

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)VB-1	FRANKLIN	81	1
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO. 78157	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

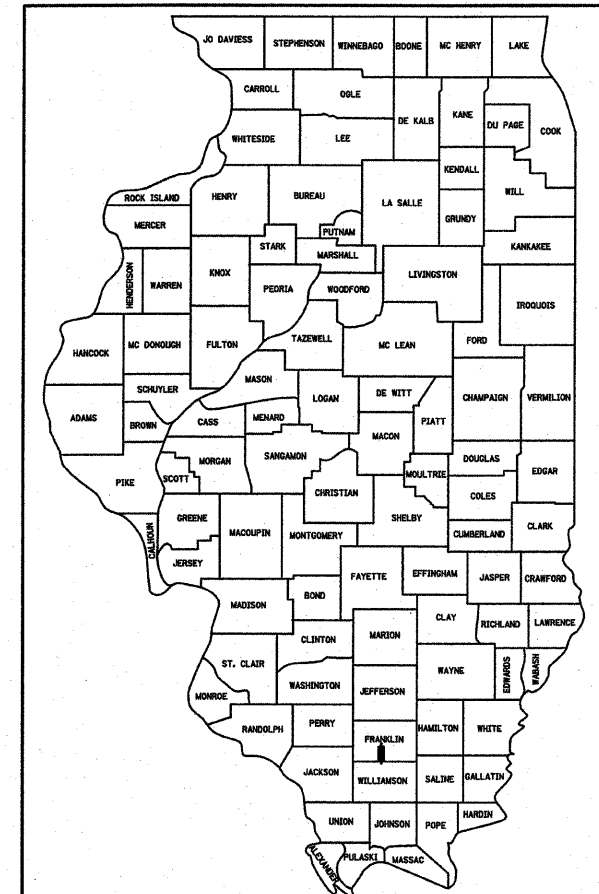
FAI ROUTE 57 (I-57)
SECTION (28-5)VB-1
PROJECT: IM-057-2(151)065
FRANKLIN COUNTY

C-99-012-10

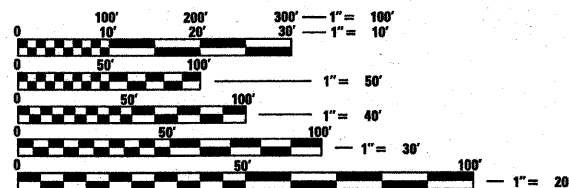
BRIDGE REPLACEMENT

FOR INDEX OF SHEETS SEE SHEET NO. 3

D-99-012-10



LOCATION OF SECTION INDICATED THUS: - ■ -

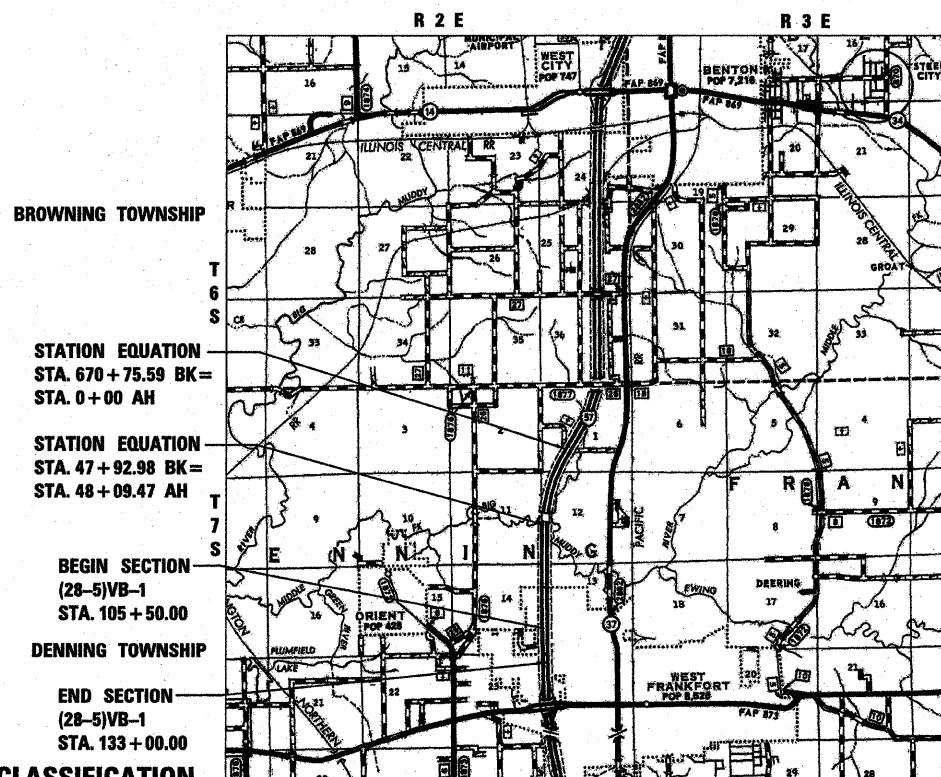


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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. 78157



BROWNING TOWNSHIP
T 6 S
T 7 S
DENNING TOWNSHIP

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

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

BEGIN SECTION
(28-5)VB-1
STA. 105 + 50.00

END SECTION
(28-5)VB-1
STA. 133 + 00.00

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 (28-5)VB-1 GROSS LENGTH = 2750.00' = 0.521 MILES
SECTION (28-5)VB-1 NET LENGTH = 2750.00' = 0.521 MILES

SECTION (28-5)VB-1 INCLUDES TWO 2-SPAN CONTINUOUS WIDE FLANGE STRUCTURES WITH COMPOSITE DECKS, AND INTEGRAL ABUTMENTS CARRYING INTERSTATE 57 OVER THE C.B.E.I. RR AND 7TH STREET
PROPOSED S.N. 028-0079 NB STRUCTURE
PROPOSED S.N. 028-0080 SB STRUCTURE
BACK OF ABUTMENT STA. 118 + 78.83 AND STA. 120 + 63.43
SPANS 91'-0", 91'-0"



EXPIRES 11/30/11

Michael D. Busch
MICHAEL D. BUSCH
3/15/10
DATE

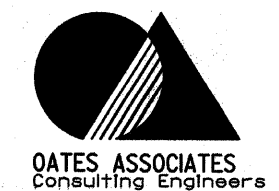
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *March 18* 2010
Mary C. Zanic
DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER

May 7 2010
Scott E. Stitt, P.E./e
ENGINEER OF DESIGN AND ENVIRONMENT

May 7 2010
Christine M. Reed/e
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**



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DISTRICT OPERATIONS ENGINEER

Examined By: *Jim Smother*
DISTRICT CONSTRUCTION ENGINEER

Examined By: *Brian W. Pablos*
DISTRICT MATERIALS ENGINEER

Examined By: *Jim Smother*
DISTRICT PROJECT IMPLEMENTATION ENGINEER

Examined By: *Danny Clayton*
ASSISTANT REGIONAL ENGINEER

Approved By: *Mary C. Ramis*
DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER

March 18 2010
DATE

FILE NAME =	USER NAME = mas1egr-sser	DESIGNED -	REVISED -
H:\P\25866p2\Technical_Production\Civil\horostation\Sec285VB\signature285vb.dgn		DRAWN -	REVISED -
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 10/1/2009		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SIGNATURE SHEET
I-57 OVER 7TH ST / C&E RAILROAD

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5VB-1)	FRANKLIN	81	2
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 78157	

INDEX OF SHEETS

- 1 COVER SHEET
- 2 SIGNATURE SHEET
- 3 INDEX OF SHEETS, GENERAL NOTES, AND COMMITMENTS
- 4 - 6 SUMMARY OF QUANTITIES
- 7 WIDTH RESTRICTION AND DETOUR SIGNING
- 8 - 9 EXISTING & PROPOSED TYPICAL SECTIONS
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- 12 ALIGNMENT AND TIES
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- 23 PAVEMENT MARKING
- 24 - 52 BRIDGE PLANS
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STANDARDS:

- 000001-05 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 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
- 601001-03 SUB-SURFACE DRAINS
- 601101-01 CONCRETE HEADWALL FOR PIPE DRAIN
- 602106-01 DRAINAGE STRUCTURES TYPES 4, 5 & 6
- 604081-04 FRAMES AND GRATES TYPE 22
- 630001-08 STEEL PLATE BEAM GUARDRAIL
- 631011-06 TRAFFIC BARRIER TERMINAL, TYPE 2
- 631026-05 TRAFFIC BARRIER TERMINAL, TYPE 5
- 631031-08 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
- 637006-02 CONCRETE BARRIER, DOUBLE FACE, 1065 mm (42 IN.) HEIGHT
- 642001-01 SHOULDER RUMBLE STRIPS
- 667101-01 PERMANENT SURVEY MARKERS
- 701006-03 OFF-RD OPERATIONS, 2L, 2W, 4.5 m (15') TO 600 mm (24") FROM PAVEMENT EDGE
- 701101-02 OFF-RD OPERATIONS, MULTILANE, 4.5 m (15') TO 600 mm (24") FROM PAVEMENT EDGE
- 701106-02 OFF-RD OPERATIONS, MULTILANE, MORE THAN 4.5 m (15') AWAY
- 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
- BLR 22-6 TYPICAL APPLICATIONS OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS (TWO-LANE TWO WAY RURAL TRAFFIC) (ROAD CLOSED TO THRU TRAFFIC)

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.

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 AND APPROACH 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.

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 SBS PG 76-22	HMA BINDER COURSE (TOP LIFT) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, N105, IL-19.0 SBS PG 76-22	HMA BINDER COURSE (LOWER LIFTS) HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0 PG64-22	HMA SURFACE COURSE (TOP LIFT) HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70 PG 64-22
AC/PG:	0	0	10	10
RAP % (MAX):	4.0%, 105 GYRATION DESIGN	4.0%, 105 GYRATION DESIGN	4.0%, 90 GYRATION DESIGN	4.0%, 70 GYRATION DESIGN
DESIGN AIR VOIDS:	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
MIX COMPOSITION:				
(GRADATION MIXTURE)				
FRICTION AGGREGATE:	E SURFACE	NONE	NONE	C SURFACE

COMMITMENTS

1) THE CITY OF WEST FRANKFORT AND THE RESIDENT ENGINEER SHALL BE NOTIFIED TWO DAYS IN ADVANCE OF CLOSURE OF 7TH STREET.

12) IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH 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) STRUCTURES WITHIN PROJECT LIMITS

STRUCTURE NO.	OPERATING RATING	INVENTORY RATING	POSTING
028-0004	34.6	20.7	NO POSTING REQUIRED
028-0005	34.6	20.7	NO POSTING REQUIRED

19) 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.

FILE NAME =	USER NAME = majsgraser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, GENERAL NOTES, AND COMMITMENTS I-57 OVER 7TH ST / C&E RAILROAD	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
H:\P\26866p2\Technical\Production\Civil\	Microstation\Sec285VB\indexgen285vb.dgn	DRAWN -	REVISED -			57	(28-5)VB-1	FRANKLIN	81	3
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -				CONTRACT NO. 78157				
PLOT DATE = 3/15/2010	DATE -	REVISED -				SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.

SUMMARY OF QUANTITIES				80% FED, 20% STATE	
CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODES	
				I000-2A	X571-2A
20100500	TREE REMOVAL, ACRES	ACRE	0.25	0.25	
20200100	EARTH EXCAVATION	CU YD	1,016	1,016	
20400800	FURNISHED EXCAVATION	CU YD	3,282	3,282	
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	346		346
20900110	POROUS GRANULAR BACKFILL	CU YD	471	471	
25000210	SEEDING, CLASS 2A	ACRE	1.75	1.75	
25000350	SEEDING, CLASS 7	ACRE	1.75	1.75	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	158	158	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	158	158	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	158	158	
25000700	AGRICULTURAL GROUND LIMESTONE	TON	3.5	3.5	
25100115	MULCH, METHOD 2	ACRE	1.75	1.75	
25100630	EROSION CONTROL BLANKET	SQ YD	3,794	3,794	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	525	525	
28000305	TEMPORARY DITCH CHECKS	FOOT	48	48	
28000400	PERIMETER EROSION BARRIER	FOOT	5,727	5,727	
28000500	INLET AND PIPE PROTECTION	EACH	14	14	
28100105	STONE RIPRAP, CLASS A3	SQ YD	102	8	94
28200200	FILTER FABRIC	SQ YD	102	8	94
30200650	PROCESSING MODIFIED SOIL 12"	SQ YD	12,278	12,278	

SUMMARY OF QUANTITIES				80% FED, 20% STATE	
CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODES	
				I000-2A	X571-2A
30201500	LIME	TON	236.3	236.3	
31101810	SUB-BASE GRANULAR MATERIAL, TYPE B 12"	SQ YD	1,674	1,674	
40600115	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	GALLON	3,345	3,345	
40600300	AGGREGATE (PRIME COAT)	TON	46	46	
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	7,207	7,207	
40603245	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N105	TON	4,239	4,239	
40603575	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N105	TON	2,130	2,130	
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	174	174	
42001400	BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ YD	814	814	
42001300	PROTECTIVE COAT	SQ YD	2,832	2,832	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	400	400	
44000100	PAVEMENT REMOVAL	SQ YD	400	400	
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	30,117	30,117	
44000700	APPROACH SLAB REMOVAL	SQ YD	415	415	
44004250	PAVED SHOULDER REMOVAL	SQ YD	3,217	3,217	
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	298	298	
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD	20	20	
44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SQ YD	153	153	

* SPECIALTY ITEM

FILE NAME =	USER NAME = moisiugrosser	DESIGNED -	REVISED -
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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 3/15/2010	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

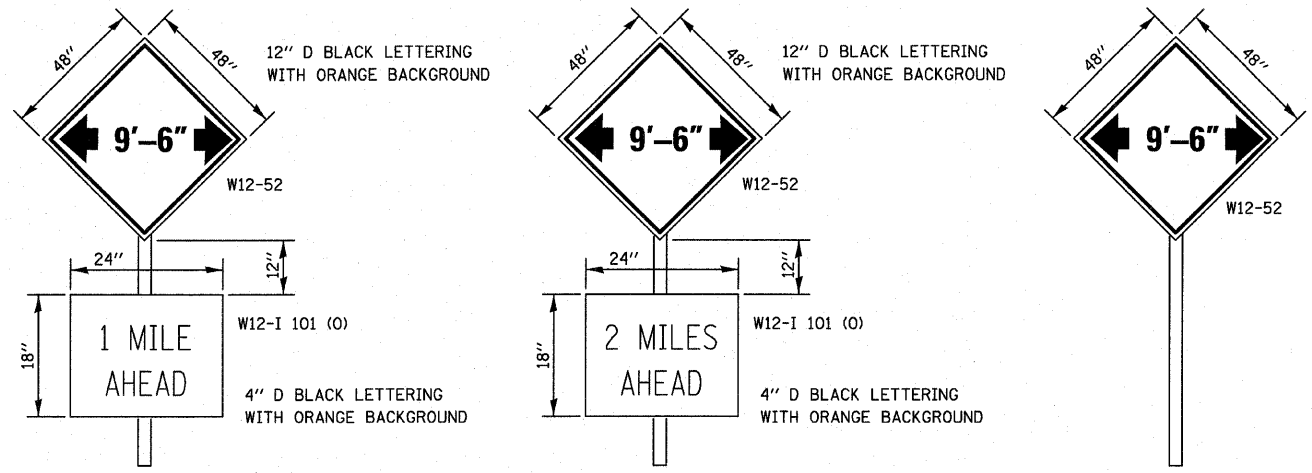
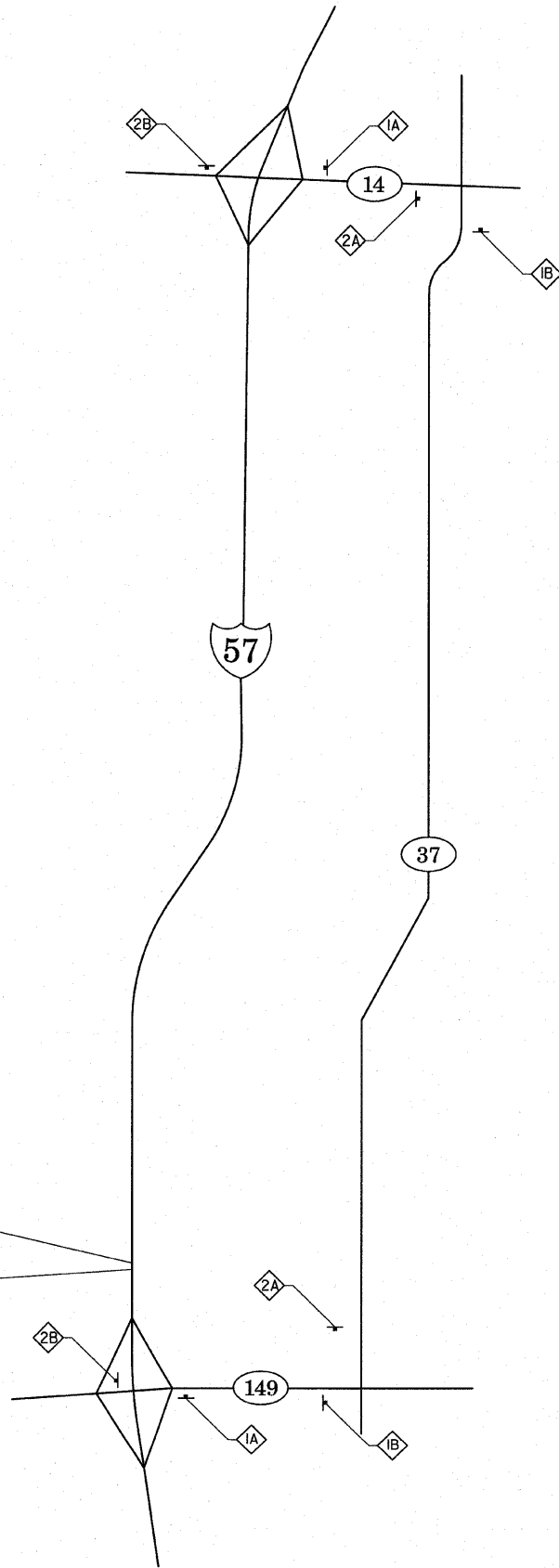
SUMMARY OF QUANTITIES			
I-57 OVER 7TH ST / C&E RAILROAD			
SCALE:	SHEET NO. 1 OF 3 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)VB-1	FRANKLIN	81	4
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 78157	

SUMMARY OF QUANTITIES				80% FED, 20% STATE	
CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODES	
				I000-2A	X571-2A
44201294	CLASS B PATCH - EXPANSION JOINT	FOOT	504	504	
44213100	PAVEMENT FABRIC	SQ YD	173	173	
44213200	SAW CUTS	FOOT	2,063	2,063	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	283	283	
48203100	HOT-MIX ASPHALT SHOULDERS	TON	1,275	1,275	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	2		2
50105220	PIPE CULVERT REMOVAL	FOOT	54	54	
50157300	PROTECTIVE SHIELD	SQ YD	373		373
50200100	STRUCTURE EXCAVATION	CU YD	275		275
50300100	FLOOR DRAINS	EACH	16		16
50300225	CONCRETE STRUCTURES	CU YD	369.1		369.1
50300255	CONCRETE SUPERSTRUCTURE	CU YD	780.5		780.5
50300260	BRIDGE DECK GROOVING	SQ YD	3,126	768	2,358
50300280	CONCRETE ENCASEMENT	CU YD	29.4		29.4
50300300	PROTECTIVE COAT	SQ YD	2,796		2,796
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	9,900		9,900
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	186,390		186,390
50800515	BAR SPLICERS	EACH	1,358		1,358
51100100	SLOPE WALL 4 INCH	SQ YD	1,451		1,451

SUMMARY OF QUANTITIES				80% FED, 20% STATE	
CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODES	
				I000-2A	X571-2A
51201600	FURNISHING STEEL PILES HP12X53	FOOT	5,175		5,175
51201610	FURNISHING STEEL PILES HP12X63	FOOT	3,193		3,193
51202305	DRIVING PILES	FOOT	8,368		8,368
51203600	TEST PILE STEEL HP12X53	EACH	2		2
51203610	TEST PILE STEEL HP12X63	EACH	1		1
51204650	PILE SHOES	EACH	84		84
51205200	TEMPORARY SHEET PILING	SQ FT	368		368
51500100	NAME PLATES	EACH	2		2
52000030	PREFORMED JOINT SEAL 2 1/2"	FOOT	184.5		184.5
52100520	ANCHOR BOLTS, 1"	EACH	132		132
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	975	975	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	199		199
60107600	PIPE UNDERDRAINS 4"	FOOT	3,950	3,950	
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	115	115	
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	317		317
60270055	DRAINAGE STRUCTURES, TYPE 5 WITH TWO TYPE 22 FRAME AND GRATES	EACH	7	7	
60500060	REMOVING INLETS	EACH	2	2	
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FT. POSTS	FOOT	4,375.0	4,375.0	
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1	
* 63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	2	2	

* SPECIALTY ITEM



AT JUNCTION OF I-57 AND IL 149

AT JUNCTION OF I-57 AND IL 14

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.

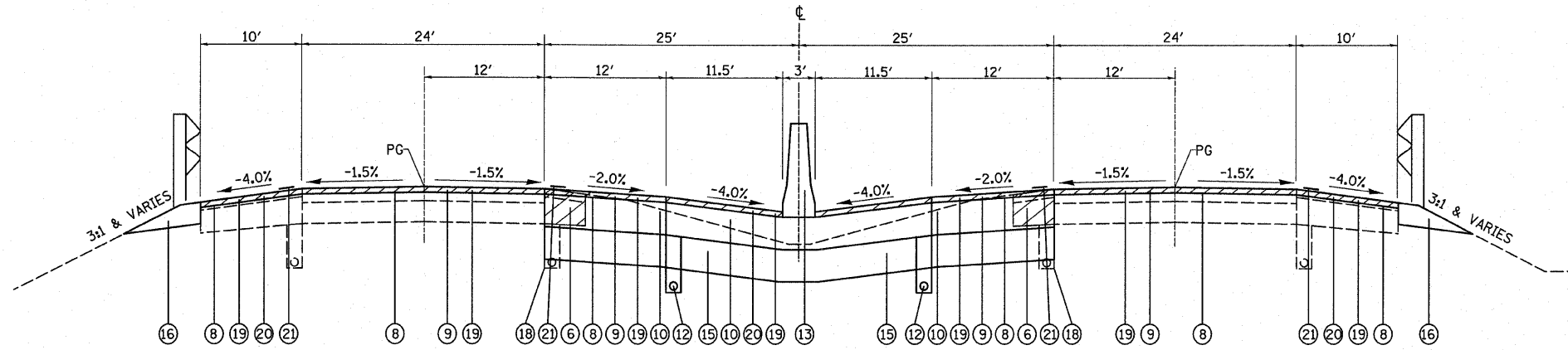
THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE ENGINEER TO MEET THIS REQUIREMENT.

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

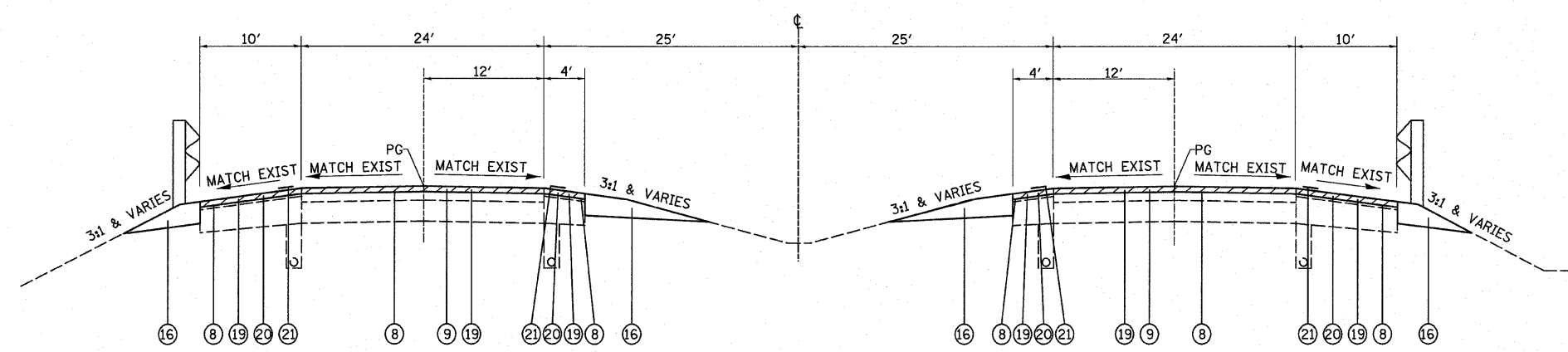
WIDTH RESTRICTION SIGNING DETAILS

- 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"

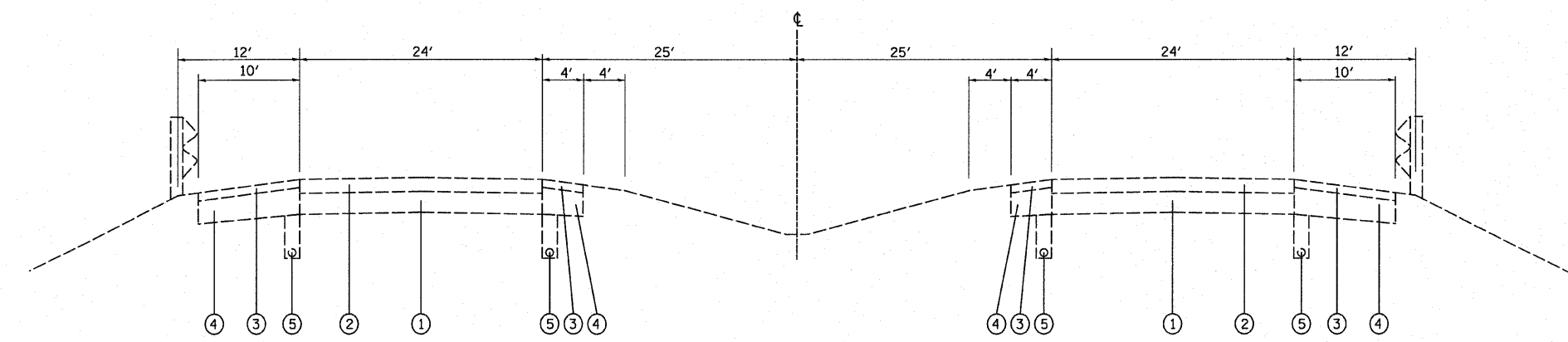
FILE NAME =	USER NAME = maisiegraser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WIDTH RESTRICTION AND DETOUR SIGNING I-57 OVER 7TH ST / C&E RAILROAD	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
H:\P\25866p2\Technical_Production\Civil\	Microsoft\Sec285VB\detour285vb.dgn	DRAWN -	REVISED -			57	(28-5)VB-1	FRANKLIN	81	7
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -				CONTRACT NO. 78157				
PLOT DATE = 3/15/2010	DATE -	REVISED -				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.			



PROPOSED TYPICAL SECTION FAI ROUTE 57
 STA. 107+00.00 TO STA. 112+50.00
 STA. 124+50.00 TO STA. 131+50.00



PROPOSED TYPICAL SECTION FAI ROUTE 57
 STA. 105+50.00 TO STA. 107+00.00
 STA. 131+50.00 TO STA. 133+00.00

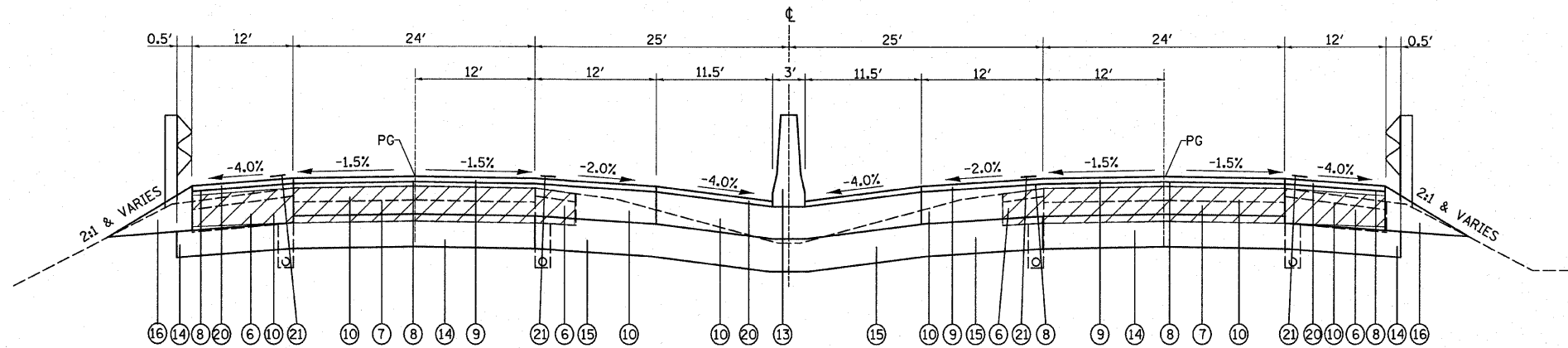


EXISTING TYPICAL SECTION FAI ROUTE 57
 STA. 105+50.00 TO STA. 118+74.12
 STA. 120+68.24 TO STA. 133+00.00

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

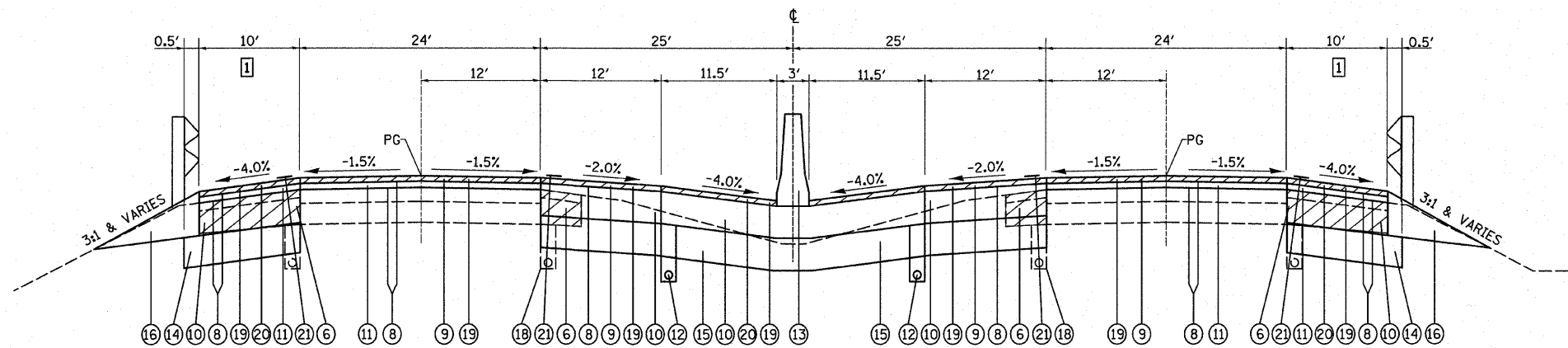
FILE NAME =	USER NAME = moissegrosser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING & PROPOSED TYPICAL SECTIONS I-57 OVER 7TH ST / C&E RAILROAD	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
H:\PV25866p2\Technical_Production\Civil1\microstation\Sec285VB\typ285vb.dgn	microstation\Sec285VB\typ285vb.dgn	DRAWN -	REVISED -			57	(28-5)VB-1	FRANKLIN	81	8	
PLOT SCALE = 58.000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 78157					
PLOT DATE = 3/15/2010		DATE -	REVISED -			SCALE:	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT



PROPOSED TYPICAL SECTION FAI ROUTE 57

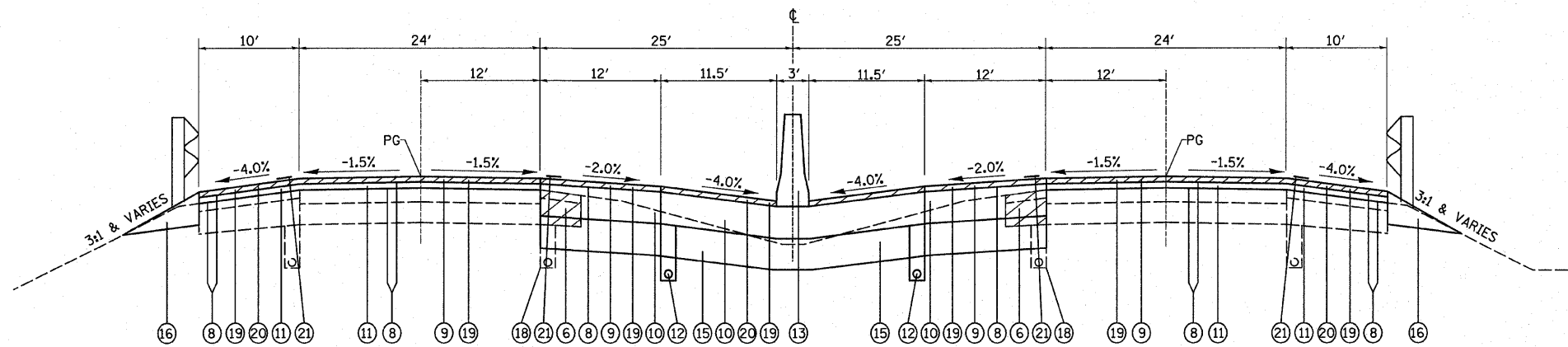
STA. 118+34.12 TO STA. 118+48.93
 STA. 120+93.43 TO STA. 121+08.08
 STRUCTURE & BRIDGE APPROACH PAVEMENT OMISSION:
 STA. 118+48.93 TO STA. 120+93.43

NOTE: THE VARIOUS HOT-MIX ASPHALT PAVEMENT CALLOUTS SHOWN ON THIS SECTION WILL BE PAID FOR IN SQUARE YARDS AS BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE).



PROPOSED TYPICAL SECTION FAI ROUTE 57

STA. 116+00.00 TO STA. 118+34.12
 STA. 121+08.08 TO STA. 123+40.00



PROPOSED TYPICAL SECTION FAI ROUTE 57

STA. 112+50.00 TO STA. 116+00.00
 STA. 123+40.00 TO STA. 124+50.00

1 VARIES 10' TO 12'
 LT. STA. 117+84.12 TO STA. 118+34.12
 RT. STA. 117+84.12 TO STA. 118+34.12

 VARIES 12' TO 10'
 LT. STA. 121+08.08 TO STA. 121+58.08
 RT. STA. 121+08.08 TO STA. 121+58.08

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, (9/2")
 PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N105, (2/4")
- 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

FILE NAME = H:\P\25086p2\Technical_Production\Civil\	USER NAME = maisegroser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING & PROPOSED TYPICAL SECTIONS I-57 OVER 7TH ST / C&E RAILROAD	F.A.I. RTE. 57	SECTION (28-5)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 81	SHEET NO. 9		
Microstation\Sec285VB\typ285vb.dgn	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED -			SCALE:	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 78157
	PLOT DATE = 3/15/2010	CHECKED -	REVISED -									
		DATE -	REVISED -									

PIPE UNDERDRAIN SCHEDULE

STATION	STATION	LOCATION	POROUS GRAN BACKFILL (CU YD)	PIPE UNDERDRAIN 4 (FOOT)	PIPE UNDERDRAIN 4 SP (FOOT)	PIPE UNDERDRAIN REMOV (FOOT)	CONC HDWL P UNDR RM (NOTE 1) (EACH)	OUTLET AT STATION (NOTE 2)
107+00	108+00	NB / SB	8			200		
108+00	113+00	NB / SB	37	1,000	23	1,000	1	108+00
113+00	118+00	NB / SB	37	1,000	23	1,000	1	113+00
121+50	126+50	NB / SB	37	1,000	23	1,000	1	126+50
126+50	130+50	NB / SB	30	800	23	800	2	130+50
130+50	131+25	NB / SB	6	150	23	150		131+25
131+25	131+50	NB / SB	2			50		
TOTAL			157	3,950	115	4,200	5	

PIPE UNDERDRAIN NOTES:

- 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.
- TIE "PIPE UNDERDRAIN 4 SP" INTO PROPOSED "DR STR T5 W/2 T22F&C".

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								
105+50	133+00		16,500	5,500	5,040		2	
STAGE 3								
105+50	133+00	1,100		367		4,210		2
STAGE 4								
105+50	133+00		16,500	5,500		1,300		2
STAGE 5								
105+50	133+00	1,650		550				
TOTAL		2,750	33,000	11,917	5,040	5,510	2	4

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 REFL PVT MKR BR (EACH)	PAVT MARKING REMOVAL (SQ FT)	RAISED REF PVT MK REM (EACH)
105+50.00	118+48.93	NB OUTSIDE	1,299								433	
		NB CENTER		325					17		108	17
		NB INSIDE	1,299		1,287						433	
		SB OUTSIDE	1,299								433	
		SB CENTER		325					17		108	17
		SB INSIDE	1,299		1,287						433	
118+48.93	120+93.43	NB OUTSIDE				245					82	
		NB CENTER					62			3	21	3
		NB INSIDE				245		297			82	
		SB OUTSIDE				245					82	
		SB CENTER					62			3	21	3
		SB INSIDE				245		297			82	
120+93.43	133+00.00	NB OUTSIDE	1,207								402	
		NB CENTER		302					15		101	15
		NB INSIDE	1,207		1,188						402	
		SB OUTSIDE	1,207								402	
		SB CENTER		302					15		101	15
		SB INSIDE	1,207		1,188						402	
TOTAL			10,024	1,254	4,950	980	124	594	64	6	4,128	70

PAVEMENT MARKING NOTES:

- SEE HIGHWAY STANDARD 780001 FOR PAVEMENT MARKING DETAILS.

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 105+50	LT 118+78	0.64	0.64	58	58	58	1.3	0.64	192
RT 105+50	RT 118+78	0.34	0.34	31	31	31	0.7	0.34	102
LT 120+64	LT 133+00	0.48	0.48	43	43	43	1.0	0.48	144
RT 120+64	RT 133+30	0.29	0.29	26	26	26	0.5	0.29	87
TOTAL		1.75	1.75	158	158	158	3.5	1.75	525

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)	BR APPROACH PAVT SPL (SQ YD)	PROTECTIVE COAT (SQ YD)	BR APPR PVT CON (FLX) (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																						
116+00.00	118+73.95			639			2		324	77									609			
120+68.16	123+40.00			634					321	76									604			
STAGE 2																						
107+00.00	118+34.12	6,301	121.3						3,352	1,499								1,008				
118+34.12	118+48.93	95	1.8											95			16	13				
118+48.93	118+78.93											193	193				28	22			177	
120+63.43	120+93.43											193	193				28	22			177	
120+93.43	121+08.08	94	1.8											94			16	13				
121+08.08	131+50.00	5,788	111.4						3,080	1,378								926				
STAGE 3																						
112+50	118+35				388					863												
121+08	124+50				223					316												
STAGE 4																						
117+84.12	118+34.12			128					65	15					111							
118+34.12	118+48.93			73										106	33		61					
118+48.93	118+78.93											214	214		56		103				207	
120+63.43	120+93.43											214	214		56		103				207	
120+93.43	121+08.08			72										105	33		60					
121+08.08	121+58.08			128					65	15					111							
STAGE 5																						
105+50.00	107+00.00				114	2	2	36			90					1,267			31	52		600
107+00.00	118+34.12				1,306	22		36			1,016					14,380			115	608		4,536
118+34.12	118+48.93																					60
120+93.43	121+08.08																					60
121+08.08	131+50.00				1,200	20		36			934					13,203			106	559		4,168
131+50.00	133+00.00				114	2		36			90					1,267			31	52		600
TOTAL		12,278	236.3	1,674	3,345	46	4	144	7,207	4,239	2,130	814	814	400	400	30,117	415	3,217	283	1,271	768	10,024

PAVEMENT NOTES:

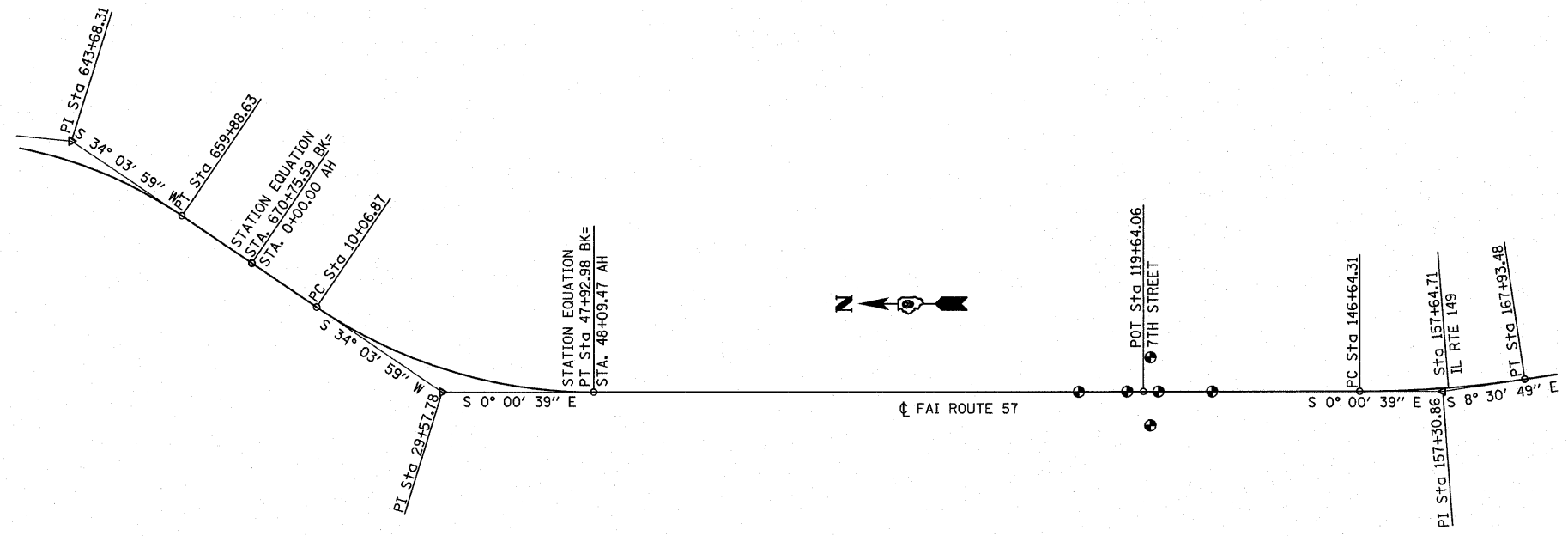
- LIME QUANTITY IS CALCULATED USING AN ASSUMED RATE OF 38.5 LB / SQ YD. THE ACTUAL LIME APPLICATION RATE WILL BE DETERMINED BY THE ENGINEER AND WILL BE BASED ON TESTS OF LIME AND SOIL SAMPLES PROVIDED BY THE ENGINEER.
- BR DECK GROOVING QUANTITY IS INCLUDED FOR THE BR APPROACH PAVT SPL.

FILE NAME = H:\P\25086p2\Technical_Production\Civil1	USER NAME = maisiegraser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES I-57 OVER 7TH ST / C&E RAILROAD	F.A.I. RTE. 57	SECTION (28-5)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 81	SHEET NO. 10	
PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -	SCALE: _____			SHEET NO. 1 OF 2 SHEETS	STA. _____ TO STA. _____	FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT	
PLOT DATE = 3/15/2010	CHECKED -	REVISED -						CONTRACT NO. 78157			
	DATE -	REVISED -									

PROP. CURVE 103
 PI STA. = 157+30.86
 $\Delta = 8^\circ 30' 10''$ (LT)
 $D = 0^\circ 23' 58''$
 $R = 14,347.45'$
 $T = 1,066.54'$
 $L = 2,129.17'$
 $E = 39.59'$
 P.C. STA. = 146+64.31
 P.T. STA. = 167+93.48

PROP. CURVE 104
 PI STA. = 29+57.78
 $\Delta = 34^\circ 04' 38''$ (LT)
 $D = 0^\circ 54' 00''$
 $R = 6,365.79'$
 $T = 1,950.91'$
 $L = 3,786.11'$
 $E = 292.24'$
 P.C. STA. = 10+06.87
 P.T. STA. = 47+92.98

PROP. CURVE 105
 PI STA. = 643+68.31
 $\Delta = 33^\circ 22' 20''$ (RT)
 $D = 0^\circ 59' 59''$
 $R = 5,731.47'$
 $T = 1,718.01'$
 $L = 3,338.33'$
 $E = 251.95'$
 P.C. STA. = 626+50.30
 P.T. STA. = 659+88.63



GROUND COORDINATES

DESCRIPTION	POINT NO.	NORTHING	EASTING
FAI ROUTE, 57			
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
STATION EQUATION			
STA. 670+75.59 BK=		464,201.8166	808,988.2236
STA. 0+00.00			
PC STA. 10+06.87	PC 104	463,367.7328	808,424.2222
PI STA. 29+57.78	PI 104	461,751.6214	807,331.4193
STATION EQUATION			
PT STA. 47+92.98 BK=	PT 104	459,800.7155	807,331.7896
STA. 48+09.47 AH			
POT STA. 119+64.06	11964	452,646.1256	807333.1475
PC STA. 146+64.31	PC 103	449,945.8721	807,333.6600
PI STA. 157+30.86	PI 103	448,879.3291	807,333.8624

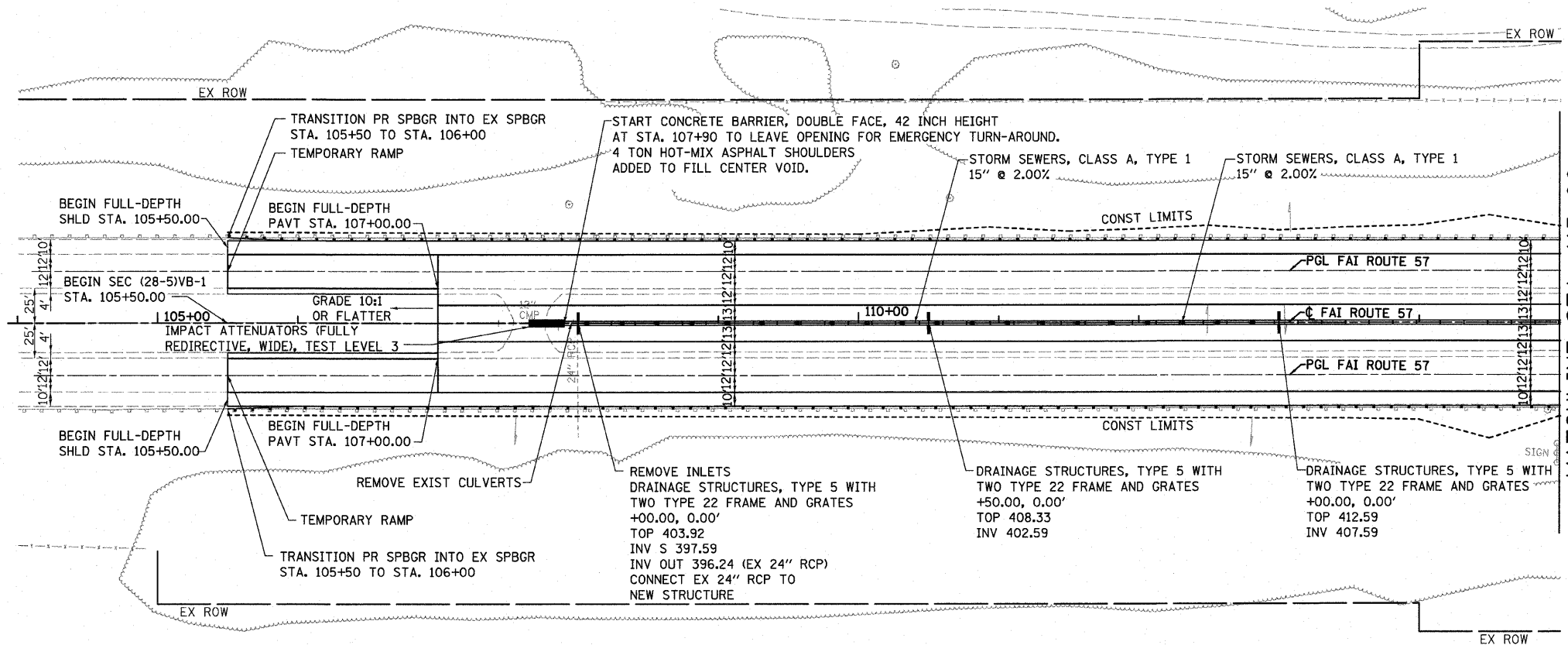
PERMANENT SURVEY MARKERS

DESCRIPTION	OFFSET	NORTHING	EASTING	ELEV.
FAI ROUTE, 57				
P. O. T. 104+00.00	¢	454,210.1923	807,332.8436	393.55
P. O. T. 118+00.00	¢	452,810.1802	807,333.1153	416.91
P. O. T. 121+50.00	¢	452,460.1869	807,333.1767	418.04
P. O. T. 134+00.00	¢	451,210.1874	807,333.4238	404.88
STA. 119+85.00	150' LT	452,625.2144	807,483.1453	394.78
STA. 119+85.00	150' RT	452,625.1575	807,183.1495	393.46

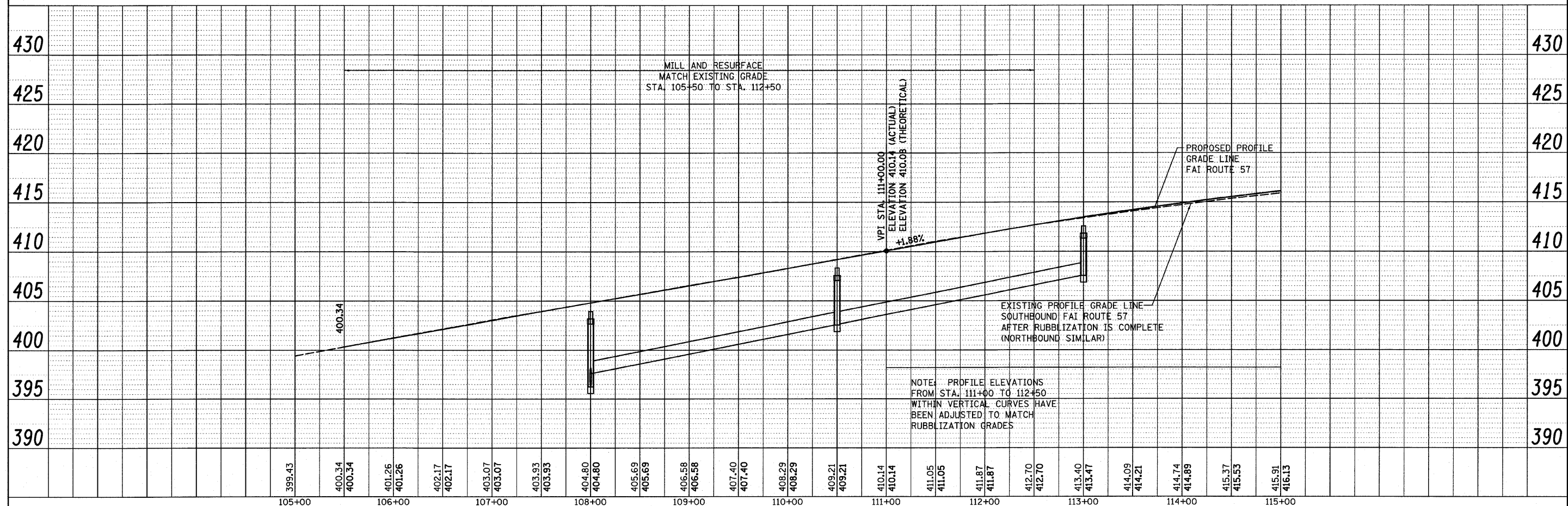
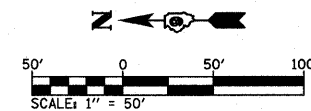
FILE NAME =	USER NAME = moisiegroser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT AND TIES I-57 OVER 7TH ST / C&E RAILROAD	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
H:\P\25866p2\Technical_Production\Civil\Microstation\Sec285VB\al1&ttes285vb.dgn	DRAWN -	REVISED -	57			(28-5)VB-1	FRANKLIN	81	12	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 78157							
PLOT DATE = 3/15/2010	DATE -	REVISED -	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT							
				SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.			

PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO. OF WAY CHECKED	
	DATE FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO. OF WAY CHECKED	
	DATE FILE NAME	



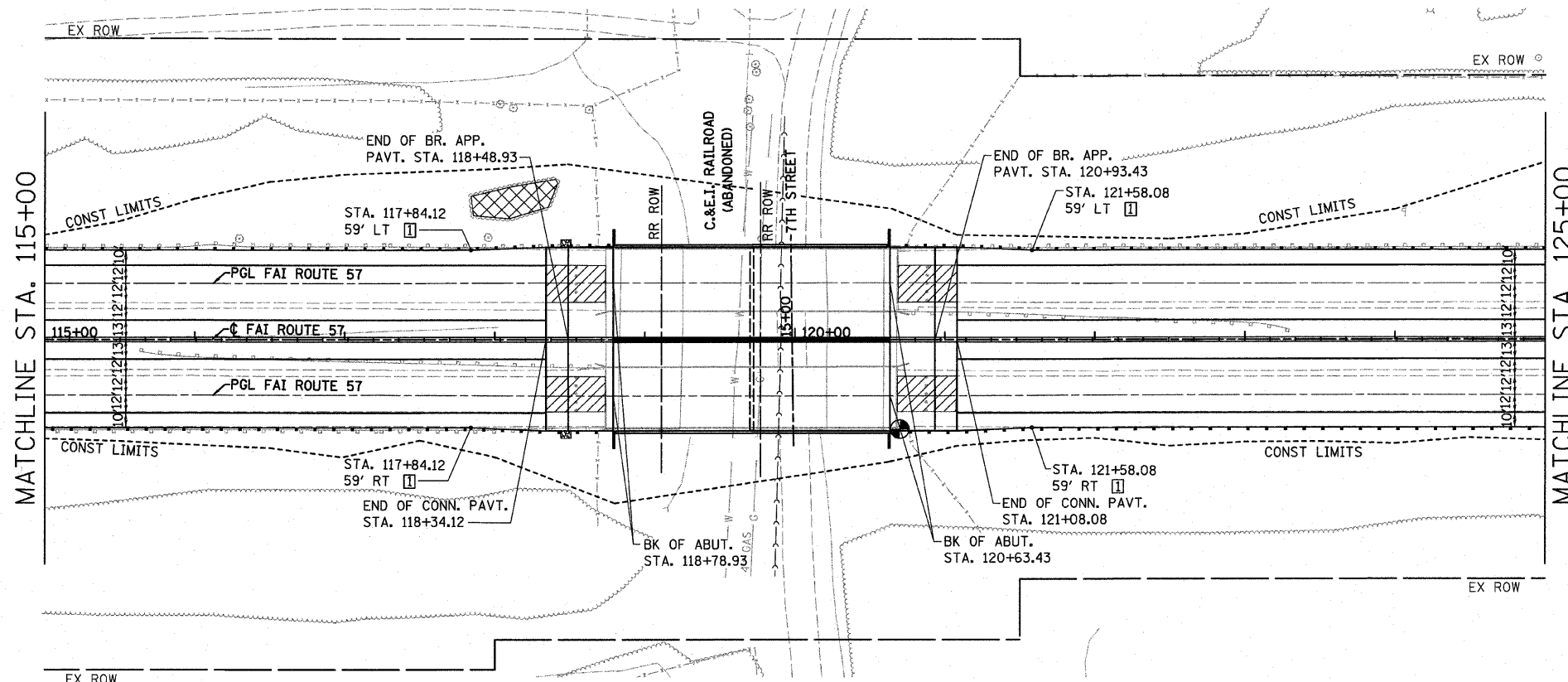
MATCHLINE STA. 115+00



FILE NAME = H:\P\25066p2\Technical_Productions\Civil\W...	USER NAME = maisiegraser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN & PROFILE SHEET I-57 OVER 7TH ST / C&E RAILROAD	F.A.I. RTE. 57	SECTION (28-5)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 81	SHEET NO. 13	
	PROSTATION\Sce285VB\pin285vb.dgn	DRAWN -	REVISED -			SCALE:	SHEET NO. 1 OF 3 SHEETS	STA. 105+00	TO STA. 115+00	FED. ROAD DIST. NO. ILLINOIS	FED. AID PROJECT
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 78157					
	PLOT DATE = 3/15/2010	DATE -	REVISED -								

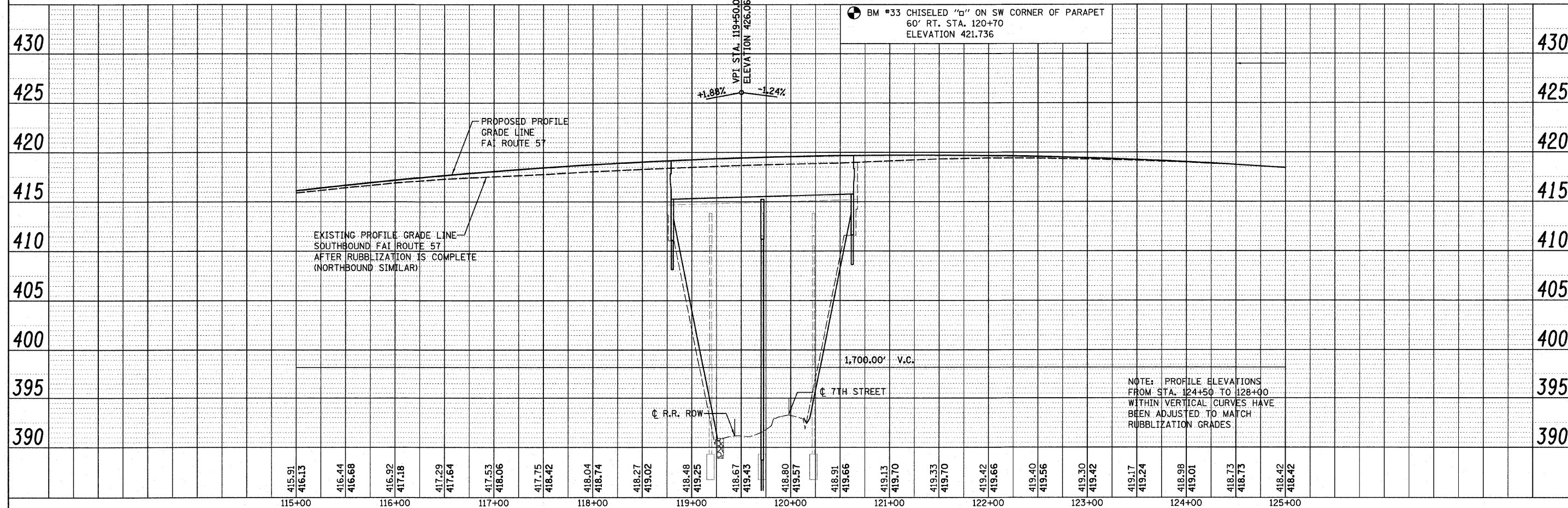
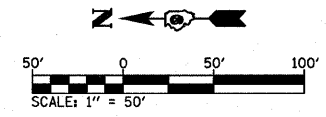
PLAN	SURVEYED	DATE
	PLOTTED	BY
	CHECKED	
	NO. _____	
	DATE	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	CHECKED	
	NO. _____	
	DATE	



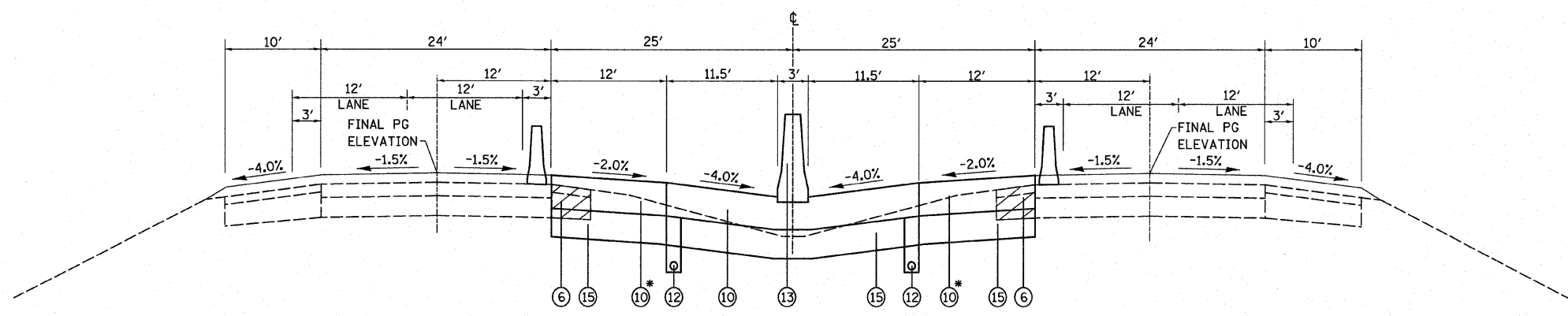
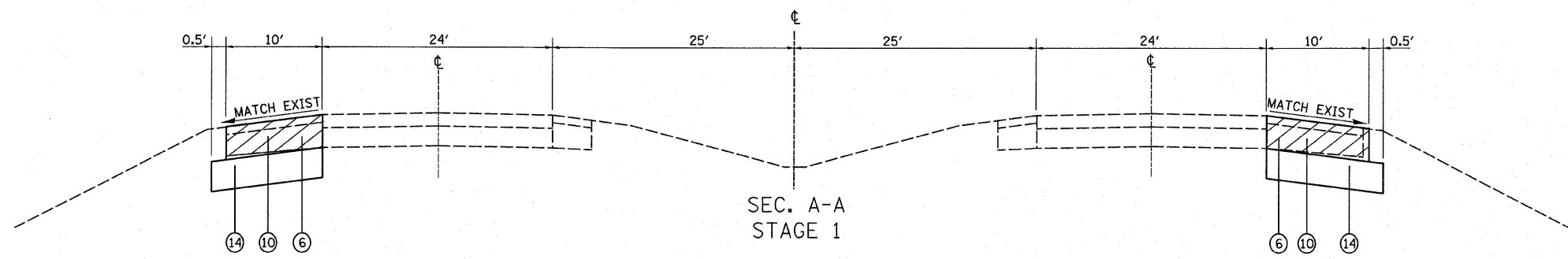
☐ - BEGIN SHOULDER TRANSITION TO MATCH BRIDGE WIDTH

⊗ - TREE REMOVAL
 ▨ - APPROACH SLAB REMOVAL

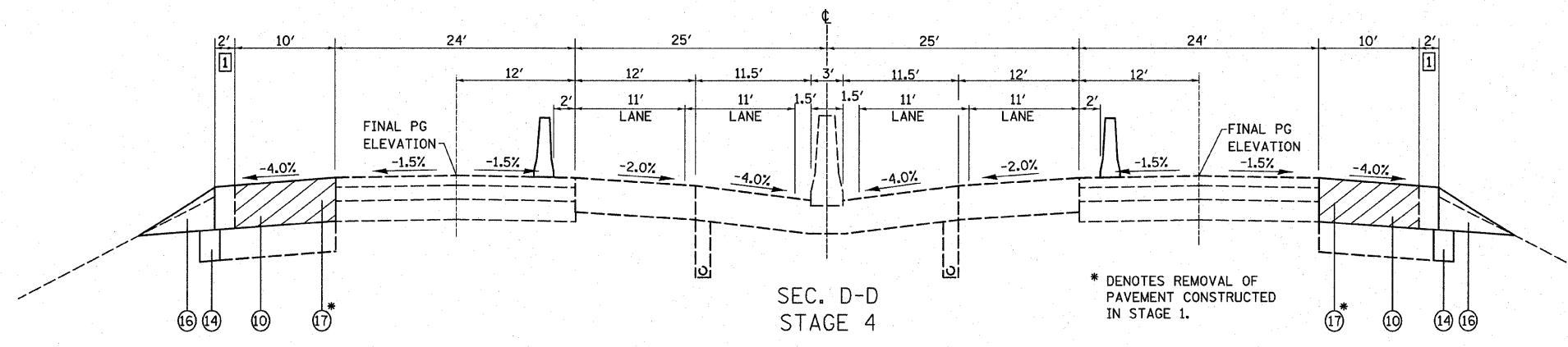
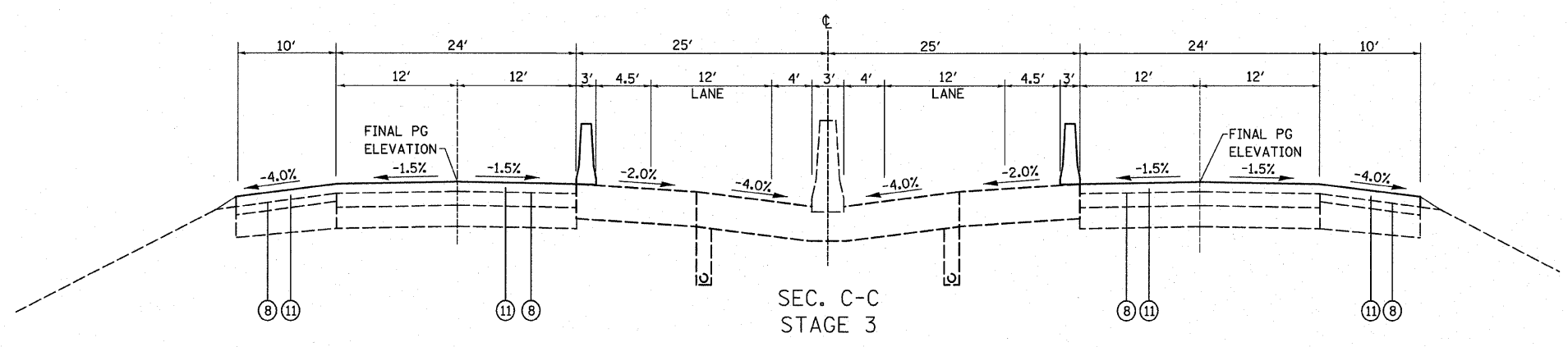


NOTE: PROFILE ELEVATIONS FROM STA. 124+50 TO 128+00 WITHIN VERTICAL CURVES HAVE BEEN ADJUSTED TO MATCH RUBBLIZATION GRADES

FILE NAME = H:\P\25088p2\Technical\Production\Civil\...	USER NAME = malsiegraser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN & PROFILE SHEET I-57 OVER 7TH ST / C&E I RAILROAD			F.A.I. RTE. 57	SECTION (28-5)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 81	SHEET NO. 14
	PROSTATION\Sec285VB\p1285vb.dgn	DRAWN -	REVISED -		SCALE: 1" = 50'	SHEET NO. 2 OF 3 SHEETS	STA. 115+00 TO STA. 125+00	CONTRACT NO. 78157				
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
	PLOT DATE = 3/15/2010	DATE -	REVISED -									



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



* DENOTES REMOVAL OF PAVEMENT CONSTRUCTED IN STAGE 1.

WORK THIS SHEET WITH SUGGESTED STAGE CONSTRUCTION SHEETS.

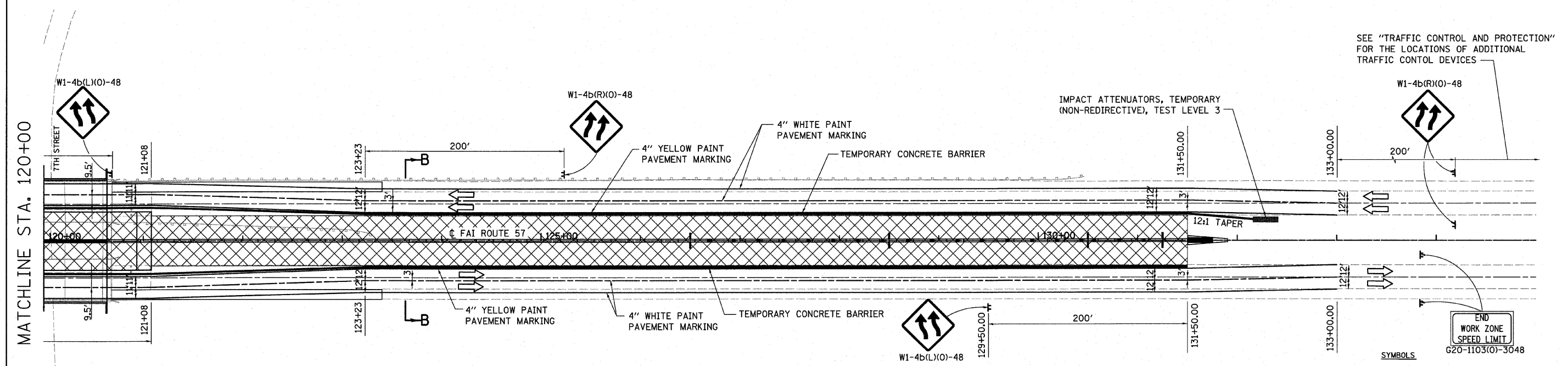
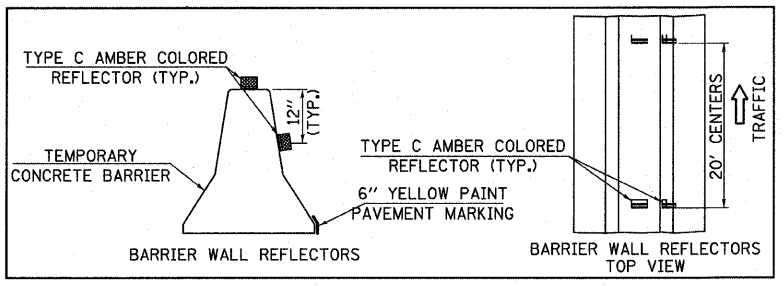
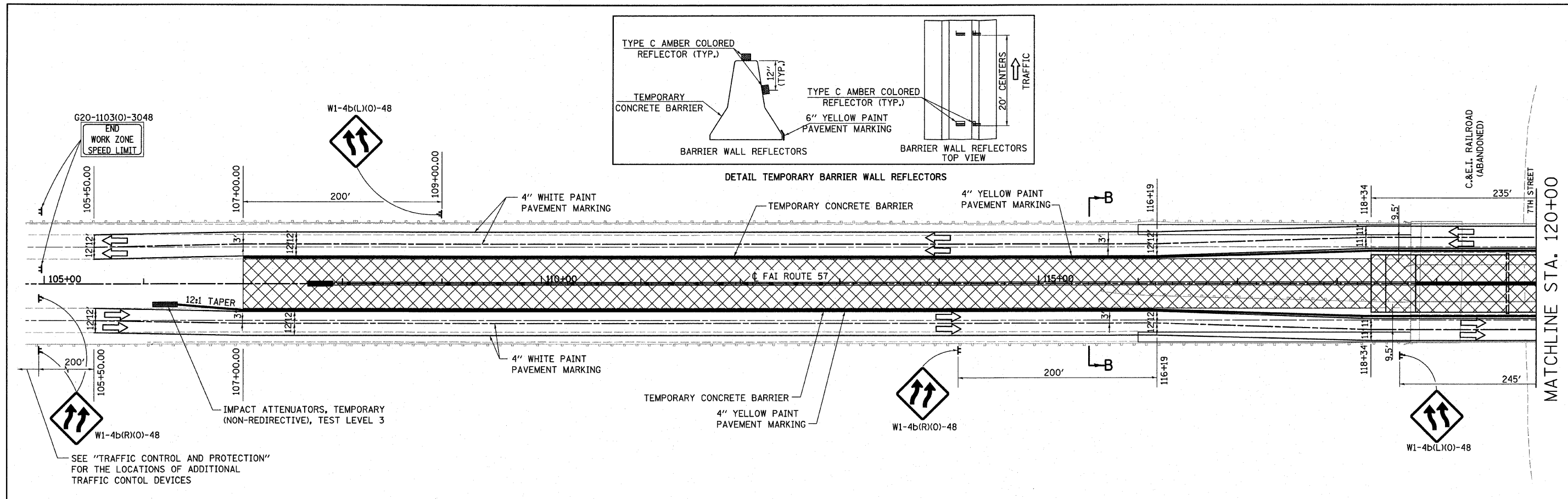
1 VARIES 0' TO 2'
LT. STA. 117+84.12 TO STA. 118+34.12
RT. STA. 117+84.12 TO STA. 118+34.12

VARIES 2' TO 0'
LT. STA. 121+08.08 TO STA. 121+58.08
RT. STA. 121+08.08 TO STA. 121+58.08

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, (9/2")
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

FILE NAME = H:\P\2586p2\Technical_Production\Civil\	USER NAME = moistegaser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED STAGING SECTIONS I-57 OVER 7TH ST / C&E RAILROAD	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Microstation\Sec285VB\stgpn285vbdgn	DRAWN -	REVISED -	57			(28-5)VB-1	FRANKLIN	81	16	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 78157							
PLOT DATE = 3/15/2010	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
						SCALE:	SHEET NO. 1 OF 6 SHEETS	STA.	TO STA.	



NOTES:

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

STAGE 2: UTILIZING TRAFFIC CONTROL AND PROTECTION, SHIFT TRAFFIC TO THE OUTSIDE, UTILIZING A PORTION OF THE RECONSTRUCTED SHOULDER. ESTABLISH TRAFFIC CONTROL ON 7TH STREET IN ACCORDANCE WITH TRAFFIC CONTROL AND PROTECTION STANDARD BLR 22. REMOVE THE EXISTING INSIDE PORTION OF EACH STRUCTURE, THE INSIDE BITUMINOUS SHOULDERS, AND THE MEDIAN GUARDRAIL FROM STA. 107+00.00 TO STA. 131+50.00. CONSTRUCT THE INSIDE PORTION OF THE PROPOSED STRUCTURE, APPROACH PAVEMENT, AND CONNECTOR PAVEMENT. 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\"/>

SEE "TRAFFIC CONTROL AND PROTECTION" FOR THE LOCATIONS OF ADDITIONAL TRAFFIC CONTROL DEVICES

W1-4b(R)(O)-48

IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3

W1-4b(L)(O)-48

W1-4b(L)(O)-48

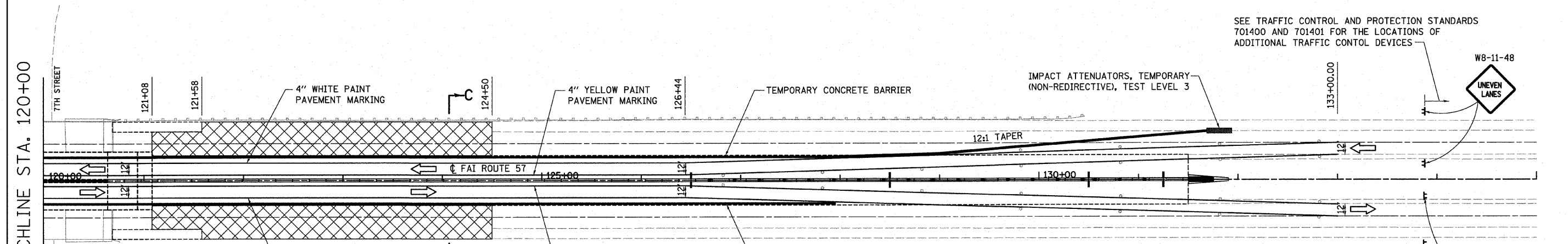
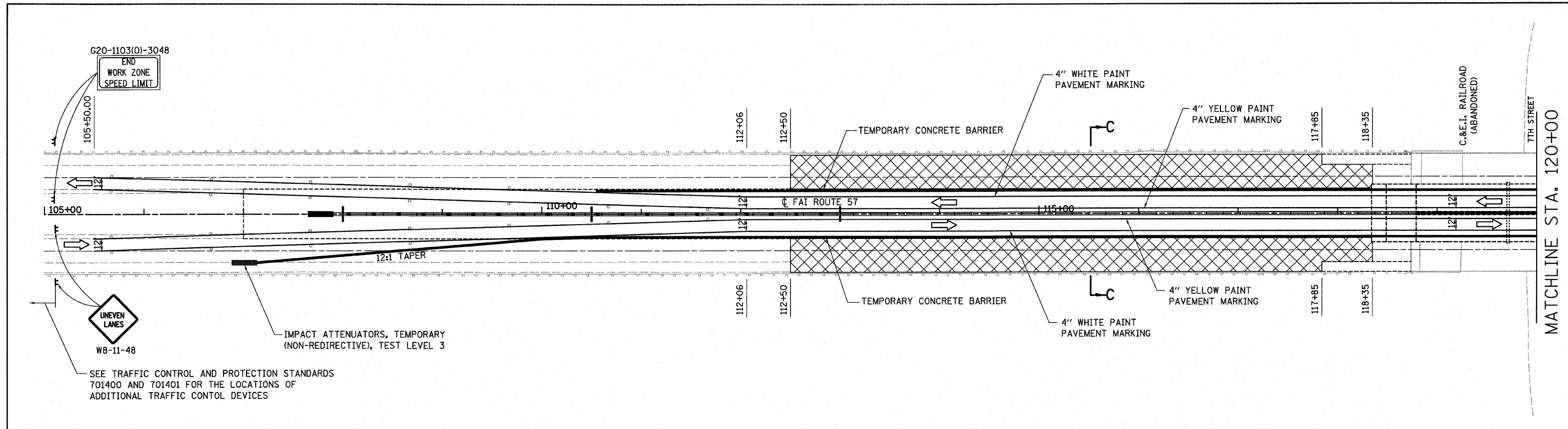
END WORK ZONE SPEED LIMIT G20-1103(O)-3048

SYMBOLS

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

SCALE: 1" = 50'

FILE NAME = H:\P\28066p2\Technical_Production\Civil1\	USER NAME = maisiegraser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED STAGE 2 CONSTRUCTION I-57 OVER 7TH ST / C&E RAILROAD			F.A.I. RTE. 57	SECTION (28-5)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 81	SHEET NO. 18
PROJECT =	DATE = 3/15/2010	DRAWN -	REVISED -		SCALE:	SHEET NO. 3 OF 6 SHEETS	STA. TO STA.	CONTRACT NO. 78157				
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISIONS -	REVISIONS -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
	DATE -											



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

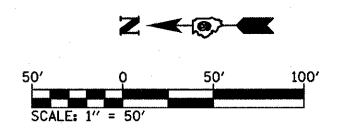
STATION	EXIST ELEV	SURFACE ELEV	DIFF. IN
112+50	412.70	412.70	0
113+00	413.40	413.47	7/8
114+00	414.74	414.89	1 6/8
115+00	415.91	416.13	2 5/8
116+00	416.92	417.18	3 1/8
117+00	417.53	418.06	6 3/8
118+00	418.04	418.74	8 3/8
118+35	418.20	418.94	8 7/8
EXISTING BRIDGE			
121+08	419.16	419.71	6 5/8
122+00	419.42	419.66	2 7/8
123+00	419.30	419.42	1 4/8
124+00	418.98	419.01	3/8
124+50	418.73	418.73	0

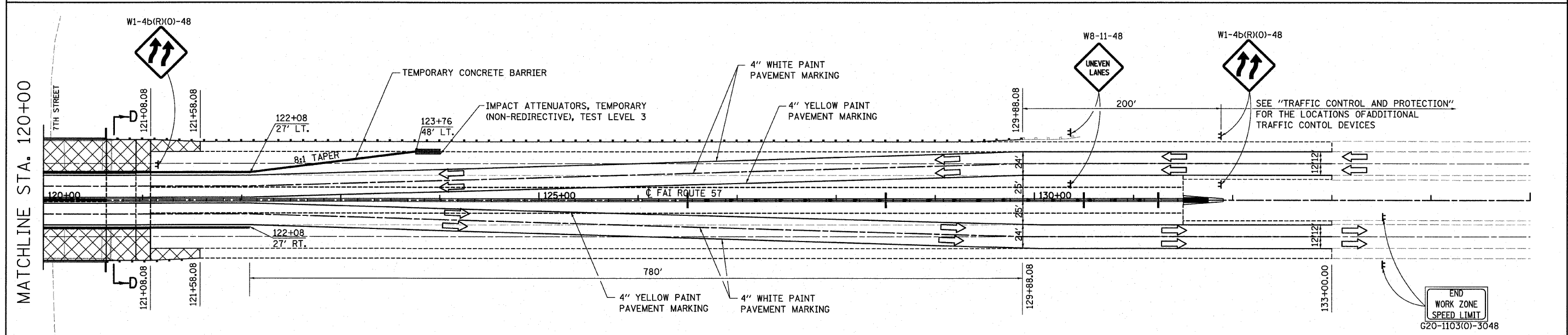
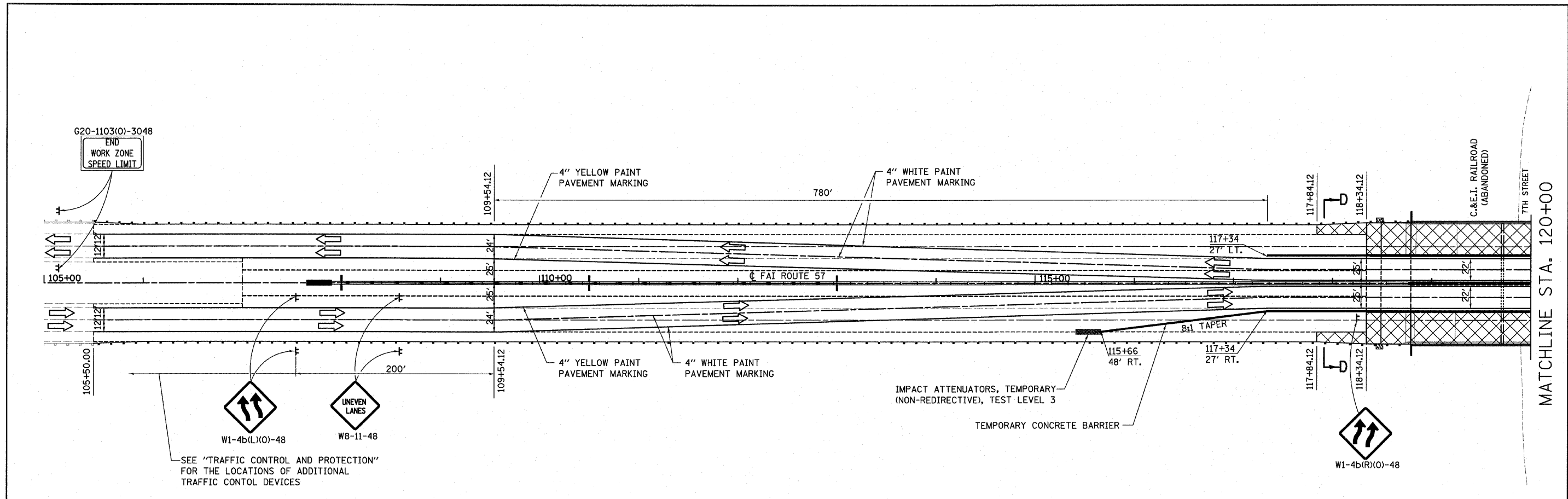
NOTE: USE FEATHEREDGE TO TRANSITION VARIABLE DEPTH HMA TO EXISTING PAVEMENT.

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

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. 112+50 TO STA. 118+35 AND FROM STA. 120+08 TO STA. 124+50. OMIT VARIABLE DEPTH BINDER ON OUTSIDE SHOULDER FROM STA. 117+85 TO STA. 118+35 AND FROM STA. 120+08 TO STA. 121+58 FOR SHOULDER WORK TO BE COMPLETED IN STAGE 4.

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





NOTES:

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

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, AND THE CONNECTOR PAVEMENT. 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 HMA SURFACE REMOVAL 2" ON PAVEMENT AND SHOULDERS FROM STA. 105+50.00 TO STA. 118+34.12 AND FROM STA. 121+08.08 TO STA. 133+00.00. CONSTRUCT THE 2" HMA SURFACE COURSE ON PAVEMENT AND SHOULDERS AND THE PROPOSED PERMANENT PAVEMENT MARKINGS FOR ALL LANES OF PAVEMENT.

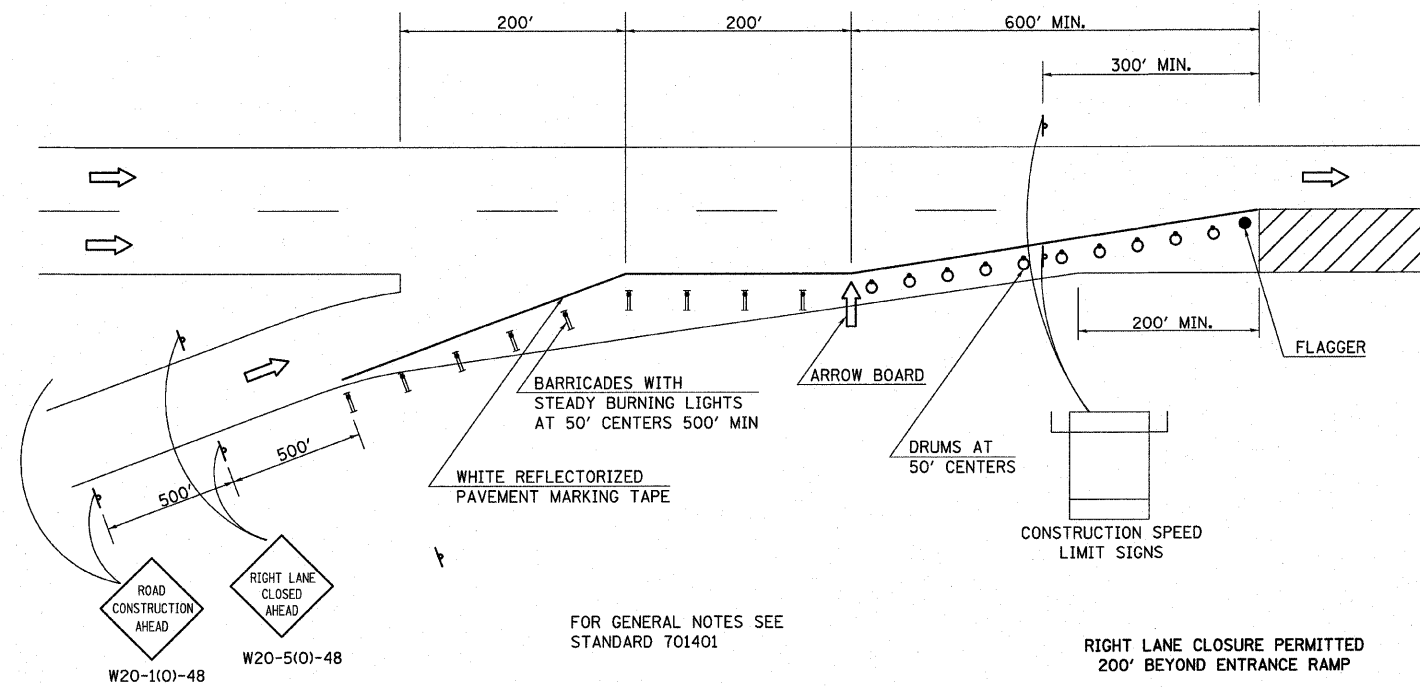
SYMBOLS

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

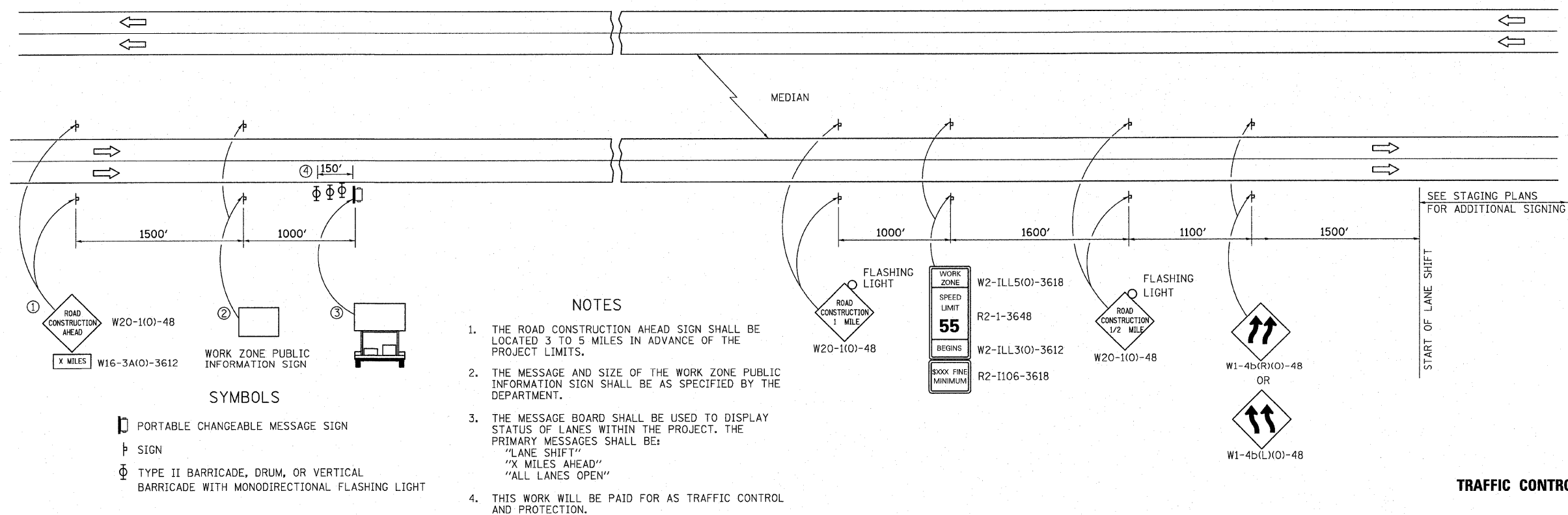
SCALE: 1" = 50'

FILE NAME =	USER NAME = moisiegroser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED STAGE 4 & 5 CONSTRUCTION I-57 OVER 7TH ST / C&E I RAILROAD	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 78157							
PLOT DATE = 3/15/2010	DATE -	REVISED -	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT							

DETAIL OF TRAFFIC CONTROL AT ENTRANCE RAMP

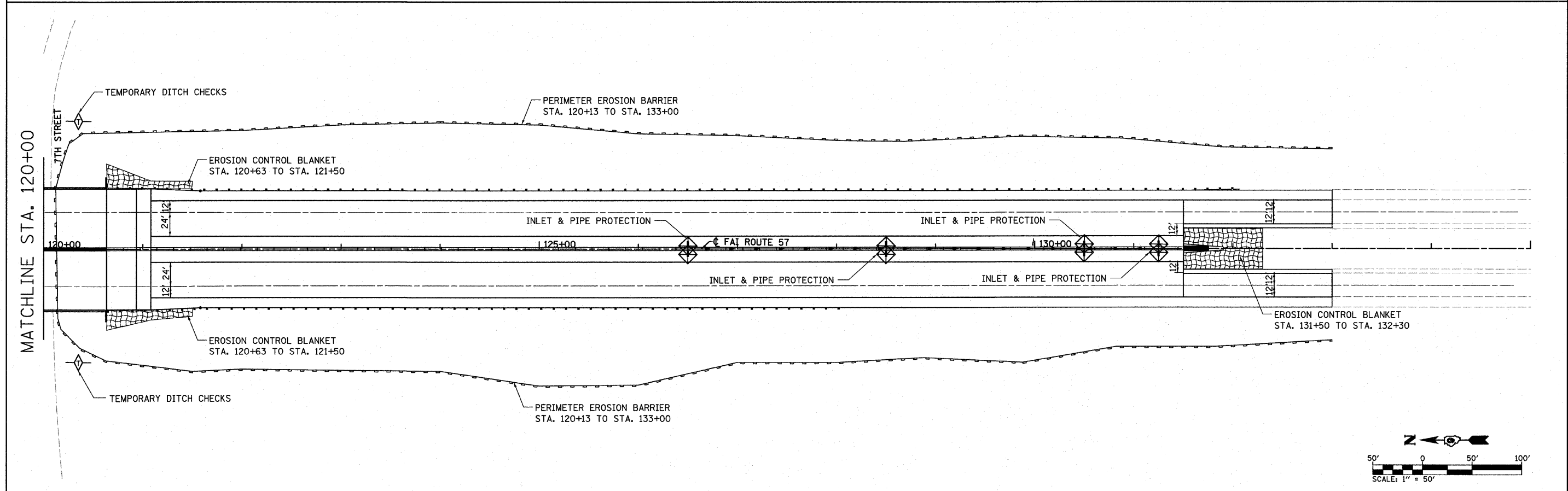
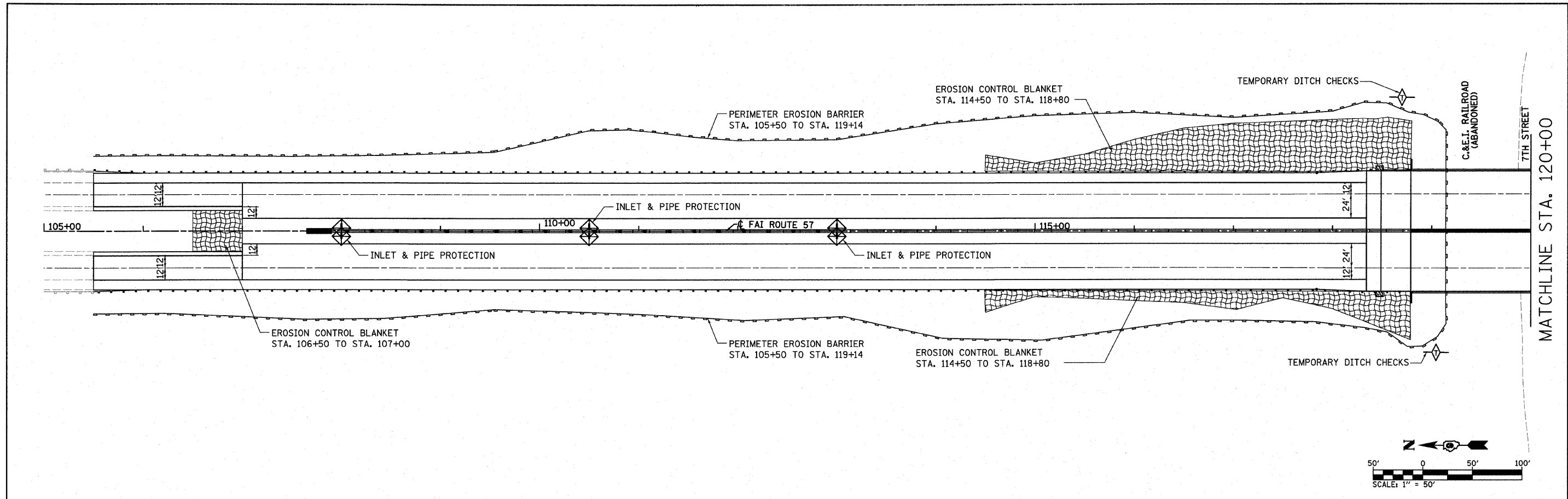


DETAIL OF TRAFFIC CONTROL AT ENTRANCE RAMP



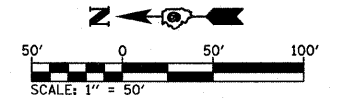
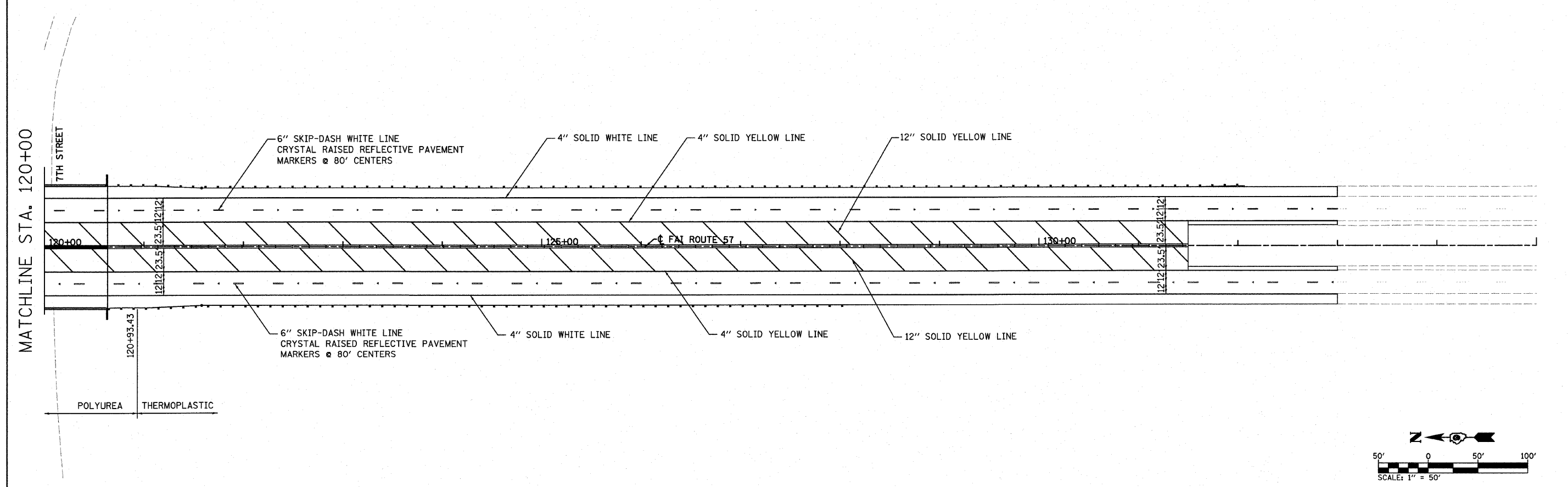
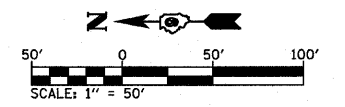
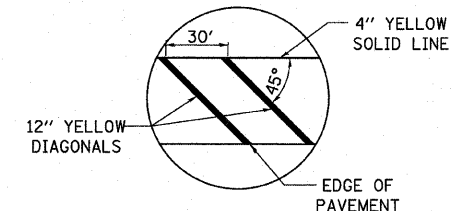
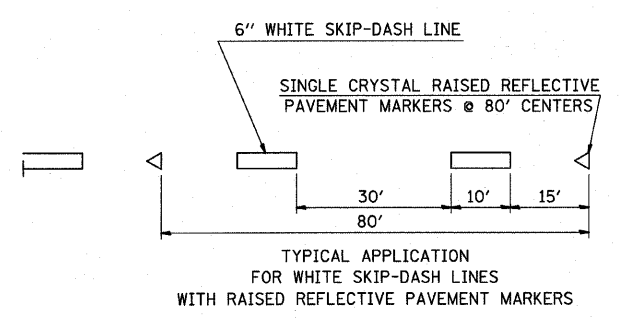
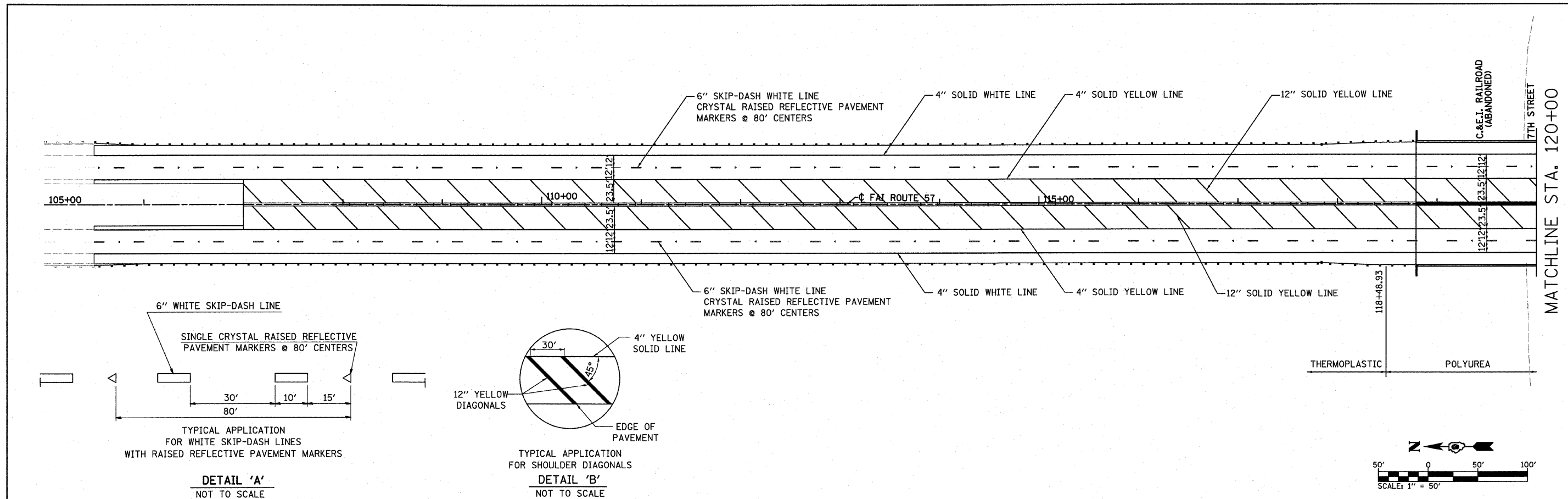
TRAFFIC CONTROL AND PROTECTION

FILE NAME =	USER NAME = maisegraser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED STAGING DETAILS I-57 OVER 7TH ST / C&E RAILROAD	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
H:\P\25066p2\Technical_Production\Civil\	:\trestation\Sec285VB\stgpin285vb.dgn	DRAWN -	REVISED -			57	(28-5)VB-1	FRANKLIN	81	21	
PLOT SCALE = 50,0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 78157					
PLOT DATE = 3/15/2010		DATE -	REVISED -			SCALE: SHEET NO. 6 OF 6 SHEETS STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			



FILE NAME =	USER NAME = moisegreser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL I-57 OVER 7TH ST / C&E.I. RAILROAD			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
H:\P\25866p2\Technical_Production\Civil\	Macrostation\Sec285VB\eros285vb.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	57	(28-5)VB-1	FRANKLIN	81	22
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -										
	PLOT DATE = 3/15/2010	DATE -	REVISED -						FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)VB-1	FRANKLIN	81	22
CONTRACT NO. 78157				



FILE NAME = H:\P\25066p2\Technical_Production\Civil\	USER NAME = maisiegraser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING I-57 OVER 7TH ST / C&E RAILROAD	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Microstation\Sec285VB\pmk285vb.dgn	DRAWN -	REVISED -	57			(28-5)VB-1	FRANKLIN	81	23	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 78157							
PLOT DATE = 3/15/2010	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
					SCALE:	SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.	

