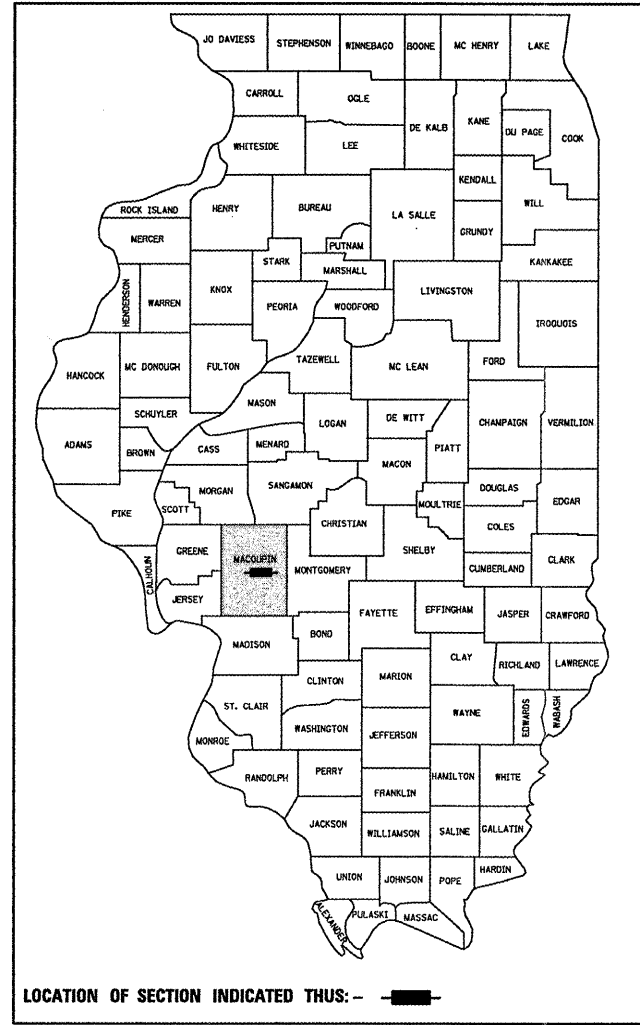


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAP ROUTE 769 (IL 108)
SECTION 110B-2
PROJECT : BRF-0769(011)
STRUCTURE REPLACEMENT
MACOUPIN COUNTY
C-96-511-08

D-96-536-03



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *May 15, 2008*

[Signature]
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

June 27, 2008
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

June 27, 2008
[Signature]
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

[Signature]
DAVID R. BOOHER ILLINOIS P.E. 062-043769 DATE *5-15-08*
EXPIRES 11/30/2009

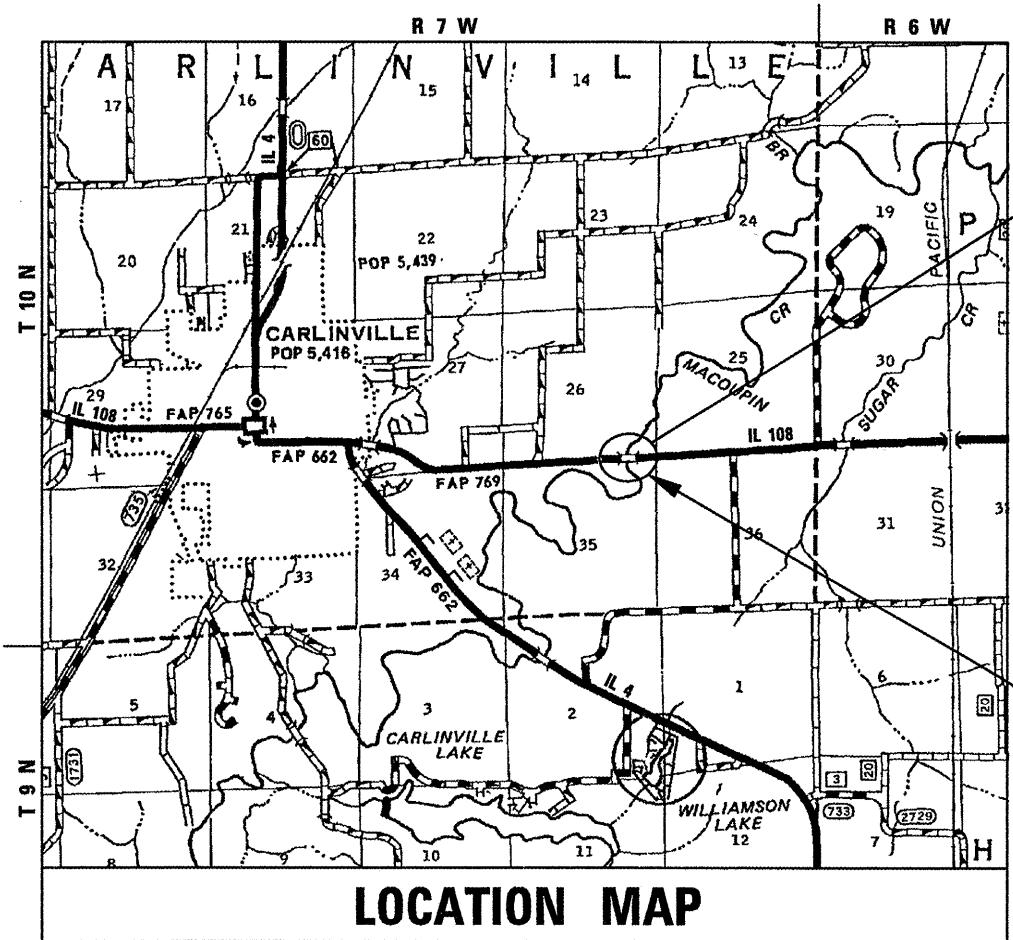
SHEET NO.	DESCRIPTION
1	COVER SHEET
2	GENERAL NOTES
3 - 9	SUMMARY OF QUANTITIES
10 - 13	SCHEDULE OF QUANTITIES
14	TYPICAL SECTIONS
15	ALIGNMENT, TIES, & BENCHMARKS
16	LOAD RESTRICTION DETOUR MAP
17 - 22	MAINTENANCE OF TRAFFIC PLANS / DETAILS
23 - 28	PLAN AND PROFILE SHEETS - IL 108
29	PROFILE SHEET - FIELD ENTRANCE STA. 108+10, RT.
30	EROSION PROTECTION DETAILS
31	BRIDGE APPROACH SHOULDER PAVEMENT DRAIN DETAIL
32 - 33	DISTRICT SIX ENTRANCE DETAILS
34 - 40	STORM WATER POLLUTION PREVENTION PLANS
41 - 78	STRUCTURE PLANS
79 - 94	CROSS SECTIONS - IL ROUTE 108
95 - 98	CROSS SECTIONS - ENTRANCE STA. 108+10, RT HIGHWAY STANDARDS

IDOT HIGHWAY STANDARDS		
000001-05	635006-02	701321-09
280001-04	635011-01	701326-02
420401-06	667101	701901
482011-03	701001-01	704001-04
609001-03	701006-02	720011
630001-07	701011-01	729001
630301-04	701201-02	780001-01
631031-06	701306-01	781001-02
635001	701311-02	886001
	701301-02	886006

ie CONSULTANTS, INC.
6420 SOUTH SIXTH STREET
SPRINGFIELD, ILLINOIS 62712
TEL. (217) 529-8027
FAX (217) 529-4543
WWW.IE-CONSULTANTS.COM

CALL **J.U.L.I.E.** (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS)
48 Hours (2 working days) Before You Dig.
TOLL FREE: 1 (800) 892-0123

PROJECT ENGINEER: JOHN NEGANGARD (217) 782-6990
SQUAD LEADER: VICTOR YOUNG (217) 557-7897
CONTRACT NO. 72813



APPROXIMATE SCALE: 0 1 2 MILES
NET LENGTH OF IMPROVEMENT = 1,300.00 FEET (0.246 MILES)
CLASSIFICATION = MINOR ARTERIAL, RURAL
CURRENT ADT: 3,750 (2006) PROJECTED ADT: 4,800 (2025)
87% PV 4% SU 9% MU

EX SN 059-0023
PR SN 059-0509

BEGIN IMPROVEMENTS
STA. 97+50
END IMPROVEMENTS
STA. 110+50



60605321.SHT

GENERAL NOTES

- ALL ELEVATIONS SHOWN ON THE PLANS ARE ESTABLISHED FROM U.S.G.S. MEAN SEA LEVEL DATUM.
- NO PAYMENT FOR OVERHAUL WILL BE ALLOWED FOR EARTH MOVED FROM ANY SOURCE.
- ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUB-NUMBERS LISTED IN THE INDEX OF SHEETS, OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
- IN ACCORDANCE WITH STATE OF ILLINOIS P.A. 86-0674, THE CONTRACTOR IS TO NOTIFY ALL UTILITY COMPANIES NOT MORE THAN 14 DAYS NOR LESS THAN 48 HOURS (EXCLUSIVE OF SATURDAYS, SUNDAYS, AND HOLIDAYS) IN ADVANCE OF THE START OF EXCAVATION OR DEMOLITION.
- THE LOCATION OF BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE, AND ARE SHOWN FOR CONTRACTOR INFORMATIONAL USE ONLY, AND ARE NOT TO BE REFERENCED FOR CONSTRUCTION PURPOSES. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BE THE OWNER, ENGINEER, CONTRACTOR, OR SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. BURIED AND ABOVE GROUND UTILITY LOCATIONS, IDENTIFICATION, AND MARKING ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. REROUTING, DISCONNECTION, PROTECTION, ETC. OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS ASSOCIATED WITH BURIED AND ABOVE GROUND UTILITIES, REMAINS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- IN ADDITION TO FIELD SURVEYS AND AERIAL SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR, OR AGENT, HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
- ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OUTSIDE THE LIMITS OF RIGHT-OF-WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARDS SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- TREES NOT MARKED FOR REMOVAL SHALL BE CONSIDERED AS DESIGNATED TO BE SAVED AND SHALL BE PROTECTED UNDER THE PROVISIONS OF ARTICLE 201.05.
- THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS.
- MULCH METHOD II SHALL BE APPLIED OVER ALL SEEDED AREA, EXCEPT EROSION CONTROL BLANKET AREAS.
- EXISTING PAVEMENT DAMAGED DUE TO THE CONTRACTOR'S OPERATIONS, AND NOT OTHER WISE NECESSARY TO REPLACE, SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.
- EXISTING ROAD SIGNS THAT CONFLICT WITH CONSTRUCTION/DETOUR SIGNING SHALL BE COVERED OR REMOVED UNTIL NORMAL TRAFFIC PATTERNS ARE RE-ESTABLISHED.
- ALL SAW CUTS, NECESSARY TO COMPLETE THE WORK AS DETAILED IN THESE PLANS, SHALL BE INCLUDED IN THE COST FOR THE VARIOUS PAY ITEMS INVOLVED.
- GUARDRAIL MARKERS SHALL NOT BE ATTACHED TO PROPOSED "TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL" RAIL ELEMENTS. MARKERS IN THE AREA OF THE TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL SHALL BE MOUNTED ON THE NEAREST POST.

- THE THICKNESS OF HOT-MIX ASPHALT SHOWN ON THE PLANS IS THE NORMAL THICKNESS. DEVIATIONS FROM THE NORMAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT IS PLACED.
- NO PASSING ZONES SHALL BE FIELD VERIFIED BY OPERATIONS, DIST. 6, 14 DAYS PRIOR TO FINAL PAVEMENT MARKINGS.
- BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.
- ALL EXISTING FENCE WITHIN THE PROPOSED RIGHT-OF-WAY SHALL BE REMOVED. THE COST OF THE FENCE REMOVAL WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- ALL DETAILS IN THE PLANS SHALL GOVERN CONSTRUCTION OF THIS PROJECT, AND IN CASE OF CONFLICT WITH ANY STANDARD DRAWINGS INCLUDED, THE SAID DETAILS SHALL TAKE PRECEDENCE AND GOVERN.
- PROTECTIVE COAT SHALL BE APPLIED TO THE SURFACE OF NEW CONCRETE ACCORDING TO SECTION 503 OF THE STANDARD SPECIFICATIONS.
- AN EMULSIFIED ASPHALT PRIME SHALL BE REQUIRED FOR THE PRIMING OF THE MAINLINE PAVEMENT TO BE RESURFACD. THE AREA PRIMED SHALL BE LIMITED TO THAT WHICH WILL BE COVERED WITH HMA THAT SAME DAY.
- EXCAVATION FOR RIPRAP SHALL BE INCLUDED IN THE COST FOR STONE DUMPED RIPRAP.
- THE FOLLOWING APPLICATION RATES WERE USED FOR QUANTITY CALCULATIONS.

AGGREGATE ITEMS	2.05 TON / CU YD
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N**	112 lbs/sq. yd. Inch
HOT-MIX ASPHALT SURFACE COURSE, MIX "--", N**	112 lbs/sq. yd. Inch
HOT-MIX ASPHALT SHOULDER	112 lbs/sq. yd. Inch
INCIDENTAL BITUMINOUS SURFACE	112 lbs/sq. yd. Inch
HOT-MIX ASPHALT SURFACE COURSE,	0.056 TON / SQ YD • IN
AGGREGATE (PRIME COAT)	0.01 TON / SQ YD
BITUMINOUS MATERIAL (PRIME COAT) (ON BITUMINOUS)	0.00038 TON / SQ YD
BITUMINOUS MATERIAL (PRIME COAT) (ON AGGREGATE)	0.001425 TON / SQ YD
NITROGEN	90 LBS / ACRE
PHOSPHOROUS	90 LBS / ACRE
POTASSIUM	90 LBS / ACRE
MULCH	2 TON / ACRE
AGRICULTURAL GROUND LIMESTONE	2.0 TON / ACRE
TEMPORARY EROSION CONTROL SEEDING	100 LB / ACRE
RIPRAP	1.50 TON / CU YD
AGGREGATE SHOULDERS TYPE B	1.89 TON / CU YD

25. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT.

MIXTURE USE(S):	SURFACE	INCIDENTAL SURFACE	LEVELING BINDER	SHOULDERS	FLEXIBLE PAVEMENT CONNECTOR	HMA BASE COURSE WIDENING
PG	PG 64-22	PG 64-22	PG 64-22	PG 58-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4.0% @ N DESIGN = 50	4.0% @ N DESIGN = 50	4.0% @ N DESIGN = 50	2.0% @ N DESIGN = 30	4.0% @ N DESIGN = 50	4.0% @ N DESIGN = 50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 9.5 OR 12.5	IL 9.5 OR 12.5	IL 9.5	BAM	IL 19.0	IL 19.0
FRICITION AGGREGATE	MIX "C"	MIX "C"	N/A	N/A	N/A	N/A

COMMITMENTS

- THE RESIDENT ENGINEER SHALL CONTACT STUDIES & PLANS CONCERNING ANY MAJOR PLAN CHANGE, TO MAKE SURE NO PREVIOUS COMMITMENTS (NOT LISTED) WERE MADE AFFECTING THE DESIGN AND ALLOW AN IMPROVED DESIGN FOR FUTURE PROJECTS.
- STORM WATER POLLUTION PREVENTION PLAN
- 404 PERMIT

DISTRICT SIX

EXAMINED May 1 2008
OPERATIONS ENGINEER

EXAMINED May 8 2008
PROGRAM IMPLEMENTATION ENGINEER

EXAMINED May 15 2008
PROGRAM DEVELOPMENT ENGINEER

FILE NAME = G:\S08006\CAD\8006GN1.SHT

USER NAME = IE Consultants	DESIGNED -	REVISED -
PLOT SCALE = 20,000 FT / IN.	DRAWN -	REVISED -
PLOT DATE = 5/15/2008	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES

SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE. 769	SECTION 110B-2	COUNTY MACOUPIN	TOTAL SHEETS 98	SHEET NO. 2
CONTRACT NO. 72813				
FED. ROAD DIST. NO. 6 [ILLINOIS] FED. AID PROJECT				

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

LOCATION OF WORK				CONSTRUCTION TYPE CODE			
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY FAP 769 80 % - FED 20 % - STATE 1000 - 2A	STRUCTURE SN 059 - 0509 80 % - FED 20 % - STATE X081 - 2A		
20100500	TREE REMOVAL, ACRES	ACRE	5	5			
20200100	EARTH EXCAVATION	CU YD	2,470	2,470			
20200300	EARTH EXCAVATION FOR EROSION CONTROL	CU YD	200	200			
20400800	FURNISHED EXCAVATION	CU YD	6,984	6,984			
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	178		178		
25000200	SEEDING, CLASS 2	ACRE	2.2	2.2			
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	198	198			
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	198	198			
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	198	198			
25000700	AGRICULTURAL GROUND LIMESTONE	TON	5	5			
25100115	MULCH, METHOD 2	ACRE	2.2	2.2			
28000400	PERIMETER EROSION BARRIER	FOOT	1,200	1,200			
28000500	INLET AND PIPE PROTECTION	EACH	3	3			
28001000	AGGREGATE (EROSION CONTROL)	TON	152	152			

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

LOCATION OF WORK				CONSTRUCTION TYPE CODE			
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY FAP 769 80 % - FED 20 % - STATE 1000 - 2A	STRUCTURE SN 059 - 0509 80 % - FED 20 % - STATE X081 - 2A		
28100107	STONE RIPRAP, CLASS A4	SQ YD	754		754		
28100707	STONE DUMPED RIPRAP, CLASS A4	SQ YD	2,217	2,217			
28200200	FILTER FABRIC	SQ YD	2,971	2,217	754		
35101400	AGGREGATE BASE COURSE, TYPE B	TON	191	191			
35600716	HOT-MIX ASPHALT BASE COURSE WIDENING, 10"	SQ YD	653	653			
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	3	3			
40600300	AGGREGATE (PRIME COAT)	TON	6	6			
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	347	347			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	174	174			
40600990	TEMPORARY RAMP	SQ YD	30	30			
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	222	222			
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	20	20			
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	240	240			
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	36	36			

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

LOCATION OF WORK				CONSTRUCTION TYPE CODE			
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY FAP 769 80 % - FED 20 % - STATE 1000 - 2A	STRUCTURE SN 059 - 0509 80 % - FED 20 % - STATE X081 - 2A		
42001500	P. C. CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT	SQ YD	36	36			
44000100	PAVEMENT REMOVAL	SQ YD	102	102			
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	47	47			
44000700	APPROACH SLAB REMOVAL	SQ YD	215	215			
44004250	PAVED SHOULDER REMOVAL	SQ YD	106	106			
48101200	AGGREGATE SHOULDERS, TYPE B	TON	89	89			
48101300	AGGREGATE SHOULDERS, TYPE B (SPECIAL)	TON	190	190			
48203100	HOT-MIX ASPHALT SHOULDERS	TON	166	166			
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1		
50105220	PIPE CULVERT REMOVAL	FOOT	98	98			
50200100	STRUCTURE EXCAVATION	CU YD	495		495		
50300100	FLOOR DRAINS	EACH	20		20		
50300225	CONCRETE STRUCTURES	CU YD	194		194		
50300255	CONCRETE SUPERSTRUCTURE	CU YD	451		451		

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

LOCATION OF WORK				CONSTRUCTION TYPE CODE			
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY FAP 769 80 % - FED 20 % - STATE 1000 - 2A	STRUCTURE SN 059 - 0509 80 % - FED 20 % - STATE X081 - 2A		
50300260	BRIDGE DECK GROOVING	SQ YD	1,208		1,208		
50300280	CONCRETE ENCASEMENT	CU YD	4.2		4.2		
50300300	PROTECTIVE COAT	SQ YD	1,549		1,549		
50401005	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 48 IN.	FOOT	1,906		1,906		
50800105	REINFORCEMENT BARS	POUND	22,930		22,930		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	149,090		149,090		
50800515	BAR SPLICERS	EACH	1,431		1,431		
51201610	FURNISHING STEEL PILES HP12X63	FOOT	532		532		
51202305	DRIVING PILES	FOOT	532		532		
51203610	TEST PILE STEEL HP12X63	EACH	2		2		
51204650	PILE SHOES	EACH	8		8		
51205200	TEMPORARY SHEET PILING	SQ FT	323		323		
51500100	NAME PLATES	EACH	1		1		
* 51603000	DRILLED SHAFT IN SOIL	CU YD	74		74		

*SPECIALTY ITEMS

Rev.

FILE NAME =	USER NAME = [eugh]mr]	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE. 769	SECTION 110B-2	COUNTY MACOUPIN	TOTAL SHEETS 98	SHEET NO. 6	
C:\Projects\653603\ie_final\8006sum01.sh		DRAWN -	REVISED -			SCALE:	SHEET NO. OF SHEETS STA.	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT		CONTRACT NO. 72813	
		CHECKED -	REVISED -								
		DATE -	REVISED -								

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

LOCATION OF WORK				CONSTRUCTION TYPE CODE			
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY FAP 769 80 % - FED 20 % - STATE 1000 - 2A	STRUCTURE SN 059 - 0509 80 % - FED 20 % - STATE X081 - 2A		
* 51604000	DRILLED SHAFT IN ROCK	CU YD	61		61		
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	24		24		
52100520	ANCHOR BOLTS, 1"	EACH	48		48		
52100540	ANCHOR BOLTS, 1 1/2"	EACH	4		4		
54200640	PIPE CULVERTS, TYPE 1, CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 15"	FOOT	48	48			
54202320	PIPE CULVERTS, TYPE 3, CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 15"	FOOT	108	108			
54215547	METAL END SECTIONS 12"	EACH	4	4			
54215550	METAL END SECTIONS 15"	EACH	4	4			
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	85		85		
60100945	PIPE DRAINS 12"	FOOT	40	40			
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	133		133		
60900215	TYPE C INLET BOX, STANDARD 609001	EACH	4	4			
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	850	850			
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4			

*SPECIALTY ITEMS

FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\Projects\653603\ie_final\8006sum01.s		DRAWN -	REVISED -						769	110B-2	MACOUPIN	98	7
PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -			SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 72813		
PLOT DATE = May-15-2008 02:45:32PM	DATE -	REVISED -			FED. ROAD DIST. NO. 6 (ILLINOIS) FED. AID PROJECT								

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

LOCATION OF WORK				CONSTRUCTION TYPE CODE			
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY FAP 769 80 % - FED 20 % - STATE 1000 - 2A	STRUCTURE SN 059 - 0509 80 % - FED 20 % - STATE X081 - 2A		
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4			
63200310	GUARDRAIL REMOVAL	FOOT	1,203	1,203			
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	6	6			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	20	20			
67100100	MOBILIZATION	L SUM	1	1			
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1			
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1			
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1			
70101205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)	EACH	1	1			
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	5	5			
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	237	237			
70300230	TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT	2,925	2,925			
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	79	79			
70400100	TEMPORARY CONCRETE BARRIER	FOOT	742	742			

*SPECIALTY ITEMS

FILE NAME =	USER NAME = laughtinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
C:\Projects\653683\se_final\8006sum01.plt		DRAWN -	REVISED -			769	110B-2	MACOUPIN	98	8	
PLOT SCALE = 20.0000 ' / IN.		CHECKED -	REVISED -			CONTRACT NO. 72813					
PLOT DATE = May-15-2008 02:45:34PM		DATE -	REVISED -			SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.

EARTH EXCAVATION SCHEDULE						
STATION	TO	STATION	20200100 EARTH EXCAVATION [CUT]	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT [FILL]	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
			(CU YD)	(CU YD)	(CU YD)	(CU YD)
PRE-STAGE 1						
99+50		102+50	40	30	0	30
BRIDGE OMISSION						
106+01		110+50	36	27	0	27
STAGE 1						
97+50		103+60	259	194.3	304	-109.8
BRIDGE OMISSION						
104+70		110+50	199	149.3	3,875	-3,725.8
STAGE 2						
97+50		103+75	1,368	1,026	111	915
BRIDGE OMISSION						
104+80		110+50	568	426	3,047	-2,621
ENTRANCE STA. 108+10, RT						
20+25		22+50	76	57	1,556	-1,499
TOTALS			2,470	1,852.5	8,893	-6,983.5
			20400800 FURNISHED EXCAVATION (CU YD)			-6,984

APPROACH SLAB REMOVAL			
STATION	TO	STATION	44000700 APPROACH SLAB REMOVAL
			(SQ YD)
102+60		102+90	108
105+92		106+22	107
TOTALS			215

PAVEMENT REMOVAL			
STATION	TO	STATION	44000100 PAVEMENT REMOVAL
			(SQ YD)
102+45		102+60	52
106+22		106+37	50
TOTALS			102

TREE REMOVAL SCHEDULE			
STATION	TO	STATION	20100500 TREE REMOVAL
			(ACRE)
97+50		102+00	0.59
102+00		107+00	2.35
107+00		110+50	1.85
TOTAL			4.79
USE			5

NOTE:
TREE REMOVAL AREA IS MEASURED
FROM ROW LINE TO ROW LINE

PAVED SHOULDER REMOVAL				
STATION	TO	STATION	LT/RT	44004250 PAVED SHOULDER REMOVAL
				(SQ YD)
101+10		102+45	RT	60
106+37		107+40	RT	46
TOTALS				106

DRAINAGE SCHEDULE										
STATION	LT/RT	OFFSET	50105220 PIPE CULVERT REMOVAL	42001500 PCC BRIDGE APPROACH SHOULDER PAVEMENT	54202320 PIPE CULVERTS, TY 3, CS/A CULVERT PIPE 15"	54200640 PIPE CULVERTS, TY 1, CS/A CULVERT PIPE 15"	54215547 METAL END SECTIONS 12"	54215550 METAL END SECTIONS 15"	60100945 PIPE DRAINS 12"	60900215 TYPE C INLET BOX, STANDARD 609001
		(FOOT)	(FOOT)	(SQ YD)	(FOOT)	(FOOT)	(EACH)	(EACH)	(FOOT)	(EACH)
98+53	LT	26.34	28			28				
98+36.29	LT	27.30								
98+71.19	LT	25.37								
102+39.50	LT			9					10	1
102+39.50	RT			9					10	1
102+39.50	LT	26.00					1			
102+39.50	RT	26.00					1			
105+50	RT					20				
105+38.02	RT	89.34						1		
105+62.23	RT	87.42						1		
106+42.50	LT			9					10	1
106+42.50	RT			9					10	1
106+42.50	LT	26.00					1			
106+42.50	RT	26.00					1			
106+70	LT	89.00	70							
108+10	RT				108					
108+66.50	RT	77.50						1		
107+58.50	RT	80.00						1		
TOTALS			98	36	108	48	4	4	40	4

PAVING SCHEDULE									
STATION	TO	STATION	PAVEMENT WIDTH	DISTANCE	40600200 BITUMINOUS MATERIALS (PRIME COAT)	40600300 AGGREGATE (PRIME COAT)	40603335 HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	42001165 BRIDGE APPROACH PAVEMENT	42001430 BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)
IL 108 MACOUPIN COUNTY)			(FEET)	(FEET)	(TON)	(TON)	(TON)	(SQ YD)	(SQ YD)
97+50		102+45	26	495	1.1	2.9	121		
102+45		102+51	26	6					18.0
102+51		102+81	36	30				120.0	
BRIDGE OMISSION									
106+01		106+31	36	30				120.0	
106+31		106+37	26	6					18.0
106+37		110+50	26	413	1.0	2.4	101		
TOTALS					2.1	6	222	240	36

BITUMINOUS MATERIALS (PRIME COAT) SCHEDULE	
SCHEDULE	40600200 BITUMINOUS MATERIALS (PRIME COAT)
	(TON)
PAVING SCHEDULE	2.10
ENTRANCE SCHEDULE	0.19
TOTAL	2.3
USE	3

AGGREGATE SHOULDER SCHEDULE						
STATION	TO	STATION	LT/RT	WIDTH	48101200 AGGREGATE SHOULDERS, TYPE B	48101300 AGGREGATE SHOULDERS, TYPE B (SPECIAL)
				(FEET)	(TON)	(TON)
97+50		100+64	LT	3	33	
100+64		101+10	LT	4	7	
97+50		99+54	RT	3	22	
99+54		100+00	RT	4	7	
BRIDGE OMISSION						
101+10		102+81	LT	4		24
100+00		102+81	RT	4		40
106+01		110+50	LT	4		63
106+01		110+50	RT	4		63
TEMPORARY ACCESS					20	
TOTALS					89	190

BITUMINOUS SHOULDER SCHEDULE						
STATION	TO	STATION	LT/RT	BITUMINOUS SHOULDER WIDTH	DISTANCE	48203100 HOT-MIX ASPHALT SHOULDERS
				(FEET)	(FEET)	(TON)
100+76		101+00	LT	3	24	1.8
101+00		102+36	LT	5	136	21.5
99+66		99+90	RT	3	24	1.8
99+90		102+36	RT	5	246	44.3
BRIDGE OMISSION						
106+46		109+00	LT	5	254	40.1
106+46		109+00	RT	3.25	150	12.4
109+00		110+50	LT	5	254	34.3
109+00		110+50	RT	3.25	150	9.0
TOTALS						165.2
USE						166

LEVELING BINDER SCHEDULE						
STATION	TO	STATION	PAVEMENT WIDTH	DISTANCE	40600625 LEVELING BINDER (MACHINE METHOD), N50	
				(FEET)	(FEET)	(TON)
97+50		100+00	26	250	32	
100+00		122+45	26	245	111	
102+01		102+51	12	50	12	
102+01		102+51	13.5	50	13	
BRIDGE OMISSION						
106+31		106+81	12	50	12	
106+31		106+81	13.5	50	13	
106+37		109+50	26	313	141	
109+50		110+50	26	100	13	
TOTALS					347	

