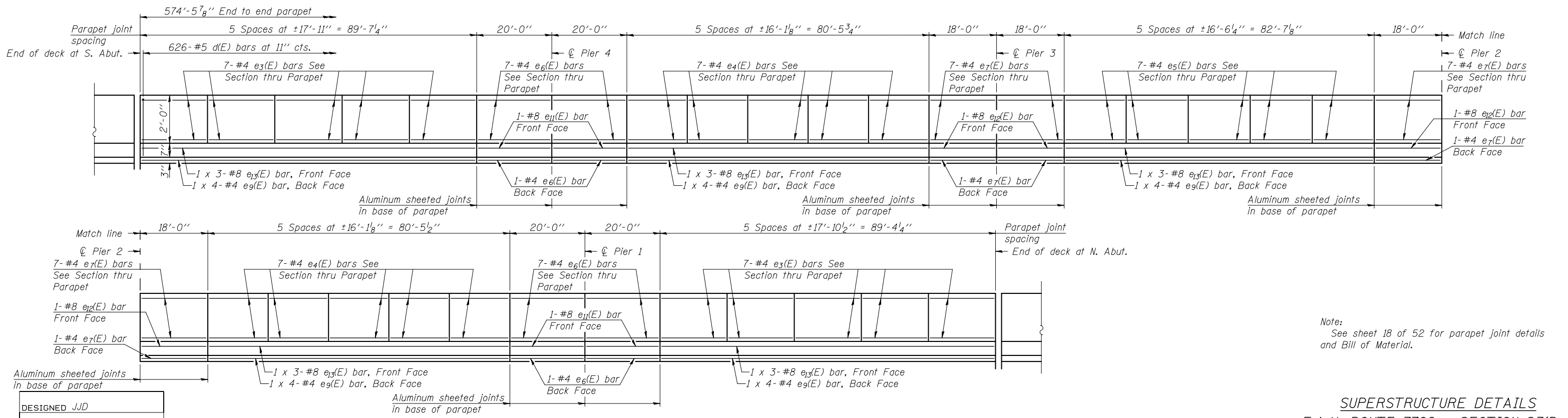
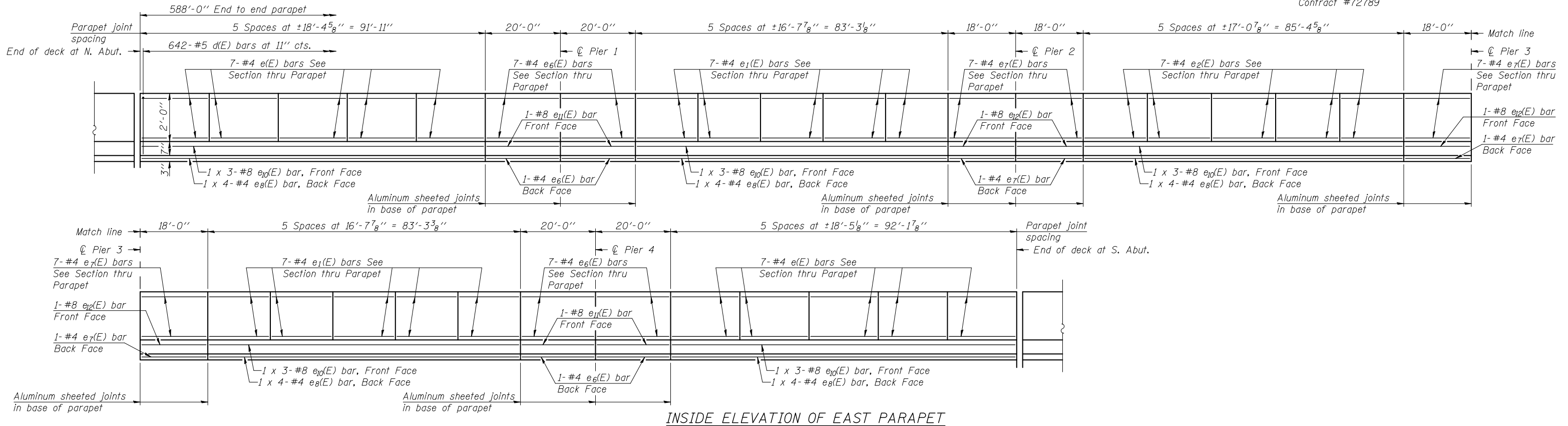


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 7706	23(B-1)	LOGAN	179	101
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract #72789



**MINIMUM BAR LAP**  
(Parapet)  
#4 bar = 2'-0"  
#8 bar = 5'-2"

Note:  
See sheet 18 of 52 for parapet joint details and Bill of Material.

DESIGNED	JJD
CHECKED	EML
DRAWN	JJD
CHECKED	EML

**SUPERSTRUCTURE DETAILS**  
F.A.U. ROUTE 7706 - SECTION 23(B-1)  
LOGAN COUNTY  
STATION 99+46.00  
STRUCTURE NO. 054-0512



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

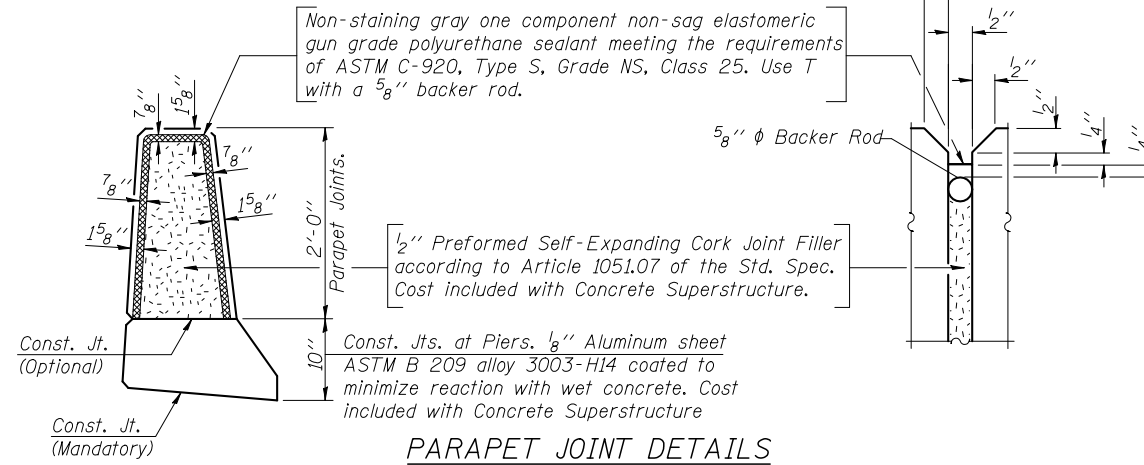
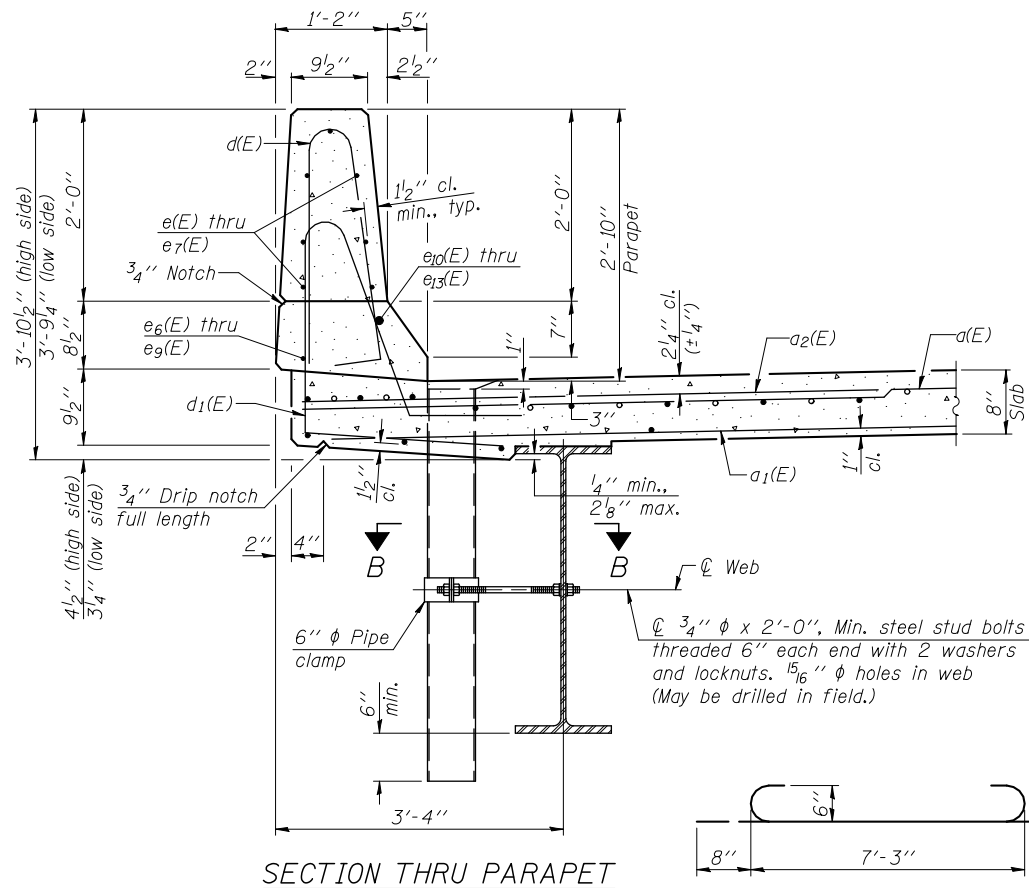
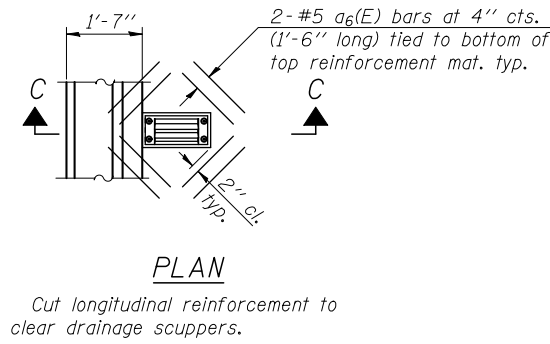
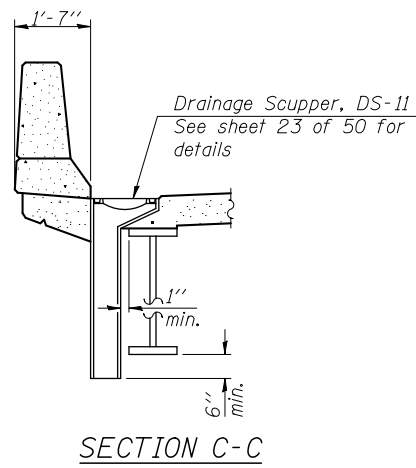
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 18 52 SHEETS
F.A.U. 7706	23(B-1)	LOGAN	179	102	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72789

SUPERSTRUCTURE  
BILL OF MATERIAL

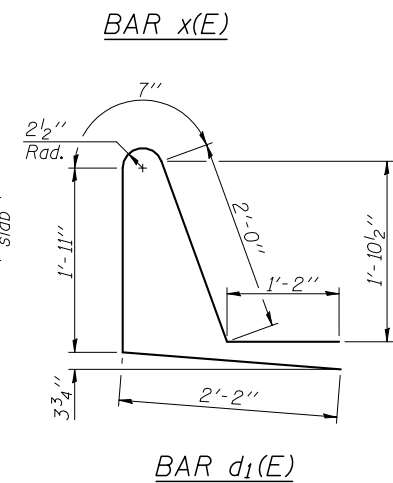
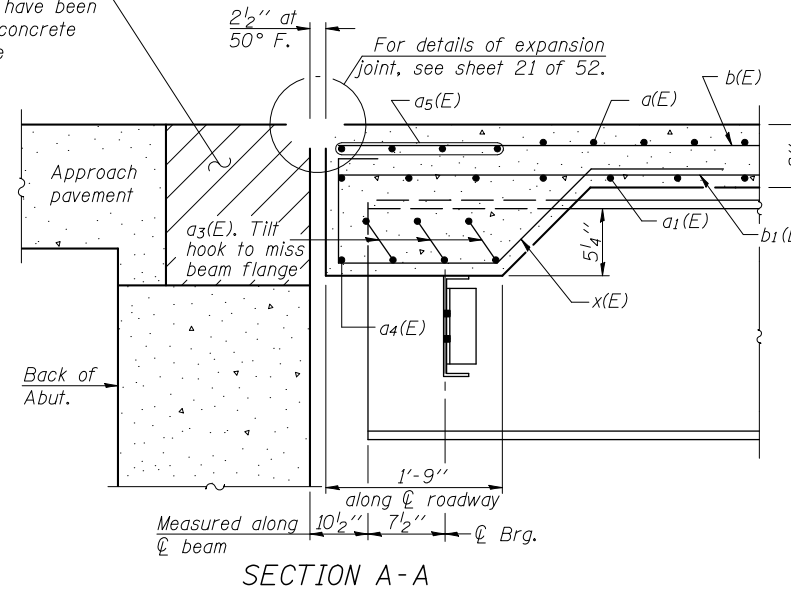
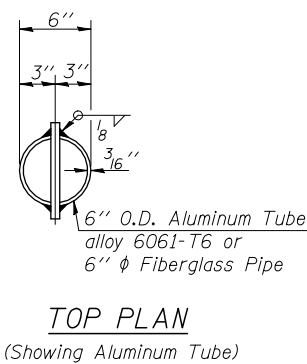
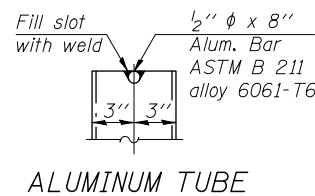
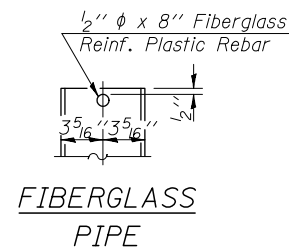
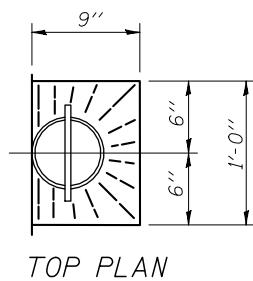
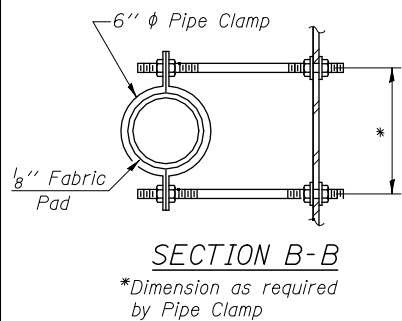
Bar	No.	Size	Length	Shape
a(E)	3,837	#5	31'-10"	—
a <sub>1</sub> (E)	3,136	#5	24'-9"	—
a <sub>2</sub> (E)	2,558	#6	6'-0"	—
a <sub>3</sub> (E)	33	#6	8'-7"	—
a <sub>4</sub> (E)	3	#6	32'-3"	—
a <sub>5</sub> (E)	12	#7	33'-1"	—
a <sub>6</sub> (E)	48	#5	1'-6"	—
b(E)	1,932	#5	31'-1"	—
b <sub>1</sub> (E)	534	#6	26'-7"	—
b <sub>2</sub> (E)	534	#6	24'-7"	—
b <sub>3</sub> (E)	1,826	#5	29'-10"	—
d(E)	1,268	#5	5'-7"	—
d <sub>1</sub> (E)	1,268	#5	7'-10"	—
e(E)	70	#4	18'-1"	—
e <sub>1</sub> (E)	70	#4	16'-4"	—
e <sub>2</sub> (E)	35	#4	16'-9"	—
e <sub>3</sub> (E)	70	#4	17'-7"	—
e <sub>4</sub> (E)	70	#4	15'-10"	—
e <sub>5</sub> (E)	35	#4	16'-3"	—
e <sub>6</sub> (E)	64	#4	19'-9"	—
e <sub>7</sub> (E)	64	#4	17'-9"	—
e <sub>8</sub> (E)	20	#4	24'-6"	—
e <sub>9</sub> (E)	20	#4	23'-10"	—
e <sub>10</sub> (E)	15	#8	34'-2"	—
e <sub>11</sub> (E)	8	#8	19'-9"	—
e <sub>12</sub> (E)	8	#8	17'-9"	—
e <sub>13</sub> (E)	15	#8	33'-3"	—
x(E)	77	#5	6'-5"	—
Reinforcement Bars, Epoxy Coated	Pound		421,310	
Concrete Superstructure	Cu. Yds.		1,491.5	

Bars indicated thus 1 x 3-#8 etc. indicates 1 line of bars with 3 lengths per line.



Notes:  
Drains shall be located clear of all diaphragms.  
Floor drains need not be painted.  
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.  
Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.

Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.



**HORNER & SHIFRIN, INC.**  
ENGINEERS

SUPERSTRUCTURE DETAILS  
F.A.U. ROUTE 7706 - SECTION 23(B-1)  
LOGAN COUNTY  
STATION 99+46.00  
STRUCTURE NO. 054-0512

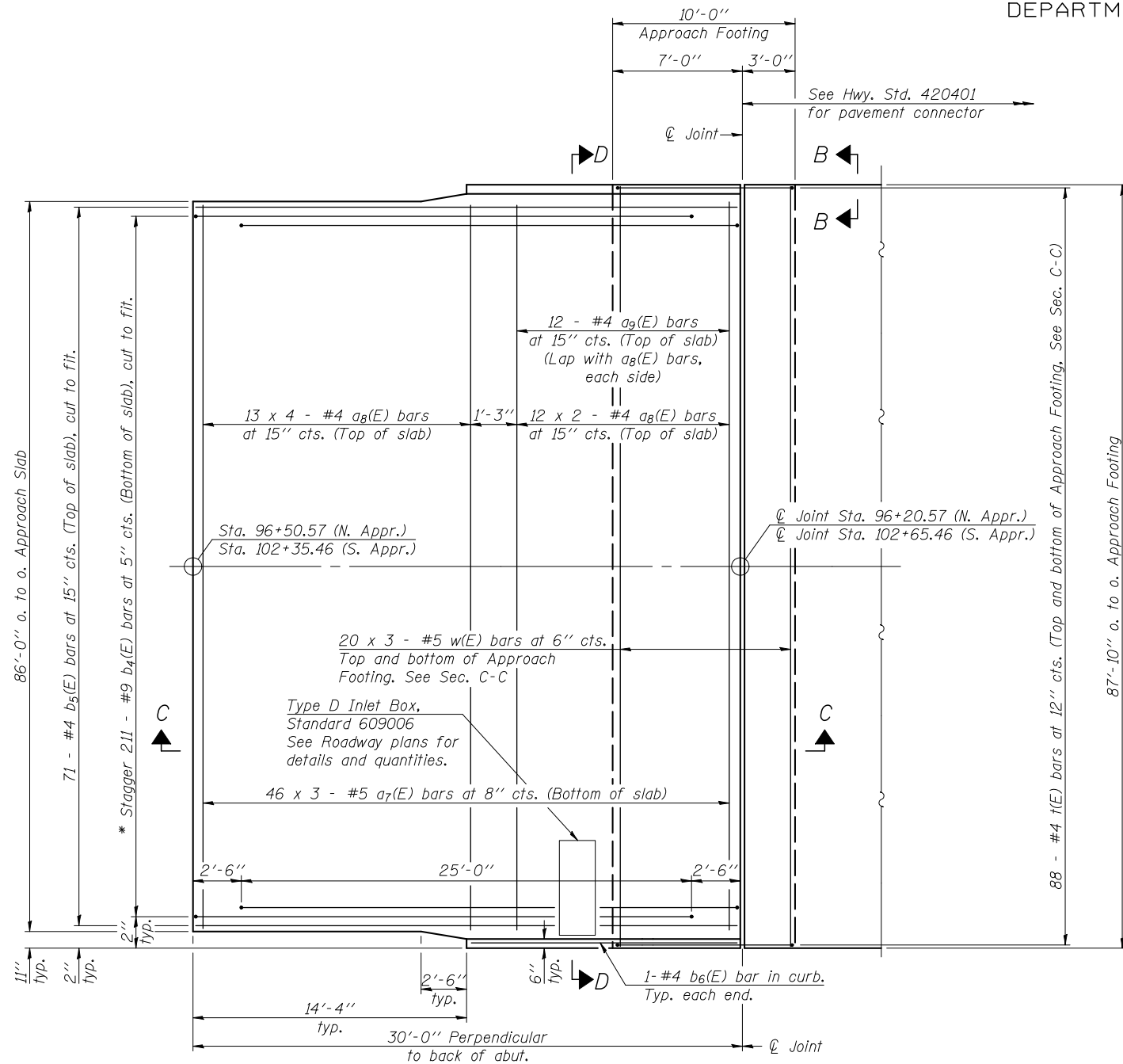
DESIGNED	JJD
CHECKED	EML
DRAWN	JJD
CHECKED	EML

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
F.A.U. 7706	23(B-1)	LOGAN	179	103	52 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

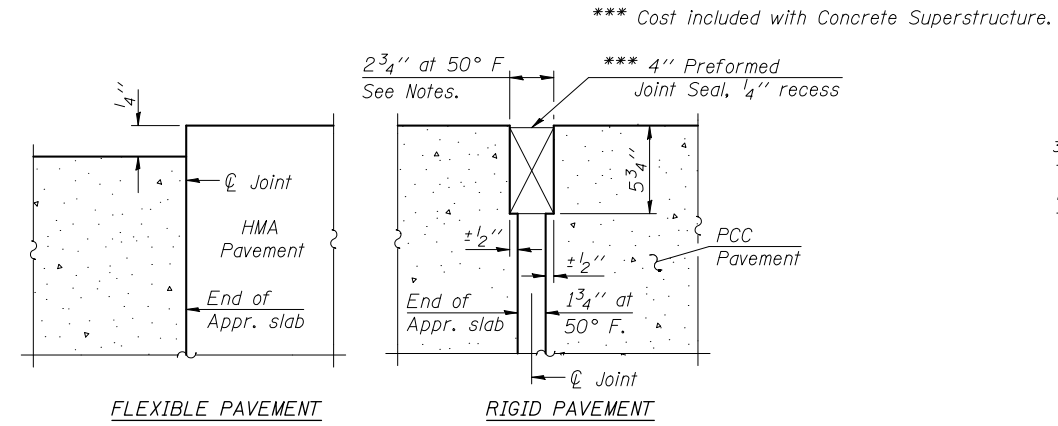
Contract #72789

Notes:  
See sheet 20 of 52 for Sections C-C & D-D.  
 $a_7(E)$ ,  $a_8(E)$ ,  $a_9(E)$ , and  $w(E)$  bar spacings measured perpendicular to  $\text{C Rdw.}$   
The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be  $1\frac{1}{2}$ " for installation purposes.

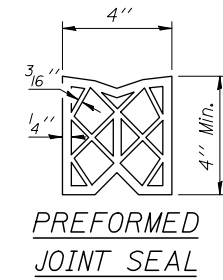


PLAN

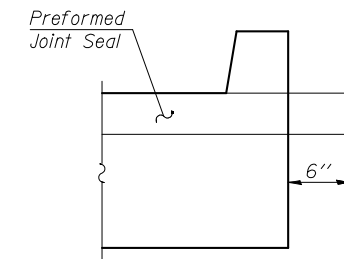
\* Tilt #9  $b_4(E)$  bars as required to maintain clearance.



DETAIL A



PREFORMED JOINT SEAL



VIEW B-B

Note:  
Bars indicated thus 20 x 3 - #5 etc. indicates 20 lines of bars with 3 lengths per line.

DESIGNED	EML
CHECKED	KLH
DRAWN	EML
CHECKED	KLH

MINIMUM BAR LAP  
#4 bar = 2'-4"  
#5 bar = 2'-11"

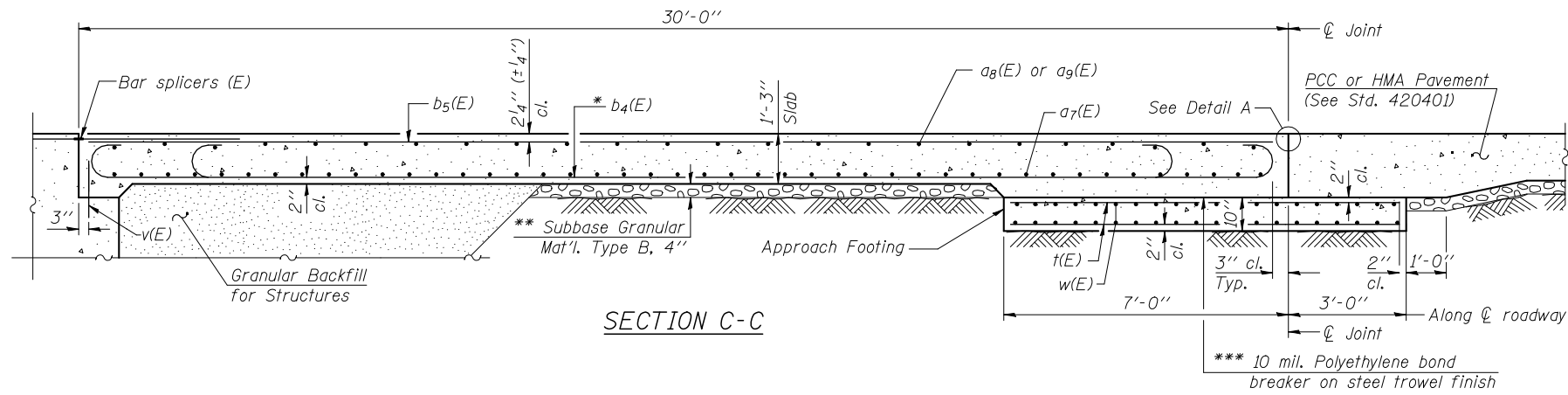
**HORNER & SHIFRIN, INC.**  
ENGINEERS

BRIDGE APPROACH SLAB  
F.A.U. ROUTE 7706 - SECTION 23(B-1)  
LOGAN COUNTY  
STATION 99+46.00  
STRUCTURE NO. 054-0512

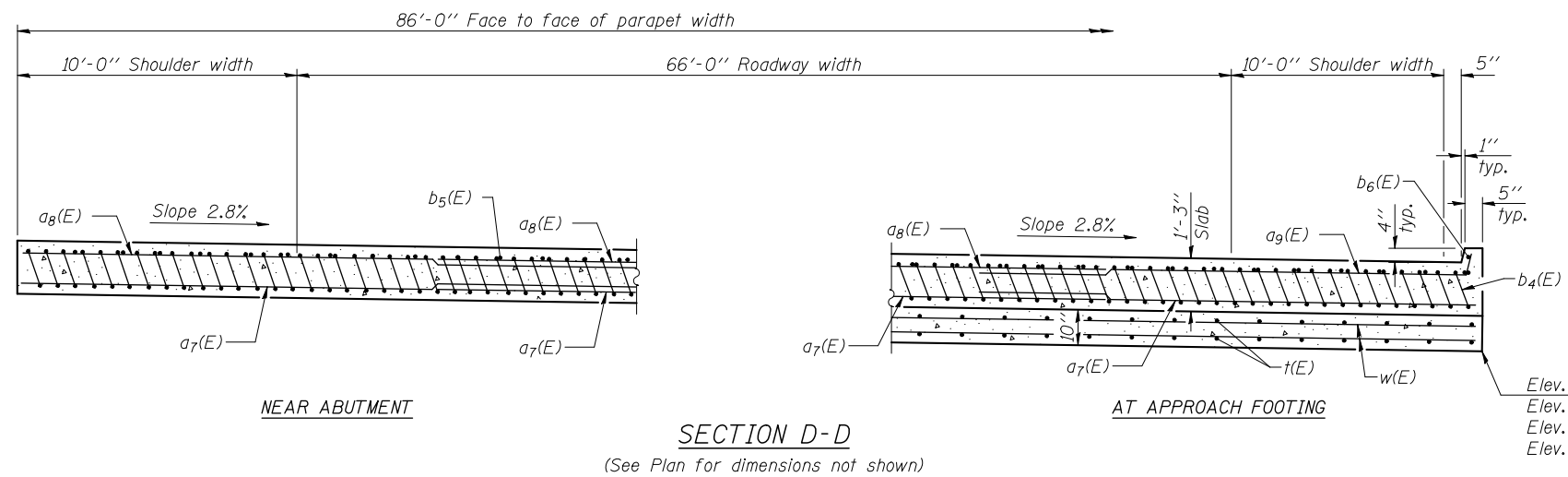
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 20 52 SHEETS
F.A.U. 7706	23(B-1)	LOGAN	179	104	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

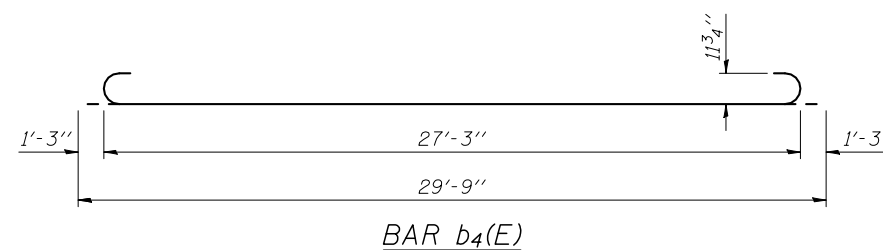
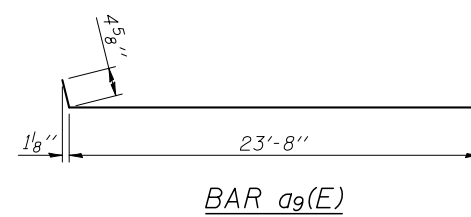
Contract #72789



Notes:  
See sheet 19 of 52 for Detail A and View B-B.  
Approach slab concrete shall be paid for as Concrete Superstructure.  
Approach footing concrete shall be paid for as Concrete Structures.  
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.  
For v(E) bar details, see sheet 36 of 52.  
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.  
For bar splicer details, see sheet 46 of 52.  
Cost of excavation for approach footing included with Concrete Structures.  
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 52.



\* Tilt #9 b4(E) bars as required to maintain clearance.  
\*\*\* Cost included with Concrete Superstructure.



TWO APPROACHES  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a7(E)	276	#5	31'-3"	—
a8(E)	152	#4	23'-8"	—
a9(E)	48	#4	24'-1"	—
b4(E)	422	#9	29'-9"	—
b5(E)	142	#4	29'-8"	—
b6(E)	4	#4	15'-4"	—
t(E)	352	#4	9'-8"	—
w(E)	240	#5	31'-2"	—
Concrete Superstructure			Cu. Yd.	258.8
Concrete Structures			Cu. Yd.	54.2
Reinforcement Bars, Epoxy Coated			Pound	67,790

DESIGNED	EML
CHECKED	KLH
DRAWN	EML
CHECKED	KLH

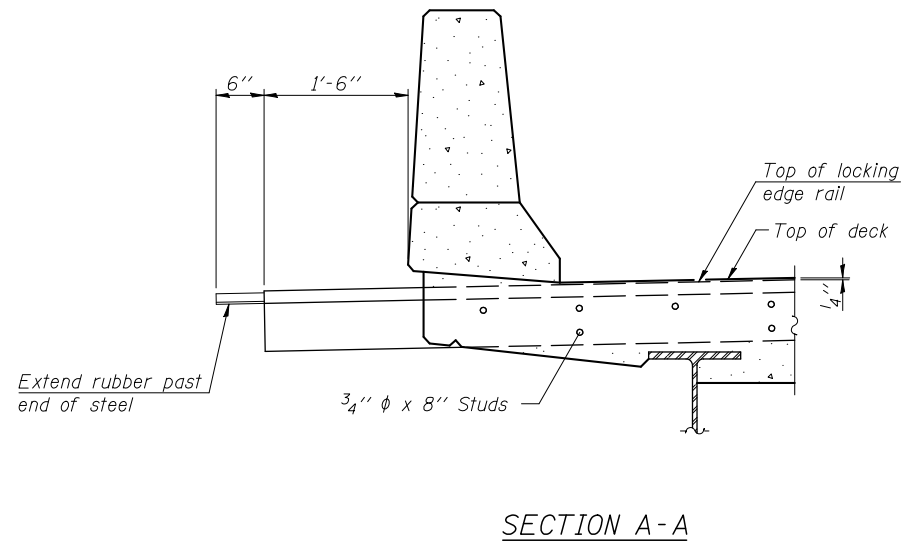
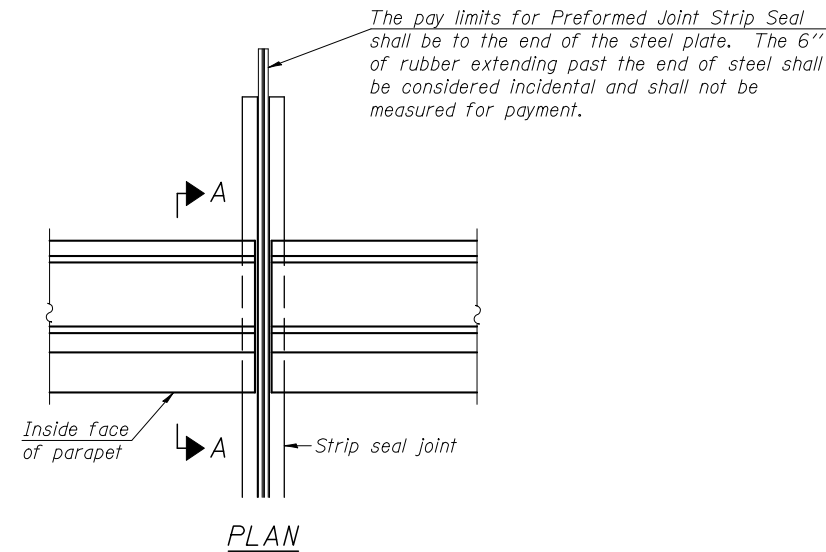
BRIDGE APPROACH SLAB DETAILS  
F.A.U. ROUTE 7706 - SECTION 23(B-1)  
LOGAN COUNTY  
STATION 99+46.00  
STRUCTURE NO. 054-0512

HORNER &  
SHIFRIN, INC.  
ENGINEERS

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 21 52 SHEETS
F.A.U. 7706	23(B-1)	LOGAN	179	105	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72789



Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

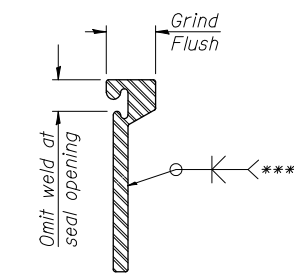
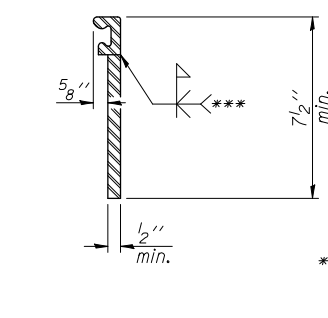
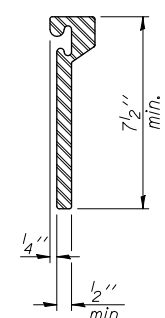
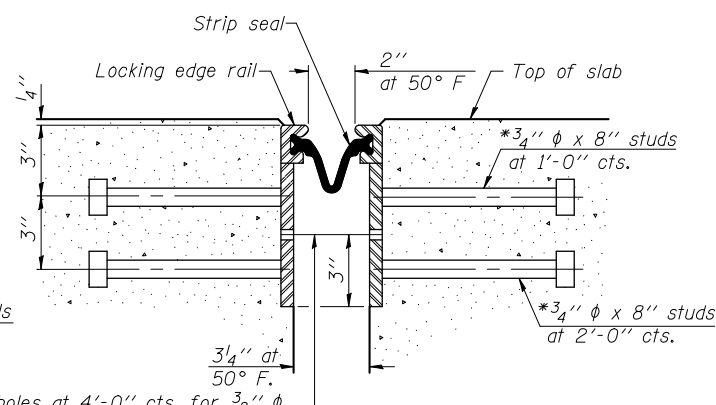
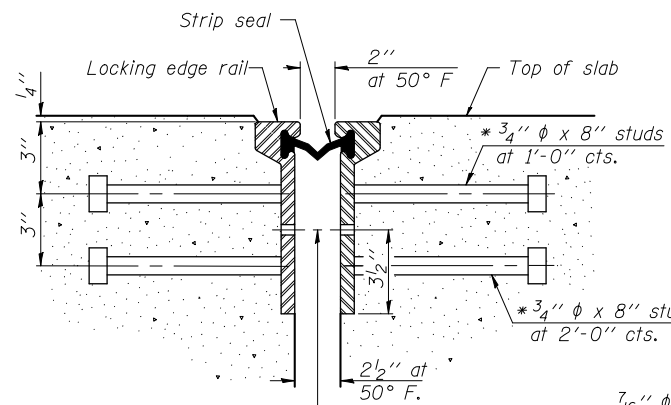
The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.



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

7/16"  $\phi$  holes at 4'-0" cts. for 3/8"  $\phi$  bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

7/16"  $\phi$  holes at 4'-0" cts. for 3/8"  $\phi$  bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	92.0

DESIGNED	JJD
CHECKED	EML
DRAWN	JJD
CHECKED	EML

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

LOCKING EDGE RAILS

The inside of the locking edge rail groove shall be free of weld residue.  
Rolled rail shown, welded rail similar.

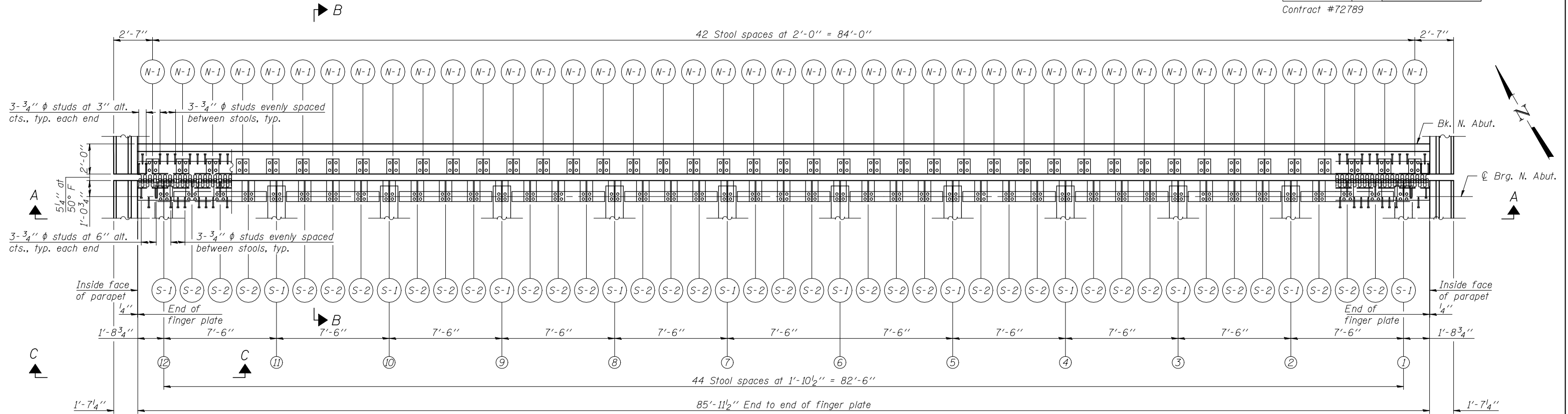
PREFORMED JOINT STRIP SEAL  
F.A.U. ROUTE 7706 - SECTION 23(B-1)  
LOGAN COUNTY  
STATION 99+46.00  
STRUCTURE NO. 054-0512



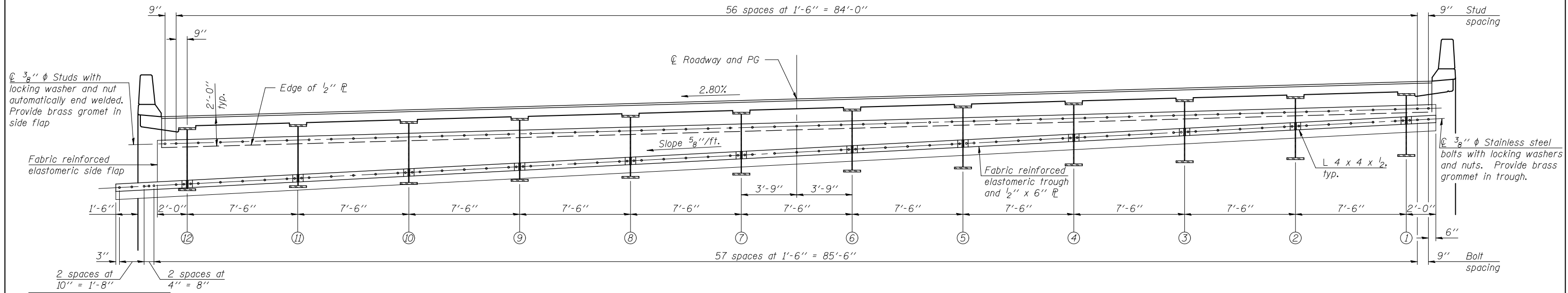
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 22 52 SHEETS
F.A.U. 7706	23(B-1)	LOGAN	179	106	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72789



PLAN AT NORTH ABUTMENT



SECTION A-A

Notes:  
See sheet 23 of 52 for Section B-B.  
See sheet 24 of 52 for Section C-C.

DESIGNED	JJD
CHECKED	EML
DRAWN	JJD
CHECKED	EML

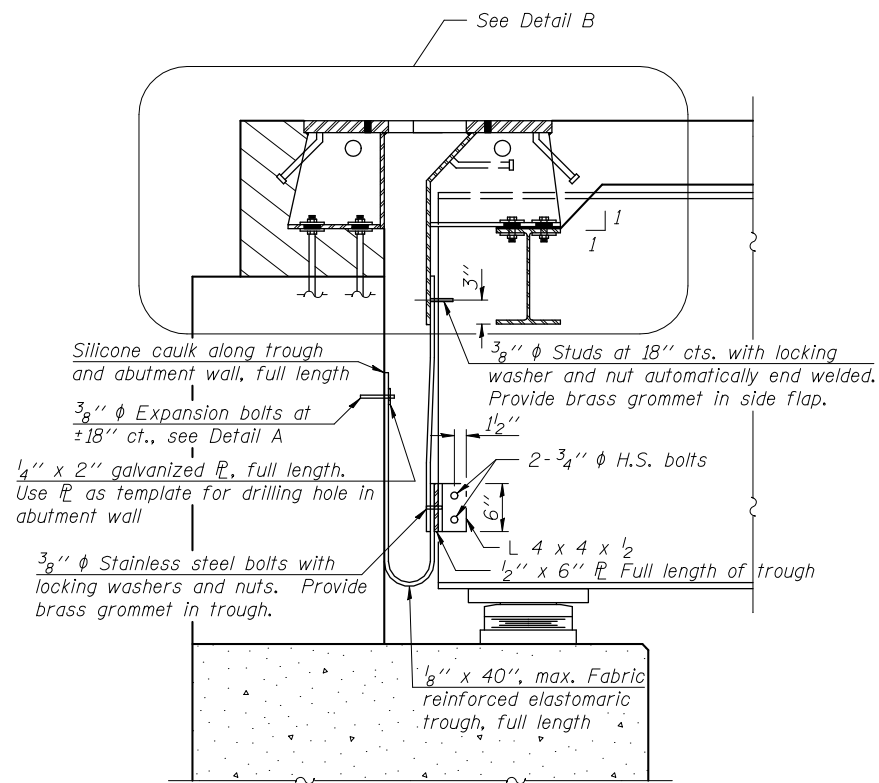
FINGER PLATE EXPANSION DEVICE  
F.A.U. ROUTE 7706 - SECTION 23(B-1)  
LOGAN COUNTY  
STATION 99+46.00  
STRUCTURE NO. 054-0512



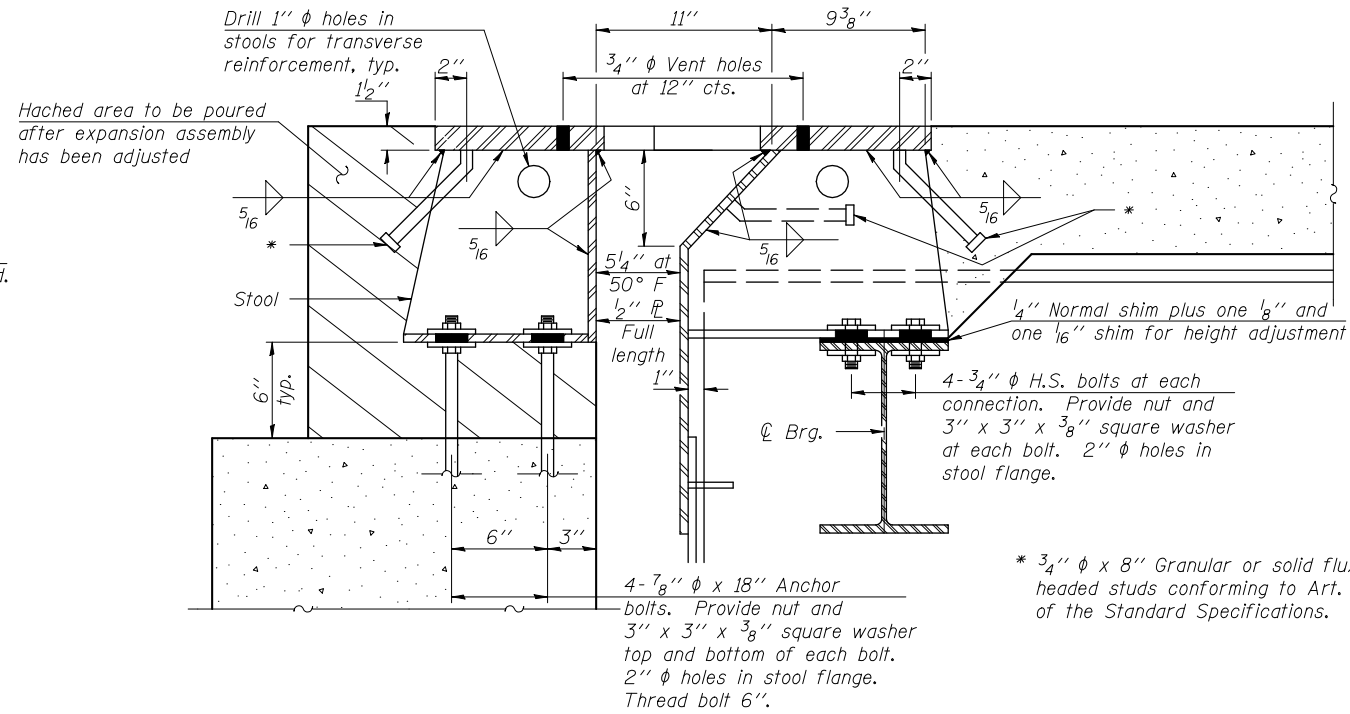
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 7706	23(B-1)	LOGAN	179	107
SHEET NO. 23 52 SHEETS				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

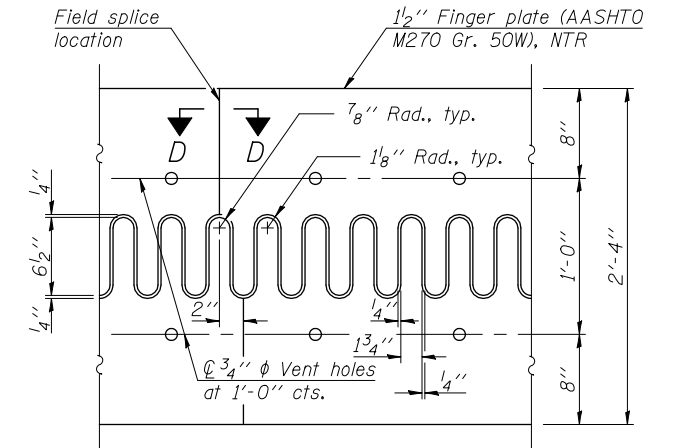
Contract #72789



SECTION B-B

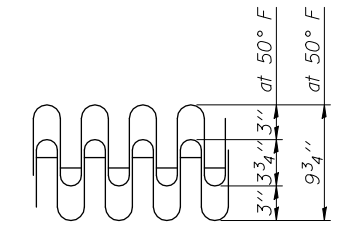


DETAIL B

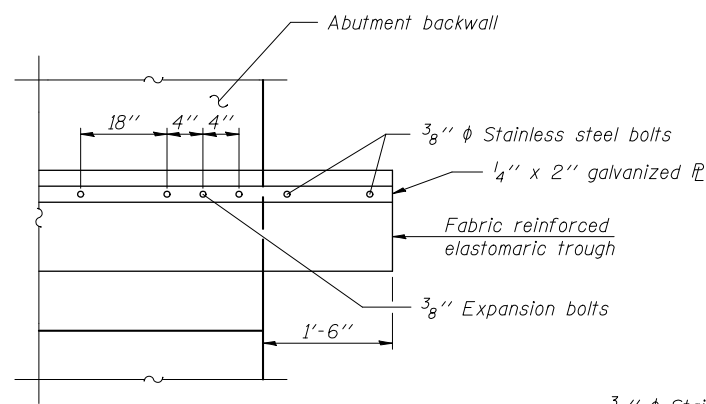


FLAME CUTTING DIAGRAM

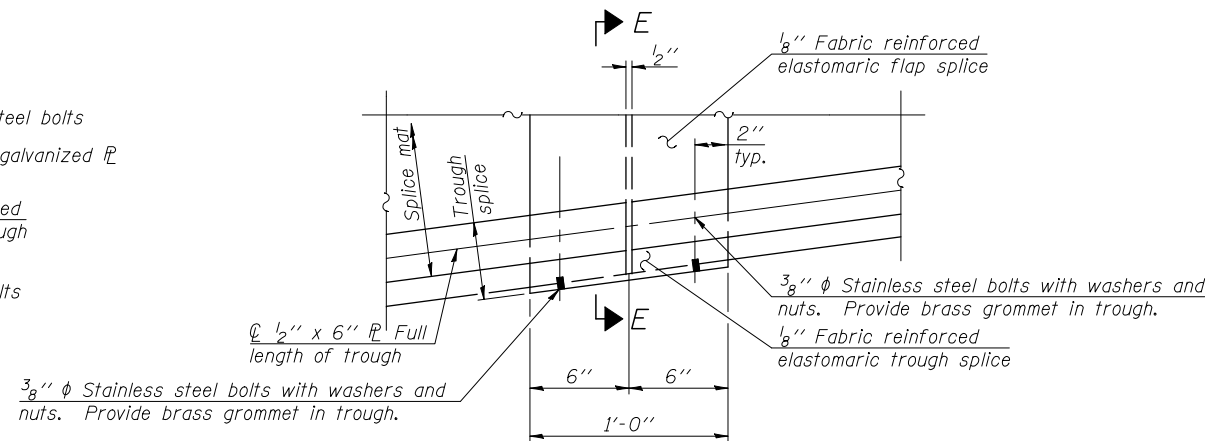
"NTR" denotes plates to which notch toughness requirements are applicable.



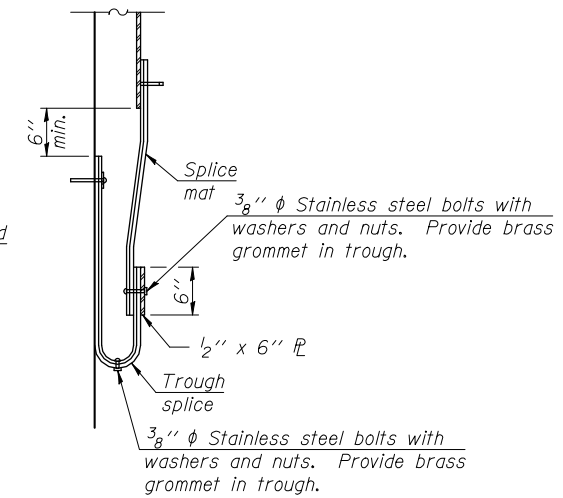
FINGER PLATE SETTING DIAGRAM



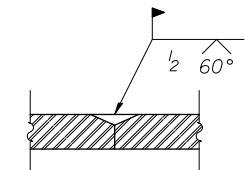
DETAIL A



TROUGH SPLICE DETAIL



SECTION E-E



SECTION D-D

Notes:  
Finger plate expansion joints shall be assembled in their final relative position with ends in place for shop inspection and acceptance.  
The Contractor shall determine the location(s) of the field splice(s) on the finger plate and trough, and coordinate with the fabricator.

FINGER PLATE EXPANSION DEVICE  
F.A.U. ROUTE 7706 - SECTION 23(B-1)

LOGAN COUNTY  
STATION 99+46.00  
STRUCTURE NO. 054-0512

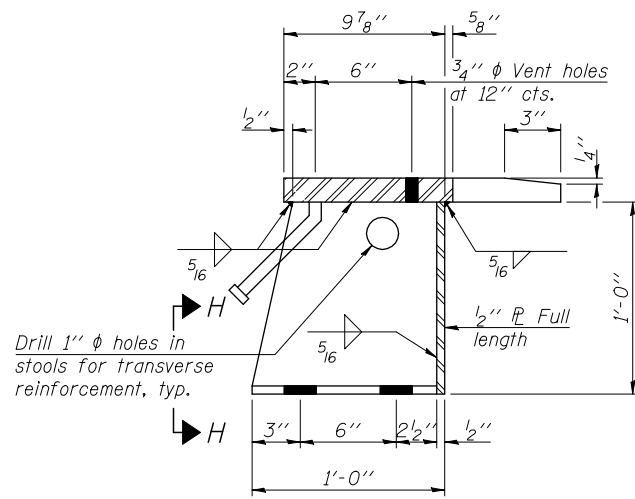
DESIGNED	JJD
CHECKED	EML
DRAWN	JJD
CHECKED	EML

HORNER &  
SHIFRIN, INC.  
ENGINEERS

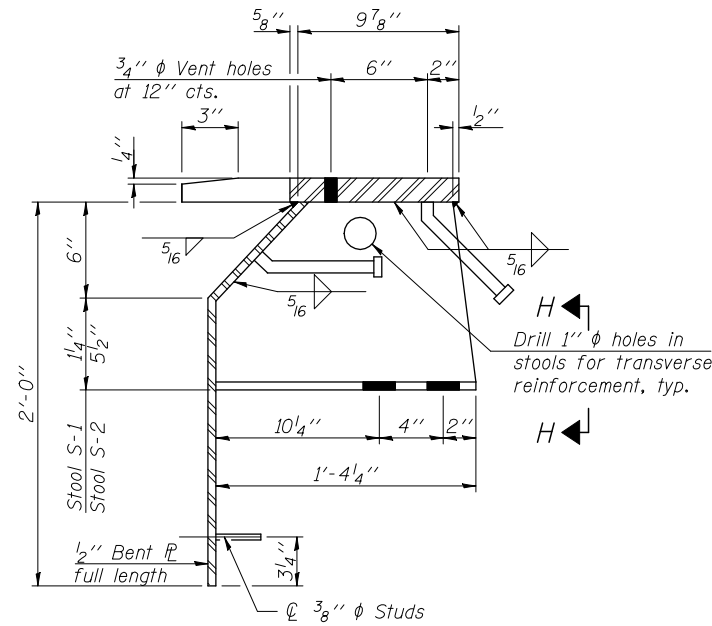
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 24 52 SHEETS
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FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

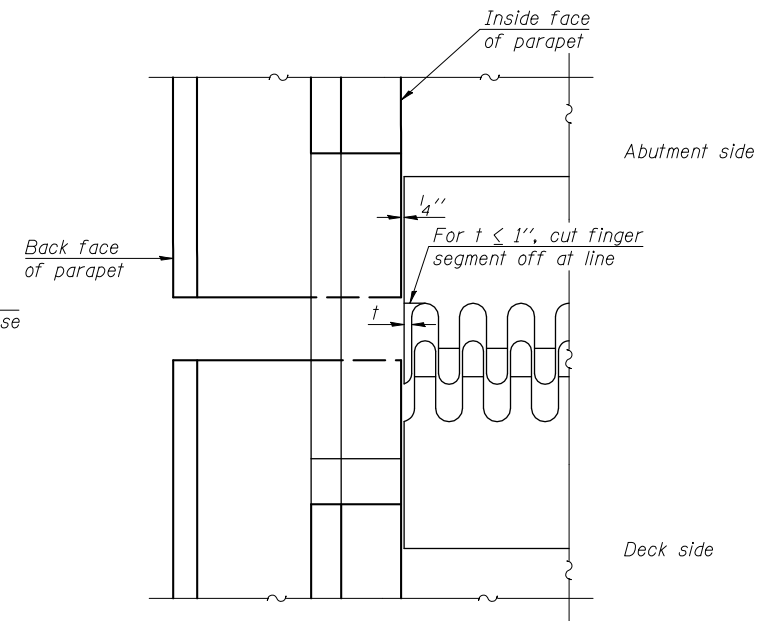
Contract #72789



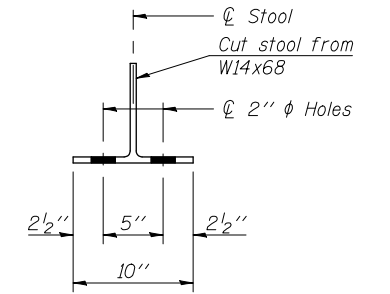
STOOL N-1



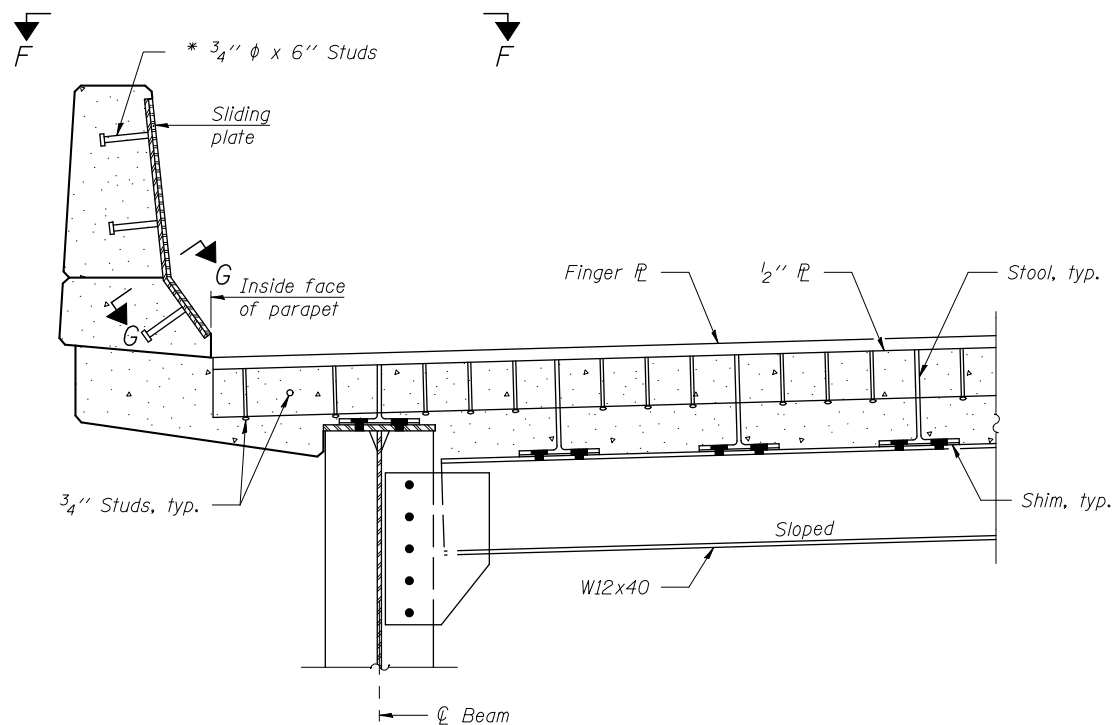
STOOL S-1 AND S-2



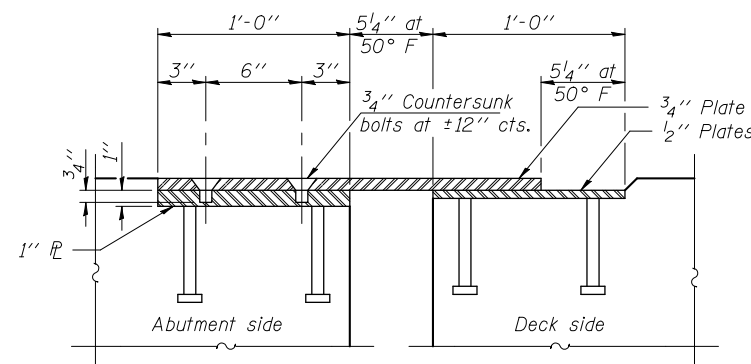
VIEW F-F



VIEW H-H



SECTION C-C



SECTION G-G

BILL OF MATERIAL

Item	Unit	Quantity
Finger Plate Expansion Joint, 3"	Foot	86
Fabric Reinforced Elastomeric Trough	Foot	90

DESIGNED	JJD
CHECKED	EML
DRAWN	JJD
CHECKED	EML

\* Granular or solid flux filled headed studs conforming to Art. 1006.32 of the Standard Specifications.

