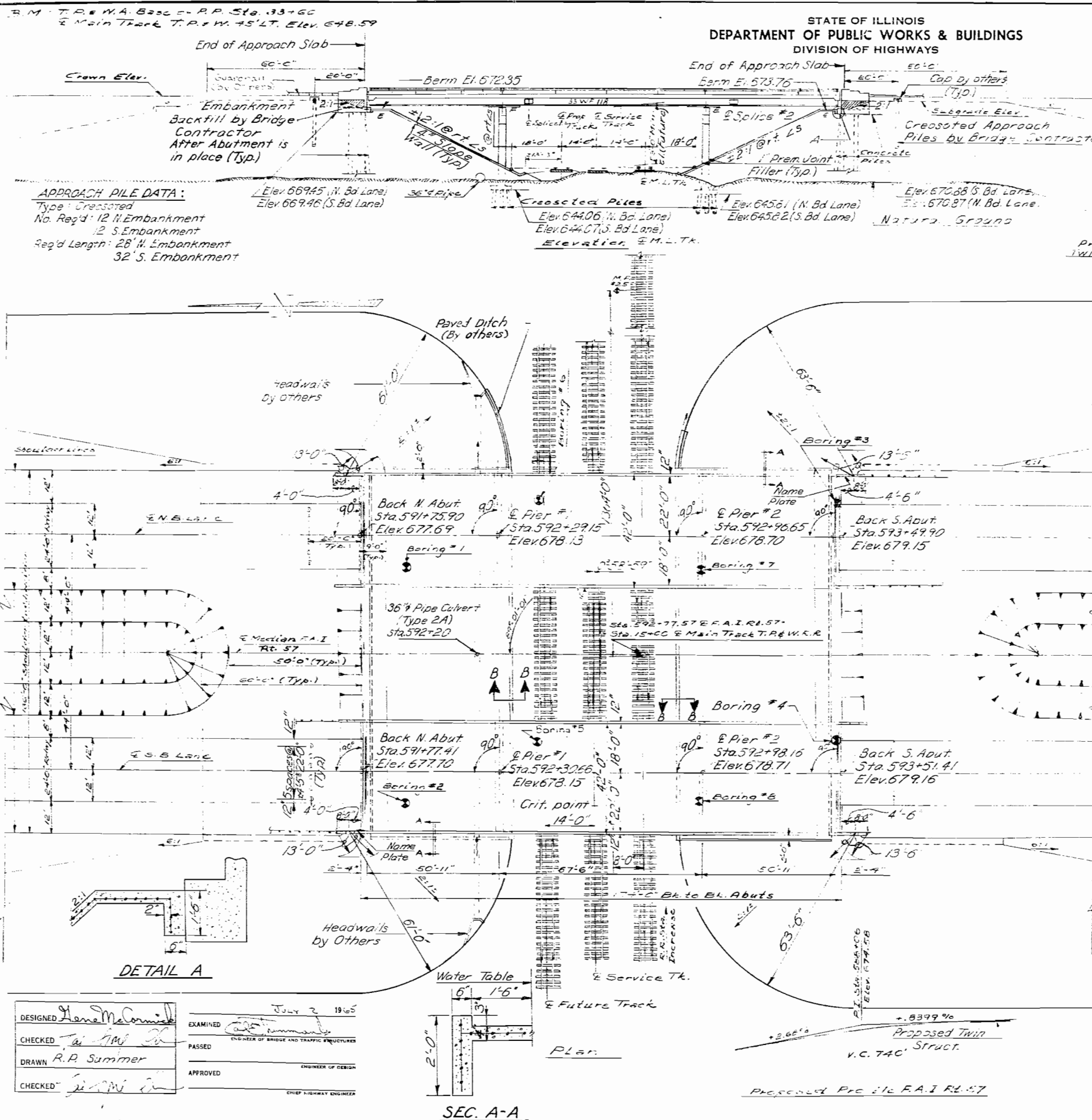


STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	PROJECT	SHEET NO.
157	IRROQUOIS	64 18	2



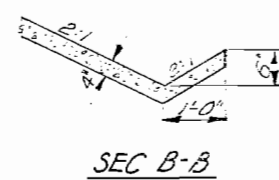
GENERAL NOTES

- Coarse aggregate to be used in parapet handrails and end post must be free of chert, flint, limonite, lignite and soft sandstone.
- The concrete floor slab shall be finished in accordance with Art. 51.9 of the Standard Specifications.
- Slope Wall shall be reinforced with welded wire fabric 6"x6" mesh, weighing 58# per 100 Sq. Ft.
- All reinforcement bars shall be lapped 20 diameters unless otherwise shown.
- All structural steel shall conform to A.S.T.M. Designation A-36.
- Piles 3/4" Open Holes 13/16", unless otherwise noted.
- Anchor bolts shall be set before fastening diaphragms over supports.
- Exposed surfaces of the expansion devices, inaccessible after erection, shall receive two shop coats of red lead paint. All other surfaces shall be given one shop coat of red lead paint. Anchor studs shall not be painted.
- Expansion devices are included in the quantity of structural steel. Est. weight = 4400 lbs.
- Except as otherwise provided, all structural steel shall receive one shop coat of red lead paint and two field coats of aluminum paint. See Article 56.1 to 56.5 inclusive of the Standard Specifications.
- Concrete piles at abutments shall be driven in holes precast in the embankment in accordance with Article 60.9 (c) of the Standard Specifications.
- The contractor shall drive one concrete test pile at the S.E.N.W. Abutment, in a permanent location, and one timber test pile in the vicinity of Pier 1 N. Bd. Lane & Pier 2 S. Bd. Lane as directed by the Engineer before ordering the remainder of piles.
- PERMANENT FORMS SHALL NOT BE PERMITTED IN PLACING THE CONCRETE DECK.

LOCATION SKETCH

T.P. & W.R.R.
BUILT 196 BY
STATE OF ILLINOIS
F.A.I. RT. 57 SEC. 38-5VB
F.A. PROJECT 53-57-64-18
STA. 592+63.65
LOADING HS20 & ALT.

NAME PLATE
(See Std. 2113-1)



TOTAL BILL OF MATERIALS

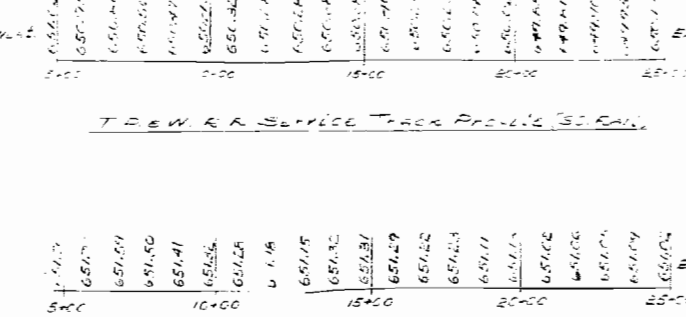
Item	Qty	Unit	Subtotal	Total
Excavation for Structures Culverts	105	cu yd	382.50	382.50
Structural Steel	405	lbs	332.50	332.50
Class X Concrete	50.00	cu yd	450.00	450.00
Protective Coat	30.00	sq yd	177.00	177.00
Aluminum Handrails	10.00	lbs	693.00	693.00
Pipe Culverts 36" dia. 38' L	10.00	lin ft	33.00	33.00
Reinforcement Bars	105	lbs	101.40	101.40
Crossed Piles 24" dia 38' L	10.00	lin ft	31.40	31.40
Test Piles Timber	Each		2.00	2.00
Concrete Piles	10.00	lin ft	80.00	80.00
Test Piles Concrete	Each		2.00	2.00
Name Plates	Each		2.00	2.00
Slagwall (4")	30.00	sq yd	135.00	135.00
Bridge Seat Sealant	Linear ft		9.30	9.30

* AT ABUTMENTS ONLY

DESIGN STRESSES

- 1 = 4000 PSI. Tension & Comp.
- 2 = 20000 PSI. Tension
- 3 = 20000 PSI. Compression
- 4 = 1500 PSI. Tension
- 5 = 1500 PSI. Compression

LOADING HS20-44 ALT.



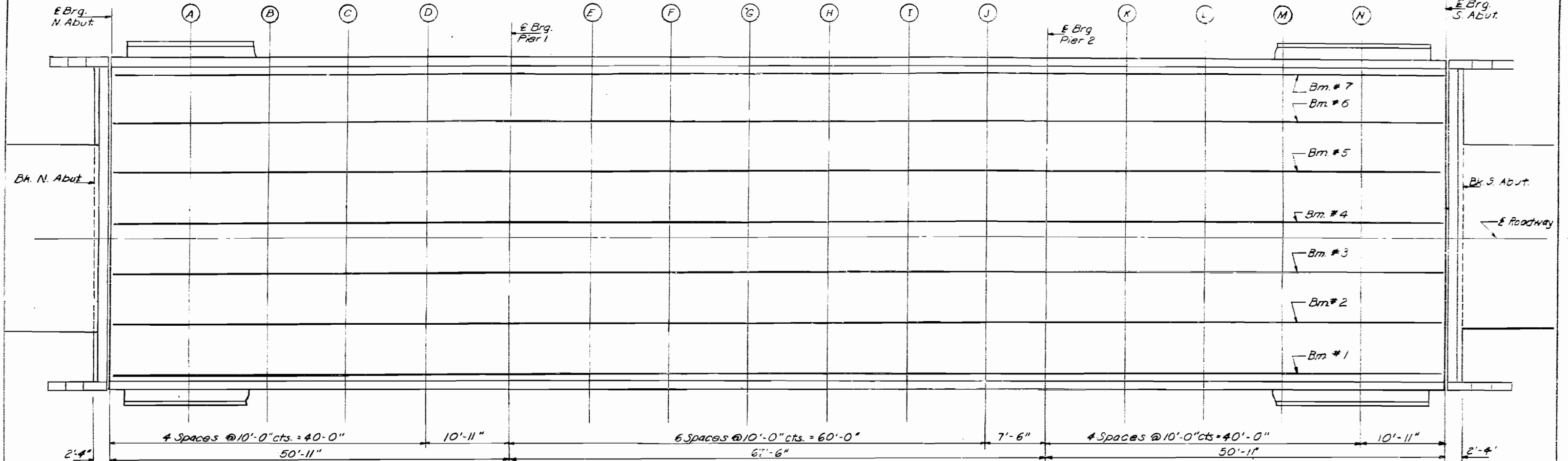
GENERAL PLAN & ELEV.
F.A. PROJECT 53-57-64-18
F.A.I. RT. 57 OVER T.P. & W.R.R.
F.A.I. RT. 57 SEC. 38-5VB
IROQUOIS COUNTY
STATION 592+63.65

DESIGNED	H. McCormick	EXAMINED	July 2, 1965
CHECKED	T. R. W. R.	PASSED	
DRAWN	R. R. Summer	APPROVED	
CHECKED	T. R. W. R.	CHIEF HIGHWAY ENGINEER	

Rev. 11-22-66 G.M. Changes: Wingwalls to be parallel to E. Rdwy, added Guardrail, changed Class X Concrete from 832-cu yds. to 840-cu yds., changed Reinforcement from 137,000 to 147,710 lbs.

