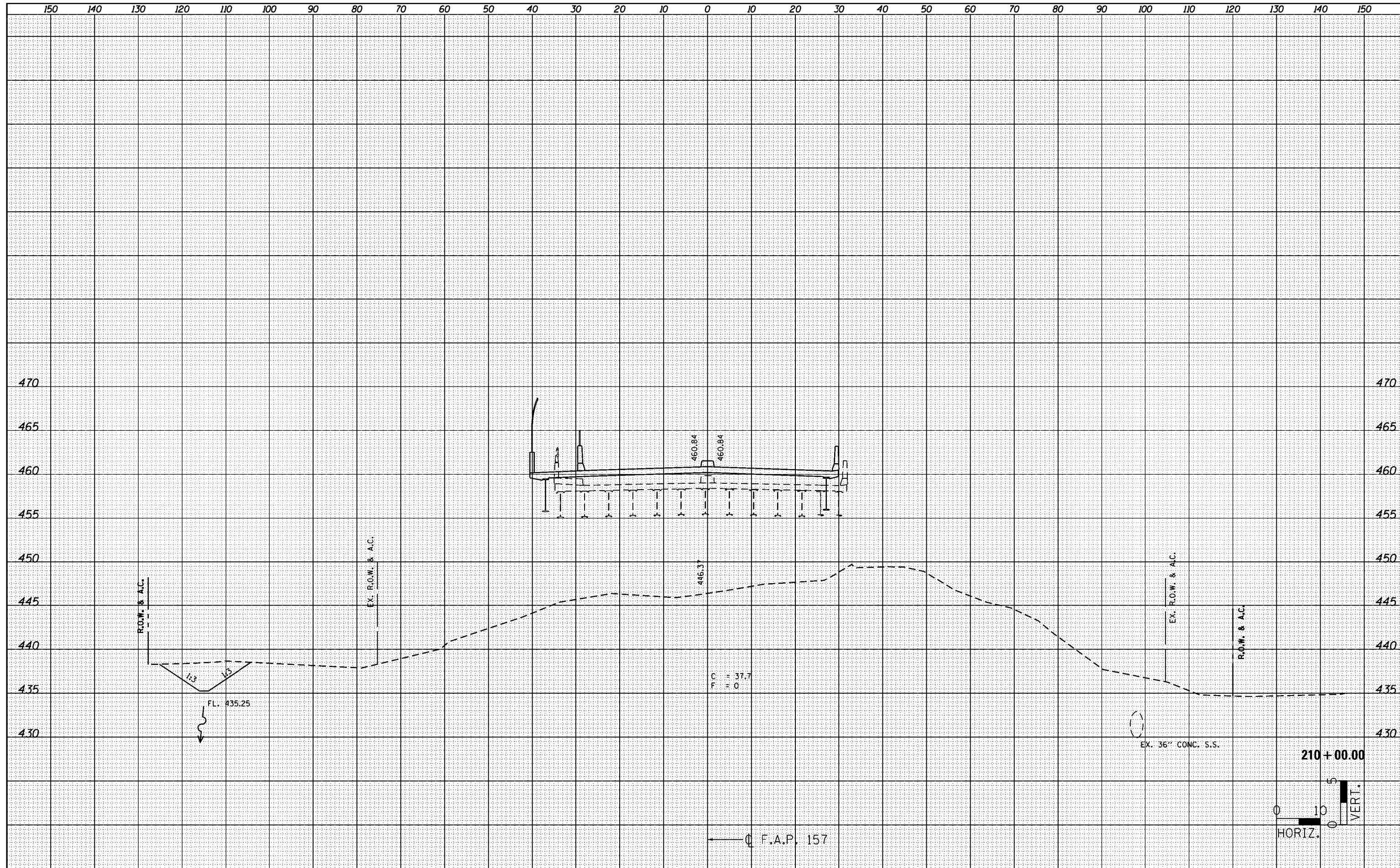
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FILE NAME =	USER NAME = jmh	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>IL 157 CROSS SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
K:\110205-IL 157-St. Clair\CA00\0876E62-sht-kash.dgn	DRAWN -	REVISED -	592					119-1BR-1	ST. CLAIR	212	191	
	PLOT SCALE = 28.0000' / in. CHECKED - DATE -	REVISED - REVISED - REVISED -	CONTRACT NO. 76E62					ILLINOIS FED. AID PROJECT				
PLOT DATE = 03/16/2015 18:49:57	SCALE:	SHEET NO. OF SHEETS	STA. 209+50.00 TO STA. 209+50.00									

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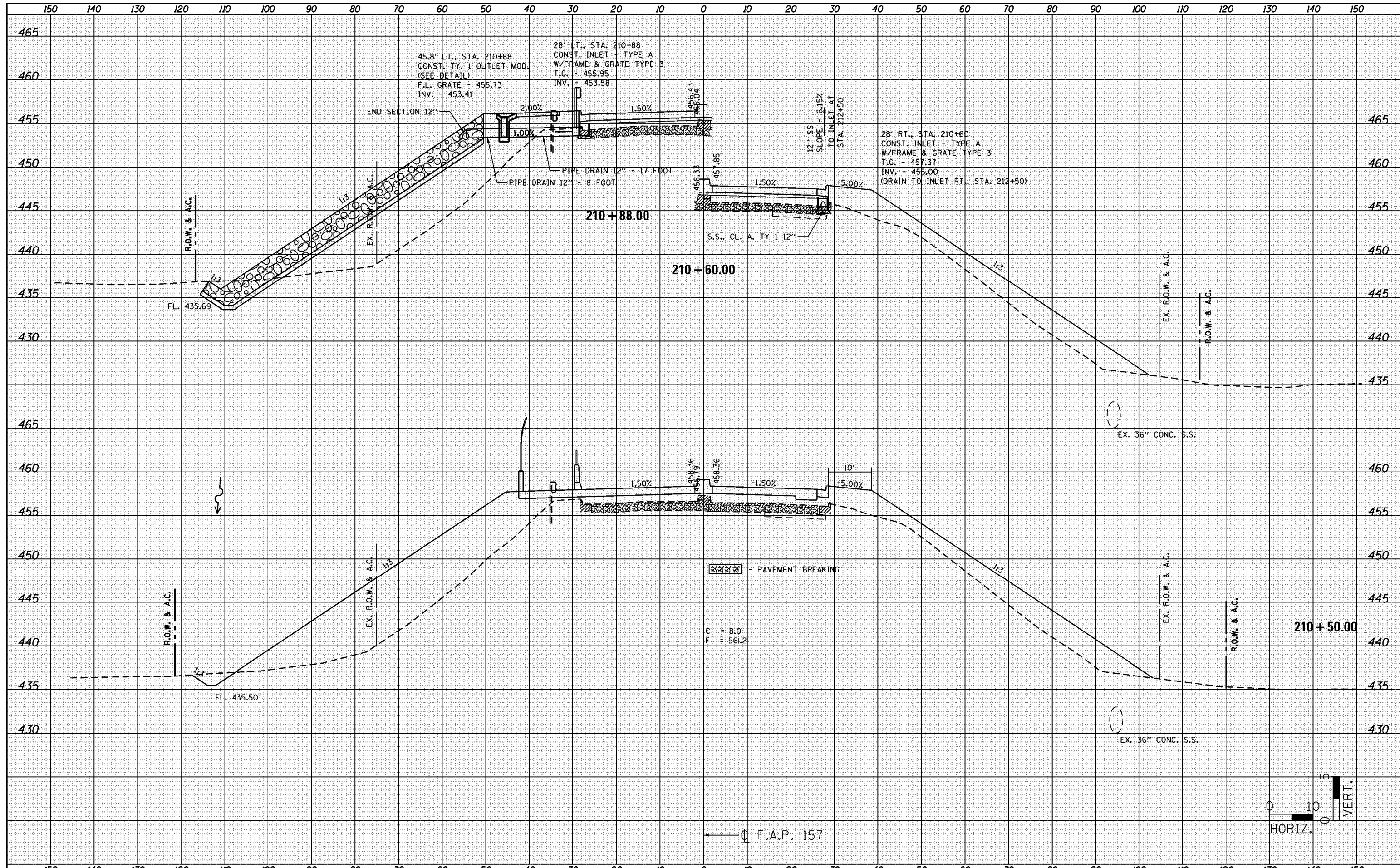
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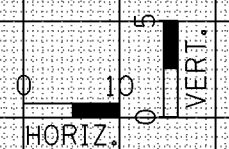
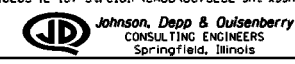