BASE COURSE WIDENING SCHEDULE						
STATION	TO	STATION	LT/RT	AVERAGE WIDTH	DISTANCE	35600716 HOT-MIX ASPHALT BASE COURSE WIDENING 10"
				(FEET)	(FEET)	(SQ YD)
100+76		101+00	LT	3.0	24	8
99+66		99+90	RT	3.0	24	8
101+00		102+45	LT	5.0	145	81
99+90		102+45	RT	5.0	255	142
BRIDGE OMISSION						
106+37		109+00	LT	5.0	263	147
109+00		110+50	LT	3.6	150	60
106+37		109+00	RT	5.0	263	147
109+00		110+50	RT	3.6	150	60
TOTALS						653

ENTRANCE SCHEDULE					
STATION	LT/RT	35101400 AGGREGATE BASE COURSE, TYPE B	40600200 BITUMINOUS MATERIALS (PRIME COAT)	40800050 INCIDENTAL HOT-MIX ASPHALT SURFACING	44000200 DRIVEWAY PAVEMENT REMOVAL
		(TON)	(TON)	(TON)	(SQ YD)
ENTRANCES					
98+45	RT	24	0.13	14	31
98+53	LT	27	0.06	6	16
108+10	RT	140			
TOTAL		191	0.19	20	47

BUTT /JOINT RAMP SCHEDULE						
STATION	TO	STATION	PAVEMENT WIDTH	DISTANCE	40600982 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	40600990 TEMPORARY RAMP
				(FEET)	(FEET)	(SQ YD)
97+50		97+55	26	5		15
97+50		97+80	26	30	87	
BRIDGE OMISSION						
110+20		110+50	26	30	87	
110+45		110+50	26	30		15
TOTALS					174	30

CONCRETE BARRIER SCHEDULE								
STATION	LT/RT	TO	STATION	LT/RT	70400100 TEMPORARY CONCRETE BARRIER (FOOT)	70400200 RELOCATE TEMPORARY CONCRETE BARRIER (FOOT)	Z0030260 IMPACT ATTENUATORS, TEMPORARY (EACH)	Z0030330 IMPACT ATTENUATORS, RELOCATE (EACH)
100+70.00	5' LT		101+80.00	3.5' RT	111			
101+80.00	3.5' RT		107+00.00	3.5' RT	520			
107+00.00	3.5' RT		108+10.00	5' LT	111			
100+70.00	5' LT		101+80.00	3.5' RT		111		
101+80.00	3.5' RT		107+00.00	3.5' RT		520		
107+00.00	3.5' RT		108+10.00	5' LT		111		
STAGE 1								
100+70.00	4' LT						1	
108+10.00	4' LT						1	
STAGE 2								
100+70.00	4' RT							1
108+10.00	4' RT							1
TOTALS					742	742	2	2

RIGHT-OF-WAY SCHEDULE			
STATION	OFFSET	LT/RT	66600105 FURNISHING AND ERECTING RIGHT OF WAY MARKERS
	(FEET)		(EACH)
102+00	50.00	LT	1
102+00	55.00	RT	1
103+50	150.00	LT	1
103+50	160.00	RT	1
108+00	160.00	RT	1
110+49.17	55.83	RT	1
TOTALS			6

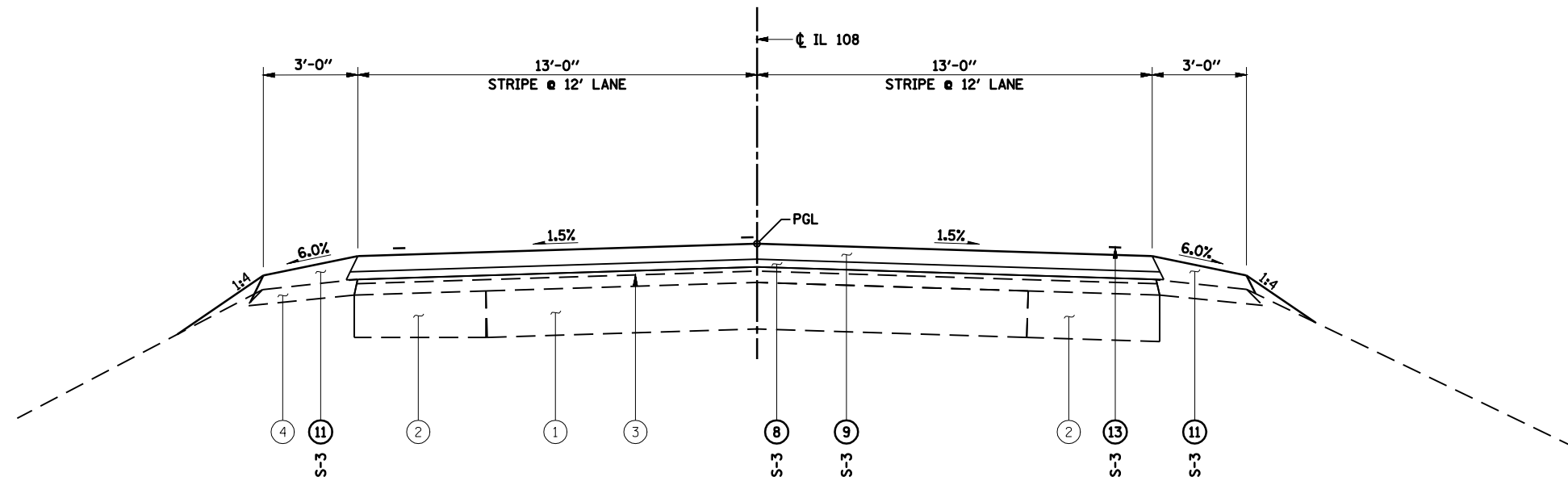
GUARDRAIL SCHEDULE									
LOCATION			LT/RT	63000000 STEEL PLATE BEAM GUARD- RAIL, TYPE A (FOOT)	TRAFFIC BARRIER TERMINAL		63200310 GUARDRAIL REMOVAL (FOOT)	78200410 GUARDRAIL MARKER TYPE A (EACH)	78201000 TERMINAL MARKER - DIRECT APPLIED (EACH)
STATION	TO	STATION		(FOOT)	63100167 TYPE 1, SPECIAL (TANGENT) (EACH)	63100085 TYPE 6 (EACH)	(FOOT)	(EACH)	(EACH)
101+12.50		101+62.50	LT		1				1
101+62.50		102+37.50	LT	75				1	
102+37.50		102+83.50	LT			1		1	
100+00.00		100+50.00	RT		1				1
100+50.00		102+37.50	RT	187.5				3	
102+38.00		102+83.50	RT			1		1	
105+98.50		106+44.00	LT			1		1	
106+44.00		110+19.00	LT	375				5	
105+98.50		106+44.00	RT			1		1	
106+44.00		107+31.50	RT	87.5				2	
107+31.50		107+81.50	RT			1			1
108+40.00		108+90.00	RT			1			1
108+90.00		110+15.00	RT	125.0				2	
101+00.00		102+89.00	LT				189		
101+25.00		102+89.00	RT				164		
105+92.00		110+19.00	LT				427		
105+92.00		110+15.00	RT				423		
TOTALS				850	4	4	1,203	17	4

ESTIMATED QUANTITIES	
PAY ITEM	QUANTITY
EARTH EXCAVATION FOR EROSION CONTROL	200 CU YD
AGGREGATE (EROSION CONTROL)	152 TON
PERIMETER EROSION BARRIER	1,200 FOOT
INLET AND PIPE PROTECTION	3 EACH

STRIPING SCHEDULE												
STATION	TO	STATION	LT/RT	70300100	70300230		70301000	780001120		78100100	78300105	78300200
				SHORT TERM PAVEMENT MARKING	TEMPORARY PAVEMENT MARKING - LINE 5"		WORK ZONE PAVEMENT MARKING REMOVAL	PAINT PAVEMENT MARKING - LINE 5"		RAISED REFLECTIVE PAVEMENT MARKER	PAVEMENT MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
				(FOOT)	WHITE (FOOT)	YELLOW (FOOT)	(SQ FT)	WHITE (FOOT)	YELLOW (FOOT)	(EACH)	(FOOT)	(EACH)
				237		325	79		325	17		17
97+50.00		110+50.00			1300			1300			1041	
97+50.00		110+50.00	LT		1300			1300			1568	
97+50.00		110+50.00	RT									
SUB-TOTALS					2600	325		2600	325			
TOTALS				237	2,925		79	2,925		17	2,609	17

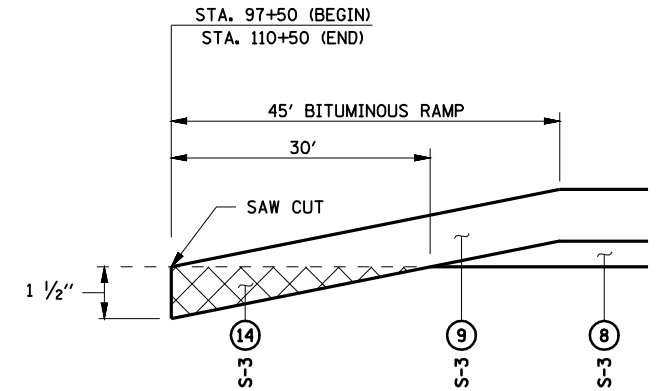
RIPRAP SCHEDULE			
LOCATION	TOTAL SQ FT	28100707	28200200
		STONE DUMPED RIPRAP, CLASS A4 (SQ YD)	FILTER FABRIC (SQ YD)
102+35 TO 104+15	8,170.1	907.9	907.9
BRIDGE OMISSION			
104+37 TO 106+47	11,777.9	1,308.7	1,308.7
TOTALS		2,216.6	2,216.6
USE		2,217	2,217

SEEDING SCHEDULE										
STATION	TO	STATION	LT/RT	AREA	25000210	25000400	25000500	25000600	25000700	25100115
					SEEDING, CLASS 2A	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	AGRICULTURAL GROUND LIMESTONE	MULCH, METHOD 2
				(SQ FT)	(ACRE)	(POUND)	(POUND)	(POUND)	(TON)	(ACRE)
98+50		101+50	RT	1,911	0.05	5	5	5	0.1	0.05
101+50		103+16	RT	4,932	0.12	11	11	11	0.3	0.12
103+16		104+15	RT	4,028	0.10	9	9	9	0.2	0.10
104+34		105+68	RT	8,268	0.19	18	18	18	0.4	0.19
105+68		110+50	RT	30,814	0.75	68	68	68	1.5	0.75
98+50		102+00	LT	2,193	0.06	5	5	5	0.2	0.06
102+00		103+16	LT	2,330	0.06	6	6	6	0.2	0.06
103+16		103+86	LT	2,726	0.07	6	6	6	0.2	0.07
104+34		105+68	LT	8,713	0.21	19	19	19	0.5	0.21
105+68		110+50	LT	23,317	0.57	51	51	51	1.2	0.57
TOTALS					2.18	198.0	198.0	198.0	4.8	2.18
USE					2.2	198	198	198	5	2.2



TYPICAL SECTION

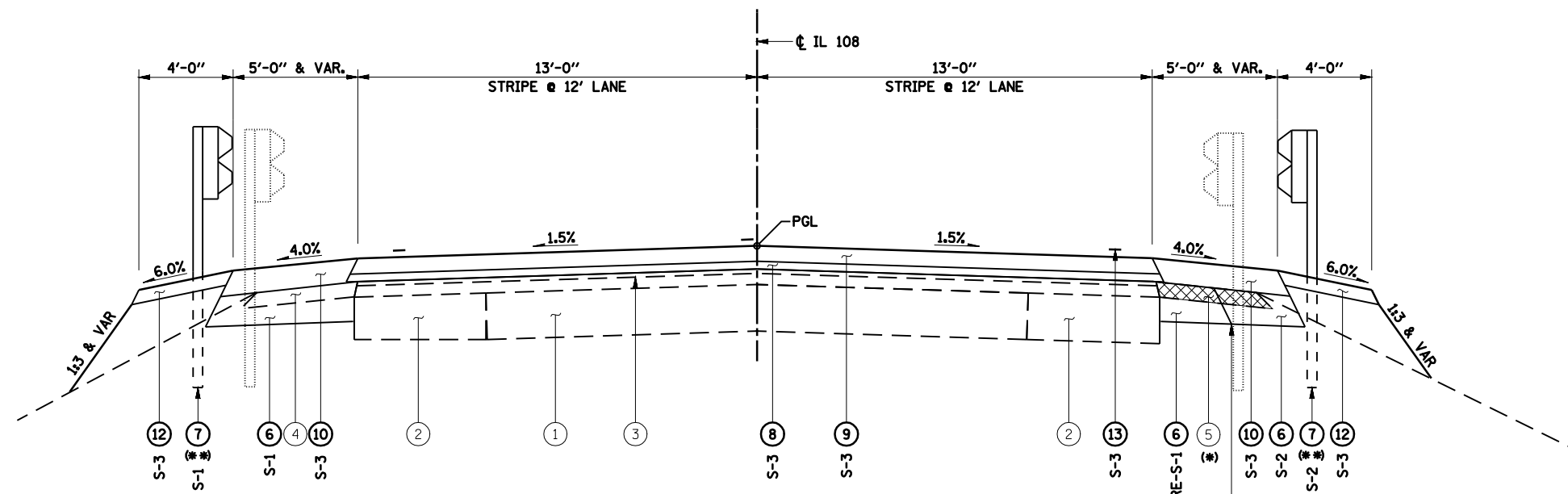
STA 97+50 TO STA 99+66 RT
 STA 97+50 TO STA 100+76 LT



BUTT - JOINT DETAIL

LEGEND

- ① EX CONCRETE PAVEMENT, 9"
 - ② EX BITUMINOUS CONCRETE BASE COURSE WIDENING, 9"
 - ③ EX BITUMINOUS OVERLAY, 3"
 - ④ EX EARTH SHOULDER
 - ⑤ EX BITUMINOUS SHOULDER
 - ⑥ PR HOT-MIX ASPHALT BASE COURSE WIDENING, 10"
 - ⑦ PR STEEL PLATE BEAM GUARDRAIL
 - ⑧ PR LEVELING BINDER (MACHINE METHOD), N50
 - ⑨ PR HOT-MIX ASPHALT SURFACE CSE, MIX "C", N50 (3/4" & VAR.)
 - ⑩ PR HOT-MIX ASPHALT SHOULDERS (2 1/4" & VAR.)
 - ⑪ PR AGGREGATE SHOULDERS, TYPE B
 - ⑫ PR AGGREGATE SHOULDERS, TYPE B (SPECIAL)
 - ⑬ PR PAINT PAVEMENT MARKING - LINE 5"
 - ⑭ PR HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- S-X INDICATES STAGE CONSTRUCTION SEQUENCE



TYPICAL SECTION

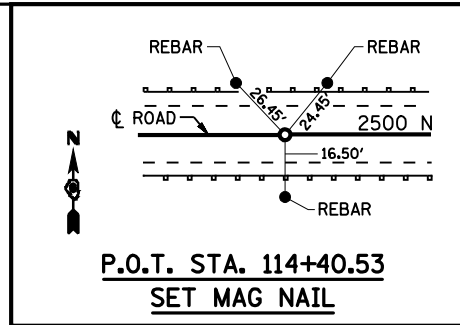
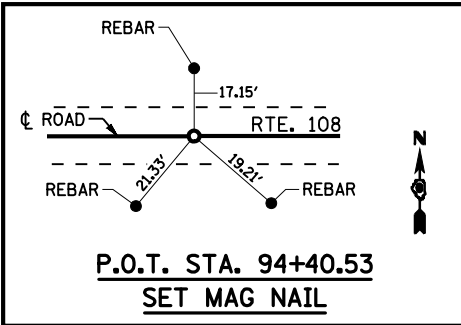
STA 99+66.00 TO STA 102+41.49 RT
 STA 100+76.00 TO STA 102+41.49 LT
 BRIDGE OMISSION: 102+41.49 TO 106+38.49
 STA 106+38.49 TO STA 110+50

IF EXISTING GUARD RAIL IS WITHIN
 WIDENING LIMITS, CONSTRUCT
 WIDENING TO EXISTING GUARD RAIL
 IN PRE-STAGE 1 AND THE REMAINDER
 IN STAGE 2, OTHERWISE CONSTRUCT
 ALL WIDENING ON RT IN PRE-STAGE 1.
 (SEE X-SECTIONS FOR LOCATIONS)

(*) PRIOR TO STARTING STAGE 1, THE ENGINEER WILL
 EVALUATE THE EXISTING SHOULDER. WIDENING MAY BE
 OMITTED IF DETERMINED NOT NECESSARY BY THE ENGINEER.

(**) SEE PLAN SHEETS FOR LIMITS.

FILE NAME =	USER NAME = laughlin1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\Projects\4653603\se...fno1\8006ts01.sh		DRAWN - AAD	REVISED -					769	110B-2	MACOUPIN	98	14
	PLOT SCALE = 5.0000' / IN.	CHECKED -	REVISED -		SCALE: NONE			CONTRACT NO. 72813				
	PLOT DATE = May-15-2008 03:16:18PM	DATE - 10-22-07	REVISED -		SHEET NO. OF SHEETS STA. TO STA.			FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



**BEGIN IMPROVEMENT
STA. 97 + 50**

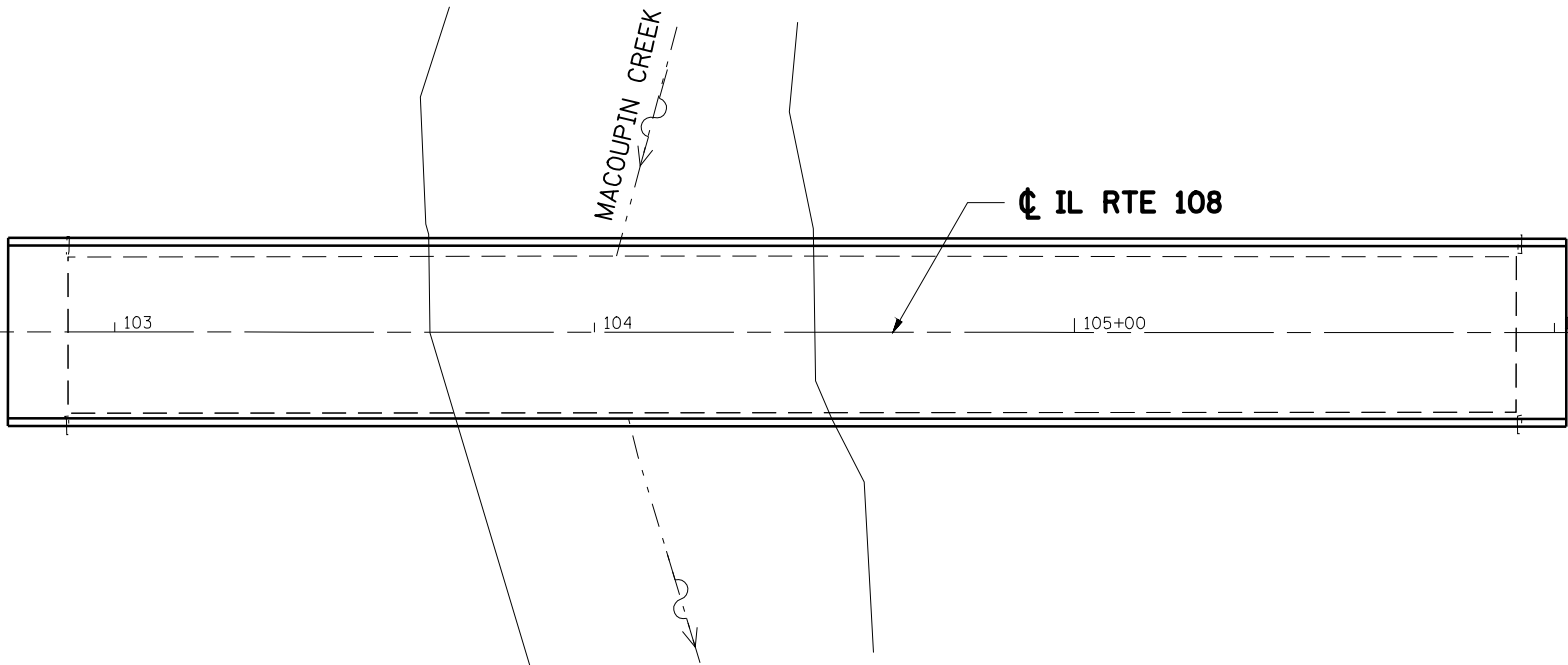
☉ IL RTE 108



---| 97 ---| 98 ---| 99 ---| 100+00 ---| 101 ---

MATCH LINE STA. 101 + 50

MATCH LINE STA. 101 + 50



☉ IL RTE 108

MATCH LINE STA. 106 + 50

MATCH LINE STA. 106 + 50

☉ IL RTE 108

---| 107 ---| 108 ---| 109 ---| 110+00 ---| 111 ---

**END IMPROVEMENT
STA. 110 + 50**

**B.M. * B08
CHISELED "L" NORTHEAST CORNER
OF BRIDGE * 059-0023 ON RTE. 108
STA. 105+93, 20' LT. ELEVATION 578.73**

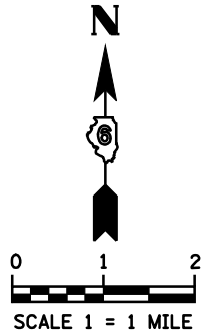
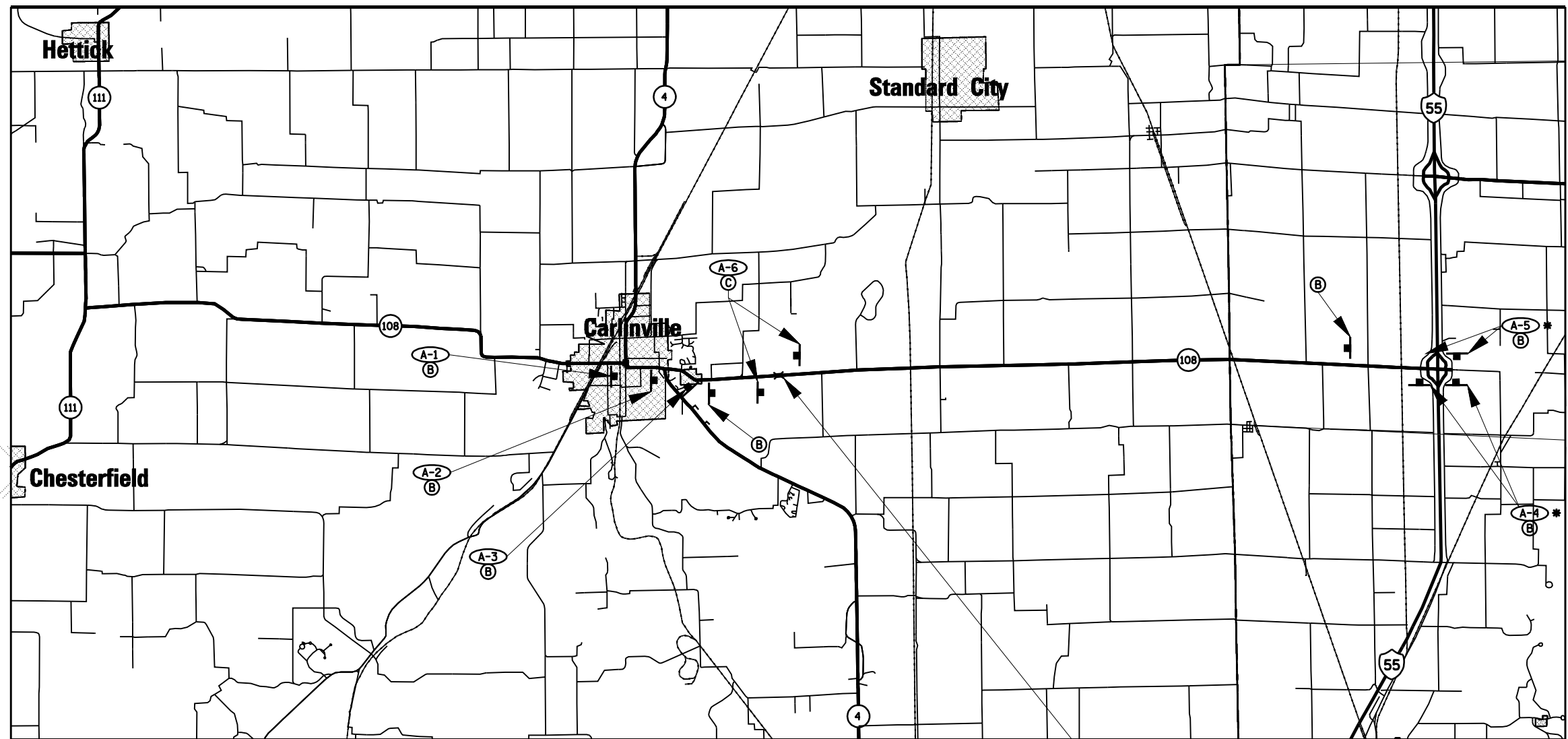
FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -
C:\Projects\4653603\ve_fno1\8006at01.sh		DRAWN -	REVISED -
	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = May-15-2008 03:16:21PM	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ALIGNMENT, TIES & BENCHMARKS

SCALE: 1" = 20' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
769	110B-2	MACOUPIN	98	15
CONTRACT NO. 72813				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



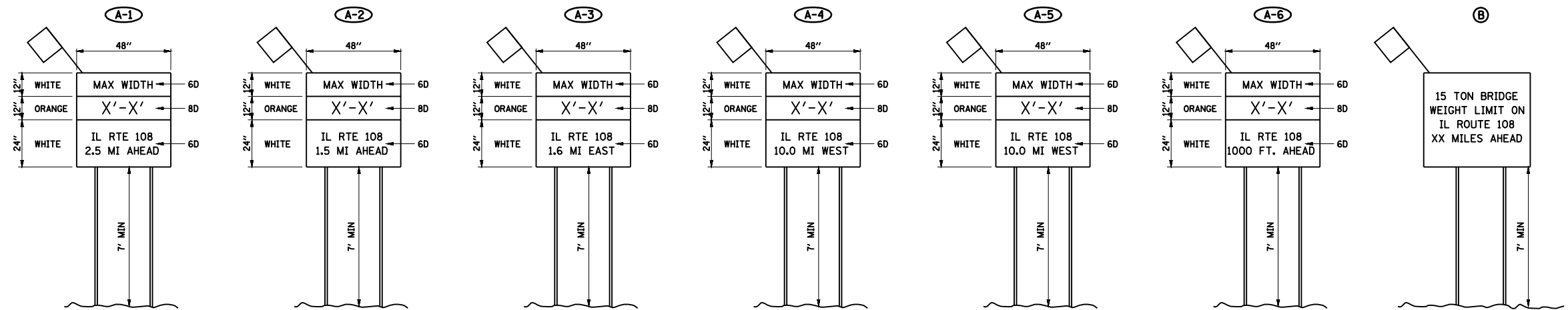
C
 WEIGHT
 LIMIT
 15
 TONS
 R12-1

STAGE I MAXIMUM WIDTH 10'-3",
 STAGE II MAXIMUM WIDTH 10'-3".

