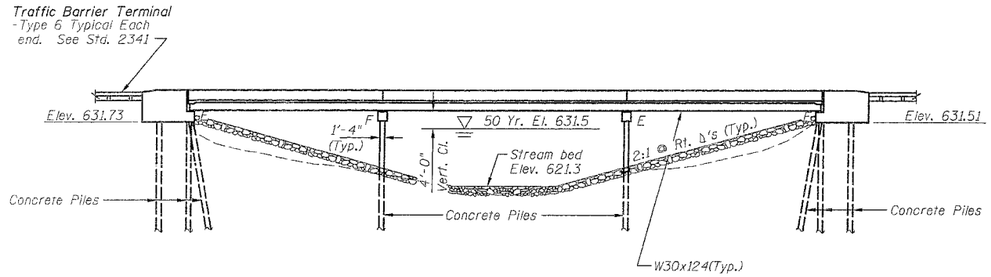
BM.: TBM #29 Railroad spike in power pole, North side of U.S. Route 24. Sta. 1912+00, Elev. 633.66'.

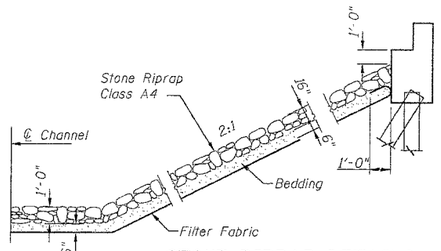
Existing Structure: SN 038-0033. Three span reinforced concrete slab, 35'-8" Out to Out, and steel I beams (non-composite). Reinforced concrete, spill through abutments and pier caps on precast concrete piles. Remove and replace superstructure, replace abutments and widen pier substructure, to provide 40'-0" clear between parapets. Reconstruct end slopes with stone riprap. One lane of traffic is to be maintained at all times using staged construction. No salvage.

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 317	21BR-1	IROQUOIS	255	127
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

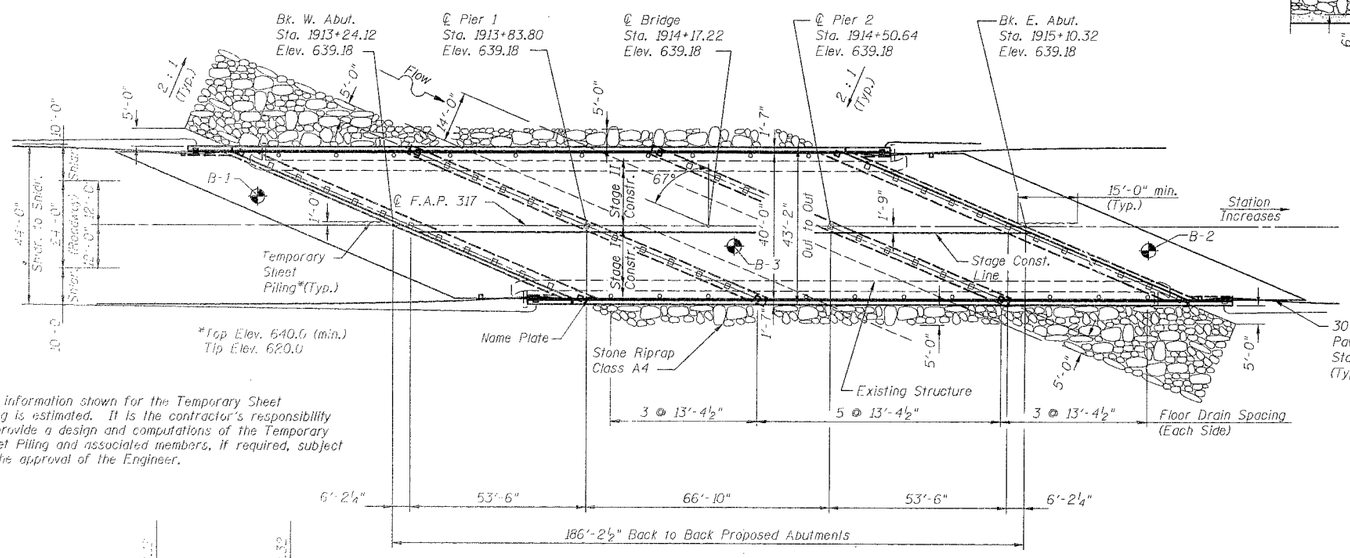
Bridge Sheet 1 of 20 Sheets



ELEVATION

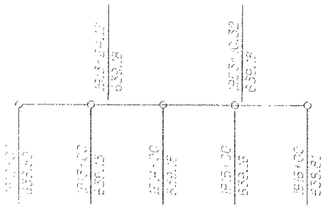


STONE RIPRAP DETAILS



PLAN

The information shown for the Temporary Sheet Piling is estimated. It is the contractor's responsibility to provide a design and computations of the Temporary Sheet Piling and associated members, if required, subject to the approval of the Engineer.



EXISTING/PROPOSED PROFILE GRADE

WATERWAY INFORMATION TABLE

DRAINAGE AREA: 17.6 Sq. Miles — Low Grade Elev. - 638.8 @ Sta. 1917+00

Flood	Freq. (yrs)	Q (C.F.S.)	Opening S.F. Exist.	Opening S.F. Prop.	Nat. H.W.I.	Head Ft. Exist.	Head Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
Design	50	1190	327	289	631.5	0	0	631.5	631.5
Base	100	1340	341	303	631.8	0	0	631.8	631.8
Max. Calc.	500	1650	370	333	632.4	0	0	632.4	632.4

SEISMIC DATA

S.P.C. = A
A = 0.045
S = 1.0

DESIGN SPECIFICATIONS

1992 AASHTO & 1993 Interims

DESIGN STRESSES

f'c = 3,500 p.s.i.
fy = 60,000 p.s.i. (Reinforcement)
Fy = 50,000 p.s.i. (Structural Steel - M270-GR50)
Fy = 36,000 p.s.i. (Structural Steel - M270-GR36)

LOADING HS 20-44

Allow 25 lbs./sq.ft. for future wearing surface.