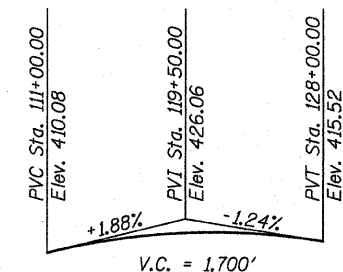
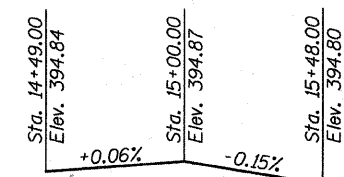
Bench Mark: Chiseled square on SW corner of parapet wall on SN 028-0005.
Sta 120+70, 60' RT. Elev. 421.74

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Existing Structure: S.N. 028-0004 N.B. and 028-0005 S.B. Built in 1962 as F.A.I. Rte 57, Section 28-5VB, at Sta. 119+71.94. Existing dual structures each consist of a four-span reinf. concrete deck on steel WF beams supported by spill-thru pile bent abuts. and multi-column piers. 195'-0" Bk. to Bk. abutments. 42'-0" out-to-out deck. Structures to be removed and replaced. C.&E.I.R.R. track is currently abandoned.

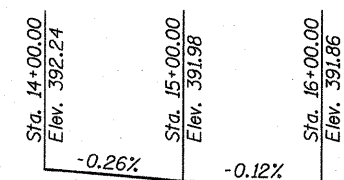
Traffic Control: Staged construction will be utilized.

Salvage: None



PROFILE GRADE - 7th ST.
(along centerline of roadway)

PROFILE GRADE - I-57
(along P.G.L. of N.B. & S.B. roadway)



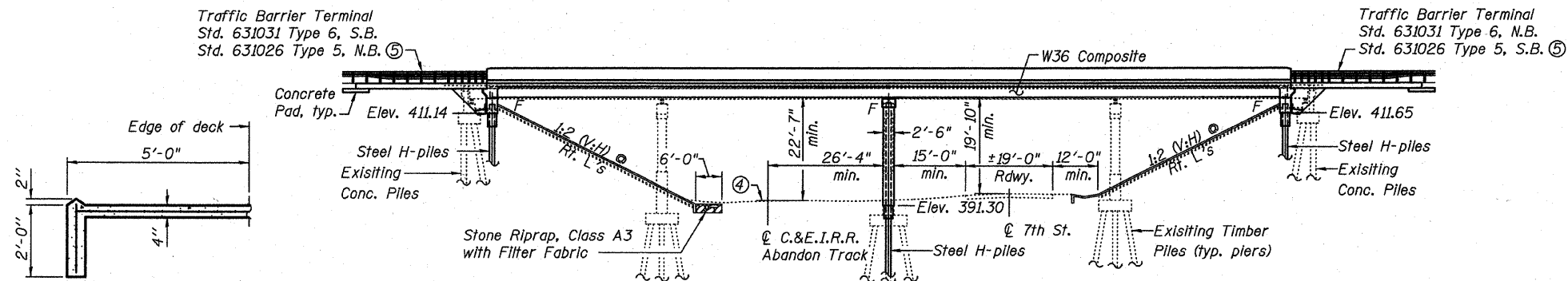
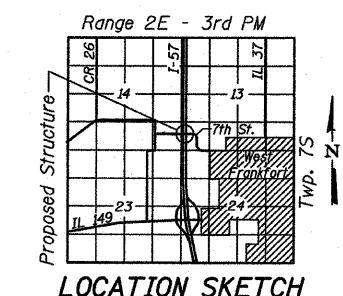
PROFILE GRADE - C.&E.I.R.R.
(along theoretical top of rail) ④

STATION 119+71.18
BUILT 20__ BY
STATE OF ILLINOIS
FAI ROUTE 57 SEC (28-5)VB-1
LOADING HS20 & ALT.
STRUCTURE NO. 028-0079

NAME PLATE (N.B.)
See Std. 515001

STATION 119+71.18
BUILT 20__ BY
STATE OF ILLINOIS
FAI ROUTE 57 SEC (28-5)VB-1
LOADING HS20 & ALT.
STRUCTURE NO. 028-0080

NAME PLATE (S.B.)
See Std. 515001



SECTION A-A

Notes:

- See Sheet 2 of 29 for Index of Sheets
- Contractor shall verify location of 4" high pressure gas main prior to removal of pier 2.
- No freefall deck drains will be permitted within the limits of the C.&E.I.R.R. ROW.
- The C.&E.I.R.R. track is currently abandoned. The theoretical top of rail elevations are taken from the existing 1962 plans and adjusted to match the proposed datum.
- Traffic Barrier Terminal, Type 5 used to tie into proposed guardrail.

DESIGN STRESSES

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

SEISMIC DATA

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

DESIGN SPECIFICATIONS

2002 AASHTO

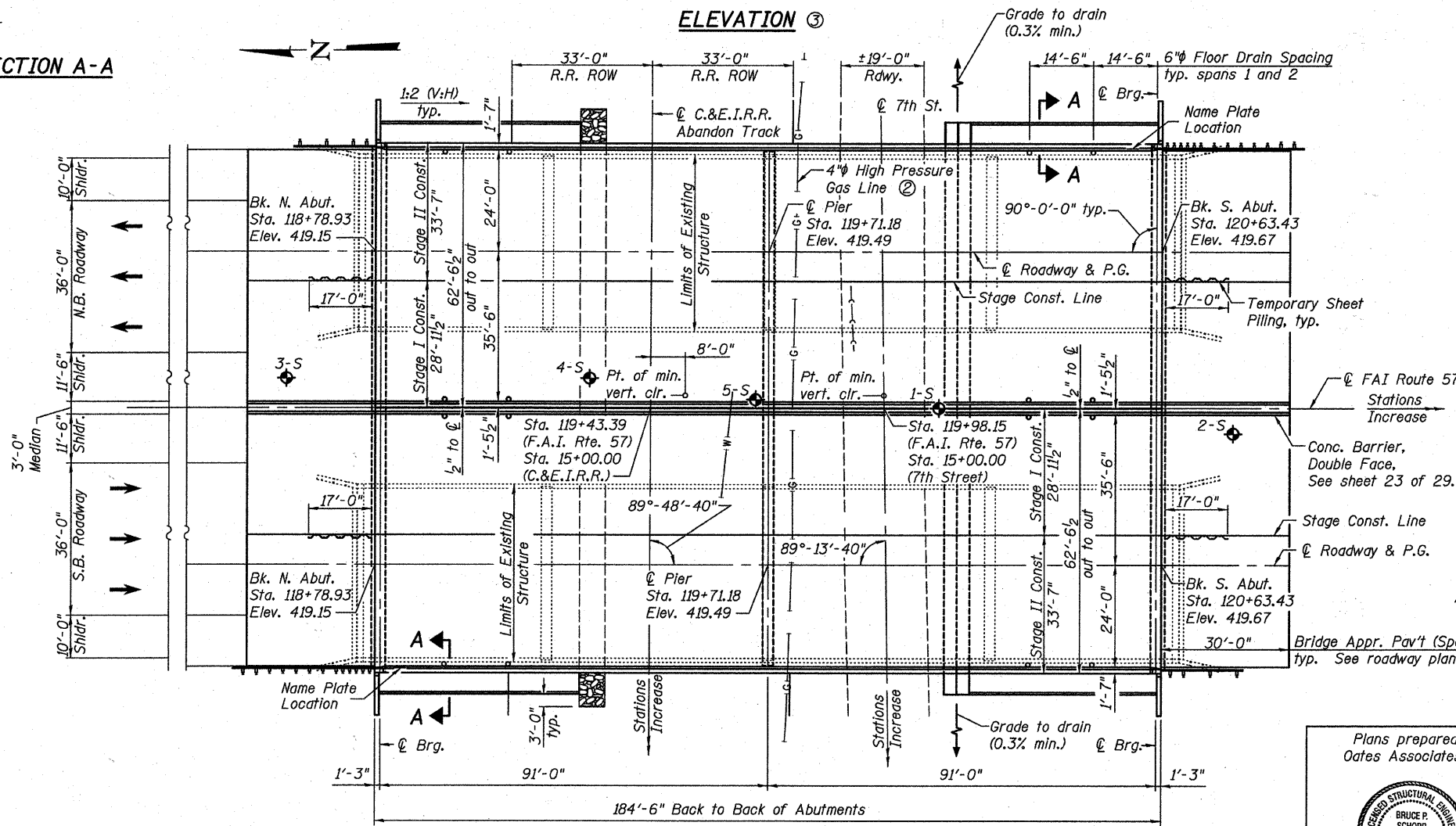
LOADING HS20-44 & ALT.

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

APPROVED

FOR STRUCTURAL ADEQUACY ONLY

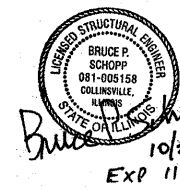
Robert E. Anderson (SE)
ENGINEER OF BRIDGES AND STRUCTURES



PLAN

Indicates Soil Boring Location

Plans prepared by
Oates Associates, Inc.



SHEET NO. 1	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(28-5)VB-1	FRANKLIN	81	24
SHEETS 29	CONTRACT NO. 78157				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					



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

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts.
Bolts $\frac{7}{8}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.
Calculated weight of Structural Steel: AASHTO M270 Grade 50 = 710,850 pounds
M270 Grade 36 = 66,460 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.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

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".

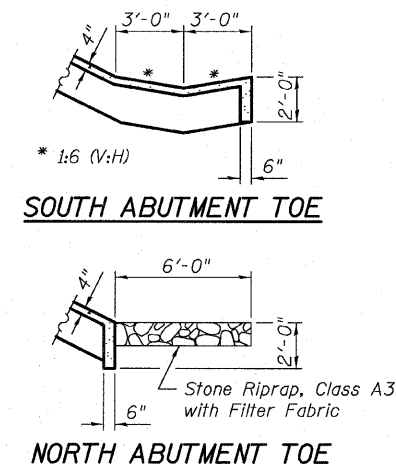
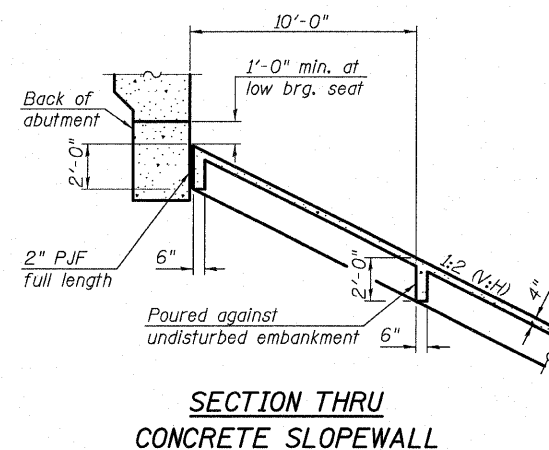
Sloped wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

Slipforming of the parapet is not allowed.

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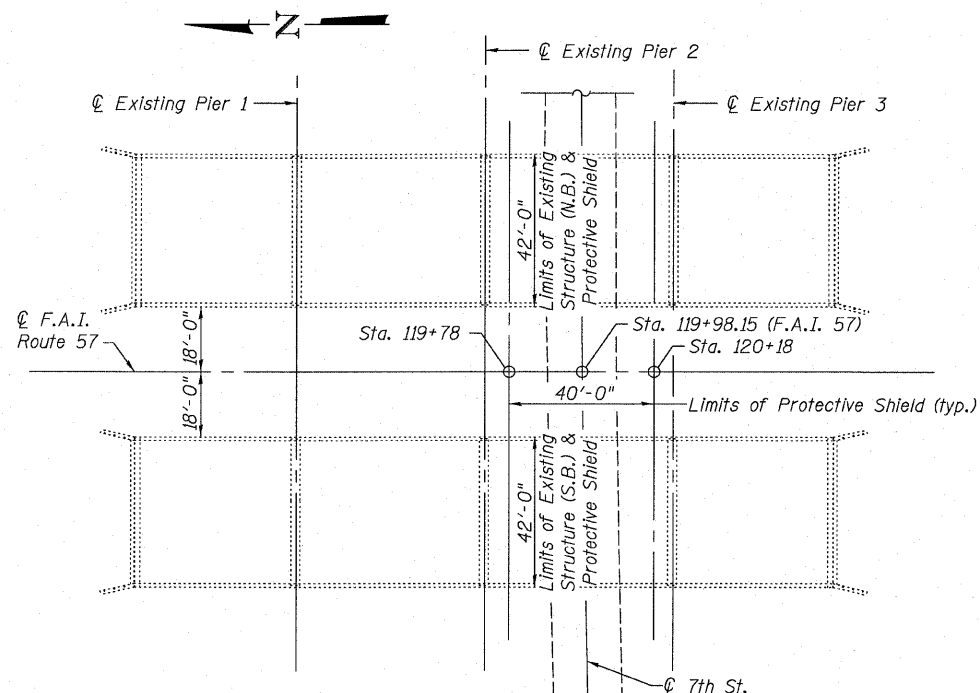
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.	--	346	346
Stone Riprap, Class A3	Sq. Yd.	--	94	94
Filter Fabric	Sq. Yd.	--	94	94
Removal of Existing Structures	Each	--	--	2
Protective Shield	Sq. Yd.	--	--	373
Structure Excavation	Cu. Yd.	--	275	275
Floor Drains	Each	16	--	16
Concrete Structures	Cu. Yd.	--	369.1	369.1
Concrete Superstructure	Cu. Yd.	780.5	--	780.5
Bridge Deck Grooving	Sq. Yd.	2,358	--	2,358
Concrete Encasement	Cu. Yd.	--	29.4	29.4
Protective Coat	Sq. Yd.	2,796	--	2,796
Furnishing and Erecting Structural Steel	L. Sum	1	--	1
Stud Shear Connectors	Each	9,900	--	9,900
Reinforcement Bars, Epoxy Coated	Pound	152,610	33,780	186,390
Bar Splicers	Each	1,210	148	1,358
Slope Wall 4 Inch	Sq. Yd.	--	1,451	1,451
Furnishing Steel Piles HP 12X53	Foot	--	5,175	5,175
Furnishing Steel Piles HP 12X63	Foot	--	3,193	3,193
Driving Piles	Foot	--	8,368	8,368
Test Pile Steel HP 12x53	Each	--	2	2
Test Pile Steel HP 12x63	Each	--	1	1
Pile Shoes	Each	--	84	84
Temporary Sheet Piling	Sq. Ft.	--	368	368
Name Plates	Each	2	--	2
Preformed Joint Seal 2 1/2"	Foot	184.5	--	184.5
Anchor Bolts, 1"	Each	132	--	132
Geocomposite Wall Drain	Sq. Yd.	--	199	199
Pipe Underdrains for Structures 4"	Foot	--	317	317
Temporary Support System	Each	--	2	2
Mechanical Splicers	Each	--	30	30

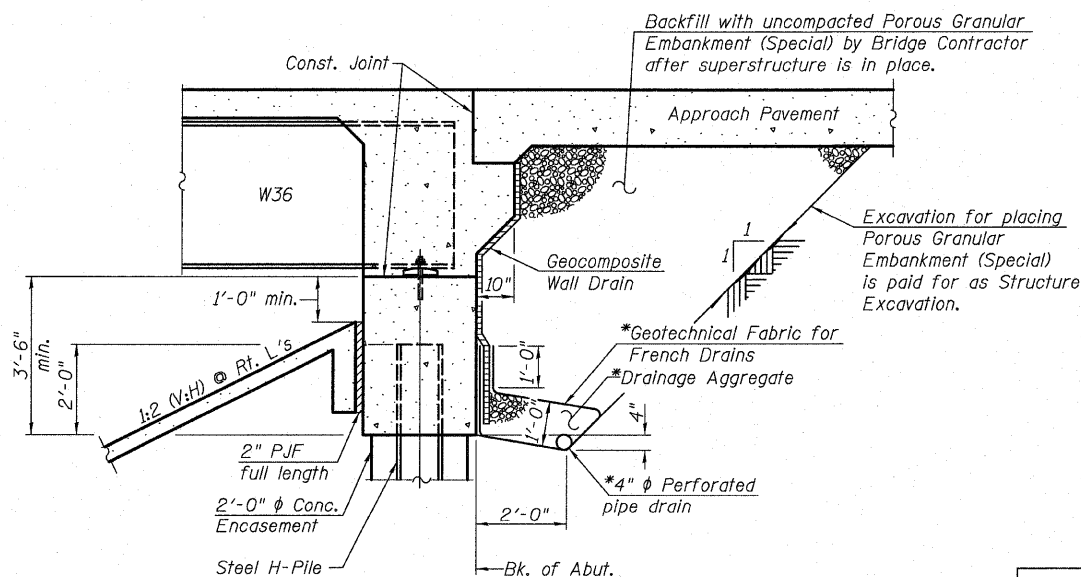


INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	General Plan & Elevation
2	General Notes & Details
3	Stage Construction Details
4	Temporary Concrete Barrier for Stage Construction
5-8	Top of Slab Elevations
9	Top of North Approach Slab Elevations
10	Top of South Approach Slab Elevations
11	Superstructure
12-13	Superstructure Details
14	Diaphragm Details
15	Framing Plan
16	Beam & Framing Details
17	Bearing Details
18	North Abutment Details
19	South Abutment Details
20	Pier Details
21	Pile Details
22	Bar Splicer Assembly Details
23	Median Barrier on Approach
24-29	Pavement Details
	Soil Boring Logs



**PROTECTIVE SHIELD DETAIL
OVER 7TH ST.**



SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. L's)

*Included in the cost of Pipe Underdrains for Structures.

Note:
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 slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

**GENERAL NOTES & DETAILS
STRUCTURE NO. 028-0079 (N.B.)
STRUCTURE NO. 028-0080 (S.B.)**

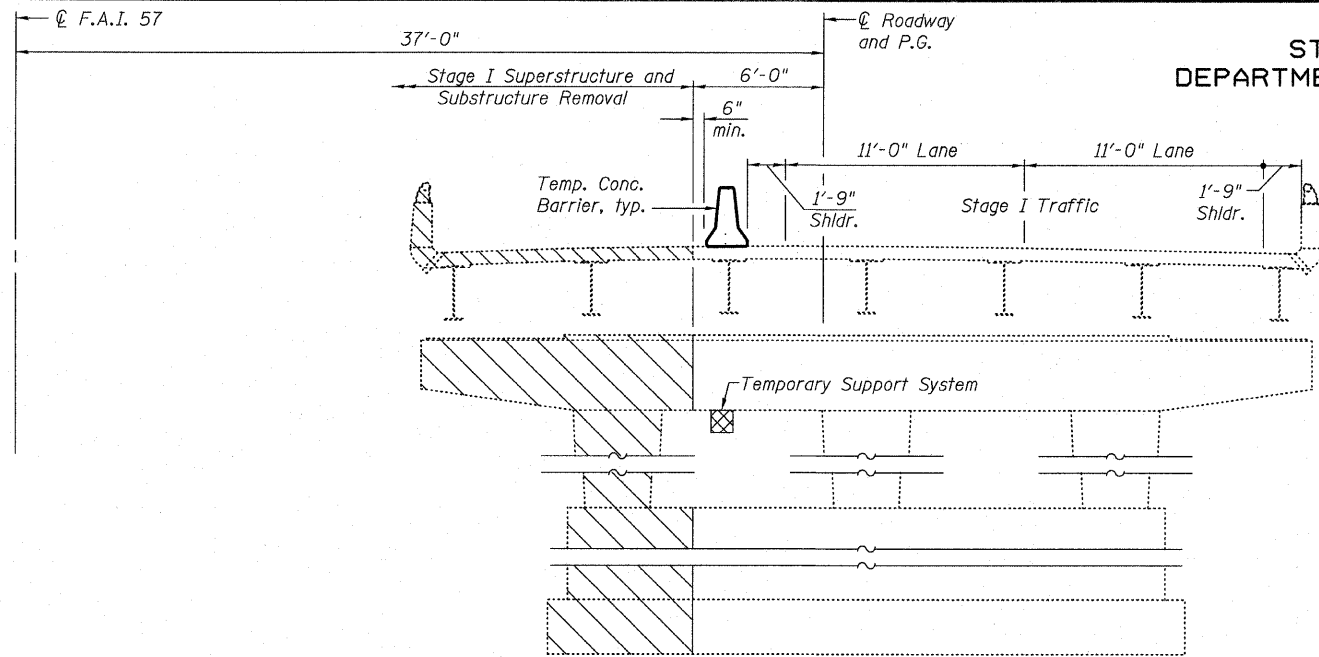
SHEET NO.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	57	(28-5)VB-1	FRANKLIN	81	25
SHEETS 29			CONTRACT NO. 78157		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					



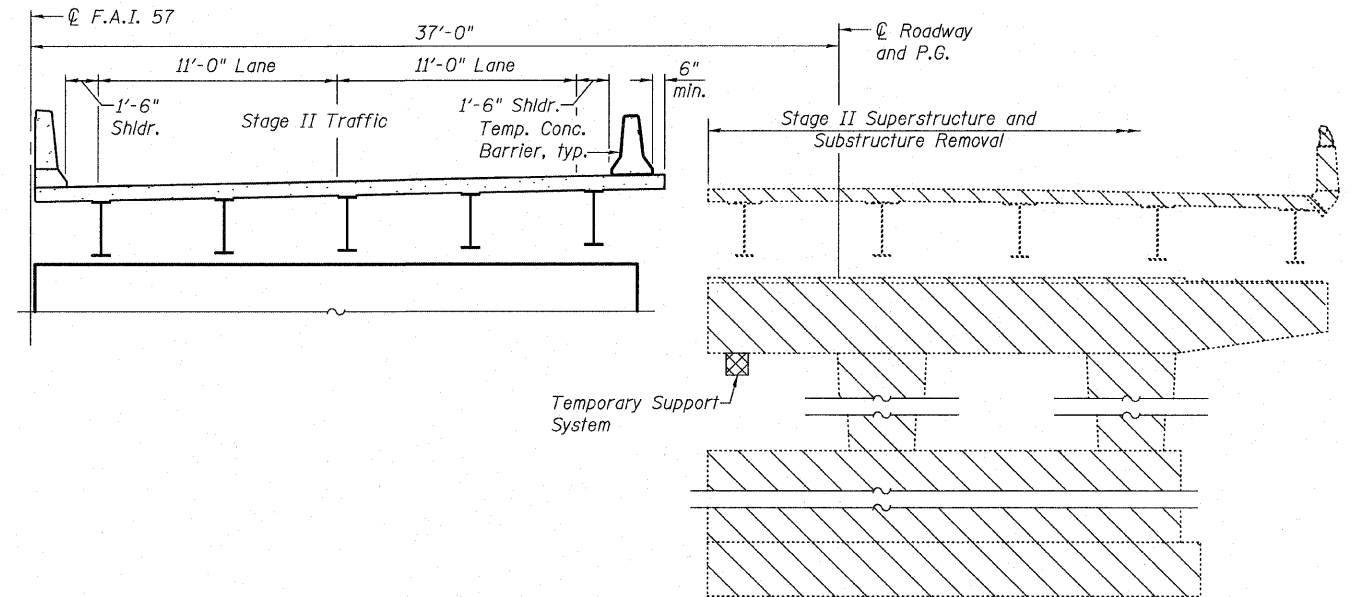
Eastport Business Center 1
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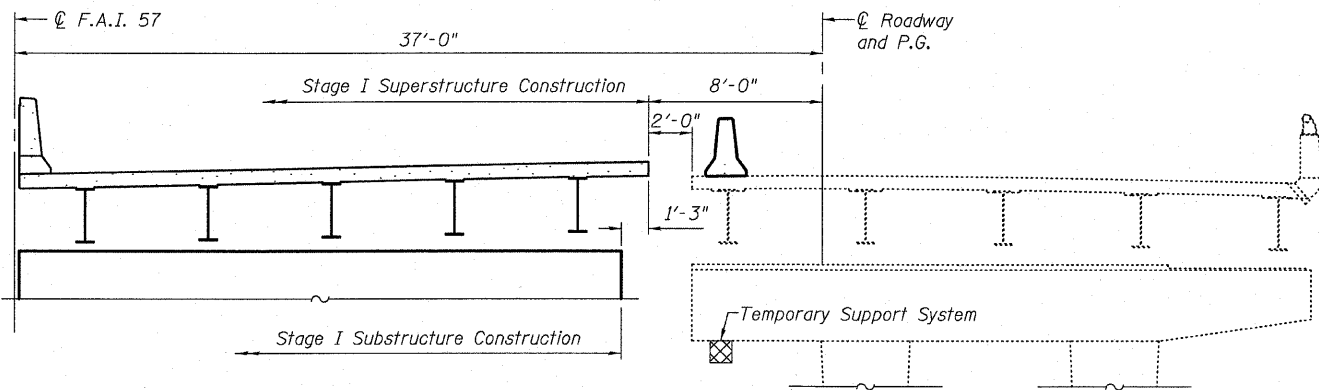
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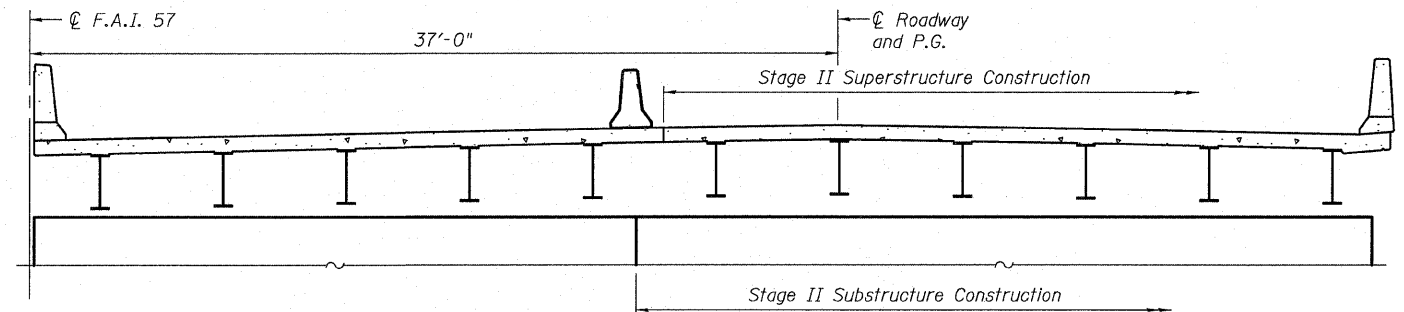
STAGE I REMOVAL ⑦⑩⑫
(Piers shown, abutments similar)



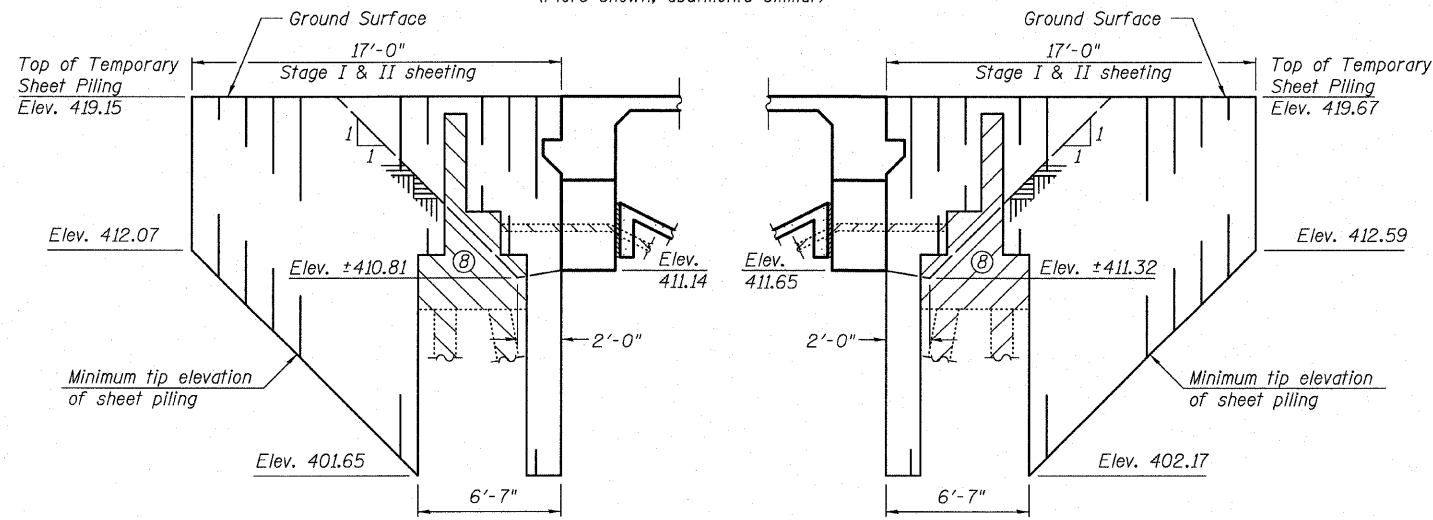
STAGE II REMOVAL ⑦⑩⑫
(Piers shown, abutments similar)



STAGE I CONSTRUCTION
(Piers shown, abutments similar)



STAGE II CONSTRUCTION
(Piers shown, abutments similar)



NORTH ABUTMENT

Minimum Section
Modulus = 10.0 in³/ft

SOUTH ABUTMENT

Minimum Section
Modulus = 10.0 in³/ft

TEMPORARY SHEET PILING DETAIL

(N.B. Structure shown, S.B. Structure similar) ⑤⑥

Notes:

- ① All views show N.B. Structure looking North & S.B. Structure looking South.
- ② See roadway plans for quantity of Temporary Concrete Barrier and related traffic control.
- ③ Existing concrete deck shall be saw cut at stage removal line prior to Stage I removal. Cost included with Removal of Existing Structures.
- ④ For details of Temporary Concrete Barrier, see sheet 4 of 29.
- ⑤ If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
- ⑥ The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.
- ⑦ The Contractor shall monitor the existing structure during Stage I Removal and pile driving 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.
- ⑧ Existing Abutments to be removed to limits of Porous Granular Embankment Special, minimum. Cost included in Removal of Existing Structures.
- ⑨ Hatched areas indicated limits of Removal of Existing Structures.
- ⑩ Existing slopewall to be completely removed. Cost included in Removal of Existing Structures.

- ⑪ Partial removal of pier 2 shown in all sections above. A Temporary support system will be required to support existing pier 2 during Stage I Construction and must be in place before pier is saw cut. Prior to Stage I removal, piers and abutments shall be saw cut full depth at substructure stage removal line. See Special Provisions.
- ⑫ Existing piers 1 & 3 to be removed during Stage II Removal only. Existing pier 2 shall be removed to bottom of footing. Piers 1 & 3 shall be removed as required in Section 501 of the Standard Specifications.

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 028-0079 (N.B.)
STRUCTURE NO. 028-0080 (S.B.)

SHEET NO. 3	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(28-5)VB-1	FRANKLIN	81	26
SHEETS 29			CONTRACT NO. 78157		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					
<p>Eastport Business Center 1 100 Lanter Court, Suite 1 Collinsville, Illinois 62234 618-345-2200 Design Firm License No. 184.001115</p>			DESIGNED JAD		
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NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{L} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

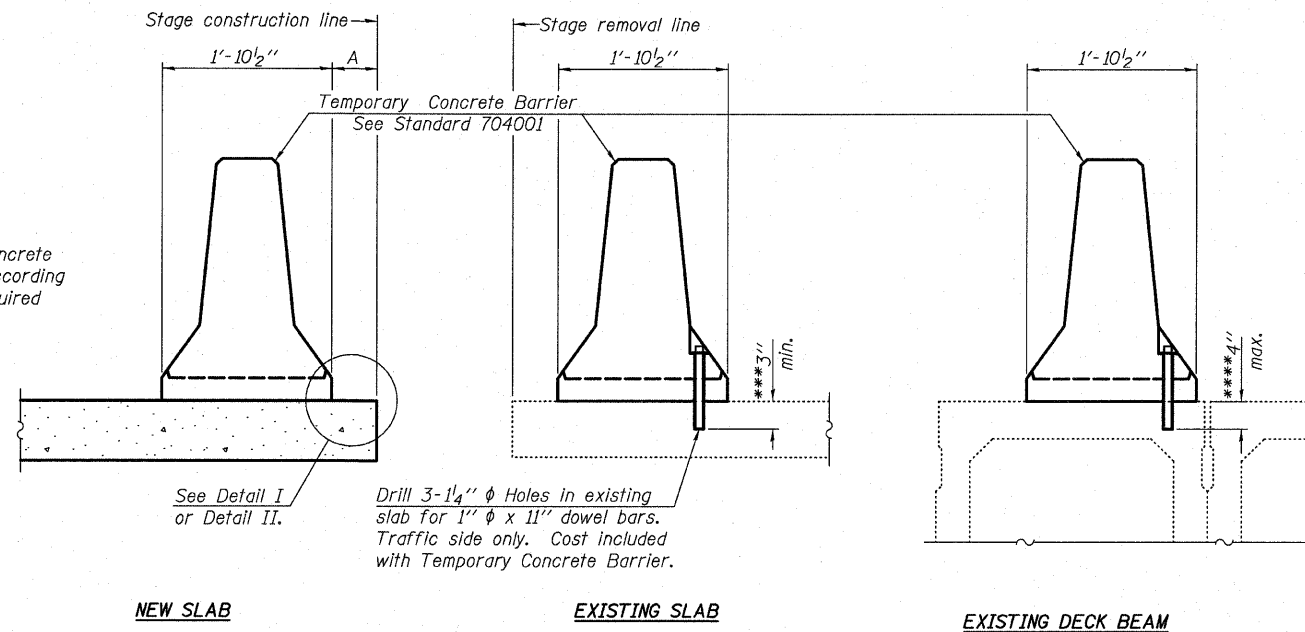
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{L} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

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.

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".

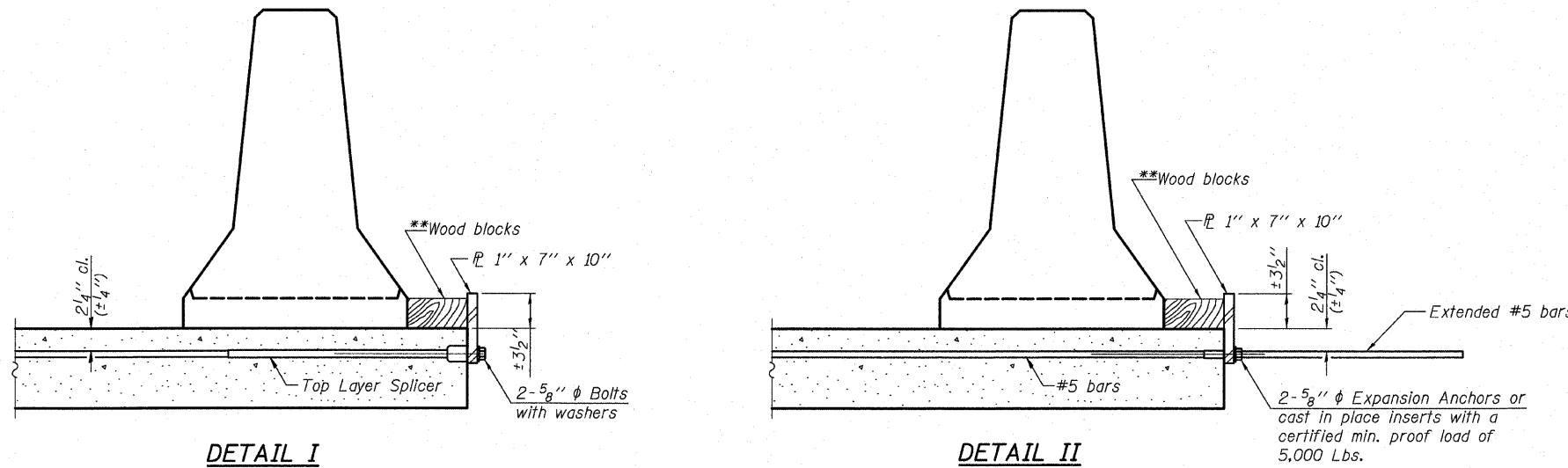


See Detail I or Detail II.

Drill 3-1/4" ϕ Holes in existing slab for 1" ϕ x 11" dowel bars. Traffic side only. Cost included with Temporary Concrete Barrier.

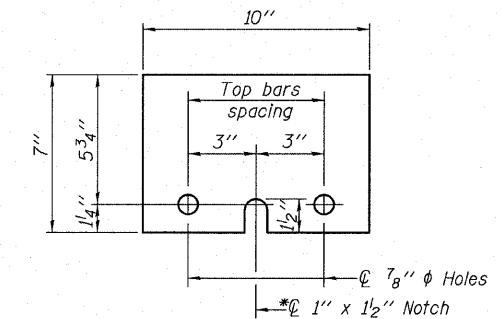
NEW SLAB **EXISTING SLAB** **EXISTING DECK BEAM**

SECTIONS THRU SLAB OR DECK BEAM



DETAIL I **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.



STEEL RETAINER 1" x 7" x 10"
* Required only with Detail II

**TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
STRUCTURE NO. 028-0079 (N.B.)
STRUCTURE NO. 028-0080 (S.B.)**

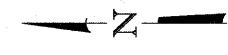
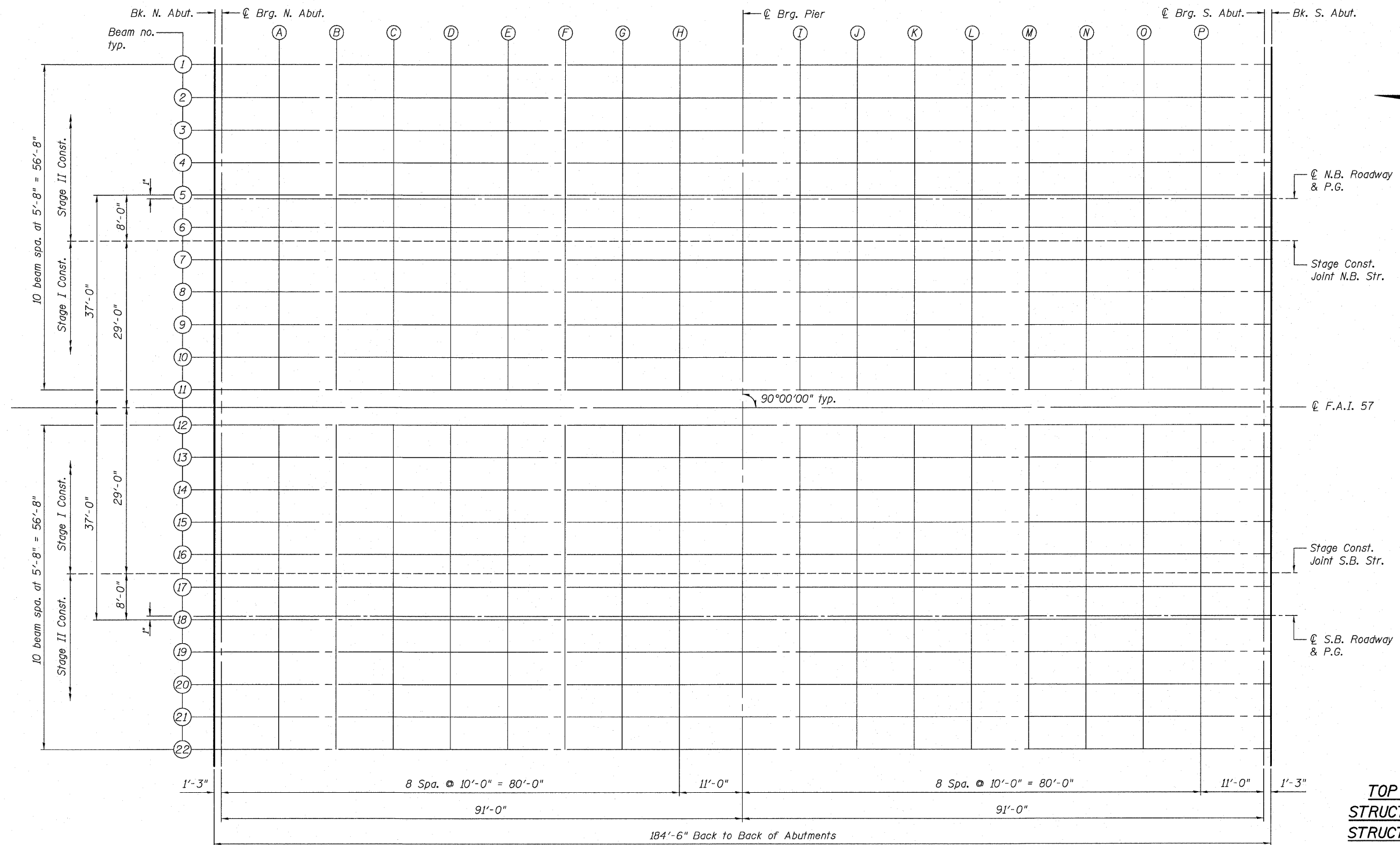
SHEET NO. 4	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(28-5)VB-1	FRANKLIN	81	27
SHEETS 29			CONTRACT NO. 78157		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					



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PLAN

Notes:
① For dead load deflection diagram and fillet height detail, see sheet 8 of 29.

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 028-0079 (N.B.)
STRUCTURE NO. 028-0080 (S.B.)

SHEET NO. 5	F.A.I. RTE. 57	SECTION (28-5)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 81	SHEET NO. 28
SHEETS 29		CONTRACT NO. 78157			
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					



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BEAMS 1 & 22

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	118+78.93	22.75	418.74	418.74
☉ Brg. N. Abut.	118+80.18	22.75	418.75	418.75
A	118+90.18	22.75	418.79	418.84
B	119+00.18	22.75	418.83	418.93
C	119+10.18	22.75	418.88	419.00
D	119+20.18	22.75	418.91	419.04
E	119+30.18	22.75	418.95	419.06
F	119+40.18	22.75	418.98	419.07
G	119+50.18	22.75	419.02	419.07
H	119+60.18	22.75	419.05	419.07
☉ Brg. Pier	119+71.18	22.75	419.08	419.08
I	119+81.18	22.75	419.11	419.12
J	119+91.18	22.75	419.13	419.18
K	120+01.18	22.75	419.16	419.23
L	120+11.18	22.75	419.18	419.29
M	120+21.18	22.75	419.20	419.32
N	120+31.18	22.75	419.22	419.34
O	120+41.18	22.75	419.23	419.33
P	120+51.18	22.75	419.25	419.30
☉ Brg. S. Abut.	120+62.18	22.75	419.26	419.26
Bk. S. Abut.	120+63.43	22.75	419.26	419.26

BEAMS 2 & 21

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	118+78.93	17.08	418.86	418.86
☉ Brg. N. Abut.	118+80.18	17.08	418.87	418.87
A	118+90.18	17.08	418.91	418.96
B	119+00.18	17.08	418.95	419.05
C	119+10.18	17.08	418.99	419.11
D	119+20.18	17.08	419.03	419.16
E	119+30.18	17.08	419.07	419.18
F	119+40.18	17.08	419.10	419.19
G	119+50.18	17.08	419.14	419.18
H	119+60.18	17.08	419.17	419.18
☉ Brg. Pier	119+71.18	17.08	419.20	419.20
I	119+81.18	17.08	419.23	419.24
J	119+91.18	17.08	419.25	419.29
K	120+01.18	17.08	419.27	419.35
L	120+11.18	17.08	419.30	419.40
M	120+21.18	17.08	419.32	419.44
N	120+31.18	17.08	419.33	419.45
O	120+41.18	17.08	419.35	419.45
P	120+51.18	17.08	419.37	419.42
☉ Brg. S. Abut.	120+62.18	17.08	419.38	419.38
Bk. S. Abut.	120+63.43	17.08	419.38	419.38

BEAMS 3 & 20

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	118+78.93	11.42	418.98	418.98
☉ Brg. N. Abut.	118+80.18	11.42	418.98	418.98
A	118+90.18	11.42	419.03	419.08
B	119+00.18	11.42	419.07	419.16
C	119+10.18	11.42	419.11	419.23
D	119+20.18	11.42	419.15	419.27
E	119+30.18	11.42	419.18	419.29
F	119+40.18	11.42	419.22	419.30
G	119+50.18	11.42	419.25	419.30
H	119+60.18	11.42	419.28	419.30
☉ Brg. Pier	119+71.18	11.42	419.31	419.31
I	119+81.18	11.42	419.34	419.35
J	119+91.18	11.42	419.37	419.41
K	120+01.18	11.42	419.39	419.47
L	120+11.18	11.42	419.41	419.52
M	120+21.18	11.42	419.43	419.55
N	120+31.18	11.42	419.45	419.57
O	120+41.18	11.42	419.47	419.56
P	120+51.18	11.42	419.48	419.54
☉ Brg. S. Abut.	120+62.18	11.42	419.49	419.49
Bk. S. Abut.	120+63.43	11.42	419.50	419.50


BEAMS 4 & 19

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	118+78.93	5.75	419.06	419.06
☉ Brg. N. Abut.	118+80.18	5.75	419.07	419.07
A	118+90.18	5.75	419.11	419.17
B	119+00.18	5.75	419.16	419.25
C	119+10.18	5.75	419.20	419.32
D	119+20.18	5.75	419.24	419.36
E	119+30.18	5.75	419.27	419.38
F	119+40.18	5.75	419.31	419.39
G	119+50.18	5.75	419.34	419.39
H	119+60.18	5.75	419.37	419.39
☉ Brg. Pier	119+71.18	5.75	419.40	419.40
I	119+81.18	5.75	419.43	419.44
J	119+91.18	5.75	419.45	419.50
K	120+01.18	5.75	419.48	419.56
L	120+11.18	5.75	419.50	419.61
M	120+21.18	5.75	419.52	419.64
N	120+31.18	5.75	419.54	419.66
O	120+41.18	5.75	419.55	419.65
P	120+51.18	5.75	419.57	419.63
☉ Brg. S. Abut.	120+62.18	5.75	419.58	419.58
Bk. S. Abut.	120+63.43	5.75	419.58	419.58

BEAMS 5 & 18

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	118+78.93	0.08	419.15	419.15
☉ Brg. N. Abut.	118+80.18	0.08	419.16	419.16
A	118+90.18	0.08	419.20	419.25
B	119+00.18	0.08	419.25	419.34
C	119+10.18	0.08	419.29	419.41
D	119+20.18	0.08	419.32	419.45
E	119+30.18	0.08	419.36	419.47
F	119+40.18	0.08	419.39	419.48
G	119+50.18	0.08	419.43	419.48
H	119+60.18	0.08	419.46	419.48
☉ Brg. Pier	119+71.18	0.08	419.49	419.49
I	119+81.18	0.08	419.52	419.53
J	119+91.18	0.08	419.54	419.59
K	120+01.18	0.08	419.57	419.64
L	120+11.18	0.08	419.59	419.70
M	120+21.18	0.08	419.61	419.73
N	120+31.18	0.08	419.63	419.75
O	120+41.18	0.08	419.64	419.74
P	120+51.18	0.08	419.66	419.71
☉ Brg. S. Abut.	120+62.18	0.08	419.67	419.67
Bk. S. Abut.	120+63.43	0.08	419.67	419.67

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 028-0079 (N.B.)
STRUCTURE NO. 028-0080 (S.B.)

