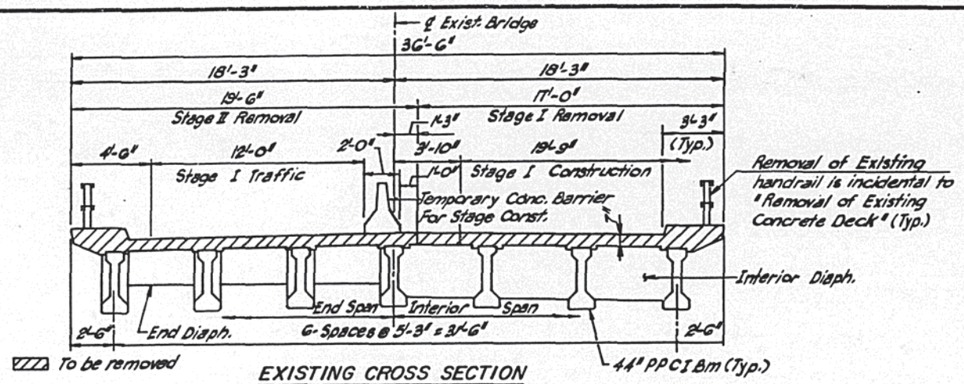
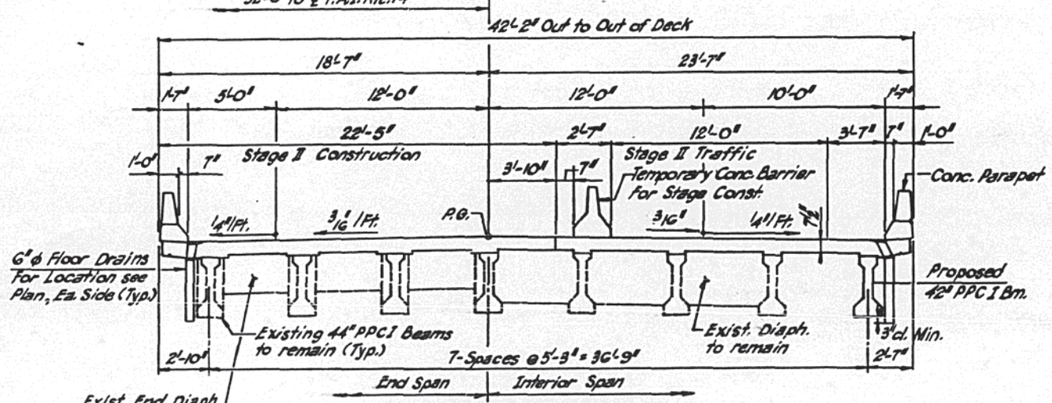
FA. RTE.	SECTION	COUNTY	TOTAL	SHEET
FAI 74	(10-7B-1)BR	CHAMPAIGN	108	54
		PROJECT		

SHEET 2 OF 15



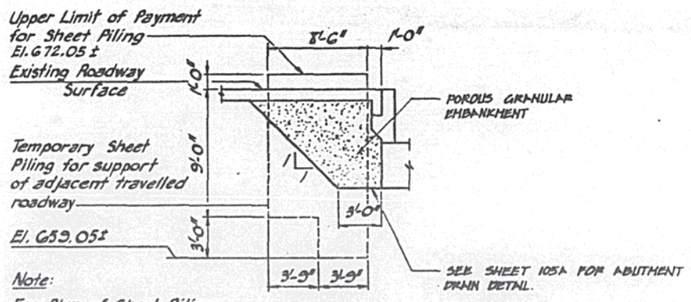
EXISTING CROSS SECTION

EASTBOUND SHOWN - LOOKING EAST
WESTBOUND SIMILAR - LOOKING WEST



PROPOSED CROSS SECTION

EASTBOUND SHOWN - LOOKING EAST
WESTBOUND SIMILAR - LOOKING WEST



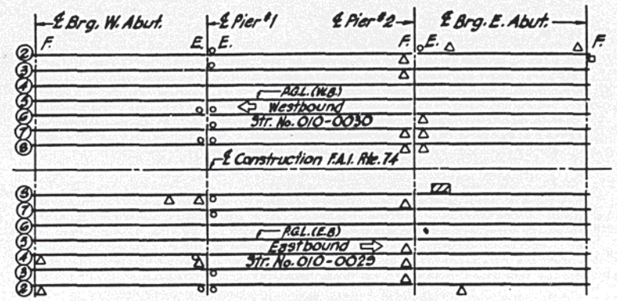
SHEET PILING DETAIL

W. Abutment Westbound - E. Abutment Eastbound Shown
W. Abutment Eastbound - E. Abutment Westbound Similar

DESIGNED BY N.A.F.
DRAWN BY D.D.
CHECKED BY O.M.D.

THE INFORMATION SHOWN FOR THE TEMPORARY SHEET PILING IS ESTIMATED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE A DESIGN AND COMPUTATIONS OF THE TEMPORARY SHEET PILING AND ASSOCIATED MEMBERS, IF REQUIRED, SUBJECT TO THE APPROVAL OF THE ENGINEER.

AMIR-FAZLI AND ASSOCIATES, INC.
CONSULTING ENGINEERS



EXISTING BEAM FRAMING PLAN

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
○ No. of Exp. bearing to be adjusted	Each	14
□ No. of Fixed bearing to be cleaned or replaced	Each	1

LEGEND

△ BOTTOM FLANGE OF BEAM TO BE REPAIRED. USE "EPOXY MORTAR REPAIR". SEE SPECIAL PROVISIONS.

□ BEARING PLATES AND BOLTS TO BE CLEANED OR REPLACED AS DIRECTED BY THE ENGINEER. THIS WORK INCIDENTAL TO "JACK AND REPOSITION BEARINGS". SEE SPECIAL PROVISIONS.

○ EXPANSION BEARINGS TO BE ADJUSTED. THIS WORK PAID FOR UNDER "JACK AND REPOSITION BEARINGS". SEE SPECIAL PROVISIONS.

STATION 739 + 22.00
REBUILT IN 199 BY
STATE OF ILLINOIS
F.A.I. RTE. 74 SEC. (10-7B-1) BR

LOADING HS20 & ALT.
STR.NO. 010-0029

NAME PLATE

SEE STANDARD 2113
NOTE: EAST BOUND SHOWN, FOR WEST BOUND USE STRUCTURE NUMBER 010-0030

BILL OF MATERIAL

	ITEM	UNIT	TOTAL
△	Epoxy Mortar Repair	Cu.Ft.	15
▨	Epoxy Crack Sealing	Lin.Ft.	20
	Repair Concrete Structure	Sq.Ft.	10

GENERAL NOTES

CLASS X CONCRETE SHALL BE USED THROUGHOUT.

REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31, M-42 OR M-53 GRADE 60.

THE EXISTING EMBANKMENT CONFIGURATION IS THE MINIMUM TO BE MAINTAINED BY THE CONTRACTOR. ADDITIONAL MATERIAL SHALL BE PLACED ON TOP AS DIRECTED BY THE ENGINEER. COST INCIDENTAL TO "SUB-BASE GRANULAR MATERIAL, TYPE B-8".

THE CONTRACTOR SHALL DRIVE, IN PERMANENT LOCATIONS, 4 STEEL (HP 12 X 53) TEST PILES (40 TON CAPACITY) AS DIRECTED BY THE ENGINEER BEFORE ORDERING THE REMAINDER OF THE PILES.

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

THE ZINC-SILICATE AND VINYL PAINT SYSTEM SHALL BE USED FOR SHOP AND FIELD PAINTING OF STRUCTURAL STEEL. THE COLOR OF THE VINYL FINISH COATS SHALL BE MUNSELL No. 10y 7/1 LIGHT GREY.

ALL BARRICADES AND TRAFFIC CONTROL DEVICES NOTED IN THE CONTRACT DOCUMENTS AND DEEMED NECESSARY BY THE ENGINEER SHALL BE PLACED PRIOR TO THE START OF CONSTRUCTION.

THE LOCATION, QUANTITIES AND EXTENT OF THE REPAIRS AND/OR REPLACEMENT SHOWN ON THE PLANS ARE BASED ON VISUAL OBSERVATIONS MADE DURING THE FIELD INSPECTION. ADDITIONAL DETERIORATION WHICH COULD NOT BE DETERMINED VISUALLY OR WHICH MAY HAVE OCCURRED AFTER THE INSPECTION SHALL ALSO BE REPAIRED AS DIRECTED BY THE ENGINEER.

ALL MINOR DETERIORATION AND SPALLS AT ABUTMENTS AND PIERS SHALL BE REPAIRED USING PNEUMATIC APPLIED CONCRETE AND SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ.FT. FOR "REPAIR CONCRETE STRUCTURES". SEE SPECIAL PROVISION.

FORMED CONCRETE REPAIR LESS THAN OR EQUAL TO 5" SHALL BE PERFORMED AT THE EXISTING INTERMEDIATE DIAPHRAGMS (SEE SHEET 6 OF 15) AND PIERS AS SHOWN ON PLANS AND SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ. FT. FOR "FORMED CONCRETE REPAIR LESS THAN OR EQUAL TO 5".

REMOVE INTERMEDIATE DIAPHRAGMS BETWEEN LINES "C" AND "D" AS SHOWN ON SHEET 6 OF 15 BEFORE CONSTRUCTING THE NEW DECK.

THE CONTRACTOR WILL BE REQUIRED TO MARK ON TOP OF THE CONCRETE DECK THE LOCATIONS OF THE TOP FLANGE OF ALL THE CONCRETE BEAMS, PRIOR TO ANY REMOVAL OF THE BRIDGE CONCRETE DECK. SAW CUTTING DIRECTLY OVER THE TOP OF THE BEAM FLANGES IS NOT PERMITTED.

ALL SAWCUTTING SHALL BE CONSIDERED AS INCIDENTAL TO THE REMOVAL ITEM INVOLVED.

SLOPE WALLS SHALL BE REINFORCED WITH WELDED WIRE FABRIC, 6" X 6" W4.0 X W4.0, WEIGHING 58 LBS. PER 100 SQ. FT.

BRIDGE SEAT SEALER SHALL BE APPLIED TO THE TOP SURFACES OF THE PIERS AND ABUTMENT SEATS.

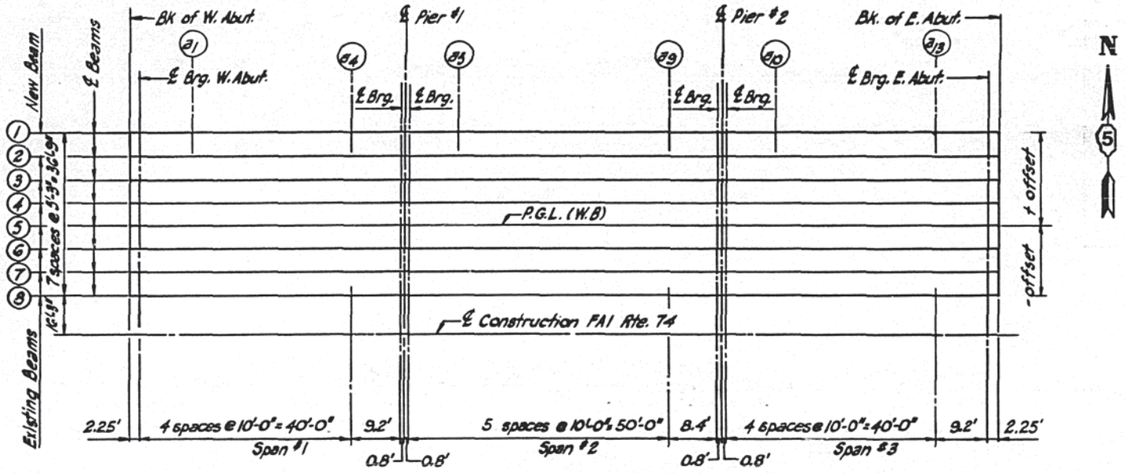
ESTIMATED BRIDGE SEAT SEALER QUANTITY = 54 SQ.FT.