**HORNER & SHIFRIN, INC.**  
ENGINEERS

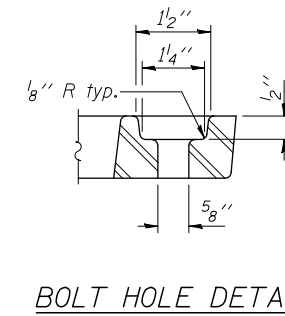
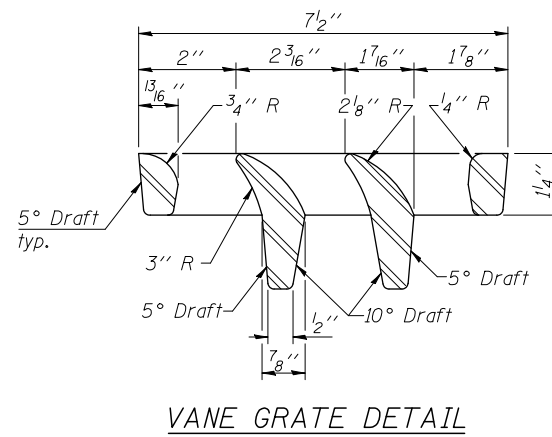
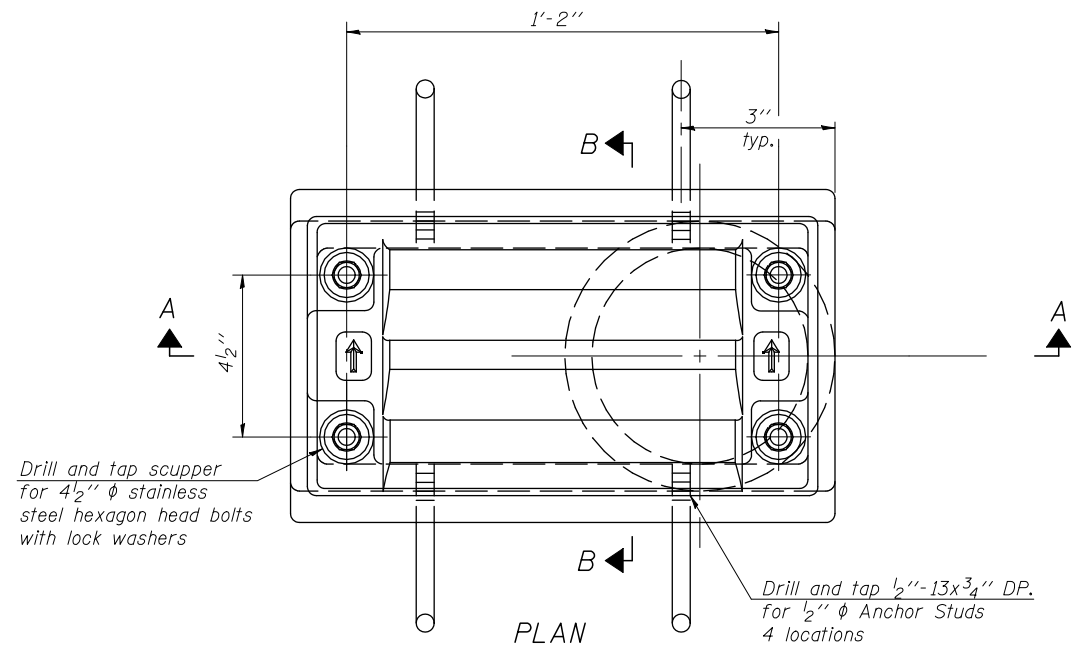
FINGER PLATE EXPANSION DEVICE  
F.A.U. ROUTE 7706 - SECTION 23(B-1)  
LOGAN COUNTY  
STATION 99+46.00  
STRUCTURE NO. 054-0512



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 25 52 SHEETS
F.A.U. 7706	23(B-1)	LOGAN	179	109	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72789



Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

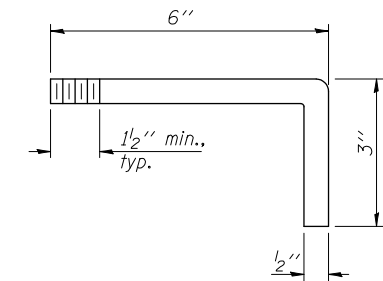
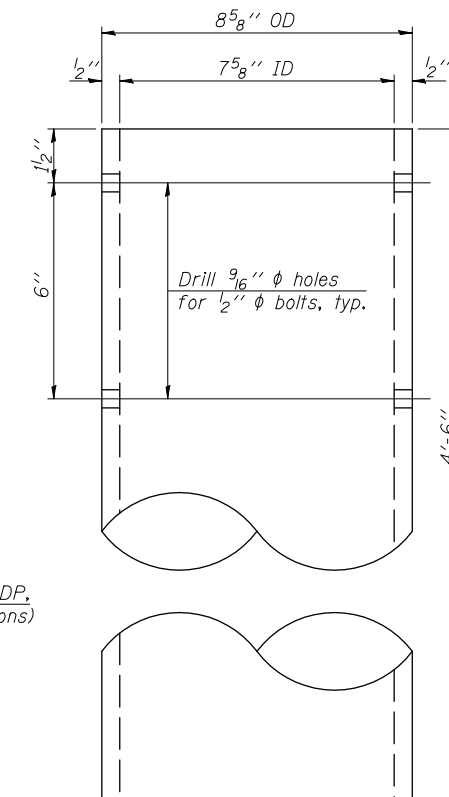
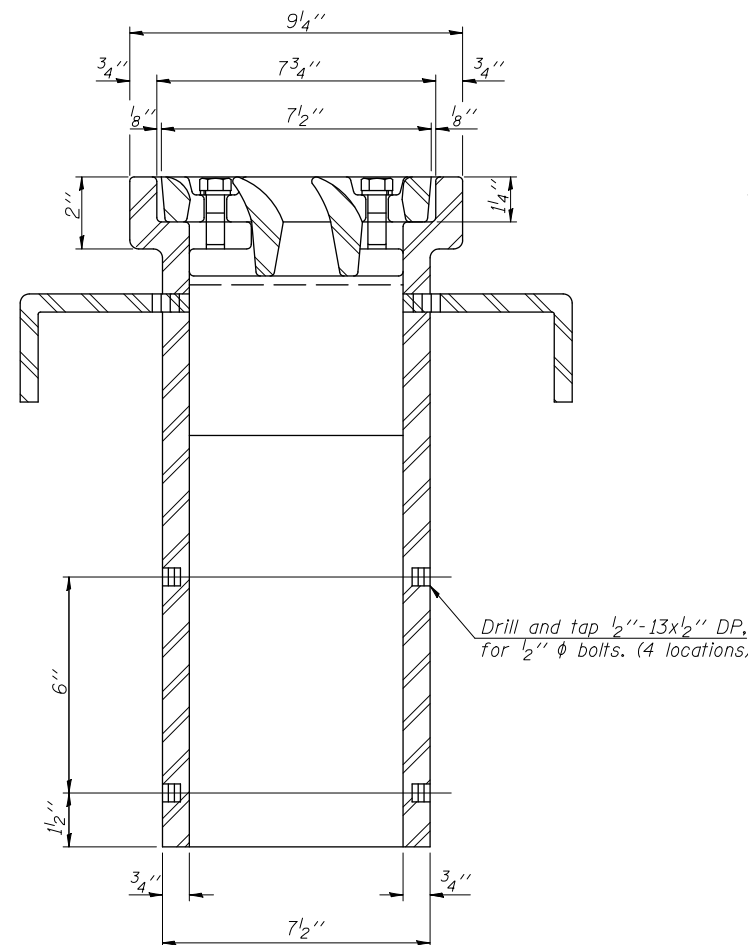
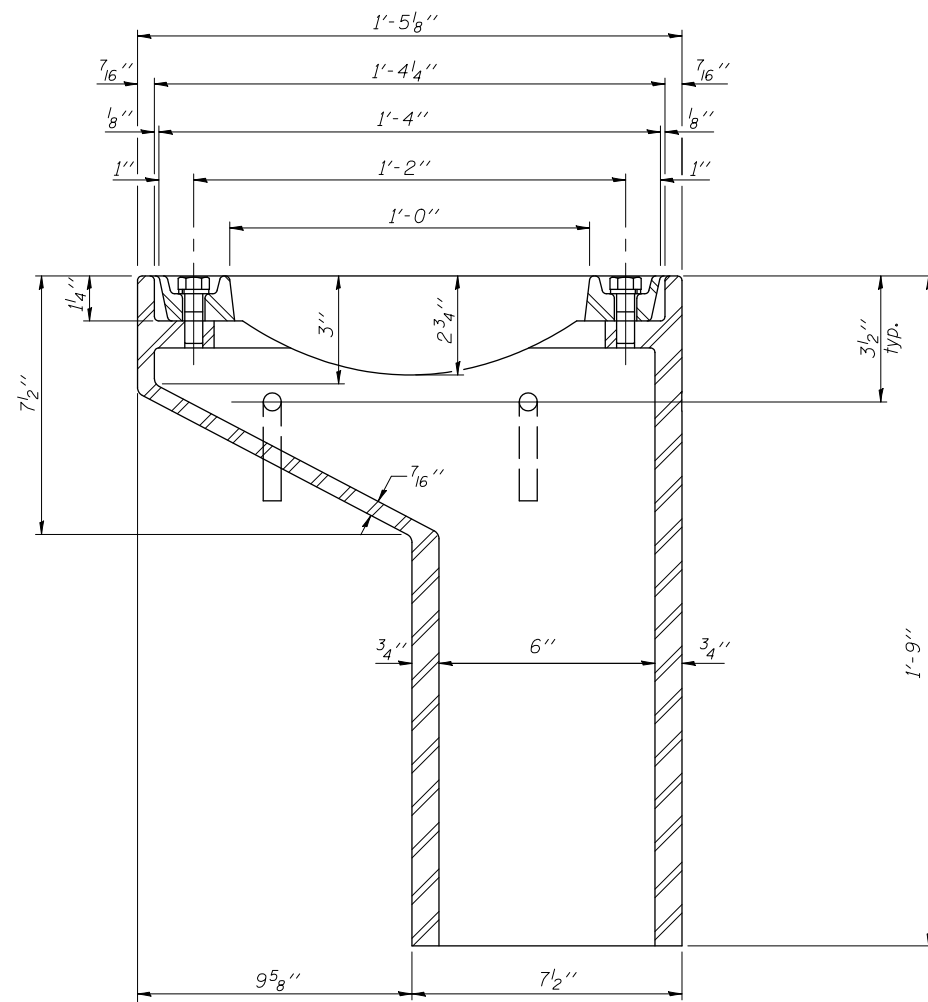
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M11.

The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	6

See sheet 18 of 52 for scupper location relative to parapet.

DESIGNED	JJD
CHECKED	EML
DRAWN	JJD
CHECKED	EML

DS-11

7-1-10

DRAINAGE SCUPPER, DS-11  
F.A.U. ROUTE 7706 - SECTION 23(B-1)  
LOGAN COUNTY  
STATION 99+46.00  
STRUCTURE NO. 054-0512

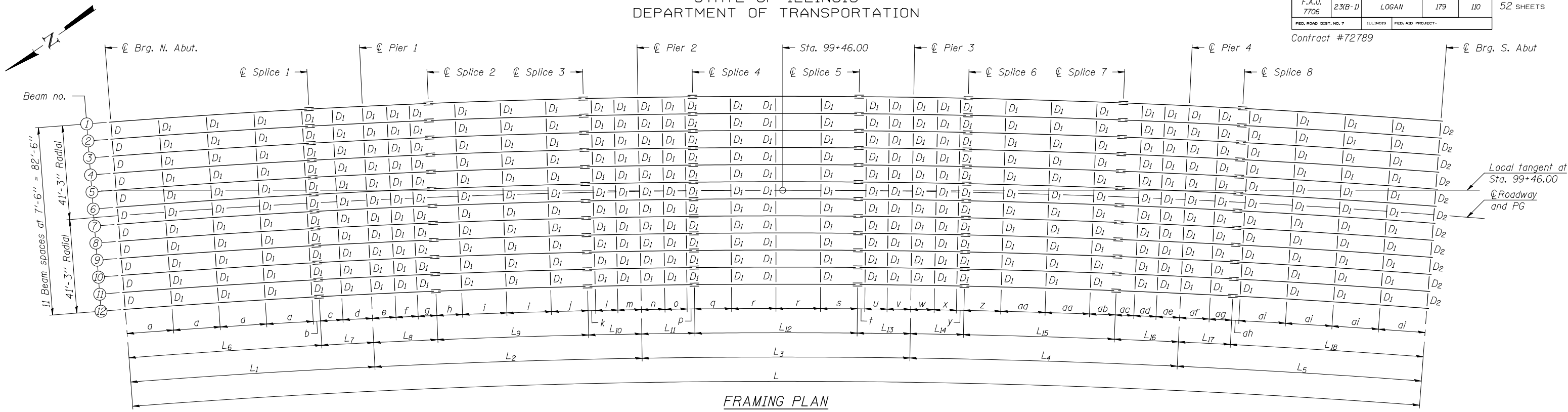
HORNER &  
SHIFRIN, INC.  
ENGINEERS

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

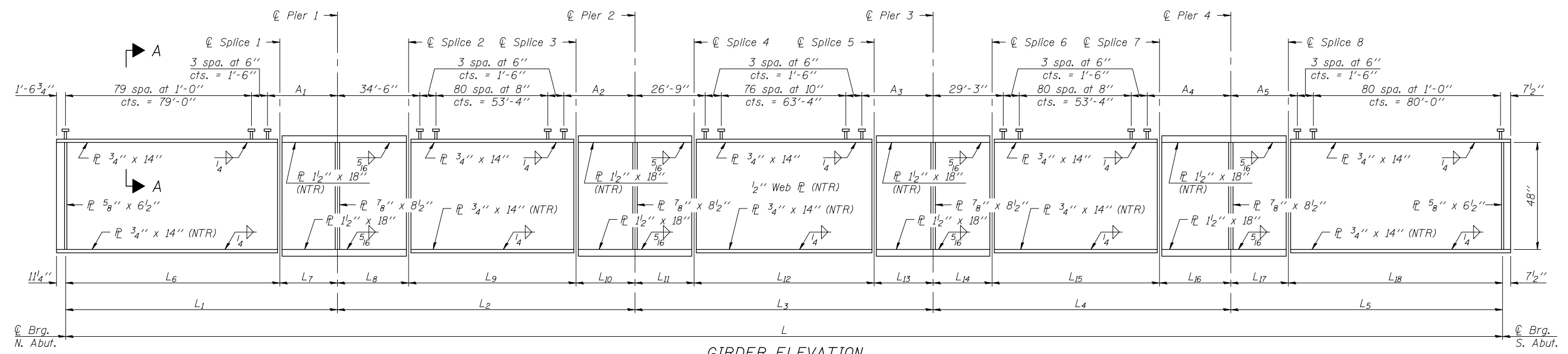
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 7706	23(B-1)	LOGAN	179	110
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 26  
52 SHEETS

Contract #72789

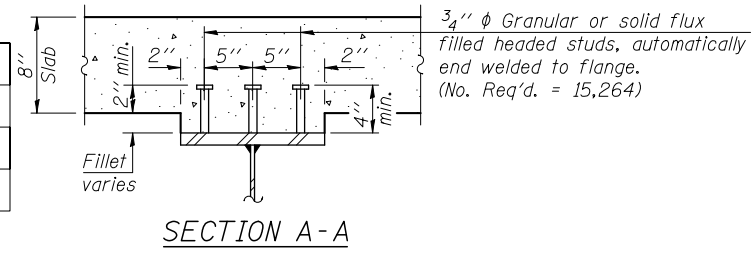


FRAMING PLAN



GIRDER ELEVATION  
"NTR" denotes plates to which notch toughness requirements are applicable.

Notes:  
All flanges, web plates, connection plates, bearing stiffeners, and diaphragms shall be AASHTO M270 Grade 50W.  
All cross frames or diaphragms between beams or girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.  
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.  
For table of "L" dimensions and table of offset dimensions, see sheet 27 of 52.  
For table of a thru ai dimensions, see sheet 28 of 52.  
For table of A1 thru A5 dimensions, see sheet 27 of 52.



SECTION A-A

DESIGNED	JJD
CHECKED	EML
DRAWN	JJD
CHECKED	EML



STRUCTURAL STEEL  
F.A.U. ROUTE 7706 - SECTION 23(B-1)  
LOGAN COUNTY  
STATION 99+46.00  
STRUCTURE NO. 054-0512

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TABLE OF "L" DIMENSIONS

ROUTE NO. F.A.U. 7706	SECTION 23(B-1)	COUNTY LOGAN	TOTAL SHEETS 179	SHEET NO. 111	SHEET NO. 27 52 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

Contract #72789

Beam No.	Radius (ft.)	L	L <sub>1</sub>	L <sub>2</sub>	L <sub>3</sub>	L <sub>4</sub>	L <sub>5</sub>	L <sub>6</sub>	L <sub>7</sub>	L <sub>8</sub>	L <sub>9</sub>	L <sub>10</sub>	L <sub>11</sub>	L <sub>12</sub>	L <sub>13</sub>	L <sub>14</sub>	L <sub>15</sub>	L <sub>16</sub>	L <sub>17</sub>	L <sub>18</sub>
1	3,863.40	585'-1 <sup>5</sup> / <sub>8</sub> "	110'-9 <sup>1</sup> / <sub>16</sub> "	121'-1 <sup>5</sup> / <sub>16</sub> "	121'-3 <sup>1</sup> / <sub>16</sub> "	121'-1 <sup>5</sup> / <sub>16</sub> "	110'-9 <sup>1</sup> / <sub>16</sub> "	87'-3 <sup>1</sup> / <sub>16</sub> "	23'-6"	29'-0"	68'-1 <sup>5</sup> / <sub>16</sub> "	24'-0"	24'-0"	73'-3 <sup>1</sup> / <sub>16</sub> "	24'-0"	24'-0"	68'-1 <sup>5</sup> / <sub>16</sub> "	29'-0"	23'-6"	87'-3 <sup>1</sup> / <sub>16</sub> "
2	3,855.90	584'-0"	110'-6 <sup>1</sup> / <sub>16</sub> "	120'-11 <sup>8</sup> / <sub>16</sub> "	121'-0 <sup>5</sup> / <sub>8</sub> "	120'-11 <sup>8</sup> / <sub>16</sub> "	110'-6 <sup>1</sup> / <sub>16</sub> "	87'-1"	23'-5 <sup>1</sup> / <sub>16</sub> "	28'-11 <sup>5</sup> / <sub>16</sub> "	68'-0 <sup>3</sup> / <sub>8</sub> "	23'-11 <sup>1</sup> / <sub>16</sub> "	23'-11 <sup>1</sup> / <sub>16</sub> "	73'-1 <sup>3</sup> / <sub>4</sub> "	23'-11 <sup>1</sup> / <sub>16</sub> "	23'-11 <sup>1</sup> / <sub>16</sub> "	68'-0 <sup>3</sup> / <sub>8</sub> "	28'-11 <sup>5</sup> / <sub>16</sub> "	23'-5 <sup>1</sup> / <sub>16</sub> "	87'-1 <sup>4</sup> / <sub>16</sub> "
3	3,848.40	582'-10 <sup>3</sup> / <sub>8</sub> "	110'-3 <sup>8</sup> / <sub>16</sub> "	120'-8 <sup>5</sup> / <sub>16</sub> "	120'-9 <sup>3</sup> / <sub>4</sub> "	120'-8 <sup>5</sup> / <sub>16</sub> "	110'-4 <sup>8</sup> / <sub>16</sub> "	86'-11"	23'-4 <sup>8</sup> / <sub>16</sub> "	28'-10 <sup>5</sup> / <sub>8</sub> "	67'-10 <sup>1</sup> / <sub>16</sub> "	23'-10 <sup>8</sup> / <sub>16</sub> "	23'-10 <sup>8</sup> / <sub>16</sub> "	73'-0"	23'-10 <sup>8</sup> / <sub>16</sub> "	23'-10 <sup>8</sup> / <sub>16</sub> "	67'-10 <sup>1</sup> / <sub>16</sub> "	28'-10 <sup>5</sup> / <sub>8</sub> "	23'-4 <sup>8</sup> / <sub>16</sub> "	86'-11 <sup>4</sup> / <sub>16</sub> "
4	3,840.90	581'-8 <sup>3</sup> / <sub>4</sub> "	110'-1 <sup>4</sup> / <sub>4</sub> "	120'-5 <sup>2</sup> / <sub>16</sub> "	120'-6 <sup>5</sup> / <sub>16</sub> "	120'-5 <sup>2</sup> / <sub>16</sub> "	110'-1 <sup>9</sup> / <sub>16</sub> "	86'-8 <sup>5</sup> / <sub>16</sub> "	23'-4 <sup>5</sup> / <sub>16</sub> "	28'-9 <sup>5</sup> / <sub>16</sub> "	67'-9 <sup>4</sup> / <sub>16</sub> "	23'-10 <sup>5</sup> / <sub>16</sub> "	23'-10 <sup>5</sup> / <sub>16</sub> "	72'-10 <sup>5</sup> / <sub>16</sub> "	23'-10 <sup>5</sup> / <sub>16</sub> "	23'-10 <sup>5</sup> / <sub>16</sub> "	67'-9 <sup>4</sup> / <sub>16</sub> "	28'-9 <sup>5</sup> / <sub>16</sub> "	23'-4 <sup>5</sup> / <sub>16</sub> "	86'-9 <sup>4</sup> / <sub>16</sub> "
5	3,833.40	580'-7 <sup>8</sup> / <sub>16</sub> "	109'-10 <sup>1</sup> / <sub>16</sub> "	120'-2 <sup>1</sup> / <sub>16</sub> "	120'-4 <sup>8</sup> / <sub>16</sub> "	120'-2 <sup>1</sup> / <sub>16</sub> "	109'-10 <sup>1</sup> / <sub>16</sub> "	86'-6 <sup>5</sup> / <sub>16</sub> "	23'-3 <sup>4</sup> / <sub>16</sub> "	28'-9 <sup>4</sup> / <sub>16</sub> "	67'-7 <sup>1</sup> / <sub>16</sub> "	23'-9 <sup>4</sup> / <sub>16</sub> "	23'-9 <sup>4</sup> / <sub>16</sub> "	72'-8 <sup>5</sup> / <sub>8</sub> "	23'-9 <sup>4</sup> / <sub>16</sub> "	23'-9 <sup>4</sup> / <sub>16</sub> "	67'-7 <sup>1</sup> / <sub>16</sub> "	28'-9 <sup>4</sup> / <sub>16</sub> "	23'-3 <sup>4</sup> / <sub>16</sub> "	86'-7 <sup>8</sup> / <sub>16</sub> "
6	3,825.90	579'-5 <sup>2</sup> / <sub>2</sub> "	109'-8 <sup>1</sup> / <sub>16</sub> "	119'-11 <sup>8</sup> / <sub>16</sub> "	120'-1 <sup>5</sup> / <sub>16</sub> "	119'-11 <sup>8</sup> / <sub>16</sub> "	109'-8 <sup>1</sup> / <sub>16</sub> "	86'-4 <sup>8</sup> / <sub>16</sub> "	23'-3 <sup>3</sup> / <sub>16</sub> "	28'-8 <sup>5</sup> / <sub>8</sub> "	67'-6 <sup>1</sup> / <sub>16</sub> "	23'-9 <sup>3</sup> / <sub>16</sub> "	23'-9 <sup>3</sup> / <sub>16</sub> "	72'-6 <sup>5</sup> / <sub>8</sub> "	23'-9 <sup>3</sup> / <sub>16</sub> "	23'-9 <sup>3</sup> / <sub>16</sub> "	67'-6 <sup>1</sup> / <sub>16</sub> "	28'-8 <sup>5</sup> / <sub>8</sub> "	23'-3 <sup>4</sup> / <sub>16</sub> "	86'-5 <sup>8</sup> / <sub>16</sub> "
7	3,818.40	578'-3 <sup>7</sup> / <sub>8</sub> "	109'-5 <sup>5</sup> / <sub>8</sub> "	119'-9"	119'-10 <sup>1</sup> / <sub>16</sub> "	119'-9"	109'-5 <sup>1</sup> / <sub>8</sub> "	86'-2 <sup>8</sup> / <sub>8</sub> "	23'-2 <sup>3</sup> / <sub>16</sub> "	28'-7 <sup>8</sup> / <sub>8</sub> "	67'-4 <sup>2</sup> / <sub>2</sub> "	23'-8 <sup>5</sup> / <sub>8</sub> "	23'-8 <sup>5</sup> / <sub>8</sub> "	72'-5 <sup>3</sup> / <sub>16</sub> "	23'-8 <sup>5</sup> / <sub>8</sub> "	23'-8 <sup>5</sup> / <sub>8</sub> "	67'-4 <sup>2</sup> / <sub>2</sub> "	28'-7 <sup>8</sup> / <sub>8</sub> "	23'-2 <sup>1</sup> / <sub>16</sub> "	86'-3 <sup>8</sup> / <sub>16</sub> "
8	3,810.90	577'-2 <sup>4</sup> / <sub>4</sub> "	109'-3"	119'-6 <sup>4</sup> / <sub>4</sub> "	119'-7 <sup>3</sup> / <sub>8</sub> "	119'-6 <sup>4</sup> / <sub>4</sub> "	109'-3 <sup>1</sup> / <sub>16</sub> "	86'-0 <sup>1</sup> / <sub>16</sub> "	23'-2 <sup>1</sup> / <sub>16</sub> "	28'-7 <sup>4</sup> / <sub>4</sub> "	67'-2 <sup>8</sup> / <sub>8</sub> "	23'-8 <sup>8</sup> / <sub>8</sub> "	23'-8 <sup>8</sup> / <sub>8</sub> "	72'-3 <sup>2</sup> / <sub>2</sub> "	23'-8 <sup>8</sup> / <sub>8</sub> "	23'-8 <sup>8</sup> / <sub>8</sub> "	67'-2 <sup>8</sup> / <sub>8</sub> "	28'-7 <sup>4</sup> / <sub>4</sub> "	23'-2 <sup>8</sup> / <sub>8</sub> "	86'-1 <sup>1</sup> / <sub>16</sub> "
9	3,803.40	576'-0 <sup>5</sup> / <sub>8</sub> "	109'-0 <sup>1</sup> / <sub>16</sub> "	119'-3 <sup>3</sup> / <sub>8</sub> "	119'-4 <sup>1</sup> / <sub>16</sub> "	119'-3 <sup>3</sup> / <sub>8</sub> "	109'-0 <sup>5</sup> / <sub>8</sub> "	85'-10 <sup>1</sup> / <sub>16</sub> "	23'-1 <sup>5</sup> / <sub>8</sub> "	28'-6 <sup>9</sup> / <sub>16</sub> "	67'-1 <sup>5</sup> / <sub>16</sub> "	23'-7 <sup>2</sup> / <sub>2</sub> "	23'-7 <sup>2</sup> / <sub>2</sub> "	72'-1 <sup>1</sup> / <sub>16</sub> "	23'-7 <sup>2</sup> / <sub>2</sub> "	23'-7 <sup>2</sup> / <sub>2</sub> "	67'-1 <sup>5</sup> / <sub>16</sub> "	28'-6 <sup>9</sup> / <sub>16</sub> "	23'-1 <sup>5</sup> / <sub>8</sub> "	85'-11"
10	3,795.90	574'-11"	108'-9 <sup>1</sup> / <sub>16</sub> "	119'-0 <sup>9</sup> / <sub>16</sub> "	119'-2"	119'-0 <sup>9</sup> / <sub>16</sub> "	108'-9 <sup>1</sup> / <sub>16</sub> "	85'-8 <sup>3</sup> / <sub>4</sub> "	23'-1 <sup>1</sup> / <sub>16</sub> "	28'-5 <sup>8</sup> / <sub>8</sub> "	66'-11 <sup>3</sup> / <sub>4</sub> "	23'-6 <sup>5</sup> / <sub>16</sub> "	23'-6 <sup>5</sup> / <sub>16</sub> "	72'-0 <sup>8</sup> / <sub>8</sub> "	23'-6 <sup>5</sup> / <sub>16</sub> "	23'-6 <sup>5</sup> / <sub>16</sub> "	66'-11 <sup>3</sup> / <sub>4</sub> "	28'-5 <sup>8</sup> / <sub>8</sub> "	23'-1 <sup>1</sup> / <sub>16</sub> "	85'-9"
11	3,788.40	573'-9 <sup>5</sup> / <sub>16</sub> "	108'-7 <sup>3</sup> / <sub>16</sub> "	118'-9 <sup>3</sup> / <sub>4</sub> "	118'-11 <sup>3</sup> / <sub>16</sub> "	118'-9 <sup>3</sup> / <sub>4</sub> "	108'-7 <sup>3</sup> / <sub>16</sub> "	85'-6 <sup>1</sup> / <sub>16</sub> "	23'-0 <sup>2</sup> / <sub>2</sub> "	28'-5 <sup>4</sup> / <sub>4</sub> "	66'-10 <sup>8</sup> / <sub>8</sub> "	23'-6 <sup>3</sup> / <sub>8</sub> "	23'-6 <sup>3</sup> / <sub>8</sub> "	71'-10 <sup>1</sup> / <sub>16</sub> "	23'-6 <sup>3</sup> / <sub>8</sub> "	23'-6 <sup>3</sup> / <sub>8</sub> "	66'-10 <sup>8</sup> / <sub>8</sub> "	28'-5 <sup>4</sup> / <sub>4</sub> "	23'-0 <sup>2</sup> / <sub>2</sub> "	85'-6 <sup>1</sup> / <sub>16</sub> "
12	3,780.90	572'-7 <sup>1</sup> / <sub>16</sub> "	108'-4 <sup>8</sup> / <sub>8</sub> "	118'-6 <sup>1</sup> / <sub>16</sub> "	118'-8 <sup>1</sup> / <sub>16</sub> "	118'-6 <sup>1</sup> / <sub>16</sub> "	108'-4 <sup>8</sup> / <sub>8</sub> "	85'-4 <sup>5</sup> / <sub>8</sub> "	23'-0"	28'-4 <sup>9</sup> / <sub>16</sub> "	66'-8 <sup>2</sup> / <sub>2</sub> "	23'-5 <sup>8</sup> / <sub>8</sub> "	23'-5 <sup>8</sup> / <sub>8</sub> "	71'-8 <sup>9</sup> / <sub>16</sub> "	23'-5 <sup>8</sup> / <sub>8</sub> "	23'-5 <sup>8</sup> / <sub>8</sub> "	66'-8 <sup>2</sup> / <sub>2</sub> "	28'-4 <sup>9</sup> / <sub>16</sub> "	23'-0"	85'-4 <sup>8</sup> / <sub>8</sub> "

TABLE OF OFFSET DIMENSIONS

Beam No.	C Brg. N. Abut.		C Splice 1		C Pier 1		C Splice 2		C Splice 3		C Pier 2		C Splice 4		C Splice 5		C Pier 3	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
1	295'-3 <sup>9</sup> / <sub>16</sub> "	11'-3 <sup>5</sup> / <sub>8</sub> "	208'-2 <sup>1</sup> / <sub>16</sub> "	5'-7 <sup>3</sup> / <sub>8</sub> "	184'-9 <sup>9</sup> / <sub>8</sub> "	4'-5 <sup>1</sup> / <sub>16</sub> "	155'-9 <sup>3</sup> / <sub>8</sub> "	3'-1 <sup>1</sup> / <sub>16</sub> "	87'-8"	0'-11 <sup>5</sup> / <sub>16</sub> "	63'-8"	0'-6 <sup>5</sup> / <sub>16</sub> "	39'-8 <sup>1</sup> / <sub>16</sub> "	0'-2 <sup>1</sup> / <sub>16</sub> "	33'-7 <sup>5</sup> / <sub>16</sub> "	0'-1 <sup>3</sup> / <sub>4</sub> "	57'-7 <sup>3</sup> / <sub>8</sub> "	0'-5 <sup>1</sup> / <sub>8</sub> "
2	294'-8 <sup>1</sup> / <sub>16</sub> "	11'-3 <sup>3</sup> / <sub>8</sub> "	207'-9 <sup>8</sup> / <sub>8</sub> "	5'-7 <sup>4</sup> / <sub>4</sub> "	184'-4 <sup>7</sup> / <sub>8</sub> "	4'-4 <sup>1</sup> / <sub>16</sub> "	155'-5 <sup>3</sup> / <sub>4</sub> "	3'-1 <sup>5</sup> / <sub>8</sub> "	87'-5 <sup>1</sup> / <sub>16</sub> "	0'-11 <sup>1</sup> / <sub>16</sub> "	63'-6 <sup>2</sup> / <sub>2</sub> "	0'-6 <sup>5</sup> / <sub>16</sub> "	39'-7 <sup>5</sup> / <sub>16</sub> "	0'-2 <sup>1</sup> / <sub>16</sub> "	33'-6 <sup>9</sup> / <sub>16</sub> "	0'-1 <sup>3</sup> / <sub>4</sub> "	57'-6"	0'-5 <sup>8</sup> / <sub>8</sub> "
3	294'-1 <sup>1</sup> / <sub>16</sub> "	11'-3 <sup>3</sup> / <sub>8</sub> "	207'-5"	5'-7 <sup>6</sup> / <sub>16</sub> "	184'-0 <sup>9</sup> / <sub>16</sub> "	4'-4 <sup>1</sup> / <sub>16</sub> "	155'-2 <sup>1</sup> / <sub>16</sub> "	3'-1 <sup>9</sup> / <sub>16</sub> "	87'-3 <sup>5</sup> / <sub>16</sub> "	0'-11 <sup>9</sup> / <sub>16</sub> "	63'-5 <sup>1</sup> / <sub>16</sub> "	0'-6 <sup>4</sup> / <sub>4</sub> "	39'-6 <sup>4</sup> / <sub>4</sub> "	0'-2 <sup>1</sup> / <sub>16</sub> "	33'-5 <sup>3</sup> / <sub>8</sub> "	0'-1 <sup>3</sup> / <sub>4</sub> "	57'-4 <sup>1</sup> / <sub>16</sub> "	0'-5 <sup>8</sup> / <sub>8</sub> "
4	293'-6 <sup>1</sup> / <sub>16</sub> "	11'-2 <sup>1</sup> / <sub>16</sub> "	207'-0 <sup>8</sup> / <sub>8</sub> "	5'-7"	183'-8 <sup>4</sup> / <sub>4</sub> "	4'-4 <sup>3</sup> / <sub>4</sub> "	154'-10 <sup>2</sup> / <sub>2</sub> "	3'-1 <sup>2</sup> / <sub>2</sub> "	87'-1 <sup>8</sup> / <sub>8</sub> "	0'-11 <sup>8</sup> / <sub>8</sub> "	63'-3 <sup>9</sup> / <sub>16</sub> "	0'-6 <sup>4</sup> / <sub>4</sub> "	39'-5 <sup>5</sup> / <sub>16</sub> "	0'-2 <sup>1</sup> / <sub>16</sub> "	33'-5"	0'-1 <sup>3</sup> / <sub>4</sub> "	57'-3 <sup>5</sup> / <sub>16</sub> "	0'-5 <sup>8</sup> / <sub>8</sub> "
5	293'-0 <sup>1</sup> / <sub>16</sub> "	11'-2 <sup>9</sup> / <sub>16</sub> "	206'-7 <sup>1</sup> / <sub>16</sub> "	5'-6 <sup>7</sup> / <sub>8</sub> "	183'-3 <sup>5</sup> / <sub>8</sub> "	4'-4 <sup>8</sup> / <sub>8</sub> "	154'-6 <sup>7</sup> / <sub>8</sub> "	3'-1 <sup>1</sup> / <sub>16</sub> "	86'-11 <sup>1</sup> / <sub>16</sub> "	0'-11 <sup>8</sup> / <sub>8</sub> "	63'-2 <sup>1</sup> / <sub>16</sub> "	0'-6 <sup>4</sup> / <sub>4</sub> "	39'-4 <sup>8</sup> / <sub>8</sub> "	0'-2 <sup>1</sup> / <sub>16</sub> "	33'-4 <sup>3</sup> / <sub>16</sub> "	0'-1 <sup>3</sup> / <sub>4</sub> "	57'-2"	0'-5 <sup>8</sup> / <sub>8</sub> "
6	292'-5 <sup>3</sup> / <sub>16</sub> "	11'-2 <sup>1</sup> / <sub>16</sub> "	206'-2 <sup>1</sup> / <sub>16</sub> "	5'-6 <sup>4</sup> / <sub>4</sub> "	182'-11 <sup>5</sup> / <sub>8</sub> "	4'-4 <sup>9</sup> / <sub>16</sub> "	154'-3 <sup>4</sup> / <sub>4</sub> "	3'-1 <sup>5</sup> / <sub>16</sub> "	86'-9 <sup>1</sup> / <sub>16</sub> "	0'-11 <sup>1</sup> / <sub>16</sub> "	63'-0 <sup>9</sup> / <sub>16</sub> "	0'-6 <sup>4</sup> / <sub>4</sub> "	39'-3 <sup>1</sup> / <sub>16</sub> "	0'-2 <sup>1</sup> / <sub>16</sub> "	33'-3 <sup>1</sup> / <sub>16</sub> "	0'-1 <sup>3</sup> / <sub>4</sub> "	57'-0 <sup>5</sup> / <sub>8</sub> "	0'-5 <sup>8</sup> / <sub>8</sub> "
7	291'-10 <sup>5</sup> / <sub>16</sub> "	11'-2 <sup>1</sup> / <sub>16</sub> "	205'-9 <sup>9</sup> / <sub>16</sub> "	5'-6 <sup>5</sup> / <sub>8</sub> "	182'-7 <sup>1</sup> / <sub>16</sub> "	4'-4 <sup>1</sup> / <sub>16</sub> "	153'-11 <sup>5</sup> / <sub>8</sub> "	3'-1 <sup>4</sup> / <sub>4</sub> "	86'-7 <sup>3</sup> / <sub>4</sub> "	0'-11 <sup>1</sup> / <sub>16</sub> "	62'-11 <sup>8</sup> / <sub>8</sub> "	0'-6 <sup>4</sup> / <sub>4</sub> "	39'-2 <sup>1</sup> / <sub>16</sub> "	0'-2 <sup>1</sup> / <sub>16</sub> "	33'-2 <sup>5</sup> / <sub>8</sub> "	0'-1 <sup>3</sup> / <sub>4</sub> "	56'-11 <sup>5</sup> / <sub>16</sub> "	0'-5 <sup>8</sup> / <sub>8</sub> "
8	291'-3 <sup>1</sup> / <sub>16</sub> "	11'-1 <sup>1</sup> / <sub>16</sub> "	205'-4 <sup>3</sup> / <sub>4</sub> "	5'-6 <sup>1</sup> / <sub>16</sub> "	182'-3"	4'-4 <sup>5</sup> / <sub>16</sub> "	153'-8"	3'-1 <sup>3</sup> / <sub>16</sub> "	86'-5 <sup>1</sup> / <sub>16</sub> "	0'-11 <sup>3</sup> / <sub>16</sub> "	62'-9 <sup>8</sup> / <sub>8</sub> "	0'-6 <sup>3</sup> / <sub>16</sub> "	39'-1 <sup>8</sup> / <sub>8</sub> "	0'-2 <sup>1</sup> / <sub>16</sub> "	33'-1 <sup>8</sup> / <sub>8</sub> "	0'-1 <sup>3</sup> / <sub>4</sub> "	56'-9 <sup>1</sup> / <sub>16</sub> "	0'-5 <sup>1</sup> / <sub>16</sub> "
9	290'-8 <sup>9</sup> / <sub>16</sub> "	11'-1 <sup>2</sup> / <sub>2</sub> "	204'-11 <sup>8</sup> / <sub>8</sub> "	5'-6 <sup>5</sup> / <sub>16</sub> "	181'-10 <sup>3</sup> / <sub>4</sub> "	4'-4 <sup>4</sup> / <sub>4</sub> "	153'-4 <sup>3</sup> / <sub>8</sub> "	3'-1 <sup>8</sup> / <sub>8</sub> "	86'-3 <sup>1</sup> / <sub>16</sub> "	0'-11 <sup>3</sup> / <sub>4</sub> "	62'-8 <sup>8</sup> / <sub>8</sub> "	0'-6 <sup>3</sup> / <sub>16</sub> "	39'-0 <sup>1</sup> / <sub>16</sub> "	0'-2 <sup>1</sup> / <sub>16</sub> "	33'-1 <sup>1</sup> / <sub>16</sub> "	0'-1 <sup>3</sup> / <sub>4</sub> "	56'-8 <sup>5</sup> / <sub>8</sub> "	0'-5 <sup>1</sup> / <sub>16</sub> "
10	290'-1 <sup>1</sup> / <sub>16</sub> "	11'-1 <sup>4</sup> / <sub>4</sub> "	204'-7 <sup>1</sup> / <sub>16</sub> "	5'-6 <sup>3</sup> / <sub>16</sub> "	181'-6 <sup>1</sup> / <sub>16</sub> "	4'-4 <sup>8</sup> / <sub>8</sub> "	153'-0 <sup>3</sup> / <sub>4</sub> "	3'-1 <sup>1</sup> / <sub>16</sub> "	86'-1 <sup>5</sup> / <sub>8</sub> "	0'-11 <sup>3</sup> / <sub>8</sub> "	62'-6 <sup>8</sup> / <sub>8</sub> "	0'-6 <sup>3</sup> / <sub>16</sub> "	38'-11 <sup>3</sup> / <sub>4</sub> "	0'-2 <sup>1</sup> / <sub>16</sub> "	33'-0 <sup>4</sup> / <sub>4</sub> "	0'-1 <sup>3</sup> / <sub>4</sub> "	56'-7 <sup>1</sup> / <sub>4</sub> "	0'-5 <sup>1</sup> / <sub>16</sub> "
11	289'-6 <sup>1</sup> / <sub>16</sub> "	11'-1"	204'-2 <sup>3</sup> / <sub>16</sub> "	5'-6 <sup>1</sup> / <sub>16</sub> "	181'-2 <sup>1</sup> / <sub>8</sub> "	4'-4"	152'-9 <sup>8</sup> / <sub>8</sub> "	3'-1"	85'-11 <sup>9</sup> / <sub>16</sub> "	0'-11 <sup>1</sup> / <sub>16</sub> "	62'-5 <sup>3</sup> / <sub>16</sub> "	0'-6 <sup>3</sup> / <sub>16</sub> "	38'-10 <sup>1</sup> / <sub>16</sub> "	0'-2 <sup>3</sup> / <sub>8</sub> "	32'-11 <sup>2</sup> / <sub>2</sub> "	0'-1 <sup>3</sup> / <sub>4</sub> "	56'-5 <sup>1</sup> / <sub>16</sub> "	0'-5 <sup>1</sup> / <sub>16</sub> "
12	288'-11 <sup>8</sup> / <sub>8</sub> "	11'-0 <sup>3</sup> / <sub>4</sub> "	203'-9 <sup>1</sup> / <sub>16</sub> "	5'-5 <sup>1</sup> / <sub>16</sub> "	180'-9 <sup>1</sup> / <sub>16</sub> "	4'-3 <sup>1</sup> / <sub>16</sub> "	152'-5 <sup>2</sup> / <sub>2</sub> "	3'-0 <sup>8</sup> / <sub>8</sub> "	85'-9 <sup>9</sup> / <sub>16</sub> "	0'-11 <sup>1</sup> / <sub>16</sub> "	62'-3 <sup>1</sup> / <sub>16</sub> "	0'-6 <sup>3</sup> / <sub>16</sub> "	38'-9 <sup>1</sup> / <sub>16</sub> "	0'-2 <sup>3</sup> / <sub>8</sub> "	32'-10 <sup>1</sup> / <sub>16</sub> "	0'-1 <sup>1</sup> / <sub>16</sub> "	56'-4 <sup>9</sup> / <sub>16</sub> "	0'-5 <sup>1</sup> / <sub>16</sub> "

Beam No.	C Splice 6		C Splice 7		C Pier 4		C Splice 8		C Brg. S. Abut.	
	X	Y	X	Y	X	Y	X	Y	X	Y
1	81'-7 <sup>1</sup> / <sub>4</sub> "	0'-10 <sup>5</sup> / <sub>16</sub> "	149'-8 <sup>5</sup> / <sub>16</sub> "	2'-10 <sup>1</sup> / <sub>16</sub> "	178'-8 <sup>9</sup> / <sub>16</sub> "	4'-1 <sup>5</sup> / <sub>8</sub> "	202'-2 <sup>1</sup> / <sub>4</sub> "	5'-3 <sup>9</sup> / <sub>16</sub> "	289'-3 <sup>3</sup> / <sub>8</sub> "	10'-10 <sup>1</sup> / <sub>8</sub> "
2	81'-5 <sup>8</sup> / <sub>8</sub> "	0'-10 <sup>5</sup> / <sub>16</sub> "	149'-5 <sup>1</sup> / <sub>16</sub> "	2'-10 <sup>4</sup> / <sub>4</sub> "	178'-4 <sup>1</sup> / <sub>16</sub> "	4'-1 <sup>9</sup> / <sub>16</sub> "	201'-9 <sup>9</sup> / <sub>16</sub> "	5'-3 <sup>1</sup> / <sub>16</sub> "	288'-8 <sup>5</sup> / <sub>8</sub> "	10'-9 <sup>7</sup> / <sub>8</sub> "
3	81'-3 <sup>1</sup> / <sub>16</sub> "	0'-10 <sup>5</sup> / <sub>16</sub> "	149'-1 <sup>5</sup> / <sub>16</sub> "	2'-10 <sup>1</sup> / <sub>16</sub> "	178'-0 <sup>4</sup> / <sub>4</sub> "	4'-1 <sup>1</sup> / <sub>16</sub> "	201'-4 <sup>8</sup> / <sub>8</sub> "	5'-3 <sup>5</sup> / <sub>16</sub> "	288'-1 <sup>8</sup> / <sub>8</sub> "	10'-9 <sup>5</sup> / <sub>8</sub> "
4	81'-1 <sup>9</sup> / <sub>16</sub> "	0'-10 <sup>5</sup> / <sub>16</sub> "	148'-10 <sup>2</sup> / <sub>2</sub> "	2'-10 <sup>8</sup> / <sub>8</sub> "	177'-8 <sup>1</sup> / <sub>16</sub> "	4'-1 <sup>5</sup> / <sub>16</sub> "	201'-0 <sup>8</sup> / <sub>8</sub> "	5'-3 <sup>1</sup> / <sub>16</sub> "	287'-7 <sup>8</sup> / <sub>8</sub> "	10'-9 <sup>3</sup> / <sub>8</sub> "
5	80'-11 <sup>5</sup> / <sub>8</sub> "	0'-10 <sup>1</sup> / <sub>4</sub> "	148'-7"	2'-10 <sup>9</sup> / <sub>16</sub> "	177'-3 <sup>5</sup> / <sub>8</sub> "	4'-1 <sup>4</sup> / <sub>4</sub>				

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TABLE OF  $a$  THRU  $ai$  DIMENSIONS

Contract #72789

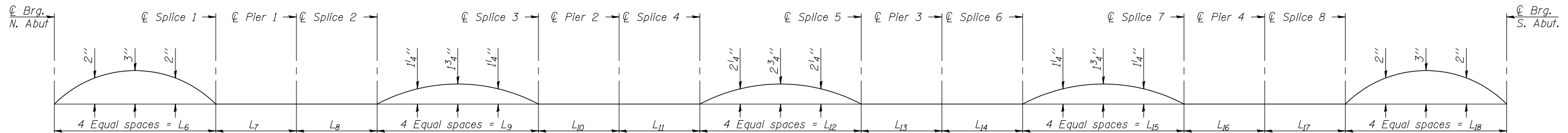
Beam No.	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r
1	21'-0"	3'-3 <sup>1</sup> / <sub>16</sub> "	10'-2"	13'-4"	10'-7"	10'-0"	8'-5"	11'-7"	20'-0"	16'-6 <sup>15</sup> / <sub>16</sub> "	3'-5 <sup>1</sup> / <sub>16</sub> "	10'-0"	10'-6 <sup>15</sup> / <sub>16</sub> "	10'-7 <sup>5</sup> / <sub>8</sub> "	10'-0"	3'-4 <sup>3</sup> / <sub>8</sub> "	16'-7 <sup>5</sup> / <sub>8</sub> "	20'-0"
2	20'-11 <sup>1</sup> / <sub>2</sub> "	3'-3"	10'-1 <sup>3</sup> / <sub>4</sub> "	13'-3 <sup>1</sup> / <sub>16</sub> "	10'-6 <sup>3</sup> / <sub>4</sub> "	9'-11 <sup>3</sup> / <sub>4</sub> "	8'-4 <sup>13</sup> / <sub>16</sub> "	11'-6 <sup>13</sup> / <sub>16</sub> "	19'-11 <sup>1</sup> / <sub>2</sub> "	16'-6 <sup>9</sup> / <sub>16</sub> "	3'-5"	9'-11 <sup>3</sup> / <sub>4</sub> "	10'-6 <sup>1</sup> / <sub>16</sub> "	10'-7 <sup>3</sup> / <sub>8</sub> "	9'-11 <sup>3</sup> / <sub>4</sub> "	3'-4 <sup>5</sup> / <sub>16</sub> "	16'-7 <sup>4</sup> / <sub>16</sub> "	19'-11 <sup>9</sup> / <sub>16</sub> "
3	20'-11"	3'-3"	10'-1 <sup>1</sup> / <sub>2</sub> "	13'-3 <sup>3</sup> / <sub>8</sub> "	10'-6 <sup>1</sup> / <sub>2</sub> "	9'-11 <sup>1</sup> / <sub>2</sub> "	8'-4 <sup>5</sup> / <sub>8</sub> "	11'-6 <sup>1</sup> / <sub>2</sub> "	19'-11 <sup>1</sup> / <sub>2</sub> "	16'-6 <sup>1</sup> / <sub>16</sub> "	3'-4 <sup>15</sup> / <sub>16</sub> "	9'-11 <sup>1</sup> / <sub>2</sub> "	10'-6 <sup>1</sup> / <sub>16</sub> "	10'-7 <sup>1</sup> / <sub>8</sub> "	9'-11 <sup>1</sup> / <sub>2</sub> "	3'-4 <sup>3</sup> / <sub>16</sub> "	16'-6 <sup>1</sup> / <sub>8</sub> "	19'-11 <sup>1</sup> / <sub>16</sub> "
4	20'-10 <sup>1</sup> / <sub>2</sub> "	3'-2 <sup>15</sup> / <sub>16</sub> "	10'-1 <sup>1</sup> / <sub>4</sub> "	13'-3 <sup>1</sup> / <sub>16</sub> "	10'-6 <sup>1</sup> / <sub>4</sub> "	9'-11 <sup>1</sup> / <sub>4</sub> "	8'-4 <sup>1</sup> / <sub>16</sub> "	11'-6 <sup>1</sup> / <sub>16</sub> "	19'-10 <sup>5</sup> / <sub>8</sub> "	16'-5 <sup>15</sup> / <sub>16</sub> "	3'-4 <sup>13</sup> / <sub>16</sub> "	9'-11 <sup>5</sup> / <sub>16</sub> "	10'-6 <sup>3</sup> / <sub>16</sub> "	10'-6 <sup>1</sup> / <sub>8</sub> "	9'-11 <sup>5</sup> / <sub>16</sub> "	3'-4 <sup>1</sup> / <sub>8</sub> "	16'-6 <sup>1</sup> / <sub>16</sub> "	19'-10 <sup>5</sup> / <sub>8</sub> "
5	20'-10 <sup>1</sup> / <sub>16</sub> "	3'-2 <sup>1</sup> / <sub>16</sub> "	10'-1"	13'-2 <sup>1</sup> / <sub>4</sub> "	10'-6"	9'-11 <sup>1</sup> / <sub>16</sub> "	8'-4 <sup>1</sup> / <sub>16</sub> "	11'-6"	19'-10 <sup>1</sup> / <sub>16</sub> "	16'-5 <sup>1</sup> / <sub>16</sub> "	3'-4 <sup>1</sup> / <sub>16</sub> "	9'-11 <sup>1</sup> / <sub>16</sub> "	10'-6"	10'-6 <sup>1</sup> / <sub>8</sub> "	9'-11 <sup>1</sup> / <sub>16</sub> "	3'-4 <sup>1</sup> / <sub>16</sub> "	16'-6 <sup>1</sup> / <sub>16</sub> "	19'-10 <sup>1</sup> / <sub>16</sub> "
6	20'-9 <sup>9</sup> / <sub>16</sub> "	3'-2 <sup>5</sup> / <sub>16</sub> "	10'-0 <sup>3</sup> / <sub>4</sub> "	13'-2 <sup>1</sup> / <sub>16</sub> "	10'-5 <sup>3</sup> / <sub>4</sub> "	9'-10 <sup>3</sup> / <sub>4</sub> "	8'-4 <sup>5</sup> / <sub>8</sub> "	11'-5 <sup>11</sup> / <sub>16</sub> "	19'-9 <sup>11</sup> / <sub>16</sub> "	16'-5"	3'-4 <sup>5</sup> / <sub>8</sub> "	9'-10 <sup>11</sup> / <sub>16</sub> "	10'-5 <sup>3</sup> / <sub>4</sub> "	10'-6 <sup>3</sup> / <sub>8</sub> "	9'-10 <sup>11</sup> / <sub>16</sub> "	3'-4"	16'-5 <sup>3</sup> / <sub>4</sub> "	19'-9 <sup>11</sup> / <sub>16</sub> "
7	20'-9 <sup>1</sup> / <sub>16</sub> "	3'-2 <sup>1</sup> / <sub>8</sub> "	10'-0 <sup>5</sup> / <sub>8</sub> "	13'-2 <sup>1</sup> / <sub>8</sub> "	10'-5 <sup>1</sup> / <sub>2</sub> "	9'-10 <sup>5</sup> / <sub>8</sub> "	8'-3 <sup>3</sup> / <sub>4</sub> "	11'-5 <sup>3</sup> / <sub>8</sub> "	19'-9 <sup>1</sup> / <sub>4</sub> "	16'-4 <sup>5</sup> / <sub>8</sub> "	3'-4 <sup>1</sup> / <sub>2</sub> "	9'-10 <sup>5</sup> / <sub>8</sub> "	10'-5 <sup>1</sup> / <sub>2</sub> "	10'-6 <sup>1</sup> / <sub>8</sub> "	9'-10 <sup>5</sup> / <sub>8</sub> "	3'-3 <sup>7</sup> / <sub>8</sub> "	16'-5 <sup>3</sup> / <sub>8</sub> "	19'-9 <sup>1</sup> / <sub>16</sub> "
8	20'-8 <sup>9</sup> / <sub>16</sub> "	3'-2 <sup>9</sup> / <sub>16</sub> "	10'-0 <sup>5</sup> / <sub>16</sub> "	13'-1 <sup>9</sup> / <sub>8</sub> "	10'-5 <sup>1</sup> / <sub>4</sub> "	9'-10 <sup>5</sup> / <sub>8</sub> "	8'-3 <sup>5</sup> / <sub>8</sub> "	11'-5 <sup>1</sup> / <sub>8</sub> "	19'-8 <sup>3</sup> / <sub>4</sub> "	16'-4 <sup>1</sup> / <sub>16</sub> "	3'-4 <sup>1</sup> / <sub>16</sub> "	9'-10 <sup>5</sup> / <sub>8</sub> "	10'-5 <sup>1</sup> / <sub>4</sub> "	10'-5 <sup>1</sup> / <sub>8</sub> "	9'-10 <sup>5</sup> / <sub>8</sub> "	3'-3 <sup>1</sup> / <sub>16</sub> "	16'-4 <sup>15</sup> / <sub>16</sub> "	19'-8 <sup>3</sup> / <sub>4</sub> "
9	20'-8 <sup>1</sup> / <sub>16</sub> "	3'-2 <sup>1</sup> / <sub>16</sub> "	10'-0 <sup>1</sup> / <sub>16</sub> "	13'-1 <sup>1</sup> / <sub>16</sub> "	10'-5"	9'-10 <sup>1</sup> / <sub>16</sub> "	8'-3 <sup>1</sup> / <sub>16</sub> "	11'-4 <sup>13</sup> / <sub>16</sub> "	19'-8 <sup>1</sup> / <sub>16</sub> "	16'-3 <sup>1</sup> / <sub>8</sub> "	3'-4 <sup>1</sup> / <sub>8</sub> "	9'-10 <sup>1</sup> / <sub>16</sub> "	10'-5"	10'-5 <sup>1</sup> / <sub>8</sub> "	9'-10 <sup>1</sup> / <sub>16</sub> "	3'-3 <sup>1</sup> / <sub>4</sub> "	16'-4 <sup>1</sup> / <sub>2</sub> "	19'-8 <sup>1</sup> / <sub>16</sub> "
10	20'-7 <sup>9</sup> / <sub>16</sub> "	3'-2 <sup>1</sup> / <sub>2</sub> "	9'-11 <sup>13</sup> / <sub>16</sub> "	13'-1 <sup>1</sup> / <sub>4</sub> "	10'-4 <sup>3</sup> / <sub>4</sub> "	9'-9 <sup>9</sup> / <sub>8</sub> "	8'-3 <sup>1</sup> / <sub>4</sub> "	11'-4 <sup>5</sup> / <sub>8</sub> "	19'-7 <sup>13</sup> / <sub>16</sub> "	16'-3 <sup>1</sup> / <sub>2</sub> "	3'-4 <sup>5</sup> / <sub>16</sub> "	9'-9 <sup>9</sup> / <sub>8</sub> "	10'-4 <sup>3</sup> / <sub>4</sub> "	10'-5 <sup>1</sup> / <sub>8</sub> "	9'-9 <sup>9</sup> / <sub>8</sub> "	3'-3 <sup>1</sup> / <sub>16</sub> "	16'-4 <sup>3</sup> / <sub>16</sub> "	19'-7 <sup>13</sup> / <sub>16</sub> "
11	20'-7 <sup>1</sup> / <sub>8</sub> "	3'-2 <sup>1</sup> / <sub>16</sub> "	9'-11 <sup>9</sup> / <sub>16</sub> "	13'-0 <sup>15</sup> / <sub>16</sub> "	10'-4 <sup>1</sup> / <sub>2</sub> "	9'-9 <sup>1</sup> / <sub>16</sub> "	8'-3 <sup>1</sup> / <sub>16</sub> "	11'-4 <sup>3</sup> / <sub>8</sub> "	19'-7 <sup>5</sup> / <sub>16</sub> "	16'-3 <sup>1</sup> / <sub>8</sub> "	3'-4 <sup>3</sup> / <sub>16</sub> "	9'-9 <sup>1</sup> / <sub>16</sub> "	10'-4 <sup>1</sup> / <sub>2</sub> "	10'-5 <sup>1</sup> / <sub>8</sub> "	9'-9 <sup>1</sup> / <sub>16</sub> "	3'-3 <sup>9</sup> / <sub>16</sub> "	16'-3 <sup>3</sup> / <sub>4</sub> "	19'-7 <sup>5</sup> / <sub>16</sub> "
12	20'-6 <sup>5</sup> / <sub>8</sub> "	3'-2 <sup>1</sup> / <sub>8</sub> "	9'-11 <sup>3</sup> / <sub>8</sub> "	13'-0 <sup>3</sup> / <sub>8</sub> "	10'-4 <sup>5</sup> / <sub>16</sub> "	9'-9 <sup>1</sup> / <sub>16</sub> "	8'-2 <sup>13</sup> / <sub>16</sub> "	11'-4 <sup>1</sup> / <sub>16</sub> "	19'-6 <sup>1</sup> / <sub>8</sub> "	16'-2 <sup>1</sup> / <sub>16</sub> "	3'-4 <sup>3</sup> / <sub>16</sub> "	9'-9 <sup>1</sup> / <sub>16</sub> "	10'-4 <sup>1</sup> / <sub>4</sub> "	10'-4 <sup>1</sup> / <sub>8</sub> "	9'-9 <sup>1</sup> / <sub>16</sub> "	3'-3 <sup>1</sup> / <sub>2</sub> "	16'-3 <sup>5</sup> / <sub>16</sub> "	19'-6 <sup>1</sup> / <sub>8</sub> "

