F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 78068		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

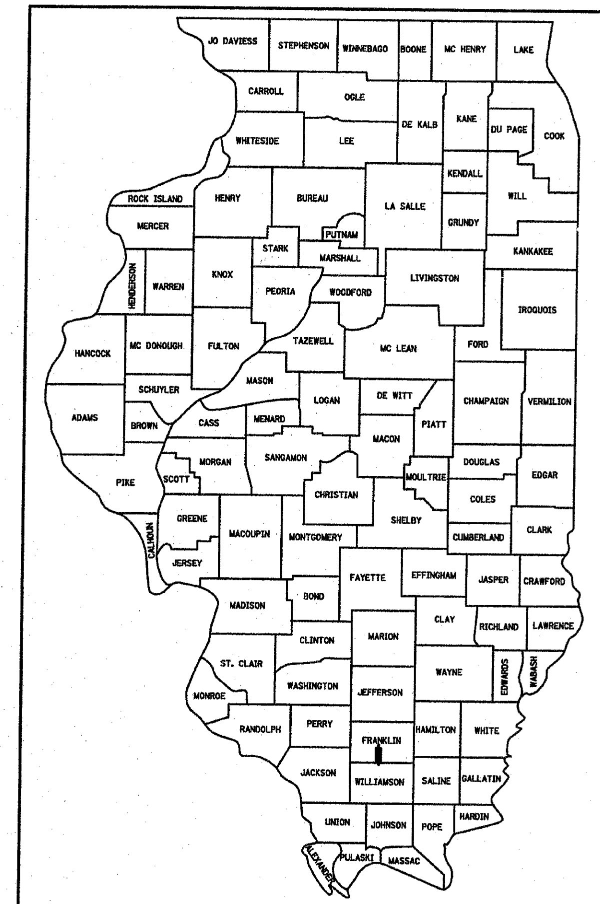
FOR INDEX OF SHEETS SEE SHEET NO. 3

PROPOSED HIGHWAY PLANS

FAI ROUTE 57
SECTION (28-3-1)VB-1
PROJECT: IM-057-2(148)070
FRANKLIN COUNTY
C-99-054-08

BRIDGE REPLACEMENT

D-99-011-10



LOCATION OF SECTION INDICATED THUS:-

R 2 E R 3 E

BEGIN SECTION (28-3-1)VB-1 STA. 502+00.00

BROWNING TOWNSHIP

END SECTION (28-3-1)VB-1 STA. 530+00.00

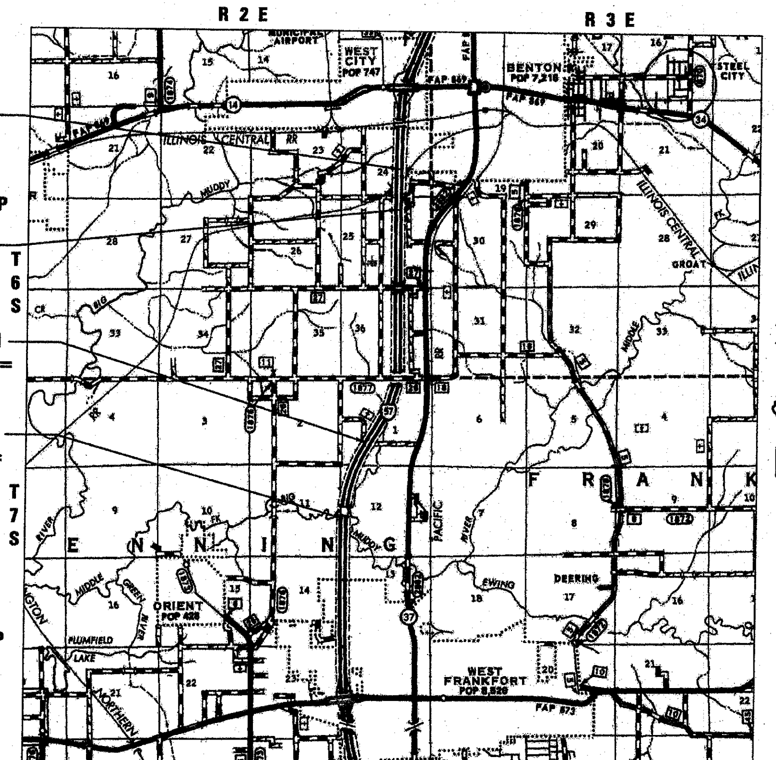
T 6 S

STATION EQUATION STA. 670+75.59 BK= STA. 0+00 AH

STATION EQUATION STA. 47+92.98 BK= STA. 48+09.47 AH

T 7 S

DENNING TOWNSHIP



N

SECTION (28-3-1)VB-1 INCLUDES TWO 3-SPAN CONTINUOUS WIDE FLANGE STRUCTURES WITH COMPOSITE DECKS, AND STUB ABUTMENTS CARRYING INTERSTATE 57 OVER THE UNION PACIFIC RR
PROPOSED S.N. 028-0082 NB STRUCTURE
BACK OF ABUTMENT STA. 513+62.54 AND STA. 515+83.29
PROPOSED S.N. 028-0081 SB STRUCTURE
BACK OF ABUTMENT STA. 514+48.88 AND STA. 516+69.63
SPANS 61'-3", 89-0", 61'-3"

1" = 100'
1" = 10'
1" = 50'
1" = 40'
1" = 30'
1" = 20'

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER - GEORGE SHEPARD
PROJECT MANAGER - CHARLES STEIN

CONTRACT NO. 78068

FUNCTIONAL CLASSIFICATION
FREEWAY - F.A.I. 57
ADT 33,520 (2008)
PV = 69%
SU = 11%
MU = 20%

DESIGN DESIGNATION
4945(20) FREEWAY 49.88 (FD-20) FAI ROUTE 57

LAYOUT
0 MI 1 MI 2 MI 3 MI
1" = 1 MILE
SECTION (28-3-1)VB-1 GROSS LENGTH = 2800.00' = 0.530 MILES
SECTION (28-3-1)VB-1 NET LENGTH = 2800.00' = 0.530 MILES

LICENSED PROFESSIONAL ENGINEER
MICHAEL D. BUSCH
062-055295
STATE OF ILLINOIS

EXPIRES 11/30/11

Michael D. Busch 8/13/10
MICHAEL D. BUSCH DATE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Sept 1 20 10
Mary C Lamie
DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER
October 1 20 10
Scott E. Stitt P.E. /a
acting ENGINEER OF DESIGN AND ENVIRONMENT
October 1 20 10
Christine M. Reed /a
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

OATES ASSOCIATES
Consulting Engineers

25066P2

Prepared By:	[illegible] DISTRICT STUDIES & PLANS ENGINEER
Examined By:	[illegible] DISTRICT LAND ACQUISITION ENGINEER
Examined By:	Carrie Nelson DISTRICT PROGRAM DEVELOPMENT ENGINEER
Examined By:	[illegible] DISTRICT OPERATIONS ENGINEER
Examined By:	[illegible] DISTRICT CONSTRUCTION ENGINEER
Examined By:	[illegible] DISTRICT MATERIALS ENGINEER
Examined By:	[illegible] DISTRICT PROJECT IMPLEMENTATION ENGINEER
Examined By:	Danny L. Clayton ASSISTANT REGIONAL ENGINEER
Approved By:	Mary C. Lamie DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER
	August 20, 2010 DATE

FILE NAME = h:\p\25066p2\Technical_Production\Civil\Microstation\Sec283VB1\signature283vb.dgn	USER NAME = maisiegraser	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/13/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET
I-57 OVER UNION PACIFIC RAILROAD

SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	2
		CONTRACT NO. 78068		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

INDEX OF SHEETS

STANDARDS:

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001006	DECIMAL OF AN INCH AND OF A FOOT
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
420401-08	BRIDGE APPROACH PAVEMENT CONNECTOR
420701-02	PAVEMENT FABRIC
442101-07	CLASS B PATCHES
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
515001-03	NAME PLATE FOR BRIDGES
542401-01	METAL END SECTION FOR PIPE CULVERTS
601001-03	SUB-SURFACE DRAINS
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
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701400-04	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-05	LANE CLOSURE, FREEWAY/EXPRESSWAY
701406-05	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701426-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≥ 45 MPH
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENTS MARKERS

GENERAL NOTES

1) FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

ALL HOT MIX ASPHALT 2.016 TONS/CU.YD.
ALL AGGREGATE 2.05 TONS/CU.YD.
BITUMINOUS MATERIALS:
- ON PAVEMENT 0.09 GAL./SQ.YD.
- INTERMEDIATE LIFTS (FOG COAT) 0.04 GAL./SQ.YD.
- ON AGGREGATE SURFACE 0.32 GAL./SQ.YD.
- AGGREGATE (PRIME COAT) 0.0015 TONS/SQ.YD.

RIPRAP 1.50 TONS/CU.YD.

PROCESSING LIME MODIFIED SOILS:
- LIME: 4% OF WEIGHT OF SOIL
- EARTH: 110 LBS./CU. FT.
- WATER: 500 GALS./TON OF LIME (1000GALS./UNIT)

2) EARTH EXCAVATION INCLUDES THE REMOVAL OF THE EXISTING AGGREGATE SHOULDERS. THE CONTRACTOR MAY INCORPORATE THESE MATERIALS INTO THE PROPOSED EMBANKMENT.

3) TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. GENERALLY, TREES OUTSIDE THE CLEAR ZONE, AND WHICH DO NOT INTERFERE WITH CONSTRUCTION, SHALL NOT BE DISTURBED.

4) THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR STAGE 3 AND STAGE 5.

5) PROTECTIVE COAT SHALL BE APPLIED TO THE MEDIAN SURFACE AS NEEDED ACCORDING TO THE SEASONAL REQUIREMENTS OF ARTICLE 420.18.

6) PROTECTIVE COAT SHALL BE APPLIED TO THE NEW BRIDGE DECK, APPROACH PAVEMENTS, AND PCC CONNECTOR PAVEMENTS IN ACCORDANCE WITH ARTICLE 503.19 OF THE STATE STANDARD SPECIFICATIONS. THE SEASONAL EXCEPTION SHALL NOT APPLY. THE PROTECTIVE COAT SHALL BE APPLIED REGARDLESS OF THE CURING METHOD USED. THE RATE OF APPLICATION FOR EACH COAT ON CUT GROOVED AREAS SHALL BE 25 SQUARE YARDS PER GALLON OF MIXTURE.

7) WHEN WIDENING FLEXIBLE BASE PAVEMENT, THE CONTRACTOR SHALL TRIM EXISTING SURFACE AND BASE TO A FIRM, NEAR VERTICAL PLANE BEFORE CONSTRUCTING THE WIDENING. THE COST OF THIS REQUIREMENT IS INCLUDED IN THE UNIT PRICE BID FOR THE BASE COURSE WIDENING.

8) AT ALL LOCATIONS WHERE THE PROPOSED HOT MIX ASPHALT OR CONCRETE PAVEMENT JOINS AN EXISTING HOT MIX ASPHALT OR CONCRETE PAVEMENT, A FULL DEPTH SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT WILL BE INCLUDED IN THE COST OF THE TYPE OF PAVEMENT BEING CONSTRUCTED.

9) THE LIMITS OF ROCK AND EARTH SLOPES SHOWN IN THE CROSS SECTIONS ARE APPROXIMATE. THE ACTUAL SLOPE USED SHALL BE DETERMINED BY THE MATERIAL CLASSIFICATION AS DEFINED IN ARTICLE 202.04, AND AS DIRECTED BY THE ENGINEER.

10) THE CONTRACTOR SHALL STAMP STATIONING IN THE HOT MIX ASPHALT SURFACE AT 300 FT. INTERVALS ON THE OUTSIDE EDGE OF PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 1/2 IN. TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

11) EXISTING PIPE UNDERDRAIN OUTLETS IN THE FORESLOPES SHALL BE PRESERVED AND PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO AN UNDERDRAIN OUTLET RESULTING FROM CONSTRUCTION ACTIVITY SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

12) IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS, BRIDGE APPROACH PAVEMENTS, AND PCC CONNECTOR PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 107.16 REGARDLESS IF TRACK MOUNTED OR WHEELED.

13) RECLAIMED ASPHALT PAVEMENT (RAP) WILL NOT BE ALLOWED FOR USE AS AGGREGATE IN AGGREGATE SHOULDERS, TYPE B.

14) ANY MIXING OR PLACEMENT OF BITUMINOUS MIXTURES OCCURRING PRIOR TO THE TEST STRIP EVALUATION IS AT THE CONTRACTOR'S OWN RISK.

15) CONNECTING OF NEW OR EXISTING STORM SEWER TO NEW OR EXISTING INLETS OR MANHOLES SHALL BE MADE IN A MANNER WHICH RESULTS IN A NEAT AND WATERTIGHT JOINT. WHEN PLACED THROUGH THE WALL OF AN INLET OR MANHOLE, STORM SEWER PIPE SHALL BE PLACED OR CUT FLUSH WITH THE FACE OF THE WALL AND DRESSED WITH MORTAR TO PROVIDE A SMOOTH ROUNDED OR BEVELED EDGE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES OF THE STORM SEWERS OR STRUCTURES INVOLVED.

16) STORM SEWER INVERTS SHOWN ON THE PLANS HAVE BEEN CALCULATED TO THE CENTER OF THE STRUCTURE.

17) SLIPFORMING SHALL NOT BE ALLOWED ON THE BRIDGE PARAPET OR THE ROADWAY MEDIAN BARRIER.

18) SPECIAL ATTENTION IS CALLED TO ARTICLE 107.12 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" REGARDING RAILROAD FLAGGERS. THE NAMES AND TELEPHONE NUMBERS OF THE RAILROAD WITHIN THE PROJECT LIMITS IS AS FOLLOWS:

UNION PACIFIC RAILROAD (314) 216-6082

THE CONTRACTOR SHALL SUBMIT DETAILED PROCEDURES FOR ERECTING SPANS OVER RAILROADS. THE PROCEDURE SHALL INDICATE THE CAPACITY OF CRANES, LOCATION OF CRANES WITH RESPECT TO THE TRACKS AND ESTIMATED LIVE LOADS. THE ERECTION PROCEDURE MUST BE APPROVED BY THE RAILROAD PRIOR TO ERECTING.

19) STRUCTURES WITHIN PROJECT LIMITS

STRUCTURE NO.	OPERATING RATING	INVENTORY RATING	POSTING
028-0008	31.8	20.6	NO POSTING REQUIRED
028-0009	31.8	20.6	NO POSTING REQUIRED

20) PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION OR A CHANGE IN THE SCOPE OF THE WORK. THE CONTRACTOR, HOWEVER, WILL BE PAID FOR THE ACTUAL QUANTITY FURNISHED AT THE UNIT PRICE BID FOR THE WORK. CONSTRUCTION PLANS ARE AVAILABLE FOR REVIEW AT THE DISTRICT 9 HEADQUARTERS IN CARBONDALE, ILLINOIS.

COMMITMENTS

NONE AS OF 8/13/2010, REFER TO COMMITMENT FILE FOR REVISIONS.

HOT MIX ASPHALT MIXTURE REQUIREMENTS

LOCATION(S):	MAINLINE & WIDENING	MAINLINE, WIDENING, INCIDENTAL SURFACING & SHOULDERS	WIDENING & SHOULDERS	SHOULDERS
MIXTURE USE(S):	HMA SURFACE COURSE POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N105	HMA BINDER COURSE (TOP LIFT) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE. N105, IL-19.0	HMA BINDER COURSE (LOWER LIFTS) HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0	HMA SURFACE COURSE (TOP LIFT) HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70
AC/PG:	SBS PG 76-22	SBS PG 76-22	PG64-22	PG 64-22
RAP % (MAX):	0	0	10	10
DESIGN AIR VOIDS:	4.0%, 105 GYRATION DESIGN	4.0%, 105 GYRATION DESIGN	4.0%, 90 GYRATION DESIGN	4.0%, 70 GYRATION DESIGN
MIX COMPOSITION: (GRADATION MIXTURE)	IL-9.5 mm OR IL-12.5 mm	IL-19.0 mm	IL-19.0 mm	IL-9.5 mm OR IL-12.5 mm
FRICTION AGGREGATE:	E SURFACE	NONE	NONE	C SURFACE

RAILROAD GENERAL NOTES

1) THE PROPOSED GRADE SEPARATION PROJECT SHALL NOT INCREASE THE QUANTITY AND/OR CHARACTERISTICS OF THE FLOW IN THE RAILROAD'S DITCHES AND/OR DRAINAGE STRUCTURES.

2) THE ELEVATION OF THE EXISTING TOP-OF-RAIL PROFILE SHALL BE VERIFIED BEFORE BEGINNING CONSTRUCTION. ALL DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RAILROAD PRIOR TO CONSTRUCTION.

3) ALL SHORING SYSTEMS THAT IMPACT THE RAILROAD'S OPERATIONS AND/OR SUPPORTS THE RAILROAD'S EMBANKMENT SHALL BE DESIGNED AND CONSTRUCTED PER CURRENT RAILROAD GUIDELINES FOR TEMPORARY SHORING.

4) ALL DEMOLITIONS WITHIN THE RAILROAD'S RIGHT-OF-WAY AND/OR DEMOLITION THAT MAY IMPACT THE RAILROAD'S TRACKS OR OPERATIONS SHALL BE IN COMPLIANCE WITH THE RAILROAD'S DEMOLITION GUIDELINES.

5) ERECTION OVER THE RAILROAD'S RIGHT-OF-WAY SHALL BE DESIGNED TO CAUSE NO INTERRUPTION TO THE RAILROAD'S OPERATION, ENABLING THE TRACK(S) TO REMAIN OPEN TO TRAFFIC PER THE RAILROAD'S REQUIREMENTS.

6) RAILROAD REQUIREMENTS DO NOT ALLOW WORK WITHIN 50 FEET OF TRACK CENTERLINE WHEN A TRAIN PASSES THE WORK SITE AND ALL PERSONNEL MUST CLEAR THE AREA WITHIN 25 FEET OF THE TRACK CENTERLINE AND SECURE ALL EQUIPMENT.

7) ALL PERMANENT CLEARANCES SHALL BE VERIFIED BEFORE PROJECT CLOSING.

SUMMARY OF QUANTITIES

90% FED, 10% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODES 0003	CONSTRUCTION TYPE CODES 0010
20100500	TREE REMOVAL, ACRES	ACRE	0.75	0.75	
20200100	EARTH EXCAVATION	CU YD	823	823	
20400800	FURNISHED EXCAVATION	CU YD	7,046	7,046	
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	352		352
20900110	POROUS GRANULAR BACKFILL	CU YD	497	497	
25000210	SEEDING, CLASS 2A	ACRE	2.50	2.50	
25000350	SEEDING, CLASS 7	ACRE	2.50	2.50	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	225	225	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	225	225	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	225	225	
25000700	AGRICULTURAL GROUND LIMESTONE	TON	5.0	5.0	
25100115	MULCH, METHOD 2	ACRE	5.0	5.0	
25100630	EROSION CONTROL BLANKET	SQ YD	9,573	9,573	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	750	750	
28000305	TEMPORARY DITCH CHECKS	FOOT	40	40	
28000400	PERIMETER EROSION BARRIER	FOOT	6,099	6,099	
28000500	INLET AND PIPE PROTECTION	EACH	16	16	
28100105	STONE RIPRAP, CLASS A3	SQ YD	28	28	

SUMMARY OF QUANTITIES

90% FED, 10% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODES 0003	CONSTRUCTION TYPE CODES 0010
28200200	FILTER FABRIC	SQ YD	2,640	28	2,612
30200650	PROCESSING MODIFIED SOIL 12"	SQ YD	12,432	12,432	
30201500	LIME	TON	239.4	239.4	
31101810	SUB-BASE GRANULAR MATERIAL, TYPE B 12"	SQ YD	1,710	1,710	
40600115	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	GALLON	3,664	3,664	
40600300	AGGREGATE (PRIME COAT)	TON	45	45	
40600895	CONSTRUCTING TEST STRIP	EACH	4	4	
40600990	TEMPORARY RAMP	SQ YD	144	144	
40603090	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	7,099	7,099	
40603245	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N105	TON	6,938	6,938	
40603575	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N105	TON	2,096	2,096	
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	140	140	
42001300	PROTECTIVE COAT	SQ YD	4,064	4,064	
X4201400	BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ YD	814	814	
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	1,130	1,130	
44000100	PAVEMENT REMOVAL	SQ YD	636	636	
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	29,631	29,631	
Z0004552	APPROACH SLAB REMOVAL	SQ YD	559	559	

* SPECIALTY ITEM

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODES 90% FED, 10% STATE 0003	0010
44004250	PAVED SHOULDER REMOVAL	SQ YD	3,237	3,237	
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	177	177	
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD	52	52	
44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SQ YD	108	108	
44201294	CLASS B PATCH - EXPANSION JOINT	FOOT	312	312	
44213100	PAVEMENT FABRIC	SQ YD	160	160	
44213200	SAW CUTS	FOOT	1,358	1,358	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	279	279	
48203100	HOT-MIX ASPHALT SHOULDERS	TON	1,250	1,250	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	2		2
50157300	PROTECTIVE SHIELD	SQ YD	640		640
50200100	STRUCTURE EXCAVATION	CU YD	163		163
* 50200400	ROCK EXCAVATION FOR STRUCTURES	CU YD	618		618
50300100	FLOOR DRAINS	EACH	6		6
50300225	CONCRETE STRUCTURES	CU YD	2,035.0		2,035.0
50300255	CONCRETE SUPERSTRUCTURE	CU YD	836.6		836.6
50300260	BRIDGE DECK GROOVING	SQ YD	4,556	1,828	2,728
50300265	SEAL COAT CONCRETE	CU YD	83.6		83.6

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODES 90% FED, 10% STATE 0003	0010
50300280	CONCRETE ENCASEMENT	CU YD	24.4		24.4
50300300	PROTECTIVE COAT	SQ YD	3,268		3,268
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	14,820		14,820
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	430,050		430,050
50800515	BAR SPLICERS	EACH	1,846		1,846
51100100	SLOPE WALL 4 INCH	SQ YD	283		283
Z0065704	BITUMINOUS COATED AGGREGATE SLOPEWALL 6"	SQ YD	2,612		2,612
51201600	FURNISHING STEEL PILES HP12X53	FOOT	2,871		2,871
51202305	DRIVING PILES	FOOT	2,871		2,871
51203600	TEST PILE STEEL HP12X53	EACH	4		4
51204650	PILE SHOES	EACH	70		70
51500100	NAME PLATES	EACH	2		2
52000030	PREFORMED JOINT SEAL 2 1/2"	FOOT	214.0		214.0
52000110	PREFORMED JOINT STRIP SEAL	FOOT	374.0		374.0
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	40		40
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	20		20
52100520	ANCHOR BOLTS, 1"	EACH	80		80

* SPECIALTY ITEM

FILE NAME = hs\p\25066p2\Technical_Production\Civil\Microstation\Sec283VB1\Sof0283vb.dgn	USER NAME = maisiegraser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES I-57 OVER UNION PACIFIC RAILROAD
	PLOT SCALE = 50.0000 ' / IN.	DRAWN -	REVISED -		SCALE:
	PLOT DATE = 8/13/2010	CHECKED -	REVISED -		SHEET NO. 2 OF 4 SHEETS
		DATE -	REVISED -		STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	5
		CONTRACT NO. 78068		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

90% FED, 10% STATE

	CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODES 0003	0010
	52100540	ANCHOR BOLTS, 1 1/2"	EACH	80		80
	54215547	METAL END SECTIONS 12"	EACH	2	2	
	550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	90	90	
	550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	1,235	1,235	
	58700300	CONCRETE SEALER	SQ FT	3,022		3,022
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	278		278
	60100945	PIPE DRAINS 12"	FOOT	155	155	
	60107600	PIPE UNDERDRAINS 4"	FOOT	3,800	3,800	
	60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	92	92	
	Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	464		464
	60270055	DRAINAGE STRUCTURES, TYPE 5 WITH TWO TYPE 22 FRAME AND GRATES	EACH	6	6	
	60900320	TYPE D INLET BOX, STANDARD 609006 (SPECIAL)	EACH	4	4	
	60900515	CONCRETE THRUST BLOCKS	EACH	4	4	
*	63000003	STEEL PLATE BEAM GUARD RAIL, TYPE A, 9 FOOT POSTS	FOOT	4,000.0	4,000.0	
*	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1	
*	63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	2	2	
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2	
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2	

SUMMARY OF QUANTITIES

90% FED, 10% STATE

	CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODES 0003	0010
	63200310	GUARDRAIL REMOVAL	FOOT	4,859	4,859	
	63700275	CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT	FOOT	2,222	2,222	
	64200105	SHOULDER RUMBLE STRIPS	FOOT	9,748	9,748	
	66700095	PERMANENT SURVEY MARKERS	EACH	2	2	
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	18		18
	67100100	MOBILIZATION	L SUM	1		1
	70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1	
	70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1	
	70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1	1	
	70106800	CHANGEABLE MESSAGE SIGN	CAL MO	18		18
	70300100	SHORT-TERM PAVEMENT MARKING	FOOT	2,800	2,800	
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	33,600	33,600	
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	12,133	12,133	
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	5,140	5,140	
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	6,090	6,090	
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	4,752	4,752	
*	78004210	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B-INLAID-LINE 4"	FOOT	9,750	9,750	
*	78004230	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B-INLAID-LINE 6"	FOOT	1,220	1,220	

* SPECIALTY ITEM

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	90% FED, 10% STATE CONSTRUCTION TYPE CODES 0003	0010
*	78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	1,448	1,448	
*	78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	182	182	
*	78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	792	792	
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	64	64	
*	78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	8	8	
*	78200420	GUARDRAIL MARKERS, TYPE B	EACH	57	57	
*	78200500	BARRIER WALL MARKERS	EACH	34	34	
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	4,202	4,202	
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	72	72	
	X2020502	BRACED EXCAVATION	CU YD	3,668		3,668
	Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	4		4
	X5080600	MECHANICAL SPLICERS	EACH	1,788		1,788
	Z0002005	ATTENUATOR BASE	SQ YD	94	94	
	44201299	DOWEL BARS 1 1/2"	EACH	520	520	
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
	Z0030050	IMPACT ATTENUATORS (FULLY REDIRECTIVE, WIDE), TEST LEVEL 3	EACH	2	2	
	Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
	Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	4	4	

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	90% FED, 10% STATE CONSTRUCTION TYPE CODES 0003	0010
	Z0040530	PIPE UNDERDRAIN REMOVAL	FOOT	3,900	3,900	
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1	
	44213204	TIE BARS 3/4"	EACH	72	72	
Δ	Z0076600	TRAINEES	HOUR	1000		1000

* SPECIALTY ITEM
Δ 90% FED./10% STATE (0042)

FILE NAME = O:\Program Development\Studies and Plans\Upstairs Design\Consultant Projects\I-57 from...County bridges\Newest CD submittal f...-13-2010\Microstation\Civil\Sec283VB1\Sof0283vb.dgn	USER NAME = Wrightto	DESIGNED -	REVISED -
	PLOT SCALE = 50.0000 '/ IN.	DRAWN	REVISED
	PLOT DATE = 8/26/2010	CHECKED -	REVISED -
		DATE -	REVISED -

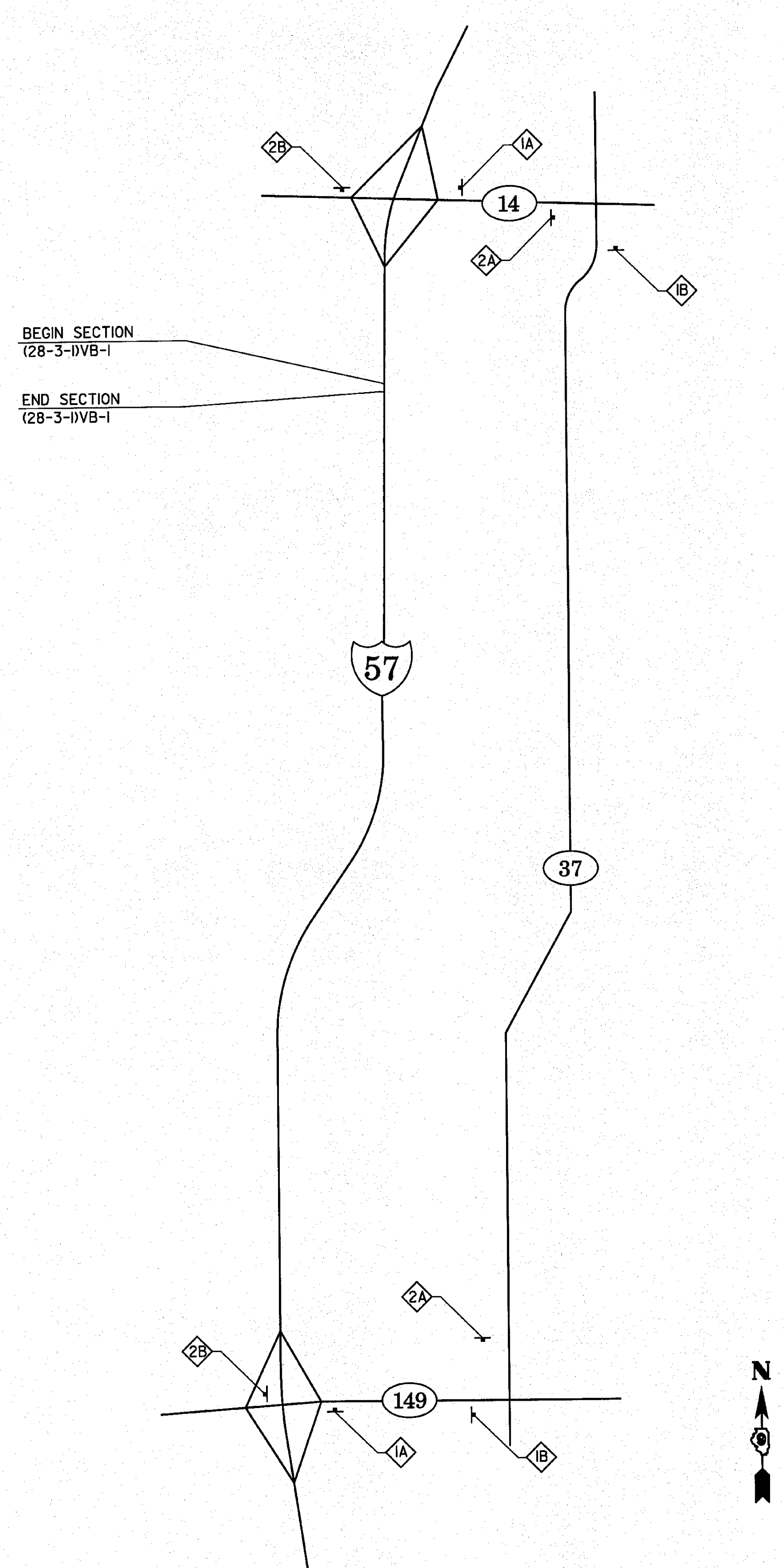
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

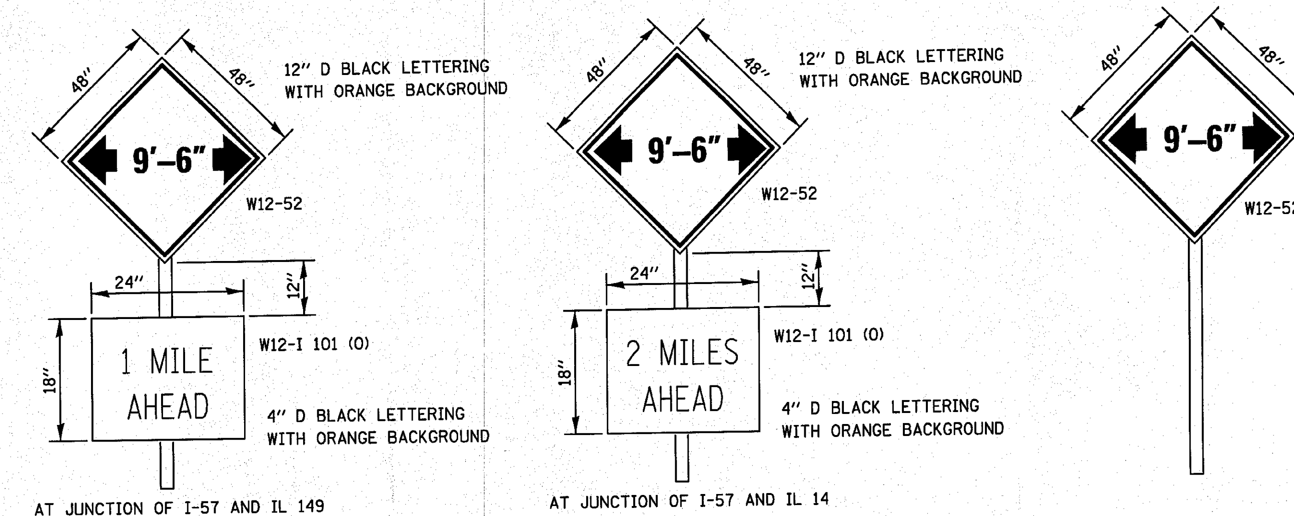
SUMMARY OF QUANTITIES
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. 4 OF 4 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	7
		CONTRACT NO. 78068		

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT





A W12-52 SIGN, WITH A W12-I101 SIGN, SHALL BE ERECTED AT THE JUNCTION OF I-57 AND IL 149 AND AT THE JUNCTION OF I-57 AND IL 14. THE ACTUAL LOCATION OF THE SIGNS TO BE DETERMINED BY THE ENGINEER. AN ADDITIONAL W12-52 SIGN SHALL BE ERECTED 1000 FEET IN EACH DIRECTION FROM THE INTERCHANGE PRIOR TO STAGE 1 CONSTRUCTION. THESE SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR DURING STAGE CONSTRUCTION AND SHALL BE REMOVED AT THE COMPLETION OF ALL STAGED CONSTRUCTION.

THE ENGINEER WILL NOTIFY DISTRICT 9 BUREAU OF OPERATIONS 14 CALENDAR DAYS PRIOR TO INSTALLING ANY TRAFFIC CONTROL DEVICES THAT WILL RESTRICT THE PAVEMENT WIDTH.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE ENGINEER TO MEET THIS REQUIREMENT.

COST OF SUPPLYING, INSTALLING, MAINTAINING AND REMOVING WIDTH RESTRICTION SIGNS SHALL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION PAY ITEMS.

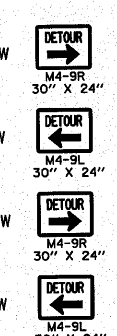
WIDTH RESTRICTION SIGNING DETAILS

1A NORTHBOUND RIGHT ARROW — M4-9R 30" X 24"

1B NORTHBOUND LEFT ARROW — M4-9L 30" X 24"

2A SOUTHBOUND RIGHT ARROW — M4-9R 30" X 24"

2B SOUTHBOUND LEFT ARROW — M4-9L 30" X 24"



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		DRAWN -	REVISED -
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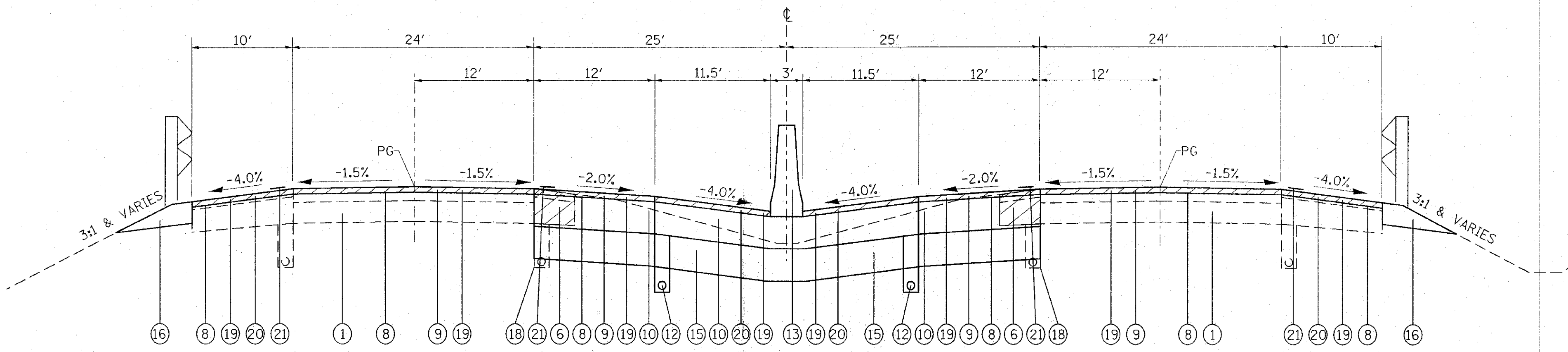
	PLOT DATE = 8/13/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

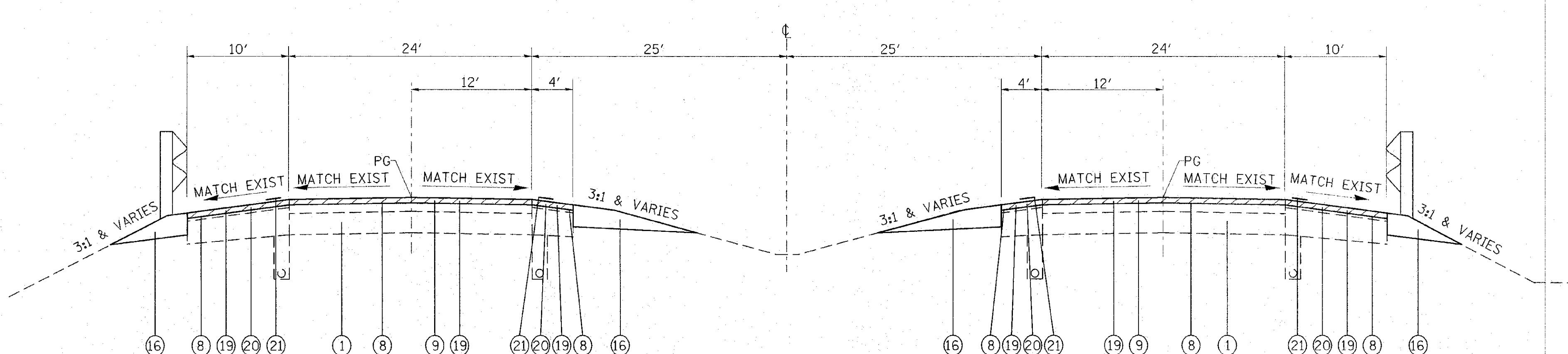
WIDTH RESTRICTION AND DETOUR SIGNING
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

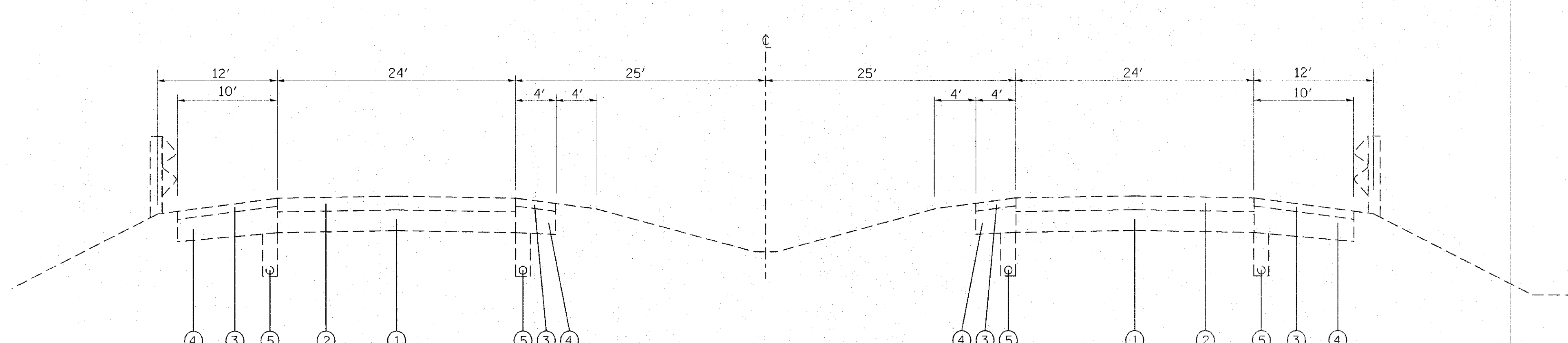
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	8
		CONTRACT NO. 78068		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PROPOSED TYPICAL SECTION FAI ROUTE 57
NB STA. 503+50.00 TO STA. 507+00.00
SB STA. 503+50.00 TO STA. 506+50.00
NB STA. 525+00.00 TO STA. 528+50.00
SB STA. 525+00.00 TO STA. 528+50.00



PROPOSED TYPICAL SECTION FAI ROUTE 57
STA. 502+00.00 TO STA. 503+50.00
STA. 528+50.00 TO STA. 530+00.00



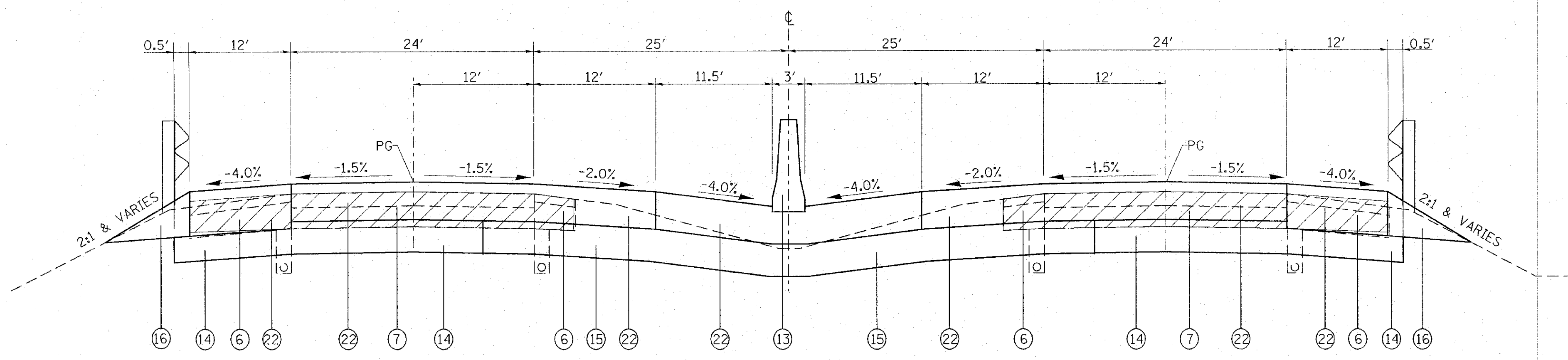
EXISTING TYPICAL SECTION FAI ROUTE 57
NB STA. 502+00.00 TO STA. 513+01.96
SB STA. 502+00.00 TO STA. 513+87.98
NB STA. 516+40.74 TO STA. 530+00.00
SB STA. 517+27.84 TO STA. 530+00.00

LEGEND

1. EXISTING RUBBLIZED PCC PAVEMENT 10"
2. EXISTING BITUMINOUS OVERLAY, 8" BINDER COURSE AND 2" SURFACE COURSE
3. EXISTING BITUMINOUS SHOULDER OVERLAY, 6 3/4"
4. EXISTING STABILIZED SHOULDERS
5. EXISTING SUB-SURFACE DRAINS
6. EXISTING PAVED SHOULDER TO BE REMOVED, ESTIMATED DEPTH 8"
7. EXISTING BRIDGE APPROACH PAVEMENT TO BE REMOVED
8. PROPOSED POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)
9. PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N105, (2")
10. PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, (9 1/2")
    PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N105, (2 1/4")
11. PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N105, (VARIABLE DEPTH)
12. PROPOSED PIPE UNDERDRAINS 4"
13. PROPOSED CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
14. PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B 12"
15. PROPOSED LIME MODIFIED SOIL, 12"
16. PROPOSED AGGREGATE SHOULDERS, TYPE B
17. PROPOSED PAVEMENT REMOVAL, 11 3/4"
18. PROPOSED PIPE UNDERDRAIN REMOVAL
19. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2"
20. PROPOSED HOT-MIX ASPHALT SHOULDERS, 2"
21. PROPOSED SHOULDER RUMBLE STRIP
22. PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) SPECIAL

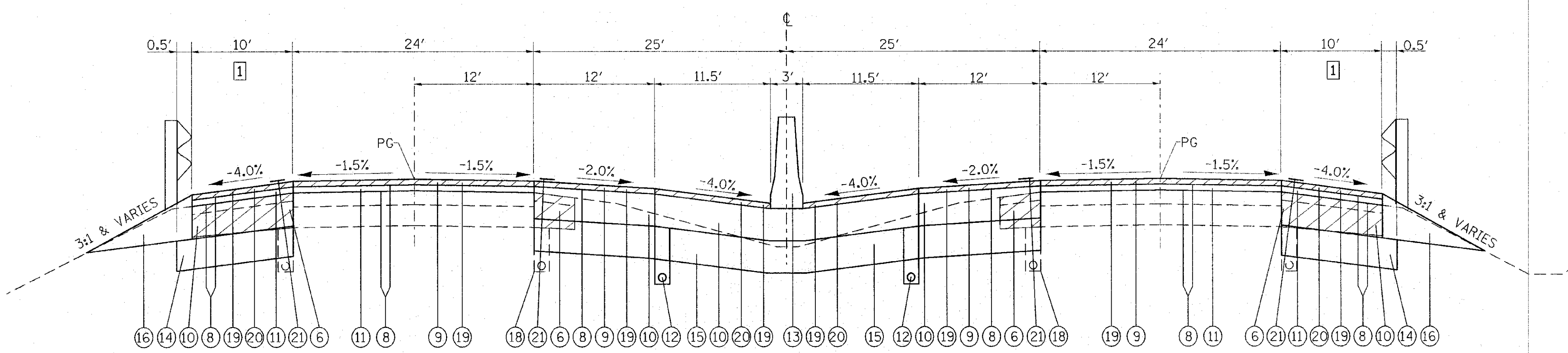
FILE NAME = O:\Program Development\Studies and Plans\Upstairs Design\Consultant Projects\I-57 Franklin County bridges\Nawost CD submittal 7-13-2010\Microstation\Civil\Sec283VB1\typ283vb.dgn	USER NAME = Wrightc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING & PROPOSED TYPICAL SECTIONS I-57 OVER UNION PACIFIC RAILROAD	
		DRAWN -	REVISED -			
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -			
	PLOT DATE = 8/26/2010	DATE -	REVISED -		SCALE: SHEET NO. 1 OF 2 SHEETS STA. TO STA.	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	9
		CONTRACT NO. 78068		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



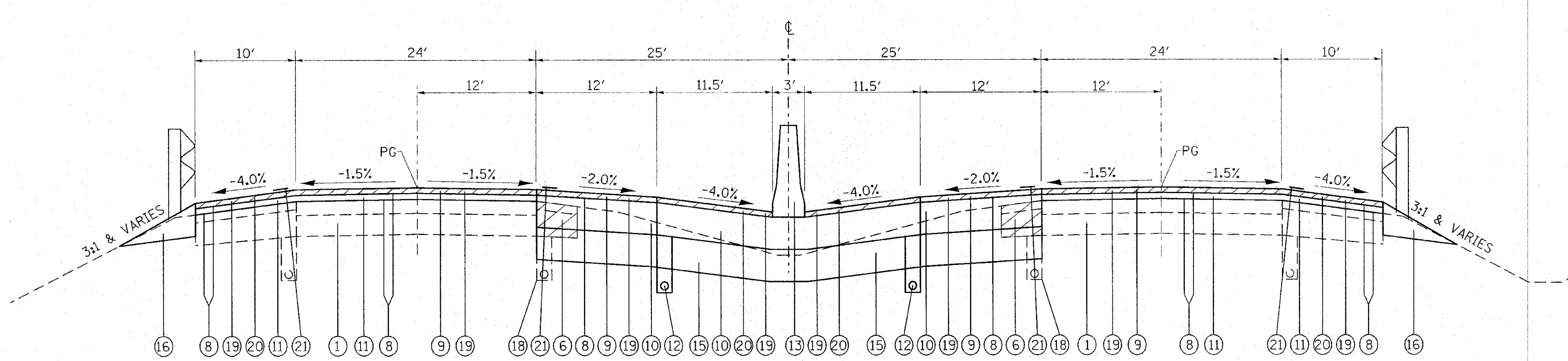
PROPOSED TYPICAL SECTION FAI ROUTE 57

NB STA. 512+99.31 TO STA. 513+33.31
SB STA. 513+70.48 TO STA. 514+19.65
NB STA. 516+12.52 TO STA. 516+61.69
SB STA. 516+98.86 TO STA. 517+32.86
STRUCTURE & BRIDGE APPROACH PAVEMENT OMISSION:
NB STA. 513+33.31 TO STA. 516+12.52
SB STA. 514+19.65 TO STA. 516+98.86



PROPOSED TYPICAL SECTION FAI ROUTE 57

NB STA. 510+96.00 TO STA. 512+99.31
SB STA. 511+96.00 TO STA. 513+70.48
NB STA. 516+61.69 TO STA. 518+81.00
SB STA. 517+32.86 TO STA. 519+71.00



PROPOSED TYPICAL SECTION FAI ROUTE 57

NB STA. 507+00.00 TO STA. 510+96.00
SB STA. 506+50.00 TO STA. 511+96.00
NB STA. 518+81.00 TO STA. 525+00.00
SB STA. 519+71.00 TO STA. 525+00.00

1 VARIES 10' TO 12'
LT. STA. 512+49.31 TO STA. 512+99.31
RT. STA. 513+20.48 TO STA. 513+70.48

VARIES 12' TO 10'
LT. STA. 516+61.69 TO STA. 517+11.69
RT. STA. 517+32.86 TO STA. 517+82.86

LEGEND

1. EXISTING RUBBLIZED PCC PAVEMENT 10"
2. EXISTING BITUMINOUS OVERLAY, 8" BINDER COURSE AND 2" SURFACE COURSE
3. EXISTING BITUMINOUS SHOULDER OVERLAY, 6 3/4"
4. EXISTING STABILIZED SHOULDERS
5. EXISTING SUB-SURFACE DRAINS
6. EXISTING PAVED SHOULDER TO BE REMOVED, ESTIMATED DEPTH 8"
7. EXISTING BRIDGE APPROACH PAVEMENT TO BE REMOVED
8. PROPOSED POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)
9. PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N105, (2")
10. PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, (9 1/2")
    PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N105, (2 1/4")
11. PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N105, (VARIABLE DEPTH)
12. PROPOSED PIPE UNDERDRAINS 4"
13. PROPOSED CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
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21. PROPOSED SHOULDER RUMBLE STRIP
22. PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) SPECIAL

FILE NAME =	USER NAME = Wrighttc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING & PROPOSED TYPICAL SECTIONS I-57 OVER UNION PACIFIC RAILROAD
O:\Program Development\Studies and Plans\Upstairs Design\Consultant Projects\I-57 from...County bridges\Newest CD submittal for...-13-2010\Microstation\Civil\Sec283VB1\typ283vb.dgn		DRAWN	REVISED		
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -		
	PLOT DATE = 8/26/2010	DATE -	REVISED -		SCALE: SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	10
		CONTRACT NO. 78068		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BARRIER SCHEDULE

STATION	STATION	PROTECTIVE COAT (SQ YD)	CONC BAR 2F 42HT (FOOT)	BARRIER WALL MARKERS (EACH)	ATTENUATOR BASE (SQ YD)	IMP ATTEN FRD WID TL3 (EACH)
NB 503+50.00 / SB 503+50.00	NB 512+99.31 / SB 513+70.48	940	985	14	47	1
NB 512+99.31 / SB 513+70.48	NB 513+33.31 / SB 514+19.65	40	42	2		
NB 516+12.52 / SB 516+98.86	NB 516+61.69 / SB 517+32.86	40	42	2		
NB 516+61.69 / SB 517+32.86	NB 528+50.00 / SB 528+50.00	1,100	1,153	16	47	1
TOTAL		2,120	2,222	34	94	2

PAVEMENT MARKING SCHEDULE

STATION	STATION	LOCATION	THPL PVT MK LINE 4 (NOTE 1) (FOOT)	THPL PVT MK LINE 6 (NOTE 1) (FOOT)	THPL PVT MK LINE 12 (NOTE 1) (FOOT)	POLYUREA PM T1 LN 4 (NOTE 1) (FOOT)	POLYUREA PM T1 LN 6 (NOTE 1) (FOOT)	POLYUREA PM T1 LN 12 (NOTE 1) (FOOT)	RAISED REFL PAVT MKR (EACH)	RAISED REF PVT MKR BR (EACH)	PAVT MARKING REMOVAL (SQ FT)	RAISED REF PVT MK REM (EACH)
502+00.00	512+99.31	NB OUTSIDE	1,100								367	
		NB CENTER		275					15		92	15
		NB INSIDE	1,100		1,056						367	
502+00.00	513+70.48	SB OUTSIDE	1,170								390	
		SB CENTER		293					15		98	15
		SB INSIDE	1,170		1,122						390	
512+99.31	516+61.69	NB OUTSIDE				362					121	
		NB CENTER					91			4	30	4
		NB INSIDE				362		396			121	
513+70.48	517+32.86	SB OUTSIDE				362					121	
		SB CENTER					91			4	30	4
		SB INSIDE				362		396			121	
516+61.69	530+00.00	NB OUTSIDE	1,338								446	
		NB CENTER		335					17		112	17
		NB INSIDE	1,338		1,320						446	
517+32.86	530+00.00	SB OUTSIDE	1,267								422	
		SB CENTER		317					17		106	17
		SB INSIDE	1,267		1,254						422	
TOTAL			9,750	1,220	4,752	1,448	182	792	64	8	4,202	72

PAVEMENT MARKING NOTES:

1. SEE HIGHWAY STANDARD 780001 FOR PAVEMENT MARKING DETAILS.

TRAFFIC CONTROL ITEMS

STATION	STATION	SHORT-TERM PAVT MKING (FOOT)	TEMP PVT MK LINE 4 (FOOT)	WORK ZONE PAVT MK REM (SQ FT)	TEMP CONC BARRIER (FOOT)	REL TEMP CONC BARRIER (FOOT)	IMP ATTN TEMP NRD TL3 (EACH)	IMP ATTN REL NRD TL3 (EACH)
STAGE 1								
STAGE 2								
502+00	530+00		16,800	5,600	5,140		2	
STAGE 3								
502+00	530+00	1,120		373		4,340		2
STAGE 4								
502+00	530+00		16,800	5,600		1,750		2
STAGE 5								
502+00	530+00	1,680		560				
TOTAL		2,800	33,600	12,133	5,140	6,090	2	4

SEEDING SCHEDULE

STATION	STATION	SEEDING CL 2A (ACRE)	SEEDING CL 7 (ACRE)	NITROGEN FERT NUTR (POUND)	PHOSPHORUS FERT NUTR (POUND)	POTASSIUM FERT NUTR (POUND)	AGR GROUND LIMESTONE (TON)	MULCH METHOD 2 (ACRE)	TEMP EROS CONTR SEED (POUND)
LT 502+00	LT 513+34	0.38	0.38	34	34	34	0.8	0.76	114
RT 502+00	RT 514+77	0.94	0.94	85	85	85	1.9	1.88	282
LT 515+55	LT 530+00	0.50	0.50	45	45	45	1.0	1.0	150
RT 516+98	RT 530+00	0.68	0.68	61	61	61	1.3	1.36	204
TOTAL		2.50	2.50	225	225	225	5.0	5.0	750

TREE REMOVAL SCHEDULE

STATION	STATION	OFFSET	TREE REMOV ACRES (ACRE)
509+50	516+10	RT	0.60
516+50	517+50	LT	0.05
518+05	519+40	RT	0.10
TOTAL			0.75

PAVEMENT SCHEDULE

STATION	STATION	PROCESS MOD SOIL 12 (SQ YD)	LIME (NOTE 1) (TON)	SUB GRAN MAT B 12 (SQ YD)	P BIT MATLS PR CT (GALLON)	AGG PR CT (TON)	CONSTRUC TEST STRIP (EACH)	TEMPORARY RAMP (SQ YD)	HMA BC IL-19.0 N90 (TON)	P HMA BC IL19.0 N105 (TON)	P HMA SC E N105 (TON)	PROTECTIVE COAT (SQ YD)	BR APPROACH PAVT SPL (SQ YD)	BR APPR PVT CON (PCC) (SQ YD)	PAVEMENT REM (SQ YD)	HMA SURF REM 2 (SQ YD)	APPROACH SLAB REM (SQ YD)	PAVED SHLD REMOVAL (SQ YD)	AGGREGATE SHLDS B (TON)	HMA SHOULDERS (TON)	BR DECK GROOVING (NOTE 2) (SQ YD)	SHOULDER RUMBLE STRIP (FOOT)
STAGE 1																						
NB 510+96.00 / SB 511+96.00	NB 513+55.37 / SB 514+41.72			591			2		300	71								562				
NB 515+87.43 / SB 516+73.77	NB 518+81.00 / SB 519+71.00			691					350	83								658				
STAGE 2																						
NB 503+50.00 / SB 503+50.00	NB 512+99.31 / SB 513+70.48	5,472	105.3						2,911	1,302								876				
NB 512+99.31 / SB 513+70.48	NB 513+33.31 / SB 514+19.65	278	5.4									278		278	12		35	37			254	
NB 513+33.31 / SB 514+19.65	NB 513+62.54 / SB 514+48.88											200	200				24	20			183	
NB 515+83.29 / SB 516+69.63	NB 516+12.52 / SB 516+98.86											200	200				28	22			183	
NB 516+12.52 / SB 516+98.86	NB 516+61.69 / SB 517+32.86	278	5.4									278		278	15		32	37			254	
NB 516+61.69 / SB 517+32.86	NB 528+50.00 / SB 528+50.00	6,404	123.3						3,408	1,525								1,025				
STAGE 3																						
NB 507+00.00 / SB 506+50.00	NB 512+99.31 / SB 513+70.48				439					1,932												
NB 516+61.69 / SB 517+32.86	NB 525+00.00 / SB 525+00.00				536					1,995												
STAGE 4																						
NB 512+49.31 / SB 513+20.48	NB 512+99.31 / SB 513+70.48			20					65	15					111							
NB 512+99.31 / SB 513+70.48	NB 513+33.31 / SB 514+19.65			194								287		287	135		129				277	
NB 513+33.31 / SB 514+19.65	NB 513+62.54 / SB 514+48.88											207	207		49		90				200	
NB 515+83.29 / SB 516+69.63	NB 516+12.52 / SB 516+98.86											207	207		56		103				200	
NB 516+12.52 / SB 516+98.86	NB 516+61.69 / SB 517+32.86			194								287		287	147		118				277	
NB 516+61.69 / SB 517+32.86	NB 517+11.69 / SB 517+82.86			20					65	15					111							
STAGE 5																						
NB 502+00.00 / SB 502+00.00	NB 503+50.00 / SB 503+50.00				114	2	2	36			90					1,267			31	52		600
NB 503+50.00 / SB 503+50.00	NB 512+99.31 / SB 513+70.48				1,134	19		36			883					12,475			100	528		3,938
NB 516+61.69 / SB 517+32.86	NB 528+50.00 / SB 528+50.00				1,327	22		36			1,033					14,622			117	618		4,610
NB 528+50.00 / SB 528+50.00	NB 530+00.00 / SB 530+00.00				114	2		36			90					1,267			31	52		600
TOTAL		12,432	239.4	1,710	3,664	45	4	144	7,099	6,938	2,096	1,944	814	1,130	636	29,631	559	3,237	279	1,250	1,828	9,748

PAVEMENT NOTES:

1. LIME QUANTITY IS CALCULATED USING AN ASSUMED RATE OF 38.5 LB / SQ YD. THE ACTUAL LIME APPLICATION RATE WILL BE DETERMINED BY THE ENGINEER AND WILL BE BASED ON TESTS OF LIME AND SOIL SAMPLES PROVIDED BY THE ENGINEER.
2. BR DECK GROOVING QUANTITY IS INCLUDED FOR THE BR APPROACH PAVT SPL AND FOR THE BR APPR PVT CON (PCC).

EARTHWORK SCHEDULE

STATION	STATION	EARTH EXCAVATION (CU YD)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (NOTE 1) (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)	FURNISHED EXCAVATION (CU YD)
502+00.00	513+34.41	381	286	3,947	-3,661	3,661
AT NORTH ABUTMENT				435	-435	435
AT SOUTH ABUTMENT				305	-305	305
516+97.75	530+00.00	442	332	2,977	-2,645	2,645
TOTAL		823	618	7,664	-7,046	7,046

EARTHWORK NOTES:

1. ESTIMATED SHRINKAGE FACTOR = 25%.

SURVEY MARKER SCHEDULE

STATION	OFFSET	SURVEY POINT DESCRIPTION	PERM SURV MKRS (EACH)
± 514+78	± 62' RT	BRASS DISK	1
± 515+54	± 62' LT	BRASS DISK	1
TOTAL			2

SURVEY MARKER NOTES:

1. EXACT LOCATION OF PERM SURV MKRS TO BE DETERMINED BY ENGINEER.

PIPE UNDERDRAIN SCHEDULE

STATION	STATION	LOCATION	POROUS GRAN BACKFILL (CU YD)	PIPE UNDERDRAINS 4 FOOT	PIPE UNDERDRAIN 4 SP FOOT	PIPE UNDERDRAIN REMOV (FOOT)	CONC HDWL P UNDR RM (NOTE 1) (EACH)	OUTLET AT STATION (NOTE 2)
503+50	503+75	NB / SB	2			50		
503+75	507+50	NB / SB	28	750	23	750		503+75
507+50	512+50	NB / SB	37	1,000	23	1,000	2	507+50
518+00	523+50	NB / SB	41	1,100	23	1,100	2	523+50
523+50	528+25	NB / SB	35	950	23	950	2	528+25
528+25	528+50	NB / SB	2			50		
TOTAL			145	3,800	92	3,900	6	

PIPE UNDERDRAIN NOTES:

1. THE COST FOR "CONC HDWL P UNDR RM" SHALL BE INCLUDED IN THE COST FOR "PIPE UNDERDRAIN REMOV". IT IS SHOWN IN THE SCHEDULE AS A SEPARATE ITEM FOR INFORMATIONAL PURPOSES ONLY.
2. TIE "PIPE UNDERDRAIN 4 SP" INTO PROPOSED "DR STR T5 W/2 T22F&G".

STORM SEWER SCHEDULE

STATION	STATION	POROUS GRAN BACKFILL (CU YD)	STORM SEW CL A 1 12 (FOOT)	STORM SEW CL A 1 15 (FOOT)	PIPE DRAINS 12 (FOOT)
*501+65 CL	503+75 CL	24		210	
503+75 CL	505+00 CL	44		125	
505+00 CL	507+50 CL	71		250	
515+68.75 LT	-				83
515+68.75 LT	516+40.69 LT	14	86		
516+40.69 LT	516+40.69 RT	1	4		
517+11.75 RT	-				72
523+50 CL	526+00 CL	71		250	
526+00 CL	528+25 CL	84		225	
528+25 CL	*530+00 CL	43		175	
TOTAL		352	90	1,235	155

*NOTE: CONNECT PROPOSED STORM SEW CL A 1 15 TO EXISTING MANHOLE.

INLET SCHEDULE

STATION	OFFSET	MET END SEC 12 (EACH)	DR STR T5 W/2 T22F&G (EACH)	TD INLT BX 609006 SPL (EACH)	CONC THRUST BLOCKS (EACH)
503+75	CL		1		
505+00	CL		1		
507+50	CL		1		
515+68.75	LT	1		1	2
516+40.69	LT			1	
516+40.69	RT			1	
517+11.75	RT	1		1	2
523+50	CL		1		
526+00	CL		1		
528+25	CL		1		
TOTAL		2	6	4	4

EROSION CONTROL SCHEDULE

STATION	STATION	LOCATION	EROSION CONTR BLANKET (SQ YD)	TEMP DITCH CHECKS (FOOT)	PERIMETER EROS BAR (FOOT)	INLET & PIPE PROTECT (EACH)	STONE RIPRAP CL A3 (SQ YD)	FILTER FABRIC (SQ YD)
502+00	514+82	LT			1,332			
502+00	515+63	RT			1,504			
502+50	503+50	LT & RT	436					
503+75	-	CL				2		
505+00	-	CL				2		
506+50	513+35	LT	1,066					
506+50	515+08	RT	4,480					
507+50	-	CL				2		
513+05	-	LT					4	4
513+19	-	LT		10				
514+48	-	RT					4	4
514+83	530+00	LT			1,808			
514+72	-	LT		10				
515+28	519+00	LT	1,377					
515+69	-	LT				1	10	10
515+71	-	RT		10				
516+00	530+00	RT			1,455			
516+40	-	CL				2		
517+00	521+00	RT	1,778					
517+12	-	RT				1	10	10
517+31	-	RT		10				
523+50	-	CL				2		
526+00	-	CL				2		
528+25	-	CL				2		
528+50	529+50	LT & RT	436					
TOTAL			9,573	40	6,099	16	28	28

PAVEMENT PATCHING SCHEDULE

STATION	LENGTH (FT)	WIDTH (FT)	ESTIMATED REMOVAL DEPTH (IN)	INCIDENTAL HMA SURF (TON)	CL B PATCH T2 10 (SQ YD)	CL B PATCH T3 10 (SQ YD)	CL B PATCH T4 10 (SQ YD)	CL B PATCH EXPAN JT (FOOT)	PAVEMENT FABRIC (SQ YD)	SAW CUTS (FOOT)	DOWEL BARS (EACH)	TIE BARS (EACH)
SOUTHBOUND DRIVING LANE												
511+98	15.0	12.0	20.0	11		20		12	20	66	10	
512+76	20.0	12.0	18.0	12			27	12	27	76	10	18
513+41	20.0	12.0	16.5	10			27	12	27	76	10	18
517+72	10.0	12.0	15.0	4	13			12		56	10	
519+08	6.0	12.0	18.5	4	8			12		48	10	
519+38	12.0	12.0	19.0	8		16		12	16	60	10	
SOUTHBOUND PASSING LANE												
511+98	6.0	12.0	20.0	4	8			12		42	10	
512+76	20.0	12.0	18.0	12			27	12	27	56	10	18
513+41	20.0	12.0	16.5	10			27	12	27	56	10	18
517+72	10.0	12.0	15.0	4	13			12		46	10	
518+05	6.0	12.0	16.0	3	8			12		48	10	
518+49	6.0	12.0	17.0	3	8			12		48	10	
519+08	6.0	12.0	18.5	4	8			12		42	10	
NORTHBOUND DRIVING LANE												
510+96	6.0	12.0	20.0	4	8			12		48	10	
512+16	6.0	12.0	17.0	3	8			12		48	10	
512+68	6.0	12.0	16.0	3	8			12		48	10	
516+95	6.0	12.0	15.5	2	8			12		48	10	
517+52	10.0	12.0	17.0	5	13			12		56	10	
518+03	6.0	12.0	18.0	4	8			12		48	10	
518+20	12.0	12.0	18.5	8		16		12	16	60	10	
NORTHBOUND PASSING LANE												
510+96	6.0	12.0	20.0	4	8			12		42	10	
511+94	6.0	12.0	17.5	3	8			12		48	10	
512+58	10.0	12.0	16.0	4	13			12		56	10	
516+95	6.0	12.0	15.5	2	8			12		42	10	
517+52	10.0	12.0	17.0	5	13			12		46	10	
517+96	6.0	12.0	18.0	4	8			12		48	10	
TOTAL				140	177	52	108	312	160	1,358	260	72

PAVEMENT PATCHING NOTES:

1. INCIDENTAL HMA SURF QUANTITY WAS CALCULATED ASSUMING THE THICKNESS IS EQUAL TO THE EXISTING OVERLAY THICKNESS.

GUARDRAIL REMOVAL/REPLACEMENT

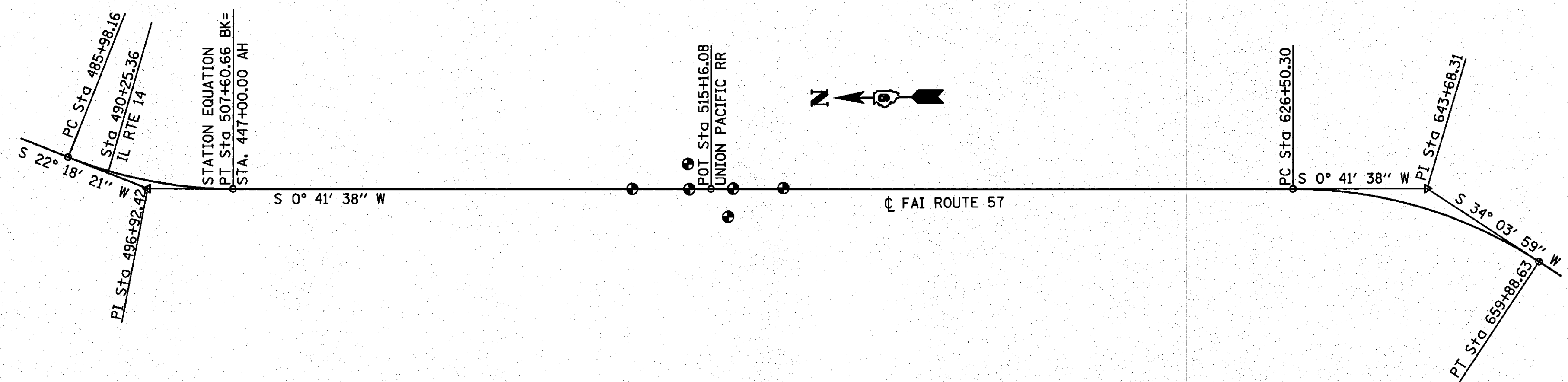
STATION	STATION	SPBGR TY A 9FT POSTS (FOOT)	TRAF BAR TERM T2 (EACH)	TRAF BAR TERM T5 (EACH)	TRAF BAR TERM T6 (EACH)	TR BAR TRM T1 SPL TAN (EACH)	GUARDRAIL REMOV (FOOT)	GUARDRAIL MKR TYPE B (NOTE 1) (EACH)
LT 502+00	LT 513+27						1,128	
RT 502+42	RT 514+66						1,571	
LT 515+63	LT 527+35						1,522	
RT 517+03	RT 523+41						638	
LT 502+00.00	LT 513+08.37	1112.5						
LT 513+08.37	LT 513+23.04			1				
RT 502+22.23	RT 502+72.23					1		
RT 502+72.23	RT 514+22.23	1150.0						
RT 514+22.23	RT 514+65.38				1			
LT 515+66.79	LT 516+09.94				1			
LT 516+09.94	LT 527+22.44	1112.5						
LT 527+22.44	LT 527+72.44					1		
RT 517+09.14	RT 517+23.81			1				
RT 517+23.81	RT 523+48.81	625.0						
RT 523+48.81	RT 523+61.31		1					
LT 502+00	LT 527+72							31
RT 502+22	RT 523+61							26
TOTAL		4,000.0	1	2	2	2	4,859	57

GUARDRAIL NOTES:

1. ALL GUARDRAIL MKR TYPE B ARE SILVER MONODIRECTIONAL.

PROP. CURVE 105
PI STA. = 643+68.31
Δ = 33° 22′ 20″ (RT)
D = 0° 59′ 59″
R = 5,731.47′
T = 1,718.01′
L = 3,338.33′
E = 251.95′
P.C. STA. = 626+50.30
P.T. STA. = 659+88.63

PROP. CURVE 106
PI STA. = 496+92.42
Δ = 21° 36′ 42″ (LT)
D = 0° 59′ 58″
R = 5,733.09′
T = 1,094.25′
L = 2,162.50′
E = 103.49′
P.C. STA. = 485+98.16
P.T. STA. = 507+60.66



GROUND COORDINATES

DESCRIPTION	POINT NO.	NORTHING	EASTING
FAI ROUTE. 57			
PC STA. 485+98.16	PC 106	485,299.0603	811,189.8994
PI STA. 496+92.42	PI 106	484,286.6870	810,774.5765
STATION EQUATION			
PT STA. 507+60.66 BK=	PT 106	483,192.5128	810,761.3226
STA. 447+00.00 AH			
POT STA. 515+16.08	11516	479,376.7127	810,715.1015
PC STA. 626+50.30	PC 105	468,243.3142	810,580.2419
PI STA. 643+68.31	PI 105	466,525.4280	810,559.4330
PT STA. 659+88.63	PT 105	465,102.2436	809,597.0859

PERMANENT SURVEY MARKERS

DESCRIPTION	OFFSET	NORTHING	EASTING	ELEV.
FAI ROUTE. 57				
P.O.T. 500+50.00	℄	480,842.6788	810,732.8548	443.69
P.O.T. 513+00.00	℄	479,592.7861	810,717.7193	474.44
P.O.T. 517+50.00	℄	479,142.7997	810,712.2674	477.01
P.O.T. 531+00.00	℄	477,792.9118	810,695.9184	460.59
STA. 513+85.00	155′ LT	479,505.9131	810,871.6888	451.92
STA. 516+85.00	190′ RT	479,210.1122	810,523.0765	445.05

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	DRAWN -	REVISED -	
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PLOT DATE = 8/13/2010	DATE -	REVISED -	

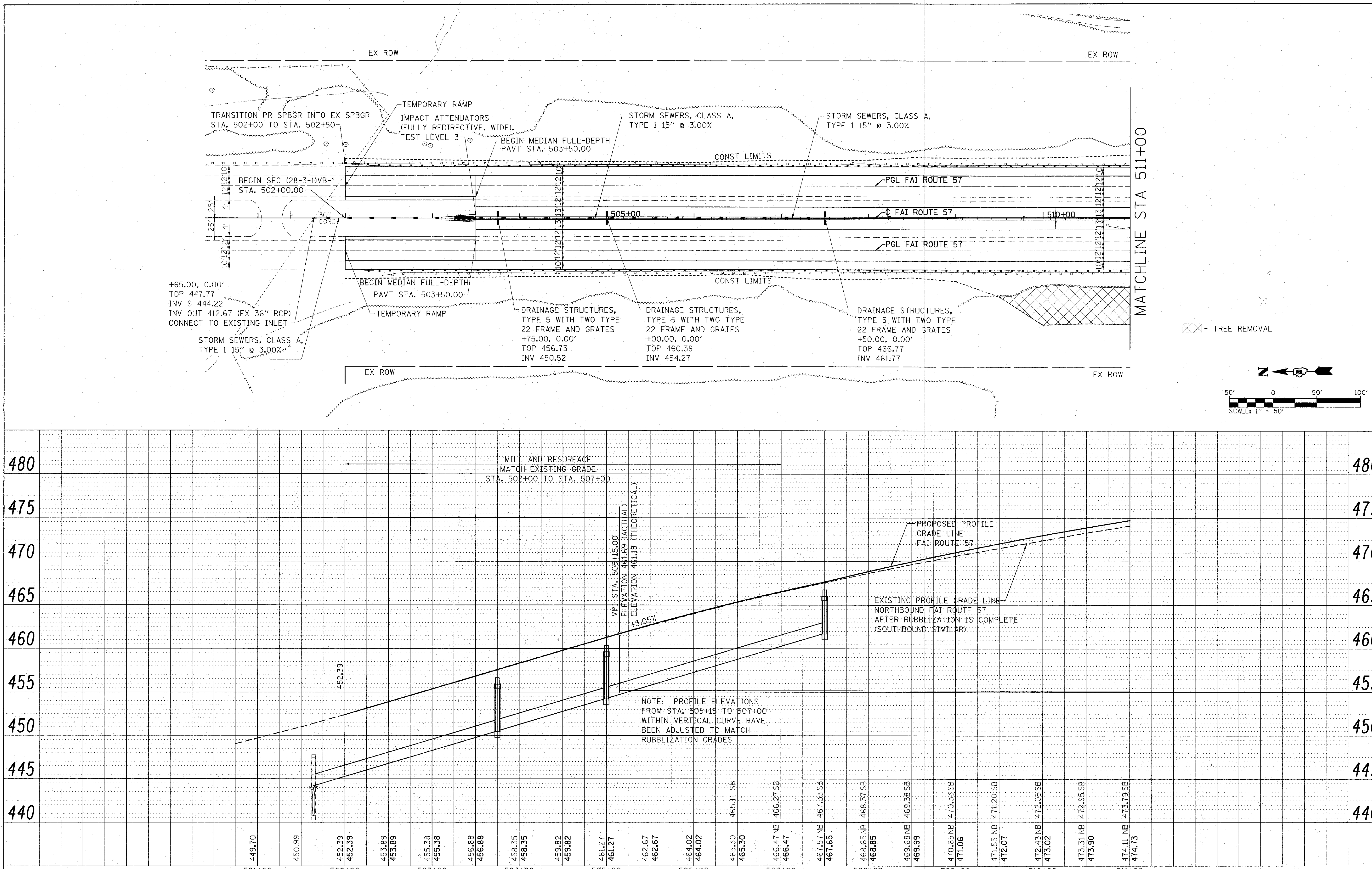
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT AND TIES
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	13
		CONTRACT NO. 78068		

