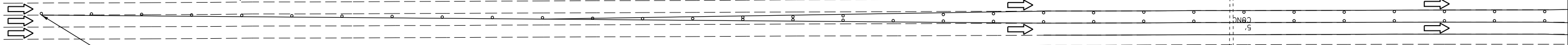


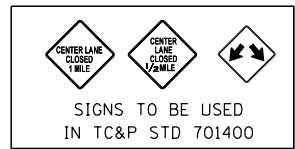
WEST FRANKFORT

128 129 130+00 131 132 133 134 135+00 136 137 138 139 140+00 141 142 143



STA. 128+00

BEGIN SOUTHBOUND MIDDLE LANE CLOSURE



SIGNS TO BE USED IN TC&P STD 701400

EXIT 65 USE RIGHT LANE

SIGNS TO BE PLACED ON INSIDE & OUTSIDE SHOULDER 400 FT AFTER LANE CLOSED SIGNS TC&P STD 701400 AND 2000 FT BEFORE LANE CLOSURE

EXIT 65 USE RIGHT LANE CHANGEABLE MESSAGE SIGN TO BE PLACED 1000 FT BEFORE LANE CLOSURE

STA. 138+00

STA. 143+00



END NORTHBOUND LANE SHIFT

STA. 147+50

STA. 154+00

STA. 154+27

143 144 145+00 146 147 148 149 150+00 151 152 153 154 155+00 156 157 158

STA. 143+00

BEGIN SOUTHBOUND 8' LANE SHIFT

STA. 147+56

STA. 149+27

STA. 154+27

WEST FRANKFORT

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	DATE -	REVISED -

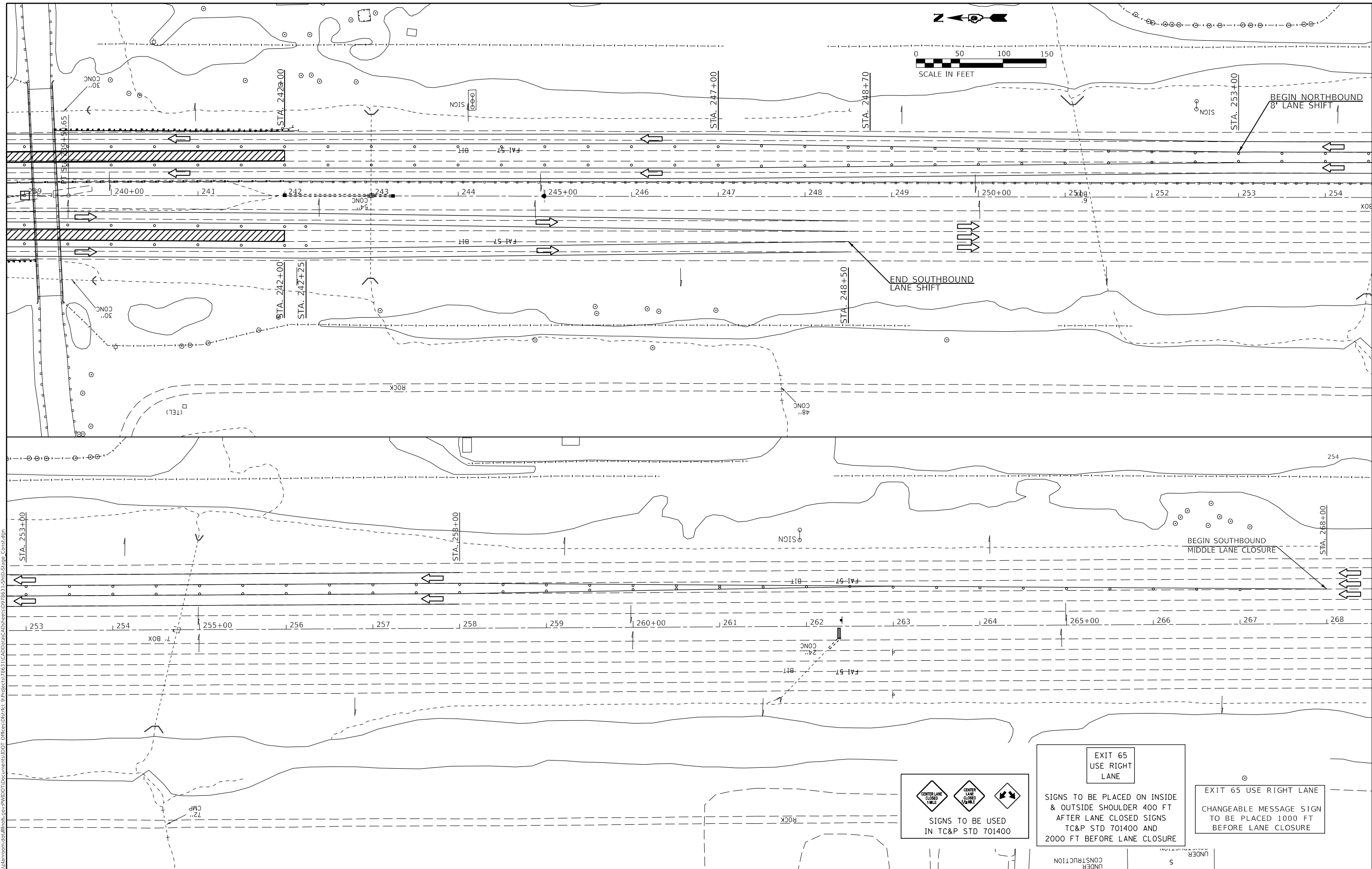
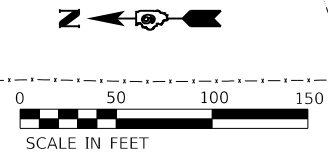
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE 4 WORK ZONE PLAN

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE. 57	SECTION *	COUNTY FRANKLIN	TOTAL SHEETS 250	SHEET NO. 101
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)



SIGNS TO BE USED  
IN TC&P STD 701400

SIGNS TO BE PLACED ON INSIDE  
& OUTSIDE SHOULDER 400 FT  
AFTER LANE CLOSED SIGNS  
TC&P STD 701400 AND  
2000 FT BEFORE LANE CLOSURE

CHANGEABLE MESSAGE SIGN  
TO BE PLACED 1000 FT  
BEFORE LANE CLOSURE

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PLOT DATE = 7/3/2019	CHECKED -	REVISED -
	DATE -	REVISED -

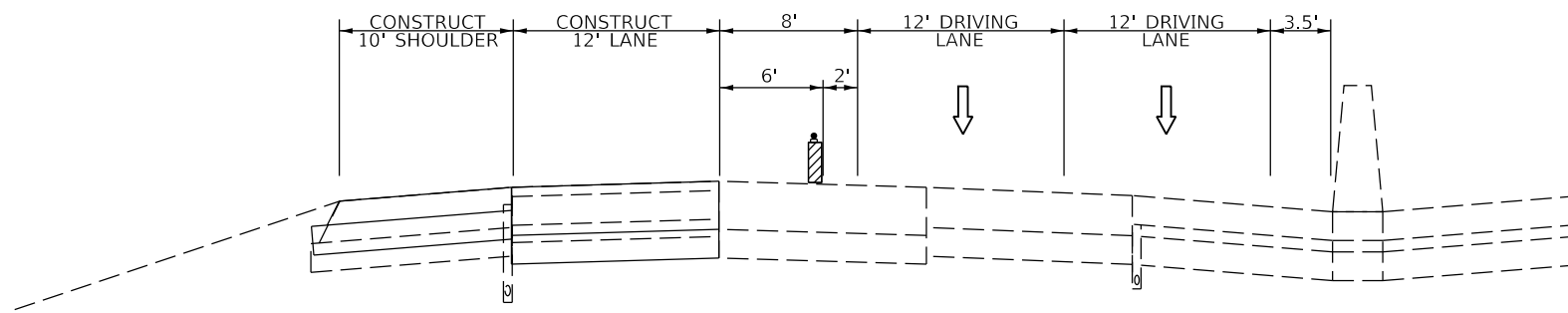
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**STAGE 4 WORK ZONE PLAN**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE. 57	SECTION *	COUNTY FRANKLIN	TOTAL SHEETS 254	SHEET NO. 102
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)



**STAGE 5 TYPICAL**

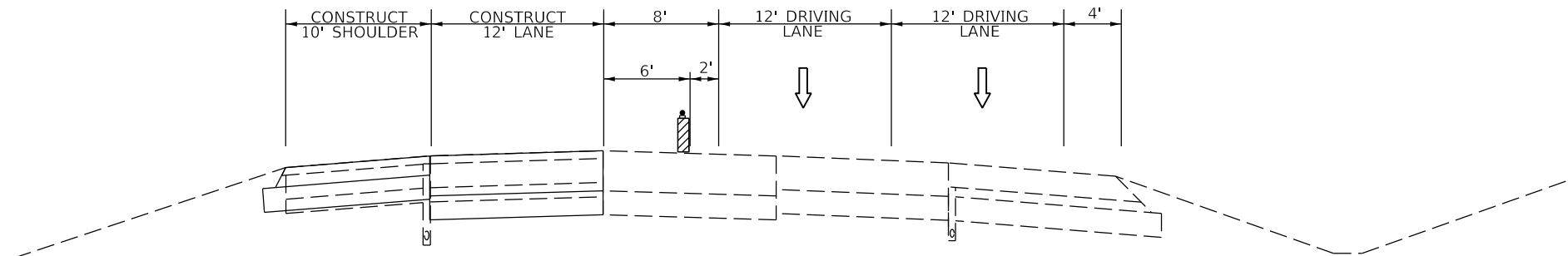
REMOVE AND REPLACE OUTSIDE LANE AND OUTSIDE SHOULDER

**NORTHBOUND:**

STA. 154+27 TO STA. 161+03  
 STA. 168+40 TO STA. 175+25  
 STA. 177+45 TO STA. 183+30  
 STA. 209+10 TO STA. 211+28.2  
 STA. 213+71.9 TO STA. 215+90

**SOUTHBOUND:**

STA. 154+27 TO STA. 161+03 028-0039 - (ILLINOIS 149)  
 STA. 168+40 TO STA. 175+25 028-0003 - (RAILROAD)  
 STA. 177+45 TO STA. 183+30 028-0061 - (NORTH ROAD)  
 STA. 209+10 TO STA. 211+28.2 028-0085/86 - (POND CREEK)  
 STA. 213+71.9 TO STA. 215+90 028-0085/86 - (POND CREEK)



**STAGE 5 TYPICAL**

REMOVE AND REPLACE OUTSIDE LANE AND OUTSIDE SHOULDER

**NORTHBOUND:**

STA. 236+35 TO STA. 242+00

**SOUTHBOUND:**

STA. 236+35 TO STA. 242+00 028-0058 - (COUNTRY CLUB ROAD)

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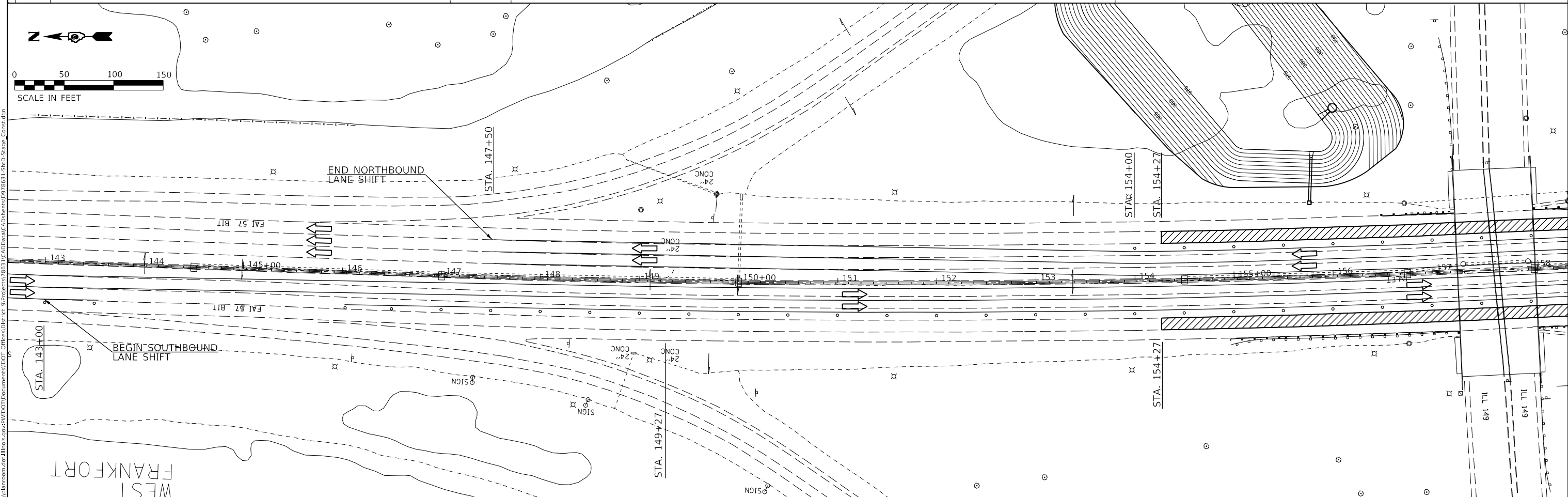
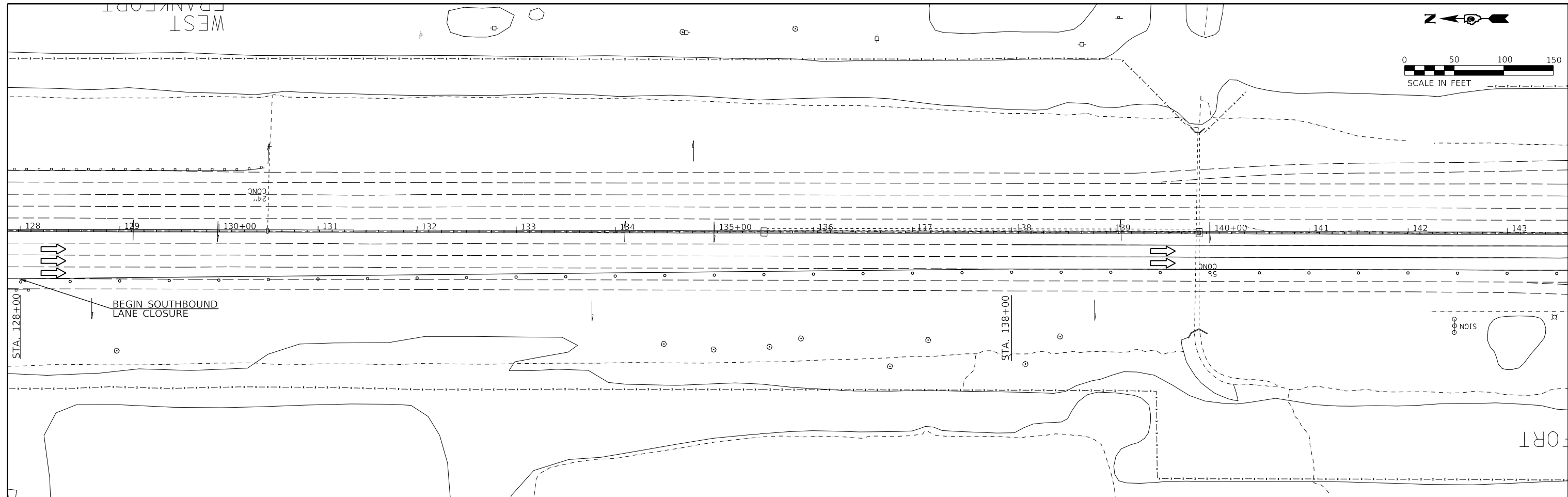
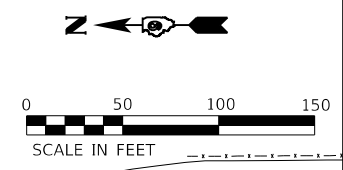
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**STAGE 5 TYPICALS**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	254	103
			CONTRACT NO. 78631	
			ILLINOIS FED. AID PROJECT	

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)



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 PLOT SCALE: 100.0000' / 1"

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	DRAWN -	REVISED -
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PLOT DATE = 7/3/2019	DATE -	REVISED -

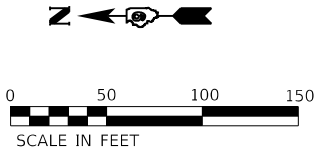
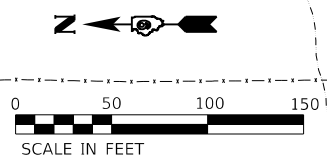
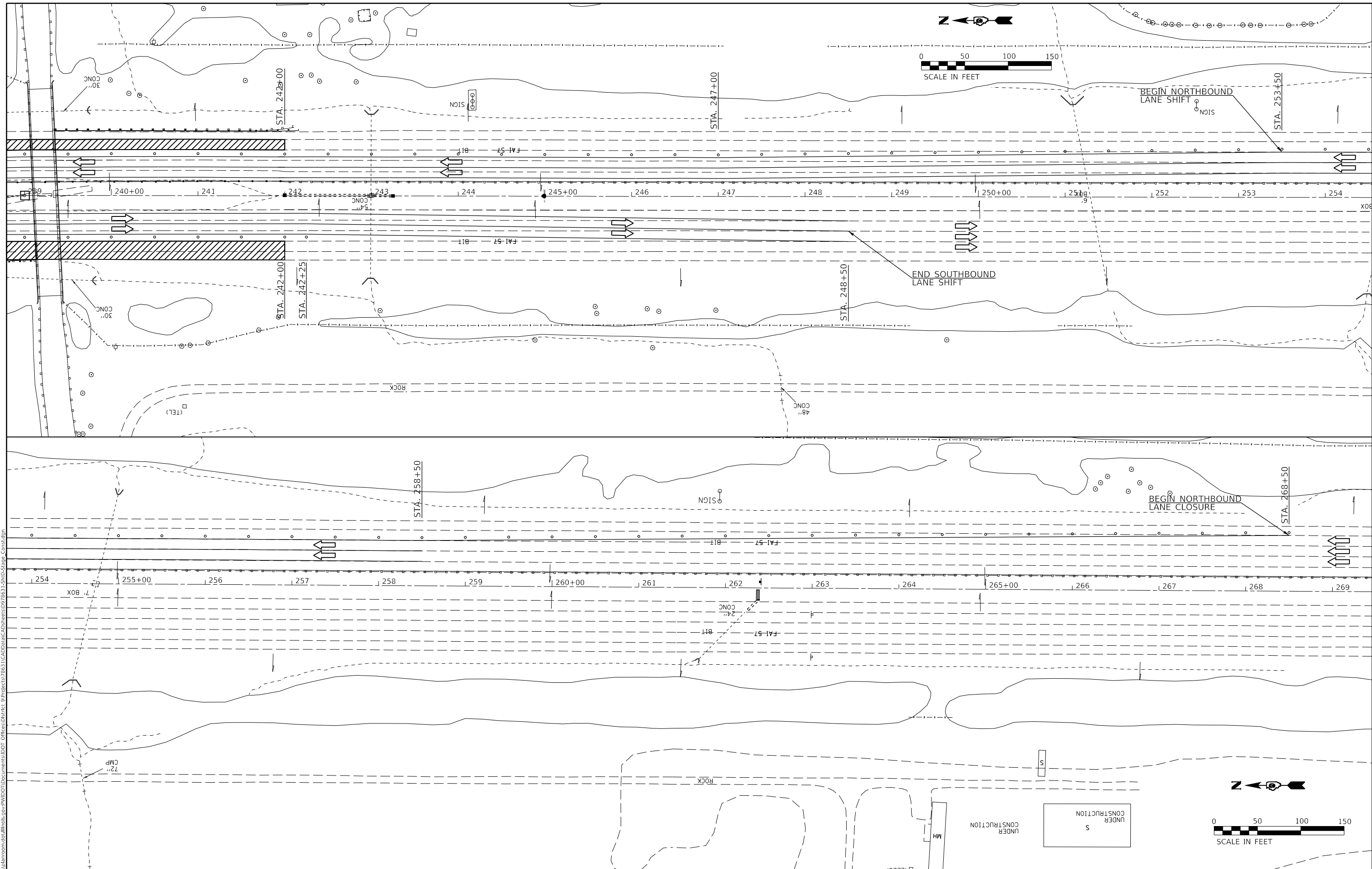
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

SCALE:		SHEET	OF	SHEETS	STA.	TO	STA.
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F.A.I. RTE. 57	SECTION *	COUNTY FRANKLIN	TOTAL SHEETS 254	SHEET NO. 104
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

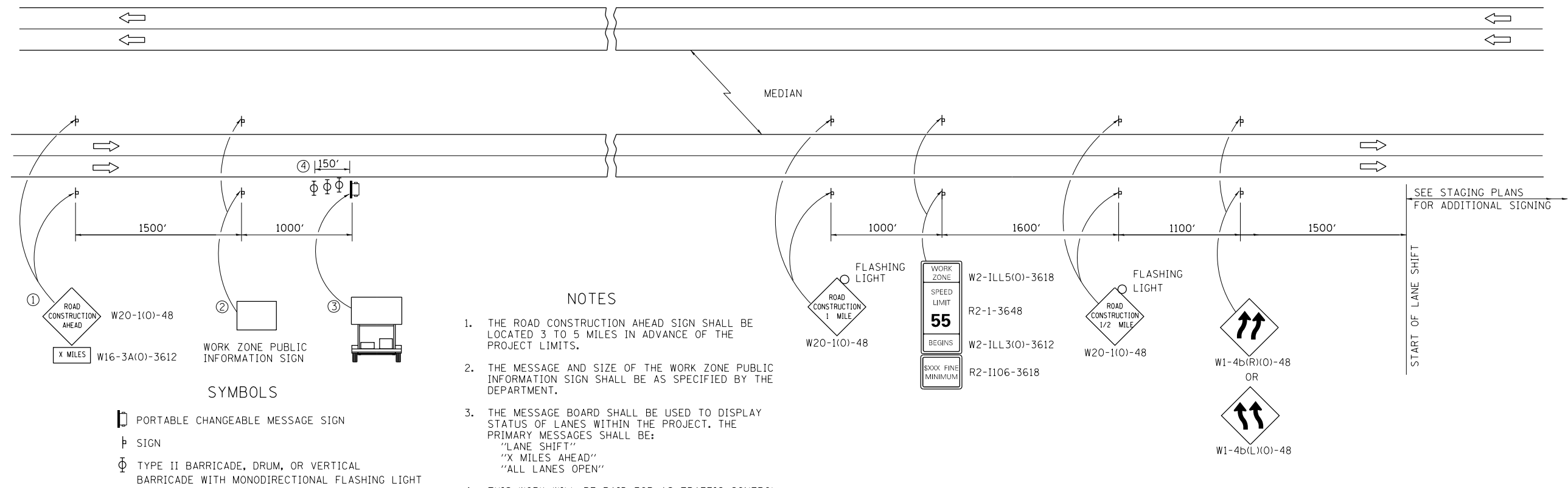
<b>SCALE: SHEET OF SHEETS STA. TO STA.</b>				

F.A.I. RTE. 57	SECTION *	COUNTY FRANKLIN	TOTAL SHEETS 254	SHEET NO. 105
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

(28-5,-2,-3,-4,-5)R-2;28-5(B-2)



# DETAIL OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL)



### NOTES

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

### SYMBOLS

- PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT

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PLOT DATE = 7/3/2019	DATE -	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETAIL: TRAFFIC CONTROL AND PROTECTION (SPECIAL)**

SCALE:      SHEET      OF      SHEETS      STA.      TO      STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	254	107
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

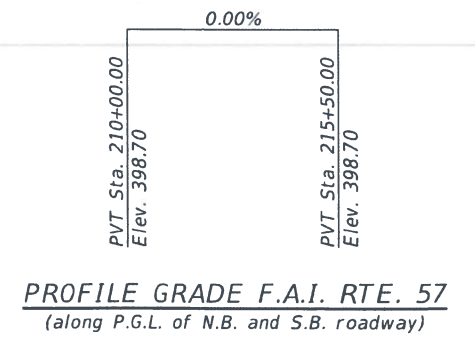
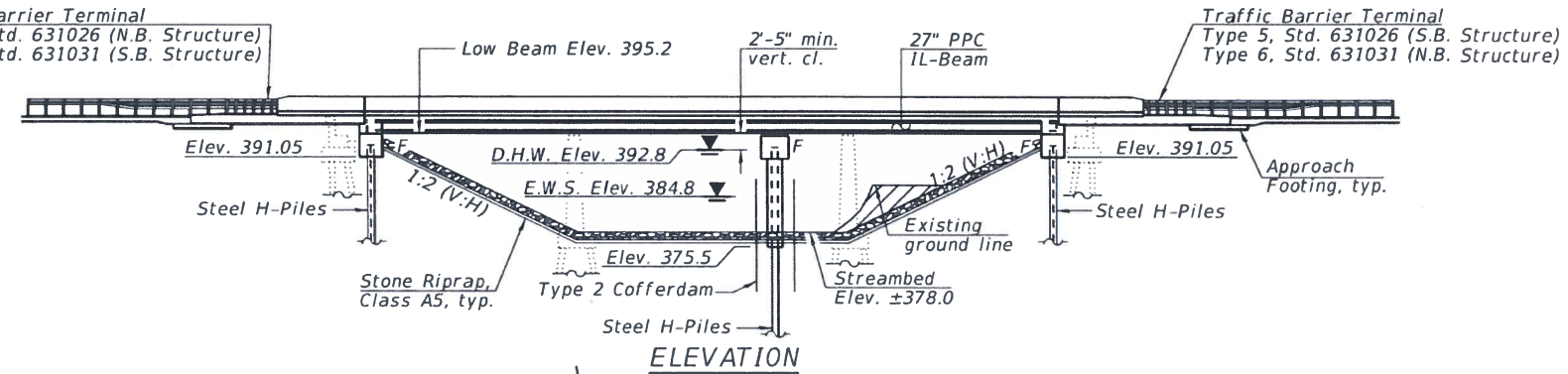
Bench Mark: Chiseled square on southwest wingwall of S.N. 028-0002, Sta. 213+27, ±61.2 Right, Elev. 400.73.

Existing Structure: S.N. 028-0001 (N.B.) and S.N. 028-0002 (S.B.) were originally built in 1961 as F.A.I. 57, Section 28-5B-1. The back to back abutment length is 132'-3" and the out to out deck width is 43'-8". Each structure consists of a three span steel 27WF superstructure supported by concrete stub abutments founded on steel H piles and concrete piers founded on steel H pile supported footings. Structures to be removed and replaced.

Traffic Control: Two traffic lanes will be maintained in each direction by utilizing staged construction.

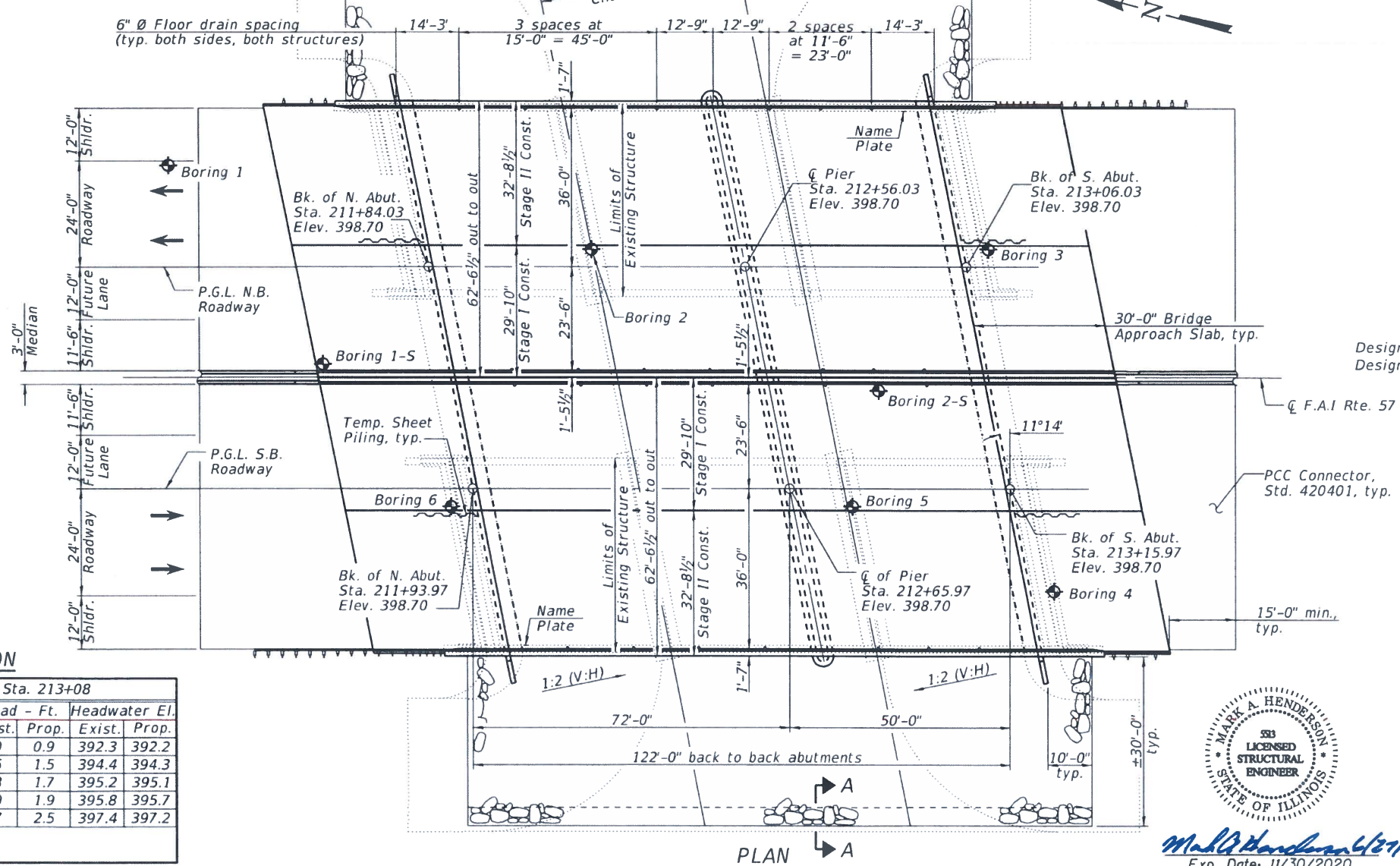
Salvage: None.

Traffic Barrier Terminal  
Type 5, Std. 631026 (N.B. Structure)  
Type 6, Std. 631031 (S.B. Structure)



Notes: Hatched area indicates channel excavation, see Roadway Plans.  
The Profile Grade shows the final elevations after grinding. Up to 1/4" may be ground off the bridge deck and the bridge approach slabs.

Existing slopewall to be removed where exposed or interfering with proposed improvements, typ. Cost included with removal of Existing Structures



**LOADING HL-93**  
Allow 50#/sq. ft. for future wearing surface.

**DESIGN SPECIFICATIONS**  
2017 AASHTO LRFD Bridge Design Specifications, 8th Edition

**DESIGN STRESSES**

**FIELD UNITS**  
f'c = 3,500 psi  
f'c = 4,000 psi (Superstructure concrete)  
fy = 60,000 psi (Reinforcement)

**PRECAST PRESTRESSED UNITS**  
f'c = 8,500 psi  
f'ci = 7,000 psi  
fpu = 270,000 psi (0.6" Ø low-relax strands)  
fpbt = 202,300 psi (0.6" Ø low-relax strands)

**SEISMIC DATA**  
Seismic Performance Zone (SPZ) = 3  
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.33  
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.79  
Soil Site Class = D

**APPROVED**  
FOR STRUCTURAL ADEQUACY ONLY  
*Dr. Carl Ruppberg*  
ENGINEER OF BRIDGES AND STRUCTURES

**DESIGN SCOUR ELEVATION TABLE**

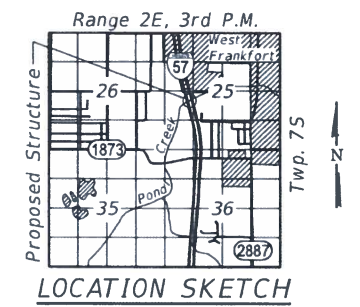
Event / Limit	Design Scour Elevations (ft.)			
	N. Abut.	Pier	S. Abut.	Item 113
Q100	391.1	368.5	391.1	5
Q200	391.1	368.3	391.1	
Design	391.1	368.5	391.1	
Check	391.1	368.3	391.1	

**WATERWAY INFORMATION**

Drainage Area = 34 sq. mi. Low Grade Elev. 398.7 @ Sta. 213+08

Flood	Freq. Yr.	Q C.F.S.	Opening Ft <sup>2</sup>		Nat. H.W.E.		Head - Ft.		Headwater El.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
Design	10	3,970	816	922	391.3	392.8	1.0	0.9	392.3	392.2
Base	50	6,230	970	1,069	392.8	394.4	1.6	1.5	394.4	394.3
Check	100	7,220	1,031	1,126	393.4	395.1	1.8	1.7	395.2	395.1
Max. Calc.	200	8,000	1,085	1,172	393.8	395.7	2.0	1.9	395.8	395.7
10 Year Velocity through Existing Bridge	500	9,750	1,193	1,267	394.7	397.2	2.7	2.5	397.4	397.2

10 Year Velocity through Existing Bridge = 4.6 fps  
10 Year Velocity through Proposed Bridge = 4.2 fps



**GENERAL PLAN & ELEVATION**  
I-57 OVER POND CREEK  
F.A.I. RTE. 57 - SEC. 28-5(B-2)  
FRANKLIN COUNTY  
STA. 212+50.00  
STRUCTURE NO. 028-0085 (N.B.)  
STRUCTURE NO. 028-0086 (S.B.)

MARK A. HENDERSON  
L.S. LICENSED STRUCTURAL ENGINEER  
STATE OF ILLINOIS  
Exp. Date: 11/30/2020

**V&K**  
Voenstra & Kimm, Inc.  
Springfield, IL. Phone: (217)544-8033

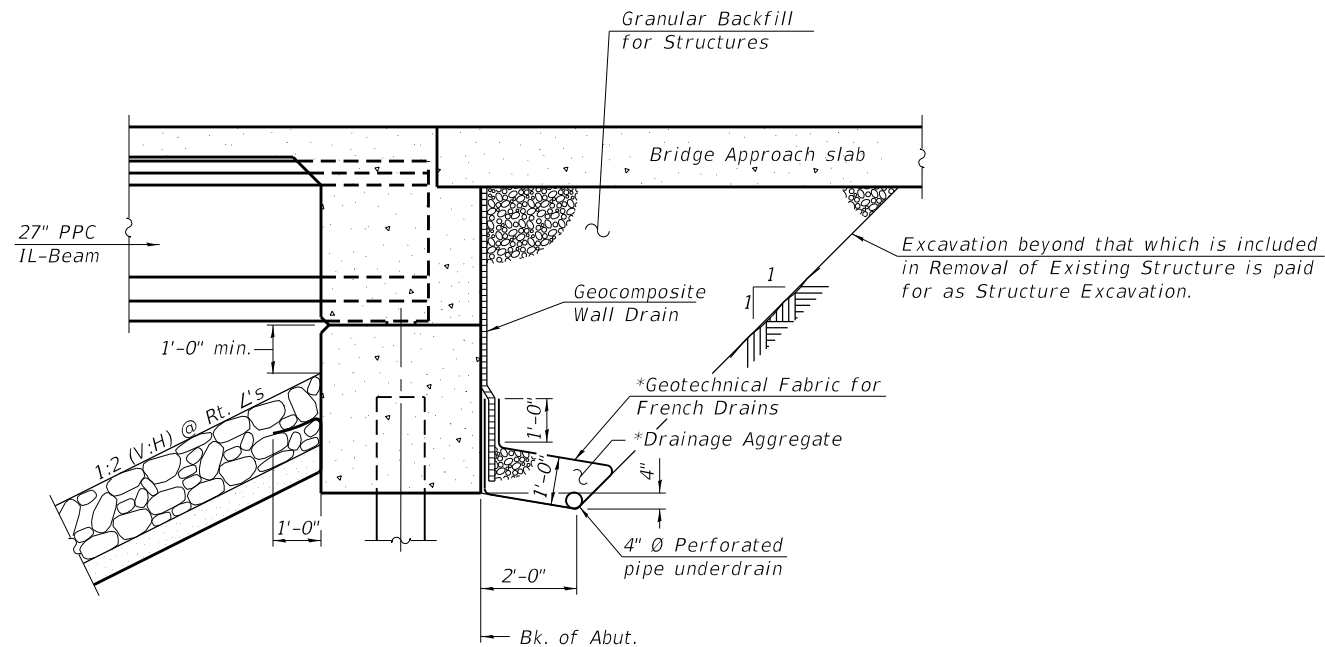
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PLOT DATE =	DRAWN - PES	REVISOR -
	CHECKED - MAM	REVISOR -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**GENERAL PLAN & ELEVATION**  
STRUCTURE NO. 028-0085 (N.B.) & 028-0086 (S.B.)  
SHEET NO. 1 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	108
CONTRACT NO. 78631			ILLINOIS FED. AID PROJECT	



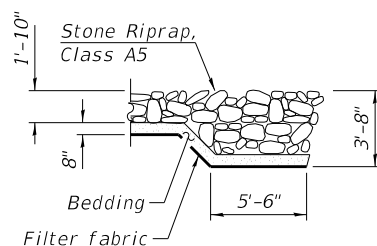


**SECTION THRU INTEGRAL ABUTMENT**  
(Horiz. dim. @ Rt. L's)

\* Included in the cost of Pipe Underdrains for Structures.  
(See Special Provisions)

**Note:**

All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



**SECTION A-A**

**INDEX OF SHEETS**

- 1 - General Plan & Elevation
- 2 - General Data
- 3 - Substructure Layout
- 4 - Temporary Sheet Piling
- 5 - Stage Construction Details
- 6 - Temporary Concrete Barrier for Stage Construction
- 7-12 - Top of Slab Elevations
- 13-14 - Top of Approach Slab Elevations (N.B.)
- 15-16 - Top of Approach Slab Elevations (S.B.)
- 17 - Superstructure (N.B.)
- 18-19 - Superstructure Details (N.B.)
- 20 - Superstructure - S.B.
- 21-22 - Superstructure Details (S.B.)
- 23 - Abutment Diaphragm Details
- 24 - Pier Diaphragm Details
- 25-28 - Bridge Approach Slab Details (N.B)
- 29-32 - Bridge Approach Slab Details (S.B.)
- 33 - Framing Plan
- 34 - Framing Plan Details
- 35 - 1L27N Beam (Span 1)
- 36 - 1L27N Beam (Span 2)
- 37 - 1L27N Beam Details
- 38 - North Abutment (N.B.)
- 39 - South Abutment (N.B.)
- 40 - North Abutment (S.B.)
- 41 - South Abutment (S.B.)
- 42 - Pier 1 (N.B.)
- 43 - Pier 1 (S.B.)
- 44 - Pier Details
- 45 - HP Pile Details
- 46 - Bar Splicer Assembly and Mechanical Splicer Details
- 47-50 - Boring Logs

**GENERAL NOTES**

Reinforcement bars designated (E) shall be epoxy coated.  
Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.  
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.  
The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.  
Slipforming of the parapet is not allowed.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Granular Backfill for Structures	Cu. Yd.		336	336
Stone Riprap, Class A5	Sq. Yd.		2907	2907
Filter Fabric	Sq. Yd.		2907	2907
Removal of Existing Structures No. 1	Each			1
Removal of Existing Structures No. 2	Each			1
Structure Excavation	Cu. Yd.		216	216
Cofferdam Excavation	Cu. Yd.		160	160
Cofferdam (Type 2), Location 1	Each		1	1
Concrete Structures	Cu. Yd.		679.6	679.6
Concrete Superstructure	Cu. Yd.	599.4		599.4
Concrete Superstructure (Approach Slab)	Cu. Yd.	352.0		352.0
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1440		1440
Diamond Grinding (Bridge Section)	Sq. Yd.	4686		4686
Protective Coat	Sq. Yd.	2708		2708
Furnishing and Erecting Precast Prestressed Concrete Beams, 1L27N	Foot	2365		2365
Reinforcement Bars, Epoxy Coated	Pound	257760	61900	319660
Bar Splicers	Each	1132	320	1452
Mechanical Splicers	Each	16		16
Furnishing Steel Piles, HP 14x89	Foot		3689	3689
Driving Piles	Foot		3689	3689
Test Pile Steel HP 14x89	Each		3	3
Pile Shoes	Each		96	96
Name Plates	Each	2		2
Geocomposite Wall Drain	Sq. Yd.		205	205
Pipe Underdrains For Structures 4"	Foot		316	316
Floor Drains	Each	28		28
Temporary Sheet Piling	Sq. Ft.		1112	1112
Preformed Joint Seal 2 1/2"	Foot	178		178

STA. 212+50.00  
BUILT BY  
STATE OF ILLINOIS  
F.A.I. RTE. 57 - SEC. 28-5(B-2)  
LOADING HL-93  
STRUCTURE NO. 028-0085

STA. 212+50.00  
BUILT BY  
STATE OF ILLINOIS  
F.A.I. RTE. 57 - SEC. 28-5(B-2)  
LOADING HL-93  
STRUCTURE NO. 028-0086

**NAME PLATES**  
(See Std. 515001)



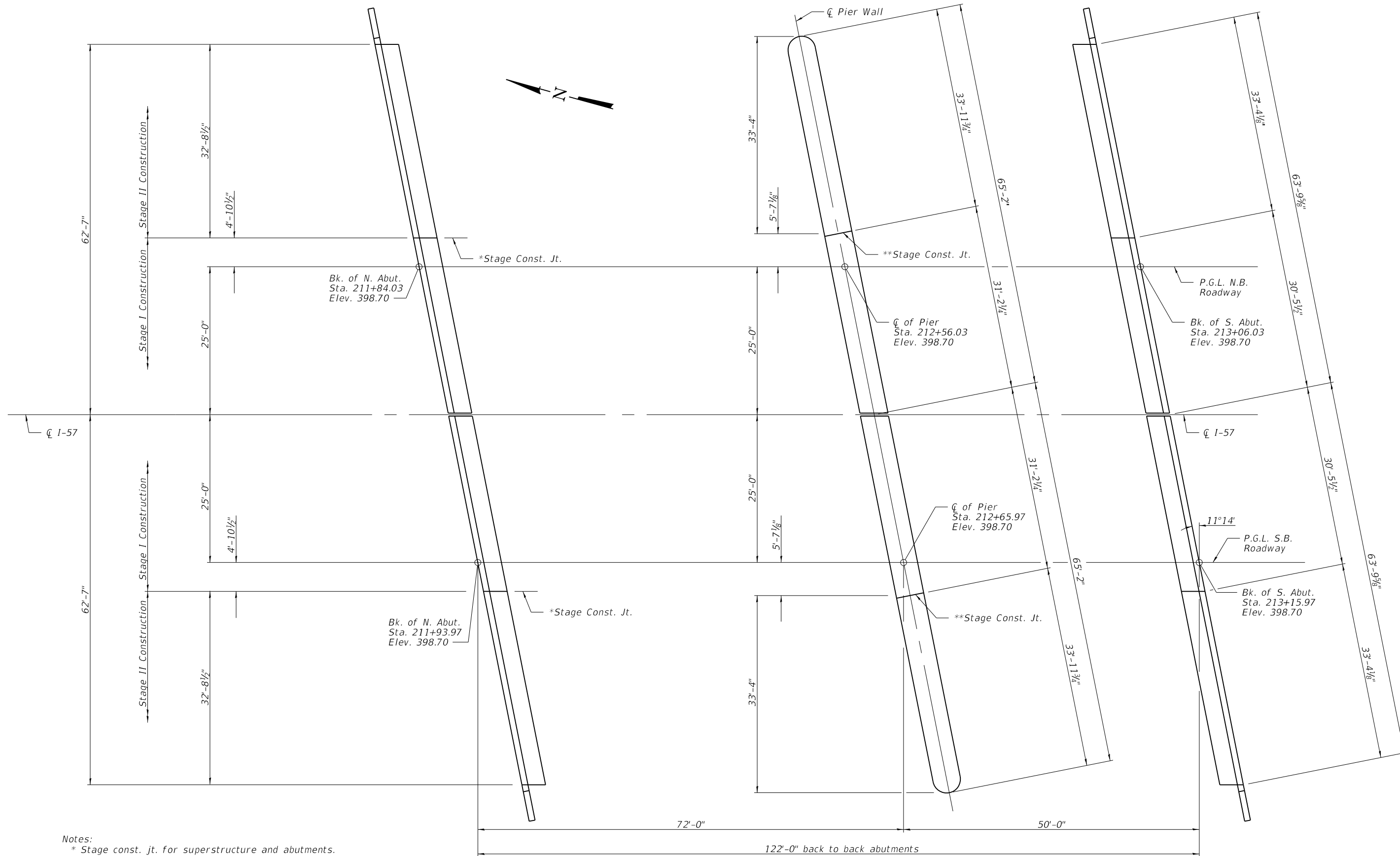
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PLOT SCALE =	DRAWN - PES	REVISED -
PLOT DATE =	CHECKED - MAM	REVISED -

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

**GENERAL DATA**  
**STRUCTURE NO. 028-0085 (N.B.) & 028-0086 (S.B.)**

SHEET NO. 2 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	109
			CONTRACT NO. 78631	
			ILLINOIS FED. AID PROJECT	



Notes:  
 \* Stage const. jt. for superstructure and abutments.  
 \*\* Stage const. jt. for pier.

**SUBSTRUCTURE LAYOUT**



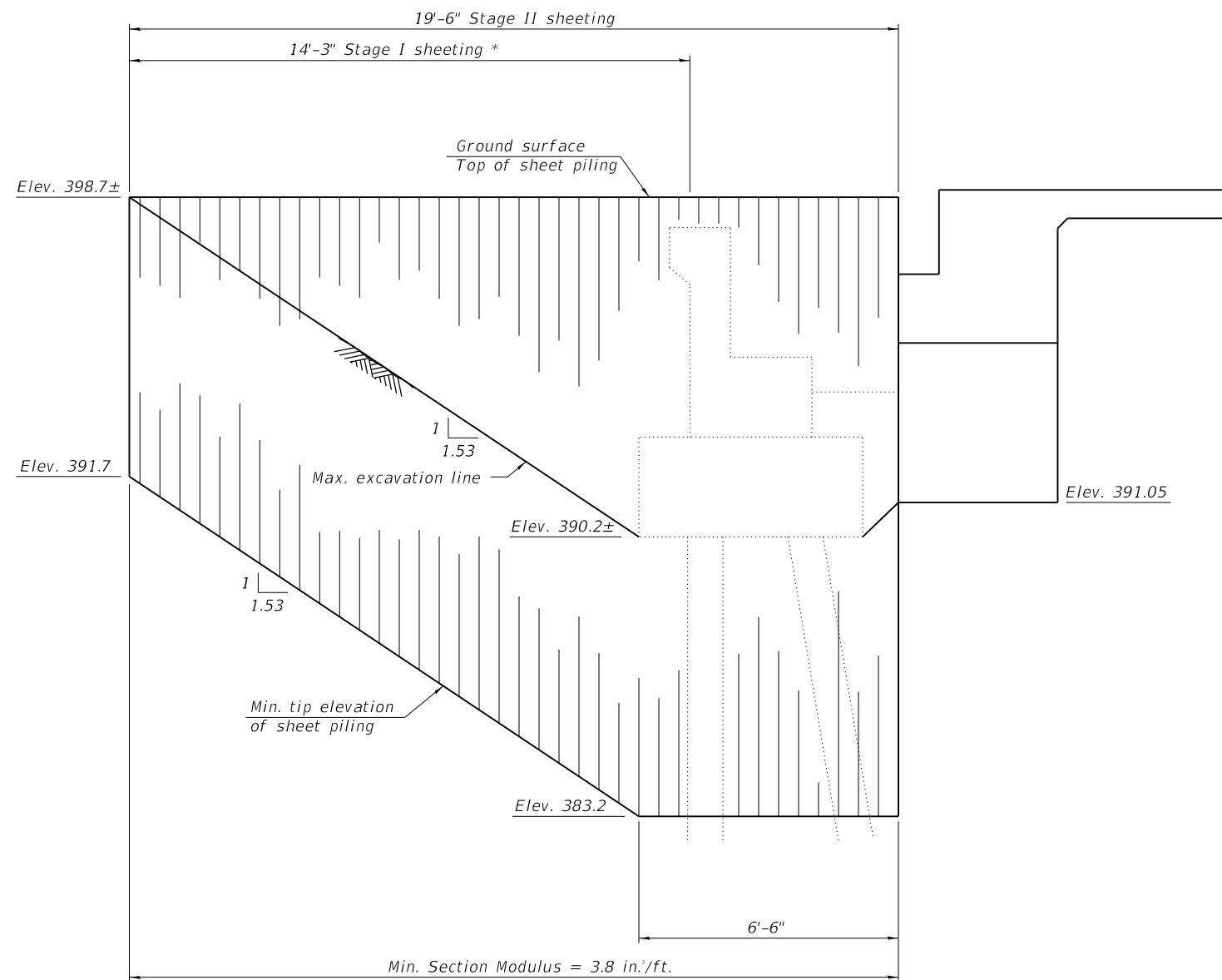
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

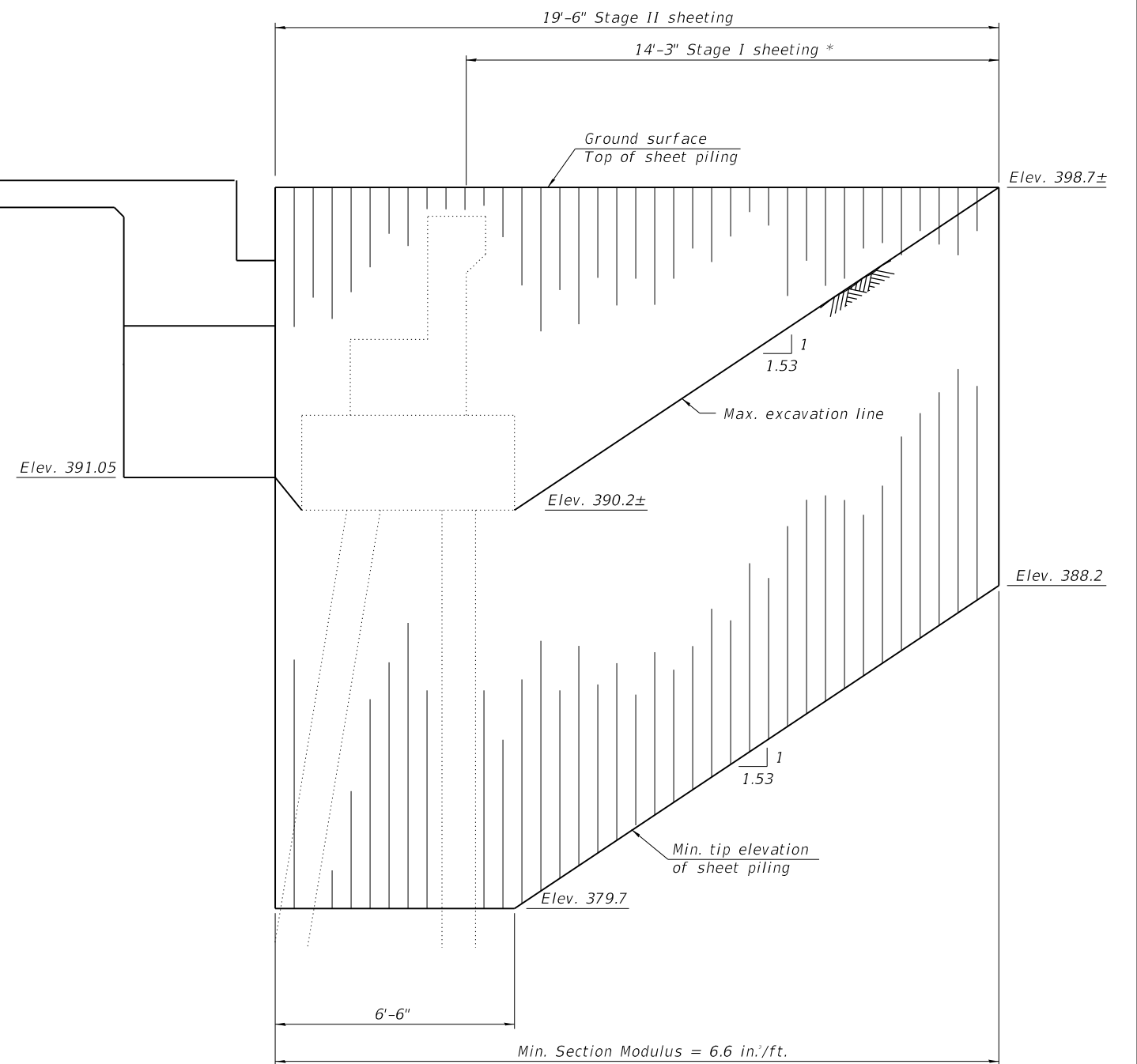
**SUBSTRUCTURE LAYOUT  
 STRUCTURE NO. 028-0085 (N.B.) & 028-0086 (S.B.)**

SHEET NO. 3 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	110
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				



TEMPORARY SHEET PILING AT NORTH ABUTMENT



TEMPORARY SHEET PILING AT SOUTH ABUTMENT

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

\* The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.



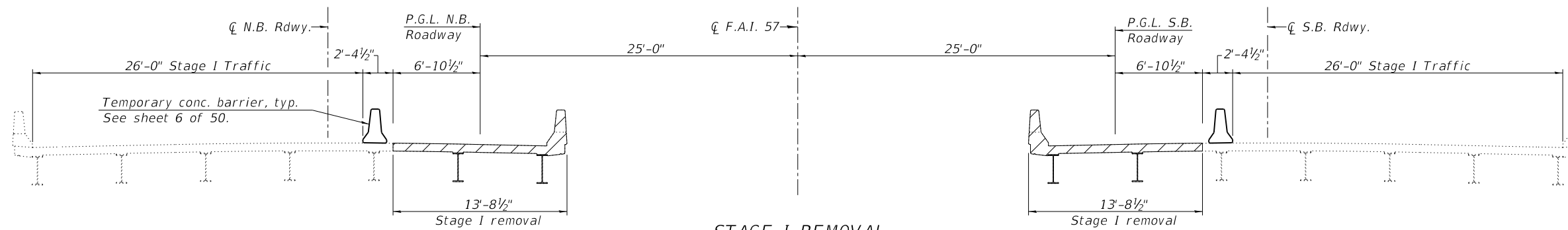
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	CHECKED - REW	REVISED -
PLOT SCALE =	DRAWN - MAM	REVISED -
PLOT DATE =	CHECKED - PES	REVISED -

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DEPARTMENT OF TRANSPORTATION**

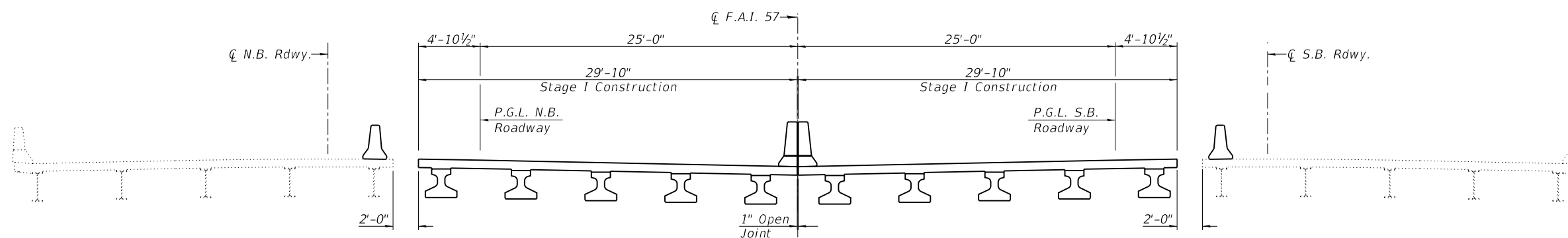
**TEMPORARY SHEET PILING  
STRUCTURE NO. 028-0085 (N.B.) & 028-0086 (S.B.)**

SHEET NO. 4 OF 50 SHEETS

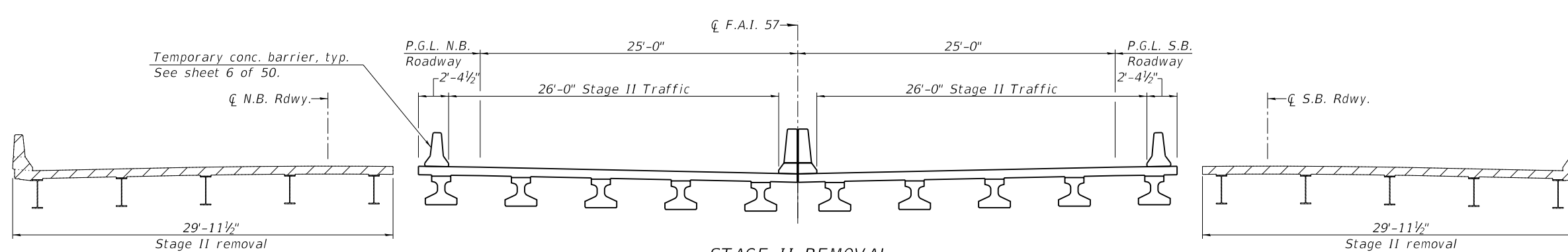
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	111
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				



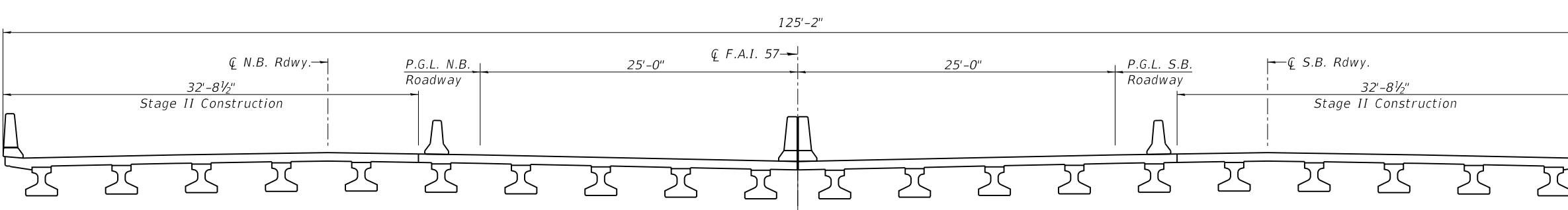
**STAGE I REMOVAL**



**STAGE I CONSTRUCTION**



**STAGE II REMOVAL**



**STAGE II CONSTRUCTION**

Notes:  
 Stage I & II construction shown are for superstructure, abutments and pier.  
 Hatched area indicates "Removal of Existing Structures".  
 For quantities of Temporary Concrete Barrier, see Roadway Plans.  
 All staging cross sections are looking south.



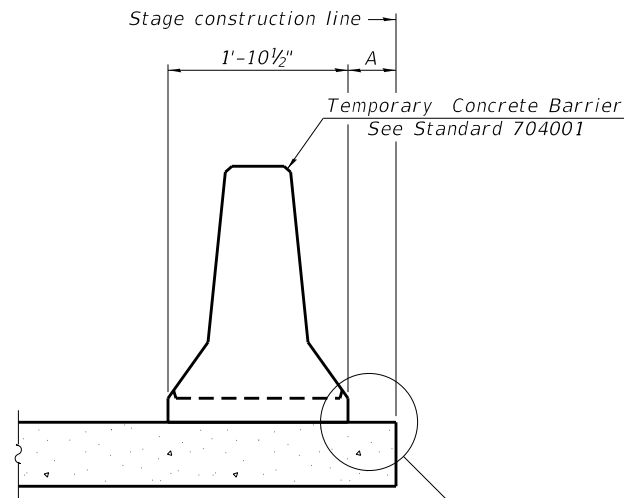
USER NAME =	DESIGNED - SMM	REVISED -
	CHECKED - REW	REVISED -
PLOT SCALE =	DRAWN - MAM	REVISED -
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS  
STRUCTURE NO. 028-0085 (N.B.) & 028-0086 (S.B.)**

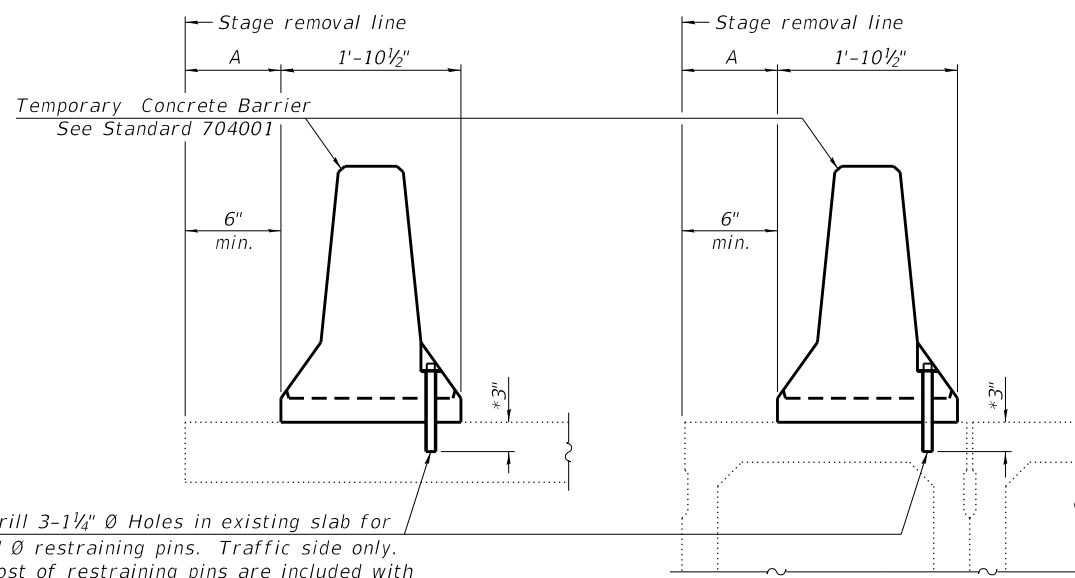
SHEET NO. 5 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	112
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM

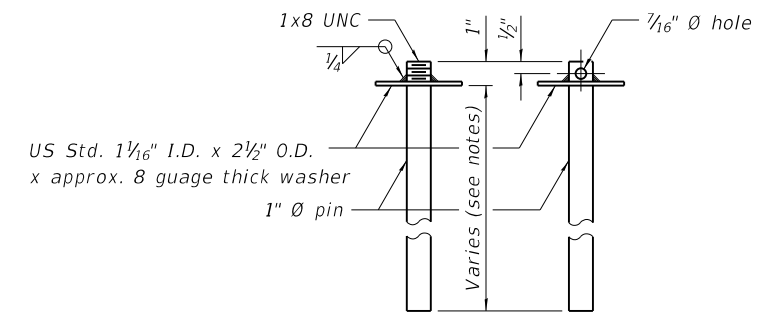


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

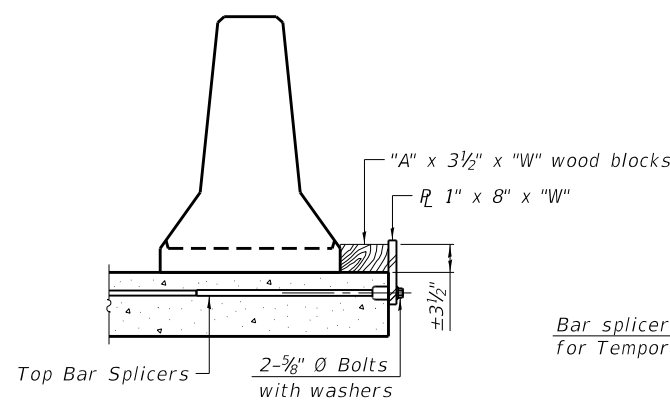
\* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

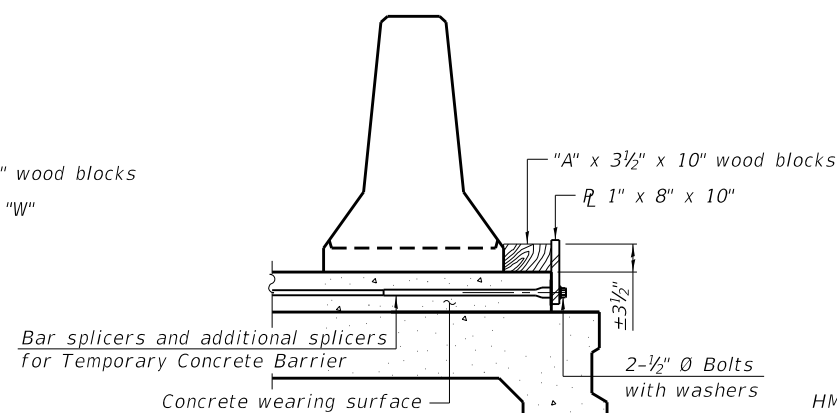


RESTRAINING PIN

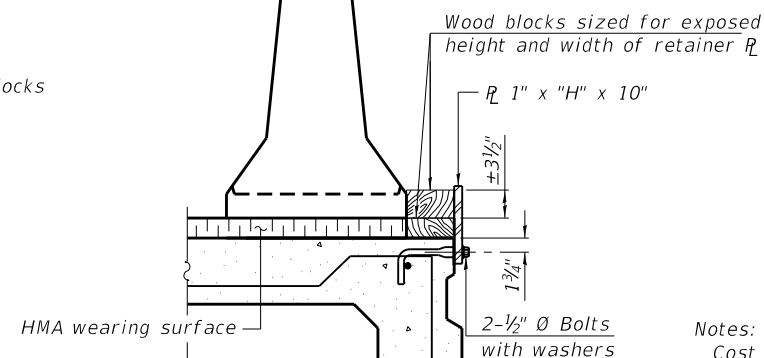
SECTIONS THRU SLAB OR DECK BEAM



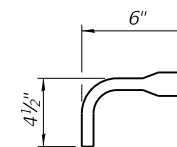
DETAIL I



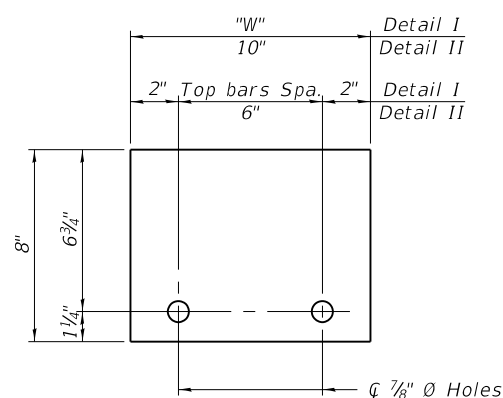
DETAIL II



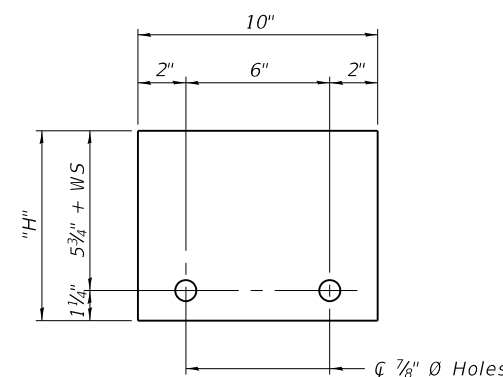
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER R 1" x 8" x "W"  
(Detail I and II)



STEEL RETAINER R 1" x "H" x 10"  
(Detail III)

Notes:  
 Cost of retainer assembly is included with Temporary Concrete Barrier.  
 A retainer assembly shall be located at the approximate  $\bar{C}$  of each temporary concrete barrier.  
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.  
 When the 'A' dimension is less than 1 1/2', the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6' to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.  
 Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.  
 Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

R-27 2-17-2017



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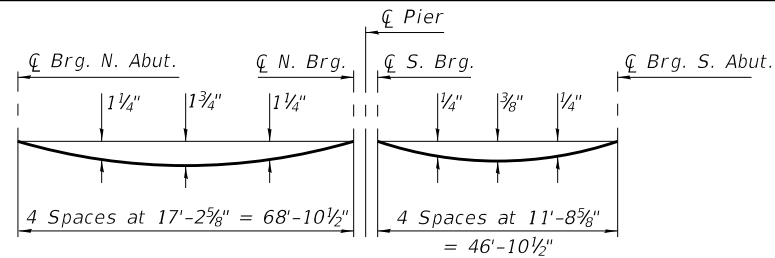
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION  
STRUCTURE NO. 028-0085 (N.B.) & 028-0086 (S.B.)

SHEET NO. 6 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	113
CONTRACT NO. 78631				

ILLINOIS FED. AID PROJECT

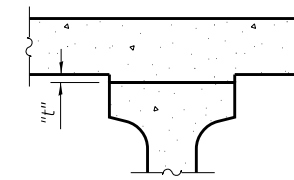


**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete, excluding beams).

Note:

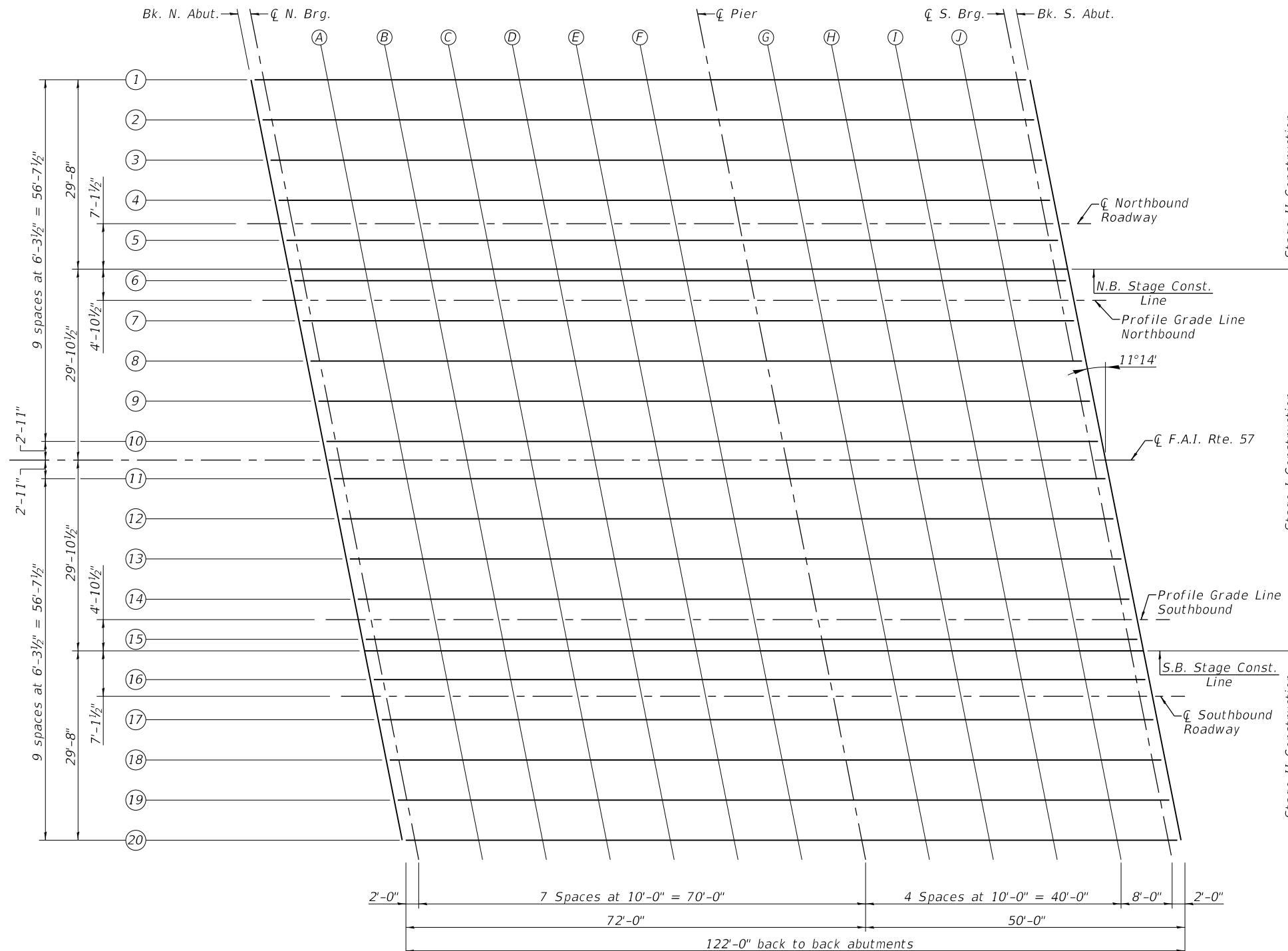
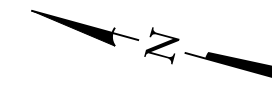
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets 8 thru 12.



To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding" shown on sheets 8 thru 12, minus 8 1/4" slab thickness, equals the fillet heights "t" above top flanges of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets 8 thru 12. For grinding the deck, see Special Provisions.