SHEET NO. 6	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(28-5)VB-1	FRANKLIN	81	29
SHEETS 29			CONTRACT NO. 78157		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					
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		DESIGNED JAD			
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☉ ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	118+78.93	0.00	419.15	419.15
☉ Brg. N. Abut.	118+80.18	0.00	419.16	419.16
A	118+90.18	0.00	419.20	419.26
B	119+00.18	0.00	419.25	419.34
C	119+10.18	0.00	419.29	419.41
D	119+20.18	0.00	419.33	419.45
E	119+30.18	0.00	419.36	419.47
F	119+40.18	0.00	419.40	419.48
G	119+50.18	0.00	419.43	419.48
H	119+60.18	0.00	419.46	419.48
☉ Brg. Pier	119+71.18	0.00	419.49	419.49
I	119+81.18	0.00	419.52	419.53
J	119+91.18	0.00	419.54	419.59
K	120+01.18	0.00	419.57	419.65
L	120+11.18	0.00	419.59	419.70
M	120+21.18	0.00	419.61	419.73
N	120+31.18	0.00	419.63	419.75
O	120+41.18	0.00	419.64	419.74
P	120+51.18	0.00	419.66	419.72
☉ Brg. S. Abut.	120+62.18	0.00	419.67	419.67
Bk. S. Abut.	120+63.43	0.00	419.67	419.67

BEAMS 6 & 17

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	118+78.93	5.58	419.07	419.07
☉ Brg. N. Abut.	118+80.18	5.58	419.07	419.07
A	118+90.18	5.58	419.12	419.17
B	119+00.18	5.58	419.16	419.25
C	119+10.18	5.58	419.20	419.32
D	119+20.18	5.58	419.24	419.36
E	119+30.18	5.58	419.27	419.39
F	119+40.18	5.58	419.31	419.39
G	119+50.18	5.58	419.34	419.39
H	119+60.18	5.58	419.37	419.39
☉ Brg. Pier	119+71.18	5.58	419.41	419.41
I	119+81.18	5.58	419.43	419.44
J	119+91.18	5.58	419.46	419.50
K	120+01.18	5.58	419.48	419.56
L	120+11.18	5.58	419.50	419.61
M	120+21.18	5.58	419.52	419.65
N	120+31.18	5.58	419.54	419.66
O	120+41.18	5.58	419.56	419.65
P	120+51.18	5.58	419.57	419.63
☉ Brg. S. Abut.	120+62.18	5.58	419.58	419.58
Bk. S. Abut.	120+63.43	5.58	419.59	419.59

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	118+78.93	8.00	419.03	419.03
☉ Brg. N. Abut.	118+80.18	8.00	419.04	419.04
A	118+90.18	8.00	419.08	419.13
B	119+00.18	8.00	419.12	419.22
C	119+10.18	8.00	419.16	419.28
D	119+20.18	8.00	419.20	419.33
E	119+30.18	8.00	419.24	419.35
F	119+40.18	8.00	419.27	419.35
G	119+50.18	8.00	419.30	419.35
H	119+60.18	8.00	419.34	419.35
☉ Brg. Pier	119+71.18	8.00	419.37	419.37
I	119+81.18	8.00	419.39	419.41
J	119+91.18	8.00	419.42	419.46
K	120+01.18	8.00	419.44	419.52
L	120+11.18	8.00	419.47	419.57
M	120+21.18	8.00	419.48	419.61
N	120+31.18	8.00	419.50	419.62
O	120+41.18	8.00	419.52	419.62
P	120+51.18	8.00	419.53	419.59
☉ Brg. S. Abut.	120+62.18	8.00	419.55	419.55
Bk. S. Abut.	120+63.43	8.00	419.55	419.55


BEAMS 7 & 16

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	118+78.93	11.25	418.98	418.98
☉ Brg. N. Abut.	118+80.18	11.25	418.98	418.98
A	118+90.18	11.25	419.03	419.08
B	119+00.18	11.25	419.07	419.17
C	119+10.18	11.25	419.11	419.23
D	119+20.18	11.25	419.15	419.27
E	119+30.18	11.25	419.19	419.30
F	119+40.18	11.25	419.22	419.30
G	119+50.18	11.25	419.25	419.30
H	119+60.18	11.25	419.28	419.30
☉ Brg. Pier	119+71.18	11.25	419.32	419.32
I	119+81.18	11.25	419.34	419.36
J	119+91.18	11.25	419.37	419.41
K	120+01.18	11.25	419.39	419.47
L	120+11.18	11.25	419.41	419.52
M	120+21.18	11.25	419.43	419.56
N	120+31.18	11.25	419.45	419.57
O	120+41.18	11.25	419.47	419.57
P	120+51.18	11.25	419.48	419.54
☉ Brg. S. Abut.	120+62.18	11.25	419.50	419.50
Bk. S. Abut.	120+63.43	11.25	419.50	419.50

BEAMS 8 & 15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	118+78.93	16.92	418.86	418.86
☉ Brg. N. Abut.	118+80.18	16.92	418.87	418.87
A	118+90.18	16.92	418.91	418.97
B	119+00.18	16.92	418.96	419.05
C	119+10.18	16.92	419.00	419.12
D	119+20.18	16.92	419.04	419.16
E	119+30.18	16.92	419.07	419.18
F	119+40.18	16.92	419.11	419.19
G	119+50.18	16.92	419.14	419.19
H	119+60.18	16.92	419.17	419.19
☉ Brg. Pier	119+71.18	16.92	419.20	419.20
I	119+81.18	16.92	419.23	419.24
J	119+91.18	16.92	419.25	419.30
K	120+01.18	16.92	419.28	419.36
L	120+11.18	16.92	419.30	419.41
M	120+21.18	16.92	419.32	419.44
N	120+31.18	16.92	419.34	419.46
O	120+41.18	16.92	419.35	419.45
P	120+51.18	16.92	419.37	419.43
☉ Brg. S. Abut.	120+62.18	16.92	419.38	419.38
Bk. S. Abut.	120+63.43	16.92	419.38	419.38

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 028-0079 (N.B.)
STRUCTURE NO. 028-0080 (S.B.)

SHEET NO. 7	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(28-5)VB-1	FRANKLIN	81	30
SHEETS 29			CONTRACT NO. 78157		
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		

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BEAMS 9 & 14

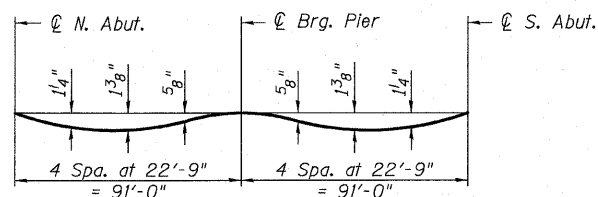
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abutment	118+78.93	22.58	418.75	418.75
☉ Brg. N. Abut.	118+80.18	22.58	418.75	418.75
A	118+90.18	22.58	418.80	418.85
B	119+00.18	22.58	418.84	418.93
C	119+10.18	22.58	418.88	419.00
D	119+20.18	22.58	418.92	419.04
E	119+30.18	22.58	418.95	419.06
F	119+40.18	22.58	418.99	419.07
G	119+50.18	22.58	419.02	419.07
H	119+60.18	22.58	419.05	419.07
☉ Brg. Pier	119+71.18	22.58	419.08	419.08
I	119+81.18	22.58	419.11	419.12
J	119+91.18	22.58	419.14	419.18
K	120+01.18	22.58	419.16	419.24
L	120+11.18	22.58	419.18	419.29
M	120+21.18	22.58	419.20	419.33
N	120+31.18	22.58	419.22	419.34
O	120+41.18	22.58	419.24	419.33
P	120+51.18	22.58	419.25	419.31
☉ Brg. S. Abut.	120+62.18	22.58	419.26	419.26
Bk. of S. Abut.	120+63.43	22.58	419.27	419.27

BEAMS 10 & 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abutment	118+78.93	28.25	418.63	418.63
☉ Brg. N. Abut.	118+80.18	28.25	418.63	418.63
A	118+90.18	28.25	418.68	418.73
B	119+00.18	28.25	418.72	418.82
C	119+10.18	28.25	418.76	418.88
D	119+20.18	28.25	418.80	418.92
E	119+30.18	28.25	418.84	418.95
F	119+40.18	28.25	418.87	418.95
G	119+50.18	28.25	418.90	418.95
H	119+60.18	28.25	418.93	418.95
☉ Brg. Pier	119+71.18	28.25	418.97	418.97
I	119+81.18	28.25	418.99	419.01
J	119+91.18	28.25	419.02	419.06
K	120+01.18	28.25	419.04	419.12
L	120+11.18	28.25	419.06	419.17
M	120+21.18	28.25	419.08	419.21
N	120+31.18	28.25	419.10	419.22
O	120+41.18	28.25	419.12	419.22
P	120+51.18	28.25	419.13	419.19
☉ Brg. S. Abut.	120+62.18	28.25	419.15	419.15
Bk. of S. Abut.	120+63.43	28.25	419.15	419.15

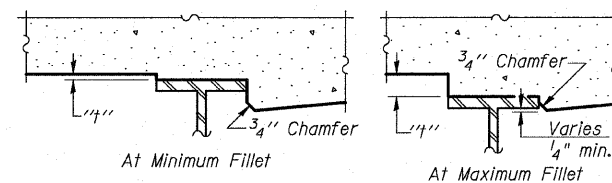
BEAMS 11 & 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abutment	118+78.93	33.92	418.51	418.51
☉ Brg. N. Abut.	118+80.18	33.92	418.52	418.52
A	118+90.18	33.92	418.56	418.61
B	119+00.18	33.92	418.60	418.70
C	119+10.18	33.92	418.64	418.76
D	119+20.18	33.92	418.68	418.81
E	119+30.18	33.92	418.72	418.83
F	119+40.18	33.92	418.75	418.83
G	119+50.18	33.92	418.79	418.83
H	119+60.18	33.92	418.82	418.83
☉ Brg. Pier	119+71.18	33.92	418.85	418.85
I	119+81.18	33.92	418.88	418.89
J	119+91.18	33.92	418.90	418.94
K	120+01.18	33.92	418.92	419.00
L	120+11.18	33.92	418.95	419.05
M	120+21.18	33.92	418.97	419.09
N	120+31.18	33.92	418.98	419.10
O	120+41.18	33.92	419.00	419.10
P	120+51.18	33.92	419.01	419.07
☉ Brg. S. Abut.	120+62.18	33.92	419.03	419.03
Bk. of S. Abut.	120+63.43	33.92	419.03	419.03



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 "Theoretical Grade Elevations Adjusted for Dead Load Deflection" as shown on sheets 6, 7, & 8 of 29



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 5 of 29. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 028-0079 (N.B.)
STRUCTURE NO. 028-0080 (S.B.)

SHEET NO. 8	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(28-5)VB-1	FRANKLIN	81	31
SHEETS 29		CONTRACT NO. 78157			
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					
			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		

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INSIDE EDGE OF SHOULDER

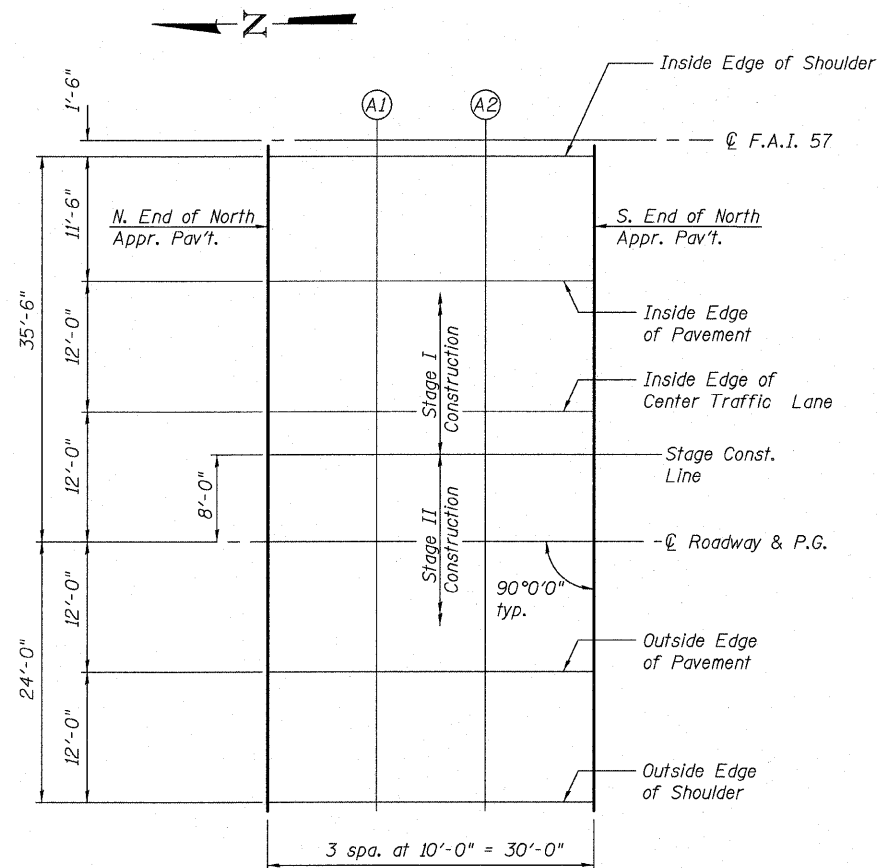
Location	Station	Offset	Theoretical Grade Elevations
N. End of North Appr. Pav't	118+48.93	35.50	418.33
A1	118+58.93	35.50	418.38
A2	118+68.93	35.50	418.43
S. End of North Appr. Pav't	118+78.93	35.50	418.48

INSIDE EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of North Appr. Pav't	118+48.93	24.00	418.57
A1	118+58.93	24.00	418.62
A2	118+68.93	24.00	418.67
S. End of North Appr. Pav't	118+78.93	24.00	418.72

INSIDE EDGE OF CENTER TRAFFIC LANE

Location	Station	Offset	Theoretical Grade Elevations
N. End of North Appr. Pav't	118+48.93	12.00	418.82
A1	118+58.93	12.00	418.87
A2	118+68.93	12.00	418.92
S. End of North Appr. Pav't	118+78.93	12.00	418.97



PLAN

North Approach (S.B.) Shown
North Approach (N.B.) Symmetric about C.F.A.I. 57

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
N. End of North Appr. Pav't	118+48.93	8.00	418.89
A1	118+58.93	8.00	418.94
A2	118+68.93	8.00	418.98
S. End of North Appr. Pav't	118+78.93	8.00	419.03

C ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations
N. End of North Appr. Pav't	118+48.93	0.00	419.01
A1	118+58.93	0.00	419.06
A2	118+68.93	0.00	419.11
S. End of North Appr. Pav't	118+78.93	0.00	419.15

OUTSIDE EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of North Appr. Pav't	118+48.93	12.00	418.82
A1	118+58.93	12.00	418.87
A2	118+68.93	12.00	418.92
S. End of North Appr. Pav't	118+78.93	12.00	418.97

OUTSIDE EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of North Appr. Pav't	118+48.93	24.00	418.57
A1	118+58.93	24.00	418.62
A2	118+68.93	24.00	418.67
S. End of North Appr. Pav't	118+78.93	24.00	418.72

TOP OF NORTH APPROACH
SLAB ELEVATIONS
STRUCTURE NO. 028-0079 (N.B.)
STRUCTURE NO. 028-0080 (S.B.)

SHEET NO.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	57	(28-5)VB-1	FRANKLIN	81	32
SHEETS 29			CONTRACT NO. 78157		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					
<p>OATES ASSOCIATES Consulting Engineers</p>		<p>Eastport Business Center 1 100 Lanter Court, Suite 1 Collinsville, Illinois 62234 618-345-2200 Design Firm License No. 184.001115</p>		DESIGNED JAD	
				CHECKED MJP	
				DRAWN JAD	
				CHECKED MJP	

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INSIDE EDGE OF SHOULDER

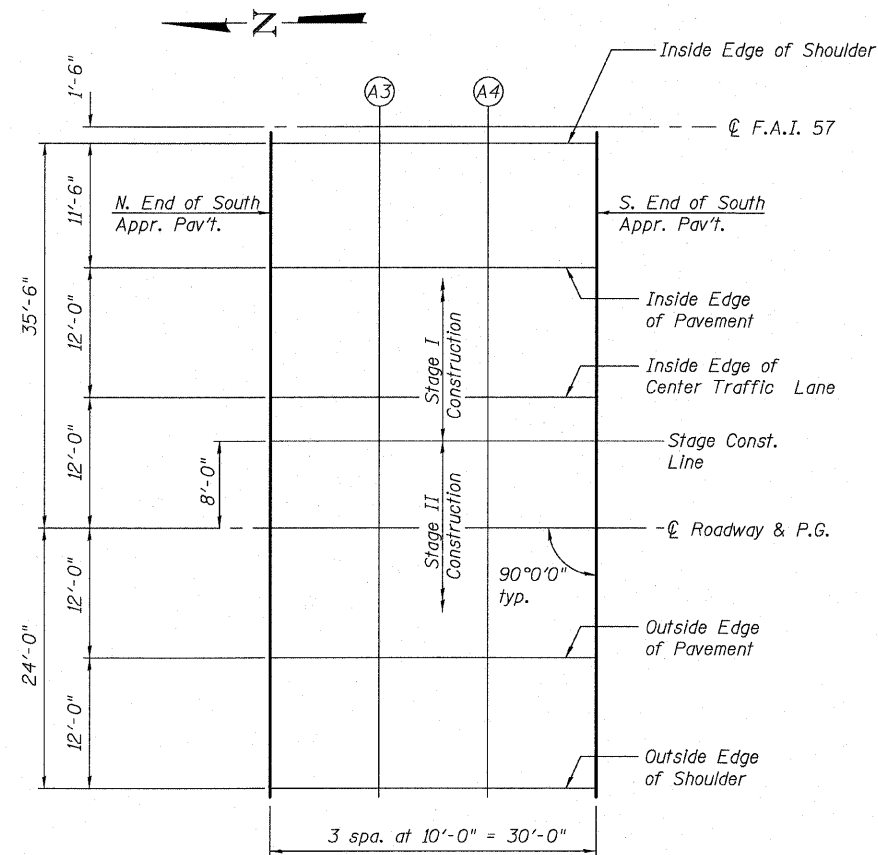
Location	Station	Offset	Theoretical Grade Elevations
N. End of South Appr. Pav't	120+63.43	35.50	418.99
A3	120+73.43	35.50	419.00
A4	120+83.43	35.50	419.01
S. End of South Appr. Pav't	120+93.43	35.50	419.02

INSIDE EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of South Appr. Pav't	120+63.43	24.00	419.23
A3	120+73.43	24.00	419.24
A4	120+83.43	24.00	419.25
S. End of South Appr. Pav't	120+93.43	24.00	419.26

INSIDE EDGE OF CENTER TRAFFIC LANE

Location	Station	Offset	Theoretical Grade Elevations
N. End of South Appr. Pav't	120+63.43	12.00	419.48
A3	120+73.43	12.00	419.49
A4	120+83.43	12.00	419.50
S. End of South Appr. Pav't	120+93.43	12.00	419.51



PLAN

South Approach (S.B.) Shown
South Approach (N.B.) Symmetric about ϕ F.A.I. 57

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
N. End of South Appr. Pav't	120+63.43	8.00	419.55
A3	120+73.43	8.00	419.56
A4	120+83.43	8.00	419.57
S. End of South Appr. Pav't	120+93.43	8.00	419.58

ϕ ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations
N. End of South Appr. Pav't	120+63.43	0.00	419.67
A3	120+73.43	0.00	419.68
A4	120+83.43	0.00	419.69
S. End of South Appr. Pav't	120+93.43	0.00	419.70


OUTSIDE EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of South Appr. Pav't	120+63.43	12.00	419.48
A3	120+73.43	12.00	419.49
A4	120+83.43	12.00	419.50
S. End of South Appr. Pav't	120+93.43	12.00	419.51

OUTSIDE EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of South Appr. Pav't	120+63.43	24.00	419.23
A3	120+73.43	24.00	419.24
A4	120+83.43	24.00	419.25
S. End of South Appr. Pav't	120+93.43	24.00	419.26

TOP OF SOUTH APPROACH
SLAB ELEVATIONS
STRUCTURE NO. 028-0079 (N.B.)
STRUCTURE NO. 028-0080 (S.B.)

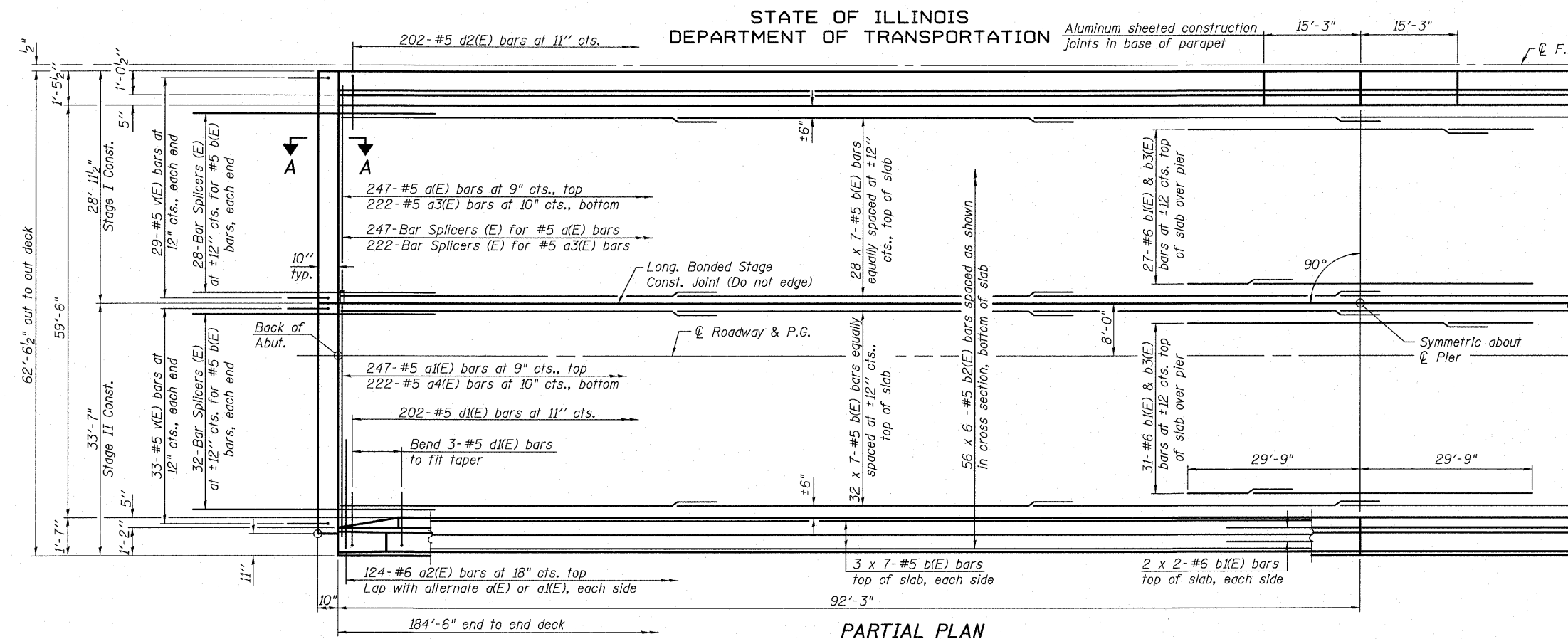
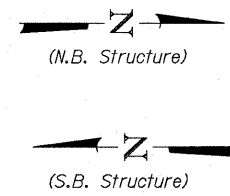
SHEET NO.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10	57	(28-5)VB-1	FRANKLIN	81	33
SHEETS 29			CONTRACT NO. 78157		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					
 GATES ASSOCIATES Consulting Engineers		Eastport Business Center 1 100 Lanter Court, Suite 1 Collinsville, Illinois 62234 618-345-2200 Design Firm License No. 184.001115		DESIGNED JAD CHECKED MJP DRAWN JAD CHECKED MJP	

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Aluminum sheeted construction
joints in base of parapet

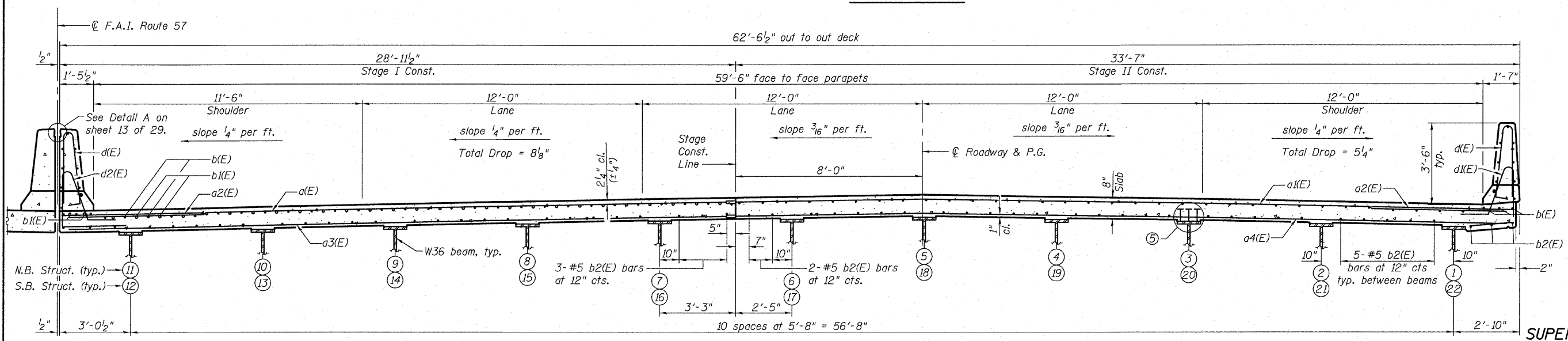
15'-3" 15'-3"

℄ F.A.I. Route 57



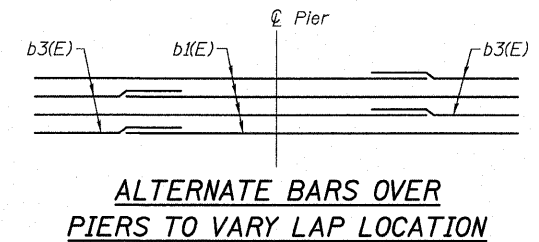
MINIMUM BAR LAP

#5 bar = 1'-8"
#6 bar = 2'-0"



SUPERSTRUCTURE
STRUCTURE NO. 028-0079 (N.B.)
STRUCTURE NO. 028-0080 (S.B.)

- Notes:
- See sheet 13 of 29 for superstructure details and Bill of Material.
 - Bars indicated thus 56 x 6-#5 etc. indicates 56 lines of bars with 6 lengths per line.
 - See sheets 12 and 13 of 29 for parapet reinforcement.
 - See sheet 14 of 29 for Section A-A
 - See sheet 16 of 29 for shear stud details.



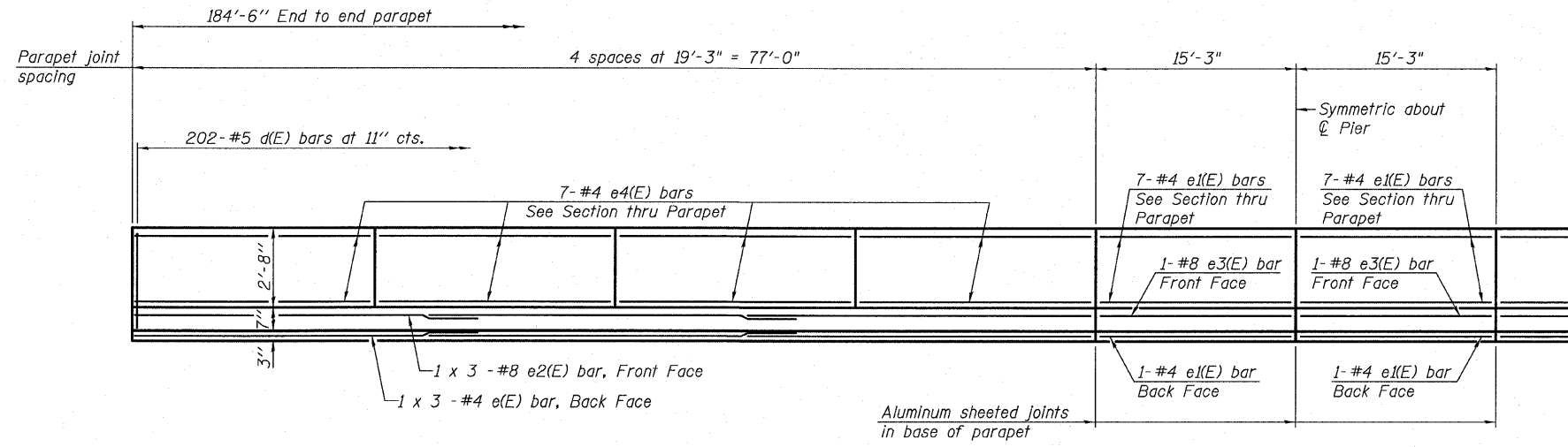
SHEET NO. 11	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(28-5)VB-1	FRANKLIN	81	34
SHEETS 29	CONTRACT NO. 78157				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					



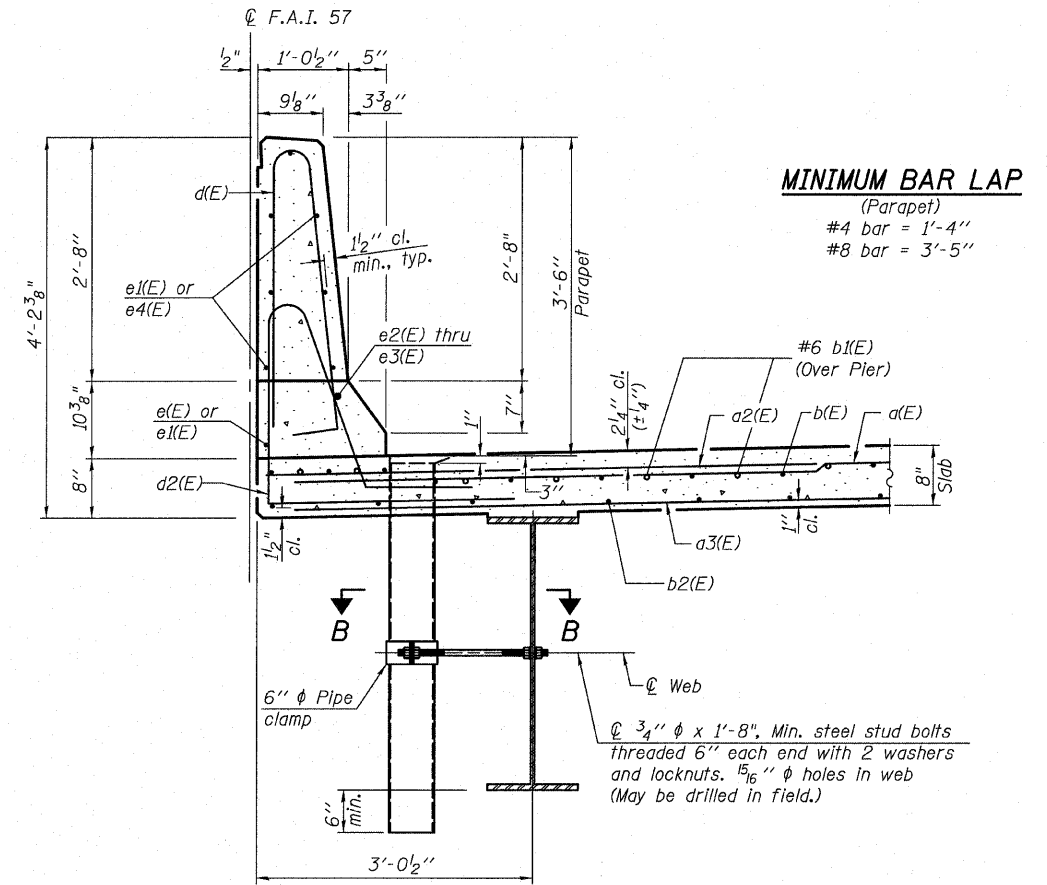
Eastport Business Center 1
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DESIGNED JAD
CHECKED MJP
DRAWN JAD
CHECKED MJP

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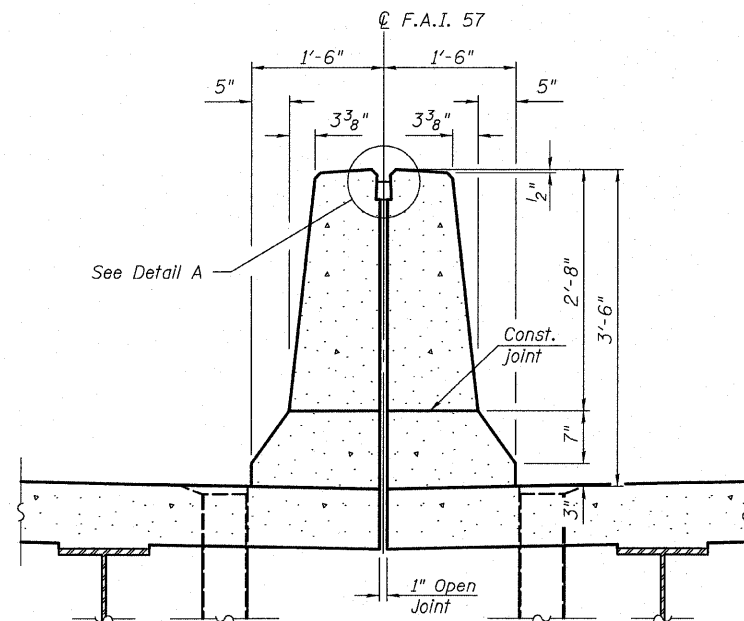


INSIDE ELEVATION OF MEDIAN PARAPET ⑤

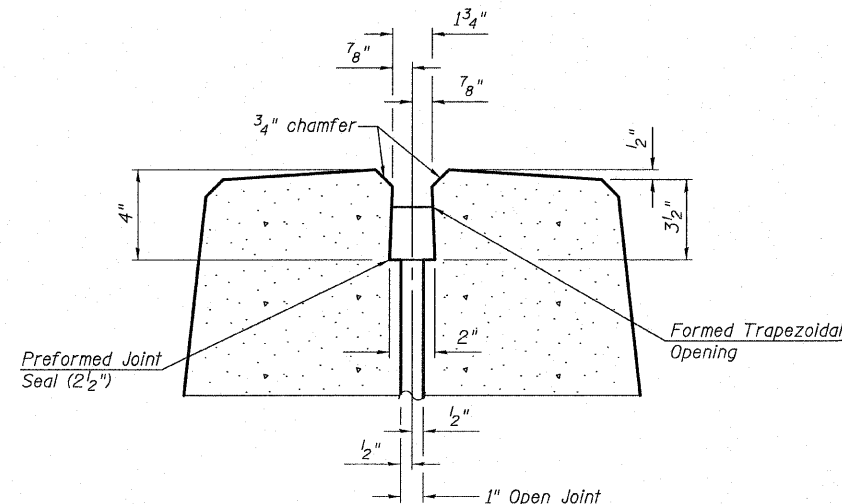


SECTION THRU MEDIAN BARRIER

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



SECTION AT MEDIAN BARRIER



DETAIL A

Notes:

- ① Bars indicated thus 1 x 3-#8 etc. indicates 1 line of bars with 3 lengths per line.
- ② 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.
- ③ Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
- ④ Drains shall be located clear of all diaphragms.
- ⑤ See sheet 13 of 29 for parapet joint details.

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 028-0079 (N.B.)
STRUCTURE NO. 028-0080 (S.B.)

SHEET NO.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
12	57	(28-5)VB-1	FRANKLIN	81	35
SHEETS 29			CONTRACT NO. 78157		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

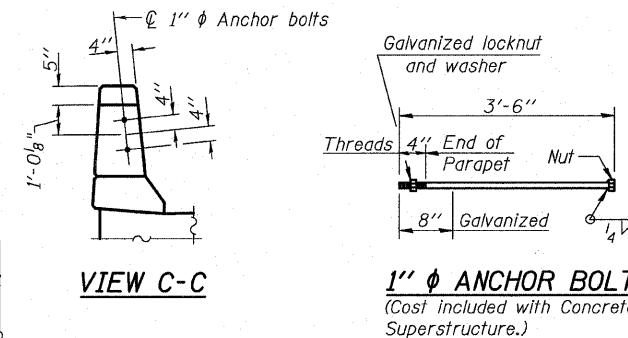
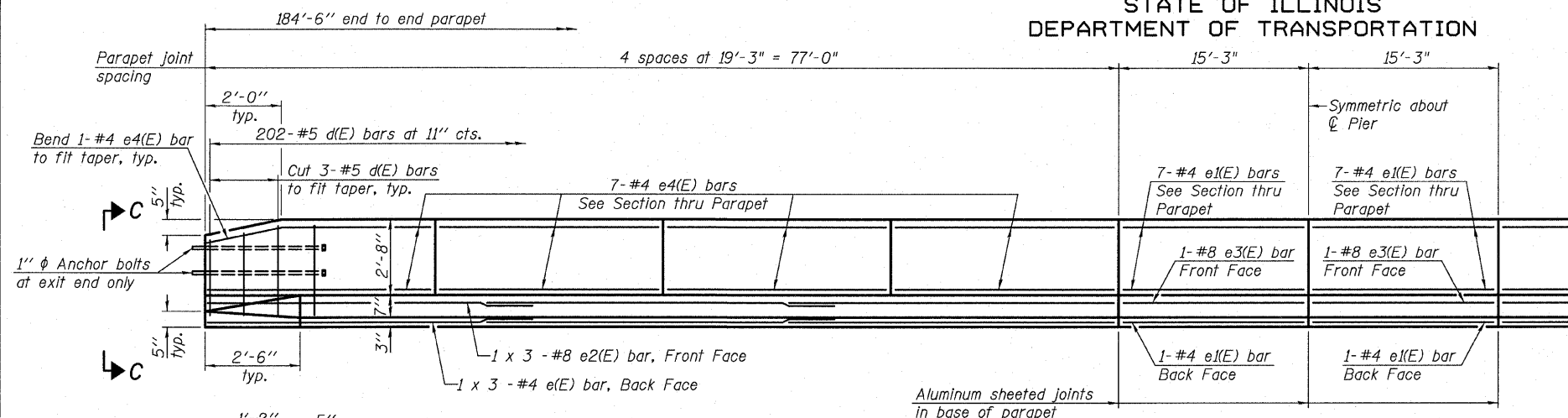


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DESIGNED JAD
CHECKED MJP
DRAWN JAD
CHECKED MJP

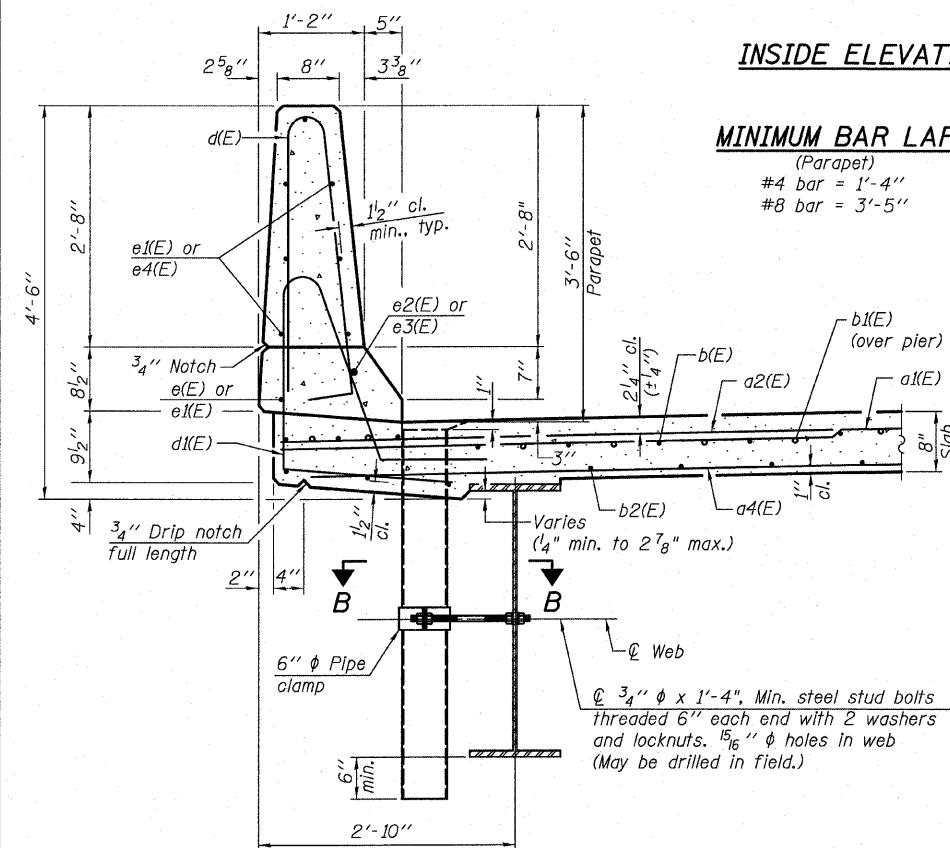
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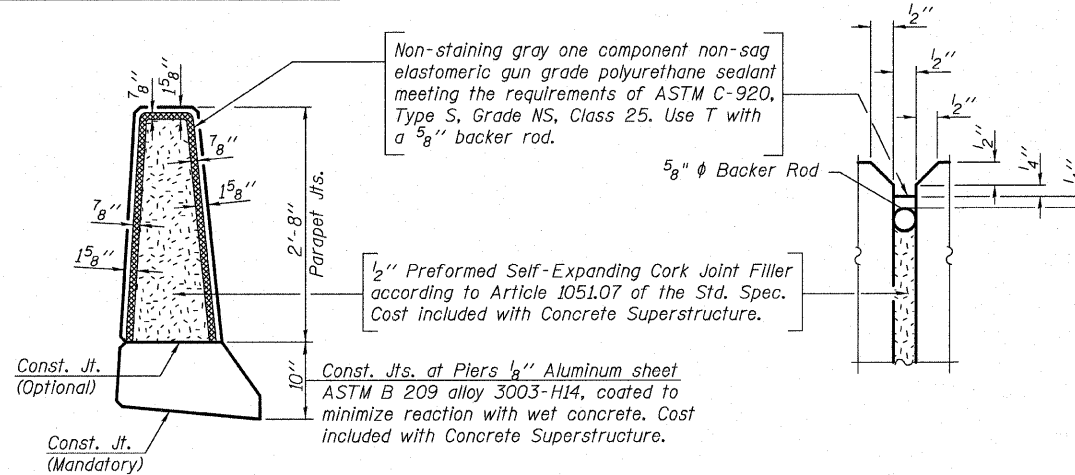
**SUPERSTRUCTURE
BILL OF MATERIAL**
(Both Structures)

Bar	No.	Size	Length	Shape
a1(E)	494	#5	28'-8"	—
a2(E)	494	#5	33'-1"	—
a3(E)	496	#6	6'-0"	—
a4(E)	444	#5	28'-8"	—
a4(E)	444	#5	32'-11"	—
b(E)	924	#5	27'-9"	—
b1(E)	124	#6	46'-0"	—
b2(E)	672	#5	32'-1"	—
b3(E)	124	#6	15'-6"	—
d(E)	808	#5	6'-10"	—
d1(E)	404	#5	7'-6"	—
d2(E)	404	#5	8'-1"	—
e(E)	24	#4	26'-6"	—
e1(E)	64	#4	14'-11"	—
e2(E)	24	#8	27'-10"	—
e3(E)	8	#8	14'-11"	—
e4(E)	224	#4	18'-11"	—
m(E)	8	#6	28'-8"	—
m1(E)	8	#6	32'-4"	—
m2(E)	12	#6	28'-8"	—
m3(E)	12	#6	33'-3"	—
m4(E)	80	#6	8'-3"	—
m5(E)	36	#6	4'-4"	—
m6(E)	4	#6	2'-0"	—
m7(E)	4	#6	2'-2"	—
m8(E)	8	#6	6'-7"	—
s(E)	440	#5	6'-11"	—
s1(E)	224	#4	10'-2"	—
v(E)	248	#5	3'-7"	—
Reinforcement Bars, Epoxy Coated			Pound	152,610
Concrete Superstructure			Cu. Yds.	780.5

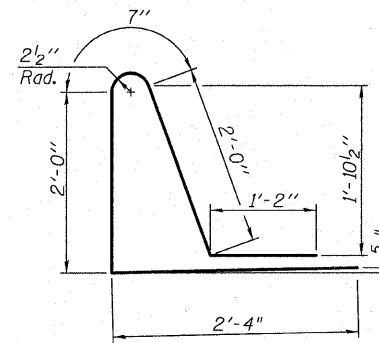
INSIDE ELEVATION OF EXTERIOR PARAPET



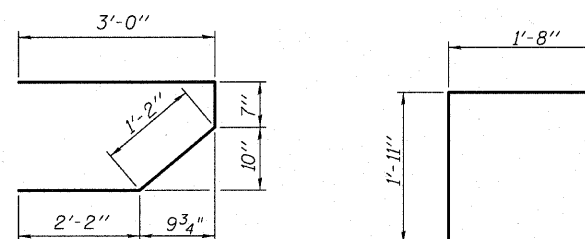
MINIMUM BAR LAP
(Parapet)
#4 bar = 1'-4"
#8 bar = 3'-5"



PARAPET JOINT DETAILS

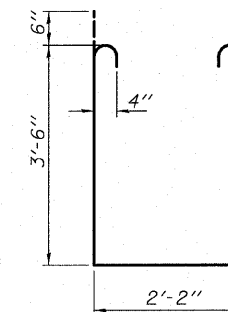


BAR d2(E)

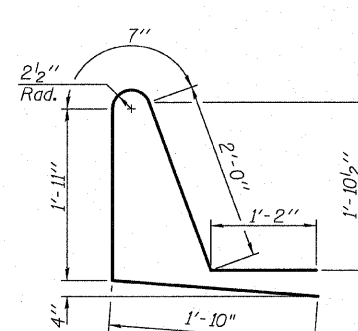


BAR s(E)

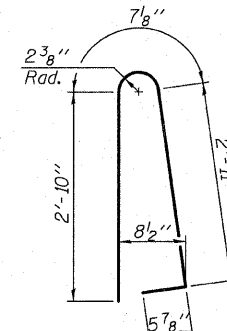
BAR v(E)



BAR s1(E)



BAR d1(E)

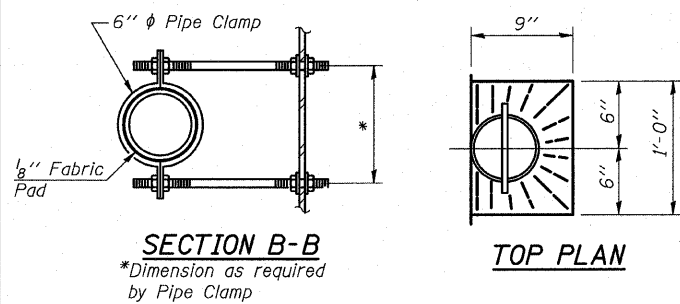


BAR d(E)

- Notes:
- ① Bars indicated thus 1 x 3-#8 etc. indicates 1 line of bars with 3 lengths per line.
 - ② 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.
 - ③ Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

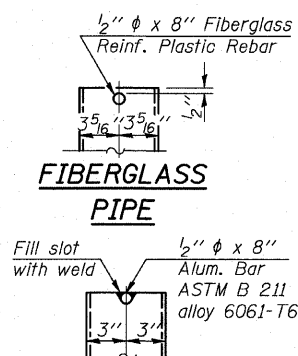
**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 028-0079 (N.B.)
STRUCTURE NO. 028-0080 (S.B.)**

SHEET NO. 13	F.A.I. RTE. 57	SECTION (28-5)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 81	SHEET NO. 36
SHEETS 29					
CONTRACT NO. 78157					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					



SECTION B-B
*Dimension as required by Pipe Clamp

TOP PLAN



FIBERGLASS PIPE

ALUMINUM TUBE

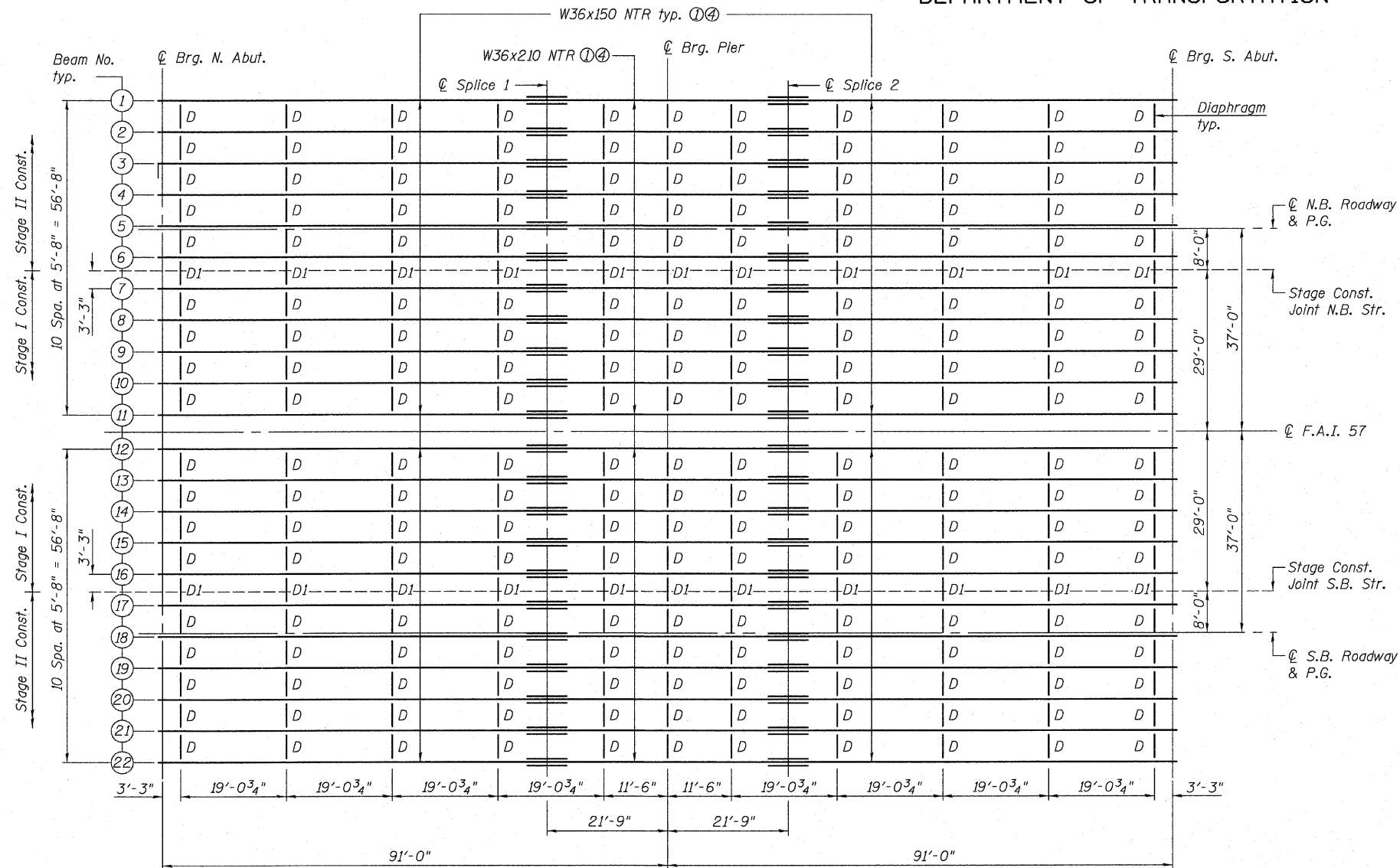
TOP PLAN
(Showing Aluminum Tube)



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DESIGNED JAD
CHECKED MJP
DRAWN JAD
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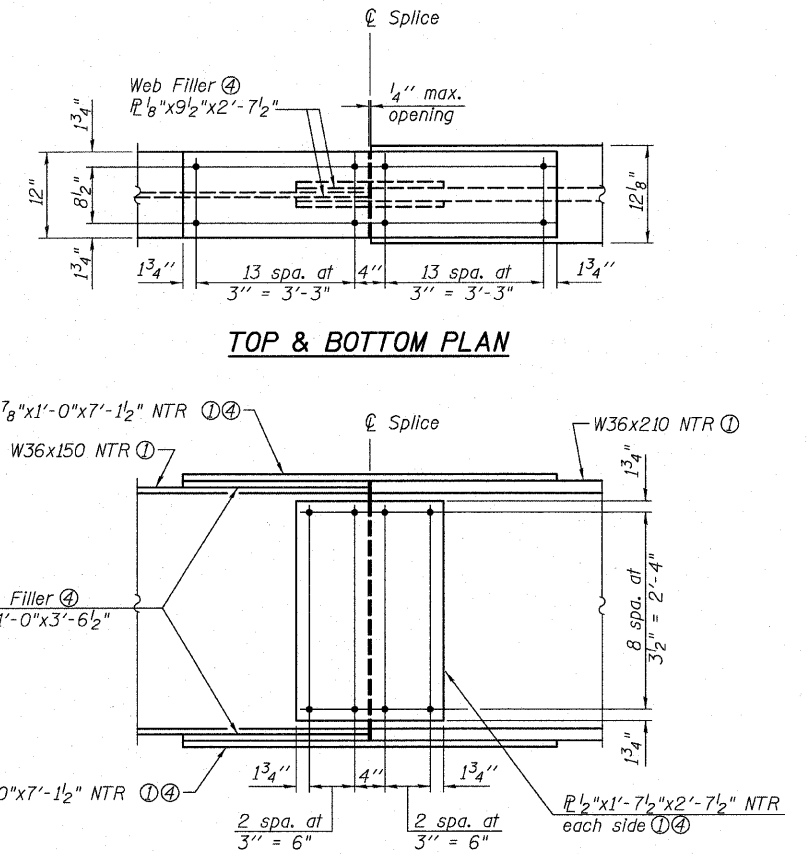
PLAN

INTERIOR BEAM MOMENT TABLE		
	0.4 Sp. 1 or 0.6 Sp. 2	Pier
I_s	(in ⁴) 9040	13200
$I_o(n)$	(in ⁴) 21663	
$I_o(3n)$	(in ⁴) 15815	
S_s	(in ³) 504	719
$S_o(n)$	(in ³) 707	
$S_o(3n)$	(in ³) 637	
Z	(in ³)	833
ρ	(k/')	0.753
$M\bar{\rho}$	(k)	399.9
$s\bar{\rho}$	(k/')	0.443
$M_s\bar{\rho}$	(k)	267.1
$M\bar{t}$	(k)	586.9
M_{1M}	(k)	135.6
$\bar{\rho}_3 [M\bar{t} + I]$	(k)	1204.1
M_o	(k)	2432.4
M_u	(k)	3456.1
$f_s \bar{\rho}$ non-comp	(ksi)	9.52
$f_s \bar{\rho}$ (comp)	(ksi)	5.03
$f_s \bar{\rho}_3 [M\bar{t} + M_I]$	(ksi)	20.44
f_s (Overload)	(ksi)	34.99
f_s (Total)	(ksi)	
VR	(k)	48.8

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).
 $I_o(n), S_o(n)$: 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).
 $I_o(3n), S_o(3n)$: 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).
 Z : Plastic Section Modulus of the steel section in non-composite areas (in.³).
 ρ : Un-factored non-composite dead load (kips/ft.).
 $M\bar{\rho}$: Un-factored moment due to non-composite dead load (kip-ft.).
 $s\bar{\rho}$: Un-factored long-term composite (superimposed) dead load (kips/ft.).

