Benchmark: Chiseled "□" top of Northwest wingwall of SN 006-0007 Sta. 202+13.94, 24.95' Rt. Elev. = 637.37

Existing Structures: SN 006-0007 (EB) and SN 006-0008 (WB) Built in 1963 as F.A.I. 80, Section 06-1B-3, at Sta. 202+80. Existing Superstructure consists of steel I-Beams and 7" concrete deck with a bituminous waterproof membrane overlay. The Substructure consists of reinforced concrete spill-thru abutments suported by concrete piles and reinforced concrete piers supported by a spread footing and timber piles. 140'-4" Bk. to Bk. abutments. 43'-8" out-to-out deck. Concrete deck to be removed and and replaced using stage construction.

No Salvage.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

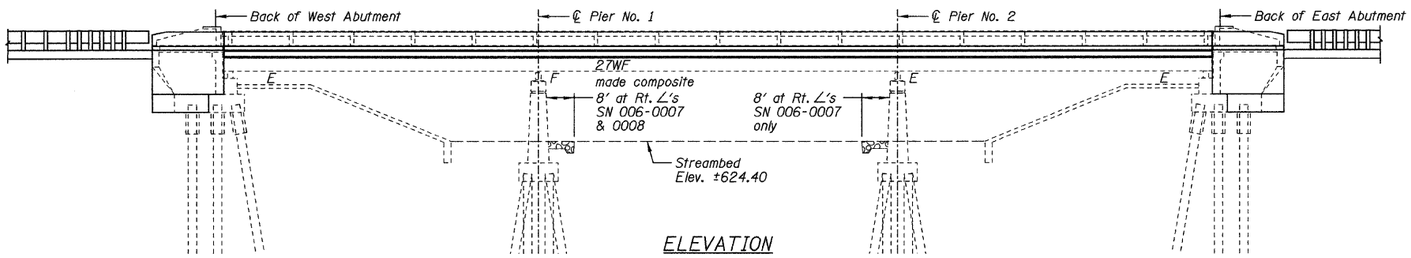
See sheet 2 of 25 for Index of Bridge Plans, Total Bill of Materials and General Notes

See sheet 2 of 25 for Section A-A

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	50
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 1
29 SHEETS

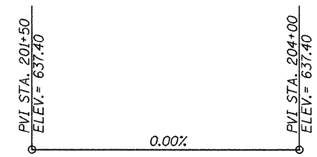
Contract #66623
* (06-1, 2)RS-3, I



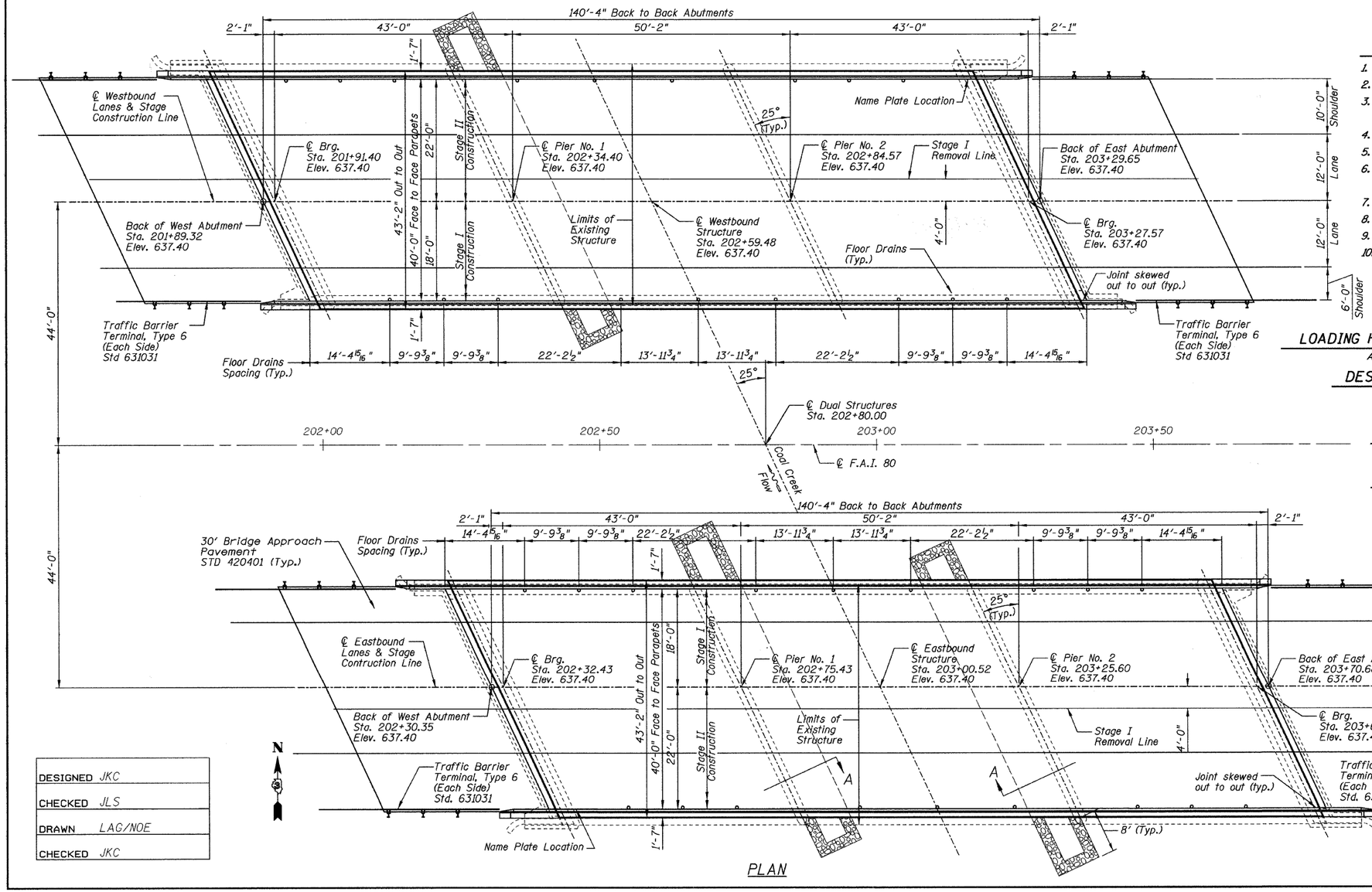
ELEVATION

STATION 202+80
RE-BUILT BY
STATE OF ILLINOIS
F.A.I. 80 SEC. (06-1, 2)RS-3, I
LOADING HS-20-44
STR. NO. 006-____

NAME PLATE
See Std. 515001



PROPOSED PROFILE SN 006-0007 AND SN 006-0008 (I-80 EBL AND WBL)



PLAN

SCOPE OF WORK

1. Remove and replace existing concrete deck.
2. Epoxy crack injection of cracks on the piers and abutment walls and seats.
3. Jack and remove existing bearings at the abutments to install new elastomeric bearings.
4. Structural repair of concrete at all appropriate areas on the abutments.
5. Remove and replace anchor bolt on bearings 12 and 18 on Pier 1 for SN 006-0007.
6. Place stone riprap in the channel on the east side of Pier 1 and the west side of Pier 2 to stop scouring at SN 006-0007.
7. Remove and replace expansion joints with strip seal joints.
8. Place stone riprap in the channel on the east side of Pier 1 for SN 006-0008.
9. Remove and replace wingwalls.
10. Beams are to be composite in positive moment regions.

7/21/08 date

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

JAMES K. CLINARD
LICENSED STRUCTURAL ENGINEER NO. 081-004655
STATE OF ILLINOIS
expires 11-30-2008
signature
PROFESSIONAL DESIGN FIRM LICENSE NO. 184-001717

LOADING HS20-44 & ALT. MIL. LOAD (New Const.)

Allow 50#/sq. ft. for future wearing surface

DESIGN SPECIFICATIONS (New Const.)

2002 AASHTO

DESIGN STRESSES

FIELD UNITS (New construction)

f'c = 3,500 psi
fy = 60,000 psi (reinforcement)

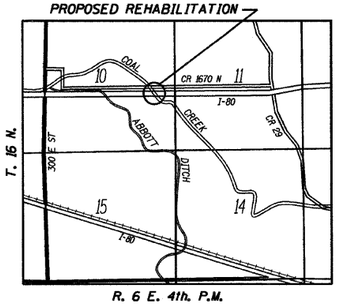
FIELD UNITS (Exist. construction)

f'c = 3,500 psi
fy = 40,000 psi (reinforcement)
fy = 33,000 psi (structural steel)

SEISMIC DATA

S.P.C. A
A= 0.04
S= 1.0

PROPOSED REHABILITATION



R. 6 E. 4th. P.M.

LOCATION SKETCH

DESIGNED	JKC
CHECKED	JLS
DRAWN	LAG/NOE
CHECKED	JKC

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

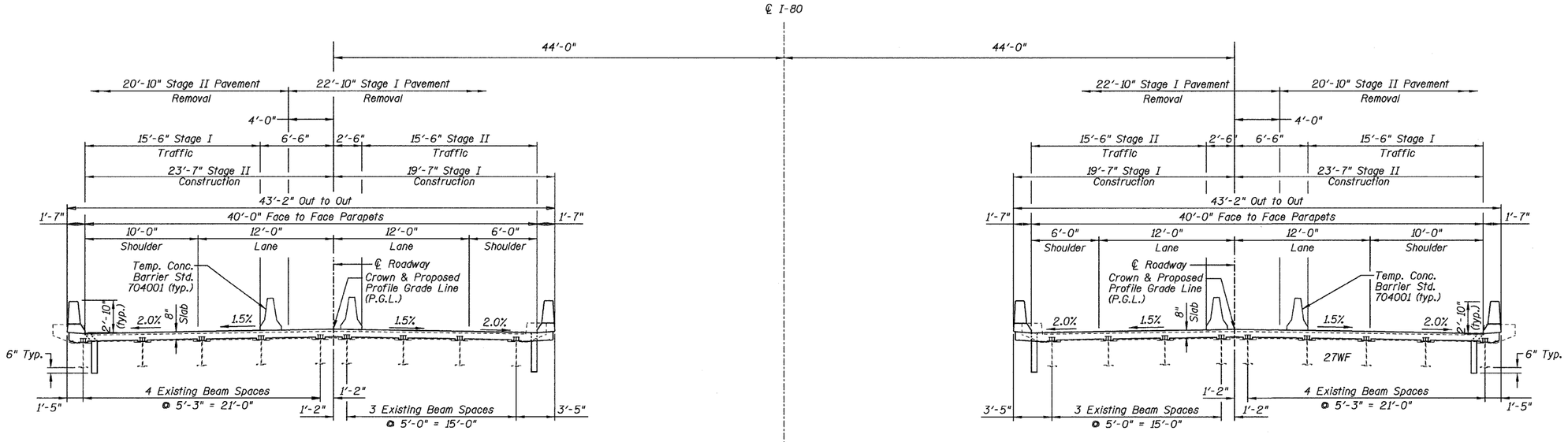
GENERAL PLAN
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	51
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

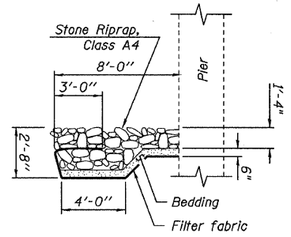
SHEET NO. 2
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I



CROSS SECTION
(LOOKING EAST)

Index of Bridge Plans



SECTION A-A

GENERAL NOTES:

1. No field welding is permitted except as specified in the contract documents.
2. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions.
3. Reinforcement bars designated (E) shall be epoxy coated.
4. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

   As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by an individual acceptable to the Engineer. Any cracks that cannot be removed by grinding ¼ inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
5. Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall field verify existing dimensions and details affecting new construction 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 scope of the work, however, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.
6. Cleaning and field painting of structural steel shall be done under a separate painting contract.
7. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
8. Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
9. If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
10. Clean and relocate existing name plate adjacent to new name plate. Cost included with name plate.
11. Partial depth saw cutting of existing concrete deck over the top of the existing beam flanges shall be permitted. See Special Provision for Removal of Existing Non-Composite Bridge Deck.
12. All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M300, Type 1.

TOTAL BILL OF MATERIALS

		SN 006-0007 (EB)		SN 006-0008 (WB)		
DESCRIPTION	UNIT	SUPER	SUB	SUPER	SUB	TOTAL
STONE RIPRAP, CLASS A4	SQ. YD.	--	117	--	58	175
FILTER FABRIC	SQ. YD.	--	117	--	58	175
CONCRETE REMOVAL	CU. YD.	--	19.8	--	19.7	39.5
REMOVAL OF EXISTING CONCRETE DECK NO. 1	EACH	1	--	1	--	2
STRUCTURE EXCAVATION	CU. YD.	--	109	--	109	218
FLOOR DRAINS	EACH	18	--	18	--	36
CONCRETE STRUCTURES	CU. YD.	--	33.2	--	33.2	66.4
CONCRETE SUPERSTRUCTURE	CU. YD.	203.6	--	203.6	--	407.2
BRIDGE DECK GROOVING	SQ. YD.	582	--	582	--	1164
PROTECTIVE COAT	SQ. YD.	745	--	745	--	1490
FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	2285	--	2285	--	4570
STUD SHEAR CONNECTORS	EACH	3600	--	3600	--	7200
JACK AND REMOVE EXISTING BEARINGS	EACH	18	--	18	--	36
REINFORCEMENT BARS, EPOXY COATED	POUND	39210	4050	39210	4050	86520
BAR SPLICERS	EACH	354	88	354	88	884
NAME PLATES	EACH	1	--	1	--	2
PREFORMED JOINT STRIP SEAL	FOOT	92.5	--	92.5	--	185
ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	9	--	9	--	18
ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	9	--	9	--	18
ANCHOR BOLTS, 1"	EACH	--	36	--	36	72
EPOXY CRACK INJECTION	FOOT	--	86	--	64	150
STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ. FT.	--	0	--	16	16
REMOVE AND REPLACE ANCHOR BOLTS	EACH	--	1	--	1	2

DESIGNED	JKC
CHECKED	JLS
DRAWN	LAG/NOE
CHECKED	JKC

GENERAL NOTES AND BILL OF MATERIALS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

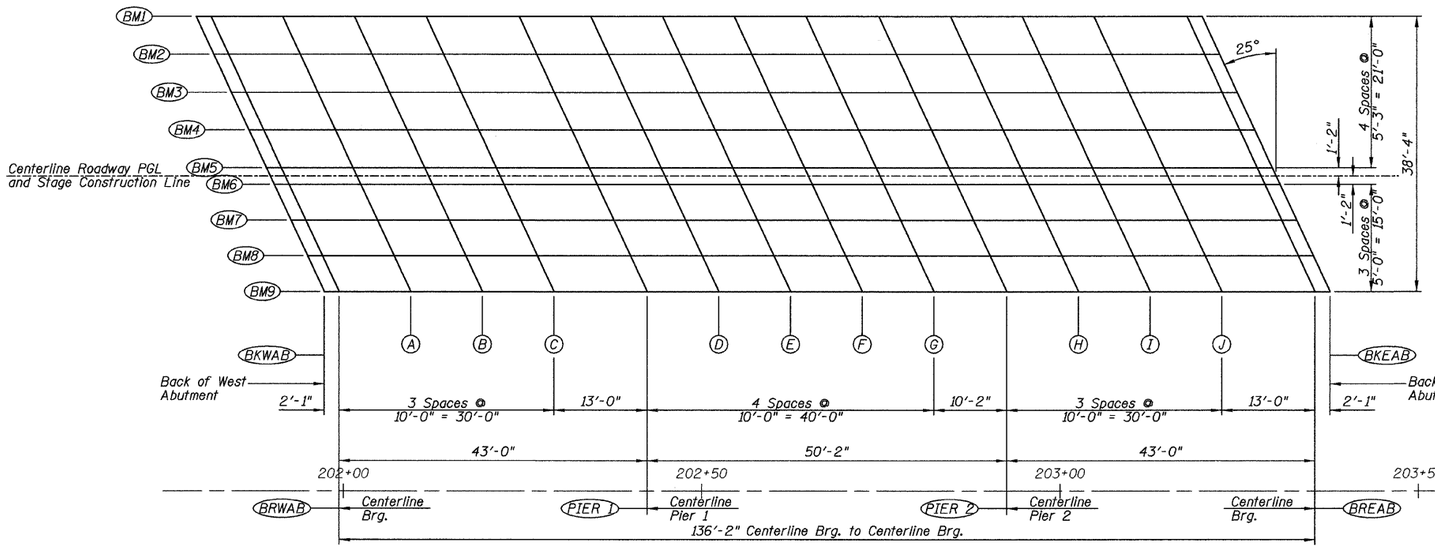
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

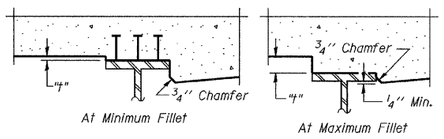
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	52
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 3
29 SHEETS

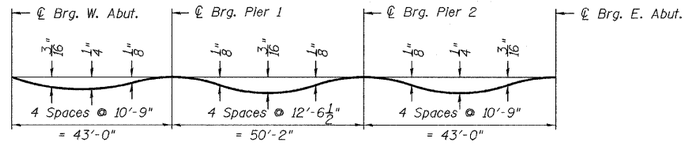
Contract #66623
* (06-1, 2)RS-3, I





To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 4 & 5, minus slab thickness, equals the fillet heights "t" above top flange of beams.

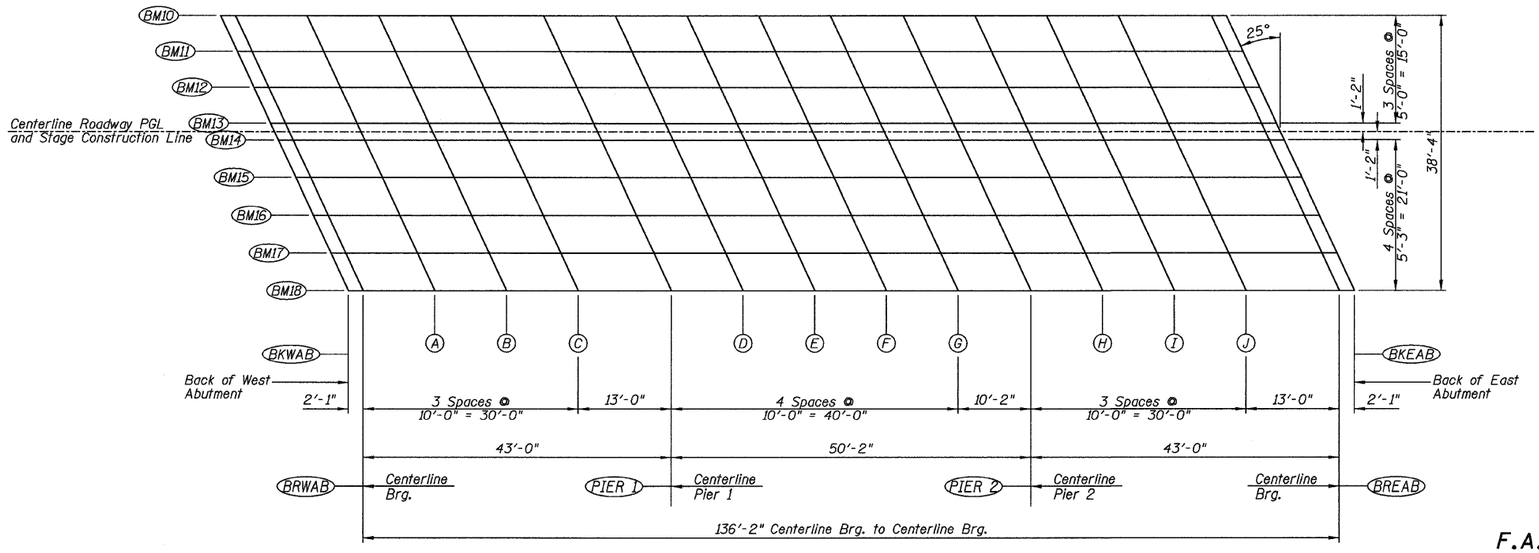
FILLET HEIGHTS



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 on sheets 4 & 5.