**FILLET HEIGHTS**



**PLAN**



USER NAME =	DESIGNED - SMM	REVISED -
	CHECKED - REW	REVISED -
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PLOT DATE =	CHECKED - PES	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 028-0085 (N.B.) & 028-0086 (S.B.)**

SHEET NO. 7 OF 50 SHEETS

F.A.I. RTE. 57	SECTION 28-5(B-2)	COUNTY FRANKLIN	TOTAL SHEETS 254	SHEET NO. 114
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

**BEAM 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	211+77.17	-59.54	398.49	398.51
☉Brg. N. Abut.	211+79.17	-59.54	398.49	398.51
A	211+89.17	-59.54	398.49	398.58
B	211+99.17	-59.54	398.49	398.64
C	212+09.17	-59.54	398.49	398.67
D	212+19.17	-59.54	398.49	398.66
E	212+29.17	-59.54	398.49	398.63
F	212+39.17	-59.54	398.49	398.57
☉ Pier	212+49.17	-59.54	398.49	398.51
G	212+59.17	-59.54	398.49	398.53
H	212+69.17	-59.54	398.49	398.54
I	212+79.17	-59.54	398.49	398.54
J	212+89.17	-59.54	398.49	398.53
☉ Brg. S. Abut.	212+97.17	-59.54	398.49	398.51
Bk. S. Abut.	212+99.17	-59.54	398.49	398.51

**BEAM 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	211+78.42	-53.25	398.62	398.64
☉Brg. N. Abut.	211+80.42	-53.25	398.62	398.64
A	211+90.42	-53.25	398.62	398.71
B	212+00.42	-53.25	398.62	398.77
C	212+10.42	-53.25	398.62	398.80
D	212+20.42	-53.25	398.62	398.79
E	212+30.42	-53.25	398.62	398.76
F	212+40.42	-53.25	398.62	398.70
☉ Pier	212+50.42	-53.25	398.62	398.64
G	212+60.42	-53.25	398.62	398.66
H	212+70.42	-53.25	398.62	398.67
I	212+80.42	-53.25	398.62	398.67
J	212+90.42	-53.25	398.62	398.66
☉ Brg. S. Abut.	212+98.42	-53.25	398.62	398.64
Bk. S. Abut.	213+00.42	-53.25	398.62	398.64

**BEAM 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	211+79.67	-46.96	398.73	398.75
☉Brg. N. Abut.	211+81.67	-46.96	398.73	398.75
A	211+91.67	-46.96	398.73	398.82
B	212+01.67	-46.96	398.73	398.88
C	212+11.67	-46.96	398.73	398.91
D	212+21.67	-46.96	398.73	398.90
E	212+31.67	-46.96	398.73	398.87
F	212+41.67	-46.96	398.73	398.81
☉ Pier	212+51.67	-46.96	398.73	398.75
G	212+61.67	-46.96	398.73	398.77
H	212+71.67	-46.96	398.73	398.78
I	212+81.67	-46.96	398.73	398.78
J	212+91.67	-46.96	398.73	398.77
☉ Brg. S. Abut.	212+99.67	-46.96	398.73	398.75
Bk. S. Abut.	213+01.67	-46.96	398.73	398.75

**BEAM 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	211+80.92	-40.67	398.83	398.85
☉Brg. N. Abut.	211+82.92	-40.67	398.83	398.85
A	211+92.92	-40.67	398.83	398.92
B	212+02.92	-40.67	398.83	398.98
C	212+12.92	-40.67	398.83	399.01
D	212+22.92	-40.67	398.83	399.00
E	212+32.92	-40.67	398.83	398.97
F	212+42.92	-40.67	398.83	398.91
☉ Pier	212+52.92	-40.67	398.83	398.85
G	212+62.92	-40.67	398.83	398.87
H	212+72.92	-40.67	398.83	398.88
I	212+82.92	-40.67	398.83	398.88
J	212+92.92	-40.67	398.83	398.87
☉ Brg. S. Abut.	213+00.92	-40.67	398.83	398.85
Bk. S. Abut.	213+02.92	-40.67	398.83	398.85

**☉ NORTHBOUND ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	211+81.65	-37.00	398.88	398.90
☉Brg. N. Abut.	211+83.65	-37.00	398.88	398.90
A	211+93.65	-37.00	398.88	398.97
B	212+03.65	-37.00	398.88	399.03
C	212+13.65	-37.00	398.88	399.06
D	212+23.65	-37.00	398.88	399.05
E	212+33.65	-37.00	398.88	399.02
F	212+43.65	-37.00	398.88	398.96
☉ Pier	212+53.65	-37.00	398.88	398.90
G	212+63.65	-37.00	398.88	398.92
H	212+73.65	-37.00	398.88	398.93
I	212+83.65	-37.00	398.88	398.93
J	212+93.65	-37.00	398.88	398.92
☉ Brg. S. Abut.	213+01.65	-37.00	398.88	398.90
Bk. S. Abut.	213+03.65	-37.00	398.88	398.90

**BEAM 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	211+82.17	-34.37	398.84	398.86
☉Brg. N. Abut.	211+84.17	-34.37	398.84	398.86
A	211+94.17	-34.37	398.84	398.93
B	212+04.17	-34.37	398.84	398.99
C	212+14.17	-34.37	398.84	399.02
D	212+24.17	-34.37	398.84	399.01
E	212+34.17	-34.37	398.84	398.98
F	212+44.17	-34.37	398.84	398.92
☉ Pier	212+54.17	-34.37	398.84	398.86
G	212+64.17	-34.37	398.84	398.88
H	212+74.17	-34.37	398.84	398.89
I	212+84.17	-34.37	398.84	398.89
J	212+94.17	-34.37	398.84	398.88
☉ Brg. S. Abut.	213+02.17	-34.37	398.84	398.86
Bk. S. Abut.	213+04.17	-34.37	398.84	398.86



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PLOT SCALE =	DRAWN - DHM	REVISED -
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DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 028-0085 (N.B.) & 028-0086 (S.B.)**

SHEET NO. 8 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	115
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

NB STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	211+83.06	-29.88	398.77	398.79
☐Brg. N. Abut.	211+85.06	-29.88	398.77	398.79
A	211+95.06	-29.88	398.77	398.86
B	212+05.06	-29.88	398.77	398.92
C	212+15.06	-29.88	398.77	398.95
D	212+25.06	-29.88	398.77	398.94
E	212+35.06	-29.88	398.77	398.91
F	212+45.06	-29.88	398.77	398.85
☐ Pier	212+55.06	-29.88	398.77	398.79
G	212+65.06	-29.88	398.77	398.81
H	212+75.06	-29.88	398.77	398.82
I	212+85.06	-29.88	398.77	398.82
J	212+95.06	-29.88	398.77	398.81
☐ Brg. S. Abut.	213+03.06	-29.88	398.77	398.79
Bk. S. Abut.	213+05.06	-29.88	398.77	398.79

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	211+83.42	-28.08	398.75	398.77
☐Brg. N. Abut.	211+85.42	-28.08	398.75	398.77
A	211+95.42	-28.08	398.75	398.84
B	212+05.42	-28.08	398.75	398.90
C	212+15.42	-28.08	398.75	398.93
D	212+25.42	-28.08	398.75	398.92
E	212+35.42	-28.08	398.75	398.89
F	212+45.42	-28.08	398.75	398.83
☐ Pier	212+55.42	-28.08	398.75	398.77
G	212+65.42	-28.08	398.75	398.79
H	212+75.42	-28.08	398.75	398.80
I	212+85.42	-28.08	398.75	398.80
J	212+95.42	-28.08	398.75	398.79
☐ Brg. S. Abut.	213+03.42	-28.08	398.75	398.77
Bk. S. Abut.	213+05.42	-28.08	398.75	398.77

PROFILE GRADE - NB

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	211+84.03	-25.00	398.70	398.72
☐Brg. N. Abut.	211+86.03	-25.00	398.70	398.72
A	211+96.03	-25.00	398.70	398.79
B	212+06.03	-25.00	398.70	398.85
C	212+16.03	-25.00	398.70	398.88
D	212+26.03	-25.00	398.70	398.87
E	212+36.03	-25.00	398.70	398.84
F	212+46.03	-25.00	398.70	398.78
☐ Pier	212+56.03	-25.00	398.70	398.72
G	212+66.03	-25.00	398.70	398.74
H	212+76.03	-25.00	398.70	398.75
I	212+86.03	-25.00	398.70	398.75
J	212+96.03	-25.00	398.70	398.74
☐ Brg. S. Abut.	213+04.03	-25.00	398.70	398.72
Bk. S. Abut.	213+06.03	-25.00	398.70	398.72

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	211+84.67	-21.79	398.64	398.66
☐Brg. N. Abut.	211+86.67	-21.79	398.64	398.66
A	211+96.67	-21.79	398.64	398.73
B	212+06.67	-21.79	398.64	398.79
C	212+16.67	-21.79	398.64	398.82
D	212+26.67	-21.79	398.64	398.81
E	212+36.67	-21.79	398.64	398.78
F	212+46.67	-21.79	398.64	398.72
☐ Pier	212+56.67	-21.79	398.64	398.66
G	212+66.67	-21.79	398.64	398.68
H	212+76.67	-21.79	398.64	398.69
I	212+86.67	-21.79	398.64	398.69
J	212+96.67	-21.79	398.64	398.68
☐ Brg. S. Abut.	213+04.67	-21.79	398.64	398.66
Bk. S. Abut.	213+06.67	-21.79	398.64	398.66

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	211+85.92	-15.50	398.51	398.53
☐Brg. N. Abut.	211+87.92	-15.50	398.51	398.53
A	211+97.92	-15.50	398.51	398.60
B	212+07.92	-15.50	398.51	398.66
C	212+17.92	-15.50	398.51	398.69
D	212+27.92	-15.50	398.51	398.68
E	212+37.92	-15.50	398.51	398.65
F	212+47.92	-15.50	398.51	398.59
☐ Pier	212+57.92	-15.50	398.51	398.53
G	212+67.92	-15.50	398.51	398.55
H	212+77.92	-15.50	398.51	398.56
I	212+87.92	-15.50	398.51	398.56
J	212+97.92	-15.50	398.51	398.55
☐ Brg. S. Abut.	213+05.92	-15.50	398.51	398.53
Bk. S. Abut.	213+07.92	-15.50	398.51	398.53

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	211+87.17	-9.21	398.38	398.40
☐Brg. N. Abut.	211+89.17	-9.21	398.38	398.40
A	211+99.17	-9.21	398.38	398.47
B	212+09.17	-9.21	398.38	398.53
C	212+19.17	-9.21	398.38	398.56
D	212+29.17	-9.21	398.38	398.55
E	212+39.17	-9.21	398.38	398.52
F	212+49.17	-9.21	398.38	398.46
☐ Pier	212+59.17	-9.21	398.38	398.40
G	212+69.17	-9.21	398.38	398.42
H	212+79.17	-9.21	398.38	398.43
I	212+89.17	-9.21	398.38	398.43
J	212+99.17	-9.21	398.38	398.42
☐ Brg. S. Abut.	213+07.17	-9.21	398.38	398.40
Bk. S. Abut.	213+09.17	-9.21	398.38	398.40



USER NAME =	DESIGNED - SMM	REVISED -
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 028-0085 (N.B.) & 028-0086 (S.B.)

SHEET NO. 9 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	116
			CONTRACT NO. 78631	
ILLINOIS FED. AID PROJECT				



**BEAM 10**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	211+88.42	-2.92	398.26	398.28
☒Brg. N. Abut.	211+90.42	-2.92	398.26	398.28
A	212+00.42	-2.92	398.26	398.35
B	212+10.42	-2.92	398.26	398.41
C	212+20.42	-2.92	398.26	398.44
D	212+30.42	-2.92	398.26	398.43
E	212+40.42	-2.92	398.26	398.40
F	212+50.42	-2.92	398.26	398.34
☒ Pier	212+60.42	-2.92	398.26	398.28
G	212+70.42	-2.92	398.26	398.30
H	212+80.42	-2.92	398.26	398.31
I	212+90.42	-2.92	398.26	398.31
J	213+00.42	-2.92	398.26	398.30
☒ Brg. S. Abut.	213+08.42	-2.92	398.26	398.28
Bk. S. Abut.	213+10.42	-2.92	398.26	398.28

**BEAM 11**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	211+89.58	2.92	398.26	398.28
☒Brg. N. Abut.	211+91.58	2.92	398.26	398.28
A	212+01.58	2.92	398.26	398.35
B	212+11.58	2.92	398.26	398.41
C	212+21.58	2.92	398.26	398.44
D	212+31.58	2.92	398.26	398.43
E	212+41.58	2.92	398.26	398.40
F	212+51.58	2.92	398.26	398.34
☒ Pier	212+61.58	2.92	398.26	398.28
G	212+71.58	2.92	398.26	398.30
H	212+81.58	2.92	398.26	398.31
I	212+91.58	2.92	398.26	398.31
J	213+01.58	2.92	398.26	398.30
☒ Brg. S. Abut.	213+09.58	2.92	398.26	398.28
Bk. S. Abut.	213+11.58	2.92	398.26	398.28

**BEAM 12**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	211+90.83	9.21	398.38	398.40
☒Brg. N. Abut.	211+92.83	9.21	398.38	398.40
A	212+02.83	9.21	398.38	398.47
B	212+12.83	9.21	398.38	398.53
C	212+22.83	9.21	398.38	398.56
D	212+32.83	9.21	398.38	398.55
E	212+42.83	9.21	398.38	398.52
F	212+52.83	9.21	398.38	398.46
☒ Pier	212+62.83	9.21	398.38	398.40
G	212+72.83	9.21	398.38	398.42
H	212+82.83	9.21	398.38	398.43
I	212+92.83	9.21	398.38	398.43
J	213+02.83	9.21	398.38	398.42
☒ Brg. S. Abut.	213+10.83	9.21	398.38	398.40
Bk. S. Abut.	213+12.83	9.21	398.38	398.40

**BEAM 13**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	211+92.08	15.50	398.51	398.53
☒Brg. N. Abut.	211+94.08	15.50	398.51	398.53
A	212+04.08	15.50	398.51	398.60
B	212+14.08	15.50	398.51	398.66
C	212+24.08	15.50	398.51	398.69
D	212+34.08	15.50	398.51	398.68
E	212+44.08	15.50	398.51	398.65
F	212+54.08	15.50	398.51	398.59
☒ Pier	212+64.08	15.50	398.51	398.53
G	212+74.08	15.50	398.51	398.55
H	212+84.08	15.50	398.51	398.56
I	212+94.08	15.50	398.51	398.56
J	213+04.08	15.50	398.51	398.55
☒ Brg. S. Abut.	213+12.08	15.50	398.51	398.53
Bk. S. Abut.	213+14.08	15.50	398.51	398.53

**BEAM 14**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	211+93.33	21.79	398.64	398.66
☒Brg. N. Abut.	211+95.33	21.79	398.64	398.66
A	212+05.33	21.79	398.64	398.73
B	212+15.33	21.79	398.64	398.79
C	212+25.33	21.79	398.64	398.82
D	212+35.33	21.79	398.64	398.81
E	212+45.33	21.79	398.64	398.78
F	212+55.33	21.79	398.64	398.72
☒ Pier	212+65.33	21.79	398.64	398.66
G	212+75.33	21.79	398.64	398.68
H	212+85.33	21.79	398.64	398.69
I	212+95.33	21.79	398.64	398.69
J	213+05.33	21.79	398.64	398.68
☒ Brg. S. Abut.	213+13.33	21.79	398.64	398.66
Bk. S. Abut.	213+15.33	21.79	398.64	398.66

**PROFILE GRADE - SB**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	211+93.97	25.00	398.70	398.72
☒Brg. N. Abut.	211+95.97	25.00	398.70	398.72
A	212+05.97	25.00	398.70	398.79
B	212+15.97	25.00	398.70	398.85
C	212+25.97	25.00	398.70	398.88
D	212+35.97	25.00	398.70	398.87
E	212+45.97	25.00	398.70	398.84
F	212+55.97	25.00	398.70	398.78
☒ Pier	212+65.97	25.00	398.70	398.72
G	212+75.97	25.00	398.70	398.74
H	212+85.97	25.00	398.70	398.75
I	212+95.97	25.00	398.70	398.75
J	213+05.97	25.00	398.70	398.74
☒ Brg. S. Abut.	213+13.97	25.00	398.70	398.72
Bk. S. Abut.	213+15.97	25.00	398.70	398.72



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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 028-0085 (N.B.) & 028-0086 (S.B.)**

SHEET NO. 10 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	117
			CONTRACT NO. 78631	
ILLINOIS FED. AID PROJECT				

**BEAM 15**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	211+94.58	28.08	398.75	398.77
☐Brg. N. Abut.	211+96.58	28.08	398.75	398.77
A	212+06.58	28.08	398.75	398.84
B	212+16.58	28.08	398.75	398.90
C	212+26.58	28.08	398.75	398.93
D	212+36.58	28.08	398.75	398.92
E	212+46.58	28.08	398.75	398.89
F	212+56.58	28.08	398.75	398.83
☐ Pier	212+66.58	28.08	398.75	398.77
G	212+76.58	28.08	398.75	398.79
H	212+86.58	28.08	398.75	398.80
I	212+96.58	28.08	398.75	398.80
J	213+06.58	28.08	398.75	398.79
☐ Brg. S. Abut.	213+14.58	28.08	398.75	398.77
Bk. S. Abut.	213+16.58	28.08	398.75	398.77

**SB STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	211+94.94	29.88	398.77	398.79
☐Brg. N. Abut.	211+96.94	29.88	398.77	398.79
A	212+06.94	29.88	398.77	398.86
B	212+16.94	29.88	398.77	398.92
C	212+26.94	29.88	398.77	398.95
D	212+36.94	29.88	398.77	398.94
E	212+46.94	29.88	398.77	398.91
F	212+56.94	29.88	398.77	398.85
☐ Pier	212+66.94	29.88	398.77	398.79
G	212+76.94	29.88	398.77	398.81
H	212+86.94	29.88	398.77	398.82
I	212+96.94	29.88	398.77	398.82
J	213+06.94	29.88	398.77	398.81
☐ Brg. S. Abut.	213+14.94	29.88	398.77	398.79
Bk. S. Abut.	213+16.94	29.88	398.77	398.79

**BEAM 16**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	211+95.83	34.37	398.84	398.86
☐Brg. N. Abut.	211+97.83	34.37	398.84	398.86
A	212+07.83	34.37	398.84	398.93
B	212+17.83	34.37	398.84	398.99
C	212+27.83	34.37	398.84	399.02
D	212+37.83	34.37	398.84	399.01
E	212+47.83	34.37	398.84	398.98
F	212+57.83	34.37	398.84	398.92
☐ Pier	212+67.83	34.37	398.84	398.86
G	212+77.83	34.37	398.84	398.88
H	212+87.83	34.37	398.84	398.89
I	212+97.83	34.37	398.84	398.89
J	213+07.83	34.37	398.84	398.88
☐ Brg. S. Abut.	213+15.83	34.37	398.84	398.86
Bk. S. Abut.	213+17.83	34.37	398.84	398.86

**☐ SOUTHBOUND ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	211+96.35	37.00	398.88	398.90
☐Brg. N. Abut.	211+98.35	37.00	398.88	398.90
A	212+08.35	37.00	398.88	398.97
B	212+18.35	37.00	398.88	399.03
C	212+28.35	37.00	398.88	399.06
D	212+38.35	37.00	398.88	399.05
E	212+48.35	37.00	398.88	399.02
F	212+58.35	37.00	398.88	398.96
☐ Pier	212+68.35	37.00	398.88	398.90
G	212+78.35	37.00	398.88	398.92
H	212+88.35	37.00	398.88	398.93
I	212+98.35	37.00	398.88	398.93
J	213+08.35	37.00	398.88	398.92
☐ Brg. S. Abut.	213+16.35	37.00	398.88	398.90
Bk. S. Abut.	213+18.35	37.00	398.88	398.90

**BEAM 17**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	211+97.08	40.67	398.82	398.84
☐Brg. N. Abut.	211+99.08	40.67	398.82	398.84
A	212+09.08	40.67	398.82	398.91
B	212+19.08	40.67	398.82	398.97
C	212+29.08	40.67	398.82	399.00
D	212+39.08	40.67	398.82	398.99
E	212+49.08	40.67	398.82	398.96
F	212+59.08	40.67	398.82	398.90
☐ Pier	212+69.08	40.67	398.82	398.84
G	212+79.08	40.67	398.82	398.86
H	212+89.08	40.67	398.82	398.87
I	212+99.08	40.67	398.82	398.87
J	213+09.08	40.67	398.82	398.86
☐ Brg. S. Abut.	213+17.08	40.67	398.82	398.84
Bk. S. Abut.	213+19.08	40.67	398.82	398.84

**BEAM 18**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	211+98.33	46.96	398.73	398.75
☐Brg. N. Abut.	212+00.33	46.96	398.73	398.75
A	212+10.33	46.96	398.73	398.82
B	212+20.33	46.96	398.73	398.88
C	212+30.33	46.96	398.73	398.91
D	212+40.33	46.96	398.73	398.90
E	212+50.33	46.96	398.73	398.87
F	212+60.33	46.96	398.73	398.81
☐ Pier	212+70.33	46.96	398.73	398.75
G	212+80.33	46.96	398.73	398.77
H	212+90.33	46.96	398.73	398.78
I	213+00.33	46.96	398.73	398.78
J	213+10.33	46.96	398.73	398.77
☐ Brg. S. Abut.	213+18.33	46.96	398.73	398.75
Bk. S. Abut.	213+20.33	46.96	398.73	398.75



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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 028-0085 (N.B.) & 028-0086 (S.B.)**

SHEET NO. 11 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	118
			CONTRACT NO. 78631	
			ILLINOIS FED. AID PROJECT	

BEAM 19

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	211+99.58	53.25	398.62	398.64
☒Brg. N. Abut.	212+01.58	53.25	398.62	398.64
A	212+11.58	53.25	398.62	398.71
B	212+21.58	53.25	398.62	398.77
C	212+31.58	53.25	398.62	398.80
D	212+41.58	53.25	398.62	398.79
E	212+51.58	53.25	398.62	398.76
F	212+61.58	53.25	398.62	398.70
☒ Pier	212+71.58	53.25	398.62	398.64
G	212+81.58	53.25	398.62	398.66
H	212+91.58	53.25	398.62	398.67
I	213+01.58	53.25	398.62	398.67
J	213+11.58	53.25	398.62	398.66
☒ Brg. S. Abut.	213+19.58	53.25	398.62	398.64
Bk. S. Abut.	213+21.58	53.25	398.62	398.64

BEAM 20

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	212+00.83	59.54	398.49	398.51
☒Brg. N. Abut.	212+02.83	59.54	398.49	398.51
A	212+12.83	59.54	398.49	398.58
B	212+22.83	59.54	398.49	398.64
C	212+32.83	59.54	398.49	398.67
D	212+42.83	59.54	398.49	398.66
E	212+52.83	59.54	398.49	398.63
F	212+62.83	59.54	398.49	398.57
☒ Pier	212+72.83	59.54	398.49	398.51
G	212+82.83	59.54	398.49	398.53
H	212+92.83	59.54	398.49	398.54
I	213+02.83	59.54	398.49	398.54
J	213+12.83	59.54	398.49	398.53
☒ Brg. S. Abut.	213+20.83	59.54	398.49	398.51
Bk. S. Abut.	213+22.83	59.54	398.49	398.51



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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 028-0085 (N.B.) & 028-0086 (S.B.)**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	119
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78631	

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	211+47.90	-61.00	398.46	398.48
A1	211+57.90	-61.00	398.46	398.48
A2	211+67.90	-61.00	398.46	398.48
S. End of N. Approach Slab	211+77.90	-61.00	398.46	398.48

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	211+50.28	-49.00	398.70	398.72
A1	211+60.28	-49.00	398.70	398.72
A2	211+70.28	-49.00	398.70	398.72
S. End of N. Approach Slab	211+80.28	-49.00	398.70	398.72

☐ ROADWAY (N.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	211+52.67	-37.00	398.88	398.90
A1	211+62.67	-37.00	398.88	398.90
A2	211+72.67	-37.00	398.88	398.90
S. End of N. Approach Slab	211+82.67	-37.00	398.88	398.90

STAGE CONSTRUCTION LINE (N.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	211+54.08	-29.88	398.77	398.79
A1	211+64.08	-29.88	398.77	398.79
A2	211+74.08	-29.88	398.77	398.79
S. End of N. Approach Slab	211+84.08	-29.88	398.77	398.79

WEST EDGE OF PAVEMENT & P.G.L. (N.B.)

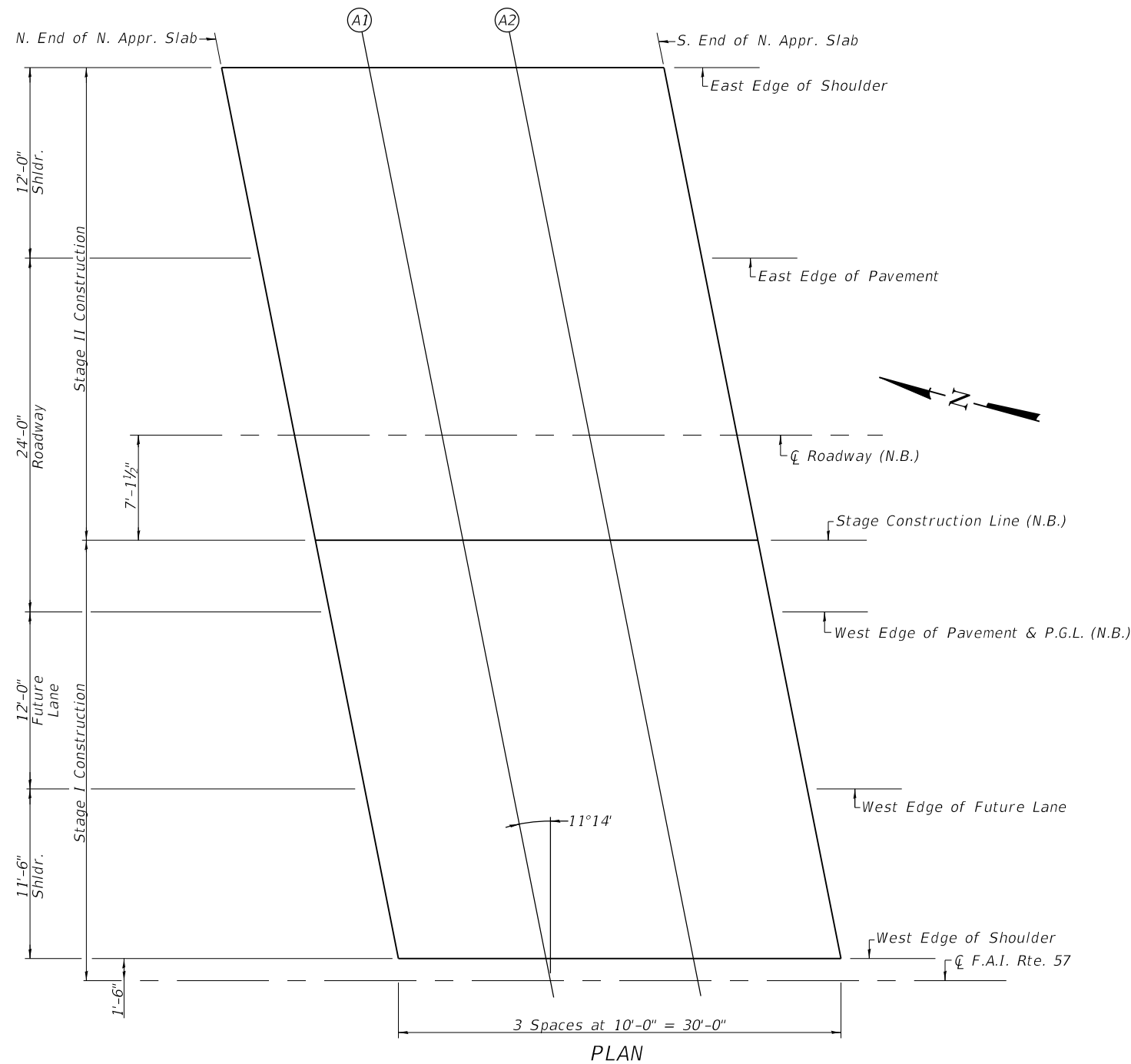
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	211+55.05	-25.00	398.70	398.72
A1	211+65.05	-25.00	398.70	398.72
A2	211+75.05	-25.00	398.70	398.72
S. End of N. Approach Slab	211+85.05	-25.00	398.70	398.72

WEST EDGE OF FUTURE LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	211+57.43	-13.00	398.46	398.48
A1	211+67.43	-13.00	398.46	398.48
A2	211+77.43	-13.00	398.46	398.48
S. End of N. Approach Slab	211+87.43	-13.00	398.46	398.48

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	211+59.72	-1.50	398.23	398.25
A1	211+69.72	-1.50	398.23	398.25
A2	211+79.72	-1.50	398.23	398.25
S. End of N. Approach Slab	211+89.72	-1.50	398.23	398.25



PLAN



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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF NORTH APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 028-0085 (N.B.)**

SHEET NO. 13 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	120
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

**EAST EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	212+97.86	-61.00	398.46	398.48
A3	213+07.86	-61.00	398.46	398.48
A4	213+17.86	-61.00	398.46	398.48
S. End of S. Approach Slab	213+27.86	-61.00	398.46	398.48

**EAST EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	213+00.24	-49.00	398.70	398.72
A3	213+10.24	-49.00	398.70	398.72
A4	213+20.24	-49.00	398.70	398.72
S. End of S. Approach Slab	213+30.24	-49.00	398.70	398.72

**☐ ROADWAY (N.B.)**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	213+02.63	-37.00	398.88	398.90
A3	213+12.63	-37.00	398.88	398.90
A4	213+22.63	-37.00	398.88	398.90
S. End of S. Approach Slab	213+32.63	-37.00	398.88	398.90

**STAGE CONSTRUCTION LINE (N.B.)**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	213+04.04	-29.88	398.77	398.79
A3	213+14.04	-29.88	398.77	398.79
A4	213+24.04	-29.88	398.77	398.79
S. End of S. Approach Slab	213+34.04	-29.88	398.77	398.79

**WEST EDGE OF PAVEMENT & P.G.L. (N.B.)**

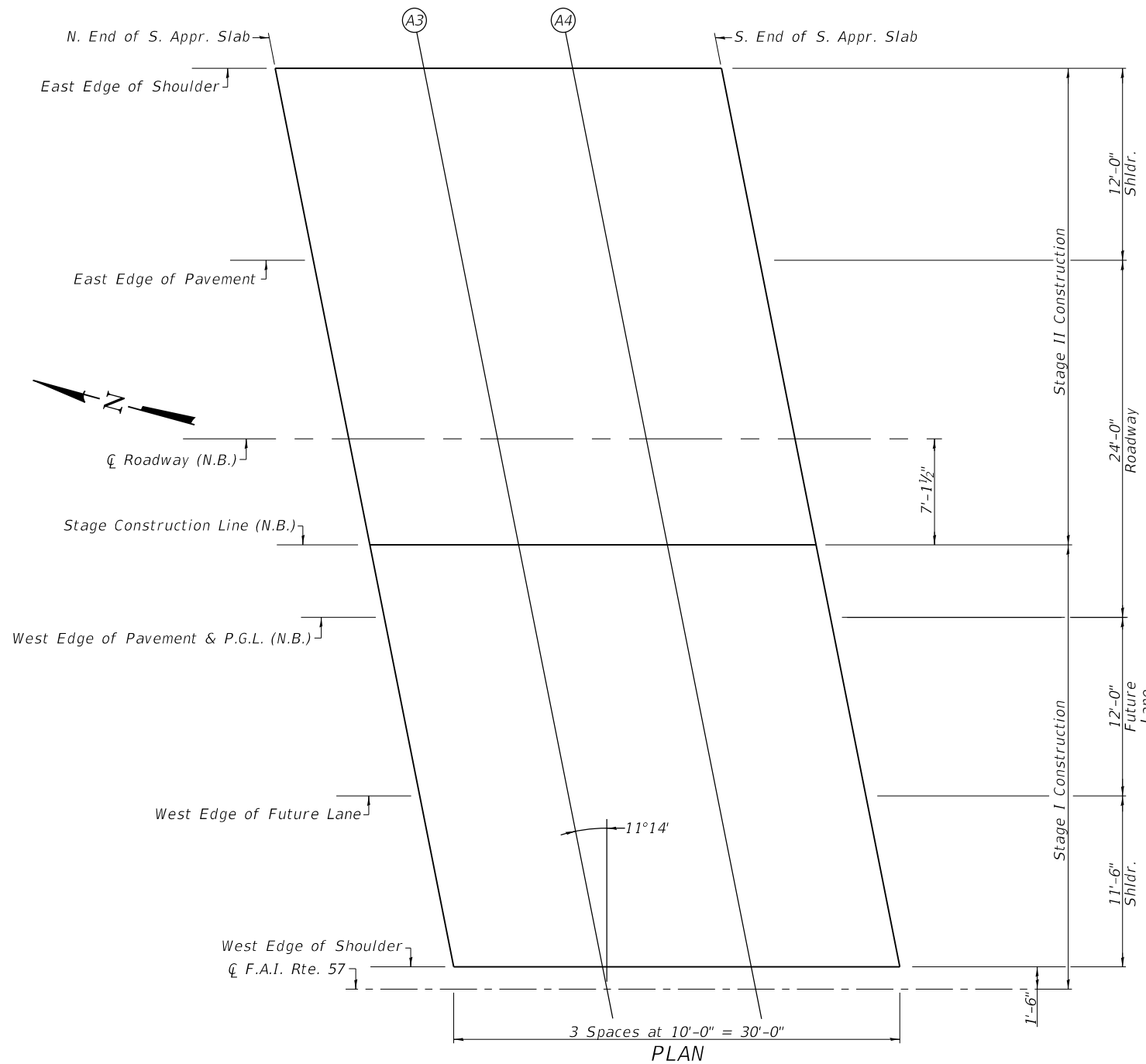
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	213+05.01	-25.00	398.70	398.72
A3	213+15.01	-25.00	398.70	398.72
A4	213+25.01	-25.00	398.70	398.72
S. End of S. Approach Slab	213+35.01	-25.00	398.70	398.72

**WEST EDGE OF FUTURE LANE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	213+07.39	-13.00	398.46	398.48
A3	213+17.39	-13.00	398.46	398.48
A4	213+27.39	-13.00	398.46	398.48
S. End of S. Approach Slab	213+37.39	-13.00	398.46	398.48

**WEST EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	213+09.68	-1.50	398.23	398.25
A3	213+19.68	-1.50	398.23	398.25
A4	213+29.68	-1.50	398.23	398.25
S. End of S. Approach Slab	213+39.68	-1.50	398.23	398.25



**PLAN**



USER NAME =	DESIGNED - SMM	REVISED -
	CHECKED - REW	REVISED -
PLOT SCALE =	DRAWN - DHM	REVISED -
PLOT DATE =	CHECKED - PES	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SOUTH APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 028-0085 (N.B.)**

SHEET NO. 14 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	121
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

EAST EDGE OF SHOULDER

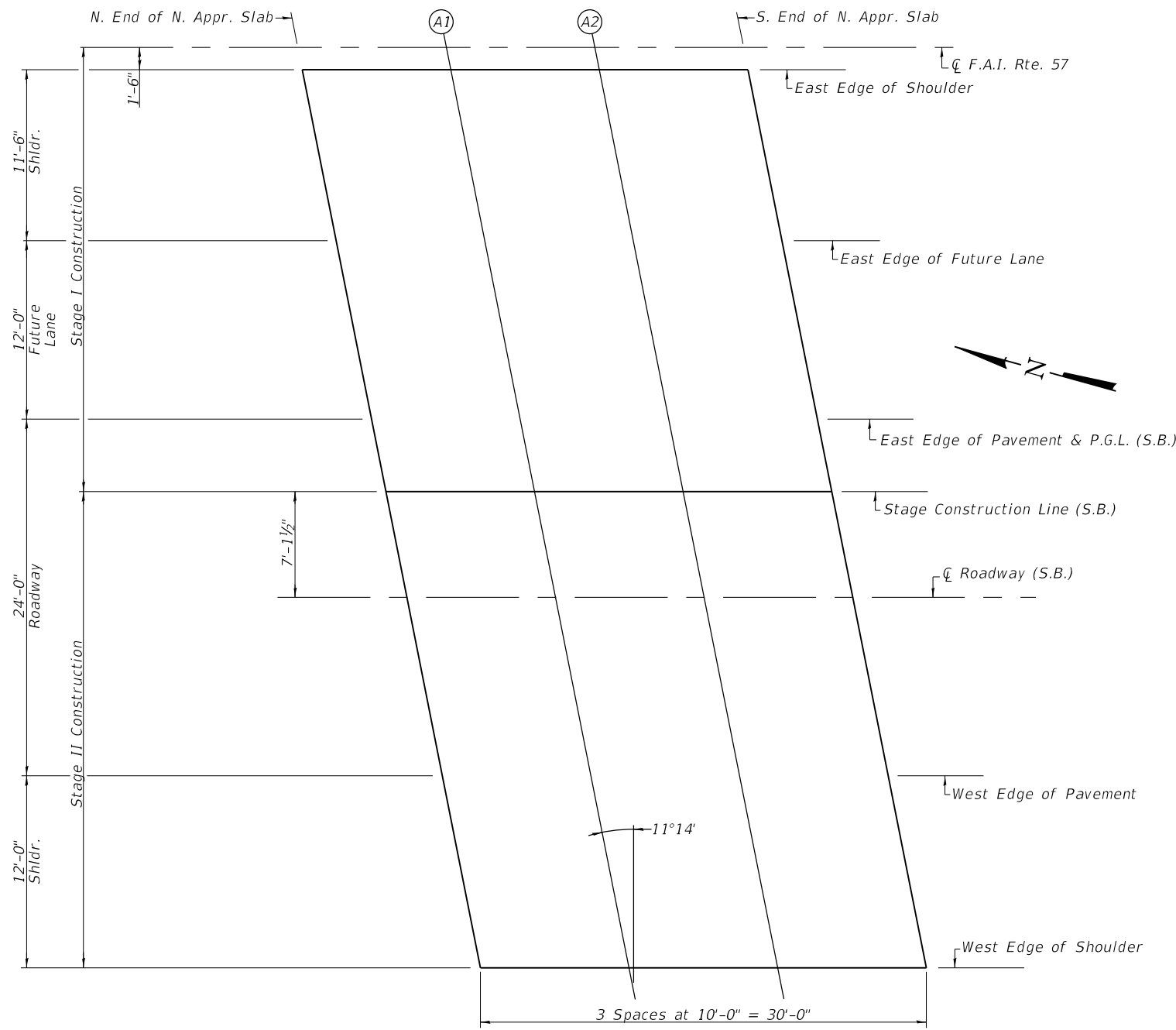
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	211+60.32	1.50	398.23	398.25
A1	211+70.32	1.50	398.23	398.25
A2	211+80.32	1.50	398.23	398.25
S. End of N. Approach Slab	211+90.32	1.50	398.23	398.25

EAST EDGE OF FUTURE LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	211+62.61	13.00	398.46	398.48
A1	211+72.61	13.00	398.46	398.48
A2	212+82.61	13.00	398.46	398.48
S. End of N. Approach Slab	212+92.61	13.00	398.46	398.48

EAST EDGE OF PAVEMENT & P.G.L. (S.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	211+64.99	25.00	398.70	398.72
A1	211+74.99	25.00	398.70	398.72
A2	211+84.99	25.00	398.70	398.72
S. End of N. Approach Slab	211+94.99	25.00	398.70	398.72



PLAN

STAGE CONSTRUCTION LINE (S.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	211+65.96	29.88	398.77	398.79
A1	211+75.96	29.88	398.77	398.79
A2	211+85.96	29.88	398.77	398.79
S. End of N. Approach Slab	211+95.96	29.88	398.77	398.79

☐ ROADWAY (S.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	211+67.37	37.00	398.88	398.90
A1	211+77.37	37.00	398.88	398.90
A2	211+87.37	37.00	398.88	398.90
S. End of N. Approach Slab	211+97.37	37.00	398.88	398.90

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	211+69.76	49.00	398.70	398.72
A1	211+79.76	49.00	398.70	398.72
A2	211+89.76	49.00	398.70	398.72
S. End of N. Approach Slab	211+99.76	49.00	398.70	398.72

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	211+72.14	61.00	398.46	398.48
A1	211+82.14	61.00	398.46	398.48
A2	211+92.14	61.00	398.46	398.48
S. End of N. Approach Slab	212+02.14	61.00	398.46	398.48



USER NAME =	DESIGNED - SMM	REVISED -
	CHECKED - REW	REVISED -
PLOT SCALE =	DRAWN - DHM	REVISED -
PLOT DATE =	CHECKED - PES	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF NORTH APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 028-0086 (S.B.)**

SHEET NO. 15 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	122
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	213+10.28	1.50	398.23	398.25
A3	213+20.28	1.50	398.23	398.25
A4	213+30.28	1.50	398.23	398.25
S. End of S. Approach Slab	213+40.28	1.50	398.23	398.25

EAST EDGE OF FUTURE LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	213+12.57	13.00	398.46	398.48
A3	213+22.57	13.00	398.46	398.48
A4	213+32.57	13.00	398.46	398.48
S. End of S. Approach Slab	213+42.57	13.00	398.46	398.48

EAST EDGE OF PAVEMENT & P.G.L. (S.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	213+14.95	25.00	398.70	398.72
A3	213+24.95	25.00	398.70	398.72
A4	213+34.95	25.00	398.70	398.72
S. End of S. Approach Slab	213+44.95	25.00	398.70	398.72

STAGE CONSTRUCTION LINE (S.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	213+15.92	29.88	398.77	398.79
A3	213+25.92	29.88	398.77	398.79
A4	213+35.92	29.88	398.77	398.79
S. End of S. Approach Slab	213+45.92	29.88	398.77	398.79

☐ ROADWAY (S.B.)

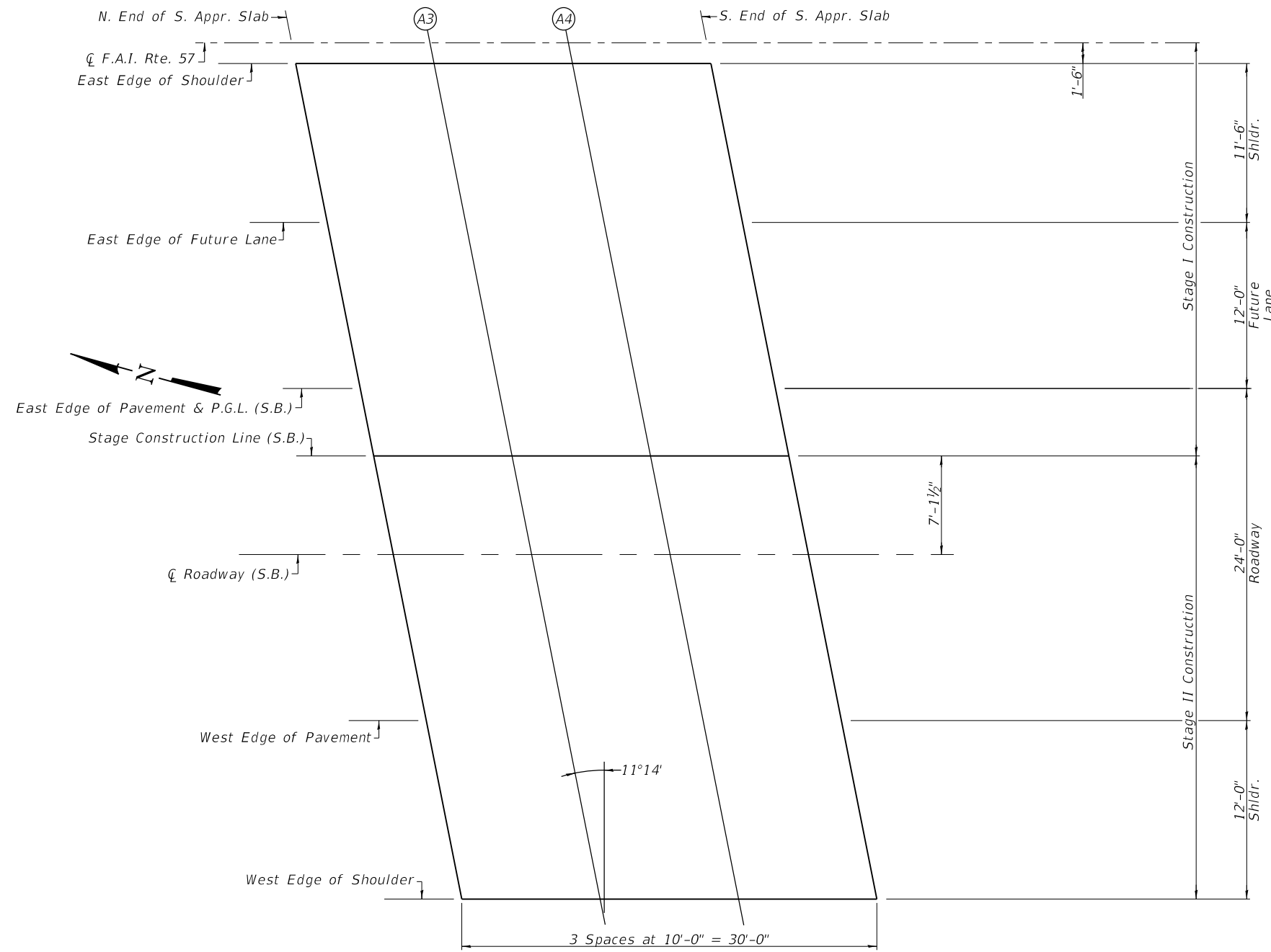
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	213+17.33	37.00	398.88	398.90
A3	213+27.33	37.00	398.88	398.90
A4	213+37.33	37.00	398.88	398.90
S. End of S. Approach Slab	213+47.33	37.00	398.88	398.90

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	213+19.72	49.00	398.70	398.72
A3	213+29.72	49.00	398.70	398.72
A4	213+39.72	49.00	398.70	398.72
S. End of S. Approach Slab	213+49.72	49.00	398.70	398.72

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of S. Approach Slab	213+22.10	61.00	398.46	398.48
A3	213+32.10	61.00	398.46	398.48
A4	213+42.10	61.00	398.46	398.48
S. End of S. Approach Slab	213+52.10	61.00	398.46	398.48



PLAN



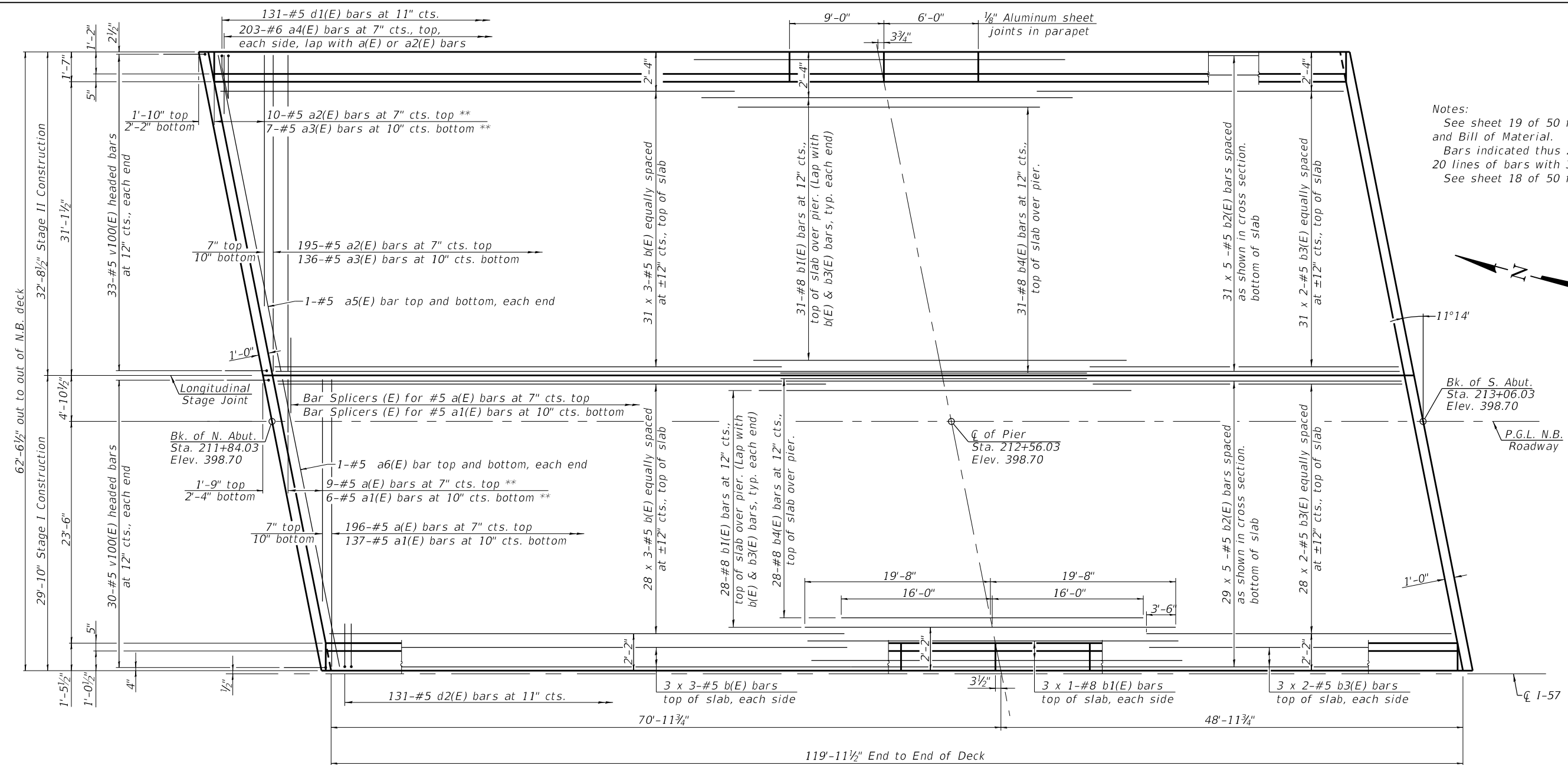
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	CHECKED - REW	REVISED -
PLOT SCALE =	DRAWN - DHM	REVISED -
PLOT DATE =	CHECKED - PES	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

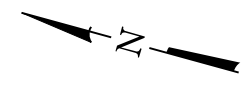
**TOP OF SOUTH APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 028-0086 (S.B.)**

SHEET NO. 16 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	123
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				



Notes:  
 See sheet 19 of 50 for superstructure details and Bill of Material.  
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
 See sheet 18 of 50 for parapet reinforcement.

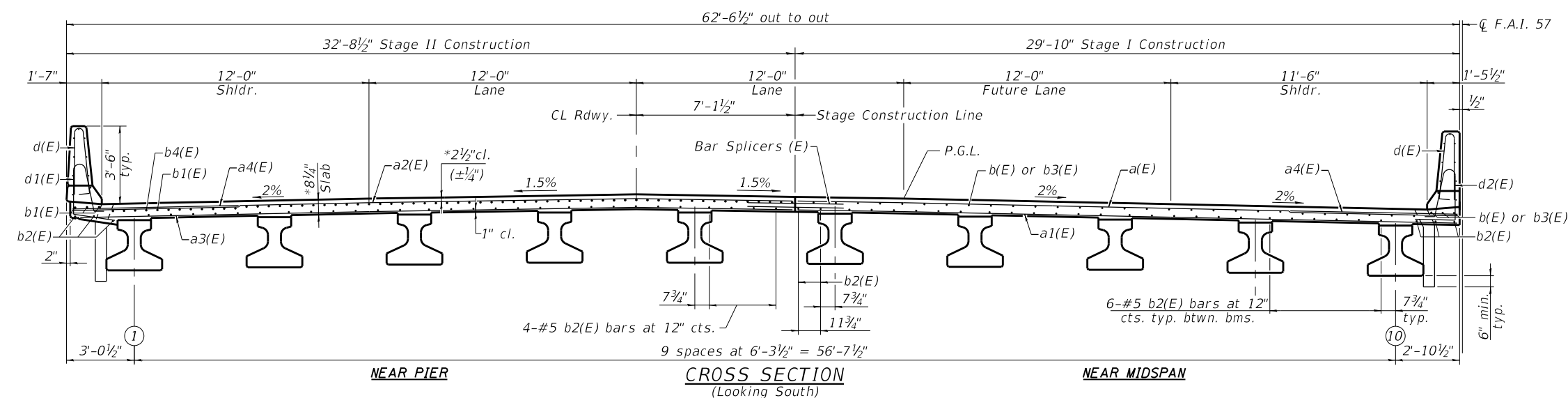


PLAN

\*\* Order a(E) through a3(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

**MINIMUM BAR LAP**  
 #5 bar = 3'-6"

\* Prior to grinding



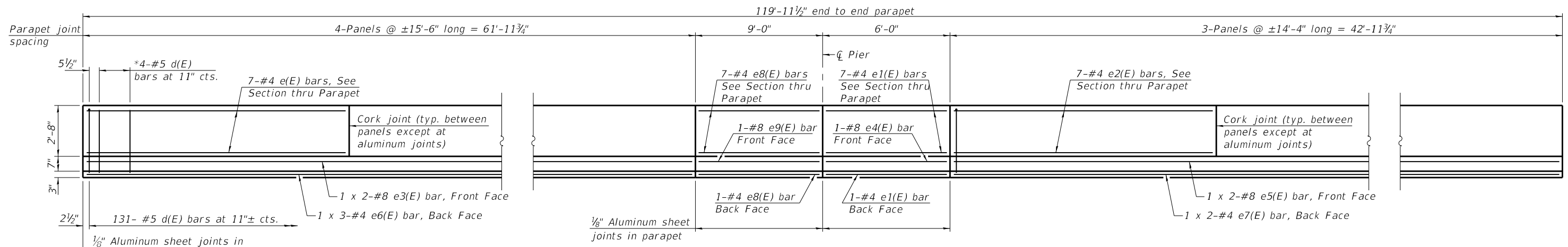
NEAR PIER

CROSS SECTION  
 (Looking South)

NEAR MIDSPAN

	USER NAME =	DESIGNED - SMM	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>SUPERSTRUCTURE</b> <b>STRUCTURE NO. 028-0085 (N.B.)</b>	F.A.I. R.T.E. =	SECTION =	COUNTY =	TOTAL SHEETS =	SHEET NO. =
	PLOT SCALE =	CHECKED - REW	REVISED -			57	28-5(B-2)	FRANKLIN	254	124
	PLOT DATE =	DRAWN - MAM	REVISED -	SHEET NO. 17 OF 50 SHEETS		CONTRACT NO. 78631			ILLINOIS FED. AID PROJECT	
		CHECKED - PES	REVISED -							





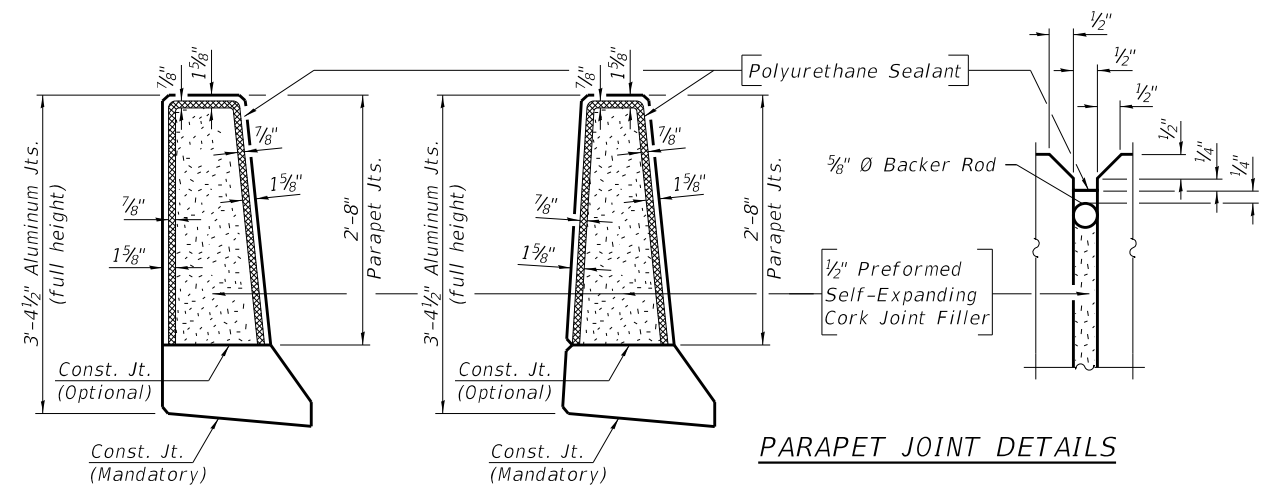
INSIDE ELEVATION OF EAST PARAPET - NORTHBOUND

**MINIMUM BAR LAP**

(Parapet)  
 #4 bar = 2'-7"  
 #8 bar = 5'-11"

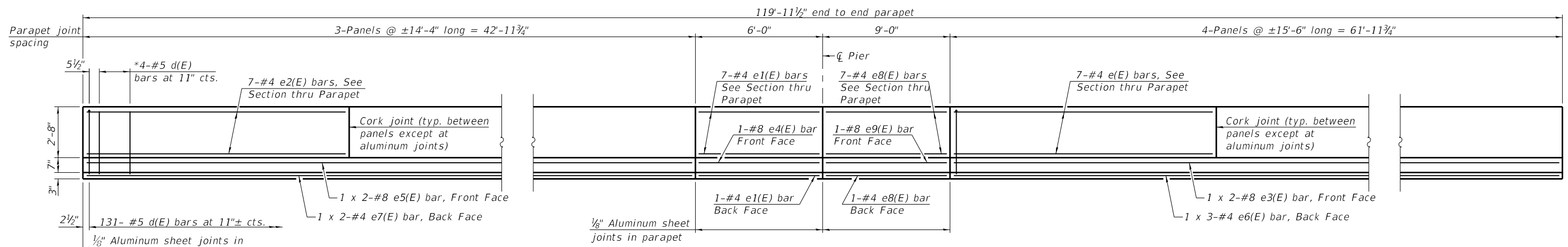
\*Typical at parapet ends and each side of aluminum sheeted joints.

Notes:  
 Bars indicated thus 1x2-#8 etc. indicates 1 line of bars with 2 lengths per line.



PARAPET JOINT DETAILS

The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.  
 The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.  
 The 1/2" Preformed Self-Expanding Cork Joint Filler shall be according to Article 1051.07 of the Std. Spec. Cost included with Concrete Superstructure.



INSIDE ELEVATION OF WEST PARAPET - NORTHBOUND



USER NAME =	DESIGNED - SMM	REVISED -
	CHECKED - REW	REVISED -
PLOT SCALE =	DRAWN - MAM	REVISED -
PLOT DATE =	CHECKED - PES	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

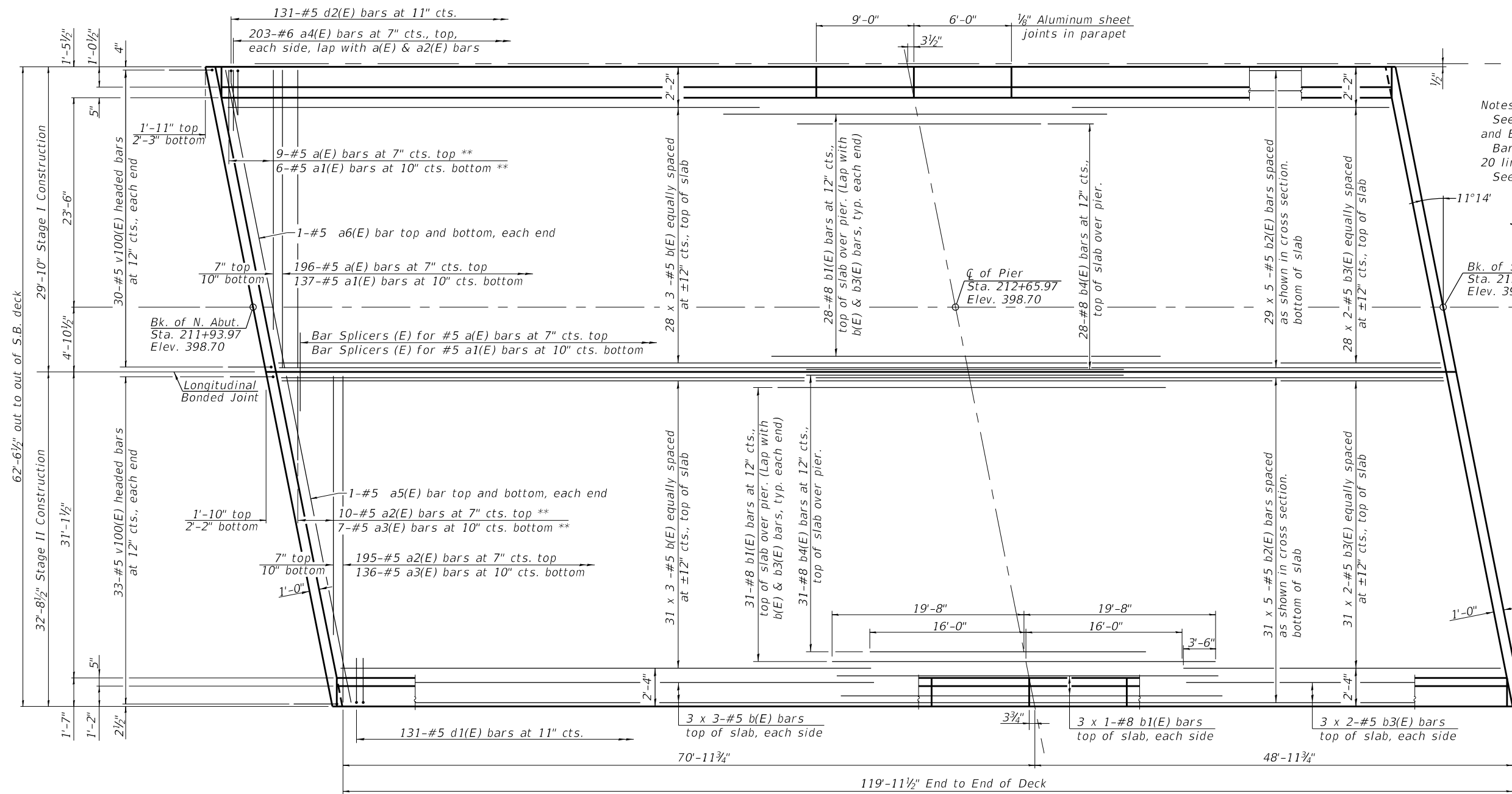
SUPERSTRUCTURE DETAILS  
 STRUCTURE NO. 028-0085 (N.B.)

SHEET NO. 18 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	125
CONTRACT NO. 78631				

ILLINOIS FED. AID PROJECT

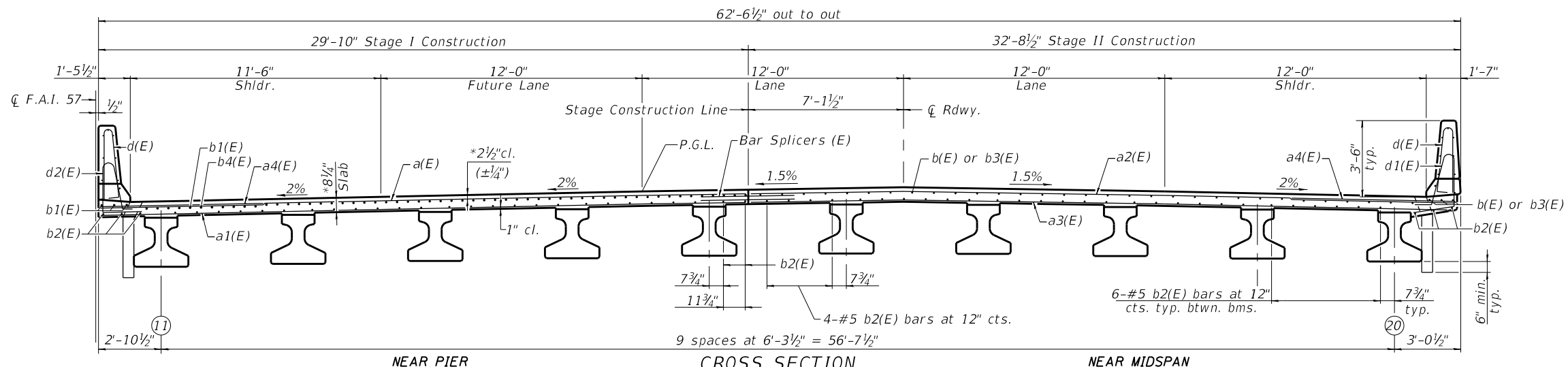




Notes:  
 See sheet 22 of 50 for superstructure details and Bill of Material.  
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
 See sheet 21 of 50 for parapet reinforcement.

\*\* Order a(E) through a3(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

**PLAN**



**MINIMUM BAR LAP**  
 #5 bar = 3'-6"

\* Prior to grinding

**NEAR PIER**

**CROSS SECTION**  
 (Looking South)

**NEAR MIDSPAN**



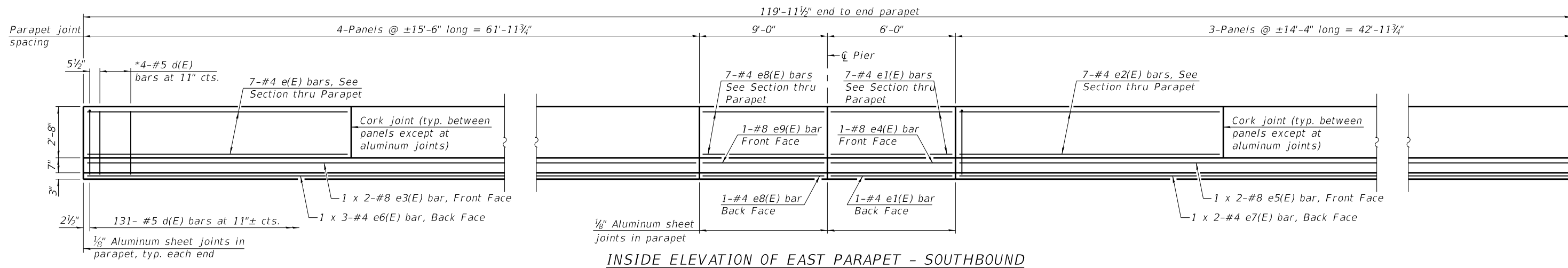
USER NAME =	DESIGNED - SMM	REVISED -
PLOT SCALE =	CHECKED - REW	REVISED -
PLOT DATE =	DRAWN - MAM	REVISED -
	CHECKED - PES	REVISED -

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

**SUPERSTRUCTURE**  
**STRUCTURE NO. 028-0086 (S.B.)**

SHEET NO. 20 OF 50 SHEETS

F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	127
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				



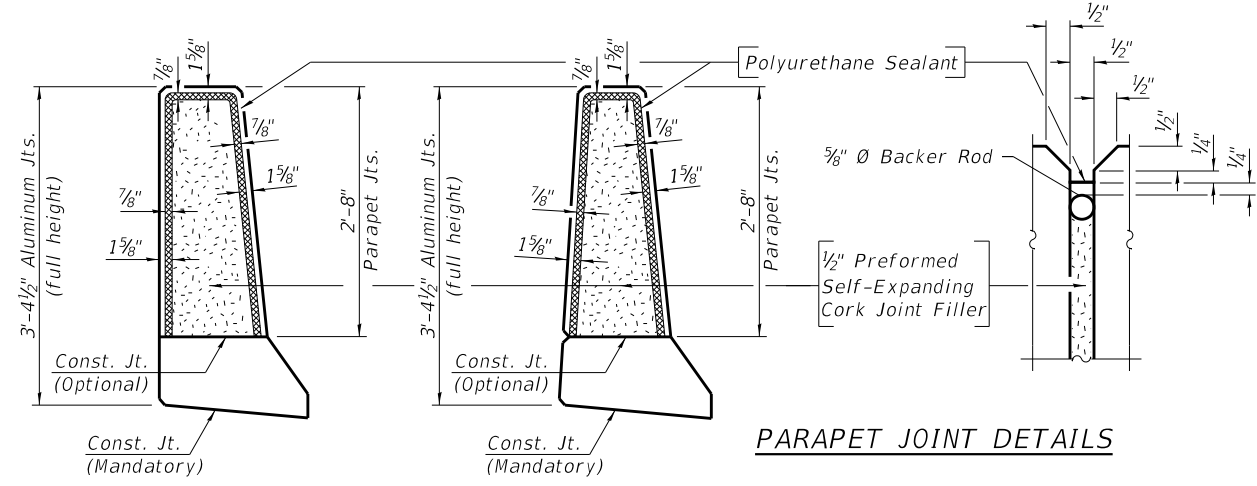
INSIDE ELEVATION OF EAST PARAPET - SOUTHBOUND

**MINIMUM BAR LAP**

(Parapet)  
 #4 bar = 2'-7"  
 #8 bar = 5'-11"

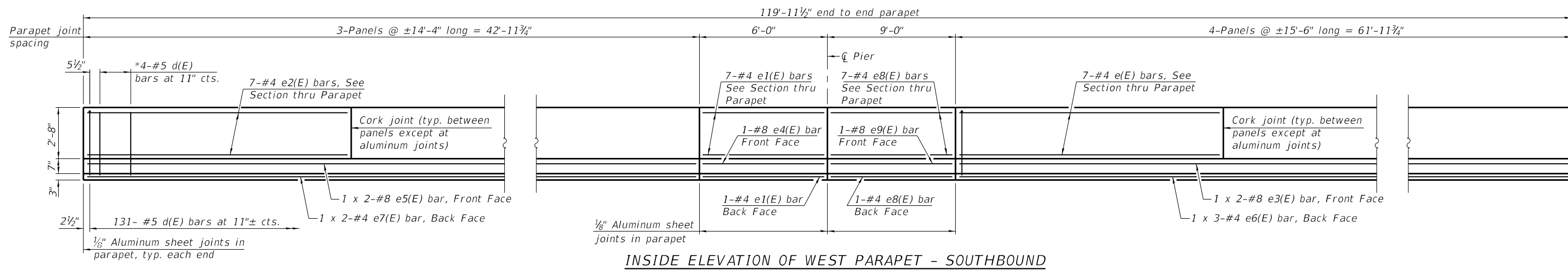
\*Typical at parapet ends and each side of aluminum sheeted joints.

Notes:  
 Bars indicated thus 1x2-#8 etc. indicates 1 line of bars with 2 lengths per line.



PARAPET JOINT DETAILS

The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.  
 The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.  
 The 1/2" Preformed Self-Expanding Cork Joint Filler shall be according to Article 1051.07 of the Std. Spec. Cost included with Concrete Superstructure.



INSIDE ELEVATION OF WEST PARAPET - SOUTHBOUND



USER NAME =	DESIGNED - SMM	REVISED -
	CHECKED - REW	REVISED -
PLOT SCALE =	DRAWN - MAM	REVISED -
PLOT DATE =	CHECKED - PES	REVISED -

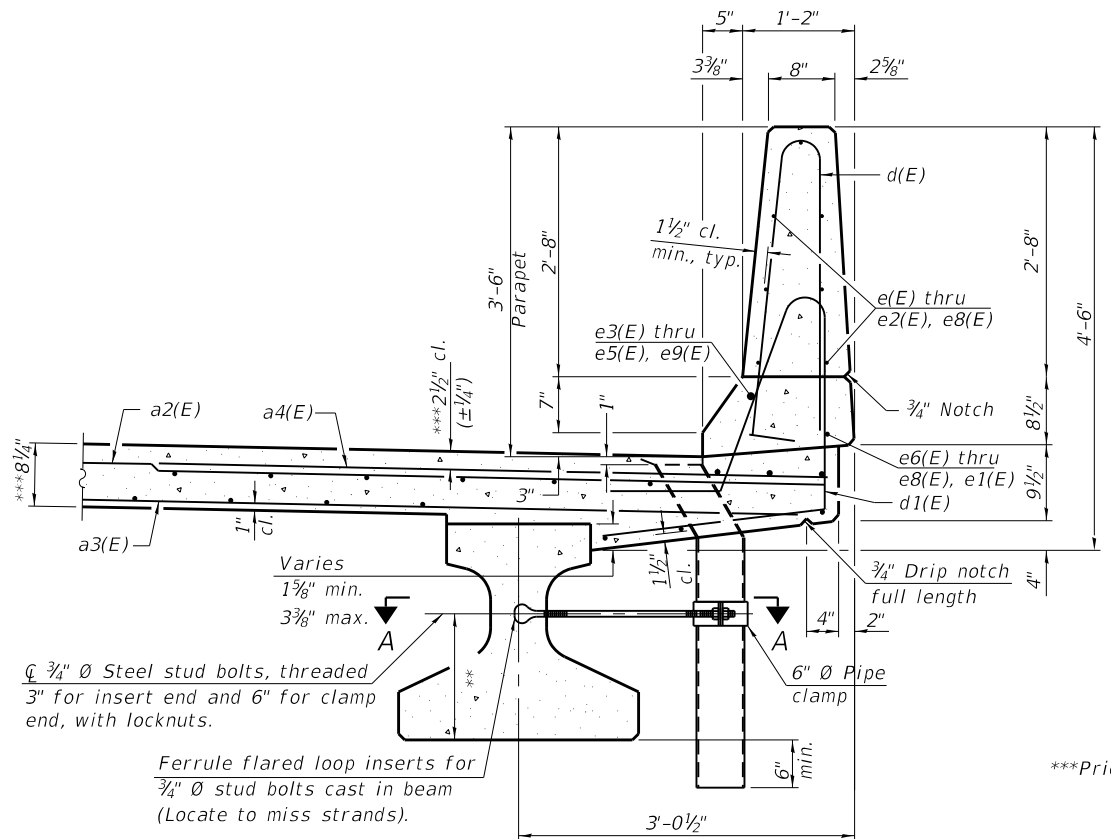
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS  
 STRUCTURE NO. 028-0086 (S.B.)