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

PROJECT NO.	SHEET NO.	SECTION	DATE	BY	CHECKED	APPROVED
57	19	IRQUOIS	GA	19		
IRQUOIS	GA	19				



PLAN OF EAST BRIDGE

	I	II	III	IV
1	59175.900	21.000	677.375	677.375
2	59175.900	14.666	677.506	677.506
3	59175.900	8.333	677.626	677.626
4	59175.900	2.000	677.663	677.663
5	59175.900	0.000	677.667	677.667
6	59175.900	4.333	677.670	677.670
7	59175.900	10.666	677.586	677.586
8	59175.900	17.000	677.456	677.456

	I	II	III	IV
1	59198.233	21.000	677.522	677.522
2	59198.233	14.666	677.524	677.524
3	59198.233	8.333	677.514	677.514
4	59198.233	2.000	677.511	677.511
5	59198.233	0.000	677.514	677.514
6	59198.233	4.333	677.558	677.558
7	59198.233	10.666	677.775	677.775
8	59198.233	17.000	677.645	677.645

	I	II	III	IV
1	59249.150	21.000	677.990	677.990
2	59249.150	14.666	678.122	678.122
3	59249.150	8.333	678.242	678.242
4	59249.150	2.000	678.299	678.299
5	59249.150	0.000	678.316	678.316
6	59249.150	4.333	678.302	678.302
7	59249.150	10.666	678.203	678.203
8	59249.150	17.000	678.073	678.073

	I	II	III	IV
1	59306.550	21.000	678.323	678.323
2	59306.550	14.666	678.455	678.455
3	59306.550	8.333	678.541	678.541
4	59306.550	2.000	678.597	678.597
5	59306.550	0.000	678.701	678.701
6	59306.550	4.333	678.685	678.685
7	59306.550	10.666	678.502	678.502
8	59306.550	17.000	678.472	678.472

	I	II	III	IV
1	59347.567	21.000	678.816	678.816
2	59347.567	14.666	678.948	678.948
3	59347.567	8.333	679.034	679.034
4	59347.567	2.000	679.090	679.090
5	59347.567	0.000	679.129	679.129
6	59347.567	4.333	679.112	679.112
7	59347.567	10.666	678.930	678.930
8	59347.567	17.000	678.800	678.800

I = Station
II = Offset
III = Theoretical Grade Elevations
IV = Theoretical Grade Elevations
Adjusted for Dead Load Deflection

DESIGNED	James McCormick
CHECKED	Tai-ty el
DRAWN	Joseph L. Putnam
CHECKED	Tai-ty el

EXAMINED	Cal E. Thum
PASSED	
APPROVED	

	I	II	III	IV
1	59279.150	21.000	678.242	678.242
2	59279.150	14.666	678.373	678.373
3	59279.150	8.333	678.494	678.494
4	59279.150	2.000	678.550	678.550
5	59279.150	0.000	678.554	678.554
6	59279.150	4.333	678.538	678.538
7	59279.150	10.666	678.455	678.455
8	59279.150	17.000	678.325	678.325

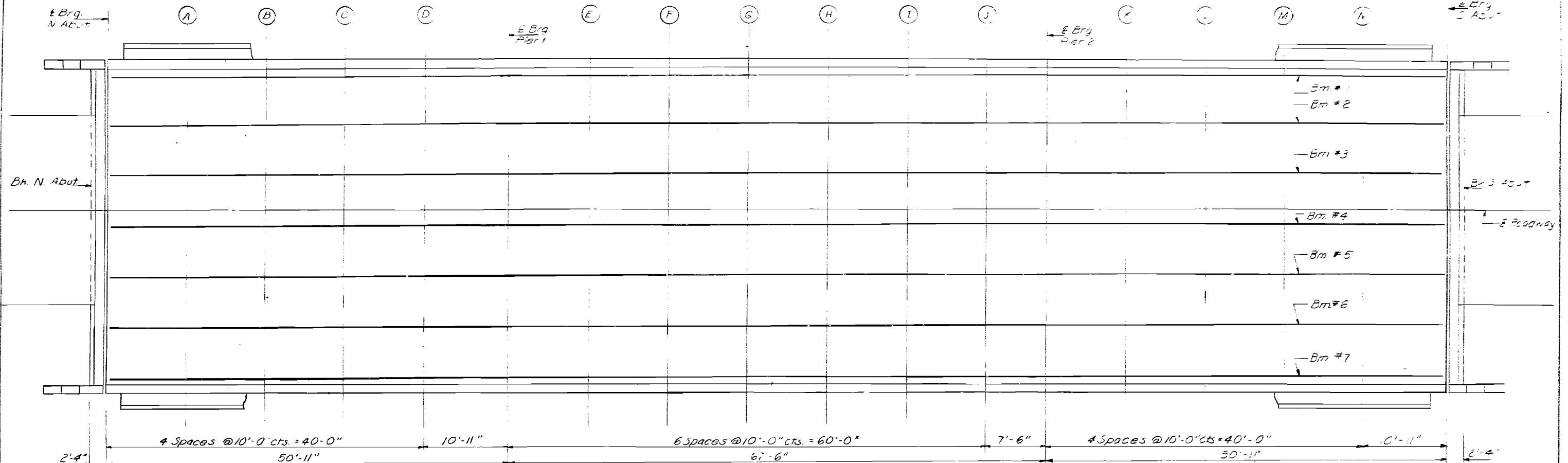
	I	II	III	IV
1	59315.550	21.000	678.557	678.557
2	59315.550	14.666	678.688	678.688
3	59315.550	8.333	678.809	678.809
4	59315.550	2.000	678.865	678.865
5	59315.550	0.000	678.869	678.869
6	59315.550	4.333	678.852	678.852
7	59315.550	10.666	678.670	678.670
8	59315.550	17.000	678.540	678.540

	I	II	III	IV
1	59356.550	21.000	678.725	678.725
2	59356.550	14.666	678.856	678.856
3	59356.550	8.333	678.977	678.977
4	59356.550	2.000	679.033	679.033
5	59356.550	0.000	679.037	679.037
6	59356.550	4.333	679.021	679.021
7	59356.550	10.666	678.838	678.838
8	59356.550	17.000	678.708	678.708