PLAN

N

DESIGNED	NOE
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

DECK ELEVATIONS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	53
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 4
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

SCREED ELEVATION FOR BEAM BM1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	201+78.98	-66.17	637.0166	637.0166
BRWAB	201+81.06	-66.17	637.0166	637.0166
A	201+91.06	-66.17	637.0166	637.0289
B	202+01.06	-66.17	637.0166	637.0326
C	202+11.06	-66.17	637.0166	637.0267
PIER 1	202+24.06	-66.17	637.0166	637.0166
D	202+34.06	-66.17	637.0166	637.0209
E	202+44.06	-66.17	637.0166	637.0270
F	202+54.06	-66.17	637.0166	637.0270
G	202+64.06	-66.17	637.0166	637.0209
PIER 2	202+74.23	-66.17	637.0166	637.0166
H	202+84.23	-66.17	637.0166	637.0238
I	202+94.23	-66.17	637.0166	637.0317
J	203+04.23	-66.17	637.0166	637.0313
BREAB	203+17.23	-66.17	637.0166	637.0166
BKEAB	203+19.31	-66.17	637.0166	637.0166

SCREED ELEVATION FOR BEAM BM2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	201+81.43	-60.92	637.1216	637.1216
BRWAB	201+83.51	-60.92	637.1216	637.1216
A	201+93.51	-60.92	637.1216	637.1339
B	202+03.51	-60.92	637.1216	637.1376
C	202+13.51	-60.92	637.1216	637.1317
PIER 1	202+26.51	-60.92	637.1216	637.1216
D	202+36.51	-60.92	637.1216	637.1259
E	202+46.51	-60.92	637.1216	637.1320
F	202+56.51	-60.92	637.1216	637.1320
G	202+66.51	-60.92	637.1216	637.1259
PIER 2	202+76.68	-60.92	637.1216	637.1216
H	202+86.68	-60.92	637.1216	637.1288
I	202+96.68	-60.92	637.1216	637.1367
J	203+06.68	-60.92	637.1216	637.1363
BREAB	203+19.68	-60.92	637.1216	637.1216
BKEAB	203+21.76	-60.92	637.1216	637.1216

SCREED ELEVATION FOR BEAM BM3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	201+83.88	-55.67	637.2250	637.2250
BRWAB	201+85.96	-55.67	637.2250	637.2250
A	201+95.96	-55.67	637.2250	637.2373
B	202+05.96	-55.67	637.2250	637.2410
C	202+15.96	-55.67	637.2250	637.2351
PIER 1	202+28.96	-55.67	637.2250	637.2250
D	202+38.96	-55.67	637.2250	637.2293
E	202+48.96	-55.67	637.2250	637.2354
F	202+58.96	-55.67	637.2250	637.2354
G	202+68.96	-55.67	637.2250	637.2293
PIER 2	202+79.13	-55.67	637.2250	637.2250
H	202+89.13	-55.67	637.2250	637.2322
I	202+99.13	-55.67	637.2250	637.2401
J	203+09.13	-55.67	637.2250	637.2397
BREAB	203+22.13	-55.67	637.2250	637.2250
BKEAB	203+24.21	-55.67	637.2250	637.2250

SCREED ELEVATION FOR BEAM BM4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKW	201+86.32	-50.42	637.3037	637.3037
BRWAB	201+88.41	-50.42	637.3037	637.3037
A	201+98.41	-50.42	637.3037	637.3160
B	202+08.41	-50.42	637.3037	637.3197
C	202+18.41	-50.42	637.3037	637.3138
PIER 1	202+31.41	-50.42	637.3037	637.3037
D	202+41.41	-50.42	637.3037	637.3080
E	202+51.41	-50.42	637.3037	637.3141
F	202+61.41	-50.42	637.3037	637.3141
G	202+71.41	-50.42	637.3037	637.3080
PIER 2	202+81.57	-50.42	637.3037	637.3037
H	202+91.57	-50.42	637.3037	637.3109
I	203+01.57	-50.42	637.3037	637.3188
J	203+11.57	-50.42	637.3037	637.3184
BREAB	203+24.57	-50.42	637.3037	637.3037
BKEAB	203+26.66	-50.42	637.3037	637.3037

SCREED ELEVATION FOR BEAM BM5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	201+88.77	-45.17	637.3824	637.3824
BRWAB	201+90.86	-45.17	637.3824	637.3824
A	202+00.86	-45.17	637.3824	637.3947
B	202+10.86	-45.17	637.3824	637.3984
C	202+20.86	-45.17	637.3824	637.3925
PIER 1	202+33.86	-45.17	637.3824	637.3824
D	202+43.86	-45.17	637.3824	637.3867
E	202+53.86	-45.17	637.3824	637.3928
F	202+63.86	-45.17	637.3824	637.3928
G	202+73.86	-45.17	637.3824	637.3867
PIER 2	202+84.02	-45.17	637.3824	637.3824
H	202+94.02	-45.17	637.3824	637.3896
I	203+04.02	-45.17	637.3824	637.3975
J	203+14.02	-45.17	637.3824	637.3971
BREAB	203+27.02	-45.17	637.3824	637.3824
BKEAB	203+29.11	-45.17	637.3824	637.3824

SCREED ELEVATION FOR BEAM PGLWB

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	201+89.32	-44.00	637.4000	637.4000
BRWAB	201+91.40	-44.00	637.4000	637.4000
A	202+01.40	-44.00	637.4000	637.4123
B	202+11.40	-44.00	637.4000	637.4160
C	202+21.40	-44.00	637.4000	637.4101
PIER 1	202+34.40	-44.00	637.4000	637.4000
D	202+44.40	-44.00	637.4000	637.4043
E	202+54.40	-44.00	637.4000	637.4104
F	202+64.40	-44.00	637.4000	637.4104
G	202+74.40	-44.00	637.4000	637.4043
PIER 2	202+84.57	-44.00	637.4000	637.4000
H	202+94.57	-44.00	637.4000	637.4072
I	203+04.57	-44.00	637.4000	637.4151
J	203+14.57	-44.00	637.4000	637.4147
BREAB	203+27.57	-44.00	637.4000	637.4000
BKEAB	203+29.65	-44.00	637.4000	637.4000

SCREED ELEVATION FOR BEAM BM6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	201+89.86	-42.83	637.3824	637.3824
BRWAB	201+91.94	-42.83	637.3824	637.3824
A	202+01.94	-42.83	637.3824	637.3947
B	202+11.94	-42.83	637.3824	637.3984
C	202+21.94	-42.83	637.3824	637.3925
PIER 1	202+34.94	-42.83	637.3824	637.3824
D	202+44.94	-42.83	637.3824	637.3867
E	202+54.94	-42.83	637.3824	637.3928
F	202+64.94	-42.83	637.3824	637.3928
G	202+74.94	-42.83	637.3824	637.3867
PIER 2	202+85.11	-42.83	637.3824	637.3824
H	202+95.11	-42.83	637.3824	637.3896
I	203+05.11	-42.83	637.3824	637.3975
J	203+15.11	-42.83	637.3824	637.3971
BREAB	203+28.11	-42.83	637.3824	637.3824
BKEAB	203+30.19	-42.83	637.3824	637.3824

SCREED ELEVATION FOR BEAM BM7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	201+92.19	-37.83	637.3074	637.3074
BRWAB	201+94.28	-37.83	637.3074	637.3074
A	202+04.28	-37.83	637.3074	637.3197
B	202+14.28	-37.83	637.3074	637.3234
C	202+24.28	-37.83	637.3074	637.3175
PIER 1	202+37.28	-37.83	637.3074	637.3074
D	202+47.28	-37.83	637.3074	637.3117
E	202+57.28	-37.83	637.3074	637.3178
F	202+67.28	-37.83	637.3074	637.3178
G	202+77.28	-37.83	637.3074	637.3117
PIER 2	202+87.44	-37.83	637.3074	637.3074
H	202+97.44	-37.83	637.3074	637.3146
I	203+07.44	-37.83	637.3074	637.3225
J	203+17.44	-37.83	637.3074	637.3221
BREAB	203+30.44	-37.83	637.3074	637.3074
BKEAB	203+32.53	-37.83	637.3074	637.3074

SCREED ELEVATION FOR BEAM BM8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	201+94.52	-32.83	637.2324	637.2324
BRWAB	201+96.61	-32.83	637.2324	637.2324
A	202+06.61	-32.83	637.2324	637.2447
B	202+16.61	-32.83	637.2324	637.2484
C	202+26.61	-32.83	637.2324	637.2425
PIER 1	202+39.61	-32.83	637.2324	637.2324
D	202+49.61	-32.83	637.2324	637.2367
E	202+59.61	-32.83	637.2324	637.2428
F	202+69.61	-32.83	637.2324	637.2428
G	202+79.61	-32.83	637.2324	637.2367
PIER 2	202+89.77	-32.83	637.2324	637.2324
H	202+99.77	-32.83	637.2324	637.2396
I	203+09.77	-32.83	637.2324	637.2475
J	203+19.77	-32.83	637.2324	637.2471
BREAB	203+32.77	-32.83	637.2324	637.2324
BKEAB	203+34.86	-32.83	637.2324	637.2324

SCREED ELEVATION FOR BEAM BM9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	201+96.85	-27.83	637.1366	637.1366
BRWAB	201+98.94	-27.83	637.1366	637.1366
A	202+08.94	-27.83	637.1366	637.1489
B	202+18.94	-27.83	637.1366	637.1526
C	202+28.94	-27.83	637.1366	637.1467
PIER 1	202+41.94	-27.83	637.1366	637.1366
D	202+51.94	-27.83	637.1366	637.1409
E	202+61.94	-27.83	637.1366	637.1470
F	202+71.94	-27.83	637.1366	637.1470
G	202+81.94	-27.83	637.1366	637.1409
PIER 2	202+92.10	-27.83	637.1366	637.1366
H	203+02.10	-27.83	637.1366	637.1438
I	203+12.10	-27.83	637.1366	637.1517
J	203+22.10	-27.83	637.1366	637.1513
BREAB	203+35.10	-27.83	637.1366	637.1366
BKEAB	203+37.19	-27.83	637.1366	637.1366

DESIGNED	NOE
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

DECK ELEVATIONS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	54
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 5
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

SCREED ELEVATION FOR BEAM BM10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	202+22.81	27.83	637.1366	637.1366
BRWAB	202+24.90	27.83	637.1366	637.1366
A	202+34.90	27.83	637.1366	637.1489
B	202+44.90	27.83	637.1366	637.1526
C	202+54.90	27.83	637.1366	637.1467
PIER 1	202+67.90	27.83	637.1366	637.1366
D	202+77.90	27.83	637.1366	637.1409
E	202+87.90	27.83	637.1366	637.1470
F	202+97.90	27.83	637.1366	637.1470
G	203+07.90	27.83	637.1366	637.1409
PIER 2	203+18.06	27.83	637.1366	637.1366
H	203+28.06	27.83	637.1366	637.1438
I	203+38.06	27.83	637.1366	637.1517
J	203+48.06	27.83	637.1366	637.1513
BREAB	203+61.06	27.83	637.1366	637.1366
BKEAB	203+63.15	27.83	637.1366	637.1366

SCREED ELEVATION FOR BEAM BM11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	202+25.14	32.83	637.2324	637.2324
BRWAB	202+27.23	32.83	637.2324	637.2324
A	202+37.23	32.83	637.2324	637.2447
B	202+47.23	32.83	637.2324	637.2484
C	202+57.23	32.83	637.2324	637.2425
PIER 1	202+70.23	32.83	637.2324	637.2324
D	202+80.23	32.83	637.2324	637.2367
E	202+90.23	32.83	637.2324	637.2428
F	203+00.23	32.83	637.2324	637.2428
G	203+10.23	32.83	637.2324	637.2367
PIER 2	203+20.40	32.83	637.2324	637.2324
H	203+30.40	32.83	637.2324	637.2396
I	203+40.40	32.83	637.2324	637.2475
J	203+50.40	32.83	637.2324	637.2471
BREAB	203+63.40	32.83	637.2324	637.2324
BKEAB	203+65.48	32.83	637.2324	637.2324

SCREED ELEVATION FOR BEAM BM12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	202+27.48	37.83	637.3074	637.3074
BRWAB	202+29.56	37.83	637.3074	637.3074
A	202+39.56	37.83	637.3074	637.3197
B	202+49.56	37.83	637.3074	637.3234
C	202+59.56	37.83	637.3074	637.3175
PIER 1	202+72.56	37.83	637.3074	637.3074
D	202+82.56	37.83	637.3074	637.3117
E	202+92.56	37.83	637.3074	637.3178
F	203+02.56	37.83	637.3074	637.3178
G	203+12.56	37.83	637.3074	637.3117
PIER 2	203+22.73	37.83	637.3074	637.3074
H	203+32.73	37.83	637.3074	637.3146
I	203+42.73	37.83	637.3074	637.3225
J	203+52.73	37.83	637.3074	637.3221
BREAB	203+65.73	37.83	637.3074	637.3074
BKEAB	203+67.81	37.83	637.3074	637.3074

SCREED ELEVATION FOR BEAM BM13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	202+29.81	42.83	637.3824	637.3824
BRWAB	202+31.89	42.83	637.3824	637.3824
A	202+41.89	42.83	637.3824	637.3947
B	202+51.89	42.83	637.3824	637.3984
C	202+61.89	42.83	637.3824	637.3925
PIER 1	202+74.89	42.83	637.3824	637.3824
D	202+84.89	42.83	637.3824	637.3867
E	202+94.89	42.83	637.3824	637.3928
F	203+04.89	42.83	637.3824	637.3928
G	203+14.89	42.83	637.3824	637.3867
PIER 2	203+25.06	42.83	637.3824	637.3824
H	203+35.06	42.83	637.3824	637.3896
I	203+45.06	42.83	637.3824	637.3975
J	203+55.06	42.83	637.3824	637.3971
BREAB	203+68.06	42.83	637.3824	637.3824
BKEAB	203+70.14	42.83	637.3824	637.3824

SCREED ELEVATION FOR BEAM PGLEB

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	202+30.35	44.00	637.4000	637.4000
BRWAB	202+32.43	44.00	637.4000	637.4000
A	202+42.43	44.00	637.4000	637.4123
B	202+52.43	44.00	637.4000	637.4160
C	202+62.43	44.00	637.4000	637.4101
PIER 1	202+75.43	44.00	637.4000	637.4000
D	202+85.43	44.00	637.4000	637.4043
E	202+95.43	44.00	637.4000	637.4104
F	203+05.43	44.00	637.4000	637.4104
G	203+15.43	44.00	637.4000	637.4043
PIER 2	203+25.60	44.00	637.4000	637.4000
H	203+35.60	44.00	637.4000	637.4072
I	203+45.60	44.00	637.4000	637.4151
J	203+55.60	44.00	637.4000	637.4147
BREAB	203+68.60	44.00	637.4000	637.4000
BKEAB	203+70.68	44.00	637.4000	637.4000

SCREED ELEVATION FOR BEAM BM14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	202+30.90	45.17	637.3824	637.3824
BRWAB	202+32.98	45.17	637.3824	637.3824
A	202+42.98	45.17	637.3824	637.3947
B	202+52.98	45.17	637.3824	637.3984
C	202+62.98	45.17	637.3824	637.3925
PIER 1	202+75.98	45.17	637.3824	637.3824
D	202+85.98	45.17	637.3824	637.3867
E	202+95.98	45.17	637.3824	637.3928
F	203+05.98	45.17	637.3824	637.3928
G	203+15.98	45.17	637.3824	637.3867
PIER 2	203+26.15	45.17	637.3824	637.3824
H	203+36.15	45.17	637.3824	637.3896
I	203+46.15	45.17	637.3824	637.3975
J	203+56.15	45.17	637.3824	637.3971
BREAB	203+69.15	45.17	637.3824	637.3824
BKEAB	203+71.23	45.17	637.3824	637.3824

SCREED ELEVATION FOR BEAM BM15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	202+33.34	50.42	637.3037	637.3037
BRWAB	202+35.43	50.42	637.3037	637.3037
A	202+45.43	50.42	637.3037	637.3160
B	202+55.43	50.42	637.3037	637.3197
C	202+65.43	50.42	637.3037	637.3138
PIER 1	202+78.43	50.42	637.3037	637.3037
D	202+88.43	50.42	637.3037	637.3080
E	202+98.43	50.42	637.3037	637.3141
F	203+08.43	50.42	637.3037	637.3141
G	203+18.43	50.42	637.3037	637.3080
PIER 2	203+28.59	50.42	637.3037	637.3037
H	203+38.59	50.42	637.3037	637.3109
I	203+48.59	50.42	637.3037	637.3188
J	203+58.59	50.42	637.3037	637.3184
BREAB	203+71.59	50.42	637.3037	637.3037
BKEAB	203+73.68	50.42	637.3037	637.3037

SCREED ELEVATION FOR BEAM BM16

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	202+35.79	55.67	637.2250	637.2250
BRWAB	202+37.87	55.67	637.2250	637.2250
A	202+47.87	55.67	637.2250	637.2373
B	202+57.87	55.67	637.2250	637.2410
C	202+67.87	55.67	637.2250	637.2351
PIER 1	202+80.87	55.67	637.2250	637.2250
D	202+90.87	55.67	637.2250	637.2293
E	203+00.87	55.67	637.2250	637.2354
F	203+10.87	55.67	637.2250	637.2354
G	203+20.87	55.67	637.2250	637.2293
PIER 2	203+31.04	55.67	637.2250	637.2250
H	203+41.04	55.67	637.2250	637.2322
I	203+51.04	55.67	637.2250	637.2401
J	203+61.04	55.67	637.2250	637.2397
BREAB	203+74.04	55.67	637.2250	637.2250
BKEAB	203+76.12	55.67	637.2250	637.2250

SCREED ELEVATION FOR BEAM BM17

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	202+38.24	60.92	637.1216	637.1216
BRWAB	202+40.32	60.92	637.1216	637.1216
A	202+50.32	60.92	637.1216	637.1339
B	202+60.32	60.92	637.1216	637.1376
C	202+70.32	60.92	637.1216	637.1317
PIER 1	202+83.32	60.92	637.1216	637.1216
D	202+93.32	60.92	637.1216	637.1259
E	203+03.32	60.92	637.1216	637.1320
F	203+13.32	60.92	637.1216	637.1320
G	203+23.32	60.92	637.1216	637.1259
PIER 2	203+33.49	60.92	637.1216	637.1216
H	203+43.49	60.92	637.1216	637.1288
I	203+53.49	60.92	637.1216	637.1367
J	203+63.49	60.92	637.1216	637.1363
BREAB	203+76.49	60.92	637.1216	637.1216
BKEAB	203+78.57	60.92	637.1216	637.1216