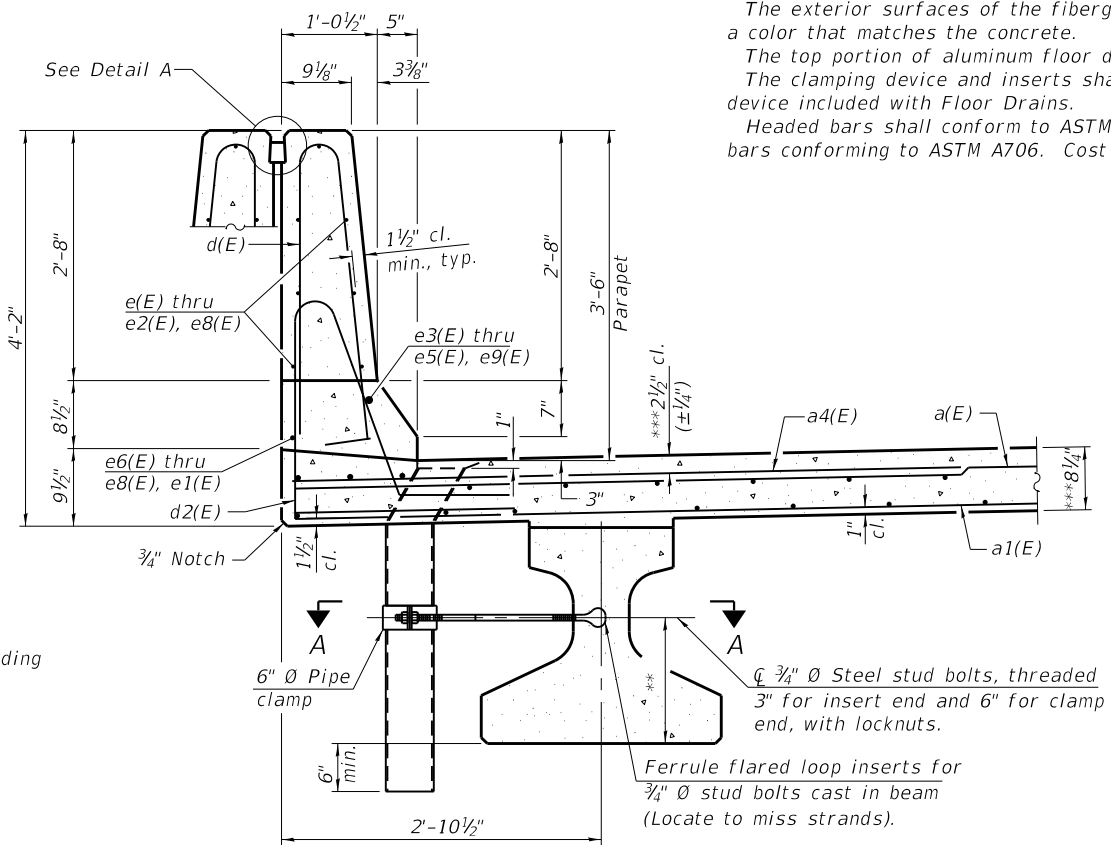
SHEET NO. 21 OF 50 SHEETS

F.A.I. RTE. =	SECTION =	COUNTY =	TOTAL SHEETS =	SHEET NO. =
57	28-5(B-2)	FRANKLIN	254	128
CONTRACT NO. =			78631	

ILLINOIS FED. AID PROJECT



**SECTION THRU WEST PARAPET**  
 \*\*For insert locations See sheet 1 of 50.



**SECTION THRU EAST PARAPET**  
 \*\*For insert locations See sheet 1 of 50.

Notes:  
 Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.  
 The exterior surfaces of the fiberglass floor drains shall be pigmented by the manufacturer with a color that matches the concrete.  
 The top portion of aluminum floor drains shall be coated to minimize reaction with wet concrete.  
 The clamping device and inserts shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.  
 Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

**SOUTHBOUND  
 SUPERSTRUCTURE  
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	205	#5	29'-6"	—
a1(E)	143	#5	29'-6"	—
a2(E)	205	#5	32'-3"	—
a3(E)	143	#5	31'-7"	—
a4(E)	406	#6	6'-6"	—
a5(E)	4	#5	32'-10"	—
a6(E)	4	#5	30'-0"	—
b(E)	195	#5	20'-8"	—
b1(E)	65	#8	39'-4"	—
b2(E)	300	#5	26'-9"	—
b3(E)	130	#5	18'-2"	—
b4(E)	59	#8	32'-0"	—
d(E)	326	#5	6'-10"	⌋
d1(E)	131	#5	7'-7"	⌋
d2(E)	131	#5	7'-8"	⌋
e(E)	56	#4	15'-2"	—
e1(E)	16	#4	5'-8"	—
e2(E)	42	#4	14'-0"	—
e3(E)	4	#8	33'-10"	—
e4(E)	2	#8	5'-8"	—
e5(E)	4	#8	24'-4"	—
e6(E)	6	#4	22'-4"	—
e7(E)	4	#4	22'-8"	—
e8(E)	16	#4	8'-8"	—
e9(E)	2	#8	8'-8"	—
m10(E)	8	#6	30'-0"	—
m11(E)	8	#6	32'-10"	—
m12(E)	32	#6	5'-3"	—
m13(E)	8	#6	2'-1"	—
m14(E)	16	#6	3'-6"	—
m15(E)	4	#6	1'-3"	—
m16(E)	40	#5	4'-0"	—
m17(E)	4	#6	3'-10"	—
m18(E)	2	#6	2'-11"	—
m19(E)	4	#6	1'-2"	—
m20(E)	16	#6	3'-6"	—
m21(E)	32	#6	5'-3"	—
m22(E)	20	#5	4'-0"	—
m23(E)	4	#6	3'-10"	—
m24(E)	2	#6	2'-11"	—
m25(E)	4	#6	1'-2"	—
s10(E)	98	#5	8'-1"	⌋
s11(E)	98	#5	8'-8"	⌋
s20(E)	37	#5	10'-9"	⌋
v100(E)	126	#5	3'-1"	⌋
Reinforcement Bars, Epoxy Coated		Lbs.	64140	
Concrete Superstructure		Cu. Yds.	288.0	

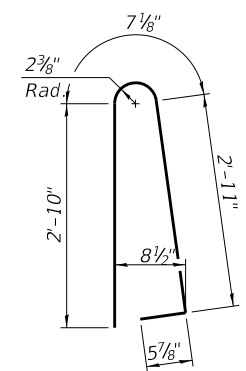
∅ 3/4" Steel stud bolts, threaded 3" for insert end and 6" for clamp end, with locknuts.

Ferrule flared loop inserts for 3/4" ∅ stud bolts cast in beam (Locate to miss strands).

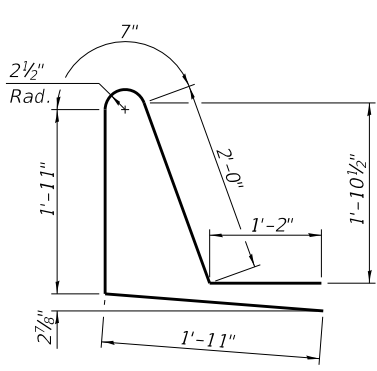
\*\*\*Prior to grinding

∅ 3/4" Steel stud bolts, threaded 3" for insert end and 6" for clamp end, with locknuts.

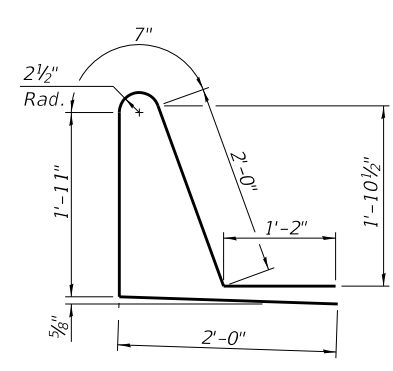
Ferrule flared loop inserts for 3/4" ∅ stud bolts cast in beam (Locate to miss strands).



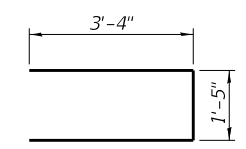
**BAR d(E)**



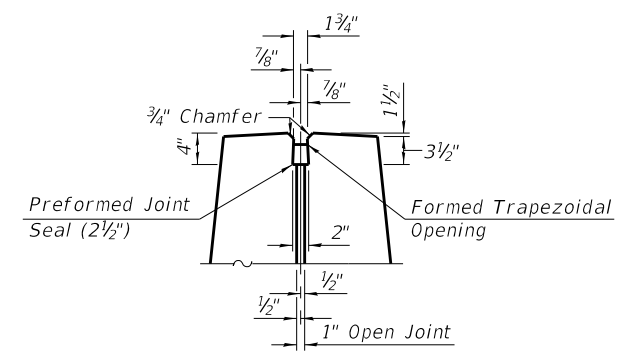
**BAR d1(E)**



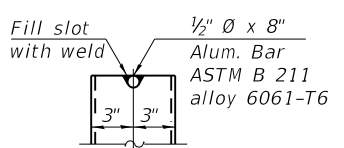
**BAR d2(E)**



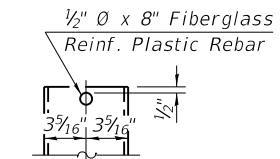
**BAR s10(E)**



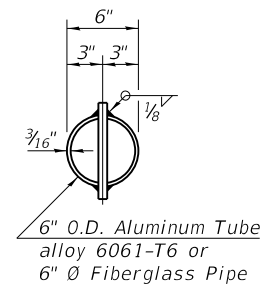
**DETAIL A**



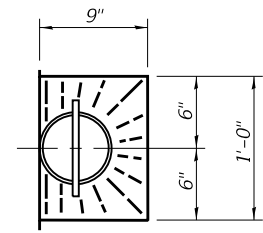
**ALUMINUM TUBE**



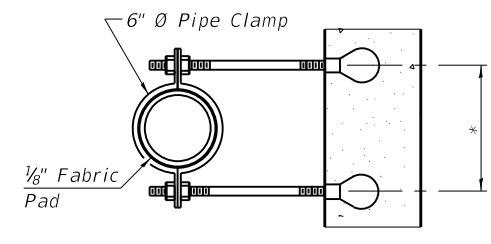
**FIBERGLASS PIPE**



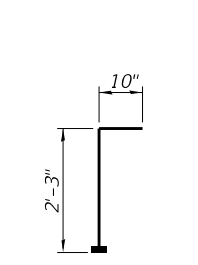
**TOP PLAN**  
 (Showing Aluminum Tube)



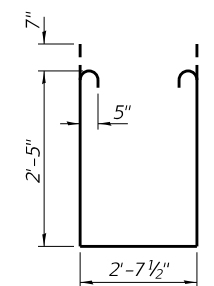
**TOP PLAN**



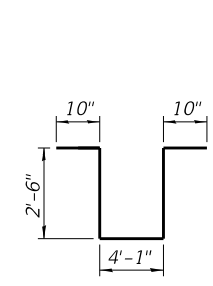
**SECTION A-A**



**BAR v100(E)**  
 (Headed)



**BAR s11(E)**



**BAR s20(E)**

\*Dimension as required by Pipe Clamp



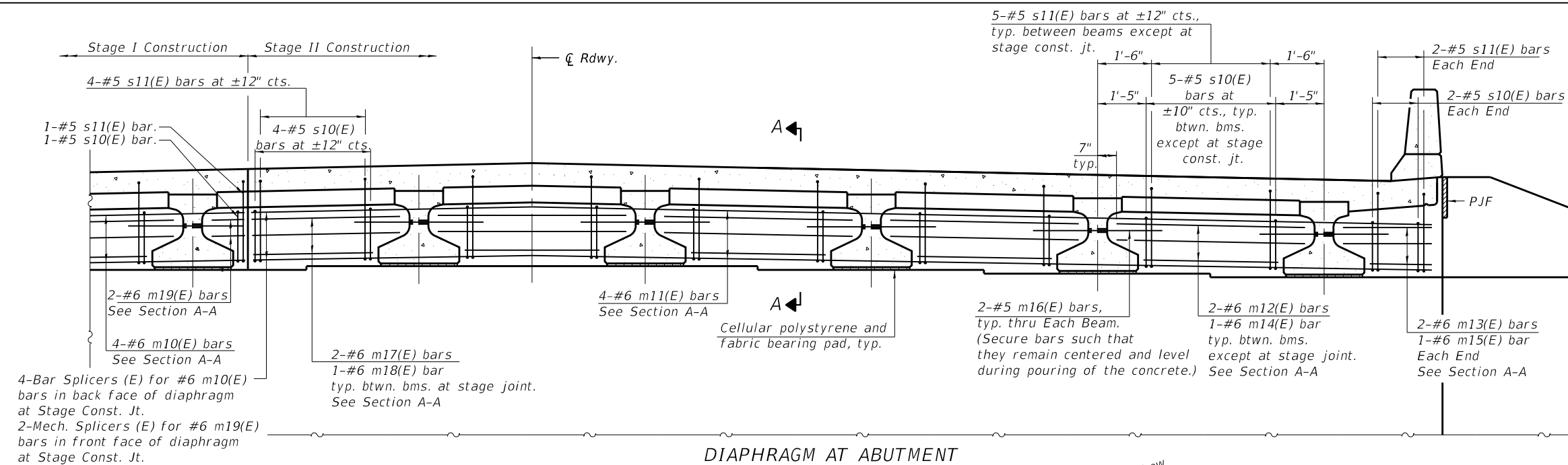
USER NAME =	DESIGNED - SMM	REVISIONS -
PLOT SCALE =	CHECKED - REW	REVISIONS -
PLOT DATE =	DRAWN - MAM	REVISIONS -
	CHECKED - PES	REVISIONS -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS  
 STRUCTURE NO. 028-0086 (S.B.)**

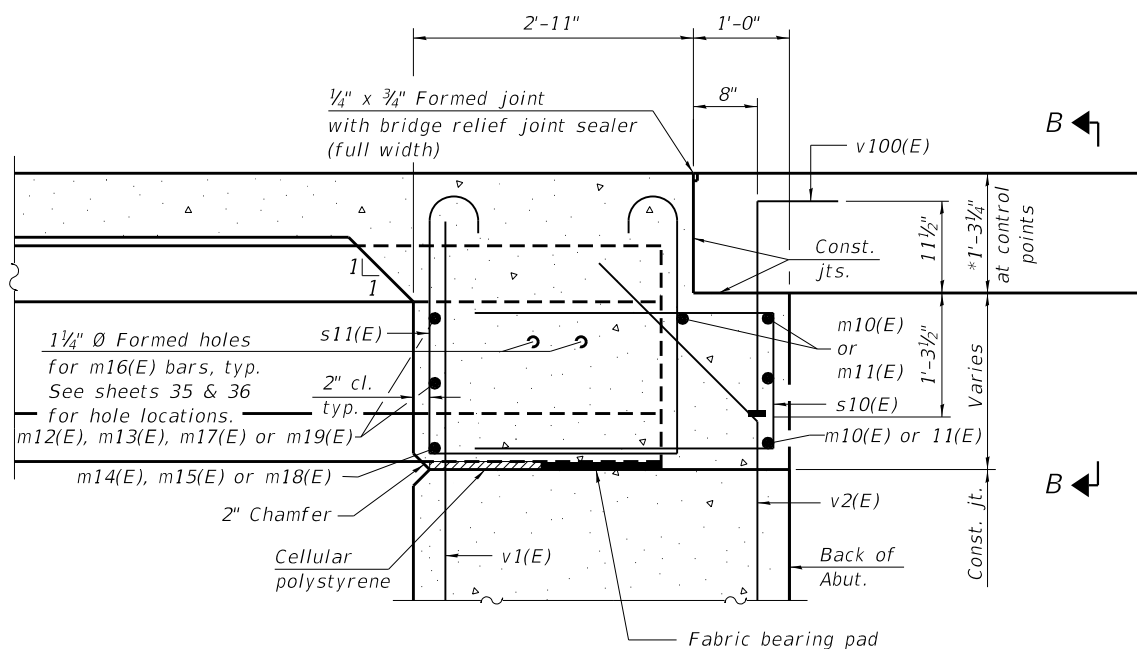
SHEET NO. 22 OF 50 SHEETS

F.A.I. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	129
				CONTRACT NO. 78631
ILLINOIS FED. AID PROJECT				

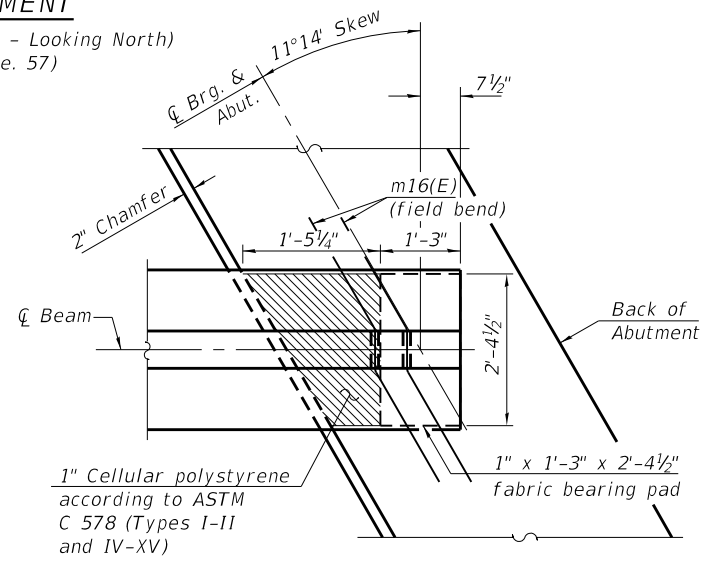


**DIAPHRAGM AT ABUTMENT**

(S.B. Bridge - Looking South, N.B. Bridge - Looking North)  
(symmetrical about  $\bar{C}$  F.A.I. Rte. 57)

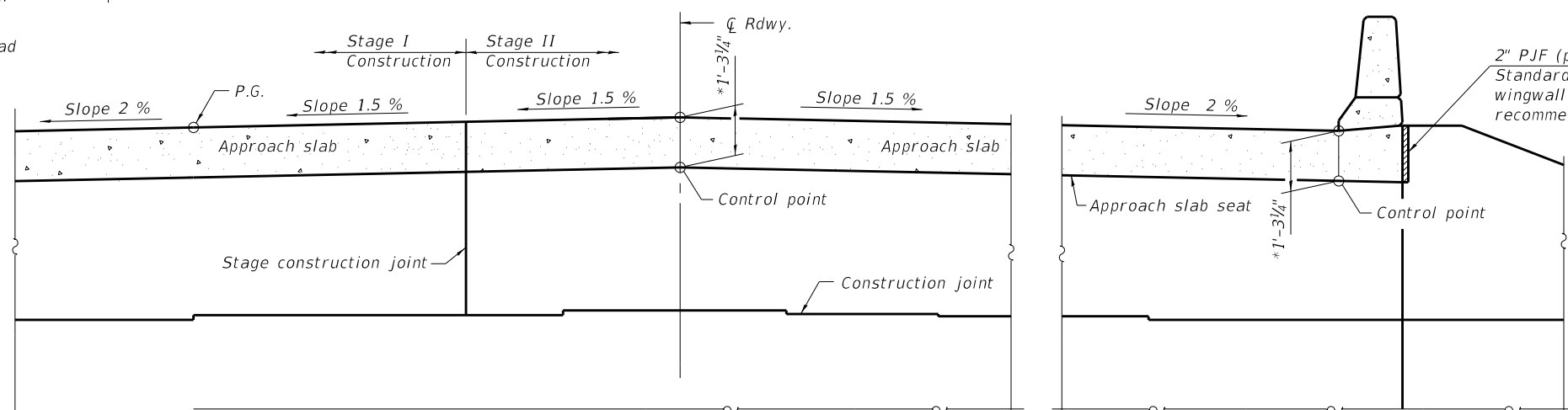


**SECTION A-A**  
(at Rt. L's)



Notes:  
Reinforcement bars in diaphragm are billed with superstructure on sheet 19 & 22 of 50.  
Concrete in diaphragm is included with Concrete Superstructure on sheet 19 & 22 of 50.  
For details of bars s10(E), s11(E) and v100(E) see sheet 19 & 22 of 50.  
The s10(E) and s11(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.  
The approach slab seat shall have a constant slope determined from the control points shown.  
Cost of cellular polystyrene is included with Concrete Superstructure. Beams shall be braced for stability during erection and remain braced until deck is poured and cured.  
The m17(E) and m19(E) bars shall be threaded at one end for coupler at mechanical splicer.

\*Prior to grinding



**SECTION B-B**  
(N.B. shown, S.B. symmetrical about  $\bar{C}$  F.A.I. Rte. 57)



USER NAME =	DESIGNED - SMM	REVISED -
	CHECKED - REW	REVISED -
PLOT SCALE =	DRAWN - PES	REVISED -
PLOT DATE =	CHECKED - MAM	REVISED -

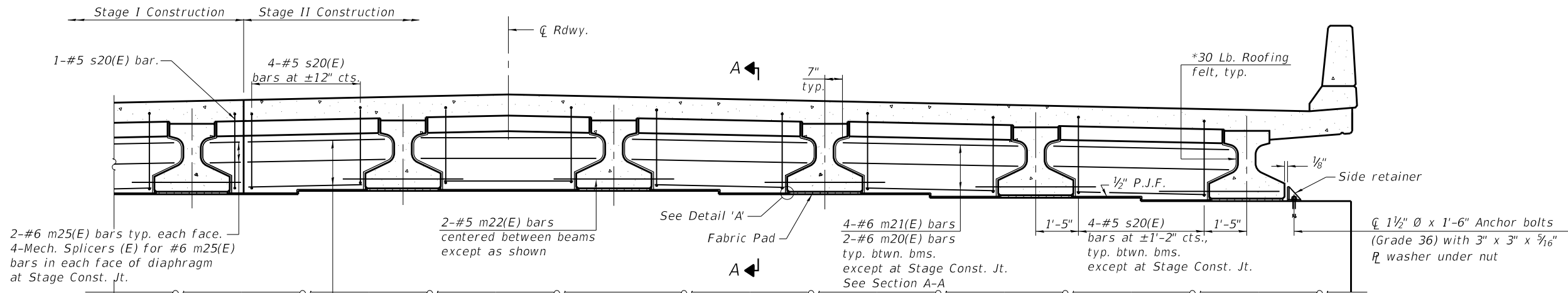
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**ABUTMENT DIAPHRAGM DETAILS**  
**STRUCTURE NO. 028-0085 (N.B.) & 028-0086 (S.B.)**

SHEET NO. 23 OF 50 SHEETS

F.A.I. RTE. 57	SECTION 28-5(B-2)	COUNTY FRANKLIN	TOTAL SHEETS 254	SHEET NO. 130
CONTRACT NO. 78631				

ILLINOIS FED. AID PROJECT



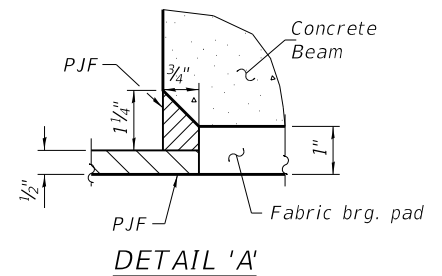
**DIAPHRAGM AT PIER**  
 (\*Bonded to sides of beams embedded into diaphragm)  
 (S.B. Bridge - Looking South, N.B. Bridge - Looking North)  
 (symmetrical about  $\bar{C}$  F.A.I. Rte. 57)

1-#5 s20(E) bar.  
 4-#5 s20(E) bars at  $\pm 12''$  cts.  
 2-#6 m25(E) bars typ. each face.  
 4-Mech. Splicers (E) for #6 m25(E) bars in each face of diaphragm at Stage Const. Jt.  
 4-#6 m23(E) bars  
 2-#6 m24(E) bars typ. btwn. bms. at Stage Const. Jt. See Section A-A

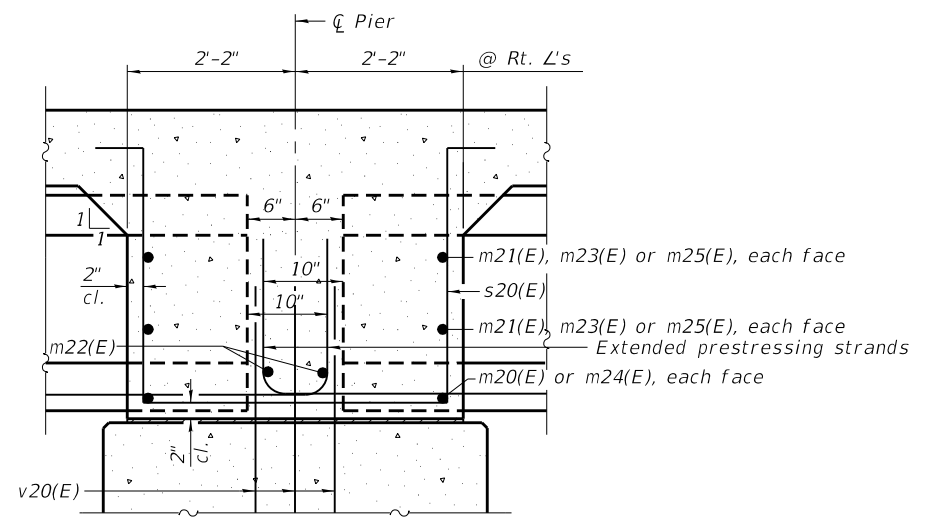
2-#5 m22(E) bars centered between beams except as shown

4-#6 m21(E) bars  
 2-#6 m20(E) bars typ. btwn. bms. except at Stage Const. Jt. See Section A-A

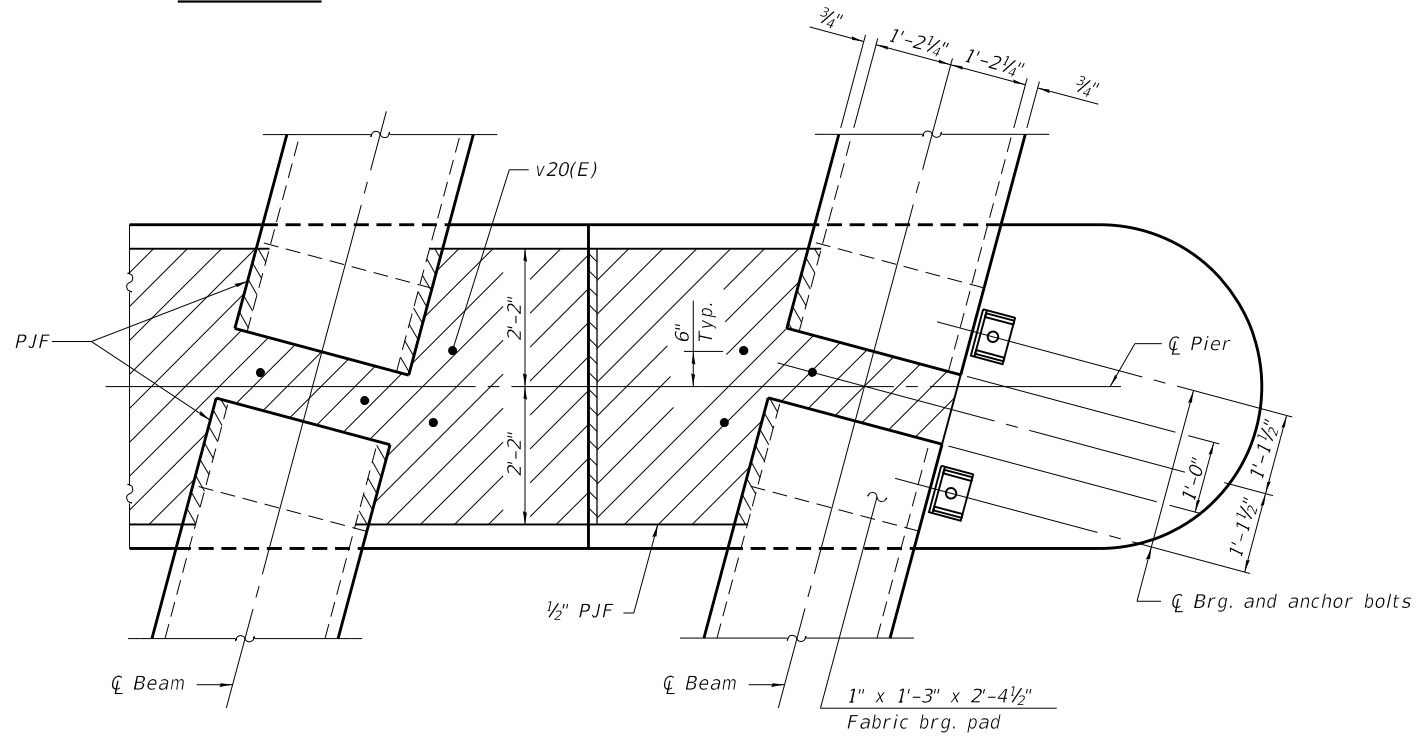
$\bar{C}$  1 1/2"  $\bar{O}$  x 1'-6" Anchor bolts (Grade 36) with 3" x 3" x 5/16" P washer under nut



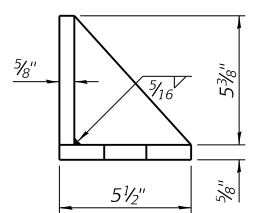
**DETAIL 'A'**



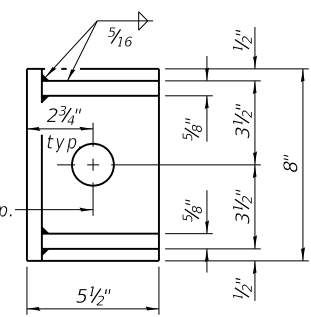
**SECTION A-A**  
 (Dimensions along  $\bar{C}$  of beam except as shown)



**PLAN AT PIER**  
 (Showing bearing pads and P.J.F. details)  
 (East end shown, West end similar)



**SIDE RETAINER**  
 (2 required each side of pier).  
 Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



**Notes:**  
 See sheet 19 & 22 of 50 for superstructure details and Bill of Material.  
 Cost of 30 Lb. roofing felt is included with Concrete Superstructure.  
 Cost of side retainer and anchor bolts shall be included with Concrete Structures.  
 The s20(E) bars shall be placed parallel to the beams.  
 Spacing for these bars shall be at right angles to the beams.  
 Anchor bolts and side retainers shall be according to Article 521.06 of the Standard Specifications. Side retainers shall be hot dip galvanized.  
 Anchor bolts and side retainers shall be installed as each exterior beam is erected unless an equivalent temporary means of lateral restraint is used.  
 The m23(E) and m25(E) bars shall be threaded on one end for coupler at mechanical splicer.



USER NAME =	DESIGNED - SMM	REVISED -
	CHECKED - REW	REVISED -
PLOT SCALE =	DRAWN - PES	REVISED -
PLOT DATE =	CHECKED - MAM	REVISED -

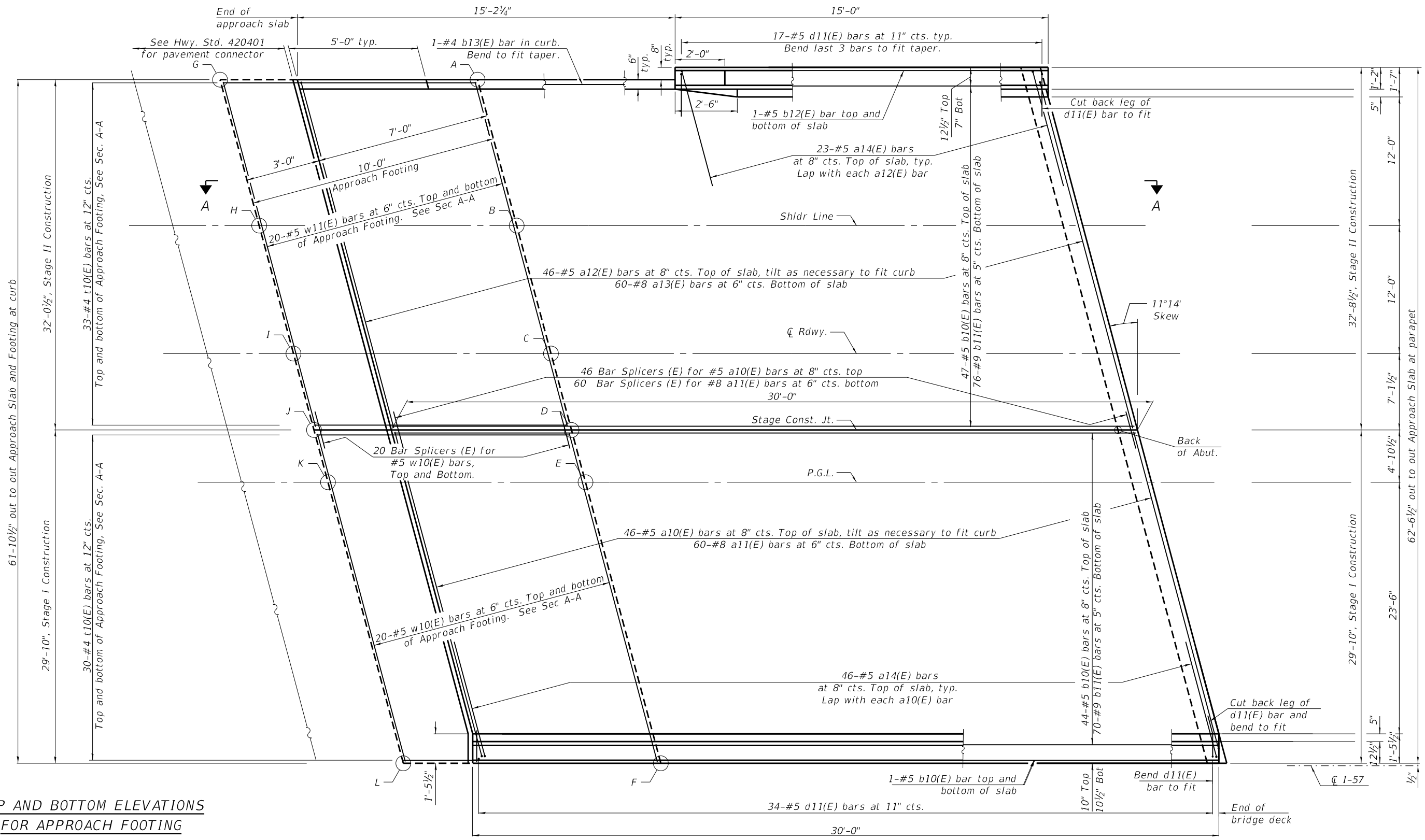
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**PIER DIAPHRAGM DETAILS**  
**STRUCTURE NO. 028-0085 (N.B.) & 028-0086 (S.B.)**

SHEET NO. 24 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	131
CONTRACT NO. 78631				

ILLINOIS FED. AID PROJECT



**TOP AND BOTTOM ELEVATIONS  
FOR APPROACH FOOTING**

Northbound Bridge North Approach					
Point	Top	Bottom	Point	Top	Bottom
A	397.16	396.33	G	397.16	396.33
B	397.43	396.60	H	397.43	396.60
C	397.61	396.78	I	397.61	396.78
D	397.50	396.67	J	397.50	396.67
E	397.43	396.60	K	397.43	396.60
F	396.93	396.10	L	396.93	396.10

**PLAN**  
(North Approach)



USER NAME =	DESIGNED - SMM	REVISED -
	CHECKED - REW	REVISED -
PLOT SCALE =	DRAWN - PES	REVISED -
PLOT DATE =	CHECKED - MAM	REVISED -

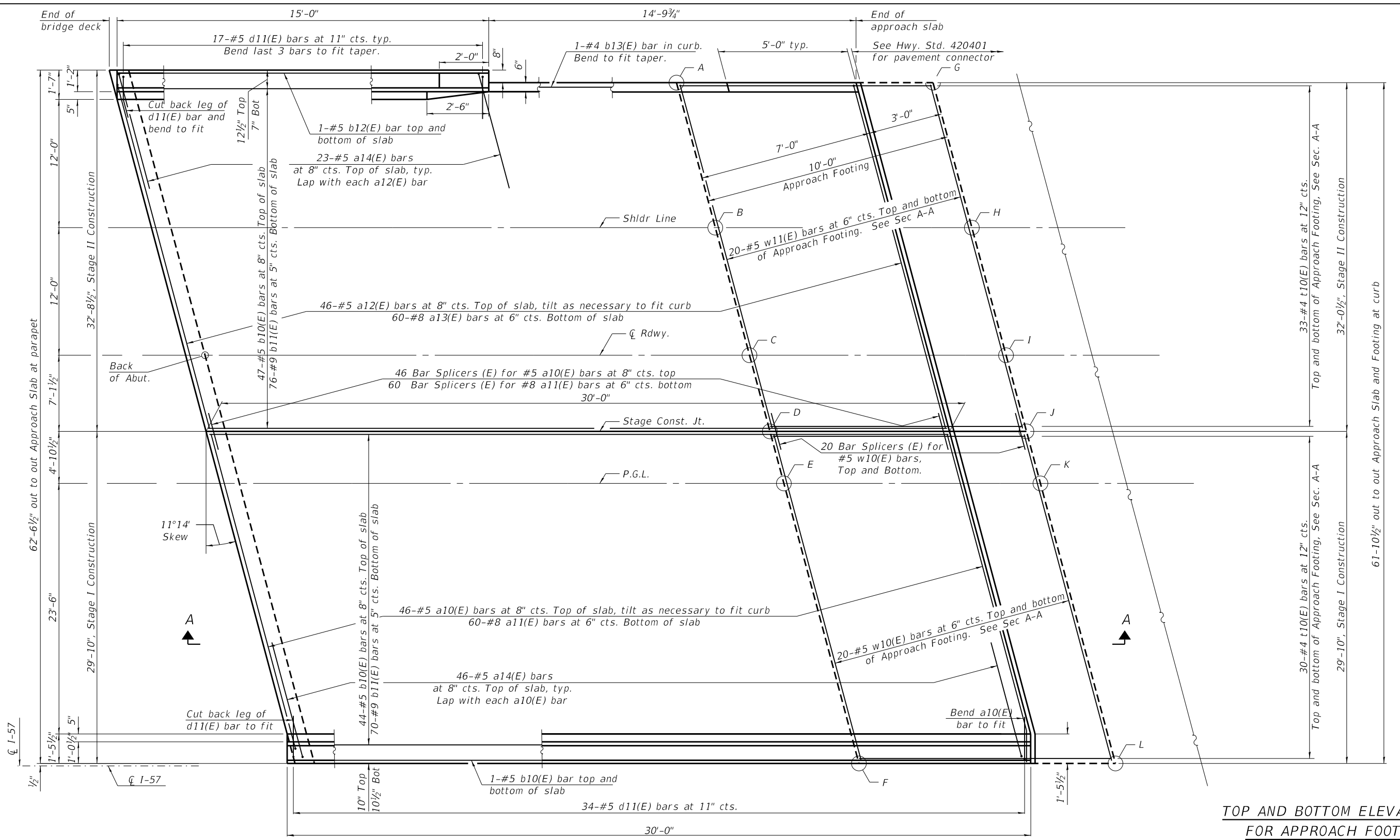
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS - NORTH APPROACH  
STRUCTURE NO. 028-0085 (N.B.)**

SHEET NO. 25 OF 50 SHEETS

F.A.I. RTE. 57	SECTION 28-5(B-2)	COUNTY FRANKLIN	TOTAL SHEETS 254	SHEET NO. 132
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

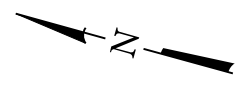




**TOP AND BOTTOM ELEVATIONS  
FOR APPROACH FOOTING**

Northbound Bridge South Approach					
Point	Top	Bottom	Point	Top	Bottom
A	397.16	396.33	G	397.16	396.33
B	397.43	396.60	H	397.43	396.60
C	397.61	396.78	I	397.61	396.78
D	397.50	396.67	J	397.50	396.67
E	397.43	396.60	K	397.43	396.60
F	396.93	396.10	L	396.93	396.10

**PLAN**  
(South Approach)



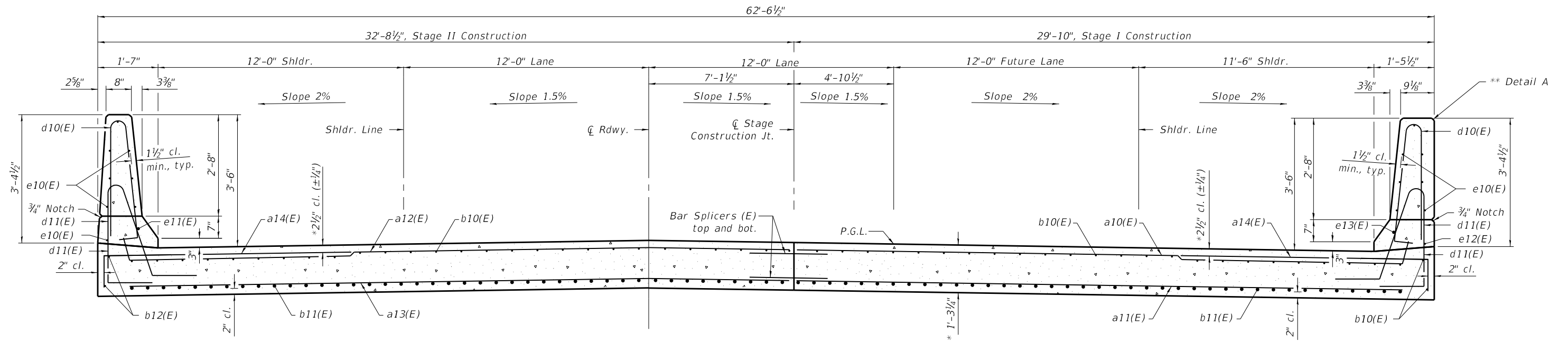
USER NAME =	DESIGNED - SMM	REVISED -
	CHECKED - REW	REVISED -
PLOT SCALE =	DRAWN - PES	REVISED -
PLOT DATE =	CHECKED - MAM	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS - SOUTH APPROACH  
STRUCTURE NO. 028-0085 (N.B.)**

SHEET NO. 26 OF 50 SHEETS

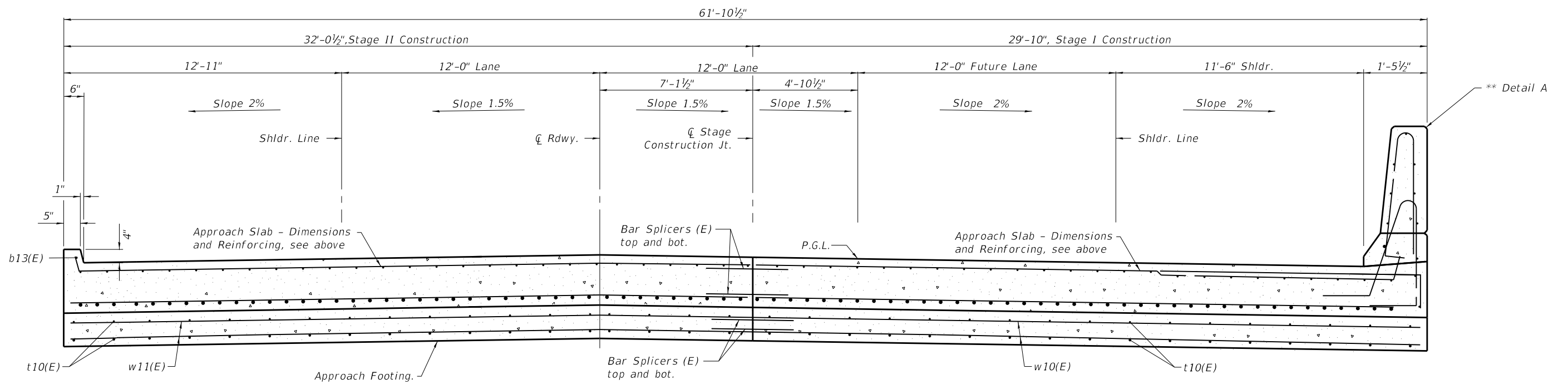
F.A.I. RTE. =	SECTION =	COUNTY =	TOTAL SHEETS =	SHEET NO. =
57	28-5(B-2)	FRANKLIN	254	133
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				



**CROSS SECTION - NORTHBOUND  
NEAR ABUTMENT**

(Looking Upstation)

\* Prior to Grinding  
\*\* For Detail A, see sheet 19 of 50.



**CROSS SECTION - NORTHBOUND  
AT APPROACH FOOTING**

(Looking Upstation)



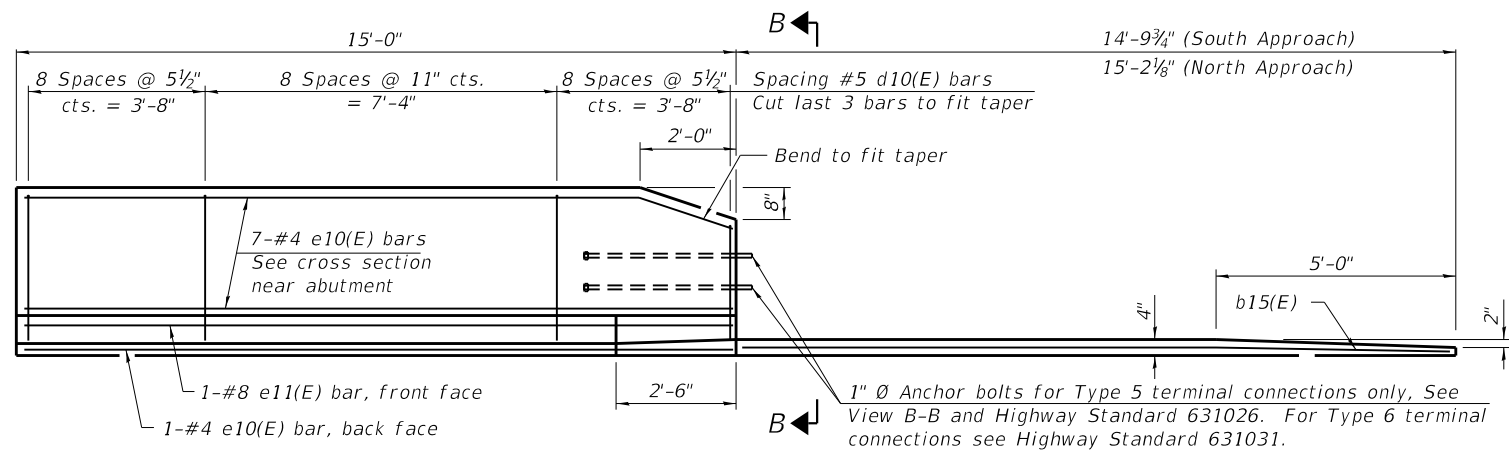
USER NAME =	DESIGNED - SMM	REVISED -
	CHECKED - REW	REVISED -
PLOT SCALE =	DRAWN - PES	REVISED -
PLOT DATE =	CHECKED - MAM	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

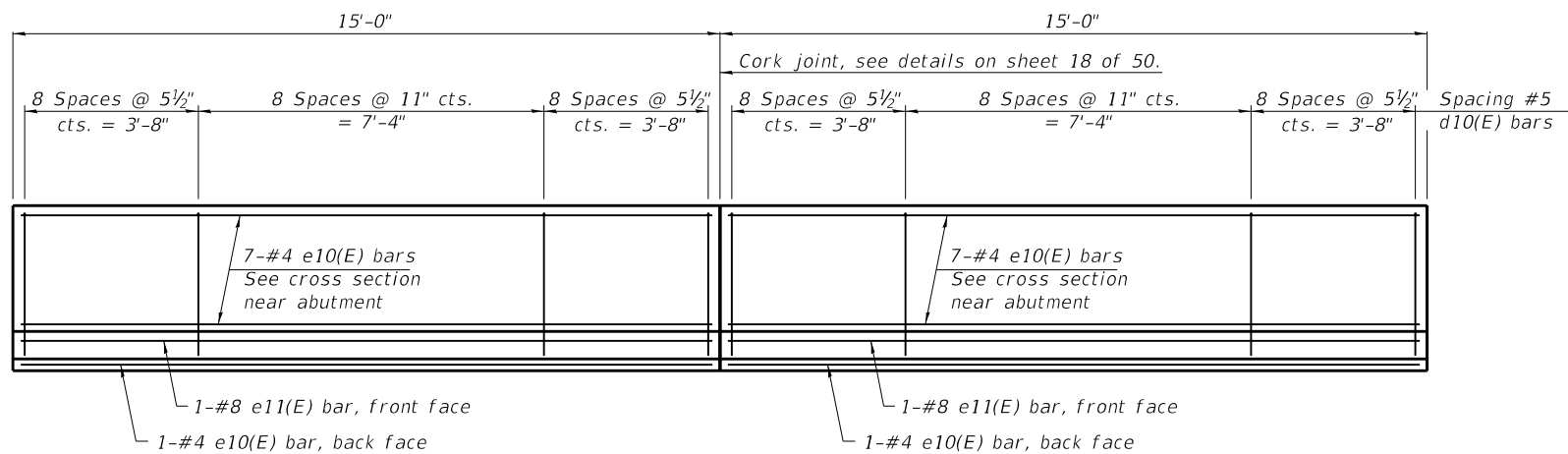
**BRIDGE APPROACH SLAB DETAILS  
STRUCTURE NO. 028-0085 (N.B.)**

SHEET NO. 27 OF 50 SHEETS

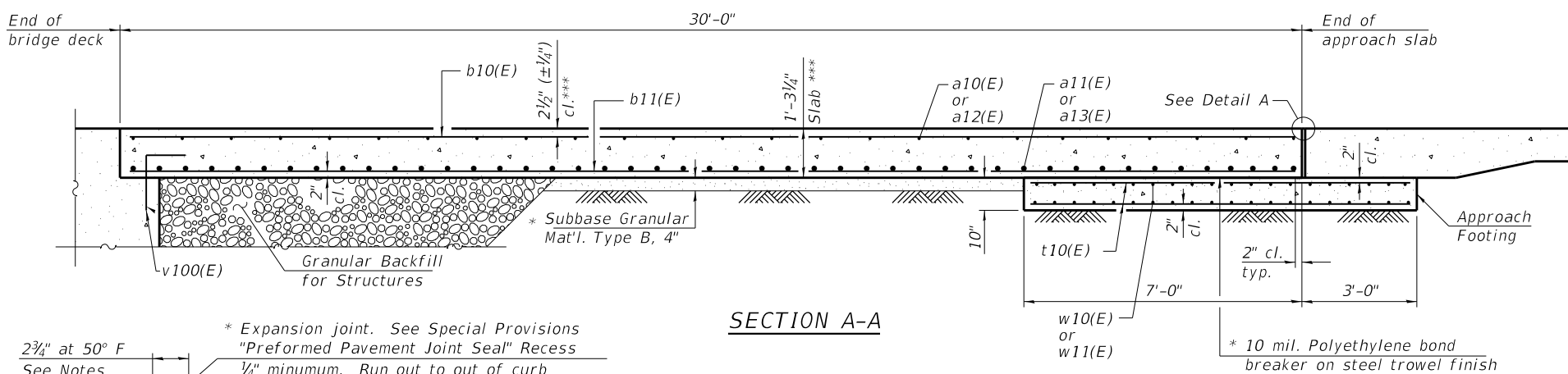
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	134
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				



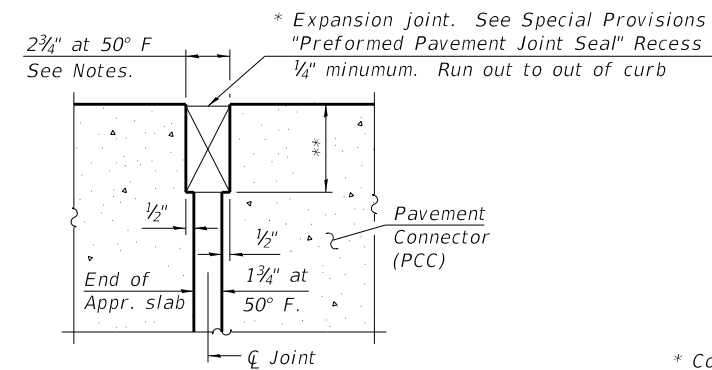
INSIDE ELEVATION OF PARAPET AND CURB



INSIDE ELEVATION OF PARAPET



SECTION A-A

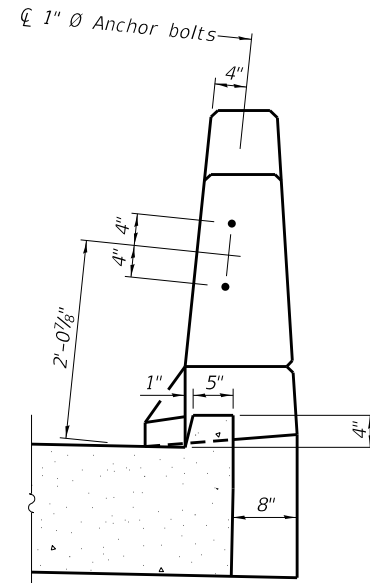


DETAIL A

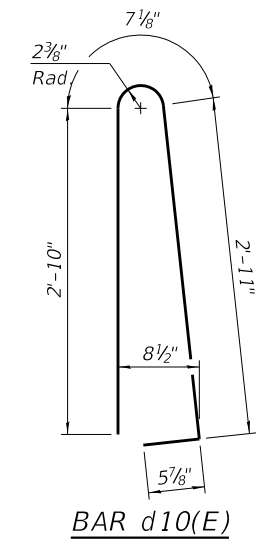
(@ Rt. Angle's)

\* Cost included with Concrete Superstructure (Approach Slab).  
 \*\* Per manufacturer recommendations  
 \*\*\* Prior to Grinding

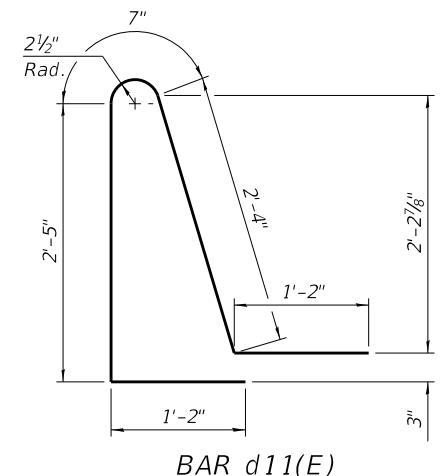
Notes:  
 The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.  
 Parapet concrete shall be paid for as Concrete Superstructure.  
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).  
 Approach footing concrete shall be paid for as Concrete Structures.  
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.  
 Cost of excavation for approach footing included with Concrete Structures.  
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 50.  
 For Bar Splicer Details, see sheet 46 of 50.



VIEW B-B



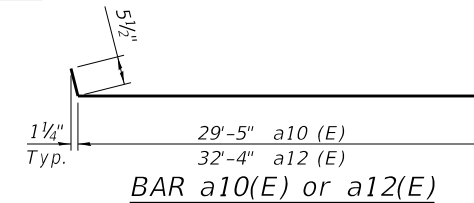
BAR d10(E)



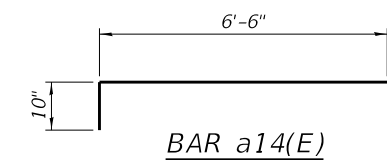
BAR d11(E)

TWO APPROACHES  
 BILL OF MATERIAL

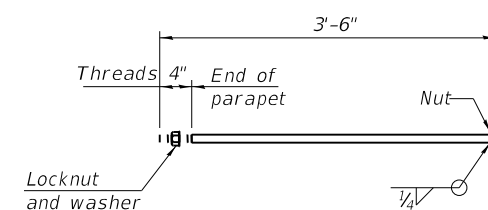
Bar	No.	Size	Length	Shape
a10(E)	92	#5	29'-11"	—
a11(E)	120	#8	29'-5"	—
a12(E)	92	#5	32'-10"	—
a13(E)	120	#8	32'-4"	—
a14(E)	138	#5	7'-4"	—
b10(E)	186	#5	29'-8"	—
b11(E)	292	#9	29'-8"	—
b12(E)	4	#5	14'-8"	—
b13(E)	2	#4	14'-6"	—
d10(E)	150	#5	6'-10"	—
d11(E)	102	#5	7'-8"	—
e10(E)	48	#4	14'-8"	—
e11(E)	6	#8	14'-8"	—
t10(E)	126	#4	9'-10"	—
w10(E)	80	#5	30'-1"	—
w11(E)	80	#5	32'-4"	—
Concrete Superstructure			Cu. Yd.	11.7
Concrete Superstructure (Approach Slab)			Cu. Yd.	176.0
Concrete Structures			Cu. Yd.	38.9
Reinforcement Bars, Epoxy Coated			Pound	70780



BAR a10(E) or a12(E)



BAR a14(E)



\* 1" Ø ANCHOR BOLT

(Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications)



USER NAME =	DESIGNED - SMM	REVISED -
	CHECKED - REW	REVISED -
PLOT SCALE =	DRAWN - PES	REVISED -
PLOT DATE =	CHECKED - MAM	REVISED -

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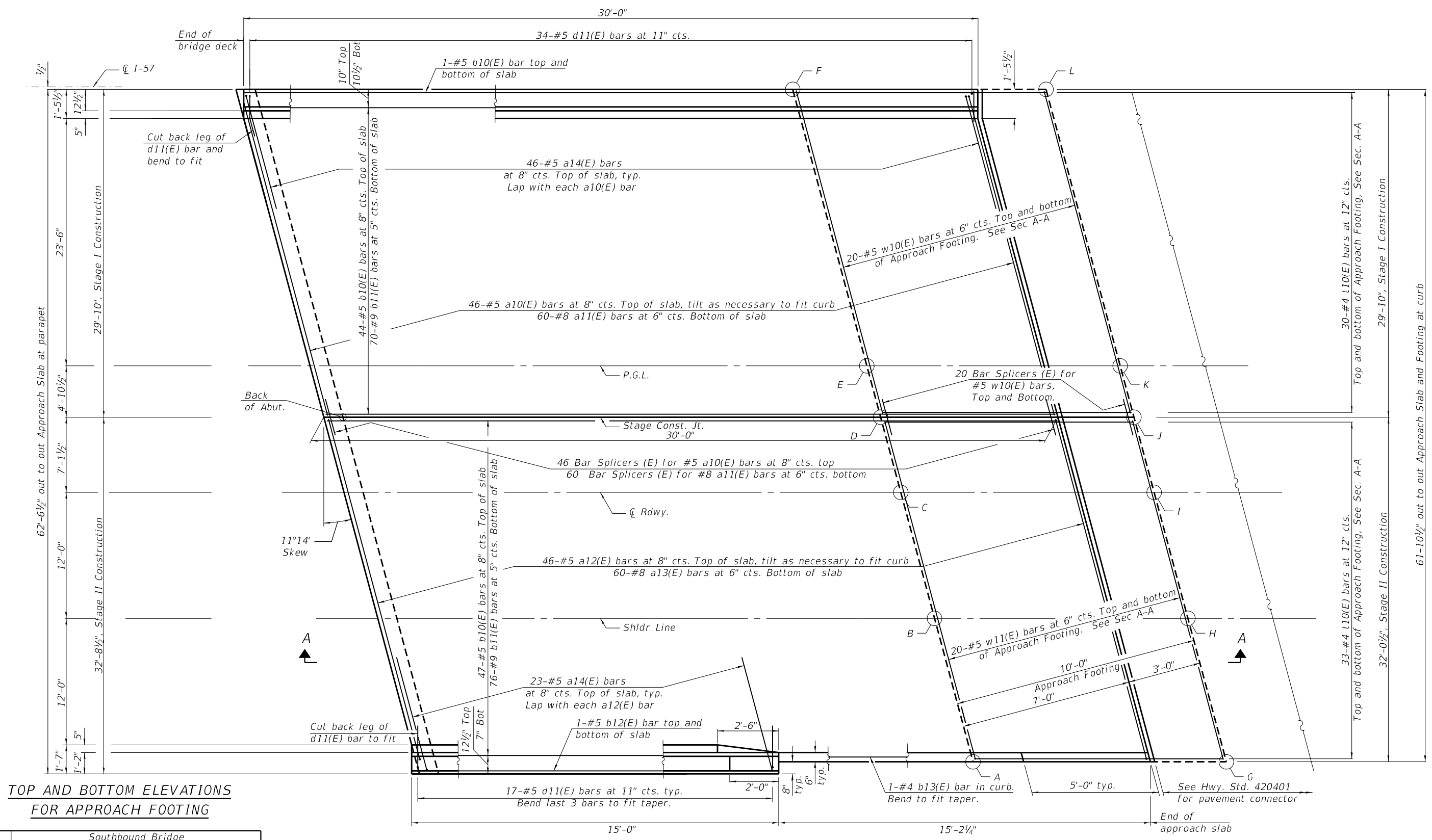
BRIDGE APPROACH SLAB DETAILS  
 STRUCTURE NO. 028-0085 (N.B.)

SHEET NO. 28 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	135
			CONTRACT NO. 78631	

ILLINOIS FED. AID PROJECT





**TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING**

Southbound Bridge South Approach					
Point	Top	Bottom	Point	Top	Bottom
A	397.16	396.33	G	397.16	396.33
B	397.43	396.60	H	397.43	396.60
C	397.61	396.78	I	397.61	396.78
D	397.50	396.67	J	397.50	396.67
E	397.43	396.60	K	397.43	396.60
F	396.93	396.10	L	396.93	396.10

**PLAN**  
(South Approach)



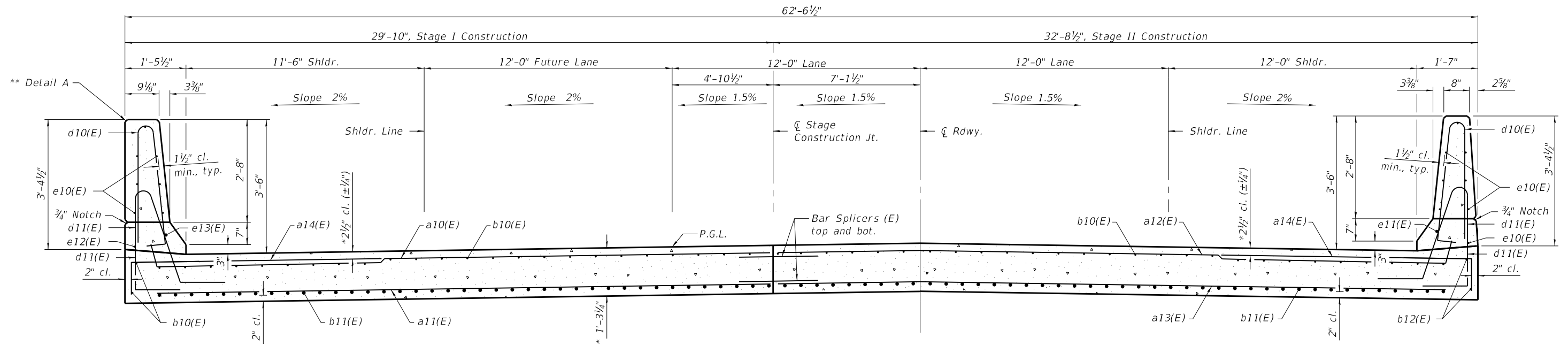
USER NAME =	DESIGNED - SMM	REVISED -
PLOT SCALE =	CHECKED - REW	REVISED -
PLOT DATE =	DRAWN - PES	REVISED -
	CHECKED - MAM	REVISED -

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

**BRIDGE APPROACH SLAB DETAILS - SOUTH APPROACH**  
**STRUCTURE NO. 028-0086 (S.B.)**

SHEET NO. 30 OF 50 SHEETS

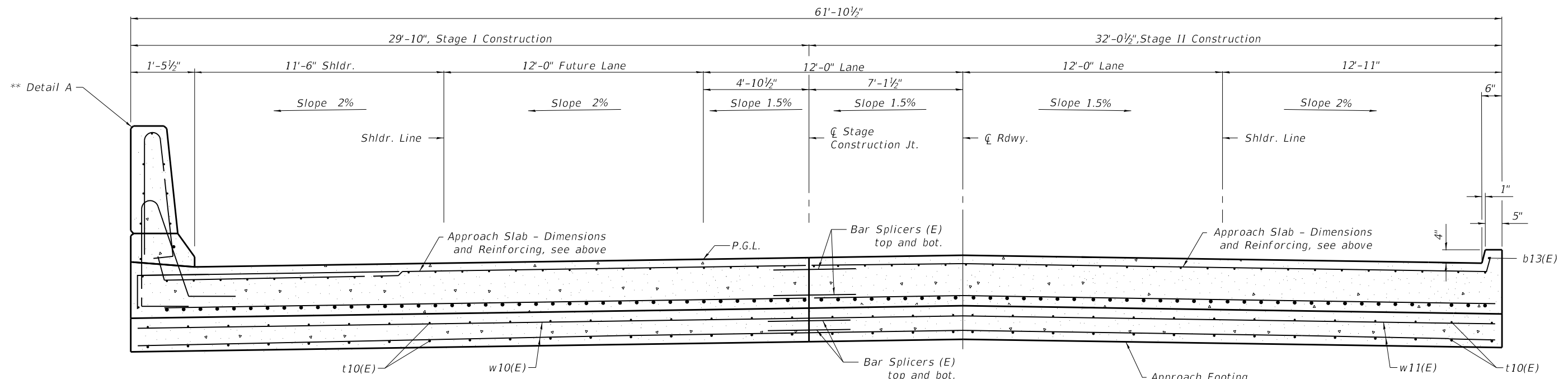
F.A.I. RTE. 57	SECTION 28-5(B-2)	COUNTY FRANKLIN	TOTAL SHEETS 254	SHEET NO. 137
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				



**CROSS SECTION - SOUTHBOUND  
NEAR ABUTMENT**

(Looking Upstation)

\* Prior to Grinding  
\*\* For Detail A, see sheet 22 of 50.



**CROSS SECTION - SOUTHBOUND  
AT APPROACH FOOTING**

(Looking Upstation)



USER NAME =	DESIGNED - SMM	REVISED -
	CHECKED - REW	REVISED -
PLOT SCALE =	DRAWN - PES	REVISED -
PLOT DATE =	CHECKED - MAM	REVISED -

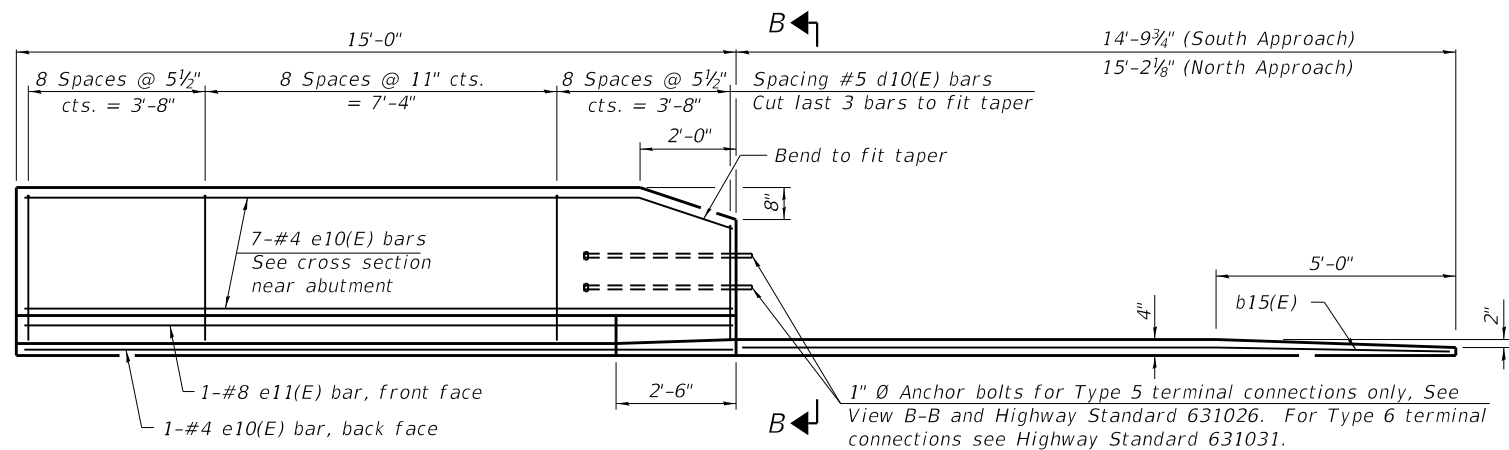
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS  
STRUCTURE NO. 028-0086 (S.B.)**

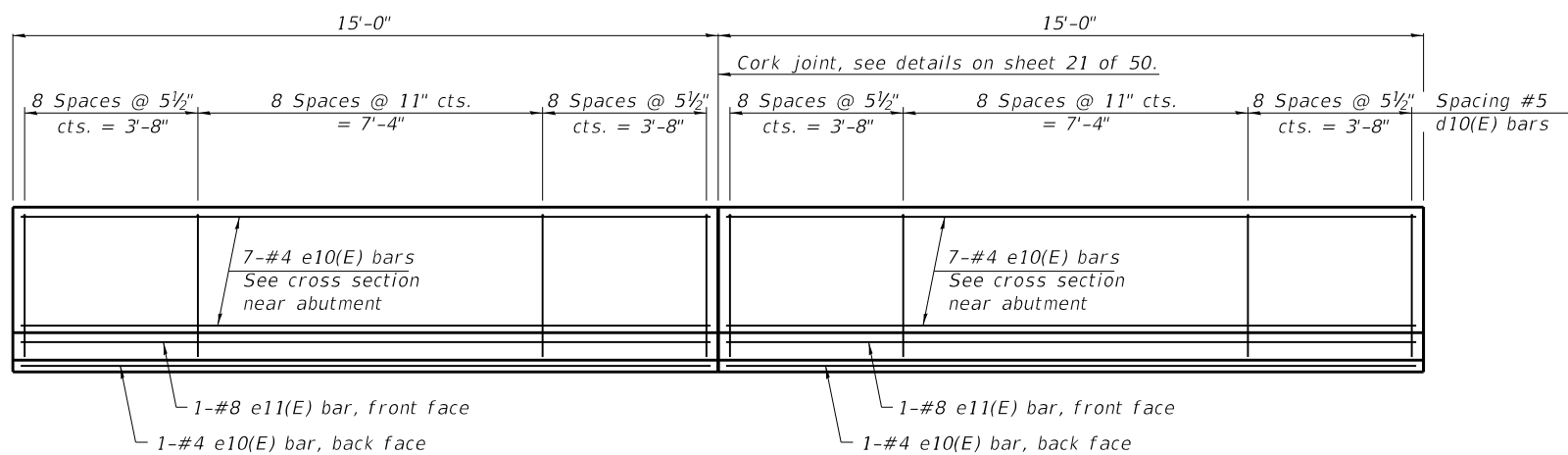
SHEET NO. 31 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	138
CONTRACT NO. 78631				

ILLINOIS FED. AID PROJECT

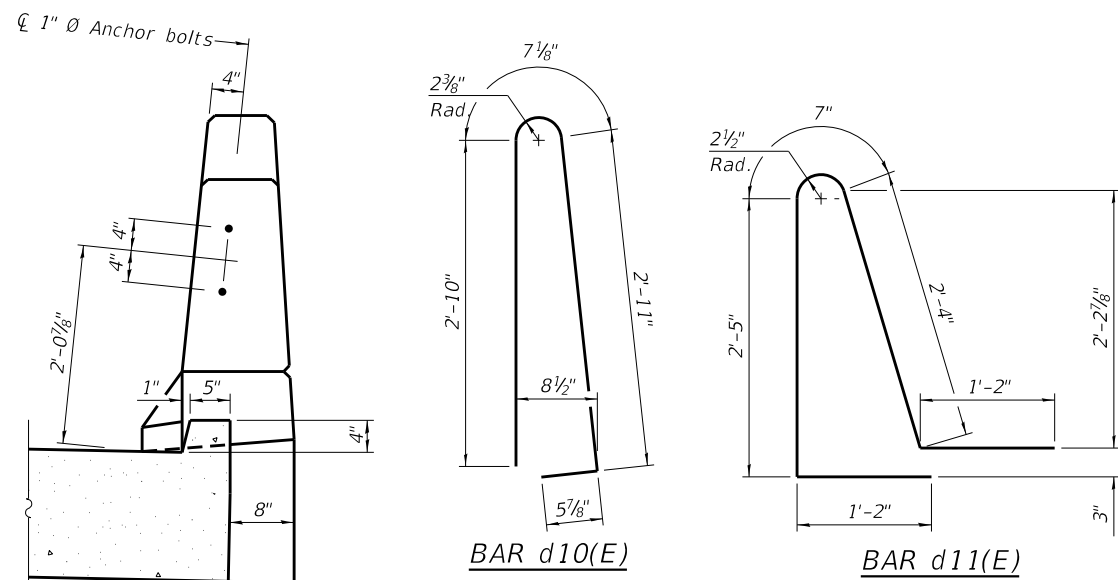


INSIDE ELEVATION OF PARAPET AND CURB



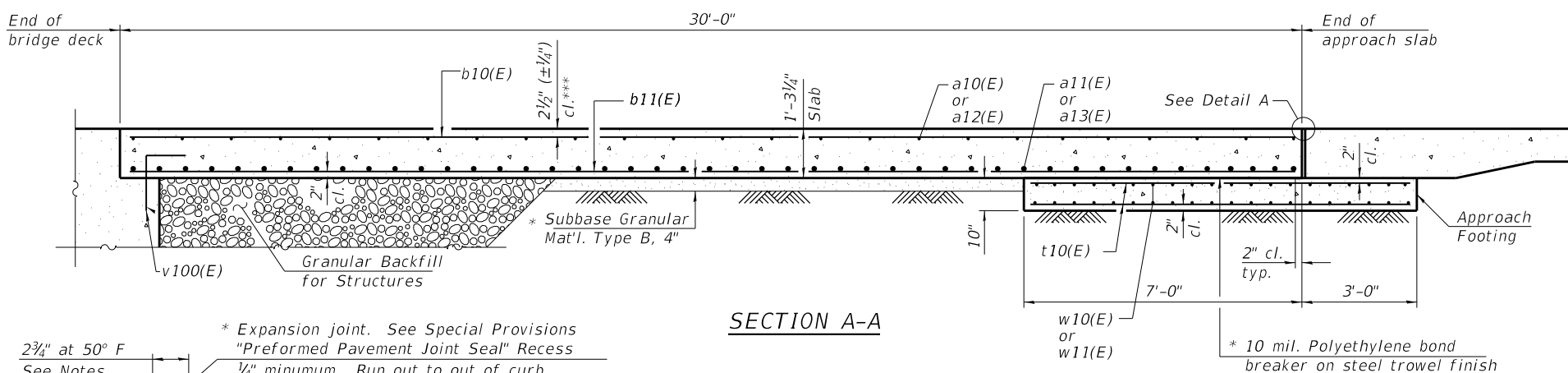
INSIDE ELEVATION OF PARAPET

Notes:  
 The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.  
 Parapet concrete shall be paid for as Concrete Superstructure.  
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).  
 Approach footing concrete shall be paid for as Concrete Structures.  
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.  
 Cost of excavation for approach footing included with Concrete Structures.  
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 50.  
 For Bar Splicer Details, see sheet 46 of 50.