INTERIOR BEAM REACTION TABLE		
	Abut.	Pier
$R\bar{\rho}$	(k) 40.1	140.6
$R\bar{t}$	(k) 36.8	49.8
R_I	(k) 8.5	8.1
R_{Total}	(k) 85.4	198.5

$M_s\bar{\rho}$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
 $M\bar{t}$: Un-factored live load moment (kip-ft.).
 M_I : Un-factored moment due to impact (kip-ft.).
 M_o : Factored design moment (kip-ft.).
 $1.3 [M\bar{\rho} + M_s\bar{\rho} + \frac{5}{3} (M\bar{t} + M_I)]$
 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).
 $M\bar{\rho} + M_s\bar{\rho} + \frac{5}{3} (M\bar{t} + M_I)$
 f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.3 [M\bar{\rho} + M_s\bar{\rho} + \frac{5}{3} (M\bar{t} + M_I)]$
 VR : Maximum \bar{t} + impact horizontal shear range within the composite portion of the span for stud shear connector design (kips).



TOP & BOTTOM PLAN

ELEVATION

SPLICE DETAIL

(22 Required Each Structure)
(44 Total)

Notes:

- Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
- For beam elevation and details see sheet 16 of 29.
- All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
- All beams & splice plates shall be AASHTO M270 Grade 50.
- Diaphragms between beam lines 6 & 7 and 16 & 17 shall be installed during stage II construction.

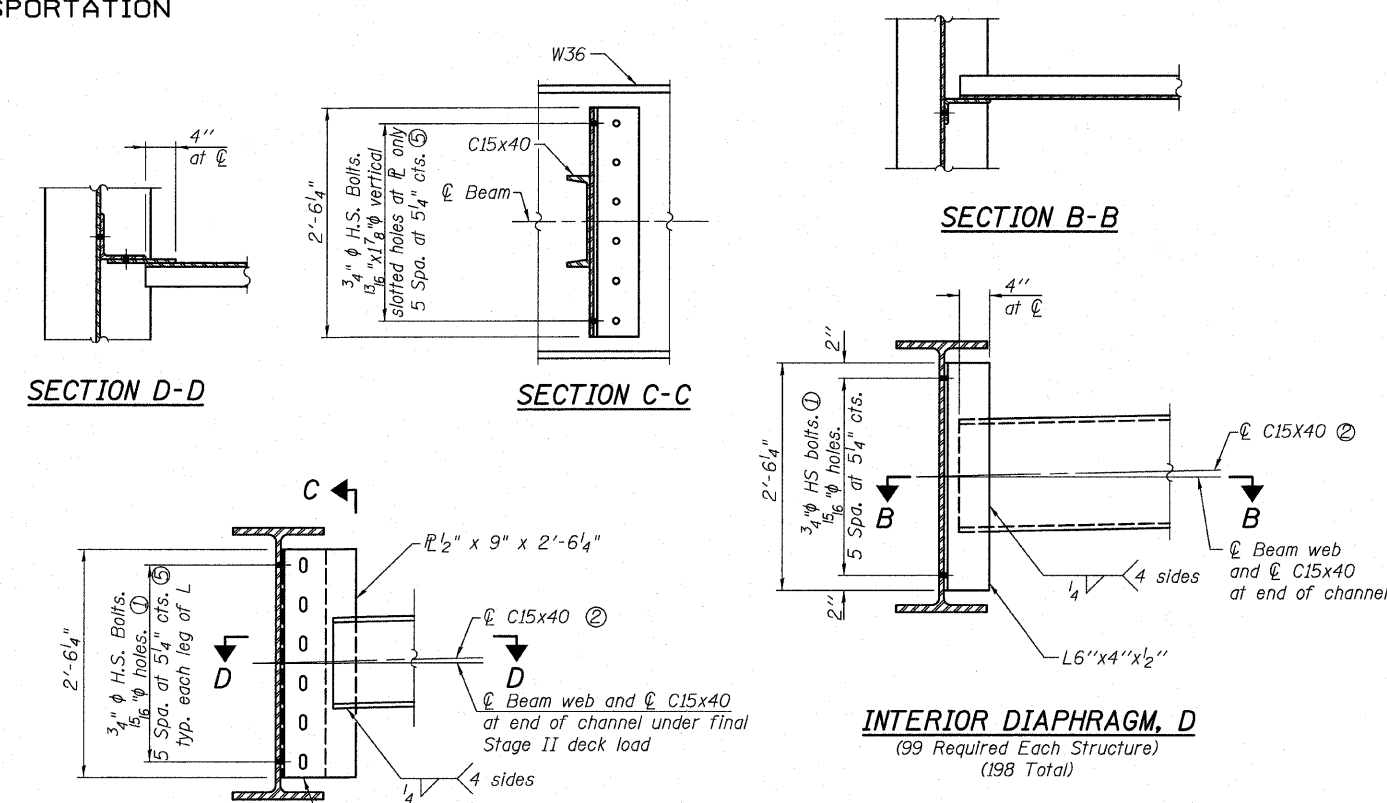
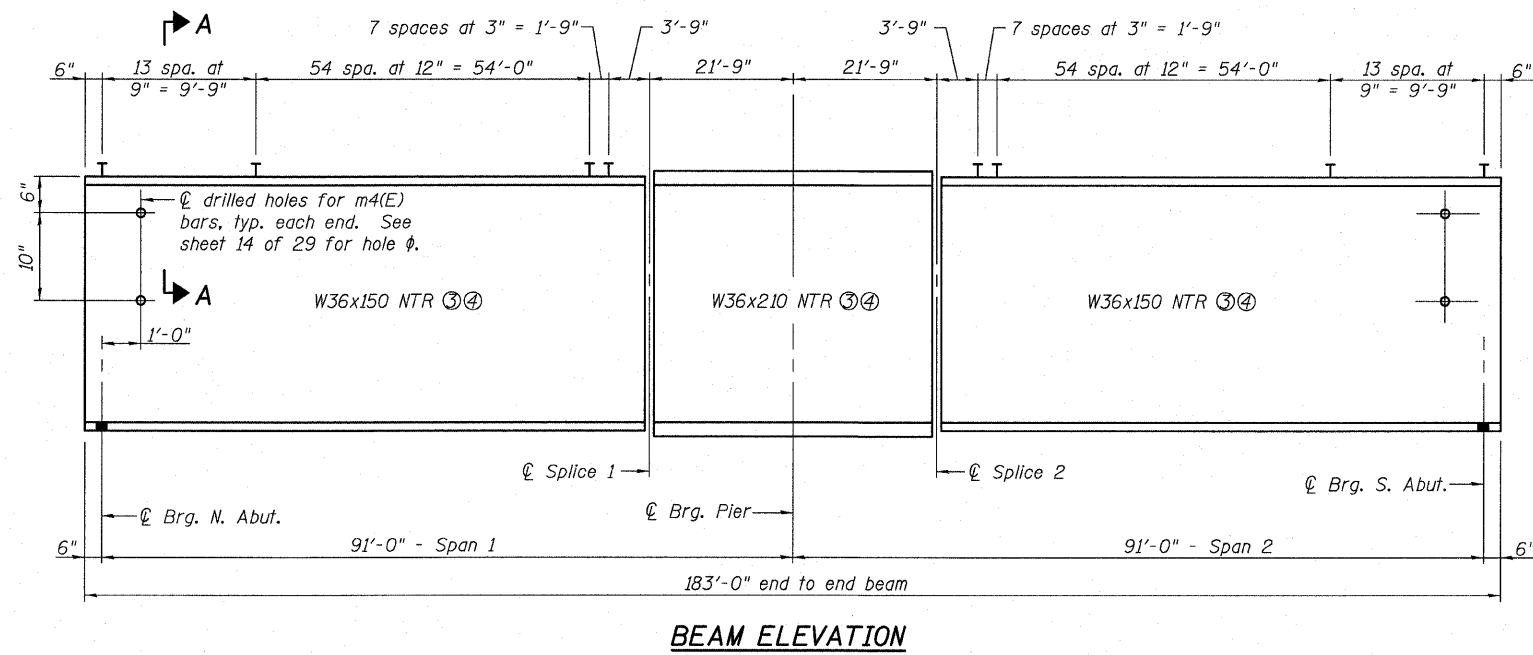
FRAMING PLAN

STRUCTURE NO. 028-0079 (N.B.)
STRUCTURE NO. 028-0080 (S.B.)

SHEET NO.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
15	57	(28-5)VB-1	FRANKLIN	81	38
SHEETS 29					
CONTRACT NO. 78157					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					
QATES 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		

* Compact section.
** Braced non-compact and partially braced section.

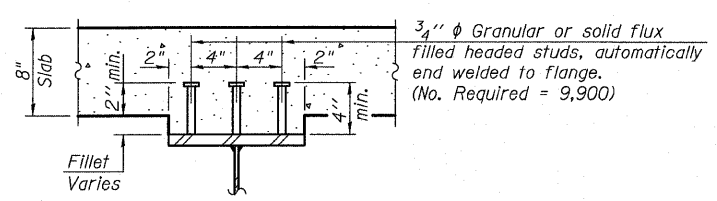
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- Note:
- Two hardened washers required for each set of oversized holes.
 - Alternate C15x50 channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department.
 - Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
 - AASHTO M270 Grade 50 Steel.
 - Provide 1 3/16" x 1 7/8" vertical slotted holes in connection plates attached to channel diaphragms only. Oversized 1 5/16" holes shall be provided in the web of the beam and in the both legs of the angle. Use 5/16" structural plate washers placed over all slotted holes in diaphragm connection. The bolts for the slotted holes shall be finger tight until the second stage pour is complete and then fully tightened. The connection plate and slots shall be positioned so bolts start at one end with no concrete load and finish near the opposite end under deck load, allowing maximum displacement without laterally stressing the main members. Fabricator shall detail connection plate location on channel to allow for differential deflection during Stage II concrete deck pour.
 - For fabrication only.
 - Top of Beam Elev. at \ominus Splice taken at top W36x210.

TOP OF BEAM ELEVATIONS^⑥


	Beam #1 & 22	Beam #2 & 21	Beam #3 & 20	Beam #4 & 19	Beam #5 & 18	Beam #6 & 17	Beam #7 & 16	Beam #8 & 15	Beam #9 & 14	Beam #10 & 13	Beam #11 & 12
\ominus Brg. N. Abut.	418.04	418.16	418.27	418.36	418.45	418.36	418.28	418.16	418.04	417.93	417.81
\ominus Splice 1 ^⑦	418.23	418.35	418.47	418.56	418.64	418.56	418.47	418.36	418.24	418.12	418.00
\ominus Brg. Pier	418.30	418.41	418.53	418.62	418.71	418.62	418.53	418.42	418.30	418.18	418.06
\ominus Splice 2 ^⑦	418.36	418.47	418.59	418.68	418.77	418.68	418.59	418.48	418.36	418.24	418.12
\ominus Brg. S. Abut.	418.55	418.67	418.79	418.87	418.96	418.88	418.79	418.67	418.56	418.44	418.32



SECTION A-A

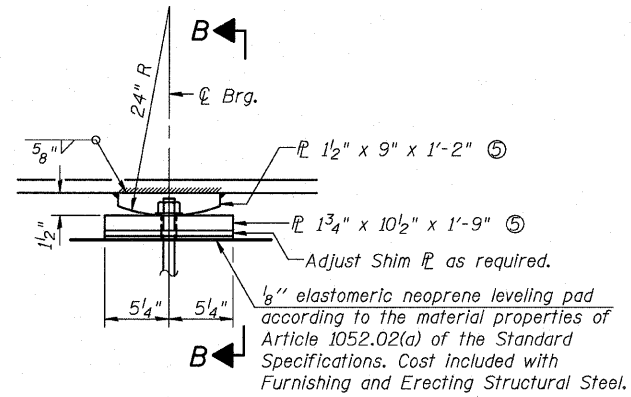
BEAM & FRAMING DETAILS
STRUCTURE NO. 028-0079 (N.B.)
STRUCTURE NO. 028-0080 (S.B.)

SHEET NO. 16	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(28-5)VB-1	FRANKLIN	81	39
SHEETS 29			CONTRACT NO. 78157		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

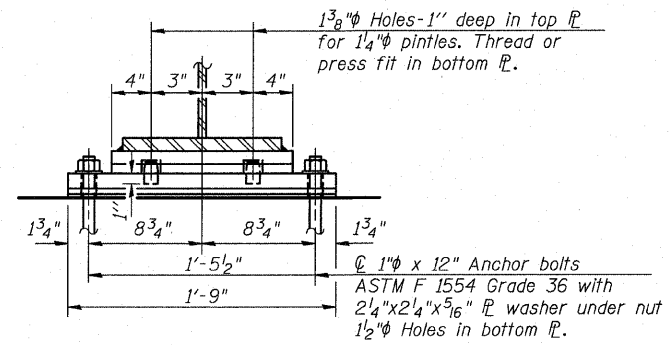

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DRAWN	JAD
CHECKED	MJP

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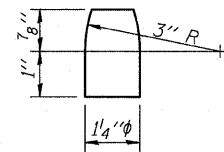
ELEVATION AT PIER



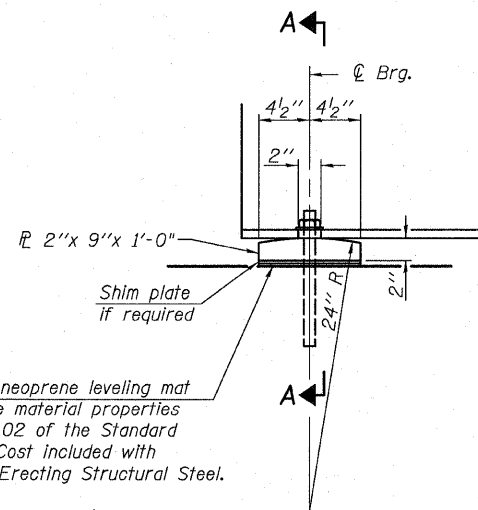
SECTION B-B

FIXED BEARING AT PIER

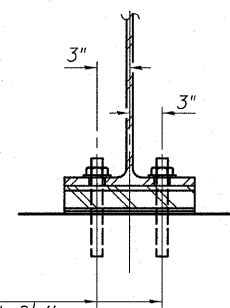
(22 Required)



PINTLE



ELEVATION AT ABUTMENT



SECTION A-A

FIXED BEARING AT ABUTMENT

(44 Required)

1/8" elastomeric neoprene leveling mat according to the material properties of Article 1052.02 of the Standard Specifications. Cost included with Furnishing and Erecting Structural Steel.

1" ϕ x 12" anchor bolts
ASTM F 1554 Grade 36 with 2 1/4" x 2 1/4" x 3/16" PL washer under nut.
1 3/8" x 2" slotted hole in flange.
1 1/2" ϕ holes in bearing plate.

Note:

- ① Anchor bolts shall be ASTM F 1554 all-thread or an Engineer-approved alternate material of the grade and diameter specified. ASTM A 307 Grade C anchor bolts may be used in lieu of ASTM F 1554 Grade 36 (36ksi). The corresponding specified grade of AASHTO M 314 anchor bolts may be used in lieu of ASTM F 1554.
- ② Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
- ③ Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
- ④ 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 details.
- ⑤ AASHTO M 270 Grade 50 Steel.

BEARING DETAILS
STRUCTURE NO. 028-0079 (N.B.)
STRUCTURE NO. 028-0080 (S.B.)

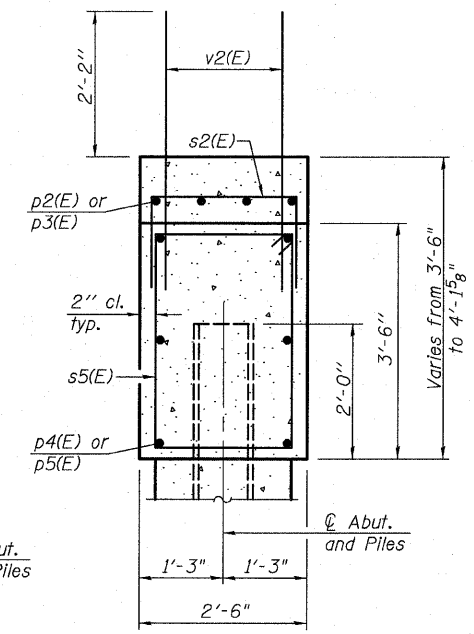
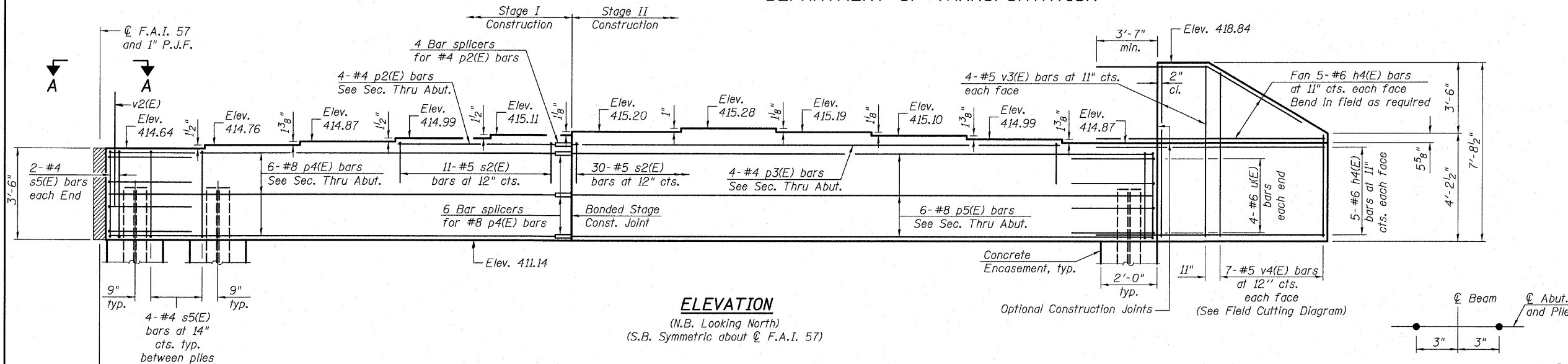
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SHEETS 29			CONTRACT NO. 78157		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					



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DESIGNED JAD
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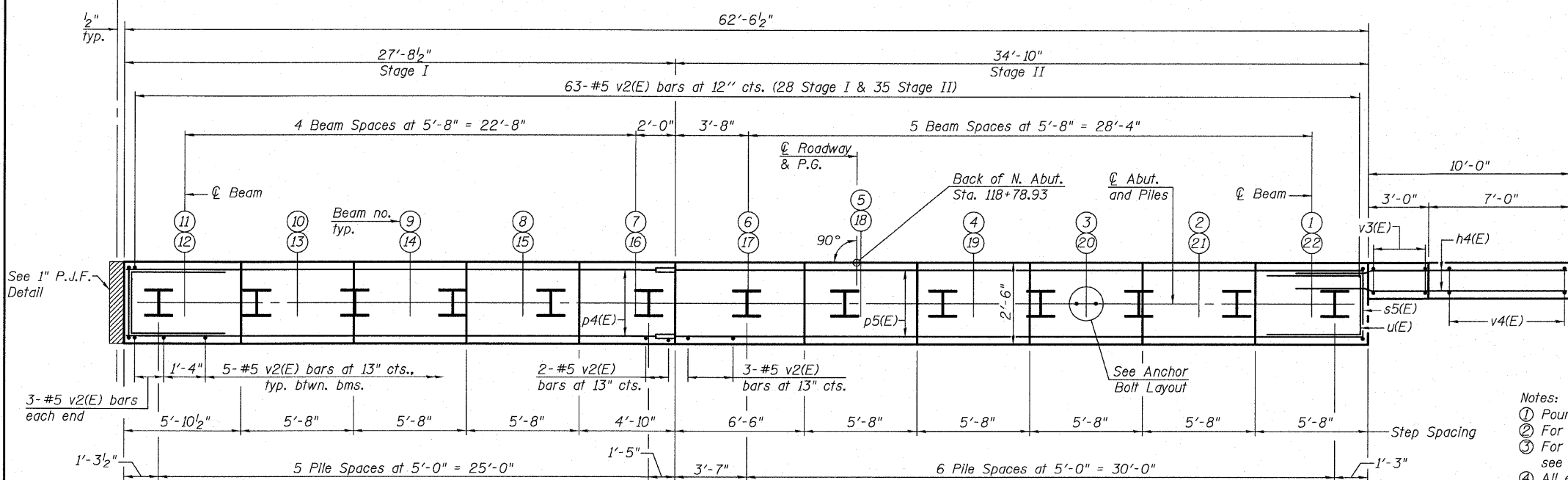
ANCHOR BOLT LAYOUT ©

PILE DATA

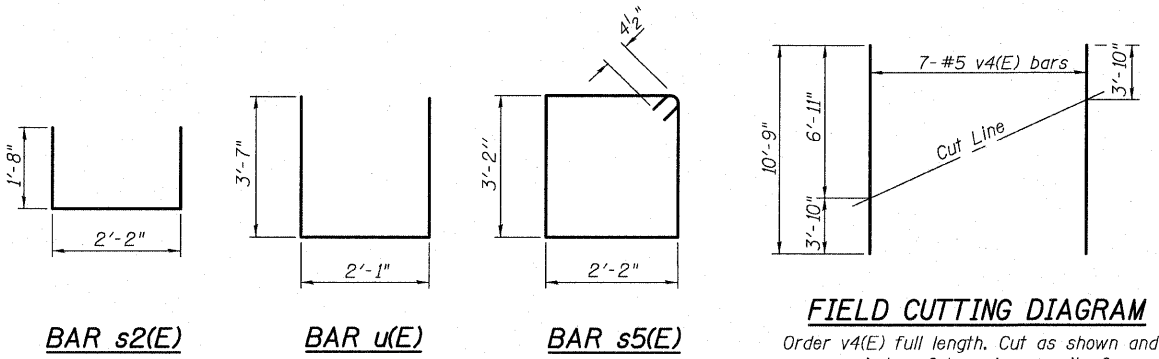
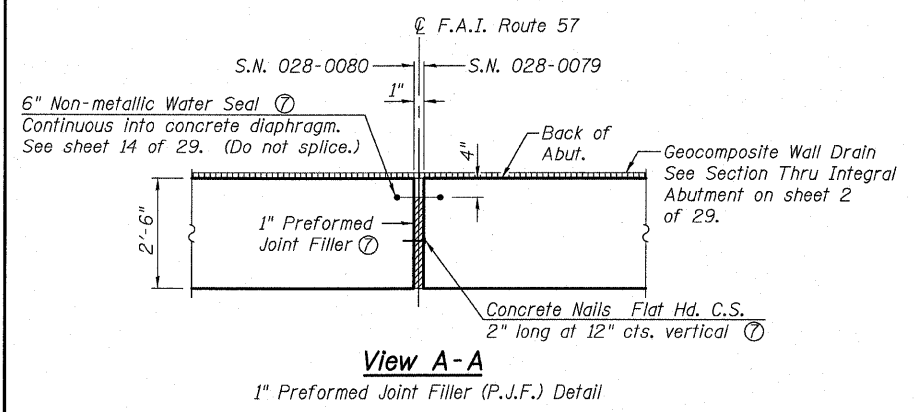
Type: Steel HP12x53
Nominal Required Bearing: 419 kips
Allowable Resistance Available: 139 kips
Est. Length: 106'
No. Production Piles: 25 (Both Structures)
No. Test Piles: 1

BILL OF MATERIAL
(Both Structures)

Bar	No.	Size	Length	Shape
h4(E)	40	#6	13'-5"	—
p2(E)	8	#4	10'-2"	—
p3(E)	8	#4	28'-10"	—
p4(E)	12	#8	27'-4"	—
p5(E)	12	#8	34'-6"	—
s2(E)	82	#5	5'-6"	U
s5(E)	104	#4	11'-5"	U
u(E)	16	#6	9'-3"	U
v2(E)	238	#5	4'-4"	—
v3(E)	16	#5	7'-4"	—
v4(E)	14	#5	10'-9"	—
Structure Excavation			Cu. Yd.	122
Concrete Structures			Cu. Yd.	49.5
Concrete Encasement			Cu. Yd.	9.1
Reinforcement Bars, Epoxy Coated			Pound	5,840
Furnishing Steel Piles, HP12x53			Foot	2,650
Driving Piles			Foot	2,650
Test Pile, HP12x53			Each	1
Pile Shoes			Each	26



- Notes:
- ① Pour steps monolithically with cap.
 - ② For details of Bar Splicers, see sheet 22 of 29.
 - ③ For details of piles and Concrete Encasement, see sheet 21 of 29.
 - ④ All edges shall have standard $\frac{3}{4}$ " chamfer.
 - ⑤ Place v2(E) bars to clear flange of beam.
 - ⑥ Space reinforcement in cap to miss anchor bolts.
 - ⑦ Cost to be included with Concrete Structures.



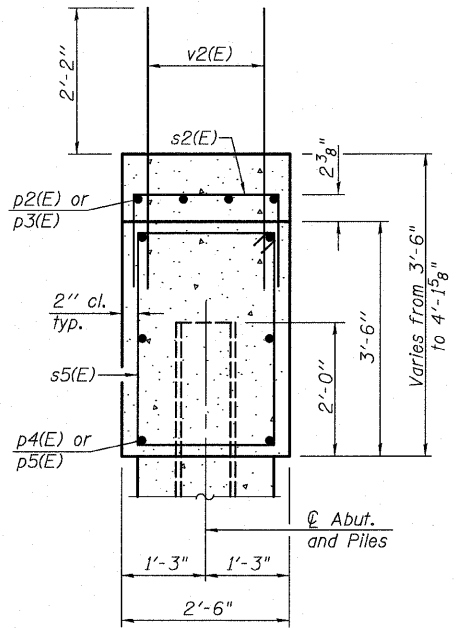
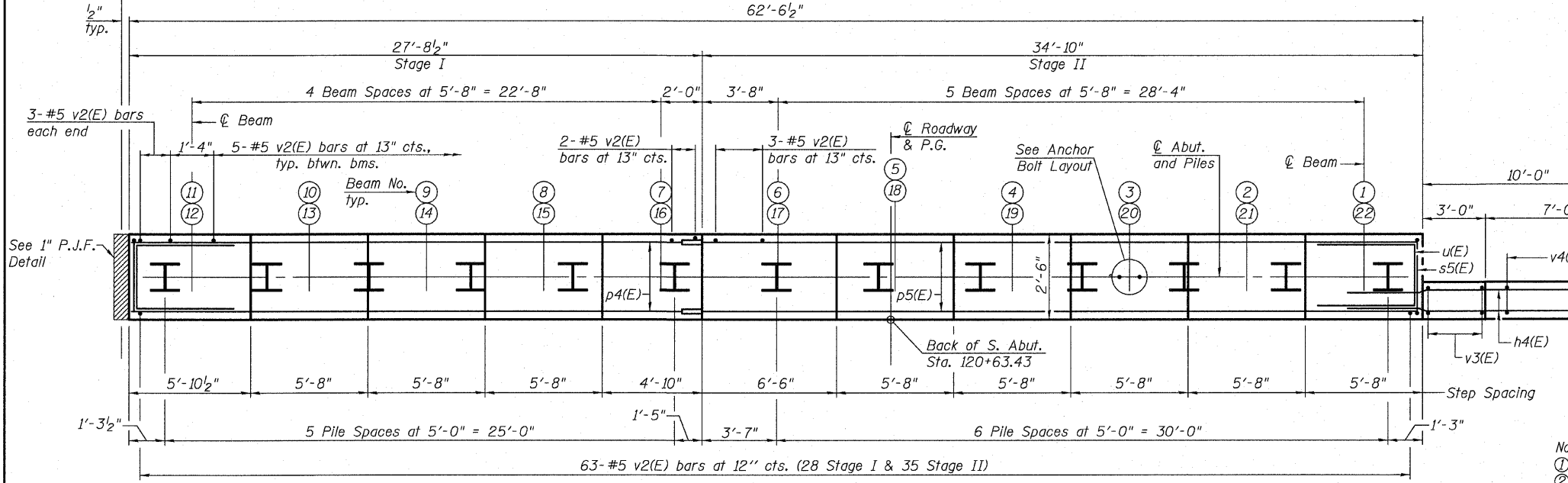
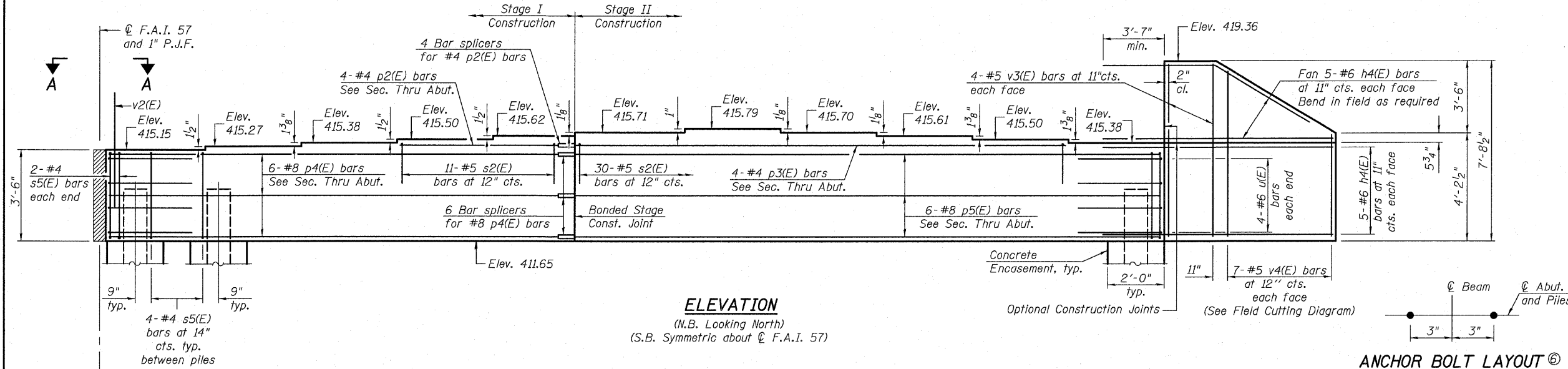
NORTH ABUTMENT DETAILS
STRUCTURE NO. 028-0079 (N.B.)
STRUCTURE NO. 028-0080 (S.B.)

SHEET NO.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
18	57	(28-5)VB-1	FRANKLIN	81	41
SHEETS 29					
CONTRACT NO. 78157					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

DESIGNED JAD
CHECKED NEL
DRAWN JAD
CHECKED NEL

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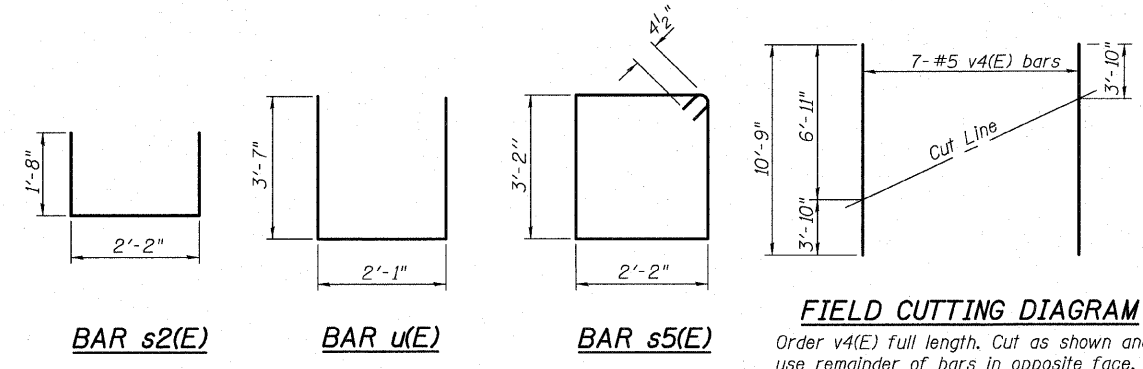
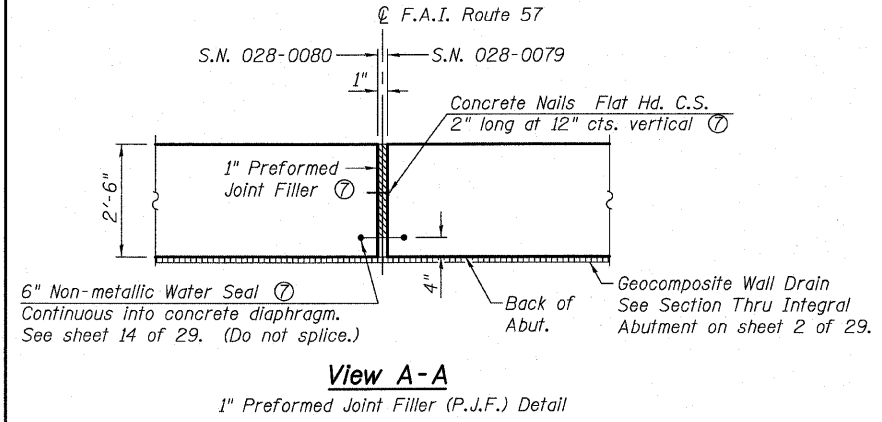
PILE DATA
Type: Steel HP12x53
Nominal Required Bearing: 419 kips
Allowable Resistance Available: 139 kips
Est. Length: 101'
No. Production Piles: 25 (Both Structure)
No. Test Piles: 1

BILL OF MATERIAL
(Both Structures)

Bar	No.	Size	Length	Shape
h4(E)	40	#6	13'-5"	—
p2(E)	8	#4	10'-2"	—
p3(E)	8	#4	28'-10"	—
p4(E)	12	#8	27'-4"	—
p5(E)	12	#8	34'-6"	—
s2(E)	82	#5	5'-6"	□
s5(E)	104	#4	11'-5"	□
u(E)	16	#6	9'-3"	—
v2(E)	238	#5	4'-4"	—
v3(E)	16	#5	7'-4"	—
v4(E)	14	#5	10'-9"	—
Structure Excavation		Cu. Yd.	122	
Concrete Structures		Cu. Yd.	49.5	
Concrete Encasement		Cu. Yd.	9.1	
Reinforcement Bars, Epoxy Coated		Pound	5,840	
Furnishing Steel Piles, HP12x53		Foot	2,525	
Driving Piles		Foot	2,525	
Test Pile, HP12x53		Each	1	
Pile Shoes		Each	26	

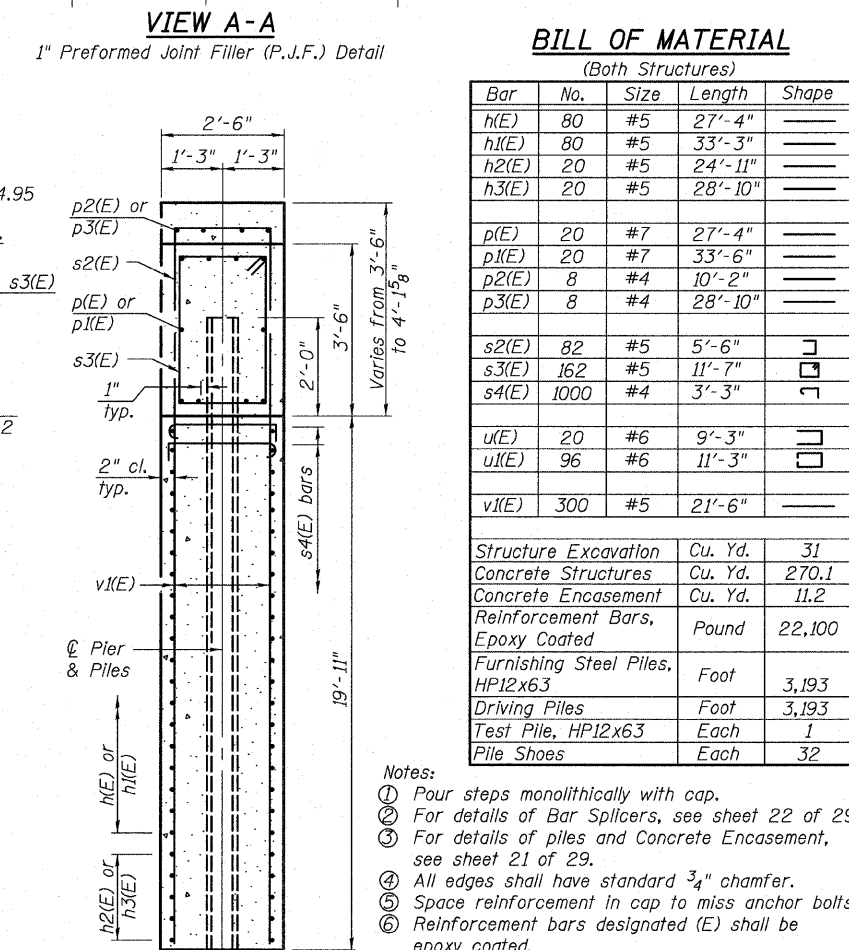
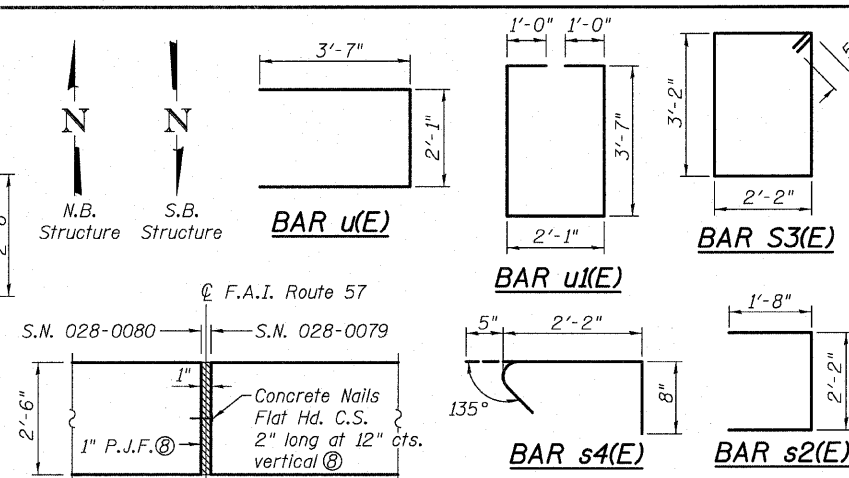
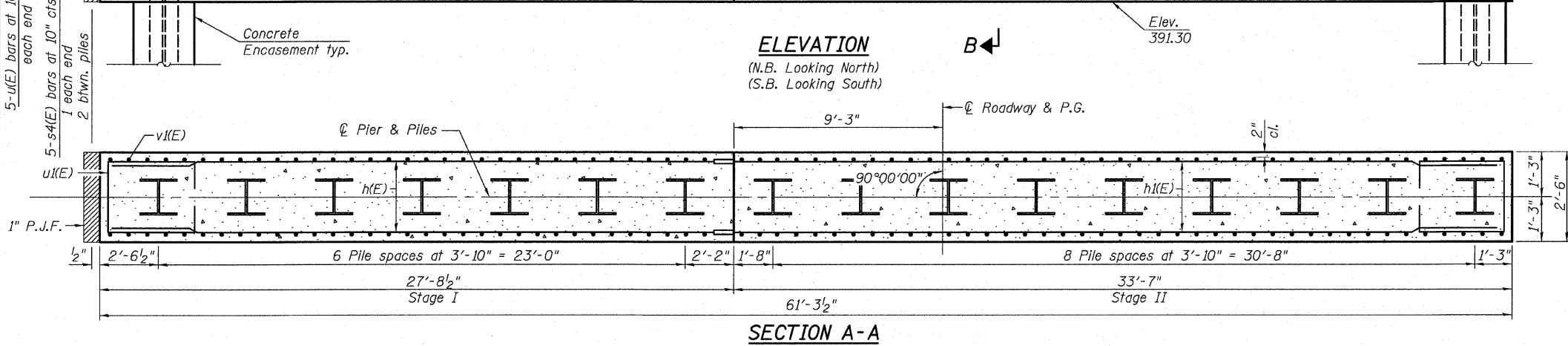
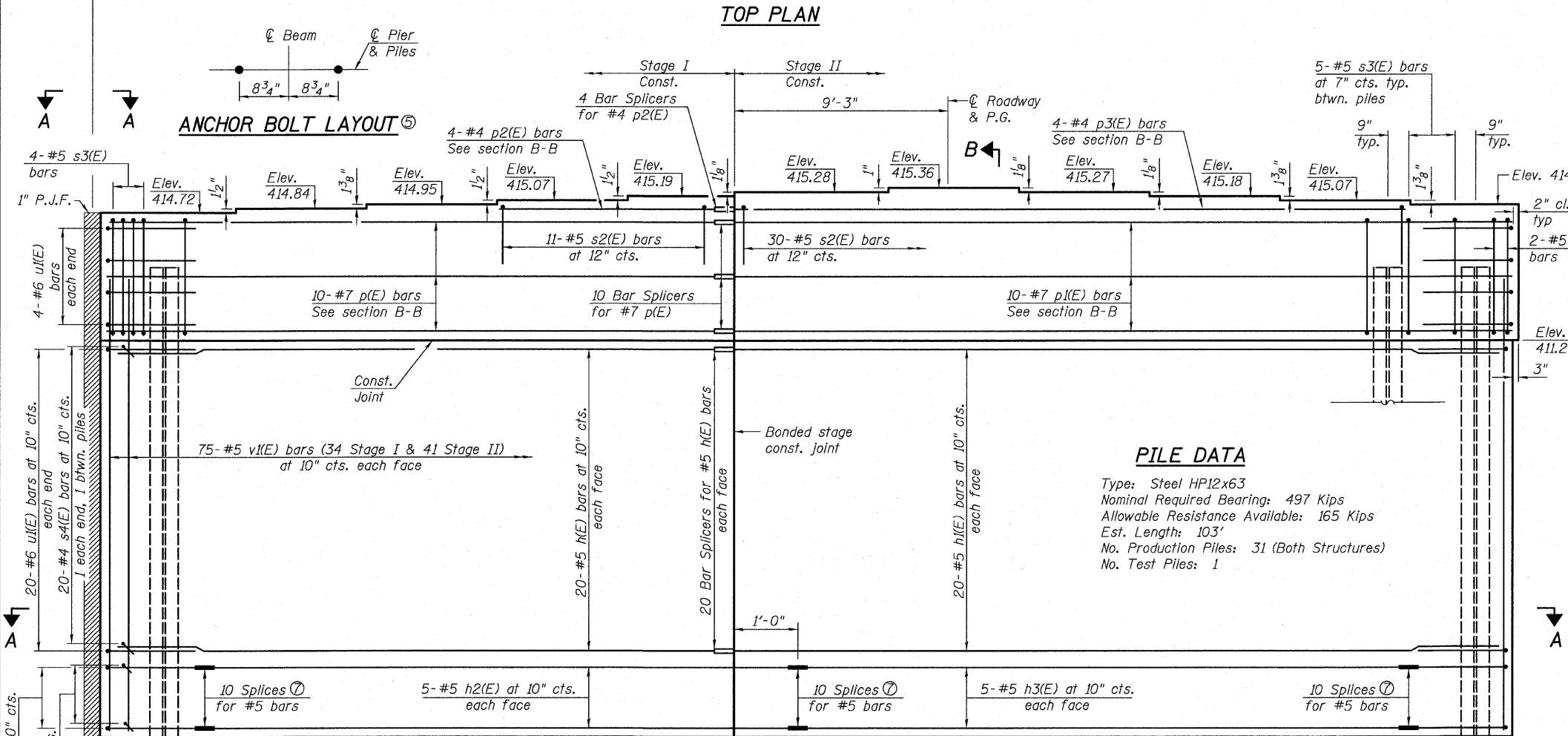
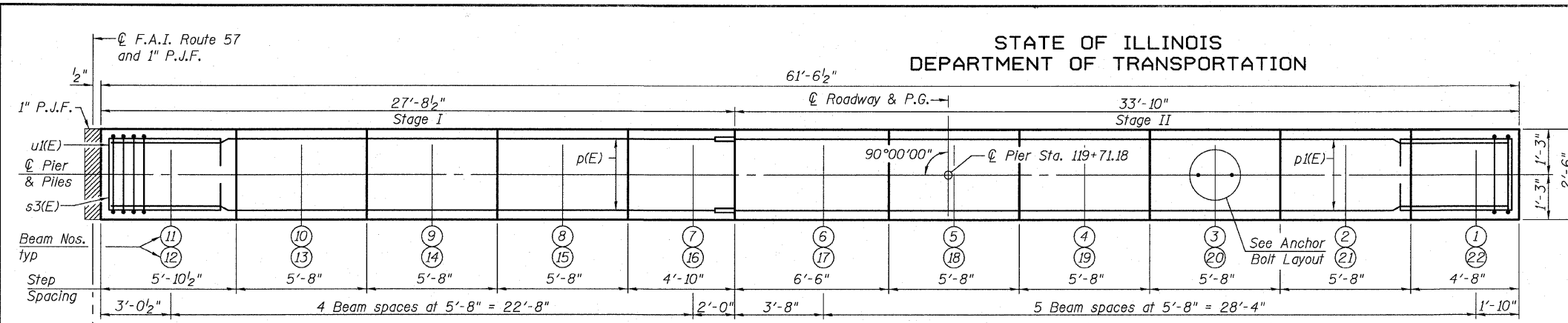
- Notes:
- ① Pour steps monolithically with cap.
 - ② For details of Bar Splicers, see sheet 22 of 29.
 - ③ For details of piles and Concrete Encasement, see sheet 21 of 29.
 - ④ All edges shall have standard $\frac{3}{4}$ " chamfer.
 - ⑤ Place v2(E) bars to clear flange of beam.
 - ⑥ Space reinforcement in cap to miss anchor bolts.
 - ⑦ Cost to be included with Concrete Structures.