GENERAL NOTES

See Bridge Sheet 2 for General Notes.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL	
Concrete Superstructure	Cu. Yd.	236.5	——	236.5	
Concrete Structures	Cu. Yd.	——	270.1	270.1	
Reinforcement Bars, Epoxy Coated	Pounds	56,970	25,520	82,490	1
Name Plates	Each	1	——	1	
Floor Drains	Each	20	——	20	
Furnishing Concrete Piles	Foot	——	1845	1845	
Driving Concrete Piles	Foot	——	1845	1845	
Test Piles, Concrete	Each	——	2	2	
* Temporary Sheet Piling	Sq. Ft.	——	600	600	
Structure Excavation	Cu. Yd.	——	134	134	
Removal of Existing Superstructures	Each	——	——	1	
Structural Steel	L.S.	1	——	1	
Elastomeric Bearing Assembly, Type I	Each	——	12	12	
Elastomeric Bearing Assembly, Type II	Each	——	6	6	
Neoprene Expansion Joint (2")	Foot	211	——	211	
Stone Riprap, Class A4	Sq. Yd.	——	1230	1230	
Filter Fabric for use with Riprap	Sq. Yd.	——	1230	1230	
Concrete Removal	Cu. Yd.	——	163.4	163.4	
Bar Splicers	Each	609	60	669	1
** Protective Coat	Sq. Yd.	164	20	184	
Bridge Deck Grooving	Sq. Yd.	750	——	750	
Bridge Seat Sealer	Sq. Ft.	——	576	576	
* Str. Excav. Prot. for Pile Bents	Ea.	——	4	4	
Stud Shear Connectors	Ea.	560	——	560	1

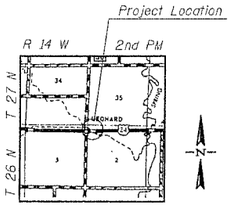
**Quantity is for top & inside of parapet only
*See Special Provisions

*NHF-BRF-BRF-317(26)

STATION 1914+17.22
REBUILT 199 BY
STATE OF ILLINOIS
F.A.P. RT. 317 * SEC. 21BR-1
LOADING HS20
STR. NO. 038-0033

NAME PLATE

See Std. 2113
Relocate existing Name Plate to new parapet (Cost Incidental to Name Plates)



LOCATION PLAN
NTS

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Engineer of Bridges and Structures

ROBERT BRADFORD JR. 081-003376 LICENSED STRUCTURAL ENGINEER SPRINGFIELD ILLINOIS 11/23/94

Expires: 11/30/94

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION

FAP ROUTE 317 (US RTE. 24) OVER TRIBUTARY TO SPRING CREEK, SEC 21BR-1, IROQUOIS COUNTY STA 1914+17.22, S.N. 038-0033

REVISIONS NAME	DATE

SCALE: VERT. HORIZ.
DATE: 8/10/94
DRAWN BY: BAB/MML
DESIGNED BY: BRADFORD
CHECKED BY: BANE

GREENE & BRADFORD, INC. OF SPRINGFIELD
CONSULTING ENGINEERS
COMPUTER FILE NO. 93117GPE-20

DESIGNED BY: BRADFORD APPROVED BY: BANE
DRAWN BY: BAB/MML CHECKED BY: BANE

FAP ROUTE 317 (U.S. ROUTE. 24) IROQUOIS COUNTY

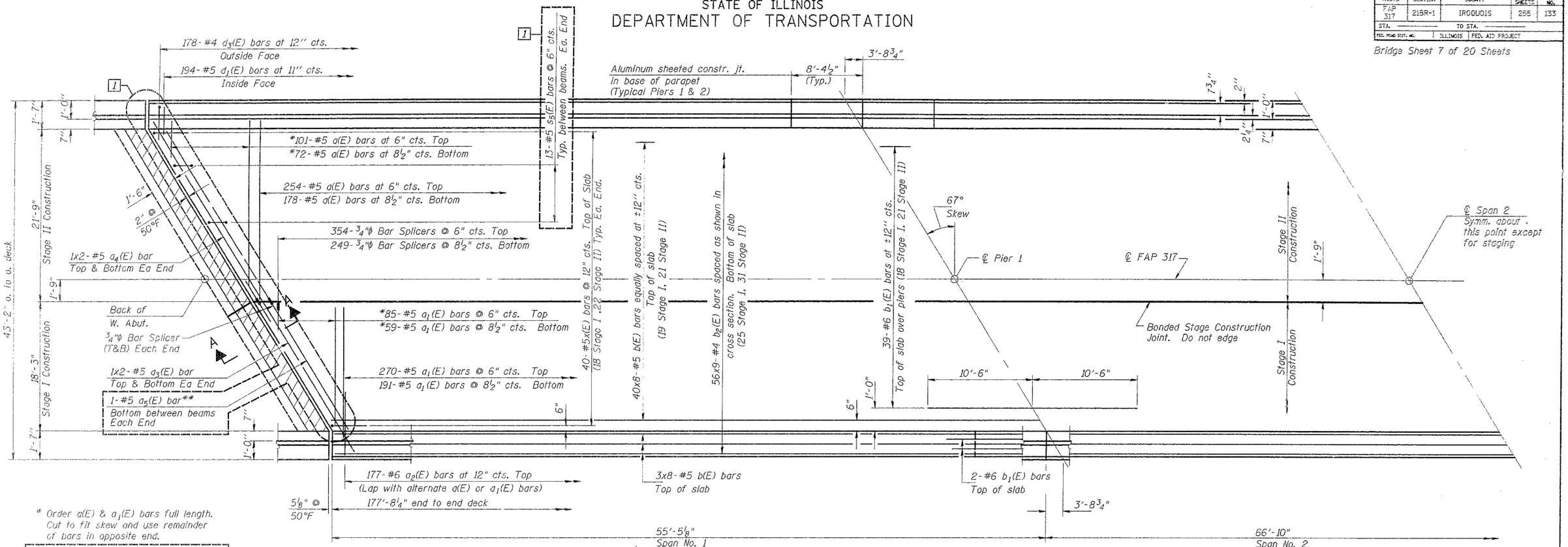
1 Revised 7/24/95 RBJr

TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 317	21BR-1	IROQUOIS	255	133
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