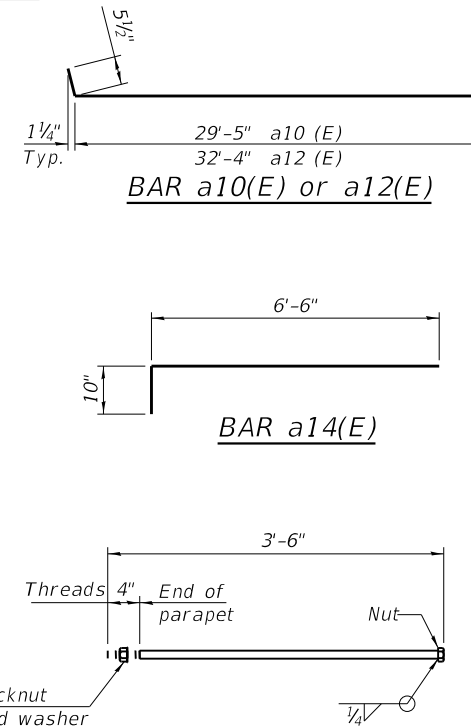


VIEW B-B

TWO APPROACHES  
BILL OF MATERIAL

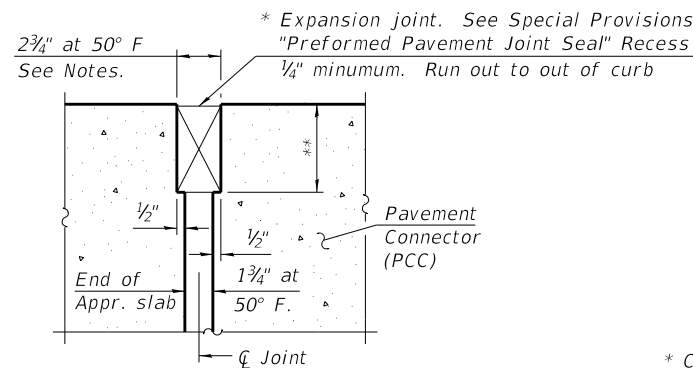


SECTION A-A



\* 1" Ø ANCHOR BOLT  
 (Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications)

Bar	No.	Size	Length	Shape
a10(E)	92	#5	29'-11"	
a11(E)	120	#8	29'-5"	
a12(E)	92	#5	32'-10"	
a13(E)	120	#8	32'-4"	
a14(E)	138	#5	7'-4"	
b10(E)	186	#5	29'-8"	
b11(E)	292	#9	29'-8"	
b12(E)	4	#5	14'-8"	
b13(E)	2	#4	14'-6"	
d10(E)	150	#5	6'-10"	
d11(E)	102	#5	7'-8"	
e10(E)	48	#4	14'-8"	
e11(E)	6	#8	14'-8"	
t10(E)	126	#4	9'-10"	
w10(E)	80	#5	30'-1"	
w11(E)	80	#5	32'-4"	
Concrete Superstructure			Cu. Yd.	11.7
Concrete Superstructure (Approach Slab)			Cu. Yd.	176.0
Concrete Structures			Cu. Yd.	38.9
Reinforcement Bars, Epoxy Coated			Pound	70780



DETAIL A  
 (@ Rt. Angle's)

\* Cost included with Concrete Superstructure (Approach Slab).  
 \*\* Per manufacturer recommendations  
 \*\*\* Prior to Grinding



USER NAME =	DESIGNED - SMM	REVISED -
	CHECKED - REW	REVISED -
PLOT SCALE =	DRAWN - PES	REVISED -
PLOT DATE =	CHECKED - MAM	REVISED -

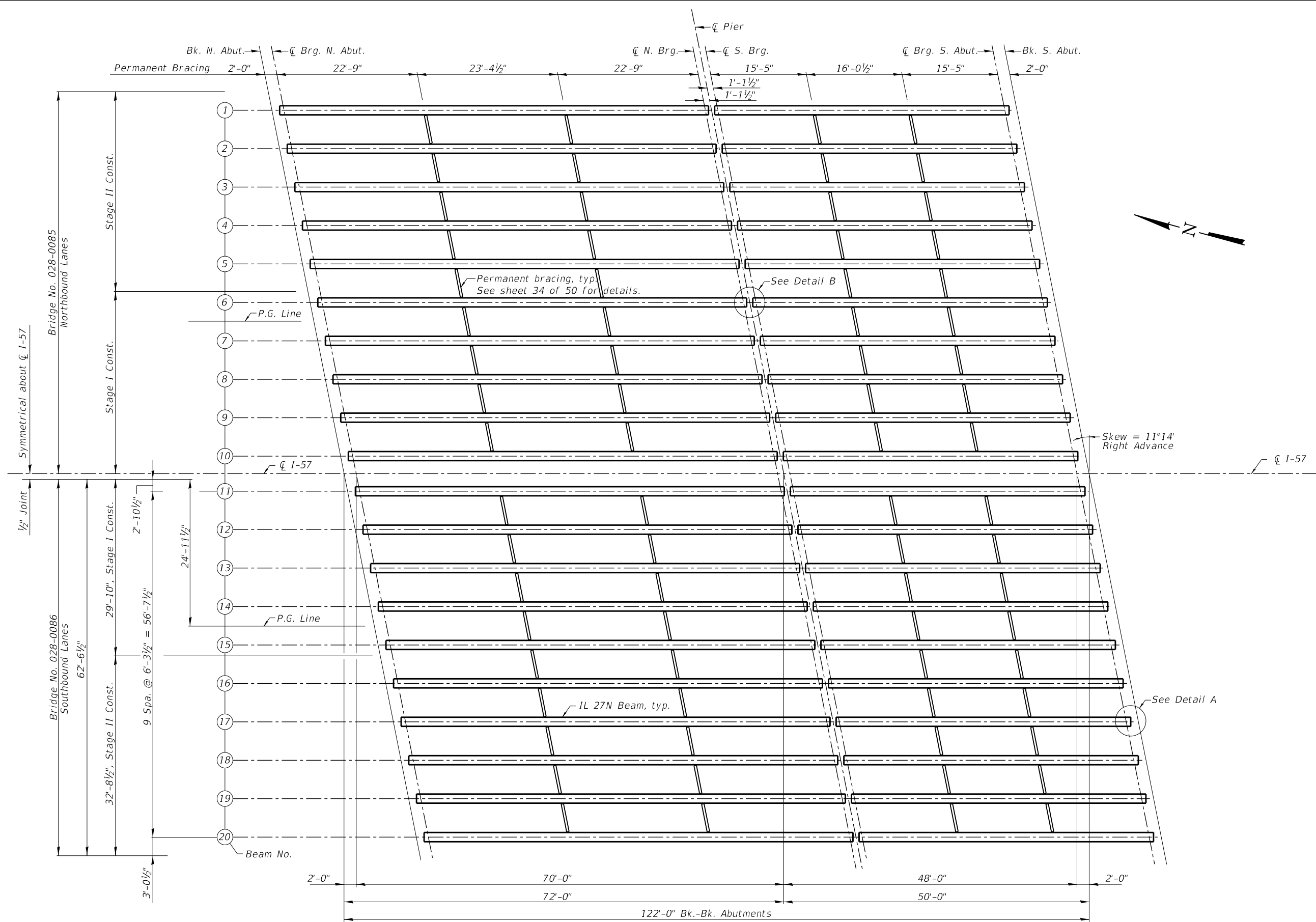
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS  
 STRUCTURE NO. 028-0086 (S.B.)

SHEET NO. 32 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	139
				CONTRACT NO. 78631

ILLINOIS FED. AID PROJECT



FRAMING PLAN - NORTH & SOUTH BOUND



USER NAME =	DESIGNED - SMM	REVISED -
	CHECKED - REW	REVISED -
PLOT SCALE =	DRAWN - PES	REVISED -
PLOT DATE =	CHECKED - MAM	REVISED -

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DEPARTMENT OF TRANSPORTATION

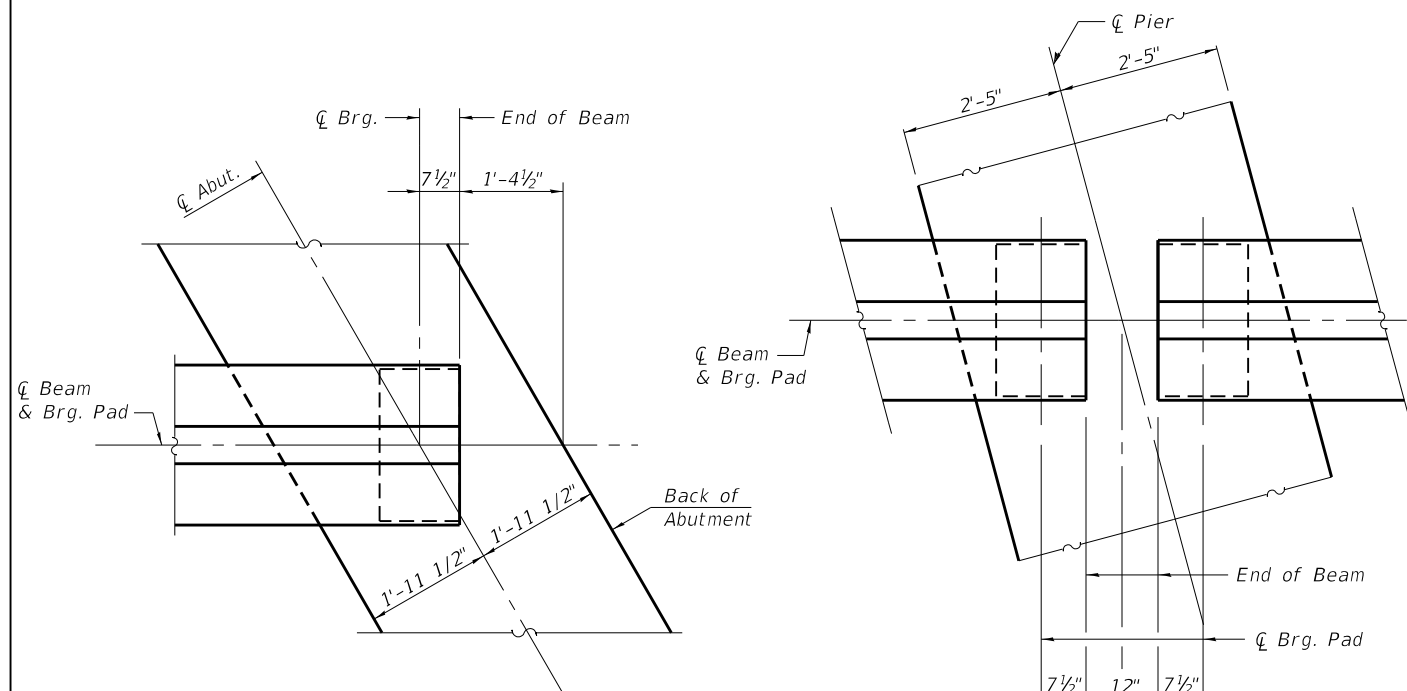
FRAMING PLAN  
STRUCTURE NO. 028-0085 (N.B.) & 028-0086 (S.B.)

SHEET NO. 33 OF 50 SHEETS

F.A.I. RTE. 57	SECTION 28-5(B-2)	COUNTY FRANKLIN	TOTAL SHEETS 254	SHEET NO. 140
CONTRACT NO. 78631				

ILLINOIS FED. AID PROJECT

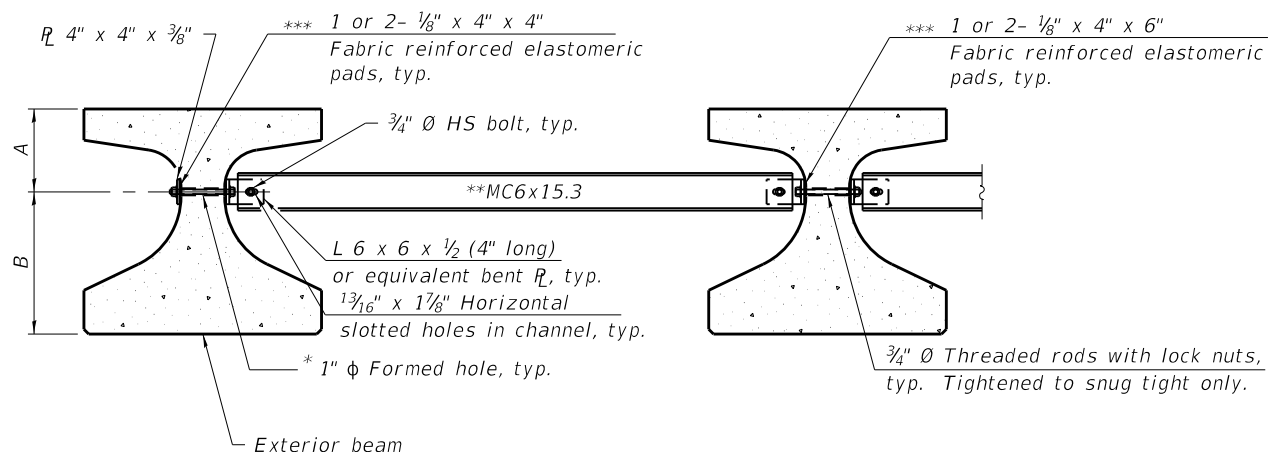




**DETAIL A**

**DETAIL B**

For location of DETAIL A & DETAIL B, see sheet 33 of 50.



**Notes:**

- All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.
- Two hardened washers are required for each set of oversized holes.
- All holes shall be  $1\frac{1}{16}$ "  $\emptyset$  unless otherwise noted.
- $\frac{5}{16}$ " x 3" x 3" plate washers are required over all slotted holes.
- All bolts, threaded rods, and hardware shall be galvanized according to AASHTO M232.
- Threaded rods shall be ASTM F 1554 Grade 55.
- Bracing shall be installed as beams are erected and tightened as soon as possible during erection.
- Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete Beams.

Beam	A	B
IL27	11 1/4"	1'-3 3/4"
IL36	1'-1 1/4"	1'-10 3/4"

- \* Fabricator shall locate to miss strands within permissible tolerances.
- \*\* Alternate MC6x18 channels are permitted to facilitate material acquisition.
- \*\*\* Place pads as necessary to provide a flat mounting surface between the steel and concrete.

**PERMANENT BRACING DETAILS FOR IL27 AND IL36 BEAMS**

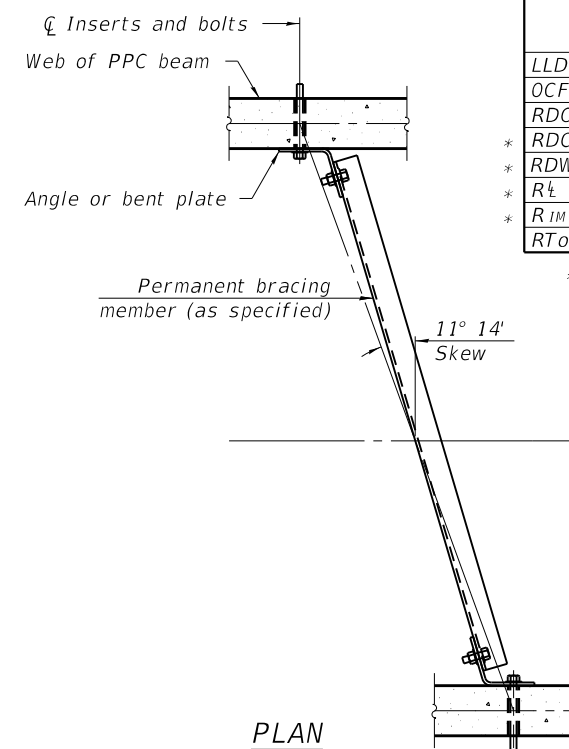
- I: Non-composite moment of inertia of beam section ( $in^4$ ).
- I': Composite moment of inertia of beam section ( $in^4$ ).
- Sb: Non-composite section modulus for the bottom fiber of the prestressed beam ( $in^3$ ).
- Sb': Composite section modulus for the bottom fiber of the prestressed beam ( $in^3$ ).
- St: Non-composite section modulus for the top fiber of the prestressed beam ( $in^3$ ).
- St': Composite section modulus for the top fiber of the prestressed beam ( $in^3$ ).
- DC1: Un-factored non-composite dead load (kips/ft.).
- MDC1: 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.).
- MDC2: 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.).
- MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- M<sub>L</sub> + iM: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- LLDF: Live Load Distribution Factor
- OCF: Obtuse Correction Factor

INTERIOR BEAM MOMENT TABLE				
		0.5 Sp. 1	Pier	0.6 Sp. 2
I	( $in^4$ )	33879	-	33879
I'	( $in^4$ )	126327	-	126327
Sb	( $in^3$ )	3060.4	-	3060.4
Sb'	( $in^3$ )	6032.8	-	6032.8
St	( $in^3$ )	2126.7	-	2126.7
St'	( $in^3$ )	20846.0	-	20846.0
DC1	(k/ft)	1.144	1.144	1.144
MDC1	(k)	680.4	0	302.3
DC2	(k/ft)	0.103	0.103	0.103
MDC2	(k)	38.7	49.5	9.0
DW	(k/ft)	0.298	0.298	0.298
MDW	(k)	111.9	143.0	25.9
LLDF		.538	.563	.593
M <sub>L</sub> + iM	(k)	674.7	578.2	471.4

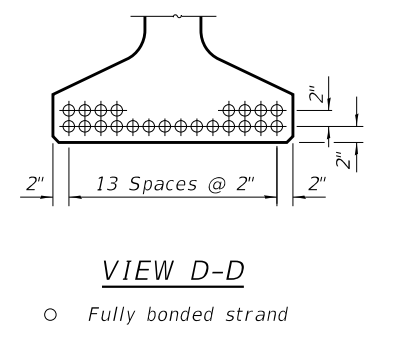
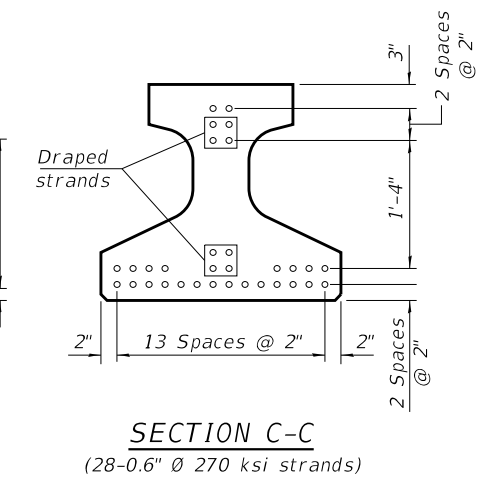
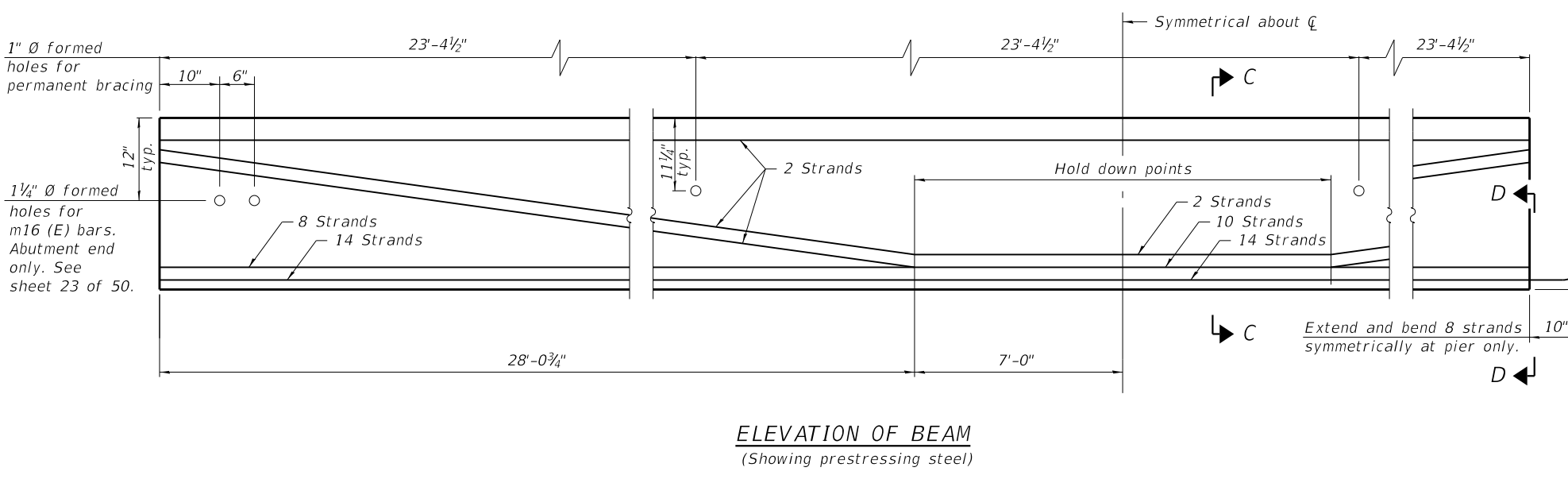
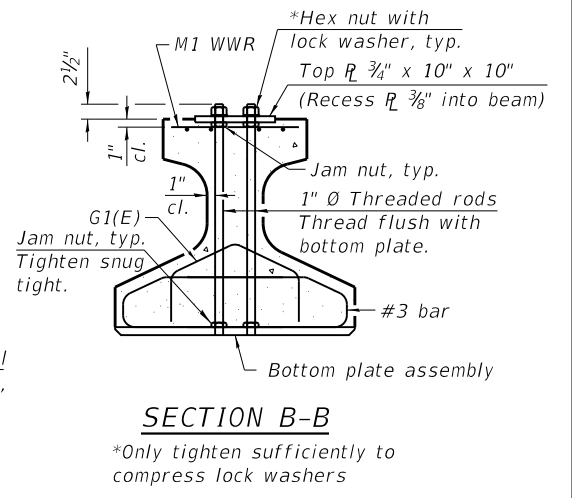
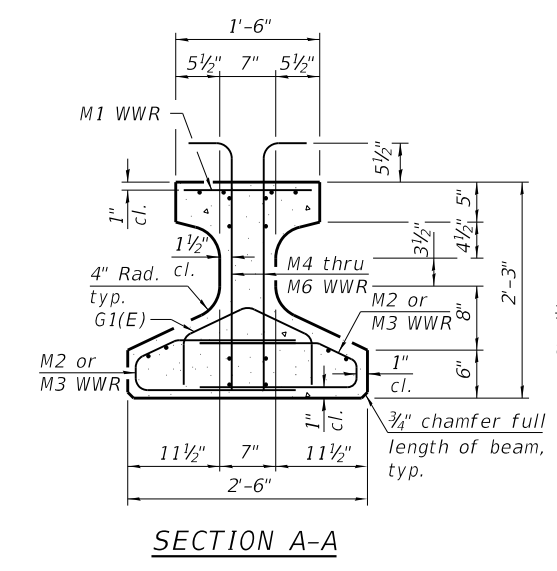
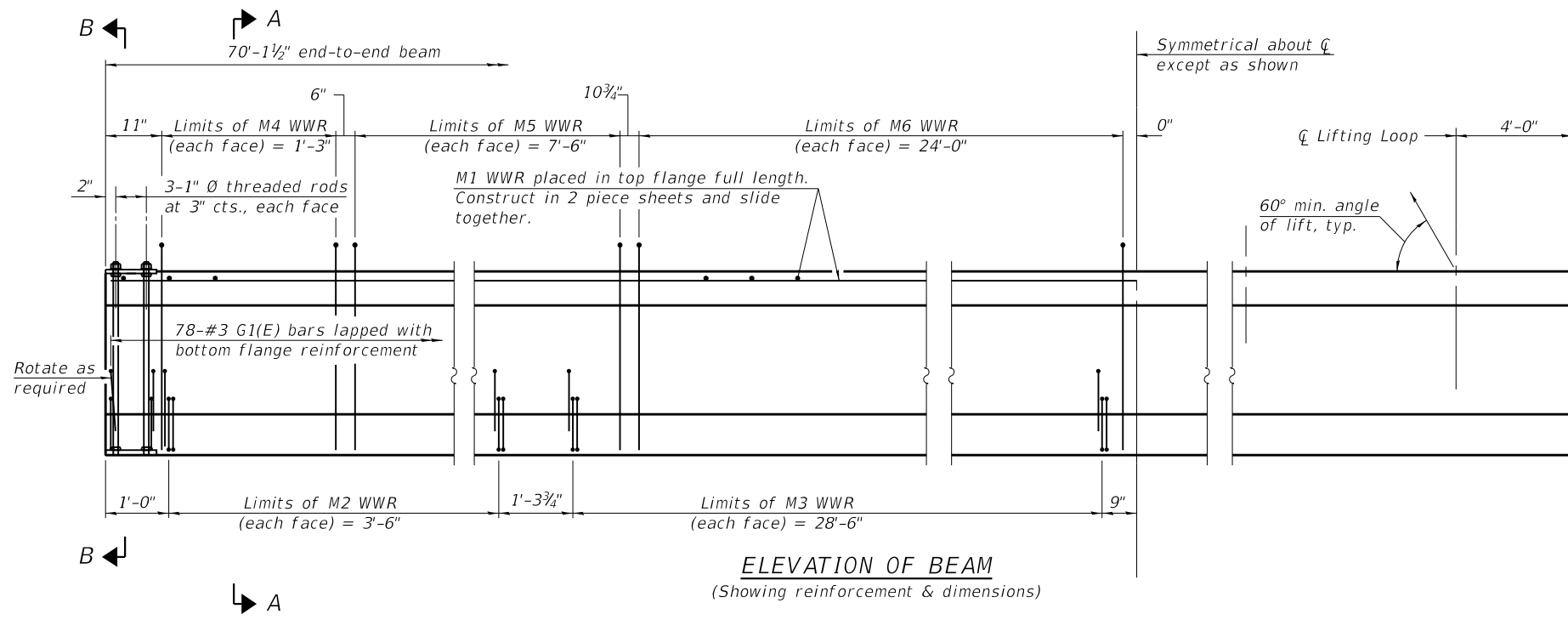
INTERIOR BEAM REACTION TABLE					
		N. Abut.	Pier 1 Span 1	Pier 1 Span 2	S. Abut.
LLDF		.692	.692	.692	.692
OCF		-	-	-	-
RDC1	(k)	39.5	39.5	26.9	26.9
* RDC2	(k)	2.9	3.9	3.9	1.4
* RDW	(k)	8.4	11.3	11.3	4.2
* R <sub>L</sub>	(k)	54.6	41.5	41.5	48.0
* R <sub>iM</sub>	(k)	13.7	8.2	8.2	12.7
RTotal	(k)	119.1	104.4	91.8	93.2

EXTERIOR BEAM REACTION TABLE					
		N. Abut.	Pier 1 Span 1	Pier 1 Span 2	S. Abut.
LLDF		.548	.548	.548	.548
OCF		1.04	-	-	1.04
RDC1	(k)	39.0	39.0	26.6	26.6
* RDC2	(k)	2.9	3.9	3.9	1.4
* RDW	(k)	8.4	11.3	11.3	4.2
* R <sub>L</sub>	(k)	45.0	32.9	32.9	39.5
* R <sub>iM</sub>	(k)	11.2	6.5	6.5	10.5
RTotal	(k)	106.5	93.6	81.2	82.2

\* At continuous piers, reactions from composite loads are assumed to be equally distributed to each bearing line.



**PLAN**  
(When skewed bracing is specified)



Note:  
See sheet 37 of 50 for additional details and Bill of Material.



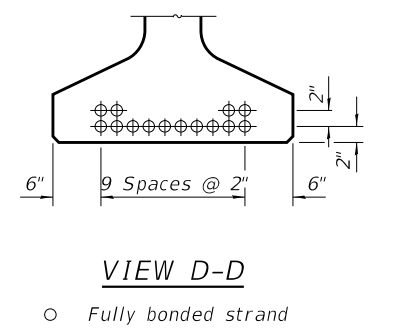
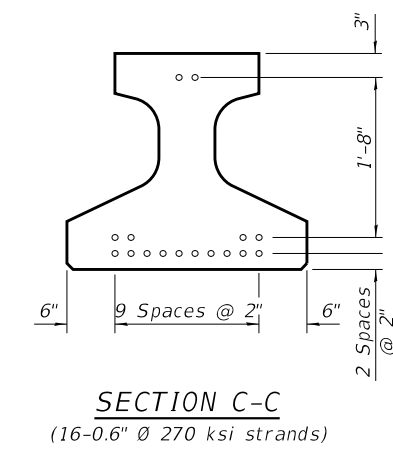
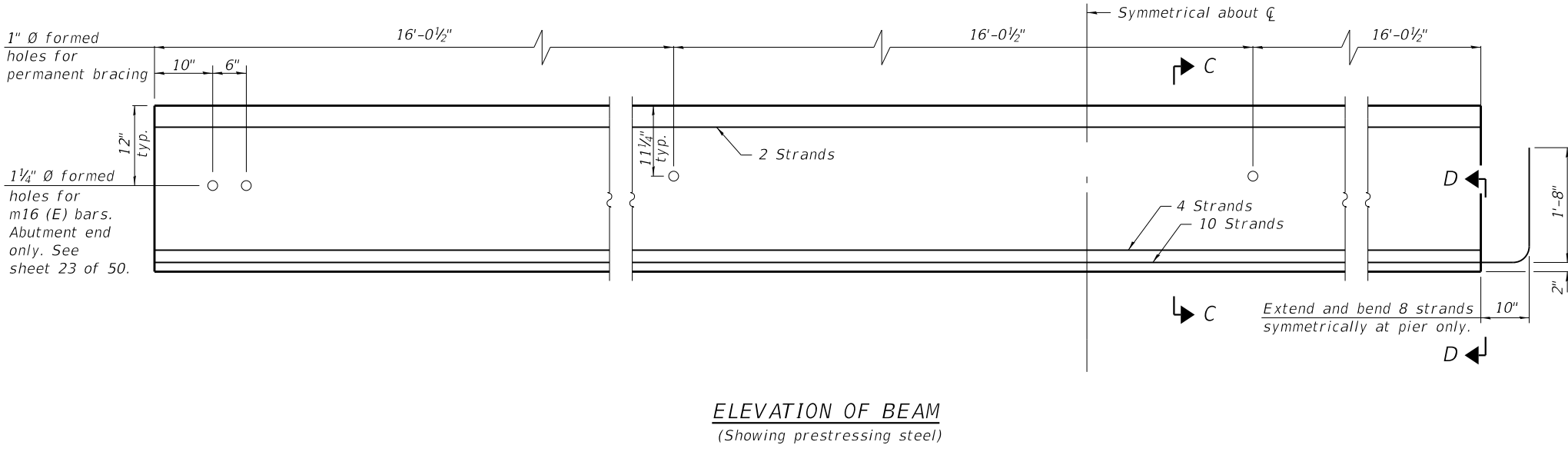
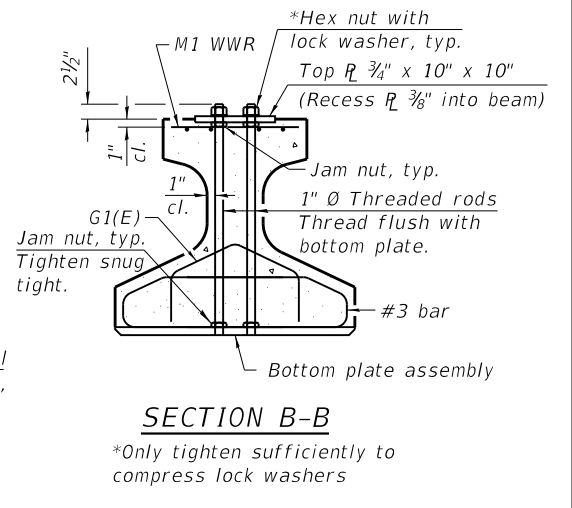
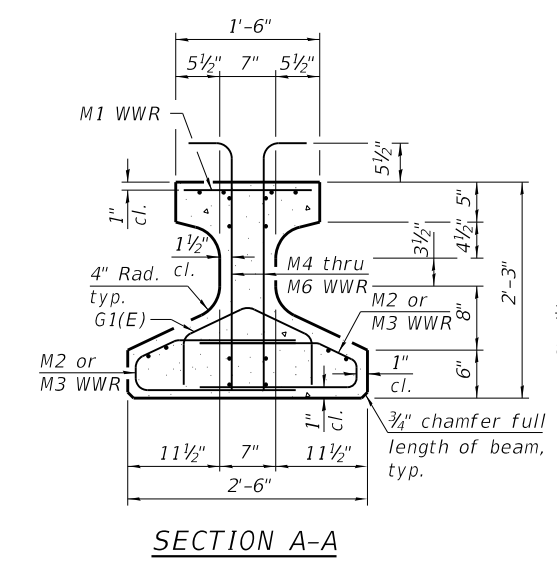
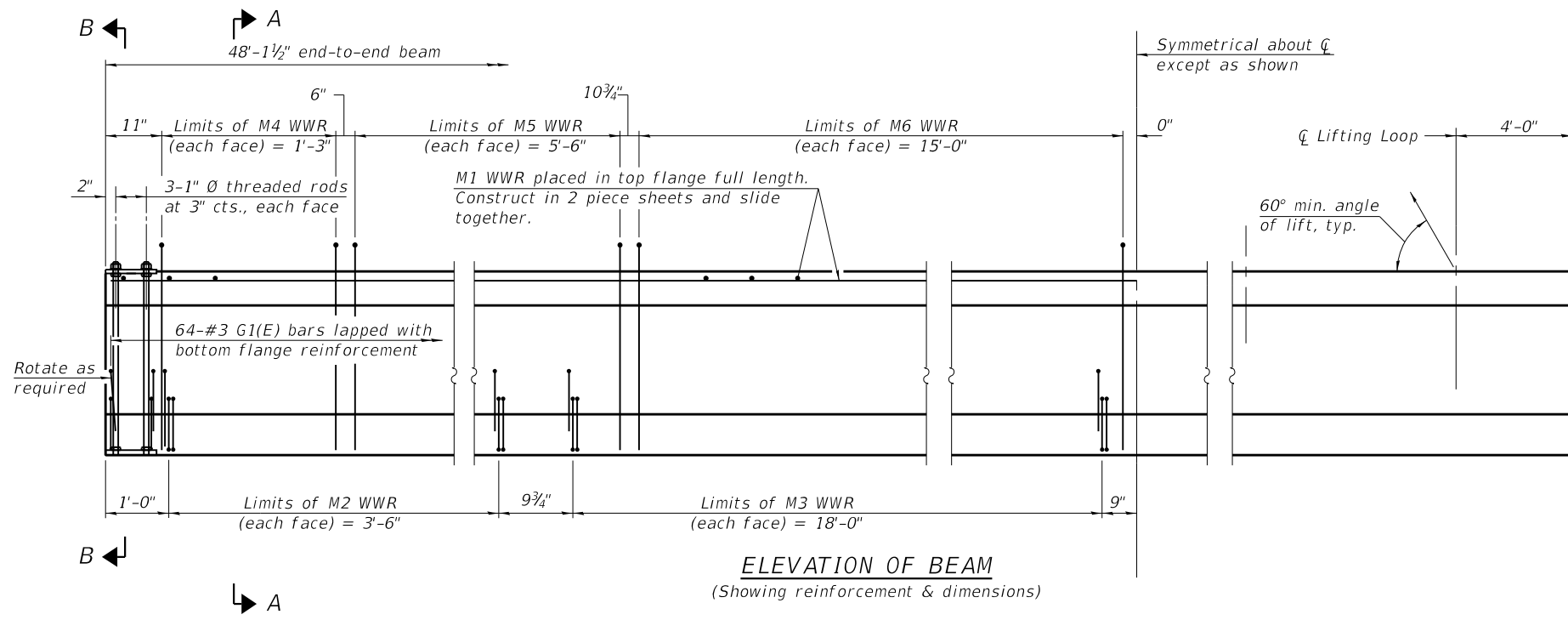
USER NAME =	DESIGNED - SMM	REVISED -
	CHECKED - REW	REVISED -
PLOT SCALE =	DRAWN - PES	REVISED -
PLOT DATE =	CHECKED - MAM	REVISED -

STATE OF ILLINOIS  
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IL27N BEAM (SPAN 1)  
STRUCTURE NO. 028-0085 (N.B.) & 028-0086 (S.B.)

SHEET NO. 35 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	142
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				



Note:  
See sheet 37 of 50 for additional details and Bill of Material.



USER NAME =	DESIGNED - SMM	REVISED -
	CHECKED - REW	REVISED -
PLOT SCALE =	DRAWN - PES	REVISED -
PLOT DATE =	CHECKED - MAM	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

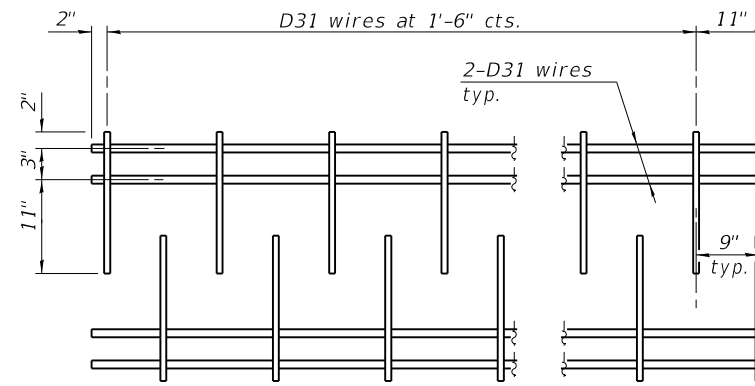
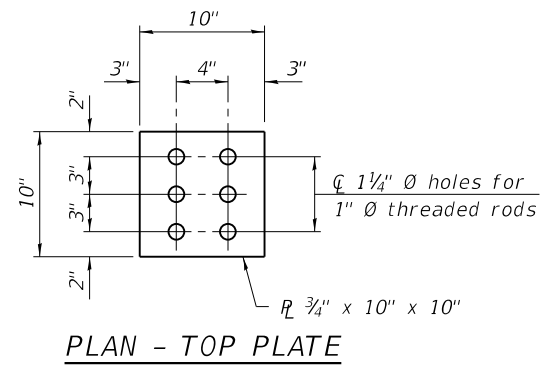
IL27N BEAM (SPAN 2)  
STRUCTURE NO. 028-0085 (N.B.) & 028-0086 (S.B.)

SHEET NO. 36 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	143
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

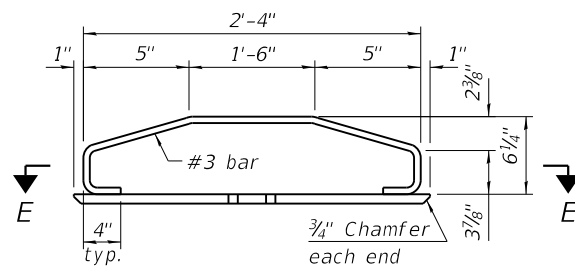
**NOTES**

Inserts for  $\frac{3}{4}$ "  $\emptyset$  threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter for beam strands shall be 0.6" and the nominal cross-sectional area shall be 0.217 sq. in. The nominal diameter for lifting loops shall be  $\frac{1}{2}$ " and the nominal cross sectional area shall be 0.153 sq. in. The beams shall have a final concrete compressive strength,  $f'c$ , of 8500 psi and a release concrete compressive strength,  $f'ci$ , of 7000 psi. A minimum  $2\frac{1}{2}$ "  $\emptyset$  lifting pin shall be used to engage the lifting loops during handling. Bend the extended strands inward on the fascia beams to maintain  $1\frac{1}{2}$ " clearance inside the pier diaphragm. The top and bottom plates shall be AASHTO M270 Grade 50. The top plates and bottom plate assemblies shall be galvanized according to AASHTO M111. The threaded rods, nuts and washers shall be galvanized according to AASHTO M232. Threaded rods shall be ASTM F 1554 Grade 55. Welded Wire Reinforcement (WWR) shall conform to ASTM A884 with a Class A, Type 1 epoxy coating or ASTM A1060, Table 3 galvanized coating.

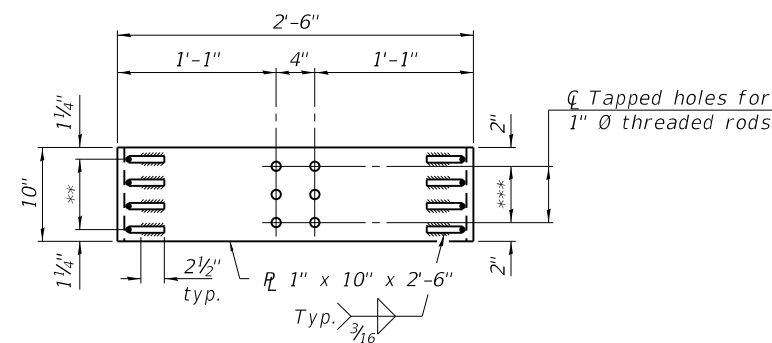


**M1 WWR DETAIL**

When multiple sheets of M1 WWR are required along the beam length, #5(E) bars (5'-0" long) shall be used to splice the longitudinal D31 wires together (Min. Lap 2'-2").

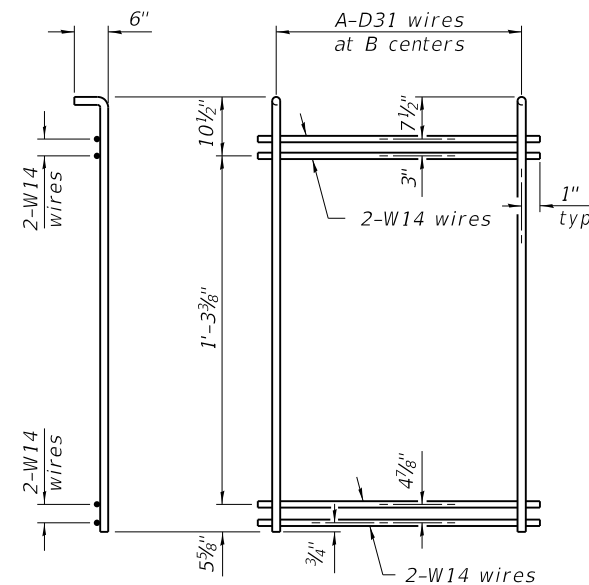


**ELEVATION - BOTTOM PLATE ASSEMBLY**



**SECTION E-E**

\*\* 3 Spaces at  $2\frac{1}{2}$ " =  $7\frac{1}{2}$ "  
 \*\*\* 2 Spaces at 3" = 6"



**M4 THRU M6 WWR DETAIL**

(See Table of Dimensions)

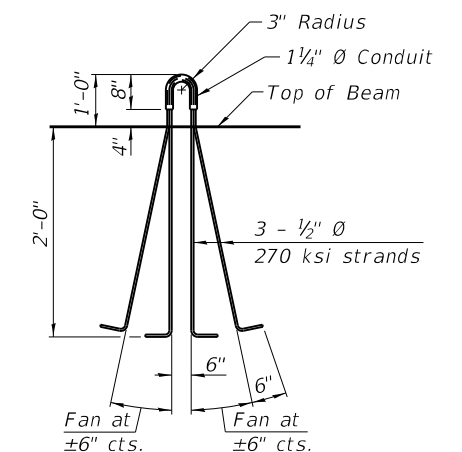
**TABLE OF DIMENSIONS**

**SPAN 1**

WWR	A	B
M2	15	3"
M3	20	1'-6"
M4	6	3"
M5	16	6"
M6	25	1'-0"

**SPAN 2**

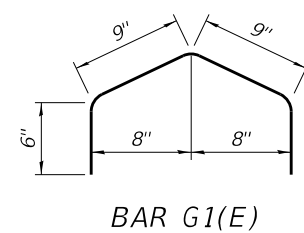
WWR	A	B
M2	15	3"
M3	13	1'-6"
M4	6	3"
M5	12	6"
M6	16	1'-0"



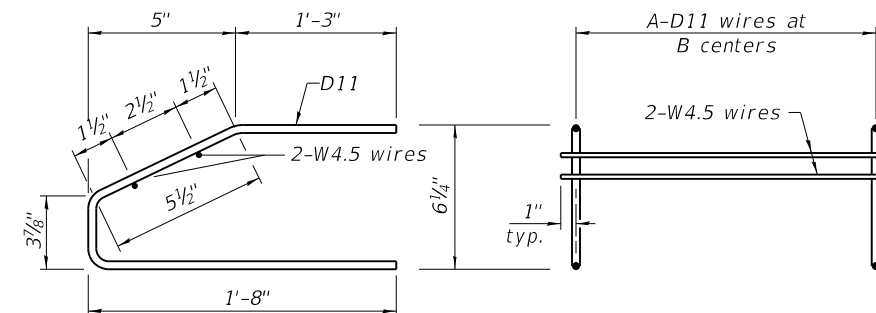
**LIFTING LOOP DETAIL**

**BILL OF MATERIAL**

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Beams, IL27N	Ft.	2365



**BAR G1(E)**



**M2 AND M3 WWR DETAIL**

(See Table of Dimensions)



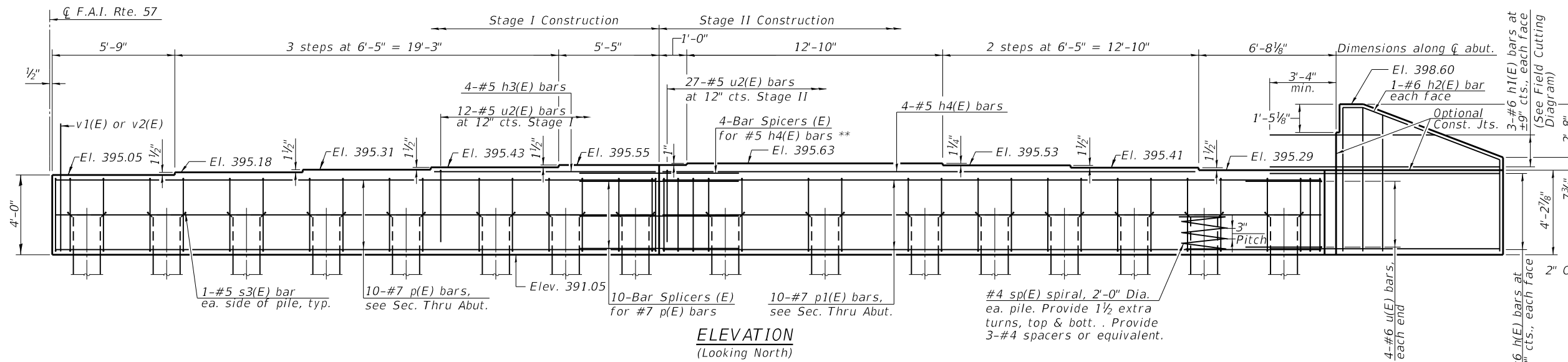
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	CHECKED - REW	REVISED -
PLOT SCALE =	DRAWN - PES	REVISED -
PLOT DATE =	CHECKED - MAM	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

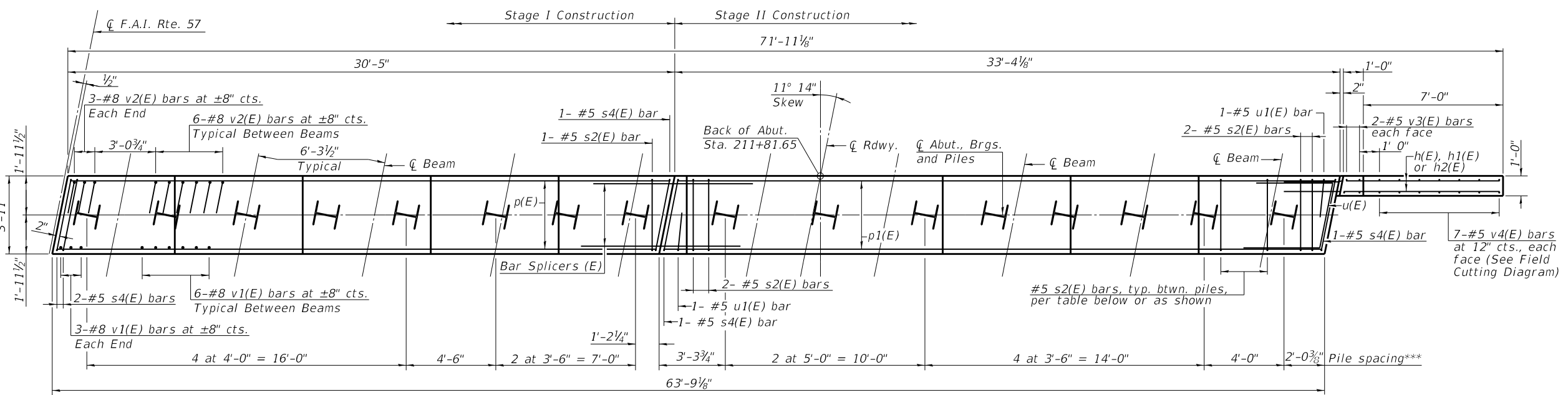
**IL27N BEAM DETAILS  
STRUCTURE NO. 028-0085 (N.B.) & 028-0086 (S.B.)**

SHEET NO. 37 OF 50 SHEETS

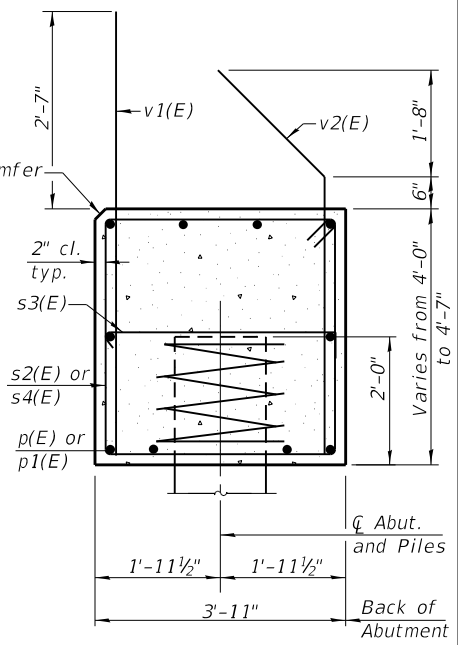
F.A.I. RTE. 57	SECTION 28-5(B-2)	COUNTY FRANKLIN	TOTAL SHEETS 254	SHEET NO. 144
			CONTRACT NO. 78631	
ILLINOIS FED. AID PROJECT				



**ELEVATION**  
(Looking North)



**PLAN**



**SEC. THRU ABUT.**

Dimensions at right angles to abutment.

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	10	#6	11'-6"	—
h1(E)	3	#6	19'-9"	—
h2(E)	2	#6	8'-2"	—
h3(E)	4	#5	11'-1"	—
h4(E)	4	#5	26'-1"	—
p(E)	10	#7	30'-1"	—
p1(E)	10	#7	33'-0"	—
s2(E)	57	#5	15'-5"	□
s3(E)	32	#5	4'-7"	□
s4(E)	5	#5	15'-7"	□
sp(E)	16	#4	2'-0"	≡≡≡
u(E)	8	#6	10'-11"	—
u1(E)	2	#5	7'-6"	—
u2(E)	39	#5	10'-9"	—
v1(E)	60	#8	6'-5"	—
v2(E)	60	#8	6'-8"	—
v3(E)	4	#5	7'-1"	—
v4(E)	7	#5	11'-4"	—
Structure Excavation	Cu. Yd.	54		
Concrete Structures	Cu. Yd.	44.2		
Reinforcement Bars, Epoxy Coated	Pound	6290		
Furnishing Steel Piles, HP14x89	Foot	600		
Pile Shoes	Each	16		
Driving Piles	Foot	600		
Test Pile Steel HP14x89	Each	1		

For details of piles see sheet 45 of 50.  
\* Length is height of spiral

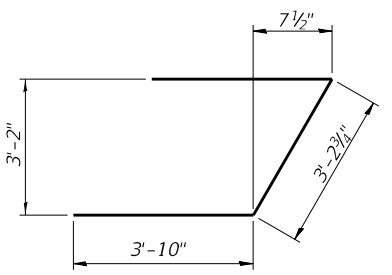
**s2(E) BAR SPACING**

Pile spacing	#5 s2(E) bars
3'-6"	3 at ±10"
4'-0"	4 at ±9"
4'-6"	4 at ±11"
5'-0"	5 at ±10"

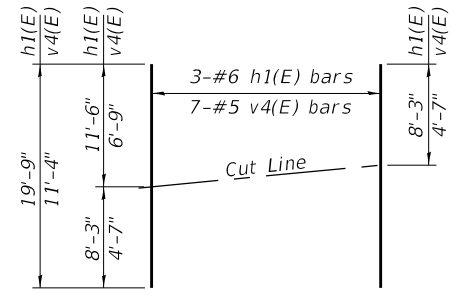
**PILE DATA**

Type: HP 14x89 with Pile Shoes  
Nominal Required Bearing: 705 kips  
Factored Resistance Available: 388 kips  
Est. Length: 40 ft  
No. Production Piles: 15  
No. Test Piles: 1

\*\* Add a minimum of 12" to minimum lap length due to skew  
\*\*\* Piles are spaced to avoid conflict with existing piles as shown on the existing bridge plans. Contractor shall make minor adjustments in the field to clear existing piles with approval of the engineer.

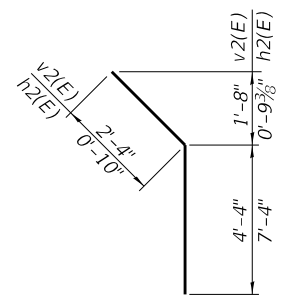


**BAR u(E)**

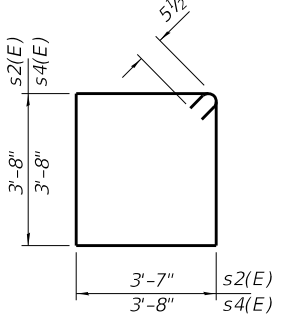


**FIELD CUTTING DIAGRAM**

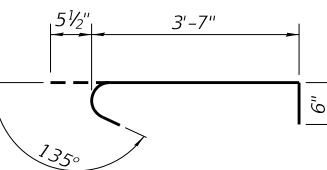
Order h1(E) and v4(E) full length. Cut as shown and use remainder of bars in opposite face.



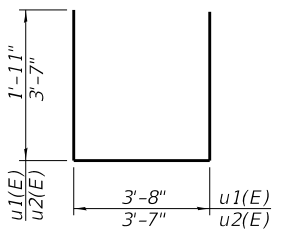
**BAR v2(E) & h2(E)**



**BAR s2(E) & s4(E)**



**BAR s3(E)**



**BAR u1(E) & u2(E)**

AI-2440-R

2-17-2017



USER NAME =	DESIGNED -	SMM	REVISED -
CHECKED -	REW	REVISED -	
PLOT SCALE =	DRAWN -	SMM	REVISED -
PLOT DATE =	CHECKED -	REW	REVISED -

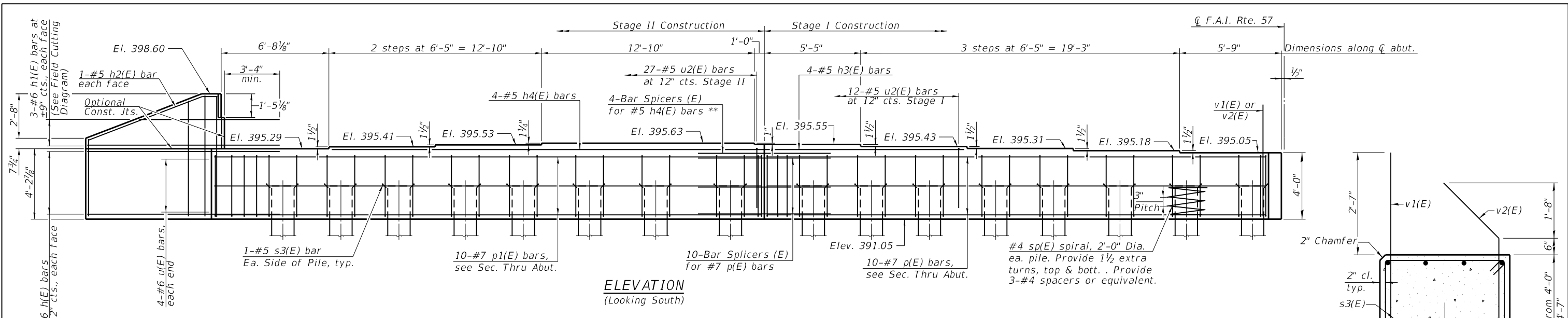
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**NORTH ABUTMENT**  
**STRUCTURE NO. 0028-0085 (N.B.)**

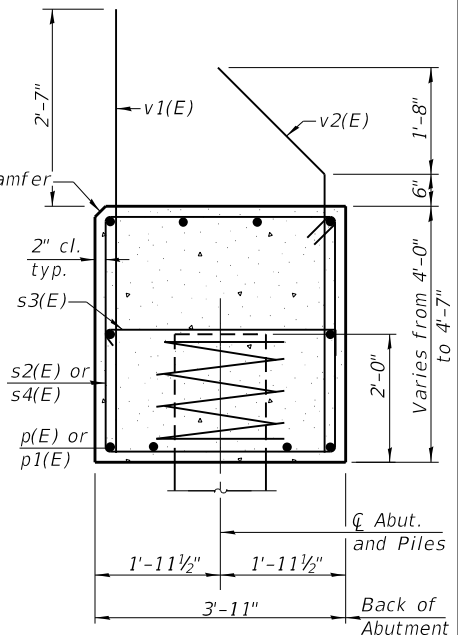
SHEET NO. 38 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	145
				CONTRACT NO. 78631

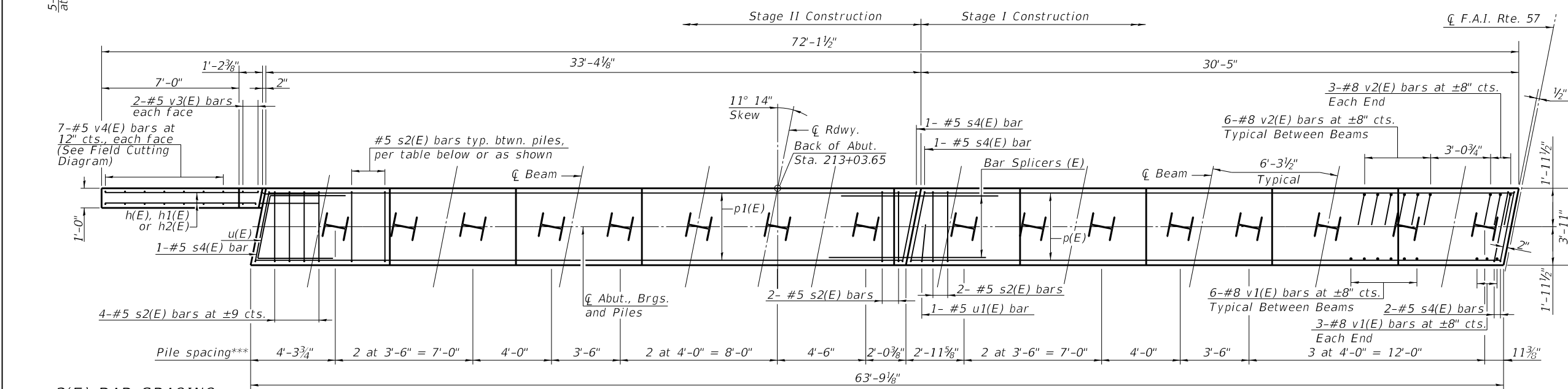
ILLINOIS FED. AID PROJECT



**ELEVATION**  
(Looking South)



**SEC. THRU ABUT.**  
Dimensions at right angles to abutment.



**PLAN**

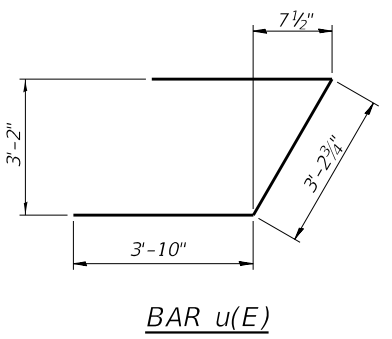
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	10	#6	11'-6"	—
h1(E)	3	#6	19'-9"	—
h2(E)	2	#6	8'-2"	—
h3(E)	4	#5	11'-1"	—
h4(E)	4	#5	26'-1"	—
p(E)	10	#7	30'-1"	—
p1(E)	10	#7	33'-0"	—
s2(E)	58	#5	15'-5"	□
s3(E)	32	#5	4'-7"	┌
s4(E)	5	#5	15'-7"	□
sp(E)	16	#4	2'-0" *	≡≡≡
u(E)	8	#6	10'-11"	┌
u1(E)	1	#5	7'-6"	┌
u2(E)	39	#5	10'-9"	┌
v1(E)	60	#8	6'-5"	—
v2(E)	60	#8	6'-8"	—
v3(E)	4	#5	7'-1"	—
v4(E)	7	#5	11'-4"	—
Structure Excavation			Cu. Yd.	54
Concrete Structures			Cu. Yd.	44.2
Reinforcement Bars, Epoxy Coated			Pound	6300
Furnishing Steel Piles, HP14x89			Foot	585
Pile Shoes			Each	16
Driving Piles			Foot	585
Test Pile Steel HP14x89			Each	1

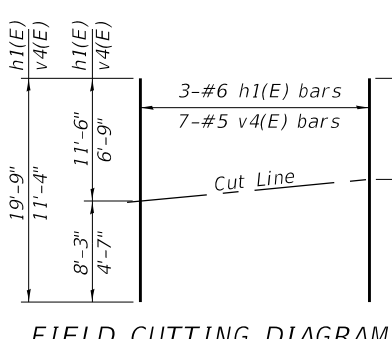
**s2(E) BAR SPACING**

Pile spacing	#5 s2(E) bars
3'-6"	3 at ±10"
4'-0"	4 at ±9"
4'-6"	4 at ±11"

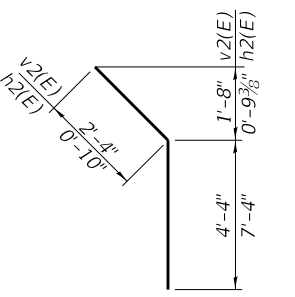
\*\* Add a minimum of 12" to minimum lap length due to skew  
 \*\*\* Piles are spaced to avoid conflict with existing piles as shown on the existing bridge plans. Contractor shall make minor adjustments in the field to clear existing piles with approval of the engineer.



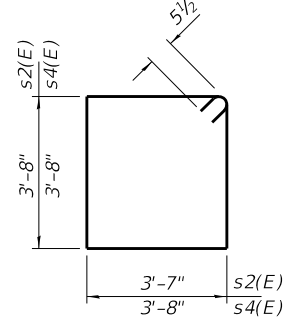
**BAR u(E)**



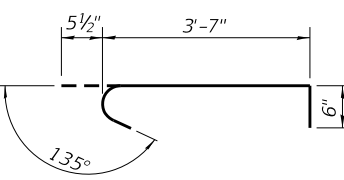
**FIELD CUTTING DIAGRAM**



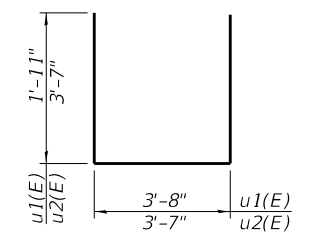
**BAR v2(E) & h2(E)**



**BAR s2(E) & s4(E)**



**BAR s3(E)**



**BAR u1(E) & u2(E)**

**PILE DATA**

Type: HP 14x89 with Pile Shoes  
 Nominal Required Bearing: 705 kips  
 Factored Resistance Available: 388 kips  
 Est. Length: 39 ft  
 No. Production Piles: 15  
 No. Test Piles: 1

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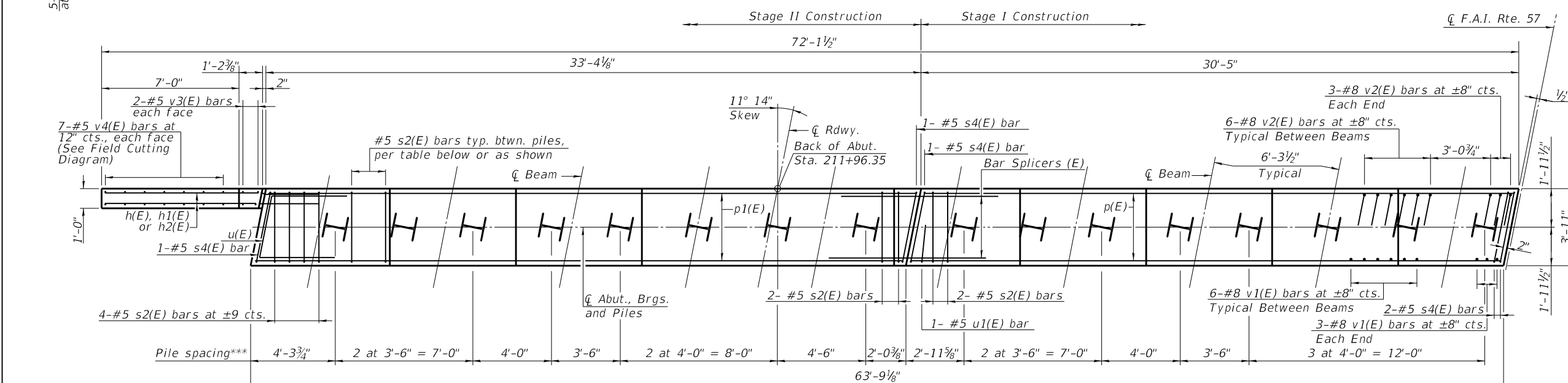
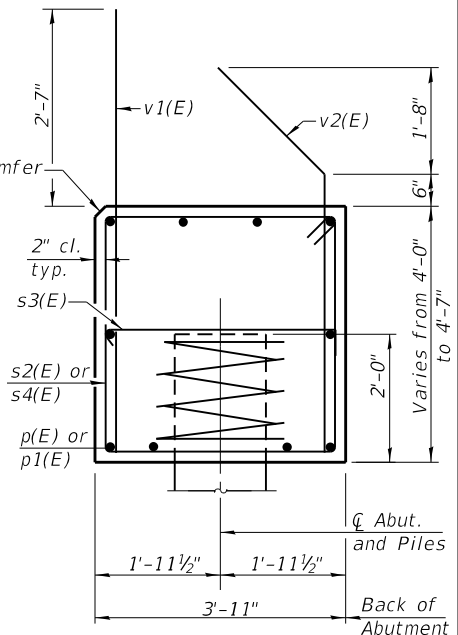
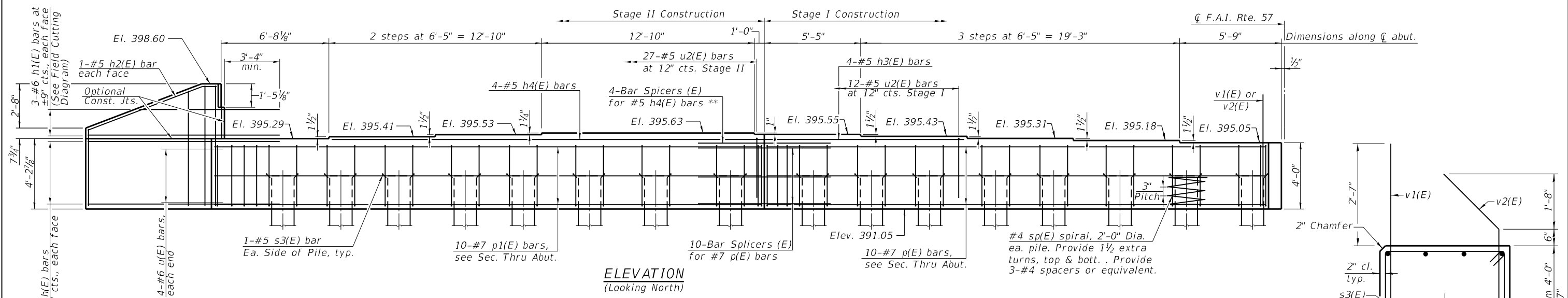
USER NAME =	DESIGNED - SMM	REVISOR -
	CHECKED - REW	REVISIONS -
PLOT SCALE =	DRAWN - SMM	REVISIONS -
PLOT DATE =	CHECKED - REW	REVISIONS -

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**DEPARTMENT OF TRANSPORTATION**

**SOUTH ABUTMENT**  
**STRUCTURE NO. 028-0085 (N.B.)**

SHEET NO. 39 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	146
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				



SEC. THRU ABUT.  
Dimensions at right angles to abutment.

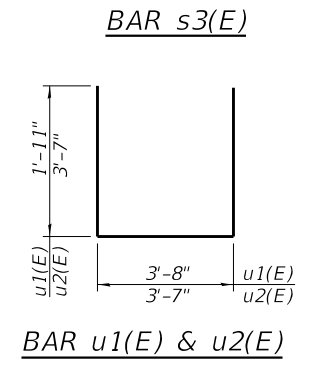
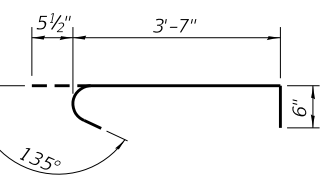
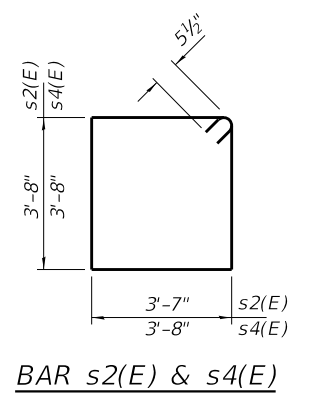
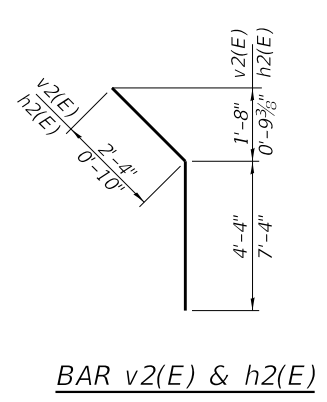
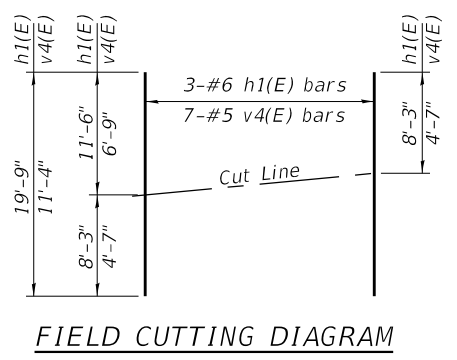
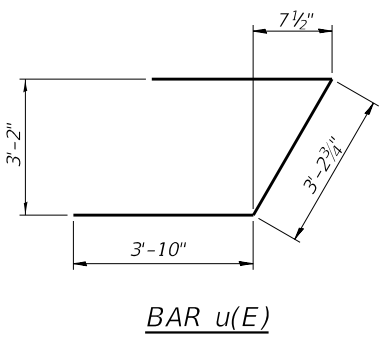
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	10	#6	11'-6"	—
h1(E)	3	#6	19'-9"	—
h2(E)	2	#6	8'-2"	—
h3(E)	4	#5	11'-1"	—
h4(E)	4	#5	26'-1"	—
p(E)	10	#7	30'-1"	—
p1(E)	10	#7	33'-0"	—
s2(E)	58	#5	15'-5"	□
s3(E)	32	#5	4'-7"	□
s4(E)	5	#5	15'-7"	□
sp(E)	16	#4	2'-0" *	WWM
u(E)	8	#6	10'-11"	—
u1(E)	1	#5	7'-6"	—
u2(E)	39	#5	10'-9"	—
v1(E)	60	#8	6'-5"	—
v2(E)	60	#8	6'-8"	—
v3(E)	4	#5	7'-1"	—
v4(E)	7	#5	11'-4"	—
Structure Excavation			Cu. Yd.	54
Concrete Structures			Cu. Yd.	44.2
Reinforcement Bars, Epoxy Coated			Pound	6300
Furnishing Steel Piles, HP14x89			Foot	640
Pile Shoes			Each	16
Driving Piles			Foot	640

**s2(E) BAR SPACING**

Pile spacing	#5 s2(E) bars
3'-6"	3 at ±10"
4'-0"	4 at ±9"
4'-6"	4 at ±11"

\*\* Add a minimum of 12" to minimum lap length due to skew  
 \*\*\* Piles are spaced to avoid conflict with existing piles as shown on the existing bridge plans. Contractor shall make minor adjustments in the field to clear existing piles with approval of the engineer.