DATE	
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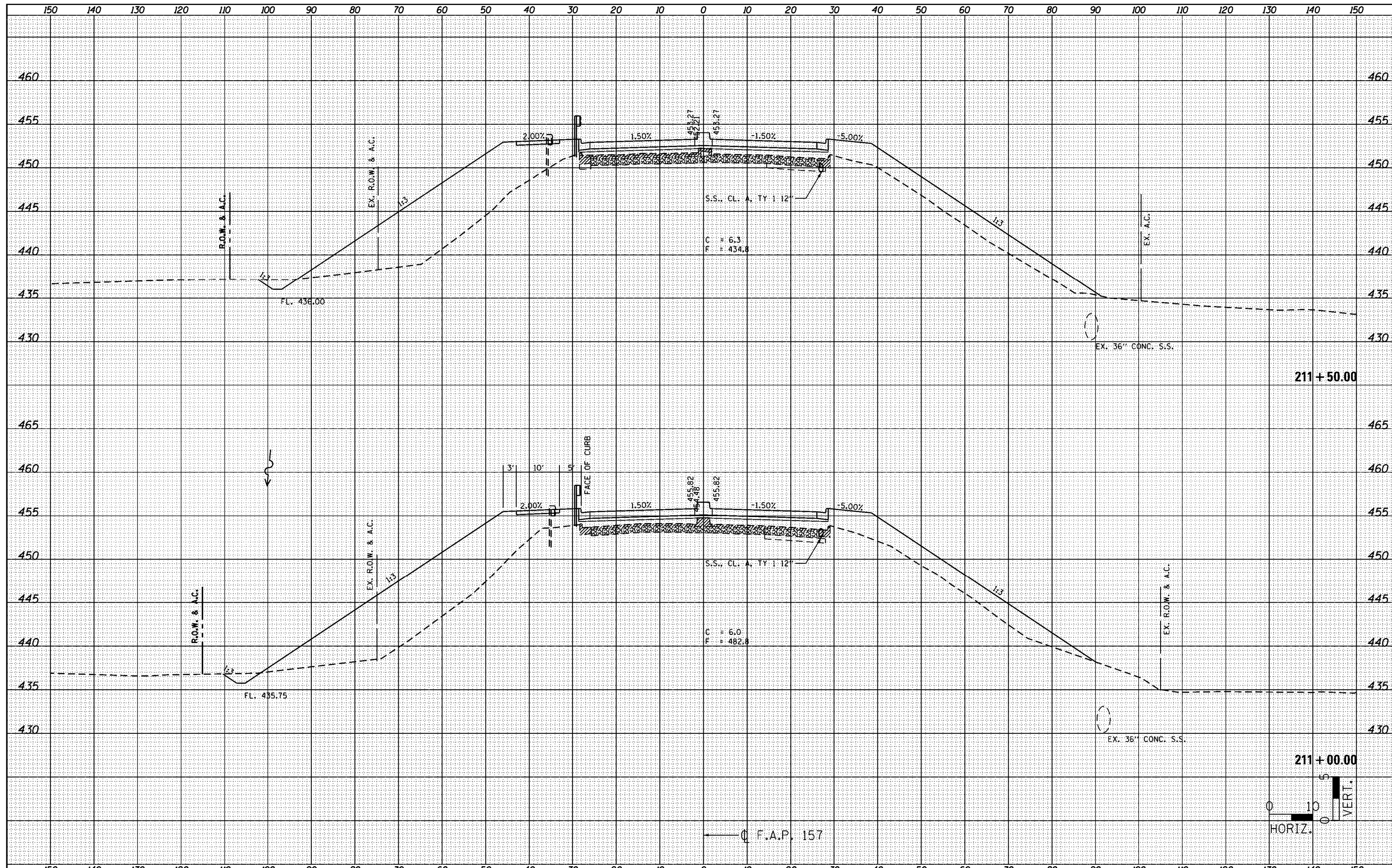


FILE NAME =	USER NAME = jmh	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>IL 157 CROSS SECTIONS</b>			F.A.P. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
K:\110205-IL 157-St. Clair\CA00\0876E2-sht-kash.dgn		DRAWN -	REVISED -					592	119-1BR-1	ST. CLAIR	212	193
PLOT SCALE = 28.0000' / in.		CHECKED -	REVISED -					CONTRACT NO. 76E62				
PLOT DATE = 03/16/2015 18:58:53		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				



DATE
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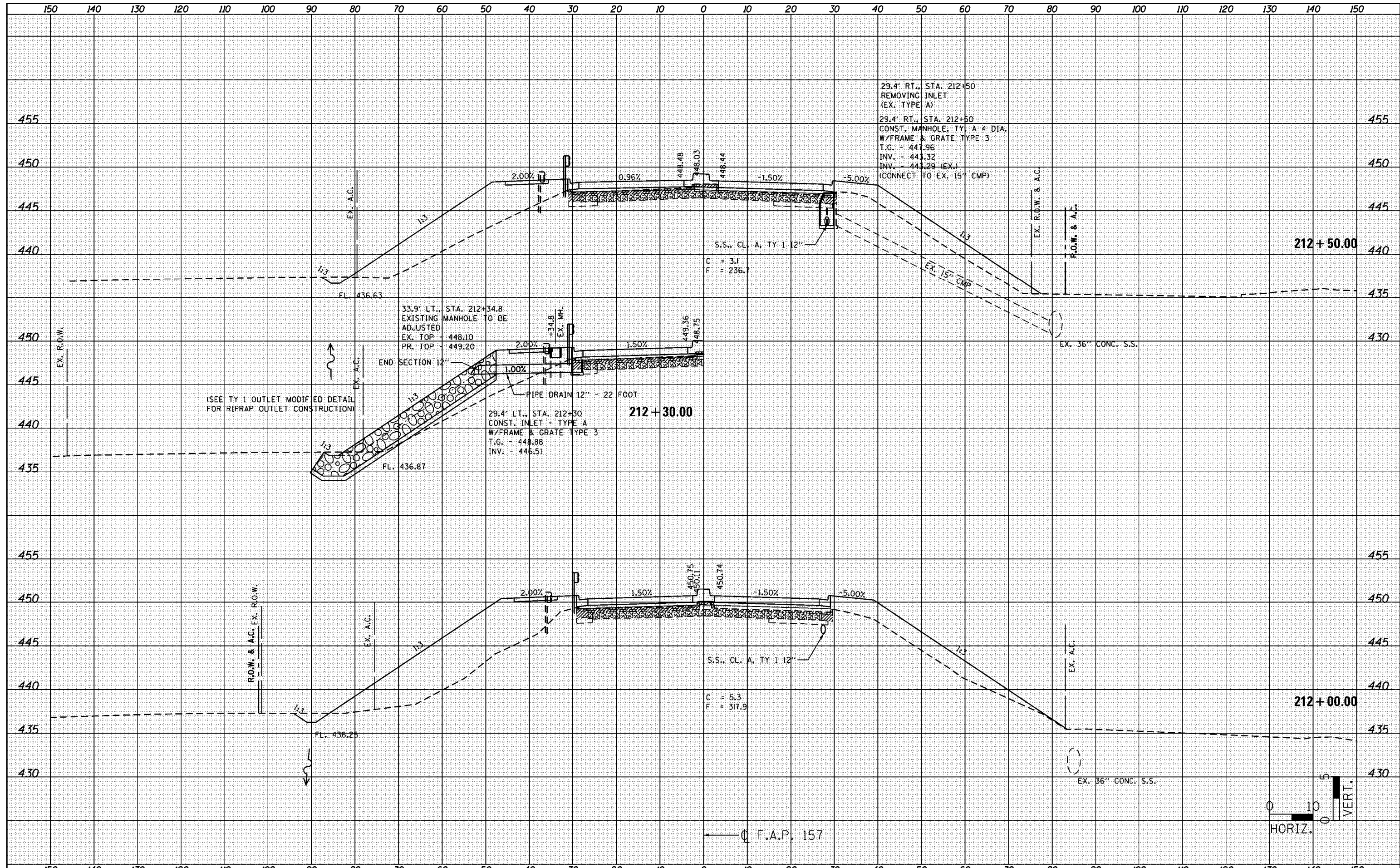
DATE
BY
SURVEYED
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NOTE BOOK
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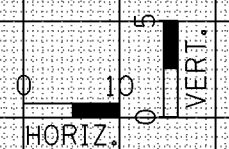
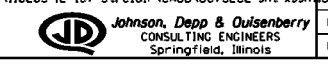


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TEMPLATE	
NOTE BOOK	
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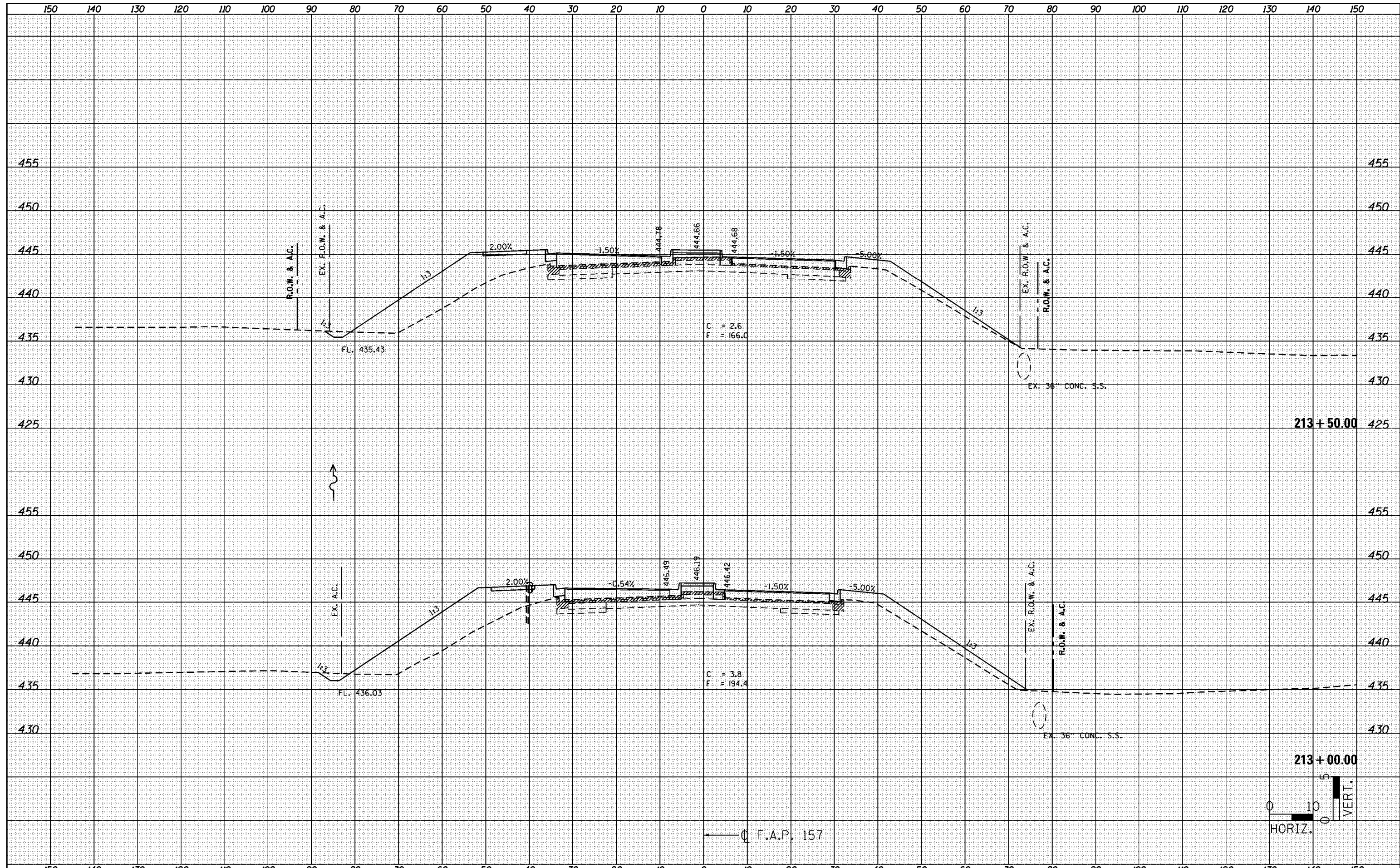