Beam No.	s	t	u	v	w	x	y	z	aa	ab	ac	ad	ae	af	ag	ah	ai
1	16'-7 <sup>13</sup> / <sub>16</sub> "	3'-4 <sup>3</sup> / <sub>16</sub> "	10'-0"	10'-7 <sup>13</sup> / <sub>16</sub> "	10'-7"	10'-0"	3'-5"	16'-7"	20'-0"	11'-6 <sup>15</sup> / <sub>16</sub> "	8'-5 <sup>1</sup> / <sub>16</sub> "	10'-0"	10'-6 <sup>15</sup> / <sub>16</sub> "	13'-4 <sup>1</sup> / <sub>4</sub> "	10'-1 <sup>3</sup> / <sub>4</sub> "	3'-3 <sup>1</sup> / <sub>4</sub> "	21'-0"
2	16'-7 <sup>7</sup> / <sub>8</sub> "	3'-4 <sup>1</sup> / <sub>8</sub> "	9'-11 <sup>3</sup> / <sub>4</sub> "	10'-7 <sup>9</sup> / <sub>16</sub> "	10'-6 <sup>3</sup> / <sub>4</sub> "	9'-11 <sup>3</sup> / <sub>4</sub> "	3'-4 <sup>15</sup> / <sub>16</sub> "	16'-6 <sup>1</sup> / <sub>16</sub> "	19'-11 <sup>1</sup> / <sub>2</sub> "	11'-6 <sup>1</sup> / <sub>16</sub> "	8'-4 <sup>1</sup> / <sub>8</sub> "	9'-11 <sup>3</sup> / <sub>4</sub> "	10'-6 <sup>1</sup> / <sub>16</sub> "	13'-3 <sup>1</sup> / <sub>16</sub> "	10'-1 <sup>1</sup> / <sub>2</sub> "	3'-3 <sup>1</sup> / <sub>4</sub> "	20'-11 <sup>1</sup> / <sub>2</sub> "
3	16'-7"	3'-4 <sup>1</sup> / <sub>16</sub> "	9'-11 <sup>1</sup> / <sub>2</sub> "	10'-7 <sup>5</sup> / <sub>16</sub> "	10'-6 <sup>1</sup> / <sub>2</sub> "	9'-11 <sup>1</sup> / <sub>2</sub> "	3'-4 <sup>9</sup> / <sub>16</sub> "	16'-6 <sup>1</sup> / <sub>16</sub> "	19'-11 <sup>1</sup> / <sub>2</sub> "	11'-6 <sup>1</sup> / <sub>16</sub> "	8'-4 <sup>1</sup> / <sub>16</sub> "	9'-11 <sup>1</sup> / <sub>2</sub> "	10'-6 <sup>1</sup> / <sub>16</sub> "	13'-3 <sup>3</sup> / <sub>8</sub> "	10'-1 <sup>1</sup> / <sub>4</sub> "	3'-3 <sup>1</sup> / <sub>4</sub> "	20'-11"
4	16'-6 <sup>5</sup> / <sub>8</sub> "	3'-3 <sup>1</sup> / <sub>16</sub> "	9'-11 <sup>5</sup> / <sub>16</sub> "	10'-7 <sup>1</sup> / <sub>16</sub> "	10'-6 <sup>1</sup> / <sub>4</sub> "	9'-11 <sup>5</sup> / <sub>16</sub> "	3'-4 <sup>3</sup> / <sub>4</sub> "	16'-5 <sup>1</sup> / <sub>8</sub> "	19'-10 <sup>5</sup> / <sub>8</sub> "	11'-6 <sup>1</sup> / <sub>8</sub> "	8'-4 <sup>1</sup> / <sub>16</sub> "	9'-11 <sup>5</sup> / <sub>16</sub> "	10'-6 <sup>1</sup> / <sub>16</sub> "	13'-3 <sup>5</sup> / <sub>16</sub> "	10'-1"	3'-3"	20'-10 <sup>9</sup> / <sub>16</sub> "
5	16'-6 <sup>1</sup> / <sub>4</sub> "	3'-3 <sup>1</sup> / <sub>8</sub> "	9'-11 <sup>1</sup> / <sub>8</sub> "	10'-6 <sup>13</sup> / <sub>16</sub> "	10'-6"	9'-11 <sup>1</sup> / <sub>8</sub> "	3'-4 <sup>1</sup> / <sub>16</sub> "	16'-5 <sup>1</sup> / <sub>16</sub> "	19'-10 <sup>3</sup> / <sub>16</sub> "	11'-5 <sup>1</sup> / <sub>16</sub> "	8'-4 <sup>1</sup> / <sub>16</sub> "	9'-11 <sup>1</sup> / <sub>8</sub> "	10'-6"	13'-3"	10'-0 <sup>13</sup> / <sub>16</sub> "	3'-2 <sup>7</sup> / <sub>8</sub> "	20'-10 <sup>1</sup> / <sub>16</sub> "
6	16'-5 <sup>13</sup> / <sub>16</sub> "	3'-3 <sup>1</sup> / <sub>16</sub> "	9'-10 <sup>13</sup> / <sub>16</sub> "	10'-6 <sup>9</sup> / <sub>16</sub> "	10'-5 <sup>3</sup> / <sub>4</sub> "	9'-10 <sup>13</sup> / <sub>16</sub> "	3'-4 <sup>5</sup> / <sub>8</sub> "	16'-5 <sup>1</sup> / <sub>16</sub> "	19'-9 <sup>11</sup> / <sub>16</sub> "	11'-5 <sup>5</sup> / <sub>8</sub> "	8'-4 <sup>1</sup> / <sub>16</sub> "	9'-10 <sup>13</sup> / <sub>16</sub> "	10'-5 <sup>3</sup> / <sub>4</sub> "	13'-2 <sup>1</sup> / <sub>16</sub> "	10'-0 <sup>9</sup> / <sub>16</sub> "	3'-2 <sup>7</sup> / <sub>8</sub> "	20'-9 <sup>9</sup> / <sub>16</sub> "
7	16'-5 <sup>1</sup> / <sub>16</sub> "	3'-3 <sup>3</sup> / <sub>8</sub> "	9'-10 <sup>5</sup> / <sub>8</sub> "	10'-6 <sup>1</sup> / <sub>4</sub> "	10'-5 <sup>1</sup> / <sub>2</sub> "	9'-10 <sup>5</sup> / <sub>8</sub> "	3'-4 <sup>1</sup> / <sub>2</sub> "	16'-4 <sup>1</sup> / <sub>16</sub> "	19'-9 <sup>1</sup> / <sub>4</sub> "	11'-5 <sup>1</sup> / <sub>16</sub> "	8'-3 <sup>1</sup> / <sub>16</sub> "	9'-10 <sup>5</sup> / <sub>8</sub> "	10'-5 <sup>1</sup> / <sub>2</sub> "	13'-2 <sup>3</sup> / <sub>8</sub> "	10'-0 <sup>5</sup> / <sub>16</sub> "	3'-2 <sup>1</sup> / <sub>8</sub> "	20'-9 <sup>1</sup> / <sub>16</sub> "
8	16'-5 <sup>1</sup> / <sub>16</sub> "	3'-3 <sup>5</sup> / <sub>8</sub> "	9'-10 <sup>3</sup> / <sub>8</sub> "	10'-6 <sup>1</sup> / <sub>16</sub> "	10'-5 <sup>1</sup> / <sub>4</sub> "	9'-10 <sup>3</sup> / <sub>8</sub> "	3'-4 <sup>1</sup> / <sub>16</sub> "	16'-4 <sup>1</sup> / <sub>16</sub> "	19'-8 <sup>3</sup> / <sub>4</sub> "	11'-5 <sup>1</sup> / <sub>16</sub> "	8'-3 <sup>5</sup> / <sub>8</sub> "	9'-10 <sup>3</sup> / <sub>8</sub> "	10'-5 <sup>1</sup> / <sub>4</sub> "	13'-2 <sup>1</sup> / <sub>16</sub> "	10'-0 <sup>1</sup> / <sub>16</sub> "	3'-2 <sup>13</sup> / <sub>16</sub> "	20'-8 <sup>9</sup> / <sub>16</sub> "
9	16'-4 <sup>1</sup> / <sub>16</sub> "	3'-3 <sup>1</sup> / <sub>16</sub> "	9'-10 <sup>1</sup> / <sub>16</sub> "	10'-5 <sup>13</sup> / <sub>16</sub> "	10'-5"	9'-10 <sup>1</sup> / <sub>16</sub> "	3'-4 <sup>1</sup> / <sub>8</sub> "	16'-3 <sup>1</sup> / <sub>8</sub> "	19'-8 <sup>1</sup> / <sub>16</sub> "	11'-4 <sup>13</sup> / <sub>16</sub> "	8'-3 <sup>1</sup> / <sub>16</sub> "	9'-10 <sup>1</sup> / <sub>16</sub> "	10'-5"	13'-1 <sup>1</sup> / <sub>4</sub> "	9'-11 <sup>1</sup> / <sub>8</sub> "	3'-2 <sup>3</sup> / <sub>4</sub> "	20'-8 <sup>1</sup> / <sub>16</sub> "
10	16'-4 <sup>5</sup> / <sub>16</sub> "	3'-3 <sup>1</sup> / <sub>2</sub> "	9'-9 <sup>1</sup> / <sub>8</sub> "	10'-5 <sup>9</sup> / <sub>16</sub> "	10'-4 <sup>3</sup> / <sub>4</sub> "	9'-9 <sup>1</sup> / <sub>8</sub> "	3'-4 <sup>5</sup> / <sub>16</sub> "	16'-3 <sup>1</sup> / <sub>2</sub> "	19'-7 <sup>1</sup> / <sub>8</sub> "	11'-4 <sup>1</sup> / <sub>2</sub> "	8'-3 <sup>1</sup> / <sub>4</sub> "	9'-9 <sup>1</sup> / <sub>8</sub> "	10'-4 <sup>3</sup> / <sub>4</sub> "	13'-1 <sup>1</sup> / <sub>16</sub> "	9'-11 <sup>5</sup> / <sub>8</sub> "	3'-2 <sup>1</sup> / <sub>2</sub> "	20'-7 <sup>5</sup> / <sub>8</sub> "
11	16'-3 <sup>1</sup> / <sub>16</sub> "	3'-3 <sup>1</sup> / <sub>16</sub> "	9'-9 <sup>1</sup> / <sub>16</sub> "	10'-5 <sup>1</sup> / <sub>4</sub> "	10'-4 <sup>1</sup> / <sub>2</sub> "	9'-9 <sup>1</sup> / <sub>16</sub> "	3'-4 <sup>1</sup> / <sub>16</sub> "	16'-3 <sup>1</sup> / <sub>8</sub> "	19'-7 <sup>3</sup> / <sub>8</sub> "	11'-4 <sup>1</sup> / <sub>4</sub> "	8'-3 <sup>1</sup> / <sub>16</sub> "	9'-9 <sup>1</sup> / <sub>16</sub> "	10'-4 <sup>1</sup> / <sub>2</sub> "	13'-1 <sup>1</sup> / <sub>8</sub> "	9'-11 <sup>3</sup> / <sub>8</sub> "	3'-2 <sup>1</sup> / <sub>16</sub> "	20'-7 <sup>1</sup> / <sub>8</sub> "
12	16'-3 <sup>1</sup> / <sub>2</sub> "	3'-3 <sup>3</sup> / <sub>8</sub> "	9'-9 <sup>1</sup> / <sub>16</sub> "	10'-5 <sup>1</sup> / <sub>16</sub> "	10'-4 <sup>5</sup> / <sub>16</sub> "	9'-9 <sup>1</sup> / <sub>16</sub> "	3'-4 <sup>1</sup> / <sub>8</sub> "	16'-2 <sup>3</sup> / <sub>4</sub> "	19'-6 <sup>1</sup> / <sub>8</sub> "	11'-4"	8'-2 <sup>1</sup> / <sub>8</sub> "	9'-9 <sup>1</sup> / <sub>16</sub> "	10'-4 <sup>1</sup> / <sub>4</sub> "	13'-0 <sup>1</sup> / <sub>8</sub> "	9'-11 <sup>1</sup> / <sub>8</sub> "	3'-2 <sup>3</sup> / <sub>8</sub> "	20'-6 <sup>5</sup> / <sub>8</sub> "

\* TOP OF WEB ELEVATIONS

Location	℄ Brg. N. Abut.	℄ Splice 1	℄ Pier 1	℄ Splice 2	℄ Splice 3	℄ Pier 2	℄ Splice 4	℄ Splice 5	℄ Pier 3	℄ Splice 6	℄ Splice 7	℄ Pier 4	℄ Splice 8	℄ Brg. S. Abut.
Beam 1	566.11	566.53	566.60	566.70	567.04	567.14	567.25	567.27	567.18	567.10	566.77	566.67	566.60	566.18
Beam 2	565.90	566.32	566.39	566.49	566.83	566.93	567.04	567.06	566.97	566.89	566.56	566.46	566.39	565.97
Beam 3	565.69	566.11	566.18	566.28	566.62	566.72	566.83	566.85	566.76	566.68	566.35	566.25	566.17	565.76
Beam 4	565.48	565.89	565.97	566.07	566.41	566.51	566.61	566.64	566.55	566.46	566.13	566.03	565.96	565.55
Beam 5	565.27	565.68	565.76	565.86	566.20	566.30	566.40	566.43	566.34	566.25	565.92	565.82	565.75	565.34
Beam 6	565.06	565.47	565.55	565.65	565.99	566.09	566.19	566.22	566.13	566.04	565.71	565.61	565.53	565.13
Beam 7	564.85	565.26	565.34	565.44	565.78	565.88	565.98	566.01	565.92	565.83	565.50	565.40	565.32	564.92
Beam 8	564.64	565.05	565.13	565.23	565.57	565.67	565.77	565.79	565.71	565.62	565.29	565.19	565.11	564.71
Beam 9	564.43	564.84	564.92	565.02	565.36	565.46	565.56	565.58	565.50	565.41	565.08	564.98	564.90	564.50
Beam 10	564.22	564.63	564.71	564.81	565.15	565.25	565.35	565.38	565.29	565.21	564.88	564.78	564.70	564.29
Beam 11	564.01	564.42	564.50	564.60	564.94	565.04	565.14	565.17	565.08	565.00	564.67	564.57	564.49	564.08
Beam 12	563.80	564.21	564.29	564.39	564.73	564.83	564.93	564.96	564.87	564.79	564.46	564.36	564.28	563.87

\* For fabrication only



CAMBER DIAGRAM

DESIGNED	JJD
CHECKED	EML
DRAWN	JJD
CHECKED	EML

Note:  
For table of "L" dimensions, see sheet 27 of 52.



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 29 52 SHEETS
F.A.U. 7706	23(B-1)	LOGAN	179	113	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

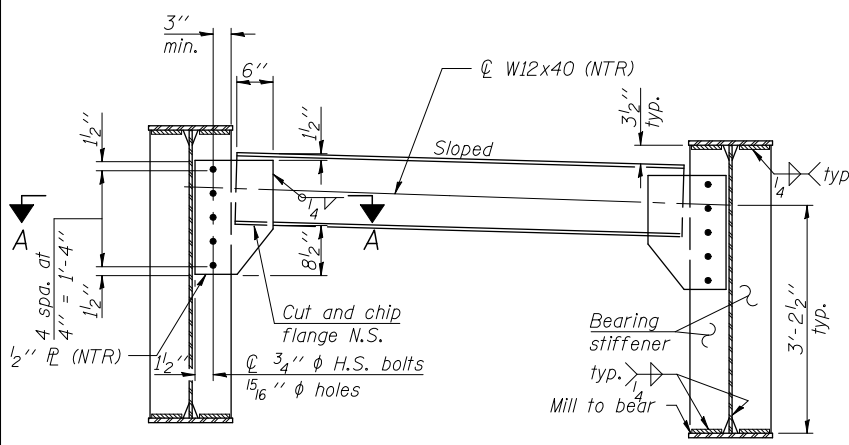
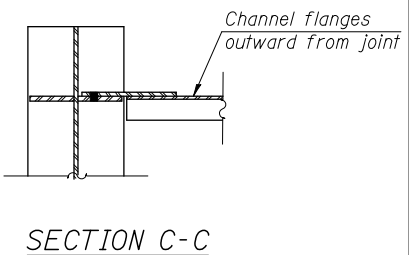
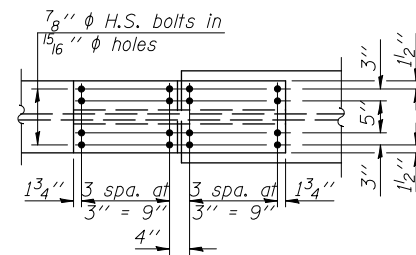
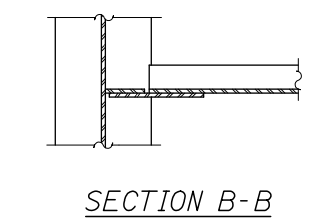
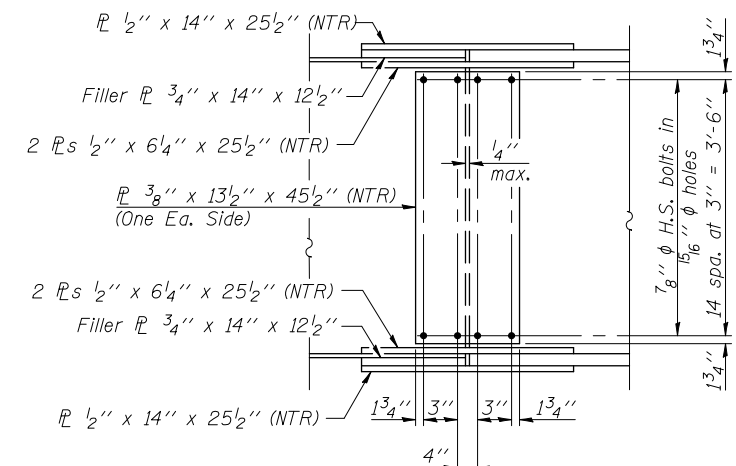
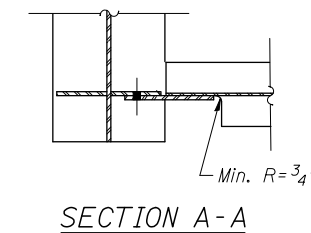
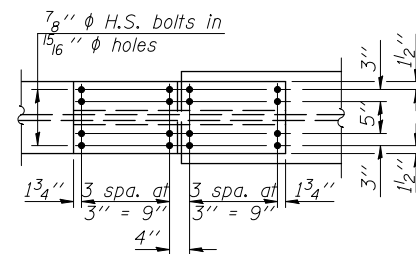
Contract #72789

	0.4 Sp. 1 or 0.6 Sp. 5	Pier 1 or Pier 4	0.5 Sp. 2 or 0.5 Sp. 4	Pier 2 or Pier 3	0.5 Sp. 3
$I_s$	(in <sup>4</sup> ) 17,086	37,697	17,086	37,697	17,086
$I_c(n)$	(in <sup>4</sup> ) 44,858	37,697	44,858	37,697	44,858
$I_c(3n)$	(in <sup>4</sup> ) 33,271	37,697	33,271	37,697	33,271
$S_s$	(in <sup>3</sup> ) 690	1,478	690	1,478	690
$S_c(n)$	(in <sup>3</sup> ) 1,006	1,478	1,006	1,478	1,006
$S_c(3n)$	(in <sup>3</sup> ) 914	1,478	914	1,478	914
$S_{xt}$	(in <sup>3</sup> ) 886	1,478	949	1,478	930
$DC1$	(k/ft) 0.944	1.065	0.944	1.065	0.944
$M_{DC1}$	(k) 760	1,616	345	1,303	477
$DC2$	(k/ft) 0.150	0.150	0.150	0.150	0.150
$M_{DC2}$	(k) 134	216	79	185	92
$DW$	(k/ft) 0.360	0.360	0.360	0.360	0.360
$M_{DW}$	(k) 321	515	187	440	218
$M_{\xi + imp}$	(k) 1,580	1,522	1,392	1,507	1,454
$M_u$ (Strength I)	(k) 4,364	5,727	3,247	5,157	3,584
$M_{bt}$	(k) 12.7	6.7	8.6	3.8	9.5
$f_s$ DC1	(ksi) 13.23	13.12	5.99	10.58	8.29
$f_s$ DC2	(ksi) 1.76	1.75	1.03	1.50	1.20
$f_s$ DW	(ksi) 4.21	4.18	2.46	3.58	2.87
$f_s$ 1.3( $\xi + I$ )	(ksi) 24.50	16.07	21.59	15.90	22.55
$f_t$	(ksi) 6.23	1.00	4.19	0.56	4.66
$f_s$ (Service II)	(ksi) 43.70	35.12	31.07	31.56	34.91
$f_s$ (Total)(Strength I)	(ksi) 58.03	46.49	41.53	41.87	46.52
$F_{cr}$ (Service II)	(ksi) 47.10	40.00	47.50	40.00	47.50
$V_f$	(k) 21.7	-	22.5	-	22.6
$F_{cr}$	(ksi) 42.6	50	43.7	50	44.7

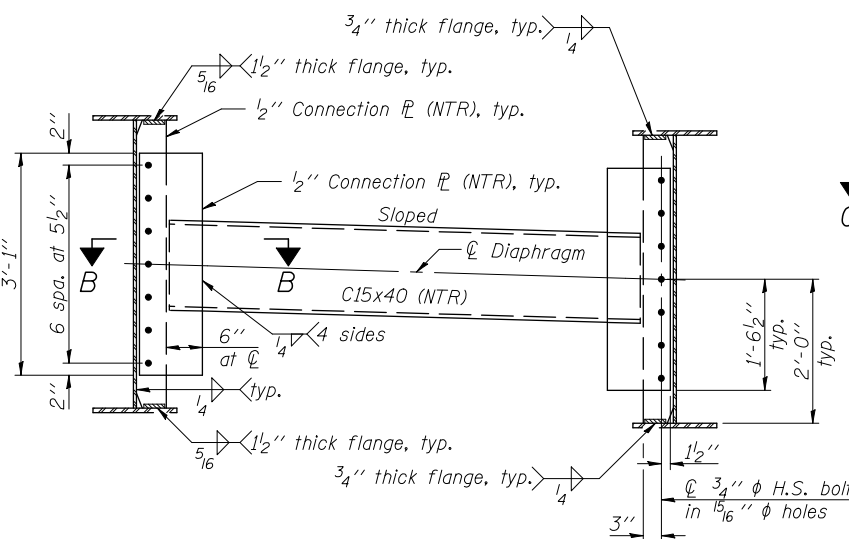
- $I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$  (Total-Strength I, and Service II) due to non-composite dead loads (in.<sup>4</sup> and in.<sup>3</sup>).
- $I_c(n), S_c(n)$ : Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing  $f_s$  (Total-Strength I, and Service II) due to short-term composite live loads (in.<sup>4</sup> and in.<sup>3</sup>).
- $I_c(3n), S_c(3n)$ : Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing  $f_s$  (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads (in.<sup>4</sup> and in.<sup>3</sup>).
- $S_{xt}$ : Section modulus about the major axis of section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in.<sup>3</sup>).
- $DC1$ : Un-factored non-composite dead load (kips/ft.).
- $M_{DC1}$ : Un-factored moment due to non-composite dead load (kip-ft.).
- $DC2$ : Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- $M_{DC2}$ : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- $DW$ : Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- $M_{DW}$ : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- $M_{\xi + imp}$ : Un-factored live load moment plus dynamic load allowance (impact)(kip-ft.).
- $M_u$  (Strength I): Factored design moment (kip-ft.).  
1.25 ( $M_{DC1} + M_{DC2}$ ) + 1.5  $M_{DW} + 1.75 M_{\xi + imp}$
- $M_{bt}$ : Factored lateral bending moment for controlling flange plate (kip-ft.).
- $f_t$ : Factored calculated normal stress at edge of flange for controlling flange plate due to lateral bending (kip-ft.).
- $f_s$  (Service II): Sum of stresses as computed from the moments below (ksi).  
 $M_{DC1} + M_{DC2} + M_{DW} + 1.3 M_{\xi + imp}$
- $f_s$  (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).  
1.25 ( $M_{DC1} + M_{DC2}$ ) + 1.5  $M_{DW} + 1.75 M_{\xi + imp}$
- $F_{cr}$  (Service II): Critical flange stress at overload computed according to Article 6.10.4.2 (ksi).
- $F_{cr}$ : Critical flange stress computed according to Article 6.10.7 or 6.10.8 (ksi).
- $V_f$ : Factored shear range computed according to Article 6.10.10.

Note:  
 $M_{\xi}$  and  $R_{\xi}$  include the effects of centrifugal force and superelevation.

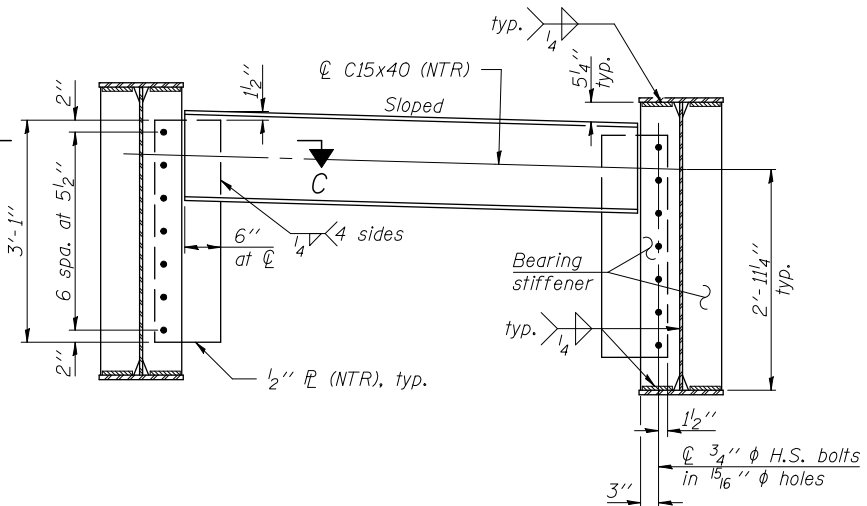
	N. Abut. or S. Abut	Pier 1 or Pier 4	Pier 2 or Pier 3
$R_{DC1}$	(k) 38.1	133.3	118.8
$R_{DC2}$	(k) 6.4	19.6	18.0
$R_{DW}$	(k) 15.2	46.9	42.9
$R_{\xi + imp}$	(k) 92.1	172.1	170.8
$R_{Total}$	(k) 151.8	371.9	350.5



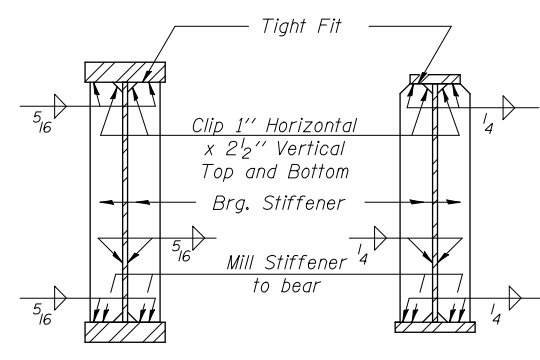
DIAPHRAGM D  
(11 required)



DIAPHRAGM D1  
(385 required)



DIAPHRAGM D2  
(11 required)



SECTION AT PIER

SECTION AT ABUTMENT

DESIGNED	JJD
CHECKED	EML
DRAWN	JJD
CHECKED	EML

Note:  
Two hardened washers required for each set of oversized holes.  
Alternate channels C15x50 are permitted to facilitate material acquisition. Calculated weight of structural steel is based on C15x40 sections. The alternate, if utilized, shall be provided at no extra cost to the department.

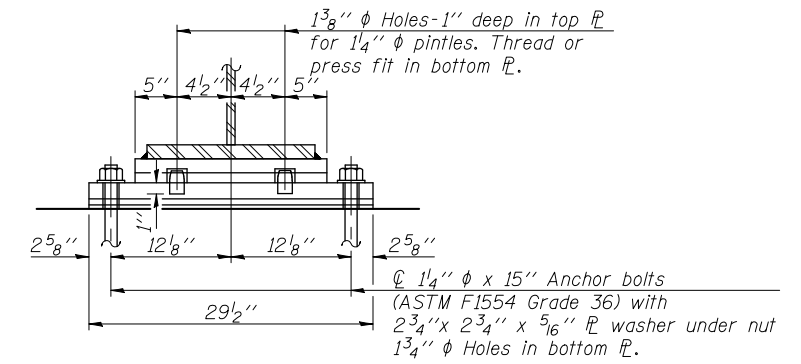
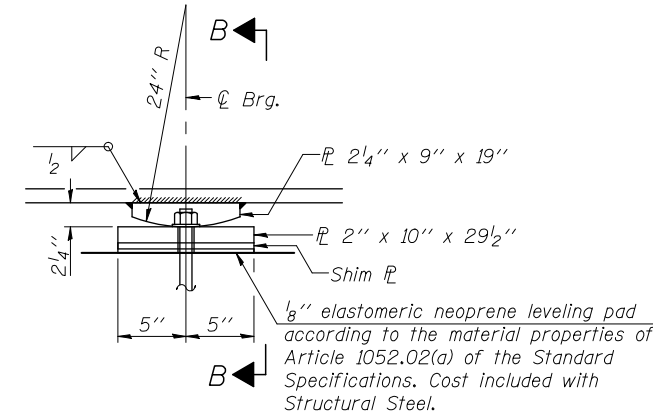
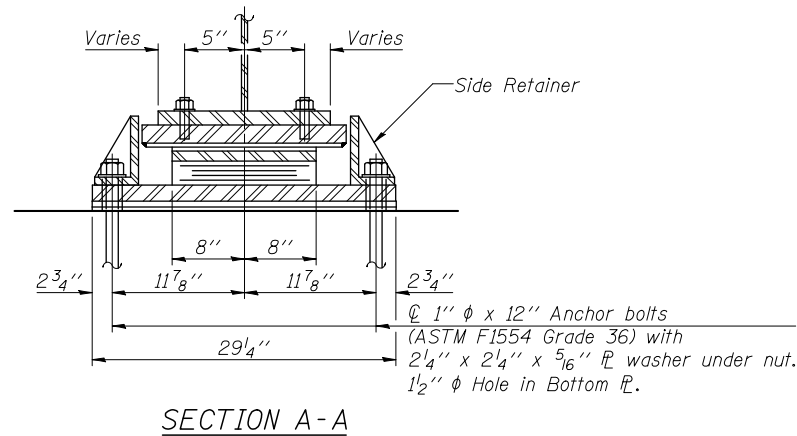
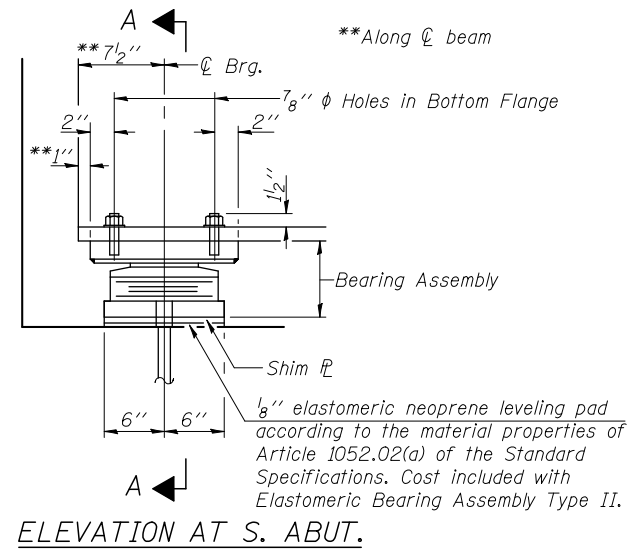


STRUCTURAL STEEL DETAILS  
F.A.U. ROUTE 7706 - SECTION 23(B-1)  
LOGAN COUNTY  
STATION 99+46.00  
STRUCTURE NO. 054-0512

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

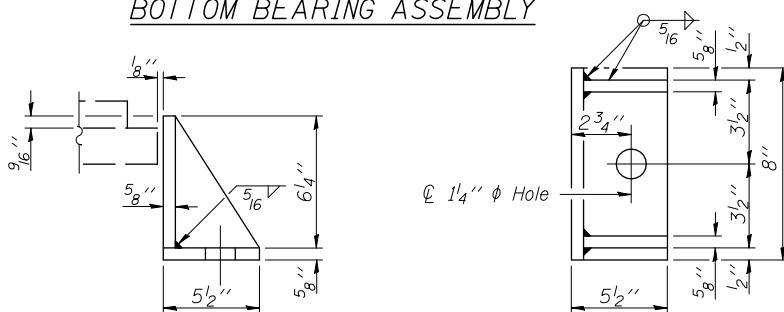
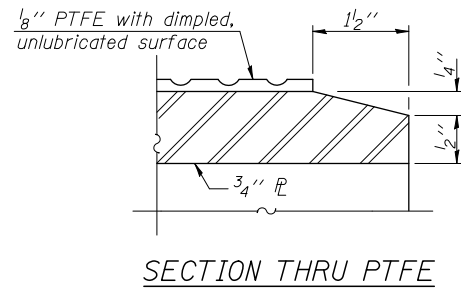
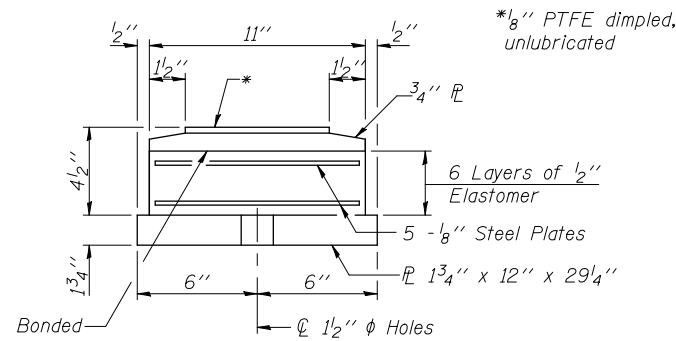
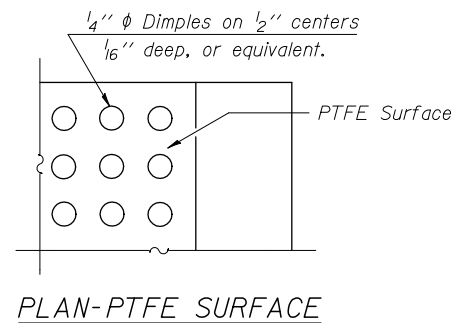
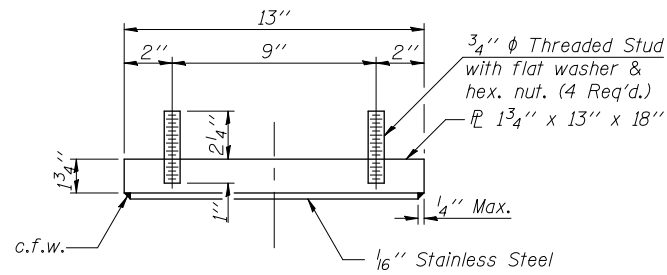
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 30 52 SHEETS
F.A.U. 7706	23(B-1)	LOGAN	179	114	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72789

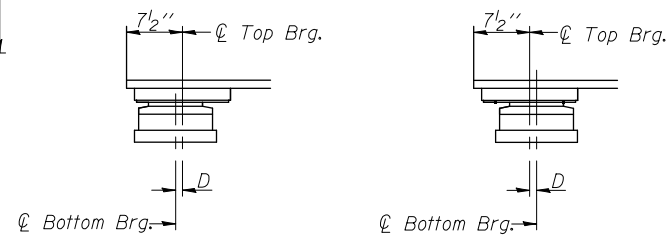


**TYPE II ELASTOMERIC EXP. BRG.**

Horizontal dimensions shown are at right angles to the bearing unless noted otherwise.



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



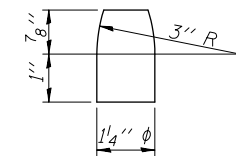
BELOW 50°F. (Move bott. brg. away from fixed brg.)  
ABOVE 50°F. (Move bott. brg. toward fixed brg.)

**SETTING ANCHOR BOLTS AT EXP. BRG.**

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

**FIXED BEARING**

(12 Required)



Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

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

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

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

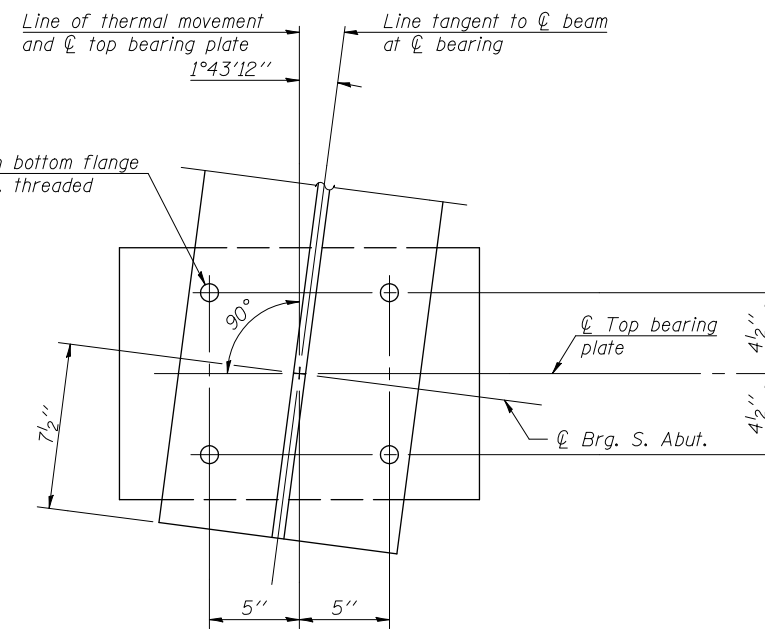
Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.

The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

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

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

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.



**BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	12
Anchor Bolts, 1"	Each	24
Anchor Bolts, 1 1/4"	Each	24

**BEARING DETAILS**

F.A.U. ROUTE 7706 - SECTION 23(B-1)

LOGAN COUNTY

STATION 99+46.00

STRUCTURE NO. 054-0512

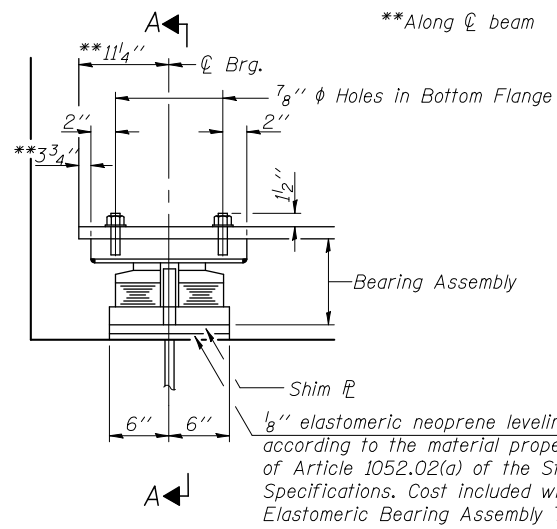


DESIGNED	JJD
CHECKED	EML
DRAWN	JJD
CHECKED	EML

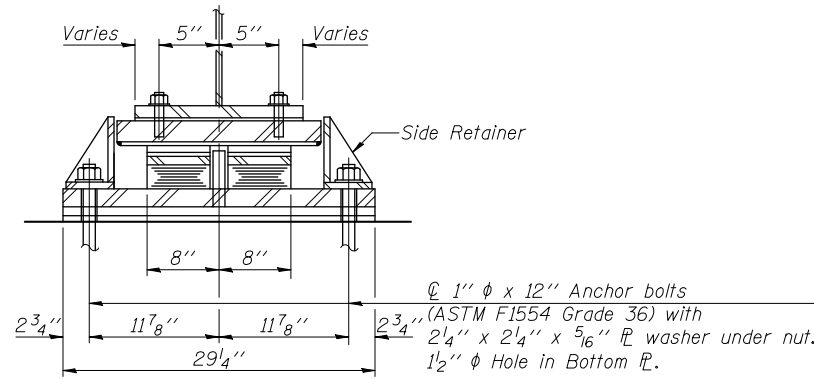
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 31
F.A.U. 7706	23(B-1)	LOGAN	179	115	52 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72789



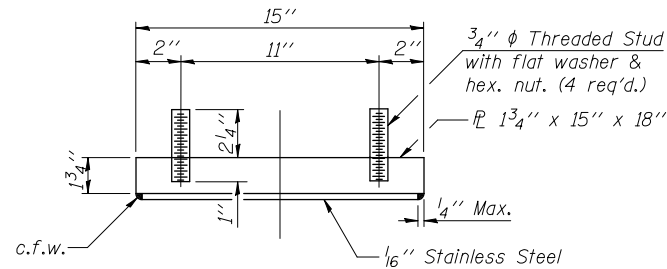
ELEVATION AT N. ABUT.



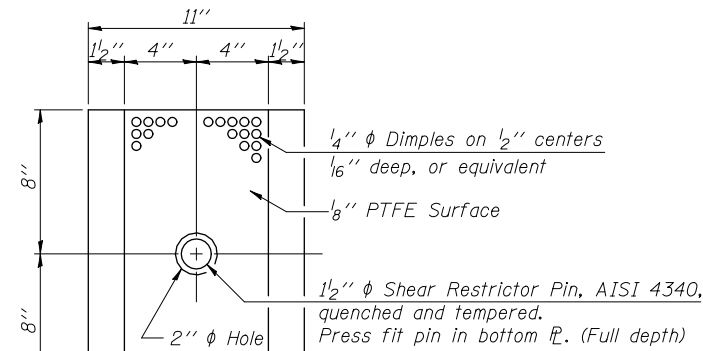
SECTION A-A

TYPE III ELASTOMERIC EXP. BRG.

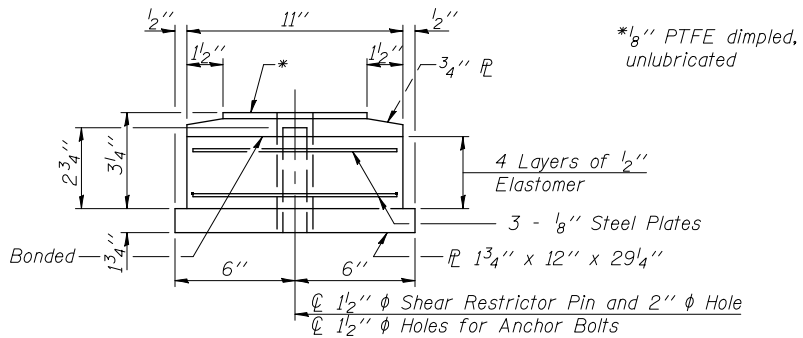
Horizontal dimensions shown are at right angles to the bearing unless noted otherwise.



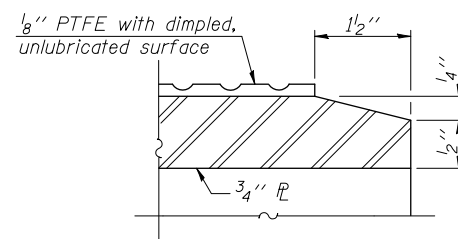
TOP BEARING ASSEMBLY



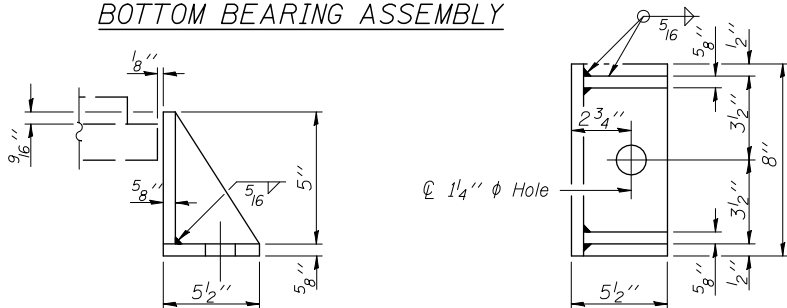
PLAN-PTFE ELASTOMERIC BRG.



BOTTOM BEARING ASSEMBLY



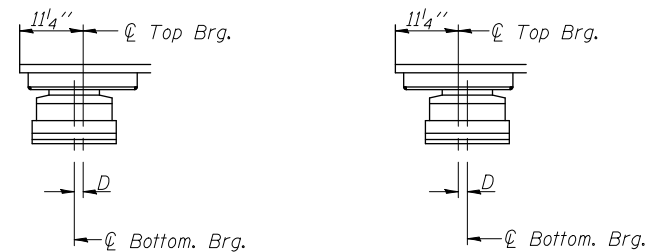
SECTION THRU PTFE



SIDE RETAINER

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

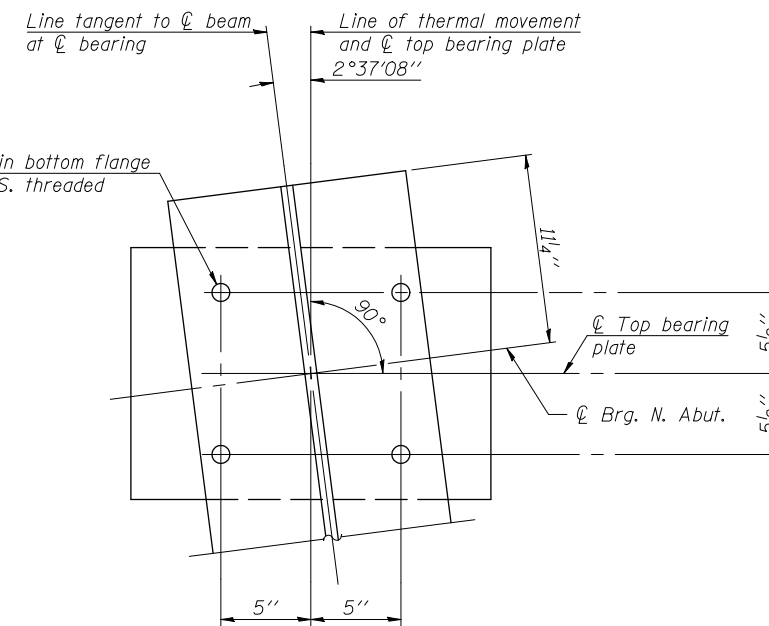
DESIGNED	JJD
CHECKED	EML
DRAWN	JJD
CHECKED	EML



BELOW 50° F. ABOVE 50° F.  
(Move bottom brg. away from fixed brg.) (Move bottom brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

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



NORTH ABUTMENT BEARING ALIGNMENT

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

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

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

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

The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

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

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

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.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type III	Each	12
Anchor Bolts, 1"	Each	24

BEARING DETAILS

F.A.U. ROUTE 7706 - SECTION 23(B-1)

LOGAN COUNTY

STATION 99+46.00

STRUCTURE NO. 054-0512

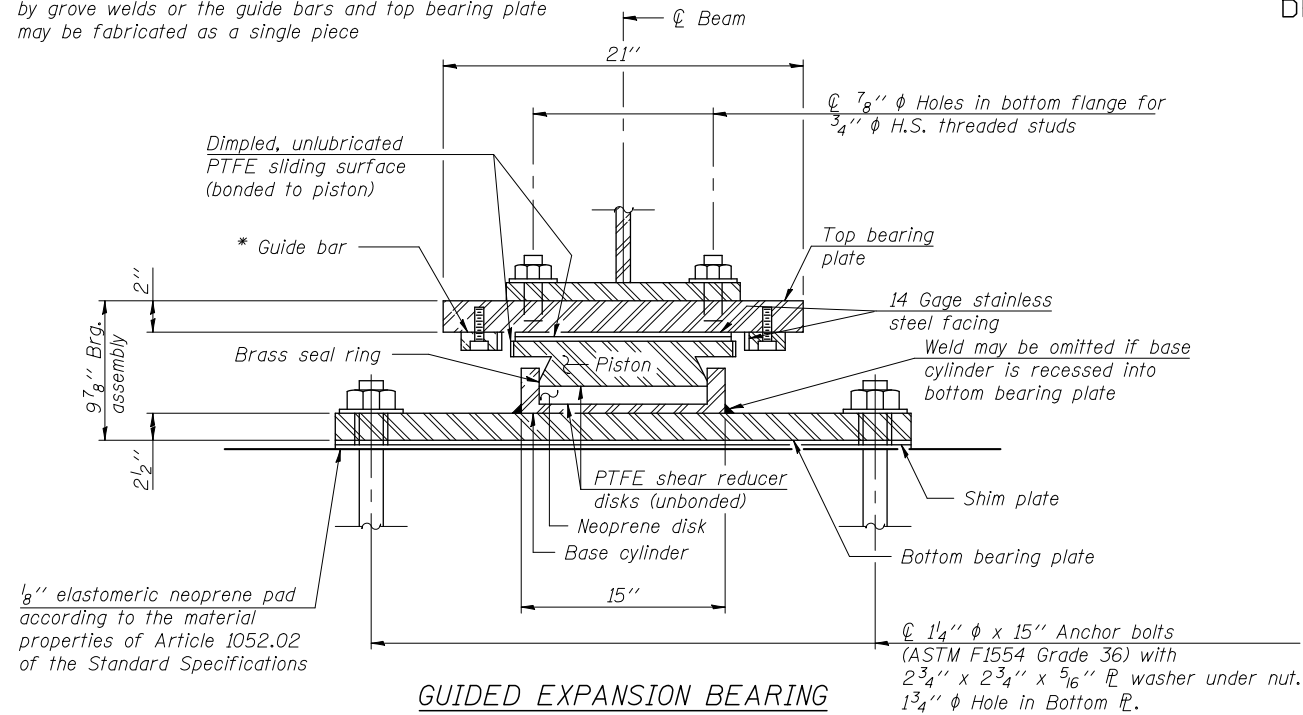
**HORNER & SHIFRIN, INC.**  
ENGINEERS

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

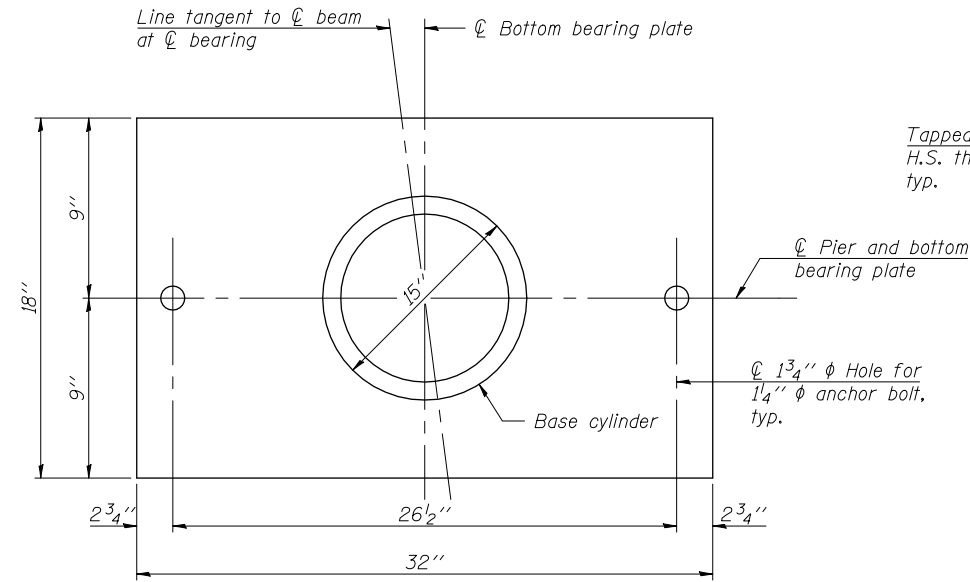
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 32 52 SHEETS
F.A.U. 7706	23(B-1)	LOGAN	179	116	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72789

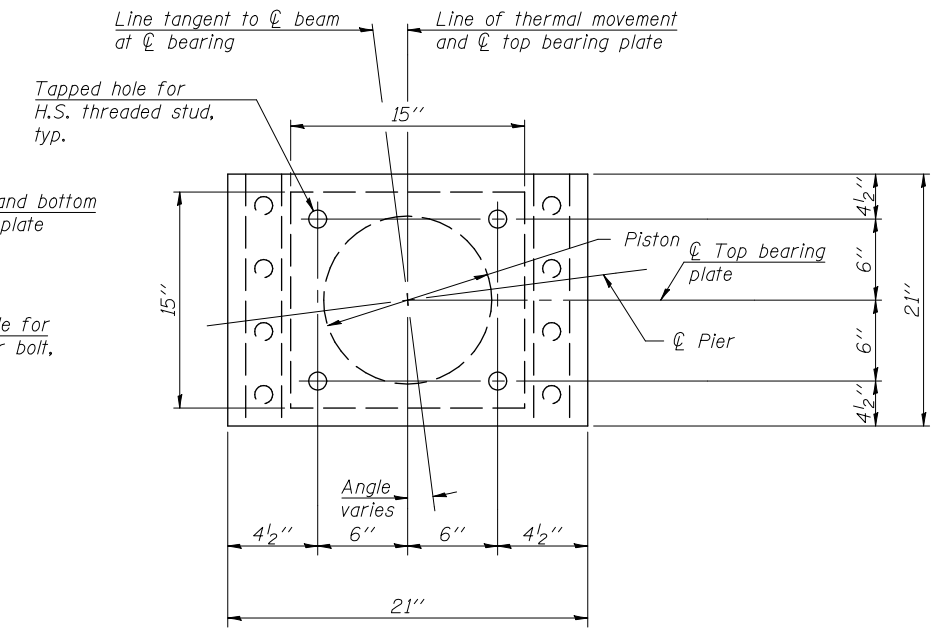
\* As alternates to the bolted connection shown, the guide bars may be connected to the top bearing plate by groove welds or the guide bars and top bearing plate may be fabricated as a single piece



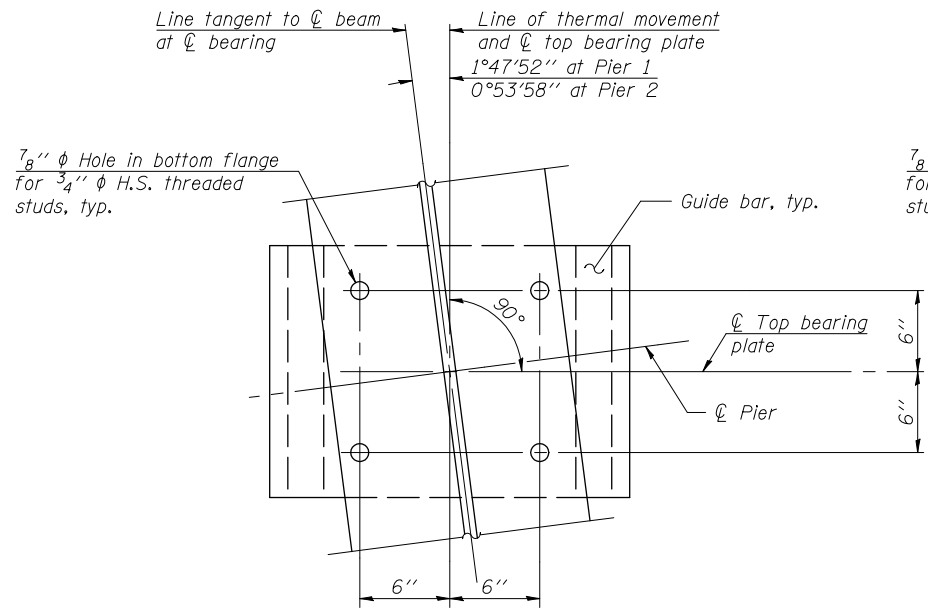
**GUIDED EXPANSION BEARING  
PIERS 1, 2, AND 4**



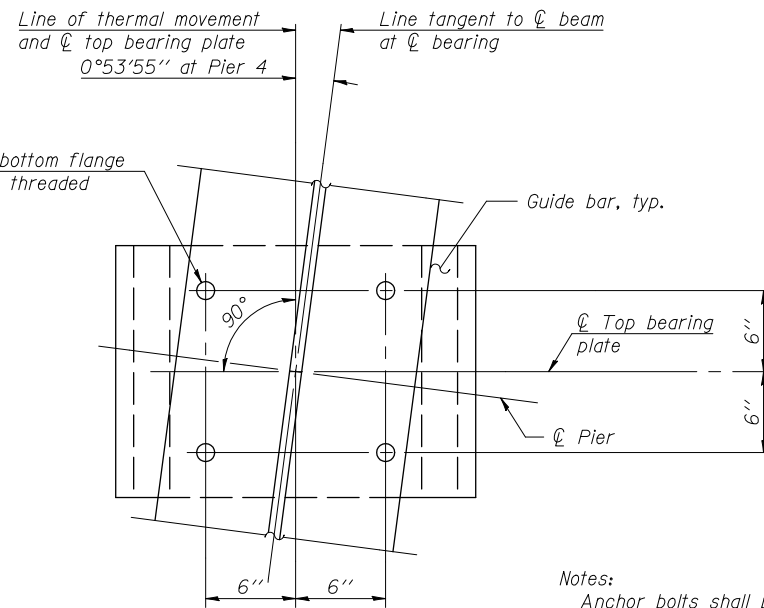
**BOTTOM BEARING PLATE AND  
BASE CYLINDER PLAN**



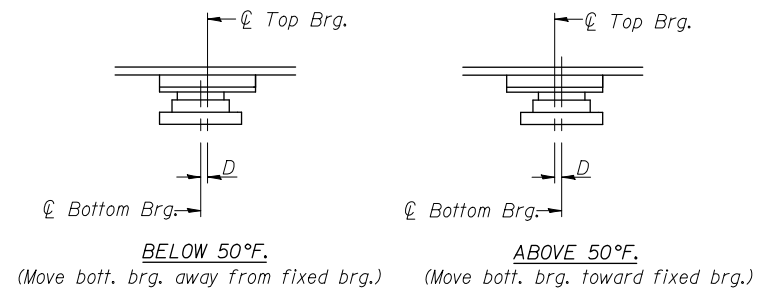
**TOP BEARING PLATE AND  
PISTON PLAN**



**PIERS 1 AND 2 BEARING ALIGNMENT**



**PIER 4 BEARING ALIGNMENT**



**SETTING ANCHOR BOLTS AT EXP. BRG.**

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

DESIGNED	JJD
CHECKED	EML
DRAWN	JJD
CHECKED	EML

**HLMR BEARING SUMMARY TABLE**

Location	Pier 1	Pier 2	Pier 4
Type	Exp.	Exp.	Exp.
DL + LL	352 k	332 k	352 k
Total Required Movement	3"	1 1/2"	1 1/2"
Required Rotation	±0.02 Rad.	±0.02 Rad.	±0.02 Rad.

**Notes:**

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts for HLMR bearings shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are in place.

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

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

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.

3/4 inch diameter threaded studs shall conform to AASHTO M164, Type 3.