**PILE DATA**  
 Type: HP 14x89 with Pile Shoes  
 Nominal Required Bearing: 705 kips  
 Factored Resistance Available: 388 kips  
 Est. Length: 40 ft  
 No. Production Piles: 16  
 No. Test Piles: 0

For details of piles see sheet 45 of 50.  
 \* Length is height of spiral

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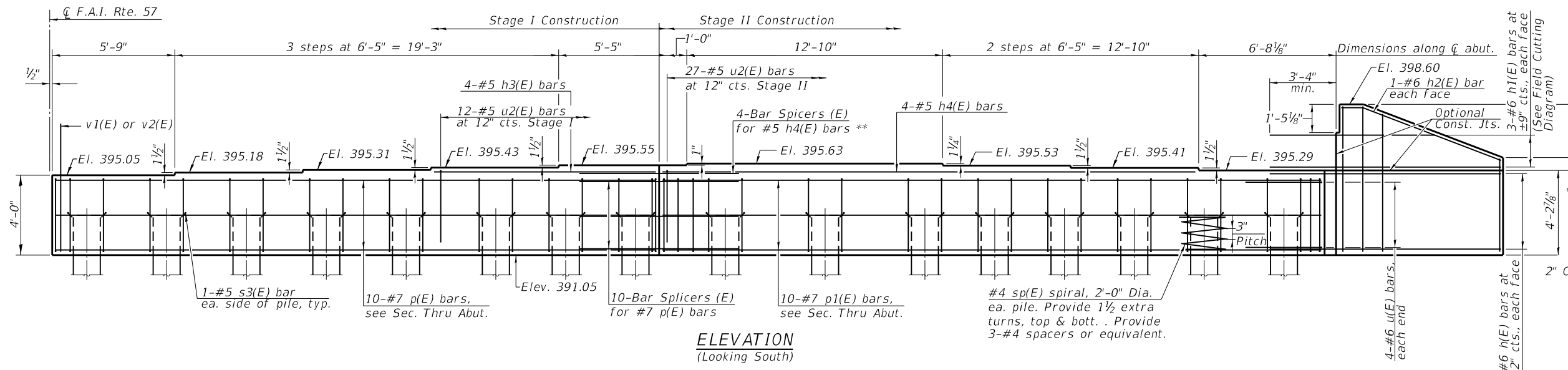
USER NAME =	DESIGNED -	REVISIONS
	SMM	REVIS
	REW	REVIS
	SMM	REVIS
	REW	REVIS

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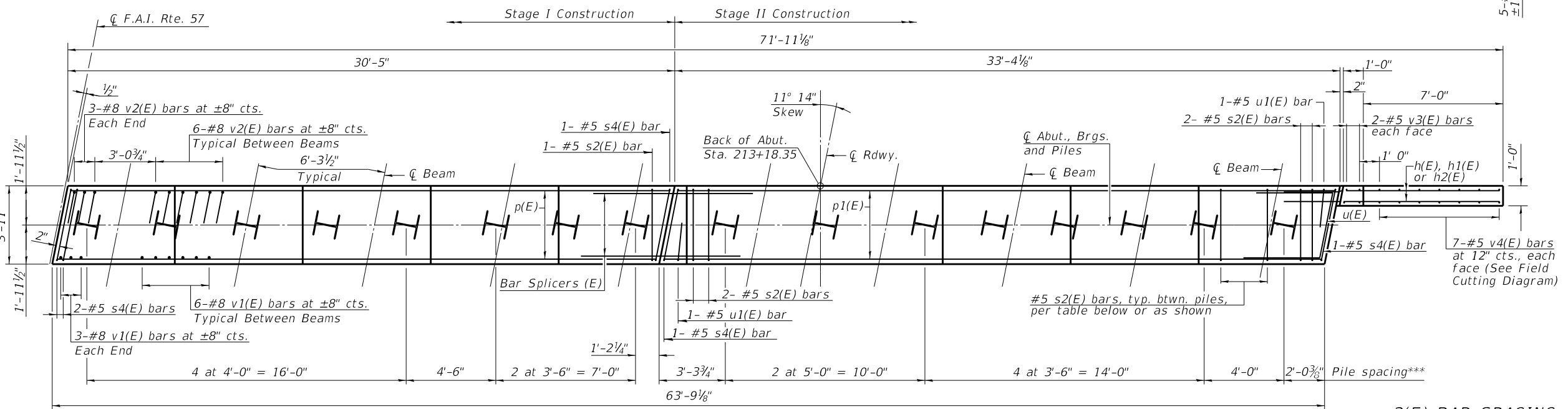
NORTH ABUTMENT  
 STRUCTURE NO. 028-0086 (S.B.)

SHEET NO. 40 OF 50 SHEETS

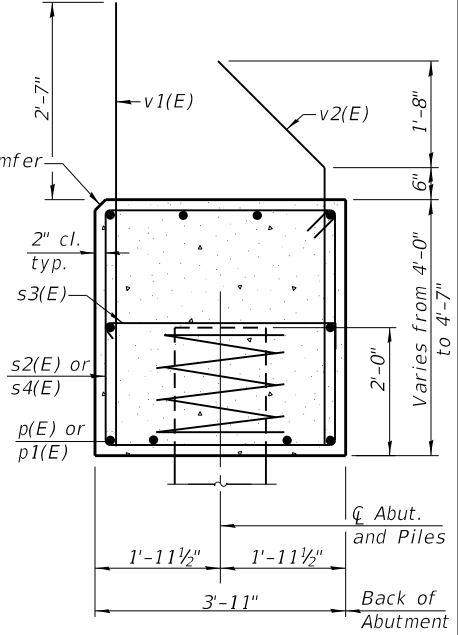
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	147
				CONTRACT NO. 78631
ILLINOIS FED. AID PROJECT				



**ELEVATION**  
(Looking South)



**PLAN**



**SEC. THRU ABUT.**  
Dimensions at right angles to abutment.

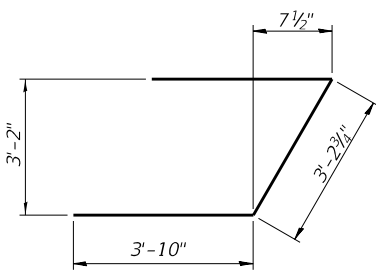
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	10	#6	11'-6"	—
h1(E)	3	#6	19'-9"	—
h2(E)	2	#6	8'-2"	—
h3(E)	4	#5	11'-1"	—
h4(E)	4	#5	26'-1"	—
p(E)	10	#7	30'-1"	—
p1(E)	10	#7	33'-0"	—
s2(E)	57	#5	15'-5"	□
s3(E)	32	#5	4'-7"	□
s4(E)	5	#5	15'-7"	□
sp(E)	16	#4	2'-0"	≡≡≡
u(E)	8	#6	10'-11"	┘
u1(E)	2	#5	7'-6"	┘
u2(E)	39	#5	10'-9"	┘
v1(E)	60	#8	6'-5"	—
v2(E)	60	#8	6'-8"	—
v3(E)	4	#5	7'-1"	—
v4(E)	7	#5	11'-4"	—
Structure Excavation		Cu. Yd.	54	
Concrete Structures		Cu. Yd.	44.2	
Reinforcement Bars, Epoxy Coated		Pound	6290	
Furnishing Steel Piles, HP14x89		Foot	624	
Pile Shoes		Each	16	
Driving Piles		Foot	624	

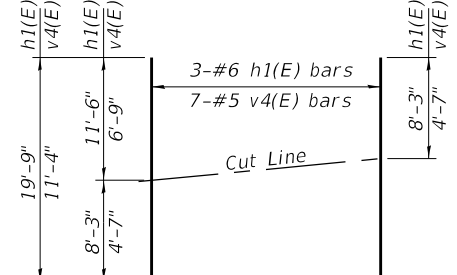
**s2(E) BAR SPACING**

Pile spacing	#5 s2(E) bars
3'-6"	3 at ±10"
4'-0"	4 at ±9"
4'-6"	4 at ±11"
5'-0"	5 at ±10"

\*\* Add a minimum of 12" to minimum lap length due to skew  
 \*\*\* Piles are spaced to avoid conflict with existing piles as shown on the existing bridge plans. Contractor shall make minor adjustments in the field to clear existing piles with approval of the engineer.

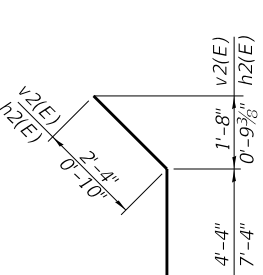


**BAR u(E)**

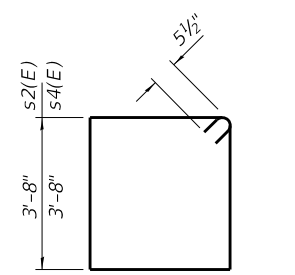


**FIELD CUTTING DIAGRAM**

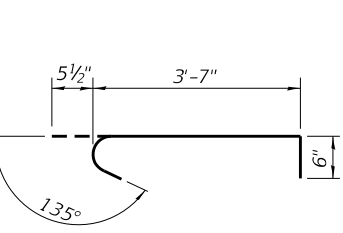
Order h1(E) and v4(E) full length. Cut as shown and use remainder of bars in opposite face.



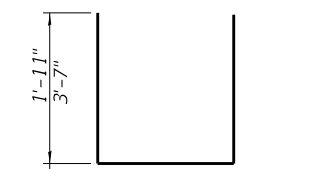
**BAR v2(E) & h2(E)**



**BAR s2(E) & s4(E)**



**BAR s3(E)**



**BAR u1(E) & u2(E)**

**PILE DATA**

Type: HP 14x89 with Pile Shoes  
 Nominal Required Bearing: 705 kips  
 Factored Resistance Available: 388 kips  
 Est. Length: 39 ft  
 No. Production Piles: 16  
 No. Test Piles: 0

For details of piles see sheet 45 of 50.  
 \* Length is height of spiral

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2-17-2017



USER NAME =	DESIGNED - SMM	REVISIONS -
	CHECKED - REW	REVISIONS -
PLOT SCALE =	DRAWN - SMM	REVISIONS -
PLOT DATE =	CHECKED - REW	REVISIONS -

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**DEPARTMENT OF TRANSPORTATION**

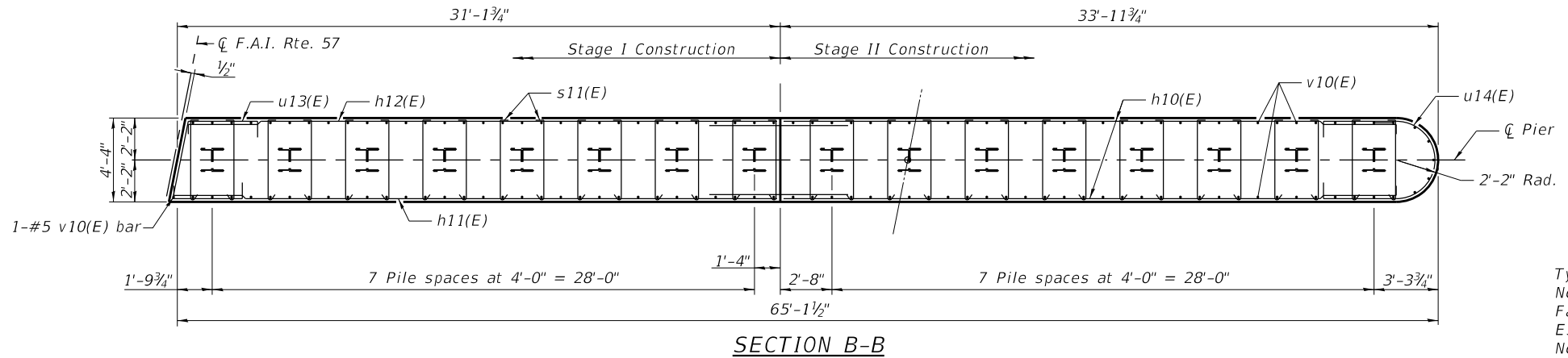
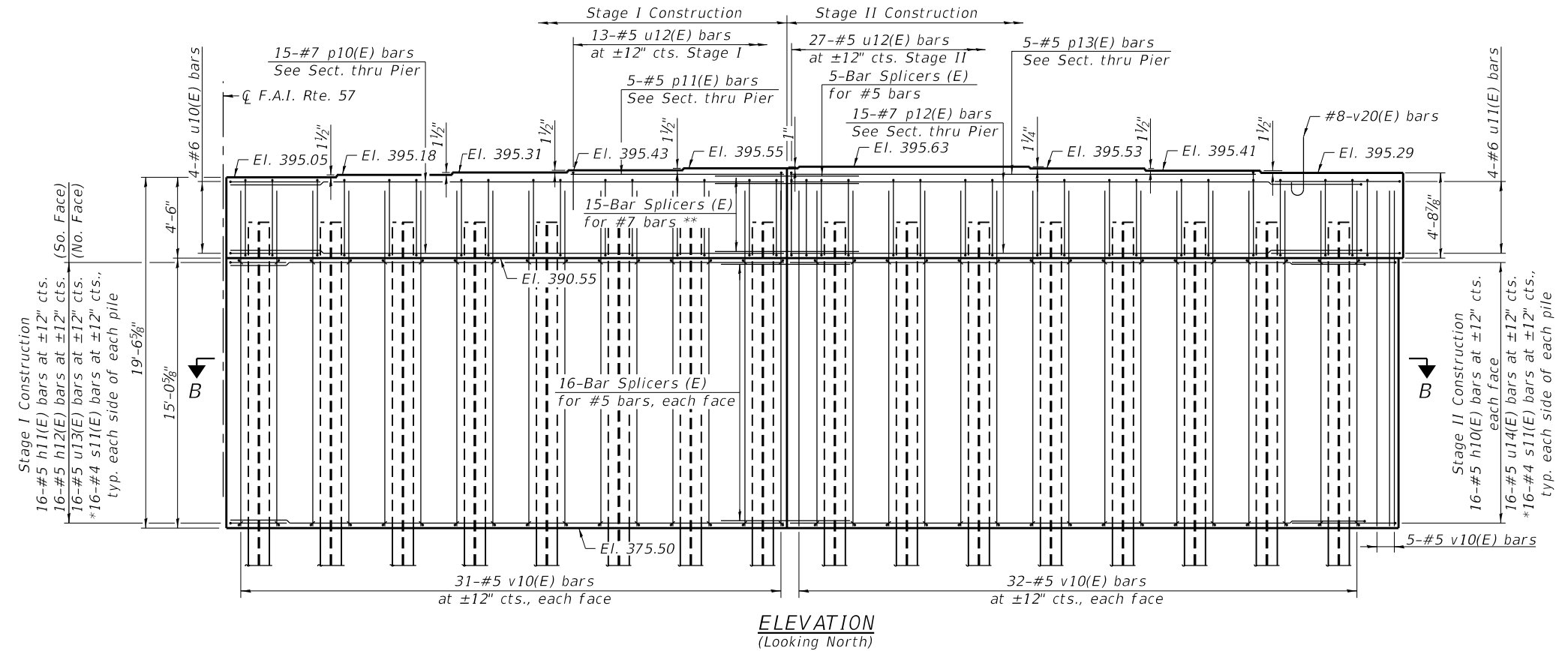
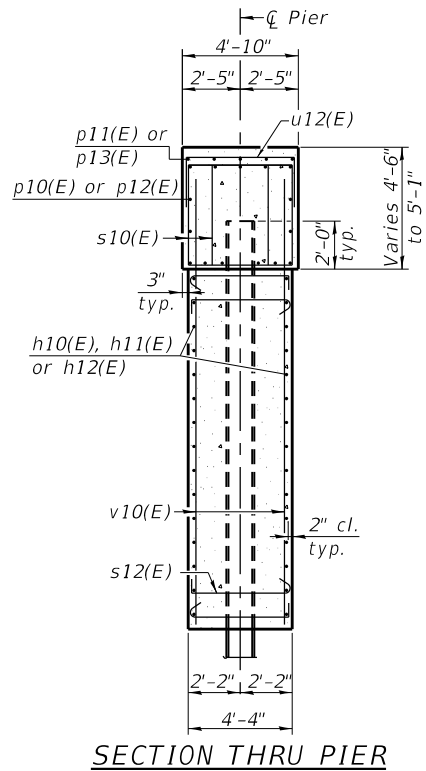
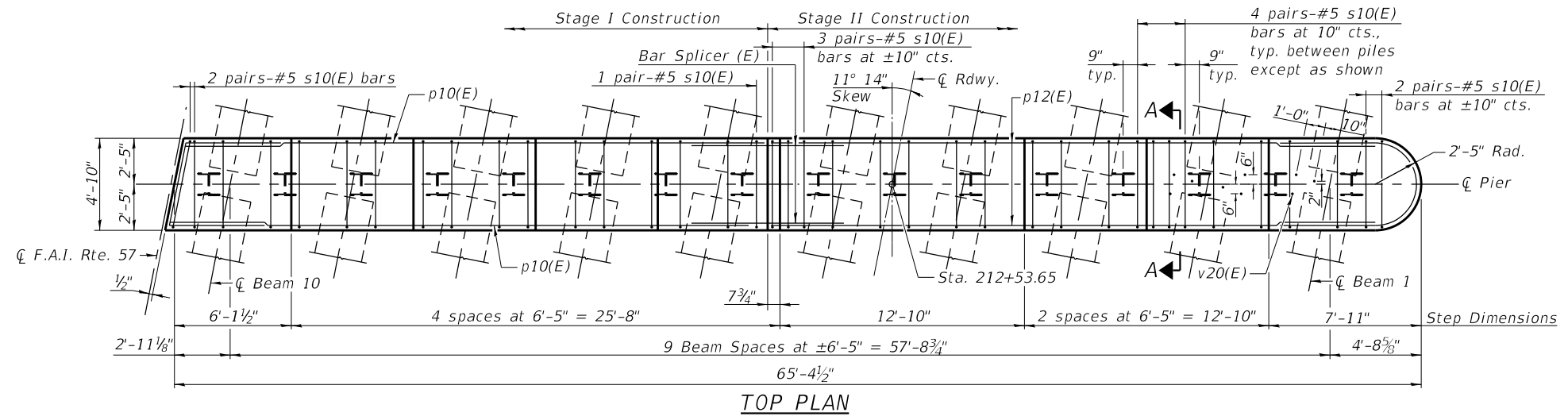
**SOUTH ABUTMENT**  
**STRUCTURE NO. 028-0086 (S.B.)**

SHEET NO. 41 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	148
				CONTRACT NO. 78631
ILLINOIS FED. AID PROJECT				



Notes:  
 Pour steps monolithically with cap.  
 See sheet 44 of 50 for additional pier details and Bill of Material.  
 For details of piles, see sheet 45 of 50.  
 For bar splicer details, see sheet 46 of 50.  
 v20(E) bar locations shown on TOP PLAN are typical for each beam.  
 See sheet 44 of 50 for Section A-A.  
 \* Hook s11(E) bar around h10(E), h11(E) or h12(E) and v10(E) bars. Clear cover for the s11(E) bar will be 1 3/8".  
 \*\* Add a minimum of 12" to minimum lap length due to skew.  
 See sheet 24 of 50 for side retainer locations and details.



**PILE DATA**  
 Type: HP 14x89 with Pile Shoes  
 Nominal Required Bearing: 705 kips  
 Factored Resistance Available: 380 kips  
 Est. Length: 40 ft  
 No. Production Piles: 15  
 No. Test Piles: 1



USER NAME =	DESIGNED - SMM	REVISED -
CHECKED - REW	REVISOR -	REVISOR -
PLOT SCALE =	DRAWN - SMM	REVISOR -
PLOT DATE =	CHECKED - REW	REVISOR -

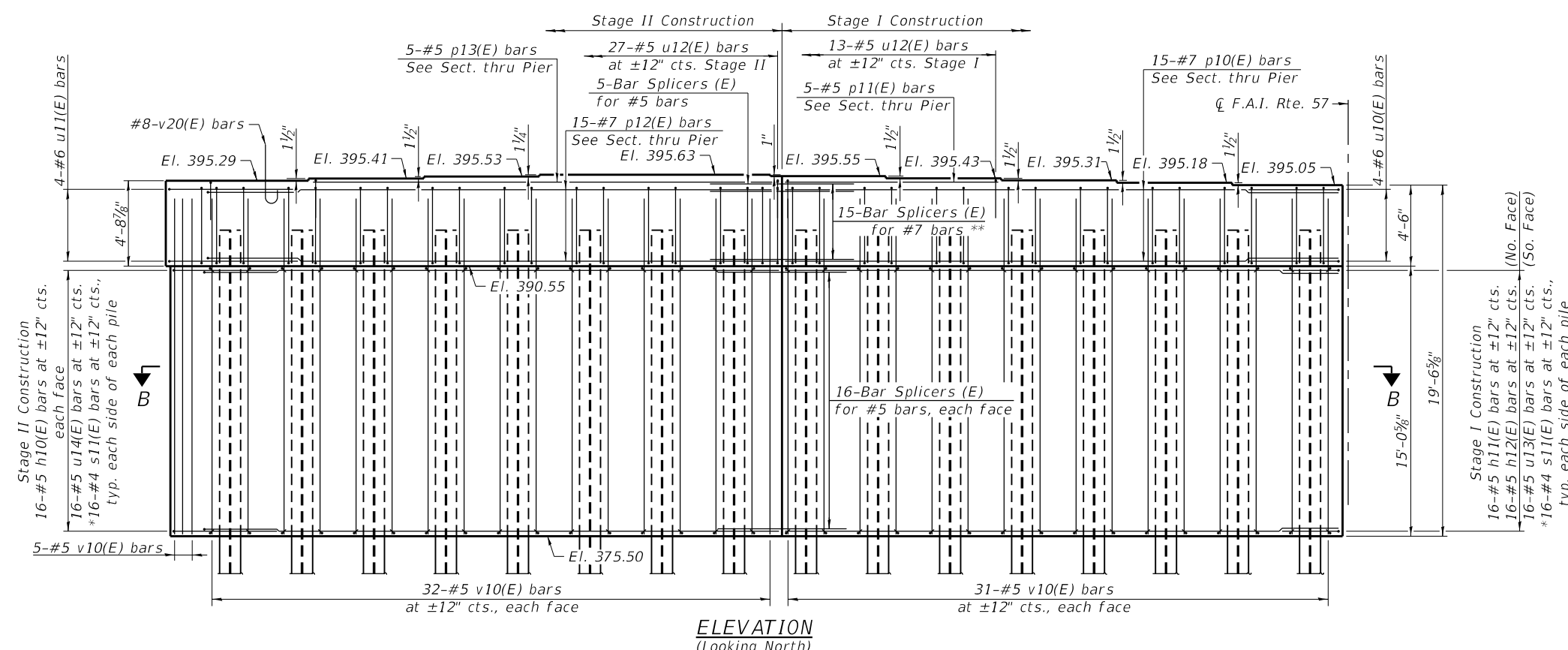
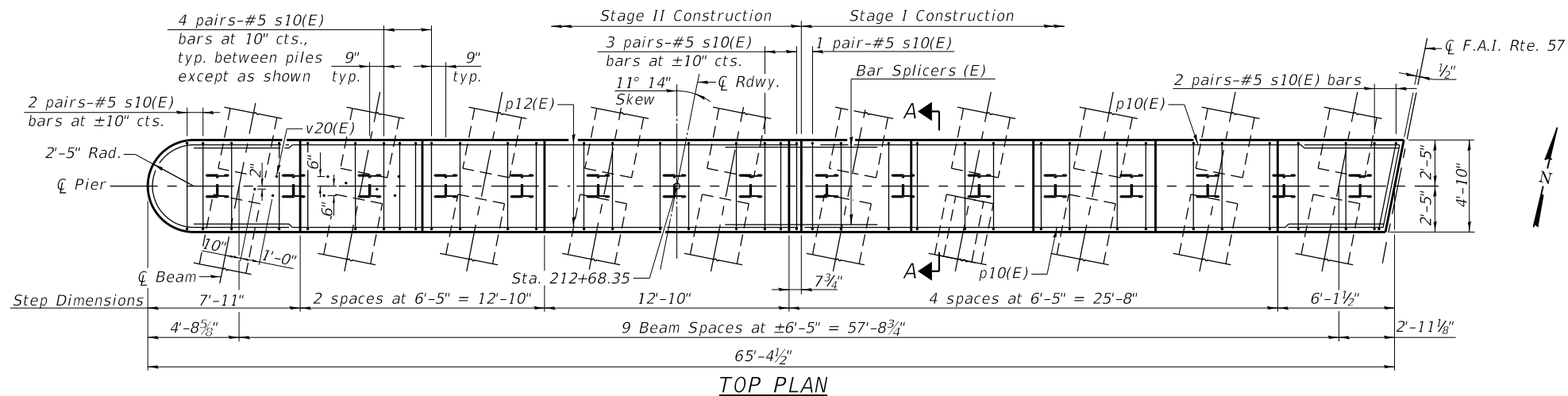
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PIER 1  
 STRUCTURE NO. 028-0085 (N.B.)

SHEET NO. 42 OF 50 SHEETS

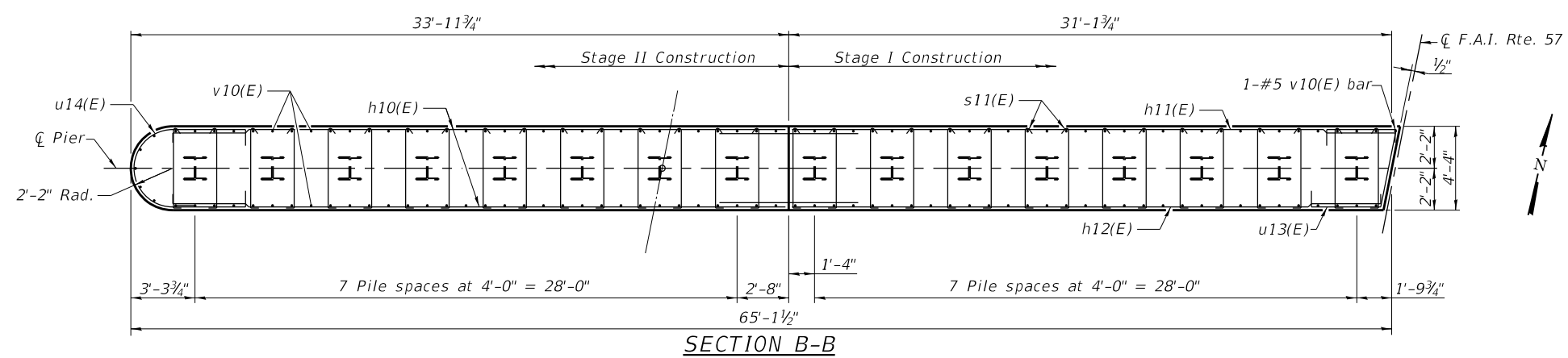
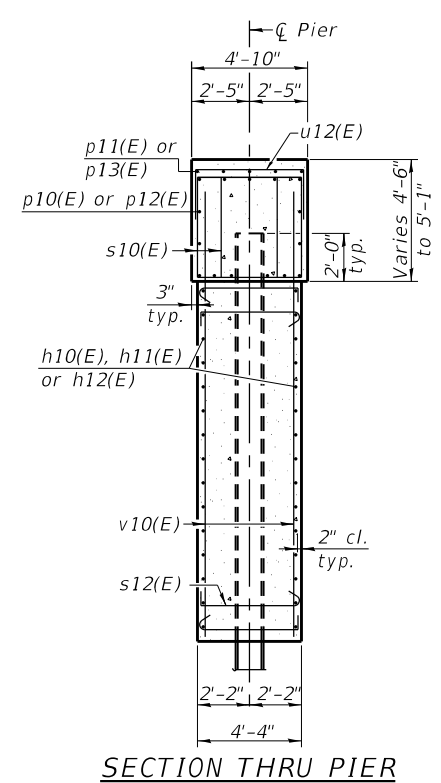
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	149
CONTRACT NO. 78631				

ILLINOIS FED. AID PROJECT



Notes:

- Pour steps monolithically with cap.
- See sheet 44 of 50 for additional pier details and Bill of Material.
- For details of piles, see sheet 45 of 50.
- For bar splicer details, see sheet 46 of 50.
- v20(E) bar locations shown on TOP PLAN are typical for each beam.
- See sheet 44 of 50 for Section A-A.
- \* Hook s11(E) bar around h10(E), h11(E) or h12(E) and v10(E) bars. Clear cover for the s11(E) bar will be 1 3/8".
- \*\* Add a minimum of 12" to minimum lap length due to skew.
- See sheet 24 of 50 for side retainer locations and details.



**PILE DATA**

Type: HP 14x89 with Pile Shoes

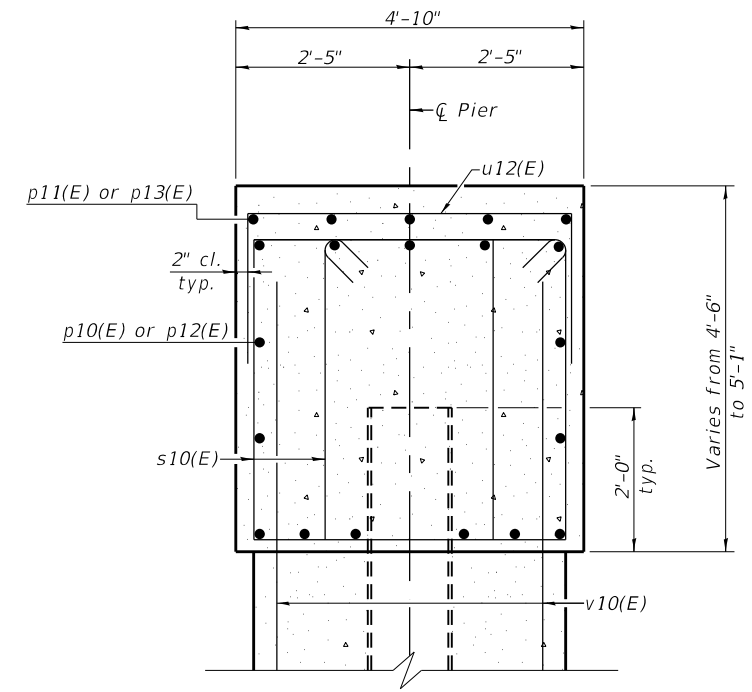
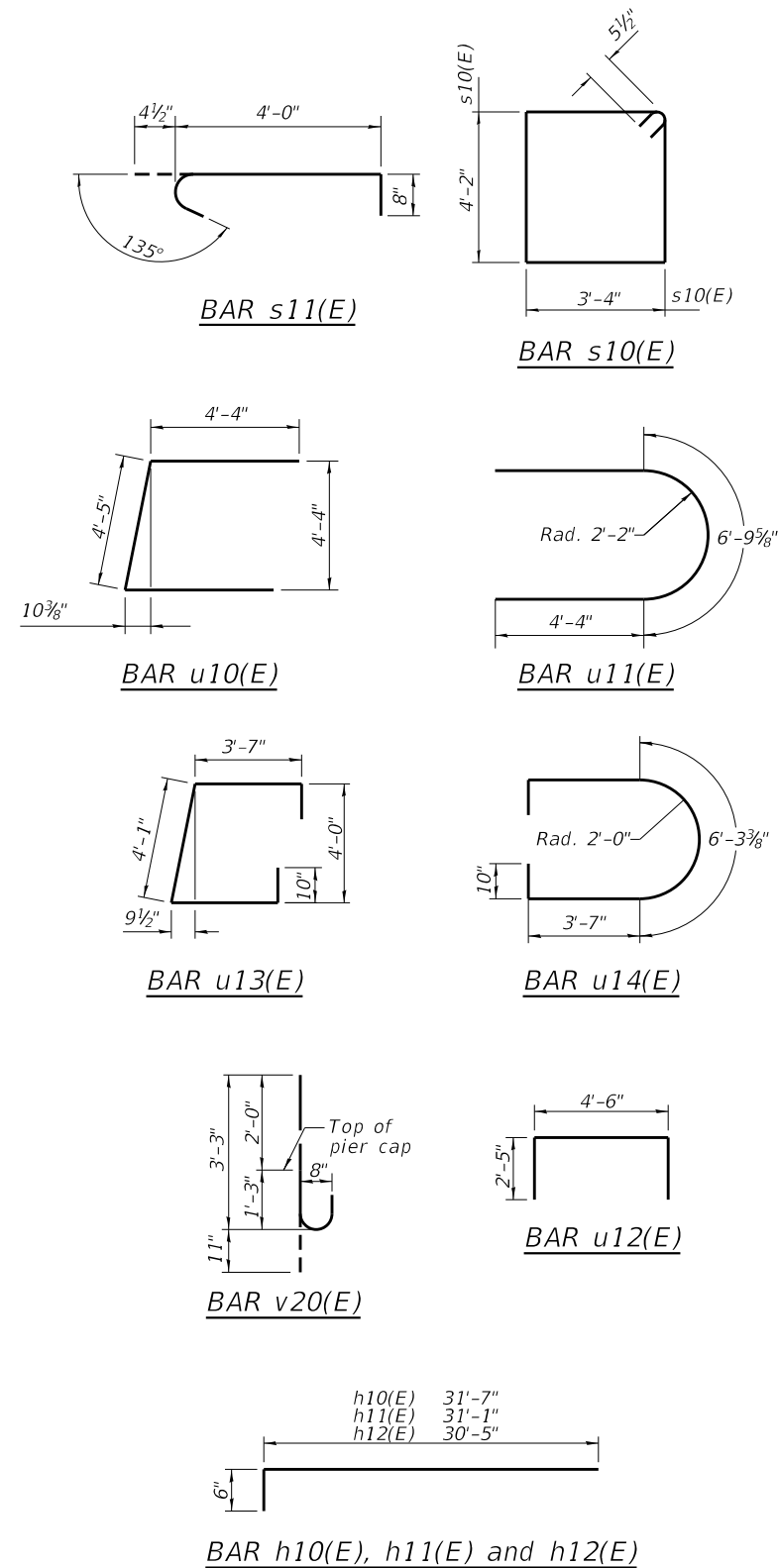
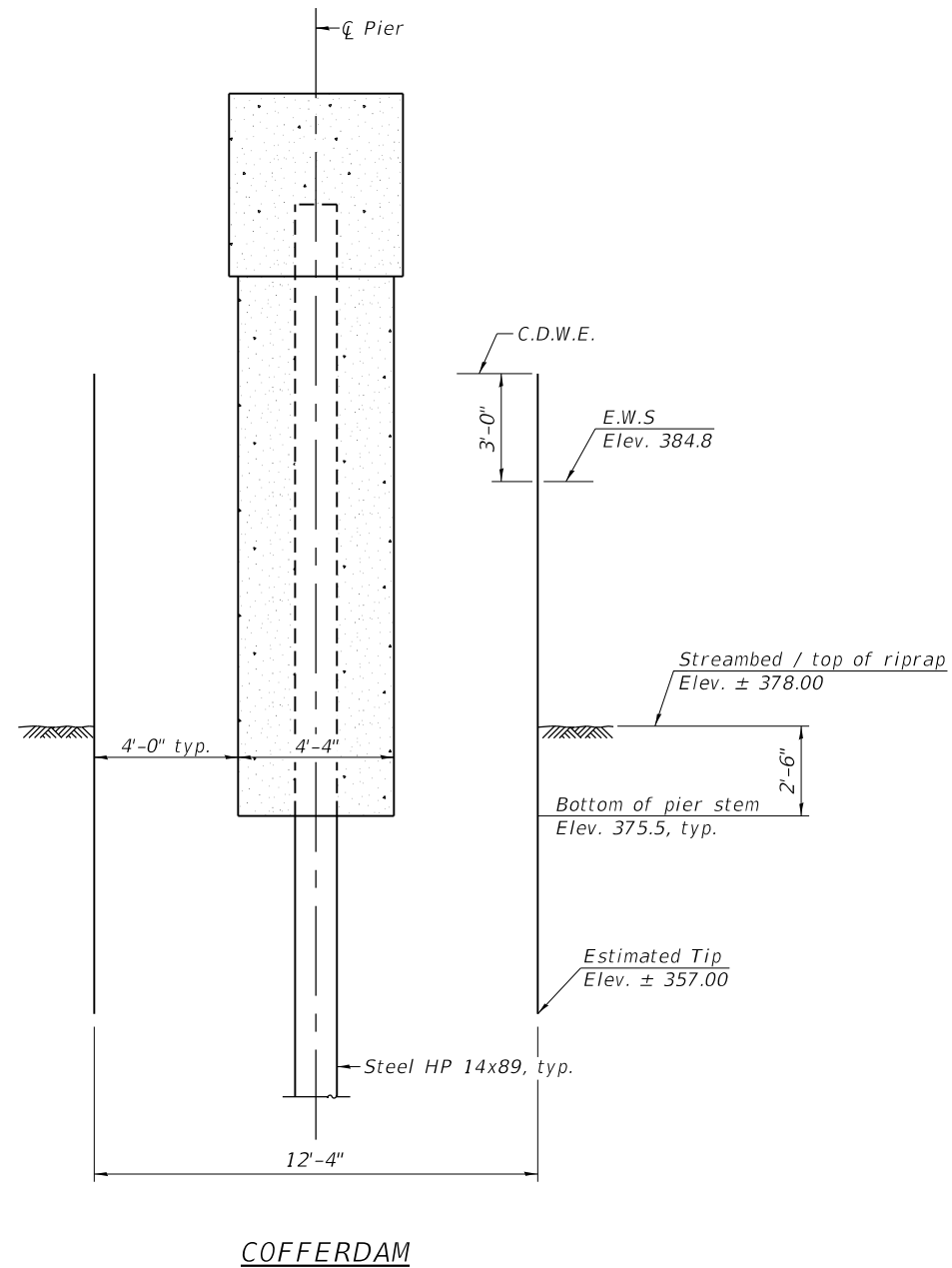
Nominal Required Bearing: 705 kips

Factored Resistance Available: 380 kips

Est. Length: 40 ft

No. Production Piles: 16

No. Test Piles: 0



**BILL OF MATERIAL  
STRUCTURE 028-0085**

Bar	No.	Size	Length	Shape
h10(E)	32	#5	32'-1"	—
h11(E)	16	#5	31'-7"	—
h12(E)	16	#5	30'-11"	—
p10(E)	15	#7	30'-4"	—
p11(E)	5	#5	11'-10"	—
p12(E)	15	#7	31'-9"	—
p13(E)	5	#5	26'-0"	—
s10(E)	128	#5	15'-11"	⌊
s11(E)	512	#4	5'-1"	⌋
u10(E)	4	#6	13'-1"	⌋
u11(E)	4	#6	15'-6"	⌋
u12(E)	40	#5	9'-4"	⌋
u13(E)	16	#5	12'-11"	⌋
u14(E)	16	#5	15'-1"	⌋
v10(E)	132	#5	18'-8"	—
v20(E)	57	#8	4'-2"	⌋
Cofferdam Excavation		Cu. Yd.	80	
Concrete Structures		Cu. Yd.	212.5	
Reinforcement Bars, Epoxy Coated		Pound	12320	
Furnishing Steel Piles, HP 14x89		Foot	600	
Pile Shoes		Each	16	
Driving Piles		Foot	600	
Test Pile Steel HP 14x89		Each	1	

**BILL OF MATERIAL  
STRUCTURE 028-0086**

Bar	No.	Size	Length	Shape
h10(E)	32	#5	32'-1"	—
h11(E)	16	#5	31'-7"	—
h12(E)	16	#5	30'-11"	—
p10(E)	15	#7	30'-4"	—
p11(E)	5	#5	11'-10"	—
p12(E)	15	#7	31'-9"	—
p13(E)	5	#5	26'-0"	—
s10(E)	128	#5	15'-11"	⌊
s11(E)	512	#4	5'-1"	⌋
u10(E)	4	#6	13'-1"	⌋
u11(E)	4	#6	15'-6"	⌋
u12(E)	40	#5	9'-4"	⌋
u13(E)	16	#5	12'-11"	⌋
u14(E)	16	#5	15'-1"	⌋
v10(E)	132	#5	18'-8"	—
v20(E)	57	#8	4'-2"	⌋
Cofferdam Excavation		Cu. Yd.	80	
Concrete Structures		Cu. Yd.	212.5	
Reinforcement Bars, Epoxy Coated		Pound	12320	
Furnishing Steel Piles, HP 14x89		Foot	640	
Pile Shoes		Each	16	
Driving Piles		Foot	640	

For details of piles see sheet 45 of 50.

For details of piles see sheet 45 of 50.



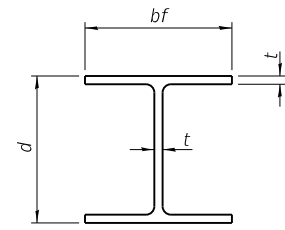
USER NAME =	DESIGNED - SMM	REVISED -
	CHECKED - REW	REVISED -
PLOT SCALE =	DRAWN - SMM	REVISED -
PLOT DATE =	CHECKED - REW	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PIER DETAILS  
STRUCTURE NO. 028-0085 (N.B.) & 028-0086 (S.B.)**

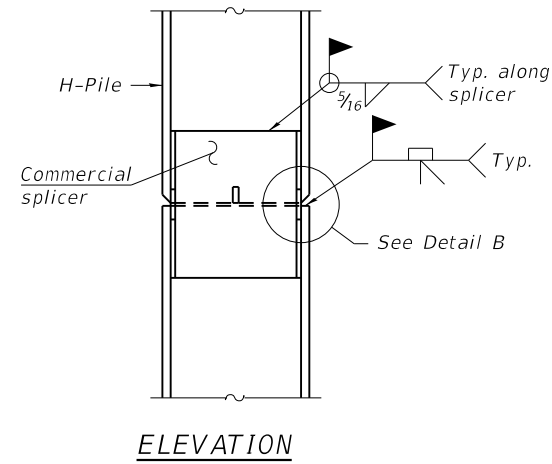
SHEET NO. 44 OF 50 SHEETS

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	151
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

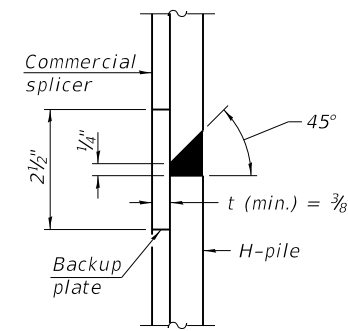


**STEEL PILE TABLE**

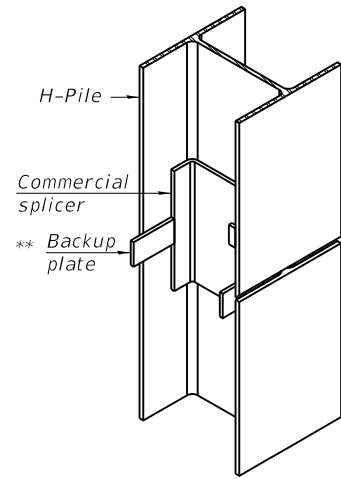
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 3/8"	14 3/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"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



**ELEVATION**

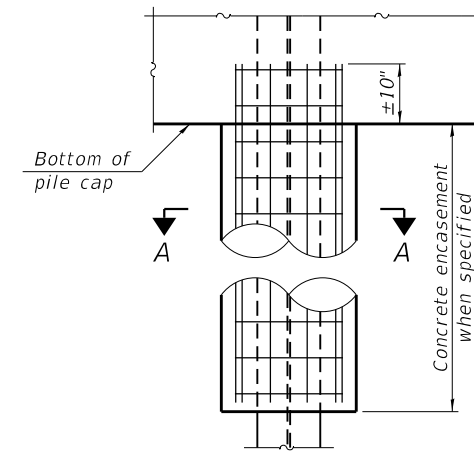


**DETAIL "B"**

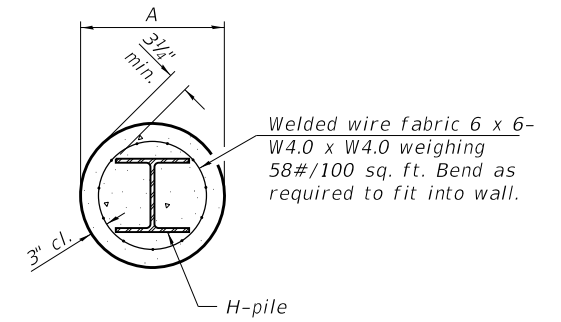


**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE**

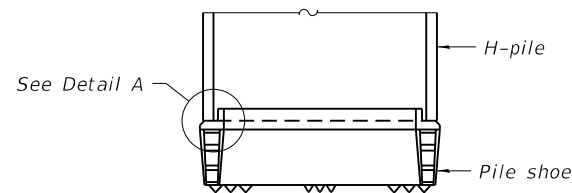


**ELEVATION**

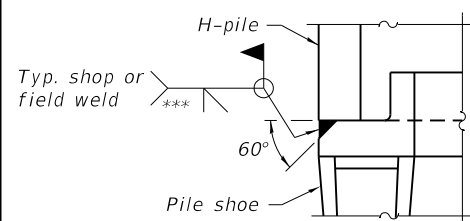


**SECTION A-A**

**INDIVIDUAL PILE CONCRETE ENCASUREMENT**  
(Forms for encasement may be omitted when soil conditions permit).



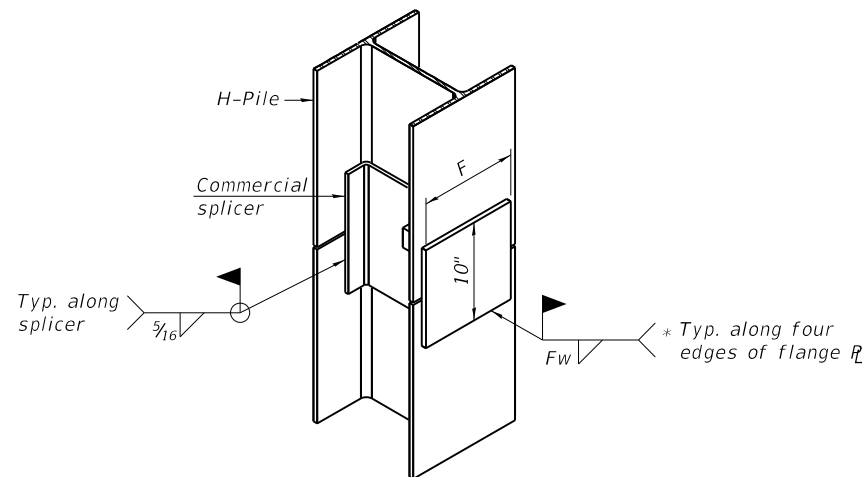
**ELEVATION**



**DETAIL A**

**SHOE ATTACHMENT**

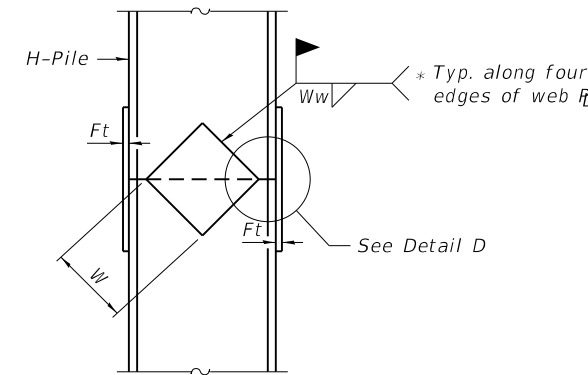
Note:  
The steel H-piles shall be according to AASHTO M270 Grade 50.



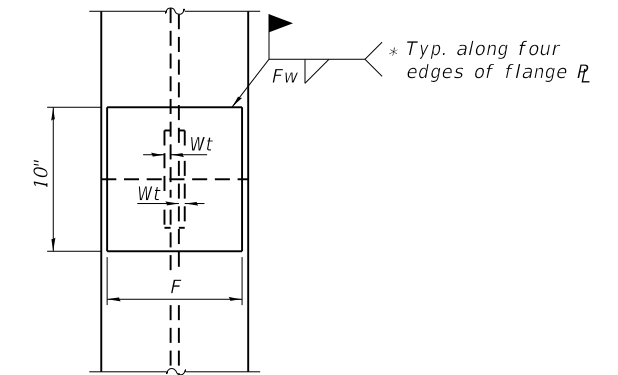
**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE ALTERNATE**

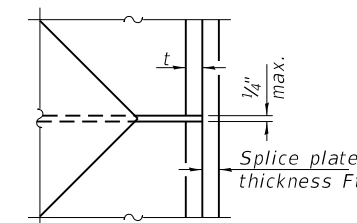
- \* Interrupt welds 1/4" from end of web and/or each flange.
- \*\* Remove portions of backup plates that extend outside the flanges.
- \*\*\* Weld size per pile shoe manufacturer (5/16" min.).



**ELEVATION**



**END 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"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1 1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1 1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1 1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

F-HP 8-11-2017



USER NAME =	DESIGNED - SMM	REVISED -
PLOT SCALE =	CHECKED - REW	REVISED -
PLOT DATE =	DRAWN - SMM	REVISED -
	CHECKED - PES	REVISED -

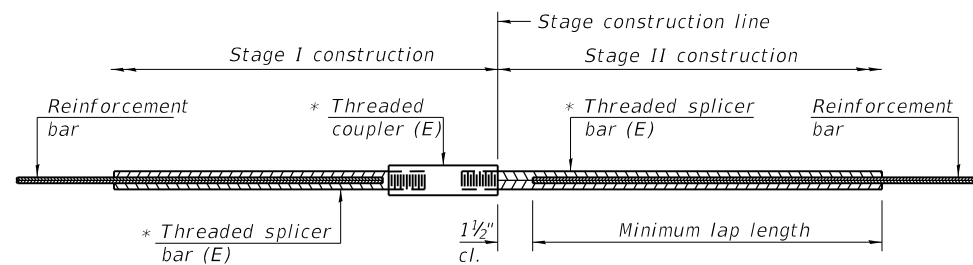
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS  
STRUCTURE NO. 028-0085 (N.B.) & 028-0086 (S.B.)

SHEET NO. 45 OF 50 SHEETS

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	28-5(B-2)	FRANKLIN	254	152
CONTRACT NO. 78631				

ILLINOIS FED. AID PROJECT

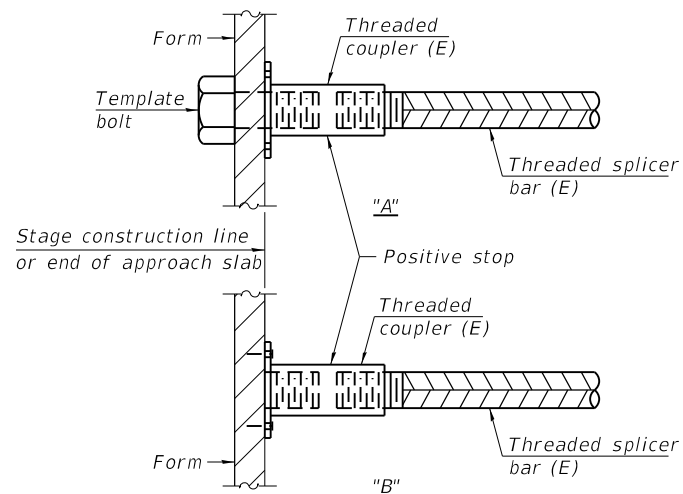


**STANDARD BAR SPLICER ASSEMBLY**

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

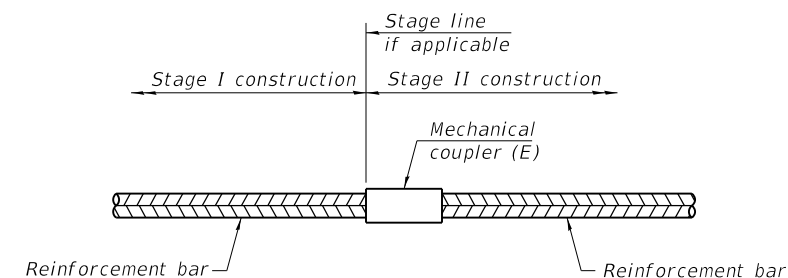
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Slab	#5	692	3'-6"
Approach Slab Top	#5	184	3'-4"
Approach Slab Bottom	#8	240	4'-9"
Approach Slab Footing	#5	160	3'-2"
Abutment Diaphragm, Back Face	#6	16	4'-0"
Abutment Cap	#7	40	5'-0"
Abutment Cap Steps	#5	16	3'-7"
Pier Cap	#7	30	5'-0"
Pier Cap Steps	#5	10	3'-7"
Pier Wall	#5	64	3'-7"



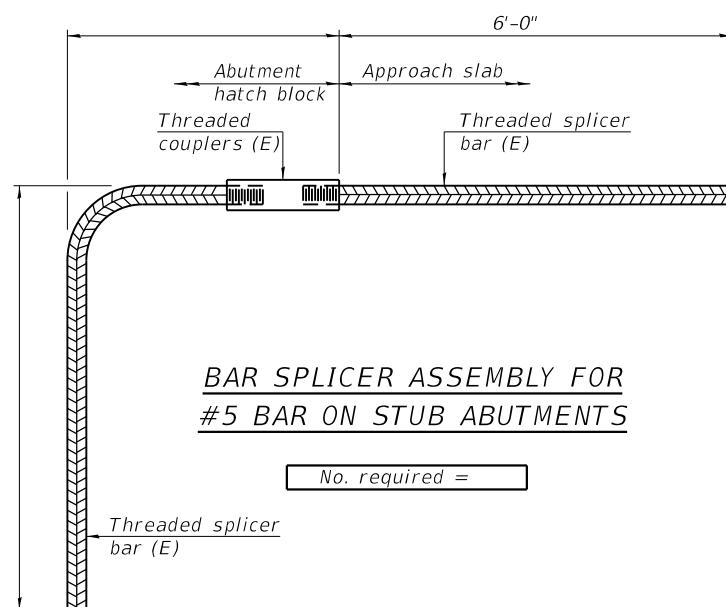
**INSTALLATION AND SETTING METHODS**

"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
Abutment Diaphragm, Front Face	#6	8
Pier Diaphragm	#6	8



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

No. required =

**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.







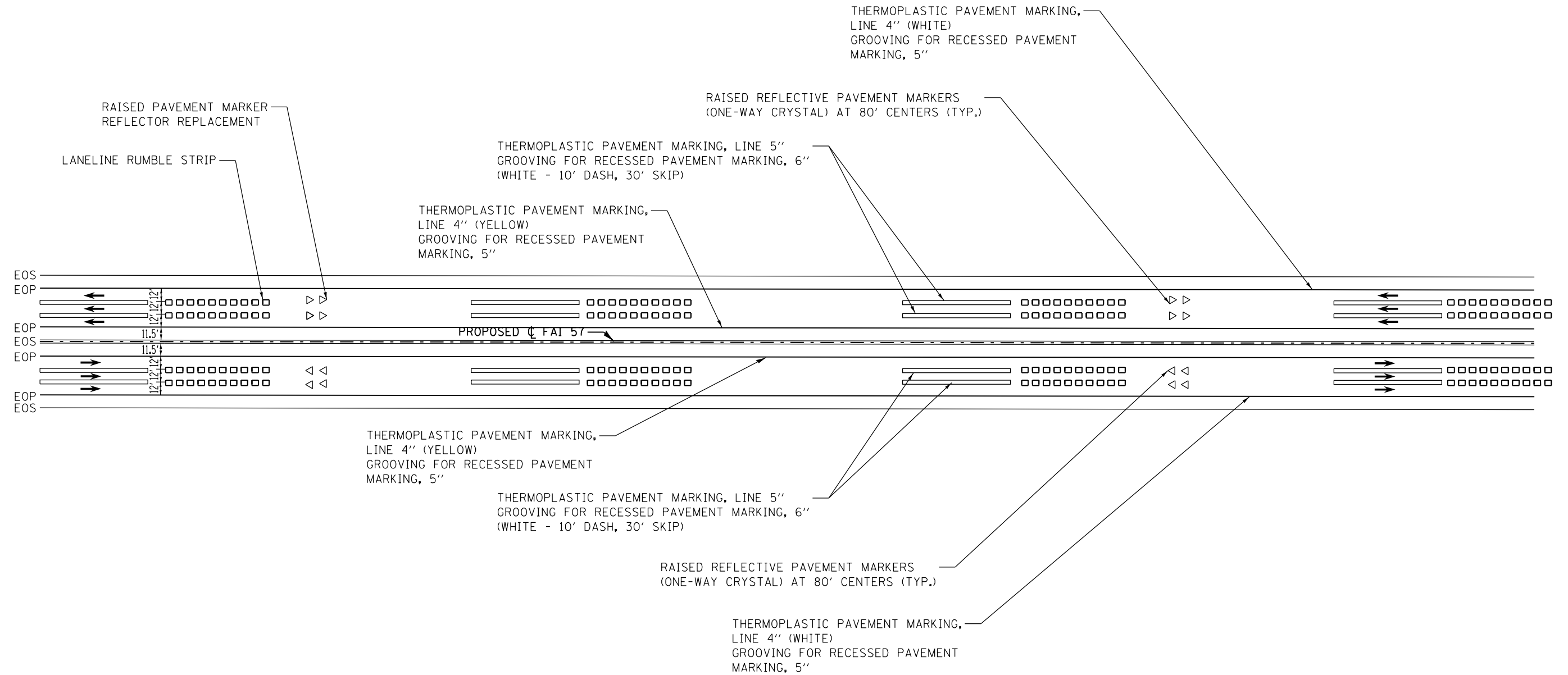




**PAVEMENT MARKING DETAIL**  
**FINAL STRIPING**  
**ALTERNATE A**

NORTHBOUND:  
 STA. 79+00 TO STA. 242+00

SOUTHBOUND:  
 STA. 79+00 TO STA. 242+00



MODEL: Default  
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USER NAME = pritchettll	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/3/2019	DATE -	REVISED -

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

**PAVEMENT MARKING DETAIL**  
**FINAL STRIPING**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	254	158
			CONTRACT NO. 78631	
		ILLINOIS	FED. AID PROJECT	

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

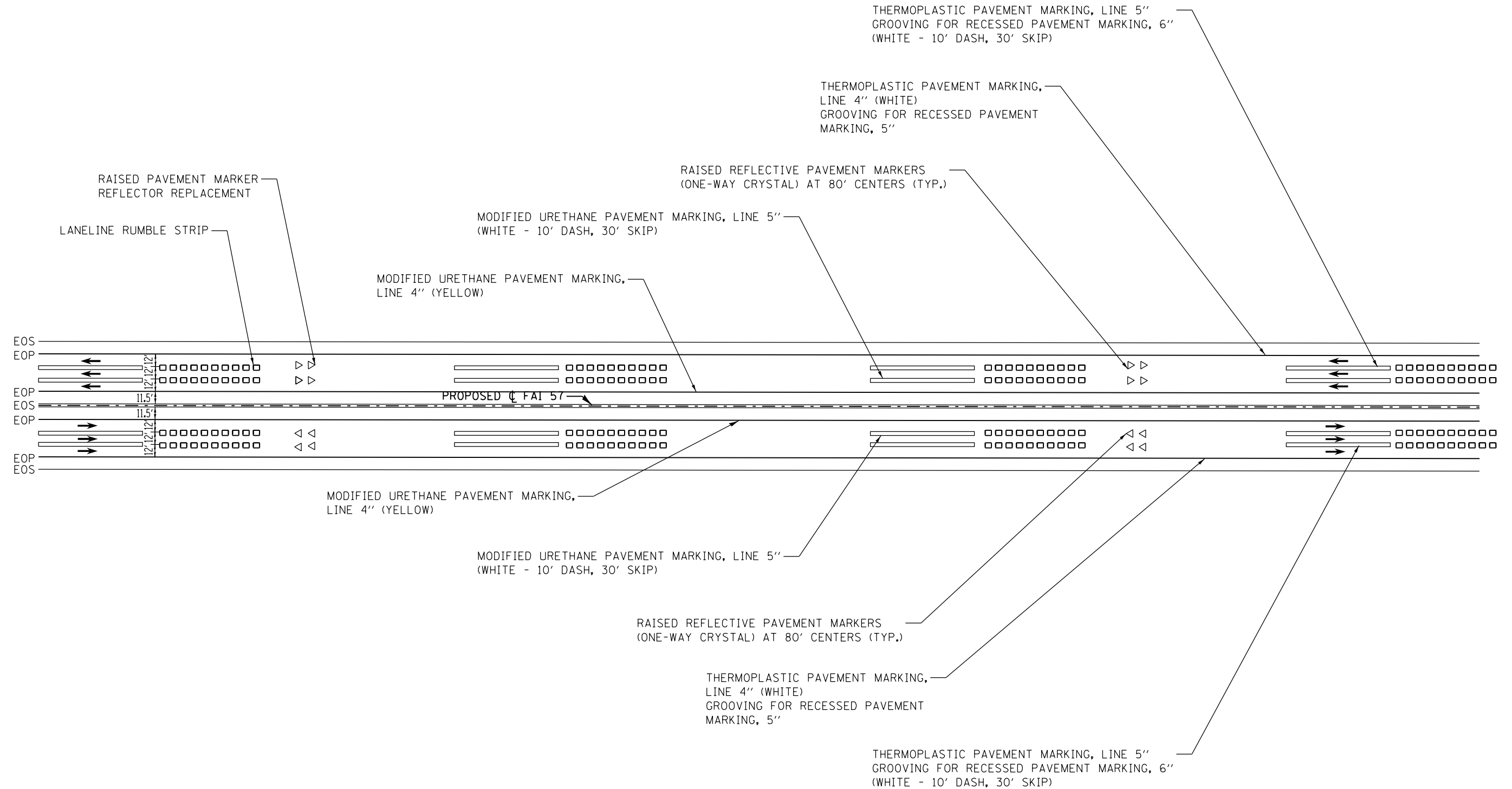
# PAVEMENT MARKING DETAIL

## FINAL STRIPING

### ALTERNATE B

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STA. 79+00 TO STA. 242+00

SOUTHBOUND:  
STA. 79+00 TO STA. 242+00



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PLOT DATE = 7/3/2019

USER NAME = pritchettll	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 7/3/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

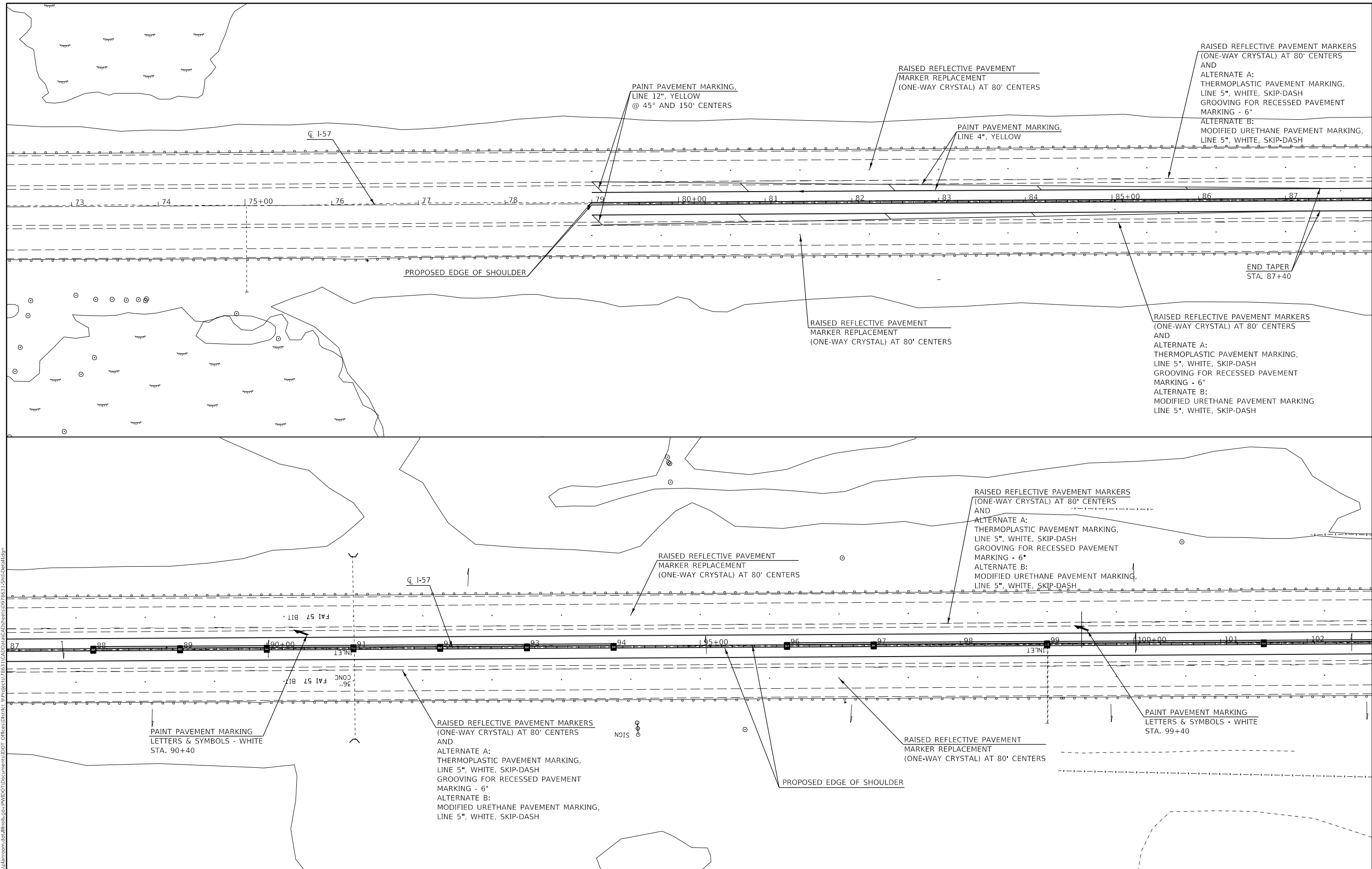
**PAVEMENT MARKING DETAIL  
FINAL STRIPING**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE. 57	SECTION *	COUNTY FRANKLIN	TOTAL SHEETS 254	SHEET NO. 160
CONTRACT NO. 78631			ILLINOIS FED. AID PROJECT	

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

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 PLOT DATE: 7/3/2019



USER NAME = pritchettll	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 7/3/2019	CHECKED -	REVISED -
	DATE -	REVISED -

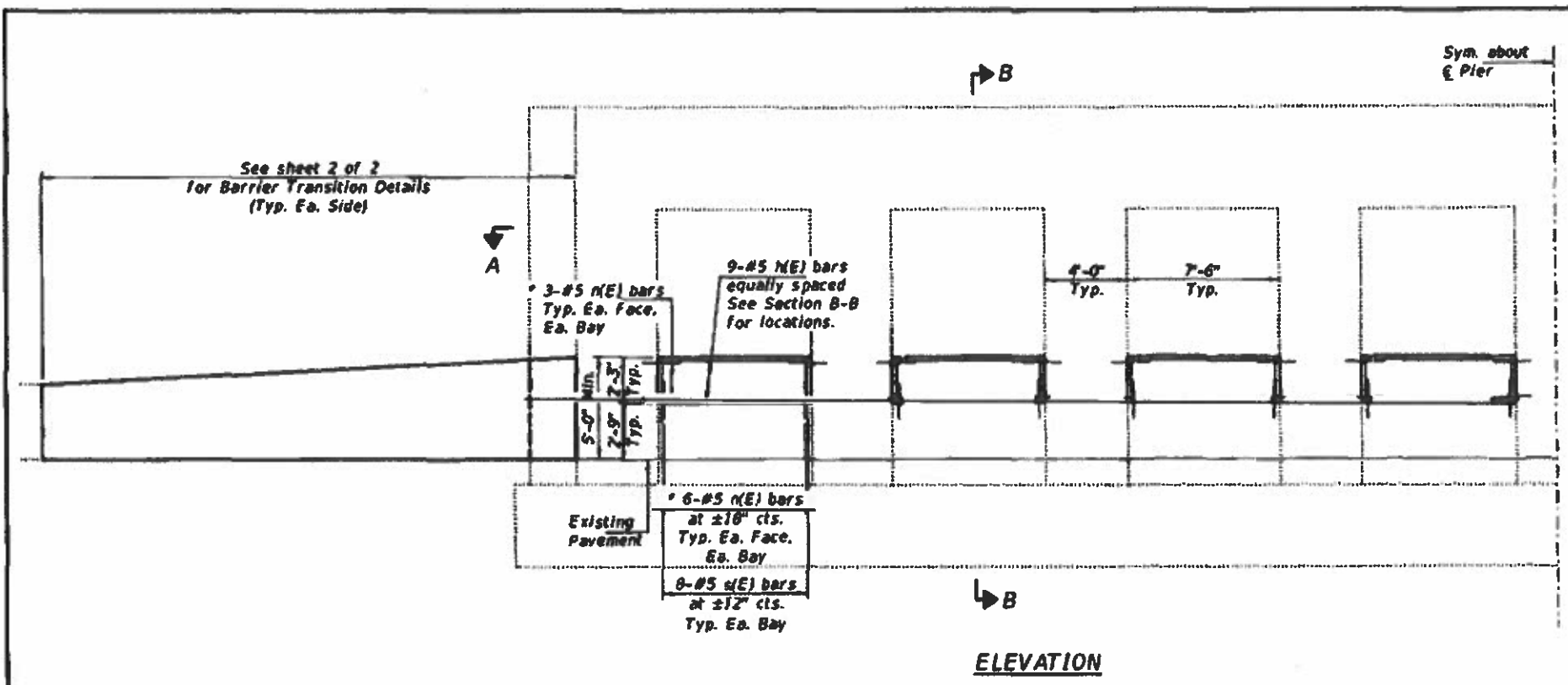
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING TYPICAL**

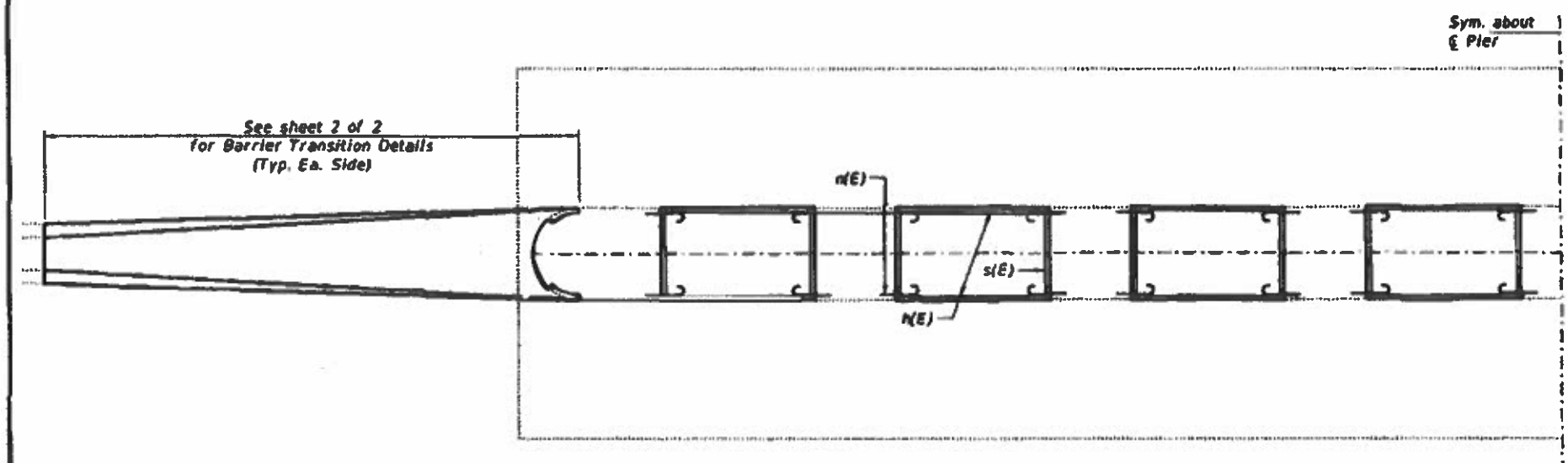
SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	254	159
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

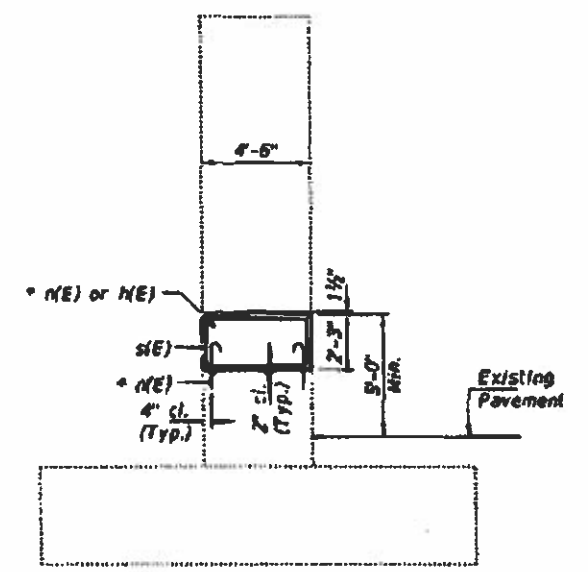


ELEVATION



SECTION A-A

**GENERAL NOTES**  
 Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work. Reinforcement bars designated (E) shall be epoxy coated.



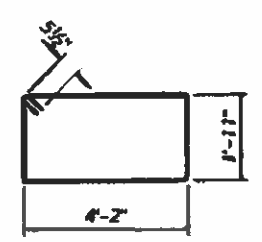
SECTION B-B

\* Epoxy grout n(E) bars in 9" min. holes according to Article 584 of the Standard Specifications.