TOP OF SLAB ELEVATIONS
EAST BRIDGE
F.A. I. RT. 57 SEC 38-51B
IROQUOIS COUNTY
STA. 592 + 63.65

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

ROUTE NO.	SECTION	QUANTITY	TOTAL SHEETS	SHEET NO.	SHEET COUNT
RT. 57 S.D. 38-51E	IRROQUOIS	64	20		
SHEET NO. 2					

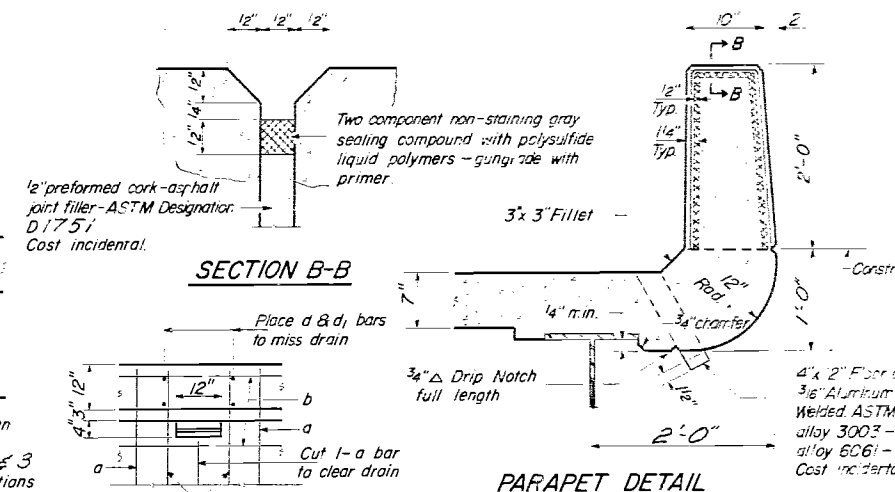
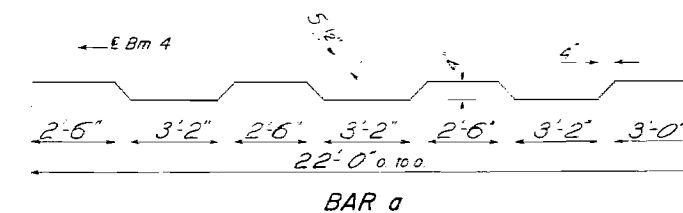
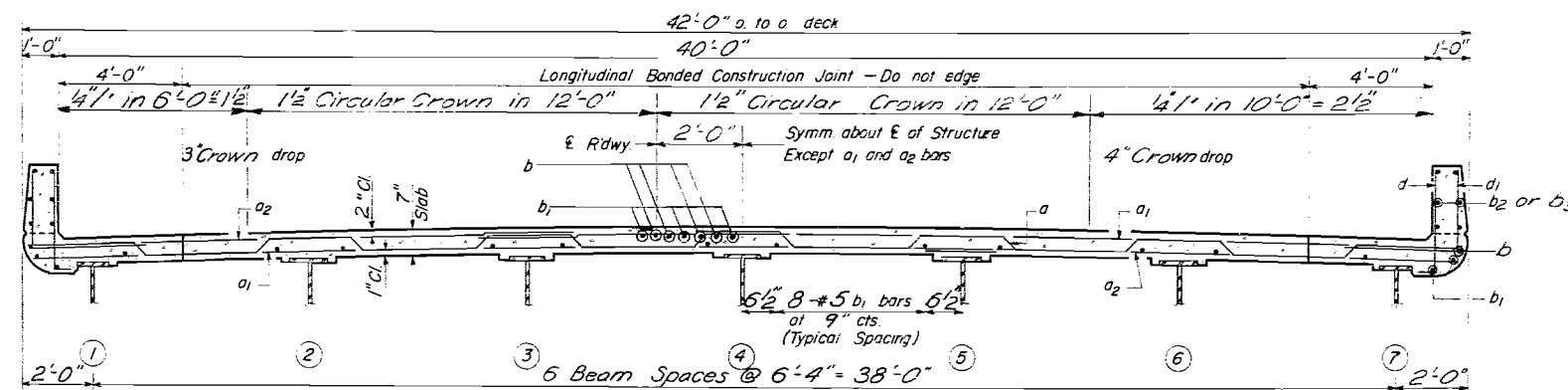
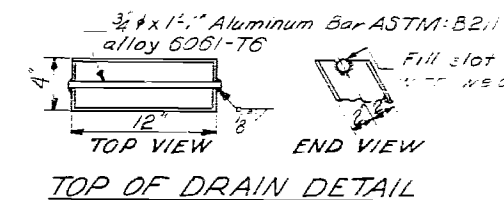
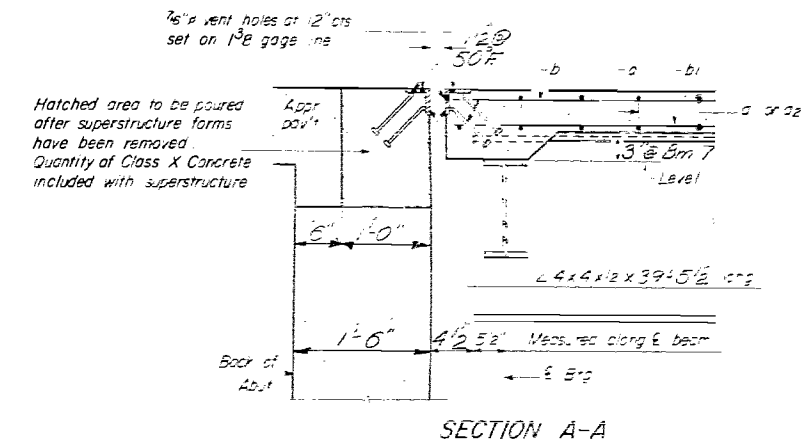
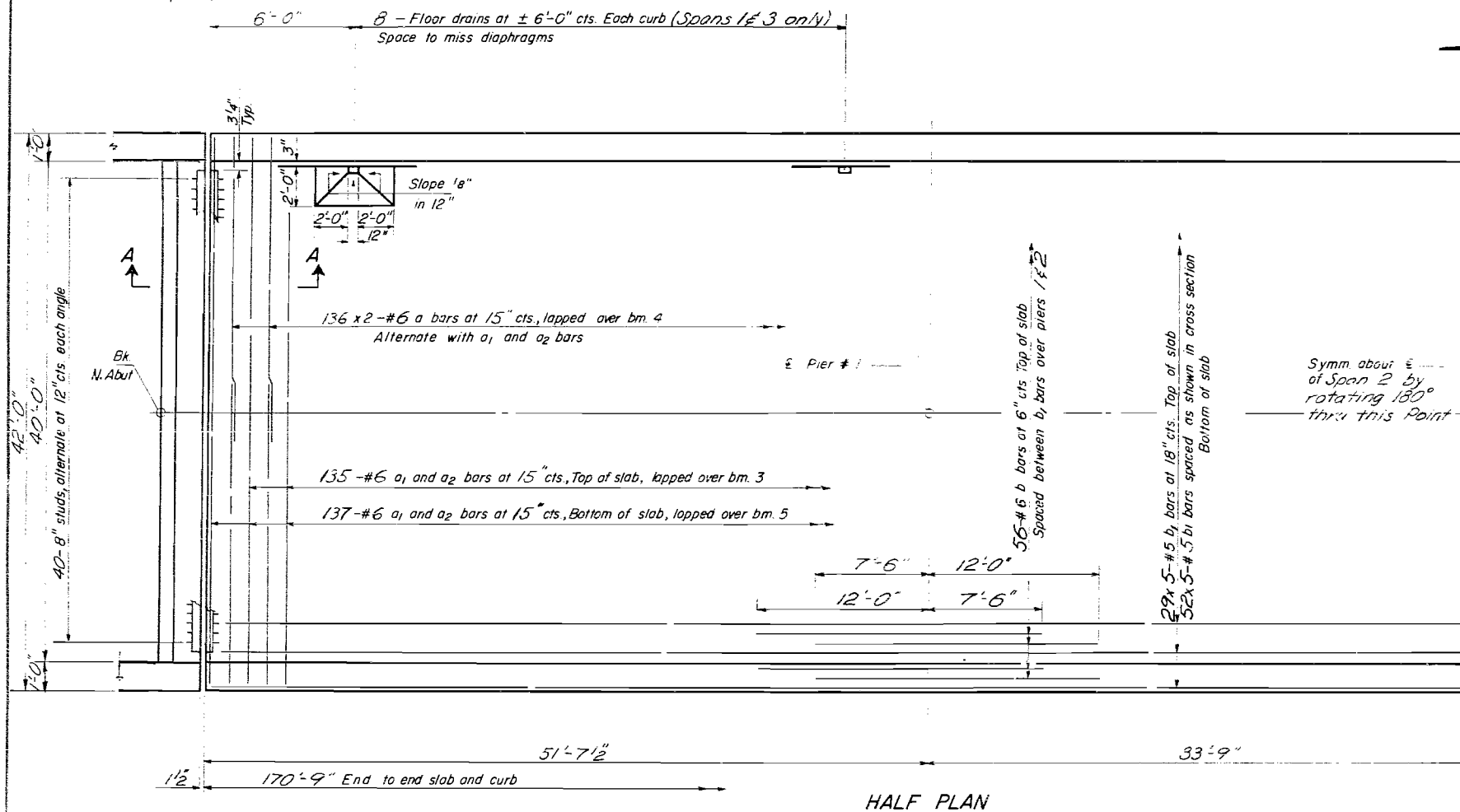


