F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 789 SPUR	2HB	MADISON	39	1
F.H.W.A. REG. NO. 7	ILLINOIS	PROJECT F-789(12)		

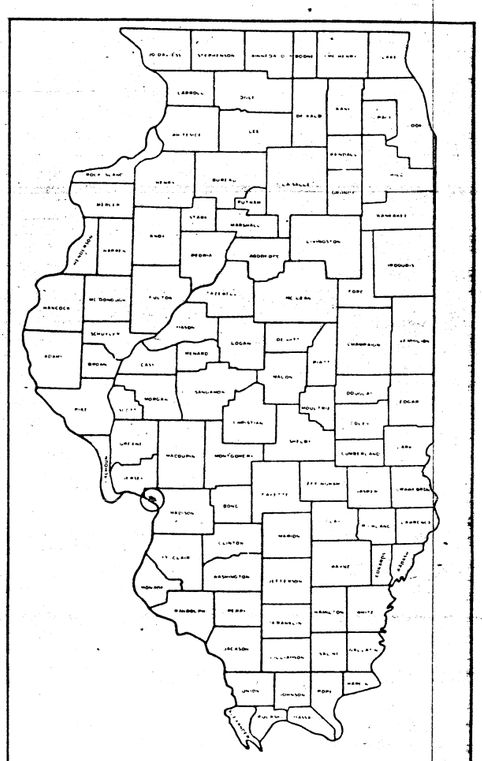
P-98-059-79

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

SCALES
- PLAN: 1 INCH = 20 FEET / 50 FEET
- PROFILE HORIZ.: 1 INCH = 20 FEET / 50 FEET
- PROFILE VERT.: 1 INCH = 5 FEET
- CROSS SECTIONS HORIZ.: 1 INCH = 10 FEET; VERT.: 1 INCH = 5 FEET

FA 789 SPUR
SECTION 2HB
PROJECT F-789(12)
MADISON COUNTY
C-98-086-81



LOCATION OF SECTION INDICATED THUS: —

INDEX OF SHEETS

STANDARDS

1686-4	2314-4
2113-2	2315-5 WITH ARROW BOARD
2122-[illegible]	2316-7 WITH ARROW BOARD
2130-[illegible]	2323-5
2135	2336-3
2179-11	2347-1
2298-5	2381
2299-9	2392
2300-2	2228-4
2313-4	2324-5

DESIGN DESIGNATION

F.A. 789 MAJOR EX-2
F.A. 67 MAJOR EX-2

SN 060-0213

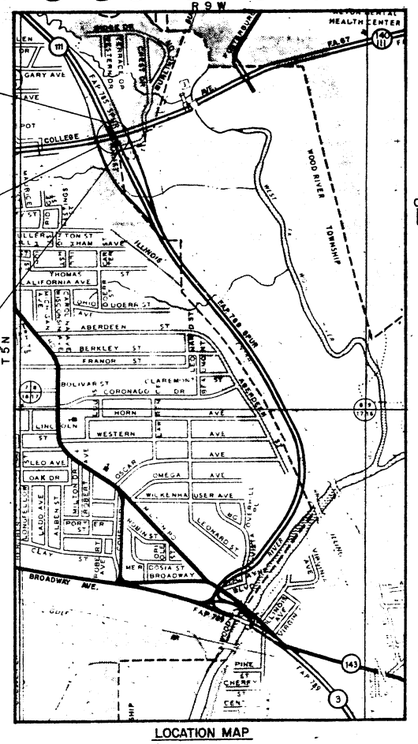
C.N. 18316

CONTRACT NO. 35771 060-0213
60023

END IMPROVEMENT SECTION 2HB
STA. 101+66.50

STRUCTURE
TWO SPAN STRUCTURE CARRYING F.A. 789 SPUR OVER F.A. 67 @ STA 77+98.00. EA. 67 = STA. 100+00.00 F.A. 789 SPUR SKEWED 2°-45'-52" (LOC. TAN.) RT. FWD.
STA. B/O NORTH ABUT. = 101+08.02,
STA. B/O SOUTH ABUT. = 98+76.02
SPANS ON ℄ 89'-2" AND 101'-4"

BEGIN IMPROVEMENT SECTION 2HB
STA. 98+16.00



LOCATION MAP

TOTAL LENGTH OF SECTION 2HB = 232.00 LIN. FT = 0.0439 MILES
NET LENGTH OF SECTION 2HB = 232.00 LIN. FT. = 0.0439 MILES
TOTAL LENGTH OF PROJECT F-789( ) = 232.00 LIN. FT. = 0.0439 MILES
NET LENGTH OF PROJECT F-789( ) = 232.00 LIN. FT. = 0.0439 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 12/16 19 81
Dale A. Clark
DISTRICT ENGINEER

EXAMINED 2/3 19 82
ENGINEER OF PLANS AND CONTRACTS

PASSED 2/3 19 82
Thomas R. Bryant
ENGINEER OF DESIGN

APPROVED 2/3 19 82
DIRECTOR/DIVISION OF HIGHWAYS

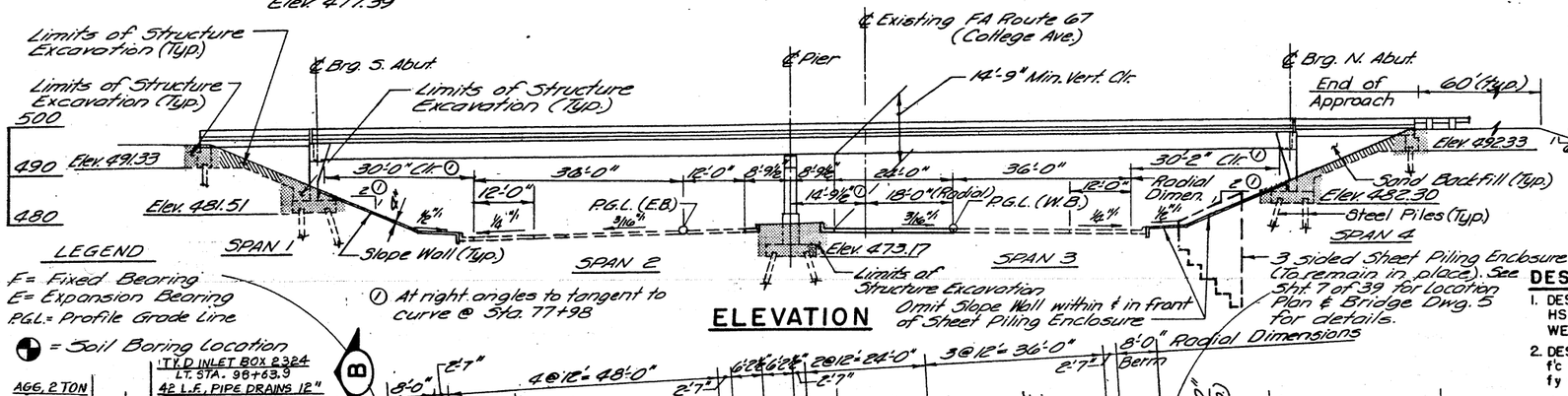
PREPARED BY
CLARK, DIETZ - ENGINEERS
A DIVISION OF CRS GROUP ENGINEERS, INC.
211 N. RACE ST. URBANA
PROFESSIONAL ENGINEER
DATE: November 18, 1981
SEE SHEET NO. 8
STRUCTURAL ENGINEER
DATE:

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
DIVISION ADMINISTRATOR DATE

8-142
REVISED

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHT NO.
F.A. 789 SPUR	2 HB	MADISON	39	
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT F-789(		

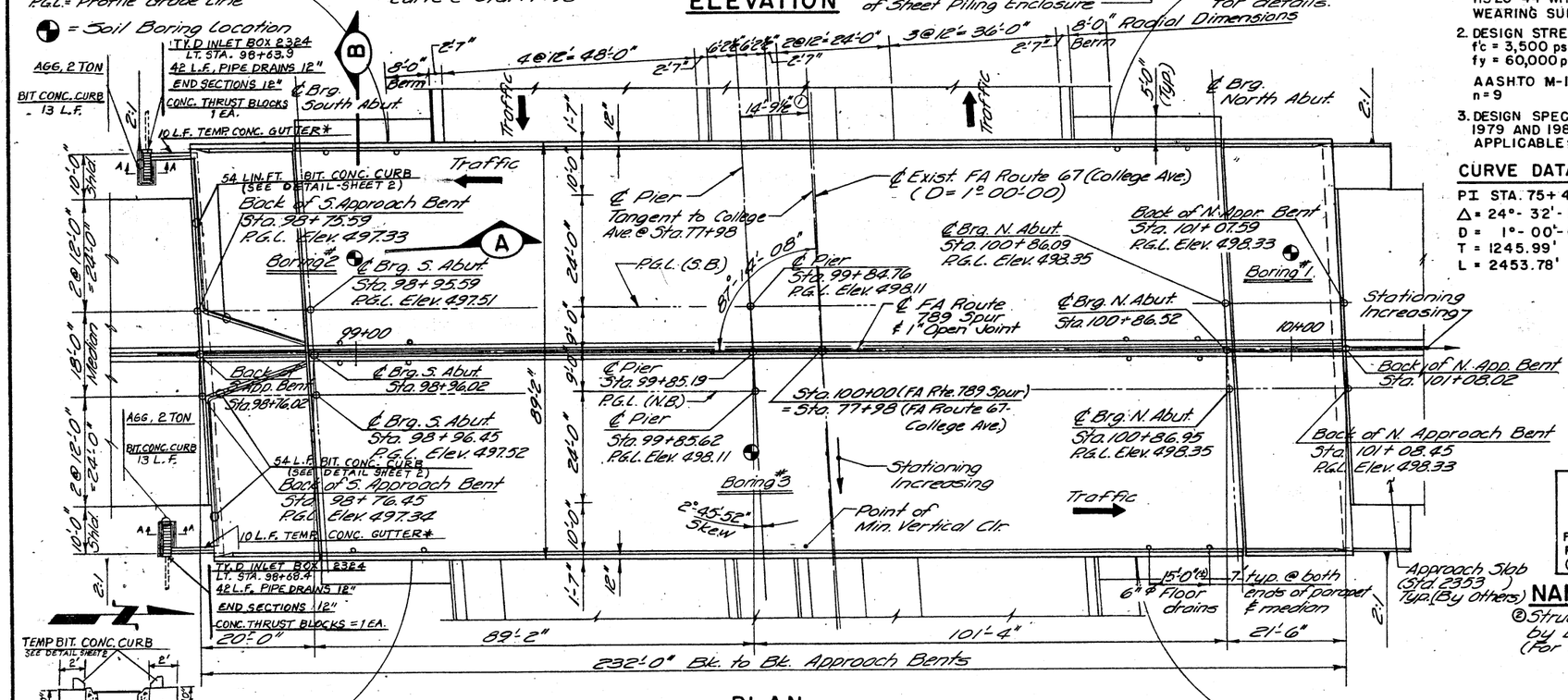
Bench Mark: B.M. #8, 1.0 a.f. Brass plug in median, Sta. 75+23.26, Elev. 477.39



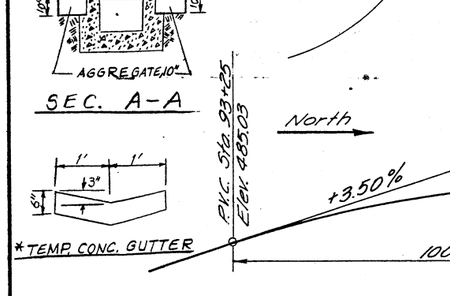
LEGEND
F = Fixed Bearing
E = Expansion Bearing
P.G.L. = Profile Grade Line

① At right angles to tangent to curve @ Sta. 77+98

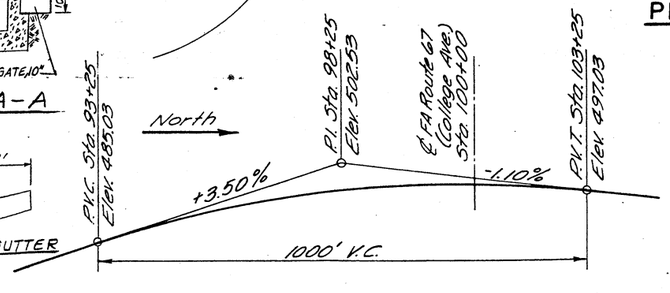
ELEVATION



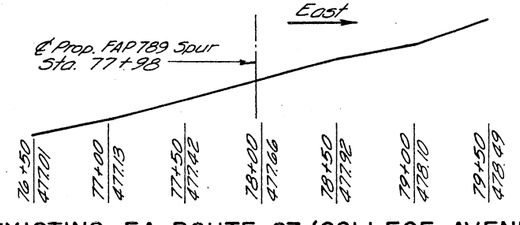
PLAN



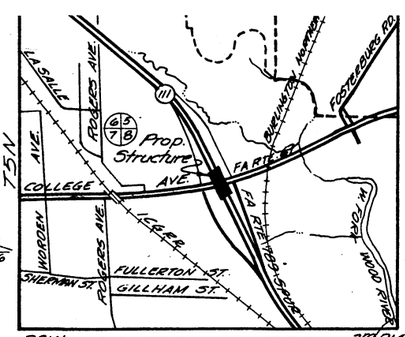
SEC. A-A



PROPOSED FA ROUTE 789 SPUR PROFILE GRADE



EXISTING FA ROUTE 67 (COLLEGE AVENUE) PROFILE GRADE



LOCATION SKETCH

GENERAL NOTES

1. CLASS X CONCRETE SHALL BE USED THROUGHOUT. AGGREGATES FOR CURB AND PARAPET SECTION ABOVE CONSTRUCTION JOINT SHALL CONFORM TO THE REQUIREMENTS OF HANDRAIL CONCRETE.
2. SEE PROPOSAL FOR BORING DATA.
3. FASTENERS SHALL BE HIGH STRENGTH BOLTS. BOLTS 3/4" DIAMETER, OPEN HOLES 13/16" DIAMETER, UNLESS OTHERWISE NOTED.
4. CALCULATED WEIGHT OF STRUCTURAL STEEL = 505,770.*
5. THE BASIC LEAD SILICO CHROMATE PAINT SYSTEM SHALL BE USED FOR SHOP AND FIELD PAINTING OF STRUCTURAL STEEL.
6. FIELD WELDING OF CONSTRUCTION ACCESSORIES WILL NOT BE PERMITTED TO THE BOTTOM FLANGE OF BEAMS OR GIRDERS NOR TO THE TOP FLANGE FOR A DISTANCE EQUAL TO ONE-FOURTH THE SPAN LENGTH EACH WAY FROM THE PIER SUPPORTS. FIELD WELDING IN OTHER AREAS WILL BE PERMITTED ONLY WHEN APPROVED BY THE ENGINEER.
7. ANCHOR BOLTS SHALL BE SET BEFORE BOLTING DIAPHRAGMS OVER SUPPORTS.
8. SLOPE WALL SHALL BE REINFORCED WITH WELDED WIRE FABRIC, 6" X 6" - W4.0 X W4.0, WEIGHING 58 LBS. PER 100 SQ. FT.
9. THE CONTRACTOR SHALL DRIVE THREE STEEL (HP 10 X 42) TEST PILES IN A PERMANENT LOCATION, ONE PILE AT EACH ABUTMENT AND PIER AS DIRECTED BY THE ENGINEER BEFORE ORDERING THE REMAINDER OF PILES.
10. THE EMBANKMENT CONFIGURATION SHOWN SHALL BE THE MINIMUM EMBANKMENT THAT MUST BE CONSTRUCTED PRIOR TO CONSTRUCTION OF THE ABUTMENTS.
11. BEARING SEAT SURFACES SHALL BE CONSTRUCTED OR ADJUSTED TO THE DESIGNATED ELEVATIONS WITHIN A TOLERANCE OF 1/8 INCH. ADJUSTMENT SHALL BE MADE EITHER BY GRINDING THE SURFACE OR BY SHIMMING THE BEARING. TWO 1/8" ADJUSTING SHIMS, OF THE DIMENSIONS OF THE BOTTOM BEARING PLATE, SHALL BE PROVIDED FOR EACH BEARING IN ADDITION TO ALL OTHER PLATES OR SHIMS. FOR TYPE I ELASTOMERIC BEARINGS, SHIMS OF THE DIMENSIONS OF TOP PLATE SHALL BE PROVIDED AND PLACED AS DETAILED.
12. THE MAIN LOAD CARRYING MEMBER COMPONENTS SUBJECT TO TENSILE STRESS SHALL CONFORM TO THE SUPPLEMENTAL REQUIREMENTS FOR NOTCH TOUGHNESS ZONE 2. THESE COMPONENTS ARE THE TENSION FLANGES, WEBS AND ALL SPLICE PLATE MATERIAL OF THE STEEL GIRDERS.
13. REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31 OR M-53 GRADE 60.
14. ALL CONTACT SURFACES OF JOINTS FOR THE DIAPHRAGMS, SHALL BE FREE OF PAINT OR LACQUER.

DESIGN NOTES

1. DESIGN LOADING: HS 20-44 WITH ALLOWANCE FOR 25 psf FOR FUTURE WEARING SURFACE
2. DESIGN STRESSES: f'c = 3,500 psi CAST-IN-PLACE CONCRETE; fy = 60,000 psi REINFORCEMENT STEEL
   AASHTO M-183 STRUCTURAL STEEL, fy = 36,000 psi; n = 9
3. DESIGN SPECIFICATION: AASHTO 1977 WITH 1978, 1979 AND 1980 INTERIM SPECIFICATIONS AS APPLICABLE; LOAD FACTOR DESIGN

CURVE DATA ℄ SURVEY F.A. ROUTE 67

PI STA. 75+42.36	R = 5729.58'
Δ = 24°-32'-16"	E = 132.92'
D = 1°-00'-00"	PC STA. 62+96.37
T = 1245.99'	PT STA. 87+50.15
L = 2453.78'	

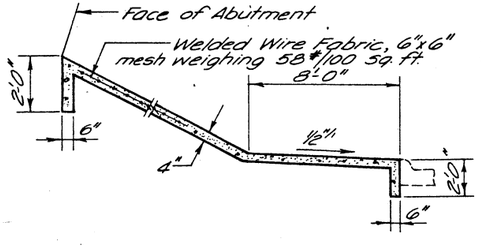
STATION 100 + 00.00
BUILT 198_ BY STATE OF ILLINOIS
FA RT. 789 SPUR SEC. 2HB
FA PROJ. NO. F-789 (12)
②STR. NO. _____

NAME PLATE DATA

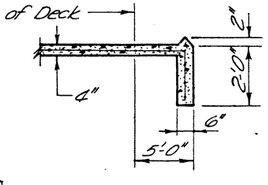
② Structure No. to be supplied by District. See Std. 2113. (For location see Dwg. No. ②)

SUMMARY OF QUANTITIES

ITEM	UNIT	SUPER-STRUC.	SUB STRUC.	TOTAL
Structure Excavation	C.Y.	——	1089	1089
Class X Concrete	C.Y.	657.0	545.3	1202
Reinforcement Bars	Lbs.	18,610	64,500	83,110
Reinforcem't Bars (Epoxy Coated)	Lbs.	133,090	——	133,090
Structural Steel	Lump Sum	1	——	1
Stud Shear Connectors, 3/4"ø	Each	5184	——	5184
Name Plate	Each	1	——	1
Slope Wall (4")	Sq. Yd	——	630	630
Sand Backfill	C.Y.	——	278	278
Preformed Joint Seal (2 1/2")	L.F.	91	——	91
Preformed Joint Seal (4")	L.F.	91	——	91
Steel Piles HP10x42	L.F.	——	5696	5696
Test Piles Steel HP10x42	Each	——	3	3
Protective Coat	Sq. Yd.	2498	——	2498
Floor Drains	Each	16	——	16
Steel Sheet Piling	Sq. Ft.	——	1042	1042
Elastomeric Bearing Assembly, Type I	Each	24	——	24



SECTION A



SECTION B

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Carl E. Hungerford
Engineer of Bridges & Structures

6 NOVEMBER 1981

ALEXIS DIMITRIEF 2804 REGISTERED STRUCTURAL ENGINEER OF ILLINOIS

CLARK DIETZ ENGINEERS, INC.
A Division of CRS GROUP ENGINEERS, INC.