FILE NAME =	USER NAME = jmmh	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>IL 157 CROSS SECTIONS</b>			F.A.P. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CHECKED -	REVISED -					CONTRACT NO. 76E62				
		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
PLOT SCALE = 28.0000' / in. PLOT DATE = 03/16/2015 18:51:51				SCALE:	SHEET NO.	OF	SHEETS	STA. 212+00.00	TO	STA. 212+50.00		



DATE	
BY	
FINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	

DATE	
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ORIGINAL SURVEY	
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NOTE BOOK	
AREAS CHECKED	



FILE NAME = K:\110205-IL 157-St. Clair\CA00\0876E2-sht-kash.dgn  
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 PLOT DATE = 03/16/2015 18:52:18

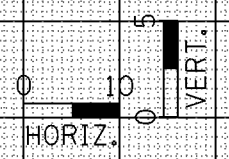
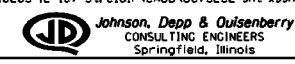
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DRAWN -	REVISIED -
CHECKED -	REVISIED -
DATE -	REVISIED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

IL 157 CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 213+00.00 TO STA. 213+50.00

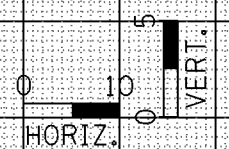
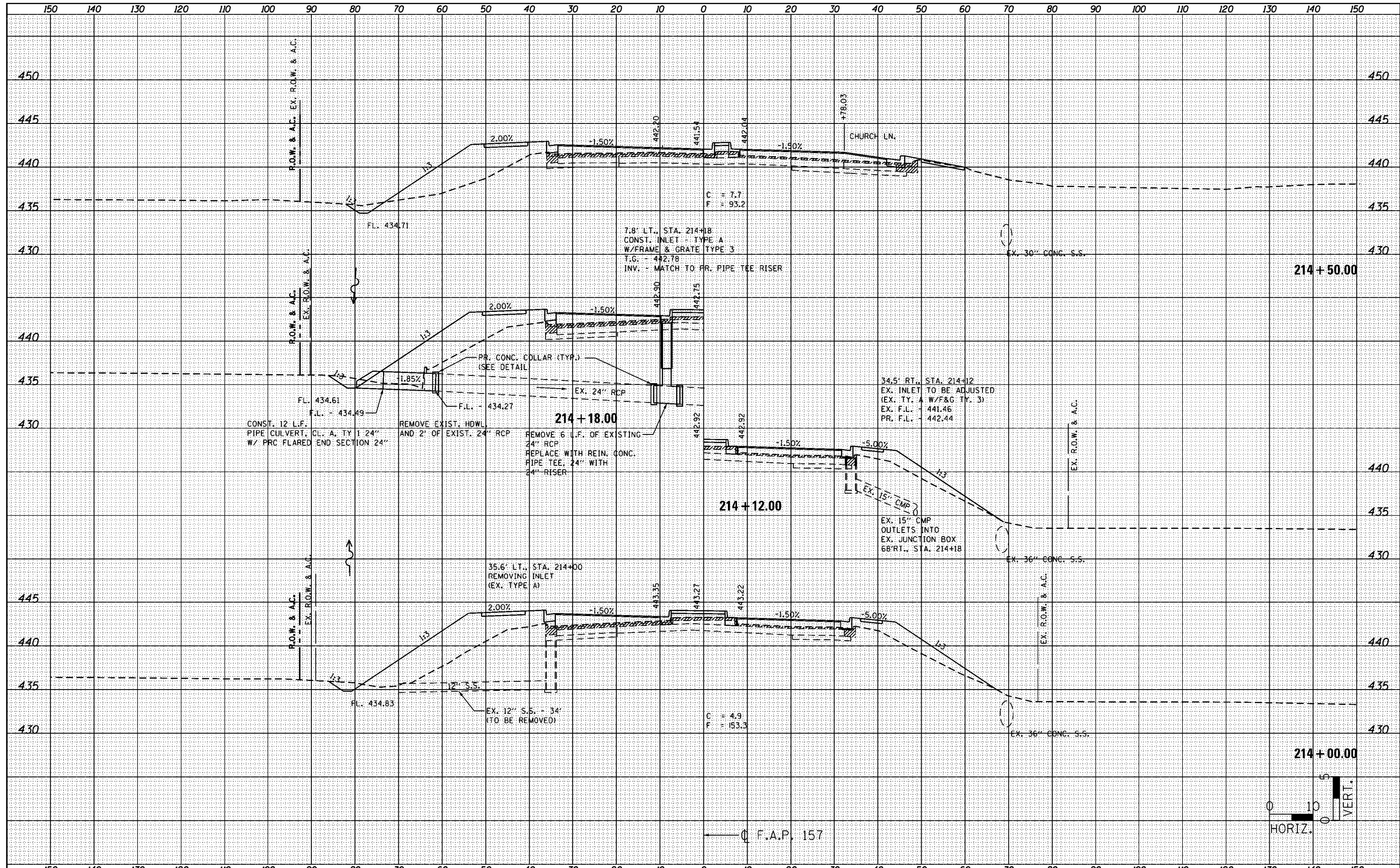
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	196
CONTRACT NO. 76E62			ILLINOIS FED. AID PROJECT	