PLAN OF WEST BRIDGE

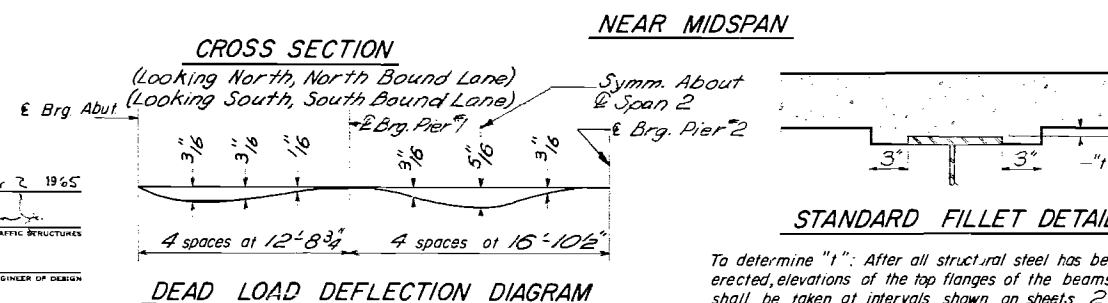
I				II				III				IV				I				II				III				IV				I				II				III				IV							
Bk. N. Abut.				Bk. S. Abut.				Bk. N. Abut.				Bk. S. Abut.				Bk. N. Abut.				Bk. S. Abut.				Bk. N. Abut.				Bk. S. Abut.				Bk. N. Abut.				Bk. S. Abut.				Bk. N. Abut.				Bk. S. Abut.							
1 89177.410				21.000				877.387				877.387				1 89177.410				21.000				877.387				877.387				1 89177.410				21.000				877.387				877.387							
2 89177.410				14.666				877.519				877.519				2 89177.410				14.666				877.519				877.519				2 89177.410				14.666				877.519				877.519							
3 89177.410				8.333				877.651				877.651				3 89177.410				8.333				877.651				877.651				3 89177.410				8.333				877.651				877.651							
4 89177.410				2.000				877.783				877.783				4 89177.410				2.000				877.783				877.783				4 89177.410				2.000				877.783				877.783							
5 89177.410				0.000				877.915				877.915				5 89177.410				0.000				877.915				877.915				5 89177.410				0.000				877.915				877.915							
6 89177.410				4.333				877.883				877.883				6 89177.410				4.333				877.883				877.883				6 89177.410				4.333				877.883				877.883							
7 89177.410				10.666				877.801				877.801				7 89177.410				10.666				877.801				877.801				7 89177.410				10.666				877.801				877.801							
8 89177.410				17.000				877.470				877.470				8 89177.410				17.000				877.470				877.470				8 89177.410				17.000				877.470				877.470							
E Brg. N. Abut.				E Brg. S. Abut.				E Brg. N. Abut.				E Brg. S. Abut.				E Brg. N. Abut.				E Brg. S. Abut.				E Brg. N. Abut.				E Brg. S. Abut.				E Brg. N. Abut.				E Brg. S. Abut.				E Brg. N. Abut.				E Brg. S. Abut.							
1 89178.743				21.000				877.407				877.407				1 89178.743				21.000				877.407				877.407				1 89178.743				21.000				877.407				877.407							
2 89178.743				14.666				877.539				877.539				2 89178.743				14.666				877.539				877.539				2 89178.743				14.666				877.539				877.539							
3 89178.743				8.333				877.671				877.671				3 89178.743				8.333				877.671				877.671				3 89178.743				8.333				877.671				877.671							
4 89178.743				2.000				877.803				877.803				4 89178.743				2.000				877.803				877.803				4 89178.743				2.000				877.803				877.803							
5 89178.743				0.000				877.935				877.935				5 89178.743				0.000				877.935				877.935				5 89178.743				0.000				877.935				877.935							
6 89178.743				4.333				877.703				877.703				6 89178.743				4.333				877.703				877.703				6 89178.743				4.333				877.703				877.703							
7 89178.743				10.666				877.600				877.600				7 89178.743				10.666				877.600				877.600				7 89178.743				10.666				877.600				877.600							
8 89178.743				17.000				877.490				877.490				8 89178.743				17.000				877.490				877.490				8 89178.743				17.000				877.490				877.490							
A				A				A				A				A				A				A				A				A				A				A				A				A			
1 89183.743				21.000				877.491				877.491				1 89183.743				21.000				877.491				877.491				1 89183.743				21.000				877.491				877.491							
2 89183.743				14.666				877.623				877.623				2 89183.743				14.666				877.623				877.623				2 89183.743				14.666				877.623				877.623							
3 89183.743				8.333				877.755				877.755				3 89183.743				8.333				877.755				877.755				3 89183.743				8.333				877.755				877.755							
4 89183.743				2.000				877.887				877.887				4 89183.743				2.000				877.887				877.887				4 89183.743				2.000				877.887				877.887							
5 89183.743				0.000				877.933				877.933				5 89183.743				0.000				877.933				877.933				5 89183.743				0.000				877.933				877.933							
6 89183.743				4.333				877.701				877.701				6 89183.743				4.333				877.701				877.701				6 89183.743				4.333				877.701				877.701							
7 89183.743				10.666				877.598				877.598				7 89183.743				10.666				877.598				877.598				7 89183.743				10.666				877.598				877.598							
8 89183.743				17.000				877.574				877.574				8 89183.743				17.000				877.574				877.574				8 89183.743				17.000				877.574				877.574							
DESIGNED <i>Gene McCormick</i>				DESIGNED <i>Gene McCormick</i>				DESIGNED <i>Gene McCormick</i>				DESIGNED <i>Gene McCormick</i>				DESIGNED <i>Gene McCormick</i>				DESIGNED <i>Gene McCormick</i>				DESIGNED <i>Gene McCormick</i>				DESIGNED <i>Gene McCormick</i>				DESIGNED <i>Gene McCormick</i>				DESIGNED <i>Gene McCormick</i>				DESIGNED <i>Gene McCormick</i>				DESIGNED <i>Gene McCormick</i>							
CHECKED <i>Joe Putnam</i>				CHECKED <i>Joe Putnam</i>				CHECKED <i>Joe Putnam</i>				CHECKED <i>Joe Putnam</i>				CHECKED <i>Joe Putnam</i>				CHECKED <i>Joe Putnam</i>				CHECKED <i>Joe Putnam</i>				CHECKED <i>Joe Putnam</i>				CHECKED <i>Joe Putnam</i>				CHECKED <i>Joe Putnam</i>				CHECKED <i>Joe Putnam</i>				CHECKED <i>Joe Putnam</i>							
DRAWN <i>Joseph L. Putnam</i>				DRAWN <i>Joseph L. Putnam</i>				DRAWN <i>Joseph L. Putnam</i>				DRAWN <i>Joseph L. Putnam</i>				DRAWN <i>Joseph L. Putnam</i>				DRAWN <i>Joseph L. Putnam</i>				DRAWN <i>Joseph L. Putnam</i>				DRAWN <i>Joseph L. Putnam</i>				DRAWN <i>Joseph L. Putnam</i>				DRAWN <i>Joseph L. Putnam</i>				DRAWN <i>Joseph L. Putnam</i>				DRAWN <i>Joseph L. Putnam</i>							
CHECKED <i>Joe Putnam</i>				CHECKED <i>Joe Putnam</i>				CHECKED <i>Joe Putnam</i>				CHECKED <i>Joe Putnam</i>				CHECKED <i>Joe Putnam</i>				CHECKED <i>Joe Putnam</i>				CHECKED <i>Joe Putnam</i>				CHECKED <i>Joe Putnam</i>				CHECKED <i>Joe Putnam</i>				CHECKED <i>Joe Putnam</i>				CHECKED <i>Joe Putnam</i>				CHECKED <i>Joe Putnam</i>							
JUL 2 1965				JUL 2 1965				JUL 2 1965				JUL 2 1965				JUL 2 1965				JUL 2 1965				JUL 2 1965				JUL 2 1965				JUL 2 1965				JUL 2 1965				JUL 2 1965											
EXAMINED <i>Carl Thompson</i>				EXAMINED <i>Carl Thompson</i>				EXAMINED <i>Carl Thompson</i>				EXAMINED <i>Carl Thompson</i>				EXAMINED <i>Carl Thompson</i>				EXAMINED <i>Carl Thompson</i>				EXAMINED <i>Carl Thompson</i>				EXAMINED <i>Carl Thompson</i>				EXAMINED <i>Carl Thompson</i>				EXAMINED <i>Carl Thompson</i>				EXAMINED <i>Carl Thompson</i>											
PASSED				PASSED				PASSED				PASSED				PASSED				PASSED				PASSED				PASSED				PASSED				PASSED				PASSED				PASSED							
APPROVED				APPROVED				APPROVED				APPROVED				APPROVED				APPROVED				APPROVED				APPROVED				APPROVED				APPROVED				APPROVED				APPROVED							
CHIEF HIGHWAY ENGINEER				CHIEF HIGHWAY ENGINEER				CHIEF HIGHWAY ENGINEER				CHIEF HIGHWAY ENGINEER				CHIEF HIGHWAY ENGINEER				CHIEF HIGHWAY ENGINEER				CHIEF HIGHWAY ENGINEER				CHIEF HIGHWAY ENGINEER				CHIEF HIGHWAY ENGINEER				CHIEF HIGHWAY ENGINEER				CHIEF HIGHWAY ENGINEER											
E				E				E				E				E				E				E				E				E				E				E				E							
1 89230.660				21.000				877.834				877.834				1 89230.660				21.000				877.834				877.834				1 89230.660				21.000				877.834				877.834							
2 89230.660				14.666				877.966				877.966				2 89230.660				14.666				877.966				877.966				2 89230.660				14.666				877.966				877.966							
3 89230.660				8.333				878.098				878.098				3 89230.660				8.333				878.098				878.098				3 89230.660				8.333				878.098				878.098							
4 89230.660				2.000				878.230				878.230				4 89230.660				2.000				878.230				878.230				4 89230.660				2.000				878.230				878.230							
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7 89230.660				10.666				878.045				878.045				7 89230.660				10.666				878.045				878.045				7 89230.660				10.666				878.045				878.045							
8 89230.660				17.000				877.913				877.913				8 89230.660				17.000				877.913				877.913				8 89230.660				17.000				877.913				877.913							
E Brg. Pier 1				E Brg. Pier 1				E Brg. Pier 1				E Brg. Pier 1				E Brg. Pier 1				E Brg. Pier 1				E Brg. Pier 1				E Brg. Pier 1				E Brg. Pier 1				E Brg. Pier 1				E Brg. Pier 1				E Brg. Pier 1							
1 89240.660				21.000				877.919				877.919				1 89240.660				21.000				877.919				877.919				1 89240.660				21.000				877.919				877.919							
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3 89240.660				8.333				878.183				878.183				3 89240.660				8.333				878.183				878.183				3 89240.660				8.333				878.183				878.183							
4 89240.660				2.000				878.315				878.315				4 89240.660				2.000				878.315				878.315				4 89240.660				2.000				878.315				878.315							
5 89240.660				0.000				878.231				878.231				5 89240.660				0.000				878.231				878.231				5 89240.660				0.000				878.231				878.231							
6 89240.660				4.333				878.114				878.114				6 89240.660				4.333				878.114				878.114				6 89240.660				4.333				878.114				878.114							
7 89240.660				10.666				878.132				878.132				7 89240.660				10.666				878.132				878.132				7 89240.660				10.666				878.132				878.132							
8 89240.660				17.000				878.062				878.062				8 89240.660				17.000				878.062				878.062				8 89240.660				17.000				878.062				878.062							
E Brg. Pier 2				E Brg. Pier 2				E Brg. Pier 2				E Brg. Pier 2				E Brg. Pier 2				E Brg. Pier 2				E Brg. Pier 2				E Brg. Pier 2				E Brg. Pier 2				E Brg. Pier 2				E Brg. Pier 2				E Brg. Pier 2							
1 89250.660				21.000				878.082				878.082				1 89250.660				21.000				878.082				878.082				1 89250.660				21.000				878.082				878.082							
2 89250.660				14.666				878.214				878.214				2 89250.660				14.666				878.214				878.214				2 89250.660				14.666				878.214				878.214							
3 89250.660				8.333				878.346				878.346				3 89250.660				8.333				878.346				878.346				3 89250.660				8.333				878.346				878.346							
4 89250.660				2.000				878.478				878.478				4 89250.660				2.000				878.478				878.478				4 89250.660				2.000				878.478				878.478							
5 89250.660				0.000				878.395				878.395				5 89250.660				0.000				878.395				878.395				5 89250.660				0.000				878.395				878.395							
6 89250.660				4.333				878.382				878.382				6 89250.660				4.333				878.382				878.382				6 89250.660				4.333				878.382				878.382							
7 89250.660				10.666				878.300				878.300				7 89250.660				10.666				878.300				878.300				7 89250.660				10.666				878.300				878.300							
8 89250.660				17.000				878.170				878.170				8 89250.660				17.000				878.170				878.170				8 89250.660				17.000				878.170				878.170							
E Brg. Pier 3				E Brg. Pier 3				E Brg. Pier 3				E Brg. Pier 3				E Brg. Pier 3				E Brg. Pier 3				E Brg. Pier 3				E Brg. Pier 3				E Brg. Pier 3				E Brg. Pier 3				E Brg. Pier 3				E Brg. Pier 3							
1 89270.660				21.000				878.170				878.170				1 89270.660				21.000				878.170				878.170				1 89270.660				21.000				878.170				878.17							

7/8" ϕ holes at 12" cts for 3/4" bolts
set on 2 1/2" gage line. All bolts
shall be burned, sawed, or clipped
off flush with back of angles after
forms are removed.