DATE	TO	FOR

PROJECT CONTROL

ACTIVITY	NAME	DATE
DESIGNED BY:	AD	8/81
DRAWN BY:	JWN	8/81
CHECKED BY:	AD	8/81
APPROVED BY:	AD	8/81
REGISTRATION NO:		

NO.	DATE	REVISION	APPROVED

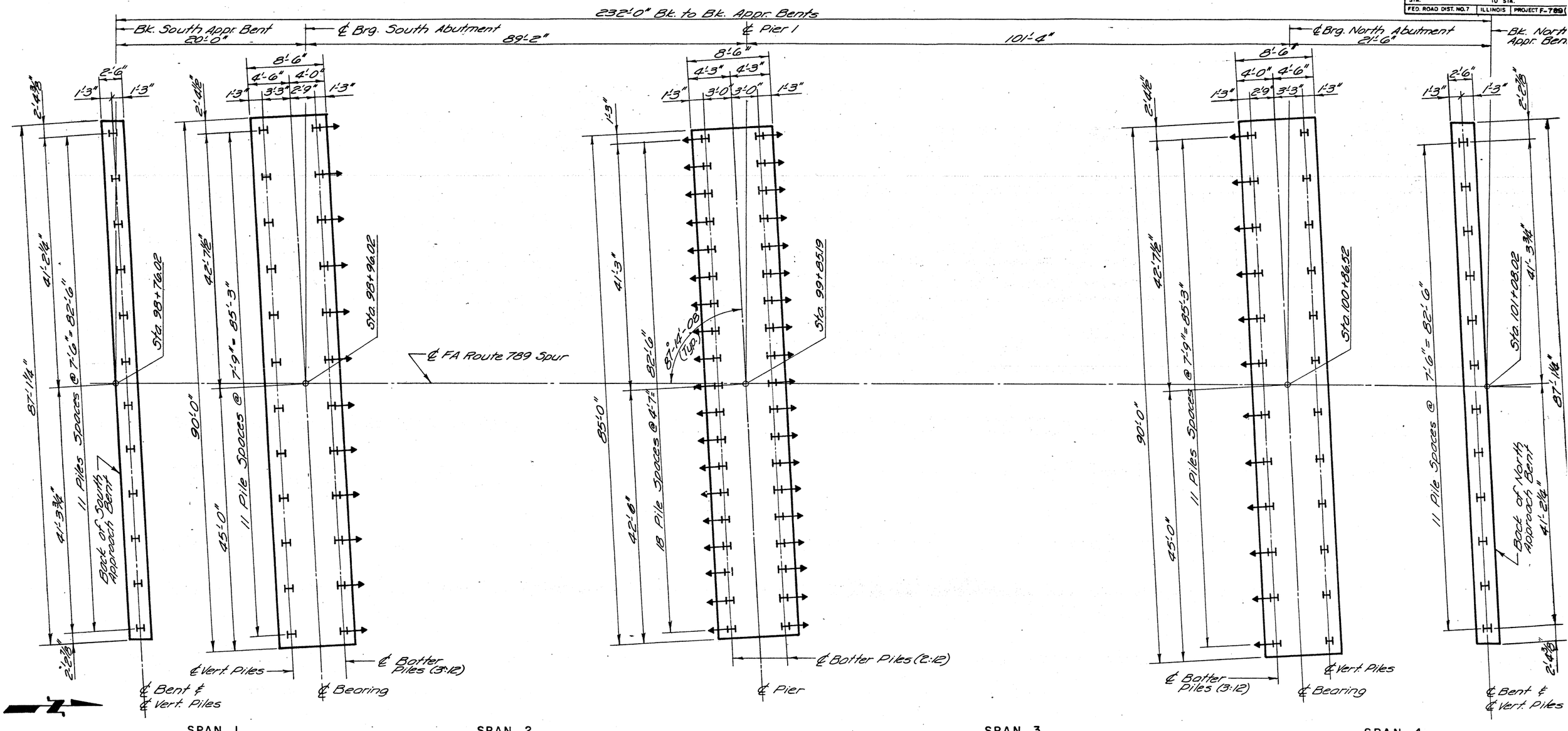
SCALE: None
DATE: 8/81
JOB NO: 13101121

DRAWING NO. 1 of 17

GENERAL PLAN & ELEVATION

F.A. ROUTE 789 SPUR OVER F.A. ROUTE 67
SECTION 2HB · MADISON COUNTY
STATION 100+00

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA. 789 SPUR	2HB	MADISON	39	
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT F-789(		



FOOTING LAYOUT

LEGEND:

- ⊢ VERTICAL PILE
- ◂⊢ BATTER PILE (2:12) & (3:12)

NOTES

1. All dimensions are to ℄ piles @ bottom of footing.
2. See Drawing Nos. 3, 4 & 6 for Pile Data.
3. See Proposal for Boring Logs.

CLARK DIETZ ENGINEERS
A Division of CRS GROUP ENGINEERS, INC.

DATE	TO	FOR
	PROJECT CONTROL	

ACTIVITY	NAME	DATE
DESIGNED BY:		
DRAWN BY:	JWN	8/81
CHECKED BY:	JFJ	8/81
APPROVED BY:	AD	8/81
REGISTRATION NO:		

NO.	DATE	REVISION	APPROVED

SCALE: None
DATE: 8/81
JOB NO. 13101.21

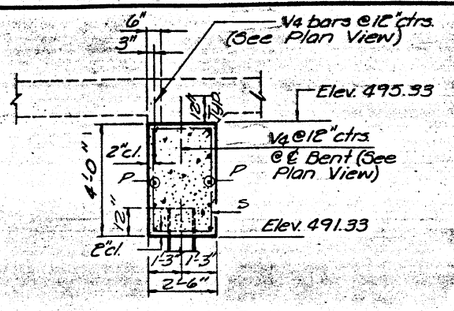
DRAWING NO. 2 of 17

FOOTING LAYOUT

F.A. ROUTE 789 SPUR OVER F.A. ROUTE 67
SECTION 2HB MADISON COUNTY
STATION 100+00

N0043 IDOT STD

ROUTE NO.	SECTION	COUNTY.	TOTAL SHEETS	SHEET NO.
F.A. 789 Spur	2 HB	MADISON	39	10
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT F-789( )		



SECTION B-B

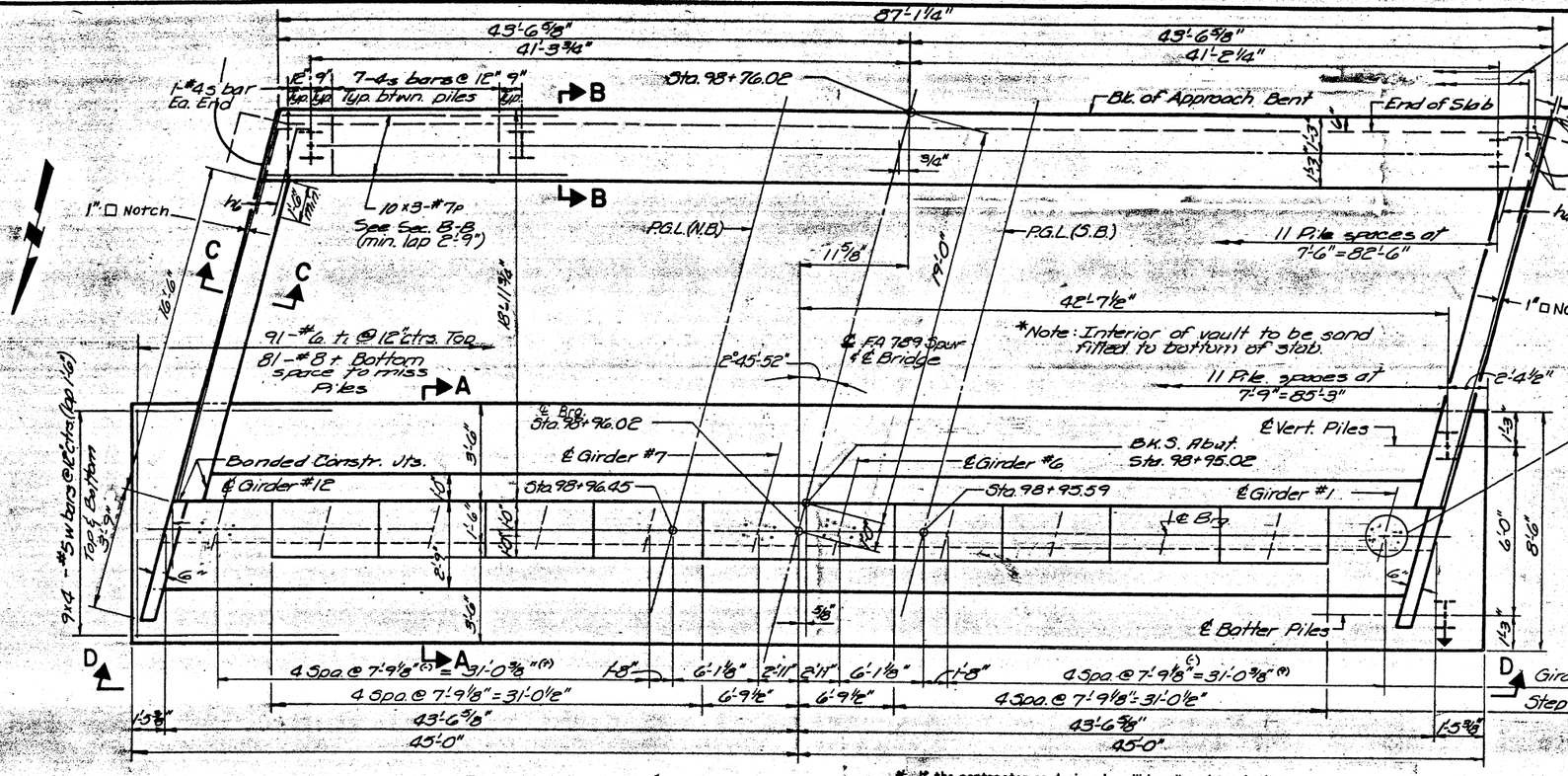
(See Pile Encasement Detail on this Dwg.)

ABUTMENT - PILE DATA

Type : HP10x42
Capacity : Drive to Refusal
Estimated length : 54'
Number Required : 23+1 Test Pile

APPROACH BENT - PILE DATA

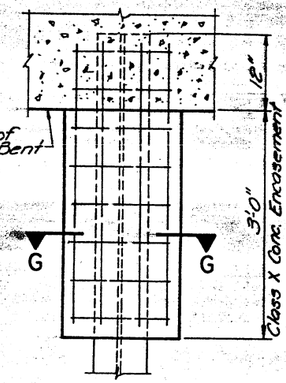
Type : HP10x42
Capacity : Drive to Refusal
Estimated length : 63'
Number Required : 12



NOTES

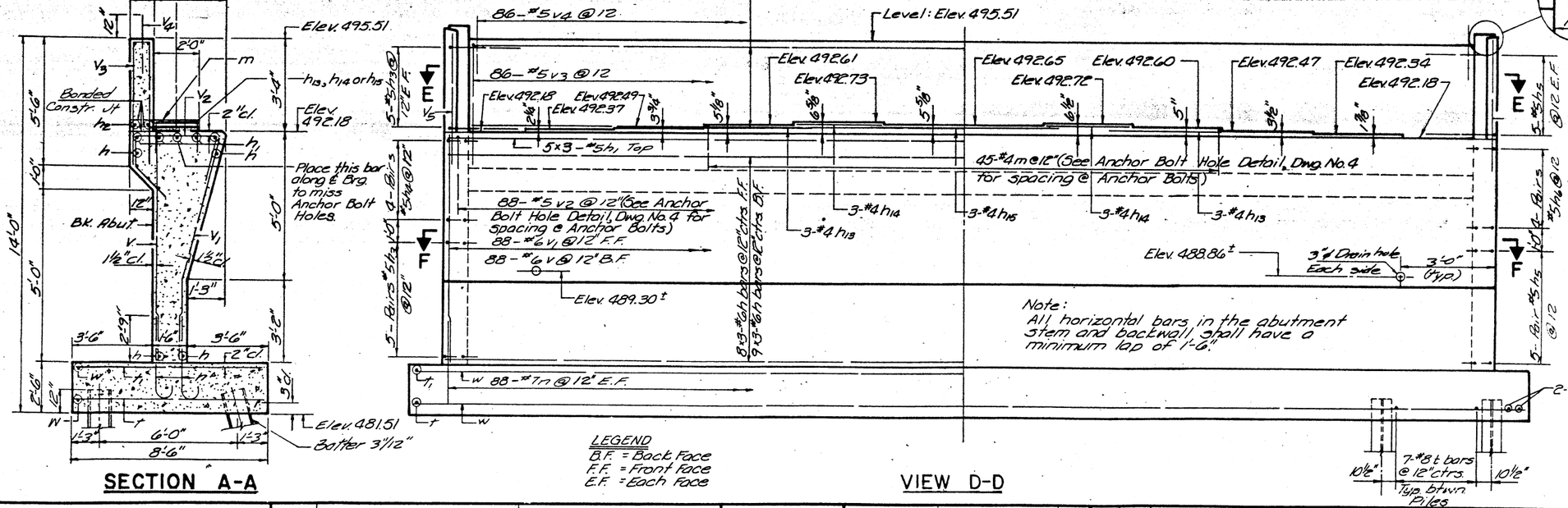
1. Pour steps monolithically with abutment.
2. All edges shall have ¾" chamfers.
3. For Curtain Wall details and section C-C, E-E and F-F see Dwg. No. 5.
4. Bars indicated thus 9x3-#6 indicates 9 lines of bars with 3 lengths per line.
5. Space reinforcement under bearings to miss anchor bolts. See Anchor Bolt Hole Detail on Dwg. No. 4.

See Anchor Bolt Hole Details on Dwg. No. 4. (Typ. for Girders 1, 6, 7 & 12)



PLAN

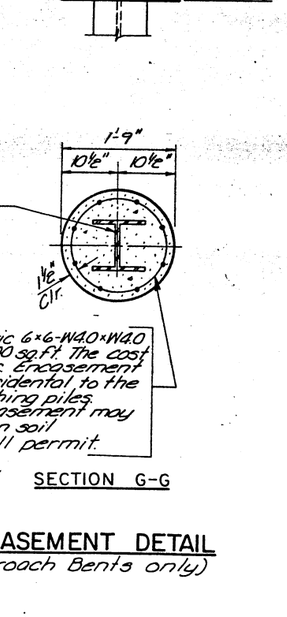
* If the contractor so desires he will be allowed to substitute coarse aggregate gradation CA-6 for sand to form a 6" cap to support the chairs for reinforcement for the top slab of the abutment. This will be paid for as sand backfill.



SECTION A-A

LEGEND
B.F. = Back Face
F.F. = Front Face
E.F. = Each Face

VIEW D-D



Welded wire fabric 6x6-W4.0xW4.0 weighing 58 #/100 sq.ft. The cost of Class X Conc. Encasement & Reinf. is incidental to the cost of furnishing piles. Forms for encasement may be omitted when soil conditions will permit.

PILE ENCASEMENT DETAIL

(Typ. at Approach Bents only)

CLARK DIETZ ENGINEERS
A Division of CRS GROUP ENGINEERS, INC.

DATE	TO	FOR
		PROJECT CONTROL

ACTIVITY	NAME	DATE
DESIGNED BY:	SCJ	8/81
DRAWN BY:	MEW	8/81
CHECKED BY:	SCJ/JTFJ	8/81
APPROVED BY:	AD	8/81
REGISTRATION NO:		

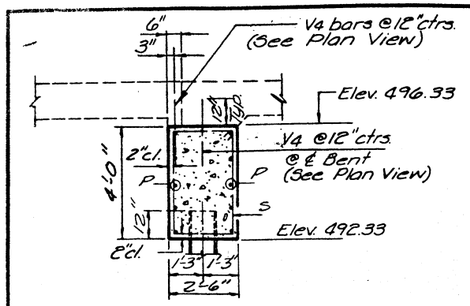
NO.	DATE	REVISION	APPROVED

SCALE: None
DATE: 8/81
JOB NO. 13101.21

DRAWING NO. 3 of 17

SOUTH ABUTMENT
F.A. ROUTE 789 SPUR OVER F.A. ROUTE 67
SECTION 2HB MADISON COUNTY
STATION 100+00

ROUTE NO.	SECTION	COUNTY.	TOTAL SHEETS	SHEET NO.
FA. 789 SPUR	2 HB	MADISON	39	11
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS		PROJECT F-789(	

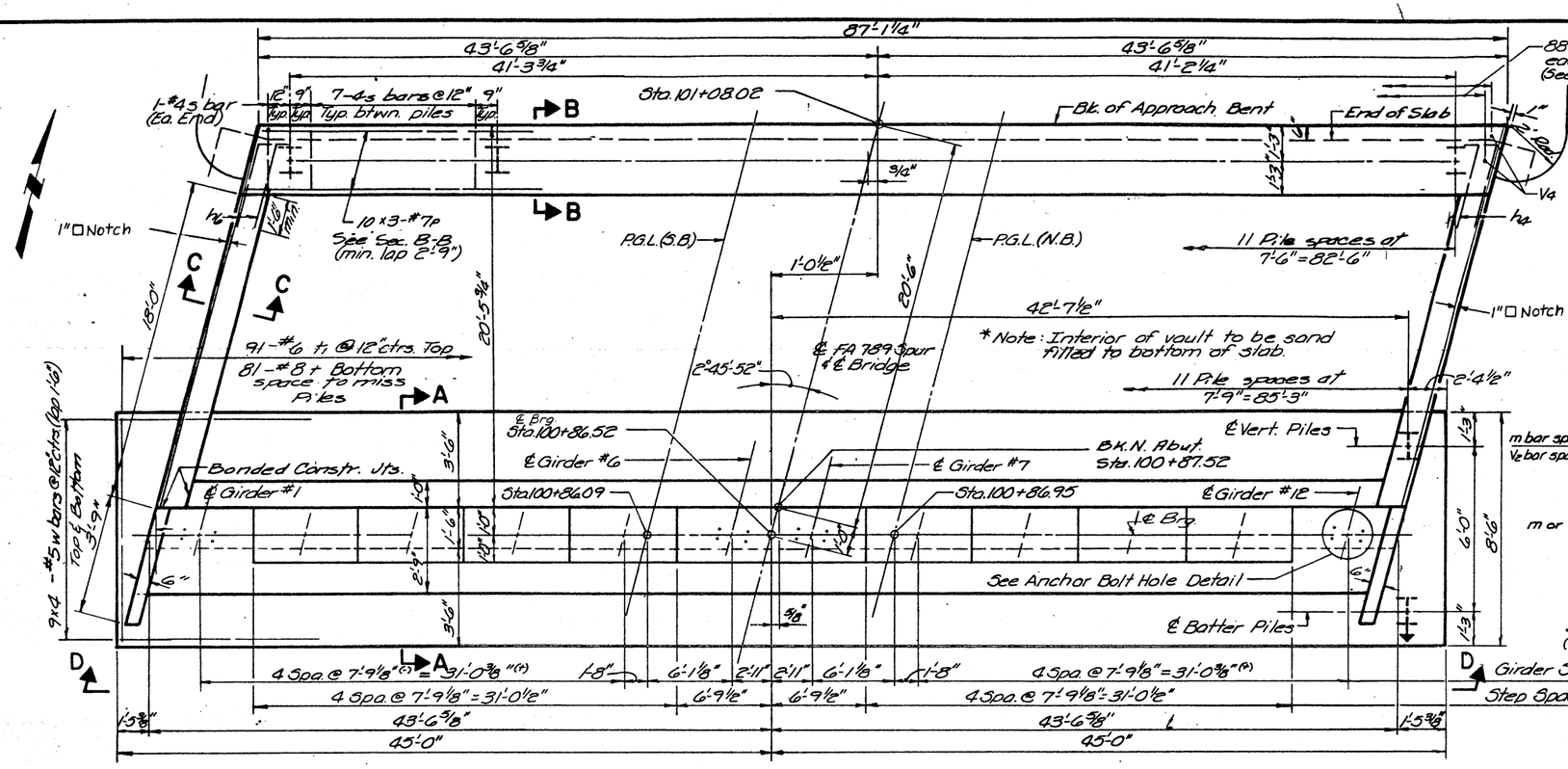


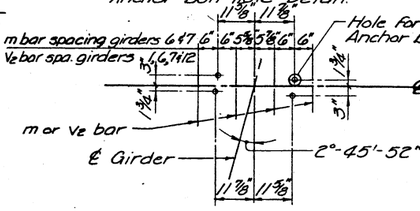
SECTION B-B

(See Pile Encasement Detail on Dwg. No. 3.)