STAGING DETAILS AND GENERAL NOTES
FAI RTE. 74
OVER SALT FORK CREEK
SEC. (10-7B-1) BR
CHAMPAIGN COUNTY
STR. NOS. 010-0029, 0030
STA. 739 + 22.00

DATE

FA. RTE.	SECTION	COUNTY	TOTAL	SHEET
FAI 74	(10-7B-1)BR	CHAMPAIGN	108	55
		PROJECT		

SHEET 3 OF 15



PLAN

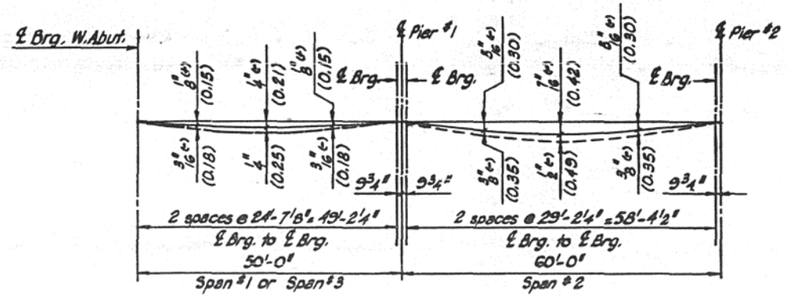
Westbound Shown
Eastbound Similar

N

BEAM 1

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATION ADJUSTED FOR D.L.DEF.
Bk. W. Abut	738+39.75	21.00	670.68	670.68
C.L. Brg. W. Abut	738+42.00	21.00	670.68	670.68
a1	738+52.00	21.00	670.71	670.72
a2	738+62.00	21.00	670.75	670.75
a3	738+72.00	21.00	670.78	670.78
a4	738+82.00	21.00	670.81	670.81
C.L. Brg.	738+91.20	21.00	670.84	670.84
C.L. Pier 1	738+92.00	21.00	670.84	670.84
C.L. Brg.	738+92.80	21.00	670.85	670.85
a5	739+02.80	21.00	670.88	670.87
a6	739+12.80	21.00	670.91	670.89
a7	739+22.80	21.00	670.94	670.92
a8	739+32.80	21.00	670.97	670.96
a9	739+42.80	21.00	671.01	671.00
C.L. Brg.	739+51.20	21.00	671.03	671.03
C.L. Pier 2	739+52.00	21.00	671.03	671.03
C.L. Brg.	739+52.80	21.00	671.04	671.04
a10	739+62.80	21.00	671.07	671.07
a11	739+72.80	21.00	671.10	671.10
a12	739+82.80	21.00	671.13	671.14
a13	739+92.80	21.00	671.17	671.17
C.L. Brg. E. Abut.	740+02.00	21.00	671.19	671.19
Bk. E. Abut	740+04.25	21.00	671.20	671.20

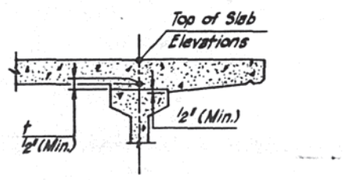
REVISED



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of Concrete only)

NOTE: THE ABOVE DEFLECTIONS ARE NOT TO BE USED IN THE FIELD IF THE ENGINEER IS WORKING FROM THE GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS AS SHOWN.



FILLET HEIGHTS

TO DETERMINE "t" AFTER ALL PRESTRESSED BEAMS HAVE BEEN ERECTED, ELEVATIONS OF THE TOP OF THE BEAMS SHALL BE TAKEN AT THE INTERVAL SHOWN IN THE PLAN. THESE ELEVATIONS SUBTRACTED FROM THE "THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS" SHOWN ON THE FOLLOWING SHEETS, MINUS SLAB (7 1/2") EQUALS THE FILLET HEIGHTS "t" ABOVE THE TOP OF THE BEAMS.

DESIGNED BY N.A.F.
DRAWN BY b.e.
CHECKED BY O.M.D.

AMIR-FAZLI AND ASSOCIATES, INC.
CONSULTING ENGINEERS

TOP OF SLAB ELEVATIONS
FAI RTE. 74
OVER SALT FORK RIVER
SEC. (10-7B-1) BR
CHAMPAIGN COUNTY
STR. NOS. 010-0029, 0030
STA. 739 + 22.00

DATE

FA. RTE.	SECTION	COUNTY	TOTAL	SHEET
FAI 74	(10-7B-1) BR	CHAMPAIGN	108	56
		PROJECT		

SHEET 4 OF 15

BEAM 2 - BEAM 8

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATION ADJUSTED FOR D.L.DEF.
Bk. W. Abut	738+39.75	15.75	670.78	670.78
C.L. Brg. W. Abut	738+42.00	15.75	670.79	670.79
a1	738+52.00	15.75	670.82	670.84
a2	738+62.00	15.75	670.86	670.88
a3	738+72.00	15.75	670.89	670.91
a4	738+82.00	15.75	670.92	670.93
C.L. Brg.	738+91.20	15.75	670.95	670.95
C.L. Pier 1	738+92.00	15.75	670.95	670.95
C.L. Brg.	738+92.80	15.75	670.95	670.95
a5	739+02.80	15.75	670.99	671.01
a6	739+12.80	15.75	671.02	671.06
a7	739+22.80	15.75	671.05	671.10
a8	739+32.80	15.75	671.08	671.12
a9	739+42.80	15.75	671.11	671.14
C.L. Brg.	739+51.20	15.75	671.14	671.14
C.L. Pier 2	739+52.00	15.75	671.14	671.14
C.L. Brg.	739+52.80	15.75	671.15	671.15
a10	739+62.80	15.75	671.18	671.19
a11	739+72.80	15.75	671.21	671.23
a12	739+82.80	15.75	671.24	671.26
a13	739+92.80	15.75	671.27	671.29
C.L. Brg. E. Abut.	740+02.00	15.75	671.30	671.30
Bk. E. Abut	740+04.25	15.75	671.31	671.31

BEAM 3 - BEAM 7

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATION ADJUSTED FOR D.L.DEF.
Bk. W. Abut	738+39.75	10.50	670.89	670.89
C.L. Brg. W. Abut	738+42.00	10.50	670.89	670.89
a1	738+52.00	10.50	670.93	670.94
a2	738+62.00	10.50	670.96	670.98
a3	738+72.00	10.50	670.99	671.01
a4	738+82.00	10.50	671.02	671.04
C.L. Brg.	738+91.20	10.50	671.05	671.05
C.L. Pier 1	738+92.00	10.50	671.05	671.05
C.L. Brg.	738+92.80	10.50	671.06	671.06
a5	739+02.80	10.50	671.09	671.11
a6	739+12.80	10.50	671.12	671.16
a7	739+22.80	10.50	671.15	671.20
a8	739+32.80	10.50	671.18	671.22
a9	739+42.80	10.50	671.22	671.24
C.L. Brg.	739+51.20	10.50	671.24	671.24
C.L. Pier 2	739+52.00	10.50	671.25	671.25
C.L. Brg.	739+52.80	10.50	671.25	671.25
a10	739+62.80	10.50	671.28	671.29
a11	739+72.80	10.50	671.31	671.33
a12	739+82.80	10.50	671.34	671.37
a13	739+92.80	10.50	671.38	671.39
C.L. Brg. E. Abut.	740+02.00	10.50	671.41	671.41
Bk. E. Abut	740+04.25	10.50	671.41	671.41

STAGE CONST. LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATION ADJUSTED FOR D.L.DEF.
Bk. W. Abut	738+39.75	3.85	670.99	670.99
C.L. Brg. W. Abut	738+42.00	3.85	671.00	671.00
a1	738+52.00	3.85	671.03	671.04
a2	738+62.00	3.85	671.06	671.08
a3	738+72.00	3.85	671.09	671.11
a4	738+82.00	3.85	671.13	671.14
C.L. Brg.	738+91.20	3.85	671.15	671.15
C.L. Pier 1	738+92.00	3.85	671.16	671.16
C.L. Brg.	738+92.80	3.85	671.16	671.16
a5	739+02.80	3.85	671.19	671.22
a6	739+12.80	3.85	671.22	671.26
a7	739+22.80	3.85	671.26	671.30
a8	739+32.80	3.85	671.29	671.33
a9	739+42.80	3.85	671.32	671.34
C.L. Brg.	739+51.20	3.85	671.35	671.35
C.L. Pier 2	739+52.00	3.85	671.35	671.35
C.L. Brg.	739+52.80	3.85	671.35	671.35
a10	739+62.80	3.85	671.38	671.40
a11	739+72.80	3.85	671.42	671.44
a12	739+82.80	3.85	671.45	671.47
a13	739+92.80	3.85	671.48	671.49
C.L. Brg. E. Abut.	740+02.00	3.85	671.51	671.51
Bk. E. Abut	740+04.25	3.85	671.52	671.52

BEAM 4 - BEAM 6

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATION ADJUSTED FOR D.L.DEF.
Bk. W. Abut	738+39.75	5.25	670.97	670.97
C.L. Brg. W. Abut	738+42.00	5.25	670.98	670.98
a1	738+52.00	5.25	671.01	671.02
a2	738+62.00	5.25	671.04	671.06
a3	738+72.00	5.25	671.07	671.09
a4	738+82.00	5.25	671.10	671.12
C.L. Brg.	738+91.20	5.25	671.13	671.13
C.L. Pier 1	738+92.00	5.25	671.14	671.14
C.L. Brg.	738+92.80	5.25	671.14	671.14
a5	739+02.80	5.25	671.17	671.20
a6	739+12.80	5.25	671.20	671.24
a7	739+22.80	5.25	671.23	671.28
a8	739+32.80	5.25	671.27	671.31
a9	739+42.80	5.25	671.30	671.32
C.L. Brg.	739+51.20	5.25	671.33	671.33
C.L. Pier 2	739+52.00	5.25	671.33	671.33
C.L. Brg.	739+52.80	5.25	671.33	671.33
a10	739+62.80	5.25	671.36	671.38
a11	739+72.80	5.25	671.39	671.42
a12	739+82.80	5.25	671.43	671.45
a13	739+92.80	5.25	671.46	671.47
C.L. Brg. E. Abut.	740+02.00	5.25	671.49	671.49
Bk. E. Abut	740+04.25	5.25	671.49	671.49

BEAM 5

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATION ADJUSTED FOR D.L.DEF.
Bk. W. Abut	738+39.75	0.00	671.05	671.05
C.L. Brg. W. Abut	738+42.00	0.00	671.06	671.06
a1	738+52.00	0.00	671.09	671.10
a2	738+62.00	0.00	671.12	671.14
a3	738+72.00	0.00	671.15	671.17
a4	738+82.00	0.00	671.19	671.20
C.L. Brg.	738+91.20	0.00	671.22	671.22
C.L. Pier 1	738+92.00	0.00	671.22	671.22
C.L. Brg.	738+92.80	0.00	671.22	671.22
a5	739+02.80	0.00	671.25	671.28
a6	739+12.80	0.00	671.28	671.33
a7	739+22.80	0.00	671.32	671.36
a8	739+32.80	0.00	671.35	671.39
a9	739+42.80	0.00	671.38	671.40
C.L. Brg.	739+51.20	0.00	671.41	671.41
C.L. Pier 2	739+52.00	0.00	671.41	671.41
C.L. Brg.	739+52.80	0.00	671.41	671.41
a10	739+62.80	0.00	671.44	671.46
a11	739+72.80	0.00	671.48	671.50
a12	739+82.80	0.00	671.51	671.53
a13	739+92.80	0.00	671.54	671.55
C.L. Brg. E. Abut.	740+02.00	0.00	671.57	671.57
Bk. E. Abut	740+04.25	0.00	671.58	671.58

DESIGNED BY N.A.F.
DRAWN BY b.a.
CHECKED BY O.M.D.

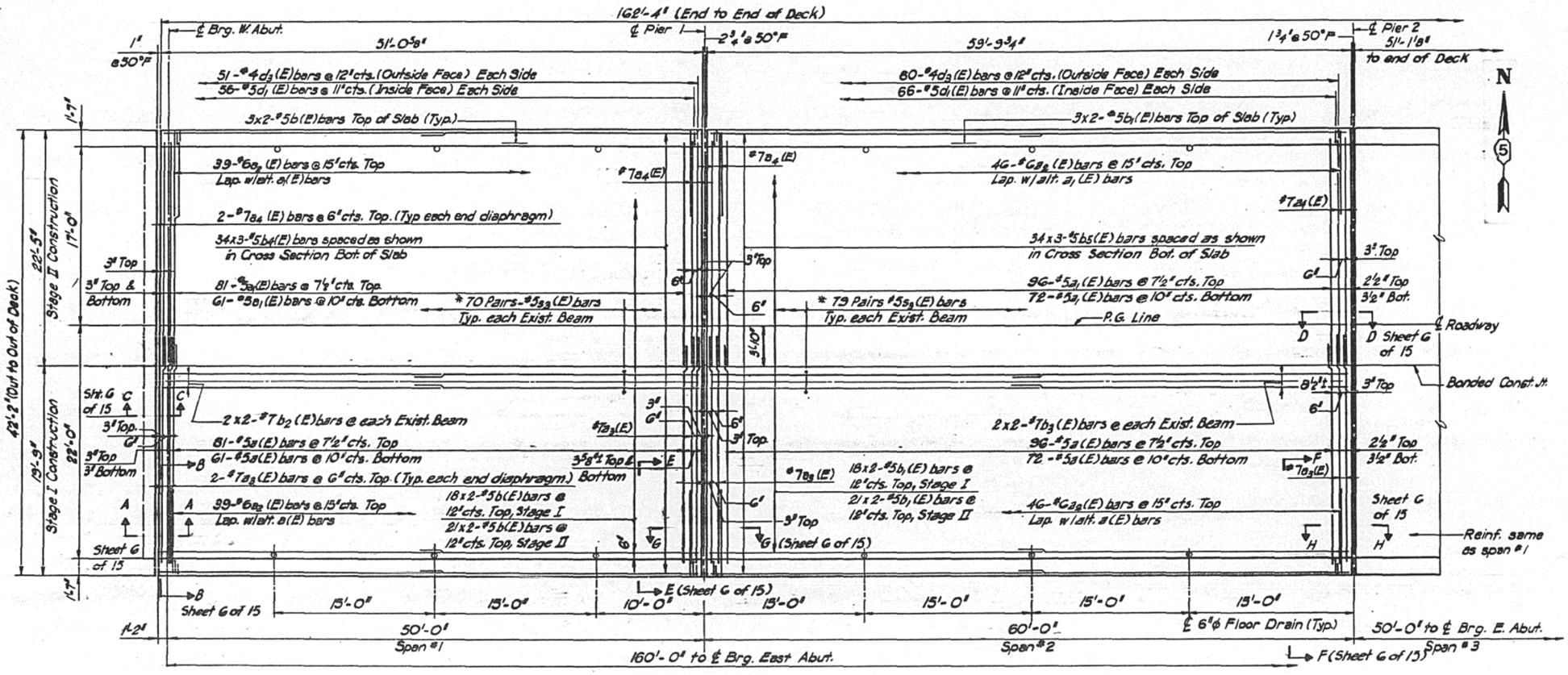
AMIR-FAZLI AND ASSOCIATES, INC.
CONSULTING ENGINEERS

TOP OF SLAB ELEVATIONS
FAI RTE. 74
OVER SALT FORK RIVER
SEC. (10-7B-1) BR
CHAMPAIGN COUNTY
STR. NOS. 010-0029, 0030
STA. 739 + 22.00