4" x 8" CR 1020 STL granular
or solid flux filled beaded studs,
automatically end welded
(Alternate at 1-0" o/s)



TYP. DETAIL AT DRAIN



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheets 2 & 3. These elevations subtracted from the "Grade Elevations Adjusted for Dead Load Deflections" shown on sheet minus slab thickness, equals the fillet heights "t" above top of beams.

TWO SUPERSTRUCTURES
BILL OF MATERIAL

Bar	No	Size	Length	Grade
1	544	#6	22'9"	~
2	544	#5	23'6"	—
22	544	#6	15'9"	—
1	224	#6	19'6"	—
2	810	#5	35'0"	—
22	144	#5	16'11"	—
23	96	#5	16'7"	—
1	328	#5	37'0"	—
2	584	#5	5'3"	—
Class X Concrete			Cu. Yd.	379.0
Reinforcement Bars			Lbs	10,410
Structural Steel			Lbs.	363,770

* Weight of bearing assemblies with lead plates and anchor bolts are included as structural steel.
Est Weight = 14830^{lb}

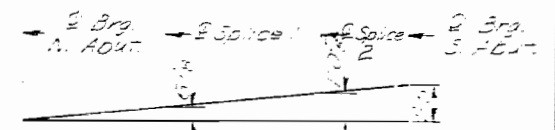
feet
8209
14 or
6. SUPERSTRUCTURE
N.E.S. BOUND LANE BRIDGES
F.A.I. RT.57 SEC.38-5VB
IROQUOIS COUNTY
STATION 592+63.65

DESIGNED	<i>Helen McCormick</i>	EXAMINED	<i>W. E. Turner</i>
CHECKED	<i>A. J. Ray</i>		
DRAWN	<i>R. P. Summer</i>	PASSED	ENGINEER OF BRIDGE AND TRAFFIC STRUCTURE
	<i>D. L. Beemer</i>		
CHECKED	<i>A. J. Ray</i>	APPROVED	ENGINEER OF DESIGN

I-7-0 11-15-62

Re: 11-22-66 G.M. Changed top reinforcement in slab from $1\frac{1}{2}$ " cl. to 2" cl. Quantity of reinforcement changed from 94,360 lbs. to 101,410 lbs.

ROUTE NO.	SECTION	DATE	TOTAL SHEETS	SHEET NO.	SHEET NO. 5
11	38-5-3				
11-57	38-5-3	1905 JDS	64	22	22 SHEETS
	38-5-3				
FEED BOARD DATE NO.	—	FEED NO. PROJECT			



PLAN

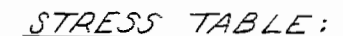


Table of Moments of Inertia for Interior Joists			
Moments		Revs - 50's	
4 Sp. 1 Per.	5 Sp. 2 H. Acct. Per.		
E.L. 143	-355	15.5	20.5
L.L. 294	-280	3.2	33.2
Imp. 83	-75	2	15.6
Total 520	-705	50.1	57.2

Moments are in ft-kips
Reactions are in kips

ELEVATION TOP OF WF
(North Bound Lane Bridge)

	1 st Srg.	2 nd Srg.	3 rd Srg.	4 th Srg.	5 th Srg.
1	67694	67731	67742	67765	67795
2	67705	67724	67756	67810	67847
3	67713	67752	67744	67809	67821
4	67744	67725	67765	67809	67856
5	67708	67747	67759	67803	67856
6	67696	67735	67747	67779	67831
7	67693	67722	67734	67778	67831

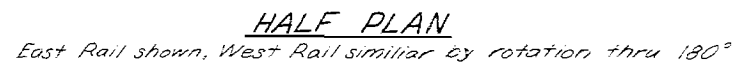
(South Bound Lane Bridge)

	1st Brg.	2 Brg.	3 Brg.	4 Brg.	5 Brg.	6 Brg.
1	676.93	677.32	677.44	677.84	678.22	678.35
2	677.26	677.45	677.57	678.01	678.3	678.53
3	677.4	677.53	677.65	678.09	678.22	678.53
4	677.15	677.54	677.65	678.10	678.22	678.53
5	677.12	677.49	677.61	678.05	678.22	678.53
6	677.23	677.37	677.49	677.93	678.05	678.22
7	678.34	677.23	677.35	677.9	677.9	678.22

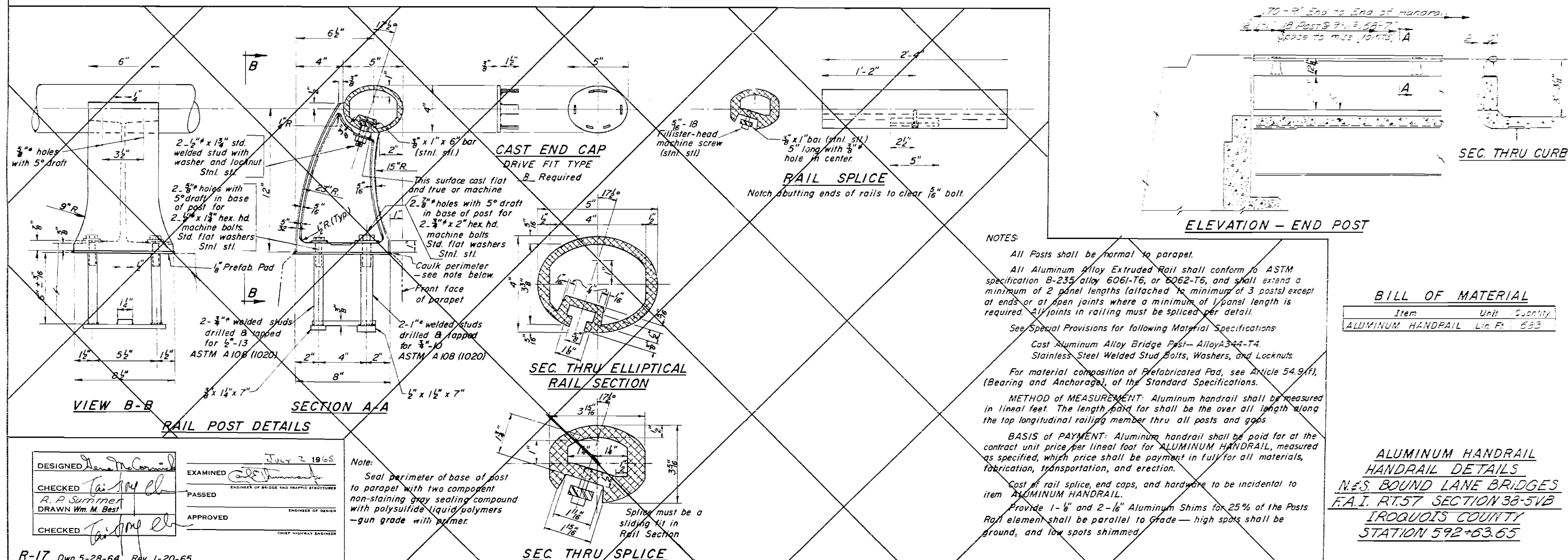
STRUCTURAL STEEL
N.E.S. BOUND LANE BRIDGES
F.A.I. RT.57 SECTION 38-5VB
IROQUOIS COUNTY
STATION 592+63.65

ROUTE NO.	SECT. NO.	COUNTY	TOTAL SHEETS	SHEET NO.
A.R. 157	157-1	IROQUOIS	64	23
FED. ROAD DIST. NO.		FED. AID PROJECT		

SHEET NO. 23 SHEETS 64



Note: For details of Aluminum Handrail see sheet 6a.



