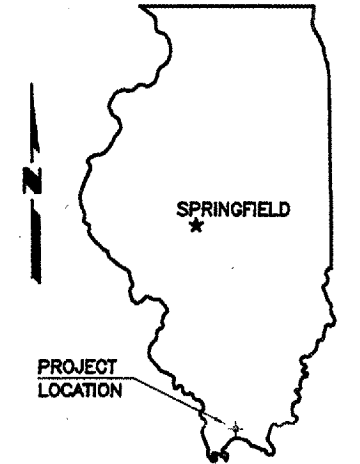


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED
HIGHWAY BRIDGE PROGRAM

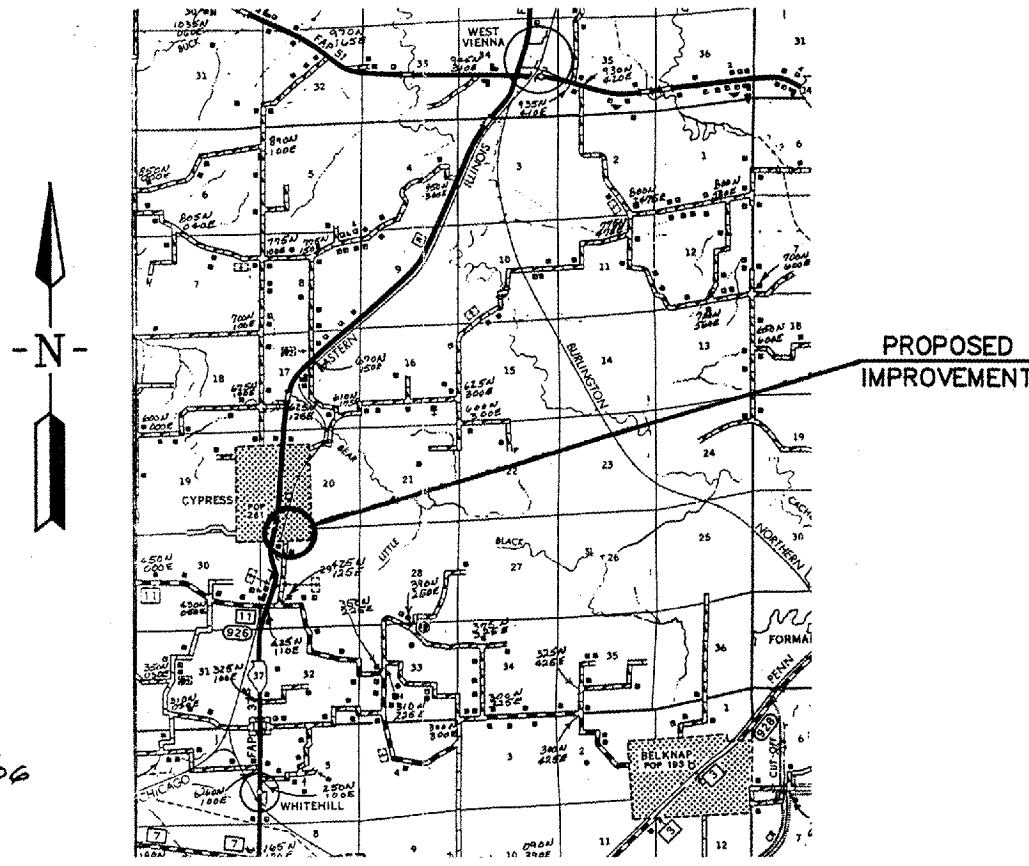
ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 22	05-01214-00-BR	JOHNSON	11	1
PROJECT NO. BRCS-087(128)			CONTRACT NO. 99244	

TOWNSHIP ROUTE 22 (GREEN ROAD)
SECTION 05-01214-00-BR
PROJECT NO. BROS-087(128)
JOB NO. C-99-533-05
TRIBUTARY TO LITTLE BLACK SLOUGH



SUMMARY OF QUANTITIES		X080-2A	
CODE NO.	PAY ITEM	UNIT	TOTAL
20200100	EARTH EXCAVATION	CU YD	53
20300100	CHANNEL EXCAVATION	CU YD	11
20400100	BORROW EXCAVATION	CU YD	700
25000200	SEEDING, CLASS 2	ACRE	0.3
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	27
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	27
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	27
25000700	AGRICULTURAL GROUND LIMESTONE	TON	1.2
25100120	MULCH METHOD 2	TON	0.6
28100809	STONE DUMPED RIPRAP, CLASS A5	TON	130
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	365
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1
50200100	STRUCTURE EXCAVATION	CU YD	29
50300225	CONCRETE STRUCTURES	CU YD	16.6
50300280	CONCRETE ENCASEMENT	CU YD	2.1
50400305	PRECAST PRESTRESSED CONCRETE DECK BEAMS (17" DEPTH)	SQ FT	720
50800105	REINFORCEMENT BARS	POUND	2220
50900205	STEEL RAILING, TYPE S1	FOOT	60
51201400	FURNISHING STEEL PILES HP10X42	FOOT	208
51202305	DRIVING PILES	FOOT	208
51203400	TEST PILE STEEL HP10X42	EACH	1
51500100	NAME PLATES	EACH	1
54200220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	22
67100100	MOBILIZATION	L SUM	1

JOHNSON COUNTY



- INDEX OF SHEETS**
1. COVER SHEET
 2. PLAN AND PROFILE
 3. GENERAL PLAN AND ELEVATION
 4. SUPERSTRUCTURE
 5. DECK BEAM 17" X 36"
 6. DECK BEAM 17" X 48"
 7. ABUTMENT
 8. STEEL RAILING
 9. NAME PLATES
 10. PILE DETAILS
 11. CROSS SECTIONS
 - STANDARDS 280001-03 TEMPORARY EROSION CONTROL
 - 702001-06 TRAFFIC CONTROL DEVICES
 - BLR 21-6 TRAFFIC CONTROL

CLASSIFICATION : LOCAL ROAD
ADT : 75
DESIGN SPEED : 30 MPH

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
J.U.L.I.E. 1-800-892-0123
CONTACT 48 HOURS BEFORE EXCAVATING



04/08/06

Edward W. Miller
Edward W. Miller
PROFESSIONAL ENGINEER
#062-025277
EXPIRES NOV. 30, 2007

CONTRACT NO. 99244
E. MILLER ENGINEERING, INC.
CONSULTING ENGINEERS
HARRISBURG, ILLINOIS

LOCATION MAP

SCALE: 1" = 2 MILES

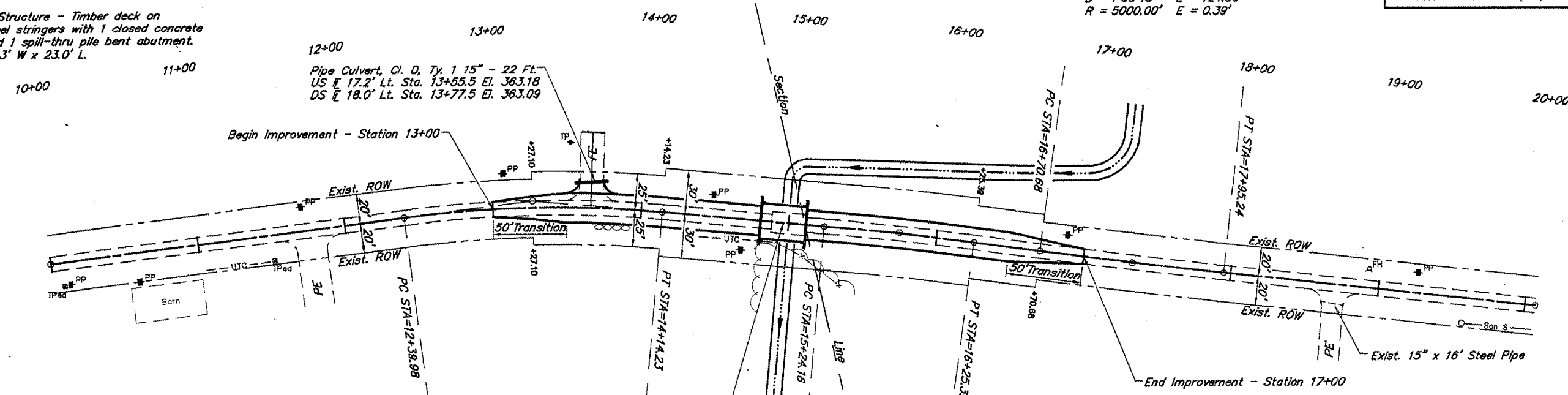
NET LENGTH OF IMPROVEMENT = 400.00 FT. = 0.0758 MILES

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	
APPROVED	4-24-06 <i>Steve Kelly</i>
LOCAL AGENCY REPRESENTATIVE	
PASSED	10/19/06 <i>Dennis W. Hill</i>
ENGINEER OF LOCAL ROADS AND STREETS	
APPROVED	10/26/06 <i>Mary C. Lamie</i>
MARY C. LAMIE, P.E. DEPUTY DIRECTOR OF HIGHWAYS REGION FIVE ENGINEER	

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 22	05-01214-00-BR	JOHNSON	11	2
PROJECT NO. BROS-087(12B)			CONTRACT NO. 99244	

CURVE DATA
 PI Sta = 17+32.97
 $\Delta = 1^{\circ}25'38''$ T = 62.28'
 D = 1'08'45" L = 124.56'
 R = 5000.00' E = 0.39'

B.M. - RR Spike in PP
 15' Lt. Sta. 14+48
 Assumed Elev. 365.00
 Existing Structure - Timber deck on steel stringers with 1 closed concrete and 1 spill-thru pile bent abutment. 14.3' W x 23.0' L.

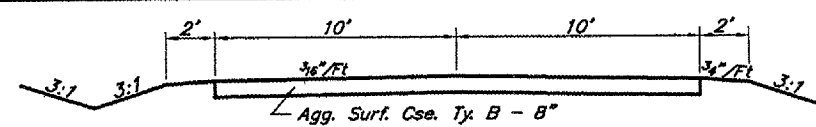
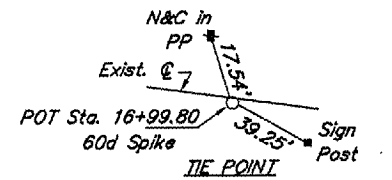
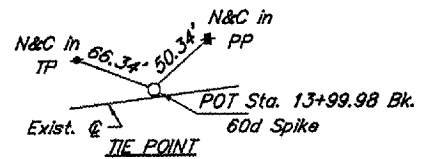


Station 14+96.50 - Single span precast prestressed concrete deck beam bridge 31.50' bk-bk Abutments
 Existing structure to be removed

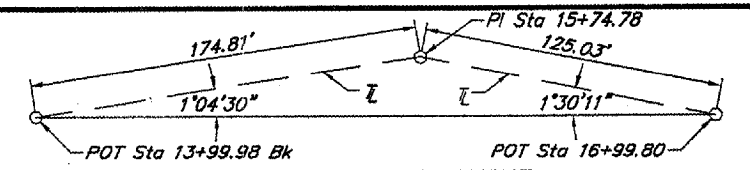
CURVE DATA
 PI Sta = 13+27.45
 $\Delta = 12^{\circ}28'46''$ T = 87.47'
 D = 7'09'43" L = 174.24'
 R = 800.00' E = 4.77'

CURVE DATA
 PI Sta = 15+74.78
 $\Delta = 2^{\circ}34'41''$ T = 50.63'
 D = 2'32'47" L = 101.24'
 R = 2250.00' E = 0.57'