DATE	
BY	
FINAL SURVEY	
NOTE BOOK	
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DATE	
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ORIGINAL SURVEY	
NOTE BOOK	
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FILE NAME =	USER NAME = jmh	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>IL 157 CROSS SECTIONS</b>			F.A.P. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
K:\110205-IL 157-St. Clair\CA00\0876E2-sht-kash.dgn		DRAWN -	REVISED -		592	119-1BR-1	ST. CLAIR	212	197			
PLOT SCALE = 28.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 76E62							
PLOT DATE = 03/16/2015 18:52:47		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							
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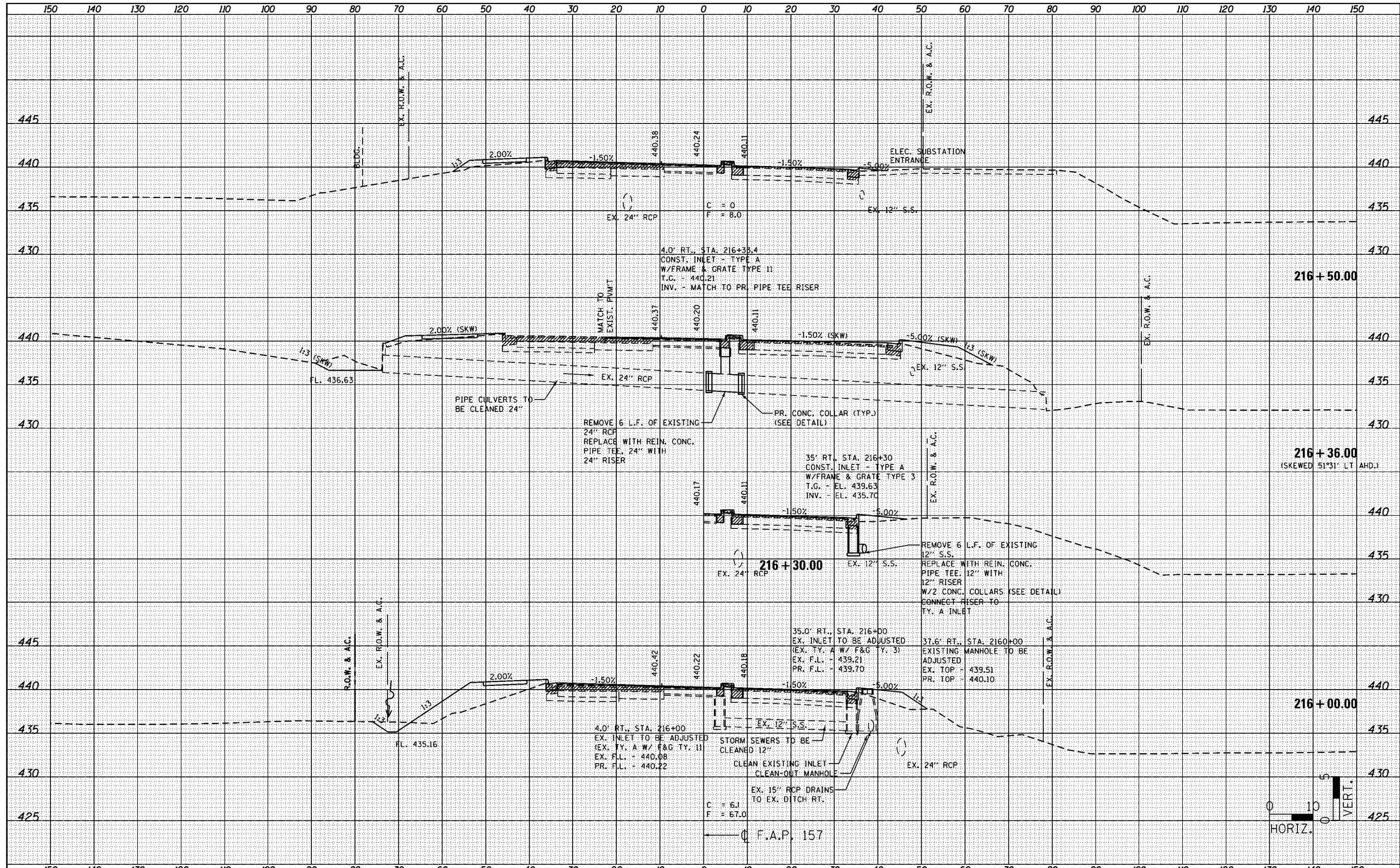
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NOTE BOOK	
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DATE	
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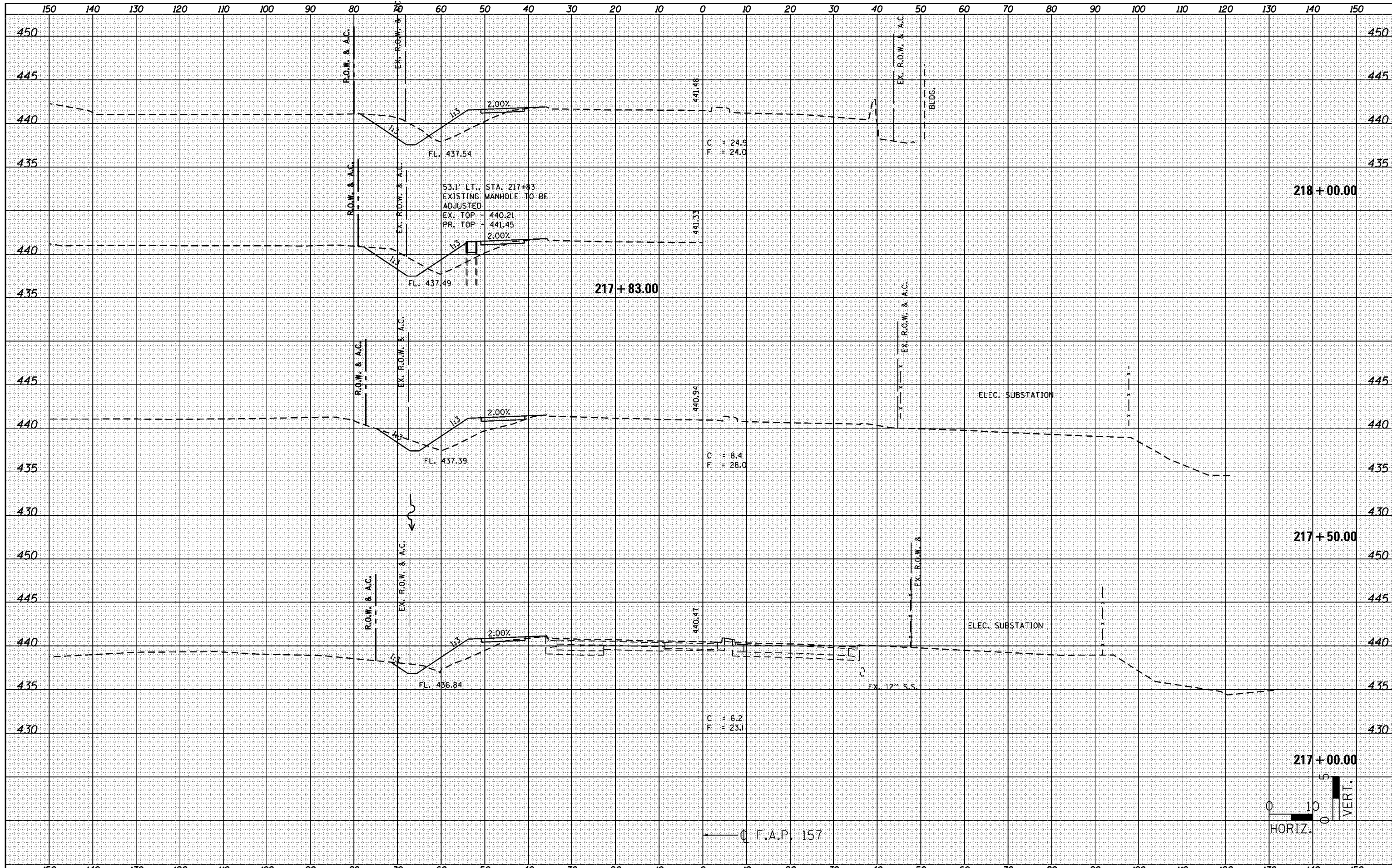
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DATE	
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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED



FILE NAME = K:\110205-IL 157-St. Clair\CA00\0876E62-sht-kash.dgn  
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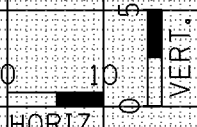
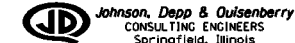
DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL 157 CROSS SECTIONS

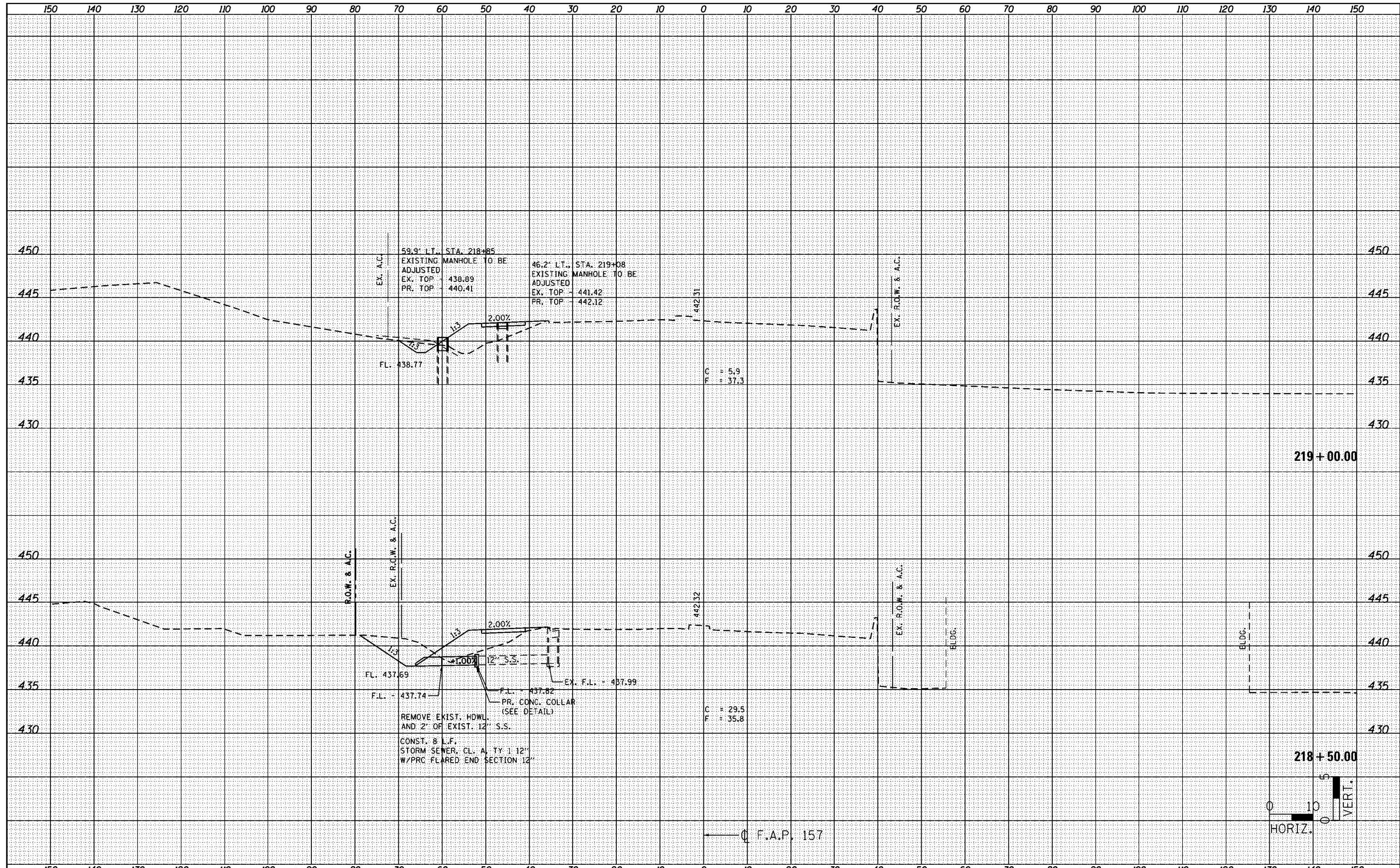
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F.A.P. RTE. 592	SECTION 119-1BR-1	COUNTY ST. CLAIR	TOTAL SHEETS 212	SHEET NO. 200
CONTRACT NO. 76E62			ILLINOIS FED. AID PROJECT	