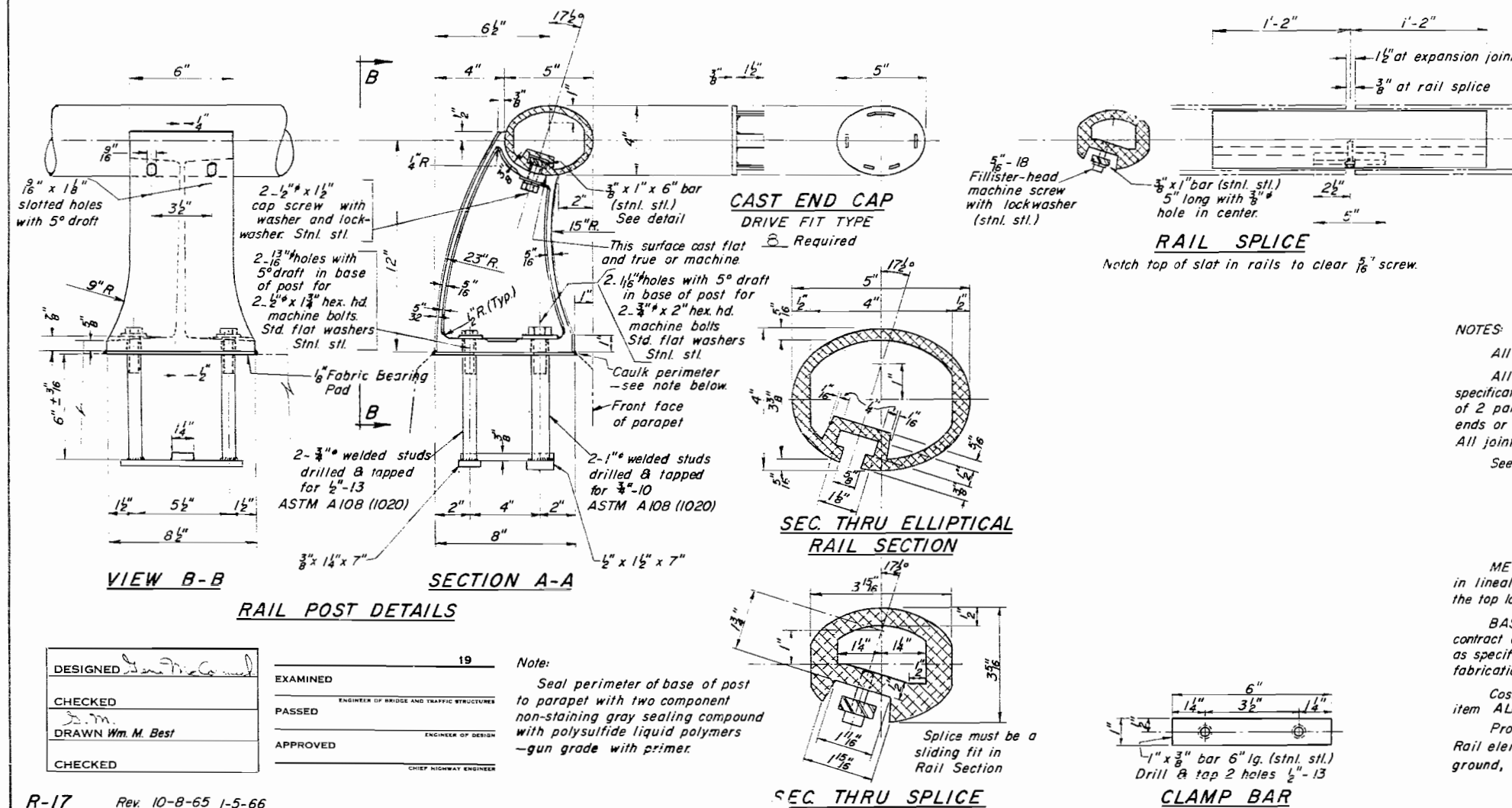
R-17 Dwn 5-28-64 Rev. 1-20-65

Rev. 11-22-66 G.M. Added Sheet 6a, details deleted on this sheet

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

ROUTE NO.	SECTION	DATE	TOTAL SHEETS	SHEET NO.	SHEET NO. 11
1-57	25-5-2	IRQUOIS	64	23A	4 SHEETS
FILED ROAD DIST. NO. 7	FILED	FILED	FILED	FILED	FILED

Note: For Handrail Plan and quantities see sheet "6"



NOTES:

All Posts shall be normal to parapet.

All Aluminum Alloy Extruded Rail shall conform to ASTM specification B-221 alloy 6061-T6 and shall extend a minimum of 2 panel lengths (attached to a minimum of 3 posts) except at ends or at open joints where a minimum of 1 panel length is required. All joints in railing must be spliced per detail.

See Special Provisions for following Material Specifications:

Cast Aluminum Alloy Bridge Post— Alloy A344-T4
Stainless Steel Bars, Cap Screws, Washers and Lockwashers.
Fabric Bearing Pad

METHOD of MEASUREMENT: Aluminum handrail shall be measured in lineal feet. The length paid for shall be the over all length along the top longitudinal railing member thru all posts and gaps.

BASIS of PAYMENT: Aluminum handrail shall be paid for at the contract unit price per lineal foot for ALUMINUM HANDRAIL, measured as specified, which price shall be payment in full for all materials, fabrication, transportation, and erection.

Cost of rail splice, end caps, and hardware to be incidental to item ALUMINUM HANDRAIL.

Provide 1- $\frac{1}{8}$ " and 2- $\frac{1}{16}$ " Aluminum Shims for 25% of the Posts. Rail element shall be parallel to Grade— high spots shall be ground, and low spots shimmed.