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



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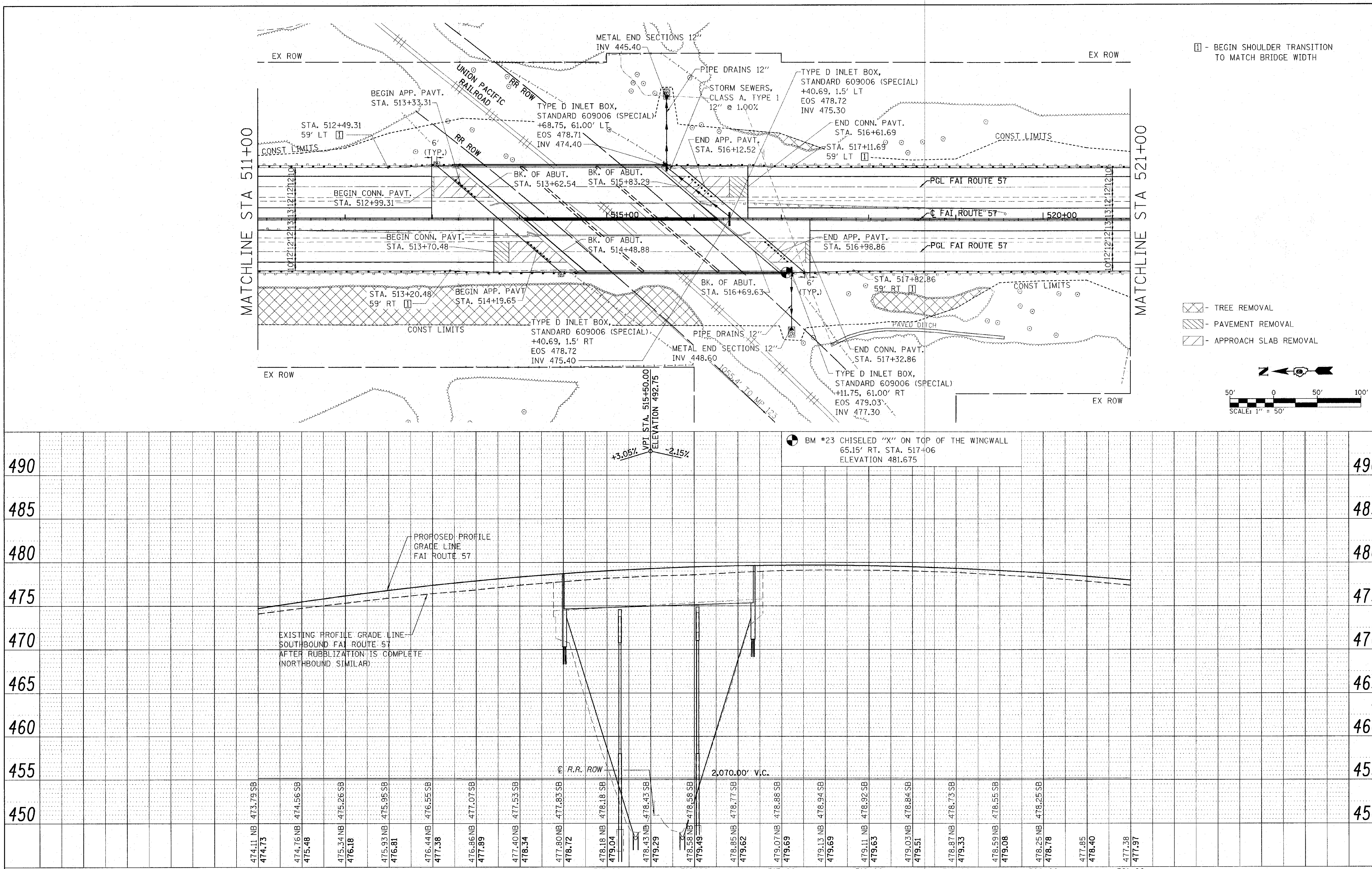
	PLOT SCALE = 50.0000 ' / IN.	DRAWN -	REVISED -		SCALE:	SHEET NO. 1 OF 3 SHEETS	STA. 501+00 TO STA. 511+00
	PLOT DATE = 8/26/2010	CHECKED -	REVISED -			COUNTY FRANKLIN	TOTAL SHEETS 98 / SHEET NO. 14
		DATE -	REVISED -			CONTRACT NO. 78068	FED. ROAD DIST. NO. / ILLINOIS FED. AID PROJECT

PLAN: SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / CADD FILE NAME / NOTE BOOK NO. / BY / DATE

PROFILE: SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATIONS CHKD / NOTE BOOK NO. / BY / DATE



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		DRAWN -	REVISED -	
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	PLOT DATE = 8/26/2010	DATE -	REVISED -	

PLAN & PROFILE SHEET
I-57 OVER UNION PACIFIC RAILROAD

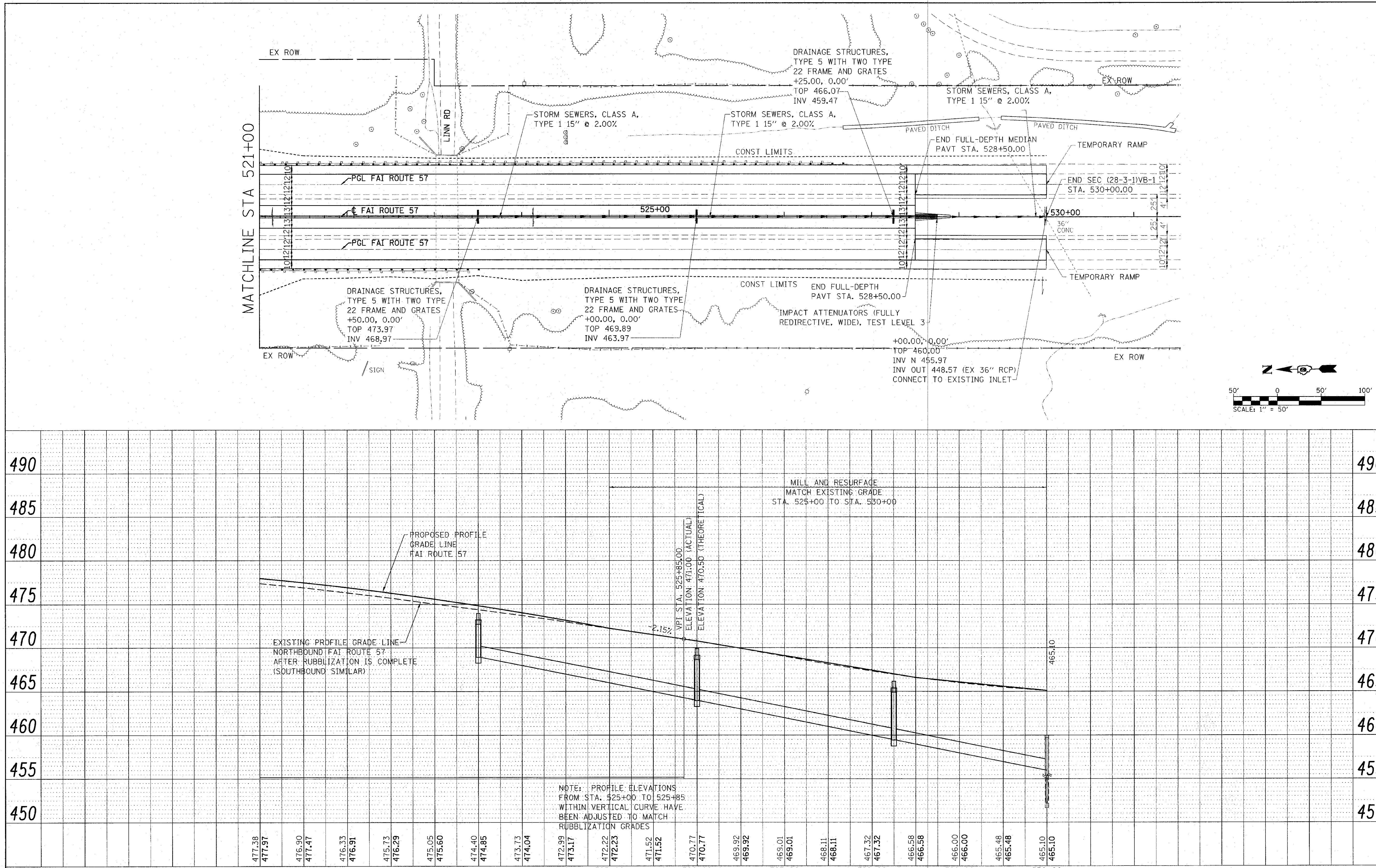
SCALE:	SHEET NO. 2 OF 3 SHEETS	STA. 511+00 TO STA. 521+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	15
		CONTRACT NO. 78068		

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK NO. — BY — DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NOTATIONS CHK'D, NOTE BOOK NO. — BY — DATE



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	PLOT DATE = 8/26/2010	DATE -	REVISED -

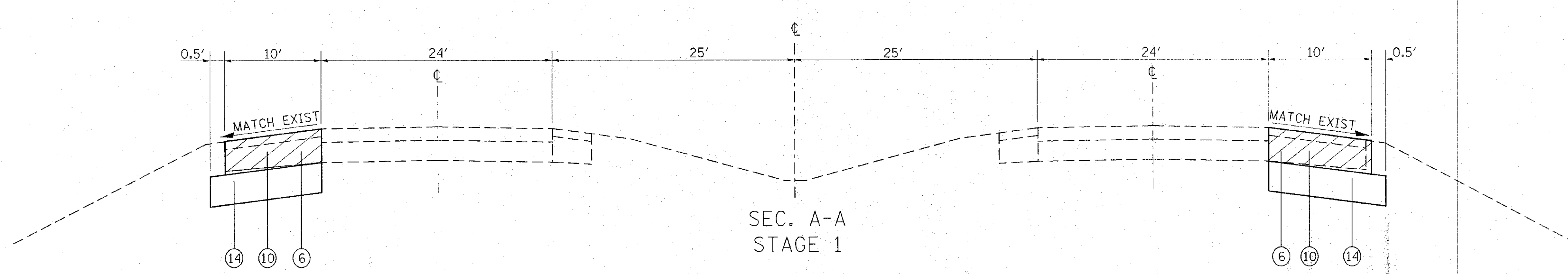
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE SHEET
I-57 OVER UNION PACIFIC RAILROAD

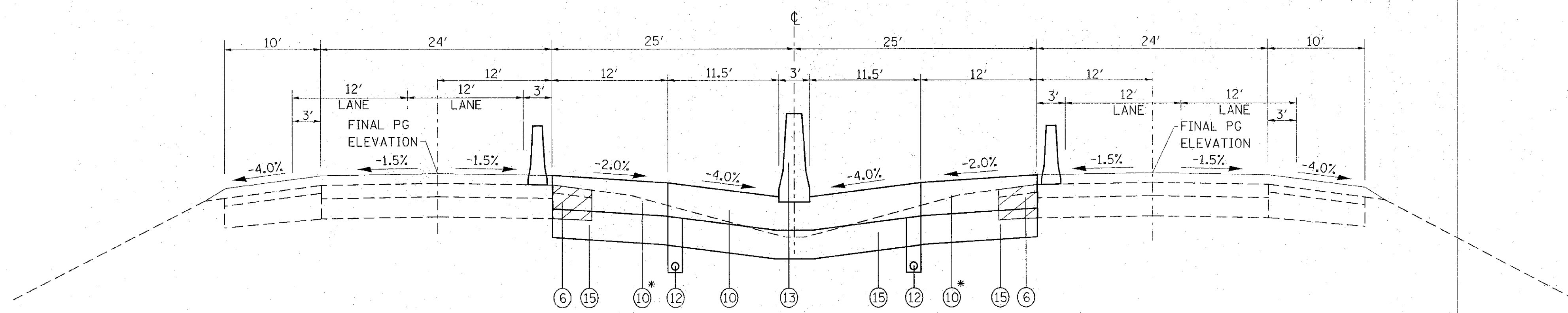
SCALE: | SHEET NO. 3 OF 3 SHEETS | STA. 521+00 TO STA. 531+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	16
		CONTRACT NO. 78068		

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

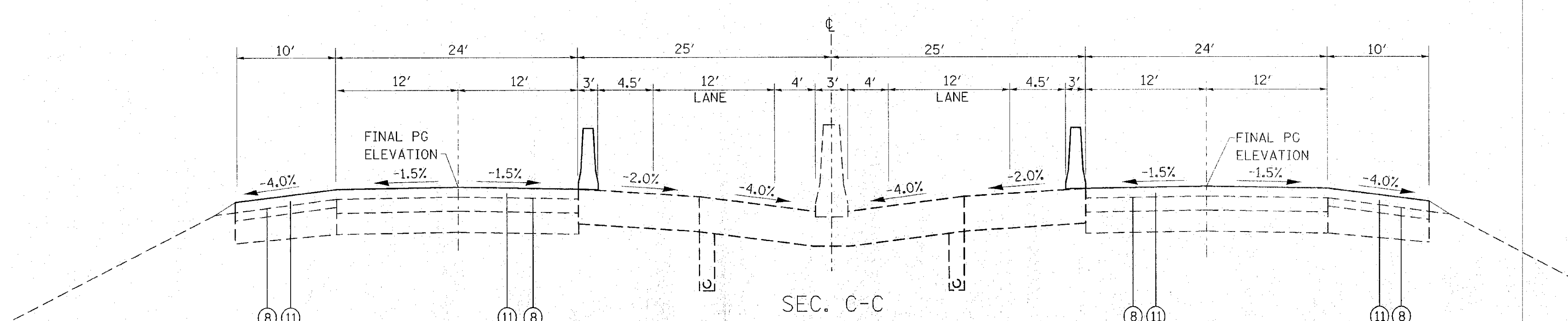


SEC. A-A
STAGE 1

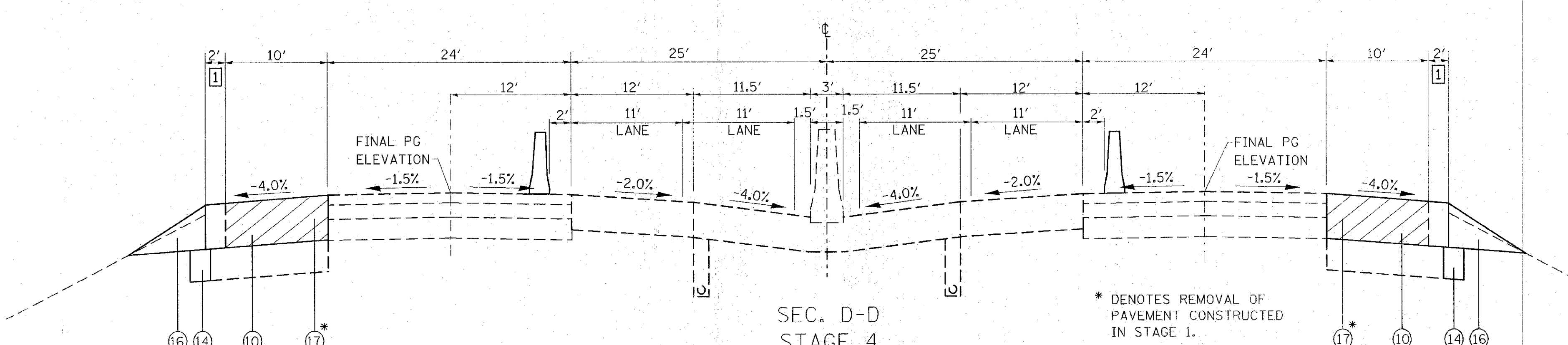


SEC. B-B
STAGE 2

* CONSTRUCT NEW PAVEMENT TO FINAL ELEVATION
USING AN EXTRA 2" OF P HMA BC IL19.0 N105
THIS IS STAGE 5



SEC. C-C
STAGE 3



SEC. D-D
STAGE 4

* DENOTES REMOVAL OF
PAVEMENT CONSTRUCTED
IN STAGE 1.

WORK THIS SHEET WITH SUGGESTED
STAGE CONSTRUCTION SHEETS.

1 VARIES 10' TO 12'
LT. STA. 512+49.31 TO STA. 512+99.31
RT. STA. 513+20.48 TO STA. 513+70.48

VARIES 12' TO 10'
LT. STA. 516+61.69 TO STA. 517+11.69
RT. STA. 517+32.86 TO STA. 517+82.86

LEGEND

1. EXISTING RUBBLIZED PCC PAVEMENT 10"
2. EXISTING BITUMINOUS OVERLAY, 8" BINDER COURSE AND 2" SURFACE COURSE
3. EXISTING BITUMINOUS SHOULDER OVERLAY, 6 3/4"
4. EXISTING STABILIZED SHOULDERS
5. EXISTING SUB-SURFACE DRAINS
6. EXISTING PAVED SHOULDER TO BE REMOVED, ESTIMATED DEPTH 8"
7. EXISTING BRIDGE APPROACH PAVEMENT TO BE REMOVED
8. PROPOSED POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)
9. PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N105, (2")
10. PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, (9 1/2")
    PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N105, (2 1/4")
11. PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N105, (VARIABLE DEPTH)
12. PROPOSED PIPE UNDERDRAINS 4"
13. PROPOSED CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
14. PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B 12"
15. PROPOSED LIME MODIFIED SOIL, 12"
16. PROPOSED AGGREGATE SHOULDERS, TYPE B
17. PROPOSED PAVEMENT REMOVAL, 11 3/4"
18. PROPOSED PIPE UNDERDRAIN REMOVAL
19. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2"
20. PROPOSED HOT-MIX ASPHALT SHOULDERS, 2"
21. PROPOSED SHOULDER RUMBLE STRIP
22. PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) SPECIAL

FILE NAME = C:\Program Development\Studies and Plans\Upstairs Design\Consultant Projects\I-57 Franklin County bridges\Newest CD submittal 7-13-2010\Microstation\Civil\Sec283VB1\stgpln283vb.dgn	USER NAME = Wrightto	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED STAGING SECTIONS I-57 OVER UNION PACIFIC RAILROAD	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			57	(28-3-1)VB-1	FRANKLIN	98	17
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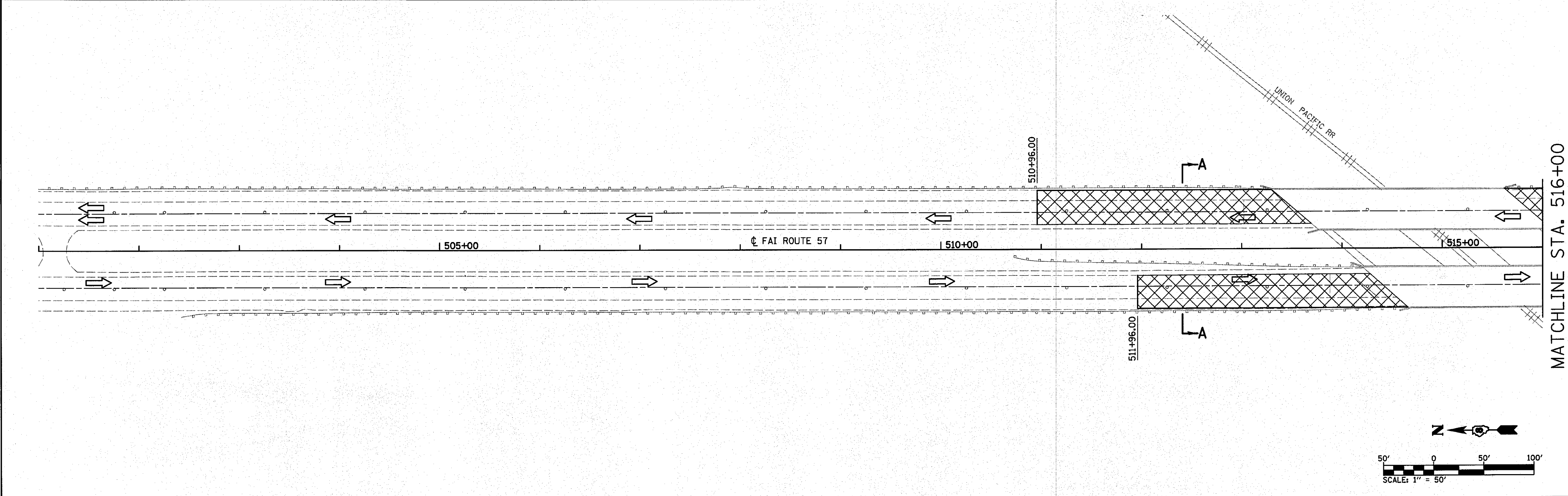
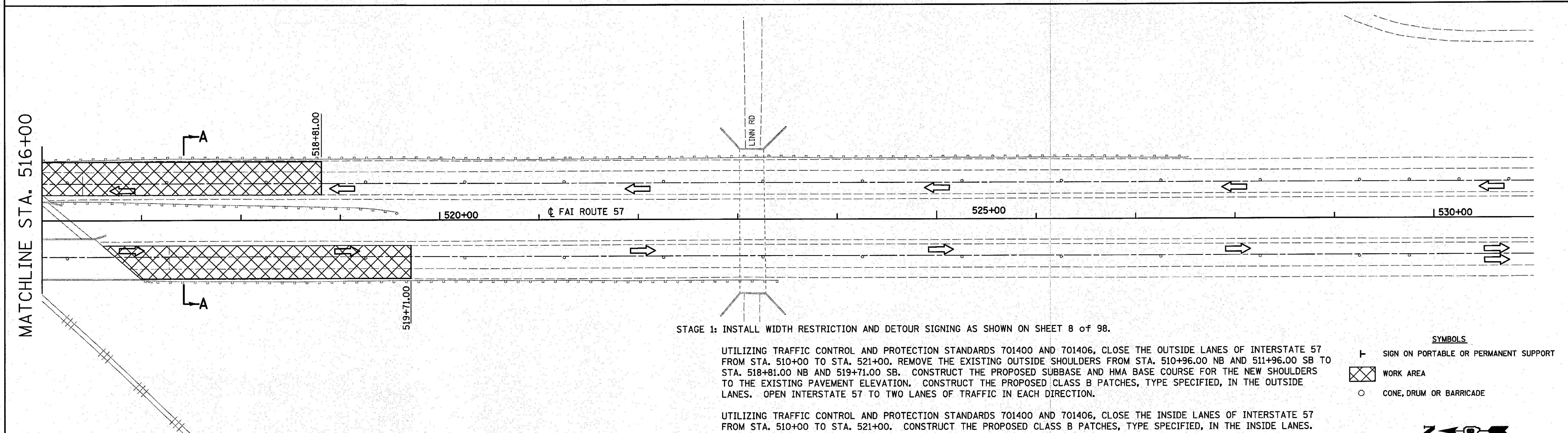
	PLOT DATE = 8/26/2010	DATE -	REVISED -		SCALE: SHEET NO. 1 OF 6 SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





NOTE: SEE TRAFFIC CONTROL AND PROTECTION STANDARDS 701400 AND 701406 FOR LOCATION AND PLACEMENT OF TRAFFIC CONTROL ITEMS.

STAGE 1: INSTALL WIDTH RESTRICTION AND DETOUR SIGNING AS SHOWN ON SHEET 8 of 98.

UTILIZING TRAFFIC CONTROL AND PROTECTION STANDARDS 701400 AND 701406, CLOSE THE OUTSIDE LANES OF INTERSTATE 57 FROM STA. 510+00 TO STA. 521+00. REMOVE THE EXISTING OUTSIDE SHOULDERS FROM STA. 510+96.00 NB AND 511+96.00 SB TO STA. 518+81.00 NB AND 519+71.00 SB. CONSTRUCT THE PROPOSED SUBBASE AND HMA BASE COURSE FOR THE NEW SHOULDERS TO THE EXISTING PAVEMENT ELEVATION. CONSTRUCT THE PROPOSED CLASS B PATCHES, TYPE SPECIFIED, IN THE OUTSIDE LANES. OPEN INTERSTATE 57 TO TWO LANES OF TRAFFIC IN EACH DIRECTION.

UTILIZING TRAFFIC CONTROL AND PROTECTION STANDARDS 701400 AND 701406, CLOSE THE INSIDE LANES OF INTERSTATE 57 FROM STA. 510+00 TO STA. 521+00. CONSTRUCT THE PROPOSED CLASS B PATCHES, TYPE SPECIFIED, IN THE INSIDE LANES. OPEN INTERSTATE 57 TO TWO LANES OF TRAFFIC IN EACH DIRECTION.

IT IS ASSUMED THAT THE CONSTRUCTION ACTIVITIES DURING THIS STAGE CAN BE ACCOMPLISHED WITHOUT REMOVING THE EXISTING GUARDRAIL. IF ALL OR A PORTION OF THE EXISTING GUARDRAIL HAS TO BE REMOVED DUE TO CONSTRUCTION ACTIVITIES, THE GUARDRAIL SHALL BE REINSTALLED BEFORE OPENING THE OUTSIDE LANE TO TRAFFIC.

SYMBOLS

- ⊢ SIGN ON PORTABLE OR PERMANENT SUPPORT
- WORK AREA
- ○ CONE, DRUM OR BARRICADE

50' 0 50' 100'
SCALE: 1" = 50'

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	PLOT DATE = 8/13/2010	DATE -	REVISED -

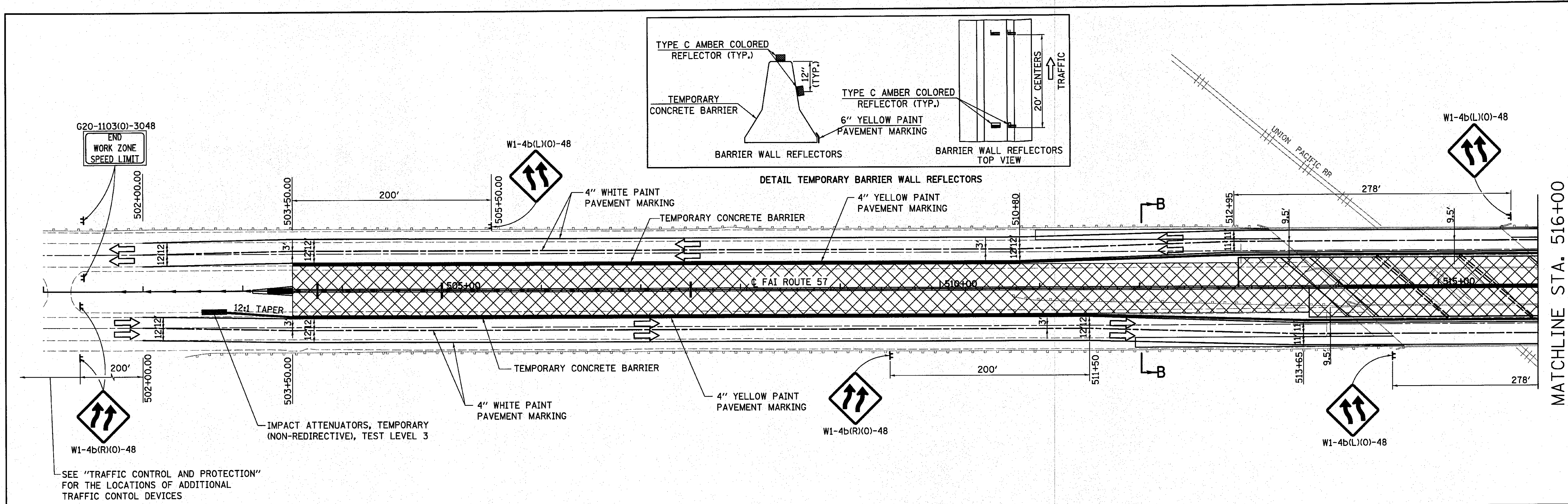
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

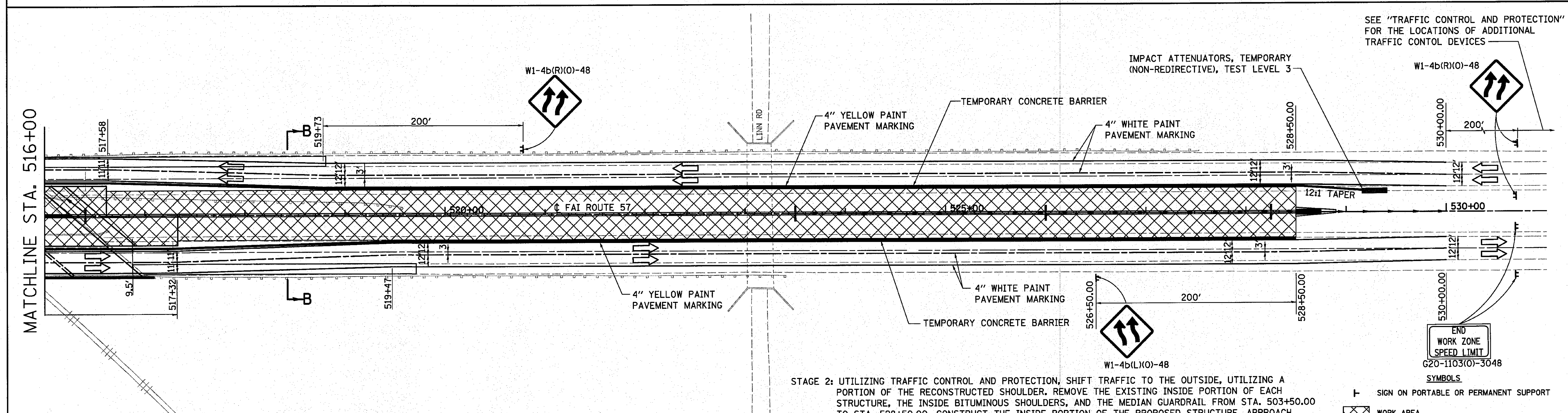
SUGGESTED STAGE 1 CONSTRUCTION
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. 2 OF 6 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	18
		CONTRACT NO. 78068		

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT





STAGE 2: UTILIZING TRAFFIC CONTROL AND PROTECTION, SHIFT TRAFFIC TO THE OUTSIDE, UTILIZING A PORTION OF THE RECONSTRUCTED SHOULDER. REMOVE THE EXISTING INSIDE PORTION OF EACH STRUCTURE, THE INSIDE BITUMINOUS SHOULDERS, AND THE MEDIAN GUARDRAIL FROM STA. 503+50.00 TO STA. 528+50.00. CONSTRUCT THE INSIDE PORTION OF THE PROPOSED STRUCTURE, APPROACH PAVEMENT, CONNECTOR PAVEMENT, AND APPROACH PAVEMENT DRAINS. CONSTRUCT THE MEDIAN SHOULDER INLETS, THE STORM SEWER, AND THE PROPOSED PIPE UNDERDRAINS. CONSTRUCT THE HMA BINDER COURSE FOR THE PROPOSED INSIDE PAVEMENT AND SHOULDERS TO THE PROPOSED FINAL PROFILE GRADE ELEVATION. CONSTRUCT THE PROPOSED MEDIAN BARRIER.

NOTE: THE TOP 2" OF NEW HOT-MIX ASPHALT PAVEMENT MAY BE CONSTRUCTED WITH POLYMERIZED BINDER COURSE. THE SURFACE WILL BE MILLED AND RESURFACED IN STAGE 5.

NOTES:

1. EXISTING PAVEMENT MARKINGS TO BE REMOVED.
2. ALL SIGNS SHALL BE MOUNTED AT A MINIMUM HEIGHT TO BOTTOM OF SIGN 7'.

SYMBOLS

SIGN ON PORTABLE OR PERMANENT SUPPORT

WORK AREA

CONE, DRUM OR BARRICADE

50' 0 50' 100'

SCALE: 1" = 50'

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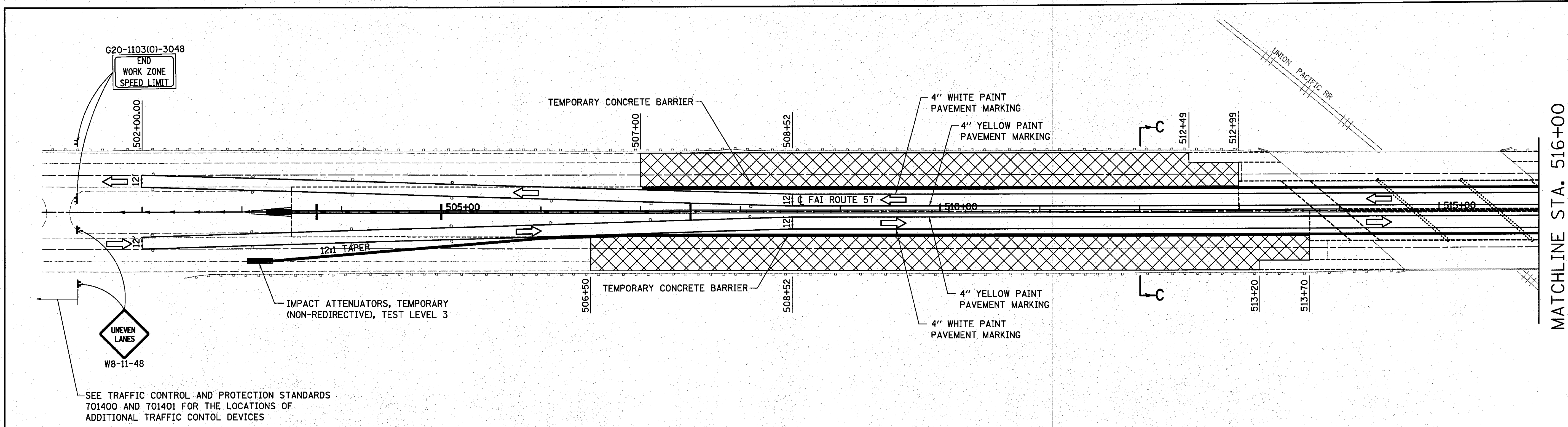
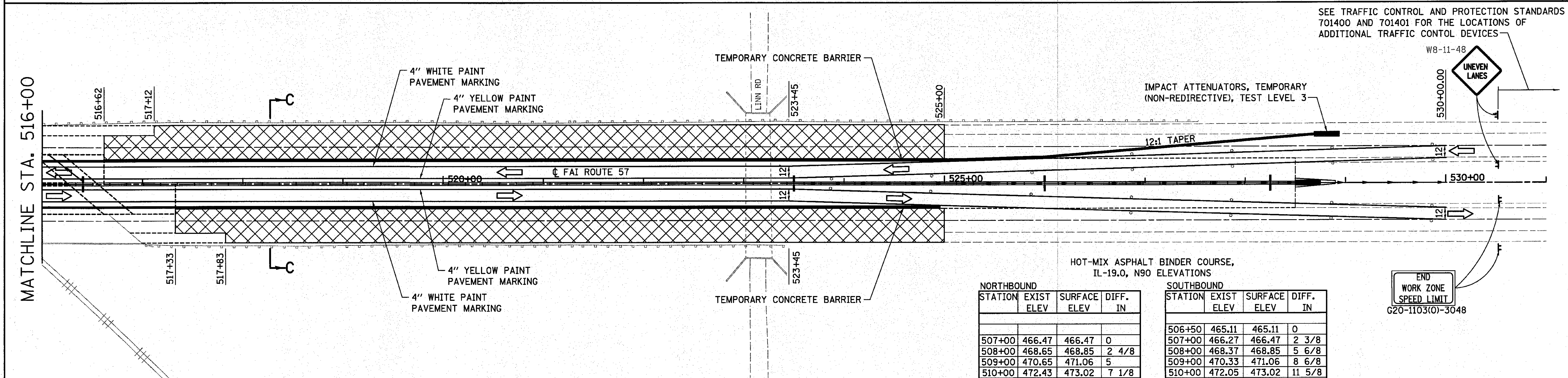
	PLOT SCALE = 50.0000 ' / IN.	DRAWN -	REVISED -		SCALE:	SHEET NO. 3 OF 6 SHEETS	STA.	TO STA.	CONTRACT NO. 78068	
	PLOT DATE = 8/13/2010	CHECKED -	REVISED -			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		DATE -	REVISED -							





HOT-MIX ASPHALT BINDER COURSE,
IL-19.0, N90 ELEVATIONS

NORTHBOUND

STATION	EXIST ELEV	SURFACE ELEV	DIFF. IN
507+00	466.47	466.47	0
508+00	468.65	468.85	2 4/8
509+00	470.65	471.06	5
510+00	472.43	473.02	7 1/8
511+00	474.11	474.73	7 3/8
512+00	475.34	476.18	10 1/8
513+00	476.44	477.38	11 3/8
EXISTING BRIDGE			
516+62	478.90	479.64	8 7/8
517+00	479.07	479.69	7 3/8
518+00	479.11	479.63	6 2/8
519+00	478.87	479.33	5 4/8
520+00	478.25	478.78	6 2/8
521+00	477.38	477.97	7 1/8
522+00	476.33	476.91	7
523+00	475.05	475.60	6 5/8
524+00	473.73	474.04	3 6/8
525+00	472.22	472.22	0

SOUTHBOUND

STATION	EXIST ELEV	SURFACE ELEV	DIFF. IN
506+50	465.11	465.11	0
507+00	466.27	466.47	2 3/8
508+00	468.37	468.85	5 6/8
509+00	470.33	471.06	8 6/8
510+00	472.05	473.02	11 5/8
511+00	473.79	474.73	11 2/8
512+00	475.26	476.18	11
513+00	476.55	477.38	10
513+70	477.25	478.07	9 7/8
EXISTING BRIDGE			
517+33	478.86	479.69	10
518+00	478.92	479.63	8 4/8
519+00	478.73	479.33	7 2/8
520+00	478.25	478.78	6 2/8
521+00	477.38	477.97	7 1/8
522+00	476.33	476.91	7
523+00	475.05	475.60	6 5/8
524+00	473.73	474.04	3 6/8
525+00	472.22	472.22	0

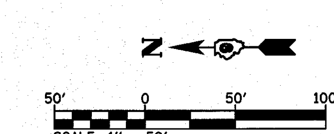
STAGE 3: UTILIZING TRAFFIC CONTROL AND PROTECTION STANDARDS 701400 AND 701401, CLOSE THE OUTSIDE LANE OF TRAFFIC APPROACHING THE WORK ZONE. UTILIZING TRAFFIC CONTROL AND PROTECTION, SHIFT TRAFFIC TO THE INSIDE LANE UTILIZING THE NEW SHOULDER AND INSIDE LANE. CONSTRUCT THE PROPOSED VARIABLE DEPTH HMA BINDER COURSE ON THE EXISTING PAVEMENT AND THE OUTSIDE SHOULDER UP TO THE PROPOSED FINAL PROFILE GRADE ELEVATION FROM STA. 507+00.00 NB AND STA. 506+50.00 SB TO STA. 512+99.31 NB AND STA. 513+70.48 SB AND FROM STA. 516+61.69 NB AND STA. 517+32.86 SB TO STA. 525+00.00. OMIT VARIABLE DEPTH BINDER ON THE OUTSIDE SHOULDER FROM STA. 512+49.31 NB AND STA. 513+20.48 SB TO STA. 512+99.31 NB AND 513+70.48 SB AND FROM STA. 516+61.69 NB AND STA. 517+32.86 SB TO STA. 517+11.69 NB AND 517+82.86 SB FOR SHOULDER WORK TO BE COMPLETED IN STAGE 4.

NOTES:

1. EXISTING PAVEMENT MARKINGS TO BE REMOVED.
2. ALL SIGNS SHALL BE MOUNTED AT A MINIMUM HEIGHT TO BOTTOM OF SIGN 7'.

SYMBOLS

- SIGN ON PORTABLE OR PERMANENT SUPPORT
- WORK AREA
- CONE, DRUM OR BARRICADE



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		DATE -	REVISED -

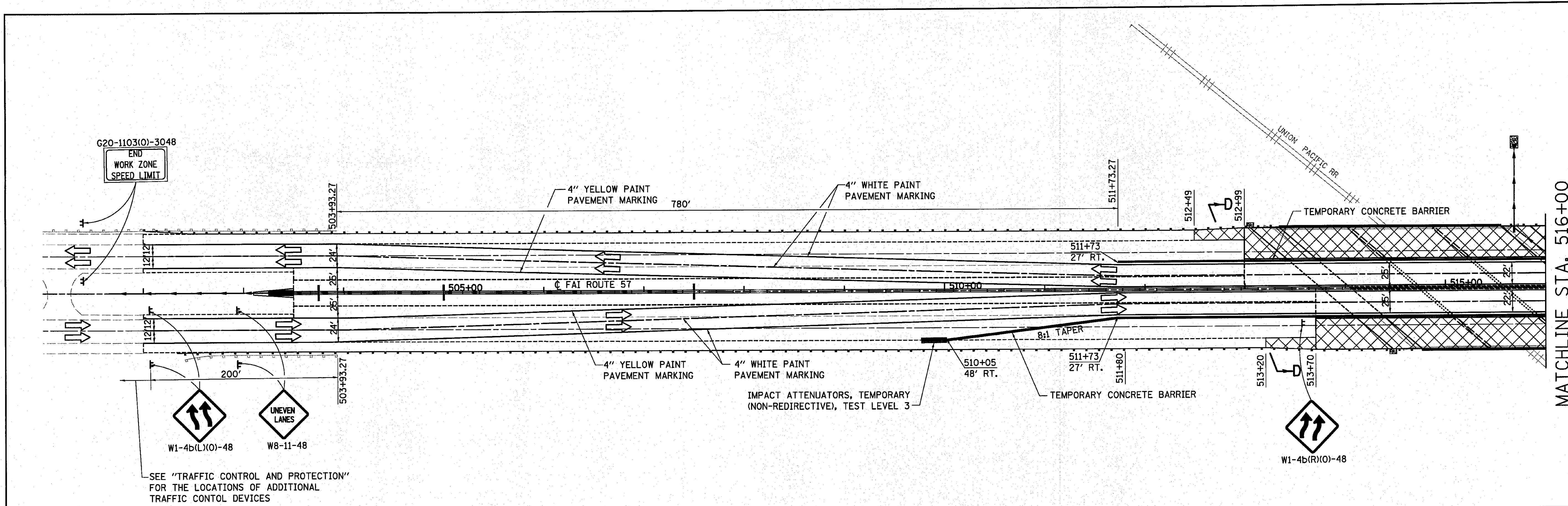
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

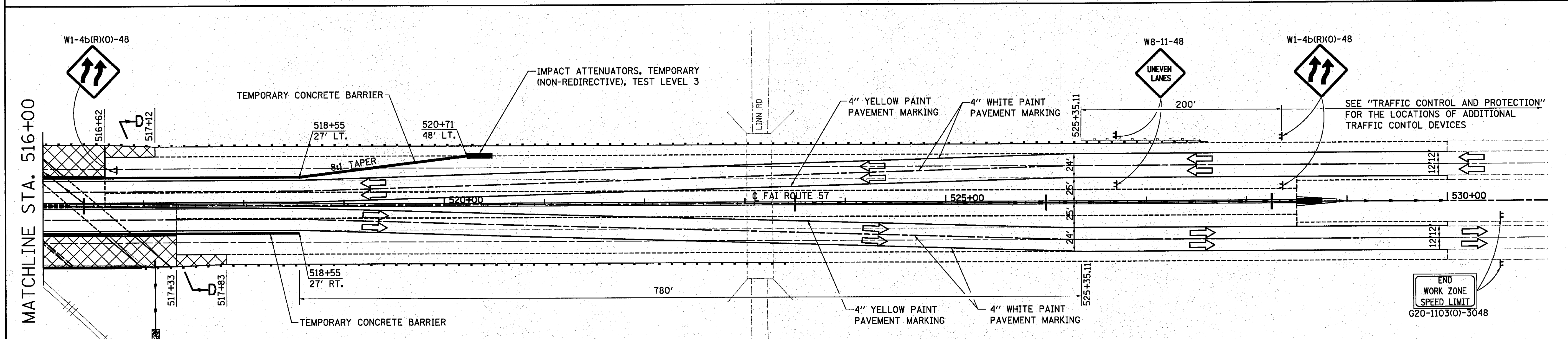
SUGGESTED STAGE 3 CONSTRUCTION
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. 4 OF 6 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	20
		CONTRACT NO. 78068		

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT





STAGE 4: UTILIZING TRAFFIC CONTROL AND PROTECTION, SHIFT TRAFFIC TO THE INSIDE, UTILIZING THE NEW SHOULDER AND THE INSIDE LANE. REMOVE THE EXISTING OUTSIDE PORTION OF EACH STRUCTURE, THE REMAINING APPROACH PAVEMENT, AND 50 FEET OF THE RECONSTRUCTED OUTSIDE SHOULDER AT EACH QUADRANT. CONSTRUCT THE OUTSIDE PORTION OF THE PROPOSED STRUCTURE, THE APPROACH PAVEMENT, THE CONNECTOR PAVEMENT, AND THE APPROACH PAVEMENT DRAINS. CONSTRUCT THE PROPOSED EMBANKMENT, SUBBASE, AND HMA SHOULDERS AT EACH QUADRANT. ERECT THE PROPOSED GUARDRAIL AND TERMINAL SECTIONS.

STAGE 5: UTILIZING TRAFFIC CONTROL AND PROTECTION, STANDARD 701400 AND 701406, COMPLETE THE HMA SURFACE REMOVAL 2" ON THE PAVEMENT AND SHOULDERS FROM STA. 502+00.00 TO STA. 512+99.31 NB AND STA. 513+70.48 SB AND FROM STA. 516+61.69 NB AND STA. 517+32.86 SB TO STA. 530+00.00. CONSTRUCT THE 2" HMA SURFACE COURSE ON PAVEMENT AND SHOULDERS AND THE PROPOSED PERMANENT PAVEMENT MARKINGS FOR ALL LANES OF PAVEMENT.

NOTES:

1. EXISTING PAVEMENT MARKINGS TO BE REMOVED.
2. ALL SIGNS SHALL BE MOUNTED AT A MINIMUM HEIGHT TO BOTTOM OF SIGN 7'.

SYMBOLS

- SIGN ON PORTABLE OR PERMANENT SUPPORT
- WORK AREA
- CONE, DRUM OR BARRICADE

N

50' 0 50' 100'
SCALE: 1" = 50'

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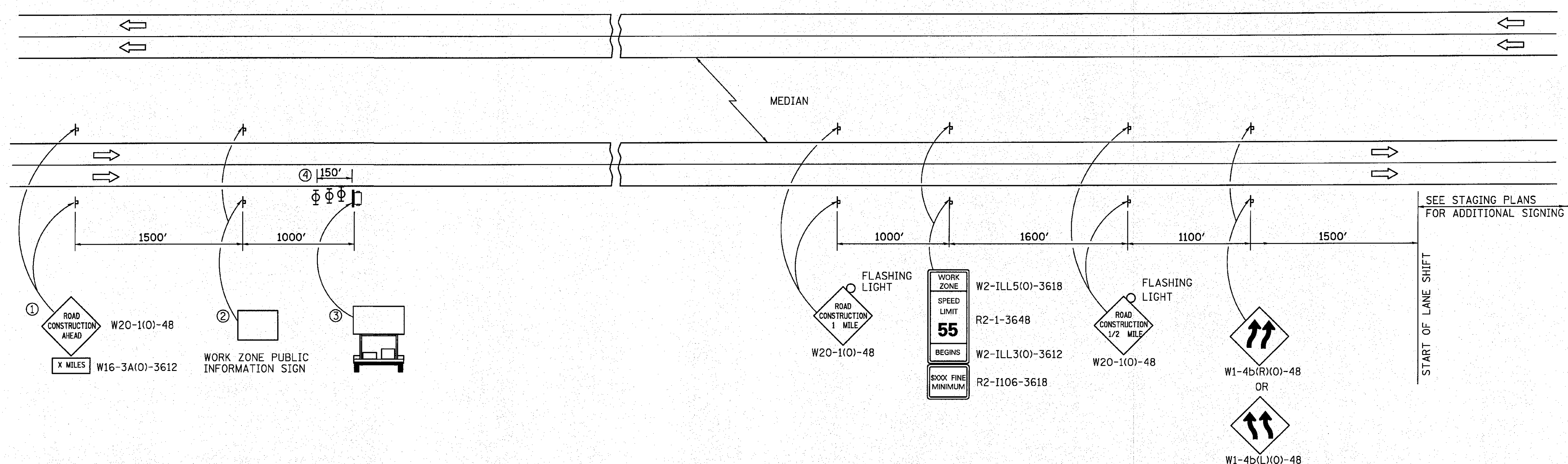
	PLOT DATE = 8/13/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGE 4 & 5 CONSTRUCTION
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. 5 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	21
		CONTRACT NO. 78068		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SYMBOLS

PORTABLE CHANGEABLE MESSAGE SIGN

SIGN

TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT

NOTES

1. THE ROAD CONSTRUCTION AHEAD SIGN SHALL BE LOCATED 3 TO 5 MILES IN ADVANCE OF THE PROJECT LIMITS.
2. THE MESSAGE AND SIZE OF THE WORK ZONE PUBLIC INFORMATION SIGN SHALL BE AS SPECIFIED BY THE DEPARTMENT.
3. THE MESSAGE BOARD SHALL BE USED TO DISPLAY STATUS OF LANES WITHIN THE PROJECT. THE PRIMARY MESSAGES SHALL BE:
   "LANE SHIFT"
   "X MILES AHEAD"
   "ALL LANES OPEN"
4. THIS WORK WILL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION.

TRAFFIC CONTROL AND PROTECTION

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	PLOT DATE = 8/13/2010	DATE -	REVISED -

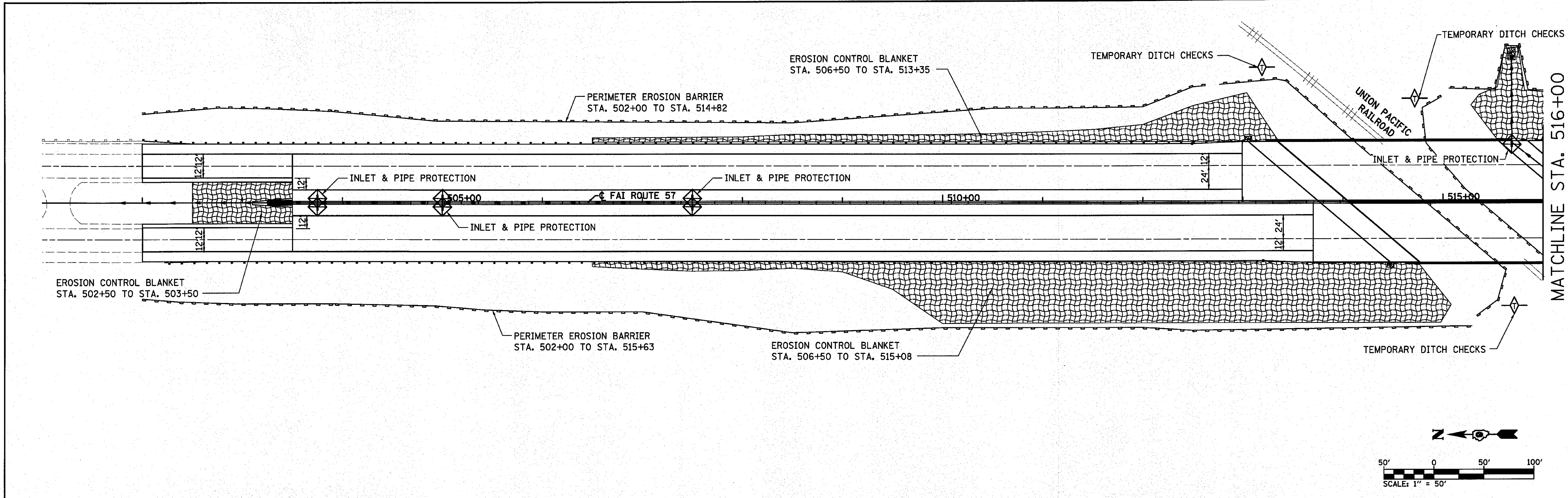
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

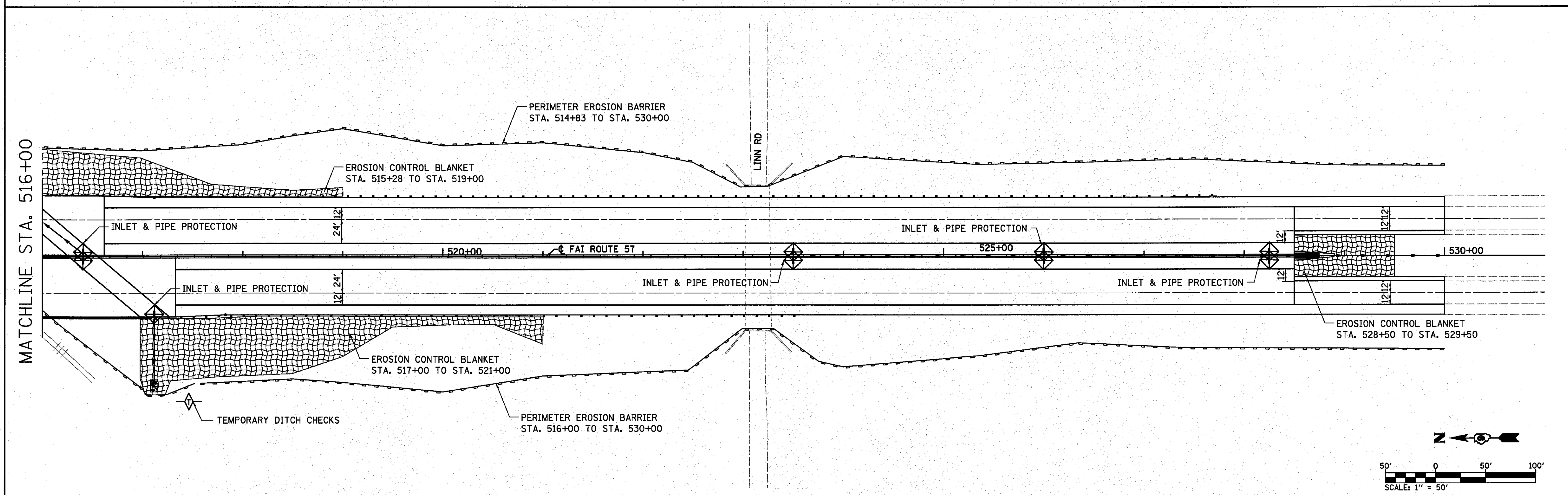
SUGGESTED STAGING DETAILS
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. 6 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	22
		CONTRACT NO. 78068		

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT





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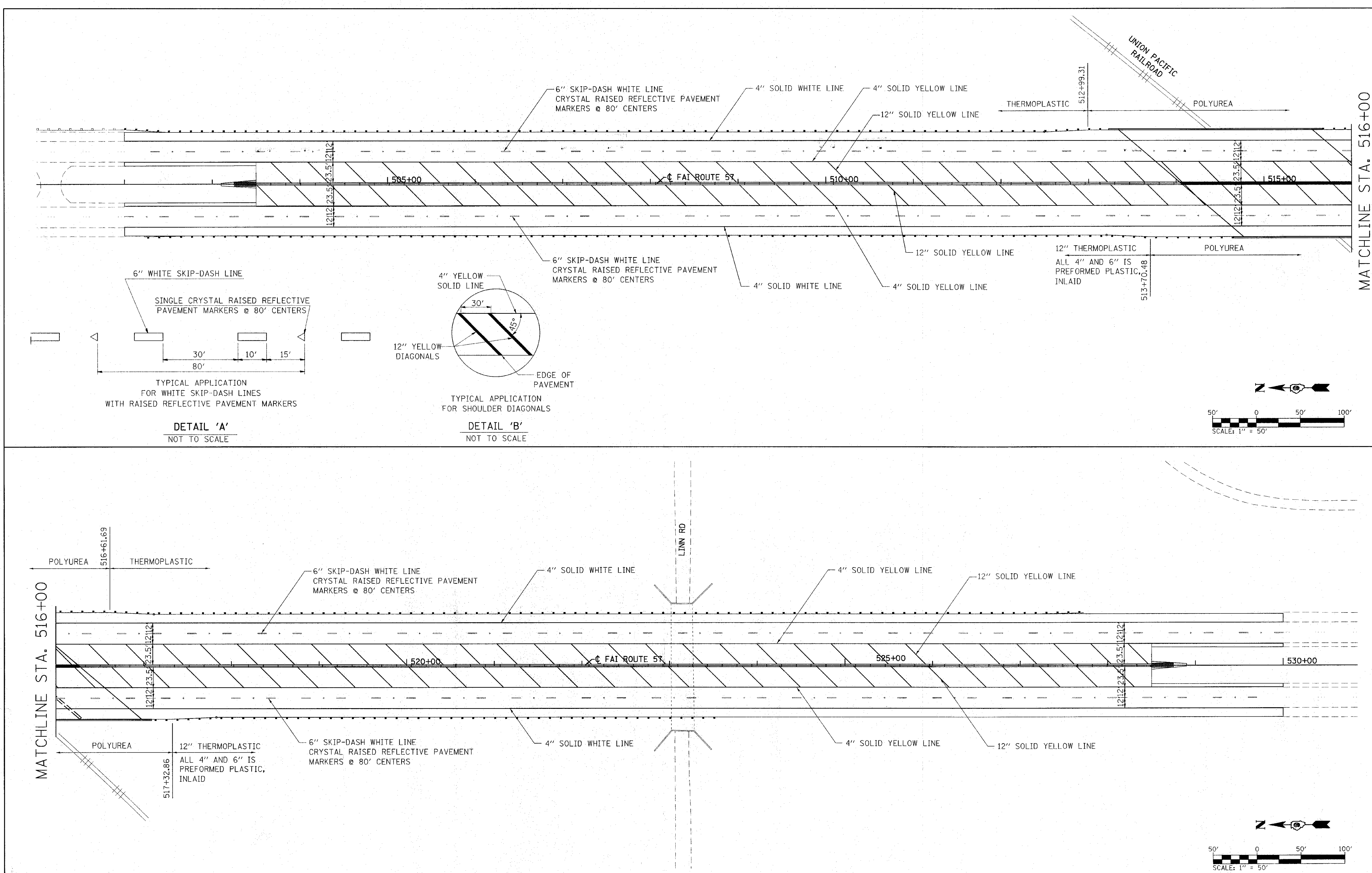
	PLOT DATE = 8/13/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	23
		CONTRACT NO. 78068		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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	PLOT SCALE = 50.0000 ' / IN.	DRAWN -	REVISED -		
	PLOT DATE = 8/26/2010	CHECKED -	REVISED -		
		DATE -	REVISED -		SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	24
		CONTRACT NO. 78068		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

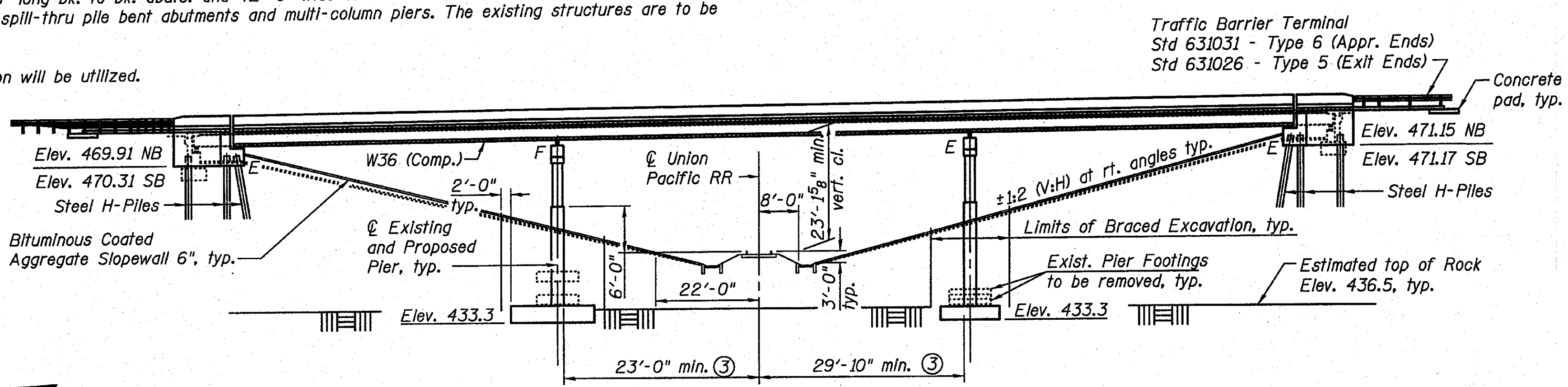
Bench Mark: BM 23, Chiseled X on the top of SW wingwall of SN 028-0008, 65.15' Rt. Sta. 517+05.80, Elev. 481.68

Existing Structures: SN 028-0008 (SB) and 028-0009 (NB) were built in 1962 as F.A.I. Rte. 57, Section 28-3V(B,F)-1. Each 3-span structure is 234'-6" long bk. to bk. abuts. and 42'-0" wide o. to o. and consist of a reinforced concrete deck supported by steel WF beams on spill-thru pile bent abutments and multi-column piers. The existing structures are to be removed and replaced.

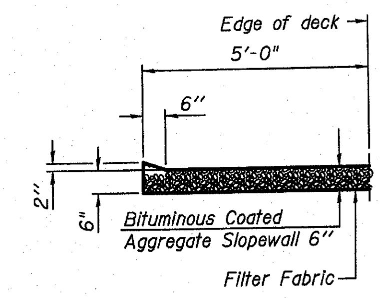
Traffic Control: Stage construction will be utilized.

Salvage: None

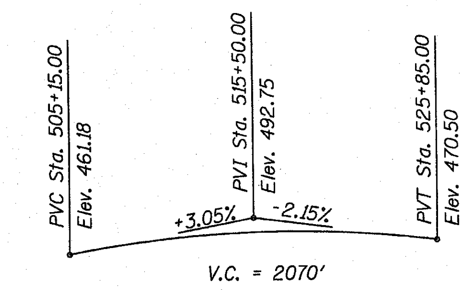
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION



SECTION A-A



PROFILE GRADE FAI 57

(along ℄ NB and ℄ SB Lanes)

SEISMIC DATA

Seismic Performance Category (SPC) = B
Bedrock Acceleration Coefficient (A) = 0.12g
Site Coefficient (S) = 1.0

RAILROAD CURVE DATA

Δ = 40°-44'
D = 1°-20'

TOP OF RAIL ELEVATIONS ⑤

Station	N. Rail	S. Rail
9+12	451.15	451.42
9+64	450.95	451.26
10+00	450.88	451.18
10+20	450.81	451.14
10+70	450.69	450.98

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (AASHTO M270 Grade 50)
fy = 36,000 psi (AASHTO M270 Grade 36)

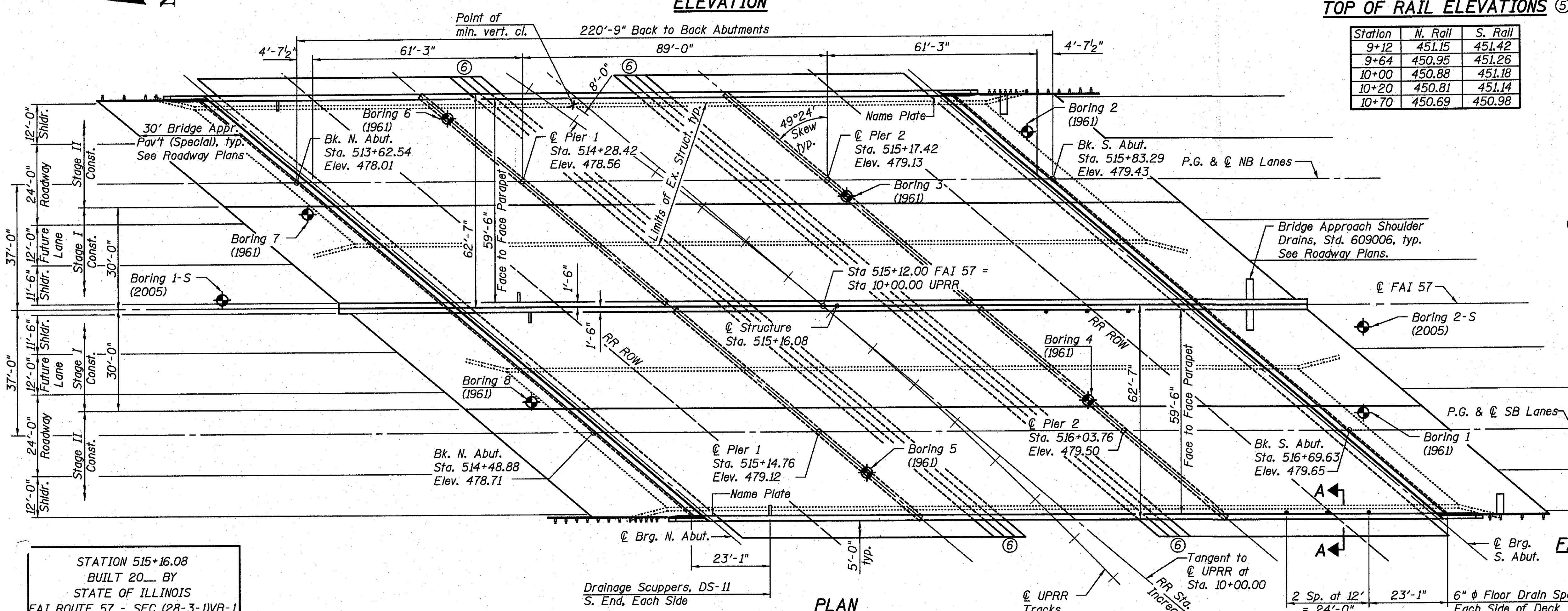
LOADING HS20-44 & ALT.

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

DESIGN SPECIFICATIONS

2002 AASHTO

Notes:
① Mile Post 123 is located 1055.1' Southwest of Sta. 515+12.00 = Sta. 10+00.00 UPRR along tangent to UPRR at Sta. 10+00.00
② No freefall deck drains will be permitted over tracks or within 10 feet of cross arms of a railroad pole line.
③ Dim. at right angles to ℄ track.
④ See sheet 2 of 43 for Index of Sheets.
⑤ Elevations from survey on 2/28/2008
⑥ Tie proposed paved ditch into existing paved ditch 5'-0" outside of edge of deck.
⑦ See sheet 3 of 98 for Railroad General Notes



PLAN

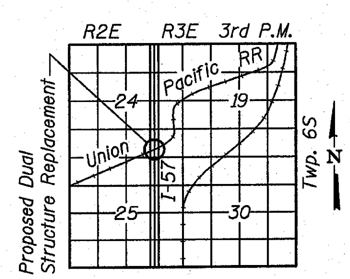
GENERAL PLAN
I-57 OVER
UNION PACIFIC RAILROAD
FAI ROUTE 57 SECTION (28-3-1)VB-1
FRANKLIN COUNTY
STATION 515+16.08
STRUCTURE NO. 028-0081 (SB)
STRUCTURE NO. 028-0082 (NB)

STATION 515+16.08
BUILT 20__ BY
STATE OF ILLINOIS
FAI ROUTE 57 - SEC (28-3-1)VB-1
LOADING HS20-44 & ALT
STRUCTURE NO. 028-0081

STATION 515+16.08
BUILT 20__ BY
STATE OF ILLINOIS
FAI ROUTE 57 - SEC (28-3-1)VB-1
LOADING HS20-44 & ALT
STRUCTURE NO. 028-0082

NAME PLATE

See Std. 515001



LOCATION SKETCH

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

Plans prepared by
Oates Associates, Inc.
Sheets 1-3 & 29-43 of 43

LICENSED STRUCTURAL ENGINEER BRUCE P. SCHOPP 081-005158 COLLINSVILLE, ILLINOIS STATE OF ILLINOIS
10/19/09
EXPIRES 11/30/10

Plans prepared by
Coombe-Bloxdorf P.C.
Sheets 4-28 of 43

LICENSED STRUCTURAL ENGINEER MARY COOMBE BLOXDORF 4859 STATE OF ILLINOIS
10/21/09
Exp. 11/30/10

SHEET NO. 1
43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	25

CONTRACT NO. 78068

FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT

OATES ASSOCIATES
Consulting Engineers

Eastport Business Center 1
100 Lanter Court, Suite 1
Collinsville, Illinois 62234
618-345-2200
Design Firm License No. 184.001115

DESIGNED -
CHECKED -
DRAWN -
CHECKED -

GENERAL NOTES

Fasteners shall be AASHTO M 164 Type 1, mechanically galvanized bolts. Bolts $^7/_8$ in. ϕ, holes $^{15}/_{16}$ in. ϕ, unless otherwise noted.

Calculated weight of Structural Steel: AASHTO M270 Grade 50 = 598,000 pounds
AASHTO M270 Grade 36 = 86,060 pounds

No field welding is permitted except as specified in the contract documents.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

If the Contractor elects to use cantilever forming brackets on the exterior beams, 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.

Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of $^1/_8$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to the designated areas of the abutments.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

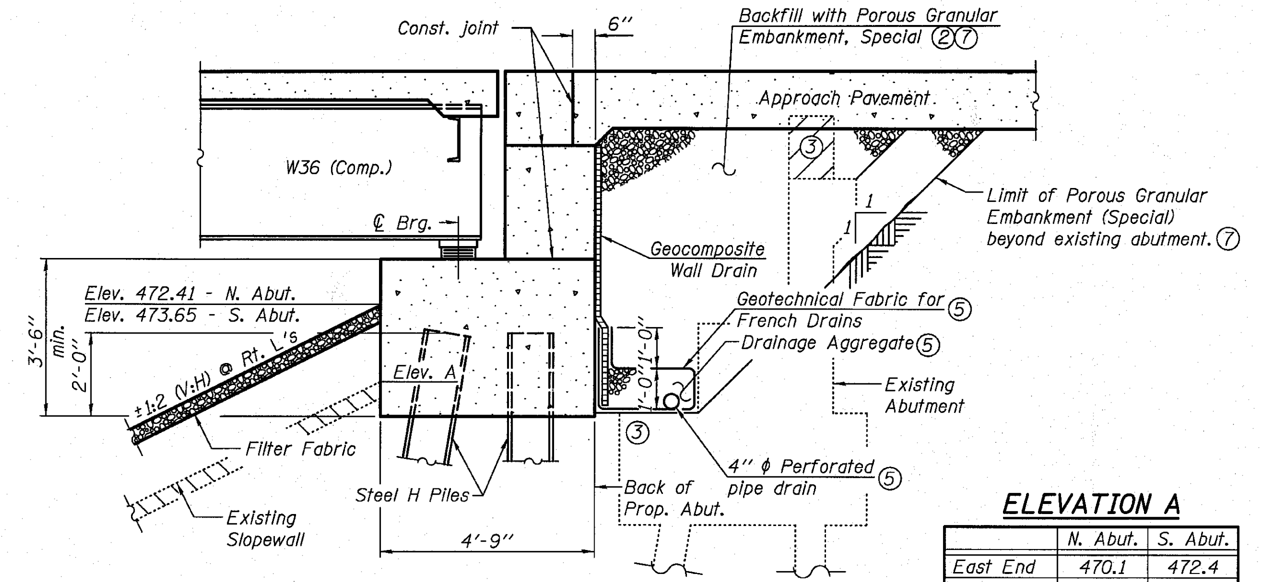
The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8. See Special Provision for "Cleaning and Painting New Metal Structures".

The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.