ABUTMENT - PILE DATA
Type : HP10×42
Capacity : Drive to Refusal
Estimated length : 55'
Number Required : 23+1 Test Pile

APPROACH BENT - PILE DATA
Type : HP10×42
Capacity : Drive to Refusal
Estimated length : 64'
Number Required : 12



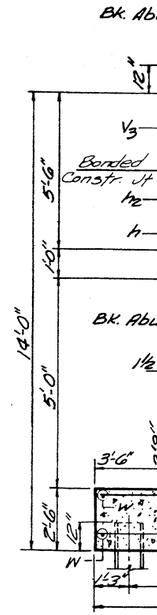


ANCHOR BOLT HOLE DETAIL

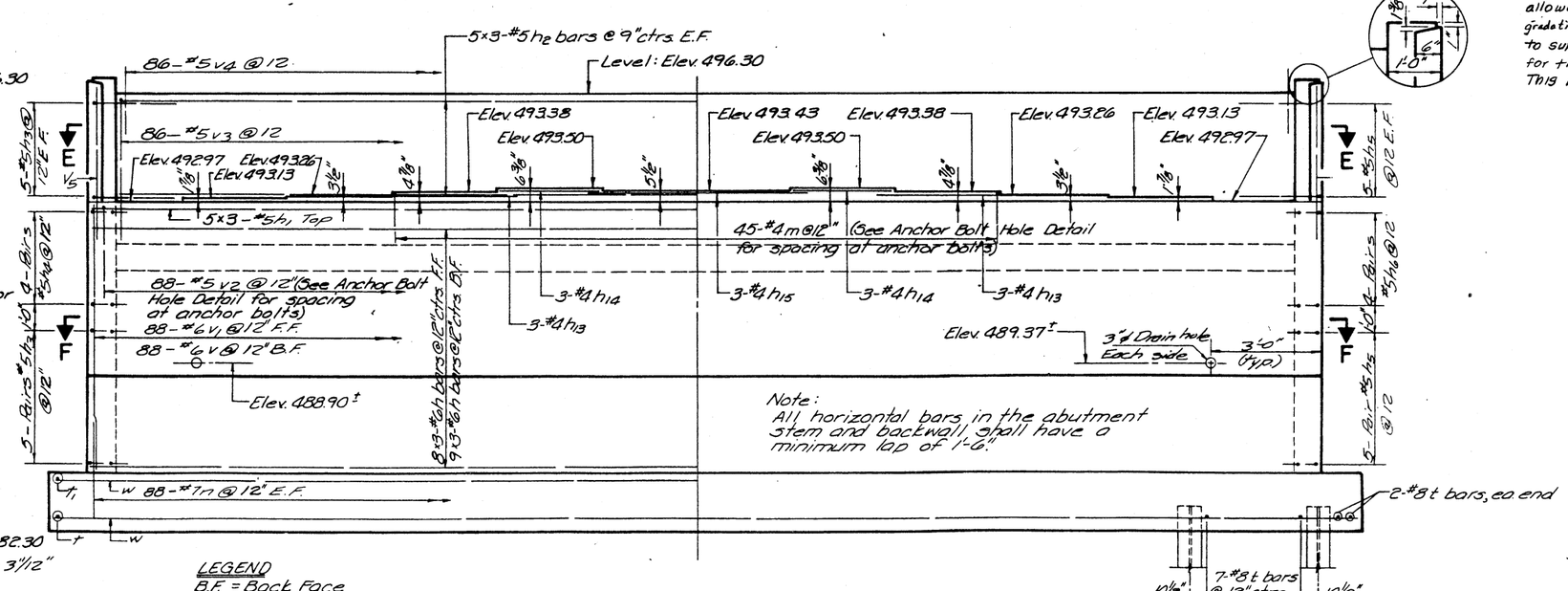
(Typical for Girders 1, 6, 7 & 12)

NOTES

1. Pour steps monolithically with abutment.
2. All edges shall have ¾" chamfers.
3. For Curtain Wall details and sections C-C, E-E and F-F see Dwg. No. 5.
4. Bars indicated thus 9x3-#6 indicates 9 lines of bars with 3 lengths per line.
5. Space reinforcement under bearings to miss anchor bolts. See Anchor Bolt Hole Detail.



SECTION A-A



VIEW D-D

LEGEND
B.F. = Back Face
F.F. = Front Face
E.F. = Each Face

* If the contractor so desires he will be allowed to substitute Coarse Aggregate gradation CA-6 for sand to form a 6" cap to support the chairs for reinforcement for the top slab of the abutment. This will be paid for as SAND BACKFILL.

CLARK DIETZ ENGINEERS
A Division of CRS GROUP ENGINEERS, INC.

DATE	TO	FOR

PROJECT CONTROL

ACTIVITY	NAME	DATE
DESIGNED BY:	SCJ	8/81
DRAWN BY:	MEW	8/81
CHECKED BY:	SCJ/AD	8/81
APPROVED BY:	AD	8/81
REGISTRATION NO:		

NO.	DATE	REVISION	APPROVED

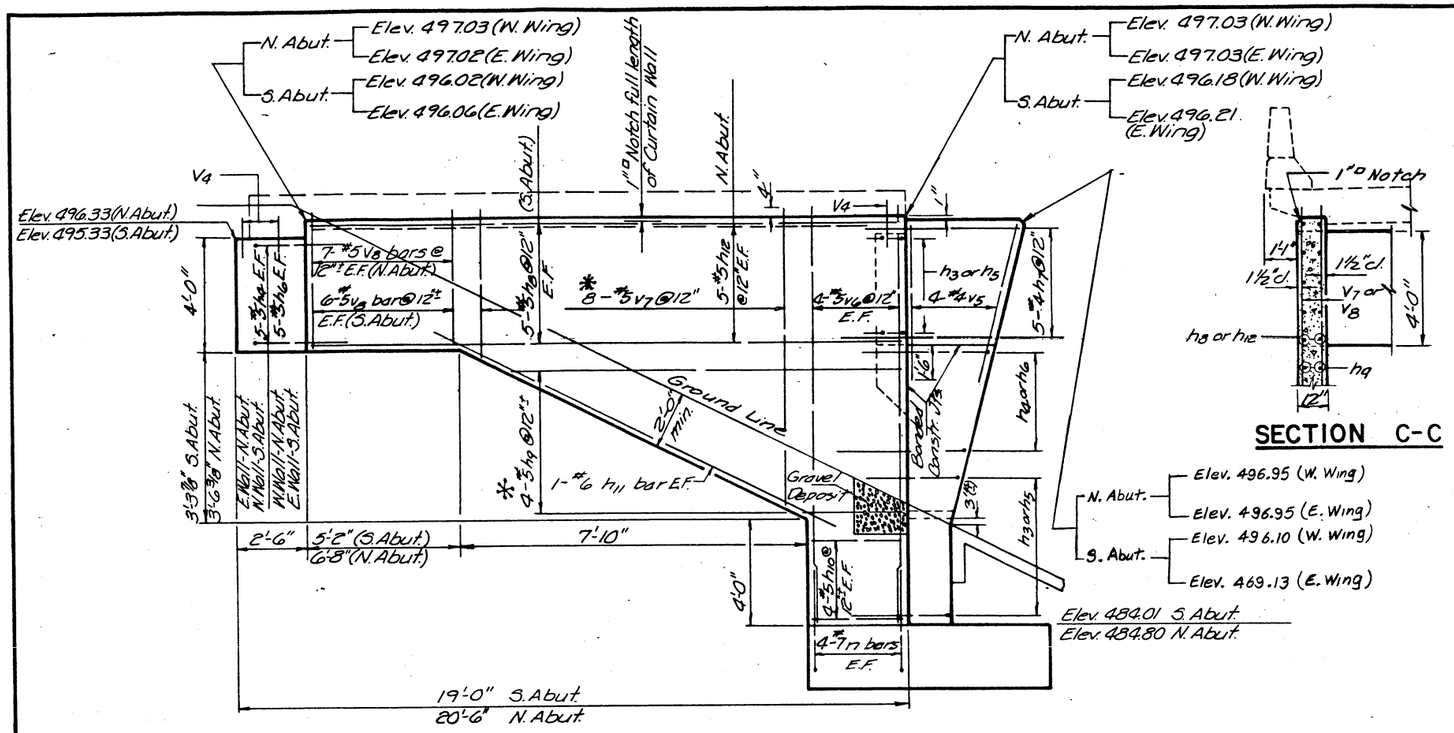
SCALE: None
DATE: 8/81
JOB NO. I3101.21

DRAWING NO. 4 of 17

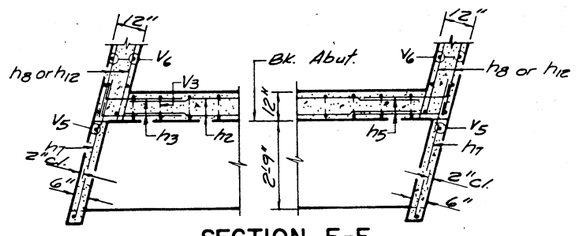
NORTH ABUTMENT

F.A. ROUTE 789 SPUR OVER F.A. ROUTE 67
SECTION 2HB MADISON COUNTY
STATION 100+00

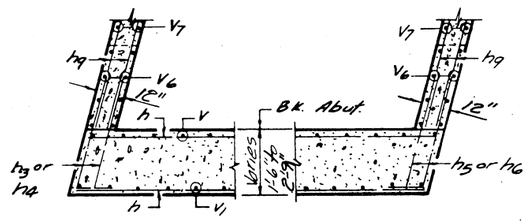
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 789 SPUR	2HB	MADISON	39	12
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT F-789(		



SIDE ELEVATION



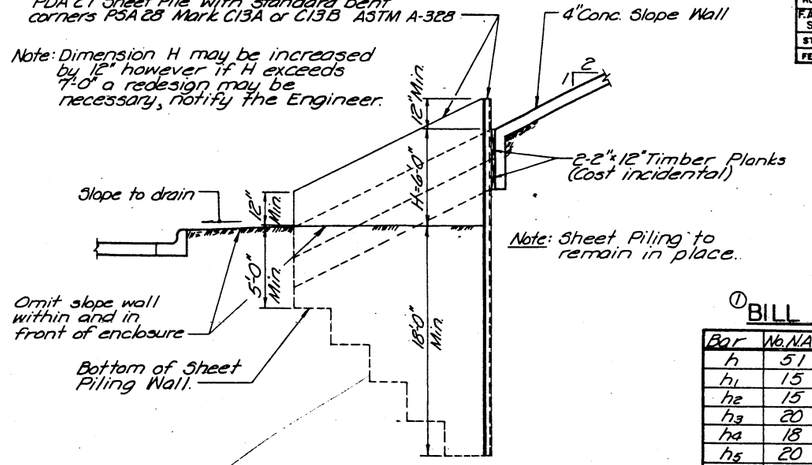
SECTION E-E

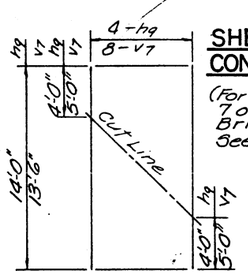


SECTION F-F

PDA 27 Sheet Pile with standard bent corners PSA 28 Mark C13A or C13B ASTM A-328

Note: Dimension H may be increased by 12" however if H exceeds 7'-0" a redesign may be necessary, notify the Engineer.



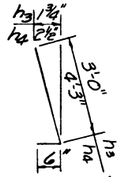


SHEET PILING TRAFFIC SIGNAL CONTROLLER ENCLOSURE DETAIL

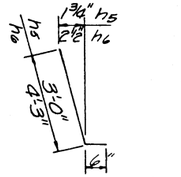
(For location see Roadway Sheet No. 7 of 39 and Bridge Elevation on Bridge Dwg. No. 1)
See Special Provisions.

FIELD CUTTING DIAGRAM

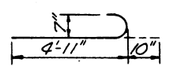
* Order h9 & V7 bars full length. Cut to fit as shown and use remainder of bars in other face.



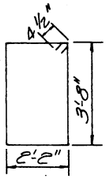
BARS h3 & h4



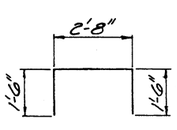
BARS h5 & h6



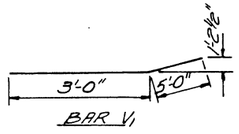
BAR n



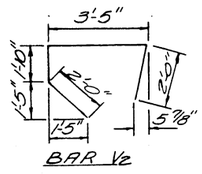
BAR s



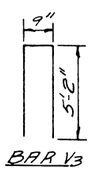
BAR m



BAR V1



BAR V2



BAR V3

① BILL OF MATERIAL

Bar	No. N.A	No. S.A	Size	Length	Shape
h	51	51	#6	29'-11"	—
h1	15	15	#5	29'-11"	—
h2	15	15	#5	29'-3"	—
h3	20	20	#5	3'-6"	L
h4	18	18	#5	4'-9"	L
h5	20	20	#5	3'-6"	L
h6	18	18	#5	4'-9"	L
h7	10	10	#4	5'-0"	—
h8	0	20	#5	16'-2"	—
h9	8	8	#5	14'-0"	—
h10	16	16	#5	3'-2"	—
h11	4	4	#6	12'-0"	—
h12	20	0	#5	17'-8"	—
h13	6	6	#4	8'-6"	—
h14	6	6	#4	7'-6"	—
h15	3	3	#4	15'-0"	—
m	45	45	#4	5'-8"	⊐
n	192	192	#7	5'-9"	⊃
P	30	30	#7	30'-10"	—
S	79	79	#4	12'-5"	▯
t	81	81	#8	8'-2"	—
t1	91	91	#6	8'-2"	—
V	88	88	#6	8'-0"	—
V1	88	88	#6	8'-0"	—
V2	88	88	#5	9'-3"	⊏⊐
V3	86	86	#5	11'-1"	⊓
V4	262	262	#5	2'-6"	—
V5	8	8	#4	5'-8"	—
V6	16	16	#5	12'-6"	—
V7	16	16	#5	13'-6"	—
V8	28	28	#5	4'-11"	—
W	72	72	#5	24'-9"	—

Item	Unit	N. Abut.	S. Abut.
Sand Backfill	Cu. Yds.	158	120
Reinforcement Bars	Lbs.	19,340	19,190
Class X Concrete	Cu. Yds.	183.4	182.9
511. Piles HP10×42	Lin. Ft.	2033	1998
Structure Excavation	Cu. Yds.	413	445
Test Piles 511. HP10×42	Ea.	1	1

① For two abutments

CLARK DIETZ ENGINEERS
A Division of CRS GROUP ENGINEERS, INC.

DATE	TO	FOR
		PROJECT CONTROL

ACTIVITY	NAME	DATE
DESIGNED BY:	SCJ	8/81
DRAWN BY:	MEW	8/81
CHECKED BY:	SCJ/AD	8/81
APPROVED BY:	AD	8/81
REGISTRATION NO:	-	

NO.	DATE	REVISION	APPROVED

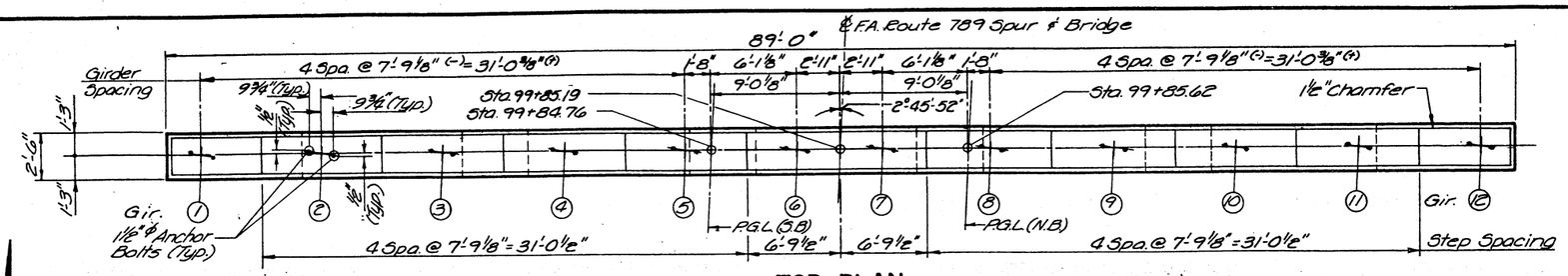
SCALE: None
DATE: 8/81
JOB NO. 13101.21

DRAWING NO. 5 of 17

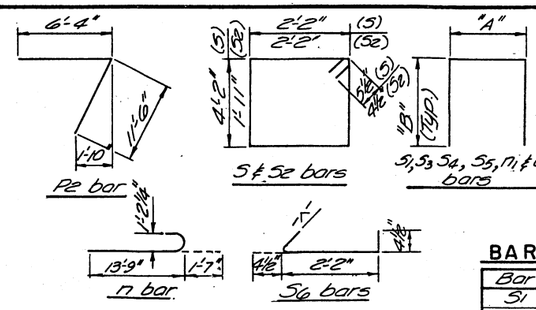
ABUTMENT DETAILS

F.A. ROUTE 789 SPUR OVER F.A. ROUTE 67
SECTION 2HB MADISON COUNTY
STATION 100+00

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 789 SPUR	2 HB	MADISON	39	13
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT F-789(		



TOP PLAN



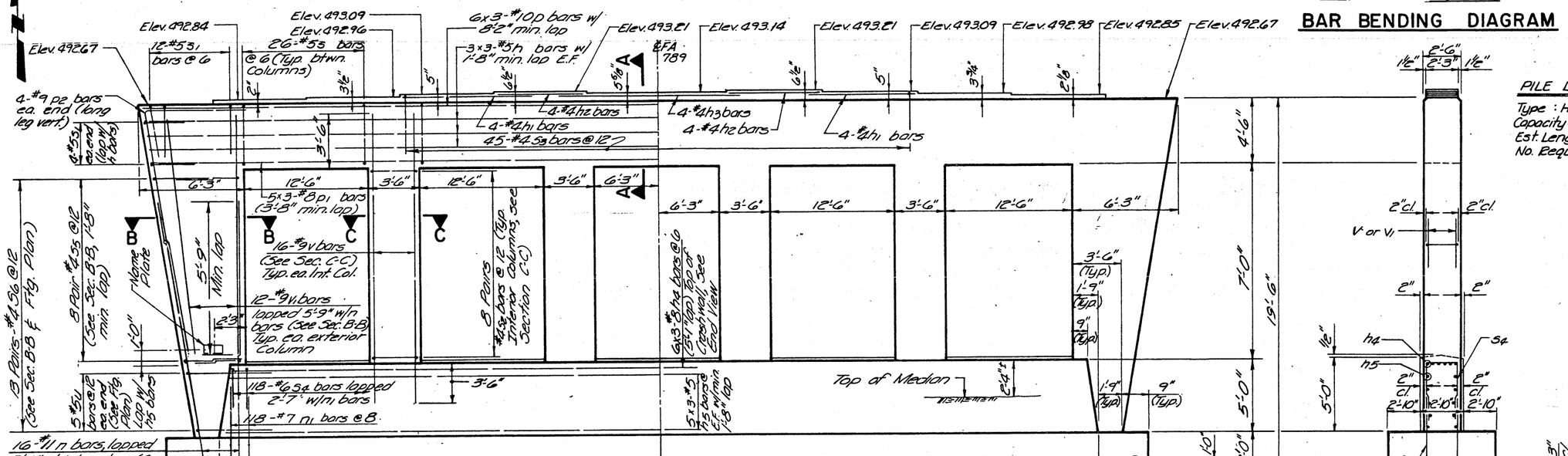
NOTES

1. Space reinforcement in cap to miss anchor bolts.
2. Pour steps monolithically with cap.
3. All edges shall have standard 3/4" chamfer, except as noted.