**BILL OF MATERIAL**

Item	Unit	Total
High Load Multi-Rotational Bearings, Guided Expansion, 400k	Each	36
Anchor Bolts, 1 1/4"	Each	72

**HLMR BEARING DETAILS**

F.A.U. ROUTE 7706 - SECTION 23(B-1)

LOGAN COUNTY

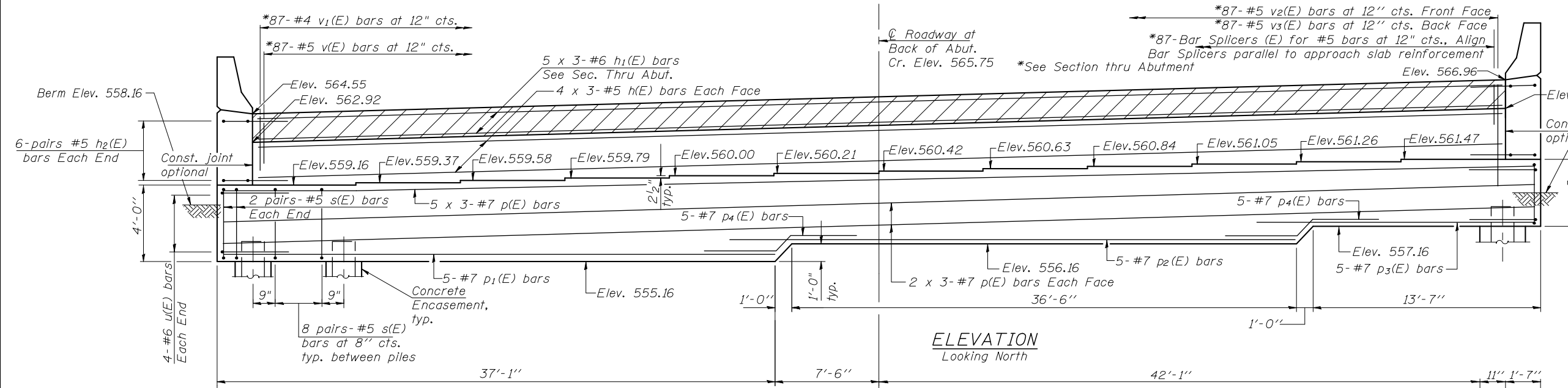
STATION 99+46.00

STRUCTURE NO. 054-0512





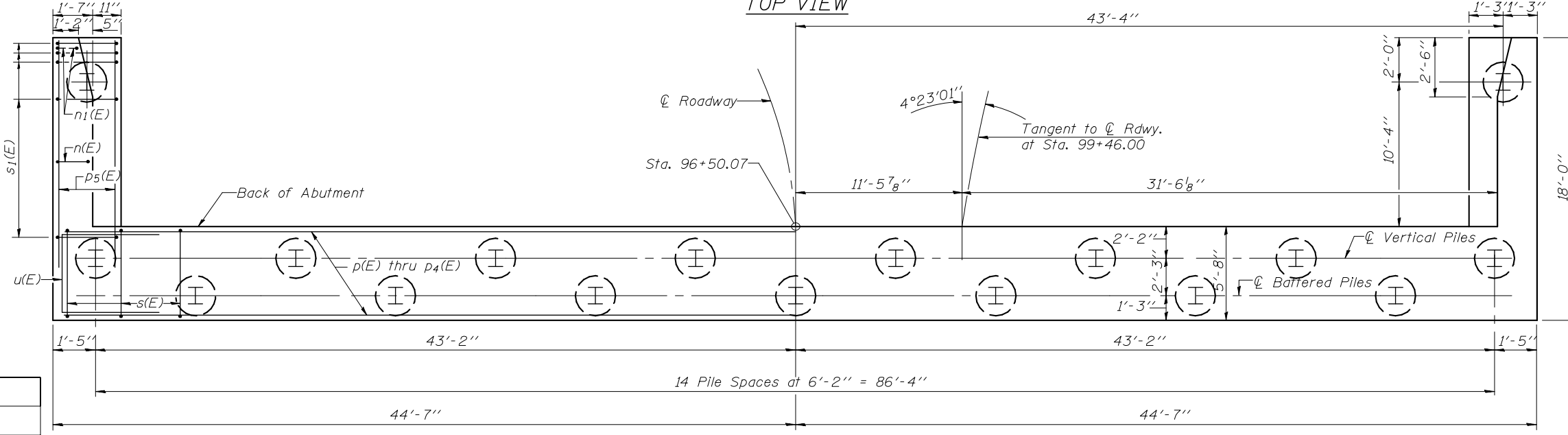
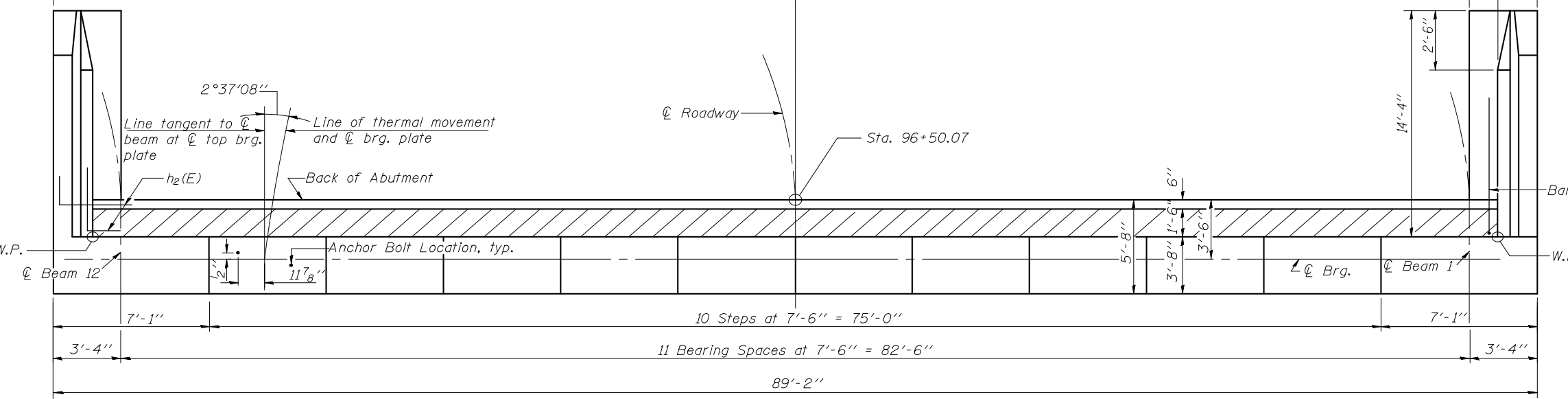
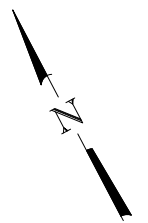
Contract #72789



**MIN. BAR LAPS**

#5 bars	= 3'-8"
#6 bars	= 4'-5"
#7 bars	= 5'-10"

**Notes:**  
 Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.  
 Space reinforcement in cap to miss anchor bolts.  
 Pour steps monolithically with cap.  
 Concrete Sealer shall be applied to the backwall, bridge seat and front face of abutment.  
 For Concrete Encasement details, see sheet 45 of 52.  
 See Sheet 35 of 52 for wingwall details.  
 See Sheet 36 of 52 for Section thru Abutment, bar details and Bill of Material.  
 Bars indicated thus 5x3- #6 etc. indicates 5 lines of bars with 3 lengths per line.



**PILE DATA**

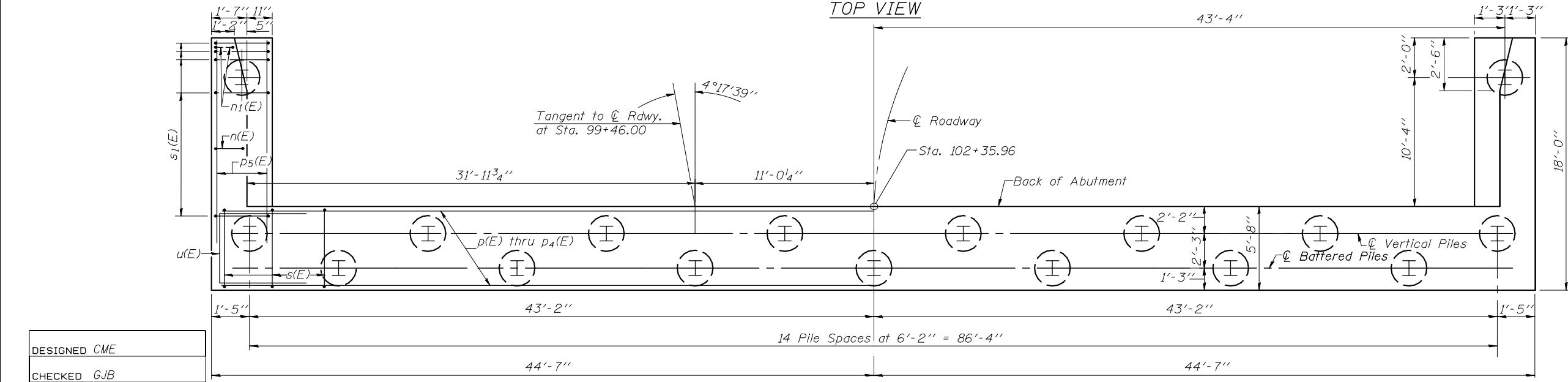
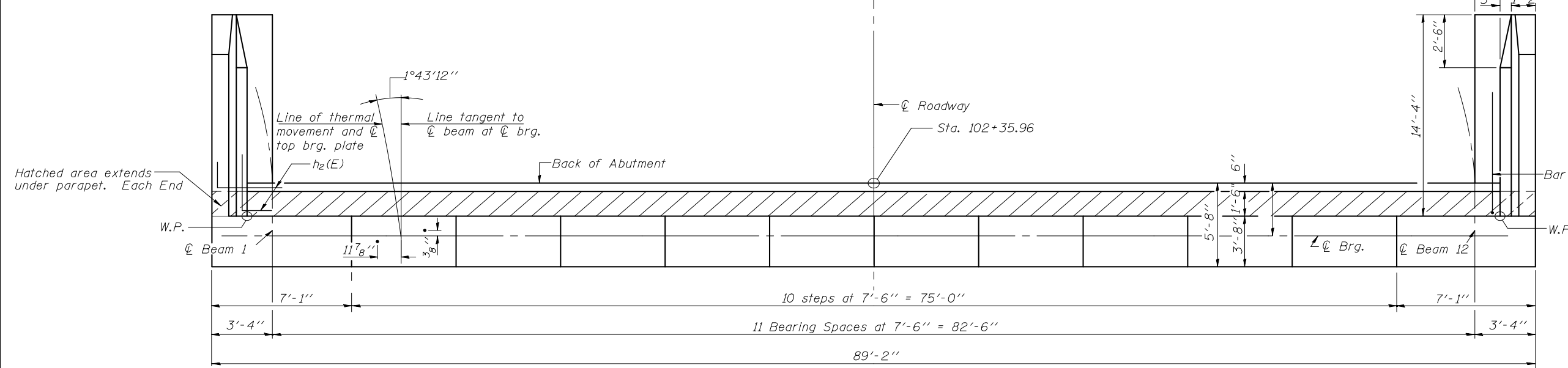
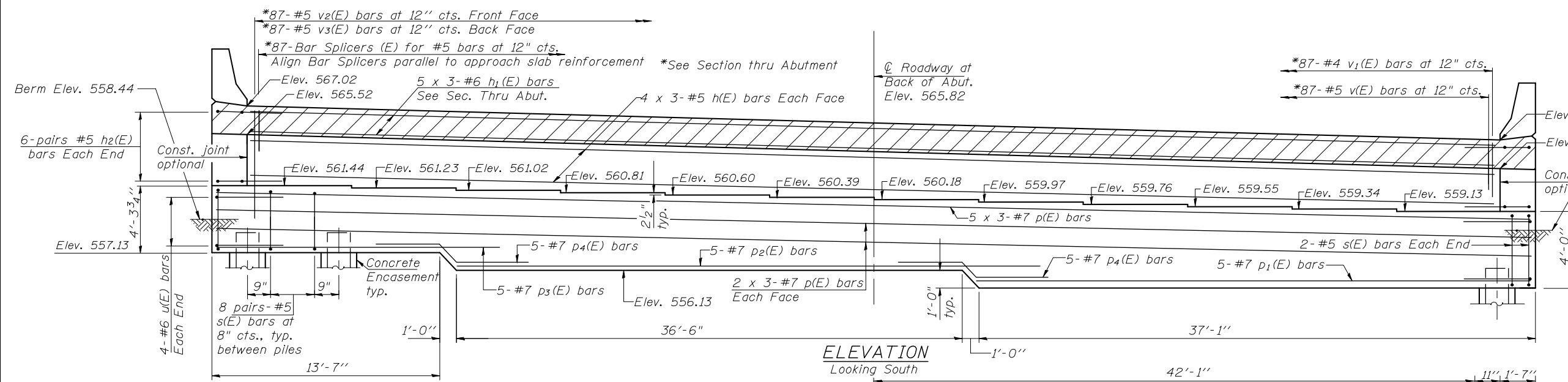
Type:	HP 12x53
Nominal Required Bearing:	419 kips
Factored Resistance Available:	209 kips
Est. Length:	42 feet
No. Production Piles:	16
No. Test Piles:	1

DESIGNED	CME
CHECKED	GJB
DRAWN	TFG
CHECKED	MCB

**COOMBE-BLOXDORF P.C.**  
 Engineers / Land Surveyors  
 Springfield, Illinois  
 Design Firm License No. 184-002708

**NORTH ABUTMENT**  
 F.A.U. ROUTE 7706 - SECTION 23(B-1)  
 LOGAN COUNTY  
 STATION 99+46.00  
 STRUCTURE NO. 054-0512

Contract #72789



Notes:  
 Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure. Space reinforcement in cap to miss anchor bolts. Pour steps monolithically with cap. Concrete Sealer shall be applied to the backwall, bridge seat and front face of abutment. For Concrete Encasement details, see sheet 45 of 52. See Sheet 35 of 52 for wingwall details. See Sheet 36 of 52 for Section thru Abutment, bar details and Bill of Material. Bars indicated thus 5x3-#6 etc. indicates 5 lines of bars with 3 lengths per line

**MIN. BAR LAPS**  
 #5 bar = 3'-8"  
 #6 bar = 4'-5"  
 #7 bar = 5'-10"

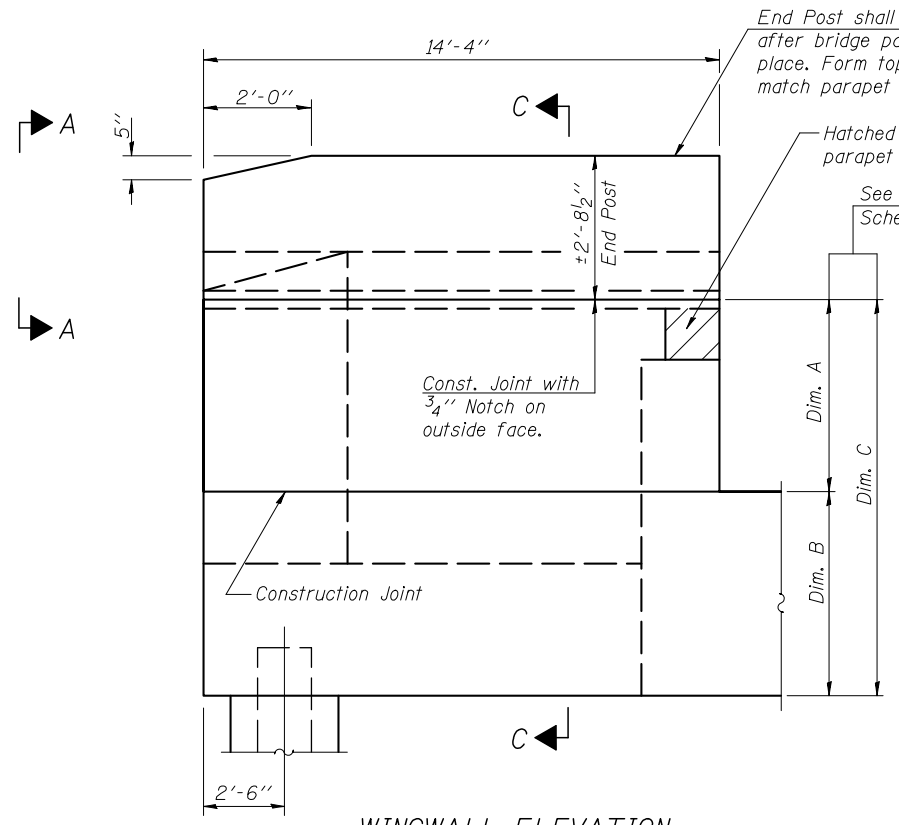
**PILE DATA**  
 Type: HP12x53  
 Nominal Required Bearing: 419 kips  
 Factored Resistance Available: 209 kips  
 Est. Length: 46 feet  
 No. Production Piles: 16  
 No. Test Piles: 1

**SOUTH ABUTMENT**  
 F.A.U. ROUTE 7706 - SECTION 23(B-1)  
 LOGAN COUNTY  
 STATION 99+46.00  
 STRUCTURE NO. 054-0512

DESIGNED CME  
 CHECKED GJB  
 DRAWN TFG  
 CHECKED MCB

**COOMBE-BLOXDORF P.C.**  
 Engineers / Land Surveyors  
 Springfield, Illinois  
 Design Firm License No. 184-002708

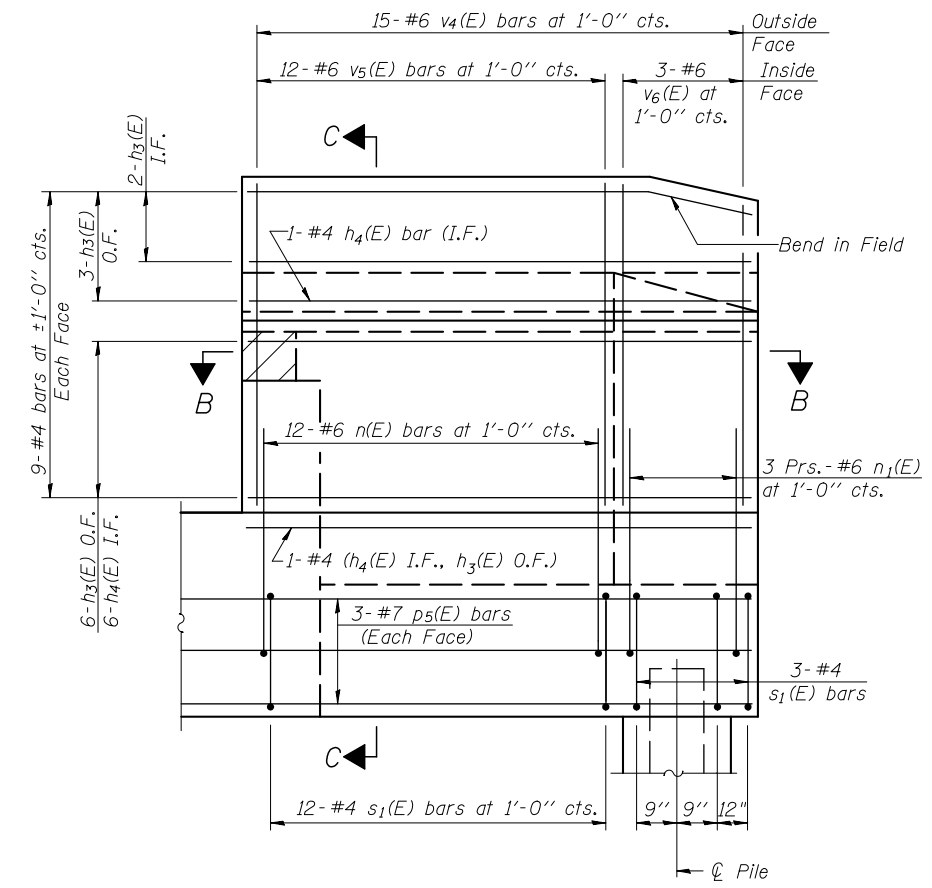
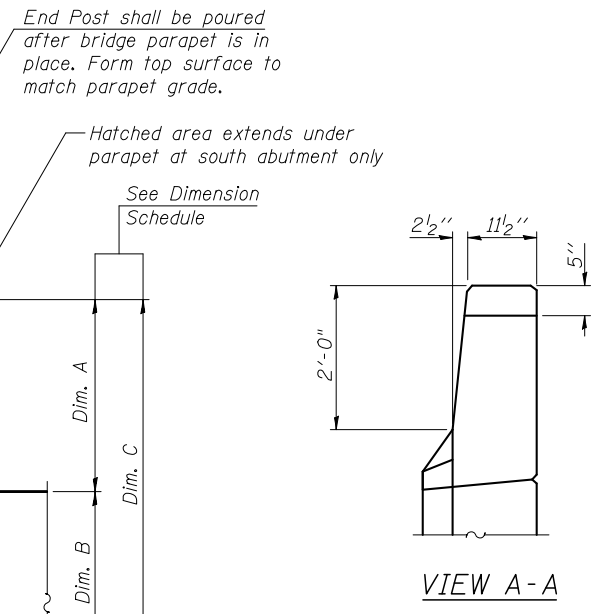
PLAN-PILE CAP



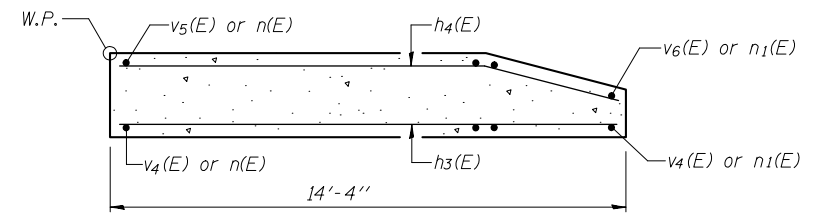
**WINGWALL ELEVATION**  
Showing Dimensions

**DIMENSION SCHEDULE**

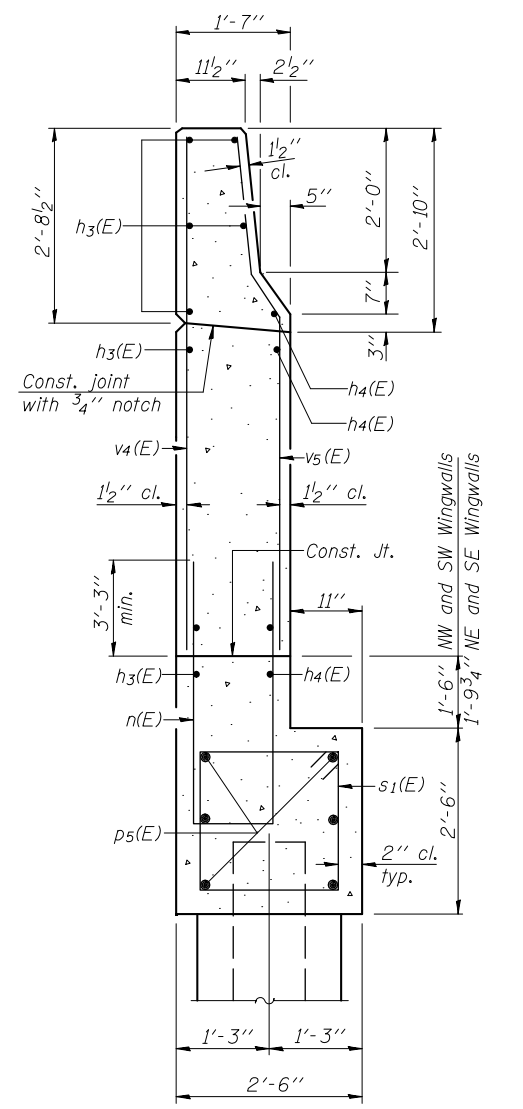
Wingwall	Dim. A	Dim. B	Dim. C
Northwest	5'-6 1/4"	4'-0"	9'-6 1/4"
Northeast	5'-7 3/8"	4'-3 3/4"	9'-11 1/8"
Southwest	5'-7 3/8"	4'-0"	9'-7 3/8"
Southeast	5'-8 1/2"	4'-3 3/4"	10'-0 1/4"



**WINGWALL ELEVATION**  
Showing Reinforcement



**SECTION B-B**



**SECTION C-C**

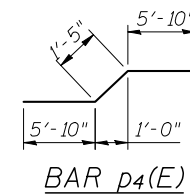
Notes:  
Quantity of concrete in end post included with Concrete Superstructure on sheet 18 of 52.  
See Sheet 36 of 52 for bar details and Bill of Material.  
For Concrete Encasement details, see sheet 45 of 52.

DESIGNED	CME
CHECKED	GJB
DRAWN	TFG
CHECKED	MCB

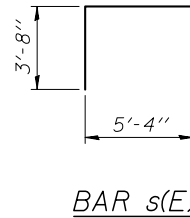
**COOMBE-BLOXDORF P.C.**  
Engineers / Land Surveyors  
Springfield, Illinois  
Design Firm License No. 184-002708

**ABUTMENT DETAILS**  
F.A.U. ROUTE 7706 - SECTION 23(B-1)  
LOGAN COUNTY  
STATION 99+46.00  
STRUCTURE NO. 054-0512

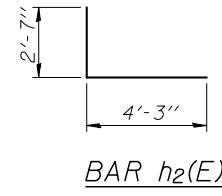
Contract #72789



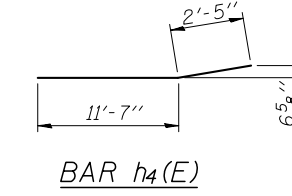
BAR p4(E)



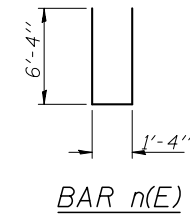
BAR s(E)



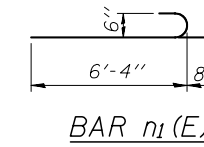
BAR h2(E)



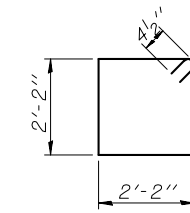
BAR h4(E)



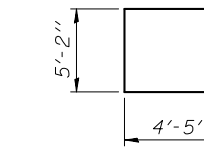
BAR n(E)



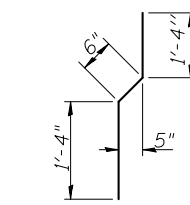
BAR n1(E)



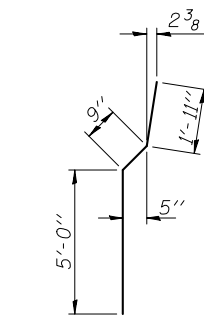
BAR s1(E)



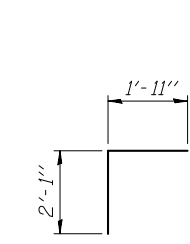
BAR u(E)



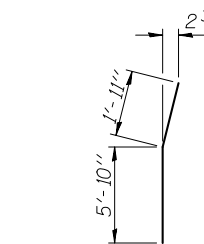
BAR v1(E)



BAR v5(E)



BAR v(E)



BAR v6(E)

TWO ABUTMENTS  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	48	#5	31'-0"	—
h1(E)	30	#6	31'-6"	—
h2(E)	48	#5	6'-10"	L
h3(E)	48	#4	14'-0"	—
h4(E)	32	#4	14'-1"	—
n(E)	48	#6	14'-0"	—
n1(E)	24	#6	7'-0"	—
p(E)	54	#7	33'-7"	—
p1(E)	10	#7	36'-9"	—
p2(E)	10	#7	42'-4"	—
p3(E)	10	#7	19'-3"	—
p4(E)	20	#7	13'-1"	—
p5(E)	24	#7	17'-8"	—
s(E)	464	#5	12'-8"	□
s1(E)	60	#4	9'-5"	□
u(E)	16	#6	14'-0"	—
v(E)	174	#5	4'-0"	—
v1(E)	174	#4	3'-2"	—
v2(E)	174	#5	7'-6"	—
v3(E)	174	#5	5'-10"	—
v4(E)	60	#6	7'-6"	—
v5(E)	48	#6	7'-8"	—
v6(E)	12	#6	7'-9"	—
Structure Excavation		Cu. Yd.	274	
Concrete Structures		Cu. Yd.	271.4	
Reinforcement Bars, Epoxy Coated		Pound	24,170	
Furnishing Steel Piles, HP12x53		Foot	1408	
Driving Piles		Foot	1408	
Test Pile, Steel HP12x53		Each	2	
Concrete Encasement		Cu. Yd.	11.9	
Concrete Sealer		Sq. Ft.	1974	

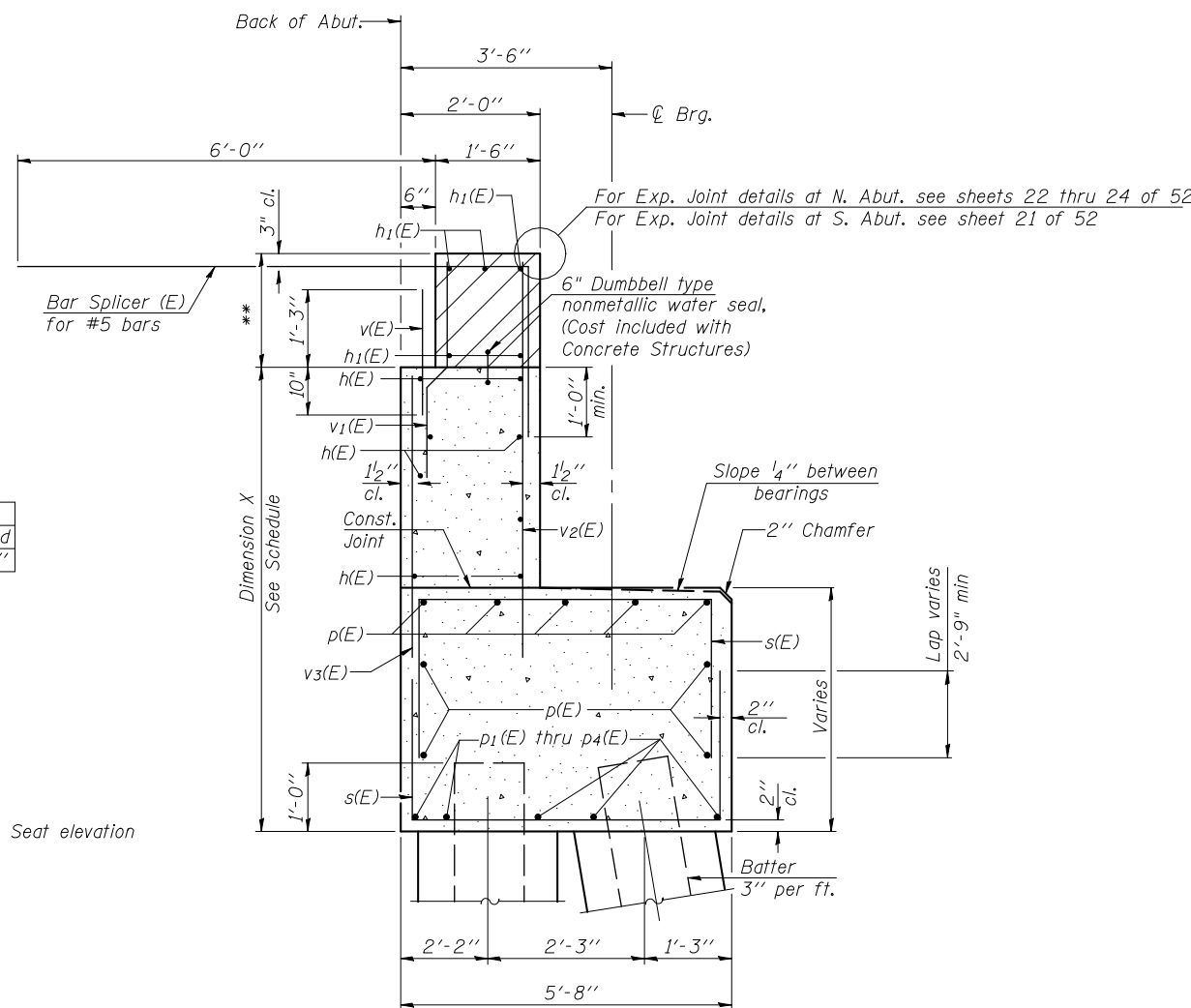
For details of piles and Concrete Encasement, see sheet 45 of 52.  
For details of Bar Splicers, see sheet 46 of 52.

ABUTMENT DETAILS  
F.A.U. ROUTE 7706 - SECTION 23(B-1)  
LOGAN COUNTY  
STATION 99+46.00  
STRUCTURE NO. 054-0512

DIMENSION X SCHEDULE

North Abutment		South Abutment	
West End	East End	East End	West End
7'-9 1/8"	8'-2 1/8"	8'-4 5/8"	7'-11 1/8"

\*Construction Joint elevation = Seat elevation  
\*\*1'-7 1/2" N. Abut.  
1'-6" S. Abut.

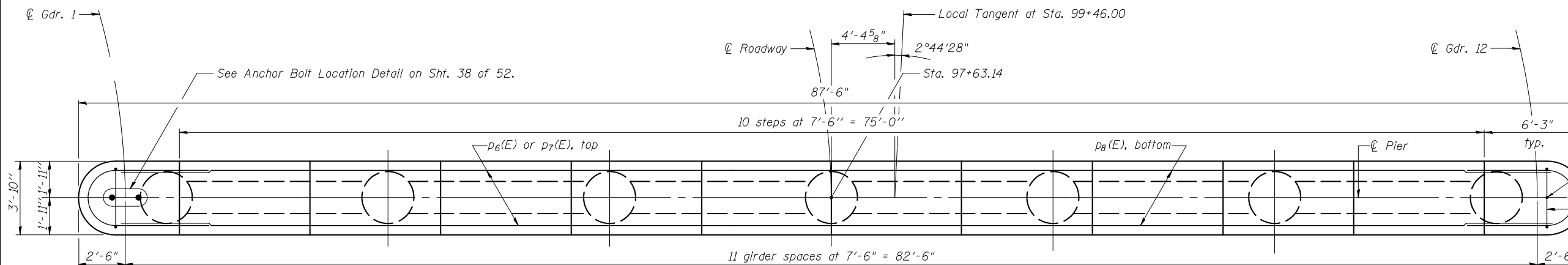


SEC. THRU ABUT.

DESIGNED	CME
CHECKED	GJB
DRAWN	TFG
CHECKED	MCB

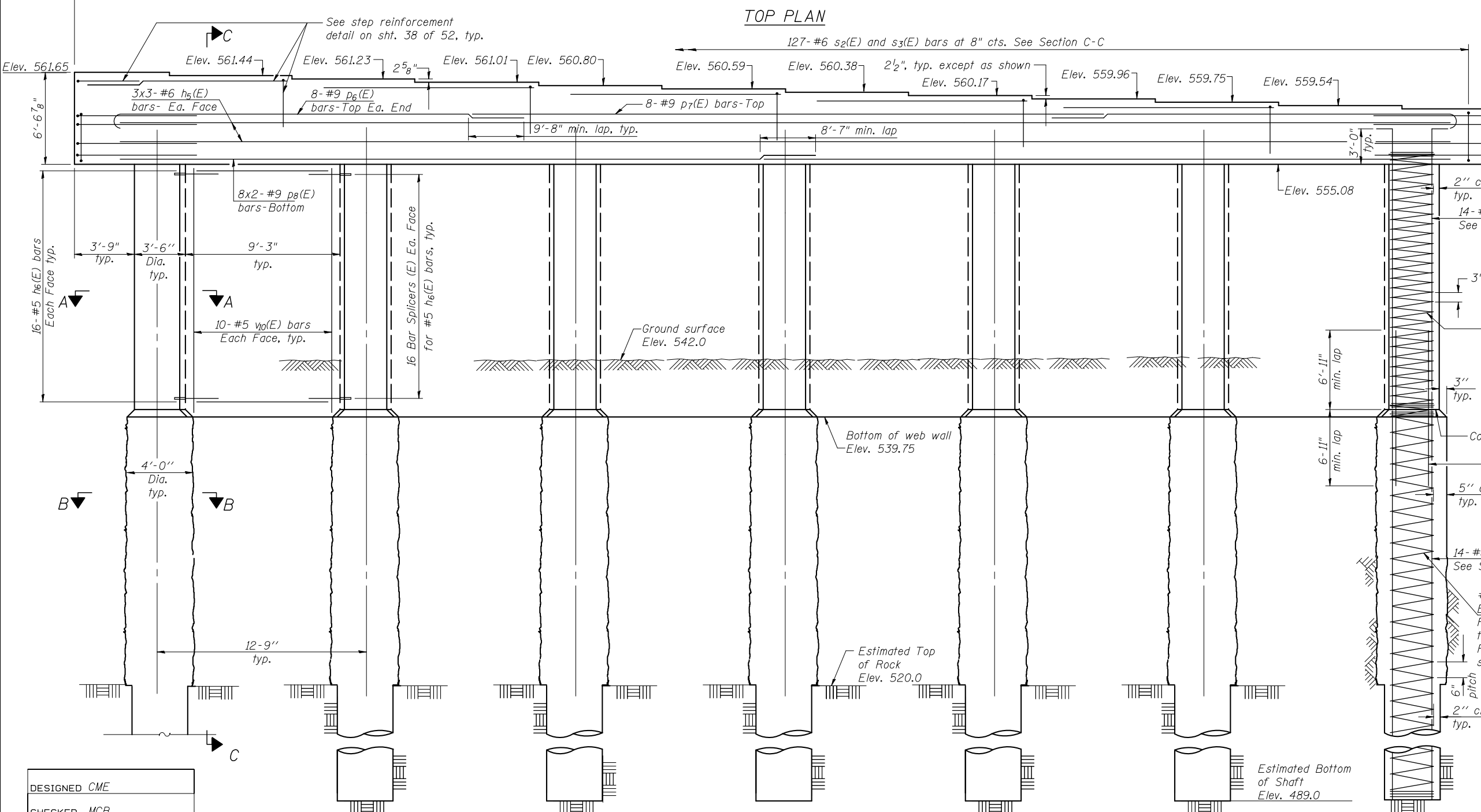
COOMBE-BLOXDORF P.C.  
Engineers / Land Surveyors  
Springfield, Illinois  
Design Firm License No. 184-002708

Contract #72789



**NOTES**

- Cast steps monolithically with cap.
- Space cap reinforcement to miss anchor bolts.
- Minimum lap for spirals = 2'-7"
- Concrete within limits of Drilled Shaft in Rock at each shaft location shall be poured within 24 hours of rock excavation for that shaft.
- See Sheet 38 of 52 for Sections A-A, B-B and C-C.
- See Sheet 38 of 52 for bar details and Bill of Material.
- Bars indicated thus 3x3-#6 etc. indicates 3 lines of bars with 3 lengths per line.



**MIN BAR LAP**  
#6 bars = 4'-5"

**PIER 1**

F.A.U. ROUTE 7706 - SECTION 23(B-1)

LOGAN COUNTY

STATION 99+46.00

STRUCTURE NO. 054-0512

DESIGNED	CME
CHECKED	MCB
DRAWN	TFG
CHECKED	MCB

**COOMBE-BLOXDORF P.C.**

Engineers / Land Surveyors  
Springfield, Illinois

Design Firm License No. 184-002708

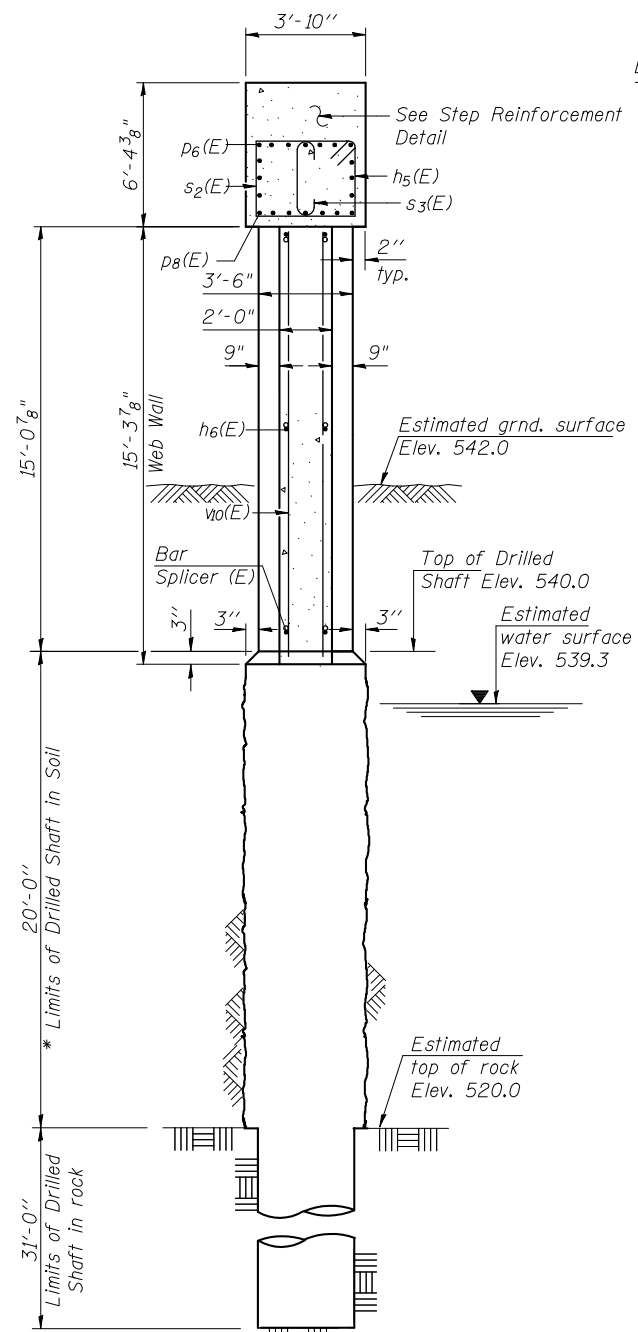
**ELEVATION**  
(Looking South)

Contract #72789

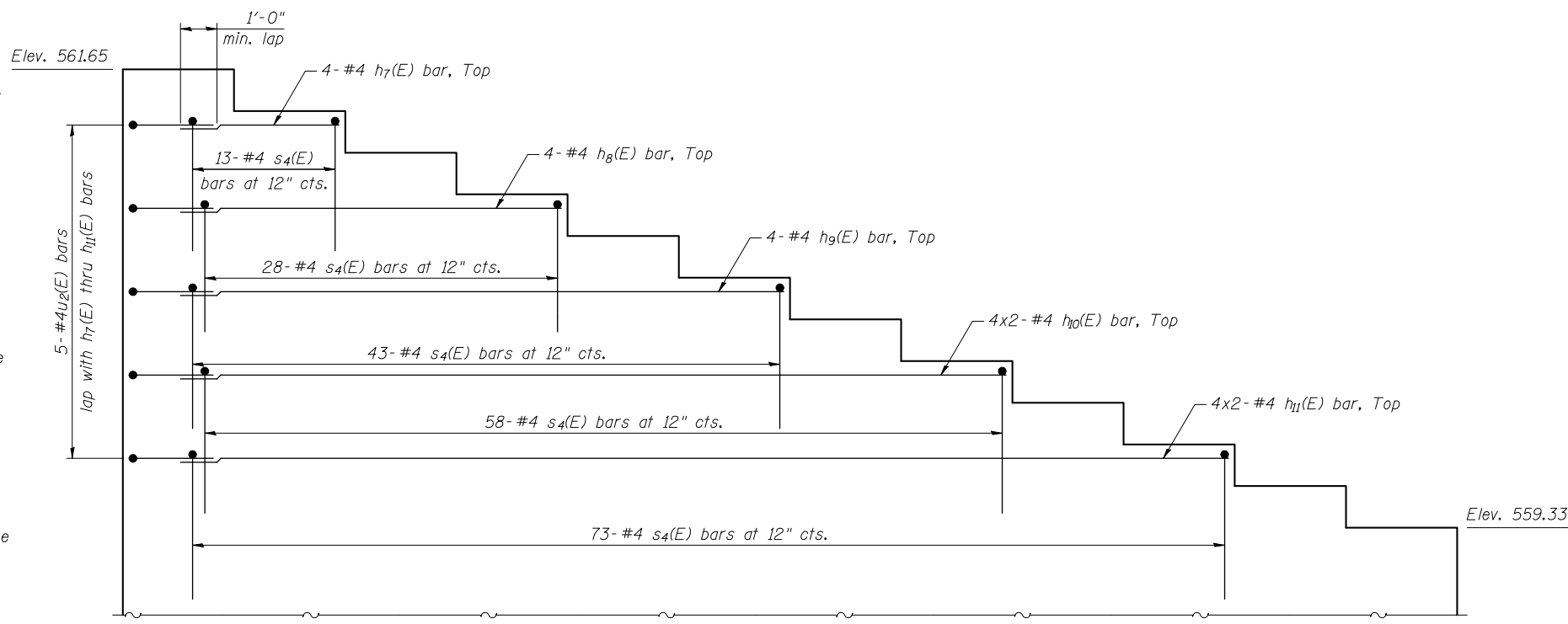
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h <sub>5</sub> (E)	18	#6	30'-10"	—
h <sub>6</sub> (E)	192	#5	8'-5"	—
h <sub>7</sub> (E)	4	#4	11'-7"	—
h <sub>8</sub> (E)	4	#4	26'-7"	—
h <sub>9</sub> (E)	4	#4	41'-7"	—
h <sub>10</sub> (E)	8	#4	29'-3"	—
h <sub>11</sub> (E)	8	#4	36'-9"	—
p <sub>6</sub> (E)	16	#9	28'-10"	⌋
p <sub>7</sub> (E)	8	#9	48'-0"	—
p <sub>8</sub> (E)	16	#9	46'-2"	—
s <sub>2</sub> (E)	127	#6	16'-2"	⌋
s <sub>3</sub> (E)	127	#6	5'-3"	⌋
s <sub>4</sub> (E)	215	#4	6'-6"	⌋
sp	7	#4	51'-0"	⌋
sp <sub>1</sub> (E)	7	#4	15'-3"	⌋
u <sub>1</sub> (E)	10	#6	14'-1"	⌋
u <sub>2</sub> (E)	5	#4	11'-1"	⌋
v <sub>7</sub>	98	#8	51'-0"	—
v <sub>8</sub> (E)	98	#8	13'-10"	—
v <sub>9</sub> (E)	98	#8	19'-5"	—
v <sub>10</sub> (E)	120	#5	15'-0"	—
Concrete Structures		Cu. Yd.	168.1	
Reinforcement Bars		Pound	18,230	
Reinforcement Bars, Epoxy Coated		Pound	27,300	
Structure Excavation		Cu. Yd.	44	
Drilled Shaft in Soil		Cu. Yd.	65.2	
Drilled Shaft in Rock		Cu. Yd.	77.3	

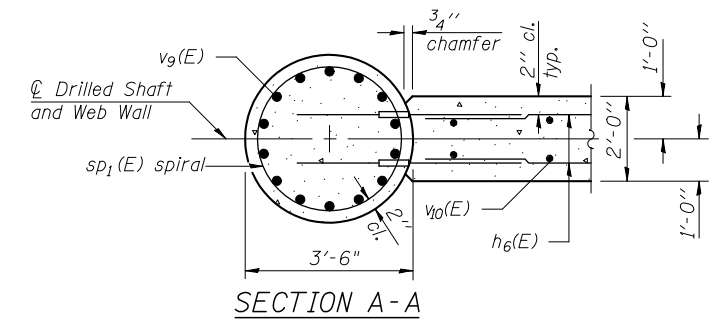
\*\* Length is height of spiral.



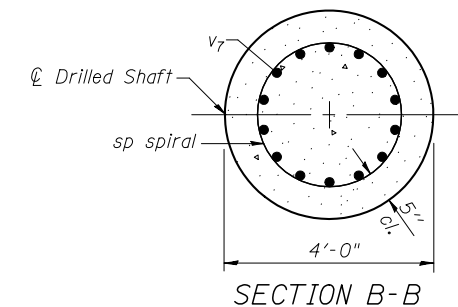
SECTION C-C



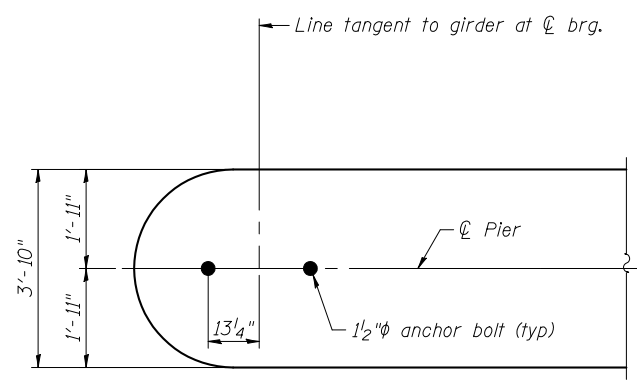
STEP REINFORCEMENT DETAIL



SECTION A-A



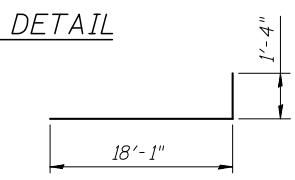
SECTION B-B



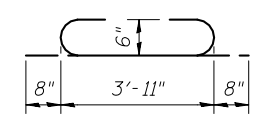
ANCHOR BOLT LOCATION DETAIL

**CONSTRUCTION SEQUENCE FOR WEB WALL**

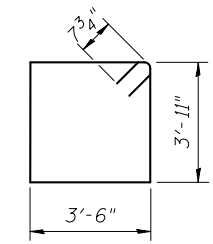
1. Excavate between shafts to elevation of web wall base and set web wall forms through water to bear on the circular edge of drilled shafts. Secure in place with fill, struts or tie forms together as required.
2. Place the web wall reinforcement cage into the forms using spacers to maintain proper clearances.
3. If the forms can be sealed against the shafts and streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
4. Construct Columns.
5. Construct web walls.



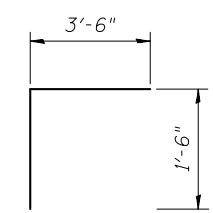
BAR v<sub>9</sub>(E)



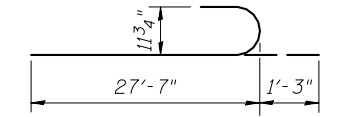
BAR s<sub>3</sub>(E)



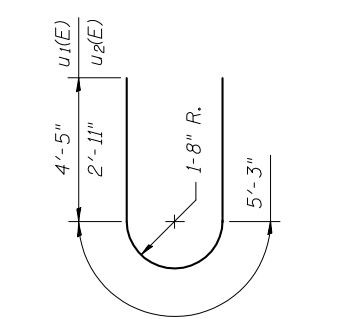
BAR p<sub>6</sub>(E)



BAR s<sub>2</sub>(E)



BAR p<sub>8</sub>(E)



BARS u<sub>1</sub>(E) & u<sub>2</sub>(E)

**PIER 1 DETAILS**

F.A.U. ROUTE 7706 - SECTION 23(B-1)

LOGAN COUNTY

STATION 99+46.00

STRUCTURE NO. 054-0512

**COOMBE-BLOXDORF P.C.**

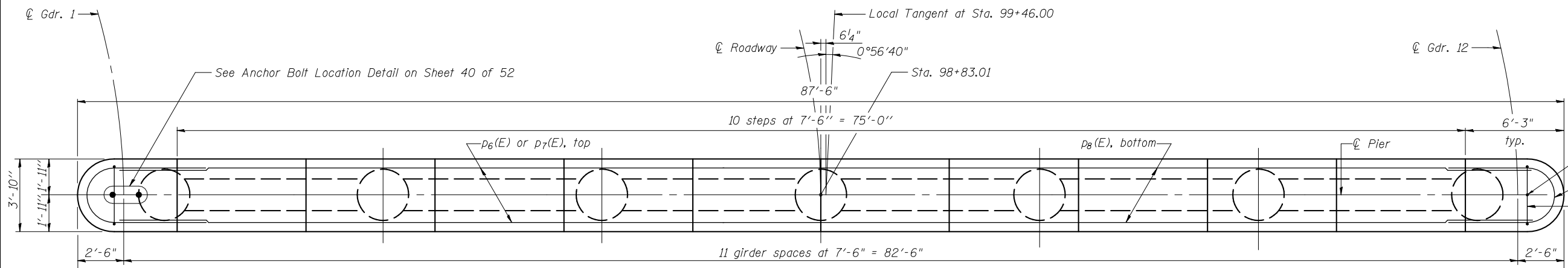
Engineers / Land Surveyors  
Springfield, Illinois

Design Firm License No. 184-002708

\* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the Contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

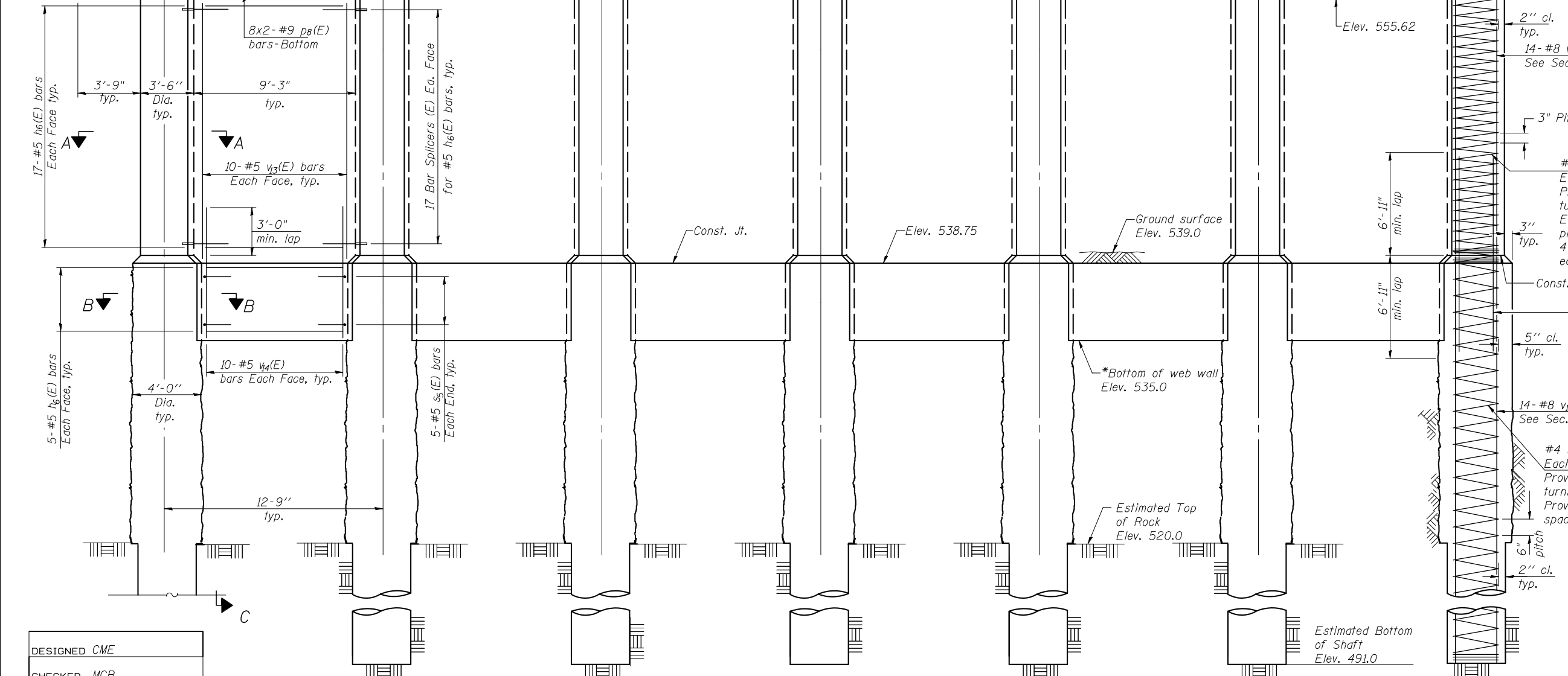
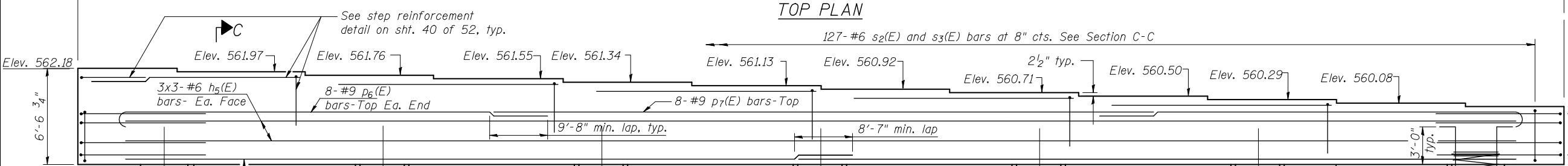
DESIGNED	CME
CHECKED	MCB
DRAWN	TFG
CHECKED	MCB

Contract #72789



**NOTES**

Cast steps monolithically with cap.  
 Space cap reinforcement to miss anchor bolts.  
 Minimum lap for spirals = 2'-7"  
 Concrete within limits of Drilled Shaft in Rock at each shaft location shall be poured within 24 hours of rock excavation for that shaft.  
 See Sheet 40 of 52 for Sections A-A, B-B and C-C.  
 See Sheet 40 of 52 for bar details and Bill of Material.  
 Bars indicated thus 3x3-#6 etc. indicates 3 lines of bars with 3 lengths per line.



2" cl. typ.  
 14-#8 v2(E) bars See Sec. A-A  
 3" Pitch  
 #4 sp3(E) spiral Each Column Provide 1/2 extra turns top and bottom. Extend spiral 2" into pier cap. Provide min. 4-#4 spacers or equivalent.  
 3" typ.  
 Const. Joint  
 14-#8 v8(E) bars. Lap with v11 and v2(E) bars.  
 5" cl. typ.  
 14-#8 v11 bars See Sec. B-B  
 #4 sp2 spiral Each Shaft Provide 1/2 extra turns top and bottom. Provide min. 4-#4 spacers or equivalent.  
 6" pitch  
 2" cl. typ.