Paved ditch shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

Slipforming of the parapet is not allowed.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION THRU PILE SUPPORTED STUB ABUTMENT
(Horiz. dim. @ Rt. L's)

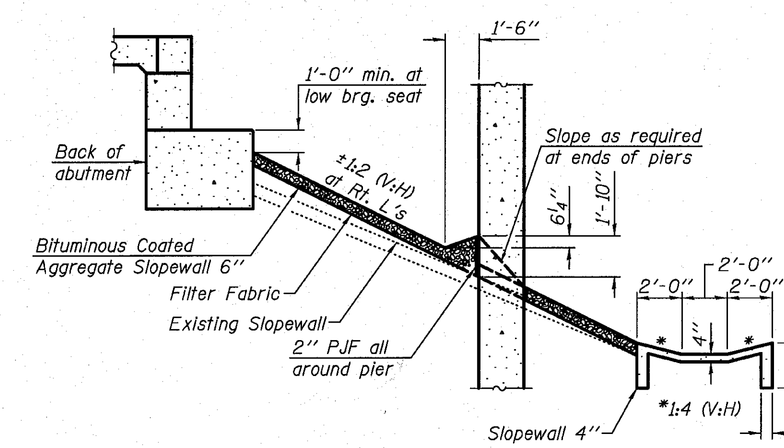
ELEVATION A

	N. Abut.	S. Abut.
East End	470.1	472.4
West End	471.3	472.7

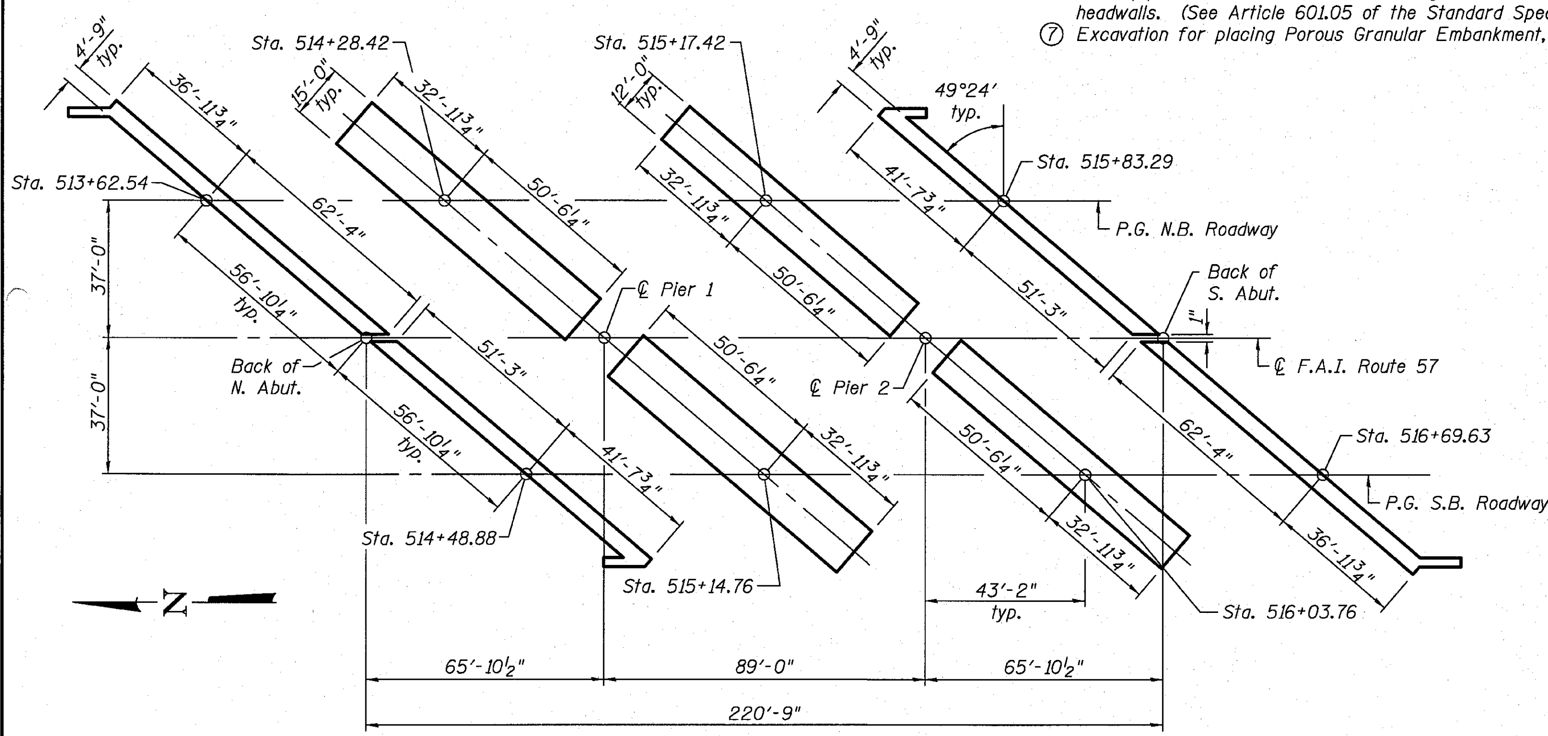
Notes:
(1) Raise grade to the elevations shown holding the existing toe of slope. Included in the cost of Earth Excavation. See roadway plan for Earthwork Schedule and "Typical Cross Section Showing Step Construction on Existing Fill".
(2) Contractor to provide temporary support to retain Stage I Porous Granular Embankment, Special until backfilling of Stage II. Cost included in Porous Granular Embankment, Special.
(3) Hatched areas indicated limits of Removal of Existing Structure. Existing abutments and wingwalls to be removed to top of corbel elevation, minimum. Partial removal of existing footing may be required for construction of abutment. Partial removal of existing wingwall may be required for construction of proposed wingwall and Bridge Approach Shoulder Drains.
(4) Existing slopewall to be removed. Cost included in Removal of Existing Structures.
(5) Included in the cost of Pipe Underdrains for Structures 4".
(6) All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slope. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).
(7) Excavation for placing Porous Granular Embankment, Special is paid for as Structure Excavation.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.	- -	352	352
Filter Fabric	Sq. Yd.	- -	2,612	2,612
Removal of Existing Structures	Each	2	- -	2
Protective Shield	Sq. Yd.	640	- -	640
Structure Excavation	Cu. Yd.	- -	163	163
Rock Excavation for Structures	Cu. Yd.	- -	618	618
Floor Drains	Each	6	- -	6
Concrete Structures	Cu. Yd.	- -	2,035.0	2,035.0
Concrete Superstructure	Cu. Yd.	836.6	- -	836.6
Bridge Deck Grooving	Sq. Yd.	2,728	- -	2,728
Seal Coat Concrete	Cu. Yd.	- -	83.6	83.6
Concrete Encasement	Cu. Yd.	- -	24.4	24.4
Protective Coat	Sq. Yd.	3,268	- -	3,268
Furnishing and Erecting Structural Steel	L. Sum	1	- -	1
Stud Shear Connectors	Each	14,820	- -	14,820
Reinforcement Bars, Epoxy Coated	Pound	171,530	258,520	430,050
Bar Splicers	Each	1,094	752	1846
Slopewall 4 inch	Sq. Yd.	- -	283	283
Bituminous Coated Aggregate Slopewall 6"	Sq. Yd.	- -	2,612	2,612
Furnishing Steel Piles HP 12X53	Foot	- -	2,871	2,871
Driving Piles	Foot	- -	2,871	2,871
Test Pile Steel HP 12X53	Each	- -	4	4
Pile Shoes	Each	- -	70	70
Name Plates	Each	2	- -	2
Preformed Joint Seal $2^1/_2$"	Foot	214.0	- -	214.0
Preformed Joint Strip Seal	Foot	374.0	- -	374.0
Elastomeric Bearing Assembly, Type I	Each	40	- -	40
Elastomeric Bearing Assembly, Type II	Each	20	- -	20
Anchor Bolts, 1"	Each	80	- -	80
Anchor Bolts, $1^1/_2$"	Each	80	- -	80
Concrete Sealer	Sq. Ft.	- -	3,022	3,022
Geocomposite Wall Drain	Sq. Yd.	- -	278	278
Pipe Underdrains for Structures 4"	Foot	- -	464	464
Braced Excavation	Cu. Yd.	- -	3,668	3,668
Drainage Scuppers, DS-11	Each	4	- -	4
Mechanical Splicers	Each	- -	1,788	1,788



SECTION THRU BITUMINOUS COATED SLOPEWALL



FOOTING LAYOUT

INDEX OF SHEETS

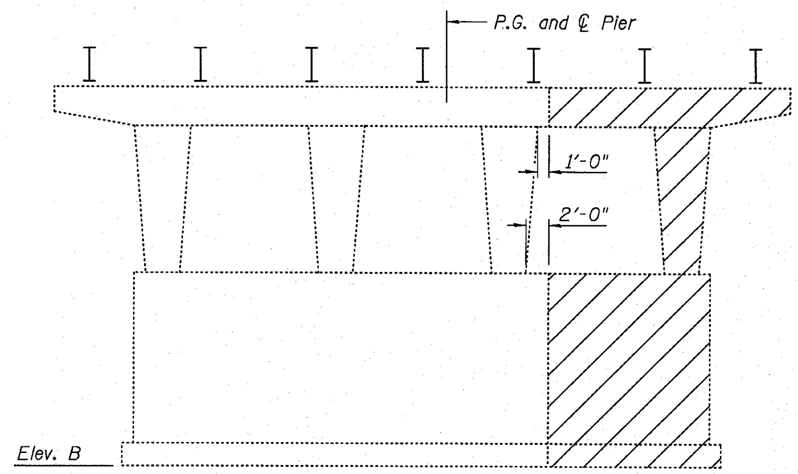
GENERAL DATA
STRUCTURE NO. 028-0081 (SB)
STRUCTURE NO. 028-0082 (NB)

SHEET NO. 2	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
43 SHEETS	57	(28-3-1)VB-1	FRANKLIN	98	26
			CONTRACT NO. 78068		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

OATES ASSOCIATES
Consulting Engineers
Eastport Business Center 1
100 Lanter Court, Suite 1
Collinsville, Illinois 62234
618-345-2200
Design Firm License No. 184.001115

DESIGNED	JAD
CHECKED	DGL
DRAWN	JAD
CHECKED	DGL

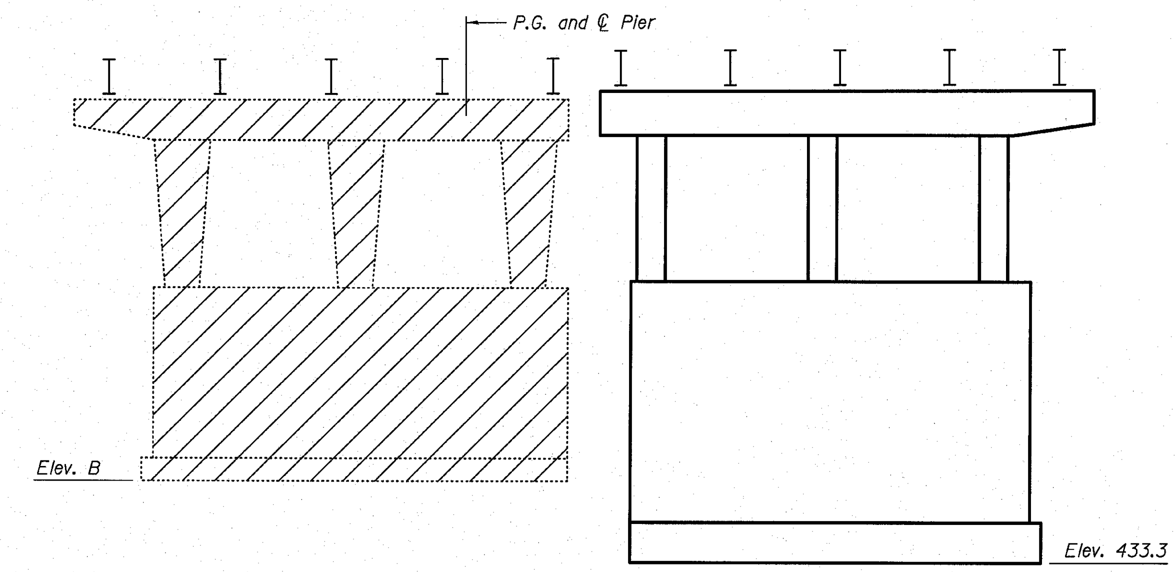
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



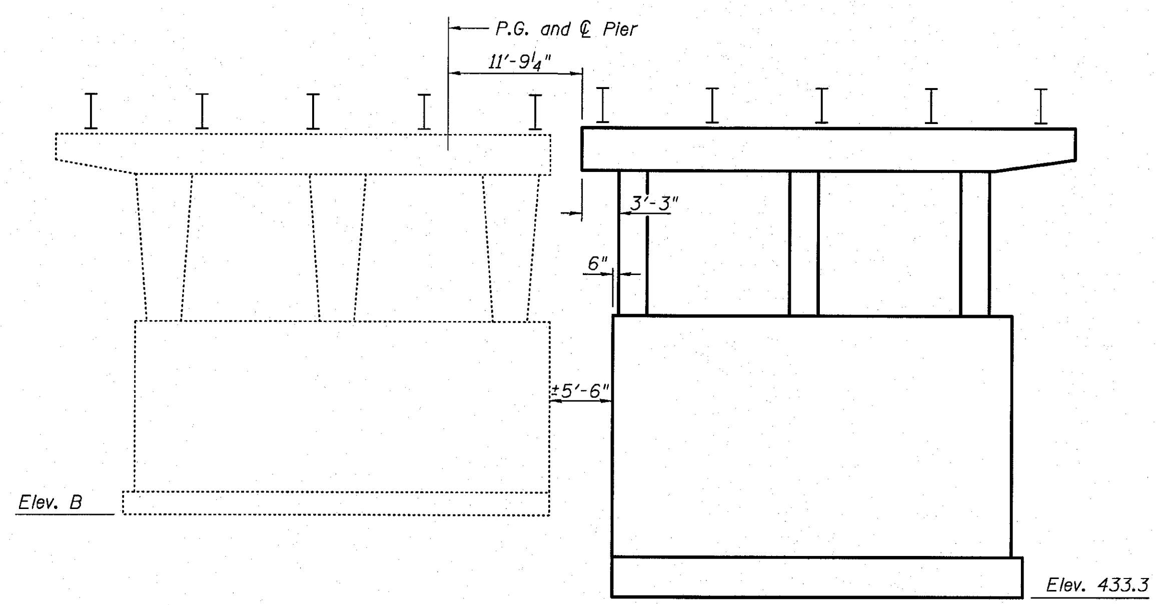
STAGE I REMOVAL ①

ELEVATION B ④

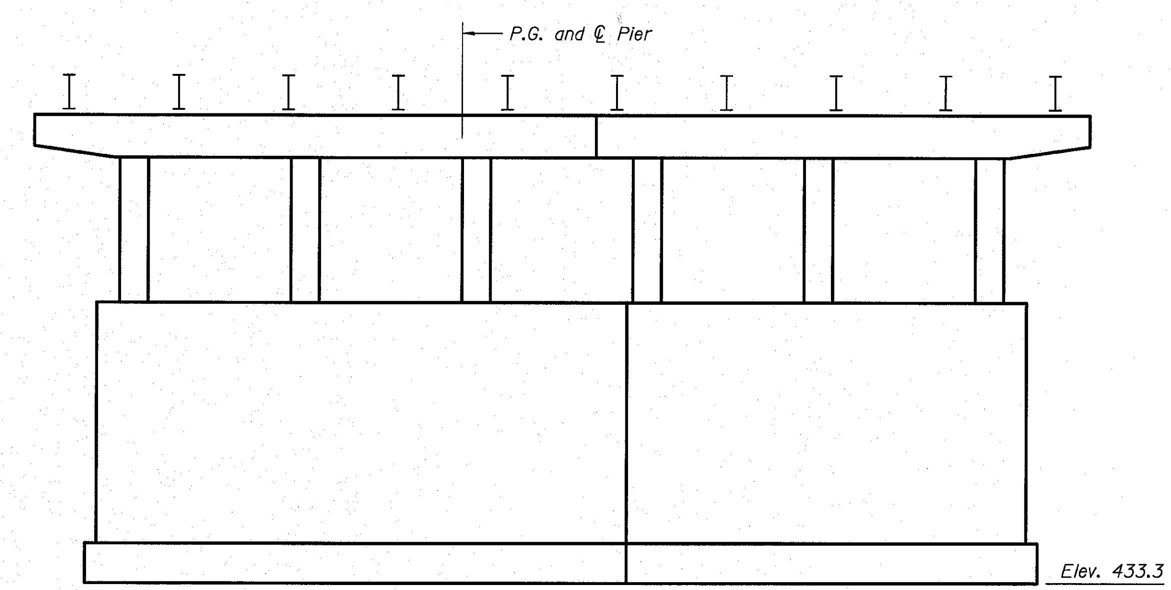
	Pier 1	Pier 2
NB	436.91	437.42
SB	440.46	436.45



STAGE II REMOVAL ①



STAGE I CONSTRUCTION ①



STAGE II CONSTRUCTION ①

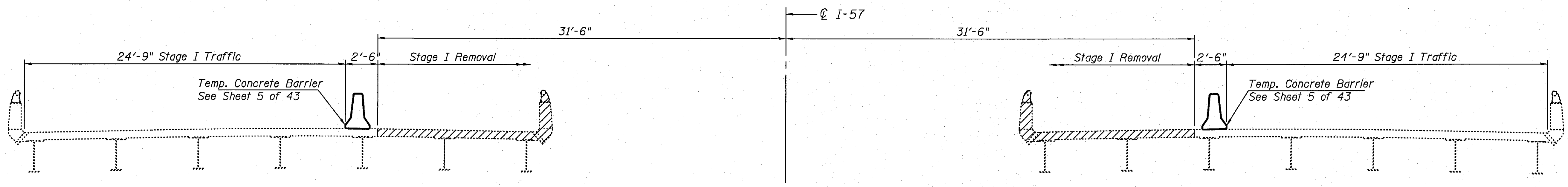
Notes:
① All views N.B. looking South and S.B. looking North.
② Abutment stage removal and construction lines similar to superstructure.
③ The Contractor shall monitor the existing structure during Stage I removal and construction to assure that no movement or damage is occurring. If movement or damage is observed, the Contractor shall immediately stop work and notify the Engineer. Cost included in Removal of Existing Structures.
④ Elevation B values are estimated from the existing 1962 plans and adjusted to match the proposed datum.
⑤ Contractor shall utilize Braced Excavation as required to construct the piers. See Special Provisions.
⑥ Hatched areas indicate "Removal of Existing Structures".

SUBSTRUCTURE
STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 028-0081 (SB)
STRUCTURE NO. 028-0082 (NB)

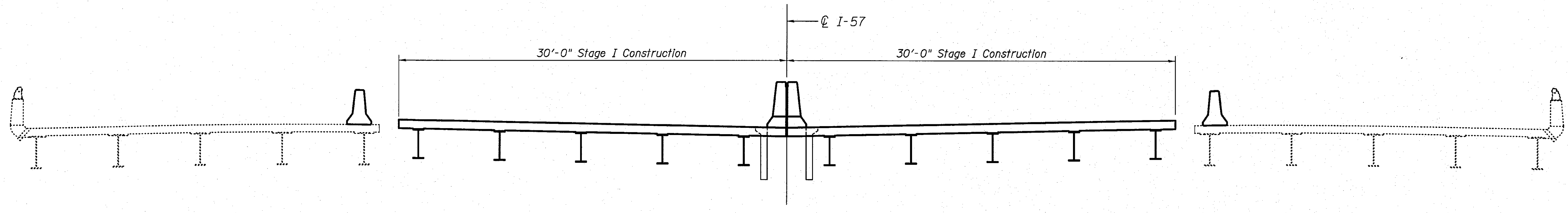
SHEET NO. 3	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
43 SHEETS	57	(28-3-1)VB-1	FRANKLIN	98	27
			CONTRACT NO. 78068		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

OATES ASSOCIATES
Consulting Engineers
Eastport Business Center 1
100 Lanter Court, Suite 1
Collinsville, Illinois 62234
618-345-2200
Design Firm License No. 184.001115

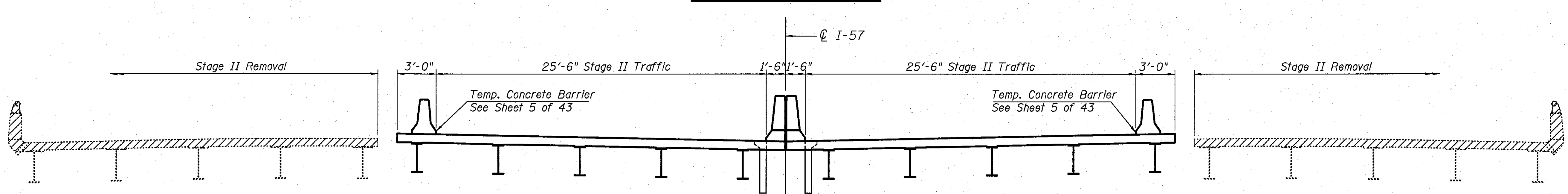
DESIGNED	JAD
CHECKED	MJP
DRAWN	JAD
CHECKED	MJP



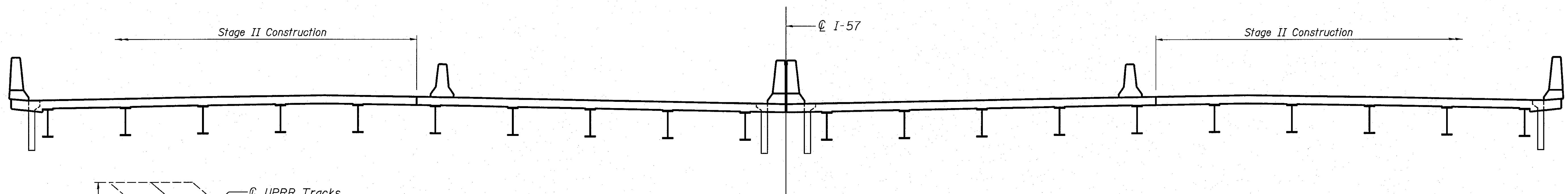
STAGE I REMOVAL



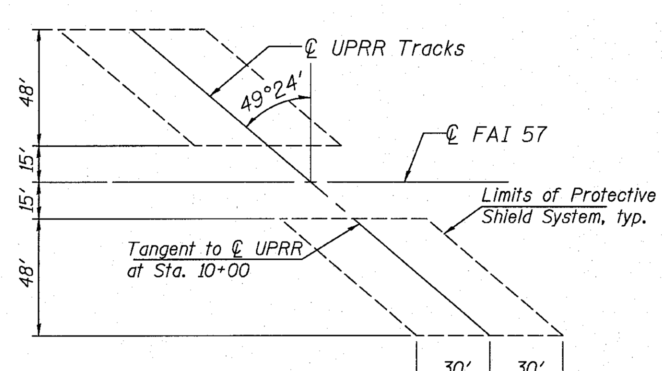
STAGE I CONSTRUCTION



STAGE II REMOVAL



STAGE II CONSTRUCTION



PARTIAL PLAN

Showing area to be protected
by Protective Shield System

NOTES

Hatched areas indicate "Removal of Existing Structures".
See Roadway Plans for type and quantity of Temporary Concrete Barrier.
All cross sections are looking south.
The stage removal and stage construction lines are different for the superstructure and substructure.
See Partial Plan for limits of Protective Shield.

SUPERSTRUCTURE
STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 028-0081 (SB)
STRUCTURE NO. 028-0082 (NB)

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO.	07062
DATE	11/12/08
DESIGN BY	CME/GB
DRAWN BY	TFG
CHECKED BY	CME/MCB

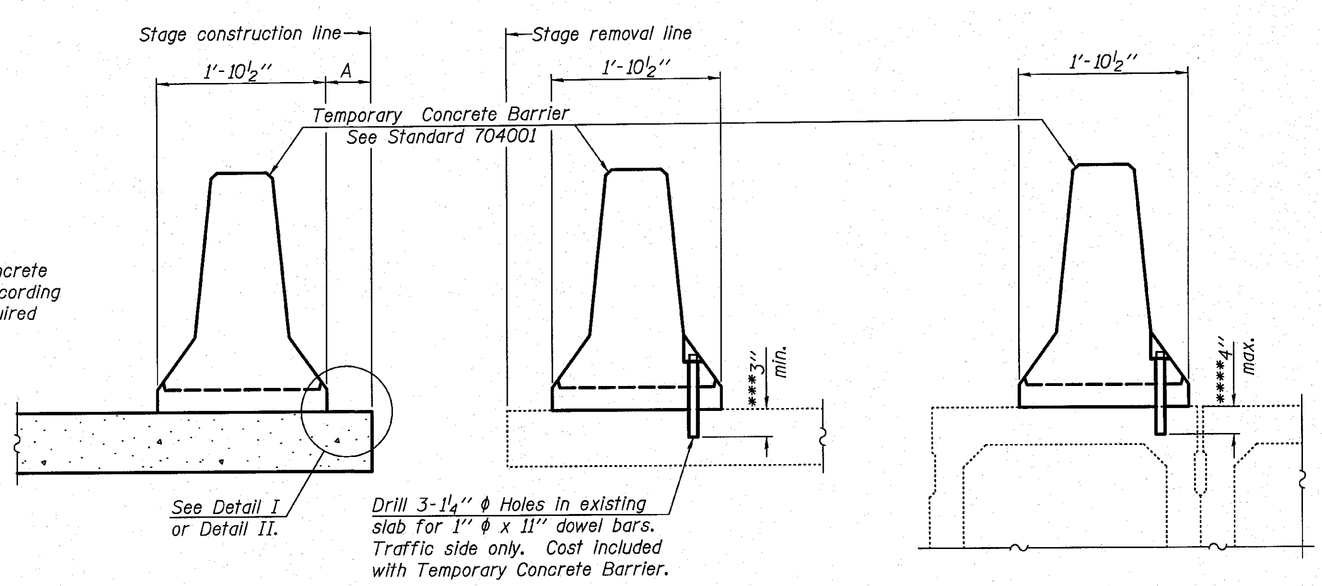
SHEET NO. 4
43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	28
		CONTRACT NO. 78068		

FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT

USER NAME = mdelagrasser

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



SECTIONS THRU SLAB OR DECK BEAM

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel PL to the top layer of couplers with 2-⅝" ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

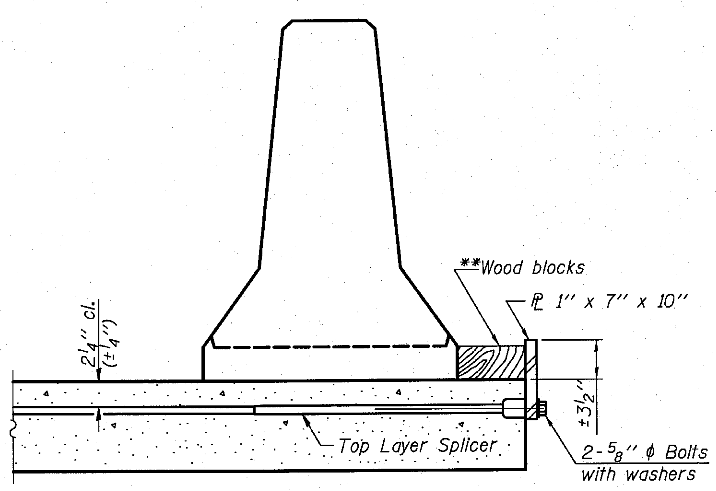
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x 10" steel PL to the concrete slab or concrete wearing surface with 2-⅝" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier.

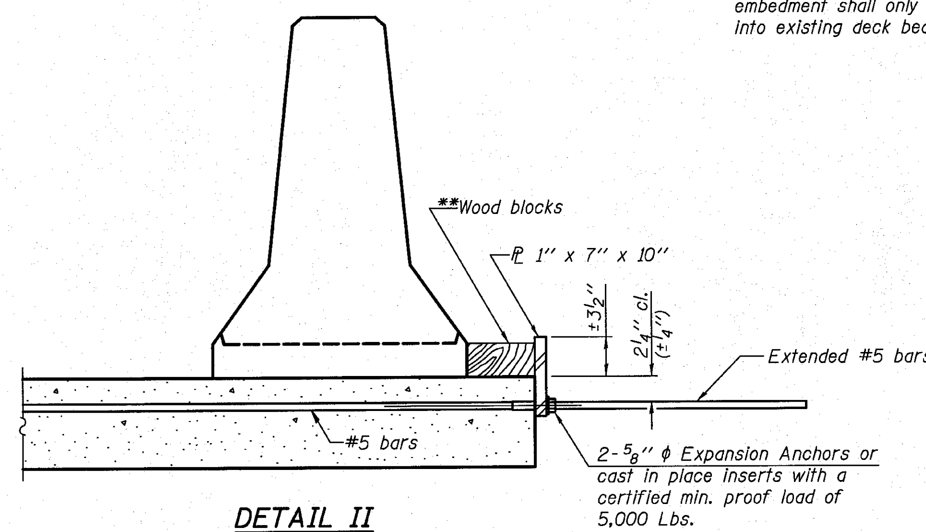
The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

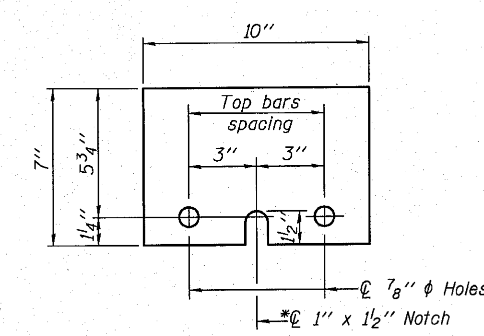
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER PL 1" x 7" x 10"

* Required only with Detail II

**Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION STRUCTURE NO. 028-0081 (SB) STRUCTURE NO. 028-0082 (NB)

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO.	07062
DATE	11/12/08
DESIGN BY	CME/GB
DRAWN BY	TFG
CHECKED BY	CME/MCB

SHEET NO. 5
43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	29
		CONTRACT NO. 78068		

FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT

R-27 10-1-08

BEAM 11

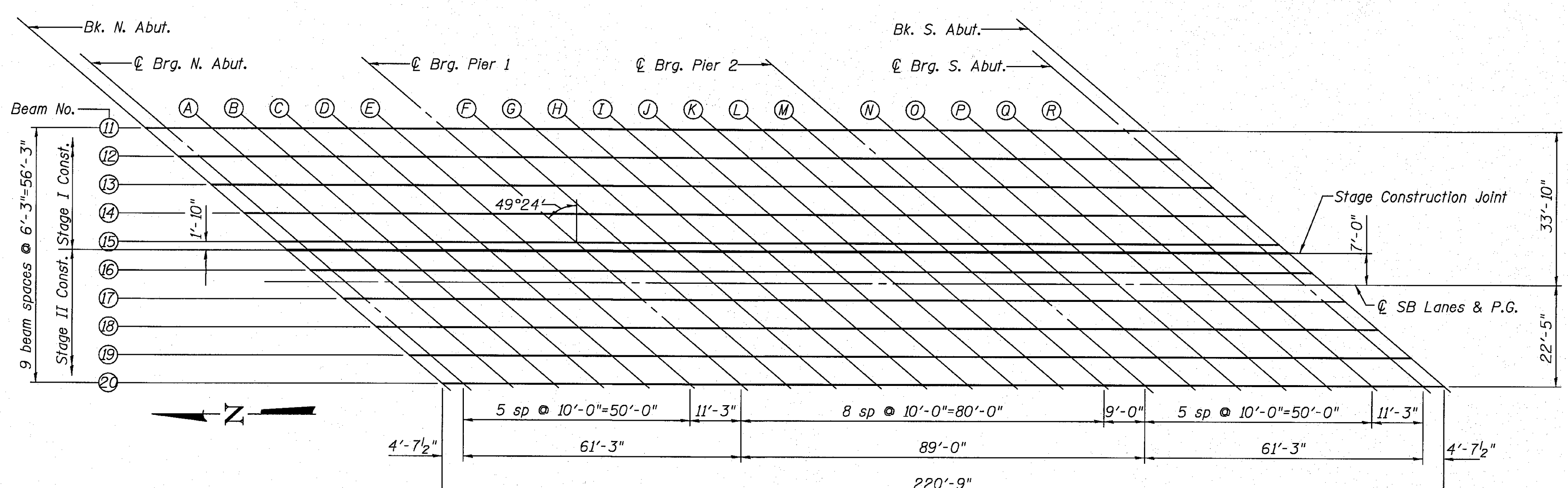
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51409.405	-33.833	477.769	477.769
CL Brg. N. Abut.	51414.038	-33.832	477.806	477.806
A	51424.038	-33.832	477.883	477.897
B	51434.038	-33.832	477.959	477.980
C	51444.038	-33.832	478.032	478.051
D	51454.038	-33.832	478.102	478.113
E	51464.038	-33.832	478.170	478.170
CL Brg. Pier 1	51475.287	-33.833	478.243	478.243
F	51485.287	-33.833	478.306	478.328
G	51495.287	-33.833	478.366	478.420
H	51505.287	-33.833	478.423	478.506
I	51515.287	-33.833	478.478	478.577
J	51525.287	-33.833	478.531	478.628
K	51535.287	-33.833	478.581	478.661
L	51545.287	-33.833	478.628	478.679
M	51555.287	-33.833	478.673	478.692
CL Brg. Pier 2	51564.288	-33.832	478.711	478.711
N	51574.288	-33.832	478.751	478.751
O	51584.288	-33.832	478.789	478.798
P	51594.288	-33.832	478.824	478.843
Q	51604.288	-33.832	478.857	478.878
R	51614.288	-33.832	478.887	478.902
CL Brg. S. Abut.	51625.537	-33.833	478.918	478.918
Bk. S. Abut.	51630.155	-33.832	478.929	478.929

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51416.697	-27.583	477.957	477.957
CL Brg. N. Abut.	51421.329	-27.583	477.993	477.993
A	51431.329	-27.583	478.069	478.082
B	51441.329	-27.583	478.143	478.164
C	51451.329	-27.583	478.214	478.233
D	51461.329	-27.583	478.282	478.293
E	51471.329	-27.583	478.348	478.348
CL Brg. Pier 1	51482.579	-27.583	478.419	478.419
F	51492.579	-27.583	478.480	478.502
G	51502.579	-27.583	478.538	478.592
H	51512.579	-27.583	478.594	478.676
I	51522.579	-27.583	478.647	478.745
J	51532.579	-27.583	478.698	478.795
K	51542.579	-27.583	478.746	478.826
L	51552.579	-27.583	478.791	478.842
M	51562.579	-27.583	478.834	478.853
CL Brg. Pier 2	51571.579	-27.583	478.871	478.871
N	51581.579	-27.583	478.909	478.909
O	51591.579	-27.583	478.945	478.954
P	51601.579	-27.583	478.979	478.997
Q	51611.579	-27.583	479.009	479.031
R	51621.579	-27.583	479.038	479.052
CL Brg. S. Abut.	51632.829	-27.583	479.066	479.066
Bk. S. Abut.	51637.447	-27.582	479.077	479.077

BEAM 13

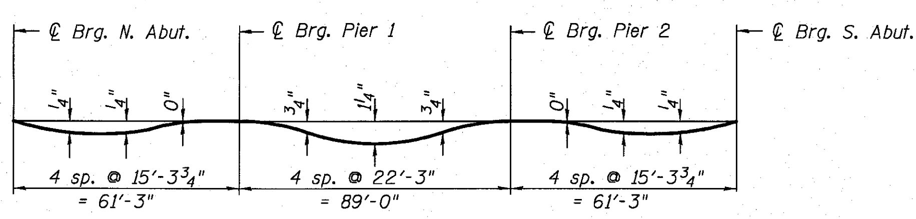
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51423.989	-21.332	478.144	478.144
CL Brg. N. Abut.	51428.621	-21.333	478.179	478.179
A	51438.621	-21.333	478.253	478.267
B	51448.621	-21.333	478.325	478.346
C	51458.621	-21.333	478.394	478.414
D	51468.621	-21.333	478.461	478.471
E	51478.621	-21.333	478.525	478.525
CL Brg. Pier 1	51489.871	-21.332	478.594	478.594
F	51499.871	-21.332	478.653	478.675
G	51509.871	-21.332	478.709	478.763
H	51519.871	-21.332	478.763	478.846
I	51529.871	-21.332	478.815	478.913
J	51539.871	-21.332	478.863	478.961
K	51549.871	-21.332	478.910	478.990
L	51559.871	-21.332	478.953	479.004
M	51569.871	-21.332	478.995	479.014
CL Brg. Pier 2	51578.871	-21.333	479.030	479.030
N	51588.871	-21.333	479.066	479.065
O	51598.871	-21.333	479.100	479.109
P	51608.871	-21.333	479.132	479.150
Q	51618.871	-21.333	479.160	479.182
R	51628.871	-21.333	479.187	479.202
CL Brg. S. Abut.	51640.121	-21.332	479.214	479.214
Bk. S. Abut.	51644.738	-21.333	479.224	479.224



PLAN

TOP OF SLAB ELEVATIONS
SB STRUCTURE
STRUCTURE NO. 028-0081

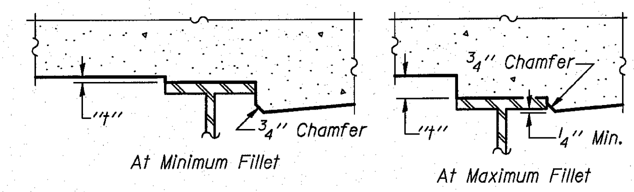
COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07062 DATE 11/12/08 DESIGN BY CME/GB DRAWN BY TFG CHECKED BY CME/MCB	SHEET NO. 6 43 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			57	(28-3-1)VB-1	FRANKLIN	98	30
					CONTRACT NO. 78068		
			FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



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 6 through 9 of 43.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on Sheet 6 of 43. These elevations subtracted from the Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 6 through 9 of 43, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

BEAM 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51431.281	-15.082	478.329	478.329
CL Brg. N. Abut.	51435.913	-15.083	478.364	478.364
A	51445.913	-15.083	478.436	478.450
B	51455.913	-15.083	478.506	478.527
C	51465.913	-15.083	478.573	478.593
D	51475.913	-15.083	478.638	478.649
E	51485.913	-15.083	478.701	478.701
CL Brg. Pier 1	51497.163	-15.082	478.768	478.768
F	51507.163	-15.082	478.825	478.847
G	51517.163	-15.082	478.879	478.933
H	51527.163	-15.082	478.931	479.014
I	51537.163	-15.082	478.981	479.079
J	51547.163	-15.082	479.028	479.125
K	51557.163	-15.082	479.072	479.152
L	51567.163	-15.082	479.114	479.165
M	51577.163	-15.082	479.153	479.172
CL Brg. Pier 2	51586.163	-15.083	479.187	479.187
N	51596.163	-15.083	479.221	479.221
O	51606.163	-15.083	479.254	479.263
P	51616.163	-15.083	479.283	479.302
Q	51626.163	-15.083	479.310	479.332
R	51636.163	-15.083	479.335	479.350
CL Brg. S. Abut.	51647.413	-15.082	479.360	479.360
Bk. S. Abut.	51652.030	-15.083	479.369	479.369

BEAM 15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51438.572	-8.832	478.498	478.498
CL Brg. N. Abut.	51443.205	-8.832	478.531	478.531
A	51453.205	-8.832	478.602	478.615
B	51463.205	-8.832	478.670	478.691
C	51473.205	-8.832	478.735	478.755
D	51483.205	-8.832	478.798	478.809
E	51493.205	-8.832	478.859	478.859
CL Brg. Pier 1	51504.455	-8.832	478.924	478.924
F	51514.455	-8.832	478.979	479.001
G	51524.455	-8.832	479.032	479.086
H	51534.455	-8.832	479.082	479.164
I	51544.455	-8.832	479.130	479.228
J	51554.455	-8.832	479.175	479.272
K	51564.455	-8.832	479.217	479.297
L	51574.455	-8.832	479.257	479.308
M	51584.455	-8.832	479.295	479.314
CL Brg. Pier 2	51593.455	-8.832	479.327	479.327
N	51603.455	-8.832	479.360	479.359
O	51613.455	-8.832	479.390	479.399
P	51623.455	-8.832	479.418	479.436
Q	51633.455	-8.832	479.443	479.464
R	51643.455	-8.832	479.466	479.481
CL Brg. S. Abut.	51654.705	-8.832	479.488	479.488
Bk. S. Abut.	51659.322	-8.833	479.497	479.497

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51440.711	-6.999	478.542	478.542
CL Brg. N. Abut.	51445.344	-7.000	478.575	478.575
A	51455.344	-7.000	478.645	478.659
B	51465.344	-7.000	478.713	478.734
C	51475.344	-7.000	478.778	478.798
D	51485.344	-7.000	478.841	478.851
E	51495.344	-7.000	478.900	478.900
CL Brg. Pier 1	51506.594	-6.999	478.965	478.965
F	51516.594	-6.999	479.020	479.041
G	51526.594	-6.999	479.072	479.126
H	51536.594	-6.999	479.121	479.204
I	51546.594	-6.999	479.168	479.267
J	51556.594	-6.999	479.213	479.311
K	51566.594	-6.999	479.255	479.335
L	51576.594	-6.999	479.295	479.345
M	51586.594	-6.999	479.332	479.351
CL Brg. Pier 2	51595.594	-7.000	479.363	479.363
N	51605.594	-7.000	479.395	479.394
O	51615.594	-7.000	479.425	479.434
P	51625.594	-7.000	479.452	479.471
Q	51635.594	-7.000	479.477	479.498
R	51645.594	-7.000	479.499	479.514
CL Brg. S. Abut.	51656.844	-6.999	479.521	479.521
Bk. S. Abut.	51661.461	-7.000	479.529	479.529

TOP OF SLAB ELEVATIONS
SB STRUCTURE
STRUCTURE NO. 028-0081

BEAM 16

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51445.864	-2.583	478.649	478.649
CL Brg. N. Abut.	51450.497	-2.582	478.682	478.682
A	51460.497	-2.582	478.751	478.764
B	51470.497	-2.582	478.817	478.838
C	51480.497	-2.582	478.880	478.900
D	51490.497	-2.582	478.942	478.952
E	51500.497	-2.582	479.000	479.000
CL Brg. Pier 1	51511.747	-2.583	479.063	479.063
F	51521.747	-2.583	479.117	479.139
G	51531.747	-2.583	479.168	479.221
H	51541.747	-2.583	479.216	479.298
I	51551.747	-2.583	479.262	479.360
J	51561.747	-2.583	479.305	479.403
K	51571.747	-2.583	479.346	479.426
L	51581.747	-2.583	479.384	479.435
M	51591.747	-2.583	479.420	479.439
CL Brg. Pier 2	51600.747	-2.582	479.450	479.450
N	51610.747	-2.582	479.481	479.480
O	51620.747	-2.582	479.509	479.518
P	51630.747	-2.582	479.535	479.554
Q	51640.747	-2.582	479.559	479.580
R	51650.747	-2.582	479.580	479.595
CL Brg. S. Abut.	51661.997	-2.583	479.600	479.600
Bk. S. Abut.	51666.614	-2.582	479.608	479.608

℄ SB LANES AND P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51448.878	0.000	478.711	478.711
CL Brg. N. Abut.	51453.511	0.000	478.744	478.744
A	51463.511	0.000	478.812	478.825
B	51473.511	0.000	478.877	478.898
C	51483.511	0.000	478.940	478.960
D	51493.511	0.000	479.001	479.011
E	51503.511	0.000	479.058	479.058
CL Brg. Pier 1	51514.761	0.000	479.121	479.121
F	51524.761	0.000	479.173	479.195
G	51534.761	0.000	479.223	479.277
H	51544.761	0.000	479.271	479.353
I	51554.761	0.000	479.316	479.414
J	51564.761	0.000	479.358	479.456
K	51574.761	0.000	479.398	479.478
L	51584.761	0.000	479.436	479.487
M	51594.761	0.000	479.471	479.490
CL Brg. Pier 2	51603.761	0.000	479.500	479.500
N	51613.761	0.000	479.531	479.530
O	51623.761	0.000	479.558	479.567
P	51633.761	0.000	479.584	479.602
Q	51643.761	0.000	479.606	479.628
R	51653.761	0.000	479.626	479.641
CL Brg. S. Abut.	51665.011	0.000	479.646	479.646
Bk. S. Abut.	51669.628	0.000	479.653	479.653

BEAM 17

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51453.156	3.666	478.683	478.683
CL Brg. N. Abut.	51457.789	3.666	478.715	478.715
A	51467.789	3.666	478.782	478.795
B	51477.789	3.666	478.846	478.867
C	51487.789	3.666	478.908	478.928
D	51497.789	3.666	478.968	478.978
E	51507.789	3.666	479.024	479.024
CL Brg. Pier 1	51519.039	3.666	479.085	479.085
F	51529.039	3.666	479.137	479.159
G	51539.039	3.666	479.186	479.240
H	51549.039	3.666	479.232	479.315
I	51559.039	3.666	479.276	479.375
J	51569.039	3.666	479.318	479.415
K	51579.039	3.666	479.357	479.437
L	51589.039	3.666	479.393	479.444
M	51599.039	3.666	479.427	479.446
CL Brg. Pier 2	51608.039	3.666	479.456	479.456
N	51618.039	3.666	479.485	479.484
O	51628.039	3.666	479.511	479.520
P	51638.039	3.666	479.535	479.554
Q	51648.039	3.666	479.557	479.579
R	51658.039	3.666	479.576	479.591
CL Brg. S. Abut.	51669.289	3.666	479.595	479.595
Bk. S. Abut.	51673.906	3.667	479.601	479.601

TOP OF SLAB ELEVATIONS
SB STRUCTURE
STRUCTURE NO. 028-0081

COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07062 DATE 11/12/08 DESIGN BY CME/GB DRAWN BY TFG CHECKED BY CME/MCB	SHEET NO. 8 43 SHEETS	F.A.I. RTE.: 57	SECTION: (28-3-1)VB-1	COUNTY: FRANKLIN	TOTAL SHEETS: 98	SHEET NO.: 32
					CONTRACT NO. 78068		
			FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

USER NAME = mdiebruger

BEAM 18

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51460.448	9.917	478.634	478.634
CL Brg. N. Abut.	51465.081	9.916	478.665	478.665
A	51475.081	9.916	478.730	478.744
B	51485.081	9.916	478.793	478.814
C	51495.081	9.916	478.853	478.872
D	51505.081	9.916	478.910	478.921
E	51515.081	9.916	478.965	478.965
CL Brg. Pier 1	51526.331	9.917	479.024	479.024
F	51536.331	9.917	479.074	479.096
G	51546.331	9.917	479.121	479.175
H	51556.331	9.917	479.166	479.248
I	51566.331	9.917	479.208	479.306
J	51576.331	9.917	479.248	479.345
K	51586.331	9.917	479.285	479.365
L	51596.331	9.917	479.319	479.370
M	51606.331	9.917	479.351	479.370
CL Brg. Pier 2	51615.331	9.916	479.378	479.378
N	51625.331	9.916	479.405	479.405
O	51635.331	9.916	479.430	479.439
P	51645.331	9.916	479.453	479.471
Q	51655.331	9.916	479.472	479.494
R	51665.331	9.916	479.490	479.505
CL Brg. S. Abut.	51676.581	9.917	479.506	479.506
Bk. S. Abut.	51681.198	9.916	479.512	479.512

BEAM 19

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51467.740	16.167	478.563	478.563
CL Brg. N. Abut.	51472.373	16.166	478.593	478.593
A	51482.373	16.166	478.656	478.670
B	51492.373	16.166	478.717	478.738
C	51502.373	16.166	478.775	478.795
D	51512.373	16.166	478.831	478.841
E	51522.373	16.166	478.884	478.884
CL Brg. Pier 1	51533.623	16.167	478.941	478.941
F	51543.623	16.167	478.989	479.011
G	51553.623	16.167	479.034	479.088
H	51563.623	16.167	479.077	479.159
I	51573.623	16.167	479.117	479.216
J	51583.623	16.167	479.155	479.253
K	51593.623	16.167	479.190	479.270
L	51603.623	16.167	479.223	479.274
M	51613.623	16.167	479.253	479.272
CL Brg. Pier 2	51622.623	16.166	479.278	479.278
N	51632.623	16.166	479.304	479.303
O	51642.623	16.166	479.327	479.336
P	51652.623	16.166	479.347	479.366
Q	51662.623	16.166	479.365	479.387
R	51672.623	16.166	479.381	479.396
CL Brg. S. Abut.	51683.873	16.167	479.395	479.395
Bk. S. Abut.	51688.490	16.166	479.400	479.400

BEAM 20

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51475.032	22.417	478.480	478.480
CL Brg. N. Abut.	51479.665	22.417	478.509	478.509
A	51489.665	22.417	478.571	478.584
B	51499.665	22.417	478.629	478.651
C	51509.665	22.417	478.686	478.706
D	51519.665	22.417	478.740	478.750
E	51529.665	22.417	478.791	478.791
CL Brg. Pier 1	51540.915	22.417	478.846	478.846
F	51550.915	22.417	478.892	478.914
G	51560.915	22.417	478.935	478.989
H	51570.915	22.417	478.976	479.059
I	51580.915	22.417	479.015	479.113
J	51590.915	22.417	479.051	479.148
K	51600.915	22.417	479.084	479.164
L	51610.915	22.417	479.115	479.166
M	51620.915	22.417	479.144	479.163
CL Brg. Pier 2	51629.915	22.417	479.167	479.167
N	51639.915	22.417	479.191	479.190
O	51649.915	22.417	479.212	479.221
P	51659.915	22.417	479.231	479.249
Q	51669.915	22.417	479.247	479.268
R	51679.915	22.417	479.260	479.275
CL Brg. S. Abut.	51691.165	22.417	479.273	479.273
Bk. S. Abut.	51695.782	22.416	479.277	479.277

TOP OF SLAB ELEVATIONS
SB STRUCTURE
STRUCTURE NO. 028-0081

BEAM 1

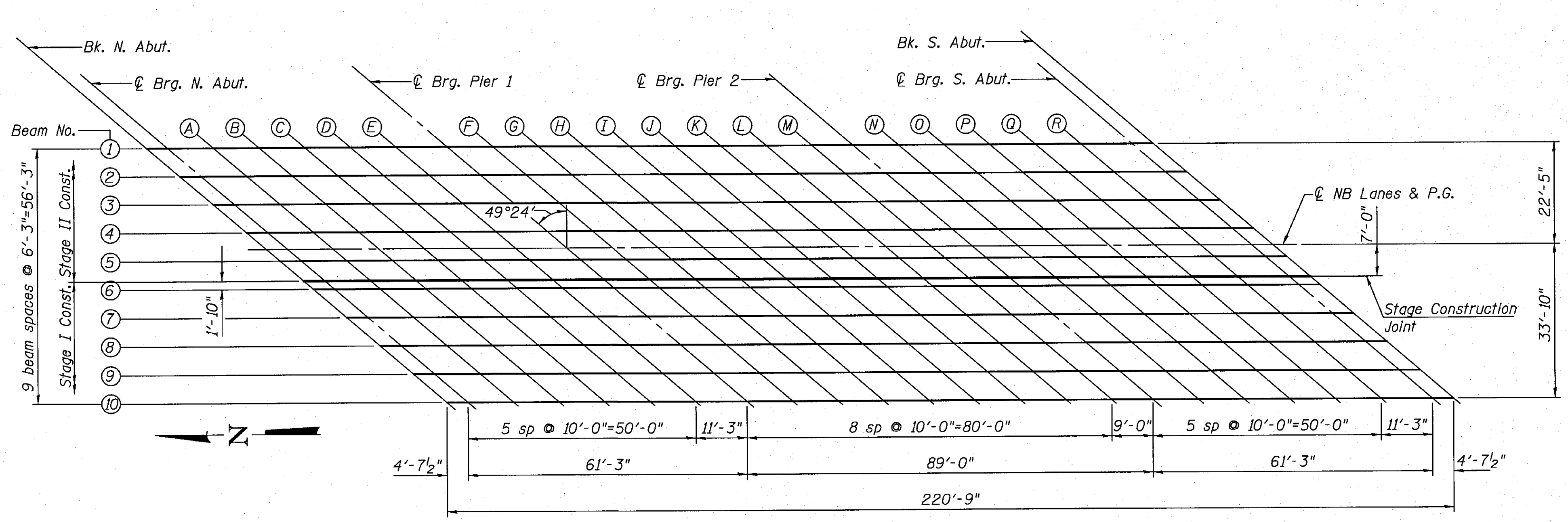
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51336.385	-22.417	477.353	477.353
CL Brg. N. Abut	51341.017	-22.417	477.399	477.399
A	51351.017	-22.417	477.495	477.508
B	51361.017	-22.417	477.589	477.610
C	51371.017	-22.417	477.680	477.700
D	51381.017	-22.417	477.769	477.779
E	51391.017	-22.417	477.855	477.855
CL Brg. Pier 1	51402.267	-22.416	477.949	477.949
F	51412.267	-22.416	478.030	478.051
G	51422.267	-22.416	478.108	478.162
H	51432.267	-22.416	478.184	478.266
I	51442.267	-22.416	478.257	478.355
J	51452.267	-22.416	478.328	478.425
K	51462.267	-22.416	478.396	478.476
L	51472.267	-22.416	478.462	478.513
M	51482.267	-22.416	478.525	478.544
CL Brg. Pier 2	51491.267	-22.417	478.580	478.580
N	51501.267	-22.417	478.638	478.638
O	51511.267	-22.417	478.694	478.704
P	51521.267	-22.417	478.748	478.767
Q	51531.267	-22.417	478.799	478.820
R	51541.267	-22.417	478.847	478.862
CL Brg. S. Abut	51552.517	-22.416	478.899	478.899
Bk. S. Abut.	51557.135	-22.416	478.919	478.919

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51343.677	-16.166	477.555	477.555
CL Brg. N. Abut	51348.309	-16.166	477.599	477.599
A	51358.309	-16.166	477.694	477.707
B	51368.309	-16.166	477.786	477.807
C	51378.309	-16.166	477.875	477.895
D	51388.309	-16.166	477.962	477.973
E	51398.309	-16.166	478.046	478.046
CL Brg. Pier 1	51409.559	-16.166	478.138	478.138
F	51419.559	-16.166	478.217	478.239
G	51429.559	-16.166	478.294	478.348
H	51439.559	-16.166	478.368	478.450
I	51449.559	-16.166	478.439	478.538
J	51459.559	-16.166	478.508	478.606
K	51469.559	-16.166	478.575	478.655
L	51479.559	-16.166	478.639	478.689
M	51489.559	-16.166	478.700	478.719
CL Brg. Pier 2	51498.559	-16.166	478.753	478.753
N	51508.559	-16.166	478.810	478.809
O	51518.559	-16.166	478.864	478.873
P	51528.559	-16.166	478.916	478.934
Q	51538.559	-16.166	478.965	478.986
R	51548.559	-16.166	479.011	479.026
CL Brg. S. Abut	51559.809	-16.166	479.061	479.061
Bk. S. Abut.	51564.427	-16.166	479.080	479.080

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51350.969	-9.916	477.745	477.745
CL Brg. N. Abut	51355.601	-9.916	477.788	477.788
A	51365.601	-9.916	477.881	477.894
B	51375.601	-9.916	477.971	477.992
C	51385.601	-9.916	478.059	478.078
D	51395.601	-9.916	478.144	478.154
E	51405.601	-9.916	478.226	478.226
CL Brg. Pier 1	51416.851	-9.916	478.316	478.316
F	51426.851	-9.916	478.393	478.415
G	51436.851	-9.916	478.468	478.522
H	51446.851	-9.916	478.540	478.622
I	51456.851	-9.916	478.610	478.708
J	51466.851	-9.916	478.677	478.774
K	51476.851	-9.916	478.741	478.821
L	51486.851	-9.916	478.804	478.854
M	51496.851	-9.916	478.863	478.882
CL Brg. Pier 2	51505.851	-9.916	478.915	478.915
N	51515.851	-9.916	478.969	478.969
O	51525.851	-9.916	479.022	479.031
P	51535.851	-9.916	479.072	479.090
Q	51545.851	-9.916	479.119	479.140
R	51555.851	-9.916	479.164	479.179
CL Brg. S. Abut	51567.101	-9.916	479.211	479.211
Bk. S. Abut.	51571.719	-9.917	479.230	479.230

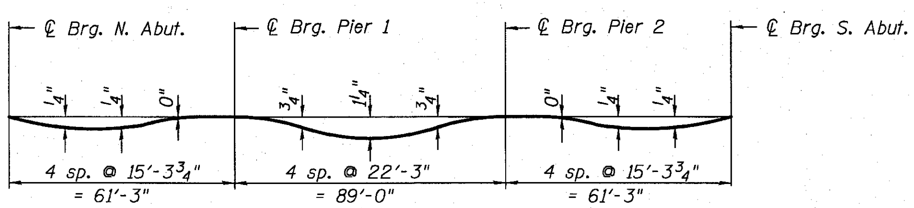


PLAN

TOP OF SLAB ELEVATIONS
NB STRUCTURE
STRUCTURE NO. 028-0082

COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07062	SHEET NO. 10	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DATE 11/12/08	43 SHEETS	57	(28-3-1)VB-1	FRANKLIN	98	34
	DESIGN BY CME/GB				CONTRACT NO. 78068		
	DRAWN BY TFG						
	CHECKED BY CME/MCB		FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

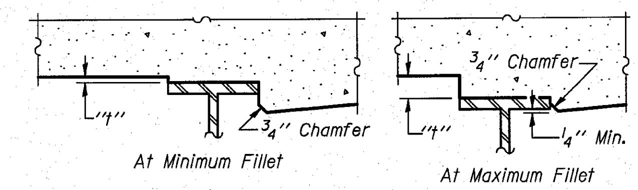
USER NAME = moldegraser



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 10 through 13 of 43.



At Minimum Fillet

At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on Sheet 10 of 43. These elevations subtracted from the Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 10 through 13 of 43, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51358.261	-3.667	477.912	477.912
CL Brg. N. Abut	51362.893	-3.667	477.955	477.955
A	51372.893	-3.667	478.046	478.059
B	51382.893	-3.667	478.134	478.155
C	51392.893	-3.667	478.220	478.239
D	51402.893	-3.667	478.303	478.314
E	51412.893	-3.667	478.384	478.384
CL Brg. Pier 1	51424.143	-3.667	478.471	478.471
F	51434.143	-3.667	478.547	478.569
G	51444.143	-3.667	478.620	478.674
H	51454.143	-3.667	478.690	478.772
I	51464.143	-3.667	478.758	478.856
J	51474.143	-3.667	478.823	478.921
K	51484.143	-3.667	478.886	478.966
L	51494.143	-3.667	478.946	478.997
M	51504.143	-3.667	479.004	479.023
CL Brg. Pier 2	51513.143	-3.667	479.054	479.054
N	51523.143	-3.667	479.107	479.106
O	51533.143	-3.667	479.157	479.166
P	51543.143	-3.667	479.205	479.224
Q	51553.143	-3.667	479.251	479.272
R	51563.143	-3.667	479.294	479.309
CL Brg. S. Abut	51574.393	-3.667	479.339	479.339
Bk. S. Abut.	51579.011	-3.667	479.357	479.357

℄ NB LANES AND P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51362.539	0.000	478.010	478.010
CL Brg. N. Abut	51367.171	0.000	478.052	478.052
A	51377.171	0.000	478.142	478.155
B	51387.171	0.000	478.229	478.250
C	51397.171	0.000	478.314	478.333
D	51407.171	0.000	478.396	478.406
E	51417.171	0.000	478.475	478.475
CL Brg. Pier 1	51428.421	0.000	478.562	478.562
F	51438.421	0.000	478.636	478.658
G	51448.421	0.000	478.708	478.762
H	51458.421	0.000	478.777	478.860
I	51468.421	0.000	478.844	478.943
J	51478.421	0.000	478.908	479.006
K	51488.421	0.000	478.970	479.050
L	51498.421	0.000	479.029	479.080
M	51508.421	0.000	479.086	479.105
CL Brg. Pier 2	51517.421	0.000	479.135	479.135
N	51527.421	0.000	479.187	479.186
O	51537.421	0.000	479.236	479.245
P	51547.421	0.000	479.283	479.302
Q	51557.421	0.000	479.327	479.349
R	51567.421	0.000	479.369	479.384
CL Brg. S. Abut	51578.671	0.000	479.413	479.413
Bk. S. Abut.	51583.289	0.000	479.431	479.431

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51365.553	2.582	477.997	477.997
CL Brg. N. Abut	51370.185	2.582	478.039	478.039
A	51380.185	2.582	478.128	478.141
B	51390.185	2.582	478.214	478.235
C	51400.185	2.582	478.298	478.318
D	51410.185	2.582	478.379	478.390
E	51420.185	2.582	478.458	478.458
CL Brg. Pier 1	51431.435	2.582	478.544	478.544
F	51441.435	2.582	478.617	478.639
G	51451.435	2.582	478.688	478.742
H	51461.435	2.582	478.757	478.839
I	51471.435	2.582	478.823	478.921
J	51481.435	2.582	478.886	478.984
K	51491.435	2.582	478.947	479.027
L	51501.435	2.582	479.006	479.056
M	51511.435	2.582	479.062	479.081
CL Brg. Pier 2	51520.435	2.582	479.110	479.110
N	51530.435	2.582	479.161	479.160
O	51540.435	2.582	479.210	479.219
P	51550.435	2.582	479.256	479.275
Q	51560.435	2.582	479.299	479.321
R	51570.435	2.582	479.341	479.355
CL Brg. S. Abut	51581.685	2.582	479.384	479.384
Bk. S. Abut.	51586.303	2.583	479.401	479.401

TOP OF SLAB ELEVATIONS
NB STRUCTURE
STRUCTURE NO. 028-0082

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51370.706	7.000	477.973	477.973
CL Brg. N. Abut.	51375.338	7.000	478.015	478.015
A	51385.338	7.000	478.102	478.116
B	51395.338	7.000	478.188	478.209
C	51405.338	7.000	478.270	478.290
D	51415.338	7.000	478.350	478.361
E	51425.338	7.000	478.428	478.428
CL Brg. Pier 1	51436.588	7.000	478.512	478.512
F	51446.588	7.000	478.584	478.606
G	51456.588	7.000	478.654	478.708
H	51466.588	7.000	478.721	478.804
I	51476.588	7.000	478.786	478.884
J	51486.588	7.000	478.848	478.946
K	51496.588	7.000	478.908	478.988
L	51506.588	7.000	478.965	479.016
M	51516.588	7.000	479.020	479.039
CL Brg. Pier 2	51525.588	7.000	479.067	479.067
N	51535.588	7.000	479.116	479.116
O	51545.588	7.000	479.164	479.173
P	51555.588	7.000	479.209	479.227
Q	51565.588	7.000	479.251	479.272
R	51575.588	7.000	479.291	479.306
CL Brg. S. Abut.	51586.838	7.000	479.333	479.333
Bk. S. Abut.	51591.456	6.999	479.349	479.349

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51372.845	8.832	477.964	477.964
CL Brg. N. Abut.	51377.477	8.832	478.005	478.005
A	51387.477	8.832	478.092	478.105
B	51397.477	8.832	478.176	478.198
C	51407.477	8.832	478.258	478.278
D	51417.477	8.832	478.338	478.349
E	51427.477	8.832	478.415	478.415
CL Brg. Pier 1	51438.727	8.833	478.499	478.499
F	51448.727	8.833	478.570	478.592
G	51458.727	8.833	478.640	478.693
H	51468.727	8.833	478.706	478.789
I	51478.727	8.833	478.770	478.869
J	51488.727	8.833	478.832	478.930
K	51498.727	8.833	478.891	478.971
L	51508.727	8.833	478.948	478.998
M	51518.727	8.833	479.002	479.021
CL Brg. Pier 2	51527.727	8.832	479.048	479.048
N	51537.727	8.832	479.098	479.097
O	51547.727	8.832	479.145	479.154
P	51557.727	8.832	479.189	479.208
Q	51567.727	8.832	479.231	479.252
R	51577.727	8.832	479.270	479.285
CL Brg. S. Abut.	51588.977	8.833	479.311	479.311
Bk. S. Abut.	51593.595	8.833	479.327	479.327

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51380.137	15.083	477.914	477.914
CL Brg. N. Abut.	51384.769	15.083	477.954	477.954
A	51394.769	15.083	478.039	478.053
B	51404.769	15.083	478.122	478.143
C	51414.769	15.083	478.202	478.222
D	51424.769	15.083	478.280	478.291
E	51434.769	15.083	478.355	478.355
CL Brg. Pier 1	51446.019	15.083	478.437	478.437
F	51456.019	15.083	478.507	478.529
G	51466.019	15.083	478.574	478.628
H	51476.019	15.083	478.639	478.721
I	51486.019	15.083	478.701	478.800
J	51496.019	15.083	478.761	478.859
K	51506.019	15.083	478.818	478.898
L	51516.019	15.083	478.873	478.924
M	51526.019	15.083	478.925	478.944
CL Brg. Pier 2	51535.019	15.083	478.970	478.970
N	51545.019	15.083	479.018	479.017
O	51555.019	15.083	479.063	479.072
P	51565.019	15.083	479.105	479.124
Q	51575.019	15.083	479.145	479.167
R	51585.019	15.083	479.183	479.198
CL Brg. S. Abut.	51596.269	15.083	479.222	479.222
Bk. S. Abut.	51600.887	15.083	479.237	479.237

TOP OF SLAB ELEVATIONS
NB STRUCTURE
STRUCTURE NO. 028-0082

COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07062 DATE 11/12/08 DESIGN BY CME/GB DRAWN BY TFG CHECKED BY CME/MCB	SHEET NO. 12 43 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			57	(28-3-1)VB-1	FRANKLIN	98	36
					CONTRACT NO. 78068		
			FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51387.429	21.333	477.847	477.847
CL Brg. N. Abut.	51392.061	21.333	477.886	477.886
A	51402.061	21.333	477.970	477.983
B	51412.061	21.333	478.051	478.072
C	51422.061	21.333	478.129	478.149
D	51432.061	21.333	478.205	478.216
E	51442.061	21.333	478.278	478.278
CL Brg. Pier 1	51453.311	21.333	478.358	478.358
F	51463.311	21.333	478.426	478.448
G	51473.311	21.333	478.491	478.545
H	51483.311	21.333	478.554	478.637
I	51493.311	21.333	478.615	478.713
J	51503.311	21.333	478.673	478.770
K	51513.311	21.333	478.728	478.808
L	51523.311	21.333	478.781	478.832
M	51533.311	21.333	478.832	478.851
CL Brg. Pier 2	51542.311	21.333	478.875	478.875
N	51552.311	21.333	478.921	478.920
O	51562.311	21.333	478.964	478.973
P	51572.311	21.333	479.004	479.023
Q	51582.311	21.333	479.043	479.064
R	51592.311	21.333	479.078	479.093
CL Brg. S. Abut.	51603.561	21.333	479.115	479.115
Bk. S. Abut.	51608.179	21.332	479.130	479.130

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51394.720	27.582	477.779	477.779
CL Brg. N. Abut.	51399.352	27.582	477.817	477.817
A	51409.352	27.582	477.899	477.912
B	51419.352	27.582	477.978	477.999
C	51429.352	27.582	478.054	478.074
D	51439.352	27.582	478.128	478.139
E	51449.352	27.582	478.200	478.200
CL Brg. Pier 1	51460.603	27.582	478.277	478.277
F	51470.603	27.582	478.344	478.366
G	51480.603	27.582	478.407	478.461
H	51490.603	27.582	478.469	478.551
I	51500.603	27.582	478.527	478.626
J	51510.603	27.582	478.583	478.681
K	51520.603	27.582	478.637	478.717
L	51530.603	27.582	478.688	478.739
M	51540.603	27.582	478.737	478.756
CL Brg. Pier 2	51549.602	27.582	478.778	478.778
N	51559.602	27.582	478.822	478.821
O	51569.602	27.582	478.863	478.873
P	51579.602	27.582	478.902	478.921
Q	51589.602	27.582	478.939	478.960
R	51599.602	27.582	478.972	478.987
CL Brg. S. Abut.	51610.853	27.582	479.007	479.007
Bk. S. Abut.	51615.471	27.582	479.021	479.021

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	51402.012	33.832	477.709	477.709
CL Brg. N. Abut.	51406.644	33.832	477.747	477.747
A	51416.644	33.832	477.826	477.840
B	51426.644	33.832	477.904	477.925
C	51436.644	33.832	477.978	477.998
D	51446.644	33.832	478.051	478.061
E	51456.644	33.832	478.120	478.120
CL Brg. Pier 1	51467.895	33.832	478.196	478.196
F	51477.895	33.832	478.260	478.282
G	51487.895	33.832	478.322	478.376
H	51497.895	33.832	478.381	478.464
I	51507.895	33.832	478.438	478.537
J	51517.895	33.832	478.492	478.590
K	51527.895	33.832	478.544	478.624
L	51537.895	33.832	478.594	478.644
M	51547.895	33.832	478.640	478.659
CL Brg. Pier 2	51556.894	33.832	478.680	478.680
N	51566.894	33.832	478.722	478.721
O	51576.894	33.832	478.762	478.771
P	51586.894	33.832	478.799	478.818
Q	51596.894	33.832	478.833	478.855
R	51606.894	33.832	478.865	478.880
CL Brg. S. Abut.	51618.145	33.832	478.898	478.898
Bk. S. Abut.	51622.763	33.833	478.911	478.911

TOP OF SLAB ELEVATIONS
NB STRUCTURE
STRUCTURE NO. 028-0082

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO. 07062
DATE 11/12/08
DESIGN BY CME/GB
DRAWN BY TFG
CHECKED BY CME/MCB

SHEET NO. 13
43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	37
		CONTRACT NO. 78068		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N End N Appr Pav't	51378.229	-35.500	477.476
A1	51388.229	-35.500	477.563
A2	51398.229	-35.500	477.647
S End N Appr Pav't	51408.229	-35.499	477.729

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N End N Appr Pav't	51405.648	-11.999	478.198
A1	51415.648	-11.999	478.278
A2	51425.648	-11.999	478.355
S End N Appr Pav't	51435.648	-12.000	478.430

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
N End N Appr Pav't	51411.482	-7.000	478.323
A1	51421.482	-7.000	478.402
A2	51431.482	-7.000	478.478
S End N Appr Pav't	51441.482	-6.999	478.551

℄ SB LANES & P.G.

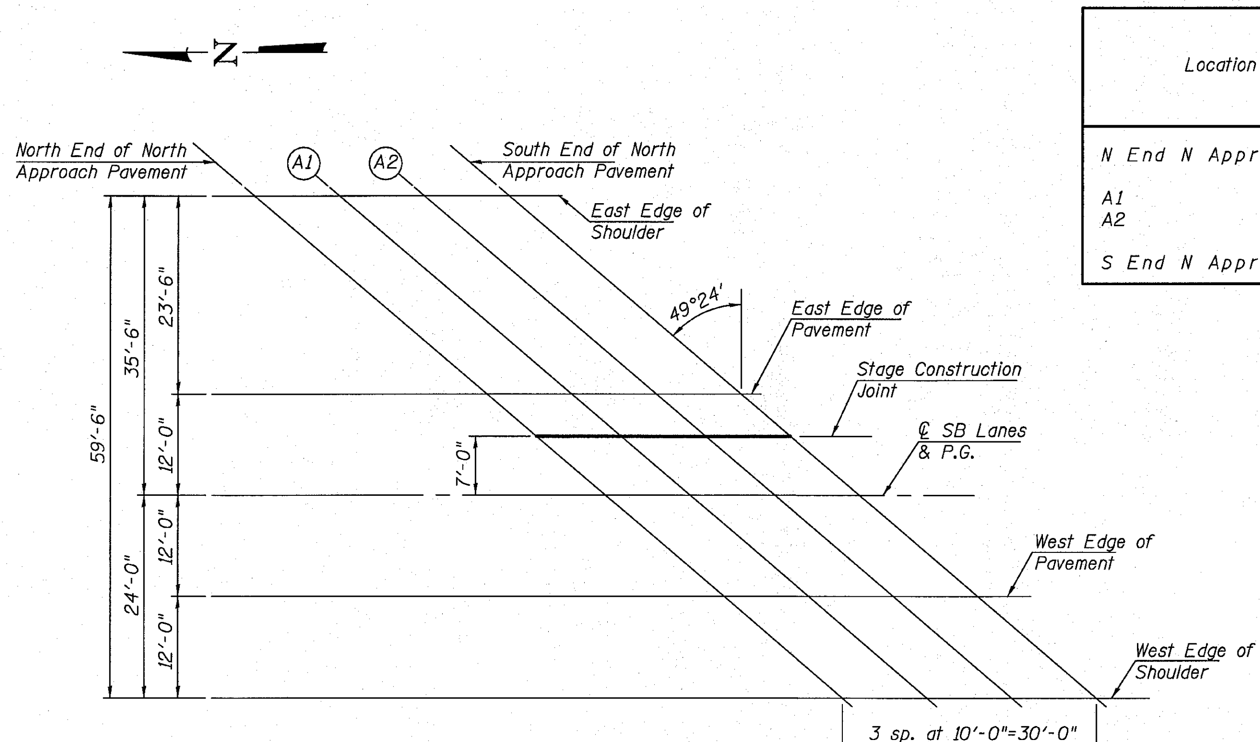
Location	Station	Offset	Theoretical Grade Elevations
N End N Appr Pav't	51419.650	0.000	478.498
A1	51429.650	0.000	478.574
A2	51439.650	0.000	478.648
S End N Appr Pav't	51449.649	0.000	478.720

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N End N Appr Pav't	51433.651	11.999	478.415
A1	51443.651	11.999	478.488
A2	51453.651	11.999	478.558
S End N Appr Pav't	51463.651	11.999	478.626

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N End N Appr Pav't	51447.652	23.999	478.266
A1	51457.652	23.999	478.335
A2	51467.652	23.999	478.402
S End N Appr Pav't	51477.652	24.000	478.466



PLAN
N. Approach (SB)

TOP OF APPROACH SLAB ELEVATIONS
SB STRUCTURE N. APPROACH
STRUCTURE NO. 028-0081

COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07062; DATE 11/12/08; DESIGN BY CME/GB; DRAWN BY TFG; CHECKED BY CME/MCB	SHEET NO. 14 / 43 SHEETS	F.A.I. RTE. 57	SECTION (28-3-1)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 98; SHEET NO. 38

CONTRACT NO. 78068

FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N End S Appr Pav't	51627.420	-35.499	478.891
A3	51637.420	-35.499	478.915
A4	51647.420	-35.499	478.937
S End S Appr Pav't	51657.420	-35.500	478.956

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N End S Appr Pav't	51654.838	-12.000	479.441
A3	51664.838	-12.000	479.459
A4	51674.838	-12.000	479.474
S End S Appr Pav't	51684.838	-11.999	479.486

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
N End S Appr Pav't	51660.672	-6.999	479.530
A3	51670.672	-6.999	479.546
A4	51680.672	-6.999	479.560
S End S Appr Pav't	51690.672	-7.000	479.571

℄ SB LANES & P.G.

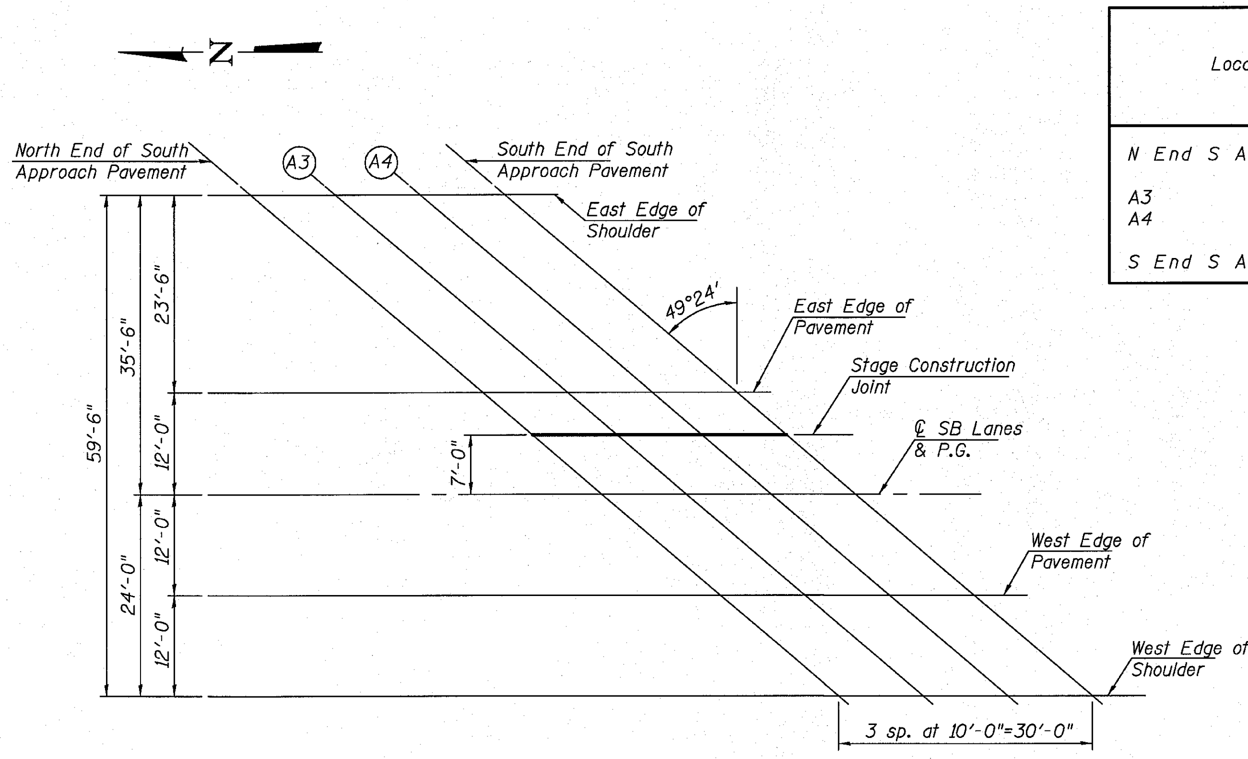
Location	Station	Offset	Theoretical Grade Elevations
N End S Appr Pav't	51668.839	0.000	479.654
A3	51678.839	0.000	479.668
A4	51688.839	0.000	479.679
S End S Appr Pav't	51698.840	0.000	479.688

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N End S Appr Pav't	51682.841	12.000	479.484
A3	51692.841	12.000	479.494
A4	51702.841	12.000	479.502
S End S Appr Pav't	51712.841	11.999	479.507

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N End S Appr Pav't	51696.842	24.000	479.247
A3	51706.842	24.000	479.253
A4	51716.842	24.000	479.258
S End S Appr Pav't	51726.842	23.999	479.260



PLAN
S. Approach (SB)

TOP OF APPROACH SLAB ELEVATIONS
SB STRUCTURE S. APPROACH
STRUCTURE NO. 028-0081

COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07062; DATE 11/12/08; DESIGN BY CME/GB; DRAWN BY TFG; CHECKED BY CME/MCB	SHEET NO. 15 43 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			57	(28-3-1)VB-1	FRANKLIN	98	39
					CONTRACT NO. 78068		
			FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N End N Appr Pav't	51305.307	-23.999	477.002
A1	51315.307	-23.999	477.107
A2	51325.307	-23.999	477.209
S End N Appr Pav't	51335.307	-23.999	477.310

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N End N Appr Pav't	51319.308	-11.999	477.398
A1	51329.308	-11.999	477.500
A2	51339.308	-11.999	477.599
S End N Appr Pav't	51349.308	-12.000	477.696

℄ NB LANES & P.G.