BAR DIMENSIONS

Bar	Dim "A"	Dim "B"
5	2'-2"	4'-0"
53	2'-2"	1'-6"
5a	2'-6"	4'-0"
55	2'-2"	3'-6"
n1	2'-6"	6'-3"
u	2'-2"	6'-0"

BAR BENDING DIAGRAM



PILE DATA

Type: HP10×42
Capacity: Refusal
Est. Length: 45' Ft.
No. Required: 37+1 Test Pile

BILL OF MATERIAL

Bar	No.	Size	Length & Shape
h	18	#5	30'-7"
h1	8	#4	9'-0"
h2	8	#4	7'-6"
h3	4	#4	16'-7"
h4	18	#8	29'-3"
h5	30	#5	27'-8"
n	32	#11	15'-4"
n1	118	#7	15'-0"
p	18	#10	35'-0"
p1	15	#8	31'-5"
p2	8	#9	17'-10"
s	130	#5	13'-7"
5	32	#5	10'-2"
52	64	#4	8'-11"
53	45	#4	5'-2"
54	118	#6	10'-6"
55	32	#4	9'-2"
56	52	#4	2'-11"
t	92	#8	8'-2"
u	10	#5	15'-2"
V	64	#9	14'-0"
V1	24	#9	10'-6"
W	24	#7	30'-1"

ITEM	UNIT	QUAN.
Class X Concrete	Cu. Yd.	179.0
Reinforcement Bars	Lbs.	36,07
Stl. Piles (HP10×42)	Lin. Ft.	166
Str. Excavation	Cu. Yd.	231
Test Pile Stl. HP10×42	Each	1

CLARK DIETZ ENGINEERS
A Division of CRS GROUP ENGINEERS, INC.

DATE	TO	FOR
	PROJECT CONTROL	

ACTIVITY	NAME	DATE
DESIGNED BY:	A.D./J.J.	8/81
DRAWN BY:	M.E.W.	8/81
CHECKED BY:	J.F.J./A.D.	8/81
APPROVED BY:	A.D.	8/81
REGISTRATION NO:		

NO.	DATE	REVISION	APPROVED

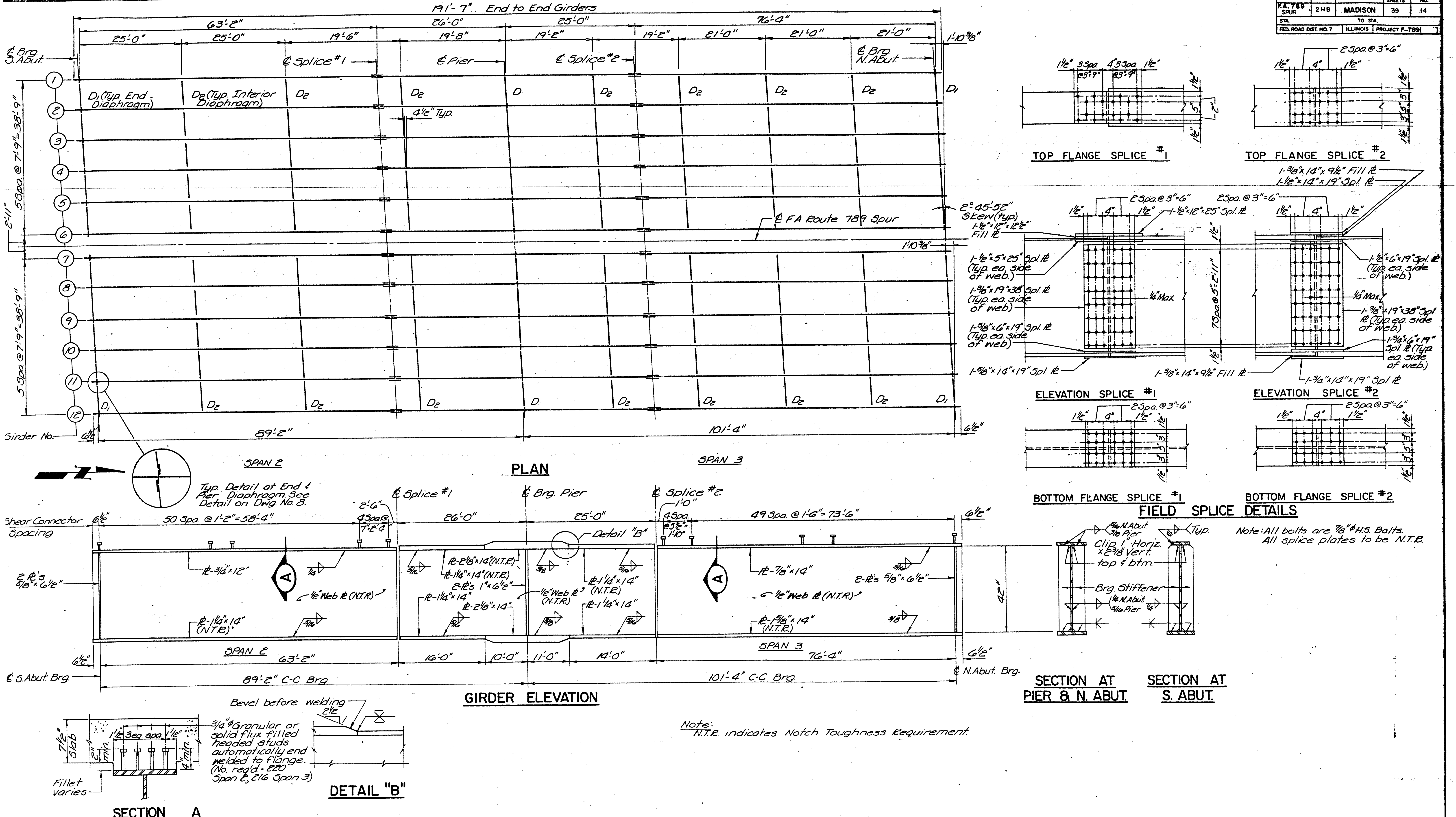
SCALE: None
DATE: 8/81
JOB NO. I3101.21

DRAWING NO. 6 of 17

PIER

F.A. ROUTE 789 SPUR OVER F.A. ROUTE 67
SECTION 2 HB MADISON COUNTY
STATION 100+00

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 789 SPUR	2HB	MADISON	39	14
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS	PROJECT F-789(	



191'-7" End to End Girders
63'-2"
26'-0"
76'-4"
℄ Brg. S. Abut.
℄ Splice #1
℄ Pier
℄ Splice #2
℄ Brg. N. Abut.
D1 (Typ. End Diaphragm)
D2 (Typ. Interior Diaphragm)
4½" Typ.
5 Spa. @ 7'-9" = 38'-9"
2'-11"
2° 45' 52" Skew (typ)
℄ FA Route 789 Spur
Girder No.
89'-2"
101'-4"
SPAN 2
SPAN 3
PLAN
Typ. Detail at End & Pier Diaphragm. See Detail on Dwg. No. 8.
TOP FLANGE SPLICE #1
TOP FLANGE SPLICE #2
ELEVATION SPLICE #1
ELEVATION SPLICE #2
BOTTOM FLANGE SPLICE #1
BOTTOM FLANGE SPLICE #2
FIELD SPLICE DETAILS
1-½"x12"x12½" Fill ℙ
1-½"x5"x25" Spl. ℙ (Typ. ea. side of web)
1-⅜"x19"x38" Spl. ℙ (Typ. ea. side of web)
1-⅝"x6"x19" Spl. ℙ (Typ. ea. side of web)
1-⅝"x14"x19" Spl. ℙ
1-⅜"x14"x9½" Fill ℙ
1-½"x14"x19" Spl. ℙ
1-¾"x14"x19" Spl. ℙ
1-½"x6"x19" Spl. ℙ (Typ. ea. side of web)
1-¾"x6"x19" Spl. ℙ (Typ. ea. side of web)
¼" Max.
7 Spa. @ 5" = 2'-11"
2 Spa. @ 3" = 6"
Note: All bolts are ⅞"φ H.S. Bolts. All splice plates to be N.T.R.
Shear Connector Spacing
50 Spa. @ 1'-2" = 58'-4"
49 Spa. @ 1'-6" = 73'-6"
Detail "B"
ℙ-¾"x12"
ℙ-1¼"x14" (N.T.R.)
½" Web ℙ (N.T.R.)
ℙ-⅞"x14"
ℙ-1⅝"x14" (N.T.R.)
2-ℙ's ⅝"x6½"
42"
GIRDER ELEVATION
89'-2" C-C Brg.
101'-4" C-C Brg.
℄ S. Abut. Brg.
℄ N. Abut. Brg.
SECTION AT PIER & N. ABUT.
SECTION AT S. ABUT.
Clip 1" Horiz. x 2⅜" Vert. top & btm.
Brg. Stiffener
Bevel before welding
DETAIL "B"
¾"φ Granular or solid flux filled headed studs automatically end welded to flange. (No. req'd = 220 Span 2, 216 Span 3)
Fillet varies
SECTION A
Note: N.T.R. indicates Notch Toughness Requirement.

CLARK DIETZ ENGINEERS
A Division of CRS GROUP ENGINEERS, INC.

DATE	TO	FOR
	PROJECT CONTROL	

ACTIVITY	NAME	DATE
DESIGNED BY:	S.C.J.	8/81
DRAWN BY:	M.E.W.	8/81
CHECKED BY:	J.F.J. / A.D.	8/81
APPROVED BY:	A.D.	8/81
REGISTRATION NO:		

NO.	DATE	REVISION	APPROVED

SCALE: None
DATE: 8/81
JOB NO. T3101.21

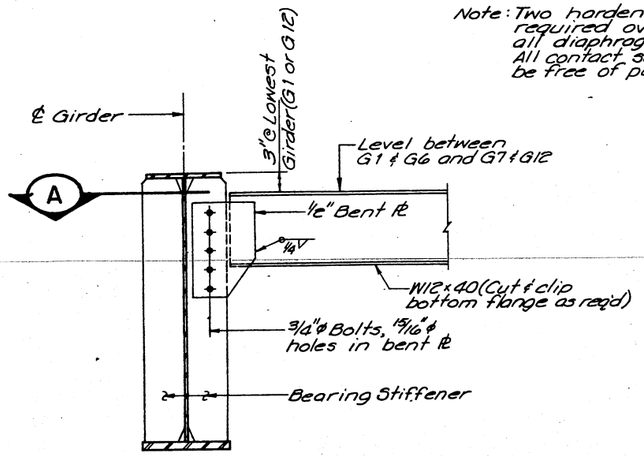
DRAWING NO. 7 of 17

STRUCTURAL STEEL

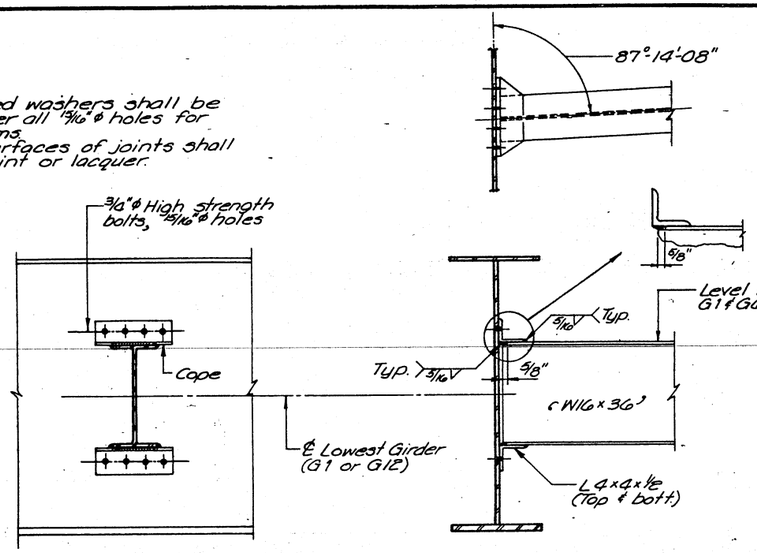
F.A. ROUTE 789 SPUR OVER F.A. ROUTE 67
SECTION 2HB MADISON COUNTY
STATION 100+00

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 789 SPUR	2HB	MADISON	39	
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT F-789(		

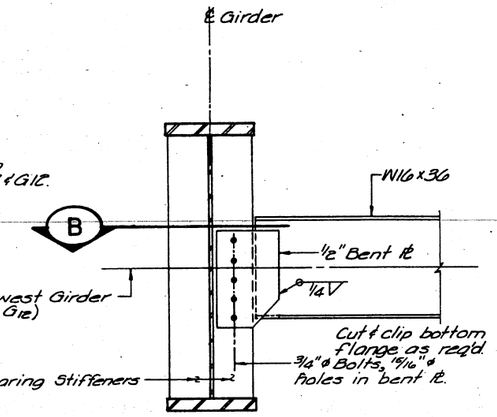
Note: Two hardened washers shall be required over all 15/16"ϕ holes for all diaphragms. All contact surfaces of joints shall be free of paint or lacquer.



TYP. END DIAPHRAGM D_1 AT ABUTMENTS



TYP. INTERIOR DIAPHRAGM D_2



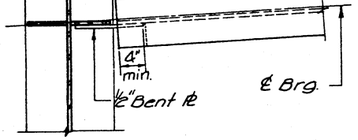
TYP. DIAPHRAGM D AT PIER

INTERIOR GIRDER MOMENT AND SHEAR TABLE

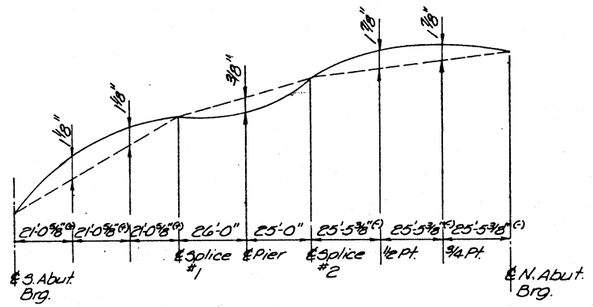
(Composite in positive moment areas only)

	0.4 Sp. 2	Pier	0.6 Sp. 3
Is (in^4)	14,657	32,041	18,571
Ic (in^4)	39,132	———	44,062
Ss (in^3)	799.6	1385.6	1006
Sc (in^3)	1102	———	1330
℄ (K/Ft)	1.020	1.020	1.020
M ℄ (I-K)	568.6	1741.2	937.4
fs non comp (ksi)	8.5	15.1	11.2
S ℄ (K/Ft)	0.310	0.310	0.310
Ms ℄ (I-K)	223.0	403.8	339.0
MLL (I-K)	1686.8	1422.9	1982.0
M Imp (I-K)	393.0	323.0	438.0
Total M comp (I-K)	2302.8	2169.7	2759.0
fs comp (ksi)	23.1	18.6	24.8
fs Total (ksi)	33.6	33.7	36.0
Vr (K)	61.2	———	59.6

See Note 4 below.

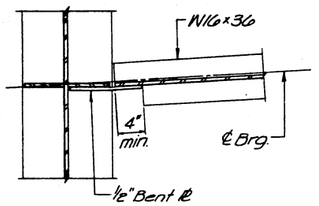


SECTION A



CAMBER DIAGRAM

(Camber includes dead load deflection and grade adjustments)



SECTION B

INTERIOR GIRDER REACTION TABLE

	S. Abut.	Pier	N. Abut.
R℄ (K)	40.8	161.5	51.1
R℄ (K)	45.1	70.8	45.2
R Imp (K)	10.5	16.1	10.0
R Total (K)	96.4	248.4	106.3

1. Is ℄ Ss are the moment of inertia ℄ section modulus of the steel section used in computing fs non-comp.
2. Ic ℄ Sc are the moment of inertia ℄ section modulus of the composite section used in computing fs comp.
3. Vr is the maximum LL + Impact Shear range in span.
4. The load factor 1.3 [℄ + 5/3 (LL + Imp.)] is included for computing moments ℄ stresses.

* TOP OF WEB ELEVATIONS

LOCATION \ GIEDER	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12
South Abut.	496.19	496.36	496.49	496.61	496.74	496.67	496.67	496.75	496.63	496.51	496.39	496.23
Splice #1	496.59	496.76	496.89	497.01	497.13	497.07	497.07	497.14	497.02	496.90	496.78	496.62
Pier	496.68	496.85	496.97	497.10	497.22	497.15	497.15	497.22	497.10	496.99	496.86	496.70
Splice #2	496.83	496.99	497.12	497.24	497.36	497.29	497.29	497.36	497.24	497.12	497.00	496.84
North Abut.	497.03	497.19	497.32	497.44	497.56	497.49	497.49	497.56	497.44	497.32	497.19	497.03

* For fabrication only

CLARK DIETZ ENGINEERS
A Division of CRS GROUP ENGINEERS, INC.

DATE	TO	FOR
	PROJECT CONTROL	

ACTIVITY	NAME	DATE
DESIGNED BY:	SCJ	8/81
DRAWN BY:	MEW	8/81
CHECKED BY:	AD	8/81
APPROVED BY:	AD	8/81
REGISTRATION NO:		

NO.	DATE	REVISION	APPROVED

SCALE: None
DATE: 8/81
JOB NO. 13101.C1

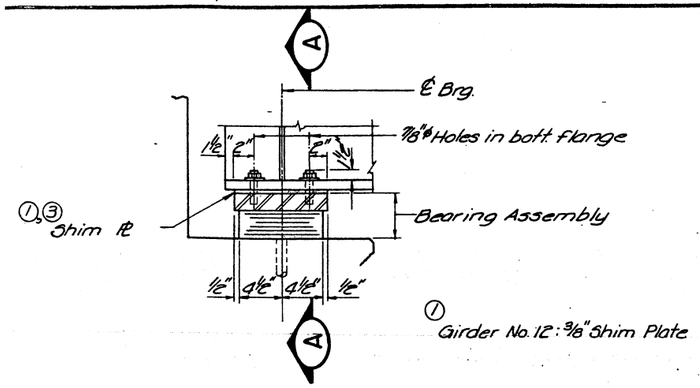
DRAWING NO. 8 of 17

STRUCTURAL STEEL DETAILS

F.A. ROUTE 789 SPUR OVER F.A. ROUTE 67
SECTION 2 HB MADISON COUNTY
STATION 100+00

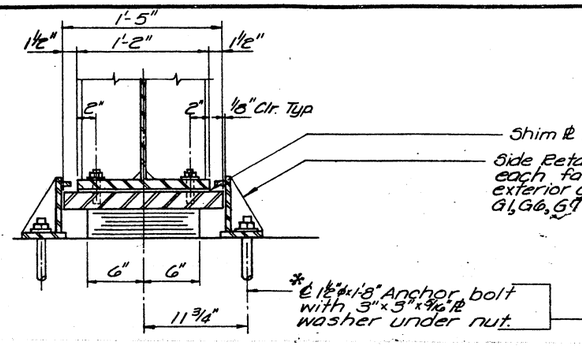
N00463 IDOT STD.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 789 SPUR	2HB	MADISON	39	16
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT F-789( )		

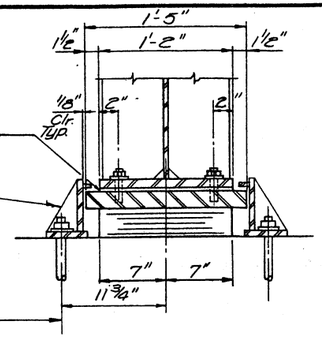


① Girder No. 12: 3/8" Shim Plate

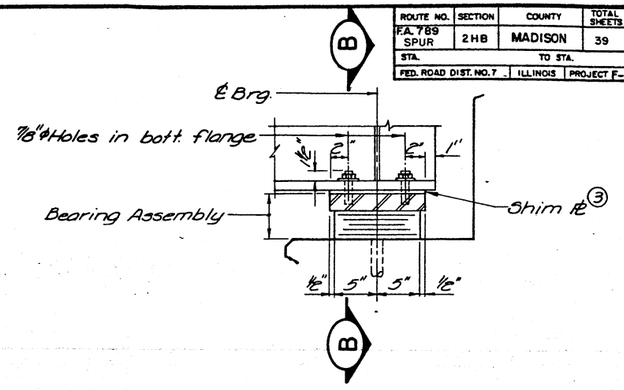
SECTION AT ABUT.



SECTION A-A

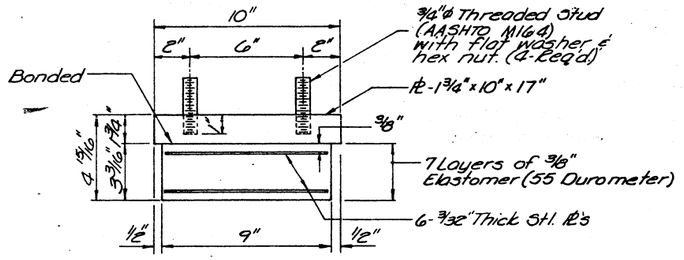


SECTION B-B



SECTION AT ABUT.