SOUTH ABUTMENT DETAILS
STRUCTURE NO. 028-0079 (N.B.)
STRUCTURE NO. 028-0080 (S.B.)



SHEET NO. 19	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(28-5)VB-1	FRANKLIN	81	42
SHEETS 29		CONTRACT NO. 78157			
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 NEL		
DRAWN JAD			CHECKED NEL		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Notes:

- Pour steps monolithically with cap.
- For details of Bar Splicers, see sheet 22 of 29.
- For details of piles and Concrete Encasement, see sheet 21 of 29.
- All edges shall have standard 3/4" chamfer.
- Space reinforcement in cap to miss anchor bolts.
- Reinforcement bars designated (E) shall be epoxy coated.
- Mechanical splicers.
- Cost to be included with Concrete Structures.

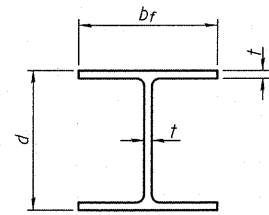
PIER DETAILS

STRUCTURE NO. 028-0079 (N.B.)

STRUCTURE NO. 028-0080 (S.B.)

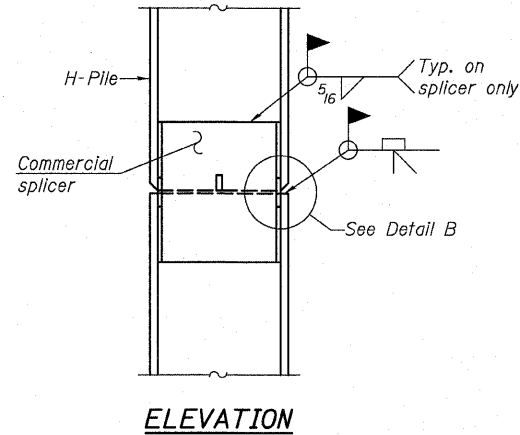
SHEET NO. 20	F.A.I. RTE. 57	SECTION (28-5)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 81	SHEET NO. 43
SHEETS 29 CONTRACT NO. 78157					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					
<p>QATES ASSOCIATES Consulting Engineers</p>			Eastport Business Center 1 100 Lanter Court, Suite 1 Collinsville, Illinois 62234 618-345-2200 Design Firm License No. 184.001115		
DESIGNED JAD			CHECKED MJP		
DRAWN JAD			CHECKED MJP		

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DEPARTMENT OF TRANSPORTATION

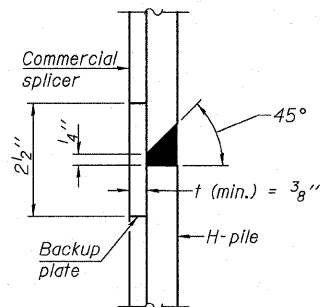


STEEL PILE TABLE

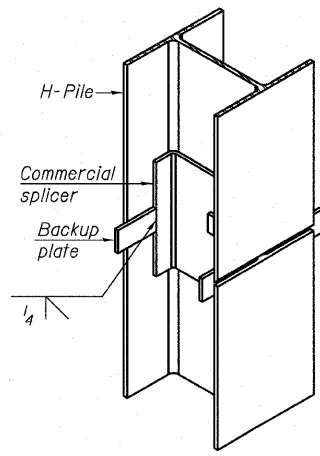
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11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

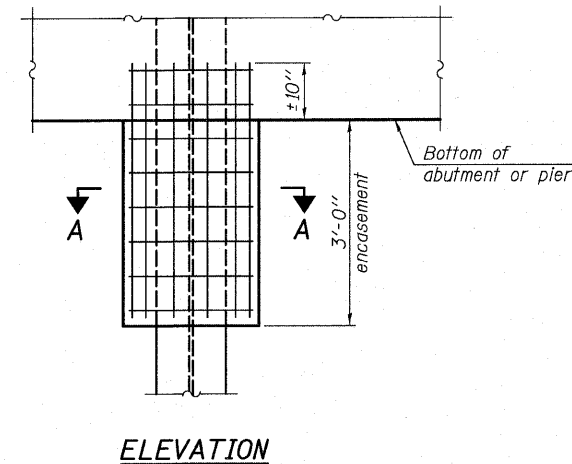


DETAIL "B"

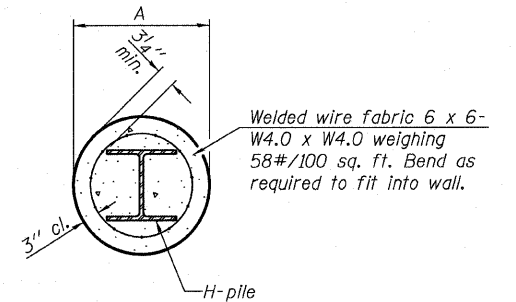


ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



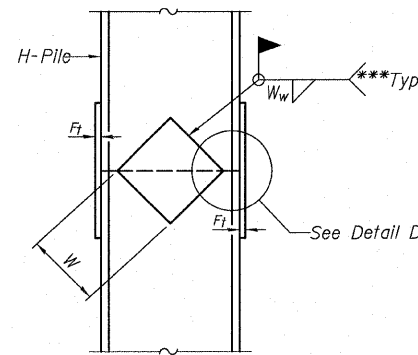
ELEVATION



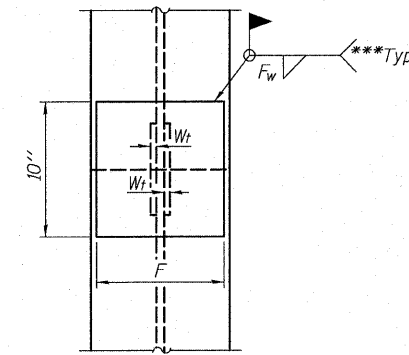
SECTION A-A

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

PILE ENCASEMENT



ELEVATION



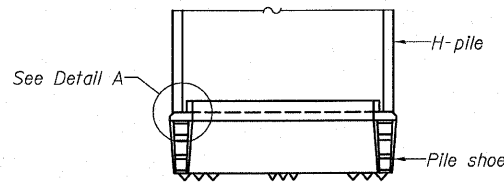
END VIEW

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5 1/2"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5 1/2"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5 1/2"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5 1/2"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5 1/2"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5 1/2"	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"

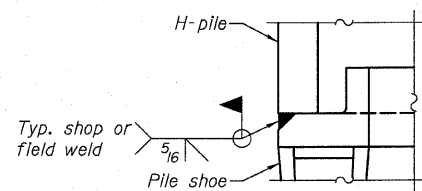
PILE DETAILS

STRUCTURE NO. 028-0079 (N.B.)

STRUCTURE NO. 028-0080 (S.B.)

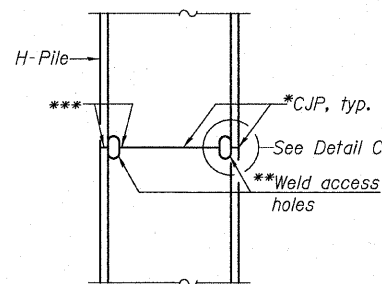


ELEVATION

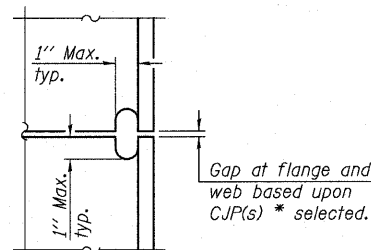


DETAIL A

H-PILE SHOE ATTACHMENT



ELEVATION



DETAIL C

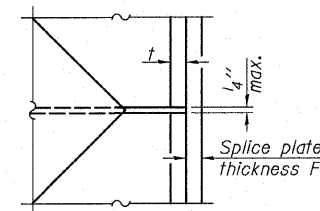
COMPLETE PENETRATION WELD SPLICE

* 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.



DETAIL D

WELDED PLATE FIELD SPLICE

SHEET NO.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21	57	(28-5)VB-1	FRANKLIN	81	44
SHEETS 29					
CONTRACT NO. 78157					
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

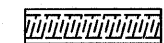
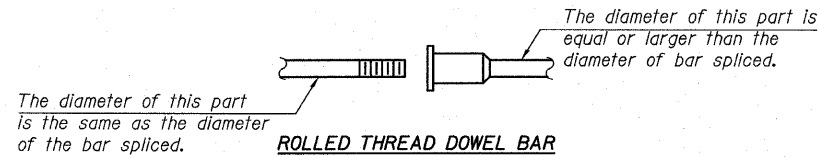
NOTES

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 = $1.25 \times f_y \times A_t$
(Tension in kips)
- ② Minimum *Pull-out Strength = $0.66 \times f_y \times A_t$
(Tension in kips)

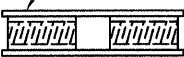
Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

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



**** ONE PIECE**

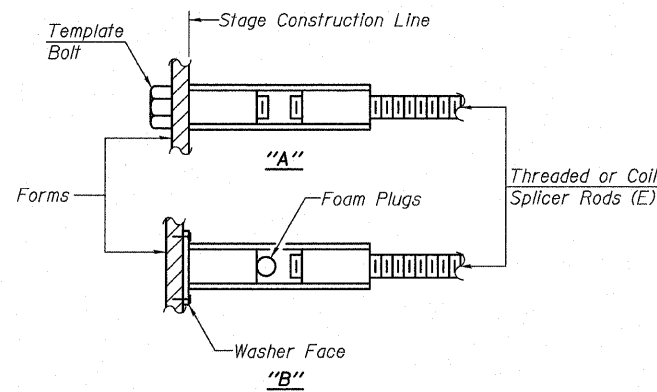
Wire Connector



WELDED SECTIONS

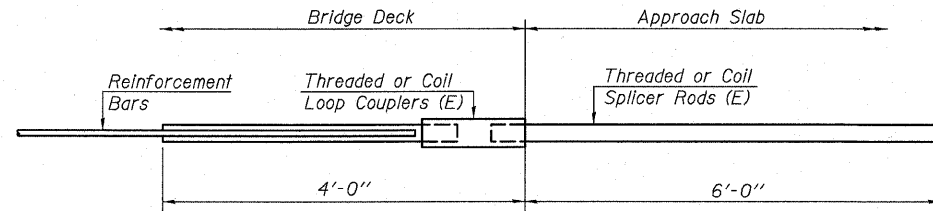
BAR SPLICER ASSEMBLY ALTERNATIVES

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

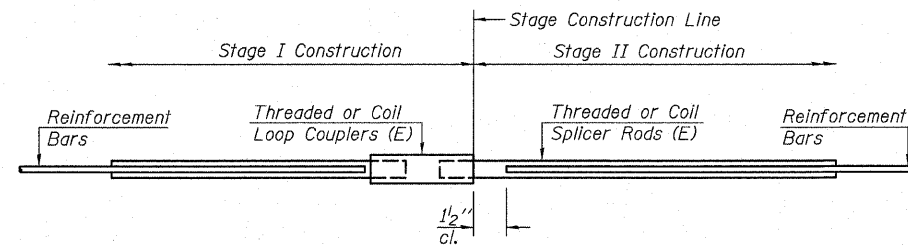


INSTALLATION AND SETTING METHODS

"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.



FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS



STANDARD

N.B. STRUCTURE

Bar Size	No. Assemblies Required	Location
#4	4	N. Abut.
#4	4	S. Abut.
#4	4	Pier
#5	469	Deck
#5	40	Pier
#6	8	N. Diaphragm
#6	8	S. Diaphragm
#7	10	Pier
#8	6	N. Abut.
#8	6	S. Abut.

S.B. STRUCTURE

Bar Size	No. Assemblies Required	Location
#4	4	N. Abut.
#4	4	S. Abut.
#4	4	Pier
#5	469	Deck
#5	40	Pier
#6	8	N. Diaphragm
#6	8	S. Diaphragm
#7	10	Pier
#8	6	N. Abut.
#8	6	S. Abut.

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 240

BAR SPLICER ASSEMBLY DETAILS

STRUCTURE NO. 028-0079 (N.B.)

STRUCTURE NO. 028-0080 (S.B.)

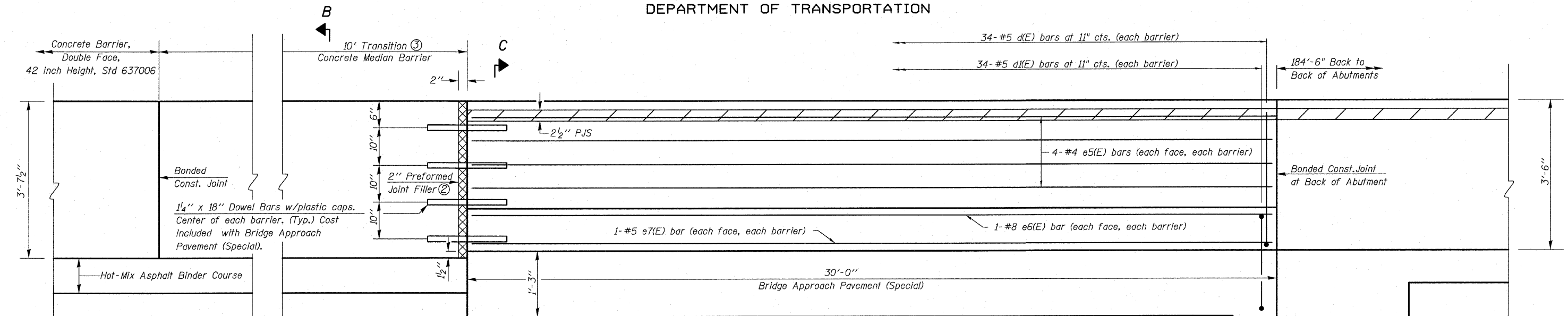
SHEET NO. 22	F.A.I. RTE. 57	SECTION (28-5)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 81	SHEET NO. 45
SHEETS 29			CONTRACT NO. 78157		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					



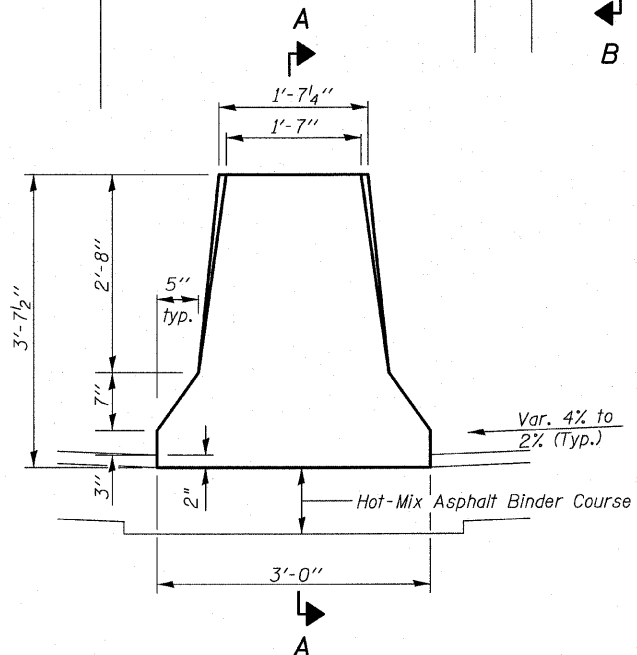
Eastport Business Center 1
100 Lanter Court, Suite 1
Collinsville, Illinois 62234
618-345-2200
Design Firm License No. 184.001115

DESIGNED JAD
CHECKED MJP
DRAWN JAD
CHECKED MJP

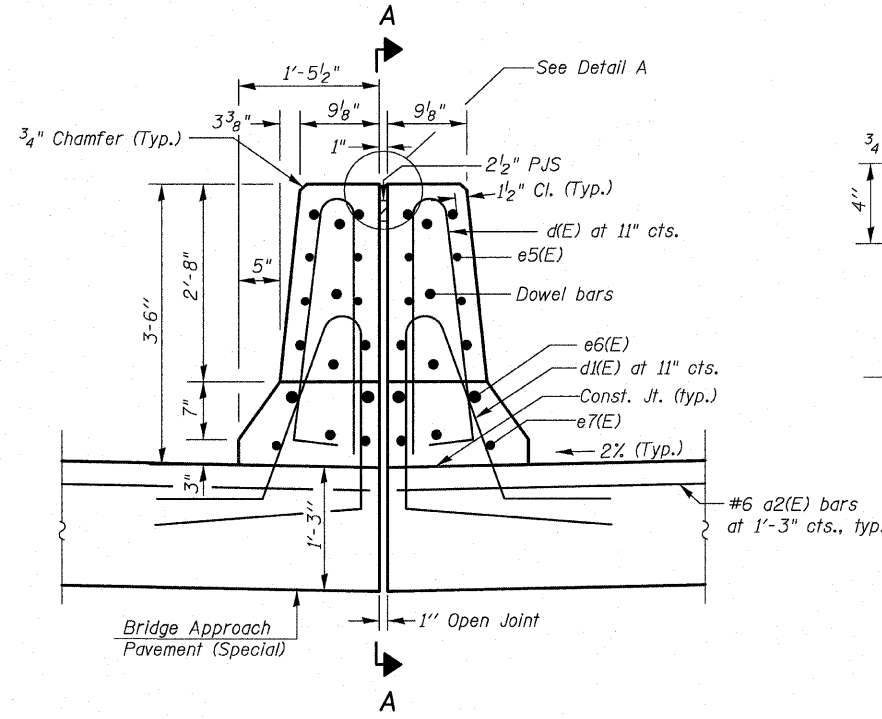
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



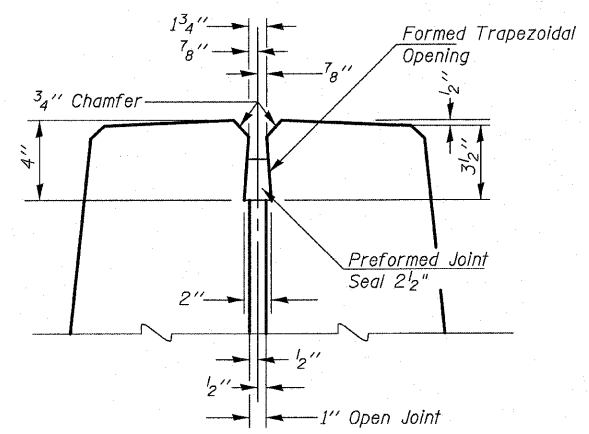
SECTION A-A THRU CENTERLINE OF CONCRETE MEDIAN BARRIER



SECTION B-B



SECTION C-C

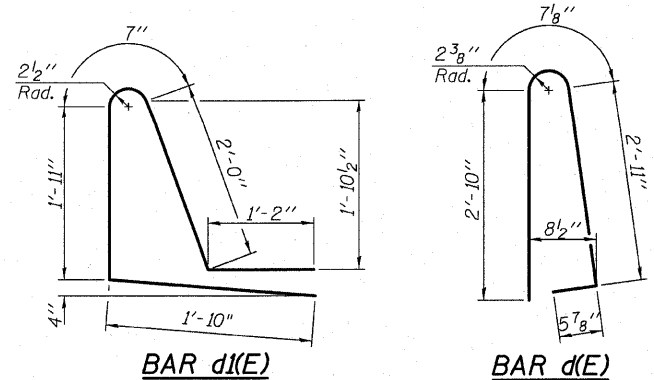


DETAIL A

BILL OF MATERIAL ④
(For Information Only)
(Two Locations)

Bar	No.	Size	Length	Shape
a2(E)	100	#6	6'-0"	—
d(E)	136	#5	6'-10"	⏏
d1(E)	136	#5	7'-6"	⏏
e5(E)	32	#4	29'-8"	—
e6(E)	8	#8	29'-8"	—
e7(E)	8	#5	29'-8"	—
Preformed Joint Seal 2 1/2"	Foot		60	
Concrete Superstructure Reinforcement Bars, Epoxy Coated	Cu. Yd.		15.6	
	Lbs.		4,450	

MEDIAN BARRIER ON APPROACH PAVEMENT DETAILS
STRUCTURE NO. 028-0079 (N.B.)
STRUCTURE NO. 028-0080 (S.B.)



BAR d1(E)

BAR d(E)

- Notes:
- ① Reinforcement bars designated (E) shall be epoxy coated.
 - ② See Section 1051 of the Standard Specifications. Cost included with Bridge Approach Pavement (Special).
 - ③ 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.
 - ④ All items shown in the Bill of Material are for information only. Costs are included with Bridge Approach Pavement (Special). See roadway plans for Bridge Approach Pavement (Special) details and quantity.

SHEET NO. 23	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(28-5)VB-1	FRANKLIN	81	46
SHEETS 29			CONTRACT NO. 78157		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

OATES ASSOCIATES
Consulting Engineers

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Collinsville, Illinois 62234
618-345-2200
Design Firm License No. 184.001115

DESIGNED JAD
CHECKED JGS
DRAWN JAD
CHECKED JGS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS DEPARTMENT OF TRANSPORTATION
District Nine Materials
Interstate 57 Over 7th Street
Route: Interstate 57 Structure Number: 028-0004/5 Date: 10/25/2005
Section: Bored By: Bryan Keller
County: Franklin Location: At NCL W. Frankfort Checked By: Rob Graeff

Boring No. 2-S Station 120+80 Offset 6' RT CL of Median Ground Surface 419.3 Ft	D E P T H	B L O W	Qu tsf	W%	Surf Wat Elev:	D E P T H	B L O W	Qu tsf	W%
					Ground Water Elevation when Drilling 379.3 At Completion 373.4 At: Hrs:				
Very stiff, moist, brown mottled grey, Silty Clay A7-6					3	1.1S	20		
		4			4				
		5	4.5B	13	1	1.4S	28		
		7			4				
414.8				389.8					
Stiff, moist, brown mottled grey, Clay A7-6	5.0	2			30.0	3			
		5	1.6S	22	5	2.9S	20		
		7			6				
412.3				387.3					
Very stiff, moist, brown mottled grey, Clay A7-6		2			2	0.6S	34		
		6	2.1B	21	2				
		8			3				
409.8				384.8					
Stiff, very moist, brown mottled grey, Clay A7-6	10.0	2			35.0	1			
		4	1.8B	23	2	1.1S	32		
		8			3				
407.3				382.3					
Stiff, moist, grey mottled brown, Silty Clay A-6		2			WH				
		6	1.8S	19	WH	0.6B	15		
		11			4				
404.8				379.8					
Stiff, moist to very moist, grey mottled brown, Clay A7-6	15.0	2			40.0	3			
		9	1.8S	25	4	4.2B			
		12			5				
		3							
		4	1.8B	21					
399.8				374.8					
Very stiff, moist, brown mottled grey, Silty Clay A-6 with Coal Chips	20.0	5			45.0	1			
		10	3.5B	18	4	2.1B	13		
		11			5				
397.3									
Very stiff, moist, brown mottled grey, Silty Clay A-6		2							
		6	2.1B	22					
		8							
394.8				369.8					
25.0	2			50.0	2				


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

Sheet 2 of 3
Route: Interstate 57 Date: 10/25/2005
Section: Bored By: Bryan Keller
County: Franklin

Boring No. 2-S Station 120+80 Offset: 6' RT CL of Median Ground Surface: 419.3 Ft	D E P T H	B L O W	Qu tsf	W%	D E P T H	B L O W	Qu tsf	W%
		8			15			
364.8								
Stiff, very moist, grey, Clay A7-6	55.0	1			80.0	6		
		4	1.8S	26	18	7.0S	21	
		4			27			
359.8								
Very stiff, wet, grey, Silty Clay Loam A-6	60.0	2			85.0			
		5	2.3S	25				
		7						
354.8								
Loose, wet, brown, very fine Silty Sand with Silt Loam Layers 63% Sand 33% Silt 4% Clay	85.0	1			90.0	3		
		2			5	3.5S	26	
		3			6			
349.8								
Very stiff, very moist, grey, Clay Loam A-6	70.0	3			95.0			
		6	2.1B	19				
		10						
344.8								
75.0	6			100.0	1			

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

SOIL BORING LOGS
STRUCTURE NO. 028-0079 (N.B.)
STRUCTURE NO. 028-0080 (S.B.)

SHEET NO. 25	F.A.I. RTE. 57	SECTION (28-5)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 81	SHEET NO. 48
SHEETS 29		CONTRACT NO. 78157			
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 JGS DRAWN JAD CHECKED JGS	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Sheet 3 of 3
Date: 10/25/2005

Route: Interstate 57
Section:
County: Franklin

DEPT	BLOW	Qu	W%	DEPT	BLOW	Qu	W%
419.3							
	3		39				
	3						
318.3							
105.0	100/1"			130.0			
110.0				135.0			
308.8	100/1"						
115.0				140.0			
120.0				145.0			
125.0				150.0			

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


ILLINOIS DEPARTMENT OF TRANSPORTATION
District Nine Materials
Bridge Foundation
Boring Log
Sheet 1 of 3

Interstate 57 Over 7th Street
Route: Interstate 57 Structure Number: 028-0004/5 Date: 6/15/2005
Section: Bored By: Bryan Keller
County: Franklin Location: At NCL W. Frankfort Checked By: Rob Graeff

DEPT	BLOW	Qu	W%	Surf Wat Elev:	DEPT	BLOW	Qu	W%
418.4								
	2					4	3.7B	22
	4	3.2S	14			6		
	4					7	3.1S	23
	4					10		
				388.9				
	5.0	2			30.0	2		
	4	3.7S	21			4	1.6S	25
	6					4		
411.4				386.4				
	2					2		
	4	1.9S	29			5	2.5S	27
	4					6		
				383.9				
	10.0	1			35.0	3		
	2	1.6S	22			4		42
	3					4		
406.4				381.4				
	2					1		
	4	2.1S	20			3	1.7B	21
	5					4		
403.9				378.9				
	15.0	1			40.0	1		
	3	2.7B	20			3	2.3S	18
	5					5		
401.4								
	2							
	5	6.1B	20					
	11							
398.9				373.9				
	20.0	4			45.0	1		
	4	1.9S	22			4	1.8S	34
	7					5		
396.4								
	1							
	5	2.6S	22					
	6							
				368.9				
25.0	1				50.0	1		

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

SOIL BORING LOGS
STRUCTURE NO. 028-0079 (N.B.)
STRUCTURE NO. 028-0080 (S.B.)

SHEET NO. 26	F.A.I. RTE. 57	SECTION (28-5)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 81	SHEET NO. 49
SHEETS 29			CONTRACT NO. 78157		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					
		Eastport Business Center 1 100 Lanter Court, Suite 1 Collinsville, Illinois 62234 618-345-2200 Design Firm License No. 184.001115		DESIGNED JAD CHECKED JGS DRAWN JAD CHECKED JGS	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Route: Interstate 57
Section:
County: Franklin

Sheet 2 of 3
Date: 6/15/2005

Boring No: 3-5 Station: 118+58 Offset: 7' LT CL Median Ground Surface: 418.4 Ft	DEPT	BLOW	Qu	W%	Description	DEPT	BLOW	Qu	W%
	H	W	tsf			H	W	tsf	
Medium, wet, brown, Silt Loam A-4		WH	0.7B	28	Hard, moist, grey, Clay A7-6	10	5.1S	22	
		3				13			
No recovery	55.0	3			Very stiff, moist, brown to grey, Clay A7-6	80.0	4		
		4				15	3.9S	22	
Stiff, wet, brown to grey, Silt Loam A-4	60.0	5			Medium, very moist, grey, Silt Loam A-4	90.0	4		
		6	1.1S	23		6	3.1B	18	
		13				8			
Very stiff, moist, grey Clay A7-6	70.0	4							
		8	3.5S	22					
		10							
	75.0	2				100.0	WR		

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


Route: Interstate 57
Section:
County: Franklin

Sheet 3 of 3
Date: 6/15/2005

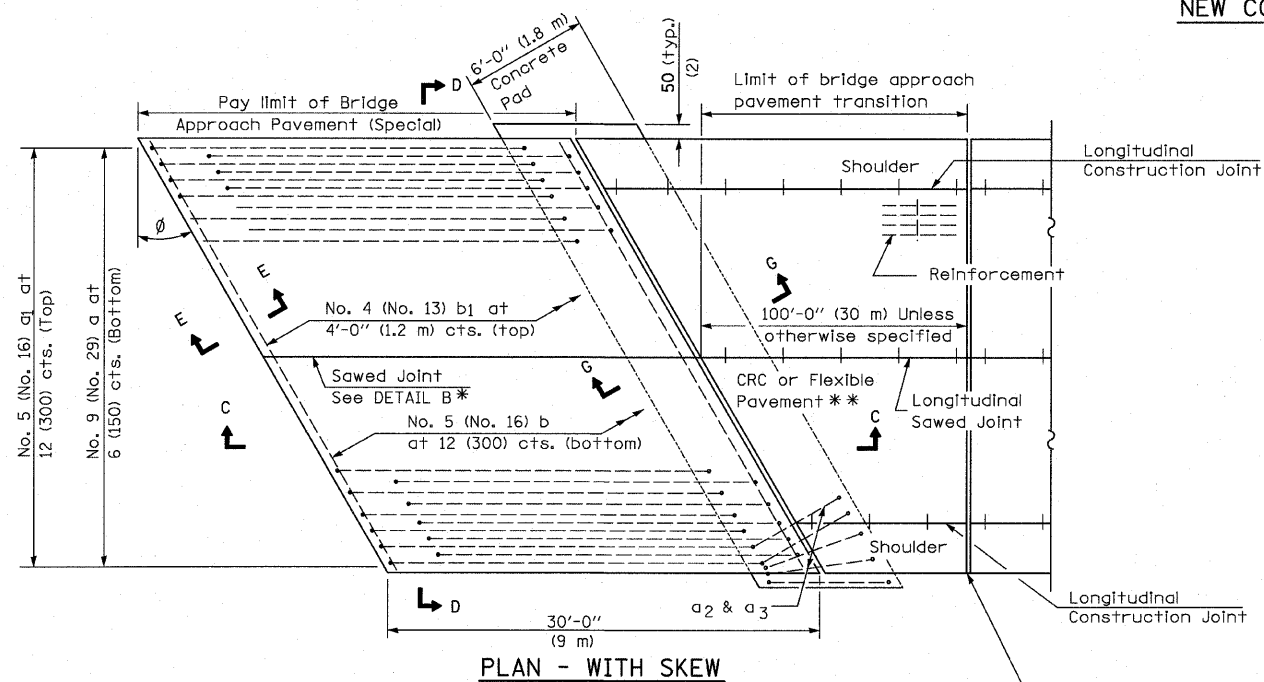
Boring No: 3-5 Station: 118+58 Offset: 7' LT CL Median Ground Surface: 418.4 Ft	DEPT	BLOW	Qu	W%	Description	DEPT	BLOW	Qu	W%
	H	W	tsf			H	W	tsf	
Very loose, wet, grey, very fine Silty Sand 74% Sand 19% Silt 7% Clay		WR		27	Hard, dry, grey, Sandstone	110.0	100/2"		
		WR							
Hard, dry, grey, Sandstone	110.0	100/2"			Hard, dry, grey, Sandstone	300.9	100/1"		
Bottom of hole = 117.5 ft. Free water observed at 34.5 ft.					Elevation referenced to Bk. No. Abut. Sta. 118+74 El. 418.9 ft NB. 57				
To convert "N" values to "N60" values multiply by 1.25.									

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

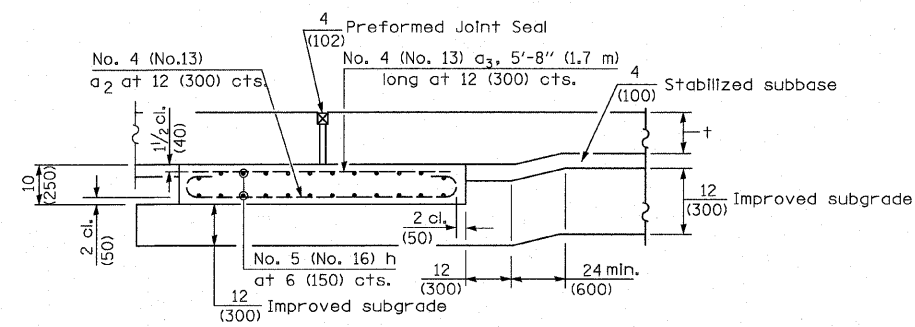
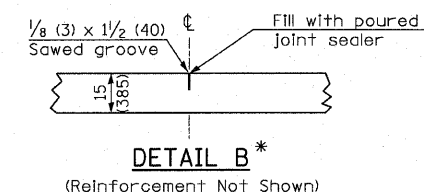
SOIL BORING LOGS
STRUCTURE NO. 028-0079 (N.B.)
STRUCTURE NO. 028-0080 (S.B.)

SHEET NO. 27	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(28-5)VB-1	FRANKLIN	81	50
SHEETS 29		CONTRACT NO. 78157			
		FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT			
		Eastport Business Center 1 100 Lanter Court, Suite 1 Collinsville, Illinois 62234 618-345-2200 Design Firm License No. 184.001115			DESIGNED JAD CHECKED JGS DRAWN JAD CHECKED JGS

NEW CONSTRUCTION

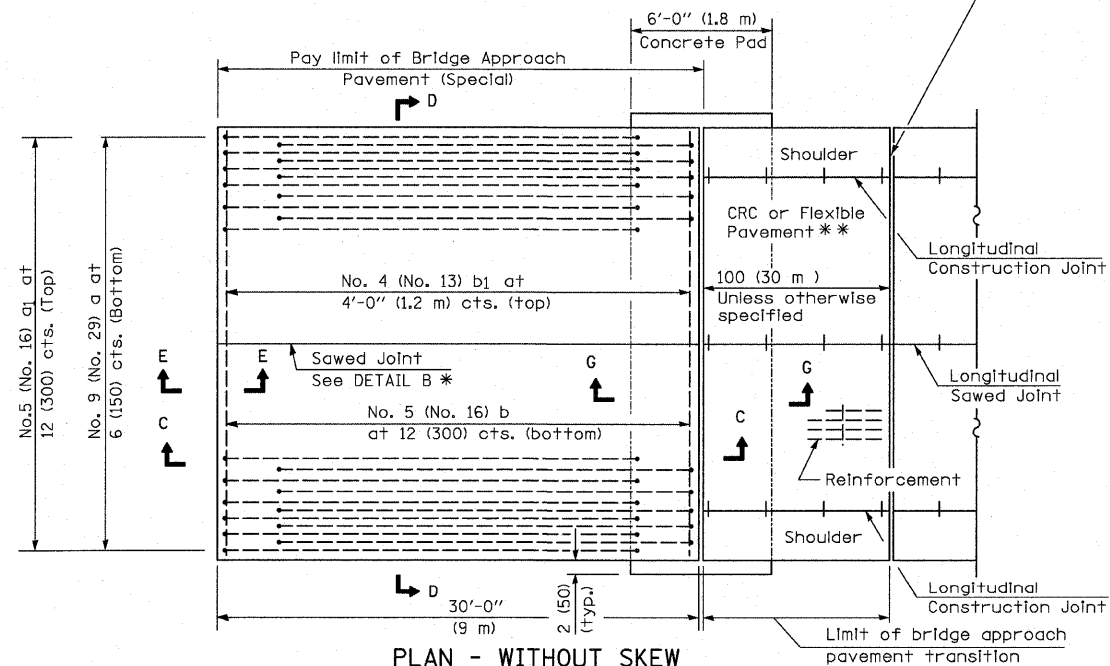


PLAN - WITH SKEW

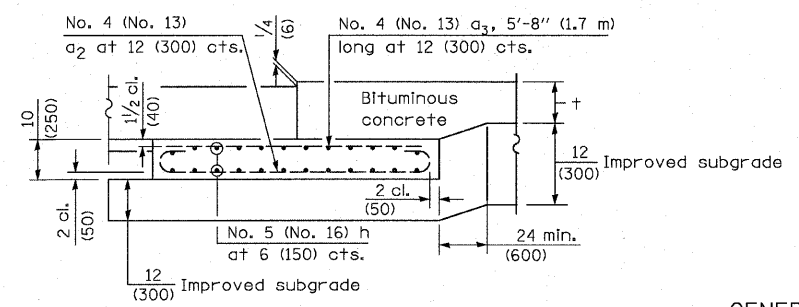


SECTION G-G - RIGID PAVEMENT
(Showing reinforcement)

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



SECTION G-G - FLEXIBLE PAVEMENT
(Showing reinforcement)

GENERAL NOTES

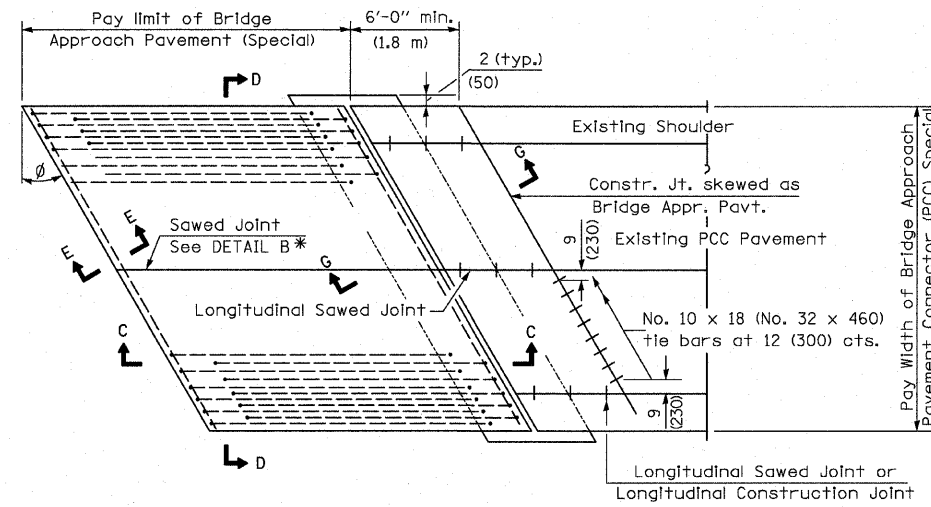
THICKNESS-"t"=Thickness of Pavement.
See Standard 421001 for reinforcement details not shown.
See Standard 420001 for joint details not shown.
All dimensions are in inches (millimeters) unless otherwise shown.

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

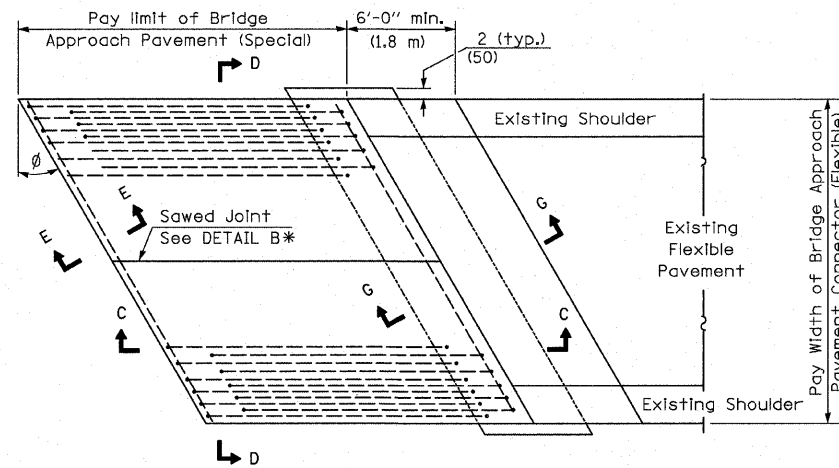
BRIDGE APPROACH PAVEMENT (SPECIAL)

FILE NAME = H:\P\25066p2\Technical_Production\Civil\...	USER NAME = maisiegraser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS I-57 OVER 7TH ST / C&E RAILROAD			F.A.I. RTE. 57	SECTION (28-5)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 81	SHEET NO. 53
PLOT SCALE = 5/8" = 1' / IN.	PLOT DATE = 3/15/2010	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 78157		
		CHECKED -	REVISED -							ILLINOIS FED. AID PROJECT		
		DATE -	REVISED -							FED. ROAD DIST. NO.		
										CONTRACT NO. 78157		

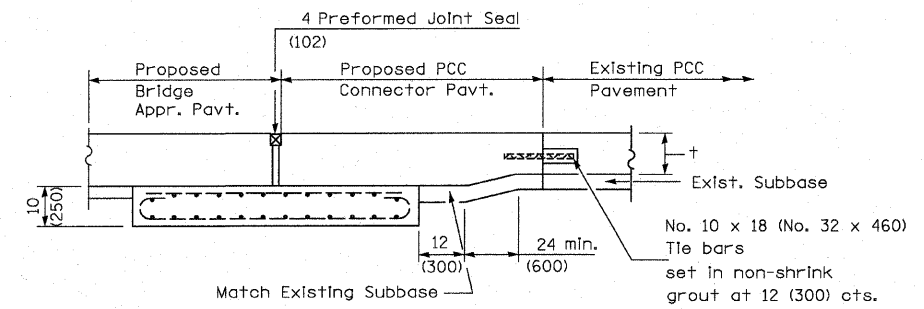
EXISTING CONSTRUCTION



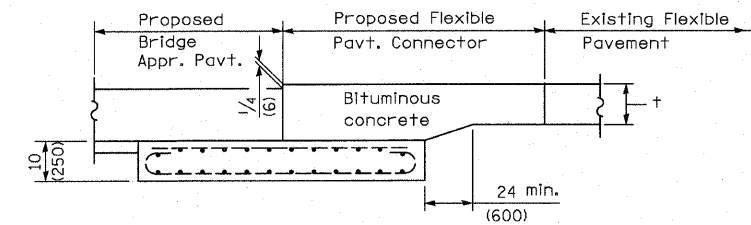
BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) SPECIAL



BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)



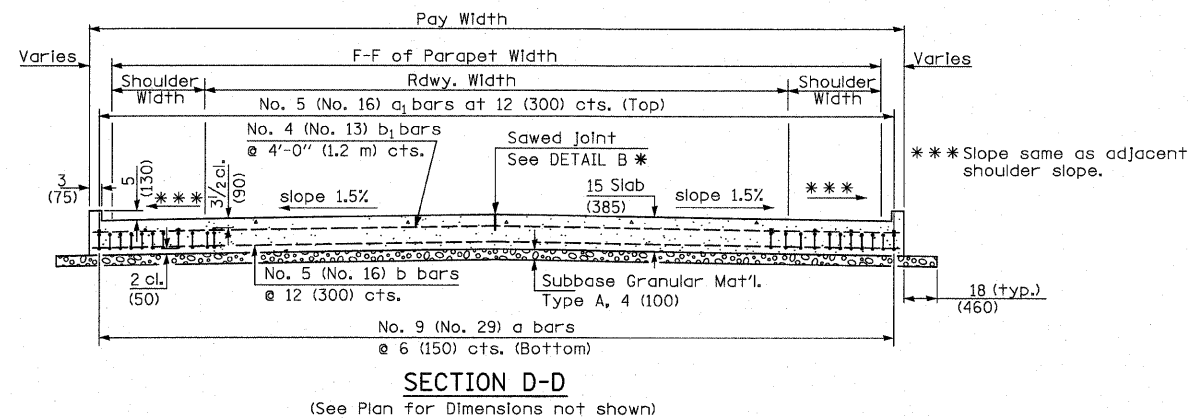
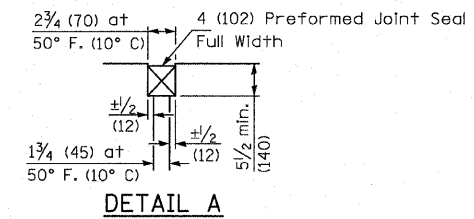
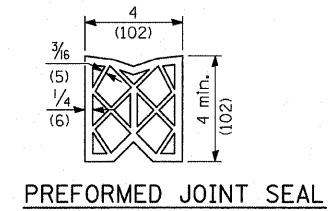
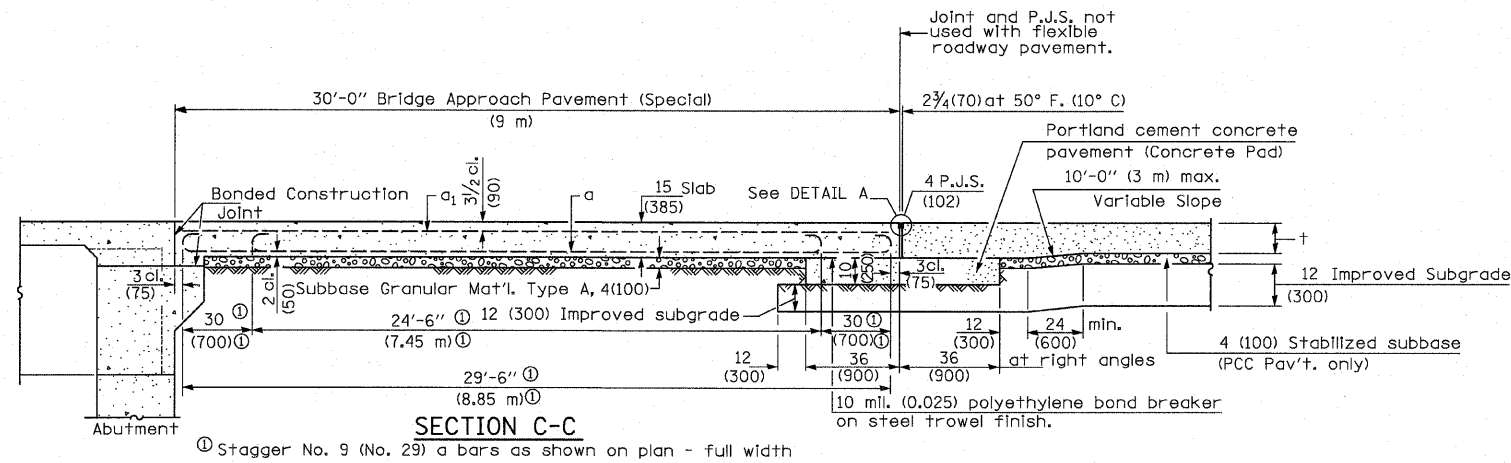
SECTION G-G - RIGID PAVEMENT



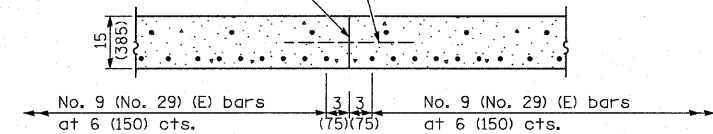
SECTION G-G - FLEXIBLE PAVEMENT

BRIDGE APPROACH PAVEMENT (SPECIAL)

FILE NAME =	USER NAME = malsiegraser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS I-57 OVER 7TH ST / C&E RAILROAD			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
H:\P\25866p2\Technical_Production\Civil\	location\Sec285VB\details285vb.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	57	(28-5)VB-1	FRANKLIN	81	54
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -											
	PLOT DATE = 3/15/2010	DATE -	REVISED -											
										CONTRACT NO. 78157			ILLINOIS FED. AID PROJECT	



Longitudinal Construction Joint in accordance with details shown on Standard 420001.