MAXIMUM WIDTH SIGNING & LOAD RESTRICTION

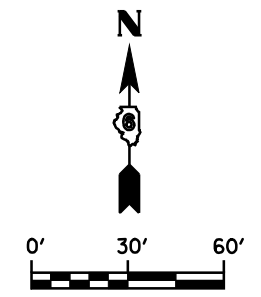
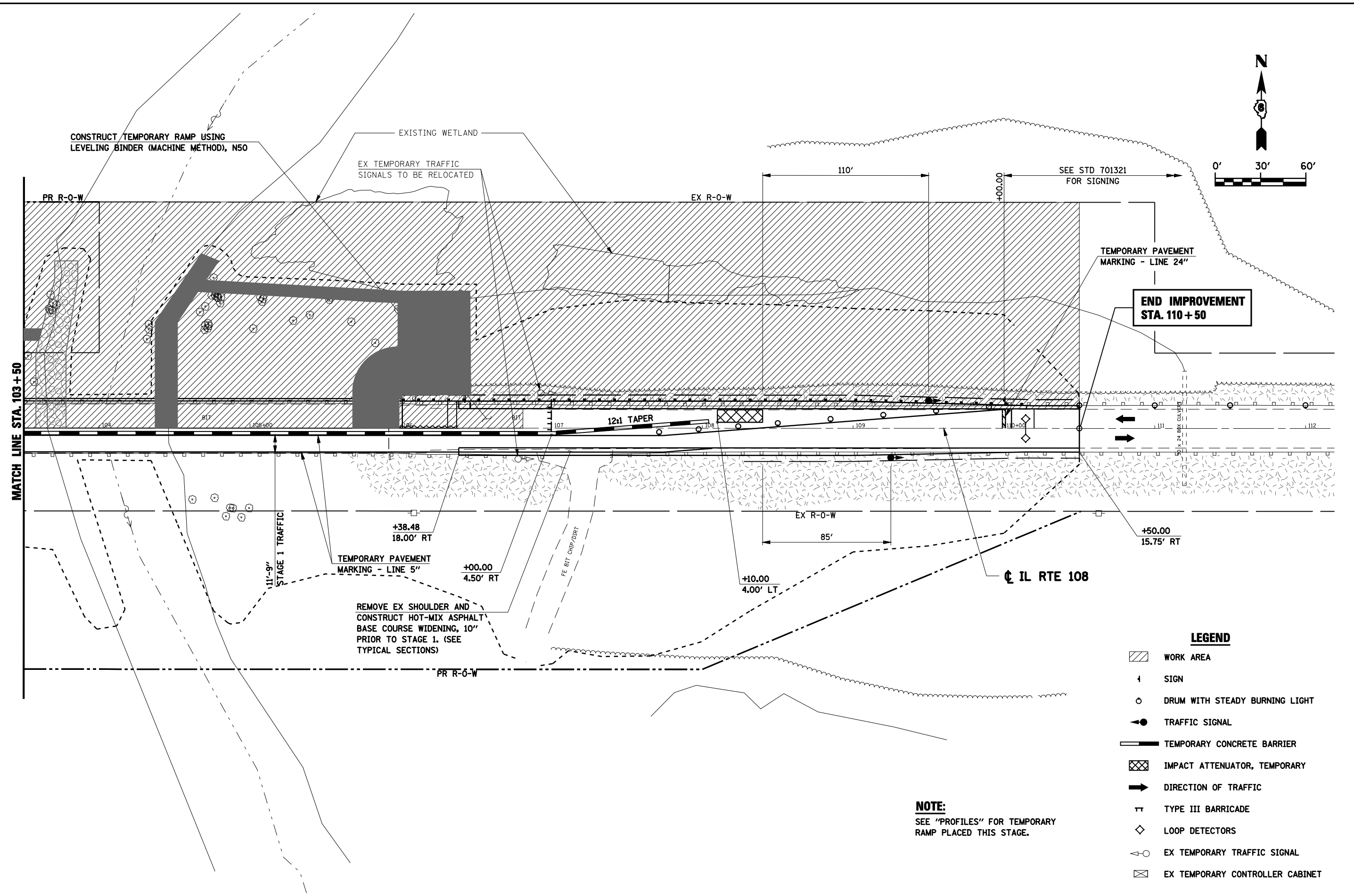
PROJECT LOCATION

* LOCATE SIGNS ON FAI-55 AS FOLLOWS:
 RIGHT & LEFT SIDE OF NB LANES AHEAD OF EXIT RAMP
 RIGHT & LEFT SIDE OF SB LANES AHEAD OF EXIT RAMP



- NOTES:**
- ACTUAL MAX WIDTHS WILL BE MEASURED BY THE ENGINEER AFTER TEMPORARY CONCRETE BARRIER WALL IS PLACED FOR STAGE I. WIDTH SHALL BE REMEASURED AND SIGNS UPDATED FOR STAGE II.
 - TEMP. MAX WIDTH SIGNS WILL BE PAID FOR AT THE CONTRACT LUMP SUM BID PRICE FOR "WIDTH RESTRICTION SIGNING" (PAY CODE X7200201)
 - TEMP. LOAD RESTRICTION SIGNS WILL BE PAID FOR AT THE CONTRACT LUMP SUM BID PRICE FOR "LOAD RESTRICTION SIGNING"
 - LOCATE LOAD RESTRICTION SIGNS 100' BEYOND WIDTH RESTRICTION SIGNS.

FILE NAME = C:\Projects\d653603\se_files\8006mxd\delsh.t	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LOAD RESTRICTION DETOUR MAP			F.A.P. RTE. 769	SECTION 110B-2	COUNTY MACOUPIN	TOTAL SHEETS 98	SHEET NO. 16
PLOT SCALE = 20.6243' / IN.	CHECKED -	REVISED -	REVISED -					SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.
PLOT DATE = May-15-2008 03:16:23PM	DATE -	REVISED -	REVISED -		FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT							



END IMPROVEMENT STA. 110+50

MATCH LINE STA. 103+50

LEGEND

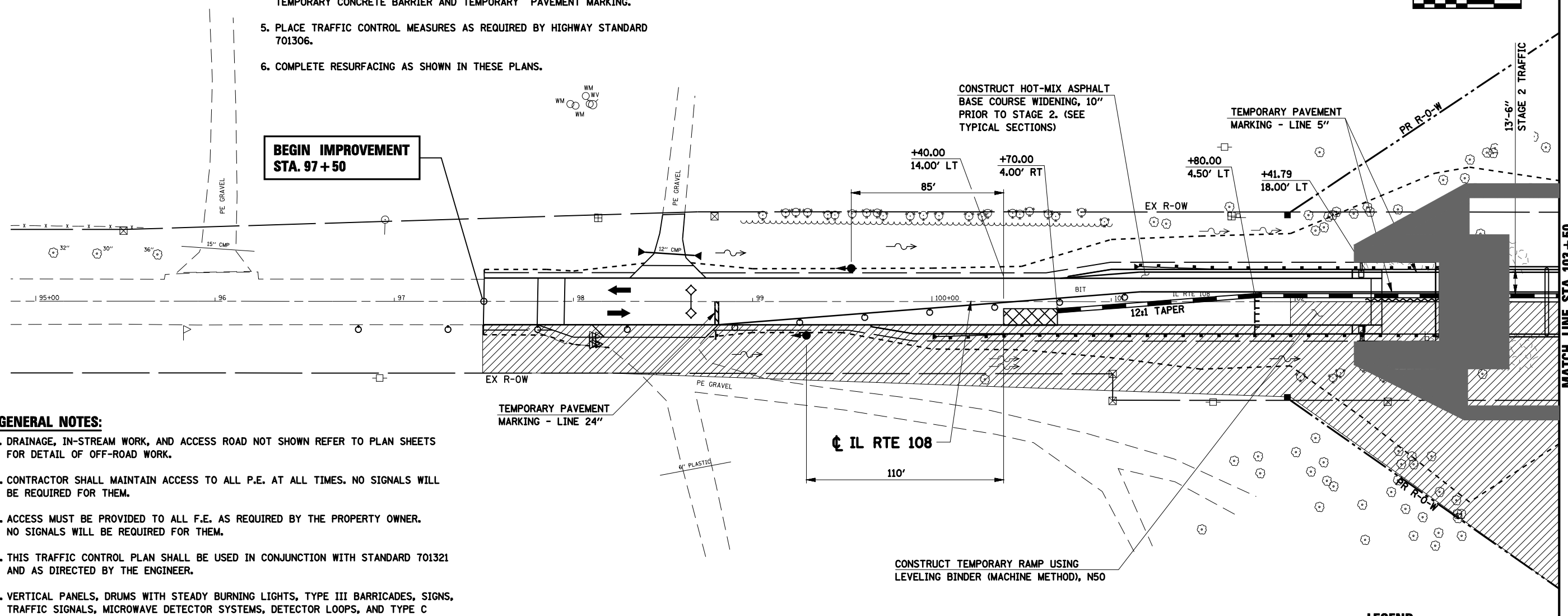
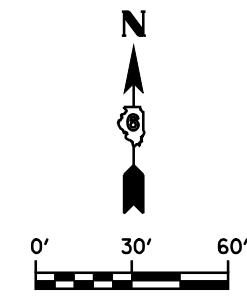
- WORK AREA
- SIGN
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY
- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- LOOP DETECTORS
- EX TEMPORARY TRAFFIC SIGNAL
- EX TEMPORARY CONTROLLER CABINET

NOTE:
SEE "PROFILES" FOR TEMPORARY RAMP PLACED THIS STAGE.

FILE NAME = C:\Projects\d653603\ave_fina1\8006mot1.02.sht	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC STAGE 1			F.A.P. RTE. 769	SECTION 110B-2	COUNTY MACOUPIN	TOTAL SHEETS 98	SHEET NO. 18
	PLOT SCALE = 60.0000' / IN.	CHECKED -	REVISED -					SCALE: 1"=30' SHEET NO. OF SHEETS STA. 103+50 TO STA. 112+00			CONTRACT NO. 72813	
PLOT DATE = May-15-2008 03:16:29PM	DATE - 10-22-07	REVISI	REVISI	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT								

STAGE 2 SEQUENCE OF CONSTRUCTION

1. RELOCATE TEMPORARY CONCRETE BARRIER & ATTENUATORS AND PUT IN PLACE OTHER TRAFFIC CONTROL MEASURES FOR STAGE 2 CONSTRUCTION AS REQUIRED BY HIGHWAY STANDARD 701321.
2. COMPLETE ALL STAGE 2 CONSTRUCTION WORK, PAVEMENT, GUARDRAIL REMOVAL & REPLACEMENT, DRAINAGE WORK AND STAGE 2 STRUCTURAL WORK SHOWN IN THESE PLANS.
3. CONSTRUCT TEMPORARY RAMPS AT ENDS OF STAGE 2 BRIDGE APPROACH PAVEMENT.
4. REMOVE TEMPORARY TRAFFIC CONTROL DEVICES FOR STAGE 2, INCLUDING TEMPORARY CONCRETE BARRIER AND TEMPORARY PAVEMENT MARKING.
5. PLACE TRAFFIC CONTROL MEASURES AS REQUIRED BY HIGHWAY STANDARD 701306.
6. COMPLETE RESURFACING AS SHOWN IN THESE PLANS.



GENERAL NOTES:

1. DRAINAGE, IN-STREAM WORK, AND ACCESS ROAD NOT SHOWN REFER TO PLAN SHEETS FOR DETAIL OF OFF-ROAD WORK.
2. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL P.E. AT ALL TIMES. NO SIGNALS WILL BE REQUIRED FOR THEM.
3. ACCESS MUST BE PROVIDED TO ALL F.E. AS REQUIRED BY THE PROPERTY OWNER. NO SIGNALS WILL BE REQUIRED FOR THEM.
4. THIS TRAFFIC CONTROL PLAN SHALL BE USED IN CONJUNCTION WITH STANDARD 701321 AND AS DIRECTED BY THE ENGINEER.
5. VERTICAL PANELS, DRUMS WITH STEADY BURNING LIGHTS, TYPE III BARRICADES, SIGNS, TRAFFIC SIGNALS, MICROWAVE DETECTOR SYSTEMS, DETECTOR LOOPS, AND TYPE C BIDIRECTIONAL REFLECTORS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)".
6. THE CONTRACTOR SHALL PROVIDE AND ERECT LANE WIDTH AND LOAD RESTRICTION SIGNING. THESE SIGNS SHALL BE PLACED AS DIRECTED BY THE ENGINEER BEFORE IMPLEMENTING ANY STAGE TRAFFIC CONTROL. (SEE LOAD RESTRICTION DETOUR MAP)
7. REMOVE ANY CONFLICTING PAVEMENT MARKINGS.
8. THE CONTRACTOR SHALL NOTIFY THE DISTRICT 6 TRAFFIC SECTION OF THE BUREAU OF OPERATIONS PH: (217) 785-5836 AT LEAST 21 DAYS PRIOR TO IMPLEMENTING STAGE TRAFFIC CONTROL AND WHEN EVER A SWITCH IN STAGING IS MADE.
9. THE CONTRACTOR SHALL NOTIFY THE DISTRICT 6 TRAFFIC SECTION OF THE BUREAU OF OPERATIONS AT LEAST THREE (3) DAYS PRIOR TO ACTIVATING THE TEMPORARY TRAFFIC SIGNALS. PLEASE REFER TO THE DISTRICT 6 SPECIAL PROVISIONS FOR TEMPORARY BRIDGE TRAFFIC SIGNALS FOR CONTACT INFORMATION.

LEGEND

- WORK AREA
- SIGN
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY
- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- LOOP DETECTORS

NOTE:
SEE "PROFILES" FOR TEMPORARY RAMP PLACED THIS STAGE.

FILE NAME =	USER NAME = laughl1n1	DESIGNED -	REVISED -
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PLOT DATE = May-15-2008 03:16:31PM		DATE - 10-22-07	REVISED -

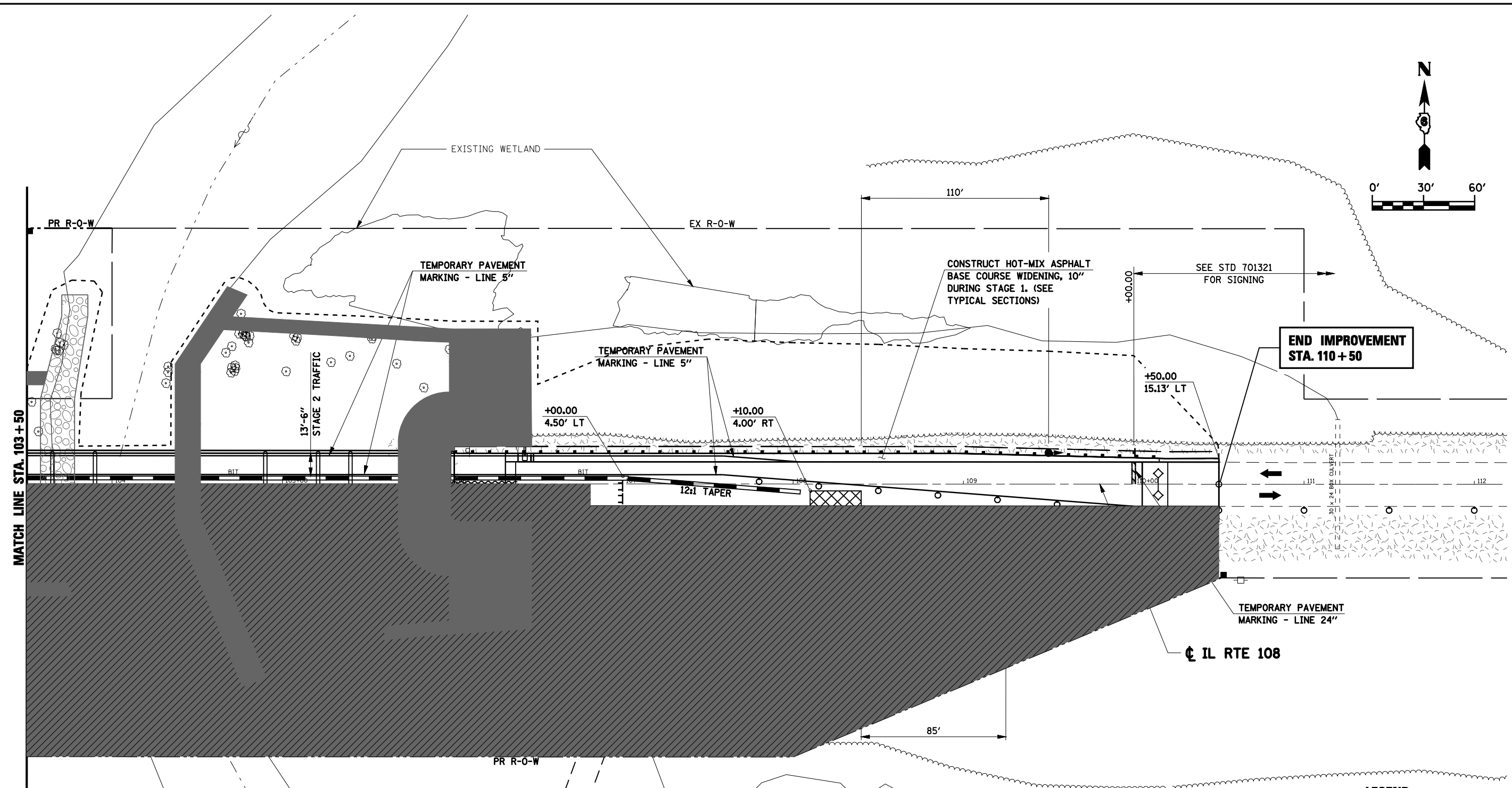
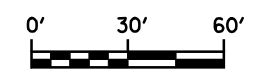
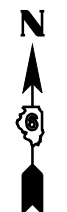
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC
STAGE 2**

SCALE: 1"=30' SHEET NO. OF SHEETS STA. 97+00 TO STA. 103+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
769	110B-2	MACOUPIN	98	19
CONTRACT NO. 72813				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

MATCH LINE STA. 103+50



END IMPROVEMENT STA. 110+50

MATCH LINE STA. 103+50

IL RTE 108

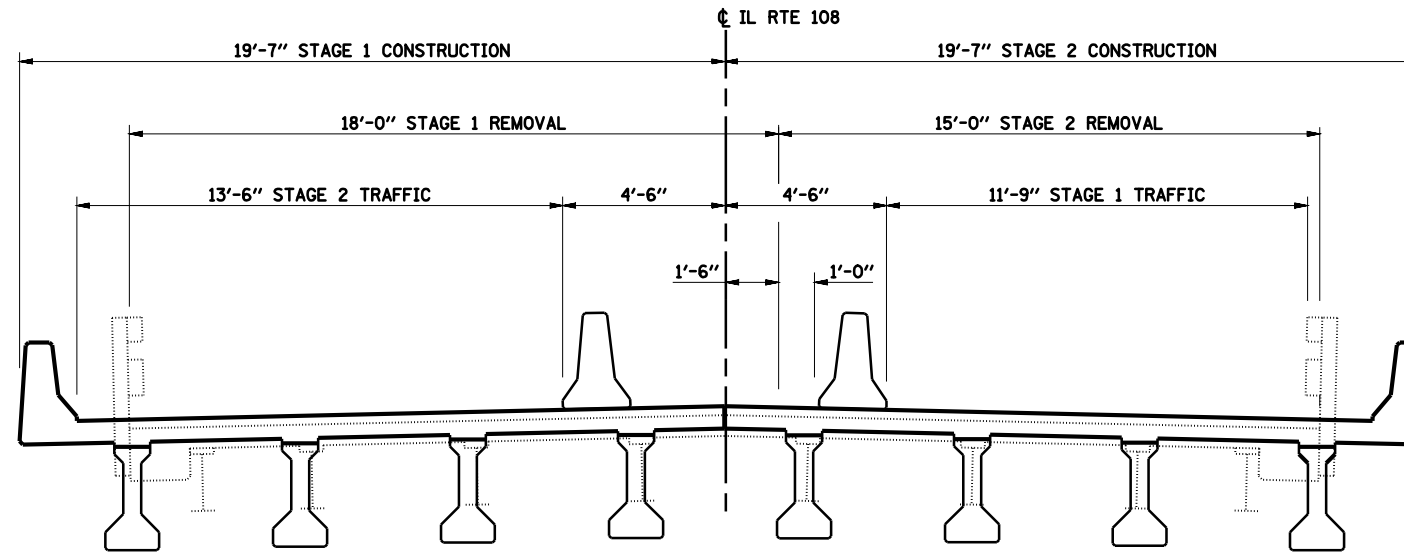
LEGEND

- WORK AREA
- SIGN
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY
- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- LOOP DETECTORS

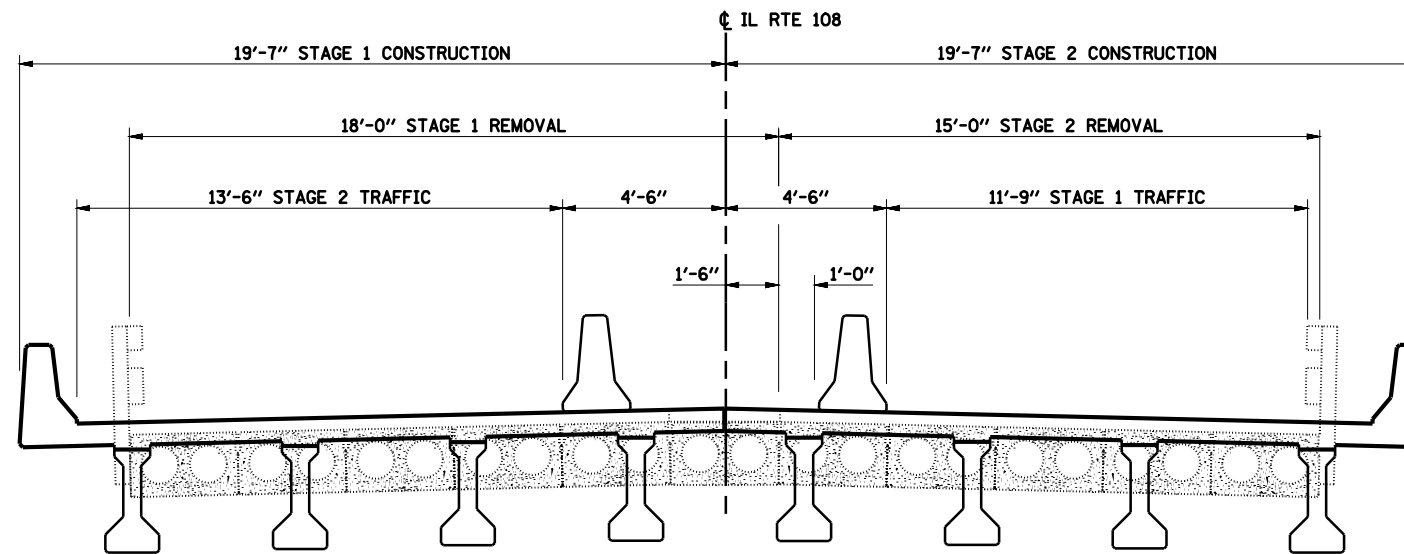
NOTE:
SEE "PROFILES" FOR TEMPORARY RAMP PLACED THIS STAGE.

CONSTRUCT TEMPORARY RAMP USING LEVELING BINDER (MACHINE METHOD), N50

FILE NAME = C:\Projects\d653603\ae_fno1\8006mot2_02.sht	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC STAGE 2			F.A.P. RTE. 769	SECTION 110B-2	COUNTY MACOUPIN	TOTAL SHEETS 98	SHEET NO. 20
	PLOT SCALE = 60.0000' / IN.	CHECKED -	REVISED -		SCALE: 1"=30'	SHEET NO. OF SHEETS	STA. 103+50 TO STA. 112+00	CONTRACT NO. 72813				
PLOT DATE = May-15-2008 03:16:34PM	DATE - 10-22-07	REVISED -	REVISED -	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT								

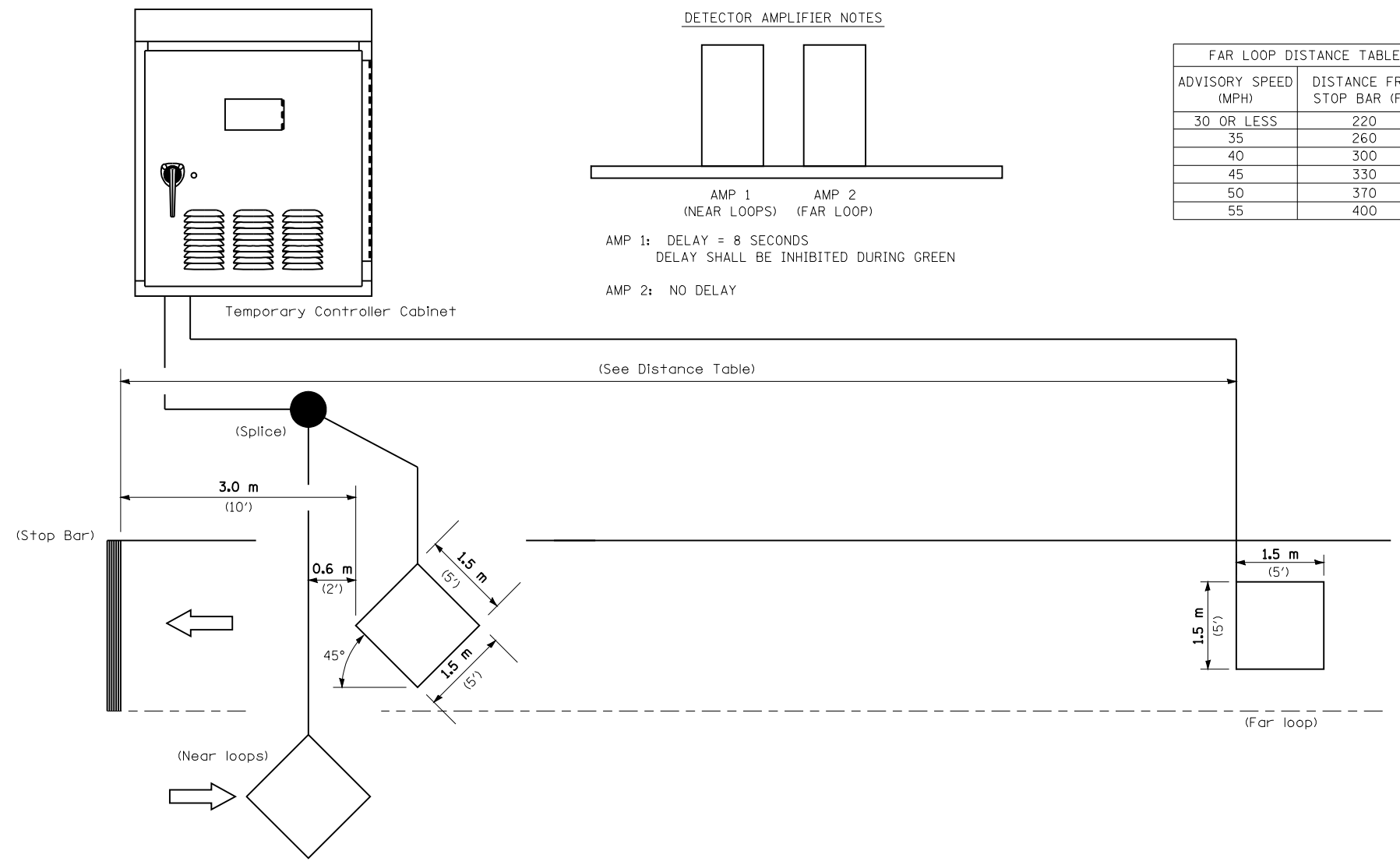


STAGED CONSTRUCTION SPANS 1, 4, 5 & 6
(LOOKING EAST)



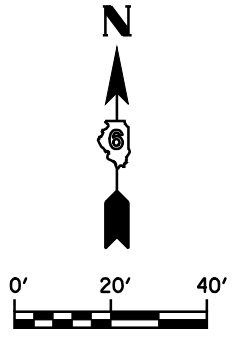
STAGED CONSTRUCTION SPANS 2 & 3
(LOOKING EAST)

FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC STRUCTURE NO. 059-0023			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\Projects\d653603\se.fno1\8006mot.bridge.sht	DRAWN - AAD	REVISED -	REVISED -					769	110B-2	MACOUPIN	98	21
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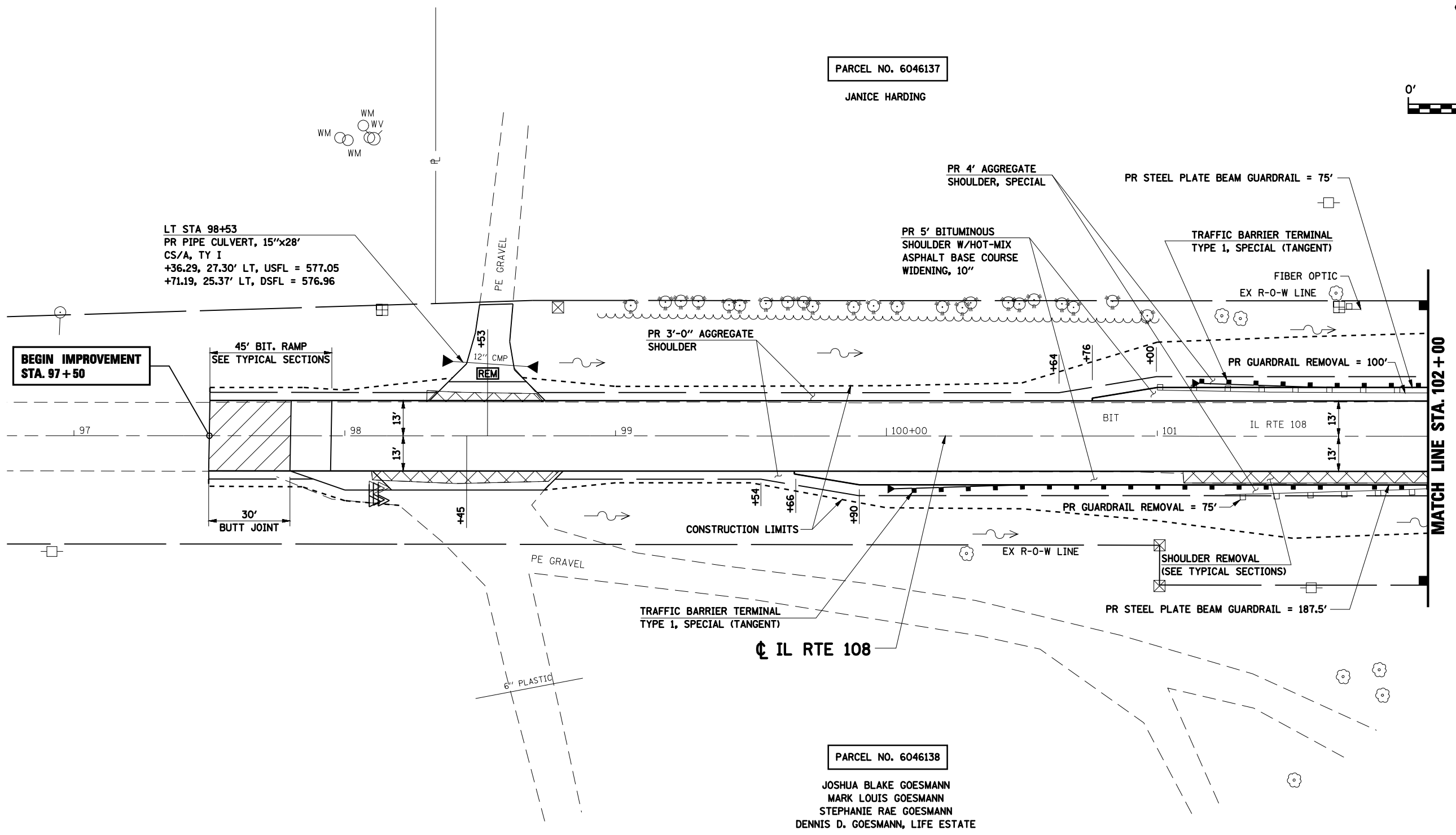