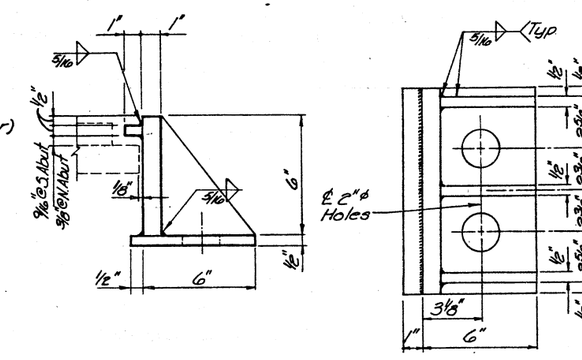
*After girders have been erected, holes at expansion bearings shall be drilled and anchor bolts grouted in place. Anchor bolts at fixed bearings may be built into the masonry.



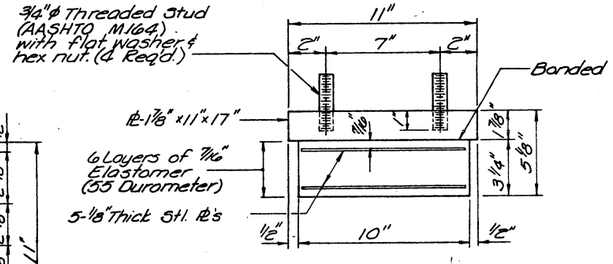
BEARING ASSEMBLY

Note: Shim plates shall not be placed under Bearing Assembly.

SOUTH ABUTMENT
TYPE I ELASTOMERIC EXP. BRG.



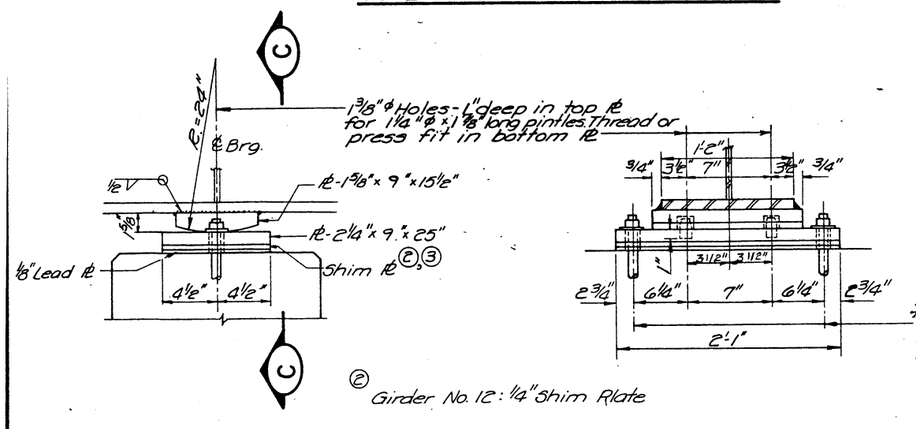
SIDE RETAINER



BEARING ASSEMBLY

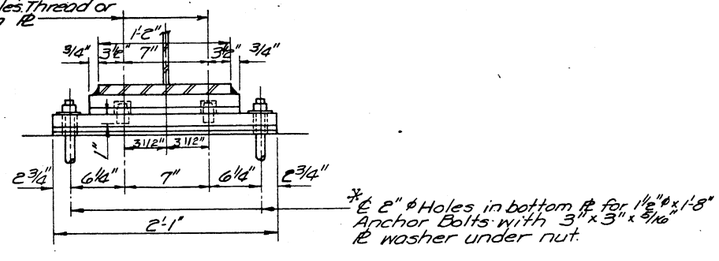
Note: Shim plates shall not be placed under Bearing Assembly.

NORTH ABUTMENT
TYPE I ELASTOMERIC EXP. BRG.



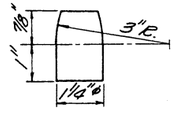
② Girder No. 12: ¼" Shim Plate

ELEVATION AT PIER



SECTION C-C

FIXED BEARING



PINTLE

③ For additional shim plate requirements not shown on drawing, see Note 11 on Drawing No. 1.

CLARK DIETZ ENGINEERS
A Division of CRS GROUP ENGINEERS, INC.

DATE	TO	FOR
	PROJECT CONTROL	

ACTIVITY	NAME	DATE
DESIGNED BY:	SCJ	8/81
DRAWN BY:	MEW	8/81
CHECKED BY:	SCJ/AD	8/81
APPROVED BY:	AD	8/81
REGISTRATION NO:		

NO.	DATE	REVISION	APPROVED

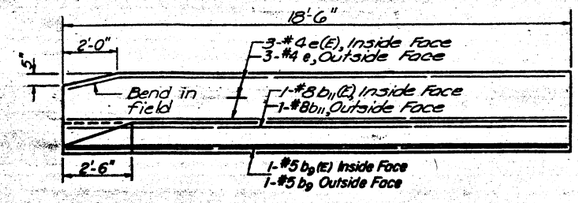
SCALE: None
DATE: 8/81
JOB NO. 13101.21

DRAWING NO. 9 of 17

BEARINGS
F.A. ROUTE 789 SPUR OVER F.A. ROUTE 67
SECTION 2HB MADISON COUNTY
STATION 100+00

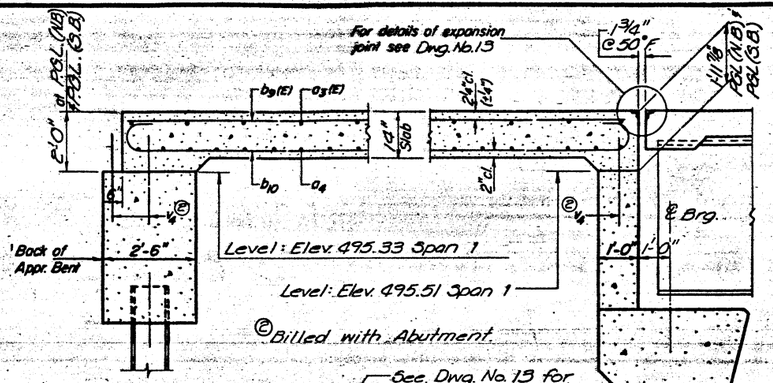
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 789 SPUR	2HB	MADISON	39	17
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT F-789(1)		

Notes:
1. Reinf. shown is typ. for both S.B. & N.B. Bridges.
2. Bars indicated 13×2-#5 etc. indicates 13 lines of bars with 2 lengths per line.

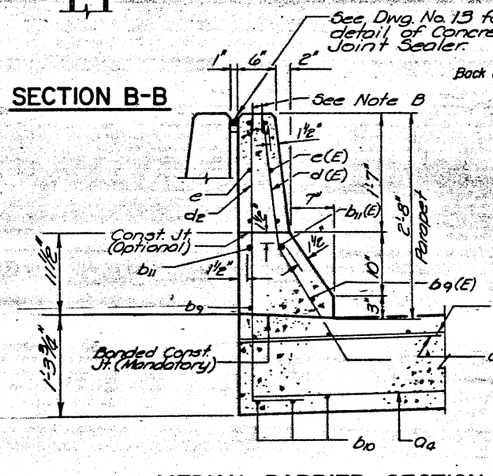


INSIDE ELEVATION OF OUTSIDE PARAPET

Note A: (Horizontal reinforcing for median parapet is similar to horizontal reinforcing in outside parapet.)



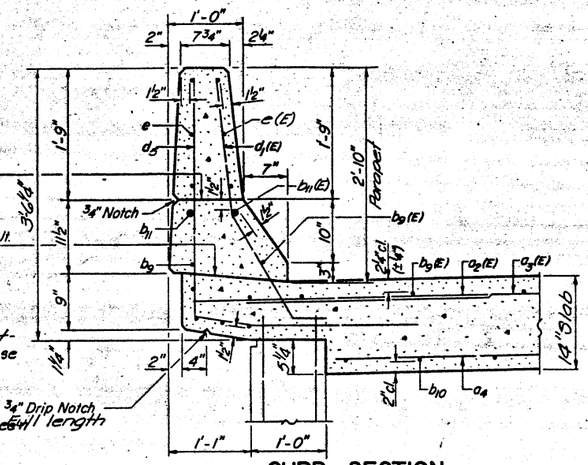
SECTION A-A



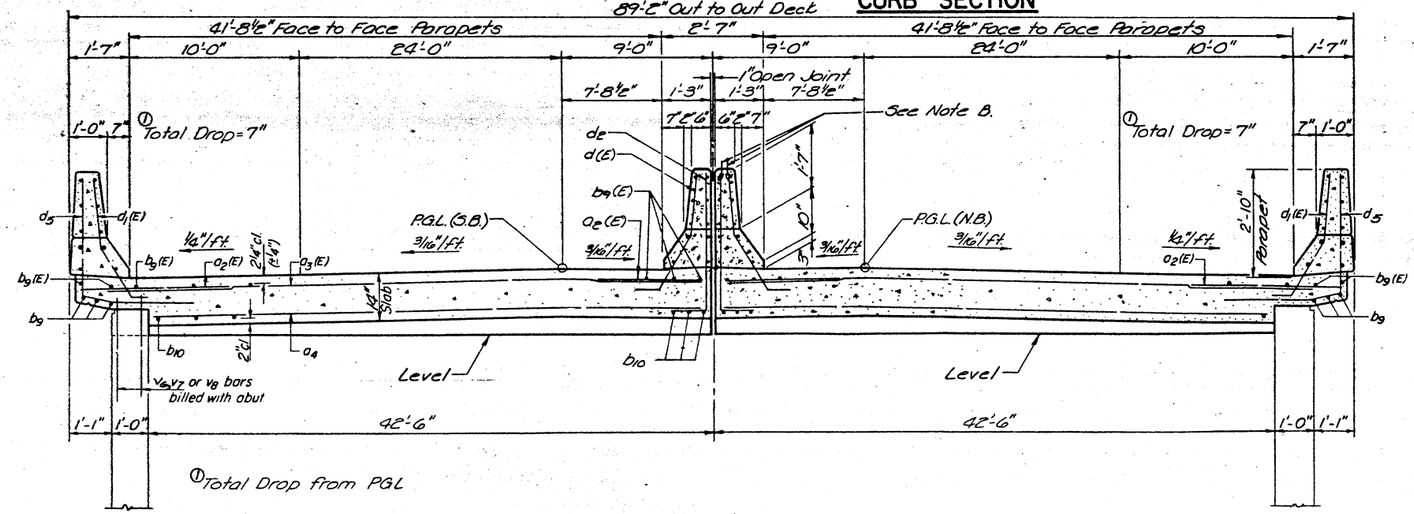
SECTION B-B

Note B: ¾"ø Anchor Studs, cast-in-place, for Glare Screen Base Plates, see Std. 239ff Dwg. #'s of the Highway Plans. To be installed on East Median Parapet only. (Cost included in Glare Screen Base Plate = Bid Item)

MEDIAN BARRIER SECTION



CURB SECTION

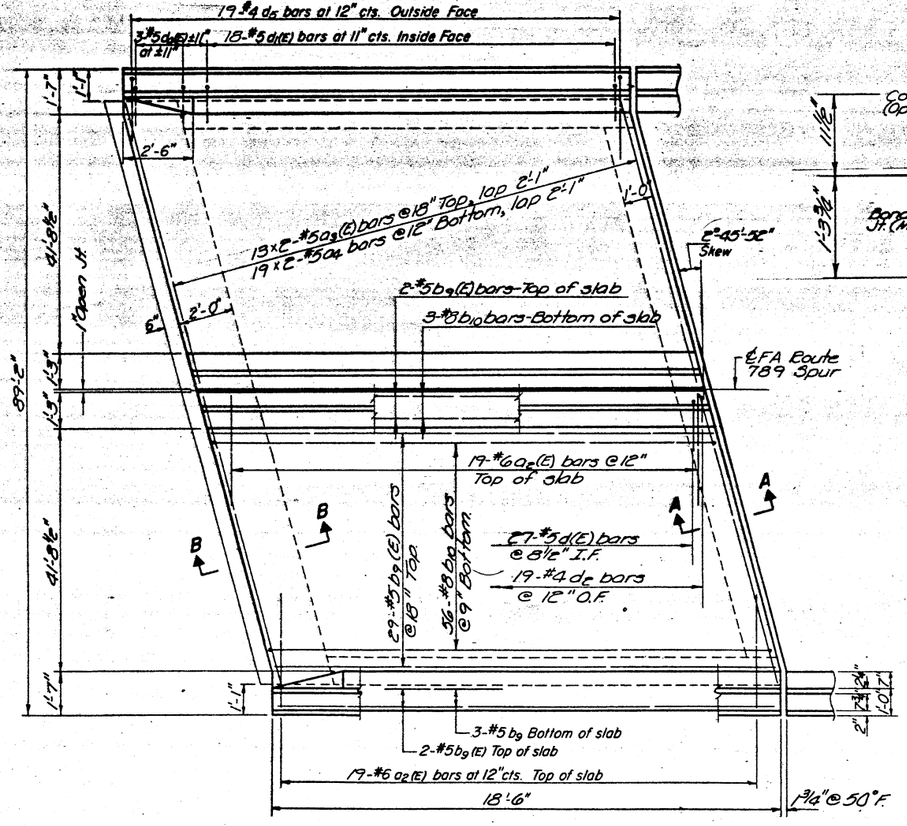


① Total Drop from PGL

NEAR APPR BENT — NEAR ABUTMENT

CROSS SECTION

(Looking North)

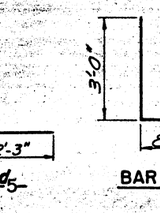


SPAN 1

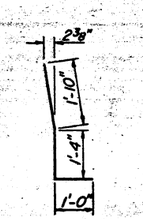
PLAN

LEGEND

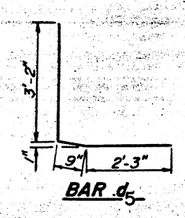
I.F. = Inside Face (Traffic Side)
O.F. = Outside Face



BAR d_1(E) & d(E)

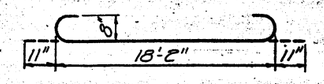


BAR d_4(E)



BAR d_5

BAR d_2



BAR b_{10}

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a_2(E)	76	#6	4'-0"	
a_3(E)	52	#5	23'-0"	
a_4	76	#5	22'-2"	
b_9(E)	70	#5	18'-2"	
b_9	10	#5	18'-2"	
b_{10}	118	#8	20'-0"	
b_{11}	4	#8	18'-2"	
b_{11}(E)	4	#8	18'-2"	
d(E)	54	#5	3'-9"	
d_1(E)	36	#5	3'-11"	
d_2	38	#4	3'-2"	
d_4(E)	6	#5	4'-2"	
d_5	38	#4	6'-2"	
e	18	#4	18'-2"	
e(E)	18	#4	18'-2"	
Reinforcement Bars			Lbs.	8940
Reinforcement Bars (Epoxy Coated)			Lbs.	37160
Class X Concrete			Cu Yds.	852
Protective Coat			Sq Yds.	800

Reinforcement bars designated (E) shall be epoxy coated. See Special Provisions.

DATE	TO	FOR
	PROJECT CONTROL	

ACTIVITY	NAME	DATE
DESIGNED BY:	S.C.J.	8/81
DRAWN BY:	M.E.W.	8/81
CHECKED BY:	S.C.J.	8/81
APPROVED BY:	A.D.	8/81
REGISTRATION NO:		

NO.	DATE	REVISION	APPROVED

SCALE: None
DATE: 8/81
JOB NO. 13101.21

DRAWING NO. 10 of 17

CLARK DIETZ ENGINEERS
A Division of CRS GROUP ENGINEERS, INC.

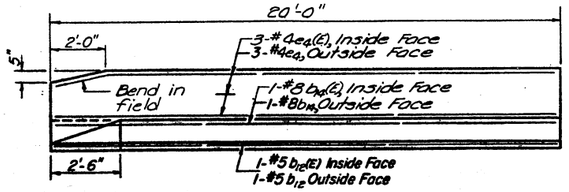
SOUTH APPROACH SLAB

F.A. ROUTE 789 SPUR OVER F.A. ROUTE 67
SECTION 2HB MADISON COUNTY
STATION 100+00

IDOT STD.

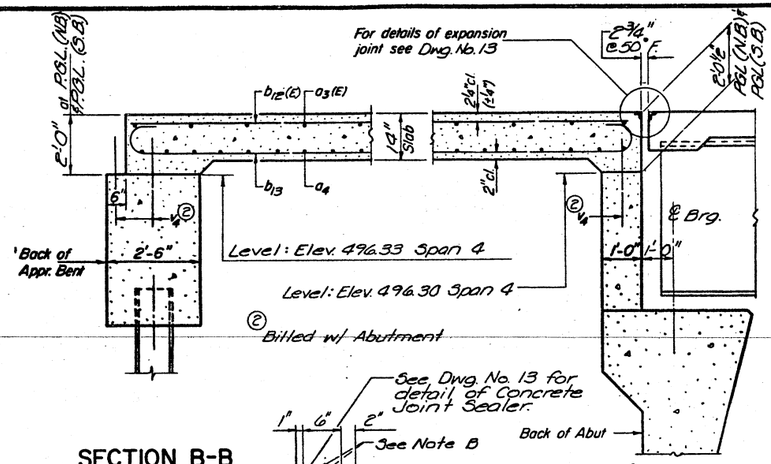
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 789 SPUR	2 HB	MADISON	39	11
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT F-7867		

Notes:
1. Reinf. shown is typical for both S.B. & N.B. Bridges.
2. Bars indicated 14×2-#5 e1 indicates 14 lines of bars w/ 2 lengths per line.

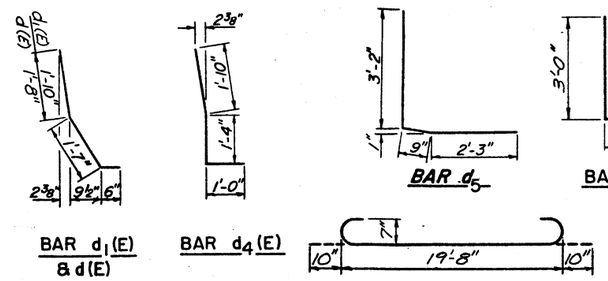


INSIDE ELEVATION OF OUTSIDE PARAPET

Note A: (Horizontal reinforcing for median parapet is similiar to horizontal reinforcing in outside parapet.)