SCREED ELEVATION FOR BEAM BM18

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	202+40.69	66.17	637.0166	637.0166
BRWAB	202+42.77	66.17	637.0166	637.0166
A	202+52.77	66.17	637.0166	637.0289
B	202+62.77	66.17	637.0166	637.0326
C	202+72.77	66.17	637.0166	637.0267
PIER 1	202+85.77	66.17	637.0166	637.0166
D	202+95.77	66.17	637.0166	637.0209
E	203+05.77	66.17	637.0166	637.0270
F	203+15.77	66.17	637.0166	637.0270
G	203+25.77	66.17	637.0166	637.0209
PIER 2	203+35.94	66.17	637.0166	637.0166
H	203+45.94	66.17	637.0166	637.0238
I	203+55.94	66.17	637.0166	637.0317
J	203+65.94	66.17	637.0166	637.0313
BREAB	203+78.94	66.17	637.0166	637.0166
BKEAB	203+81.02	66.17	637.0166	637.0166

DESIGNED	NOE
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

DECK ELEVATIONS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	55
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 6
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

NORTH CURB LINE

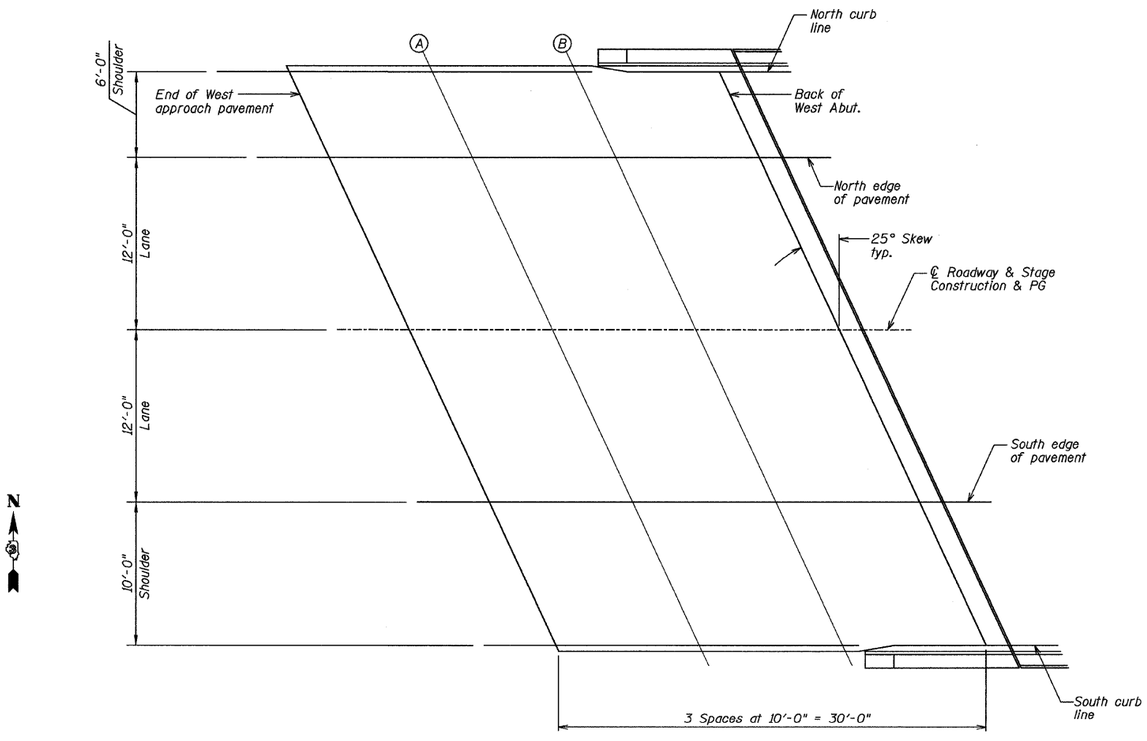
Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	201+91.96	26.00	637.10
A	202+01.96	26.00	637.10
B	202+11.96	26.00	637.10
Bk. W. Abut.	202+21.96	26.00	637.10

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	201+94.75	32.00	637.22
A	202+04.75	32.00	637.22
B	202+10.75	32.00	637.22
Bk. W. Abut.	202+20.75	32.00	637.22

℄ ROADWAY & STAGE CONSTRUCTION & PG

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	202+00.35	44.00	637.40
A	202+10.35	44.00	637.40
B	202+20.35	44.00	637.40
Bk. W. Abut.	202+30.35	44.00	637.40



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	202+05.95	56.00	637.22
A	202+15.95	56.00	637.22
B	202+25.95	56.00	637.22
Bk. W. Abut.	202+35.95	56.00	637.22

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	202+10.61	66.00	637.02
A	202+20.61	66.00	637.02
B	202+30.61	66.00	637.02
Bk. W. Abut.	202+40.61	66.00	637.02

DESIGNED	JKC
CHECKED	NOE
DRAWN	NOE
CHECKED	JKC

E-AS 5-16-08

TOP OF WEST APPROACH (EB)
SLAB ELEVATIONS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	56
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 7
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

NORTH CURB LINE

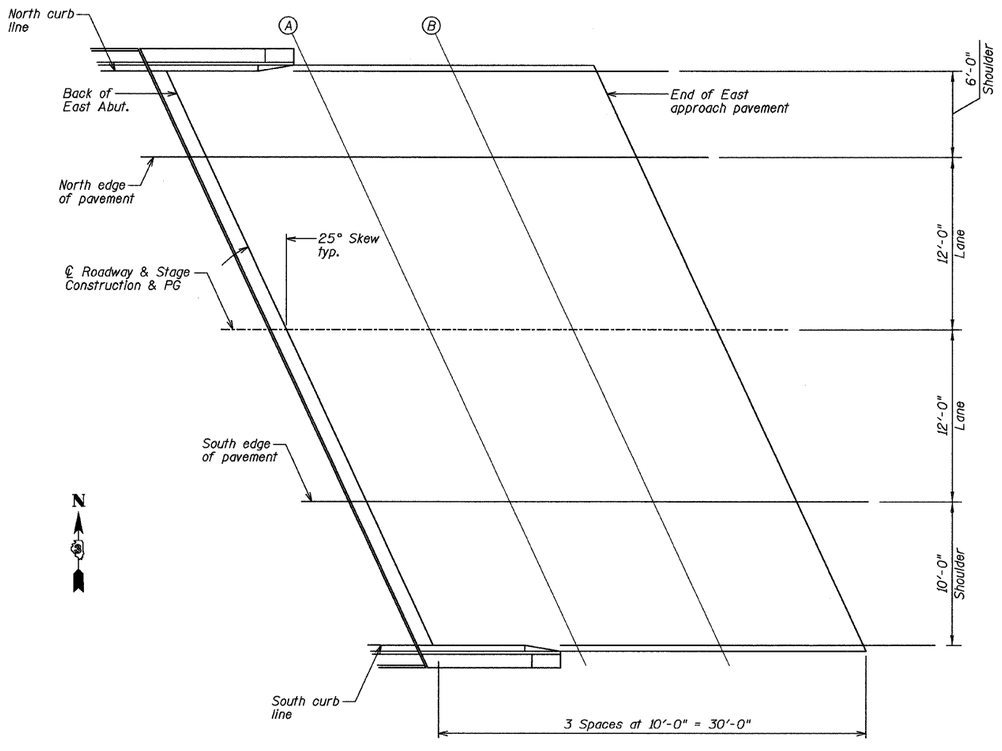
Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	203+62.29	26.00	637.10
A	203+72.29	26.00	637.10
B	203+82.29	26.00	637.10
End E. Appr. Pav't	203+92.29	26.00	637.10

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	203+65.08	32.00	637.22
A	203+75.08	32.00	637.22
B	203+85.08	32.00	637.22
End E. Appr. Pav't	203+95.08	32.00	637.22

℄ ROADWAY & STAGE CONSTRUCTION & PG

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	203+70.68	44.00	637.40
A	203+80.68	44.00	637.40
B	203+90.68	44.00	637.40
End E. Appr. Pav't	204+00.68	44.00	637.40



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	203+76.28	56.00	637.22
A	203+86.28	56.00	637.22
B	203+96.28	56.00	637.22
End E. Appr. Pav't	204+06.28	56.00	637.22

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	203+80.94	66.00	637.02
A	203+90.94	66.00	637.02
B	204+00.94	66.00	637.02
End E. Appr. Pav't	204+10.94	66.00	637.02

DESIGNED	JKC
CHECKED	NOE
DRAWN	NOE
CHECKED	JKC

E-AS 5-16-08

TOP OF EAST APPROACH (EB)
SLAB ELEVATIONS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	57
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 8
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

NORTH CURB LINE

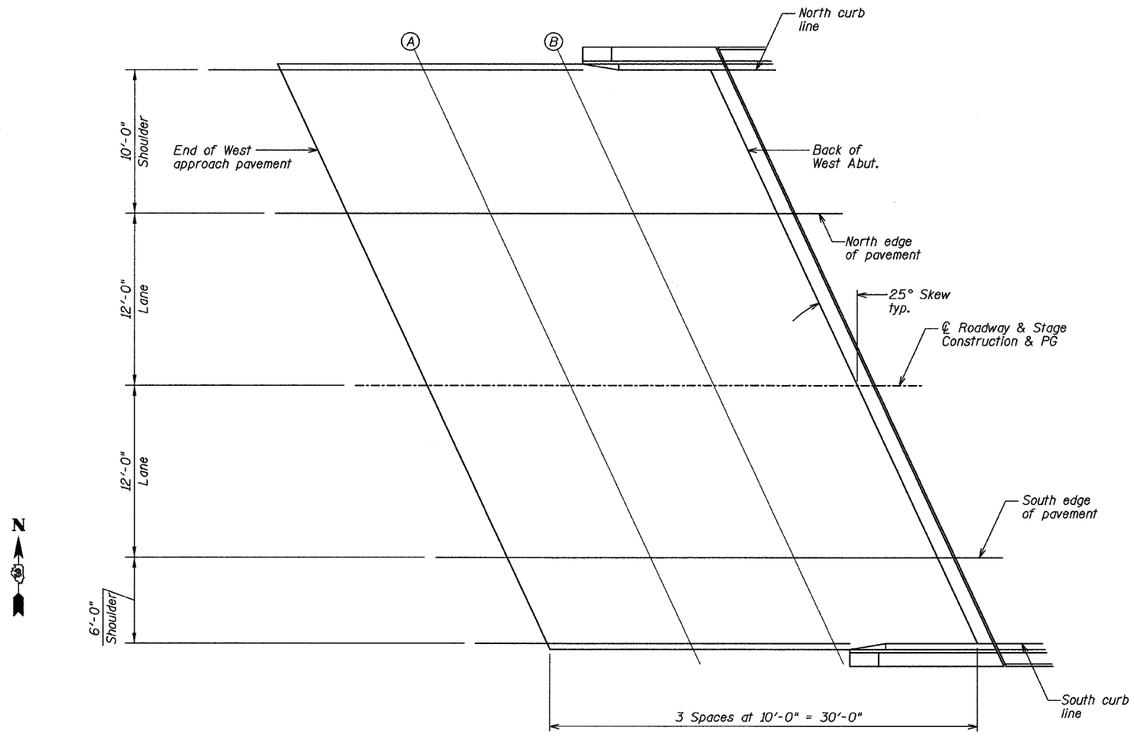
Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	201+49.06	-66.00	637.02
A	201+59.06	-66.00	637.02
B	201+69.06	-66.00	637.02
Bk. W. Abut.	201+79.06	-66.00	637.02

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	201+53.72	-56.00	637.22
A	201+63.72	-56.00	637.22
B	201+73.72	-56.00	637.22
Bk. W. Abut.	201+83.72	-56.00	637.22

℄ ROADWAY & STAGE CONSTRUCTION & PG

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	201+59.32	-44.00	637.40
A	201+69.32	-44.00	637.40
B	201+79.32	-44.00	637.40
Bk. W. Abut.	201+89.32	-44.00	637.40



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	201+64.92	-32.00	637.22
A	201+74.92	-32.00	637.22
B	201+84.92	-32.00	637.22
Bk. W. Abut.	201+94.92	-32.00	637.22

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	201+67.71	-26.00	637.10
A	201+77.71	-26.00	637.10
B	201+87.71	-26.00	637.10
Bk. W. Abut.	201+97.71	-26.00	637.10

DESIGNED	JKC
CHECKED	NOE
DRAWN	NOE
CHECKED	JKC

E-AS 5-16-08

TOP OF WEST APPROACH (WB)
SLAB ELEVATIONS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	58
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 9
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

NORTH CURB LINE

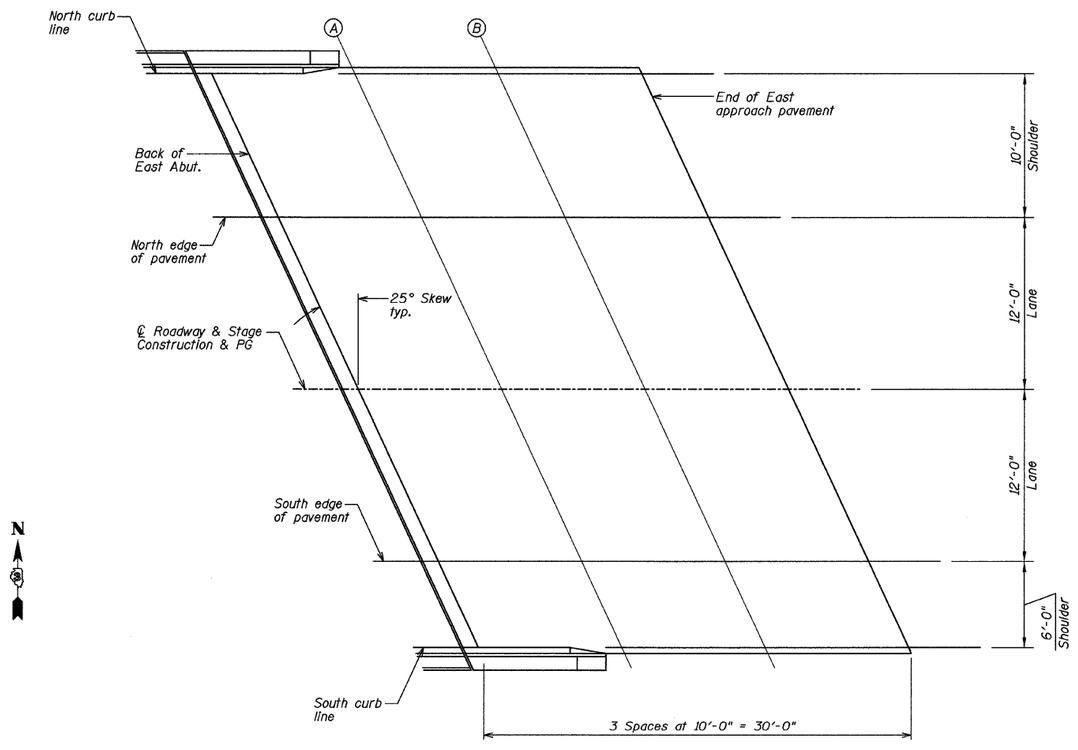
Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	203+19.39	-66.00	637.02
A	203+29.39	-66.00	637.02
B	203+39.39	-66.00	637.02
End E. Appr. Pav't	203+49.39	-66.00	637.02

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	203+24.05	-56.00	637.22
A	203+34.05	-56.00	637.22
B	203+44.05	-56.00	637.22
End E. Appr. Pav't	203+54.05	-56.00	637.22

℄ ROADWAY & STAGE CONSTRUCTION & PG

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	203+29.65	-44.00	637.40
A	203+39.65	-44.00	637.40
B	203+49.65	-44.00	637.40
End E. Appr. Pav't	203+59.65	-44.00	637.40



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	203+35.25	-32.00	637.22
A	203+45.25	-32.00	637.22
B	203+55.25	-32.00	637.22
End E. Appr. Pav't	203+65.25	-32.00	637.22

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	203+38.04	-26.00	637.10
A	203+48.04	-26.00	637.10
B	203+58.04	-26.00	637.10
End E. Appr. Pav't	203+68.04	-26.00	637.10

DESIGNED	JKC
CHECKED	NOE
DRAWN	NOE
CHECKED	JKC

E-AS 5-16-08

TOP OF EAST APPROACH (WB)
SLAB ELEVATIONS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

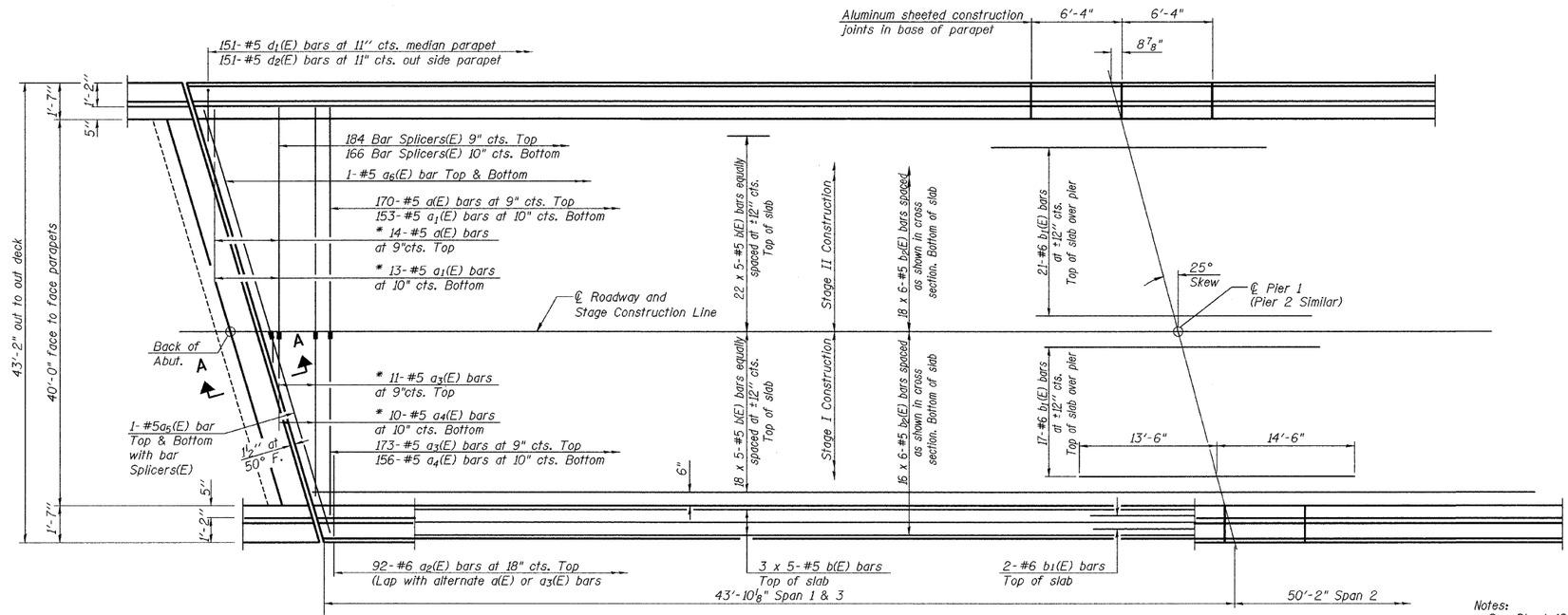
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	59
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

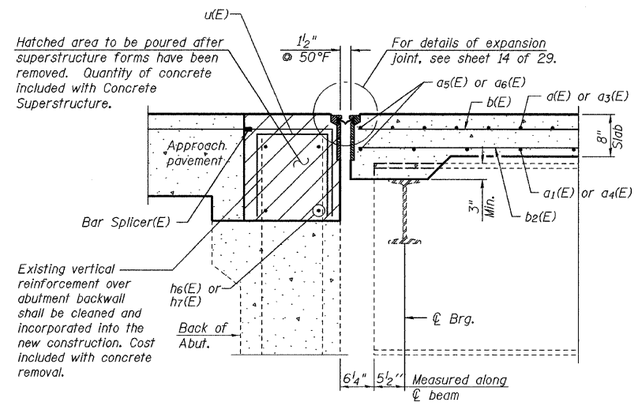
SHEET NO. 10
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

* Order d(E), a_1(E), a_3(E), & a_4(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.