Location	Station	Offset	Theoretical Grade Elevations
N End N Appr Pav't	51333.310	0.000	477.730
A1	51343.310	0.000	477.828
A2	51353.310	0.000	477.924
S End N Appr Pav't	51363.309	0.000	478.017

STAGE CONSTRUCTION JOINT

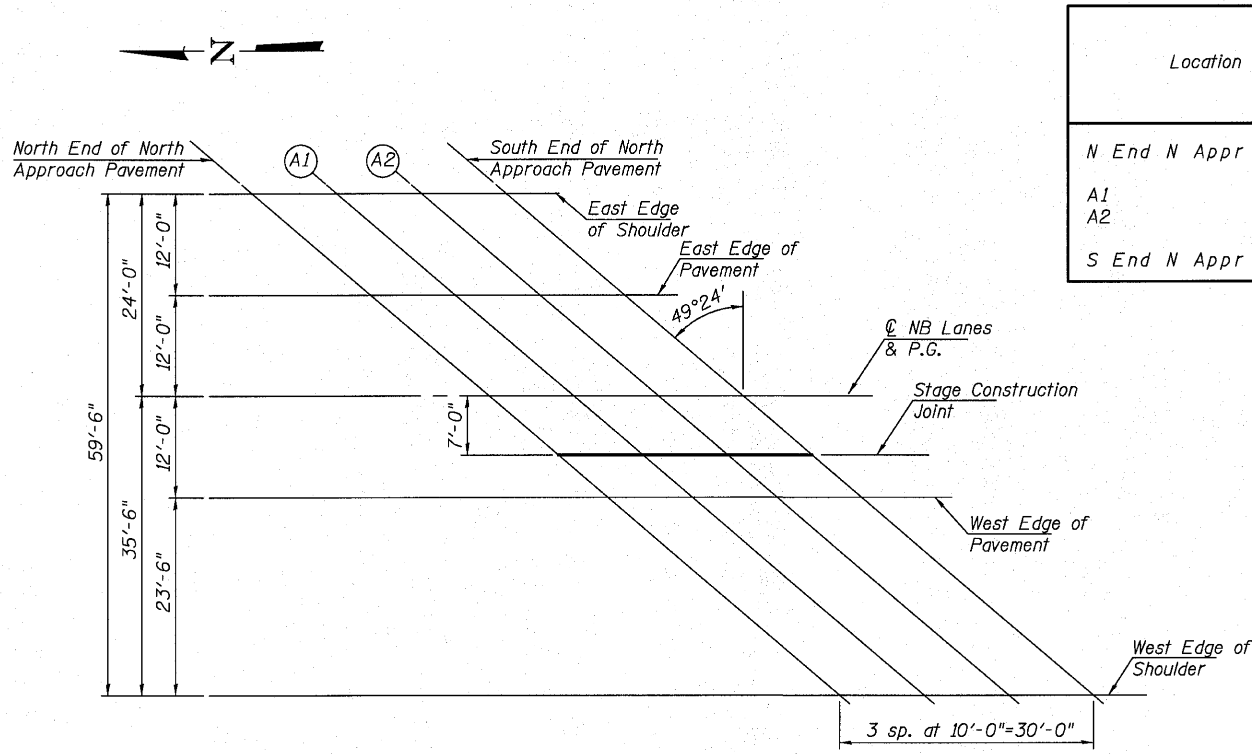
Location	Station	Offset	Theoretical Grade Elevations
N End N Appr Pav't	51341.477	7.000	477.700
A1	51351.477	7.000	477.796
A2	51361.477	7.000	477.889
S End N Appr Pav't	51371.477	7.000	477.980

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N End N Appr Pav't	51347.311	11.999	477.677
A1	51357.311	11.999	477.771
A2	51367.311	11.999	477.864
S End N Appr Pav't	51377.311	11.999	477.953

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N End N Appr Pav't	51374.729	35.499	477.441
A1	51384.729	35.499	477.528
A2	51394.729	35.499	477.614
S End N Appr Pav't	51404.729	35.500	477.696



PLAN
N. Approach, (NB)

TOP OF APPROACH SLAB ELEVATIONS
NB STRUCTURE N. APPROACH
STRUCTURE NO. 028-0082

COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07062; DATE 11/12/08; DESIGN BY CME/GB; DRAWN BY TFG; CHECKED BY CME/MCB	SHEET NO. 16 / 43 SHEETS	F.A.I. RTE. 57	SECTION (28-3-1)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 98	SHEET NO. 40
			FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 78068	

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N End S Appr Pav't	51554.517	-24.000	478.875
A3	51564.517	-24.000	478.917
A4	51574.517	-24.000	478.957
S End S Appr Pav't	51584.517	-23.999	478.995

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N End S Appr Pav't	51568.518	-11.999	479.184
A3	51578.518	-11.999	479.223
A4	51588.518	-11.999	479.259
S End S Appr Pav't	51598.518	-11.999	479.294

℄ NB LANES & P.G.

Location	Station	Offset	Theoretical Grade Elevations
N End S Appr Pav't	51582.520	0.000	479.428
A3	51592.520	0.000	479.463
A4	51602.520	0.000	479.496
S End S Appr Pav't	51612.519	0.000	479.527

STAGE CONSTRUCTION JOINT

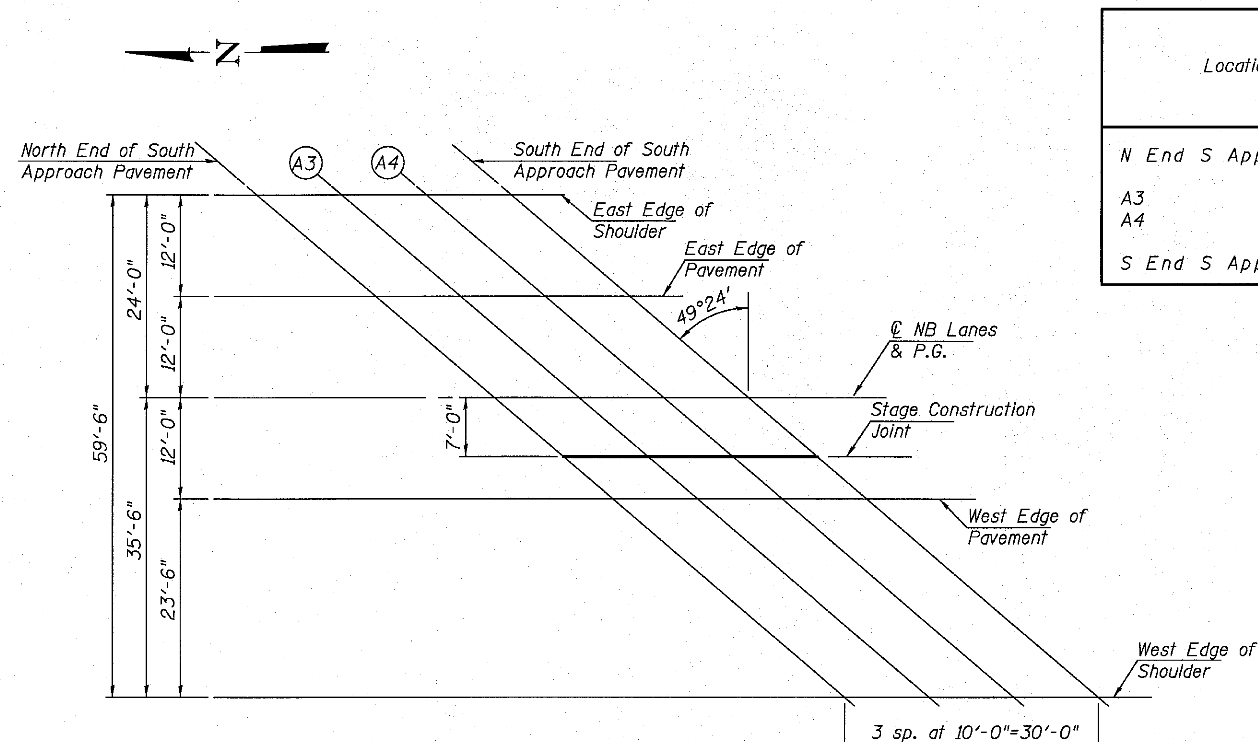
Location	Station	Offset	Theoretical Grade Elevations
N End S Appr Pav't	51590.687	7.000	479.346
A3	51600.687	7.000	479.380
A4	51610.687	7.000	479.411
S End S Appr Pav't	51620.687	7.000	479.439

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N End S Appr Pav't	51596.521	11.999	479.287
A3	51606.521	11.999	479.319
A4	51616.521	11.999	479.348
S End S Appr Pav't	51626.520	11.999	479.376

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N End S Appr Pav't	51623.939	35.499	478.879
A3	51633.939	35.499	478.904
A4	51643.939	35.499	478.927
S End S Appr Pav't	51653.939	35.500	478.947

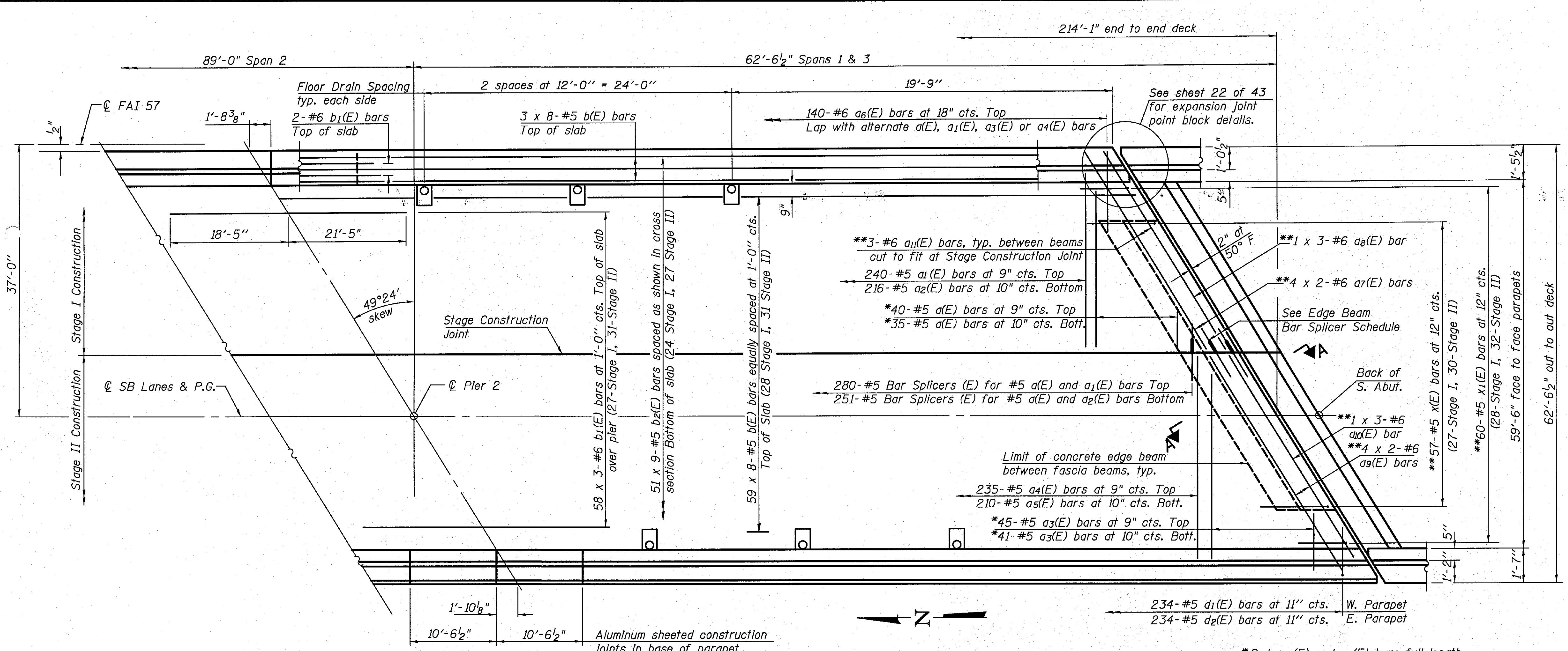


PLAN

S. Approach, (NB)

TOP OF APPROACH SLAB ELEVATIONS
NB STRUCTURE S. APPROACH
STRUCTURE NO. 028-0082

COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07062 DATE 11/12/08 DESIGN BY CME/GB DRAWN BY TFG CHECKED BY CME/MCB	SHEET NO. 17 43 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			57	(28-3-1)VB-1	FRANKLIN	98	41
					CONTRACT NO. 78068		
			FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



HALF PLAN

Showing Spans 2 & 3

*Order a(E) and a_3(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.
**See Section A-A.

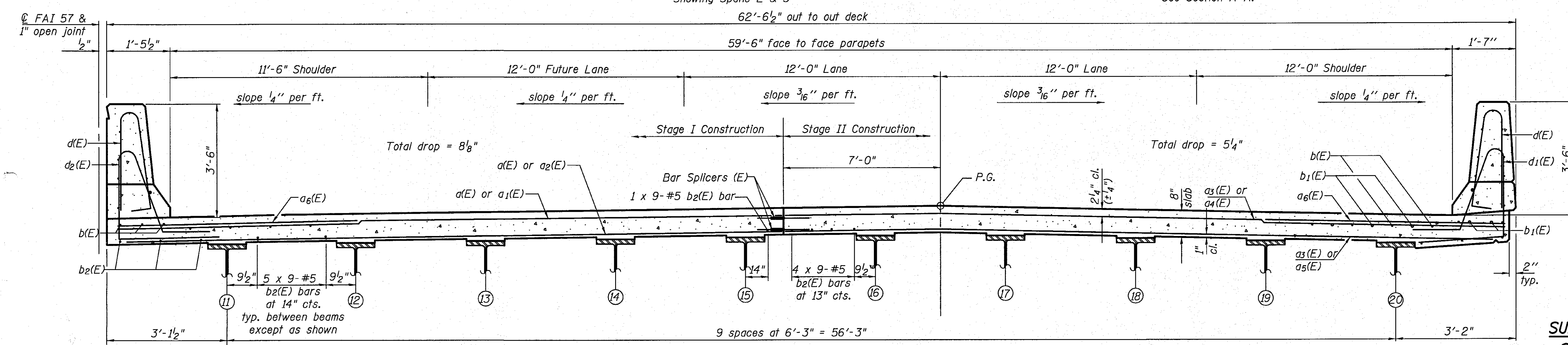
EDGE BEAM BAR SPLICER (E) SCHEDULE		
No. Req'd.	Spliced Bar	Location
8	#6 a_7(E)	Top
2	#6 a_8(E)	Bottom
*** 6	#6 a_{11}(E)	Between beams

***Cut a_{11}(E) bar to fit at Stage Construction Joint.

Notes:
See Sheets 20 and 21 of 43 for superstructure details and Bill of Material.
See Sheet 20 of 43 for parapet reinforcement.
See Sheet 20 of 43 for Section A-A.
See Sheet 19 of 43 for Scupper Locations.
See Sheet 23 of 43 for Scupper Details.
See Sheet 21 of 43 for Floor Drain Details.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

MIN. BAR LAP

#5 bars = 1'-8"
#6 bars = 2'-10"



CROSS SECTION

(Looking South)

SUPERSTRUCTURE
SB STRUCTURE
STRUCTURE NO. 028-0081

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO.	07062
DATE	11/12/08
DESIGN BY	CME/GB
DRAWN BY	TFG
CHECKED BY	CME/MCB

SHEET NO. 18
43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	42

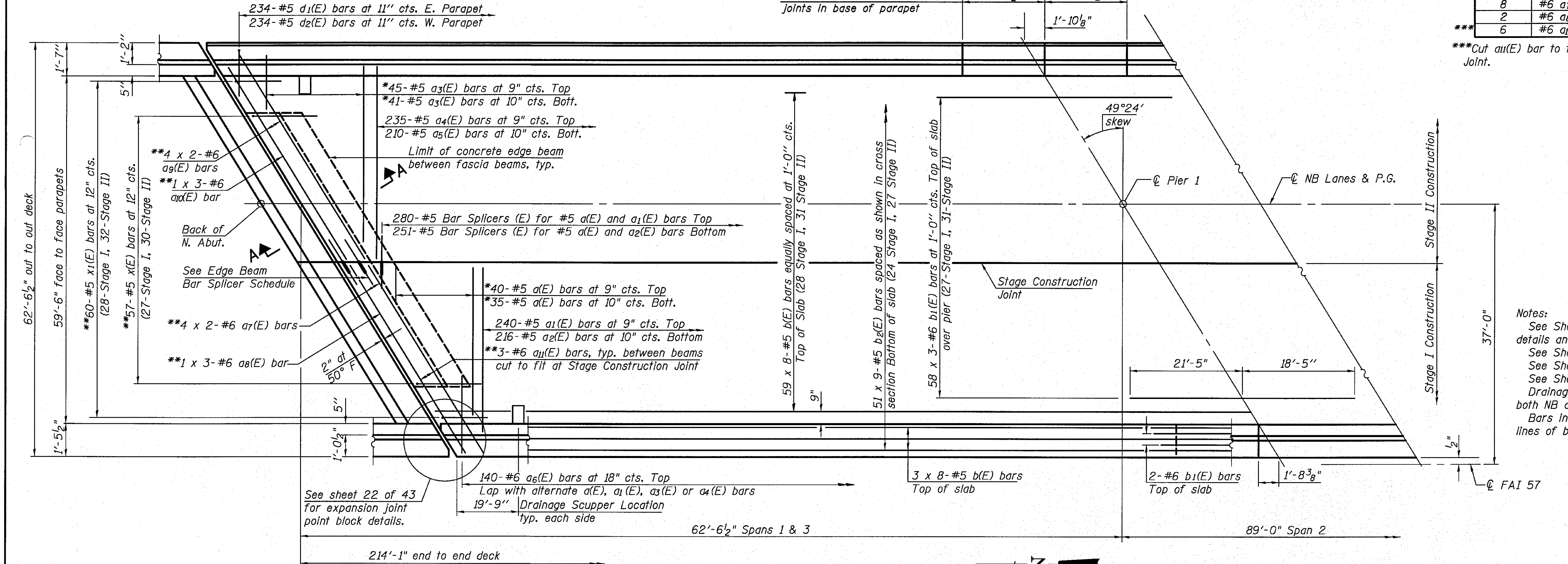
CONTRACT NO. 78068

FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT

*Order a(E) & a3(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.
**See Section A-A

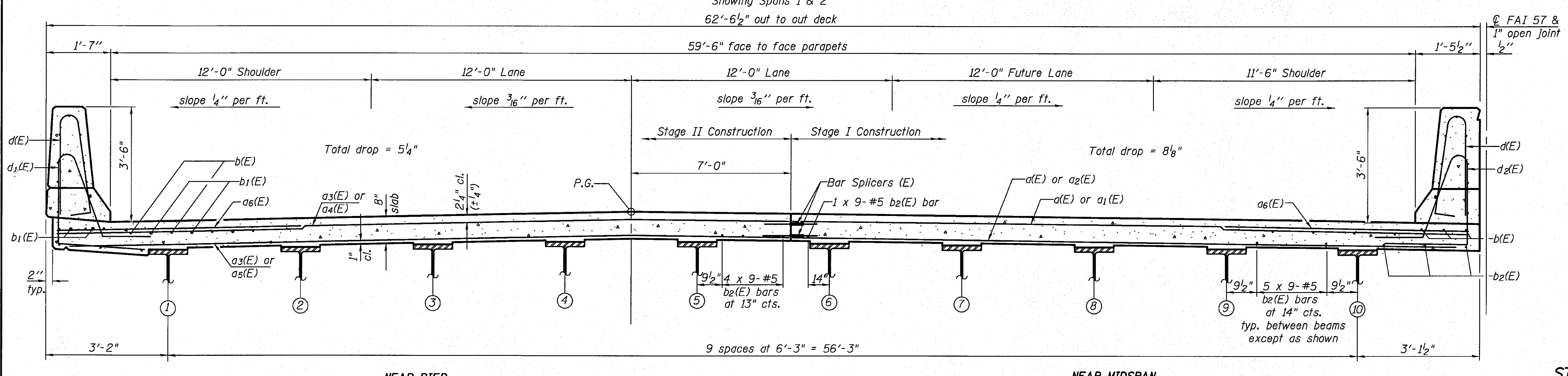
EDGE BEAM BAR SPLICER (E) SCHEDULE			
	No. Req'd.	Spliced Bar	Location
	8	#6 a7(E)	Top
	2	#6 a8(E)	Bottom
***	6	#6 a11(E)	Between beams

***Cut a11(E) bar to fit at Stage Construction Joint.



PARTIAL PLAN
Showing Spans 1 & 2

Notes:
See Sheets 20 and 21 of 43 for superstructure details and Bill of Material.
See Sheet 20 of 43 for parapet reinforcement.
See Sheet 20 of 43 for Section A-A.
See Sheet 23 of 43 for Scupper Details.
Drainage Scupper Locations shown are typical for both NB and SB structures.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



CROSS SECTION
(Looking South)

MIN. BAR LAP
#5 bars = 1'-8"
#6 bars = 2'-10"

SUPERSTRUCTURE
NB STRUCTURE
STRUCTURE NO. 028-0082

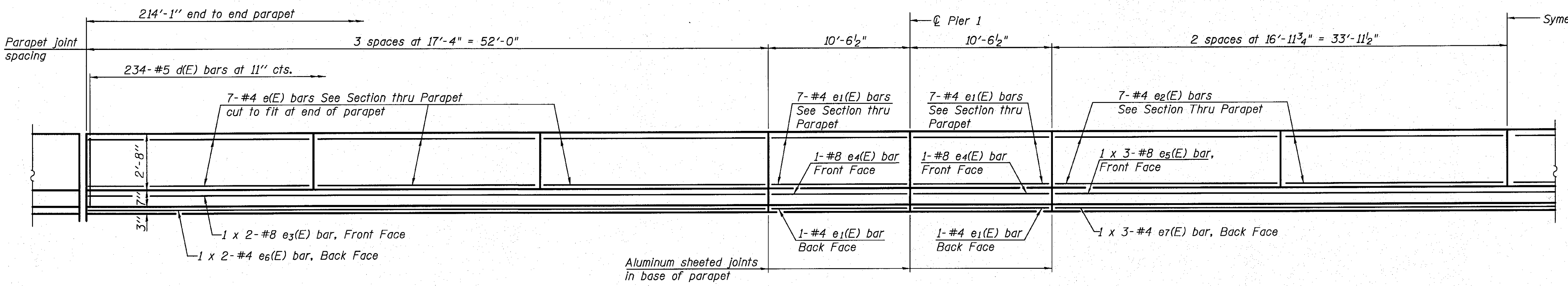
COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO.	07062
DATE	11/12/08
DESIGN BY	CME/GB
DRAWN BY	TFG
CHECKED BY	CME/MCB

SHEET NO. 19
43 SHEETS

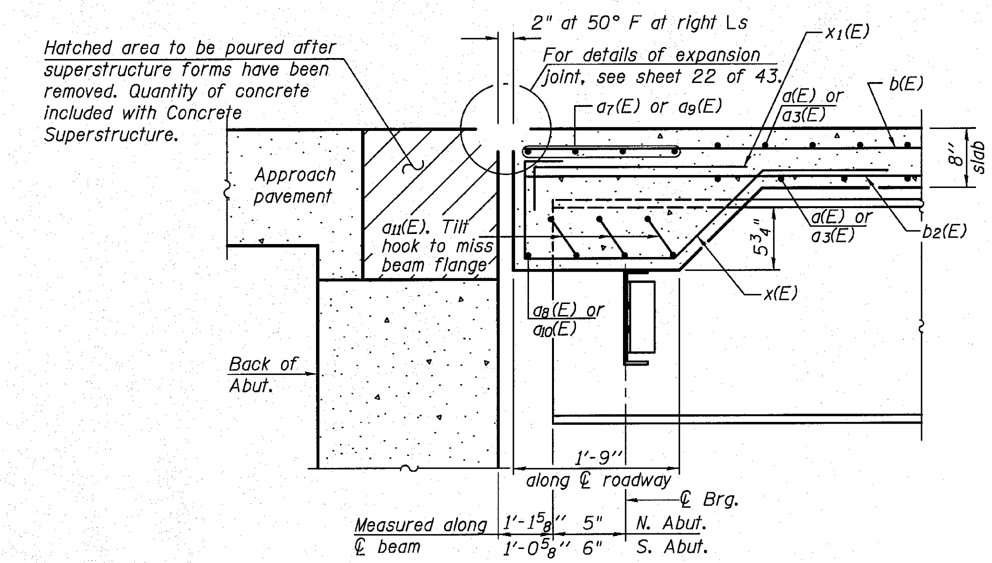
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	43
		CONTRACT NO. 78068		

FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT

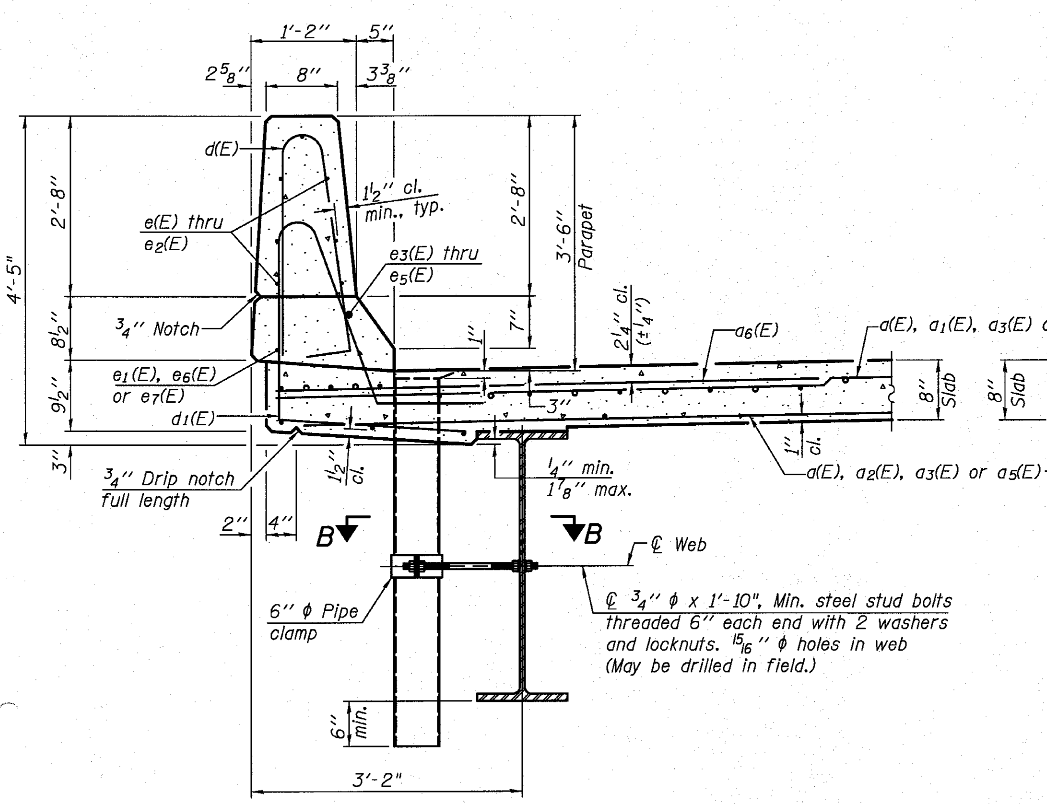


INSIDE ELEVATION OF PARAPET
Showing E. Parapet, NB Structure

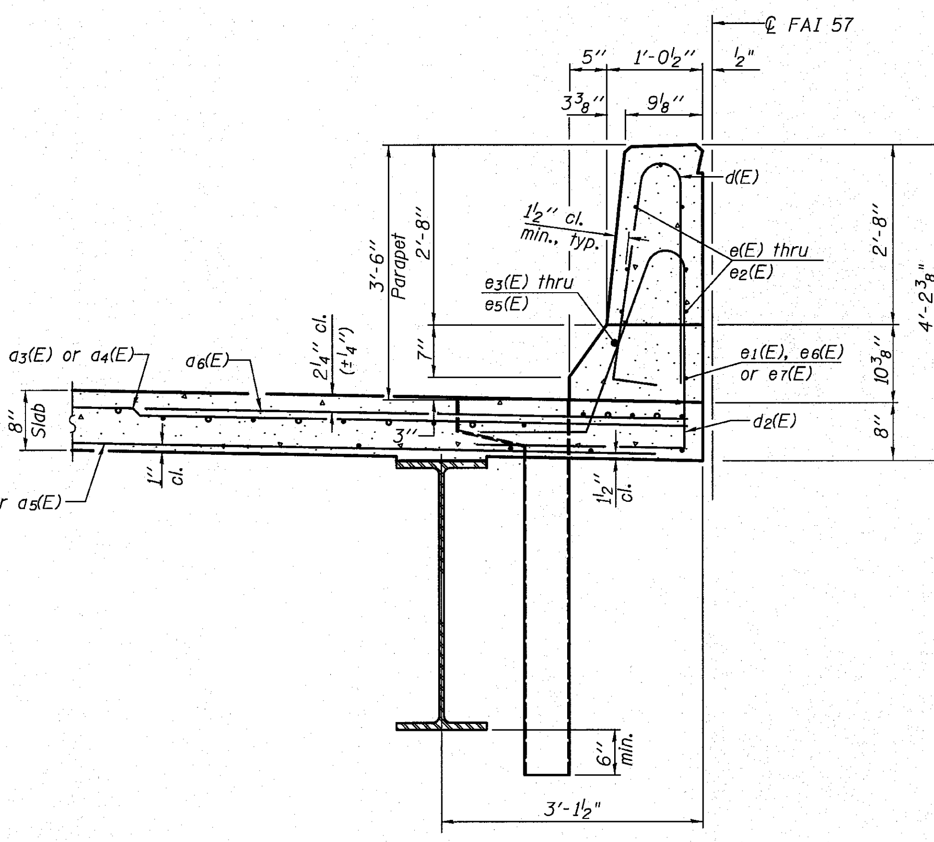
MINIMUM BAR LAP
(Parapet)
#4 bar = 1'-4"
#8 bar = 3'-5"



SECTION A-A



SECTION THRU OUTSIDE PARAPET
Showing 6" φ Floor Drain



SECTION THRU INSIDE PARAPET
Showing Drainage Scuppers, DS-11

NOTES
See Sheet 21 of 43 for Parapet Joint Details, Drain Details and Section B-B.
See Sheet 23 of 43 for Scupper Details.

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 028-0081 (SB)
STRUCTURE NO. 028-0082 (NB)

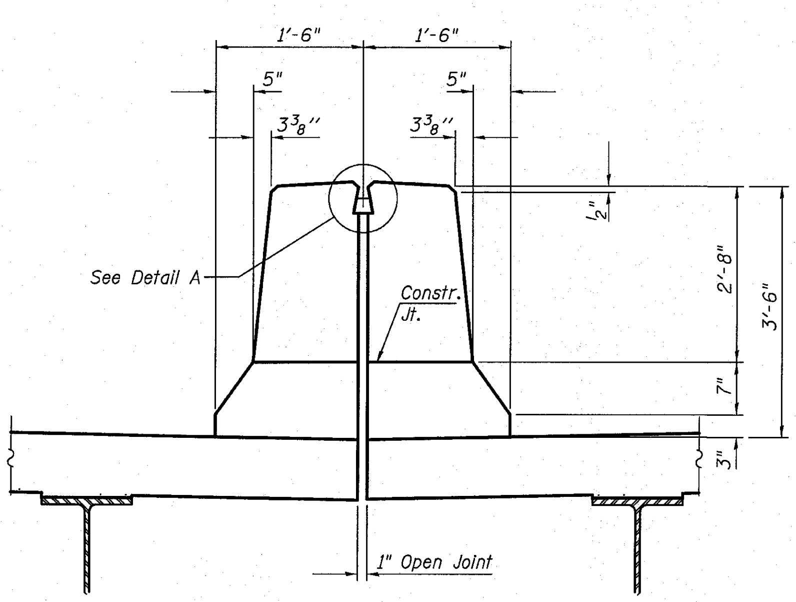
COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

PROJECT NO.	07062
DATE	11/12/08
DESIGN BY	CME/GB
DRAWN BY	TFG
CHECKED BY	CME/MCB

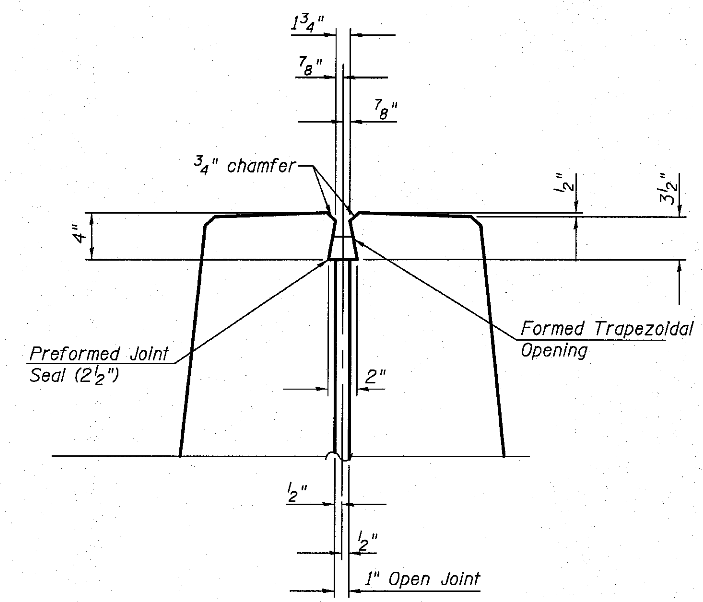
SHEET NO. 20
43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	44
		CONTRACT NO. 78068		

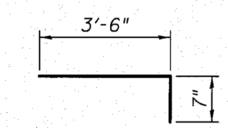
FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT



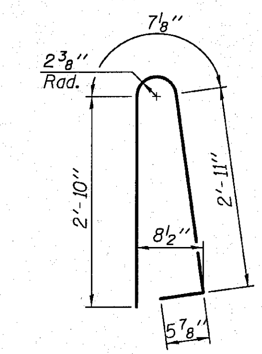
SECTION AT INSIDE PARAPET



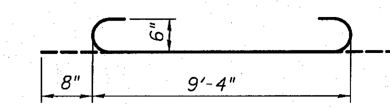
DETAIL A



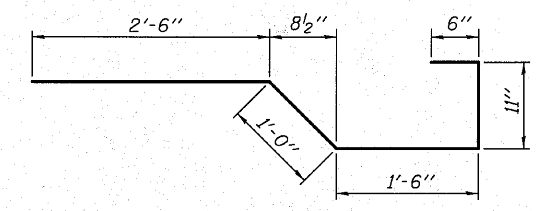
BAR x_1(E)



BAR d(E)



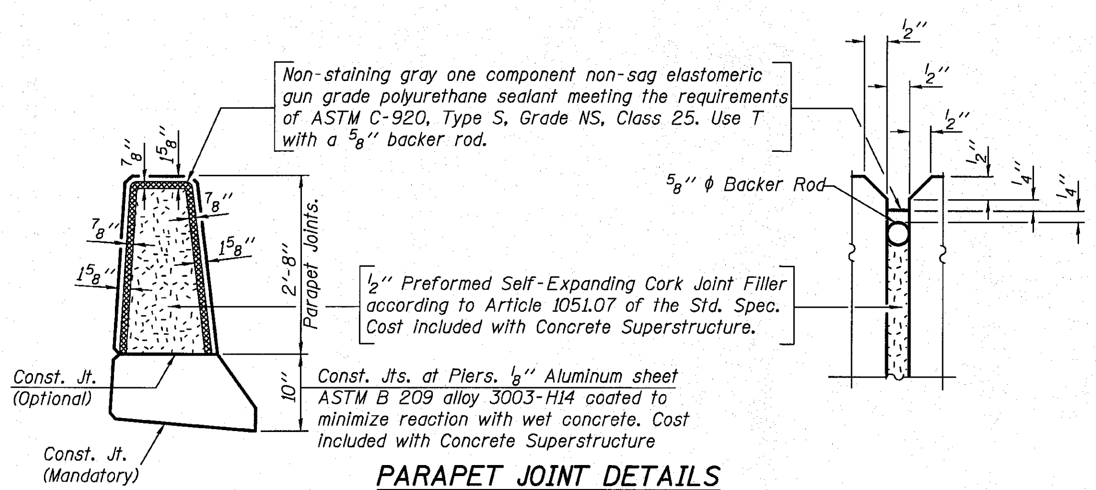
a_{11}(E) BAR



BAR x(E)

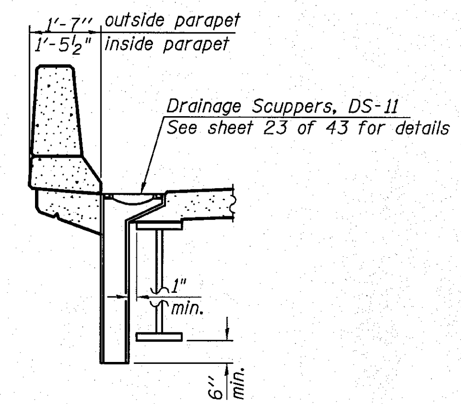
TWO SUPERSTRUCTURES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	150	#5	28'-3"	
a_1(E)	480	#5	29'-5"	
a_2(E)	432	#5	28'-5"	
a_3(E)	172	#5	32'-6"	
a_4(E)	470	#5	32'-1"	
a_5(E)	420	#5	31'-1"	
a_6(E)	560	#6	6'-0"	
a_7(E)	32	#6	24'-3"	
a_8(E)	12	#6	16'-7"	
a_9(E)	32	#6	26'-4"	
a_{10}(E)	12	#6	18'-0"	
a_{11}(E)	108	#6	10'-8"	
a_{12}(E)	32	#5	1'-6"	
b(E)	1040	#5	28'-3"	
b_1(E)	696	#6	15'-2"	
b_2(E)	918	#5	25'-3"	
d(E)	936	#5	6'-10"	
d_1(E)	468	#5	7'-9"	
d_2(E)	468	#5	8'-1"	
e(E)	168	#4	17'-0"	
e_1(E)	128	#4	10'-2"	
e_2(E)	112	#4	16'-8"	
e_3(E)	16	#8	27'-7"	
e_4(E)	16	#8	10'-2"	
e_5(E)	12	#8	24'-10"	
e_6(E)	16	#4	26'-6"	
e_7(E)	12	#4	23'-5"	
x(E)	228	#5	6'-5"	
x_1(E)	240	#5	4'-1"	
Reinforcement Bars, Epoxy Coated			Pound	171,530
Concrete Superstructure			Cu. Yds.	836.6
Bar Splicers			Each	1094



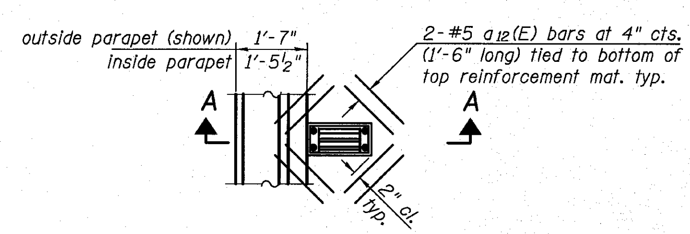
PARAPET JOINT DETAILS

Showing outside parapet



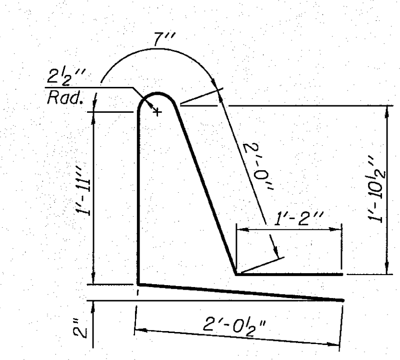
SECTION A-A

outside parapet shown

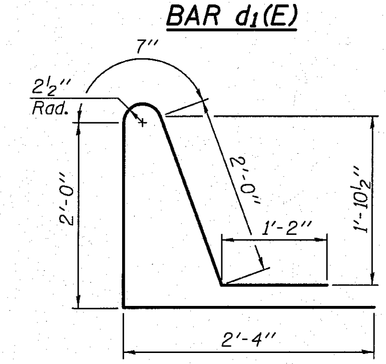


PLAN AT SCUPPER LOCATIONS

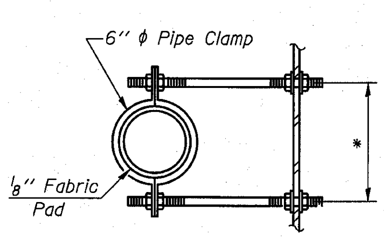
Cut longitudinal reinforcement to clear drainage scuppers.



BAR d_1(E)

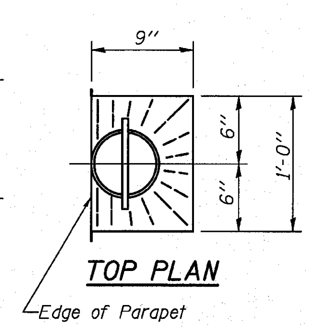


BAR d_2(E)

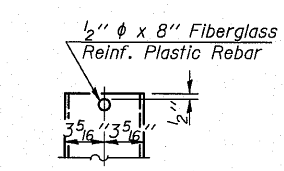


SECTION B-B

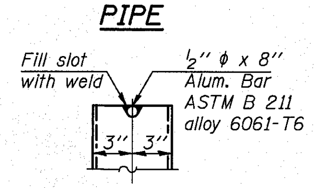
*Dimension as required by Pipe Clamp



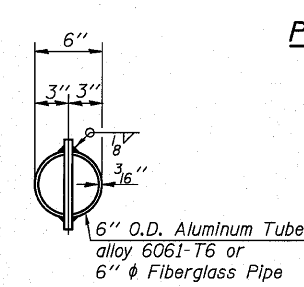
TOP PLAN



FIBERGLASS PIPE



ALUMINUM TUBE



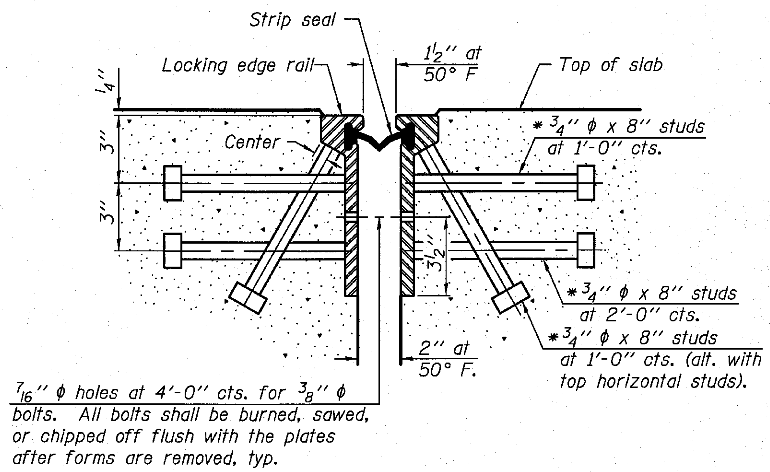
TOP PLAN

(Showing Aluminum Tube)

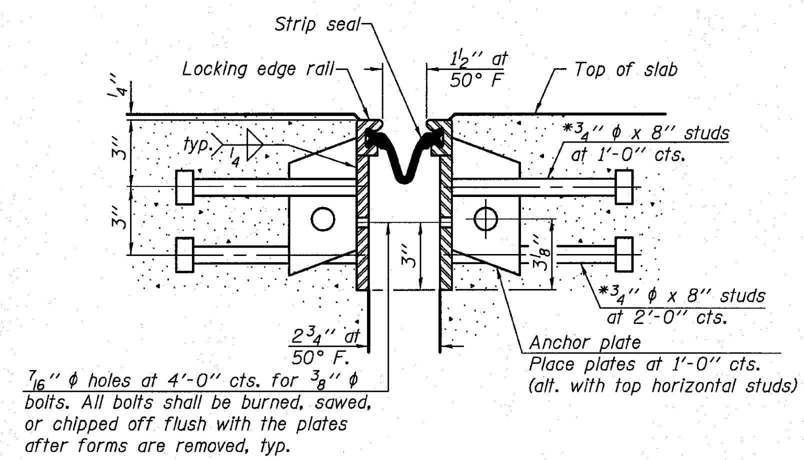
Notes:
Drains shall be located clear of all diaphragms.
The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Society of Protective Coatings Spec. SSPC-SP1 prior to painting.
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
Galvanize clamping device according to AASHTO M332.

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 028-0081 (SB)
STRUCTURE NO. 028-0082 (NB)

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

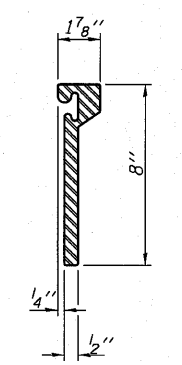


SECTION THRU ROLLED RAIL JOINT

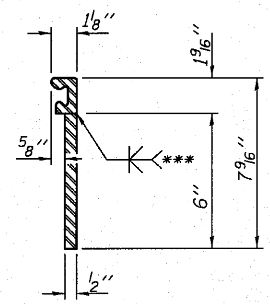


SECTION THRU WELDED RAIL JOINT

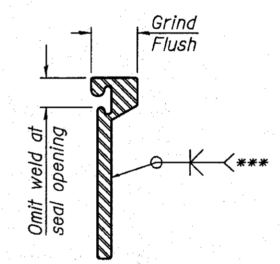
Notes:
The strip seal shall be made continuous and shall have a minimum thickness of $\frac{1}{4}$". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum 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.



ROLLED EXTRUDED RAIL



WELDED RAIL

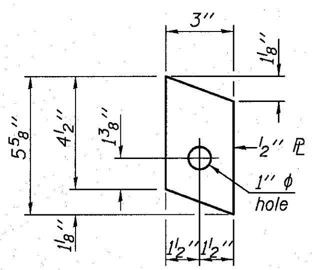


***Back gouge not required if complete joint penetration is verified by mock-up.

LOCKING EDGE RAIL SPLICE

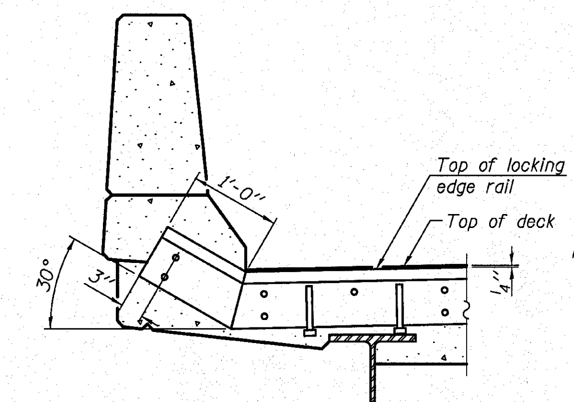
The inside of the locking edge rail groove shall be free of weld residue.

LOCKING EDGE RAILS

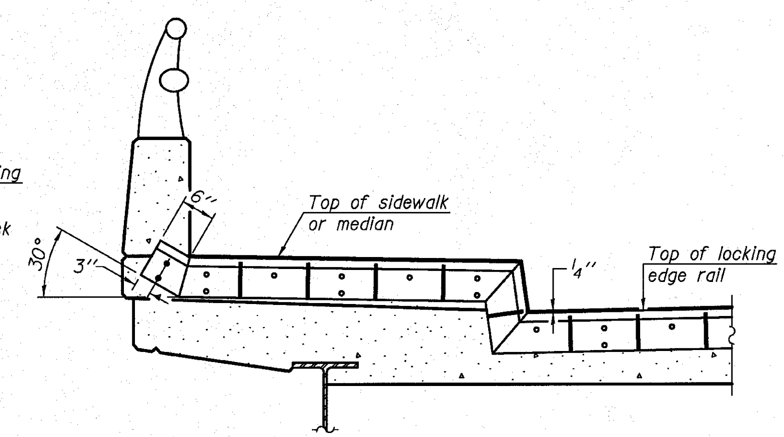


ANCHOR ℙ

(for welded rail)



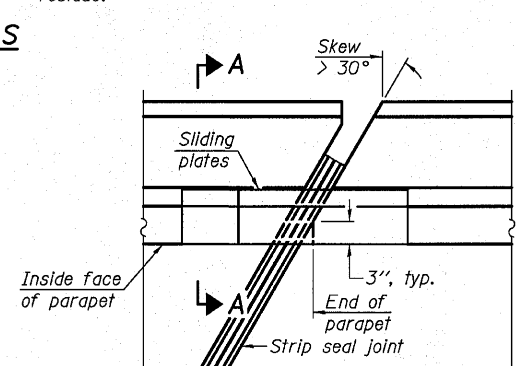
AT PARAPET



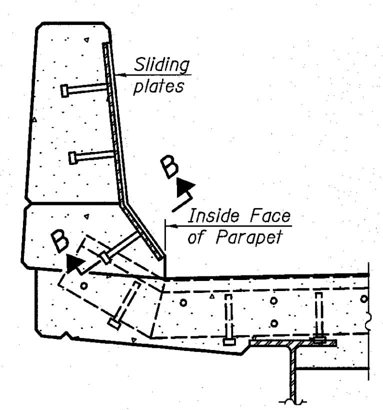
AT SIDEWALK OR MEDIAN

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



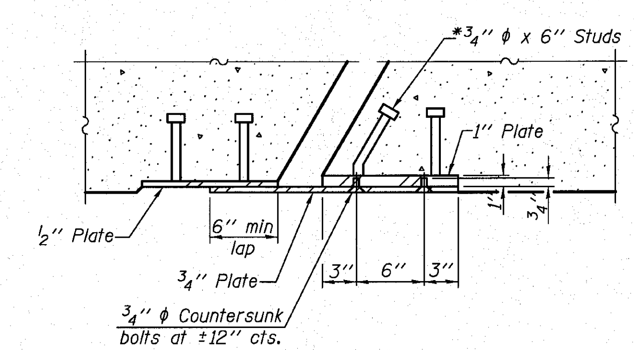
PLAN



SECTION A-A

POINT BLOCK DETAILS

(for skews > 30°)



SECTION B-B

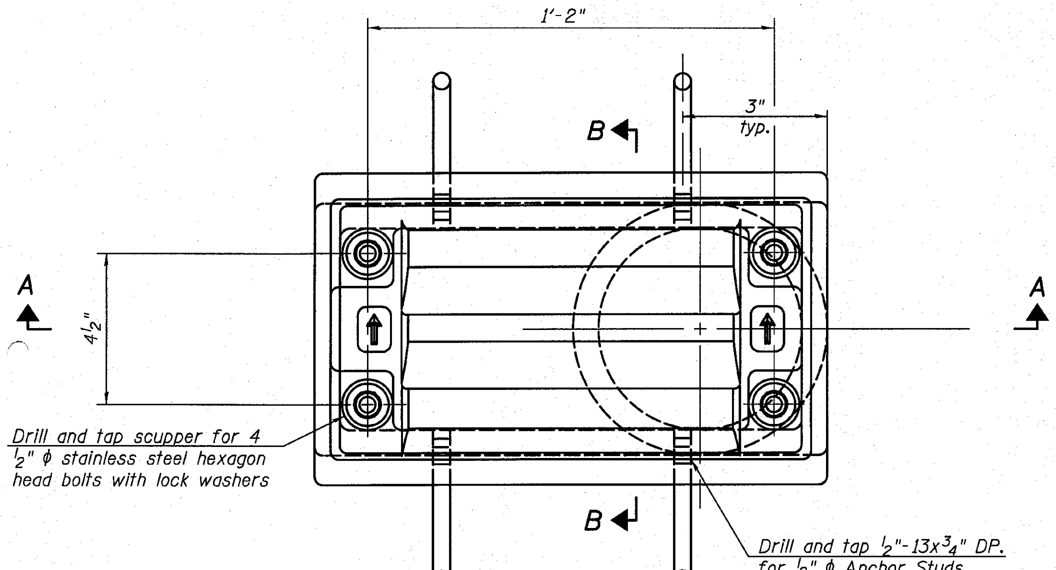
BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	374

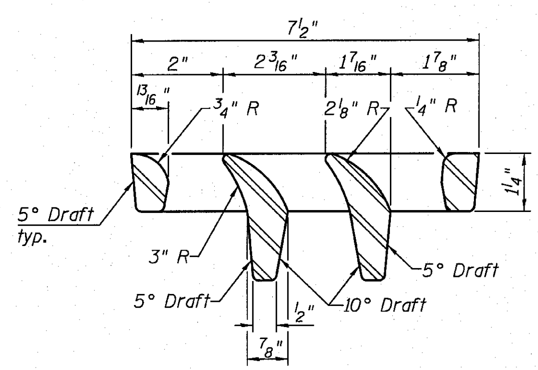
PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 028-0081 (SB)
STRUCTURE NO. 028-0082 (NB)

COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07062 DATE 11/12/08 DESIGN BY CME/GB DRAWN BY TFG CHECKED BY CME/MCB	SHEET NO. 22 43 SHEETS	F.A.I. RTE. 57	SECTION (28-3-1)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 98	SHEET NO. 46
					CONTRACT NO. 78068		
			FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

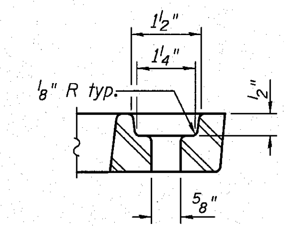
EJ-SSJ 10-1-08



PLAN

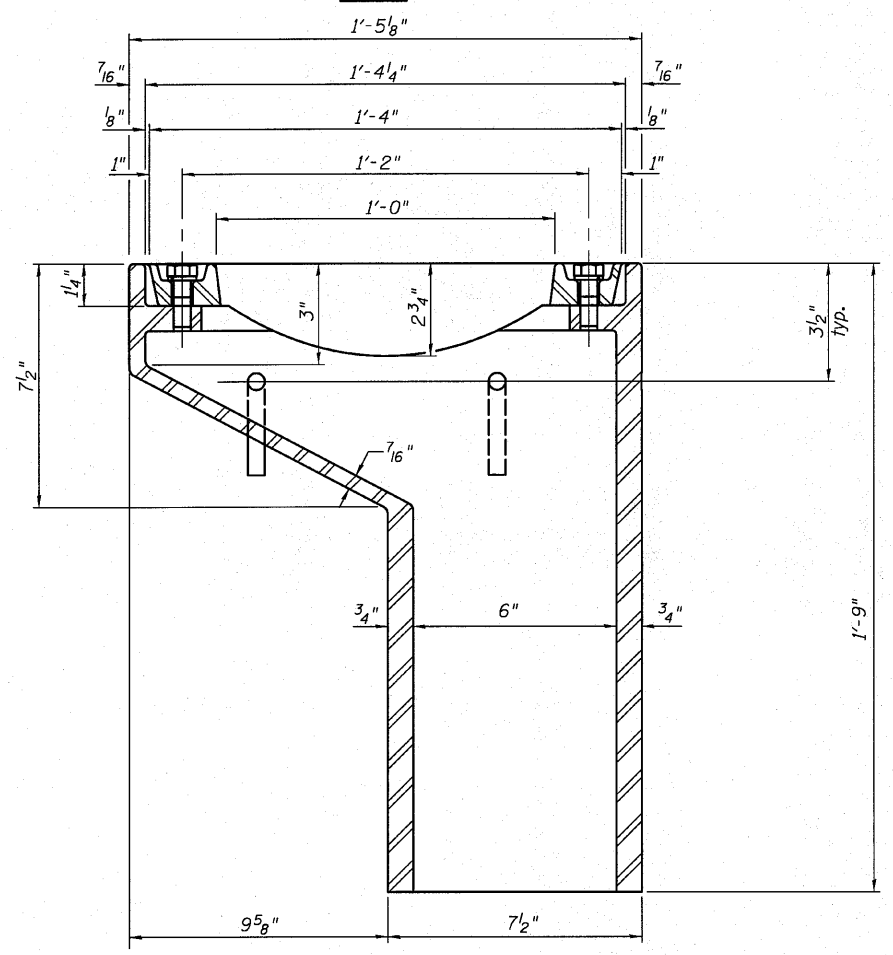


VANE GRATE DETAIL



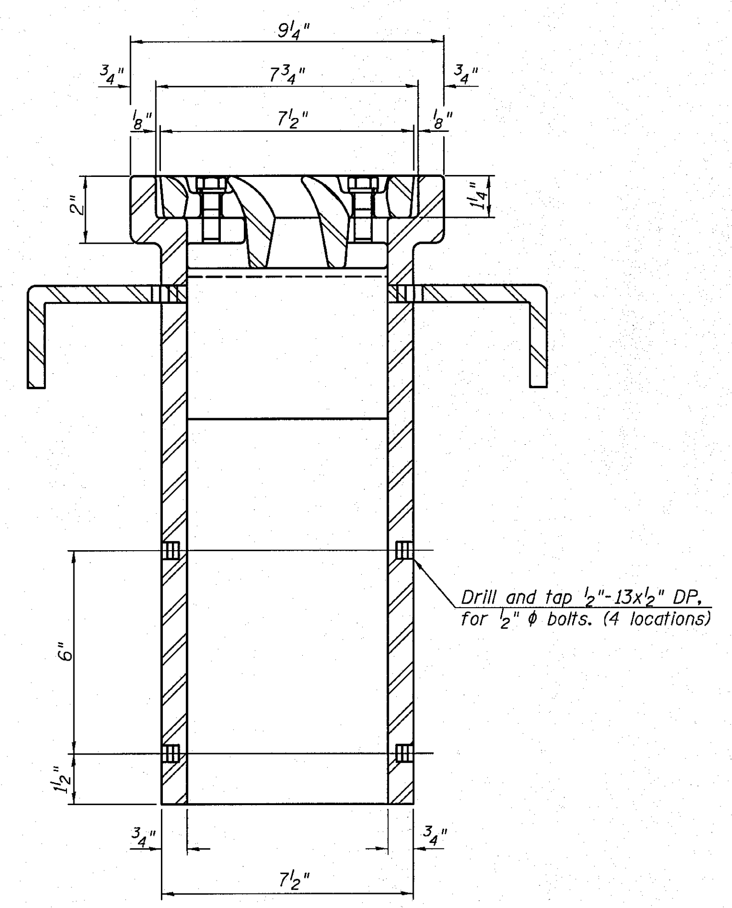
BOLT HOLE DETAIL

Notes:
All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.
Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.
Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scuppers, DS-11.
Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.

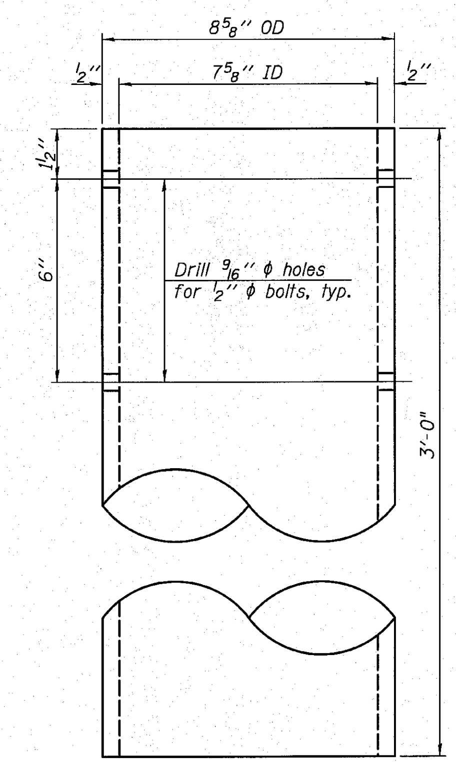


SECTION A-A

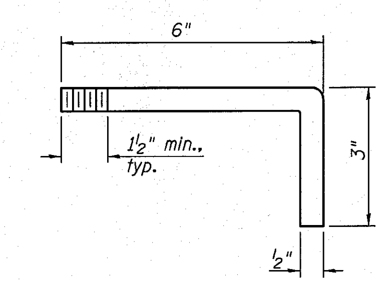
See sheet 21 of 43 for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



ANCHOR STUD DETAIL

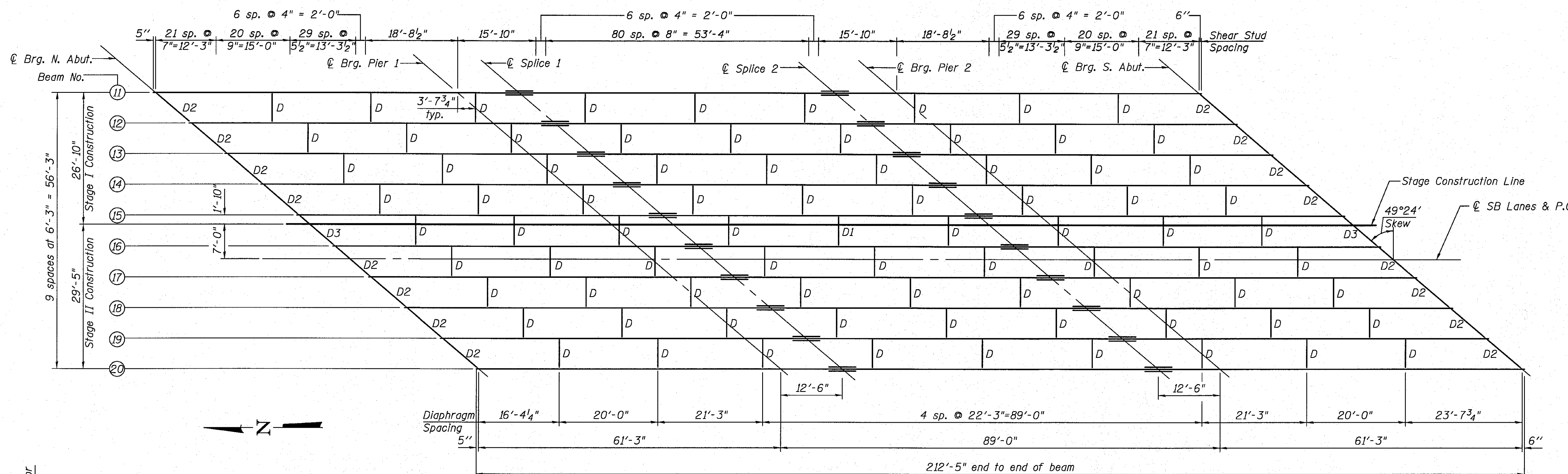
BILL OF MATERIAL

Item	Unit	Quantity
Drainage Scuppers, DS-11	Each	4

DRAINAGE SCUPPERS, DS-11
STRUCTURE NO. 028-0081 (SB)
STRUCTURE NO. 028-0082 (NB)

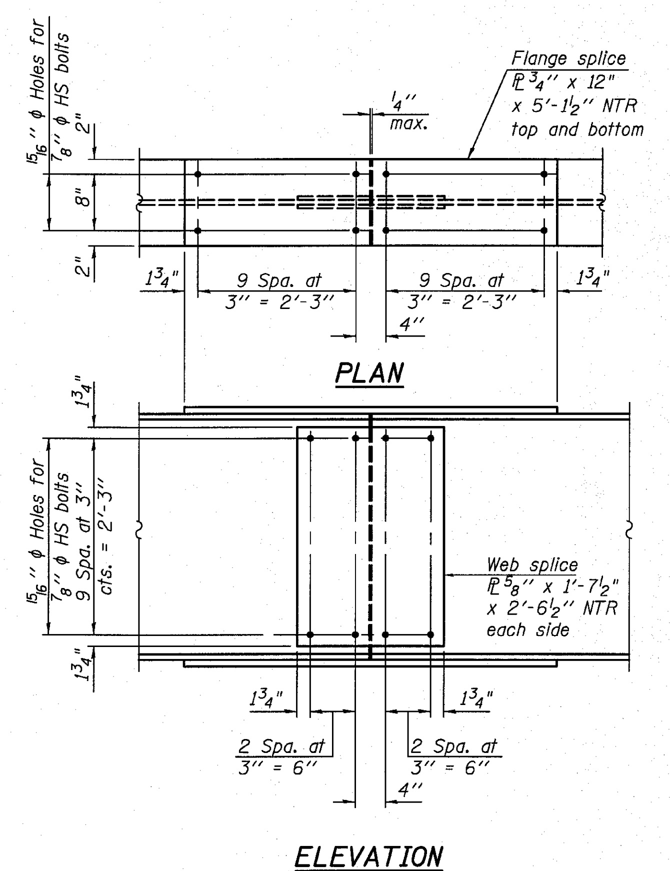
COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07062; DATE 11/12/08; DESIGN BY CME/GB; DRAWN BY TFG; CHECKED BY CME/MCB	SHEET NO. 23 / 43 SHEETS	F.A.I. RTE. 57	SECTION (28-3-1)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 98	SHEET NO. 47
					CONTRACT NO. 78068		
			FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

DS-11 10-1-08



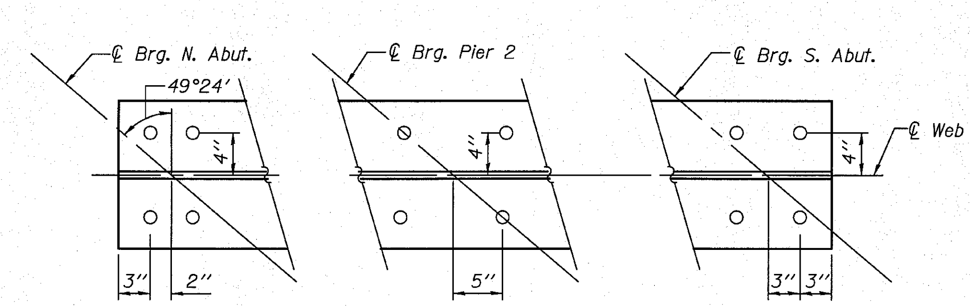
FRAMING PLAN

All beams are W36x135 NTR



TYPICAL SPLICE DETAIL

(20 Required)



BOTTOM FLANGE PARTIAL PLAN

Showing ⅞" hole locations at expansion bearings

NOTES

All beams and splice plates shall be M270 Grade 50.

Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

See Sheet 26 of 43 for diaphragm and shear stud details.

TOP OF BEAM ELEVATIONS

Location	Beam 11	Beam 12	Beam 13	Beam 14	Beam 15	Beam 16	Beam 17	Beam 18	Beam 19	Beam 20
℄ Brg. North Abutment	477.10	477.29	477.47	477.66	477.82	477.97	478.01	477.96	477.89	477.80
℄ Brg. Pier 1	477.51	477.68	477.86	478.03	478.18	478.32	478.34	478.28	478.20	478.11
℄ Splice 1	477.59	477.76	477.93	478.11	478.26	478.39	478.41	478.35	478.27	478.17
℄ Splice 2	477.92	478.09	478.25	478.41	478.55	478.67	478.68	478.61	478.51	478.40
℄ Brg. Pier 2	477.97	478.13	478.29	478.45	478.59	478.71	478.72	478.64	478.54	478.43
℄ Brg. South Abutment	478.21	478.36	478.51	478.65	478.78	478.89	478.89	478.80	478.69	478.57

For Fabrication Only

FRAMING PLAN
SB STRUCTURE
SN 028-0081

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

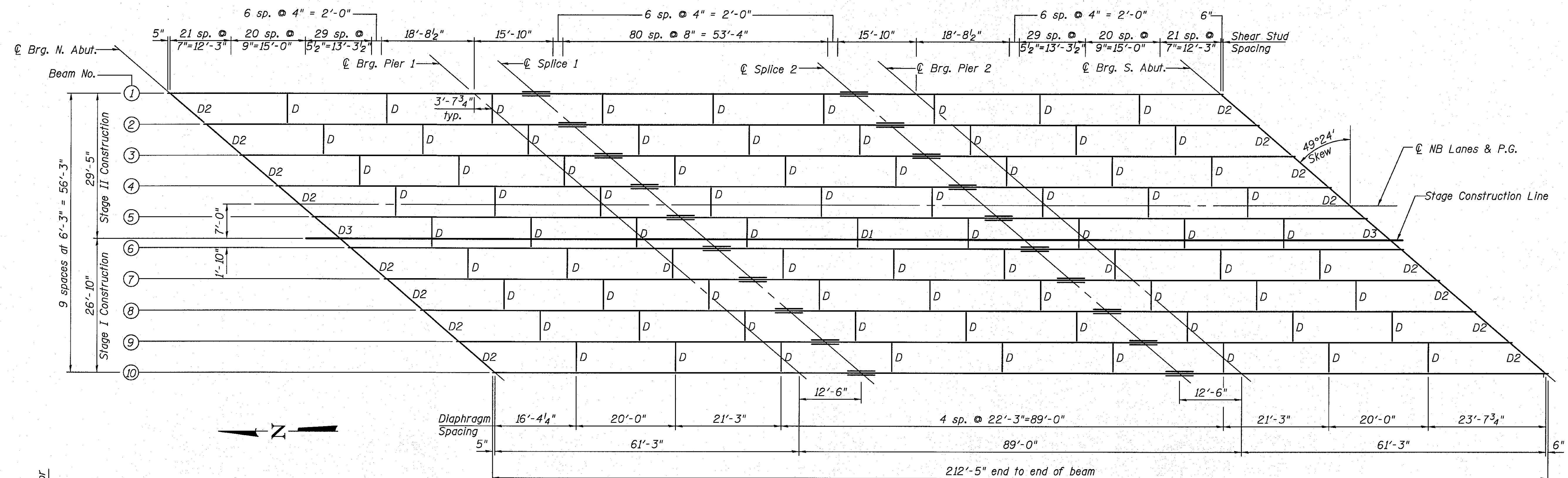
PROJECT NO. 07062
DATE 11/12/08
DESIGN BY CME/GB
DRAWN BY TFG
CHECKED BY CME/MCB

SHEET NO. 24
43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	48

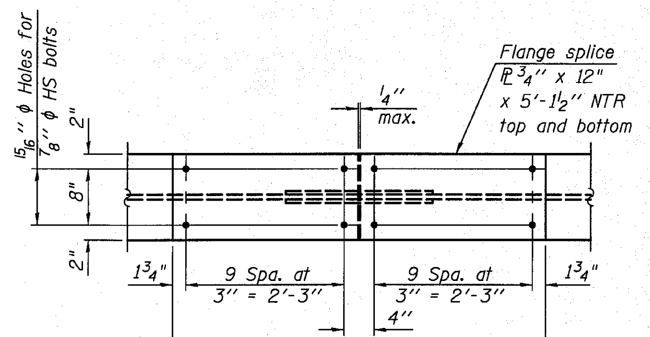
CONTRACT NO. 78068

FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT

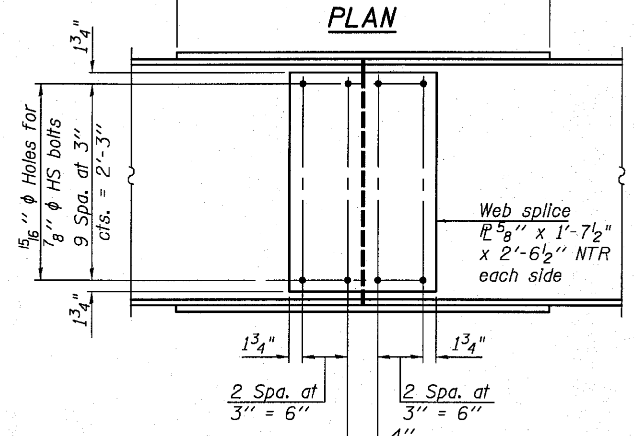


FRAMING PLAN

All beams are W36x135 NTR



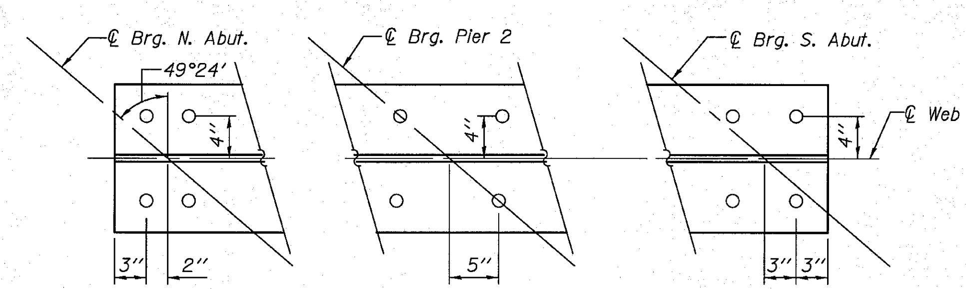
PLAN



ELEVATION

TYPICAL SPLICE DETAIL

(20 Required)



BOTTOM FLANGE PARTIAL PLAN

Showing 7/8" hole locations at expansion bearings

NOTES

All beams and splice plates shall be M270 Grade 50.

Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

See Sheet 26 of 43 for diaphragm and shear stud details.

TOP OF BEAM ELEVATIONS

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7	Beam 8	Beam 9	Beam 10
℄ Brg. North Abutment	476.69	476.89	477.08	477.25	477.33	477.30	477.25	477.18	477.11	477.04
℄ Brg. Pier 1	477.21	477.40	477.58	477.73	477.80	477.76	477.70	477.62	477.54	477.46
℄ Splice 1	477.32	477.50	477.68	477.83	477.90	477.85	477.79	477.71	477.62	477.54
℄ Splice 2	477.77	477.94	478.11	478.25	478.31	478.25	478.17	478.08	477.98	477.89
℄ Brg. Pier 2	477.84	478.01	478.18	478.31	478.37	478.31	478.23	478.14	478.04	477.94
℄ Brg. South Abutment	478.19	478.36	478.50	478.63	478.68	478.60	478.52	478.41	478.30	478.19

For Fabrication Only

FRAMING PLAN
NB STRUCTURE
SN 028-0082

COOMBE-BLOXDORF P.C.
Engineers / Land Surveyors
Springfield, Illinois
Design Firm License No. 184-002703

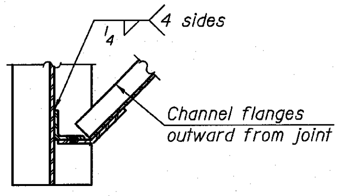
PROJECT NO.	07062
DATE	11/12/08
DESIGN BY	CME/GB
DRAWN BY	TFG
CHECKED BY	CME/MCB

SHEET NO. 25

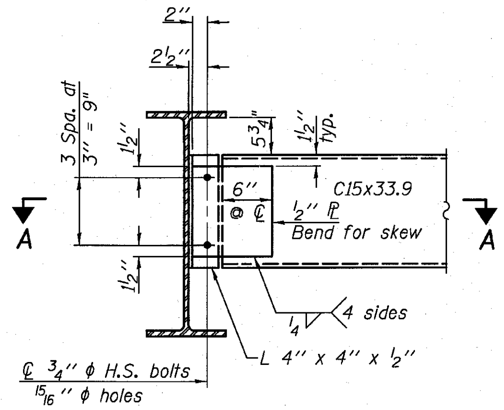
43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	49
		CONTRACT NO. 78068		

FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT

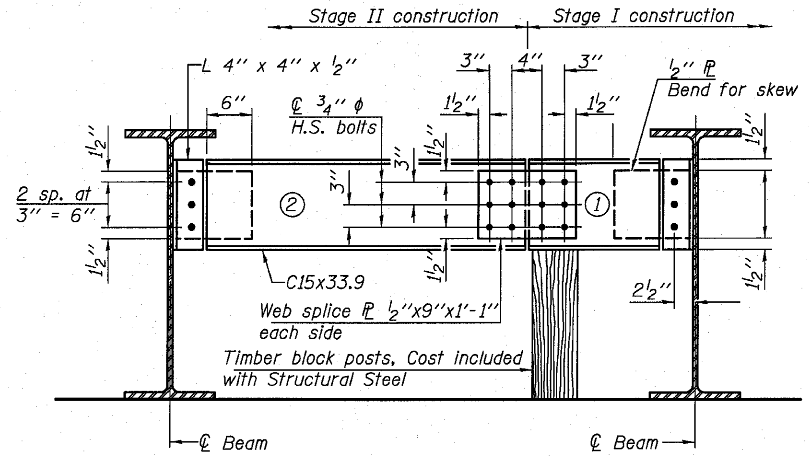


SECTION A-A



END DIAPHRAGM D2

(32 required for both structures)



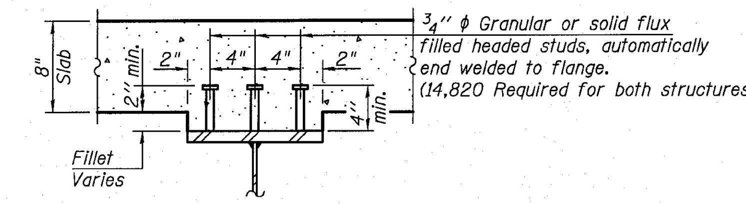
END DIAPHRAGM D3

(4 required for both structures)

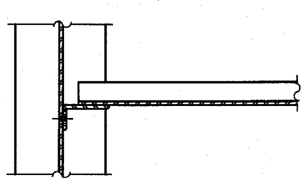
END DIAPHRAGM STAGE CONSTRUCTION SEQUENCE

1.) Order Diaphragm in two sections.
2.) Attach section ① of Diaphragm to Beam
3.) Place Timber Block Posts between section ① of diaphragm and abutment bearing section.
4.) Attach section ② of diaphragm to both Beam ① and section ① of diaphragm during Stage II Construction with splice plates.
5.) Remove Timber Block Posts.

