

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-I, 111BR-I	MADISON	123	1

124

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

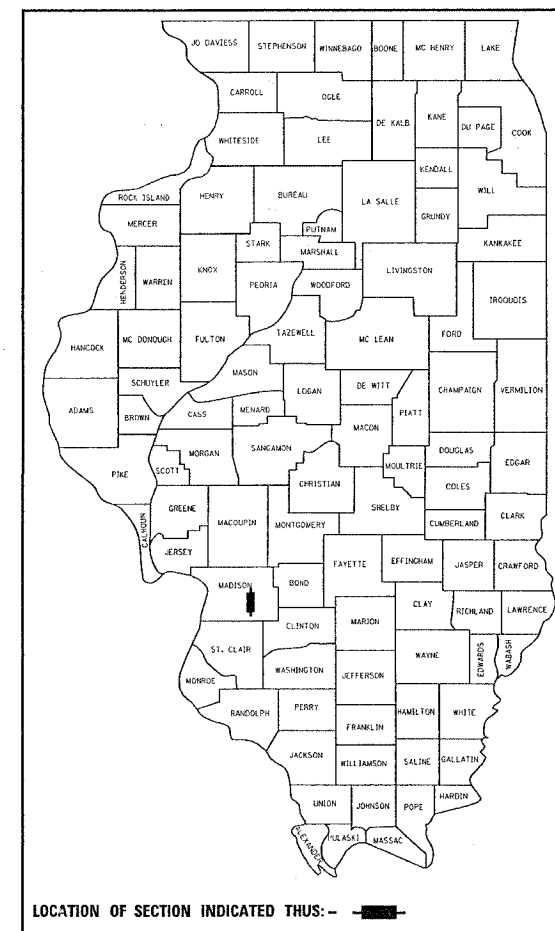
**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 314 (IL 4)
SECTION 108BR-I, 111BR-I
PROJECT: *BRF-314(005)*
STRUCTURE REPLACEMENTS
MADISON COUNTY

C-98-060-05

FOR INDEX OF SHEETS, SEE SHEET NO. 2

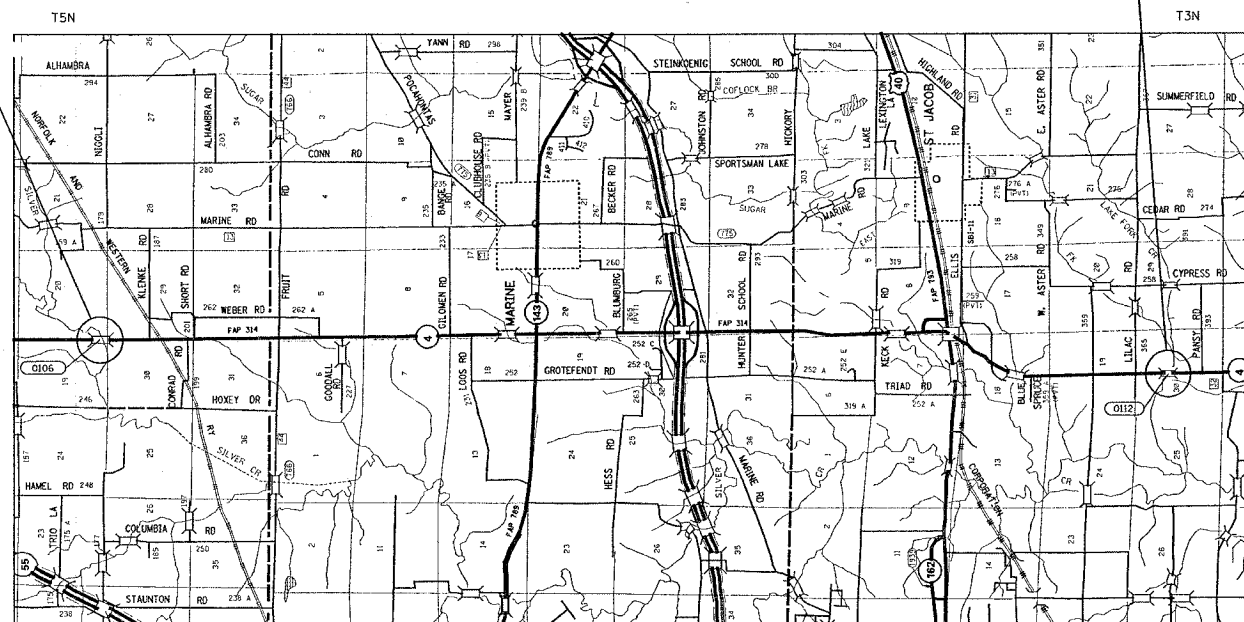
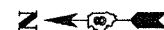
D-98-027-01



LOCATION OF SECTION INDICATED THUS: -

DOUBLE SPAN PPC DECK BEAM
TO BE REPLACED WITH SINGLE
SPAN PLATE GIRDER STRUCTURE
OVER LAKE FORK CREEK
BEGIN STA 157+25
END STA 166+75
SN 060-0112 (E)
SN 060-0339 (P)

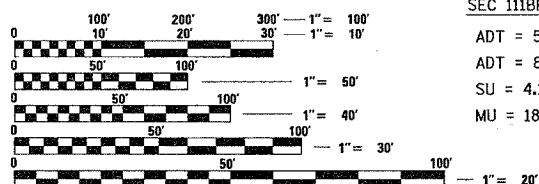
SIX SPAN PPC DECK BEAM
TO BE REPLACED WITH FIVE
SPAN I-BEAM STRUCTURE
OVER SILVER CREEK
BEGIN STA 258+80
END STA 267+80
SN 060-0106 (E)
SN 060-0334 (P)



SEC 108BR-I SN 060-0334 (P)
ADT = 3400 (2003)
ADT = 4800 (2026)
SU = 5.5%
MU = 13.1%

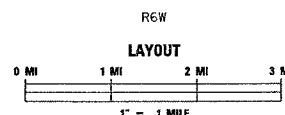
SEC 111BR-I SN 060-0339 (P)
ADT = 5800 (2003)
ADT = 8200 (2026)
SU = 4.1%
MU = 18.2%

MICROFILMED _____
REEL NUMBER _____
AWARDED _____
RESIDENT ENGINEER _____
AS BUILT CHANGES WERE MADE
ON THE FOLLOWING SHEETS _____



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

DESIGN DESIGNATION



J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123

SEC 108BR-I; SN 060-0334 (P)
LATITUDE 38.67952
LONGITUDE 89.80934

SEC 111BR-I; SN 060-0339 (P)
LATITUDE 38.67952
LONGITUDE 89.80934

SEC 108BR-I
GROSS LENGTH 0.062 MI
NET LENGTH 0.062 MI

SEC 111BR-I
GROSS LENGTH 0.020 MI
NET LENGTH 0.020 MI

TOTAL
GROSS LENGTH 0.082 MI
NET LENGTH 0.082 MI

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *October 27, 2005*

Mary Chavis DEPUTY DIRECTOR OF HIGHWAYS
REGION FIVE ENGINEER

December 9, 2005

Mike Hane ENGINEER OF DESIGN AND ENVIRONMENT

December 9, 2005

Eric Harn DIRECTOR, DIVISION OF HIGHWAYS

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

PROJECT ENGINEER: PATTI LeBEAU (618) 346-3179
SQUAD CONTACT: ARTHUR MUEHLFELD (618) 346-209

CONTRACT NO. 76454

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-I, 111BR-I	MADISON	123	2
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

INDEX OF SHEETS

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- 2 INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES & COMMITMENTS
- 3-5 SUMMARY OF QUANTITIES
- 6 TIE POINTS & BENCH MARKS
- 7-8 STORM WATER POLLUTION PREVENTION PLAN

SN 060-0106(E) 0334(P), SECTION 108BR-I

- 9 WIDE LOAD SIGNING
- 10 TYPICAL SECTIONS
- 11-12 SCHEDULES
- 13-15 MAINLINE PLAN & PROFILE SHEETS
- 16 CHANNEL EXCAVATION PLAN SHEET
- 17-22 STAGE CONSTRUCTION
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- 25 MISCELLANEOUS DETAILS
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- 69-75 CHANNEL CROSS SECTIONS

SN 060-0112(E) 0339(P), SECTION 111BR-I

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- 77 TYPICAL SECTIONS
- 78 SCHEDULES
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- 81-86 STAGE CONSTRUCTION
- 87 PLAT OF HIGHWAYS
- 88 MISCELLANEOUS DETAILS
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- 114-118 MAINLINE CROSS SECTIONS
- 119 ENTRANCE CROSS SECTIONS
- 120-123 CHANNEL CROSS SECTIONS
- 123 A. CONCRETE PARAPET SLIPFORMING OPTION DETAIL

HIGHWAY STANDARDS

000001-04	630301-03	701306-01
280001-01	631011-02	701311-02
406201	631031-05	701321-08
420401-05	635006-02	701326-02
482001	635011-01	702001-05
515001-02	701006-02	704001-02
630001-05	701011-01	780001-01
	701301-02	781001-02

- GENERAL NOTES:**
- THE STANDARDS AND REVISION NUMBERS SHALL APPLY TO THIS PROJECT.
 - THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
 - ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO UTILITIES WITHIN THE PROJECT AREA BEFORE DIGGING BY CALLING J.U.L.I.E. AND BY NOTIFYING NON-J.U.L.I.E. MEMBERS INDIVIDUALLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:
 - ALHAMBRA-GRANTFORK TELEPHONE COMPANY
 - BOND MADISON WATER COMPANY
 - CONOCO-PHILLIPS COMPANY.
 - MADISON TELEPHONE COMPANY
 - SOUTHWESTERN ELECTRIC COOPERATIVE, INC.
 - CENTERPOINT ENERGY PIPELINE SERVICES
 - HOME TELEPHONE COMPANY
 - TRI-TOWNSHIP WATER DISTRICT
 - AT&T CORPORATION
 MEMBERS OF J.U.L.I.E. (800) 892-0123 ARE INDICATED BY *. NON-MEMBERS MUST BE NOTIFIED INDIVIDUALLY.
 - THE CONTRACTOR SHALL PROVIDE TWO SIGNAL HEADS (EACH) FOR THE APPROACHES ON THE SIDE ROAD & PRIVATE DRIVES. THE SIGNALS, DETECTOR LOOPS, THE NUMBER OF TURNS OF WIRE IN THE LOOPS SHALL BE AS DETERMINED BY THE ENGINEER.
 - ALL ADDITIONAL TRAFFIC SIGNAL HEADS, LOOP DETECTORS AND ASSOCIATED EQUIPMENT REQUIRED TO MAINTAIN ACCESS AT THE SIDEROADS OR DRIVEWAY ENTRANCES SHALL BE INCLUDED IN THE COST OF "TEMPORARY BRIDGE TRAFFIC SIGNALS (STATE FURNISHED CONTROLLER)".
 - THE CONTRACTOR SHALL FURNISH AND INSTALL WOOD SIGN SUPPORTS IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS; HOWEVER, INSTALLATION BY METHOD 'A' (ARTICLE 730.04(a)) SHALL BE THE ONLY METHOD PERMITTED.
 - "ROAD CONSTRUCTION AHEAD" SIGNS SHALL BE PLACED AT THE BEGINNING AND ENDING OF THE PROJECT AND WILL BE INCLUDED IN THE TRAFFIC CONTROL PAY ITEMS. ALL CONSTRUCTION SIGNS SHALL BE FLOURESCENT ORANGE.
 - ALL SIGNS THAT INTERFERE WITH CONSTRUCTION OPERATIONS SHALL BE REMOVED, STORED AND RE-ERECTED ACCORDING TO ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.
 - ALL SAW CUTTING FOR REMOVAL ITEMS SHALL BE FULL DEPTH AND SHALL BE INCLUDED IN THE COST OF THE REMOVAL ITEM.

- NO TRENCHES OR OPEN PITS WILL BE PERMITTED ADJACENT TO A TRAFFIC LANE DURING NON-WORKING HOURS. ALL WIDENING TRENCHES SHALL BE BACKFILLED DURING THE SAME WORKING DAY IT WAS EXCAVATED.
- THE COST FOR GRADING AND SHAPING ALONG THE PROPOSED WIDENING SHALL BE INCLUDED IN THE COST OF "EARTH EXCAVATION (WIDENING)".
- ALL WIDENING AND BASE COURSE PLACED DURING STAGE CONSTRUCTION SHALL BE REMOVED PRIOR TO PLACEMENT OF FINAL PAVEMENT. THIS SHALL BE PAID FOR AS "PAVEMENT REMOVAL".
- UTILITY LOCATIONS ARE PROVIDED FROM PERMIT INFORMATION (NOT SURVEYED). THE CONTRACTOR IS STILL REQUIRED TO VERIFY UTILITY LOCATIONS.
- THE TRAFFIC CONTROL MEASURES SHALL SUPPLEMENT AND BE IN ACCORDANCE WITH TRAFFIC CONTROL STANDARD 701321.
- THE COST OF "BARRICADES, TYPE III" SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)".
- THE PROPOSED TBT, TYPE 1 SPECIAL (TANGENT) TO BE USED DURING STAGE II CONSTRUCTION (SN 060-0334 - NE & SE QUADRANTS; SN 060-0339 - NW QUAD) SHALL BE REMOVED AND RE-ERECTED AT IT'S FINAL LOCATION AS SHOWN IN THE PLANS AFTER STAGE CONSTRUCTION IS COMPLETE. THIS WORK SHALL BE PAID FOR AS "REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 1".
- THE COST TO REMOVE ALL THE EXISTING TRAFFIC BARRIER TERMINALS SHALL BE INCLUDED IN THE COST OF "GUARDRAIL REMOVAL".
- ACCESS TO ENTRANCES SHALL BE MAINTAINED AT ALL TIMES.
- A QUANTITY OF 2225 FEET OF "TEMPORARY PAVEMENT MARKING - LINE 6" WHITE HAS BEEN INCLUDED IN THE PLANS FOR PAINTING THE BOTTOM 6" OF THE TEMPORARY CONCRETE BARRIER.
- THE BARRIER UNIT AT EACH END OF THE TRAFFIC CONTROL INSTALLATION SHALL BE SECURED TO THE PAVEMENT OR SHOULDER USING ALL SIX ANCHORING PINS FOR F-SHAPE BARRIER OR ALL SIX DOWEL BARS FOR NEW JERSEY SHAPE BARRIER.
- THE TEMPORARY CONCRETE BARRIER (STATE OWNED) IS LOCATED AT IL ROUTE 111 NORTH OF I-55/70. THE CONTRACTOR SHALL PICK UP THE BARRIER AND RETURN THE BARRIER TO THE SAME LOCATION UPON COMPLETION OF THE CONTRACT. ANY DAMAGED BARRIER WILL NOT HAVE TO BE REPLACED. THE CONTRACTOR SHALL DISPOSE OF DAMAGED CONCRETE BARRIER IN AN APPROVED DUMP SITE. THE CONNECTOR PINS SHALL BE FURNISHED BY THE CONTRACTOR AND THE COST SHALL BE INCLUDED WITH THE COST OF "TEMPORARY CONCRETE BARRIER (STATE OWNED)".

COMMITMENTS

NONE

PERTINENT INFORMATION

THERE IS A FIBER OPTIC CABLE ON THE WEST SIDE OF IL ROUTE 4 AT SILVER CREEK. THE FIBER OPTIC CABLE MARKER WILL HAVE TO BE ADJUSTED DURING CONSTRUCTION AT STATION 262+00, 40 FT. RT. AN AT&T TECHNICIAN WILL NEED TO BE ON SITE WHEN THE CONTRACTOR IS DIGGING IN CLOSE PROXIMITY OF THE CABLE.

THE LOCAL AT&T TECHNICIAN IS TERRY BELL AND CAN BE REACHED AT (618) 616-0720, OR HIS SUPERVISOR TERRY HOBBS CAN BE REACHED AT (314) 406-1304.

MIXTURE USE	SURFACE	BINDER	SHOULDERS	TOP LIFT SHOULDERS	BRIDGE APP PVMT CONN (FLEXIBLE)	BASE COURSE
AC/PG	PG 64-22	PG 64-22	PG 58-22	PG 58-22	PG 64-22	PG 64-22
RAP % (MAX)	10%	10%	30%	30%	10%	30%
DESIGN AIR VOIDS	4.0% @ Ndes=90	4.0% @ Ndes=90	2.0% @ Ndes=30	**2.0% @ Ndes=30	4.0% @ Ndes=90	2.0% @ Ndes=50
MIX COMPOSITION (GRADATION MIXTURE)						
FRICITION AGG	MIXTURE "D"	MIXTURE "B"	BAM	BAM	MIXTURE "B"	BSE CSE

** TOP LIFT SHOULDERS - DESIGN THIS MIX AT 2.0% VOIDS AND ADD ASPHALT TO REDUCE VOIDS TO 1.5%.

PLAN QUANTITIES FOR BITUMINOUS CONCRETE SURFACE COURSE ITEMS ARE CALCULATED USING A UNIT WEIGHT OF 112 LB/SQ YD/IN (59.8 KG/SQ M/25 MM THICKNESS).

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES AND COMMITMENTS
 FAP ROUTE 314
 SECTION 108BR-I, 111BR-I
 MADISON COUNTY

PLOT DATE = 11/10/2005
 FILE NAME = c:\projects\1082701\plan\1082701.dwg
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 REFERENCE = REF#

Rev.

SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-I, 111BR-I	MADISON	123	3
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT	80% FED. 20% STATE	X071-2A 108BR-I	X071-2A 108BR-I	108BR-I SFTY-3N	X071-2A 111BR-I	X071-2A 111BR-I	111BR-I SFTY-3N
			TOTAL QUANTITIES						
X0325213	COMPOSITE BRIDGE APPROACH PAVEMENT	SQ YD	249		249				
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	76	63			13		
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	29	21			8		
20200100	EARTH EXCAVATION	CU YD	65	5			60		
20200500	EARTH EXCAVATION (WIDENING)	CU YD	130	90			40		
20300100	CHANNEL EXCAVATION	CU YD	6035		5710			325	
20400800	FURNISHED EXCAVATION	CU YD	2820	1000			1820		
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	301		113			188	
25000200	SEEDING, CLASS 2	ACRE	2.25	1.5			0.75		
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	203	135			68		
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	203	135			68		
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	203	135			68		
25100115	MULCH, METHOD 2	ACRE	2.25	1.5			0.75		
25100630	EROSION CONTROL BLANKET	SQ YD	64	64					
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	675	450			225		
28000300	TEMPORARY DITCH CHECKS	EACH	3				3		
28000400	PERIMETER EROSION BARRIER	FOOT	3745	2200			1545		
28100109	STONE RIPRAP, CLASS A5	SQ YD	3511		2358			1153	
28200200	FILTER FABRIC	SQ YD	3511		2358			1153	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	2	1			1		
40600300	AGGREGATE (PRIME COAT)	TON	6	3			3		
40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	438	139			299		
40600990	TEMPORARY RAMP	SQ YD	313	180			133		
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	267					267	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	102		48			54	
44000100	PAVEMENT REMOVAL	SQ YD	1459		785			674	
48100500	AGGREGATE SHOULDERS, TYPE A 6"	SQ YD	1258	400			858		
48202600	BITUMINOUS SHOULDERS SUPERPAVE 8"	SQ YD	915	400			515		
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1		1				
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1					1	
50104650	SLOPE WALL REMOVAL	SQ YD	231		231				
50200100	STRUCTURE EXCAVATION	CU YD	990		365			625	
50300100	FLOOR DRAINS	EACH	38		26			12	
50300225	CONCRETE STRUCTURES	CU YD	266.9		223.7			43.2	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	579.1		404.7			174.4	
50300260	BRIDGE DECK GROOVING	SQ YD	1687		1239			448	

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Rev.

SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-I, 111BR-I	MADISON	123	4
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT	801.FED. 201.STATE TOTAL QUANTITIES	X071-2A 108BR-I	X071-2A 108BR-I	108BR-I SFTY-3N	X071-2A 111BR-I	X071-2A 111BR-I	111BR-I SFTY-3N
50300300	PROTECTIVE COAT	SQ YD	2146		1586			560	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		0.65			0.35	
50500505	STUD SHEAR CONNECTORS	EACH	8262		5742			2520	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	163,230		121,550			41,680	
51201600	FURNISHING STEEL PILES HP12X53	FOOT	2010		2010				
51201610	FURNISHING STEEL PILES HP12X63	FOOT	2804		1734			1070	
51202700	DRIVING STEEL PILES	FOOT	4814		3744			1070	
51203600	TEST PILE STEEL HP12X53	EACH	3		3				
51203610	TEST PILE STEEL HP12X63	EACH	3		1			2	
51204315	CONCRETE ENCASMENT	CU YD	21.4		21.4				
51204600	METAL SHOES	EACH	52		42			10	
51205200	TEMPORARY SHEET PILING	SQ FT	2973		2071			902	
51500100	NAME PLATES	EACH	2		1			1	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	171		65			106	
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	278		102			176	
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	487.5	137.5			350		
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	1			1		
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	8	4			4		
* 63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	10	5			5		
63200310	GUARDRAIL REMOVAL	FOOT	937.5	400			537.5		
63301210	REMOVE AND RE-ERECT STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	237.5	237.5					
63301990	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 1	EACH	3	2			1		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	22		14			8	
67100100	MOBILIZATION	L SUM	1		0.65			0.35	
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	0.5			0.5		
70101205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)	EACH	2		1			1	
70100460	TRAFFIC CONT. & PROT., STANDARD 701306	L SUM	1	0.5			0.5		
70106600	TEMPORARY BRIDGE TRAFFIC SIGNALS (STATE FURNISHED CONTROLLER)	EACH	2		1			1	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	192	92			100		
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	5110	2287			2823		
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	2225	1125			1100		
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1464	493			971		
70400500	TEMPORARY CONCRETE BARRIER (STATE OWNED)	FOOT	1300		612.5			687.5	

* SPECIALTY ITEMS

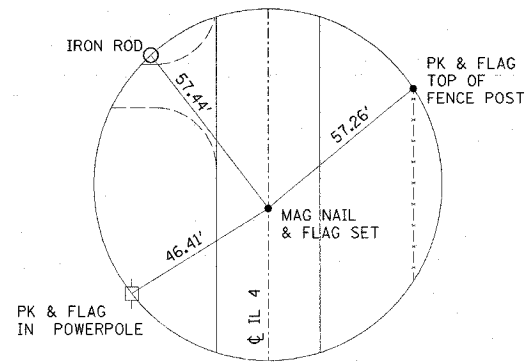
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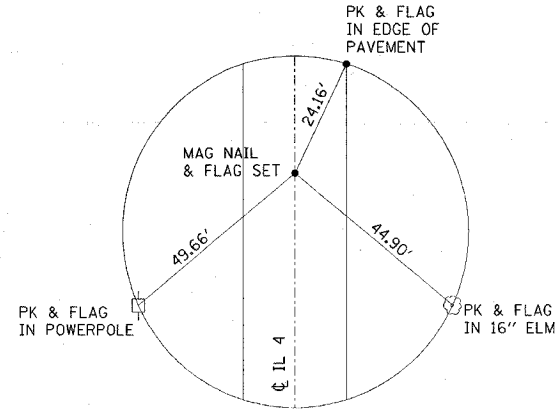
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SN 060-0106

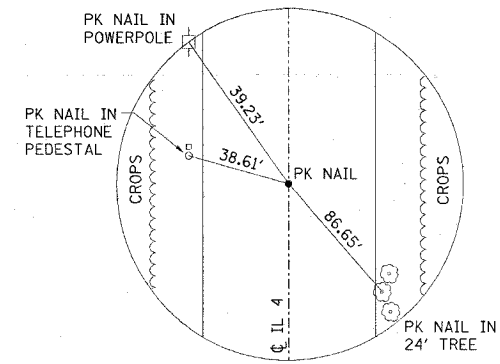
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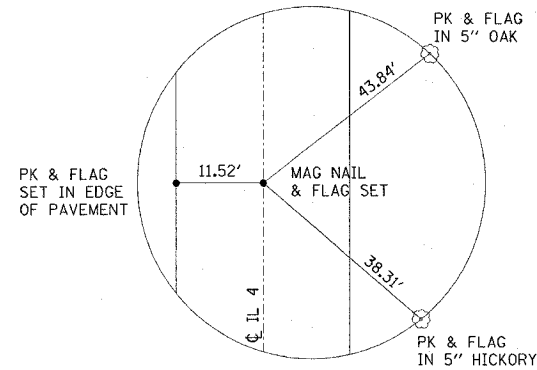
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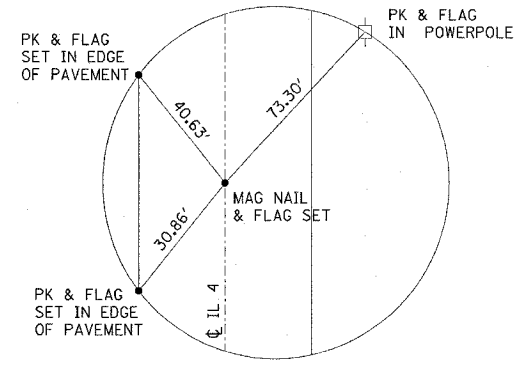
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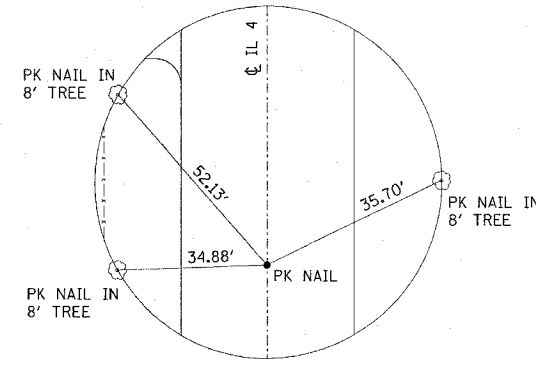
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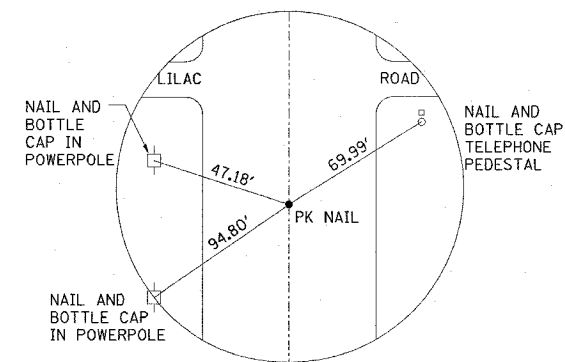
STA. 270+00



STA. 284+00



P.O.T. STA. 174+50±



P.O.T. STA. 141+01.02

BENCHMARKS:

SN 060-0106	STATION	OFFSET	ELEVATION
	241+18.95	19.73' RT	509.310
	274+03.85	21.95' LT	511.716

SN 060-0112	STATION	OFFSET	ELEVATION
	146+01	32' LT	472.15
	156+01	36' LT	464.49
	159+94	19' LT	457.71
	163+44	18' RT	458.09
	168+93	20' RT	469.13
	173+94	21' RT	477.59
	180+82	35' RT	473.00

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TIE POINTS AND BENCHMARKS

FAP ROUTE 314
 SECTION 108BR-1, 111BR-1
 MADISON COUNTY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-I, 111BR-I	MADISON	123	7
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STORM WATER POLLUTION PREVENTION PLAN

THE FOLLOWING PLAN IS ESTABLISHED AND INCORPORATED IN THE PROJECT TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM SEWER WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE UNDER NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE EROSION WITHIN THE CONSTRUCTION SITE AND TO LIMIT SEDIMENTS FROM LEAVING THE CONSTRUCTION SITE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN EROSION CONTROL FACILITIES SHALL BE INSTALLED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE INSTALLED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION DEPENDING ON THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL INSTALL PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A TIME FRAME SPECIFIED HEREIN AND AS DIRECTED BY THE ENGINEER, THEREFORE MINIMIZING THE AMOUNT OF AREA SUSCEPTIBLE TO EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING. THE ENGINEER WILL DETERMINE IF ANY TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS, WHICH ARE NOT INCLUDED IN THIS PLAN, SHALL BE ADDED. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN STANDARD 280001 OF THE PLANS.

SITE DESCRIPTION

DESCRIPTION OF CONSTRUCTION ACTIVITY:

1. THE PROJECT CONSISTS OF COMPLETE REMOVAL AND REPLACEMENT OF THE STRUCTURES CARRYING IL ROUTE 4 OVER SILVER CREEK AND LAKE FORK CREEK.
2. CONSTRUCTION WILL ALSO INCLUDE CHANNEL EXCAVATION, RIPRAP PLACEMENT, GUARDRAIL REMOVAL AND REPLACEMENT, EARTH EXCAVATION AND EMBANKMENT, PAVEMENT REMOVAL AND REPLACEMENT AND TREE REMOVAL.

DESCRIPTION OF INTENDED SEQUENCE FOR MAJOR CONSTRUCTION ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE:

1. EXCAVATION AND EMBANKMENT WILL BE COMPLETED AT VARIOUS LOCATIONS ALONG THE JOB SITE TO GRADE OUT FOR PROPOSED ROADWAY AND STRUCTURE.
2. TREE REMOVAL FOR THE PROPOSED STRUCTURE AND CHANNEL EXCAVATION AND RIPRAP PLACEMENT AT BOTH STRUCTURES. TREES TO REMAIN WILL BE PROTECTED AGAINST DAMAGE.
3. PAVEMENT REMOVAL TO ACCOMMODATE THE STRUCTURE EXTENSION AND NEW BRIDGE APPROACH PAVEMENTS.
4. CHANNEL EXCAVATION AND RIPRAP PLACEMENT.
5. PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL, SUCH AS PERIMETER EROSION BARRIER, TEMPORARY DITCH CHECKS, TEMPORARY SEEDING, ETC.
6. GUARDRAIL INSTALLATION.
7. PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS RIPRAP, EROSION CONTROL BLANKET, SEEDING, ETC.
8. FINAL GRADING, PAVING, AND OTHER MISCELLANEOUS ITEMS.

AREA OF CONSTRUCTION SITE:

THE TOTAL AREA OF THE CONSTRUCTION SITES ARE ESTIMATED TO BE 4.0 ACRES OF WHICH 2.25 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING, AND OTHER ACTIVITIES.

OTHER REPORTS, STUDIES AND PLANS WHICH AID IN THE DEVELOPMENT OF THE STORM WATER POLLUTION PREVENTION PLAN AS REFERENCED DOCUMENTS:

1. INFORMATION OF THE SOILS AND TERRAIN WITHIN THE SITE WAS OBTAINED FROM TOPOGRAPHIC SURVEYS AND SOIL BORINGS THAT WERE UTILIZED FOR THE DEVELOPMENT OF THE PROPOSED TEMPORARY EROSION CONTROL SYSTEMS.
2. PROJECT PLAN DOCUMENTS, STANDARD SPECIFICATIONS, AND PLAN DRAWINGS INDICATING DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED AFTER GRADING ACTIVITIES WERE UTILIZED FOR THE PROPOSED PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS.

DRAINAGE TRIBUTARIES AND SENSITIVE AREAS RECEIVING RUNOFF FROM THIS CONSTRUCTION SITE:

1. SILVER CREEK AND LAKE FORK CREEK

CONTROLS - EROSION CONTROLS AND SEDIMENT CONTROL

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:

1. THE DRAWINGS, SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, PROTECTION OF TREES, PRESERVATION OF MATURE VEGETATION, AND OTHER APPROPRIATE MEASURES AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.
 - (a.) AREAS OF EXISTING VEGETATION (WOOD AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED BY THE ENGINEER FOR PRESERVING AND SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES.
 - (b.) DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER, ALONG WITH REQUIRED TREE REMOVAL.
 - (c.) AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION, AND PERIMETER EROSION BARRIER SHALL BE INSTALLED AS CALLED OUT IN THIS PLAN AND DIRECTED BY THE ENGINEER.
 - (d.) BARE AND SPARSELY VEGETATED GROUND IN HIGH ERODABLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE BEGINNING OF CONSTRUCTION WHERE NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN DAYS.
 - (e.) IMMEDIATELY AFTER TREE REMOVAL IS COMPLETED, AREAS WHICH ARE HIGHLY ERODABLE AS DETERMINED BY THE ENGINEER, SHALL BE TEMPORARILY SEEDED WHEN NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN DAYS.
 - (f.) AT LOCATIONS WHERE A SIGNIFICANT AMOUNT OF WATER DRAINS INTO THE CONSTRUCTION ZONE FROM OUTSIDE AREAS (ADJACENT LANDOWNERS), TEMPORARY DITCH CHECKS WILL BE UTILIZED TO LOCALLY DIVERT WATER, REDUCE FLOW RATES, AND COLLECT OUTSIDE SILTATION INSIDE THE RIGHT-OF-WAY LINE.
 - (g.) ESTABLISHMENT OF THESE TEMPORARY EROSION CONTROL MEASURES WILL HAVE ADDITIONAL BENEFITS TO THE PROJECT. DESIRABLE GRASS SEED WILL BECOME ESTABLISHED IN THESE AREAS AND WILL SPREAD SEEDS ONTO THE CONSTRUCTION SITE UNTIL PERMANENT SEEDING/MOWING AND OVERSEEDING CAN BE COMPLETED.

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.

I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ASSURE THAT QUALIFIED PERSONNEL PROPERLY GATHERED AND EVALUATED THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, THE INFORMATION SUBMITTED IS, TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS.

Mary Chermis
 DEPUTY DIRECTOR OF HIGHWAYS
 REGION FIVE ENGINEER

10/27/05
 DATE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**STORM WATER POLLUTION
 PREVENTION PLAN**
 FAP ROUTE 314
 SECTION 108BR-I, 111BR-I
 MADISON COUNTY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-I, 111BR-I	MADISON	123	8
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

1. DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING (EXCEPT AS DESCRIBED ON THE PLANS AND DIRECTED BY THE ENGINEER), PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS, OR OTHER CONSTRUCTION RELATED ACTIVITIES.
 - (a.) WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.
 - (b.) EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN DAYS.
 - (c.) AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER:
 - I. PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.
 - II. TEMPORARILY SEED ERODABLE BARE EARTH ON A WEEKLY BASIS TO MINIMIZE THE AMOUNT OF ERODABLE SURFACE AREA WITHIN THE CONTRACT LIMITS. THIS SHALL BE PAID FOR AS "TEMPORARY EROSION CONTROL SEEDING" AND NO OTHER PAYMENT WILL BE PERMITTED. FOR CALCULATION PURPOSES, 3 APPLICATIONS OF TEMPORARY SEEDING WAS ASSUMED.
 - III. CONSTRUCT ROADSIDE DITCHES AND PROVIDE TEMPORARY EROSION CONTROL SYSTEMS.
 - IV. TEMPORARILY DIVERT WATER AROUND PROPOSED CULVERT LOCATIONS.
 - V. BUILD NECESSARY EMBANKMENT AT CULVERT LOCATIONS AND THEN EXCAVATE AND PLACE CULVERT.
 - VI. CONTINUE BUILDING UP THE EMBANKMENT TO THE PROPOSED GRADE WHILE AT THE SAME TIME, PLACING PERMANENT CONTROL SUCH AS RIPRAP DITCH LINING AND CONDUCTING FINAL SHAPING TO THE SLOPES.
 - (d.) EXCAVATED AREAS AND EMBANKMENT SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR 7 DAYS.
 - (e.) CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OF OTHER POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
 - (f.) THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT DAILY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/2 INCH OR GREATER OR EQUIVALENT SNOWFALL AND DURING THE WINTER SHUTDOWN PERIOD. THE PROJECT SHALL ADDITIONALLY BE INSPECTED BY THE CONSTRUCTION FIELD ENGINEER ON A BI-WEEKLY BASIS TO DETERMINE THAT EROSION CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.
 - (g.) SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR EARTH EXCAVATION.
 - (h.) THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR TEMPORARY EROSION CONTROL SYSTEM.

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

1. TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS SEEDED AND ESTABLISHED.
2. ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RESEDED.






MAINTENANCE AFTER CONSTRUCTION:

1. CONSTRUCTION IS COMPLETE AFTER ACCEPTANCE BY I.D.O.T. FINAL INSPECTION. MAINTENANCE UP TO THIS DATE WILL BE BY THE CONTRACTOR.

MISCELLANEOUS:

1. STRAW BALES, HAY BALES, PERIMETER EROSION BARRIER AND SILT FENCES WILL NOT BE PERMITTED FOR TEMPORARY OR PERMANENT DITCH CHECKS. DITCH CHECKS SHALL BE COMPOSED OF AGGREGATE, SILT PANELS, ROLLED EXCELSIOR, URETHANE FOAM/GEOTEXTILE (SILT WEDGES), EARTH MEDIAN AND/OR OTHER MATERIAL APPROVED BY THE EROSION AND SEDIMENT CONTROL COORDINATOR.
2. TEMPORARY DITCH CHECKS SHALL BE LOCATED AT EVERY 1.5 FT. FALL/RISE IN DITCH GRADE.
3. TEMPORARY DITCH CHECKS, AGGREGATE USES GRADING NO. 3- REMOVE AT END OF CONSTRUCTION.
4. TEMPORARY EROSION CONTROL SEEDING SHALL BE APPLIED AT A RATE OF 100 LBS/ACRES.
5. MULCH AS APPLIED TO TEMPORARY EROSION CONTROL SEEDING SHALL BE BY THE METHOD SPECIFIED IN THE CONTRACT AND AT THE DIRECTION OF THE ENGINEER. MULCH WILL BE PAID SEPARATELY AND SHALL CONFORM TO SECTION 251 OF THE STANDARD SPECIFICATIONS.
6. CONSTRUCT PERIMETER EROSION CONTROL AT BEGINNING OF CONSTRUCTION. REMOVE AT END OF CONSTRUCTION.
7. ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN. PRIOR TO THE APPROVAL AND USE OF THE PRODUCT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.

LEGEND

-  TEMPORARY DITCH CHECK- ROLLED EXCELSIOR, SILT WEDGES/PANELS
-  TEMPORARY DITCH CHECK- AGGREGATE
-  EROSION CONTROL BLANKET
-  PERIMETER EROSION BARRIER- SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
-  INLET AND PIPE PROTECTION- STRAW BALES, FILTER FABRIC, AGGREGATES

REVISIONS	
NAME	DATE

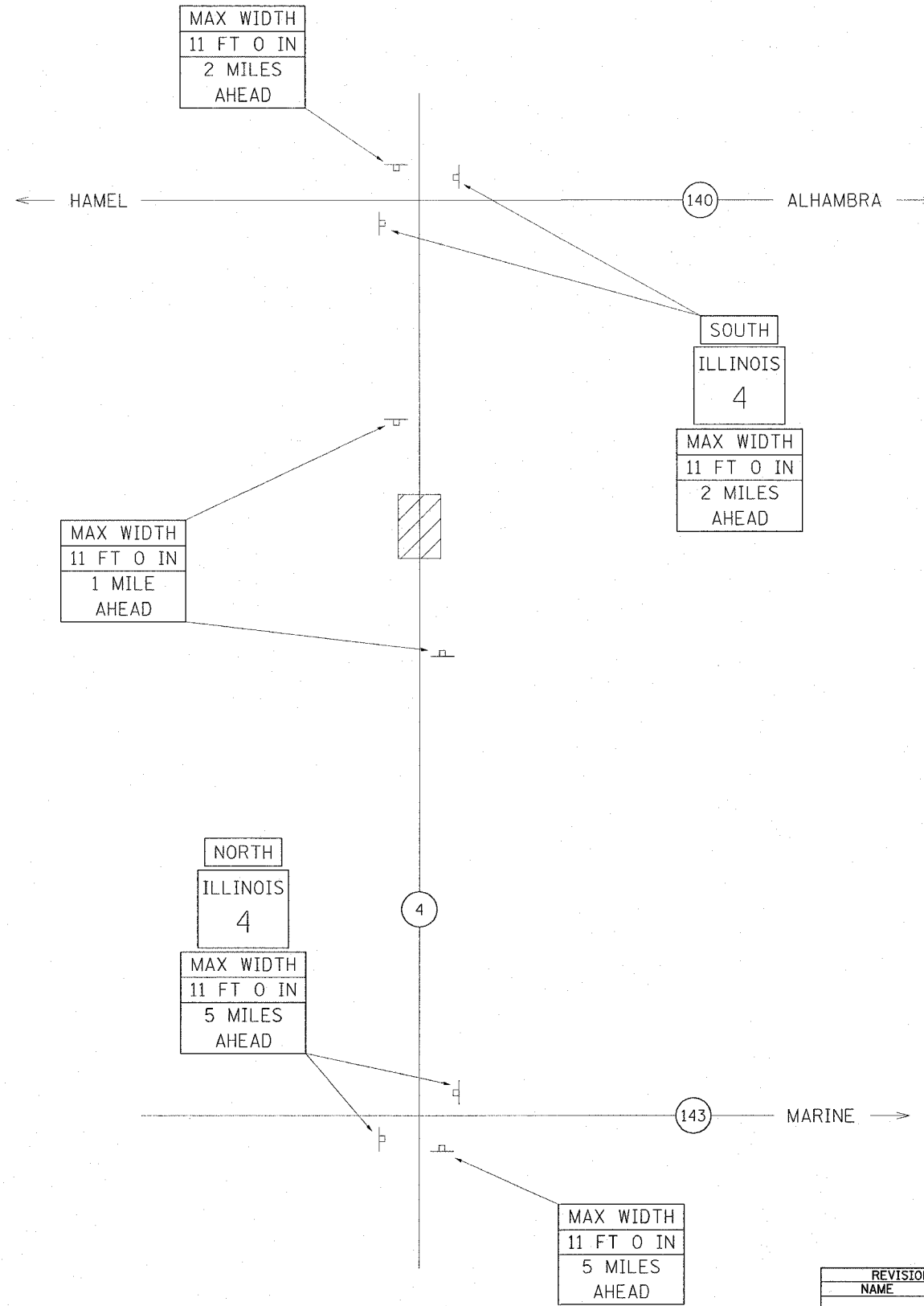
ILLINOIS DEPARTMENT OF TRANSPORTATION
**STORM WATER POLLUTION
 PREVENTION PLAN**

FAP ROUTE 314
 SECTION 108BR-I, 111BR-I
 MADISON COUNTY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-1	MADISON	123	9
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

NOTES

- ① ALL SIGNS REQUIRED WILL BE SUPPLIED TO THE CONTRACTOR BY I.D.O.T.
- ② THE CONTRACTOR SHALL FURNISH THE POSTS AND ERECT SIGNS AT THE LOCATIONS SHOWN ON THIS SHEET, AS DIRECTED BY THE R.E./R.T. THE POSTS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
- ③ THE CONTRACTOR SHALL GIVE ILLINOIS DEPARTMENT OF TRANSPORTATION, BUREAU OF OPERATIONS TWO WEEKS NOTICE FOR SIGNS. THE CONTRACTOR SHALL PICK UP THE SIGNS AT THE T.M. BUILDING IN FAIRVIEW HGTS., AND RETURN THEM UPON COMPLETION OF THE CONTRACT. ANY SIGNS DAMAGED BY CONSTRUCTION ACTIVITIES SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- ④ THE ABOVE NOTED WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE, LUMP SUM, FOR "WIDE LOAD SIGNING" AND NO OTHER COMPENSATION WILL BE ALLOWED.
- ⑤ SIGN SPACING WILL BE 400' OR TO FIT FIELD CONDITIONS.
- ⑥ THE HEIGHT TO THE BOTTOM OF THE LOWEST SIGN SHALL NOT BE LESS THAN 6'.



SIGNS REQUIRED

MAX WIDTH
11 FT 0 IN (2)
1 MILE
AHEAD

MAX WIDTH
11 FT 0 IN (3)
2 MILES
AHEAD

MAX WIDTH
11 FT 0 IN (3)
5 MILES
AHEAD

ILLINOIS
4 (4)

NORTH (2)

SOUTH (2)

PLOT DATE = 10/26/2005
FILE NAME = c:\nproj\p10\108br-1\plan\p1082701.sgn
PLOT SCALE = 500000 / IN.
REFERENCE = #REFS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WIDE LOAD SIGNING

FAP ROUTE 314
SECTION 108BR-1
MADISON COUNTY
SN 060-0106 (E) 0334 (P)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-I	MADISON	123	11
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

EARTHWORK SCHEDULE

LOCATION	CHANNEL EXCAVATION	EARTH EXCAVATION (WIDENING)	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
STATION TO STATION	CU YD	CU YD	CU YD	CU YD	CU YD	CUYD
SN 060-0334 CHANNEL						
STA 0+10.00 TO STA 2+00.00	5710					
SN 0602-0334 MAINLINE						
STA 258+80.00 TO STA 262+21.00		46.2	0.9	35.3	800.8	-765.5
STA 264+92.00 TO STA 268+80.00		43.8	4.1	35.9	270.4	-234.5
SUBTOTAL	5710	90	5	71.2	1071.2	-1000

STAGING SCHEDULE

LOCATION	BITUMINOUS BASE COURSE WIDENING, 8"	PAVEMENT REMOVAL	TEMPORARY STEEL PLATE BEAM GUARDRAIL, TYPE A	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE)	IMPACT ATTENUATOR, RELOCATE (NON-REDIRECTIVE)	IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW)
	SQ YD	SQ YD	FOOT	FOOT	FOOT	EACH	EACH	EACH
STAGE I	206.0	206.0		612.5		2		
STAGE II	117.0	117.0	237.5		512.5		1	1
TOTAL	323	323*	237.5	612.5	512.5	2	1	1

* NOT A TOTAL QUANTITY FOR THIS STRUCTURE. SEE RESURFACING SCHEDULE.

RESURFACING SCHEDULE

LOCATION	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N90	BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N90	BITUMINOUS SHOULDERS, 8"	AGGREGATE SHOULDERS, TYPE A, 6"	PAVEMENT REMOVAL	BITUMINOUS SURFACE REMOVAL - BUTT JOINT
STATION TO STATION	TON	TON	TON	TONS	SQ YD	SQ YD	SQ YD	SQ YD
STA 258+80.00 TO STA 259+00.00	0.1	0.1	4.5		13.3	13.3		53.5
STA 259+00.00 TO STA 260+00.00	0.1	0.5	22.5	35.1	66.6	66.6		24.0
STA 260+00.00 TO STA 261+00.00	0.2	0.5	22.5	107.5	66.6	66.6		
STA 261+00.00 TO STA 261+51.00	0.1	0.3	11.6	81.9	34.1	34.1		
STA 261+51.00 TO STA 262+17.00							249.9	
STA 264+95.00 TO STA 265+51.00							212.1	
STA 265+51.00 TO STA 266+00.00	0.1	0.2	11.1	74.4	32.8	32.8		
STA 266+00.00 TO STA 267+00.00	0.2	0.5	22.5	88.5	66.6	66.6		
STA 267+00.00 TO STA 268+00.00	0.1	0.5	24.1	27.6	66.6	66.6		
STA 268+00.00 TO STA 268+80.00	0.1	0.4	21.2	2.0	53.4	53.4		61.5
TOTAL	1	3	140	417	400	400	462*	139

* NOT A TOTAL QUANTITY FOR THIS STRUCTURE. SEE STAGING SCHEDULE.

EROSION CONTROL SCHEDULE

LOCATION	RIGHT OR LEFT	PERIMETER EROSION BARRIER	EROSION CONTROL BLANKET
STATION TO STATION		FOOT	SQ YD
STA 258+80 TO STA 261+75	RT	375	
STA 258+80 TO STA 262+75	LT	425	
STA 261+75 TO STA 263+75	RT	280	
STA 262+75 TO STA 263+75	LT	190	
STA 264+75 TO STA 265+25	RT	210	
STA 264+75 TO STA 265+25	LT	140	
STA 265+25 TO STA 268+80	RT	355	
STA 265+25 TO STA 267+50	LT	225	64
TOTAL		2200	64

GUARDRAIL SCHEDULE

LOCATION	GUARDRAIL REMOVAL	STEEL PLATE BEAM GUARDRAIL, TYPE A	REMOVE AND RE-ERECT STEEL PLATE BEAM GUARDRAIL, TYPE A	TRAFFIC BARRIER TERMINAL, TYPE 1, SPC (TANGENT)	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 1, SPC (TANGENT)	TRAFFIC BARRIER TERMINAL, TYPE 2	TRAFFIC BARRIER TERMINAL, TYPE 6	GUARDRAIL MARKERS, TYPE A	BARRIER WALL MARKERS, TYPE B	BARRIER WALL MARKERS, TYPE C	TERMINAL MARKER - DIRECT APPLIED
	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
NB IL 4								4	4	4	
SB IL 4								4	4	4	
NW QUADRANT	100	62.5		2		1	1				2
NE QUADRANT	100		75	1	1		1				1
SW QUADRANT	100	75		1			1				1
SE QUADRANT	100		162.5	1	1		1				1
TOTAL	400	137.5	237.5	5	2	1	4	8	8	8	5

TEMPORARY RAMP SCHEDULE

LOCATION	WIDTH	LENGTH	TEMPORARY RAMP
	FOOT	FOOT	SQ YD
STAGE II			
NE QUADRANT	18	45	90
SE QUADRANT	18	45	90
TOTAL			180

ALL QUANTITIES ON THIS SHEET ARE NOT TOTAL QUANTITIES. SEE SHEET 77 FOR SECTION 111BR-I SCHEDULES.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SCHEDULE OF QUANTITIES

FAP ROUTE 314
SECTION 108BR-I
MADISON COUNTY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-I	MADISON	123	12
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

TREE REMOVAL SCHEDULE

LOCATION		RIGHT OR	TREE REMOVAL	TREE REMOVAL	LOCATION		RIGHT OR	TREE REMOVAL	TREE REMOVAL
STATION	OFFSET		(6-15 UNITS DIA) UNITS	(OVER 15 UNITS DIA) UNITS	STATION	OFFSET		(6-15 UNITS DIA) UNITS	(OVER 15 UNITS DIA) UNITS
258+85.26	38	LT	1		261+58.12	39	LT	2	
258+85.73	41	LT	1		261+68.08	42	LT	1	
258+96.38	36	LT		1	261+70.85	39	LT	1	
259+00.41	36	LT	1		261+74.38	38	LT	1	
259+16.03	40	LT	1		261+74.93	37	LT	1	
259+16.06	43	LT	1		261+83.48	46	LT	1	
259+24.16	42	LT	1		261+83.66	38	LT	1	
259+35.37	41	LT		1	261+87.18	49	LT	1	
259+36.96	36	LT	1		261+95.02	38	LT	1	
259+37.26	38	LT	1		262+05.39	45	LT	2	
259+44.36	35	LT	1		262+28.22	50	LT	1	
259+65.70	37	LT		1	262+32.51	35	LT	1	2
259+70.40	39	LT	1		262+77.04	52	LT		1
259+74.80	39	LT	1		262+87.31	67	LT	1	
259+78.29	37	LT	1		262+87.68	51	LT	1	
259+81.73	41	LT	1		262+93.31	87	LT	1	
259+83.09	45	LT	1		263+01.31	91	LT		1
259+86.80	44	LT		1	263+12.31	72	LT	1	
260+09.75	37	LT	1		263+26.64	82	LT		1
260+20.76	36	LT		1	263+33.14	79	LT	1	
260+25.05	48	LT	1		263+33.83	35	LT	1	
260+36.12	39	LT	1		263+36.64	85	LT	1	
260+38.60	36	LT	1		263+40.07	38	LT	1	
260+41.76	38	LT	1		263+44.68	36	LT	1	
260+49.57	37	LT	1		263+45.14	78	LT	1	
260+52.36	43	LT		1	263+47.14	79	LT	1	
260+59.33	40	LT		1	263+48.07	45	LT	1	
260+64.18	37	LT	1		263+50.36	44	LT	1	
260+65.89	38	LT	1		263+51.14	81	LT	1	
260+67.48	47	LT	1		263+55.14	79	LT	1	
260+85.99	40	LT	1		263+59.06	54	LT	2	
260+88.40	45	LT		1	264+61.43	43	LT	2	
260+95.28	36	LT	1		264+74.26	51	LT		1
260+96.83	39	LT		1	264+75.16	58	LT		1
261+13.55	38	LT		1	264+88.74	52	LT		1
261+19.06	41	LT	1		265+04.33	45	LT		1
261+19.85	41	LT	1		265+17.36	53	LT		1
261+22.44	38	LT	1		265+32.95	48	LT		1
261+41.31	34	LT	1		266+84.27	30	LT	1	
SUBTOTAL 1			29	10	SUBTOTAL 2			34	11
					SUBTOTAL 1			29	10
					TOTAL			63	21

ALL QUANTITIES ON THIS SHEET ARE NOT TOTAL QUANTITIES. SEE SHEET 77 FOR SECTION 111BR-I SCHEDULES.

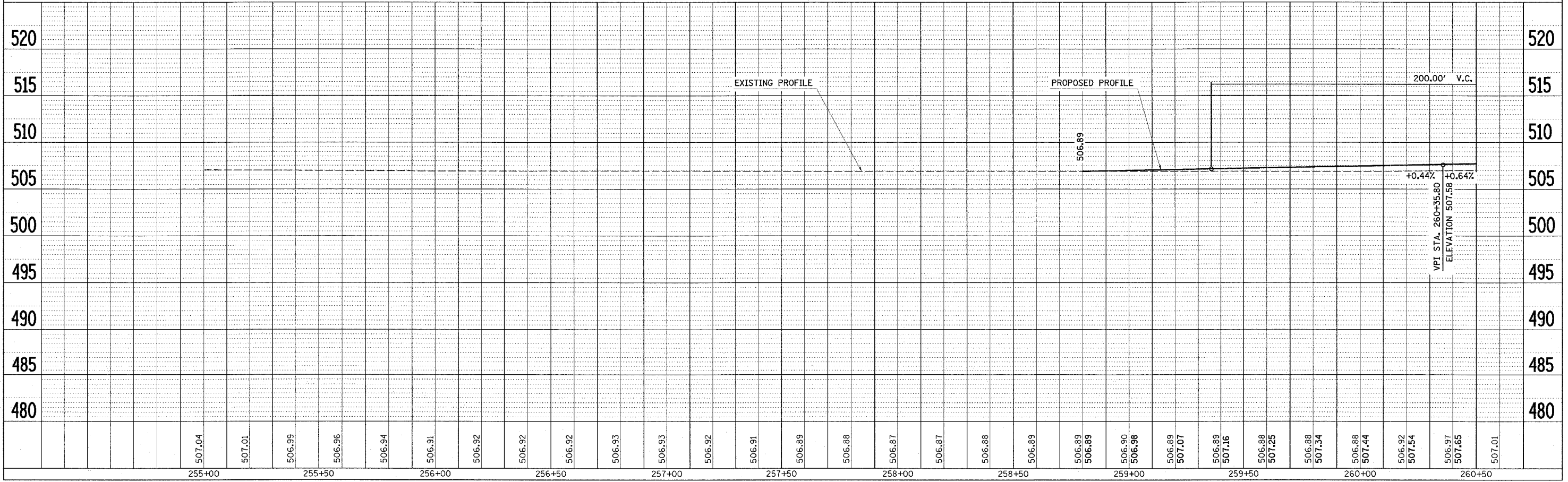
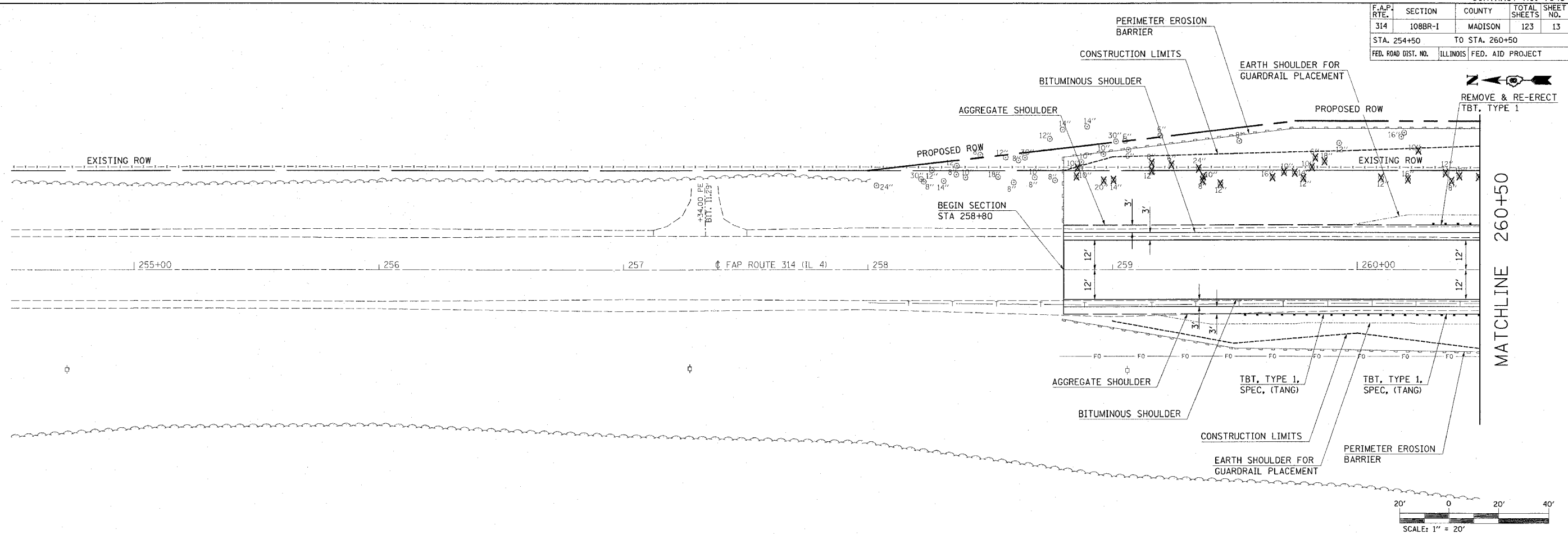
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<p>SCHEDULE OF QUANTITIES</p> <p>FAP ROUTE 314 SECTION 108BR-I MADISON COUNTY</p>

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-1	MADISON	123	13
STA. 254+50		TO STA. 260+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PLAN	SURVEYED	DATE
	BY	
	NOTED	
	BY	
	DATE	

PROFILE	SURVEYED	DATE
	BY	
	NOTED	
	BY	
	DATE	

PLOT DATE = #DATE*
 FILE NAME = #FILE#*
 PLOT SCALE = #SCALE#*
 USER NAME = #USER#*



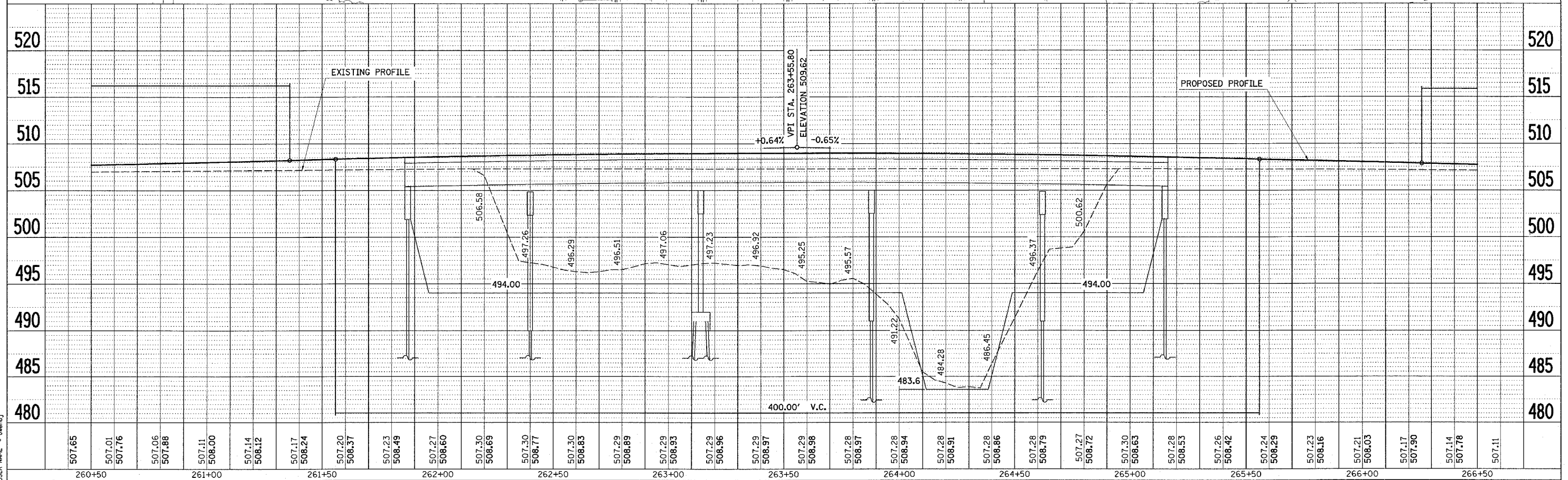
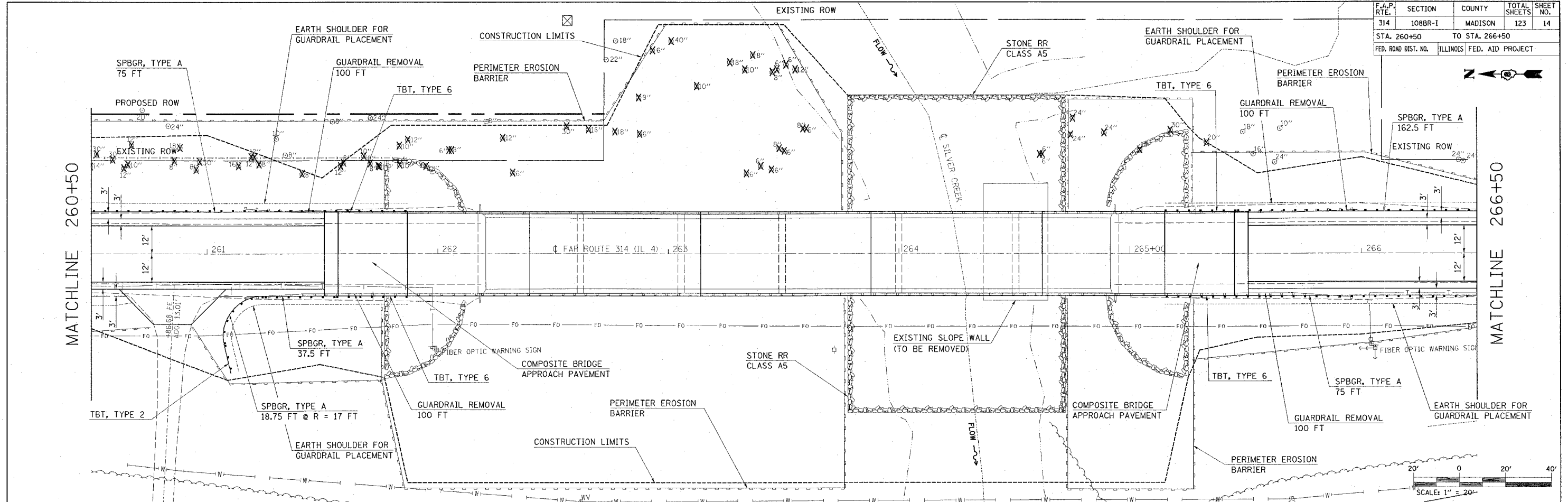
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-1	MADISON	123	14
STA. 260+50		TO STA. 266+50		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



PLAN	DATE
BY	
REVISIONS	
NO.	DESCRIPTION
1	AS SHOWN

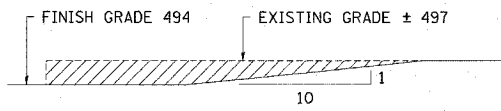
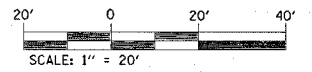
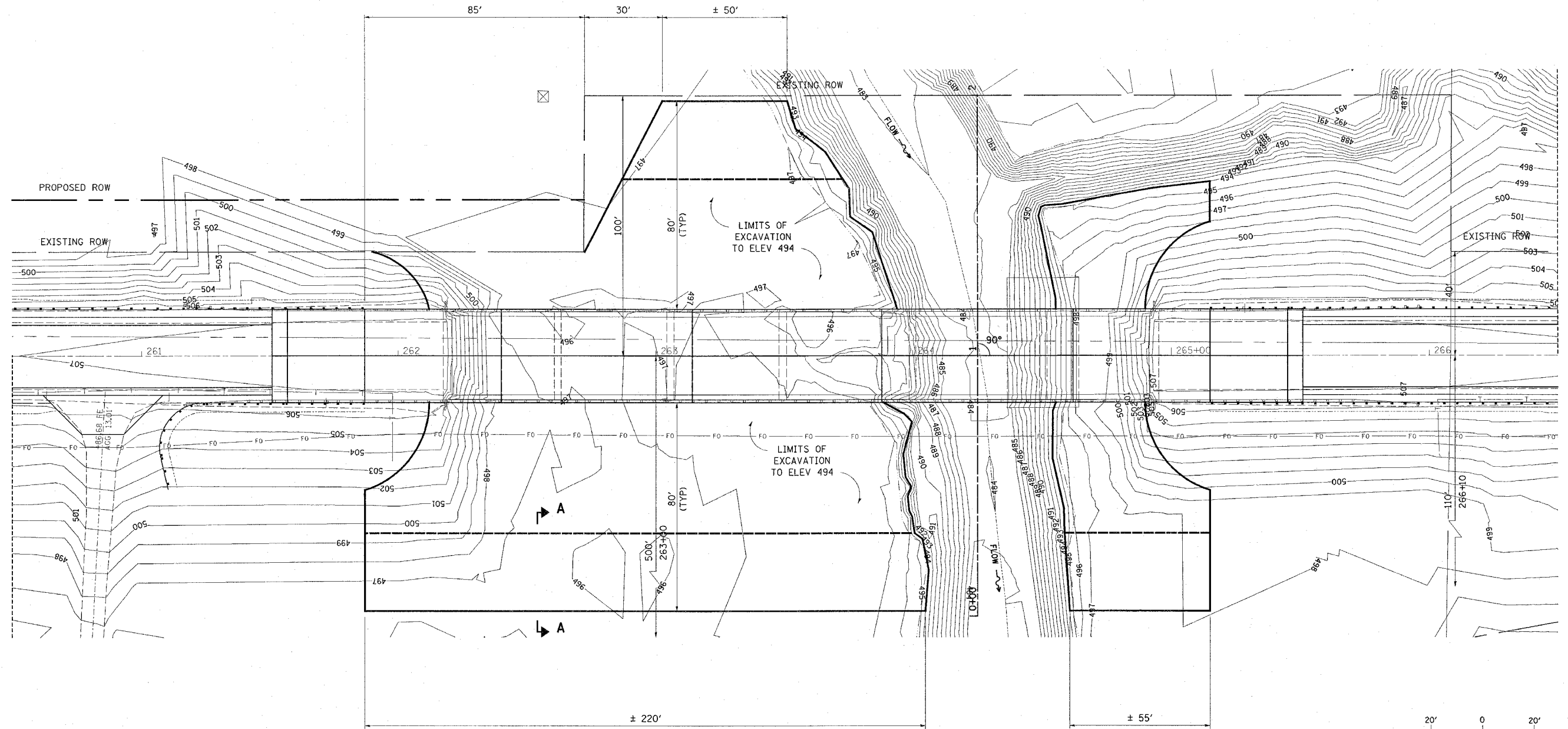
PROFILE	DATE
BY	
REVISIONS	
NO.	DESCRIPTION
1	AS SHOWN

PLOT DATE = 11/1/2005
 PLOT SCALE = 20.0000" / 1"
 USER NAME = oerby



SN 060-0334 MAINLINE PLAN & PROFILE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-1	MADISON	123	16
STA. 260+50		TO STA. 266+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



SECTION A-A

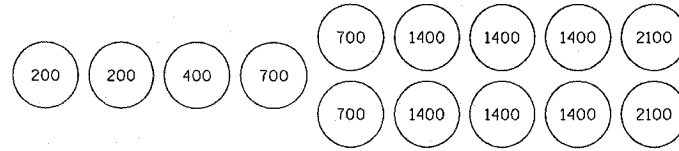
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CHANNEL EXCAVATION PLAN
 FAP ROUTE 314
 SECTION 108BR-1
 MADISON COUNTY
 SN 060-0106(E) 0334(P)

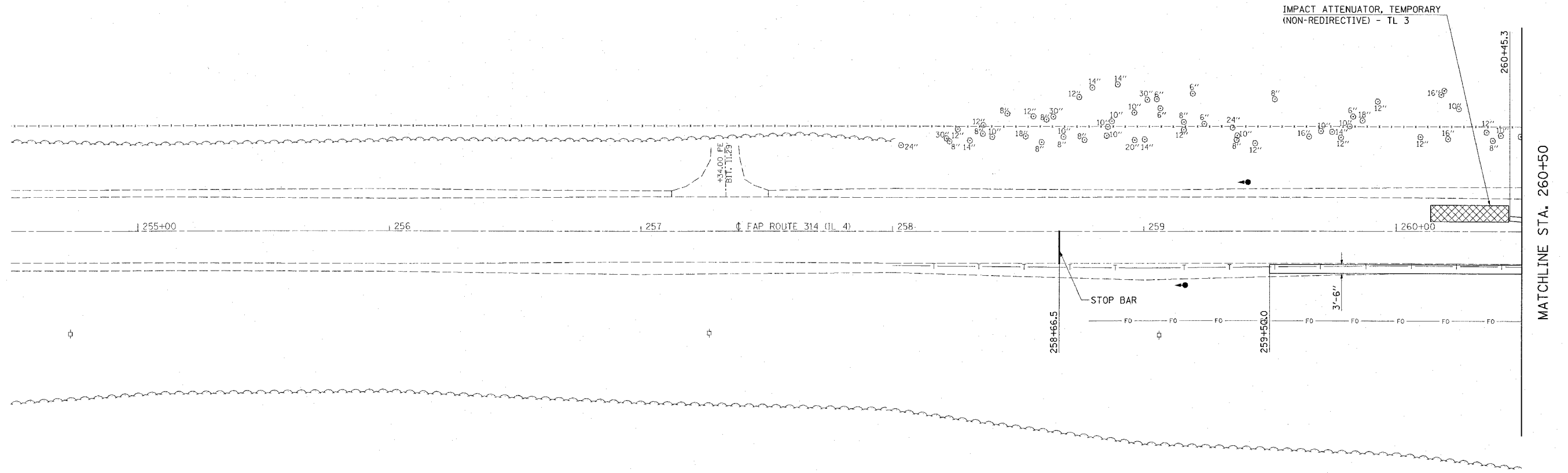
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-I	MADISON	123	17
STA. 254+50		TO STA. 260+50		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

LEGEND	
	TEMPORARY TRAFFIC SIGNAL
	DRUM WITH STEADY BURNING LIGHT
	IMPACT ATTENUATOR
	TEMPORARY CONCRETE BARRIER
	TYPE III BARRICADE

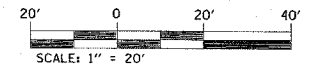


SAND MODULE IMPACT ATTENUATOR LAYOUT (IF OPTION USED)



SEQUENCE OF CONSTRUCTION - STAGE I:

- PLACE "BITUMINOUS BASE COURSE WIDENING, SUPERPAVE 8 INCH" FOR 3.5 FT WIDENING.
- PLACE STOP BARS AS SHOWN ON PLANS.
- REMOVE SKIP-DASH AND SOLID EDGE PAVEMENT MARKINGS BETWEEN STOP BARS.
- PLACE 612.5 FT TEMPORARY CONCRETE BARRIER AND 2 EACH IMPACT ATTENUATORS, TEMPORARY.
- SEE STANDARD 701321 FOR DETAILS NOT SHOWN ON PLANS.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE I CONSTRUCTION

 FAP ROUTE 314
 SECTION 108BR-I
 MADISON COUNTY
 SN 060-0106(E) 0334(P)
 DRAWN BY:

PLOT DATE = 11/1/2005
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 USER NAME = chery

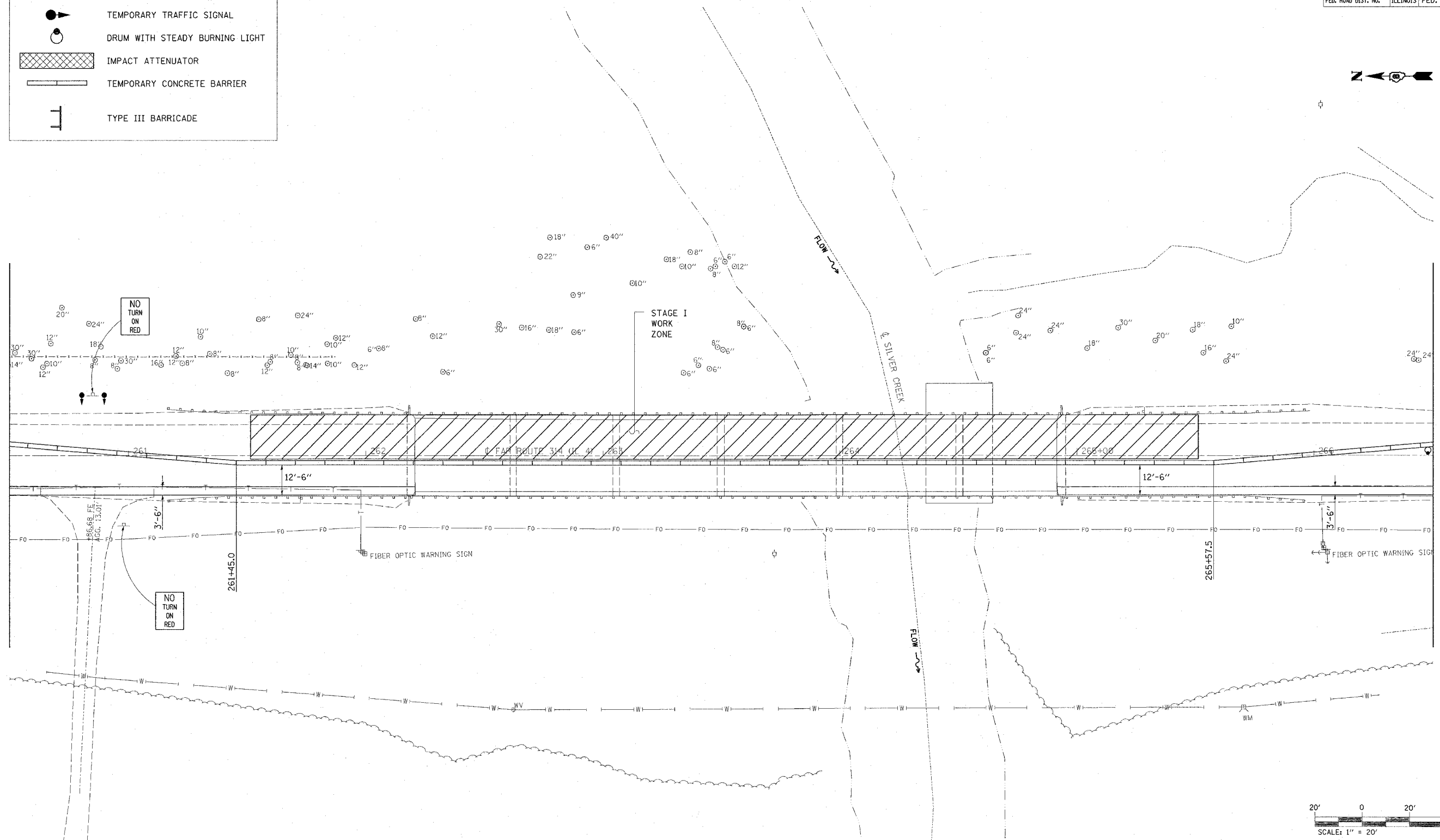
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-I	MADISON	123	18
STA. 260+50 TO STA. 266+50				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

LEGEND	
	TEMPORARY TRAFFIC SIGNAL
	DRUM WITH STEADY BURNING LIGHT
	IMPACT ATTENUATOR
	TEMPORARY CONCRETE BARRIER
	TYPE III BARRICADE



MATCHLINE STA. 260+50

MATCHLINE STA. 266+50



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE I CONSTRUCTION

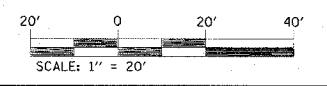
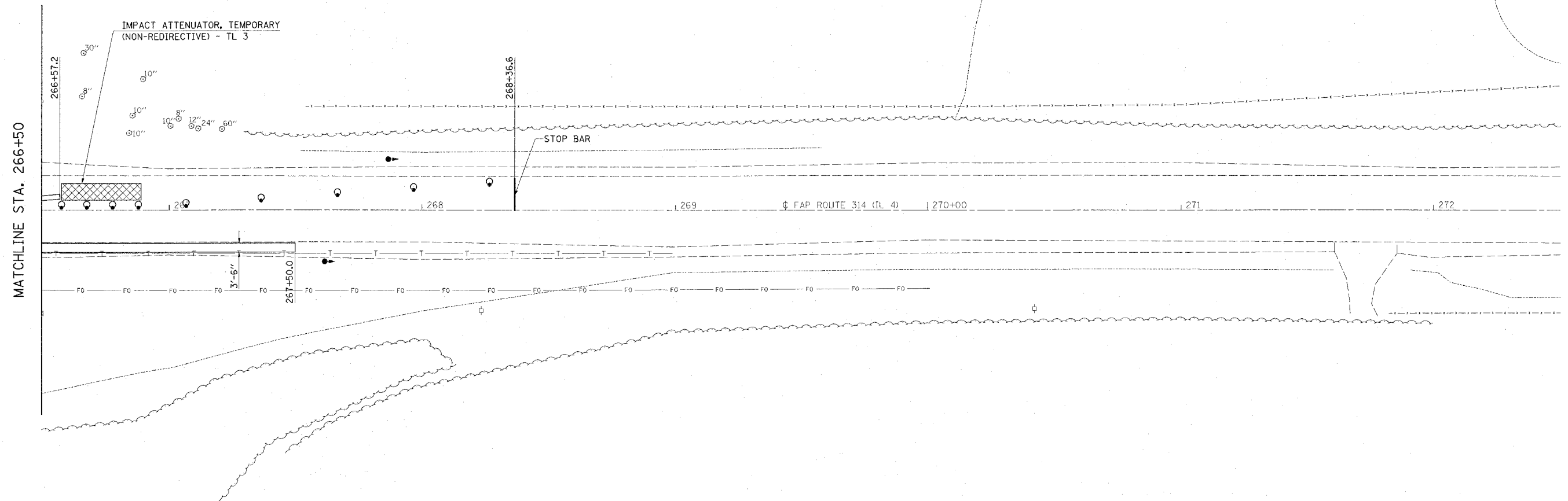
FAP ROUTE 314
 SECTION 108BR-I
 MADISON COUNTY
 SN 060-0106(E) 0334(P)

DRAWN BY:

PLOT DATE * * * DATES * * *
 FILE NAME * * * FILES * * *
 USER NAME * * * USER * * *

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-I	MADISON	123	19
STA. 266+50		TO STA. 272+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

LEGEND	
	TEMPORARY TRAFFIC SIGNAL
	DRUM WITH STEADY BURNING LIGHT
	IMPACT ATTENUATOR
	TEMPORARY CONCRETE BARRIER
	TYPE III BARRICADE



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE I CONSTRUCTION

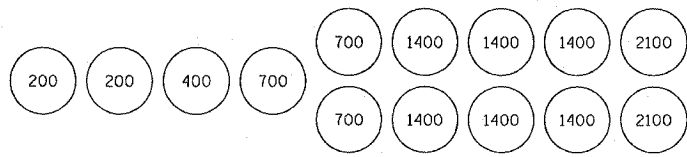
FAP ROUTE 314
 SECTION 108BR-I
 MADISON COUNTY
 SN 060-0106(E) 0334(P)

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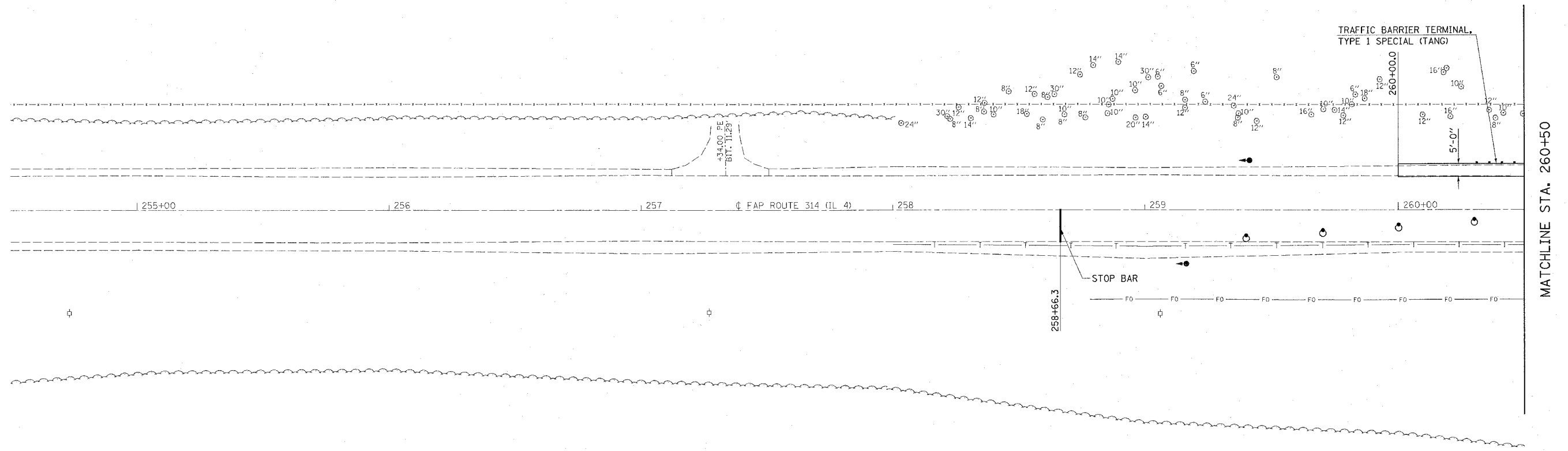
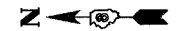
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-I	MADISON	123	20
STA. 254+50 TO STA. 260+50				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

LEGEND	
	TEMPORARY TRAFFIC SIGNAL
	DRUM WITH STEADY BURNING LIGHT
	IMPACT ATTENUATOR
	TEMPORARY CONCRETE BARRIER
	TYPE III BARRICADE

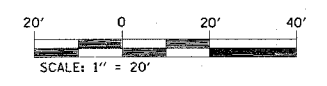


SAND MODULE IMPACT ATTENUATOR LAYOUT (IF OPTION USED)



SEQUENCE OF CONSTRUCTION - STAGE II:

- PLACE 45 FT TEMPORARY RAMP ON NORTH AND SOUTH ENDS OF THE STRUCTURE.
- PLACE "BITUMINOUS BASE COURSE WIDENING, SUPERPAVE 8 INCH" FOR 5.0 FT WIDENING.
- PLACE TRAFFIC BARRIER TERMINAL, TYPE 6 AND TEMPORARY GUARDRAIL ON BOTH ENDS OF STRUCTURE.
- RELOCATE 512.5 FT OF TEMPORARY CONCRETE BARRIER AND RELOCATE 1 EACH IMPACT ATTENUATOR AND PLACE 1 EACH IMPACT ATTENUATOR, TEMPORARY.
- SEE STANDARD 701321 FOR DETAILS NOT SHOWN ON PLANS.



