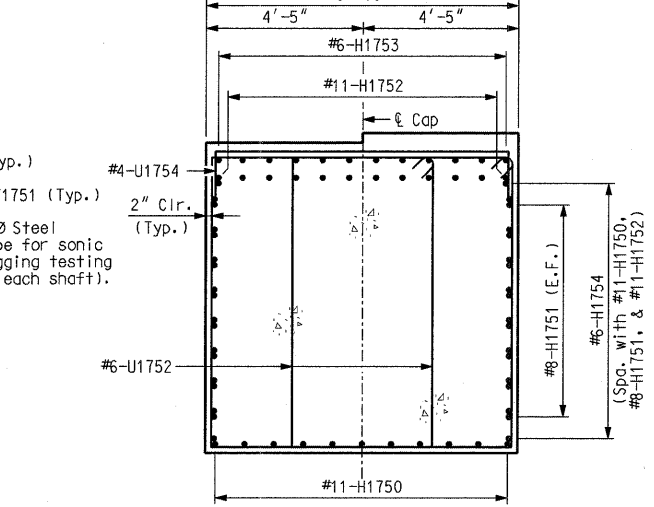
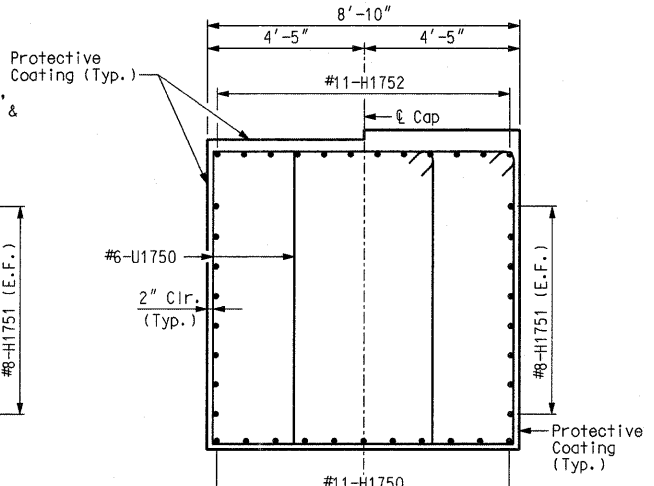
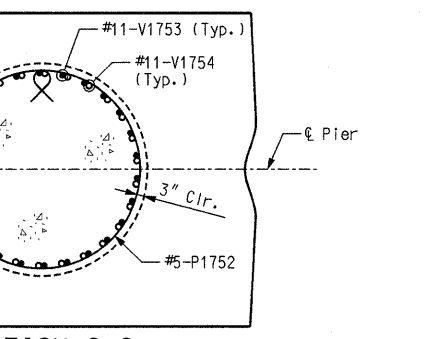
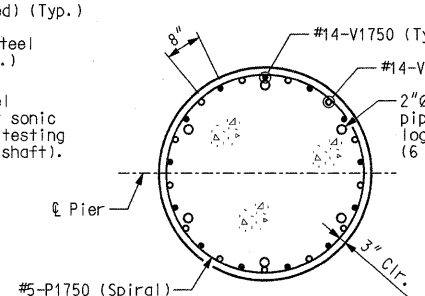
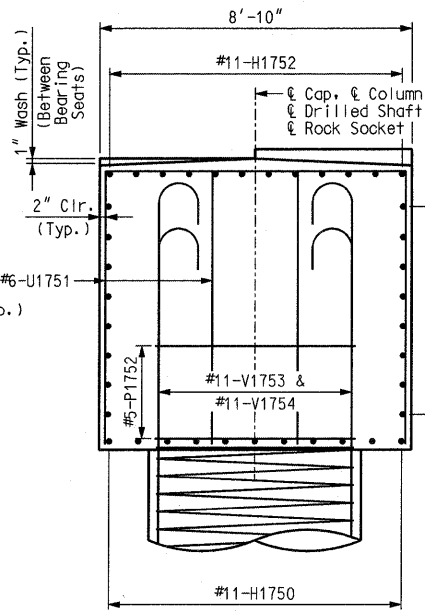
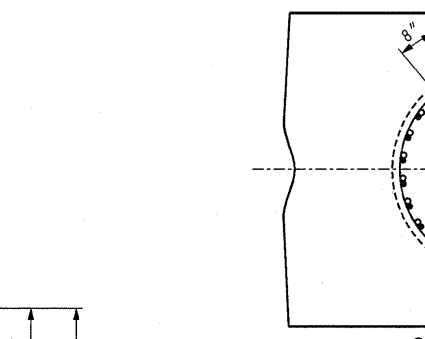
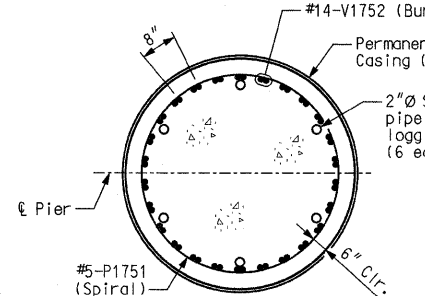
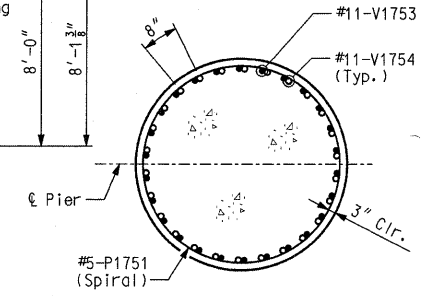