INDUCTION LOOP DETECTOR

SE 1/4 SECTION 26, T 10 N, R 7 W, 3RD PM



PARCEL NO. 6046137
JANICE HARDING



PARCEL NO. 6046138
JOSHUA BLAKE GOESMANN
MARK LOUIS GOESMANN
STEPHANIE RAE GOESMANN
DENNIS D. GOESMANN, LIFE ESTATE

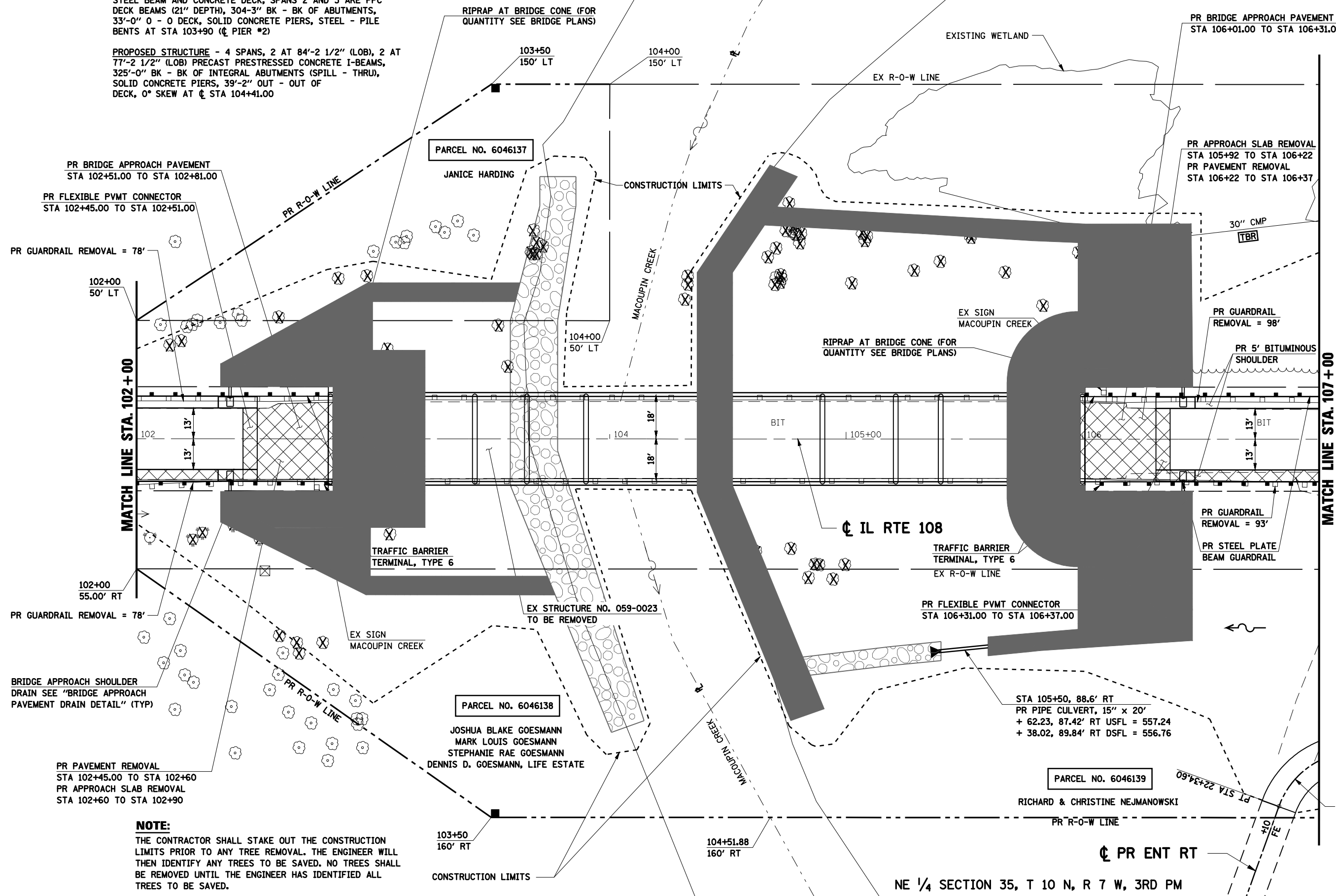
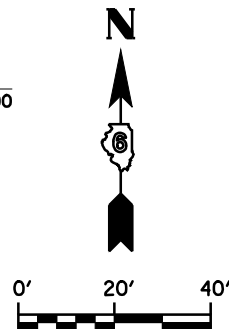
NE 1/4 SECTION 35, T 10 N, R 7 W, 3RD PM

FILE NAME = C:\Projects\d653603\ve_fno1\8006p101.shx	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40.0000' / IN.	DRAWN - AAD	REVISED -					769	110B-2	MACOUPIN	98	23
PLOT DATE = May-15-2008 03:16:41PM	CHECKED -	DATE - 10-22-07	REVISED -	SCALE: 1" = 20'			SHEET NO.	OF SHEETS	STA. 97+00	TO STA. 102+00	CONTRACT NO. 72813	
											FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT	

EX SN 059-0023 - SIX SPANS AT 51'-3", 50'-4 1/4", 50'-4 1/4", 50'-6 1/4", 50'-1 1/2" AND 51'-8". SPANS 1, 4, 5 AND 6 ARE STEEL BEAM AND CONCRETE DECK, SPANS 2 AND 3 ARE PPC DECK BEAMS (21" DEPTH), 304-3" BK - BK OF ABUTMENTS, 33'-0" O - O DECK, SOLID CONCRETE PIERS, STEEL - PILE BENTS AT STA 103+90 (CL PIER #2)

PROPOSED STRUCTURE - 4 SPANS, 2 AT 84'-2 1/2" (LOB), 2 AT 77'-2 1/2" (LOB) PRECAST PRESTRESSED CONCRETE I-BEAMS, 325'-0" BK - BK OF INTEGRAL ABUTMENTS (SPILL - THRU), SOLID CONCRETE PIERS, 39'-2" OUT - OUT OF DECK, 0° SKEW AT CL STA 104+41.00

SE 1/4 SECTION 26, T 10 N, R 7 W, 3RD PM



PR BRIDGE APPROACH PAVEMENT
STA 102+51.00 TO STA 102+81.00

PR FLEXIBLE PVT CONNECTOR
STA 102+45.00 TO STA 102+51.00

PR GUARDRAIL REMOVAL = 78'

102+00
50' LT

MATCH LINE STA. 102+00

102+00
55.00' RT

PR GUARDRAIL REMOVAL = 78'

BRIDGE APPROACH SHOULDER
DRAIN SEE "BRIDGE APPROACH
PAVEMENT DRAIN DETAIL" (TYP)

PR PAVEMENT REMOVAL
STA 102+45.00 TO STA 102+60
PR APPROACH SLAB REMOVAL
STA 102+60 TO STA 102+90

NOTE:
THE CONTRACTOR SHALL STAKE OUT THE CONSTRUCTION LIMITS PRIOR TO ANY TREE REMOVAL. THE ENGINEER WILL THEN IDENTIFY ANY TREES TO BE SAVED. NO TREES SHALL BE REMOVED UNTIL THE ENGINEER HAS IDENTIFIED ALL TREES TO BE SAVED.

RIPRAP AT BRIDGE CONE (FOR
QUANTITY SEE BRIDGE PLANS)

103+50
150' LT

104+00
150' LT

PARCEL NO. 6046137

JANICE HARDING

CONSTRUCTION LIMITS

MACOUPIN CREEK

104+00
50' LT

RIPRAP AT BRIDGE CONE (FOR
QUANTITY SEE BRIDGE PLANS)

EX SIGN
MACOUPIN CREEK

PR BRIDGE APPROACH PAVEMENT
STA 106+01.00 TO STA 106+31.00

PR APPROACH SLAB REMOVAL
STA 105+92 TO STA 106+22
PR PAVEMENT REMOVAL
STA 106+22 TO STA 106+37

30" CMP
TBR

PR GUARDRAIL
REMOVAL = 98'

PR 5' BITUMINOUS
SHOULDER

MATCH LINE STA. 107+00

TRAFFIC BARRIER
TERMINAL, TYPE 6

CL IL RTE 108

TRAFFIC BARRIER
TERMINAL, TYPE 6
EX R-O-W LINE

PR GUARDRAIL
REMOVAL = 93'

PR STEEL PLATE
BEAM GUARDRAIL

EX STRUCTURE NO. 059-0023
TO BE REMOVED

PR FLEXIBLE PVT CONNECTOR
STA 106+31.00 TO STA 106+37.00

EX SIGN
MACOUPIN CREEK

PARCEL NO. 6046138

JOSHUA BLAKE GOESMANN
MARK LOUIS GOESMANN
STEPHANIE RAE GOESMANN
DENNIS D. GOESMANN, LIFE ESTATE

STA 105+50, 88.6' RT
PR PIPE CULVERT, 15" x 20"
+ 62.23, 87.42' RT USFL = 557.24
+ 38.02, 89.84' RT DSFL = 556.76

PARCEL NO. 6046139

RICHARD & CHRISTINE NEJMANOWSKI

PR R-O-W LINE

103+50
160' RT

104+51.88
160' RT

CONSTRUCTION LIMITS

NE 1/4 SECTION 35, T 10 N, R 7 W, 3RD PM

CL PR ENT RT

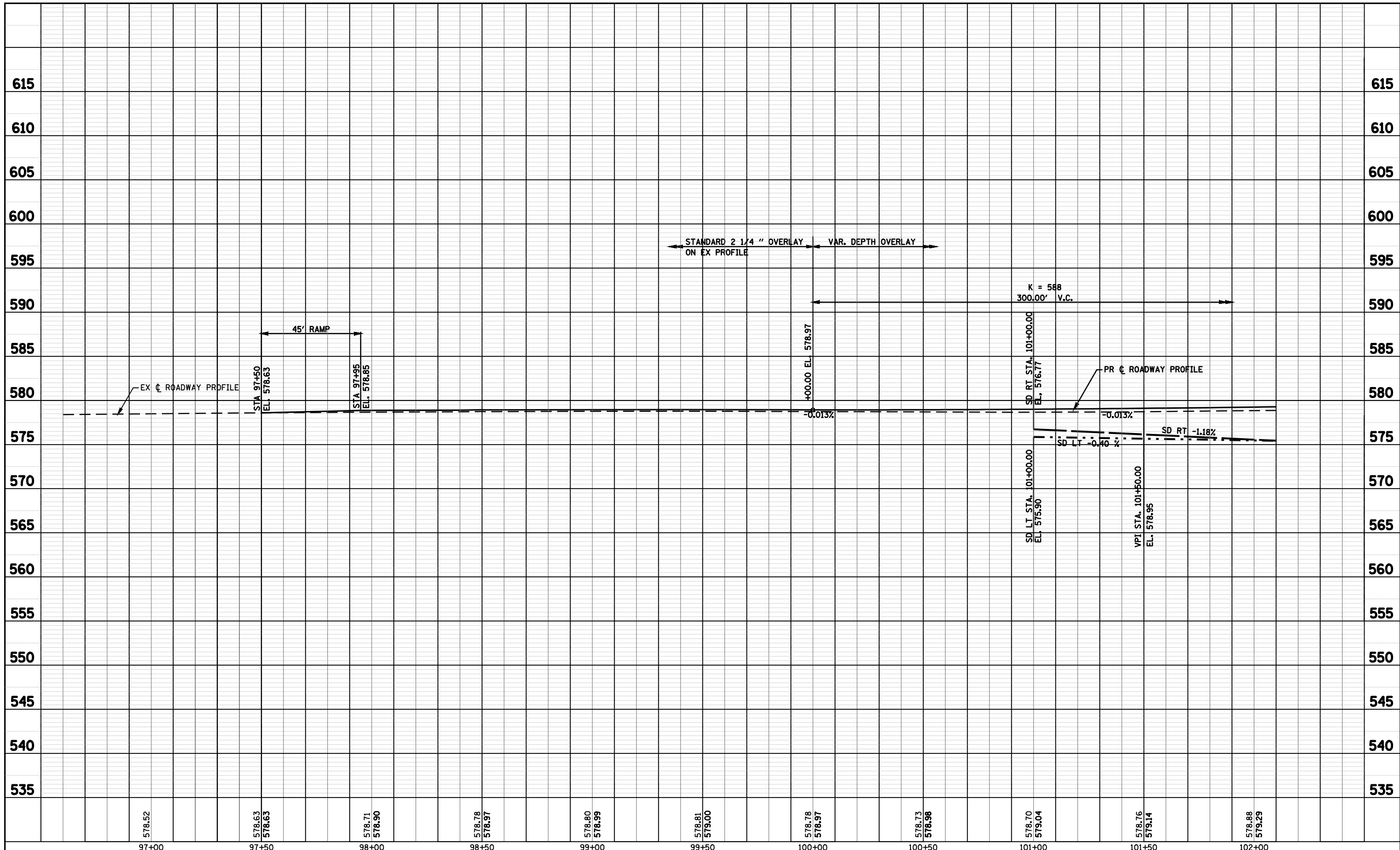
PR CURVE ENT RT-2
P.I. STA 22+16.33
Δ = 70° 06' 54" (LT)
D = 163' 42' 08"
R = 35.00'
T = 24.56'
L = 42.83'
E = 7.76'
e = NC
P.C. STA 21+91.77
P.T. STA 22+34.60

CURVE ENT RT-2

FILE NAME = C:\Projects\4653603\ave_fina\1\8006p102.sh	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = May-15-2008 03:16:43PM	DATE -	REVISED -	CONTRACT NO. 72813							
	10-22-07	REVISED -	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT							
				SCALE: 1" = 20'	SHEET NO. OF SHEETS	STA. 102+00 TO STA. 107+00				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE		
	NOT AT THIS OFFICE		
	NOTE BOOK NO.		
	CHECKED		
	ALIGNMENT		
	NO. _____		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE		
	NOT AT THIS OFFICE		
	NOTE BOOK NO.		
	CHECKED		
	ALIGNMENT		
	NO. _____		
	CADD FILE NAME		



578.52	578.63 578.63	578.71 578.90	578.78 578.97	578.80 578.99	578.81 579.00	578.78 578.97	578.73 578.98	578.70 579.04	578.76 579.14	578.88 579.29
97+00	97+50	98+00	98+50	99+00	99+50	100+00	100+50	101+00	101+50	102+00

FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -
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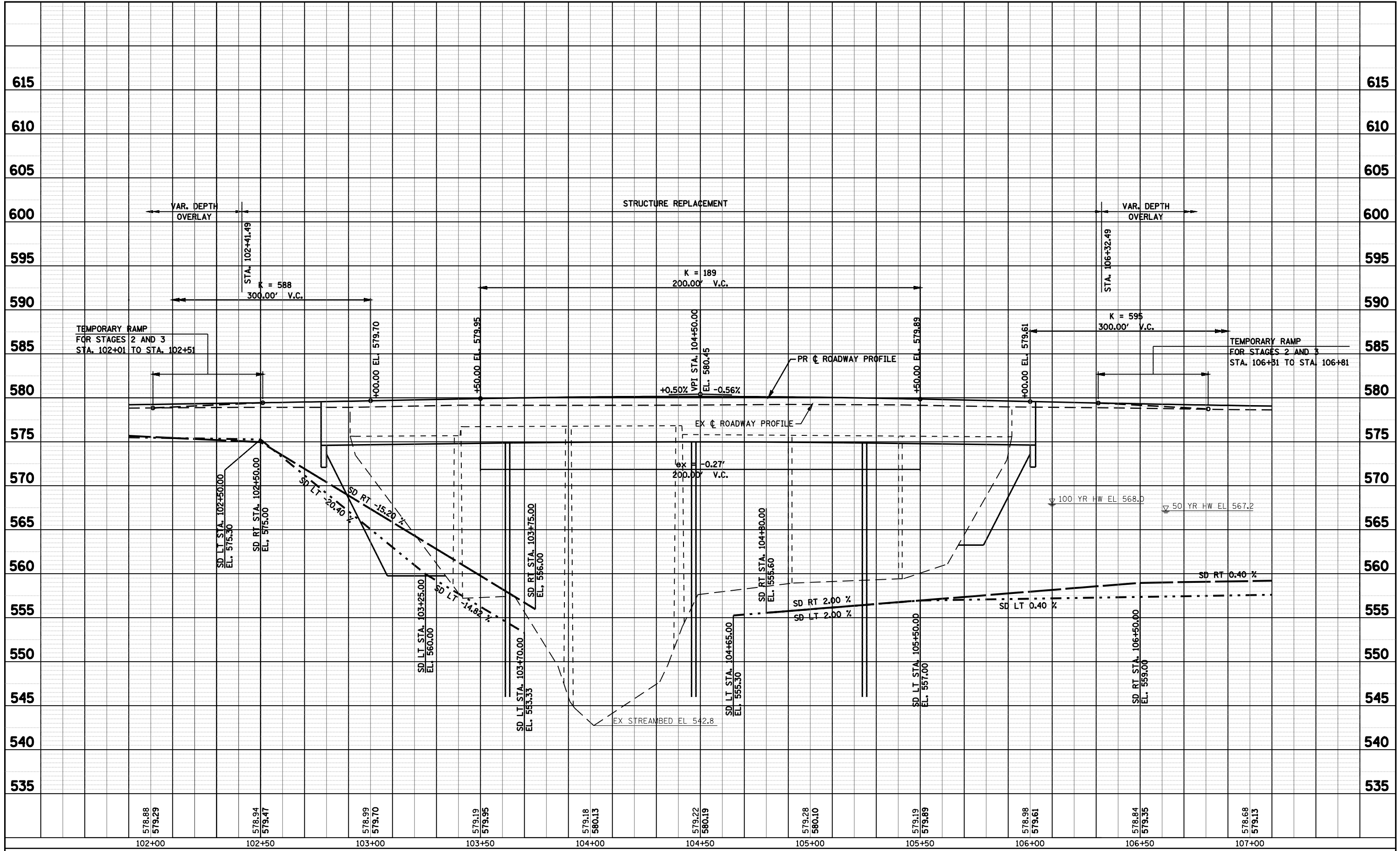
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PROFILE			
SCALE: 1" = 20'	SHEET NO.	OF SHEETS	STA. 97+00 TO STA. 102+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
769	110B-2	MACOUPIN	98	26
CONTRACT NO. 72813				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	CADD FILE NAME		

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	PLOTTED		
	GRADES CHECKED		
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 CHECKED -
 DATE - 10-22-07

REVISED -
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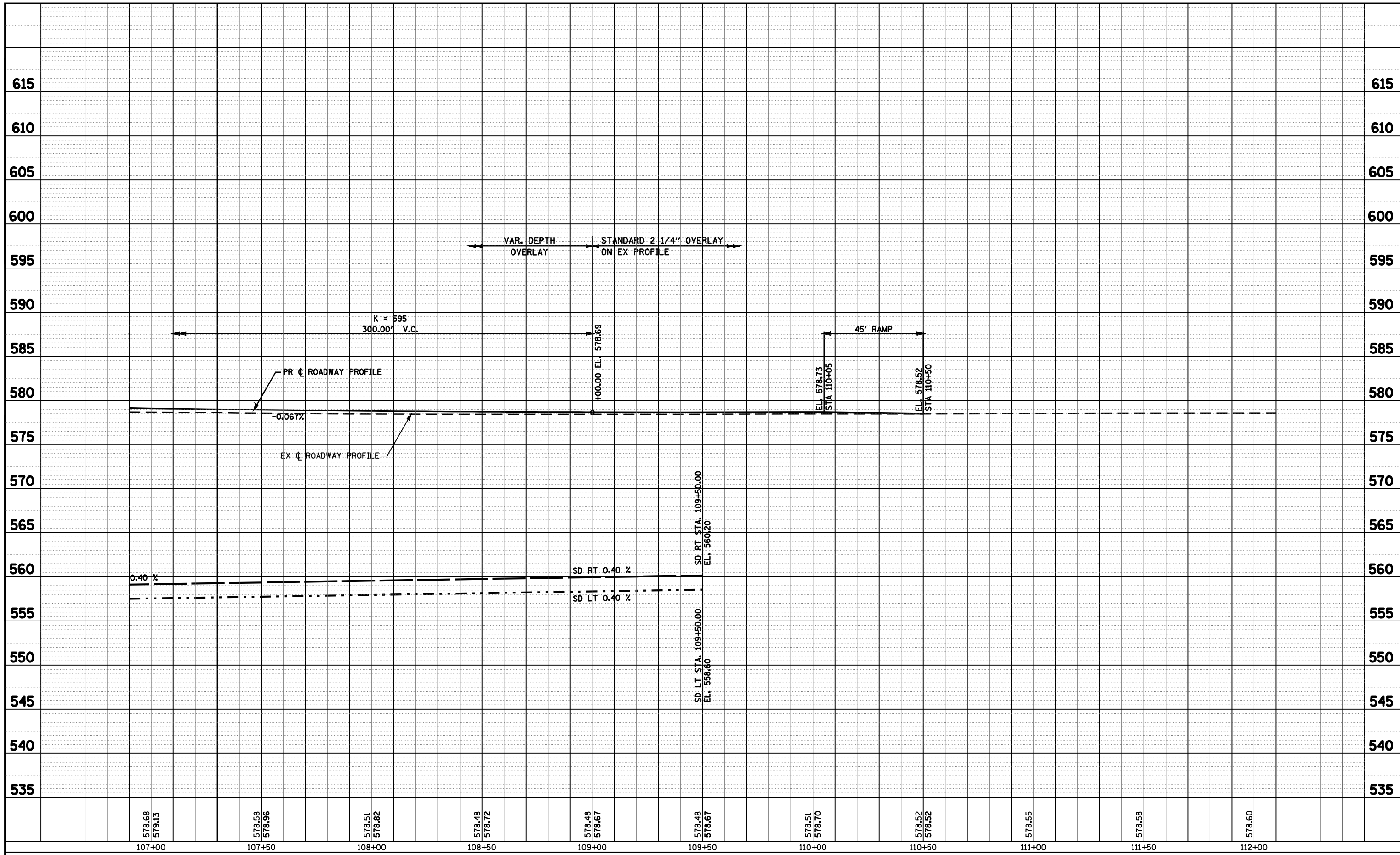
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PROFILE
 SCALE: 1" = 20'
 SHEET NO. OF SHEETS STA. 102+00 TO STA. 107+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
769	110B-2	MACOUPIN	98	27
				CONTRACT NO. 72813
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE		
	NOT AT THIS OFFICE		
	NOTE BOOK NO.		
	CHECKED		
	ALIGNMENT		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE		
	NOT AT THIS OFFICE		
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	CHECKED		
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	FILE NAME		



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 CHECKED -
 DATE - 10-22-07

REVISED -
 REVISED -
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 REVISED -

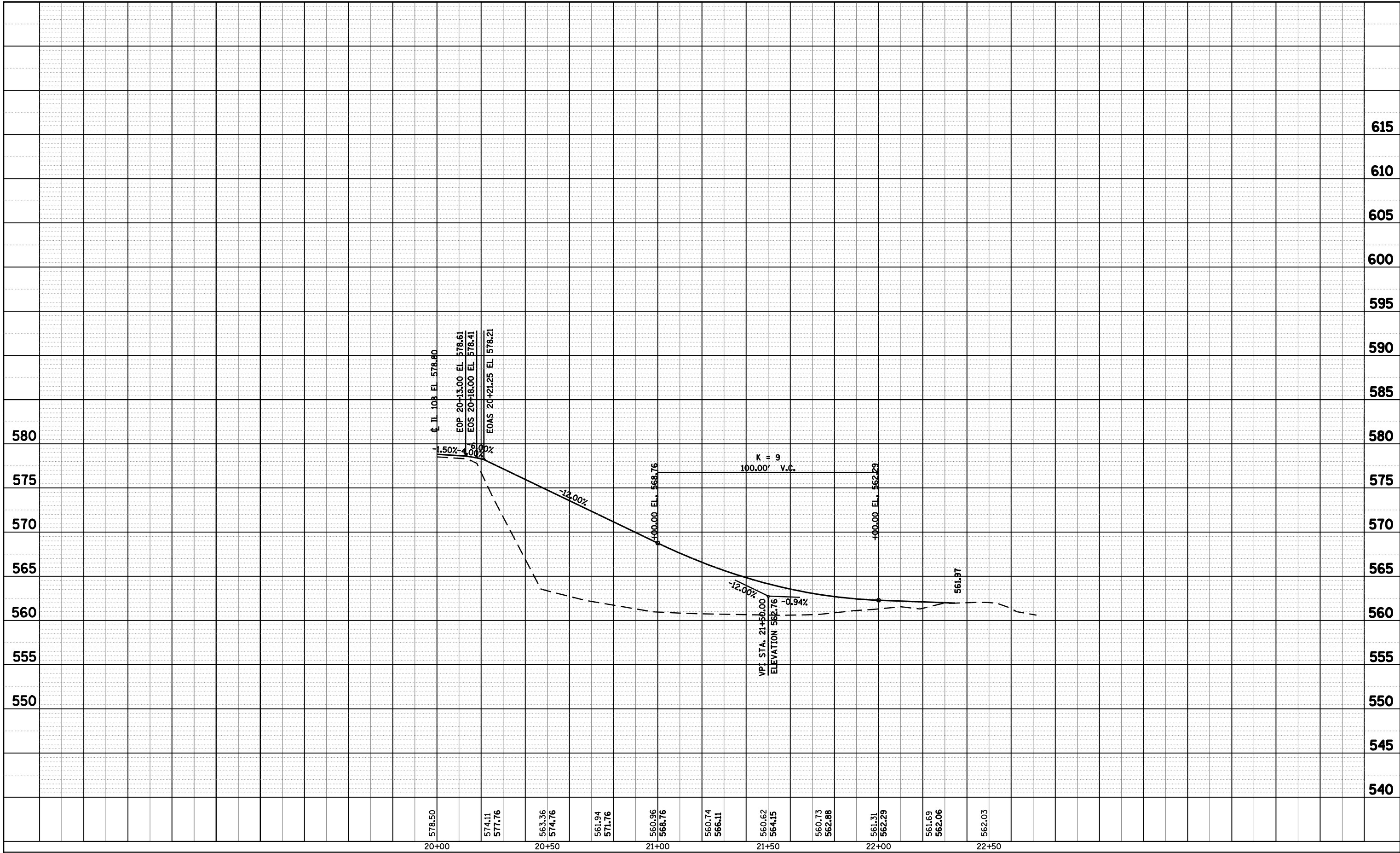
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PROFILE
 SCALE: 1" = 20'
 SHEET NO. OF SHEETS STA. 107+00 TO STA. 112+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
769	110B-2	MACOUPIN	98	28
CONTRACT NO. 72813				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	CHECKED		
	ALIGNED		
	CAD FILE NAME		

PROFILE	SURVEYED	BY	DATE
NOTE BOOK NO.	GRADES CHECKED		
	STRUCTURE		
	NOT AT THIS OFFICE		



FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

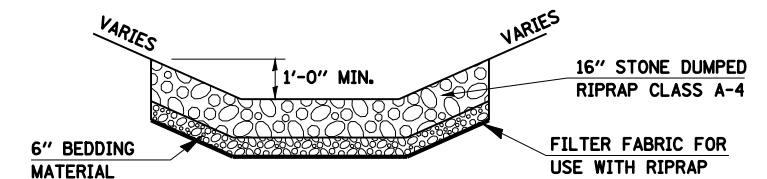
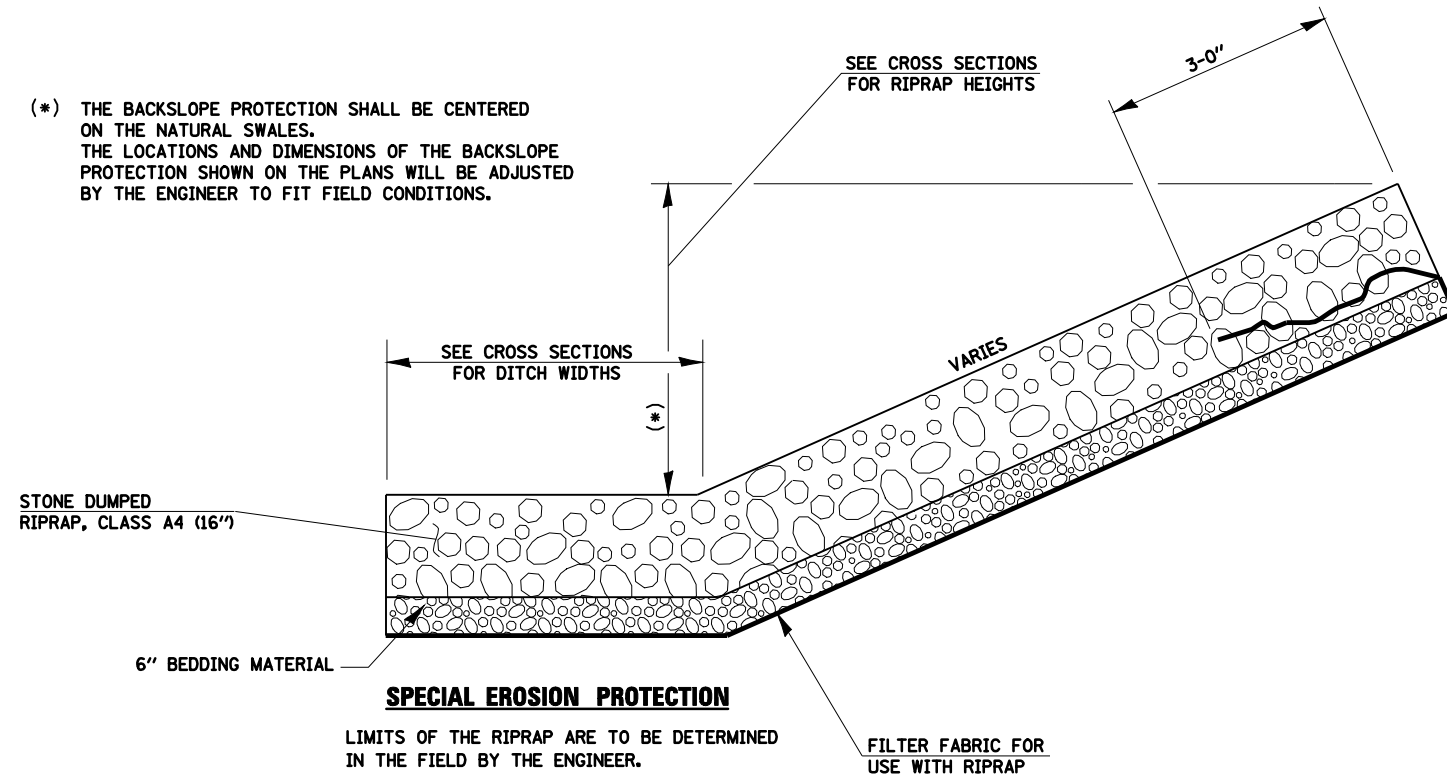
PROFILE - FIELD ENTRANCE STA 108 + 10, RT.

