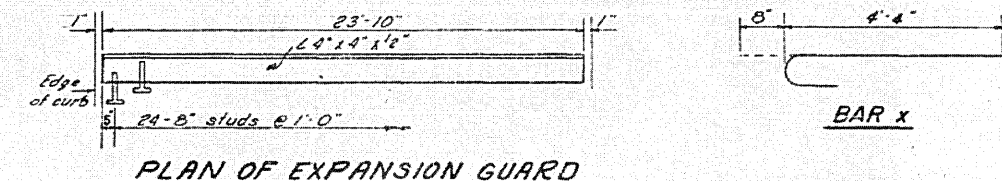
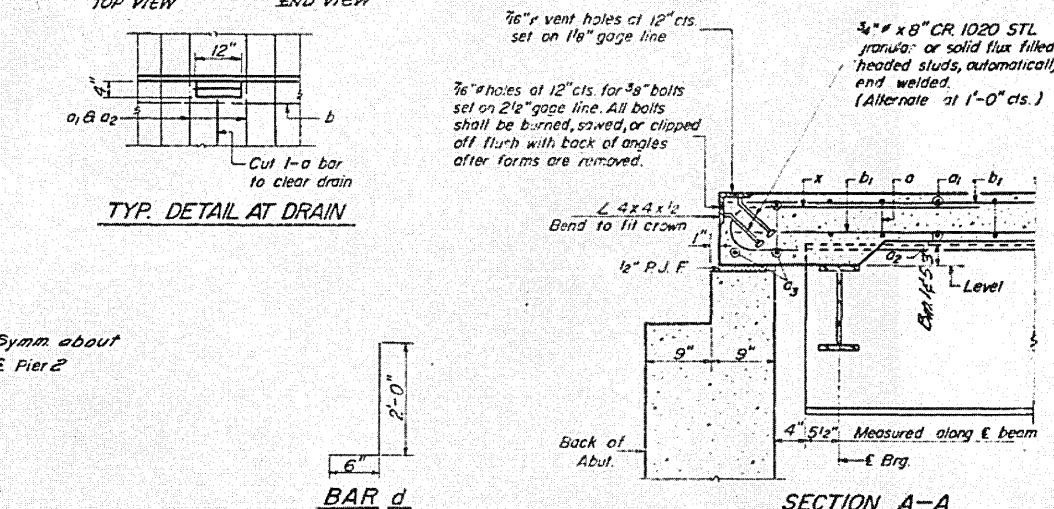


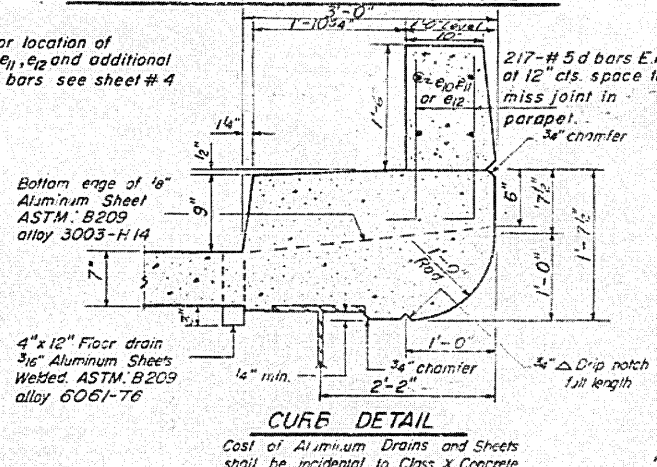
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.R.I. LAT 54	15-25HB	COLES	23	8
FED. ROAD DIST. NO. 7		RAILROADS	FED. AID PROJECT	

SHEET NO 2
10 SHEETS



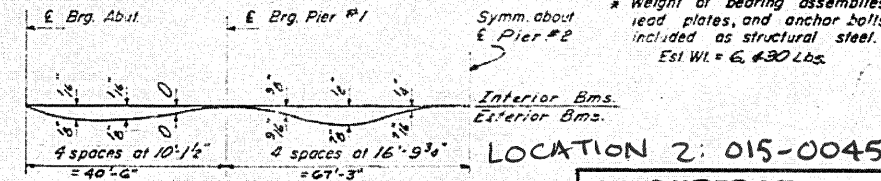
BILL OF MATERIAL				
Bar	No.	Size	Length	Shape
a	104	#5	30'-10"	~
a1	185	#5	29'-8"	~
a2	185	#5	28'-5"	~
a3	6	#5	29'-6"	~
b	40	#6	20'-9"	~
b1	499	#5	25'-6"	~
b2	80	#6	17'-3"	~
b3	40	#5	17'-0"	~
b4	44	#5	7'-9"	~
c	20	#5	9'-3"	~
e10	32	#5	7'-9"	~
e11	80	#5	16'-3"	~
e12	16	#5	9'-3"	~
c	36B	#8	5'-10"	U
d	972	#5	2'-6"	J
x	64	#6	5'-0"	C
Reinforcement Bars			Lbs.	41270
Structural Steel			Lbs.	135900
Class X Concrete			Cu Yd	208.6