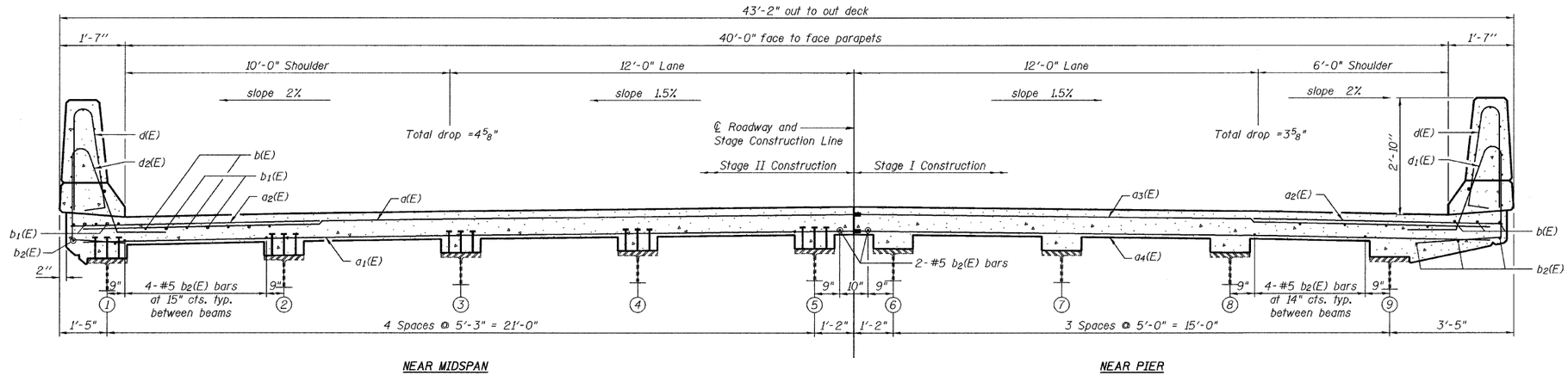
PARTIAL PLAN



SECTION A-A

Min. Bar Lap
#5 bar 1'-8"

Notes:
See Sheet 12 of 29 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 12 of 29 for parapet reinforcement.



NEAR MIDSPAN NEAR PIER

CROSS SECTION
(Looking East)

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

WESTBOUND
SUPERSTRUCTURE PLAN & CROSS SECTION
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

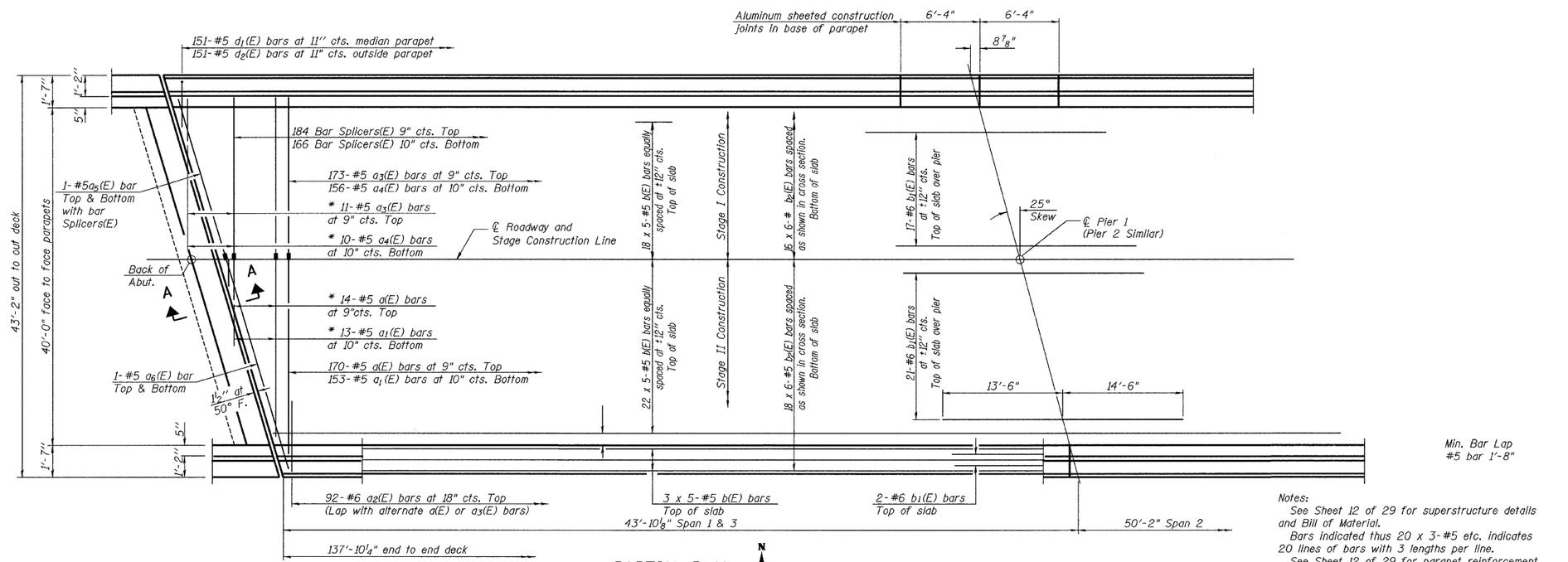
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	60
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 11
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

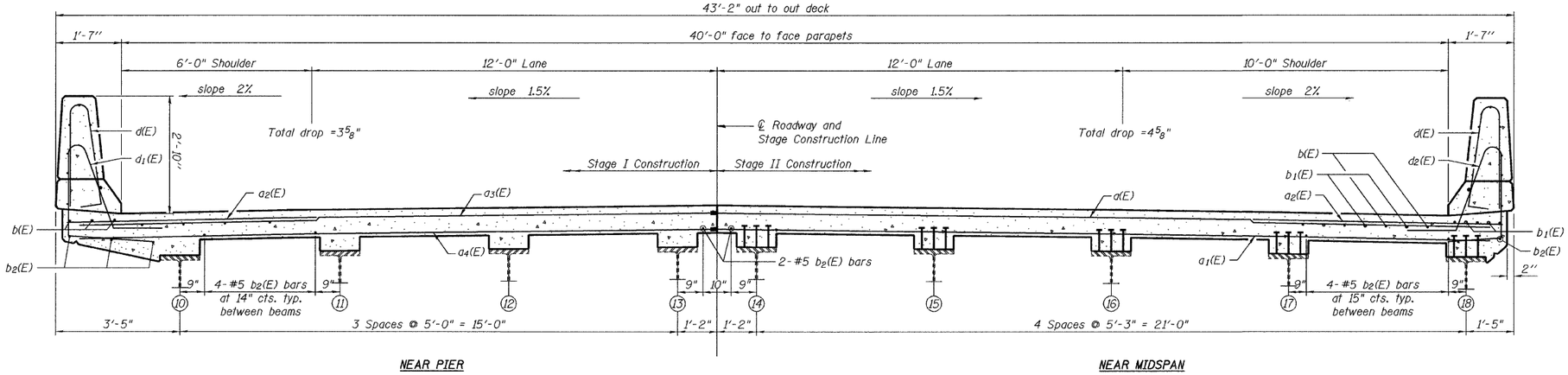
* Order a(E), a_1(E), a_3(E), & a_4(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.



Min. Bar Lap
#5 bar 1'-8"

Notes:
See Sheet 12 of 29 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 12 of 29 for parapet reinforcement.

PARTIAL PLAN



NEAR PIER

NEAR MIDSPAN

CROSS SECTION
(Looking East)

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

EASTBOUND
SUPERSTRUCTURE PLAN & CROSS SECTION
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

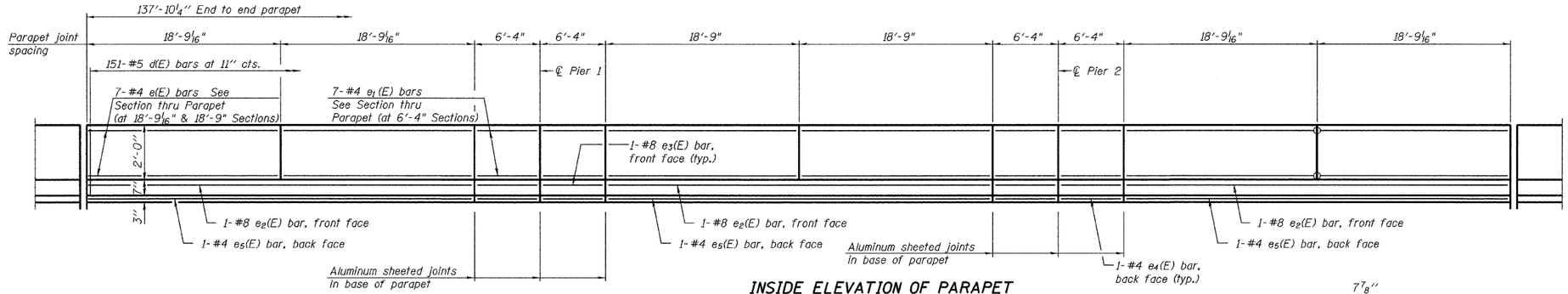
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

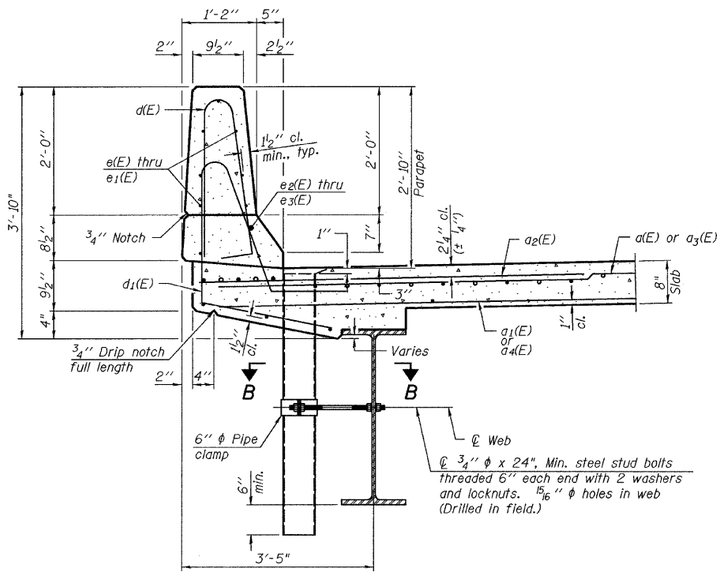
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	61
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 12
29 SHEETS

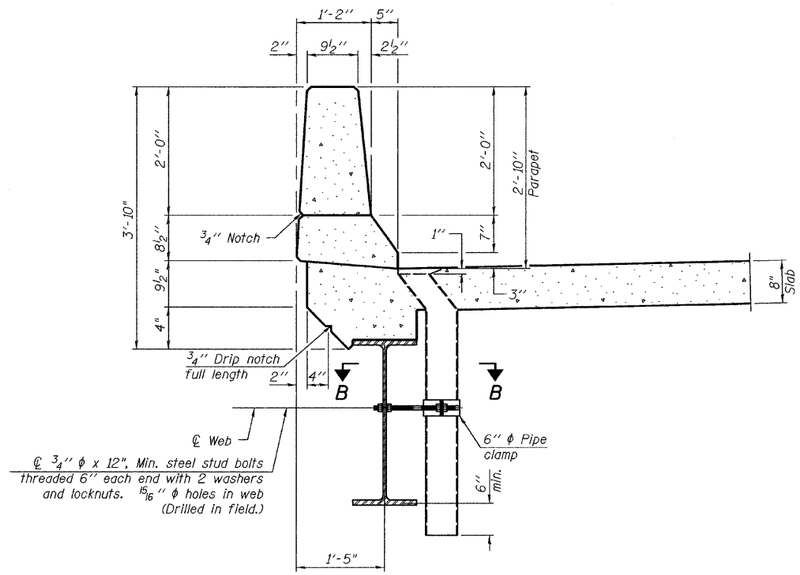
Contract #66623
* (06-1, 2)RS-3, I



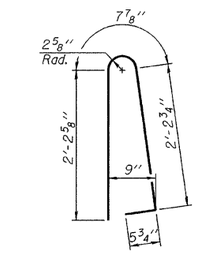
INSIDE ELEVATION OF PARAPET



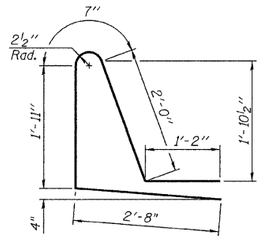
SECTION THRU MEDIAN PARAPET



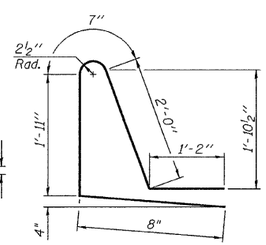
SECTION THRU OUTSIDE PARAPET



BAR d(E)



BAR d1(E)

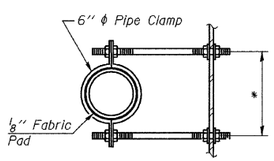


BAR d2(E)

SUPERSTRUCTURE BILL OF MATERIAL

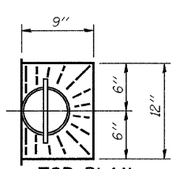
(Both Structures)

Bar	No.	Size	Length	Shape
a(E)	368	#5	23'-3"	
a1(E)	332	#5	23'-0"	
a2(E)	368	#6	6'-0"	
a3(E)	368	#5	19'-3"	
a4(E)	332	#5	19'-0"	
a5(E)	8	#5	21'-3"	
a6(E)	8	#5	25'-7"	
b(E)	460	#5	29'-0"	
b1(E)	168	#6	28'-0"	
b2(E)	408	#5	24'-5"	
d(E)	604	#5	5'-7"	
d1(E)	302	#5	8'-4"	
d2(E)	302	#5	6'-4"	
e(E)	168	#4	18'-6"	
e1(E)	112	#4	6'-1"	
e2(E)	12	#8	37'-3"	
e3(E)	16	#8	6'-1"	
e4(E)	16	#4	6'-1"	
e5(E)	12	#4	37'-3"	
Reinforcement Bars, Epoxy Coated		Pound	78,420	
Concrete Superstructure		Cu. Yds.	407	

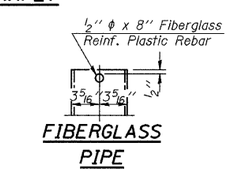


SECTION B-B

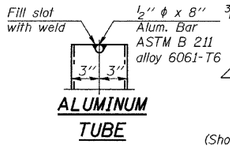
* Dimension as required by Pipe Clamp



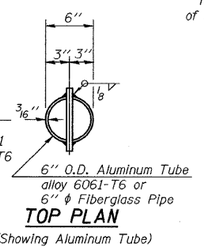
TOP PLAN



FIBERGLASS PIPE



ALUMINUM TUBE

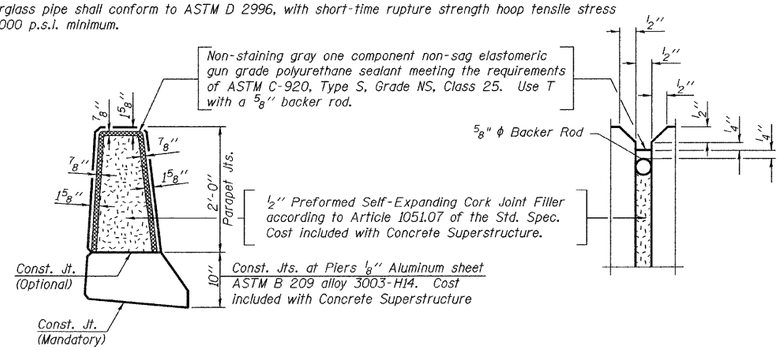


TOP PLAN

(Showing Aluminum Tube)

Notes:
Floor drains need not be painted.

Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.



PARAPET JOINT DETAILS

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

SUPERSTRUCTURE DETAILS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

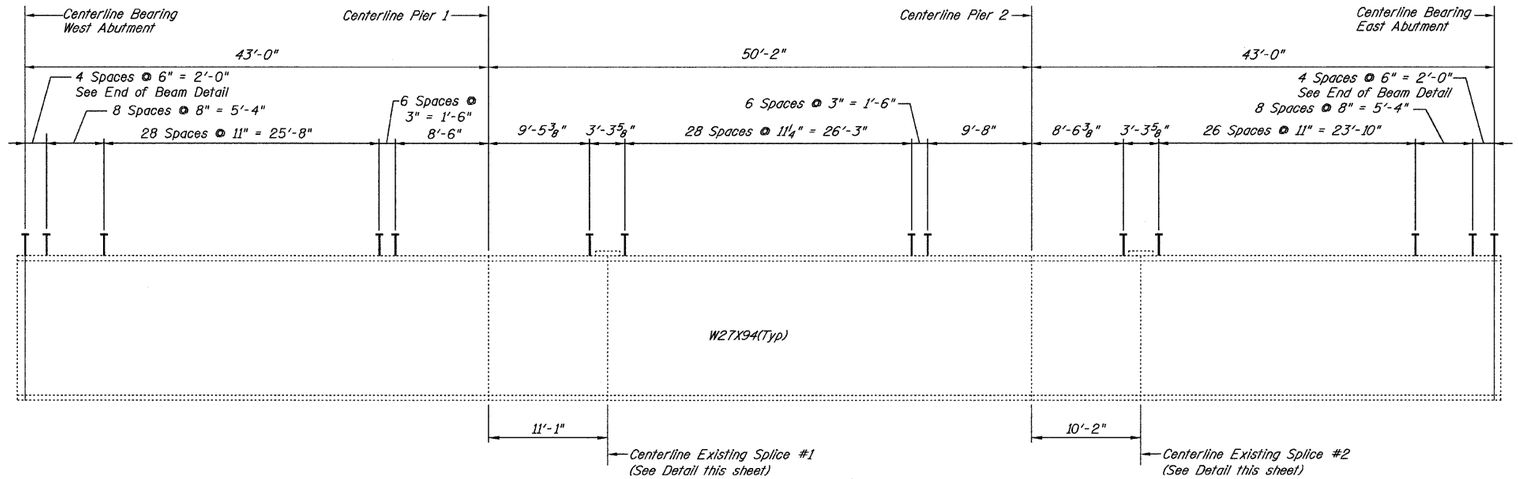
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

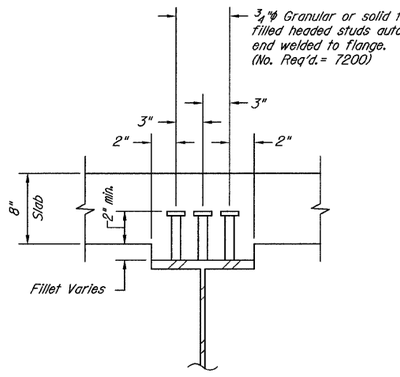
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	62
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 13
29 SHEETS

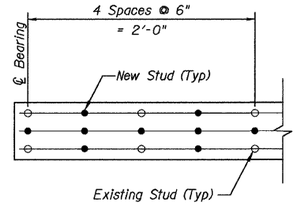
Contract #66623
* (06-1, 2)RS-3, I



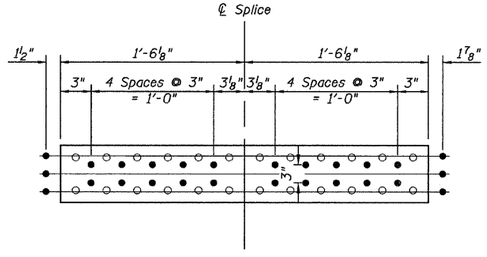
BEAM ELEVATION SHOWING STUDS
(400 Studs Req'd / Beam)



SHEAR CONNECTOR DETAIL



END OF BEAM DETAIL



STUD SHEAR CONNECTOR ATTACHED TO SPLICE PLATE DETAIL
(Splice 1 & 2)

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1 & 0.6 Sp. 3	Piers 1 & 2	0.5 Sp. 2
Is	(in^4)	3270	3270	3270
Ic (n)	(in^4)	9645	-	9645
Ic (sn)	(in^4)	7134	-	7134
Ss	(in^3)	242.9	242.9	242.9
Sc (n)	(in^3)	374.3	-	374.3
Sc (sn)	(in^3)	337.9	-	337.9
Z	(in^3)	-	-	-
D	(k/')	0.64	0.96	0.64
MD	('k)	86.2	197.2	62.1
sD	(k/')	0.32	-	0.32
MsD	('k)	49.0	-	44.2
ML	('k)	205.8	105.0	209.5
M (Imp)	('k)	61.7	31.5	62.8
5/3[ML+M(Imp)]	('k)	445.9	227.5	453.9
Ma	('k)	755.4	552.1	728.3
Mu	('k)	1431.6	-	1431.6
fsD (non-comp)	(ksi)	4.26	9.74	3.06
fsD (comp)	(ksi)	1.74	-	1.57
fs5/3(L+Imp)	(ksi)	14.30	11.24	14.55
fs (Overload)	(ksi)	20.29	20.98	19.20
fs (Total)	(ksi)	-	27.28	-
VR	(k)	42.3	-	44.6

INTERIOR GIRDER REACTION TABLE			
		Abut.	Pier 1 & 2
RD	(k)	16.2	49.5
RL	(k)	30.5	34.3
Imp.	(k)	9.1	10.0
R (Total)	(k)	55.8	93.8

Is and Ss are the moment of inertia and section modulus of the steel section used in computing fs (Total & Overload).