SCALE: 1" = 20' SHEET NO. OF SHEETS STA. 107+00 TO STA. 112+00

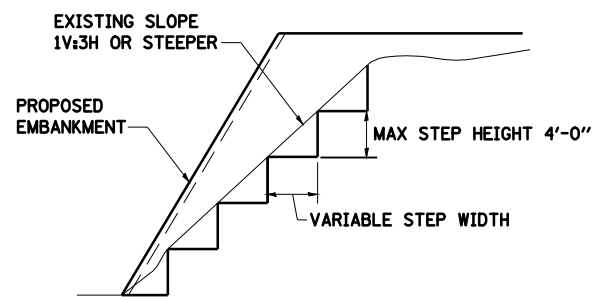
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
769	110B-2	MACOUPIN	98	29
CONTRACT NO. 72813				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

615
610
605
600
595
590
585
580
575
570
565
560
555
550
545
540

(*) THE BACKSLOPE PROTECTION SHALL BE CENTERED ON THE NATURAL SWALES. THE LOCATIONS AND DIMENSIONS OF THE BACKSLOPE PROTECTION SHOWN ON THE PLANS WILL BE ADJUSTED BY THE ENGINEER TO FIT FIELD CONDITIONS.



TYPICAL STONE DUMPED RIPRAP – DITCH LINING
(SEE CROSS SECTIONS FOR LIMITS)



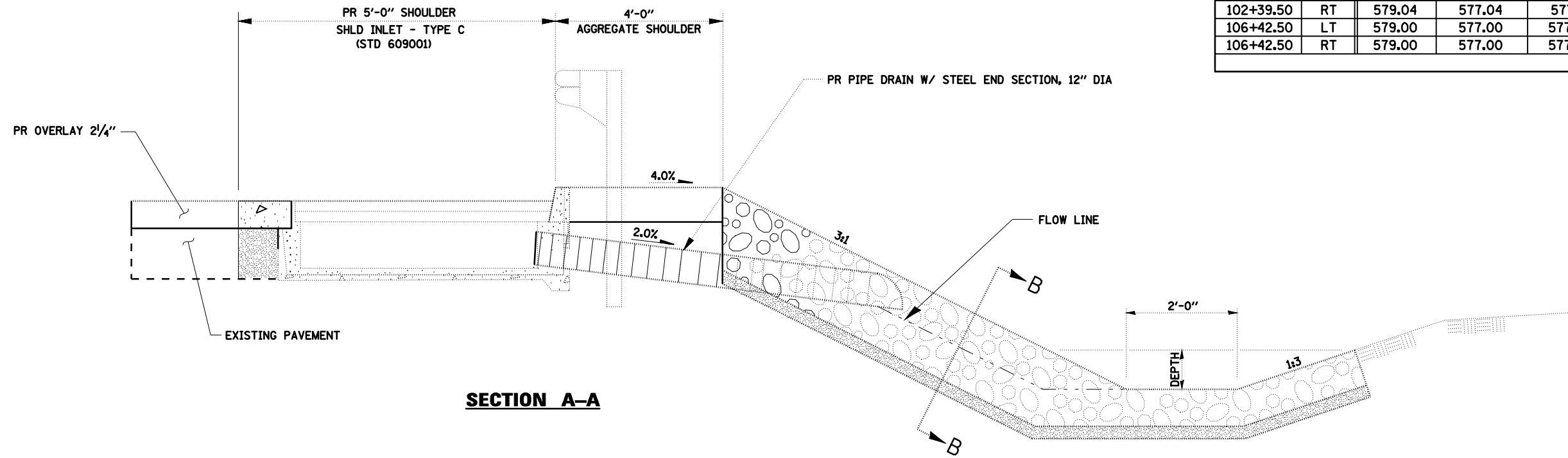
EXISTING 1V:3H OR STEEPER SLOPES SHALL BE STEPPED PRIOR TO PLACING NEW EMBANKMENT.

TYPICAL FILLSLOPE STEPPING DETAIL

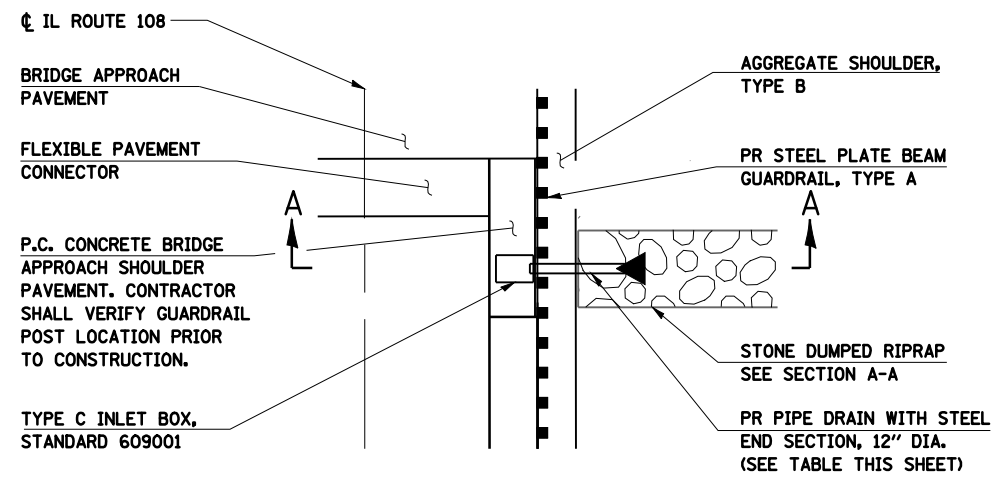
NOTE: THIS EXCAVATION REQUIRED FOR BENCHING THE PROPOSED EMBANKMENT INTO THE EXISTING SLOPE WILL NOT BE MEASURED FOR PAYMENT BUT SHALL BE CONSIDERED AS A REQUIREMENT AND THE COST INCLUDED IN THE CONTRACT UNIT BID PRICE PER CUBIC YARD FOR "EARTH EXCAVATION" OF THE MATERIAL MEASURED FOR PAYMENT IN ACCORDANCE WITH SECTION 202 OF THE STANDARD SPECIFICATIONS.

FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION PROTECTION DETAILS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\Projects\4653603\ve.fno1\8006det03.sht		DRAWN -	REVISED -					769	110B-2	MACOUPIN	98	30
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	PLOT DATE = May-15-2008 03:16:58PM	DATE -	REVISED -		FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT							

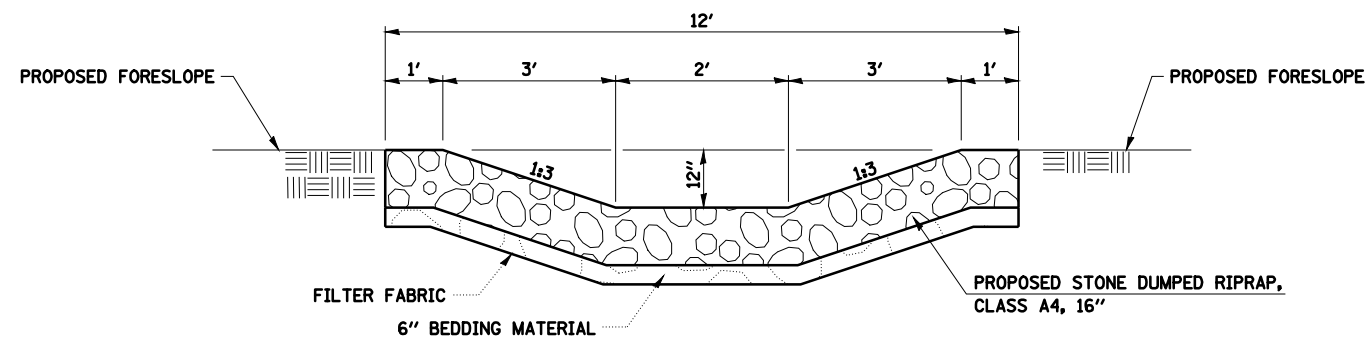
BRIDGE APPROACH SHOULDER DRAINS					
LOCATION	LT/RT	T.O.G. FLOW LINE	INLET INV.	USPC	DSFL
102+39.50	LT	579.04	577.04	577.11	576.89
102+39.50	RT	579.04	577.04	577.11	576.89
106+42.50	LT	579.00	577.00	577.07	576.85
106+42.50	RT	579.00	577.00	577.07	576.85



SECTION A-A



PLAN



SECTION B-B

NOTE:
SEE STD 609001 FOR BRIDGE APPROACH SHOULDER DRAIN DETAILS IN ADDITION TO DETAILS ON THIS SHEET.

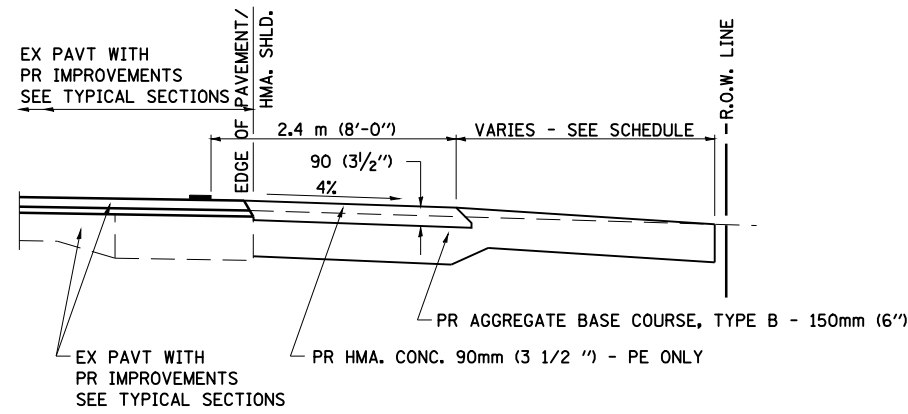
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

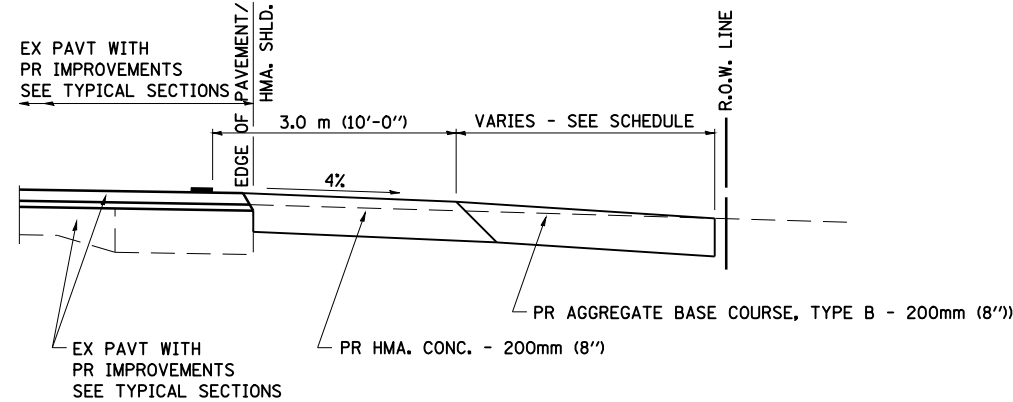
BRIDGE APPROACH SHOULDER PAVEMENT DRAIN DETAIL

SCALE: SHEET NO. OF SHEETS STA. TO STA.

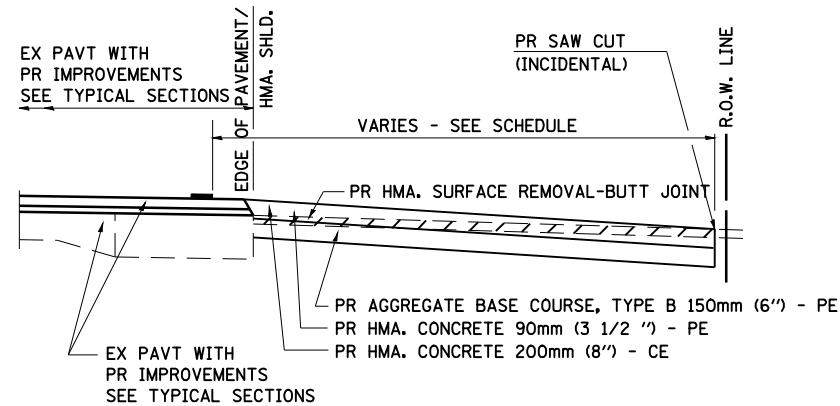
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
769	110B-2	MACOUPIN	98	31
CONTRACT NO. 72813				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



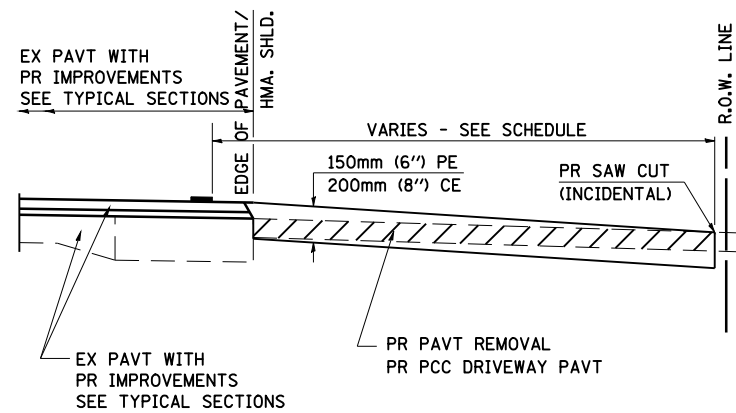
SECTION A-A FOR EX EARTH/AGGREGATE FE & PE



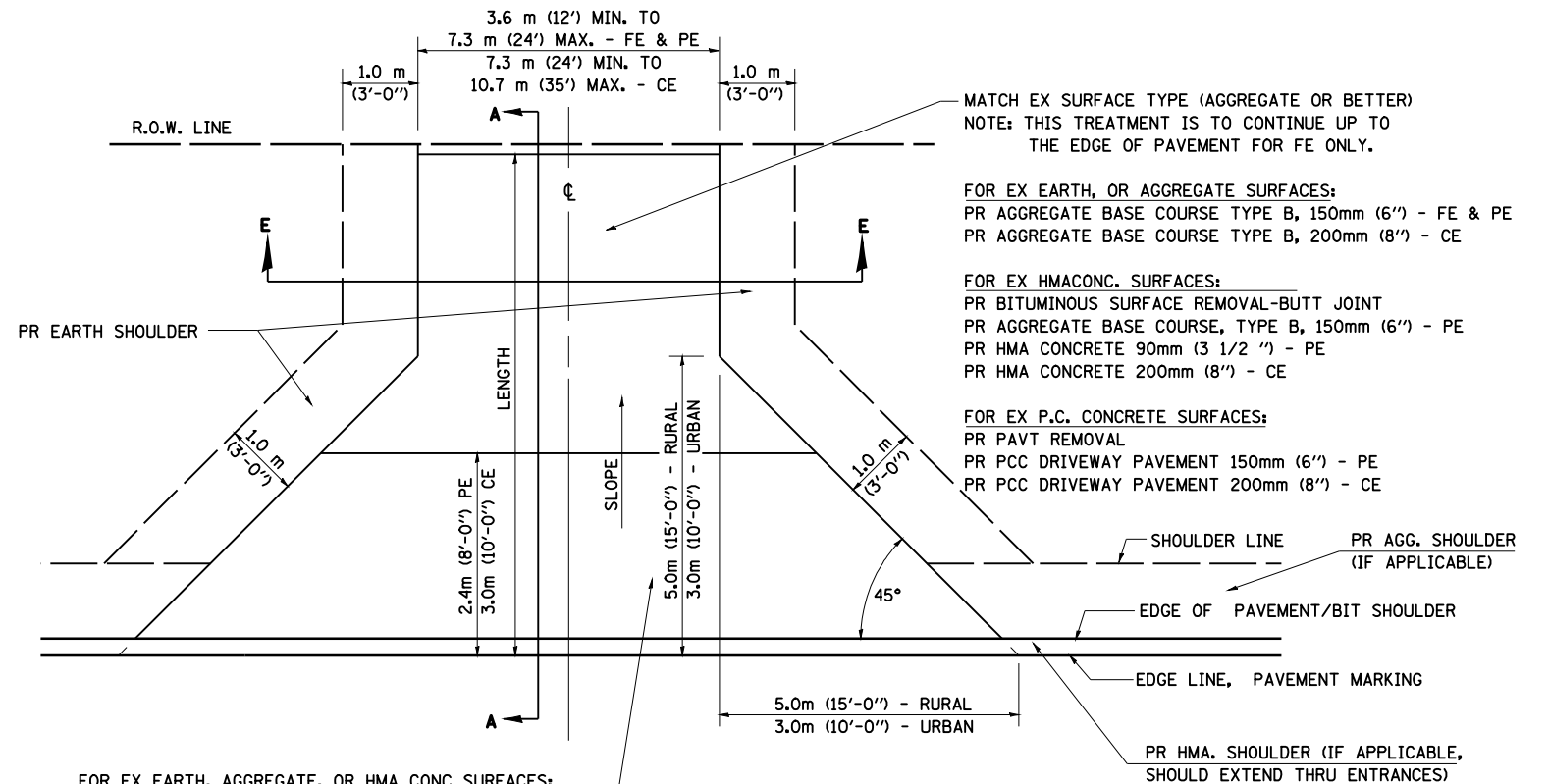
SECTION A-A FOR EX EARTH/AGGREGATE CE



SECTION A-A FOR EX HMA PE & CE



SECTION A-A FOR EX P.C. CONC. PE & CE



FOR EX EARTH, OR AGGREGATE SURFACES:
 PR AGGREGATE BASE COURSE TYPE B, 150mm (6") - FE & PE
 PR AGGREGATE BASE COURSE TYPE B, 200mm (8") - CE

FOR EX HMA CONC. SURFACES:
 PR BITUMINOUS SURFACE REMOVAL-BUTT JOINT
 PR AGGREGATE BASE COURSE, TYPE B, 150mm (6") - PE
 PR HMA CONCRETE 90mm (3 1/2 ") - PE
 PR HMA CONCRETE 200mm (8") - CE

FOR EX P.C. CONCRETE SURFACES:
 PR PAVT REMOVAL
 PR PCC DRIVEWAY PAVEMENT 150mm (6") - PE
 PR PCC DRIVEWAY PAVEMENT 200mm (8") - CE

FOR EX EARTH, AGGREGATE, OR HMA CONC SURFACES:
 PR HMA SURFACE REMOVAL-BUTT JOINT (IF APPLICABLE)
 PR AGGREGATE BASE COURSE TYPE B 150mm (6") - FE
 PR AGGREGATE BASE COURSE TYPE B, 150mm (6") &
 PR HMA CONCRETE 90mm (3 1/2 ") - PE
 PR HMA CONCRETE 200mm (8") - CE

FOR P.C. CONCRETE SURFACES:
 PR PAVT REMOVAL
 PR PCC DRIVEWAY PAVT 150mm (6") - PE
 PR PCC DRIVEWAY PAVT 200mm (8") - CE

GENERAL NOTES:

THE RESIDENT ENGINEER WILL DETERMINE THE EXACT TYPE OF IMPROVEMENT TO BE COMPLETED FOR ALL ENTRANCES, SIDEROADS AND MAILBOX TURNOUTS ON THIS PROJECT.

THE PLAN DETAILS AND SCHEDULES SHOULD BE USED AS A GUIDE FOR THE ENGINEER TO IMPLEMENT THE FINAL DESIGN. THE ENGINEER MAY DECIDE TO SALVAGE PORTIONS OF THE EXISTING ENTRANCE PAVEMENT STRUCTURE; THEREFORE, REDUCING PAY ITEM QUANTITIES. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS REDUCTION IN QUANTITIES.

ANY WORK THE ENGINEER REQUIRES WHICH IS NOT COVERED BY A PAY ITEM CONTAINED IN THE PLANS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

BITUMINOUS CONCRETE REQUIRED TO CONSTRUCT THE ENTRANCES SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 406 AND 408 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

WHEN THE BITUMINOUS CONCRETE PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 75 mm (3 INCHES) AND REQUIRE PLACEMENT IN MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF BITUMINOUS BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 50 mm (2 INCHES) SHALL MEET THE REQUIREMENTS OF BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE.

THIS WORK WILL BE PAID FOR IN ACCORDANCE WITH SECTIONS 351, 358, 408, 423 AND 440 OF THE STANDARD SPECIFICATIONS.

SECTION E - E ENTRANCE TYPICAL SECTION

NOTE 1: WIDTH OF ENTRANCE MAY BE INCREASED AT THE PIPE CULVERT DUE TO THE DITCHLINE BEING LOCATED IN THE ENTRANCE FLARE AREA.

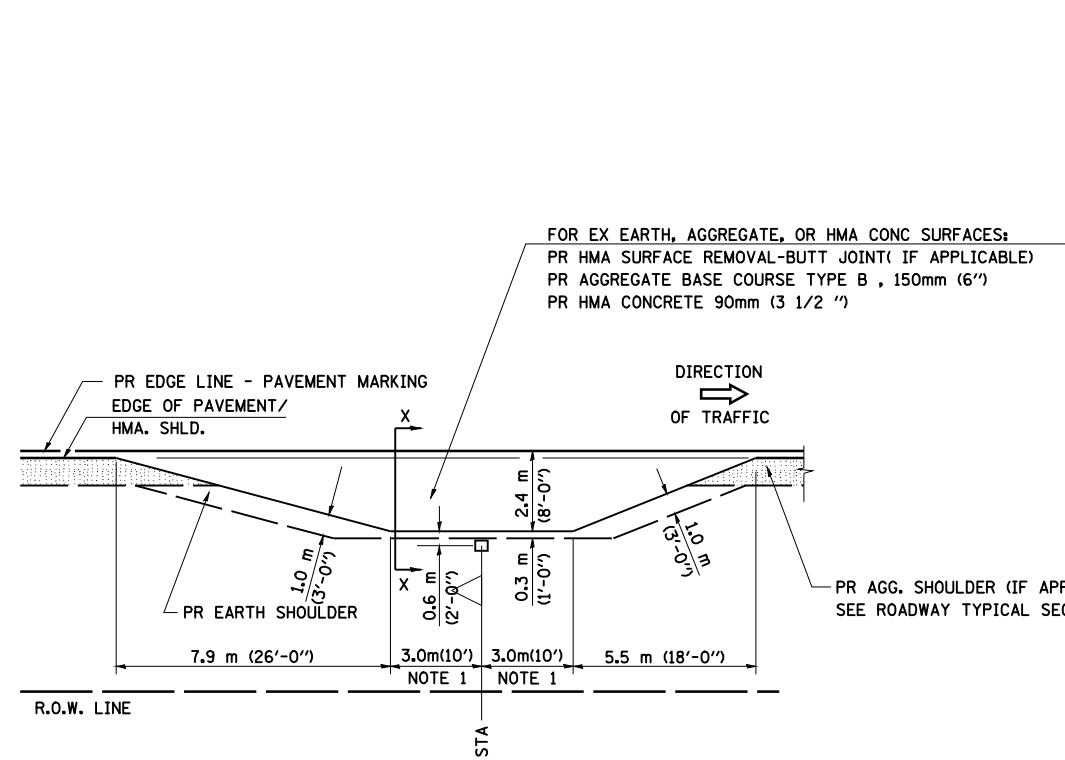
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

2/19/03

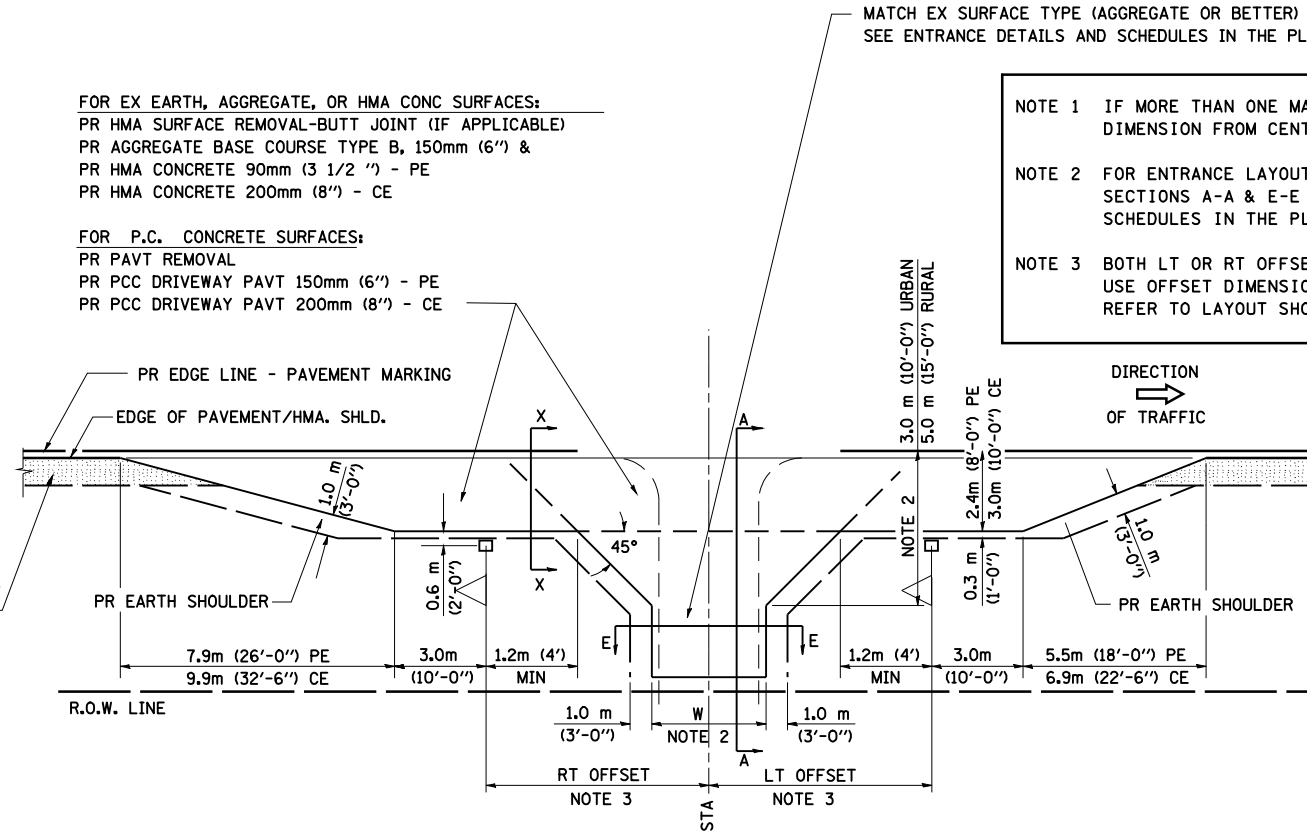
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		CHECKED -	REVISED -			CONTRACT NO. 72813					
		DATE -	REVISED -			FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					
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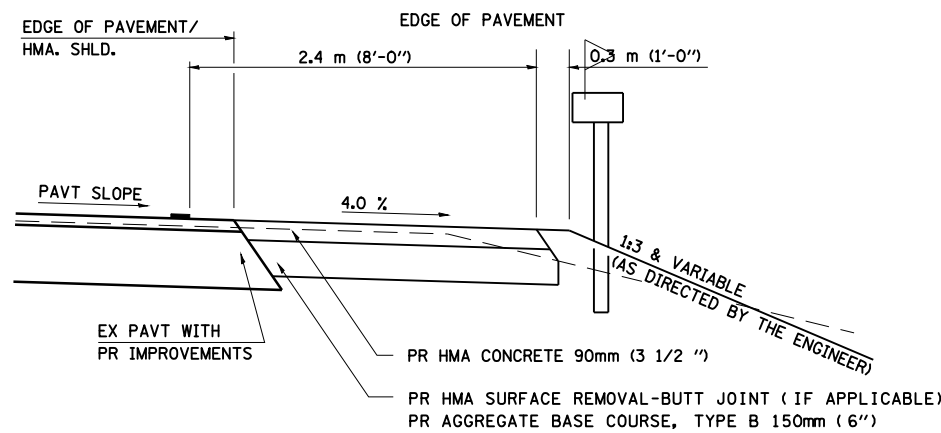
DETAILS OF MAILBOX TURNOUTS



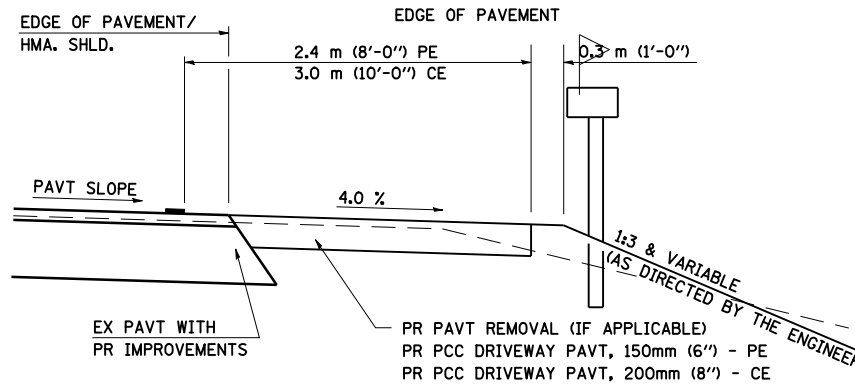
PLAN - MAILBOX TURNOUTS



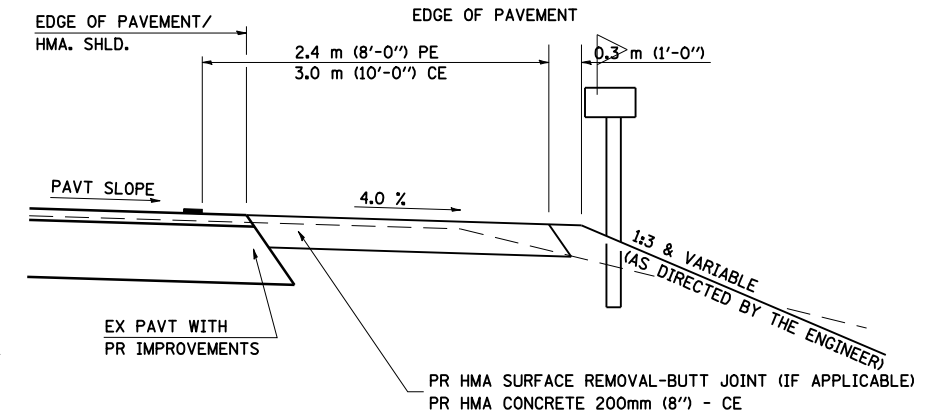
PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



**SECTION X-X THRU MAILBOX TURNOUT
 ALSO APPLIES TO MAILBOX TURNOUTS COMBINED WITH
 EX EARTH, AGGREGATE, OR HMA PE & FE**



**SECTION X-X THRU MAILBOX TURNOUT
 COMBINED WITH EX CONC PE OR CE**



**SECTION X-X THRU MAILBOX TURNOUT
 COMBINED WITH EX EARTH, AGGREGATE, OR HMA CE**

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DISTRICT SIX DETAILS FOR RURAL / URBAN ENTRANCE
 & MAILBOX TURNOUT W / O CONCRETE GUTTER (3R - PROJECTS)**

SCALE: SHEET NO. 2 OF 2 SHEETS STA. TO STA.