REVISIONS	
NAME	DATE

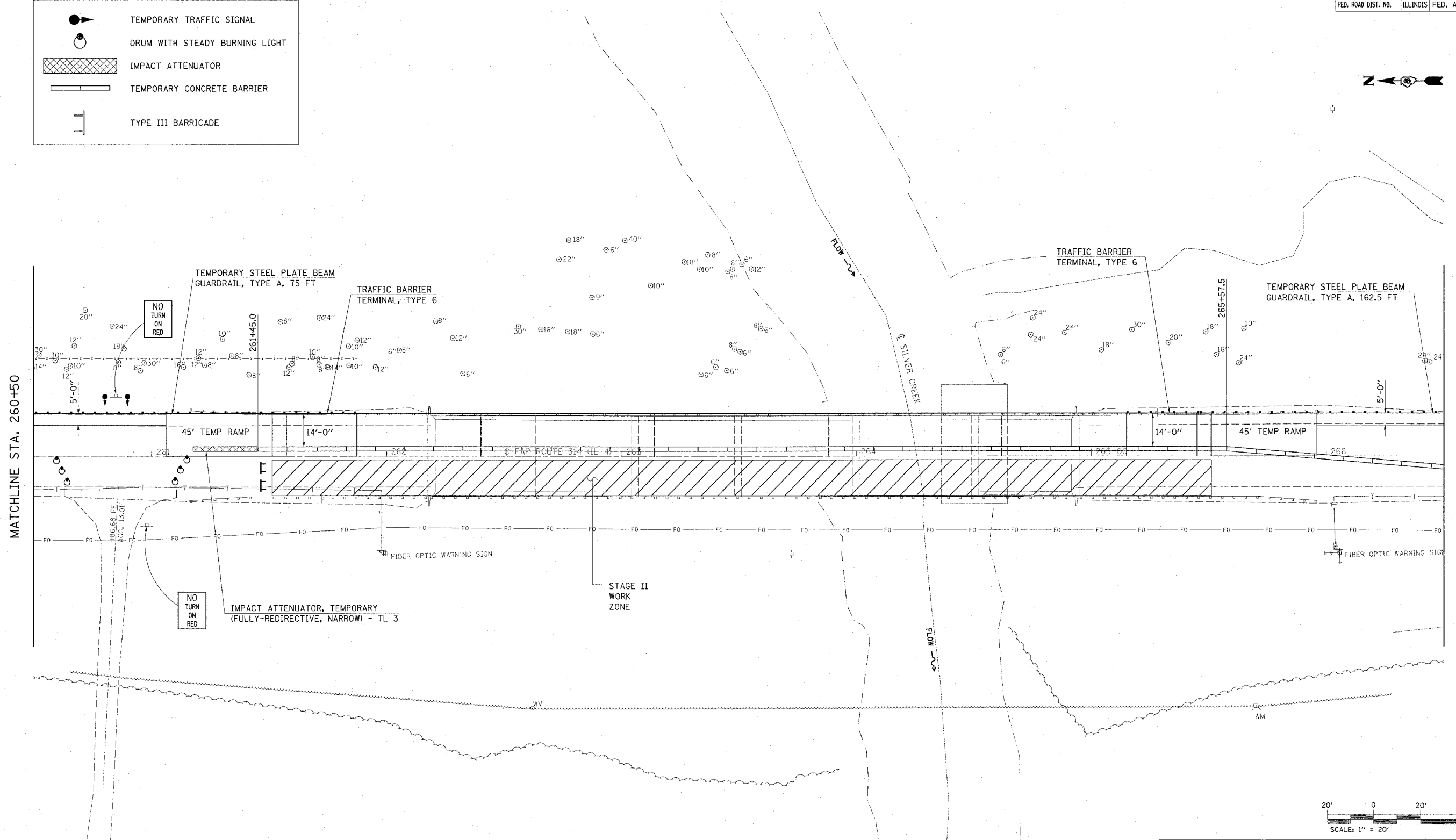
ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE II CONSTRUCTION

 FAP ROUTE 314
 SECTION 108BR-I
 MADISON COUNTY
 SN 060-0106(E) 0334(P)
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 USER NAME = owerby

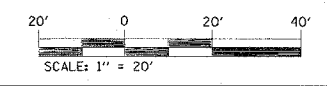
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-I	MADISON	123	21
STA. 260+50		TO STA. 266+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

LEGEND	
	TEMPORARY TRAFFIC SIGNAL
	DRUM WITH STEADY BURNING LIGHT
	IMPACT ATTENUATOR
	TEMPORARY CONCRETE BARRIER
	TYPE III BARRICADE



MATCHLINE STA. 260+50

MATCHLINE STA. 266+50



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE II CONSTRUCTION

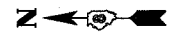
FAP ROUTE 314
 SECTION 108BR-I
 MADISON COUNTY
 SN 060-0106(E) 0334(P)

DRAWN BY:

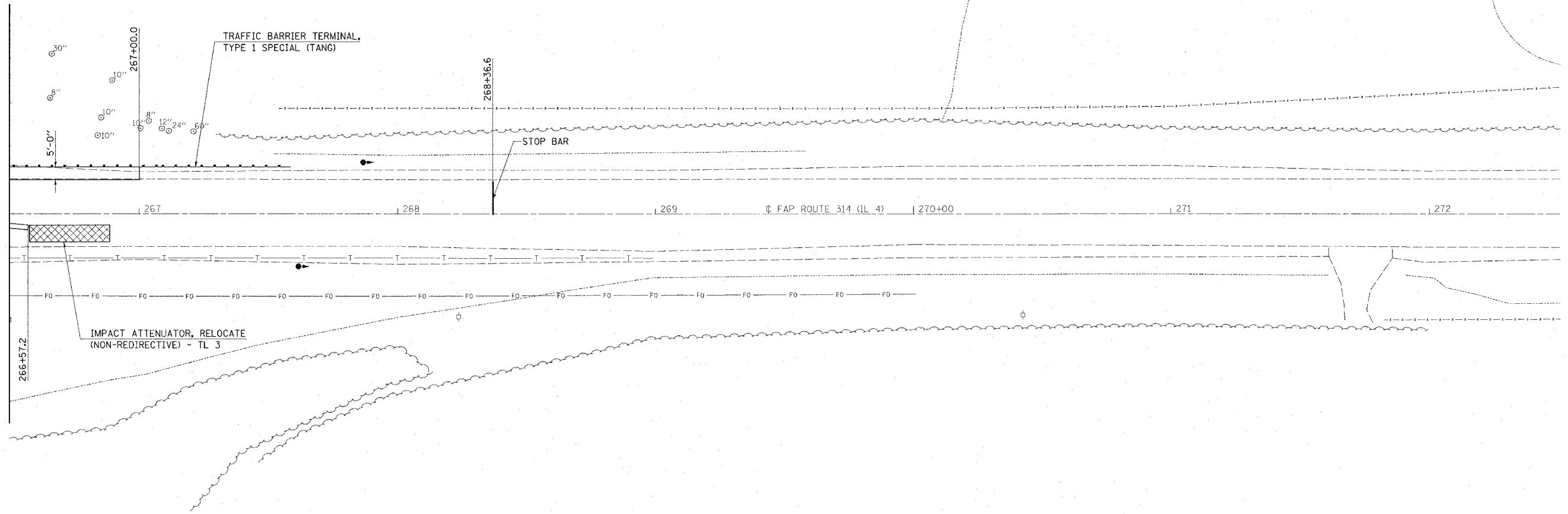
PLOT DATE: * DATE *
 PLOT SCALE: * SCALE *
 USER NAME: * USER *

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-I	MADISON	123	22
STA. 266+50		TO STA. 272+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

LEGEND	
	TEMPORARY TRAFFIC SIGNAL
	DRUM WITH STEADY BURNING LIGHT
	IMPACT ATTENUATOR
	TEMPORARY CONCRETE BARRIER
	TYPE III BARRICADE



MATCHLINE STA. 266+50



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE II CONSTRUCTION

FAP ROUTE 314
 SECTION 108BR-I
 MADISON COUNTY
 SN 060-0106(E) 0334(P)

DRAWN BY:

PLOT DATE = 8/27/85
 PLOT NAME = 108BR-I
 PLOT SCALE = 1" = 20'
 USER NAME = AUSER

PARTS OF THE S.E. 1/4 OF SECTION 19, THE S.W. 1/4 OF SECTION 20,
T5N, R6W, OF THE 3RD PM, MADISON COUNTY, ILLINOIS

BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-1	MADISON	123	23
STA. TO STA.		FED. PROJ. DIST. NO.		
		FED. PROJ. NO.		



LEGEND

- QUARTER SECTION CORNER
- SECTION CORNER
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (EED) LINE
- APPARENT PROPERTY LINE
- APL
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD AT CORNER UNLESS OTHERWISE NOTED SET 3/8 INCH IRON ROD AT CORNER UNLESS OTHERWISE NOTED PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP
- EXISTING BUILDING

STAKING OF PROPOSED RIGHT OF WAY. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

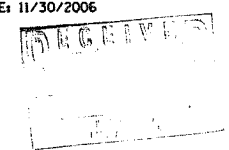
STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STATE OF ILLINOIS)
) SS
COUNTY OF)

I, TERRY J FELDMANN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, CERTIFY THAT I HAVE SURVEYED THE PLAT OF HIGHWAY SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THE PROPOSED PARCELS TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.

DATED _____

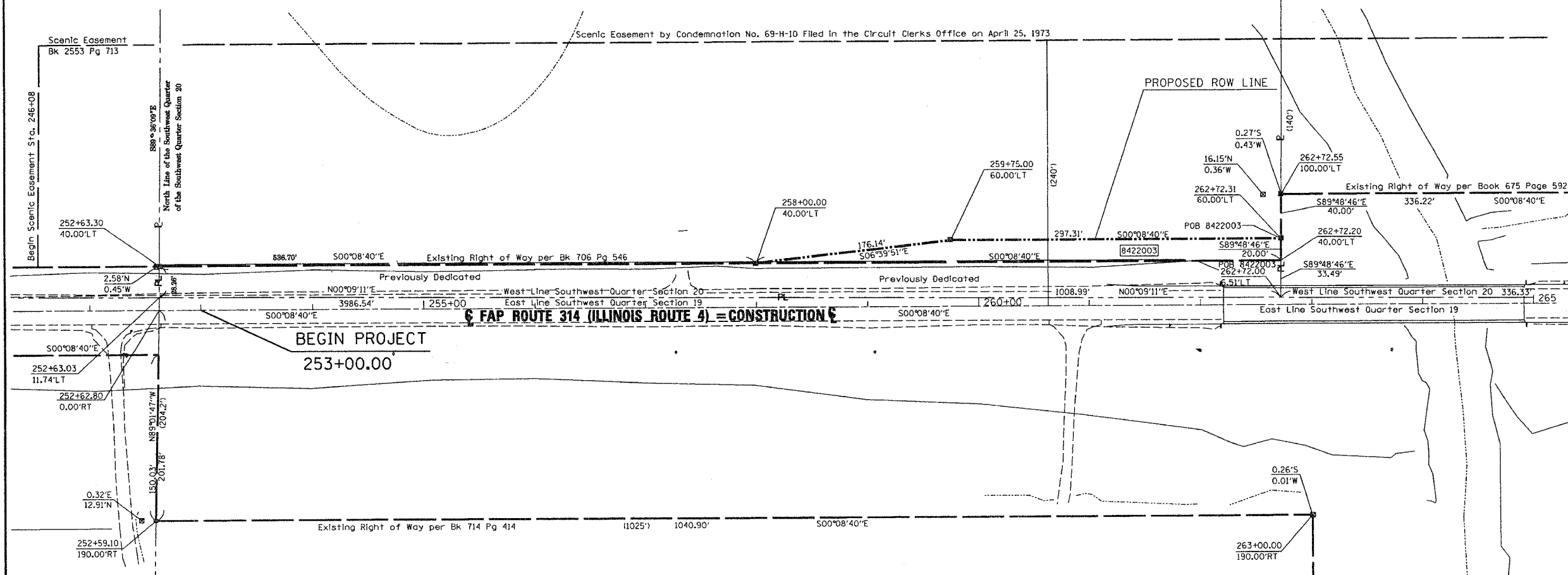
TERRY J FELDMANN, PLS NO. 2973
LICENSE EXPIRATION DATE: 11/30/2006



ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 314 (IL 4)
SECTION 108BR-1
MADISON COUNTY
JOB NO. R-98-022-04

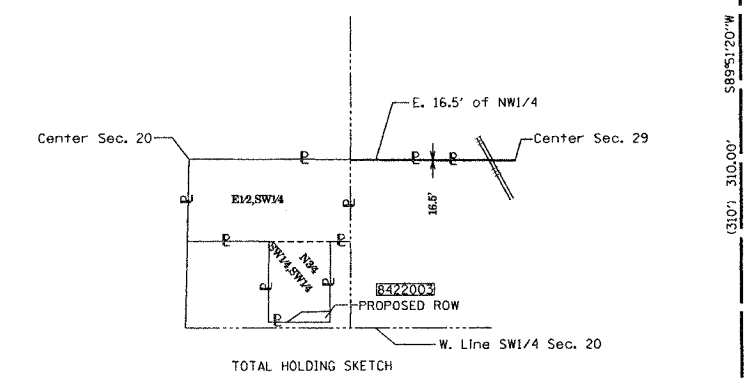
STATION 252+00 TO STATION 265+00
50' 0 50' 100'
SCALE: 1" = 50'
SHEET 2 OF 5

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/DISTRICT 8
1102 EASTPORT PLAZA DRIVE
COLLINGSVILLE, ILLINOIS 62234-6198
SHEET 1 IS A COVER SHEET



COORDINATES SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

STATION	OFFSET	COORDINATE TABLE	
		NORTH	EAST
252+59.10	190.00' RT	799982.044	2400520.8476
252+62.02	40.00' RT	799979.5042	2400670.8545
252+63.03	11.74' LT	799978.6280	2400722.6010
252+63.30	40.00' LT	799978.4320	2400750.8570
252+62.80	0.00' LT	799978.8270	2400710.8560
258+00.00	40.00' LT	799441.6298	2400752.2105
259+75.00	60.00' LT	799266.7807	2400772.6516
262+72.31	60.00' LT	798969.4671	2400773.4012
262+72.55	100.00' LT	798969.3364	2400813.4016
263+00.00	190.00' LT	798941.1515	2400523.4718
263+00.00	500.00' LT	798940.3700	2400213.4727
262+72.00	6.51' LT	798969.6420	2400719.9080



NO.	DATE	DESCRIPTION	BY

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION				REMAINDER ACRES	EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
			GROSS ACRES	PREVIOUSLY DEDICATED ACRES	NET ACRES	SO. FT.		PE - PERMANENT TE - TEMPORARY ACRES	SO. FT.		
8422003	GEORGE W. SCONYERS MA-3362	111	0.8918	38,846	0.7151	31,151	0.1767	7,695	110.8233	07-1-11-20-00-000-020,001	

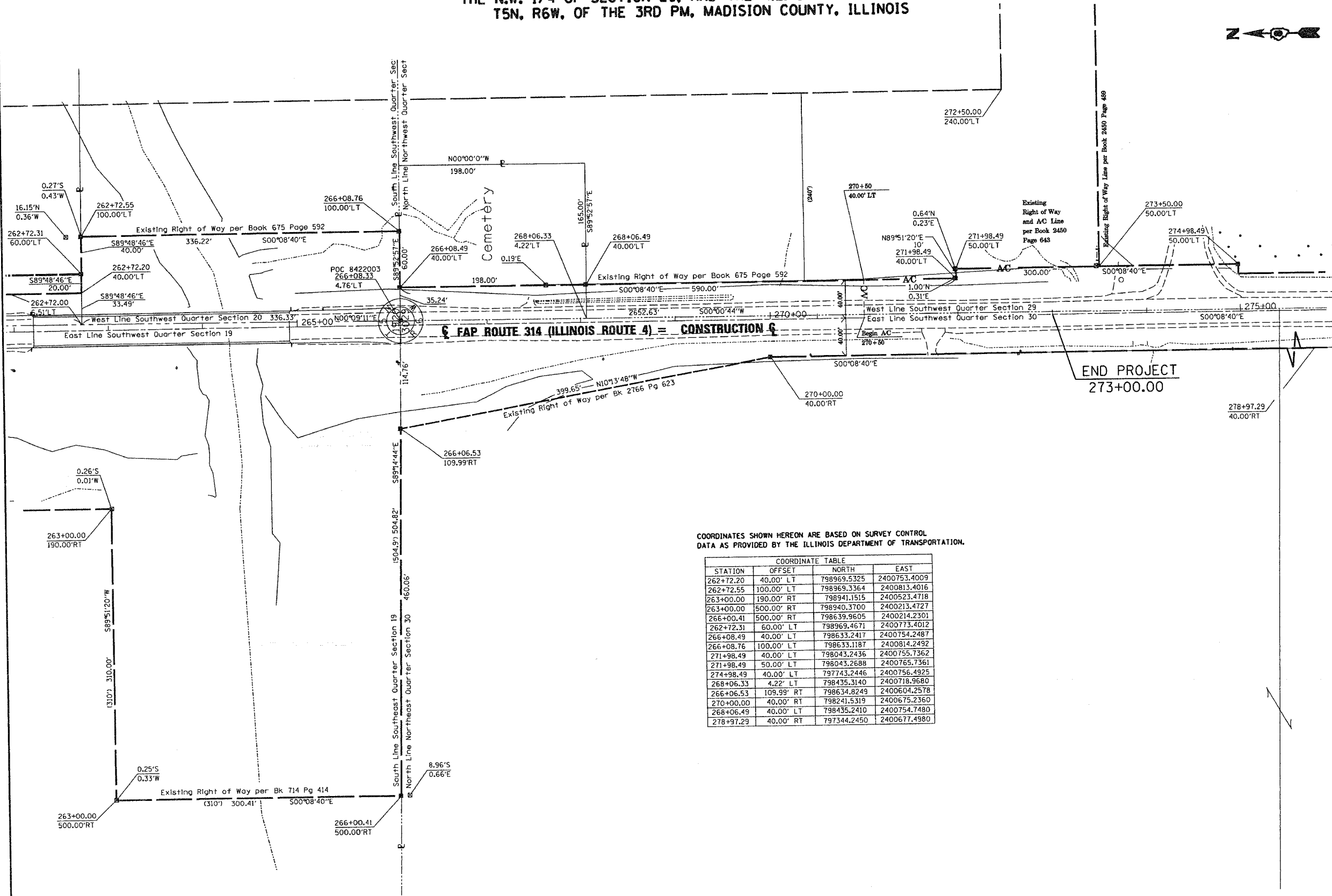
NOTES:
• UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.
• ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
• ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE NOTED.
• ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE NOTED.

PARTS OF THE S.E. 1/4 OF SECTION 19, THE S.W. 1/4 OF SECTION 20, THE N.W. 1/4 OF SECTION 29, AND THE N.E. 1/4 OF SECTION 30 T5N, R6W, OF THE 3RD PM, MADISON COUNTY, ILLINOIS

LEGEND

- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APL
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD AT CORNER UNLESS OTHERWISE NOTED
- SET 3/8 INCH IRON ROD AT CORNER UNLESS OTHERWISE NOTED
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP
- EXISTING BUILDING

NO.	DATE	DESCRIPTION	BY



COORDINATES SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

STATION	OFFSET	NORTH	EAST
262+72.20	40.00' LT	798969.5325	2400753.4009
262+72.55	100.00' LT	798969.3364	2400813.4016
263+00.00	190.00' RT	798941.1515	2400523.4718
263+00.00	500.00' RT	798940.3700	2400213.4727
266+00.41	500.00' RT	798639.9605	2400214.2301
262+72.31	60.00' LT	798969.4671	2400773.4012
266+08.49	40.00' LT	798633.2417	2400754.2487
266+08.76	100.00' LT	798633.1187	2400814.2492
271+98.49	40.00' LT	798043.2436	2400755.7362
271+98.49	50.00' LT	798043.2688	2400765.7361
274+98.49	40.00' LT	797743.2446	2400756.4925
268+06.33	4.22' LT	798435.3140	2400718.9680
266+06.53	109.99' RT	798634.8249	2400604.2578
270+00.00	40.00' RT	798241.5319	2400675.2360
268+06.49	40.00' LT	798435.2410	2400754.7480
278+97.29	40.00' RT	797344.2450	2400677.4980

- STAKING OF PROPOSED RIGHT OF WAY. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STATE OF ILLINOIS)
COUNTY OF) SS

I, TERRY J FELDMANN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, CERTIFY THAT I HAVE SURVEYED THE PLAT OF HIGHWAY SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THE PROPOSED PARCEL(S) TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.

DATED _____

TERRY J FELDMANN, PLS NO. 2973
LICENSE EXPIRATION DATE: 11/30/2006

RECEIVED

LTR LAND SURVEYING, INC.
800 VAN DUSEN BLVD STE 200
COLLINSVILLE, IL 62234
618-348-1170
PROFESSIONAL LICENSE # 124-000100

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 314 (IL 4)
SECTION 108BR-1
MADISON COUNTY
JOB NO. R-98-022-04

STATION 263+00 TO STATION 275+00

50' 0 50' 100'
SCALE: 1" = 50'

COMPLETION DATE OF FIELD WORK PERFORMED: LAND SURVEY: MARCH 14, 2005
RIGHT OF WAY STAKING: MAY 24, 2005

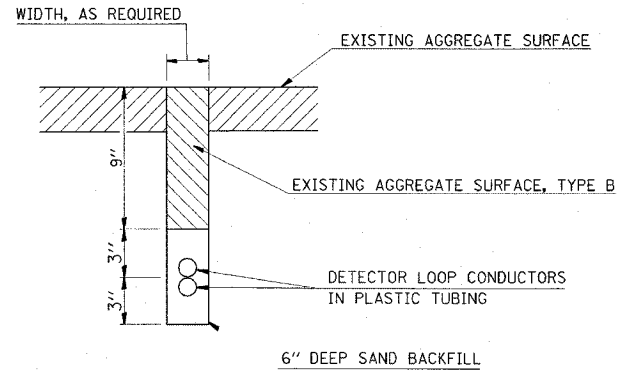
ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/DISTRICT 8
1102 EASTPORT PLAZA DRIVE
COLLINSVILLE, ILLINOIS 62234-6198

SHEET 1 IS A COVER SHEET

ADDITIONAL NOTES:
• DDN-SPEC
• REF-
• REF-
• REF-

PLAT DATE: DATE-TIME

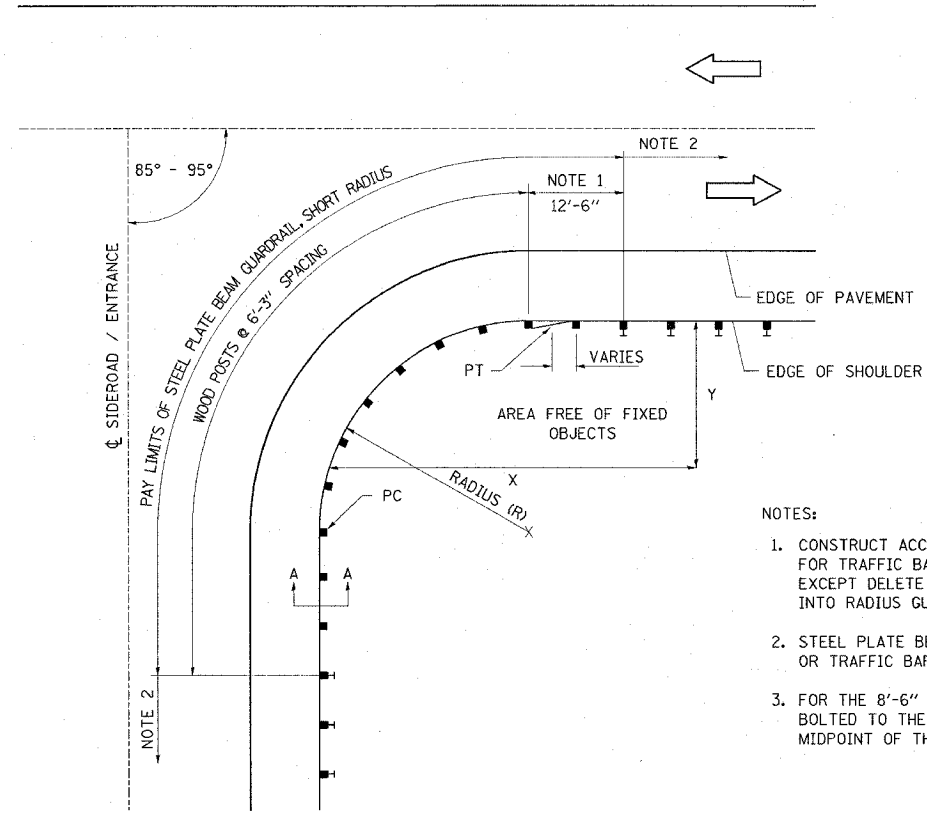
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-I	MADISON	123	25
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



DETECTOR LOOP INSTALLED IN TRENCH

INSTALLATION IS TO BE DONE IN CONFORMANCE WITH THE REQUIREMENTS OF THE PLANS AND SECTION 886 OF THE STANDARD SPECIFICATIONS WITH THE FOLLOWING EXCEPTIONS:

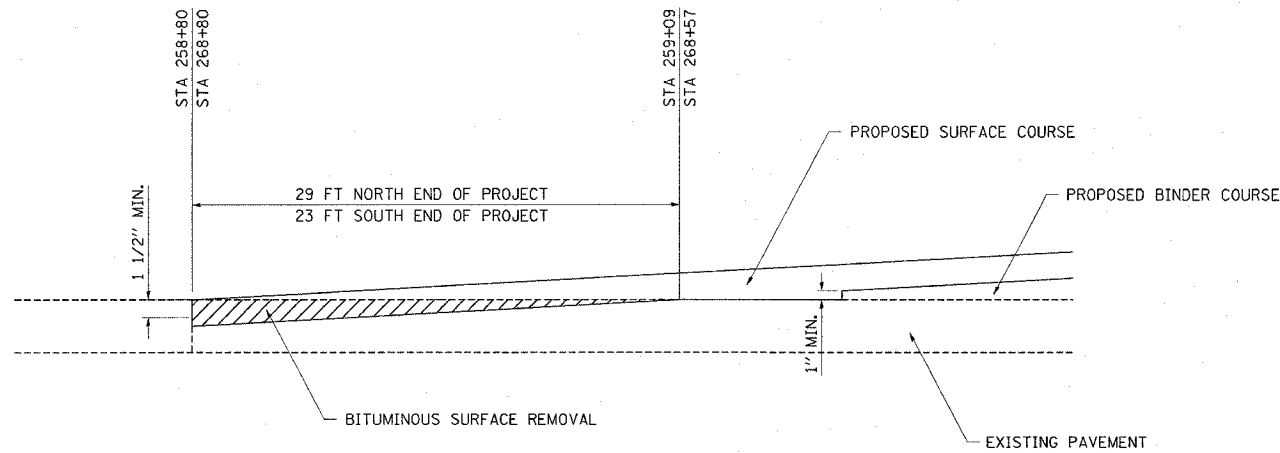
1. SLOTS ARE TO BE TRENCHED INSTEAD OF SAWED.
2. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF TEMPORARY BRIDGE TRAFFIC SIGNALS - 1 EACH.



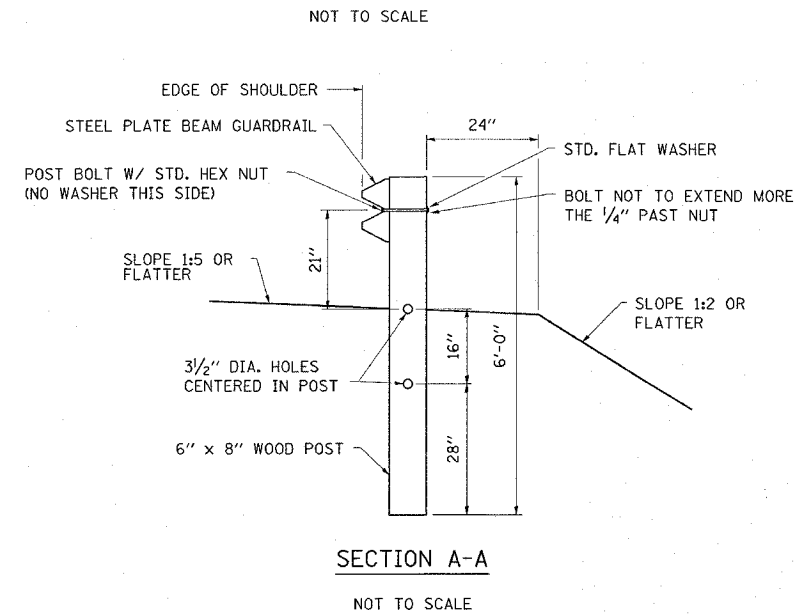
PLAN VIEW SHORT RADIUS GUARDRAIL DETAIL

NOTES:

1. CONSTRUCT ACCORDING TO STANDARD 631011 FOR TRAFFIC BARRIER TERMINAL TYPE 2, EXCEPT DELETE END SECTION AND SPLICE INTO RADIUS GUARDRAIL.
2. STEEL PLATE BEAM GUARDRAIL TYPE A, TYPE B, OR TRAFFIC BARRIER TERMINAL AS SPECIFIED.
3. FOR THE 8'-6" RADIUS, THE RAIL IS NOT BOLTED TO THE POST LOCATED AT THE MIDPOINT OF THE CURVE.



BUTT JOINT DETAIL
SN 060-0106(E) 0334(P)



SECTION A-A
NOT TO SCALE

R	NO. OF WOOD POSTS	X	Y
8'-6"	5 (NOTE 3)	25'	15'
17'-0"	6	30'	15'
25'-6"	8	40'	20'
35'-0"	11	50'	20'

SHORT RADIUS GUARDRAIL DETAIL TO BE USED ON BOTH STRUCTURES
SN 060-0334 SECTION 108BR-I &
SN 060-0339 SECTION 111BR-I

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

FAP ROUTE 314
SECTION 108BR-I
MADISON COUNTY
SN 060-0106(E) 0334(P)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-I	MADISON	123	26
STA. 254+50		TO STA. 260+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

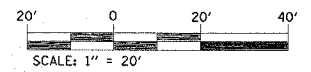
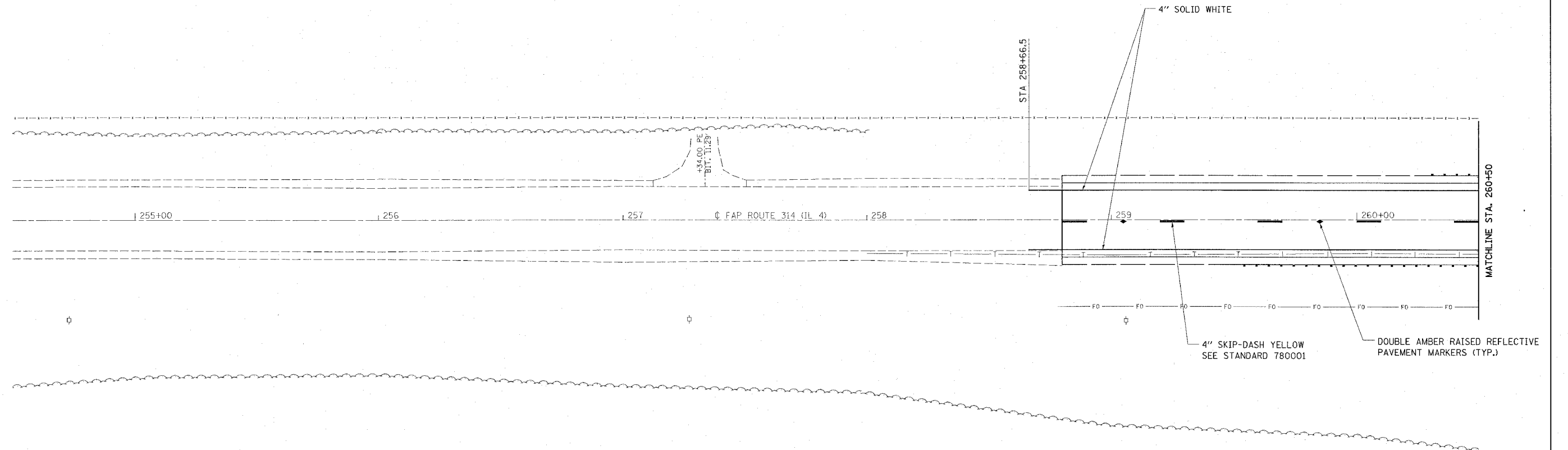
STA 258+66.5 TO STA 260+50

THERMOPLASTIC PAVEMENT MARKING LINES

4" YELLOW 50 FT
4" WHITE 367 FT

RAISED REFLECTIVE PAVEMENT MARKERS

DOUBLE AMBER 2 EACH



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKING
FAP ROUTE 314
SECTION 108BR-I
MADISON COUNTY
SN 060-0106(E) 0334(P)

PLOT DATE = 10/26/2005
FILE NAME = c:\projects\1082701\plan\plan1082701a06.dgn
PLOTTER = HPGL/IN
REFERENCE = #1082701
#topo18

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-I	MADISON	123	27
STA. 260+50		TO STA. 266+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

STA 260+50 TO STA 261+57
 STA 265+45 TO STA 266+50

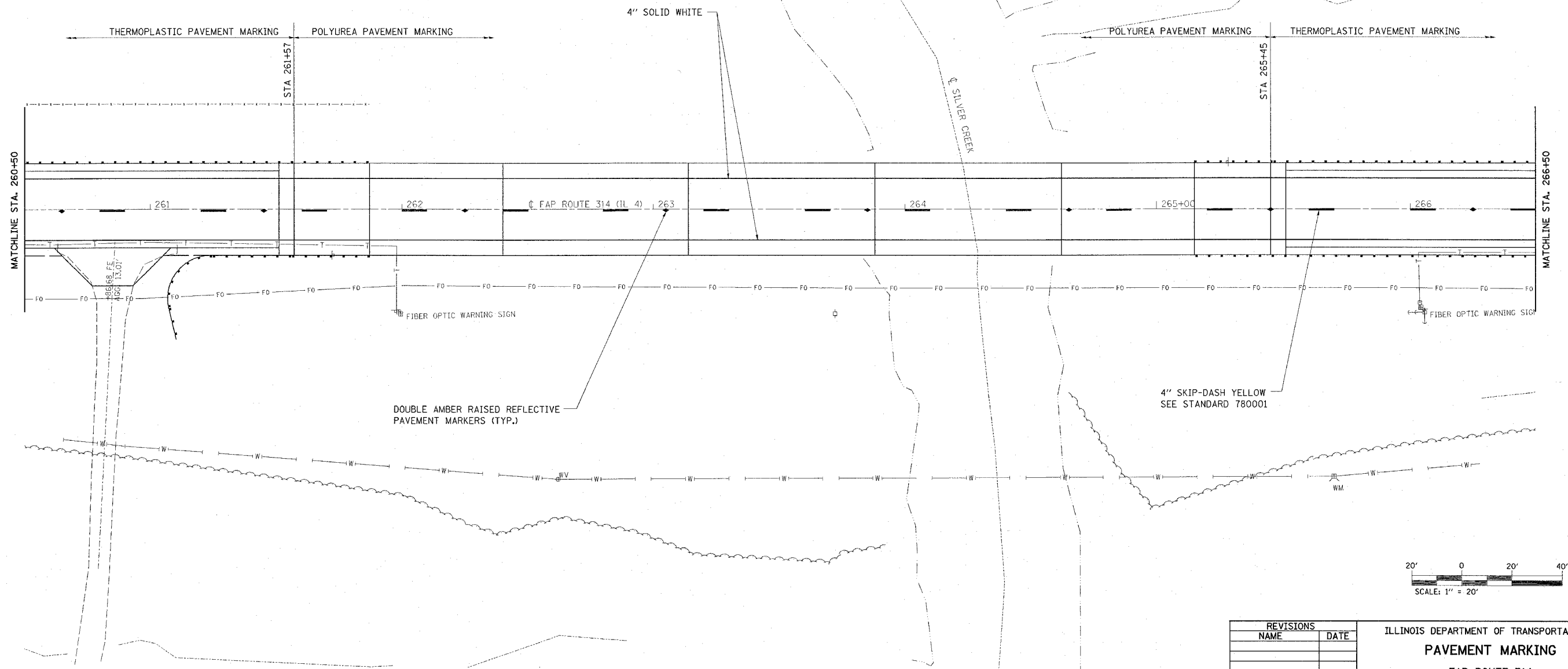
STA 261+57 TO STA 265+45

THERMOPLASTIC PAVEMENT MARKING LINES
 4" YELLOW 50 FT
 4" WHITE 424 FT

POLYUREA PAVEMENT MARKING LINES
 4" YELLOW 100 FT
 4" WHITE 776 FT

RAISED REFLECTIVE PAVEMENT MARKERS
 DOUBLE AMBER 3 EACH

RAISED REFLECTIVE PAVEMENT MARKERS (BRIDGE)
 DOUBLE AMBER 5 EACH



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKING
 FAP ROUTE 314
 SECTION 108BR-I
 MADISON COUNTY
 SN 060-0106(E) 0334(P)

PLOT DATE = 10/25/2005
 FILE NAME = c:\projects\108br\108br\plan\02701a65.dgn
 PLOT SCALE = 1" = 20'
 REFERENCE = #REF#

Bench Mark: Painted "□" on west bearing seat of north abutment = 505.41 taken from bridge construction project C-98-536-71, F.A. 68, Sec. 108BR, Madison Co.

Existing Structure: S.N. 060-0106 Built 1931 as S.B.I. Route 150, Sec. 108-B+C at Station 264+00 as a six simple span 277'-9" bk.-bk. abutments, supported on timber piles. Bridge widening, and superstructure replacement with PPC deck beam in 1971. Existing bridge to be removed and replaced. Traffic to be maintained utilizing stage construction.

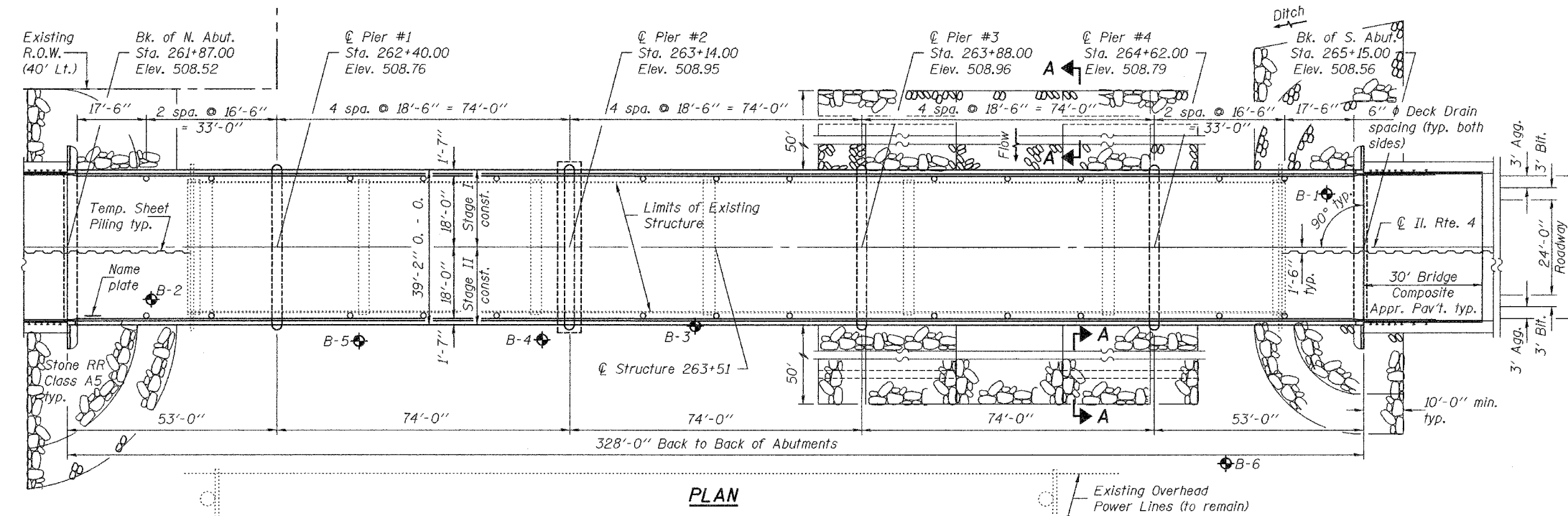
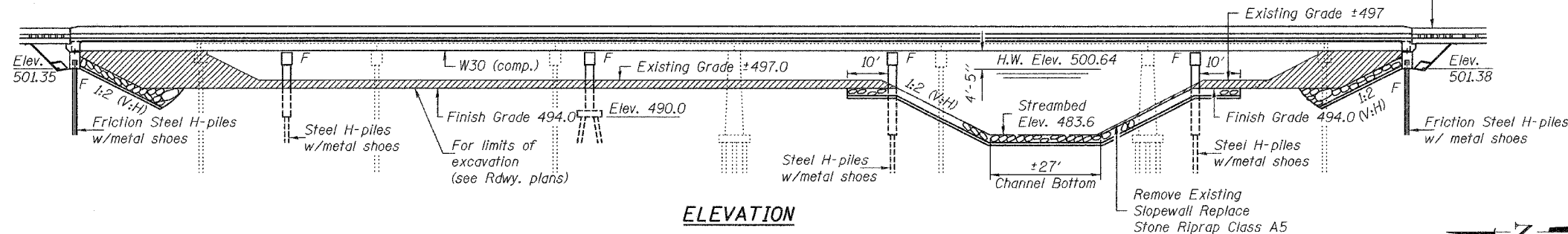
No salvage

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 1 29 SHEETS
FAP 314	108BR-1	MADISON	123	29	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		Contract #76454

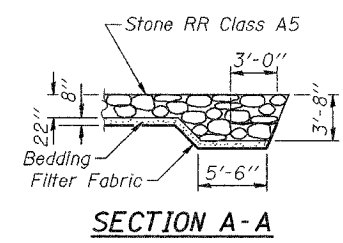
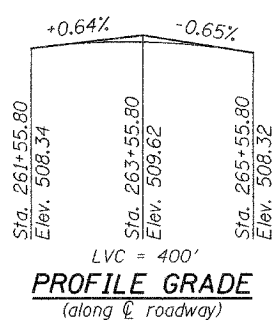
INDEX OF SHEETS

- 1 General Plan
- 2 General Data and Stage Construction Details
- 3 Temporary Sheet Piling Details
- 4 Temporary Concrete Barrier Details
- 5-7 Top of Slab Elevations
- 8 Superstructure
- 9-10 Superstructure Details
- 11 Diaphragm Details
- 12 Structural Steel
- 13 Structural Steel Details
- 14 Anchor Bolt Details
- 15 North Abutment
- 16 South Abutment
- 17 Pier 1
- 18 Pier 2
- 19 Pier 3
- 20 Pier 4
- 21 Bar Splicer Assembly Details
- 22-23 Bridge Approach Pavement Details
- 24-29 Boring Logs



STATION 263+51
BUILT 20 BY
STATE OF ILLINOIS
F.A.P. RTE. 314 SEC. 108BR-1
LOADING HL-93
STRUCTURE NO. 060-0334

NAME PLATE
See Std. 515001



LOADING HL-93
Allow 50 psf for future wearing surface

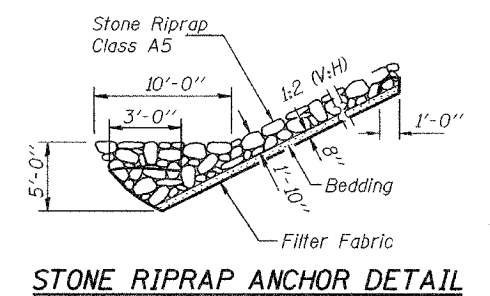
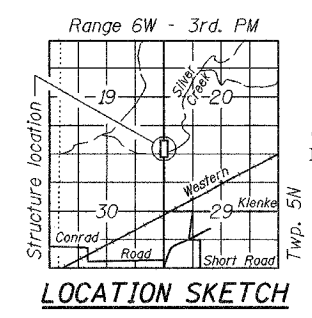
DESIGN SPECIFICATIONS
A.A.S.H.T.O. LRFD Bridge Design Specifications
U.S., 3rd Edition - 2004

DESIGN STRESSES

$f'_c = 4,500$ psi (precast concrete)
 $f'_c = 3,500$ psi (cast in place concrete)
 $f_y = 60,000$ psi (reinforcement)
 $f_y = 50,000$ psi (structural steel M270, Gr. 50)
 $f = 36,000$ psi (structural steel M270, Gr. 36)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 2
Bedrock Acceleration Coefficient (A) = 0.10g
Site Coefficient (S) = 1.5



GENERAL PLAN
IL. RTE. 4 OVER SILVER CREEK
F.A.P. RTE. 314 - SEC. 108BR-1
MADISON COUNTY
STATION 263+51
STRUCTURE NO. 060-0334

WATERWAY INFORMATION

Drainage Area = 80.46 sq. mi. Low Grade Elev. 506.87 @ Sta. 258+00

Flood	Freq. Yr.	a	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	50	10.421	1,420	1,543	500.64	4.83	4.48	505.47	505.12
Base	100	11.918	1,535	1,679	501.11	5.37	4.89	506.48	506.00
Overtopping	143/200*	12.550/13.487	1,582	1,814	501.30/501.57*	5.57	5.30	506.87	506.87
Scour	10	6.887	1,120	1,188	499.40	3.75	3.49		502.89

* Existing/Proposed

DESIGNED: [Signature]
CHECKED: [Signature]
DRAWN: h.t. duong
CHECKED: [Signature]

November 17, 2005
EXAMINED: [Signature]
PASSED: [Signature]



EXPIRES 11-30-2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

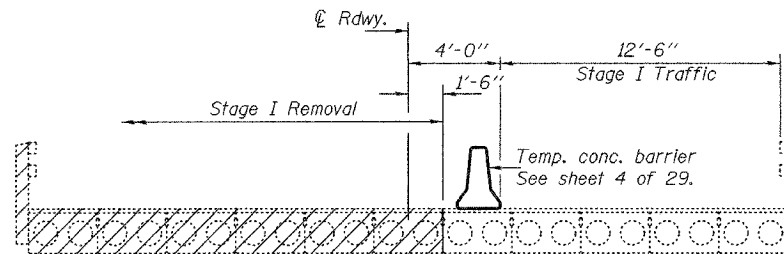
ROUTE NO.	SECTION	COUNTY	LIST#	SHEET NO.	SHEET NO. 2 29 SHEETS
FAP 314	108BR-1	MADISON	12.3	30	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT#	Contract #76454		

TOTAL BILL OF MATERIAL

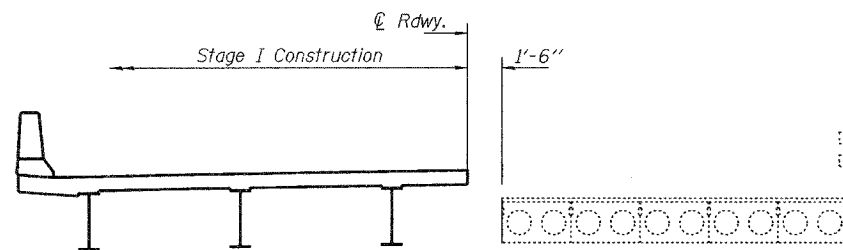
ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.		113	113
Stone Riprap, Class A5	Sq. Yd.		2358	2358
Filter Fabric	Sq. Yd.		2358	2358
Removal of Existing Structures N1	Each			1
Structure Excavation	Cu. Yd.		365	365
Floor Drains	Each		26	26
Concrete Structures	Cu. Yd.		223.7	223.7
Concrete Superstructure	Cu. Yd.	404.7		404.7
Bridge Deck Grooving	Sq. Yd.	1239		1239
Protective Coat	Sq. Yd.	1586		1586
Furnishing and Erecting Structural Steel	L. Sum	0.65		0.65
Stud Shear Connectors	Each	5742		5742
Reinforcement Bars, Epoxy Coated	Pound	99800	21,750	121,550
Slopedwall Removal	Sq. Yd.		231	231
Furnishing Steel Piles HP12x53	Foot		2010	2010
Test Pile Steel HP12x53	Each		3	3
Furnishing Steel Piles HP12x63	Foot		1734	1734
Driving Steel Piles	Foot		3744	3744
Test Pile Steel HP12x63	Each		1	1
Temporary Sheet Piling	Sq. Ft.		2070.9	2070.9
Name Plates	Each		1	1
Bar Splicers	Each	1007	167	1174
Underwater Structure Excavation Protection L1	Each		1	1
Underwater Structure Excavation Protection L2	Each		1	1
Pipe Underdrains for Structures, 4"	Foot		102	102
Composite Bridge Approach Pavement	Sq. Yd.	249		249
Concrete Encasement	Cu. Yd.		21.4	21.4
Geocomposite Wall Drain	Sq. Yd.		65	65
Metal Shoes	Each		42	42

GENERAL NOTES

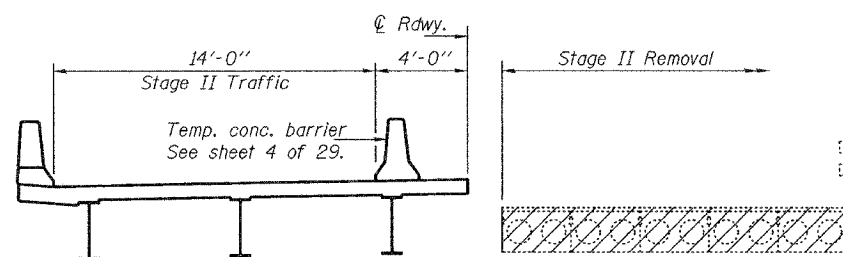
Fasteners shall be high strength bolts. Bolts $\frac{7}{8}$ " ϕ , open holes $\frac{15}{16}$ " ϕ , unless otherwise noted.
 Calculated weight of Structural Steel = 318790 (AASHTO M 270, Grade 50)
 = 36980 (AASHTO M 270, Grade 36)
 Field welding of construction accessories will not be permitted to beams. Anchor bolts shall be set before bolting diaphragms over supports.
 The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the wide flange beams, and all splice plate material. Reinforcement bars shall conform to the requirements of AASHTO M 31 or M 322 Grade 60.
 Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
 Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two $\frac{1}{8}$ " adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims.
 The Contractor shall drive three (3) HP12x53 and one (1) HP12x63 test piles in a permanent location at North and South Abutments, Pier 2 and Pier 3 respectively as directed by the Engineer before ordering the remainder of piles.
 The Contractor shall drive one (1) test pile HP12x53 in a permanent location at N. Abut., S. Abut., & Pier 2 and one (1) test pile HP12x63 in permanent location at Pier 3 as directed by the Engineer before ordering the remainder of piles.
 In addition to all other requirements of section 512 of the Standard Specifications, splices for HP12x53 and HP12x63 piles shall develop the full capacity of the steel's cross sectional area of the pile for tension, shear and bending forces. One approved method of achieving this requirement is full penetration butt welding of the entire cross section. Other types of splices meeting the full capacity requirement may be allowed subject to the approval of the Engineer. Any proposal by the Contractor to use an alternate splice method must include adequate documentation demonstrating that the full tension, shear and bending capacities will be met. Appropriate welder qualifications will be required for the positions and processes used in splicing all piles. Nondestructive testing of completed welds will be limited to visual inspection.
 All construction joints shall be bonded.
 The inorganic zinc rich primer/Acrylic/Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat shall be gray, Munsell No. 5B 7/1. See Special Provision for "Cleaning and Painting New Metal Structures."



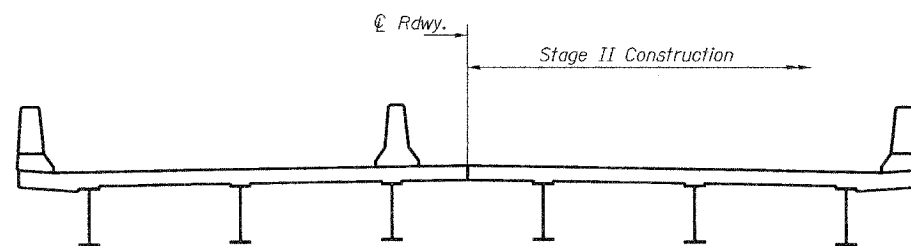
STAGE I REMOVAL



STAGE I CONSTRUCTION

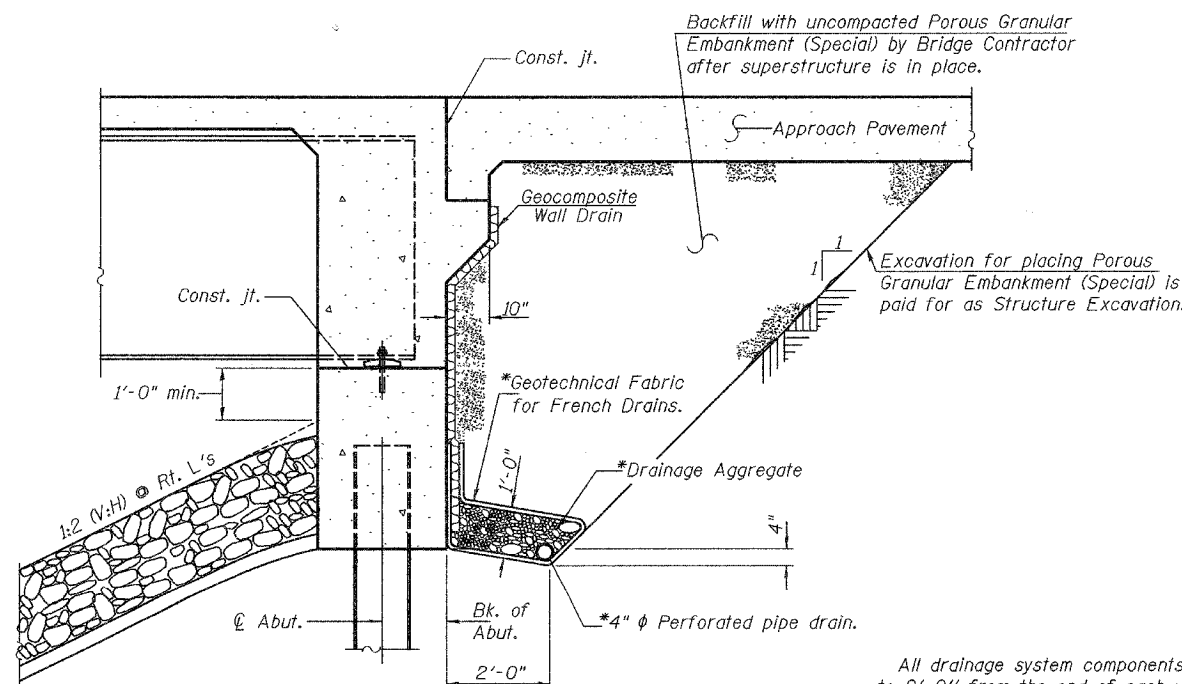


STAGE II REMOVAL



STAGE II CONSTRUCTION

Notes: Hatched areas indicate removal of existing structures.
 For quantity of temporary concrete barrier, see Roadway Plans.
 All cross sections are looking south.



SECTION THRU INTEGRAL ABUTMENT

*Included in the cost of Pipe Underdrains for Structures.

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).

DESIGNED	Curt M. Evoy
CHECKED	Tom L. Kurtenbach
DRAWN	h.t. duong
CHECKED	CME/TLK

EXAMINED	November 17, 2005
PASSED	Thomas J. Demgalek ENGINEER OF BRIDGE DESIGN
	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

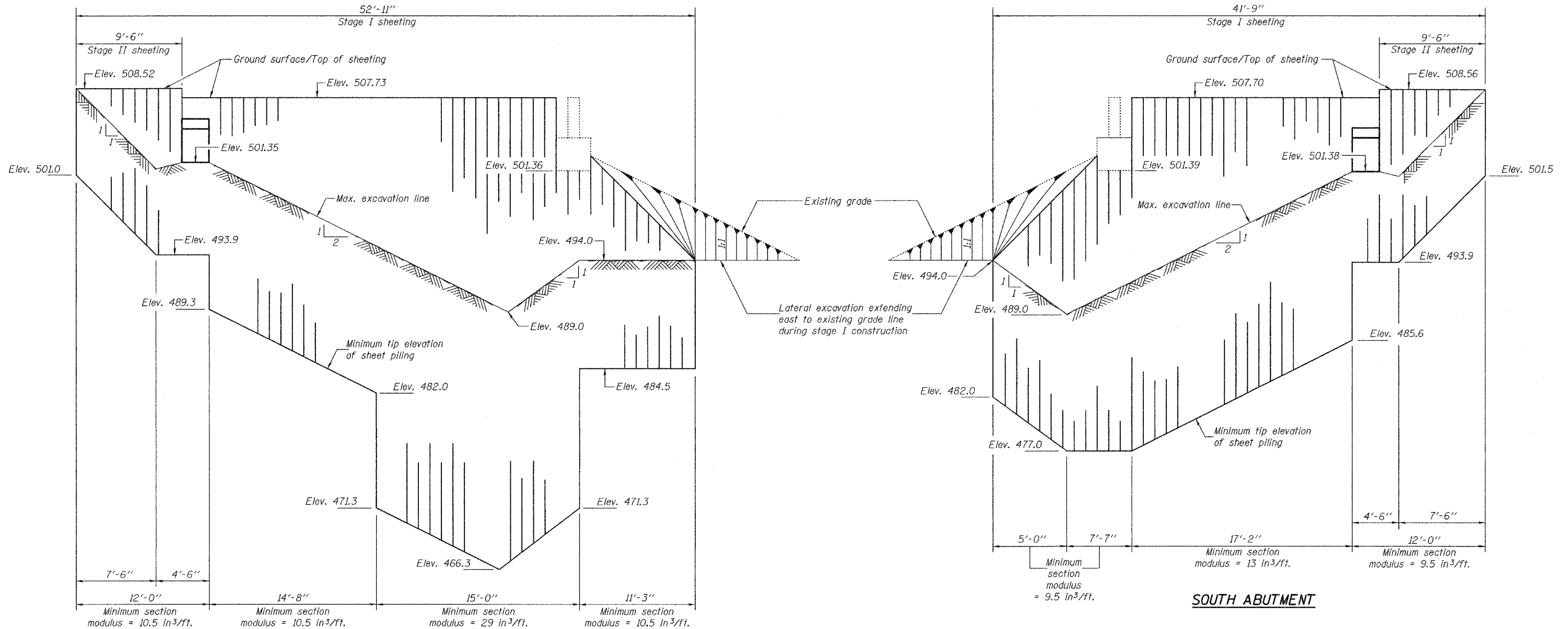
GENERAL DATA &
 STAGE CONSTRUCTION DETAILS
 F.A.P. RTE. 314 - SEC. 108BR-1
 MADISON COUNTY
 STATION 263+51
 STRUCTURE NO. 060-0334

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 314	108BR-1	MADISON	123	31
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 3
29 SHEETS

Contract #76454



NORTH ABUTMENT

SOUTH ABUTMENT

Notes: 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.

DESIGNED	Curt M. Evoy
CHECKED	Tom L. Kurtenbach
DRAWN	h.t. duong
CHECKED	CME/TLK

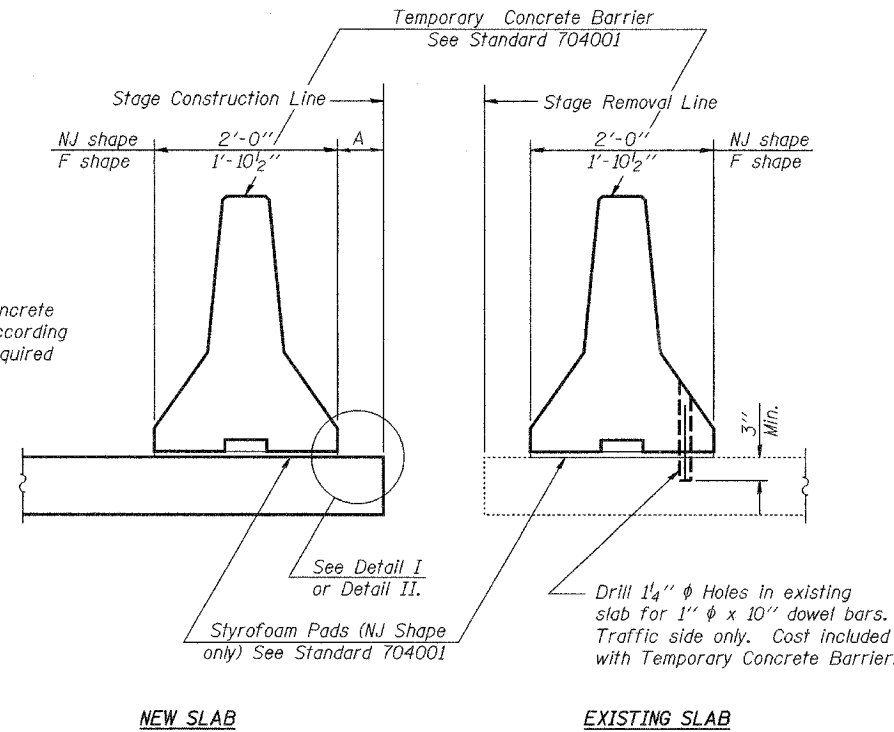
November 17, 2005
 EXAMINED *Thomas J. Donagale*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Ronald E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

TEMPORARY SHEET PILING DETAILS
F.A.P. RTE. 314 - SEC. 108BR-1
MADISON COUNTY
STATION 263+51
STRUCTURE NO. 060-0334

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAP 314	108BR-1	MADISON	123	32
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

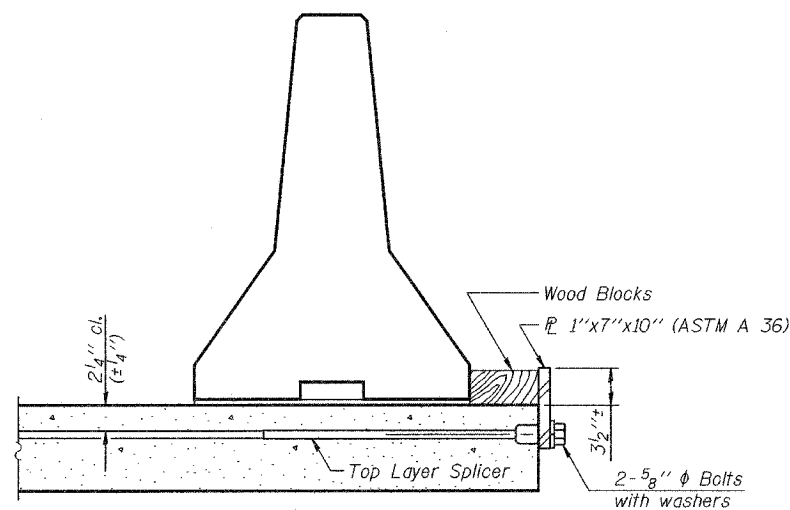
Contract #76454



SECTION THRU SLAB

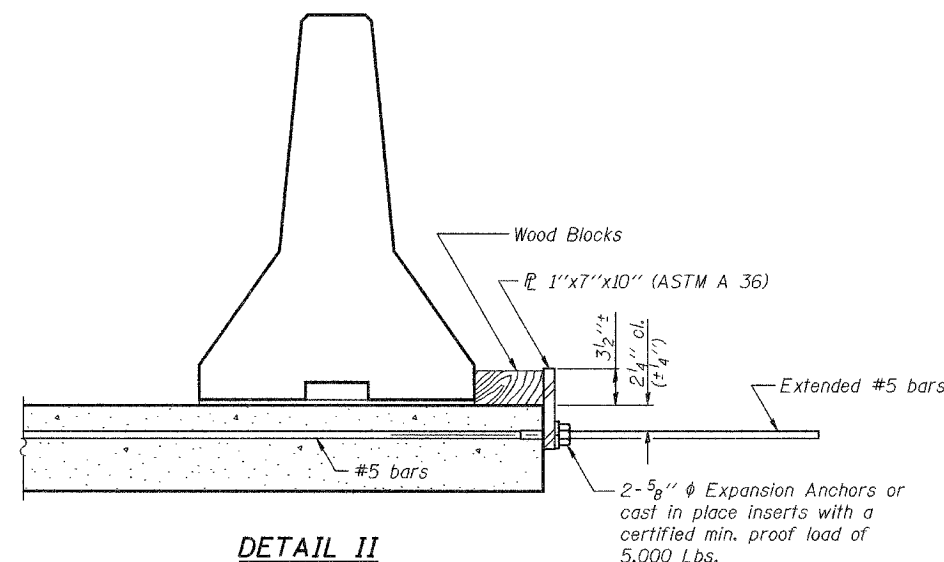
NOTES

- Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{P} to the
top layer of couplers with 2-5/8" ϕ bolts
screwed to coupler at approximate \bar{C} of
each barrier panel.
- Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{P} to the
concrete slab with 2-5/8" ϕ Expansion Anchors
or cast in place inserts spaced between the
top layer of reinforcement at approximate \bar{C} of
each barrier panel.
- Cost of anchorage is included with Temporary Concrete Barrier.