Ic (n) and Sc(n) are the moment of inertia and section modulus of the composite section used in computing stresses due to Live Load.

Ic (sn) and Sc(sn) are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads. (see AASHTO 10.38)

VR is the maximum Live Load + Impact shear range in span.

Z is the plastic section modulus used to determine the fully plastic moments in the non-composite areas.

Ma (Applied Moment)=1.3(MD + MsD +5/3(ML + M(Imp))).

The Plastic Moment capacity (Mu) is computed according to AASHTO 10.48.1 and 10.50.1.1.

fs (Overload) is the sum of the stresses due to MD + MsD +5/3(ML + M(Imp)).

fs (Total) (Non-compact section) is the sum of the stresses due to 1.3(MD + MsD +5/3(ML + M(Imp))).

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

FRAMING DETAILS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

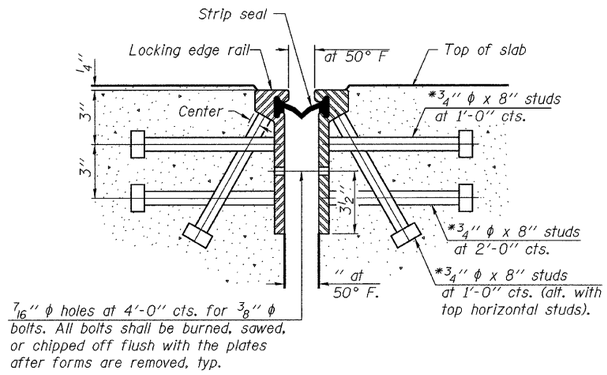
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	63
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

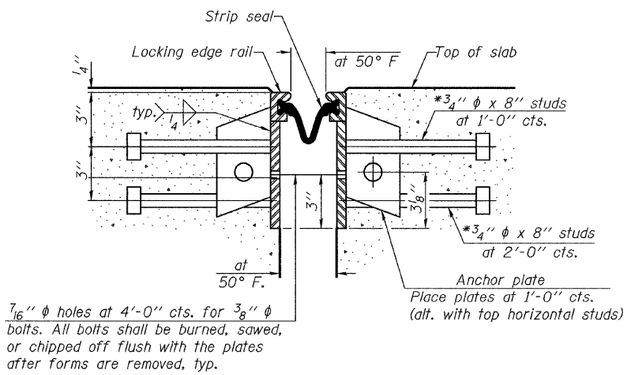
SHEET NO. 14
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

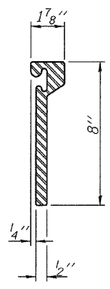
*Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



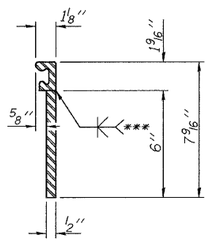
SECTION THRU ROLLED RAIL JOINT



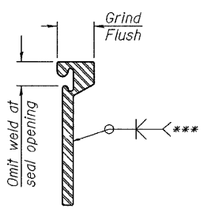
SECTION THRU WELDED RAIL JOINT



ROLLED EXTRUDED RAIL



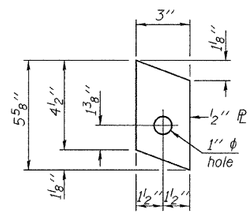
WELDED RAIL



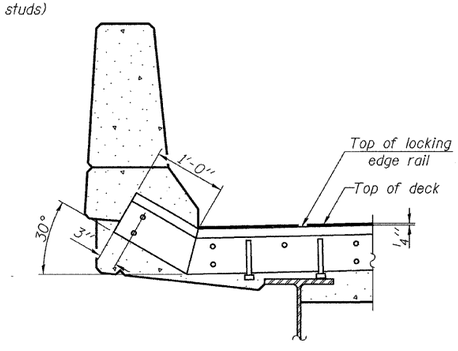
***Back gouge not required if complete joint penetration is verified by mock-up.

LOCKING EDGE RAIL SPLICE

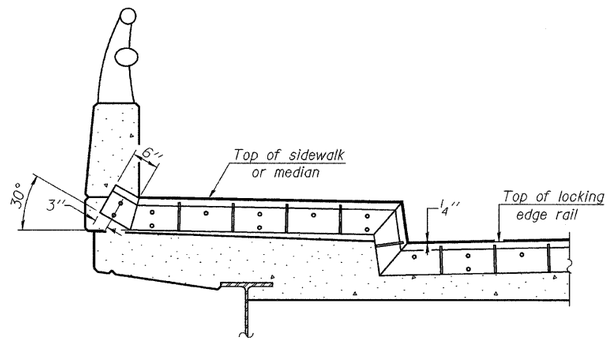
The inside of the locking edge rail groove shall be free of weld residue.



ANCHOR ℄
(for welded rail)



AT PARAPET



AT SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

TYPICAL END TREATMENTS

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

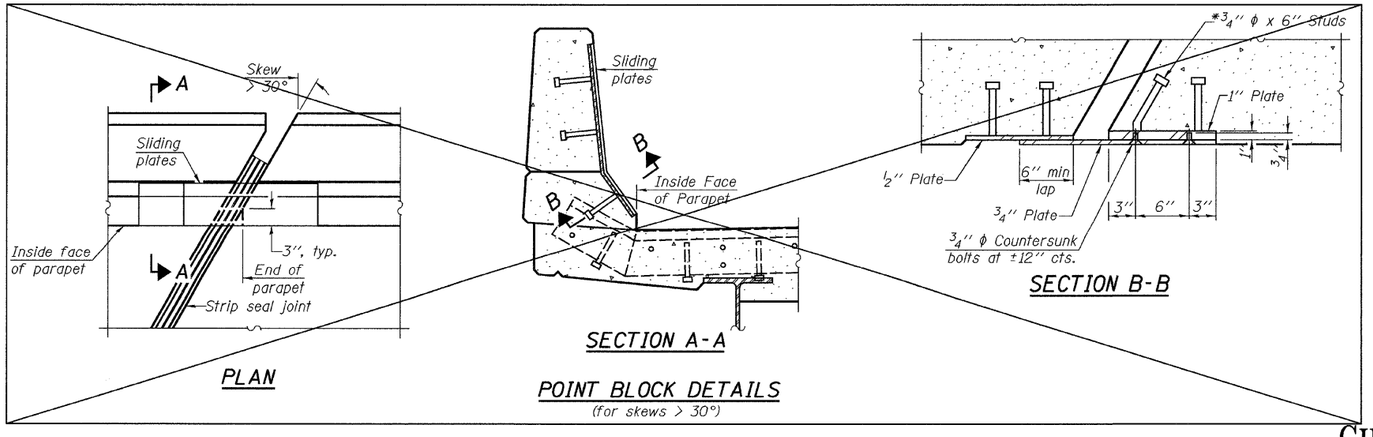
The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

LOCKING EDGE RAILS



BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	185

DESIGNED	--
CHECKED	--
DRAWN	NOE
CHECKED	JKC

EJ-SSJ 5-16-08

PREFORMED JOINT STRIP SEAL
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

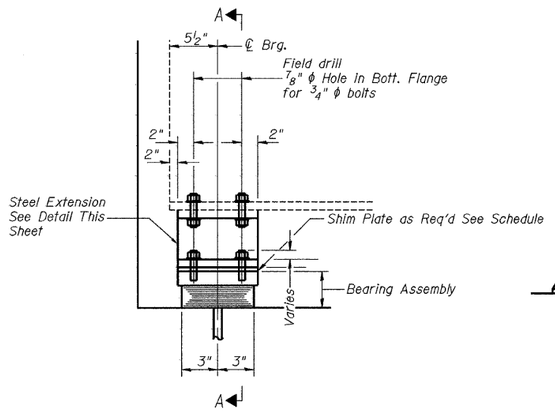
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

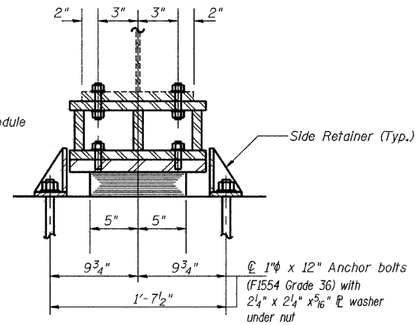
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	64
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 15
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

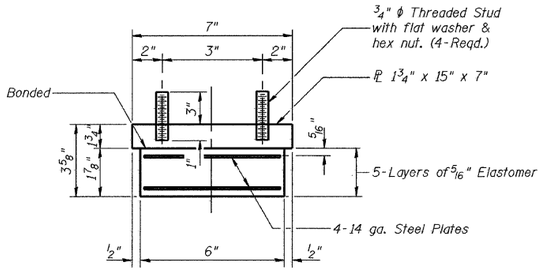


ELEVATION AT ABUT.



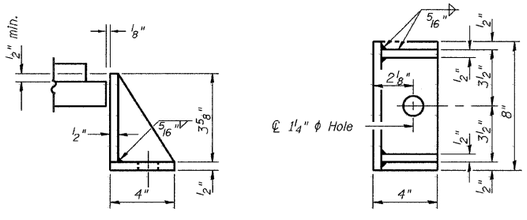
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

Note:
Shim plates shall not be placed under Bearing Assembly.

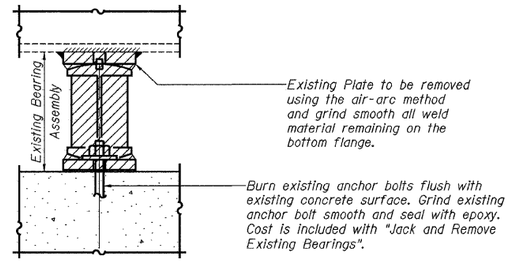


SIDE RETAINER
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

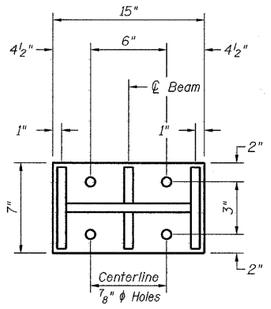
Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

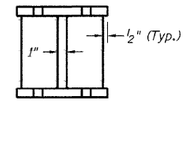
Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.



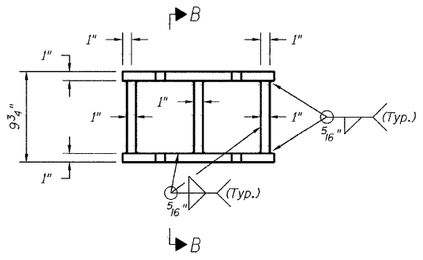
EXISTING BEARING REMOVAL DETAIL



PLAN STEEL EXTENSION



SECTION B-B



ELEVATION STEEL EXTENSION

STEEL EXTENSION DETAILS
18 Required

TABLE OF SHIM ℄ DIMENSIONS

Beam	W. Abutment
1	0
2	0
3	0
4	0
5	½"
6	½"
7	⅛"
8	0
9	0
10	0
11	0
12	⅛"
13	½"
14	½"
15	0
16	0
17	0
18	0

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	18
Anchor Bolts 1"ϕ	Each	36
Furnishing and Erecting Structural Steel *	Pound	2330

* Includes steel assembly above elastomeric bearing.

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

BEARING DETAILS-WEST ABUTMENT
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

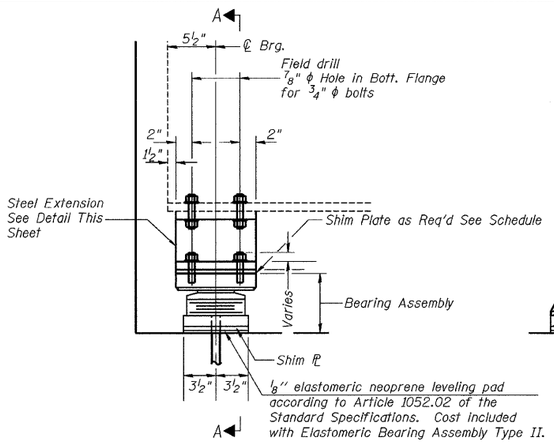
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

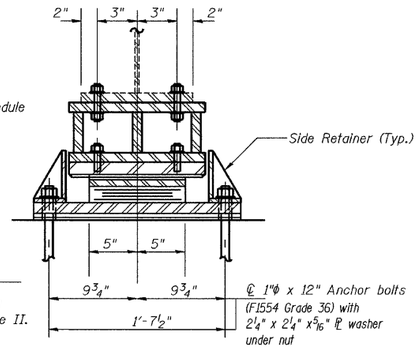
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	65
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 16
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

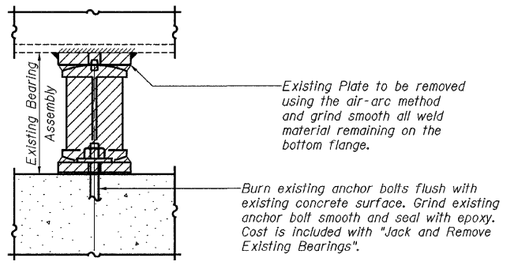


ELEVATION AT ABUT.

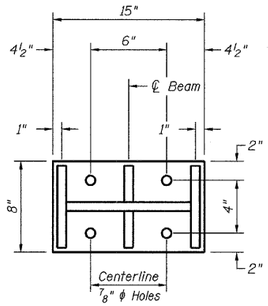


SECTION A-A

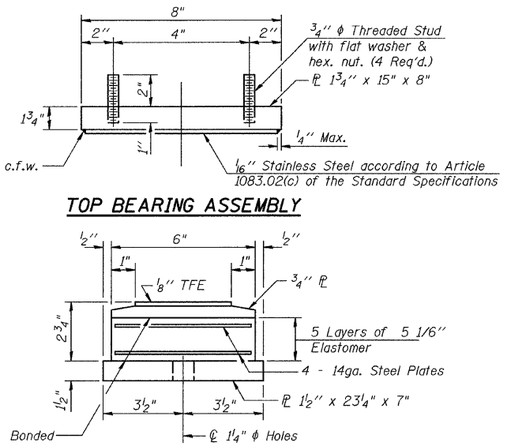
TYPE II ELASTOMERIC EXP. BRG.



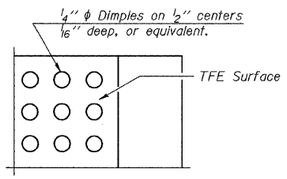
EXISTING BEARING REMOVAL DETAIL



PLAN STEEL EXTENSION



TOP BEARING ASSEMBLY



PLAN-TFE SURFACE

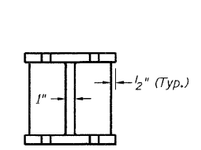
Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

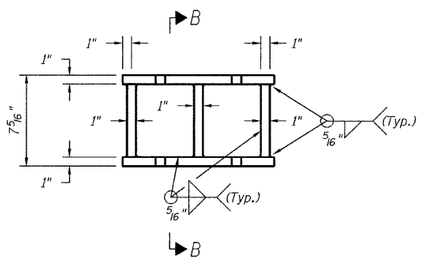
Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.

The ⅛" TFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of ½" TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.



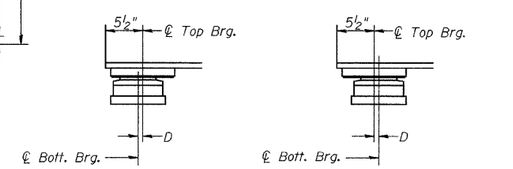
SECTION B-B



ELEVATION STEEL EXTENSION

STEEL EXTENSION DETAILS
18 REQUIRED

SIDE RETAINER
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



BELOW 50°F. (Move bott. brg. away from fixed brg.)
ABOVE 50°F. (Move bott. brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.
D=⅛" per each 100° of expansion for every 15° temp. change from the normal temp. of 50°F.

TABLE OF SHIM ℙ DIMENSIONS

Beam	E. Abutment
1	0
2	0
3	0
4	0
5	½"
6	½"
7	⅛"
8	0
9	0
10	0
11	0
12	⅛"
13	½"
14	½"
15	0
16	0
17	0
18	0

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	18
Anchor Bolts 1"ϕ	Each	36
Furnishing and Erecting Structural Steel *	Pound	2240

* Includes steel assembly above elastomeric bearing.