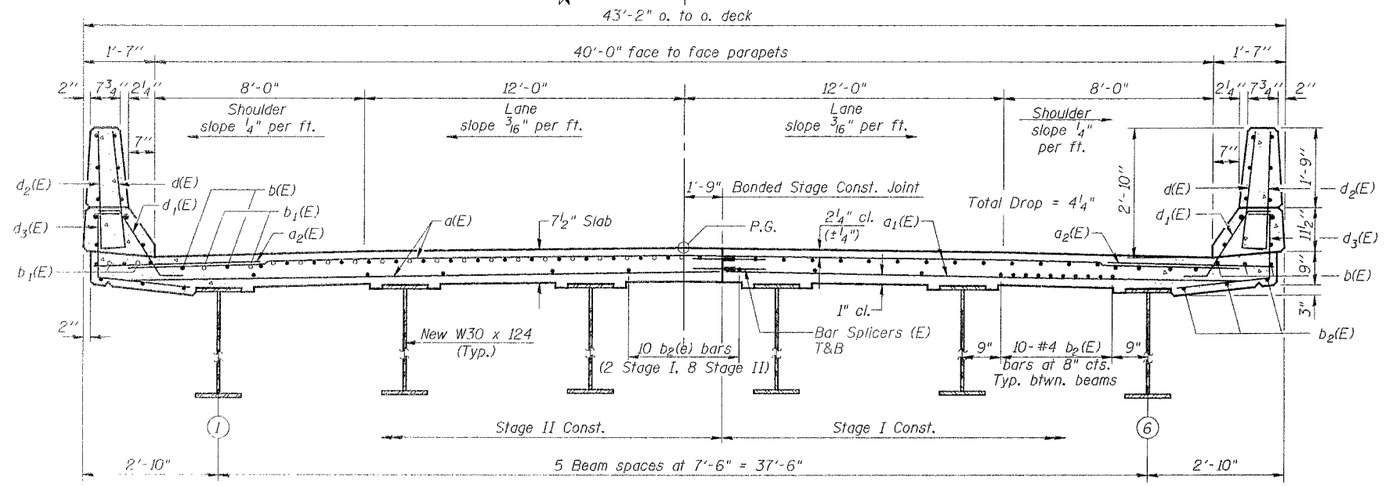
Bridge Sheet 7 of 20 Sheets



* Order d(E) & a_1(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

[1] ** Cut 1 - #5 a_5(E) bar for stage construction. Use ¾"ϕ Bar Splicers.

HALF PLAN



NEAR PIER NEAR MIDSPAN

CROSS SECTION
(Looking East)

Notes: See Bridge Sheet 8 for superstructure details and Bill of Material.
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 20 x 3-#5 etc. indicate 20 lines of bars with 3 lengths per line.
See Bridge Sheet 8 for parapet reinforcement.
See Bridge Sheet 8 for Section A-A.
See Bridge Sheet 10 for Bar Splicer Details.
Hatched area to be poured after superstructure forms have been removed. Quantity of Concrete included with Concrete Superstructure.

MIN. BAR LAP

#4	1'-4"
#5	1'-8"

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE

FAP ROUTE 317 (US RTE. 24) OVER TRIBUTARY TO SPRING CREEK, SEC 21BR-1, IROQUOIS COUNTY
STA. 1914+17.22, S.N. 038-3033

SCALE: VERT. HORIZ.
DATE: 8/9/94
DRAWN BY: LANDREY
DESIGNED BY: BRADFORD
CHECKED BY: BANE

GREENE & BRADFORD, INC. OF SPRINGFIELD
CONSULTING ENGINEERS
COMPUTER FILE NO. 93117SS-1

DRAWN BY: LANDREY CHECKED BY: BANE DESIGNED BY: BRADFORD APPROVED BY: BANE

S-2-R(>30°)
S-2-R31 K 31 87

FAP ROUTE 317 (US RTE. 24) IROQUOIS COUNTY

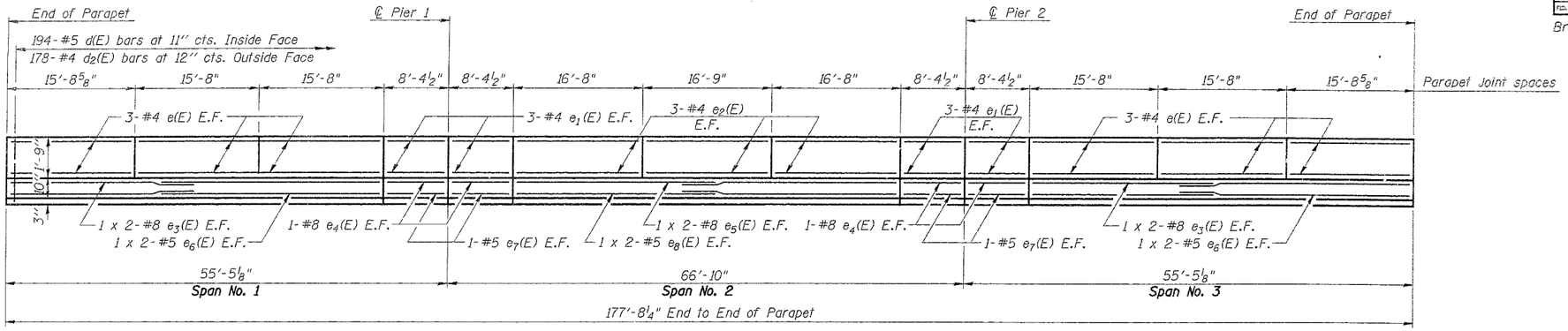
[1] Revised 7/24/95 RBJr

D C B A 0 A B C D
TAMERAN

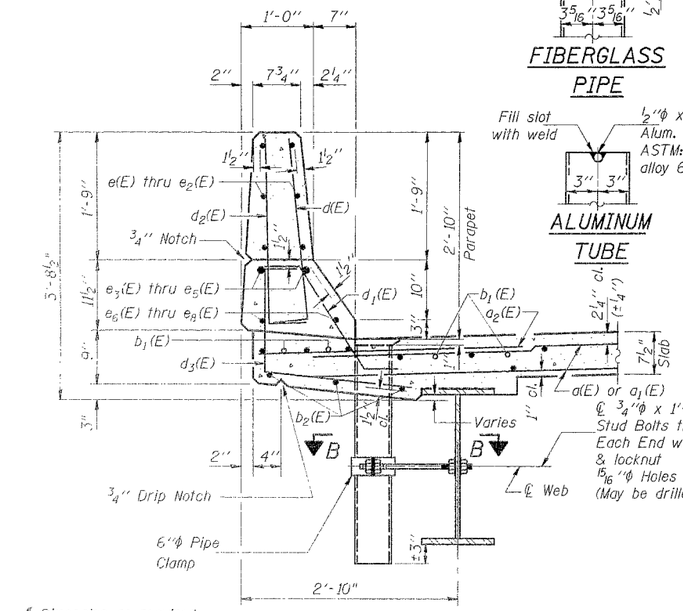
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 317	21BR-1	IROQUOIS	255	134
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