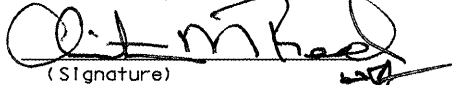
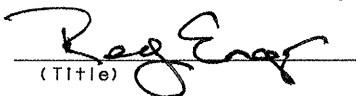
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
769	110B-2	MACOUPIN	98	33
CONTRACT NO. 72813				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

STORM WATER POLLUTION PREVENTION PLAN

Route: FAP 769 Marked: ILL ROUTE 108
 Section: 110B-2 Project No.:
 County: MACOUPIN Contract No.: 72813

This plan has been prepared to comply with the provision 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 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 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.

 (Signature) 5/15/08 (Date)
 (Title)

Note: The above boxed in area will be filled out by IDOT - Construction after the award of the contract to obtain the required NPDES permit.

The following plan was established and included in these plans to direct the Contractor in the placement of temporary erosion control systems and to provide a storm water pollution prevention plan for compliance under NPDES. The Contractor shall abide to all requirements within this plan as part of the contract.

The purpose of this plan is to prevent / minimize siltation within the construction zone and to eliminate sediments from entering and leaving the construction zone by utilizing proper temporary erosion control systems and providing ground cover within a reasonable time.

Certain items, as shown in this plan and referenced by the legend, shall be placed by the Contractor at the beginning of construction. Other items shall be placed by the Contractor as directed by the Engineer on a case by case situation resulting from the Contractor's sequence of activities, time of the year, and expected weather conditions.

The Contractor shall place permanent erosion control systems and seeding within a reasonable amount of time; therefore, reducing the amount of area being open to the possibility of erosion and reducing the amount of temporary erosion control systems and temporary seeding. The Resident Engineer will determine if temporary erosion control systems shown in the plan can be deleted, the size of the proposed ditch checks, the proper method of installation, and if any additional temporary erosion control systems shall be added which are not included in this plan. The Contractor shall perform all work as directed by the Engineer and as shown in special details and in Standard 280001 of the plans.

The special provisions Temporary Seeding, Temporary Erosion Control Seeding, and Temporary Erosion Control additionally supplement this plan.

All disturbed areas having high potential for erosion, as determined by the Engineer, shall be temporarily seeded or permanently seeded by October 1st of each construction year and shall not be reopened until after the winter shutdown period.

SITE DESCRIPTION

Description of Construction Activity:

1. The proposed project consists of replacing the existing bridge carrying IL 108 over Macoupin Creek with a new four span bridge. The project will be constructed on the existing alignment, and will include reconstruction / resurfacing of approx. 800 feet of IL 108.
2. Construction is to be done in two stages, and consists of bridge removal, constructing new bridge, HMA base course widening, HMA resurfacing, placing aggregate shoulders, installing guardrail and other miscellaneous work to complete improvements to the proposed roadway.

Description of Intended Sequence of Major Construction Activities Which Will Disturb Earth and Lead to Possible Erosion for Major Portions of the Construction Site:

1. Place stage I traffic control & direct traffic to stage I roadway.
2. Complete stage I bridge work, pavement removal, widening, guardrail construction, & drainage work.
3. Place HMA base course widening as shown in plans for stage II traffic.
4. Place stage II traffic control & direct traffic to stage II roadway.
5. Complete stage II bridge work, pavement, guardrail removal & replacement, and drainage work.
6. Placement, maintenance, removal and proper clean-up of temporary erosion control, such as erosion control fence, riprap ditch checks, sediment basins, temporary seeding, etc.
7. Placement of permanent erosion control, such as riprap ditch lining, riprap stilling basins, excelsior blanket, seeding, etc.
8. Final grading, paving and other miscellaneous items.

Area of Construction Site:

Approximately 2.8 acres will be disturbed by excavation, grading or other activities, with a total construction area of 4.1 acres.

Other Reports, Studies and Plans which Aid in the Development of this Storm Water Pollution Prevention Plan as Referenced Documents:

1. Estimated run-off coefficients are contained in the project drainage study which were utilized for proposed placement of the temporary erosion control systems.
2. Information on the soils within the site was obtained from field reviews which were utilized for proposed placement of the temporary erosion control systems.
3. Site maps indicating drainage patterns and approximate slopes were contained in the project design report, USGS drainage maps, project drainage study, and project plan documents were all utilized for proposed placement of the temporary erosion control systems.

Drainage Tributaries Receiving Water from this Construction Site:

1. Macoupin Creek

FILE NAME = G:\S08006\CAD\80865WPP00.SHT	USER NAME = IE Consultants	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STORM WATER POLLUTION PREVENTION PLAN		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	DATE -	REVISED -		SCALE: NONE	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

CONTROLS - EROSION CONTROLS AND SEDIMENT CONTROLS

Description of Stabilization Practices at the Beginning of Construction:

1. The area between the existing and proposed right-of-way/temporary easement boundaries and limits of the project will be improved and managed for the purposes of controlling erosion within the area, reducing water flow by temporary diversion and minimizing siltation into the construction zone, and establishing vegetative cover which will become permanent vegetation and act as an erosion barrier. Work at the beginning of construction will consist of the following:
 - (a) Areas of existing vegetation (woods and grasslands) outside the proposed construction slope limits shall be identified for preserving and shall be protected from mowing, brush cutting, tree removal and other activities which would be detrimental to their maintenance and development.
 - (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 (such as trees cleared) to all locations where water drains away from the project, sediment basins, riprap ditch checks, temporary ditch checks, and/or erosion control fence shall be installed as called out in this plan and directed by the Engineer.
 - (d) Bare and sparsely vegetated ground in highly erodible areas as determined by the Engineer shall be temporarily seeded at the beginning of construction where no construction activities are immediately expected as stated in the special provision "Temporary Erosion Control Seeding".
 - (e) Immediately after tree removal is completed in certain areas which are highly erodible areas as determined by the Engineer, the areas shall be temporarily seeded where no construction activities are immediately expected as stated in the special provision "Temporary Erosion Control Seeding".
 - (f) At locations where a significant amount of water drains into the construction zone from outside areas (adjacent landowners), erosion control fence, temporary ditch checks, or riprap ditch checks will be utilized to locally divert water, reduce flow rates, and collect outside siltation inside the right-of-way line. Erosion control items will not be allowed to be installed to cause flooding to upstream private property which could cause crop damages or other undesirable conditions.
2. 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 complete.
3. A third benefit of these filter areas is that they will begin to provide a screen and buffer. They will help protect the construction site from winds and excess sun and mitigate construction noise and dust.

Description of Stabilization Practices During Construction:

1. During roadway construction, areas outside the construction slope limits as outlined previous herein shall be protected from damaging effects of construction. The Contractor shall not use this area for staging (except as designated on the plans or directed by the Engineer), parking of vehicles or construction equipment, storage of materials, or other construction related activities.
 - (a) Within the construction zone, critical areas which have high flows of water as determined by the Engineer shall remain undisturbed until full scale construction is underway to prevent unnecessary soil erosion.
 - (b) Top soil and earth stockpiles shall be temporarily seeded if they are to remain unused for more than fourteen days.
 - (c) As the Contractor constructs a portion of roadway in a fill section, he/she shall follow the following steps as directed by the Engineer:
 - i. Place temporary erosion control systems at locations where water leaves and enters the construction zone
 - ii. Temporary seed highly erodible areas outside the construction slope limits
 - iii. Construct roadside ditches and provide temporary erosion control systems
 - iv. Temporary 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 place permanent erosion control such as riprap ditch lining and conduct final shaping to the slopes
 - (d) The Contractor shall immediately follow major earth moving operations with final grading equipment. After the major earth spread operation has moved to a new location, final grading shall be completed within fourteen days. If grading is not completed within fourteen days, all major earth moving operations will be stopped, as directed by the Engineer, until disturbed areas are final graded and seeded.
 - (e) Excavated areas and embankments shall be permanently seeded when final graded. If not, they shall be temporarily seeded as stated in the special provision "Temporary Erosion Control Seeding".

- (f) Construction equipment shall be stored and fueled only at designated locations. All necessary measures shall be taken to contain any fuel or pollution run-off in compliance with EPA water quality regulations. Leaking equipment or supplies shall be immediately repaired or removed from the site.
- (g) The Resident Engineer shall inspect the project daily during activities and weekly or after large rains 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 control work is necessary.
- (h) Sediment collected during construction by 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 will be paid for in accordance with Article 109.04 of the Standard Specifications.
- (i) The temporary erosion control systems shall be removed as directed by the Engineer after use is no longer needed or no longer functioning. The costs of this removal shall be included in the unit bid price for the temporary erosion control system. No additional compensation will be allowed.

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 with a proper stand.
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 reseeded. Temporary riprap ditch checks will be allowed to remain in place where approved by the Engineer.

Maintenance after Construction:

1. Construction is complete after acceptance is received at the final inspection.
2. Areas will be inspected on a regular basis by IDOT District 6 Bureau of Operations.
3. Maintenance crews will perform regular mowings to aid in keeping weeds down and establishing a good roadside seed stand.
4. Maintenance crews will also aid in any ditch lining maintenance or in any drainage problems.
5. All maintenance will be conducted at times when weather conditions will not cause site damage.

DOCUMENTATION

1. A report summarizing the scope of the inspection, name(s) and qualifications of personnel making the inspection, date(s) of the inspection, major observations relating to the implementation of this storm water pollution prevention plan, and actions taken in accordance with Section 4.b. shall be made and retained as part of the plan for at least three years after the date of inspection. The report shall be signed in accordance with part VI.G of the general permit.
2. If any violation of the provisions of this plan is identified during the conduct of the construction work covered by this plan, the Resident Engineer or Resident Technician shall complete and file an "Incident of Noncompliance (ION)" report for the identified violation. The Resident Engineer or Resident Technician shall use forms provided by the Illinois Environmental Protection Agency and shall include specific information on the noncompliance, actions which were taken to prevent any further causes of noncompliance, and a statement detailing any environmental impact which may have resulted from the noncompliance. All reports of noncompliance shall be signed by a responsible authority in accordance with Part VI.G. of the general permit. The report of noncompliance shall be mailed to the following address:

Illinois Environmental Protection Agency
 Division of Water Pollution Control
 2200 Churchill Road, P.O. Box 19276
 Springfield, IL 62794-9276
 Attn: Compliance Assurance Section

FILE NAME =	USER NAME = laughlin1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STORM WATER POLLUTION PREVENTION PLAN			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACTOR CERTIFICATION STATEMENT

This certification statement is part of the Storm Water Pollution Plan for the project described below in accordance with NPDES Permit No. ILR10 _____, issued by the Illinois Environmental Protection Agency on _____.

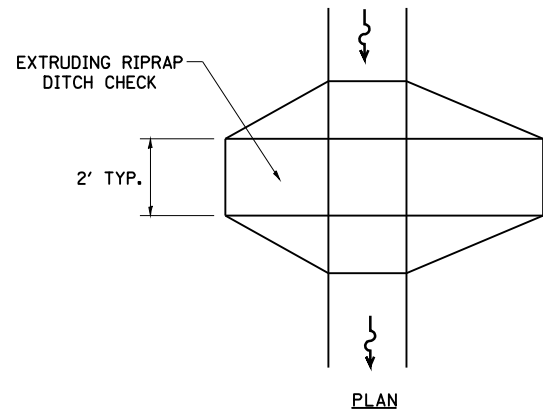
Route: FAP 769 Marked: IL 108
 Section: 110B-2 Project No.: _____
 County: MACOUPIN Contract No.: 72813

I certify under penalty of law that I understand the terms of the general National Pollutant Discharge Elimination System (NPDES) permit that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification.

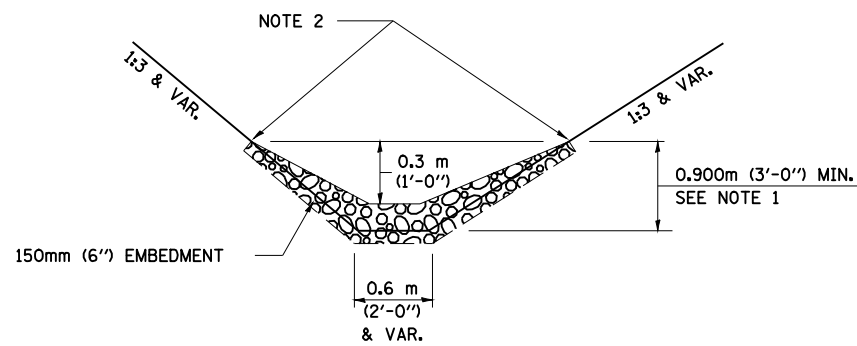
Signature _____ Date _____
 Title _____
 Name of Firm _____
 Street Address _____
 City, State, Zip _____
 Phone Number _____

Note: The above boxed in area shall be filled out by the Contractor after the award of the contract to obtain the required NPDES Permit from IEPA. This is a requirement for this contract.

FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STORM WATER POLLUTION PREVENTION PLAN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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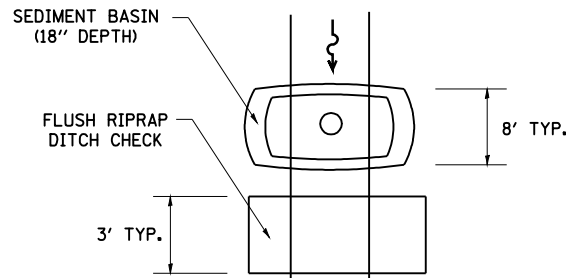
PLAN



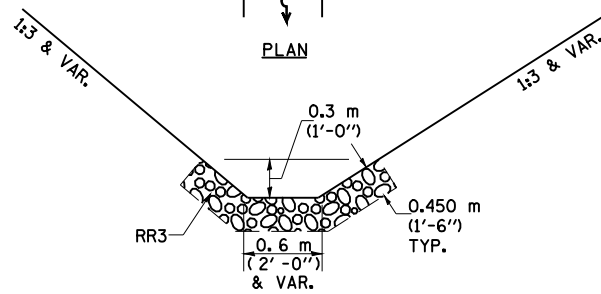
ELEVATION

OPTION 1

(EXTRUDING DITCH CHECK)
RECOMMENDED FOR AREAS
W/ RIPRAP DITCH LINING



PLAN



ELEVATION

OPTION 2

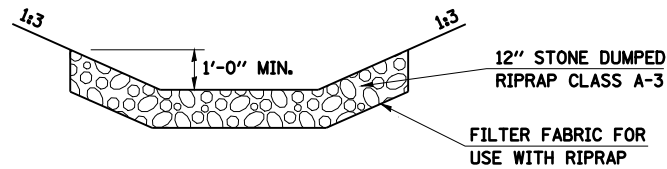
(FLUSH DITCH CHECK)
RECOMMENDED FOR AREAS
W/O RIPRAP DITCH LINING

STONE DUMPED RIPRAP DITCH CHECK

(TYPICAL & OPTIONS 1 & 2
AS DIRECTED BY THE ENGINEER)

NOTE 1: RIPRAP SHALL EXTEND FAR ENOUGH UP THE SLOPES TO ALLOW 0.3m (1') OVERTOPPING TO AVOID ERODING AROUND THE EDGES OF THE RIPRAP.

NOTE 2: ENDS SHALL BE TIED INTO SLOPES.



TYPICAL STONE RIPRAP - DITCH LINING

(SEE CROSS SECTIONS FOR LIMITS)

LEGEND FOR STORM WATER POLLUTION PREVENTION PLAN

ITEM	SYMBOL
AGGREGATE (EROSION CONTROL)	◆
STONE DUMPED RIPRAP DITCH CHECKS: Height = 0.6m (2')	◆
TEMPORARY DITCH CHECKS	◆
INLET PIPE PROTECTION (I&PP)	◆
PERIMETER EROSION BARRIER	—
EARTH EXCAVATION FOR EROSION CONTROL (SEDIMENT BASINS)	○
PRESERVE EXISTING TREES, WOODLANDS, AND UNDERSTORY (OUTSIDE CONSTRUCTION LIMITS)	▨
ITEM PLACED AT BEGINNING OF CONSTRUCTION (Requirement)	* ITEM *
ITEM PLACED AS DIRECTED BY ENGINEER (When required by situation)	ITEM
DIRECTION OF OVERLAND FLOW	➔

GENERAL NOTES:

All items shall be constructed as shown on this sheet, on Standard 280001, and as directed by the Engineer.

The symbology on the STORM WATER POLLUTION PREVENTION PLAN sheets does not represent the size or quantity of bales, for number of bales refer to details and notes shown on this sheet and/or as directed by the Engineer.

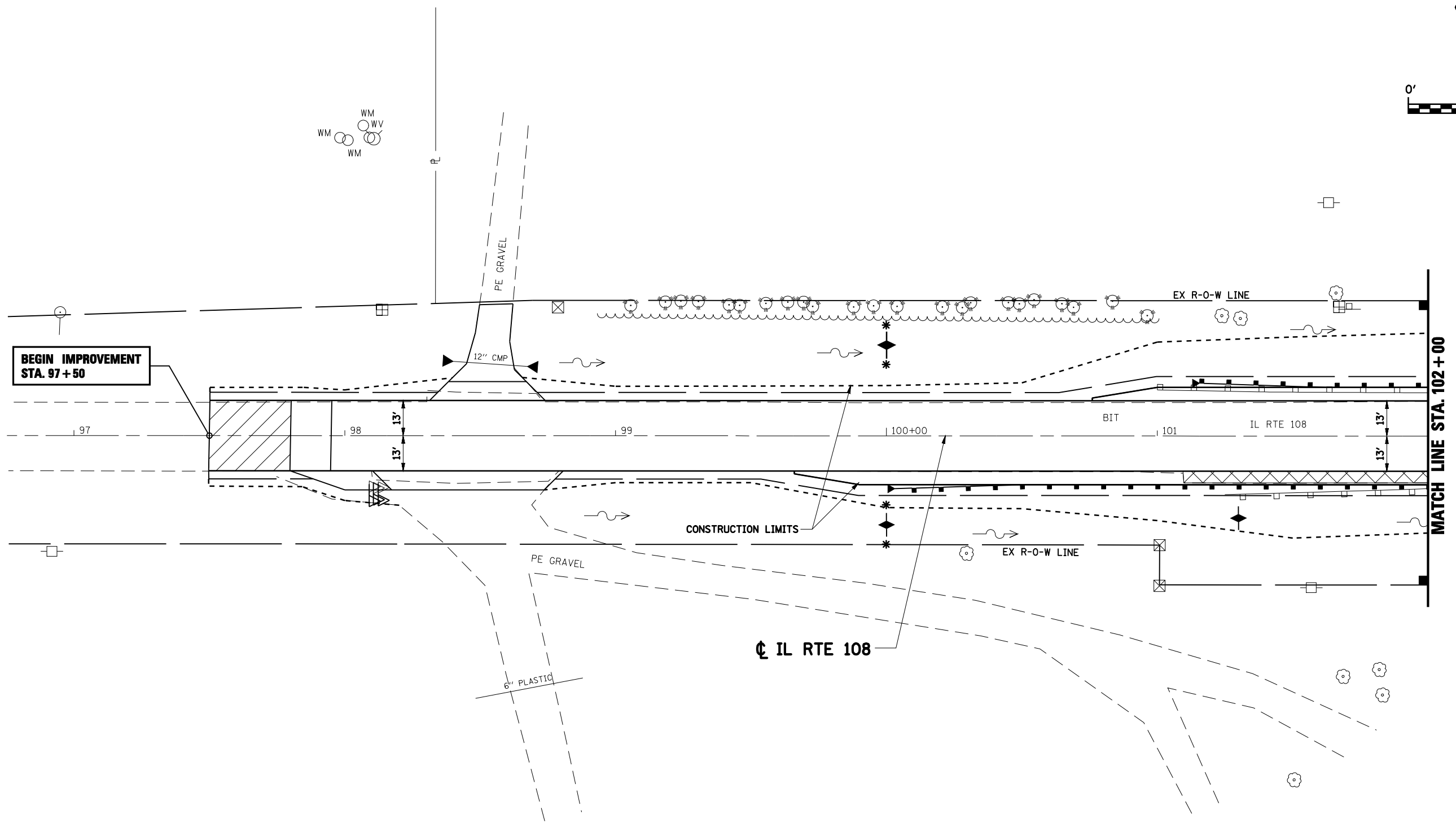
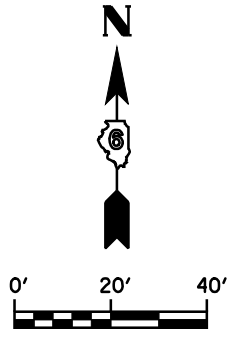
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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STORM WATER POLLUTION
PREVENTION PLAN**

SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 72813				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



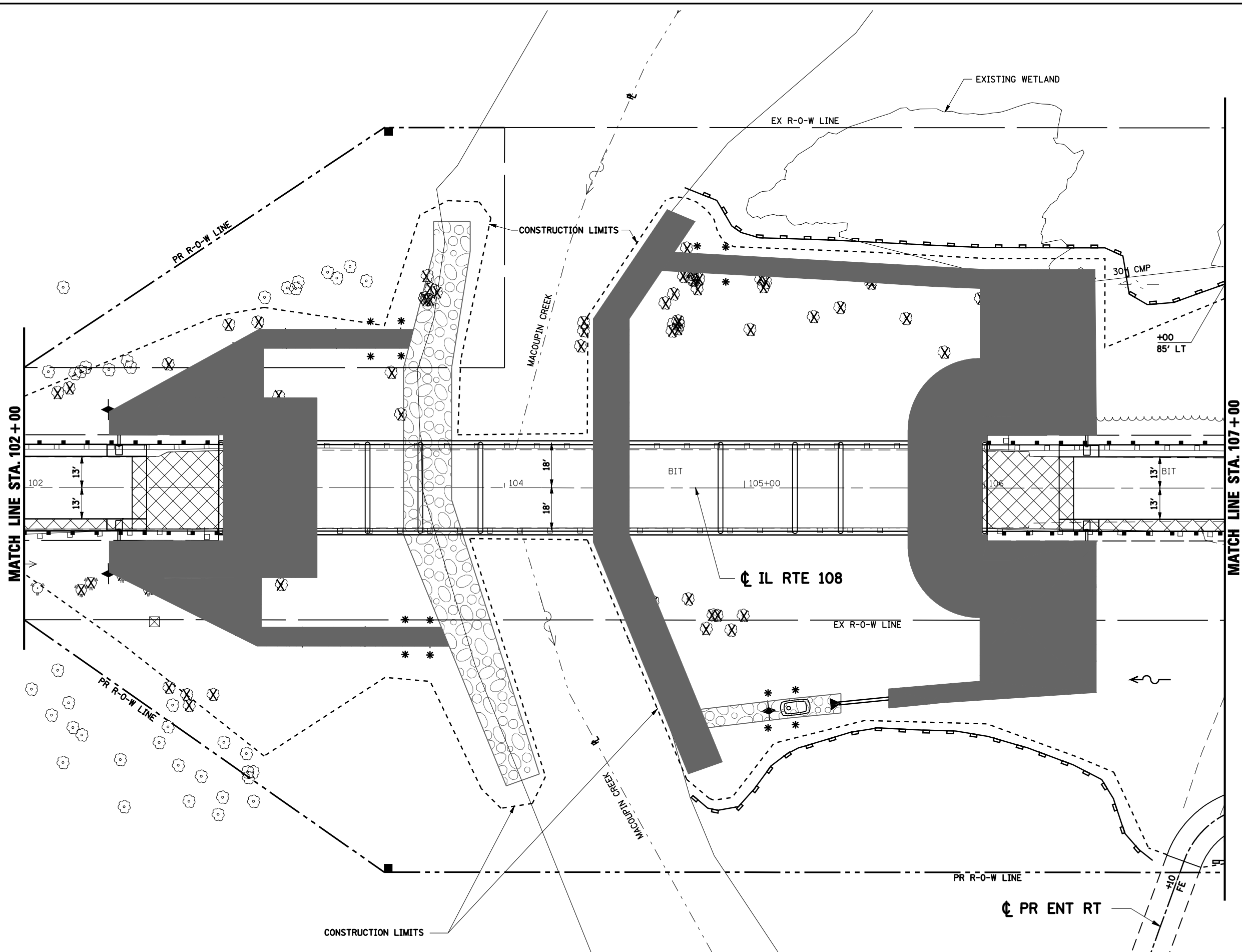
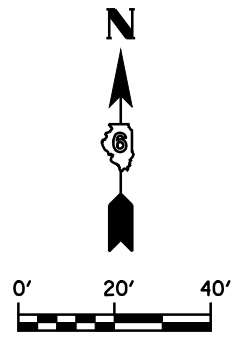
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STORM WATER POLLUTION
PREVENTION PLAN**

SCALE: 1" = 20' SHEET NO. OF SHEETS STA. 97+00 TO STA. 102+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 72813				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STORM WATER POLLUTION
PREVENTION PLAN**

SCALE: 1" = 20' SHEET NO. OF SHEETS STA. 102+00 TO STA. 107+00

F.A.P. RTE. 769	SECTION 110B-2	COUNTY MACOUPIN	TOTAL SHEETS 98	SHEET NO. 39
CONTRACT NO. 72813				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

Bench Mark: BM #BD8: Chiseled square on northeast corner of existing structure. NGVD '29 Datum, Elev. 578.73

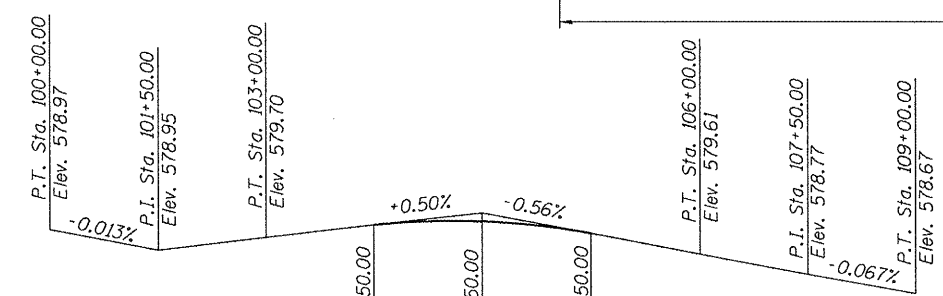
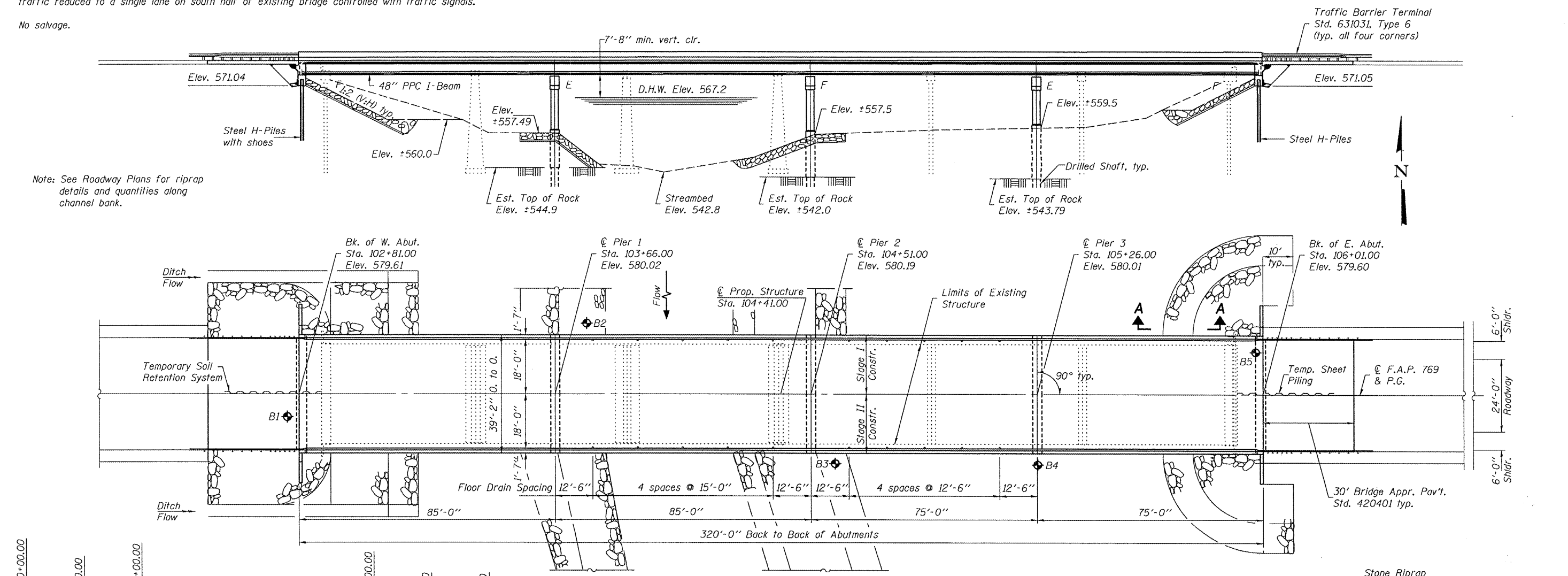
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 1
FAP 769	110B-2	MACOUPIN	98	41	38 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #72813

Existing Structure: S.N. 059-0023, originally built in 1932 as F.A. Route 769, Section 110 B.C. In 1982, the thru truss was replaced with PPC deck beams and superstructure and substructure were widened and one new pier was constructed. The existing structure consists of six spans; spans 1, 4, 5 and 6 are steel beams with a concrete deck and spans 2 & 3 are PPC deck beams. The structure is 304'-3³/₄" back to back of abutments and 33'-0" out to out of deck. The existing structure is to be removed and replaced. Traffic is to be maintained utilizing stage construction. Existing traffic reduced to a single lane on south half of existing bridge controlled with traffic signals.