SECTION A-A



BAR d_1(E) & d(E)

BAR d_4(E)

BAR d_5

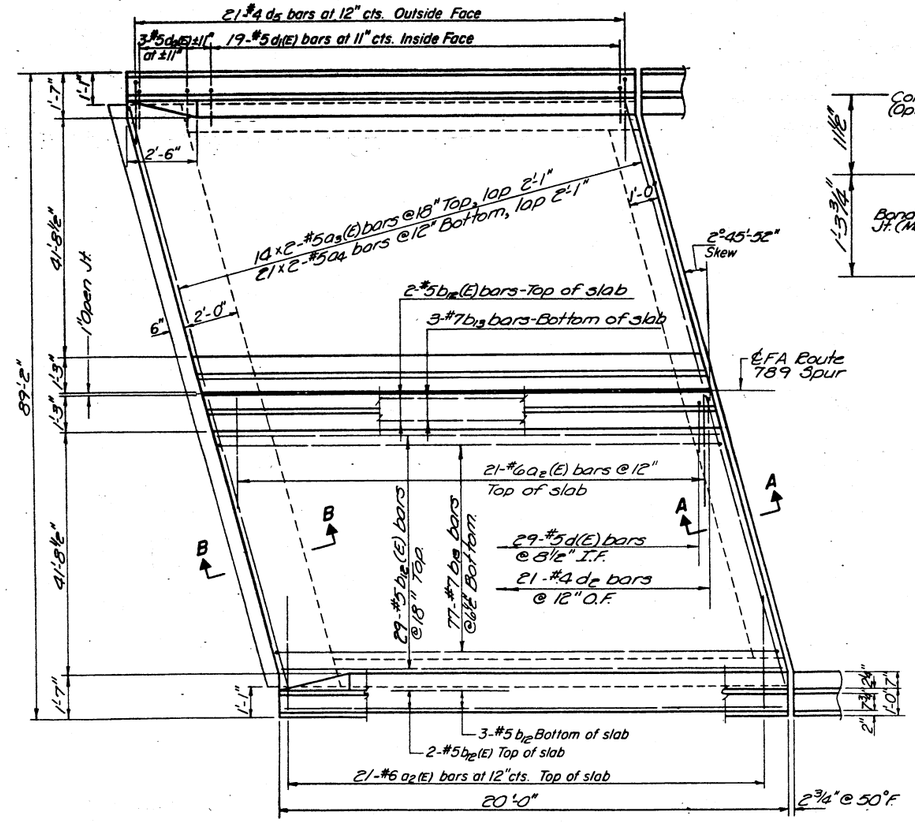
BAR d_2

BAR b_{13}

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a_2(E)	84	#6	4'-0"	
a_3(E)	56	#5	23'-0"	
a_4	84	#5	22'-2"	
b_{12}(E)	70	#5	19'-8"	
b_{12}	10	#5	19'-8"	
b_{13}	160	#7	21'-4"	
b_{14}	4	#8	19'-8"	
b_{14}(E)	4	#8	19'-8"	
d(E)	58	#5	3'-9"	
d_1(E)	38	#5	3'-11"	
d_2	42	#4	3'-8"	
d_2(E)	6	#5	4'-2"	
d_5	42	#4	6'-2"	
e_4	12	#4	19'-8"	
e_4(E)	12	#4	19'-8"	
Reinforcement Bars			Lbs.	9770
Reinforcement Bars (Epoxy Coated)			Lbs.	4060
Class X Concrete			Cu. Yds.	91.4
Protective Coat			Sq. Yds.	217

Reinforcement bars designated (E) shall be epoxy coated. See Special Provisions.

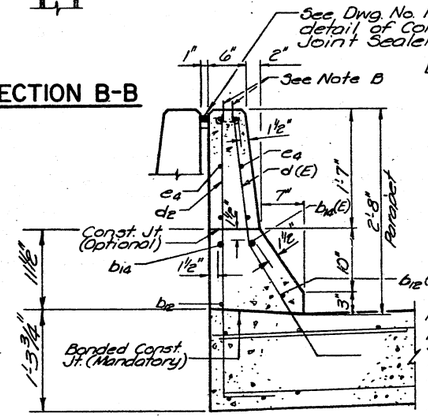


SPAN 4

PLAN

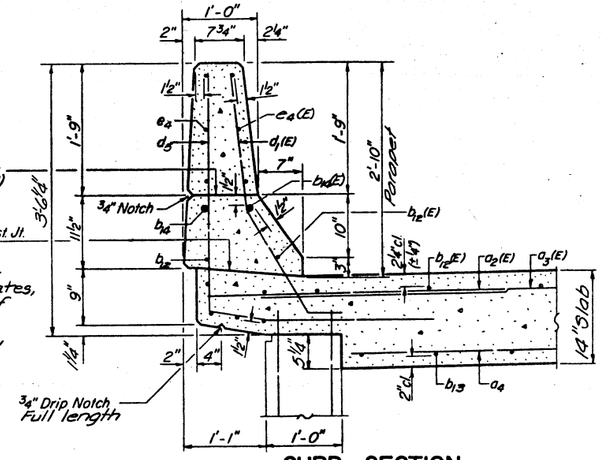
LEGEND
I.F. = Inside Face (Traffic Side)
O.F. = Outside Face

SECTION B-B

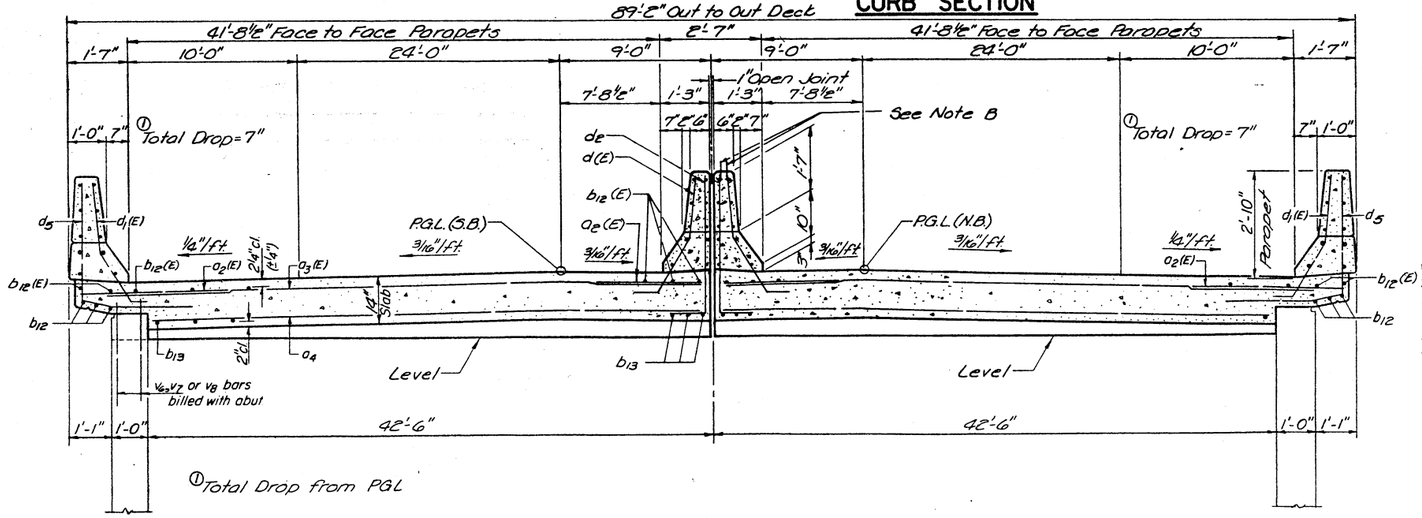


Note B: ⅝" ℄ Anchor Studs, cast-in-place, for Glare Screen Base Plates, see Std. 2392 and Dwg. #6 of the Highway Plans. To be installed on the East Median Parapet only. (Cost included in glare screen Base Plate bid item.)

MEDIAN BARRIER SECTION



CURB SECTION



① Total Drop from PGL

NEAR APPR BENT

NEAR ABUTMENT

CROSS SECTION
(Looking North)

CLARK DIETZ ENGINEERS
A Division of CRS GROUP ENGINEERS, INC.

DATE	TO	FOR
	PROJECT CONTROL	

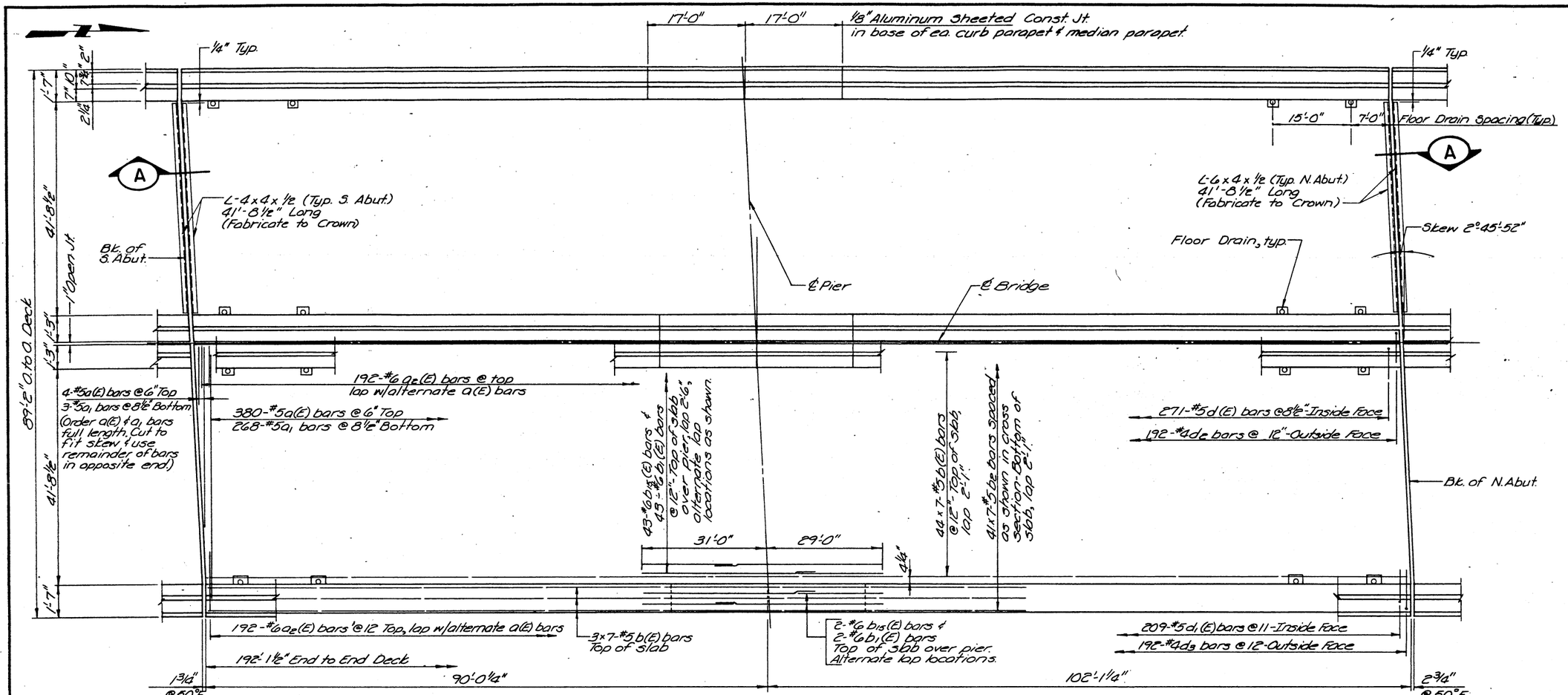
ACTIVITY	NAME	DATE
DESIGNED BY:	S.C.J.	8/81
DRAWN BY:	M.E.W.	8/81
CHECKED BY:	S.C.J.	8/81
APPROVED BY:	A.D.	8/81
REGISTRATION NO:		

NO.	DATE	REVISION	APPROVED

SCALE: None
DATE: 8/81
JOB NO. 13101.81

DRAWING NO. 11 of 17

NORTH APPROACH SLAB
F.A. ROUTE 789 SPUR OVER F.A. ROUTE 67
SECTION 2 HB MADISON COUNTY
STATION 100+00



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 789 SPUR	2HB	MADISON	39	19
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT F-789(		

PLAN

NOTES

1. Reinforcing shown is typical for both S.B. & N.B. Bridges.
2. Bars indicated 41x7-#5 etc. indicates 41 lines of bars with 7 lengths per line.
3. For Section A-A and Superstructur Deck and Floor Drain Details see Dwg. No. 13.
4. For Bill of Material see Dwg. No. 1
5. Reinforcement bars designated (E) shall be epoxy coated. See Special Provisions.
6. All reinf. bars in deck & parapet shall be epoxy coated. See Special Provisions

NEAR PIER

NEAR MIDSPAN

CROSS SECTION

(Looking North)

① Total Drop from PGL.

Note A:
3/8" ∅ Anchor Studs, cast-in-place, for Glare Screen Base Plates., see Std. 2392 and Dwg. No. 6 of the Highway Plans. To be installed on East Median Parapet only. (Cost included in Glare Screen. Base Plate Bid Item.)

CLARK DIETZ ENGINEERS
A Division of CRS GROUP ENGINEERS, INC.

DATE	TO	FOR
	PROJECT CONTROL	

ACTIVITY	NAME	DATE
DESIGNED BY:	SCJ	8/81
DRAWN BY:	MEW	8/81
CHECKED BY:	SCJ	8/81
APPROVED BY:	AD	8/81
REGISTRATION NO:		

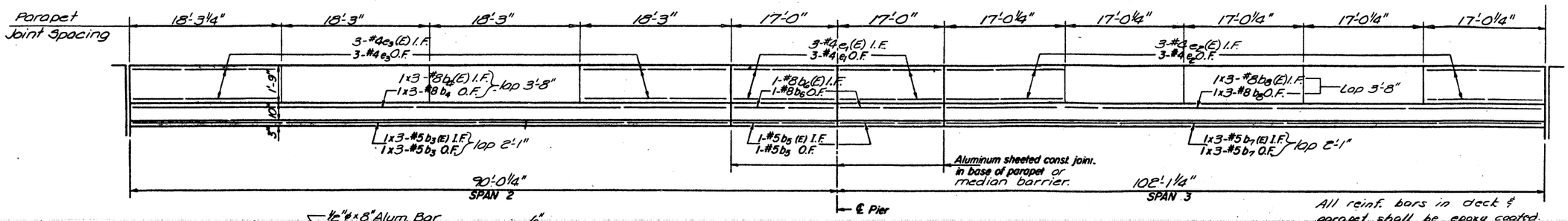
NO.	DATE	REVISION	APPROVED

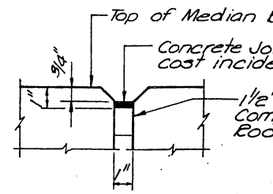
SCALE: None
DATE: 8/81
JOB NO. Z3101.21

DRAWING NO.
12 of 17

SUPERSTRUCTURE DECK
F.A. ROUTE 789 SPUR OVER F.A. ROUTE 67
SECTION 2HB MADISON COUNTY
STATION 100+00

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA. 789 SPUR	2 HB	MADISON	39	20
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT F-789(		

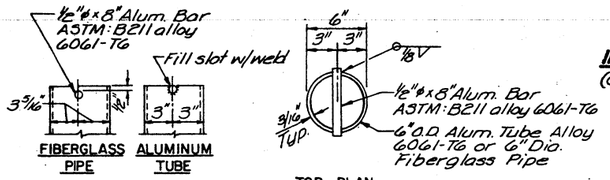




CONCRETE JOINT SEALER

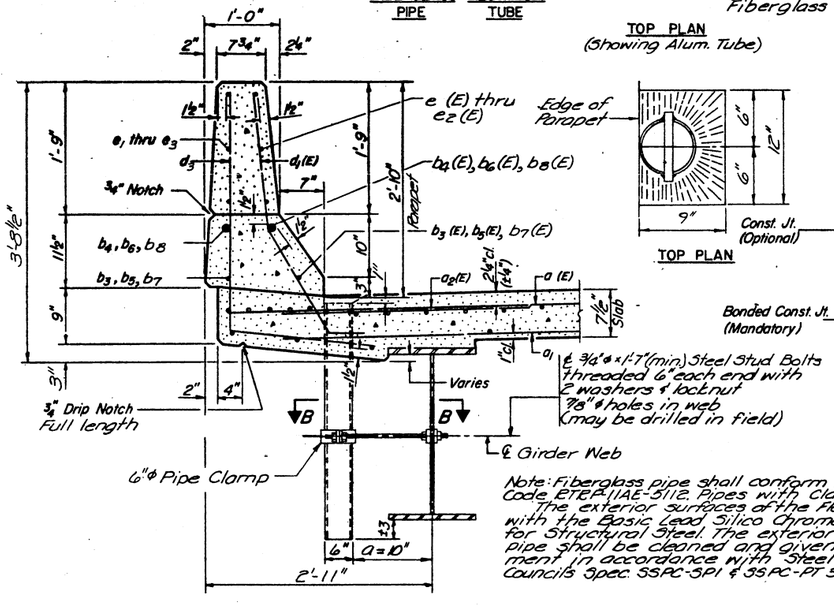
(To be used between Median Barriers at top)

All reinf. bars in deck & parapet shall be epoxy coated. See Special Provisions



INSIDE ELEVATION OF PARAPET

(Curb and Median Barrier)

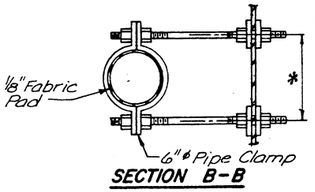


Note: Fiberglass pipe shall conform to ASTM D2996 Designation Code RTRP-11AE-5112. Pipes with Class C or F liner are acceptable. The exterior surfaces of the Floor Drain shall be painted with the Basic Lead Silico Chromate painting specified for Structural Steel. The exterior surfaces of the Aluminum pipe shall be cleaned and given a washcoat pretreatment in accordance with Steel Structural Painting Council's Spec. SSPC-SP1 & SSPC-PT 3 prior to painting.

SECTION THRU CURB PARAPET

(See Note A)

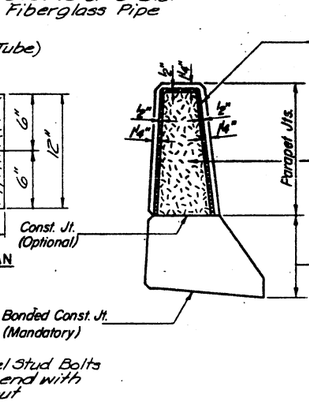
(The surface of the Fiberglass pipe shall be free of bond inhibiting agents.)



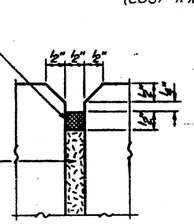
*Dimension as req'd by Pipe Clamp.

SECTION B-B

Note A: Floor Drain Attachment Detail at Median Barrier similar except for dimension a = 1'-1½".

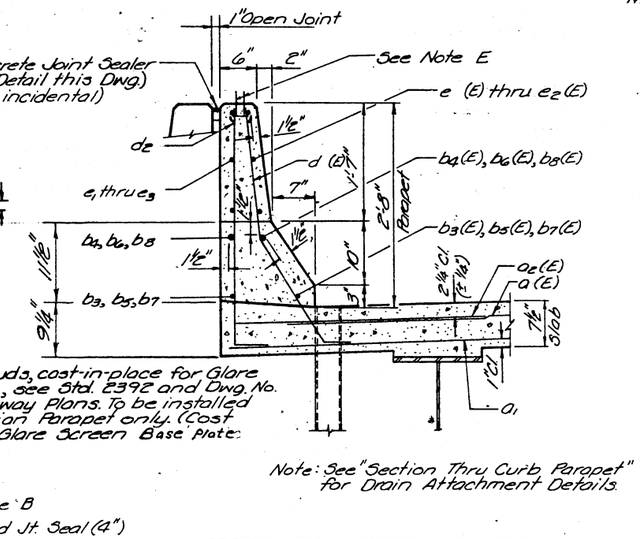


TOP PLAN



PARAPET JOINT DETAILS

(Curb & Median Barrier)



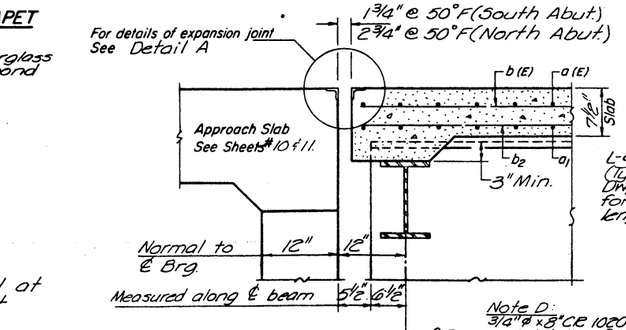
Note E: ⅜"ϕ Anchor Studs, cast-in-place for Glare Screen Base Plates, see Std. 2392 and Dwg. No. 6 of the Highway Plans. To be installed on East Median Parapet only. (Cost included in Glare Screen Base Plate Bid Item.)

Note: See "Section Thru Curb Parapet" for Drain Attachment Details.