**MIN BAR LAP**  
 #6 bars = 4'-5"

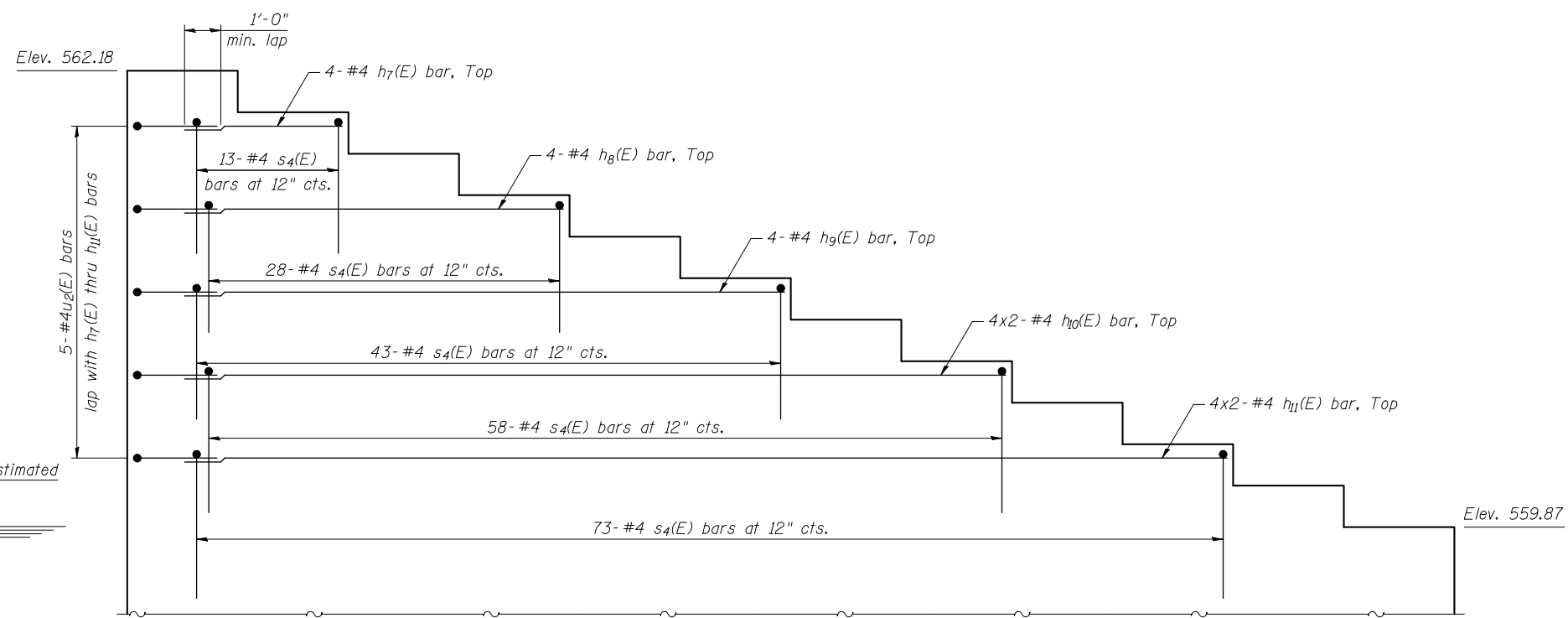
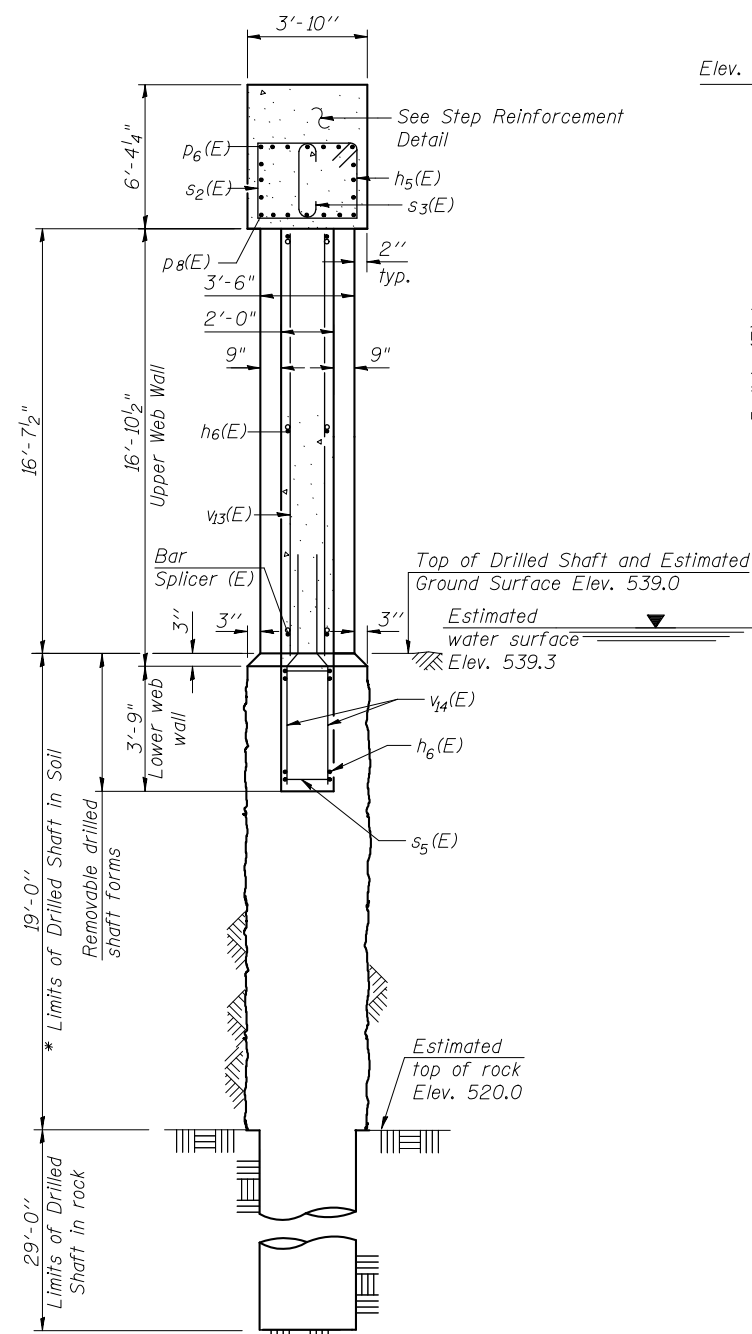
DESIGNED	CME
CHECKED	MCB
DRAWN	TFG
CHECKED	MCB

**ELEVATION**  
 (Looking South)

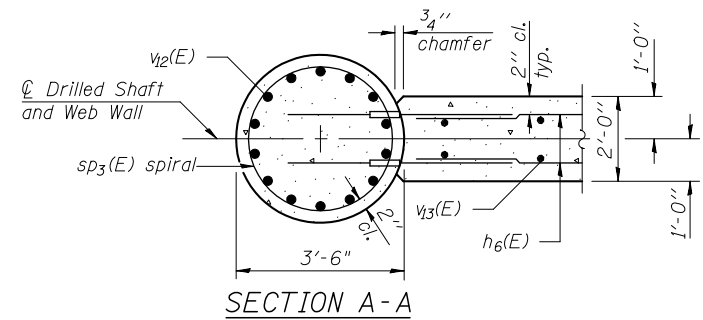
\*If a portion of the drilled shaft web walls is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

**COOMBE-BLOXDORF P.C.**  
 Engineers / Land Surveyors  
 Springfield, Illinois  
 Design Firm License No. 184-002708

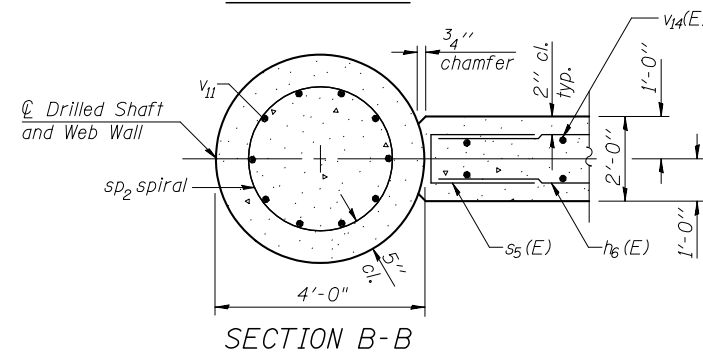
**PIER 2**  
 F.A.U. ROUTE 7706 - SECTION 23(B-1)  
 LOGAN COUNTY  
 STATION 99+46.00  
 STRUCTURE NO. 054-0512



STEP REINFORCEMENT DETAIL



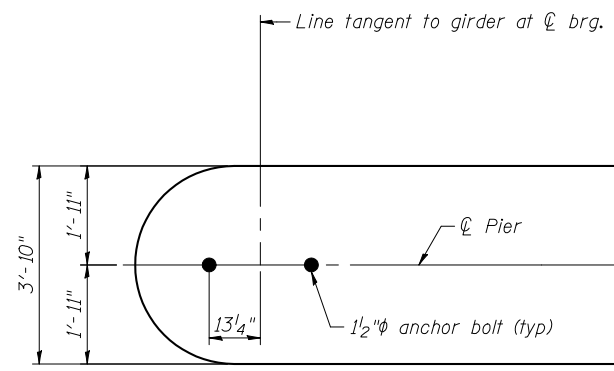
SECTION A-A



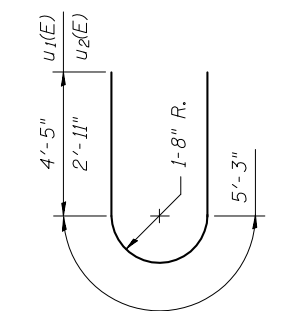
SECTION B-B

CONSTRUCTION SEQUENCE FOR WEB WALL

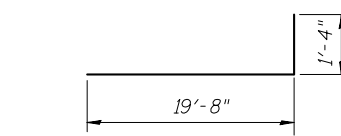
1. Excavate between shafts to elevation of web wall base and set lower web wall forms through water to bear on the circular edge of drilled shafts. Secure in place with fill, struts or tie forms together as required.
2. Place the lower web wall reinforcement cage into the forms using spacers to maintain proper clearances.
3. If the forms can be sealed against the shafts and streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
4. Construct Columns.
5. Construct upper web walls.



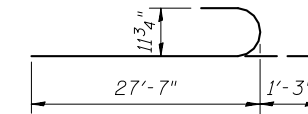
ANCHOR BOLT LOCATION DETAIL



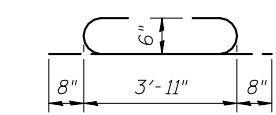
BARS u1(E) & u2(E)



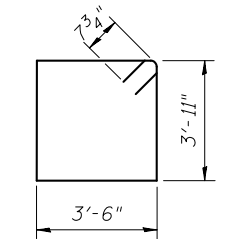
BAR v2(E)



BAR s2(E)



BAR s3(E)



BARS s4(E) and s5(E)

PIER 2 DETAILS

F.A.U. ROUTE 7706 - SECTION 23(B-1)  
 LOGAN COUNTY  
 STATION 99+46.00  
 STRUCTURE NO. 054-0512

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h5(E)	18	#6	30'-10"	—
h6(E)	264	#5	8'-5"	—
h7(E)	4	#4	11'-7"	—
h8(E)	4	#4	26'-7"	—
h9(E)	4	#4	41'-7"	—
h10(E)	8	#4	29'-3"	—
h11(E)	8	#4	36'-9"	—
p6(E)	16	#9	28'-10"	U
p7(E)	8	#9	48'-0"	—
p8(E)	16	#9	46'-2"	—
s2(E)	127	#6	16'-2"	U
s3(E)	127	#6	5'-3"	U
s4(E)	215	#4	6'-6"	L
s5(E)	60	#5	6'-10"	L
sp2	7	#4	48'-0"	W
sp3(E)	7	#4	16'-10"	W
u1(E)	10	#6	14'-1"	U
u2(E)	5	#4	11'-1"	U
v8(E)	98	#8	13'-10"	—
v11	98	#8	48'-0"	—
v12(E)	98	#8	21'-0"	—
v13(E)	120	#5	16'-6"	—
v14(E)	120	#5	7'-0"	—
Concrete Structures		Cu. Yd.	193.9	
Reinforcement Bars		Pound	17,170	
Reinforcement Bars, Epoxy Coated		Pound	30,130	
Drilled Shaft in Soil		Cu. Yd.	61.9	
Drilled Shaft in Rock		Cu. Yd.	72.3	

\*\* Length is height of spiral.

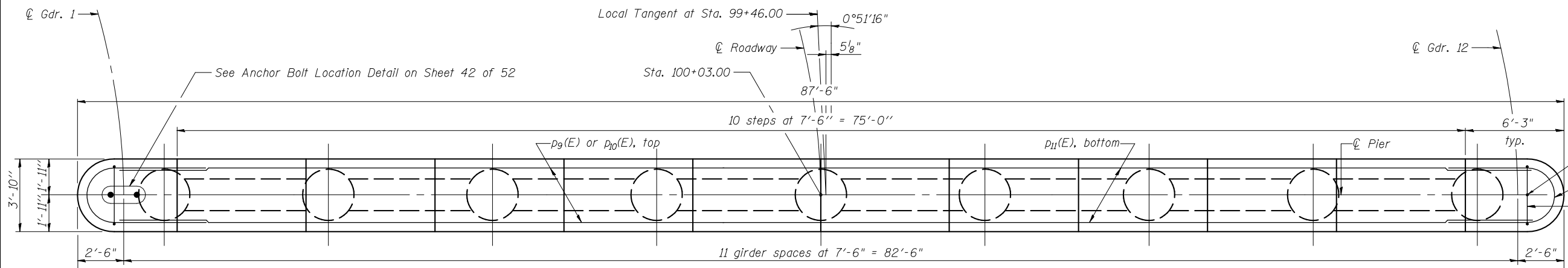
\* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the Contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

DESIGNED	CME
CHECKED	MCB
DRAWN	TFG
CHECKED	MCB

COOMBE-BLOXDORF P.C.  
 Engineers / Land Surveyors  
 Springfield, Illinois  
 Design Firm License No. 184-002708

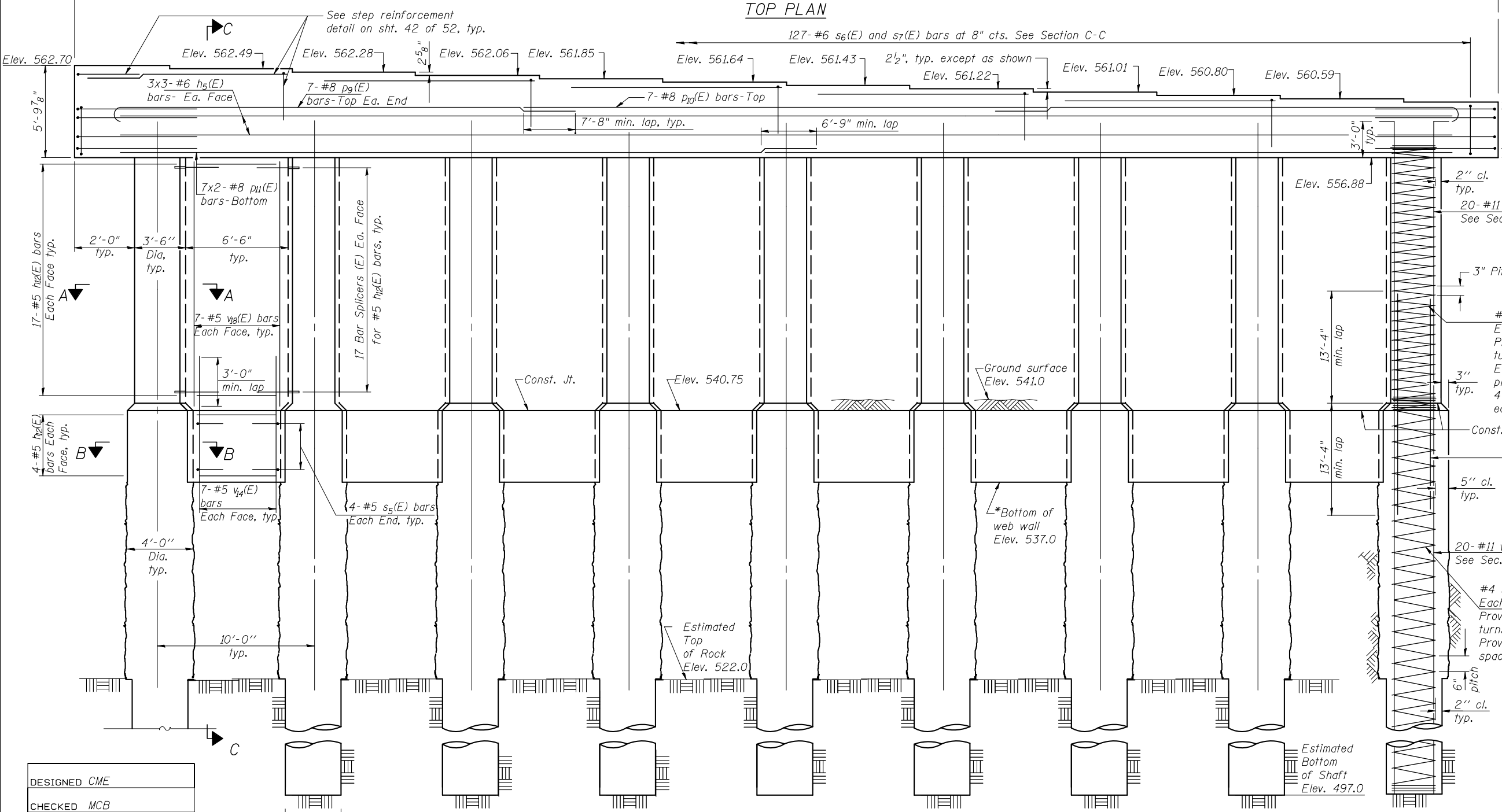


Contract #72789



**NOTES**

- Cast steps monolithically with cap.
- Space cap reinforcement to miss anchor bolts.
- Minimum lap for spirals = 2'-7"
- Concrete within limits of Drilled Shaft in Rock at each shaft location shall be poured within 24 hours of rock excavation for that shaft.
- See Sheet 42 of 52 for Sections A-A, B-B and C-C.
- See Sheet 42 of 52 for bar details and Bill of Material.
- Bars indicated thus 3x3-#6 etc. indicates 3 lines of bars with 3 lengths per line.



**MIN BAR LAP**  
#6 bars = 4'-5"

DESIGNED	CME
CHECKED	MCB
DRAWN	TFG
CHECKED	MCB

**ELEVATION**  
(Looking South)

\*If a portion of the drilled shaft web walls is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

**COOMBE-BLOXDORF P.C.**  
Engineers/Land Surveyors  
Springfield, Illinois  
Design Firm License No. 184-002708

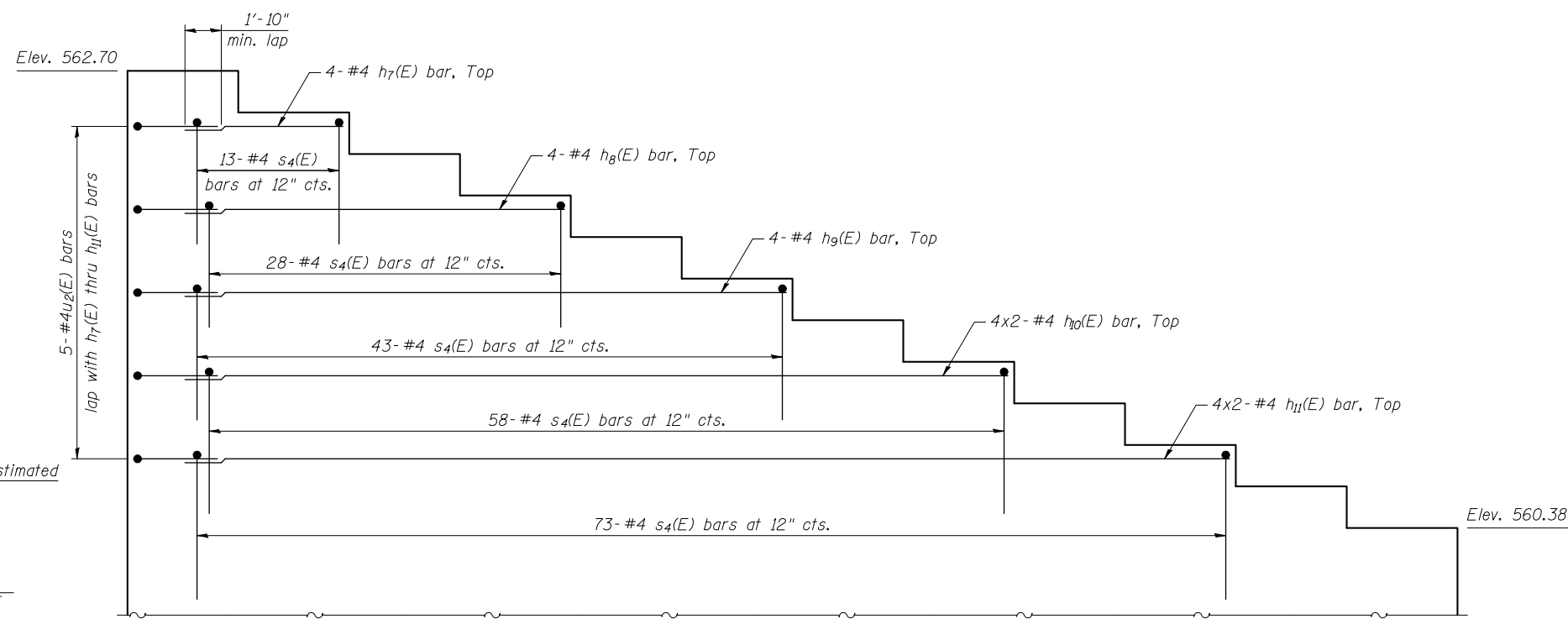
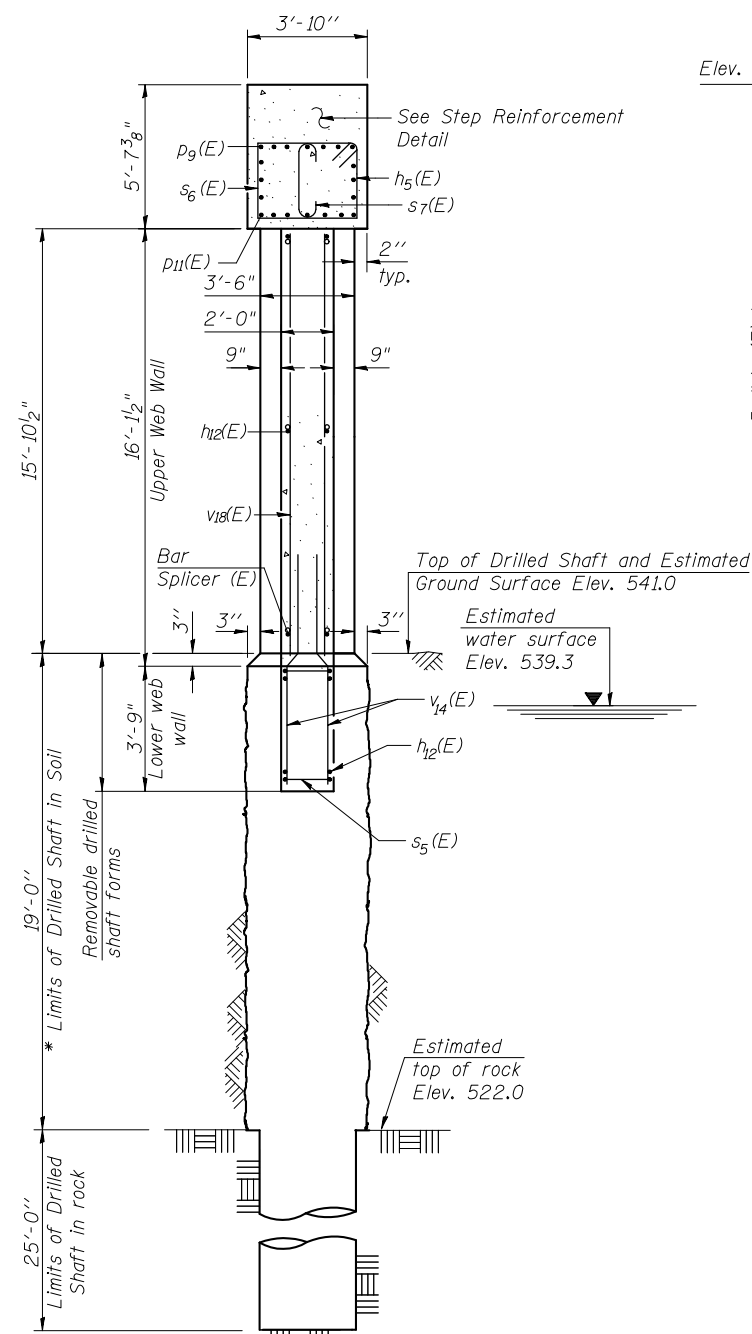
**PIER 3**  
F.A.U. ROUTE 7706 - SECTION 23(B-1)  
LOGAN COUNTY  
STATION 99+46.00  
STRUCTURE NO. 054-0512

Contract #72789

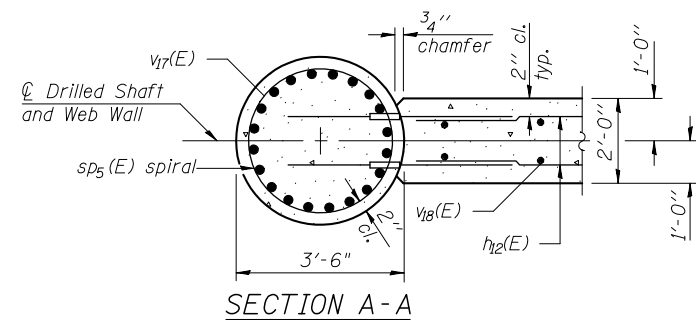
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h <sub>5</sub> (E)	18	#6	30'-10"	—
h <sub>7</sub> (E)	4	#4	11'-7"	—
h <sub>8</sub> (E)	4	#4	26'-7"	—
h <sub>9</sub> (E)	4	#4	41'-7"	—
h <sub>10</sub> (E)	8	#4	29'-3"	—
h <sub>11</sub> (E)	8	#4	36'-9"	—
h <sub>12</sub> (E)	336	#5	5'-8"	—
p <sub>9</sub> (E)	14	#8	31'-7"	⌋
p <sub>10</sub> (E)	7	#8	37'-8"	—
p <sub>11</sub> (E)	14	#8	45'-3"	—
s <sub>4</sub> (E)	215	#4	6'-6"	⌋
s <sub>5</sub> (E)	64	#5	6'-10"	⌋
s <sub>6</sub> (E)	127	#6	14'-7"	⌋
s <sub>7</sub> (E)	127	#6	4'-6"	⌋
sp <sub>4</sub>	9	#4	44'-0"	⌋
sp <sub>5</sub> (E)	9	#4	16'-1"	⌋
u <sub>1</sub> (E)	10	#6	14'-1"	⌋
u <sub>2</sub> (E)	5	#4	11'-1"	⌋
v <sub>14</sub> (E)	112	#5	7'-0"	—
v <sub>15</sub>	180	#11	44'-0"	—
v <sub>16</sub> (E)	180	#11	26'-8"	—
v <sub>17</sub> (E)	180	#11	20'-11"	—
v <sub>18</sub> (E)	112	#5	15'-9"	—
Concrete Structures		Cu. Yd.	187.1	
Reinforcement Bars		Pound	47,530	
Reinforcement Bars, Epoxy Coated		Pound	64,430	
Drilled Shaft in Soil		Cu. Yd.	79.6	
Drilled Shaft in Rock		Cu. Yd.	80.2	

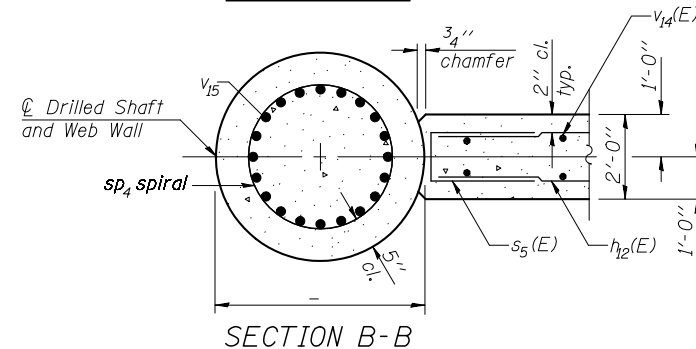
\*\* Length is height of spiral.



STEP REINFORCEMENT DETAIL



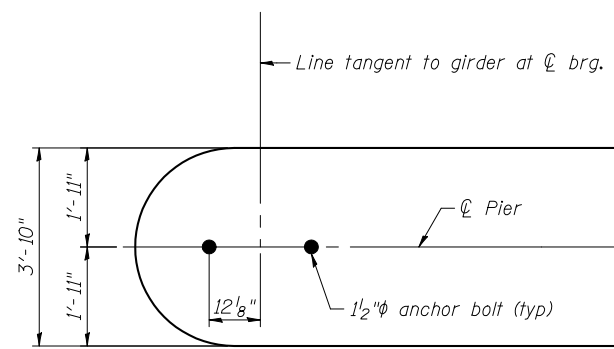
SECTION A-A



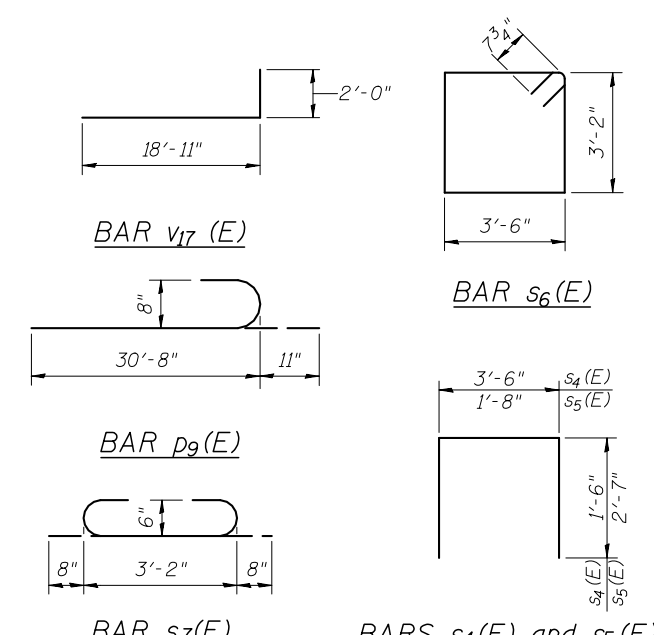
SECTION B-B

**CONSTRUCTION SEQUENCE FOR WEB WALL**

1. Excavate between shafts to elevation of web wall base and set lower web wall forms through water to bear on the circular edge of drilled shafts. Secure in place with fill, struts or tie forms together as required.
2. Place the lower web wall reinforcement cage into the forms using spacers to maintain proper clearances.
3. If the forms can be sealed against the shafts and streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
4. Construct Columns.
5. Construct upper web walls.



ANCHOR BOLT LOCATION DETAIL



**PIER 3 DETAILS**

F.A.U. ROUTE 7706 - SECTION 23(B-1)

LOGAN COUNTY

STATION 99+46.00

STRUCTURE NO. 054-0512

\* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the Contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

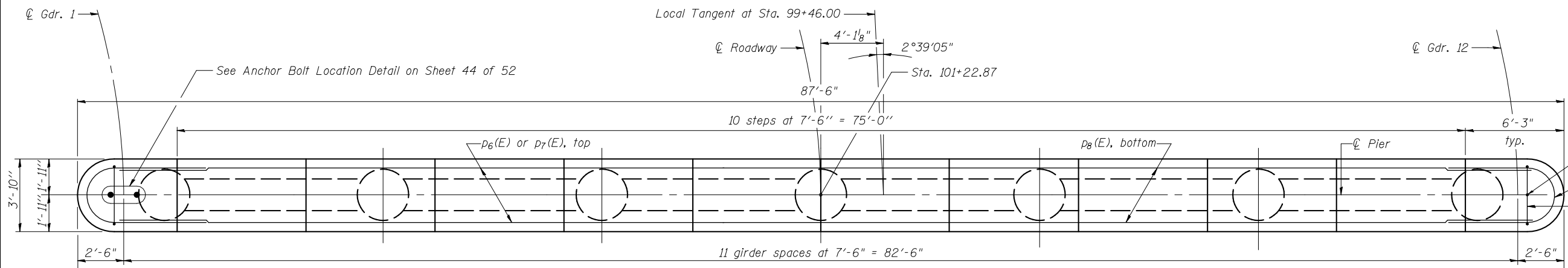
DESIGNED	CME
CHECKED	MCB
DRAWN	TFG
CHECKED	MCB

**COOMBE-BLOXDORF P.C.**

Engineers / Land Surveyors  
Springfield, Illinois

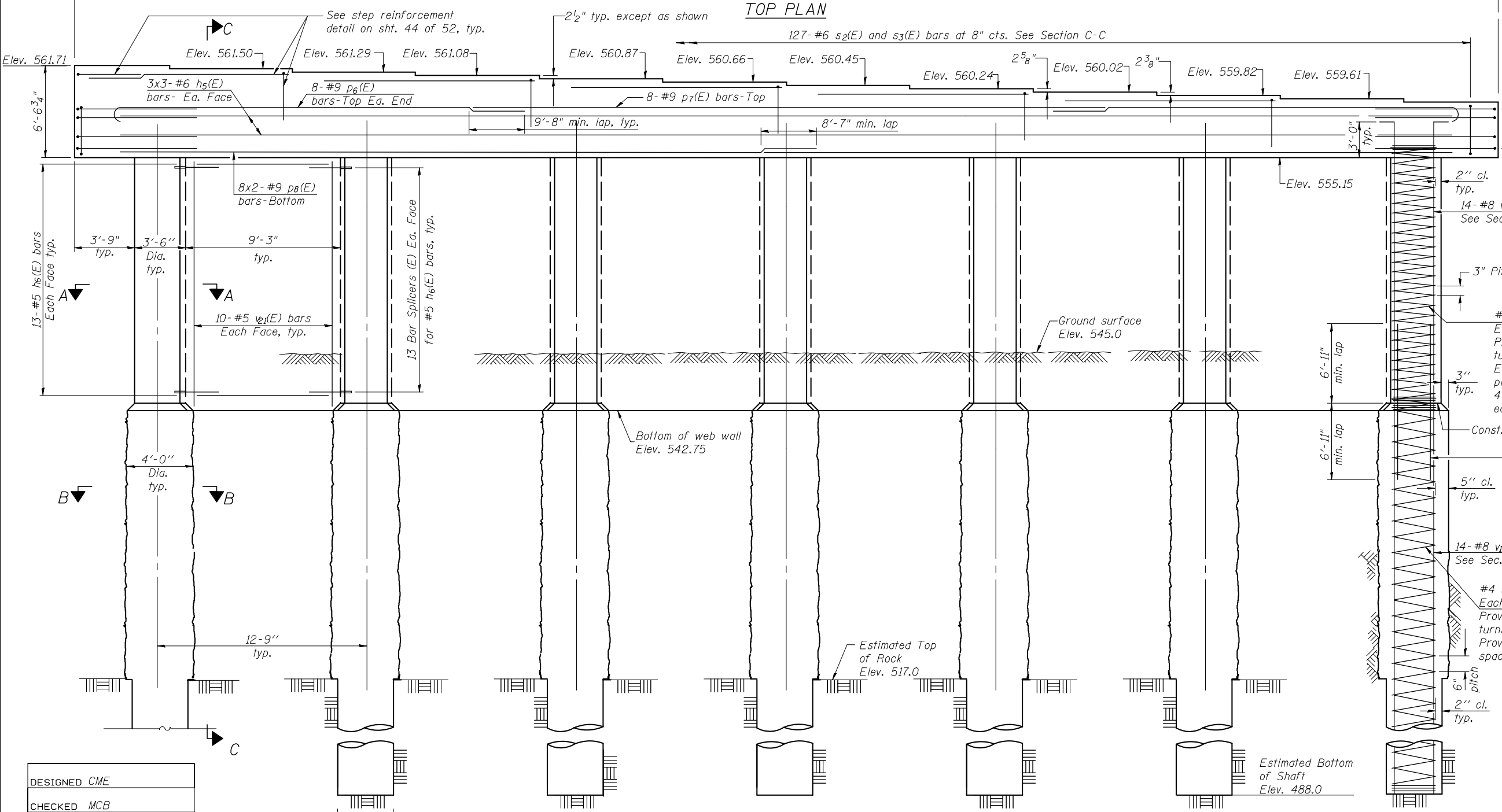
Design Firm License No. 184-002708

Contract #72789



**NOTES**

- Cast steps monolithically with cap.
- Space cap reinforcement to miss anchor bolts.
- Minimum lap for spirals = 2'-7"
- Concrete within limits of Drilled Shaft in Rock at each shaft location shall be poured within 24 hours of rock excavation for that shaft.
- See Sheet 44 of 52 for Sections A-A, B-B and C-C.
- See Sheet 44 of 52 for bar details and Bill of Material.
- Bars indicated thus 3x3-#6 etc. indicates 3 lines of bars with 3 lengths per line.



**MIN BAR LAP**  
#6 bars = 4'-5"

**PIER 4**

F.A.U. ROUTE 7706 - SECTION 23(B-1)

LOGAN COUNTY

STATION 99+46.00

STRUCTURE NO. 054-0512

DESIGNED	CME
CHECKED	MCB
DRAWN	TFG
CHECKED	MCB

**COOMBE-BLOXDORF P.C.**

Engineers / Land Surveyors  
Springfield, Illinois

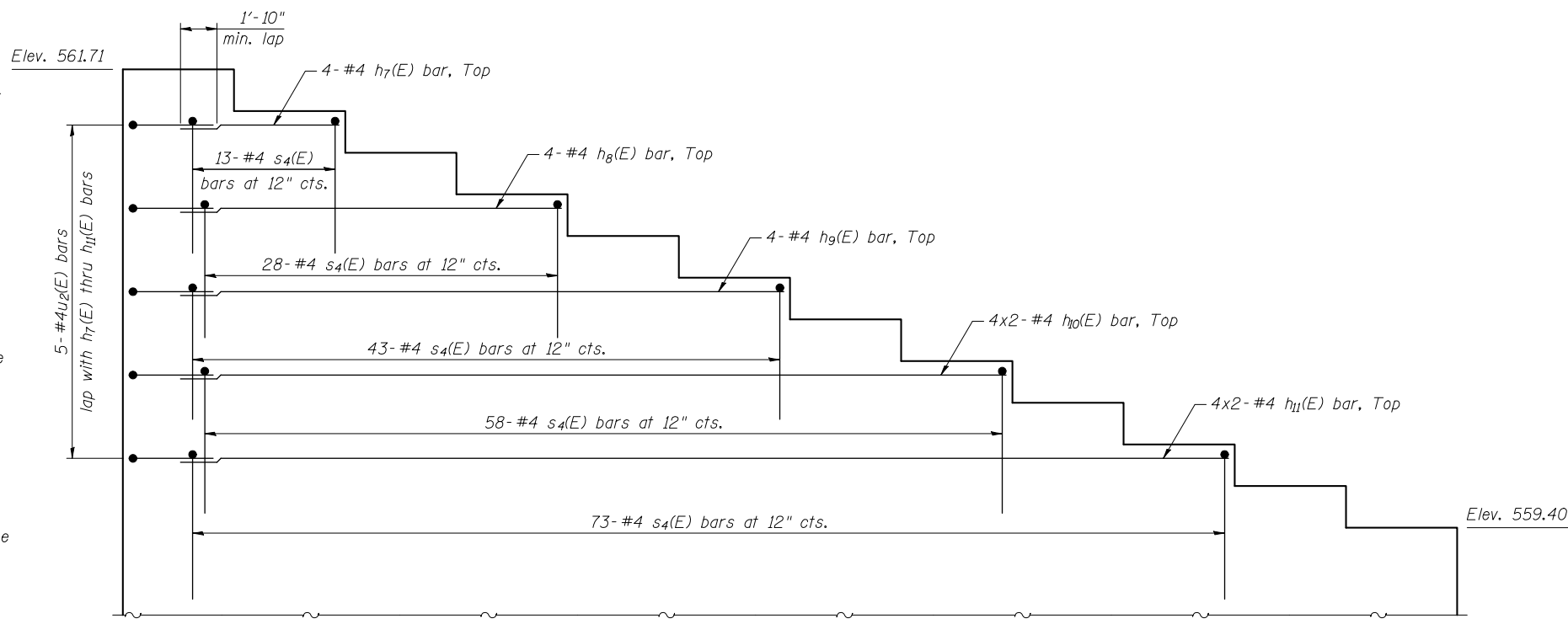
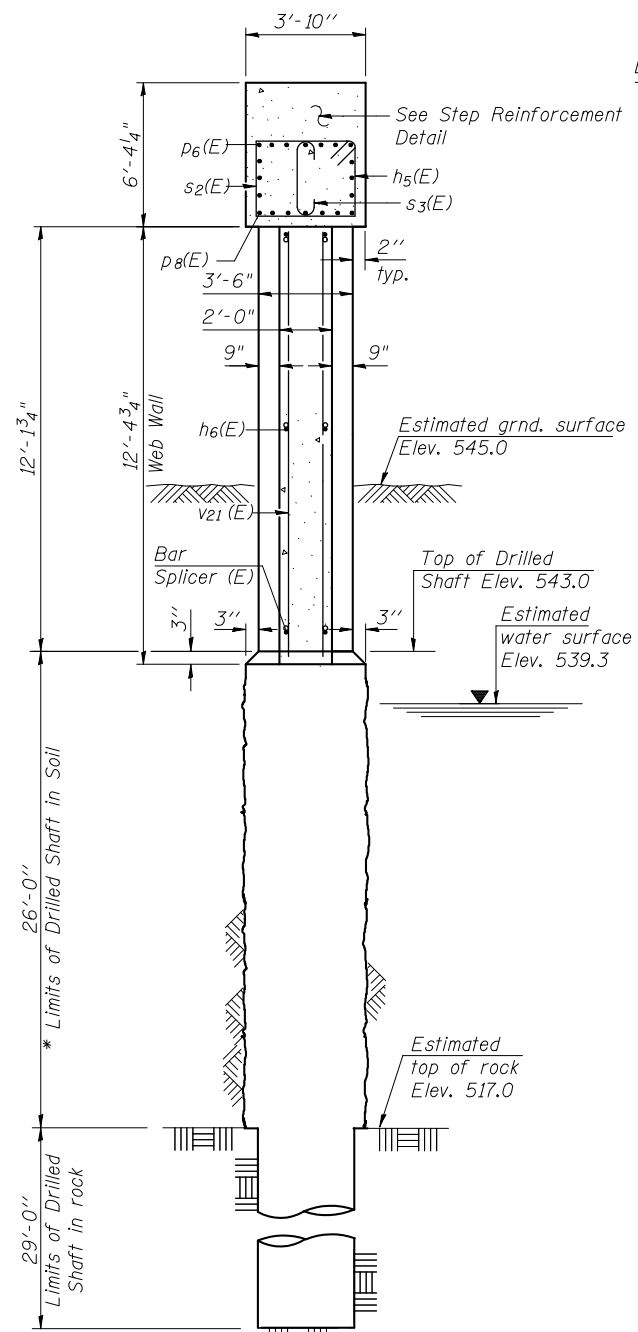
Design Firm License No. 184-002708

**ELEVATION**  
(Looking South)

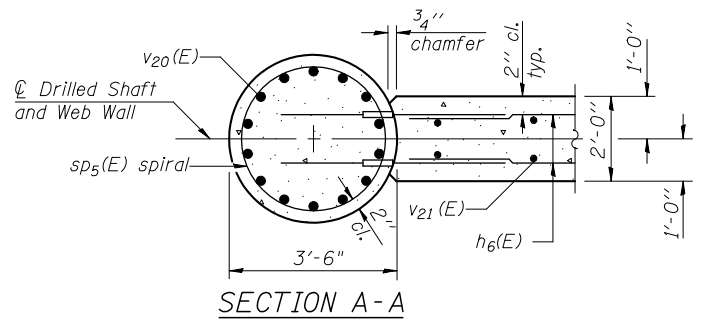
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h <sub>5</sub> (E)	18	#6	30'-10"	—
h <sub>6</sub> (E)	156	#5	8'-5"	—
h <sub>7</sub> (E)	4	#4	11'-7"	—
h <sub>8</sub> (E)	4	#4	26'-7"	—
h <sub>9</sub> (E)	4	#4	41'-7"	—
h <sub>10</sub> (E)	8	#4	29'-3"	—
h <sub>11</sub> (E)	8	#4	36'-9"	—
p <sub>6</sub> (E)	16	#9	28'-10"	⌋
p <sub>7</sub> (E)	8	#9	48'-0"	—
p <sub>8</sub> (E)	16	#9	46'-2"	—
s <sub>2</sub> (E)	127	#6	16'-2"	⌋
s <sub>3</sub> (E)	127	#6	5'-3"	⌋
s <sub>4</sub> (E)	215	#4	6'-6"	⌋
sp <sub>6</sub>	7	#4	55'-0"	⌋
sp <sub>7</sub> (E)	7	#4	12'-4"	⌋
u <sub>1</sub> (E)	10	#6	14'-1"	⌋
u <sub>2</sub> (E)	5	#4	11'-1"	⌋
v <sub>8</sub> (E)	98	#8	13'-10"	—
v <sub>9</sub>	98	#8	55'-0"	—
v <sub>20</sub> (E)	98	#8	16'-6"	—
v <sub>21</sub> (E)	120	#5	12'-1"	—
Concrete Structures		Cu. Yd.	148.2	
Reinforcement Bars		Pound	19,650	
Reinforcement Bars, Epoxy Coated		Pound	25,310	
Structure Excavation		Cu. Yd.	44	
Drilled Shaft in Soil		Cu. Yd.	84.7	
Drilled Shaft in Rock		Cu. Yd.	72.3	

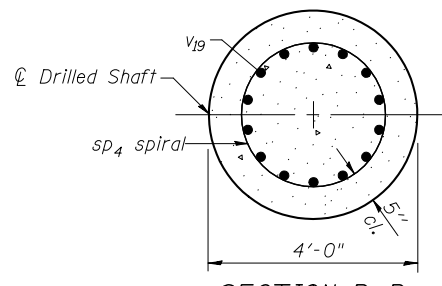
\*\* Length is height of spiral.



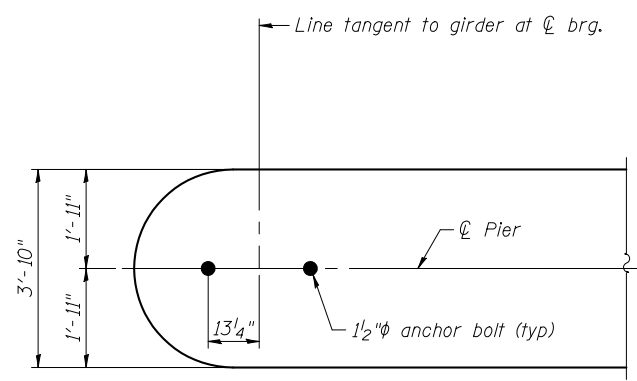
**STEP REINFORCEMENT DETAIL**



**SECTION A-A**



**SECTION B-B**

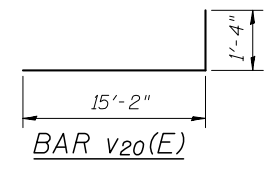


**ANCHOR BOLT LOCATION DETAIL**

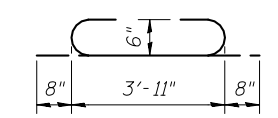
\* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the Contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

**CONSTRUCTION SEQUENCE FOR WEB WALL**

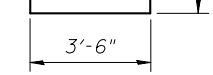
1. Excavate between shafts to elevation of web wall base and set web wall forms through water to bear on the circular edge of drilled shafts. Secure in place with fill, struts or tie forms together as required.
2. Place the web wall reinforcement cage into the forms using spacers to maintain proper clearances.
3. If the forms can be sealed against the shafts and streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
4. Construct Columns.
5. Construct web walls.



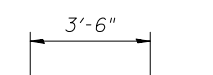
**BAR v20(E)**



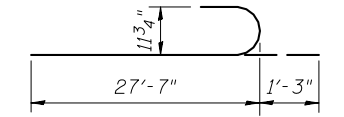
**BAR s3(E)**



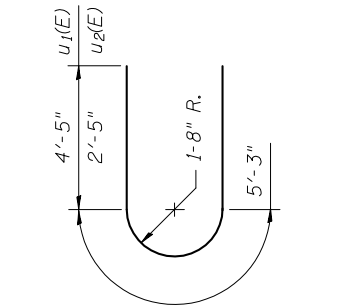
**BAR s2(E)**



**BAR s4(E)**



**BAR p6(E)**



**BARS u1(E) & u2(E)**

**PIER 4 DETAILS**

F.A.U. ROUTE 7706 - SECTION 23(B-1)

LOGAN COUNTY

STATION 99+46.00

STRUCTURE NO. 054-0512

DESIGNED	CME
CHECKED	MCB
DRAWN	TFG
CHECKED	MCB

**COOMBE-BLOXDORF P.C.**

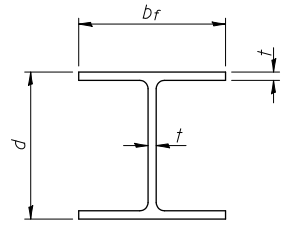
Engineers / Land Surveyors  
Springfield, Illinois

Design Firm License No. 184-002708

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

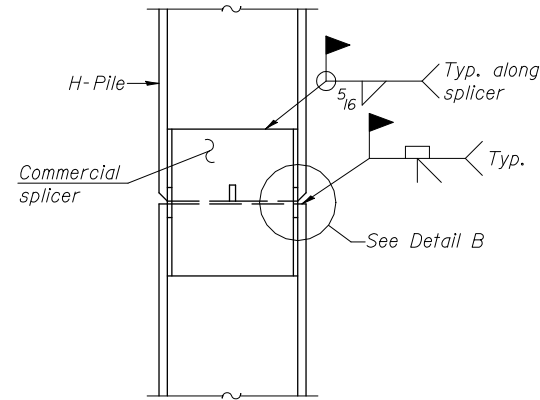
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 45 52 SHEETS
F.A.U. 7706	23(B-1)	LOGAN	179	129	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72789

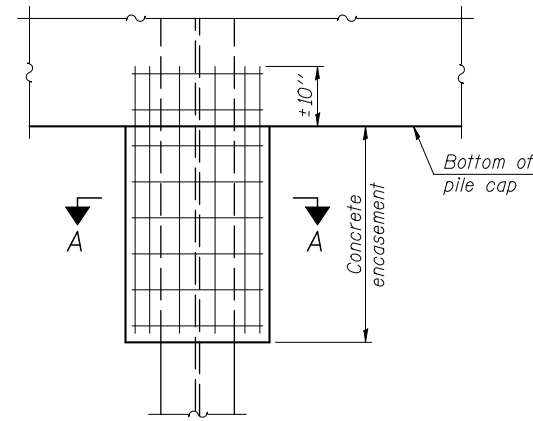


STEEL PILE TABLE

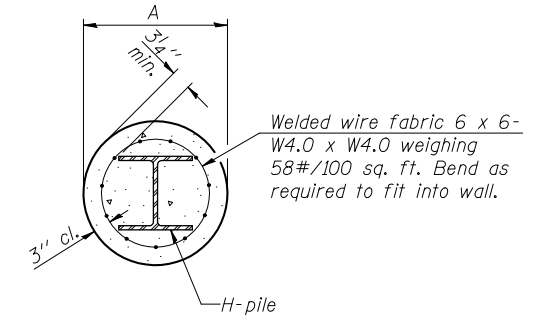
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	11/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	11/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53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



ELEVATION



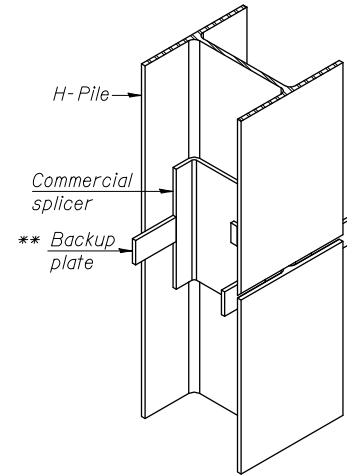
ELEVATION



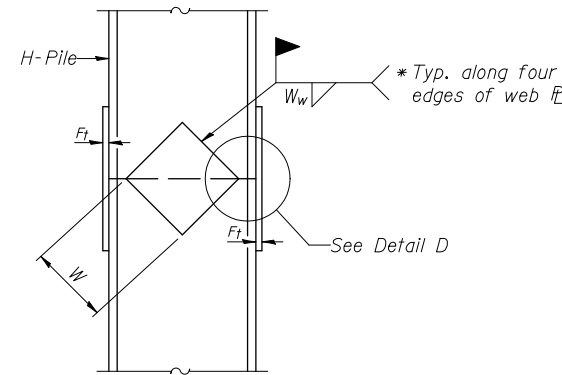
SECTION A-A

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

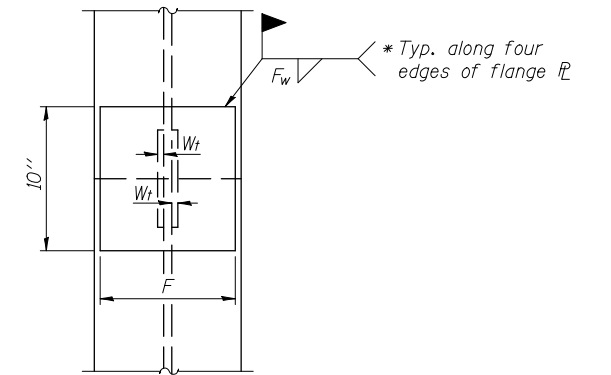
PILE ENCASEMENT



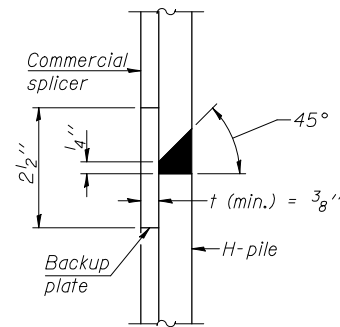
ISOMETRIC VIEW



ELEVATION

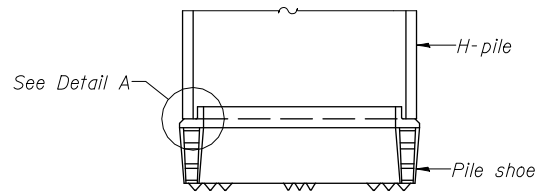


END VIEW

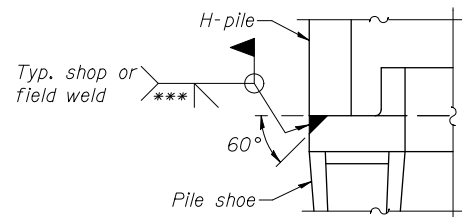


DETAIL "B"

WELDED COMMERCIAL SPLICE

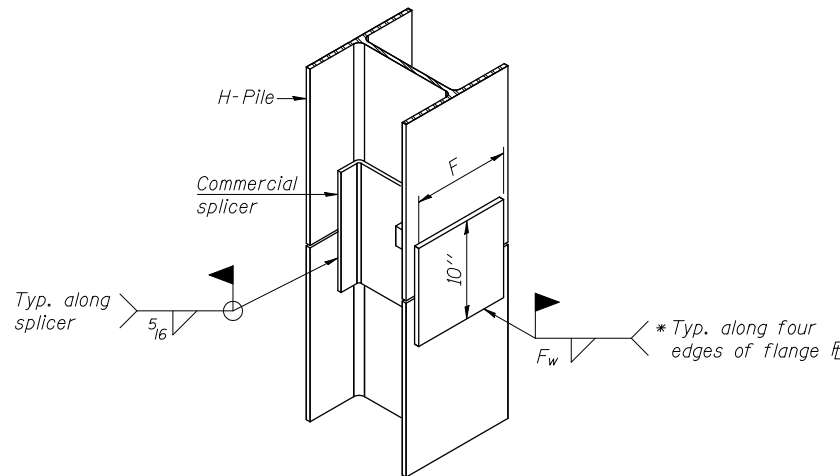


ELEVATION

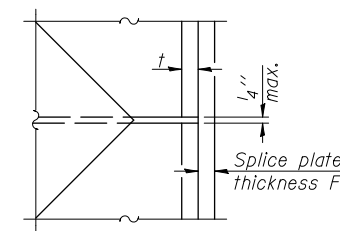


DETAIL A

H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW



DETAIL D

WELDED PLATE FIELD SPLICE

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"	11/16"	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"	11/16"	6 1/2"	5 1/2"	1/2"
x74	10"	7/8"	11/16"	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"

WELDED COMMERCIAL SPLICE ALTERNATE

- \* Interrupt welds 1/4" from end of web and/or each flange.
- \*\* Remove portions of backup plates that extend outside the flanges.
- \*\*\* Weld size per pile shoe manufacturer (5/16" min.).

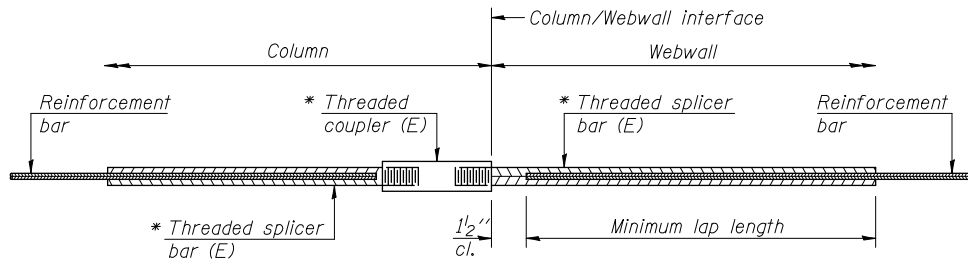
Note:  
The steel H-piles shall be according to AASHTO M270 Grade 50.

**HORNER & SHIFRIN, INC.**  
ENGINEERS

HP PILE DETAILS  
F.A.U. ROUTE 7706 - SECTION 23(B-1)  
LOGAN COUNTY  
STATION 99+46.00  
STRUCTURE NO. 054-0512

DESIGNED	JJD
CHECKED	EML
DRAWN	JJD
CHECKED	EML

Contract #72789



**STANDARD BAR SPLICER ASSEMBLY**

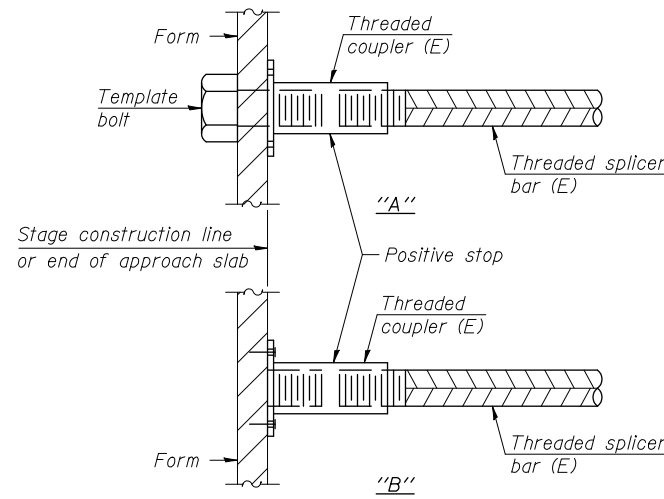
Bar size to be spliced	Minimum Lap Lengths					
	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"	6'-5"	6'-10"	7'-9"	8'-7"	9'-8"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Class C
- Table 6: Epoxy bar, Top bar lap, Class C

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

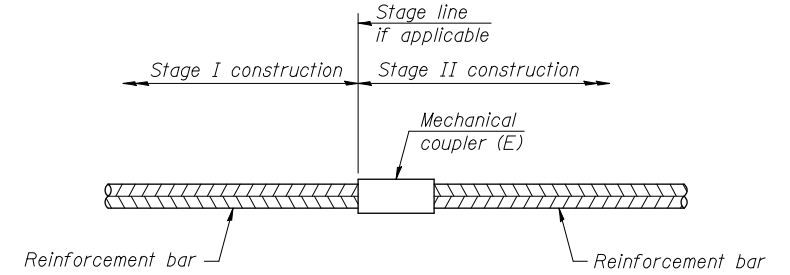
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Pier 1	#5	384	Table 4
Pier 2	#5	408	Table 4
Pier 3	#5	544	Table 4
Pier 4	#5	312	Table 4



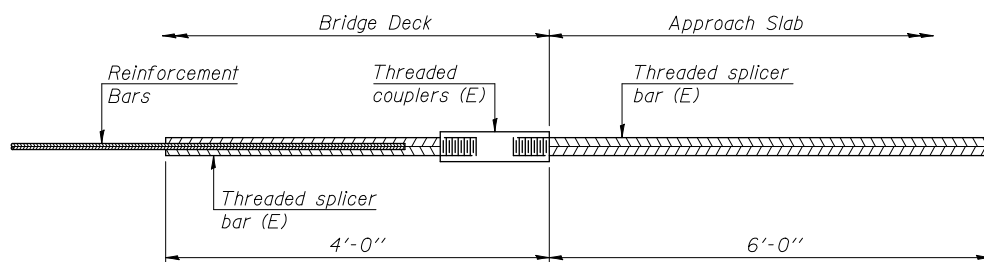
**INSTALLATION AND SETTING METHODS**

"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.