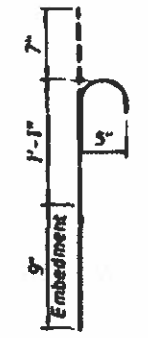
**\*\*\*TOTAL BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Concrete Structures	Cu. Yd.	49.8
Protective Coat	Sq. Yd.	127
Reinforcement Bars, Epoxy Coated	Pound	2970

\*\*\* For information only. (To be paid for as Concrete Barrier, Double Face, 44-Inch Height)



BAR s(E)



BAR n(E)

**BILL OF MATERIAL**

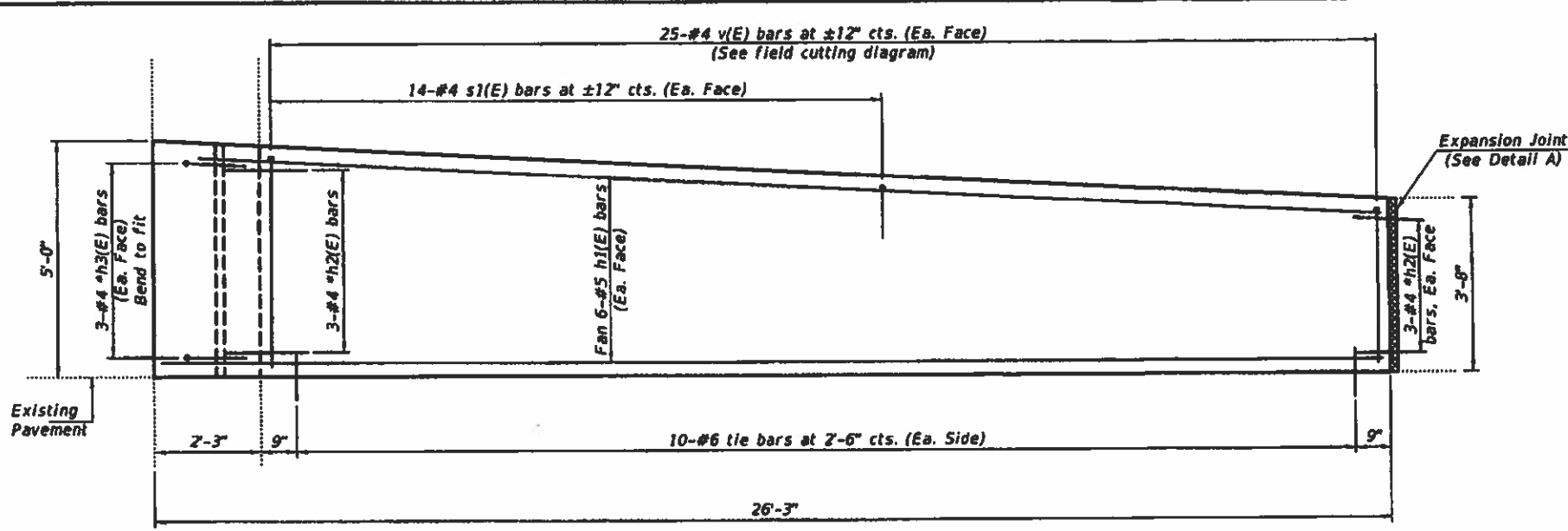
Bar	No.	Size	Length	Shape
n(E)	72	#5	7'-2"	—
n(E)	192	#5	2'-5"	—
s(E)	64	#5	13'-1"	□
Concrete Structures			Cu. Yd.	23.8
Protective Coat			Sq. Yd.	60
Reinforcement Bars, Epoxy Coated			Pound	1900

\*\* Apply to new concrete only.

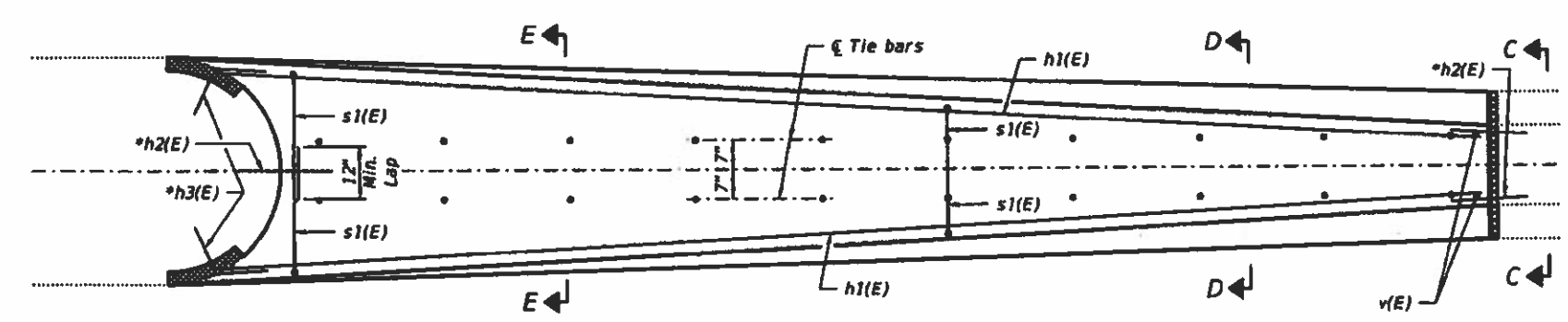
**PRE-FINAL**  
 DATE: 07/03/2019

EXPIRES 11-30-2020

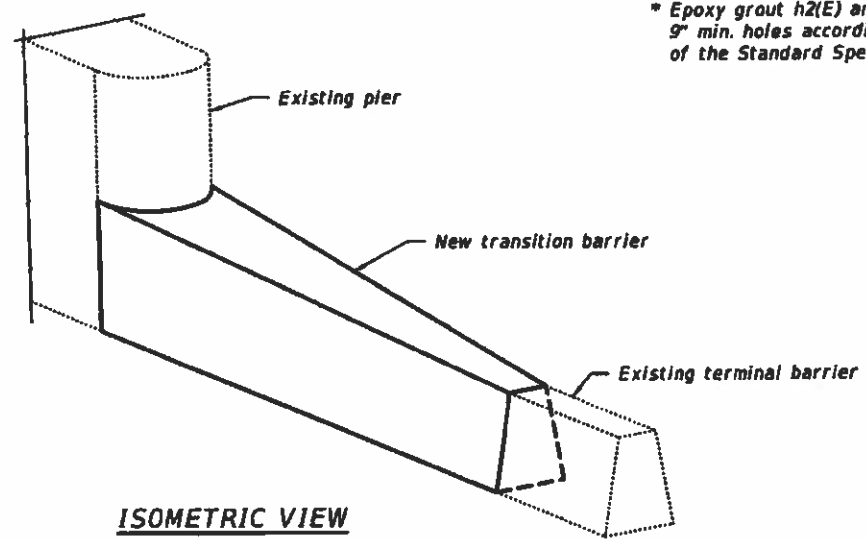
DESIGNED -	EXAMINED -	DATE - JULY 3, 2019	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER CRASHWALL EXTENSION SN 028-0003	SHEET NO. 1 OF 2 SHEETS
CHECKED -	DRAWN - <i>deburdell</i>	REVISION -			
APPROVED -	PASSED -	REVISION -			
DATE: 07/03/2019	EXPIRES 11-30-2020				



ELEVATION

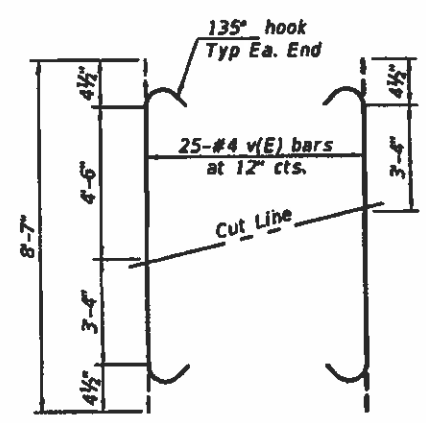


PLAN



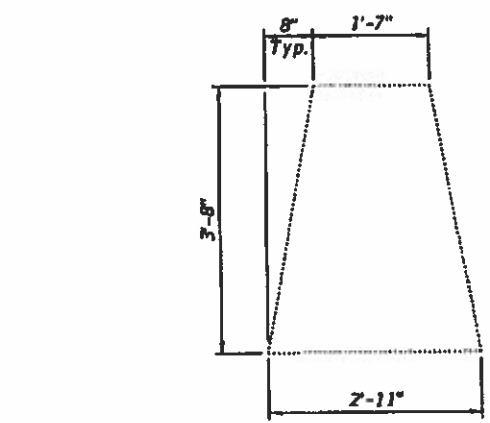
ISOMETRIC VIEW

\* Epoxy grout h2(E) and h3(E) bars in 9" min. holes according to Article 584 of the Standard Specifications.

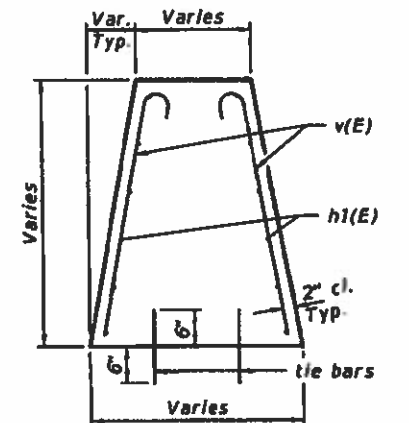


FIELD CUTTING DIAGRAM

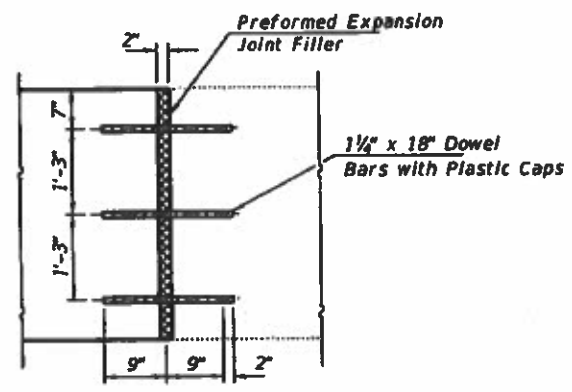
Order v(E) bars full length. Cut as shown and use remainder of bars in opposite face.



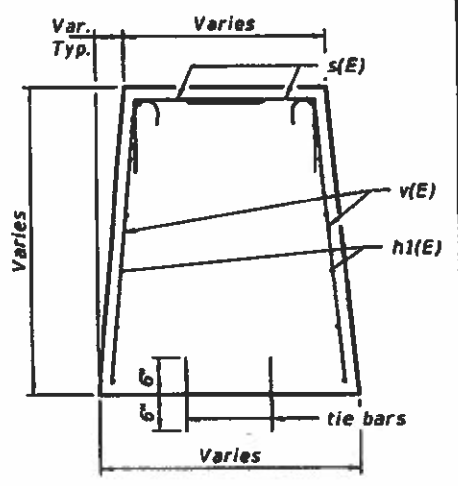
SECTION C-C



SECTION D-D



DETAIL A - EXPANSION JOINT



SECTION E-E

Notes:  
Hatched areas indicates Concrete Removal. The cost of Concrete Removal shall be included with Concrete Structures.  
The cost of tie bars shall be included with Concrete Structures.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	24	#5	24'-8"	—
h2(E)	18	#4	1'-9"	—
h3(E)	12	#4	2'-0"	—
s1(E)	56	#4	3'-5"	┌
v(E)	50	#4	8'-7"	┐
Concrete Structures			Cu. Yd.	26.0
Protective Coat			Sq. Yd.	67
Reinforcement Bars, Epoxy Coated			Pound	1070

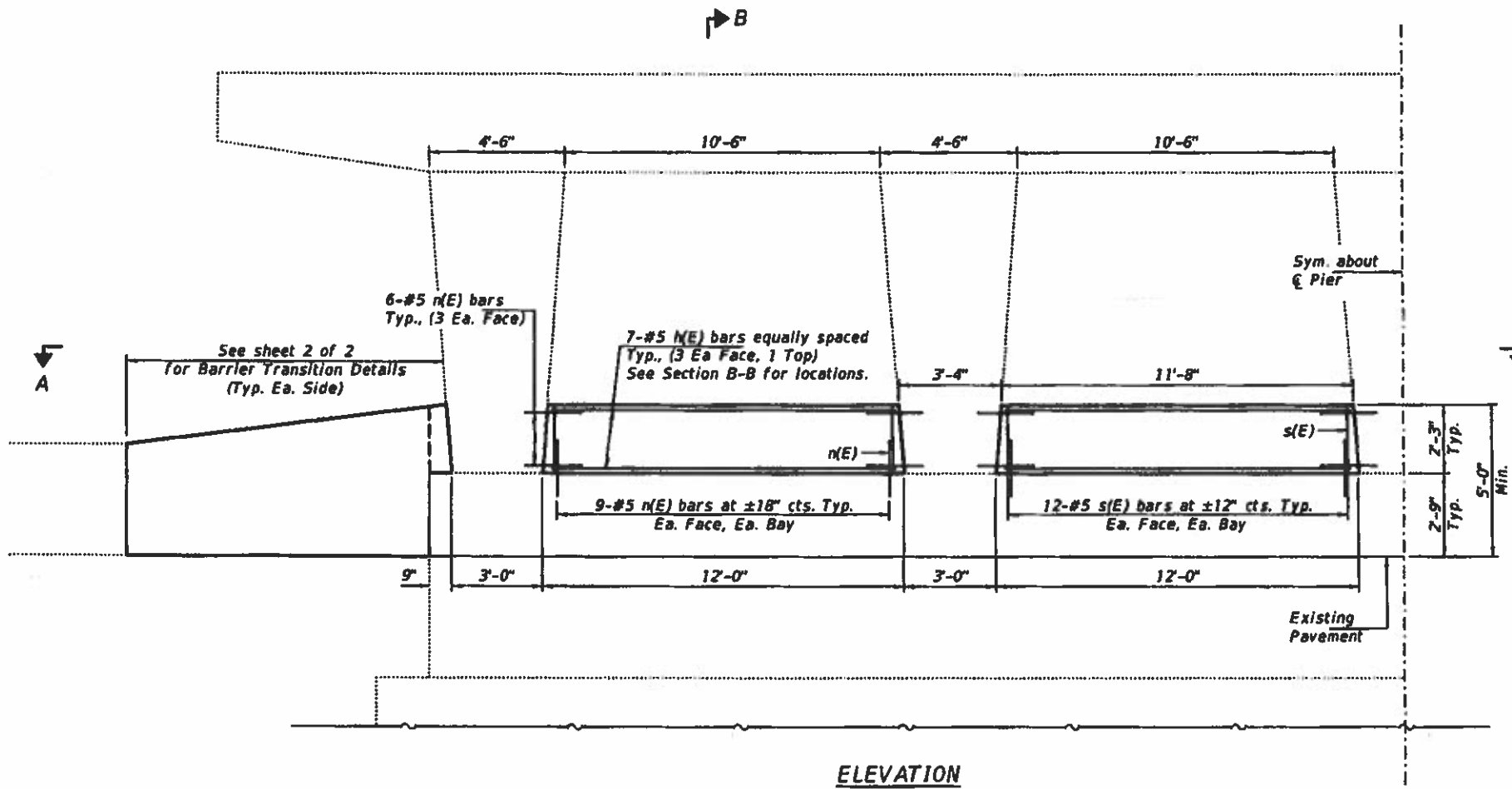
\*\* Apply to new concrete only.

PRE-FINAL  
DATE: 07/03/2019

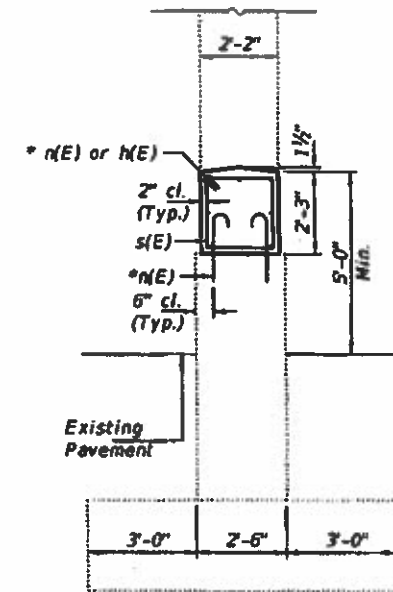
(28-5.-2.-3.-4.-5)R-2:28-5(B-2)

**GENERAL NOTES**

The cost of epoxy grouting threaded rods shall be included with Reinforcement Bars, Epoxy Coated.  
 Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work. Reinforcement bars designated (E) shall be epoxy coated.



**ELEVATION**



**SECTION B-B**

\* Epoxy grout n(E) bars in 9" min. holes according to Article 584 of the Standard Specifications.

**\*\* TOTAL BILL OF MATERIAL**

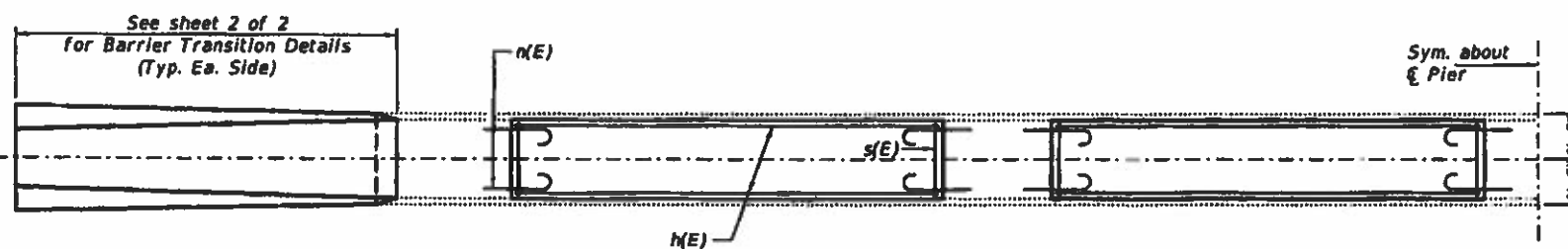
ITEM	UNIT	QUANTITY
Concrete Structures	Cu. Yd.	16.2
Protective Coat	Sq. Yd.	61
Reinforcement Bars, Epoxy Coated	Pound	1490

\*\* For information only. (To be paid for as Concrete Barrier, Double Face, 44-Inch Height)

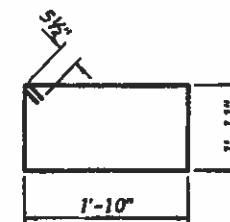
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
n(E)	28	#5	11'-3"	—
n(E)	120	#5	2'-5"	—
s(E)	48	#5	8'-5"	□
Concrete Structures		Cu. Yd.	8.8	
Protective Coat		Sq. Yd.	36	
Reinforcement Bars, Epoxy Coated		Pound	1050	

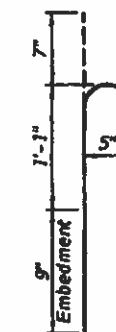
\* Apply to new concrete only



**SECTION A-A**



**BAR s(E)**



**BAR n(E)**

**PRE-FINAL**

DATE: 07/03/2019

EXPIRES 11-30-2020

DESIGNED -  
 CHECKED -  
 DRAWN - Venkat Reddy  
 CHECKED -

EXAMINED  
 PASSED  
 ENGINEER OF STRUCTURAL SERVICES  
 ENGINEER OF BRIDGES AND STRUCTURES

DATE - JULY 3, 2019  
 REVISED -  
 REVISED -

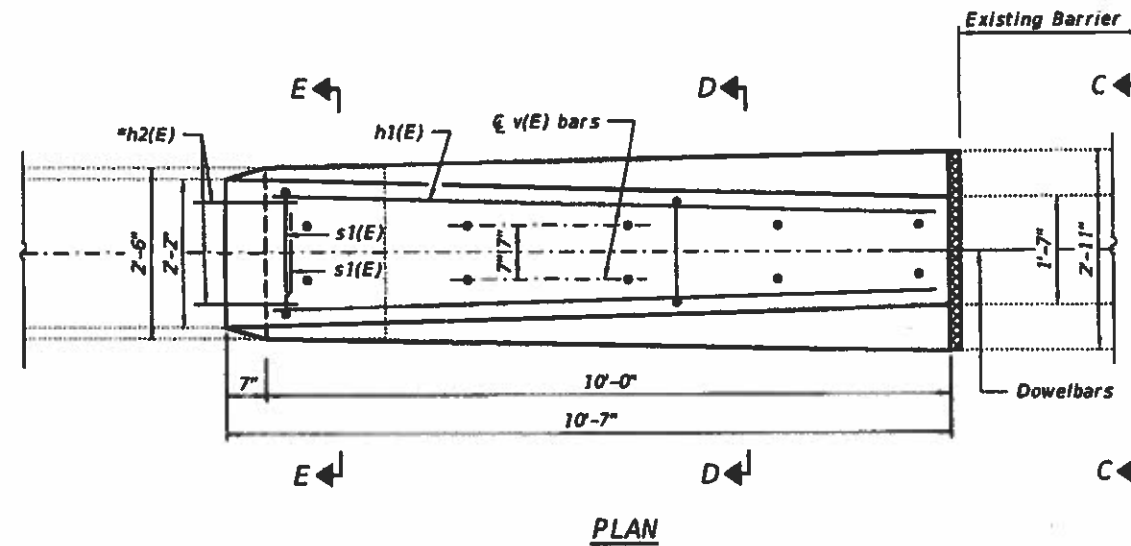
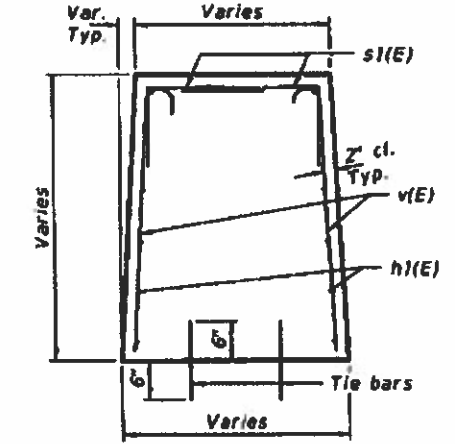
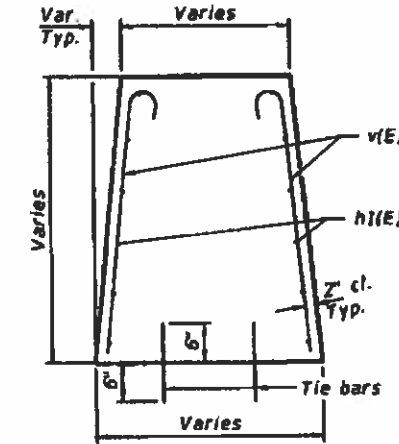
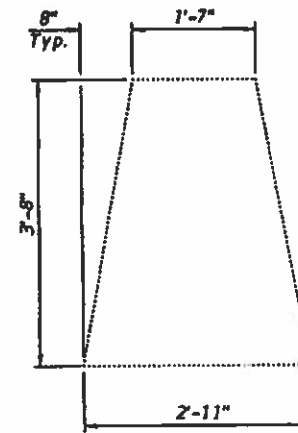
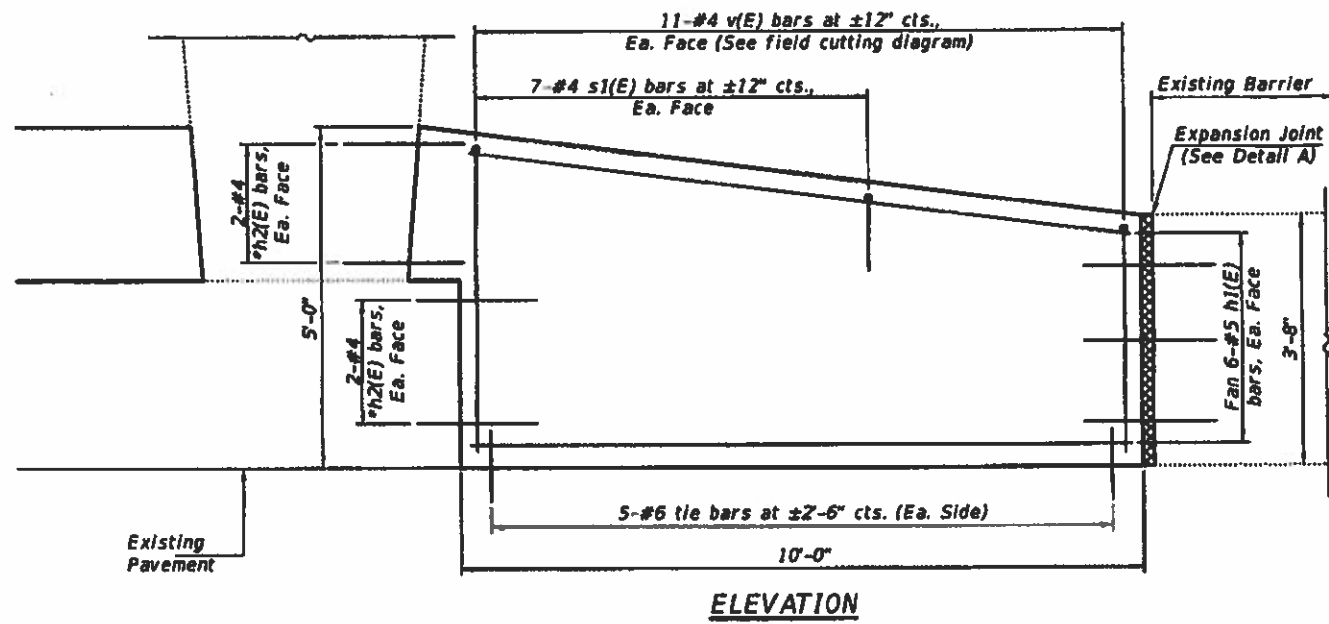
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PIER CRASHWALL EXTENSION  
 SN 028-0039**

SHEET NO. 1 OF 2 SHEETS

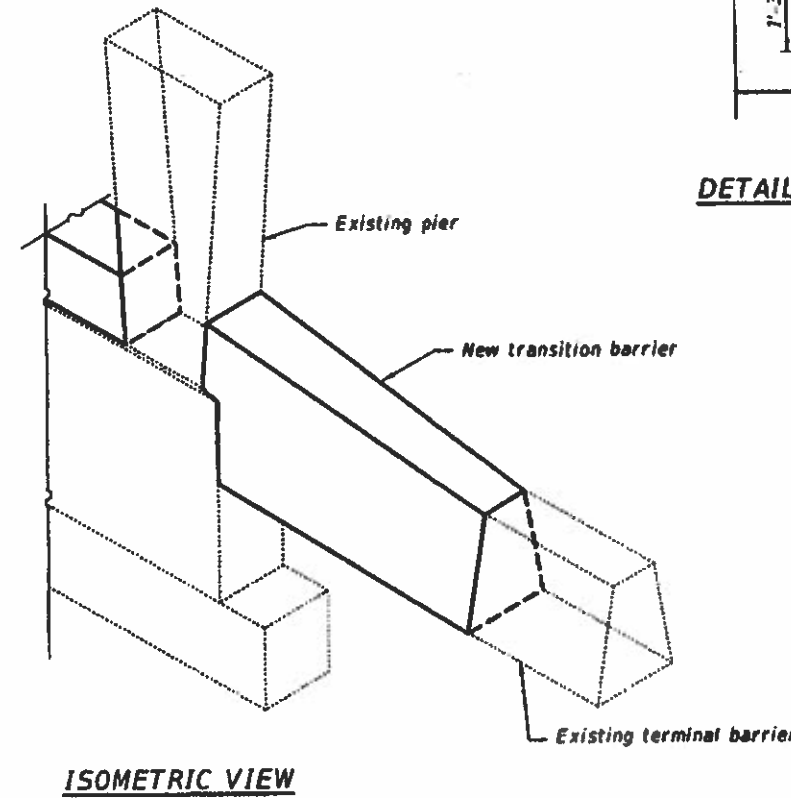
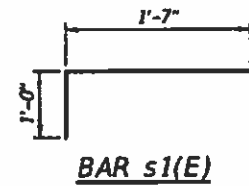
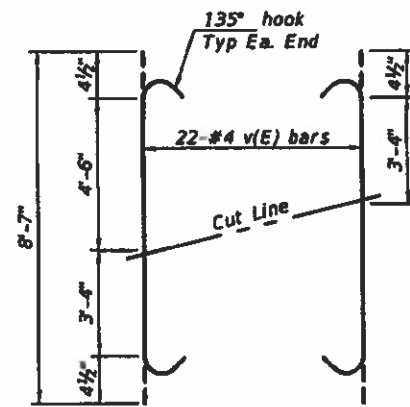
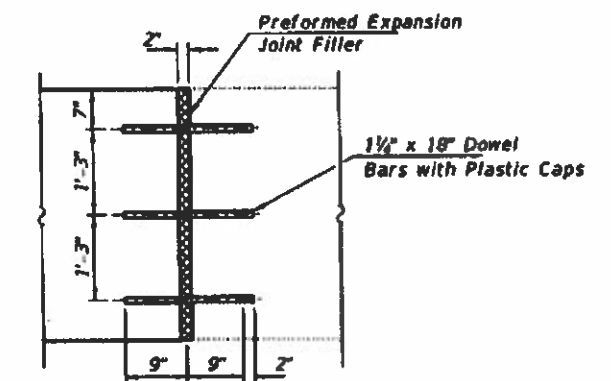
FBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
87	*	FRANKLIN	254	163
			CONTRACT NO. 78831	

\*(28-5-2,-3,-4,-5)(R-2-28-5)(B-2)



\* Epoxy grout h2(E) bars in 9" min. holes according to Article 584 of the Standard Specification.

Notes:  
The cost of expansion joint shall be included with concrete structures.  
The cost of tie bars shall be included with concrete structures.



**BILL OF MATERIAL**  
(Both Barriers)

Bar	No.	Size	Length	Shape
h1(E)	24	#5	9'-8"	—
h2(E)	16	#4	1'-9"	—
s1(E)	28	#4	2'-7"	—
v(E)	22	#4	8'-7"	—
Concrete Structures			Cu. Yd.	7.4
Protective Coat			Sq. Yd.	25
Reinforcement Bars, Epoxy Coated			Pound	440

\*\* Apply to new concrete only.

**PRE-FINAL**  
DATE: 07/03/2019

Order v(E) bars full length. Cut as shown and use remainder of bars in opposite face.

DESIGNED - JOV  
CHECKED - AJR  
DRAWN - Venkat Reddy  
CHECKED - JOV / AJR

EXAMINED  
PASSED

DATE - JULY 3, 2019  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

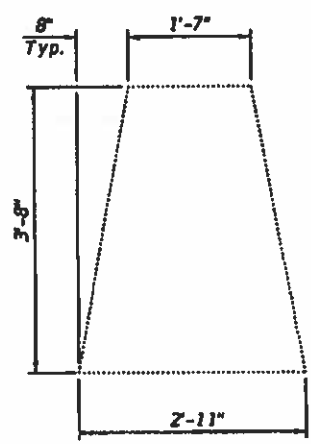
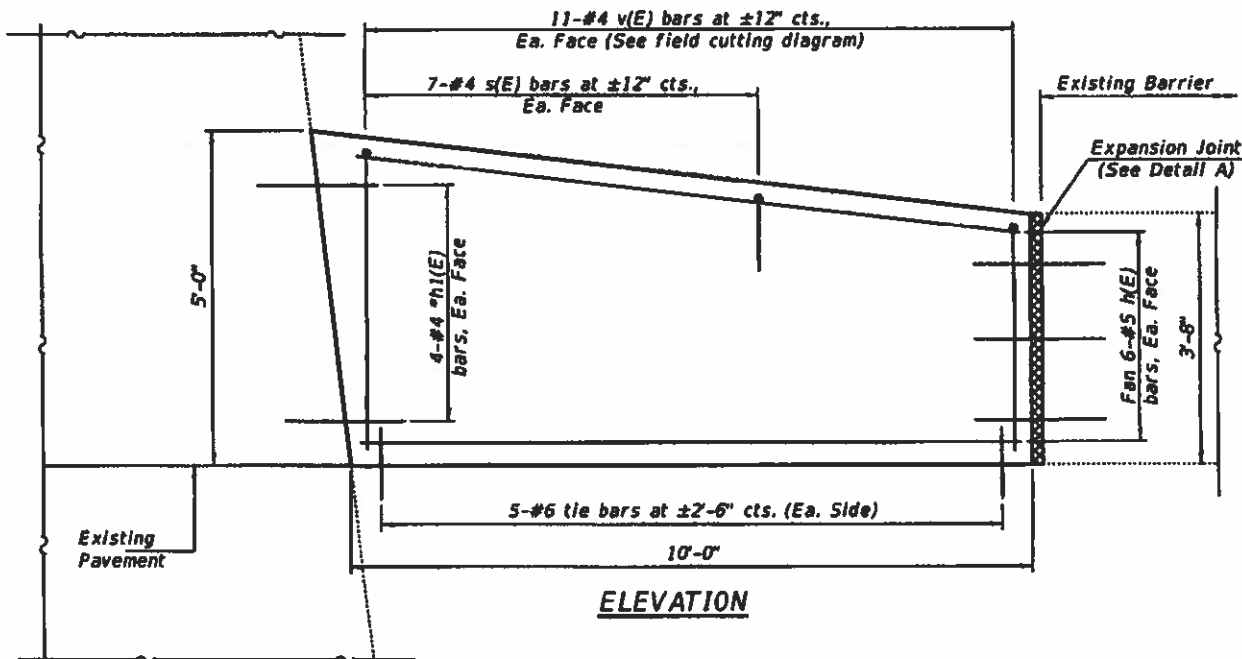
BARRIER TRANSITION DETAILS  
SN 028-0039

SHEET NO. 2 OF 2 SHEETS

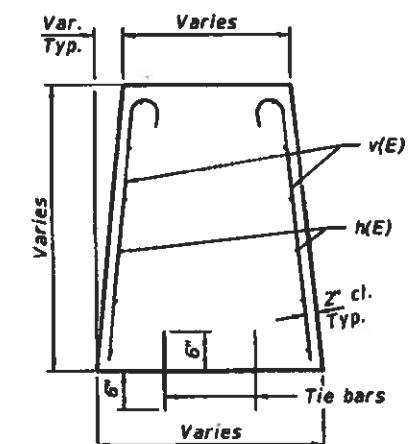
F&J R/E	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
87	X	FRANKLIN	254	164
CONTRACT NO. 78831				

(28-5,-2,-3,-4,-5)R-2,28-5(B-2)

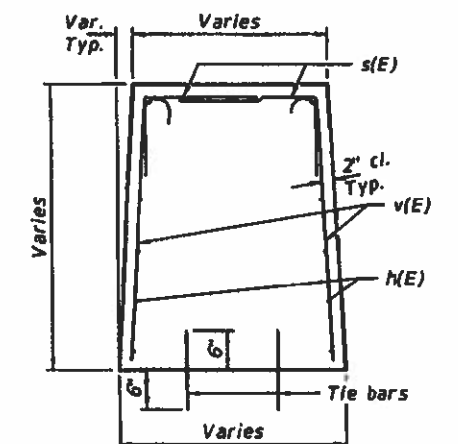




SECTION A-A



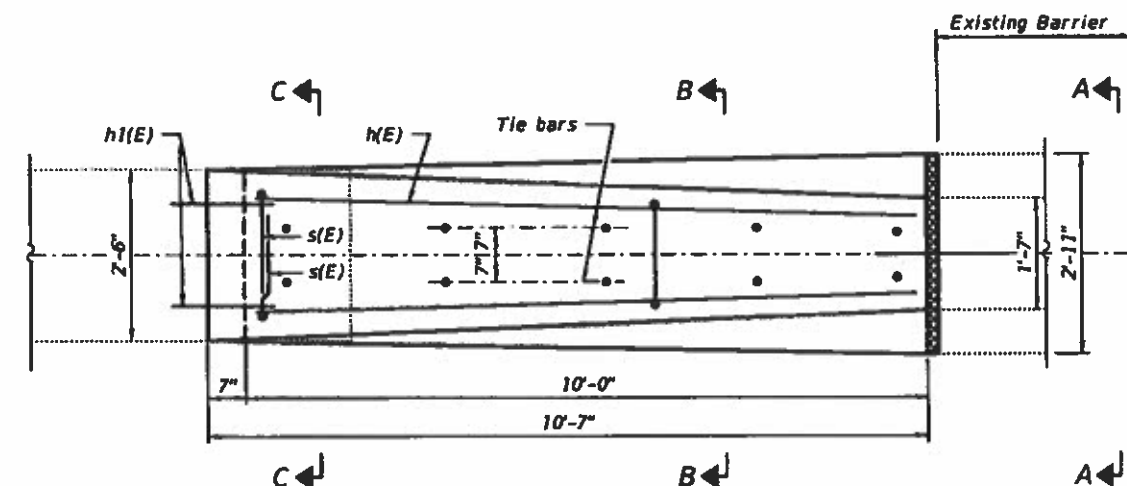
SECTION B-B



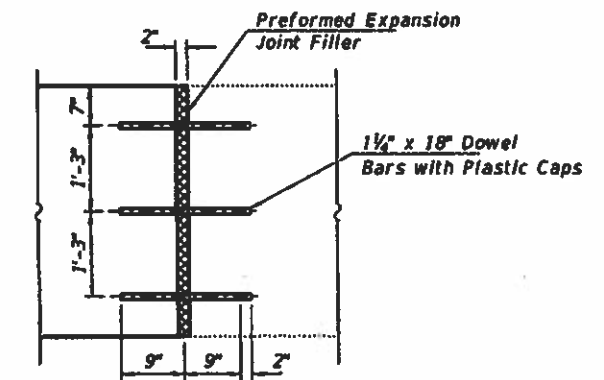
SECTION C-C

\* Epoxy grout h1(E) bars in 9\"/>

Notes:  
 The cost of expansion joint shall be included with concrete structures.  
 The cost of tie bars shall be included with concrete structures.



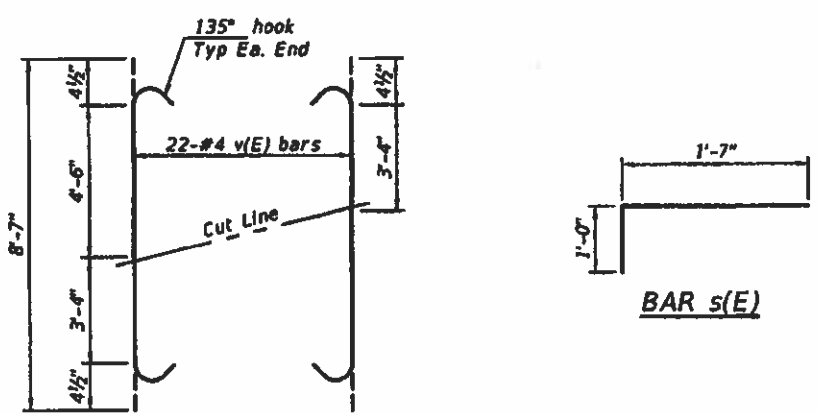
PLAN



DETAIL A - EXPANSION JOINT

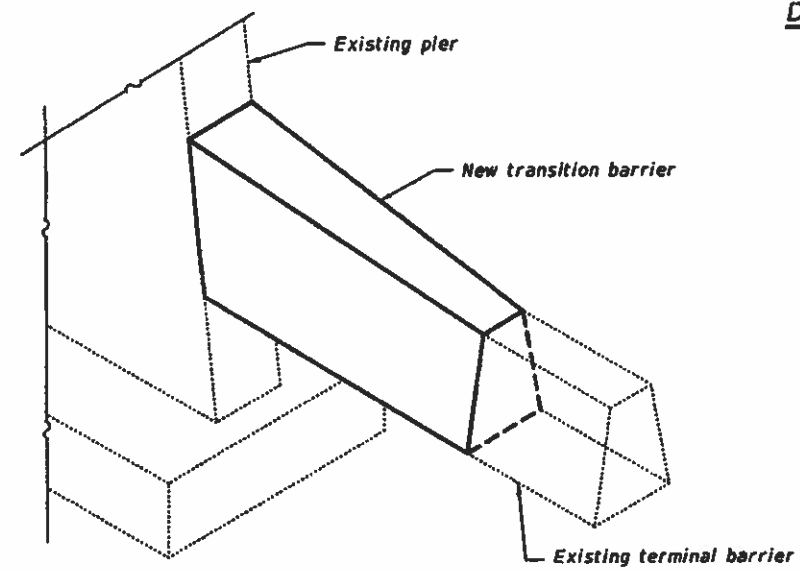
GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.  
 Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.



FIELD CUTTING DIAGRAM

Order v(E) bars full length. Cut as shown and use remainder of bars in opposite face.



ISOMETRIC VIEW

\*\*\*TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Structures	Cu. Yd.	7.4
Protective Coat	Sq. Yd.	25
Reinforcement Bars, Epoxy Coated	Pound	440

\*\*\* For information only. (To be paid for as Concrete Barrier, Double Face, 44-Inch Height)

BILL OF MATERIAL (Both Barriers)

Bar	No.	Size	Length	Shape
h(E)	24	#5	9'-8"	—
h1(E)	16	#4	1'-9"	—
s(E)	28	#4	2'-7"	—
v(E)	22	#4	8'-7"	—
Concrete Structures		Cu. Yd.	7.4	
Protective Coat		Sq. Yd.	25	
Reinforcement Bars, Epoxy Coated		Pound	440	

\*\* Apply to new concrete only.

PRE-FINAL  
 DATE: 07/03/2019

DESIGNED -	EXAMINED - <i>Indira A. Arora</i>	DATE - JULY 3, 2019
CHECKED -	CHIEF OF STRUCTURAL SERVICES	
DRAWN - <i>Yenka Reddy</i>	PASSED - <i>Carl Berg</i>	REVISIONS -
CHECKED -	CHIEF OF BRIDGES AND STRUCTURES	REVISIONS -

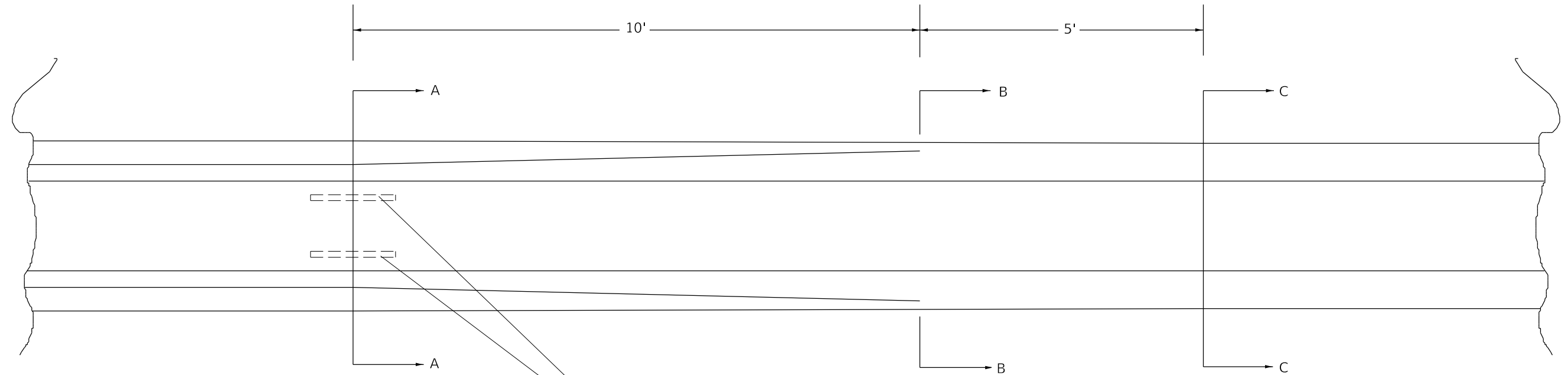
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BARRIER TRANSITION DETAILS  
 SN 028-0061

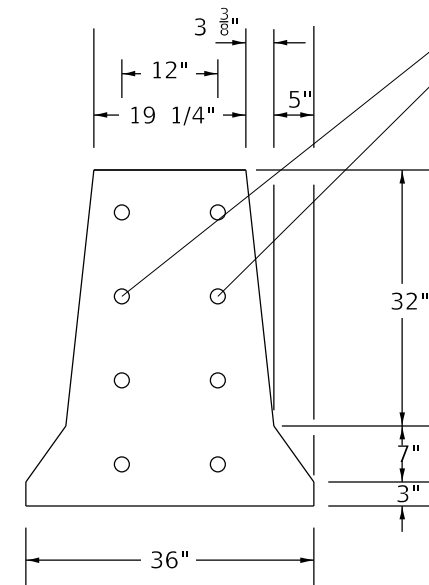
SHEET NO. 1 OF 1 SHEETS

F.A.J. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
87	*	FRANKLIN	254	185
			CONTRACT NO. 78831	

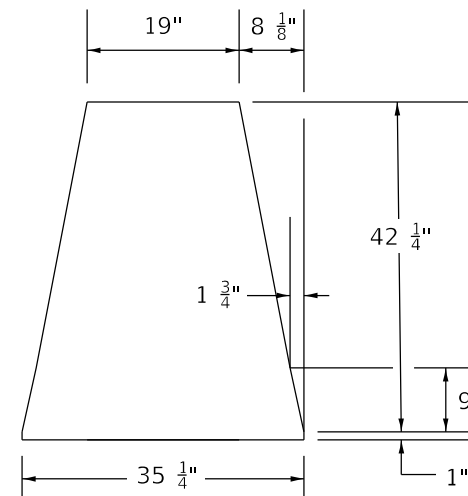
# PLAN



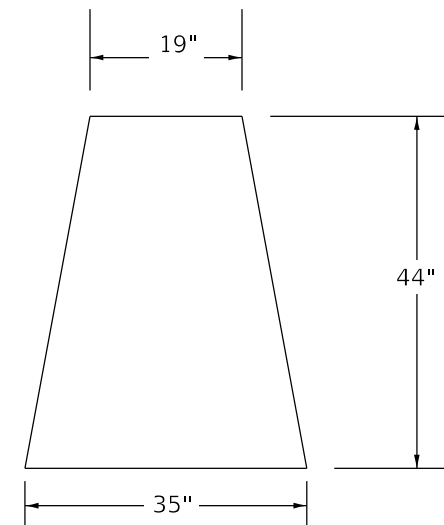
1 1/4" X 18" DOWEL BARS @ 11" C-C VERTICALLY  
 DRILL EXISTING BARRIER AND SECURE  
 WITH CHEMICAL ADHESIVE



**SECTION A-A**  
 (CONSTRUCTION JOINT AT  
 END OF APPROACH SLAB)



**SECTION B-B**  
 TRANSITION FROM 42" DOUBLE SIDE  
 F-SHAPE TO 44" DOUBLE SIDE  
 SINGLE SLOPE



**SECTION C-C**  
 (CONTRACTION JOINT AS NEEDED)  
 FOUNDATION ANCHORING ACCORDING TO  
 CONCRETE BARRIER DOUBLE FACE (637006)

**TO BE USED:**  
**STA 107+85 TO STA 108+00**  
**STA 131+35 TO STA 131+50**

MODEL: Default  
 FILE: h:\a\c\p\suplansroom.dwg  
 I:\projects\78631\CADD\Drawings\DOT\Office\Drawings\9\Projects\78631\CADD\Drawings\9\Projects\78631-Sht-106a.dwg

USER NAME = pritchettll	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 7/3/2019	CHECKED -	REVISED -
	DATE -	REVISED -

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

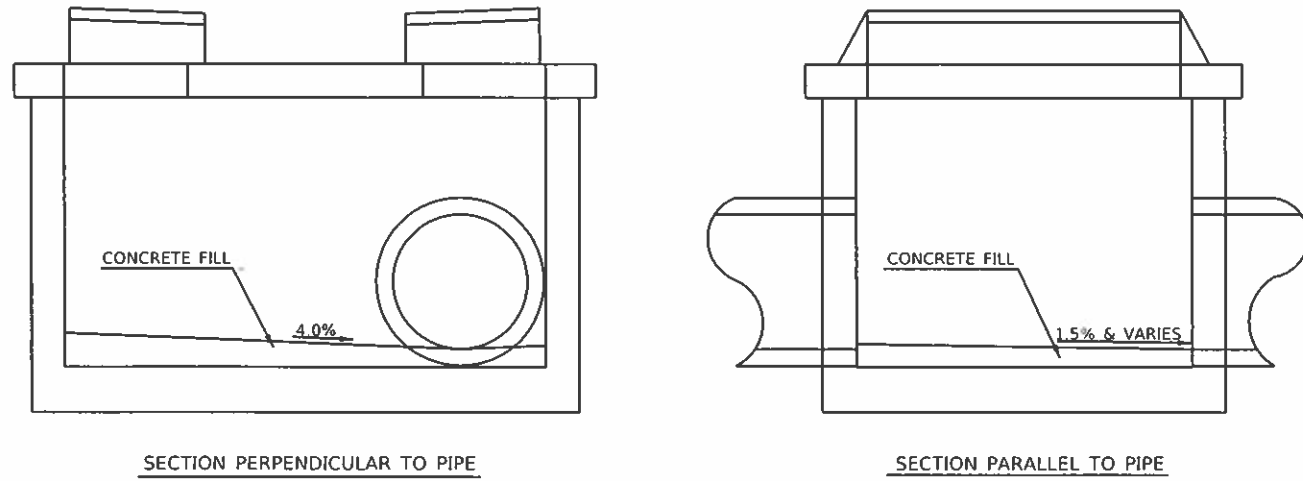
**CONCRETE BARRIER TRANSITION DETAIL**  
**SN 028-0079 & SN 028-0080**

SCALE: SHEET OF SHEETS STA. TO STA.

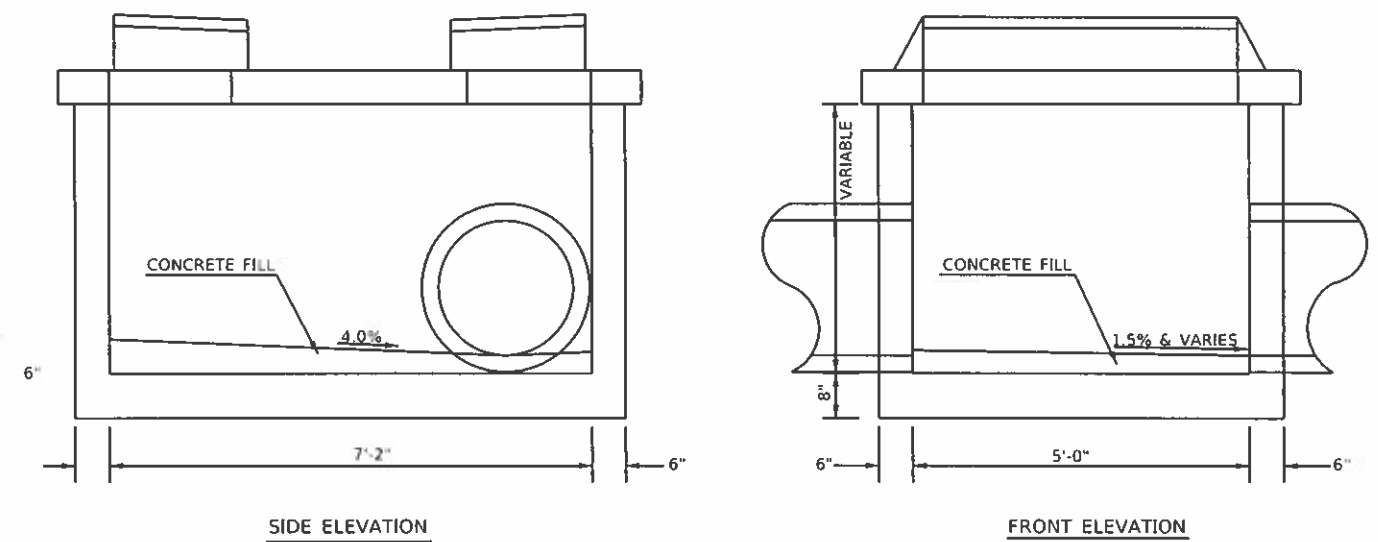
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	254	166
CONTRACT NO. 78631				

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

**DETAIL OF CONCRETE FILL FOR  
DRAINAGE STRUCTURE TYPE 5  
WITH TYPE 22 FRAME AND GRATE**

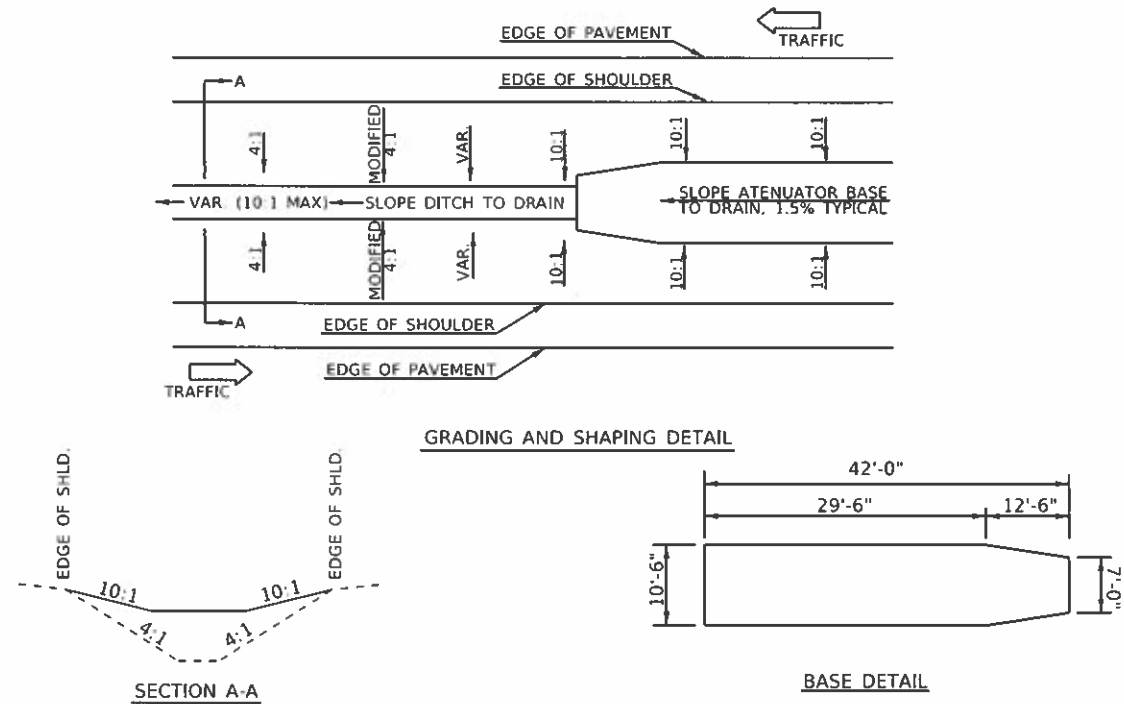


**DETAIL OF DRAINAGE STRUCTURE  
TYPE 5, WITH TWO TYPE 22 FRAME  
AND GRATES (SPECIAL)**



CONSTRUCT ACCORDING TO STANDARD 602106 EXCEPT FOR CHANGE IN DIMENSION SHOWN

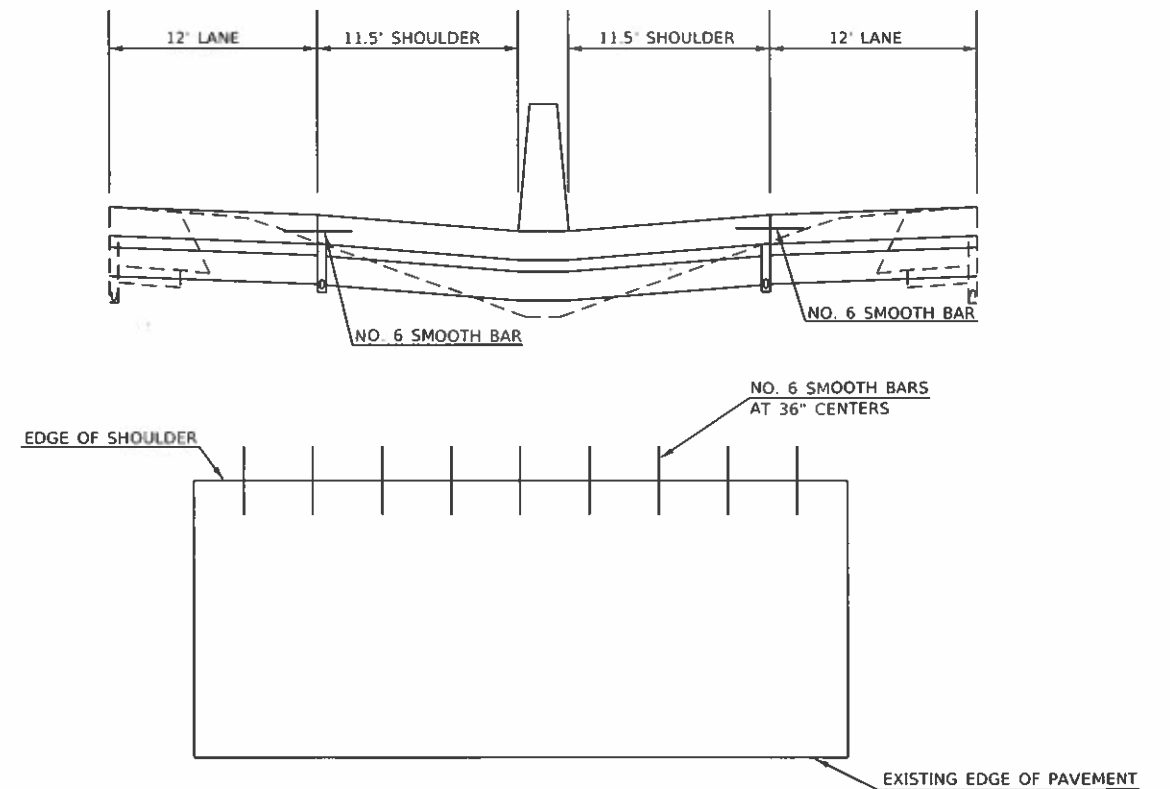
**DETAIL OF SLOPES APPLICABLE TO IMPACT ATTENUATORS**



**GENERAL NOTES**

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

**JOINT DETAIL OF CONCRETE PAVEMENT  
ALTERNATE B**



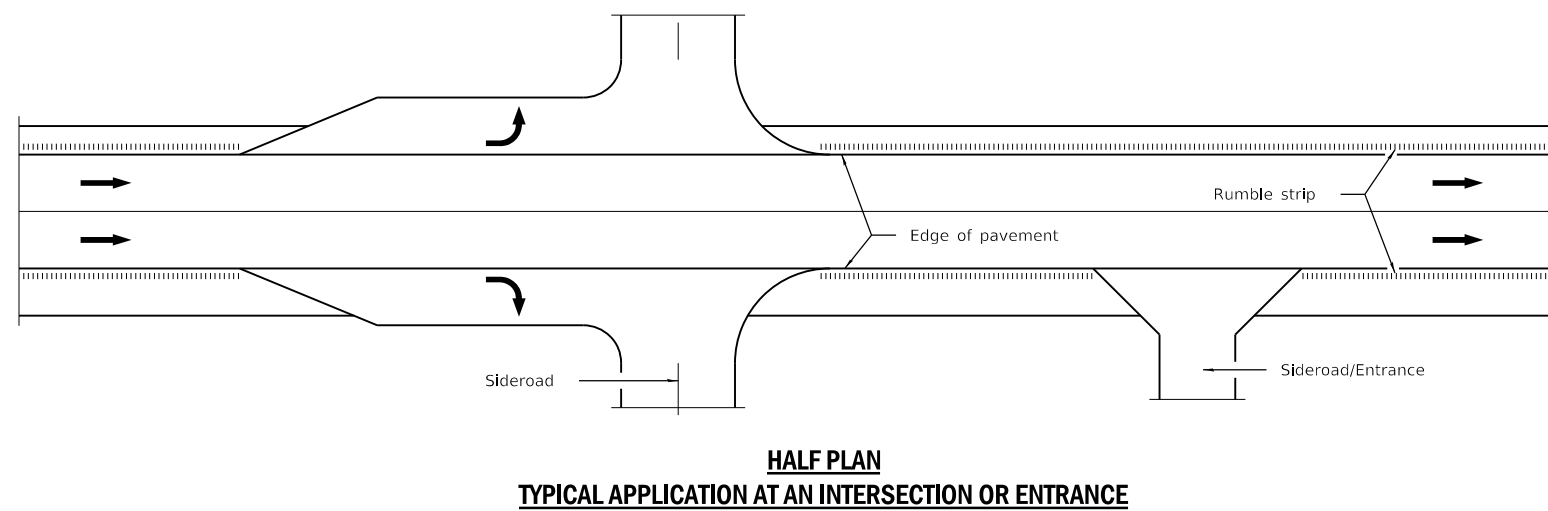
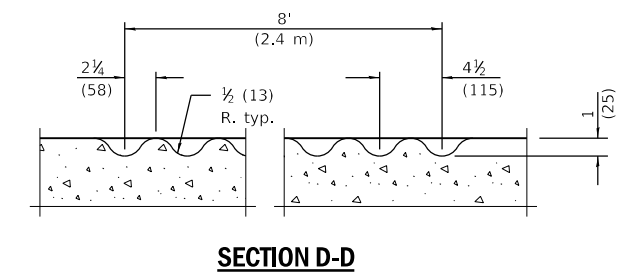
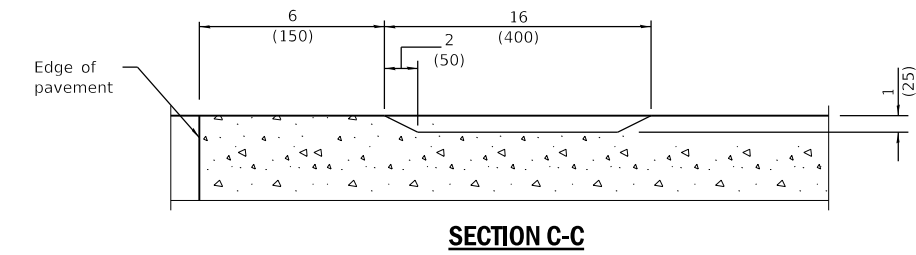
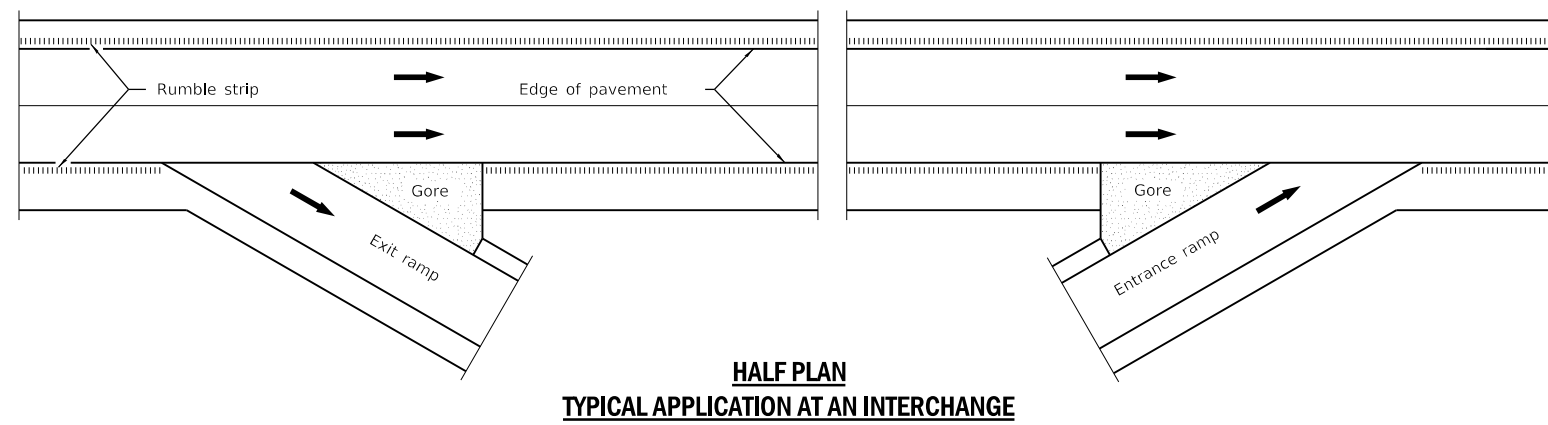
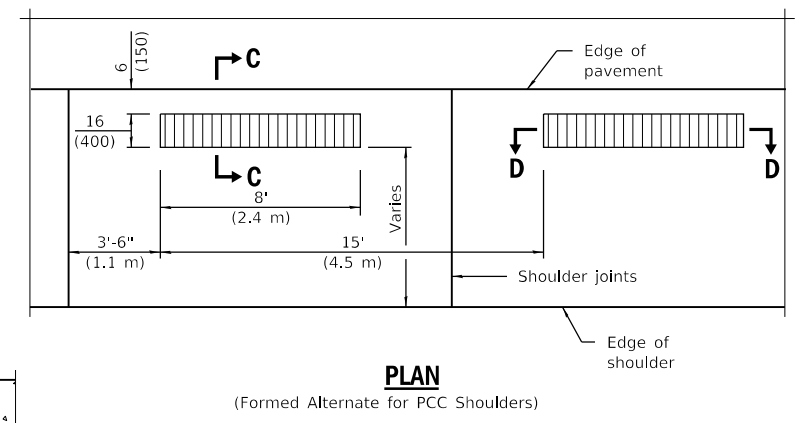
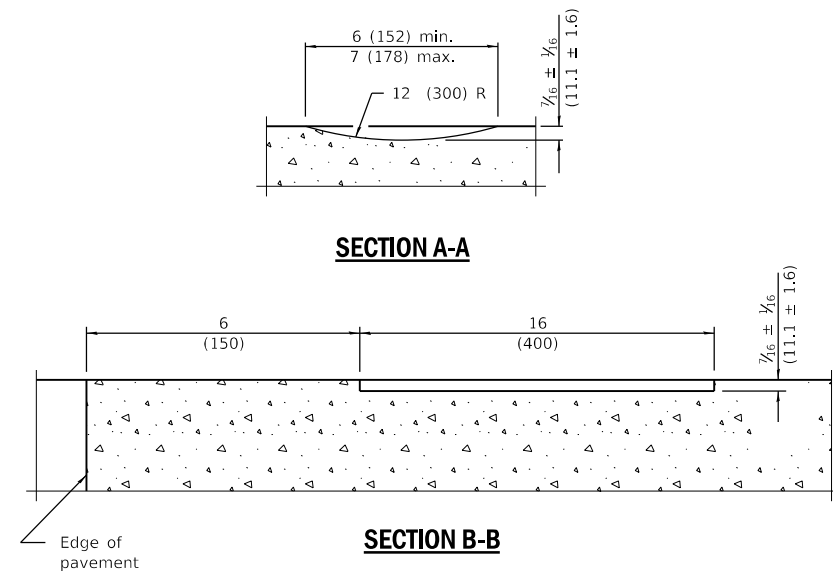
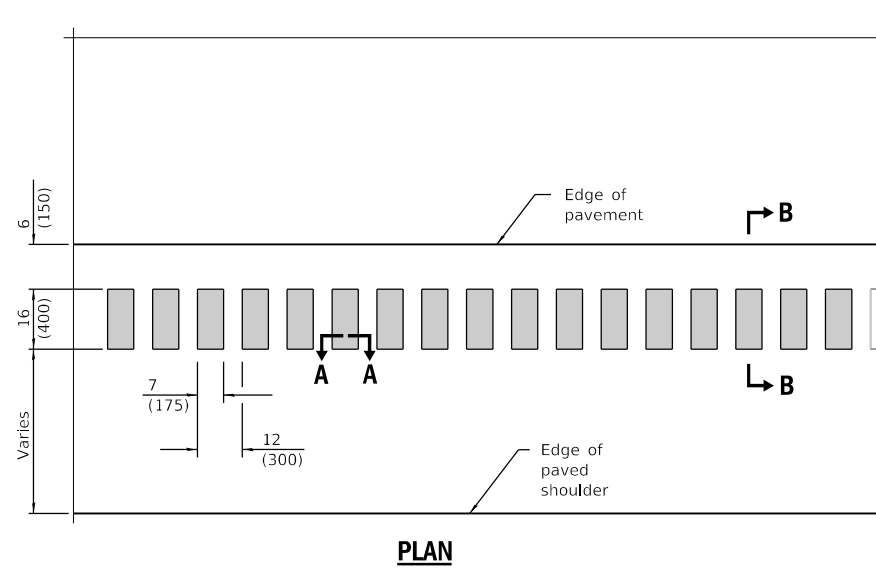
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETAILS OF DRAINAGE STRUCTURE TYPE 5, DETAIL OF SLOPE  
TO IMPACT ATTENUATOR, JOINT DETAIL OF CONCRETE PAVEMENT**

USER NAME = p1000011	DESIGNED -	REVISED -
PLOT SCALE = 100.0000 / in	DRAWN -	REVISED -
PLOT DATE = 7/23/2019	CHECKED -	REVISED -
	DATE -	REVISED -

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	F.A.I. RTE. 57	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
									FRANKLIN	254	167
										CONTRACT NO. 78631	
ILLINOIS FED. AID PROJECT											

128-5.-2.-3.-4.-5IR-2.28-5(B-2)



**GENERAL NOTES**

On Portland cement concrete shoulders, no shoulder rumble strip shall be located closer than 6 (150) to a transverse joint.

Omit shoulder rumble strips across structures.

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

**SHOULDER RUMBLE STRIPS, 16 in.**

MODEL: Default  
 FILE: h:\a\c\p\pub\h\room\dat\illinois\pwr\WIDOT\Documents\DOT\_Offices\District\_9\Projects\78631\CADD\Drawings\978631\_Sht-B-2a.dgn

USER NAME = pritchettll	DESIGNED -	REVISED -
DRAWN -	REVISED -	
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 7/3/2019	DATE -	REVISED -

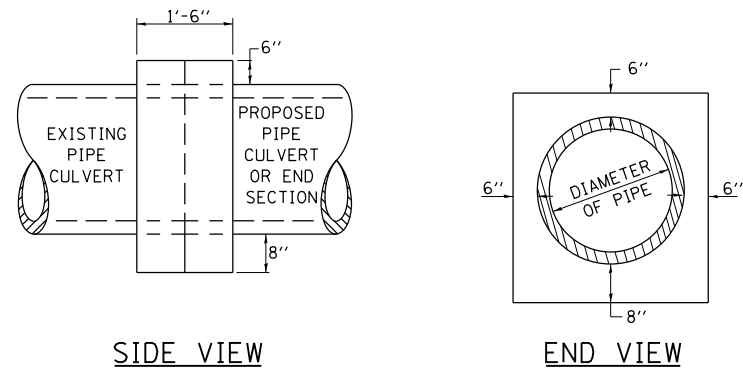
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>SHOULDER RUMBLE STRIPS, 16 IN, DETAIL</b>				
SCALE:	SHEET	OF	SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	254	168
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

## CONCRETE COLLAR PIPE TO PIPE



### TABULATION

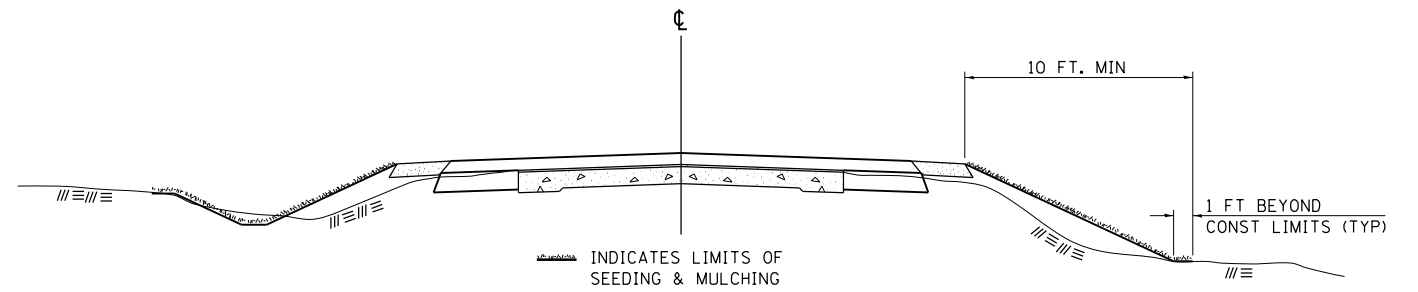
DIAMETER OF PIPE	CL SI CONC CU YDS EST
12"	0.24
15"	0.29
18"	0.32
24"	0.44
30"	0.56
36"	0.66
42"	0.80
48"	0.93
54"	1.07
60"	1.22
72"	1.55

THE CONCRETE COLLAR SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR **CONCRETE COLLAR**, AS SHOWN ON THE PLANS, WHICH PRICE SHALL INCLUDE THE REMOVAL OF SUCH PORTIONS THE EXISTING HEADWALLS AS MAY BE REQUIRED. CLASS SI CONCRETE SHALL BE USED THROUGHOUT.

REVISIONS	
DRAWN	7-13-90
REVISED	8-22-94
REVISED	3-26-08
REVISED	5-17-13

STD. 9-79

## SEEDING & MULCHING



### GENERAL NOTES

IN GENERAL, ALL EARTH SURFACES DISTURBED DURING CONSTRUCTION OPERATIONS SHALL BE SEEDED AND MULCHED UPON COMPLETION OF ALL GRADING OPERATIONS.

ON DETOUR ROADS, SLOPES SHALL BE SEEDED IMMEDIATELY UPON COMPLETION OF ANY GIVEN STAGE GRADING. TEMPORARY SEEDING SHALL BE CLASS 7.

FERTILIZER NUTRIENTS SHALL BE APPLIED TO ALL SEEDED AREAS. LIMESTONE SHALL BE APPLIED TO ALL AREAS OF FINAL SEEDING.

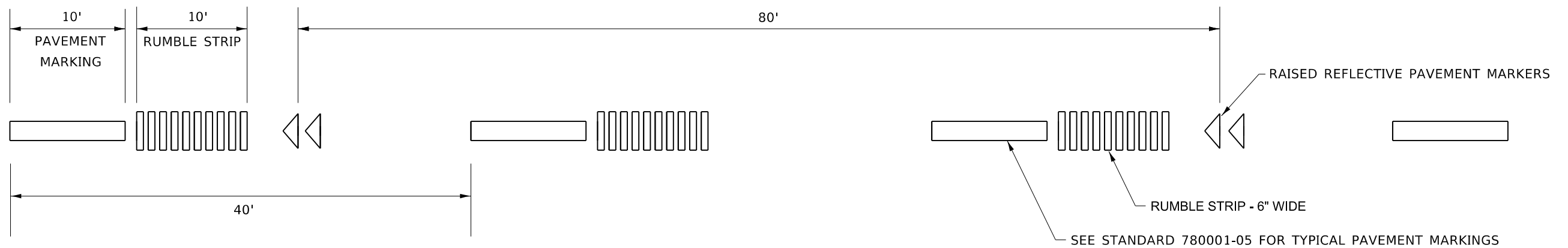
THE RATES OF APPLICATION OF FERTILIZER, MULCH AND LIMESTONE SHALL BE AS SPECIFIED IN THE SPECIAL PROVISIONS FOR ROAD AND BRIDGE CONSTRUCTION.