Notes:
Load carrying components designated "NTR" shall conform to the Supplement Requirements for Notch Toughness, Zone 2.
All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.



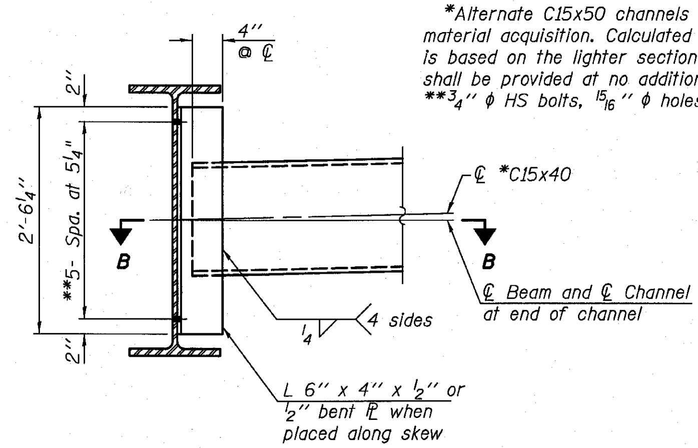
SHEAR STUD DETAIL



SECTION B-B

Notes:
Two hardened washers required for each set of oversized holes.
Diaphragm D1 is similar to D except the connecting angle attached to beams 5 & 16 shall have 13/16" x 1 7/8" slotted holes with 1/4" plate washers covering the entire slot. The holes in Beams 5 & 16 at this connection shall be oversized. The bolts for the slotted holes shall only be finger tight prior to pouring the deck and then tightened after completion of the pour. The slots shall be positioned so the bolts start at one end of the slot with no concrete load and finish near the opposite end under deck load.

*Alternate C15x50 channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department.
**3/4" ϕ HS bolts, 15/16" ϕ holes



INTERIOR DIAPHRAGMS D & D1

(162 required for both structures)

INTERIOR GIRDER MOMENT TABLE					
			0.4 Sp. 1 or 0.6 Sp. 3	Pier 1 or 2	0.5 Sp. 2
	I_s	(in⁴)	7800	7800	7800
	$I_c(n)$	(in⁴)	19730	—	19730
	$I_c(3n)$	(in⁴)	14510	—	14510
	S_s	(in³)	439	439	439
	$S_c(n)$	(in³)	625	—	625
	$S_c(3n)$	(in³)	565	—	565
	ℓ	(k/')	0.81	1.29	0.81
	Mℓ	('k)	172	705	321
	sℓ	(k/')	0.48	—	0.48
	Msℓ	('k)	126	—	251
	MŁ	('k)	393	290	554
	M_{IM}	('k)	106	73	128
	5/3 [MŁ + I]	('k)	831	605	1137
	M_a	('k)	1468	1703	2222
*	M_u	('k)	2493	—	2388
	f_s ℓ non-comp	(ksi)	4.7	19.3	8.8
	f_s ℓ (comp)	(ksi)	2.7	—	5.3
	f_s 5/3 [MŁ + M_I]	(ksi)	16.0	16.5	21.8
	f_s (Overload)	(ksi)	23.4	35.8	35.9
**	f_s (Total)	(ksi)	—	46.5	—
	VR	(k)	47	—	40

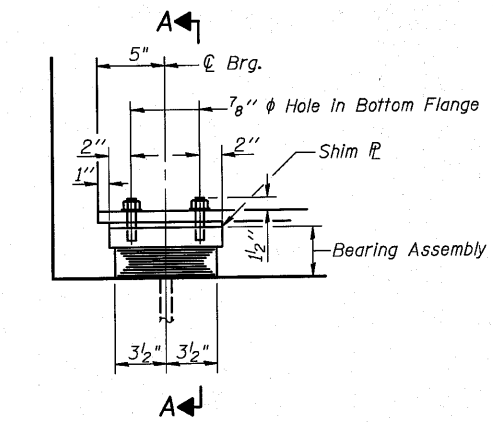
*compact section
**non-compact partially braced section

INTERIOR GIRDER REACTION TABLE			
		Abut.	Pier
Rℓ	(K)	28	108
RŁ	(K)	34	47
Imp.	(K)	9	12
R (Total)	(K)	71	167

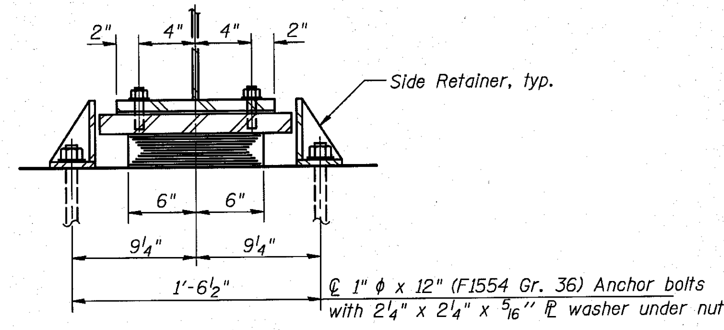
I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (in.⁴ and in.³).
$I_c(n)$, $S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total and Overload) due to short-term composite live loads (in.⁴ and in.³).
$I(3n)$, $S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total and Overload) due to long-term composite (superimposed) dead loads (in.⁴ and in.³).
ℓ: Un-factored non-composite dead load (kips/ft.).
Mℓ: Un-factored moment due to non-composite dead load (kip-ft.).
sℓ: Un-factored long-term composite (superimposed) dead load (kips/ft.)
Msℓ: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
MŁ: Un-factored live load moment (kip-ft.).
M_I: Un-factored moment due to impact (kip-ft.).
M_a: Factored design moment (kip-ft.).
1.3 [Mℓ + Msℓ + 5/3 (MŁ + M_I)]
M_u: Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).
f_s (Overload): Sum of stresses as computed from the moments below (ksi).
Mℓ + Msℓ + 5/3 (MŁ + M_I)
f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
1.3 [Mℓ + Msℓ + 5/3 (MŁ + M_I)]
VR: Maximum Ł + impact horizontal shear range within the composite portion of the span for stud shear connector design (kips).

STRUCTURAL STEEL DETAILS
SN 028-0081 (SB)
SN 028-0082 (NB)

COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07062	SHEET NO. 26	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DATE 11/12/08		57	(28-3-1)VB-1	FRANKLIN	98	50
	DESIGN BY CME/GB	43 SHEETS			CONTRACT NO. 78068		
	DRAWN BY TFG						
	CHECKED BY CME/MCB		FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

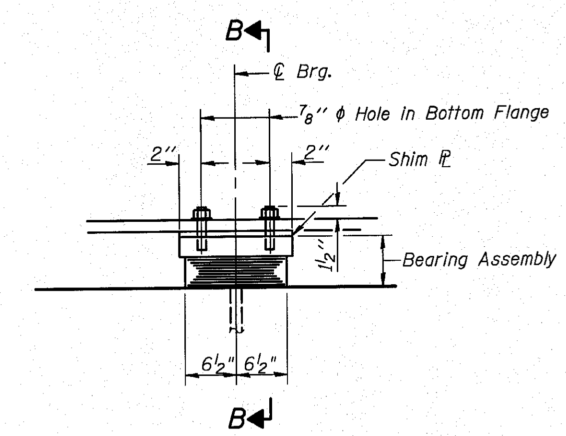


ELEVATION AT N. ABUT.

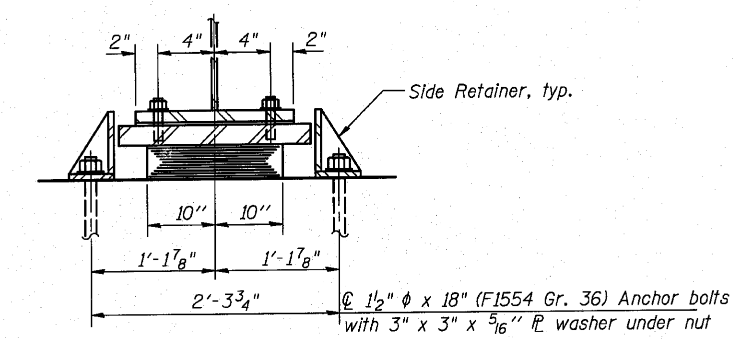


SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

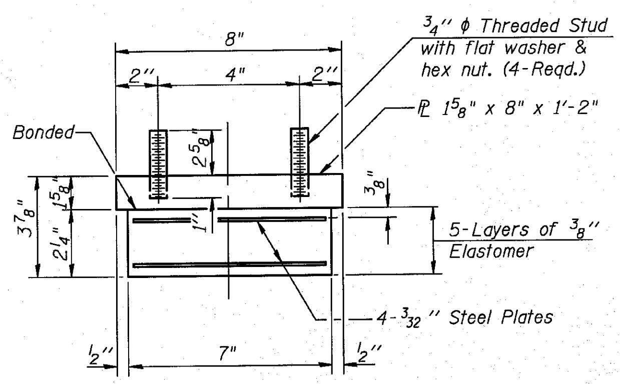


ELEVATION AT PIER 2



SECTION B-B

TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

Shim plates shall not be placed under Bearing Assembly.

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.

Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.

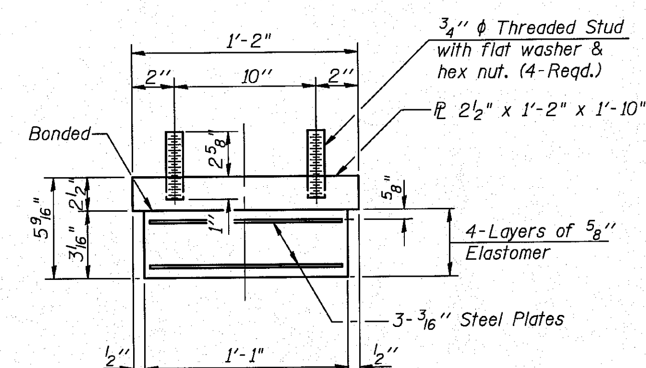
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

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

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.

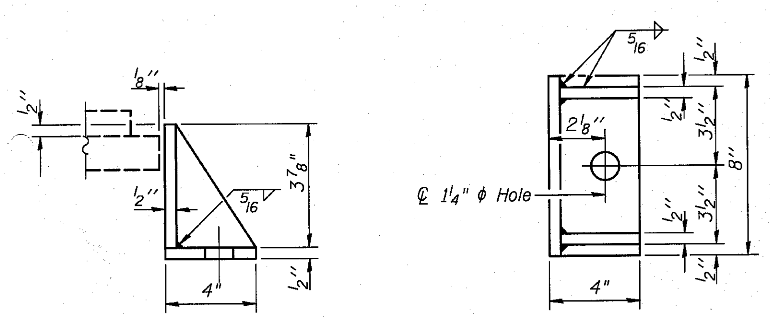
Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

See Sheet 28 of 43 for Shim Plate Schedule.



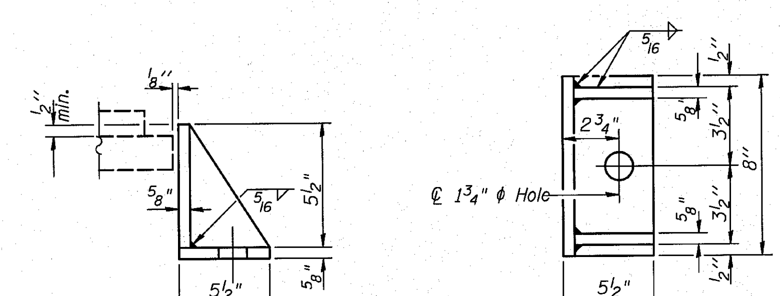
BEARING ASSEMBLY

Shim plates shall not be placed under Bearing Assembly.



SIDE RETAINER N. ABUT.

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



SIDE RETAINER PIER 2

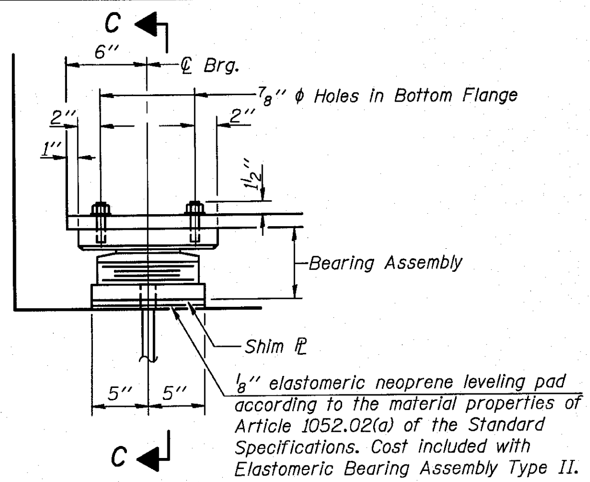
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

TWO STRUCTURES
BILL OF MATERIAL

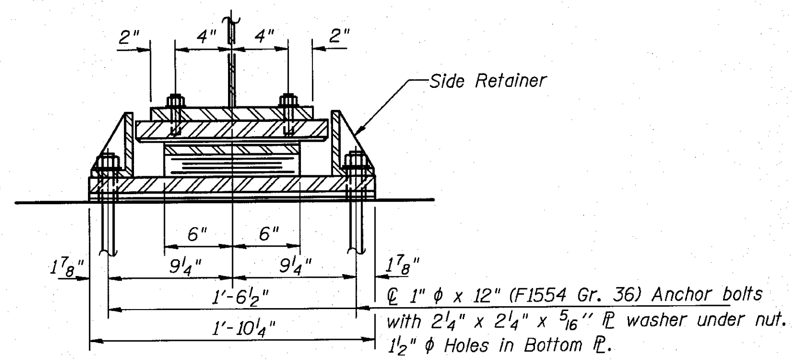
Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	40
Anchor Bolts, 1" φ	Each	40
Anchor Bolts, 1½" φ	Each	40

BEARING DETAILS
STRUCTURE NO. 028-0081 (SB)
STRUCTURE NO. 028-0082 (NB)

COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07062 DATE 11/12/08 DESIGN BY CME/GB DRAWN BY TFG CHECKED BY CME/MCB	SHEET NO. 27 43 SHEETS	F.A.I. RTE. 57	SECTION (28-3-1)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 98	SHEET NO. 51
			FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 78068	

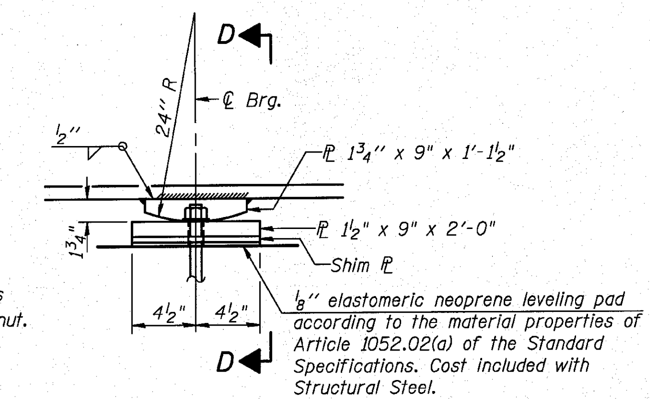


ELEVATION AT S. ABUT.

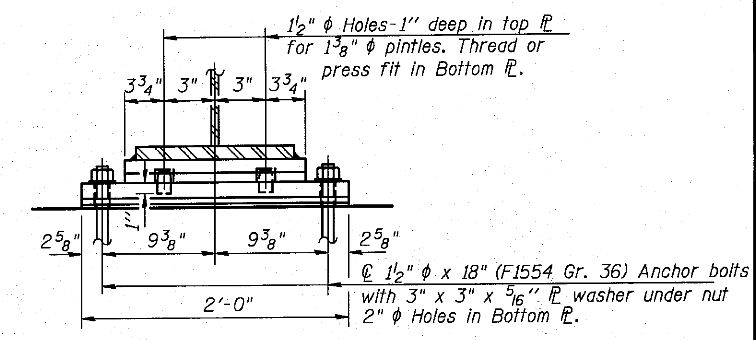


SECTION C-C

TYPE II ELASTOMERIC EXP. BRG.

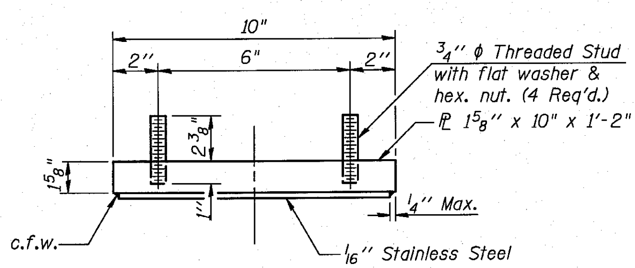


ELEVATION AT PIER 1

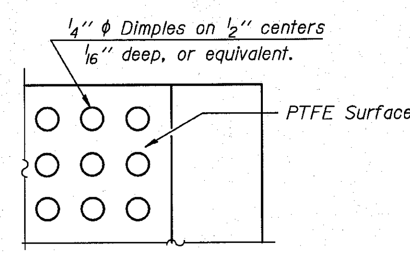


SECTION D-D

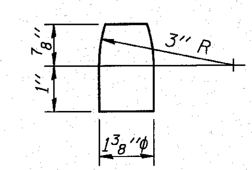
FIXED BEARING



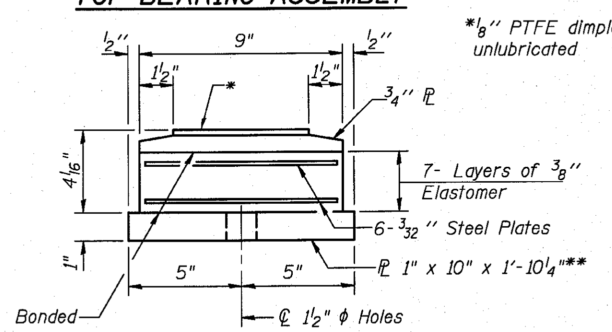
TOP BEARING ASSEMBLY



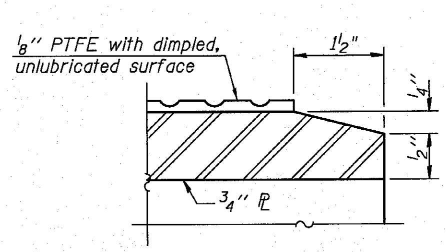
PLAN-PTFE SURFACE



PINTLE



BOTTOM BEARING ASSEMBLY



SECTION THRU PTFE

**Clip Southeast corner of all plates 3/4″ x 3/4″, see detail.

SHIM PLATE SCHEDULE

Structure	Location	Beam No.	Thickness	Size
NB	N Abut	6	5/8″	8″x1′-2″
NB	Pier 1	6	3/4″	9″x2′-0″
NB	Pier 2	4	1/8″	1′-2″x1′-10″
NB	Pier 2	5	3/4″	1′-2″x1′-10″
NB	S Abut	4	1/4″	10″x1′-10 1/4″
SB	N Abut	16	1/4″	8″x1′-2″
SB	N Abut	17	5/8″	8″x1′-2″
SB	Pier 1	16	1/2″	9″x2′-0″
SB	Pier 2	17	1/8″	1′-2″x1′-10″
SB	S Abut	16	1/8″	10″x1′-10 1/4″

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.

Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

Anchor bolts for Type II bearings shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.

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

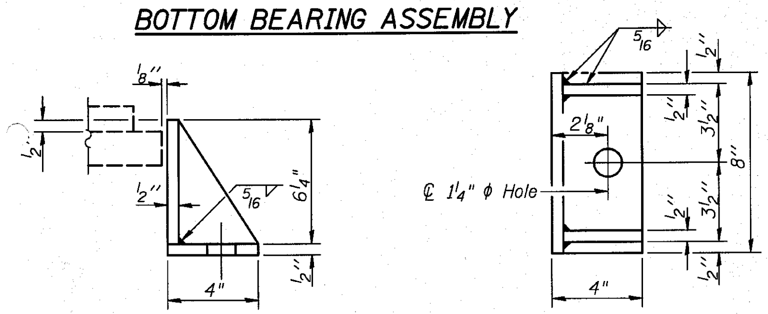
Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.

The 1/8″ PTFE 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 1/8″ PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

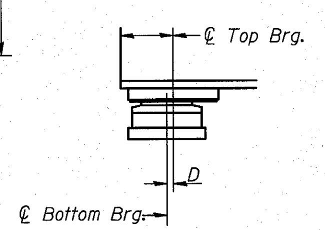
The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.

Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing plans.



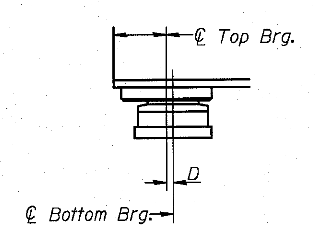
SIDE RETAINER S. ABUT.

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



BELOW 50°F.

(Move bottom. brg. away from fixed brg.)

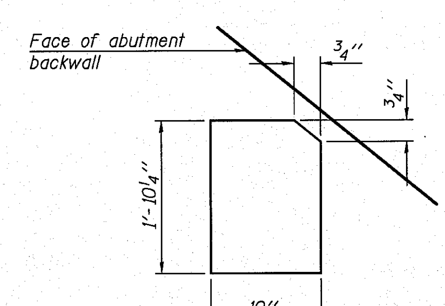


ABOVE 50°F.

(Move bottom. brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

D=1/8″ per each 100′ of expansion for every 15° temp. change from the normal temp. of 50°F.



S. ABUT. BOTTOM PLATE DETAIL

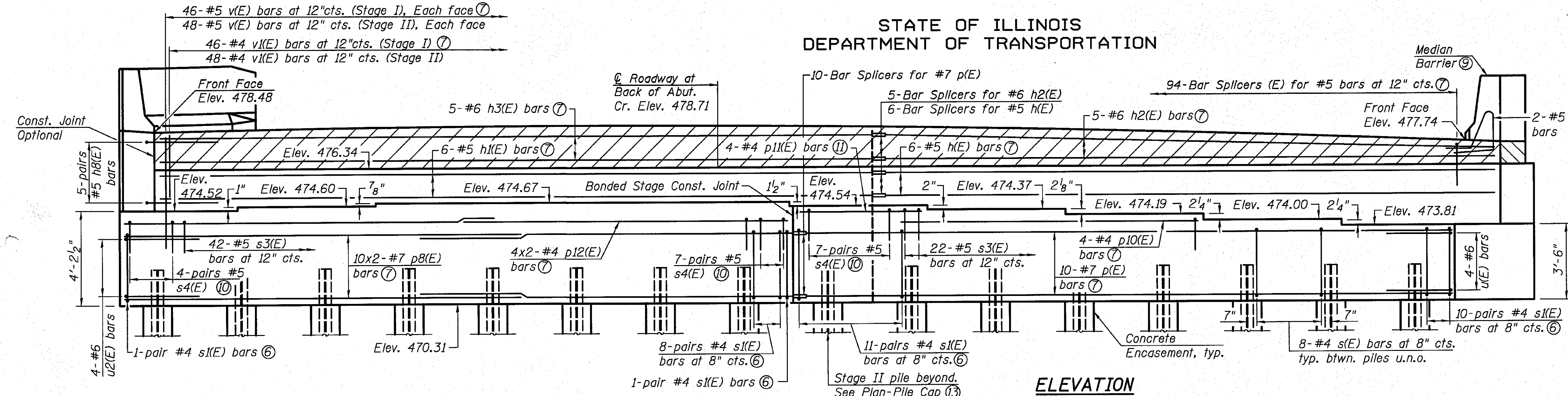
TWO STRUCTURES BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	20
Anchor Bolts, 1″ ϕ	Each	40
Anchor Bolts, 1 1/2″ ϕ	Each	40

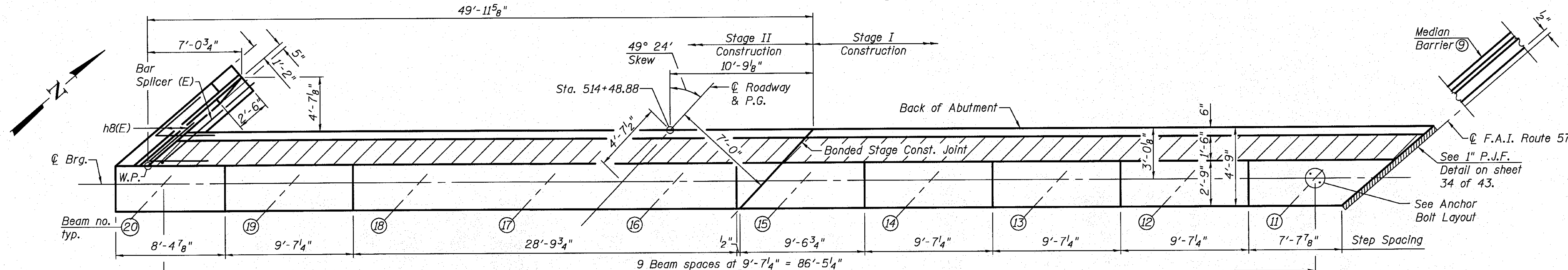
BEARING DETAILS
STRUCTURE NO. 028-0081 (SB)
STRUCTURE NO. 028-0082 (NB)

COOMBE-BLOXDORF P.C. Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	PROJECT NO. 07062 DATE 11/12/08 DESIGN BY CME/GB DRAWN BY TFG CHECKED BY CME/MCB	SHEET NO. 28 43 SHEETS	F.A.I. RTE. 57	SECTION (28-3-1)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 98	SHEET NO. 52
					CONTRACT NO. 78068		
			FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

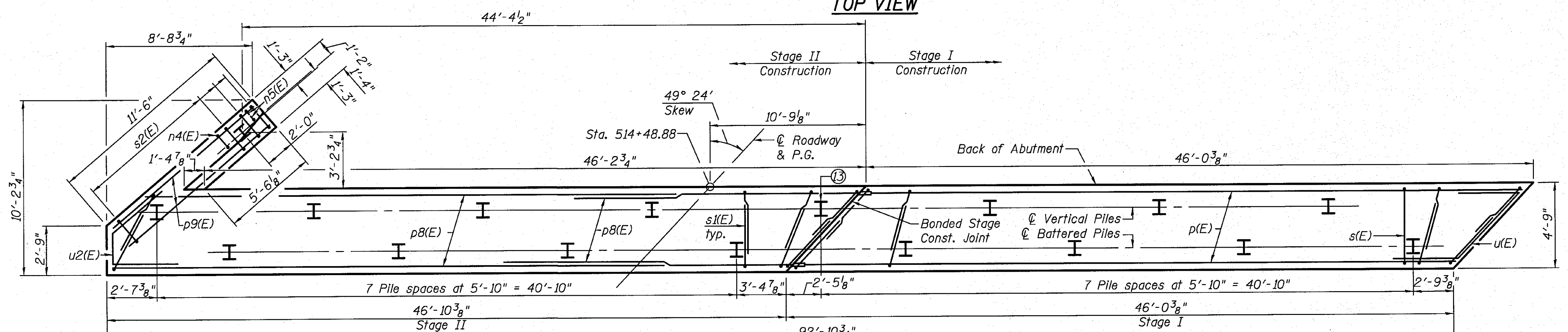
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



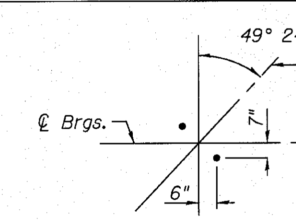
ELEVATION



TOP VIEW



PLAN-PILE CAP



ANCHOR BOLT LAYOUT ⑤

SB NORTH ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d1(E)	2	#5	7'-9"	
h(E)	6	#5	45'-8"	
h1(E)	6	#5	47'-3"	
h2(E)	5	#6	45'-8"	
h3(E)	5	#6	47'-3"	
h8(E)	10	#5	9'-0"	
h9(E)	8	#4	10'-11"	
h10(E)	6	#4	9'-4"	
h11(E)	2	#4	10'-4"	
n4(E)	7	#6	12'-6"	
n5(E)	6	#6	6'-3"	
p(E)	10	#7	45'-8"	
p8(E)	20	#7	27'-4"	
p9(E)	6	#7	11'-2"	
p10(E)	4	#4	20'-7"	
p11(E)	4	#4	9'-0"	
p12(E)	8	#4	25'-7"	
s(E)	104	#4	15'-11"	
s1(E)	62	#4	11'-4"	
s2(E)	17	#4	9'-5"	
s3(E)	64	#5	7'-9"	
s4(E)	36	#5	5'-11"	
u(E)	4	#6	13'-10"	
u2(E)	4	#6	9'-7"	
v(E)	188	#5	5'-6"	
v1(E)	94	#4	3'-0"	
v2(E)	12	#6	6'-8"	
v3(E)	7	#6	7'-1"	
v4(E)	3	#6	5'-11"	

Structure Excavation	Cu. Yd.	46
Concrete Structures	Cu. Yd.	85.7
Concrete Encasement	Cu. Yd.	5.9
Reinforcement Bars, Epoxy Coated	Pound	8,140
Furnishing Steel Piles HP12x53	Foot	672
Driving Piles	Foot	672
Test Pile Steel HP12x53	Each	1
Concrete Sealer	Sq. Ft.	718

PILE DATA

Type: HP12x53
Nominal Required Bearing: 419 Kip
Allowable Resistance Available: 139 Kip
Est. Length: 42'
No. Production Piles: 16
No. Test Piles: 1

Notes:
① For details of Bar Splicers, see sheet 40 of 43.
② For details of piles and Concrete Encasement, See sheet 39 of 43.
③ For wingwall reinforcing locations and details. See sheet 34 of 43.
④ All edges shall have standard ¾" chamfer.
⑤ Space reinforcement in cap to miss anchor bolts.
⑥ Fan s1(E) bars as required. Lap length varies to accommodate skew. Minimum lap length is 1'-4".
⑦ See Sec. Thru. Abut. on sheet 34 of 43 for bar locations.
⑧ Min. bar lap: #7 bars = 4'-10".
⑨ Median barrier to be poured with approach pavement.
⑩ Fan s4(E) bars as required. Lap length varies to accommodate skew. Minimum lap length is 1'-8".
⑪ Cut p11(E) bars in the field as required to fit.
⑫ Bars indicated thus 10 x 2-#7 etc. indicates 10 lines of bars with 2 lengths per line.
⑬ Contractor may drive during Stage I Construction if clearance allows or may move as approved by the Engineer.

NORTH ABUTMENT DETAILS
SB STRUCTURE
STRUCTURE NO. 028-0081

SHEET NO. 29	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
43 SHEETS	57	(28-3-1)VB-1	FRANKLIN	98	53
			CONTRACT NO. 78068		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

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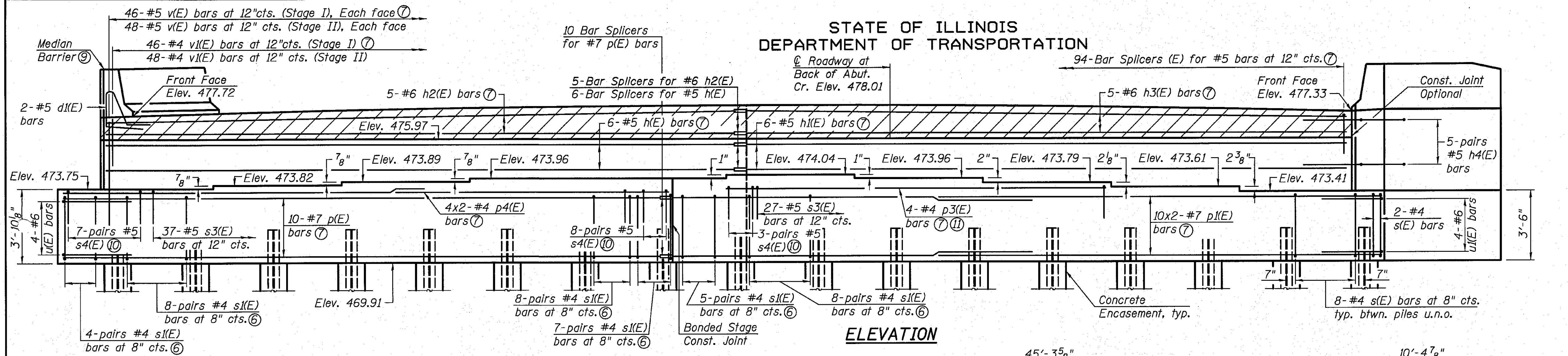
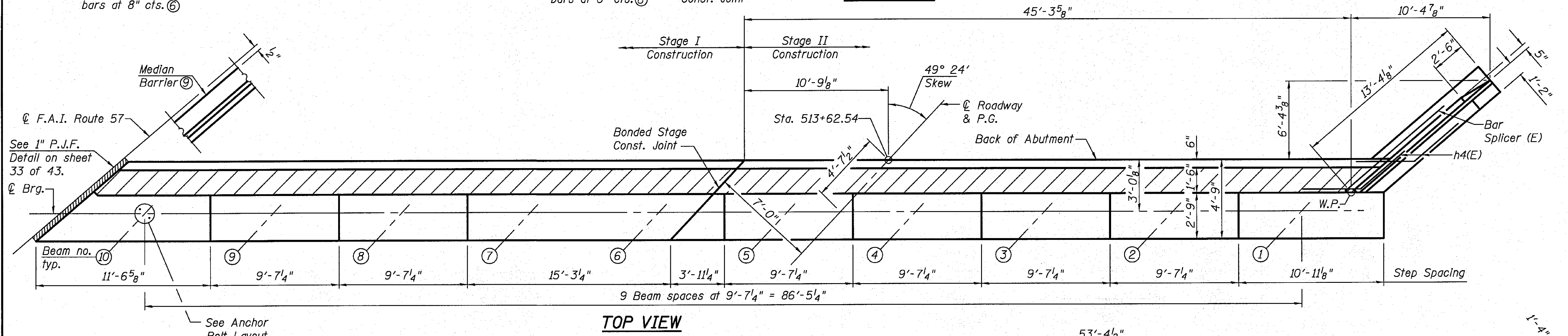
618-345-2200
Design Firm License No. 184.001115

DESIGNED JAD
CHECKED MJP
DRAWN JAD
CHECKED MJP

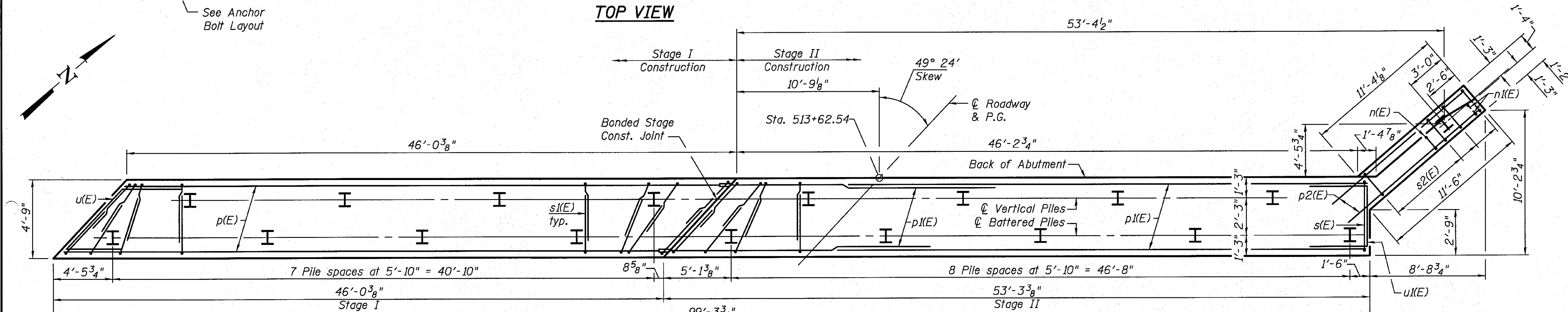
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



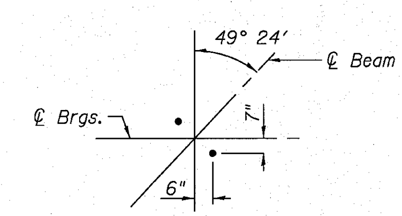
ELEVATION



TOP VIEW



PLAN-PILE CAP



ANCHOR BOLT LAYOUT ⑤

Notes:
① For details of Bar Splicers, see sheet 40 of 43.
② For details of piles and Concrete Encasement, See sheet 39 of 43.
③ For wingwall reinforcing locations and details. See sheet 33 of 43.
④ All edges shall have standard ¾" chamfer.
⑤ Space reinforcement in cap to miss anchor bolts.
⑥ Fan s1(E) bars as required. Lap length varies to accommodate skew. Minimum lap length is 1'-4".
⑦ See Sec. Thru. Abut. on sheet 33 of 43 for bar locations.
⑧ Min. bar lap: #7 bars = 4'-10".
⑨ Median barrier to be poured with approach pavement.
⑩ Fan s4(E) bars as required. Lap length varies to accommodate skew. Minimum lap length is 1'-8".
⑪ Cut p3(E) bars in the field as required to fit.
⑫ Bars indicated thus 10 x 2-#7 etc. indicates 10 lines of bars with 2 lengths per line.

NB NORTH ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d1(E)	2	#5	7'-9"	
h(E)	6	#5	45'-8"	
h1(E)	6	#5	47'-3"	
h2(E)	5	#6	45'-8"	
h3(E)	5	#6	47'-3"	
h4(E)	10	#5	9'-0"	
h5(E)	8	#4	11'-2"	
h6(E)	6	#4	12'-9"	
h7(E)	2	#4	12'-0"	
n(E)	9	#6	11'-0"	
n1(E)	6	#6	5'-6"	
p(E)	10	#7	45'-8"	
p1(E)	20	#7	28'-11"	
p2(E)	6	#7	12'-11"	
p3(E)	4	#4	28'-5"	
p4(E)	8	#4	23'-7"	
s(E)	98	#4	15'-11"	
s1(E)	80	#4	11'-4"	
s2(E)	16	#4	9'-5"	
s3(E)	64	#5	7'-9"	
s4(E)	36	#5	5'-11"	
u(E)	4	#6	13'-10"	
u1(E)	4	#6	11'-6"	
v(E)	188	#5	5'-6"	
v1(E)	94	#4	3'-0"	
v2(E)	12	#6	6'-8"	
v3(E)	11	#6	7'-1"	
v4(E)	3	#6	5'-11"	
Structure Excavation			Cu. Yd.	38
Concrete Structures			Cu. Yd.	90.3
Concrete Encasement			Cu. Yd.	6.3
Reinforcement Bars Epoxy Coated			Pound	8,360
Furnishing Steel Piles HP12x53			Foot	714
Driving Piles			Foot	714
Test Pile Steel HP12x53			Each	1
Concrete Sealer			Sq. Ft.	768

PILE DATA

Type: HP12x53
Nominal Required Bearing: 419 Kip
Allowable Resistance Available: 139 Kip
Est. Length: 42'
No. Production Piles: 17
No. Test Piles: 1

NORTH ABUTMENT DETAILS
NB STRUCTURE
STRUCTURE NO. 028-0082

SHEET NO. 30	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
43 SHEETS	57	(28-3-1)VB-1	FRANKLIN	98	54
			CONTRACT NO. 78068		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

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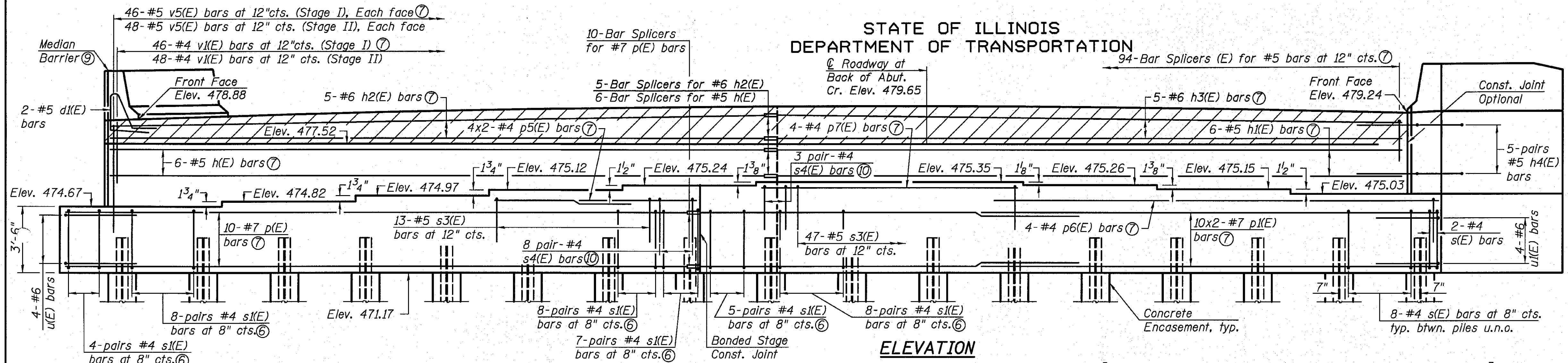
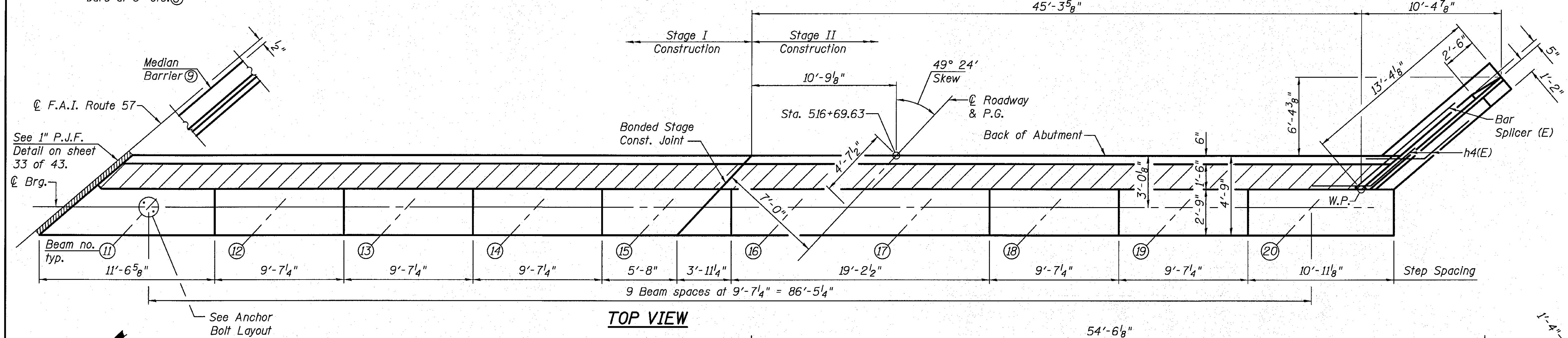
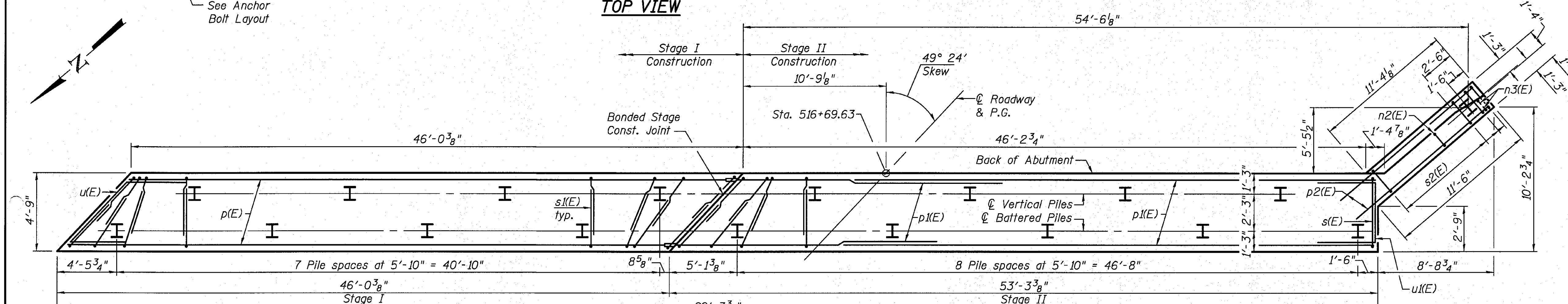


ELEVATION



TOP VIEW



PLAN-PILE CAP

SB SOUTH ABUTMENT BILL OF MATERIAL

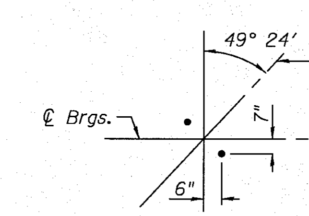
Bar	No.	Size	Length	Shape
d1(E)	2	#5	7'-9"	
h(E)	6	#5	45'-8"	
h1(E)	6	#5	47'-3"	
h2(E)	5	#6	45'-8"	
h3(E)	5	#6	47'-3"	
h4(E)	10	#5	9'-0"	
h5(E)	8	#4	11'-2"	
h6(E)	6	#4	12'-9"	
h7(E)	2	#4	12'-0"	
n2(E)	9	#6	11'-8"	
n3(E)	6	#6	5'-10"	
p(E)	10	#7	45'-8"	
p1(E)	20	#7	28'-11"	
p2(E)	6	#7	12'-11"	
p5(E)	8	#4	10'-11"	
p6(E)	4	#4	31'-4"	
p7(E)	4	#4	18'-10"	
s(E)	98	#4	15'-11"	
s1(E)	80	#4	11'-4"	
s2(E)	17	#4	9'-5"	
s3(E)	60	#5	7'-9"	
s4(E)	22	#5	5'-11"	
u(E)	4	#6	13'-10"	
u1(E)	4	#6	11'-6"	
v1(E)	94	#4	3'-0"	
v5(E)	188	#5	5'-9"	
v6(E)	12	#6	6'-11"	
v7(E)	11	#6	7'-4"	
v8(E)	3	#6	6'-2"	

Structure Excavation	Cu. Yd.	42
Concrete Structures	Cu. Yd.	93.0
Concrete Encasement	Cu. Yd.	6.3
Reinforcement Bars, Epoxy Coated	Pound	8,310
Furnishing Steel Piles HP12x53	Foot	765
Driving Piles	Foot	765
Test Pile Steel HP12x53	Each	1
Concrete Sealer	Sq. Ft.	794

PILE DATA

Type: HP12x53
Nominal Required Bearing: 419 Kip
Factored Resistance Available: 139 Kip
Est. Length: 45'
No. Production Piles: 17
No. Test Piles: 1

Notes:
① For details of Bar Splicers, see sheet 40 of 43.
② For details of piles and Concrete Encasement, See sheet 39 of 43.
③ For wingwall reinforcing locations and details. See sheet 33 of 43.
④ All edges shall have standard ¾" chamfer.
⑤ Space reinforcement in cap to miss anchor bolts.
⑥ Fan s1(E) bars as required. Lap length varies to accommodate skew. Minimum lap length is 1'-4".
⑦ See Sec. Thru. Abut. on sheet 33 of 43 for bar locations.
⑧ Min. bar lap: #7 bars = 4'-10".
⑨ Median barrier to be poured with approach pavement.
⑩ Fan s4(E) bars as required. Lap length varies to accommodate skew. Minimum lap length is 1'-8".
⑪ Cut p7(E) bars in the field as required to fit.
⑫ Bars indicated thus 10 x 2-#7 etc. indicates 10 lines of bars with 2 lengths per line.



ANCHOR BOLT LAYOUT ⑤

SOUTH ABUTMENT DETAILS
SB STRUCTURE
STRUCTURE NO. 028-0081

SHEET NO. 31	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
43 SHEETS	57	(28-3-1)VB-1	FRANKLIN	98	55
			CONTRACT NO. 78068		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

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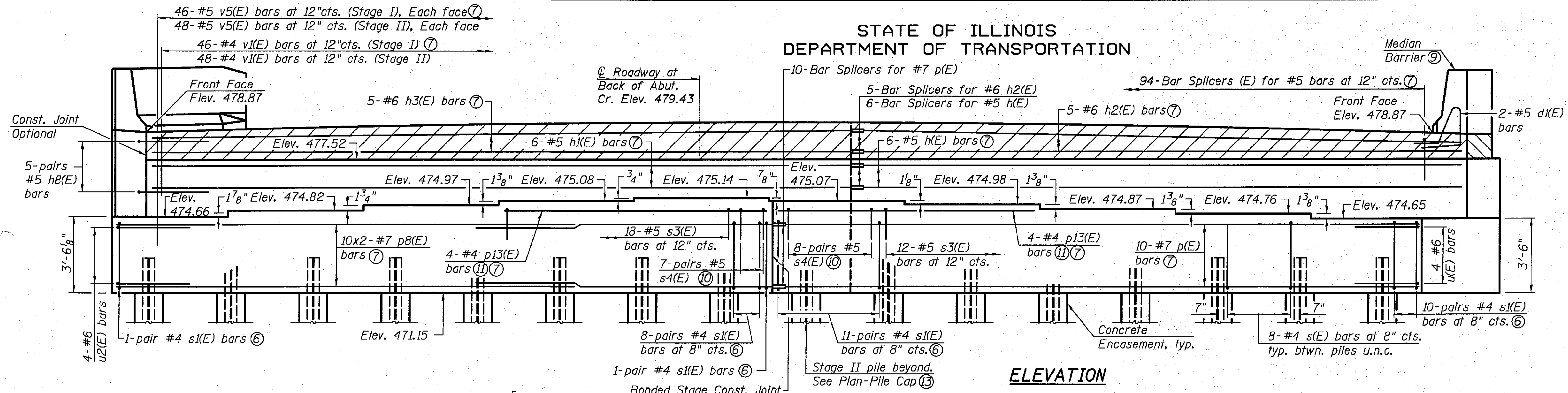
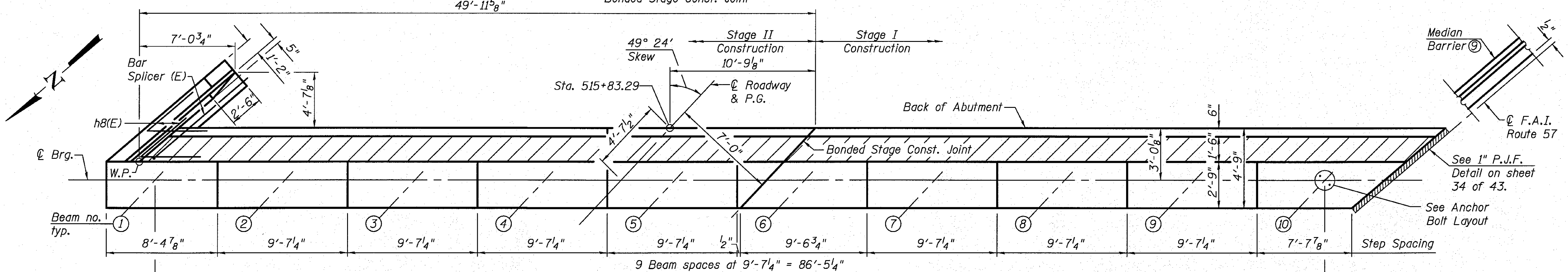
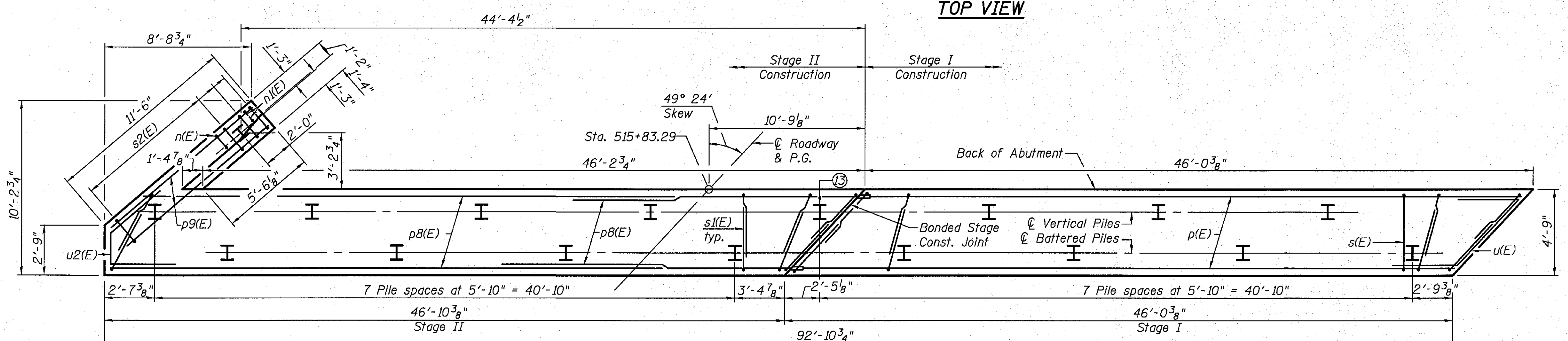
DEPARTMENT OF TRANSPORTATION



ELEVATION

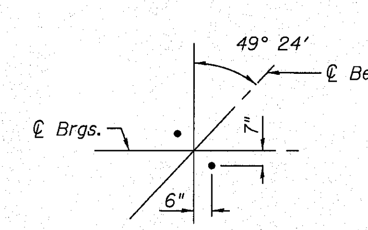


TOP VIEW



PLAN-PILE CAP

Notes:
① For details of Bar Splicers, see sheet 40 of 43.
② For details of piles and Concrete Encasement, See sheet 39 of 43.
③ For wingwall reinforcing locations and details. See sheet 34 of 43.
④ All edges shall have standard ¾" chamfer.
⑤ Space reinforcement in cap to miss anchor bolts.
⑥ Fan s1(E) bars as required. Lap length varies to accommodate skew. Minimum lap length is 1'-4".
⑦ See Sec. Thru. Abut. on sheet 34 of 43 for bar locations.
⑧ Min. bar lap: #7 bars = 4'-10".
⑨ Median barrier to be poured with approach pavement.
⑩ Fan s4(E) bars as required. Lap length varies to accommodate skew. Minimum lap length is 1'-8".
⑪ See Field Cutting Diagram on sheet 34 of 43.
⑫ Bars indicated thus 10 x 2-#7 etc. indicates 10 lines of bars with 2 lengths per line.
⑬ Contractor may drive during Stage I Construction if clearance allows or may move as approved by the Engineer.



ANCHOR BOLT LAYOUT ⑤

NB SOUTH ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d1(E)	2	#5	7'-9"	
h(E)	6	#5	45'-8"	
h1(E)	6	#5	47'-3"	
h2(E)	5	#6	45'-8"	
h3(E)	5	#6	47'-3"	
h8(E)	10	#5	9'-0"	
h9(E)	8	#4	10'-11"	
h10(E)	6	#4	9'-4"	
h11(E)	2	#4	10'-4"	
n(E)	7	#6	11'-0"	
n1(E)	6	#6	5'-6"	
p(E)	10	#7	45'-8"	
p8(E)	20	#7	27'-4"	
p9(E)	6	#7	11'-2"	
p13(E)	4	#4	37'-5"	
s(E)	104	#4	15'-11"	
s1(E)	62	#4	11'-4"	
s2(E)	17	#4	9'-5"	
s3(E)	30	#5	7'-9"	
s4(E)	30	#5	5'-11"	
u(E)	4	#6	13'-10"	
u2(E)	4	#6	9'-7"	
v1(E)	94	#4	3'-0"	
v5(E)	188	#5	5'-9"	
v6(E)	12	#6	6'-11"	
v7(E)	7	#6	7'-4"	
v8(E)	3	#6	6'-2"	

Structure Excavation	Cu. Yd.	37
Concrete Structures	Cu. Yd.	84.1
Concrete Encasement	Cu. Yd.	5.9
Reinforcement Bars, Epoxy Coated	Pound	7,750
Furnishing Steel Piles HP12x53	Foot	720
Driving Piles	Foot	720
Test Pile Steel HP12x53	Each	1
Concrete Sealer	Sq. Ft.	742

PILE DATA

Type: HP12x53
Nominal Required Bearing: 419 Kip
Factored Resistance Available: 139 Kip
Est. Length: 45'
No. Production Piles: 16
No. Test Piles: 1

SOUTH ABUTMENT DETAILS
NB STRUCTURE
STRUCTURE NO. 028-0082

SHEET NO. 32	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
43 SHEETS	57	(28-3-1)VB-1	FRANKLIN	98	56
			CONTRACT NO. 78068		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

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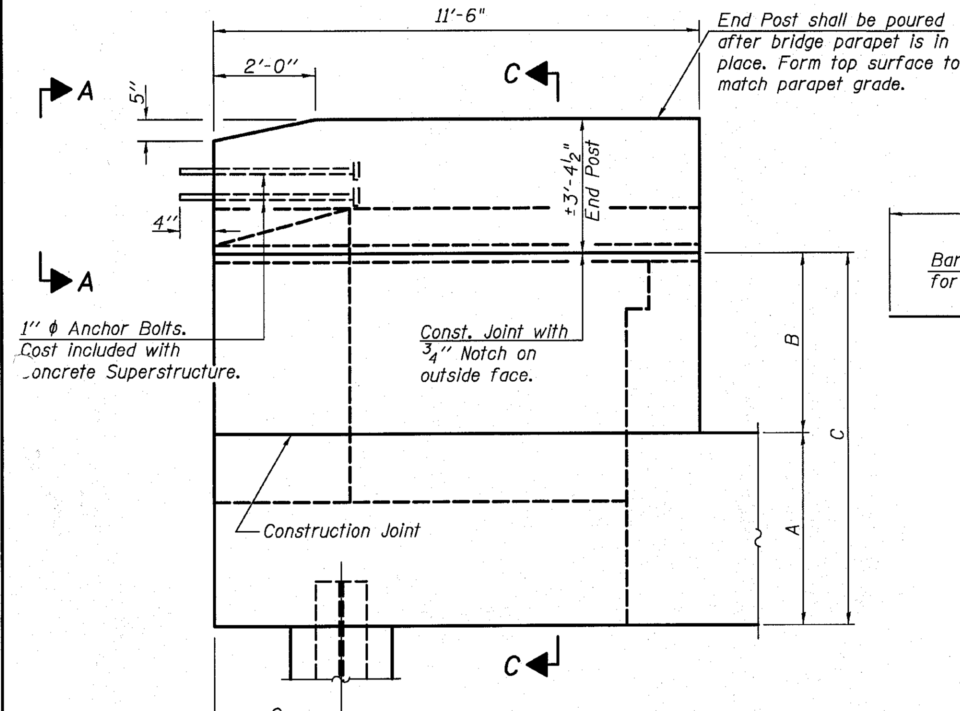
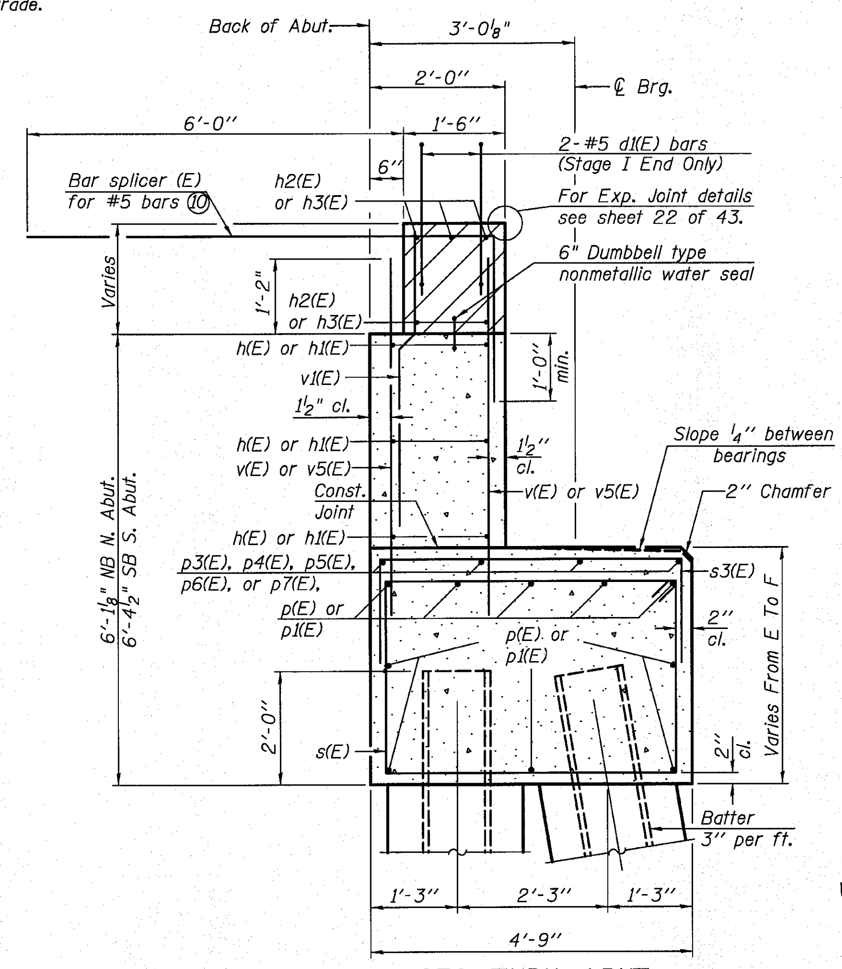
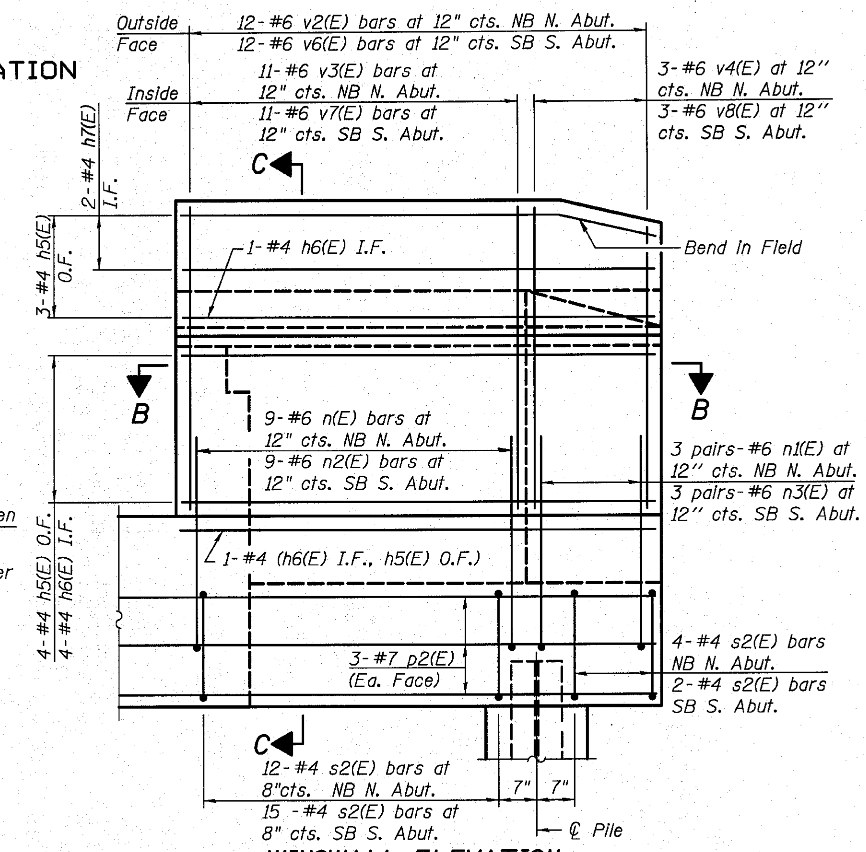
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



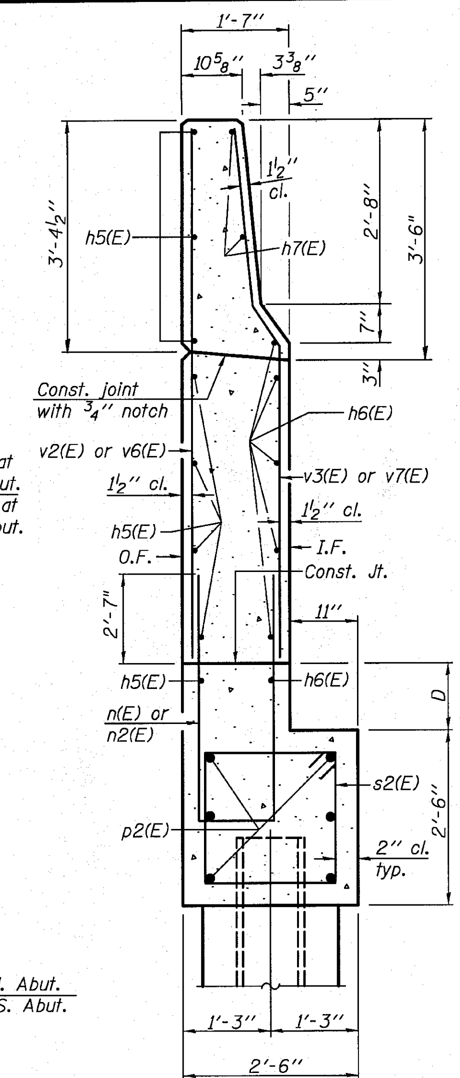
WINGWALL ELEVATION
Showing Dimensions



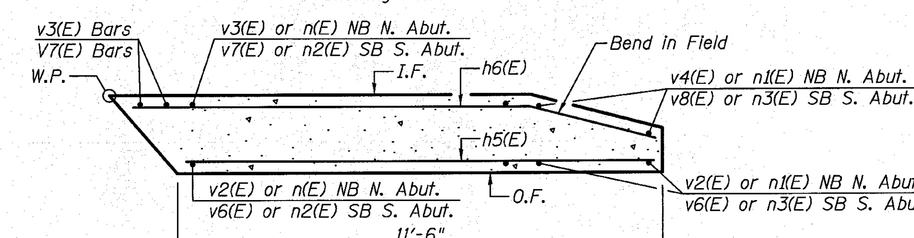
SEC. THRU. ABUT.



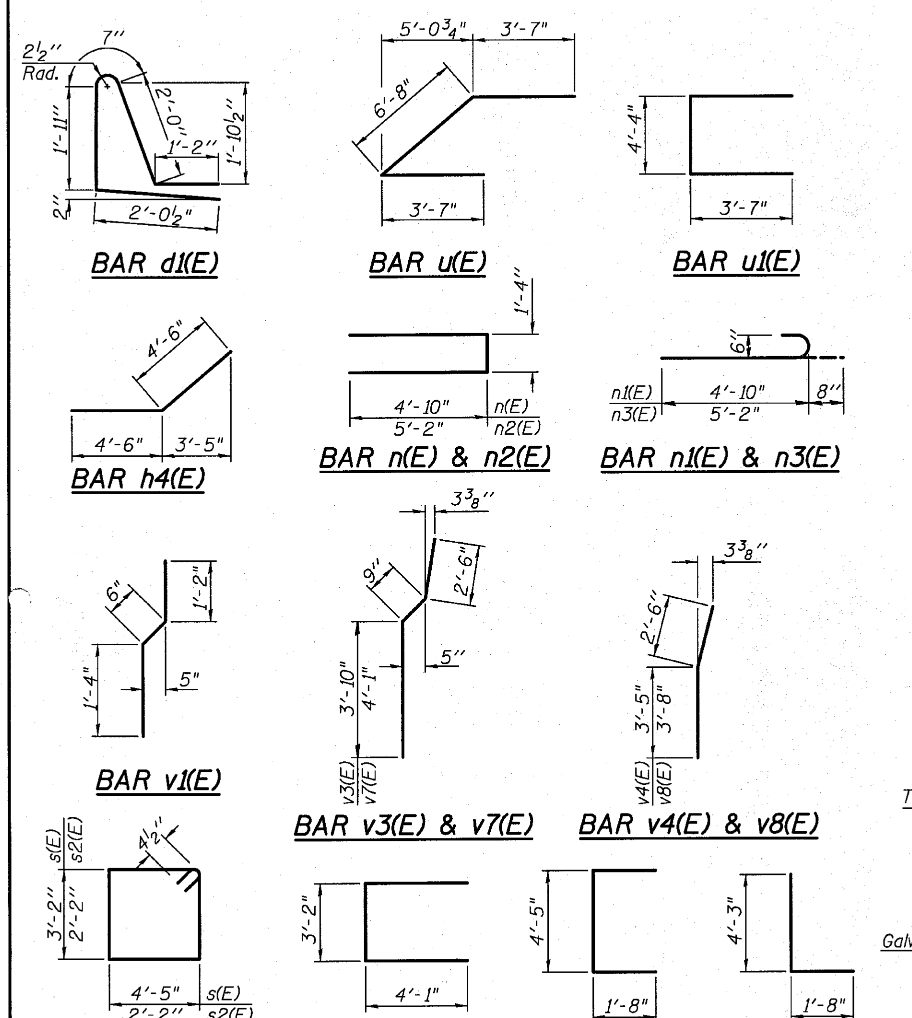
WINGWALL ELEVATION
Showing Reinforcement



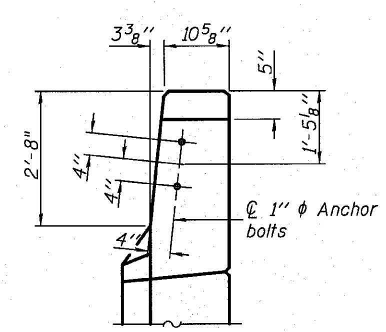
SECTION C-C



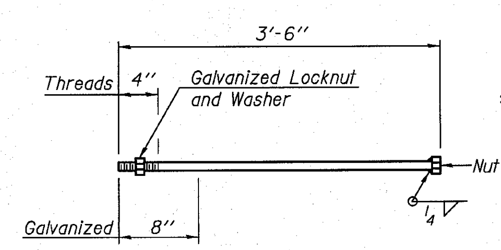
SECTION B-B



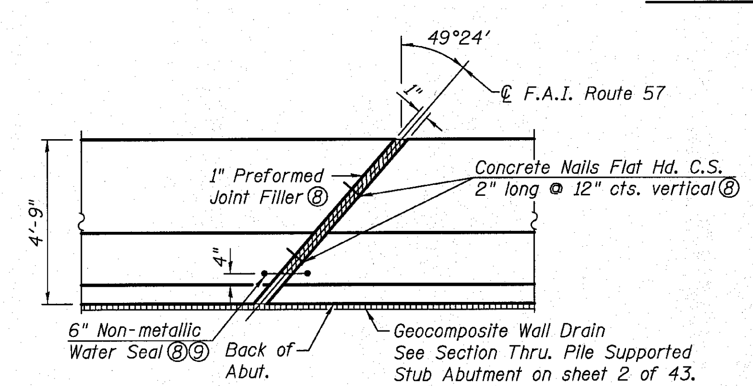
BAR d1(E)
BAR u(E)
BAR u1(E)
BAR h4(E)
BAR n(E) & n2(E)
BAR n1(E) & n3(E)
BAR v1(E)
BAR v3(E) & v7(E)
BAR v4(E) & v8(E)
BARS s(E) & s2(E)
BAR s1(E)
BAR s3(E)
BAR s4(E)



VIEW A-A



1" ϕ ANCHOR BOLT



1" PREFORMED JOINT FILLER (P.J.F.) DETAIL

DIMENSION TABLE

	A	B	C	D	E	F	G
NB N. Wingwall	3'-6"	4'-0½"	7'-6½"	1'-0"	3'-6"	4'-1½"	3'-0"
SB S. Wingwall	3'-10⅜"	4'-4"	8'-2⅜"	1'-4⅜"	3'-6"	4'-2⅛"	1'-6"

Notes:
① Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
② Space reinforcement in cap to miss anchor bolts.
③ Pour steps monolithically with cap.
④ Quantity of concrete in end post included with Concrete Superstructure.
⑤ For Concrete Encasement details, see sheet 39 of 43.
⑥ The abutments shall have all exposed surfaces of backwalls, bridge seats, and front faces of pile caps treated with Concrete Sealer.
⑦ I.F. denotes inside face. O.F. denotes outside face.
⑧ Cost to be included with Concrete Structures.
⑨ 6" Non-Metallic Water Seal shall extend from the top of the hatched block to the bottom of the abutment.
⑩ Bar Splicer (E) for #5 bars shall be placed parallel to the approach pavement reinforcement.