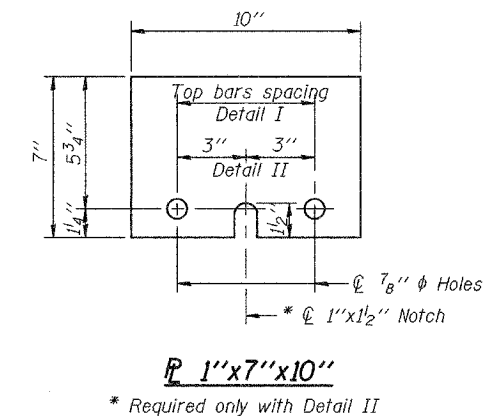
DETAIL I

The 1"x7"x10" Plate shall not be removed until
Stage II Construction forms and reinforcement bars
are in place.



DETAIL II

The 1"x7"x10" Plate shall not be removed until
Stage II Construction forms and all reinforcement
bars are in place and the concrete is ready to be
placed.



DESIGNED	Curt M. Evoy
CHECKED	Tom L. Kurtenbach
DRAWN	h.t. duong
CHECKED	CME/TLK

R-27

November 17, 2005
EXAMINED <i>Thomas J. Domagalala</i> ENGINEER OF BRIDGE DESIGN
PASSED <i>Ralph E. Anderson</i> ENGINEER OF BRIDGES AND STRUCTURES

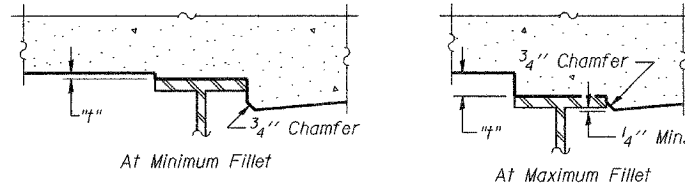
10-22-04

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
F.A.P. RTE. 314 - SEC. 108BR-1
MADISON COUNTY
STATION 263+51
STRUCTURE NO. 060-0334

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

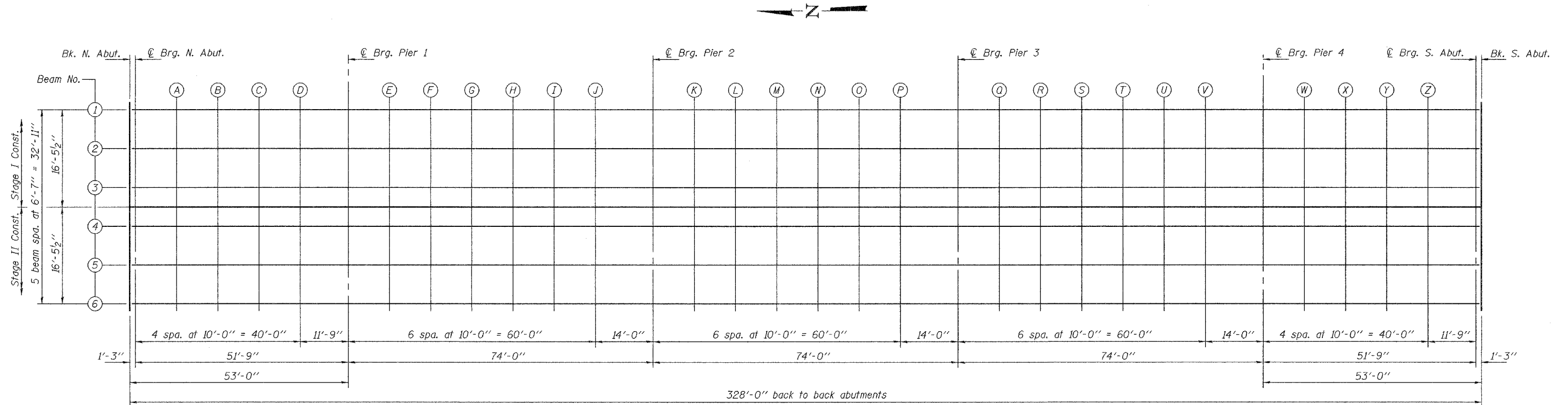
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 5 29 SHEETS
FAP 314	108BR-1	MADISON	123	33	
FED. ROAD DIST. NO. 7		ALIGNMENT			
		FED. AID PROJECT			

Contract #76454

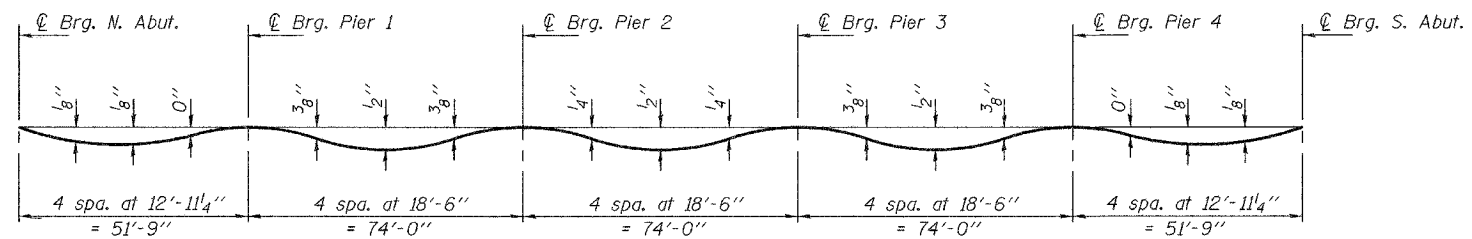


To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 6 & 7 of 29, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Notes: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 6 & 7 of 29.

DESIGNED	Curt M. Evoy
CHECKED	Tom L. Kurtenbach
DRAWN	h.t. duong
CHECKED	CME/TLK

November 17, 2005
EXAMINED *Thomas J. Domagala*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
F.A.P. RTE. 314 - SEC. 108BR-1
MADISON COUNTY
STATION 263+51
STRUCTURE NO. 060-0334

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 6 29 SHEETS
FAP 314	108BR-1	MADISON	123	34	
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT-	

Contract #76454

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK N. ABUT	26187.000	-16.457	508.243	508.243
CL N. ABUT	26188.250	-16.457	508.250	508.250
A	26198.250	-16.457	508.302	508.310
B	26208.250	-16.457	508.350	508.361
C	26218.250	-16.457	508.396	508.403
D	26228.250	-16.457	508.438	508.438
PIER 1	26240.000	-16.457	508.483	508.483
E	26250.000	-16.457	508.519	508.536
F	26260.000	-16.457	508.551	508.583
G	26270.000	-16.457	508.579	508.617
H	26280.000	-16.457	508.605	508.645
I	26290.000	-16.457	508.627	508.662
J	26300.000	-16.457	508.646	508.670
PIER 2	26314.000	-16.457	508.668	508.668
K	26324.000	-16.457	508.679	508.690
L	26334.000	-16.457	508.687	508.710
M	26344.000	-16.457	508.692	508.726
N	26354.000	-16.457	508.694	508.732
O	26364.000	-16.457	508.692	508.719
P	26374.000	-16.457	508.688	508.703
PIER 3	26388.000	-16.457	508.676	508.676
Q	26398.000	-16.457	508.663	508.680
R	26408.000	-16.457	508.647	508.679
S	26418.000	-16.457	508.628	508.666
T	26428.000	-16.457	508.606	508.646
U	26438.000	-16.457	508.581	508.615
V	26448.000	-16.457	508.552	508.576
PIER 4	26462.000	-16.457	508.507	508.507
W	26472.000	-16.457	508.470	508.470
X	26482.000	-16.457	508.431	508.436
Y	26492.000	-16.457	508.388	508.398
Z	26502.000	-16.457	508.342	508.351
CL S. ABUT	26513.750	-16.457	508.284	508.284
BK S. ABUT	26515.000	-16.457	508.277	508.277

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK N. ABUT	26187.000	-9.874	508.370	508.370
CL N. ABUT	26188.250	-9.874	508.376	508.376
A	26198.250	-9.874	508.428	508.436
B	26208.250	-9.874	508.477	508.487
C	26218.250	-9.874	508.523	508.530
D	26228.250	-9.874	508.565	508.565
PIER 1	26240.000	-9.874	508.610	508.610
E	26250.000	-9.874	508.646	508.662
F	26260.000	-9.874	508.678	508.710
G	26270.000	-9.874	508.706	508.744
H	26280.000	-9.874	508.732	508.772
I	26290.000	-9.874	508.754	508.789
J	26300.000	-9.874	508.773	508.797
PIER 2	26314.000	-9.874	508.795	508.795
K	26324.000	-9.874	508.806	508.817
L	26334.000	-9.874	508.814	508.837
M	26344.000	-9.874	508.819	508.853
N	26354.000	-9.874	508.821	508.859
O	26364.000	-9.874	508.819	508.846
P	26374.000	-9.874	508.814	508.830
PIER 3	26388.000	-9.874	508.802	508.802
Q	26398.000	-9.874	508.790	508.807
R	26408.000	-9.874	508.774	508.806
S	26418.000	-9.874	508.755	508.793
T	26428.000	-9.874	508.733	508.773
U	26438.000	-9.874	508.708	508.742
V	26448.000	-9.874	508.679	508.703
PIER 4	26462.000	-9.874	508.634	508.634
W	26472.000	-9.874	508.597	508.597
X	26482.000	-9.874	508.558	508.563
Y	26492.000	-9.874	508.515	508.525
Z	26502.000	-9.874	508.469	508.478
CL S. ABUT	26513.750	-9.874	508.411	508.411
BK S. ABUT	26515.000	-9.874	508.404	508.404

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK N. ABUT	26187.000	-3.291	508.473	508.473
CL N. ABUT	26188.250	-3.291	508.479	508.479
A	26198.250	-3.291	508.531	508.539
B	26208.250	-3.291	508.580	508.590
C	26218.250	-3.291	508.625	508.632
D	26228.250	-3.291	508.668	508.668
PIER 1	26240.000	-3.291	508.713	508.713
E	26250.000	-3.291	508.748	508.765
F	26260.000	-3.291	508.780	508.812
G	26270.000	-3.291	508.809	508.847
H	26280.000	-3.291	508.835	508.875
I	26290.000	-3.291	508.857	508.891
J	26300.000	-3.291	508.876	508.900
PIER 2	26314.000	-3.291	508.897	508.897
K	26324.000	-3.291	508.909	508.920
L	26334.000	-3.291	508.917	508.940
M	26344.000	-3.291	508.922	508.956
N	26354.000	-3.291	508.924	508.962
O	26364.000	-3.291	508.922	508.949
P	26374.000	-3.291	508.917	508.933
PIER 3	26388.000	-3.291	508.905	508.905
Q	26398.000	-3.291	508.893	508.910
R	26408.000	-3.291	508.877	508.909
S	26418.000	-3.291	508.858	508.896
T	26428.000	-3.291	508.836	508.876
U	26438.000	-3.291	508.811	508.845
V	26448.000	-3.291	508.782	508.806
PIER 4	26462.000	-3.291	508.736	508.736
W	26472.000	-3.291	508.700	508.700
X	26482.000	-3.291	508.660	508.666
Y	26492.000	-3.291	508.618	508.628
Z	26502.000	-3.291	508.572	508.581
CL S. ABUT	26513.750	-3.291	508.513	508.513
BK S. ABUT	26515.000	-3.291	508.507	508.507

ROADWAY, P.G. & STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK N. ABUT	26187.000	0.000	508.524	508.524
CL N. ABUT	26188.250	0.000	508.531	508.531
A	26198.250	0.000	508.583	508.591
B	26208.250	0.000	508.631	508.642
C	26218.250	0.000	508.677	508.684
D	26228.250	0.000	508.719	508.719
PIER 1	26240.000	0.000	508.765	508.765
E	26250.000	0.000	508.800	508.817
F	26260.000	0.000	508.832	508.864
G	26270.000	0.000	508.861	508.898
H	26280.000	0.000	508.886	508.926
I	26290.000	0.000	508.908	508.943
J	26300.000	0.000	508.928	508.951
PIER 2	26314.000	0.000	508.949	508.949
K	26324.000	0.000	508.960	508.972
L	26334.000	0.000	508.968	508.991
M	26344.000	0.000	508.973	509.007
N	26354.000	0.000	508.975	509.013
O	26364.000	0.000	508.974	509.001
P	26374.000	0.000	508.969	508.985
PIER 3	26388.000	0.000	508.957	508.957
Q	26398.000	0.000	508.944	508.961
R	26408.000	0.000	508.928	508.961
S	26418.000	0.000	508.910	508.947
T	26428.000	0.000	508.887	508.927
U	26438.000	0.000	508.862	508.896
V	26448.000	0.000	508.833	508.857
PIER 4	26462.000	0.000	508.788	508.788
W	26472.000	0.000	508.751	508.751
X	26482.000	0.000	508.712	508.718
Y	26492.000	0.000	508.669	508.679
Z	26502.000	0.000	508.623	508.632
CL S. ABUT	26513.750	0.000	508.565	508.565
BK S. ABUT	26515.000	0.000	508.558	508.558

DESIGNED	Curt M. Evoy
CHECKED	Tom L. Kurtenbach
DRAWN	h.t. duong
CHECKED	CME/TLK

November 17, 2005
 EXAMINED *Thomas J. Domagala*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Ralph E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
 F.A.P. RTE. 314 - SEC. 108BR-1
 MADISON COUNTY
 STATION 263+51
 STRUCTURE NO. 060-0334

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET
FAP 314	108BR-1	MADISON	123	35
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. 7
29 SHEETS

Contract #76454

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK N. ABUT	26187.000	3.291	508.473	508.473
CL N. ABUT	26188.250	3.291	508.479	508.479
A	26198.250	3.291	508.531	508.539
B	26208.250	3.291	508.580	508.590
C	26218.250	3.291	508.632	508.632
D	26228.250	3.291	508.668	508.668
PIER 1	26240.000	3.291	508.713	508.713
E	26250.000	3.291	508.748	508.765
F	26260.000	3.291	508.780	508.812
G	26270.000	3.291	508.809	508.847
H	26280.000	3.291	508.835	508.875
I	26290.000	3.291	508.857	508.891
J	26300.000	3.291	508.876	508.900
PIER 2	26314.000	3.291	508.897	508.897
K	26324.000	3.291	508.909	508.920
L	26334.000	3.291	508.917	508.940
M	26344.000	3.291	508.922	508.956
N	26354.000	3.291	508.924	508.962
O	26364.000	3.291	508.922	508.949
P	26374.000	3.291	508.917	508.933
PIER 3	26388.000	3.291	508.905	508.905
Q	26398.000	3.291	508.893	508.910
R	26408.000	3.291	508.877	508.909
S	26418.000	3.291	508.858	508.896
T	26428.000	3.291	508.836	508.876
U	26438.000	3.291	508.811	508.845
V	26448.000	3.291	508.782	508.806
PIER 4	26462.000	3.291	508.736	508.736
W	26472.000	3.291	508.700	508.700
X	26482.000	3.291	508.660	508.666
Y	26492.000	3.291	508.618	508.628
Z	26502.000	3.291	508.572	508.581
CL S. ABUT	26513.750	3.291	508.513	508.513
BK S. ABUT	26515.000	3.291	508.507	508.507

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK N. ABUT	26187.000	9.874	508.370	508.370
CL N. ABUT	26188.250	9.874	508.376	508.376
A	26198.250	9.874	508.428	508.436
B	26208.250	9.874	508.477	508.487
C	26218.250	9.874	508.523	508.530
D	26228.250	9.874	508.565	508.565
PIER 1	26240.000	9.874	508.610	508.610
E	26250.000	9.874	508.646	508.662
F	26260.000	9.874	508.678	508.710
G	26270.000	9.874	508.706	508.744
H	26280.000	9.874	508.732	508.772
I	26290.000	9.874	508.754	508.789
J	26300.000	9.874	508.773	508.797
PIER 2	26314.000	9.874	508.795	508.795
K	26324.000	9.874	508.806	508.817
L	26334.000	9.874	508.814	508.837
M	26344.000	9.874	508.819	508.853
N	26354.000	9.874	508.821	508.859
O	26364.000	9.874	508.819	508.846
P	26374.000	9.874	508.814	508.830
PIER 3	26388.000	9.874	508.802	508.802
Q	26398.000	9.874	508.790	508.807
R	26408.000	9.874	508.774	508.806
S	26418.000	9.874	508.755	508.793
T	26428.000	9.874	508.733	508.773
U	26438.000	9.874	508.708	508.742
V	26448.000	9.874	508.679	508.703
PIER 4	26462.000	9.874	508.634	508.634
W	26472.000	9.874	508.597	508.597
X	26482.000	9.874	508.558	508.563
Y	26492.000	9.874	508.515	508.525
Z	26502.000	9.874	508.469	508.478
CL S. ABUT	26513.750	9.874	508.411	508.411
BK S. ABUT	26515.000	9.874	508.404	508.404

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK N. ABUT	26187.000	16.457	508.243	508.243
CL N. ABUT	26188.250	16.457	508.250	508.250
A	26198.250	16.457	508.302	508.310
B	26208.250	16.457	508.350	508.361
C	26218.250	16.457	508.396	508.403
D	26228.250	16.457	508.438	508.438
PIER 1	26240.000	16.457	508.483	508.483
E	26250.000	16.457	508.519	508.536
F	26260.000	16.457	508.551	508.583
G	26270.000	16.457	508.579	508.617
H	26280.000	16.457	508.605	508.645
I	26290.000	16.457	508.627	508.662
J	26300.000	16.457	508.646	508.670
PIER 2	26314.000	16.457	508.668	508.668
K	26324.000	16.457	508.679	508.690
L	26334.000	16.457	508.687	508.710
M	26344.000	16.457	508.692	508.726
N	26354.000	16.457	508.694	508.732
O	26364.000	16.457	508.692	508.719
P	26374.000	16.457	508.688	508.703
PIER 3	26388.000	16.457	508.676	508.676
Q	26398.000	16.457	508.663	508.680
R	26408.000	16.457	508.647	508.679
S	26418.000	16.457	508.628	508.666
T	26428.000	16.457	508.606	508.646
U	26438.000	16.457	508.581	508.615
V	26448.000	16.457	508.552	508.576
PIER 4	26462.000	16.457	508.507	508.507
W	26472.000	16.457	508.470	508.470
X	26482.000	16.457	508.431	508.436
Y	26492.000	16.457	508.388	508.398
Z	26502.000	16.457	508.342	508.351
CL S. ABUT	26513.750	16.457	508.284	508.284
BK S. ABUT	26515.000	16.457	508.277	508.277

DESIGNED	Curt M. Evoy
CHECKED	Tom L. Kurtenbach
DRAWN	h.t. duong
CHECKED	CME/TLK

November 17, 2005
 EXAMINED *Thomas J. Donagale*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Ronald E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

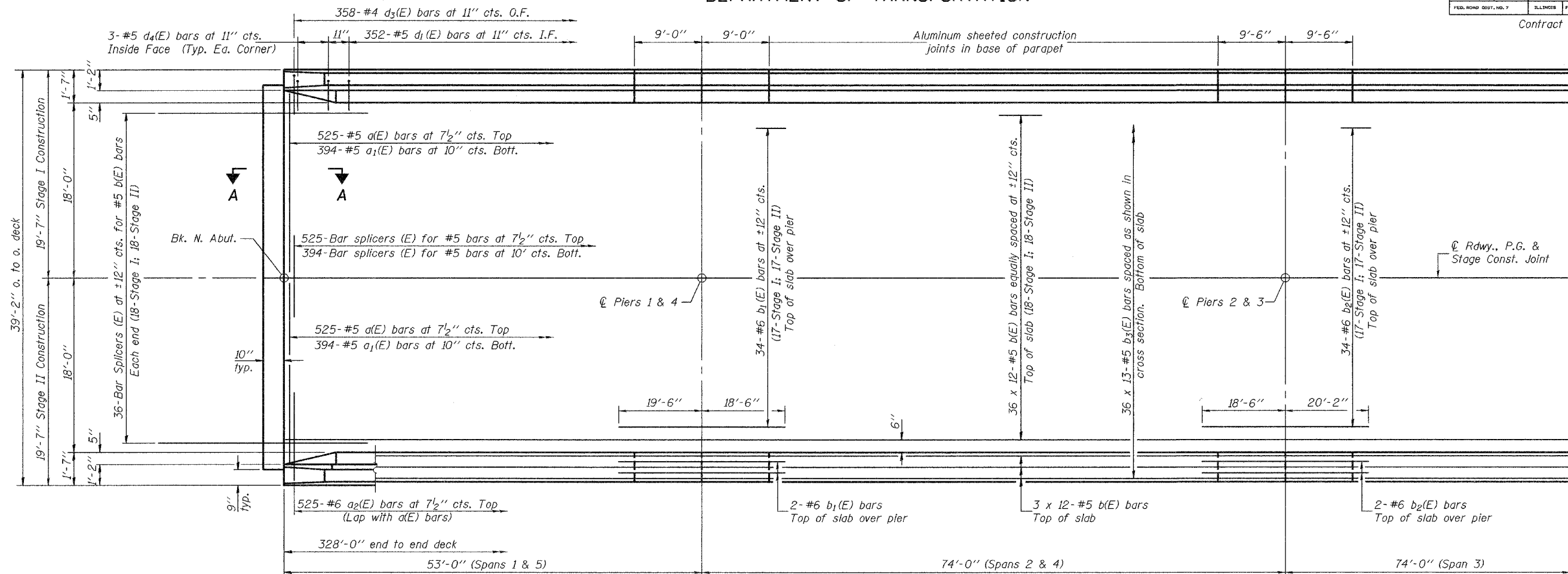
TOP OF SLAB ELEVATIONS
 F.A.P. RTE. 314 - SEC. 108BR-1
 MADISON COUNTY
 STATION 263+51
 STRUCTURE NO. 060-0334

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 314	108BR-1	MADISON	123	36
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 8
29 SHEETS

Contract #76454



HALF PLAN

Notes:

See sheet 10 of 29 for superstructure details and Bill of Material.

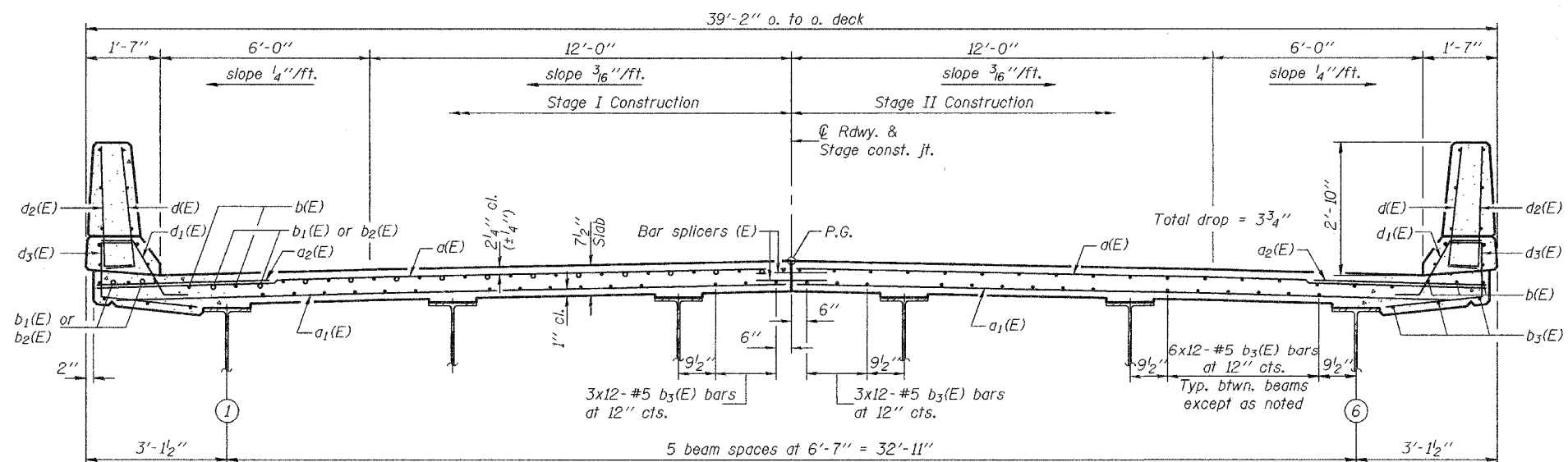
Reinforcement bars designated (E) shall be epoxy coated.

Bars indicated thus 36 x 12-#5 etc. indicates 36 lines of bars with 12 lengths per line.

See sheet 9 of 29 for parapet reinforcement.

See sheet 21 of 29 for bar splicers details.

See sheet 11 of 29 for Section A-A.



MIN. BAR LAP
#5 bar = 2'-2"

CROSS SECTION
(Looking South)

DESIGNED	Curt M. Evoy
CHECKED	Tom L. Kurtenbach
DRAWN	h.t. duong
CHECKED	CME/TLK

November 17, 2005
EXAMINED *Thomas J. Domagala*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

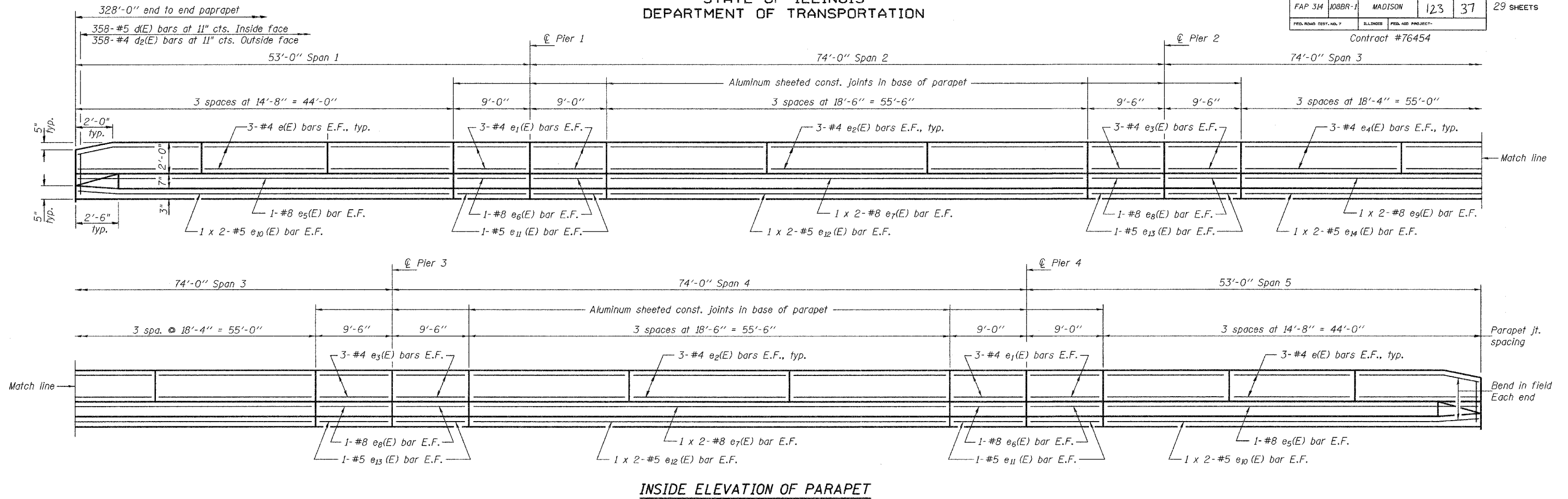
SUPERSTRUCTURE
F.A.P. RTE. 314 - SEC. 108BR-1
MADISON COUNTY
STATION 263+51
STRUCTURE NO. 060-0334

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 314	108BR-1	MADISON	123	37
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

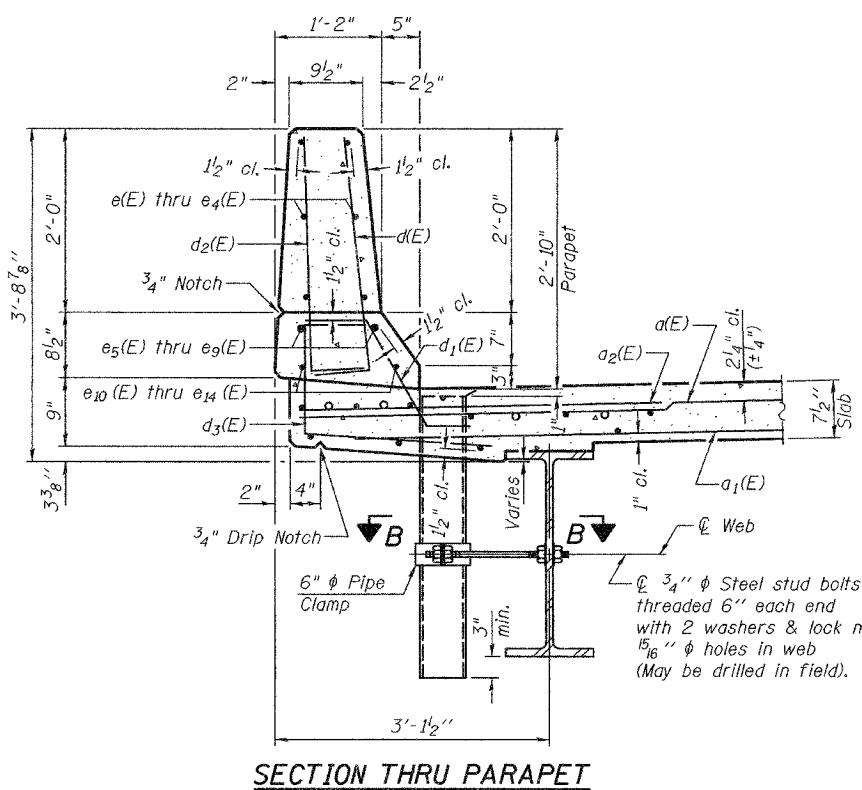
SHEET NO. 9
29 SHEETS

Contract #76454

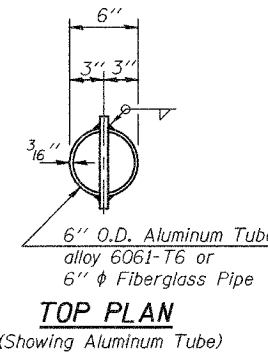
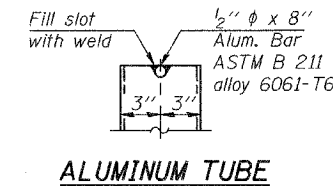
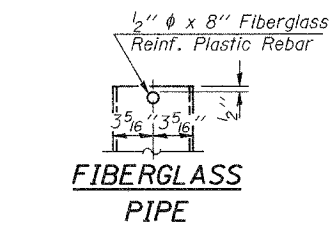


INSIDE ELEVATION OF PARAPET

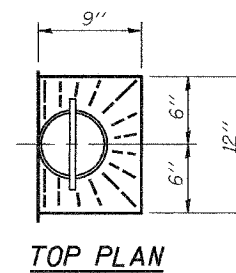
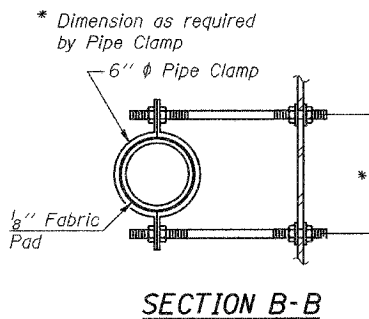
Notes: The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Steel Structures Painting Council's Spec. SSPC-SPI prior to painting. Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 psi minimum. Bars indicated thus 1 x 2-#5 etc. indicates 1 line of bars with 2 lengths per line.



SECTION THRU PARAPET



MIN. BAR LAPS
#5 bar = 1'-8"
#8 bar = 3'-5"



SUPERSTRUCTURE DETAILS
F.A.P. RTE. 314 - SEC. 108BR-1
MADISON COUNTY
STATION 263+51
STRUCTURE NO. 060-0334

DESIGNED	Curt M. Evoy
CHECKED	Tom L. Kurtenbach
DRAWN	h.t. duong
CHECKED	CME/TLK

November 17, 2005
EXAMINED *Thomas J. Domagala*
PASSED *Ralph E. Arduini*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

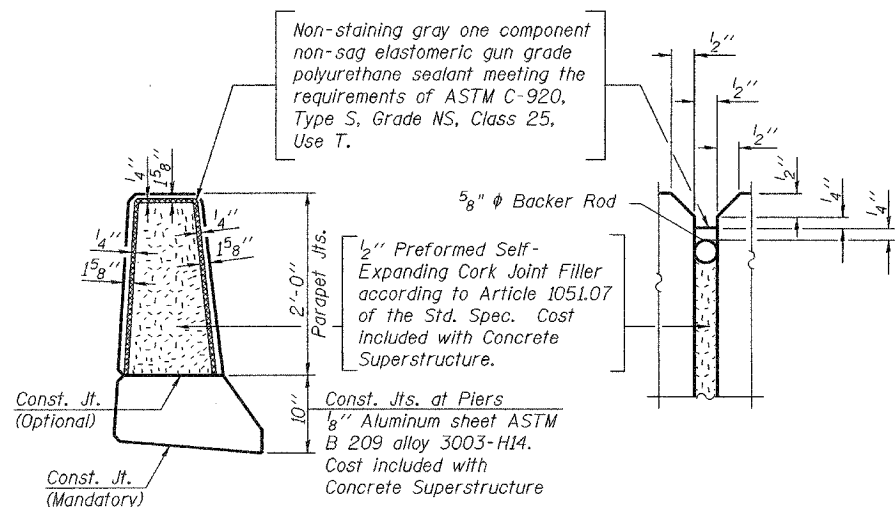
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 10 29 SHEETS
FAP 314	108BR-1	MADISON	123	38	
FED. ROAD DIST. NO. 7	ILLINOIS		FED. AID PROJECT-		

Contract #76454

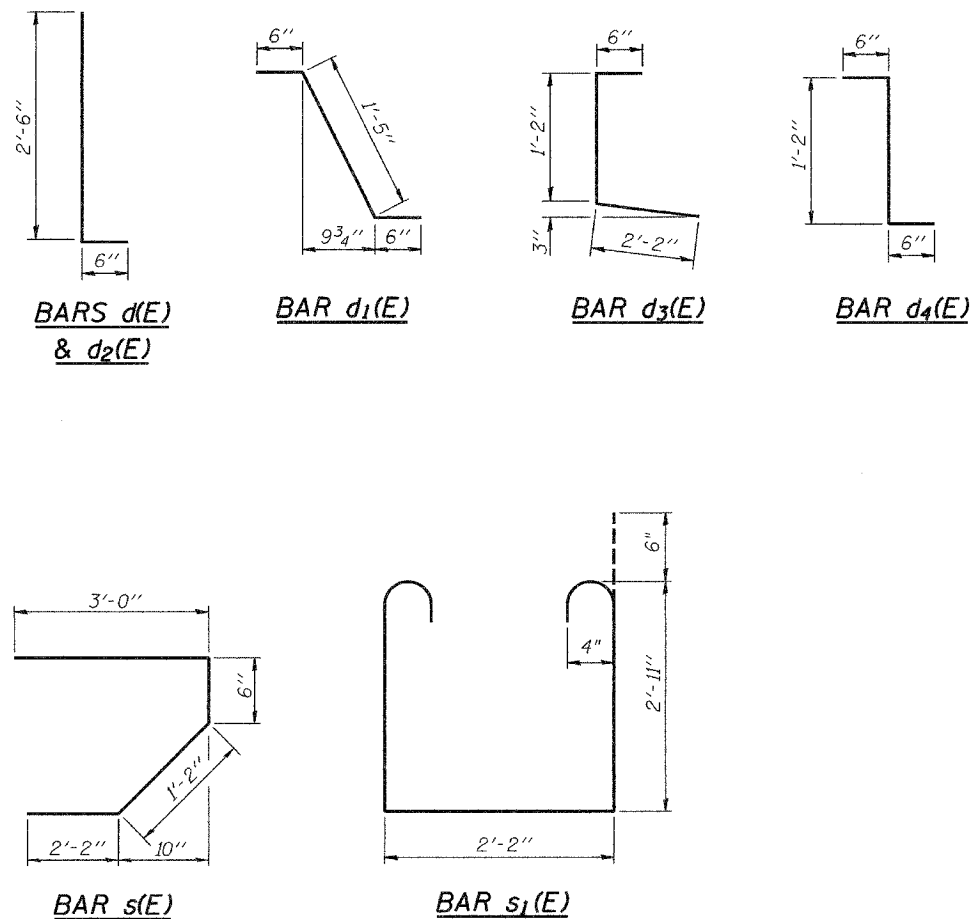
**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
d(E)	1050	#5	19'-1"	—
d ₁ (E)	788	#5	18'-5"	—
d ₂ (E)	1050	#6	6'-0"	—
b(E)	504	#5	29'-4"	—
b ₁ (E)	76	#6	38'-0"	—
b ₂ (E)	76	#6	38'-8"	—
b ₃ (E)	468	#5	27'-3"	—
d(E)	716	#5	3'-0"	—
d ₁ (E)	704	#5	2'-5"	—
d ₂ (E)	716	#4	3'-0"	—
d ₃ (E)	716	#4	3'-10"	—
d ₄ (E)	12	#5	2'-2"	—
e(E)	72	#4	14'-4"	—
e ₁ (E)	48	#4	8'-8"	—
e ₂ (E)	72	#4	18'-2"	—
e ₃ (E)	48	#4	9'-2"	—
e ₄ (E)	36	#4	18'-0"	—
e ₅ (E)	8	#8	43'-8"	—
e ₆ (E)	16	#8	8'-8"	—
e ₇ (E)	16	#8	29'-6"	—
e ₈ (E)	16	#8	9'-2"	—
e ₉ (E)	8	#8	29'-1"	—
e ₁₀ (E)	16	#5	22'-10"	—
e ₁₁ (E)	16	#5	8'-8"	—
e ₁₂ (E)	16	#5	28'-7"	—
e ₁₃ (E)	16	#5	9'-2"	—
e ₁₄ (E)	8	#5	28'-3"	—
m(E)	8	#6	18'-6"	—
m ₁ (E)	12	#6	19'-3"	—
m ₂ (E)	24	#6	8'-3"	—
m ₃ (E)	8	#6	6'-3"	—
m ₄ (E)	4	#6	2'-9"	—
m ₅ (E)	4	#6	2'-11"	—
s(E)	76	#5	6'-10"	—
s ₁ (E)	76	#4	9'-0"	—
Reinforcement Bars, Epoxy Coated	Pound		99800	
Concrete Superstructure	Cu. Yds.		404.7	

Reinforcement bars designated (E) shall be epoxy coated.



PARAPET JOINT DETAILS



DESIGNED	Curt M. Evoy
CHECKED	Tom L. Kurtenbach
DRAWN	h.t. duong
CHECKED	CME/TLK

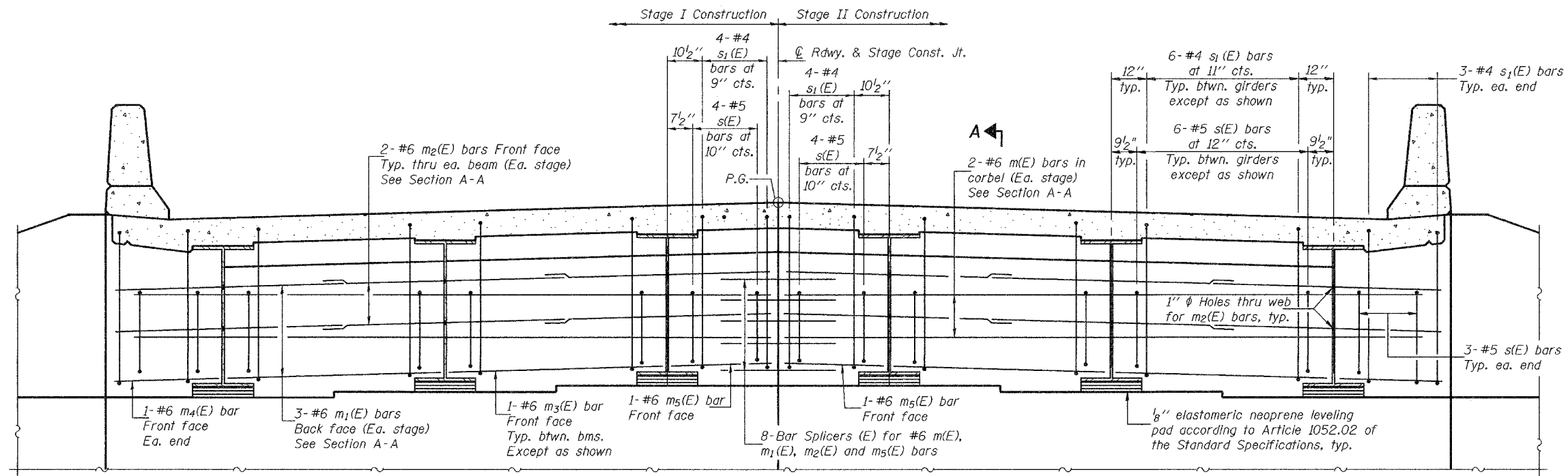
November 17, 2005
EXAMINED *Thomas J. Romagosa*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

SUPERSTRUCTURE DETAILS
F.A.P. RTE. 314 - SEC. 108BR-1
MADISON COUNTY
STATION 263+51
STRUCTURE NO. 060-0334

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET	SHEET NO. 11
FAP 314	108BR-1	MADISON	123	39	29 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

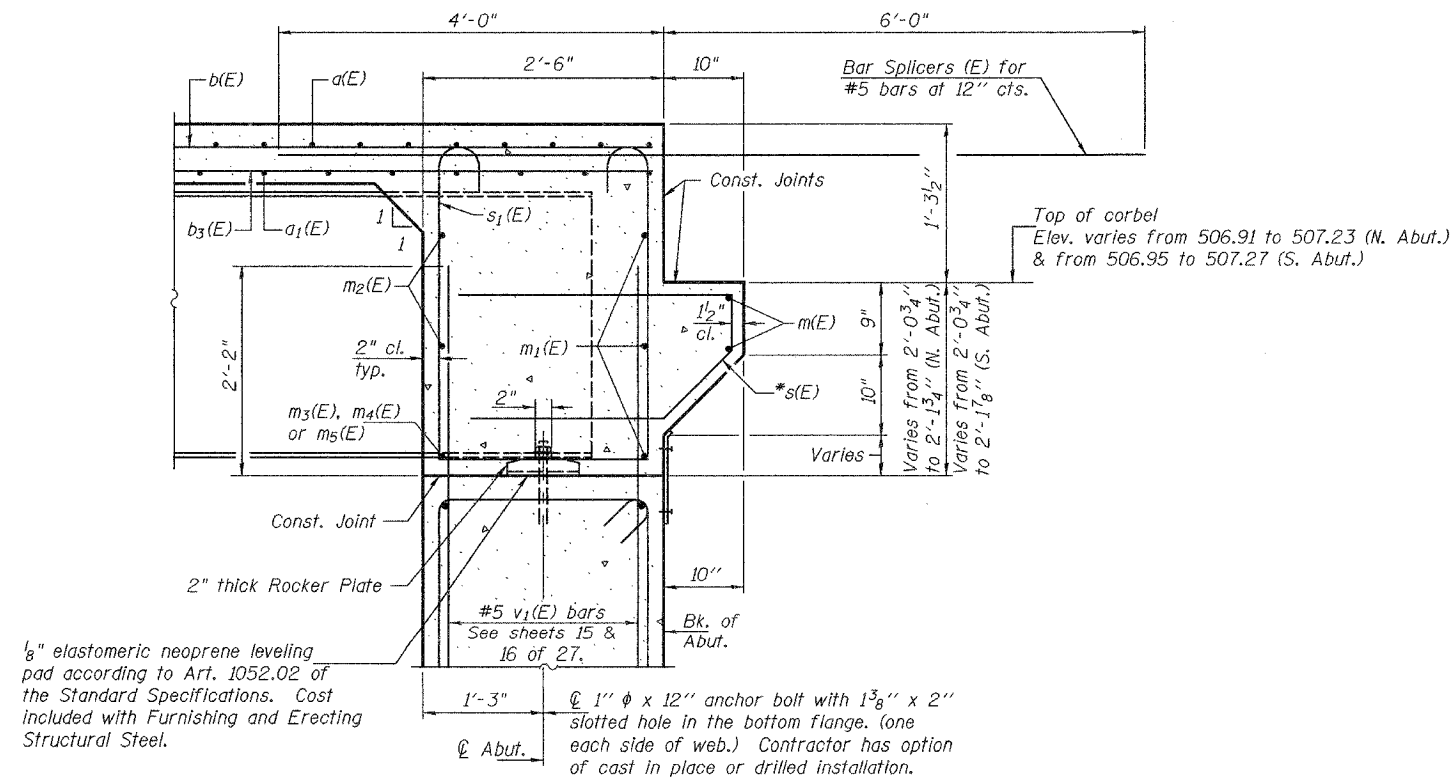
Contract #76454



DIAPHRAGM ELEVATION AT ABUTMENT
(Looking South)

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 10 of 29.
Concrete in diaphragm is included with Concrete Superstructure on sheet 10 of 29.
For details of bars s(E) & s1(E) see sheet 10 of 29.
See sheet 12 of 29 for holes thru web for m2(E) bars.
For anchor bolt details see sheet 14 of 29.
For bar splicer (E) details see sheet 21 of 29.

MIN. BAR LAP
#6 bar = 2'-9"



SECTION A-A

* Space reinforcement in corbel to miss anchor dowels.
See sheets 22 & 23 of 29 for anchor dowel location.

DESIGNED	Curt M. Evoy
CHECKED	Tom L. Kurtenbach
DRAWN	h.t. duong
CHECKED	CME/TLK

November 17, 2005
EXAMINED *Thomas J. Damagala*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

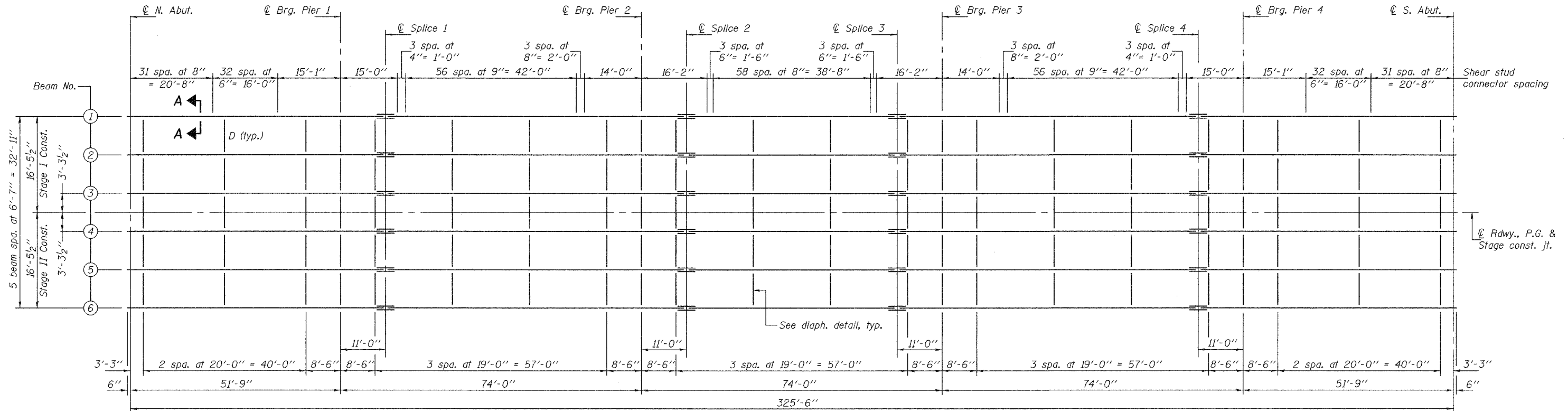
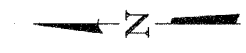
DIAPHRAGM DETAILS
F.A.P. RTE. 314 - SEC. 108BR-1
MADISON COUNTY
STATION 263+51
STRUCTURE NO. 060-0334

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 314	108BR-1	MADISON	123	40
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. 12
29 SHEETS

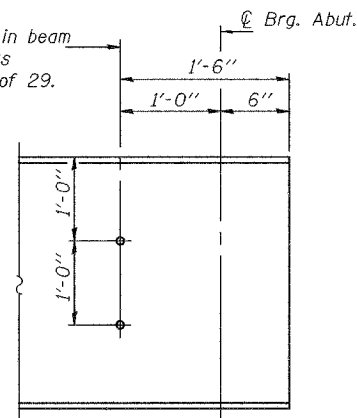
Contract #76454



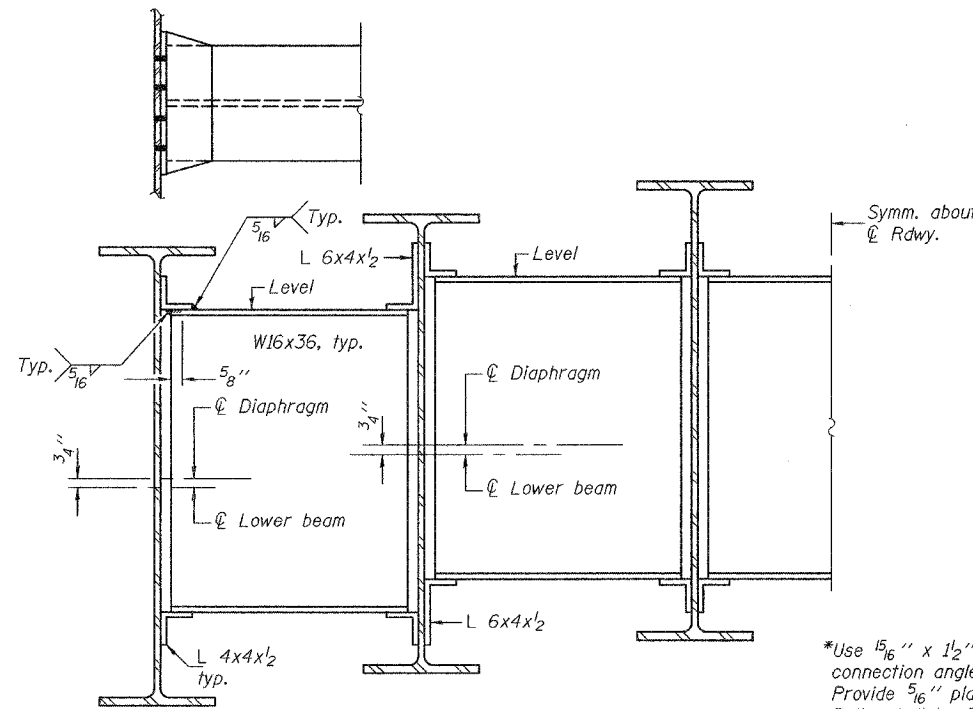
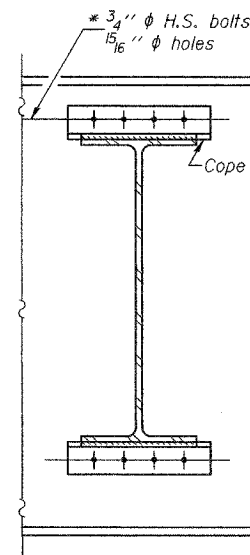
PLAN

All beams shall be W30x148 AASHTO M 270, Grade 50 (NTR)
NTR denotes members to which Notch Toughness Requirements are applicable.

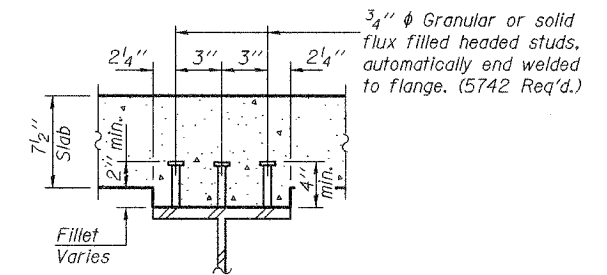
1" ϕ holes in beam for m2(E) bars
See sheet 11 of 29.



TYP. END OF BEAM ELEVATION



DIAPHRAGM D DETAIL
(Diaphragms required = 110)



SECTION A-A

*Use 5/16" x 1 1/2" slotted holes in top and bottom connection angles at east side Beam 4 only. Provide 5/16" plate washers for slotted holes. Bolts shall be finger-tightened prior to the deck pour for Stage II Construction, then tightened after completion of the deck pour for Stage II Construction.

DESIGNED	Curt M. Evoy
CHECKED	Tom L. Kurtenbach
DRAWN	h.t. duong
CHECKED	CME/TLK

November 17, 2005
EXAMINED *Thomas J. Danagala*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

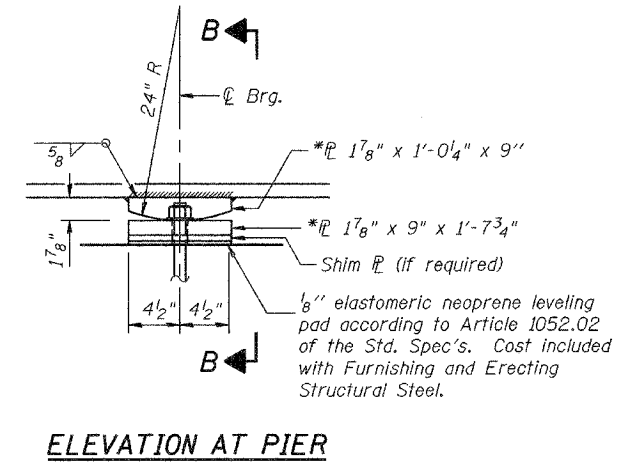
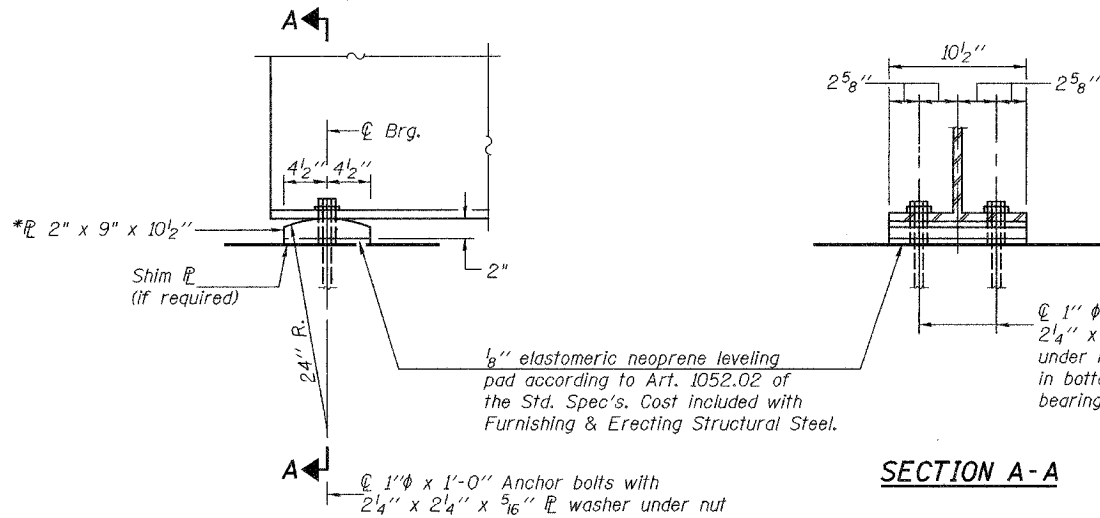
STRUCTURAL STEEL
F.A.P. RTE. 314 - SEC. 108BR-1
MADISON COUNTY
STATION 263+51
STRUCTURE NO. 060-0334

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 314	108BR-1	MADISON	123	41
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract #76454

SHEET NO. 13
29 SHEETS



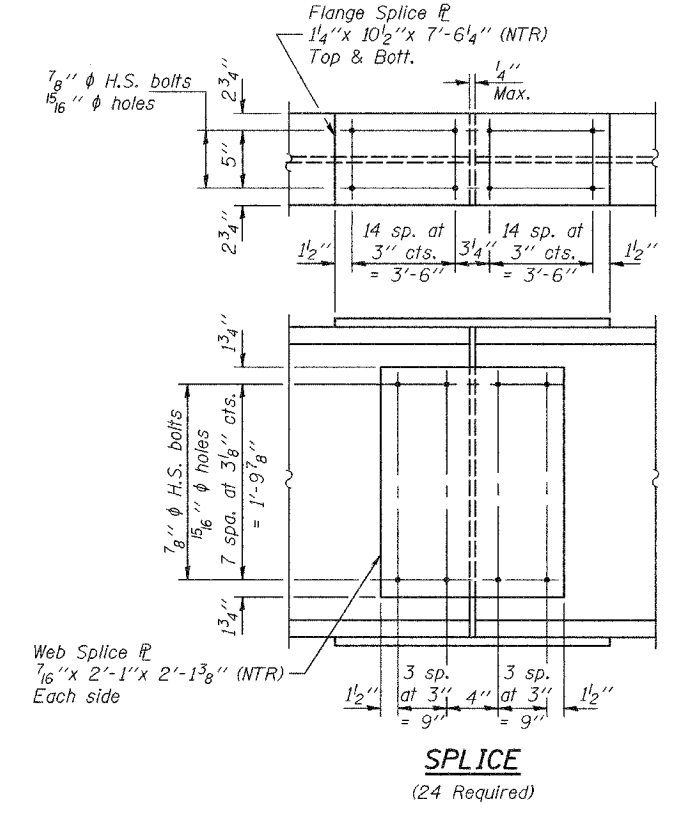
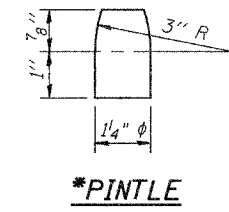
ELEVATION AT ABUTMENTS

ABUTMENT BEARING
(12 Required)

ELEVATION AT PIER

FIXED BEARING
(24 Required)

SECTION B-B



	0.4 Sp. 1 & 0.6 Sp. 5	Pier 1 & Pier 4	0.5 Sp. 2 & Sp. 4	Pier 2 & Pier 3	0.5 Sp. 3
I_s	6680	6680	6680	6680	6680
I_c	17051	17051	17051	17051	17051
$I_{c(3n)}$	12386	12386	12386	12386	12386
S_s	436	436	436	436	436
$S_{c(n)}$	628	628	628	628	628
$S_{c(3n)}$	565	565	565	565	565
DC1	0.800	0.800	0.800	0.800	0.800
M DC1	128	323	200	374	174
DC2	0.150	0.150	0.150	0.150	0.150
M DC2	29	48	50	57	45
DW	0.329	0.329	0.329	0.329	0.329
M DW	64	104	110	126	100
M \pm Imp	556	417	712	503	715
M α (Strength I)	1265	1350	1724	1608	1675
ϕ M α	3177	3177	3177	3177	3177
f_s DC1	3.5	8.9	5.5	10.3	4.8
f_s DC2	0.6	1.3	1.1	1.6	1.0
f_s DW	1.4	2.9	2.3	3.5	2.1
f_s L3 (\pm +I)	13.8	14.9	17.7	18.0	17.8
f_s (Service II)	19.3	28.0	26.6	33.4	25.7
f_s (Total)(Strength I)		37.2		44.4	
ϕ F α		50.0		50.0	
V α	22.3	26.5	26.5	26.3	26.3

I_s and S_s are the moment of inertia and section modulus of the steel section used in computing f_s due to non-composite loads.

I_c and S_c are the moment of inertia and section modulus of the composite section used in computing f_s due to short-term composite loads.

$I_{c(3n)}$ and $S_{c(3n)}$ are the moment of inertia and section modulus of the composite section used in computing f_s due to long-term composite loads.

DC1 is the dead load acting on the non-composite section.

DC2 is the dead load acting on the long-term composite section.

DW is the dead load acting on the long-term composite section due to wearing surface.

M α (Strength I) = 1.25(MDC1+DC2)+1.5M(DW)+1.75M(L+Imp).

ϕ M α is the full plastic moment capacity computed in accordance with Appendix D6.1 and 6.10.7.1.2.

f_s (Service II) is the sum of the stresses due to DC1+DC2+DW+1.3(L+Imp).

f_s (Total) (Strength I) (Non-compact section) is the sum of the stresses due to 1.25(DC1+DC2)+1.5DW+1.75(L+Imp).

V α is the maximum shear range in the span (0.75 L+Imp).

ϕ F α is the allowable flexural resistance stress of the compression flange computed in accordance with Art. 6.5.4.2 and 6.10.8.2.

	N. Abut.	Pier 1 & Pier 4	Pier 2 & Pier 3	S. Abut.
R DC1	14.5	55.8	59.9	14.5
R DC2+DW	9.5	32.6	35.8	9.5
R \pm	51.9	82.3	86.5	51.9
Imp.	13.5	16.2	22.5	13.5
R (Total)	89.4	186.9	198.4	89.4

****TOP OF BEAM ELEVATIONS**

Location	¢ Brg. N. Abut.	¢ Brg. Pier 1	¢ Splice 1	¢ Brg. Pier 2	¢ Splice 2	¢ Splice 3	¢ Brg. Pier 3	¢ Splice 4	¢ Brg. Pier 4	¢ Brg. S. Abut.
Beam 1	507.583	507.722	507.751	507.886	507.909	507.915	507.894	507.772	507.745	507.617
Beam 2	507.709	507.849	507.878	508.013	508.036	508.041	508.020	507.899	507.872	507.744
Beam 3	507.812	507.952	507.981	508.116	508.139	508.144	508.123	508.002	507.975	507.846
Beam 4	507.812	507.952	507.981	508.116	508.139	508.144	508.123	508.002	507.975	507.846
Beam 5	507.709	507.849	507.878	508.013	508.036	508.041	508.020	507.899	507.872	507.744
Beam 6	507.583	507.722	507.751	507.886	507.909	507.915	507.894	507.772	507.745	507.617

**For fabrication use only.

DESIGNED Curt M. Evoy
 CHECKED Tom L. Kurtenbach
 DRAWN h.t. duong
 CHECKED CME/TLK

November 17, 2005
 EXAMINED Thomas J. Donagallo
 PASSED Ralph E. Anderson

Notes: Two hardened washers shall be required over all $\frac{1}{16}$ " ϕ holes for diaphragms.
 NTR denotes members to which Notch Toughness Requirements are applicable.
 Anchor bolts at all bearings may be built into the masonry.
 See sheet 14 of 29 for anchor bolt installation.

STRUCTURAL STEEL DETAILS
F.A.P. RTE. 314 - SEC. 108BR-1
MADISON COUNTY
STATION 263+51
STRUCTURE NO. 060-0334

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

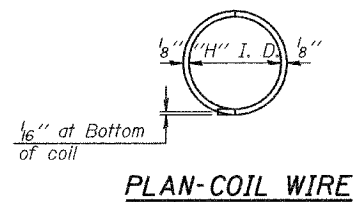
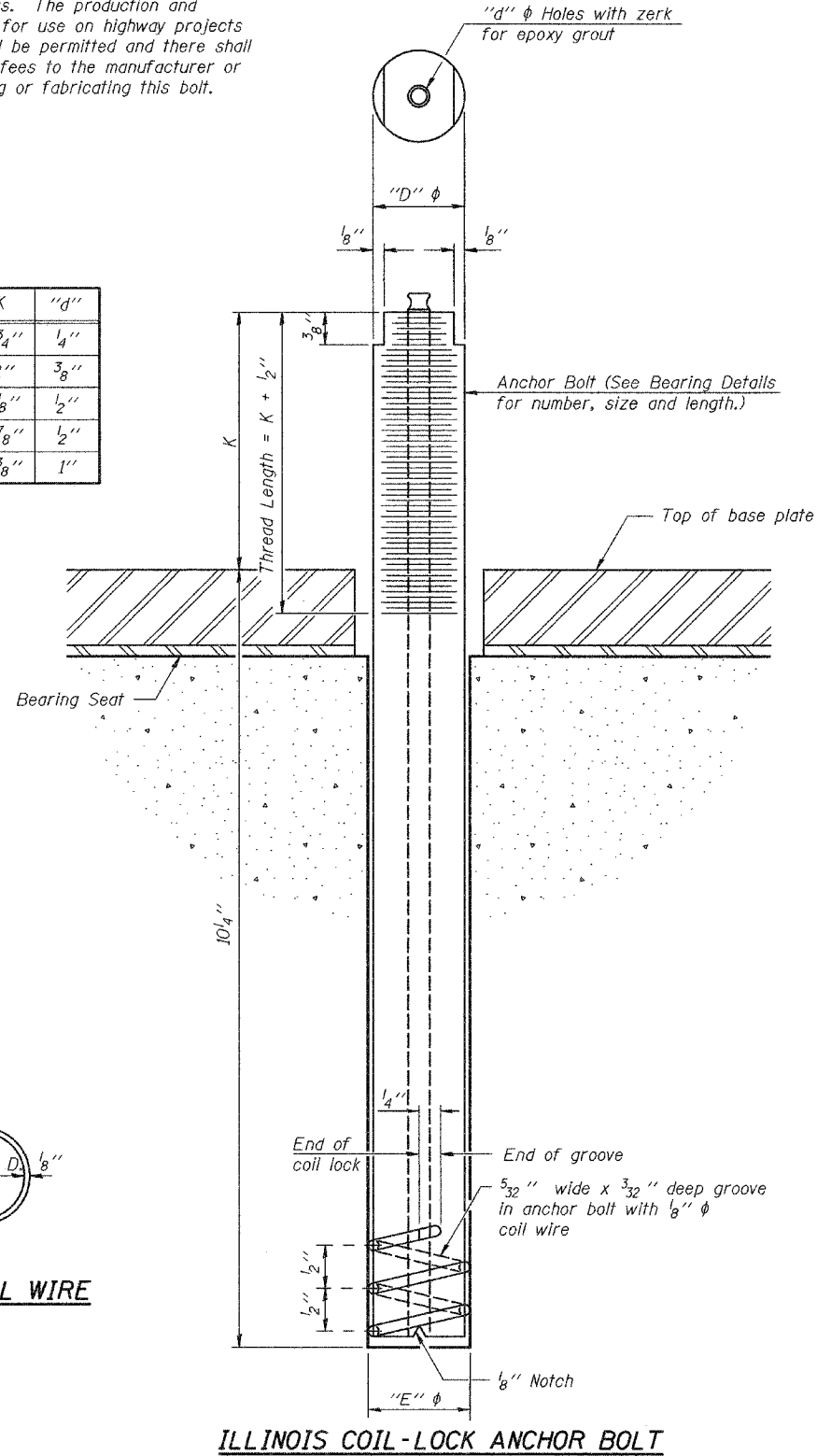
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 314	108BR-1	MADISON	123	42
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 14
29 SHEETS

Contract #76454

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

D	E	H	K	"d"
1"	1 1/8"	1 3/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 13/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.

The coil wire shall be made of any suitable soft steel wire.

The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.

The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.

2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.

The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:

1. A threaded rod stud with nut and washer of the type specified.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
Abuts.	A307
Piers	A307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.

Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.

The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for Furnishing and Erecting Structural Steel.

DESIGNED	Curt M. Evoy
CHECKED	Tom L. Kurtenbach
DRAWN	h.t. duong
CHECKED	CME/TLK

EXAMINED	November 17, 2005
PASSED	Thomas J. Damagala ENGINEER OF BRIDGE DESIGN
	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

ABB-1 10-22-04

**ANCHOR BOLT DETAILS
FOR BEARINGS
F.A.P. RTE. 314 - SEC. 108BR-1
MADISON COUNTY
STATION 263+51
STRUCTURE NO. 060-0334**

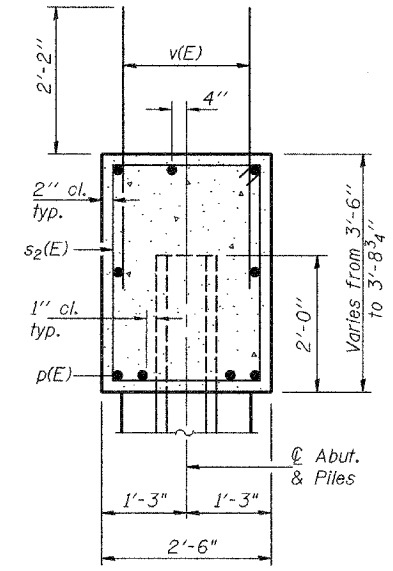
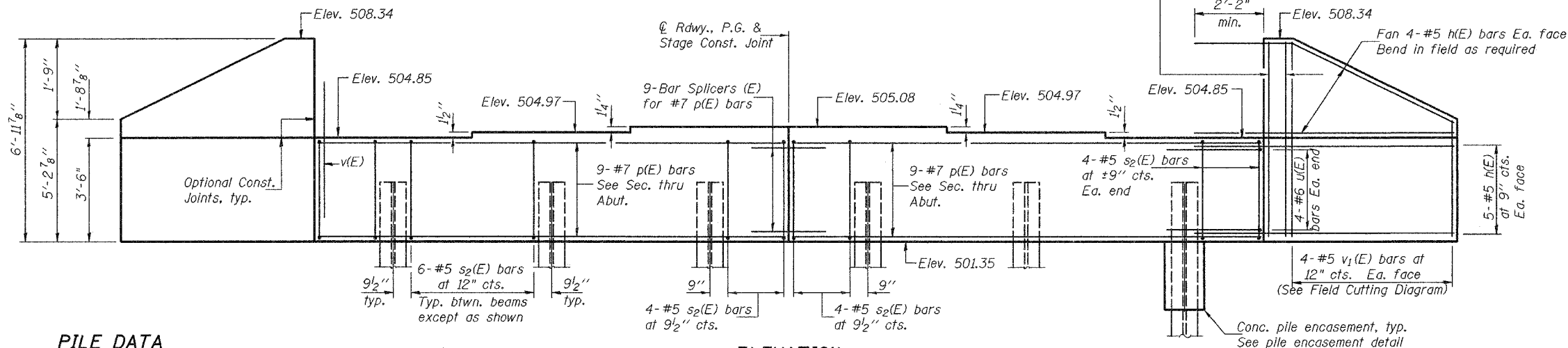
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 314	108BR-1	MADISON	123	43
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT-

Contract #76454

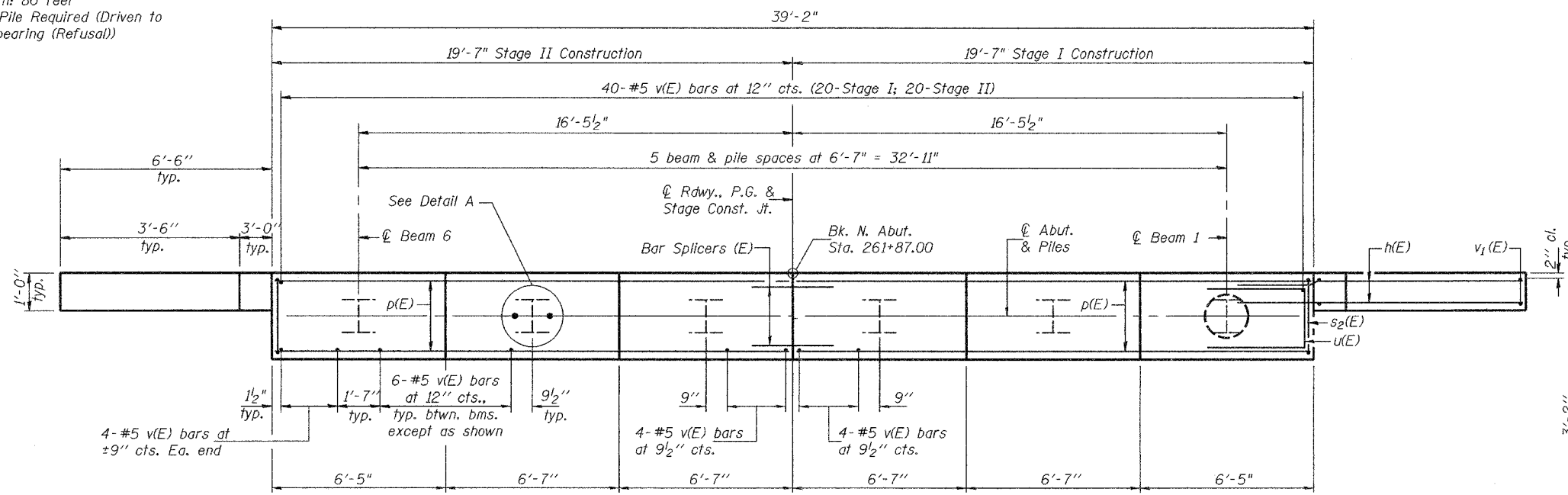
SHEET NO. 15
29 SHEETS

Notes:
Pour steps monolithically with cap.
Reinforcement bars designated (E) shall be epoxy coated.
For anchor bolt installation details see sheet 14 of 29.
For bar splicer assembly details see sheet 21 of 29.