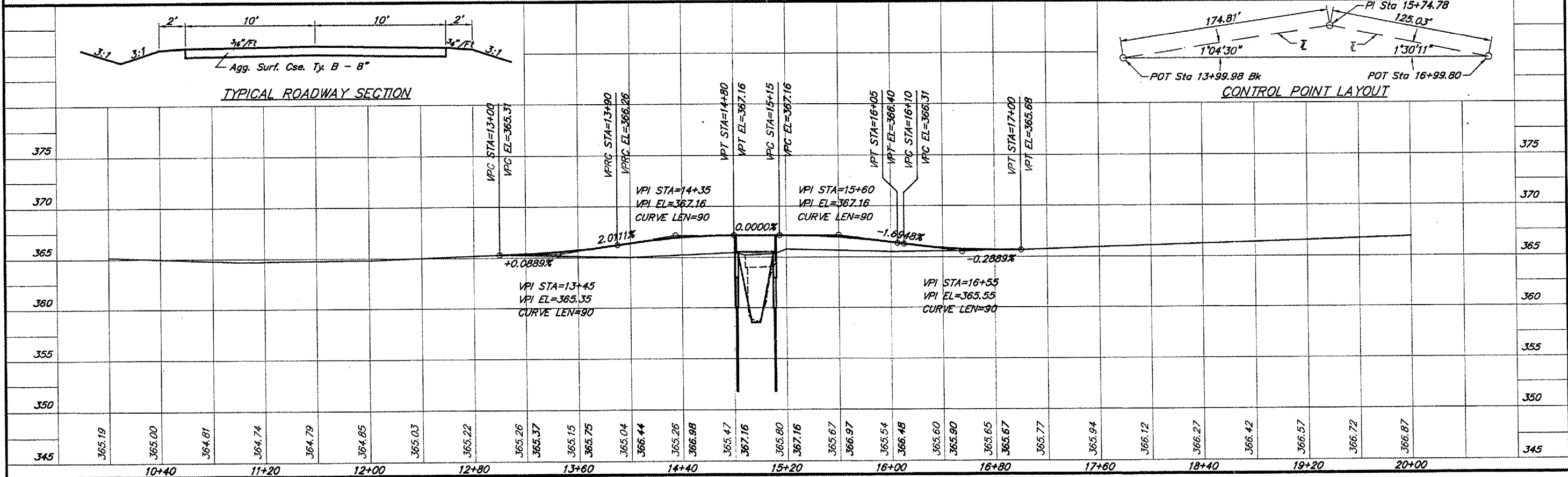
SCALES:
 1" = 80' HOR
 1" = 10' VER



TYPICAL ROADWAY SECTION

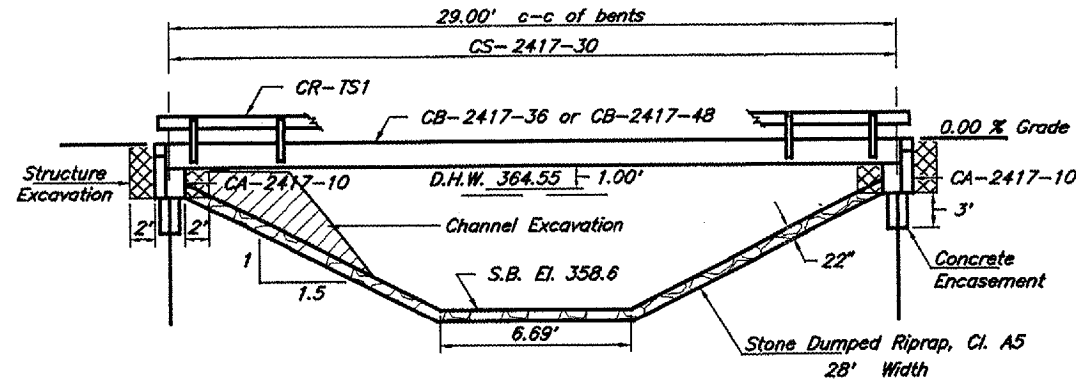


CONTROL POINT LAYOUT



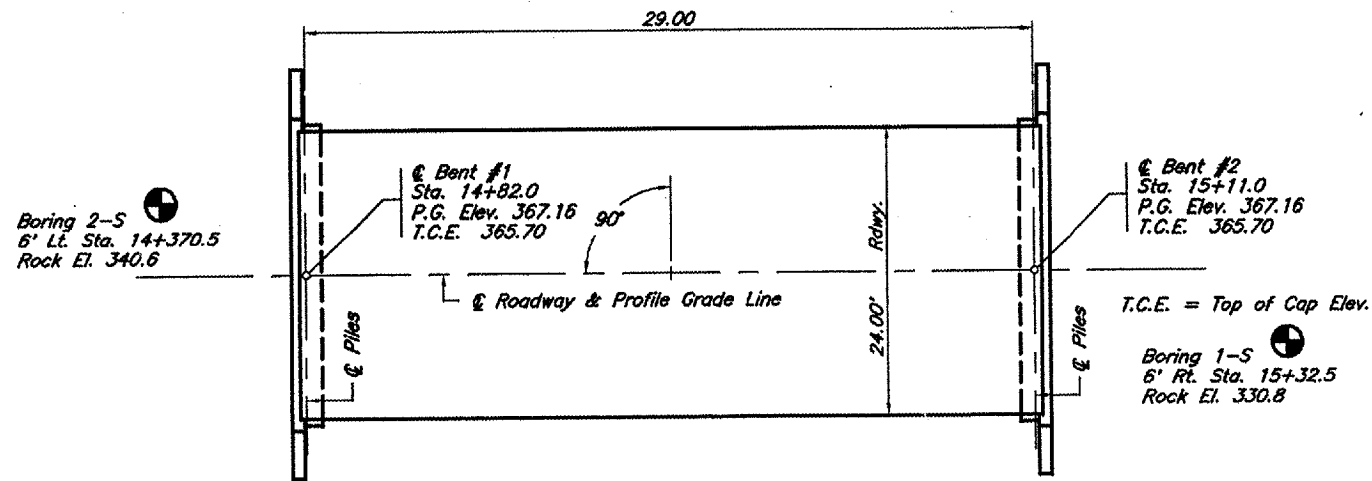
B.M. - RR spike in Power Pole
15' Lt. Station 14+48
Assumed Elev. 365.00

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 22	05-01214-00-BR	JOHNSON	11	3
PROJECT NO. BROS-087(128)			CONTRACT NO. 99244	



ELEVATION

Existing Structure - Timber deck on steel stringers with one closed concrete and one spill-through pile bent abutment 14.3' W x 23.0' L



PLAN

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub.		Total
			Piers	Abuts.	
Removal of Existing Structures	Each				1
Concrete Structures	Cu. Yds.			16.6	16.6
P.P. Conc. Dk. Bm. 17" Dp.	Sq. Ft.	720			720
Steel Railing, Type S1	Foot	60			60
Reinforcement Bars	Pound			2220	2220
Furnishing Steel Piles HP10X42	Foot			208	208
Driving Piles	Foot			208	208
Test Pile Steel HP10X42	Each			1	1
Concrete Encasement	Cu. Yds.			2.1	2.1
Name Plates	Each			1	1
Structure Excavation	Cu. Yds.			29	29
Channel Excavation	Cu. Yds.			11	11
Stone Dumped Riprap, Class A5	Tons			130	130

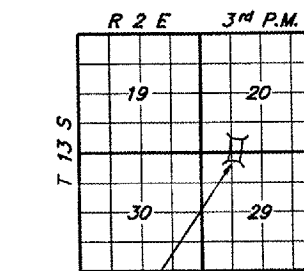
PILE DATA (2-ABUTS.)

Type & Size : HP10X42
Nominal Required Bearing : 333 kips
Allowable Resistance Available : Refusal
Estimated Length : 28 Feet Bent #1, 32 Feet Bent #2
Number Required : 8 (Includes 1 Test Pile located in Bent #2)

TRIBUTARY TO LITTLE BLACK SLOUGH
SEC. 05-01214-00-BR BUILT 20
COUNTY UNIT ROAD DISTRICT
JOHNSON COUNTY
LOADING HS20
STR. NO. 044-3128

LETTERING FOR NAME PLATE

Locate Name Plate at southeast Corner of Bridge (See Std. CN)



LOCATION SKETCH

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications - 17th ed.

LOADING HS20-44

Allow 25#/sq. ft. for future wearing surface

SEISMIC DATA

Seismic Performance Category (SPC) = B
Bedrock Acceleration Coefficient (A) = 15.0%
Site Coefficient (S) = 1.0

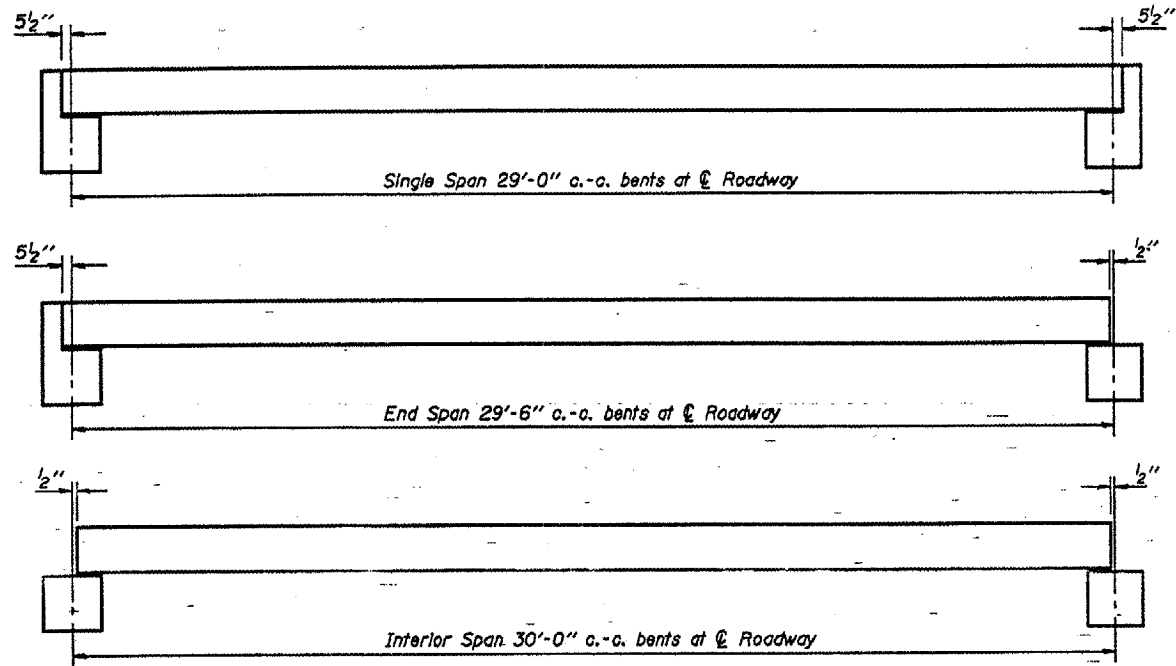
WATERWAY INFORMATION

Flood		Q		Opening Sq. Ft.		Natural Head-Ft.		Headwater El.	
Yr.	C.F.S.	Exist.	Prop.	H.W.E.	Exist.	Prop.	Exist.	Prop.	
Design	15	629	83.0	92.9	364.55	0.00	0.00	364.55	364.55
Base	100	1025	83.0*	116.1	365.45	0.01	0.00	365.46	365.45
Overtopping	±227	1224		118.8	365.61		1.54		364.15
Max. Calc.	500								