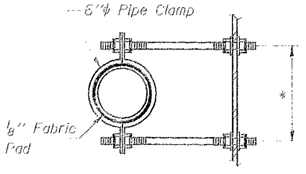
Bridge Sheet 8 of 20 Sheets



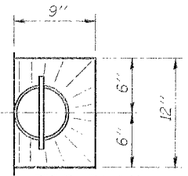
INSIDE ELEVATION OF PARAPET



* Dimension as required by Pipe Clamp



SECTION B-B

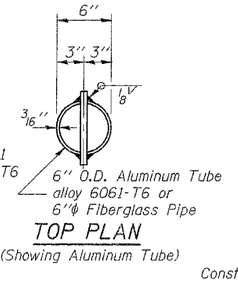


TOP PLAN

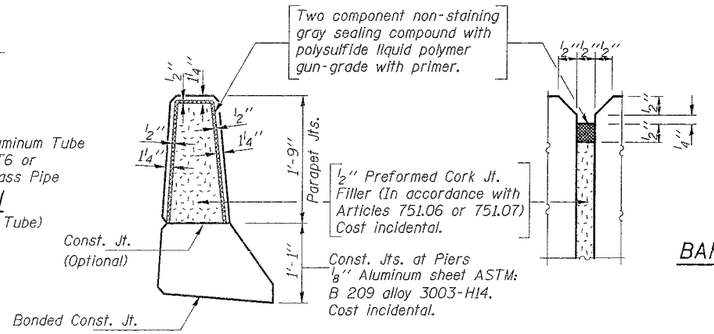
SECTION THRU PARAPET

FIBERGLASS PIPE

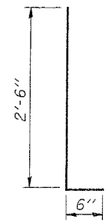
ALUMINUM TUBE



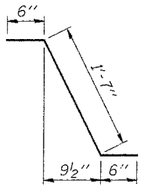
TOP PLAN (Showing Aluminum Tube)



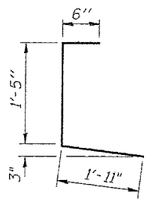
PARAPET JOINT DETAILS



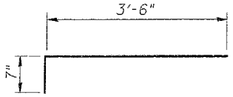
BARS d(E) & d2(E)



BAR d1(E)



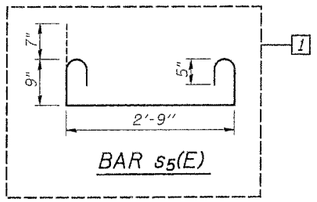
BAR d3(E)



BAR x(E)

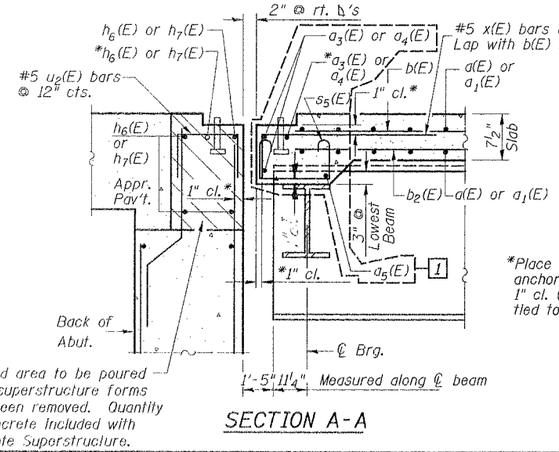
MIN. BAR LAP

#4	1'-4"
#5	1'-8"
#6	3'-8"



BAR s5(E)

Notes:
The exterior surfaces of the Floor Drain shall be painted with the finish coat of the paint system specified for Structural Steel. The exterior surfaces of the drain shall be cleaned and given a washcoat pretreatment in accordance with Steel Structures Painting Council's Spec. SSPC-SP1 & SSPC-Paint 27 prior to painting.
Fiberglass pipe shall conform to ASTM: D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum. The surface of the Fiberglass pipe shall be free of bond inhibiting agents.
For details of expansion joint, see sheet #9 of 20.



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

SECTION A-A

*Place $a_3(E)$, $a_4(E)$, $h_6(E)$ and $h_7(E)$ bars in back of anchor bolt as shown if required to maintain 1" cl. (+0-1/8"). Anchor bolts should be tied to $a_3(E)$, $a_4(E)$, $h_6(E)$ and $h_7(E)$ bars.

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	605	#5	22'-6"	
a1(E)	605	#5	19'-0"	
a2(E)	354	#6	4'-0"	
a3(E)	10	#5	25'-3"	
a4(E)	10	#5	29'-6"	
a5(E)	10	#5	18'-10"	1
b(E)	368	#5	23'-9"	
b1(E)	86	#6	21'-0"	
b2(E)	504	#4	21'-0"	
d(E)	388	#5	3'-0"	
d1(E)	388	#5	2'-7"	
d2(E)	356	#4	3'-0"	
d3(E)	356	#4	3'-10"	
e(E)	72	#4	15'-4"	
e1(E)	48	#4	8'-0"	
e2(E)	36	#4	16'-5"	
e3(E)	16	#8	25'-4"	
e4(E)	16	#8	8'-0"	
e5(E)	8	#8	27'-0"	
e6(E)	16	#5	24'-4"	
e7(E)	16	#5	8'-0"	
e8(E)	8	#5	25'-10"	
s5(E)	130	#5	5'-5"	1
x(E)	80	#5	4'-1"	
Reinforcement Bars, Epoxy Coated			Lbs.	56,970 1
Concrete Superstructure			Cu. Yds.	236.5

Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 1 x 2-#5 etc. indicates 1 line of bars with 2 lengths per line.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS

FAP ROUTE 317 (US RTE. 24) OVER TRIBUTARY TO SPRING CREEK, SEC 21 BR-1, IROQUOIS COUNTY STA. 1914+17.22; S.N. 038-0033

SCALE: VERT. HORIZ.
DATE: 8/9/94
DRAWN BY: LANDREY
DESIGNED BY: BRADFORD
CHECKED BY: BANE

GREENE & BRADFORD, INC. OF SPRINGFIELD
CONSULTING ENGINEERS
1006 CONSTITUTION DRIVE
SPRINGFIELD, ILLINOIS 62707
(217) 793-0344