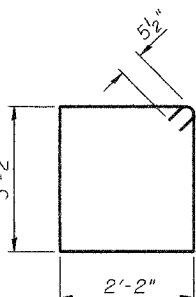
PILE DATA

Type: Steel HP12x53 w/metal shoes
 Nominal Required Bearing: 247 tons
 Nominal Design Capacity: 164 tons
 Est. Length: 80 feet
 One Test Pile Required (Driven to 419 tons bearing (Refusal))

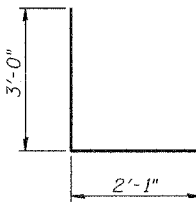


BILL OF MATERIAL

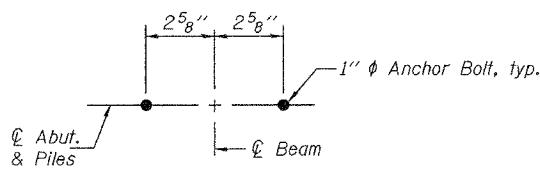
Bar No.	Size	Length	Shape
h(E)	36 #5	9'-0"	—
p(E)	18 #7	19'-3"	—
s ₂ (E)	40 #5	11'-7"	□
u(E)	8 #6	8'-1"	□
v(E)	80 #5	4'-4"	—
v ₁ (E)	8 #5	11'-6"	—
v ₂ (E)	12 #5	6'-7"	—
Concrete Structures	Cu. Yd.	16.3	
Reinforcement Bars, Epoxy Coated	Pound	2170	
Structure Excavation	Cu. Yd.	95.4	
Furnishing Steel Piles HP12x53	Foot	400	
Driving Steel Piles	Foot	400	
Test Pile Steel HP12x53	Each	1	
Metal Shoes	Each	5	
Concrete Encasement	Cu. Yd.	2.0	



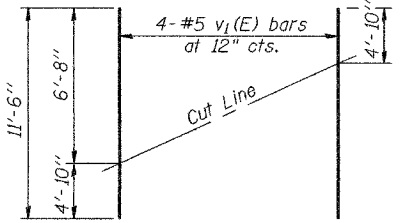
BAR s₂(E)



BAR u(E)

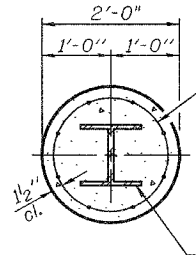


DETAIL A

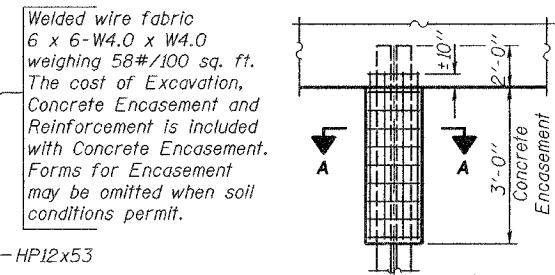


FIELD CUTTING DIAGRAM

Order v₁(E) full length. Cut as shown and use remainder of bars in opposite face.



SECTION A-A



PILE ENCASEMENT DETAIL

DESIGNED	Curt M. Evoy
CHECKED	Tom L. Kurtenbach
DRAWN	h.t. duong
CHECKED	CME/TLK

November 17, 2005
 EXAMINED *Thomas J. Domagala*
 PASSED *Ralph E. Anderson*
 ENGINEER OF BRIDGE DESIGN
 ENGINEER OF BRIDGES AND STRUCTURES

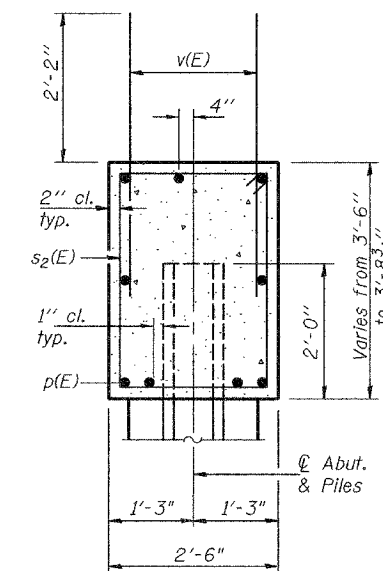
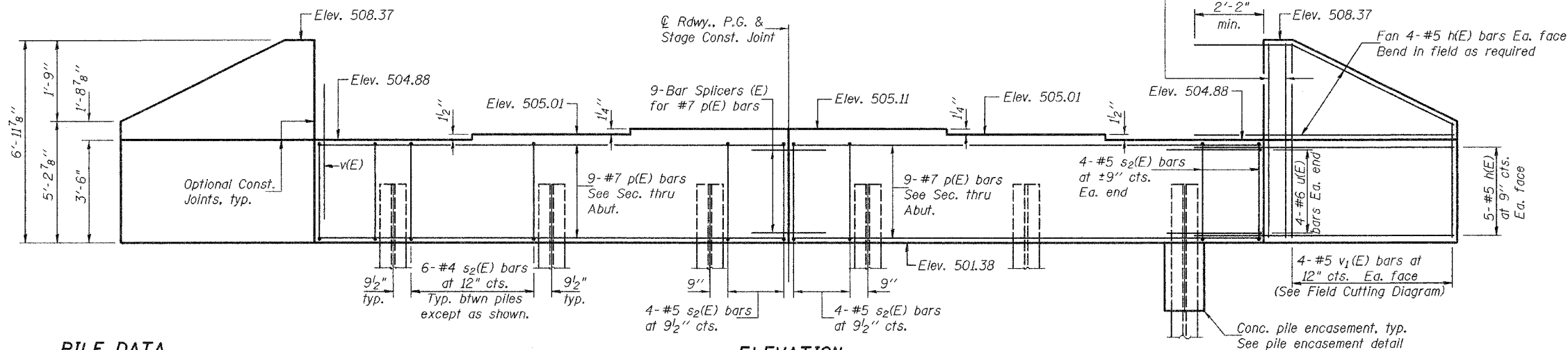
NORTH ABUTMENT
F.A.P. RTE. 314 - SEC. 108BR-1
MADISON COUNTY
STATION 263+51
STRUCTURE NO. 060-0334

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STAGE	SHEET	SHEET NO. 16 29 SHEETS
FAP 314	108BR-1	MADISON	123	44	
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT-	

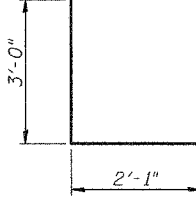
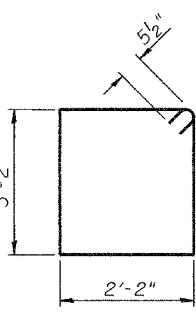
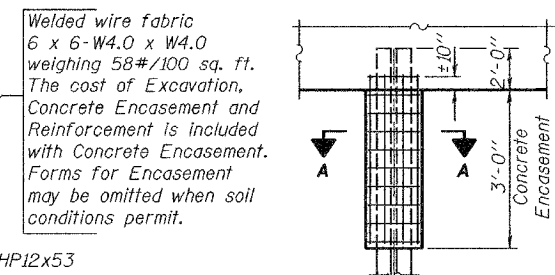
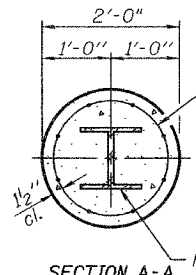
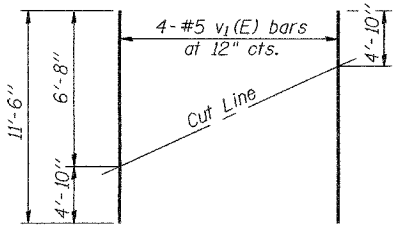
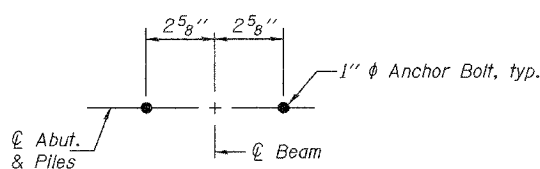
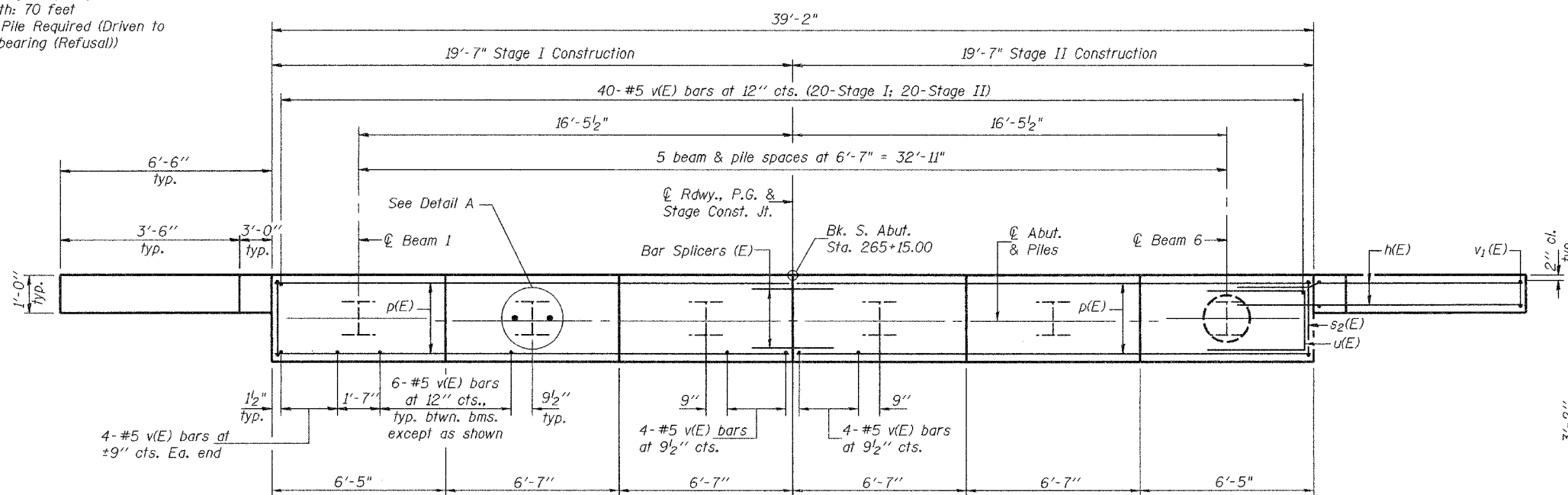
Contract #76454

Notes:
Pour steps monolithically with cap.
Reinforcement bars designated (E) shall be epoxy coated.
For anchor bolt installation details see sheet 14 of 29.
For bar splicer assembly details see sheet 21 of 29.



PILE DATA

Type: Steel HP12x53 w/metal shoes
 Nominal Required Bearing: 247 tons
 Nominal Design Capacity: 164 tons
 Est. Length: 70 feet
 One Test Pile Required (Driven to 419 tons bearing (Refusal))



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	36	#5	9'-0"	—
p(E)	18	#7	19'-3"	—
s ₂ (E)	40	#5	11'-7"	□
u(E)	8	#6	8'-1"	□
v(E)	80	#5	4'-4"	—
v ₁ (E)	8	#5	11'-6"	—
v ₂ (E)	12	#5	6'-7"	—
Concrete Structures			Cu. Yd.	16.3
Reinforcement Bars, Epoxy Coated			Pound	2170
Structure Excavation			Cu. Yd.	95.4
Furnishing Steel Piles HP12x53			Foot	350
Driving Steel Piles HP12x53			Foot	350
Test Pile Steel HP12x53			Each	1
Metal Shoes			Each	5
Concrete Encasement			Cu. Yd.	2.0

DESIGNED	Curt M. Evoy
CHECKED	Tom L. Kurtenbach
DRAWN	h.f. duong
CHECKED	CME/TLK

November 17, 2005
 EXAMINED *Thomas J. Donagale*
 PASSED *Ralph E. Anderson*
 ENGINEER OF BRIDGE DESIGN
 ENGINEER OF BRIDGES AND STRUCTURES

SOUTH ABUTMENT
F.A.P. RTE. 314 - SEC. 108BR-1
MADISON COUNTY
STATION 263+51
STRUCTURE NO. 060-0334

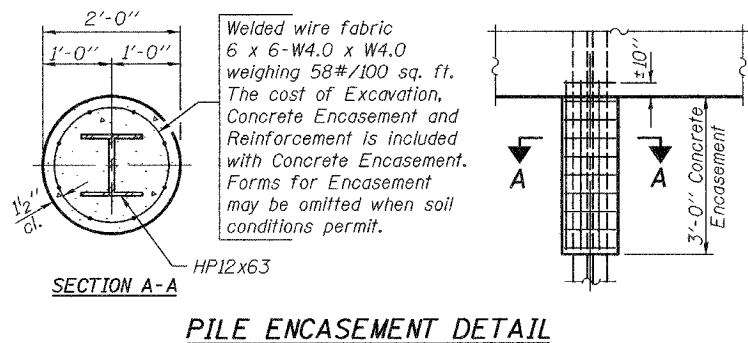
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 314	108BR-1	MADISON	123	45
FED. ROAD DIST. NO. 7		BILLBOARDS		FED. AID PROJECT

SHEET NO. 17

29 SHEETS

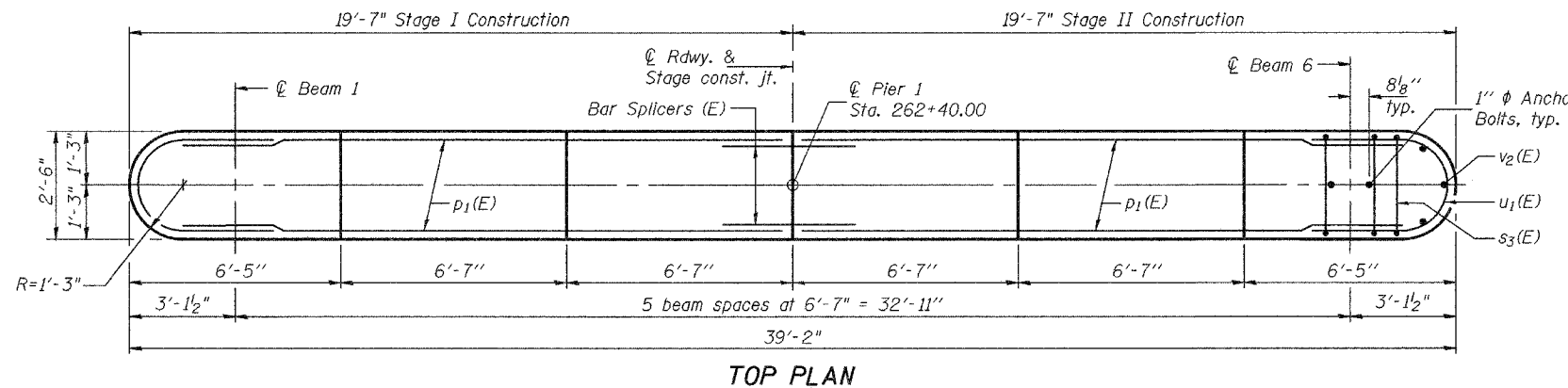
Contract #76454



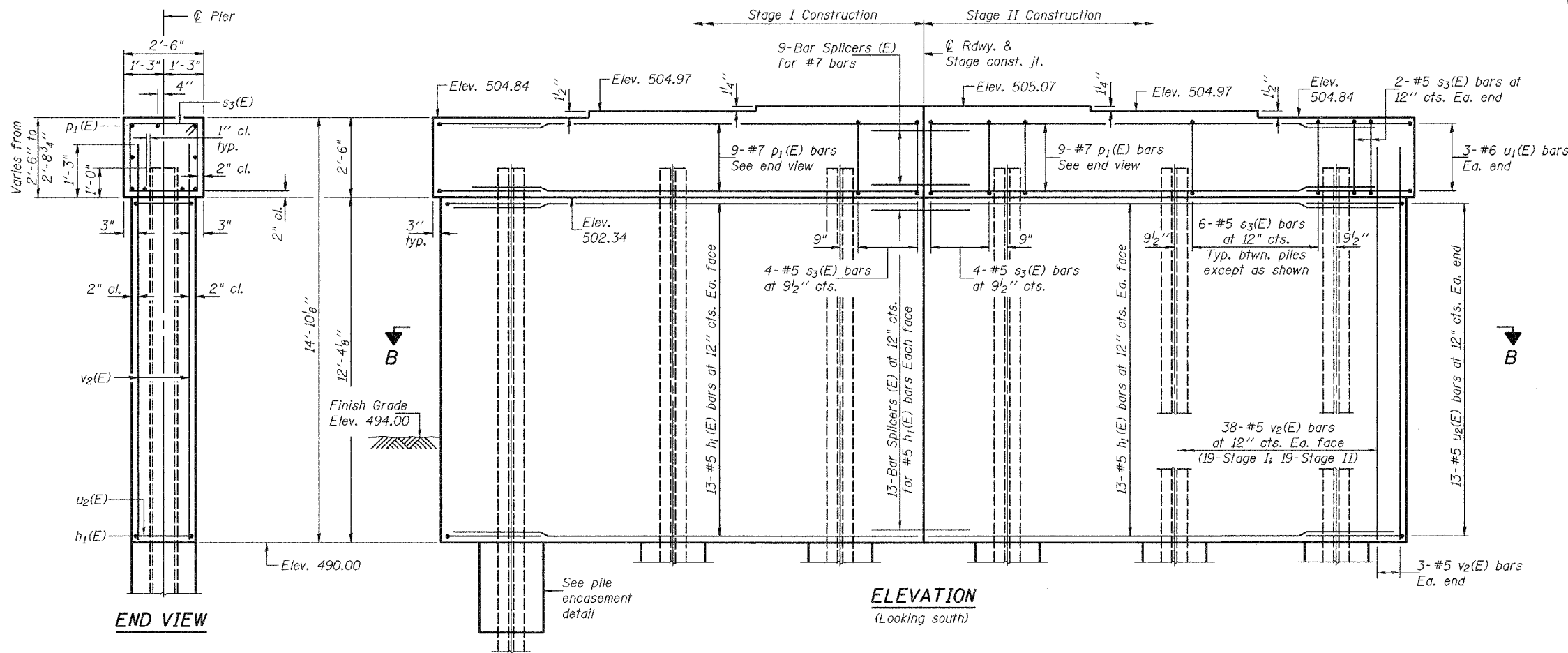
PILE ENCASEMENT DETAIL

PILE DATA

Type: Steel HP12x63 w/metal shoes
Nominal Required Bearing: 497 tons (Refusal)
Nominal Design Capacity: 331 tons
Est. Length: 102 feet

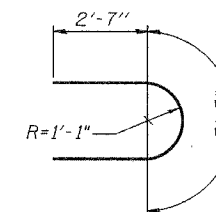


TOP PLAN

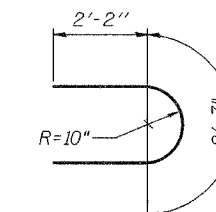


ELEVATION
(Looking south)

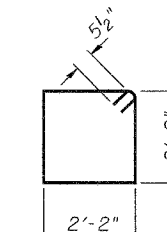
END VIEW



BAR u1(E)



BAR u2(E)



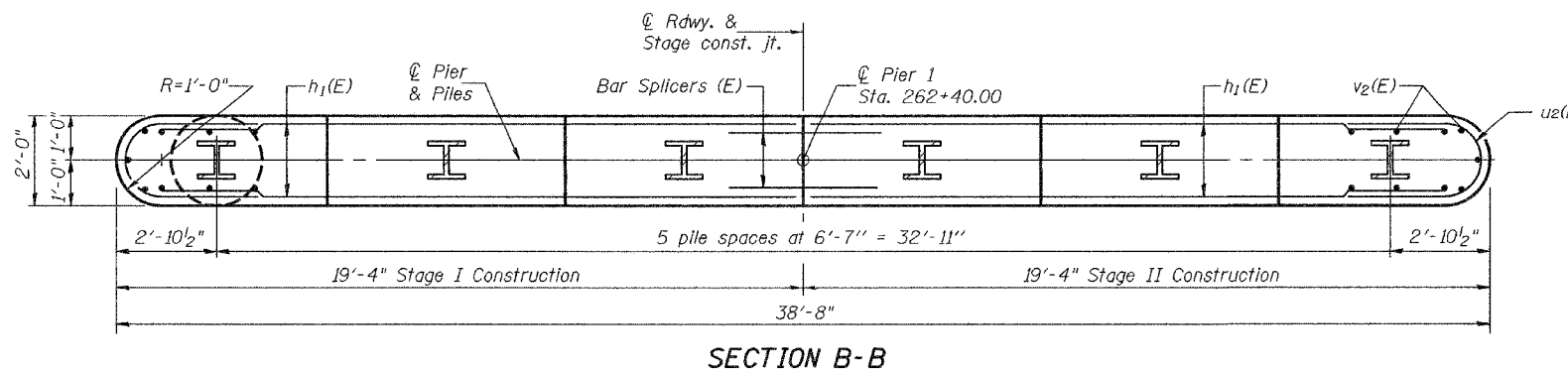
BAR s3(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	52	#5	18'-2"	—
p1(E)	18	#7	18'-2"	—
s3(E)	36	#5	9'-7"	□
u1(E)	6	#6	8'-7"	U
u2(E)	26	#5	6'-11"	U
v2(E)	82	#5	13'-5"	—
Concrete Structures		Cu. Yd.	44.3	
Reinforcement Bars, Epoxy Coated		Pound	3430	
Structure Excavation		Cu. Yd.	37.9	
Furnishing Steel		Foot	612	
Piles HP12x63		Foot	612	
Driving Steel Piles		Foot	612	
Metal Shoes		Each	6	
Concrete Encasement		Cu. Yd.	2.0	

Reinforcement Bars designated (E) shall be epoxy coated.

Notes: Space reinforcement in cap to miss anchor bolts. Pour steps monolithically with cap. For bar splicer details, see sheet 21 of 29. For anchor bolt installation details, see sheet 14 of 29.



SECTION B-B

DESIGNED	Curt M. Evoy
CHECKED	Tom L. Kurtenbach
DRAWN	h.t. duong
CHECKED	CME/TLK

EXAMINED	Thomas J. Damagala ENGINEER OF BRIDGE DESIGN
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

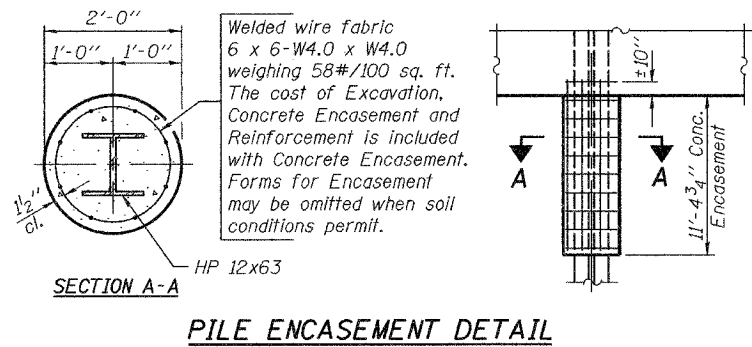
November 17, 2005

PIER 1
F.A.P. RTE. 314 - SEC. 108BR-1
MADISON COUNTY
STATION 263+51
STRUCTURE NO. 060-0334

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATION	SHEET	SHEET NO. 19 29 SHEETS
FAP 314	108BR-1	MADISON	123	47	
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT-	

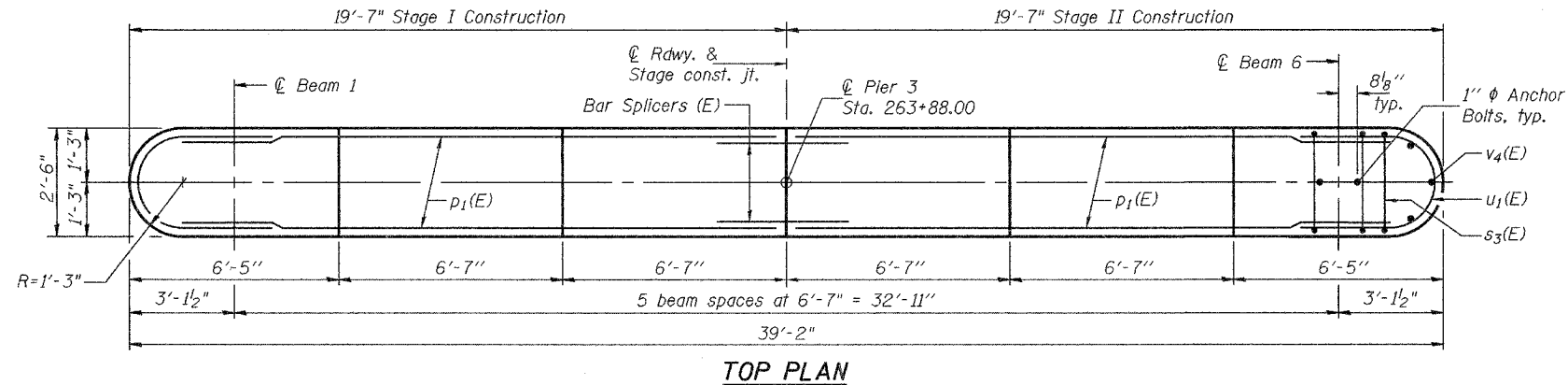
Contract #76454



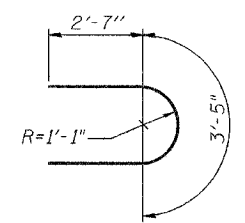
PILE ENCASEMENT DETAIL

PILE DATA

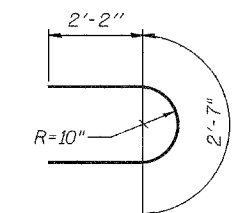
Type: Steel HP12x63 w/metal shoes
Nominal Required Bearing: 497 tons
Nominal Design Capacity: 331 tons
Est. Length: 102 feet
One Test Pile Required (Driven to 497 tons bearing (Refusal))



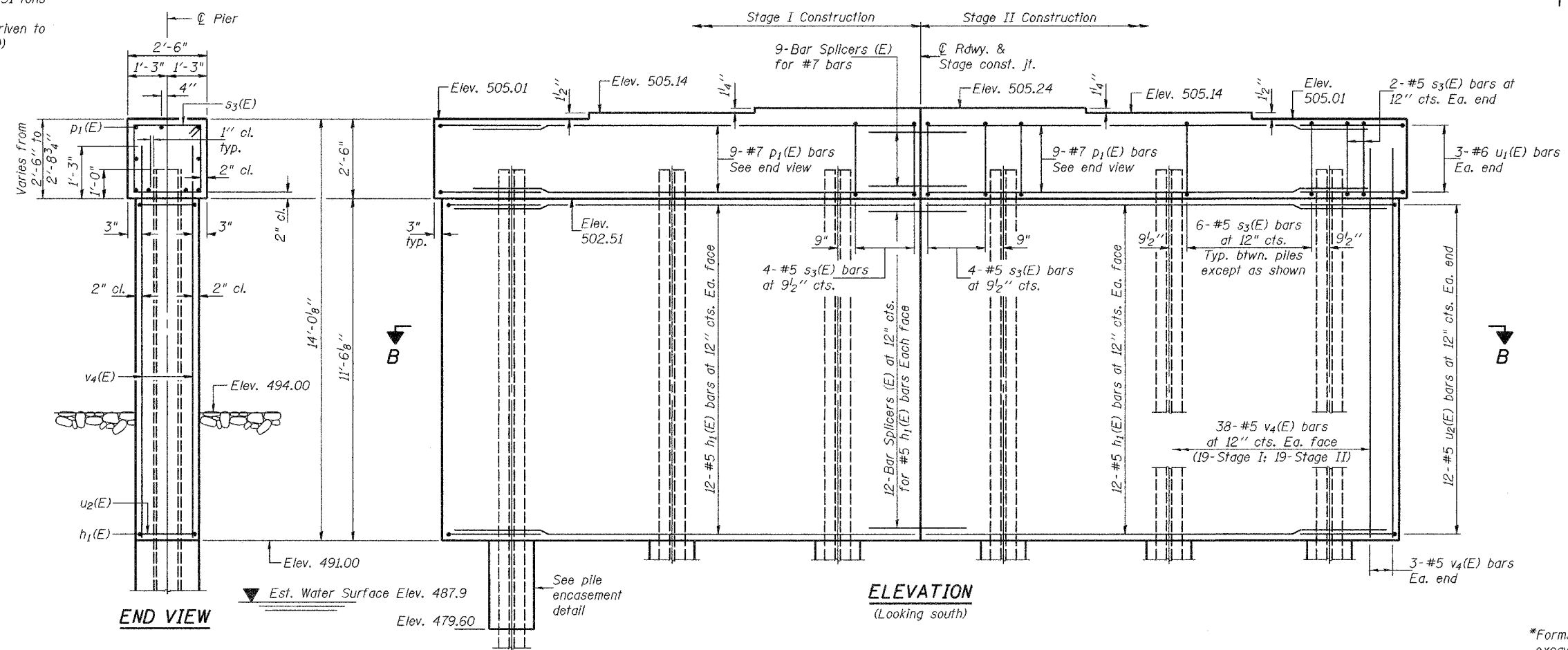
TOP PLAN



BAR u1(E)



BAR u2(E)



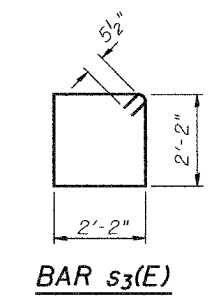
ELEVATION
(Looking south)

BILL OF MATERIAL

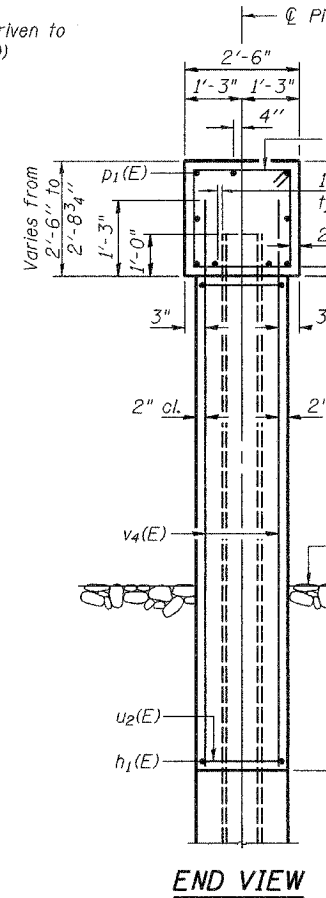
Bar	No.	Size	Length	Shape
h1(E)	48	#5	18'-2"	—
p1(E)	18	#7	18'-2"	—
s3(E)	36	#5	9'-7"	□
u1(E)	6	#6	8'-7"	U
u2(E)	24	#5	6'-11"	U
v4(E)	82	#5	12'-7"	—
Concrete Structures			Cu. Yd.	42.0
Reinforcement Bars, Epoxy Coated			Pound	3260
Structure Excavation			Cu. Yd.	28.4
Furnishing Steel Piles HP12x63			Foot	510
Driving Steel Piles			Foot	510
Test Pile Steel HP12x63			Each	1
Metal Shoes			Each	5
Underwater Structure Excavation Protection, Location 1			Each	1
Concrete Encasement			Cu. Yd.	7.7

Reinforcement Bars designated (E) shall be epoxy coated.

*Forms shall be placed below Elevation 491.00 after excavation for pier walls. Reinforcement and Concrete Encasement shall be poured underwater into forms. The cost of Concrete Encasement, Reinforcement, form excavation and furnishing and placing forms is included with Concrete Encasement. If a portion of the pier wall is under water, concrete shall be trimmed under water into forms according to Article 503.08 of the Standard Specifications. Concrete shall be trimmed to an Elevation 1'-0" above water level at the time of construction.

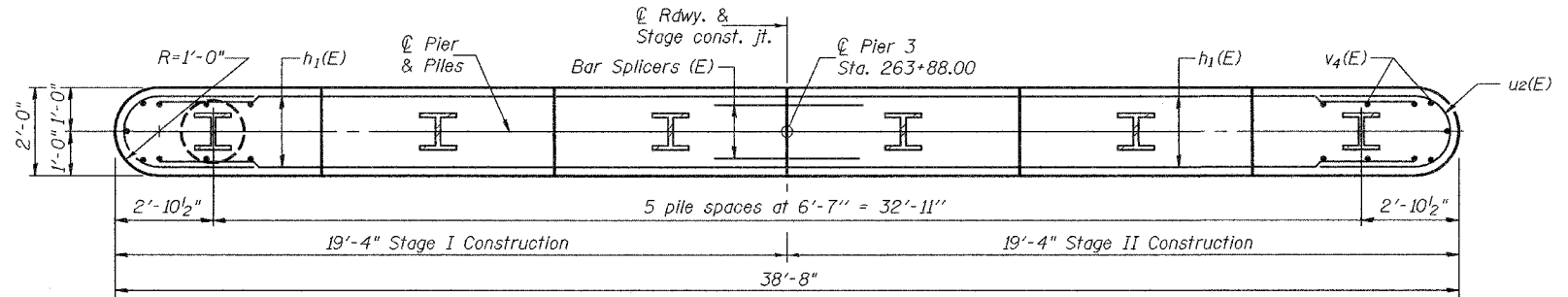


BAR s3(E)



END VIEW

Notes: Space reinforcement in cap to miss anchor bolts. Pour steps monolithically with cap. For bar splicer details, see sheet 21 of 29. For anchor bolt installation details, see sheet 14 of 29.



SECTION B-B

DESIGNED	Curt M. Evoy
CHECKED	Tom L. Kurtenbach
DRAWN	h.t. duong
CHECKED	CME/TLK

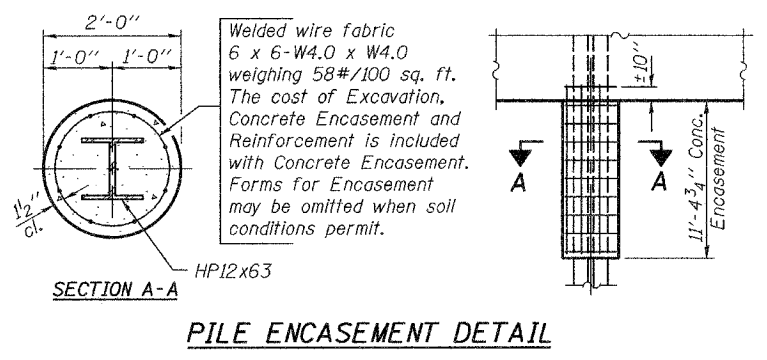
November 17, 2005
EXAMINED *Thomas J. Danagale*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

PIER 3
F.A.P. RTE. 314 - SEC. 108BR-1
MADISON COUNTY
STATION 263+51
STRUCTURE NO. 060-0334

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 20 29 SHEETS
FAP 314	108BR-1	MADISON	123	48	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

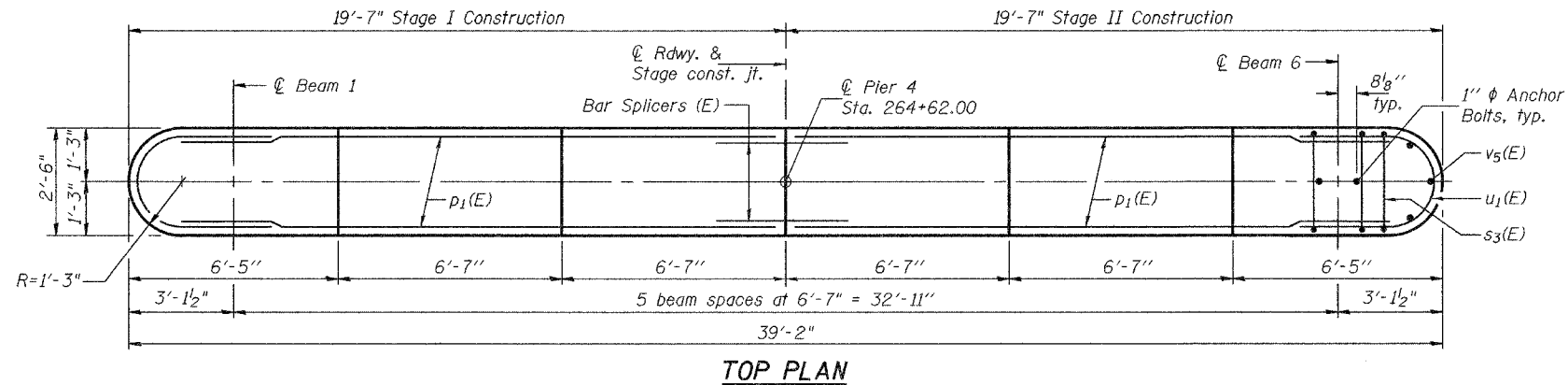
Contract #76454



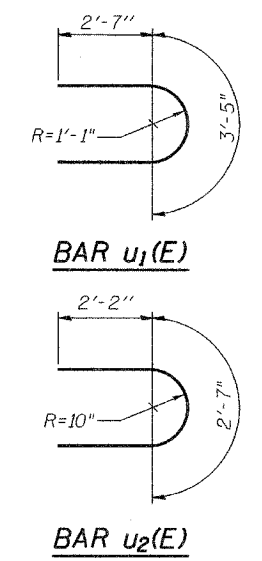
PILE ENCASUREMENT DETAIL

PILE DATA

Type: Steel HP12x63 w/metal shoes
Nominal Required Bearing: 497 tons
Nominal Design Capacity: 331 tons
Est. Length: 102 feet



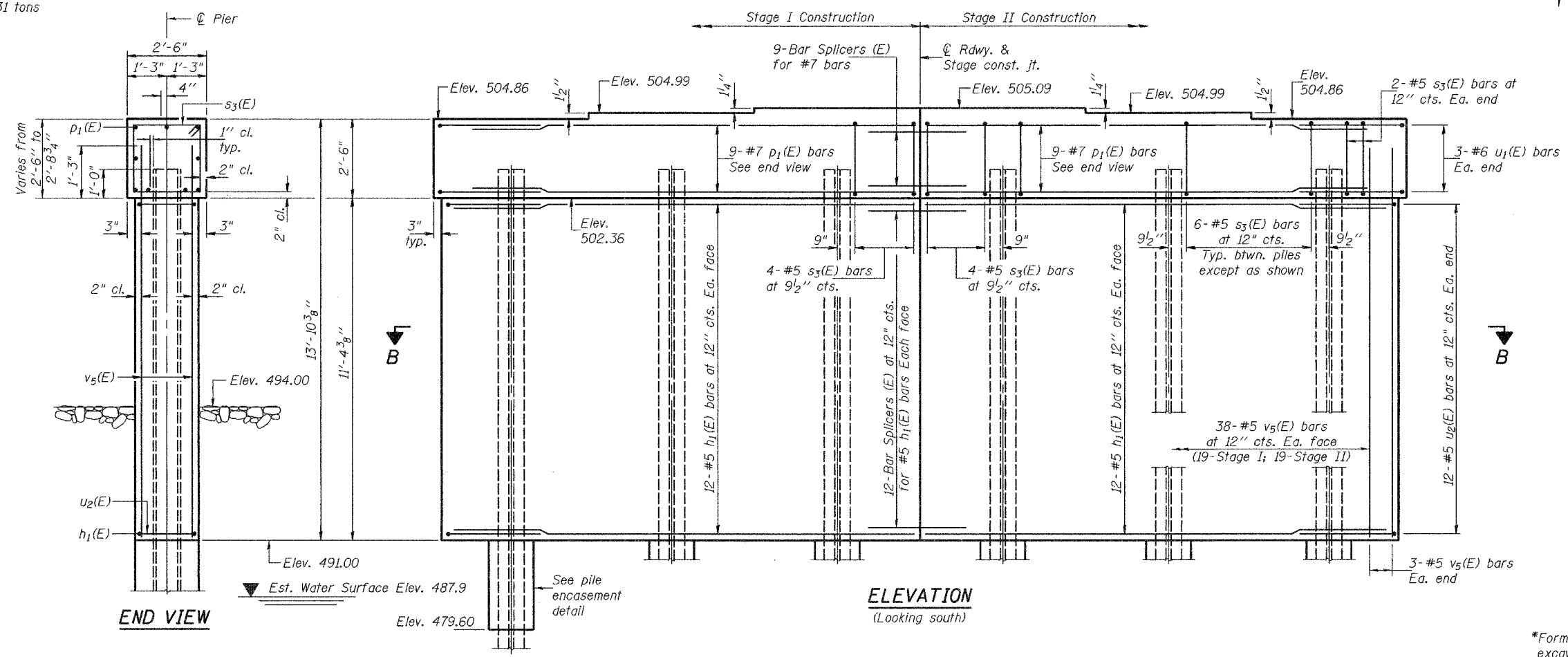
TOP PLAN



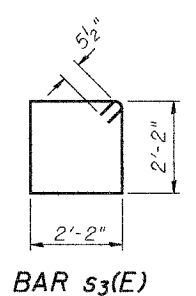
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	48	#5	18'-2"	—
p1(E)	18	#7	18'-2"	—
s3(E)	36	#5	9'-7"	□
u1(E)	6	#6	8'-7"	U
u2(E)	24	#5	6'-11"	U
v5(E)	82	#5	12'-5"	—
Concrete Structures			Cu. Yd.	41.6
Reinforcement Bars, Epoxy Coated			Pound	3250
Structure Excavation			Cu. Yd.	28.4
Furnishing Steel			Foot	612
Piles HP12x63			Foot	612
Driving Steel Piles			Foot	612
Metal Shoes			Each	6
Underwater Structure Excavation Protection, Location 2			Each	1
Concrete Encasement			Cu. Yd.	7.7

Reinforcement Bars designated (E) shall be epoxy coated.



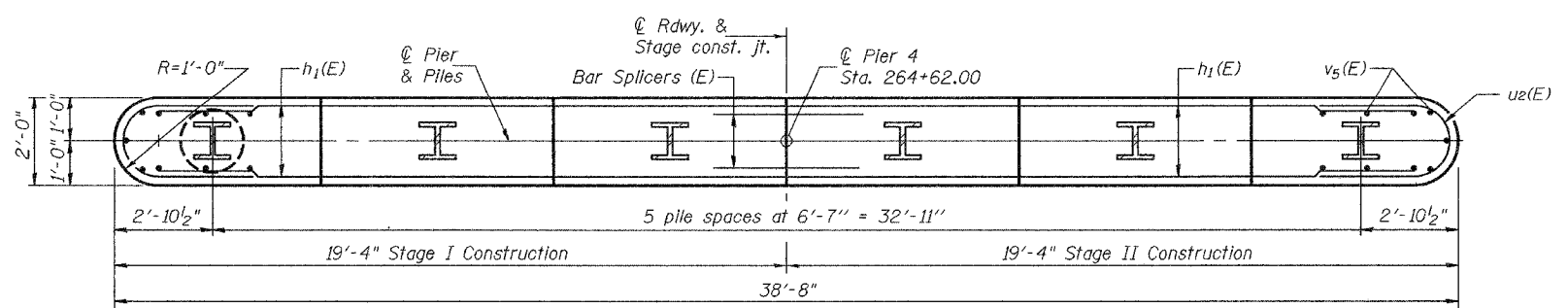
ELEVATION
(Looking south)



BAR s3(E)

END VIEW

Notes: Space reinforcement in cap to miss anchor bolts. Pour steps monolithically with cap. For bar splicer details, see sheet 21 of 29. For anchor bolt installation details, see sheet 14 of 29.



SECTION B-B

*Forms shall be placed below Elevation 491.00 after excavation for pier walls. Reinforcement and Concrete Encasement shall be poured underwater into forms. The cost of Concrete Encasement, Reinforcement, form excavation and furnishing and placing forms is included with Concrete Encasement. If a portion of the pier wall is under water, concrete shall be trimmed under water into forms according to Article 503.08 of the Standard Specifications. Concrete shall be trimmed to an Elevation 1'-0" above water level at the time of construction.

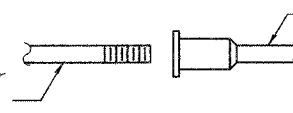
PIER 4
F.A.P. RTE. 314 - SEC. 108BR-1
MADISON COUNTY
STATION 263+51
STRUCTURE NO. 060-0334

DESIGNED	Curt M. Evoy
CHECKED	Tom L. Kurtenbach
DRAWN	h.t. duong
CHECKED	CME/TLK

November 17, 2005
EXAMINED *Thomas J. Donagale*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

The diameter of this part is equal or larger than the diameter of bar spliced.



ROLLED THREAD DOWEL BAR



** ONE PIECE

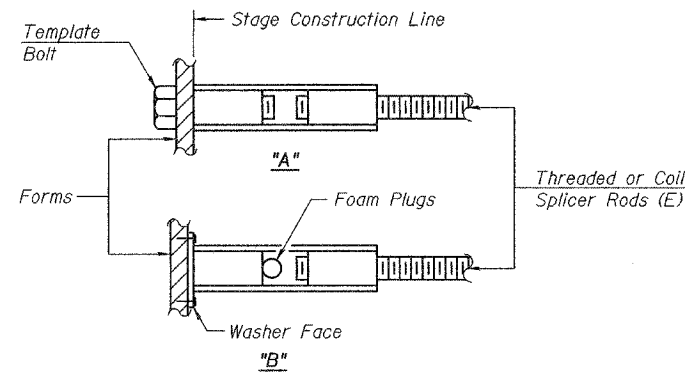
Wire Connector



WELDED SECTIONS

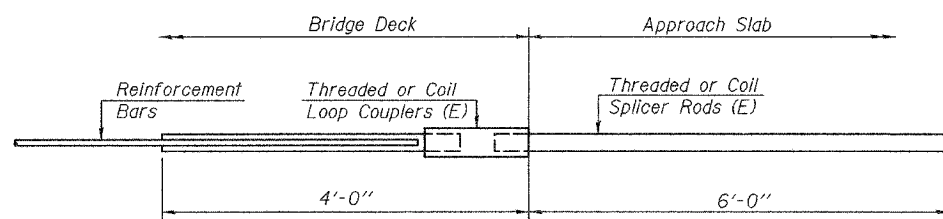
BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.



FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar	
Min. Capacity = 23.0 kips - tension	
Min. Pull-out Strength = 9.2 kips - tension	
No. Required = 72	

DESIGNED	Curt M. Evoy
CHECKED	Tom L. Kurtenbach
DRAWN	h.t. duong
CHECKED	CME/TLK

EXAMINED	November 17, 2005
PASSED	Thomas J. Domagala ENGINEER OF BRIDGE DESIGN
	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length. All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$
- Minimum *Pull-out Strength (Tension in kips) = $1.25 \times f_{s_{allow}} \times A_t$

Where f_y = Yield strength of lapped reinforcement bars in ksi.

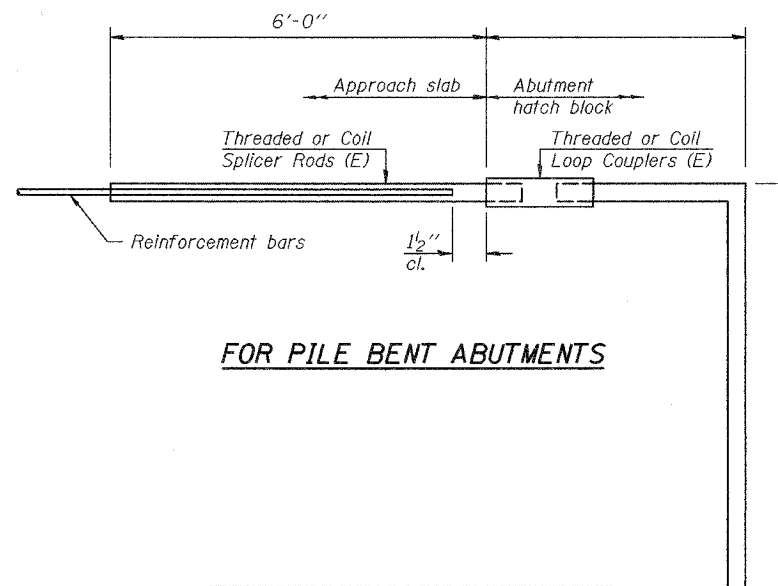
$f_{s_{allow}}$ = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)

A_t = Tensile stress area of lapped reinforcement bars.

* = 28 day concrete

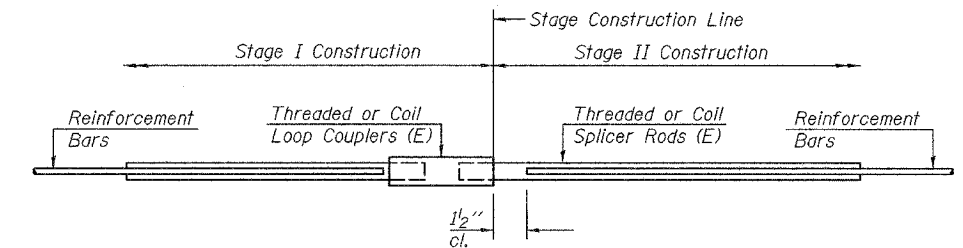
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."



FOR PILE BENT ABUTMENTS

Bar Splicer for #5 bar	
Min. Capacity = 23.0 kips - tension	
Min. Pull-out Strength = 9.2 kips - tension	
No. Required =	



STANDARD

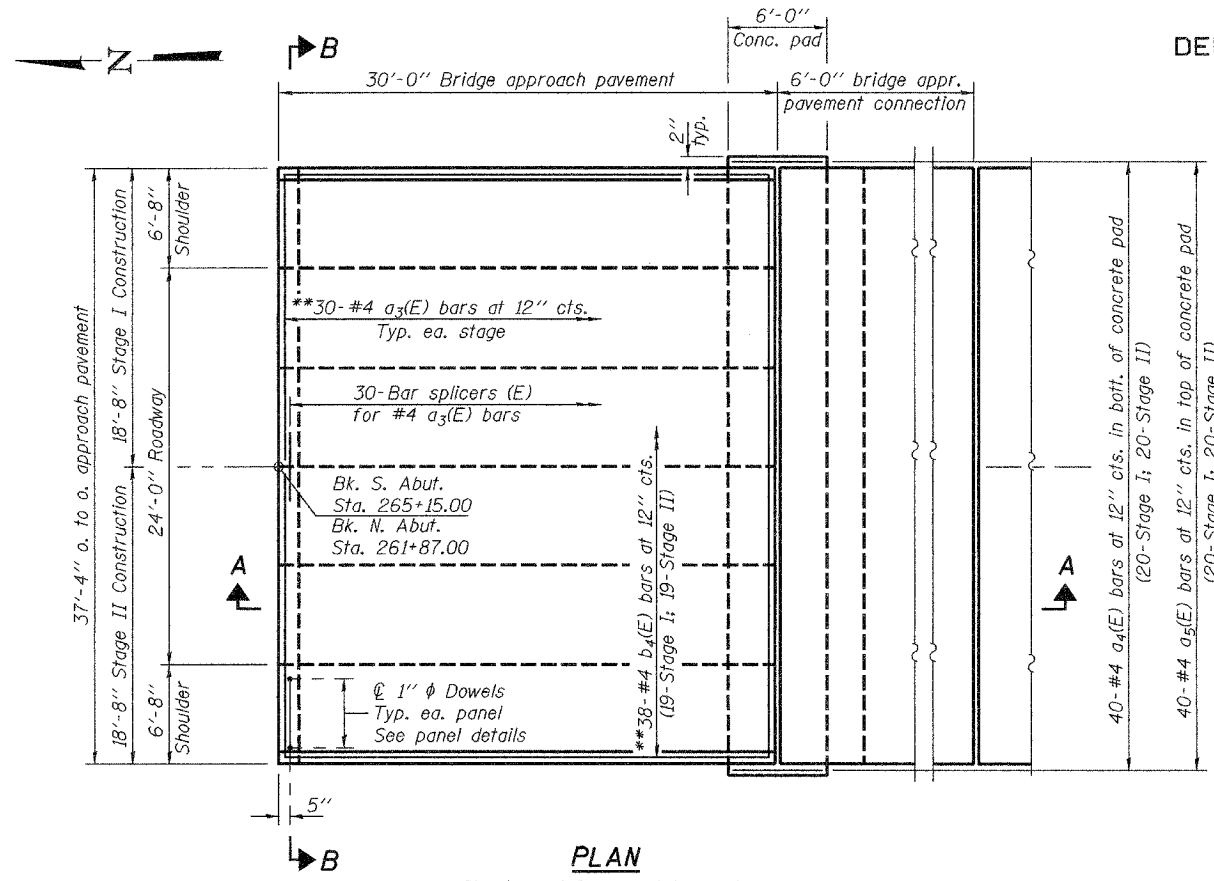
Bar Size	No. Assemblies Required	Location
#5	919	Slab
#6	16	Diaphragms
#7	9	N. Abut.
#7	9	S. Abut.
#7	9	Pier 1
#5	26	Pier 1
#7	10	Pier 2
#5	38	Pier 2
#7	9	Pier 3
#5	24	Pier 3
#7	9	Pier 4
#5	24	Pier 4

BAR SPLICER ASSEMBLY DETAILS
F.A.P. RTE. 314 - SEC. 108BR-1
MADISON COUNTY
STATION 263+51
STRUCTURE NO. 060-0334

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

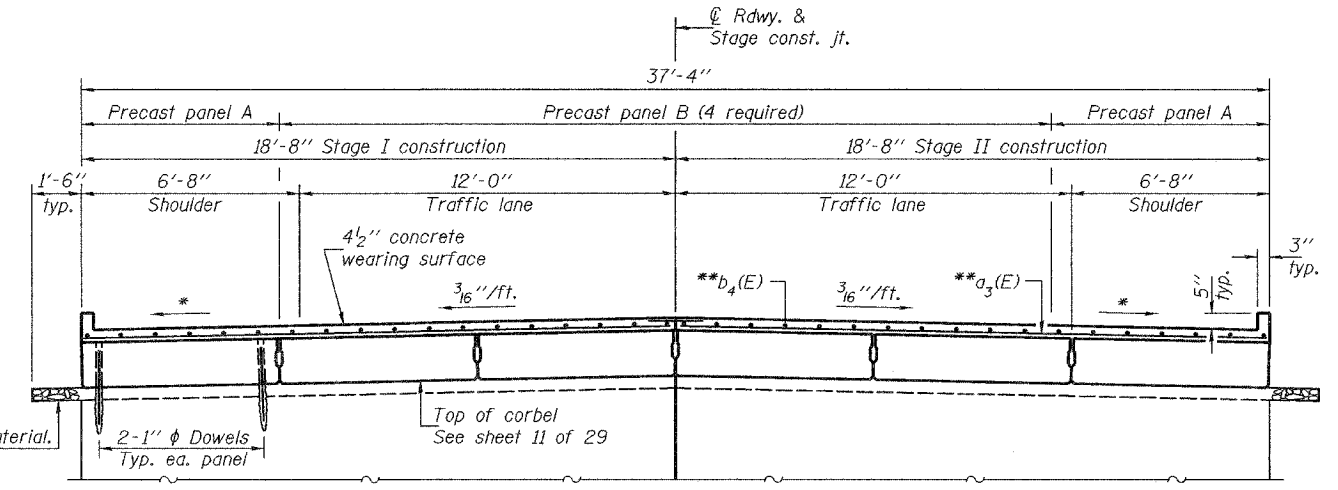
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 22 29 SHEETS
FAP 314	108BR-1	MADISON	123	50	
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT-	

Contract #76454



PLAN

Showing reinforcement in overlay
S. Abut. shown; N. Abut. 180° rotation



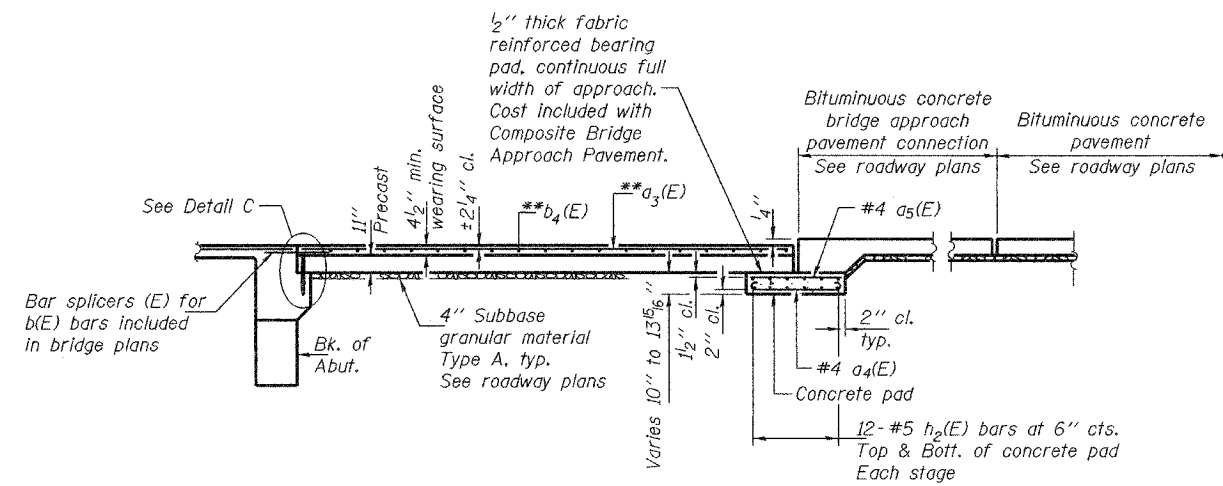
SECTION B-B

* Slope same as adjacent shoulder slope.
** Equivalent welded wire fabric may be used in lieu of #4 bars in overlay.

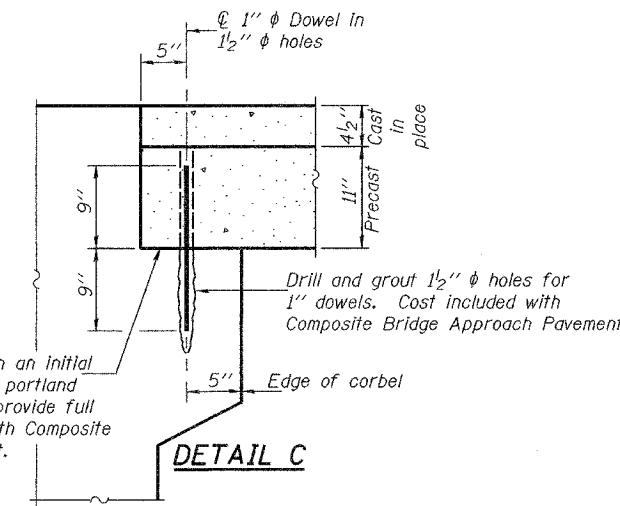
*****BAR LIST**

Bar	No.	Size	Length	Shape
a3(E)	60	#4	18'-4"	—
a4(E)	40	#4	6'-8"	U
a5(E)	40	#4	5'-8"	—
b4(E)	38	#4	29'-8"	—
h2(E)	48	#5	18'-6"	—
Concrete Wearing Surface 4 1/2"		Sq. Yd.	124.4	
Bar Splicers		Each	30	

***For information only, one approach



SECTION A-A

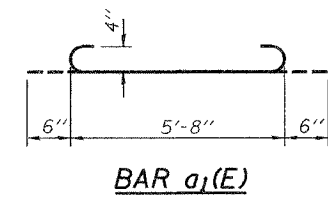


DETAIL C

Panel ends shall be set on an initial 1/2" min. grout (1:1 sand & portland cement, very dry mix) to provide full bearing. Cost included with Composite Bridge Approach Pavement.

**TWO APPROACHES
BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Composite Bridge Approach Pavement	Sq. Yd.	249



BAR a1(E)

Notes: After precast approach pavement panels have been erected, holes shall be drilled into corbel and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure fully prior to grouting the longitudinal shear keys.
Cast-in-place substitution for panels is not allowed.
Reinforcement bars designated (E) shall be epoxy coated.
For precast approach pavement panel details, see sheet 23 of 29.
Slope top of concrete pad to match slope of top of corbel.

DESIGNED	Mark D. Shaffer
CHECKED	Curt M. Evoy
DRAWN	h.t. duong
CHECKED	MDS/CME

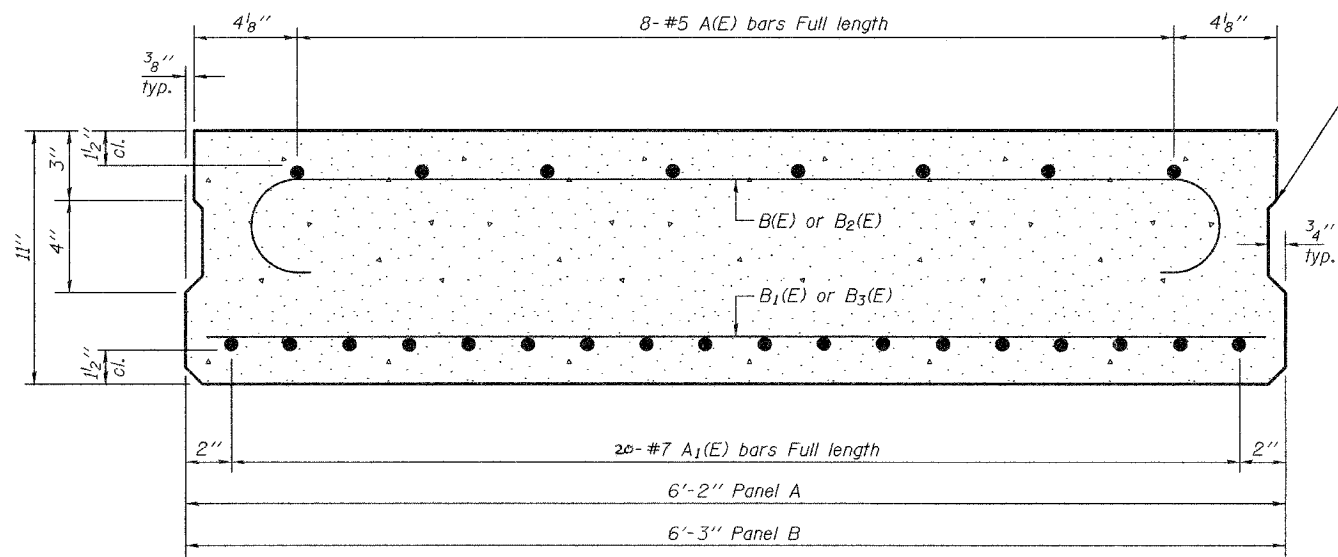
November 17, 2005
EXAMINED *Thomas J. Domagala*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

BRIDGE APPROACH PAVEMENT DETAILS
F.A.P. RTE. 314 - SEC. 108BR-1
MADISON COUNTY
STATION 263+51
STRUCTURE NO. 060-0334

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

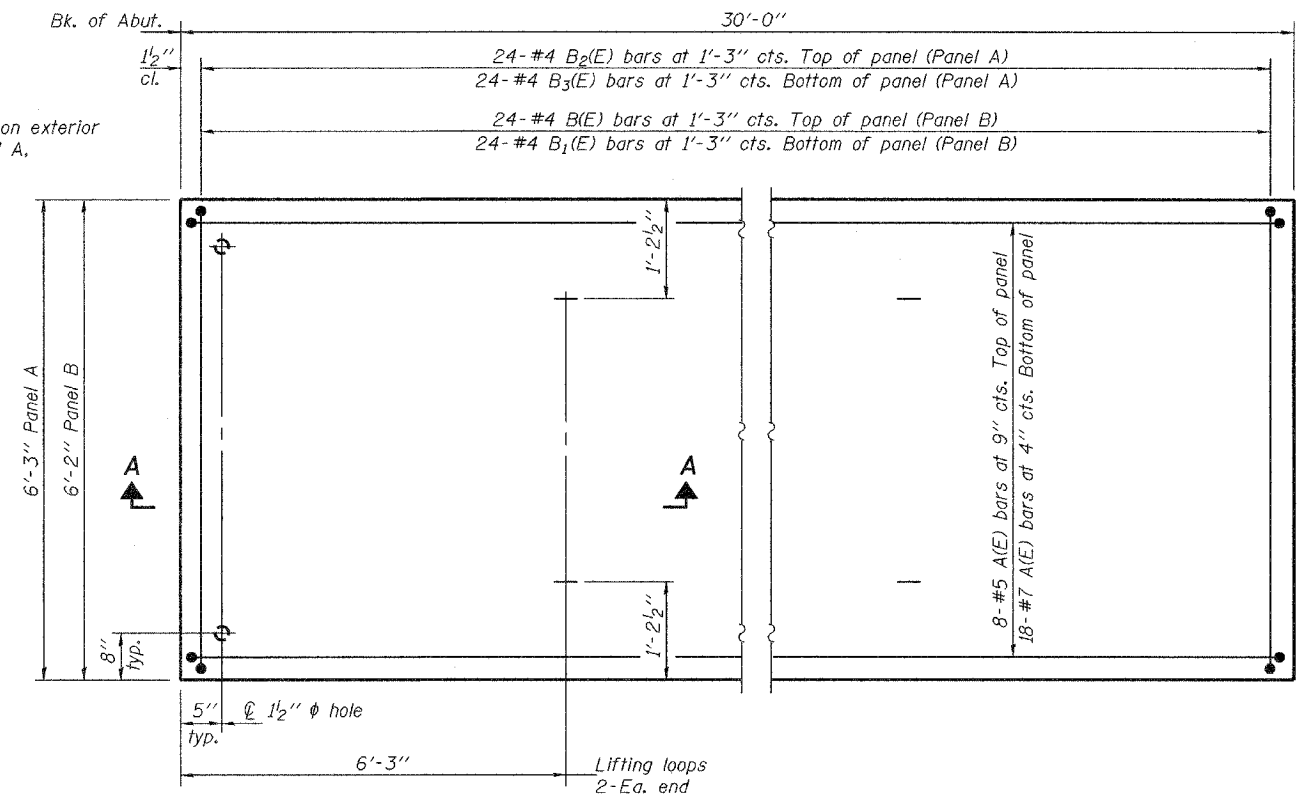
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 23 29 SHEETS
FAP 314	108BR-1	MADISON	123	51	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #76454

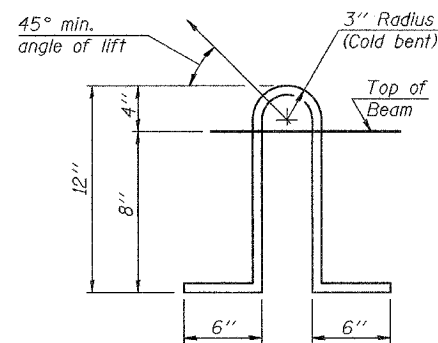


TYPICAL SECTION

	Panel width	Number required
Panel A	6'-2"	2
Panel B	6'-3"	4

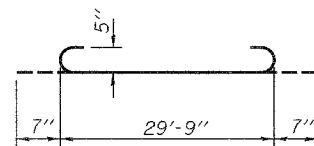


PLAN

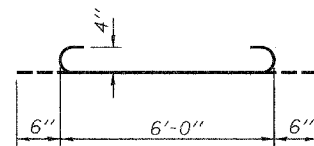


LIFTING LOOP DETAIL

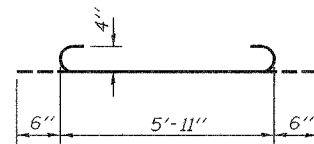
Lifting loops shall be 2-1/2" φ - 270 ksi strands as shown. Alternate approved lifting devices are also acceptable.



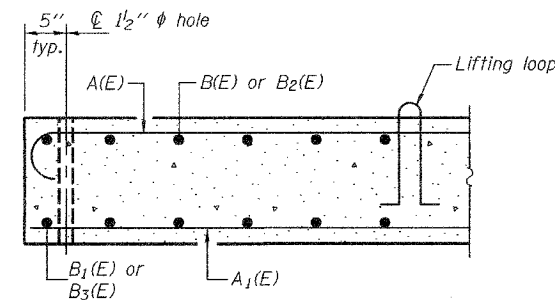
BAR A(E)



BAR B(E)



BAR B2(E)



SECTION A-A

Notes: Reinforcement bars designated (E) shall be epoxy coated. Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between the top of beam and the bottom edge of the key.

