

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

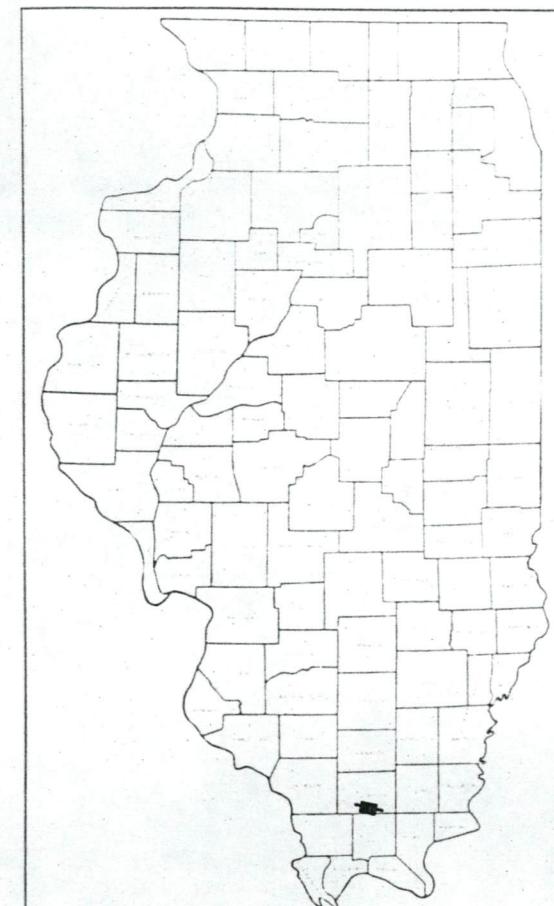
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY
F.A.S. 904 (ILL. ROUTE 166)

PROJECT BR-S-904(105)
SECTION 101 BC-DR
WILLIAMSON COUNTY

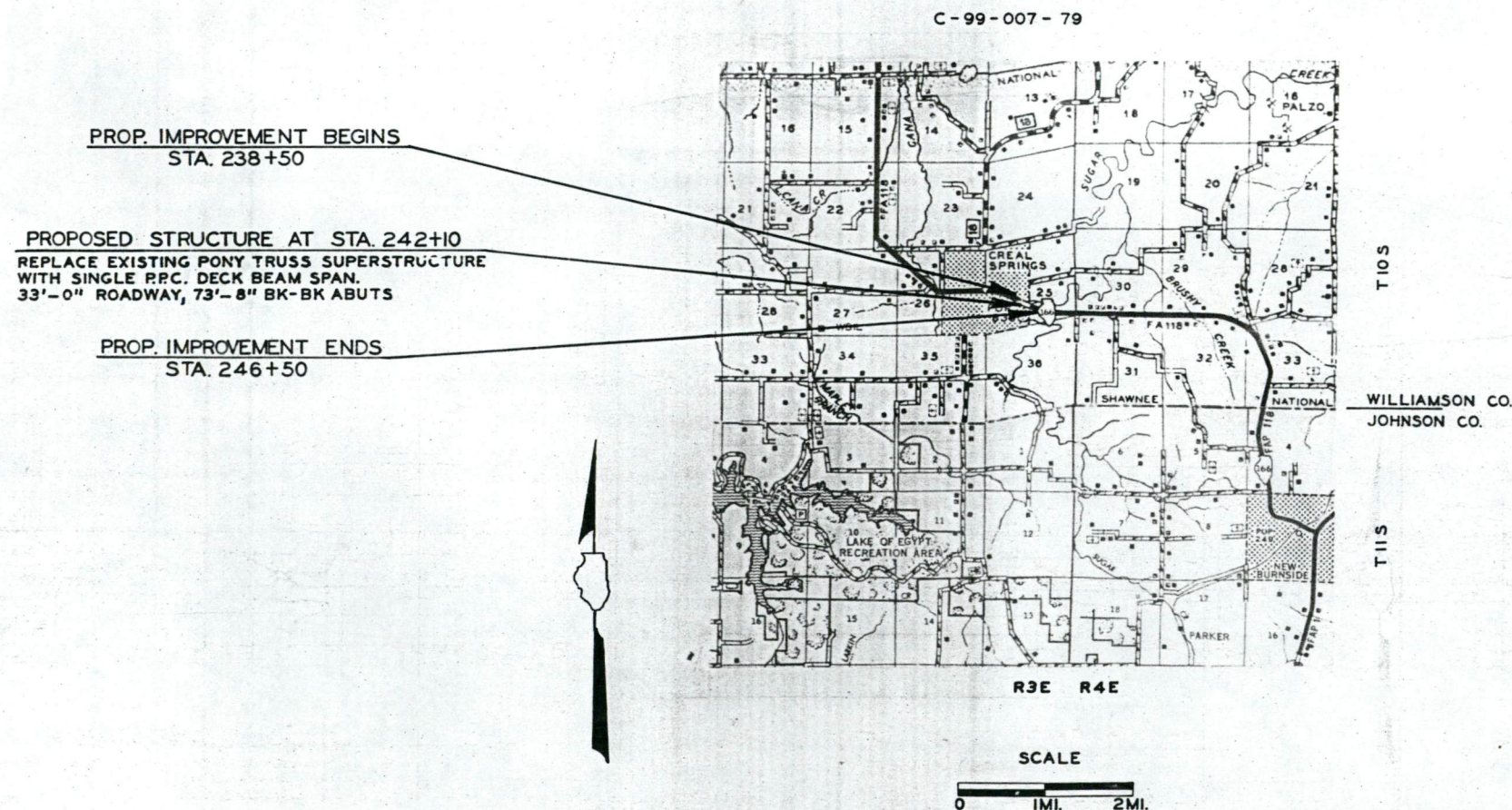
INDEX OF SHEETS SHEET NO. 2
SUMMARY OF QUANTITIES SHEET NO. 2

NOTE SECTION COUNTY TOTAL SHEETS
F.A.S. 904 101 BC-DR WILLIAMSON 19 1
F.A.S. REG. # LANDS PROJECT

P-99-005-77



LOCATION OF SECTION INDICATED THUS: —



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 16 19 79
EXAMINED May 3 19 79
PASSED May 3 19 79
APPROVED May 3 19 79

DISTRICT ENGINEER
ENGINEER OF PLANS AND CONTRACTS
ENGINEER OF DESIGN
DIRECTOR OF HIGHWAYS

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DIVISION ADMINISTRATOR DATE

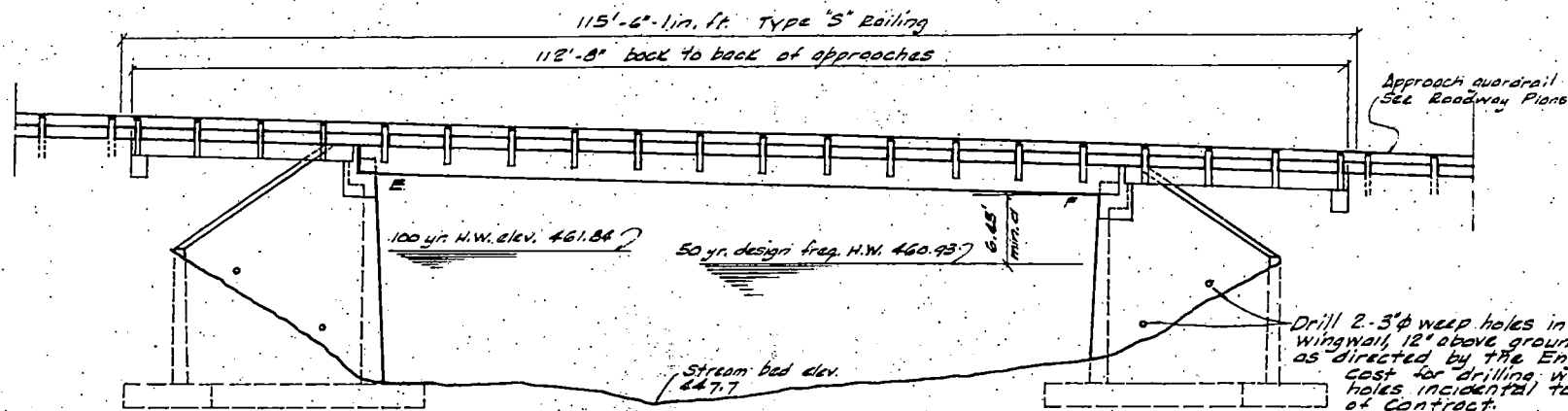
9-104

SUGAR CREEK

CONTRACT NO. 33777

WILLIAMSON COUNTY SECTION 101 BC-DR F.A.S. ROUTE 904 (ILL. ROUTE 166)

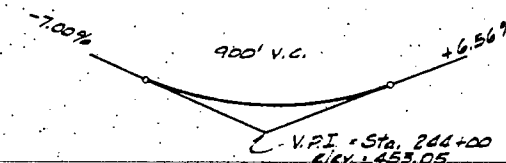
B.M. ~ RE Spike in 14' oak, 41' left of Sta. 232+05
 elev. 532.98
 Existing Structure - 21' Pony Truss on closed R.C. abutments.
 21' roadway, concrete deck. Superstructure and portions
 of substructure to be removed by Contractor. No Salvage.
 Traffic maintained by use of temporary run-around.