SECTIONS 250 AND 251 OF THE STANDARD SPECIFICATIONS SHALL GOVERN THIS WORK EXCEPT AS SPECIFIED HEREIN OR AS NOTED IN THE SPECIAL PROVISIONS.

REVISIONS	
REDRAWN	2-15-89
REVISED	8-15-94
REVISED	6-3-99
REVISED	3-27-08
REVISED	5-16-13

STD. 9-12

## CENTERLINE RUMBLE STRIP DETAIL



REVISIONS	
DRAWN	01-08-19
REVISED	
REVISED	
REVISED	

STD. 9-63

MODEL: Default  
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USER NAME = pritchettll	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 7/3/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

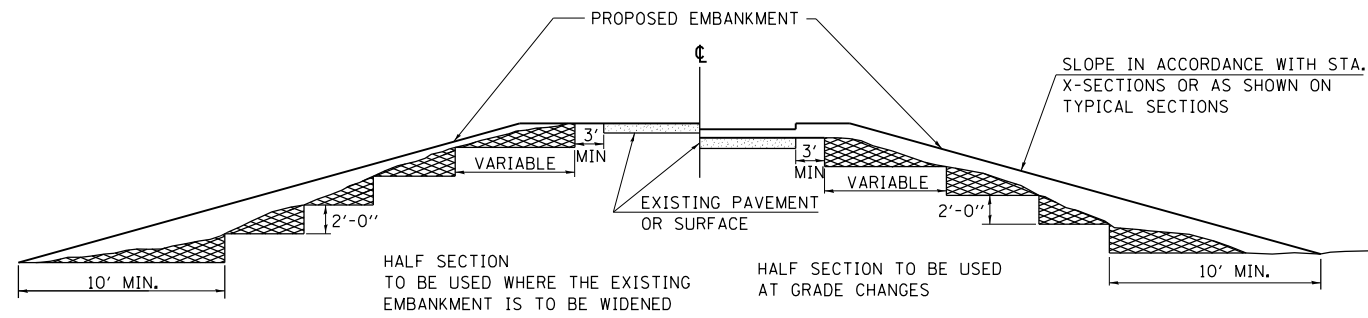
**CONCRETE COLLAR DETAIL, SEEDING & MULCHING DETAIL  
CENTERLINE RUMBLE STRIP DETAIL**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	254	169
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

## TYPICAL CROSS SECTION SHOWING STEP CONSTRUCTION ON EXISTING FILL



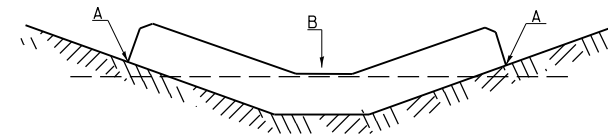
MATERIAL TO BE REMOVED AND REPLACED IN THE EMBANKMENT IN ACCORDANCE WITH ART. 205.04 OF THE STANDARD SPECIFICATION. COST TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF THIS WORK.

REVISIONS	
REDRAWN	2-15-89
REVISED	8-15-94
CHECKED	6-3-99
RESIZED	5-7-08
REVIEWED	5-17-13

STD. 9-16

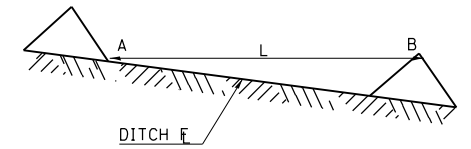
## TEMPORARY DITCH CHECKS

### PLACEMENT OF TEMPORARY DITCH CHECK IN DRAINAGE WAY



POINTS A SHOULD BE HIGHER THAN POINT B

### SPACING BETWEEN TEMPORARY DITCH CHECKS



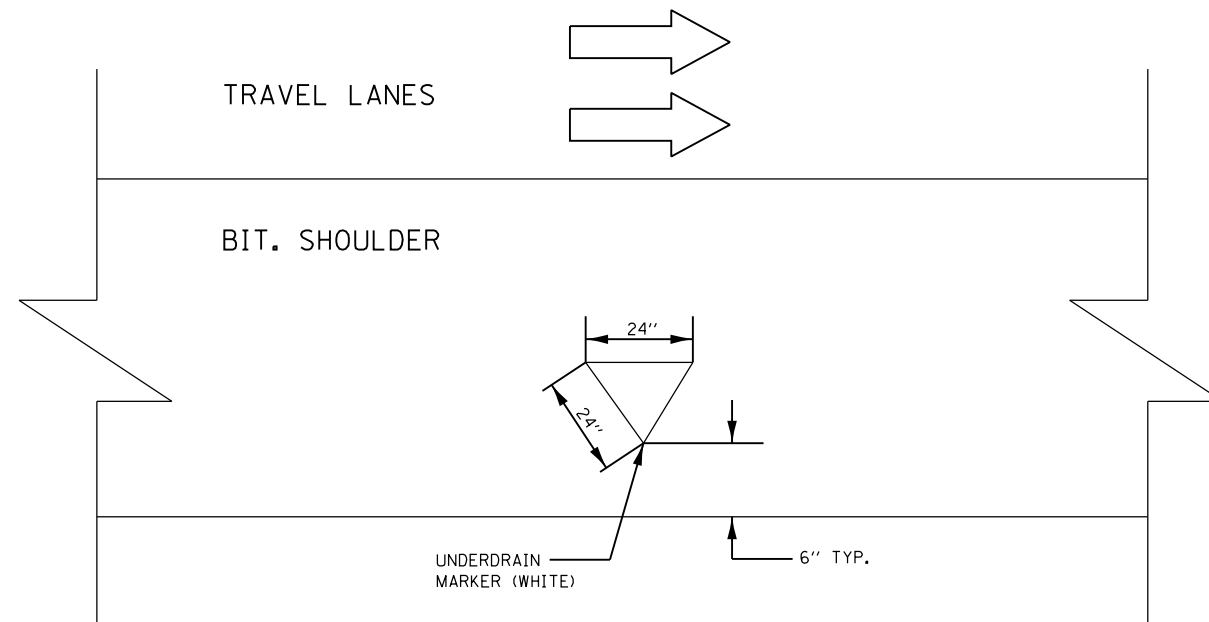
L = THE DISTANCE SUCH THAT POINTS A AND B ARE OF EQUAL ELEVATION

B = THE LOW POINT IN CENTER OF CHECK

REVISIONS	
DRAWN	9-01-99
REVISED	10-3-01
RESIZED	
REVISED	05-04-10
REVIEWED	5-17-13

STD. 9-108

## TYPICAL UNDERDRAIN OUTLET MARKER DETAIL



### NOTES:

TO BE PAID FOR AS THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS (USE 2 SQ FT FOR AREA)

## PIPE UNDERDRAIN MARKERS

LOCATION STA TO STA	NUMBER OF LATERAL PIPE UNDERDRAINS	THERMOPLASTIC PAVEMENT MARKING, LETTERS & SYMBOLS
	EACH	SQ FT
<b>NORTHBOUND OUTSIDE</b>		
STA 79+00. TO STA 118+60.	8	16
STA 123+80. TO STA 147+42.	6	12
STA 147+45. TO STA 153+40.	3	6
STA 179+00. TO STA 186+10.	3	6
STA 191+10. TO STA 194+16.	1	2
STA 194+16. TO STA 195+50.	1	2
STA 195+50. TO STA 211+80.	5	10
STA 213+40. TO STA 242+00.	7	14
<b>SOUTHBOUND OUTSIDE</b>		
STA 79+00. TO STA 118+60.	8	16
STA 123+80. TO STA 147+42.	6	12
STA 147+45. TO STA 153+40.	3	6
STA 179+00. TO STA 186+10.	3	6
STA 191+10. TO STA 194+16.	1	2
STA 194+16. TO STA 195+50.	1	2
STA 195+50. TO STA 211+80.	5	10
STA 213+40. TO STA 242+00.	7	14
<b>NORTHBOUND INSIDE</b>		
STA 225+22. TO STA 242+00.	4	8
<b>SOUTHBOUND INSIDE</b>		
STA 225+22. TO STA 242+00.	4	8
<b>TOTAL</b>	<b>76</b>	<b>152</b>

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STEP CONSTRUCTION DETAIL, TEMPORARY DITCH CHECK DETAIL  
UNDERDRAIN OUTLET MARKER DETAIL**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	254	170
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

**GENERAL NOTES**

**SPECIFICATIONS:**

**DESIGN:** AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals. ("AASHTO Specifications")

**CONSTRUCTION:** Current (at time of letting) Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Special Provisions. ("Standard Specifications")

**LOADING:** 90 M.P.H. WIND VELOCITY

**WALKWAY LOADING:** Dead load plus 500 lbs. concentrated live load.

**MINIMUM CLEARANCE:** 3" greater than bridge members at all locations. (All Obstructions)

**WELDING:** All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 Structural Welding Code (Steel) and the Standard Specifications.

**MATERIALS:** All Structural Steel Pipe shall be ASTM A53 Grade B with a minimum yield of 35,000 p.s.i., or A500 Grade B or C with a minimum yield of 46,000 p.s.i. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53. All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 (M183, M223 Gr. 50.).

**HIGH STRENGTH BOLTS:** All bolts, washers, nuts and locknuts shall satisfy the requirements of ASTM designation A307 unless noted as "H.S." which shall require AASHTO M164 (A325), ASTM A449, or approved alternate. All fasteners shall be hot dip galvanized per AASHTO M232 unless otherwise specified.

**GALVANIZING:** All Steel Grating, Plates, Shapes and Pipe shall be Hot Dip Galvanized after fabrication in accordance with AASHTO M111. Painting is not permitted.

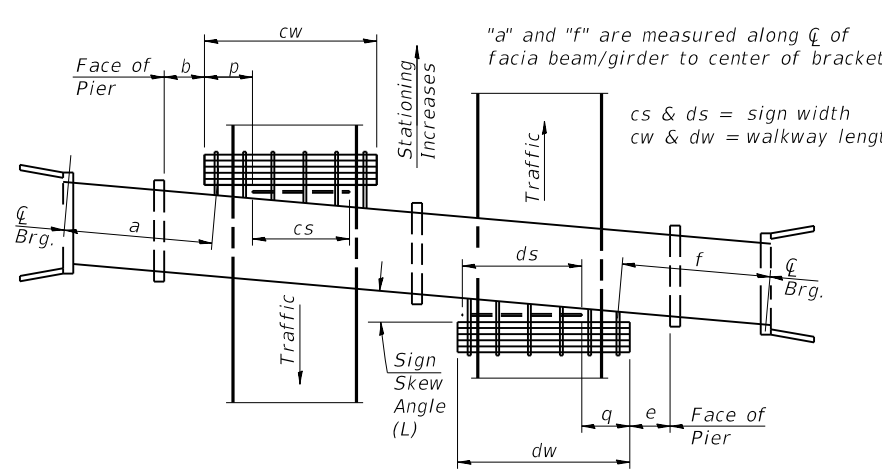
**ANCHOR RODS:** All-threaded rod shall conform to ASTM F1554 Grade 105, 3/4" Ø x 12" long, each with one plate washer and locknut and be hot dip galvanized per AASHTO M232. They shall be either cast into the concrete or epoxy grouted in accordance with Section 584 of the Standard Specifications. Minimum embedment in concrete shall be 9".

- ① Bracket spacing  $g \leq 6'-0"$ , max. Spacing shall be uniform if possible but may vary  $\pm 6"$  to miss existing obstruction (rail post, light poles, web stiffeners, splice plates, etc.). Adjust bracket lengths accordingly on skewed structures.
- ② Any design modifications shall be based on the current version of applicable specifications and submitted for the Engineer's approval.
- ③ Unit price includes grating, handrail, brackets, supports, anchor bolts, fasteners, fabrication, delivery, erection, field drilling and other necessary items. Limits of payment are based on grating length (cw, dw) unless otherwise specified. For Safety Chain Details and Details D, F and G, see Base Sheet BM-4.
- ④ If walkway bracket at safety chain location is behind sign, add angle to bracket. See detail on Base Sheet BM-4.

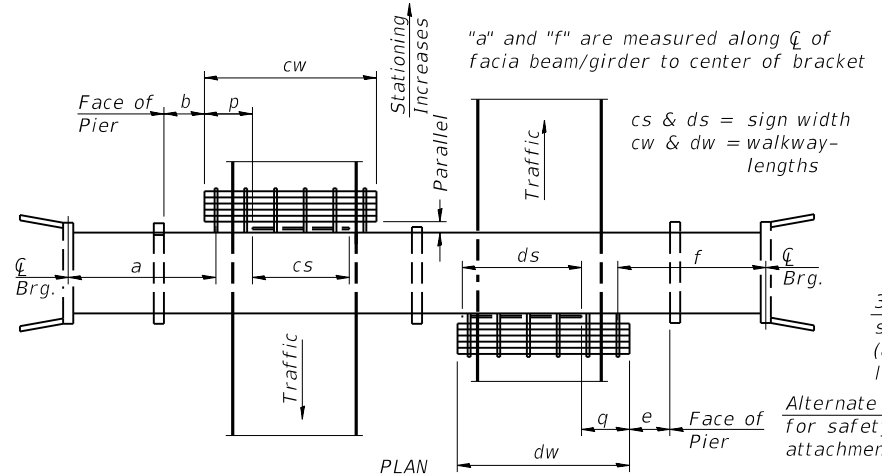
Walkway: Walkway grating, walkway brackets, handrail, lighting, and associated components not installed.

**TOTAL BILL OF MATERIAL**

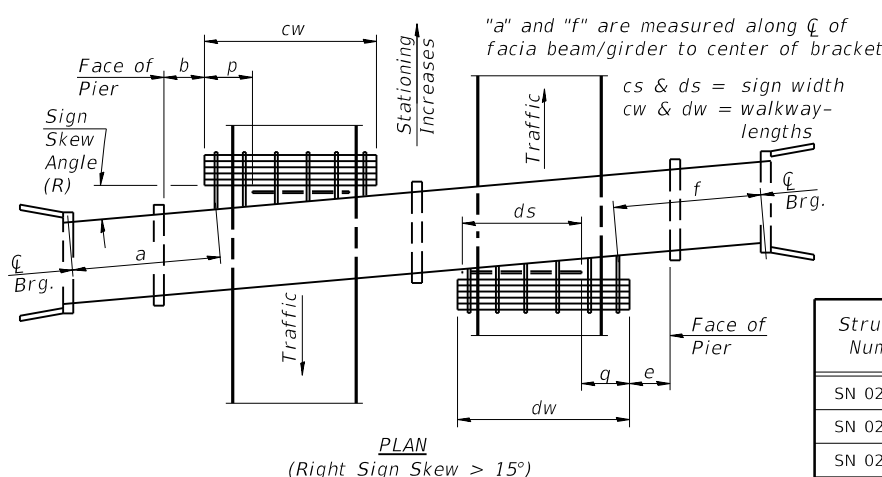
③ OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED	Foot	16'
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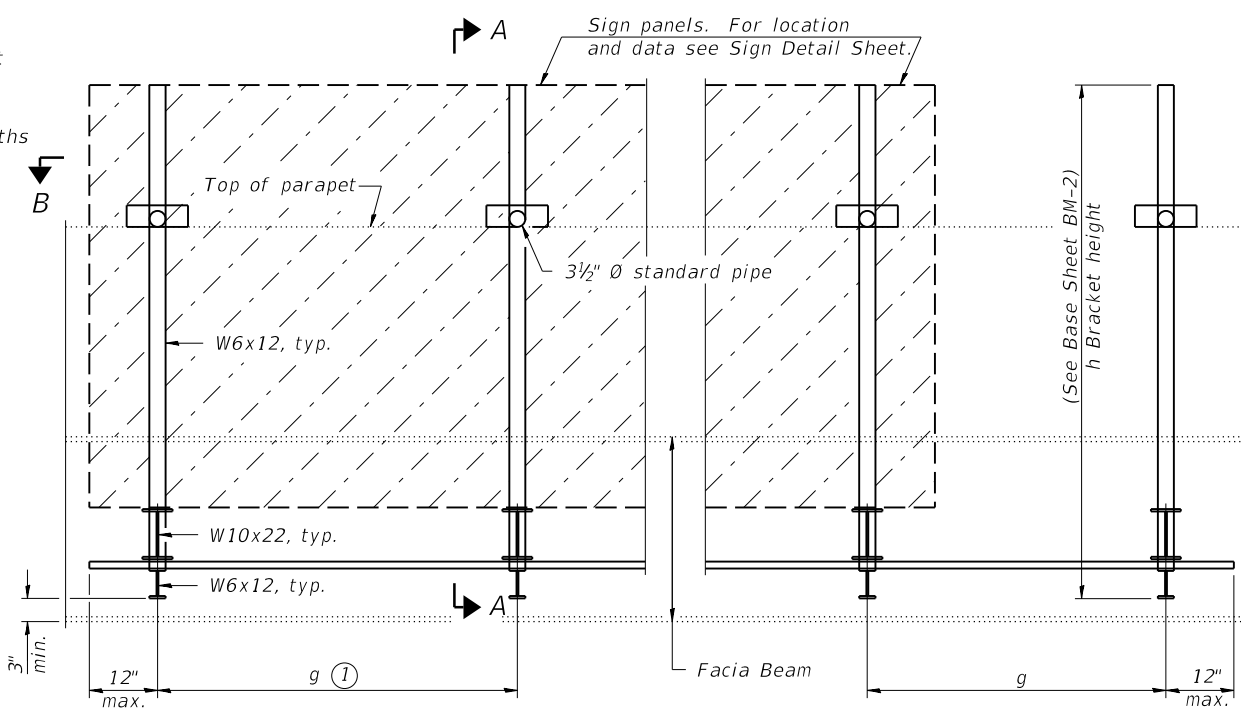
**WALKWAY AND HANDRAIL SKETCH**  
(Road plan beneath structure varies.)



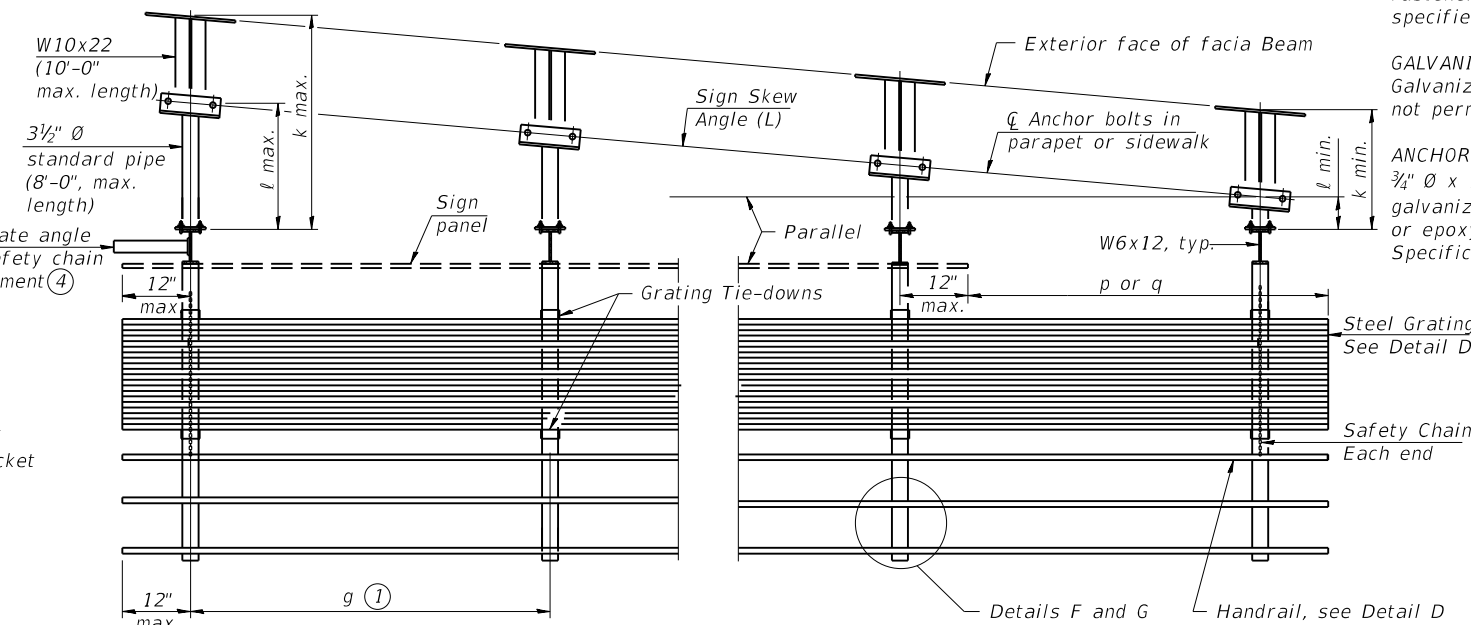
**WALKWAY AND HANDRAIL SKETCH**  
(Road plan beneath structure varies.)



**WALKWAY AND HANDRAIL SKETCH**  
(Road plan beneath structure varies.)



**TYPICAL FRONT ELEVATION**  
(With lights, safety chain and handrail omitted for clarity.)



**SECTION B-B**  
(Shown: Left Sign Skew > 15°)

Structure Number	Sign Skew Angle (L) or (R)	Bridge Station	Bridge Structure Number	Contract Route Designation	a	b	cs	cw	ds	dw	e	f	g	No. of Brackets (Total)	p	q	Total Grating/Hndrl. Lengths (cw + dw)
SN 028-0039	0	157+85.75		IL 149	84' 10"	39' 3"	4'	0'	0'	0'			2'	2	0		
SN 028-0061	0	180+43		NORTH RD			0'	0'	4'	0'	79' 4"	42' 6"	2'	2	0		
SN 028-0058	0	239+24.6		COUNTRY CLUB RD	87' 11"	41' 0"	4'	0'	0'	0'			2'	2	0		
SN 028-0058	0	239+24.6		COUNTRY CLUB RD			0'	0'	4'	0'	87' 11"	41' 0"	2'	2	0		

Dimensions a, b, e, f & g may vary as approved by the Engineer, see ①.  
When cw < cs and/or dw < ds, use alternate brackets without walkway supports where applicable, see ③.

MODEL: Default  
FILE: BM-1.dwg  
PLOT DATE: 7/3/2019

BM-1 2-17-2017

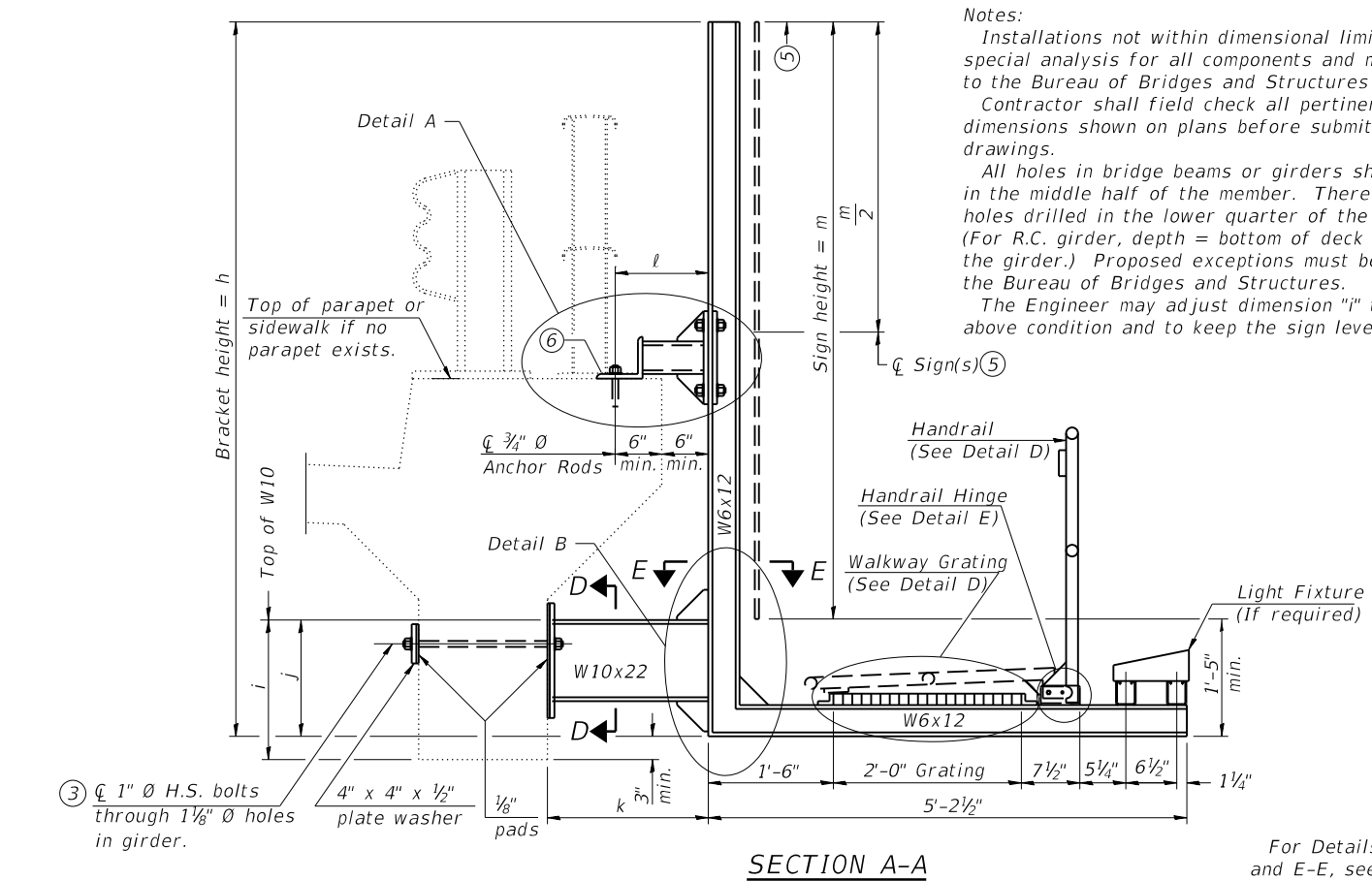
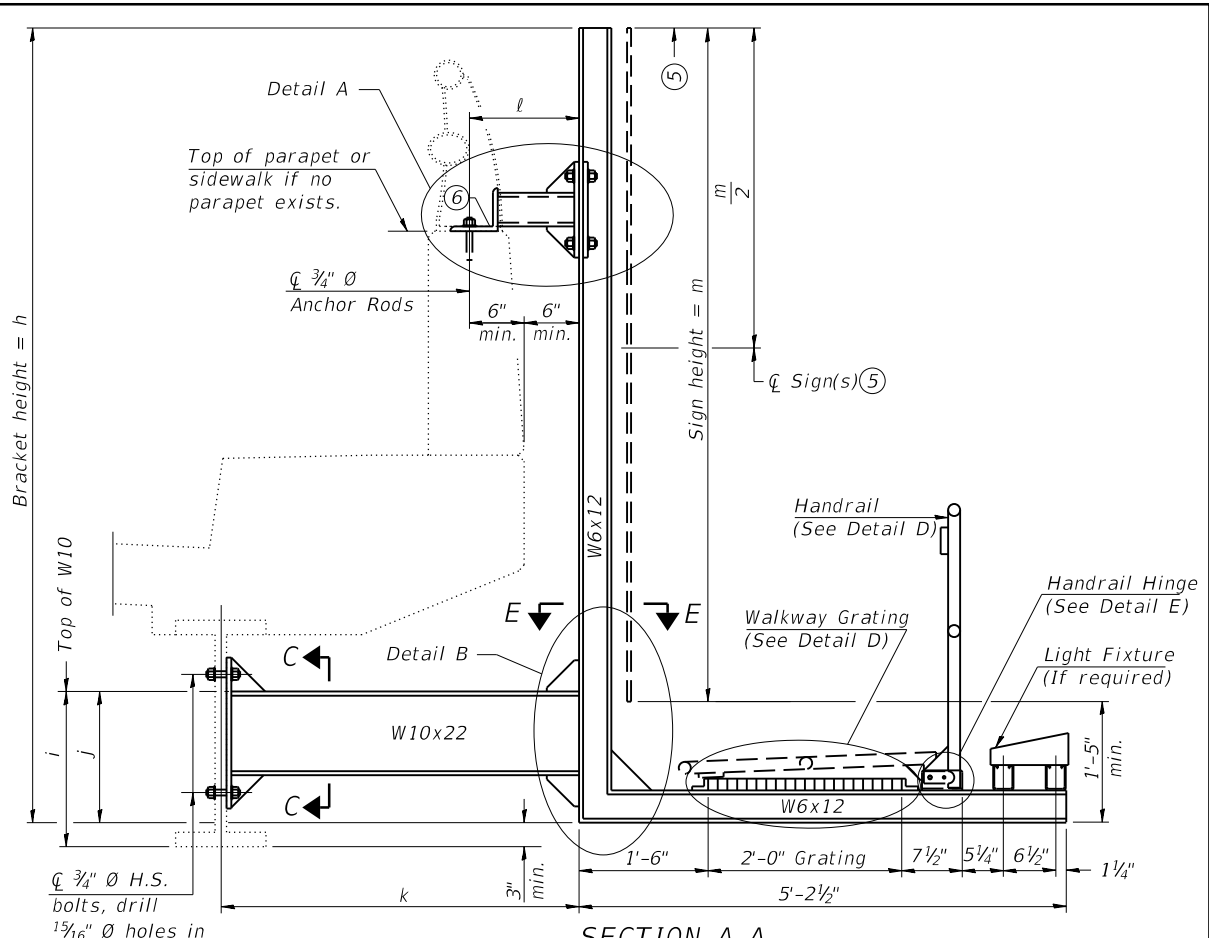
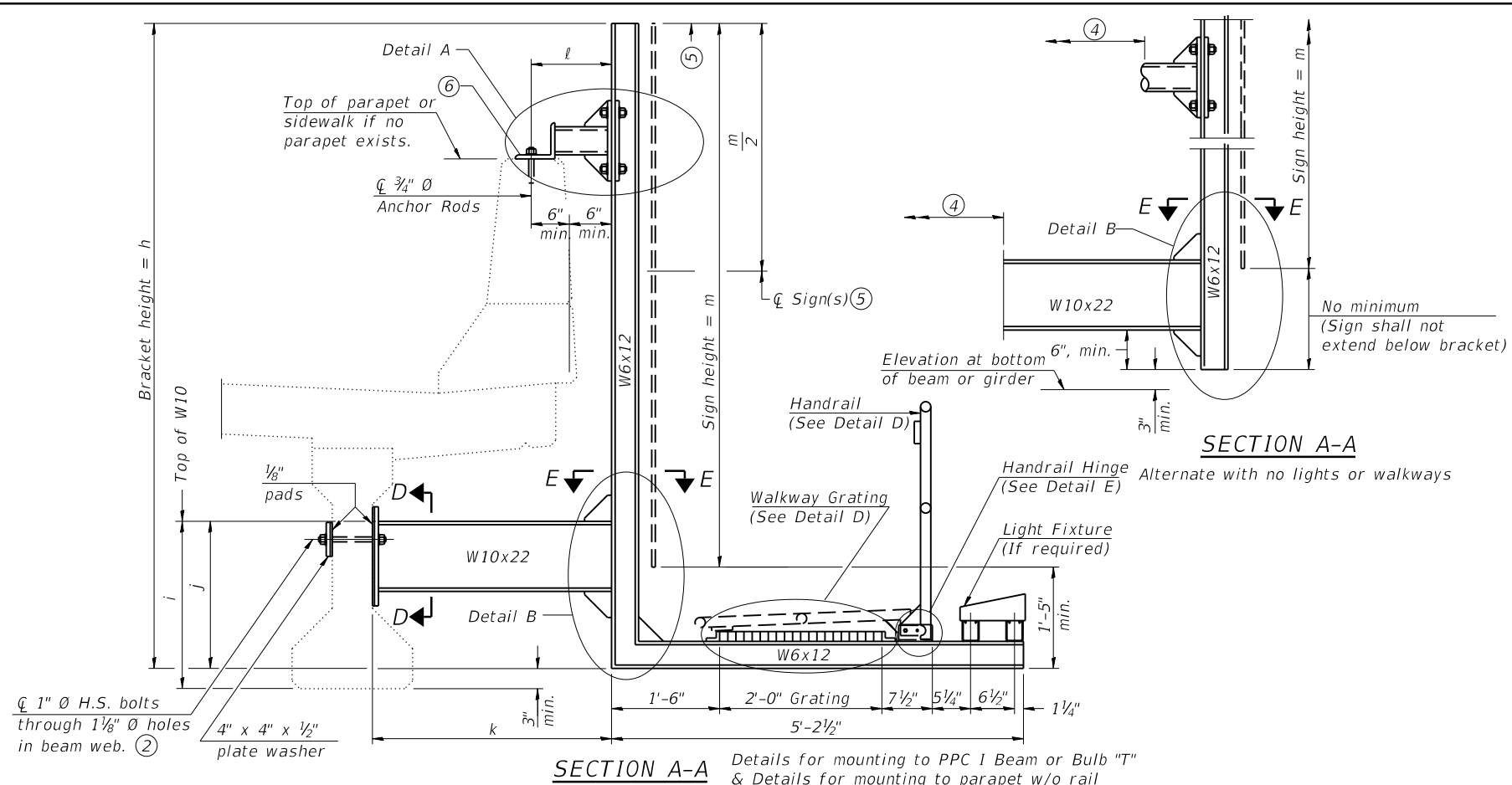
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PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 7/3/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIDGE MOUNT SIGN STRUCTURES  
GENERAL PLAN AND ELEVATION**

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	F.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
							57	*	FRANKLIN	254	171
										CONTRACT NO. 78631	
										ILLINOIS FED. AID PROJECT	

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)



Notes:  
 Installations not within dimensional limits shown require special analysis for all components and must be submitted to the Bureau of Bridges and Structures for approval.  
 Contractor shall field check all pertinent existing bridge dimensions shown on plans before submitting shop drawings.  
 All holes in bridge beams or girders should be located in the middle half of the member. There shall be no holes drilled in the lower quarter of the member's depth. (For R.C. girder, depth = bottom of deck to bottom of the girder.) Proposed exceptions must be approved by the Bureau of Bridges and Structures.  
 The Engineer may adjust dimension "i" to meet the above condition and to keep the sign level.

- ① Holes in new steel members may be drilled in the fabrication shop or in the field. Field drill existing members.
- ② For new PPC I beams, holes shall be formed during casting. For existing PPC I beams, prestressing strand locations shall be determined and spaced to miss strands by 6", min. Minimize spalling during field drilling of existing beams.
- ③ For new construction, form holes. For existing RC beams, locate primary reinforcement and space holes to miss by 6", min. Minimize spalling and concrete fracturing/damage during field drilling of existing concrete. Spalls over 1/4" deep or beyond the coverage of the 4x4 plate washer shall be repaired with epoxy mortar before installing washer.
- ④ For attachment details of 3/2" pipe and W10x22, see other sections as applicable.
- ⑤ Sign shall not extend more than 6" above top of bracket, and this dimension may vary to keep sign level if bridge is on grade or vertical curve. Multiple signs of various heights shall share a common horizontal centerline and use equal bracket heights. If no sign is attached to a W6x12 vertical (bracket only supporting walkway), dimension h shall be the same as an adjacent bracket with a sign attached, unless Engineer specifically directs shorter brackets due to locational restraints on future uses. (See Detail A for minimum bracket height.)
- ⑥ For bridge mounted sign structures installed on new bridges with railing, during design, bracket spacing must be coordinated with railing post spacing and the Contractor must install upper brackets prior to railing installation. For bridge mounted sign structures installed on existing bridges with railing, during design, brackets spacing must be coordinated with railing post spacing and the Contractor must temporarily remove sections of railing to facilitate upper bracket installation. If it is determined during design that existing railings can't be removed, alternate upper connection details must be developed for the contract plans and approved by the Bureau of Bridges and Structures.

Walkway: Walkway grating, walkway brackets, handrail, lighting, and associated components not installed.

BM-2 2-17-2017

USER NAME = pritchettll	DESIGNED -	REVISED -
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PLOT DATE = 7/3/2019	CHECKED -	REVISED -
	DATE -	REVISED -

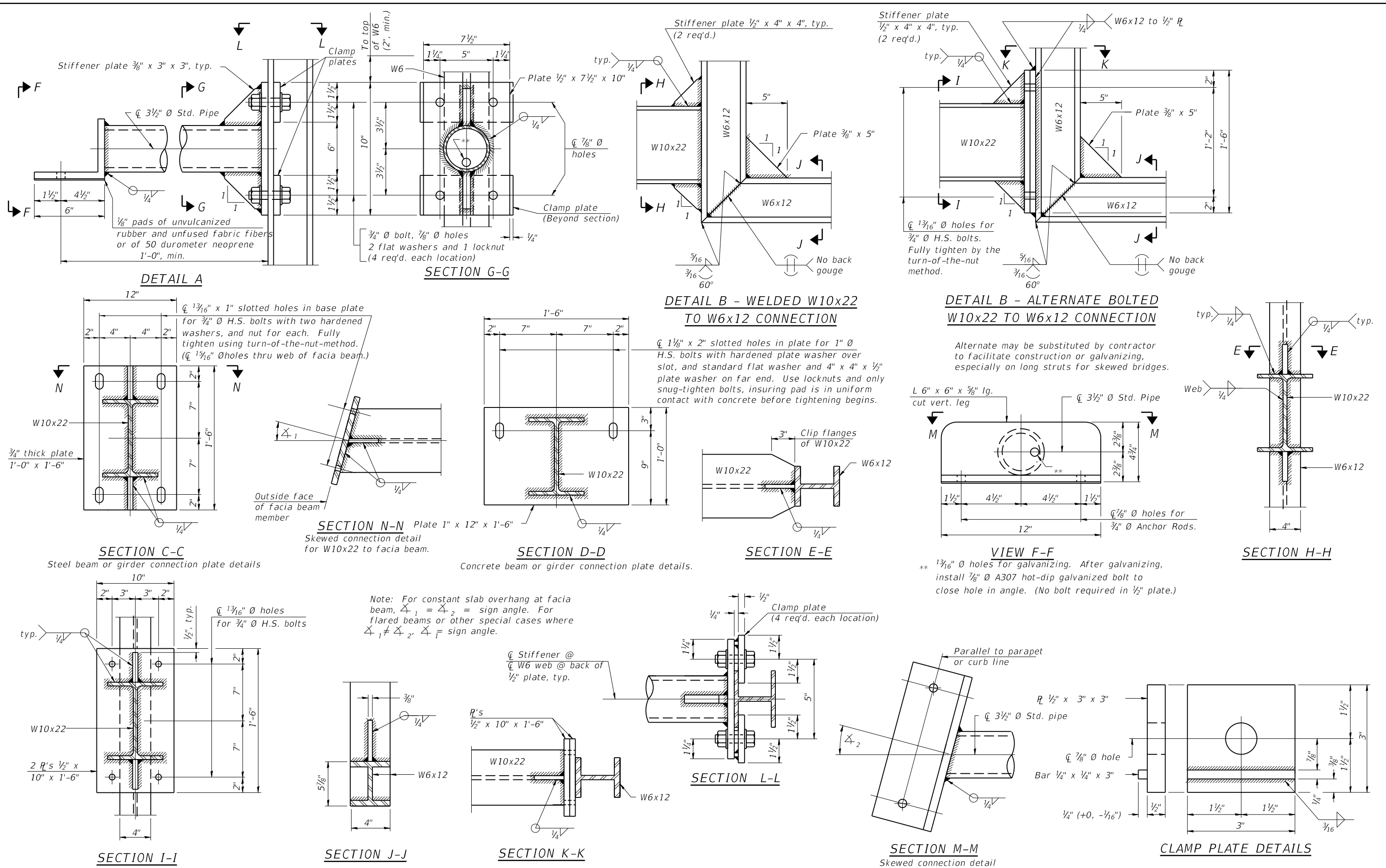
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

Structure Number	Station	h	i	j	k max. (10'-0" max.)	l max. (8'-0" max.)	m (15'-0" max.)
SN 028-0039	157+85.75	6' 6"	2' 0"	1' 9"	3' 0"	1' 0"	5' 0"
SN 028-0061	180+43	6' 6"	2' 0"	1' 9"	3' 0"	1' 0"	5' 0"
SN 028-0058	239+24.6	6' 6"	2' 0"	1' 9"	3' 0"	1' 0"	5' 0"
SN 028-0058	239+24.6	6' 6"	2' 0"	1' 9"	3' 0"	1' 0"	5' 0"

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
							57	*	FRANKLIN	254	172
								ILLINOIS FED. AID PROJECT			

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)





BM-3	2-17-2017	DESIGNED -	REVISD -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BRIDGE MOUNT SIGN STRUCTURES CONNECTION DETAILS</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISD -		57	*	FRANKLIN	254	173			
		CHECKED -	REVISD -		CONTRACT NO. 78631							
		DATE -	REVISD -		ILLINOIS FED. AID PROJECT							

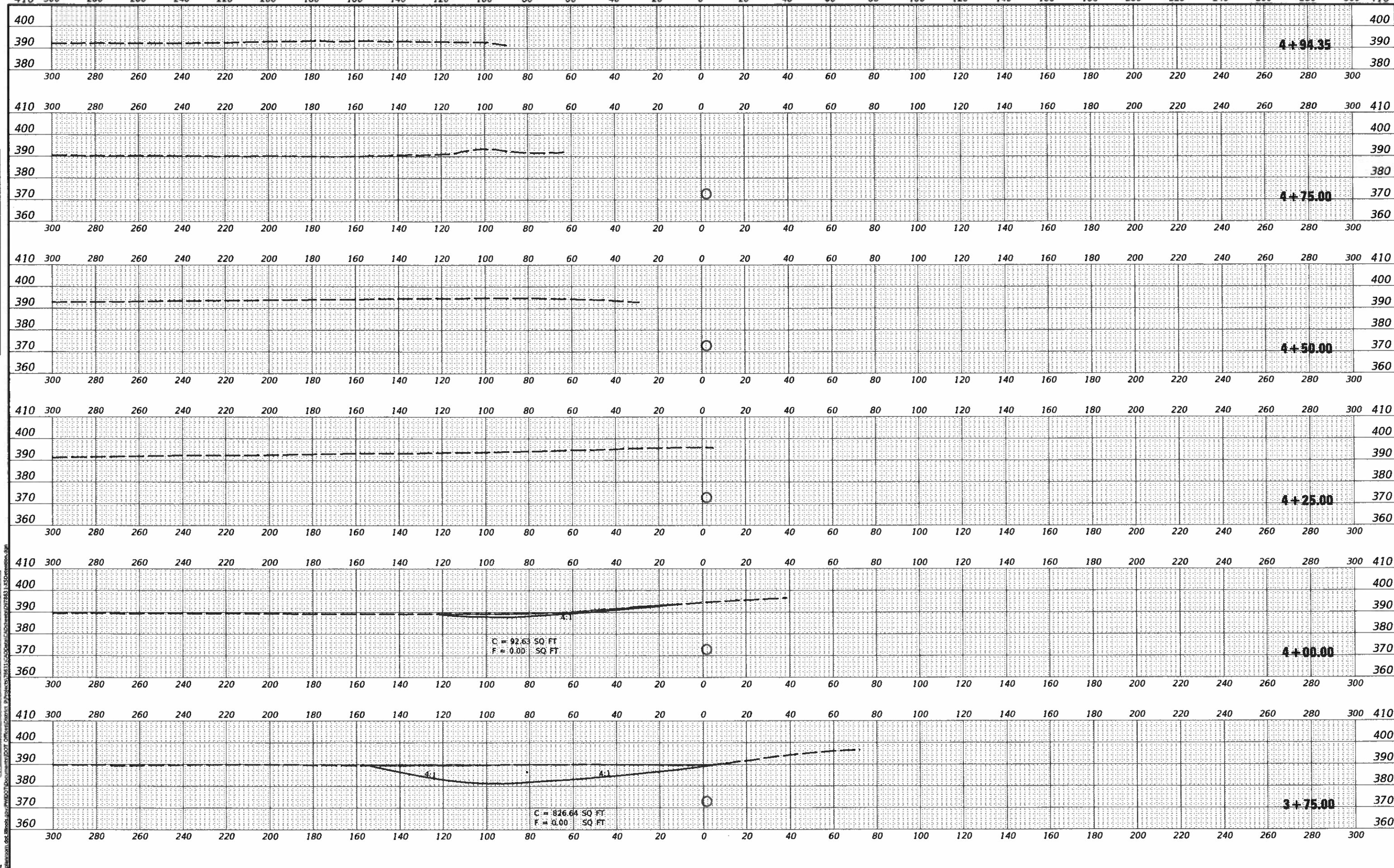
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(28-5,-2,-3,-4,-5)R-2;28-5(B-2)



DATE	
BY	
FINAL SURVEY	
REVISIONS	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
REVISIONS	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	



C = 92.63 SQ. FT.  
F = 0.00 SQ. FT.

C = 826.64 SQ. FT.  
F = 0.00 SQ. FT.

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PLOT DATE = 7/3/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
DETENTION BASIN**

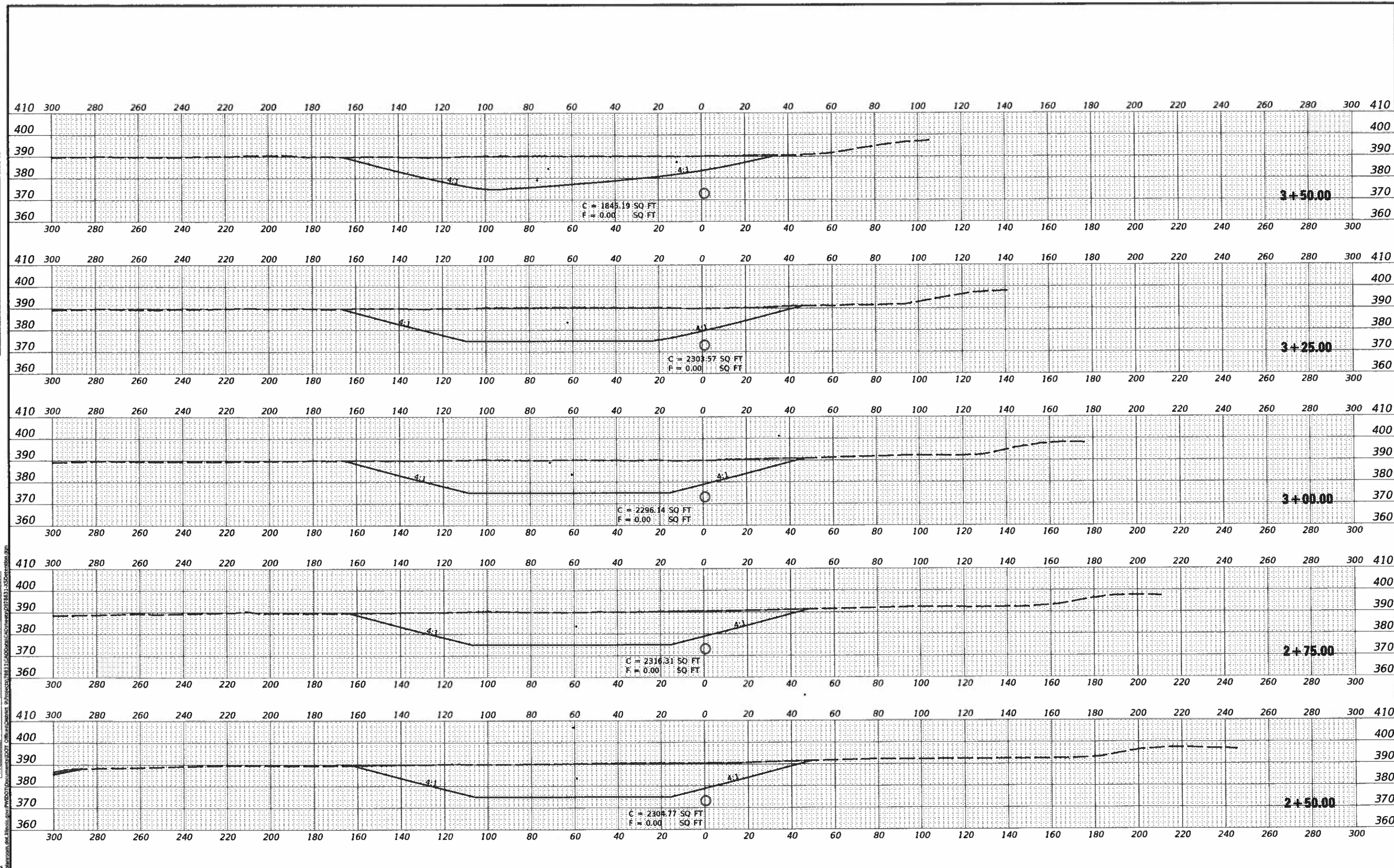
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 78631	
ILLINOIS FED. AID PROJECT				

(28-5-2-3-4-5)R-228-5(B-2)

DATE	
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REVISIONS	
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DATE	
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REVISIONS	
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DATE	
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REVISIONS	
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DATE	
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REVISIONS	
NO.	



MODEL: PL\_Basins2

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	DRAWN -	REVISED -
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PLOT DATE = 7/3/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
DETENTION BASIN**

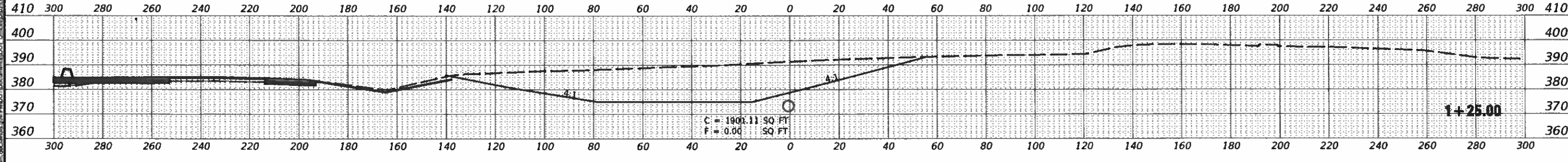
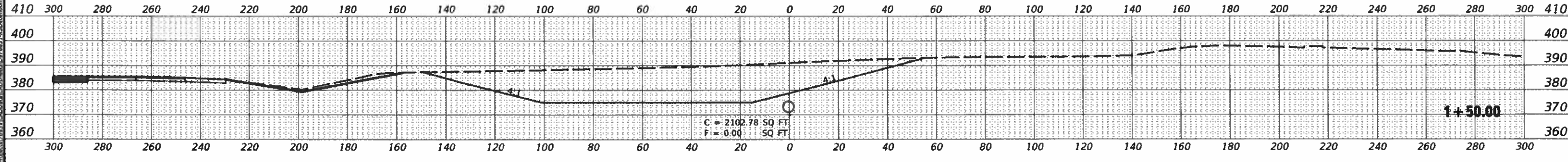
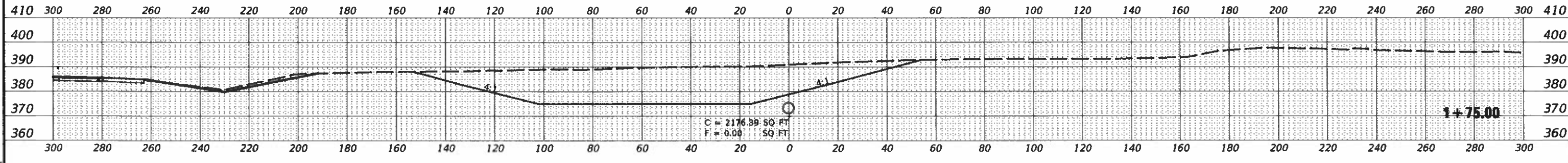
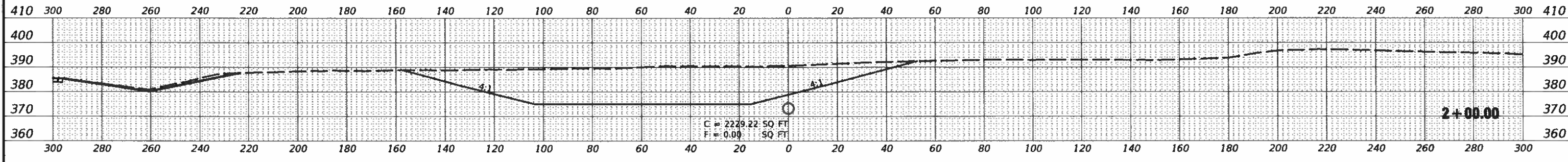
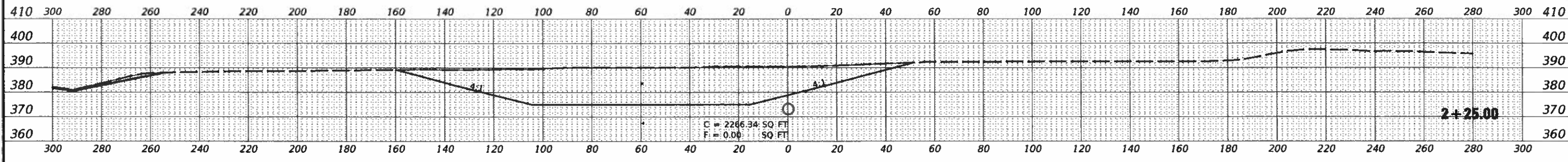
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F.A.I. RTE. 57	SECTION *	COUNTY FRANKLIN	TOTAL SHEETS 254	SHEET NO. 176
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

\*[28-5,-2,-3,-4,-5]A-2,28-5(B-2)

DATE	
BY	
FINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	



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PLLOT DATE	= 7/3/2019	CHECKED	-	REVISED	-
		DATE	-	REVISED	-

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
DETENTION BASIN**

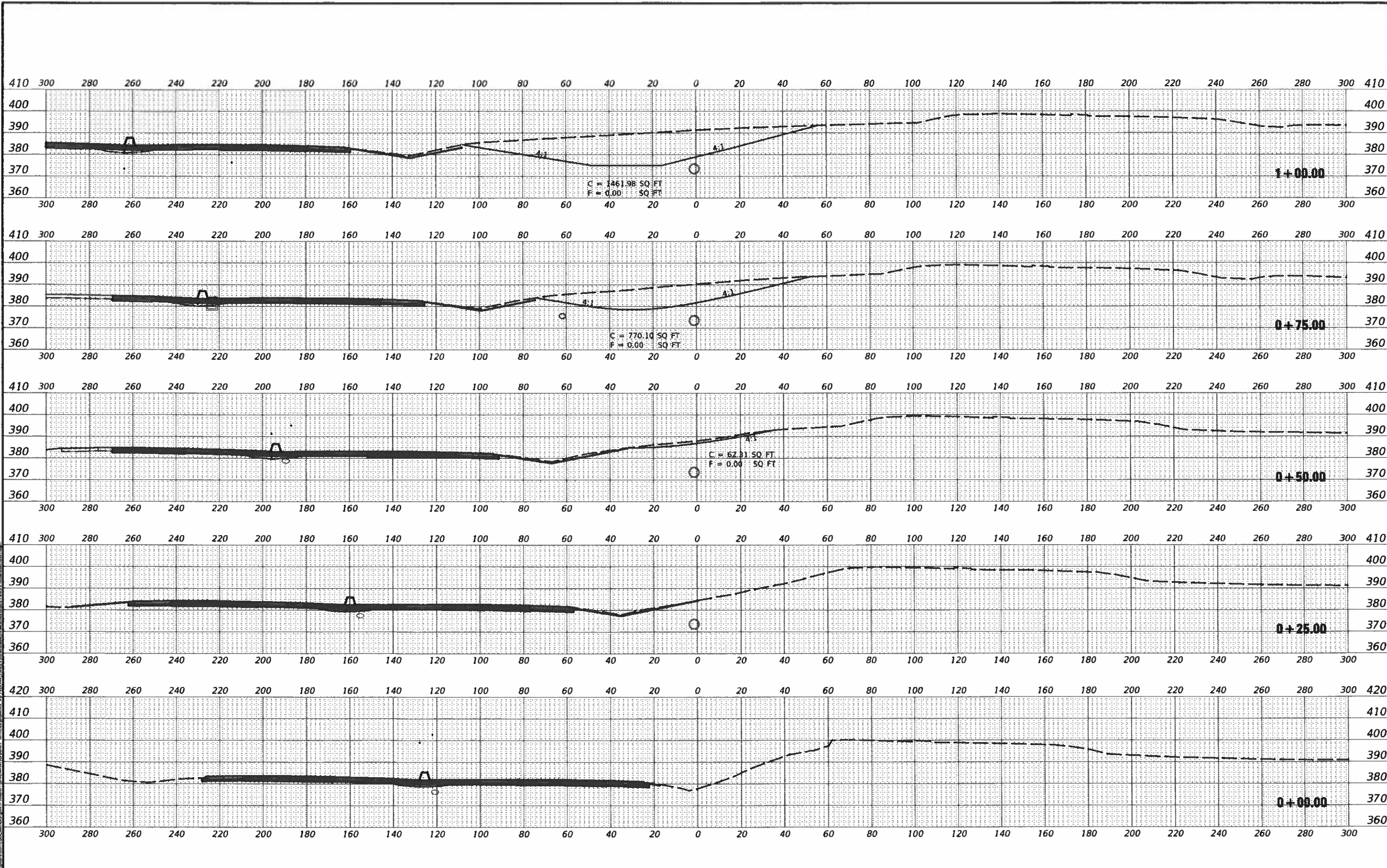
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	254	177
			CONTRACT NO. 78631	
ILLINOIS FED. AID PROJECT				

\*(28-5-2, -3, -4, -5)R-2,28-5(B-2)

DATE	
BY	
FINAL SURVEY	
NOTED	
NOTE BOOK	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
NOTED	
NOTE BOOK	
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PLOT DATE = 7/3/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>CROSS SECTIONS DETENTION BASIN</b>		
SCALE:	SHEET	OF SHEETS
STA. 0+00.00 TO STA. 1+00.00		

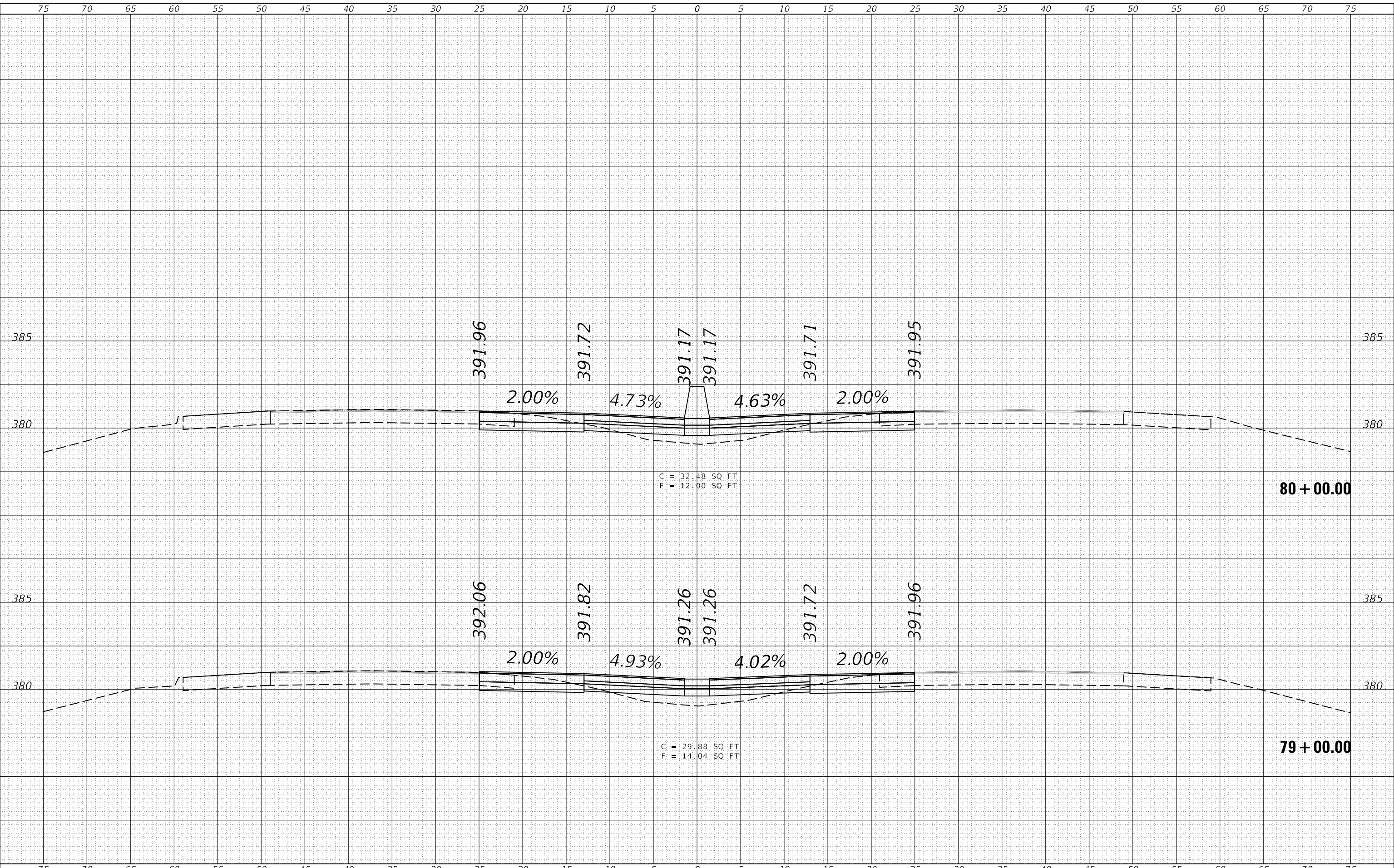
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CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

\*[28-5-2,-3,-4,-5]A-2;28-5(B-2)

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

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

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DRAWN -	REVISIED -
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PLOT DATE = 7/3/2019	DATE -

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

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>CROSS SECTIONS</b>	
<b>I-57</b>	
SCALE:	SHEET OF SHEETS
STA. 79+00.00	TO STA. 80+00.00

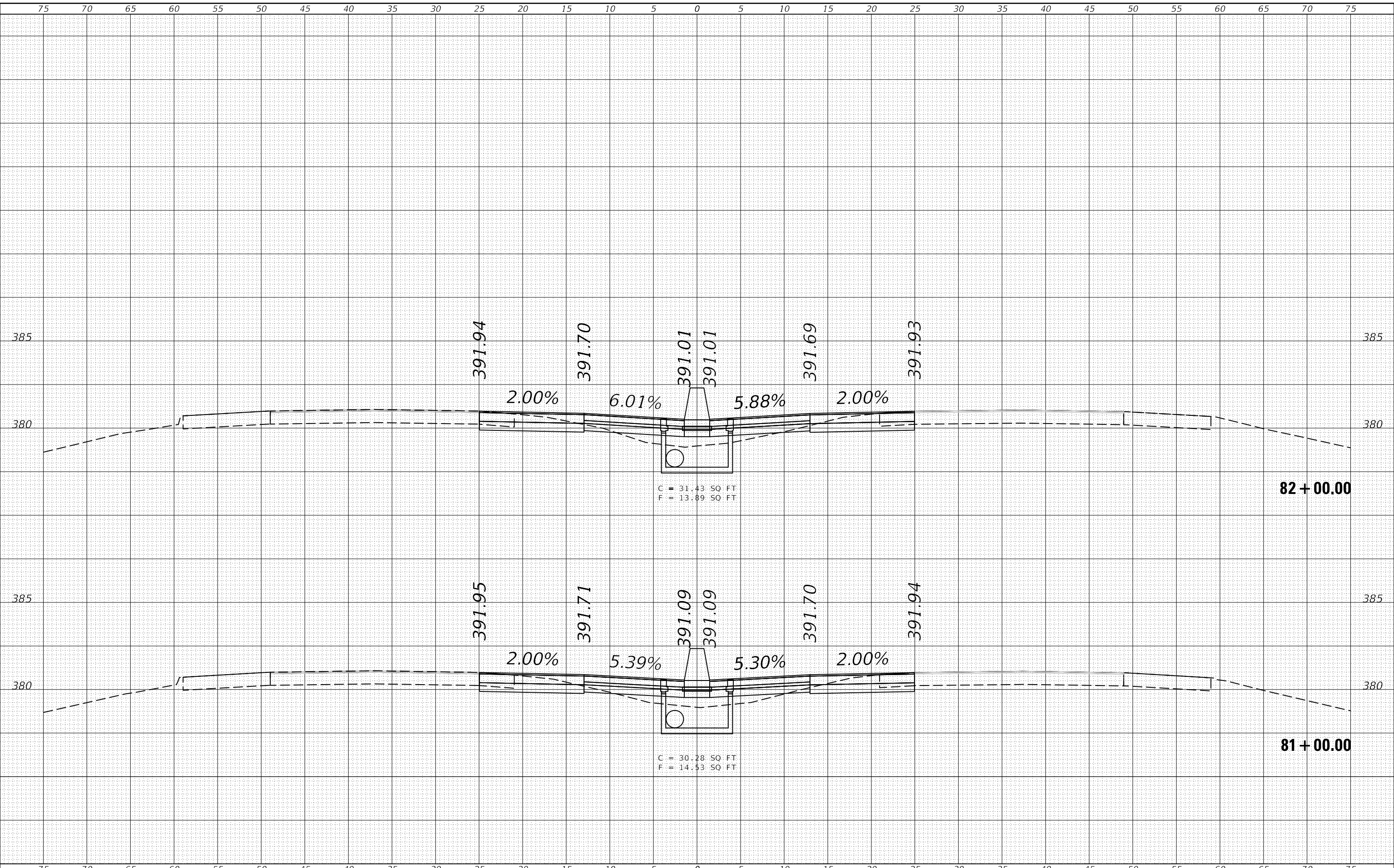
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	254	179
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

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

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NOTE BOOK NO.	PLOTTED	BY
	TEMPLATE	
	AREAS CHECKED	

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USER NAME =	pritchettll
DESIGNED -	
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REVISED -	
REVISED -	

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 I-57**

SCALE: SHEET OF SHEETS STA. 81+00.00 TO STA. 82+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	254	180
			CONTRACT NO. 78631	

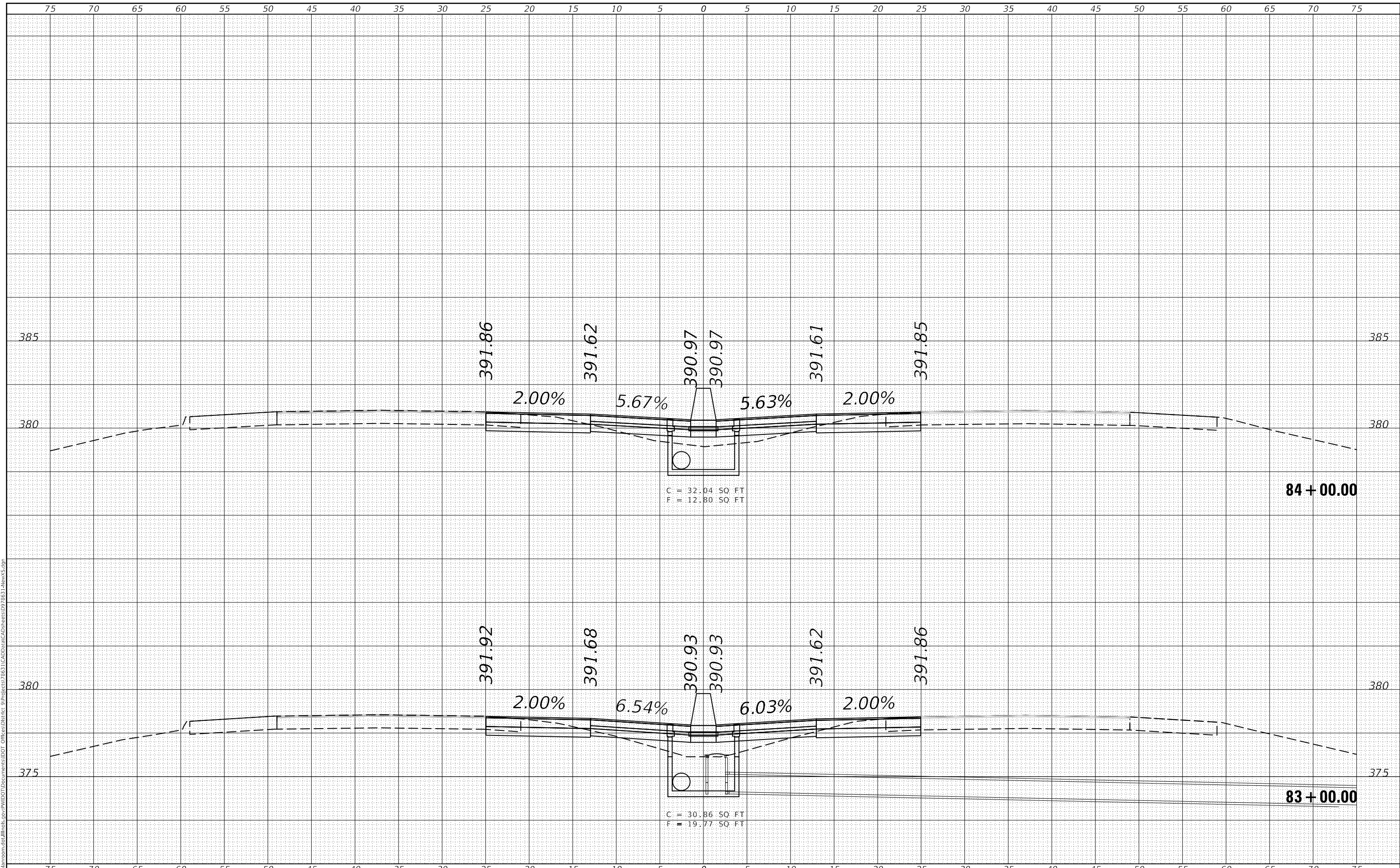
\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)



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

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

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C = 32.04 SQ FT  
 F = 12.80 SQ FT

C = 30.86 SQ FT  
 F = 19.77 SQ FT

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 I-57**

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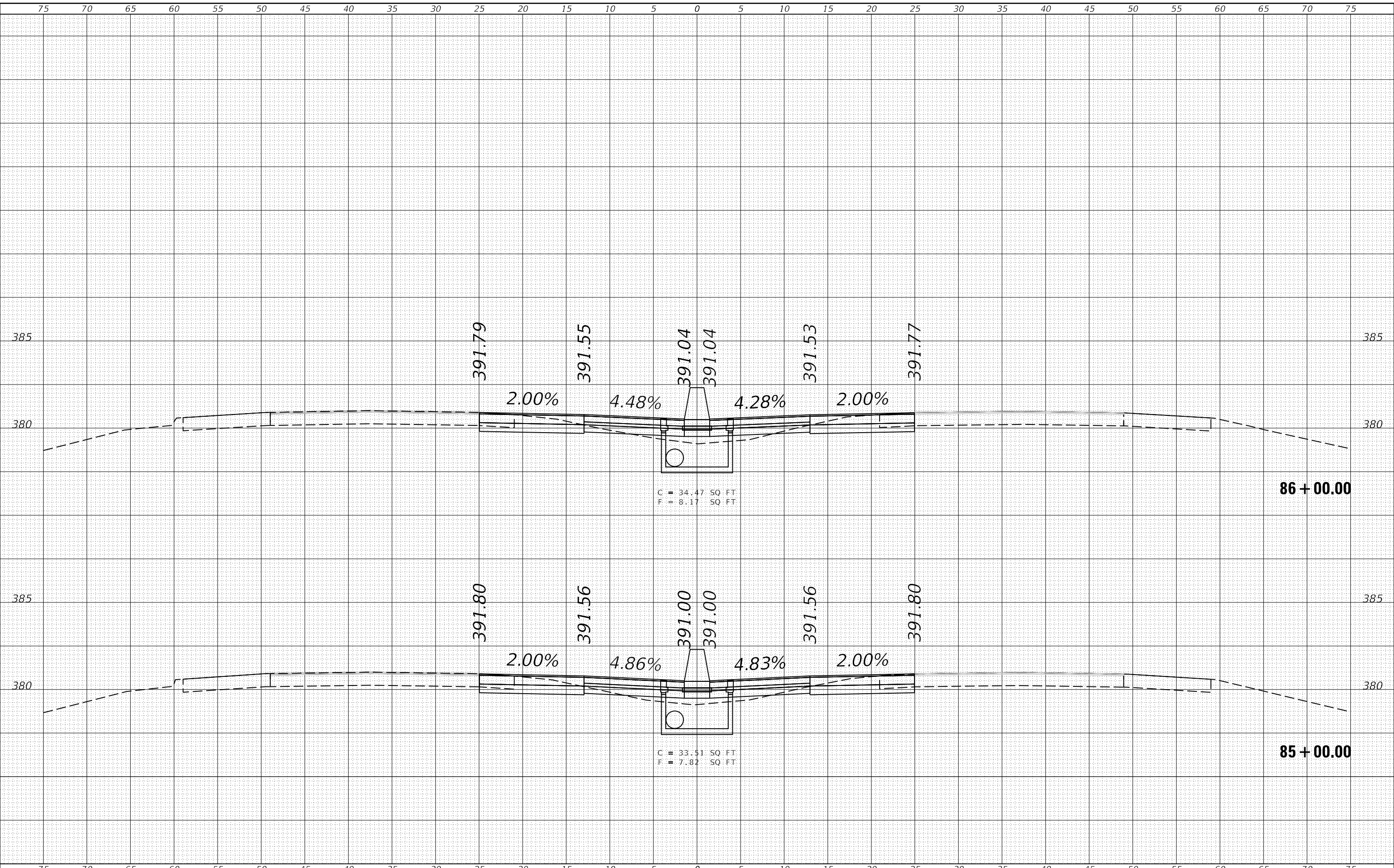
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CONTRACT NO. 78631										
ILLINOIS FED. AID PROJECT										

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

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

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

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USER NAME = pritchettll	DESIGNED -	REvised -
	DRAWN -	REvised -
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PLOT DATE = 7/3/2019	DATE -	REvised -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>CROSS SECTIONS</b>	
<b>I-57</b>	
SCALE:	SHEET OF SHEETS
STA. 85+00.00	TO STA. 86+00.00