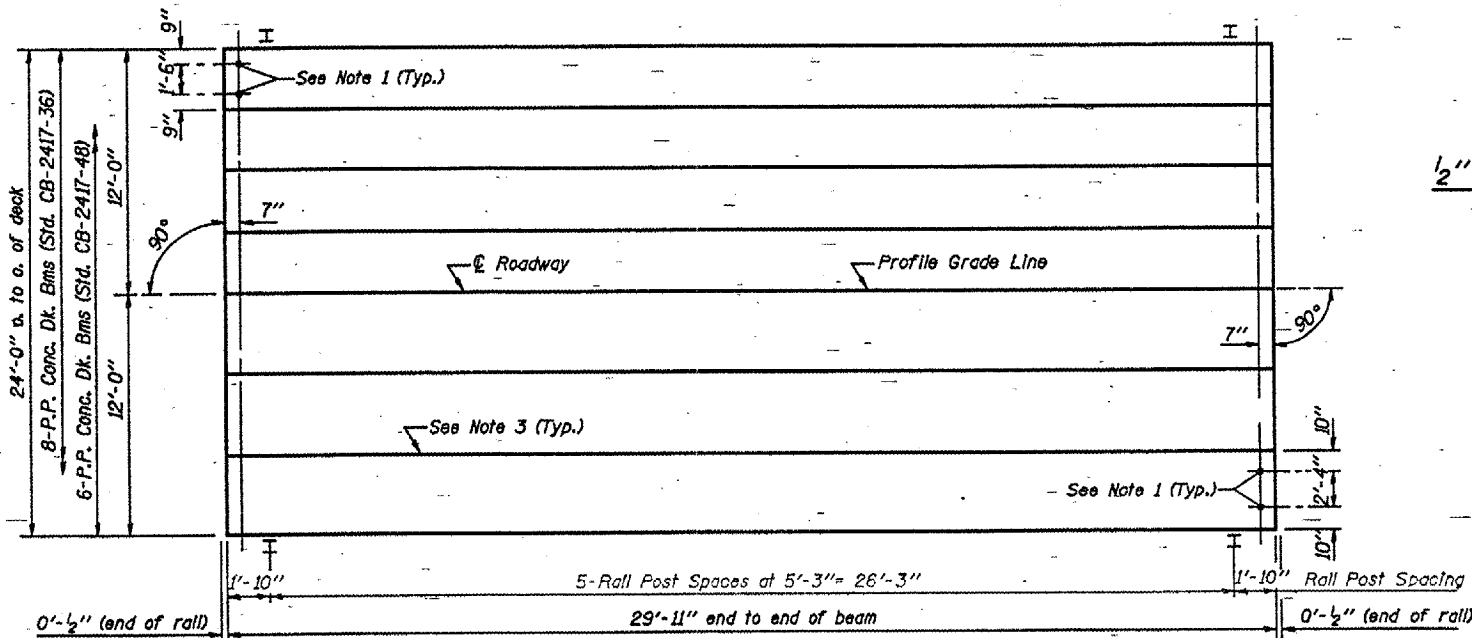
* Over road flow Exist. Q(100) 216.2 Sq. Ft.

Note: No over road flow was used in proposed calculations to allow for future raising of the approaches.

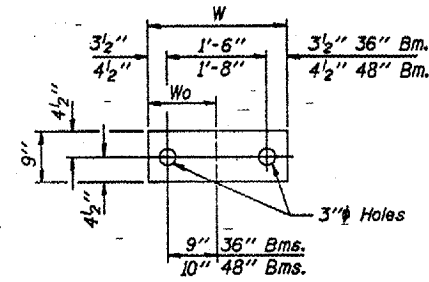
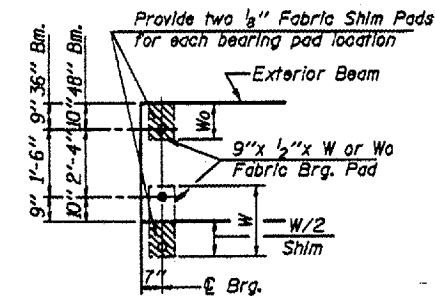
GENERAL PLAN & ELEVATION
TOWNSHIP ROUTE 22
TRIBUTARY TO LITTLE BLACK SLOUGH
SECTION 05-01214-00-BR
JOHNSON COUNTY
STATION 14+96.50



TYPICAL ELEVATIONS

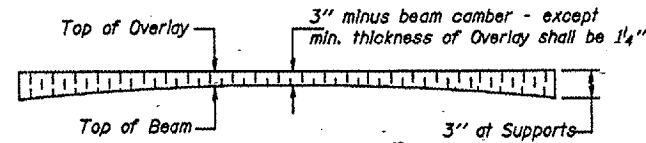


PLAN

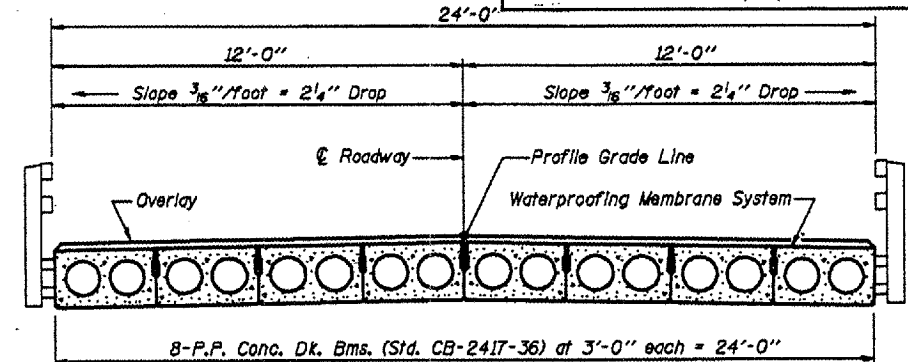


Beam	W	Wo
36"	2'-1"	1'-0 1/2"
48"	2'-5"	1'-2 1/2"

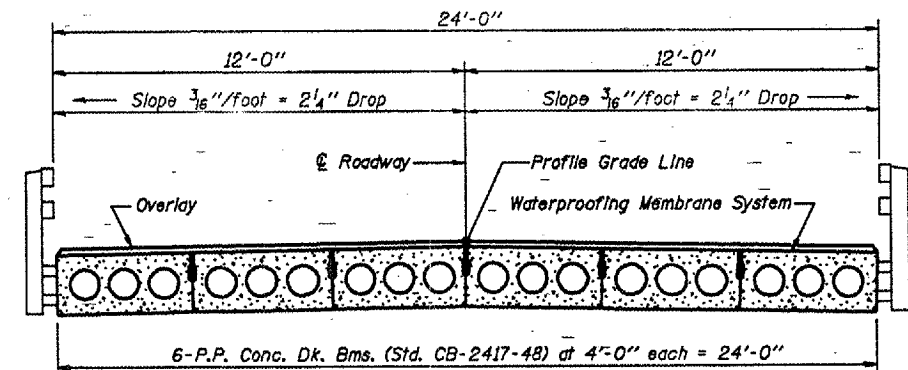
1/2" FABRIC BRG. PAD DETAILS



PROFILE OF OVERLAY

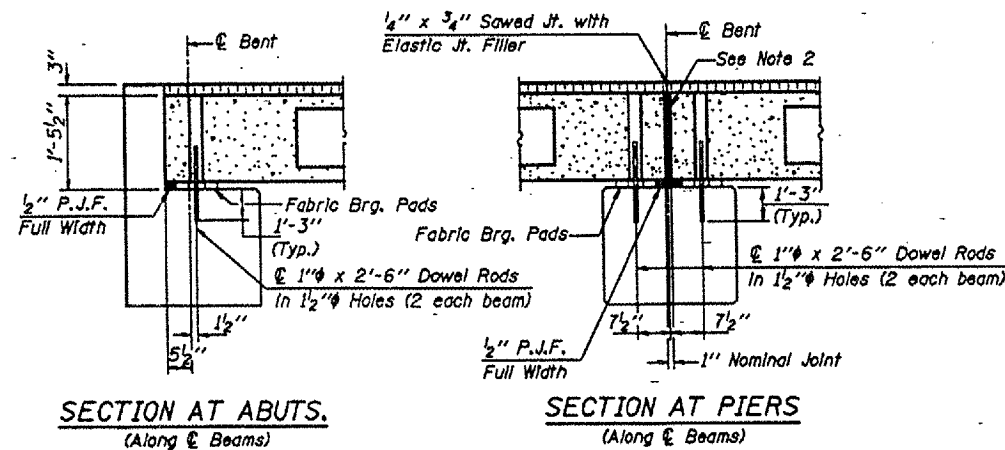


CROSS SECTION



CROSS SECTION

- NOTES**
- After beams have been erected, holes shall be drilled into substructure and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure min. 24 hrs. prior to grouting the shear keys.
 - Nominal 1" joint at centerline of pier shall be filled with non-shrink grout.
 - Longitudinal keys shall be grouted.



SECTION AT ABUTS.
(Along centerline of Beams)

SECTION AT PIERS
(Along centerline of Beams)

QUANTITIES FOR ONE SPAN

P.P. Conc. Dk. Bm. 17" Dp.	720 Sq. Ft.
Steel Rolling	60 Ft.
Waterproofing Membrane System	80.0 Sq. Yds.
Portland Cement Mortar	210 Ft. 36"
Fairing Course	150 Ft. 48"

Note: Quantity of overlay for one span = 12.0 Tons

P.P.C. DECK BEAM SUPERSTRUCTURE			
24' RDWY.	17" BMS.	30' SPAN	0° SKEW
STANDARD CS-2417-30			

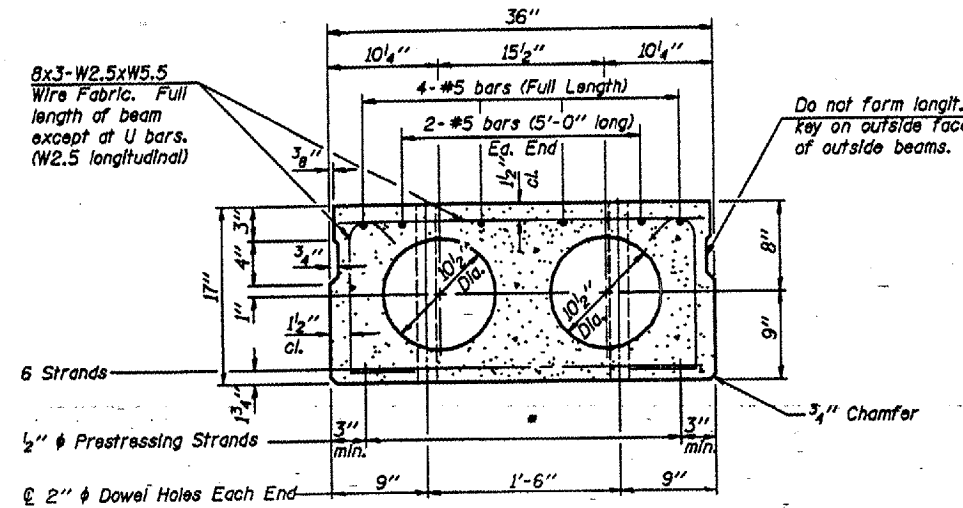
Illinois Department of Transportation

PASSED APRIL 4, 2005

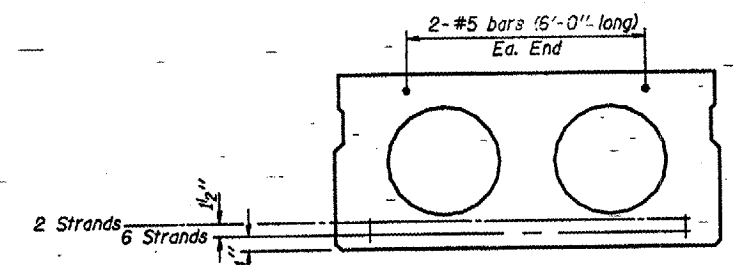
Thomas J. Nemanick
Engineer of Bridge Design