COMPUTER FILE NO. 93117SD-1

DESIGNED BY: BRADFORD APPROVED BY: BANE
DRAWN BY: BRADFORD CHECKED BY: BANE

S-1-D 2 20 93

FAP ROUTE 317 (US RTE. 24) IROQUOIS COUNTY

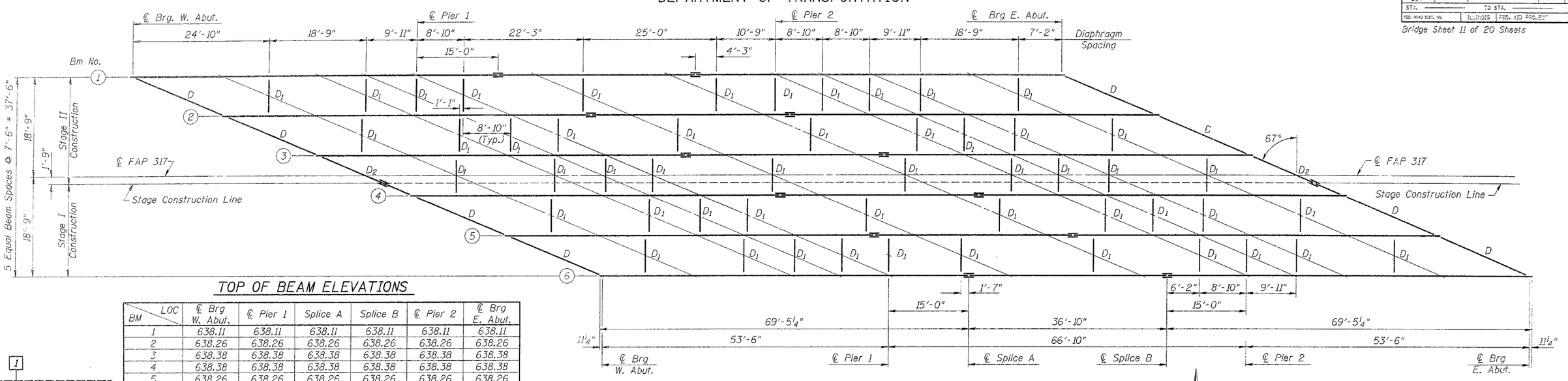
1 Revised 7/24/95 RBJr

D C B A 0 A B C D
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 317	21BR-1	IROQUOIS	255	137
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

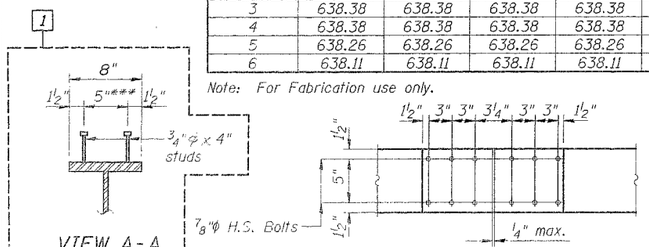
Bridge Sheet 11 of 20 Sheets

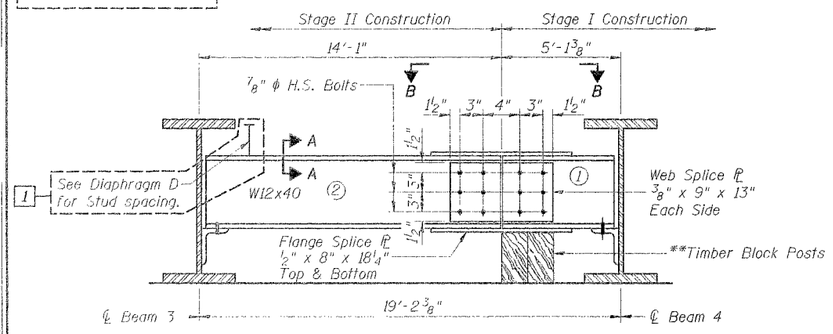


TOP OF BEAM ELEVATIONS

BM \ LOC	℄ Brg W. Abut.	℄ Pier 1	Splice A	Splice B	℄ Pier 2	℄ Brg E. Abut.
1	638.11	638.11	638.11	638.11	638.11	638.11
2	638.26	638.26	638.26	638.26	638.26	638.26
3	638.38	638.38	638.38	638.38	638.38	638.38
4	638.38	638.38	638.38	638.38	638.38	638.38
5	638.26	638.26	638.26	638.26	638.26	638.26
6	638.11	638.11	638.11	638.11	638.11	638.11

Note: For Fabrication use only.





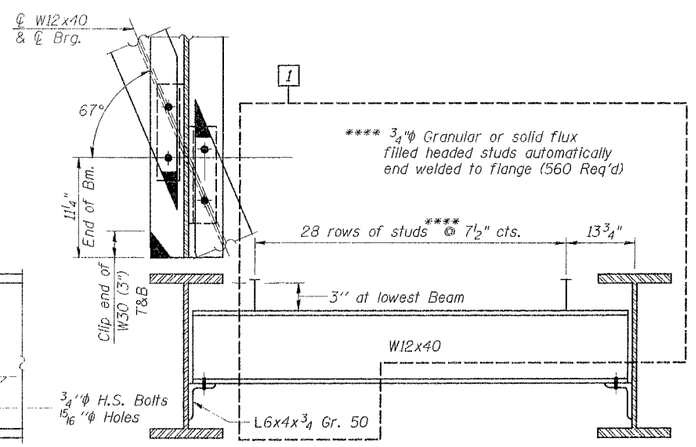
DIAPHRAGM D_2

2 Required
(Looking East)
For details of connections to beams see diaphragm D.

** Cost of Timber Block Posts is incidental to Structural Steel.

DIAPHRAGM D_2 CONSTRUCTION SEQUENCE

1.) Order Diaphragm D_2 in two sections with lengths of 13'-11⅝" & 5'-0".
2.) Attach section (1) of Diaphragm to Beam 4 and top flange splice ℄ during Stage I Construction.
3.) Place Timber Block Posts between section (1) of diaphragm and abutment bearing seal.
4.) Attach section (2) of diaphragm to both Beam 3 and top flange splice ℄ during Stage II Construction.
5.) Attach web splice plates to sections (1) and (2) of diaphragms.
6.) Remove Timber Block Posts.
7.) Attach bottom flange splice plate to sections (1) and (2) of diaphragms.