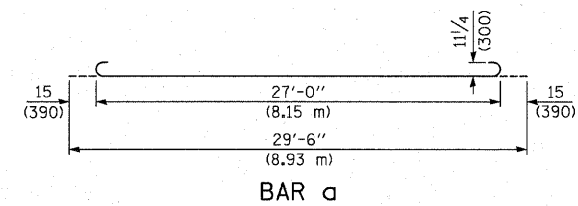


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

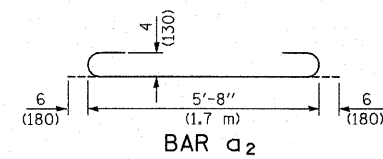
As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.

SECTION D-D

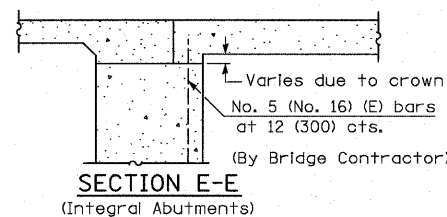
(See Plan for Dimensions not shown)



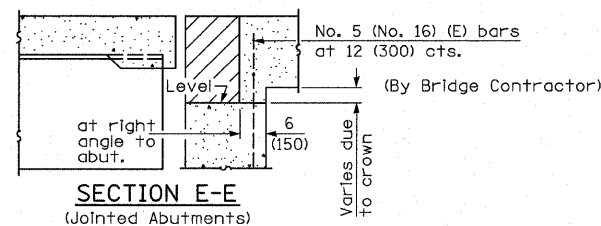
BAR a



BAR a2



SECTION E-E
(Integral Abutments)

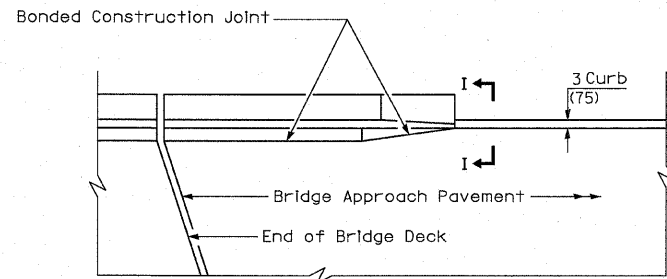


SECTION E-E
(Jointed Abutments)

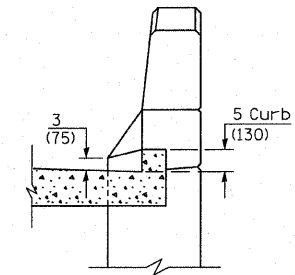
DESIGN STRESSES
 fy = 60,000 p.s.i. (400 MPa)
 f'c = 3,500 p.s.i. (24 MPa)
 n = 8.5

BRIDGE APPROACH PAVEMENT (SPECIAL)

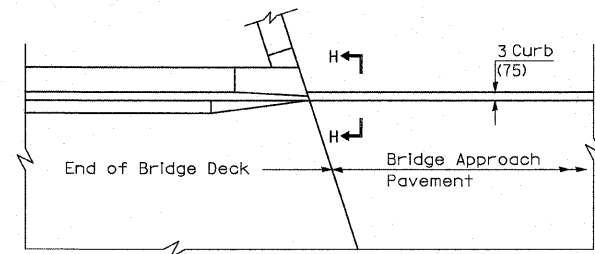
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	microstation\Sec285VB\details285vbdgn	DRAWN -	REVISED -		57	(28-5)VB-1	FRANKLIN	81	55			
	PLOT SCALE = 50,0000 / IN.	CHECKED -	REVISED -		CONTRACT NO. 78157							
	PLOT DATE = 3/15/2010	DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.				



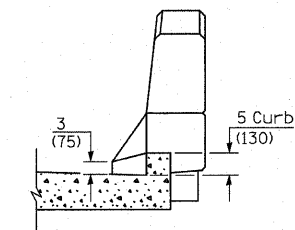
**PARAPET TO CURB TRANSITION
PILE BENT ABUTMENT**



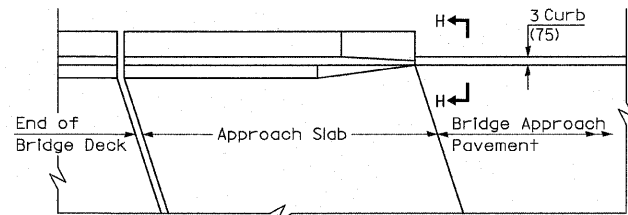
SECTION I - I



**PARAPET TO CURB TRANSITION
INTEGRAL ABUTMENT**



SECTION H - H

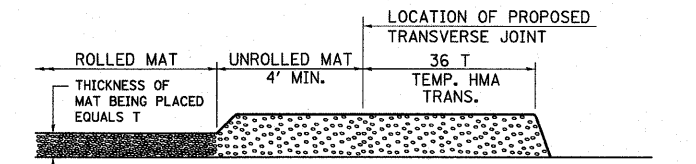


**PARAPET TO CURB TRANSITION
VAULTED ABUTMENT**

BRIDGE APPROACH PAVEMENT (SPECIAL)

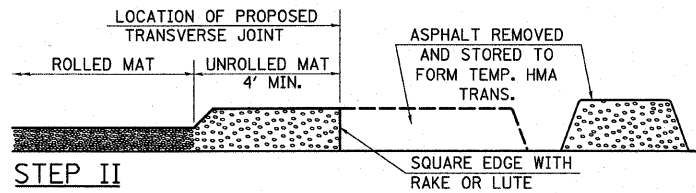
FILE NAME =	USER NAME = maistegroser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS I-57 OVER 7TH ST / C&E RAILROAD	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
H:\P\25266p2\Technical_Production\Civil\I-57\restation\Sec285VB\detail\285vb.dgn	DRAWN -	REVISED -	57			(28-5)VB-1	FRANKLIN	81	56	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 78157							
PLOT DATE = 3/15/2010	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
						SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.

TEMPORARY HOT-MIX ASPHALT TRANSITIONS



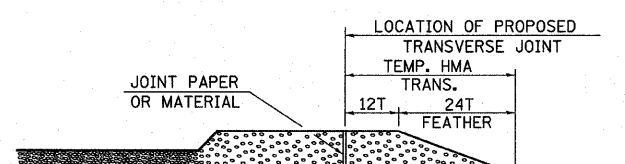
STEP I

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.



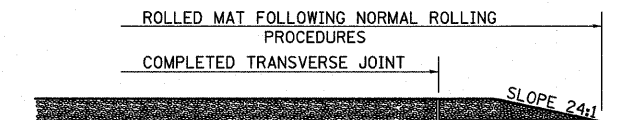
STEP II

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 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.



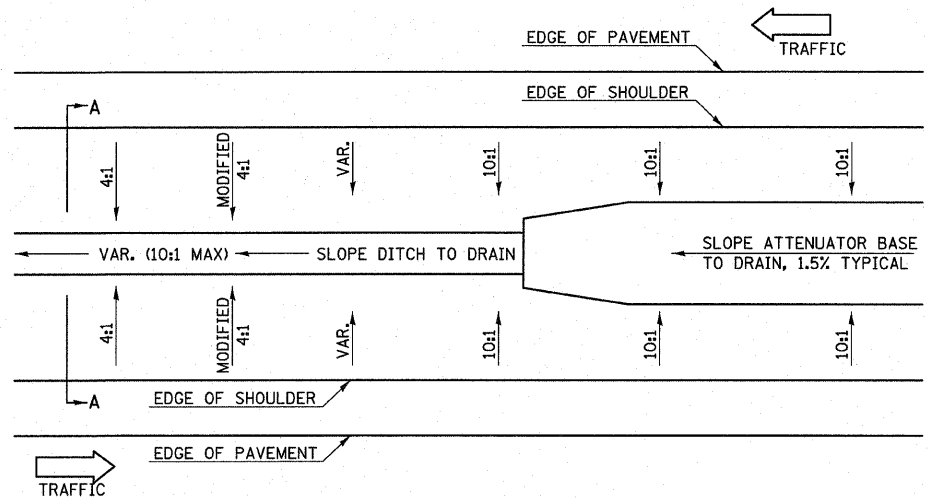
STEP IV

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.

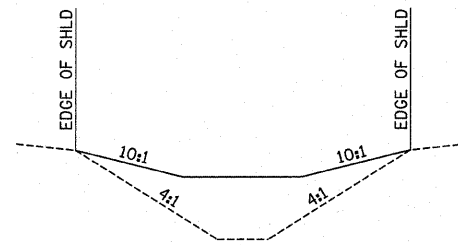
STD. 9-26

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

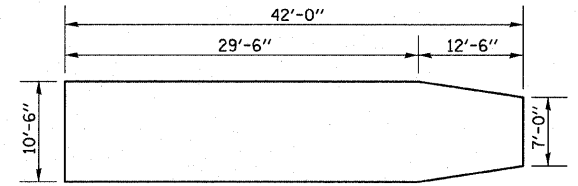
SLOPES APPLICABLE TO IMPACT ATTENUATORS



GRADING AND SHAPING DETAIL



SECTION A-A

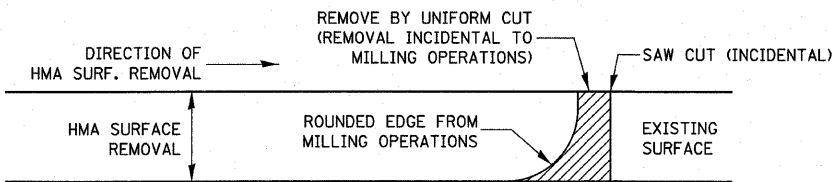


BASE DETAIL

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 S1 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.

HMA SURFACE REMOVAL DETAIL AT TERMINI

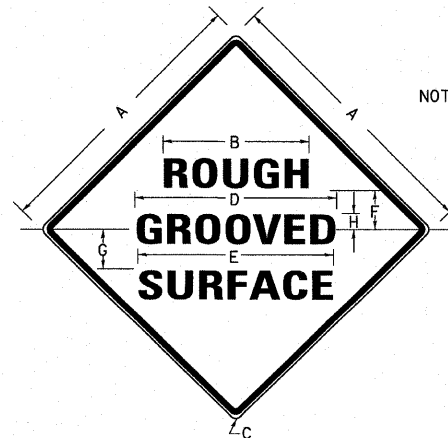
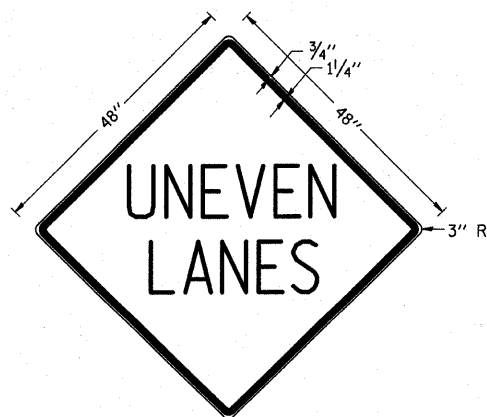


NOTE:

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") / W8-1106 (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.

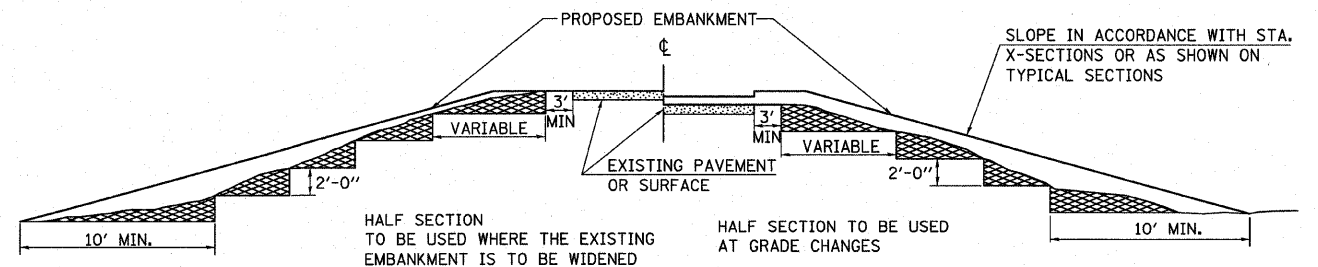
THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE REQUIRED SIGNS SHALL BE INCLUDED IN THE CONTRACT.

SIGN SIZE	SERIES LINES			MARGIN	BORDER	BLANK STD.
	1	2	3			
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

TYPICAL CROSS SECTION SHOWING STEP CONSTRUCTION ON EXISTING FILL



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.

FILE NAME = H:\P\25066p2\Technical_Production\Civil\	USER NAME = maisegroser	DESIGNED -	REVISED -
Microstation\Sec285VB\details285vb.dgn		DRAWN -	REVISED -
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PLOT DATE = 3/15/2010		DATE -	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

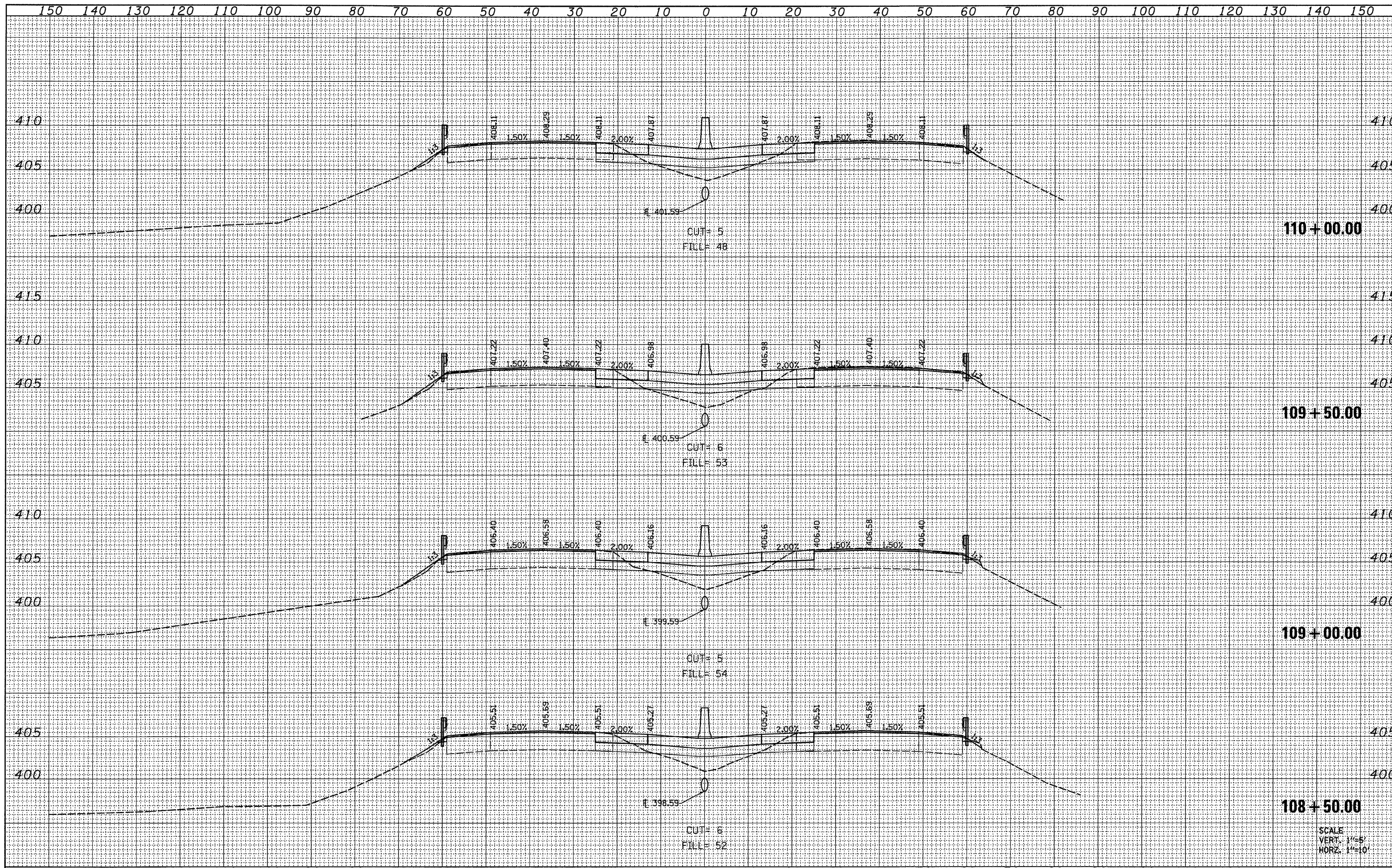
DETAILS I-57 OVER 7TH ST / C&E RAILROAD

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)VB-1	FRANKLIN	81	57
CONTRACT NO. 78157				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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

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

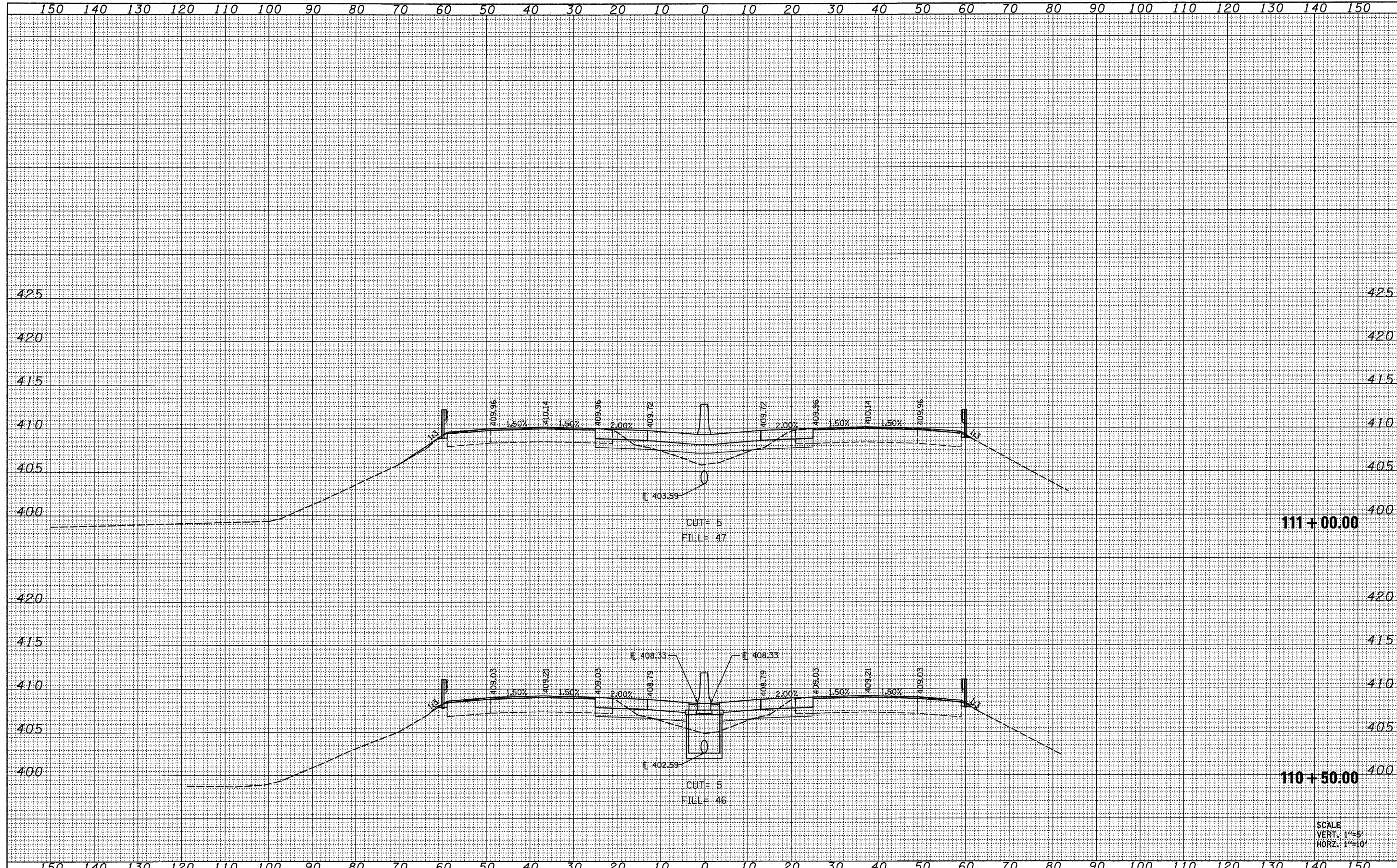


SCALE
VERT. 1"=5'
HORZ. 1"=10'

FILE NAME =	USER NAME = maisiegraser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS I-57 OVER 7TH ST / C&E RAILROAD			F.A.I. RTE. 57	SECTION (28-5)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 81	SHEET NO. 60
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PLOT SCALE = 1/8"=1' / IN.		CHECKED -	REVISED -									
PLOT DATE = 3/15/2010		DATE -	REVISED -									

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

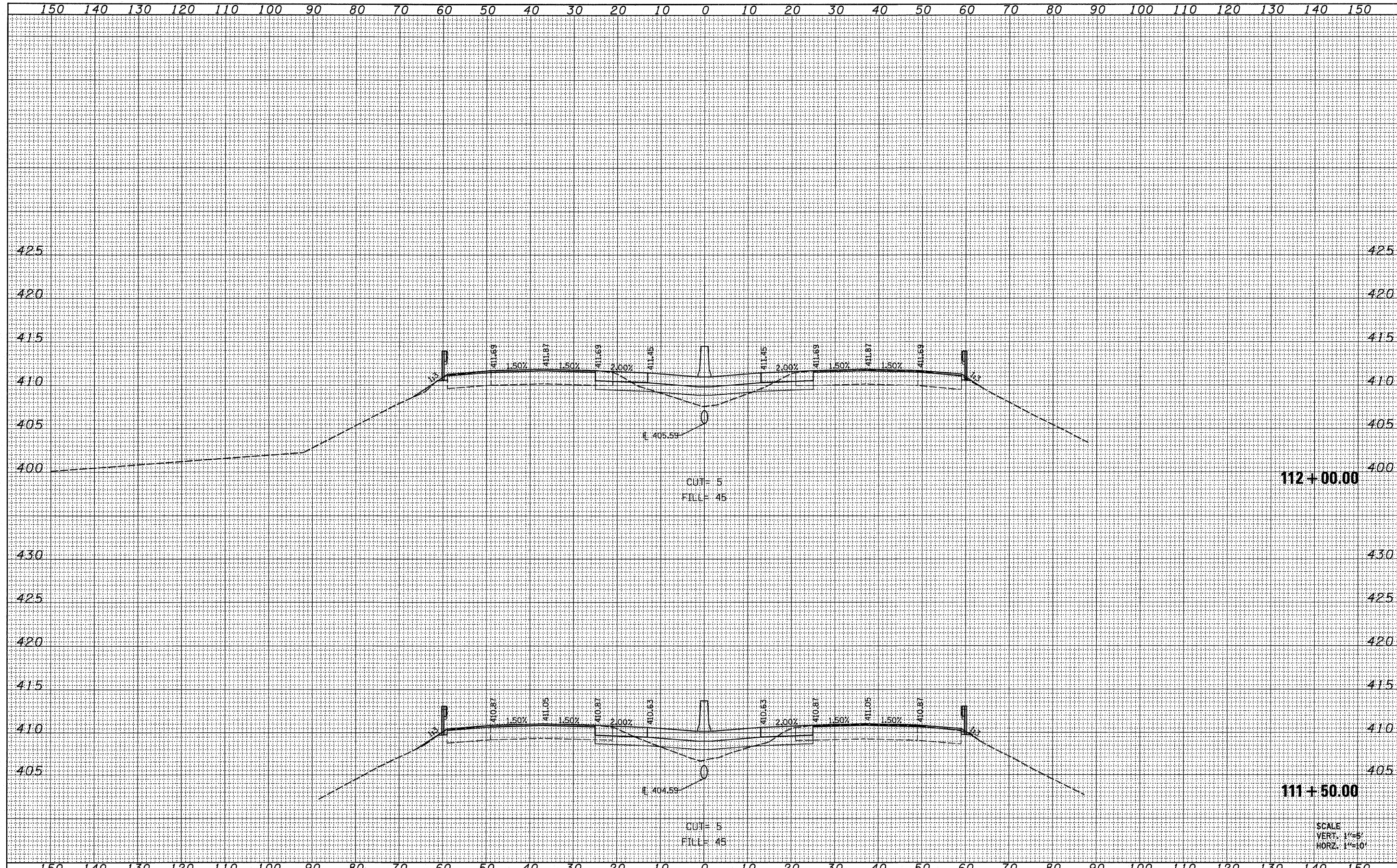
ORIGINAL SURVEY NO.	SURVEYED PLOTTED	DATE
NOTE BOOK NO.	TEMPLATE AREAS CHECKED	



FILE NAME = H:\25086p2\Technical\Production\Civil\Microstation\Sec285VB\ssht285vb.dgn	USER NAME = mo1stagraser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS I-57 OVER 7TH ST / C&E RAILROAD			F.A.I. RTE. 57	SECTION (28-5)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 81	SHEET NO. 61
PLOT SCALE = 10.0000 "/> <td>PLOT DATE = 3/15/2010</td> <td>DRAWN -</td> <td>REVISED -</td> <td>SCALE:</td> <td>SHEET NO.</td> <td>OF</td> <td>SHEETS</td> <td>STA. 110+50 TO STA. 111+00</td> <td>FED. ROAD DIST. NO.</td> <td>ILLINOIS FED. AID PROJECT</td> <td>CONTRACT NO. 78157</td>	PLOT DATE = 3/15/2010	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA. 110+50 TO STA. 111+00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 78157

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

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

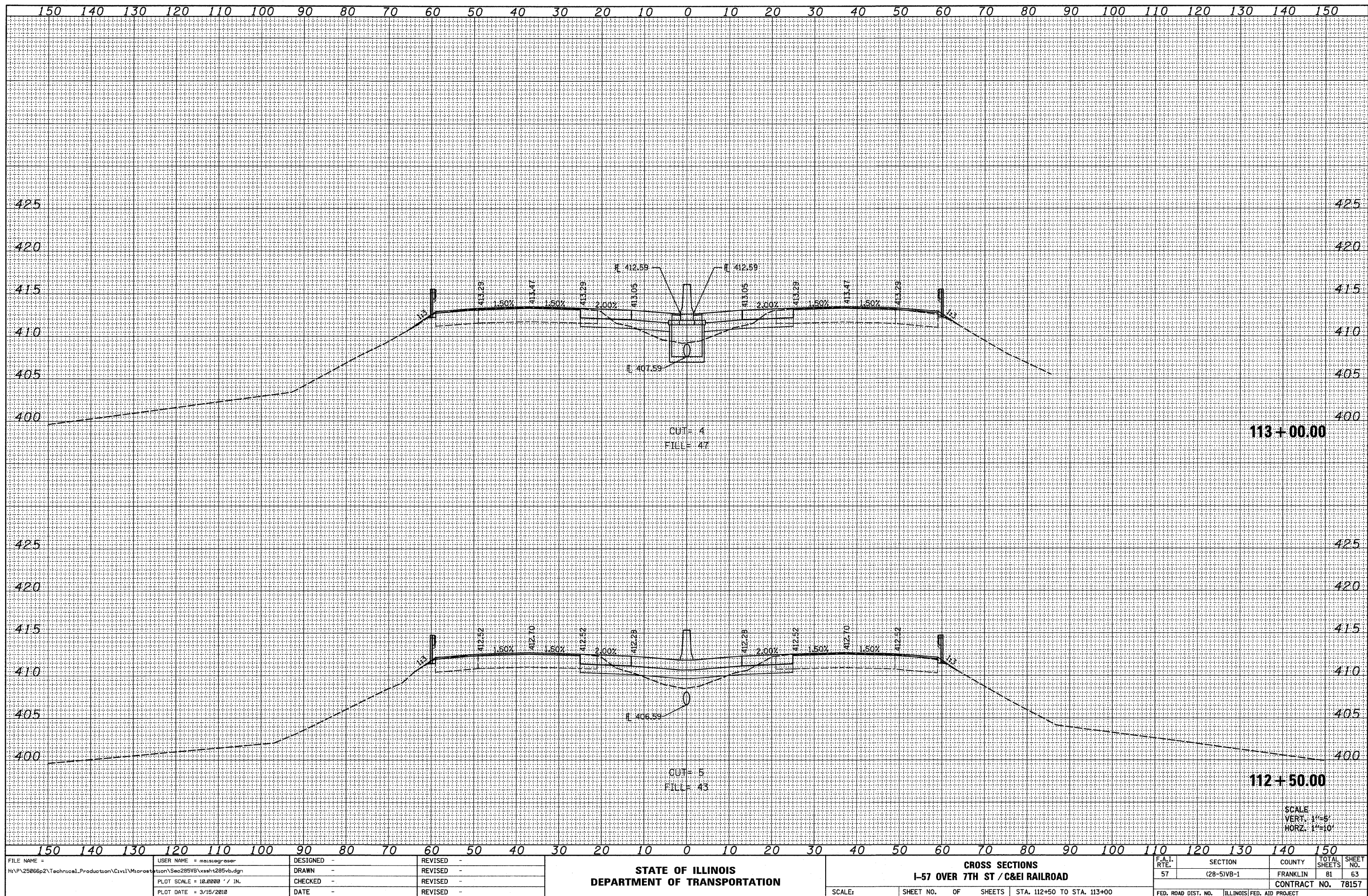


FILE NAME = H:\P\25066p2\Technical_Productions\Civil\Microstation\Sec285VB\ssht285vb.dgn	USER NAME = maisiegraser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS I-57 OVER 7TH ST / C&E RAILROAD	F.A.I. RTE. 57	SECTION (28-5)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 81	SHEET NO. 62		
PLOT SCALE = 10.0000' / IN.	PLOT DATE = 3/15/2010	DRAWN -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. 111+50 TO STA. 112+00	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			
		CHECKED -	REVISED -									
		DATE -	REVISED -									

SCALE
VERT. 1"=5'
HORZ. 1"=10'

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

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



SCALE
VERT. 1"=5'
HORZ. 1"=10'

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 USER NAME = mai10groser
 PLOT SCALE = 10.0000 ' / IN.
 PLOT DATE = 3/15/2010

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

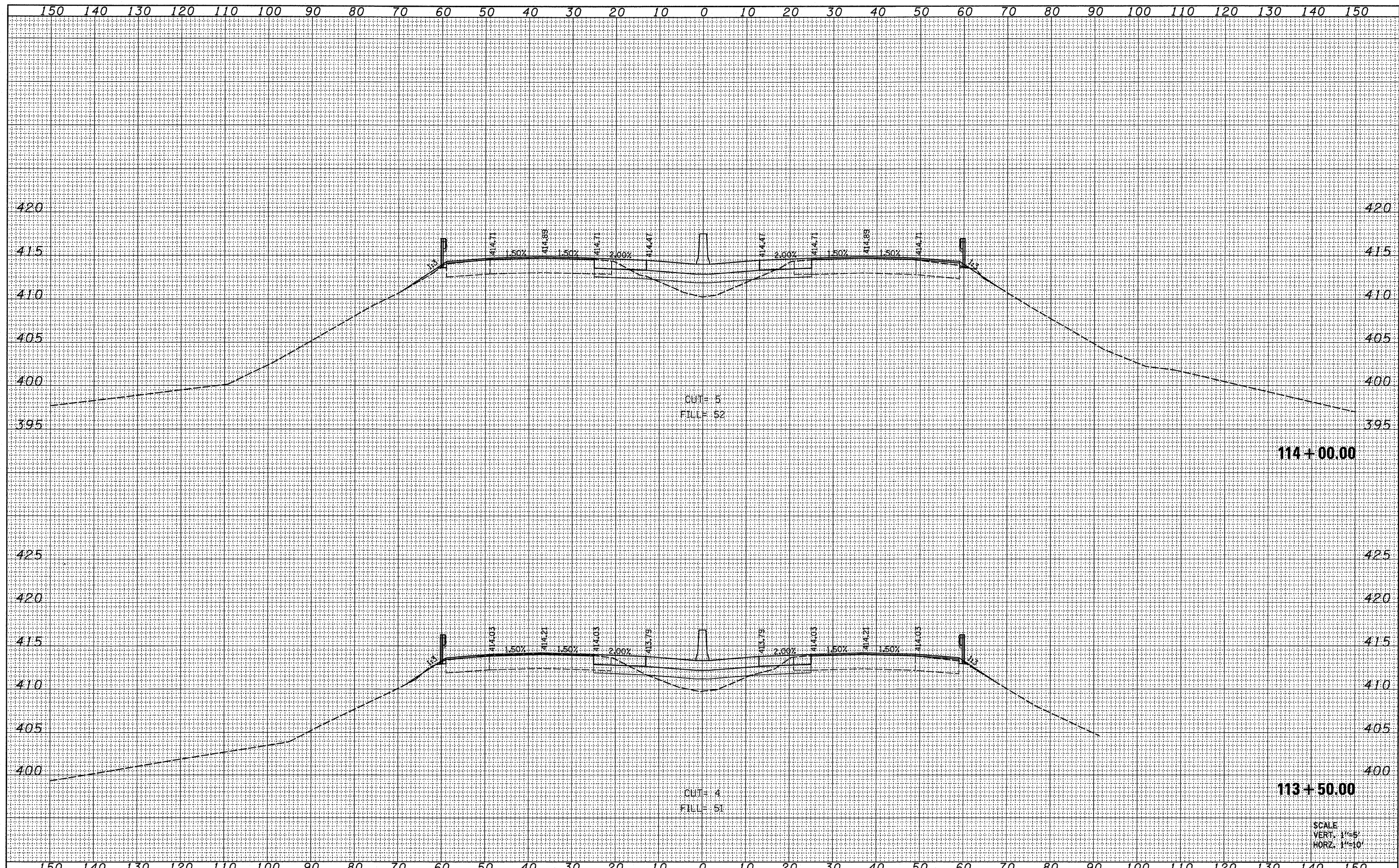
**CROSS SECTIONS
I-57 OVER 7TH ST / C&E RAILROAD**

SCALE: SHEET NO. OF SHEETS STA. 112+50 TO STA. 113+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)VB-1	FRANKLIN	81	63
CONTRACT NO. 78157				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

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

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



SCALE
VERT. 1"=5'
HORZ. 1"=10'

FILE NAME = H:\P\25066p2\Technical_Production\Civil\Microsoft\ton\Sec205VB\wash205vb.dgn
 USER NAME = maisigrass
 PLOT SCALE = 10.0000' / IN.
 PLOT DATE = 3/15/2018

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

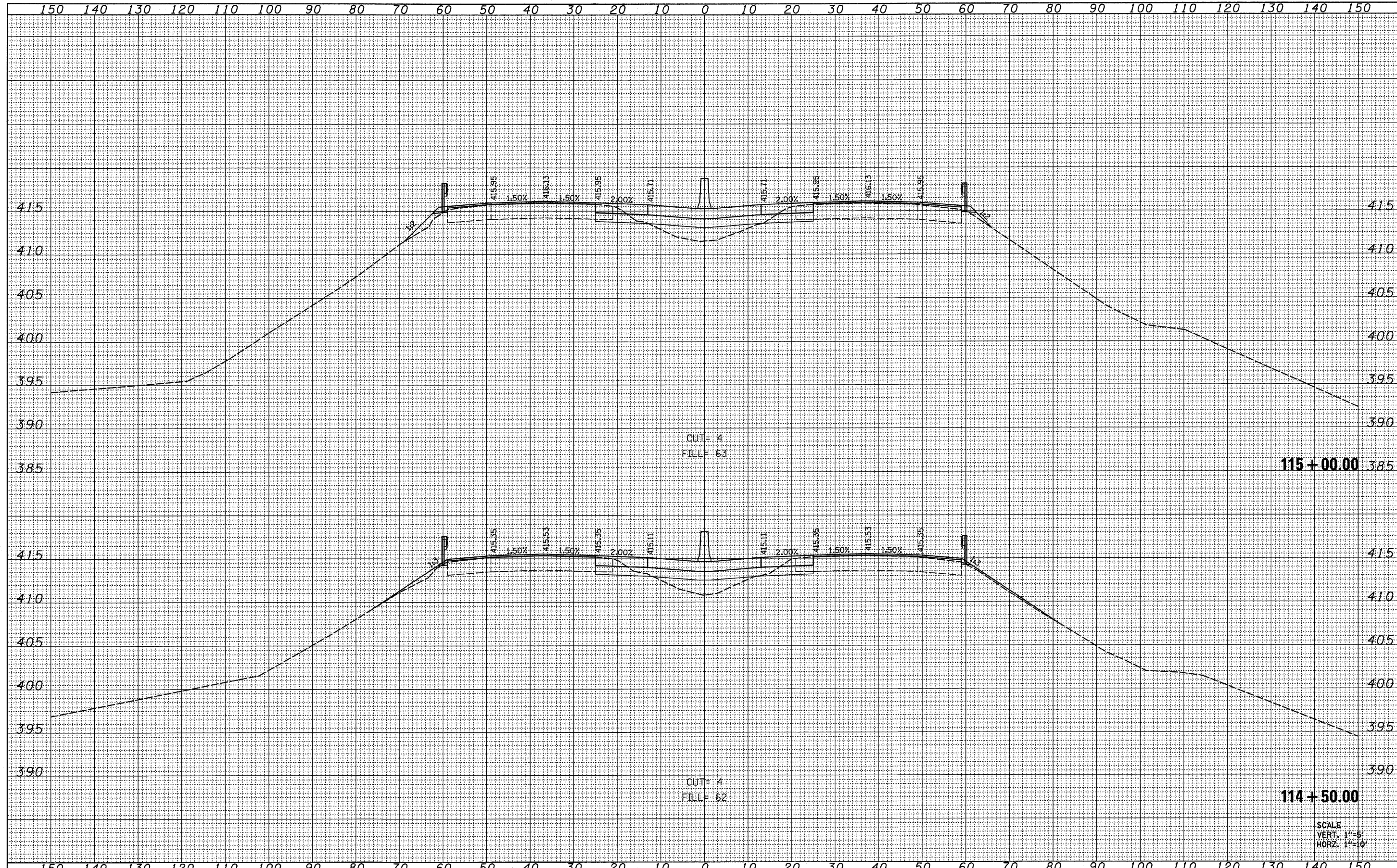
**CROSS SECTIONS
I-57 OVER 7TH ST / C&E RAILROAD**

SCALE: SHEET NO. OF SHEETS STA. 113+50 TO STA. 114+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)VB-1	FRANKLIN	81	64
CONTRACT NO. 78157				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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

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

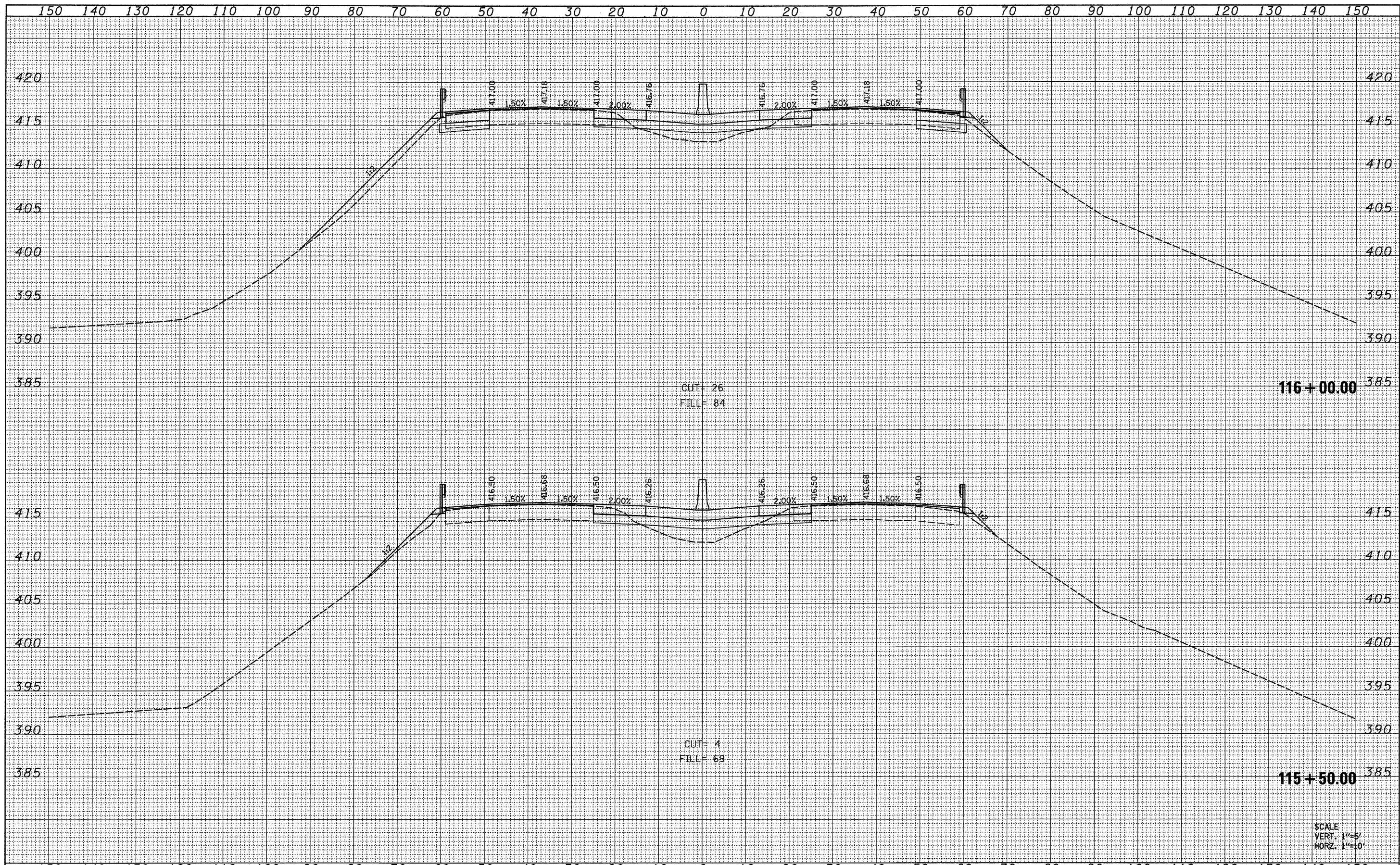


SCALE
VERT. 1"=5'
HORZ. 1"=10'

FILE NAME =	USER NAME = moisegraser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
H:\25086p2\Technical_Production\Civil\Microstation\Sec285VB\sheet285vb.dgn	PLLOT SCALE = 10.0000' / IN.	DRAWN -	REVISED -		I-57 OVER 7TH ST / C&E RAILROAD			57	(28-5VB-1)	FRANKLIN	81	65
	PLLOT DATE = 3/15/2010	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. 114+50 TO STA. 115+00			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				
		DATE -	REVISED -		CONTRACT NO. 78157							

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

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

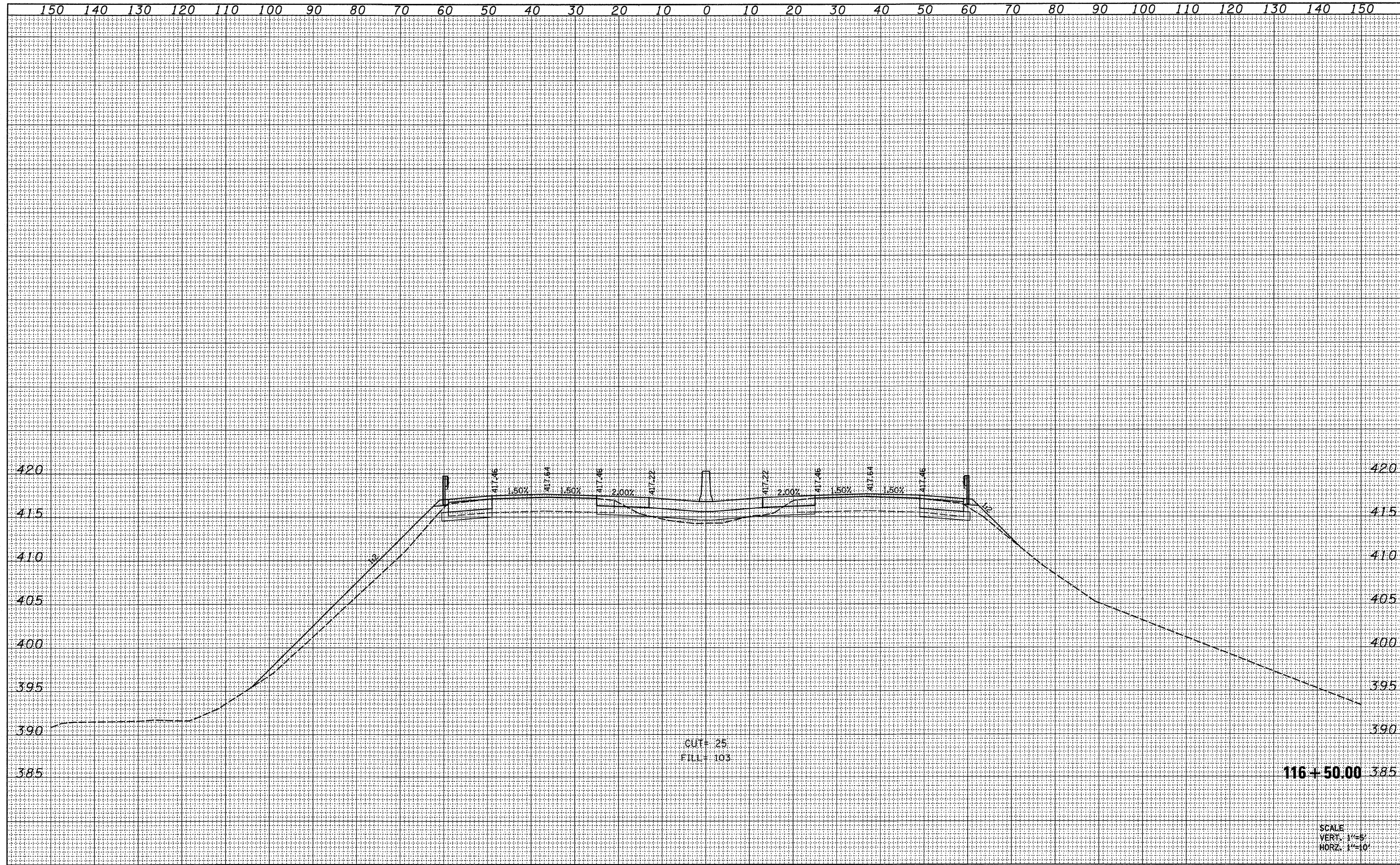


SCALE
VERT. 1"=5'
HORZ. 1"=10'

FILE NAME = H:\P\25066p2\Technical_Production\Civil\Microstation\Sec285VB\wash285vb.dgn	USER NAME = maistegor	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS I-57 OVER 7TH ST / C&E RAILROAD			F.A.I. RTE. 57	SECTION (28-5)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 81	SHEET NO. 66
	PLLOT SCALE = 10.0000' / IN.	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA. 115+50 TO STA. 116+00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 78157
	PLLOT DATE = 3/15/2018	CHECKED -	REVISED -									
		DATE -	REVISED -									

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

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

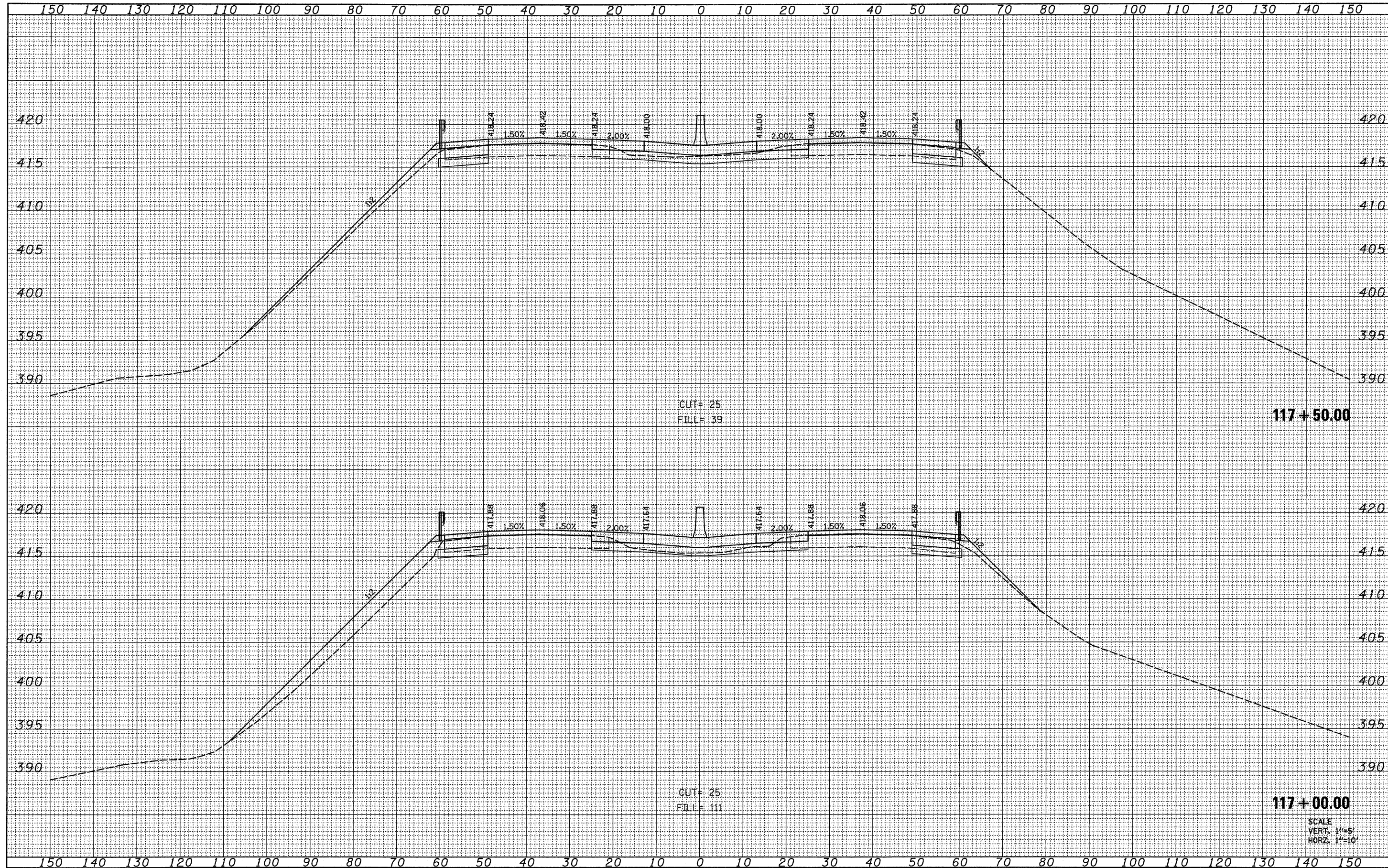


SCALE
VERT. 1"=5'
HORZ. 1"=10'