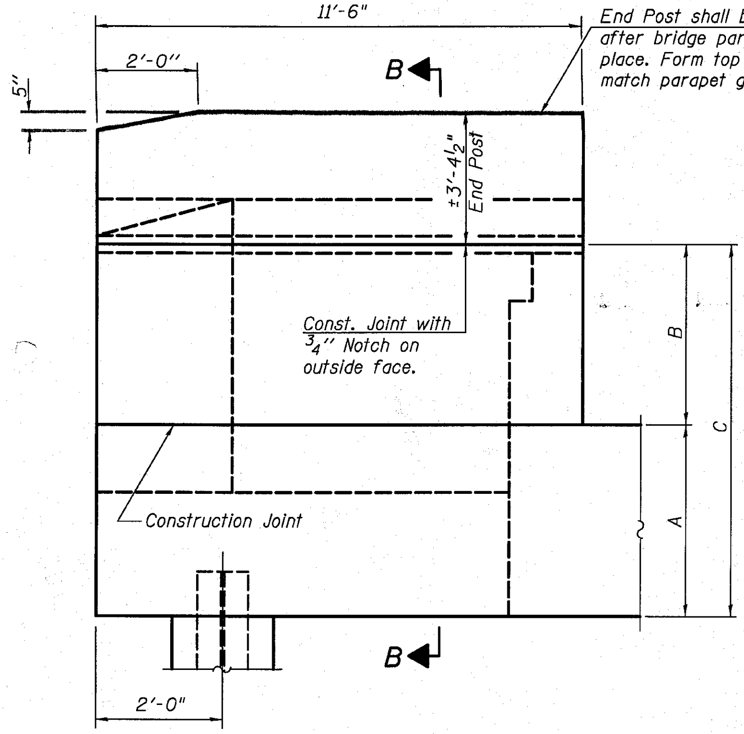
ABUTMENT DETAILS
NB NORTH & SB SOUTH
STRUCTURE NO. 028-0081 (SB)
STRUCTURE NO. 028-0082 (NB)

SHEET NO. 33	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
43 SHEETS	57	(28-3-1)VB-1	FRANKLIN	98	57
			CONTRACT NO. 78068		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

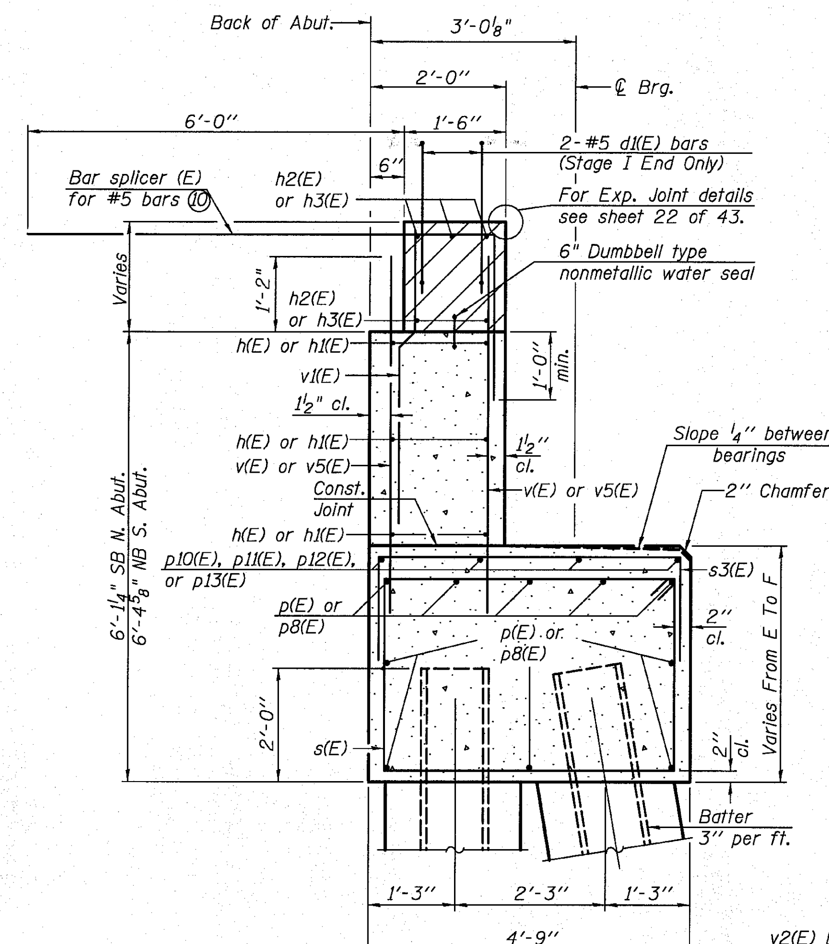
OATES ASSOCIATES Consulting Engineers
Eastport Business Center 1
100 Lanter Court, Suite 1
Collinsville, Illinois 62234
618-345-2200
Design Firm License No. 184.001115

DESIGNED	JAD
CHECKED	MJP
DRAWN	JAD
CHECKED	MJP

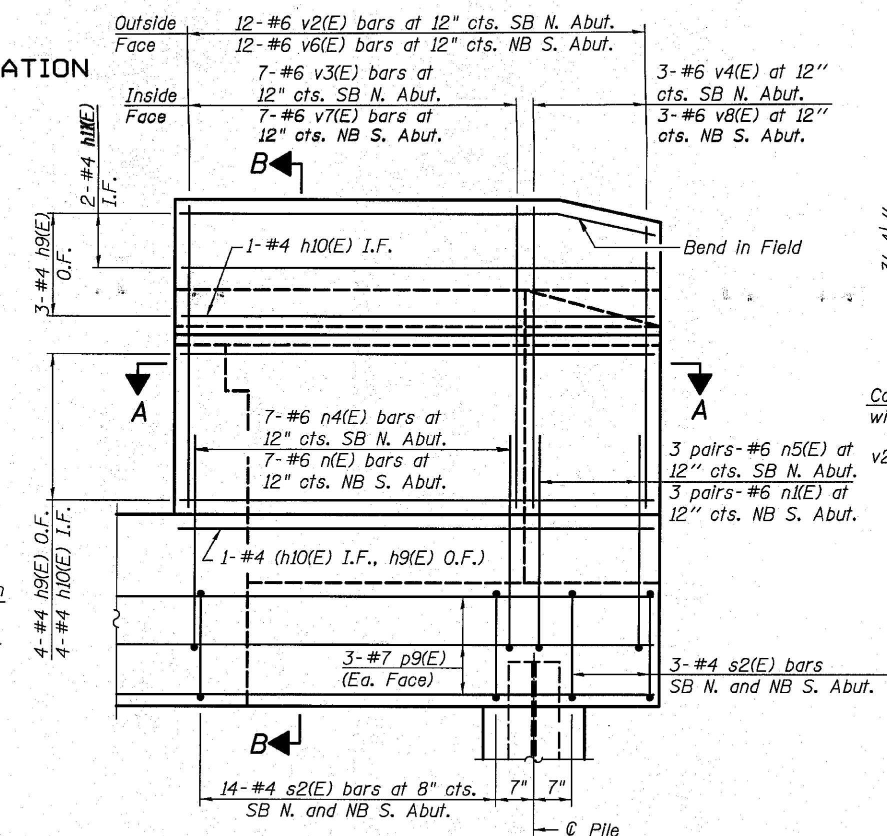
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



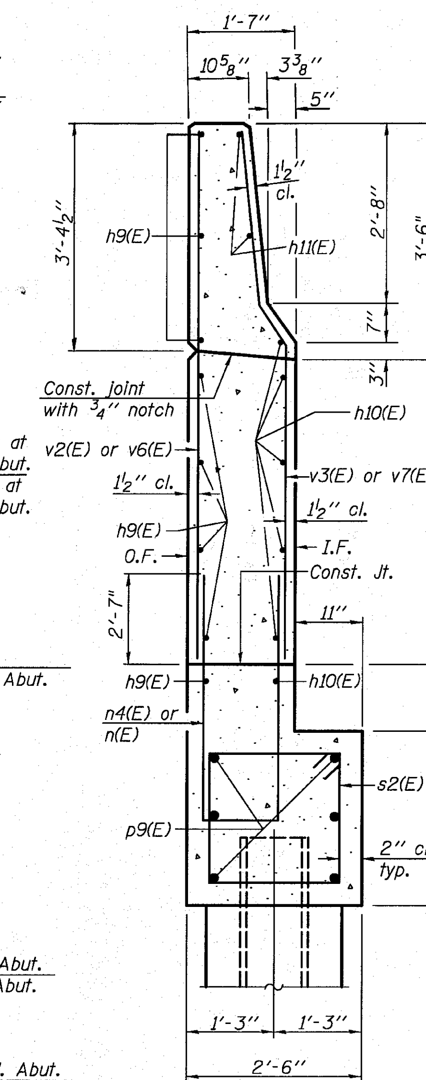
WINGWALL ELEVATION
Showing Dimensions



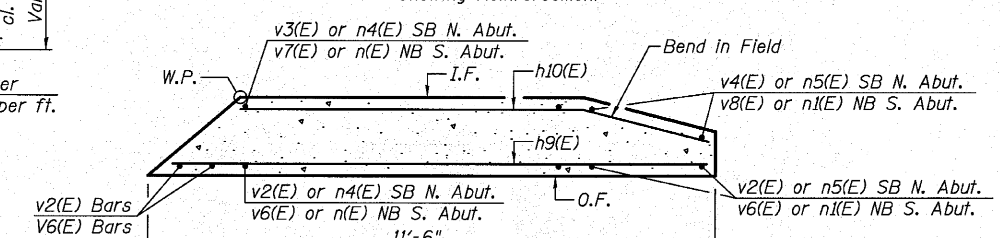
SEC. THRU. ABUT.



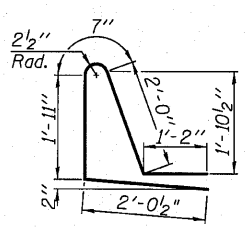
WINGWALL ELEVATION
Showing Reinforcement



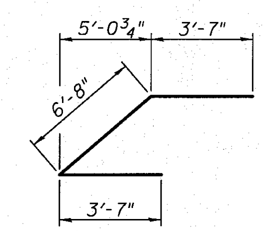
SECTION B-B



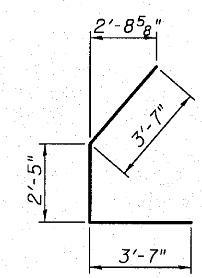
SECTION A-A



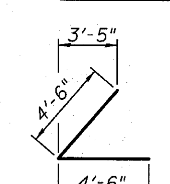
BAR d1(E)



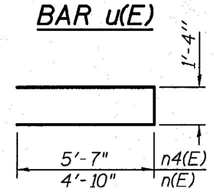
BAR u(E)



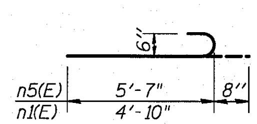
BAR u2(E)



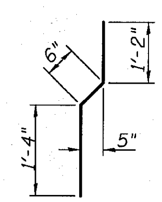
BAR h8(E)



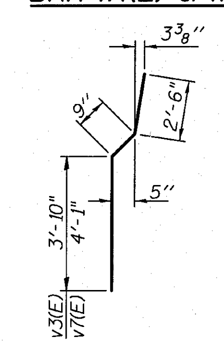
BAR n4(E) & n(E)



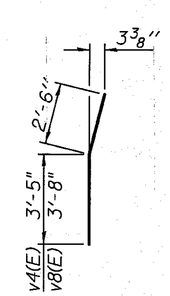
BAR n5(E) & n1(E)



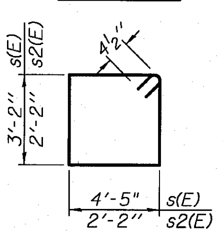
BAR v1(E)



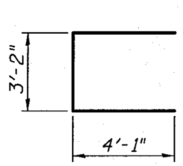
BAR v3(E) & v7(E)



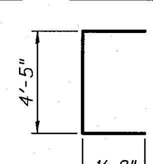
BAR v4(E) & v8(E)



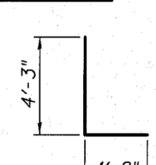
BARS s(E) & s2(E)



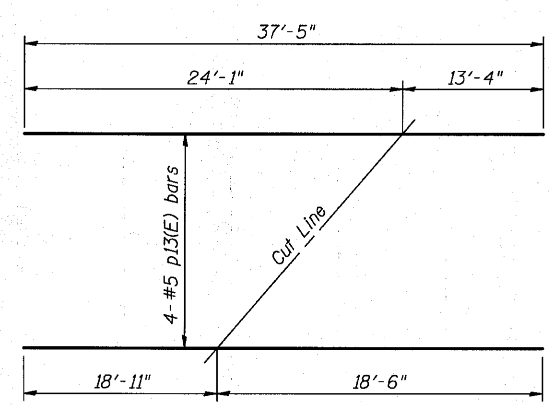
BAR s1(E)



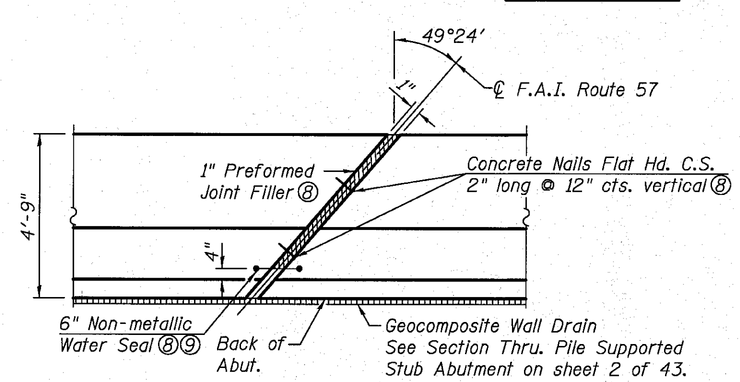
BAR s3(E)



BAR s4(E)



FIELD CUTTING DIAGRAM
Order p13(E) full length. Cut as shown and use remainder of bars in stage II step.



1" PREFORMED JOINT FILLER (P.J.F.) DETAIL

DIMENSION TABLE

	A	B	C	D	E	F
SB N. Wingwall	4'-2½"	4'-1"	8'-3½"	1'-8½"	3'-6"	4'-4⅜"
NB S. Wingwall	3'-6⅛"	4'-4"	7'-10⅛"	1'-0⅛"	3'-6"	3'-11⅞"

Notes:
① Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
② Space reinforcement in cap to miss anchor bolts.
③ Pour steps monolithically with cap.
④ Quantity of concrete in end post included with Concrete Superstructure.
⑤ For Concrete Encasement details, see sheet 39 of 43.
⑥ The abutments shall have all exposed surfaces of backwalls, bridge seats, and front faces of pile caps treated with Concrete Sealer.
⑦ I.F. denotes inside face.
O.F. denotes outside face.
⑧ Cost to be included with Concrete Structures.
⑨ 6" Non-Metallic Water Seal shall extend from the top of the hatched block to the bottom of the abutment.
⑩ Bar Splicer (E) for #5 bars shall be placed parallel to the approach pavement reinforcement.

ABUTMENT DETAILS
SB NORTH & NB SOUTH
STRUCTURE NO. 028-0081 (SB)
STRUCTURE NO. 028-0082 (NB)

SHEET NO. 34	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
43 SHEETS	57	(28-3-1)VB-1	FRANKLIN	98	58
			CONTRACT NO. 78068		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

OATES ASSOCIATES
Consulting Engineers

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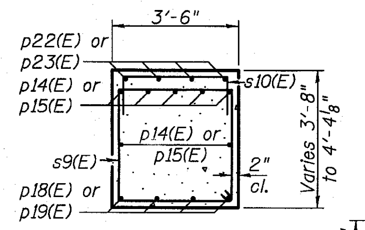
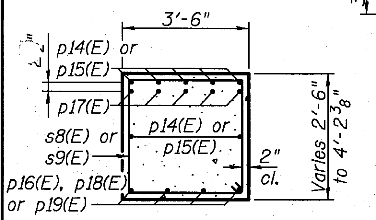
Design Firm License No. 184.001115

DESIGNED	JAD
CHECKED	MJP
DRAWN	JAD
CHECKED	MJP

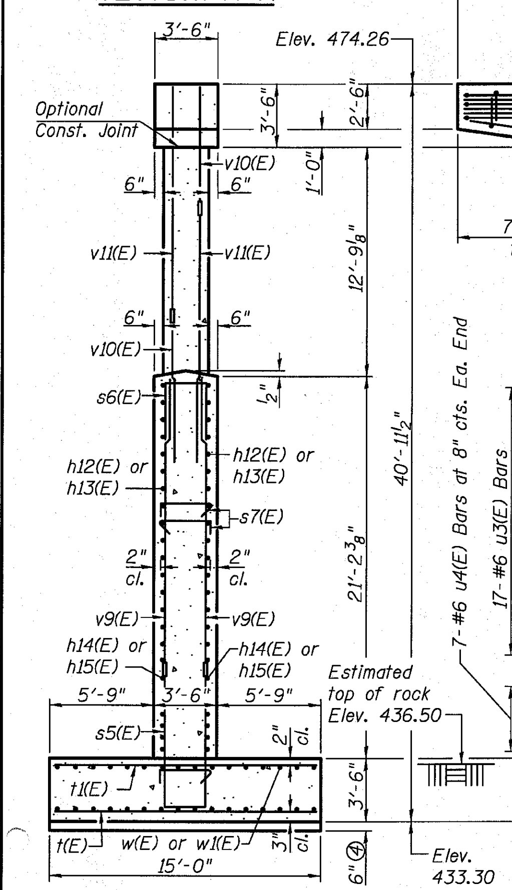
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



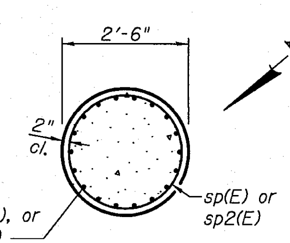
SECTION B-B



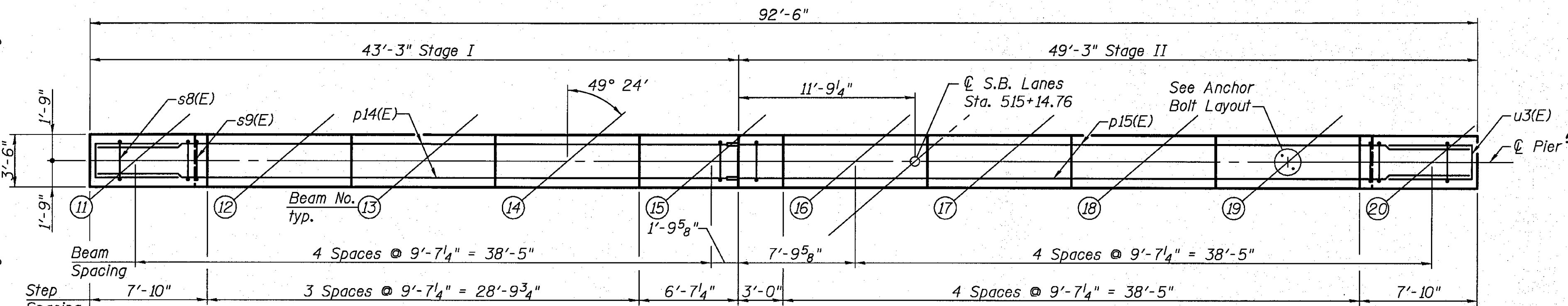
SECTION A-A



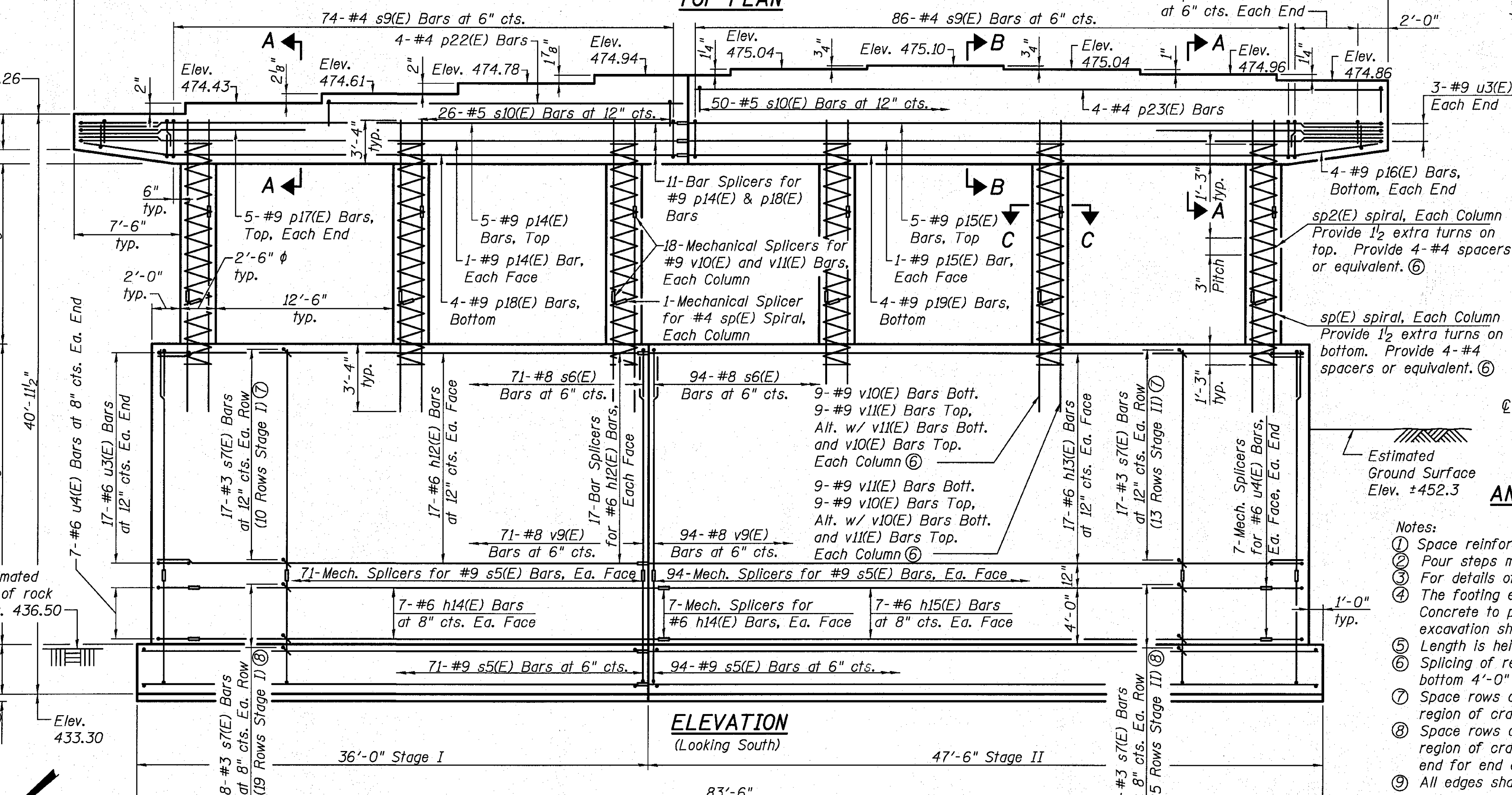
END VIEW



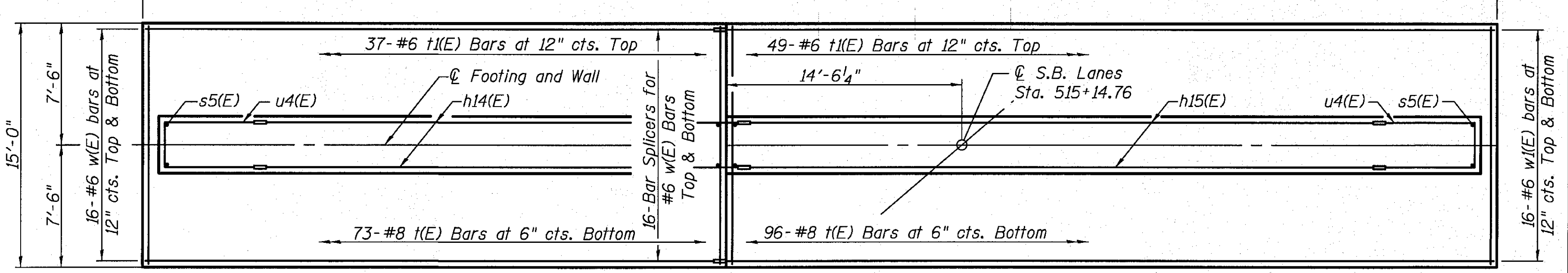
SECTION C-C



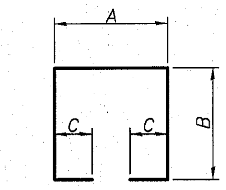
TOP PLAN



ELEVATION
(Looking South)



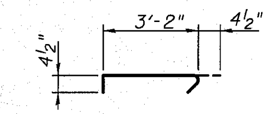
FOOTING PLAN



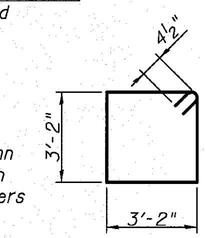
BARS

A, B & C DIMENSIONS

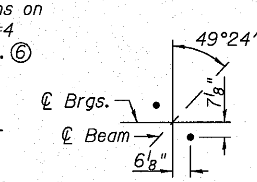
Bar	A	B	C
s5(E)	2'-11"	7'-11"	-
s6(E)	2'-11"	3'-8"	-
s8(E)	3'-2"	2'-3"	-
s10(E)	3'-2"	1'-0"	-
u3(E)	3'-1"	2'-10"	1'-0"
u4(E)	3'-1"	2'-10"	-



BAR s7(E)



BAR s9(E)



ANCHOR BOLT LAYOUT①

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h12(E)	34	#6	34'-8"	—
h13(E)	34	#6	46'-2"	—
h14(E)	14	#6	33'-0"	—
h15(E)	14	#6	42'-6"	—
p14(E)	7	#9	42'-11"	—
p15(E)	7	#9	48'-11"	—
p16(E)	8	#9	6'-10"	—
p17(E)	10	#9	16'-1"	—
p18(E)	4	#9	35'-11"	—
p19(E)	4	#9	41'-11"	—
p22(E)	4	#4	25'-5"	—
p23(E)	4	#4	48'-11"	—
s5(E)	165	#9	18'-9"	⊔
s6(E)	165	#8	10'-3"	⊓
s7(E)	743	#3	3'-11"	
s8(E)	40	#4	7'-8"	⊔
s9(E)	160	#4	13'-5"	
s10(E)	76	#5	5'-2"	⊓
⑤ sp(E)	6	#4	4'-3"	
⑤ sp2(E)	6	#4	11'-1"	
t(E)	169	#8	14'-8"	—
t1(E)	86	#6	14'-8"	—
u3(E)	40	#6	10'-9"	⊔
u4(E)	14	#6	8'-9"	⊔
v9(E)	330	#8	16'-3"	—
v10(E)	108	#9	6'-4"	—
v11(E)	108	#9	13'-1"	—
w(E)	32	#6	35'-8"	—
w1(E)	32	#6	47'-2"	—
Rock Excavation for Structures		Cu. Yd.	172	
Seal Coat Concrete		Cu. Yd.	23.2	
Concrete Structures		Cu. Yd.	448.0	
Reinforcement Bars, Epoxy Coated		Pound	64,510	
Braced Excavation		Cu. Yd.	973	

Notes:

① Space reinforcement in cap to miss anchor bolts.
② Pour steps monolithically with cap.
③ For details of Bar Splicers, see sheet 40 of 43.
④ The footing excavations shall be undercut by 6" and immediately filled with Seal Coat Concrete to prevent degradation of the exposed foundation material surface. Undercut excavation shall be paid for as Rock Excavation for Structures.
⑤ Length is height of spiral.
⑥ Splicing of reinforcement is prohibited in the top and bottom 2'-6" of the column and bottom 4'-0" of the crashwall.
⑦ Space rows of s7(E) bars with every eighth v9(E) bar outside of plastic hinge region of crashwall. Alternate s7(E) bars end for end as shown in End View.
⑧ Space rows of s7(E) bars with every fourth v9(E) bar inside of plastic hinge region of crashwall with one line of bars cast in top of footing. Alternate s7(E) bars end for end as shown in End View.
⑨ All edges shall have standard 3/4" chamfer.

PIER 1 DETAILS
SB STRUCTURE
STRUCTURE NO. 028-0081 (SB)

SHEET NO. 35 / 43 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(28-3-1)VB-1	FRANKLIN	98	59
			CONTRACT NO. 78068		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

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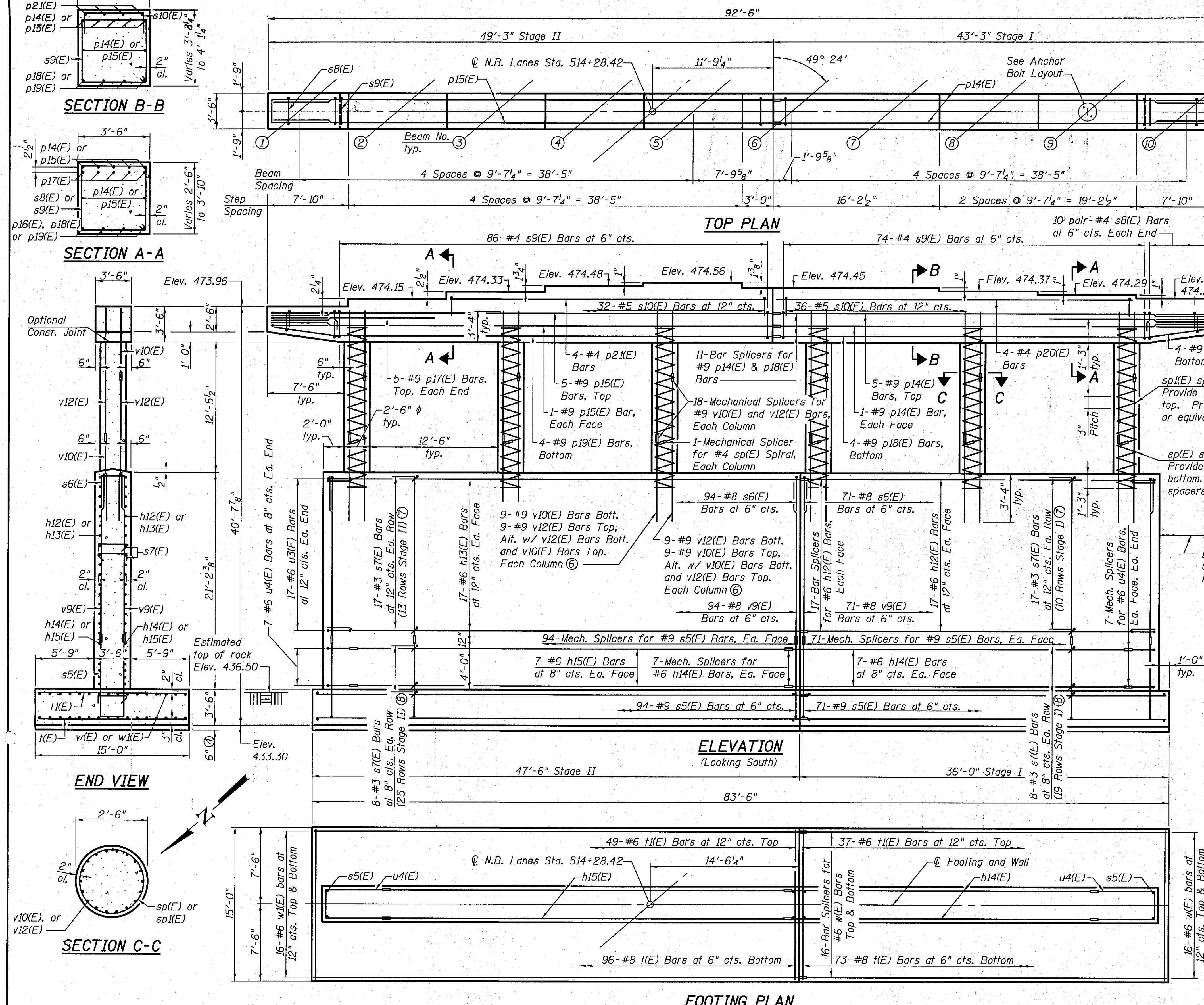
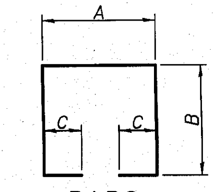
Design Firm License No. 184.001115

DESIGNED	DGL
CHECKED	MJP
DRAWN	DGL
CHECKED	MJP

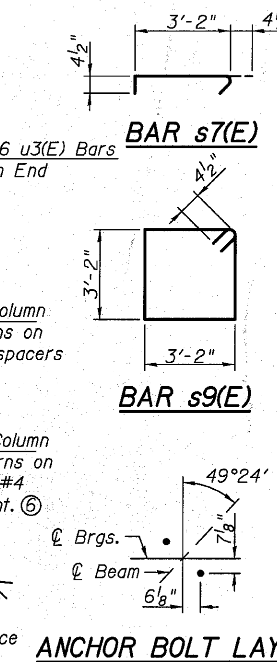
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION





A, B & C DIMENSIONS

Bar	A	B	C
s5(E)	2'-11"	7'-11"	-
s6(E)	2'-11"	3'-8"	-
s8(E)	3'-2"	2'-3"	-
s10(E)	3'-2"	1'-0"	-
u3(E)	3'-1"	2'-10"	1'-0"
u4(E)	3'-1"	2'-10"	-



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h12(E)	34	#6	34'-8"	——
h13(E)	34	#6	46'-2"	——
h14(E)	14	#6	33'-0"	——
h15(E)	14	#6	42'-6"	——
p14(E)	7	#9	42'-11"	——
p15(E)	7	#9	48'-11"	——
p16(E)	8	#9	6'-10"	——
p17(E)	10	#9	16'-1"	——
p18(E)	4	#9	35'-11"	——
p19(E)	4	#9	41'-11"	——
p20(E)	4	#4	35'-1"	——
p21(E)	4	#4	31'-5"	——
s5(E)	165	#9	18'-9"	⊔
s6(E)	165	#8	10'-3"	⊓
s7(E)	743	#3	3'-11"	⌐
s8(E)	40	#4	7'-8"	⊔
s9(E)	160	#4	13'-5"	◻
s10(E)	68	#5	5'-2"	⊓
⑤ sp(E)	6	#4	4'-3"	ΛΛΛΛ
⑤ sp1(E)	6	#4	10'-9"	ΛΛΛΛ
t(E)	169	#8	14'-8"	——
t1(E)	86	#6	14'-8"	——
u3(E)	40	#6	10'-9"	⊔
u4(E)	14	#6	8'-9"	⊔
v9(E)	330	#8	16'-3"	——
v10(E)	108	#9	6'-4"	——
v12(E)	108	#9	12'-10"	——
w(E)	32	#6	35'-8"	——
w1(E)	32	#6	47'-2"	——
Rock Excavation for Structures			Cu. Yd.	172
Seal Coat Concrete			Cu. Yd.	23.2
Concrete Structures			Cu. Yd.	445.6
Reinforcement Bars, Epoxy Coated			Pound	64,320
Braced Excavation			Cu. Yd.	973

Notes:

① Space reinforcement in cap to miss anchor bolts.
② Pour steps monolithically with cap.
③ For details of Bar Splicers, see sheet 40 of 43.
④ The footing excavations shall be undercut by 6" and immediately filled with Seal Coat Concrete to prevent degradation of the exposed foundation material surface. Undercut excavation shall be paid for as Rock Excavation for Structures.
⑤ Length is height of spiral.
⑥ Splicing of reinforcement is prohibited in the top and bottom 2'-6" of the column and bottom 4'-0" of the crashwall.
⑦ Space rows of s7(E) bars with every eighth v9(E) bar outside of plastic hinge region of crashwall. Alternate s7(E) bars end for end as shown in End View.
⑧ Space rows of s7(E) bars with every fourth v9(E) bar inside of plastic hinge region of crashwall with one line of bars cast in top of footing. Alternate s7(E) bars end for end as shown in End View.
⑨ All edges shall have standard ¾" chamfer.

PIER 1 DETAILS
NB STRUCTURE
STRUCTURE NO. 028-0082 (NB)

SHEET NO. 36	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
43 SHEETS	57	(28-3-1)VB-1	FRANKLIN	98	60
			CONTRACT NO. 78068		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

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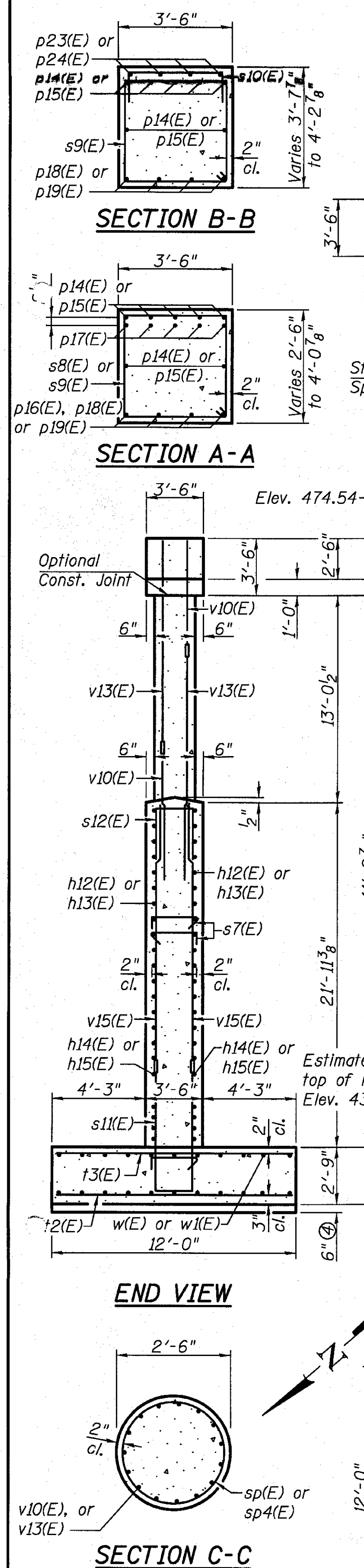
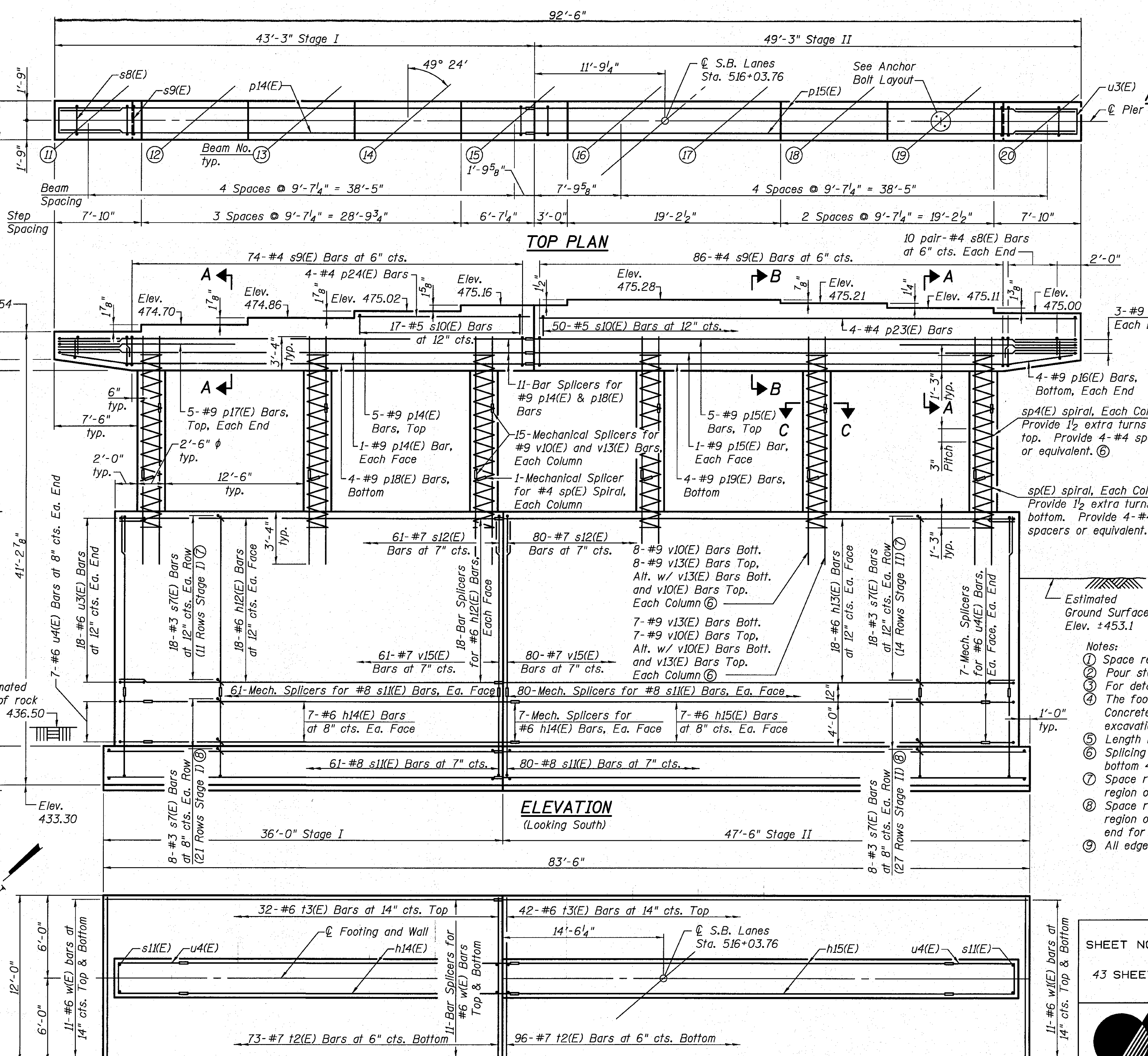
618-345-2200
Design Firm License No. 184.001115

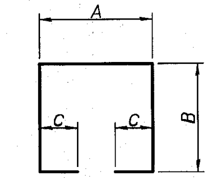
DESIGNED	DGL
CHECKED	MJP
DRAWN	DGL
CHECKED	MJP

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION





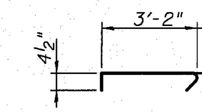
FOOTING PLAN



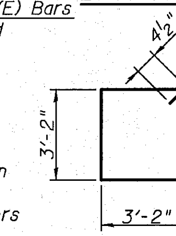
BARS

A, B & C DIMENSIONS

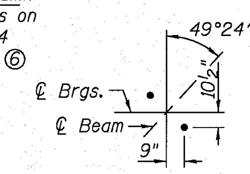
Bar	A	B	C
s8(E)	3'-2"	2'-3"	-
s10(E)	3'-2"	1'-0"	-
s11(E)	2'-11"	7'-1"	-
s12(E)	2'-11"	2'-9"	-
u3(E)	3'-1"	2'-10"	1'-0"
u4(E)	3'-1"	2'-10"	-



BAR s7(E)



BAR s9(E)



ANCHOR BOLT LAYOUT ①

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h12(E)	36	#6	34'-8"	——
h13(E)	36	#6	46'-2"	——
h14(E)	14	#6	33'-0"	——
h15(E)	14	#6	42'-6"	——
p14(E)	7	#9	42'-11"	——
p15(E)	7	#9	48'-11"	——
p16(E)	8	#9	6'-10"	——
p17(E)	10	#9	16'-1"	——
p18(E)	4	#9	35'-11"	——
p19(E)	4	#9	41'-11"	——
p23(E)	4	#4	48'-11"	——
p24(E)	4	#4	16'-2"	——
s7(E)	834	#3	3'-11"	
s8(E)	40	#4	7'-8"	
s9(E)	160	#4	13'-5"	
s10(E)	67	#5	5'-2"	
s11(E)	141	#8	17'-1"	
s12(E)	141	#7	8'-5"	
⑤ sp(E)	6	#4	4'-3"	
⑤ sp4(E)	6	#4	11'-4"	
t2(E)	169	#7	11'-8"	——
t3(E)	74	#6	11'-8"	——
u3(E)	42	#6	10'-9"	
u4(E)	14	#6	8'-9"	
v10(E)	90	#9	6'-4"	——
v13(E)	90	#9	13'-5"	——
v15(E)	282	#7	17'-0"	——
w(E)	22	#6	35'-8"	——
w1(E)	22	#6	47'-2"	——
Rock Excavation for Structures	Cu. Yd.		137	
Seal Coat Concrete	Cu. Yd.		18.6	
Concrete Structures	Cu. Yd.		395.3	
Reinforcement Bars, Epoxy Coated	Pound		48,670	
Braced Excavation	Cu. Yd.		861	

Notes:
① Space reinforcement in cap to miss anchor bolts.
② Pour steps monolithically with cap.
③ For details of Bar Splicers, see sheet 40 of 43.
④ The footing excavations shall be undercut by 6" and immediately filled with Seal Coat Concrete to prevent degradation of the exposed foundation material surface. Undercut excavation shall be paid for as Rock Excavation for Structures.
⑤ Length is height of spiral.
⑥ Splicing of reinforcement is prohibited in the top and bottom 2'-6" of the column and bottom 4'-0" of the crashwall.
⑦ Space rows of s7(E) bars at with every sixth v15(E) bar outside of plastic hinge region of crashwall. Alternate s7(E) bars end for end as shown in End View.
⑧ Space rows of s7(E) bars at with every third v15(E) bar inside of plastic hinge region of crashwall with one line of bars cast in top of footing. Alternate s7(E) bars end for end as shown in End View.
⑨ All edges shall have standard ¾" chamfer.

PIER 2 DETAILS
SB STRUCTURE
STRUCTURE NO. 028-0081 (SB)

SHEET NO. 37	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
43 SHEETS	57	(28-3-1)VB-1	FRANKLIN	98	61
			CONTRACT NO. 78068		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

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Eastport Business Center 1
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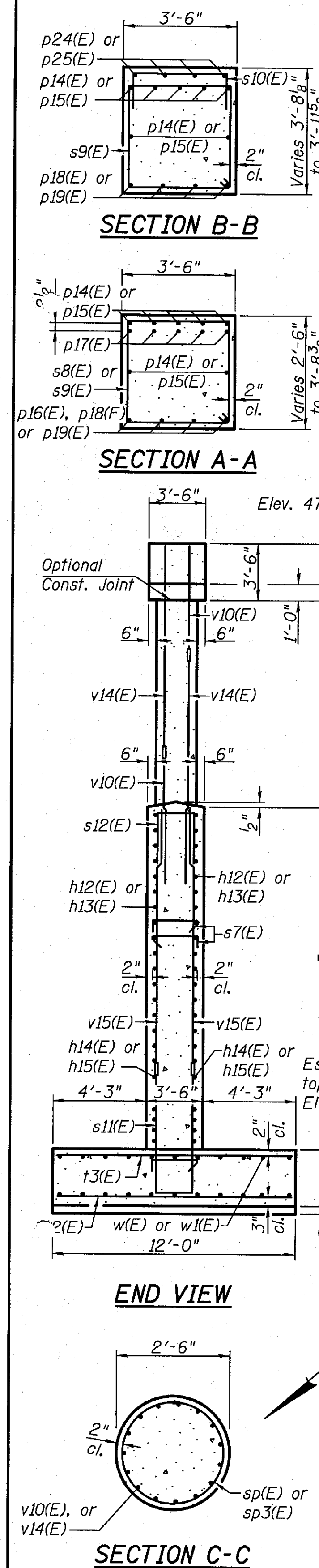
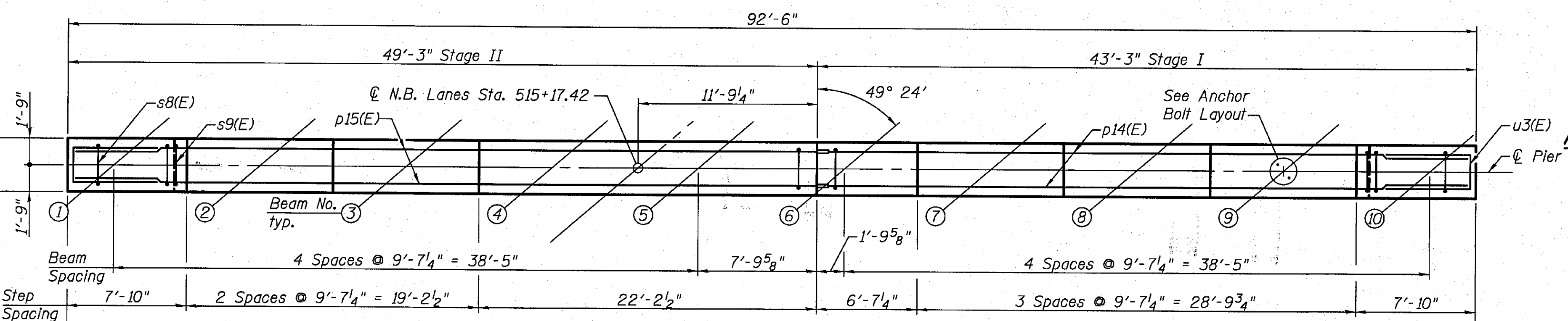
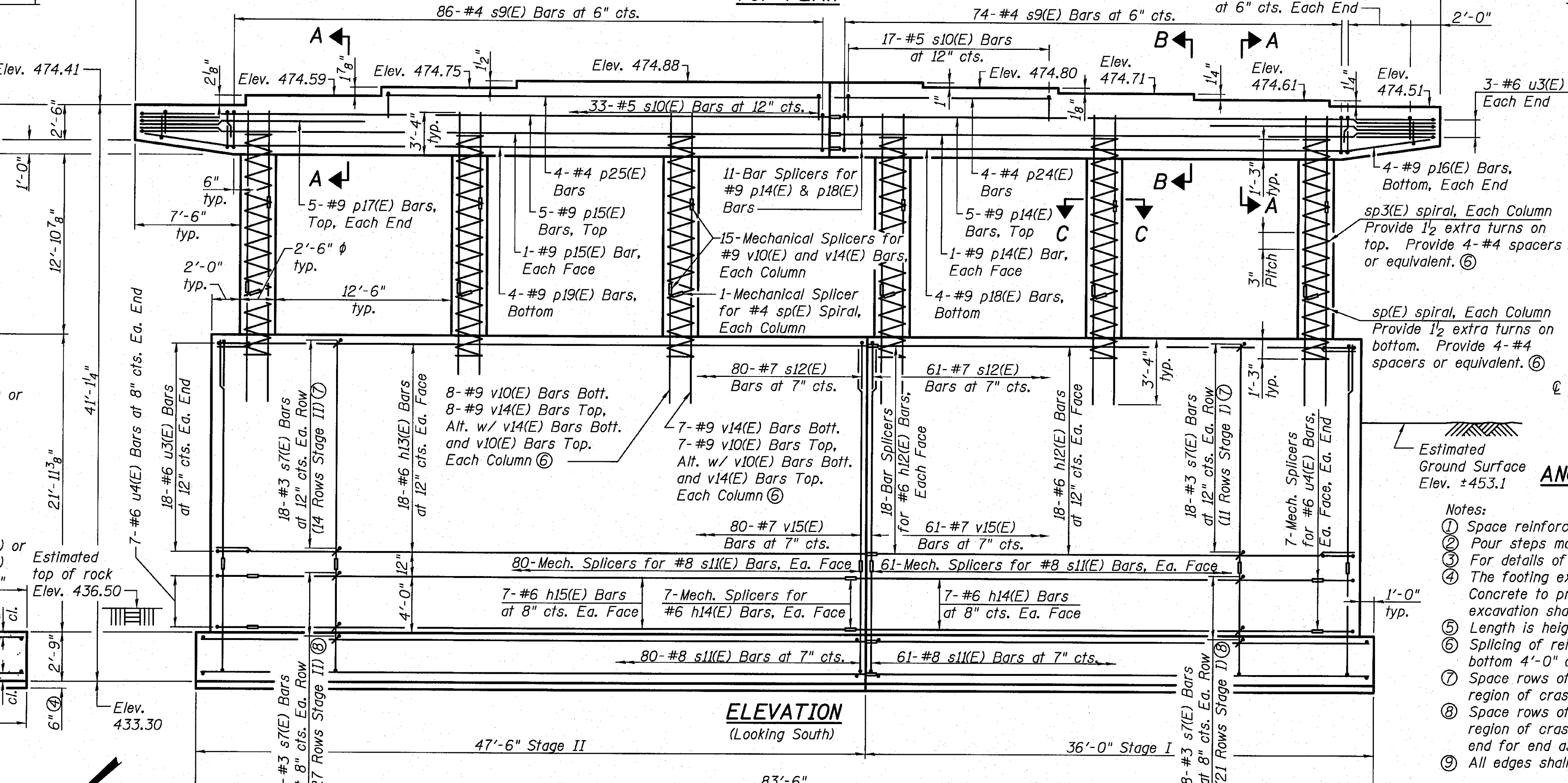
618-345-2200
Design Firm License No. 184.001115

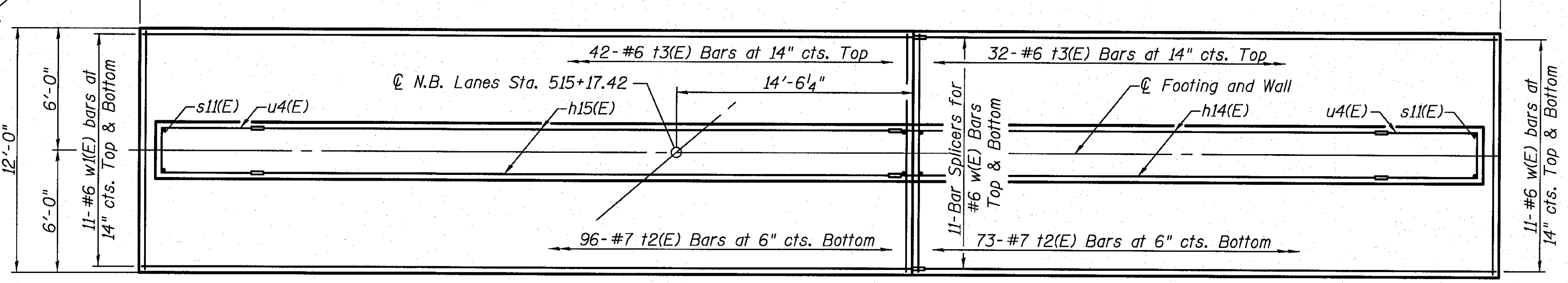
DESIGNED	DGL
CHECKED	MJP
DRAWN	DGL
CHECKED	MJP

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

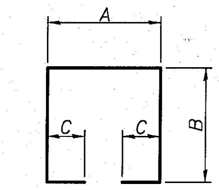








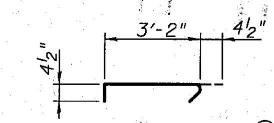
FOOTING PLAN



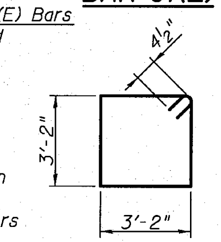
BARS

A, B & C DIMENSIONS

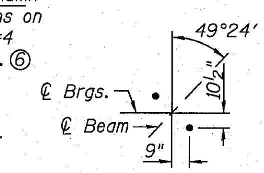
Bar	A	B	C
s8(E)	3'-2"	2'-3"	-
s10(E)	3'-2"	1'-0"	-
s11(E)	2'-11"	7'-1"	-
s12(E)	2'-11"	2'-9"	-
u3(E)	3'-1"	2'-10"	1'-0"
u4(E)	3'-1"	2'-10"	-



BAR s7(E)



BAR s9(E)



ANCHOR BOLT LAYOUT①

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h12(E)	36	#6	34'-8"	——
h13(E)	36	#6	46'-2"	——
h14(E)	14	#6	33'-0"	——
h15(E)	14	#6	42'-6"	——
p14(E)	7	#9	42'-11"	——
p15(E)	7	#9	48'-11"	——
p16(E)	8	#9	6'-10"	——
p17(E)	10	#9	16'-1"	——
p18(E)	4	#9	35'-11"	——
p19(E)	4	#9	41'-11"	——
p24(E)	4	#4	16'-2"	——
p25(E)	4	#4	31'-9"	——
s7(E)	834	#3	3'-11"	
s8(E)	40	#4	7'-8"	
s9(E)	160	#4	13'-5"	
s10(E)	50	#5	5'-2"	
s11(E)	141	#8	17'-1"	
s12(E)	141	#7	8'-5"	
⑤ sp(E)	6	#4	4'-3"	
⑤ sp3(E)	6	#4	11'-2"	
t2(E)	169	#7	11'-8"	——
t3(E)	74	#6	11'-8"	——
u3(E)	42	#6	10'-9"	
u4(E)	14	#6	8'-9"	
v10(E)	90	#9	6'-4"	——
v14(E)	90	#9	13'-3"	——
v15(E)	282	#7	17'-0"	——
w(E)	22	#6	35'-8"	——
w1(E)	22	#6	47'-2"	——
Rock Excavation for Structures		Cu. Yd.	137	
Seal Coat Concrete		Cu. Yd.	18.6	
Concrete Structures		Cu. Yd.	393.0	
Reinforcement Bars, Epoxy Coated		Pound	48,460	
Braced Excavation		Cu. Yd.	861	

Notes:

① Space reinforcement in cap to miss anchor bolts.
② Pour steps monolithically with cap.
③ For details of Bar Splicers, see sheet 40 of 43.
④ The footing excavations shall be undercut by 6" and immediately filled with Seal Coat Concrete to prevent degradation of the exposed foundation material surface. Undercut excavation shall be paid for as Rock Excavation for Structures.
⑤ Length is height of spiral.
⑥ Splicing of reinforcement is prohibited in the top and bottom 2'-6" of the column and bottom 4'-0" of the crashwall.
⑦ Space rows of s7(E) bars at with every sixth v15(E) bar outside of plastic hinge region of crashwall. Alternate s7(E) bars end for end as shown in End View.
⑧ Space rows of s7(E) bars at with every third v15(E) bar inside of plastic hinge region of crashwall with one line of bars cast in top of footing. Alternate s7(E) bars end for end as shown in End View.
⑨ All edges shall have standard ¾" chamfer.

PIER 2 DETAILS
NB STRUCTURE
STRUCTURE NO. 028-0082 (NB)

SHEET NO. 38 43 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(28-3-1)VB-1	FRANKLIN	98	62
			CONTRACT NO. 78068		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

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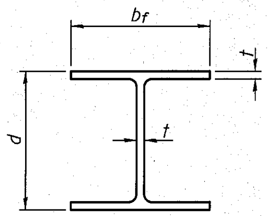
Design Firm License No. 184.001115

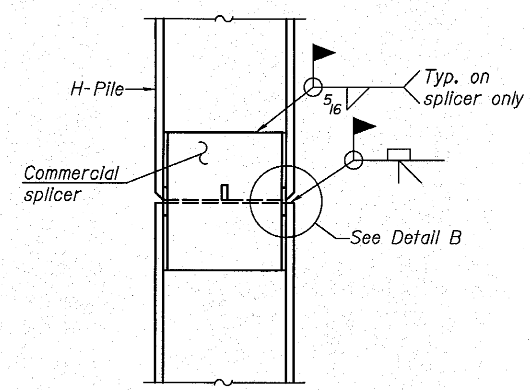
DESIGNED	DGL
CHECKED	MJP
DRAWN	DGL
CHECKED	MJP

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

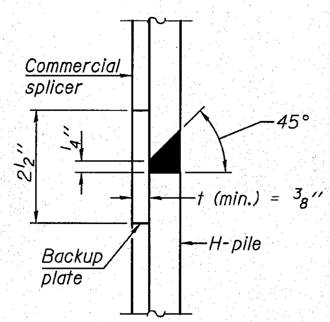


STEEL PILE TABLE

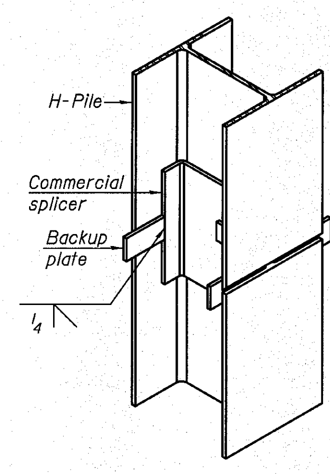
Designation	Depth d	Flange width b_f	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	11/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	11/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"



ELEVATION

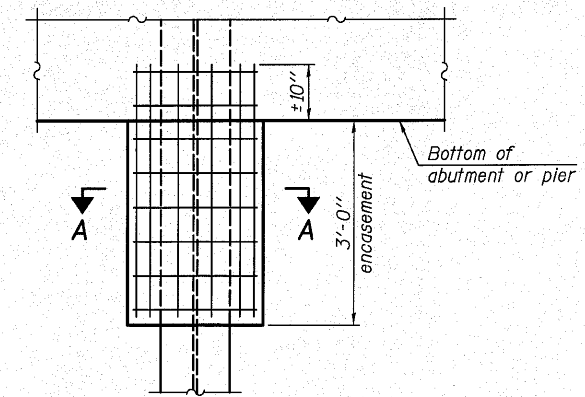


DETAIL "B"

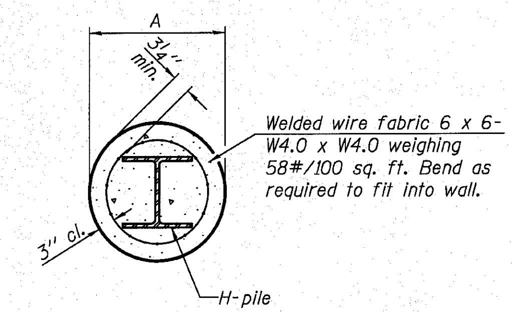


ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



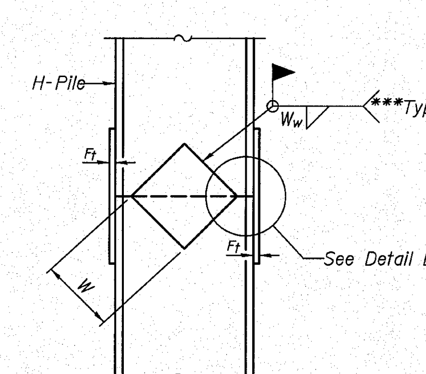
ELEVATION



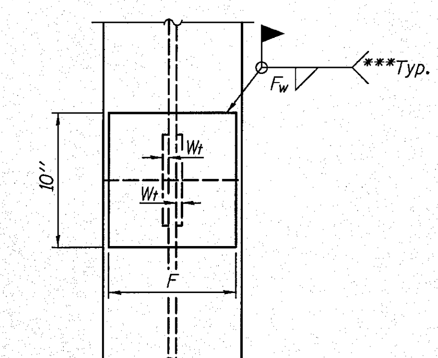
Note:
Forms for encasement may be omitted when soil conditions permit.

SECTION A-A

PILE ENCASEMENT

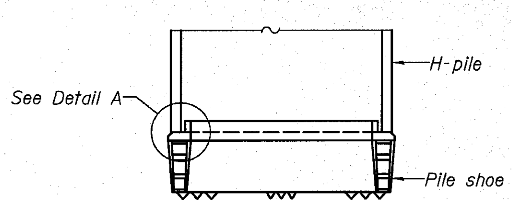


ELEVATION



END VIEW

Designation	F	F_t	F_w	W	W_t	W_w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	11/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"



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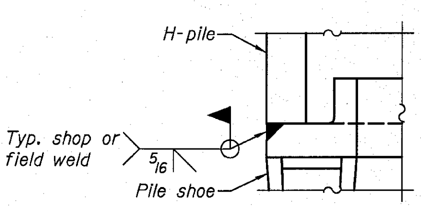
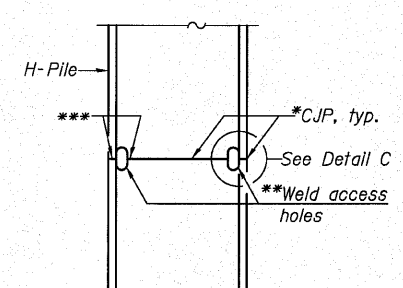
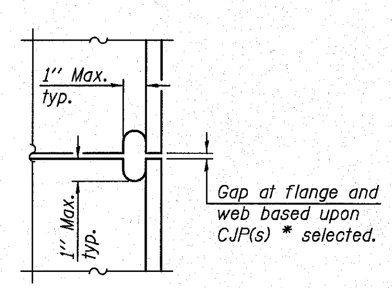


DETAIL A

H-PILE SHOE ATTACHMENT

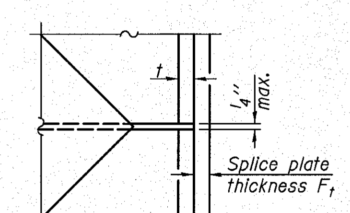


ELEVATION



DETAIL C

COMPLETE PENETRATION WELD SPLICE



DETAIL D

WELDED PLATE FIELD SPLICE

HP PILE DETAILS
STRUCTURE NO. 028-0081 (SB)
STRUCTURE NO. 028-0082 (NB)

* Use joint conforming to Figure 3.4 in AWS D1.1, Structure Welding Code - Steel.

** Preparation per Fig. 5.2 in AWS D1.1, Structure Welding Code - Steel.

*** Interrupt welds 1/4" from end of each pile.

Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.

SHEET NO. 39	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
43 SHEETS	57	(28-3-1)VB-1	FRANKLIN	98	63
			CONTRACT NO. 78068		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

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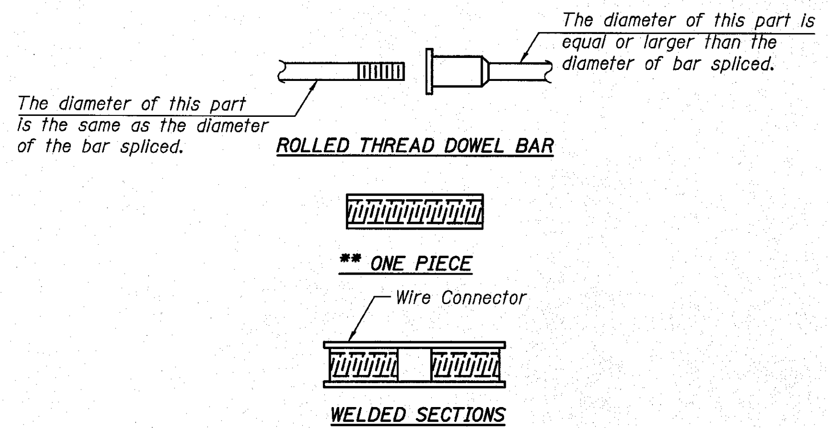
CHECKED -

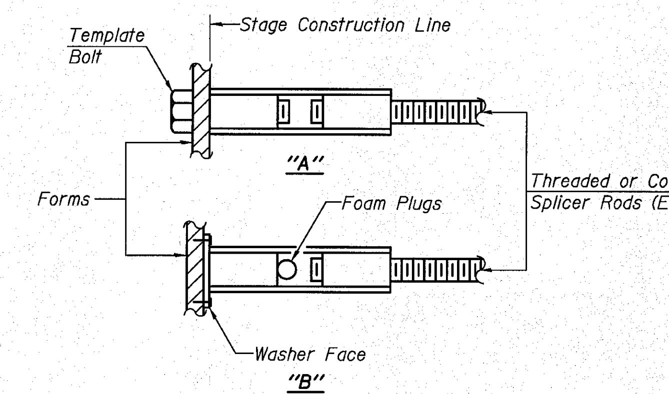
F-HP

10-1-08



BAR SPLICER ASSEMBLY ALTERNATIVES

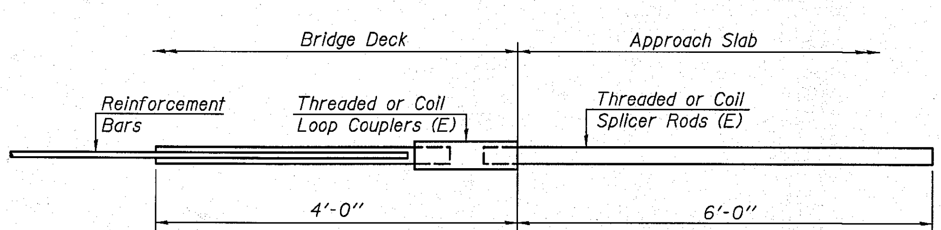
**Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



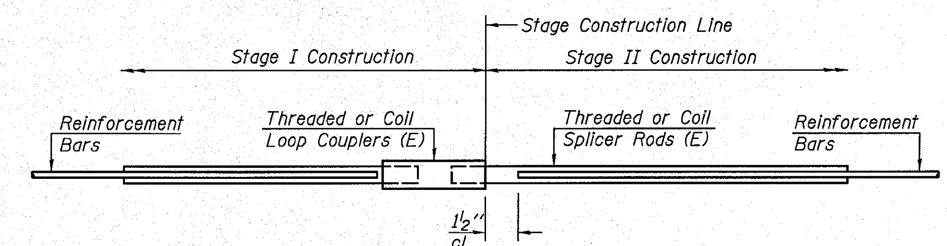
INSTALLATION AND SETTING METHODS

"A" :Set bar splicer assembly by means of a template bolt.
"B" :Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-2"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8

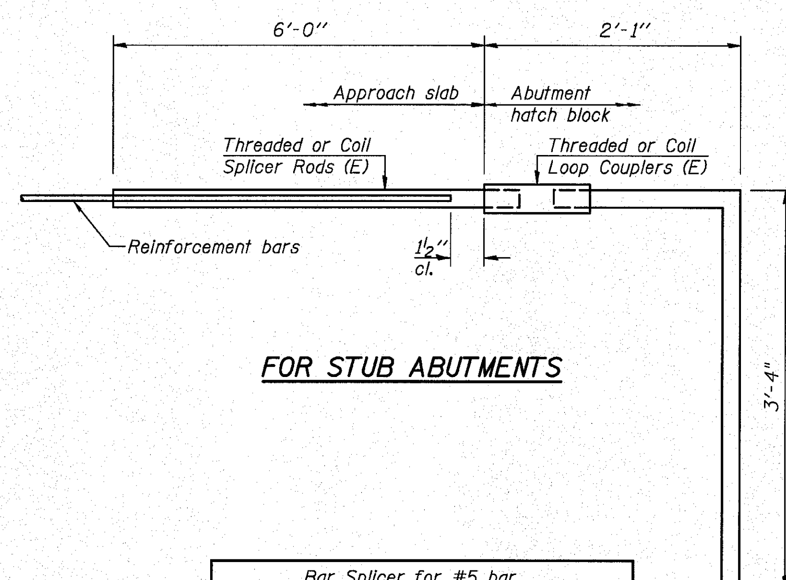


FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS



STANDARD

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required =



FOR STUB ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 376

NB STRUCTURE

Bar Size	No. Assemblies Required	Location
#5	6	N. Abut.
#5	6	S. Abut.
#5	531	Deck
#5	16	Edge Beam
#6	5	N. Abut.
#6	5	S. Abut.
#6	66	Pier 1
#6	58	Pier 2
#7	10	N. Abut.
#7	10	S. Abut.
#9	11	Pier 1
#9	11	Pier 2

SB STRUCTURE

Bar Size	No. Assemblies Required	Location
#5	6	N. Abut.
#5	6	S. Abut.
#5	531	Deck
#5	16	Edge Beam
#6	5	N. Abut.
#6	5	S. Abut.
#6	66	Pier 1
#6	58	Pier 2
#7	10	N. Abut.
#7	10	S. Abut.
#9	11	Pier 1
#9	11	Pier 2

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

① Minimum Capacity (Tension in kips) $= 1.25 \times fy \times A_t$

② Minimum *Pull-out Strength (Tension in kips) $= 0.66 \times fy \times A_t$

Where fy = Yield strength of lapped reinforcement bars in ksi.
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 028-0081 (SB)
STRUCTURE NO. 028-0082 (NB)

SHEET NO. 40	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
43 SHEETS	57	(28-3-1)VB-1	FRANKLIN	98	64
			CONTRACT NO. 78068		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

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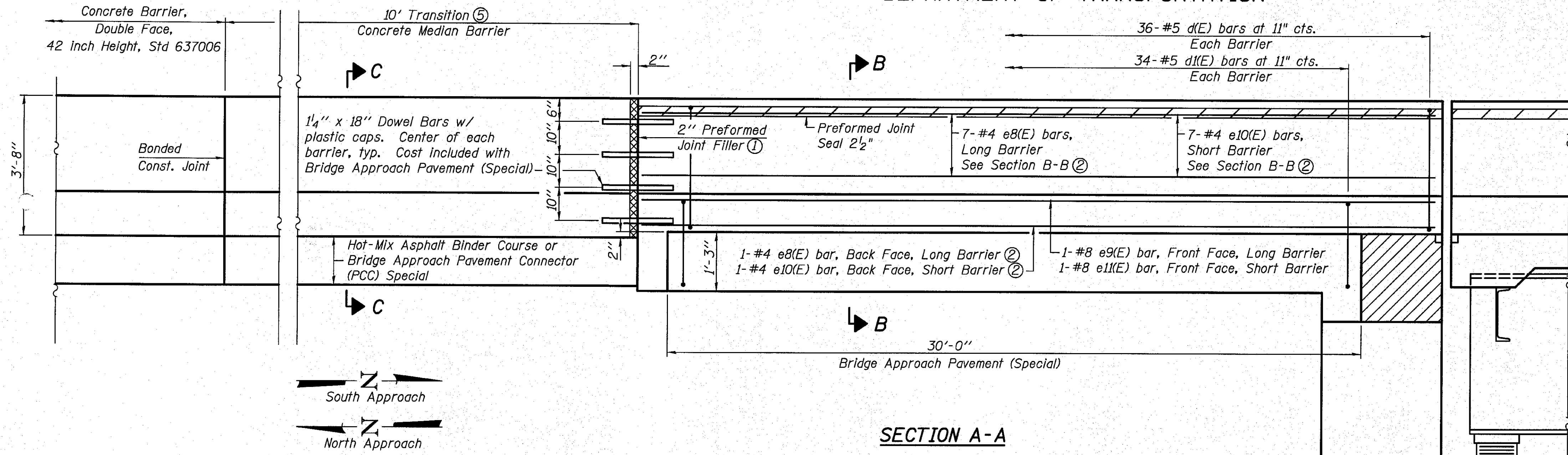
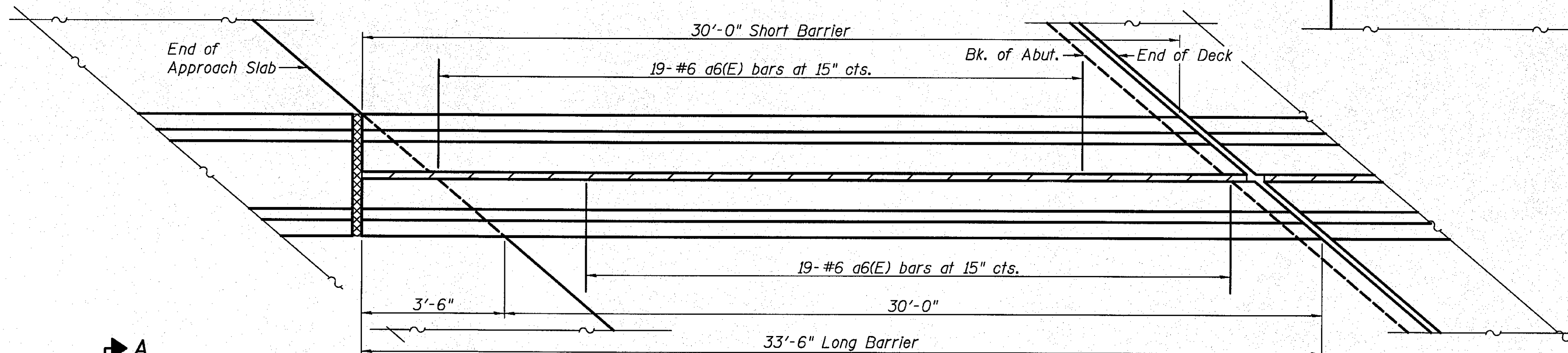
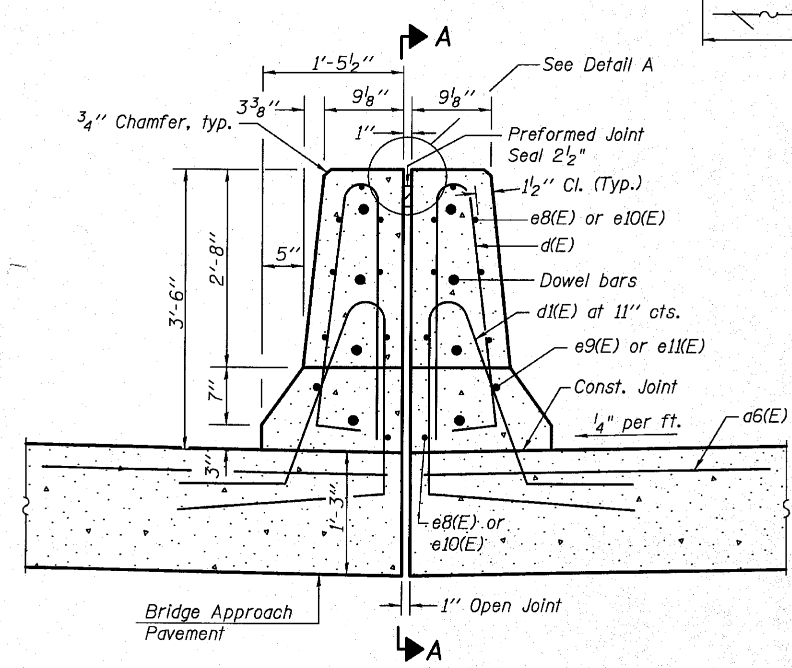
CHECKED -
DRAWN -
CHECKED -



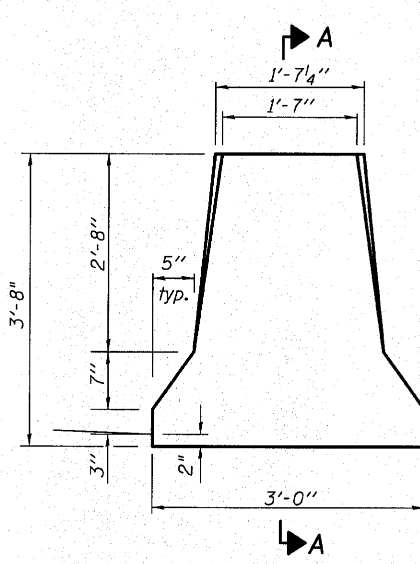
SECTION A-A



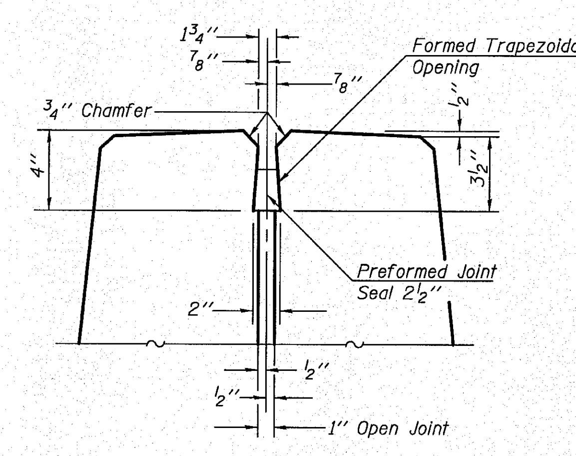
PLAN



SECTION B-B



SECTION C-C

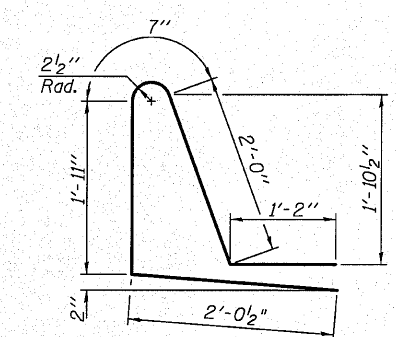


DETAIL A

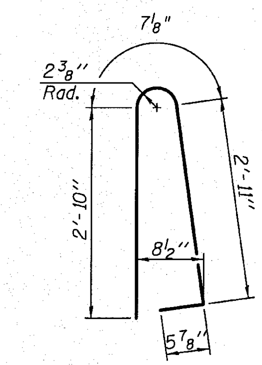
BILL OF MATERIAL

(Two Locations)
(For Information Only) ③

Bar	No.	Size	Length	Shape
a6(E)	76	#6	6'-0"	
d(E)	144	#5	6'-10"	
d1(E)	136	#5	7'-9"	
e8(E)	16	#4	32'-6"	
e9(E)	2	#8	32'-6"	
e10(E)	16	#4	31'-1"	
e11(E)	2	#8	30'-1"	
Preformed Joint Seal 2½"			Foot	63.5
Concrete Superstructure			Cu. Yd.	16.2
Reinforcement Bars, Epoxy Coated			Pound	3,820



BAR d1(E)



BAR d(E)

Notes:
① See Section 1051 of the Standard Specifications. Cost included with Bridge Approach Pavement (Special).
② Cut bars in field as required to fit skew.
③ Pay items and quantities are for information only. Cost included with Bridge Approach Pavement (Special) in roadway plans.
④ See Bridge Approach Pavement (Special) detail sheets for details not shown.
⑤ The cost of the 10' transition concrete median barrier shall be included in the overall length measured for Concrete Barrier, Double Face, 42 Inch Height. See Section 637 of the Standard Specifications for additional requirements.