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

BEARING DETAILS-EAST ABUTMETNT
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

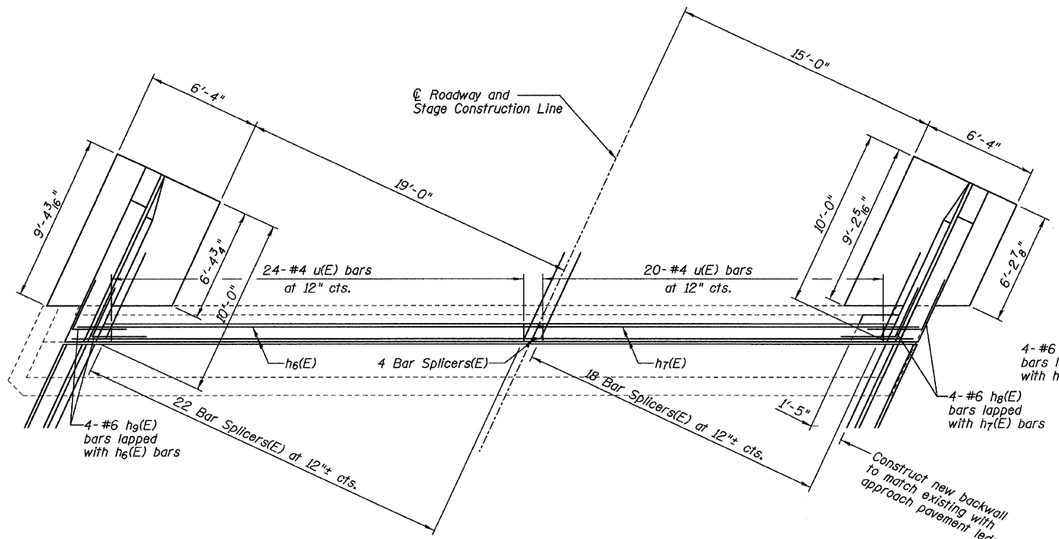
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

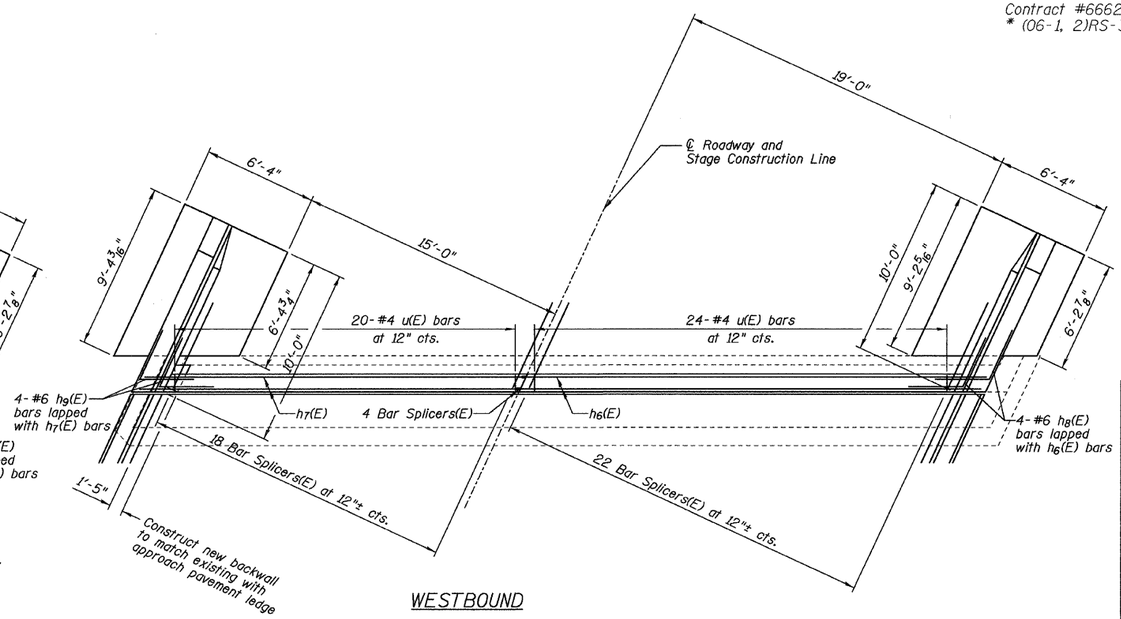
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	66
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 17
29 SHEETS

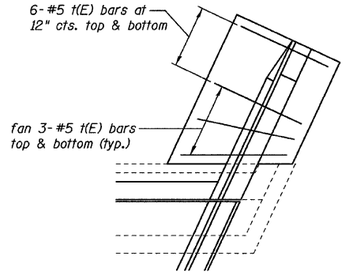
Contract #66623
* (06-1, 2)RS-3, I



EASTBOUND

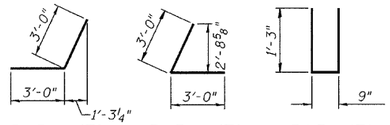


WESTBOUND



FOOTING REINFORCEMENT DETAIL

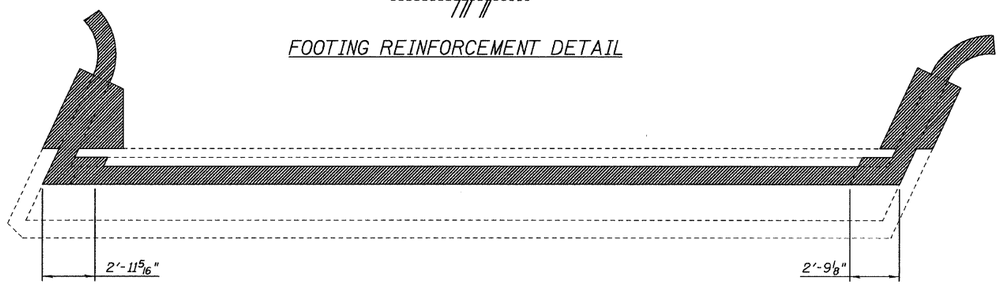
PLAN VIEW - WEST ABUTMENTS
Showing New Construction



BAR h8(E) BAR h9(E) BAR u(E)

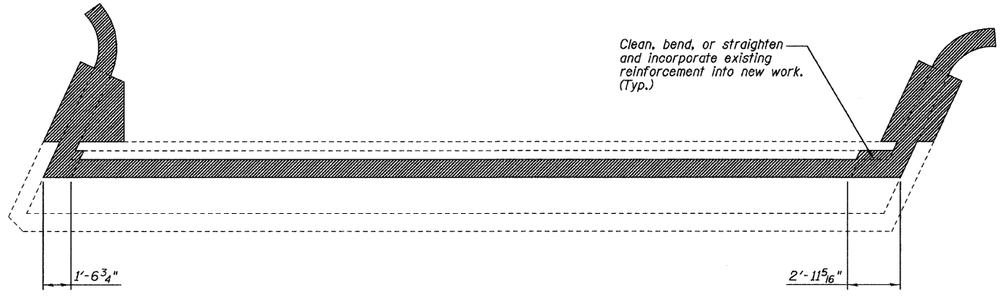
SUBSTRUCTURE BILL OF MATERIAL (West Abutments)

Bar	No.	Size	Length	Shape
h2(E)	8	#4	9'-9"	
h3(E)	20	#4	10'-6"	
h4(E)	32	#4	9'-9"	
h5(E)	20	#4	9'-0"	
h6(E)	8	#6	25'-8"	
h7(E)	8	#6	21'-3"	
h8(E)	8	#6	6'-0"	
h9(E)	8	#6	6'-0"	
n(E)	32	#6	9'-10"	
n1(E)	24	#6	4'-11"	
t(E)	72	#5	6'-0"	
u(E)	88	#4	3'-3"	
v2(E)	44	#6	9'-1"	
v3(E)	12	#6	9'-1"	
v4(E)	32	#6	9'-3"	
w(E)	20	#5	15'-2"	
Reinforcement Bars, Epoxy Coated		Pound	4,050	
Concrete Structures		Cu. Yds.	33.2	
Concrete Removal		Cu. Yds.	19.7	
Structure Excavation		Cu. Yds.	109	



EASTBOUND

PLAN VIEW - WEST ABUTMENTS
Showing Concrete Removal



WESTBOUND

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

Work this sheet with sheets 19, 20, & 21 of 29.

LEGEND
Concrete Removal

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

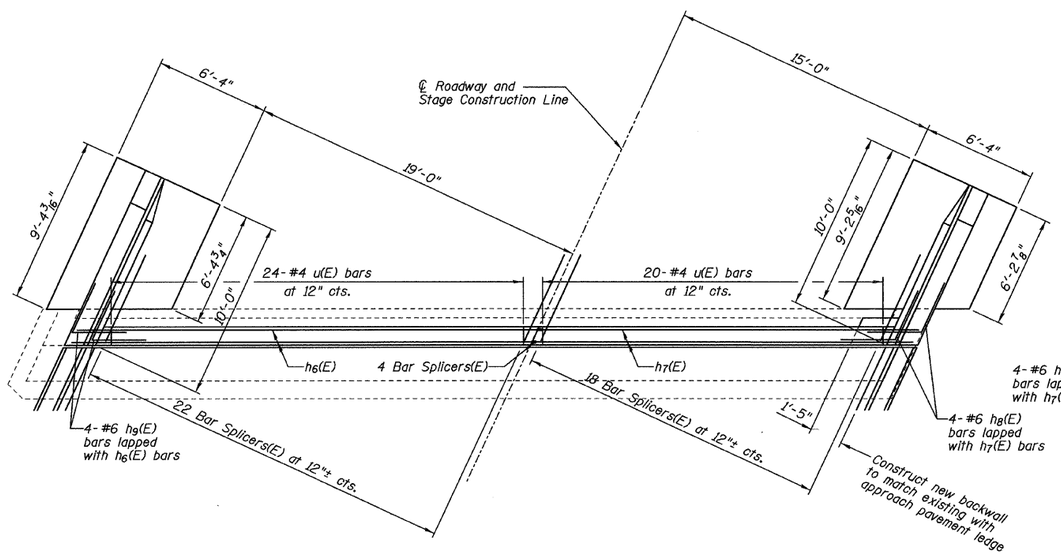
WEST ABUTMENT DETAILS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

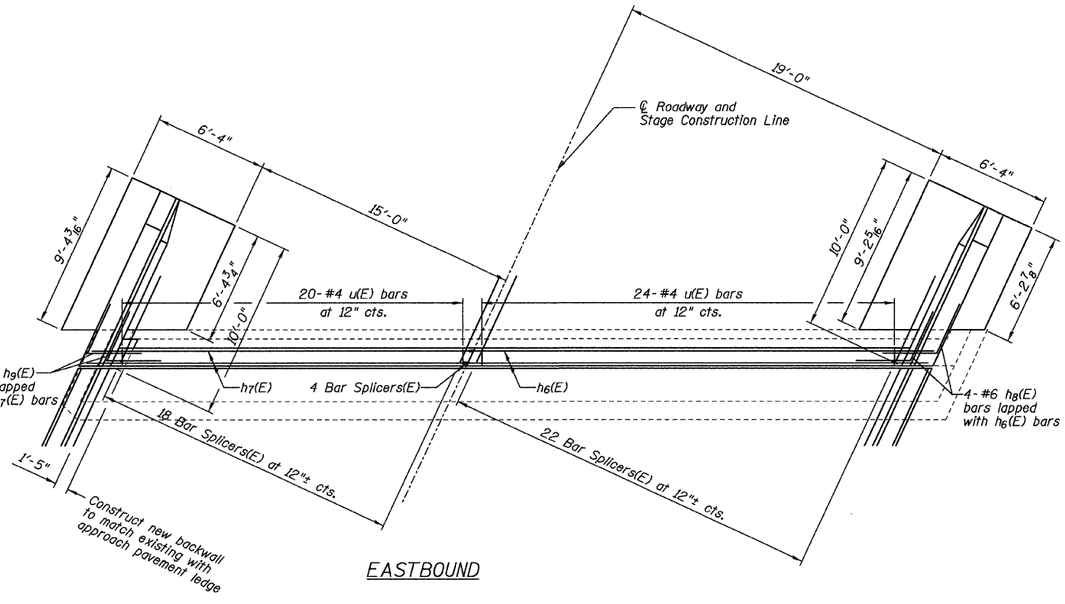
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	67
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 18
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I



WESTBOUND

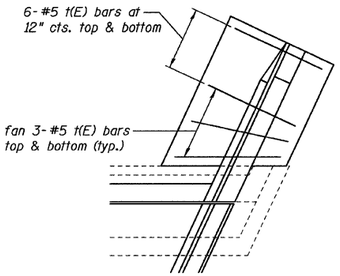


EASTBOUND

SUBSTRUCTURE BILL OF MATERIAL (East Abutments)

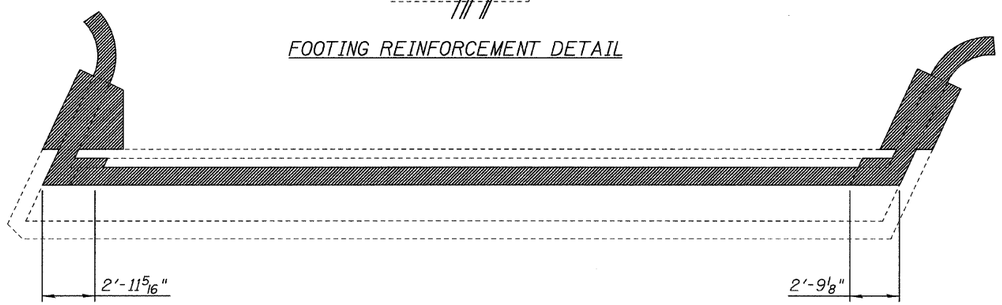
Bar	No.	Size	Length	Shape
h2(E)	8	#4	9'-9"	
h3(E)	20	#4	10'-6"	
h4(E)	32	#4	9'-9"	
h5(E)	20	#4	9'-0"	
h6(E)	8	#6	25'-8"	
h7(E)	8	#6	21'-3"	
h8(E)	8	#6	6'-0"	
h9(E)	8	#6	6'-0"	
n(E)	32	#6	9'-10"	
n1(E)	24	#6	4'-11"	
t(E)	72	#5	6'-0"	
u(E)	88	#4	3'-3"	
v2(E)	44	#6	9'-1"	
v3(E)	12	#6	9'-1"	
v4(E)	32	#6	9'-3"	
w(E)	20	#5	15'-2"	
Reinforcement Bars, Epoxy Coated		Pound	4,050	
Concrete Structures		Cu. Yds.	33.2	
Concrete Removal		Cu. Yds.	19.8	
Structure Excavation		Cu. Yds.	109	

See Sheets 17 and 19 for bent bar details.

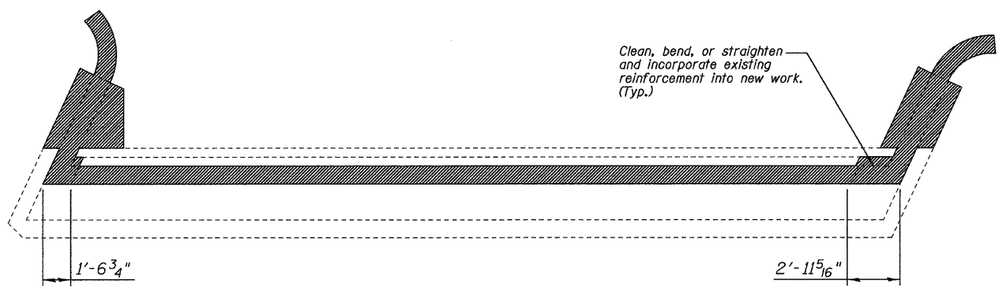


FOOTING REINFORCEMENT DETAIL

PLAN VIEW - EAST ABUTMENTS
Showing New Construction



WESTBOUND



EASTBOUND

PLAN VIEW - EAST ABUTMENTS
Showing Concrete Removal

Work this sheet with sheets 19, 20, & 21 of 29.

LEGEND

Concrete Removal

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

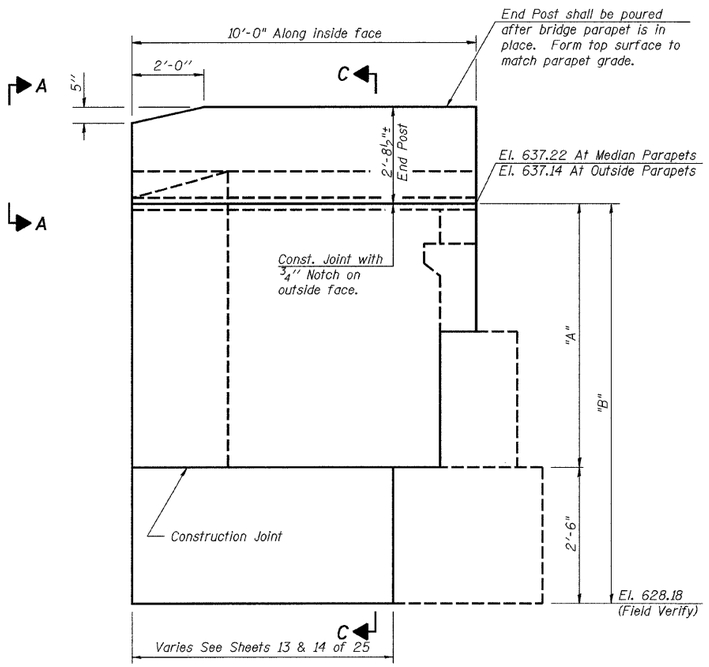
EAST ABUTMENT DETAILS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

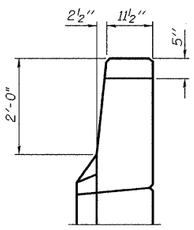
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	68
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 19
29 SHEETS

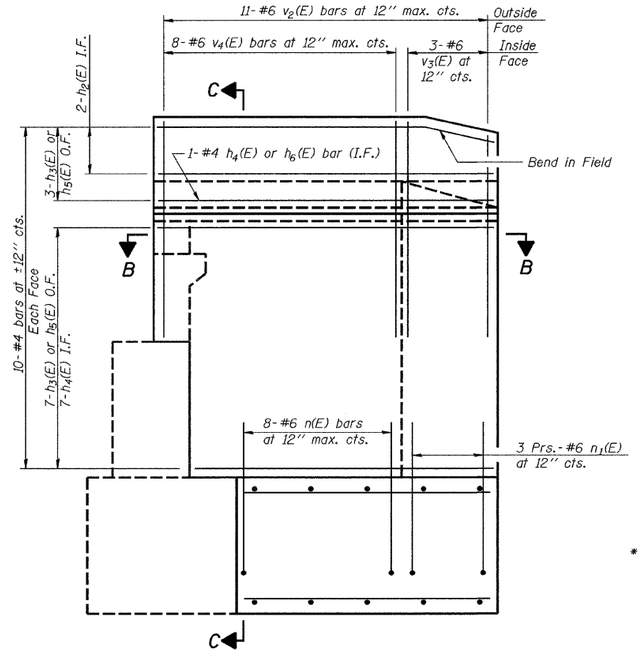
Contract #66623
* (06-1, 2)RS-3, I



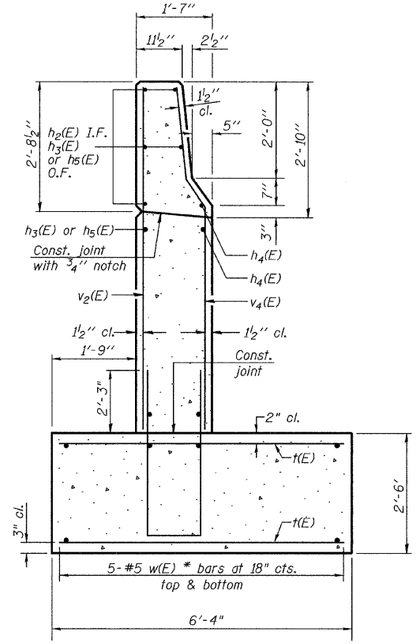
WING WALL ELEVATION
Showing Dimensions



VIEW A-A



WING WALL ELEVATION
Showing Reinforcement



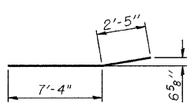
* Order w(E) bars full length. Cut to fit skew and use remainder of bars in opposite wingwall footing.

SECTION C-C

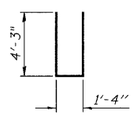
TABLE OF WINGWALL DIMENSIONS

	Northwest Wingwall		Southwest Wingwall		Northeast Wingwall		Southeast Wingwall	
	A	B	A	B	A	B	A	B
EASTBOUND	6'-6½"	9'-0½"	6'-5½"	8'-11½"	6'-6½"	9'-0½"	6'-5½"	8'-11½"
WESTBOUND	6'-5½"	8'-11½"	6'-6½"	9'-0½"	6'-5½"	8'-11½"	6'-6½"	9'-0½"

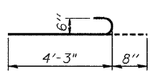
field verify "A" prior to ordering reinforcing bars



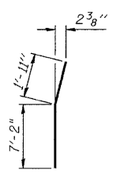
BAR h4(E)



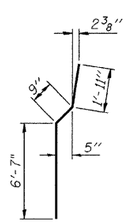
BAR n(E)



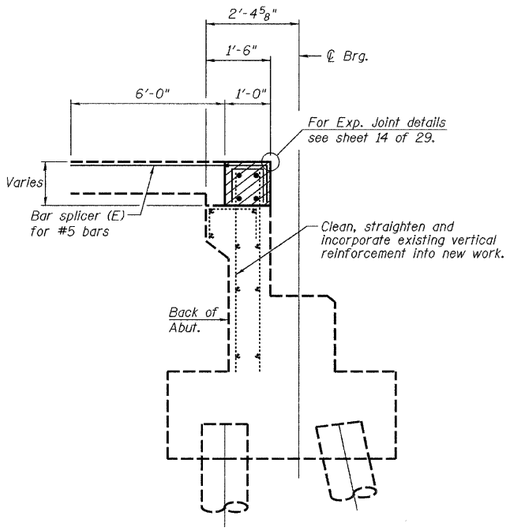
BAR n1(E)



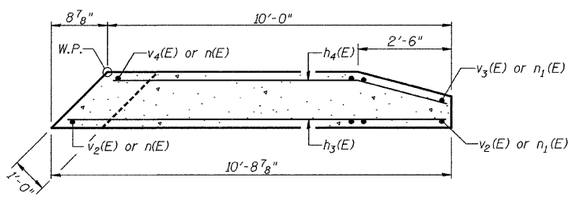
BAR v3(E)



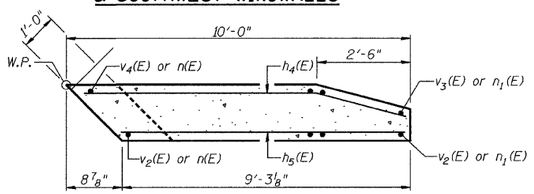
BAR v4(E)



SEC. THRU ABUT.



SECTION B-B AT NORTHEAST & SOUTHWEST WINGWALLS



SECTION B-B AT SOUTHEAST & NORTHWEST WINGWALLS

field cut v2(E), v4(E), h3(E), h4(E), & h5(E) to fit at existing abutment cap.

Notes:
Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
Quantity of concrete in end post included with Concrete Superstructure on sheet 12 of 29.

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

Work this sheet with sheets 17, 18, 19 & 21.

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

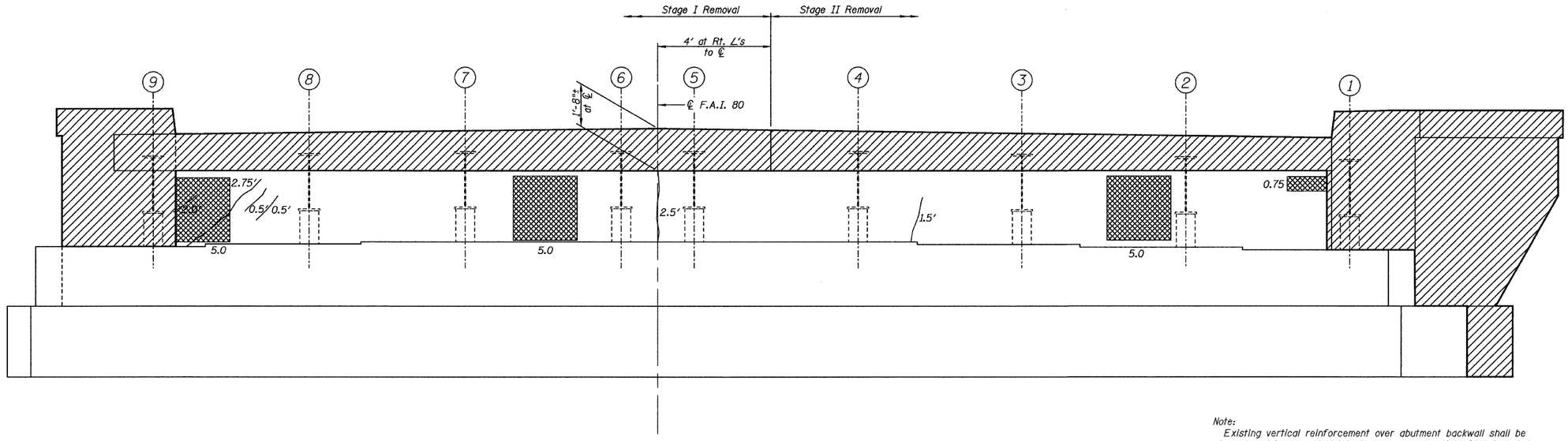
WINGWALL DETAILS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	69
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

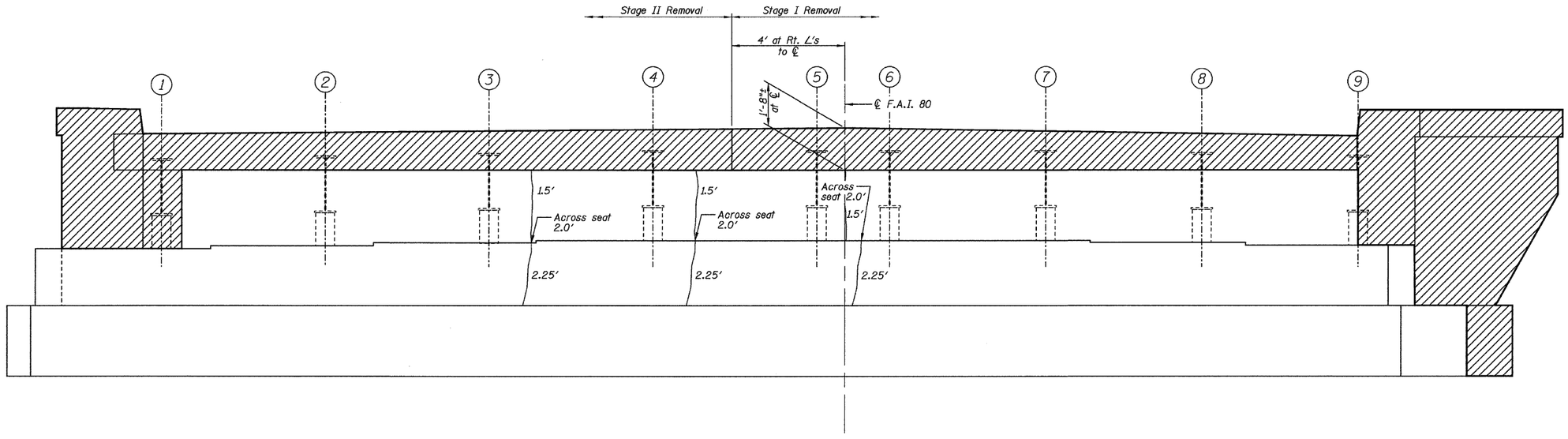
SHEET NO. 20
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



WEST ABUTMENT ELEVATION



EAST ABUTMENT ELEVATION

Note:
Existing vertical reinforcement over abutment backwall shall be cleaned and incorporated into the new construction. Cost included with concrete removal.

DESIGNED	--
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

Work this sheet with sheets 17, 18, & 19.

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or Less Then 5 Inches)	Sq. Ft.	16
Epoxy Crack Injection	Foot	27

LEGEND

- Structural Repair of Concrete ≤ 5"
- (#') Epoxy Crack Injection w/ Length
- Concrete Removal

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

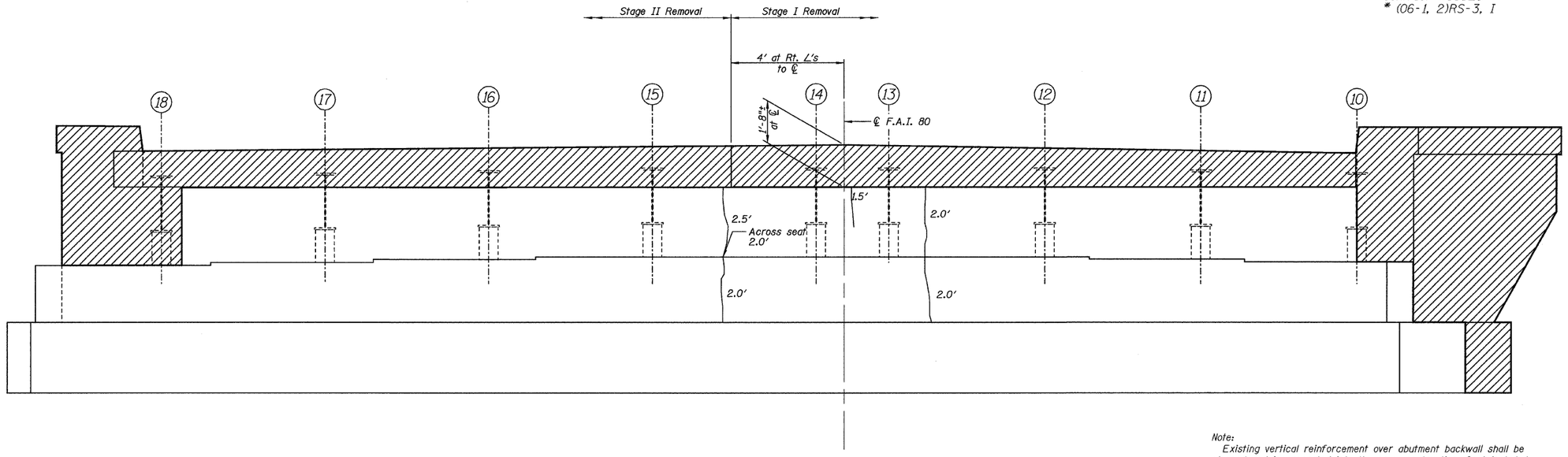
FOUNDATION REPAIR PLANS
WESTBOUND
ABUTMENT ELEVATIONS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	70
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 21
29 SHEETS

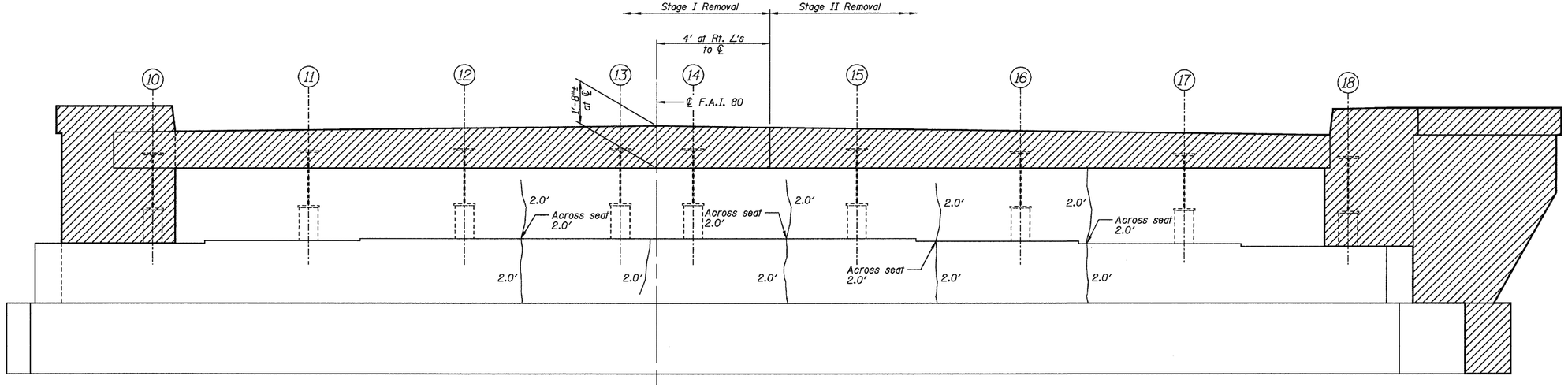
Contract #66623
* (06-1, 2)RS-3, I

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



WEST ABUTMENT ELEVATION

Note:
Existing vertical reinforcement over abutment backwall shall be cleaned and incorporated into the new construction. Cost included with concrete removal.



EAST ABUTMENT ELEVATION

DESIGNED	--
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

Work this sheet with sheets 17, 18, & 19.

Item	Unit	Total
Epoxy Crack Injection	Foot	38

LEGEND

- Structural Repair of Concrete ≤ 5"
- (#') Epoxy Crack Injection w/ Length
- Concrete Removal

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

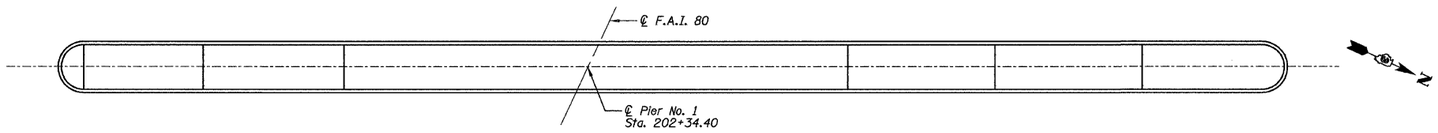
FOUNDATION REPAIR PLANS
EASTBOUND
ABUTMENT ELEVATIONS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

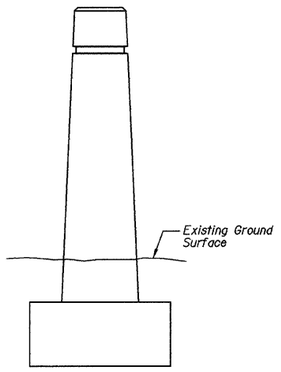
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	71
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 22
29 SHEETS

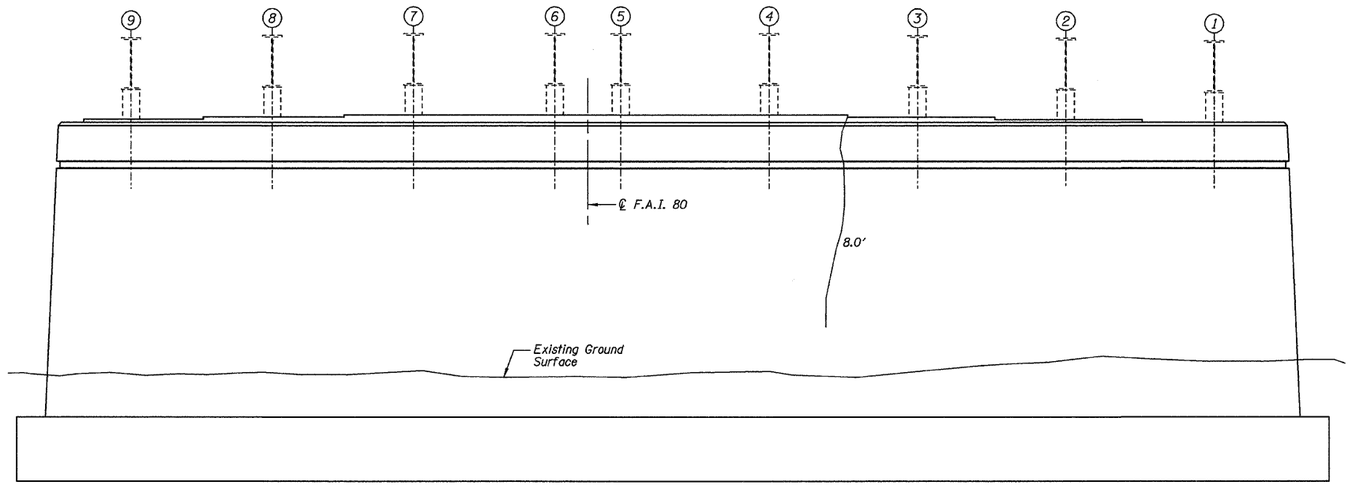
Contract #66623
* (06-1, 2)RS-3, I



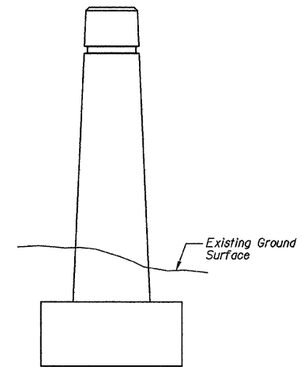
TOP PLAN



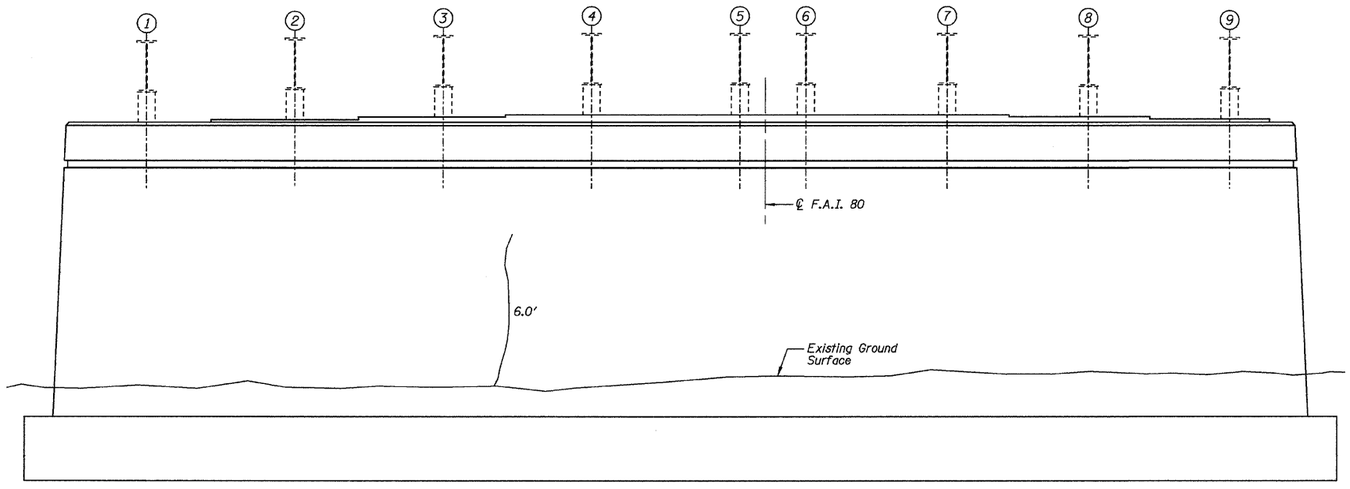
SOUTH END VIEW



EAST ELEVATION - LOOKING WEST



NORTH END VIEW



WEST ELEVATION - LOOKING EAST

DESIGNED	--
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

Item	Unit	Total
Epoxy Crack Injection	Foot	14

LEGEND

Structural Repair of Concrete ≤ 5"

(#') Epoxy Crack Injection w/ Length

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

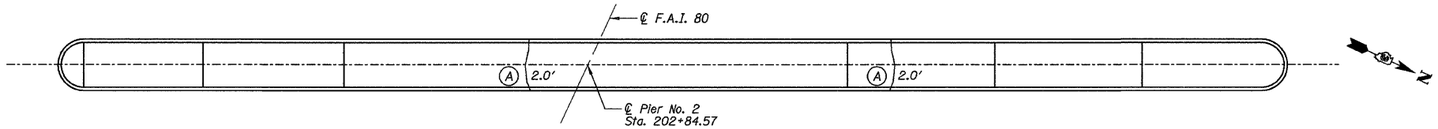
FOUNDATION REPAIR PLANS
WESTBOUND
PIER NO. 1
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	72
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