*BAR LIST (PANEL A)

Bar	No.	Size	Length	Shape
A(E)	8	#5	30'-11"	C
A1(E)	20	#7	29'-9"	—
B2(E)	24	#4	6'-11"	C
B3(E)	24	#4	5'-11"	—

*For information only

*BAR LIST (PANEL B)

Bar	No.	Size	Length	Shape
A(E)	8	#5	30'-11"	C
A1(E)	20	#7	29'-9"	—
B(E)	24	#4	7'-0"	C
B1(E)	24	#4	6'-0"	—

*For information only

DESIGNED	Mark D. Shaffer
CHECKED	Curt M. Evoy
DRAWN	h.t. duong
CHECKED	MDS/CME

EXAMINED	Thomas J. Danagalek ENGINEER OF BRIDGE DESIGN
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

November 17, 2005

BRIDGE APPROACH PAVEMENT DETAILS

F.A.P. RTE. 314 - SEC. 108BR-1

MADISON COUNTY

STATION 263+51

STRUCTURE NO. 060-0334

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG Page 1 of 3 Date 12/19/70

ROUTE FAP 314 DESCRIPTION IL 4 over Silver Creek LOGGED BY C. Hoffman

SECTION 108BR-1 LOCATION SW 14, SW 14, SEC. 20, TWP. 5N, RNG. 6W, 3 PM

COUNTY Madison DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. 060-0106 Station 264+00

BORING NO. 2 N. Abut Station 262+11
Offset 13.00ft Right
Ground Surface Elev. 507.0 ft

DEPTH (ft)	SOIL DESCRIPTION	WATER ELEV. (ft)	PERCENT MOISTURE (%)	UNIFIED SOIL CLASSIFICATION	TEST RESULTS
0	Surface Water Elev.				
0	Stream Bed Elev.				
0	Groundwater Elev.:	485.2			
0	First Encounter				
0	Upon Completion				
0	After Hrs.				
4	Gray Silty SANDY CLAY (continued)		0.23	21	B
20	S		1.96	23	B
20	S		1.79	23	B
17	Gray Clayey SILT		2.70	14	S
16	Gray Coarse SAND		3.17	29	B
15	Gray Coarse SAND and Medium GRAVEL		1.55	21	S
16	S		0.73	21	S
6	Gray Silty CLAY		0.81	23	B
4	Gray Silty SANDY CLAY				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG Page 2 of 3 Date 12/19/70

ROUTE FAP 314 DESCRIPTION IL 4 over Silver Creek LOGGED BY C. Hoffman

SECTION 108BR-1 LOCATION SW 14, SW 14, SEC. 20, TWP. 5N, RNG. 6W, 3 PM

COUNTY Madison DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. 060-0106 Station 264+00

BORING NO. 2 N. Abut Station 262+11
Offset 13.00ft Right
Ground Surface Elev. 507.0 ft

DEPTH (ft)	SOIL DESCRIPTION	WATER ELEV. (ft)	PERCENT MOISTURE (%)	UNIFIED SOIL CLASSIFICATION	TEST RESULTS
13	Gray Coarse SAND and Medium GRAVEL (continued)			NC	
21	Gray Clay TILL		1.40	16	B
23	S		1.37	17	B
21	S		1.63	18	B
21	S		1.79	17	B
18	S		1.50	18	B
4	Gray Clay LOAM				
9	Boring Extended on 32405 at Station 261+99, 13 ft Right		2.2	16	B
9	Gray Coarse to Fine SAND with some Gravel				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG Page 3 of 3 Date 12/19/70

ROUTE FAP 314 DESCRIPTION IL 4 over Silver Creek LOGGED BY C. Hoffman

SECTION 108BR-1 LOCATION SW 14, SW 14, SEC. 20, TWP. 5N, RNG. 6W, 3 PM

COUNTY Madison DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. 060-0106 Station 264+00

BORING NO. 2 N. Abut Station 262+11
Offset 13.00ft Right
Ground Surface Elev. 507.0 ft

DEPTH (ft)	SOIL DESCRIPTION	WATER ELEV. (ft)	PERCENT MOISTURE (%)	UNIFIED SOIL CLASSIFICATION	TEST RESULTS
20	Gray Coarse to Fine SAND with some Gravel (continued)		4.7	11	S/20
27	Gray Clay LOAM (continued)				
10	S		5.7	12	S/20
7	Gray Medium to Fine SAND See Gradation @ 70 ft				
13	S				
17	S				
7	Gray Fine to Coarse SAND See Gradation @ 75 ft				
9	S				
15	S				
7	Gray Coarse to Fine SAND with some Gravel				
9	S				
15	S				
11	End of Boring				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

BORING LOGS
F.A.P. RTE. 314 - SEC. 108BR-1
MADISON COUNTY
STATION 263+51
STRUCTURE NO. 060-0334

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG Page 1 of 3 Date 1/19/71

ROUTE FAP 314 DESCRIPTION IL 4 over Silver Creek LOGGED BY J. King

SECTION 108BR-1 LOCATION SW 14, SW 14, SEC. 20, TWP. 5N, RNG. 6W, 3 PM

COUNTY Madison DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. 060-0106 Station 264+00

BORING NO. 4 Pier 2 Station 263+05 Offset 20.00ft Right Ground Surface Elev. 497.9 ft

DEPTH (ft)	SOIL DESCRIPTION	WATER ELEV. (ft)	TEMP. (°F)	MOISTURE (%)	PLASTICITY (%)	UNCONFINED COMPRESSIVE STRENGTH (lb/sq ft)	FAILURE MODE
0	Surface Water Elev.						
0	Stream Bed Elev.						
0	Groundwater Elev. First Encounter	483.3					
0	Groundwater Elev. Upon Completion						
0	Ground Surface Elev.	497.9					
0	Gray Silty Sandy CLAY (Layers of Medium Sand) (continued)					7	0.51 S
475.8							
6	Gray Fine to Coarse SAND with Gravel					8	NC
10						60	NC
11						42	NC
468.3	Gray Clay TILL					26	1.96 B
4						15	1.96 B
4						30	1.96 B
483.3	Gray Silty CLAY					2	0.26 S
480.8						6	0.44 S
480.8	Gray Silty Sandy CLAY (Layers of Medium Sand)					80	2.32 S

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG Page 2 of 3 Date 1/19/71

ROUTE FAP 314 DESCRIPTION IL 4 over Silver Creek LOGGED BY J. King

SECTION 108BR-1 LOCATION SW 14, SW 14, SEC. 20, TWP. 5N, RNG. 6W, 3 PM

COUNTY Madison DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. 060-0106 Station 264+00

BORING NO. 4 Pier 2 Station 263+05 Offset 20.00ft Right Ground Surface Elev. 497.9 ft

DEPTH (ft)	SOIL DESCRIPTION	WATER ELEV. (ft)	TEMP. (°F)	MOISTURE (%)	PLASTICITY (%)	UNCONFINED COMPRESSIVE STRENGTH (lb/sq ft)	FAILURE MODE
0	Surface Water Elev.						
0	Stream Bed Elev.						
0	Groundwater Elev. First Encounter	483.3					
0	Groundwater Elev. Upon Completion						
0	Ground Surface Elev.	497.9					
64	Gray Clay TILL (continued)					64	3.91 S
20						20	1.83 B
20	Gray Fine to Coarse SAND See Gradation @ 65 ft					20	2.28 B
28						28	3.26 B
24						24	2.83 B
24	Gray Gravelly Medium to Coarse SAND See Gradation @ 70 ft					11	1.13 NC
24						24	1.63 B
443.4	Gray Clay LOAM					9	4.1 B
10						10	4.1 B
421.9	Gray Silty LOAM					8	1.4 NC
418.4	Gray Silty SAND					8	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG Page 3 of 3 Date 1/19/71

ROUTE FAP 314 DESCRIPTION IL 4 over Silver Creek LOGGED BY J. King

SECTION 108BR-1 LOCATION SW 14, SW 14, SEC. 20, TWP. 5N, RNG. 6W, 3 PM

COUNTY Madison DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. 060-0106 Station 264+00

BORING NO. 4 Pier 2 Station 263+05 Offset 20.00ft Right Ground Surface Elev. 497.9 ft

DEPTH (ft)	SOIL DESCRIPTION	WATER ELEV. (ft)	TEMP. (°F)	MOISTURE (%)	PLASTICITY (%)	UNCONFINED COMPRESSIVE STRENGTH (lb/sq ft)	FAILURE MODE
0	Surface Water Elev.						
0	Stream Bed Elev.						
0	Groundwater Elev. First Encounter	483.3					
0	Groundwater Elev. Upon Completion						
0	Ground Surface Elev.	497.9					
84	Gray Silty SAND (continued) See Gradation @ 80 ft					9	NC
413.4						0	2.2 S20
413.4	Gray Silty LOAM					3	2.2 S20
408.4						11	1.13 NC
408.4	Gray SHALE					11	1.13 NC
401.9						11	1.13 NC
401.9	End of Boring					11	1.13 NC

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

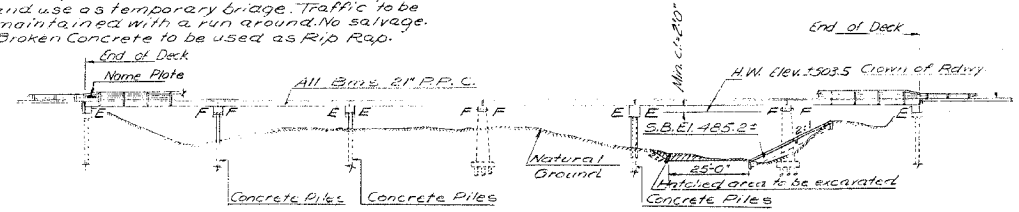
BORING LOGS
F.A.P. RTE. 314 - SEC. 108BR-1
MADISON COUNTY
STATION 263+51
STRUCTURE NO. 060-0334

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-I	MADISON	123	58
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

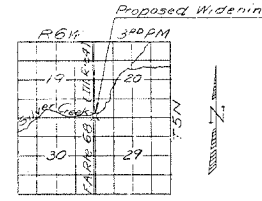
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SECTION	QUANTITY	UNIT	PRICE	TOTAL
68 108BR MADISON	38	8		

B.N. 17'0" Cut on top of Northwest wingwall 14' right of Station 262+17.43 Elev. 507.41
Existing Structure built 1935 as S.B.I. Rte. 150
Sec. 108 B&C Sta. 264+00; 4-144'-0" Beam Spans on pile bents E1-1040' Truss Span on 2 spile piers under Truss. Existing I-Beam Spans to be removed by Contractor. Pile bents & Solid Piers to be widened as required. Existing Truss span to be moved to new location by Contractor and use as temporary bridge. Traffic to be maintained with a run around. No salvage. Broken Concrete to be used as Rip Rap.



ELEVATION

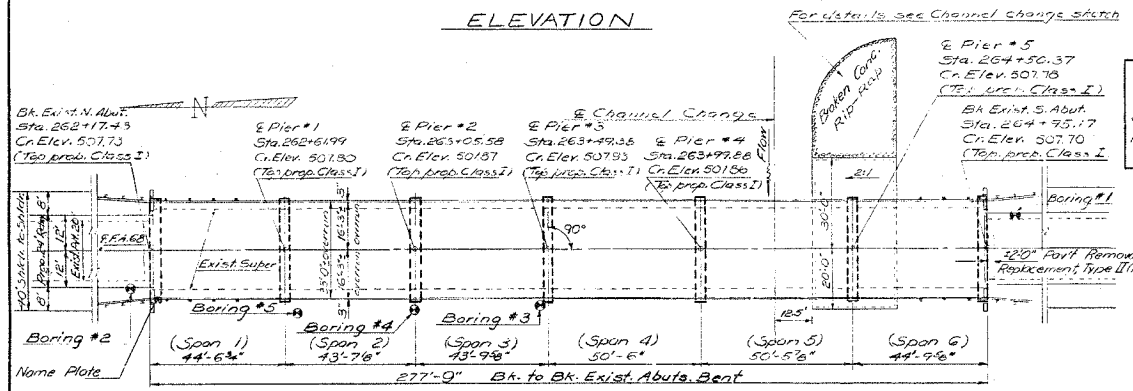


LOCATION SKETCH

PRECAST PRESTRESSED UNITS
 $f_c = 5000 \text{ psi}$
 $f_s = 4000 \text{ psi}$
 $f_b = 24000 \text{ psi (5 strands)}$
 $f_{si} = 173,600 \text{ psi (6 strands)}$

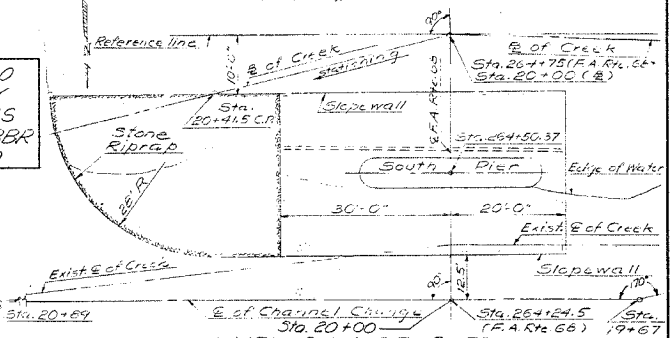
FIELD UNITS
 $f_c = 1400 \text{ psi (Pier)}$
 $f_c = 1000 \text{ psi (Abut)}$
 $f_b = 20,000 \text{ psi (Reinf.)}$
 $n = 10$

New Constr. Loading H.S. 20-44
Design Specifications: AASHTO 1969 as applicable
Allow 25' / sq. ft. for future W.S.

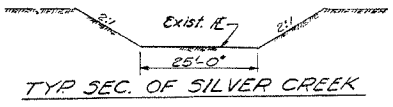


PLAN

STATION 264+00.00
REBUILT 197 BY
STATE OF ILLINOIS
F.A. RT. 68 SEC. 108BR
LOADING H520
NAME PLATE
(See Std. 2113)



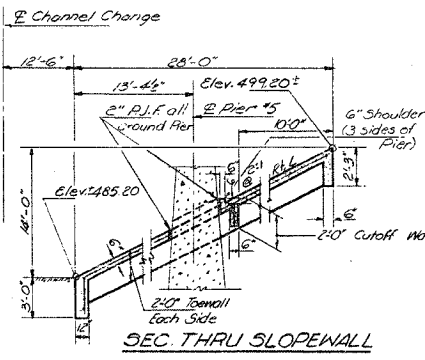
CHANNEL CHANGE SKETCH



TYP. SEC. OF SILVER CREEK

WATERWAY INFORMATION
 Drainage Area 812 Sq. mi.
 Character: Ordinary
 Required Opening (50 yr flood) 2,775 Sq. ft.
 Present Opening 2,775 Sq. ft.
 Proposed Opening 2,775 Sq. ft.
 Ordinary Water Elev. 485.40
 Low Water Elev. 485.40
 Max. Recorded H.W. Elev. = 503.5 =

DESIGNED	Stacy S. Slav	EXAMINED	17 1971
CHECKED	John Chittler	PASSED	
DRAWN	A. Borrozo	APPROVED	
CHECKED	G. L. S. L.		



SEC. THRU SLOPEWALL

GENERAL NOTES
 All reinforcement bars shall be lapped 24 diameters unless otherwise shown.
 Slope wall shall be reinforced with welded wire fabric 6x6 mesh, weighing 58# per 100 sq. ft.
 Layout of slope walls may be varied in the field to suit ground conditions as directed by the Engineer.
 It shall be the responsibility of the Contractor to verify all dimensions and conditions existing in the field prior to construction and ordering of materials.
 One coat of basic lead silico chromate shop primer shall be used for painting of Structural Steel.
 Expansion bolts shall consist of self-drilling expansion anchors and 1/2" hooked bolts. Hooked bolts shall extend a minimum of 12" into new concrete, unless otherwise shown.
 Limits of Waterproofing Membrane System Coat shall be end to end of deck bms. and out to out of deck.
 The top surface of the beams shall be finished in accordance with Article 505.06 of the Standard Specifications except the top surface shall not be roughened by brooming. The finished surface shall be free of depressions or high spots with sharp corners.

TOTAL BILL OF MATERIAL

Item	Units	Super	Sub	Total
Bituminous Concrete Surface Course Class 1	Tons	173		173
Removal of Existing Superstructures	Ea.	1		1
Concrete Repair	Cu. Yd.	83.22	13.22	96.44
Expansion Bolts	Ea.	276		276
Class 1 Concrete	Cu. Yd.	8.3	106.4	114.7
Precast Prestressed Concrete Deck Beams (2' Depth)	Sq. Ft.	9031		9031
Steel Railing Type N	Lin. Ft.	533		533
Reinforcement Bars	Pound	690		690
Concrete Piles	Lin. Ft.	1	328	328
Name Plates	Ea.	1		1
Slope Wall (6")	Sq. Yd.		231	231
Waterproofing Membrane System	Sq. Yd.	1006		1006
Pavement Removal & RRC Replacement Type I (10")	Sq. Yd.	11		11
Preformed Joint Sealer (2 1/2")	Lin. Ft.	132		132
Stone Riprap	Sq. Yd.		112	112
Channel Excavation	Cu. Yd.		526	526
Structural Steel	Pound	9380		9380
Portland Cement Mortar Finishing Course	Lin. Ft.	2687		2687

GENERAL PLAN & ELEVATION
 F.A. RT. 68 OVER SILVER CREEK
 F.A. RT. 68 (ILL. RT. 4) SEC. 108BR
 MADISON COUNTY
 STATION 264+00

AS PER S.D. 9-10-76 D.L.C.

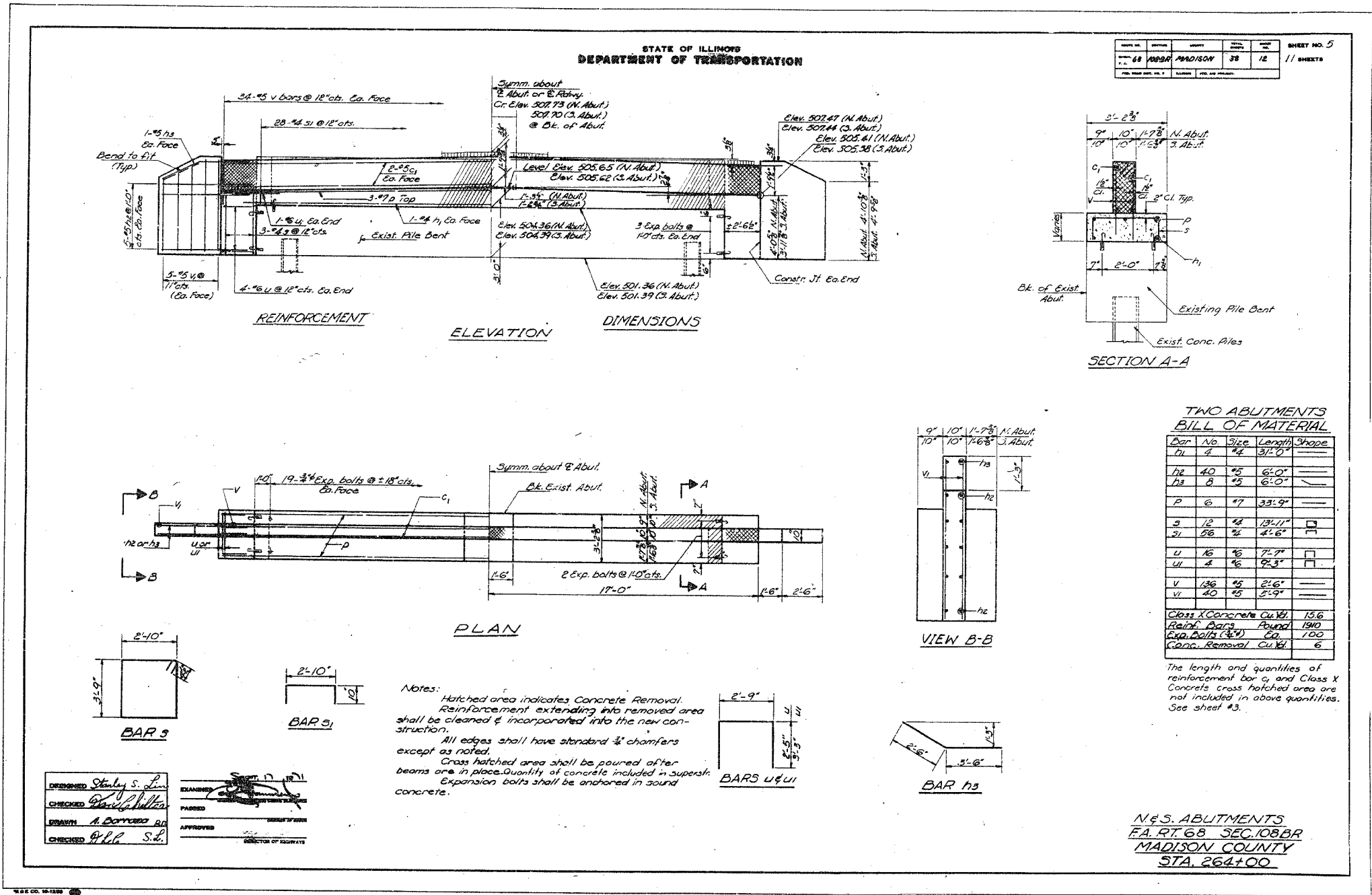
FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 EXISTING STRUCTURE PLANS
 FAP ROUTE 314
 SECTION 108BR-I
 MADISON COUNTY

PLOT DATE = 10/16/2005
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 REFERENCE = #REF#

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-I	MADISON	123	59
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS

FAP ROUTE 314
SECTION 108BR-I
MADISON COUNTY

PLOT DATE = 10/15/2005
 PLOT SCALE = 1/8" = 1'-0"
 PLOT REFERENCE = SHEET #

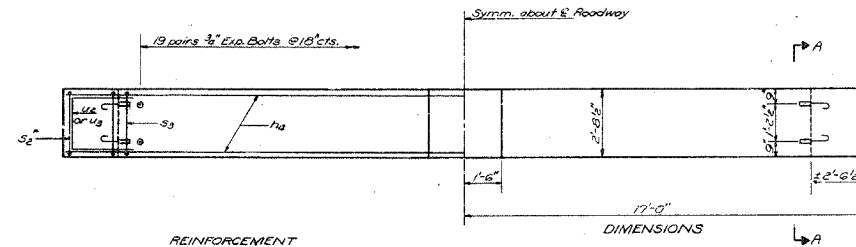
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-1	MADISON	123	60
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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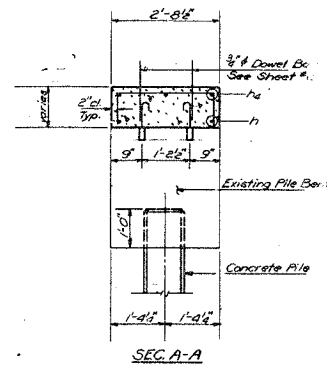
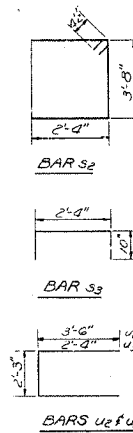
Type: Concrete
 Capacity: 45 Tons
 Est. Length: 45'-0"
 No. Required: 4 (2 ea. pier)

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

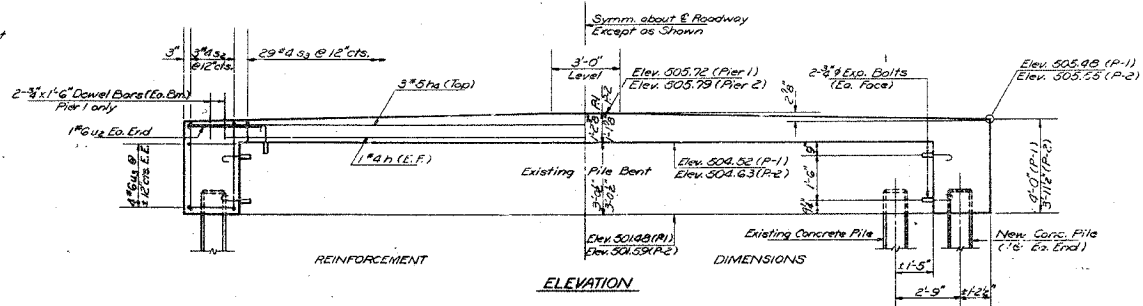
PROJECT NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
108BR	MADISON	38	13	11 SHEETS



PLAN



SEC. A-A



ELEVATION

BILL OF MATERIAL

Bar	No	Size	Length	Shape
h	4	#4	31'-0"	
ha	6	#5	33'-9"	
s2	12	#4	2'-0"	
s3	36	#4	4'-0"	
u2	4	#6	9'-3"	
u3	16	#6	6'-11"	
Class X Concrete		Cu. Yd.	10.3	
Reinforcement Bars		Pounds	770	
Expansion Bolts 1/2"		Each	92	
Concrete Piles		Lin. Ft.	192	

Notes:
 All edges shall have 1/4" chamfers
 except as noted.
 Expansion Bolts shall be anchored
 in sound concrete.

DESIGNED: <i>Stacy S. Lin</i>	EXAMINED: <i>[Signature]</i>
CHECKED: <i>[Signature]</i>	PASSED: _____
DRAWN: <i>J. Sutherland R.D.</i>	APPROVED: _____
CHECKED: <i>D.L.C. S.L.</i>	DIRECTOR OF HIGHWAYS

PIERS 112
 F.A. RT. 68 SEC. 108 BR
 MADISON COUNTY
 STATION 264+00

FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

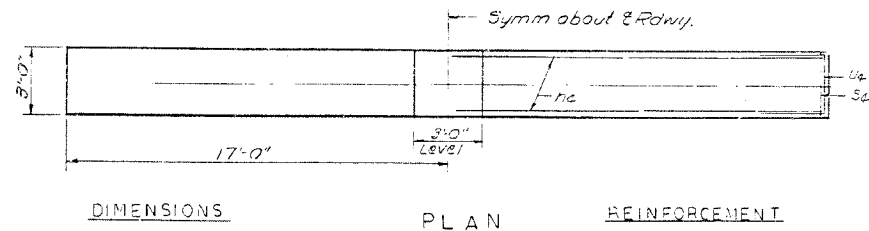
ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING STRUCTURE PLANS
 FAP ROUTE 314
 SECTION 108BR-1
 MADISON COUNTY

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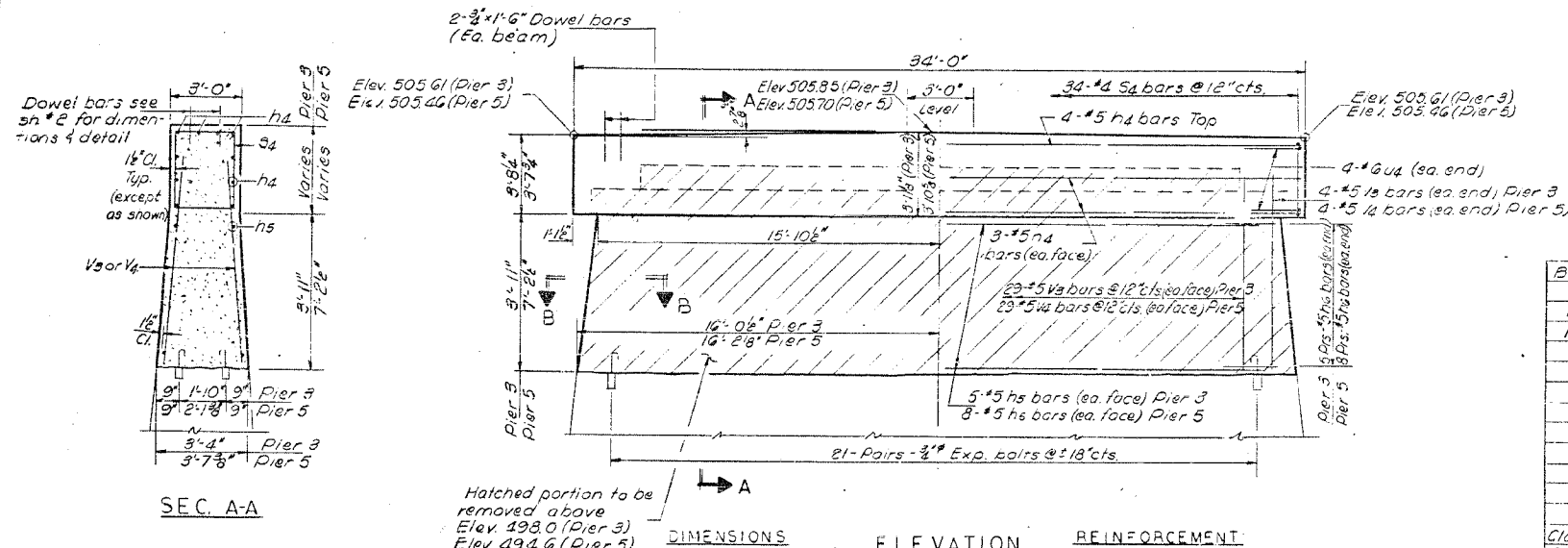
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-I	MADISON	123	61
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	68-108BR	COUNTY	MADISON	PIERS	3, 5	DATE	1/14
SHEET NO. 72							
11 SHEETS							

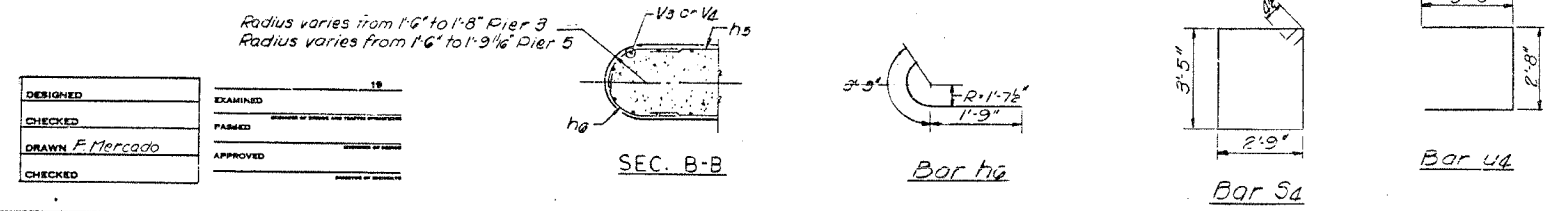


Notes:
All edges shall have 4" chamfers except as noted.
Expansion bolts shall be anchored in sound concrete.
Hatched area indicates concrete removal.



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h4	20	#5	33'-3"	—
h5	20	#5	28'-3"	—
h6	52	#5	5'-0"	C
S4	68	#4	13'-1"	□
U4	16	#6	8'-8"	□
V3	60	#5	5'-3"	—
V4	60	#5	8'-6"	—
Class I Concrete				Cu Yds. 70.7
Reinforcement Bars				Lbs. 3,490
Expansion Bolts 3/4" Each				84
Concrete Removal Curbs				57



DESIGNED	EXAMINED	19
CHECKED	DRAWN	F. Mercado
CHECKED	APPROVED	

AS REVISED 9-10-76 D.L.C.
PIERS 3 & 5
F.A. RT. 68 SEC. 108 BR
MADISON COUNTY
STA. 264+00

FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING STRUCTURE PLANS
FAP ROUTE 314
SECTION 108BR-I
MADISON COUNTY

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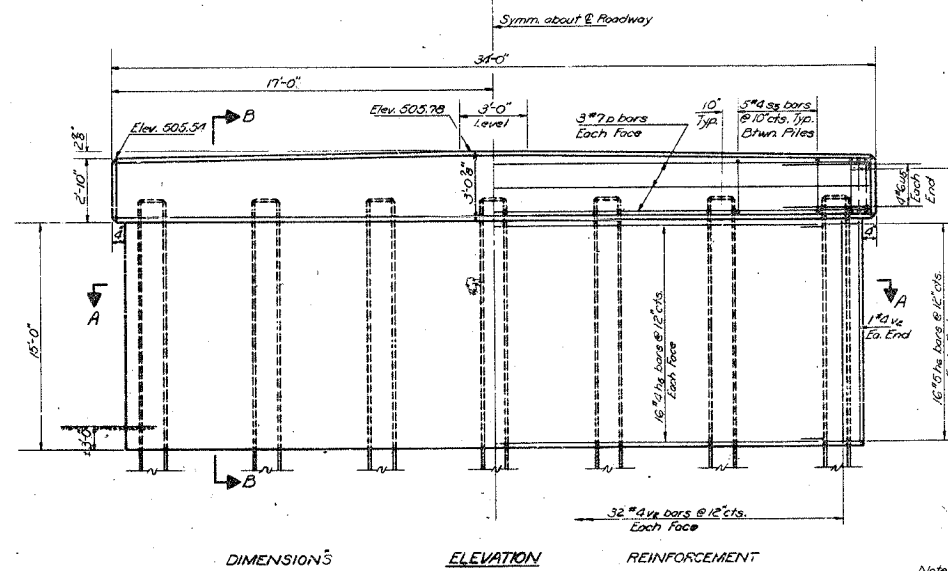
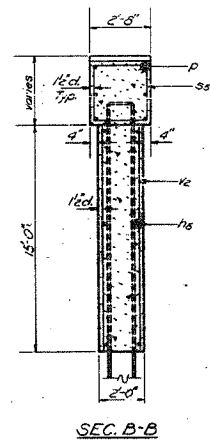
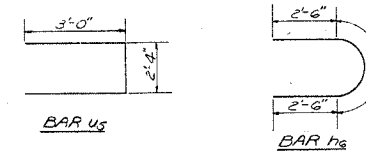
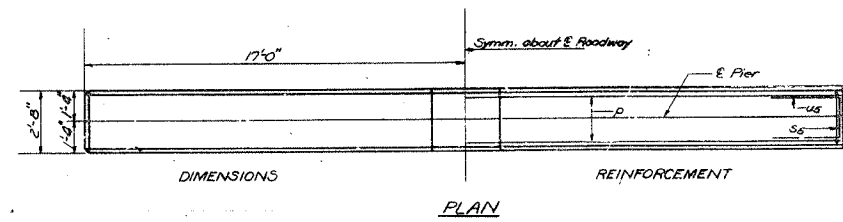
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-1	MADISON	123	62
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	SHEET NO.	TOTAL SHEETS
60	MADISON	38	15
SHEET NO. 8 // SHEETS			

PILE DATA

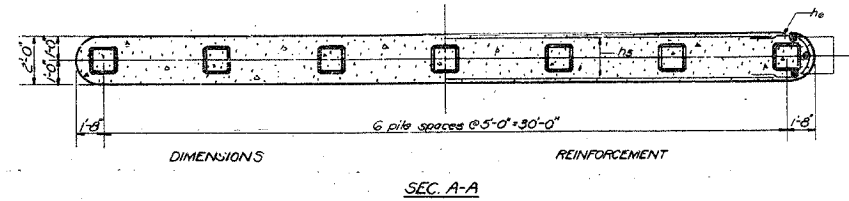
Type: Concrete
Capacity: 45 Tons
Est. Length: 48'0"
No. Required: 7



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
hs	36	#4	31'-3"	U
hs	32	#4	7'-8"	U
P	6	#7	33'-9"	—
us	36	#4	10'-5"	—
us	8	#6	3'-4"	—
vs	66	#4	11'-9"	—
Class I Concrete		Cu. Yd.	43.6	
Reinforcement Bars		Pounds	2260	
Concrete Piles		Lin. Ft.	336	

Note: All edges shall have 1/4" chamfers except as noted.



DESIGNED: <i>Stacy S. Linn</i>	EXAMINED: <i>SEPT 17 1971</i>
CHECKED: <i>David Chutkan</i>	PASSED: <i>[Signature]</i>
DRAWN: <i>J. Sutherland, R.D.</i>	APPROVED: <i>[Signature]</i>
CHECKED: <i>RLC S.L.</i>	24

PIER 4
F.A. RT. 68 SEC. 108 BR
MADISON COUNTY
STATION 264+00

FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS

FAP ROUTE 314
SECTION 108BR-1
MADISON COUNTY

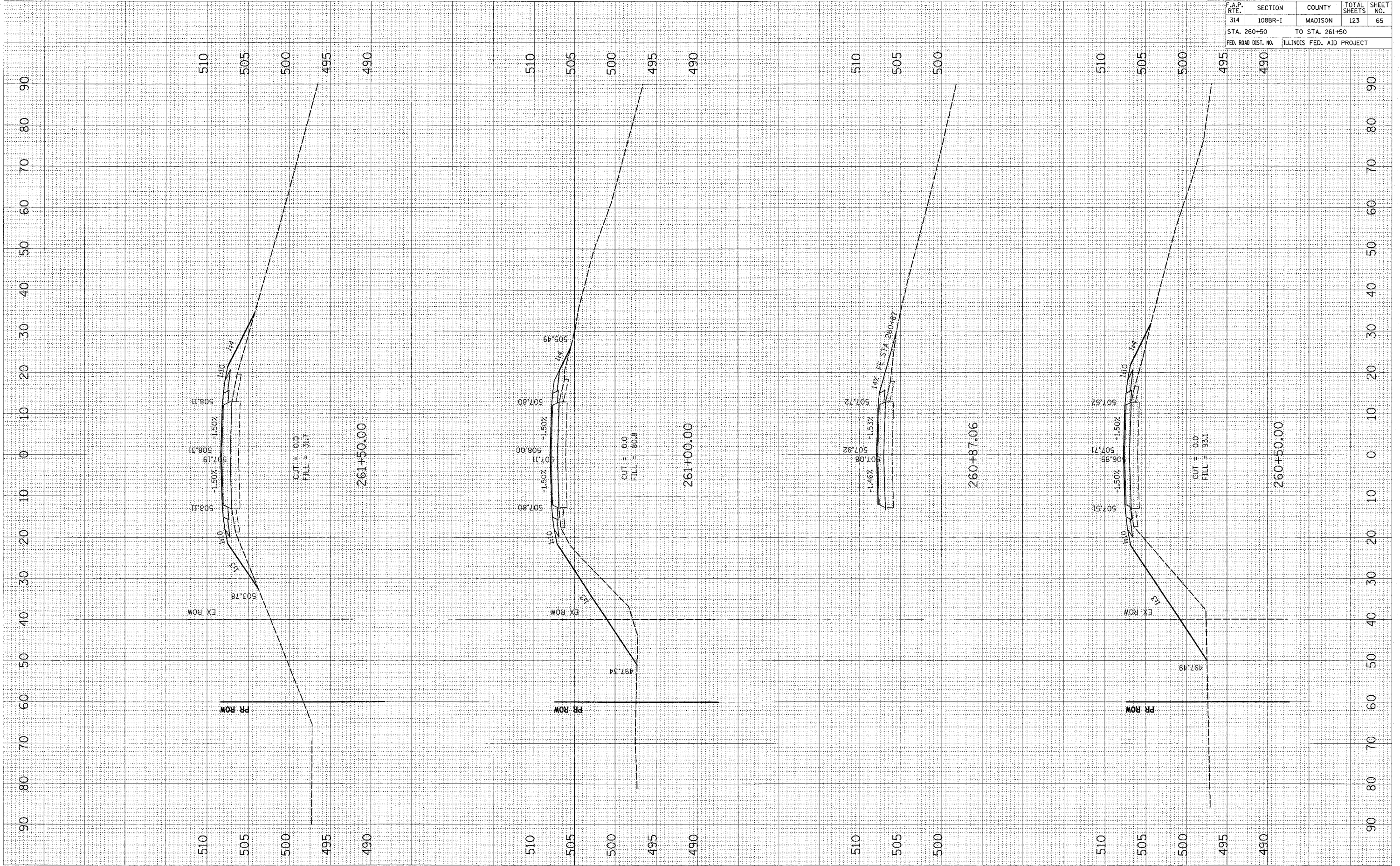
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-1	MADISON	123	65
STA. 260+50		TO STA. 261+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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

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

PLOT DATE = DATE
 PLOT SCALE = SCALE
 USER NAME = USER

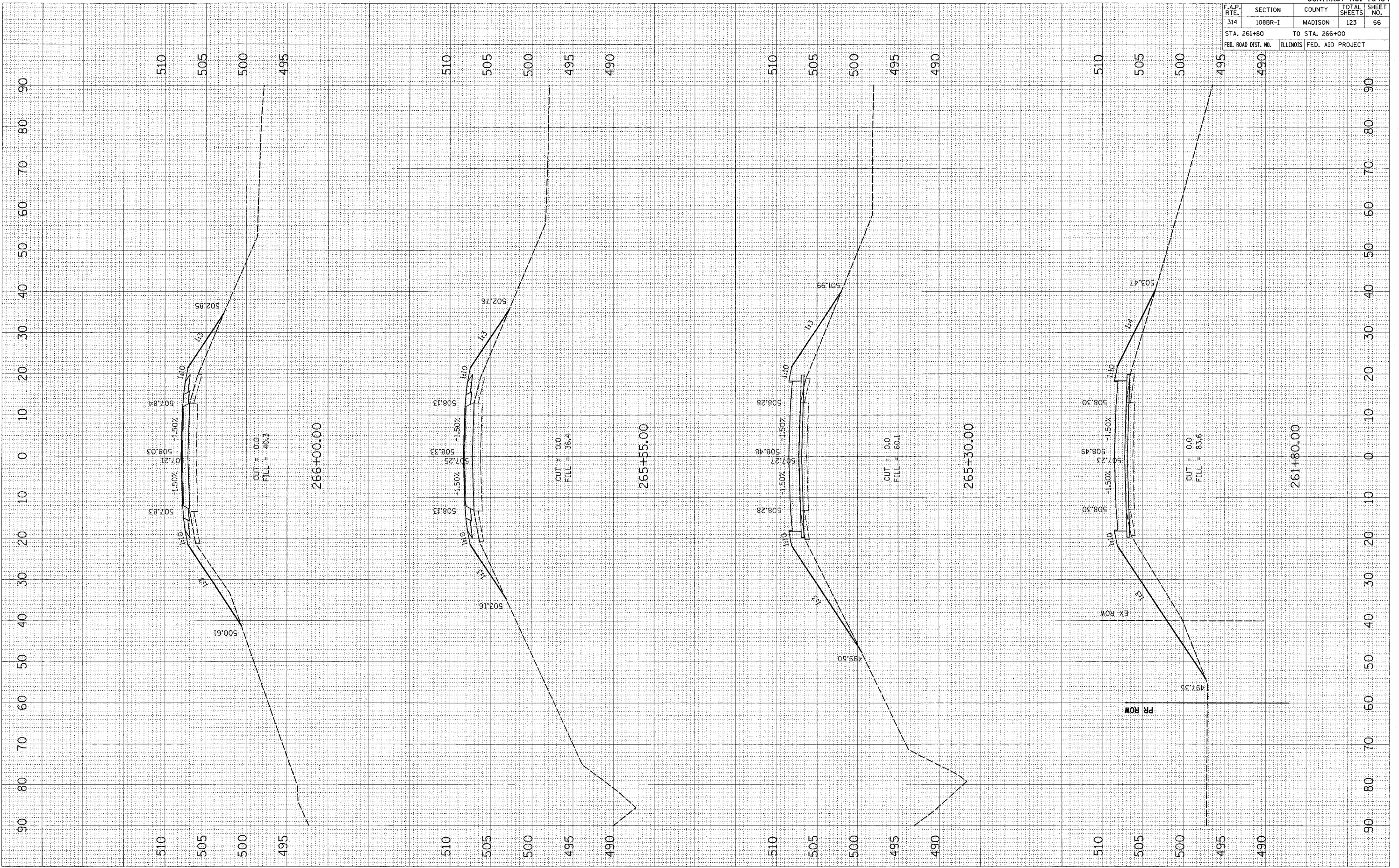


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-I	MADISON	123	66
STA. 261+80		TO STA. 266+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

FINAL SURVEY
 CHECKED BY _____ DATE _____
 PLOTTED BY _____
 TEMPLATE NO. _____
 AREAS CHECKED _____

ORIGINAL SURVEY
 CHECKED BY _____ DATE _____
 PLOTTED BY _____
 TEMPLATE NO. _____
 AREAS CHECKED _____

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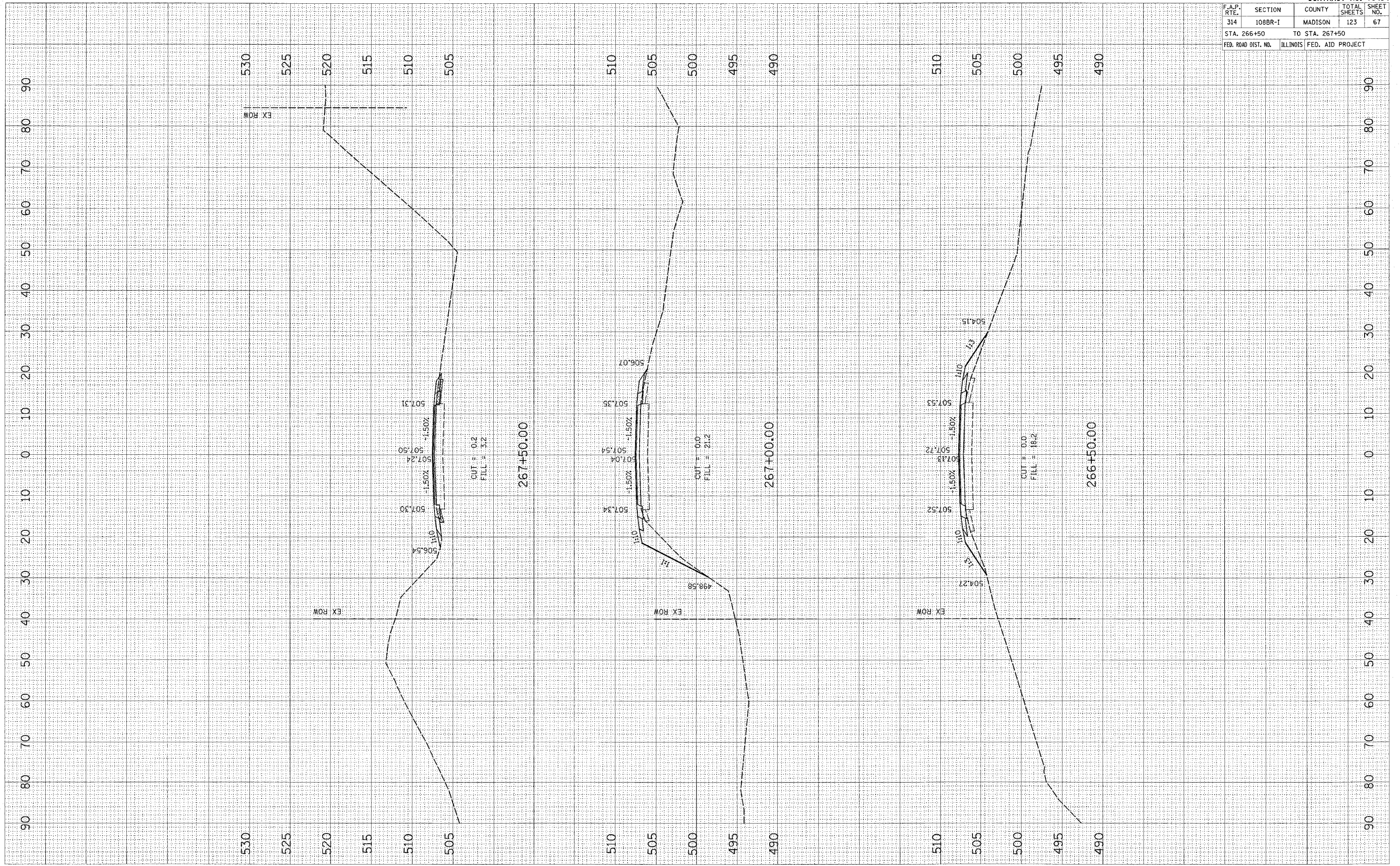


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	1088R-1	MADISON	123	67
STA. 266+50		TO STA. 267+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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

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

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 FILE NAME = 8/11/88
 USER NAME = MUSER



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-1	MADISON	123	68
STA. 268+00		TO STA. 269+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY PLOTTED AREAS CHECKED

BY: _____ DATE: _____

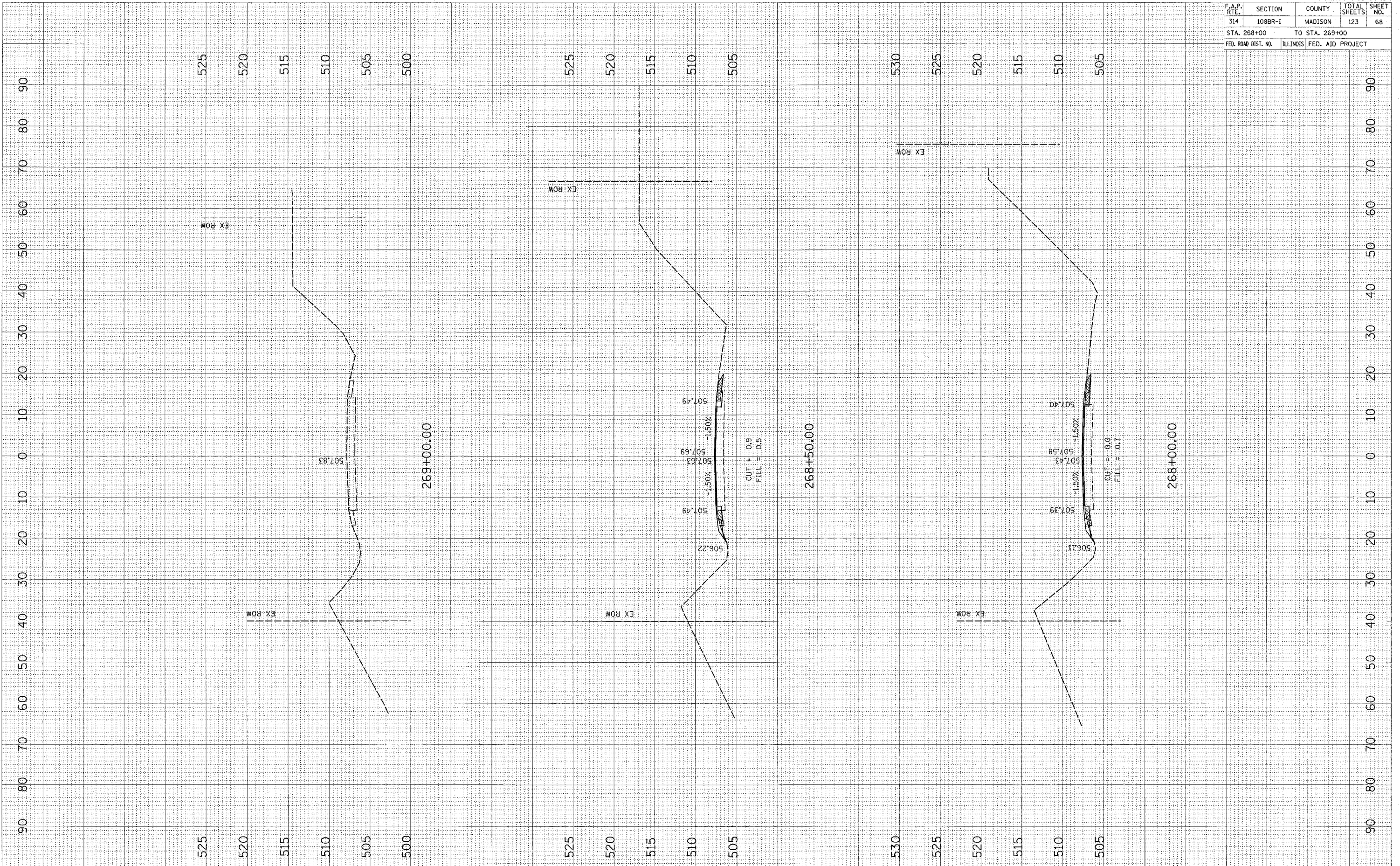
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ORIGINAL SURVEY PLOTTED AREAS CHECKED

BY: _____ DATE: _____

NO. _____

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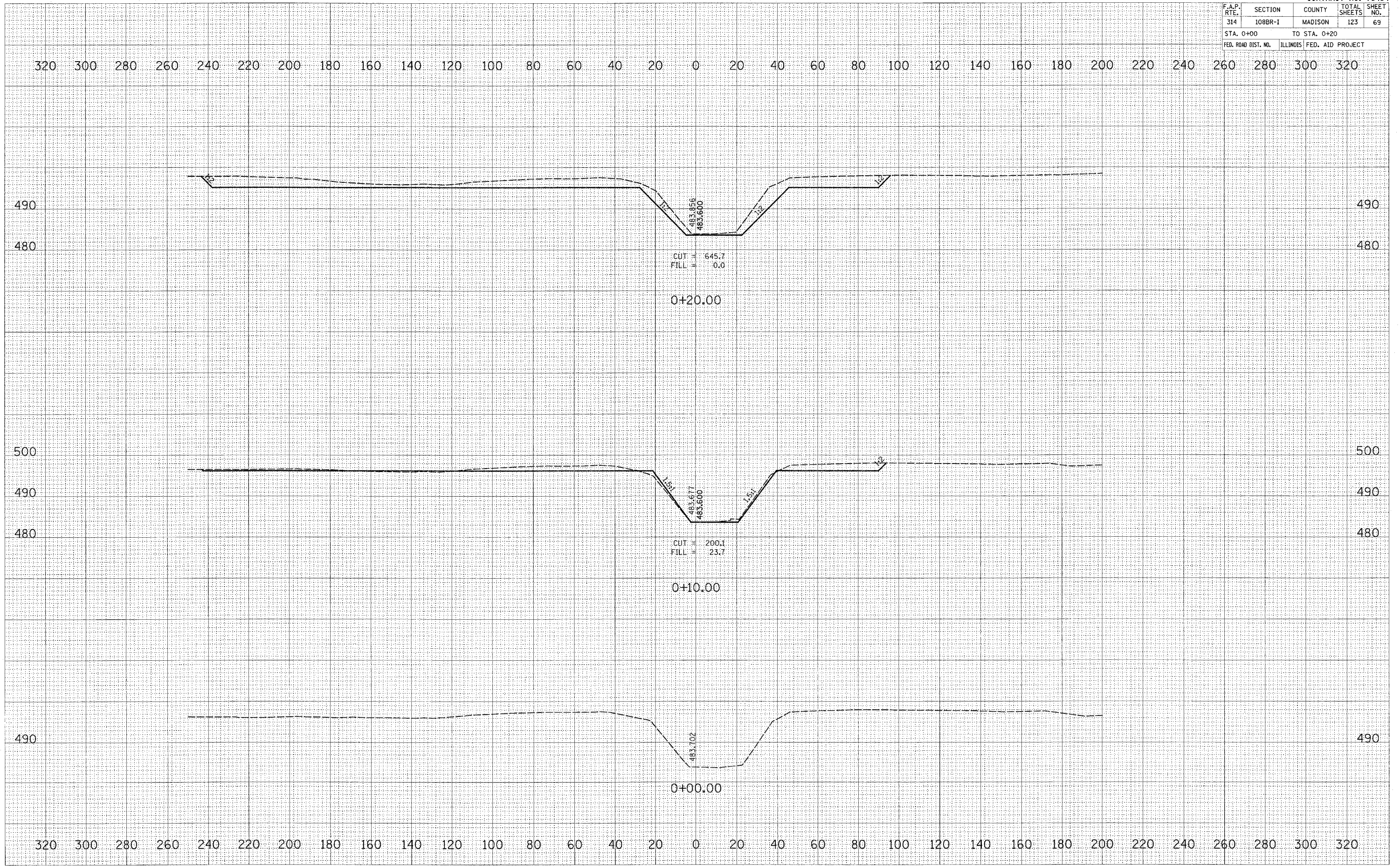


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-1	MADISON	123	69
STA. 0+00		TO STA. 0+20		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

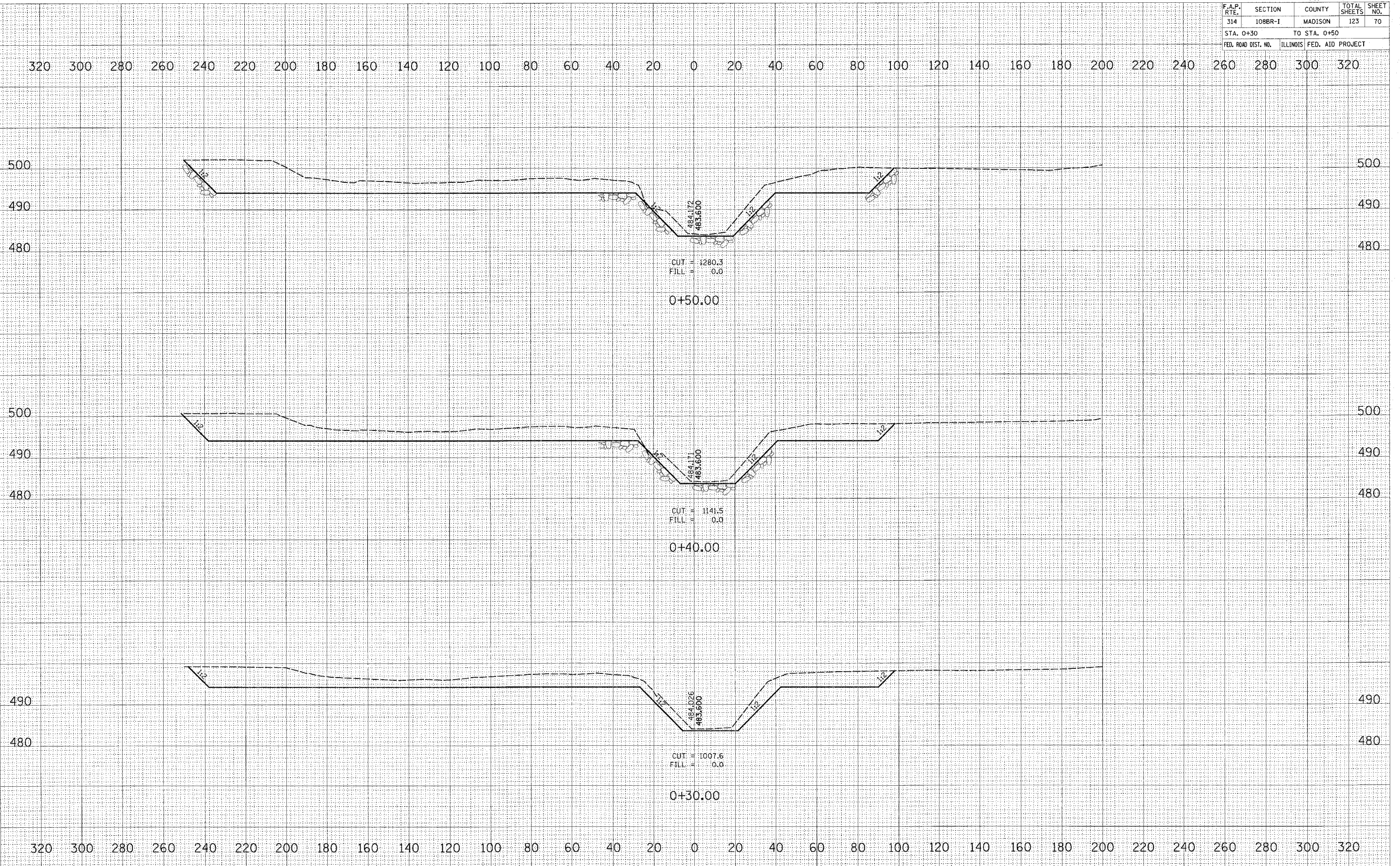
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 SUPERVISED: _____
 PLOTTED: _____
 TEMPLATE: _____
 FINAL SURVEY: _____
 NOTE BOOK NO.: _____
 AREAS CHECKED: _____

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

PLOT DATE = DATE *
 FILE NAME = FILEL *
 USER NAME = USER *
 USER = USER *



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-I	MADISON	123	70
STA. 0+30		TO STA. 0+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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

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

PLOT DATE = #DATE#
 FILE NAME = #FILE#
 PLOT SCALE = #SCALE#
 USER NAME = #USER#

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-1	MADISON	123	71
STA. 0+60		TO STA. 0+80		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DATE: _____ BY: _____

FINAL SURVEY: _____ SURVEYED: _____

NOTE BOOK: _____ PLOTTED: _____

NO. _____ AREAS CHECKED: _____

DATE: _____ BY: _____

ORIGINAL SURVEY: _____ SURVEYED: _____

NOTE BOOK: _____ PLOTTED: _____

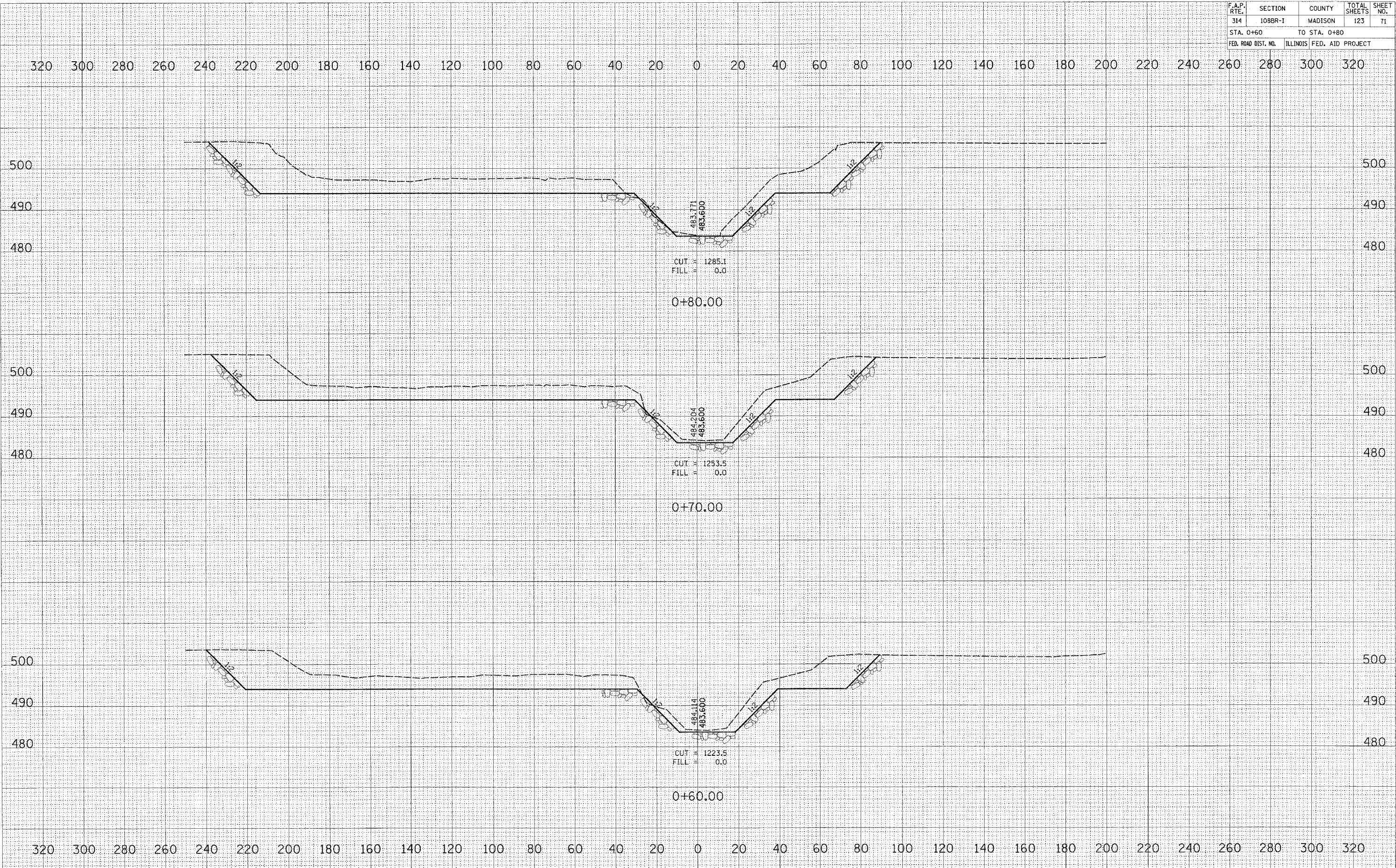
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PLOT SCALE = *SCALE*

USER NAME = *USER*

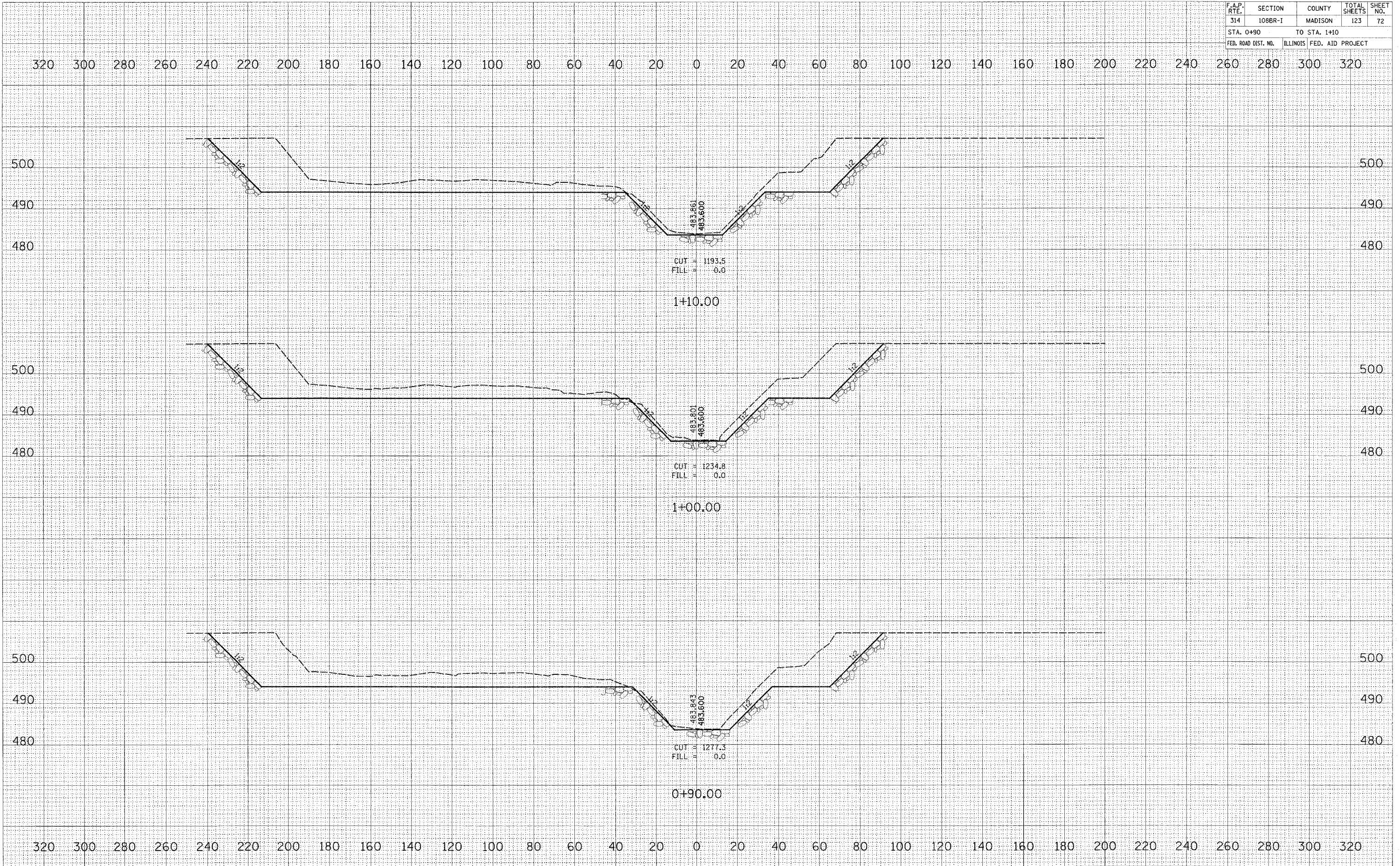


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-1	MADISON	123	72
STA. 0+90		TO STA. 1+10		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

BY _____ DATE _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 AREA CHECKED _____
 NO. _____

BY _____ DATE _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 AREA CHECKED _____
 NO. _____

DATE = #DATE#
 PLOT SCALE = #SCALE#
 USER NAME = #USER#



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	111BR-I	MADISON	123	76
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

NOTES

- ① ALL SIGNS REQUIRED WILL BE SUPPLIED TO THE CONTRACTOR BY I.D.O.T.
- ② THE CONTRACTOR SHALL FURNISH THE POSTS AND ERECT SIGNS AT THE LOCATIONS SHOWN ON THIS SHEET, AS DIRECTED BY THE R.E./R.T. THE POSTS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
- ③ THE CONTRACTOR SHALL GIVE ILLINOIS DEPARTMENT OF TRANSPORTATION, BUREAU OF OPERATIONS TWO WEEKS NOTICE FOR SIGNS. THE CONTRACTOR SHALL PICK UP THE SIGNS AT THE T.M. BUILDING IN FAIRVIEW HGTS., AND RETURN THEM UPON COMPLETION OF THE CONTRACT. ANY SIGNS DAMAGED BY CONSTRUCTION ACTIVITIES SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- ④ THE ABOVE NOTED WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE, LUMP SUM, FOR "WIDE LOAD SIGNING" AND NO OTHER COMPENSATION WILL BE ALLOWED.
- ⑤ SIGN SPACING WILL BE 400' OR TO FIT FIELD CONDITIONS.
- ⑥ THE HEIGHT TO THE BOTTOM OF THE LOWEST SIGN SHALL NOT BE LESS THAN 6'.

SIGNS REQUIRED

MAX WIDTH
10 FT 9 IN
1 MILE
AHEAD (2)

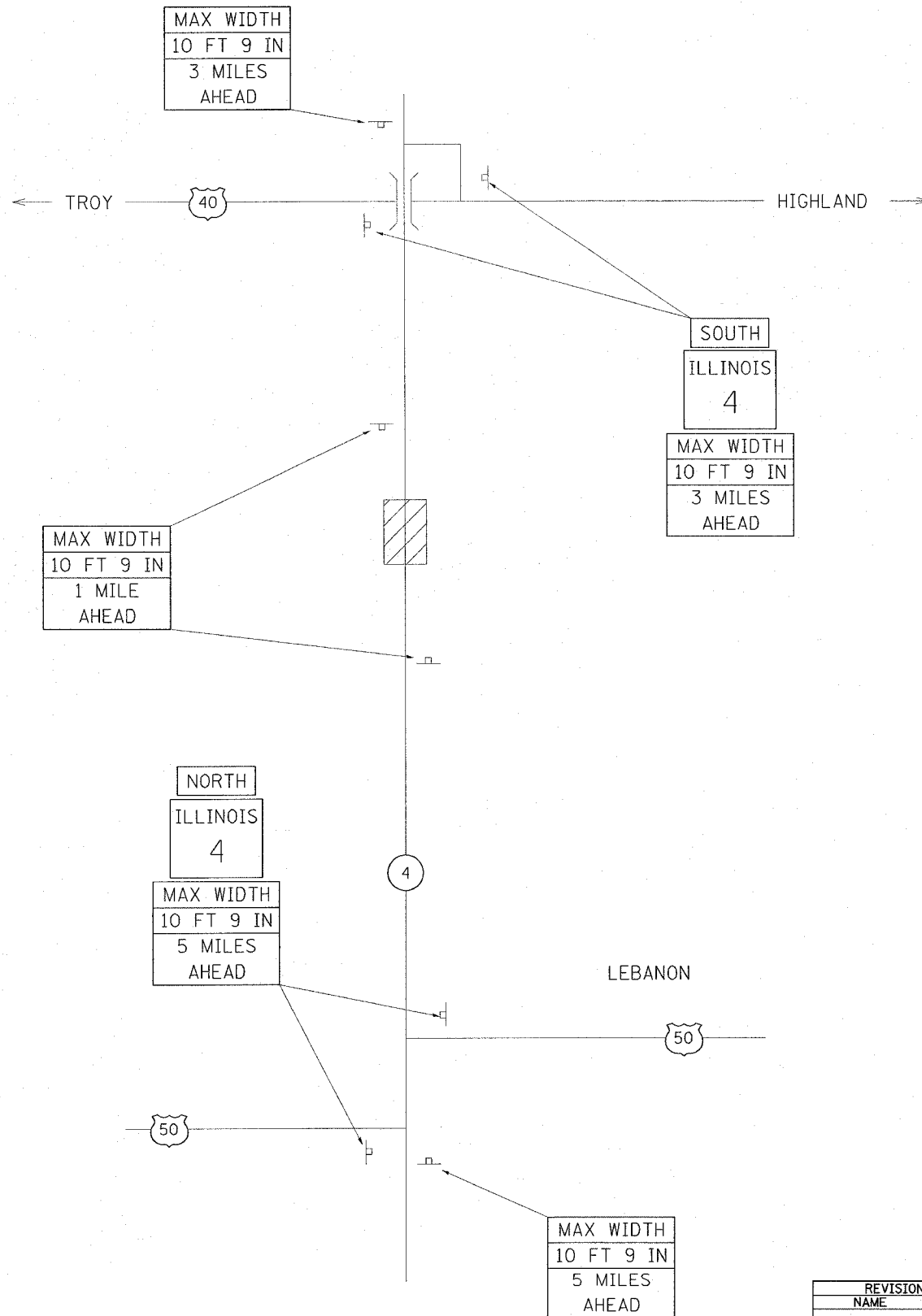
MAX WIDTH
10 FT 9 IN
3 MILES
AHEAD (3)

MAX WIDTH
10 FT 9 IN
5 MILES
AHEAD (3)

ILLINOIS
4 (4)

NORTH (2)

SOUTH (2)



REVISIONS	
NAME	DATE

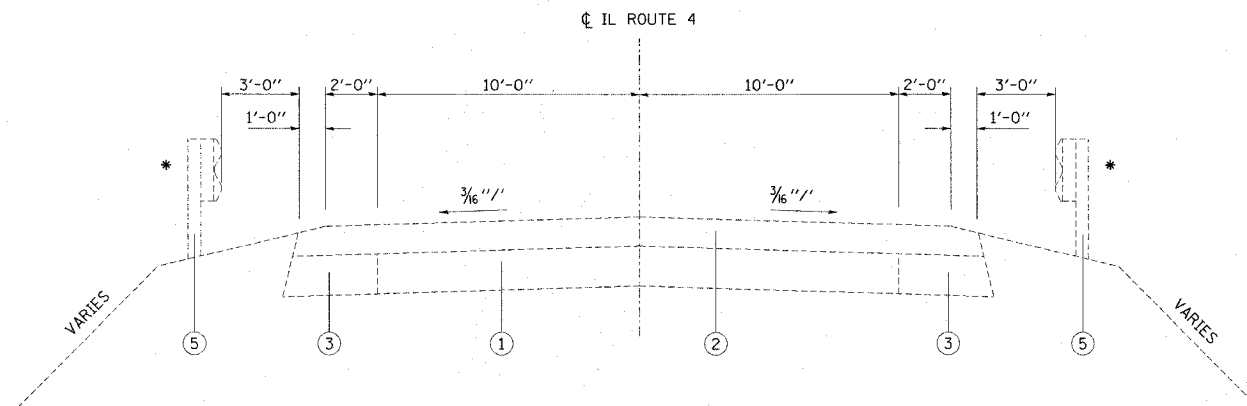
ILLINOIS DEPARTMENT OF TRANSPORTATION

WIDE LOAD SIGNING

FAP ROUTE 314
SECTION 111BR-I
MADISON COUNTY
SN 060-0112 (E) 0339 (P)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	111BR-I	MADISON	123	77
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLAN	DATE
BY	
REVIEWED	
PLotted	
NOTE BOOK	
NO.	