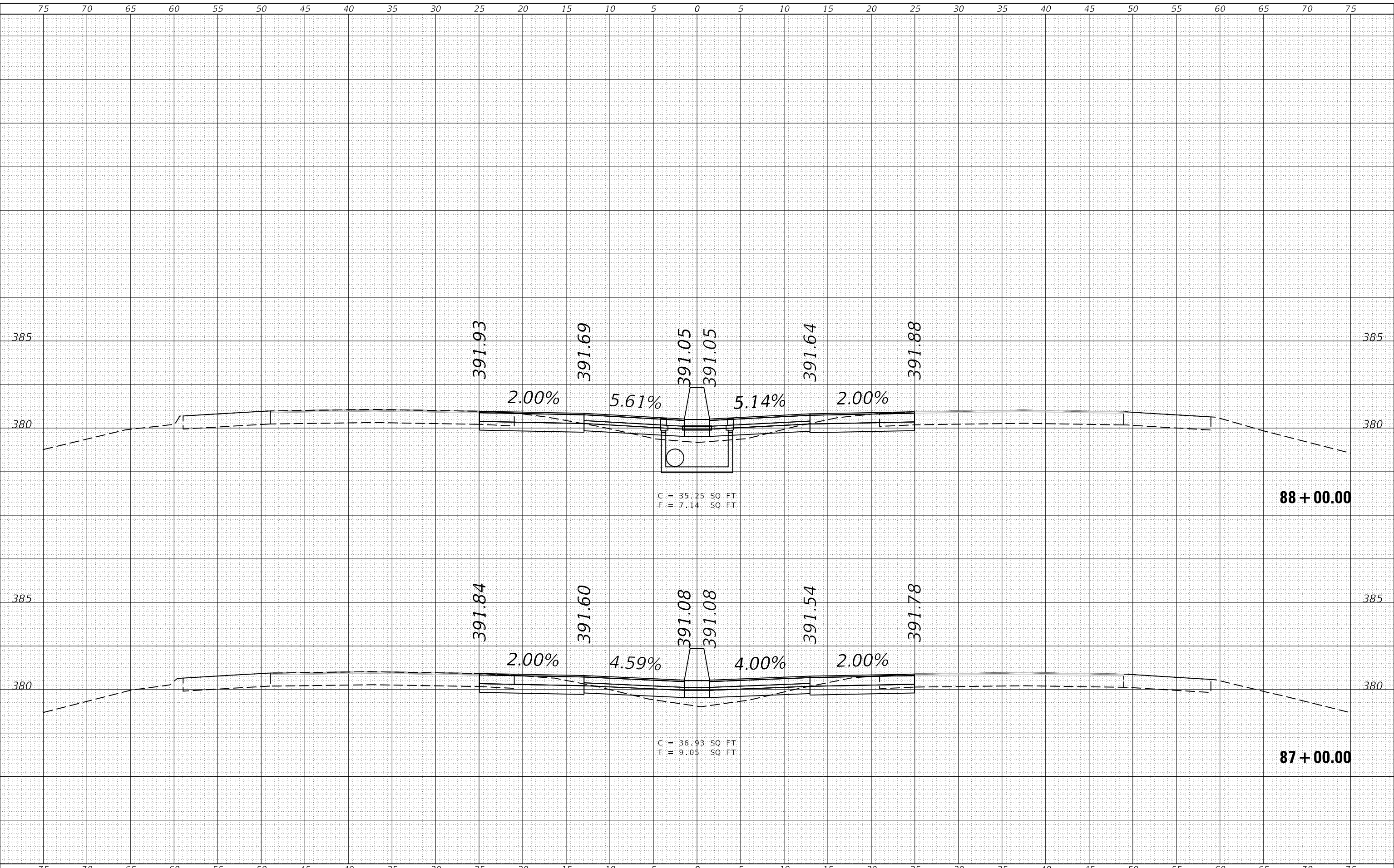
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	254	182
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

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

ORIGINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	
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	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/3/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>CROSS SECTIONS</b>	
<b>I-57</b>	
SCALE:	SHEET OF SHEETS
STA. 87+00.00 TO STA. 88+00.00	

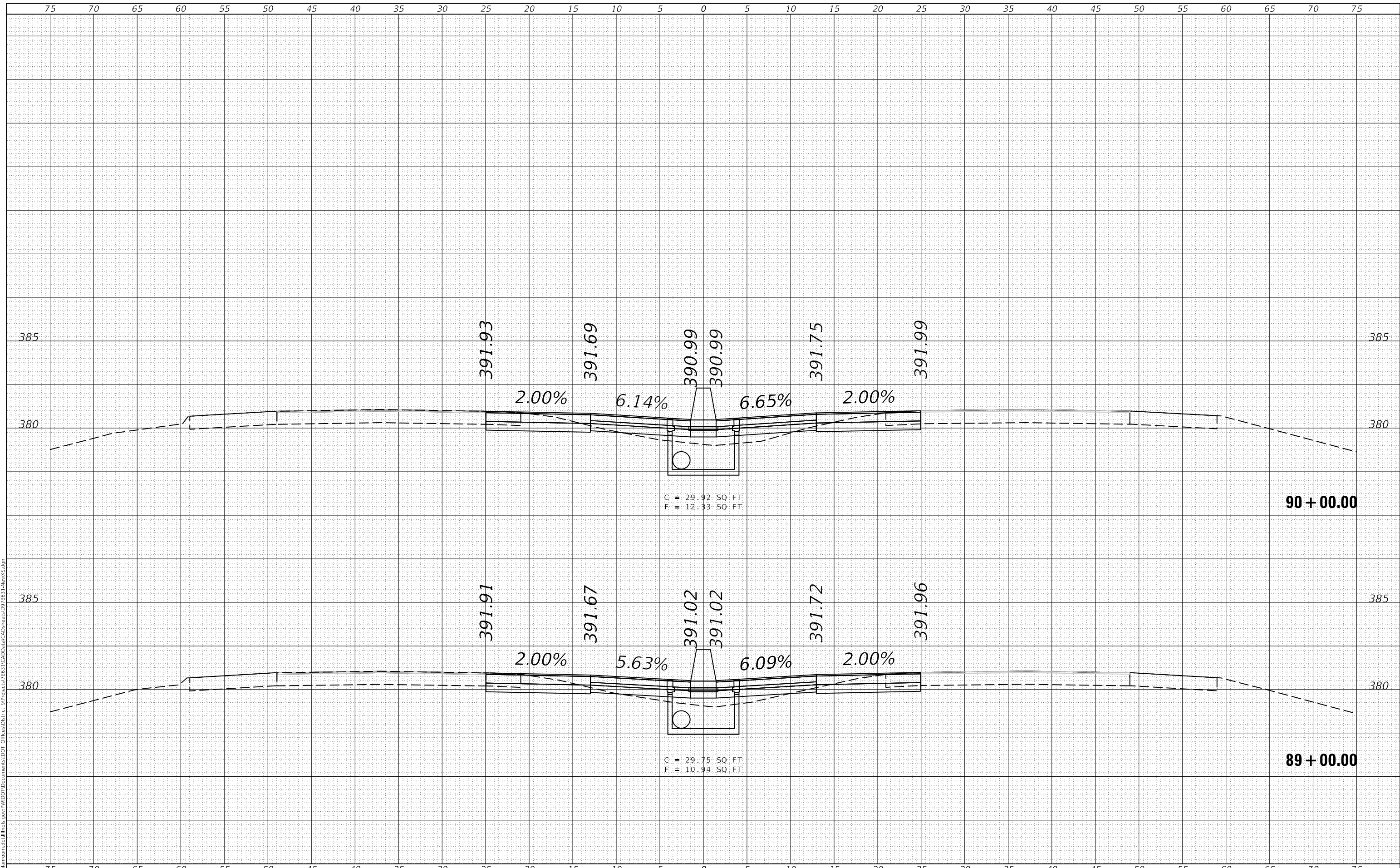
F.A.I. RTE. 57	SECTION *	COUNTY FRANKLIN	TOTAL SHEETS 254	SHEET NO. 183
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

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

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NOTE BOOK NO.	PLOTTED	
	TEMPLATE	
	AREAS CHECKED	

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C = 29.92 SQ FT  
 F = 12.33 SQ FT

C = 29.75 SQ FT  
 F = 10.94 SQ FT

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	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/3/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 I-57**

SCALE: SHEET OF SHEETS STA. 89+00.00 TO STA. 90+00.00

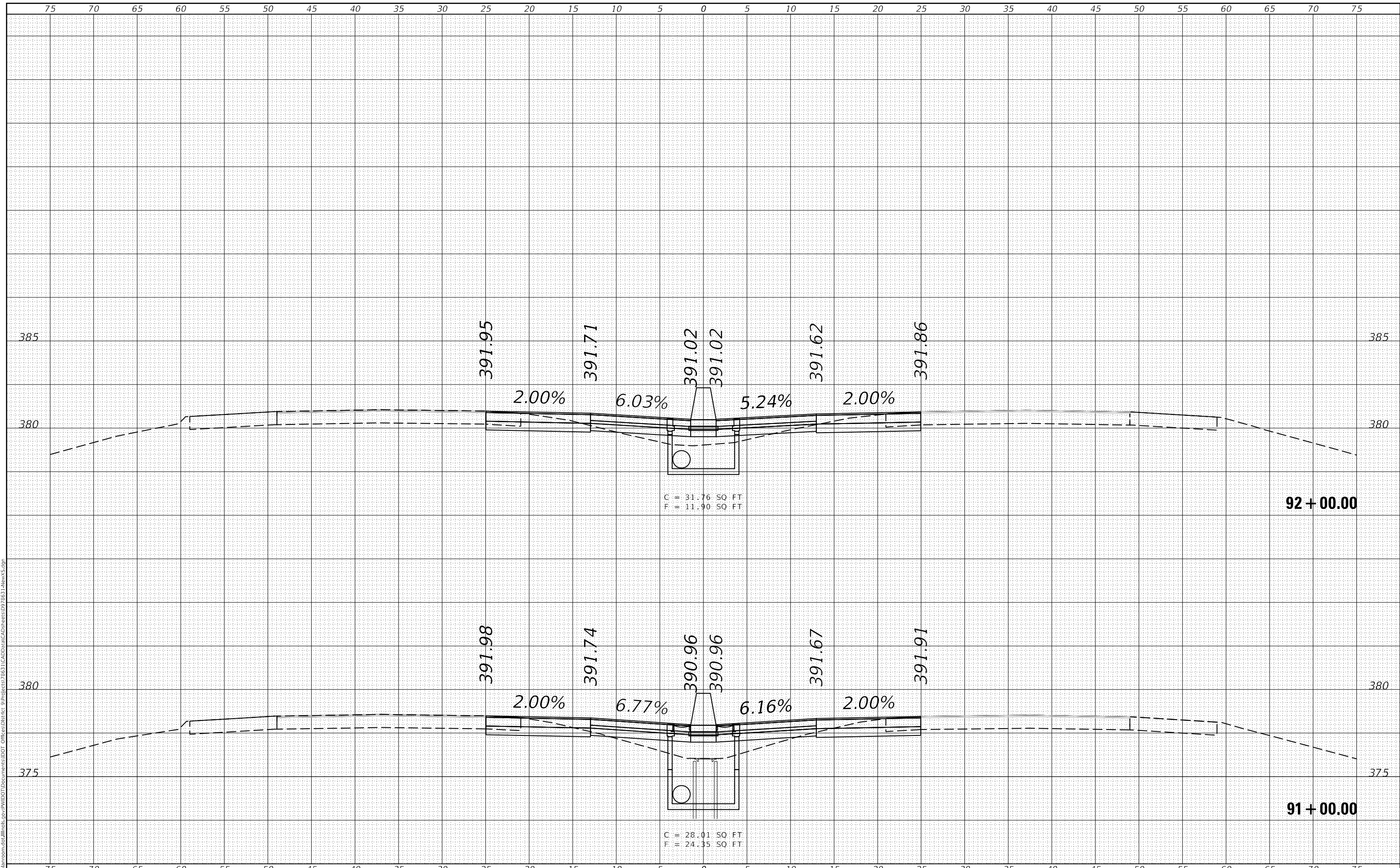
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CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

FINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	BY
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NOTE BOOK NO.	PLOTTED	BY
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	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/3/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>CROSS SECTIONS</b>	
<b>I-57</b>	
SCALE:	SHEET OF SHEETS
STA. 91+00.00	TO STA. 92+00.00

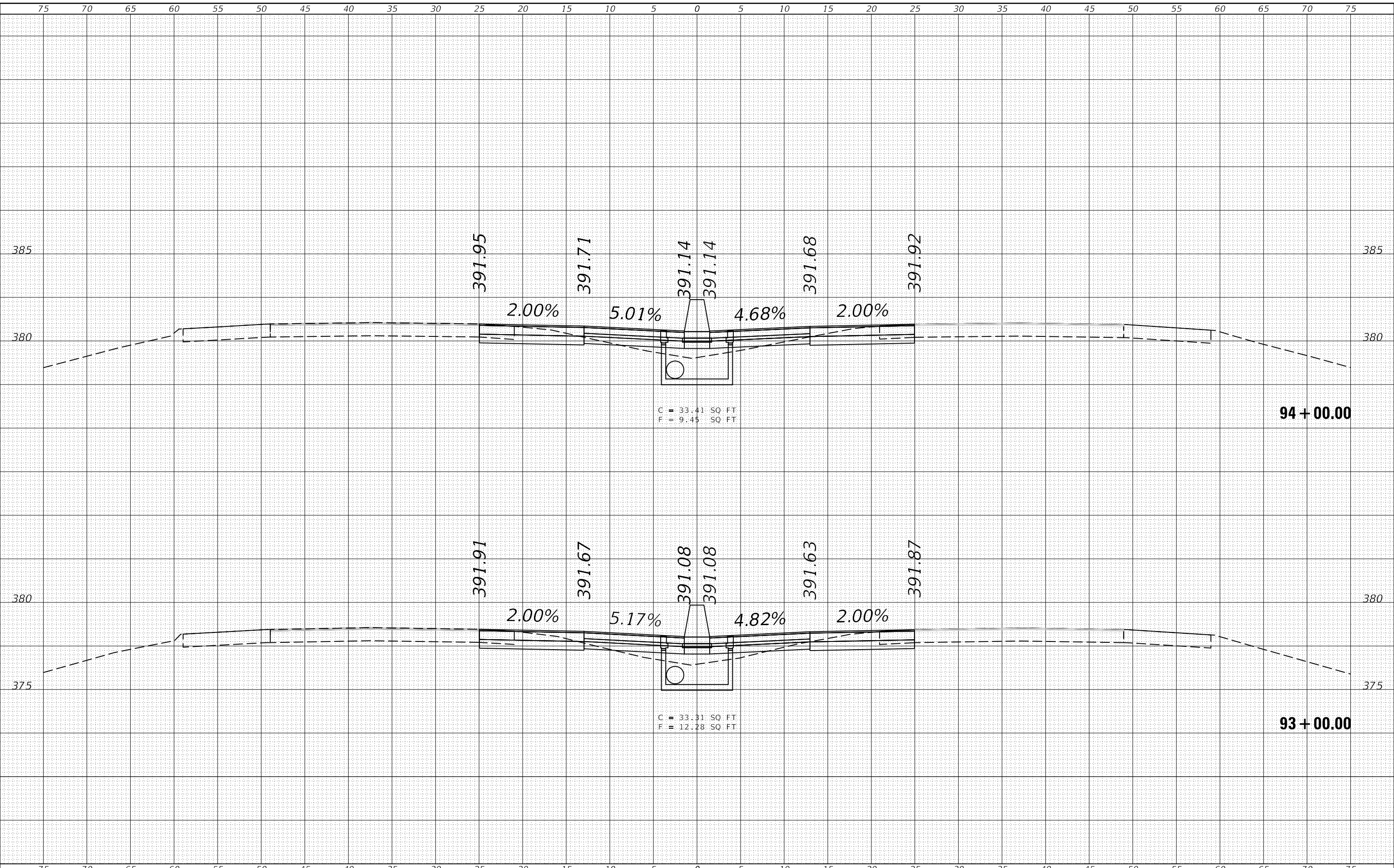
F.A.I. RTE. 57	SECTION *	COUNTY FRANKLIN	TOTAL SHEETS 254	SHEET NO. 185
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

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

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

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USER NAME = pritchettll	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/3/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>CROSS SECTION</b>	
<b>I-57</b>	
SCALE:	SHEET OF SHEETS
STA. 93+00.00 TO STA. 94+00.00	

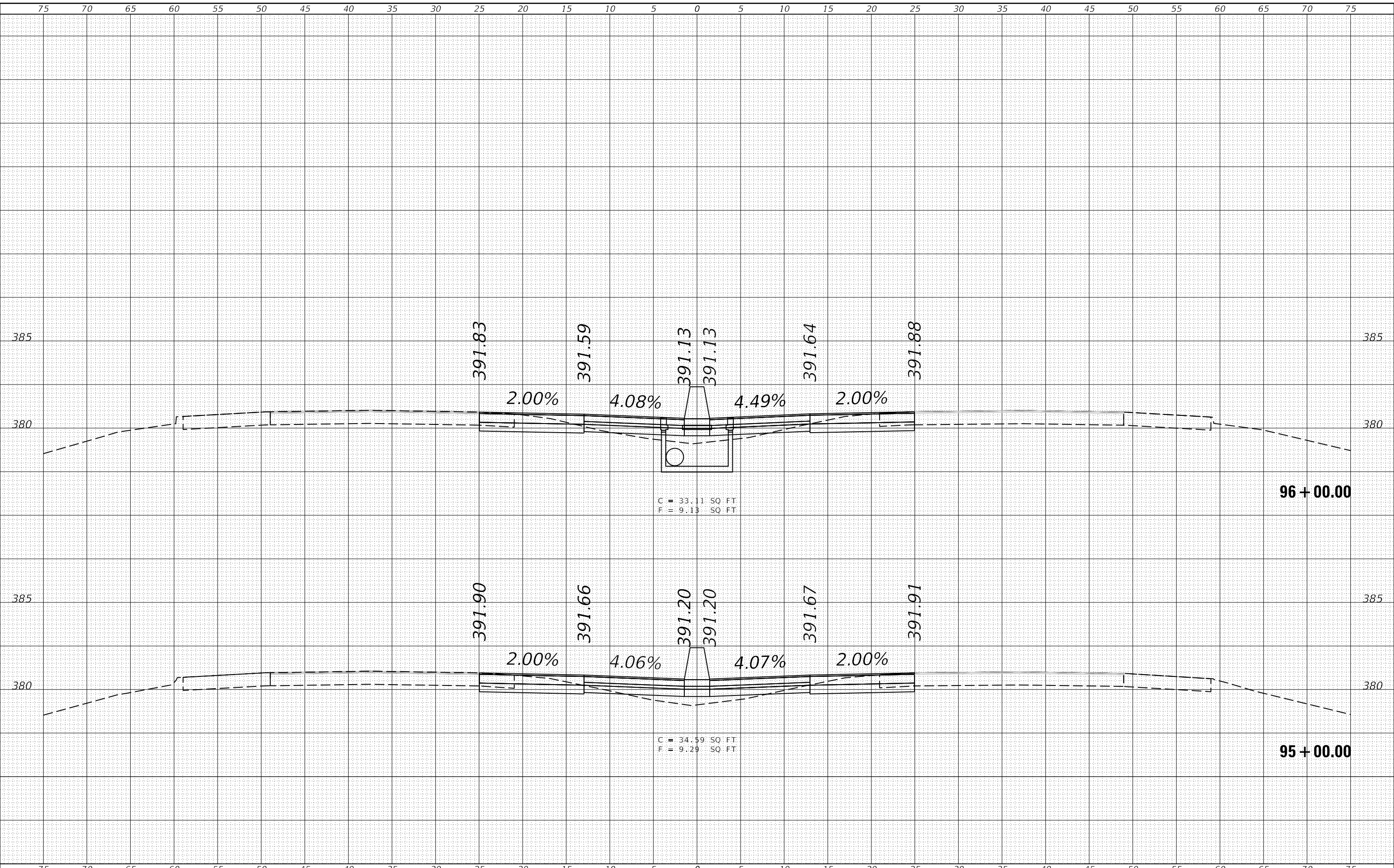
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	254	186
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

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

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

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USER NAME = pritchettll	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/3/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>CROSS SECTIONS</b>	
<b>I-57</b>	
SCALE:	SHEET OF SHEETS
STA. 95+00.00	TO STA. 96+00.00

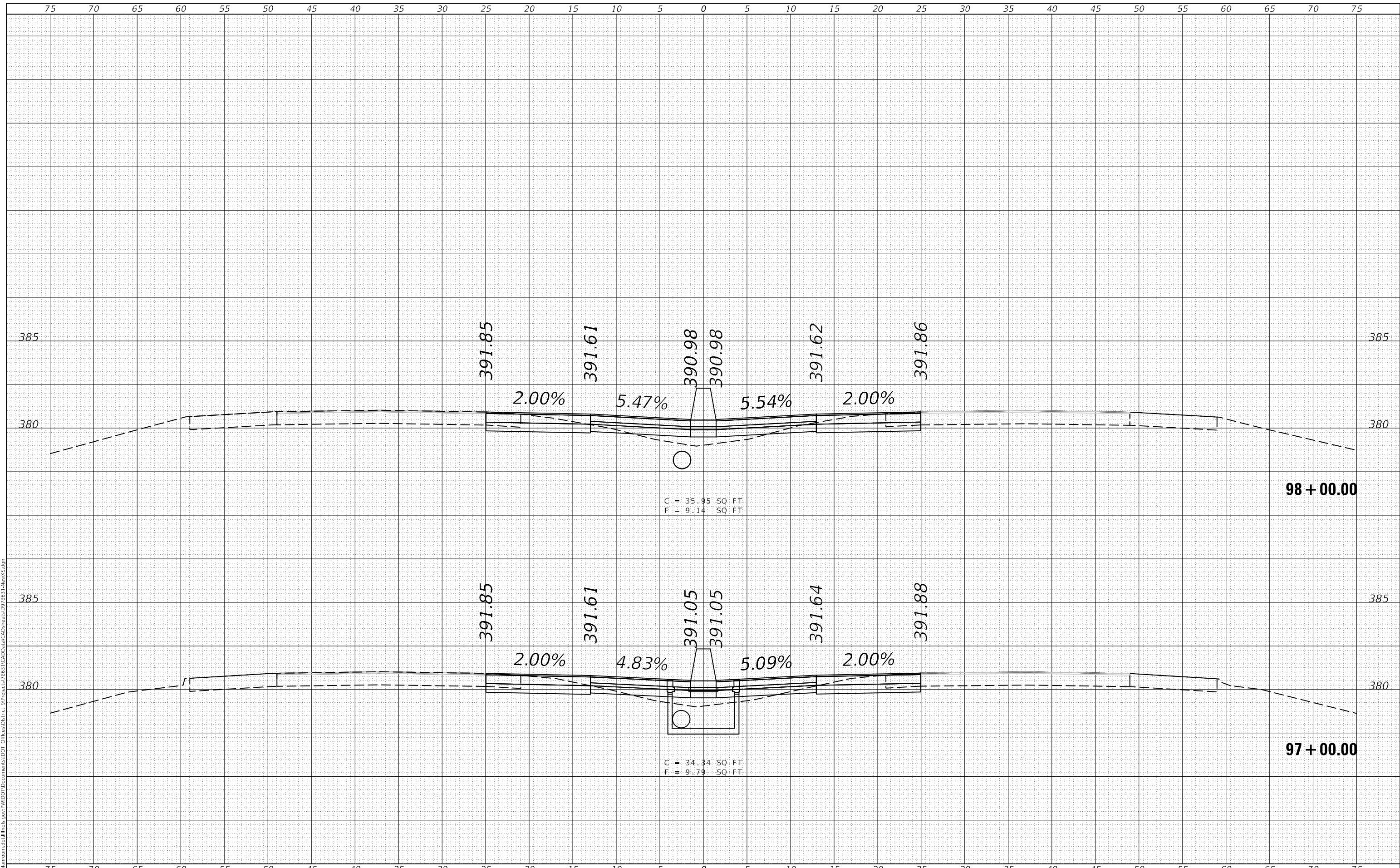
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	254	187
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

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

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

MODEL: Default  
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USER NAME = pritchettll	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/3/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>CROSS SECTIONS</b>	
<b>I-57</b>	
SCALE:	SHEET OF SHEETS
STA. 97+00.00	TO STA. 98+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	254	188
			CONTRACT NO. 78631	
		ILLINOIS	FED. AID PROJECT	

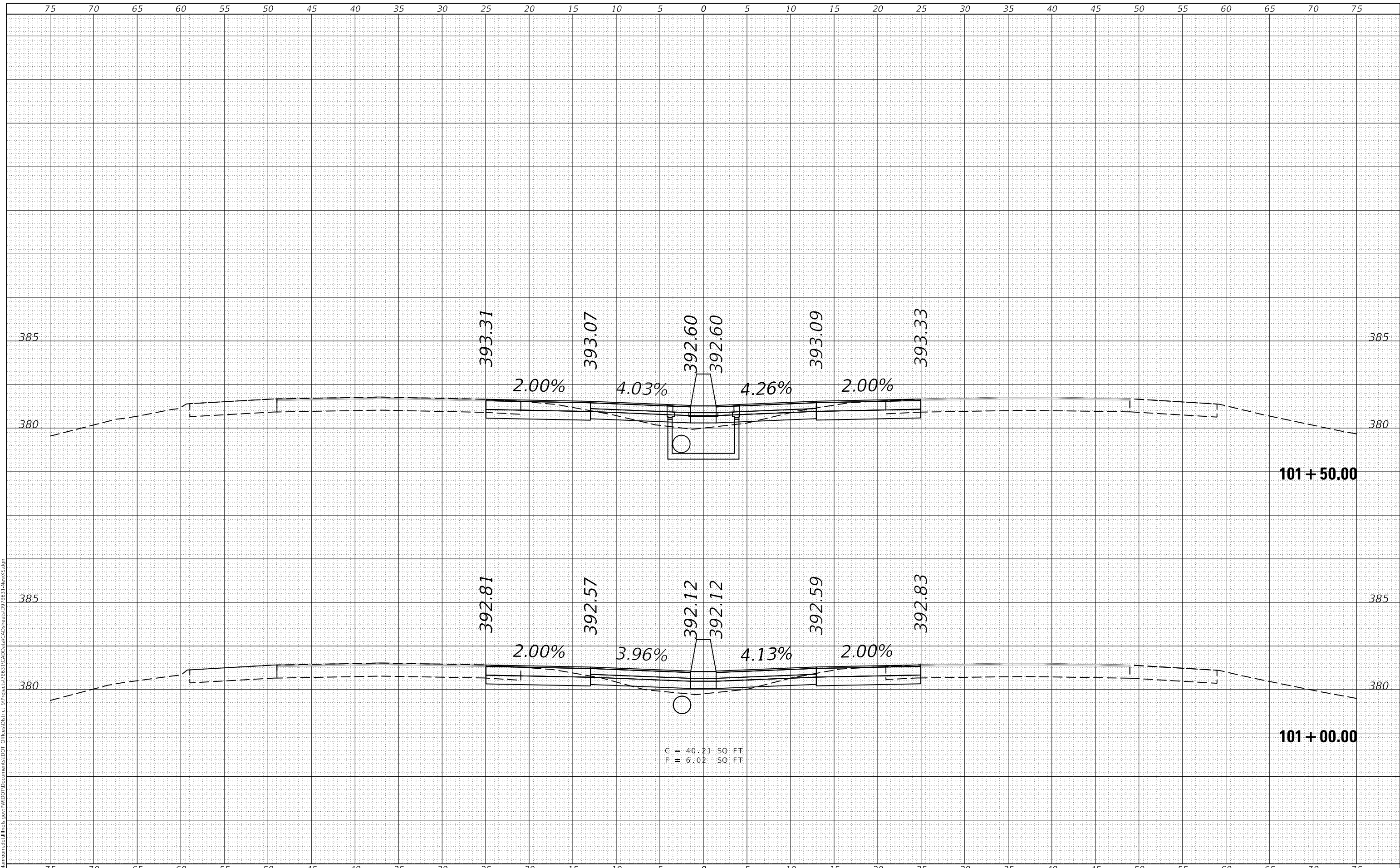
\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)



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

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

MODEL: Default  
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C = 40.21 SQ FT  
 F = 6.02 SQ FT

USER NAME = pritchettll	DESIGNED -	REVISD -
	DRAWN -	REVISD -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISD -
PLOT DATE = 7/3/2019	DATE -	REVISD -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 I-57**

SCALE: SHEET OF SHEETS STA. 101+00.00 TO STA. 101+50.00

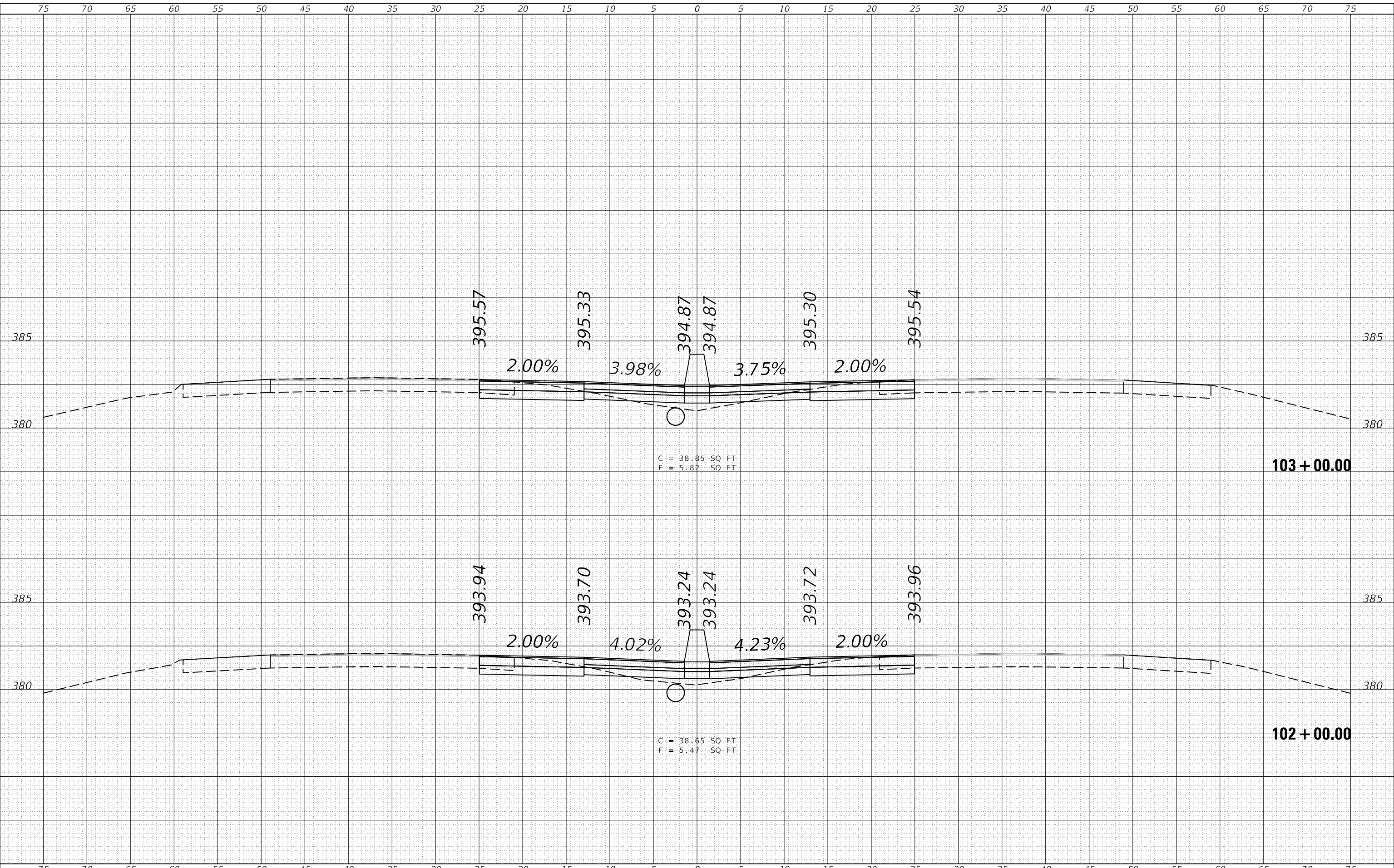
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	254	190
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

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

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

MODEL: Default  
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USER NAME = pritchettll	DESIGNED -	REVISD -
	DRAWN -	REVISD -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISD -
PLOT DATE = 7/3/2019	DATE -	REVISD -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 I-57**

SCALE: SHEET OF SHEETS STA. 102+00.00 TO STA. 103+00.00

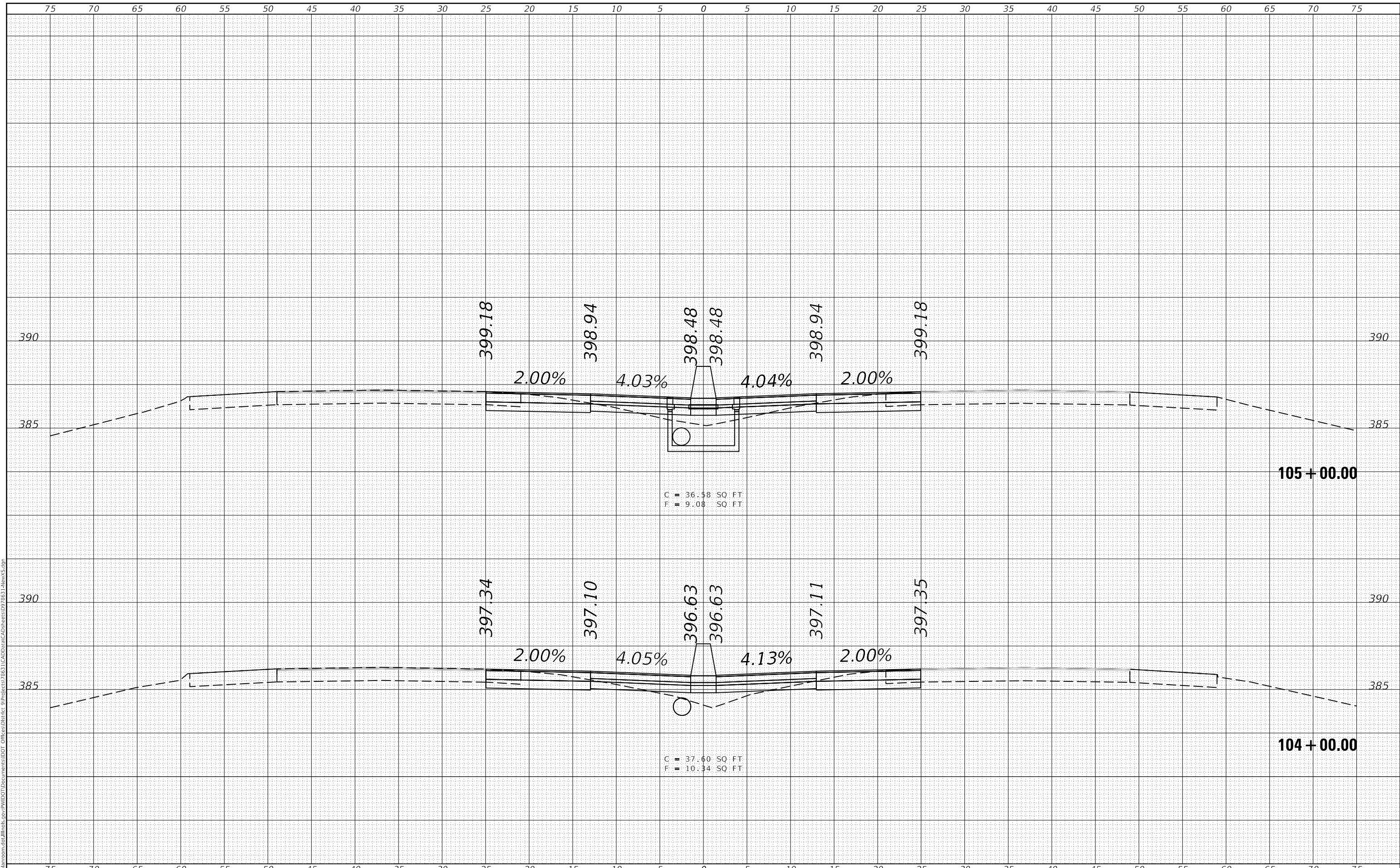
F.A.I. RTE. 57	SECTION *	COUNTY FRANKLIN	TOTAL SHEETS 254	SHEET NO. 191
			CONTRACT NO. 78631	
		ILLINOIS FED. AID PROJECT		

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

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

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

MODEL: Default  
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USER NAME = pritchettll	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/3/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>CROSS SECTIONS</b>	
<b>I-57</b>	
SCALE:	SHEET OF SHEETS
STA. 104+00.00 TO STA. 105+00.00	

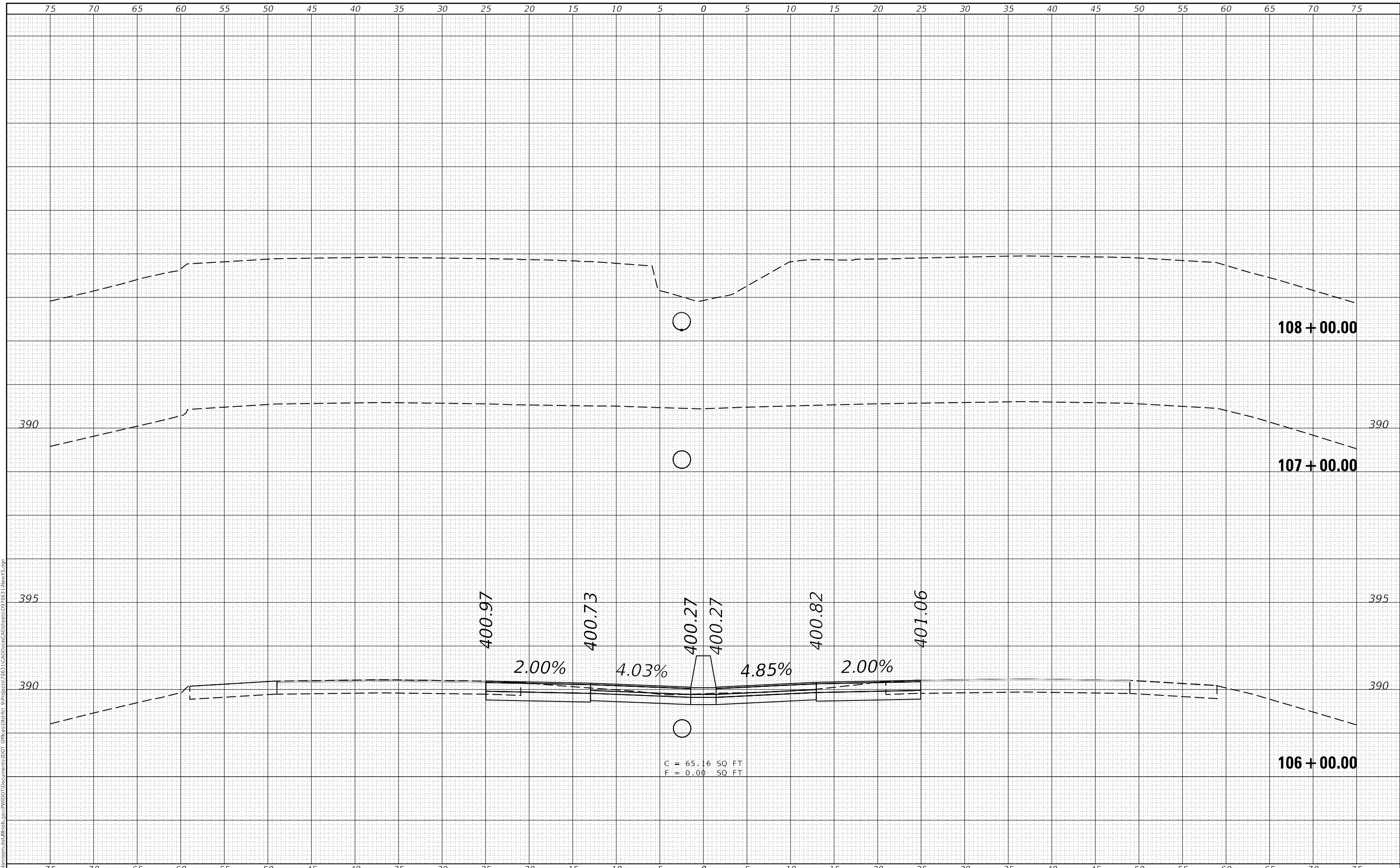
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	254	192
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

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

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

MODEL: Default  
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USER NAME = pritchettll	DESIGNED -	REVISD -
	DRAWN -	REVISD -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISD -
PLOT DATE = 7/3/2019	DATE -	REVISD -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 I-57**

SCALE: SHEET OF SHEETS STA. 106+00.00 TO STA. 108+00.00

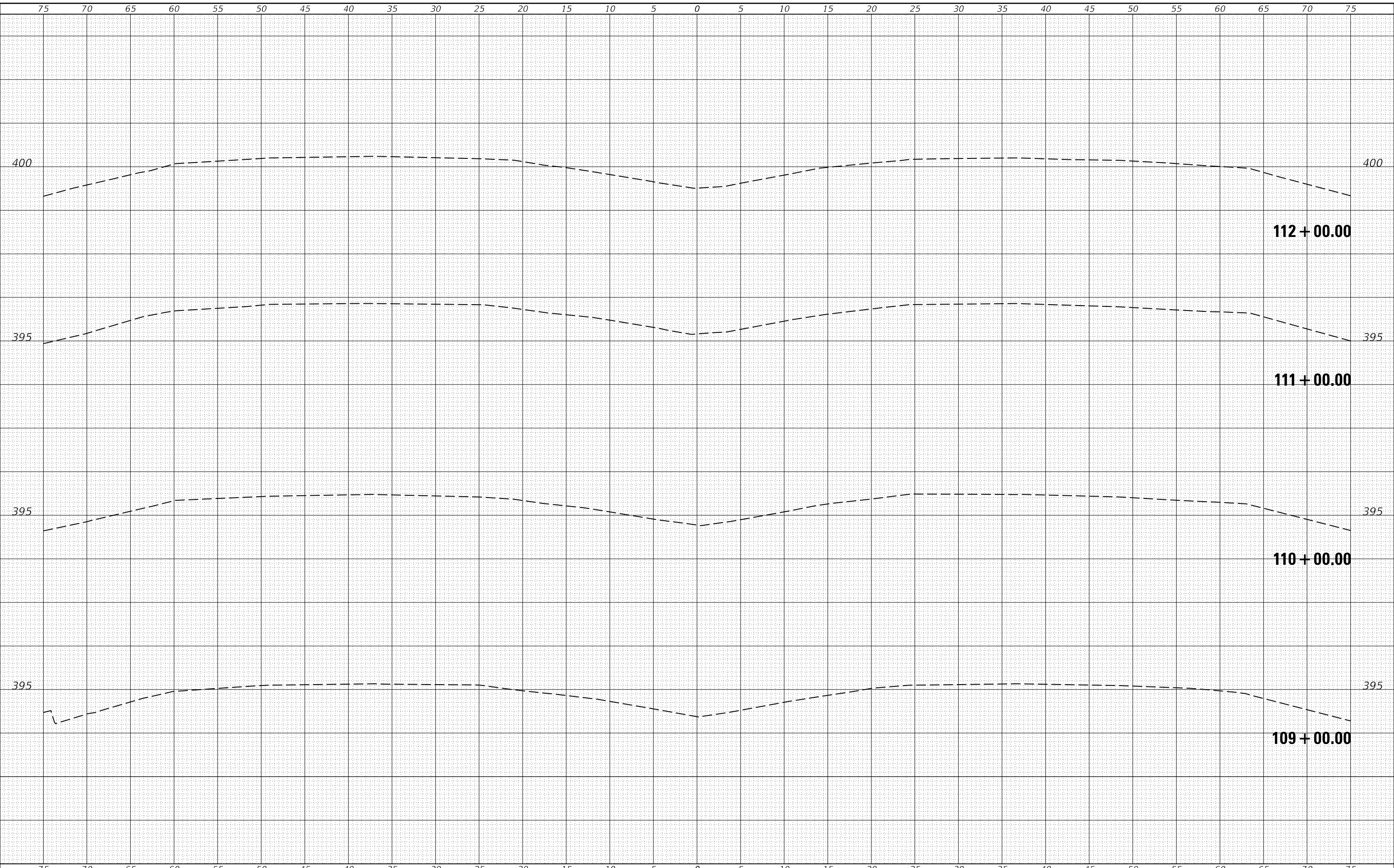
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	254	193
			CONTRACT NO. 78631	
ILLINOIS		FED. AID PROJECT		

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

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

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

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USER NAME = pritchettll	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/3/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 I-57**

SCALE: SHEET OF SHEETS STA. 109+00.00 TO STA. 112+00.00

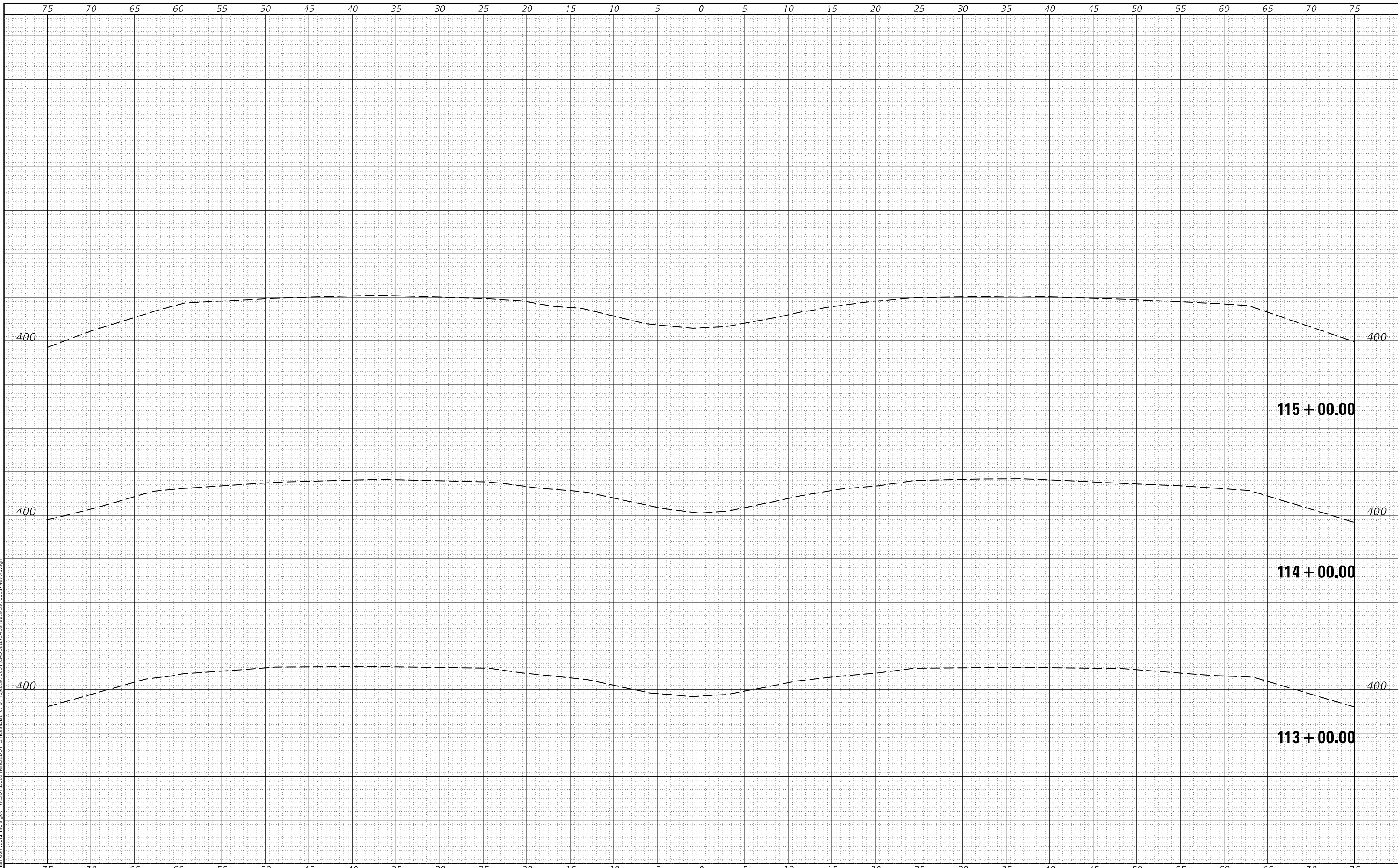
F.A.I. RTE. 57	SECTION *	COUNTY FRANKLIN	TOTAL SHEETS 254	SHEET NO. 194
			CONTRACT NO. 78631	
		ILLINOIS	FED. AID PROJECT	

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

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

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

MODEL: Default  
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USER NAME = pritchettll	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/3/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTION  
I-57**

SCALE: SHEET OF SHEETS STA. 113+00.00 TO STA. 115+00.00

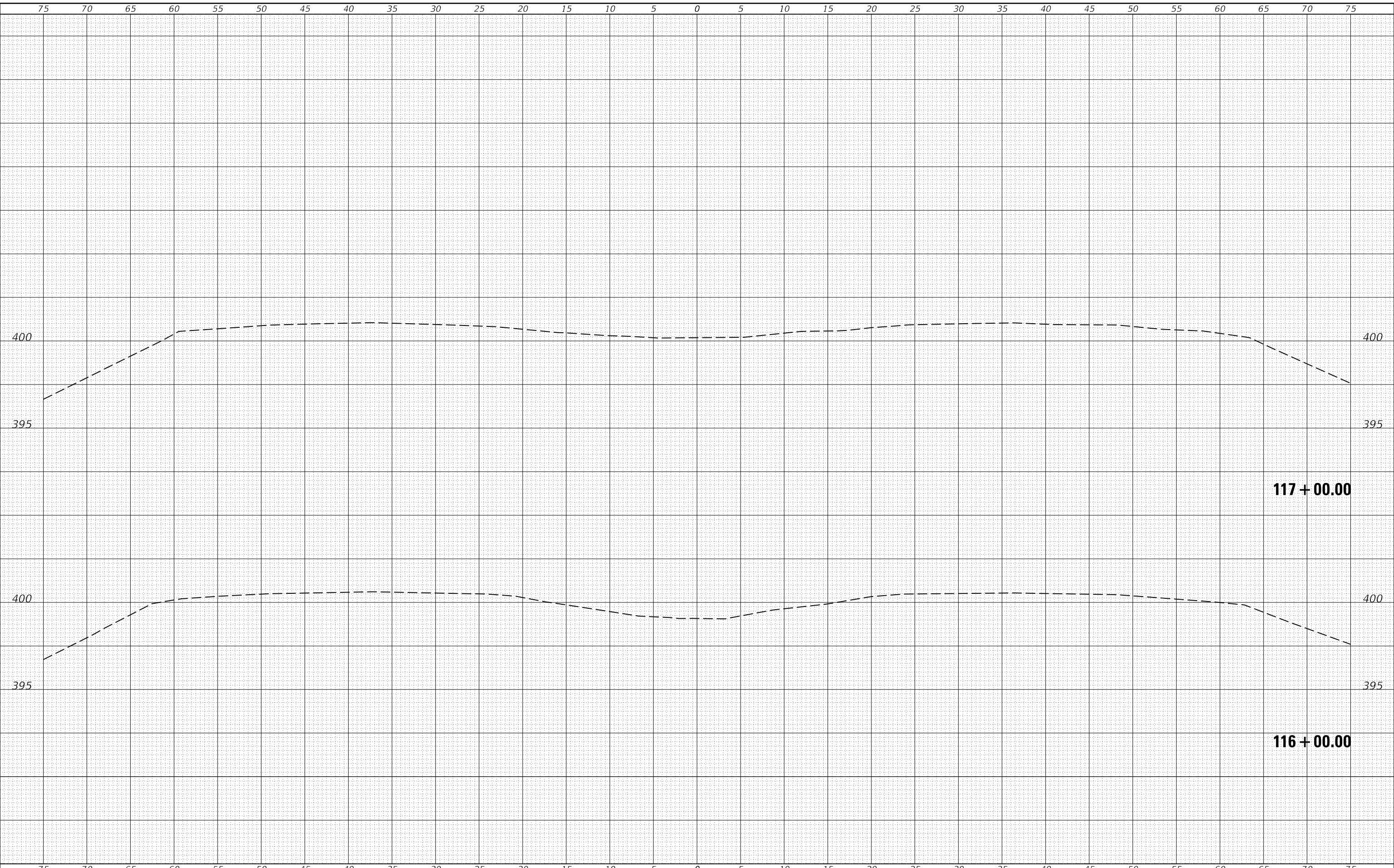
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	254	195
				CONTRACT NO. 78631
		ILLINOIS	FED. AID PROJECT	

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

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

ORIGINAL SURVEY NO.	SURVEYED	BY	DATE
	PLOTTED		
	TEMPLATE		
	AREAS CHECKED		

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USER NAME = pritchettll	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/3/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
I-57**

SCALE: SHEET OF SHEETS STA. 116+00.00 TO STA. 117+00.00

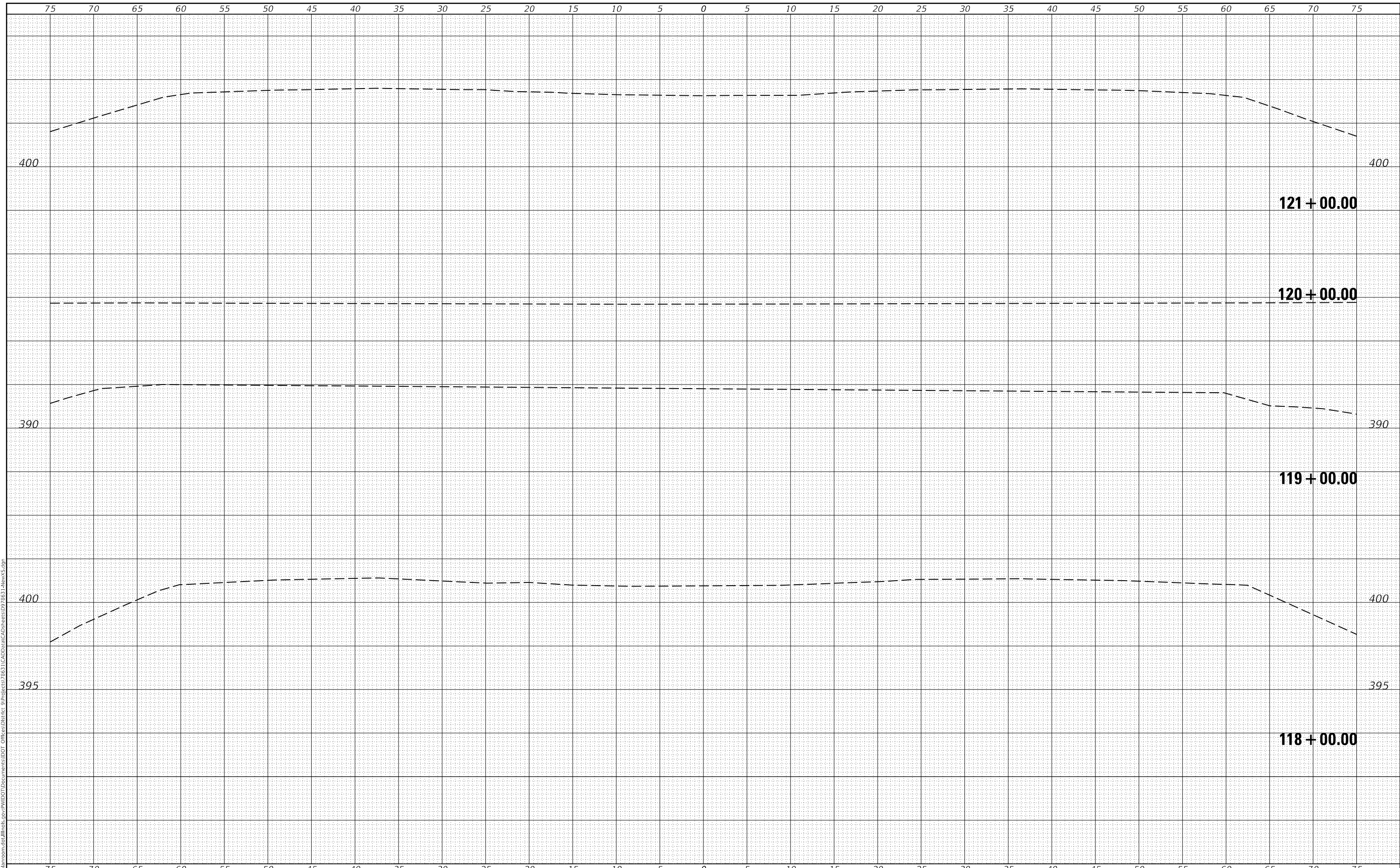
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	254	196
			CONTRACT NO. 78631	
		ILLINOIS	FED. AID PROJECT	

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

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

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

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USER NAME = pritchettll	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/3/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 I-57**

SCALE: SHEET OF SHEETS STA. 118+00.00 TO STA. 121+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	254	197
			CONTRACT NO. 78631	
		ILLINOIS	FED. AID PROJECT	

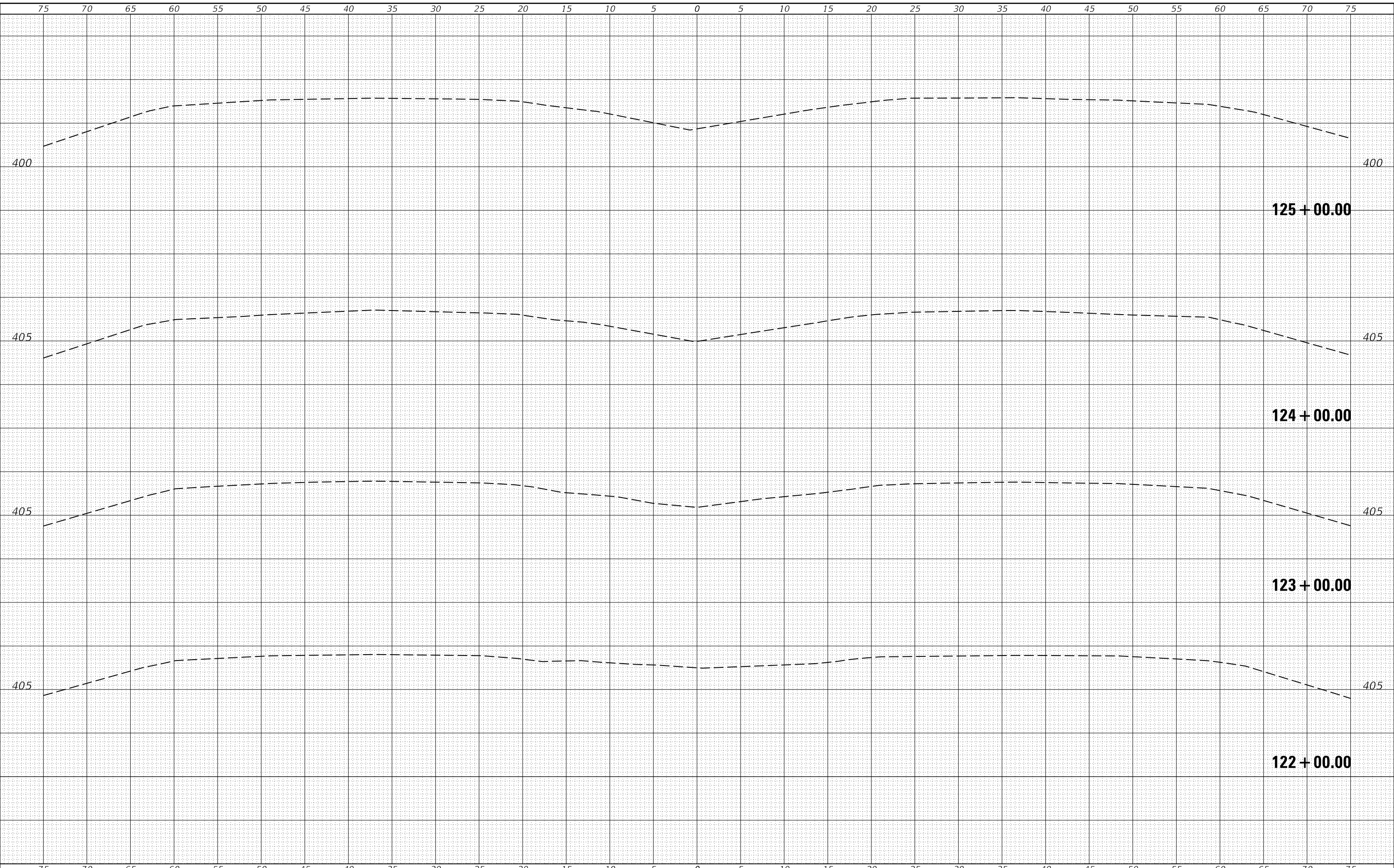
\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)



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

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

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USER NAME = pritchettll	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/3/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>CROSS SECTIONS</b>	
<b>I-57</b>	
SCALE:	SHEET OF SHEETS
STA. 122+00.00 TO STA. 125+00.00	

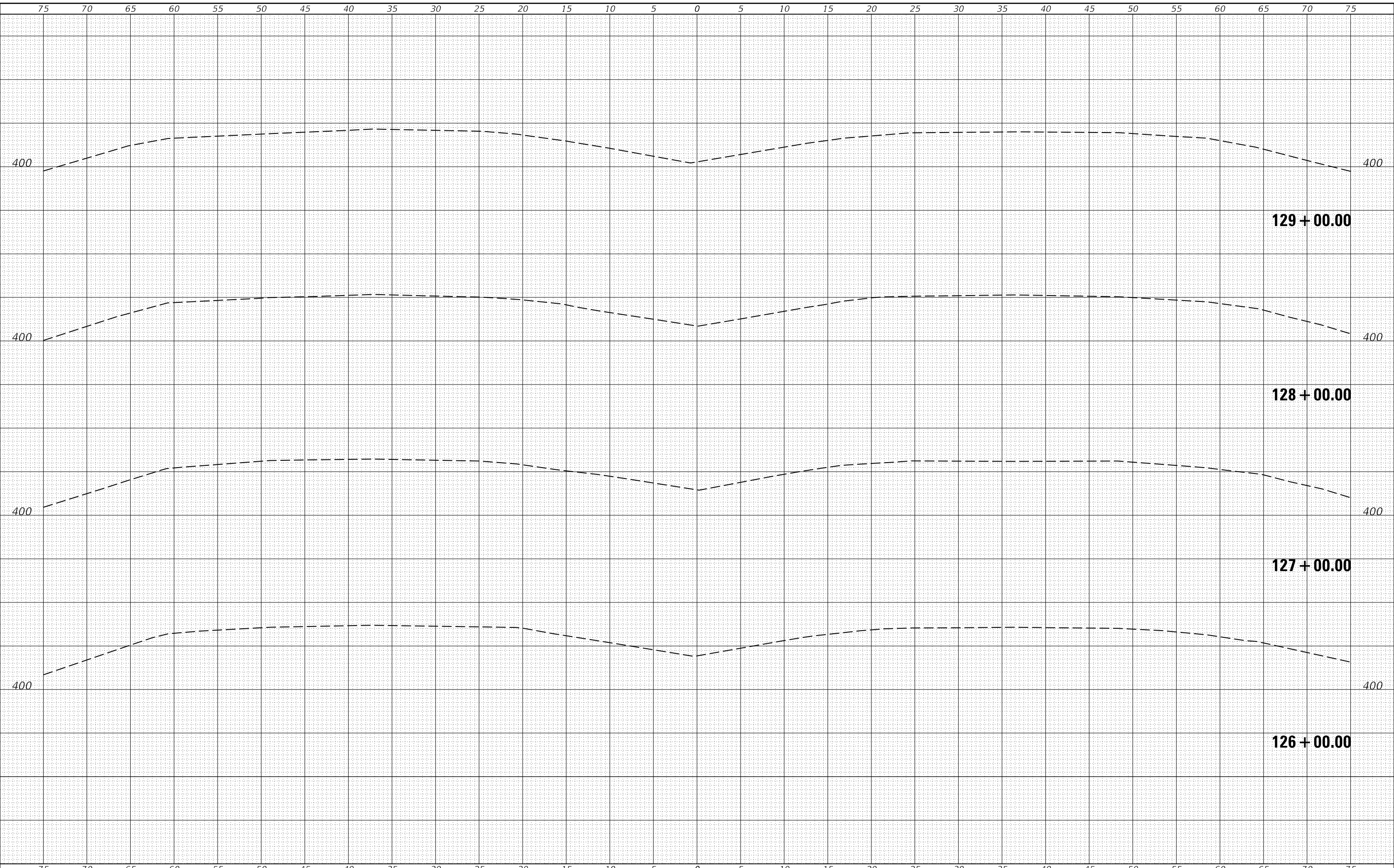
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	254	
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

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

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

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USER NAME = pritchettll	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/3/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>CROSS SECTIONS</b>	
<b>I-57</b>	
SCALE:	SHEET OF SHEETS
STA. 126+00.00 TO STA. 129+00.00	

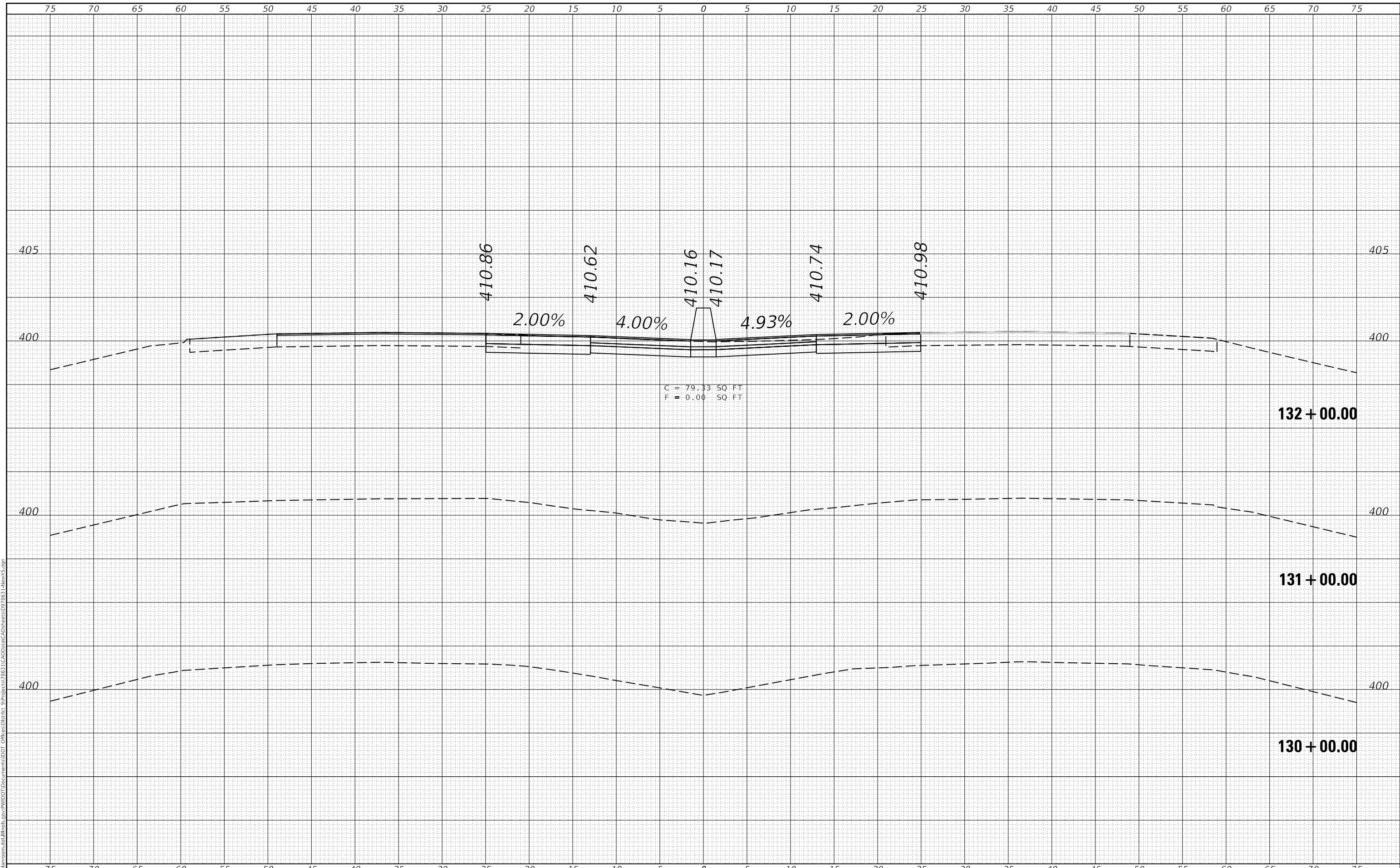
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	254	199
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

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

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

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USER NAME =	pritchettll
DESIGNED -	REVISIED -
DRAWN -	REVISIED -
PLOT SCALE =	10.0000 ' / in.
CHECKED -	REVISIED -
DATE -	REVISIED -
PLOT DATE =	7/3/2019

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

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>CROSS SECTION</b>	
<b>I-57</b>	
SCALE:	SHEET OF SHEETS
STA. 130+00.00	TO STA. 132+00.00

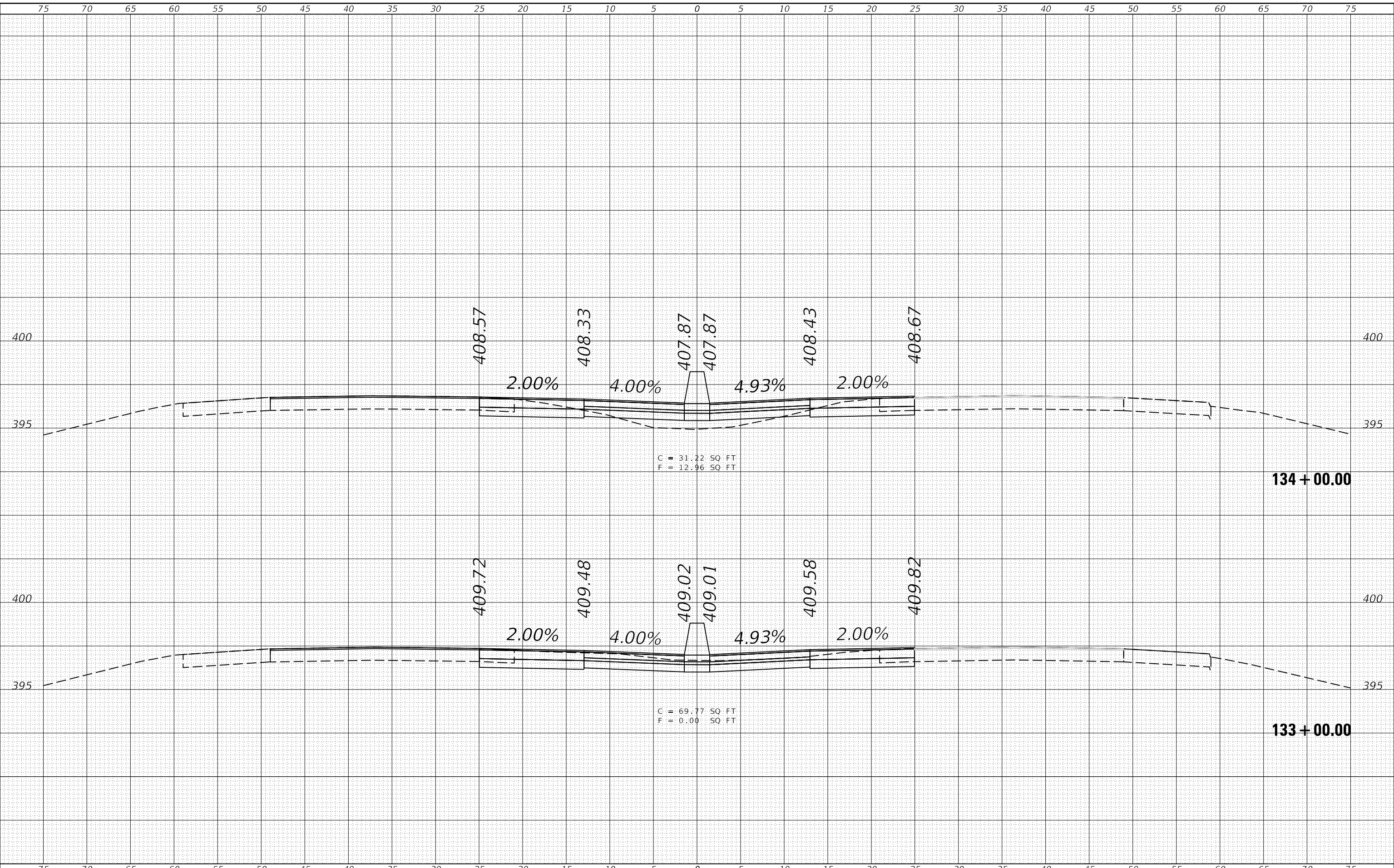
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	254	200
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)

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

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

MODEL: Default  
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USER NAME = pritchettll	DESIGNED -	REVISIED -
	DRAWN -	REVISIED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISIED -
PLOT DATE = 7/3/2019	DATE -	REVISIED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>CROSS SECTIONS</b>	
<b>I-57</b>	
SCALE:	SHEET OF SHEETS STA. 133+00.00 TO STA. 134+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	FRANKLIN	254	201
CONTRACT NO. 78631				
ILLINOIS FED. AID PROJECT				

\*(28-5,-2,-3,-4,-5)R-2;28-5(B-2)