SUPERSTRUCTURE BILL OF MATERIAL

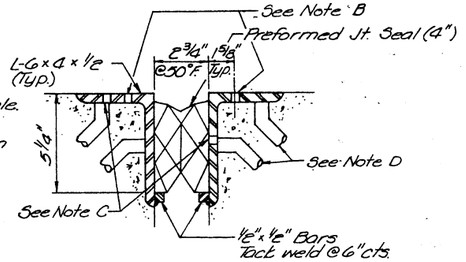
Bar	No	Size	Length	Shape
a(E)	768	#5	44'-0"	—
a1	542	#5	43'-0"	—
a2(E)	768	#6	4'-0"	—
b(E)	658	#5	29'-2"	—
b1(E)	90	#6	36'-0"	—
b2	574	#5	29'-2"	—
b3(E)	12	#5	25'-7"	—
b3	12	#5	25'-7"	—
b4(E)	12	#8	26'-8"	—
b4	12	#8	26'-8"	—
b5(E)	8	#5	16'-8"	—
b5	8	#5	16'-8"	—
b6(E)	8	#8	16'-8"	—
b6	8	#8	16'-8"	—
b7(E)	12	#5	29'-8"	—
b7	12	#5	29'-8"	—
b8(E)	12	#8	30'-8"	—
b8	12	#8	30'-8"	—
b15(E)	90	#6	26'-6"	—
d(E)	542	#5	3'-9"	⌊
d1(E)	418	#5	3'-11"	⌊
d2	384	#4	3'-8"	⌊
d3	384	#4	5'-2"	⌊
e3(E)	48	#4	18'-0"	—
e3	48	#4	18'-0"	—
e1(E)	24	#4	16'-8"	—
e1	24	#4	16'-8"	—
e2(E)	60	#4	16'-9"	—
e2	60	#4	16'-9"	—
Protective Coat		Sq. Yds.	2081	
Reinforcement Bars (Epoxy Coated)		Lbs.	125,270	
Class X Concrete		Cu. Yds.	480.4	
Preformed Jt. Seal (2½")		L.F.	93	
Preformed Jt. Seal (4")		L.F.	93	
Floor Drain		Ea.	16	

Reinforcement bars designated (E) shall be epoxy coated. See Special Provisions.

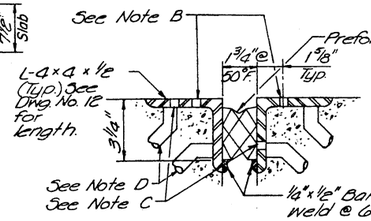


SECTION A-A

Note D: ¾"ϕ x 8" CE 1020 Stl. Gran. or Solid Flux filled headed studs automatically end welded (alternate at 12" centers, as req'd on angle)



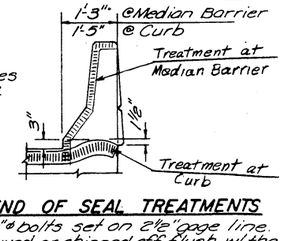
NORTH ABUTMENT



SOUTH ABUTMENT

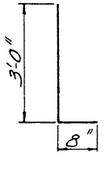
DETAIL A

Note B: 7/16"ϕ Vent holes at 12" centers.



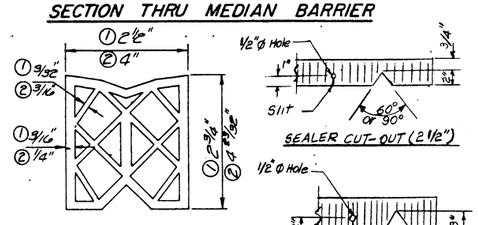
Note C: 7/16"ϕ Holes at 12" ctrs. for ⅝"ϕ bolts set on 2½" gage line. All bolts shall be burned, sawed or chipped off flush w/the back of angles after forms are removed.

TYPICAL END OF SEAL TREATMENTS



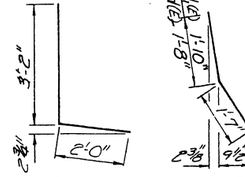
BAR d_2

SECTION THRU MEDIAN BARRIER



PREFORMED JOINT SEAL

① 2½" Seal ② 4" Seal



Reinforcement bars designated (E) shall be epoxy coated. See Special Provisions.

ACTIVITY	NAME	DATE
DESIGNED BY:	SCJ	8/81
DRAWN BY:	MEW	8/81
CHECKED BY:	SCJ/AD	8/81
APPROVED BY:	AD	8/81
REGISTRATION NO:		

NO.	DATE	REVISION	APPROVED

DATE	TO	FOR
	PROJECT CONTROL	

CLARK DIETZ ENGINEERS

A Division of CRS GROUP ENGINEERS, INC.

SCALE: None

DATE: 8/81

JOB NO. I3101.21

DRAWING NO. 13 of 17

SUPERSTRUCTURE DECK DETAILS

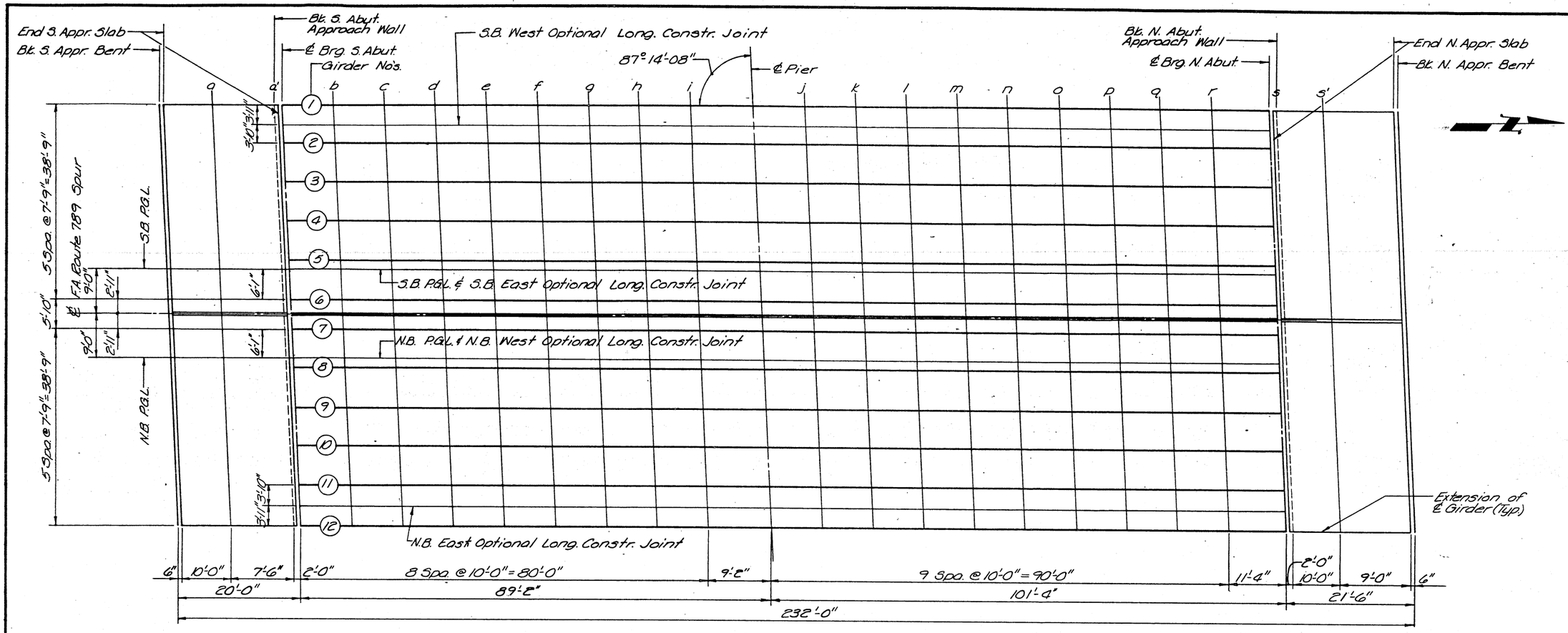
F.A. ROUTE 789 SPUR OVER F.A. ROUTE 67

SECTION 2HB MADISON COUNTY

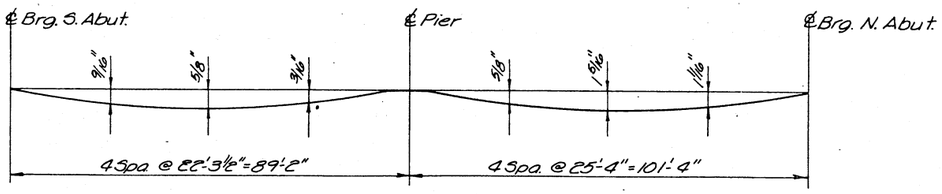
STATION 100+00

M08463 IDOT STD.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 789 SPUR	2HB	MADISON	39	21
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT F-789(		



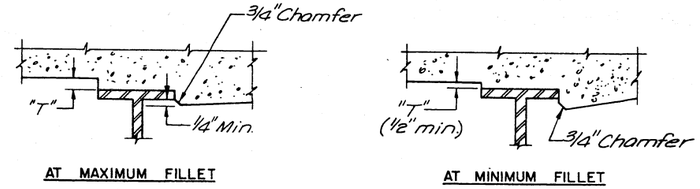
PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)

Note: The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections as shown in the tables.



AT MAXIMUM FILLET

AT MINIMUM FILLET

FILLET HEIGHTS

To determine "T": After all steel has been erected, elevations of the top flanges of all girders shall be taken and recorded at intervals shown. These elevations, subtracted from the "Theoretical Grade Elevations Adjusted For Dead Load Deflection", minus 7/8 inches equals the fillet heights "T" above the top flange of the girder.

CLARK DIETZ ENGINEERS
A Division of CRS GROUP ENGINEERS, INC.

DATE	TO	FOR
	PROJECT CONTROL	

ACTIVITY	NAME	DATE
DESIGNED BY:	AD	8/81
DRAWN BY:	MEN	8/81
CHECKED BY:	SCJ	8/81
APPROVED BY:	AD	8/81
REGISTRATION NO:		

NO.	DATE	REVISION	APPROVED

SCALE: None
DATE: 8/81
JOB NO. 13101.21

DRAWING NO. 14 of 17

TOP OF SLAB ELEVATIONS

F.A. ROUTE 789 SPUR OVER F.A. ROUTE 67
SECTION 2HB MADISON COUNTY
STATION 100+00

N00463 10 OT STC

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 789 SPUR	2 HB	MADISON	39	22
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS	PROJECT F-789( )	

GIRDER NO. 1

LOCATION	STATION	OFFSET FROM ℄ FA 789	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
BK. S. APPR. BENT	98+74.01	41'-8"	496.757	496.757
END S. APPR. SLAB	98+74.51	41'-8"	496.762	496.762
a	98+84.51	41'-8"	496.857	496.857
a'	98+92.01	41'-8"	496.925	496.925
℄ BRG. S. ABUT.	98+94.01	41'-8"	496.943	496.943
b	99+04.01	41'-8"	497.029	497.054
c	99+14.01	41'-8"	497.110	497.154
d	99+24.01	41'-8"	497.187	497.241
e	99+34.01	41'-8"	497.259	497.311
f	99+44.01	41'-8"	497.327	497.368
g	99+54.01	41'-8"	497.390	497.414
h	99+64.01	41'-8"	497.448	497.455
i	99+74.01	41'-8"	497.502	497.500
℄ PIER	99+83.18	41'-8"	497.547	497.547
j	99+93.18	41'-8"	497.592	497.606
k	100+03.18	41'-8"	497.632	497.670
l	100+13.18	41'-8"	497.668	497.728
m	100+23.18	41'-8"	497.699	497.788
n	100+33.18	41'-8"	497.726	497.830
o	100+43.18	41'-8"	497.748	497.857
p	100+53.18	41'-8"	497.765	497.865
q	100+63.18	41'-8"	497.778	497.856
r	100+73.18	41'-8"	497.786	497.831
℄ BRG. N. ABUT.	100+84.51	41'-8"	497.790	497.790
s	100+86.51	41'-8"	497.790	497.790
s'	100+96.51	41'-8"	497.787	497.787
END N. APPR. SLAB	101+05.51	41'-8"	497.781	497.781
BK. N. APPR. BENT	101+06.01	41'-8"	497.780	497.780

SOUTH BOUND WEST LONGITUDINAL CONSTRUCTION JOINT

LOCATION	STATION	OFFSET FROM ℄ FA 789	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
BK. S. APPR. BENT	98+74.19	37'-9"	496.841	496.841
END S. APPR. SLAB	98+74.69	37'-9"	496.845	496.845
a	98+84.69	37'-9"	496.940	496.940
a'	98+92.19	37'-9"	497.008	497.008
℄ BRG. S. ABUT.	98+94.19	37'-9"	497.026	497.026
b	99+04.19	37'-9"	497.112	497.137
c	99+14.19	37'-9"	497.193	497.237
d	99+24.19	37'-9"	497.270	497.324
e	99+34.19	37'-9"	497.342	497.394
f	99+44.19	37'-9"	497.410	497.451
g	99+54.19	37'-9"	497.472	497.496
h	99+64.19	37'-9"	497.531	497.538
i	99+74.19	37'-9"	497.584	497.582
℄ PIER	99+83.36	37'-9"	497.630	497.630
j	99+93.36	37'-9"	497.674	497.688
k	100+03.36	37'-9"	497.715	497.753
l	100+13.36	37'-9"	497.750	497.810
m	100+23.36	37'-9"	497.781	497.870
n	100+33.36	37'-9"	497.808	497.912
o	100+43.36	37'-9"	497.830	497.939
p	100+53.36	37'-9"	497.847	497.947
q	100+63.36	37'-9"	497.860	497.938
r	100+73.36	37'-9"	497.868	497.913
℄ BRG. N. ABUT.	100+84.69	37'-9"	497.871	497.871
s	100+86.69	37'-9"	497.871	497.871
s'	100+96.69	37'-9"	497.869	497.869
END N. APPR. SLAB	101+05.69	37'-9"	497.862	497.862
BK. N. APPR. BENT	101+06.19	37'-9"	497.862	497.862

GIRDER NO. 2

LOCATION	STATION	OFFSET FROM ℄ FA 789	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
BK. S. APPR. BENT	98+74.38	33'-11"	496.922	496.922
END S. APPR. SLAB	98+74.88	33'-11"	496.927	496.927
a	98+84.88	33'-11"	497.022	497.022
a'	98+92.38	33'-11"	497.090	497.090
℄ BRG. S. ABUT.	98+94.38	33'-11"	497.108	497.108
b	99+04.38	33'-11"	497.194	497.219
c	99+14.38	33'-11"	497.275	497.319
d	99+24.38	33'-11"	497.351	497.405
e	99+34.38	33'-11"	497.423	497.475
f	99+44.38	33'-11"	497.491	497.532
g	99+54.38	33'-11"	497.553	497.577
h	99+64.38	33'-11"	497.612	497.619
i	99+74.38	33'-11"	497.665	497.663
℄ PIER	99+83.55	33'-11"	497.710	497.710
j	99+93.55	33'-11"	497.755	497.769
k	100+03.55	33'-11"	497.795	497.833
l	100+13.55	33'-11"	497.831	497.891
m	100+23.55	33'-11"	497.862	497.951
n	100+33.55	33'-11"	497.888	497.992
o	100+43.55	33'-11"	497.910	497.019
p	100+53.55	33'-11"	497.927	497.027
q	100+63.55	33'-11"	497.940	497.018
r	100+73.55	33'-11"	497.948	497.993
℄ BRG. N. ABUT.	100+84.88	33'-11"	497.951	497.951
s	100+86.88	33'-11"	497.951	497.951
s'	100+96.88	33'-11"	497.948	497.948
END N. APPR. SLAB	101+05.88	33'-11"	497.942	497.942
BK. N. APPR. BENT	101+06.38	33'-11"	497.941	497.941

GIRDER NO. 3

LOCATION	STATION	OFFSET FROM ℄ FA 789	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
BK. S. APPR. BENT	98+74.76	26'-2"	497.052	497.052
END S. APPR. SLAB	98+75.26	26'-2"	497.057	497.057
a	98+85.26	26'-2"	497.151	497.151
a'	98+92.76	26'-2"	497.219	497.219
℄ BRG. S. ABUT.	98+94.76	26'-2"	497.237	497.237
b	99+04.76	26'-2"	497.323	497.348
c	99+14.76	26'-2"	497.404	497.448
d	99+24.76	26'-2"	497.480	497.534
e	99+34.76	26'-2"	497.552	497.604
f	99+44.76	26'-2"	497.619	497.660
g	99+54.76	26'-2"	497.682	497.706
h	99+64.76	26'-2"	497.740	497.747
i	99+74.76	26'-2"	497.793	497.791
℄ PIER	99+83.93	26'-2"	497.838	497.838
j	99+93.93	26'-2"	497.883	497.897
k	100+03.93	26'-2"	497.923	497.961
l	100+13.93	26'-2"	497.958	498.018
m	100+23.93	26'-2"	497.989	498.078
n	100+33.93	26'-2"	498.015	498.119
o	100+43.93	26'-2"	498.037	498.146
p	100+53.93	26'-2"	498.054	498.154
q	100+63.93	26'-2"	498.066	498.144
r	100+73.93	26'-2"	498.074	498.119
℄ BRG. N. ABUT.	100+85.26	26'-2"	498.077	498.077
s	100+87.26	26'-2"	498.077	498.077
s'	100+97.26	26'-2"	498.074	498.074
END N. APPR. SLAB	101+06.26	26'-2"	498.068	498.068
BK. N. APPR. BENT	101+06.76	26'-2"	498.067	498.067

GIRDER NO. 4

LOCATION	STATION	OFFSET FROM ℄ FA 789	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
BK. S. APPR. BENT	98+75.13	18'-5"	497.177	497.177
END S. APPR. SLAB	98+75.63	18'-5"	497.182	497.182
a	98+85.63	18'-5"	497.276	497.276
a'	98+93.13	18'-5"	497.344	497.344
℄ BRG. S. ABUT.	98+95.13	18'-5"	497.361	497.361
b	99+05.13	18'-5"	497.447	497.472
c	99+15.13	18'-5"	497.528	497.572
d	99+25.13	18'-5"	497.604	497.658
e	99+35.13	18'-5"	497.676	497.728
f	99+45.13	18'-5"	497.743	497.784
g	99+55.13	18'-5"	497.805	497.829
h	99+65.13	18'-5"	497.863	497.870
i	99+75.13	18'-5"	497.916	497.914
℄ PIER	99+84.30	18'-5"	497.961	497.961
j	99+94.30	18'-5"	498.005	498.019
k	100+04.30	18'-5"	498.045	498.083
l	100+14.30	18'-5"	498.080	498.140
m	100+24.30	18'-5"	498.111	498.200
n	100+34.30	18'-5"	498.137	498.241
o	100+44.30	18'-5"	498.158	498.267
p	100+54.30	18'-5"	498.175	498.275
q	100+64.30	18'-5"	498.187	498.265
r	100+74.30	18'-5"	498.195	498.240
℄ BRG. N. ABUT.	100+85.63	18'-5"	498.198	498.198
s	100+87.63	18'-5"	498.198	498.198
s'	100+97.63	18'-5"	498.195	498.195
END N. APPR. SLAB	101+06.63	18'-5"	498.188	498.188
BK. N. APPR. BENT	101+07.13	18'-5"	498.188	498.188

GIRDER NO. 5

LOCATION	STATION	OFFSET FROM ℄ FA 789	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
BK. S. APPR. BENT	98+75.51	10'-8"	497.301	497.301
END S. APPR. SLAB	98+76.01	10'-8"	497.306	497.306
a	98+86.01	10'-8"	497.401	497.401
a'	98+93.51	10'-8"	497.468	497.468
℄ BRG. S. ABUT.	98+95.51	10'-8"	497.486	497.486
b	99+05.51	10'-8"	497.571	497.596
c	99+15.51	10'-8"	497.652	497.696
d	99+25.51	10'-8"	497.728	497.782
e	99+35.51	10'-8"	497.799	497.851
f	99+45.51	10'-8"	497.866	497.907
g	99+55.51	10'-8"	497.928	497.952
h	99+65.51	10'-8"	497.986	497.993
i	99+75.51	10'-8"	497.039	497.037
℄ PIER	99+84.68	10'-8"	498.084	498.084
j	99+94.68	10'-8"	498.128	498.142
k	100+04.68	10'-8"	498.168	498.206
l	100+14.68	10'-8"	498.203	498.263
m	100+24.68	10'-8"	498.233	498.322
n	100+34.68	10'-8"	498.259	498.363
o	100+44.68	10'-8"	498.280	498.389
p	100+54.68	10'-8"	498.297	498.397
q	100+64.68	10'-8"	498.309	498.387
r	100+74.68	10'-8"	498.316	498.361
℄ BRG. N. ABUT.	100+86.01	10'-8"	498.319	498.319
s	100+88.01	10'-8"	498.319	498.319
s'	100+98.01	10'-8"	498.316	498.316
END N. APPR. SLAB	101+07.01	10'-8"	498.309	498.309
BK. N. APPR. BENT	101+07.51	10'-8"	498.308	498.308

CLARK DIETZ ENGINEERS

A Division of CRS GROUP ENGINEERS, INC.