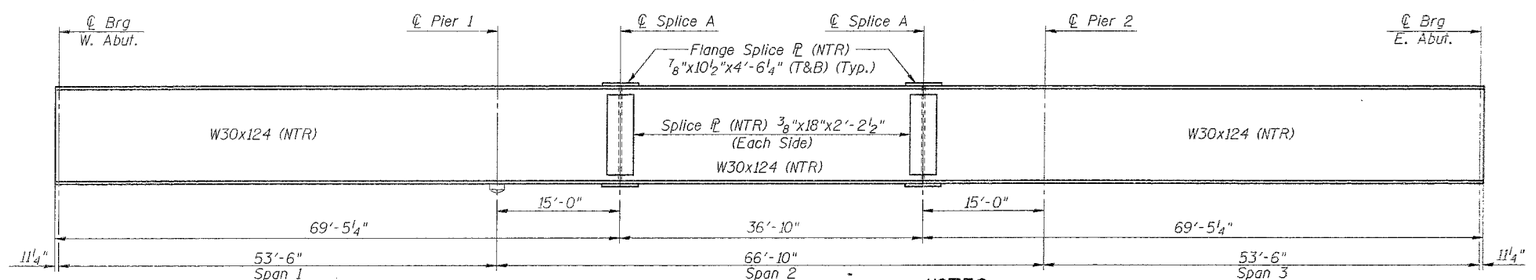
Note: Two hardened washers shall be required over all oversize holes for diaphragms.

DIAPHRAGM D

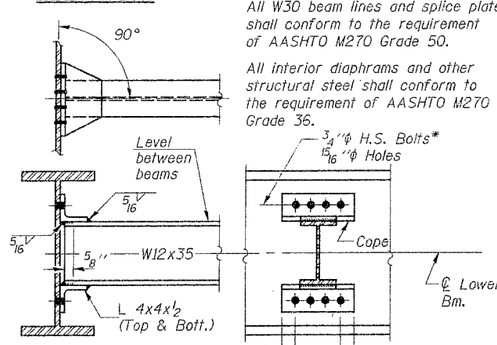
10 Required

FRAMING PLAN

All Beams W30x124 (NTR)



ELEVATION



DIAPHRAGM D_1

52 Required

*Provide 1½" vertical by 13/16" φ holes in the 4"x4"x½" connecting angles for Beam 3 on south side only. Cover w/ 5/16" structural plate washer.

NOTES:

All W30 beam lines and splice plates shall conform to the requirement of AASHTO M270 Grade 50.

All interior diaphrams and other structural steel shall conform to the requirement of AASHTO M270 Grade 36.

End diaphrams and splice material for D_2 diaphrams shall conform to the requirement of AASHTO M270 Grade 50.

See Bridge Sheet 12 for Splice A & B detail.

The following structural steel components shall conform to the Supplemental Requirements for Notch Toughness (Zone 2) (NTR):

1. All Splice plate material
2. The webs and flanges of the W30x124 beams.

REVISIONS	
NAME	DATE
DIAPHRAM SPACING	5/3/94
REVISE D & D2	4/12/95

ILLINOIS DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS

FAP ROUTE 317 (US RTE. 24) OVER TRIBUTARY TO SPRING CREEK, SEC 21BR-1, IROQUOIS COUNTY
STA. 1914+17.22, S.N. 038-0033

SCALE: VERT.
HORIZ.
DATE: 4/12/95-MML

DRAWN BY: LANDREY
DESIGNED BY: BRADFORD
CHECKED BY: BANE

GREENE & BRADFORD, INC. OF SPRINGFIELD
CONSULTING ENGINEERS
2005 CONSTITUTION DRIVE, SPRINGFIELD, ILLINOIS 62707
(217) 793-3944

COMPUTER FILE NO. 93117SSD-1

DESIGNED BY: BRADFORD APPROVED BY: BANE

I-2-D 7-24-95

1 Revised 7/24/95 RBJr

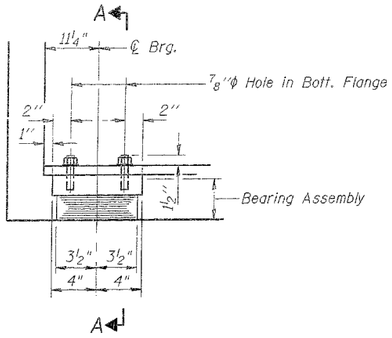
FAP ROUTE 317 (US RTE. 24) IROQUOIS COUNTY

TAMERAN

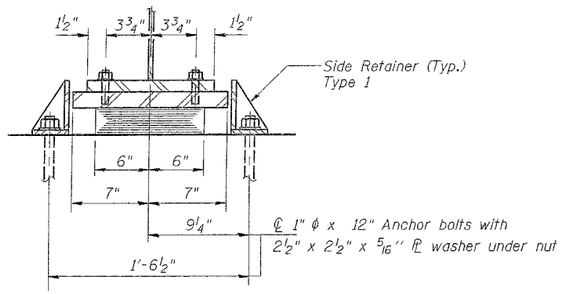
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 317	21BR-1	IROQUOIS	255	138
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

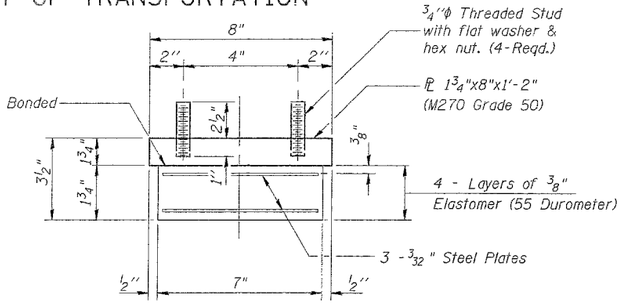
Bridge Sheet 12 of 20 Sheets



ELEVATION
(W. Abutment)



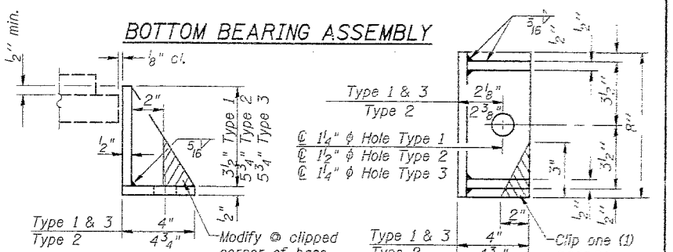
SECTION A-A
(W. Abutment)