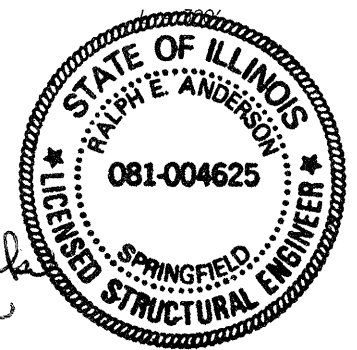
No salvage.



DESIGNED Tom X. Kuttel
CHECKED Jay D. Edwards
DRAWN W.D. Collins
CHECKED TKK JDE

EXAMINED [Signature]
PASSED [Signature]

PROFILE GRADE
(IL. Rte. 108)
 June 17, 2008



DESIGN SCOUR ELEVATION TABLE

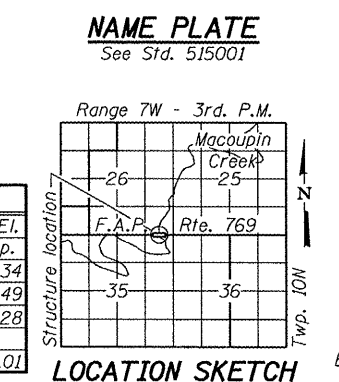
Design Scour Elevation (ft.)	West Abut.	Pier 1	Pier 2	Pier 3	East Abut.
	571.0	544.9	542.0	543.8	571.0

WATERWAY INFORMATION

Drainage Area = 160.97 sq. mi. Low Grade Elev. 578.48 @ Sta. 109+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Head - Ft.		Headwater El.		
			Exist.	Prop.	H.W.E. Exist.	Prop.	Exist.	Prop.	
Min. Calc.	10	8028	2118	2389	565.17	0.21	0.17	565.38	565.34
Design	50	11859	2603	2955	567.24	0.28	0.25	567.52	567.49
Base	100	13453	2804	3186	567.99	0.33	0.29	568.32	568.28
Overlapping	NA								
Max. Calc.	500	17211	3216	3656	569.63	0.39	0.38	570.02	570.01

STATION 104+41.00
 BUILT 200 BY
 STATE OF ILLINOIS
 FAP ROUTE 769 - SECTION 110B-2
 LOADING HL93
 STRUCTURE NO. 059-0509



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

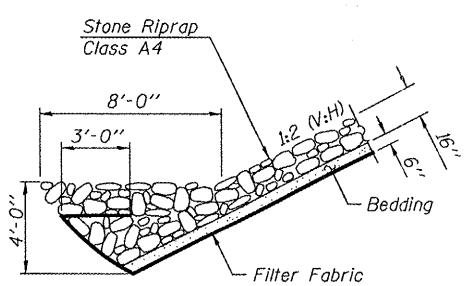
DESIGN SPECIFICATIONS
 2007 AASHTO LRFD Bridge Design Specifications, 4th. Edition

DESIGN STRESSES

FIELD UNITS
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)

PRECAST PRESTRESSED UNITS
 $f'_c = 7,000$ psi
 $f'_{ci} = 6,000$ psi
 $f'_s = 270,000$ psi (1/2" low lax. strands)
 $f'_{si} = 201,960$ psi (1/2" low lax strands)

SEISMIC DATA
 Seismic Performance Zone (SPZ) = 1
 Bedrock Acceleration Coefficient (A) = 0.062g
 Site Coefficient (S) = 1.0



GENERAL PLAN AND ELEVATION
IL. ROUTE 108 OVER
MACOUPIN CREEK
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAP 769	110B-2	MACOUPIN	98	42
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract #72813

SHEET NO. 2
38 SHEETS

GENERAL NOTES

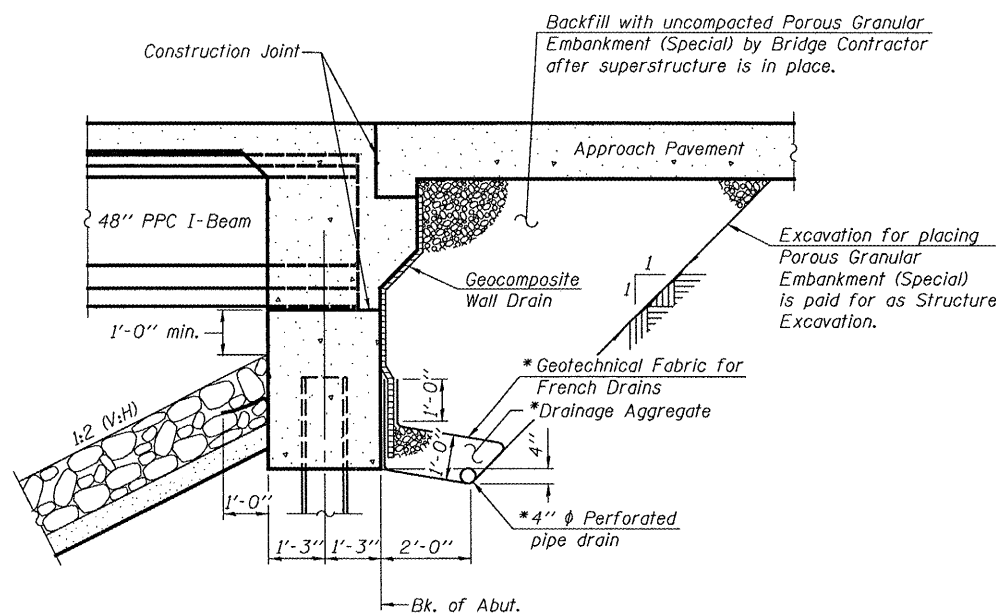
Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.
Reinforcement bars designated (E) shall be epoxy coated.
Slipforming of the parapet is not allowed.
The Contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure.

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Stage Construction Details
4. Temporary Concrete Barrier
- 5.-8. Top of Slab Elevations
9. West Approach Elevations
10. East Approach Elevations
11. Superstructure
12. Superstructure Details
13. Superstructure Details
- 14-16. Diaphragm Details
17. Framing Plan
18. Bearing Details
19. I-Beam Span 1
20. I-Beam Span 1 Details
21. I-Beam Span 2
22. I-Beam Span 2 Details
23. I-Beam Span 3
24. I-Beam Span 3 Details
25. I-Beam Span 4
26. I-Beam Span 4 Details
27. West Abutment
28. East Abutment
29. Pier 1
30. Pier 2
31. Pier 3
32. Steel H-Piles
33. Bar Splicer Details
- 34.-38. Boring Logs

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Structure Excavation	Cu. Yd.		494.1	494.1
Floor Drains	Each	20		20
Concrete Structures	Cu. Yd.		193.9	193.9
Concrete Superstructure	Cu. Yd.	450.8		450.8
Bridge Deck Grooving	Sq. Yd.	1207.6		1207.6
Porous Granular Embankment (Special)	Cu. Yd.		178.0	178.0
Protective Coat	Sq. Yd.	1548.1		1548.1
Furnishing and Erecting Precast Prestressed Concrete I Beams, 48"	Foot	1906		1906
Stone Riprap, Class A4	Sq. Yd.		753.8	753.8
Reinforcement Bars	Pound	22,930	22,930	22,930
Reinforcement Bars, Epoxy Coated	Pound	115,070	34,020	149,090
Bar Splicers	Each	1039	392	1431
Filter Fabric	Sq. Yd.	753.8	753.8	753.8
Furnishing Steel Piles HP12x63	Foot	532	532	532
Driving Piles	Foot	532	532	532
Test Pile Steel HP12x63	Each	2	2	2
Pile Shoes	Each	8	8	8
Temporary Sheet Piling	Sq. Ft.		323	323
Name Plates	Each	1		1
Removal of Existing Structures	Each			1
Drilled Shaft in Soil	Cu. Yd.		74	74
Drilled Shaft in Rock	Cu. Yd.		61	61
Elastomeric Bearing Assembly, Type 1	Each	24		24
Pipe Underdrains for Structures, 4"	Foot		133	133
Underwater Structure Excavation Protection, Location 1	Each			1
Underwater Structure Excavation Protection, Location 2	Each			1
Underwater Structure Excavation Protection, Location 3	Each			1
Geocomposite Wall Drain	Sq. Yd.		84.8	84.8
Temporary Soil Retention System	Sq. Ft.		141.7	141.7
Concrete Encasement	Cu. Yd.		4.2	4.2
Anchor Bolts 1" ϕ	Each		48	48
Anchor Bolts 1/2" ϕ	Each		4	4
Asbestos Bearing Pad Removal	Each		44	44
Instrumented Piles	L.Sum			1



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 601101).

DESIGNED	Tom Kurtenbach
CHECKED	Jay Edwards
DRAWN	DECKY M. LEACH
CHECKED	TK/JE

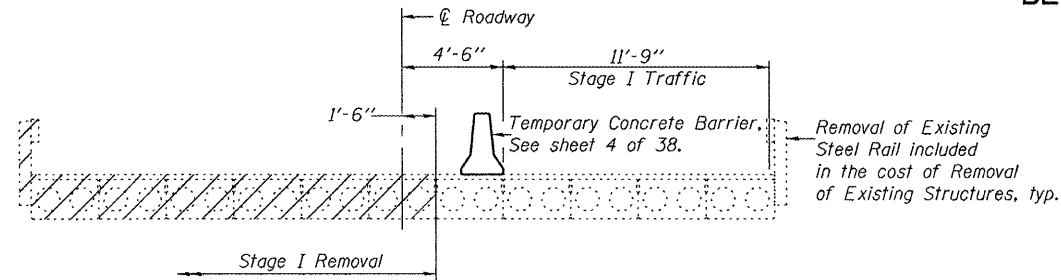
June 17 2008
EXAMINED *Thomas J. Romagnolo*
PASSED *Robert C. Anderson*

GENERAL DATA
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

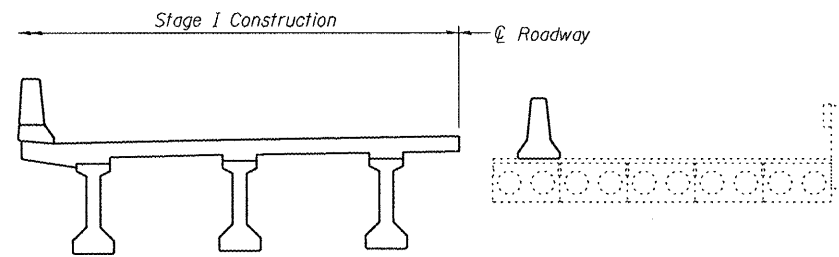
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.	SHEET NO. 3
FAP 769	110B-2	MACOUPIN	98	43	38 SHEETS
FED. ROAD DIST. NO. 7		ILL. PROJ. NO.	FED. AID PROJECT-		

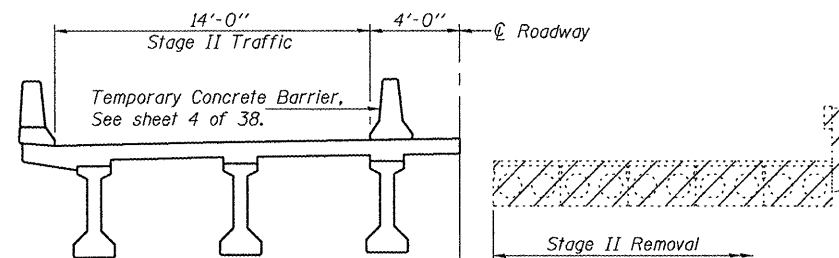
Contract #72813



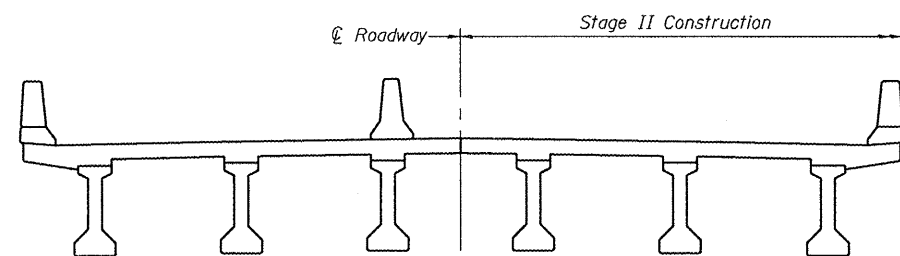
STAGE I REMOVAL



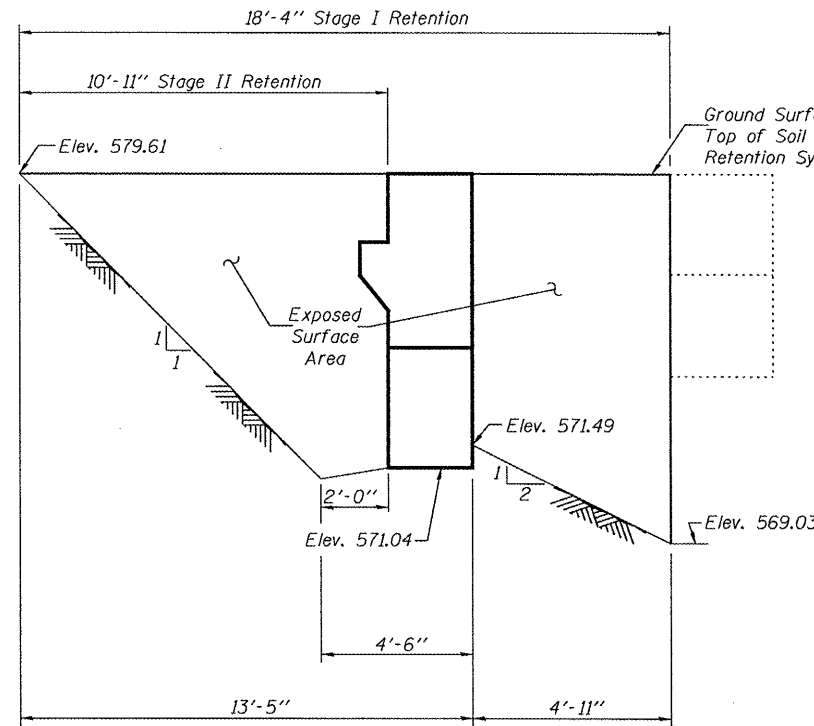
STAGE I CONSTRUCTION



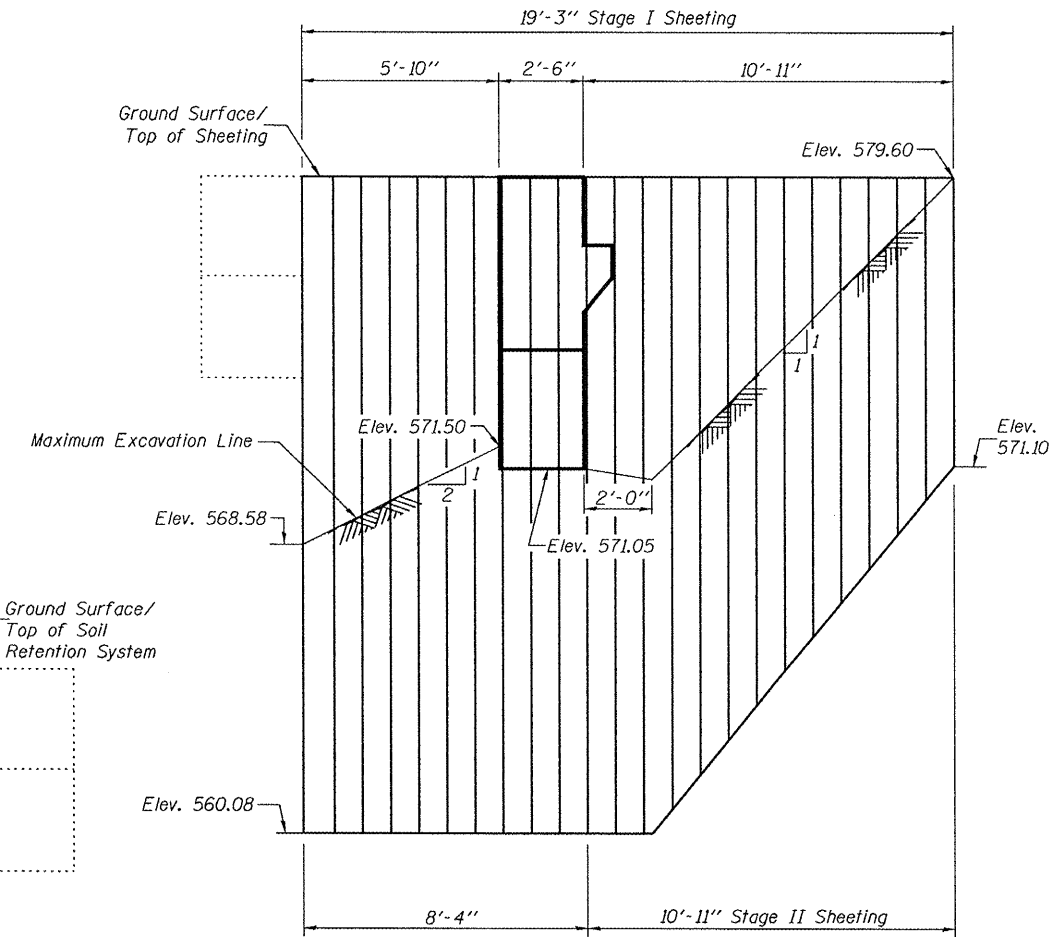
STAGE II REMOVAL



STAGE II CONSTRUCTION



**TEMPORARY SOIL RETENTION SYSTEM
AT WEST ABUTMENT**



TEMPORARY SHEET PILING AT EAST ABUTMENT

Minimum Section Modulus = 19 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. A cantilevered sheet piling design does not appear feasible at the West Abutment and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

DESIGNED	Tom Kurtenbach
CHECKED	Jay Edwards
DRAWN	BECKY M. LEACH
CHECKED	TK/JE

June 17, 2008
 EXAMINED *Thomas J. Donagabki*
 PASSED *Ralph E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

Notes:
 Hatched areas indicate Removal of Existing Structures.
 See Roadway plans for quantity of Temporary Concrete Barrier.
 All cross sections are looking East.
 Existing Cross Sections shown are for spans 2 & 3. Other spans are concrete deck on wide flange beams.

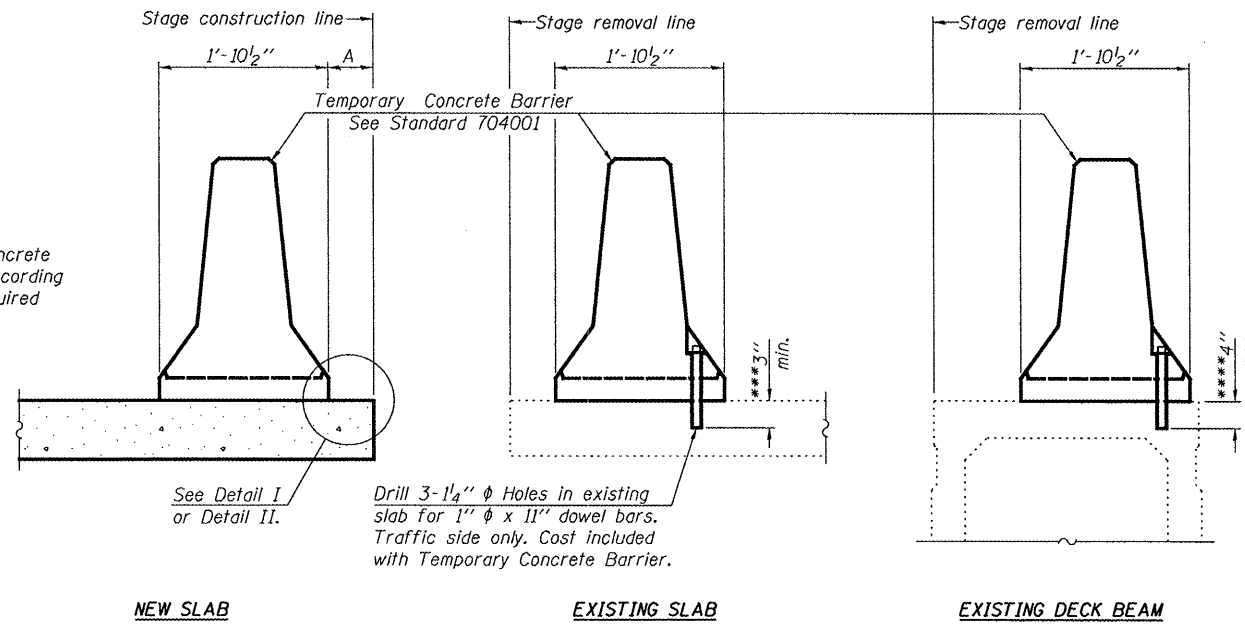
STAGE CONSTRUCTION DETAILS
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 4
FAP 769	110B-2	MACOUPIN	98	44	38 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #72813

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



Drill 3-1/4" ϕ Holes in existing slab for 1" ϕ x 11" dowel bars. Traffic side only. Cost included with Temporary Concrete Barrier.

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{L} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

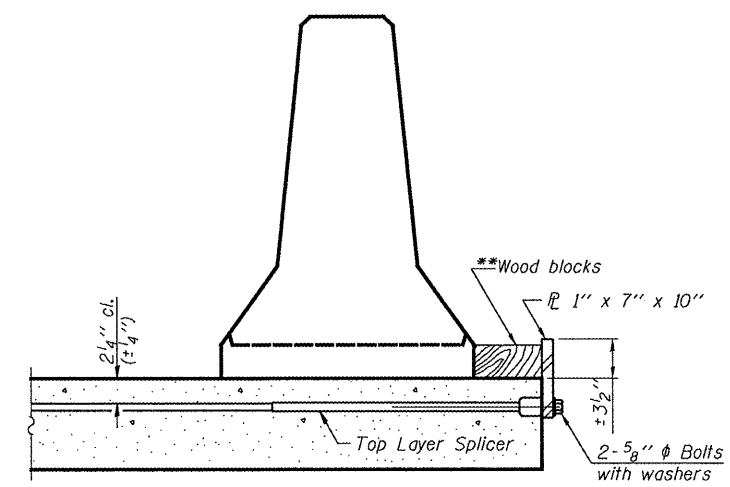
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{L} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" 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.

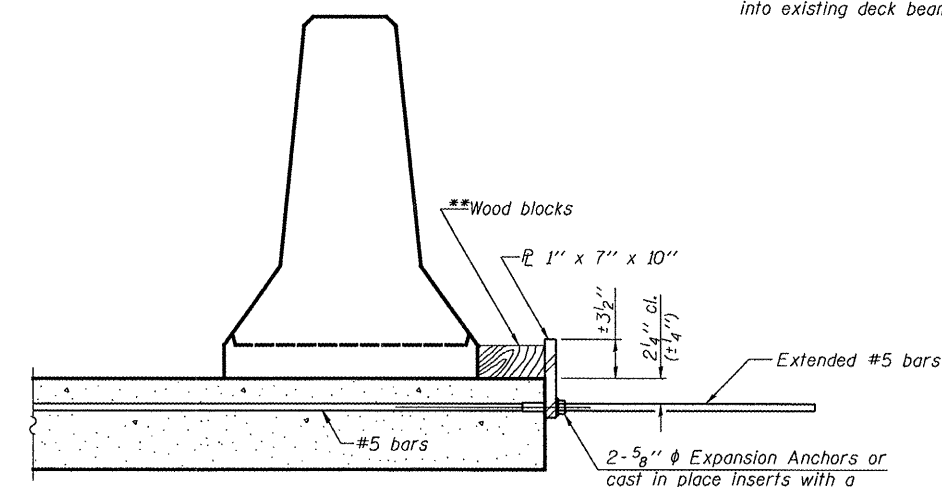
SECTIONS THRU SLAB OR DECK BEAM

***Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

****If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.

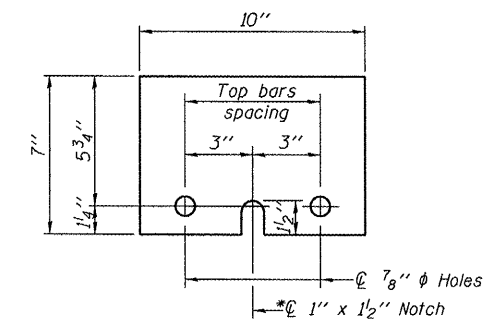


DETAIL I



DETAIL II

**Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.



STEEL RETAINER \bar{L} 1" x 7" x 10"
* Required only with Detail II

DESIGNED Tom Kurtenbach	EXAMINED <i>Thomas J. Domagalicki</i>
CHECKED Joy Edwards	PASSED <i>Ralph E. Anderson</i>
DRAWN BECKY M. LEACH	
CHECKED TK/JE	

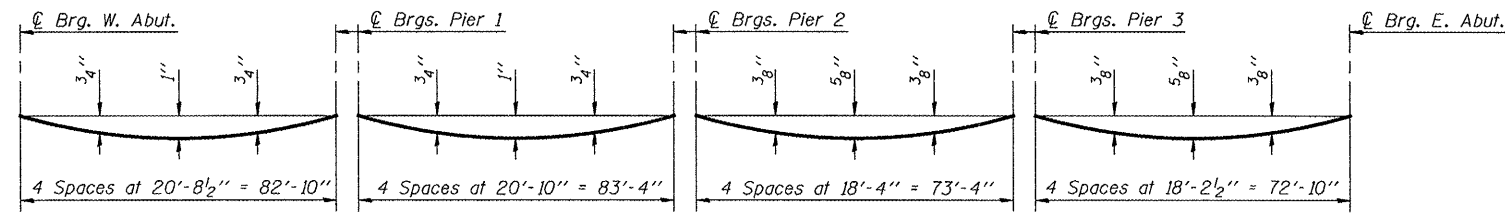
R-27 9-3-07

**TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

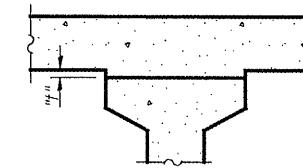
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 5
FAP 769	110B-2	MACOUPIN	98	45	38 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72813



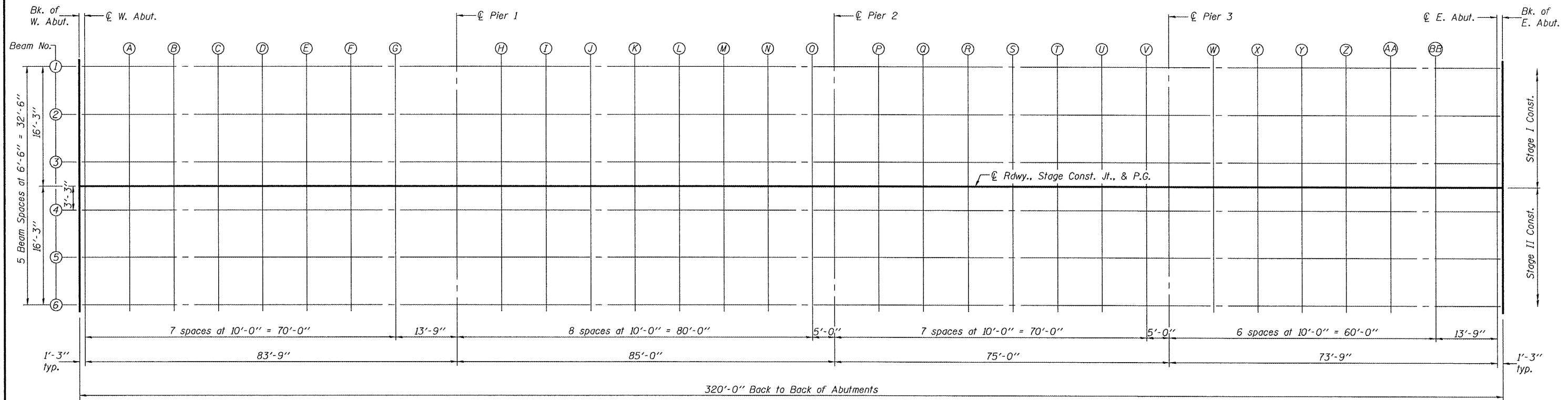
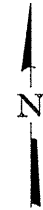
DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete, excluding beams).