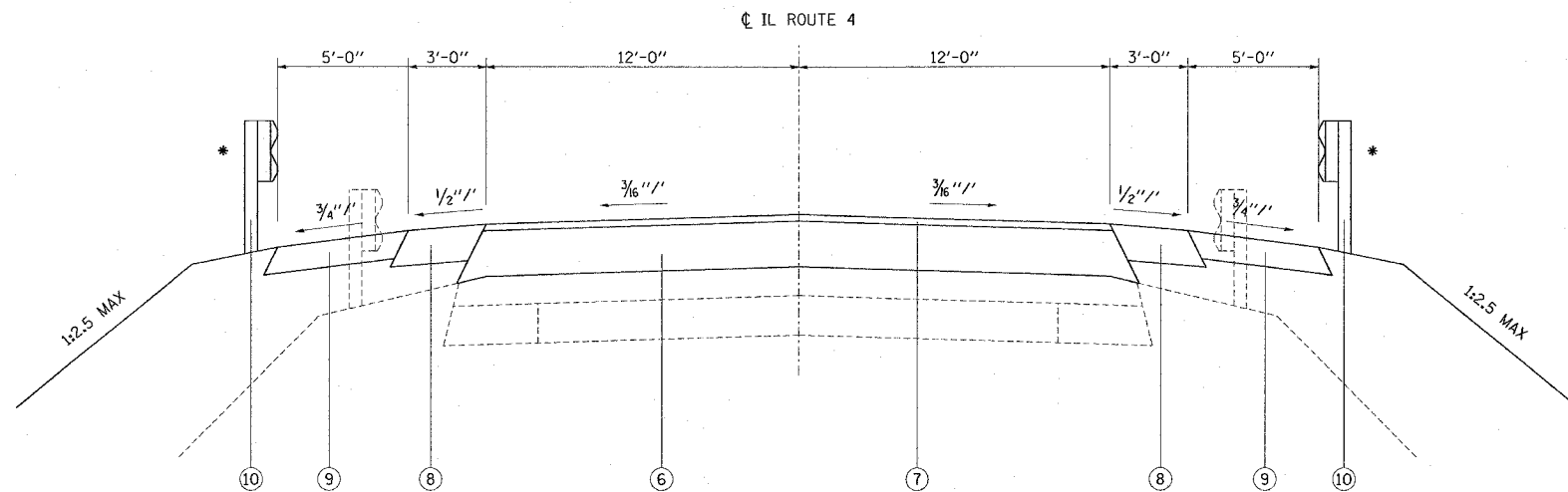


EXISTING TYPICAL SECTION

STA 157+25.0 TO STA 161+01.9
STA 161+78.9 TO STA 166+75.0

* STA 159+60.3 TO STA 161+01.9 RT
STA 161+78.9 TO STA 163+34.1 RT
STA 159+97.3 TO STA 161+01.9 LT
STA 161+78.9 TO STA 163+21.0 LT

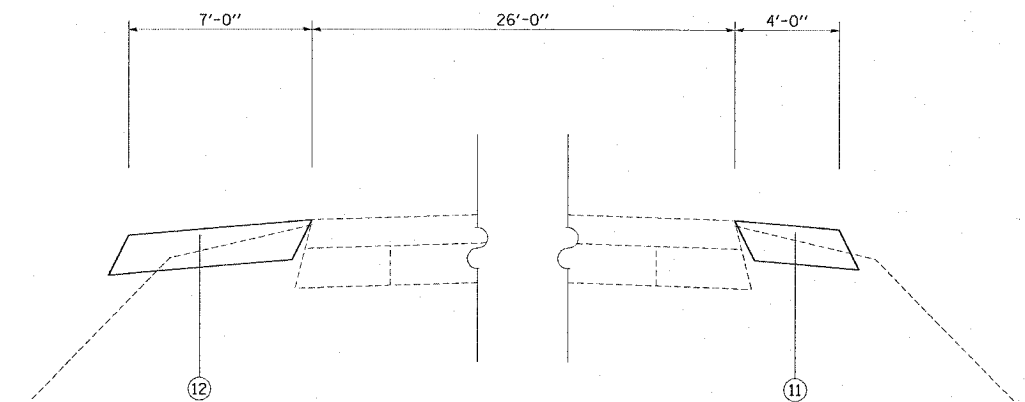
- LEGEND**
- ① EXISTING PCC PAVEMENT
 - ② EXISTING RESURFACING
 - ③ EXISTING PCC BASE COURSE WIDENING - 9"
 - ④ EXISTING AGGREGATE SHOULDER - 6"
 - ⑤ EXISTING GUARDRAIL
 - ⑥ PROPOSED BITUMINOUS BINDER COURSE - VARIES
 - ⑦ PROPOSED BITUMINOUS SURFACE COURSE - 1 1/2 "
 - ⑧ PROPOSED BITUMINOUS SHOULDER - 8"
 - ⑨ PROPOSED AGGREGATE SHOULDER - 6"
 - ⑩ PROPOSED GUARDRAIL
 - ⑪ PROPOSED BITUMINOUS BASE COURSE WIDENING - 8"
 - ⑫ PROPOSED BITUMINOUS BASE COURSE - 8"



PROPOSED TYPICAL SECTION

STA 157+25.0 TO STA 160+51.0
STA 162+29.0 TO STA 166+75.0

* STA 158+56.7 TO STA 160+51.0 RT
STA 162+29.0 TO STA 163+65.0 RT
STA 158+79.8 TO STA 160+51.0 LT
STA 162+29.0 TO STA 164+23.3 LT



PROPOSED WIDENING FOR STAGE CONSTRUCTION

STA 158+00 TO STA 158+65
STA 164+53 TO STA 165+50

STA 159+00 TO STA 160+93
STA 162+19 TO STA 164+00

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS
FAP ROUTE 314
SECTION 111BR-I
MADISON COUNTY
SN 060-0112(E) 0339(P)
DRAWN BY:
PLOT DATE: 10/26/2005

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	111BR-I	MADISON	123	78
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

EARTHWORK SCHEDULE

LOCATION	CHANNEL EXCAVATION	EARTH EXCAVATION (WIDENING)	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
STATION TO STATION	CU YD	CU YD	CU YD	CU YD	CU YD	CUYD
SN 060-0339 CHANNEL						
STA 0+00.00 TO STA 1+10.00	325					
SN 060-0339 MAINLINE						
STA 157+25.00 TO STA 160+93.00		20.6	21.7	31.7	968.4	-936.7
STA 162+19.00 TO STA 166+75.00		19.4	38.3	43.3	926.6	-883.3
SUBTOTAL	325	40	60	75.0	1895.0	-1820

STAGING SCHEDULE

LOCATION	BITUMINOUS BASE COURSE WIDENING SUPERPAVE, 8"	BITUMINOUS BASE COURSE SUPERPAVE, 8"	PAVEMENT REMOVAL	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE)	IMPACT ATTENUATOR, RELOCATE (NON-REDIRECTIVE)	IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW)
	SQ YD	TONS	SQ YD	FOOT	FOOT	EACH	EACH	EACH
STAGE I	167.0		167.0		412.5	1		1
STAGE II		126.0	126.0	687.5		1	1	
TOTAL	167	126	293*	687.5	412.5	2	1	1

* NOT A TOTAL QUANTITY FOR THIS STRUCTURE. SEE RESURFACING SCHEDULE.

RESURFACING SCHEDULE

LOCATION	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N90	BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N90	BITUMINOUS SHOULDERS, 8"	AGGREGATE SHOULDERS, TYPE A, 6"	PAVEMENT REMOVAL	BITUMINOUS SURFACE REMOVAL - BUTT JOINT
STATION TO STATION	TON	TON	TON	TONS	SQ YD	SQ YD	SQ YD	SQ YD
STA 157+25.00 TO STA 158+00.00	0.1	0.3	18.7		50.0	83.4		141.5
STA 158+00.00 TO STA 159+00.00	0.1	0.4	22.5	66.0	66.7	111.1		
STA 159+00.00 TO STA 160+00.00	0.2	0.4	22.5	217.6	66.7	111.1		
STA 160+00.00 TO STA 160+51.00	0.1	0.2	11.5	189.9	34.0	56.7		
STA 160+51.00 TO STA 161+02.00							192.4	
STA 161+79.00 TO STA 162+29.00							188.6	
STA 162+29.00 TO STA 163+00.00	0.1	0.2	15.9	259.4	47.5	79.0		
STA 163+00.00 TO STA 164+00.00	0.1	0.4	22.5	215.4	66.7	111.1		
STA 164+00.00 TO STA 165+00.00	0.1	0.4	22.5	84.2	66.7	111.1		
STA 165+00.00 TO STA 166+00.00	0.1	0.4	25.1	25.5	66.7	111.1		
STA 166+00.00 TO STA 166+75.00	0.1	0.3	17.8		50.0	83.4		157.5
TOTAL	1	3	179	1058	515	858	381*	299

* NOT A TOTAL QUANTITY FOR THIS STRUCTURE. SEE STAGING SCHEDULE.

TEMPORARY RAMP SCHEDULE

LOCATION	WIDTH	LENGTH	TEMPORARY RAMP
	FOOT	FOOT	SQ YD
STAGE II			
NW QUADRANT	20	30	66.5
SW QUADRANT	20	30	66.5
TOTAL			133

TREE REMOVAL

LOCATION	RIGHT OR LEFT	TREE REMOVAL (6-15 UNITS DIA)	TREE REMOVAL (OVER 15 UNITS DIA)
STATION OFFSET		UNITS	UNITS
159+98.21 38	LT		1
159+98.76 31	RT		1
160+18.81 33	LT	1	
160+21.20 39	LT		1
160+24.37 38	LT	1	
160+47.54 45	LT	1	
160+51.15 46	LT	1	
160+61.99 35	LT	1	
160+75.57 31	LT		1
160+93.96 30	RT	1	
161+06.91 35	LT		1
161+15.86 40	LT	1	
161+16.56 38	LT	1	
161+21.78 36	LT		1
161+28.08 33	LT		1
162+35.56 40	LT	1	
162+44.42 40	LT	1	
162+50.82 41	LT		1
163+73.28 40	RT	1	
163+73.60 38	RT	1	
163+76.32 36	RT	1	
TOTAL		13	8

GUARDRAIL SCHEDULE

LOCATION	GUARDRAIL REMOVAL	STEEL PLATE BEAM GUARDRAIL, TYPE A	TRAFFIC BARRIER TERMINAL, TYPE 1, SPC (TANGENT)	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 1, SPC (TANGENT)	TRAFFIC BARRIER TERMINAL, TYPE 2	TRAFFIC BARRIER TERMINAL, TYPE 6	GUARDRAIL MARKERS, TYPE A	BARRIER WALL MARKERS, TYPE B	BARRIER WALL MARKERS, TYPE C	TERMINAL MARKER - DIRECT APPLIED
	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
NB IL 4							3	2	2	
SB IL 4							4	2	2	
NW QUADRANT	137.5	137.5	1	1		1				1
NE QUADRANT	137.5	50	1			1				1
SW QUADRANT	125	25	2		1	1				2
SE QUADRANT	137.5	137.5	1			1				1
TOTAL	537.5	350	5	1	1	4	7	4	4	5

EROSION CONTROL SCHEDULE

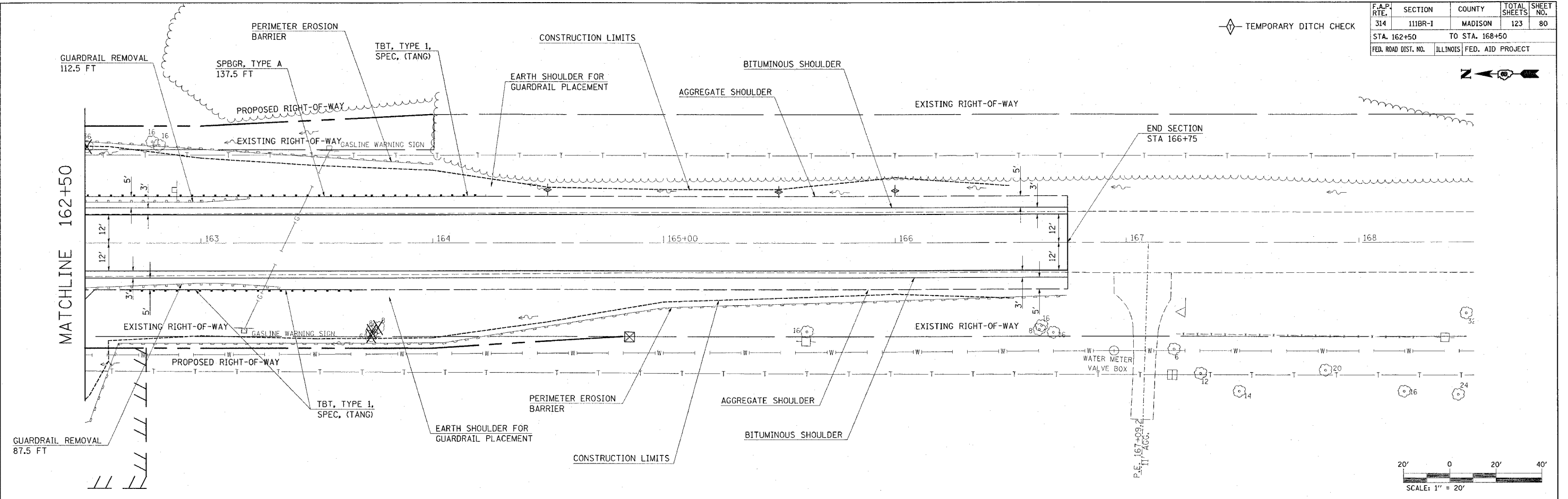
LOCATION	RIGHT OR LEFT	TEMPORARY DITCH CHECKS	PERIMETER EROSION BARRIER
STATION TO STATION		EACH	FOOT
STA 164+50	LT	1	
STA 165+50	LT	1	
STA 166+00	LT	1	
STA 157+25 TO STA 160+60	RT		360
STA 157+25 TO STA 160+85	LT		385
STA 161+50 TO STA 162+60	RT		205
STA 162+20 TO STA 164+00	LT		180
STA 162+60 TO STA 166+75	RT		415
TOTAL		3	1545

ALL QUANTITIES ON THIS SHEET ARE NOT TOTAL QUANTITIES. SEE SHEET 11 & 12 FOR SECTION 108BR-I SCHEDULES.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<p align="center">SCHEDULE OF QUANTITIES</p> <p align="center">FAP ROUTE 314 SECTION 111BR-I MADISON COUNTY</p>

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	111BR-1	MADISON	123	80
STA. 162+50		TO STA. 168+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

TEMPORARY DITCH CHECK



PLAN

DATE	
BY	
REVISION	
NO.	
DATE	
BY	
REVISION	
NO.	

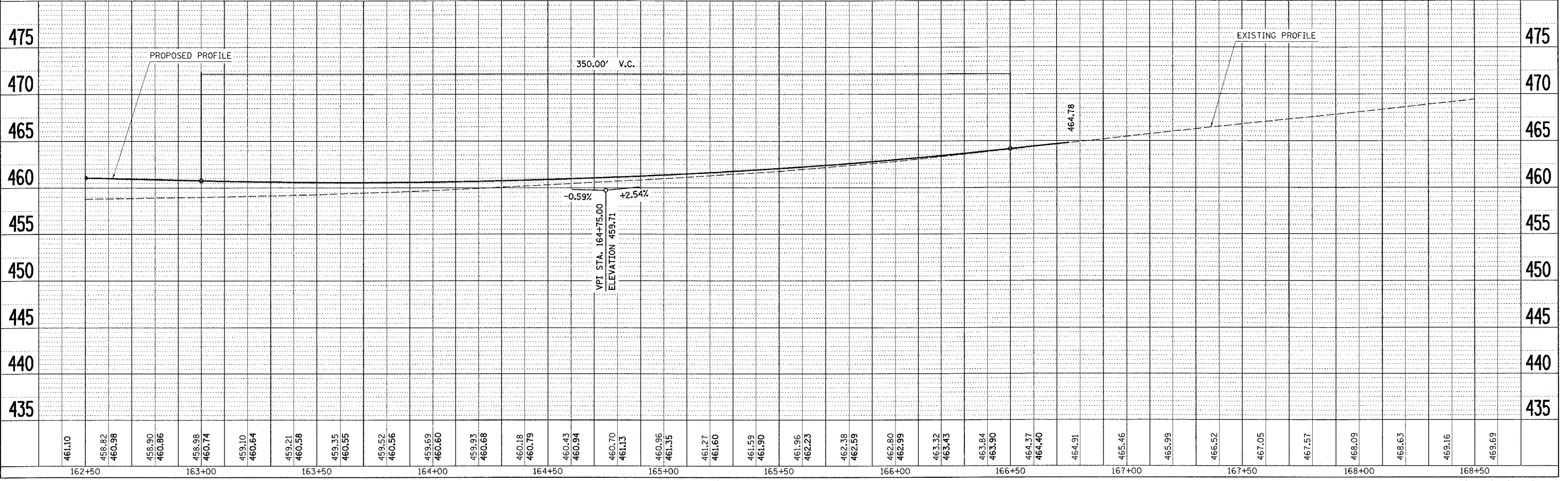
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 STRUCTURE NOTATION: CPWD
 NO. _____
 USER NAME: _____

PROFILE

DATE	
BY	
REVISION	
NO.	
DATE	
BY	
REVISION	
NO.	

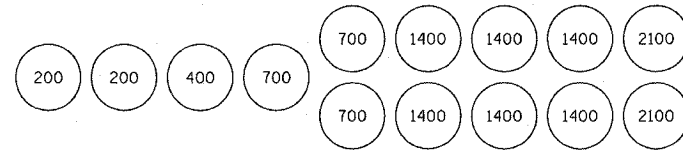
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 NO. _____
 USER NAME: _____

PLOT DATE = 10/26/2005
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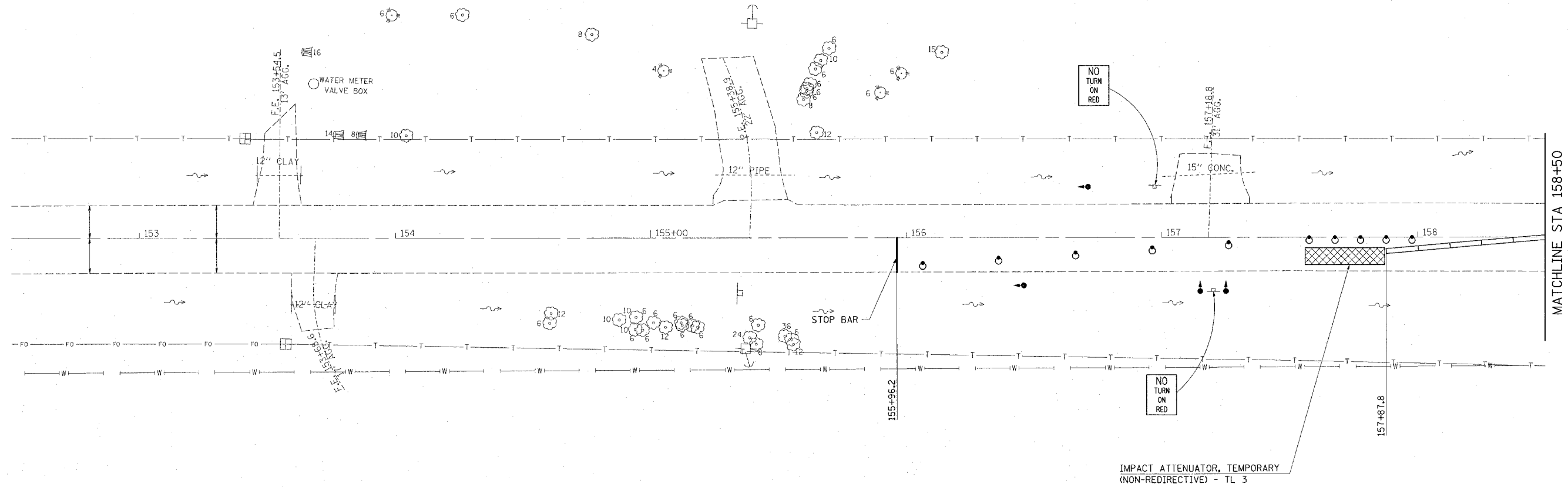


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	111BR-I	MADISON	123	81
STA. 152+50 TO STA. 158+50			FED. AID PROJECT	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LEGEND	
	TEMPORARY TRAFFIC SIGNAL
	DRUM WITH STEADY BURNING LIGHT
	IMPACT ATTENUATOR
	TEMPORARY CONCRETE BARRIER
	TYPE III BARRICADE



SAND MODULE IMPACT ATTENUATOR LAYOUT (IF OPTION USED)



SEQUENCE OF CONSTRUCTION - STAGE I:

- PLACE "BITUMINOUS BASE COURSE WIDENING, SUPERPAVE 8 INCH" FOR 4.0 FT WIDENING.
- RELOCATE FIELD ENTRANCE FROM STA 162+10 RT TO STA 162+38 RT.
- PLACE STOP BARS AS SHOWN ON PLANS.
- REMOVE SKIP-DASH AND SOLID EDGE PAVEMENT MARKINGS BETWEEN STOP BARS.
- PLACE 412.5 FT TEMPORARY CONCRETE BARRIER AND 2 EACH IMPACT ATTENUATORS, TEMPORARY.
- SEE STANDARD 701321 FOR DETAILS NOT SHOWN ON PLANS.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE I CONSTRUCTION

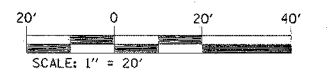
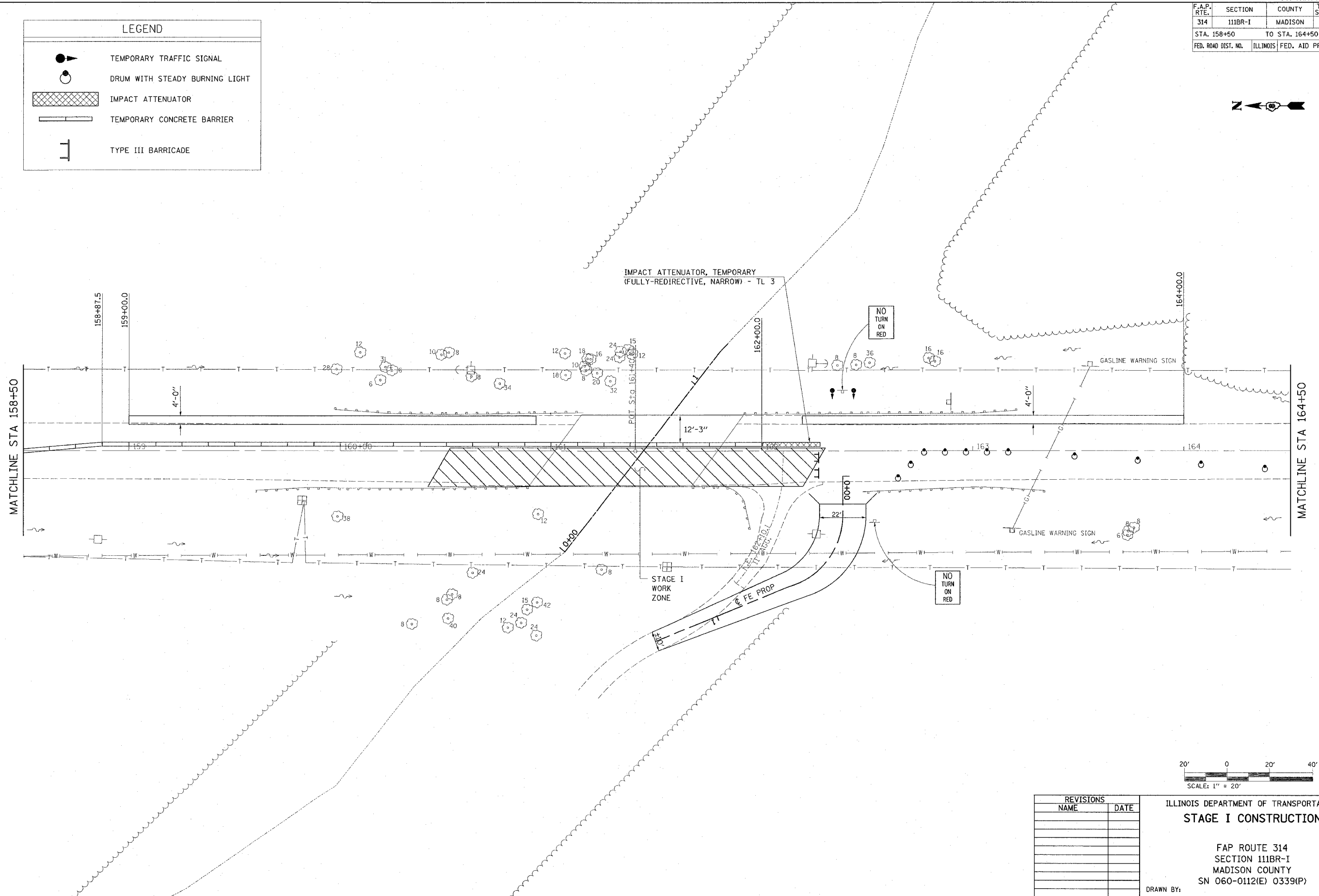
FAP ROUTE 314
SECTION 111BR-I
MADISON COUNTY
SN 060-0112(E) 0339(P)

DRAWN BY:

DATE: *
NAME: *
SCALE: *
USER: *

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	111BR-I	MADISON	123	82
STA. 158+50		TO STA. 164+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

LEGEND	
	TEMPORARY TRAFFIC SIGNAL
	DRUM WITH STEADY BURNING LIGHT
	IMPACT ATTENUATOR
	TEMPORARY CONCRETE BARRIER
	TYPE III BARRICADE



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE I CONSTRUCTION

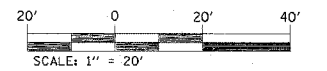
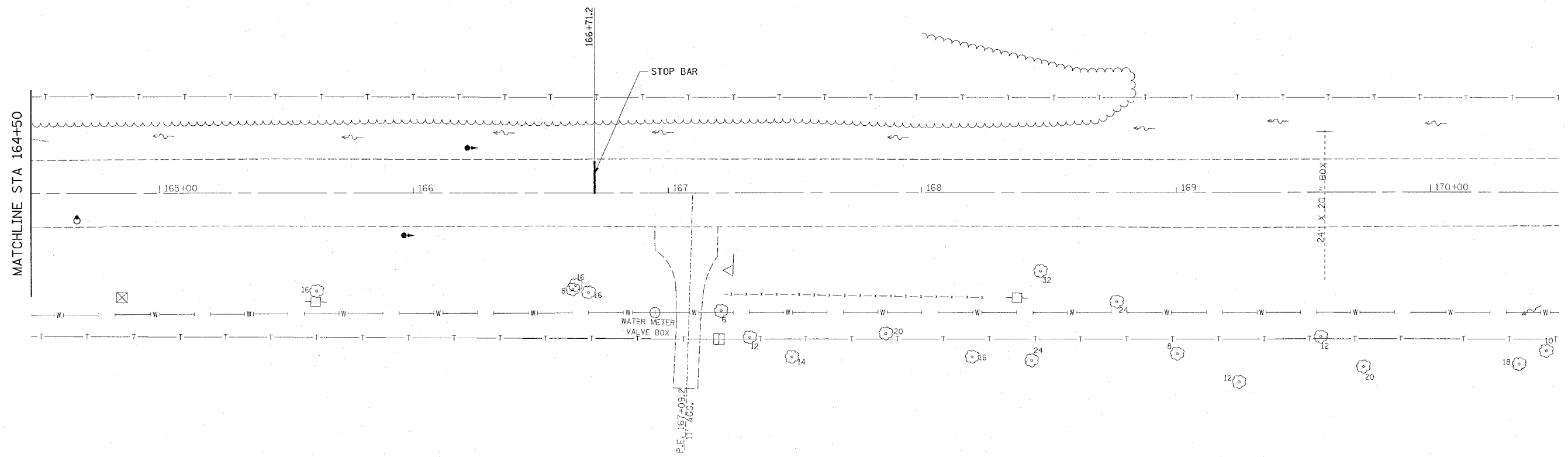
FAP ROUTE 314
 SECTION 111BR-I
 MADISON COUNTY
 SN 060-0112(E) 0339(P)

DRAWN BY:

PLOT DATE * DATE *
 PLOT SCALE * SCALE *
 USER NAME * USER *

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	111BR-I	MADISON	123	83
STA. 164+50		TO STA. 170+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

LEGEND	
	TEMPORARY TRAFFIC SIGNAL
	DRUM WITH STEADY BURNING LIGHT
	IMPACT ATTENUATOR
	TEMPORARY CONCRETE BARRIER
	TYPE III BARRICADE



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE I CONSTRUCTION

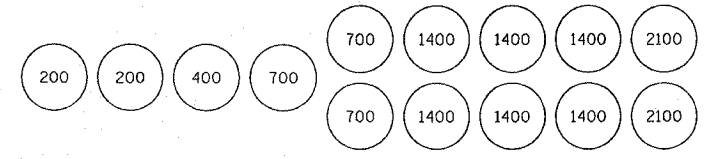
FAP ROUTE 314
 SECTION 111BR-I
 MADISON COUNTY
 SN 060-0112(E) 0339(P)

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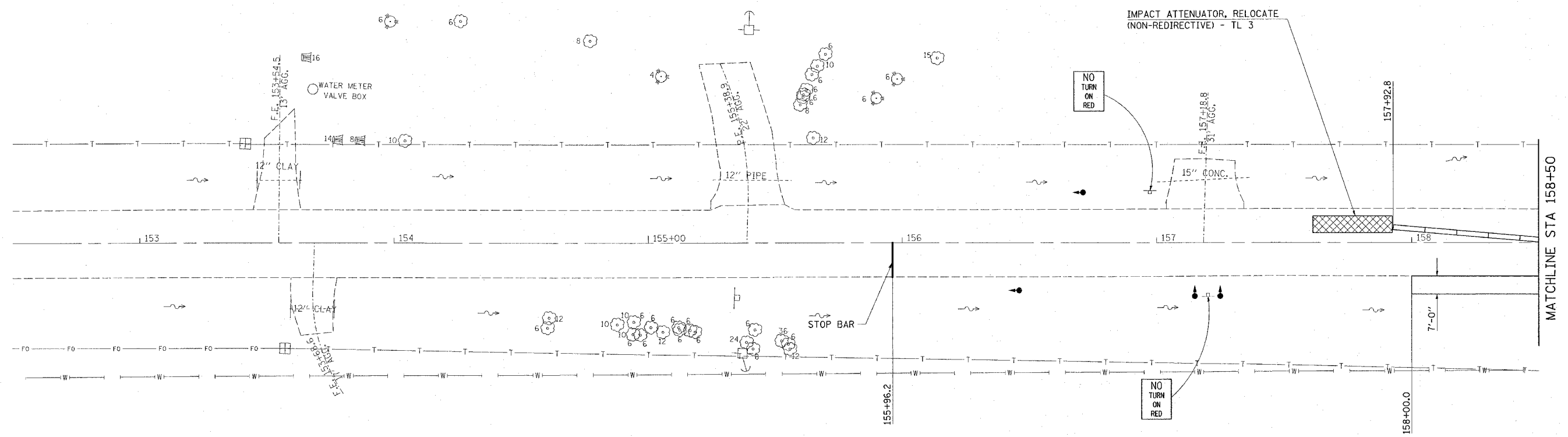
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 USER NAME = #USER#

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	111BR-I	MADISON	123	84
STA. 152+50		TO STA. 158+50		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

LEGEND	
	TEMPORARY TRAFFIC SIGNAL
	DRUM WITH STEADY BURNING LIGHT
	IMPACT ATTENUATOR
	TEMPORARY CONCRETE BARRIER
	TYPE III BARRICADE

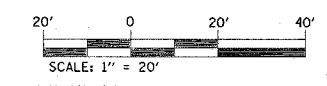


SAND MODULE IMPACT ATTENUATOR LAYOUT (IF OPTION USED)



SEQUENCE OF CONSTRUCTION - STAGE II:

- PLACE 150' PERMANENT PAVEMENT ON NORTH END AND 200' PERMANENT PAVEMENT ON SOUTH END OF STRUCTURE. (12' PAVEMENT, 3' BITUMINOUS SHOULDER & 3' AGGREGATE SHOULDER)
- BUILD UP FIELD ENTRANCE AT STA 162+38 RT TO MATCH PROPOSED PAVEMENT ELEVATION.
- PLACE 30 FT TEMPORARY RAMP ON NORTH AND SOUTH ENDS OF THE PERMANENT PAVEMENT.
- PLACE "BITUMINOUS BASE COURSE, SUPERPAVE 8 INCH" FOR 7.0 FT WIDENING.
- PLACE TRAFFIC BARRIER TERMINALS, STEEL PLATE BEAM GUARDRAIL, ON BOTH ENDS OF STRUCTURE AND TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANG) ON NORTH END.
- RELOCATE 412.5 FT AND PLACE ADDITIONAL 275 FT OF TEMPORARY CONCRETE BARRIER AND RELOCATE 1 EACH IMPACT ATTENUATOR AND PLACE 1 EACH IMPACT ATTENUATOR, TEMPORARY.
- SEE STANDARD 701321 FOR DETAILS NOT SHOWN ON PLANS.



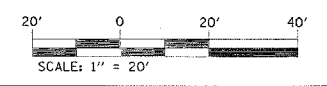
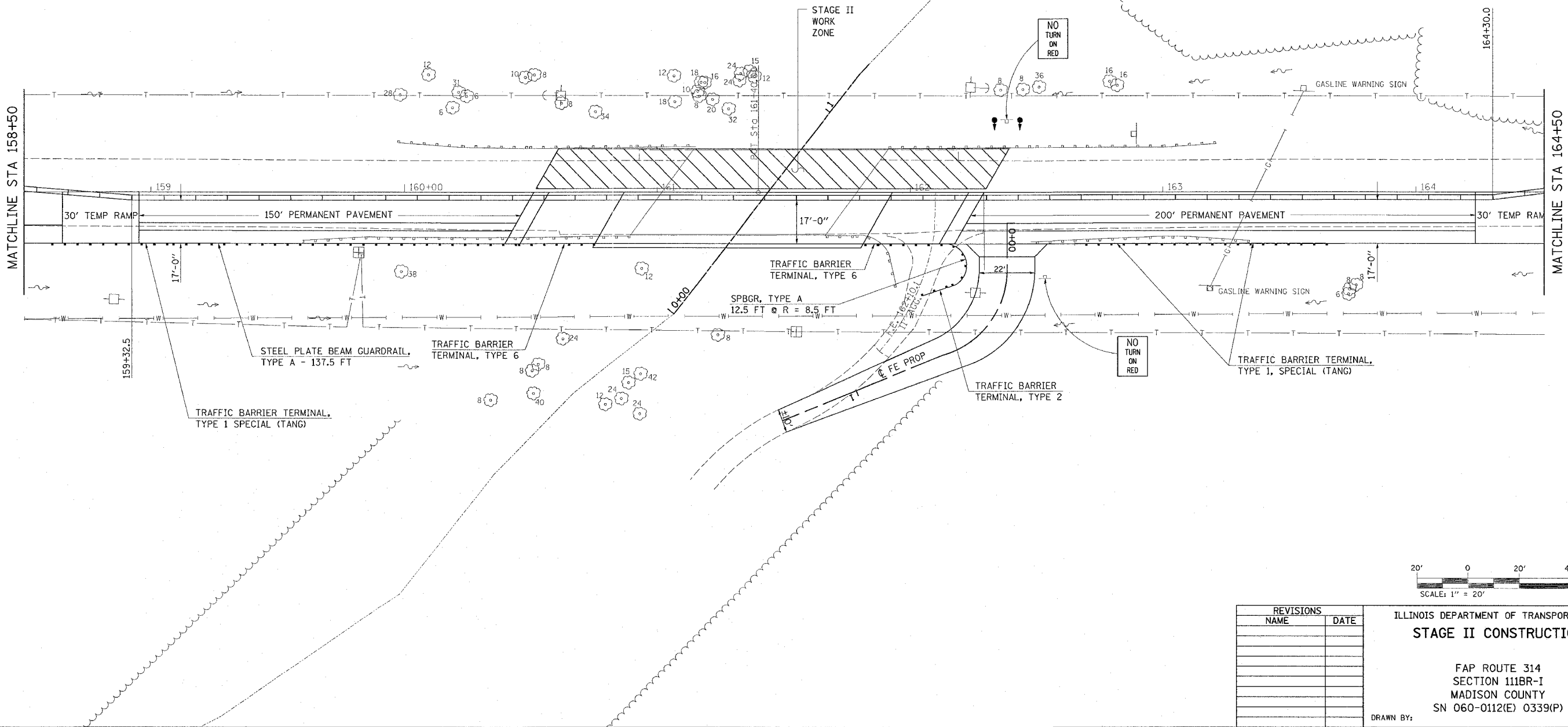
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE II CONSTRUCTION
 FAP ROUTE 314
 SECTION 111BR-I
 MADISON COUNTY
 SN 060-0112(E) 0339(P)
 DRAWN BY:

PLOT DATE = 11/1/2005
 FILE NAME = c:\projects\111br\111br\111br\111br.dgn
 USER NAME = gerry

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	111BR-1	MADISON	123	85
STA. 158+50		TO STA. 164+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

LEGEND	
	TEMPORARY TRAFFIC SIGNAL
	DRUM WITH STEADY BURNING LIGHT
	IMPACT ATTENUATOR
	TEMPORARY CONCRETE BARRIER
	TYPE III BARRICADE



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE II CONSTRUCTION

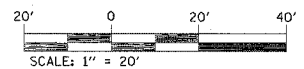
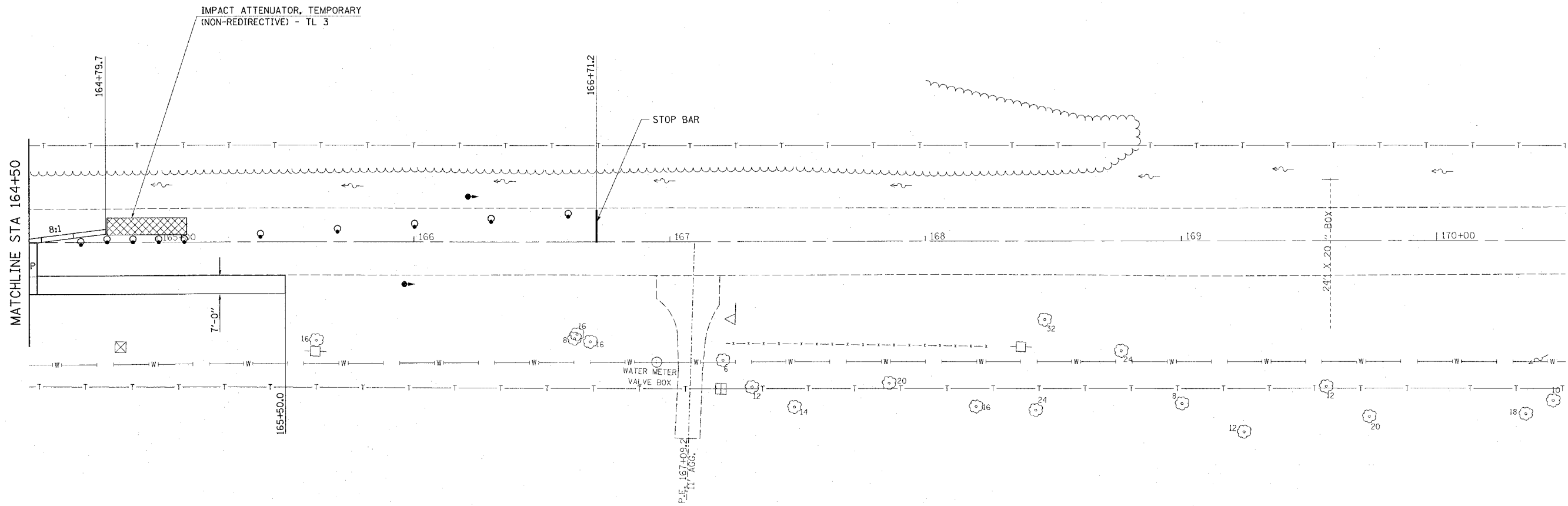
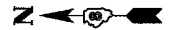
FAP ROUTE 314
 SECTION 111BR-1
 MADISON COUNTY
 SN 060-0112(E) 0339(P)

DRAWN BY:

PLOT DATE * NUMBER *
 FILE NAME * SHEET *
 PLOT SCALE * SCALE *
 USER NAME * USER *

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	111BR-I	MADISON	123	86
STA. 164+50		TO STA. 170+50		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

LEGEND	
	TEMPORARY TRAFFIC SIGNAL
	DRUM WITH STEADY BURNING LIGHT
	IMPACT ATTENUATOR
	TEMPORARY CONCRETE BARRIER
	TYPE III BARRICADE



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE II CONSTRUCTION

FAP ROUTE 314
 SECTION 111BR-I
 MADISON COUNTY
 SN 060-0112(E) 0339(P)

DRAWN BY:

PLOT DATE * DATE *
 PLOT SCALE * SCALE *
 USER NAME * USER *

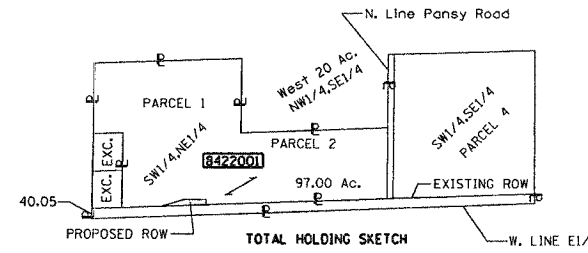
PART OF THE N 1/2 OF SECTION 30, T3N, R6W, OF THE 3RD PM, MADISON COUNTY, ILLINOIS

BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

SECTION	COUNTY	1874	1875
314	MADISON	123	87
STA.	TO STA.		
FED. ROAD DIST. NO.	ALIGNED	FED. ROAD PROJECT	

COORDINATES SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

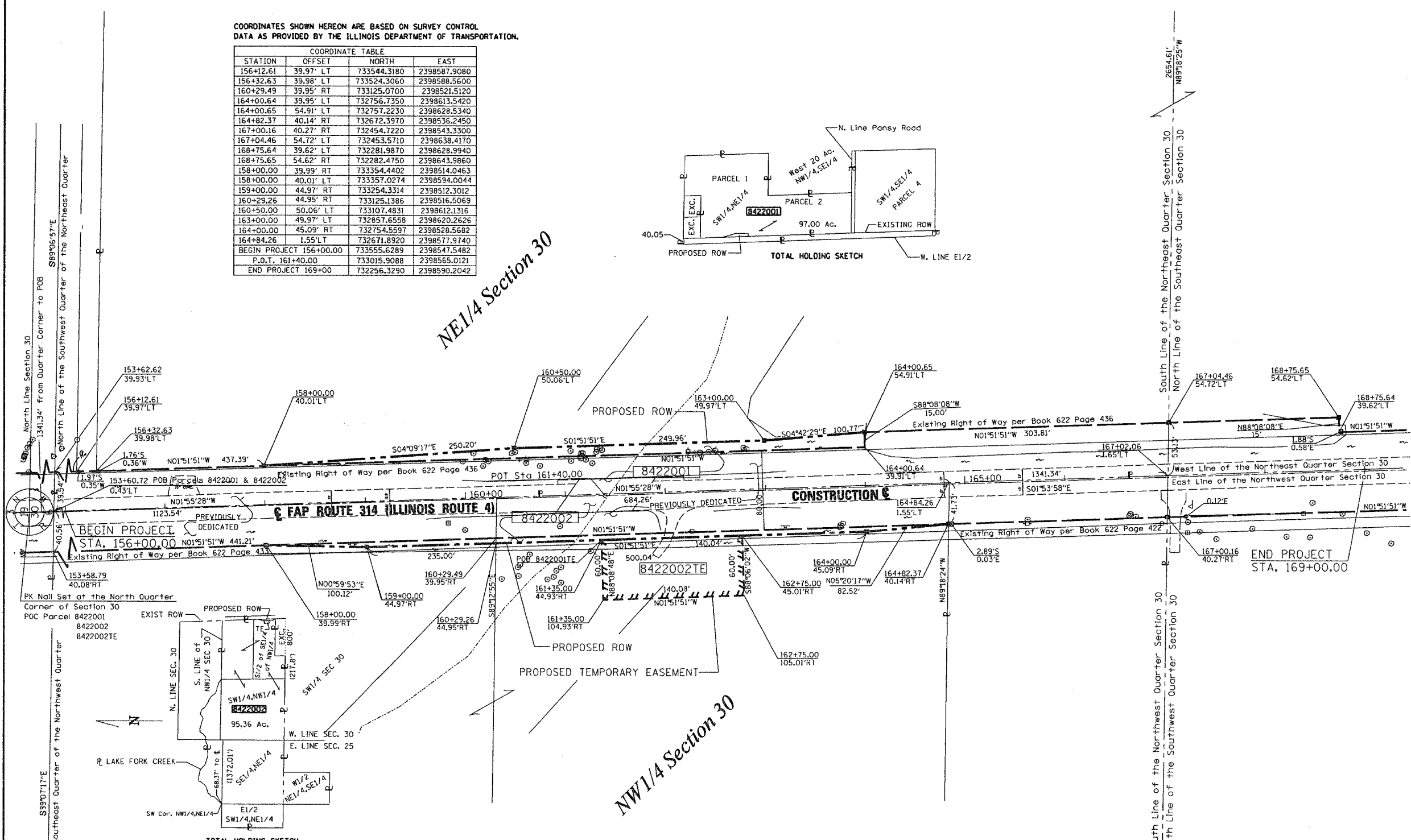
STATION	OFFSET	NORTH	EAST
156+12.61	39.97' LT	733544.3180	2398587.9080
156+32.63	39.98' LT	733524.3060	2398588.5600
160+29.49	39.95' RT	733125.0700	2398521.5120
164+00.64	39.95' LT	732756.7350	2398613.5420
164+00.65	54.91' LT	732757.2230	2398628.5340
164+82.37	40.14' RT	732672.3970	2398536.2450
167+00.16	40.27' RT	732454.7220	2398543.3300
167+04.46	54.72' LT	732453.5710	2398638.4170
168+75.64	39.62' LT	732281.9870	2398628.9940
168+75.65	54.62' RT	732282.4750	2398643.9860
158+00.00	39.99' RT	733354.4402	2398514.0463
158+00.00	40.01' LT	733357.0274	2398594.0044
159+00.00	44.97' RT	733254.3314	2398512.3012
160+29.26	44.95' RT	733125.1396	2398516.5069
160+50.00	50.06' LT	733107.4831	2398612.1316
163+00.00	49.97' LT	732857.6558	2398620.2626
164+00.00	45.09' RT	732754.5597	2398528.5682
164+84.26	1.55' LT	732671.8920	2398571.9740
BEGIN PROJECT 156+00.00		733555.6289	2398547.5482
P.O.T. 161+40.00		733015.9088	2398565.0121
END PROJECT 169+00		732256.3290	2398590.2042



LEGEND

- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APL
- APPEARANT PROPERTY LINE
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD AT CORNER UNLESS OTHERWISE NOTED
- SET 3/8 INCH IRON ROD AT CORNER UNLESS OTHERWISE NOTED
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP
- EXISTING BUILDING

NO.	DATE	DESCRIPTION	BY



STATE OF ILLINOIS)
 COUNTY OF) SS

I, TERRY J. FELDMANN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, CERTIFY THAT I HAVE SURVEYED THE PLAT OF HIGHWAY SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THE PROPOSED PARCEL(S) TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.

DATED _____

TERRY J. FELDMANN, PLS NO. 2973
 LICENSE EXPIRATION DATE: 11/30/2006

* CURT F. SMALLER, TRUSTEE OF THE CURT F. SMALLER DECLARATION OF TRUST DATED NOVEMBER 19, 1996, AS TO AN UNDIVIDED 1/2 INTEREST AND LUAN G. SMALLER TRUSTEE OF THE LUAN G. SMALLER DECLARATION OF TRUST DATED NOVEMBER 19, 1996 AS TO AN UNDIVIDED 1/2 INTEREST

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION				EASEMENTS		REMAINDER ACRES	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY		
			PREVIOUSLY DEDICATED ACRES	SO. FT.	NET ACRES	SO. FT.	PE - PERMANENT ACRES	TE - TEMPORARY ACRES				EASEMENT PURPOSE	
8422001	MA-3366.0	135	1,4137	61,580	1,2987	56,572	0.1150	5008	133,5863	05-1-23-30-00-000-002			
8422002	PETER ALLEN BOSTROM MA-3360 & MA-3364	165	1,1279	49,133	1,0600	46,177	0.0679	2956	163,8721	0,19292	8,404	GRADING & ENTRANCE CONSTRUCTION	05-1-23-30-00-000-007

LTR LAND SURVEYING, INC.
 800 VANDALIA, SUITE 200
 COLLINSVILLE, IL 62234
 618-843-1170
 PROFESSIONAL DESIGN FIRM # 184-00810

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
 FAP ROUTE 314 (IL 4)
 SECTION 111BR-1
 MADISON COUNTY
 JOB NO. R-98-022-04

STATION 156+00 TO STATION 169+00
 SCALE: 1" = 50'

COMPLETION DATE OF FIELD WORK PERFORMED
 LAND SURVEY: MARCH 28, 2005
 RIGHT OF WAY STAKING: MAY 24, 2005

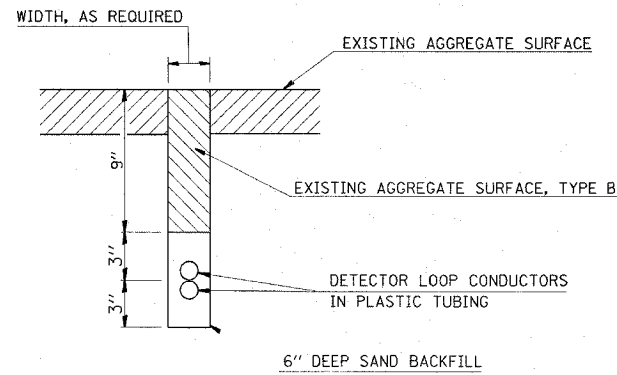
ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS-DISTRICT 8
 1102 EASTPORT PLAZA DRIVE
 COLLINSVILLE, ILLINOIS 62234-6198

SHEET 1 IS A COVER SHEET

DATE: 03/28/05
 DRAWN: JCS
 CHECKED: JCS
 REF: REF
 PREP: REF

PLOT DATE: *DATE-TIME*

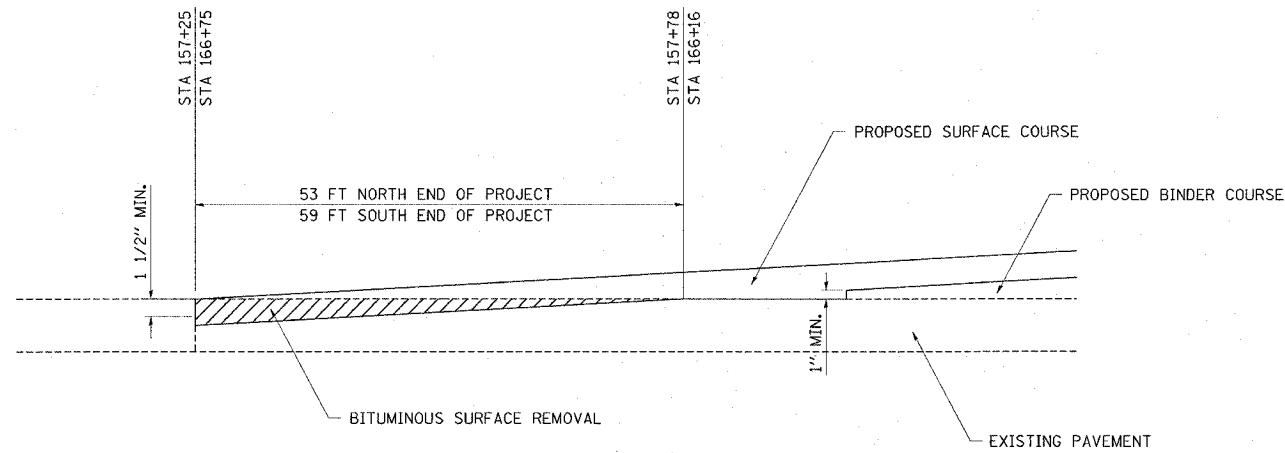
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	111BR-1	MADISON	123	88
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



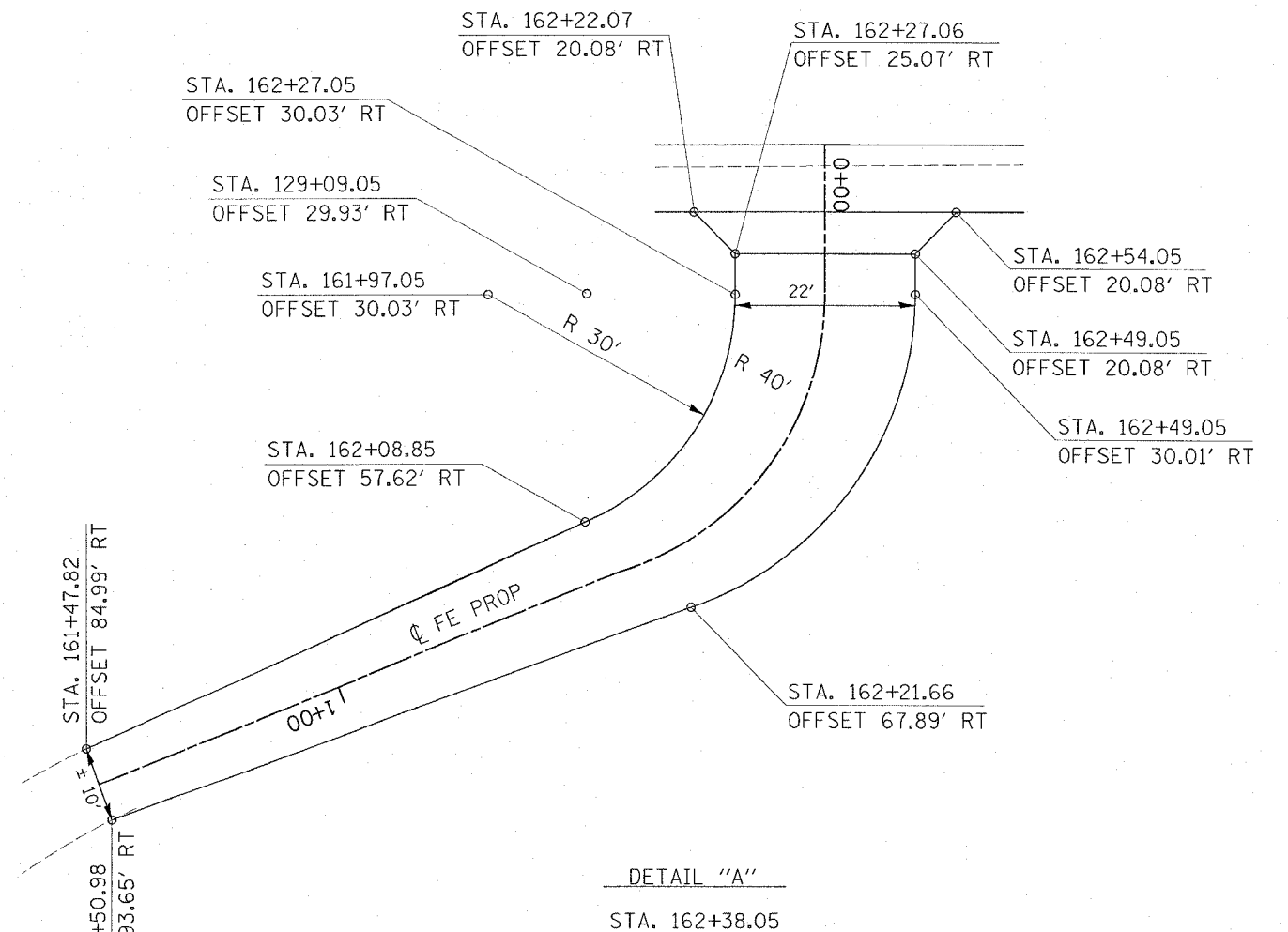
DETECTOR LOOP INSTALLED IN TRENCH

INSTALLATION IS TO BE DONE IN CONFORMANCE WITH THE REQUIREMENTS OF THE PLANS AND SECTION 886 OF THE STANDARD SPECIFICATIONS WITH THE FOLLOWING EXCEPTIONS:

1. SLOTS ARE TO BE TRENCHED INSTEAD OF SAWED.
2. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF TEMPORARY BRIDGE TRAFFIC SIGNALS - 1 EACH.



BUTT JOINT DETAIL
SN 060-0112(E) 0339(P)



DETAIL "A"
STA. 162+38.05

ALL STATIONS AND OFFSETS ARE TAKEN FROM IL 4 C.
FOR LOCATION OF DETAIL "A" SEE SHEET #84 OF 121.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
MISCELLANEOUS DETAILS

FAP ROUTE 314
SECTION 111BR-1
MADISON COUNTY
SN 060-0112(E) 0339(P)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	111BR-I	MADISON	123	89
STA. 155+00		TO STA. 161+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

STA 155+96 TO STA 160+57

STA 160+57 TO STA 161+00

THERMOPLASTIC PAVEMENT MARKING LINES
 4" YELLOW 120 FT
 4" WHITE 922 FT

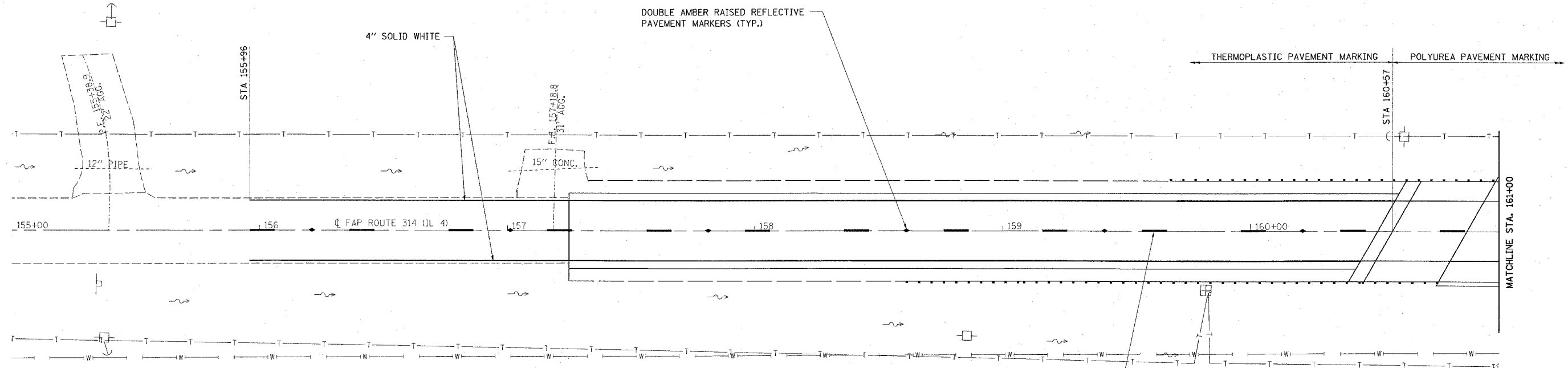
POLYUREA PAVEMENT MARKING LINES
 4" YELLOW 10 FT
 4" WHITE 86 FT

STA 155+96 TO STA 157+25

REPLACEMENT REFLECTOR
 DOUBLE AMBER 2 EACH

STA 157+25 TO STA 160+57

RAISED REFLECTIVE PAVEMENT MARKERS
 DOUBLE AMBER 4 EACH

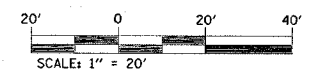


DOUBLE AMBER RAISED REFLECTIVE PAVEMENT MARKERS (TYP.)

4" SOLID WHITE

THERMOPLASTIC PAVEMENT MARKING POLYUREA PAVEMENT MARKING

4" SKIP-DASH YELLOW
 SEE STANDARD 780001



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKING
 FAP ROUTE 314
 SECTION 111BR-I
 MADISON COUNTY
 SN 060-0112(E) 0339(P)

PLOT DATE = 11/19/2005
 FILE NAME = c:\projects\ave02701\plan\p162701a06.dgn
 PLOT SCALE = 1" = 20'
 REFERENCE = SPT.MXD
 \$topo1\$

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	111BR-I	MADISON	123	90
STA. 161+00		TO STA. 167+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STA 162+23 TO STA 166+75

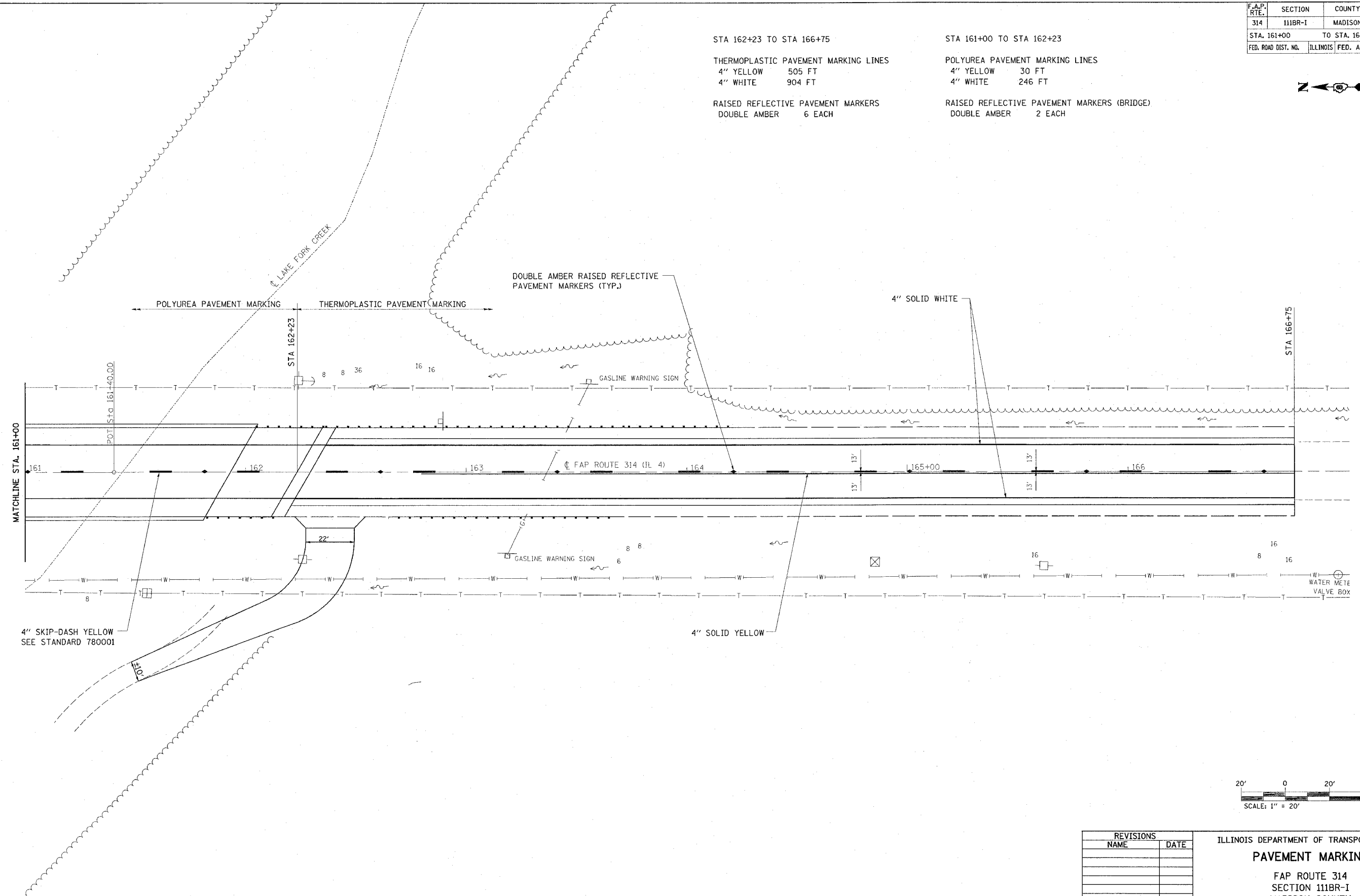
THERMOPLASTIC PAVEMENT MARKING LINES
 4" YELLOW 505 FT
 4" WHITE 904 FT

RAISED REFLECTIVE PAVEMENT MARKERS
 DOUBLE AMBER 6 EACH

STA 161+00 TO STA 162+23

POLYUREA PAVEMENT MARKING LINES
 4" YELLOW 30 FT
 4" WHITE 246 FT

RAISED REFLECTIVE PAVEMENT MARKERS (BRIDGE)
 DOUBLE AMBER 2 EACH



PLOT DATE = 10/26/2005
 FILE NAME = c:\p\proj\161-167\161-167.dgn
 PLOT SCALE = 20,000 / IN.
 REFERENCE = #REF#

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKING
 FAP ROUTE 314
 SECTION 111BR-I
 MADISON COUNTY
 SN 060-0112(E) 0339(P)

Bench Mark: Headwall of box culvert, Rt., Sta. 114+76, Sec. 111B-I, F.A. 670, ±566 ft. south of intersection of Il. 4 and U.S. 40 on Il. 4.

Existing Structure: S.N. 060-0112 Built 1928 as S.B.I. Rte. 150 Sec. 111-B at Station 161+40 as two simple spans 77'-3" Bk.-Bk. abutments, supported on timber pile footings. Bridge widening and superstructure replacement with PPC deck beams in 1971. Existing bridge to be removed and replaced. Traffic to be maintained utilizing stage construction.

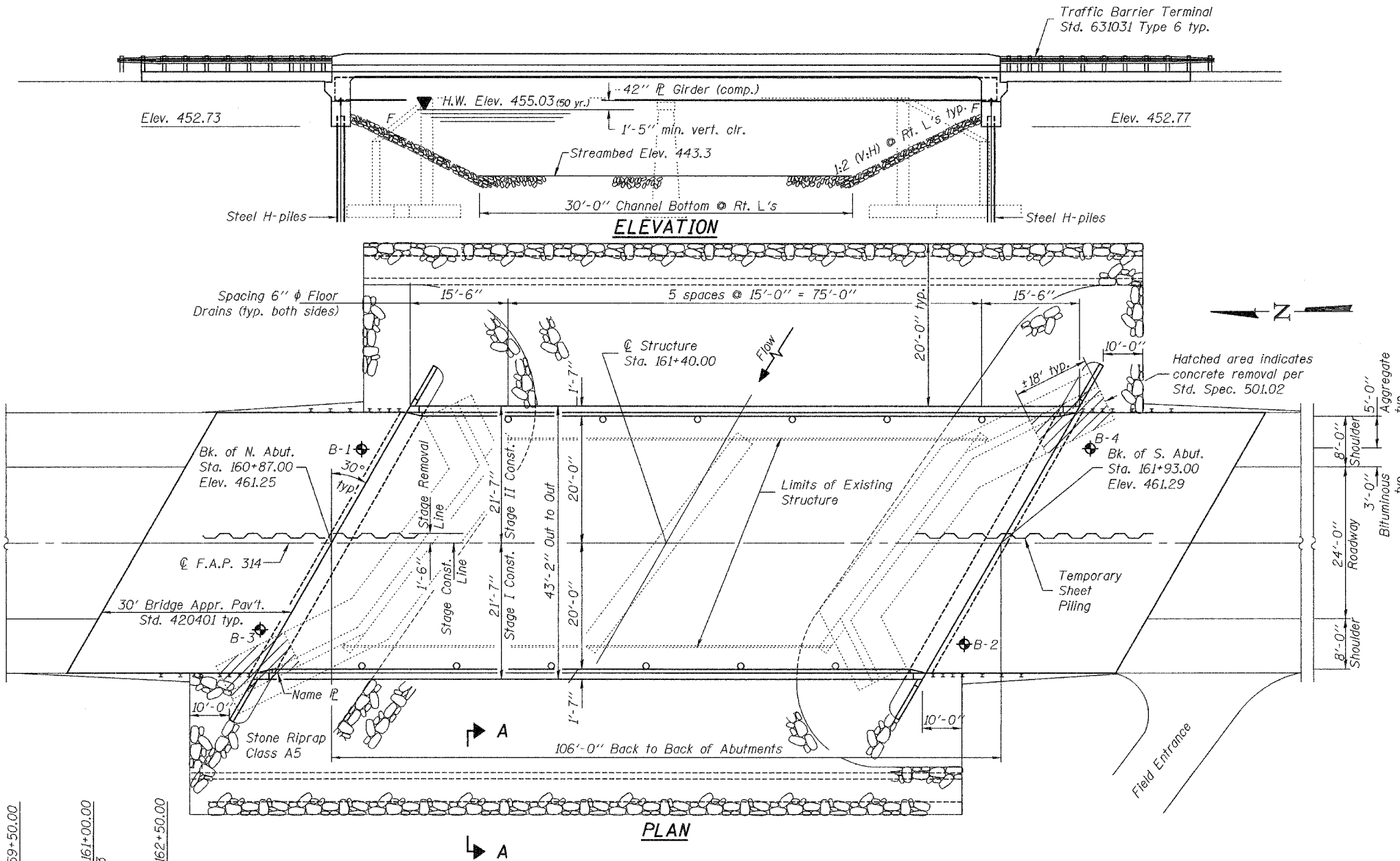
No salvage

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAP 314	111B-I	MADISON	123	91
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	
Contract No. 76454				

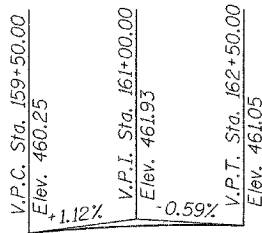
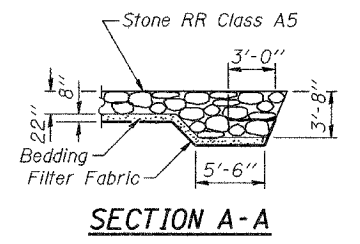
INDEX OF SHEETS

1. General Plan
2. General Data & Stage Const. Details
3. Temporary Sheet Piling
4. Temporary Concrete Barrier for Stage Construction
- 5.-6. Top of Slab Elevations
7. Superstructure
8. Superstructure Details
9. Diaphragm Details
10. Structural Steel Details
11. Structural Steel & Bearing Details
12. Anchor Bolt Details
13. North Abutment
14. South Abutment
15. Bar Splicer Assembly Details
- 16.-17. Soil Boring Details



STATION 161+40.00
BUILT 200 BY
STATE OF ILLINOIS
FAP RT. 314 - SEC. 111B-I
LOADING HL-93
STR. NO. 060-0339

NAME PLATE
See Std. 515001



Note: Hatching indicates portion of existing wingwall footing to be removed prior to driving new abutment piles. (Northwest & Southeast wingwall only)

WATERWAY INFORMATION

Drainage Area=9.2 sq. mi. Low Grade Elev. 458.61/459.36 @ Sta. 161+00/159+00*

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Head - Ft.			Headwater E.L.	
			Exist.	Prop.	H.W.E. Exist.	Prop.	Exist.	Prop.	
Design	50	3115	373	532	455.03	2.90	2.45	457.93	457.48
Base	100	3592	387	550	455.28	3.40	2.81	458.68	458.09
Overtopping	93	385	3550	386	455.28	3.35	3.58	458.61	459.36
Scour	10	2002	334	485	454.33	1.76	1.56	456.09	455.89

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

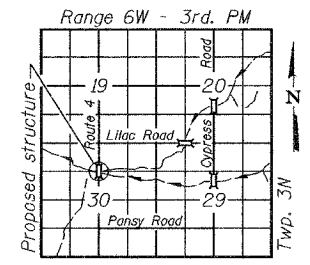
DESIGN SPECIFICATIONS
AASHTO LRFD Bridge Design Specifications, US, 3rd Edition - 2004

DESIGN STRESSES

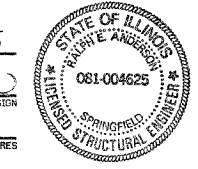
FIELD UNITS
 $f_c = 3,500$ psi
 $f_y = 50,000$ psi (structural steel M270, Gr. 50)
 $f_y = 60,000$ psi (reinforcement)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 2
Bedrock Acceleration Coefficient (A) = 0.10g
Site Coefficient (S) = 1.0



GENERAL PLAN
ILLINOIS ROUTE 4 OVER
LAKE FORK CREEK
F.A.P. ROUTE 314 - SECTION 111B-I
MADISON COUNTY
STATION 161+40.00
STRUCTURE NO. 060-0339



DESIGNED: WEH
CHECKED: Dewey H. Coelton
DRAWN: BECKY M. LEACH
CHECKED: CEH

EXAMINED: November 10, 2005
PASSED: [Signature]
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

EXPIRES 11-30-2006 *Existing/Proposed

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET	SHEET NO. 2 17 SHEETS
FAP 314	111BR-1	MADISON	123	92	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

Contract No. 76454

GENERAL NOTES

Fasteners shall be high strength bolts. Bolts $7/8"$ ϕ , open holes $15/16"$ ϕ , unless otherwise noted.
 Calculated weight of Structural Steel = 13,130 lbs. (M270 Grade 36)
 Calculated weight of Structural Steel = 175,380 lbs. (M270 Grade 50)
 Field welding of construction accessories will not be permitted to beams or girders.
 Anchor bolts shall be set before bolting diaphragms adjacent to supports.
 The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the tension flanges and webs.
 Reinforcement bars shall conform to the requirements of AASHTO M 31 or M 322 Grade 60.

Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.

The Contractor shall drive 1 HP12x63 test pile in a permanent location at each abutment as directed by the Engineer before ordering the remainder of piles.

In addition to all other requirements of section 512 of the Standard Specifications, splices for steel H-piles shall develop the full capacity of the steel's cross sectional area of the pile for tension, shear and bending forces. One approved method of achieving this requirement is full penetration butt welding of the entire cross section. Other types of splices meeting the full capacity requirement may be allowed subject to the approval of the Engineer. Any proposal by the Contractor to use an alternate splice method must include adequate documentation demonstrating that the full tension, shear and bending capacities will be met. Appropriate welder qualifications will be required for the positions and processes used in splicing all piles. Nondestructive testing of completed welds will be limited to visual inspection.

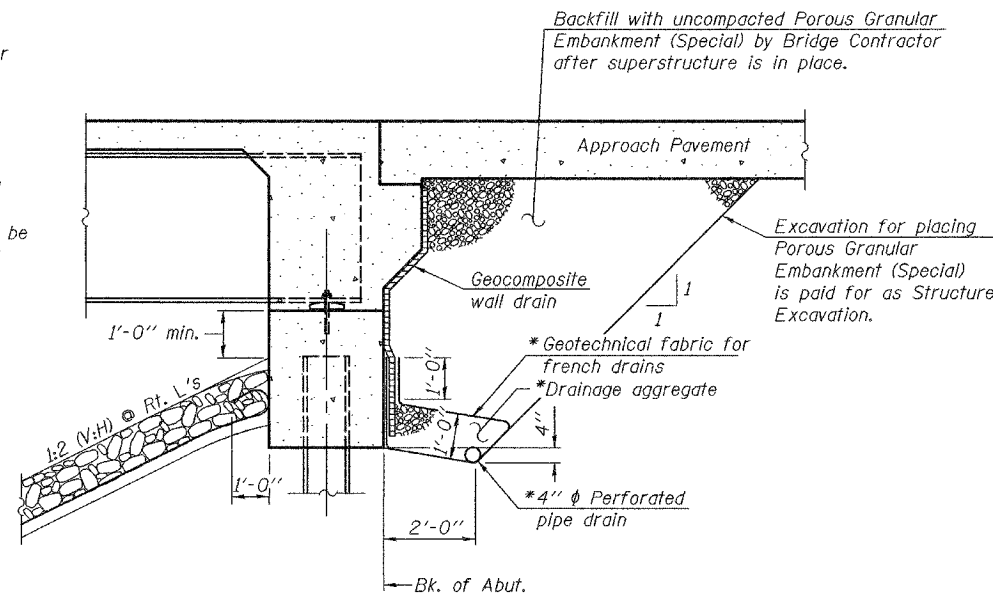
All Construction joints shall be bonded.

If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06 of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

The Inorganic zinc rich primer/Acrylic/Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be gray, Munsell No. 5B 7/1. See special provision for "Cleaning and Painting New Metal Structures".