DATE	
BY	
FINAL SURVEY	
PLOTTED	
NOTE BOOK	
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ORIGINAL SURVEY	
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NOTE BOOK	
AREAS CHECKED	
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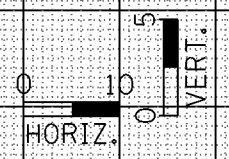
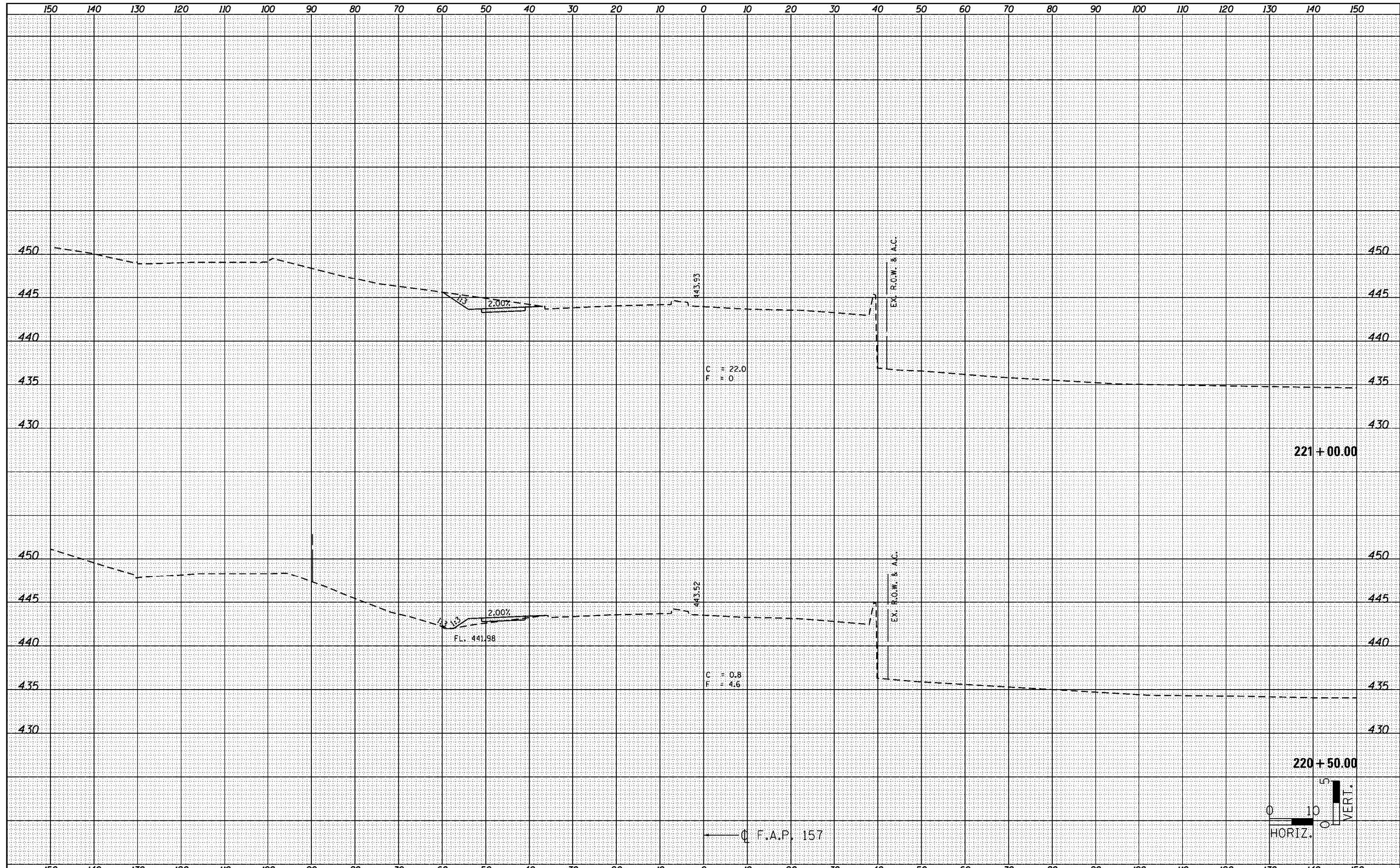
FILE NAME =	USER NAME = jmmh	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>IL 157 CROSS SECTIONS</b>			F.A.P. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
K:\110205-IL 157-St. Clair\CA00\0876E2-sht-kash.dgn		DRAWN -	REVISED -					592	119-1BR-1	ST. CLAIR	212	201
PLOT SCALE = 28.0000' / in.		CHECKED -	REVISED -					CONTRACT NO. 76E62				
PLOT DATE = 03/16/2015 18:54:56		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET NO.	OF	SHEETS	STA. 218+50.00	TO STA. 219+00.00			



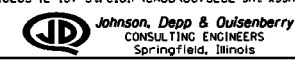


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FILE NAME =	USER NAME = jmh	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>IL 157 CROSS SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
K:\110205-IL 157-St. Clair\CA00\0876E62-sht-kash.dgn		DRAWN -	REVISED -					592	119-1BR-1	ST. CLAIR	212	203
		CHECKED -	REVISED -					CONTRACT NO. 76E62				
		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
PLOT SCALE = 28.0000' / in. PLOT DATE = 03/16/2015 18:55:52				SCALE:	SHEET NO.	OF SHEETS	STA. 220+50.00	TO STA. 221+00.00				



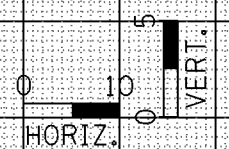
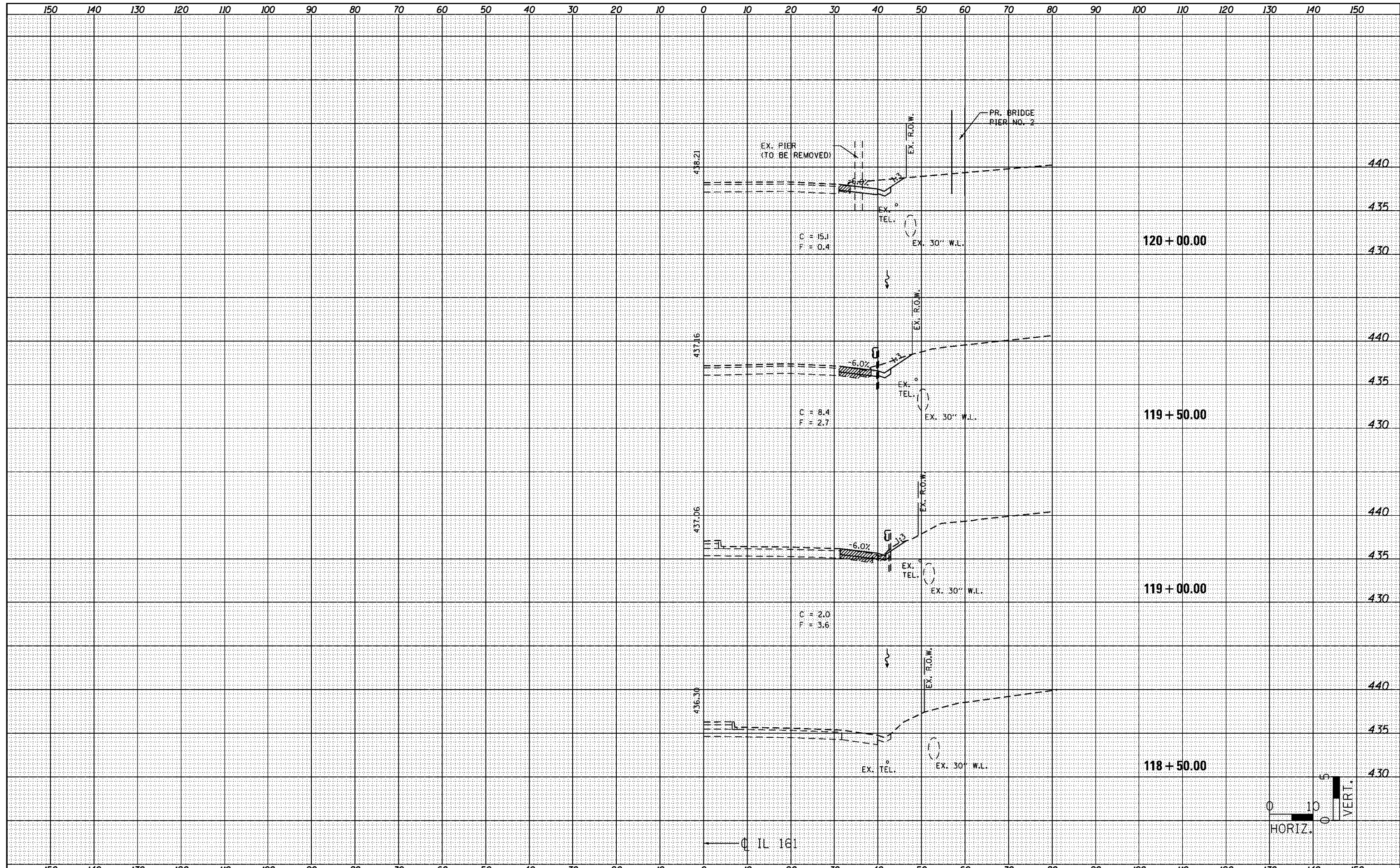