ALUMINUM HANDRAIL

HANDRAIL DETAILS

VES. SOUND LANE BRIDGE

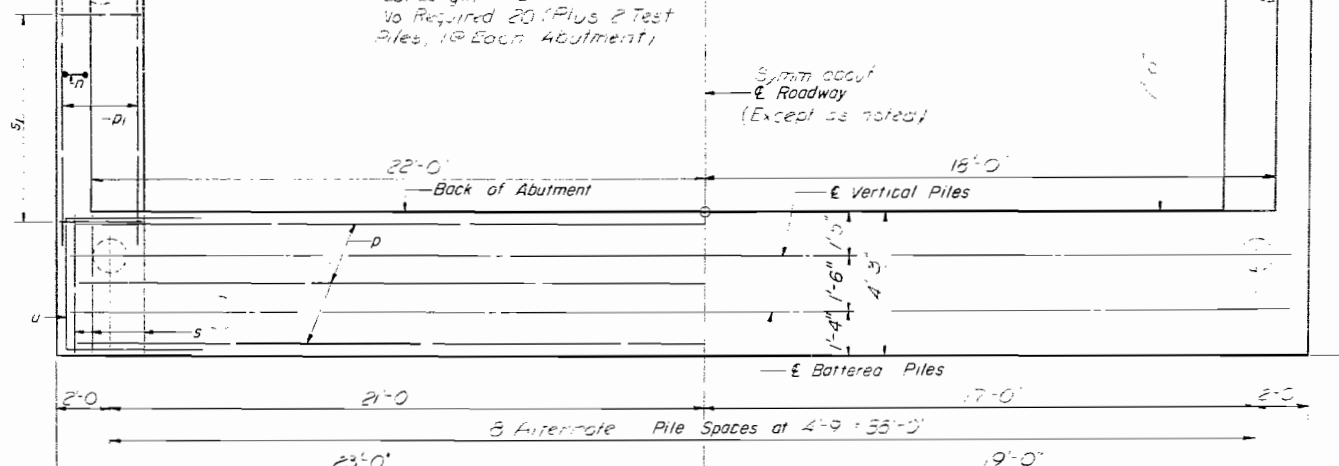
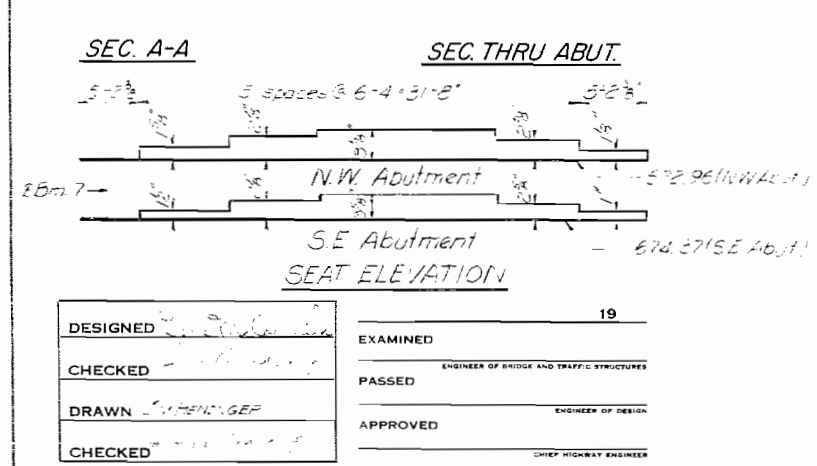
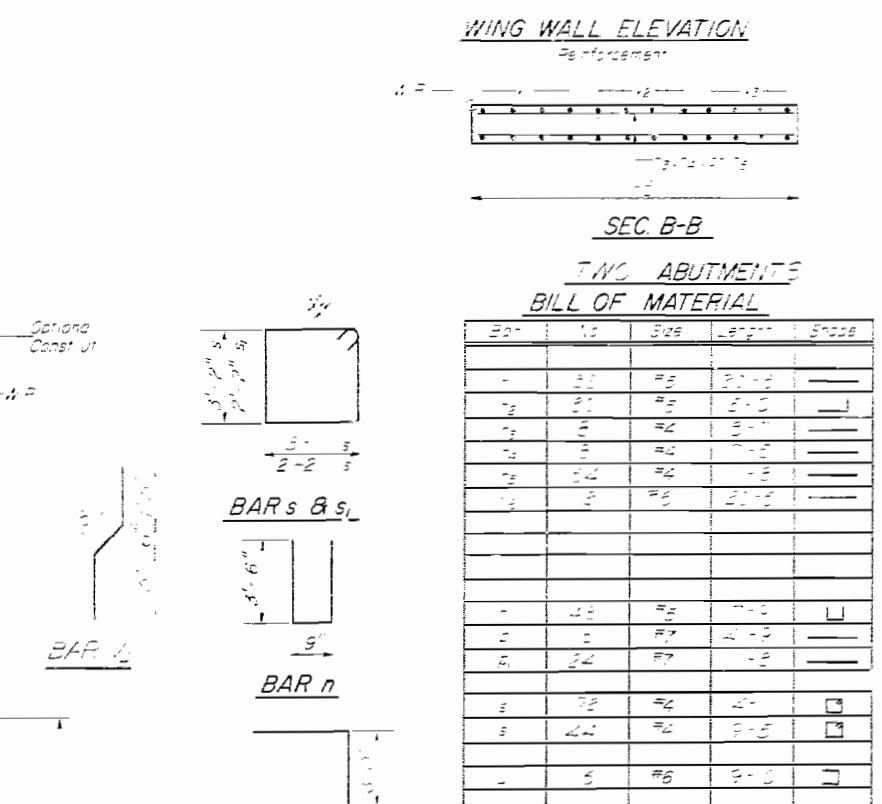
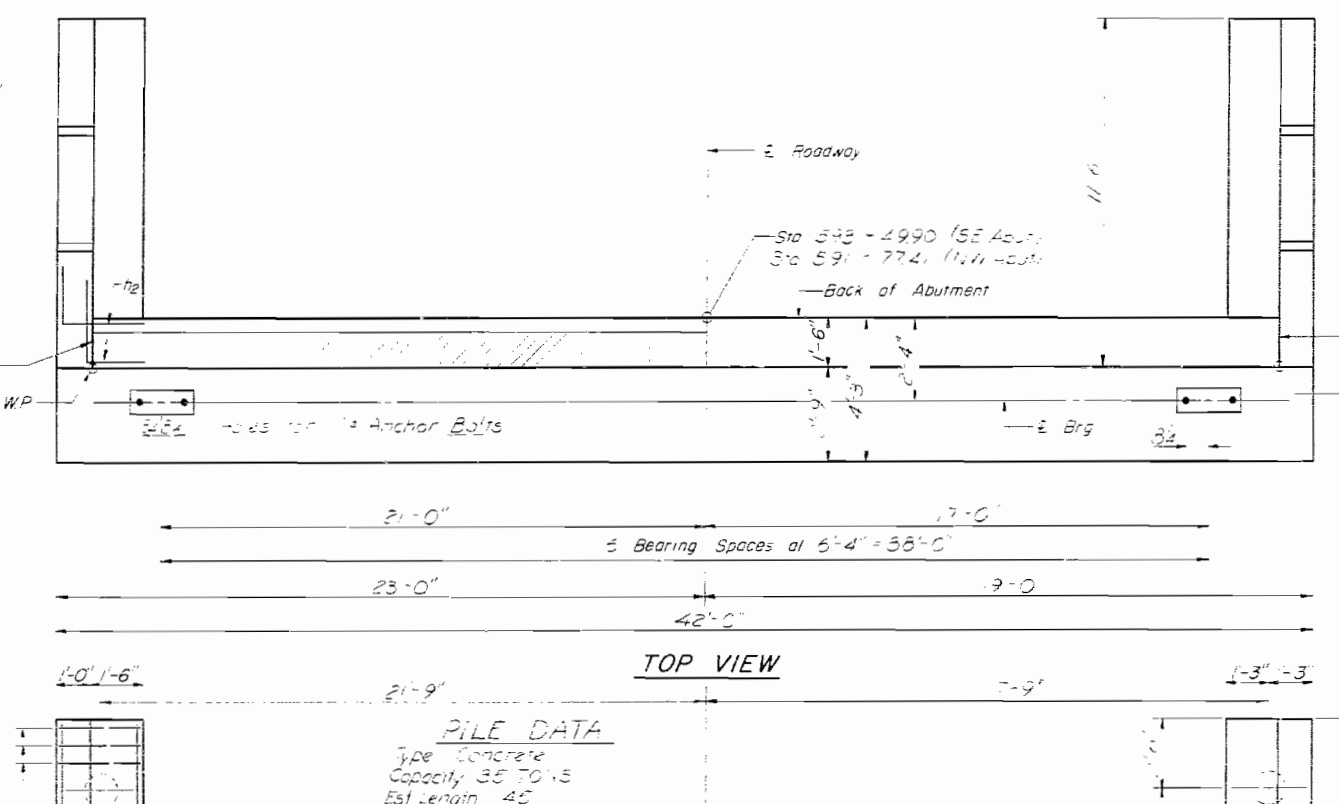
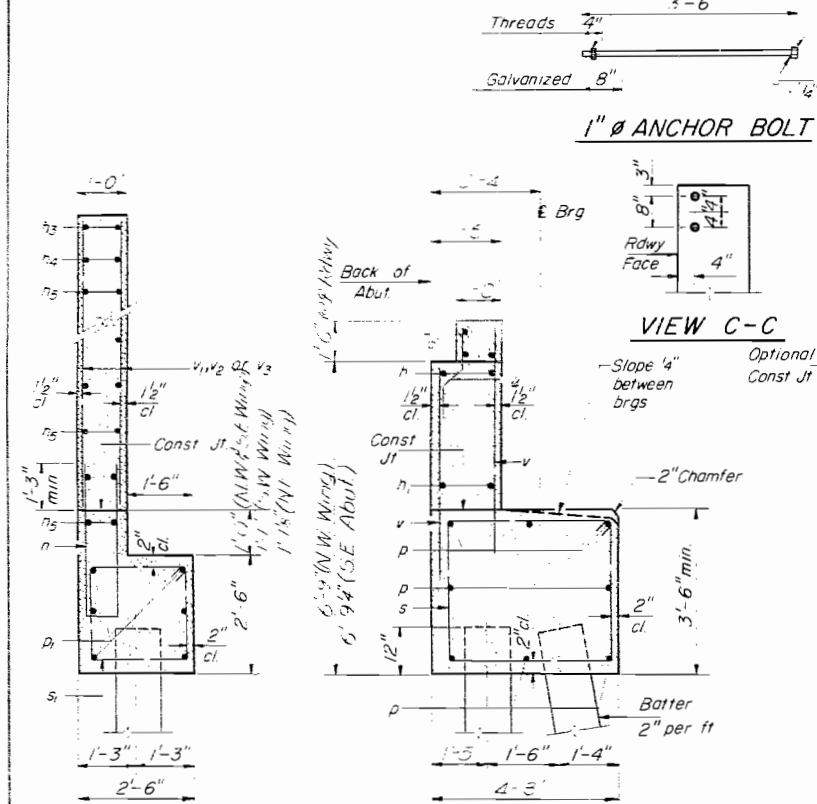
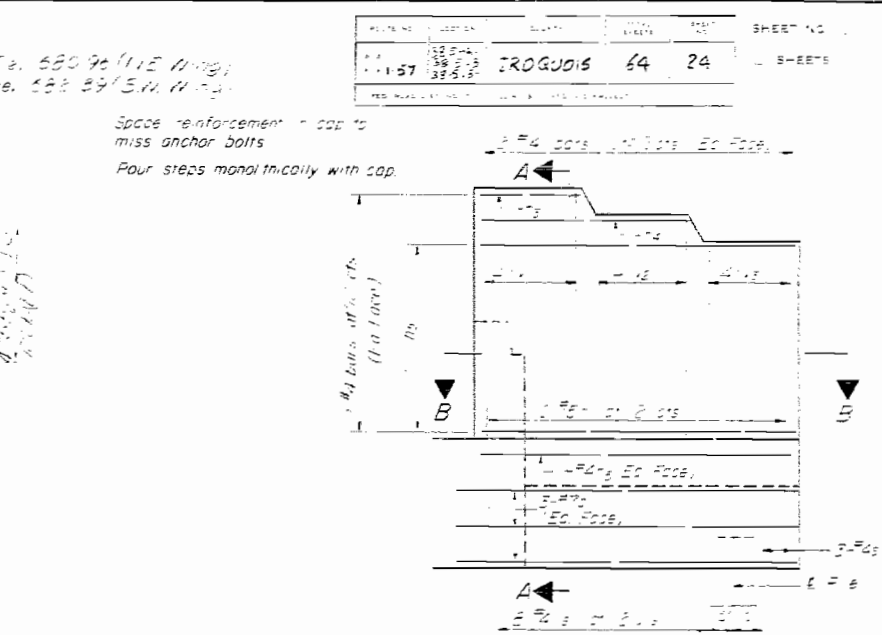
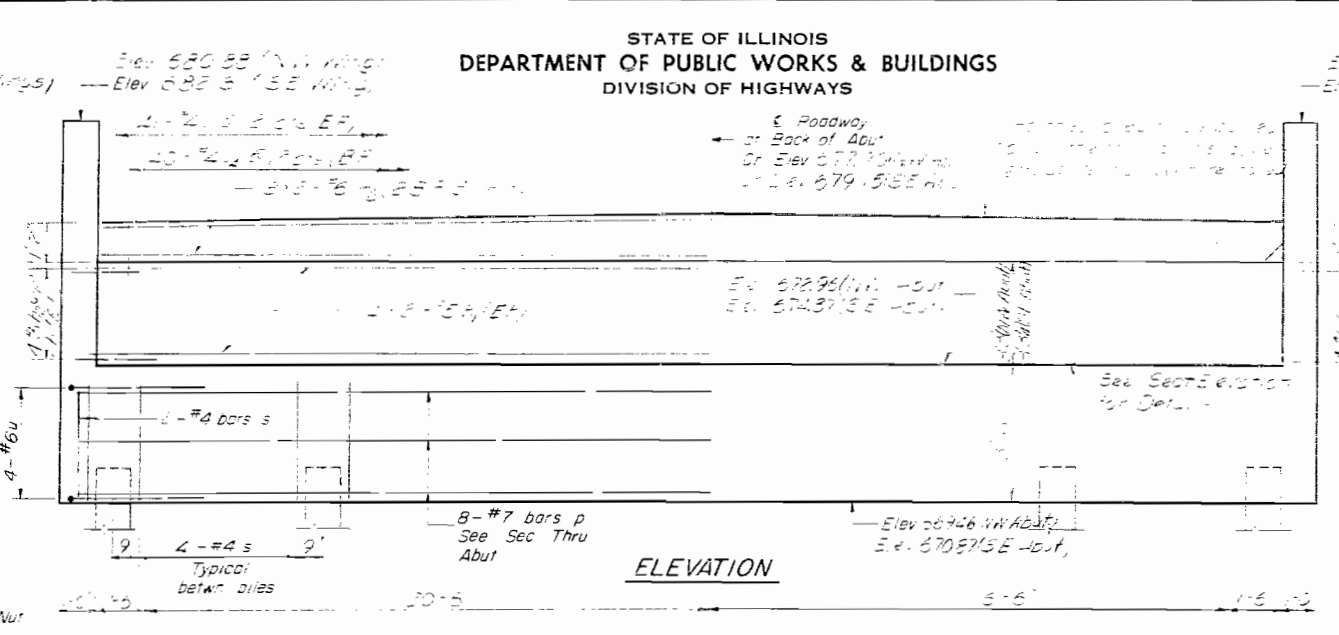
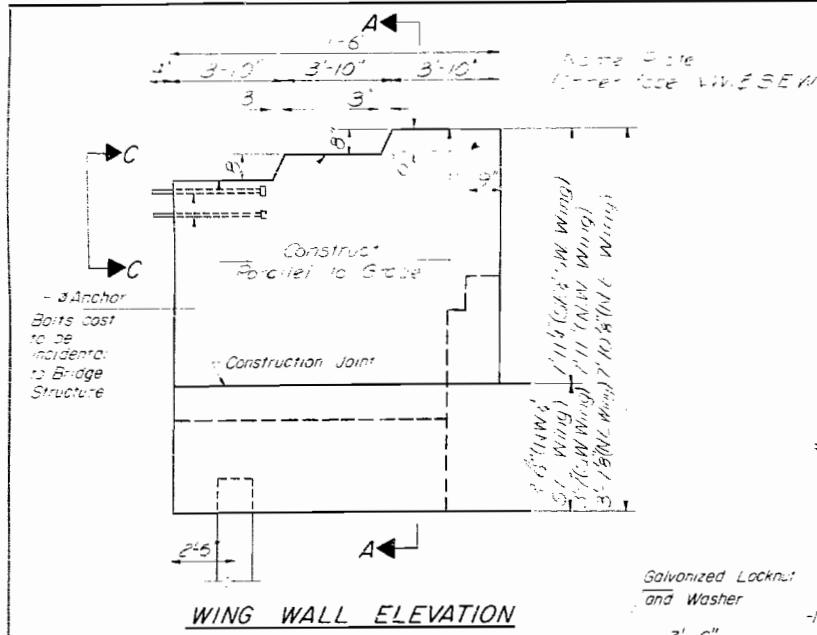
FAIRFAX SECTION 38-510