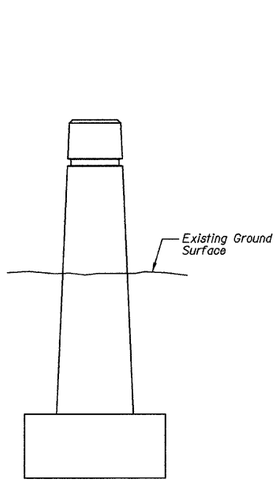
SHEET NO. 23
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

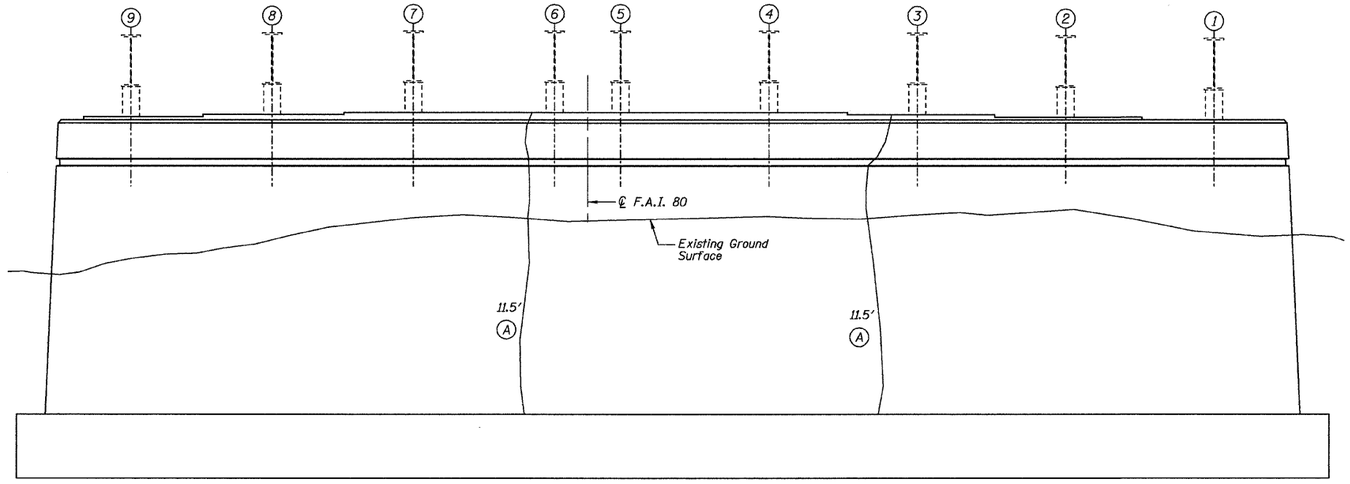
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



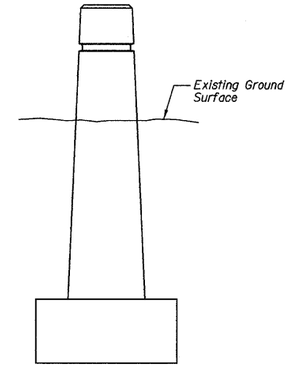
TOP PLAN



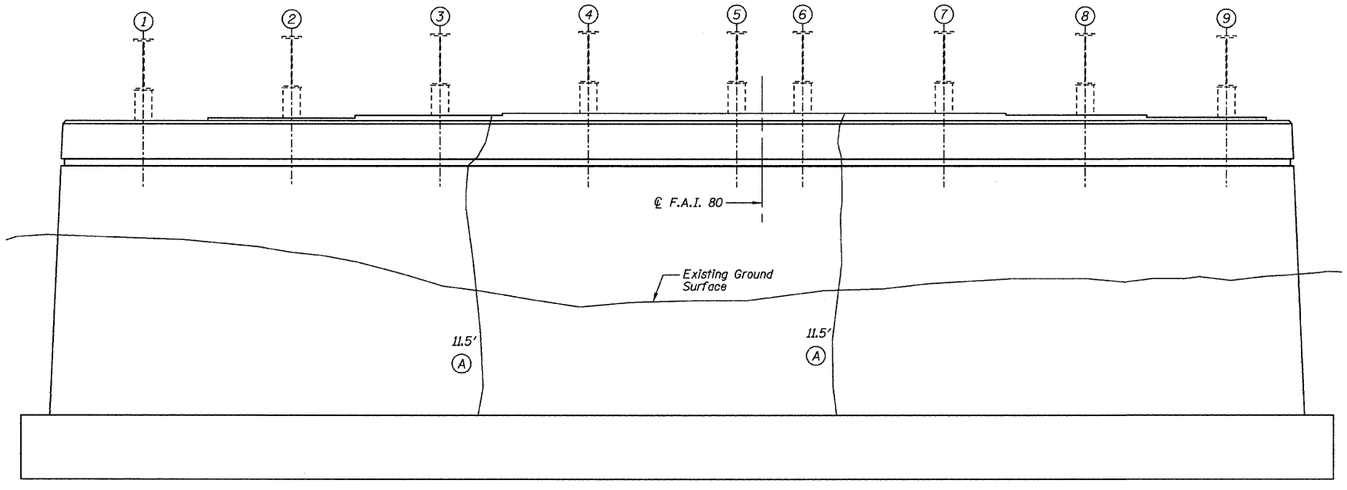
SOUTH END VIEW



EAST ELEVATION - LOOKING WEST



NORTH END VIEW



WEST ELEVATION - LOOKING EAST

(A) cracks extending full thickness of wall shall only be measured for payment once

Note:
It is not the intent that the contractor should excavate to perform epoxy crack injection. Only the above ground length shall receive injection and will be measured for payment.

Item	Unit	Total
Epoxy Crack Injection	Foot	23

LEGEND

Structural Repair of Concrete ≤ 5"

(#') Epoxy Crack Injection w/ Length

DESIGNED	--
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

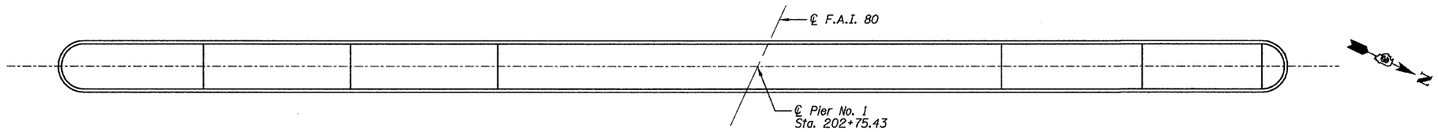
FOUNDATION REPAIR PLANS
WESTBOUND
PIER NO. 2
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

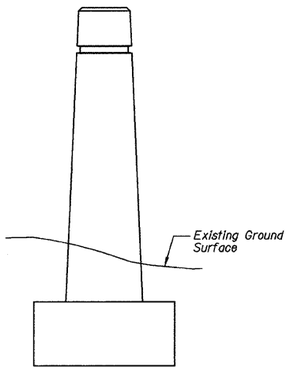
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	73
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 24
29 SHEETS

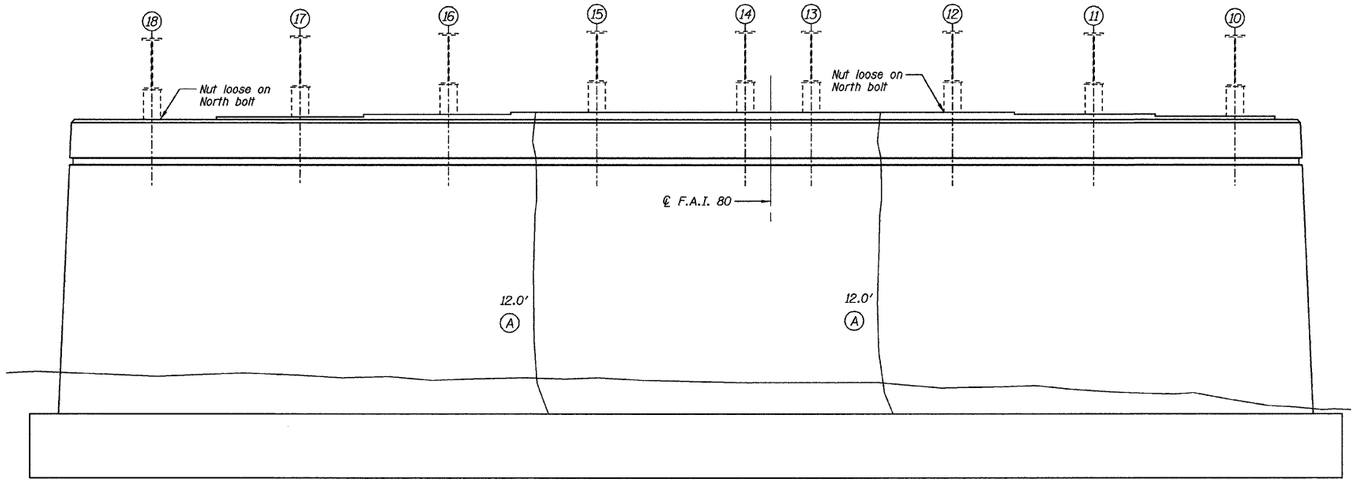
Contract #66623
* (06-1, 2)RS-3, I



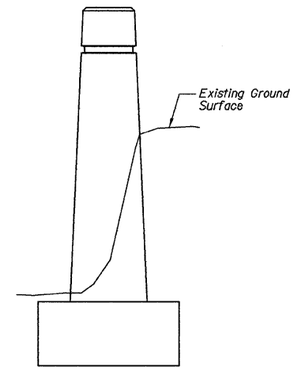
TOP PLAN



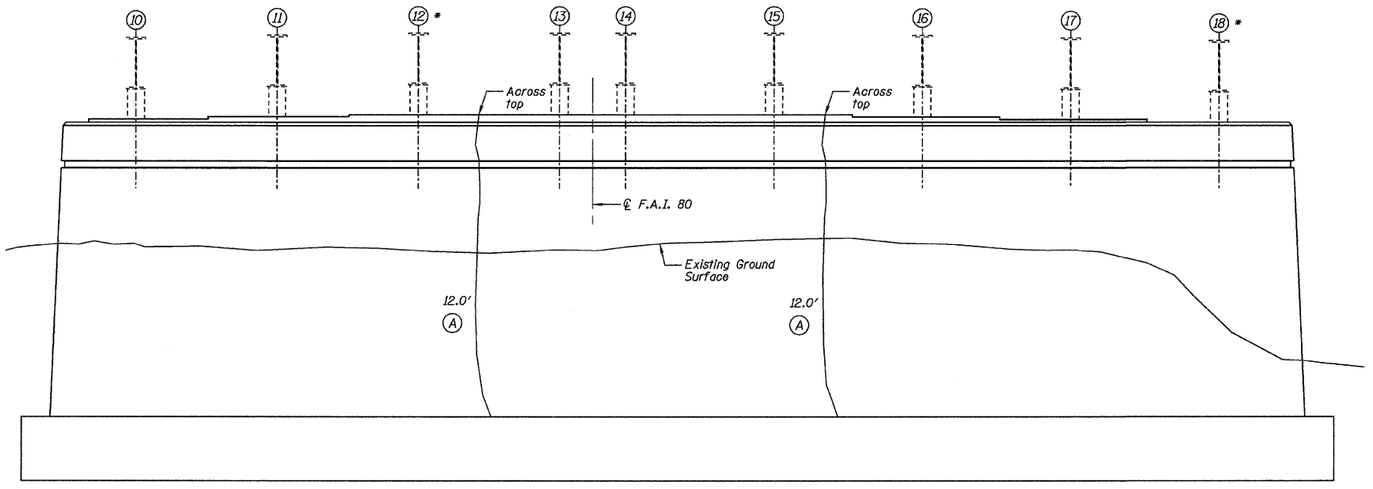
SOUTH END VIEW



EAST ELEVATION - LOOKING WEST



NORTH END VIEW



WEST ELEVATION - LOOKING EAST

* Remove and replace existing anchor bolts at beams 12 & 18 with 1" ϕ Anchor Bolts (F1554 Grade 36) with 2¼" x 2¼" x 5/16" ' washers under nut
See special provisions

(A) cracks extending full thickness of wall shall only be measured for payment once

Note:
It is not the intent that the contractor should excavate to perform epoxy crack injection. Only the above ground length shall receive injection and will be measured for payment.

DESIGNED	--
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

Item	Unit	Total
Epoxy Crack Injection	Foot	24

LEGEND

Structural Repair of Concrete ≤ 5"

(#) Epoxy Crack Injection w/ Length

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

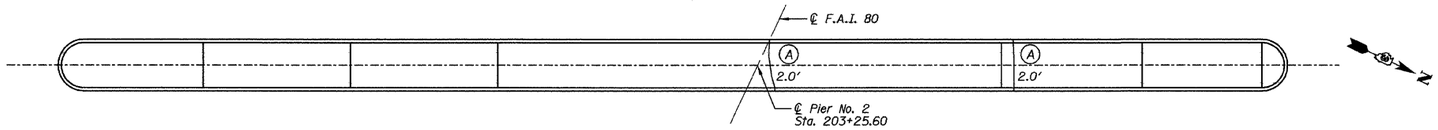
FOUNDATION REPAIR PLANS
EASTBOUND
PIER NO. 1
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

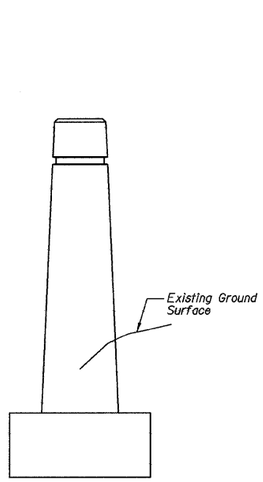
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	74
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 25
29 SHEETS

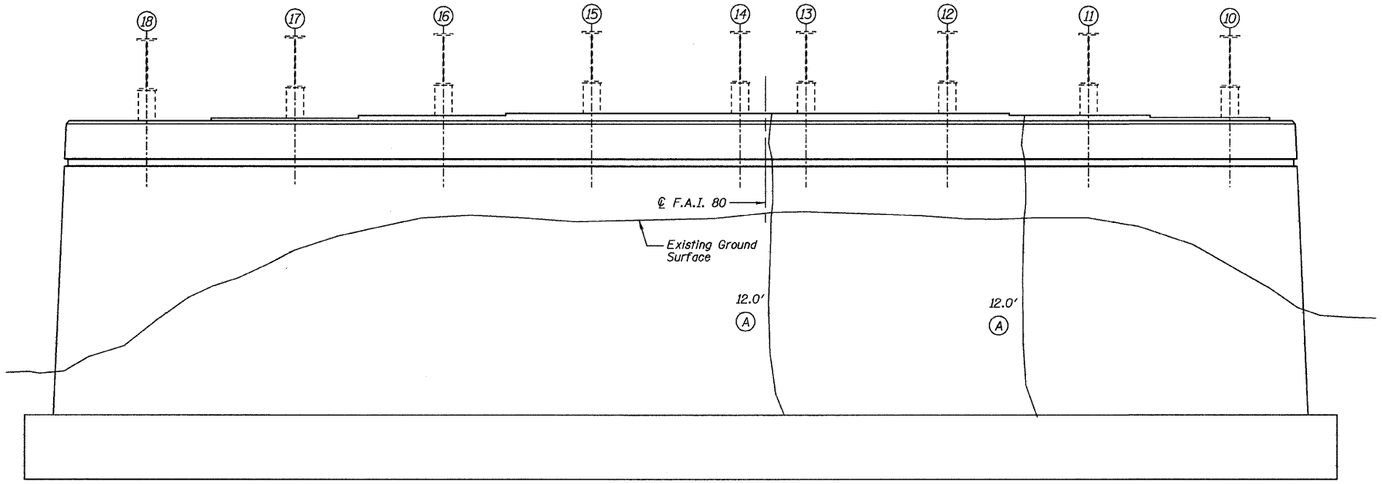
Contract #66623
* (06-1, 2)RS-3, I



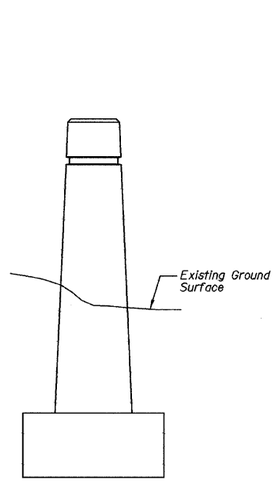
TOP PLAN



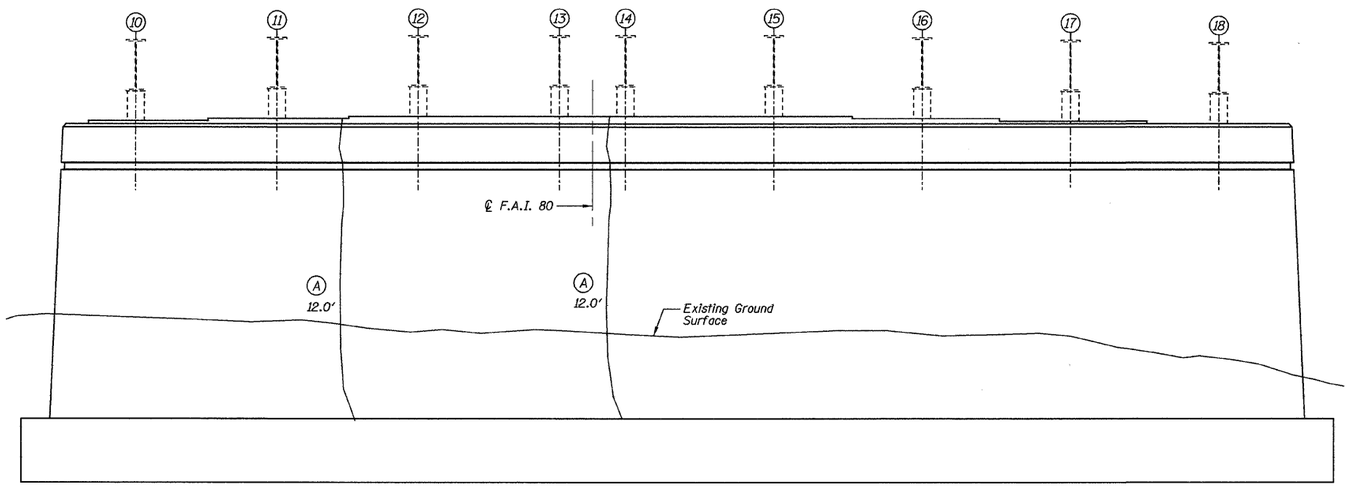
SOUTH END VIEW



EAST ELEVATION - LOOKING WEST



NORTH END VIEW



WEST ELEVATION - LOOKING EAST

(A) cracks extending full thickness of wall shall only be measured for payment once

Note:
It is not the intent that the contractor should excavate to perform epoxy crack injection. Only the above ground length shall receive injection and will be measured for payment.

DESIGNED	--
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

Item	Unit	Total
Epoxy Crack Injection	Foot	24

LEGEND

Structural Repair of Concrete ≤ 5"

(#') Epoxy Crack Injection w/ Length

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

FOUNDATION REPAIR PLANS
EASTBOUND
PIER NO. 2
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80