NOTE: For location of e_{10}, e_{11}, e_{12} and additional d bars see sheet # 4



CURE DETAIL
Cost of Aluminum Drains and Sheets
shall be incidental to Class X Concrete.

* Weight of bearing assemblies with lead plates, and anchor bolts are included as structural steel.
Est. Wt. = 6,430 Lbs.



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 sheet #10.

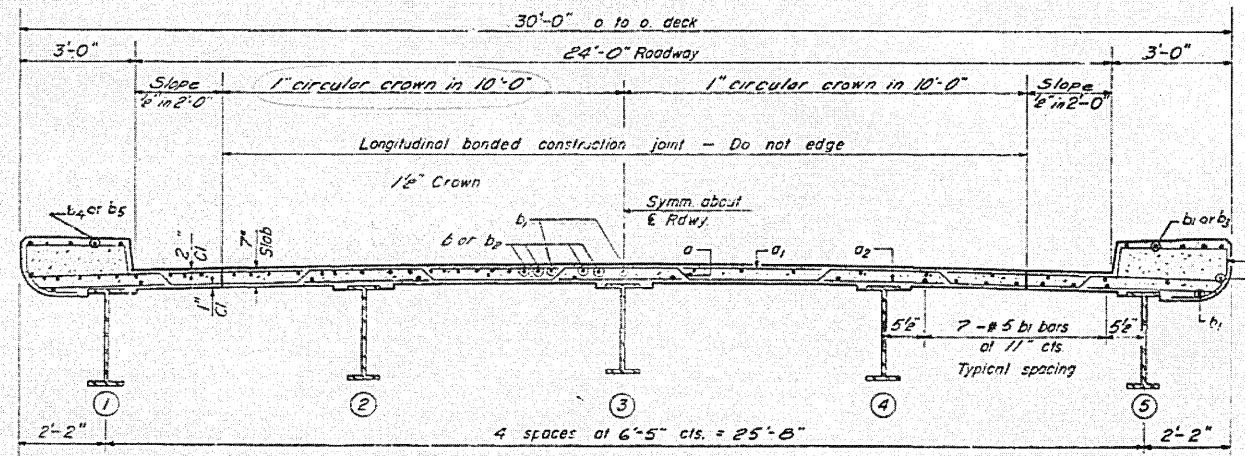
FBI RT 57 - SEC. 15-25 HB
COLES COUNTY
STA. 1281 + 5263

Note:
Bars indicated thus 20x3-#5 etc.
indicates 20 lines of bars with 3
lengths per line.
Min bar laps = 20 dia.



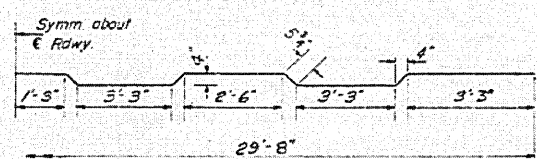
STANDARD FILLET DETAIL

To determine "i": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheet#10. These elevations subtracted from the "Grade Elevations Adjusted for Dead Load Deflections" shown on sheet#10, minus slab thickness, equals the fillet heights "i" above top of beams.

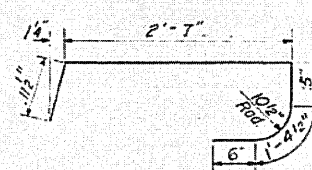


NEAR PIER

NEAR MIDSPAN
(Spans 1 & 4)



BAR a



BAR c

DESIGNED J. M. J. *J. M. J.*
CHECKED *N. R. F.* *T. B. Fuller*
DRAWN J. M. J. *D. L. Beemer*
CHECKED *N. R. F.*

MAR 7 1963
EXAMINED *H.G. Baumann*
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED *E.L. Shurt*
ENGINEER OF DESIGN
APPROVED *J.F. [Signature]*

I-5-0 10-10-62

Rev 5-11-66 J.R.H. Changed Class X Conc. from
198.5 Cu Yds. to 202.6 Cu Yds.