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, (Special)	Cu. Yd.		188	188
Stone Riprap, Class A5	Sq. Yd.		1153	1153
Filter Fabric	Sq. Yd.		1153	1153
Removal of Existing Structures, N2	Each			1
Structure Excavation	Cu. Yd.		625	625
Floor Drains	Each	12		12
Bridge Deck Grooving	Sq. Yd.	448		448
Protective Coat	Sq. Yd.	560		560
Concrete Structures	Cu. Yd.		43.2	43.2
Concrete Superstructure	Cu. Yd.	174.4		174.4
Furnishing and Erecting Structural Steel	L. Sum	0.35		0.35
Stud Shear Connectors	Each	2520		2520
Reinforcement Bars, Epoxy Coated	Pound	36420	5260	41680
Furnishing Steel Piles HP12x63	Foot		1070	1070
Driving Steel Piles	Foot		1070	1070
Test Pile Steel HP12x63	Each		2	2
Metal Shoes	Each		10	10
Temporary Sheet Piling	Sq. Ft.			902
Name Plates	Each	1		1
Bar Splicers	Each	434	12	446
Pipe Underdrains for Structures, 4"	Foot		176	176
Geocomposite Wall Drain	Sq. Yd.		106	106

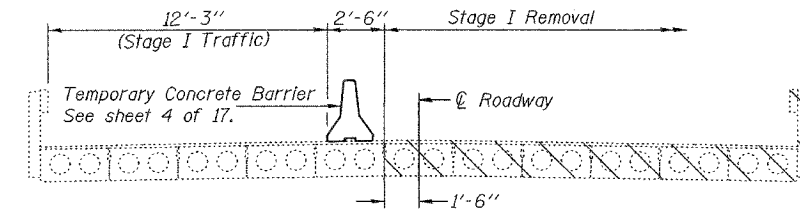


SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. L's)

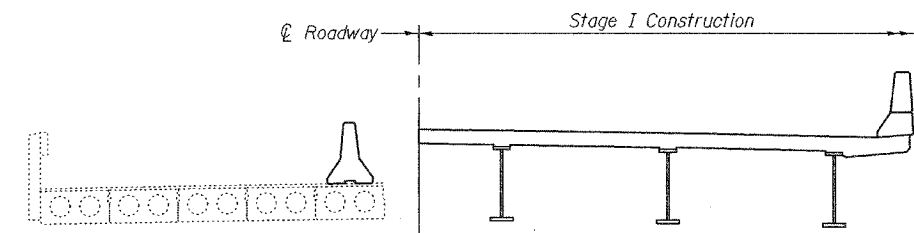
* Included in the cost of Pipe Underdrains for Structures.

Note:

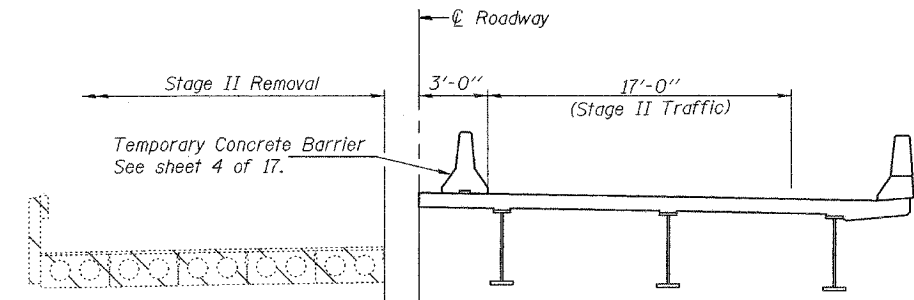
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 60110).



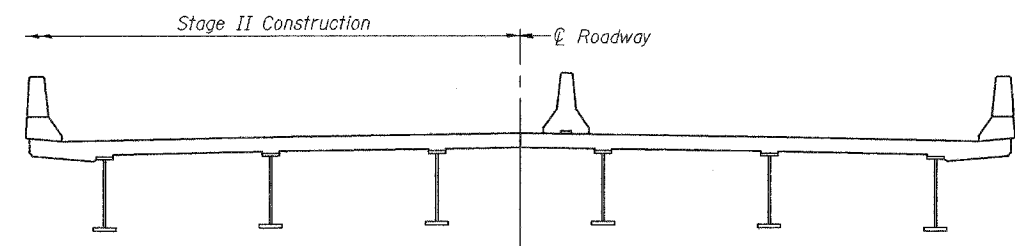
STAGE I REMOVAL



STAGE I CONSTRUCTION



STAGE II REMOVAL



STAGE II CONSTRUCTION

Note:

All cross sections are looking south.
 Hatching indicates Removal of Existing Structures.
 See Roadway Plans for quantity of Temporary Concrete Barrier.

**GENERAL DATA &
 STAGE CONSTRUCTION DETAILS**
F.A.P. ROUTE 314 - SECTION 111BR-1
MADISON COUNTY
STATION 161+40.00
STRUCTURE NO. 060-0339

DESIGNED	CEH
CHECKED	DHC
DRAWN	BECKY M. LEACH
CHECKED	CEH & DHC

November 10, 2005
 EXAMINED *Thomas J. Romagosa*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Ralph E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

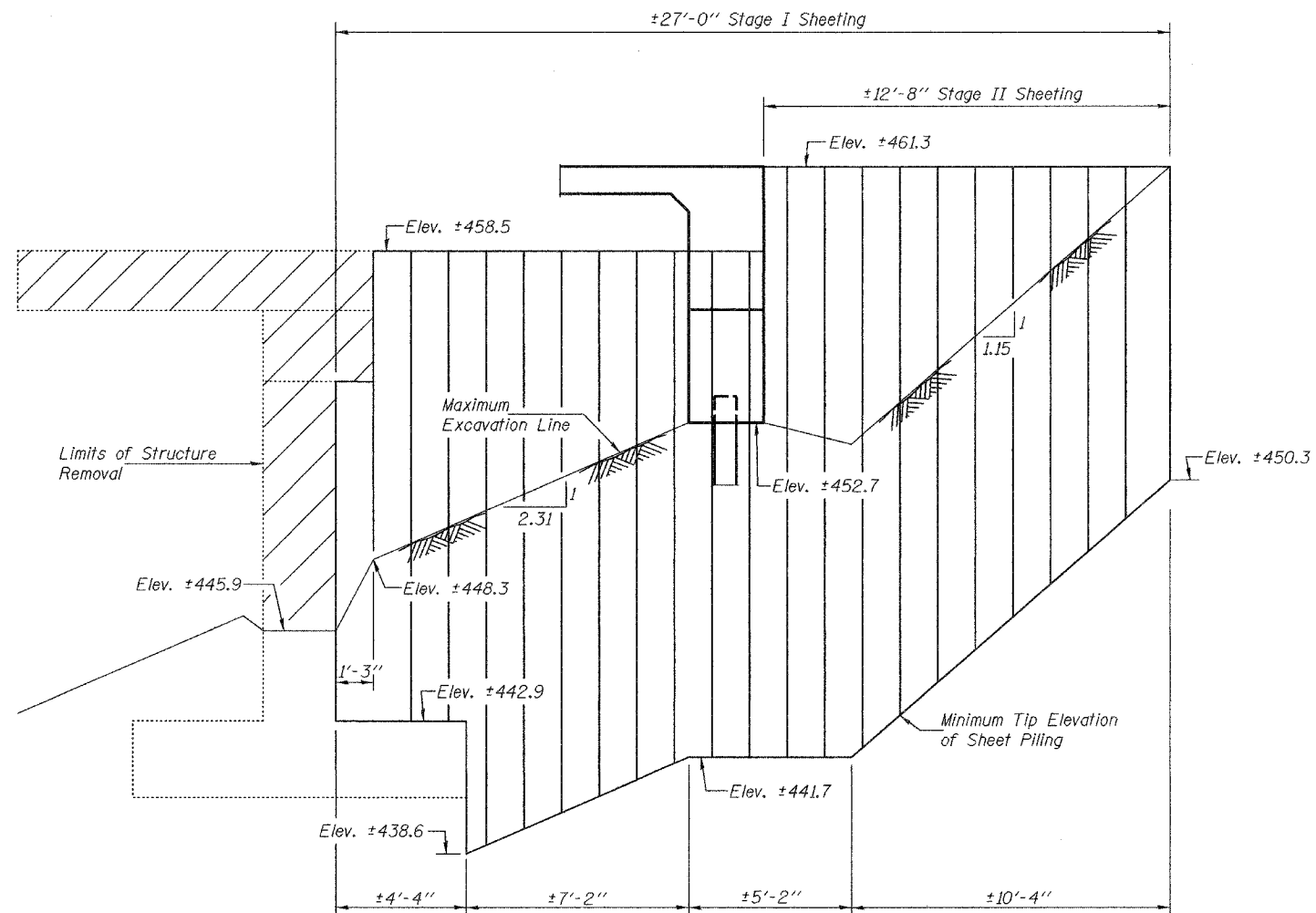
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAP 314	111BR-1	MADISON	123	93
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract No. 76454

SHEET NO. 3

17 SHEETS



TEMPORARY SHEET PILING AT ABUTMENTS

Notes:

- Slopes and distances shown along alignment of sheeting.
- Minimum section modulus of sheet piling shall be 9 in³/ft.
- 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.

DESIGNED	CEH
CHECKED	DHC
DRAWN	BECKY M. LEACH
CHECKED	CEH & DHC

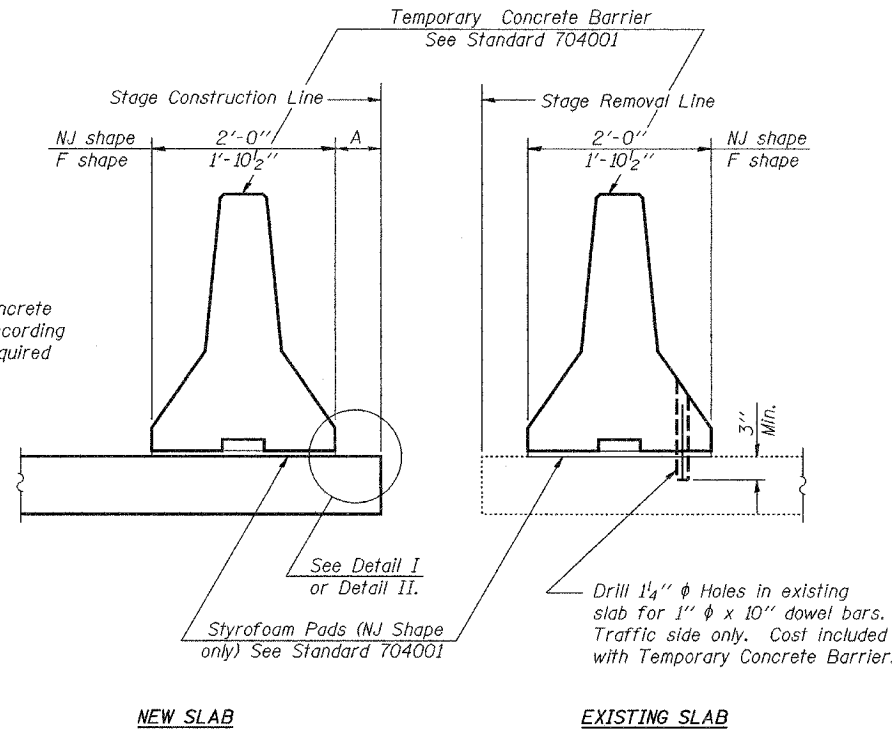
November 10, 2005
EXAMINED *Thomas J. Romagosa*
ENGINEER OF BRIDGE DESIGN
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

TEMPORARY SHEET PILING
F.A.P. ROUTE 314 - SECTION 111BR-1
MADISON COUNTY
STATION 161+40.00
STRUCTURE NO. 060-0339

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

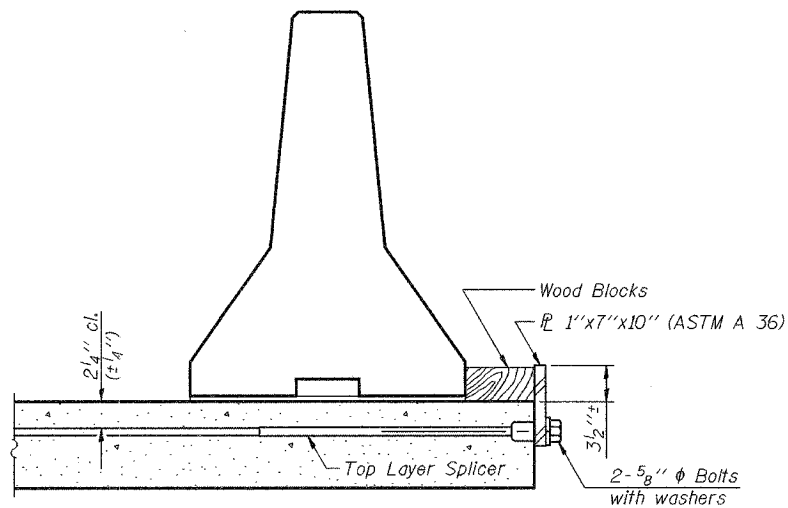
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 314	111BR-1	MADISON	123	94
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 4
17 SHEETS
Contract No. 76454



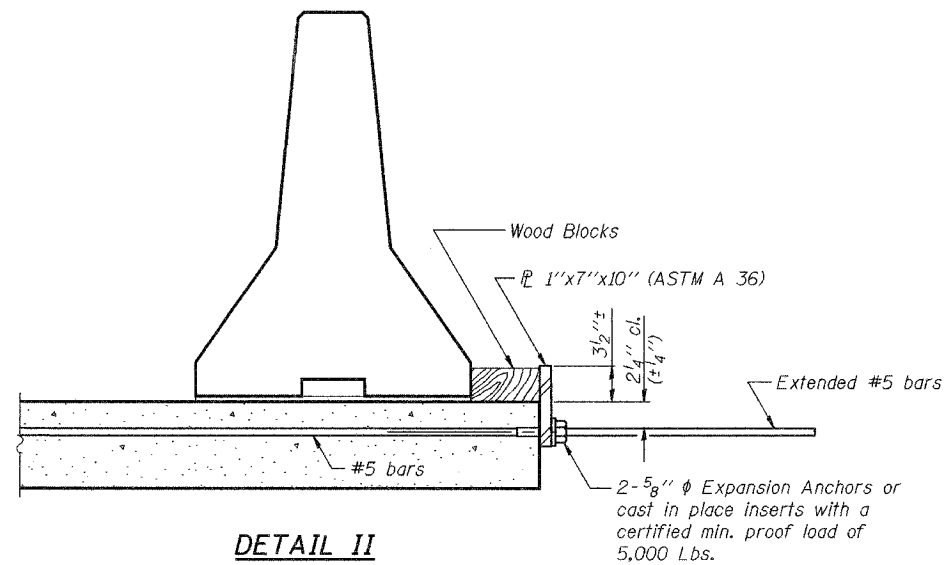
SECTIONS THRU SLAB

- NOTES**
- Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{P} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.
- Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{P} to the concrete slab with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.
- Cost of anchorage is included with Temporary Concrete Barrier.



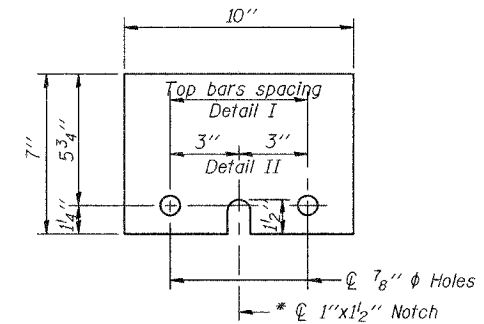
DETAIL I

The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and reinforcement bars are in place.



DETAIL II

The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



1" x 7" x 10"

* Required only with Detail II

DESIGNED	CEH
CHECKED	DHC
DRAWN	DECKY M. LEACH
CHECKED	CEH & DHC

November 10, 2005

EXAMINED *Thomas J. Damagala*
ENGINEER OF BRIDGE DESIGN

PASSED *Ralph E. Curkran*
ENGINEER OF BRIDGES AND STRUCTURES

R-27

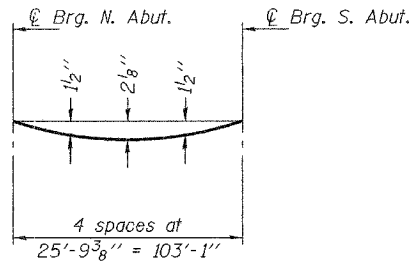
10-22-04

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
F.A.P. ROUTE 314 - SECTION 111BR-1
MADISON COUNTY
STATION 161+40.00
STRUCTURE NO. 060-0339

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 5 17 SHEETS
FAP 314	IIIBR-I	MADISON	123	95	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

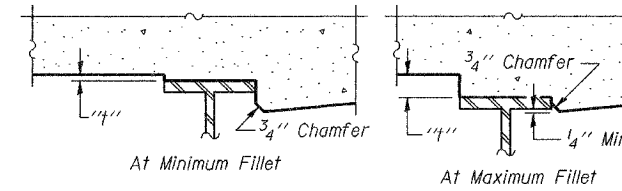
Contract No. 76454



DEAD LOAD DEFLECTION DIAGRAM

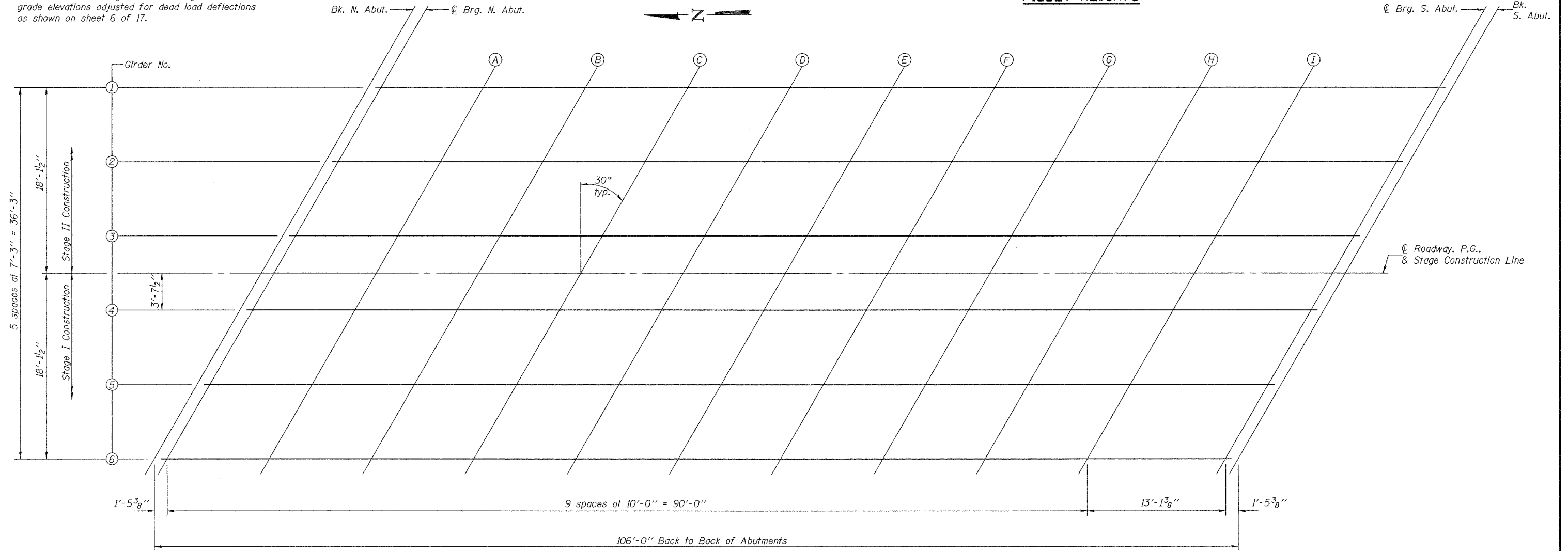
(Includes weight of concrete only.)

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet 6 of 17.



To determine "t": After all structural steel has 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 Deflection" shown on sheet 6 of 17, minus slab thickness, equals the fillet heights "t" above top flange of Beams.

FILLET HEIGHTS



PLAN

DESIGNED	CEH
CHECKED	DHC
DRAWN	DECKY M. LEACH
CHECKED	CEH & DHC

November 10, 2005
EXAMINED *Thomas J. Domagala*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
F.A.P. ROUTE 314 - SECTION IIIBR-I
MADISON COUNTY
STATION 161+40.00
STRUCTURE NO. 060-0339

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DISTRICT	SHEET NO.	SHEET NO. 6 17 SHEETS
FAP 314	111BR-1	MADISON	123	96	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

Contract No. 76454

**PROFILE GRADE &
STAGE CONSTRUCTION LINE**

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	16097.464	-18.125	460.967	460.967
⊕ Brg. N. Abut.	16098.908	-18.125	460.971	460.971
A	16108.908	-18.125	460.995	461.044
B	16118.908	-18.125	461.014	461.111
C	16128.908	-18.125	461.027	461.160
D	16138.908	-18.125	461.034	461.188
E	16148.908	-18.125	461.035	461.209
F	16158.908	-18.125	461.031	461.191
G	16168.908	-18.125	461.021	461.161
H	16178.908	-18.125	461.006	461.118
I	16188.908	-18.125	460.984	461.048
⊕ Brg. S. Abut.	16202.021	-18.125	460.948	460.948
Bk. S. Abut.	16203.464	-18.125	460.943	460.943

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	16093.279	-10.875	461.100	461.100
⊕ Brg. N. Abut.	16094.722	-10.875	461.104	461.104
A	16104.722	-10.875	461.131	461.179
B	16114.722	-10.875	461.152	461.249
C	16124.722	-10.875	461.167	461.300
D	16134.722	-10.875	461.176	461.330
E	16144.722	-10.875	461.180	461.354
F	16154.722	-10.875	461.178	461.339
G	16164.722	-10.875	461.171	461.311
H	16174.722	-10.875	461.158	461.270
I	16184.722	-10.875	461.139	461.202
⊕ Brg. S. Abut.	16197.835	-10.875	461.105	461.105
Bk. S. Abut.	16199.279	-10.875	461.101	461.101

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	16089.093	-3.625	461.200	461.200
⊕ Brg. N. Abut.	16090.536	-3.625	461.204	461.204
A	16100.536	-3.625	461.234	461.282
B	16110.536	-3.625	461.257	461.354
C	16120.536	-3.625	461.275	461.408
D	16130.536	-3.625	461.286	461.440
E	16140.536	-3.625	461.293	461.467
F	16150.536	-3.625	461.293	461.453
G	16160.536	-3.625	461.288	461.428
H	16170.536	-3.625	461.277	461.389
I	16180.536	-3.625	461.261	461.324
⊕ Brg. S. Abut.	16193.649	-3.625	461.230	461.230
Bk. S. Abut.	16195.093	-3.625	461.226	461.226

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	16087.000	0.000	461.249	461.249
⊕ Brg. N. Abut.	16088.443	0.000	461.254	461.254
A	16098.443	0.000	461.285	461.333
B	16108.443	0.000	461.309	461.406
C	16118.443	0.000	461.328	461.461
D	16128.443	0.000	461.341	461.495
E	16138.443	0.000	461.349	461.522
F	16148.443	0.000	461.350	461.510
G	16158.443	0.000	461.346	461.486
H	16168.443	0.000	461.337	461.449
I	16178.443	0.000	461.321	461.385
⊕ Brg. S. Abut.	16191.557	0.000	461.292	461.292
Bk. S. Abut.	16193.000	0.000	461.289	461.289

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	16084.907	3.625	461.186	461.186
⊕ Brg. N. Abut.	16086.351	3.625	461.191	461.191
A	16096.351	3.625	461.222	461.271
B	16106.351	3.625	461.248	461.345
C	16116.351	3.625	461.268	461.401
D	16126.351	3.625	461.282	461.436
E	16136.351	3.625	461.291	461.465
F	16146.351	3.625	461.294	461.454
G	16156.351	3.625	461.291	461.431
H	16166.351	3.625	461.282	461.395
I	16176.351	3.625	461.268	461.332
⊕ Brg. S. Abut.	16189.464	3.625	461.241	461.241
Bk. S. Abut.	16190.907	3.625	461.237	461.237

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	16080.721	10.875	461.057	461.057
⊕ Brg. N. Abut.	16082.165	10.875	461.062	461.062
A	16092.165	10.875	461.096	461.145
B	16102.165	10.875	461.124	461.221
C	16112.165	10.875	461.147	461.280
D	16122.165	10.875	461.164	461.317
E	16132.165	10.875	461.175	461.349
F	16142.165	10.875	461.180	461.340
G	16152.165	10.875	461.180	461.319
H	16162.165	10.875	461.173	461.286
I	16172.165	10.875	461.162	461.225
⊕ Brg. S. Abut.	16185.278	10.875	461.138	461.138
Bk. S. Abut.	16186.721	10.875	461.134	461.134

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	16076.536	18.125	460.896	460.896
⊕ Brg. N. Abut.	16077.979	18.125	460.902	460.902
A	16087.979	18.125	460.938	460.986
B	16097.979	18.125	460.968	461.065
C	16107.979	18.125	460.993	461.127
D	16117.979	18.125	461.012	461.166
E	16127.979	18.125	461.026	461.200
F	16137.979	18.125	461.033	461.193
G	16147.979	18.125	461.035	461.175
H	16157.979	18.125	461.032	461.144
I	16167.979	18.125	461.022	461.086
⊕ Brg. S. Abut.	16181.092	18.125	461.001	461.001
Bk. S. Abut.	16182.536	18.125	460.998	460.998

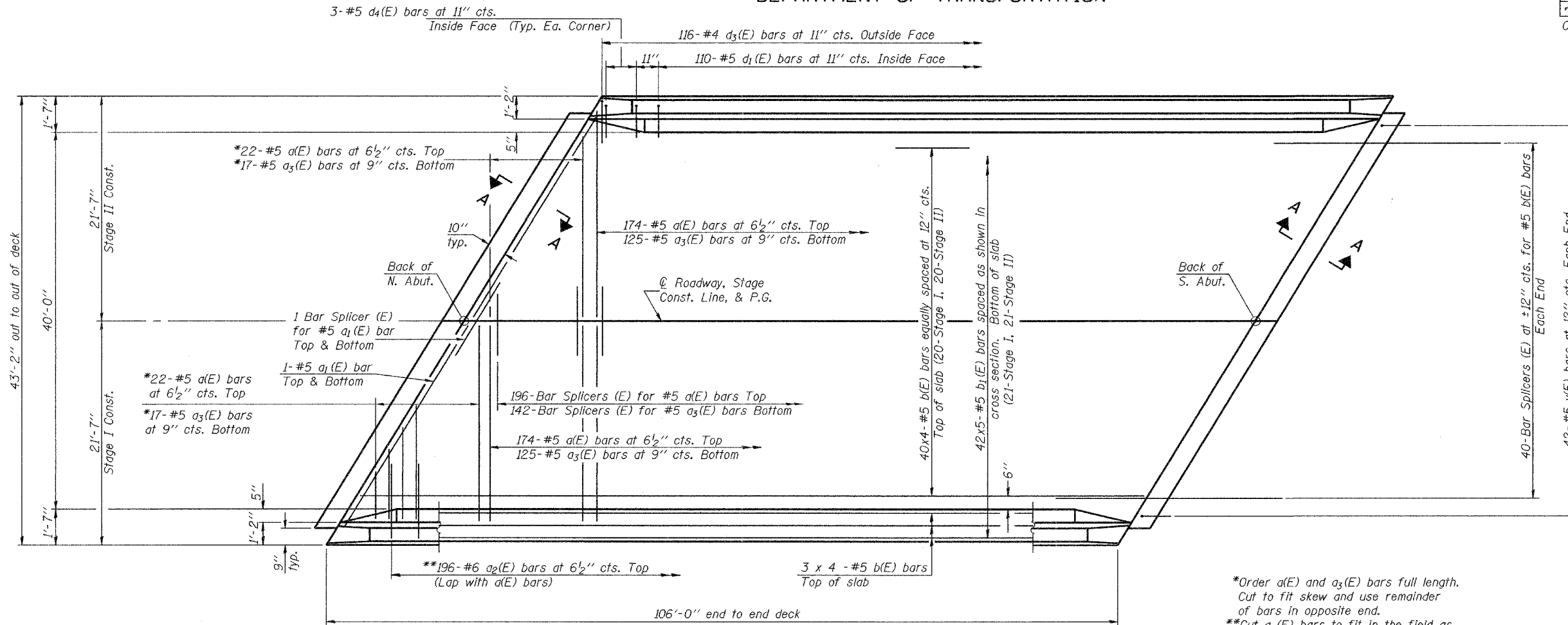
DESIGNED	CEH
CHECKED	DHC
DRAWN	BECKY M. LEACH
CHECKED	CEH & DHC

November 10, 2005
 EXAMINED *Thomas J. Damagala*
 PASSED *Ralph E. Anderson*

TOP OF SLAB ELEVATIONS
 F.A.P. ROUTE 314 - SECTION 111BR-1
 MADISON COUNTY
 STATION 161+40.00
 STRUCTURE NO. 060-0339

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

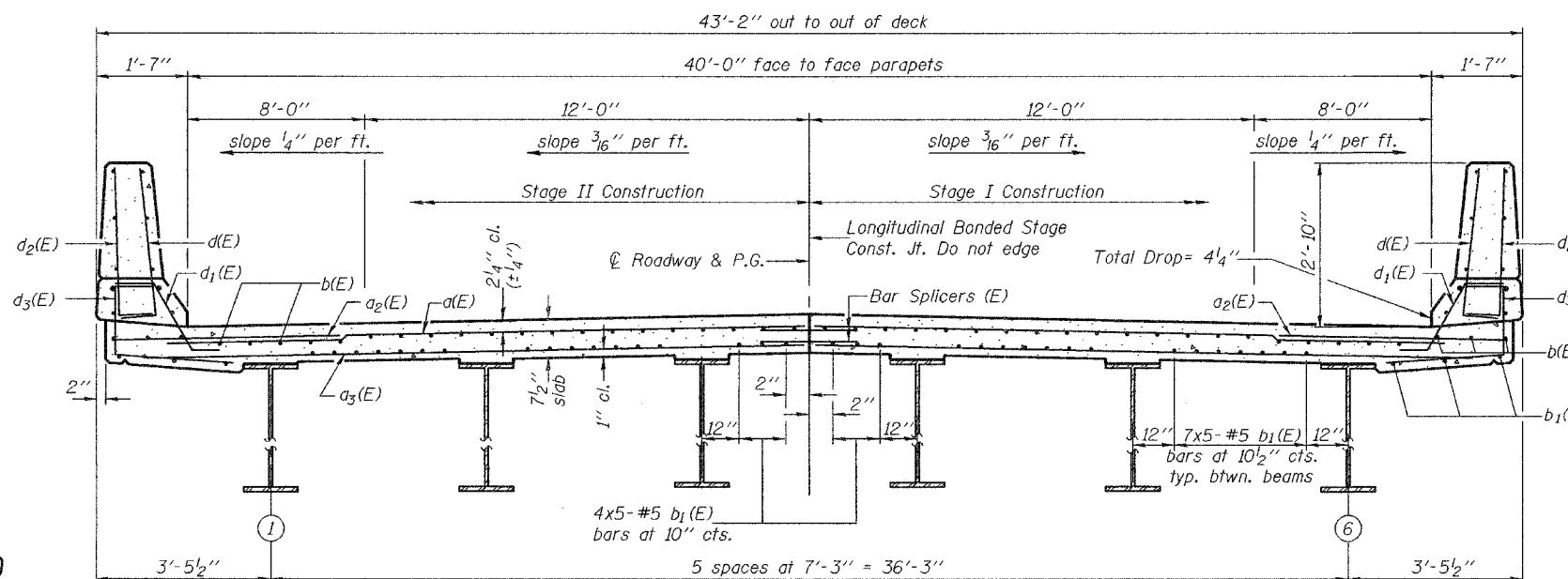
ROUTE NO.	SECTION	COUNTY	STAT. SHEETS	SHEET NO.	SHEET NO. 7
FAP 314	11IBR-1	MADISON	123	91	17 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract No. 76454		



PLAN

*Order a(E) and a₃(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.
**Cut a₂(E) bars to fit in the field as required at the acute corners of the deck.

MIN. BAR LAPS
#5 bars = 1'-8"



CROSS SECTION
(Looking South)

Notes:
See sheet 8 of 17 for superstructure details and Bill of Material.
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See sheet 8 of 17 for parapet reinforcement.
See sheet 9 of 17 for Section A-A.

DESIGNED	CEH
CHECKED	DHC
DRAWN	BECKY M. LEACH
CHECKED	CEH & DHC

November 10, 2005
EXAMINED *Thomas J. Domagala*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

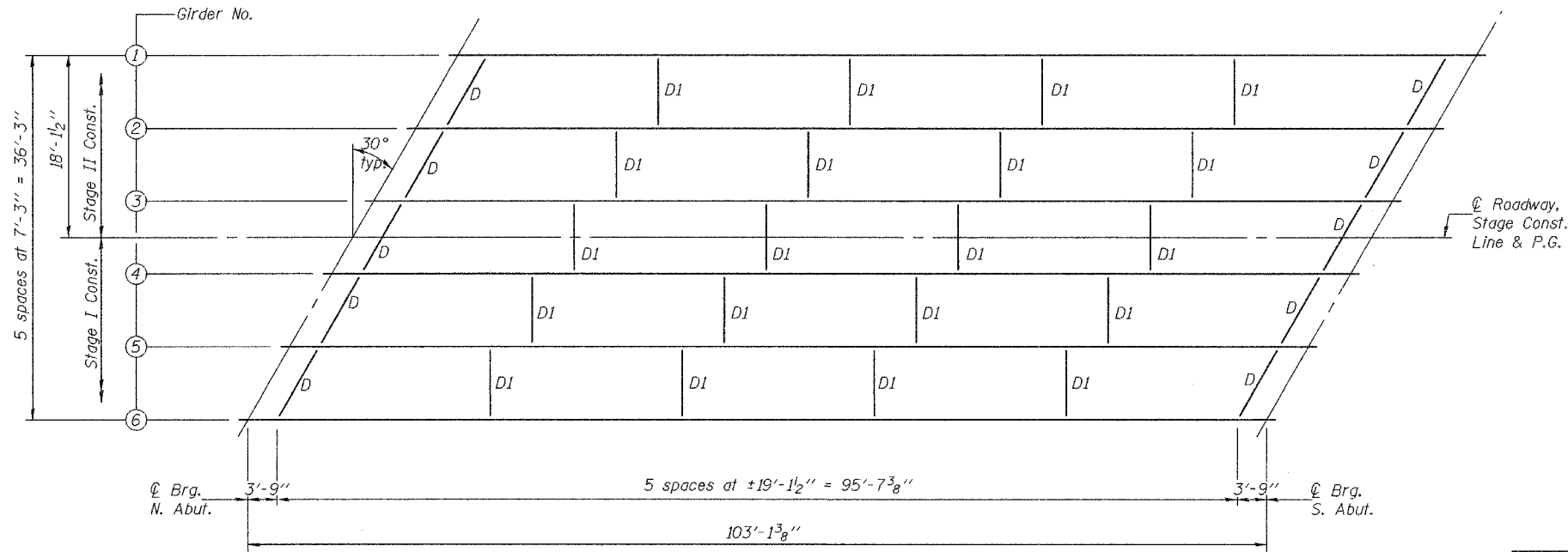
SI-1-L

SUPERSTRUCTURE
F.A.P. ROUTE 314 - SECTION 11IBR-1
MADISON COUNTY
STATION 161+40.00
STRUCTURE NO. 060-0339

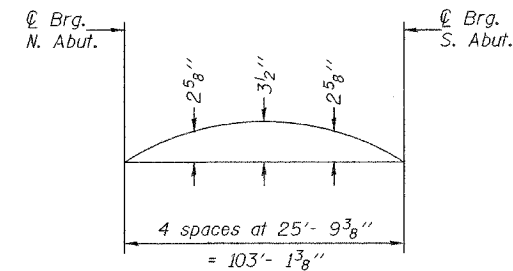
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	EST. SHEETS	SHEET NO.	SHEET NO. 10 17 SHEETS
FAP 314	111BR-1	MADISON	123	100	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

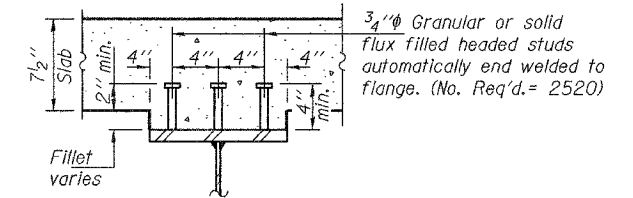
Contract No. 76454



FRAMING PLAN



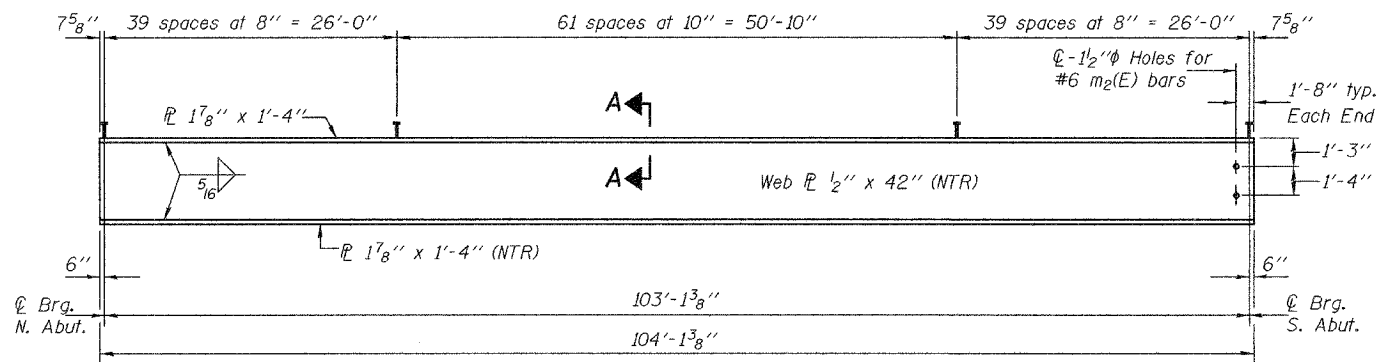
CAMBER DIAGRAM



SECTION A-A

TOP OF WEB ELEVATIONS

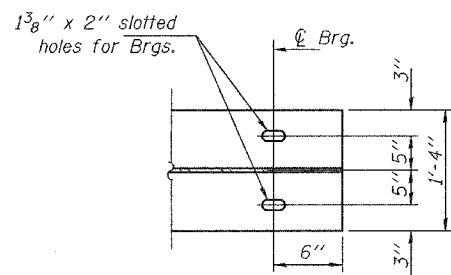
Location	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6
℄ Brg. N. Abutment	460.13	460.26	460.35	460.35	460.22	460.06
℄ Brg. S. Abutment	460.10	460.26	460.39	460.39	460.29	460.16



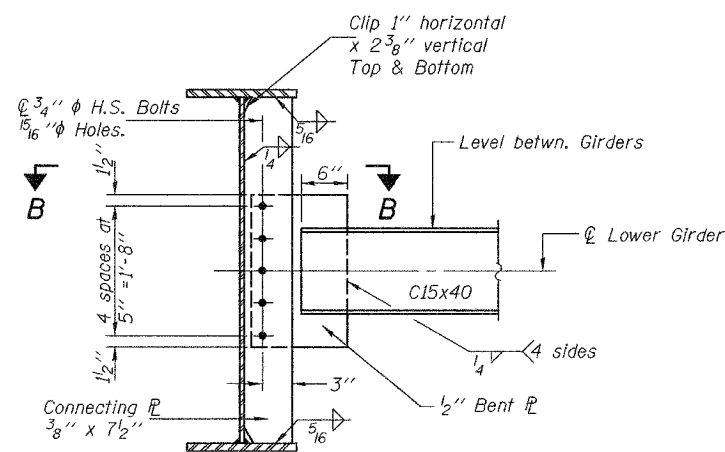
ELEVATION

Note:
Two hardened washers shall be required over all oversized holes.
"NTR" denotes plates to which notch toughness requirements are applicable.
All plates of the girders shall be AASHTO M270, Grade 50.

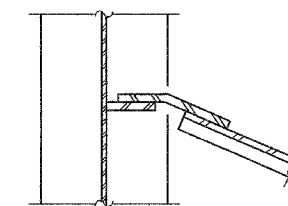
*For the diaphragm connection between girders 3 and 4, only the top bolt hole shall be shop drilled in the 3/8" connecting plate. The diaphragms shall be installed with finger tightened bolts in the top holes prior to the Stage II deck pour. After the Stage II deck pour, the remaining holes in the connection plate for the diaphragm connection shall be drilled using the holes in the 1/2" diaphragm plate as a template. Install and tighten the remaining bolts. Cost of field drilling included with Furnishing and Erecting Structural Steel.



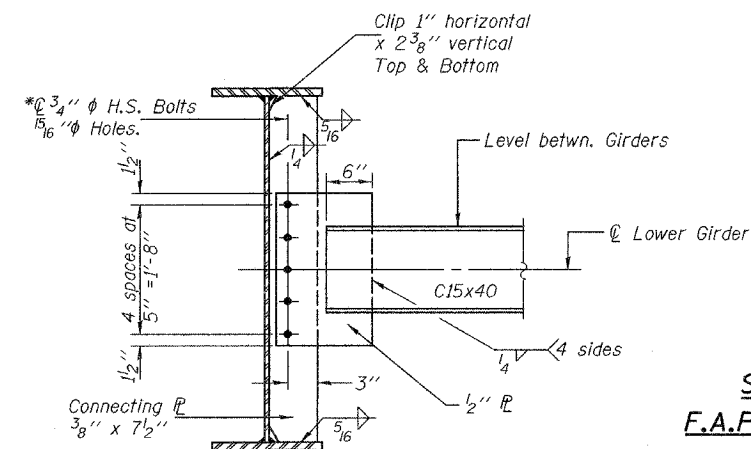
END OF BEAM DETAIL
(Bottom flange, typical each end.)



DIAPHRAGM D
(10 required)



SECTION B-B



DIAPHRAGM D1
(20 required)

DESIGNED	CEH
CHECKED	DHC
DRAWN	DECKY M. LEACH
CHECKED	CEH & DHC

November 10, 2005
EXAMINED *Thomas J. Demagala*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

STRUCTURAL STEEL DETAILS
F.A.P. ROUTE 314 - SECTION 111BR-1
MADISON COUNTY
STATION 161+40.00
STRUCTURE NO. 060-0339

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAP 314	111BR-I	MADISON	123	101
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

Contract No. 76454

INTERIOR GIRDER MOMENT TABLE		0.5 Span
I_s	(in^4)	31980
$I_c (n)$	(in^4)	61130
$I_c (3n)$	(in^4)	46169
S_s	(in^3)	1398
$S_c (n)$	(in^3)	1703
$S_c (3n)$	(in^3)	1579
Z	(in^3)	-
$DC1$	($k/'$)	1.03
$M DC1$	(k)	1359
$DC2$	($k/'$)	0.15
$M DC2$	(k)	199
DW	($k/'$)	0.34
$M DW$	(k)	452
$M \ddagger + Imp$	(k)	1724
M_a (Strength I)	(k)	5643
$\phi_r M_n$	(k)	7951
$f_s DC1$	(ksi)	11.7
$f_s DC2$	(ksi)	1.5
$f_s DW$	(ksi)	3.4
$f_s 1.3(\ddagger + I)$	(ksi)	15.8
f_s (Service II)	(ksi)	32.4
f_s (Total)(Strength I)	(ksi)	-
V_{sr}	(k)	37

INTERIOR GIRDER REACTION TABLE		
HL93 Loading		
$R DC1$	(k)	52.7
$R DC2+DW$	(k)	25.2
$R \ddagger$	(k)	84.0
$R Imp$	(k)	18.4
$R Total$	(k)	180.3

I_s and S_s are the moment of inertia and section modulus of the steel section used in computing f_s due to non-composite loads.

$I_c(n)$ and $S_c(n)$ are the moment of inertia and section modulus of the composite section used in computing f_s due to short-term composite loads.

$I_c(3n)$ and $S_c(3n)$ are the moment of inertia and section modulus of the composite section used in computing f_s due to long-term composite loads.

Z is the plastic section modulus used to determine the fully plastic moments in the non-composite areas.

$DC1$ is the dead load acting on the non-composite section.

$DC2$ is the dead load acting on the long-term composite section.

DW is the dead load acting on the long-term composite section due to wearing surface.

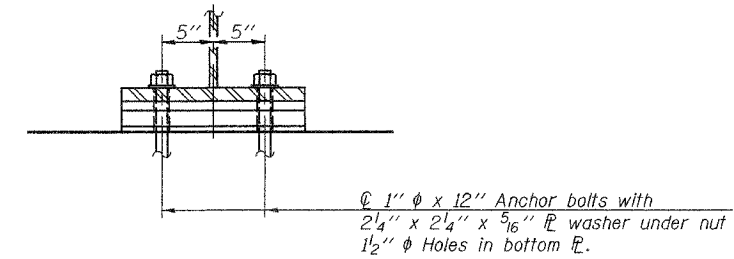
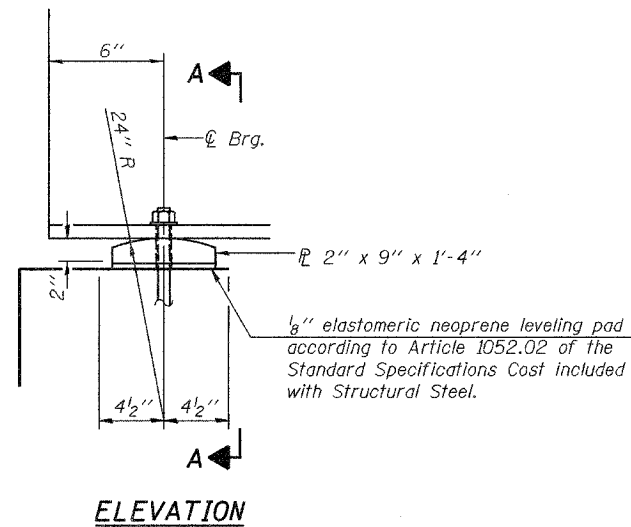
M_a (Strength I) = $1.25 M DC1 + DC2 + 1.5 M DW + 1.75 M(\ddagger + Imp)$

$\phi_r M_n$ is the full plastic moment capacity computed in accordance with 6.10.7 and Appendix D6.1.

f_s (Service II) is the sum of the stresses due to $DC1 + DC2 + DW + 1.3(\ddagger + Imp)$

f_s (Total) (Strength I) (Non-Compact Section) is the sum of the stresses due to $1.25(DC1 + DC2) + 1.5DW + 1.75(\ddagger + Imp)$

V_{sr} is the maximum shear range in the span ($0.75 \ddagger + Imp$)



SECTION A-A

FIXED BEARINGS AT ABUTMENTS

Notes:

Anchor bolts at fixed bearings may be built into the masonry.

See sheet 12 of 17 for Anchor Bolt installation.

DESIGNED	CEH
CHECKED	DHC
DRAWN	BECKY M. LEACH
CHECKED	CEH & DHC

November 10, 2005
 EXAMINED *Thomas J. Damgalaki*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Ralph E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

STRUCTURAL STEEL & BEARING DETAILS
 F.A.P. ROUTE 314 - SECTION 111BR-I
 MADISON COUNTY
 STATION 161+40.00
 STRUCTURE NO. 060-0339

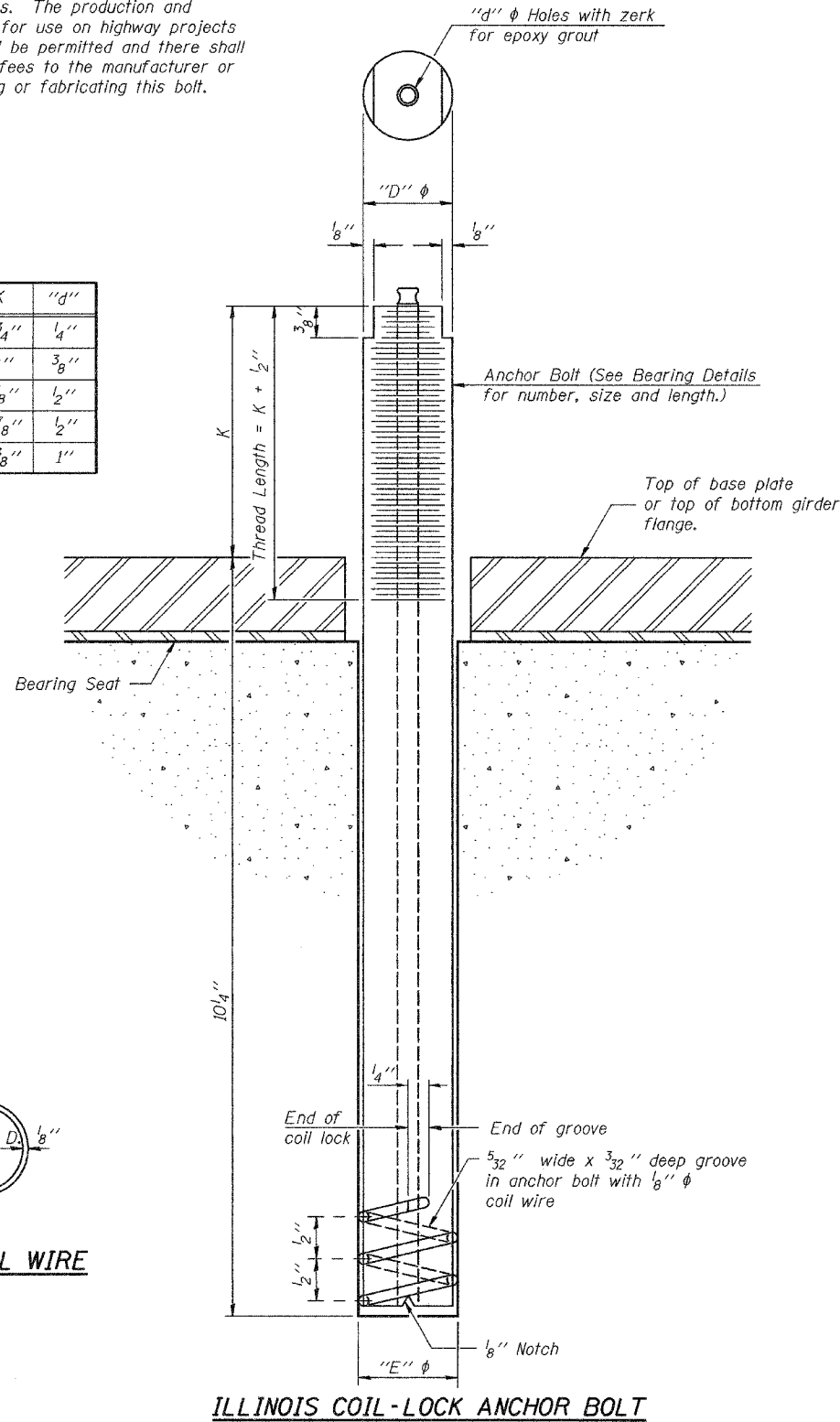
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATION	SHEET	SHEET NO. 12
FAP 314	111BR-1	MADISON	123	102	17 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract No. 76454

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

D	E	H	K	"d"
1"	1 1/8"	1 3/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 13/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



**MATERIALS FOR ILLINOIS COIL-LOCK
ANCHOR BOLT**

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.

The coil wire shall be made of any suitable soft steel wire. The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed. The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

**INSTALLATION PROCEDURE for the ILLINOIS
COIL-LOCK ANCHOR BOLT**

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.

- The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:
1. A threaded rod stud with nut and washer of the type specified.
 2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
Abut.	A307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted. Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming. The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for Furnishing and Erecting Structural Steel.

DESIGNED	CEH
CHECKED	DHC
DRAWN	DECKY M. LEACH
CHECKED	CEH & DHC

November 10, 2005
EXAMINED *Thomas J. Damagala*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

ABB-1 10-22-04

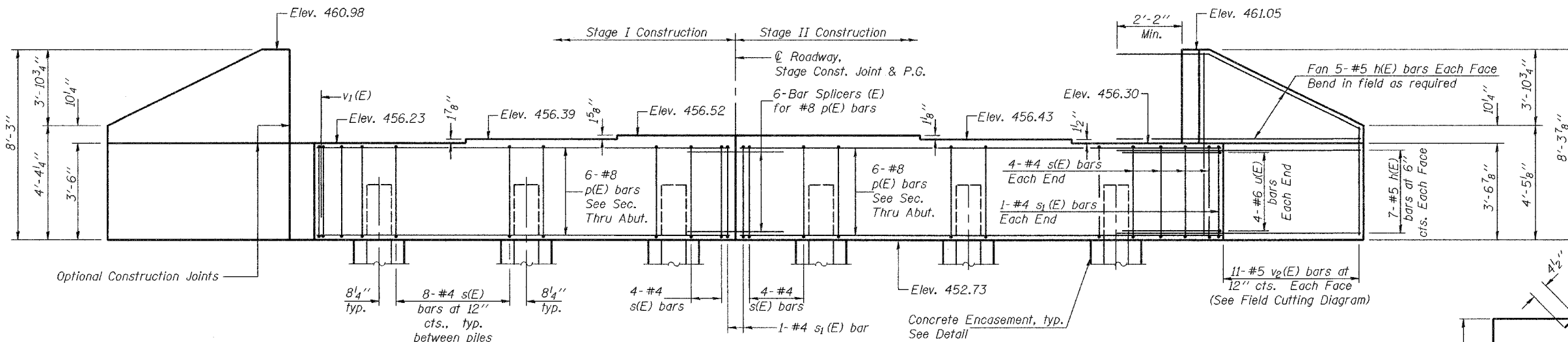
**ANCHOR BOLT DETAILS
FOR BEARINGS
F.A.P. ROUTE 314 - SECTION 111BR-1
MADISON COUNTY
STATION 161+40.00
STRUCTURE NO. 060-0339**

Notes: Four steps monolithically with cap.
Reinforcement bars designated (E)
shall be epoxy coated.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 13
FAP 314	11IBR-1	MADISON	123	103	17 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

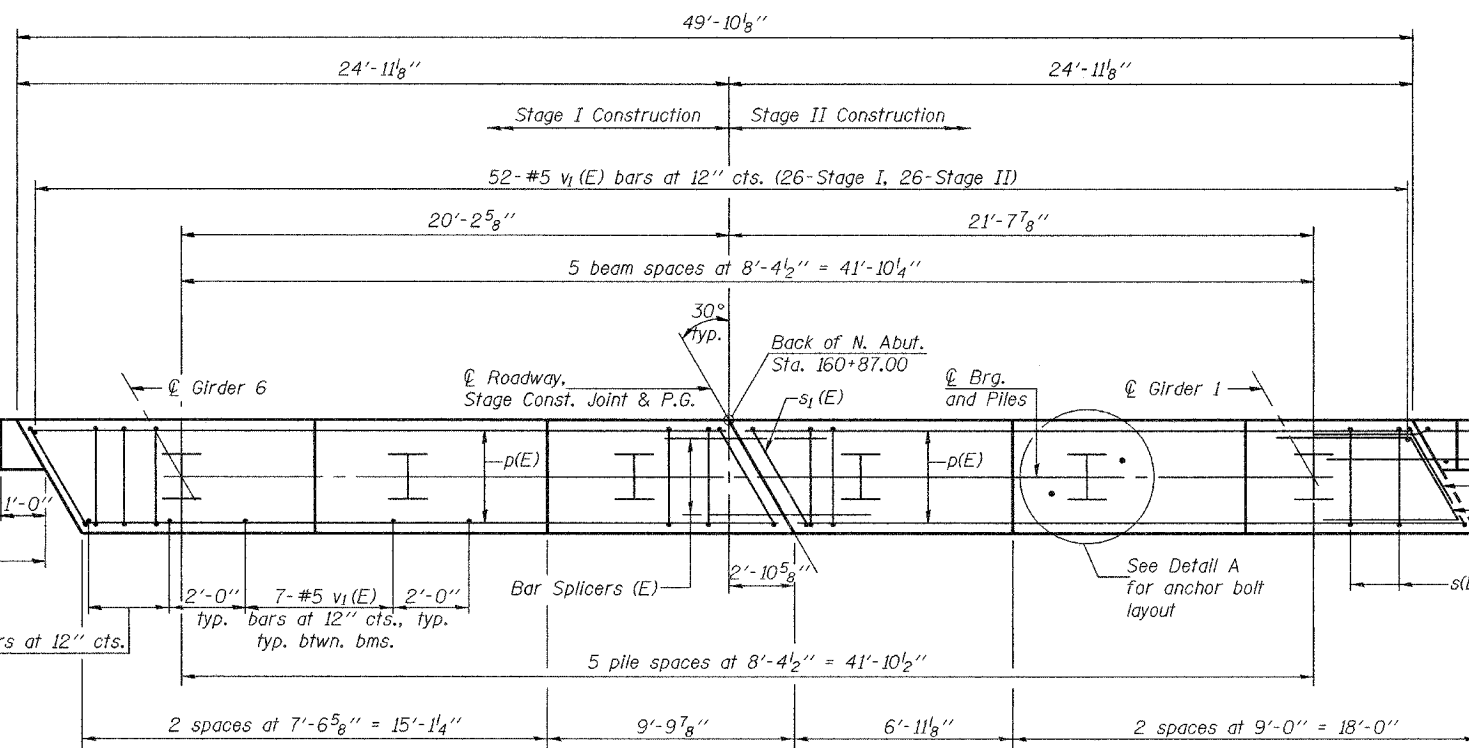
Contract No. 76454



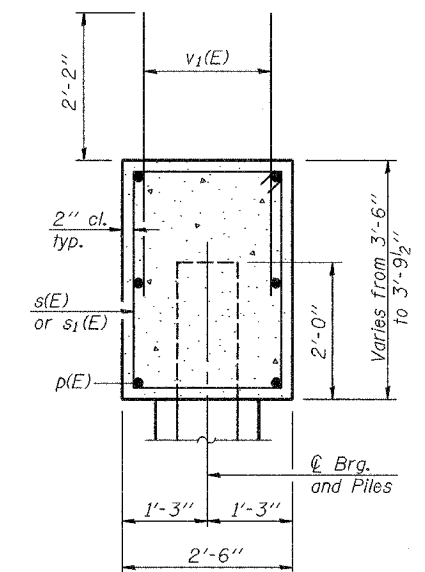
ELEVATION
(Looking North)

PILE DATA

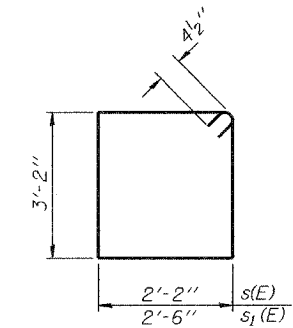
Type: Refusal HP12x63 with metal shoes
Nominal Required Bearing: 490 tons
Nominal Design Capacity: 327 tons
Est. Length: 107'
No. Required: 5 + 1 test pile



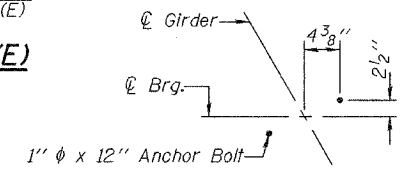
PLAN



SEC. THRU ABUT.



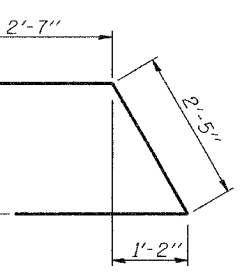
BARS s(E) & s1(E)



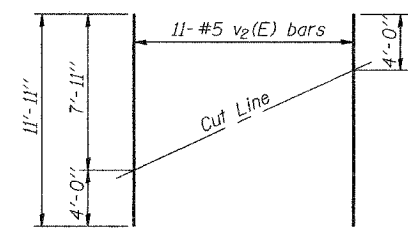
DETAIL A

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	48	#5	13'-0"	
p(E)	12	#8	24'-7"	
s(E)	48	#4	11'-5"	□
s1(E)	4	#4	12'-1"	□
u(E)	8	#6	7'-7"	∟
v1(E)	95	#5	4'-4"	
v2(E)	22	#5	11'-11"	
Concrete Structures		Cu. Yd.	21.6	
Reinforcement Bars, Epoxy Coated		Pound	2630	
Structure Excavation		Cu. Yd.	313	
Bar Splicers (E)		Each	6	
Furnishing Steel Piles HP12x63		Foot	535	
Driving Steel Piles HP12x63		Foot	535	
Test Pile Steel HP12x63		Each	1	
Metal Shoes		Each	5	

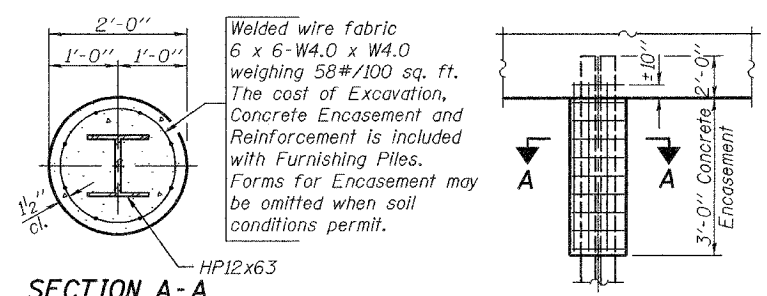


BAR u(E)



FIELD CUTTING DIAGRAM

Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.



SECTION A-A

PILE ENCASEMENT DETAIL

DESIGNED	CEH
CHECKED	DHC
DRAWN	BECKY M. LEACH
CHECKED	CEH & DHC

November 10, 2005
EXAMINED *Thomas J. Damgalaki*
ENGINEER OF BRIDGE DESIGN
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

AI-L 10-22-04

NORTH ABUTMENT
F.A.P. ROUTE 314 - SECTION 11IBR-1
MADISON COUNTY
STATION 161+40.00
STRUCTURE NO. 060-0339

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DATE	SHEET	SHEET NO. 15 17 SHEETS
FAP 314	111BR-1	MADISON	123	105	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-	Contract No. 76454		

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- ① Minimum Capacity = $1.25 \times f_y \times A_t$
(Tension in kips)
- ② Minimum *Pull-out Strength = $1.25 \times f_{s_{allow}} \times A_t$
(Tension in kips)

Where f_y = Yield strength of lapped reinforcement bars in ksi.
 $f_{s_{allow}}$ = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
 A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

The diameter of this part is equal or larger than the diameter of bar spliced.

ROLLED THREAD DOWEL BAR



** ONE PIECE

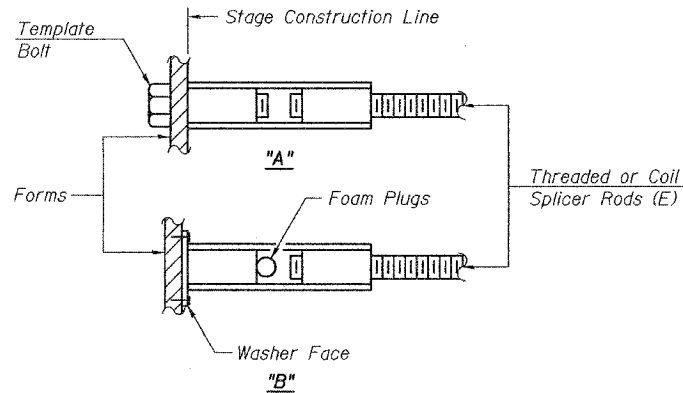
Wire Connector



WELDED SECTIONS

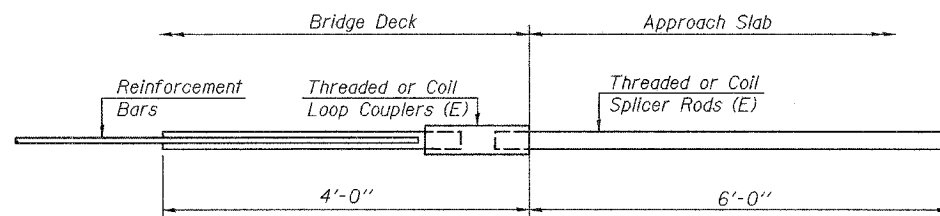
BAR SPLICER ASSEMBLY ALTERNATIVES

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



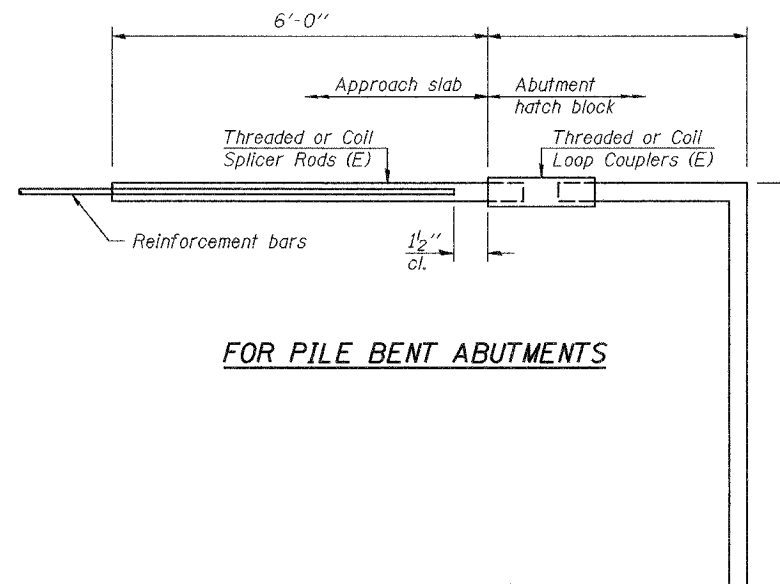
INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.



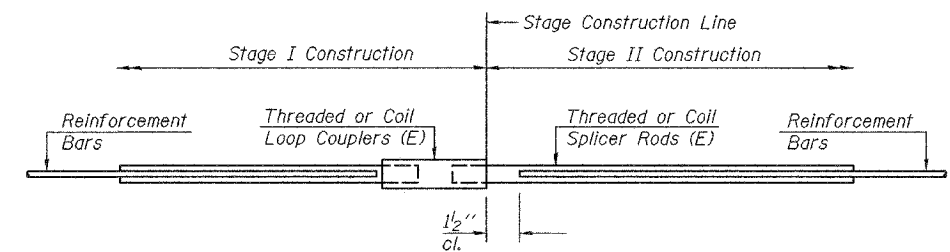
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required = 80



FOR PILE BENT ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required = NA



STANDARD

Bar Size	No. Assemblies Required	Location
#8	6	N. Abutment
#8	6	S. Abutment
#5	338	Deck
#6	16	Diaphragm

BAR SPLICER ASSEMBLY DETAILS
F.A.P. ROUTE 314 - SECTION 111BR-1
MADISON COUNTY
STATION 161+40.00
STRUCTURE NO. 060-0339

DESIGNED	CEH
CHECKED	DHC
DRAWN	DECKY M. LEACH
CHECKED	CEH & DHC

November 10, 2005
EXAMINED *Thomas J. Damagala*
PASSED *Ralph E. Anderson*

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	111BR-1	MADISON	123	108
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

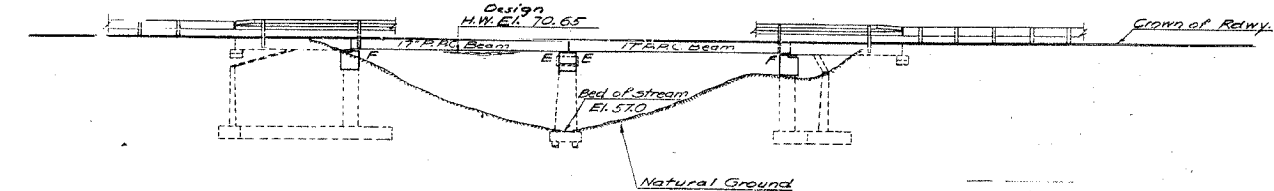
B.M.: R.R. Spike in lower pole 40' Rt Station
155+39, Elev. = 78.58.
Existing Structure - Built 1928 as S.B.I. Rte.
150 Sec. III - B Sta. 161+40 R.C.D.S. Conc.
Abuts. 4" Conc. W.S. Superstructure to be
removed by Contractor. No Salvage.
Structure to be widened utilizing
staged construction.

STATE OF ILLINOIS

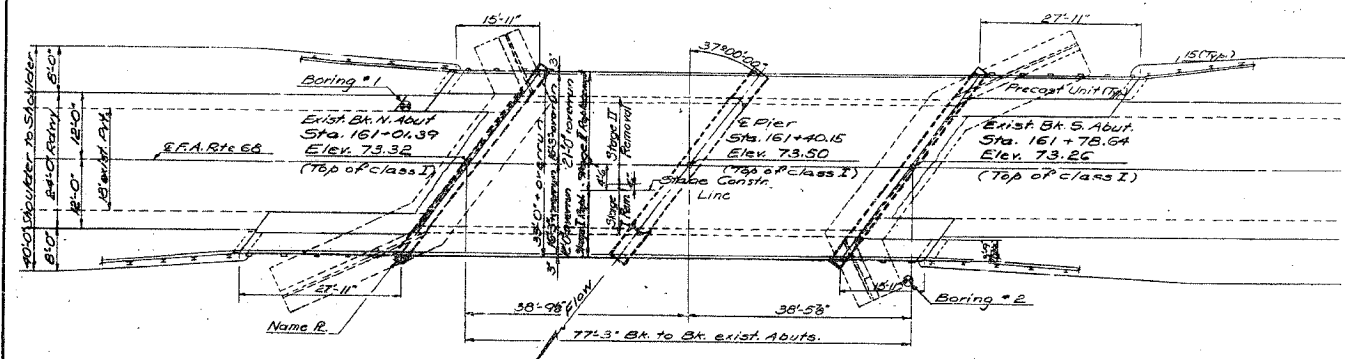
DATE	BY	CHECKED	APPROVED	SCALE	SHEET NO. 1
10/15/2005	H. LEE	R. F. RUSSELL	[Signature]	3/8" = 1'	8 SHEETS

GENERAL NOTES

All reinforcement bars shall be lapped 2d diameters unless otherwise shown.
It shall be the responsibility of the contractor to verify all dimensions and conditions existing in the field prior to construction and ordering materials.
An alternate strand pattern using Extra High Strength Prestressing Strand (270 k.s.i.) is permitted.
Expansion bolts shall consist of self-drilling expansion anchors and 3/8" hooked bolts. Hooked bolts shall extend a minimum of 12" into new concrete unless otherwise shown.
Shoulder transition to wingwall shall be shaped with broken concrete. Cost Incidental.
The top surface of the beams shall be finished in accordance with Article 305.02 of Std Specs except that the surface shall not be roughened by brooming. The finished surface shall be free of depressions or high spots with sharp corners.



ELEVATION



PLAN

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Portland Cement Concrete Pavt (10')	Sq Yds	36		36
Pavement Fabric	Sq Yds	36		36
Concrete Removal	Cu Yds		20	20
Expansion Bolts (3/8")	Each	52	84	136
Class X Concrete	Cu Yds	40	367	367
Precast Prestressed Conc. Di. Beam	Sq Ft	2338		2338
Precast Concrete Bridge Slab	Sq Ft	328		328
Steel Railing Type N	Lin Ft	243		243
Reinforcement Bars	Lbs	180	4020	4200
Pre I Rem. of P.C. Pavt. Type X (10')	Sq Yds	8		8
Removal of Existing Super.	Each	1		1
Temporary Guard Rail	Lin. Ft.	77		77
Bit Conc. Surt Course Class I	Ton	39		39
Neoprene Expansion Joint (6")	Lin Ft	42		42
Name Plates	Each		1	1
Waterproofing Membrane System	Sq Yds	285		285
Portland Cement Mortar Finishing Course	Lin. Ft.	769		769

Limits of Waterproofing Membrane System shall be back to back of abutments.