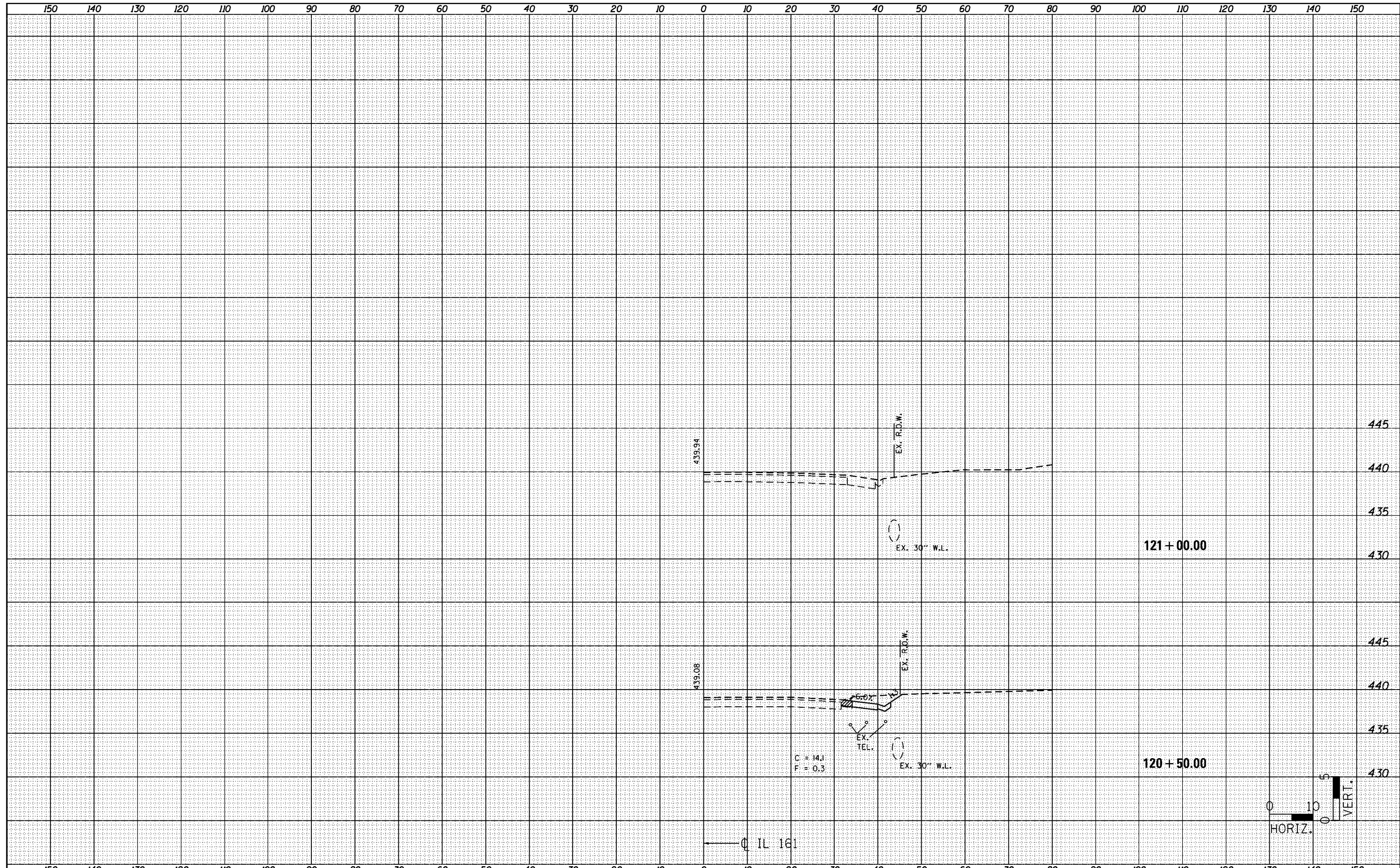
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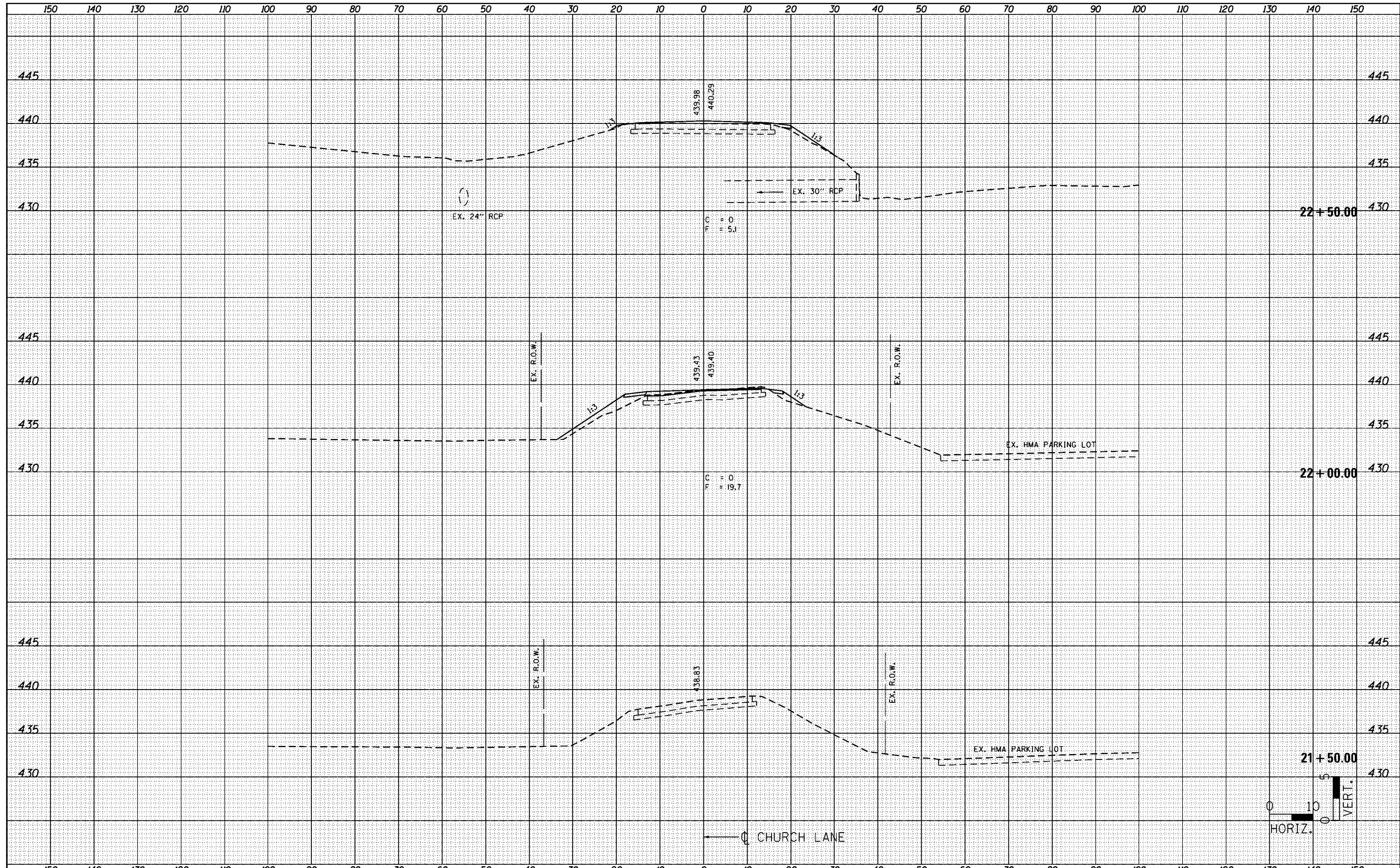


FILE NAME =	USER NAME = jmh	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>IL 161 CROSS SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
K:\110205-IL 157-St. Clair\CA00\0876E62-sht-kash\IL 161.dgn		DRAWN -	REVISED -					592	119-IBR-1	ST. CLAIR	212	206
		CHECKED -	REVISED -					CONTRACT NO. 76E62				
		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
<b>Johnson, Depp &amp; Ouisenberry</b> CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 28.0000' / in.			SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.		



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NOTE BOOK	PLOTTED
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	AREAS CHECKED

BY	DATE
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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	AREAS CHECKED



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	DATE -	REVISD -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