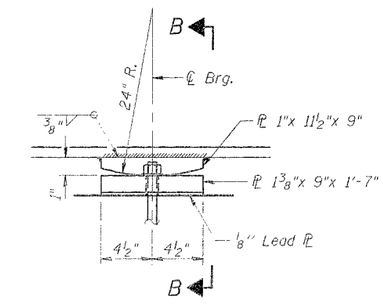
BEARING ASSEMBLY
(West Abutment)

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

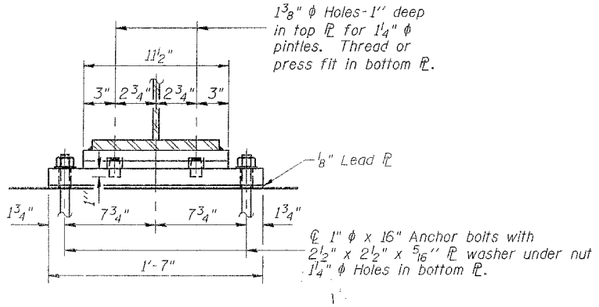
TYPE I ELASTOMERIC EXP. BRG.
(West Abutment)



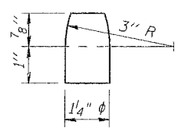
SIDE RETAINER
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Structural Steel.
Type 1 (12 Required)
Type 2 (12 Required)
Type 3 (12 Required)



ELEVATION
(Pier 1)



SECTION B-B
(Pier 1)

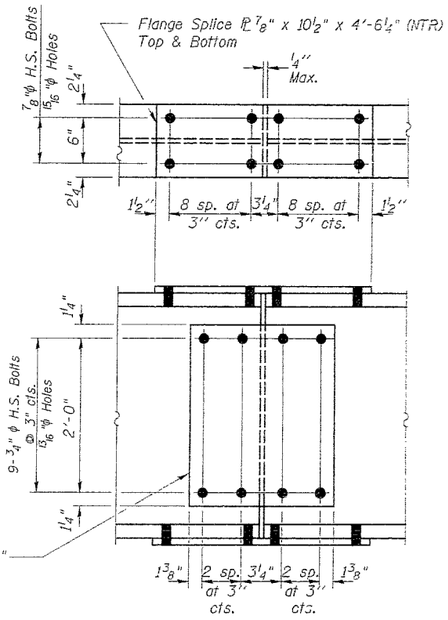


PINTLE

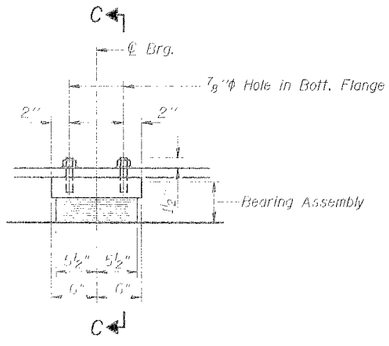
FIXED BEARING
(Pier 1)

NOTES

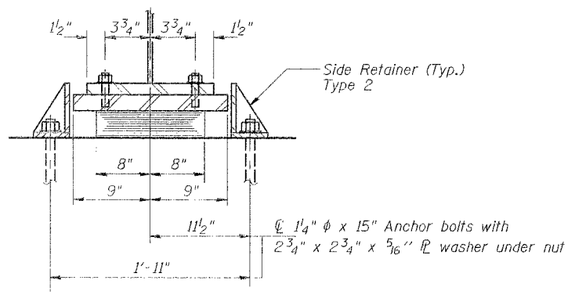
1. All fixed bearings, anchor bolts and side retainers included with structural steel.
2. Anchor bolts at fixed bearings may be built into the masonry. See Bridge Sheet 14 for Anchor Bolt installation.
3. See Bridge Sheet 13 for Bearing Details at East Abutment.



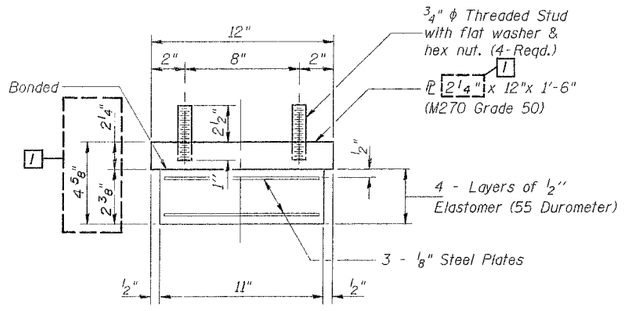
SPLICE A&B



ELEVATION
(Pier 2)



SECTION C-C
(Pier 2)



BEARING ASSEMBLY
(Pier 2)

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

TYPE I ELASTOMERIC EXP. BRG.
(Pier 2)

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	12

ILLINOIS DEPARTMENT OF TRANSPORTATION

BEARING DETAILS

FAP ROUTE 317 (US RTE 24) OVER TRIBUTARY TO SPRING CREEK, SEC. 21BR-1, IROQUOIS COUNTY
STA. 1914+17.22, S.N. 038-0033

REVISIONS	
NAME	DATE

SCALE: VERT. HORIZ.
DATE: 8/9/94
DRAWN BY: LANDREY
DESIGNED BY: BRADFORD
CHECKED BY: BANE

GREENE & BRADFORD, INC. OF SPRINGFIELD
CONSULTING ENGINEERS
3630 CONSTITUTION DRIVE
SPRINGFIELD, ILLINOIS 62707
(217) 793-3941

COMPUTER FILE NO. 93117BRG-1

1 Revised 7/24/95 RBJr

FAP ROUTE 317 (US RTE. 24) IROQUOIS COUNTY

I-2-E1 2-20-93

D C B A 0 A B C D

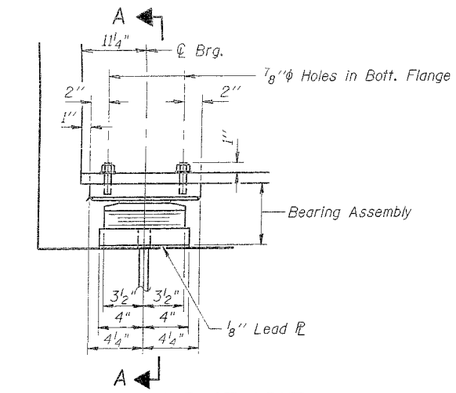
IAMERAN

F:\SIGNED BY: BRADFORD APPROVED BY: BANE

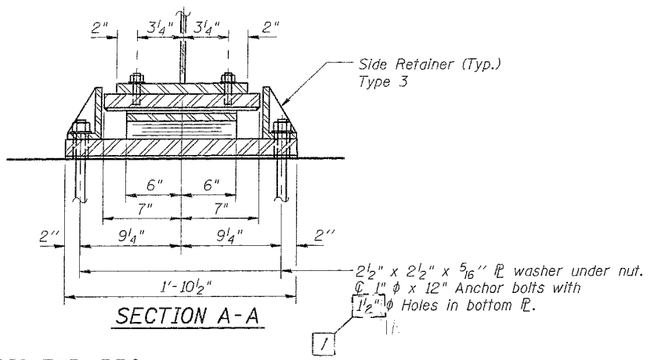
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 317	21BR-1	IROQUOIS	255	139
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Bridge Sheet 13 of 20 Sheets