DATE

FA. RTE.	SECTION	COUNTY	TOTAL	SHEET
FAI 74	(10-7B-1)BR	CHAMPAIGN	108	57
		PROJECT		

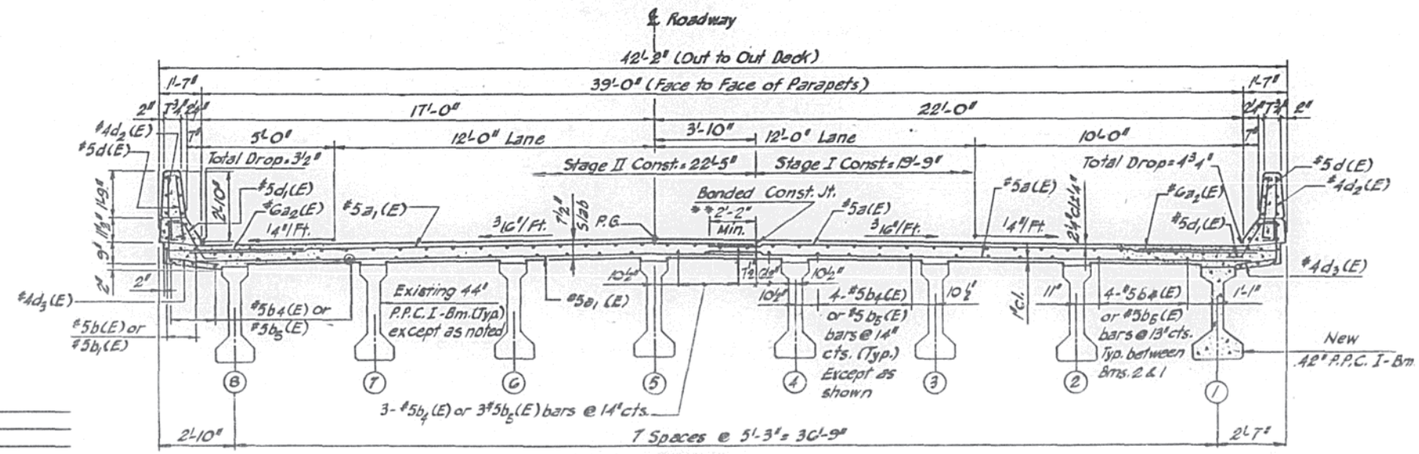
SHEET 5 OF 15



* Weld #5 s3 (E) to existing bars. Cost incidental.

PARTIAL PLAN

EASTBOUND DECK SHOWN WESTBOUND SIMILAR



CROSS SECTION

LOOKING EAST FOR EAST BOUND
LOOKING WEST FOR WEST BOUND

* * REINFORCEMENT BARS IN THIS AREA SHALL HAVE A MINIMUM OF 2'-2" LAP AND BE TIED WITH DOUBLE THE NUMBER OF TIES NORMALLY USED.

NOTES:

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

BARS INDICATED THUS 29 x 4-#5 etc., INDICATES 29 LINES OF BARS WITH 4 LENGTHS PER LINE.

FOR BILL OF MATERIAL SEE SHEET 7 OF 15.

MINIMUM BAR LAPS FOR #5 BARS IS 1'- 9", UNLESS OTHERWISE NOTED.

MINIMUM BAR LAPS FOR #7 BARS = 2'-10".

DESIGNED BY N.A.F.
DRAWN BY E.E.
CHECKED BY O.M.D.

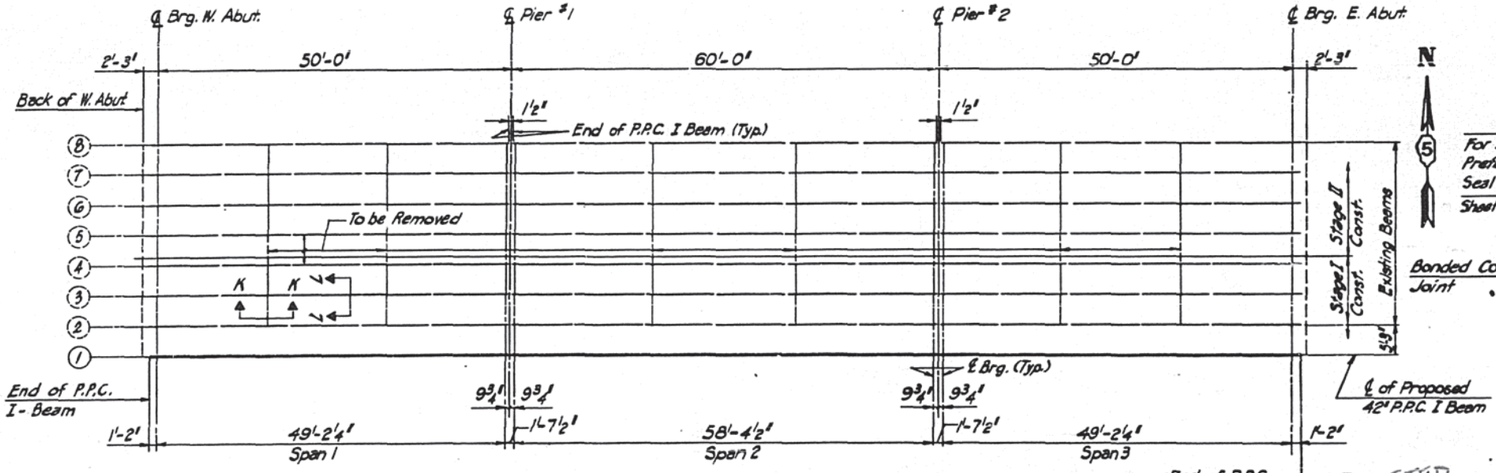
AMIR-FAZLI AND ASSOCIATES, INC.
CONSULTING ENGINEERS

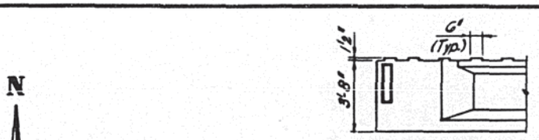
DECK PLAN AND SECTION
FAI RTE. 74
OVER SALT FORK RIVER
SEC. (10-7B-1) BR
CHAMPAIGN COUNTY
STR. NOS. 010-0029, 0030
STA. 739 + 22.00

DATE

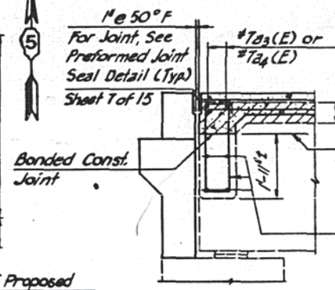
FA. RTE.	SECTION	COUNTY	TOTAL	SHEET
FAI 74	(10-7B-1)BR	CHAMPAIGN	108	58
		PROJECT		

SHEET 6 OF 15

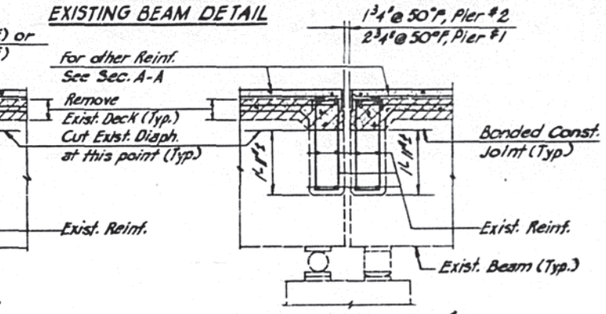




EXISTING BEAM DETAIL

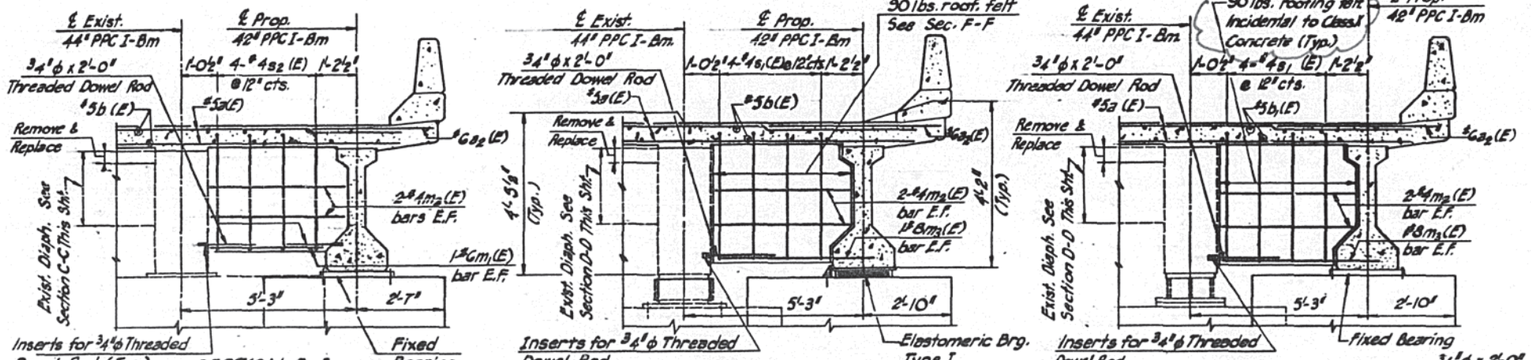


SECTION C - C
(Sheet 5 of 16)

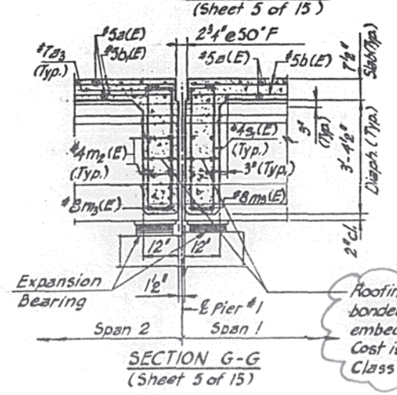


SECTION D-D PIER #2
Section thru Exist. Diaph. @ Pier #1 Similar

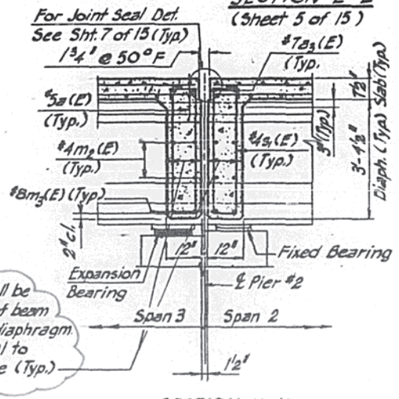
HALF FRAMING PLAN
Eastbound Shown - Westbound Similar



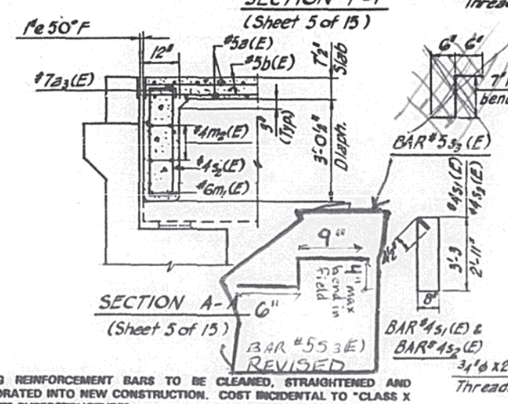
SECTION B-B
(Sheet 5 of 15)



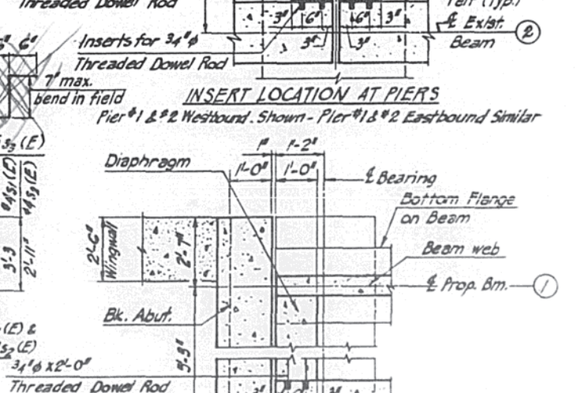
SECTION G-G
(Sheet 5 of 15)



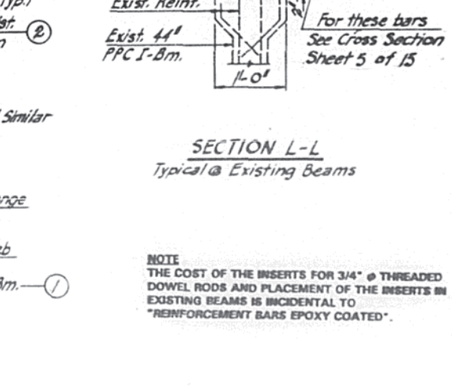
SECTION E-E
(Sheet 5 of 15)



SECTION A-A
(Sheet 5 of 15)



INSERT LOCATION AT PIERS
Pier #1 & #2 Westbound. Shown - Pier #1 & #2 Eastbound Similar



SECTION K-K
All Existing Intermediate Diaphragms Except as Noted

SECTION L-L
Typical @ Existing Beams

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Repair Concrete Structure	Sq.Ft	190

INSERT LOCATION AT ABUTMENTS
W. Abut. Westbound - E. Abut. Eastbound Shown
W. Abut. Eastbound - E. Abut. Westbound Similar

Roofing felt shall be bonded to side of beam embedded into diaphragm Cost is incidental to Class X Concrete (Typ.)
DELETED

NOTE
EXISTING REINFORCEMENT BARS TO BE CLEANED, STRAIGHTENED AND INCORPORATED INTO NEW CONSTRUCTION. COST INCIDENTAL TO "CLASS X CONCRETE SUPERSTRUCTURE".