DATE	TO	FOR
	PROJECT CONTROL	

ACTIVITY	NAME	DATE
DESIGNED BY:	AO	8/81
DRAWN BY:	MEW	8/81
CHECKED BY:	SCJ	8/81
APPROVED BY:	AO	8/81
REGISTRATION NO:		

NO.	DATE	REVISION	APPROVED

SCALE: None

DATE: 8/81

JOB NO. 13101.21

DRAWING NO. 15 of 17

TOP OF SLAB ELEVATIONS

F.A. ROUTE 789 SPUR OVER F.A. ROUTE 67
SECTION 2 HB MADISON COUNTY
STATION 100+00

N:00463 IDOT STD

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 789 SPUR	2HB	MADISON	39	23
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT F-789(		

SOUTH BOUND P.G.L.

LOCATION	STATION	OFFSET FROM ℄ FA 789	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
BK. S. APPR. BENT	98+75.59	9'-0"	497.328	497.328
END S. APPR. SLAB	98+76.09	9'-0"	497.333	497.333
a	98+86.09	9'-0"	497.427	497.427
a'	98+93.59	9'-0"	497.495	497.495
℄ BRG. S. ABUT.	98+95.59	9'-0"	497.512	497.512
b	99+05.59	9'-0"	497.598	497.623
c	99+15.59	9'-0"	497.678	497.722
d	99+25.59	9'-0"	497.754	497.808
e	99+35.59	9'-0"	497.826	497.878
f	99+45.59	9'-0"	497.893	497.934
g	99+55.59	9'-0"	497.955	497.979
h	99+65.59	9'-0"	498.012	498.019
i	99+75.59	9'-0"	498.066	498.064
℄ PIER	99+84.76	9'-0"	498.110	498.110
j	99+94.76	9'-0"	498.154	498.168
k	100+04.76	9'-0"	498.194	498.232
l	100+14.76	9'-0"	498.229	498.289
m	100+24.76	9'-0"	498.259	498.348
n	100+34.76	9'-0"	498.285	498.389
o	100+44.76	9'-0"	498.306	498.415
p	100+54.76	9'-0"	498.323	498.423
q	100+64.76	9'-0"	498.335	498.413
r	100+74.76	9'-0"	498.342	498.387
℄ BRG. N. ABUT.	100+86.09	9'-0"	498.345	498.345
s	100+88.09	9'-0"	498.345	498.345
s'	100+98.09	9'-0"	498.342	498.342
END N. APPR. SLAB	101+07.09	9'-0"	498.335	498.335
BK. N. APPR. BENT	101+07.59	9'-0"	498.334	498.334

GIRDER NO. 7

LOCATION	STATION	OFFSET FROM ℄ FA 789	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
BK. S. APPR. BENT	98+76.16	2'-11"	497.239	497.239
END S. APPR. SLAB	98+76.66	2'-11"	497.243	497.243
a	98+86.66	2'-11"	497.337	499.337
a'	98+94.16	2'-11"	497.405	497.405
℄ BRG. S. ABUT.	98+96.16	2'-11"	497.422	497.422
b	99+06.16	2'-11"	497.507	497.532
c	99+16.16	2'-11"	497.588	497.632
d	99+26.16	2'-11"	497.633	497.717
e	99+36.16	2'-11"	497.735	497.787
f	99+46.16	2'-11"	497.801	497.842
g	99+56.16	2'-11"	497.863	497.887
h	99+66.16	2'-11"	497.921	497.928
i	99+76.16	2'-11"	497.973	497.971
℄ PIER	99+85.33	2'-11"	498.018	498.018
j	99+95.33	2'-11"	498.062	498.076
k	100+05.33	2'-11"	498.101	498.139
l	100+15.33	2'-11"	498.136	498.196
m	100+25.33	2'-11"	498.166	498.255
n	100+35.33	2'-11"	498.191	498.295
o	100+45.33	2'-11"	498.212	498.321
p	100+55.33	2'-11"	498.229	498.329
q	100+65.33	2'-11"	498.240	498.318
r	100+75.33	2'-11"	498.248	498.293
℄ BRG. N. ABUT.	100+86.66	2'-11"	498.250	498.250
s	100+88.66	2'-11"	498.250	498.250
s'	100+98.66	2'-11"	498.246	498.246
END N. APPR. SLAB	101+07.66	2'-11"	498.239	498.239
BK. N. APPR. BENT	101+08.16	2'-11"	498.239	498.239

GIRDER NO. 6

LOCATION	STATION	OFFSET FROM ℄ FA 789	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
BK. S. APPR. BENT	98+75.88	2'-11"	497.236	497.236
END S. APPR. SLAB	98+76.38	2'-11"	497.241	497.241
a	98+86.38	2'-11"	497.335	497.335
a'	98+93.88	2'-11"	497.402	497.402
℄ BRG. S. ABUT.	98+95.88	2'-11"	497.420	497.420
b	99+05.88	2'-11"	497.505	497.530
c	99+15.88	2'-11"	497.585	497.629
d	99+25.88	2'-11"	497.661	497.715
e	99+35.88	2'-11"	497.733	497.785
f	99+45.88	2'-11"	497.799	497.840
g	99+55.88	2'-11"	497.861	497.885
h	99+65.88	2'-11"	497.919	497.926
i	99+75.88	2'-11"	497.972	497.970
℄ PIER	99+85.05	2'-11"	498.016	498.016
j	99+95.05	2'-11"	498.060	498.074
k	100+05.05	2'-11"	498.100	498.138
l	100+15.05	2'-11"	498.135	488.195
m	100+25.05	2'-11"	498.165	498.254
n	100+35.05	2'-11"	498.191	498.295
o	100+45.05	2'-11"	498.212	498.321
p	100+55.05	2'-11"	498.228	498.328
q	100+65.05	2'-11"	498.240	498.318
r	100+75.05	2'-11"	498.247	498.292
℄ BRG. N. ABUT.	100+86.38	2'-11"	498.250	498.250
s	100+88.38	2'-11"	498.250	498.250
s'	100+98.38	2'-11"	498.247	498.247
END N. APPR. SLAB	101+07.38	2'-11"	498.240	498.240
BK. N. APPR. BENT	101+07.88	2'-11"	498.239	498.239

NORTH BOUND P.G.L.

LOCATION	STATION	OFFSET FROM ℄ FA 789	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
BK. S. APPR. BENT	98+76.45	9'-0"	497.337	497.337
END S. APPR. SLAB	98+76.95	9'-0"	497.341	497.341
a	98+86.95	9'-0"	497.435	497.435
a'	98+94.45	9'-0"	497.502	497.502
℄ BRG. S. ABUT.	98+96.45	9'-0"	497.520	497.520
b	99+06.45	9'-0"	497.605	497.630
c	99+16.45	9'-0"	497.685	497.729
d	99+26.45	9'-0"	497.761	497.815
e	99+36.45	9'-0"	497.832	497.884
f	99+46.45	9'-0"	497.898	497.939
g	99+56.45	9'-0"	497.960	497.984
h	99+66.45	9'-0"	498.017	498.024
i	99+76.45	9'-0"	498.070	498.068
℄ PIER	99+85.62	9'-0"	498.114	498.114
j	99+95.62	9'-0"	498.158	498.172
k	100+05.62	9'-0"	498.197	498.235
l	100+15.62	9'-0"	498.232	498.292
m	100+25.62	9'-0"	498.262	498.351
n	100+35.62	9'-0"	498.287	498.391
o	100+45.62	9'-0"	498.308	498.417
p	100+55.62	9'-0"	498.324	498.424
q	100+65.62	9'-0"	498.336	498.414
r	100+75.62	9'-0"	498.343	498.388
℄ BRG. N. ABUT.	100+86.95	9'-0"	498.345	498.345
s	100+88.95	9'-0"	498.345	498.345
s'	100+98.95	9'-0"	498.341	498.341
END N. APPR. SLAB	101+07.95	9'-0"	498.334	498.334
BK. N. APPR. BENT	101+08.45	9'-0"	498.333	498.333

CLARK DIETZ ENGINEERS

A Division of CRS GROUP ENGINEERS, INC.

DATE	TO	FOR
	PROJECT CONTROL	

ACTIVITY	NAME	DATE
DESIGNED BY:	AD	8/81
DRAWN BY:	MEW	8/81
CHECKED BY:	SCJ	8/81
APPROVED BY:	AD	8/81
REGISTRATION NO:		

NO.	DATE	REVISION	APPROVED

SCALE: None

DATE: 8/81

JOB NO. 13101.21

DRAWING NO. 16 of 17

TOP OF SLAB ELEVATIONS

F.A. ROUTE 789 SPUR OVER F.A. ROUTE 67
SECTION 2 HB MADISON COUNTY
STATION 100+00

N0067 IDOT STD

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 789 SPUR	2HB	MADISON	39	24
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT F-789(		

GIRDER NO. 8

LOCATION	STATION	OFFSET FROM ℄ FA 789	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
BK. S. APPR. BENT	98+76.53	10'-8"	497.311	497.311
END S. APPR. SLAB	98+77.03	10'-8"	497.316	497.316
a	98+87.03	10'-8"	497.410	497.410
a'	98+94.53	10'-8"	497.477	497.477
℄ BRG. S. ABUT.	98+96.53	10'-8"	497.495	497.495
b	99+06.53	10'-8"	497.579	497.604
c	99+16.53	10'-8"	497.660	497.704
d	99+26.53	10'-8"	497.735	497.789
e	99+36.53	10'-8"	497.806	497.858
f	99+46.53	10'-8"	497.873	497.914
g	99+56.53	10'-8"	497.934	497.958
h	99+66.53	10'-8"	497.992	497.999
i	99+76.53	10'-8"	498.044	498.042
℄ PIER	99+85.70	10'-8"	498.088	498.088
j	99+95.70	10'-8"	498.132	498.146
k	100+05.70	10'-8"	498.171	498.209
l	100+15.70	10'-8"	498.206	498.266
m	100+25.70	10'-8"	498.236	498.325
n	100+35.70	10'-8"	498.261	498.365
o	100+45.70	10'-8"	498.282	498.391
p	100+55.70	10'-8"	498.298	498.398
q	100+65.70	10'-8"	498.310	498.388
r	100+75.70	10'-8"	498.317	498.362
℄ BRG. N. ABUT.	100+87.03	10'-8"	498.319	498.319
s	100+89.03	10'-8"	498.319	498.319
s'	100+99.03	10'-8"	498.315	498.315
END N. APPR. SLAB	101+08.03	10'-8"	498.308	498.308
BK. N. APPR. BENT	101+08.53	10'-8"	498.307	498.307

GIRDER NO. 9

LOCATION	STATION	OFFSET FROM ℄ FA 789	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
BK. S. APPR. BENT	98+76.91	18'-5"	497.194	497.194
END S. APPR. SLAB	98+77.41	18'-5"	497.199	497.199
a	98+87.41	18'-5"	497.292	497.292
a'	98+94.91	18'-5"	497.359	497.359
℄ BRG. S. ABUT.	98+96.91	18'-5"	497.377	497.377
b	99+06.91	18'-5"	497.462	497.487
c	99+16.91	18'-5"	497.542	497.586
d	99+26.91	18'-5"	497.617	497.671
e	99+36.91	18'-5"	497.688	497.740
f	99+46.91	18'-5"	497.754	497.795
g	99+56.91	18'-5"	497.816	497.840
h	99+66.91	18'-5"	497.873	497.880
i	99+76.91	18'-5"	497.925	497.923
℄ PIER	99+86.08	18'-5"	497.969	497.969
j	99+96.08	18'-5"	498.013	498.027
k	100+06.08	18'-5"	498.052	498.090
l	100+16.08	18'-5"	498.086	498.146
m	100+26.08	18'-5"	498.116	498.205
n	100+36.08	18'-5"	498.141	498.245
o	100+46.08	18'-5"	498.162	498.271
p	100+56.08	18'-5"	498.178	498.278
q	100+66.08	18'-5"	498.189	498.267
r	100+76.08	18'-5"	498.196	498.241
℄ BRG. N. ABUT.	100+87.41	18'-5"	498.198	498.198
s	100+89.41	18'-5"	498.198	498.198
s'	100+99.41	18'-5"	498.194	498.194
END N. APPR. SLAB	101+08.41	18'-5"	498.187	498.187
BK. N. APPR. BENT	101+08.91	18'-5"	498.186	498.186

GIRDER NO. 10

LOCATION	STATION	OFFSET FROM ℄ FA 789	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
BK. S. APPR. BENT	98+77.28	26'-2"	497.076	497.076
END S. APPR. SLAB	98+77.78	26'-2"	497.081	497.081
a	98+87.78	26'-2"	497.175	497.175
a'	98+95.28	26'-2"	497.242	497.242
℄ BRG. S. ABUT.	98+97.28	23'-2"	497.259	497.259
b	99+07.28	26'-2"	497.343	297.368
c	99+17.28	26'-2"	497.423	497.467
d	99+27.28	26'-2"	497.499	497.553
e	99+37.28	26'-2"	497.569	497.621
f	99+47.28	26'-2"	497.635	497.676
g	99+57.28	26'-2"	497.697	497.721
h	99+67.28	26'-2"	497.754	497.761
i	99+77.28	25'-2"	497.806	497.804
℄ PIER	99+86.45	26'-2"	497.850	497.850
j	99+96.45	25'-2"	497.893	497.907
k	100+06.45	26'-2"	497.932	497.970
l	100+16.45	26'-2"	497.966	498.026
m	100+26.45	26'-2"	497.996	498.085
n	100+36.45	26'-2"	498.021	498.125
o	100+46.45	26'-2"	498.041	498.150
p	100+56.45	26'-2"	498.057	498.157
q	100+66.45	26'-2"	498.068	498.146
r	100+76.45	26'-2"	498.075	498.120
℄ BRG. N. ABUT.	100+87.78	26'-2"	498.077	498.077
s	100+89.78	26'-2"	498.077	498.077
s'	100+99.78	26'-2"	498.073	498.073
END N. APPR. SLAB	101+08.78	26'-2"	498.065	498.065
BK. N. APPR. BENT	101+09.28	26'-2"	498.064	498.064

GIRDER NO. 11

LOCATION	STATION	OFFSET FROM ℄ FA 789	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
BK. S. APPR. BENT	98+77.66	33'-11"	496.954	496.954
END S. APPR. SLAB	98+78.16	33'-11"	496.659	496.659
a	98+88.16	33'-11"	497.052	497.052
a'	98+95.66	33'-11"	497.119	497.119
℄ BRG. S. ABUT.	98+97.66	33'-11"	497.136	497.136
b	99+07.66	33'-11"	497.221	497.246
c	99+17.66	33'-11"	497.300	497.344
d	99+27.66	33'-11"	497.375	497.429
e	99+37.66	33'-11"	497.446	497.498
f	99+47.66	33'-11"	497.512	497.553
g	99+57.66	33'-11"	497.573	497.597
h	99+67.66	33'-11"	497.630	497.637
i	99+77.66	33'-11"	497.682	497.680
℄ PIER	99+86.83	33'-11"	497.726	497.726
j	99+96.83	33'-11"	497.769	497.783
k	100+06.83	33'-11"	497.807	497.845
l	100+16.83	33'-11"	497.841	497.901
m	100+26.83	33'-11"	497.871	497.960
n	100+36.83	33'-11"	497.896	498.000
o	100+46.83	33'-11"	497.916	498.025
p	100+56.83	33'-11"	497.932	498.032
q	100+66.83	33'-11"	497.943	498.021
r	100+76.83	33'-11"	497.949	497.994
℄ BRG. N. ABUT.	100+88.16	33'-11"	497.951	497.951
s	100+90.16	33'-11"	497.951	497.951
s'	101+00.16	33'-11"	497.946	497.946
END N. APPR. SLAB	101+09.16	33'-11"	497.939	497.939
BK. N. APPR. BENT	101+09.66	33'-11"	497.938	497.938

NORTH BOUND EAST LONGITUDINAL CONSTRUCTION JOINT

LOCATION	STATION	OFFSET FROM ℄ FA 789	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
BK. S. APPR. BENT	98+77.84	37'-9"	496.876	496.876
END S. APPR. SLAB	98+78.34	37'-9"	496.881	496.881
a	98+88.34	37'-9"	496.974	496.974
a'	98+95.84	37'-9"	497.041	497.041
℄ BRG. S. ABUT.	98+97.84	37'-9"	497.058	497.058
b	99+07.84	37'-9"	497.142	497.167
c	99+17.84	37'-9"	497.222	497.266
d	99+27.84	37'-9"	497.297	497.351
e	99+37.84	37'-9"	497.367	497.419
f	99+47.84	37'-9"	497.433	497.474
g	99+57.84	37'-9"	497.494	497.518
h	99+67.84	37'-9"	497.551	497.558
i	99+77.84	37'-9"	497.603	497.601
℄ PIER	99+87.01	37'-9"	497.646	497.646
j	99+97.01	37'-9"	497.690	497.704
k	100+07.01	37'-9"	497.728	497.766
l	100+17.01	37'-9"	497.762	497.822
m	100+27.01	37'-9"	497.792	497.881
n	100+37.01	37'-9"	497.816	497.920
o	100+47.01	37'-9"	497.836	497.945
p	100+57.01	37'-9"	497.852	497.952
q	100+67.01	37'-9"	497.863	497.941
r	100+77.01	37'-9"	497.869	497.914
℄ BRG. N. ABUT.	100+88.34	37'-9"	497.871	497.871
s	100+90.34	37'-9"	497.871	497.871
s'	101+00.34	37'-9"	497.866	497.866
END N. APPR. SLAB	101+09.34	37'-9"	497.859	497.859
BK. N. APPR. BENT	101+09.84	37'-9"	497.858	497.858

GIRDER NO. 12

LOCATION	STATION	OFFSET FROM ℄ FA 789	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
BK. S. APPR. BENT	98+78.03	41'-8"	496.796	496.796
END S. APPR. SLAB	98+78.53	41'-8"	496.801	496.801
a	98+88.53	41'-8"	496.894	496.894
a'	98+96.03	41'-8"	496.961	496.961
℄ BRG. S. ABUT.	98+98.03	41'-8"	496.978	496.978
b	99+08.03	41'-8"	497.062	497.087
c	99+18.03	41'-8"	497.142	497.186
d	99+28.03	41'-8"	497.217	497.271
e	99+38.03	41'-8"	497.287	497.339
f	99+48.03	41'-8"	497.353	497.394
g	99+58.03	41'-8"	497.414	497.438
h	99+68.03	41'-8"	497.470	497.477
i	99+78.03	41'-8"	497.522	497.520
℄ PIER	99+87.20	41'-8"	497.566	497.566
j	99+97.20	41'-8"	497.609	497.623
k	100+07.20	41'-8"	497.647	497.685
l	100+17.20	41'-8"	497.681	497.741
m	100+27.20	41'-8"	497.710	497.799
n	100+37.20	41'-8"	497.735	497.839
o	100+47.20	41'-8"	497.755	497.864
p	100+57.20	41'-8"	497.771	497.871
q	100+67.20	41'-8"	497.782	497.860
r	100+77.20	41'-8"	497.788	497.833
℄ BRG. N. ABUT.	100+88.53	41'-3"	497.789	497.789
s	100+90.53	41'-8"	497.789	497.789
s'	101+00.53	41'-8"	497.785	497.785
END N. APPR. SLAB	101+09.53	41'-8"	497.777	497.777
BK. S. APPR. BENT	101+10.03	41'-8"	497.776	497.776

CLARK DIETZ ENGINEERS

A Division of CRS GROUP ENGINEERS, INC.

DATE	TO	FOR
PROJECT CONTROL		

ACTIVITY	NAME	DATE
DESIGNED BY:	AD	8/81
DRAWN BY:	MEW	8/81
CHECKED BY:	SCJ	8/81
APPROVED BY:	AD	8/81
REGISTRATION NO:		

NO.	DATE	REVISION	APPROVED

SCALE: None

DATE: 8/81

JOB NO. I3101.21

DRAWING NO. 17 of 17

TOP OF SLAB ELEVATIONS

F.A. ROUTE 789 SPUR OVER F.A. ROUTE 67
SECTION 2 HB MADISON COUNTY
STATION 100+00