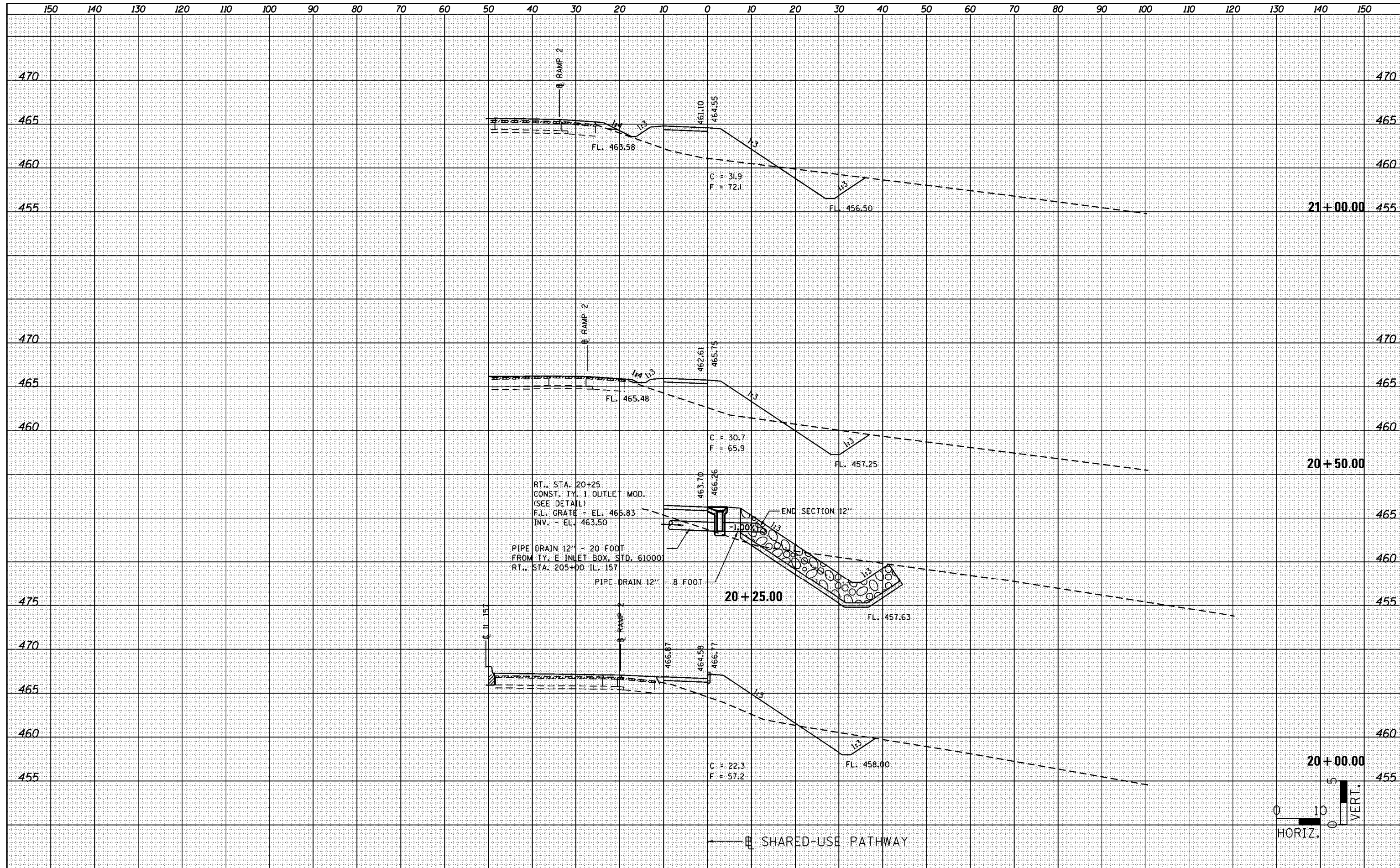
**CHURCH LANE CROSS SECTIONS**

SCALE: SHEET OF SHEETS STA. 21+50.00 TO STA. 22+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	207
			CONTRACT NO. 76E62	
ILLINOIS FED. AID PROJECT				

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FILE NAME = K:\110205-IL 157-St. Clair\CA00\0876E62-sht-xssh-Bike.dgn

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 DEPARTMENT OF TRANSPORTATION

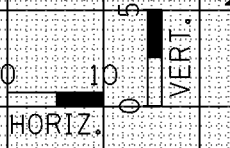
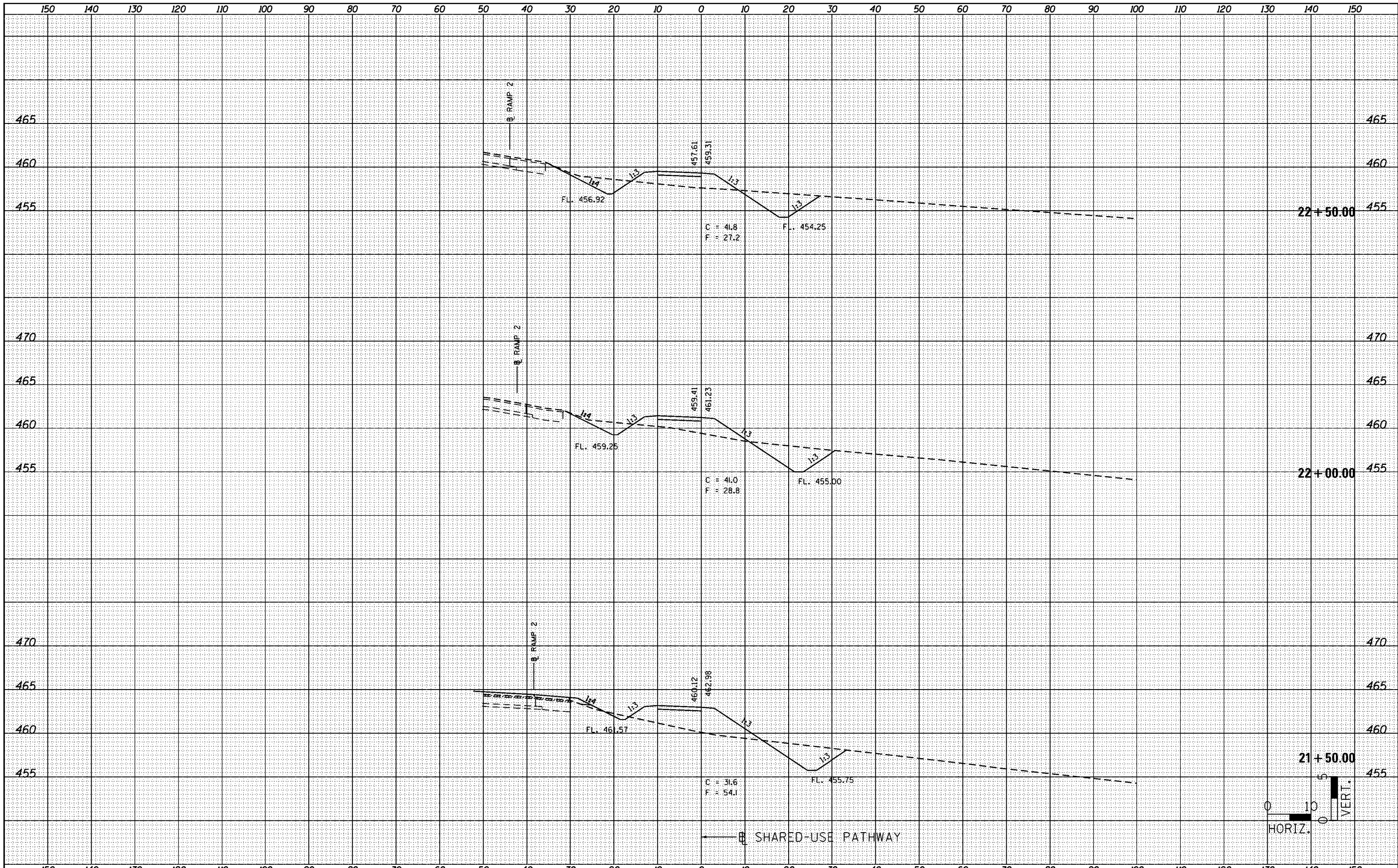
SCALE: SHEET OF SHEETS STA. 20+00.00 TO STA. 21+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
592	119-1BR-1	ST. CLAIR	212	208
CONTRACT NO. 76E62			ILLINOIS FED. AID PROJECT	



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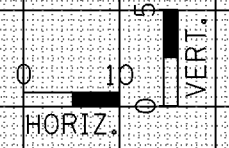
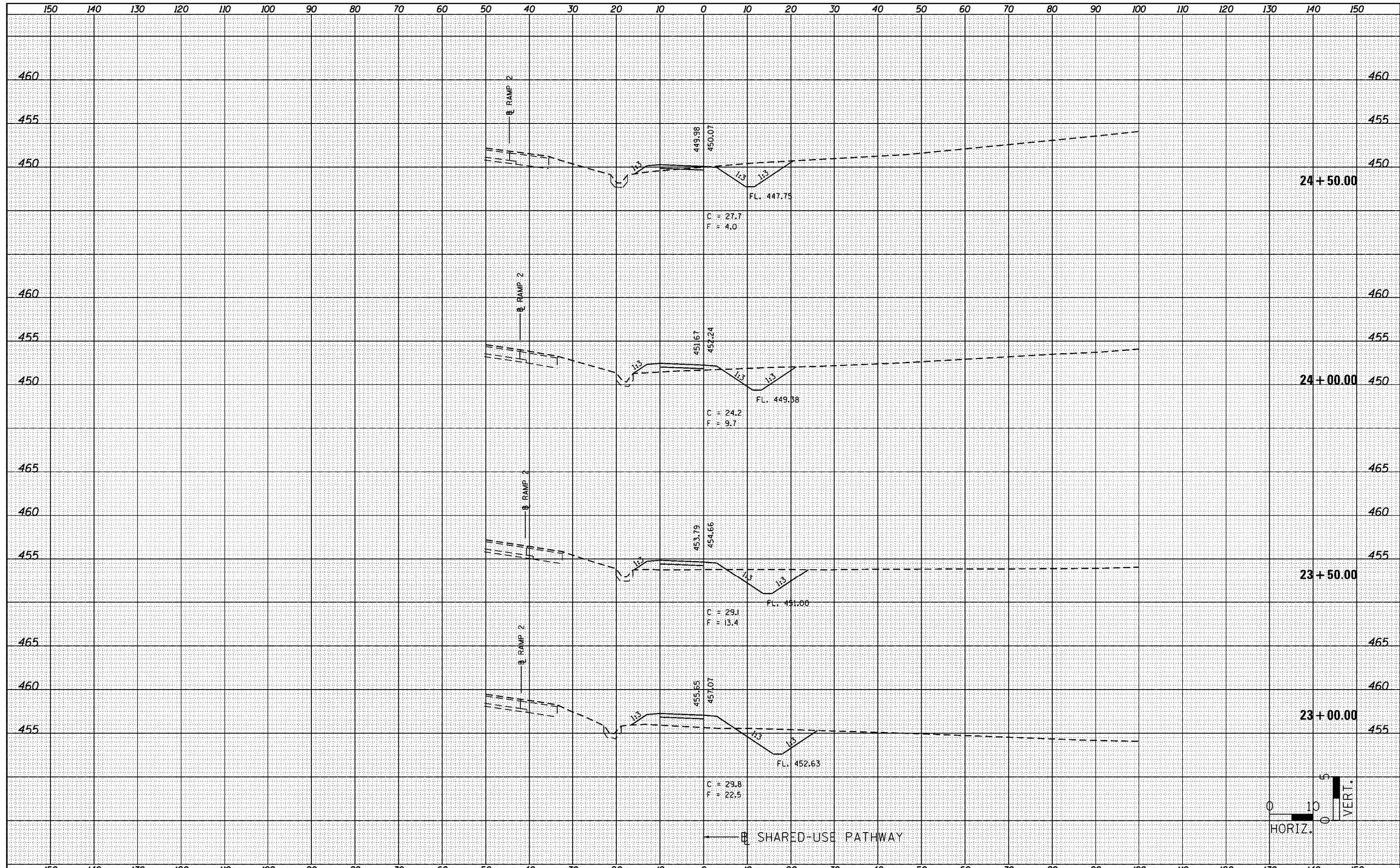