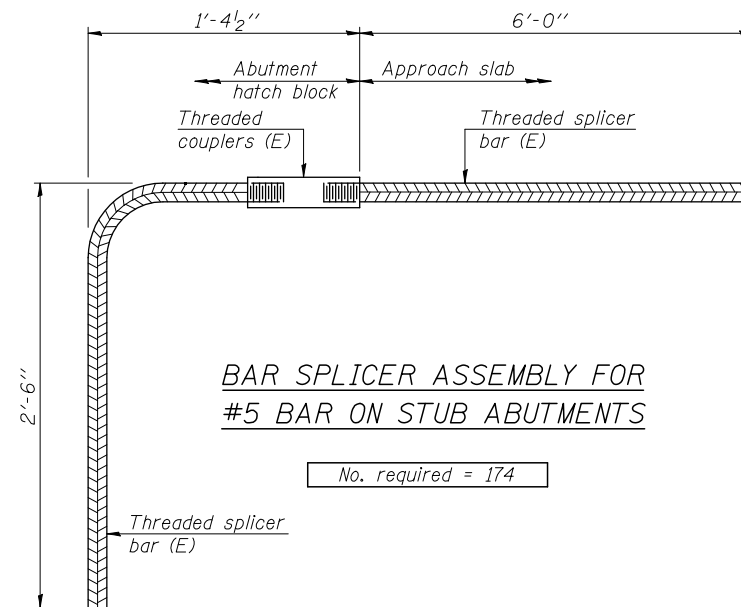


**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



**BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required = 174

**NOTES**

- Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
- All reinforcement shall be lapped and tied to the splicer bars.
- Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
- See approved list of bar splicer assemblies and mechanical splicers for alternatives.

DESIGNED	JJD
CHECKED	EML
DRAWN	JJD
CHECKED	-

No. required =

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 7706	23(B-1)	LOGAN	179	131
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract #72789

Illinois Department of Transportation  
Division of Highways District 4

## SOIL BORING LOG

Page 1 of 1  
Date 4/19/72

ROUTE FAU 7706 (BL-55) DESCRIPTION BL-55 (Old US 66) over Salt Creek LOGGED BY R. Savant  
SECTION 23(B-1) LOCATION NE 14, SEC. 2, TWP. 19 N, RING. 3 W. 3 PM

COUNTY	Logan	DRILLING METHOD	HSA	HAMMER TYPE	140# Manual
STRUCT. NO.	054-0005 Ex	D	B	U	M
Station	054-0512 Pr 99+46	E	L	C	O
BORING NO.	1972-3 N. Abut	T	W	S	I
Station	95+07	H	S	Qu	T
Offset	55.0ft L4				
Ground Surface Elev.	544.8 ft	(ft)	/8"	(in)	(%)
Surface Water Elev.	No Data ft				
Stream Bed Elev.	No Data ft				
Groundwater Elev.:					
First Encounter	535.8 ft				
Upon Completion	No Data ft				
After _____ Hrs.	No Data ft				
Dark Brown SILTY CLAY					28
Brown Fine Grained SAND					
Grey SAND AND GRAVEL		6			38
SAND	538.90				
Brown SAND AND GRAVEL					
Free Water					
Grey Coarse Grained SAND					
Medium Grained					
Brown Fine Grained SAND					
Boring Completed	508.90				100
Converted to gINT 061507 MRM					17

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)  
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation  
Division of Highways District 4

## SOIL BORING LOG

Page 1 of 1  
Date 6/4/07

ROUTE FAU 7706 (BL-55) DESCRIPTION BL-55 (Old US 66) over Salt Creek LOGGED BY M. Tappan  
SECTION 23(B-1) LOCATION NE 14, SEC. 2, TWP. 19 N, RING. 3 W. 3 PM

COUNTY	Logan	DRILLING METHOD	HSA	HAMMER TYPE	140# Auto
STRUCT. NO.	054-0005 Ex	D	B	U	M
Station	054-0512 Pr 99+46	E	L	C	O
BORING NO.	0512-N N. Abut	T	W	S	I
Station	96+54	H	S	Qu	T
Offset	40.0ft L4				
Ground Surface Elev.	544.6 ft	(ft)	/8"	(in)	(%)
Surface Water Elev.	537.8 ft				
Stream Bed Elev.	532.7 ft				
Groundwater Elev.:					
First Encounter	537.6 ft				
Upon Completion	Washed ft				
After 72 Hrs.	537.1 ft				
Brown and Dark Grey Moist SILTY CLAY					
Sandy GRAVEL (continued)	538.80				15
Grey Poorly Indurated Clayey SHALE w/Calcareous Seams					
Disturbed Sample	538.80				
Sandy GRAVEL					
Brown Medium Grained Dirty Sandy GRAVEL					
Wood In Sampler					
Free Water					
Grey					
Washed					
Grey Medium Grained Sandy GRAVEL					
Washed					
Grey Poorly Indurated Clayey SHALE w/Calcareous Seams					
Boring Completed	509.10				
Washed					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)  
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation  
Division of Highways District 4

## SOIL BORING LOG

Page 1 of 1  
Date 6/6/07

ROUTE FAU 7706 (BL-55) DESCRIPTION BL-55 (Old US 66) over Salt Creek LOGGED BY M. Tappan  
SECTION 23(B-1) LOCATION NE 14, SEC. 2, TWP. 19 N, RING. 3 W. 3 PM

COUNTY	Logan	DRILLING METHOD	HSA	HAMMER TYPE	140# Auto
STRUCT. NO.	054-0005 Ex	D	B	U	M
Station	054-0512 Pr 99+46	E	L	C	O
BORING NO.	0512-N N. Abut	T	W	S	I
Station	96+54	H	S	Qu	T
Offset	42.0ft R4				
Ground Surface Elev.	544.1 ft	(ft)	/8"	(in)	(%)
Surface Water Elev.	No Data ft				
Stream Bed Elev.	No Data ft				
Groundwater Elev.:					
First Encounter	537.1 ft				
Upon Completion	Washed ft				
After _____ Hrs.	Plugged ft				
Brown and Grey Moist SILTY CLAY					
SAND (continued)					7
Grey Moist Poorly to Moderately Indurated Clayey SHALE w/ Calcareous Seams	538.80				
Washed					
SAND	537.10				
Grey Medium Grained SAND					
Free Water					
Grey Medium Grained Sandy GRAVEL					
Washed					
Auger Refusal - Boring Completed	511.80				100
Washed					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)  
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

DESIGNED	JJD
CHECKED	EML
DRAWN	JJD
CHECKED	EML



BORING LOGS  
F.A.U. ROUTE 7706 - SECTION 23(B-1)  
LOGAN COUNTY  
STATION 99+46.00  
STRUCTURE NO. 054-0512





STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 49 52 SHEETS
F.A.U. 7706	23(B-1)	LOGAN	179	133	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72789



SOIL BORING LOG

Page 1 of 1  
Date 6/4/07

ROUTE FAU 7706 (BL-55) DESCRIPTION BL-55 (Old US 66) over Salt Creek LOGGED BY M. Tappan

SECTION 28(B-1) LOCATION NE 14, SEC. 2, TWP. 19 N, RNG. 3 W, 3 PM

COUNTY Logan DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO.	STATION	D	B	U	M	Surface Water Elev.	D	B	U	M
064-0005 Ex	99+46	E	L	C	O	ft	E	L	C	O
		P	O	S	I		P	O	S	I
BORING NO.	STATION	T	W	S	Qu	Groundwater Elev.:	T	W	S	Qu
0619-P2 Pier 2	98+73	H	S	Qu	T	First Encounter	H	S	Qu	T
Offset	Ground Surface Elev.					Washed				
40.0E L4	543.7	(ft)	/8"	(inf)	(%)	ft	(ft)	/8"	(inf)	(%)
Brown and Dark Grey Moist SILTY CLAY						11				
Grey Moist Poorly Indurated Clayey SHALE Washed						18				
w/Calcareous Seams Washed						21	11			
640.90						27				
Brown and Dark Grey Moist Dirty Sandy GRAVEL						12				
Grey Moist Poorly Indurated Clayey SHALE w/Calcareous Seams						41	12			
640.90						69				
Grey Medium Grained Sandy GRAVEL w/Broken Concrete Free Water						100	9			
640.90						100				
Grey Medium Grained Sandy GRAVEL						60				
Washed						100	12			
640.90						100				
Washed						14	18			
640.90						14				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)  
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T296) EBS, from 187 (Rev. 8-99)



SOIL BORING LOG

Page 1 of 1  
Date 6/6/07

ROUTE FAU 7706 (BL-55) DESCRIPTION BL-55 (Old US 66) over Salt Creek LOGGED BY M. Tappan

SECTION 28(B-1) LOCATION NE 14, SEC. 2, TWP. 19 N, RNG. 3 W, 3 PM

COUNTY Logan DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO.	STATION	D	B	U	M	Surface Water Elev.	D	B	U	M
064-0005 Ex	99+46	E	L	C	O	ft	E	L	C	O
		P	O	S	I		P	O	S	I
BORING NO.	STATION	T	W	S	Qu	Groundwater Elev.:	T	W	S	Qu
0619-P2 Pier 2	98+71	H	S	Qu	T	First Encounter	H	S	Qu	T
Offset	Ground Surface Elev.					Washed				
42.0E B2	544.0	(ft)	/8"	(inf)	(%)	ft	(ft)	/8"	(inf)	(%)
Brown Medium Grained Moist SAND						7				
SHALE						21	13			
Grey Moist Poorly Indurated Clayey SHALE						21				
Borehole continued with rock curing.						1				
Auger Unstable - Drilled to 3.5'						2				
Brown Medium Grained SAND Free Water						1				
Grey Medium Grained Sandy GRAVEL						1				
Washed						6				
Washed						6				
Washed						2				
Washed						5				
Washed						7				
Washed						3				
Washed						4				
Washed						4				
Washed						2				
Washed						7	14			
624.00						13				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)  
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T296) EBS, from 187 (Rev. 8-99)



ROCK CORE LOG

Page 1 of 1  
Date 6/6/07

ROUTE FAU 7706 (BL-55) DESCRIPTION BL-55 (Old US 66) over Salt Creek LOGGED BY M. Tappan

SECTION 28(B-1) LOCATION NE 14, SEC. 2, TWP. 19 N, RNG. 3 W, 3 PM

COUNTY Logan CORING METHOD Water

STRUCT. NO.	STATION	D	C	R	C	O	R	C	S
064-0005 Ex	99+46	E	P	O	V	E	Q	T	R
		T	H	E	R	E	(%)	(min/ft)	(inf)
BORING NO.	STATION	CORING BARREL TYPE & SIZE		CORE		S		T	
0619-P2 Pier 2	98+71	NXBWL		D E		C O		R E	
Offset	Ground Surface Elev.	Core Diameter		Core Length		Core Quality		Core Strength	
42.0E B2	544.0	1.88 in		ft		%		min/ft	
SHALE (continued)									
Grey Moderately Indurated Clayey SHALE w/Calcareous Seams									
Open Joints Spaced at 2"-12"									
28.6									
Split run 1 into two parts - RQD higher for bottom half									
1A 98 50									
28.3									
Grey Moderately Indurated Clayey SHALE w/Calcareous Seams									
Open Joints Spaced at 2"-12"									
59.8									
98.1									
111.9									
600.90									
Boring Completed									

Color pictures of the cores Yes, On File  
Cores will be stored for examination until 5 Years after Construction  
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-3988)  
RQD is the ratio of the total length of sound core specimens >4" to total length of core run

EBS, form 188 (Rev. 8-99)

DESIGNED	JJD
CHECKED	EML
DRAWN	JJD
CHECKED	EML

BORING LOGS  
F.A.U. ROUTE 7706 - SECTION 23(B-1)  
LOGAN COUNTY  
STATION 99+46.00  
STRUCTURE NO. 054-0512





STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 7706	23(B-1)	LOGAN	179	135
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

Contract #72789



SOIL BORING LOG

Page 1 of 1

Date 5/30/07

ROUTE FAU 7706 (BL-55) DESCRIPTION BL-55 (Old US 66) over Salt Creek LOGGED BY M. Tappan

SECTION 23(B-1) LOCATION NE 14, SEC. 2, TWP. 19 N, RNG. 3 W, 3 PM

COUNTY Logan DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 054-0005 Ex Station 99+46	BORING NO. 0512-P4 Pier 4 Station 101+23 Offset 40.06 Lt	Ground Surface Elev. 545.5 ft	D E L C O S I				Surface Water Elev. _____ ft	Stream Bed Elev. _____ ft	D B U M								
			D	E	L	C			O	S	I	D	B	U	M		
			1														
			2	1.2													
			3	B													
			1														
			2	0.9													
			2	B													
			0														
SAND			1														
Brown and Gray Fine Grained Dirty SAND			2														
			0														
Brown Medium Grained Sandy GRAVEL			2														
Free Water			2														
			1														
			2														
			4														
Grey Medium Grained Sandy GRAVEL			6														
Washed			8														
			2														
Washed			3														
			5														
			4														
Washed			5														

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)  
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Setting  
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D-2930) BBS, from 187 (Rev. 8-99)



SOIL BORING LOG

Page 1 of 1

Date 5/24/07

ROUTE FAU 7706 (BL-55) DESCRIPTION BL-55 (Old US 66) over Salt Creek LOGGED BY M. Tappan

SECTION 23(B-1) LOCATION NE 14, SEC. 2, TWP. 19 N, RNG. 3 W, 3 PM

COUNTY Logan DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 054-0005 Ex Station 99+46	BORING NO. 0513-P4 Pier 4 Station 101+20 Offset 38.06 Rt	Ground Surface Elev. 546.3 ft	D E L C O S I				Surface Water Elev. _____ ft	Stream Bed Elev. _____ ft	D B U M								
			D	E	L	C			O	S	I	D	B	U	M		
Dark Grey Moist SILTY CLAY			1														
Disturbed Sample			2	0.9													
			2	B													
			1														
Tan and Light Grey V. Moist SILTY CLAY LOAM			1														
			1														
			2	0.3													
			2	B													
			1														
Grey Fine Grained to Brown Medium Grained Moist SAND			2														
			2														
			1														
Green and Brown Medium to Coarse Grained SAND			4														
Free Water			4														
			1														
Brown Medium Grained Sandy GRAVEL			4														
			4														
			2														
			5														
			5														
			2														
Grey Washed			4														
			3														
			2														
Washed			3														

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)  
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Setting  
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D-2930) BBS, from 187 (Rev. 8-99)



ROCK CORE LOG

Page 1 of 1

Date 5/24/07

ROUTE FAU 7706 (BL-55) DESCRIPTION BL-55 (Old US 66) over Salt Creek LOGGED BY M. Tappan

SECTION 23(B-1) LOCATION NE 14, SEC. 2, TWP. 19 N, RNG. 3 W, 3 PM

COUNTY Logan CORING METHOD Water

STRUCT. NO. 054-0005 Ex Station 99+46	BORING NO. 0513-P4 Pier 4 Station 101+20 Offset 38.06 Rt	Ground Surface Elev. 546.3 ft	CORING BARREL TYPE & SIZE NQZWL	Core Diameter 2 in	Top of Rock Elev. 530.30 ft	Begin Core Elev. 517.30 ft	R E C O R D				CORE T I M E G T H		
							D	E	C	R			
SHALE (continued)							1	100	78				
Grey Poorly Indurated Clayey SHALE Interbedded with Tannish Grey Poorly Indurated Argillaceous Limestone Open Joints at 2"-12"													7.7
Light Grey and Dark Grey Banded Poorly Indurated Clayey SHALE Interbedded with Light Grey Poorly to Moderately Indurated Sandy Argillaceous Limestone Open Joints at 2"-12"							2	100	70				10.1
Moderately Indurated Closed Joints Spaced at 2"-12"							3	100	98				14.2
Refer Elevation to Chisled Square on S.E. Headwall of Existing NB Structure													
Refer STA to Existing Pier Locations, STA Increase to South													
Boring Completed							4	100	94				21.8

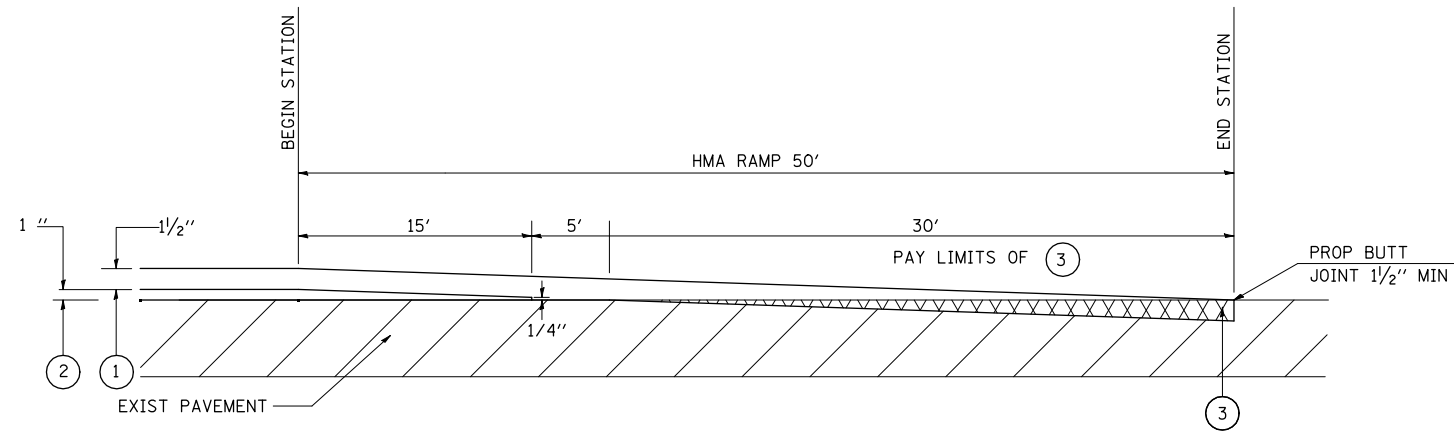
Color pictures of the cores Yes, On File  
Cores will be stored for examination until 5 Years after Construction  
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2930)  
RQD is the ratio of the total length of sound core specimens > 4" to total length of core run

DESIGNED	JJD
CHECKED	EML
DRAWN	JJD
CHECKED	EML



BORING LOGS  
F.A.U. ROUTE 7706 - SECTION 23(B-1)  
LOGAN COUNTY  
STATION 99+46.00  
STRUCTURE NO. 054-0512



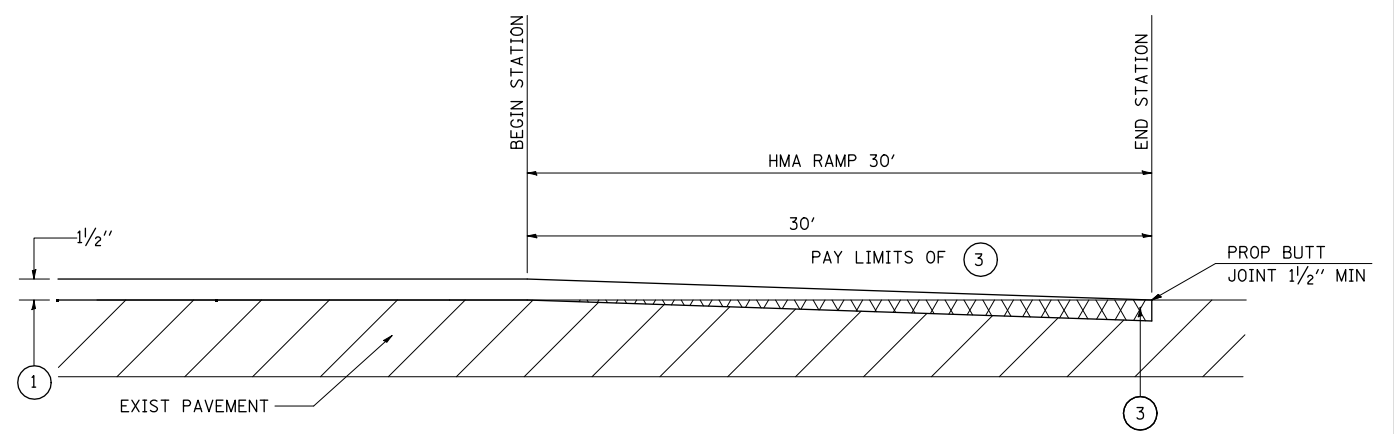


**LEGEND**

- ① PROPOSED HMA SURFACE COURSE
- ② PROPOSED LEVELING BINDER COURSE
- ③ PROPOSED HMA SURFACE REMOVAL - BUTT JOINT

**MAINLINE BUTT JOINT**

STA 74+00 - STA 73+50 NORTHBOUND & SOUTHBOUND BL-55  
 STA 125+50 - STA 126+00 SOUTHBOUND BL-55

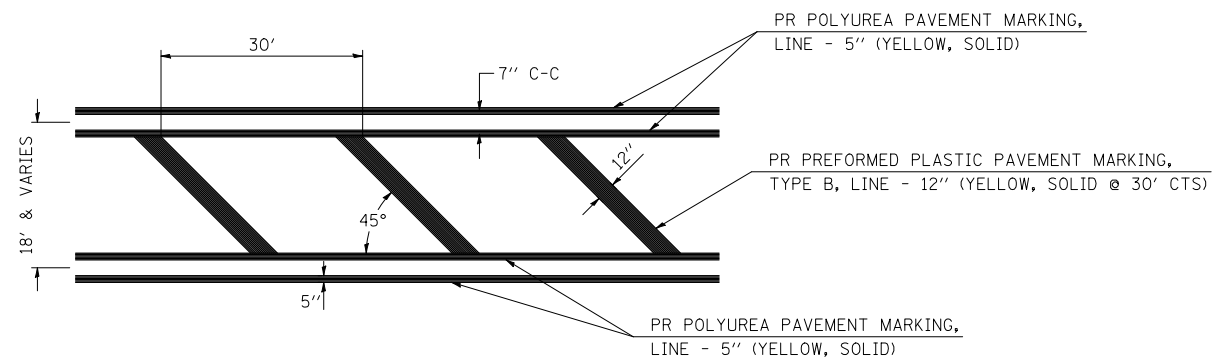


**LEGEND**

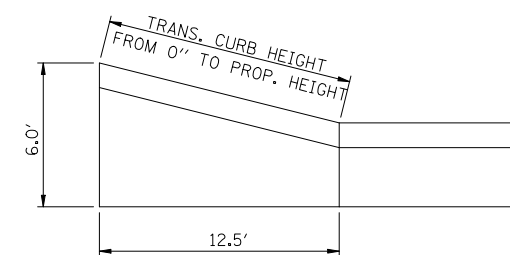
- ① PROPOSED HMA SURFACE COURSE
- ③ PROPOSED HMA SURFACE REMOVAL - BUTT JOINT

**MAINLINE BUTT JOINT**

STA 125+70 - STA 126+00 NORTHBOUND BL-55



**MEDIAN STRIPING DETAIL**



**PLAN  
 DETAIL OF C&G FLARE**

NOTE:  
 CURB FLARE PAID FOR AS  
 COMBINATION CURB & GUTTER  
 TYPE B6.24

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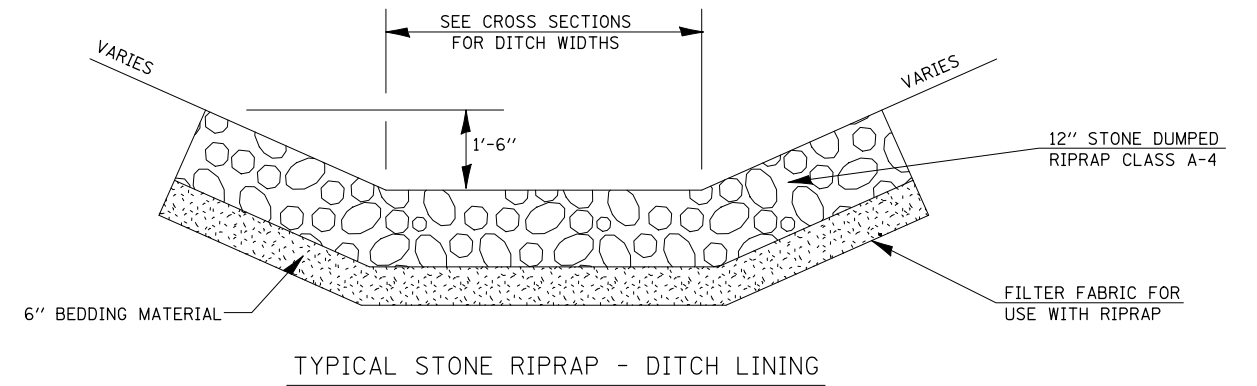
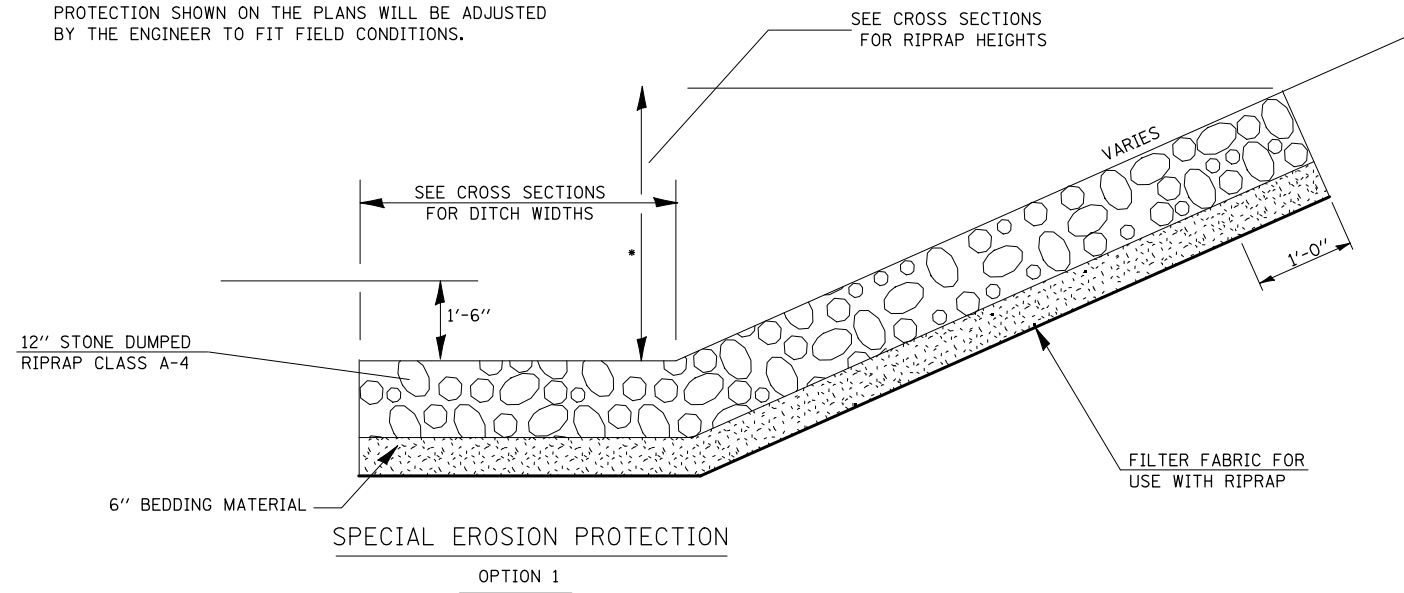
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

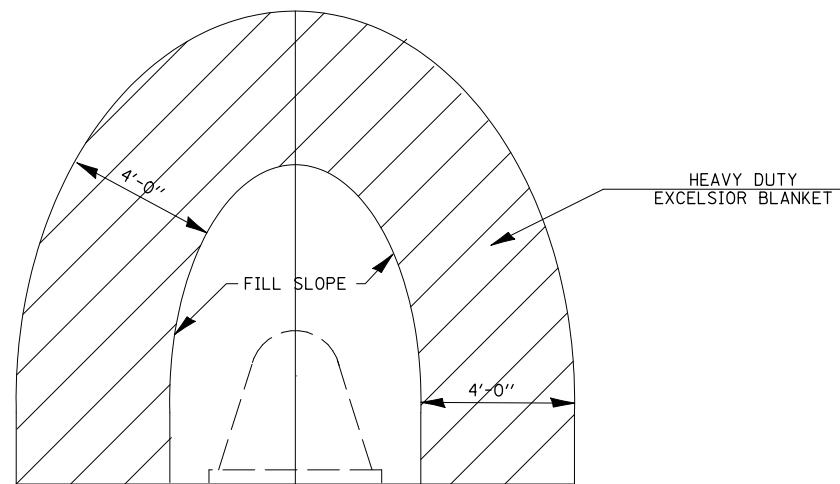
<b>MISCELLANEOUS DETAILS</b>			
BUTT JOINT, MEDIAN STRIPING, CURB & GUTTER FLARE			
SCALE: NONE	SHEET NO. 1 OF 8 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	137
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

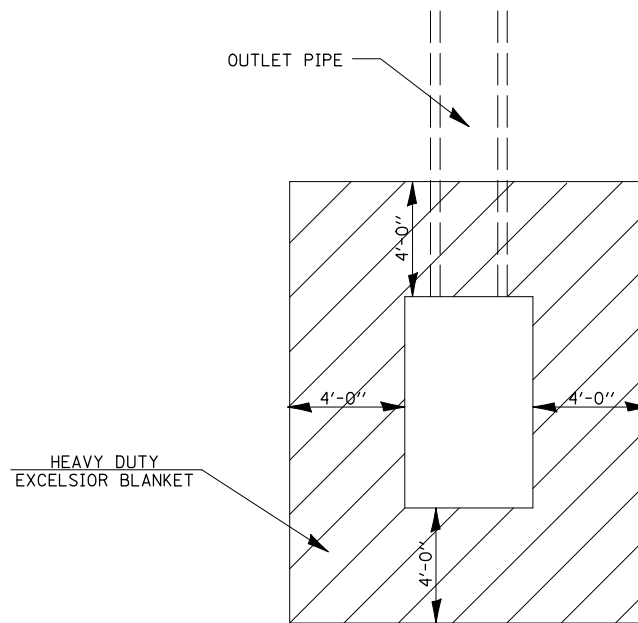
THE BACKSLOPE PROTECTION SHALL BE CENTERED ON THE NATURAL SWALES.  
THE LOCATIONS AND DIMENSIONS OF THE BACKSLOPE PROTECTION SHOWN ON THE PLANS WILL BE ADJUSTED BY THE ENGINEER TO FIT FIELD CONDITIONS.



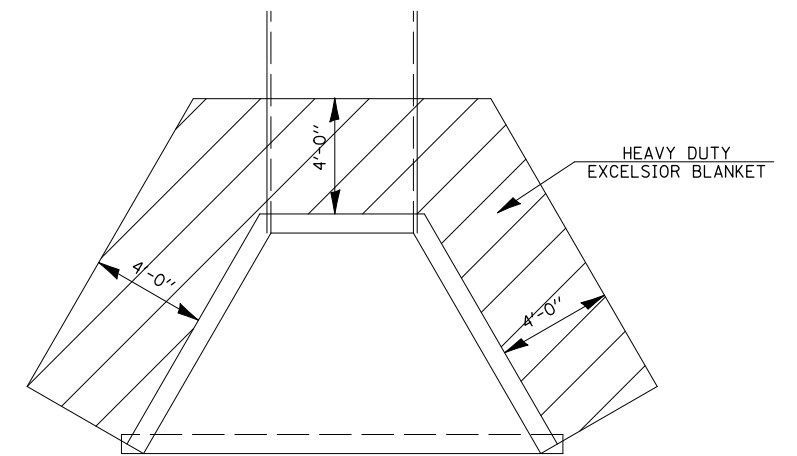
**SPECIAL EROSION PROTECTION**  
\*THE LIMITS OF THE RIPRAP ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.



**HEAVY DUTY EXCELSIOR BLANKET AROUND FLARED END SECTION STD 542301**



**HEAVY DUTY EXCELSIOR BLANKET AROUND HEADWALL FOR PIPE UNDERDRAIN STD 601101**



**HEAVY DUTY EXCELSIOR BLANKET AROUND HEADWALLS & CULVERT WINGWALLS**

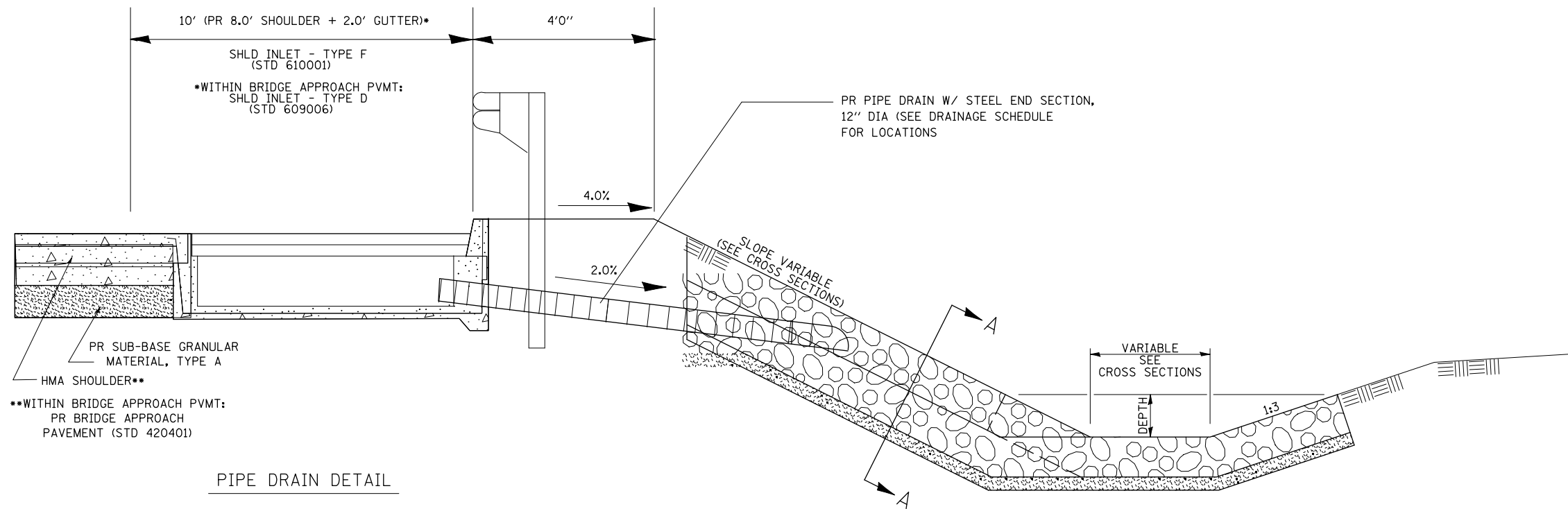
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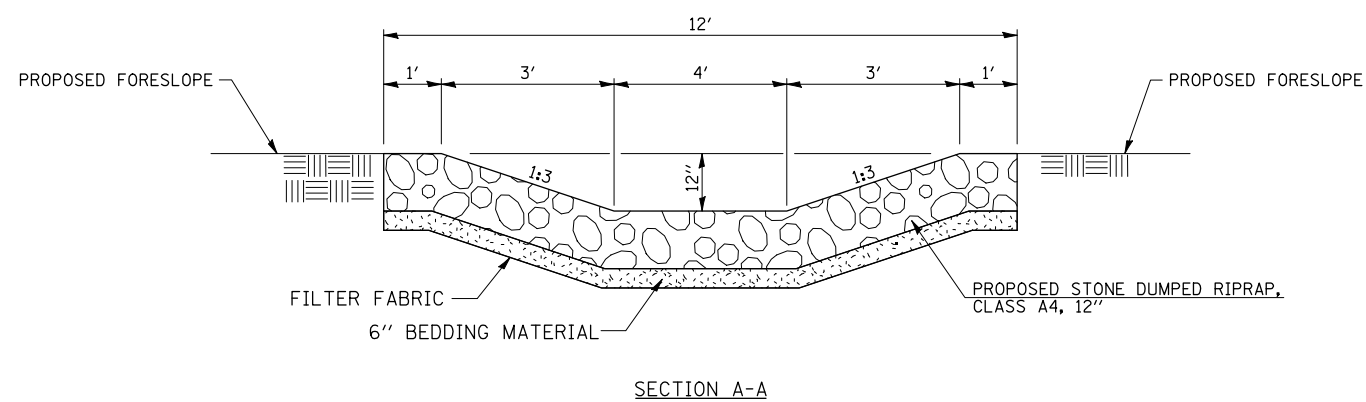
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>MISCELLANEOUS DETAILS</b>			
RIPRAP DETAILS, HEAVY DUTY EXCELSIOR BLANKET APPLICATIONS			
SCALE: NONE	SHEET NO. 2 OF 8 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	138
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PIPE DRAIN DETAIL



SECTION A-A

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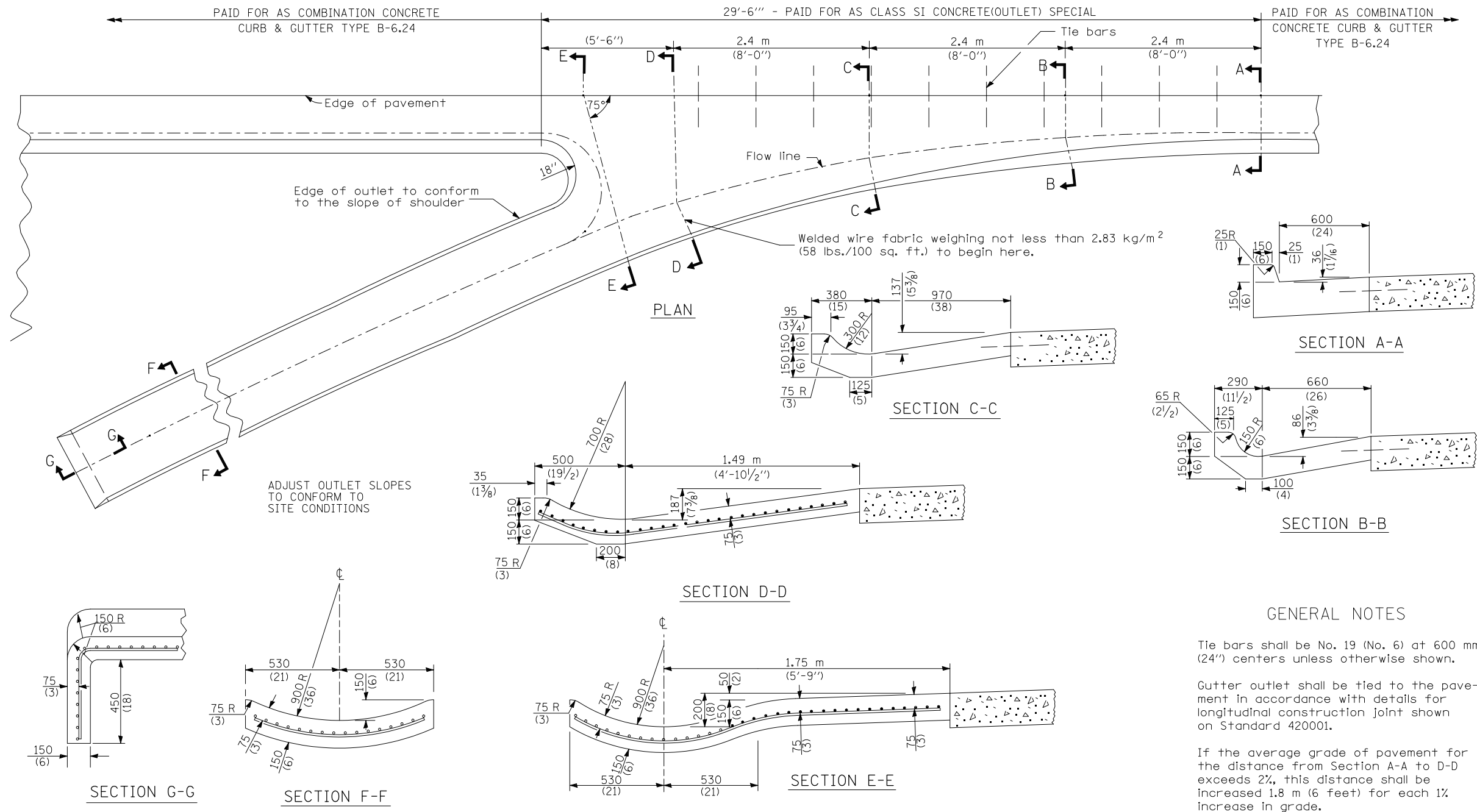
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PLOT DATE = 5/23/2013 10:41:03 AM		DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS  
 PIPE DRAIN DETAILS

SCALE: NONE SHEET NO. 3 OF 8 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	139
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	



ADJUST OUTLET SLOPES TO CONFORM TO SITE CONDITIONS

**GENERAL NOTES**

Tie bars shall be No. 19 (No. 6) at 600 mm (24") centers unless otherwise shown.

Gutter outlet shall be tied to the pavement in accordance with details for longitudinal construction joint shown on Standard 420001.

If the average grade of pavement for the distance from Section A-A to D-D exceeds 2%, this distance shall be increased 1.8 m (6 feet) for each 1% increase in grade.

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

**QUANTITIES**

For Section A-A to E-E and curtain wall =  
 1.82 m<sup>3</sup> (2.38 cu. yds.) concrete for (225 (9) pav't.)  
 1.84 m<sup>3</sup> (2.41 cu. yds.) concrete for (250 (10) pav't.)

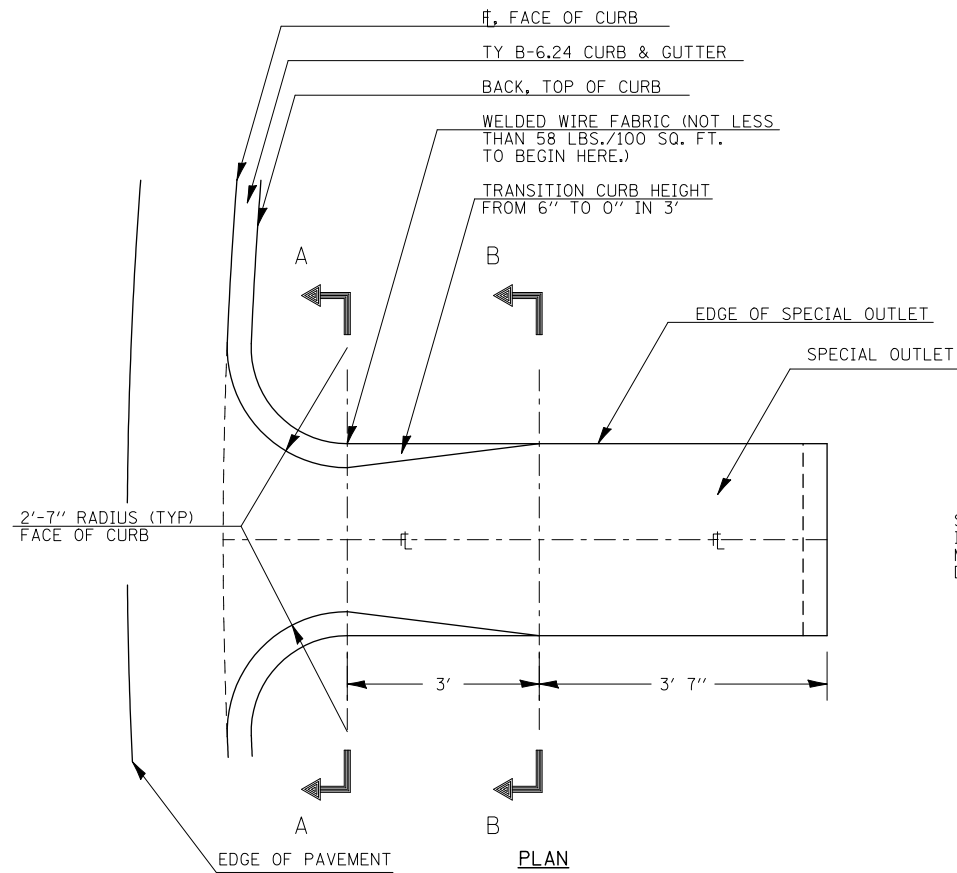
For Section F-F =  
 .17 m<sup>3</sup> (0.069 cu. yds.) concrete per m (ft.)

**CLASS SI CONCRETE (OUTLET), SPECIAL**

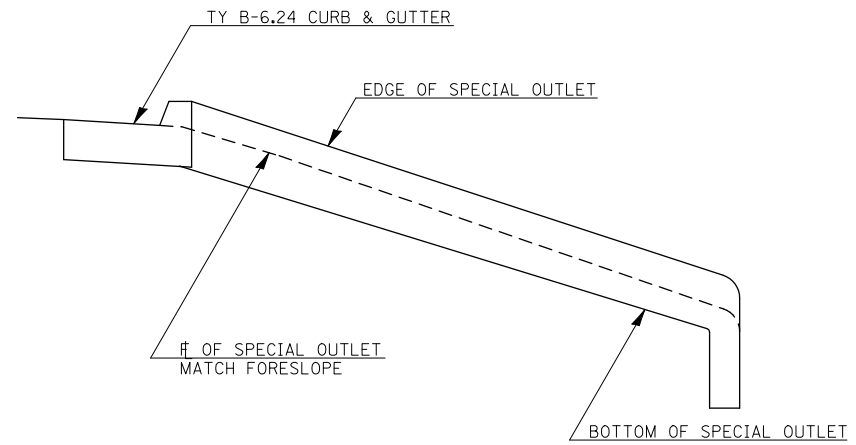
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FILE NAME =	USER NAME = jepettibone	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MISCELLANEOUS DETAILS CLASS SI CONCRETE (OUTLET), SPECIAL</b>	F.A.U. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1:\06103\cad\1\plans\029.D672789-Sht-Details-Misc.dgn		DRAWN -	REVISED -			7706	23(B-1)	LOGAN	179	140
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -			BUS. LOOP 55 OVER SALT CREEK		CONTRACT NO. 72789		
PLOT DATE = 5/23/2013 10:41:04 AM		DATE -	REVISED -			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
					SCALE: NONE	SHEET NO. 4 OF 8 SHEETS	STA.	TO STA.		

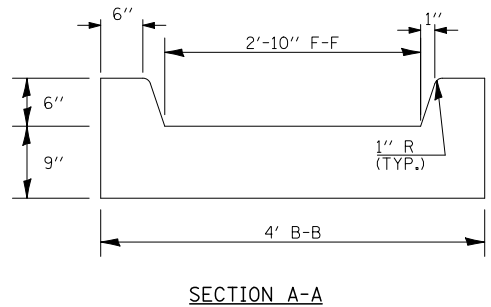




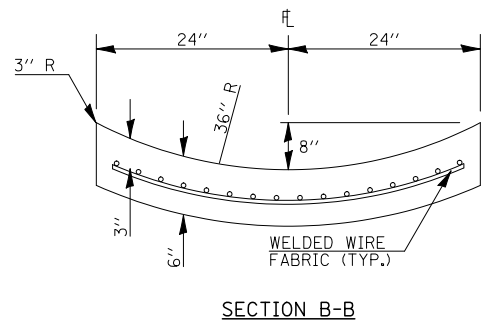
SHIFT LOCATION OF OUTLET IN FIELD IF POSSIBLE TO AVOID GUARDRAIL POSTS  
 MODIFY CURB & GUTTER SLOPE TO ENSURE DRAINAGE OF THE LOW POINT.



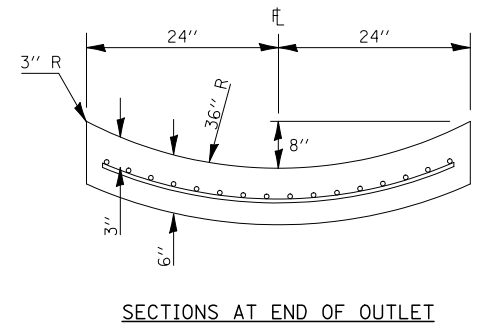
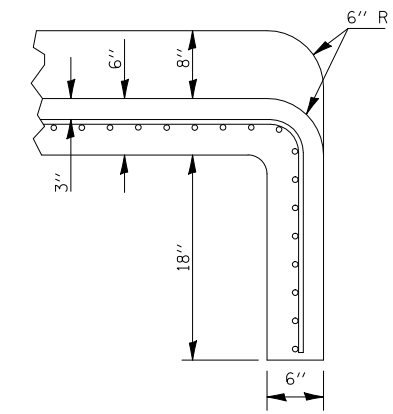
PROFILE



SECTION A-A



SECTION B-B



SECTIONS AT END OF OUTLET

OUTLET SPECIAL  
 BL 55  
 STA 94+91.00 RT

LAST SAVED = 5/23/2013  
 PEN TABLE = 1/24/14 (14)  
 PLOT DRIVER = TR-18pdf-Block-Half.plt

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	PLOT DATE = 5/23/2013 10:41:05 AM	DATE -	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**MISCELLANEOUS DETAILS**  
 OUTLET SPECIAL

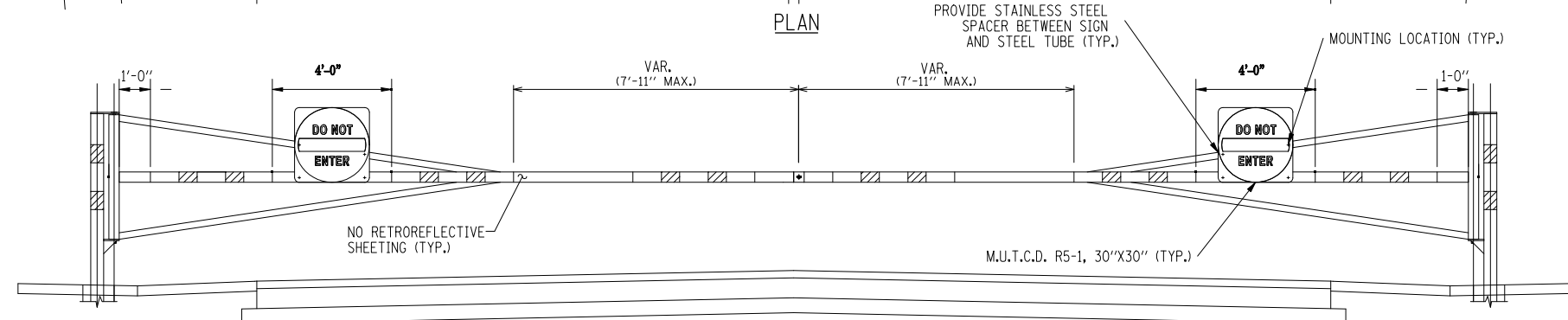
SCALE: NONE SHEET NO. 5 OF 8 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	141
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

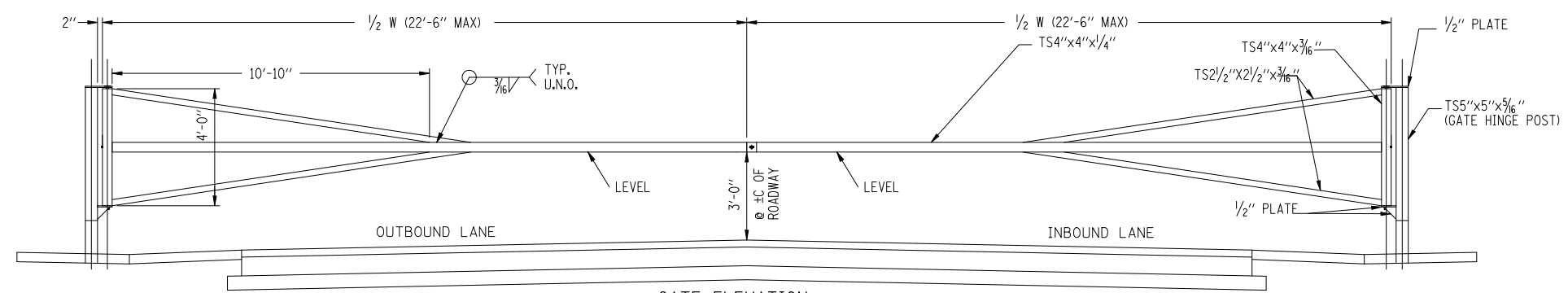


**GENERAL NOTES**

1. THE ENTRANCE GATE SHALL BE PAINTED WITH ONE PRIMER COAT AND TWO FINISH COATS. THE PRIMER SHALL BE AN ORGANIC, ZINC RICH, RUST INHIBITING PRIMER. THE FINISH COATS SHALL BE A MINERAL SPIRIT REDUCED FINISHED COAT INTENDED FOR EXTERIOR APPLICATIONS. THE COLOR SHALL MATCH EXISTING FACILITIES. CONTRACTOR SHALL SUBMIT PAINT CHIPS OF FINAL COLOR FOR APPROVAL. ALL EDGES OF HOLES SHALL BE PRIMED AND PAINTED PRIOR TO INSTALLING THE BOLTS.
2. ALL TUBE MEMBERS (TS) SHALL BE COLD FORMED WELDED STRUCTURAL STEEL CONFORMING TO THE LATEST ASTM A500 GRADE B (46 KSI).
3. STRUCTURAL STEEL SHALL CONFORM TO THE LATEST ASTM A36.
4. ALL WELDS SHALL BE IN ACCORDANCE WITH AWS D1.1 USING E70 ELECTRODES.
5. HOLES IN THE STRUCTURAL STEEL AND TUBE MEMBERS SHALL BE 1/16 IN. MAXIMUM LARGER THAN THE BOLT, UNLESS NOTED OTHERWISE.
6. HINGE PIN HOLES IN THE STRUCTURAL STEEL AND TUBE MEMBERS SHALL BE 1/32 IN. MAXIMUM LARGER THAN THE PIN, UNLESS NOTED OTHERWISE.
7. GATE LOCK POST SHALL BE ERECTED AFTER THE GATE IN ORDER TO ACCOUNT FOR THE DEAD LOAD DEFLECTION OF THE GATE AND TO CORRECTLY LOCATE THE HOLE AND PIN ALIGNMENT.
8. ALL HORIZONTAL AND DIAGONAL MEMBERS SHALL HAVE A 1/2" DIAMETER VENT HOLE DRILLED UNDERNEATH THE MEMBERS AT EACH END.
9. ALL EXPOSED CORNERS OF PLATES SHALL HAVE A 1/4" RADIUS UNLESS NOTED OTHERWISE.
10. ALL CONCRETE SHALL BE CLASS SI AND SHALL HAVE A MINIMUM 14-DAY COMPRESSIVE STRENGTH OF 3500 PSI. ALL FOUNDATIONS SHALL BE DRILLED, INSPECTED, AND APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO PLACEMENT OF CONCRETE. THE SOIL WAS ASSUMED TO BE A BLACK SLAG OR A LOOSE SAND AND GRAVEL.
11. CONTRACTOR SHALL PROVIDE A 7-YEAR WARRANTY ON THE RETROREFLECTIVE SHEETING.
12. CONTRACTOR SHALL LAYOUT LOCK POSTS AND HINGE POSTS FOR LOCATION APPROVAL BY ENGINEER PRIOR TO FABRICATION.
13. ALL EXPOSED EDGES SHALL BE GROUND SMOOTH.
14. ALL STEEL SHALL BE BLAST CLEANED PER SSPC-SP6 COMMERCIAL BLAST CLEANING PRIOR TO APPLICATION OF PRIMER COAT.
15. SIGNS SHALL BE THRU-BOLTED TO THE GATE AT THE LOCATIONS INDICATED ON THE PLAN WITH STAINLESS STEEL BOLTS. THE HOLES FOR THE BOLTS SHALL BE DRILLED.

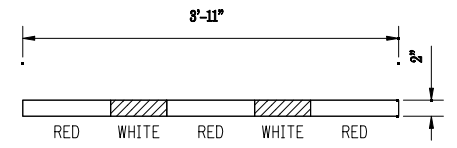


**RETROREFLECTIVE SHEETING ELEVATION**  
(FRONT & REAR VIEW)



**GATE ELEVATION**  
(RETROREFLECTIVE SHEETING NOT SHOWN FOR CLARITY)

W=WIDTH OF DOUBLE GATE  
1/2W = WIDTH OF SINGLE GATE  
(NOTE: WITH SINGLE GATE AN ADDITIONAL LOCK POST WILL BE REQUIRED TO KEEP GATE CLOSED)



**TYPICAL RETROREFLECTIVE SHEETING DETAIL**

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 PLOT DRIVER = TR-18pdf-Block-Half.plt

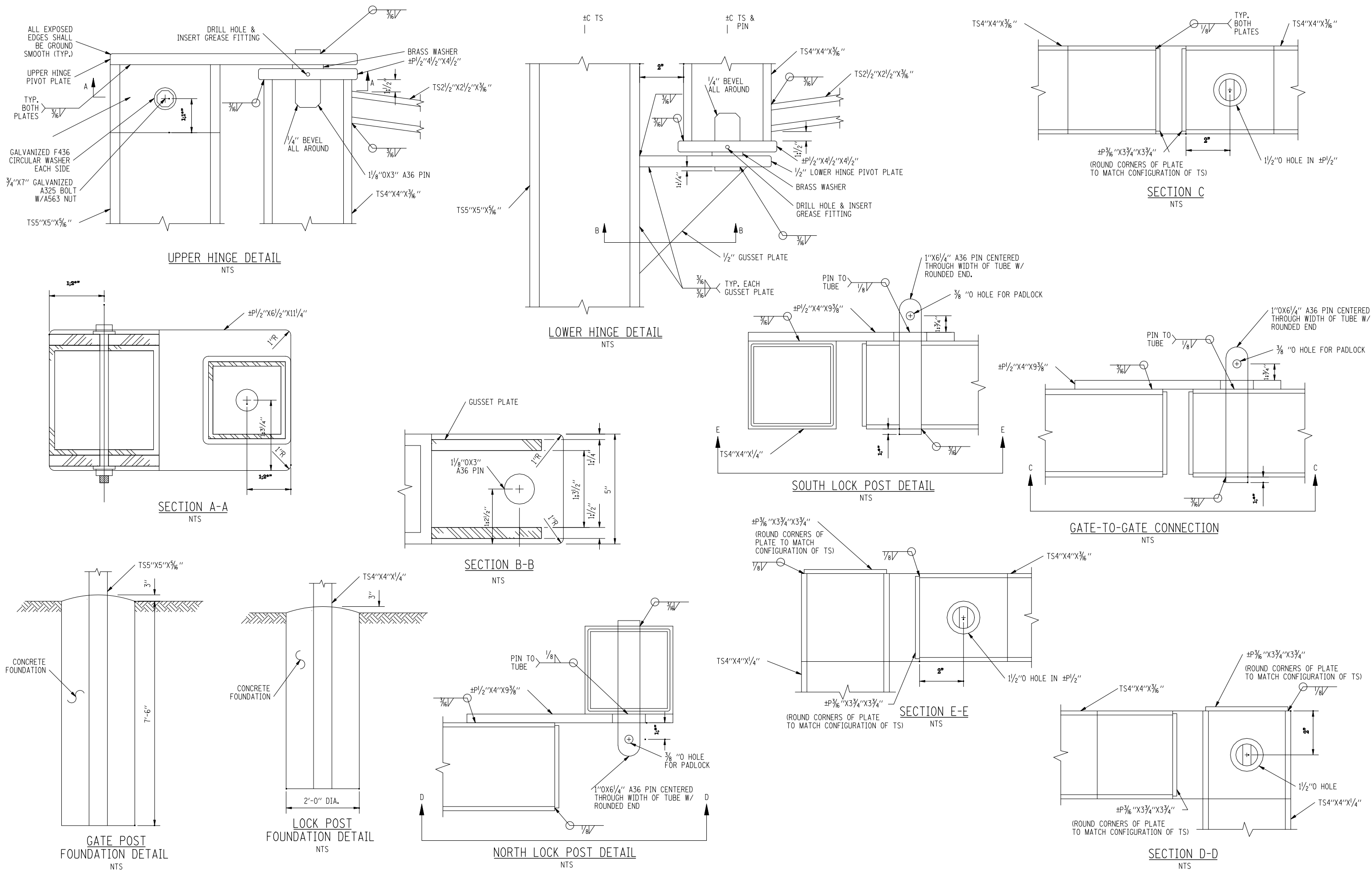
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PLOT DATE = 5/23/2013 10:41:05 AM		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MISCELLANEOUS DETAILS  
ACCESS GATE DETAILS**

SCALE: NONE    SHEET NO. 6 OF 8 SHEETS    STA.    TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	142
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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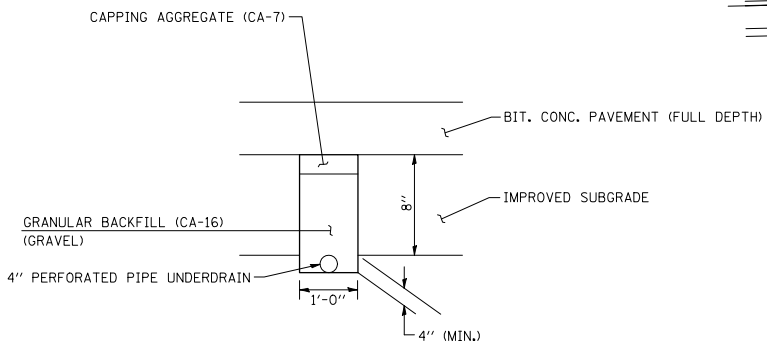
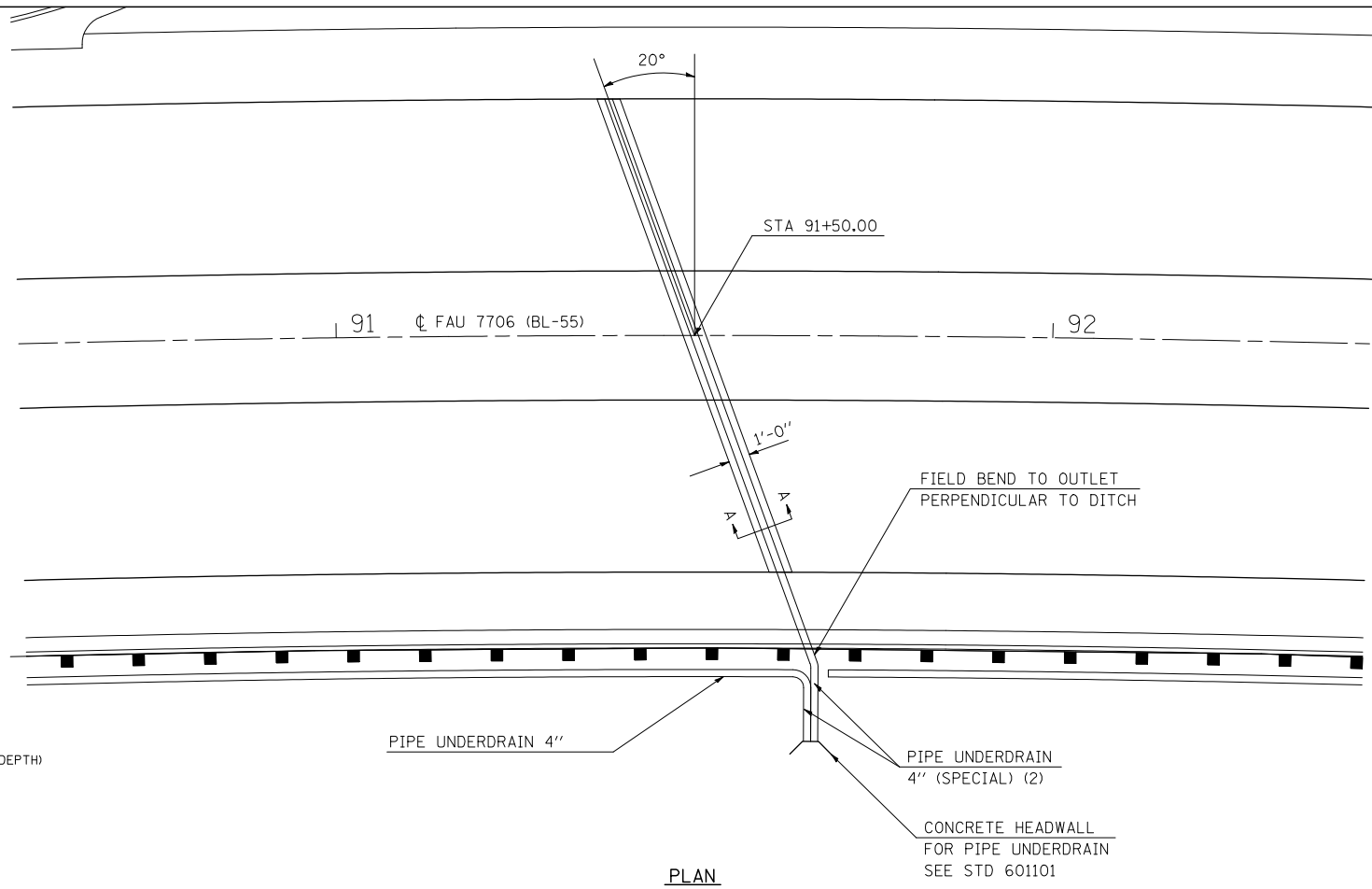
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PLOT DATE = 5/23/2013 10:41:06 AM		DATE -	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**MISCELLANEOUS DETAILS**  
 ACCESS GATE DETAILS

SCALE: NONE SHEET NO. 7 OF 8 SHEETS STA. TO STA.