STATION 161+40
REBUILT 13P BY
STATE OF ILLINOIS
F.A.R.T.E. 68
LOADING HS 20
NAME PLATE
Sec. Std. 211.1

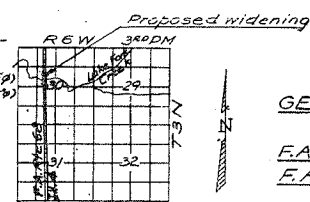
DESIGN STRESSES

WATERWAY INFORMATION	FIELD UNITS	PRESTR. PRECAST UNITS
Drainage Area	6,080 Acres	f _c = 4,000 psi
Character		f _c = 5,000 psi
Required Opening	615 Sq. Ft.	f _c = 4,000 psi
Present Opening	572 Sq. Ft.	f _s = 278,000 p.s.i. (Strands 6/8)
Proposed Opening (80% Allow.)	615 Sq. Ft.	f _s = 173,600 p.s.i. (Strands 6/8)

PRECAST CONC.

f _c = 4,500
f _c = 1,800
f _s = 20,000
n = 8

Loading HS 20-44
Note: Allow 25% for future wearing surface



LOCATION SKETCH

GENERAL PLAN & ELEVATION

F.A.R.T.E. 68 OVER LAKE FORK CREEK
F.A.R.T.E. 68 SECTION III BR
MADISON CO.
STA. 161+40.00

DESIGNED BY	H. LEE
CHECKED BY	R. F. RUSSELL
DRAWN BY	H. LEE
CHECKED BY	R. F. RUSSELL

EXAMINED
[Signature]
PROPOSED
[Signature]



FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

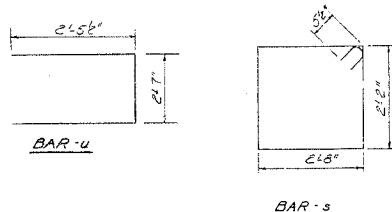
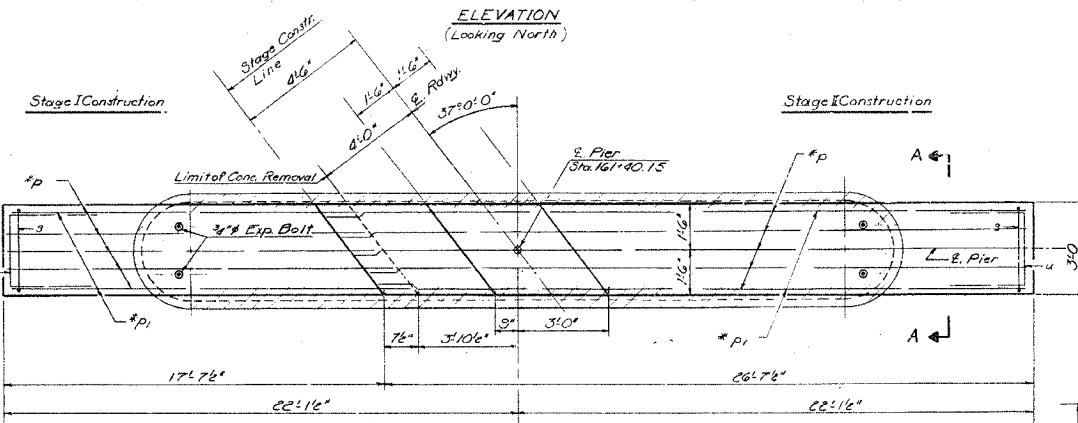
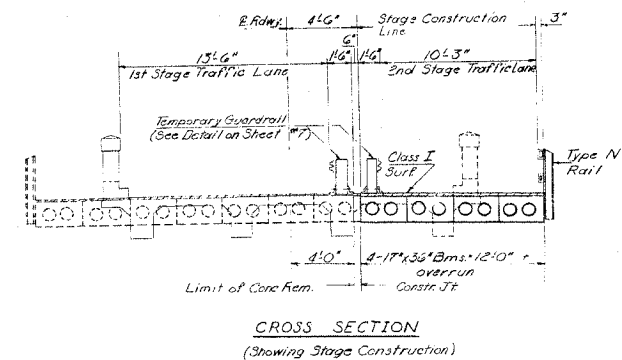
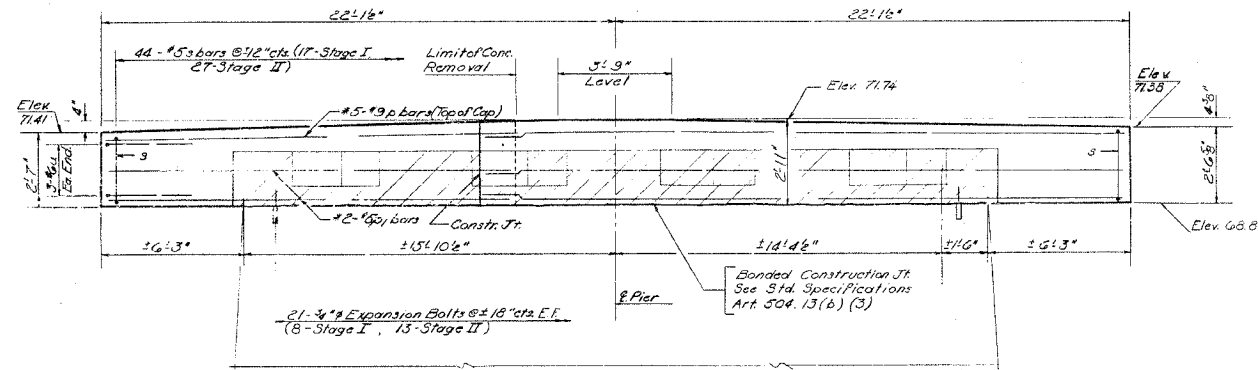
EXISTING STRUCTURE PLANS

FAP ROUTE 314
SECTION 111BR-1
MADISON COUNTY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	111BR-I	MADISON	123	109
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
68 111BR	MADISON	38	32	5

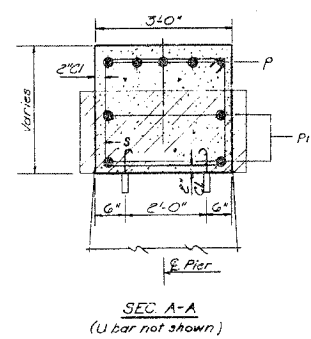
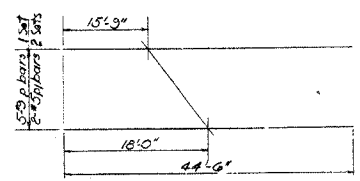


PIER BILL OF MATERIAL

Bar	No.	Size	Length	Shape
p	5	#9	44'-6"	
pl	4	#5	44'-6"	
s	44	#5	10'-7"	□
u	6	#6	7'-6"	U
Reinforcement Bars Lbs. 1500				
Class I Concrete Cu Ton. 16.0				
Concrete Removal Cu Yds. 5				
Expansion Bolts @ 18" Each 42				

Notes: Hatch area indicates concrete removal
Expansion Bolts shall be anchored in sound concrete.
All edges shall have standard 3" chamfers.

DESIGNED	<i>[Signature]</i>	EXAMINED	<i>[Signature]</i>
CHECKED	R. F. ROSE	PASSED	<i>[Signature]</i>
DRAWN	F. Coffin		
CHECKED	<i>[Signature]</i> RFR		



PIER
PART 68, SEC. 111BR
MADISON COUNTY
STA. 161+40.00

FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

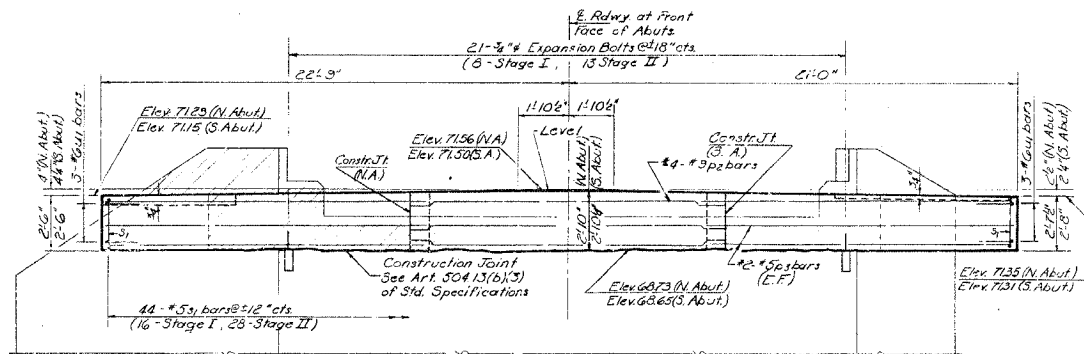
EXISTING STRUCTURE PLANS

FAP ROUTE 314
SECTION 111BR-I
MADISON COUNTY

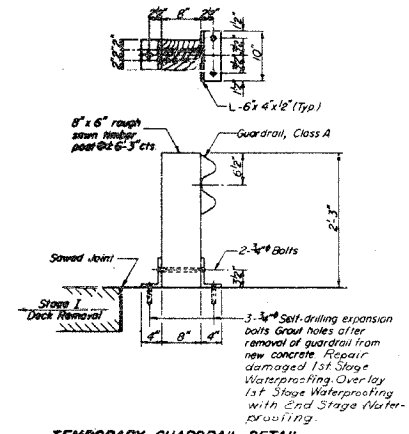
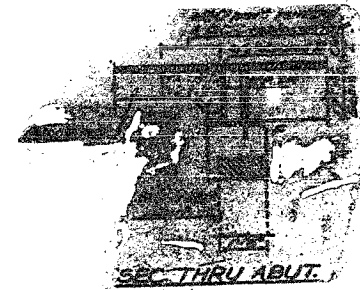
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	111BR-I	MADISON	123	110
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

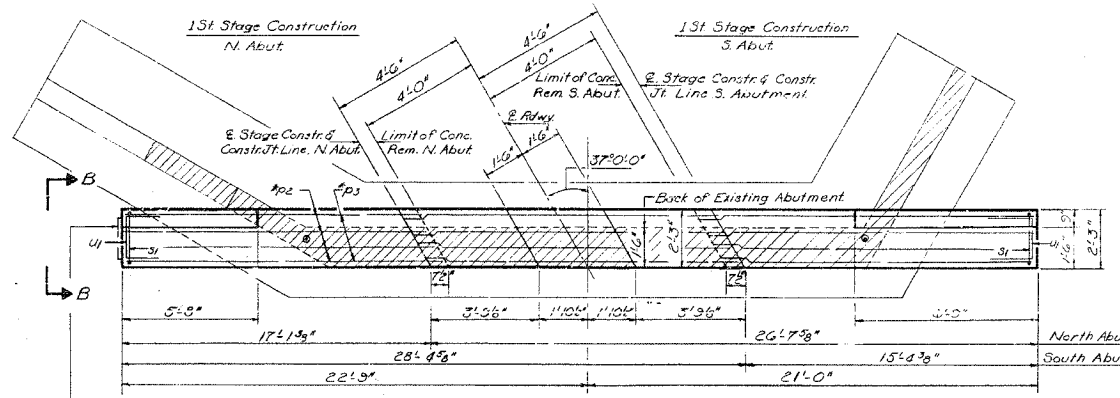
PROJECT NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
60	111BR	MADISON	38	33
FED. ROAD DIST. NO.		FED. AID PROJECT		



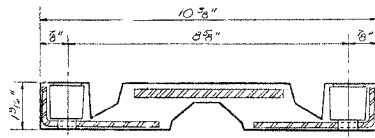
ELEVATION



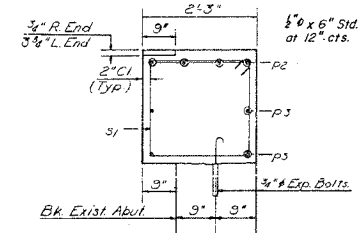
TEMPORARY GUARDRAIL DETAIL



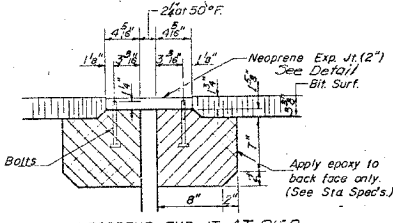
PLAN



2\"/>



VIEW B-B



NEOPRENE EXP. JT. AT PIER

TWO ABUTMENTS

Bar	No.	Size	Length	Shops
D4	8	#3	44'-0"	
D5	8	#5	48'-0"	
S1	88	#5	3'-1"	□
U1	12	#6	6'-0"	□

Class X Concrete	Cu. Yds.	19.2
Reinf. Bars	Lbs.	2320
Expansion Bolts	Each	42
Concrete Removal	Cu. Yds.	15

ABUTMENTS
FA RTG8 SEC. III BR
MADISON COUNTY
STA. 161+40.00

DESIGNED	H. Lee
CHECKED	F. Coffin
DRAWN	F. Coffin
CHECKED	H. Lee

EXAMINED	[Signature]
PASSED	[Signature]

Notes:
Hatched area indicates Concrete Removal Reinforcement extending into removed area shall be cleaned and incorporated into the new construction.
Expansion Bolts shall be anchored in sound concrete. All edges shall have standard 1/4\"/>

* Order pc4ps bars full length. Cut to fit as shown and use remainder of bars in 2nd Stage Construction. Min lap = 6\"/>

Place Name Plate at this location (N.A. Only)

PLOT DATE = 10/16/2005
FILE NAME = c:\projects\111BR\111BR.dgn
PLOT SCALE = 1/8\"/>

FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS

FAP ROUTE 314
SECTION 111BR-I
MADISON COUNTY

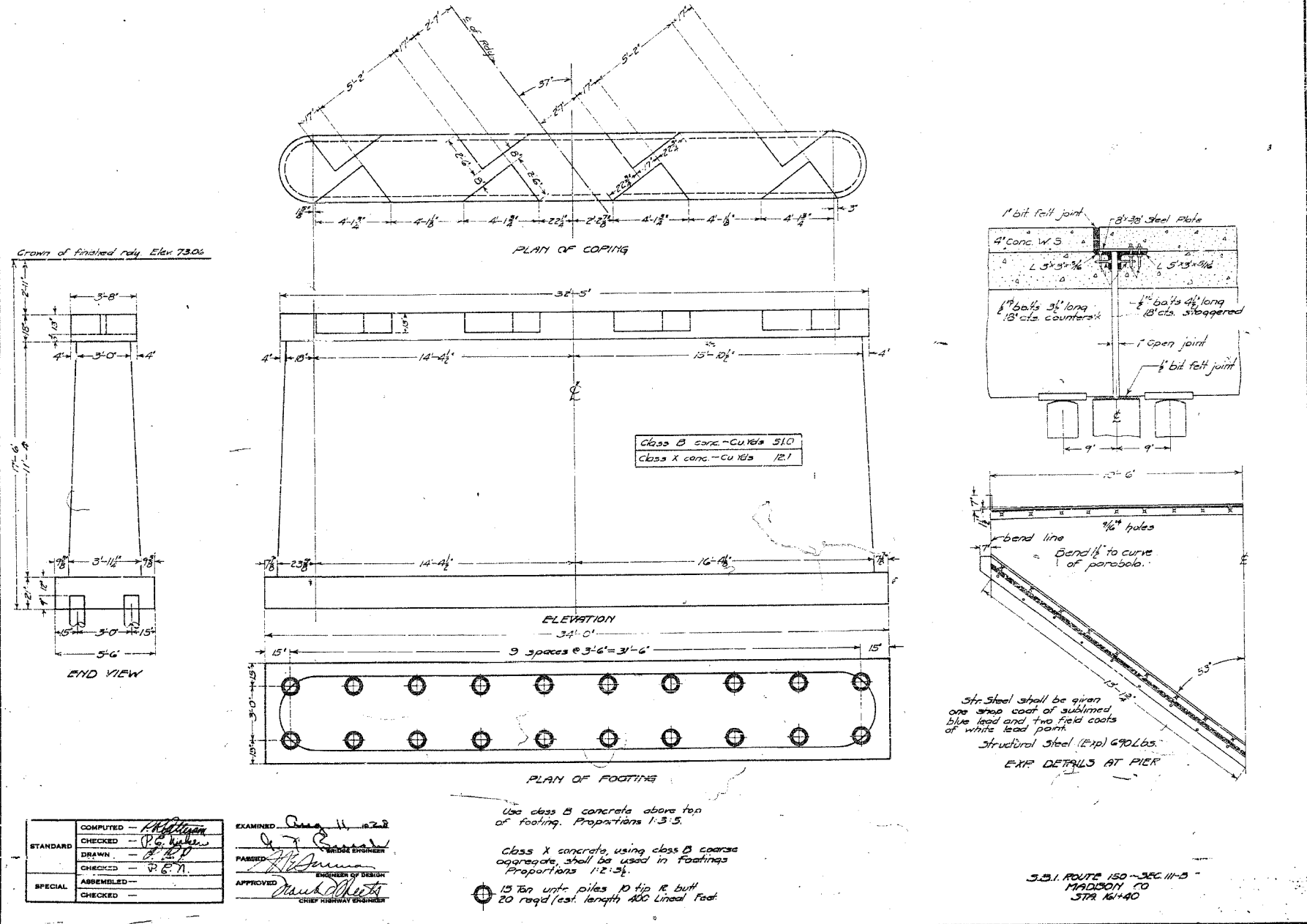
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	111BR-1	MADISON	123	112
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

CONTRACT NO.	COUNTY	SEC.	TOTAL SHEETS	SHEET NO.
150	MADISON	111B	69	22

SHEET NO. 3
4 SHEETS

BM N.E.W. in T.P. left side
138+30 12/26/69



COMPUTED	—	EXAMINED	—
CHECKED	—	PASSED	—
DRAWN	—	APPROVED	—
CHECKED	—		
SPECIAL	—		
CHECKED	—		

FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

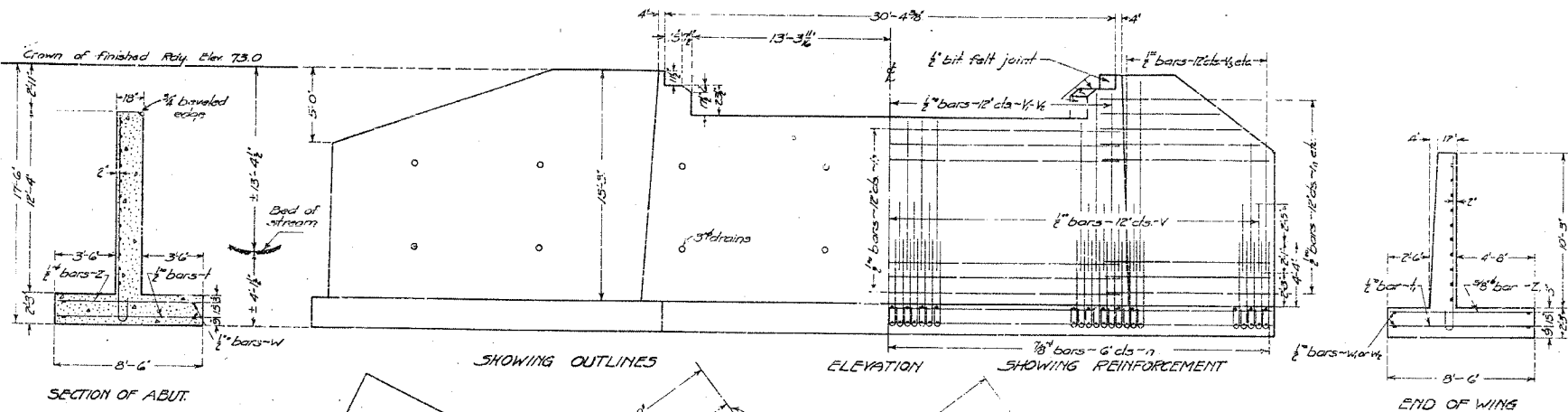
ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING STRUCTURE PLANS
FAP ROUTE 314
SECTION 111BR-1
MADISON COUNTY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	111BR-I	MADISON	123	113
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

COUNTY	SECTION	SHEET	PROJECT	SHEET NO.
150	111B	64	67	4

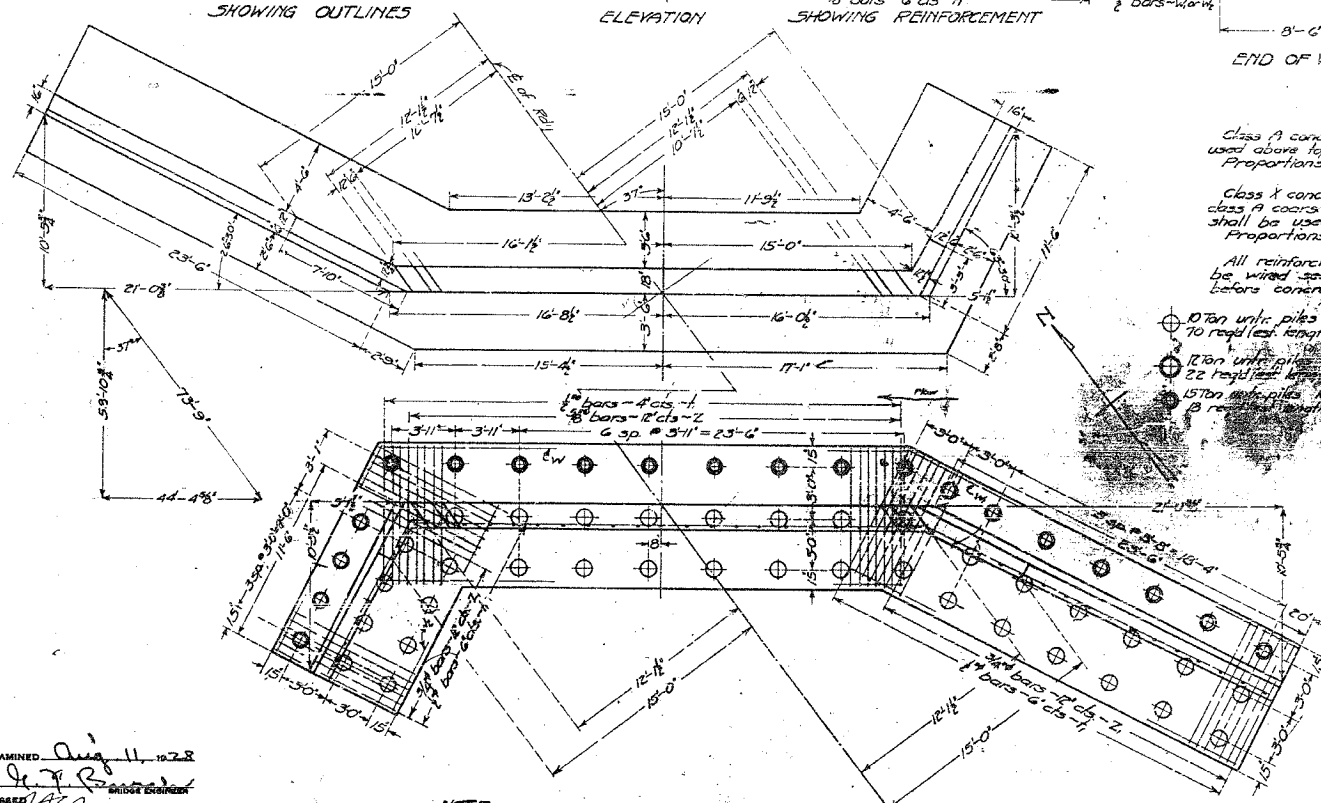
A.M. N. & W. in T.P. Lt. Sta.
156+50 Elev. 632.3



BILL OF MATERIAL

Bar	No.	Size	Length
V	130	1/2"	8'-6"
V1	54	"	10'-0"
V2	8	"	12'-0"
V3	26	"	12'-6"
V4	14	"	11'-0"
V5	12	"	8'-0"
h	48	"	17'-0"
h1	20	"	25'-6"
h2	4	"	21'-6"
h3	7	"	16'-0"
h4	20	"	13'-0"
h5	4	"	10'-6"
h6	4	"	8'-6"
n	260	1/8"	8'-0"
f	194	1/8"	8'-3"
t	120	1/8"	8'-3"
z	64	3/8"	8'-3"
z1	12	1/2"	17'-0"
w	8	"	26'-0"
w1	8	"	18'-0"

Reinforcing Steel - Lbs. 11640
Class A conc. - Cu. Yds. 371
X - 0.156 92.8



Class A concrete shall be used above top of footing. Proportions 1:2 1/2:4
Class X concrete, using class A coarse aggregate, shall be used in footing. Proportions 1:2 1/2:3
All reinforcing steel shall be wired securely in place before concrete is poured.
170n w/ric. piles @ tip of butt 70 req'd min. length 100' in feet
120n w/ric. piles @ tip of butt 22 req'd min. length 100' in feet
157n w/ric. piles @ tip of butt 13 req'd min. length 100' in feet

NOTE:
Use 1/8" - 5/16" - 3/8" - 1/2" - 5/8" and #2 in long wing.
Use #16 - 3/4" - 2 1/4" - 2 1/2" and #2 in short wing.
Use all 1/2", 3/4", and 1/2" bars in long wings.
Use all 1/2", 3/4", and 1/2" bars in short wings.

S.B.I. ROUTE 150 - SEC. 11-B
MADISON CO.
STA. 161+40

COMPLETED	- P.R. Williams	EXAMINED	Aug 11, 1928
CHECKED	- P.C. Weber	DESIGNED	J. J. Williams
DRAWN	- R.R.P.	PASSED	J. J. Williams
CHECKED	- P.C.M.	ENGINEER OF DESIGN	J. J. Williams
ASSEMBLED	-	APPROVED	Paul Smith
CHECKED	-	CHIEF HIGHWAY ENGINEER	

FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS

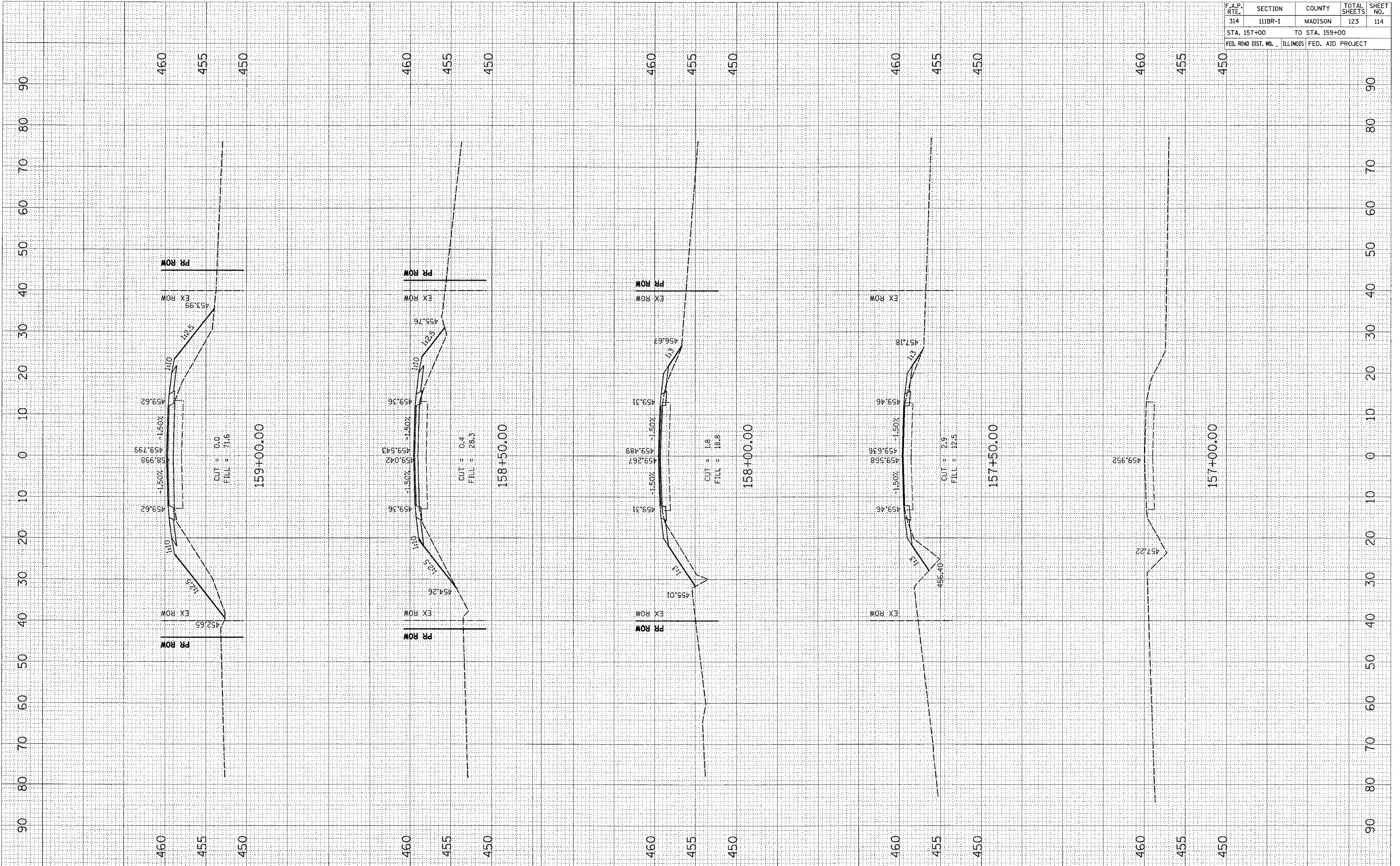
FAP ROUTE 314
SECTION 111BR-I
MADISON COUNTY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	111BR-1	MADISON	123	114
STA. 157+00		TO STA. 159+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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

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

PLOT DATE: * * * * *
 FILE NAME: * * * * *
 PLOT SCALE: * * * * *
 USER NAME: * * * * *



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	111BR-I	MADISON	123	115
STA. 159+50		TO STA. 160+70		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

BY: _____ DATE: _____

ORIGINAL SURVEY: _____

FILED: _____

NOTE BOOK: _____

AREA CHECKED: _____

BY: _____ DATE: _____

ORIGINAL SURVEY: _____

FILED: _____

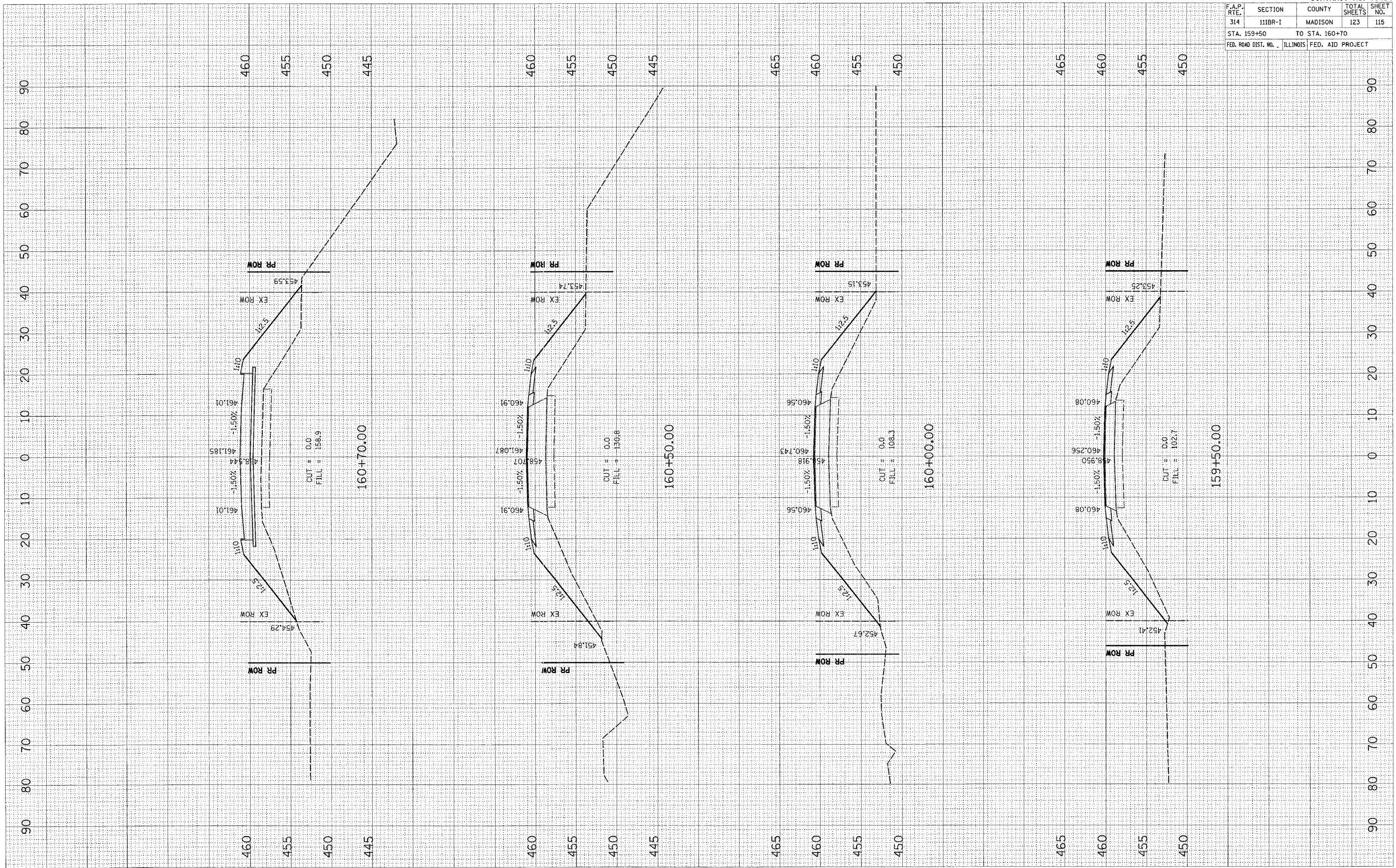
NOTE BOOK: _____

AREA CHECKED: _____

PLOT DATE: *DATE*

FILE NAME: *FILE*

USER NAME: *USER*

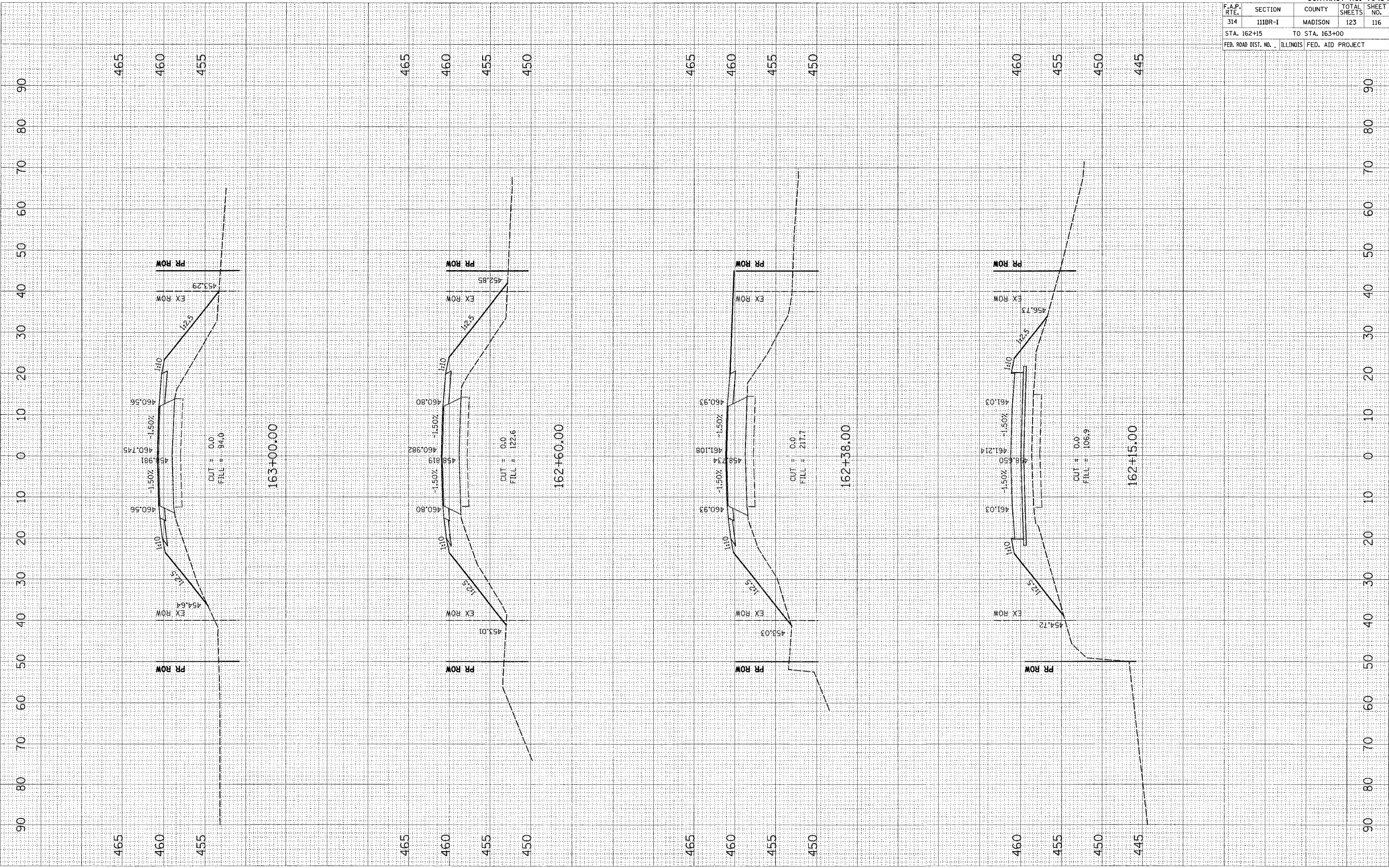


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	111BR-I	MADISON	123	116
STA. 162+15 TO STA. 163+00				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

FINAL SURVEY BY DATE
 SURVEYED BY _____
 CHECKED BY _____
 DATE _____
 NO. _____

ORIGINAL SURVEY BY DATE
 SURVEYED BY _____
 CHECKED BY _____
 DATE _____
 NO. _____

PLOT DATE = #DATE#
 FILE NAME = #FILE#
 PLOT SCALE = #SCALE#
 USER NAME = #USER#

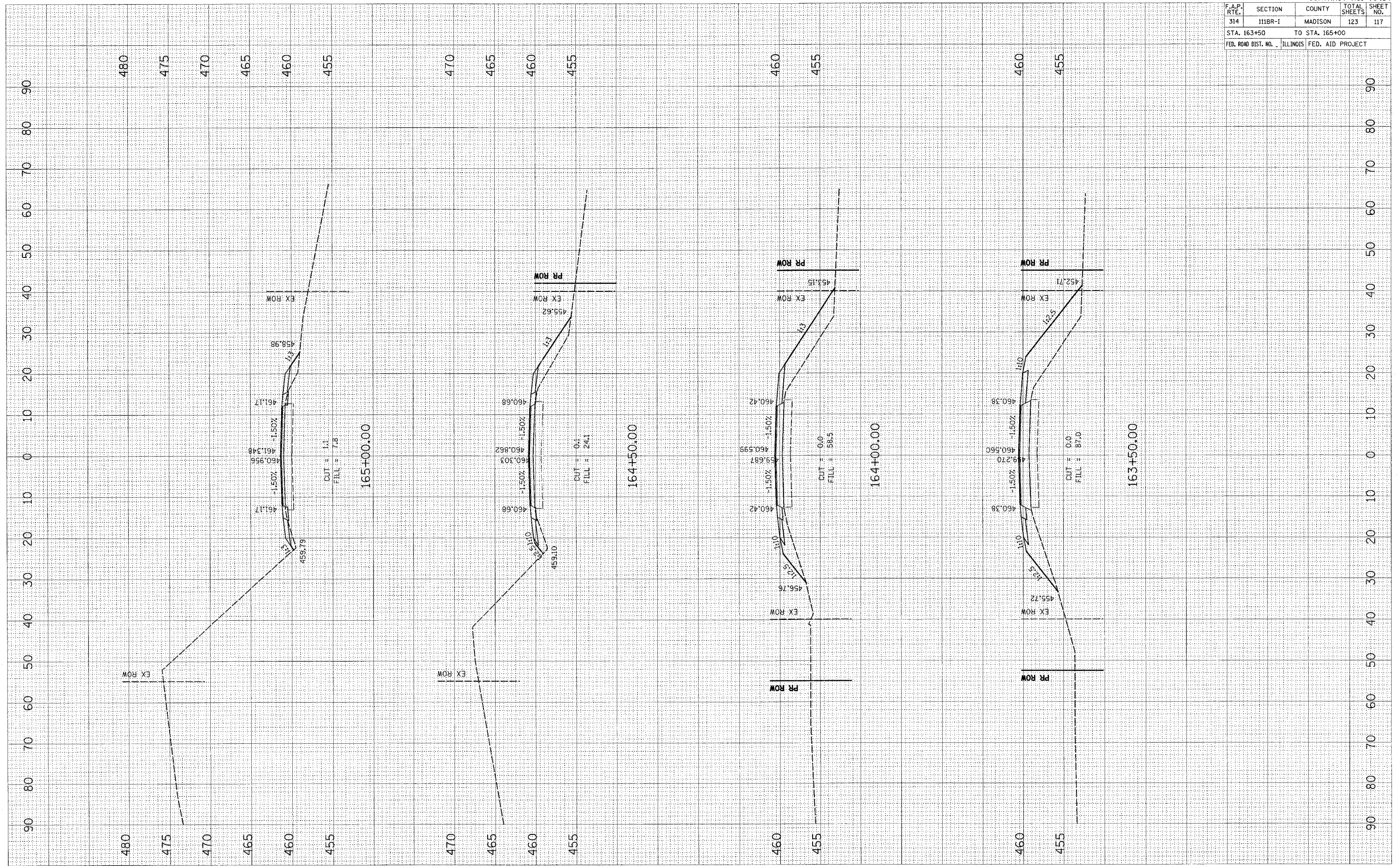


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	111BR-1	MADISON	123	117
STA. 163+50		TO STA. 165+00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

FINAL SURVEY PLOTTED
 NOTE BOOK NO. _____
 AREAS CHECKED _____

ORIGINAL SURVEY PLOTTED
 NOTE BOOK NO. _____
 AREAS CHECKED _____

PLOT DATE: #DATE#
 FILE NAME: #FILE#
 PLOT SCALE: #SCALE#
 USER NAME: #USER#

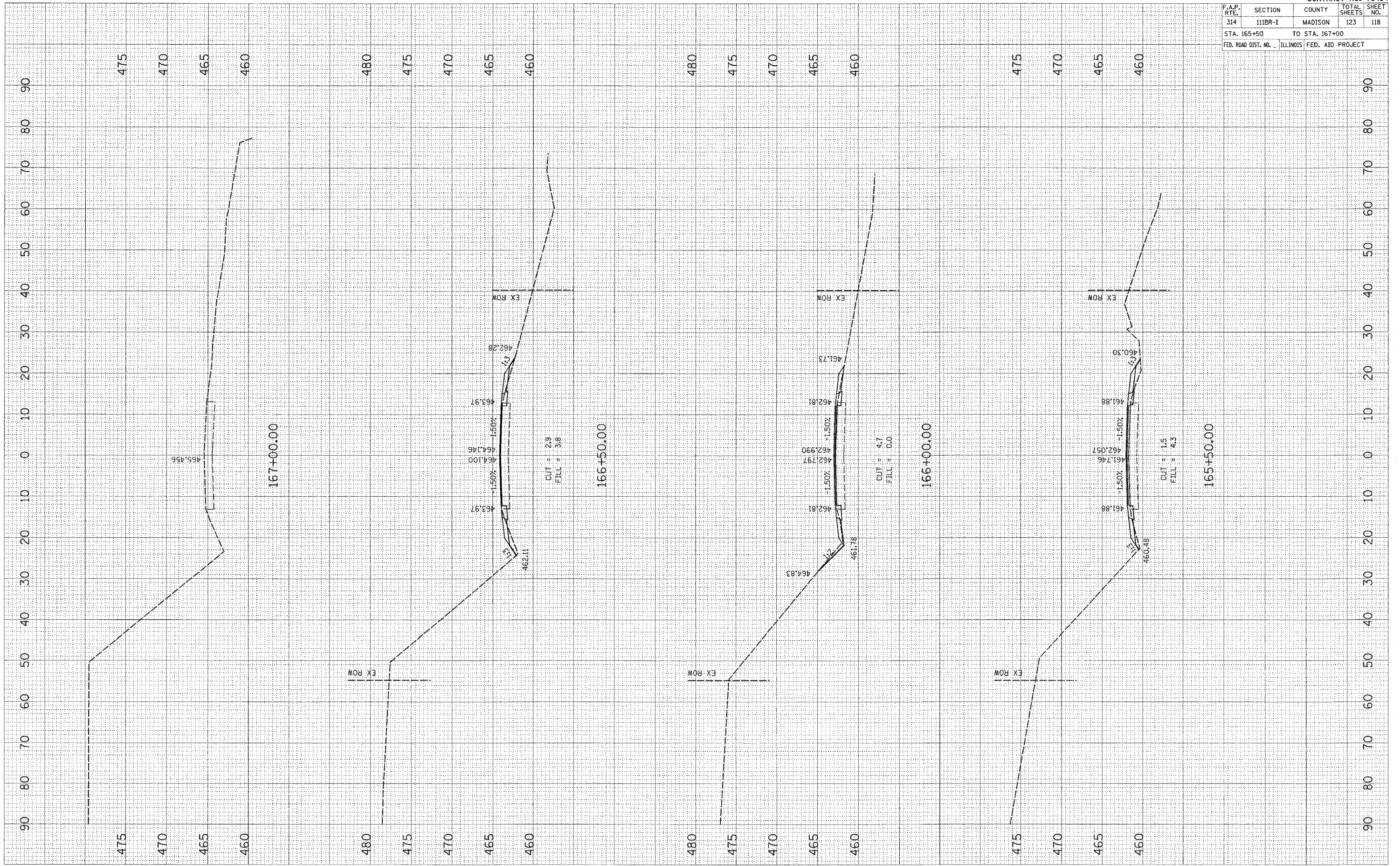


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	111BR-I	MADISON	123	118
STA. 165+50		TO STA. 167+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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

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

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 PLOT SCALE = SCALE
 USER NAME = USER

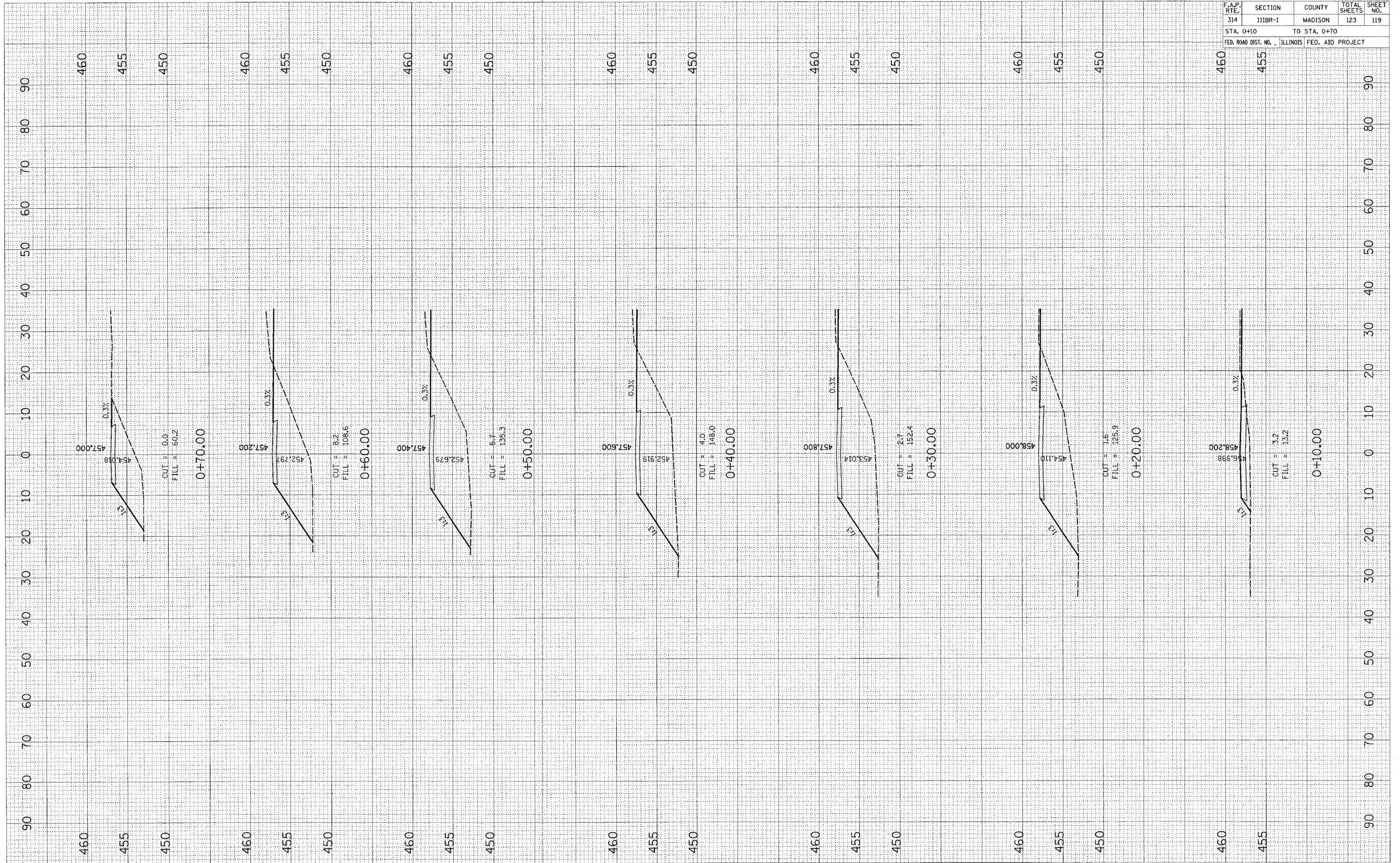


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	111BR-1	MADISON	123	119
STA. 0+10		TO STA. 0+70		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SPANNED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SPANNED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

PLOT DATE = #DATE#
 FILE NAME = #FILE#
 PLOT SCALE = #SCALE#
 USER NAME = #USER#



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-1	MADISON	123	120
STA. 0+00 TO STA. 0+20				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

FINAL SURVEY

DATE: _____ BY: _____

SAVED SURVEY

NOTE BOOK

TEMPLATE

AREA

AREAS CHECKED

ORIGINAL SURVEY

DATE: _____ BY: _____

SAVED SURVEY

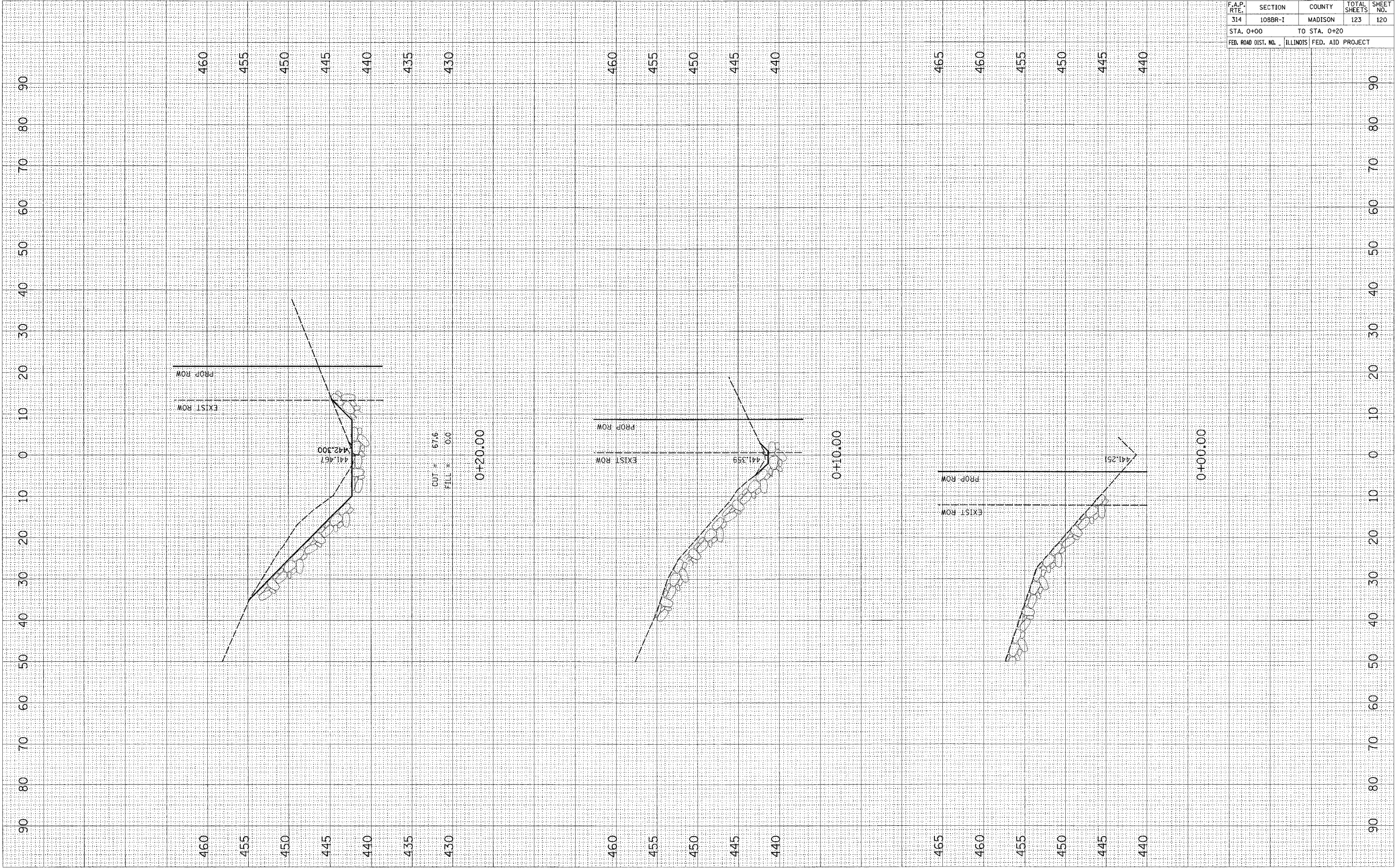
NOTE BOOK

TEMPLATE

AREA

AREAS CHECKED

PLOT DATE = DATE
 FILE NAME = FILEL
 PLOT SCALE = SCALE
 USER NAME = USER



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-I	MADISON	123	121
STA. 0+30		TO STA. 0+50		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

FINAL SURVEY PLOTTED TEMPLATE AREAS CHECKED

NO. _____

BY _____

DATE _____

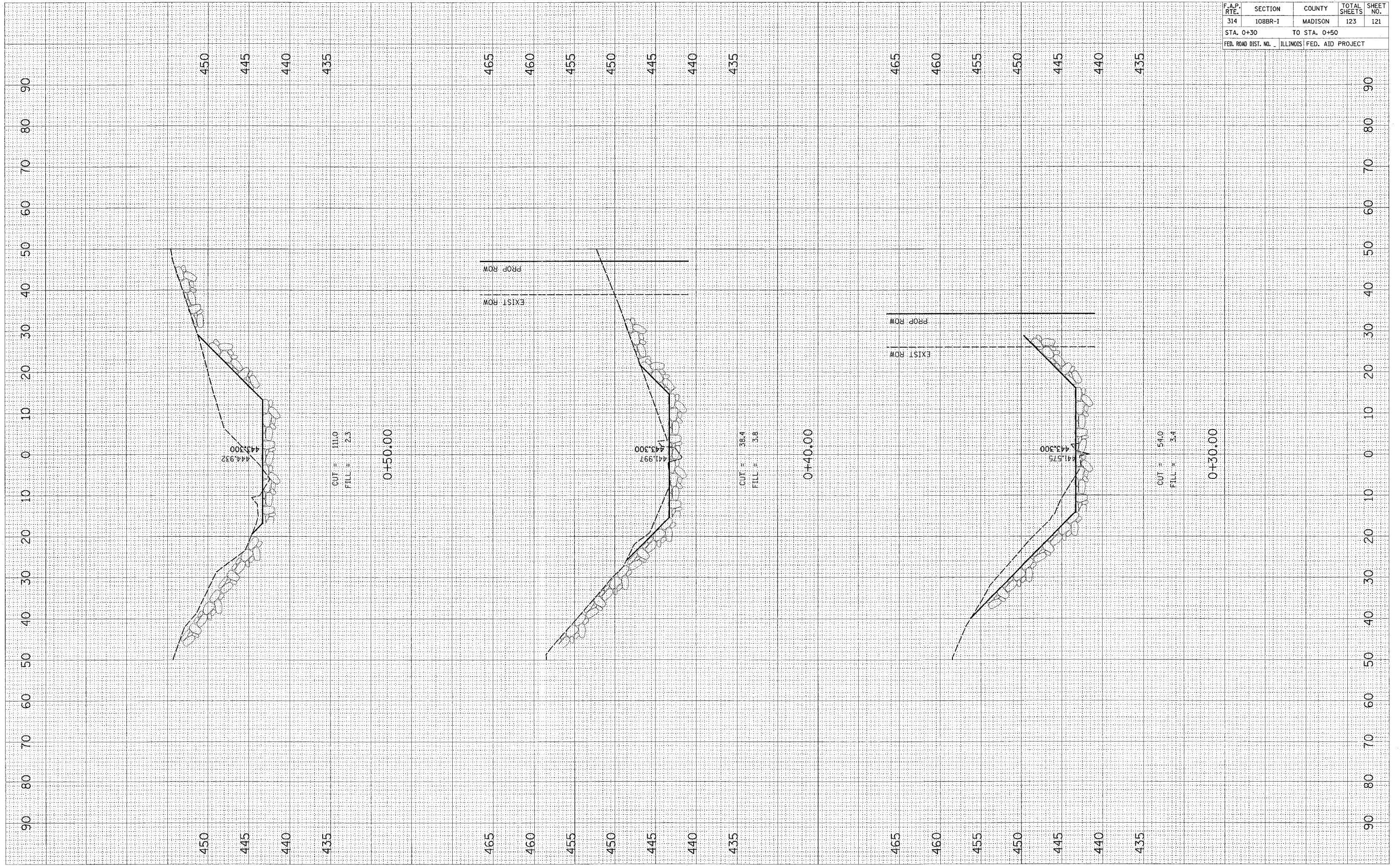
ORIGINAL SURVEY PLOTTED TEMPLATE AREAS CHECKED

NO. _____

BY _____

DATE _____

PLOT DATE * DATE *
 FILE NAME * FILE *
 USER NAME * USER *



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-1	MADISON	123	122
STA. 0+60		TO STA. 0+90		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

FINAL SURVEY PLOTTED TEMPLATE AREAS CHECKED

BY: _____ DATE: _____

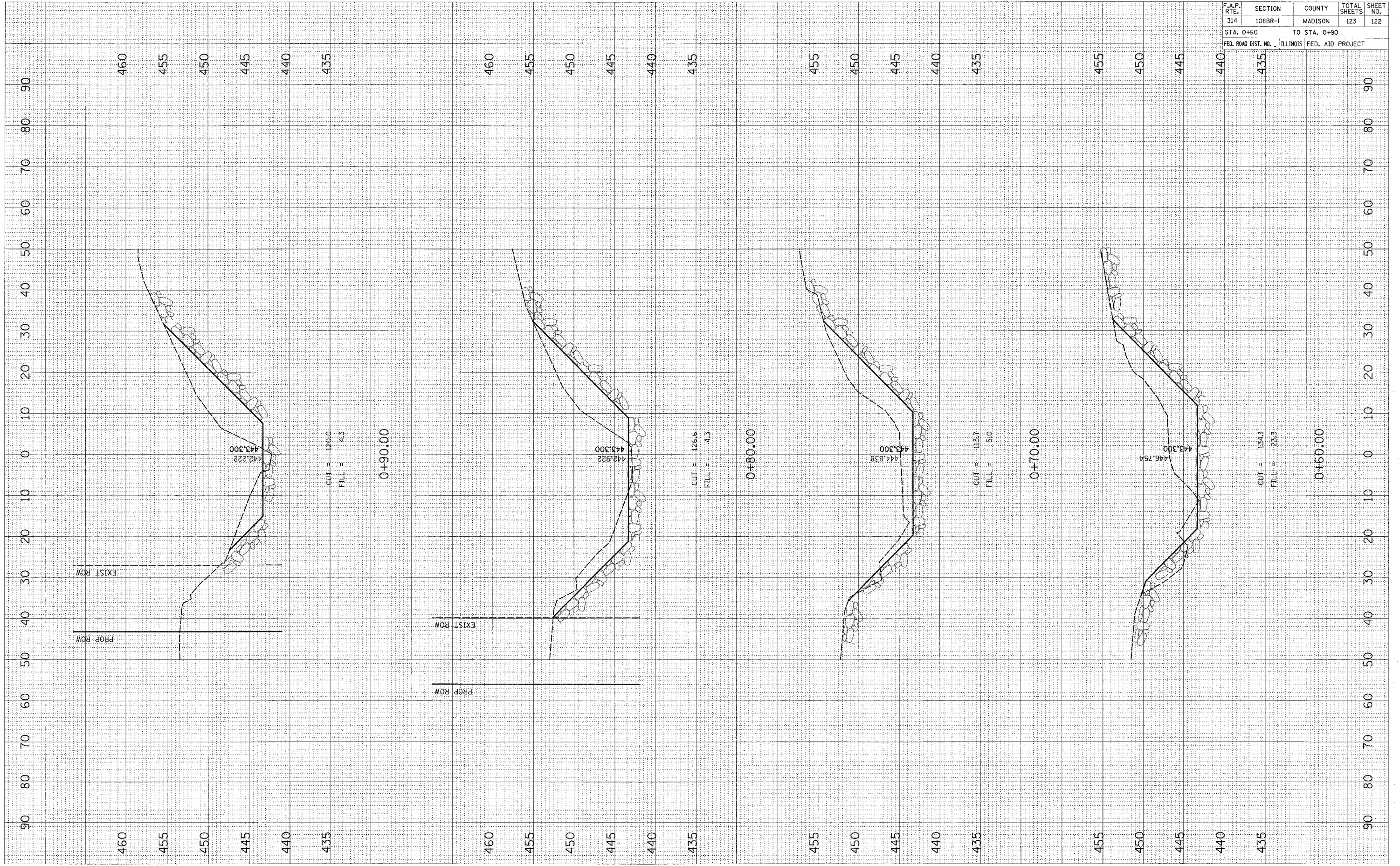
NO. _____

ORIGINAL SURVEY PLOTTED TEMPLATE AREAS CHECKED

BY: _____ DATE: _____

NO. _____

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 FILE NAME = #FILE#
 USER NAME = #USER#

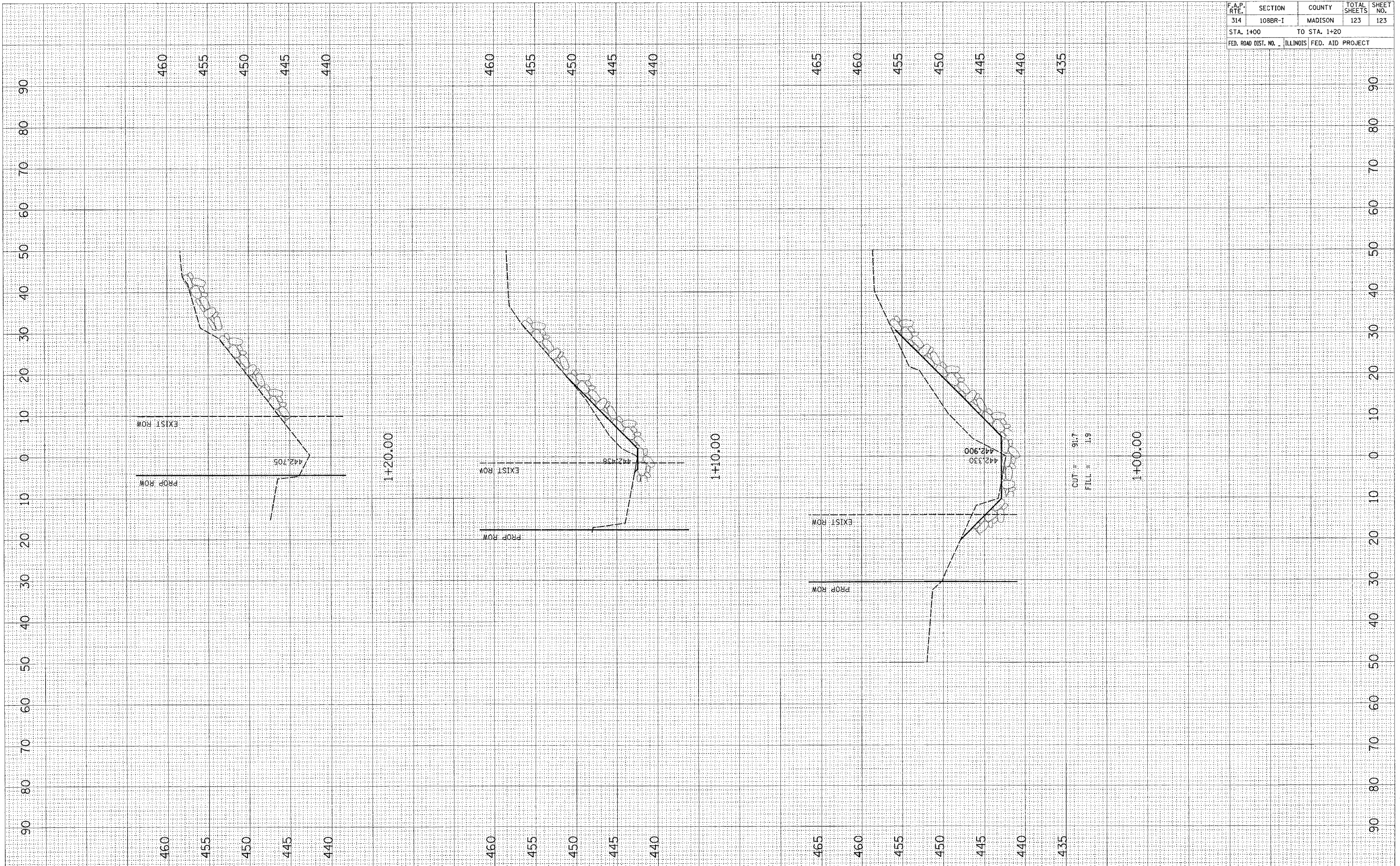


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
314	108BR-1	MADISON	123	123
STA. 1+00		TO STA. 1+20		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

FINAL SURVEY
 NO. _____
 DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 TEMPLATE _____
 AREAS CHECKED _____

ORIGINAL SURVEY
 NO. _____
 DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 TEMPLATE _____
 AREAS CHECKED _____

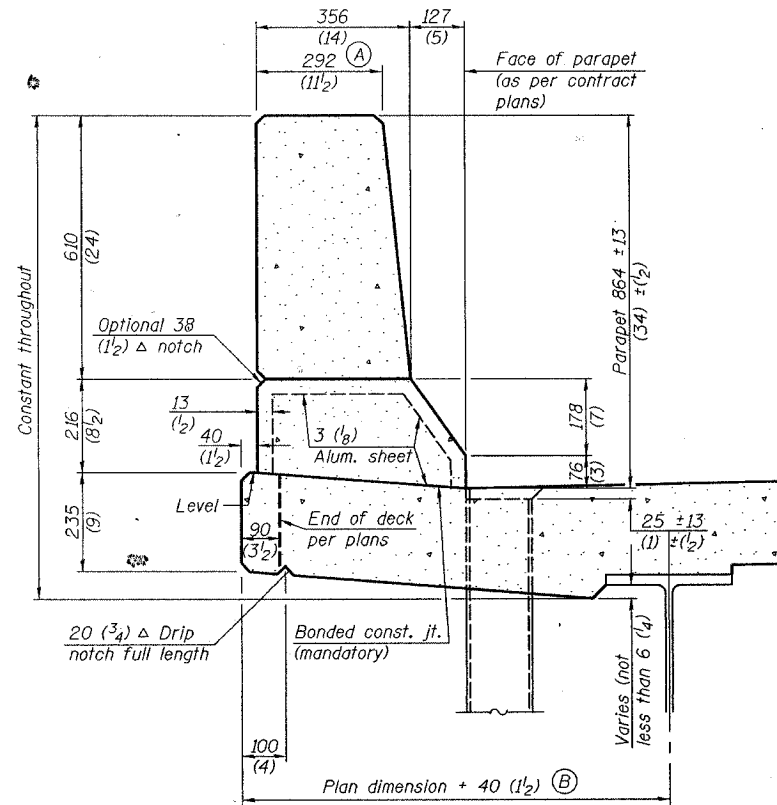
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 FILE NAME = #FILE#
 USER NAME = #USER#



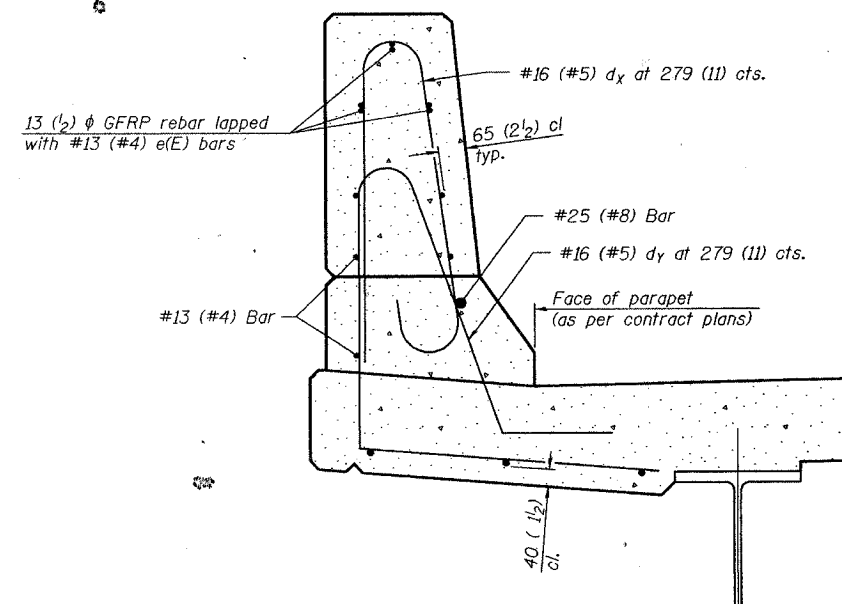
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
314	188	MADISON	123	123A	
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT-	

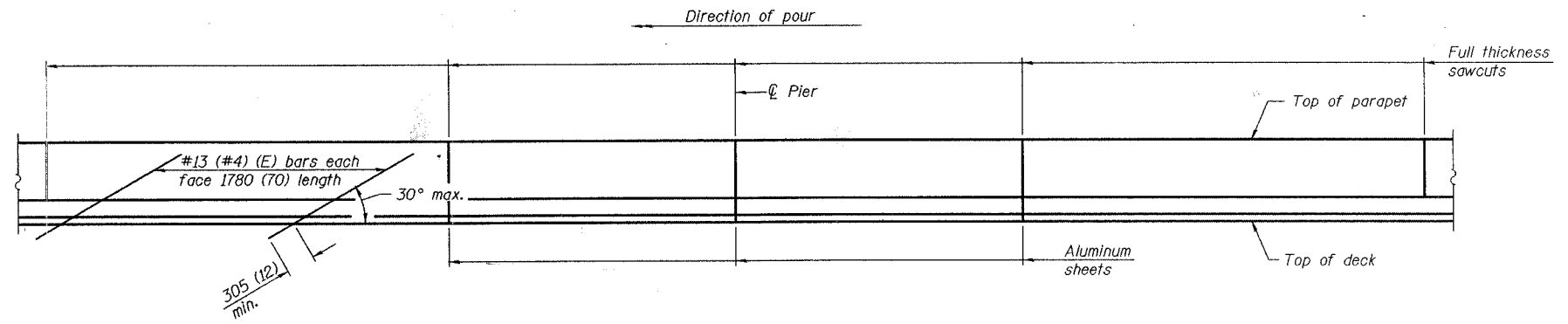
Contract # 76454



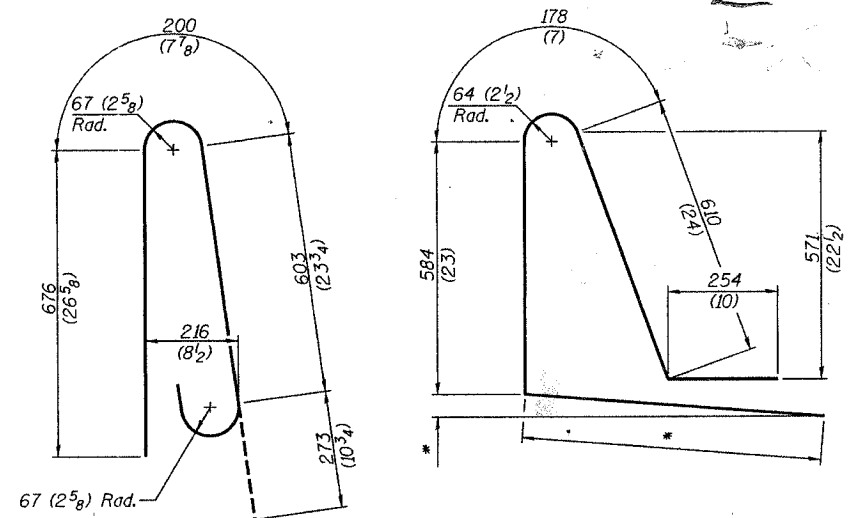
SECTION
(Showing dimensions)



SECTION
(Showing required reinforcement)

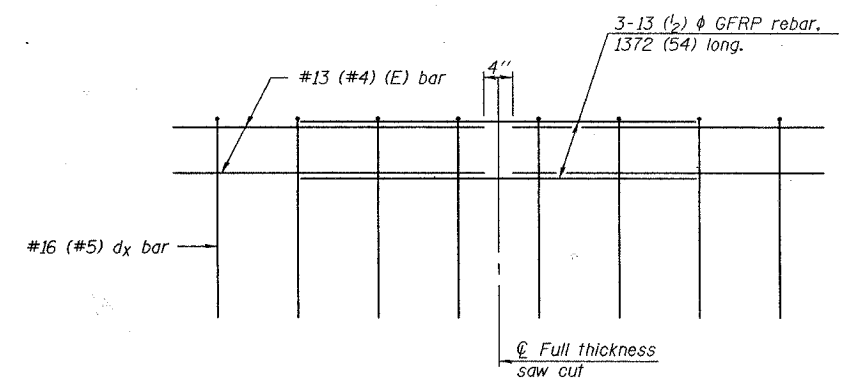


ELEVATION
(Showing parapet joints and typical stiffening reinforcement between joints)



BAR dx(e)

BAR dx(e)
* Per contract plans



GFRP REBAR STIFFENING DETAIL
(Place as shown in parapet section)

GENERAL NOTES
All dimensions shall remain the same as shown on contract plans, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B= 0.0422 m³/m (.0165 cu. yds./ft.) of parapet.
Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all other locations. Adjust/add joint locations to maintain 3 to 6 meter (10 to 20 foot) spacing.

**CONCRETE PARAPET
SLIPFORMING OPTION**