APPROVED APRIL 4, 2005

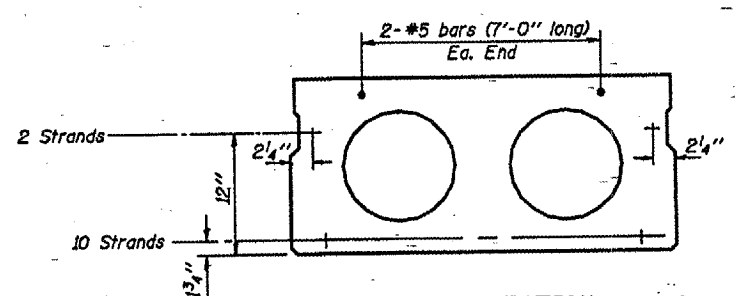
Ralph E. Anderson
Engineer of Bridges and Structures



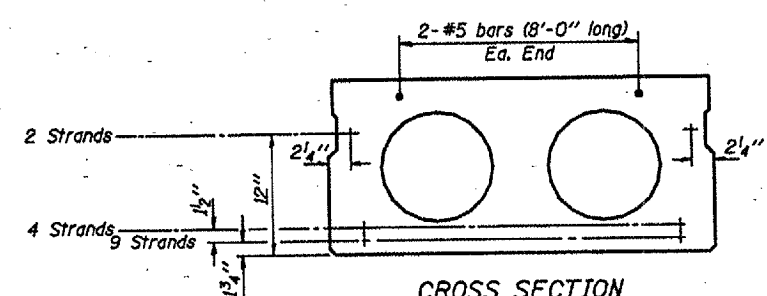
CROSS SECTION
(25' SPAN)



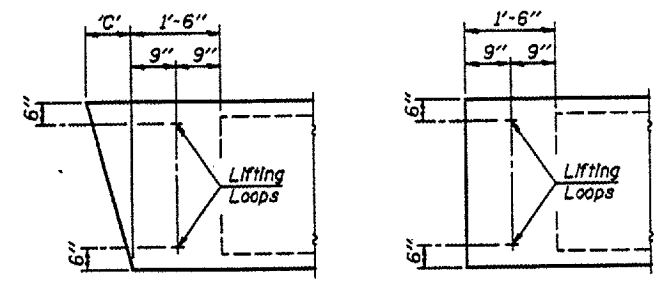
CROSS SECTION
(30' SPAN)



CROSS SECTION
(35' SPAN)

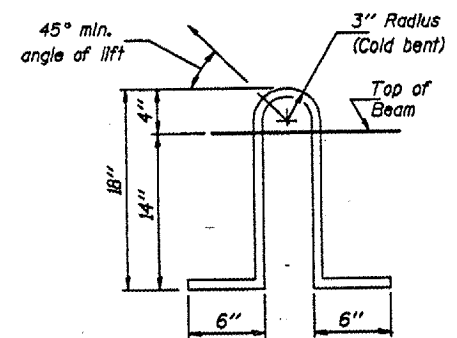


CROSS SECTION
(40' SPAN)



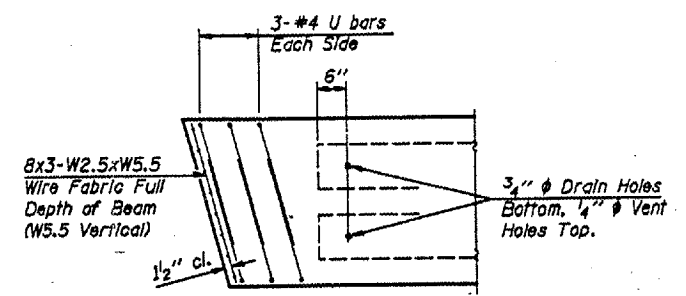
END BLOCK DETAILS

Each beam shall have four Lifting Loops, two at each end of beam cast in locations shown above. Loops shall be burned off after beams have been erected.

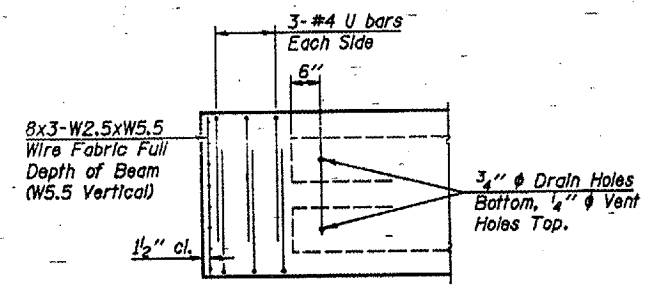


LIFTING LOOP DETAIL

Lifting loops shall be 2, 1/2 inch diameter - 270 ksi strands, as shown. Alternate approved lifting devices are also acceptable.



END REINFORCEMENT
(SKEWED)



END REINFORCEMENT
(RIGHT ANGLE)

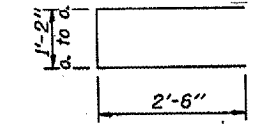
DIMENSION 'C'

Skew Angle 'D'	0°	5°	10°	15°	20°	25°	30°
Dimension 'C' (Inches)	0	3 1/8	6 3/8	9 5/8	13 3/8	16 3/4	20 3/4

*** TRANSVERSE STRAND PLACEMENT GUIDELINES**

1. Place strands symmetrically about centerline of beam.
2. The minimum distance from center to center of strands in all directions shall be 2".
3. The minimum clearance from strand to dowel hole shall be 1/2".
4. The minimum clearance from strand to void shall be 1 1/2".

Vertical placement of strands shall not be adjusted to satisfy the above guidelines.



BAR U

MIN. BAR LAP

#5 bars - 1'-8"

DESIGN STRESSES

- $f'_c = 5,000$ p.s.i.
- $f'_a = 4,000$ p.s.i.
- $f'_s = 270,000$ p.s.i. (1/2" diameter Strand)
- $f_{st} = 201,960$ p.s.i. (1/2" diameter Strand)
- $f_y = 60,000$ p.s.i.

NOTES

1. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270.
2. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 square inches.
3. Reinforcement bars shall conform to the requirements of AASHTO M-31 or M-322, Grade 60.
4. Roll Post anchor devices shall be cast into outside beam as elsewhere specified.
5. When a Waterproofing Membrane System is specified, the top surface of the beams shall be screeded with a straightedge and finished with a hand float. The finished surface shall be free of depressions or high spots with sharp corners and the top edge of keys shall be rounded or chamfered a minimum of 1/4".
6. Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between the top of the beam and the bottom edge of the key.

NOTE
The std. reinf. and dimensions shown on the 25' span cross section is typical for all spans, except as shown.

Illinois Department of Transportation

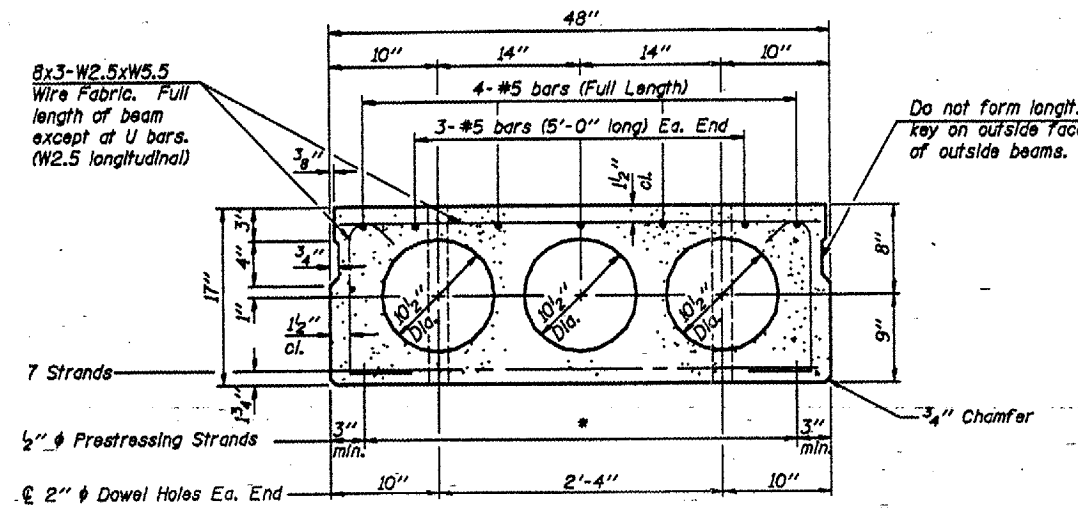
PASSED APRIL 4, 2005
Thomas J. Nema (Signature)
 Engineer of Bridge Design

APPROVED APRIL 4, 2005
Ralph E. Anderson (Signature)
 Engineer of Bridges and Structures

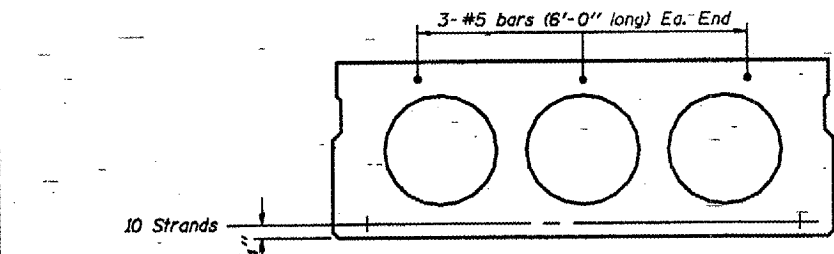
P.P.C. DECK BEAM DETAILS

24' ROADWAY | 17" x 36" BEAMS

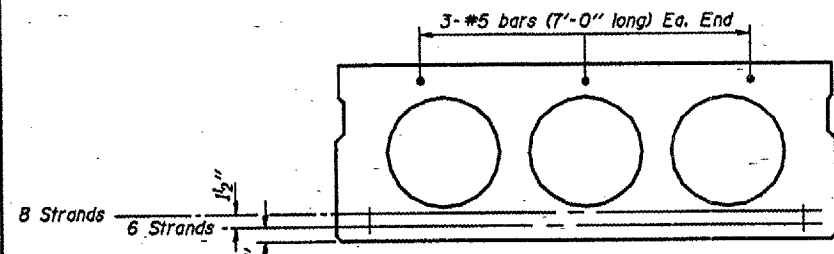
STANDARD CB-2417-36



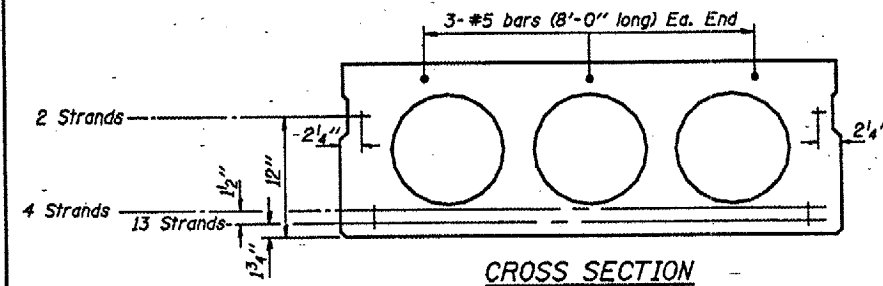
CROSS SECTION
(25' SPAN)



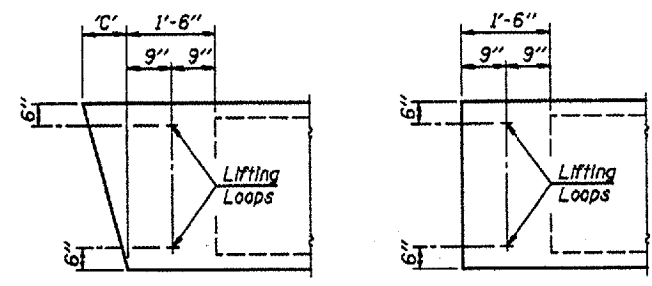
CROSS SECTION
(30' SPAN)



CROSS SECTION
(35' SPAN)

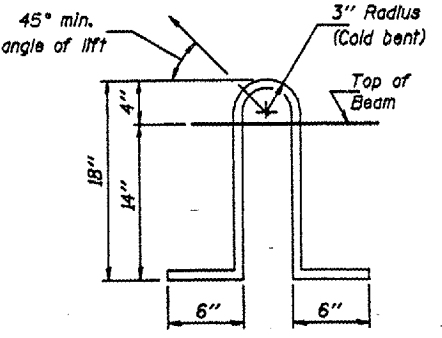


CROSS SECTION
(40' SPAN)



END BLOCK DETAILS

Each beam shall have four Lifting Loops, two at each end of beam cast in locations shown above. Loops shall be burned off after beams have been erected.



LIFTING LOOP DETAIL

Lifting loops shall be 2, 1/2 inch - 270 ksi strands, as shown. Alternate approved lifting devices are also acceptable.

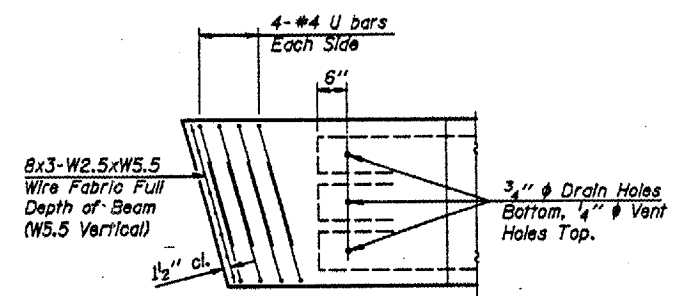
DIMENSION 'C'

Skew Angle 'D'	0°	5°	10°	15°	20°	25°	30°
Dimension 'C' (Inches)	0	4 1/4	8 1/2	12 1/8	17 1/2	22 3/8	27 3/4

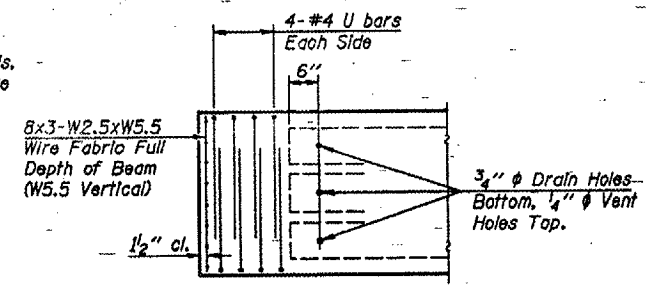
*** TRANSVERSE STRAND PLACEMENT GUIDELINES**

1. Place strands symmetrically about centerline of beam.
2. The minimum distance from center to center of strands in all directions shall be 2".
3. The minimum clearance from strand to dowel hole shall be 1/2".
4. The minimum clearance from strand to void shall be 1 1/2".

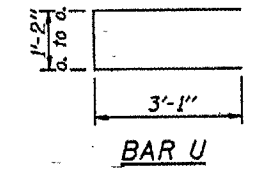
Vertical placement of strands shall not be adjusted to satisfy the above guidelines.



END REINFORCEMENT
(SKEWED)



END REINFORCEMENT
(RIGHT ANGLE)



BAR U
MIN. BAR LAP
#5 bars = 1'-8"

DESIGN STRESSES

- $f'_c = 5,000$ p.s.i.
- $f'_s = 4,000$ p.s.i.
- $f'_s = 270,000$ p.s.i. (1/2" Strand)
- $f'_s = 201,960$ p.s.i. (1/2" Strand)
- $f_y = 60,000$ p.s.i.

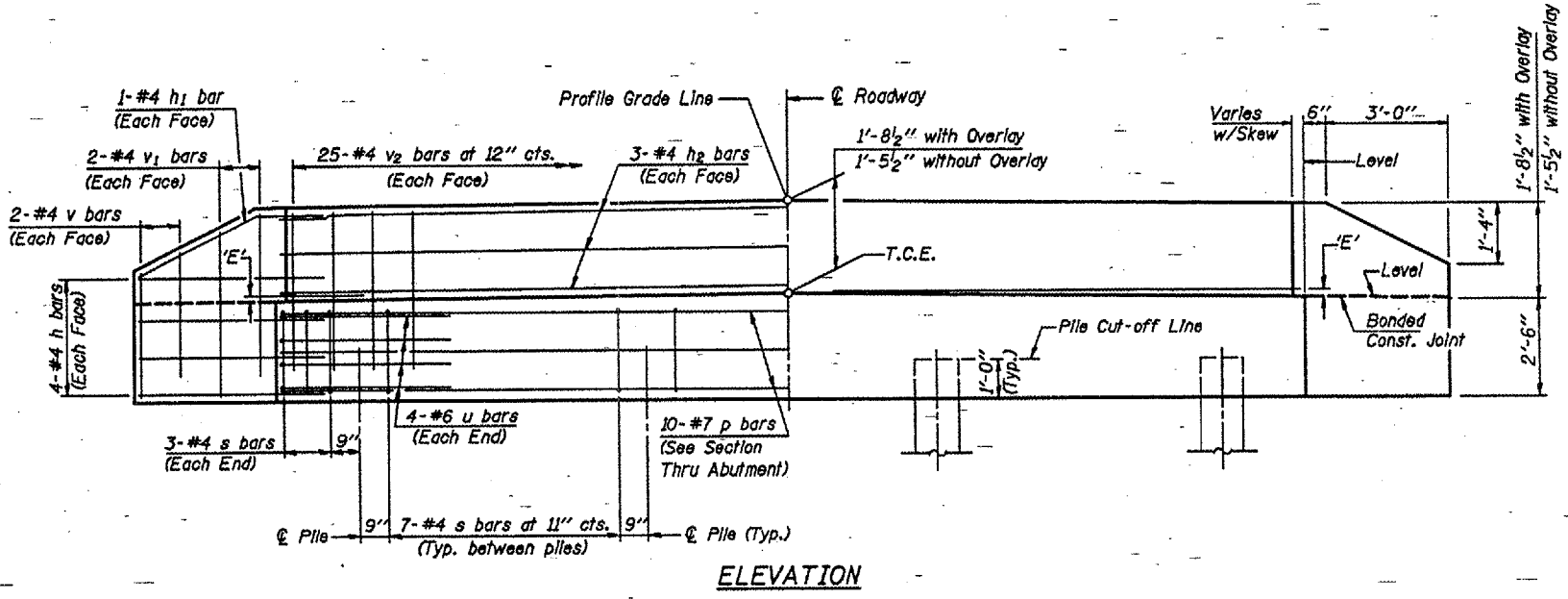
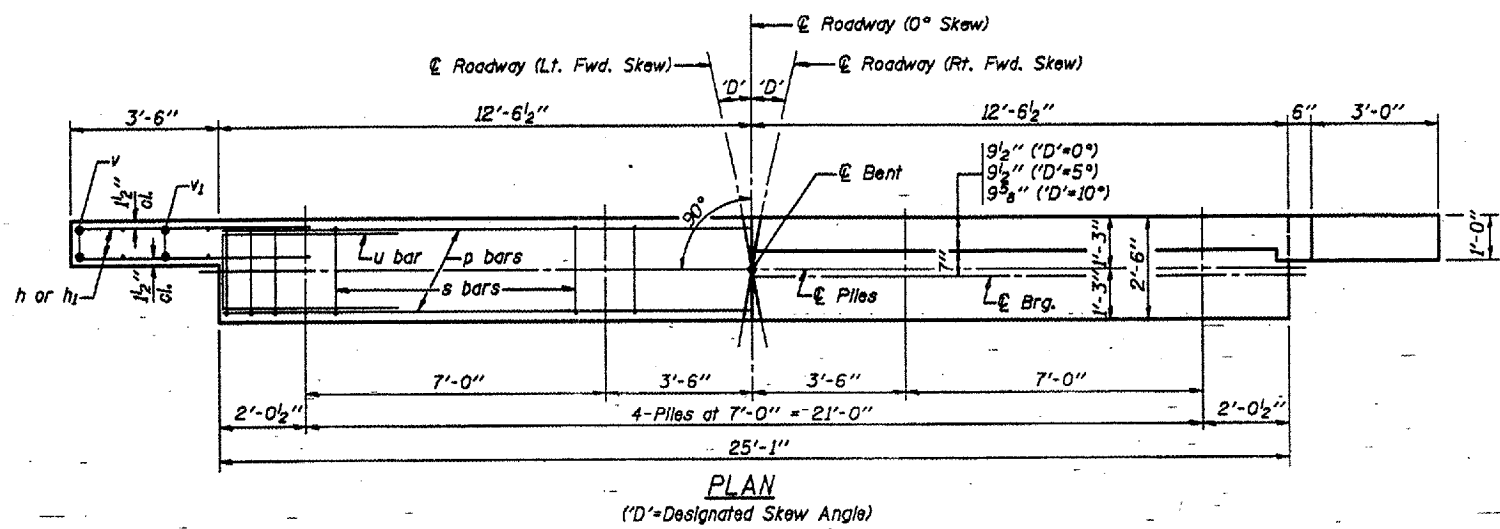
NOTES

1. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270.
2. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 square inches.
3. Reinforcement bars shall conform to the requirements of AASHTO M-31 or M-322, Grade 60.
4. Roll Post anchor devices shall be cast into outside beam as elsewhere specified.
5. When a Waterproofing Membrane System is specified, the top surface of the beams shall be screeded with a straightedge and finished with a hand float. The finished surface shall be free of depressions or high spots with sharp corners and the top edge of keys shall be rounded or chamfered a minimum of 1/4".
6. Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between the top of the beam and the bottom edge of the key.

NOTE
The std. reinf. and dimensions shown on the 25' span cross section is typical for all spans, except as shown.

Illinois Department of Transportation
 PASSED APRIL 4, 2005
 Approved by: *Thomas S. Nemes*
 Engineer of Office Design
 APPROVED APRIL 4, 2005
 Approved by: *Ralph E. Anderson*
 Engineer of Bridges and Structures

P.P.C. DECK BEAM DETAILS
 24' ROADWAY | 17" x 48" BEAMS
 STANDARD CB-2417-48



DIMENSION 'E'

GRADE	D'=0°		D'=5°		D'=10°	
	UPGRADE END	DOWNGRADE END	UPGRADE END	DOWNGRADE END	UPGRADE END	DOWNGRADE END
0%	2 ³ / ₈ "	2 ³ / ₈ "	2 ³ / ₈ "	2 ³ / ₈ "	2 ³ / ₈ "	2 ³ / ₈ "
Over 0% to 1%	2 ³ / ₈ "	2 ³ / ₈ "	2 ¹ / ₈ "	2 ³ / ₈ "	2 ¹ / ₈ "	2 ¹ / ₈ "
Over 1% to 2%	2 ³ / ₈ "	2 ³ / ₈ "	2 ¹ / ₈ "	2 ¹ / ₈ "	1 ⁷ / ₈ "	2 ¹ / ₈ "
Over 2% to 3%	2 ³ / ₈ "	2 ³ / ₈ "	2"	2 ⁵ / ₈ "	1 ⁵ / ₈ "	3"
Over 3% to 4%	2 ³ / ₈ "	2 ³ / ₈ "	1 ⁷ / ₈ "	2 ³ / ₈ "	1 ³ / ₈ "	3 ¹ / ₄ "

NOTES

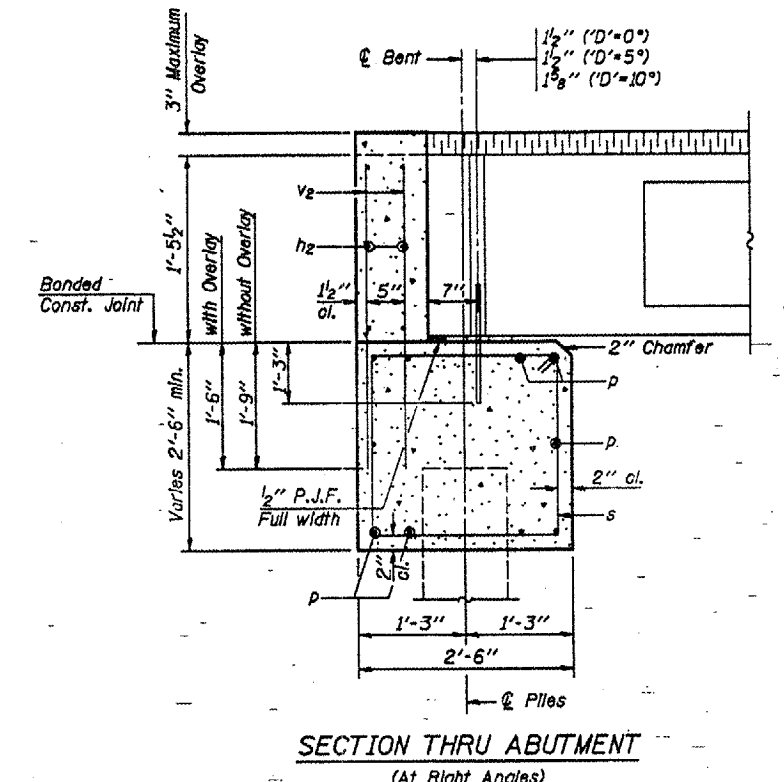
- The Backwall and the portion of the Wingwalls above the bonded construction joint shall be cast against the in-place beam.
- Reinforcement bars shall conform to the requirements of A.A.S.H.T.O. M-31 or M-322, Grade 60.
- Space reinforcement in cap to miss anchor bolts.

MAXIMUM PILE LOADS

SPAN	TONS
25'	25
30'	26
35'	28
40'	30

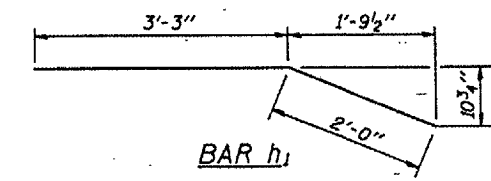
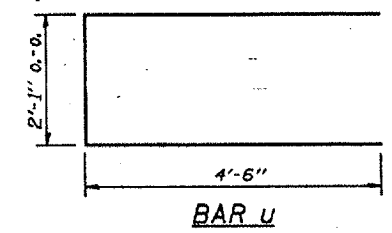
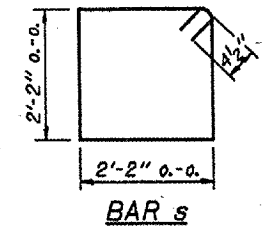
DESIGN STRESSES

f'c = 3,500 psi
fy = 60,000 psi



BILL OF MATERIAL FOR ONE ABUTMENT

Bar	No.	Size	Length	Shape
h	16	#4	5'-0"	—
h1	4	#4	5'-3"	—
h2	6	#4	24'-9"	—
p	10	#7	24'-9"	—
s	27	#4	9'-5"	□
u	8	#6	11'-1"	□
v	8	#4	2'-6"	—
v1	8	#4	3'-5"	—
v2	50	#4	3'-1"	—
Concrete Structures			8.3 Cu. Yds.	
Reinforcement Bars			1110 Lb.	



Illinois Department of Transportation
 PASSED APRIL 4, 2005
 Thomas S. Noman
 Engineer of Bridge Design
 APPROVED APRIL 4, 2005
 Ralph E. Anderson
 Engineer of Bridges and Structures

P.P.C. DECK BEAMS
 PILE BENT ABUTMENT
 24' RDWY. 17" BMS. 'D'=0°, 5° OR 10°
 STANDARD CA-2417-10

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 22	05-01214-00-BR	JOHNSON	11	8
PROJECT NO. BROS-087(128)			CONTRACT NO. 99244	

NOTES

Hollow structural steel tubing shall conform to the requirements of ASTM designation A500 Grade B Structural Steel Tubing and shall meet the longitudinal CVN requirements of 15 ft.-lbs. at 0° F.

All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36 except posts and angles shall conform to AASHTO M 270 Grade 50.

Bolts, cap screws, and nuts shall conform to the requirement of ASTM designation A307 except for high strength bolts, nuts and washers noted which shall conform to AASHTO M 164.

All bolts, nuts, cap screws, washers and lock washers shall be galvanized according to AASHTO M 232.

All posts, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication according to AASHTO M-111 and ASTM A 385. Galvanized rail shall not be painted.

Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot for STEEL RAILING, TYPE S-1.

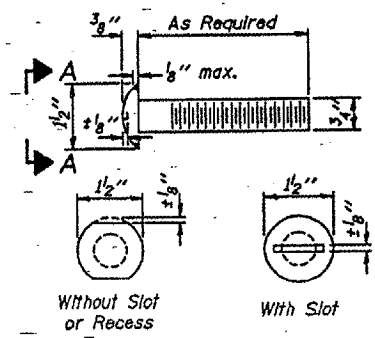
For multi-span bridges, sufficient 1/4" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost included with STEEL RAILING, TYPE S-1.

All field drilled holes shall be coated with an approved zinc rich paint before erection.

The 1/2" x 7" x 6" plates that come in contact with concrete shall either receive two coats of asphalt paint conforming to Section 1060.07 Type II, or 1/8" fabric bearing pads shall be placed between the plates and concrete.

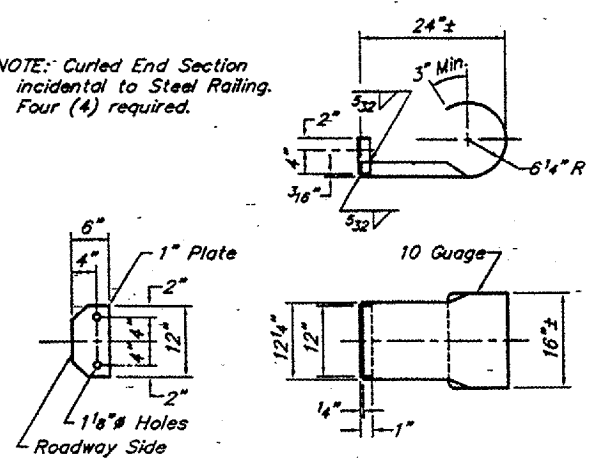
The 3/4" high strength bolts used to connect the 6 x 4 x 3/4 angles to the post shall be tightened according to Article 505.04 (FX2) of the Standard Specifications. The 1" high strength bolts connecting the angles to the concrete shall be tightened to a snug fit and given an additional 1/2 turn. The 5/8" cap screws in bottom of posts shall be tightened to a snug fit only.

The maximum allowable rail post spacing shall be 10'-6". The rail post spacing shown elsewhere in the plans is based on the allowable spacing for another type of rail. When this type of rail is used, the number of posts may be decreased and the post spacing increased to provide equal post spaces of 10'-6" or less.

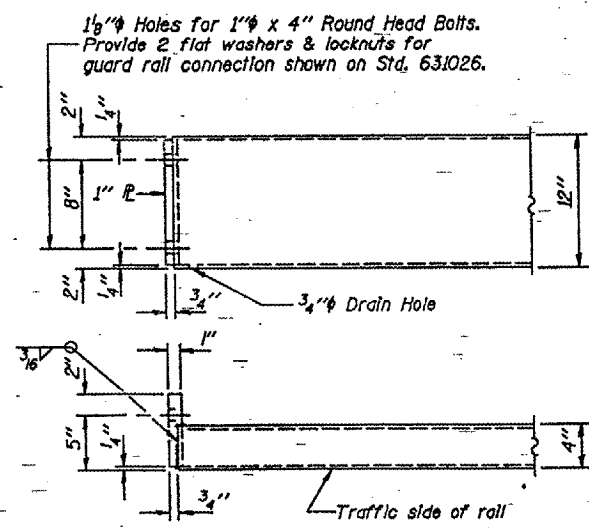


**VIEW A-A
ROUND HEAD BOLT**

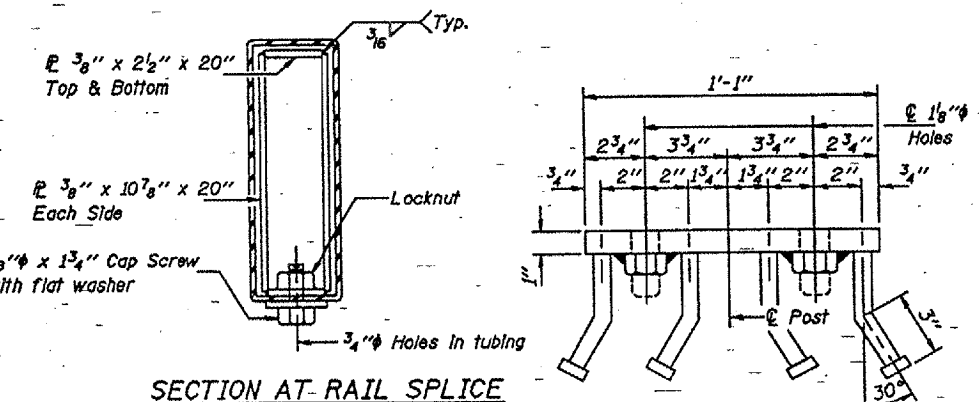
NOTE: Curled End Section incidental to Steel Railing. Four (4) required.



CURLLED END SECTION DETAILS

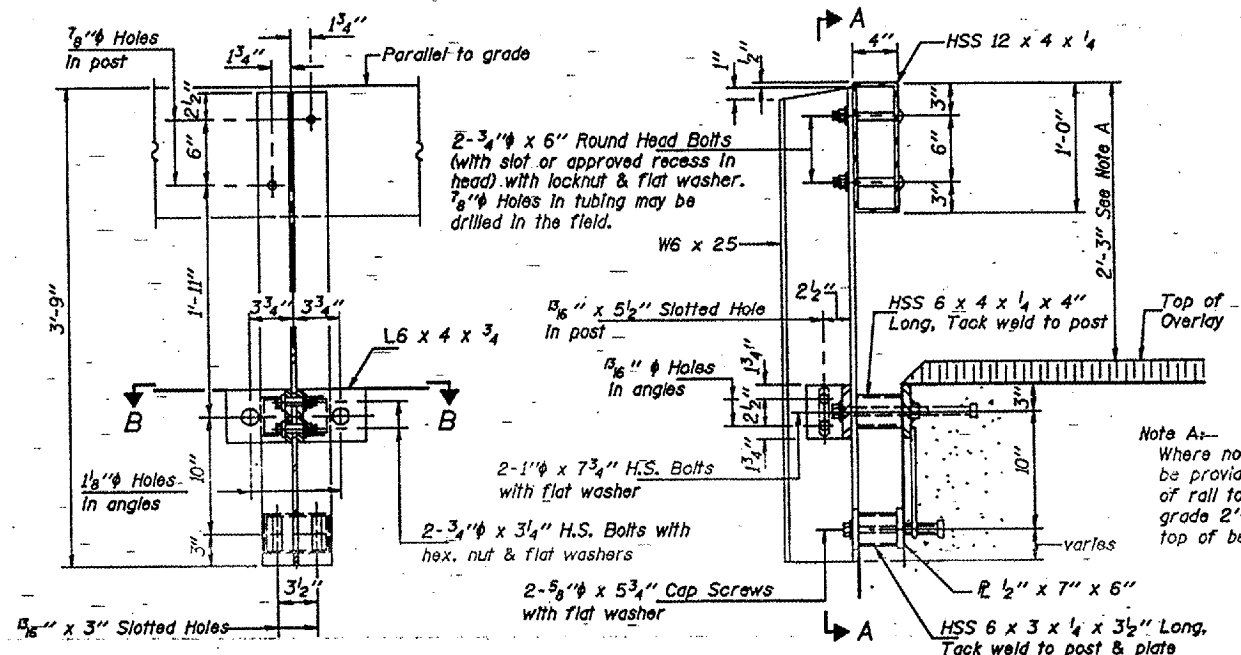


END OF RAIL DETAILS



SECTION AT RAIL SPLICE

VIEW C-C

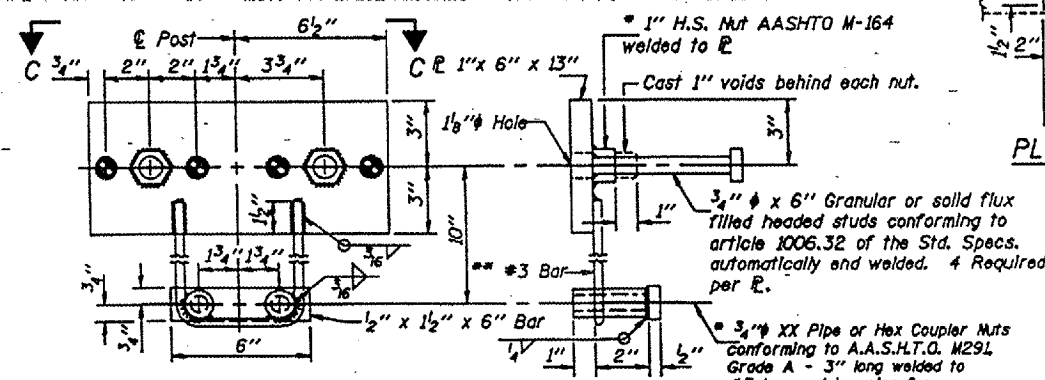


SECTION A-A

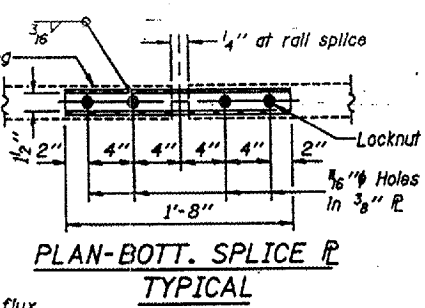
SECTION AT RAIL POST

Note A: Where no overlay is to be provided, adjust top of rail to lay parallel to grade 2'-5" max. above top of beam.

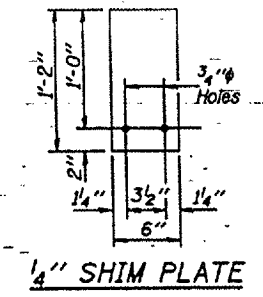
** Whenever the lower insert assemblies interfere with strand locations, the #3 bars shall be cut and adjusted in order to allow raising or lowering of the lower inserts. Maximum adjustment not to exceed 1/2".



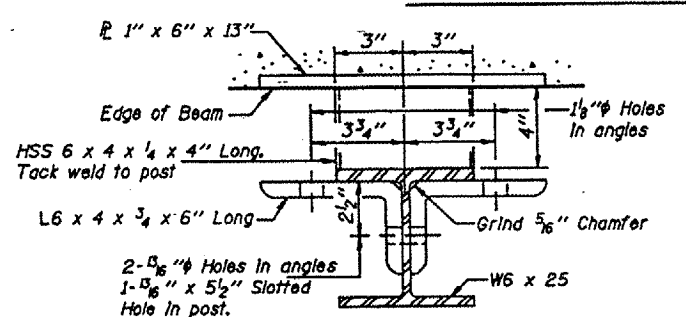
ANCHOR DEVICE



**PLAN-BOTT. SPLICE R
TYPICAL**



1/4 SHIM PLATE

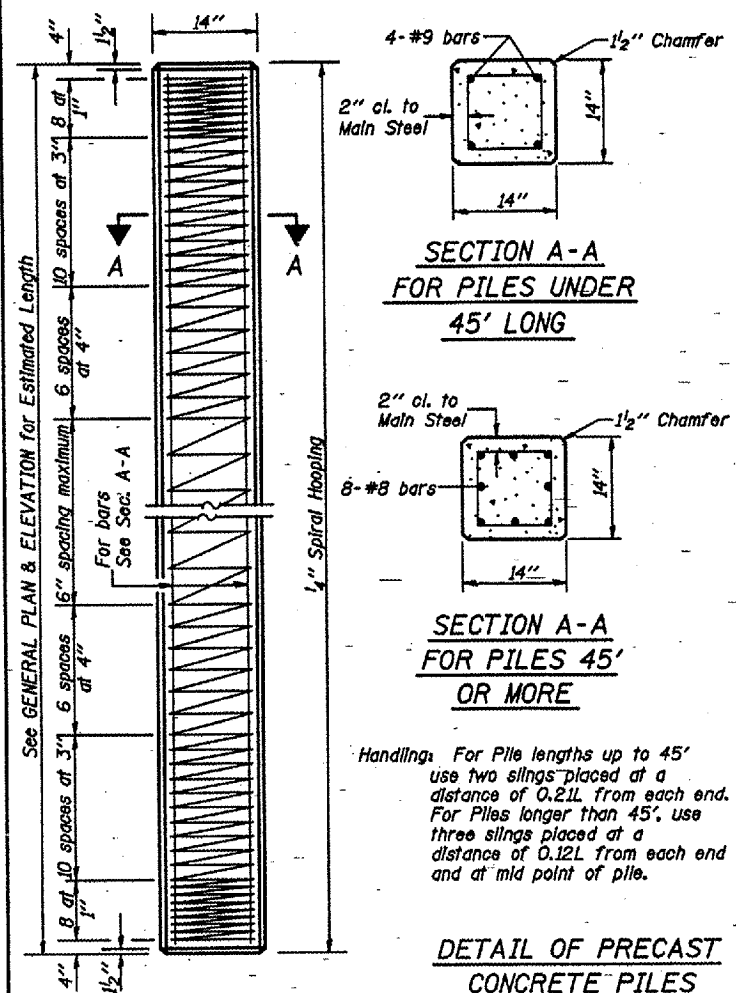


SECTION B-B

Illinois Department of Transportation
 PASSED APRIL 4, 2005
 Approved by
 APPROVED APRIL 4, 2005
 Engineer of Bridges and Structures

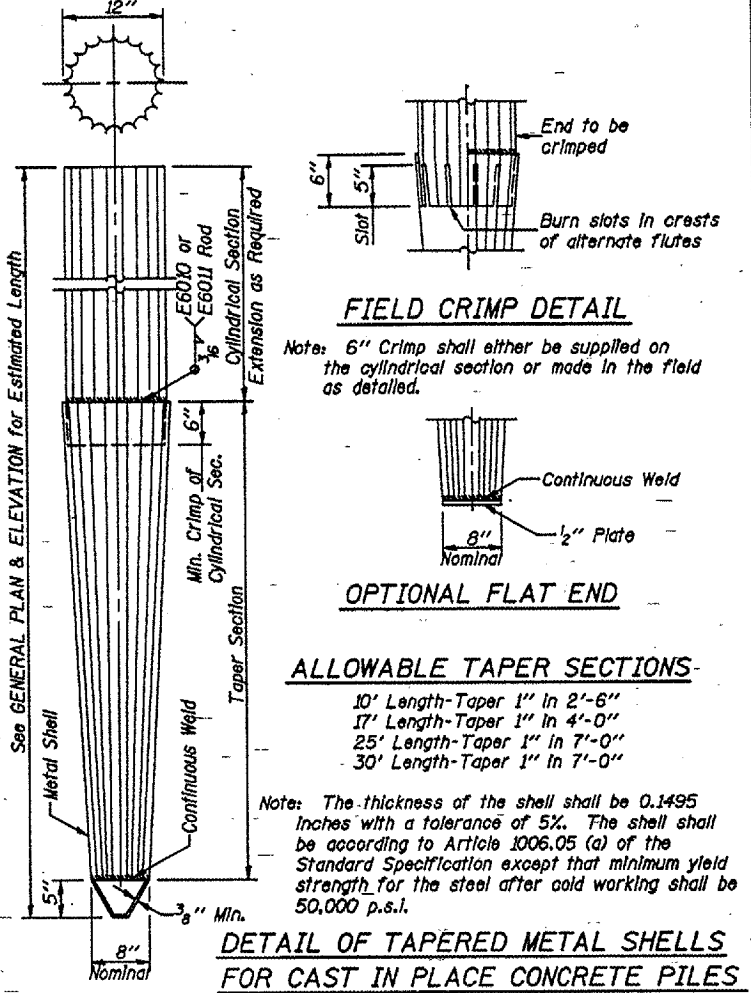
**STEEL RAILING, TYPE S-1
STANDARD CR-TS1**

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 22	05-01214-00-BR	JOHNSON	11	10
PROJECT NO. BROS-087(128)			CONTRACT NO. 99244	

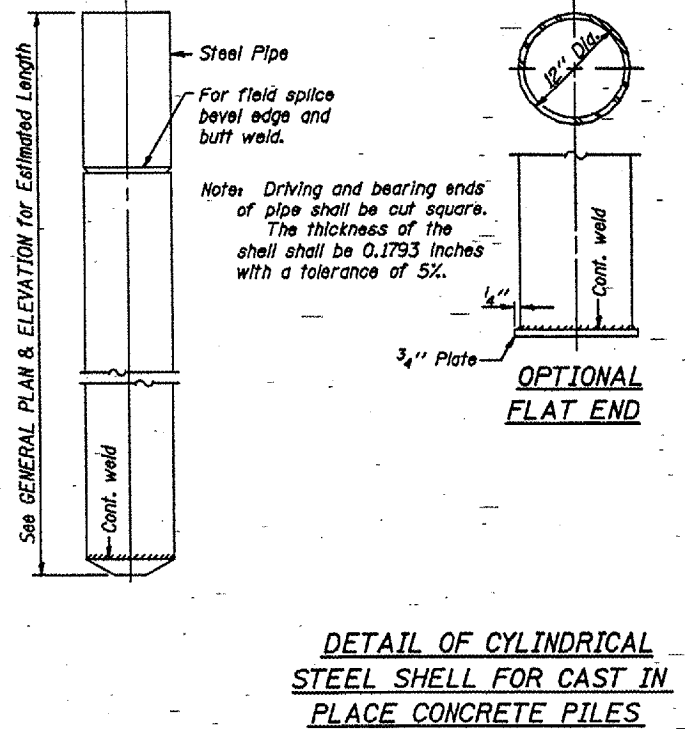


Handling: For Pile lengths up to 45' use two slings placed at a distance of 0.21L from each end. For Piles longer than 45', use three slings placed at a distance of 0.12L from each end and at mid point of pile.

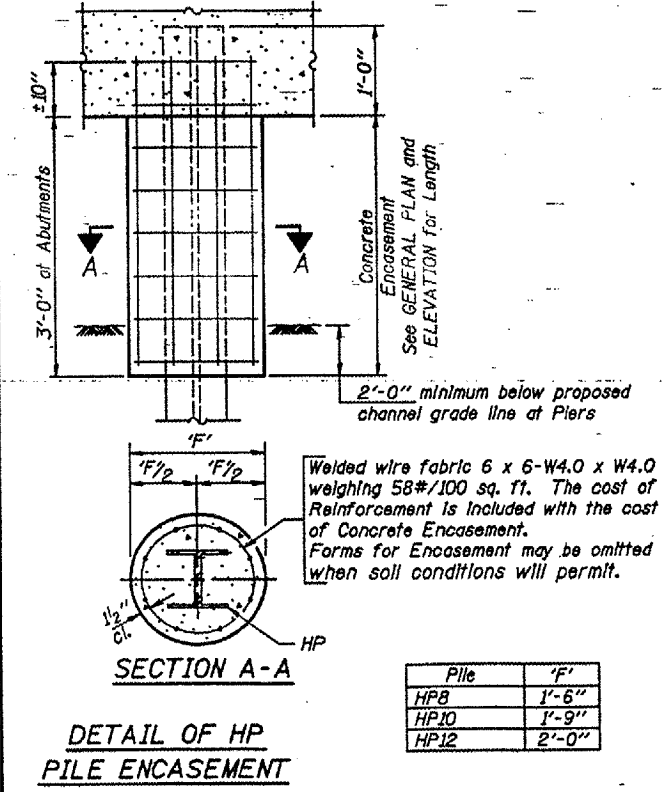
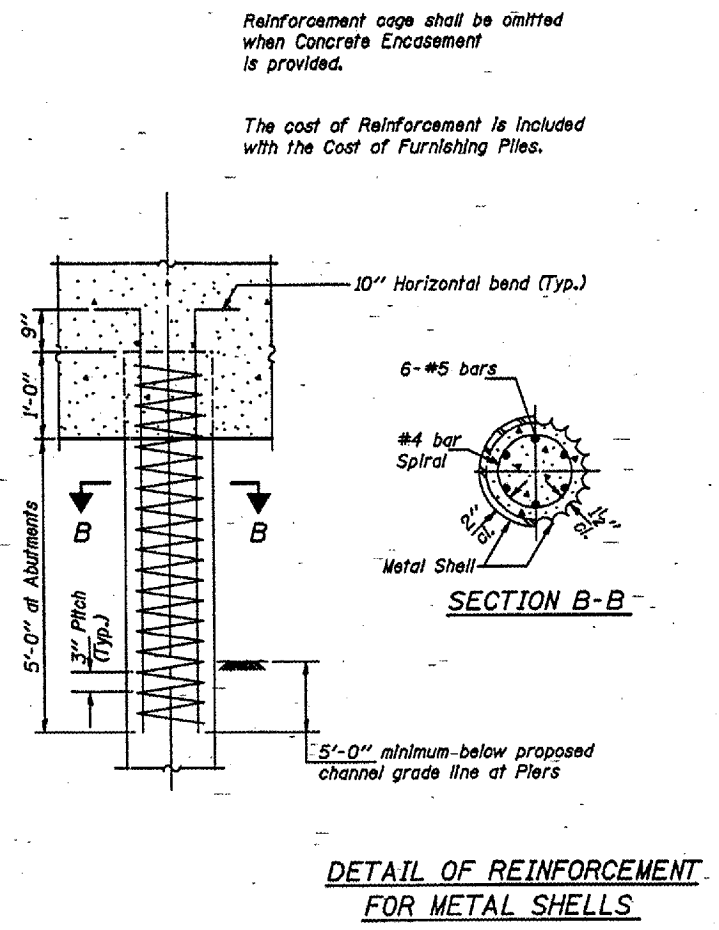
DETAIL OF PRECAST CONCRETE PILES



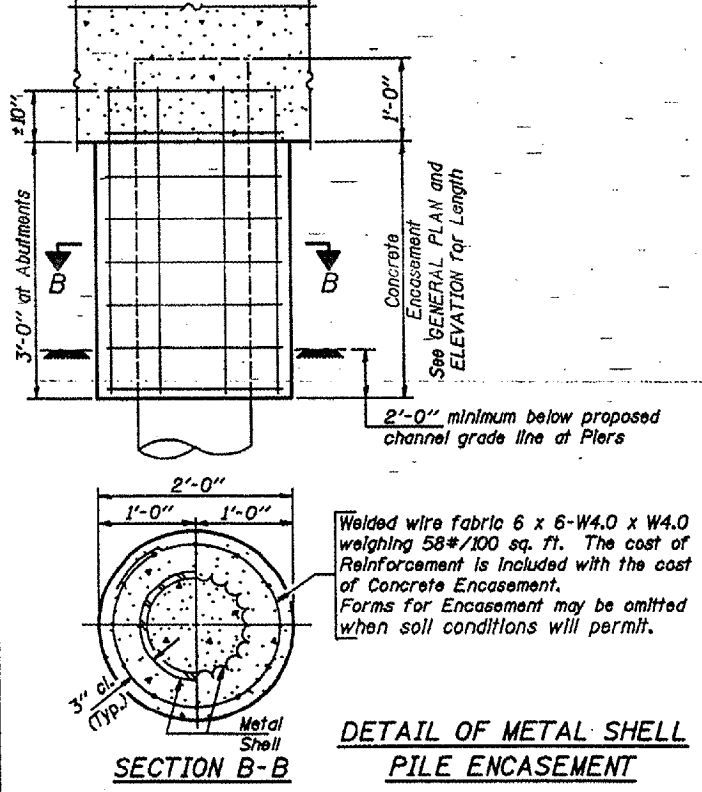
DETAIL OF TAPERED METAL SHELLS FOR CAST IN PLACE CONCRETE PILES



DETAIL OF CYLINDRICAL STEEL SHELL FOR CAST IN PLACE CONCRETE PILES



DETAIL OF HP PILE ENCASEMENT



DETAIL OF METAL SHELL PILE ENCASEMENT

QUANTITIES/FT. OF ENCASEMENT (STEEL PILES)

Pile Size	Item	Quantity
HP8	Concrete Encasement	0.063 C.Y.
HP10	Concrete Encasement	0.086 C.Y.
HP12	Concrete Encasement	0.112 C.Y.

(METAL-SHELL PILES)

Pile Size	Item	Quantity
12" Dia.	Concrete Encasement	0.087 C.Y.

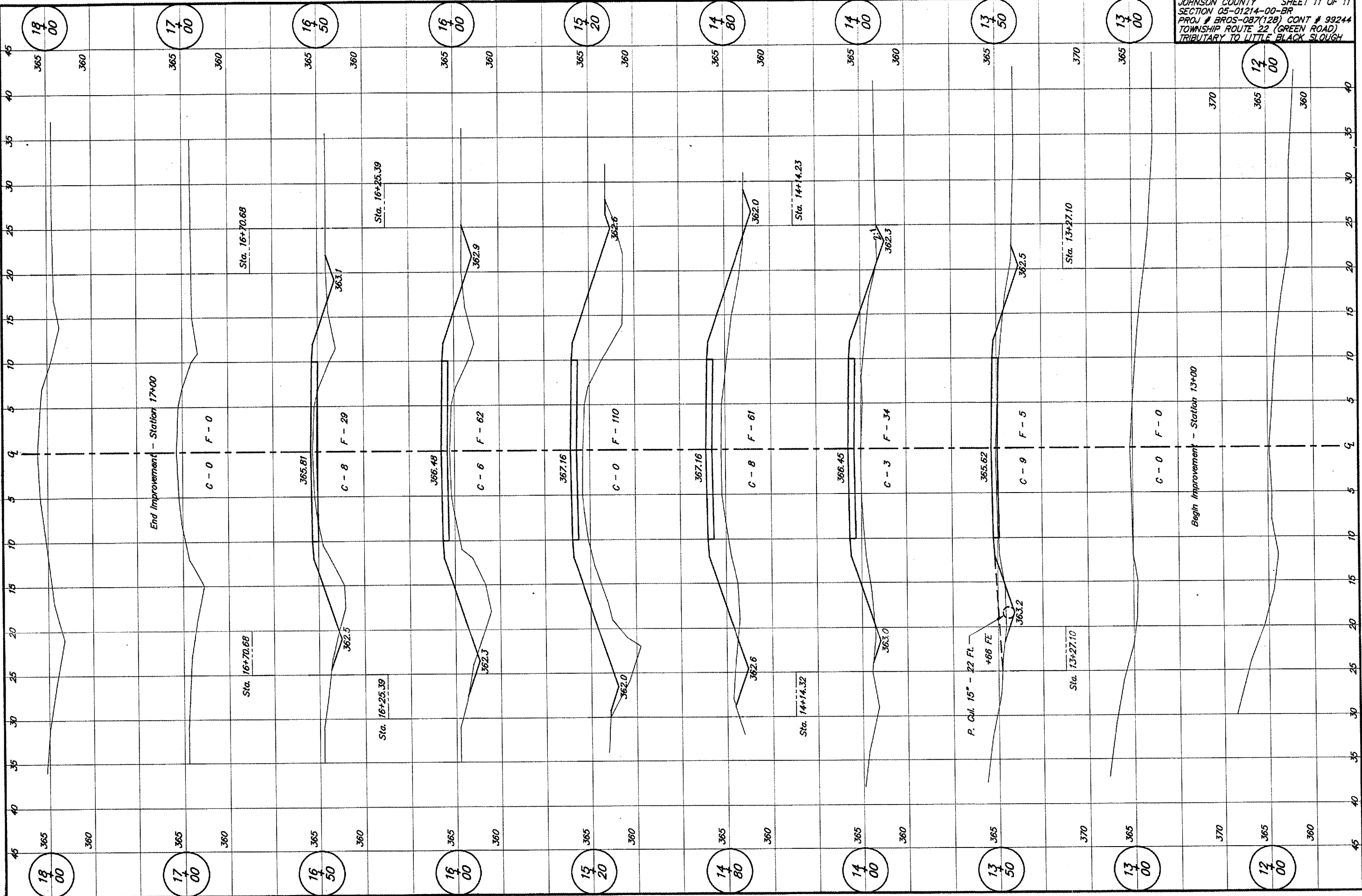
PILE DETAILS

STANDARD CX-1

Illinois Department of Transportation

PASSED FEBRUARY 1, 2000
Thomas J. Nunnally
Engineer of Bridge Design

APPROVED FEBRUARY 1, 2000
Ralph E. Anderson
Engineer of Bridges and Structures



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