MEDIAN BARRIER ON APPROACH PAVEMENT DETAILS
STRUCTURE NO. 028-0081 (SB)
STRUCTURE NO. 028-0082 (NB)

SHEET NO. 41	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
43 SHEETS	57	(28-3-1)VB-1	FRANKLIN	98	65
			CONTRACT NO. 78068		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

OATES ASSOCIATES
Consulting Engineers
Eastport Business Center 1
100 Lanter Court, Suite 1
Collinsville, Illinois 62234
618-345-2200
Design Firm License No. 184.001115

DESIGNED	JAD
CHECKED	DGL
DRAWN	JAD
CHECKED	DGL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS DEPARTMENT OF TRANSPORTATION
District Nine Materials

Bridge Foundation Boring Log
Sheet 1 of 2

Interstate 57 Over MPRR
Route: Interstate 57 Structure Number: 028-0008/9 Date: 10/24/2005
Section Bored By: Bryan Keller
County: Franklin Location: S. of West City Checked By: Rob Graeff

Boring No 1-S
Station 513+42
Offset 1' LT CL Median
Ground Surface 477.0 Ft

Surf Wat Elev:
Ground Water Elevation
when Drilling
At Completion
At: Hrs:

Description	Elev.	DEPTH	BLOW	Qu tsf	W%
Hard, damp to moist, brown, Silty Clay A-6	472.5		8 12 14	6.1B	17
Stiff, moist, brown mottled grey, Silty Clay to Clay A7-6	470.0	5.0	4 5 7	1.4S	20
Very stiff, moist, brown mottled grey, Silty Clay A7-6	467.5		3 4 3	2.1B	18
Stiff, moist to very moist, brown mottled grey, Silty Clay A7-6	465.0	10.0	3 4 5	1.7B	21
Stiff, very moist, grey mottled brown, Clay A7-6	462.5		2 4 5	1.2S	19
Stiff, very moist, brown mottled grey, Silty Clay to Clay A7-6	460.0	15.0	2 4 5	1.8B	18
Very stiff, moist, brown, Silty Clay A7-6	457.5		3 5 7	2.6B	19
Stiff, moist, brown mottled grey, Silty Clay A-6		20.0	2 4 5	1.4B	21
	452.5		2 4 6	1.6B	18
		25.0	2		
Stiff, very moist, grey, Clay A7-6	450.0		4 5	1.8B	22
Stiff, very moist, grey, Silt Loam A-4	447.5		2 4 7	1.3B	22
Stiff, moist, brown mottled grey, Silty Clay A-6	445.0	30.0	1 3 5	1.9B	23
Stiff, very moist, grey, Silty Clay to Clay A7-6			2 5 5	1.2B	21
	440.0	35.0	3 5 5	1.6B	20
Very stiff, moist, brown mottled grey, Clay to Silty Clay A7-6 with some gravel	437.0		2 4 6	2.1S	21
		40.0	19		
Hard, dry, brown mottled grey Clay Shale			100/9"		
		45.0			
Hard, dry, grey, Clay Shale	427.0	50.0	100/4"		

N-Std Pentr Test: 2" OD Sampler,
140# Hammer, 30" Fall (Type Fail. B-Bulge S-Shear E-Estimated P-Penetrometer)

Sheet 2 of 2
Date: 10/24/2005

Route: Interstate 57
Section:
County: Franklin

Boring No: 1-S
Station: 513+42
Offset: 1' LT CL Median
Ground Surface: 477.0 Ft

Description	DEPTH	BLOW	Qu tsf	W%
Bottom of hole = 50.0 ft. No free water observed. Elevations referenced to BK. N. Abut. N.57 Sta 513+55 Elev 477.5 ft To convert "N" values to "N60" Values multiply by 1.25	55.0			
	60.0			
	65.0			
	70.0			
	75.0			
	80.0			
	85.0			
	90.0			
	95.0			
	100.0			

N-Std Pentr Test: 2" OD Sampler,
140# Hammer, 30" Fall (Type Fail. B-Bulge S-Shear E-Estimated P-Penetrometer)

BORING LOGS
STRUCTURE NO. 028-0081 (SB)
STRUCTURE NO. 028-0082 (NB)

SHEET NO. 42	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
43 SHEETS	57	(28-3-1)VB-1	FRANKLIN	98	66
			CONTRACT NO. 78068		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

OATES ASSOCIATES
Consulting Engineers
Eastport Business Center 1
100 Lanter Court, Suite 1
Collinsville, Illinois 62234
618-345-2200
Design Firm License No. 184.001115

DESIGNED -
CHECKED -
DRAWN -
CHECKED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS DEPARTMENT OF TRANSPORTATION
District Nine Materials

Bridge Foundation Boring Log
Sheet 1 of 2

Interstate 57 Over MPRR

Route: Interstate 57 Structure Number: 028-0008/9 Date: 10/25/2005
Section: Bored By: Bryan Keller
County: Franklin Location: S. of West City Checked By: Rob Graeff

Boring No 2-S
Station 516+56
Offset 9' RTCL Median
Ground Surface 476.3 Ft

Surf Wat Elev:
Ground Water Elevation
when Drilling 436.8
At Completion
At: Hrs:

Description	Elev.	DEPTH	BLOW	Qu tsf	W%
Hard, damp, brown, Silty Clay Loam A-6			2		
			9	4.2B	9
			9		
	471.8	5.0	4		
Very stiff, moist, brown, Silty Clay A7-6			5		
			6	2.2S	19
			3		
			4		
			6	2.5B	17
		10.0	3		
			4	2.1S	20
			6		
	464.3				
Stiff, moist, brown mottled grey, Silty Clay to Clay A7-6			3		
			4	1.3S	23
			6		
		15.0	2		
			5	1.7B	20
			5		
			3		
			5	1.7B	23
			6		
	456.8	20.0	3		
Stiff, moist, grey, Silty Clay Loam A-6			5		
			8	1.6S	19
			3		
			4	1.3B	20
			5		
	451.8	25.0	3		

Description	Elev.	DEPTH	BLOW	Qu tsf	W%
Very stiff, moist, brown mottled grey Silty Clay A7-6			6	2.1S	18
			6		
	449.3				
Stiff, very moist, brown, Silty Clay Loam A-6			2		
			4	1.1S	19
			5		
	446.8	30.0	3		
Stiff, moist, grey, Silty Clay A7-6			5	1.8S	20
			6		
	444.3				
Very stiff, moist, brown mottled grey Silty Clay A7-6			3		
			5	2.8B	17
			8		
	441.8	35.0	3		
Stiff, moist, grey, Silty Clay Loam A-6			6	1.4B	21
			8		
	439.3				
Medium, very moist, grey, Silty Clay A7-6			3		
			5	0.6B	19
			3		
	436.3	40.0	6		
Hard, wet, grey, weathered Clay Shale			10		
			43		
	434.3				
Hard, dry, grey, Clay Shale					
Hard, dry, grey, Clay Shale	431.3	45.0	100/6"		
		50.0			

Bottom of hole = 45.0 FT
Free water observed at 39.5 ft.
Elevations referenced to BK.
N. Abut. N.57 Sta 513+55
Elev 477.5 ft
To convert "N" values to "N60" Values multiply by 1.25

N-Std Pentr Test: 2" OD Sampler,
140# Hammer, 30" Fall (Type Fail. B-Bulge S-Shear E-Estimated P-Penetrometer)

Sheet 2 of 2
Date: 10/25/2005

Route: Interstate 57
Section:
County: Franklin

Boring No: 2-S
Station: 516+56
Offset: 9' RTCL Median
Ground Surface: 476.3 Ft

DEPTH	BLOW	Qu tsf	W%
55.0			
60.0			
65.0			
70.0			
75.0			

DEPTH	BLOW	Qu tsf	W%
80.0			
85.0			
90.0			
95.0			
100.0			

N-Std Pentr Test: 2" OD Sampler,
140# Hammer, 30" Fall (Type Fail. B-Bulge S-Shear E-Estimated P-Penetrometer)

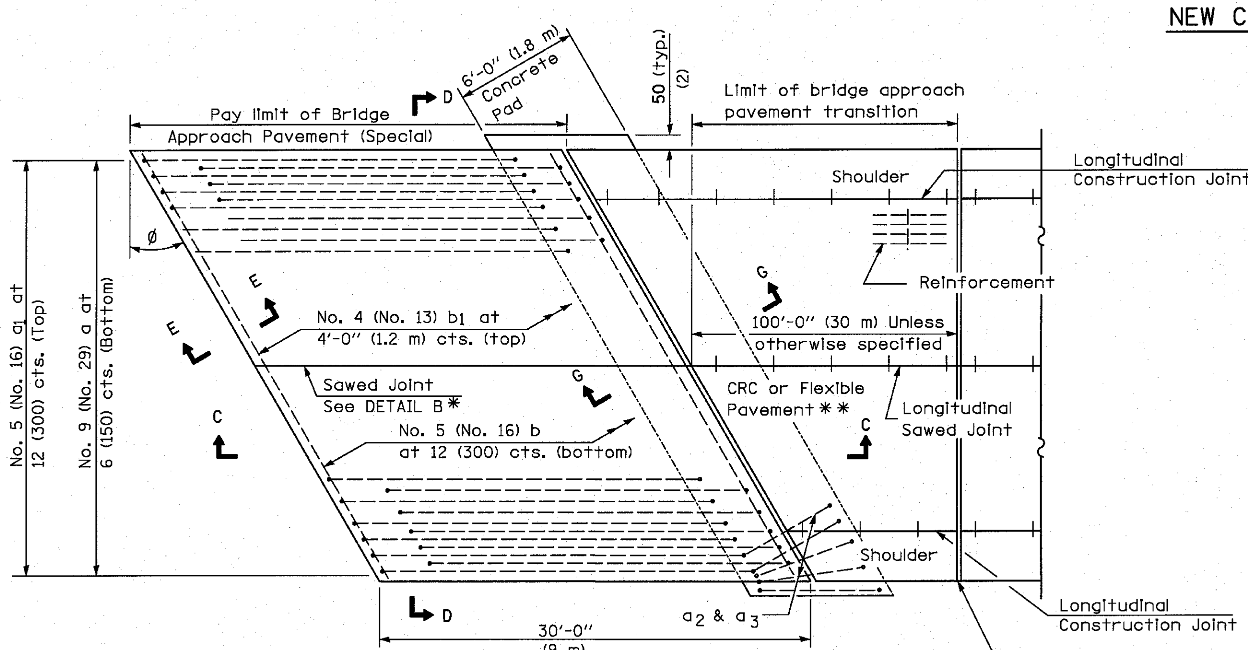
BORING LOGS
STRUCTURE NO. 028-0081 (SB)
STRUCTURE NO. 028-0082 (NB)

SHEET NO. 43	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
43 SHEETS	57	(28-3-1)VB-1	FRANKLIN	98	67
			CONTRACT NO. 78068		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

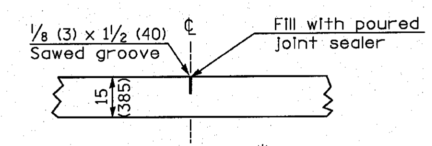
OATES ASSOCIATES
Consulting Engineers
Eastport Business Center 1
100 Lanter Court, Suite 1
Collinsville, Illinois 62234
618-345-2200
Design Firm License No. 184.001115

DESIGNED -
CHECKED -
DRAWN -
CHECKED -

NEW CONSTRUCTION

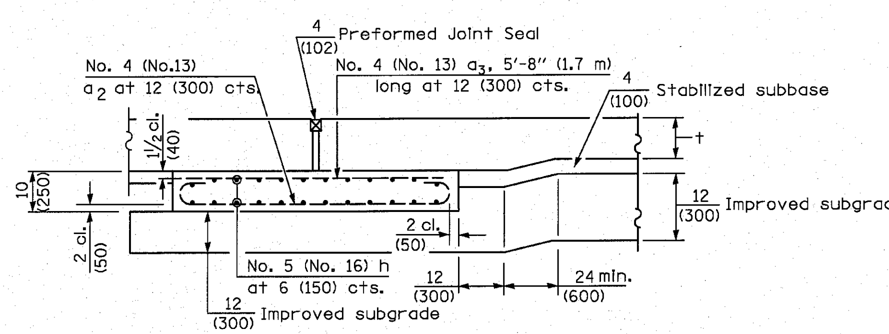


PLAN - WITH SKEW



DETAIL B*

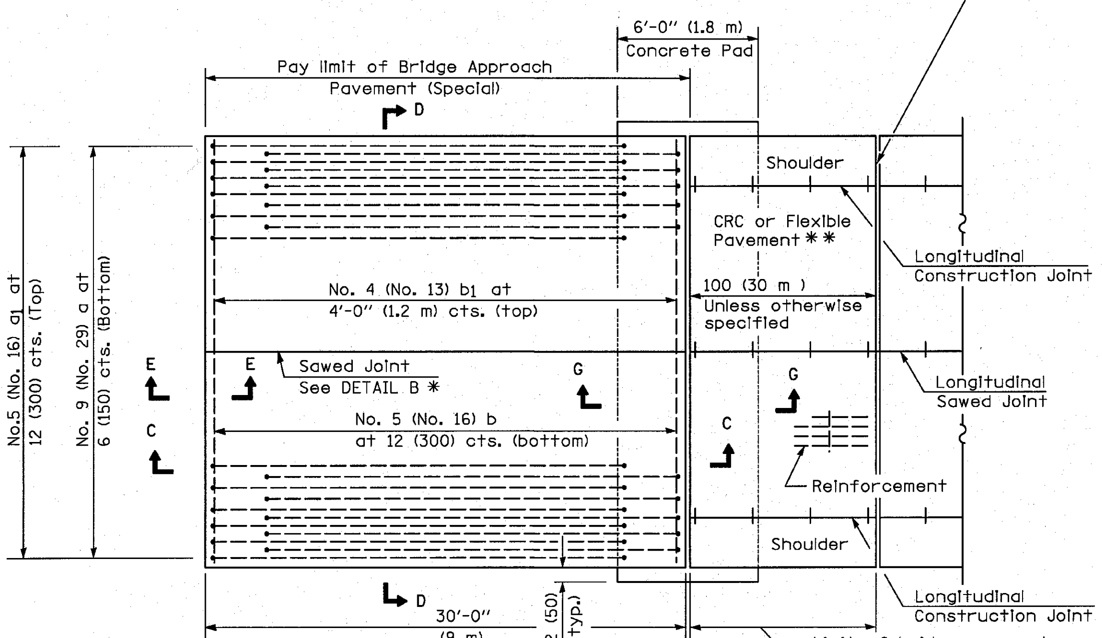
(Reinforcement Not Shown)



SECTION G-G - RIGID PAVEMENT

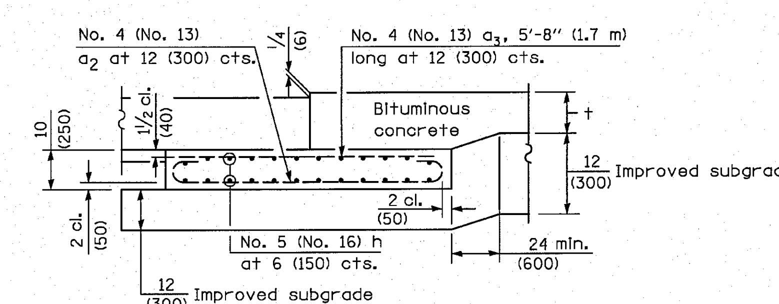
(Showing reinforcement)

Rigid Pavement only:
Wide Flange Beam Terminal Joint (See DETAIL AT BEAM - Standard 421101 or 421106) or 2 (50) Trans. Exp. Joint as detailed on Standard 420001.



PLAN - WITHOUT SKEW

* Saw ℄ or lane edge if poured two or more lane widths at a time.
** Omit Reinforcement, tie bars and Long. sawed Jt. for Flexible Pavement.



SECTION G-G - FLEXIBLE PAVEMENT

(Showing reinforcement)

GENERAL NOTES

THICKNESS-"t"=Thickness of Pavement.

See Standard 421001 for reinforcement details not shown.

See Standard 420001 for joint details not shown.

All dimensions are in inches (millimeters) unless otherwise shown.

BRIDGE APPROACH PAVEMENT (SPECIAL)

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	PLOT DATE = 8/13/2010	CHECKED -	REVISED -
		DATE -	REVISED -

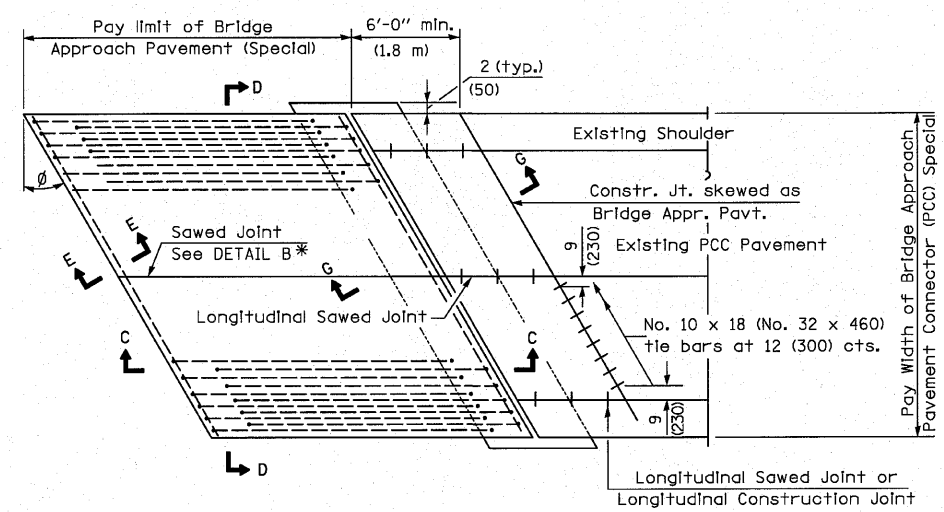
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS
I-57 OVER UNION PACIFIC RAILROAD

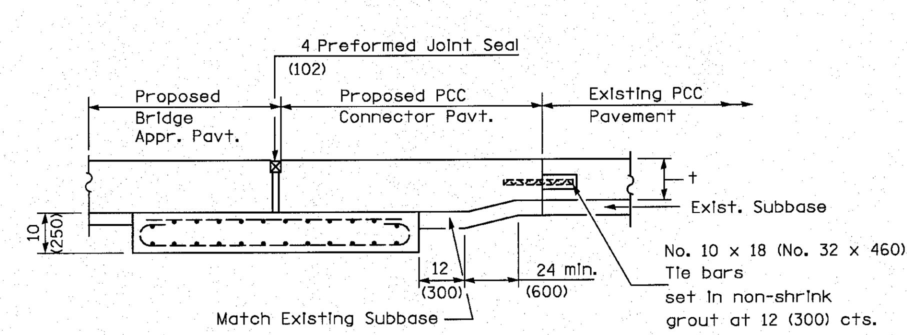
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	68
		CONTRACT NO. 78068		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

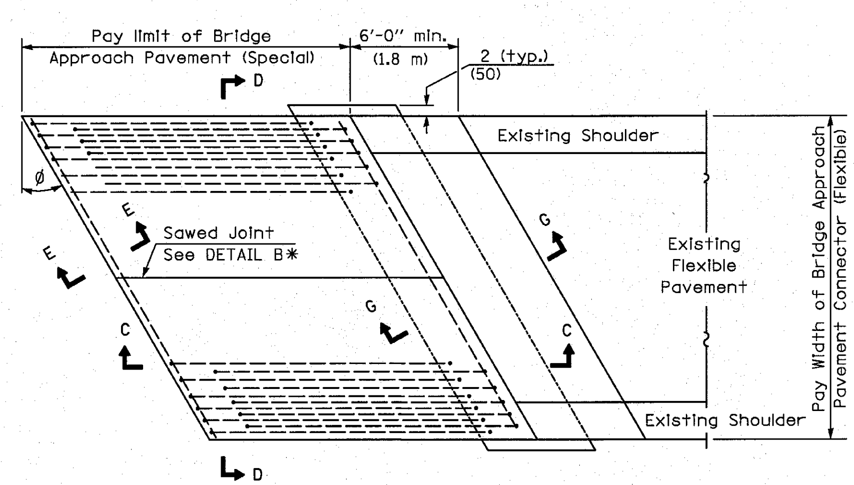
EXISTING CONSTRUCTION



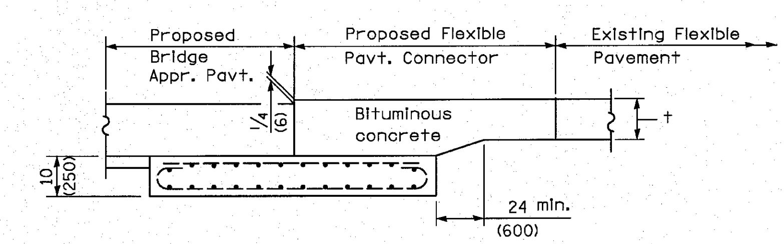
BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) SPECIAL



SECTION G-G - RIGID PAVEMENT



BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)



SECTION G-G - FLEXIBLE PAVEMENT

BRIDGE APPROACH PAVEMENT (SPECIAL)

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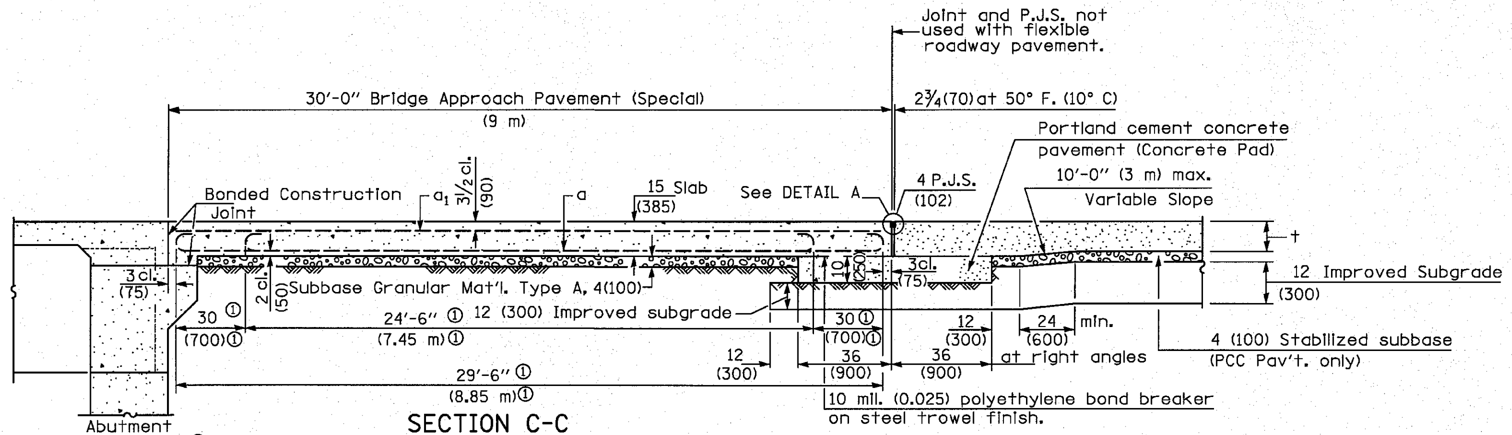
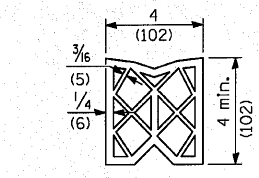
	Microstation\Sec283VB1\details283vb.dgn	DRAWN -	REVISED -			57	(28-3-1)VB-1	FRANKLIN	98	69
	PLOT SCALE = 50.0000 '/ IN.	CHECKED -	REVISED -					CONTRACT NO. 78068		
	PLOT DATE = 8/13/2010	DATE -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

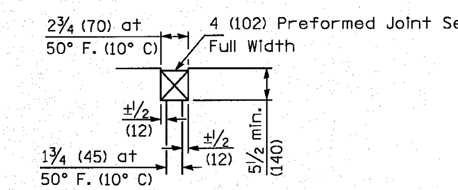


SECTION C-C

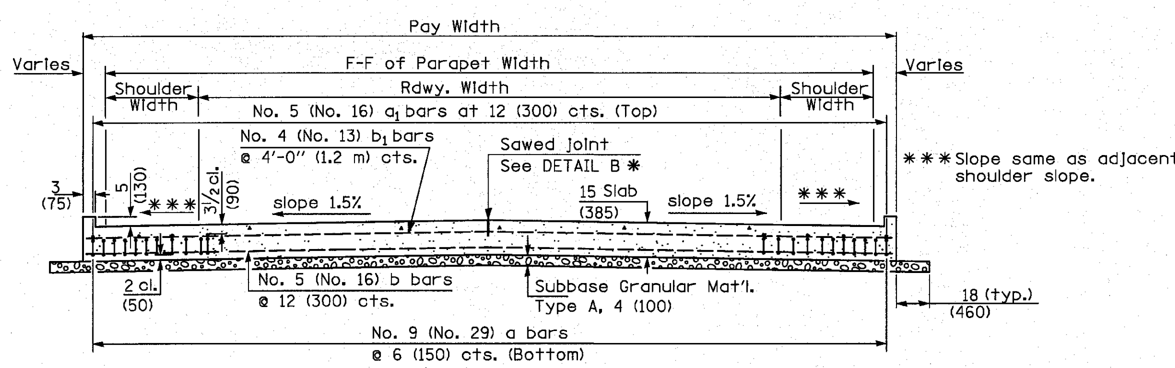
① Stagger No. 9 (No. 29) a bars as shown on plan - full width



PREFORMED JOINT SEAL

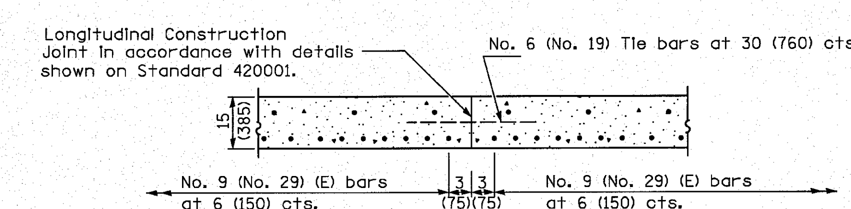


DETAIL A



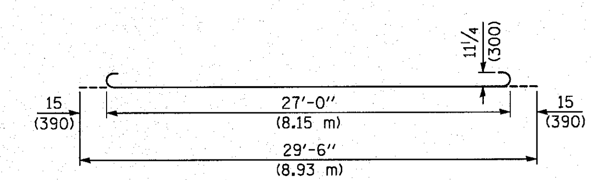
SECTION D-D

(See Plan for Dimensions not shown)

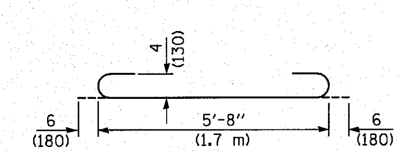


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

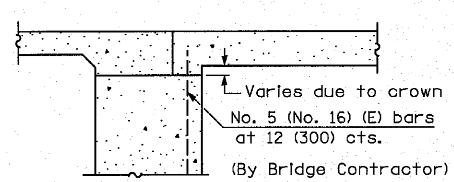
As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.



BAR a

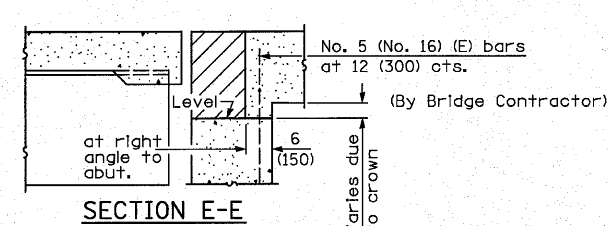


BAR a_2



SECTION E-E

(Integral Abutments)



SECTION E-E

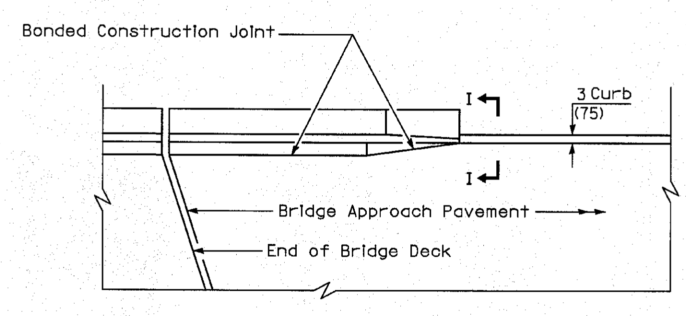
(Jointed Abutments)

DESIGN STRESSES

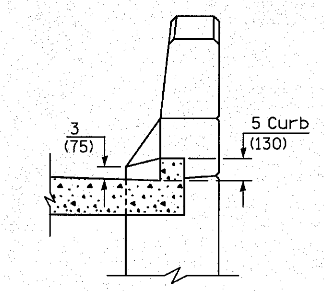
fy = 60,000 p.s.i. (400 MPa)
f'c = 3,500 p.s.i. (24 MPa)
n = 8.5

BRIDGE APPROACH PAVEMENT (SPECIAL)

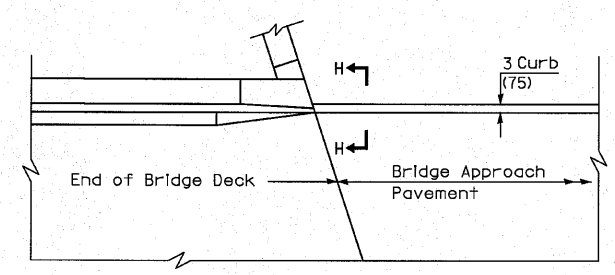
FILE NAME = H:\P\25066p2\Technical_Production\Civil\Microstation\Sec283VB1\details283vb.dgn	USER NAME = default	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS I-57 OVER UNION PACIFIC RAILROAD	F.A.I. RTE. 57	SECTION (28-3-1)VB-1
	PLOT SCALE = 50.0000 ' / IN.	DRAWN -	REVISED -			COUNTY FRANKLIN	TOTAL SHEETS 98 / SHEET NO. 70
	PLOT DATE = 8/13/2010	CHECKED -	REVISED -		SCALE: / SHEET NO. OF SHEETS / STA. TO STA.	CONTRACT NO. 78068	
		DATE -	REVISED -			FED. ROAD DIST. NO. / ILLINOIS / FED. AID PROJECT	



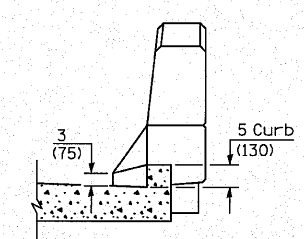
PARAPET TO CURB TRANSITION
PILE BENT ABUTMENT



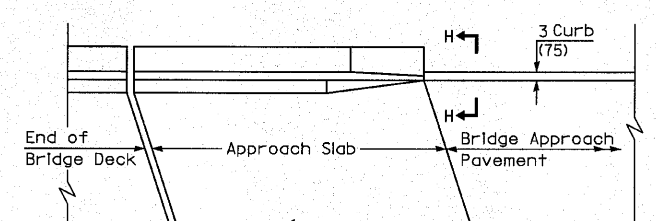
SECTION I - I



PARAPET TO CURB TRANSITION
INTEGRAL ABUTMENT



SECTION H - H



PARAPET TO CURB TRANSITION
VAULTED ABUTMENT

BRIDGE APPROACH PAVEMENT (SPECIAL)

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		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/13/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

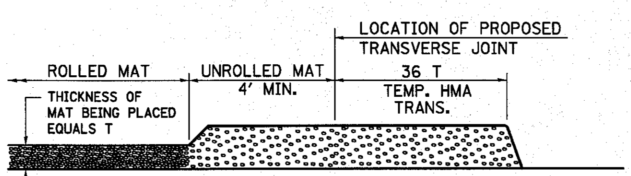
DETAILS
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	71
		CONTRACT NO. 78068		

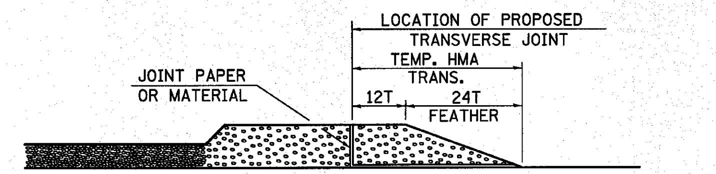
FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

TEMPORARY HOT-MIX ASPHALT TRANSITIONS



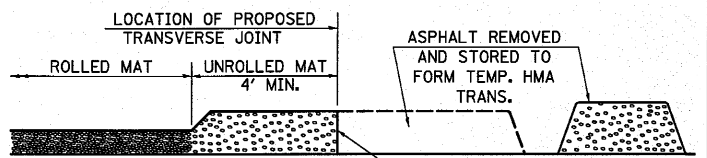
STEP I

1. PLACE HOT-MIX ASPHALT MAT, LENGTH 36 TIMES THE THICKNESS OF THE MAT BEING PLACED PAST THE PROPOSED TRANSVERSE JOINT LOCATION USING NORMAL OPERATING PROCEDURES.
2. EXTREME CARE SHOULD BE TAKEN TO MAINTAIN ENOUGH MATERIAL IN FRONT OF THE SCREED TO MAINTAIN REQUIRED PAVING DEPTH.



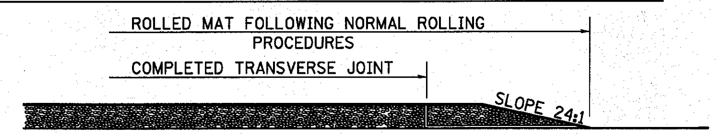
STEP III

1. JOINT PAPER OR OTHER PRESELECTED JOINT MATERIAL IS THEN PLACED IN THE CLEARED AREA AND THE EXCESS ASPHALT USED TO HAND FORM A TRANSITION TO THE DIMENSIONS SHOWN ABOVE.
2. NOTE THAT IN CONSTRUCTING THE TRANSITION, THE MAT DEPTH IS CONTINUED AS PART OF THE TRANSITION BEFORE FORMING THE FEATHER.



STEP II

1. MOVE THE PAVER OUT OF THE WAY AND REMOVE THE ASPHALT FROM THE AREA OF THE PROPOSED TEMPORARY HOT-MIX ASPHALT TRANSITION.
2. SQUARE UP THE END OF THE MAT WITH A RAKE OR LUTE.
3. NOTE THAT THE MAT WITHIN 4' OF THE END OF JOINT IS NOT TO BE ROLLED AT THIS TIME.



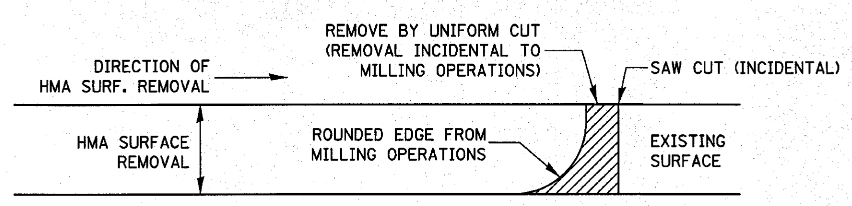
STEP IV

1. COMPLETE TEMPORARY TRANSITION BY ROLLING.
2. TO RESUME PAVING, AT THE JOINT, REMOVE TEMPORARY TRANSITION AND DISPOSE OF THE MATERIAL ACCORDING TO ART. 202.03 OF THE STD. SPECS. (COST INCLUDED IN THE CONTRACT).
3. CONSTRUCTING THE TEMPORARY TRANSITIONS WILL NOT BE PAID FOR SEPARATELY IN ACCORDANCE WITH ARTICLE 406.14 OF THE STANDARD SPECIFICATIONS.

STD. 9-26

REVISIONS	
REDRAWN	2-15-89
REVISED	8-16-94
REVISED	01-09-07
REVISED	

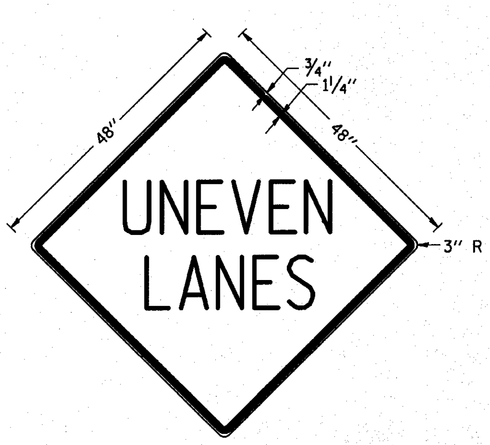
HMA SURFACE REMOVAL DETAIL AT TERMINI

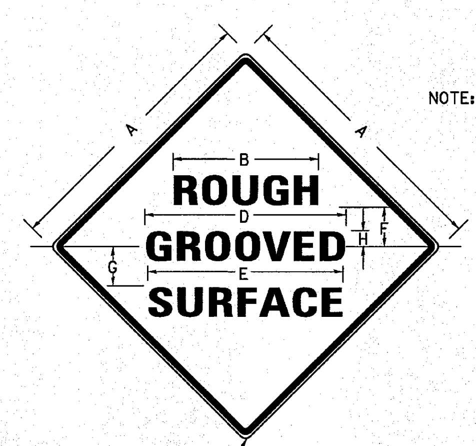


NOTE:
WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL

UNEVEN LANES / ROUGH GROOVED SURFACE SIGNS

W8-11 (48" x 48")/ W8-I106 (48" x 48")





COLORS:
LEGEND AND BORDER - BLACK NON-REFLECTORIZED
BACKGROUND - ORANGE REFLECTORIZED

NOTE: PRIOR TO ALLOWING TRAFFIC ON ANY PORTION OF THE ROADWAY THAT HAS BEEN COLDMILLED OR BEFORE RESURFACING OPERATIONS BEGIN, THE CONTRACTOR SHALL HAVE ERECTED "UNEVEN PAVEMENT" / "ROUGH GROOVED SURFACE" SIGNS THAT CONFORM TO THE ABOVE DETAILS. A MINIMUM OF ONE SIGN AT EACH END OF THE IMPROVEMENT WILL BE REQUIRED. THE CONTRACTOR SHALL MAINTAIN THE "UNEVEN PAVEMENT"/ "ROUGH GROOVED PAVEMENT" SIGNS UNTIL THE RESURFACING OPERATIONS ARE COMPLETED.

IF AT ANY TIME THE SIGNS ARE IN PLACE BUT NOT APPLICABLE, THEY SHALL BE TURNED FROM THE VIEW OF MOTORISTS OR COVERED AS DIRECTED BY THE ENGINEER.

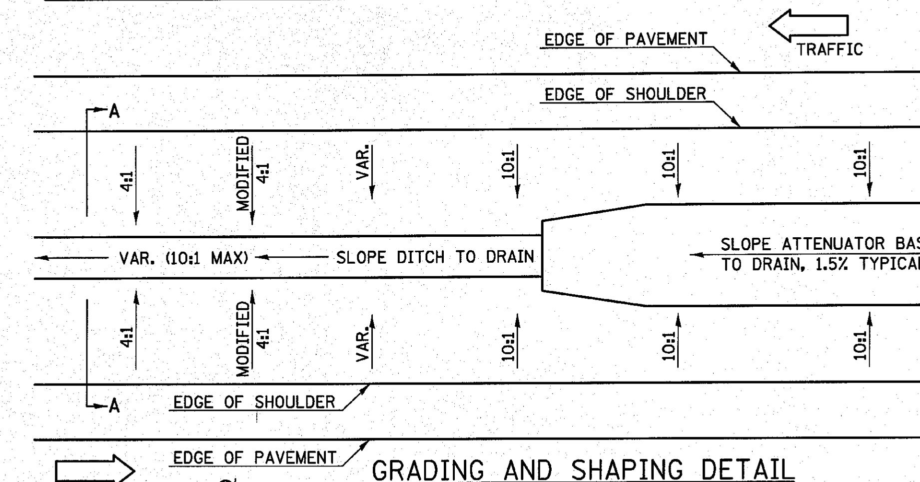
THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE REQUIRED SIGNS SHALL BE INCLUDED IN THE CONTRACT.

SIGN SIZE	SERIES LINES 1	2	3	MARGIN	BORDER	BLANK STD.
48X48	7C	7C	7C	0.8	1.2	B4-48D

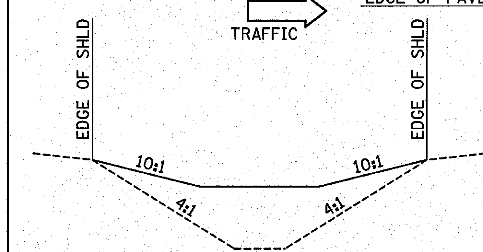
ALL DIMENSIONS IN INCHES

SIGN SIZE	DIMENSIONS A	B	C	D	E	F	G	H
48X48	48.0	24.1	3.0	34.0	33.0	6.0	13.0	3.5

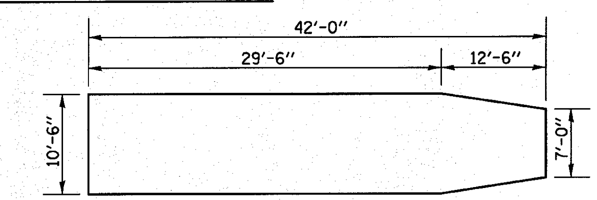
SLOPES APPLICABLE TO IMPACT ATTENUATORS



GRADING AND SHAPING DETAIL



SECTION A-A

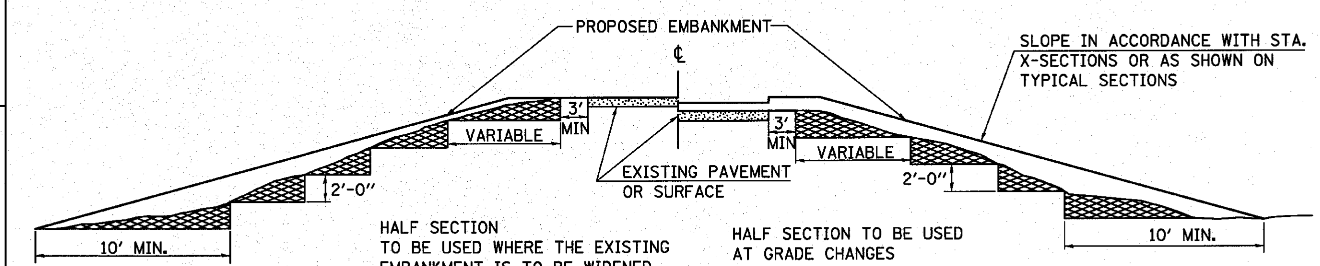


BASE DETAIL

GENERAL NOTES

1. ALL 10:1 SLOPES SHOWN ON THIS DETAIL SHALL BE CONSTRUCTED 10:1 OR FLATTER.
2. THE MATERIAL FOR THE BASE SHALL BE CLASS SI CONCRETE. THE BASE SHALL BE POURED. THIS WILL BE INCLUDED IN THE COST OF IMPACT ATTENUATORS (FULLY REDIRECTIVE, WIDE), TEST LEVEL 3 (EACH).
3. THE EXISTING GROUND HAS A ±4:1 SLOPE AND STEEPER. THEREFORE THE PROPOSED 10:1 SLOPE WILL NEED FURNISHED EXCAVATION TO COMPLETE.

TYPICAL CROSS SECTION SHOWING STEP CONSTRUCTION ON EXISTING FILL



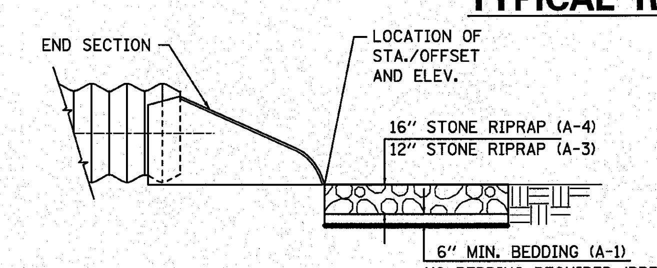
HALF SECTION TO BE USED WHERE THE EXISTING EMBANKMENT IS TO BE WIDENED

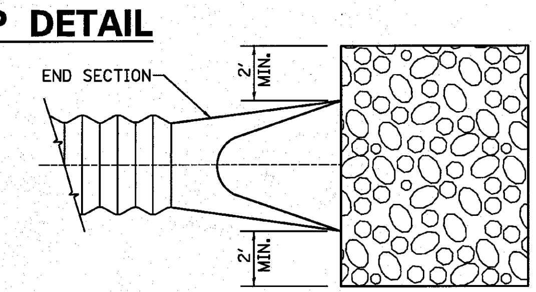
HALF SECTION TO BE USED AT GRADE CHANGES

MATERIAL TO BE REMOVED AND REPLACED IN THE EMBANKMENT IN ACCORDANCE WITH ART. 205.04 OF THE STANDARD SPECIFICATION. COST TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF THIS WORK.

ROADWAY CROSS SECTION SHOWN. BRIDGE CONE, INCLUDING END SLOPE, SIMILAR.

TYPICAL RIPRAP DETAIL





SEE PLANS FOR LENGTH OF PROTECTION

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

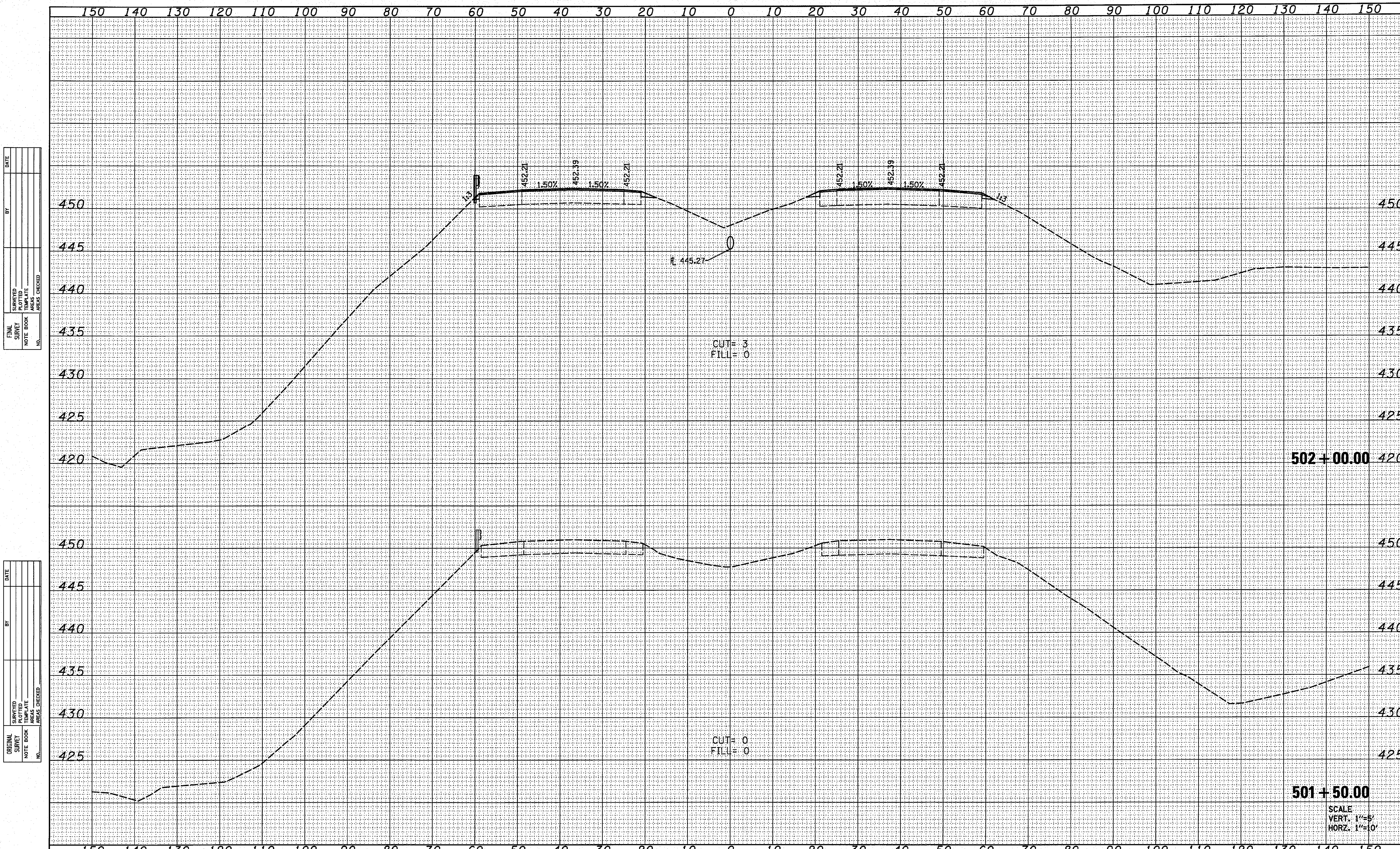
DETAILS
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	72

CONTRACT NO. 78068

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



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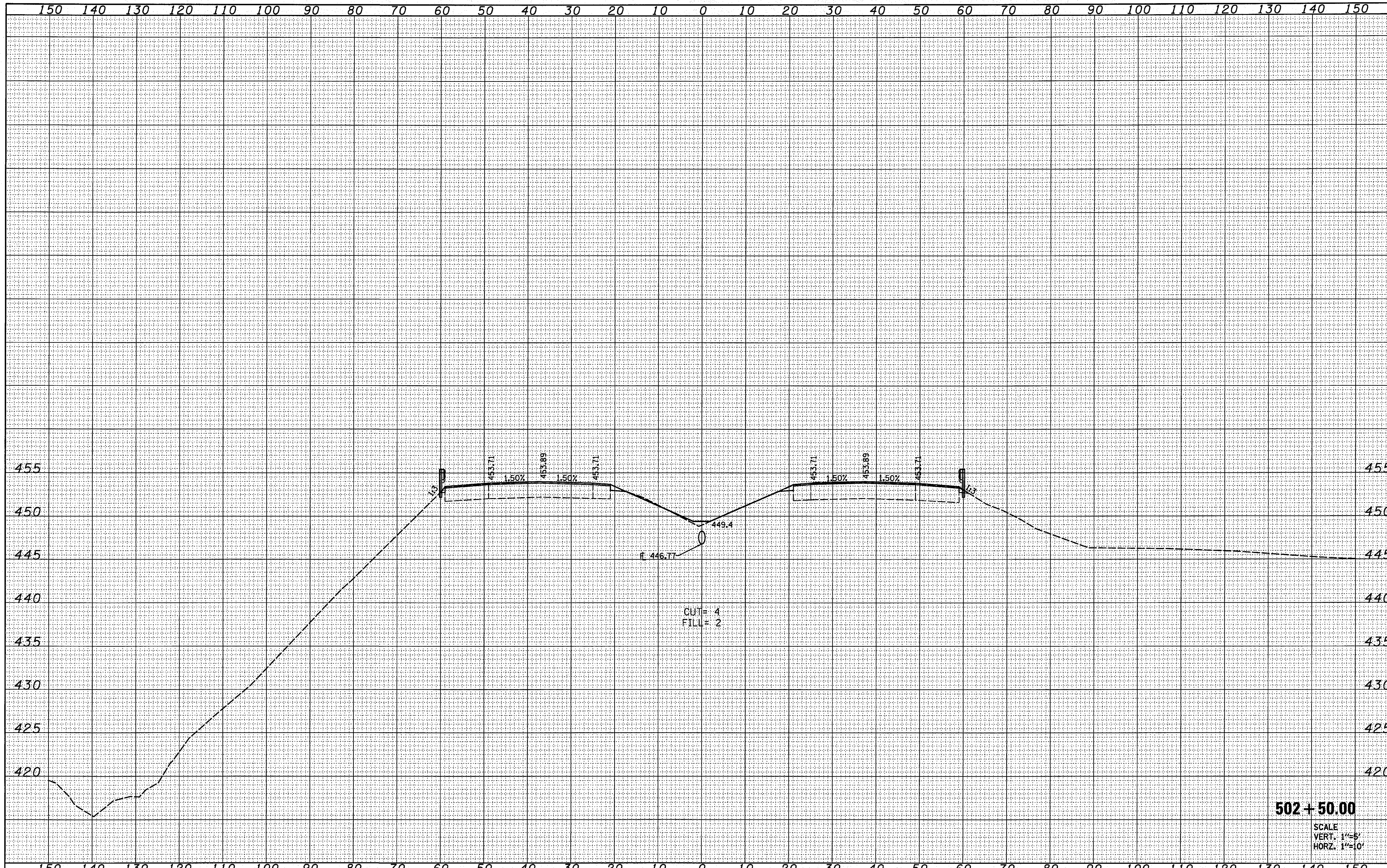
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-57 OVER UNION PACIFIC RAILROAD

SCALE:	SHEET NO. OF SHEETS	STA. 501+50 TO STA. 502+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	73
		CONTRACT NO. 78068		

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



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	PLOT DATE = 8/13/2010	DATE -	REVISED -

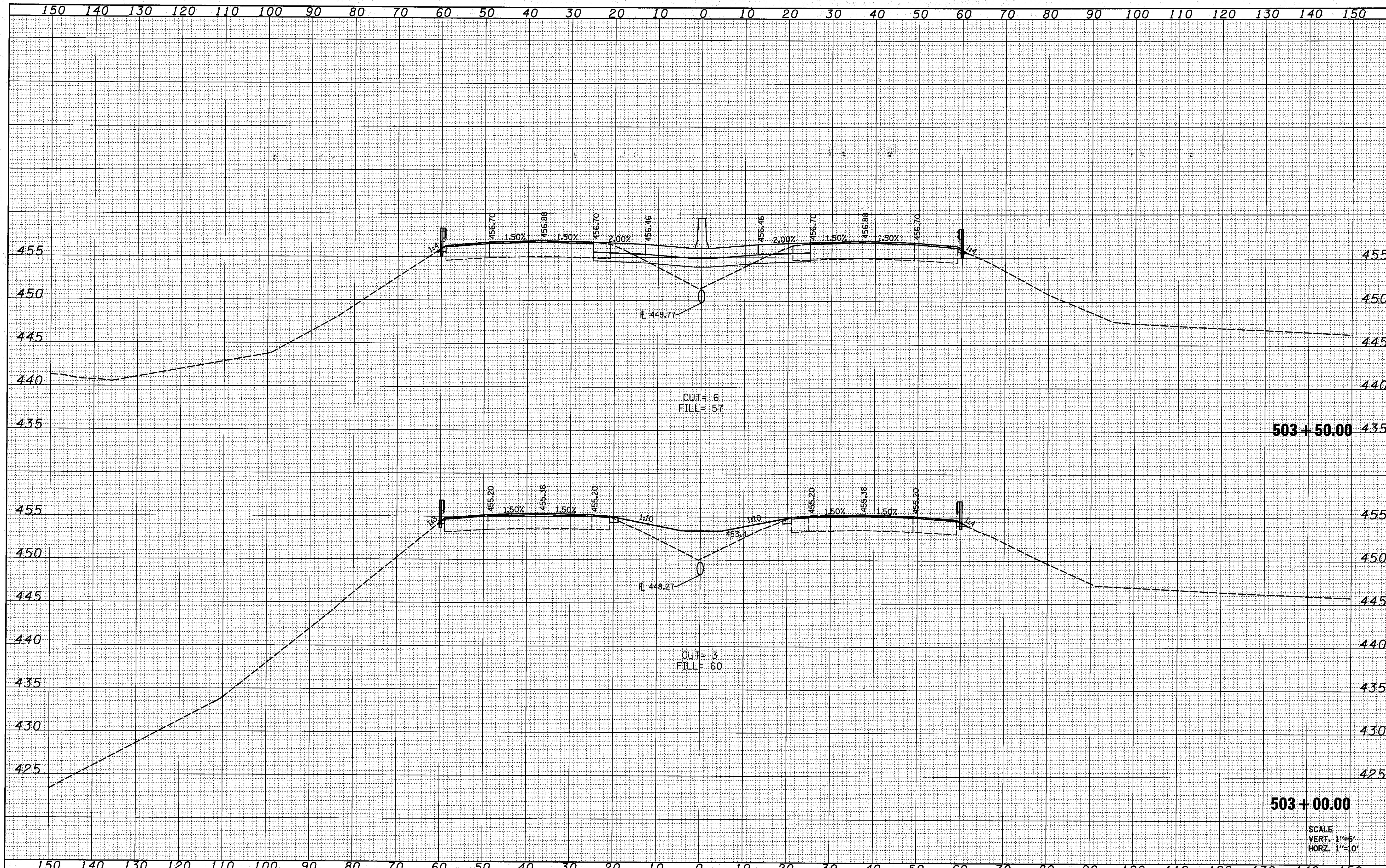
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. OF SHEETS | STA. 502+50 TO STA. 502+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	74
		CONTRACT NO. 78068		

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



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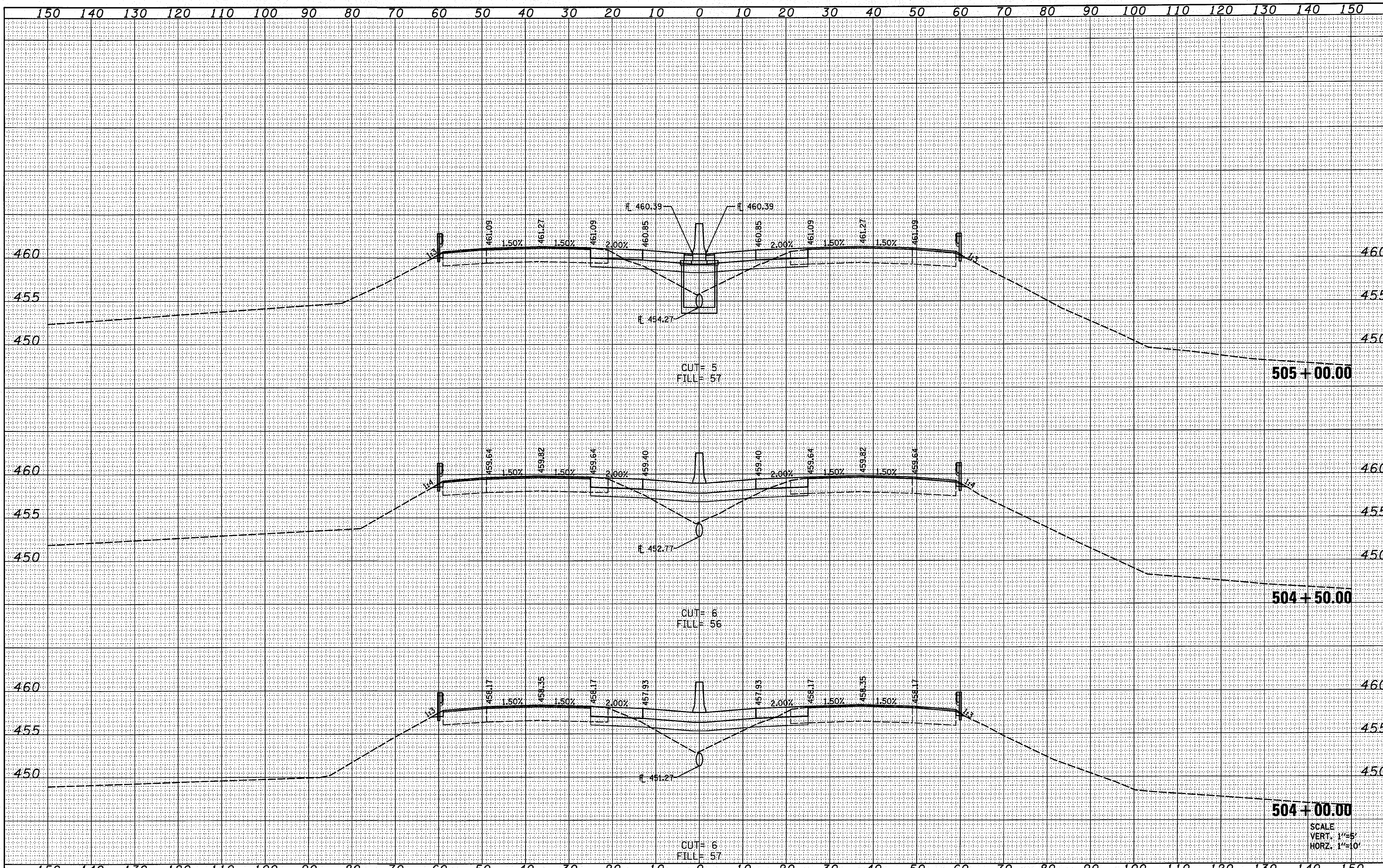
	PLOT DATE = 8/13/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. OF SHEETS | STA. 503+00 TO STA. 503+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	75
		CONTRACT NO. 78068		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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ORIGINAL SURVEY: SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED — NOTE BOOK, NO. — BY — DATE

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	PLOT DATE = 8/13/2010	DATE -	REVISED -

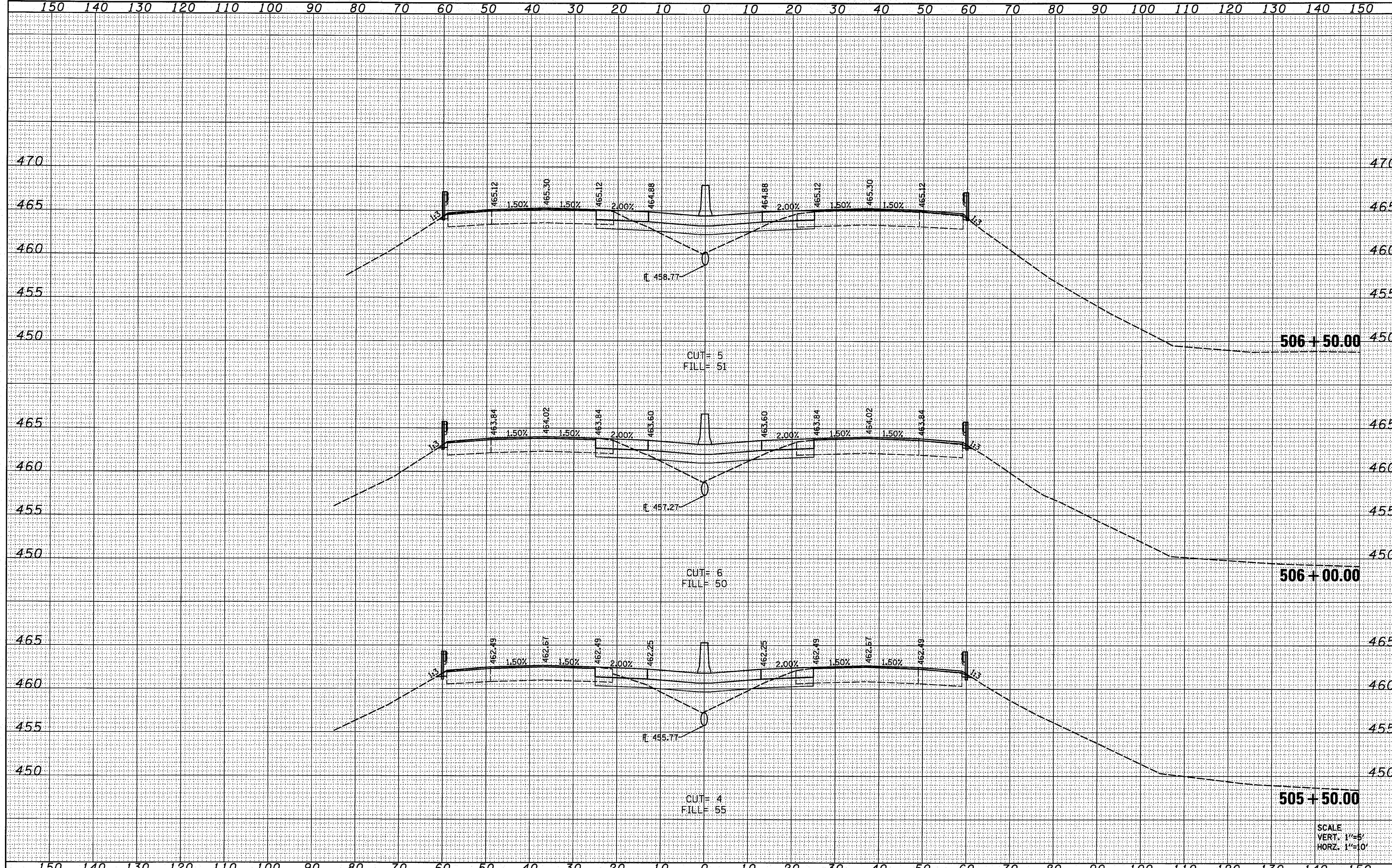
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. OF SHEETS | STA. 504+00 TO STA. 505+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	76
		CONTRACT NO. 78068		

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



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	PLOT DATE = 8/13/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

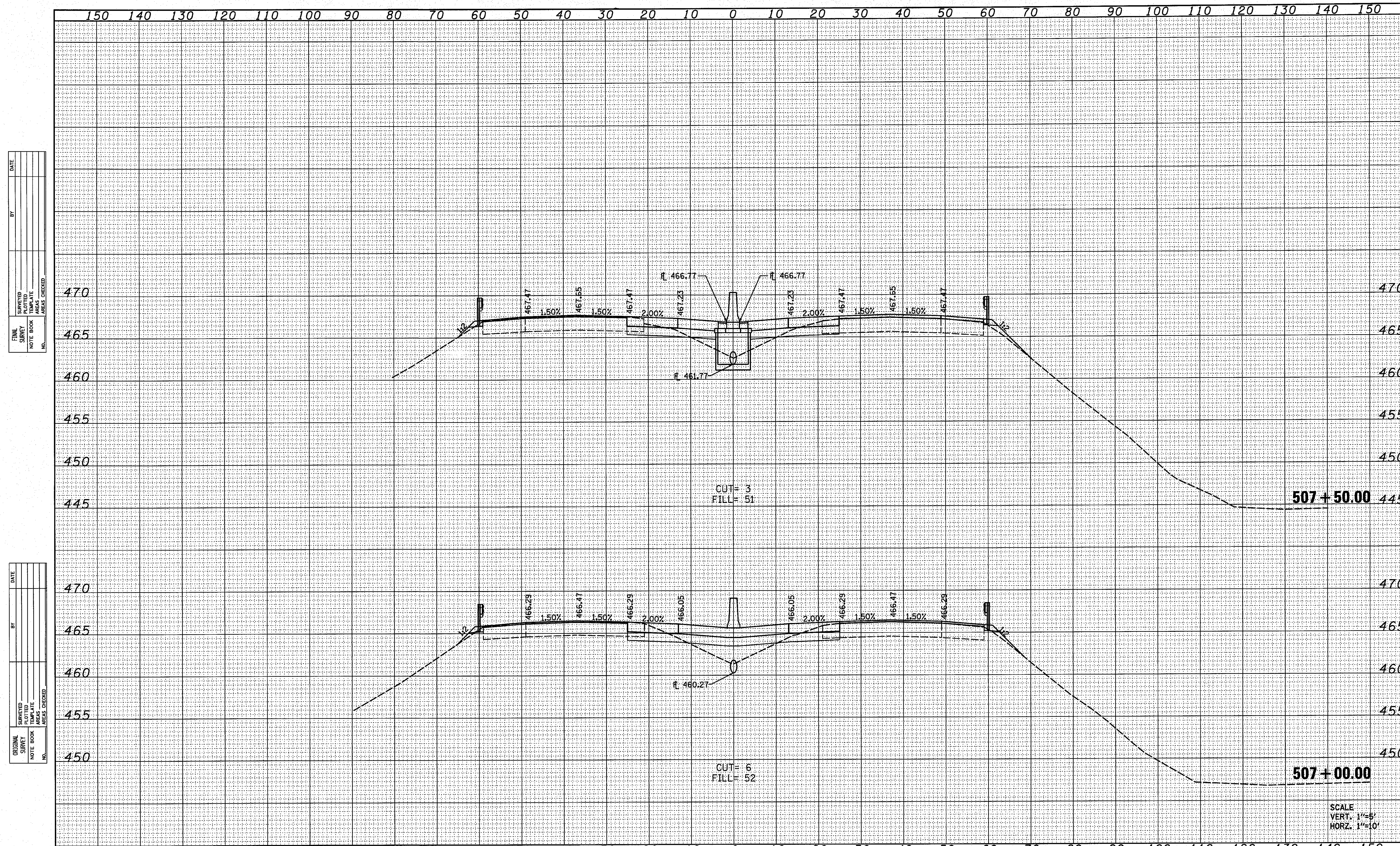
CROSS SECTIONS
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. OF SHEETS | STA. 505+50 TO STA. 506+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	77

CONTRACT NO. 78068

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



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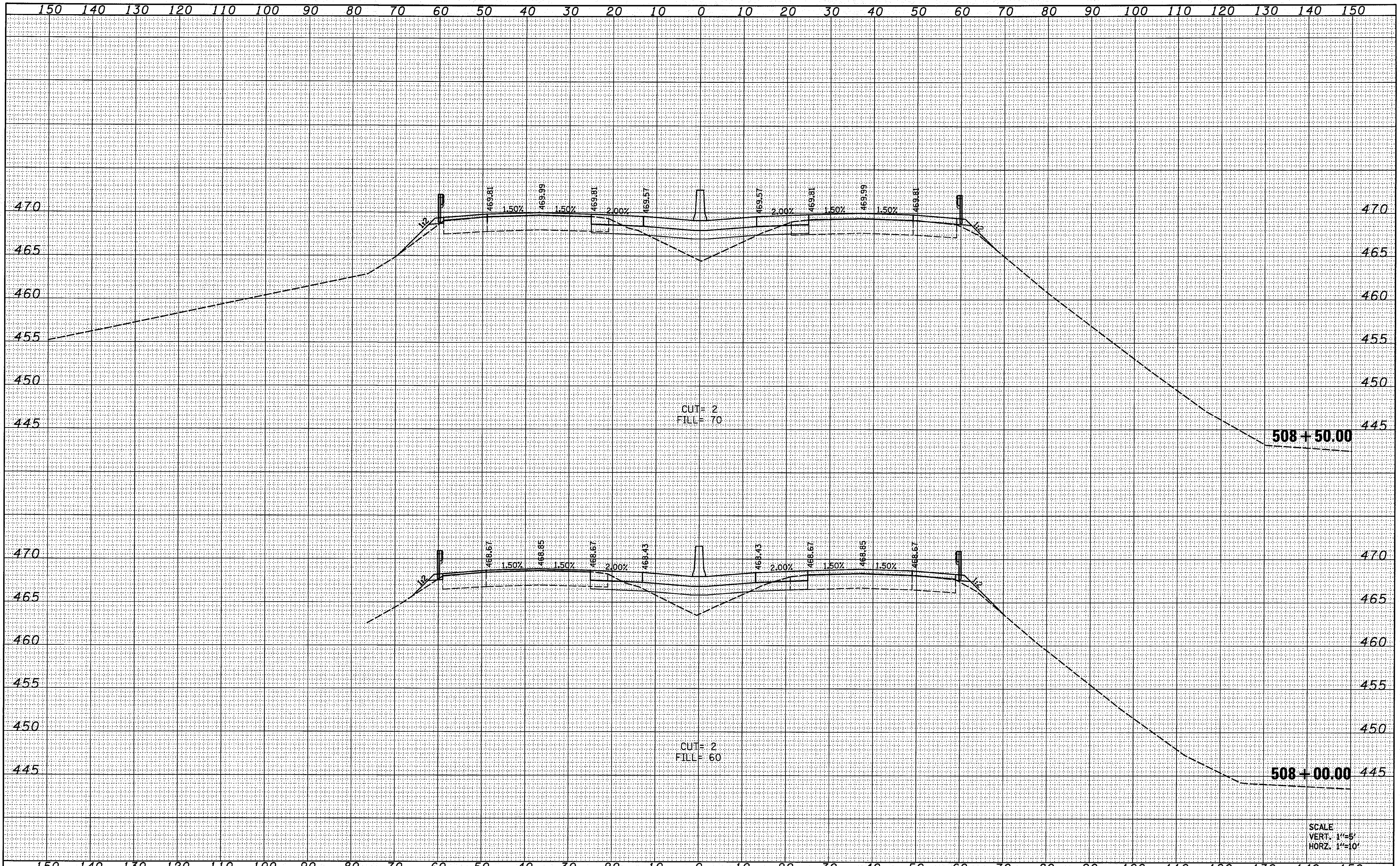
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-57 OVER UNION PACIFIC RAILROAD

SCALE:	SHEET NO. OF SHEETS	STA. 507+00 TO STA. 507+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	78
		CONTRACT NO. 78068		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

ORIGINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

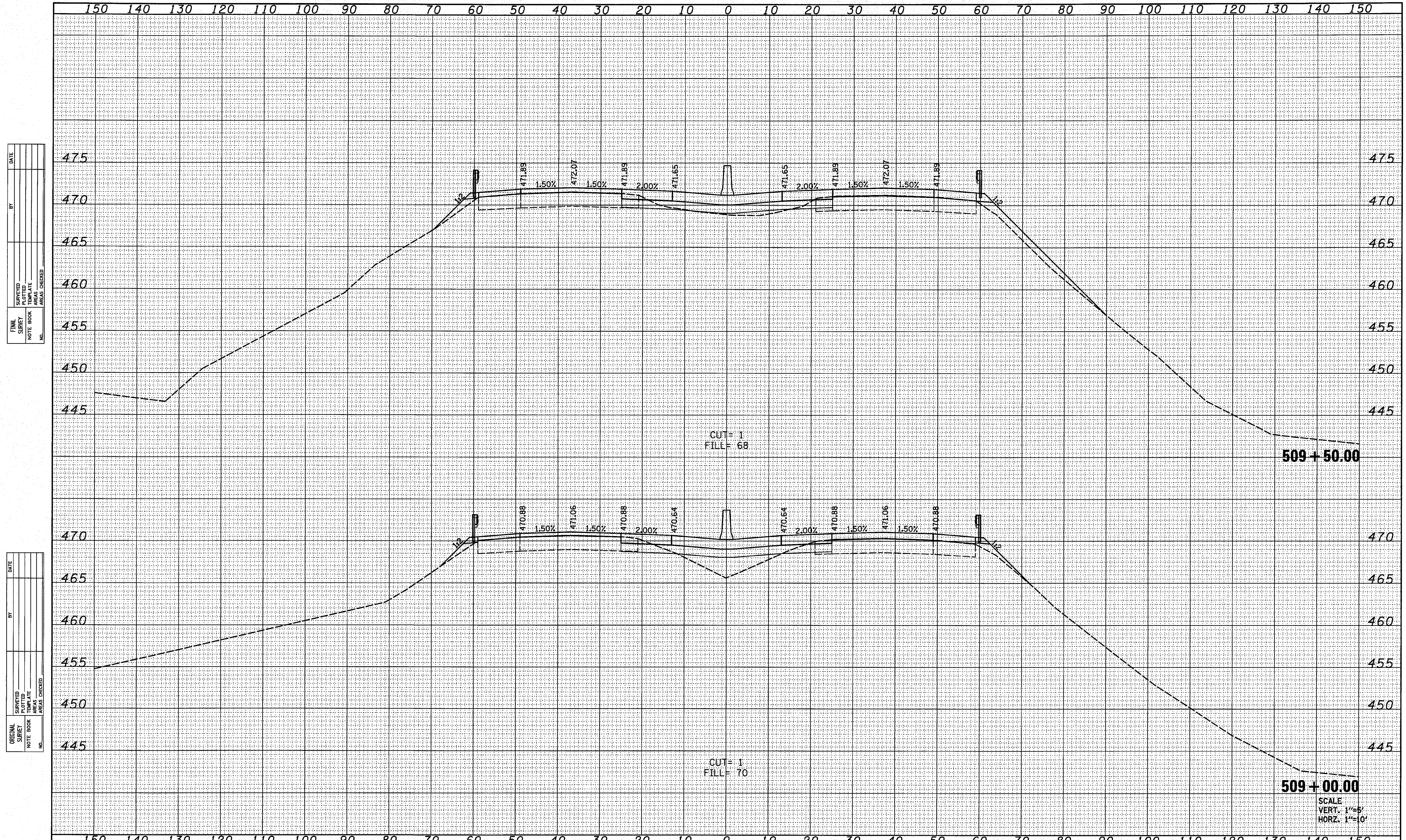
CROSS SECTIONS
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. OF SHEETS | STA. 508+00 TO STA. 508+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	79

CONTRACT NO. 78068

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



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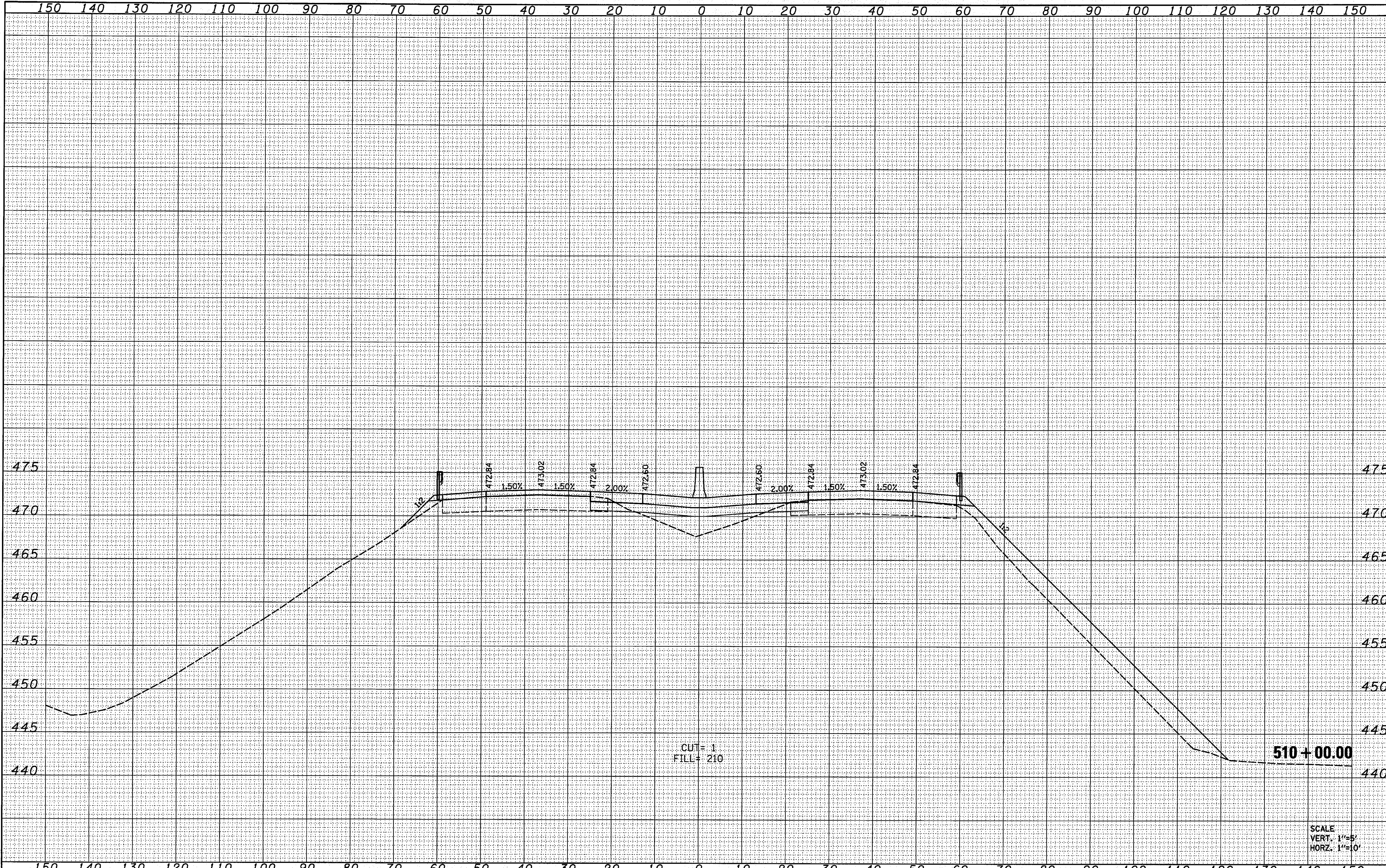
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. OF SHEETS | STA. 509+00 TO STA. 509+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	80
		CONTRACT NO. 78068		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. OF SHEETS | STA. 510+00 TO STA. 510+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	81

CONTRACT NO. 78068

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

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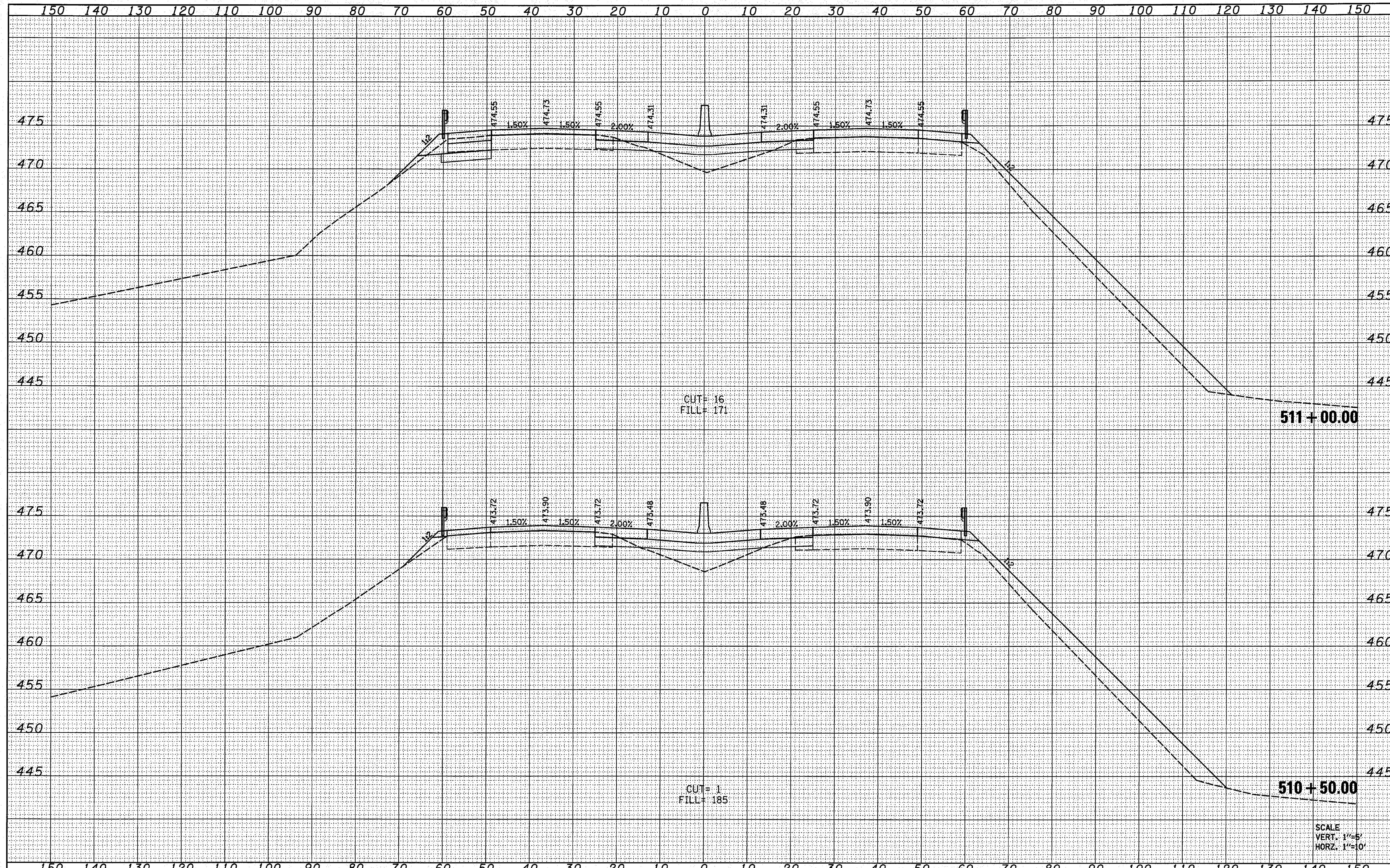
NO.	PLOTTED
	TEMPLATE
	AREAS
	AREAS CHECKED
	BY
	DATE

FINAL SURVEY	
NOTE BOOK	SURVEYED
NO.	PLOTTED
	TEMPLATE
	AREAS
	AREAS CHECKED
	BY
	DATE



FINAL SURVEY	ORIGINAL SURVEY
NOTE BOOK NO.	NOTE BOOK NO.
SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED	SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED
BY	BY
DATE	DATE

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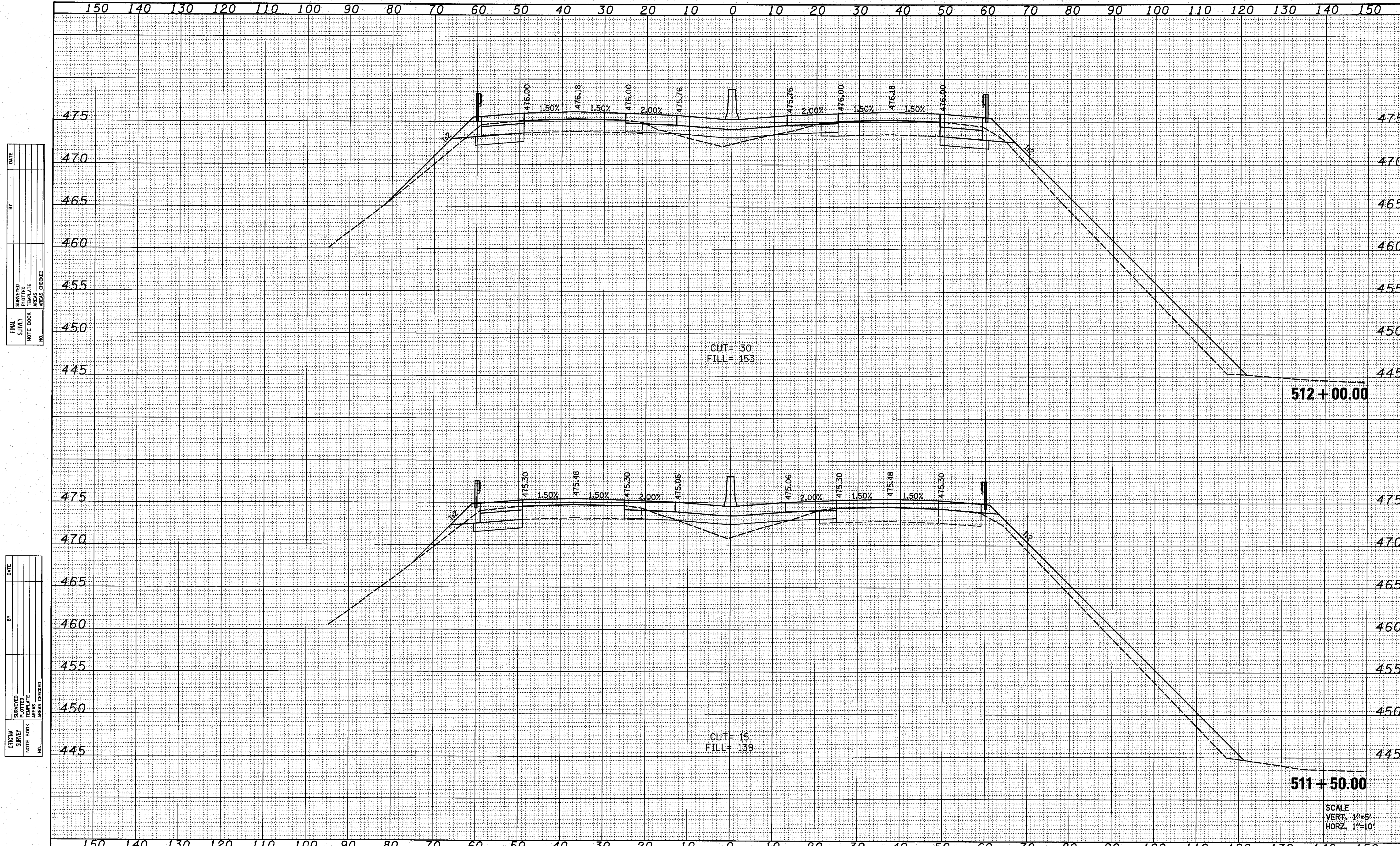
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. OF SHEETS | STA. 510+50 TO STA. 511+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	82
		CONTRACT NO. 78068		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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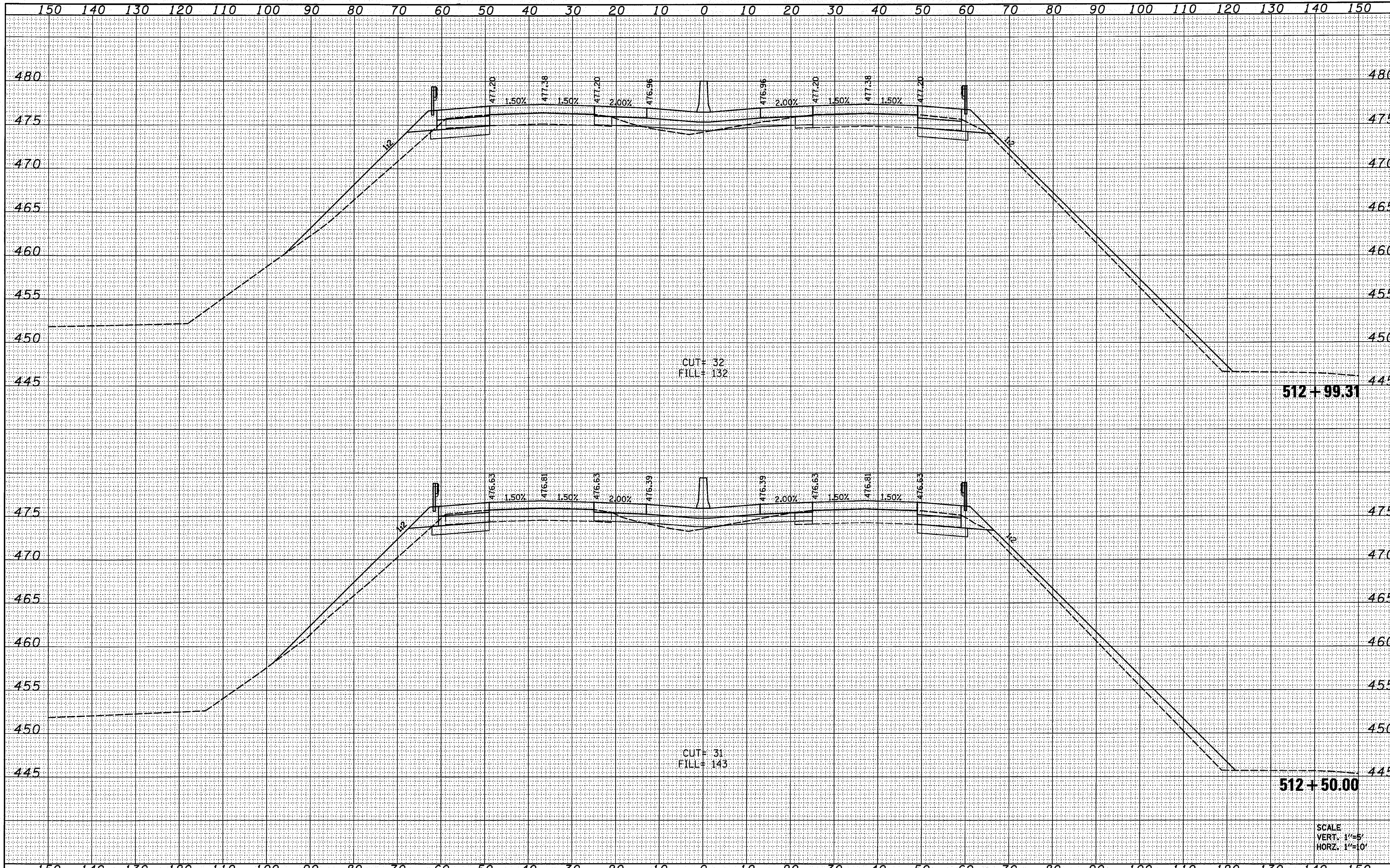
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. OF SHEETS | STA. 511+50 TO STA. 512+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	83
		CONTRACT NO. 78068		

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



FINAL SURVEY: NOTE BOOK | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | NO. | BY | DATE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

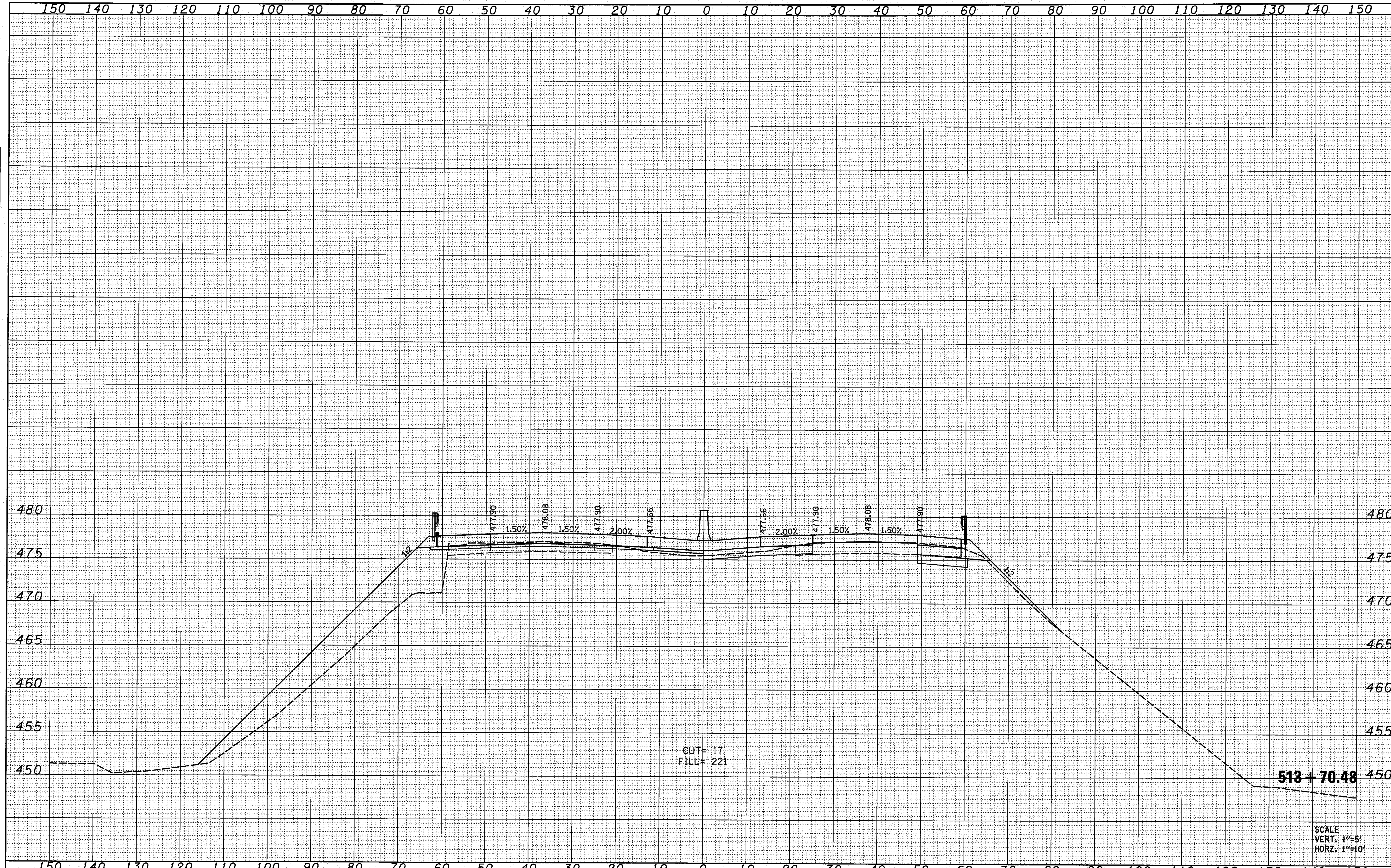
CROSS SECTIONS
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. OF SHEETS | STA. 512+50 TO STA. 512+99.31

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	84

CONTRACT NO. 78068

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-57 OVER UNION PACIFIC RAILROAD

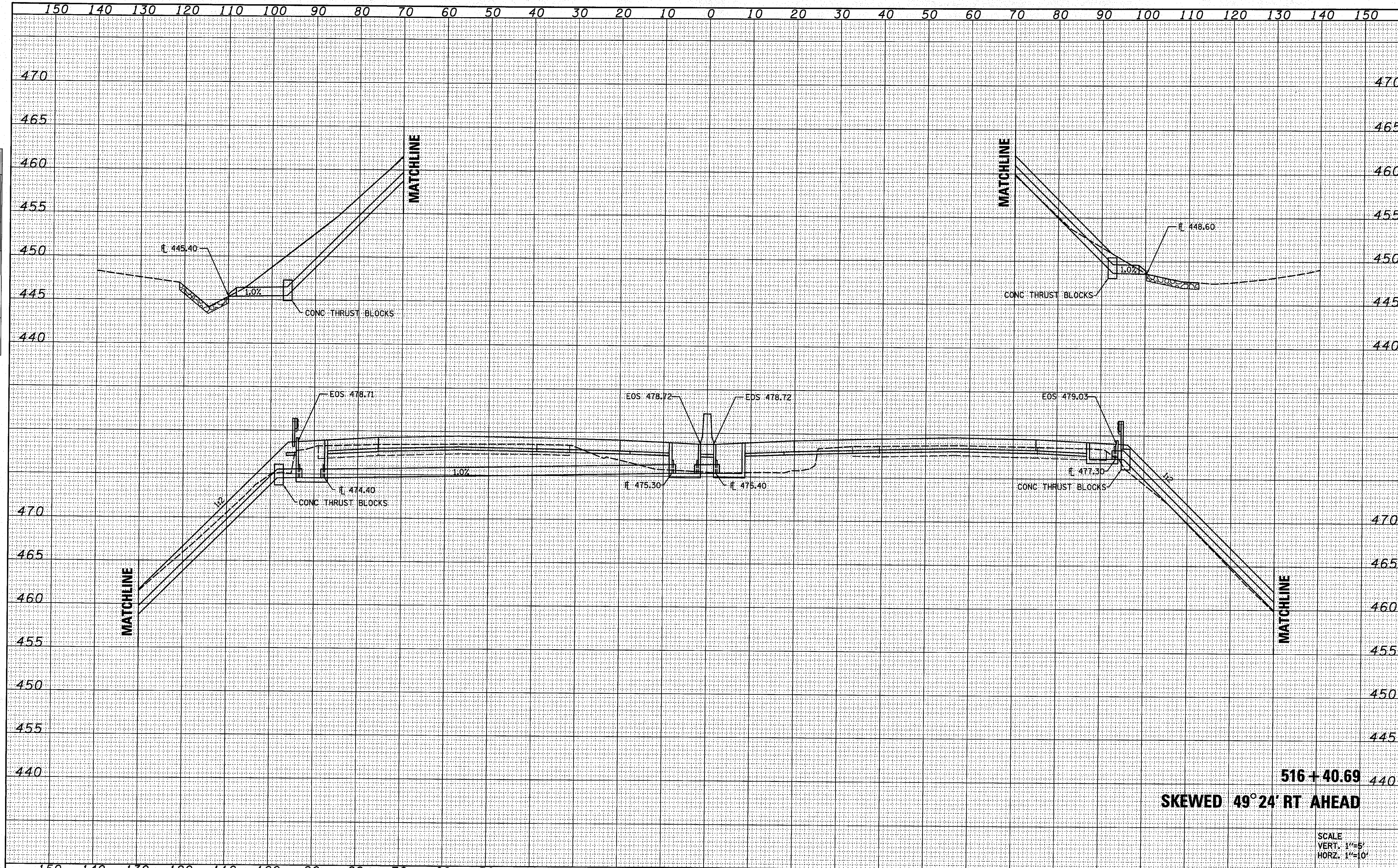
SCALE: | SHEET NO. OF SHEETS | STA. 513+70.48 TO STA. 513+70.48

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	85
		CONTRACT NO. 78068		

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

FINAL SURVEY	
NOTE BOOK	SURVEYED
NO.	PLOTTED
	TEMPLATE
	AREAS
	AREAS CHECKED
BY	DATE

ORIGINAL SURVEY	
NOTE BOOK	SURVEYED
NO.	PLOTTED
	TEMPLATE
	AREAS
	AREAS CHECKED
BY	DATE



FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
NOTE BOOK NO.		

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
NOTE BOOK NO.		

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	PLOT DATE = 8/13/2010	CHECKED -	REVISED -
		DATE	REVISED -

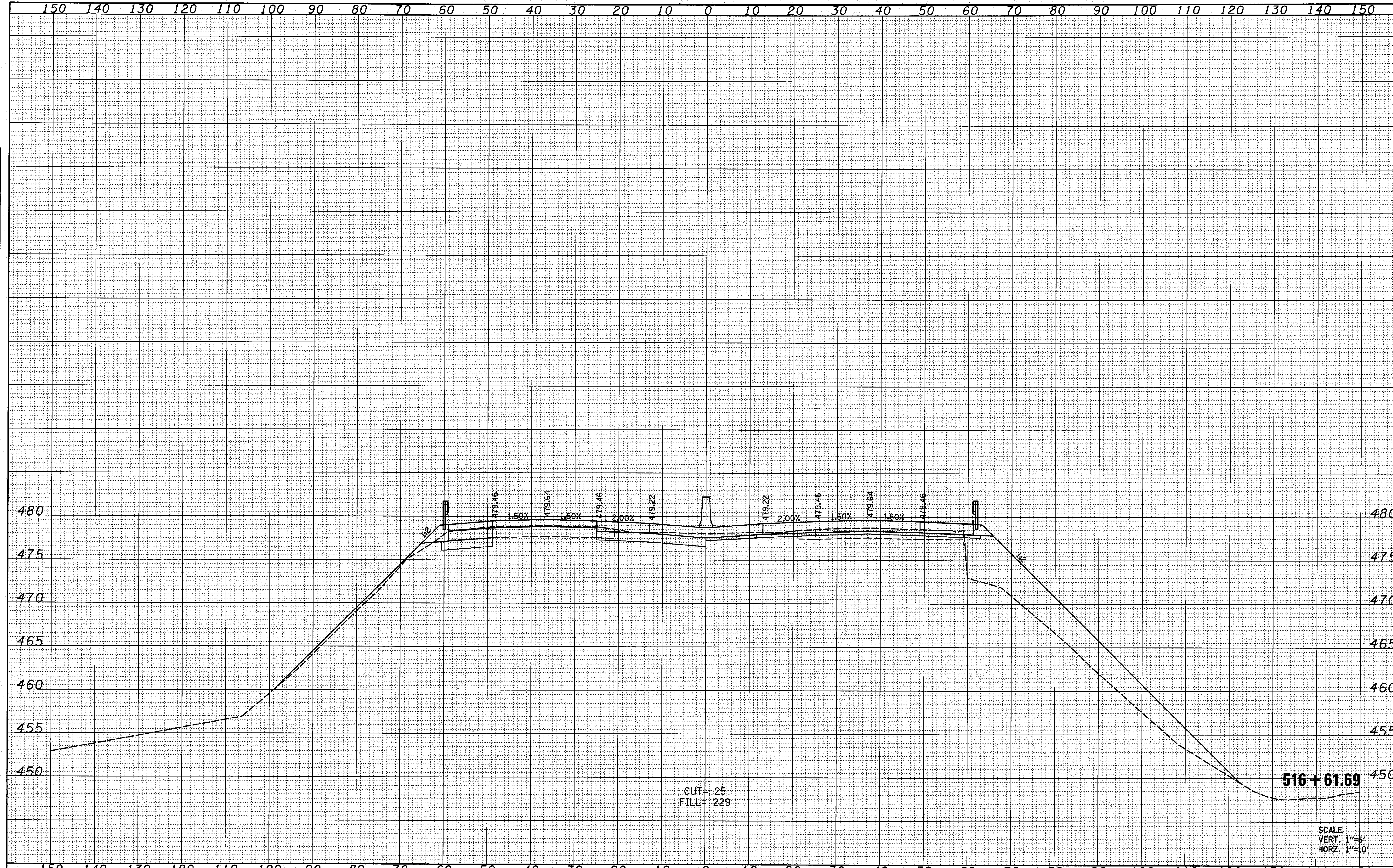
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. OF SHEETS | STA. 516+40.69 TO STA. 516+40.69

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	86
		CONTRACT NO. 78068		

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



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	PLOT DATE = 8/13/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-57 OVER UNION PACIFIC RAILROAD

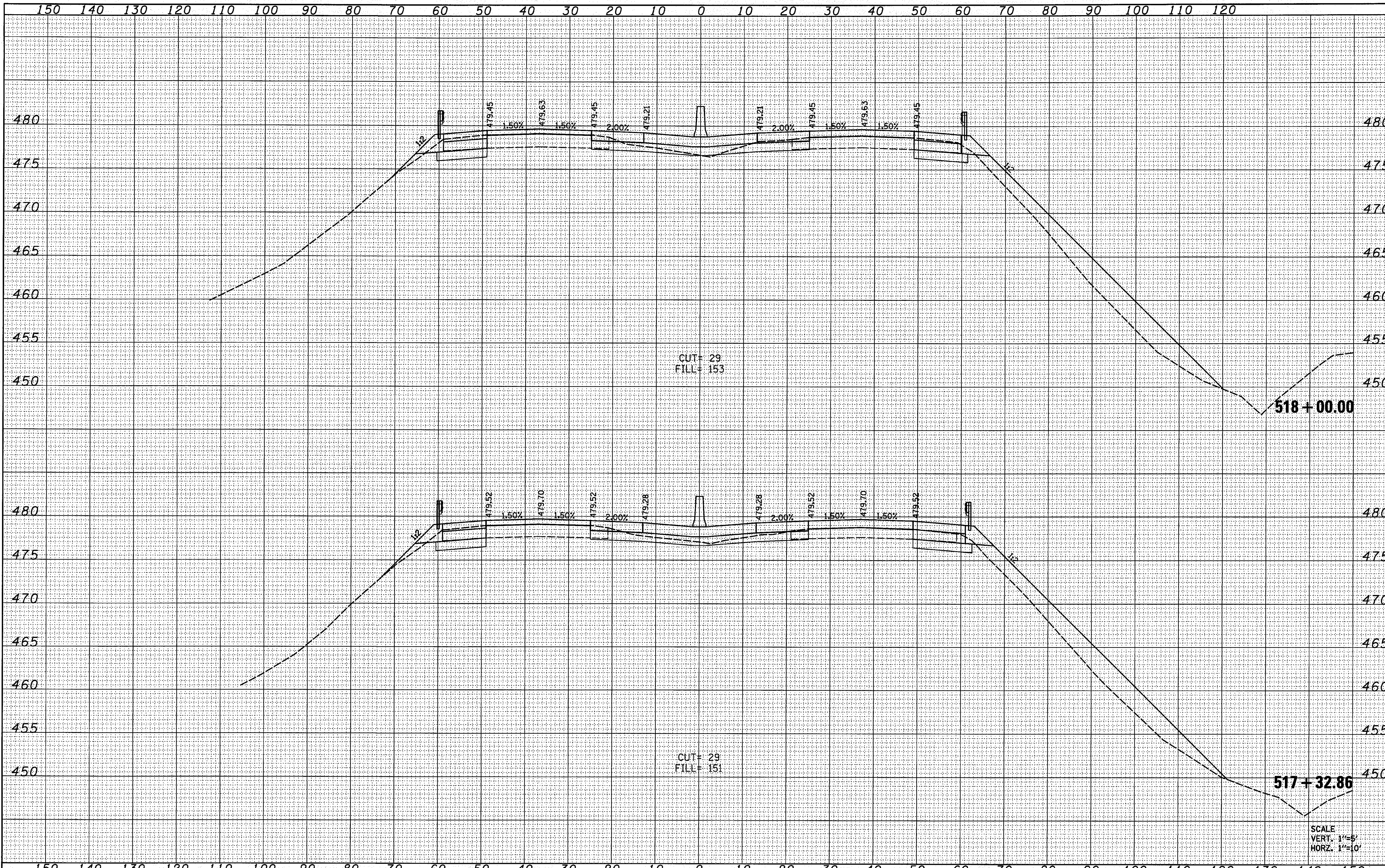
SCALE: | SHEET NO. OF SHEETS | STA. 516+61.69 TO STA. 516+61.69

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	87
		CONTRACT NO. 78068		

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

FINAL SURVEY		
NOTE BOOK NO.	SURVEYED PLOTTED TEMPLATE AREAS AREAS CHECKED	BY / DATE

ORIGINAL SURVEY		
NOTE BOOK NO.	SURVEYED PLOTTED TEMPLATE AREAS AREAS CHECKED	BY / DATE



FINAL SURVEY		
NOTE BOOK		
NO.		
SURVEYED	BY	DATE
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

ORIGINAL SURVEY		
NOTE BOOK		
NO.		
SURVEYED	BY	DATE
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

FILE NAME =	USER NAME = default	DESIGNED -	REVISED -
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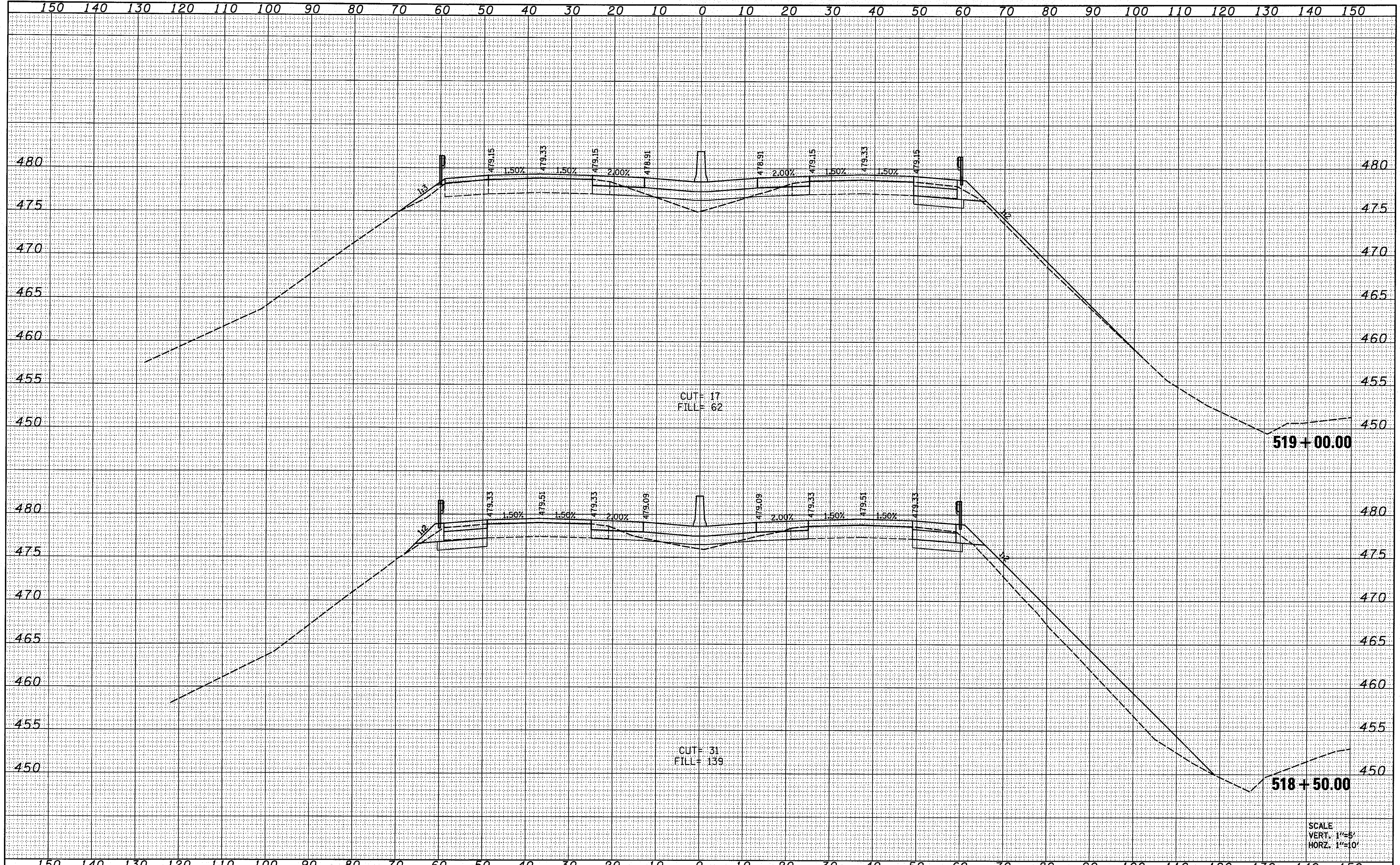
	PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/13/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-57 OVER UNION PACIFIC RAILROAD

SCALE:	SHEET NO. OF SHEETS	STA. 517+32.86 TO STA. 518+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	88
		CONTRACT NO. 78068		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY	NOTE BOOK	NO.	SURVEYED	PLOTTED	TEMPLATE	AREAS	AREAS CHECKED	BY	DATE

ORIGINAL SURVEY	NOTE BOOK	NO.	SURVEYED	PLOTTED	TEMPLATE	AREAS	AREAS CHECKED	BY	DATE

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		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. OF SHEETS | STA. 518+50 TO STA. 519+00

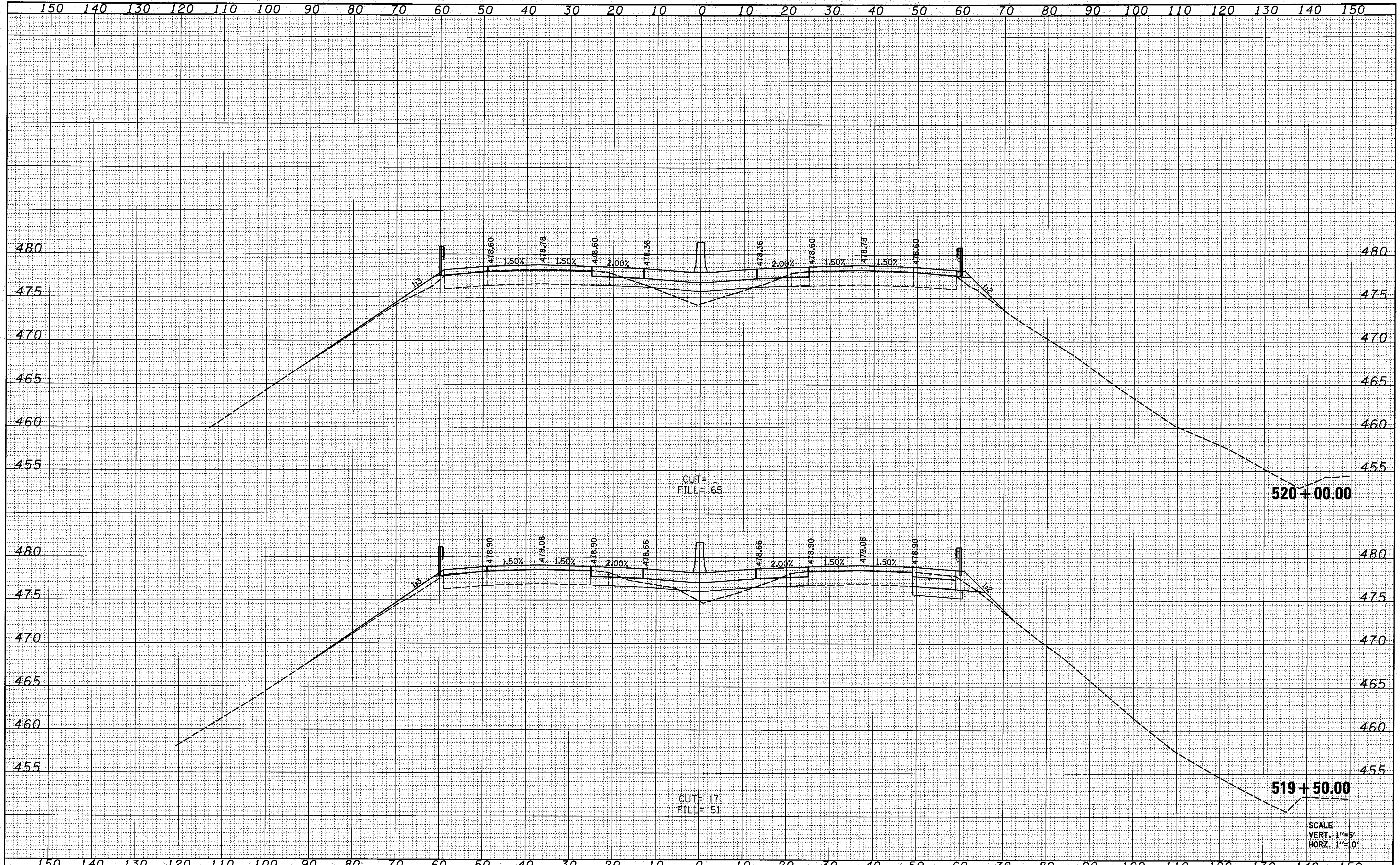
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	89

CONTRACT NO. 78068

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

FINAL SURVEY		
NOTE BOOK	SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED	BY / DATE
NO.		

ORIGINAL SURVEY		
NOTE BOOK	SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED	BY / DATE
NO.		



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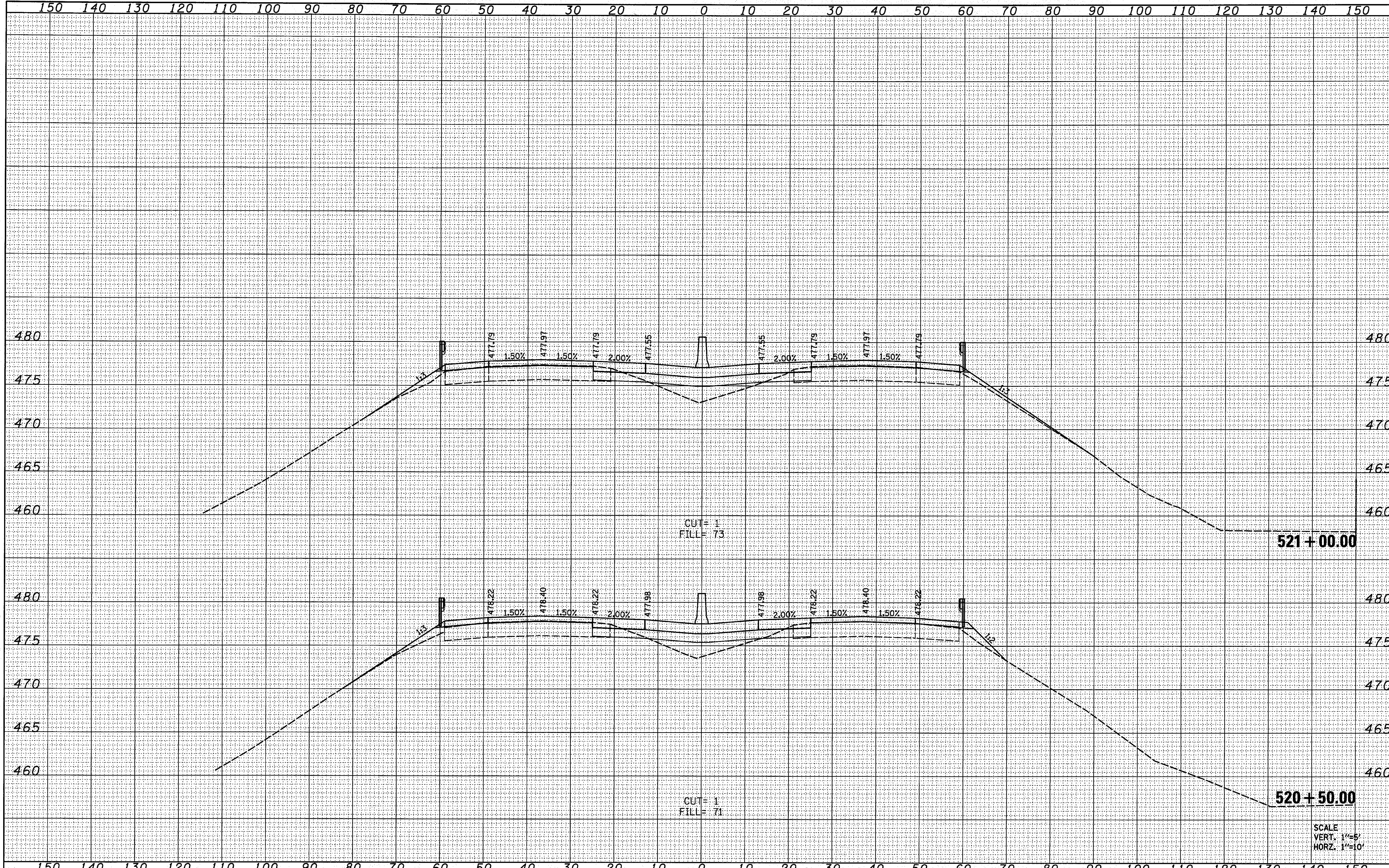
	PLOT SCALE = 10.0000 ' / IN.	DRAWN -	REVISED -		
		CHECKED -	REVISED -		
	PLOT DATE = 8/13/2010	DATE -	REVISED -		SCALE: | SHEET NO. OF SHEETS | STA. 519+50 TO STA. 520+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	90
		CONTRACT NO. 78068		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	NOTE BOOK	NO.
SURVEYED	BY	DATE
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED	BY	DATE
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		



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	PLOT DATE = 8/13/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

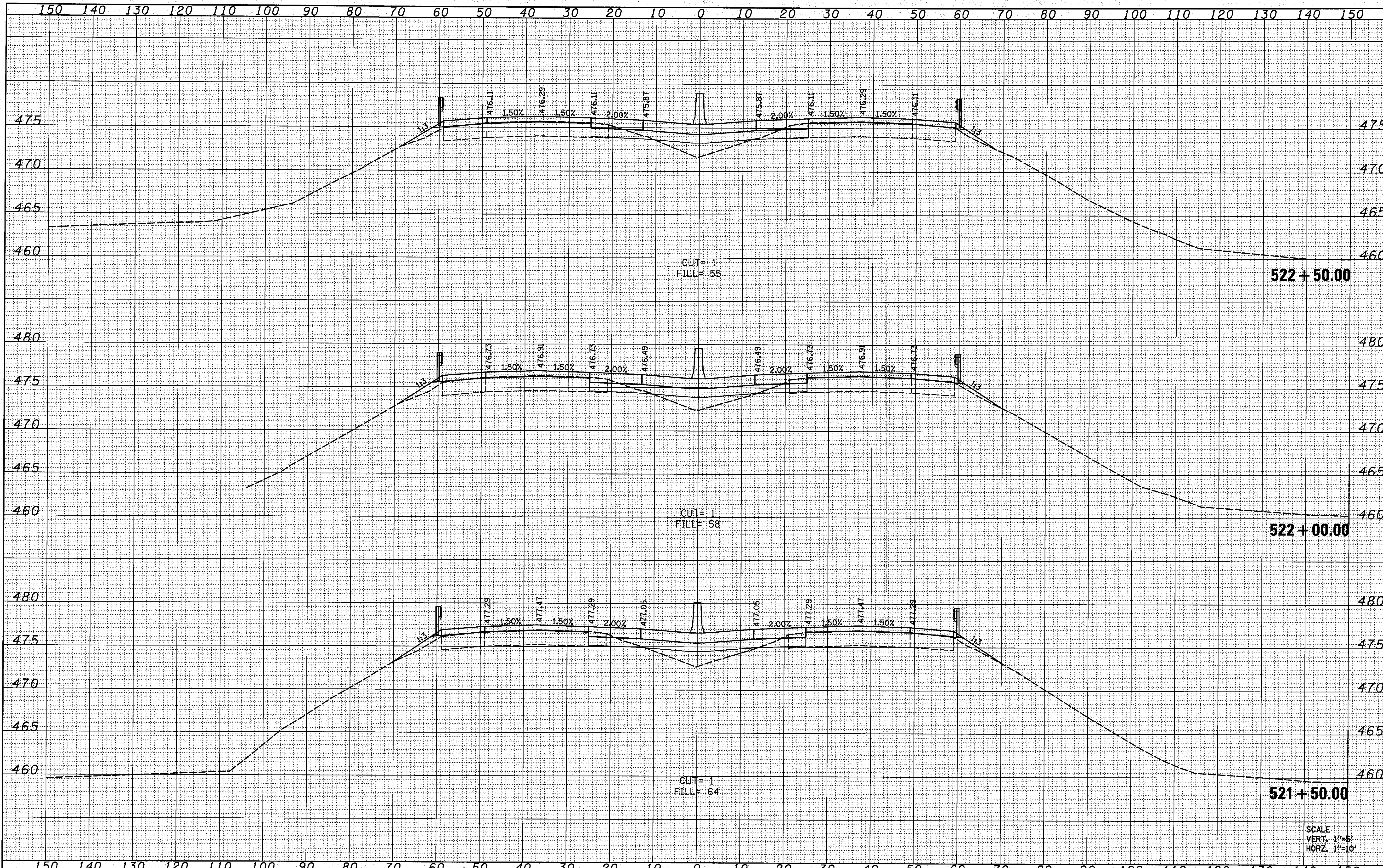
CROSS SECTIONS
I-57 OVER UNION PACIFIC RAILROAD

SCALE:	SHEET NO. OF SHEETS	STA. 520+50 TO STA. 521+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	91
		CONTRACT NO. 78068		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



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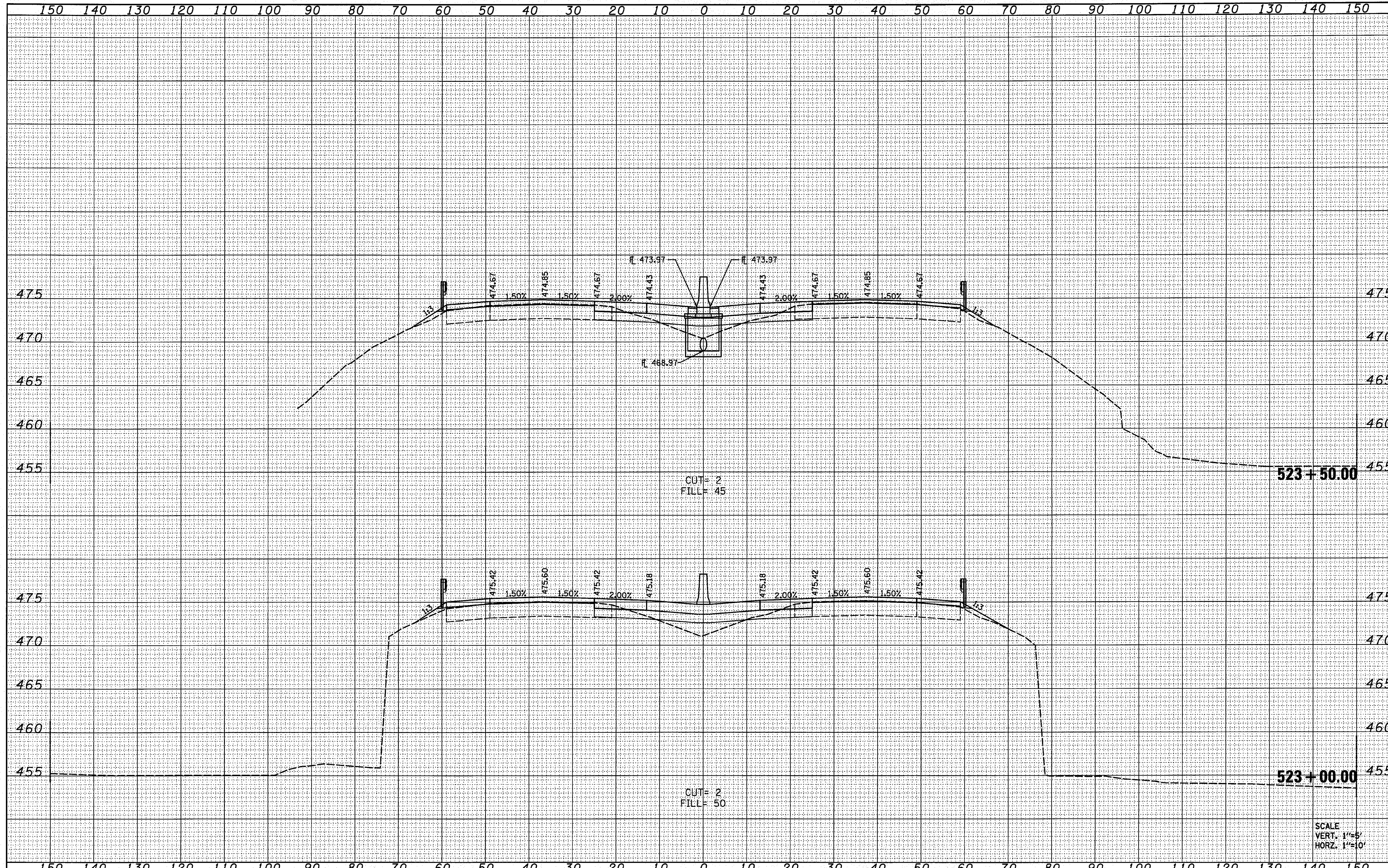
	PLOT DATE = 8/13/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-57 OVER UNION PACIFIC RAILROAD

SCALE:	SHEET NO. OF SHEETS	STA. 521+50 TO STA. 522+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	92
		CONTRACT NO. 78068		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

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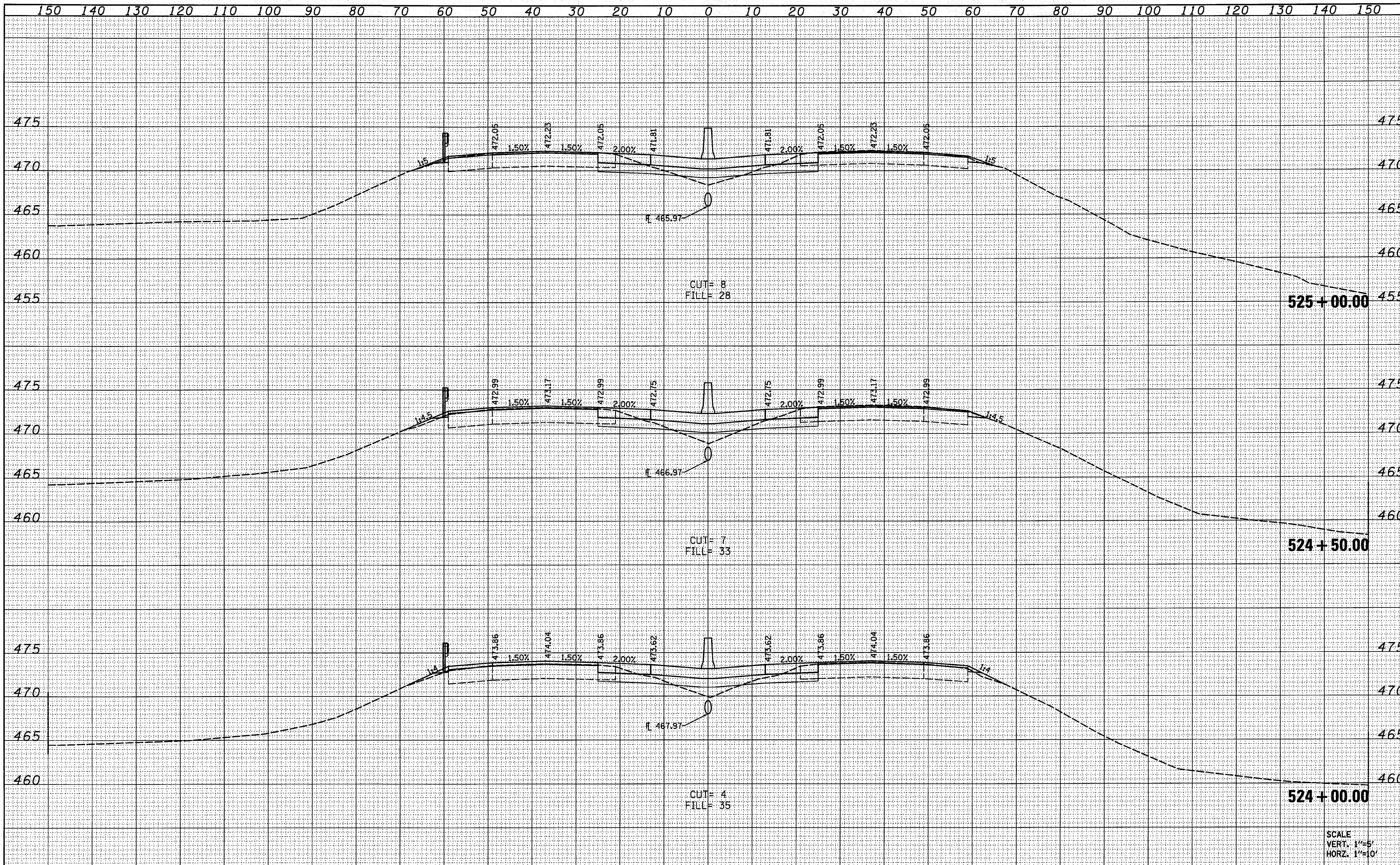
	PLOT DATE = 8/13/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. OF SHEETS | STA. 523+00 TO STA. 523+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	93
		CONTRACT NO. 78068		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

ORIGINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

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PLOT DATE = 8/13/2010

DESIGNED -
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CHECKED -
DATE -

REVISED -
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REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

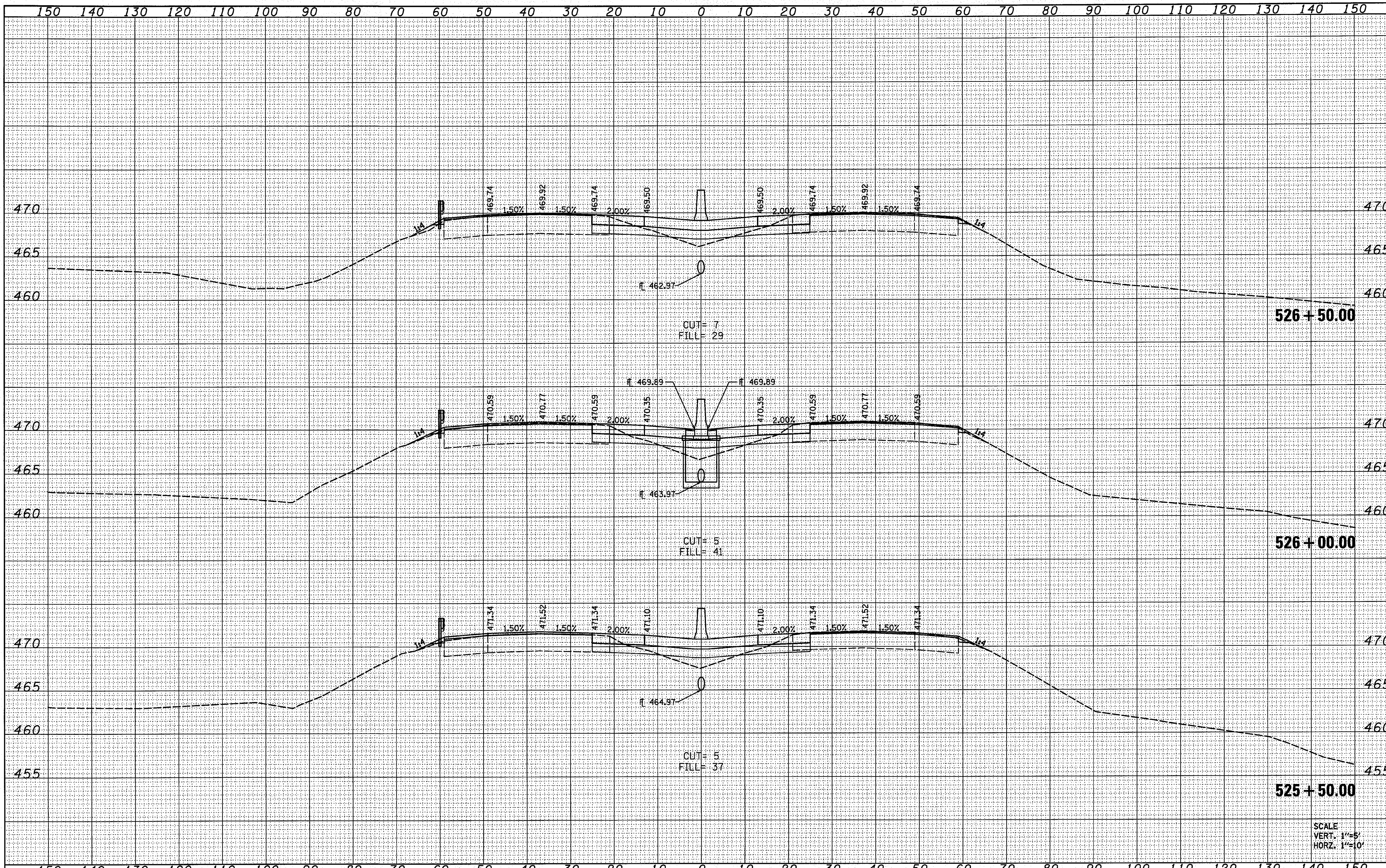
CROSS SECTIONS
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. OF SHEETS | STA. 524+00 TO STA. 525+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	94

CONTRACT NO. 78068

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



FINAL SURVEY	NOTE BOOK	NO.	BY	DATE
		SURVEYED		
		PLOTTED		
		TEMPLATE		
		AREAS		
		AREAS CHECKED		

ORIGINAL SURVEY	NOTE BOOK	NO.	BY	DATE
		SURVEYED		
		PLOTTED		
		TEMPLATE		
		AREAS		
		AREAS CHECKED		

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	PLOT DATE = 8/13/2010	DATE -	REVISED -

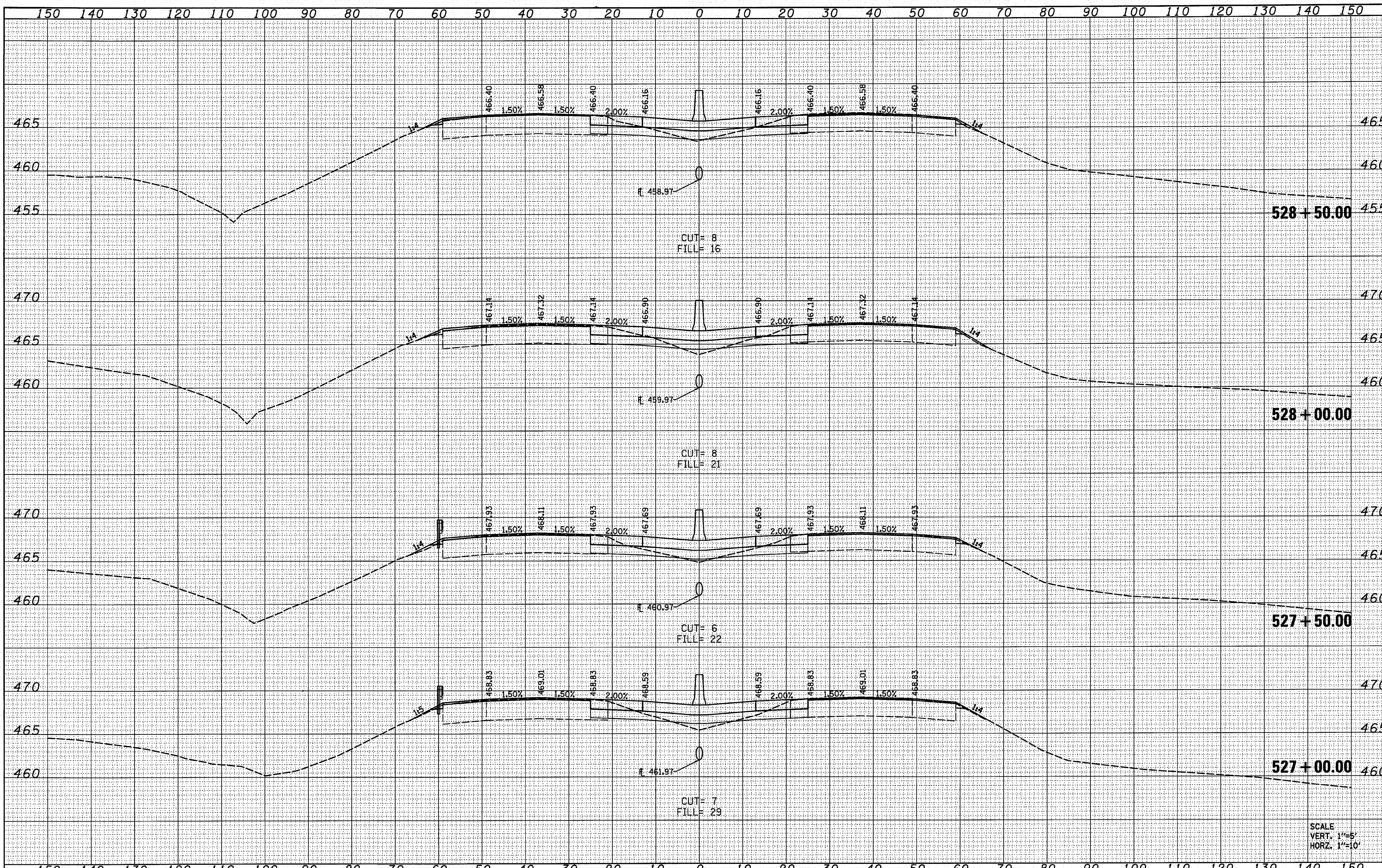
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. OF SHEETS | STA. 525+50 TO STA. 526+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	95
		CONTRACT NO. 78068		

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



FINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

ORIGINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

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		DATE -	REVISED -

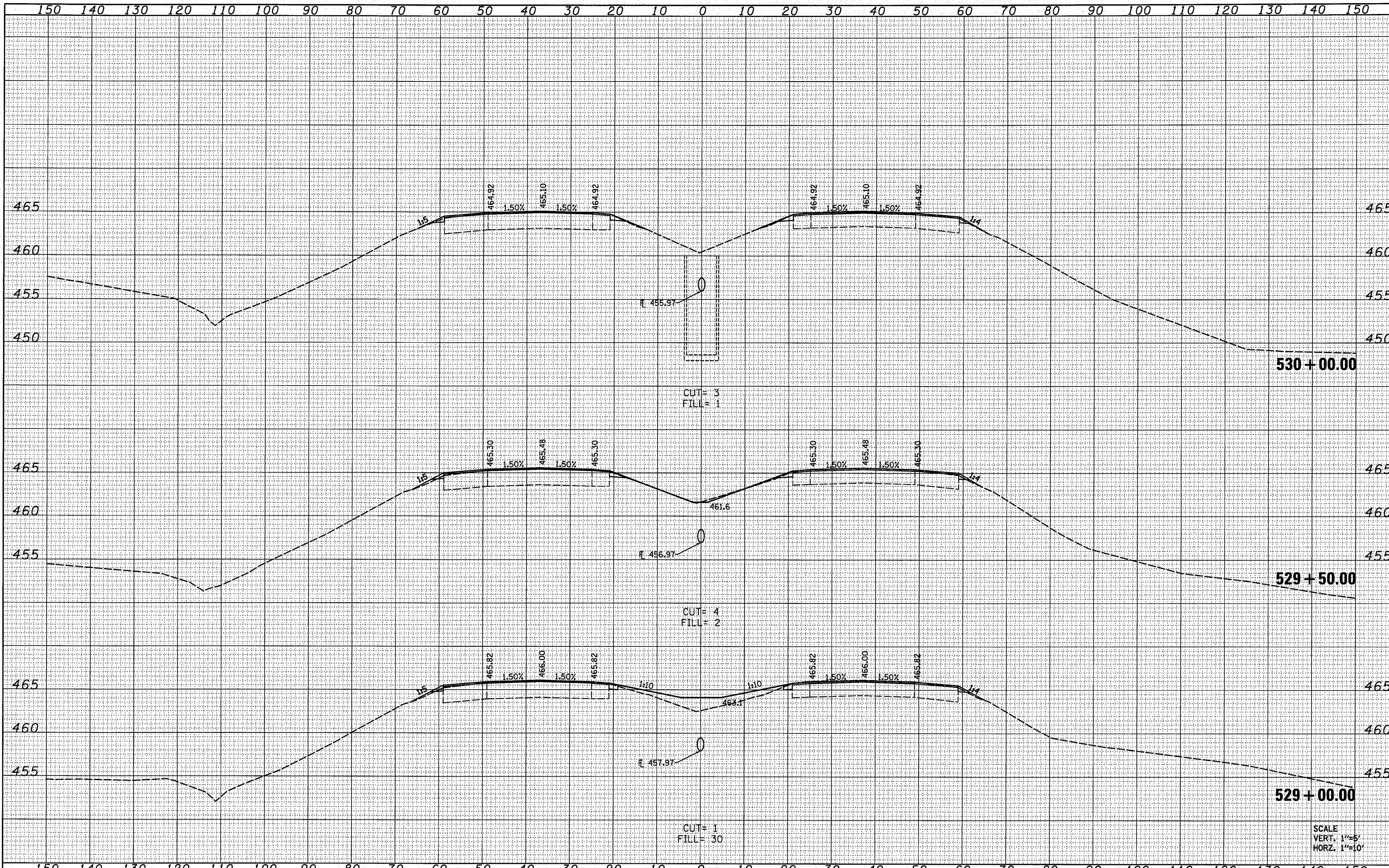
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. OF SHEETS | STA. 527+00 TO STA. 528+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	96
		CONTRACT NO. 78068		

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT



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	PLOT DATE = 8/13/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-57 OVER UNION PACIFIC RAILROAD

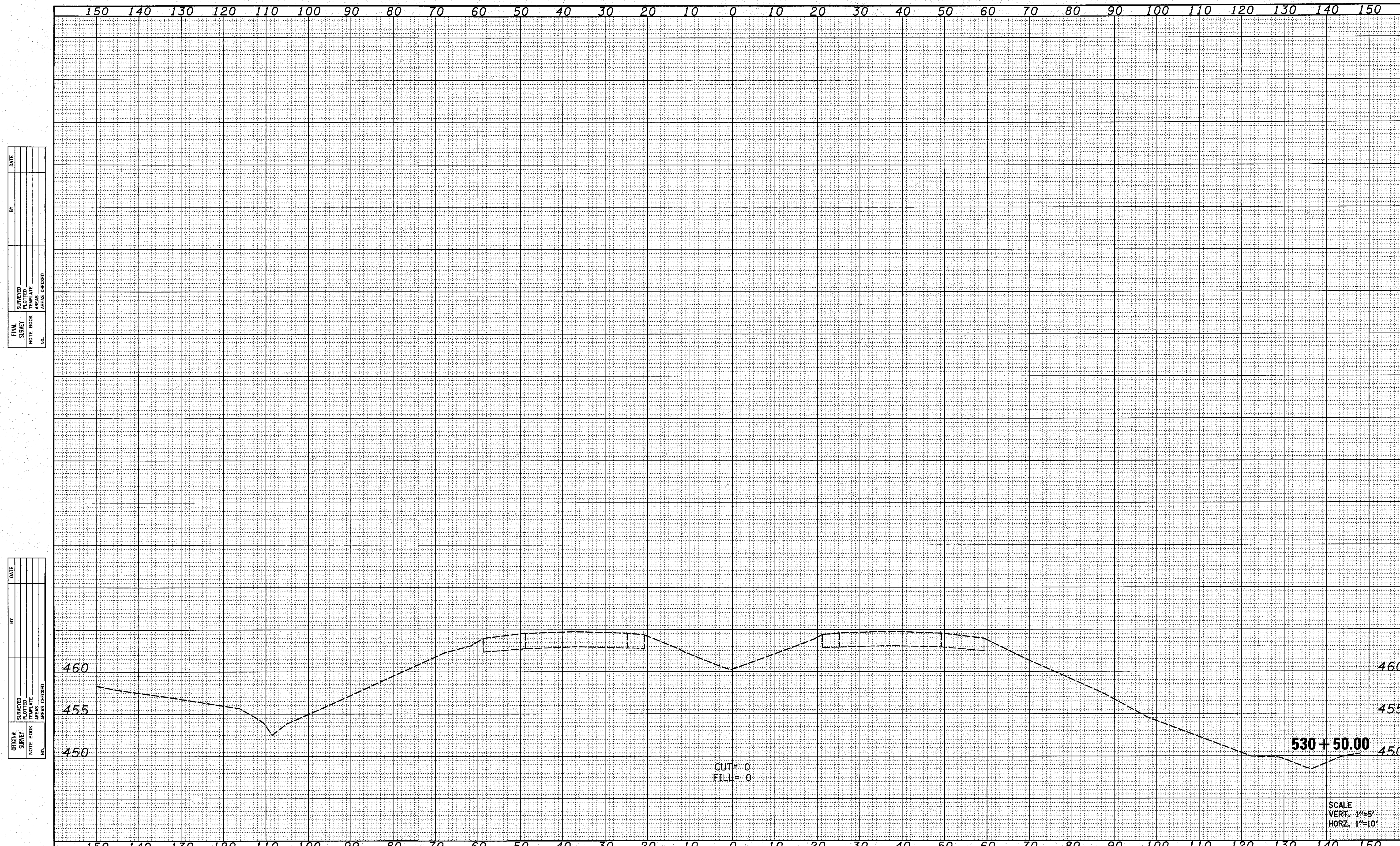
SCALE: | SHEET NO. OF SHEETS | STA. 529+00 TO STA. 530+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	97
		CONTRACT NO. 78068		

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

FINAL SURVEY	
NOTE BOOK NO.	SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED	BY	DATE

ORIGINAL SURVEY	
NOTE BOOK NO.	SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED	BY	DATE



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	PLOT DATE = 8/13/2010	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
I-57 OVER UNION PACIFIC RAILROAD

SCALE: | SHEET NO. OF SHEETS | STA. 530+50 TO STA. 530+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-3-1)VB-1	FRANKLIN	98	98
		CONTRACT NO. 78068		

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT