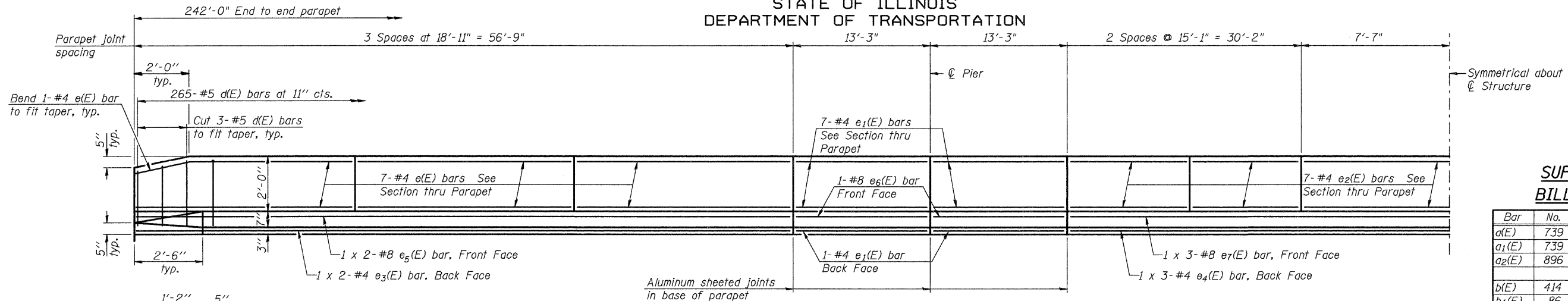
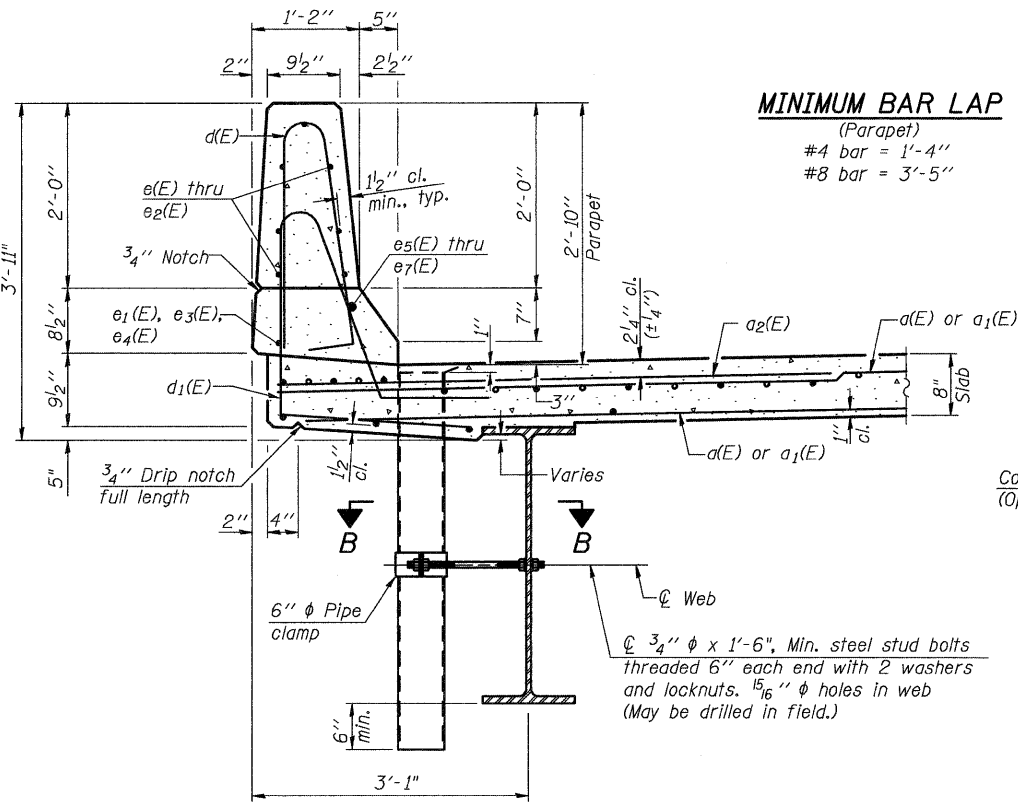


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



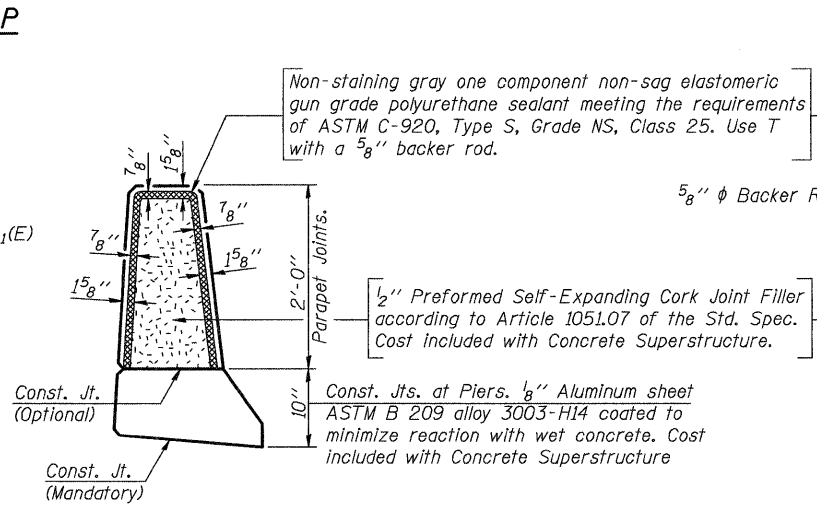
INSIDE ELEVATION OF PARAPET



SECTION THRU PARAPET

MINIMUM BAR LAP

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



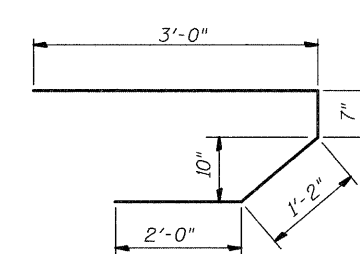
PARAPET JOINT DETAILS

Notes:

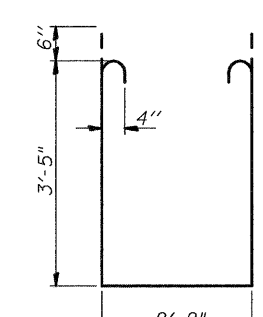
Drains shall be located clear of all diaphragms.

Floor drains need not be painted.

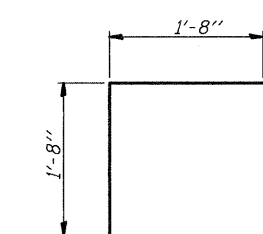
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.



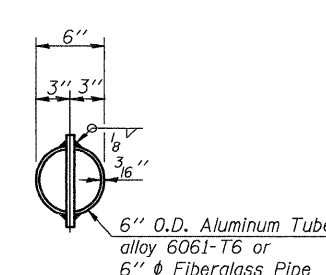
BAR s(E)



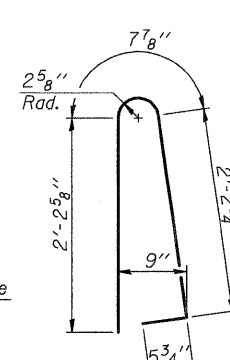
BAR s1(E)



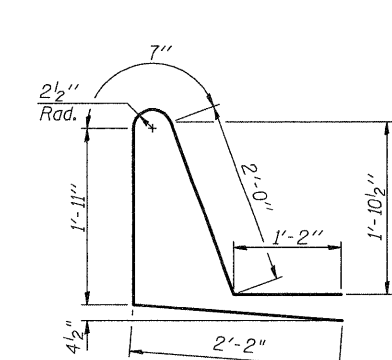
BAR v(E)



TOP PLAN (Showing Aluminum Tube)



BAR d(E)



BAR d1(E)

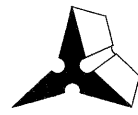
SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	739	#5	17'-3"	—
d1(E)	739	#5	24'-3"	—
a2(E)	896	#6	6'-0"	—
b(E)	414	#5	28'-6"	—
b1(E)	86	#6	36'-0"	—
b2(E)	370	#5	25'-9"	—
b3(E)	86	#6	17'-0"	—
d(E)	530	#5	5'-7"	⌒
d1(E)	530	#5	7'-10"	⌒
e(E)	84	#4	18'-7"	—
e1(E)	64	#4	13'-0"	—
e2(E)	70	#4	14'-10"	—
e3(E)	8	#4	28'-11"	—
e4(E)	6	#4	26'-0"	—
e5(E)	8	#8	30'-0"	—
e6(E)	8	#8	13'-0"	—
e7(E)	6	#8	27'-4"	—
m(E)	4	#6	24'-0"	—
m1(E)	6	#6	24'-10"	—
m2(E)	20	#6	9'-0"	—
m3(E)	10	#6	5'-10"	—
m4(E)	4	#6	2'-10"	—
m5(E)	4	#6	17'-0"	—
m6(E)	6	#6	17'-10"	—
m7(E)	4	#6	8'-0"	—
m8(E)	4	#6	7'-0"	—
m9(E)	2	#6	3'-3"	—
m10(E)	2	#6	2'-5"	—
s(E)	96	#5	6'-9"	⌒
s1(E)	84	#4	10'-0"	⌒
v(E)	82	#5	3'-4"	⌒
Reinforcement Bars, Epoxy Coated		Pound	83110	
Concrete Superstructure		Cu. Yds.	351.8	
Bar Splicers		Each	835	

Bars indicated thus 1 x 2-#5 etc. Indicates 1 line of bars with 2 lengths per line.

SUPERSTRUCTURE DETAILS
ILLINOIS ROUTE 3 OVER
PIASA CREEK
F.A.U. ROUTE 8956 SEC 59BR-1
MADISON COUNTY
STATION 638+11.00
STRUCTURE NO. 060-0343

DESIGNED	DB
CHECKED	RS
DRAWN	ER
CHECKED	WWH



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Registered Professional Service Corporation License No. 184-003389

SHEET NO. 12 28 SHEETS	F.A.U. RTE. 8956	SECTION 59BR-1	COUNTY MADISON	TOTAL SHEETS 75	SHEET NO. 41
	STRUCTURE NO. 060-0343		CONTRACT NO. 76B18		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

244431.PWA\STR\REVISED F... Drawing with DOT Comment\02 Superstructure Details.dgn