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PLOT SCALE = 10.0000' / IN.	PLOT DATE = 3/15/2010	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA. 116+50 TO STA. 116+50	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 78157
		CHECKED -	REVISED -									
		DATE -	REVISED -									

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

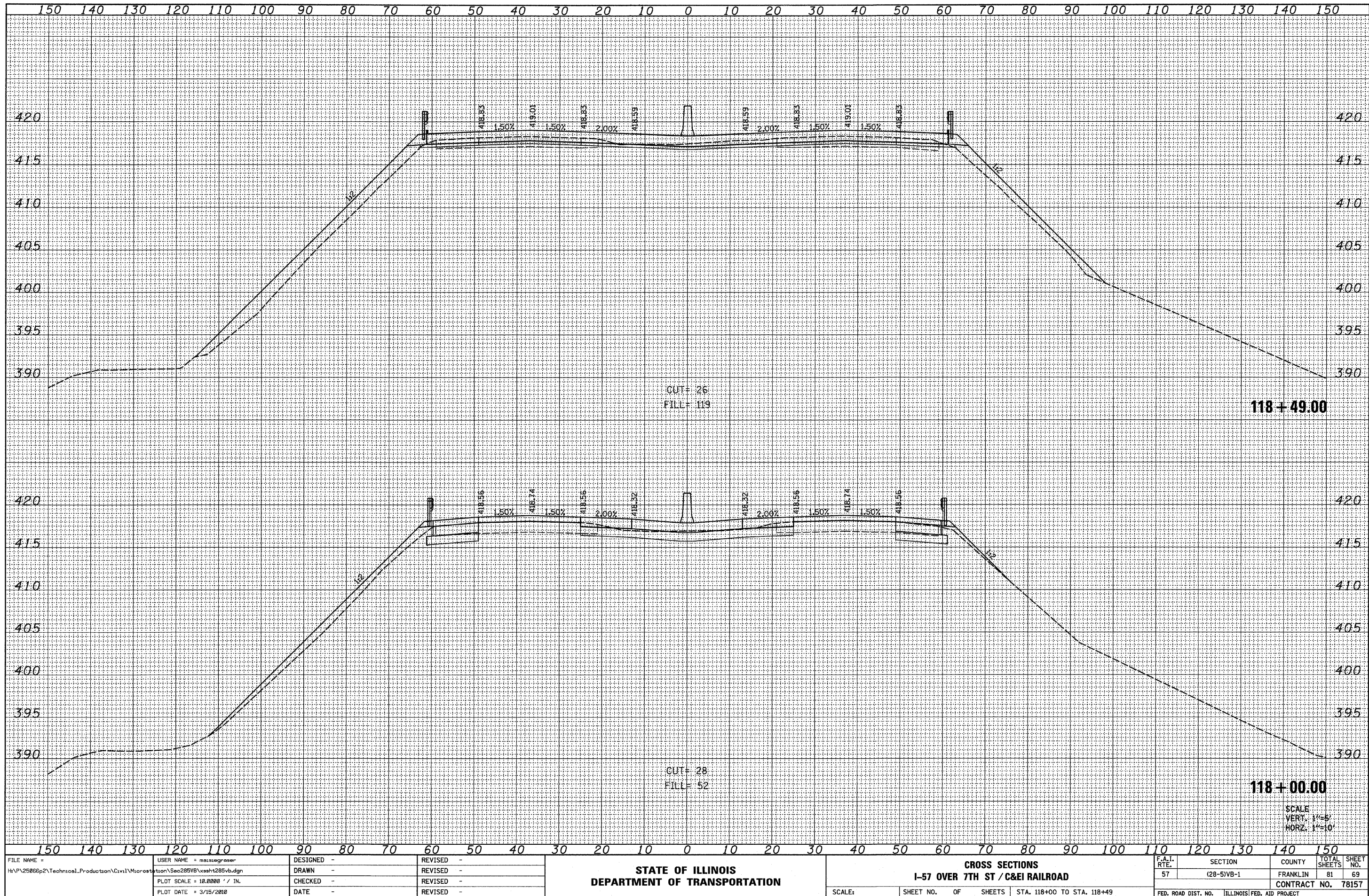
ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	BY
	TEMPLATE	
	AREAS CHECKED	



FILE NAME = H:\P\25086p2\Technical_Production\Civil\Microsoft\285VB\ssht285vb.dgn	USER NAME = moisiegasser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS I-57 OVER 7TH ST / C&E RAILROAD			F.A.I. RTE. 57	SECTION (28-5)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 81	SHEET NO. 68
PLOT SCALE = 10.0000' / IN.	PLOT DATE = 3/15/2010	DRAWN -	REVISED -		SCALE:	SHEET NO. OF	SHEETS	STA. 117+00 TO STA. 117+50	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			
		CHECKED -	REVISED -						CONTRACT NO. 78157			
		DATE -	REVISED -									

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

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



SCALE
 VERT. 1"=5'
 HORZ. 1"=10'

FILE NAME =	USER NAME = mainagraser
H:\P\25066p2\Technical_Production\Civil\Microsoft\ton\Sec285VB\kash285vb.dgn	
PLOT SCALE = 10.0000 / IN.	
PLOT DATE = 3/15/2010	

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

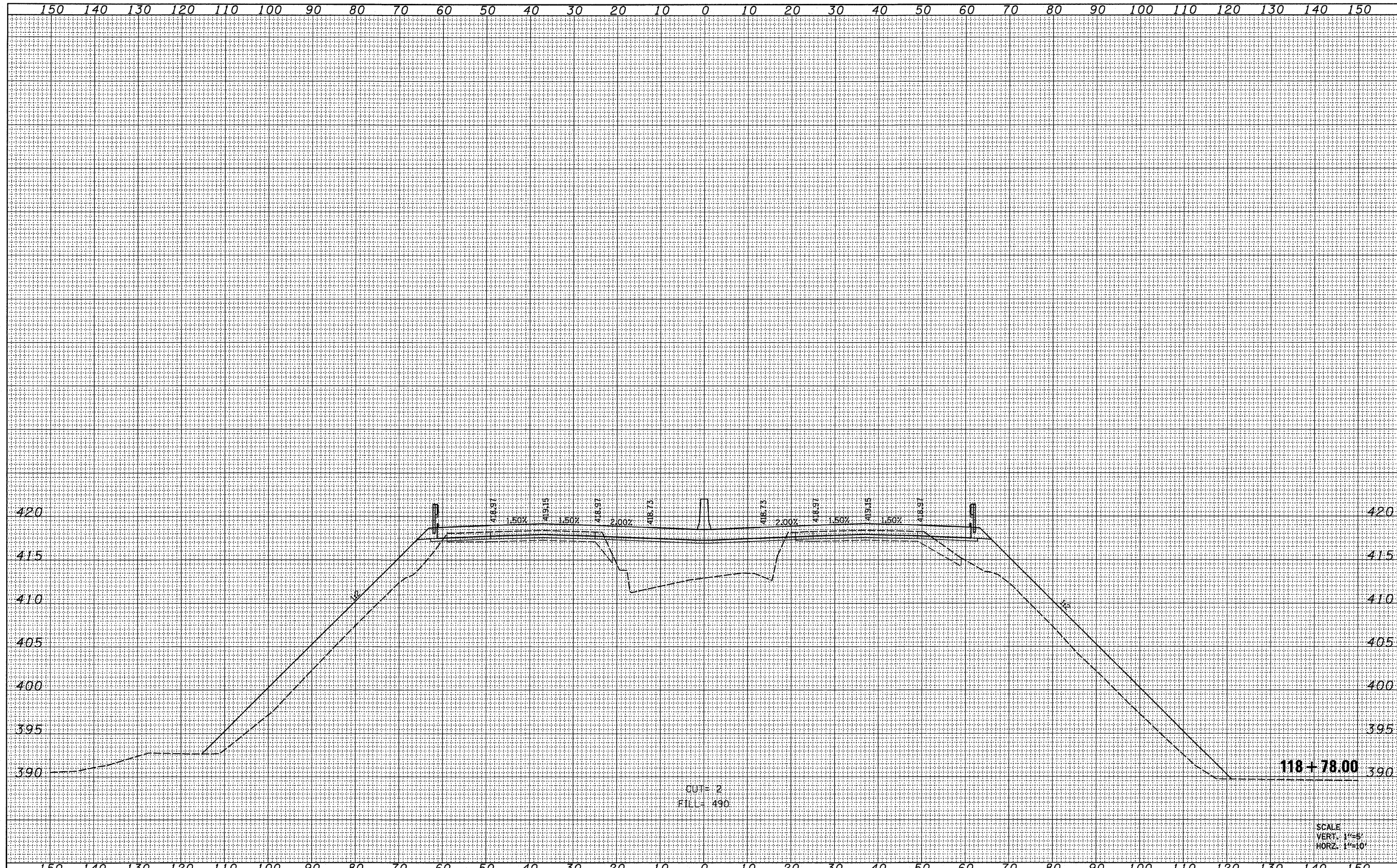
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS			
I-57 OVER 7TH ST / C&E RAILROAD			
SCALE:	SHEET NO.	OF SHEETS	STA. 118+00 TO STA. 118+49

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)VB-1	FRANKLIN	81	69
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 78157	

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

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

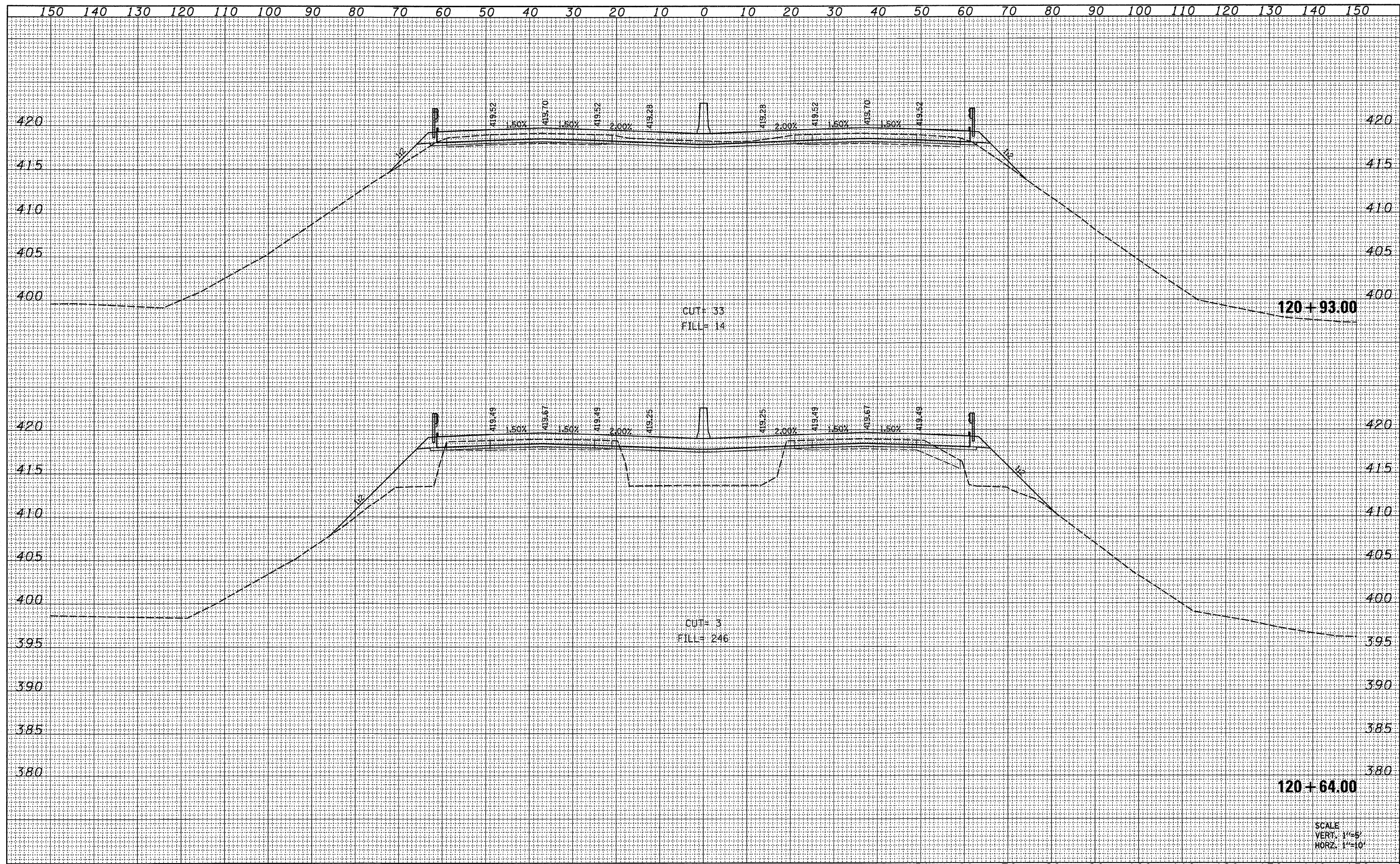


SCALE
VERT. 1"=5'
HORZ. 1"=10'

FILE NAME =	USER NAME = meisagroser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS I-57 OVER 7TH ST / C&E RAILROAD			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
H:\P\25066p2\Technical\Production\Civil\Microstation\Sec285VB\ssht285vb.dgn	PLLOT SCALE = 10.0000' / IN.	DRAWN -	REVISED -		57	(28-5)VB-1	FRANKLIN	81	70			
PLLOT DATE = 3/15/2010	DATE -	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. 118+78 TO STA. 118+78			CONTRACT NO. 78157				
		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

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

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

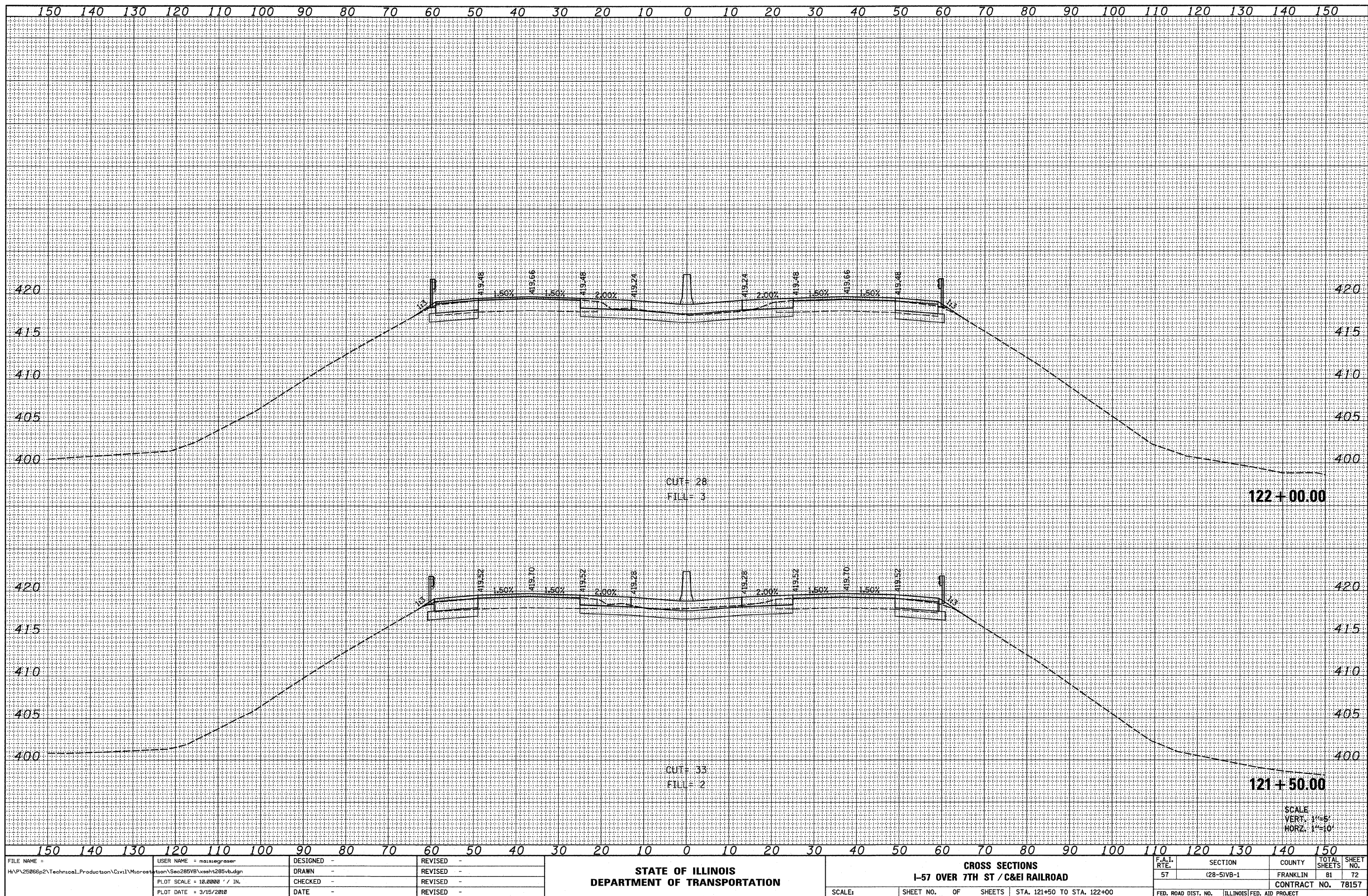


SCALE
 VERT. 1"=5'
 HORZ. 1"=10'

FILE NAME = H:\P\25066p2\Technical_Production\Civil\Microstation\Sec285VB\ssht285vb.dgn	USER NAME = maisiegraser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS I-57 OVER 7TH ST / C&E RAILROAD			F.A.I. RTE. 57	SECTION (28-5)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 81	SHEET NO. 71
PLOT SCALE = 10.0000' / IN.	PLOT DATE = 3/15/2010	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA. 120+64 TO STA. 120+93	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 78157
		CHECKED -	REVISED -									
		DATE -	REVISED -									

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

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



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PLOT SCALE = 10.0000' / IN.	
PLOT DATE = 3/15/2010	

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

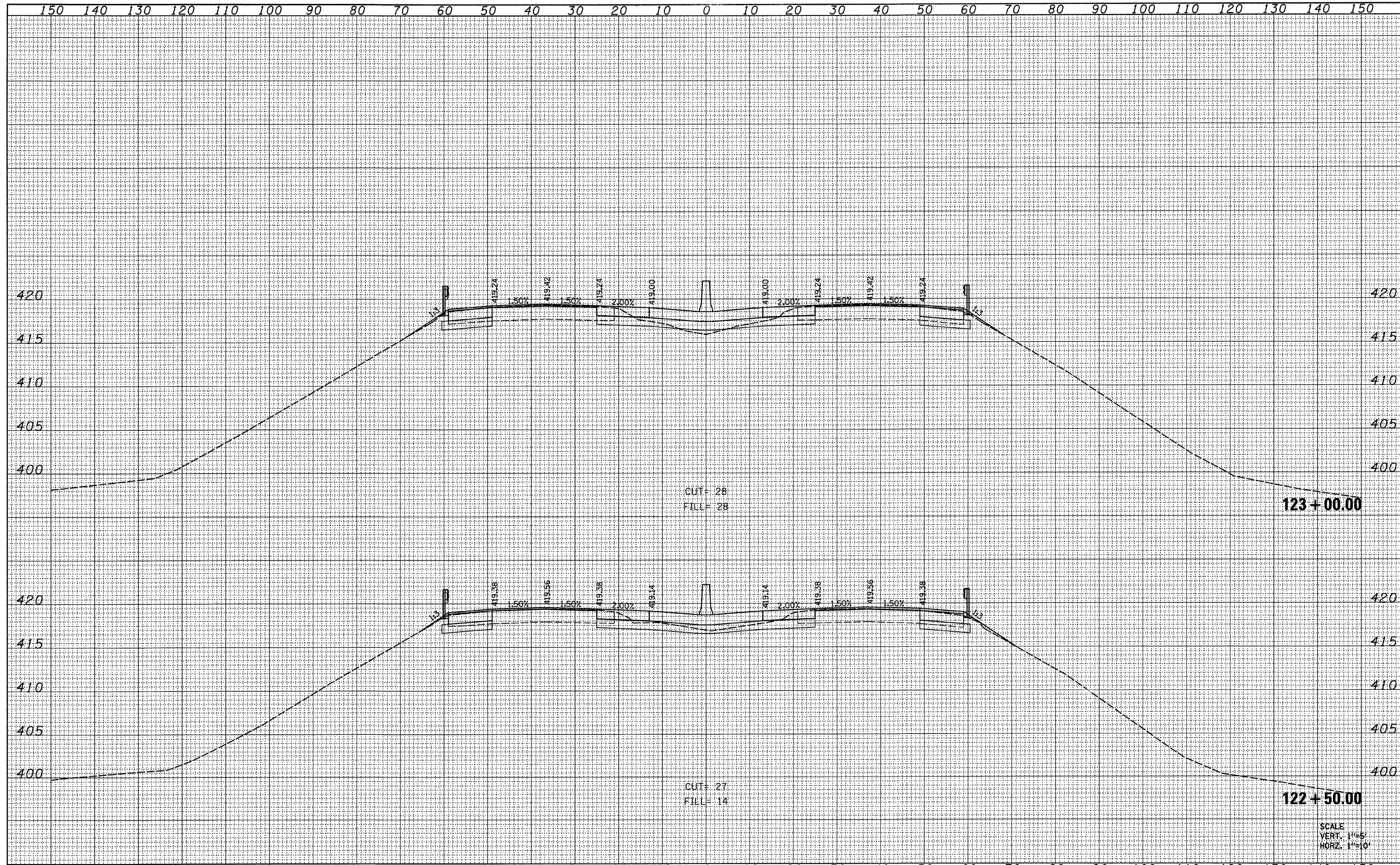
**CROSS SECTIONS
I-57 OVER 7TH ST / C&E RAILROAD**

SCALE: SHEET NO. OF SHEETS STA. 121+50 TO STA. 122+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)VB-1	FRANKLIN	81	72
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 78157	

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

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

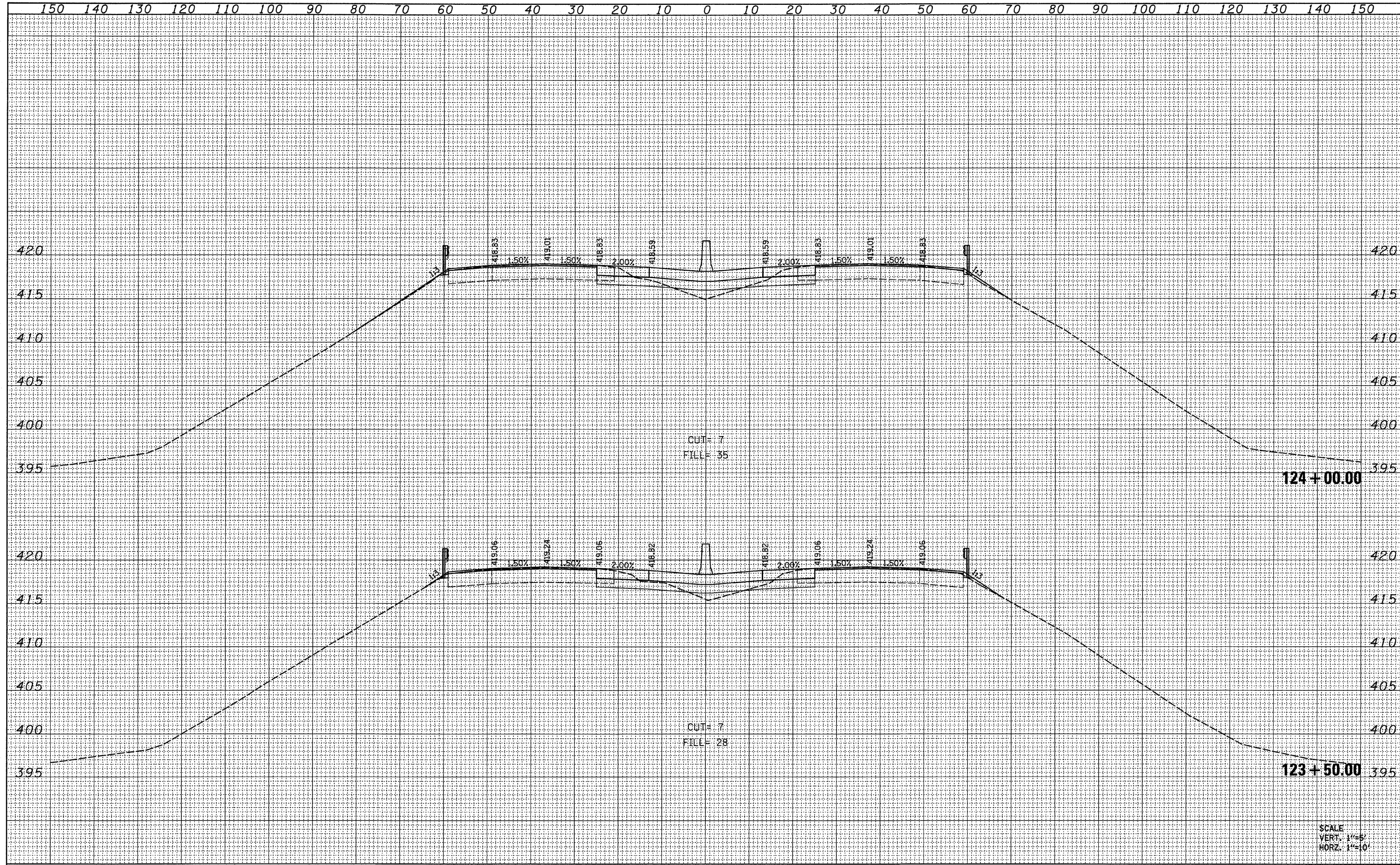


SCALE
VERT. 1"=5'
HORIZ. 1"=10'

FILE NAME = H:\P\25066p2\Technical_Production\Civil\Microstation\Sec285VB\ssht285vb.dgn	USER NAME = moisegraser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS I-57 OVER 7TH ST / C&E RAILROAD			F.A.I. RTE. 57	SECTION (28-5)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 81	SHEET NO. 73
PLOT SCALE = 10.0000' / IN.	PLOT DATE = 3/15/2010	DRAWN -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. 122+50 TO STA. 123+00	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 78157	
		CHECKED -	REVISED -									
		DATE -	REVISED -									

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

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

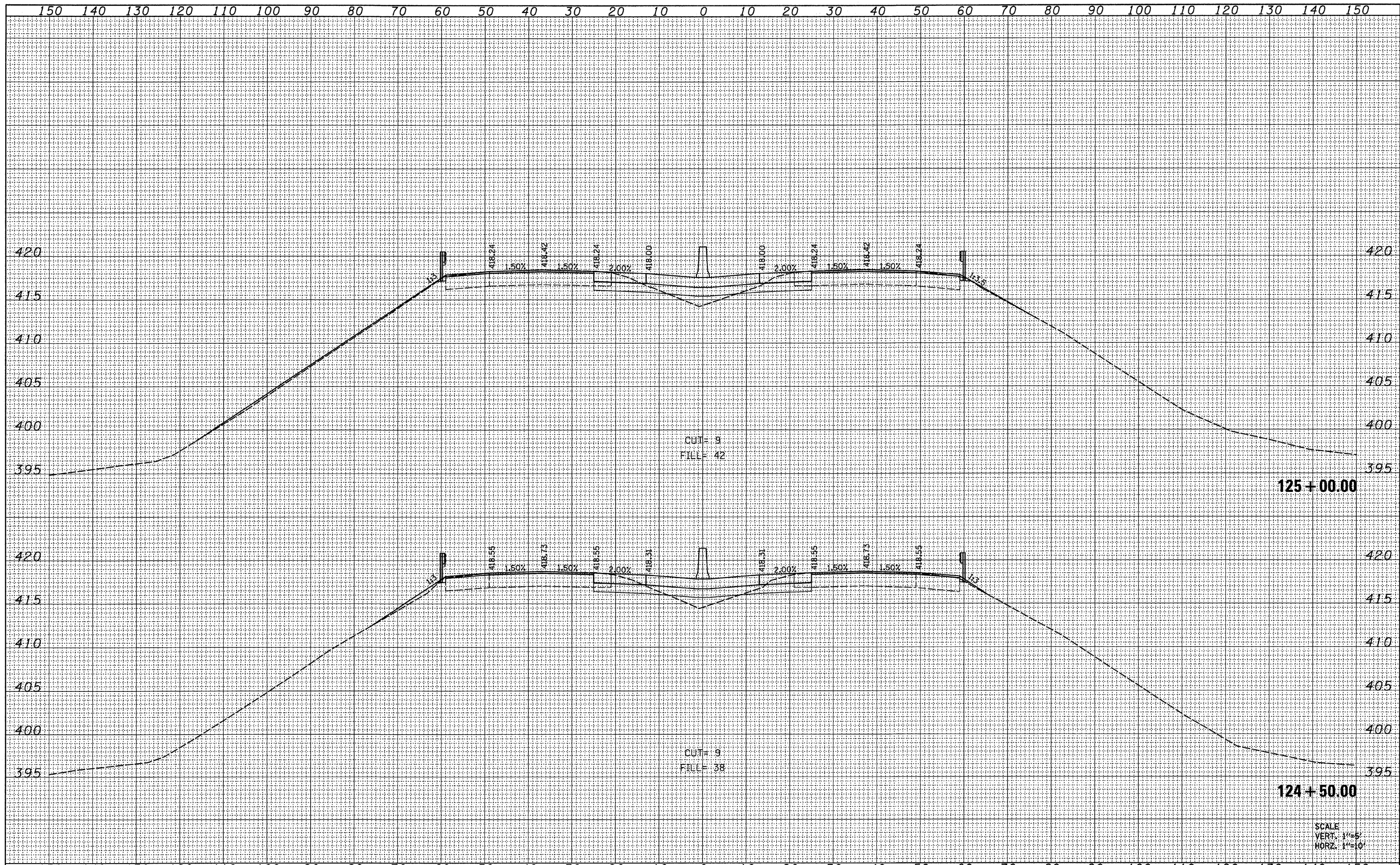


SCALE
VERT. 1"=5'
HORZ. 1"=10'

FILE NAME =	USER NAME = me121egrosser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS I-57 OVER 7TH ST / C&E RAILROAD			F.A.I. RTE. 57	SECTION (28-51VB-1)	COUNTY FRANKLIN	TOTAL SHEETS 81	SHEET NO. 74
H:\P\25066p2\Technical_Production\Civil\Microstation\Sec285VB\ssht285vb.dgn	PLOT SCALE = 10.0000' / IN.	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA. 123+50 TO STA. 124+00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 78157
	PLOT DATE = 3/15/2010	CHECKED -	REVISED -									
		DATE -	REVISED -									

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

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

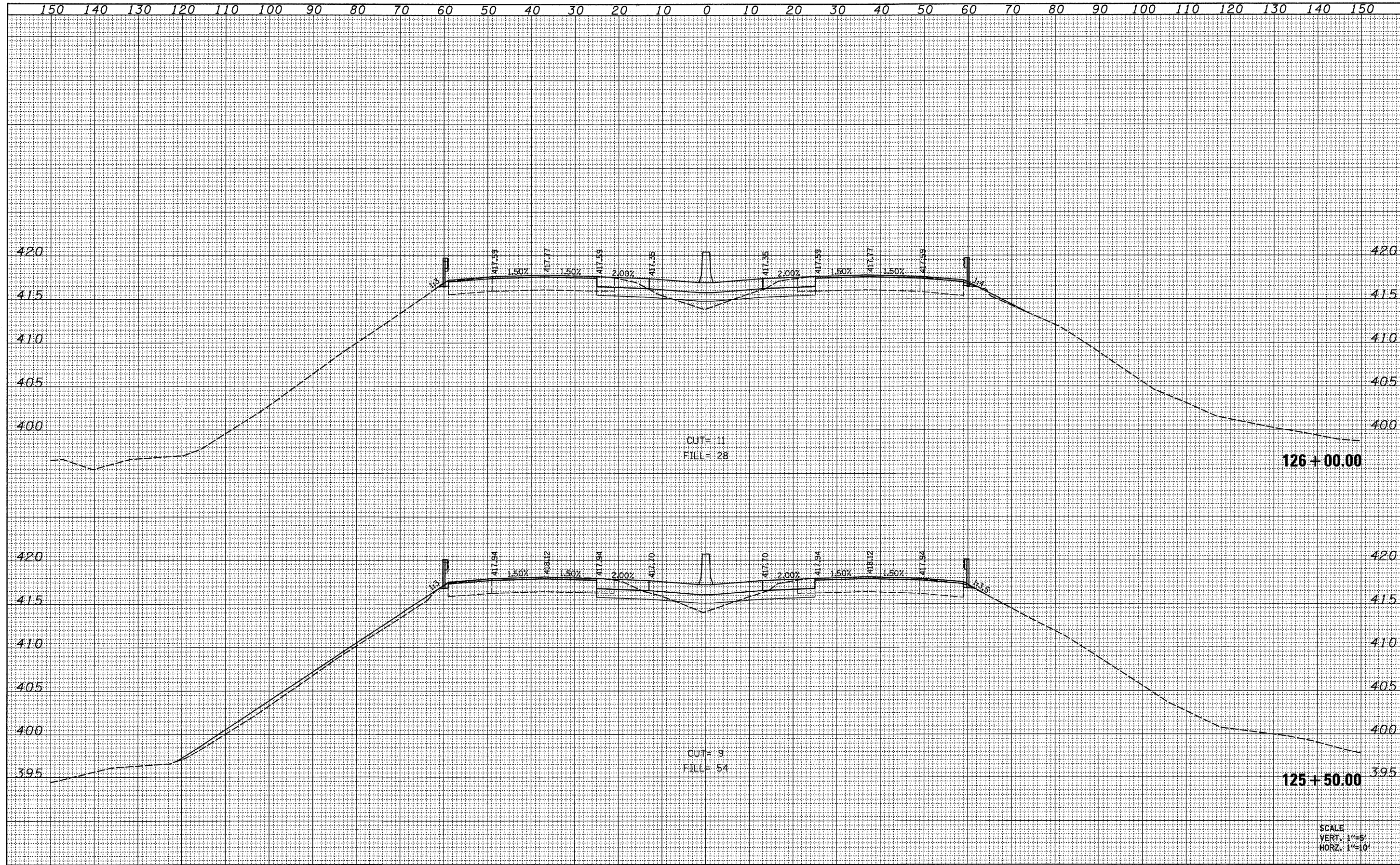


SCALE
VERT. 1"=5'
HORZ. 1"=10'

FILE NAME =	USER NAME = maisiegraser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS I-57 OVER 7TH ST / C&E RAILROAD			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
H:\P\25066p2\Technical_Productions\Civil\Microstation\Sec285VB\kash285vb.dgn	PLLOT SCALE = 10.0000' / IN.	DRAWN -	REVISED -		57	(28-5)VB-1	FRANKLIN	81	75			
	PLLOT DATE = 3/15/2010	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. 124+50 TO STA. 125+00			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
		DATE -	REVISED -		CONTRACT NO. 78157							

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

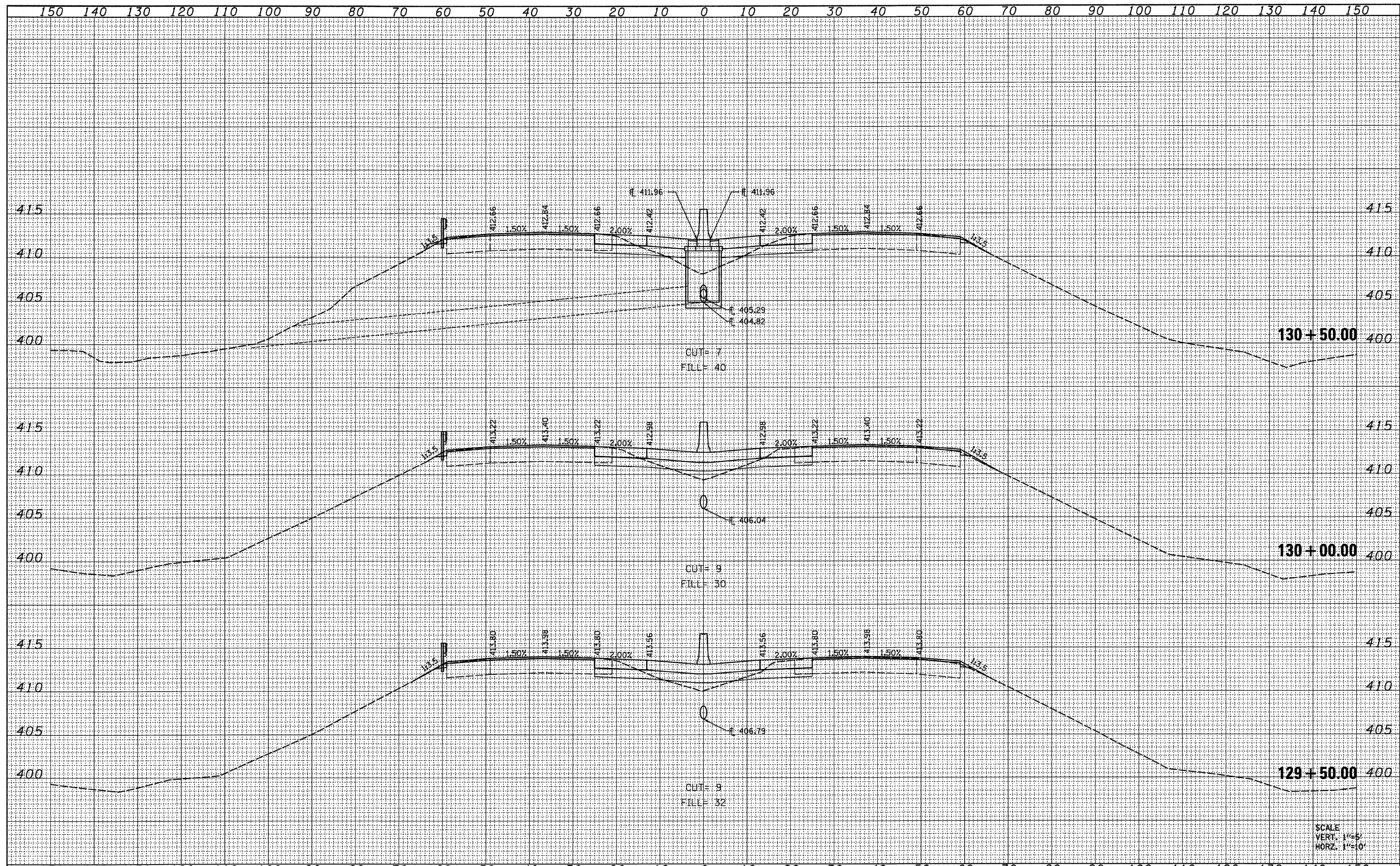
ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	BY
	TEMPLATE	
	AREAS CHECKED	



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PLOT SCALE = 10.0000' / IN.	PLOT DATE = 3/15/2010	DRAWN -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. 125+50 TO STA. 126+00	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
		CHECKED -	REVISED -					CONTRACT NO. 78157				
		DATE -	REVISED -									

BY	DATE

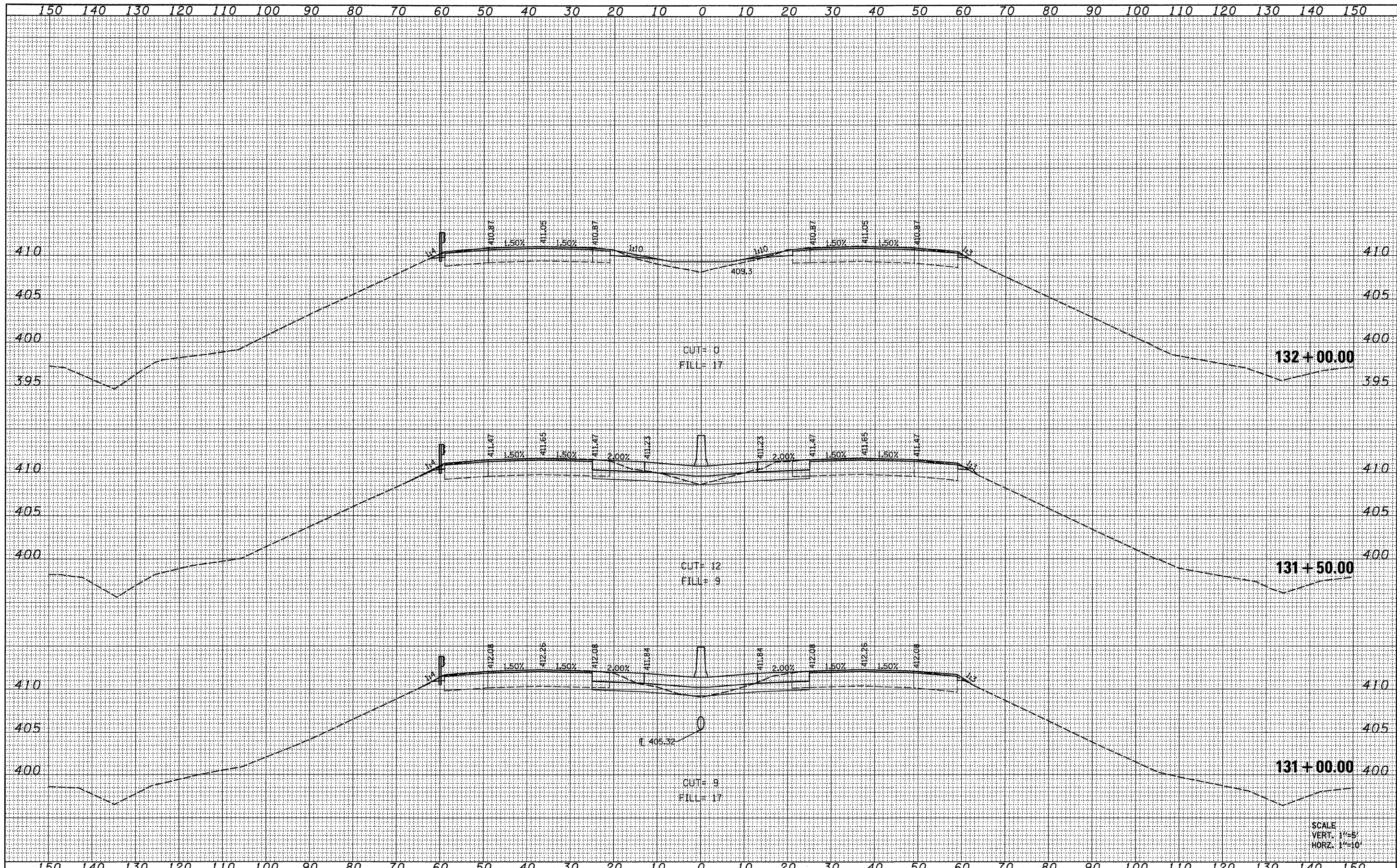
ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	
	TEMPLATE	
	AREAS CHECKED	



FILE NAME =	USER NAME = ma11agraser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
H:\25066p2\Technical_Productions\Civil\Motorstation\Sec285VB\ssht285vb.dgn	PLT SCALE = 10.0000' / IN.	DRAWN -	REVISED -		I-57 OVER 7TH ST / C&E RAILROAD			57	(28-5)VB-1	FRANKLIN	81	79
	PLT DATE = 3/15/2010	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. 129+50 TO STA. 130+50			CONTRACT NO. 78157				
		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

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

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



SCALE
VERT. 1"=5'
HORZ. 1"=10'

FILE NAME = H:\P\25066p2\Technical_Production\Civil\Microsoft\ton\Sec285VB\wash285vb.dgn
 USER NAME = msisagraser
 PLOT SCALE = 10.0000' / IN.
 PLOT DATE = 3/15/2010

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

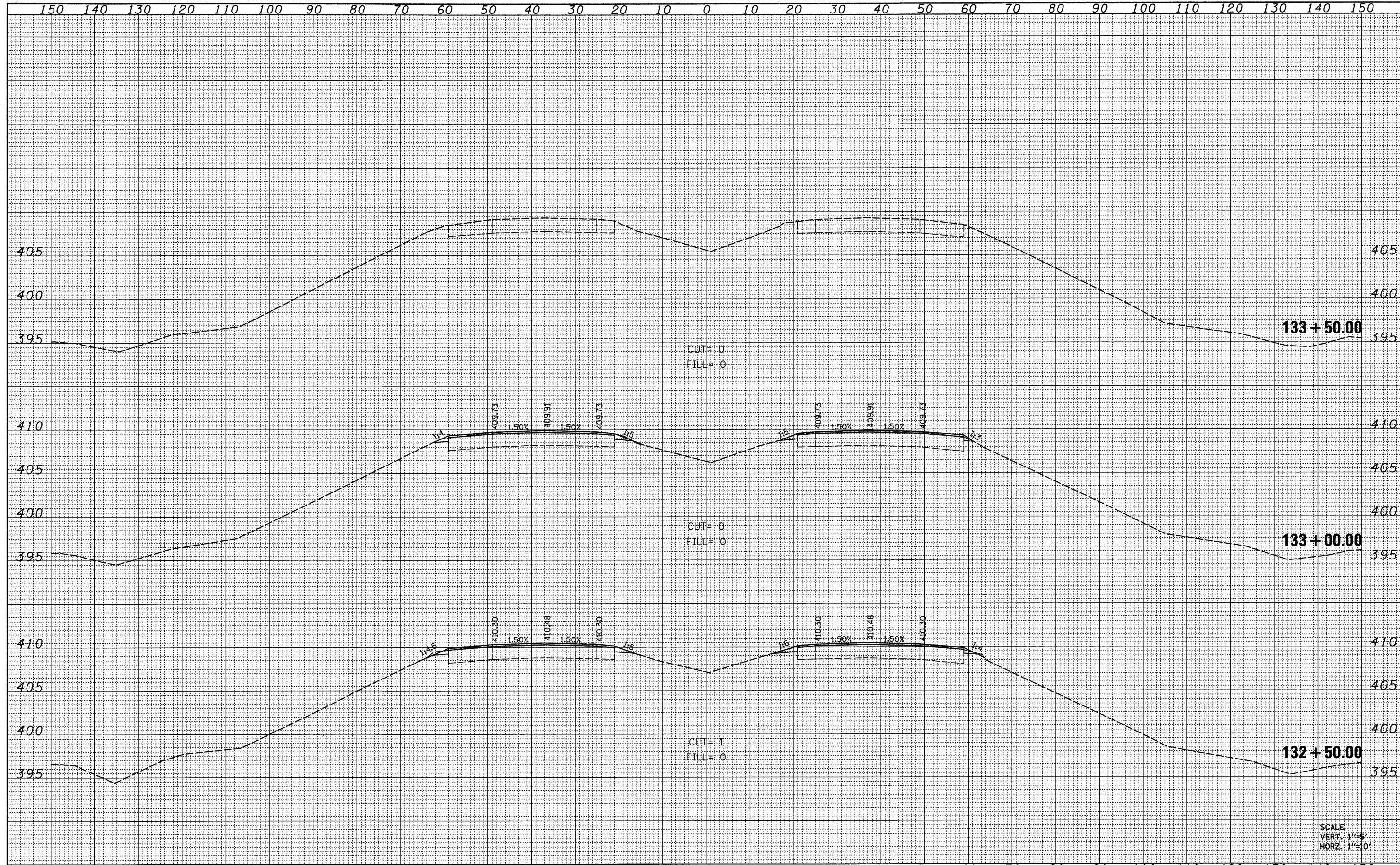
**CROSS SECTIONS
I-57 OVER 7TH ST / C&E RAILROAD**

SCALE: SHEET NO. OF SHEETS STA. 131+00 TO STA. 132+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(28-5)VB-1	FRANKLIN	81	80
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 78157	

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

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



SCALE
VERT. 1"=5'
HORIZ. 1"=10'

FILE NAME =	USER NAME = mstgraser	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS I-57 OVER 7TH ST / C&E RAILROAD			F.A.I. RTE. 57	SECTION (28-5)VB-1	COUNTY FRANKLIN	TOTAL SHEETS 81	SHEET NO. 81
H:\P\25066p2\Technical_Production\Civil\Microstation\Sec285VB\ssht285vb.dgn	PLLOT SCALE = 10.0000' / IN.	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA. 132+50 TO STA. 133+50	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 78157
	PLLOT DATE = 3/15/2010	CHECKED -	REVISED -									
		DATE -	REVISED -									