ELEVATION

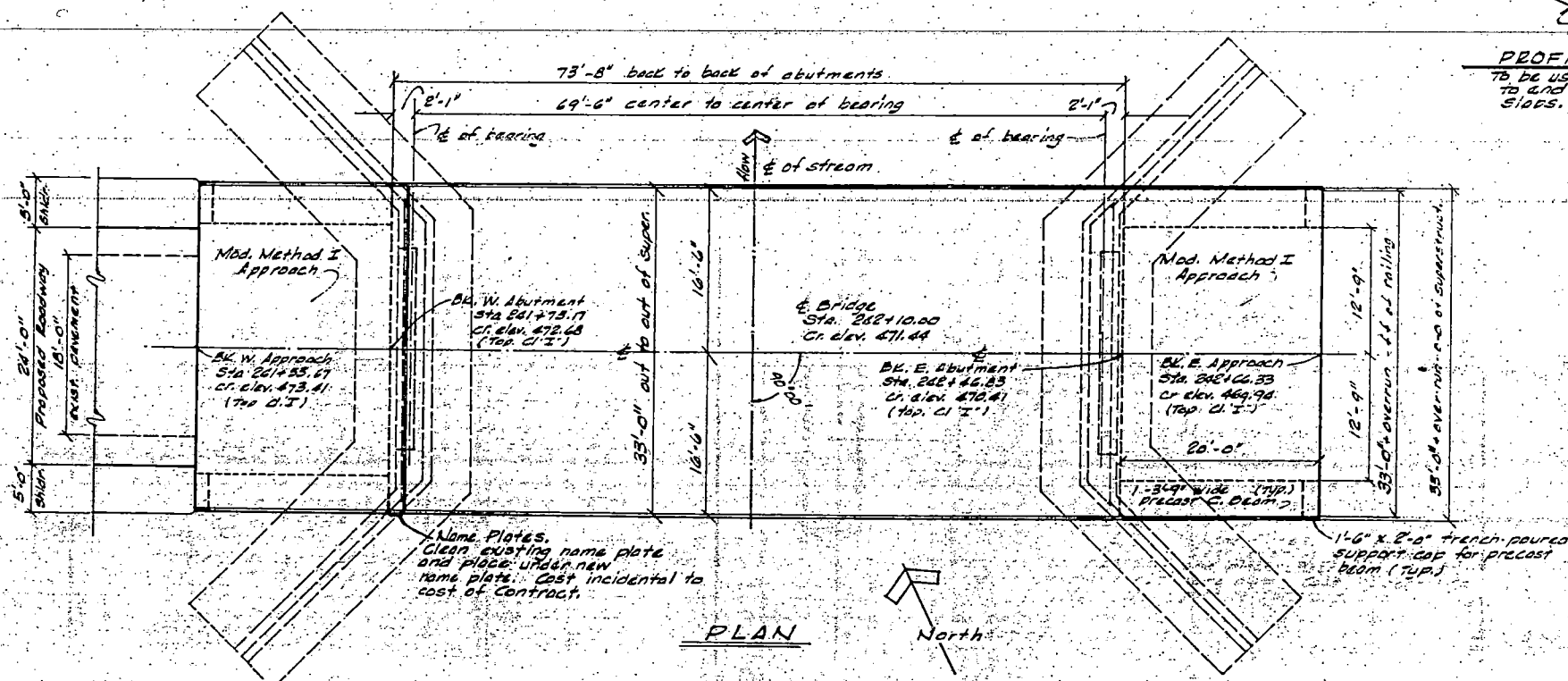
GENERAL NOTES:

1. The top surface of the beams shall be finished in accordance with Article 505.02 of the Standard Specifications, except that the surface shall not be roughened by brooming. The finished surface shall be free of depressions or high spots with sharp corners.
2. For Waterproofing Membrane System, see Special Provisions.
3. For boring data, see Bidding Proposal.
4. Expansion guards not cast into beams shall be fabricated and created in accordance with Article 503.07(c) of the Standard Specifications and are in the item "STRUCTURAL STEEL".
5. All "STRUCTURAL STEEL" shall be shop primed with two (2) coats of Basic Lead Silica Chromate paint.
6. Reinforcement bars shall conform to AASHTO M-31 or M-55, Grade 60.
7. It shall be the responsibility of the Contractor to verify all dimensions and conditions existing in the field prior to construction and ordering of materials.
8. Item "Removal of Existing Superstructure" shall be in accordance with Art. 501.02 of the Std. Spec. Concrete removal of required portions of the substructure shall be in accordance with Art. 501.03 of the Standard Specifications.



PROFILE GRADE

To be used only from end to end of approach slabs.



PLAN

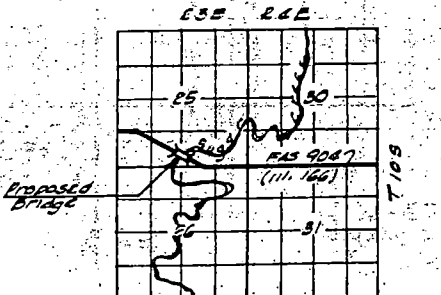
BILL OF MATERIALS

Item	Qty.	Unit	Super.	Sub.	Total
Class 2 Concrete	21.0	cu. yd.	0.7	26.7	27.4
Reinforcement Bars	165	lbs.	110	2650	2765
Precast Concrete Bridge Slab	249	sq. ft.	249	-	249
Prestressed Precast Concrete Deck Beams	8332	sq. ft.	8332	-	8332
Steel Railing - Type 'S'	231	lin. ft.	231	-	231
Precast Concrete Surface Mixture 'D' Class	575	sq. yd.	575	-	575
P.C.C. Mortar Filling Course	730	lin. ft.	730	-	730
Waterproofing Membrane System	268	sq. yd.	268	-	268
Structural Steel	2210	lbs.	2210	-	2210
Preformed Joint Sealer (240)	33	lin. ft.	33	-	33
Removal of Existing Superstructure	1	each	1	-	1
Concrete Removal	22.1	cu. yd.	-	22.1	22.1
Rebar Removal	78	sq. yd.	-	78	78
Name Plate	1	each	-	1	1

STATION 242+10
 SUGAR CREEK
 REBUILT 19
 FAS RTE 904 SEC 101 BC-DR
 FA PROJECT BR-S-904 (105)
 LOADING HS20
 STRUCTURE NO. 2

LETTERING FOR NAME PLATE

See Std. 2113-1
 * Structure No. to be provided by District.



LOCATION MAP

SEC 15, T10S, R3E, 35 PM. North

WATERWAY INFORMATION

Drainage area:	16,024 Acres = 25.0 sq. miles
Character:	10% cultivated, 40% pasture, 50% timber
Design discharge:	(50 yr. frequency) 4,668 c.f.s.
Existing opening:	(below 50 yr. H.W.) 728 sq. ft.
Required opening:	(below 50 yr. H.W.) 728 sq. ft.
Proposed opening:	(below 50 yr. H.W.) 728 sq. ft.
created head for 50 yr. discharge:	0.16 ft.
100 yr. frequency discharge:	5,342 c.f.s.
created head for 100 yr. discharge:	0.25 ft.

DESIGN STRESSES

	Field Units	Precast Units	Prestressed Precast Units
f _c	1400 psi	1800 psi	5000 psi
f _{c'}	3500 psi	4500 psi	4000 psi
f _s	24,000 psi	20,000 psi	270,000 psi
f _{s'}	24,000 psi	20,000 psi	180,000 psi
f _t	9	8	8

Design specifications - AASHTO 1971 & 1973 interim.
 25 lbs./sq. ft. allowance made for future resurfacing.
 Loading HS 20-44

APPROVED

FOR STRUCTURAL ADEQUACY ONLY



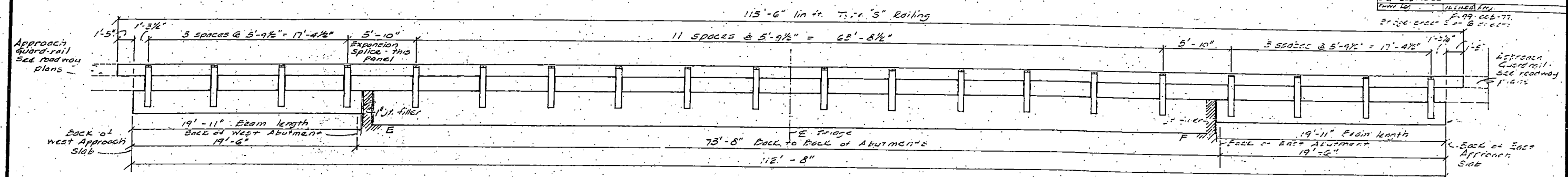
MOSS, JOHNSON, SANDOVAL & ASSOC., LTD.

Project: FAS, Station: 242+10, Date: October 14, 1978, Sheet: 1 of 6

GENERAL PLAN & ELEVATION

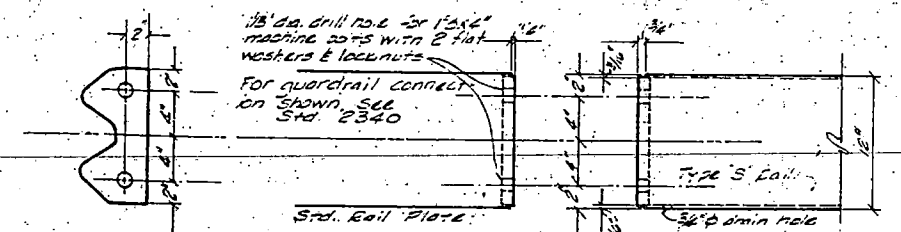
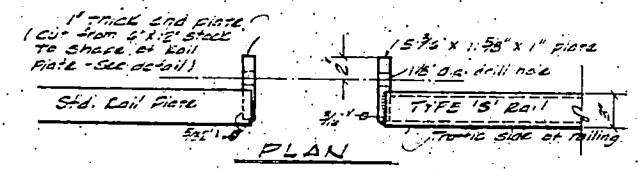
PROJECT
 FAS RTE 904 (111.166) over Sugar Creek
 SECTION 101 BC-DR
 Williamson County, Illinois
 Station 242+10.00

08-02-003 October 1978



ELEVATION - SOUTH RAILING
(Looking North)
NOTE: North Railing similar with expansion joint splice also in panel over West Abutment.

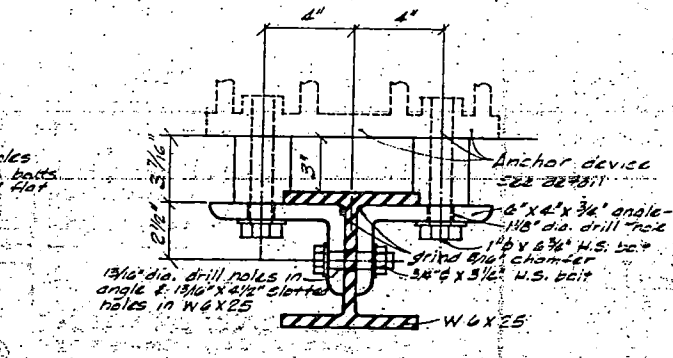
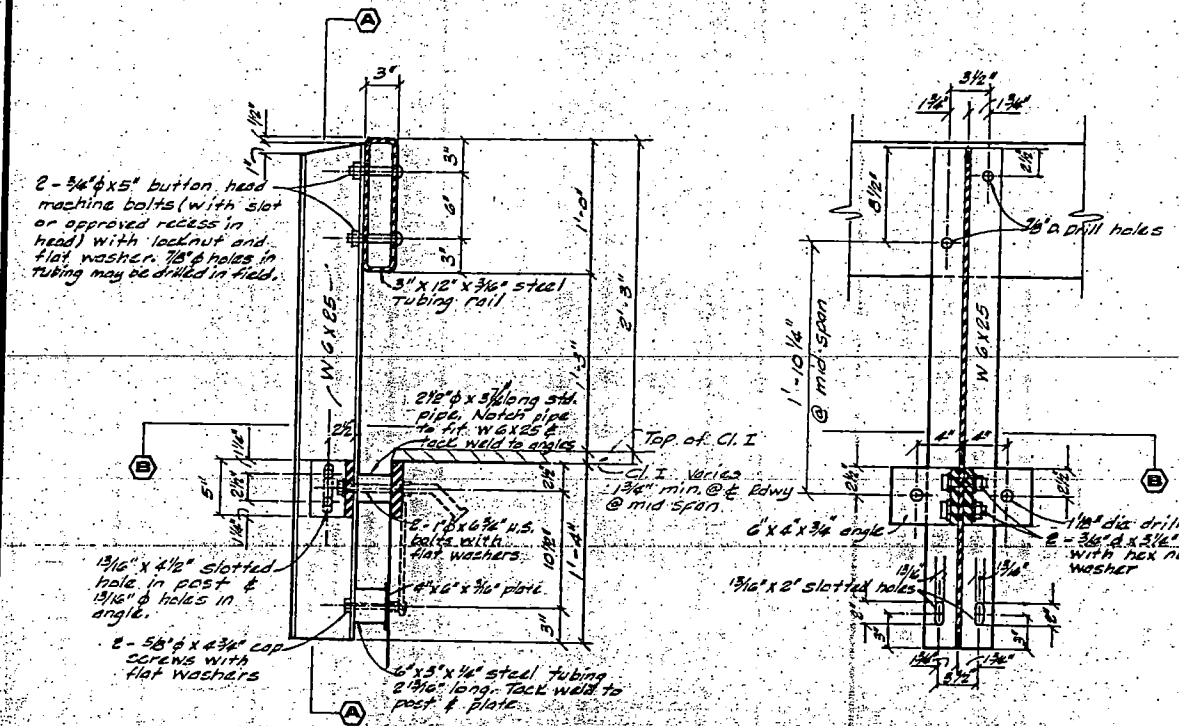
BILL OF MATERIAL		
Item	Unit	Quantity
Steel Railing - Type 'S'	lin. ft.	231'-6"



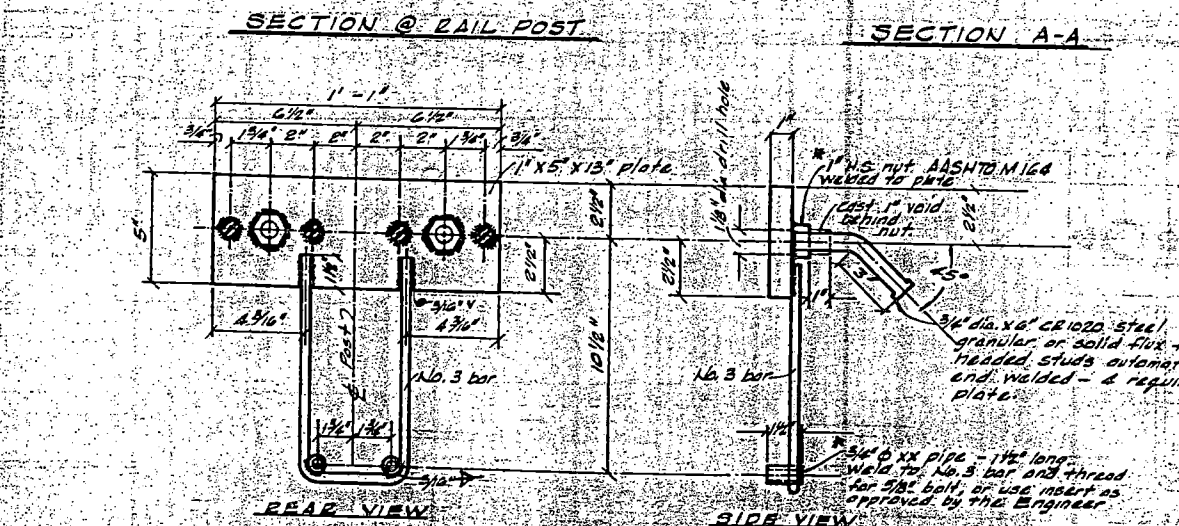
ELEVATION - CONNECTION DETAILS - TYPE 'S' RAIL TO APPROACH GUARDRAIL

RAILING NOTES

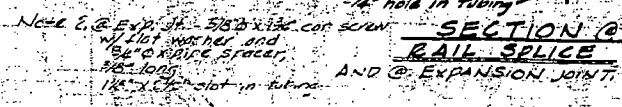
1. Hollow structural steel tubing shall conform to the requirements of ASTM designation A-500 Grade B or A-501 Structural Steel Tubing. All other steel shapes and plates shall conform to the requirements of AASHTO designation M-183, except posts shall conform to AASHTO M-185.
2. Bolts, nuts, and cap screws shall conform to the requirements of ASTM designation A-307, except for high-strength bolts, nuts and washers, which shall conform to AASHTO M-164.
3. All bolts, nuts, cap screws, washers and lock washers shall be galvanized in accordance with AASHTO M-232.
4. All posts, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication in accordance with AASHTO M-111 and ASTM A-335. Galvanized railing shall not be painted.
5. Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and shall be paid for at the contract unit price per linear foot for Steel Railing, TYPE 'S'.
6. All field drilled holes shall be coated with an approved zinc rich paint before erection.
7. The 3/4" high strength bolts used to connect the 6" x 4" x 3/4" angles to the posts shall be tightened in accordance with Article 607.6 (g)(3) of the Standard Specifications. The 1" high strength bolts connecting the angles to the concrete shall be tightened to a snugfit and given an additional 1/2 turn.



SECTION B-B



ANCHOR DEVICE DETAIL



SECTION @ RAIL SPlice AND @ EXPANSION JOINT



PLAN - BOTTOM

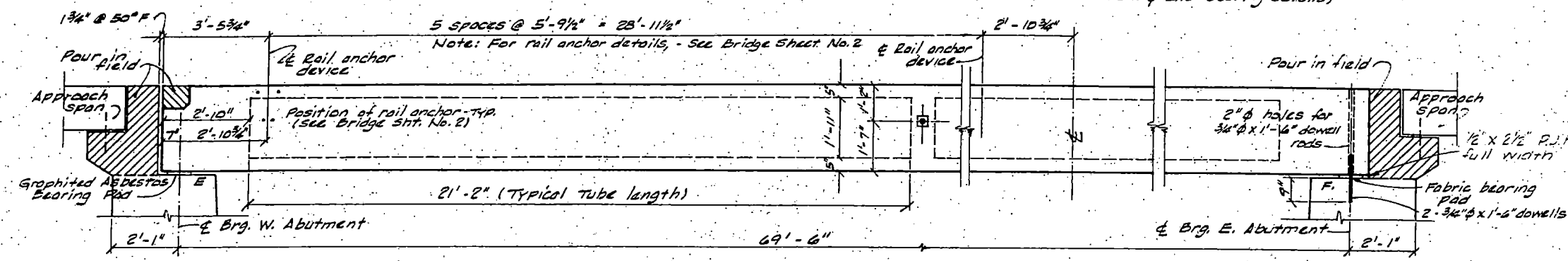
STEEL RAILING - TYPE 'S'	
PROJECT	
FAS Rte 904 (Ill. 164) over Sugar Creek	
SECTION 101 BC DR	
Williamson County, Illinois	
Station 242+10.00	
08-02-005	06-06-1978

NOTE: For abutment cap and approach span details, see Bridge sheets No. 4 & 5

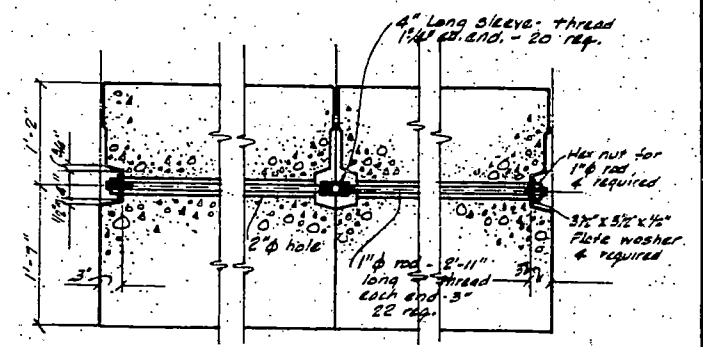
Symm about & of span (except for reinforcement & bearing details)

File	Section	County	Sheet	Sheet
904	101 BC-DE	Williamson	19	16
Sta. 282+10.00	to Sta.			
Full A Brg	Full A Brg			
			19	16

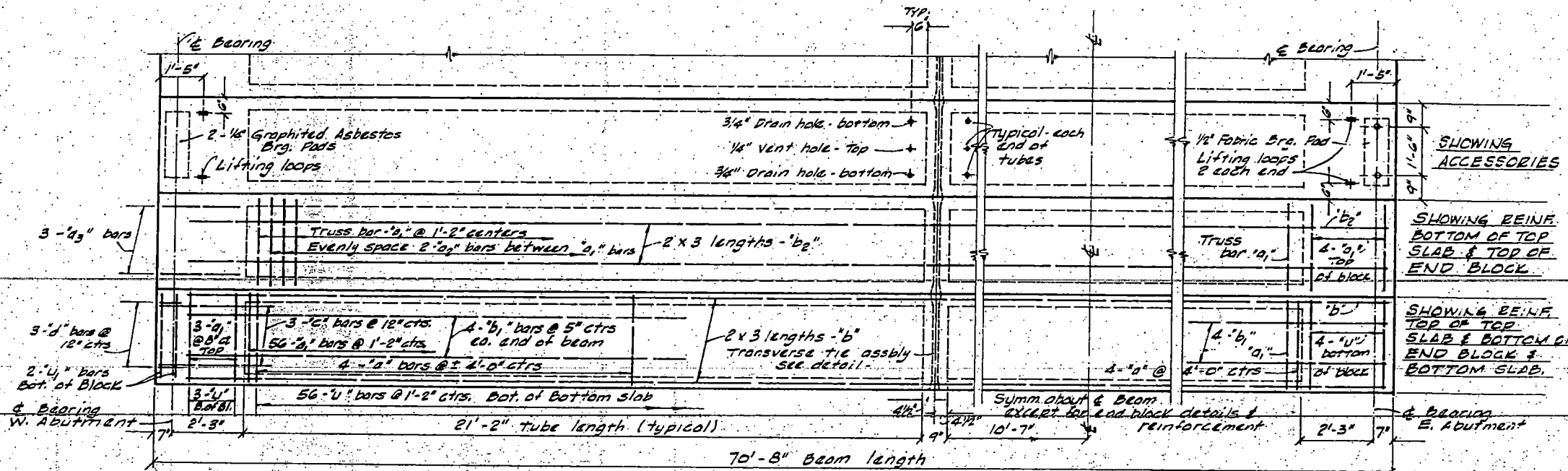
Bridge sheet 3 of 6 sheets



PART BEAM ELEVATION
Showing rail anchor device spacing & general features



TYPICAL TRANSVERSE TIE ASSEMBLY



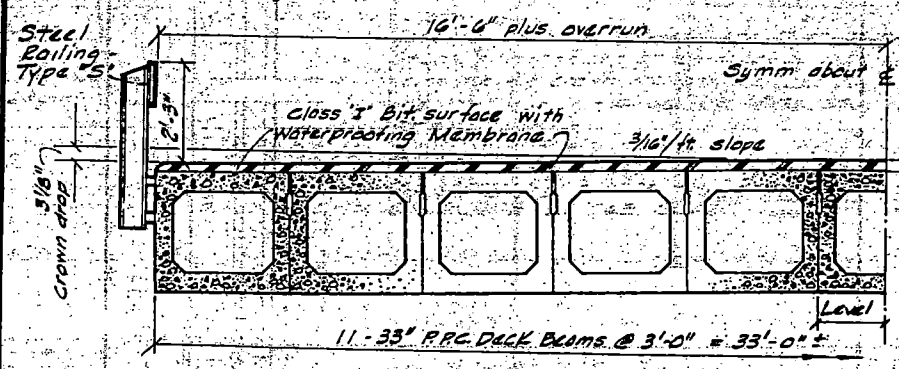
PART BEAM PLAN
Beam Layout

BAR LIST - ONE BEAM				
Bar	No.	Size	Length	Shape
a	9	#3	2'-8"	—
a ₁	63	#4	5'-9"	—
a ₂	110	#3	2'-8"	—
a ₃	3	#4	2'-6"	—
b	12	#5	26'-0"	—
b ₁	8	#5	16'-5"	—
b ₂	12	#4	26'-0"	—
c	5	#5	4'-10"	—
d	3	#5	3'-5"	—
u	63	#3	7'-5"	—
u ₁	2	#4	6'-8"	—

NOTE: For Bill of Material - Superstructure
See Bridge Sheet No. 5.

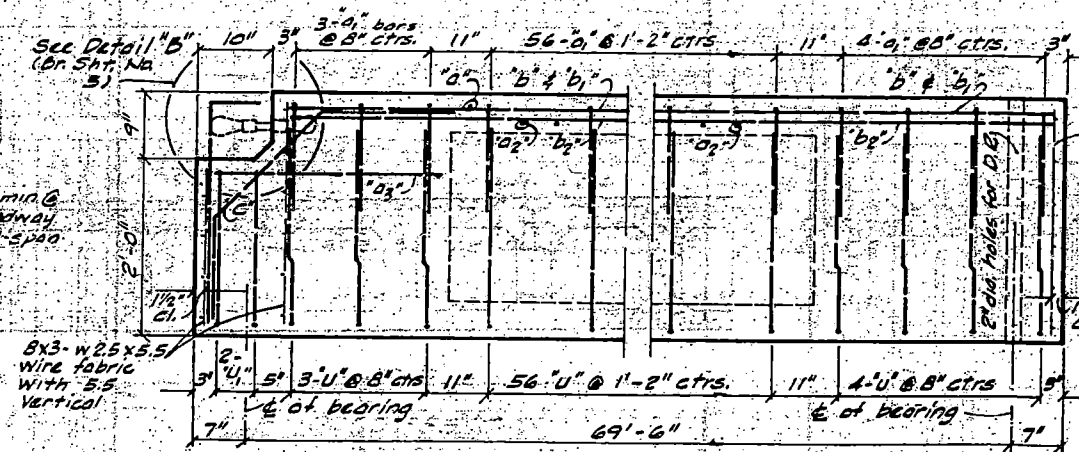
NOTES:

- Prestressing steel shall be non-galvanized high strength stress-relieved 7-strand wire, Grade E70. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in.
- Lifting loops shall be 3/4" diameter, GX25 Class wire rope with fiber core and shall have a minimum ultimate tensile strength of 46,000 pounds. (See Bridge sheet 5 for lifting loop detail.)
- Reinforcement bars shall conform to AASHTO M-31 or M-53, Grade 60.
- Cost of reinforcement and accessories cast into beam, of bearing pads, of coil loops, and of grouting longitudinal shear keys are included in the unit price for "Precast Prestressed Concrete Deck Beams".



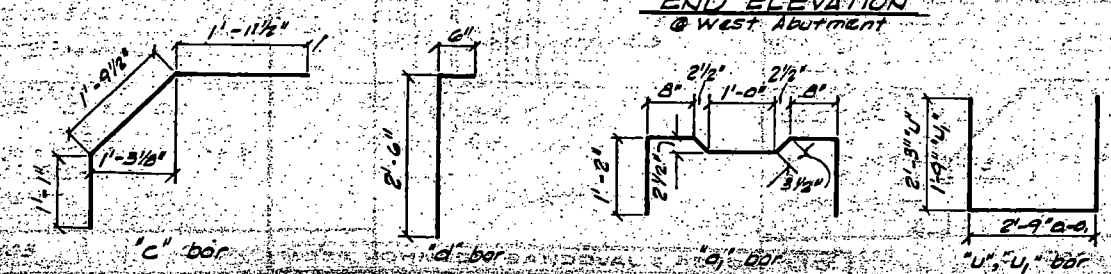
HALF CROSS-SECTION

NOTE: For typical beam section, see Bridge Sheet No. 5



END ELEVATION
@ West Abutment

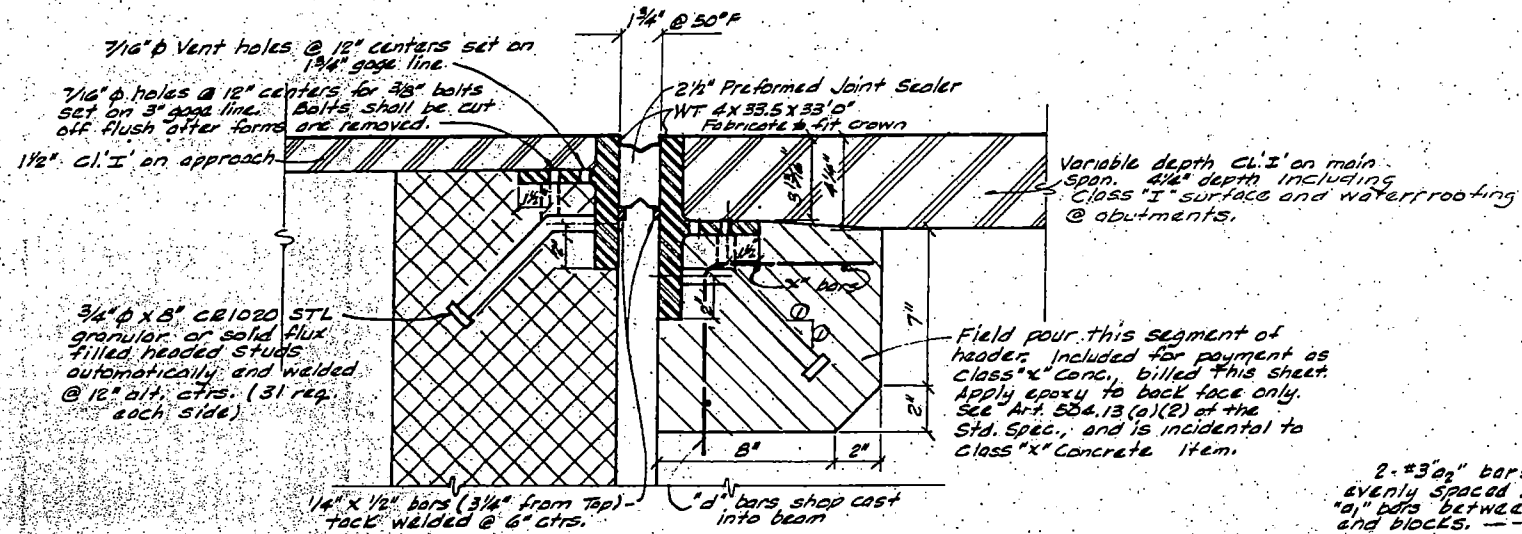
END ELEVATION
@ East Abutment



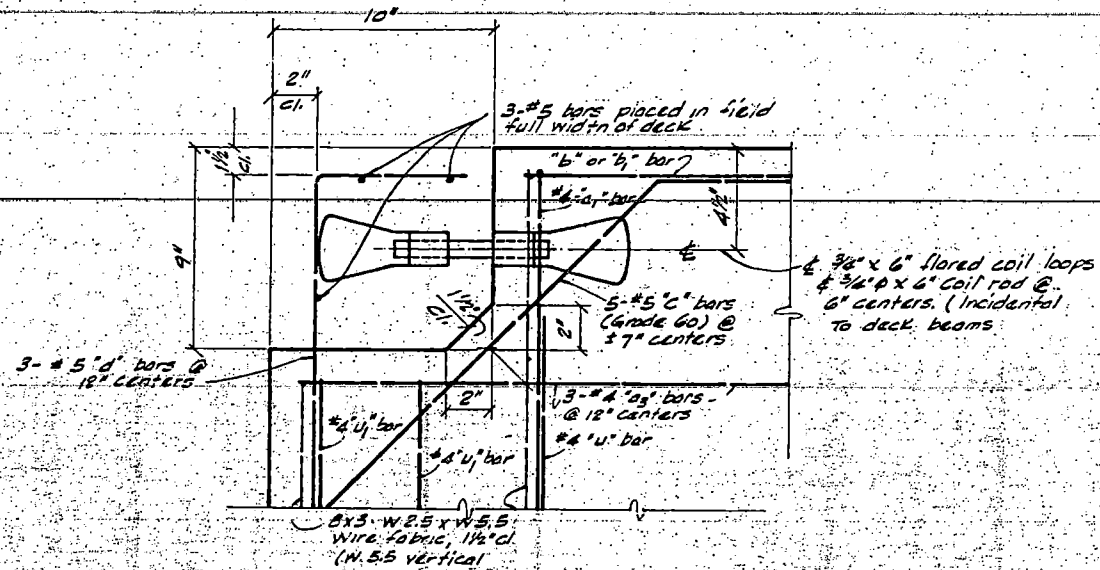
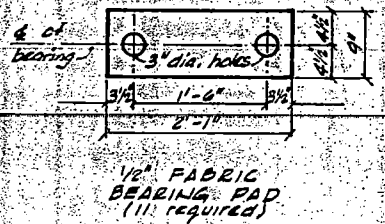
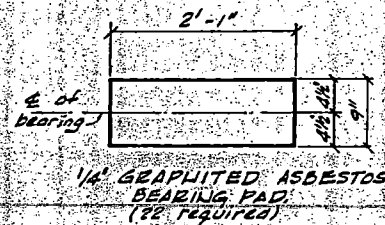
SUPERSTRUCTURE DETAILS

PROJECT
FAS Rte 904 (Ill. 100) over Sugar Creek
SECTION 101 BC-DE
Williamson County, Illinois
Station 282+10.00

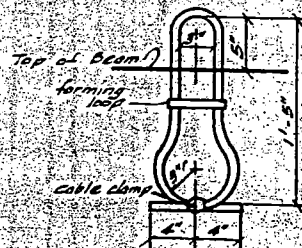
28-02-003 October 1978



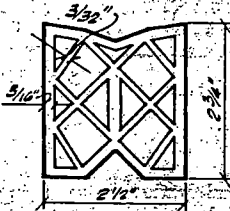
-- See Bridge Sheet No. 4 for location



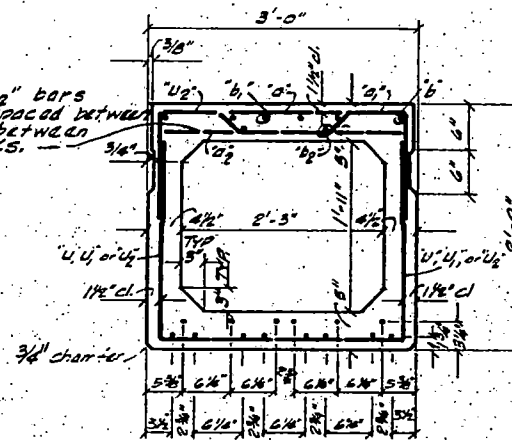
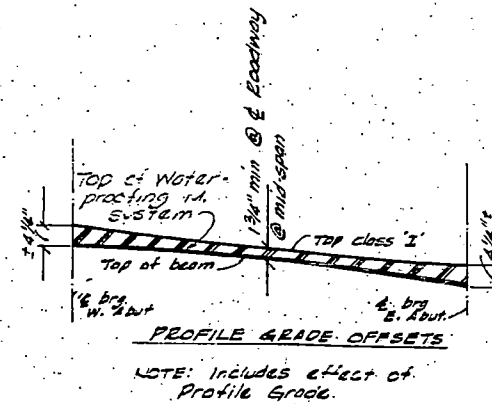
See Bridge Sheet No. 3 for location



Lifting loops shall be 3/4" dia.
6X55 class wire rope
with fiber core
44 req. for prestressed main span beams
16 req. for prestressed approach span beams



PREFORMED JOINT
SEALER (2 1/2")



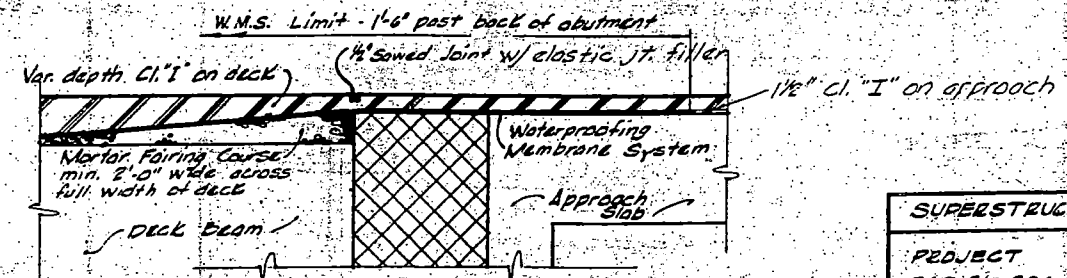
Note: Use 14 - $\frac{1}{8}$ " ϕ strands with
8 strands 1 $\frac{1}{2}$ " up & 6 strands 3 $\frac{1}{4}$ " up
Stress to 28,900#.

SUPERSTRUCTURE BILL OF MATERIAL		
ITEM	UNIT	QUANTITY
Class "X" Concrete	C.Y.	0.7
Reinforcement Bars	Lbs.	110
Precast Concrete Bridge Slab	Sq.ft.	299
Precast Prestressed Conc. Deck Bms (33')	Sq. ft.	2,392
Steel Railing - Type "S"	lin. ft.	231
Bit Conc. Surf. Course Mixture "D", CL'S	Tons	57.5
Waterproofing Membrane System	Sq. yd.	268
Preformed Joint Sealer (2 1/2")	lin. ft.	33
Structural Steel	Lbs.	2,810
Removal of Existing Structure	ea.	1
Pavement Removal	Sq. yd.	78
Mortar Facing Course	lin. ft.	730

BAR LIST - FIELD POUR UNIT				
Bar	No.	Size	Length	Shops
X	6	#5	17'-0"	—————

GENERAL NOTES:

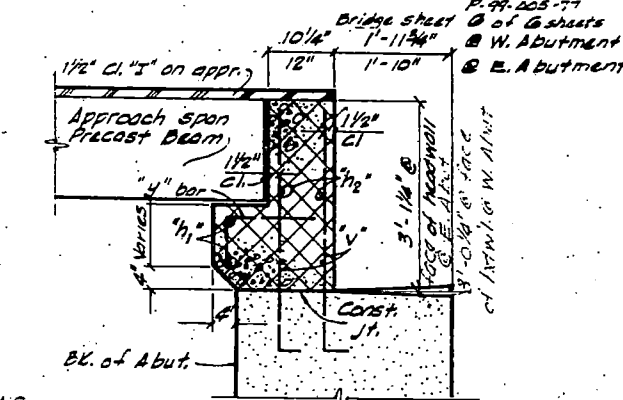
- The Precast Concrete Bridge Slab shall be erected and aligned with the exterior face of the main span deck beams after the deck beams are in final position.
- The hex nuts in the transverse tie assembly shall be tightened to a tight fit and the threads set. Pockets that receive transverse tie bar on the outside shall be filled with grout after transverse tie assembly is in place.
- Longitudinal shear keys shall be packed with a very dry mix of 2:1 sand and P.C. Mortar.
- After beams have been erected, holes for the dowel anchors shall be drilled into the substructure and the anchor dowels shall be grouted in place.
- Before the initial transverse tie rod is inserted, the sleeve on the near end shall be tightened to refusal. Each subsequent tie rod inserted shall have the near sleeve tightened similarly, and the assembly installed and tightened to refusal. (See Special Provisions).



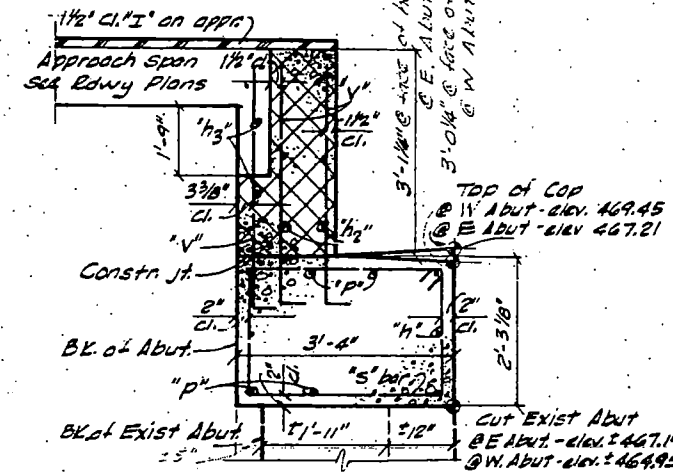
See Bridge Sh. No 4 for location

PROJECT
FAS Rte 904 (111.166) over Sugar Creek
SECTION 101 BG-DR

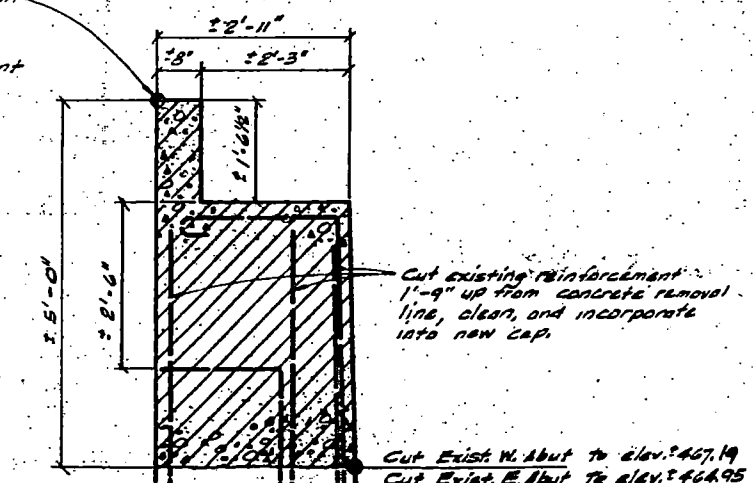
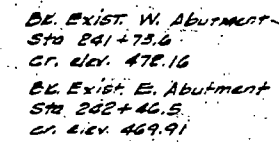
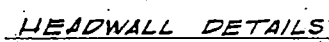
Williamson County, Illinois
Station 242+10.00



SECTION 'A'-A'



SECTION @ ROADWAY.



SECTION THRU EXISTING ABUTMENTS

SUBSTRUCTURE DETAILS

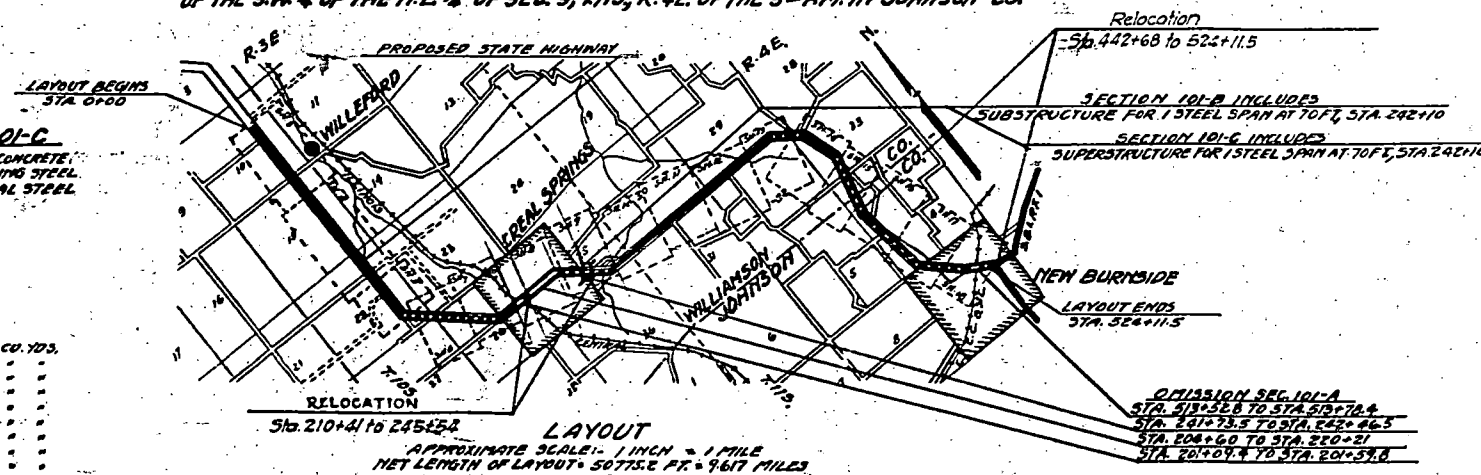
08-02-003 October, 1978

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4	100+00 TO 150+00
5	150+00 TO 200+00
6	200+00 TO 250+00
7	250+00 TO 300+00
8	300+00 TO 350+00
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134	6600+00 TO 6650+00
135	6650+00 TO 6700+00
136	6700+00 TO 6750+00
137	6750+00 TO 6800+00
138	6800+00 TO 6850+00
139	6850+00 TO 6900+00
140	6900+00 TO 6950+00
141	6950+00 TO 7000+00
142	7000+00 TO 7050+00
143	7050+00 TO 7100+00
144	7100+00 TO 7150+00
145	7150+00 TO 7200+00
146	7200+00 TO 7250+00
147	7250+00 TO 7300+00
148	7300+00 TO 7350+00
149	7350+00 TO 7400+00
150	7400+00 TO 7450+00
151	7450+00 TO 7500+00
152	7500+00 TO 7550+00
153	7550+00 TO 7600+00
154	7600+00 TO 7650+00
155	7650+00 TO 7700+00
156	7700+00 TO 7750+00
157	7750+00 TO 7800+00
158	7800+00 TO 7850+00
159	7850+00 TO 7900+00
160	7900+00 TO 7950+00
161	7950+00 TO 8000+00
162	8000+00 TO 8050+00
163	8050+00 TO 8100+00
164	8100+00 TO 8150+00
165	8150+00 TO 8200+00
166	8200+00 TO 8250+00
167	8250+00 TO 8300+00
168	8300+00 TO 8350+00
169	8350+00 TO 8400+00
170	8400+00 TO 8450+00
171	8450+00 TO 8500+00
172	8500+00 TO 8550+00
173	8550+00 TO 8600+00
174	8600+00 TO 8650+00
175	8650+00 TO 8700+00
176	8700+00 TO 8750+00
177	8750+00 TO 8800+00
178	8800+00 TO 8850+00
179	8850+00 TO 8900+00
180	8900+00 TO 8950+00
181	8950+00 TO 9000+00
182	9000+00 TO 9050+00
183	9050+00 TO 9100+00
184	9100+00 TO 9150+00
185	9150+00 TO 9200+00
186	9200+00 TO 9250+00
187	9250+00 TO 9300+00
188	9300+00 TO 9350+00
189	9350+00 TO 9400+00
190	9400+00 TO 9450+00
191	9450+00 TO 9500+00
192	9500+00 TO 9550+00
193	9550+00 TO 9600+00
194	9600+00 TO 9650+00
195	9650+00 TO 9700+00
196	9700+00 TO 9750+00
197	9750+00 TO 9800+00
198	9800+00 TO 9850+00
199	9850+00 TO 9900+00
200	9900+00 TO 9950+00
201	9950+00 TO 10000+00

ROUTE 166, SECTIONS 101-A, B & C, WILLIAMSON-JOHNSON COS.

FROM A POINT NEAR THE N.W. CORNER OF THE S.E. 1/4 OF THE N.E. 1/4 OF SEC. 10, T. 10S, R. 3E. OF THE 3rd R.P. IN WILLIAMSON COUNTY TO A POINT NEAR THE S.E. COR. OF THE S.W. 1/4 OF THE N.E. 1/4 OF SEC. 9, T. 11S, R. 4E. OF THE 3rd R.P. IN JOHNSON CO.

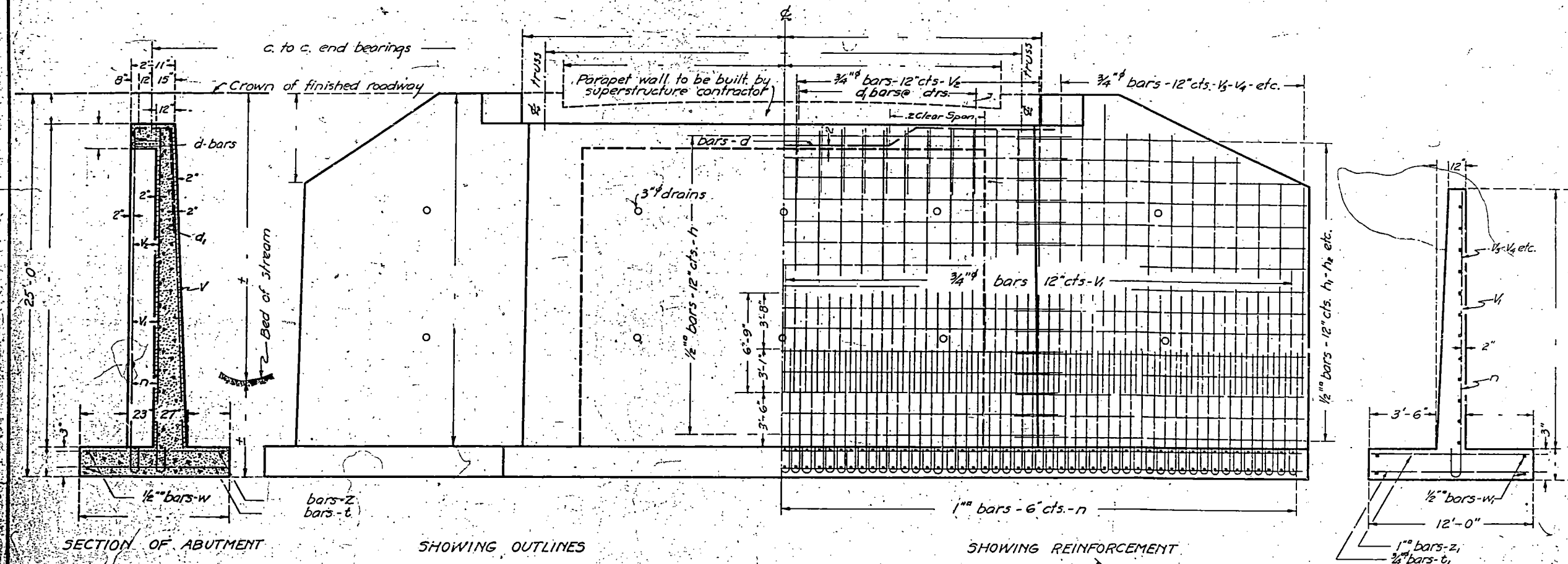


SUMMARY OF QUANTITIES

SECTION 101-A	SECTION 101-B	SECTION 101-C
15225 CO. YDS. CLASS A EXCAVATION	3053 CO. YDS. CLASS X CONCRETE	313 CUYDS. CLASS X CONCRETE
1800 CO. YDS. CLASS B EXCAVATION	3052 LBS. REINFORCING STEEL	4270 LBS. REINFORCING STEEL
1064 CO. YDS. CLASS C EXCAVATION		3079 LBS. STRUCTURAL STEEL
27047 CO. YDS. EXCAVATION		
285 CO. YDS. EXCAVATION		
1657 CO. YDS. CLASS X CONCRETE		
17570 LBS. REINFORCING STEEL		
12045 CO. YDS. SETTLEMENT OF EMBANKMENT		

SUMMARY OF CONCRETE

SECTION 101-A			
1 STANDARD CULVERT DESIGN NO.	STA.	1 SPECIAL CULVERT DESIGN STA.	CO. YDS.
1	825-1-1	3+8+10	56.9
1	825-1-3	3+5+77	82.8
1	825-2-3	3+2+40	15.8
1	825-3-3	3+1+30	11.1
1	825-4-3	3+0+10	30.1
1	825-5-3	3+4+10	16.7
1	825-6-3	3+6+78	46.5
1	825-7-3	3+6+76	11.6
1	825-8-3	3+8+10	14.8
1	825-9-3	3+6+87	11.6
1	825-10-3	3+6+87	7.6
1	825-11-3	3+6+83	7.3
1	825-12-3	3+3+62	11.6
1	825-13-3	4+0+06	13.0
1	825-14-3	4+2+17	11.1
1	825-15-3	4+0+34	7.0
1	825-16-3	4+1+40	13.8
1	825-17-3	4+2+23	9.4
1	825-18-3	4+4+35	18.5
1	825-19-3	4+6+20	7.3
1	825-20-3	4+9+15	12.6
1	825-21-3	4+7+44	7.9
1	825-22-3	4+9+47	7.6
1	825-23-3	4+8+55	10.8
1	825-24-3	4+9+47	13.7
1	825-25-3	4+6+50	16.1
1	825-26-3	4+9+57	14.6
1	825-27-3	5+0+77	16.8
1	825-28-3	5+0+55	14.1
1	825-29-3	5+2+42	9.8
1	825-30-3	5+2+33	16.6
1	825-31-3	5+2+33	16.6
1	825-32-3	5+2+33	16.6
1	825-33-3	5+2+33	16.6
1	825-34-3	5+2+33	16.6
1	825-35-3	5+2+33	16.6
1	825-36-3	5+2+33	16.6
1	825-37-3	5+2+33	16.6
1	825-38-3	5+2+33	16.6
1	825-39-3	5+2+33	16.6
1	825-40-3	5+2+33	16.6
1	825-41-3	5+2+33	16.6
1	825-42-3	5+2+33	16.6
1	825-43-3	5+2+33	16.6
1	825-44-3	5+2+33	16.6
1	825-45-3	5+2+33	16.6
1	825-46-3	5+2+33	16.6
1	825-47-3	5+2+33	16.6
1	825-48-3	5+2+33	16.6
1	825-49-3	5+2+33	16.6
1	825-50-3	5+2+33	16.6
1	825-51-3	5+2+33	16.6
1	825-52-3	5+2+33	16.6
1	825-53-3	5+2+33	16.6
1	825-54-3	5+2+33	16.6
1	825-55-3	5+2+33	16.6
1	825-56-3	5+2+33	16.6
1	825-57-3	5+2+33	16.6
1	825-58-3	5+2+33	16.6
1	825-59-3	5+2+33	16.6
1	825-60-3	5+2+33	16.6
1	825-61-3	5+2+33	16.6
1	825-62-3	5+2+33	16.6
1	825-63-3	5+2+33	16.6
1	825-64-3	5+2+33	16.6
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1	825-67-3	5+2+33	16.6
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1	825-70-3	5+2+33	16.6
1	825-71-3	5+2+33	16.6
1	825-72-3	5+2+33	16.6
1	825-73-3	5+2+33	16.6
1	825-74-3	5+2+33	16.6
1	825-75-3	5+2+33	16.6
1	825-76-3	5+2+33	16.6
1	825-77-3	5+2+33	16.6
1	825-78-3	5+2+33	16.6
1	825-79-3	5+2+33	16.6
1	825-80-3	5+2+33	16.6
1	825-81-3	5+2+33	16.6
1	825-82-3	5+2+33	16.6
1	825-83-3	5+2+33	16.6
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1	825-169-3	5+2+33	16.6
1	825-170-3	5+2+33	16.6
1	825-171-3	5+2+33	16.6
1	825-172-3	5+2+33	16.6
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1	825-276-3	5+2+33	16.6
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1	825-278-3	5+2+33	16.6
1	825-279-3	5+2+33	16.6
1	825-280-3	5+2+33	16.6
1	825-281-3	5+2+33	16.6
1	825-282-3	5+2+33</	



Class X concrete shall be used thruout.

All reinforcing steel shall be wired securely in place before concrete is poured.

Detail "d" bars $\frac{1}{2}$ " ϕ

Detail "d" bars $\frac{1}{4}$ " ϕ Length

COMPUTED	P. Michener
CHECKED	H. I. K. 7/29
DRAWN	P.M.
CHECKED	H. I. K.
ASSEMBLED	
CHECKED	

EXAMINED	
PASSED	BRIDGE ENGINEER
APPROVED	ENGINEER OF DESIGN
	CHIEF HIGHWAY ENGINEER

BILL OF MATERIAL			
Bar	No	Size	Length
V.	20	$\frac{3}{8}$ " ϕ	
V ₁		$\frac{3}{8}$ " ϕ	6'-9"
V ₂		$\frac{3}{8}$ " ϕ	
V ₃		$\frac{3}{8}$ " ϕ	
V ₄		$\frac{3}{8}$ " ϕ	
V ₅		$\frac{3}{8}$ " ϕ	
V ₆		$\frac{3}{8}$ " ϕ	
h		$\frac{1}{2}$ " ϕ	
h ₁		$\frac{1}{2}$ " ϕ	
h ₂		$\frac{1}{2}$ " ϕ	
h ₃		$\frac{1}{2}$ " ϕ	
n		1" ϕ	10'-9"
d			
t			
t ₁		$\frac{3}{4}$ " ϕ	11'-9"
z			
z ₁		1" ϕ	11'-9"
w		$\frac{1}{2}$ " ϕ	
w ₁		$\frac{1}{2}$ " ϕ	
Reinforcing Steel - Lbs.			
Class X concrete - cu. yds.			

SHOWING OUTLINES

SHOWING REINFORCEMENT

PLAN

POND ISSUE ROUTE NO.	COUNTY	SEC.	TOTAL SHEETS	SHEET NO.
166	WILLIAMSON JOHNSON	101 B/C	95	83

3 2

 $8\frac{1}{4}$

12' 3"
14' 6"

 $20\frac{1}{4}$ $6' 9\frac{3}{4}"$

2'3"

ONE ABUTMENT

■ 10		20'-6"
76		
26		17'-0"
12		18'-0"
6		16'-6"
8		15'-0"
6		13'-6"
6	¾"	12'-0"
6	¾"	10'-6"
42		16'-6"
28		24'-6"
4		18'-6"
4		15'-6"
6	½"	9'-0"
6	¾"	9'-0"
152		
■ 7		24'-9"
56	7/8"	11'-9"
112		
56	7/8"	11'-9"
62		
4		28'-6"
8		28'-0"

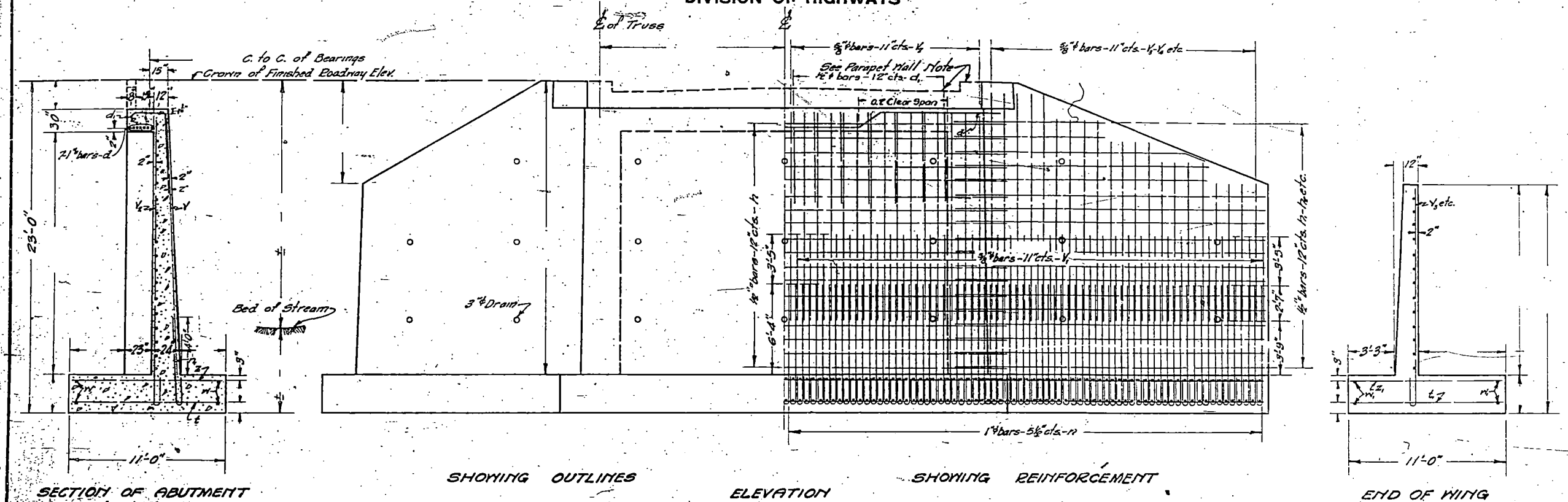
17830.
166.9

WEST ABUTMENT
SUGAR CREEK
S.B.I. ROUTE 166- SECTION-101-B
WILLIAMSON COUNTY
STA 242+10.

1279

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

SHEET NO.
SHEETS

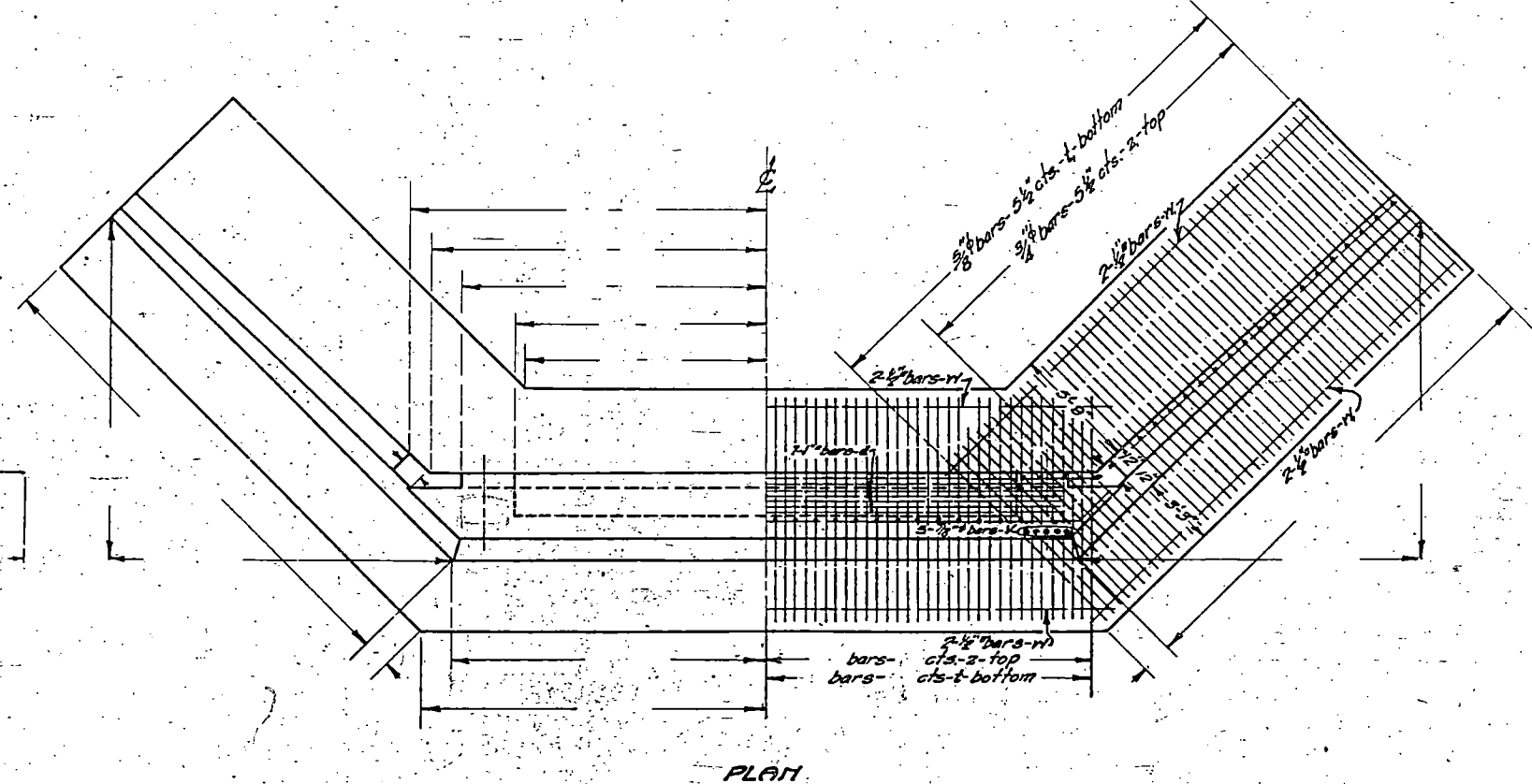
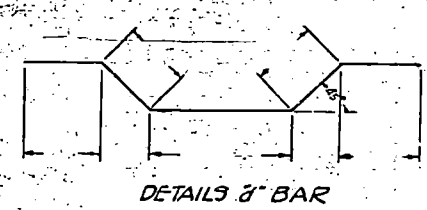


DETAILS OF BAR

All Reinforcing Steel shall be securely fixed in place before concrete is poured.

Parapet Wall to be built by the Contractor for Superstructure.

Class 'X' Concrete shall be used throughout.



BILL OF MATERIAL

Bars	No.	Size	Length
d	14	1" ϕ	
d ₁		1/2" ϕ	9'-3"
v	20	1/2" ϕ	
v ₁		3/8" ϕ	
v ₂			
v ₃			
v ₄			
v ₅			
h		1/2" ϕ	
h ₁			
h ₂			
h ₃			
n		1" ϕ	
t			10'-9"
t ₁			
z			10'-9"
z ₁			
w		1/2" ϕ	
w ₁			
Reinforcing Steel - lbs.			
Class X Concrete - cu. yds.			

STANDARD	COMPUTED	P. Michener	EXAMINED	
	CHECKED	H. H. H. H.		
	DRAWN	H. H. H. H.		
	CHECKED	P. H. H. H.		
SPECIAL	ASSEMBLED		APPROVED	
	CHECKED			

BOND ISSUE	COUNTY	SEC.	TOTAL SHEETS	SHEET NO.
166	WILLIAMSON	101	55	10

B.M. Spike & Washer in 18" stump 45 ft.
right of Sta. 239 + 10. Elevation 481.01
Existing Structure: Pony Truss, span 68 ft.
Rdy. 12 ft. Not to be removed.



P. Michener
R. Hansen

July 2 25
J. F. Bunch
H. Durman
Frank Sheets

EAST ABUTMENT
SUGAR CREEK
S.B.I. ROUTE 166 - SECTION 101-B.
WILLIAMSON COUNTY
STA. 242 + 10