IRQUOIS COUNTY

STATION 392-63.65

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

PROJECT NO.	SHEET NO.	TOTAL SHEETS	DATE	SHEET NO.
1-57	64	24		



SEC. B-B

TWO ABUTMENTS

BILL OF MATERIAL

NO.	QTY	UNIT	DESCRIPTION
1	1	cu yd	Concrete
2	1	sq ft	Reinforcement Bars
3	1	sq ft	Concrete Piles
4	1	sq ft	Test Piles

Architectural drawing of the Wing Wall Elevation. The drawing shows a cross-section of a wing wall with a stepped profile. Key features include:

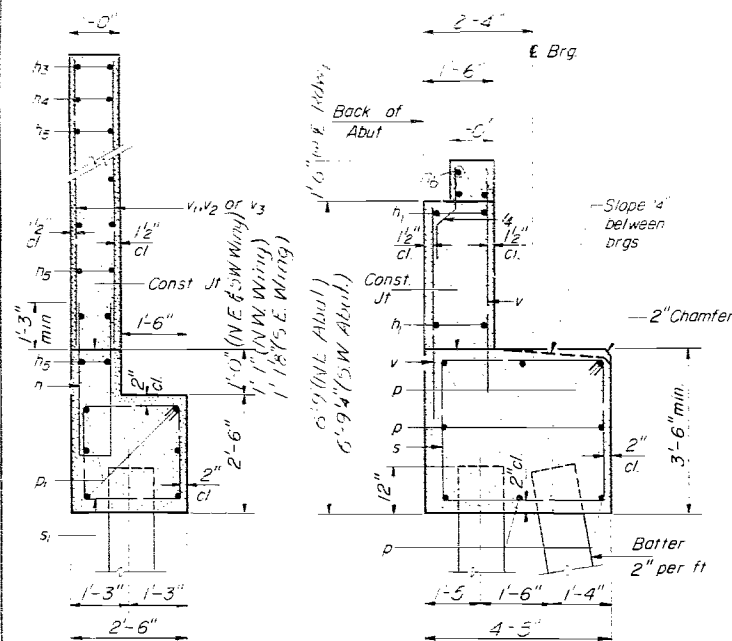
- Construction Joint:** Indicated by a dashed line.
- Finished Erosion Grade:** Indicated by a solid line.
- Proposed Erosion Grade:** Indicated by a dashed line.
- Dimensions:**
 - Top: 3'-10" (left), 3'-10" (middle), 3'-10" (right)
 - Middle: 3' (left), 3' (middle), 3'-10" (right)
 - Bottom: 3'-10" (left), 3'-10" (middle), 3'-10" (right)
- Section Line:** A-A at the top and bottom.

WING WALL ELEVATION

[illegible]

Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap

WING WALL ELEVATION



SEC. A-A

SEC. THRU ABUT.

5'-2 3/4"

3'-4 3/8"

SW ABUT

NE ABUT

SEAT ELEVATION

Elev 674.38

Elev 672.95

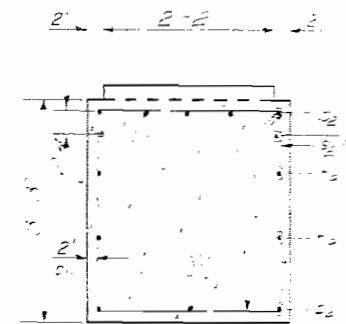
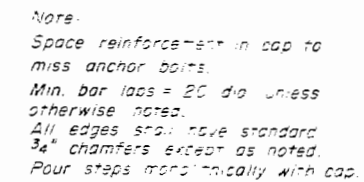
[illegible][illegible]

SEC. B-B
TO ABUTMENTS
BILL OF MATERIAL

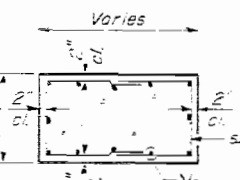
[illegible]

6.1.1.5 ROUTE 75
16.8000 L.F. 65135.9
4.2.1.57 SECTION 33.5.1.3
POCAHONTS COUNTY
STATION 695-6955

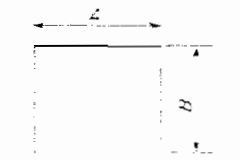
DATE	TIME	LOCATION	STATUS	REMARKS
10-27-68	19:57	IRDSUOS	64	26



SECTION A-A



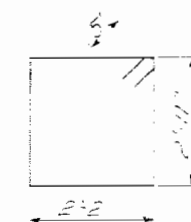
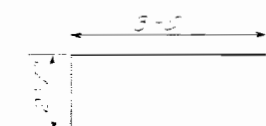
SECTION B-B



BARS s

A & B DIMENSIONS

Box	4	8
S ₃	2-2	-
S ₄	2-2	2-2
S ₅	2-2	2-3
S ₆	2-2	11-2
S ₇	2-2	4-2

 $BAR \ s_2$  $BAR \quad u_i$

TWO PIERS
BILL OF MATERIAL

Bar	No.	Size	Length	Weight
1	6	#1	2'-0"	—
2	50	#5	2'-0"	—
3	72	#5	2'-0"	—
4	1	#1	2'-0"	—
5	6	#1	2'-0"	—
6	6	#5	2'-0"	—
7	6	#5	2'-0"	—
8	56	#5	2'-0"	—
9	56	#5	2'-0"	—
10	56	#5	2'-0"	—
11	62	#5	2'-0"	—
12	62	#5	2'-0"	—
13	62	#5	2'-0"	—
14	62	#5	2'-0"	—
15	72	#5	2'-0"	—
16	6	#5	2'-0"	—
17	72	#5	2'-0"	—
18	6	#5	2'-0"	—
19	6	#5	2'-0"	—
20	6	#5	2'-0"	—
21	6	#5	2'-0"	—
22	6	#5	2'-0"	—
23	6	#5	2'-0"	—
24	6	#5	2'-0"	—
25	6	#5	2'-0"	—
26	6	#5	2'-0"	—
27	6	#5	2'-0"	—
28	6	#5	2'-0"	—
29	6	#5	2'-0"	—
30	6	#5	2'-0"	—
31	6	#5	2'-0"	—
32	6	#5	2'-0"	—
33	6	#5	2'-0"	—
34	6	#5	2'-0"	—
35	6	#5	2'-0"	—
36	6	#5	2'-0"	—
37	6	#5	2'-0"	—
38	6	#5	2'-0"	—
39	6	#5	2'-0"	—
40	6	#5	2'-0"	—
41	6	#5	2'-0"	—
42	6	#5	2'-0"	—
43	6	#5	2'-0"	—
44	6	#5	2'-0"	—
45	6	#5	2'-0"	—
46	6	#5	2'-0"	—
47	6	#5	2'-0"	—
48	6	#5	2'-0"	—
49	6	#5	2'-0"	—
50	6	#5	2'-0"	—
51	6	#5	2'-0"	—
52	6	#5	2'-0"	—
53	6	#5	2'-0"	—
54	6	#5	2'-0"	—
55	6	#5	2'-0"	—
56	6	#5	2'-0"	—
57	6	#5	2'-0"	—
58	6	#5	2'-0"	—
59	6	#5	2'-0"	—
60	6	#5	2'-0"	—
61	6	#5	2'-0"	—
62	6	#5	2'-0"	—
63	6	#5	2'-0"	—
64	6	#5	2'-0"	—
65	6	#5	2'-0"	—
66	6	#5	2'-0"	—
67	6	#5	2'-0"	—
68	6	#5	2'-0"	—
69	6	#5	2'-0"	—
70	6	#5	2'-0"	—
71	6	#5	2'-0"	—
72	6	#5	2'-0"	—
73	6	#5	2'-0"	—
74	6	#5	2'-0"	—
75	6	#5	2'-0"	—
76	6	#5	2'-0"	—
77	6	#5	2'-0"	—
78	6	#5	2'-0"	—
79	6	#5	2'-0"	—
80	6	#5	2'-0"	—
81	6	#5	2'-0"	—
82	6	#5	2'-0"	—
83	6	#5	2'-0"	—
84	6	#5	2'-0"	—
85	6	#5	2'-0"	—
86	6	#5	2'-0"	—
87	6	#5	2'-0"	—
88	6	#5	2'-0"	—
89	6	#5	2'-0"	—
90	6	#5	2'-0"	—

Class X Concrete	Cu. Yds.	49.5
Reinforcement Bars	Lbs.	522
Creosoted Piles	Lbs.	250
Bar 2 at Corner	Feet	

Class X Concrete	Sq. Yds.	49.5
Reinforcement Bars	Lbs.	522
Crescated Piles	Lbs.	250
Est. 2-2-1988		

PILE DATA

Type - *Crescoted*
Capacity - *20 Tons*
Est. Length - *21'*
No. Req'd. - *60*
Test Piles - *1 @ Pier 1 (N. Bd. Lane.)*

PIER #1
N.F.S. BOUND LANE BRIDGES
F.A.I. RT.57 SECTION 38-5VB
IROQUOIS COUNTY
STATION 592+63.65