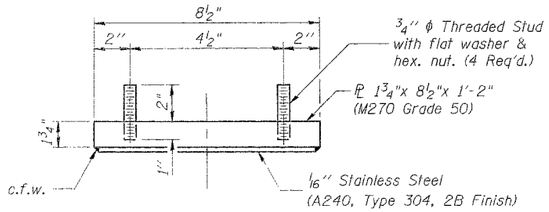


ELEVATION AT EAST ABUT.

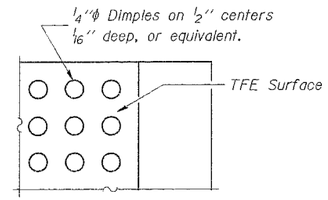


SECTION A-A

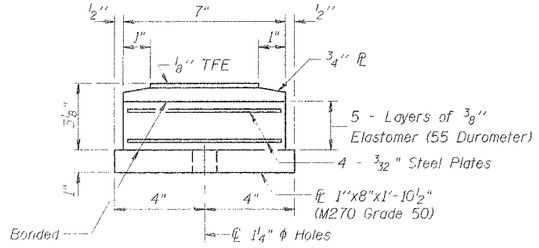
TYPE II TFE ELASTOMERIC EXP. BRG.



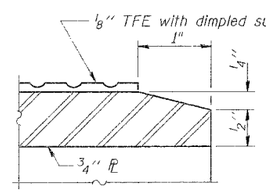
TOP BEARING ASSEMBLY



PLAN-TFE SURFACE



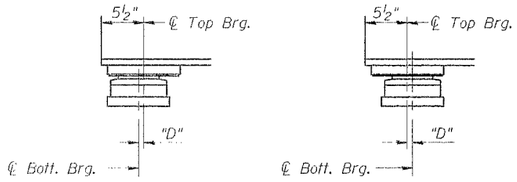
BOTTOM BEARING ASSEMBLY



SECTION THRU TFE

Note: The ⅛" TFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of ⅛" TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.



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

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

SETTING ANCHOR BOLTS AT EXP. BRG.

D=⅛" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

INTERIOR GIRDER MOMENT TABLE

		0.4 Sp. 1	Pier 1	0.5 Span 2	Pier 2	0.6 Sp. 2
Is	(in4)	5360	5360	5360	5360	5360
Ss	(in3)	355	355	355	355	355
Z	(in3)	408	408	408	408	408
D	(K/ft.)	1.189	1.189	1.189	1.189	1.189
MD	('K)	232.4	-434.0	225.9	-434.0	232.4
ML	('K)	379.0	-313.7	388.1	-313.7	379.0
M (Imp)	('K)	106.1	-84.7	101.1	-84.7	106.1
5/3(ML+I)	('K)	808.5	-664.0	815.3	-664.0	808.5
Ma	('K)	1353.2	-1427.4	1353.6	-1427.4	1353.2
Mu	('K)	1700.0	——	1700.0	1700.0	1700.0
fsD	(k.s.i.)	7.86	-14.67	7.64	-14.67	7.86
fs5/3(L+I)	(k.s.i.)	27.33	-22.45	27.56	-22.45	27.33
fs (Overload)	(k.s.i.)	35.19	-37.12	35.20	-37.12	35.19
fs (Total)	(k.s.i.)	——	-48.26	——	-48.26	——

INTERIOR GIRDER REACTION TABLE

		W. Abut.	Pier 1	Pier 2	E. Abut.
RD	(K)	23.5	79.2	79.2	23.5
RL	(K)	38.8	48.8	48.8	38.8
Imp.	(K)	10.9	13.2	13.2	10.9
R (Total)	(K)	73.2	141.2	141.2	73.2

Is and Ss are the moment of inertia and section modulus of the steel section used in computing fs (Total & Overload).

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

Ma (Applied Moment)=1.3[MD + Ms D + 5/3 (ML + I)].

Mu is the Full Plastic Moment Capacity for Compact, Braced section.

fs (Overload) is the sum of the stresses due to MD + Ms D + 5/3 (ML + I).

fs (Total) (Non-compact section) is the sum of the stresses due to 1.3[MD + Ms D + 5/3 (ML + I)].

NOTES

1. All anchor bolts and side retainers included with Structural Steel.
2. See Bridge Sheet 12 for side retainer.
3. Anchor bolts at fixed bearings may be built into the masonry. See Bridge Sheet 14 for Anchor Bolt Installation.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	6

ILLINOIS DEPARTMENT OF TRANSPORTATION

BEARING ASSEMBLY DETAILS

FAP ROUTE 317 (US RTE. 24) OVER TRIBUTARY TO SPRING CREEK, SEC 21BR-1, IROQUOIS COUNTY
STA. 1914+17.22, S.N. 038-0032

REVISIONS NAME	DATE

SCALE: VERT.
HORIZ.
DATE: 8/9/94

DRAWN BY: LANDREY
DESIGNED BY: BRADFORD
CHECKED BY: BANE

GREENE & BRADFORD, INC. OF SPRINGFIELD
CONSULTING ENGINEERS
1504 CONSTITUTION DRIVE, SPRINGFIELD, ILLINOIS 62703
(217) 793-9044

COMPUTER FILE NO. 93117B2-1

DESIGNED BY: BRADFORD APPROVED BY: BANE
DRAWN BY: LANDREY CHECKED BY: BANE

I-2-E2 (26.0)

FAP ROUTE 317 (US RTE. 24) IROQUOIS COUNTY

1 Revised 7/24/95 R.B. Jr.

IAMERAN