Detailed JUL 2009
Checked JUL 2009

Note: This drawing is not to scale. Follow dimensions.

- ① 5-#4-U1754 @ 6" cts.
- ② 4-#6-U1750 @ 12" cts. (Double)
- ③ 4-#6-U1752 @ 12" cts. (Double)
- ④ 6-#6-U1750 @ 12" cts. (Double)
- ⑤ 18-#5-P1752 @ 3" cts. (Typ.) ***



Girder	Back Brg.	Ahead Brg.
5	462.84	462.75
6	462.61	462.51
7	462.37	462.27
8	462.14	462.04

Notes:
 An additional 4 feet has been added to #5-P1750, #14-V1750 and #14-V1751 lengths for possible change in drilled shaft or rock socket depth. This excess length shall be cut off or included in the reinforcement lap if not required.
 Sonic logging testing shall be performed on all drilled shafts and rock sockets.
 All reinforcing bars in the tops of substructure beams or caps shall be spaced to clear anchor rod wells for bearings by at least 1/2".
 The hooks of V-Bars embedded in the beam cap shall be oriented inward. Bending the hook outward, away from the column core, is not allowed.
 The thickness of steel casing shall meet all the requirements of Sec 701 with minimum thickness being 3/8 inch. Thicker casing may be required for installation.
 For details of HLMR Bearing Assembly, see Sheet No. 42. For Anchor Rod Well Details and Anchor Rod Setting Plan, see Sheet Nos. 45 and 47.
 For details of seismic stirrup bars, see Sheet No. 7.
 * Lapping of spiral reinforcement in this region not permitted.
 ** Continue spiral bars to the bottom of the beam cap stirrup reinforcing bar.
 *** Splice locations shall be staggered.
 Anchorage of spiral reinforcement shall be provided by 1-1/2 extra turns of spiral bar at each end of spiral unit.
 **** Pay Items Rock Socket (6 ft. 0 in. Dia.).
 ***** Pay Items Drilled Shaft (6 ft. 6 in. Dia.).
 Shear Block Dimension assumes masonry plate width of 3'-0" and 1" clear on either side to shear block. If Masonry plate is wider than 3'-0" contractor shall adjust the shear block dimension to provide 1" clear.
 Seal back face of beam, top of beam, ends of beam, and front face of beam with Protective Coating - Concrete Bents and Piers (Epoxy).

Item	Unit	Quantity
Drilled Shafts (6 ft. 6 in. Dia.)	linear foot	237.0
Rock Sockets (6 ft. 0 in. Dia.)	linear foot	35.0
Supplementary Television Camera Inspection	each	1
Foundation Inspection Holes	linear foot	55.0
Sonic Logging Testing	each	2
Class B Concrete (Substructure)	cu. yard	195.1
Reinforcing Steel (Bridges)	pound	116,990
Mechanical Bar Splice	each	260
Reinforcing Steel (Epoxy Coated)	pound	36,930

Note: These quantities are included in the estimated quantities table on Sheet No. 7.

CONTRACT NO. 76D61	
F.A. ROUTE	SECTION
999	82-1B-2
FED. AID PROJECT	ILLINOIS
COUNTY	ST. CLAIR
USER NAME = jcolliff	
PLOT SCALE = *SCALE*	
PLOT DATE = 4/14/2010	
DESIGNED -	HNTB
CHECKED -	CMT
DRAWN -	CMT / HNTB
REVISED -	
REVISED -	
REVISED -	
REVISED -	
STATE OF ILLINOIS	ILLINOIS APPROACH STRUCTURE FOR NEW I-70 MISSISSIPPI RIVER BRIDGE
DEPARTMENT OF TRANSPORTATION	MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
HNTB	715 KIRK DRIVE KANSAS CITY, MO 64105 TELEPHONE (816) 472-1201 CERTIFICATE OF AUTHORITY NO. 001270
CMT	CRAWFORD, MURPHY & TILLY, INC. 2750 WEST WASHINGTON STREET SPRINGFIELD, IL 62702 TELEPHONE (217) 787-8050 ENGINEERING CORPORATION - 000631