FILE NAME =	USER NAME = jmh	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>SHARED-USE PATHWAY CROSS SECTIONS</b>		F.A.P. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
K:\110205-IL 157-St. Clair\CA00\0876E62-sht-xash-Bike.dgn		DRAWN -	REVISED -		592	119-1BR-1	ST. CLAIR	212	209		
PLOT SCALE = 28.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 76E62						
PLOT DATE = 03/16/2015 19:01:48		DATE -	REVISED -		SCALE:	SHEET OF SHEETS	STA. 21+50.00 TO STA. 22+50.00	ILLINOIS FED. AID PROJECT			



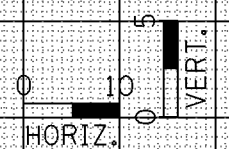
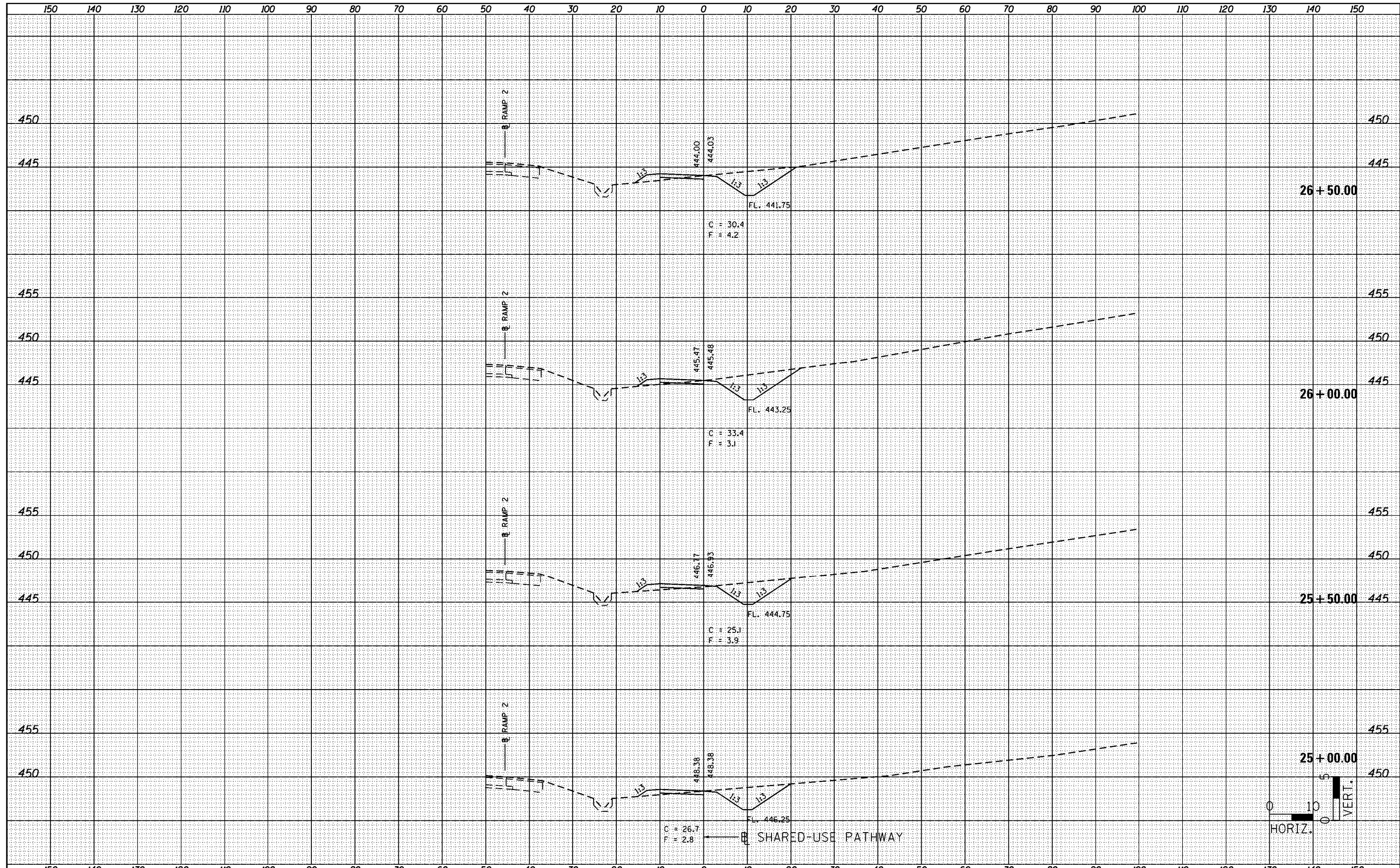
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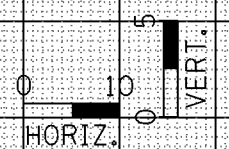
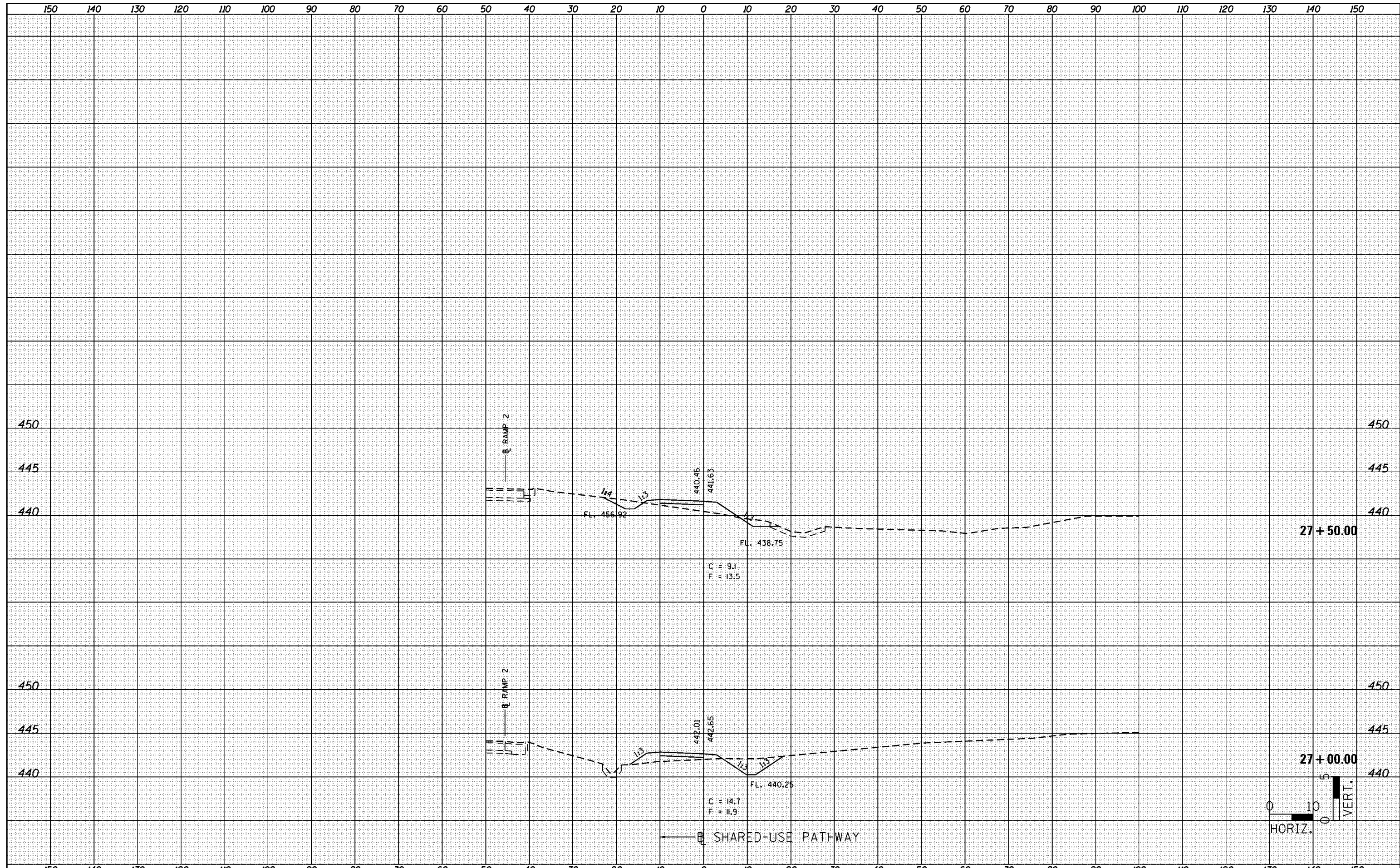


FILE NAME =	USER NAME = jmh	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHARED-USE PATHWAY CROSS SECTIONS			F.A.P. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
K:\110205-IL 157-St. Clair\CA00\0876E62-sht-xash-Bike.dgn		DRAWN -	REVISIED -		592	119-1BR-1	ST. CLAIR	212	211			
PLOT SCALE = 28.0000' / in.		CHECKED -	REVISIED -		CONTRACT NO. 76E62							
PLOT DATE = 03/16/2015 19:02:26		DATE -	REVISIED -		SCALE:	SHEET	OF	SHEETS	STA. 25+00.00	TO STA. 26+50.00	ILLINOIS FED. AID PROJECT	



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FILE NAME =	USER NAME = jmh	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>SHARED-USE PATHWAY CROSS SECTIONS</b>			F.A.P. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
K:\110205-IL 157-St. Clair\CA00\0876E62-sht-xssh-Bike.dgn		DRAWN -	REVISED -		592	119-IBR-1	ST. CLAIR	212	212			
PLOT SCALE = 20.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 76E62							
PLOT DATE = 03/16/2015 19:02:43		DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA. 27+00.00	TO STA. 27+50.00	ILLINOIS FED. AID PROJECT	