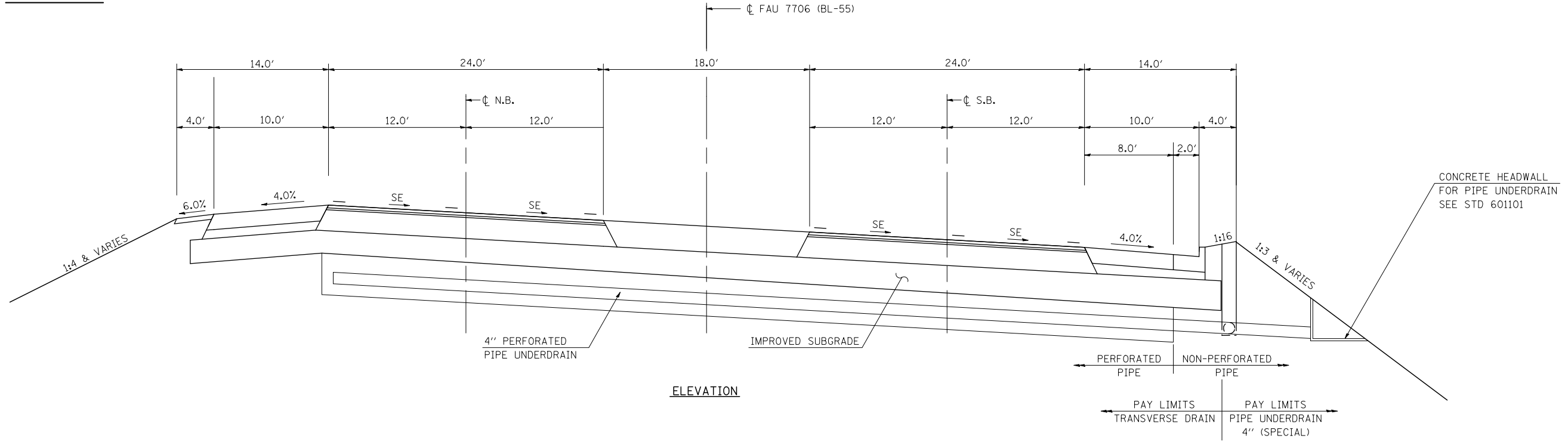
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	143
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	



**SECTION A-A**

**GENERAL NOTES**

1. TRANSVERSE DRAIN MATERIALS AND CONSTRUCTION SHALL CONFORM TO SECTION 601 OF THE STANDARD SPECIFICATIONS EXCEPT THAT NO FABRIC ENVELOPE IS REQUIRED ON PERFORATED PIPE AND THE GRANULAR BACKFILL GRADATION SHALL BE CA-16 GRAVEL.
2. ALL MATERIALS WILL NOT BE MEASURED SEPARATELY, BUT WILL BE INCLUDED IN THE COST PER UNIT FOR TRANSVERSE DRAINS.
3. SKEW TRANSVERSE DRAIN 20% FORWARD IN DIRECTION OF FLOW.
4. PIPE UNDERDRAINS MAY BE DELETED WITHIN ROCKFILL AREAS WHERE TRANSVERSE DRAINS ARE INSTALLED.



**ELEVATION**

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

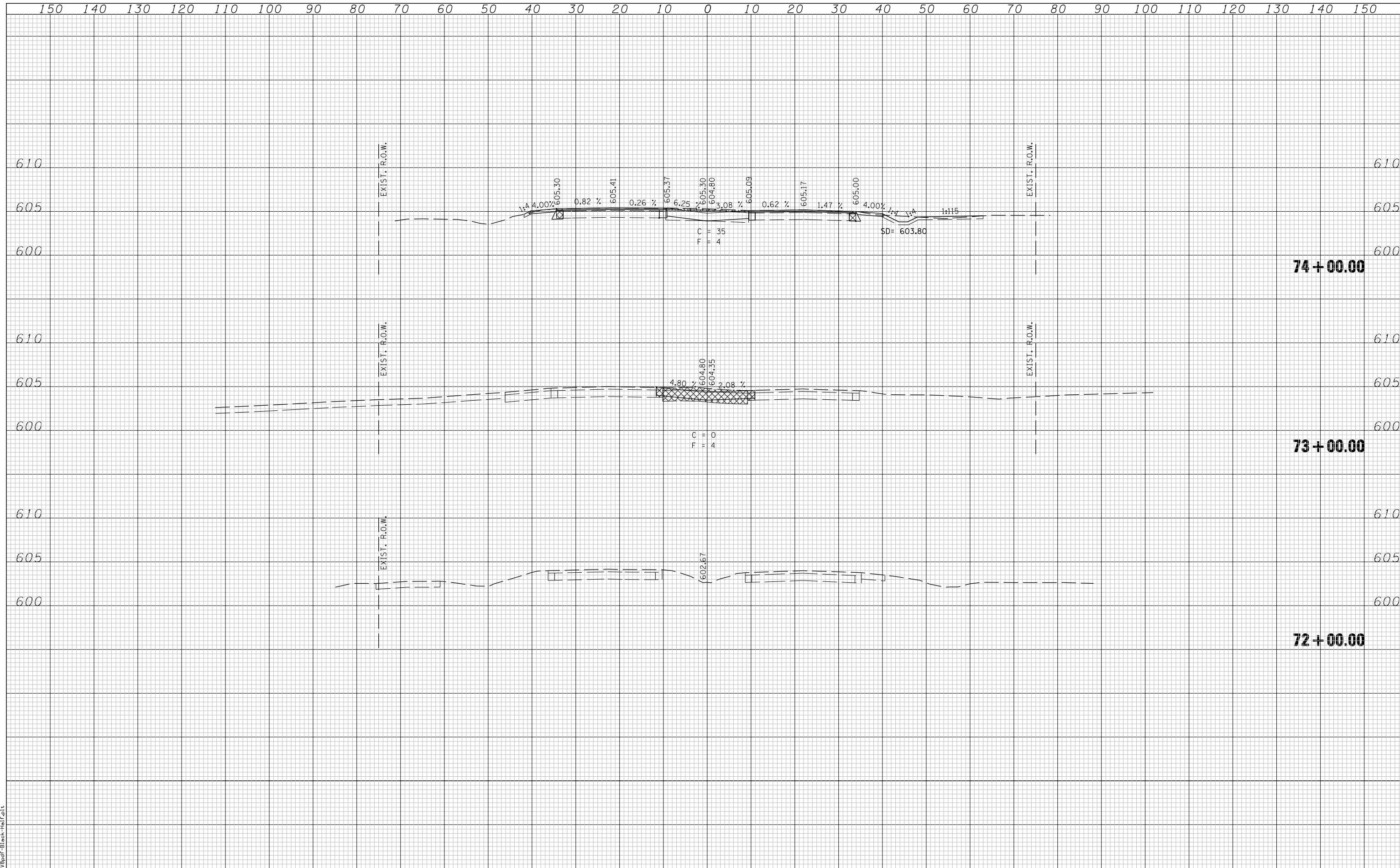
**MISCELLANEOUS DETAILS  
 TRANSVERSE DRAINS**

SCALE: NONE SHEET NO. 8 OF 8 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	144
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

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

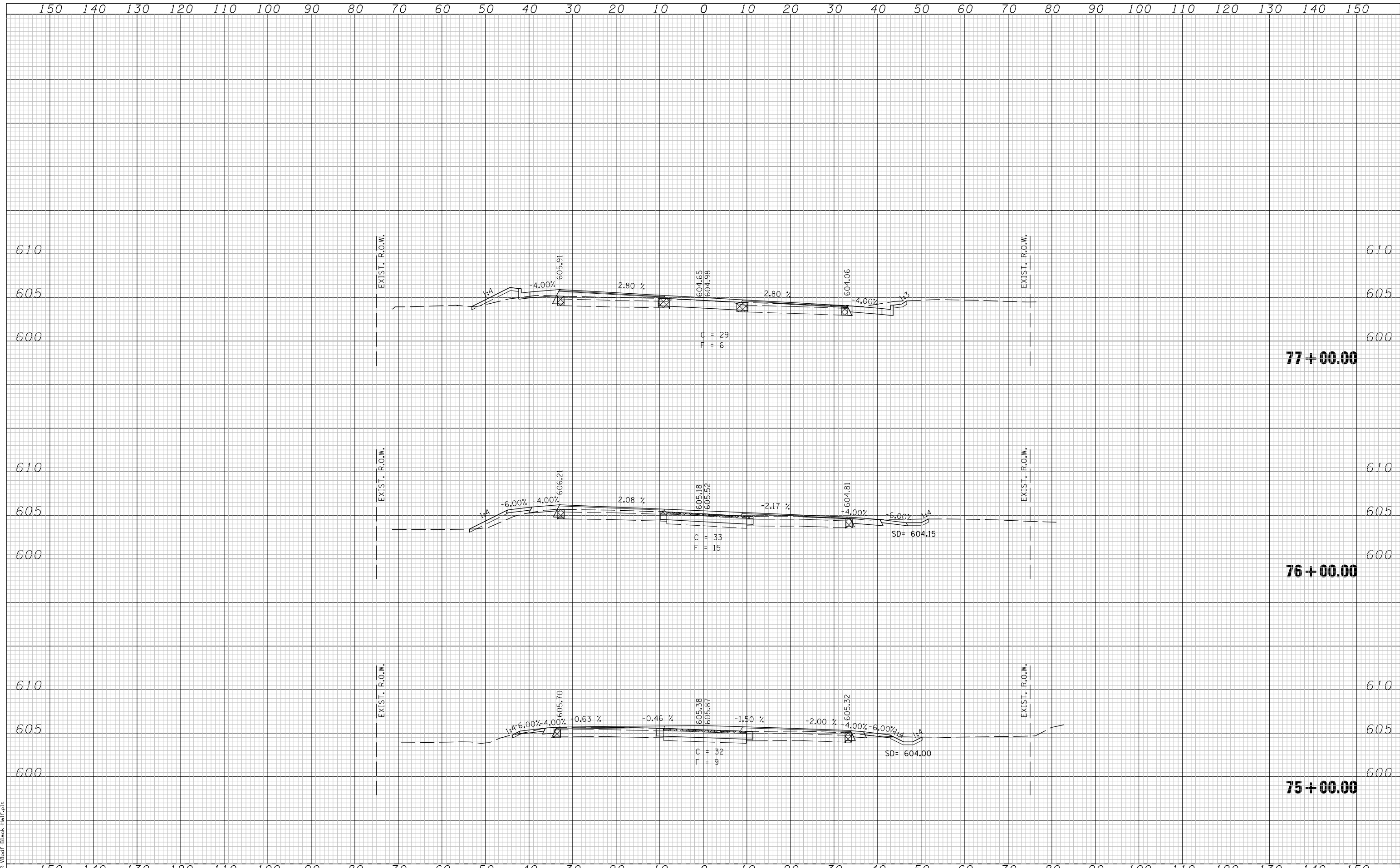
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BY	
ORIGINAL SURVEY NO.	
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NOTE BOOK AREAS CHECKED	



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 PLOT DRIVER = 11-13-2013-Black-Half.plt

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

DATE	
BY	
ORIGINAL SURVEY NO.	
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NOTE BOOK AREAS CHECKED	

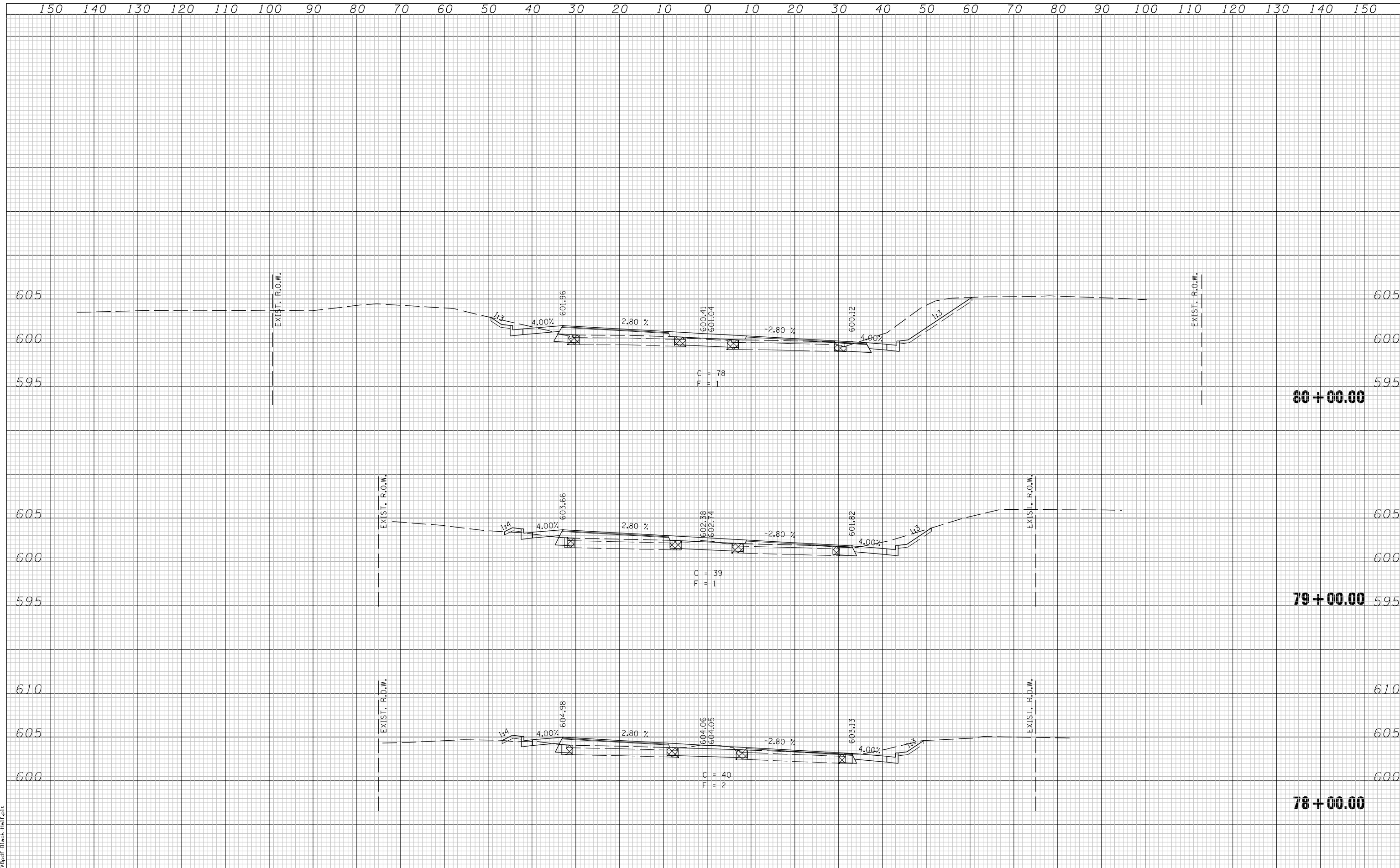


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PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISSED -	FED. ROAD DIST. NO.					ILLINOIS FED. AID PROJECT				
PLOT DATE = 5/23/2013 10:41:10 AM	DATE -	REVISSED -	SCALE: 1"=10'H 5'V					SHEET NO. 2 OF 33 SHEETS	STA. 75+00.00 TO STA. 77+00.00			

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

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

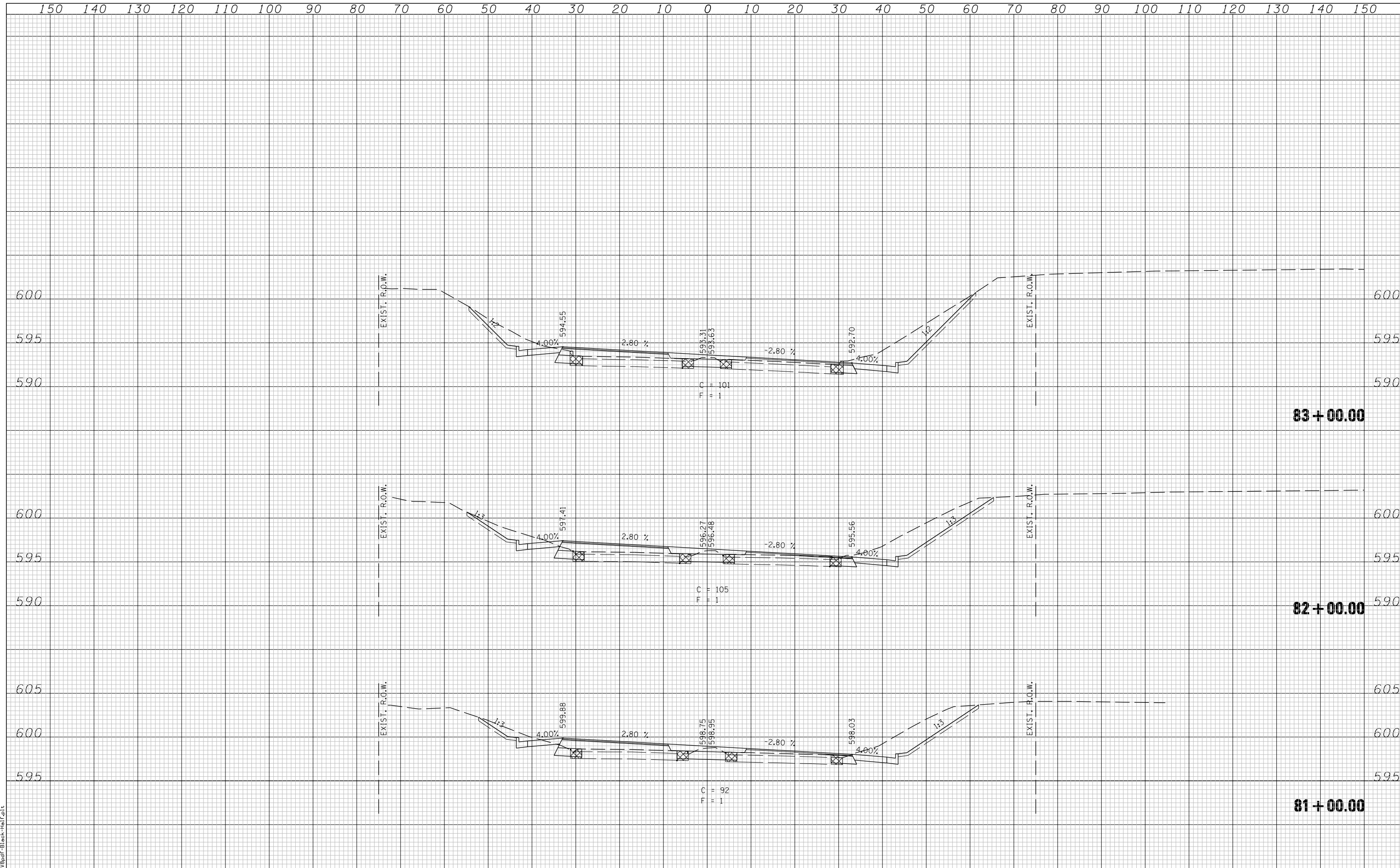


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PLOT DATE = 5/23/2013 10:41:11 AM	DATE -	REVISIED -	SCALE: 1"=10' H 5' V			SHEET NO. 3 OF 33 SHEETS	STA. 78+00.00 TO STA. 80+00.00					

DATE	
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SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
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DATE	
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SURVEYED	
PLOTTED	
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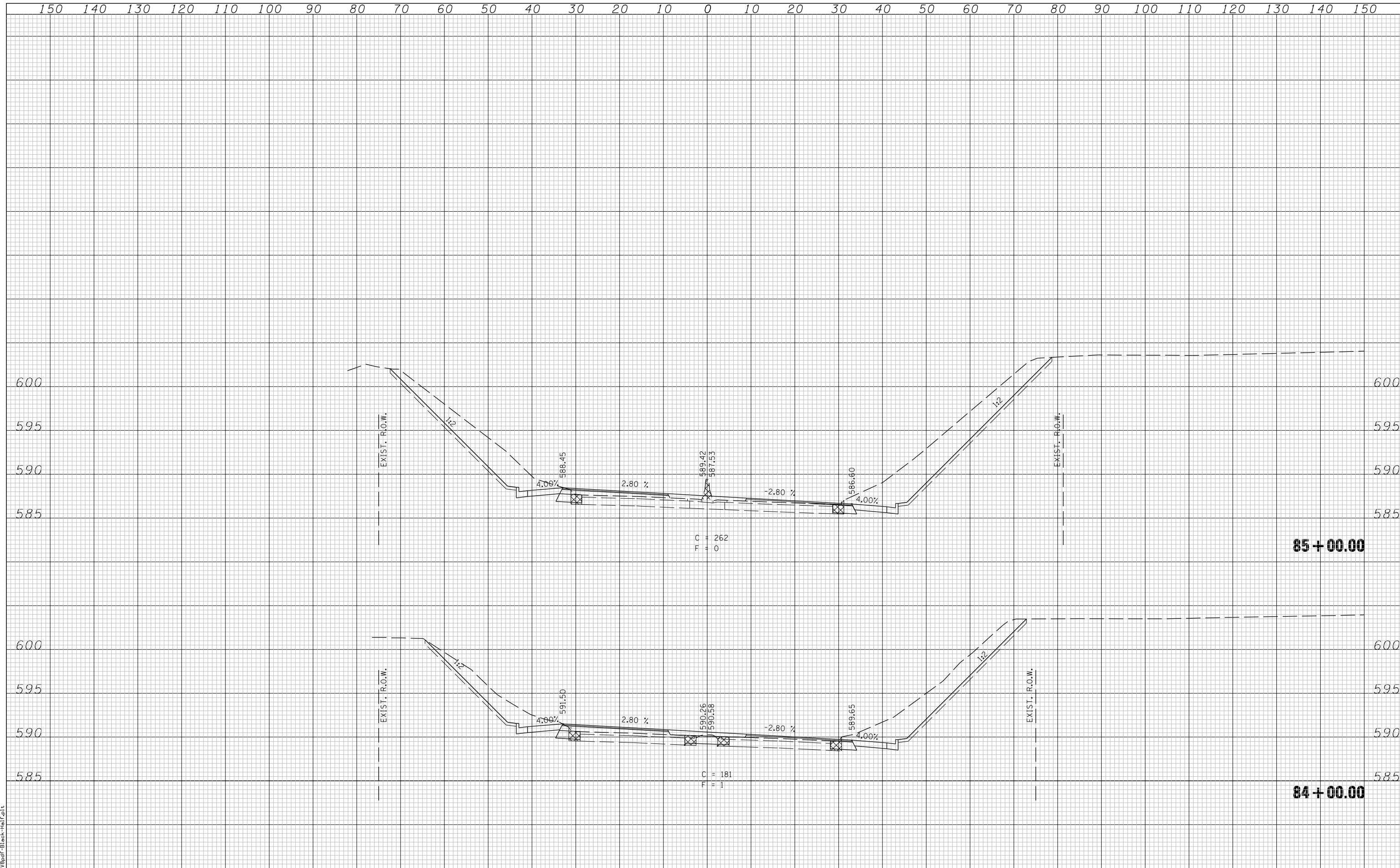
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PLOT DATE = 5/23/2013 10:41:11 AM		DATE -	REVISIED -		SCALE: 1"=10'H 5'V				SHEET NO. 4 OF 33 SHEETS	STA. 81+00.00 TO STA. 83+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT



DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
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DATE	
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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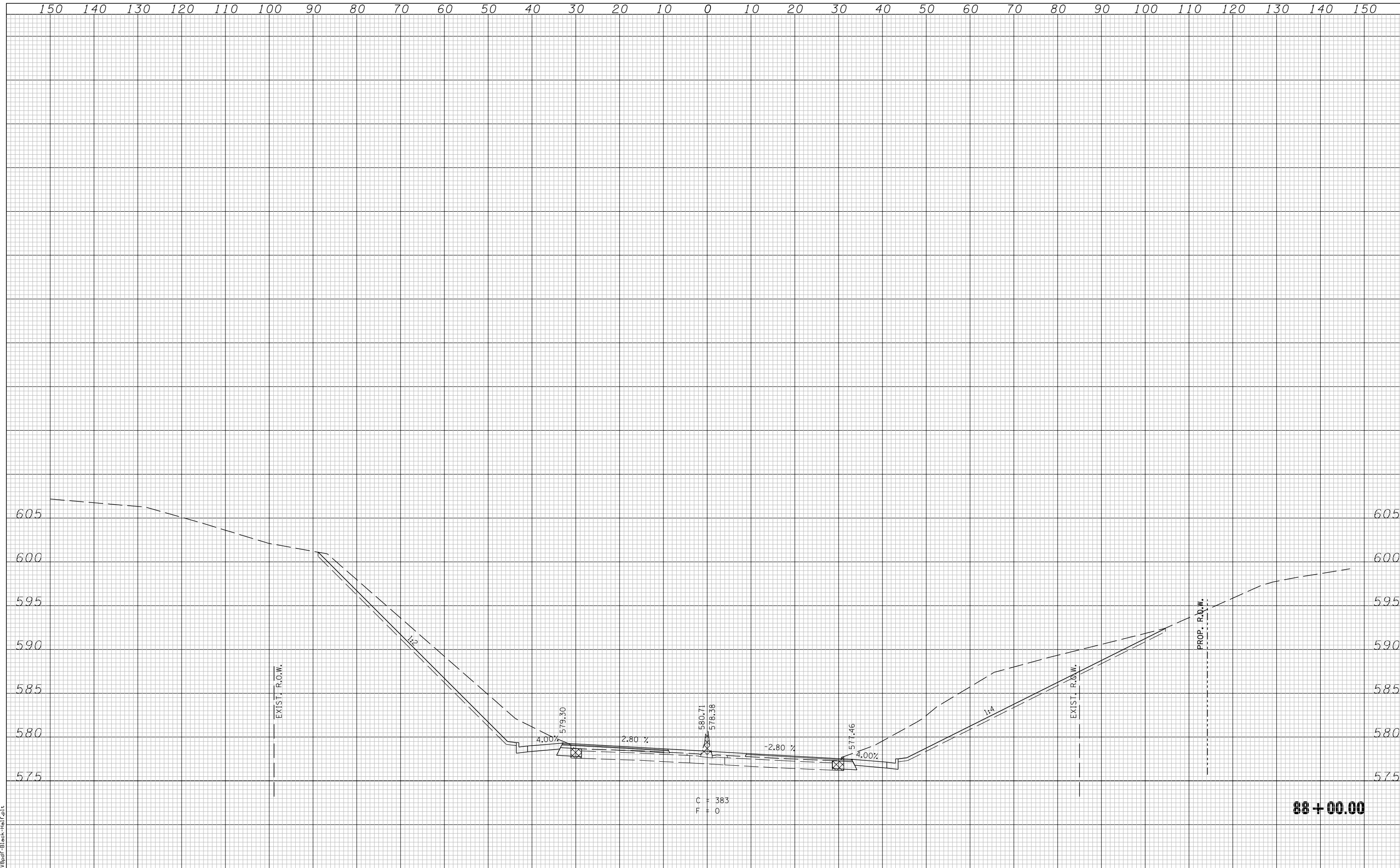
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		DATE -	REVISIED -		SCALE: 1"=10'H 5'V		SHEET NO. 5 OF 33 SHEETS		STA. 84+00.00 TO STA. 85+00.00			



BY	DATE
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
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BY	DATE
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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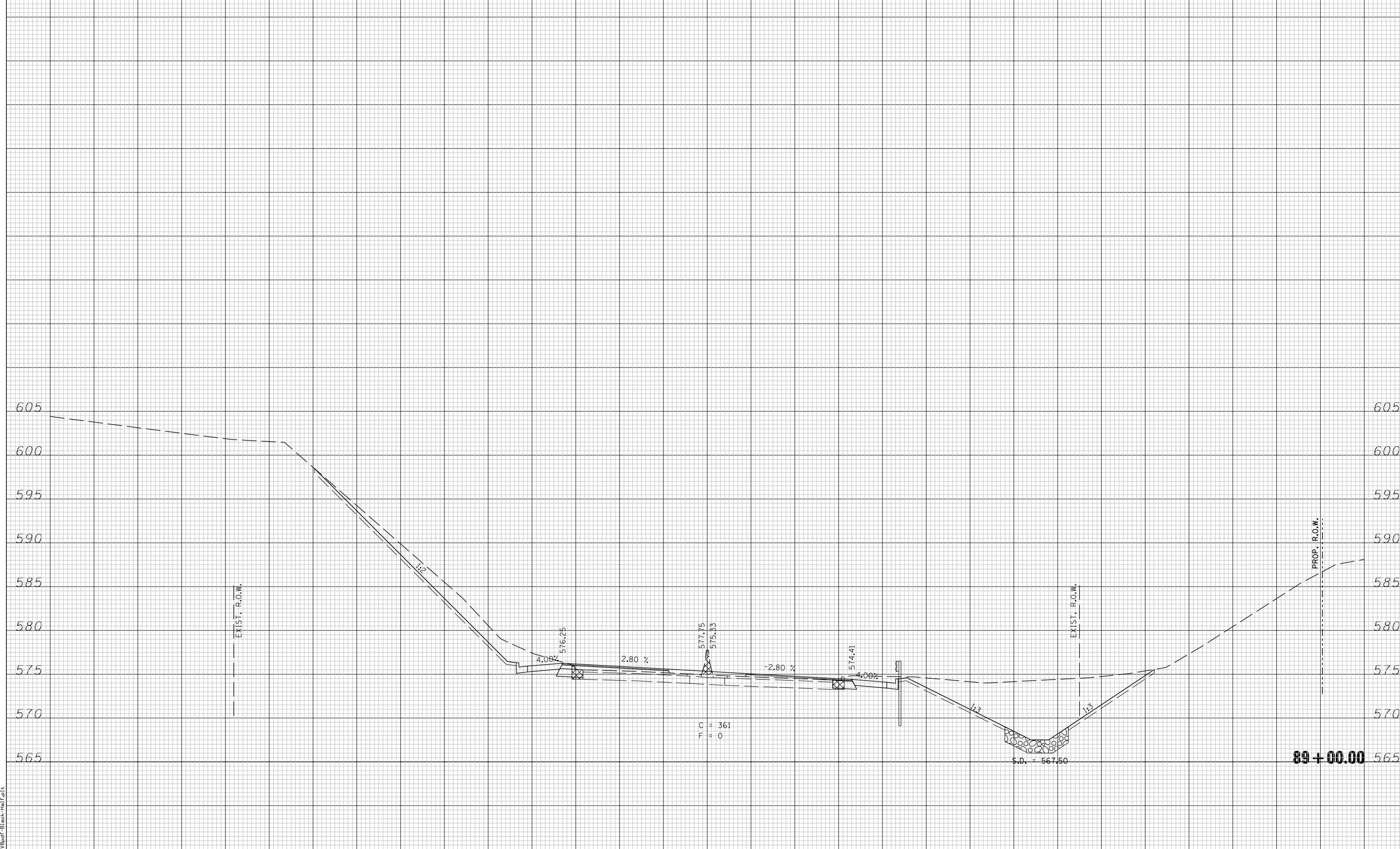
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		CHECKED -	REVISIED -		BUS. LOOP 55 OVER SALT CREEK				CONTRACT NO. 72789			
		DATE -	REVISIED -		SCALE: 1"=10'H 5'V		SHEET NO. 7 OF 33 SHEETS		STA. 88+00.00 TO STA. 88+00.00		FED. ROAD DIST. NO.	ILLINOIS

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

DATE	
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SURVEYED	
PLOTTED	
TEMPLATE	
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FINAL SURVEY	
NOTE BOOK	
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TEMPLATE	
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NOTE BOOK	
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LAST SAVED = 5/23/2013  
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

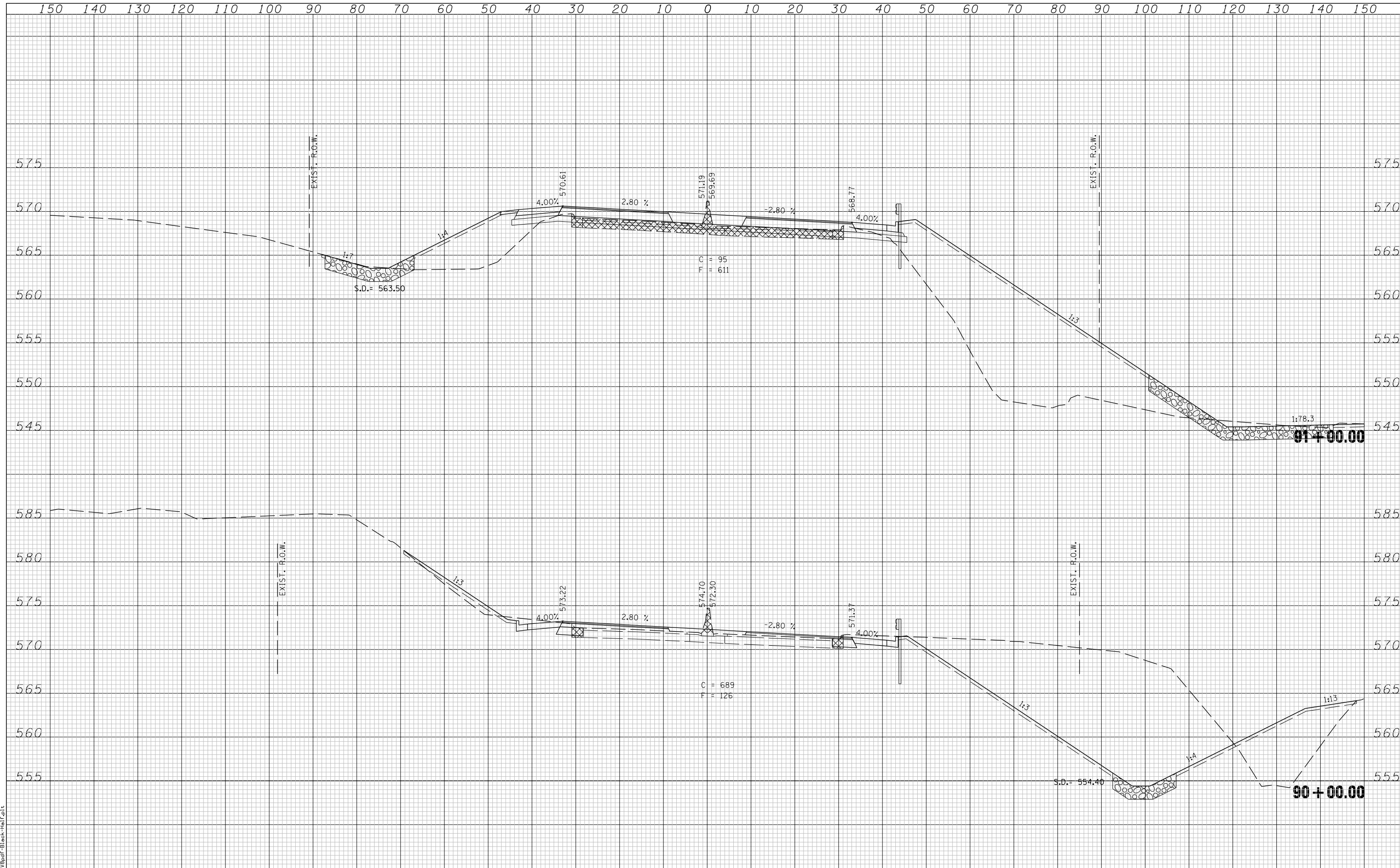
**CROSS SECTIONS - BUSINESS LOOP 55**

SCALE: 1"=10'H 5'V SHEET NO. 8 OF 33 SHEETS STA. 89+00.00 TO STA. 89+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	152
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DATE	
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SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
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		DRAWN -	REVISD -		7706	23(B-1)	LOGAN	179	153			
		CHECKED -	REVISD -		BUS. LOOP 55 OVER SALT CREEK				CONTRACT NO. 72789			
		DATE -	REVISD -		SCALE: 1"=10'H 5'V		SHEET NO. 9 OF 33 SHEETS		STA. 90+00.00 TO STA. 91+00.00		FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT





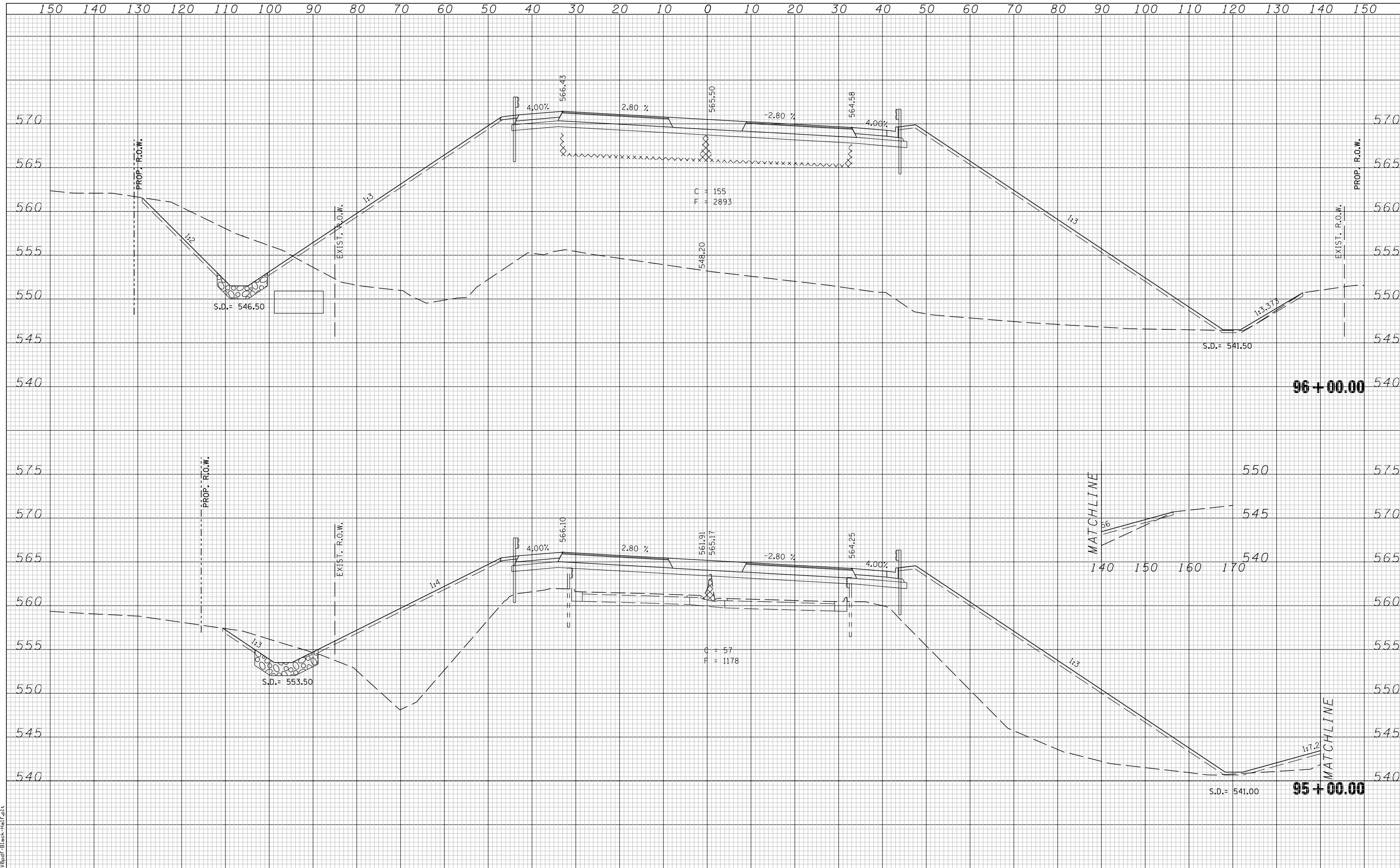




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NOTE BOOK	
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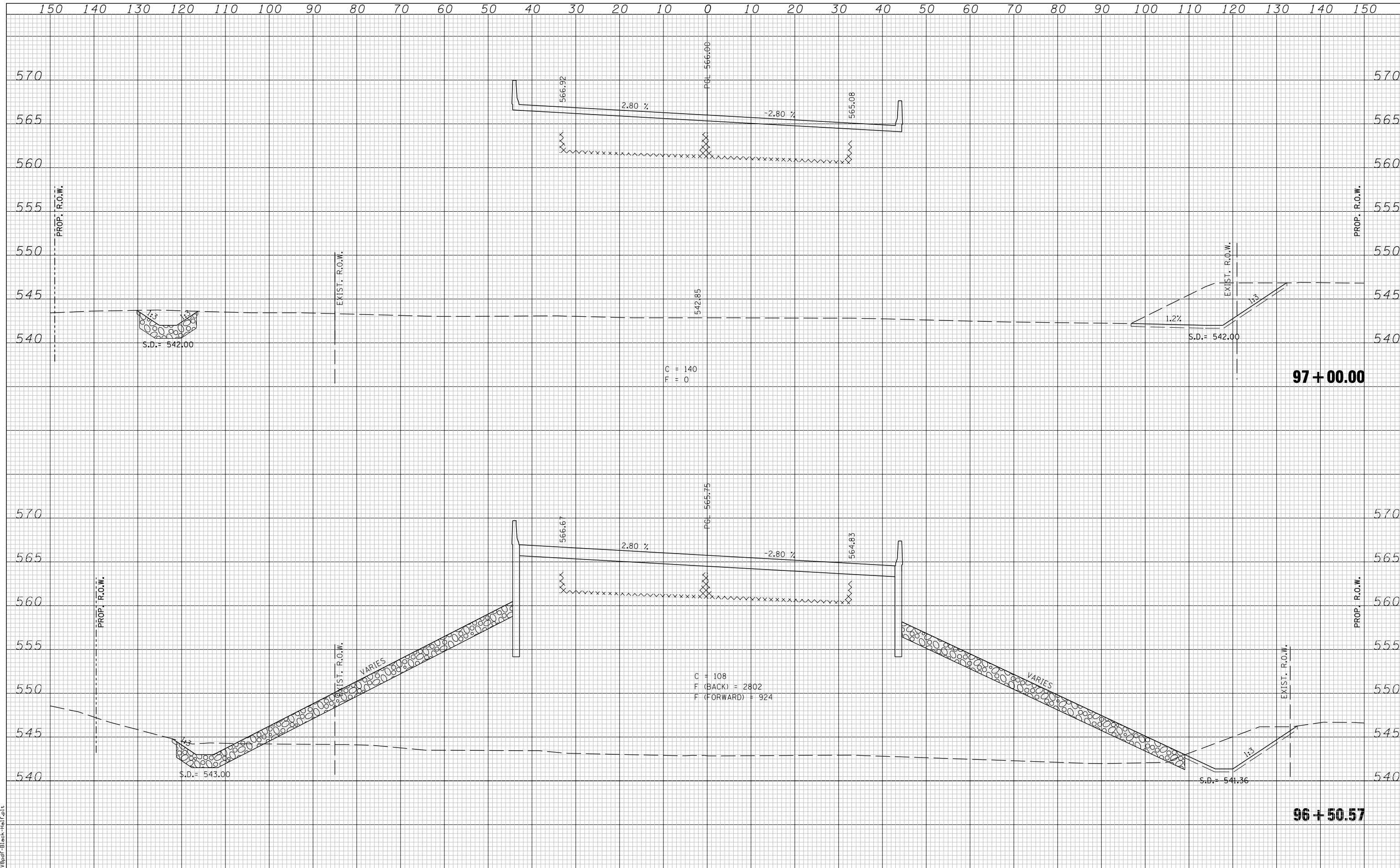
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NOTE BOOK	
NO.	

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 PLOT DRIVER = prt3spd-black-hair.plt



DATE	
BY	
FINISHED SURVEY	
PLOTTED TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

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



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F = 0

C = 108  
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F (FORWARD) = 924

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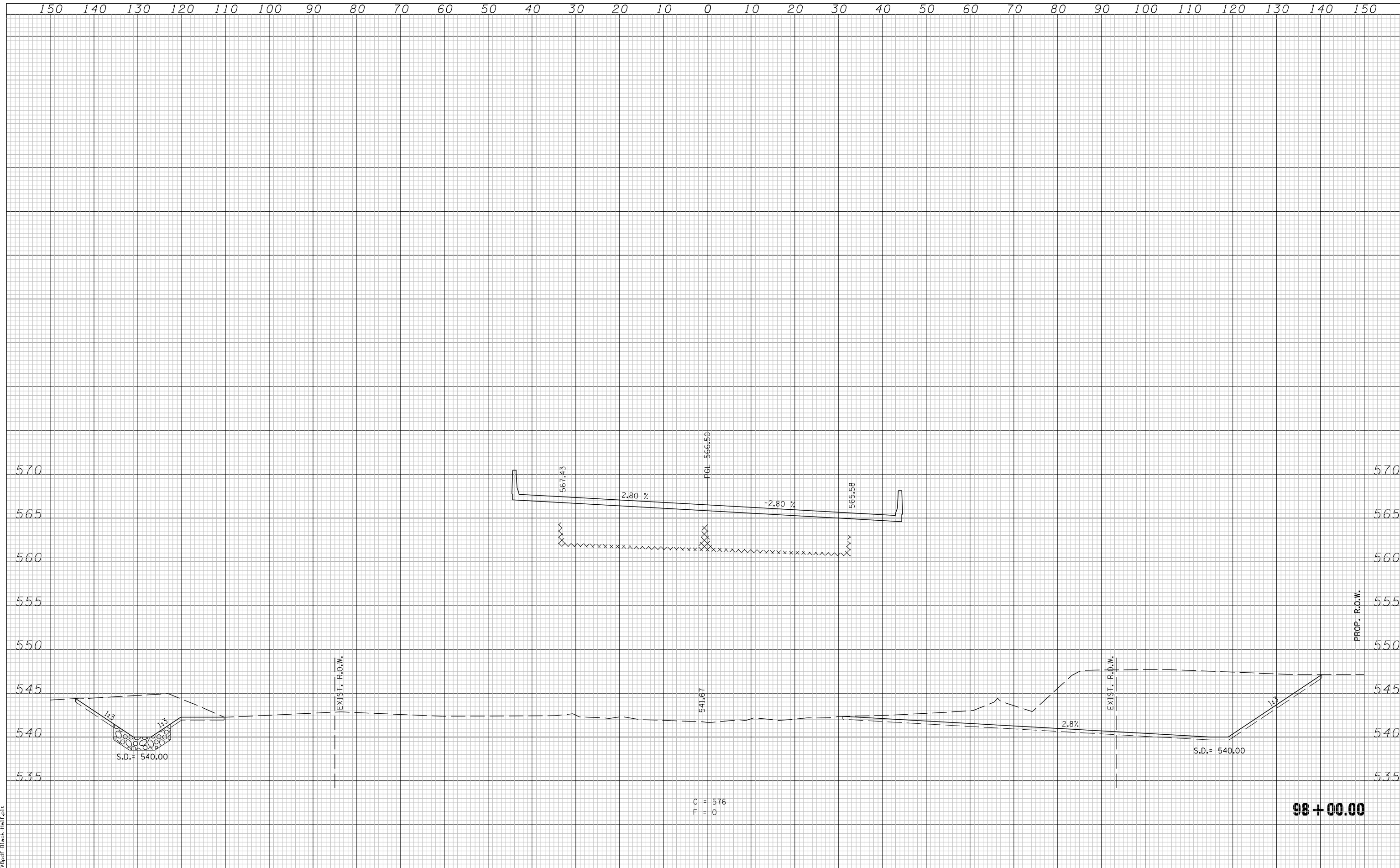
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - BUSINESS LOOP 55

DATE	
BY	
FINISHED SURVEY	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
TEMPLATE	
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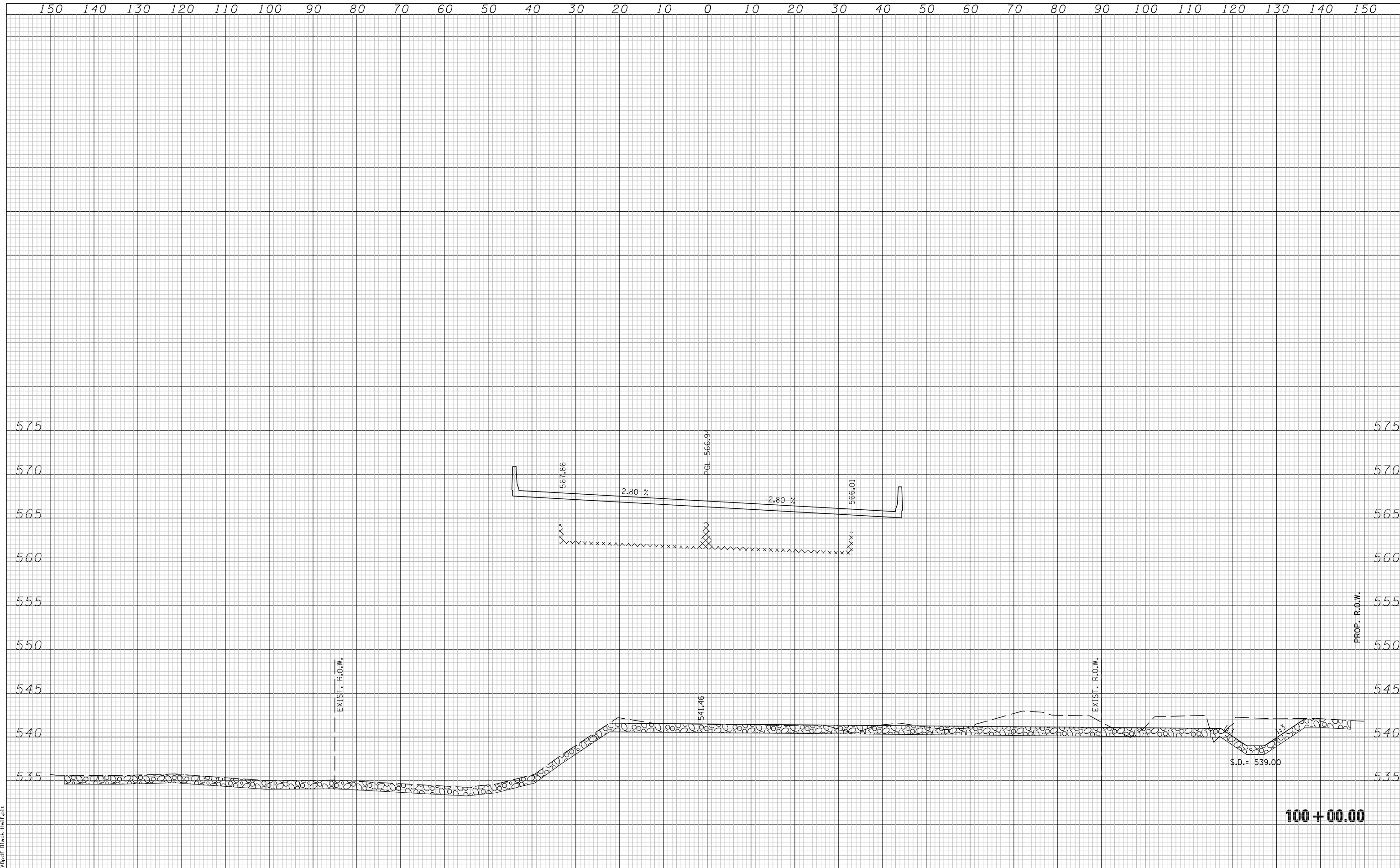
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h:\06103\cad\1\plans\097_0672789-Sht-XSht-Bus55.dgn	DRAWN -	REVISD -	7706					23(B-1)	LOGAN	179	159	
PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISD -	BUS. LOOP 55 OVER SALT CREEK					CONTRACT NO. 72789				
PLOT DATE = 5/23/2013 10:41:17 AM	DATE -	REVISD -	FED. ROAD DIST. NO.					ILLINOIS FED. AID PROJECT				
SCALE: 1"=10'H 5'V				SHEET NO. 15 OF 33 SHEETS		STA. 98+00.00 TO STA. 98+00.00						

**98 + 00.00**



FINAL SURVEY NOTE BOOK NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE
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ORIGINAL SURVEY NOTE BOOK NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE
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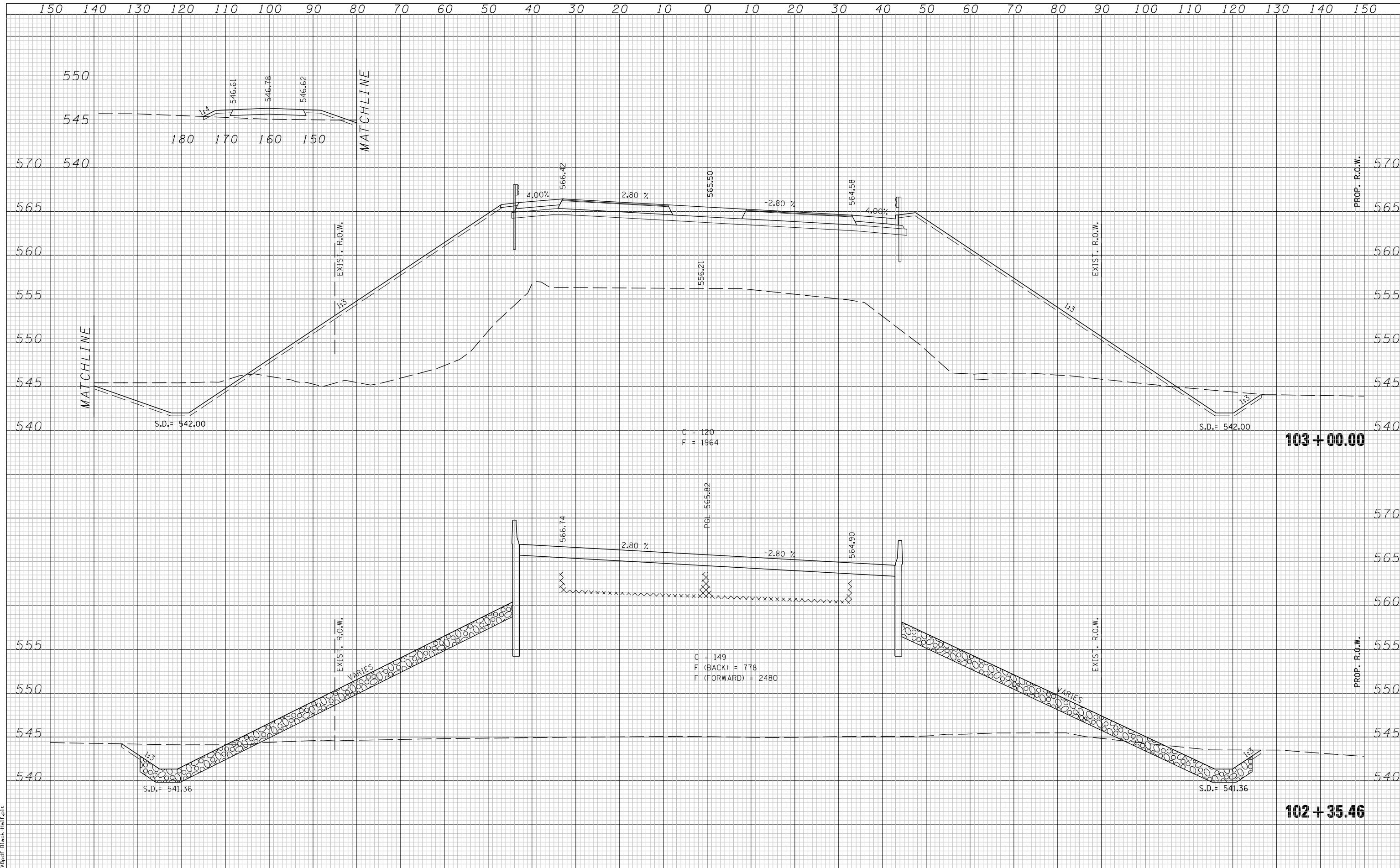
LAST SAVED = 5/23/2013  
 PEN TABLE = 10-Helit-03  
 PLOT DRIVER = Tr-32pd-FBlack-Helit

FILE NAME =	USER NAME = jepettibone	DESIGNED -	REVISIED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - BUSINESS LOOP 55</b>			F.A.U. RTE. 7706	SECTION 23(B-1)	COUNTY LOGAN	TOTAL SHEETS 179	SHEET NO. 161
		DRAWN -	REVISIED -		SCALE: 1"=10'H 5'V	SHEET NO. 17 OF 33 SHEETS	STA. 100+00.00 TO STA. 100+00.00	BUS. LOOP 55 OVER SALT CREEK CONTRACT NO. 72789				
		CHECKED -	REVISIED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		DATE -	REVISIED -									



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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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	AREAS CHECKED



LAST SAVED = 5/23/2013  
 PEN TABLE = 10-helit-103  
 PLOT DRIVER = prt3spd-Black-Half.plt

FILE NAME =	USER NAME = jepettibone	DESIGNED -	REVISD -	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
h:\06103\cad\1\plans\097_0672789-Sht-XSht-Bus55.dgn		DRAWN -	REVISD -	7706	23(B-1)	LOGAN	179	163
PLOT SCALE = 20.0000' / IN.		CHECKED -	REVISD -	BUS. LOOP 55 OVER SALT CREEK				CONTRACT NO. 72789
PLOT DATE = 5/23/2013 10:41:19 AM		DATE -	REVISD -	FED. ROAD DIST. NO.				ILLINOIS FED. AID PROJECT

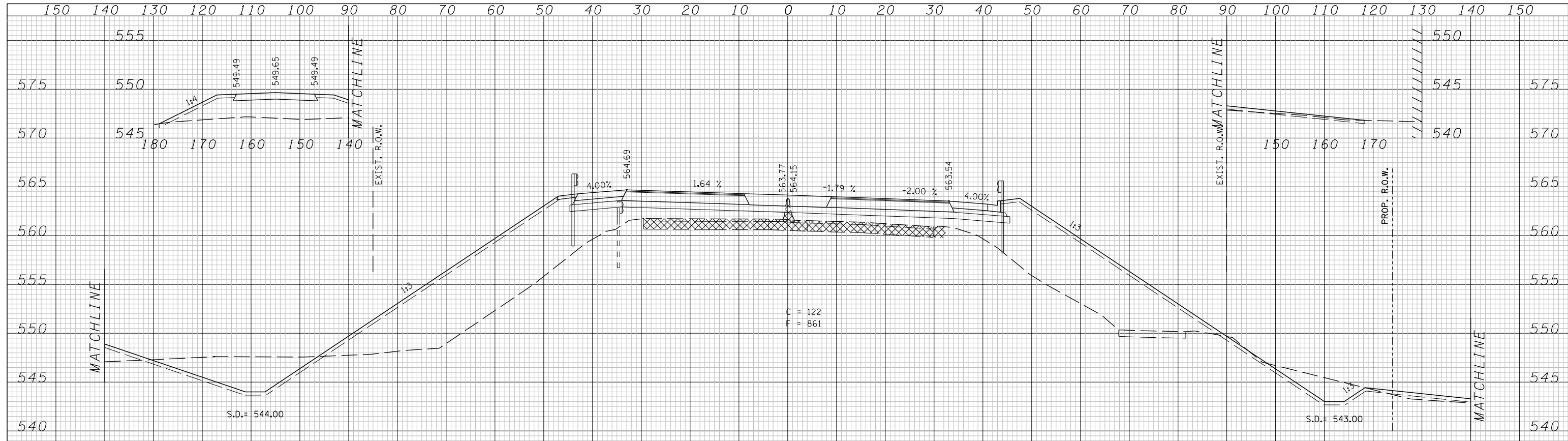
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - BUSINESS LOOP 55

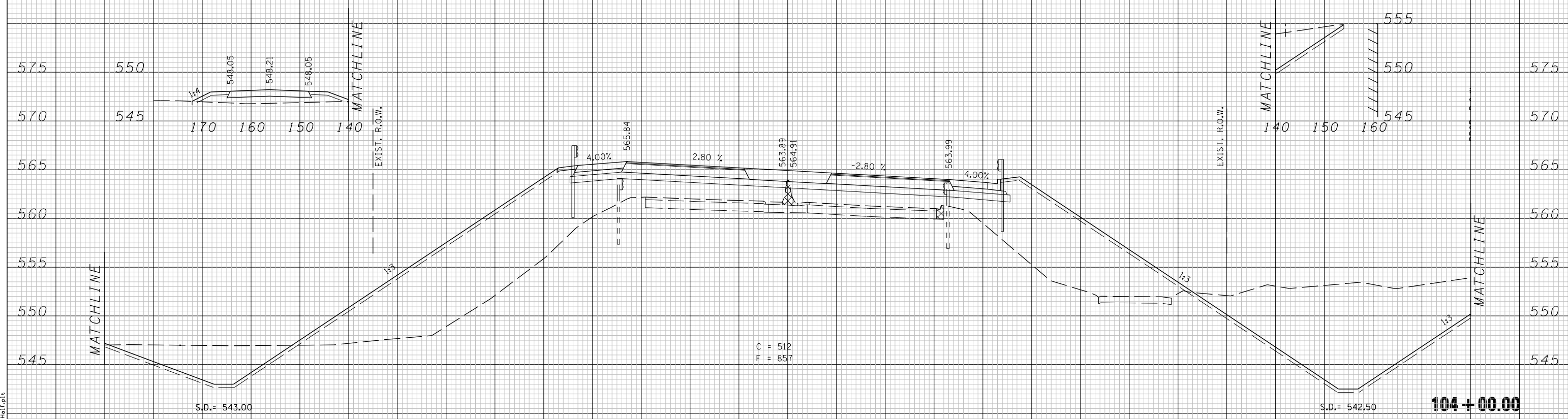
SCALE: 1"=10'H 5'V SHEET NO. 19 OF 33 SHEETS STA. 102+00.00 TO STA. 103+00.00

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	AREAS CHECKED



**105 + 00.00**



**104 + 00.00**

LAST SAVED = 5/23/2013  
 PLOT FILE = 104+00.00  
 PLOT DRIVER = P:\104+00.00\104+00.00.plt

FILE NAME =	USER NAME = jepettibone	DESIGNED -	REVISOR -	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISOR -	7706	23(B-1)	LOGAN	179	164
		CHECKED -	REVISOR -	BUS. LOOP 55 OVER SALT CREEK				CONTRACT NO. 72789
		DATE -	REVISOR -	FED. ROAD DIST. NO.				ILLINOIS FED. AID PROJECT

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

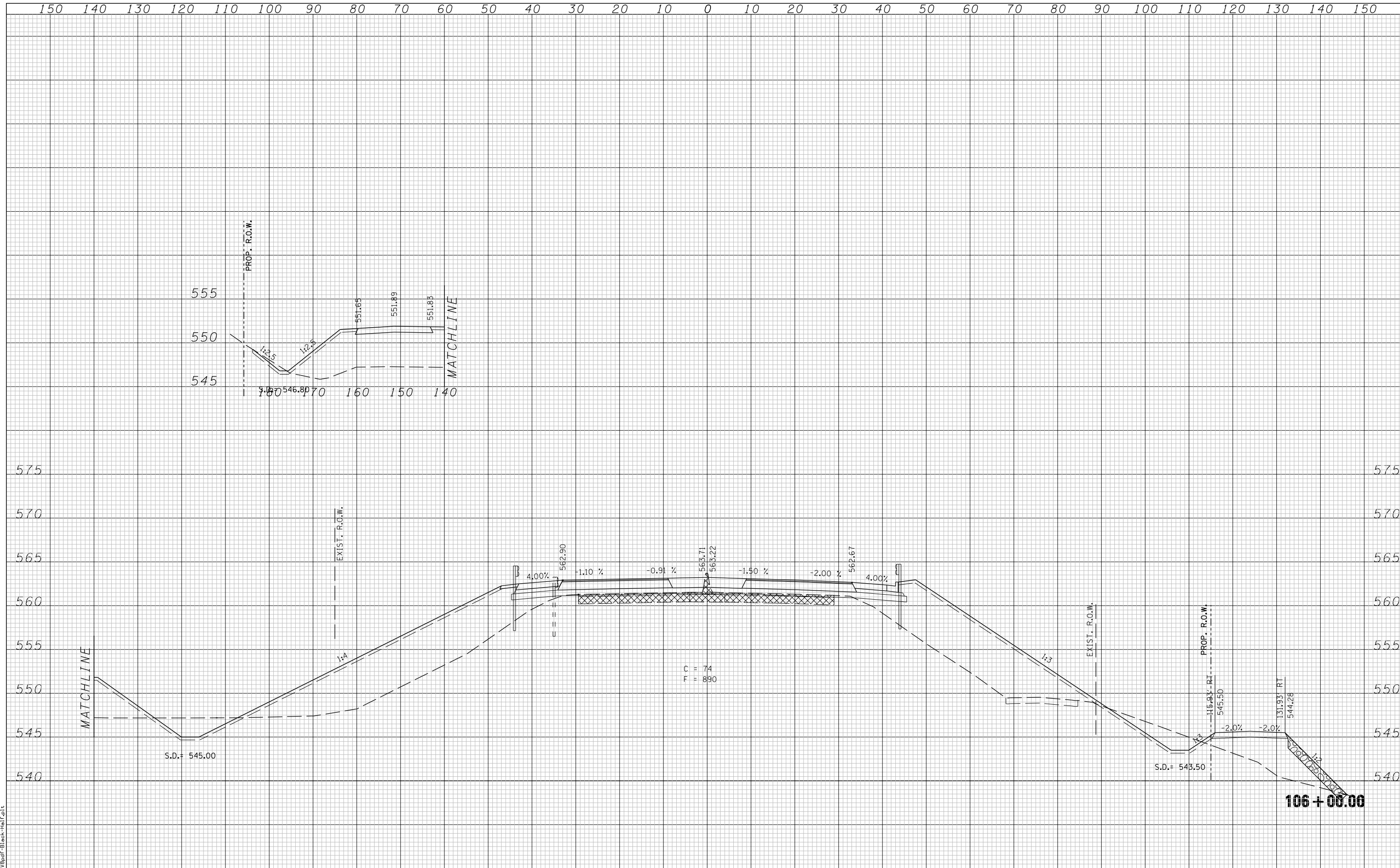
**CROSS SECTIONS - BUSINESS LOOP 55**

SCALE: 1"=10'H 5'V SHEET NO. 20 OF 33 SHEETS STA. 104+00.00 TO STA. 105+00.00



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LAST SAVED = 5/23/2013  
 PLOT FILE = 106+00.00  
 PLOT DRIVER = prt3dprt\_black\_half.plt

FILE NAME =	h:\06103\cad\1\plans\097_0672789-Sht-XSht-Bus55.dgn
USER NAME =	jepettibone
DESIGNED -	REVISIED -
DRAWN -	REVISIED -
CHECKED -	REVISIED -
DATE -	REVISIED -
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PLOT DATE =	5/23/2013 10:41:20 AM

DESIGNED -	REVISIED -
DRAWN -	REVISIED -
CHECKED -	REVISIED -
DATE -	REVISIED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

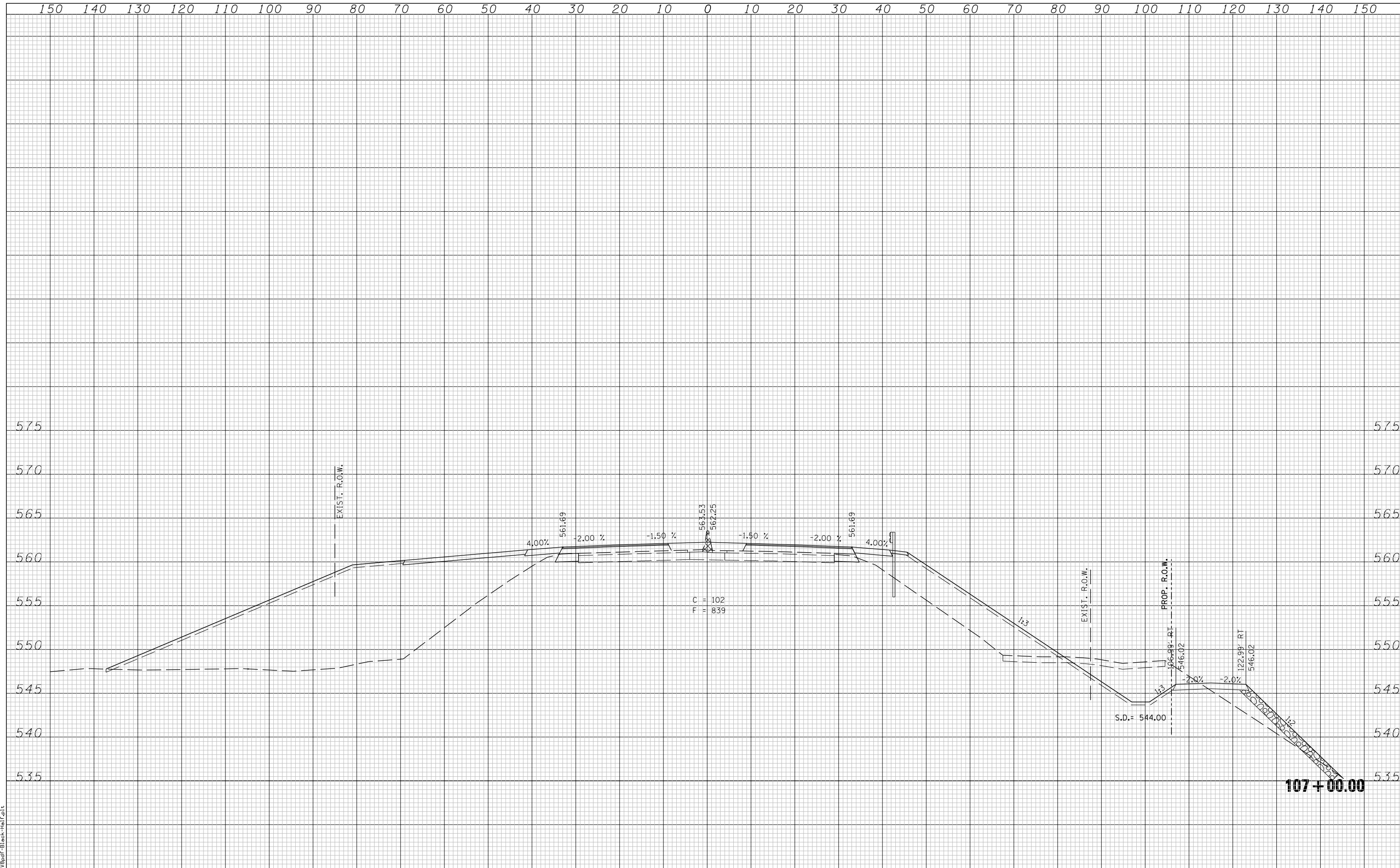
**CROSS SECTIONS - BUSINESS LOOP 55**

SCALE: 1"=10'H 5'V SHEET NO. 21 OF 33 SHEETS STA. 106+00.00 TO STA. 106+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	165
BUS. LOOP 55 OVER SALT CREEK		CONTRACT NO. 72789		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

BY	DATE

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LAST SAVED = 5/23/2013  
 PEN TABLE = 10-Half-63  
 PLOT DRIVER = P:\3rdp\Black-Half.plt

FILE NAME =	USER NAME = jepettibone	DESIGNED -	REVISD -
		DRAWN -	REVISD -
		CHECKED -	REVISD -
		DATE -	REVISD -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

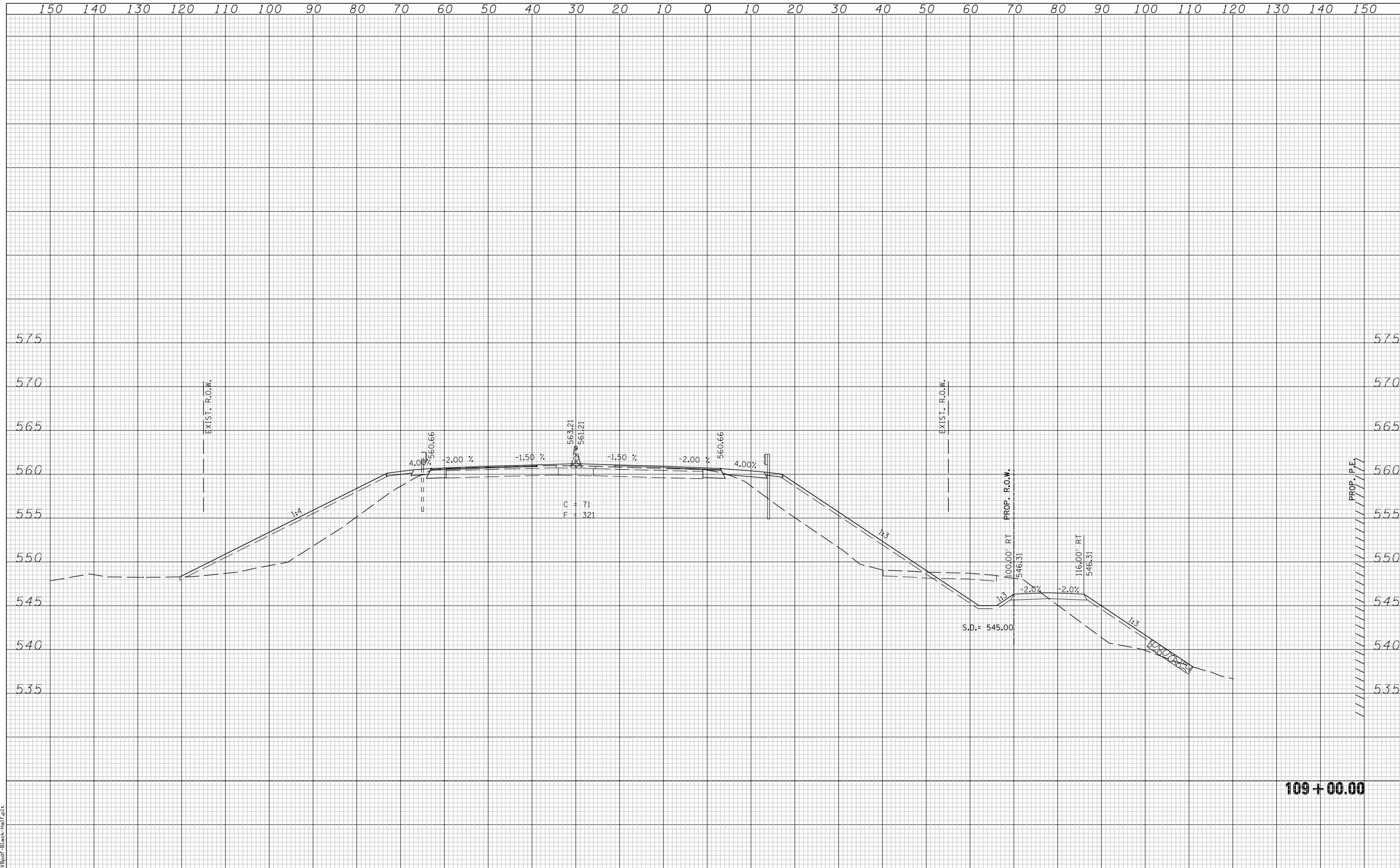
<b>CROSS SECTIONS - BUSINESS LOOP 55</b>	
SCALE: 1"=10'H 5'V	SHEET NO. 22 OF 33 SHEETS
STA. 107+00.00	TO STA. 107+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	166
BUS. LOOP 55 OVER SALT CREEK		CONTRACT NO. 72789		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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



LAST SAVED = 5/23/2013  
 PEN TABLE = 10-Hair-103  
 PLOT DRIVER = Tr-32pd-FBlack-Hair.plt

FILE NAME =	USER NAME = jepettibone	DESIGNED -	REVISD -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - BUSINESS LOOP 55</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISD -		7706	23(B-1)	LOGAN	179	168			
		CHECKED -	REVISD -		BUS. LOOP 55 OVER SALT CREEK				CONTRACT NO. 72789			
		DATE -	REVISD -		FED. ROAD DIST. NO.				ILLINOIS FED. AID PROJECT			

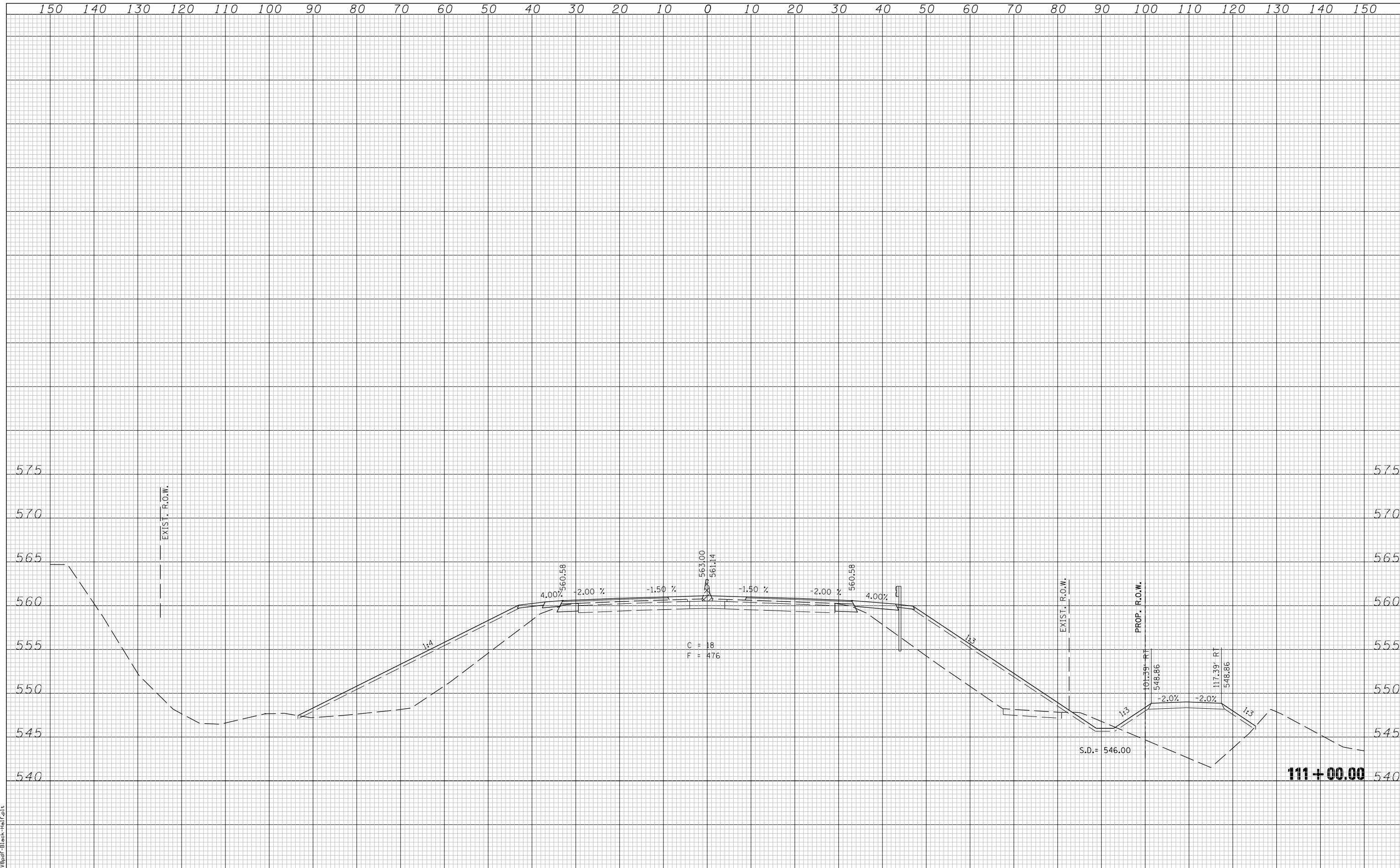
**109 + 00.00**

SCALE: 1"=10'H 5'V SHEET NO. 24 OF 33 SHEETS STA. 109+00.00 TO STA. 109+00.00



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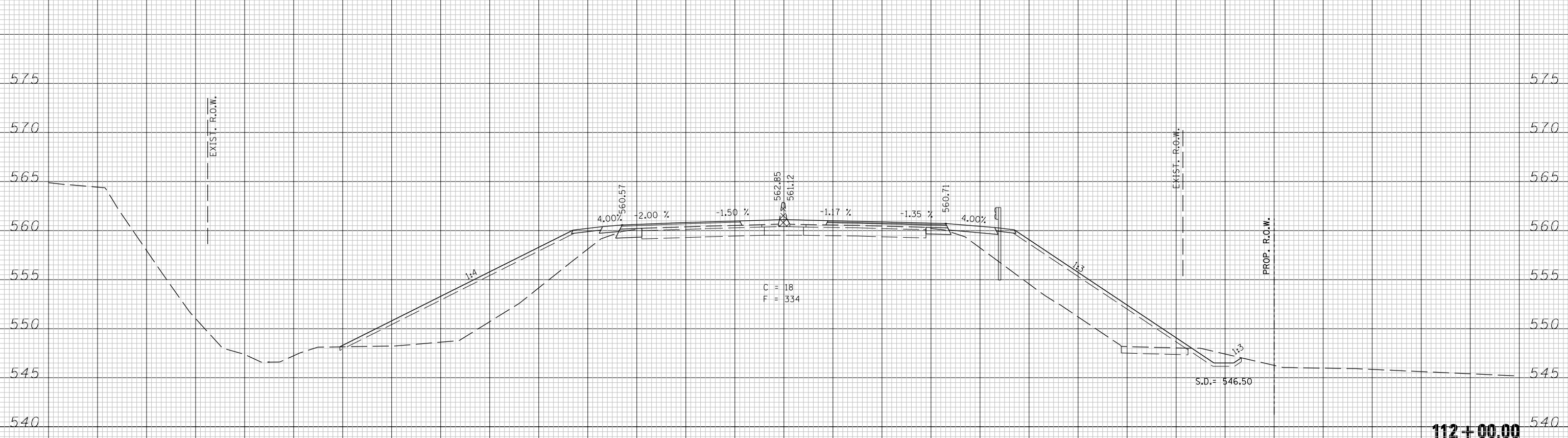
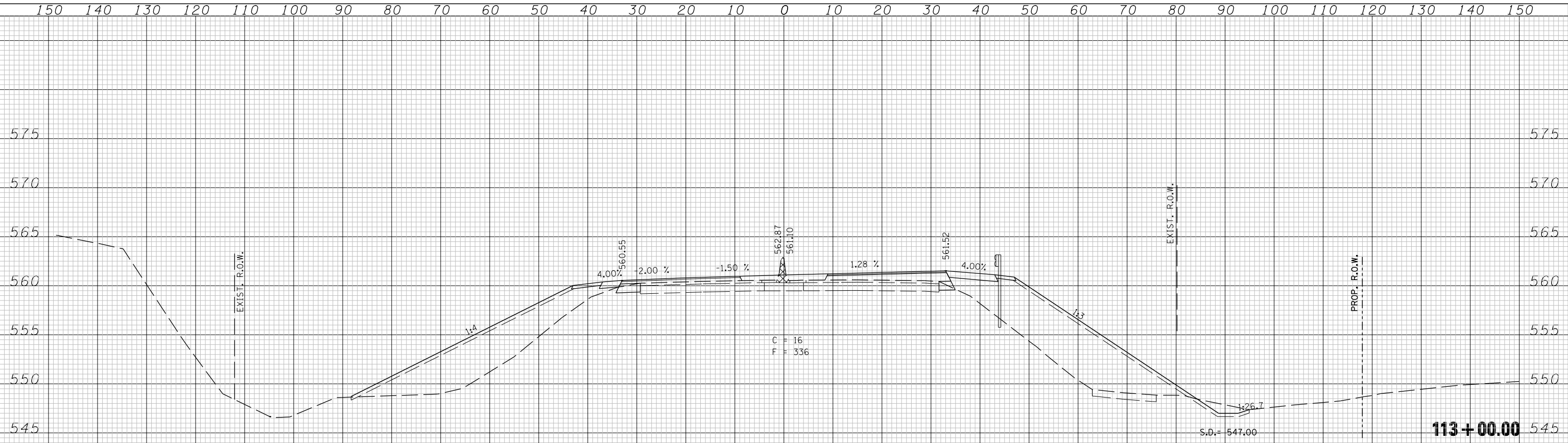


LAST SAVED = 5/23/2013  
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FILE NAME =	USER NAME = jepettibone	DESIGNED -	REVISIED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - BUSINESS LOOP 55</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISIED -		7706	23(B-1)	LOGAN	179	170			
		CHECKED -	REVISIED -		BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789				
		DATE -	REVISIED -		SCALE: 1"=10'H 5'V			SHEET NO. 26 OF 33 SHEETS				
PLOT DATE = 5/23/2013 10:41:23 AM					STA. 111+00.00 TO STA. 111+00.00			ILLINOIS FED. AID PROJECT				

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LAST SAVED = 5/23/2013  
 PEN TABLE = 10-Half-103  
 PLOT DRIVER = P:\1789pd\FBlack-Half.plt

FILE NAME =	USER NAME = jepettibone
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS - BUSINESS LOOP 55**

SCALE: 1"=10'H 5'V SHEET NO. 27 OF 33 SHEETS STA. 112+00.00 TO STA. 113+00.00

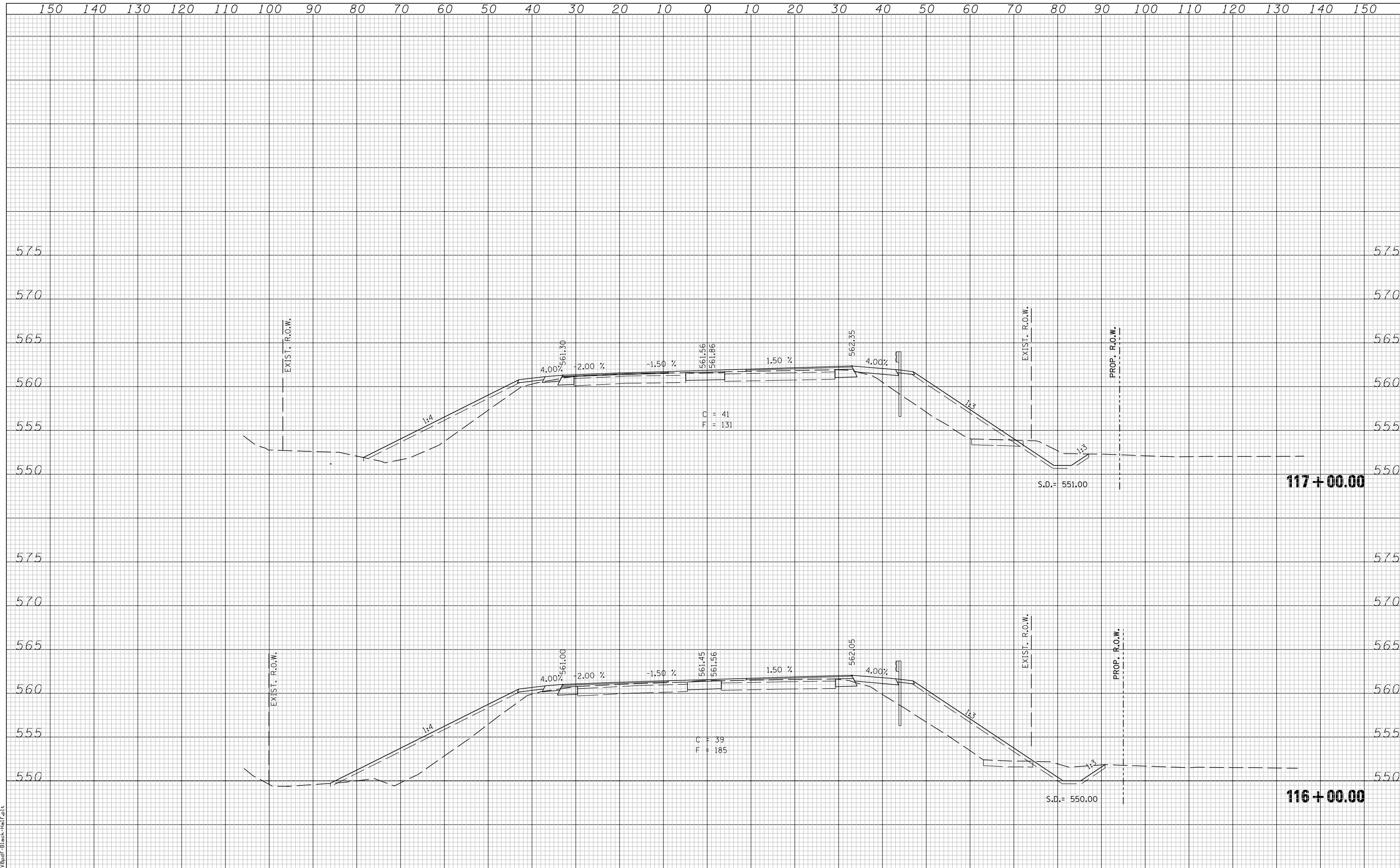
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	171
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		





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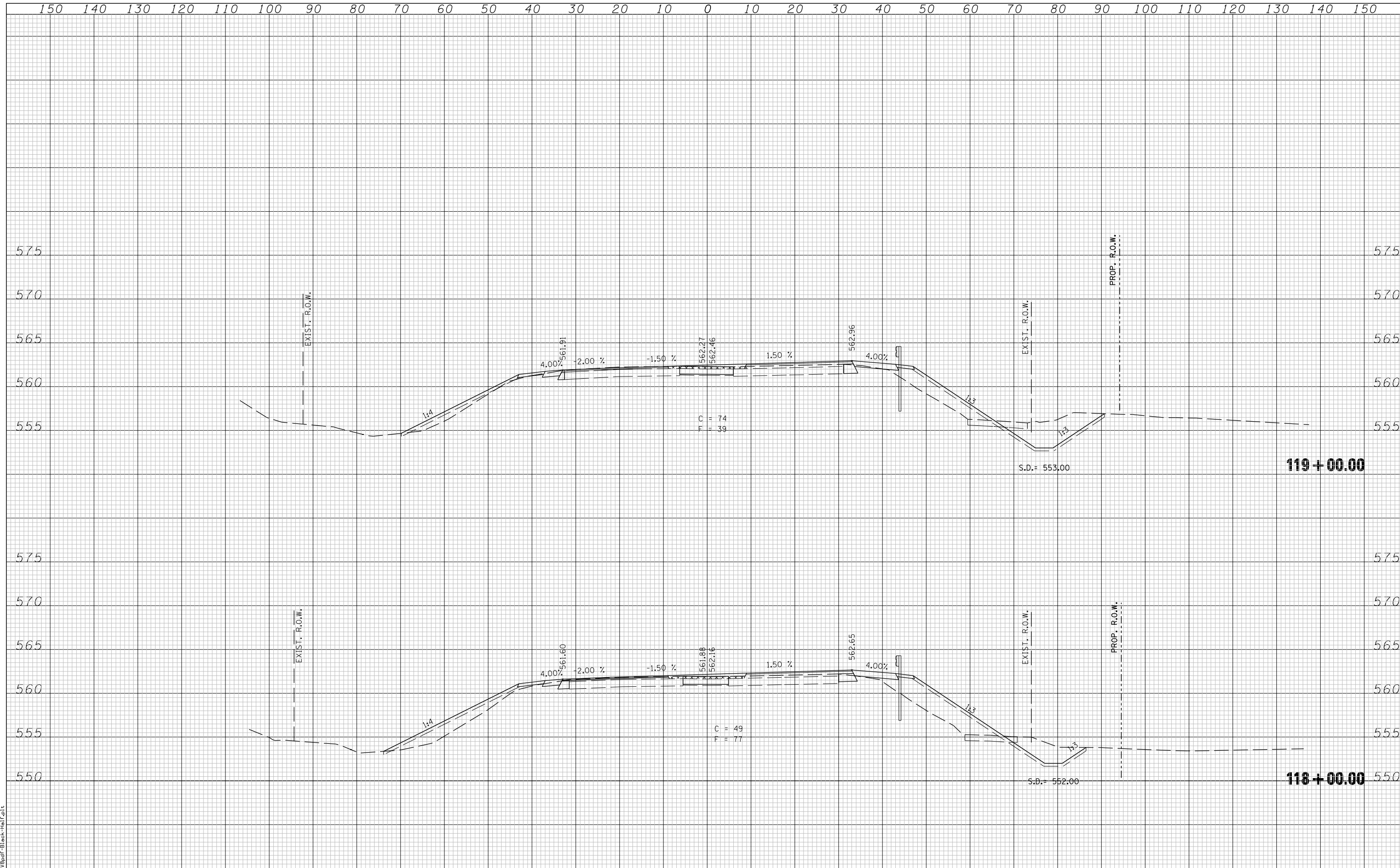
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LAST SAVED = 5/23/2013  
 PLOT FILE = 106103\cad\pl\plans\097\_0672789-Sht-XSht-Bus55.dgn  
 PLOT DRIVER = prt3dprt\_black\_half.plt

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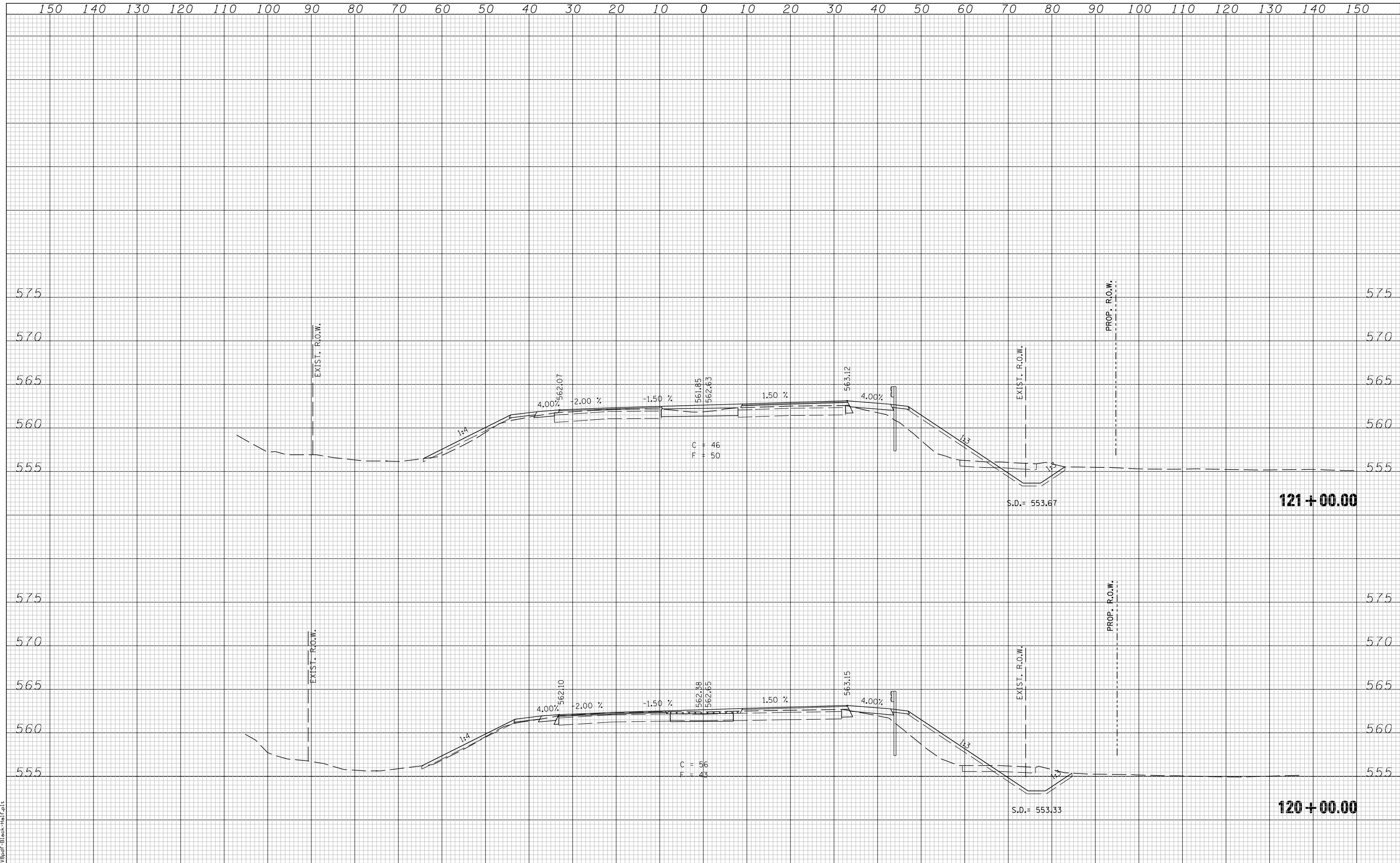
LAST SAVED = 5/23/2013  
 PLOT TABLE = 10-Half-103  
 PLOT DRIVER = 118-33pd-Black-Half.plt

FILE NAME =	USER NAME = jepettibone	DESIGNED -	REVISIED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - BUSINESS LOOP 55</b>		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISIED -				7706	23(B-1)	LOGAN	179	174
		CHECKED -	REVISIED -				BUS. LOOP 55 OVER SALT CREEK		CONTRACT NO. 72789		
		DATE -	REVISIED -				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SCALE: 1"=10'H 5'V SHEET NO. 30 OF 33 SHEETS STA. 118+00.00 TO STA. 119+00.00

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LAST SAVED = 5/23/2013  
 PLOT FILE = 106103\cad\pl\plans\097\_0672789-Sht-XSht-Bus55.dgn  
 PLOT DRIVER = prt3spd.plt

FILE NAME =	USER NAME = jepettibone
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

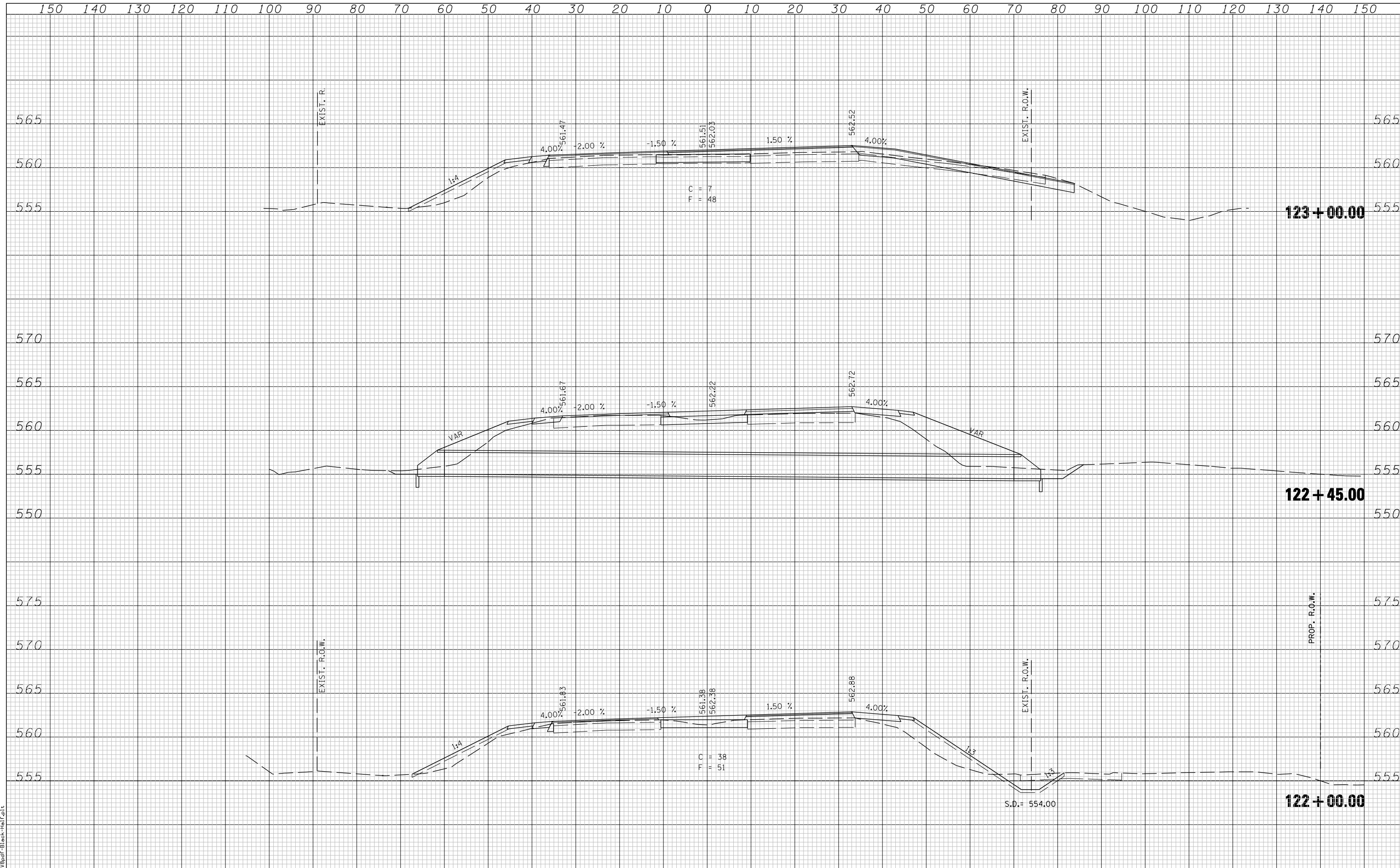
**CROSS SECTIONS - BUSINESS LOOP 55**

SCALE: 1"=10'H 5'V SHEET NO. 31 OF 33 SHEETS STA. 120+00.00 TO STA. 121+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	175
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

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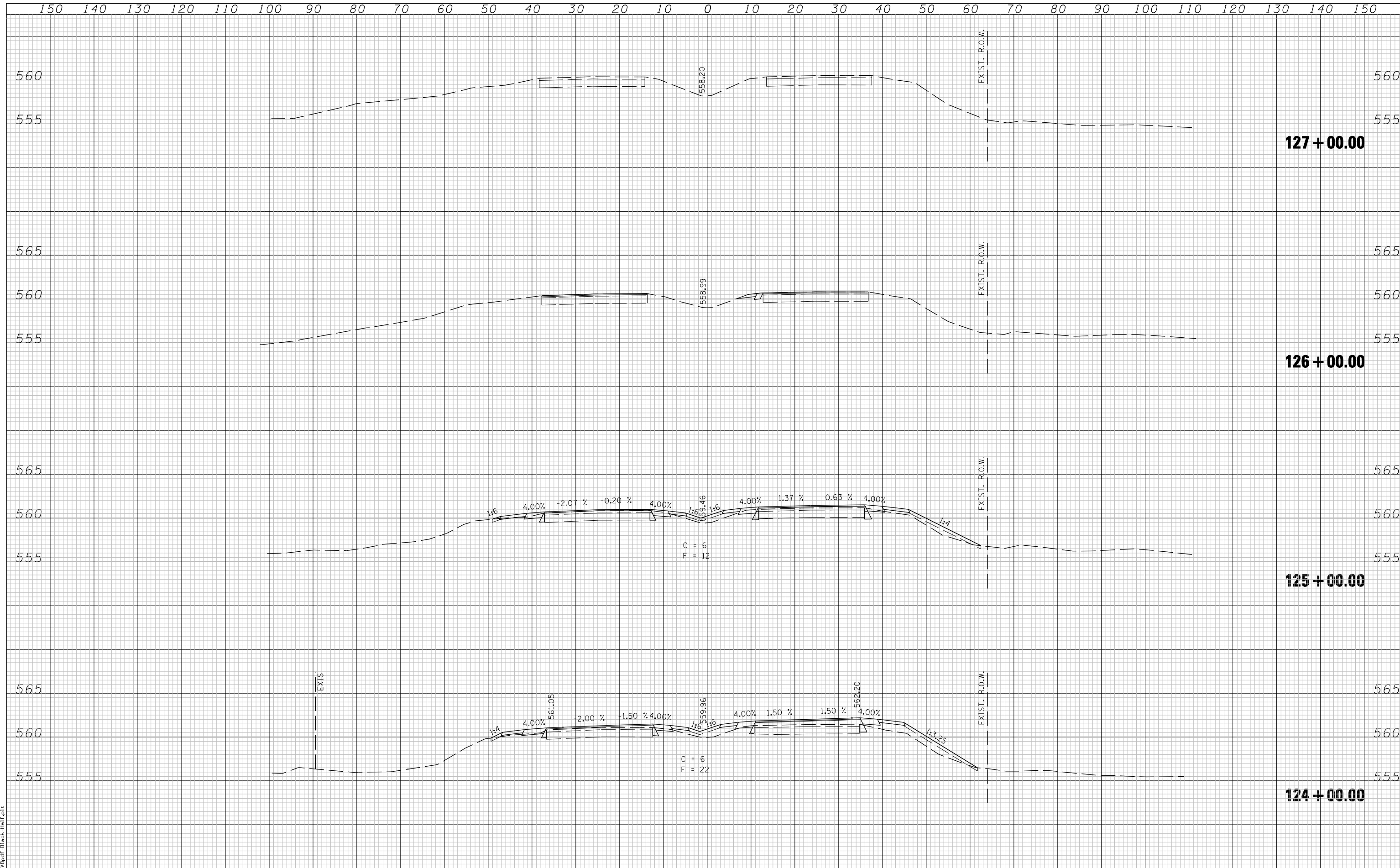


LAST SAVED = 5/23/2013  
 PEN TABLE = 10-Half-103  
 PLOT DRIVER = P11-32pd-F-Black-Half.plt

FILE NAME =	USER NAME = jepettibone	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - BUSINESS LOOP 55</b>			F.A.U. RTE. 7706	SECTION 23(B-1)	COUNTY LOGAN	TOTAL SHEETS 179	SHEET NO. 176
		DRAWN -	REVISED -		SCALE: 1"=10'H 5'V			SHEET NO. 32 OF 33 SHEETS		STA. 122+00.00 TO STA. 123+00.00		
		CHECKED -	REVISED -		BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789			ILLINOIS FED. AID PROJECT	
		DATE -	REVISED -		S.D. = 554.00							

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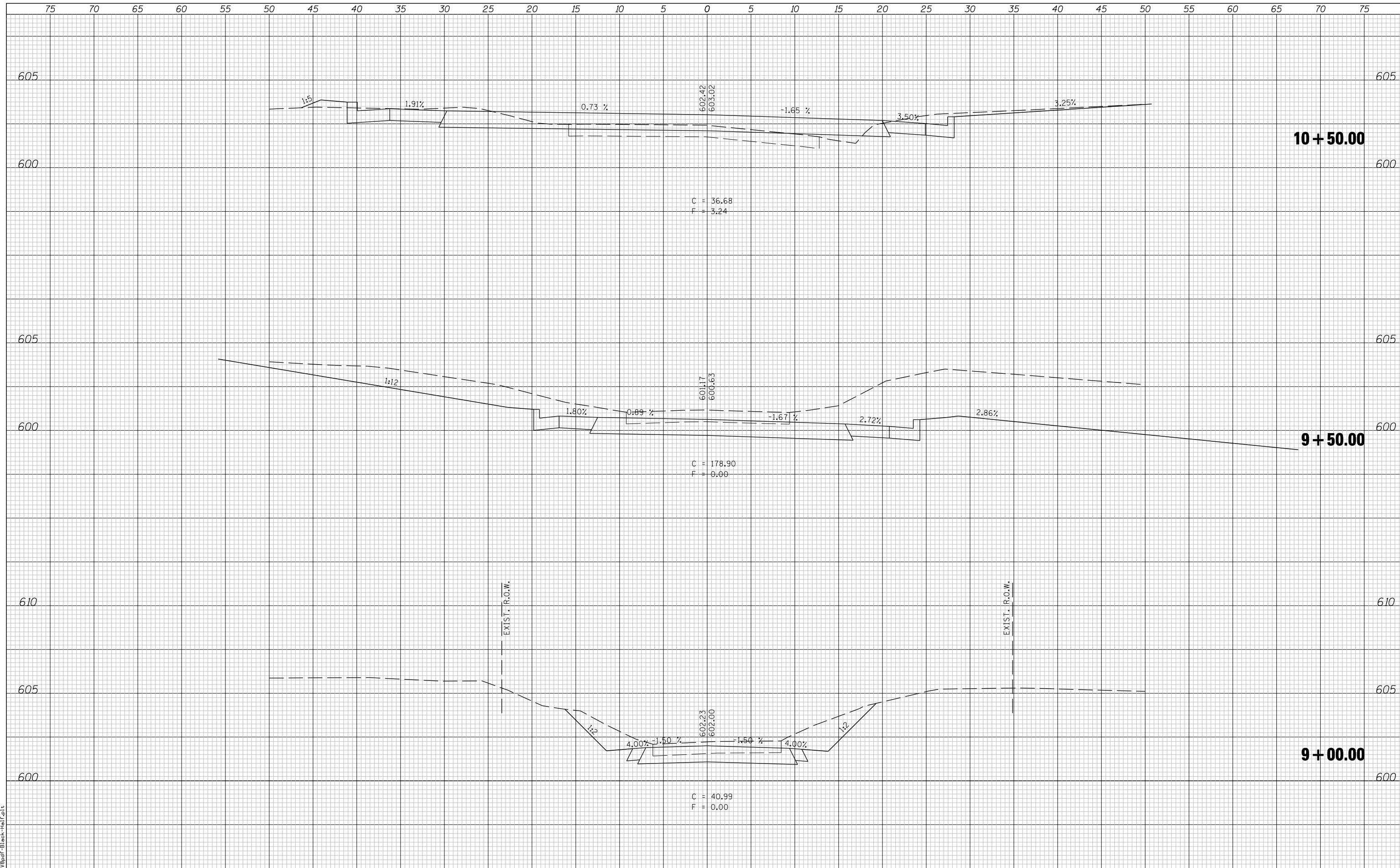
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 PEN TABLE = 10-Half-103  
 PLOT DRIVER = P:\17838d\FBlack-Half.plt

FILE NAME =	USER NAME = jepettibone	DESIGNED -	REVISIED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - BUSINESS LOOP 55</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
h:\06103\cad\1\plans\097_0672789-Sht-XSht-Bus55.dgn	DRAWN -	REVISIED -	7706					23(B-1)	LOGAN	179	177	
PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISIED -	BUS. LOOP 55 OVER SALT CREEK					CONTRACT NO. 72789				
PLOT DATE = 5/23/2013 10:41:26 AM	DATE -	REVISIED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT									

SCALE: 1"=10'H 5'V SHEET NO. 33 OF 33 SHEETS STA. 124+00.00 TO STA. 127+00.00

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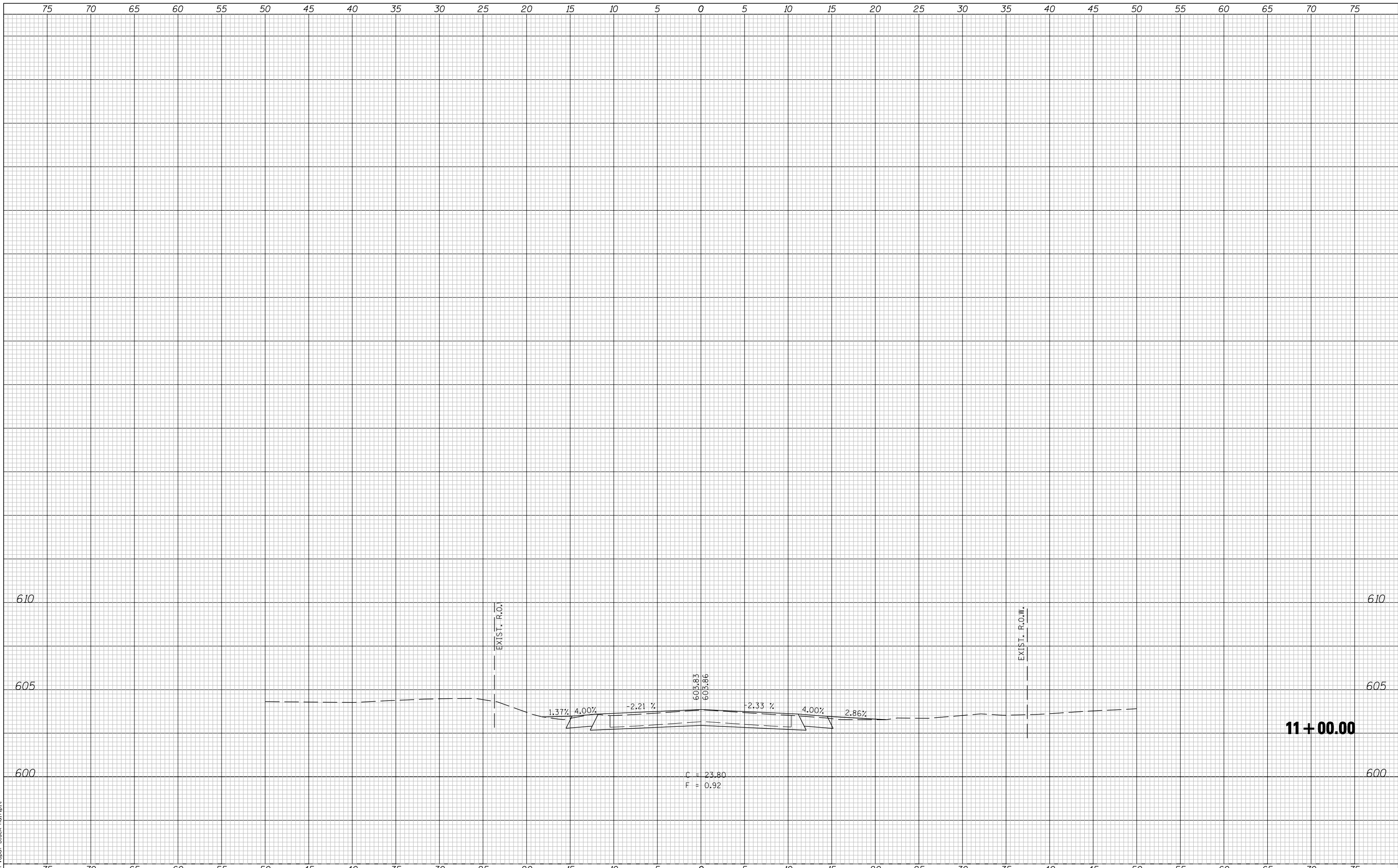


LAST SAVED = 5/20/2013  
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FILE NAME =	USER NAME = jepettibone	DESIGNED -	REVISD -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - BROADWELL DRIVE</b>			F.A.U. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISD -					7706	23(B-1)	LOGAN	179	178
		PLOT SCALE = 10.0000 "/td> <td>CHECKED -</td> <td>REVISD -</td> <td colspan="3">BUS. LOOP 55 OVER SALT CREEK</td> <td colspan="2">CONTRACT NO. 72789</td>	CHECKED -		REVISD -	BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789			
		PLOT DATE = 5/23/2013 10:41:27 AM	DATE -		REVISD -	SCALE: 1"=5' H	SHEET NO. 1 OF 2 SHEETS	STA. 9+00.00 TO STA. 10+50.00	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			

BY	DATE

ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
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LAST SAVED = 5/20/2013  
 PEN TABLE = 10-Hair-103  
 PLOT DRIVER = Tr-38pd-FBlack-Hair.plt

FILE NAME =	USER NAME = jepettibone	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - BROADWELL DRIVE</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	h:\06103\cad\1\plans\098_0672789-Sht-XSht-Broadwell.dgn	DRAWN -	REVISED -			7706	23(B-1)	LOGAN	179	179
	PLOT SCALE = 10.0000' / IN.	CHECKED -	REVISED -			BUS. LOOP 55 OVER SALT CREEK		CONTRACT NO. 72789		
	PLOT DATE = 5/23/2013 10:41:28 AM	DATE -	REVISED -			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
SCALE: 1"=5' H						SHEET NO. 2 OF 2 SHEETS		STA. 11+00.00 TO STA. 11+00.00		