* WELD #5 S3E BARS TO EXISTING BEAM STIRRUPS. COST INCIDENTAL TO "REINFORCEMENT BARS, EPOXY COATED".

HATCHED PORTIONS INDICATE CONCRETE TO BE REMOVED.

BONDED CONSTRUCTION JOINT IN ACCORDANCE WITH ARTICLE 504.13(a)(2) OF THE STANDARD SPECIFICATIONS.

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

NOTE
THE COST OF THE INSERTS FOR 3/4" ϕ THREADED DOWEL RODS AND PLACEMENT OF THE INSERTS IN EXISTING BEAMS IS INCIDENTAL TO "REINFORCEMENT BARS EPOXY COATED".

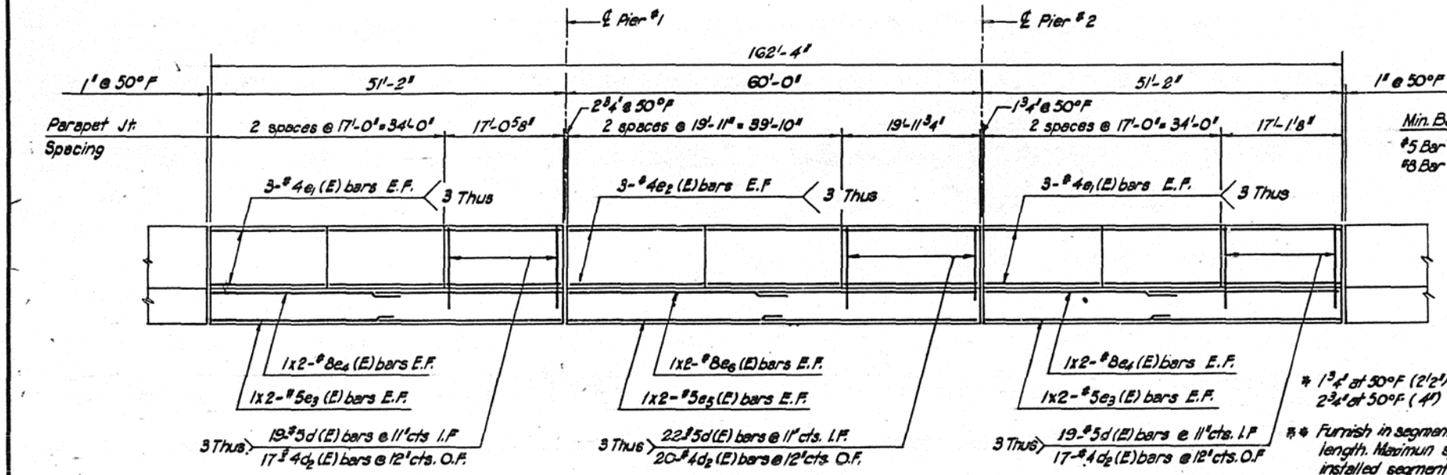
DESIGNED BY N.A.F.
DRAWN BY b.a.
CHECKED BY O.M.D

AMIR-FAZLI AND ASSOCIATES, INC.
CONSULTING ENGINEERS

FRAMING PLAN & DIAPHRAGM DETAIL
FAI RTE. 74
OVER SALT FORK RIVER
SEC. (10-7B-1) BR
CHAMPAIGN COUNTY
STR. NOS. 010-0029,0030
STA.739 + 22.00 DATE

FA. RTE.	SECTION	COUNTY	TOTAL	SHEET
FAI. 74	00-7B-0 BR	CHAMPAIGN	108	59
		PROJECT		

SHEET 7 OF 15

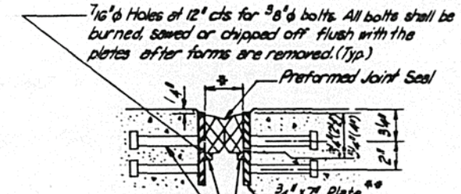


Min. Bar Lap
#5 Bar = 1'-8
#8 Bar = 3'-8"

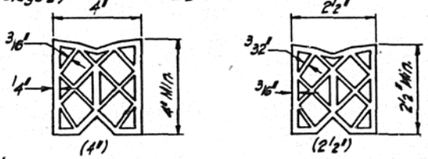
INSIDE ELEVATION OF PARAPET

* 1 3/4" at 50°F (2 1/2") or 2 3/4" at 50°F (4")

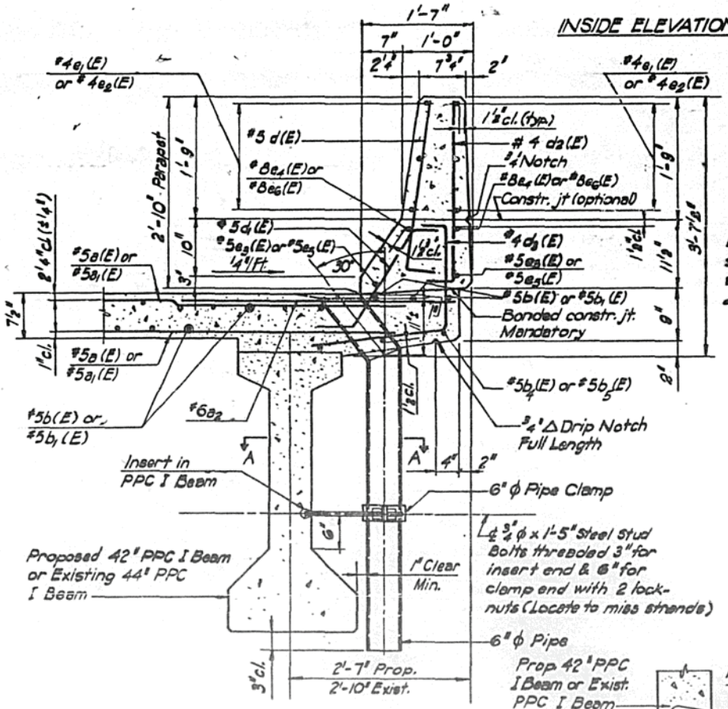
** Furnish in segments of 20' Max. length. Maximum space between installed segments shall be 3/16". Seal space with Silicone Sealent suitable for Structural Steel.



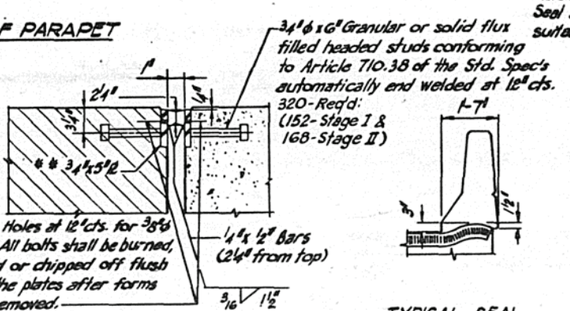
PREFORMED JOINT SEAL DETAIL
2 1/2" and 4"



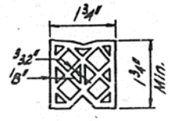
PREFORMED JOINT SEAL



SECTION THRU PARAPET

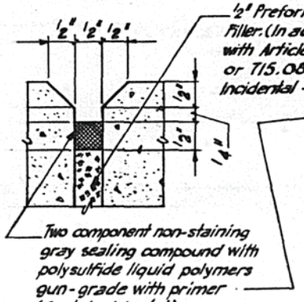


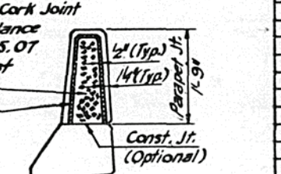
PREFORMED JOINT SEAL DETAIL (1 3/4")



PREFORMED JOINT SEAL (1 3/4")

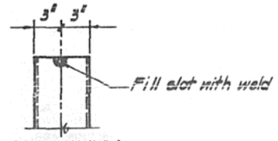
TYPICAL SEAL TREATMENT AT PARAPET



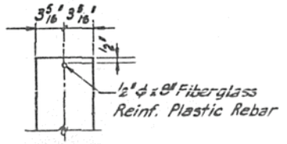


DETAILS OF PARAPET JOINT

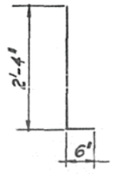
NOTE:
After fabrication all surfaces of the steel plates shall be given one shop coat of paint specified for Structural Steel. No field painting required.



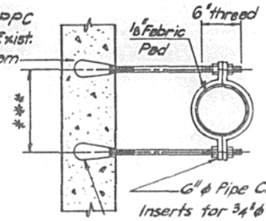
ALUMINUM TUBE (Optional)



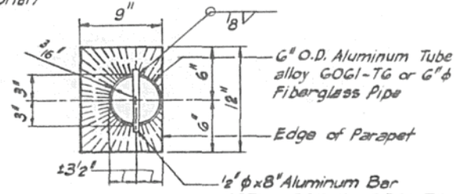
FIBERGLASS PIPE



BAR #5 d(E)
BAR #4 d2(E)

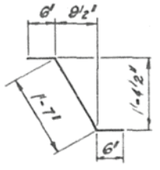


SECTION A-A
*** - Dimension as Required by Pipe Clamp

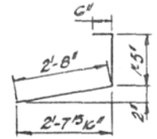


TOP PLAN
(Showing Aluminum Tube)

6" DIA. FLOOR DRAIN DETAIL (36 Required)



BAR #5 d1(E)



BAR #4 d3(E)

SUPERSTRUCTURE BILL OF MATERIAL

BAR	No	SIZE	LENGTH	SHAPE
a(E)	904	#5	21'-0"	
a1(E)	904	#3	21'-6"	
a2(E)	196	#6	5'-0"	
a3(E)	24	#7	22'-0"	
a4(E)	24	#7	21'-6"	
b (E)	360	#5	26'-4"	
b1 (E)	180	#5	30'-9"	
b2 (E)	112	#7	26'-9"	
b3 (E)	56	#7	31'-3"	
b4 (E)	408	#5	18'-1"	
b5 (E)	204	#5	21'-0"	
d(E)	120	#5	2'-10"	
d1(E)	712	#3	2'-7"	
d2(E)	648	#4	2'-10"	
d3(E)	648	#4	4'-7"	
e1(E)	144	#4	16'-9"	
e2(E)	72	#4	19'-8"	
e3(E)	32	#5	26'-4"	
e4(E)	32	#8	27'-3"	
e5(E)	16	#5	30'-9"	
e6(E)	16	#8	31'-8"	
m1(E)	8	#6	3'-7"	
m2(E)	48	#4	4'-2"	
m3(E)	16	#8	4'-10"	
s1(E)	32	#4	8'-7"	
s2(E)	16	#4	7'-11"	
s3(E)	6132	#5	1'-7"	

ITEM	UNIT	QUANTITY
Reinforcement Bars (Epoxy Coated)	Lbs.	109,000
Class X Concrete Superstructure	Cu.Yd.	425

NOTES

FIBERGLASS PIPE SHALL CONFORM TO ASTM D2996, WITH SHORT-TIME RUPTURE STRENGTH HOOP TENSILE STRESS OF 30,000 psi MINIMUM. THE SURFACE OF THE FIBERGLASS PIPE SHALL BE FREE OF BOND INHIBITING AGENTS.

THE EXTERIOR SURFACES OF THE FIBERGLASS FLOOR DRAINS SHALL BE PAINTED WITH ONE COAT OF ALUMINUM PAINT. PAINTING OF THE FIBERGLASS FLOOR DRAINS WILL NOT BE REQUIRED WHEN THE EXTERIOR SURFACES OF THE FURNISHED DRAINS ARE COATED BY THE MANUFACTURER WITH SILVER PIGMENT OR A PIGMENT THAT MATCHES THE COLOR OF THE CONCRETE BEAM.

THE CLAMPING DEVICE AND INSERTS SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M-232.

BARS DESIGNATED (E) SHALL BE EPOXY COATED.

BARS INDICATED THUS 1 X 2 #5 etc., INDICATES ONE LINE OF BARS WITH TWO LENGTHS PER LINE.

DESIGNED BY N.A.F.
DRAWN BY b.a.
CHECKED BY O.M.D

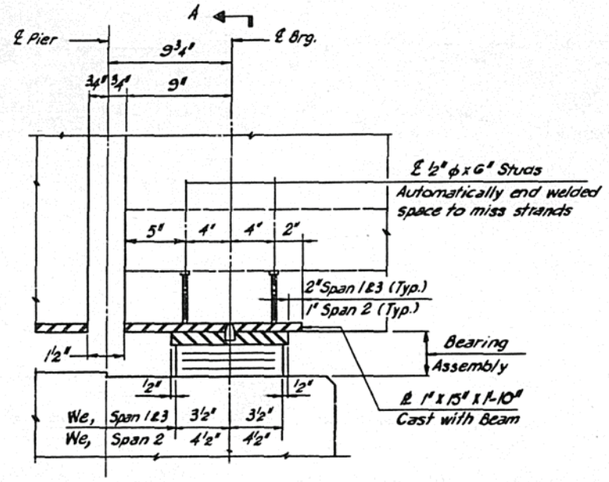
AMIR-FAZLI AND ASSOCIATES, INC.
CONSULTING ENGINEERS

PARAPET DETAILS
FAI RTE. 74
OVER SALT FORK CREEK
SEC. (10-7B-1) BR
CHAMPAIGN COUNTY
STR. NOS. 010-0029, 0030
STA. 739 + 22.00

DATE

FA. RTE.	SECTION	COUNTY	TOTAL	SHEET
FAI 74	(10-7B-1)BR	CHAMPAIGN	108	60
		PROJECT		

SHEET 8 OF 15

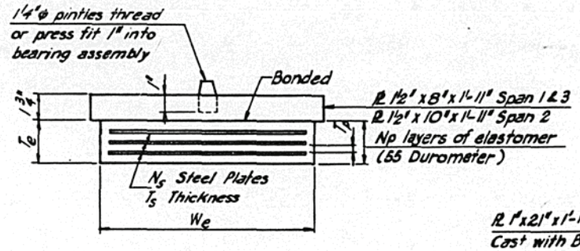


SECTION AT PIER #1 - SPAN 2

Type I Elastomeric Exp. Bearing

Details for Span 1 Expansion Brg. Similar by rotation

Details for Expansion Brg. @ Pier #2 are Similar.

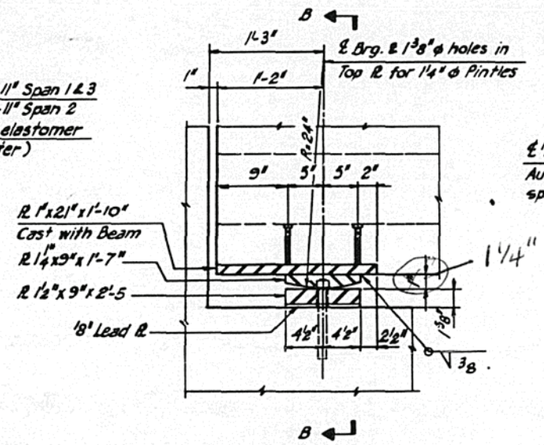


BEARING ASSEMBLY

Note: Shim plates shall not be placed under bearing Assembly

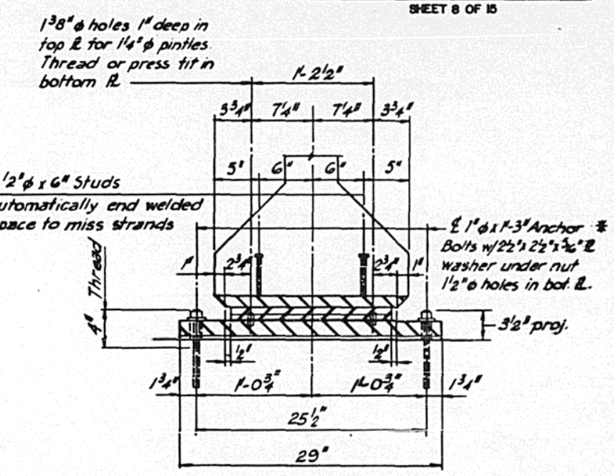
TYPE I - BEARING

Span	W_e	L_e	T_p	N_p	T_s	N_s	T_e	A
1 & 3	7"	12"	3/8"	4	3/32"	3	1 3/4"	1/2" x 8" x 23"
2	9"	12"	3/8"	5	3/32"	4	2 1/4"	1/2" x 10" x 23"



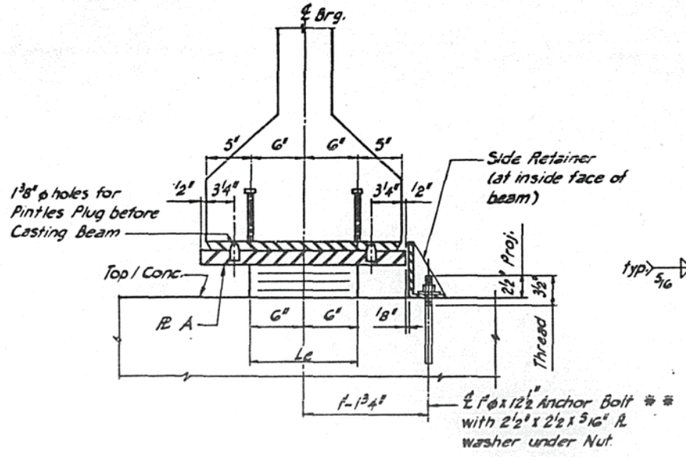
SECTION AT ABUTMENTS

(Fixed Bearing)

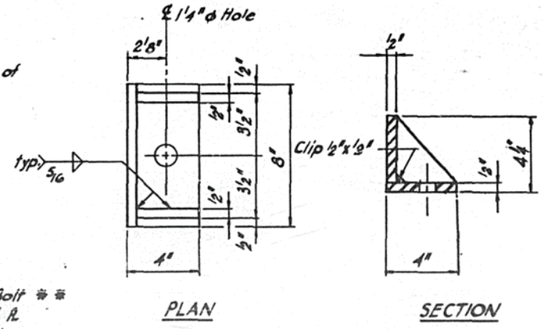


SECTION B-B

Total Number of Fixed Bearing 4



SECTION A - A

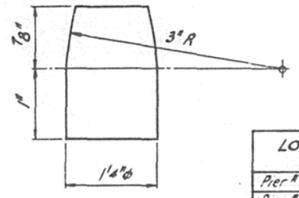


PLAN

SECTION

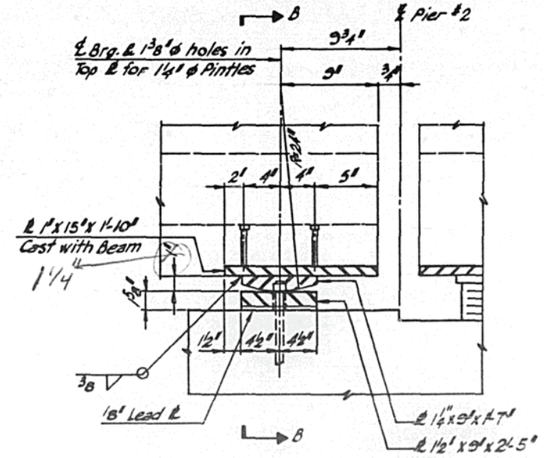
SIDE RETAINER

6 Required



PINTLE

LOCATION	No. of Elast. Brg. Type I
Pier #1 (E.B. & W.B.)	4
Pier #2 (E.B. & W.B.)	2
Total	6



SECTION AT PIER #2 - SPAN 2

(Fixed Bearing)

NOTES

THE STRUCTURAL STEEL BEARING PLATES OF ELASTOMERIC BEARING ASSEMBLIES AND FIXED BEARING ASSEMBLIES SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M223, GRADE 50.

ALL EXPOSED SHIM PLATES AND BEARING PLATES AND SHALL BE AASHTO M223, GRADE 50, COST INCIDENTAL TO THE ITEM INVOLVED.

EQUIVALENT ROLLED ANGLE WITH STIFFENERS WILL BE ALLOWED IN LIEU OF WELDED PLATES FOR SIDE RETAINER.

ALL ANCHORED BEARING PLATES IN PRESTRESSED CONCRETE BEAMS ARE INCLUDED IN THE UNIT PRICE BID FOR PRESTRESSED CONCRETE BEAMS (3'-6" DEPTH).

* ANCHOR BOLTS MAY BE BUILT INTO THE MASONRY OR DRILLED AND GROUTED IN PLACE AFTER BEAMS HAVE BEEN ERECTED. SEE SHEET 9 OF 15 FOR INSTALLATION.

* * AFTER BEAMS HAVE BEEN ERECTED, HOLES SHALL BE DRILLED AND ANCHOR BOLTS GROUTED IN PLACE. SEE SHEET 9 OF 15 FOR ANCHOR BOLT INSTALLATION.

DESIGNED BY N.A.F A.A

DRAWN BY b.a.

CHECKED BY O.M.D

AMIR-FAZLI AND ASSOCIATES, INC.

CONSULTING ENGINEERS

ELASTOMERIC & FIXED BEARINGS

FAI RTE. 74

OVER SALT FORK RIVER

SEC. (10-7B-1) BR

CHAMPAIGN COUNTY

STR. NOS. 010-0029, 0030

STA. 739 + 22.00

DATE

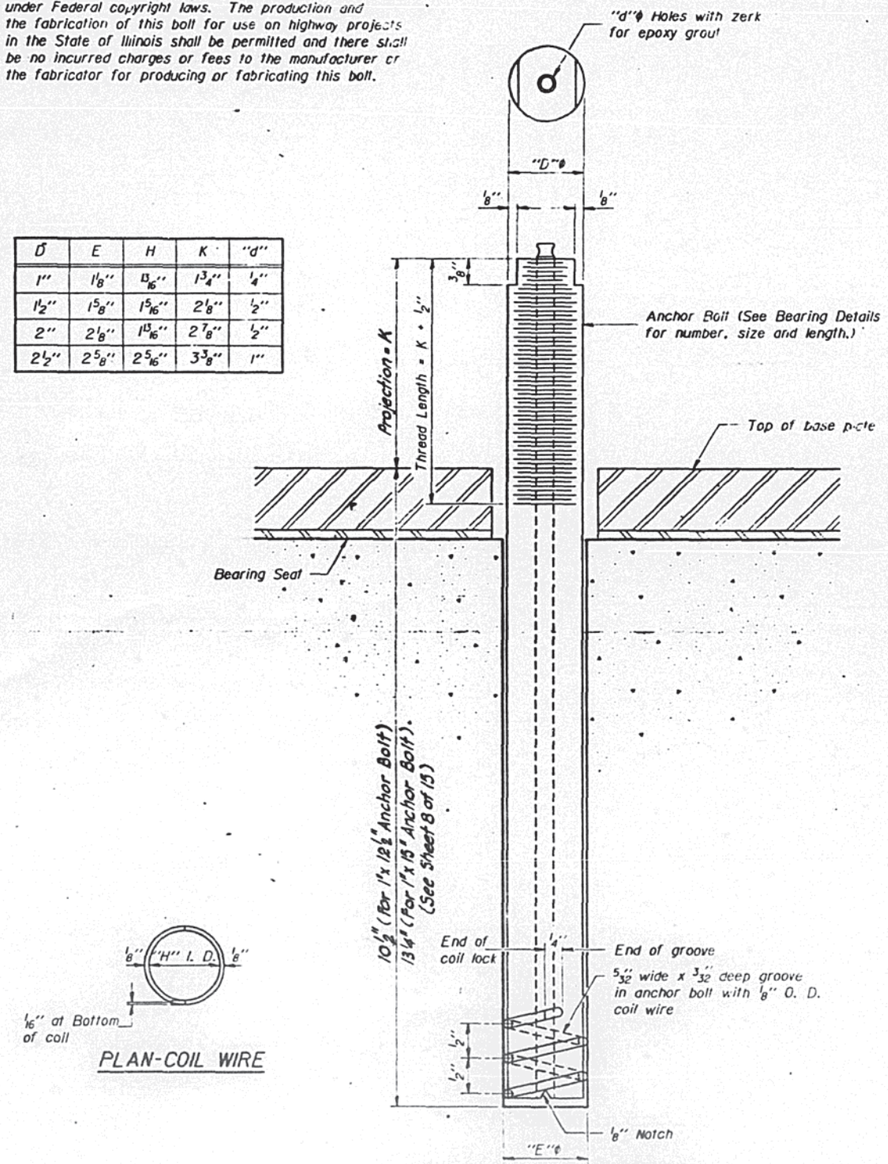
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	*	CHAMPAIGN	108	61
PROJECT NO.		ILLINOIS	FED. AID PROJECT	

SHEET NO. 61
SHEETS 108
SHEET 9 OF 15

* (10-7B-1) BR

D	E	H	K	"d"
1"	1 1/8"	11/16"	1 3/4"	1/4"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 13/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



ILLINOIS COIL-LOCK ANCHOR BOLT

PLAN-COIL WIRE

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A519, Grade 1026 and supplied with hexagonal nuts and cut washers.

The coil wire shall be made of any suitable soft steel wire.

The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.

The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C881, Type I, Grade I and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes in accordance with the manufacturer's recommendations and procedures.

The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:

1. A threaded rod stud with nut and washer conforming to ASTM A307.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or in accordance with the manufacturer's recommendation after beams or girders have been erected and adjusted.

Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.

The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel".

DESIGNED	N.A.F.
CHECKED	O.M.D
DRAWN	b.a.
CHECKED	

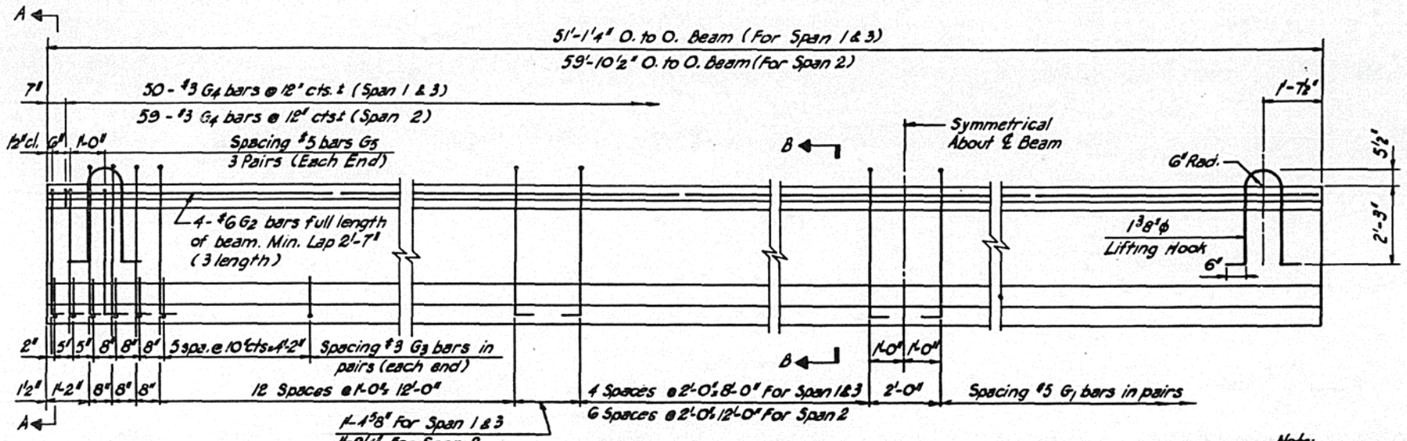
ABB-1 12-1-83

ANCHOR BOLT DETAILS FOR BEARINGS

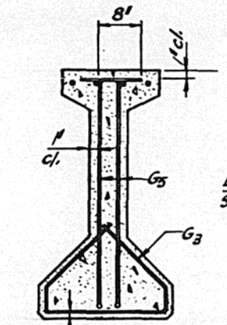
FAI RTE. 74
OVER SALT FORK RIVER
SEC. (10-7B-1) BR
CHAMPAIGN COUNTY
STR. NOS. 010-0029,0030

FA. RTE.	SECTION	COUNTY	TOTAL	SHEET
FAI 74	(10-7B-1)BR	CHAMPAIGN	108	62
		PROJECT		

SHEET 10 OF 15

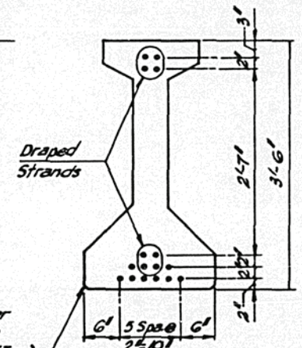


ELEVATION OF BEAM
Showing Reinforcement & Dimensions

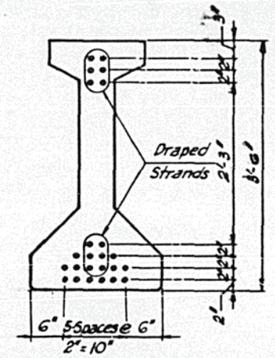


Note:
For diaphragm detail & Inserts see Sheet 6 of 15

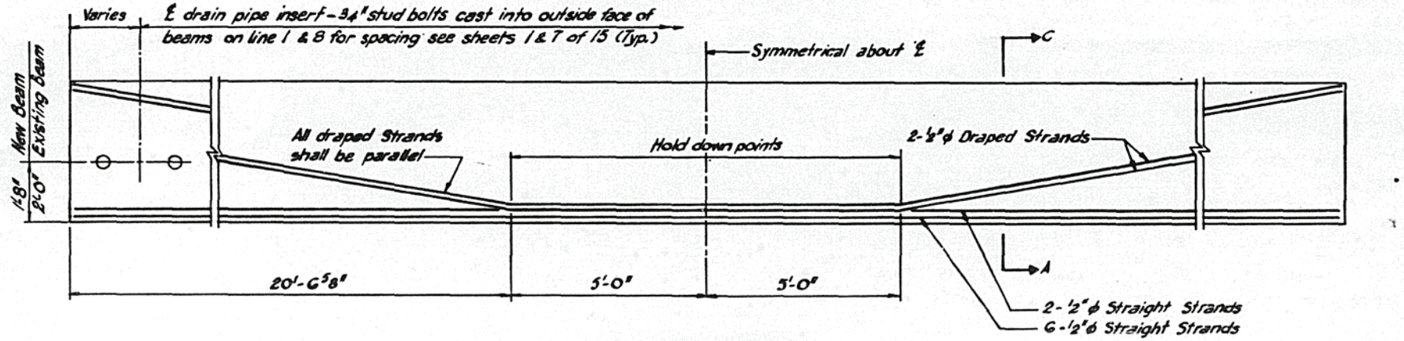
SECTION A-A
(For Span 1,2 & 3)



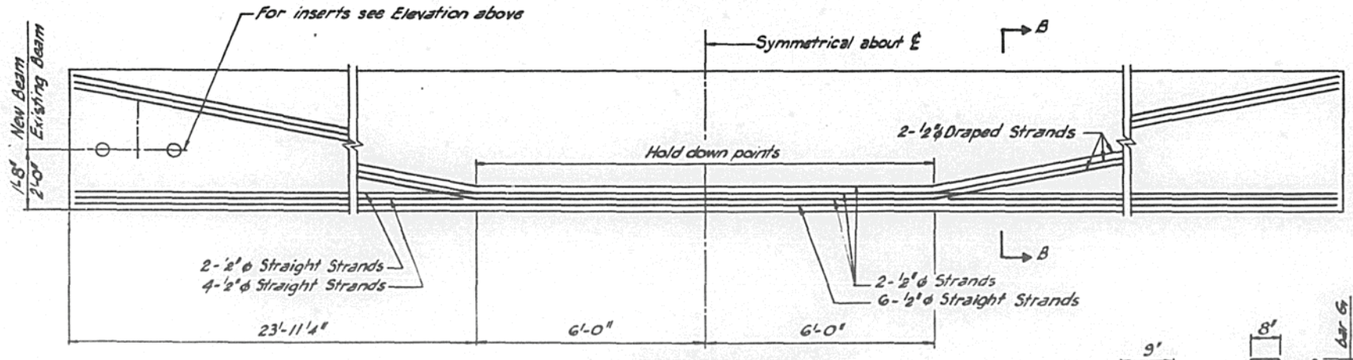
SECTION C-C
(For Span 1 & 3)



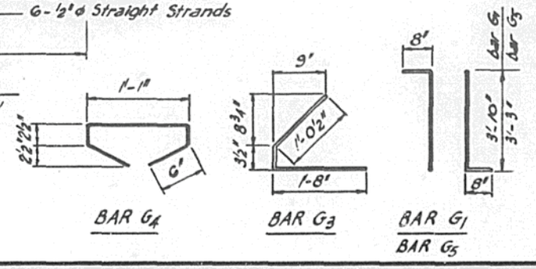
SECTION D-D
(For Span 2)



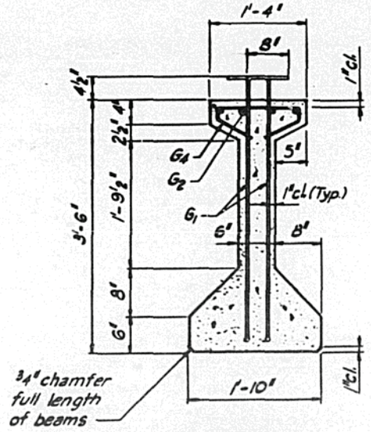
ELEVATION OF BEAM
Showing Prestressing steel
(For Span 1 & 3)



ELEVATION OF BEAM
Showing Prestressed Steel
(For Span 2)



BAR G4 BAR G3 BAR G1 BAR G5



SECTION B-B
(For Span 1, 2 & 3)

BAR LIST (One Beam), For Span 1 & 3

Bar	No.	Size	Length	Shape
G_1	84	#5	5'-2"	
G_2	12	#6	19'-0"	
G_3	44	#3	3'-0"	
G_4	30	#3	2'-6"	
G_5	12	#5	4'-7"	

4 Beams Required

BAR LIST (One Beam), For Span 2

Bar	No.	Size	Length	Shape
G_1	92	#5	5'-2"	
G_2	12	#6	21'-11"	
G_3	44	#3	3'-0"	
G_4	39	#3	2'-6"	
G_5	12	#5	4'-7"	

2 Beams Required

BILL OF MATERIAL (For Span 1 & 3)

Item	Unit	Total
Furnishing & Erecting Precast Prestressed Concrete I-Beams, 42"	Lin. Ft.	205

BILL OF MATERIAL (For Span 2)

Item	Unit	Total
Furnishing & Erecting Precast Prestressed Concrete I-Beams, 42"	Lin. Ft.	120

NOTES

PRESTRESSING STEEL SHALL BE NON-GALVANIZED HIGH STRENGTH LOW RELAXATION 7 WIRE STRAND, GRADE 270.

ALL INSERTS AND THREADED RODS FOR INSERTS, REINFORCING AND PRESTRESSING STEEL AND OTHER ITEMS WHICH ARE CAST INTO THE PRECAST CONCRETE GIRDERS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LINEAL FOOT OF FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I BEAM 42".

PRESTRESSING STEEL SHALL BE A NOMINAL DIAMETER OF 1/2" AND A NOMINAL CROSS-SECTIONAL AREA SHALL BE 0.153 SQ.IN.

INSERTS FOR 3/4" ϕ THREADED RODS ARE TO BE TWO STRUT, SINGLE COIL, FLARED LOOP TYPE FOR EXTERIOR GIRDERS.

STEEL FOR LIFTING HOOKS SHALL BE NON-DEFORMED BARS f'y = 40,000 psi.

REQUIRED RELEASE STRENGTH f'ci SHALL BE 4,200 psi.

NON-PRESTRESSING STEEL SHALL CONFORM TO AASHTO DESIGNATION M-31, M-42, OR M-53, GRADE 60.

DESIGNED BY N.A.F.
DRAWN BY b.a.
CHECKED BY A.A.

AMIR-FAZLI AND ASSOCIATES, INC.
CONSULTING ENGINEERS

PRESTRESSED BEAMS - SPANS 1, 2 & 3
FAI RTE. 74
OVER SALT FORK RIVER
SEC. (10-7B-1) BR
CHAMPAIGN COUNTY
STR. NOS. 010-0029, 0030
STA. 739 + 22.00 DATE

AL GOODFIELD
BRIDGE OFFICE, SPRINGFIELD, IL.
12-22-92

FA. RTE.	SECTION	COUNTY	TOTAL	SHEET
FAI 74	(10-7B-1) BR	CHAMPAIGN	108	63
	PROJECT			

SHEET 11 OF 15

Note 'A': Hatched area to be poured after superstructure formwork has been removed. Quantity of class 'I' concrete included with superstructure.

End Post shall be poured after bridge parapet is in place. Form top surface to match parapet grade

End Post

Bonded Const Jt. 1/2" x 3" notch on outside face

Const. Jt.

* Should be 1'-4 1/2" at edge of traffic lane - top of backwall should be set from this and be level.

WING WALL ELEVATION

Stage II Const. | Stage I Const

21-#5u(E) bars @ 12" cts.
21-#5v1/2(E) bars @ 12" cts. E.F.
21-#5v1(E) bars @ 12" cts. E.F.†
21-#5v3(E) bars @ 12" cts. B.F.
1-#6V (E) bar O.F.
1-#6V6(E) bar I.F.
3-#5h(E) bars E.F.
3-#5h2(E) bars E.F. Lap w/#5h(E)
2-#5v1(E) bars E.F.† 9" (Typ.)
El. GG3.34 (W.Abut.-W.B)
El. GG3.85 (E.Abut.-E.B)
℄ Proposed Vert. Pile
Exist. Pile (Typ.)
19-#5u(E) bars @ 12" cts.
14-#5v1/2(E) bars @ 12" cts. E.F.
14-#5v1(E) bars @ 12" cts. E.F.†
19-#5v3(E) bars @ 12" cts. B.F.
Bonded Constr. Jt.
3-#5h1(E) bars E.F.
4-#5v3(E) bars @ 12" cts. E.F.
El. GTO.GG (W.Abut.-W.B)
El. GTI.18 (E.Abut.-E.B)
1-#6V (E) bar O.F.
1-#6V6(E) bar I.F.
3-#5h2(E) bars E.F. Lap w/#5h1(E)
1-#6G n1(E)
El. GGG.2G (W.Abut.W.B)
El. GGG.78 (E.Abut.E.B)
4-#7u1(E) bars
El. GG3.2G (W.Abut.W.B)
El. GG3.78 (E.Abut.E.B)
4-#4s1(E) bars
3-#4s1(E) bars ℄ Prop. Vertical piles
1-#6G h3(E) bars @ 9" cts. E.F.
1-#6G h2(E) bars @ 13" cts. E.F.
4-#7u1(E) bars @ 12" cts. Both Faces
4-#4h3(E) O.F.
4-#4h4(E) I.F.
14-#6V (E) bars @ 12" cts. O.F.
10-#6V6(E) bars @ 12" cts. I.F.
3-#6V7(E) @ 12" cts. I.F.
1-#4h4(E) bar I.F.
3 Prs.-#6n1(E) @ 12" cts.
#6n (E)
Bend in Field W.P.
Inside Face
#6V6(E)
#6V7(E)
#4h4(E)
#4h3(E)
#6V (E)
13'-6"
3-#7p3(E) E.F. or 3-#7p2(E) E.F.
3-#4s2(E) bars @ 12" cts.
10-#4s1(E) bars @ 12" cts.
℄ Prop. Pile

ELEVATION

West Abut. W. Bound & East Abut. E. Bound Shown
West Abut. E. Bound & East Abut. W. Bound Similar

† Epoxy Grout (E) bars. See Note Sheet 12 of 18

SECTION B-B

WEST & EAST ABUTMENTS

BILL OF MATERIAL

BAR	No.	SIZE	LENGTH	SHAPE
h(E)	56	#5	20'-6"	
h1(E)	56	#5	19'-9"	
h2(E)	96	#5	71'-0"	
h3(E)	72	#4	13'-2"	
h4(E)	40	#4	13'-2"	
h5(E)	80	#6	2'-10"	
n(E)	80	#6	8'-10"	
n1(E)	48	#6	4'-5"	
p1(E)	24	#7	12'-2"	
p2(E)	24	#7	14'-6"	
p3(E)	16	#7	5'-2"	
s(E)	28	#4	12'-3"	
s1(E)	104	#4	9'-3"	
u(E)	160	#5	3'-3"	
u1(E)	16	#7	13'-5"	
V(E)	128	#6	6'-6"	
V1(E)	296	#5	3'-6"	
V2(E)	280	#5	3'-8"	
V3(E)	32	#5	6'-0"	
V4(E)	160	#4	3'-6"	
V5(E)	160	#5	2'-0"	
V6(E)	96	#6	6'-11"	
V7(E)	24	#6	6'-3"	

ITEM	UNIT	QUANTITY
Reinforcement Bars (Epoxy Coated)	Lbs.	13,500
Class X Concrete	Cu.Yd	110
Steel Piles HP 12x53	Lin.Ft	460
Test Piles	Each	2
Concrete Removal	Cu.Yd.	65

NOTE
FOR NOTES, SEE SHEET 12 OF 15.

TEST PILE to 75T
OTHERS to 60T

PILE DATA:
TYPE: Steel Pile HP12x53
CAPACITY: 40T Design Capacity
~~driven to 60T Brg.~~
EST. LENGTH: 46' West & East Abut.
No. REQUIRED: 10 + 2 Test Piles

℄ Bearing
#5h2(E) Lap w/ #5h1(E)
#5u(E)
El. GTO.68 Bk. of W.Abut @ ①
El. GT1.20 Bk. of E.Abut @ ①
1'-4 1/2" (Min.) Varies
Level
#5h1(E)
#5v3(E)
#4V4(E)
#4s3(E)
El. GGG.2G (W.Abut.)
El. GGG.78 (E.Abut.)
Constr. Jt.
#7p3(E)
#7u1(E)
#7u(E)
El. GG3.2G (W.Abut.)
El. GG3.78 (E.Abut.)

SECTION C-C

SECTION A-A

#6V (E)
#6V6(E)
#4h4(E)
#4h3(E)
#7p1(E) or #7p2(E)
#7p3(E)
#4s1(E)
#6n (E)
Constr. Jt.

SECTION THRU ABUT.

(Existing P.G. Line)

#5u(E)
#5h(E) or #5h1(E)
#5v2(E)
Exist. Reinf.
†#5v1(E)
Existing Structure

TOP VIEW

17'-0" | Stage II Constr. - 20'-10" | Stage I Constr. - 18'-2" | 22'-0"

New Wingwall
Exist. Wingwall to be removed to the bottom of Abut.
Bonded Constr. Jt. (Optional) (Typ.)
W.P.
℄ Roadway
21-#4v4(E) bars @ 12" cts.
1-#5h(E) bars Top & Bot. Bk. of Abut.
#5h2(E)
Sta. 738+39.75
El. GT1.05 (W.Abut.)
Sta. 740+04.25
El. GT1.58 (E.Abut.)
19-#4v4(E) bars @ 12" cts.
1-#5h1(E) bars Top & Bot.
#5h2(E)
New Wingwall
Exist. Wingwall to be removed to El. GGG.28 ± (W.Abut.) El. GGG.80± (E.Abut.)
℄ Beam
℄ Brg.
1'-6"x1'-3" Anchor Bolt (Typ.)
W.P.
Exist. to be removed
℄ Existing Beam
℄ Proposed 42" P.P.C. I Beam
℄ Brg.

ANCHOR BOLT LAYOUT

WING WALL ELEVATION

REINFORCEMENT

h2(E)
n(E)
n1(E)
s(E)
s1(E)
u(E)
u1(E)
V4(E)
V6(E)
V7(E)
h4(E)

PLAN-PILE CAP

#4s4(E)
#7p2(E)
#6n1(E)
10-#6n1(E) bars @ 12" cts.
#4s4(E)
Back of Abut.
Bonded Constr. Joint
#6h5(E)
℄ Pile
#7u(E) bars
Exist. Reinf. to Remain
Exist. to Remove
℄ Prop. Pile

LEGEND:
——— Existing

DESIGNED BY N.A.F.
DRAWN BY b.a.
CHECKED BY O.M.D

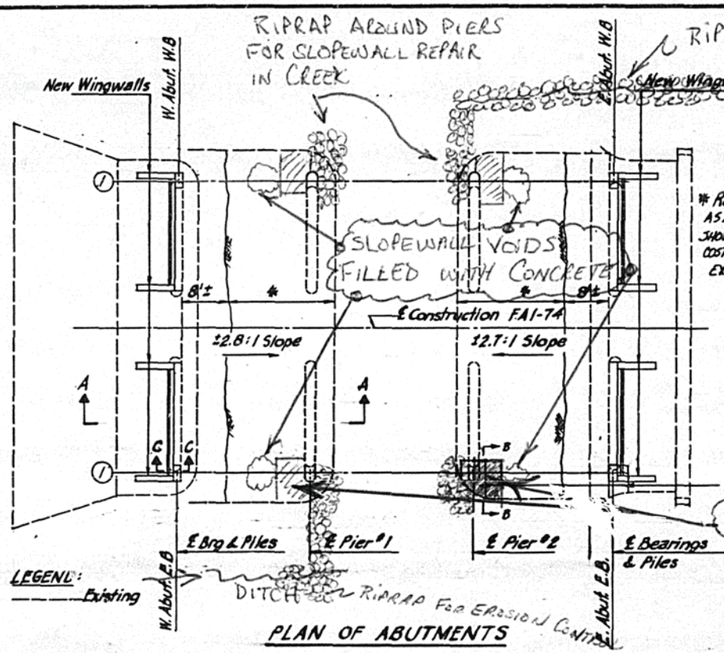
AMIR-FAZLI AND ASSOCIATES, INC.
CONSULTING ENGINEERS

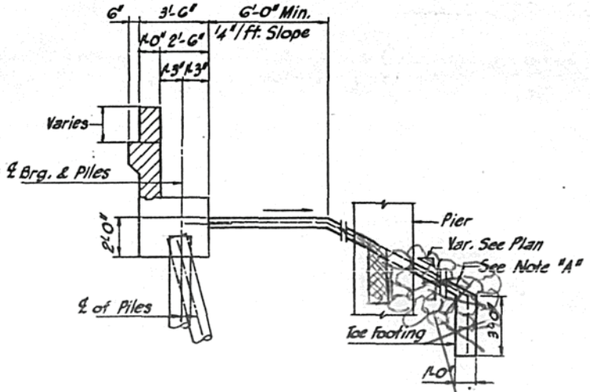
ABUTMENTS
FAI RTE. 74
OVER SALT FORK RIVER
SEC. (10-7B-1) BR
CHAMPAIGN COUNTY
STR. NOS. 010-0029,0030
STA. 739 + 22.00

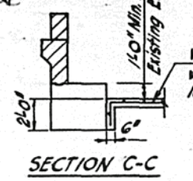
DATE

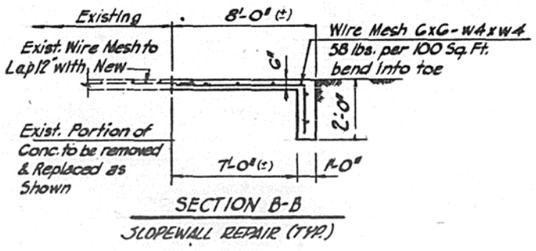
FA. RTE.	SECTION	COUNTY	TOTAL	SHEET
FAI 74	(10-7B-1)BR	CHAMPAIGN	108	64
		PROJECT		

SHEET 12 OF 15



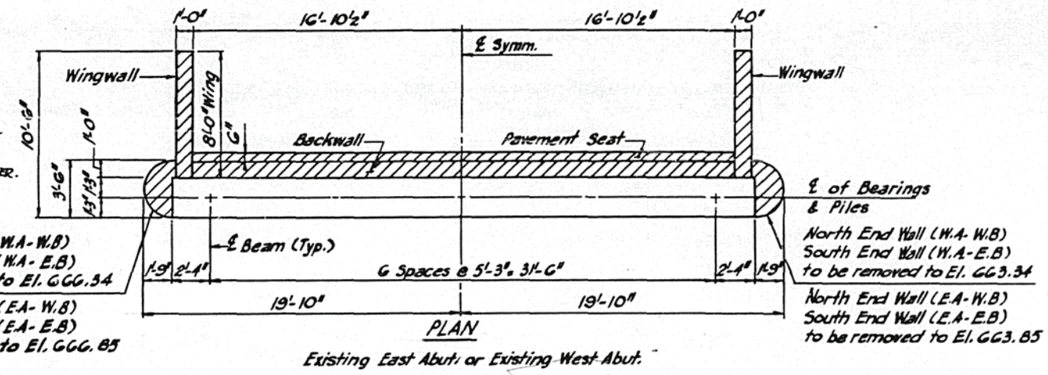


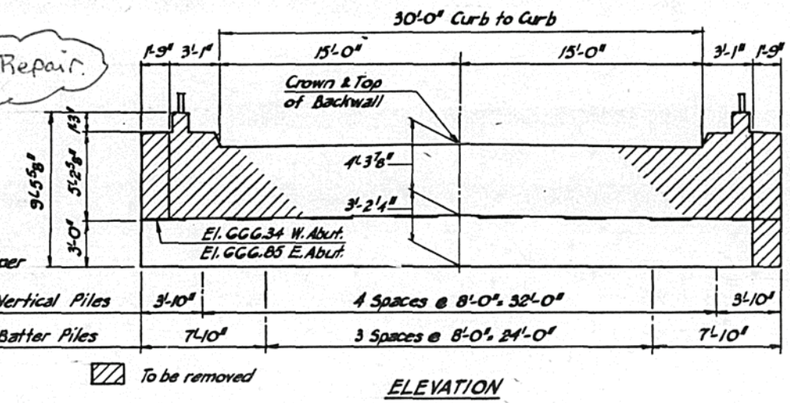


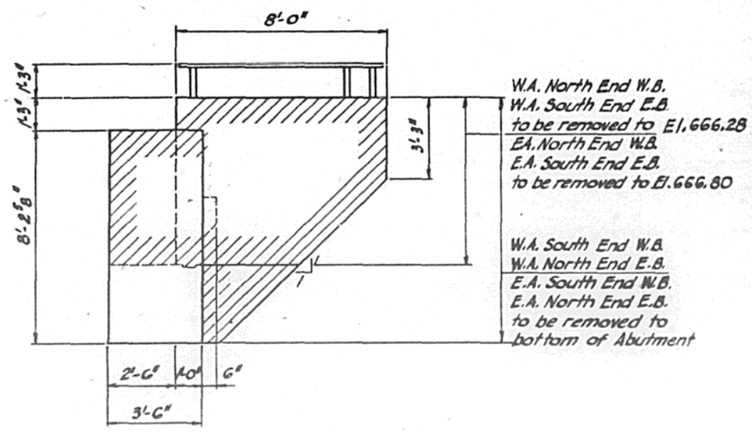


RIPRAP USED FROM CENTER OF PIER OUT IN CREEK. CONCRETE TOEWALL STOPS AT CENTER OF PIER.

* Remove Silt & Clay DEPOSITS AS REQUIRED TO COMPLETE WALL AS SHOWN OR AS DIRECTED BY THE ENGINEER. COST INCIDENTAL TO STRUCTURE EXCAVATION.







NOTES

REMOVE EXISTING CONCRETE AS SHOWN (HATCHED AREAS). EXISTING VERTICAL REINFORCING BARS TO BE CLEANED AND INCORPORATED INTO NEW CONCRETE. COST INCIDENTAL TO "CLASS X CONCRETE".

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

THE MINIMUM HOLE DIAMETER FOR EPOXY GROUTED VERTICAL OR HORIZONTAL BARS SHALL BE THE DIAMETER OF THE BAR PLUS 1/4" AND THE MINIMUM DEPTH SHALL BE 9". SEE SPECIAL PROVISIONS. FOR HORIZONTAL BARS USE A GROUT APPROVED BY THE DEPARTMENT OR EPOXY GROUT IN ACCORDANCE WITH BSP-11. THE METHOD OF GROUT APPLICATION SHALL BE APPROVED BY THE ENGINEER. SEE SHEET 11 OF 15.

SPACE REINFORCEMENT IN CAP TO MISS ANCHOR BOLTS.

BONDED CONSTRUCTION JOINT IN ACCORDANCE WITH ARTICLE 504.13(a)(2) OF THE STANDARD SPECIFICATIONS.

COST OF WIRE MESH IS INCIDENTAL TO "COST OF SLOPEWALL".

DESIGNED BY N.A.F.
DRAWN BY B.E.
CHECKED BY O.M.D.

AMIR-FAZLI AND ASSOCIATES, INC.
CONSULTING ENGINEERS

ABUTMENTS
FAI RTE. 74
OVER SALT FORK RIVER
SEC. (10-7B-1) BR
CHAMPAIGN COUNTY
STR. NOS. 010-0029,0030
STA.739 + 22.00

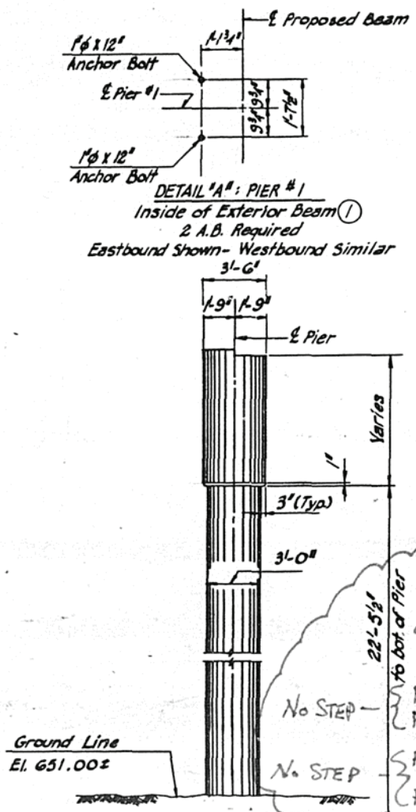
DATE

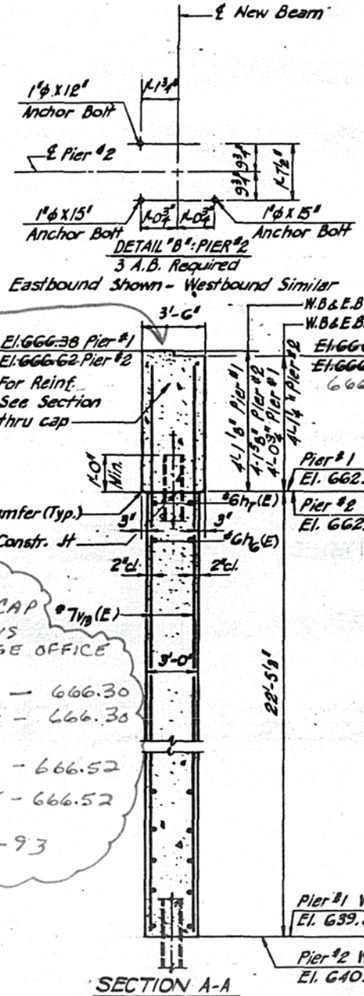
DIMENSION CHANGE

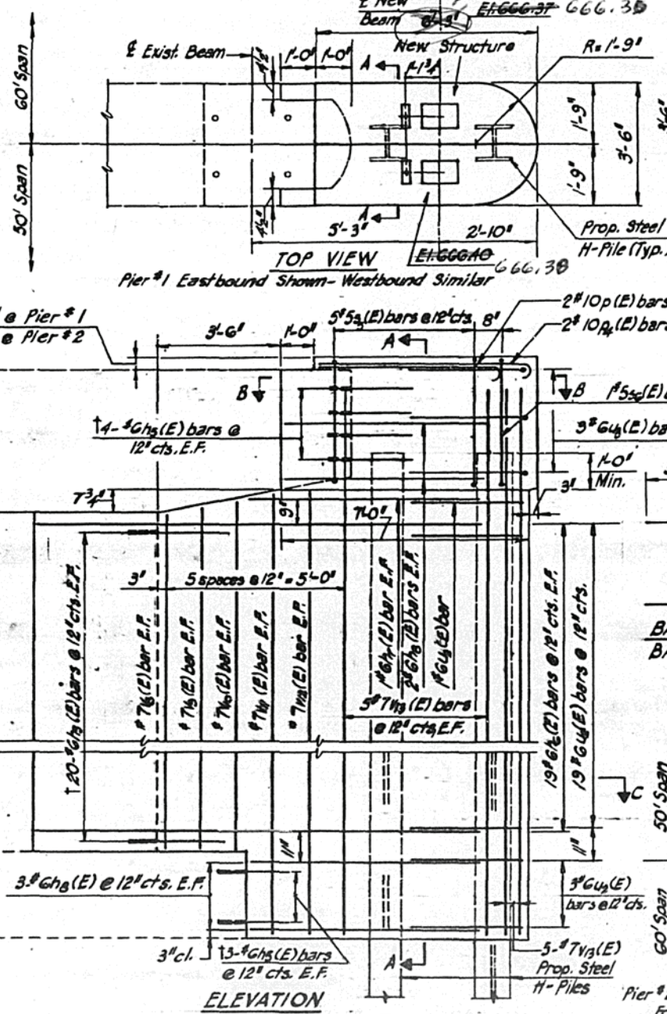
SHOULD BE 6'-6"

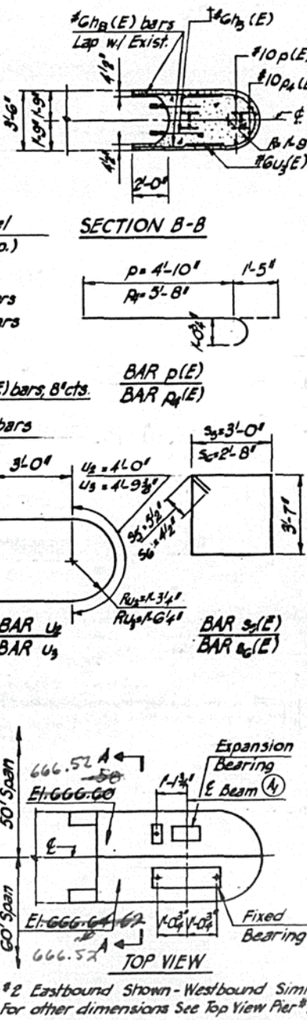
FA. RTE.	SECTION	COUNTY	TOTAL	SHEET
FAI 74	010-7B-1)BR	CHAMPAIGN	108	65
		PROJECT		

SHEET 15 OF 15







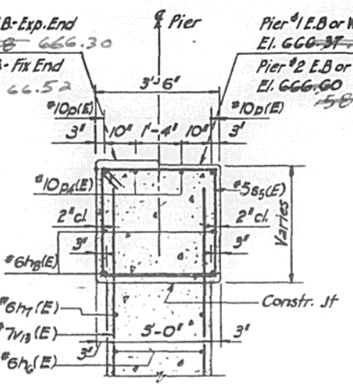


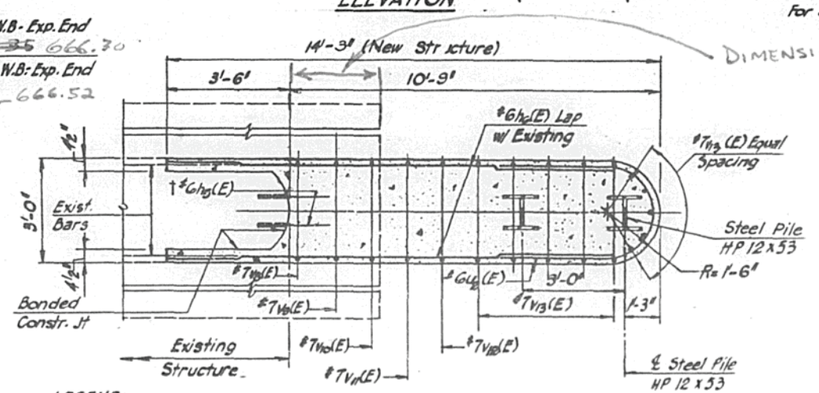
BILL OF MATERIAL

BAR	No.	SIZE	LENGTH	SHAPE
h5(E)	216	#6	2'-10"	
h4(E)	152	#6	12'-9"	
h3(E)	8	#6	8'-0"	
h2(E)	16	#6	5'-9"	
p(E)	8	#10	6'-3"	HOOK BARS
p4(E)	8	#10	7'-1"	
S5(E)	20	#5	14'-7"	
S6(E)	4	#5	13'-3"	
u2(E)	92	#6	10'-0"	
u3(E)	12	#6	10'-9"	
V2(E)	8	#7	19'-0"	
V3(E)	8	#7	18'-3"	
V10(E)	8	#7	19'-5"	
V11(E)	8	#7	22'-1"	
V12(E)	8	#7	22'-3"	
V13(E)	60	#7	24'-5"	

ITEM	UNIT	QUANTITY
Reinforcement Bars (Epoxy Coated)	Lbs.	11,270
Class X Concrete	Cu. Yd.	125
Steel Pile, HP 12x53	Lin. Ft.	234
Test Piles	Each	2
Concrete Removal	Cu. Yd.	10

† Epoxy Grout (E) bars
See Sheet 12 of 18.





CHANGE:
"DRIVE TEST PILE TO 90 TONS
OTHER PILES TO 75 TONS
(FROM BRIDGE OFFICE)

NEW PIER CAP ELEVATIONS FROM BRIDGE OFFICE
PIER 1 WEST — 666.30
PIER 1 EAST — 666.30
PIER 2 WEST — 666.52
PIER 2 EAST — 666.52
-4-9-93

DIMENSION = 2.5' FROM ORIGINAL PLANS

PILE DATA

TYPE: Steel Pile, HP 12x53
CAPACITY: ~~50 Ton Design Capacity driven to 75 T Brg.~~
EST. LENGTH: 39'
No. REQUIRED: 6 + 2 Test Pile

NOTE

EXISTING REINFORCEMENT BARS TO BE CLEANED, STRAIGHTENED AND INCORPORATED INTO NEW CONSTRUCTION. COST INCIDENTAL TO CLASS X CONCRETE SUPERSTRUCTURE.

ALL EDGES SHALL HAVE STANDARD 3/4" CHAMFER EXCEPT AS NOTED. POUR STEPS MONOLITHICALLY WITH CAP.

SPACE REINFORCEMENT IN CAP TO MISS ANCHOR BOLTS. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

BONDED CONSTRUCTION JOINT IN ACCORDANCE WITH ARTICLE 504.13(a)(2) OF THE STANDARD SPECIFICATIONS.

DESIGNED BY N.A.F.
DRAWN BY D.A.
CHECKED BY O.M.D.

AMIR-FAZLI AND ASSOCIATES, INC.
CONSULTING ENGINEERS

PIERS
FAI RTE. 74
OVER SALT FORK CREEK
SEC. (10-7B-1) BR
CHAMPAIGN COUNTY
STR. NOS. 010-0029, 0030
STA. 739 + 22.00

DATE