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 6 thru 8 of 38.



To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown on sheets 6, 7, and 8 of 38, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

FILLET HEIGHTS



PLAN

DESIGNED	Tom Kurtenbach
CHECKED	Jay Edwards
DRAWN	BECKY M. LEACH
CHECKED	TK/JE

June 17, 2008
 EXAMINED *Thomas J. Demagalli*
 PASSED *Ronald E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

PI-E 11-1-06

TOP OF SLAB ELEVATIONS
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAP 769	110B-2	MACOUPIN	98	46
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract #72813

38 SHEETS

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	102+81.00	16.25	579.33	579.33
☉ W. Abut.	102+82.25	16.25	579.34	579.34
A	102+92.25	16.25	579.39	579.42
B	103+02.25	16.25	579.44	579.49
C	103+12.25	16.25	579.49	579.56
D	103+22.25	16.25	579.54	579.62
E	103+32.25	16.25	579.59	579.66
F	103+42.25	16.25	579.64	579.70
G	103+52.25	16.25	579.69	579.73
☉ Pier 1	103+66.00	16.25	579.75	579.75
H	103+76.00	16.25	579.79	579.82
I	103+86.00	16.25	579.82	579.88
J	103+96.00	16.25	579.85	579.92
K	104+06.00	16.25	579.87	579.95
L	104+16.00	16.25	579.89	579.97
M	104+26.00	16.25	579.90	579.97
N	104+36.00	16.25	579.91	579.96
O	104+46.00	16.25	579.91	579.93
☉ Pier 2	104+51.00	16.25	579.91	579.91
P	104+61.00	16.25	579.90	579.92
Q	104+71.00	16.25	579.89	579.93
R	104+81.00	16.25	579.87	579.92
S	104+91.00	16.25	579.85	579.90
T	105+01.00	16.25	579.82	579.87
U	105+11.00	16.25	579.79	579.82
V	105+21.00	16.25	579.75	579.77
☉ Pier 3	105+26.00	16.25	579.73	579.73
W	105+36.00	16.25	579.69	579.71
X	105+46.00	16.25	579.64	579.67
Y	105+56.00	16.25	579.58	579.63
Z	105+66.00	16.25	579.52	579.57
AA	105+76.00	16.25	579.47	579.51
BB	105+86.00	16.25	579.41	579.44
☉ E. Abut.	105+99.75	16.25	579.34	579.34
Bk. E. Abut.	106+01.00	16.25	579.33	579.33

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	102+81.00	9.75	579.46	579.46
☉ W. Abut.	102+82.25	9.75	579.46	579.46
A	102+92.25	9.75	579.51	579.54
B	103+02.25	9.75	579.56	579.62
C	103+12.25	9.75	579.61	579.68
D	103+22.25	9.75	579.66	579.74
E	103+32.25	9.75	579.71	579.79
F	103+42.25	9.75	579.76	579.83
G	103+52.25	9.75	579.81	579.85
☉ Pier 1	103+66.00	9.75	579.87	579.87
H	103+76.00	9.75	579.91	579.94
I	103+86.00	9.75	579.94	580.00
J	103+96.00	9.75	579.97	580.05
K	104+06.00	9.75	579.99	580.08
L	104+16.00	9.75	580.01	580.09
M	104+26.00	9.75	580.02	580.09
N	104+36.00	9.75	580.03	580.08
O	104+46.00	9.75	580.03	580.05
☉ Pier 2	104+51.00	9.75	580.03	580.03
P	104+61.00	9.75	580.03	580.05
Q	104+71.00	9.75	580.01	580.05
R	104+81.00	9.75	580.00	580.04
S	104+91.00	9.75	579.98	580.02
T	105+01.00	9.75	579.95	579.99
U	105+11.00	9.75	579.92	579.95
V	105+21.00	9.75	579.88	579.89
☉ Pier 3	105+26.00	9.75	579.86	579.86
W	105+36.00	9.75	579.81	579.83
X	105+46.00	9.75	579.76	579.80
Y	105+56.00	9.75	579.70	579.75
Z	105+66.00	9.75	579.65	579.70
AA	105+76.00	9.75	579.59	579.63
BB	105+86.00	9.75	579.54	579.57
☉ E. Abut.	105+99.75	9.75	579.46	579.46
Bk. E. Abut.	106+01.00	9.75	579.45	579.45

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	102+81.00	3.25	579.56	579.56
☉ W. Abut.	102+82.25	3.25	579.56	579.56
A	102+92.25	3.25	579.61	579.65
B	103+02.25	3.25	579.66	579.72
C	103+12.25	3.25	579.71	579.79
D	103+22.25	3.25	579.76	579.84
E	103+32.25	3.25	579.81	579.89
F	103+42.25	3.25	579.86	579.93
G	103+52.25	3.25	579.91	579.96
☉ Pier 1	103+66.00	3.25	579.97	579.97
H	103+76.00	3.25	580.01	580.05
I	103+86.00	3.25	580.04	580.10
J	103+96.00	3.25	580.07	580.15
K	104+06.00	3.25	580.10	580.18
L	104+16.00	3.25	580.11	580.19
M	104+26.00	3.25	580.13	580.19
N	104+36.00	3.25	580.13	580.18
O	104+46.00	3.25	580.13	580.15
☉ Pier 2	104+51.00	3.25	580.13	580.13
P	104+61.00	3.25	580.13	580.15
Q	104+71.00	3.25	580.12	580.15
R	104+81.00	3.25	580.10	580.15
S	104+91.00	3.25	580.08	580.13
T	105+01.00	3.25	580.05	580.09
U	105+11.00	3.25	580.02	580.05
V	105+21.00	3.25	579.98	579.99
☉ Pier 3	105+26.00	3.25	579.96	579.96
W	105+36.00	3.25	579.91	579.94
X	105+46.00	3.25	579.86	579.90
Y	105+56.00	3.25	579.81	579.85
Z	105+66.00	3.25	579.75	579.80
AA	105+76.00	3.25	579.69	579.74
BB	105+86.00	3.25	579.64	579.67
☉ E. Abut.	105+99.75	3.25	579.56	579.56
Bk. E. Abut.	106+01.00	3.25	579.55	579.55

DESIGNED	Tom Kurtenbach
CHECKED	Jay Edwards
DRAWN	DECKY M. LEACH
CHECKED	TK/JE

June 17, 2008
 EXAMINED *Thomas J. Demagallo*
 PASSED *Rafael E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
 F.A.P. ROUTE 769 - SEC. 110B-2
 MACOUPIN COUNTY
 STATION 104+41.00
 STRUCTURE NO. 059-0509

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET	SHEET NO. 7
FAP 769	110B-2	MACOUPIN	98	47	38 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #72813

☉ ROADWAY, STAGE CONSTRUCTION JOINT & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	102+81.00	0.00	579.61	579.61
☉ W. Abut.	102+82.25	0.00	579.61	579.61
A	102+92.25	0.00	579.66	579.70
B	103+02.25	0.00	579.71	579.77
C	103+12.25	0.00	579.76	579.84
D	103+22.25	0.00	579.81	579.89
E	103+32.25	0.00	579.86	579.94
F	103+42.25	0.00	579.91	579.98
G	103+52.25	0.00	579.96	580.01
☉ Pier 1	103+66.00	0.00	580.02	580.02
H	103+76.00	0.00	580.06	580.10
I	103+86.00	0.00	580.10	580.15
J	103+96.00	0.00	580.12	580.20
K	104+06.00	0.00	580.15	580.23
L	104+16.00	0.00	580.16	580.24
M	104+26.00	0.00	580.18	580.24
N	104+36.00	0.00	580.18	580.23
O	104+46.00	0.00	580.19	580.20
☉ Pier 2	104+51.00	0.00	580.18	580.18
P	104+61.00	0.00	580.18	580.20
Q	104+71.00	0.00	580.17	580.21
R	104+81.00	0.00	580.15	580.20
S	104+91.00	0.00	580.13	580.18
T	105+01.00	0.00	580.10	580.14
U	105+11.00	0.00	580.07	580.10
V	105+21.00	0.00	580.03	580.04
☉ Pier 3	105+26.00	0.00	580.01	580.01
W	105+36.00	0.00	579.96	579.99
X	105+46.00	0.00	579.91	579.95
Y	105+56.00	0.00	579.86	579.90
Z	105+66.00	0.00	579.80	579.85
AA	105+76.00	0.00	579.74	579.79
BB	105+86.00	0.00	579.69	579.72
☉ E. Abut.	105+99.75	0.00	579.61	579.61
Bk. E. Abut.	106+01.00	0.00	579.60	579.60

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	102+81.00	-3.25	579.56	579.56
☉ W. Abut.	102+82.25	-3.25	579.56	579.56
A	102+92.25	-3.25	579.61	579.65
B	103+02.25	-3.25	579.66	579.72
C	103+12.25	-3.25	579.71	579.79
D	103+22.25	-3.25	579.76	579.84
E	103+32.25	-3.25	579.81	579.89
F	103+42.25	-3.25	579.86	579.93
G	103+52.25	-3.25	579.91	579.96
☉ Pier 1	103+66.00	-3.25	579.97	579.97
H	103+76.00	-3.25	580.01	580.05
I	103+86.00	-3.25	580.04	580.10
J	103+96.00	-3.25	580.07	580.15
K	104+06.00	-3.25	580.10	580.18
L	104+16.00	-3.25	580.11	580.19
M	104+26.00	-3.25	580.13	580.19
N	104+36.00	-3.25	580.13	580.18
O	104+46.00	-3.25	580.13	580.15
☉ Pier 2	104+51.00	-3.25	580.13	580.13
P	104+61.00	-3.25	580.13	580.15
Q	104+71.00	-3.25	580.12	580.15
R	104+81.00	-3.25	580.10	580.15
S	104+91.00	-3.25	580.08	580.13
T	105+01.00	-3.25	580.05	580.09
U	105+11.00	-3.25	580.02	580.05
V	105+21.00	-3.25	579.98	579.99
☉ Pier 3	105+26.00	-3.25	579.96	579.96
W	105+36.00	-3.25	579.91	579.94
X	105+46.00	-3.25	579.86	579.90
Y	105+56.00	-3.25	579.81	579.85
Z	105+66.00	-3.25	579.75	579.80
AA	105+76.00	-3.25	579.69	579.74
BB	105+86.00	-3.25	579.64	579.67
☉ E. Abut.	105+99.75	-3.25	579.56	579.56
Bk. E. Abut.	106+01.00	-3.25	579.55	579.55

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	102+81.00	-9.75	579.46	579.46
☉ W. Abut.	102+82.25	-9.75	579.46	579.46
A	102+92.25	-9.75	579.51	579.54
B	103+02.25	-9.75	579.56	579.62
C	103+12.25	-9.75	579.61	579.68
D	103+22.25	-9.75	579.66	579.74
E	103+32.25	-9.75	579.71	579.79
F	103+42.25	-9.75	579.76	579.83
G	103+52.25	-9.75	579.81	579.85
☉ Pier 1	103+66.00	-9.75	579.87	579.87
H	103+76.00	-9.75	579.91	579.94
I	103+86.00	-9.75	579.94	580.00
J	103+96.00	-9.75	579.97	580.05
K	104+06.00	-9.75	579.99	580.08
L	104+16.00	-9.75	580.01	580.09
M	104+26.00	-9.75	580.02	580.09
N	104+36.00	-9.75	580.03	580.08
O	104+46.00	-9.75	580.03	580.05
☉ Pier 2	104+51.00	-9.75	580.03	580.03
P	104+61.00	-9.75	580.03	580.05
Q	104+71.00	-9.75	580.01	580.05
R	104+81.00	-9.75	580.00	580.04
S	104+91.00	-9.75	579.98	580.02
T	105+01.00	-9.75	579.95	579.99
U	105+11.00	-9.75	579.92	579.95
V	105+21.00	-9.75	579.88	579.89
☉ Pier 3	105+26.00	-9.75	579.86	579.86
W	105+36.00	-9.75	579.81	579.83
X	105+46.00	-9.75	579.76	579.80
Y	105+56.00	-9.75	579.70	579.75
Z	105+66.00	-9.75	579.65	579.70
AA	105+76.00	-9.75	579.59	579.63
BB	105+86.00	-9.75	579.54	579.57
☉ E. Abut.	105+99.75	-9.75	579.46	579.46
Bk. E. Abut.	106+01.00	-9.75	579.45	579.45

DESIGNED	Tom Kurtenbach
CHECKED	Jay Edwards
DRAWN	BECKY M. LEACH
CHECKED	TK/JE

June 17, 2008
 EXAMINED *Thomas J. Romagallo*
 PASSED *Ronald E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
 F.A.P. ROUTE 769 - SEC. 110B-2
 MACOUPIN COUNTY
 STATION 104+41.00
 STRUCTURE NO. 059-0509

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAP 769	110B-2	MACOUPIN	98	48
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract #72813

SHEET NO. 8
38 SHEETS

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	102+81.00	-16.25	579.33	579.33
☉ W. Abut.	102+82.25	-16.25	579.34	579.34
A	102+92.25	-16.25	579.39	579.42
B	103+02.25	-16.25	579.44	579.49
C	103+12.25	-16.25	579.49	579.56
D	103+22.25	-16.25	579.54	579.62
E	103+32.25	-16.25	579.59	579.66
F	103+42.25	-16.25	579.64	579.70
G	103+52.25	-16.25	579.69	579.73
☉ Pier 1	103+66.00	-16.25	579.75	579.75
H	103+76.00	-16.25	579.79	579.82
I	103+86.00	-16.25	579.82	579.88
J	103+96.00	-16.25	579.85	579.92
K	104+06.00	-16.25	579.87	579.95
L	104+16.00	-16.25	579.89	579.97
M	104+26.00	-16.25	579.90	579.97
N	104+36.00	-16.25	579.91	579.96
O	104+46.00	-16.25	579.91	579.93
☉ Pier 2	104+51.00	-16.25	579.91	579.91
P	104+61.00	-16.25	579.90	579.92
Q	104+71.00	-16.25	579.89	579.93
R	104+81.00	-16.25	579.87	579.92
S	104+91.00	-16.25	579.85	579.90
T	105+01.00	-16.25	579.82	579.87
U	105+11.00	-16.25	579.79	579.82
V	105+21.00	-16.25	579.75	579.77
☉ Pier 3	105+26.00	-16.25	579.73	579.73
W	105+36.00	-16.25	579.69	579.71
X	105+46.00	-16.25	579.64	579.67
Y	105+56.00	-16.25	579.58	579.63
Z	105+66.00	-16.25	579.52	579.57
AA	105+76.00	-16.25	579.47	579.51
BB	105+86.00	-16.25	579.41	579.44
☉ E. Abut.	105+99.75	-16.25	579.34	579.34
Bk. E. Abut.	106+01.00	-16.25	579.33	579.33

DESIGNED	Tom Kurtenbach
CHECKED	Jay Edwards
DRAWN	BECKY M. LEACH
CHECKED	TK/JE

June 17, 2008
 EXAMINED *Thomas J. Romagallo*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Ronald E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET
FAP 769	110B-2	MACOUPIN	98	49
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. 9
38 SHEETS

Contract #72813

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	102+51.00	18.00	579.16
A	102+61.00	18.00	579.21
B	102+71.00	18.00	579.25
BK W. Abut.	102+81.00	18.00	579.30

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	102+51.00	12.00	579.29
A	102+61.00	12.00	579.33
B	102+71.00	12.00	579.38
BK W. Abut.	102+81.00	12.00	579.42

© ROADWAY, STAGE CONSTRUCTION JOINT & P.G.

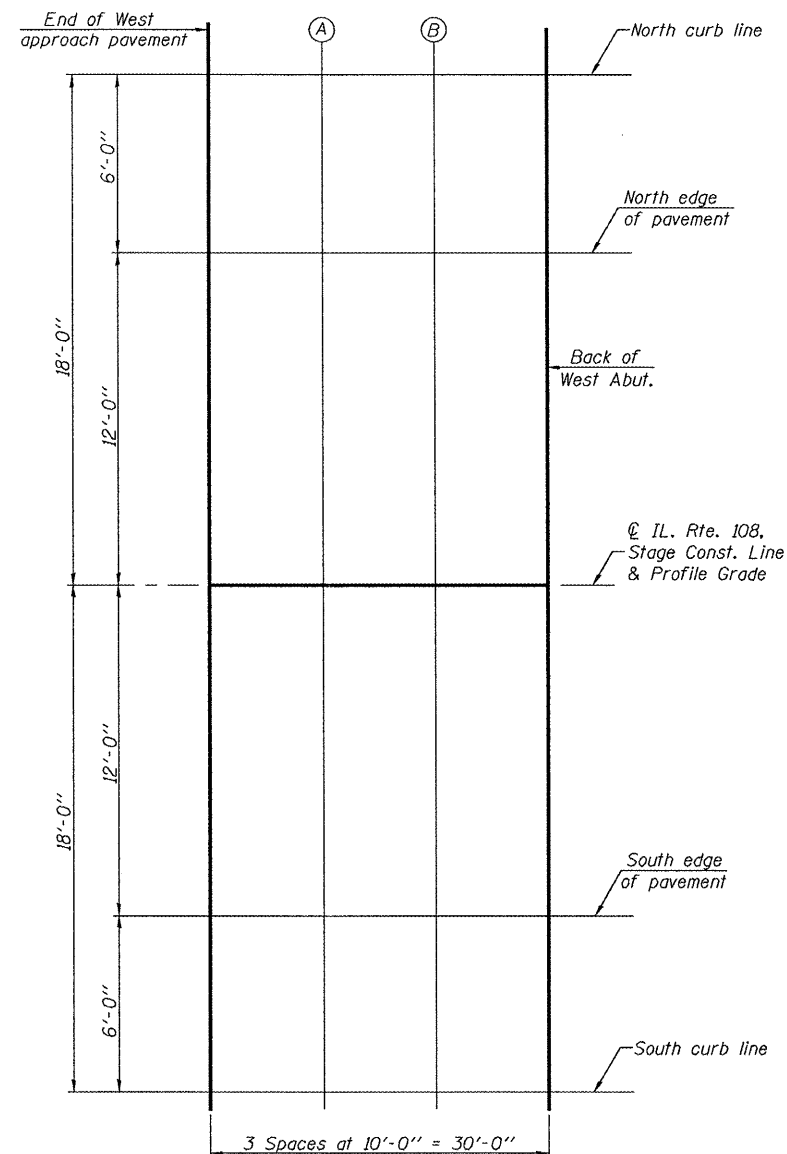
Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	102+51.00	0.00	579.48
A	102+61.00	0.00	579.52
B	102+71.00	0.00	579.56
BK W. Abut.	102+81.00	0.00	579.61

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	102+51.00	-12.00	579.29
A	102+61.00	-12.00	579.33
B	102+71.00	-12.00	579.38
BK W. Abut.	102+81.00	-12.00	579.42

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	102+51.00	-18.00	579.16
A	102+61.00	-18.00	579.21
B	102+71.00	-18.00	579.25
BK W. Abut.	102+81.00	-18.00	579.30



PLAN

DESIGNED	Tom Kurtenbach
CHECKED	Jay Edwards
DRAWN	BECKY M. LEACH
CHECKED	TK/JE

June 17, 2008
 EXAMINED *Thomas J. Donagalli*
 ENGINEER OF STRUCTURE DESIGN
 PASSED *Ralph E. Curran*
 ENGINEER OF BRIDGES AND STRUCTURES

PA-E

11-1-06

**TOP OF WEST APPROACH
SLAB ELEVATIONS
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 10 38 SHEETS
FAP 769	110B-2	MACOUPIN	98	50	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72813

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
BK E. Abut.	106+01.00	18.00	579.29
A	106+11.00	18.00	579.24
B	106+21.00	18.00	579.18
End E. Appr. Pav't.	106+31.00	18.00	579.13

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
BK E. Abut.	106+01.00	12.00	579.42
A	106+11.00	12.00	579.36
B	106+21.00	12.00	579.31
End E. Appr. Pav't.	106+31.00	12.00	579.26

☉ ROADWAY, STAGE CONSTRUCTION JOINT & P.G.

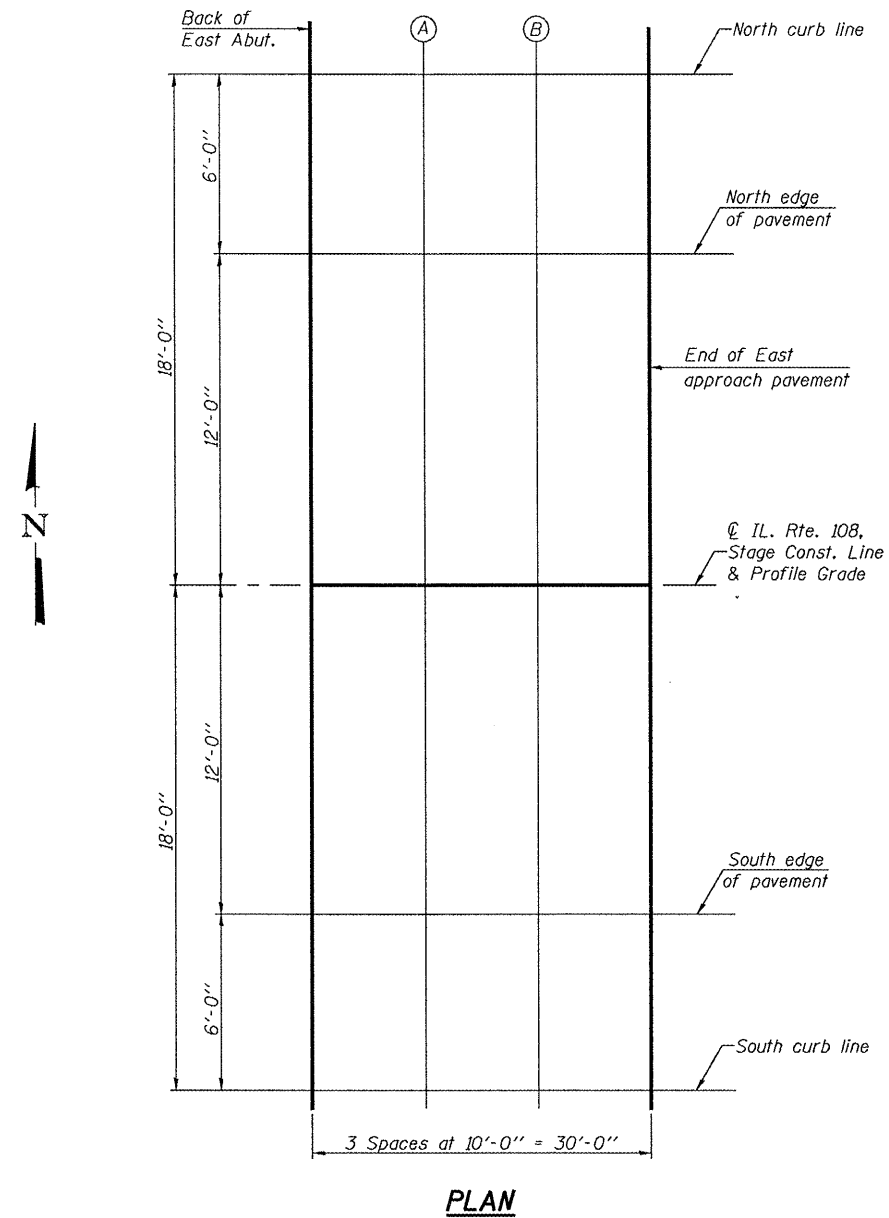
Location	Station	Offset	Theoretical Grade Elevations
BK E. Abut.	106+01.00	0.00	579.60
A	106+11.00	0.00	579.55
B	106+21.00	0.00	579.50
End E. Appr. Pav't.	106+31.00	0.00	579.44

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
BK E. Abut.	106+01.00	-12.00	579.42
A	106+11.00	-12.00	579.36
B	106+21.00	-12.00	579.31
End E. Appr. Pav't.	106+31.00	-12.00	579.26

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
BK E. Abut.	106+01.00	-18.00	579.29
A	106+11.00	-18.00	579.24
B	106+21.00	-18.00	579.18
End E. Appr. Pav't.	106+31.00	-18.00	579.13



PLAN

DESIGNED	Tom Kurtenbach
CHECKED	Jay Edwards
DRAWN	DECKY M. LEACH
CHECKED	TK/JE
PA-E	

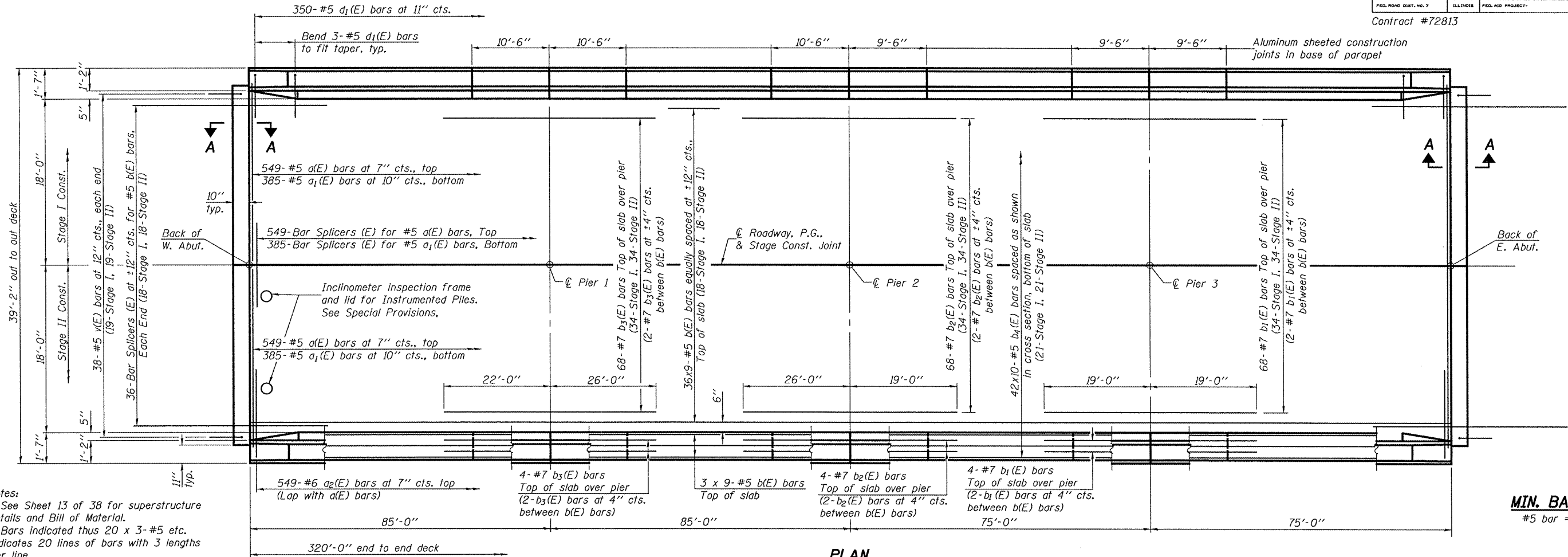
June 17, 2008
 EXAMINED *Thomas J. Demagalki*
 PASSED *Ronald E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

11-1-06

**TOP OF EAST APPROACH
 SLAB ELEVATIONS
 F.A.P. ROUTE 769 - SEC. 110B-2
 MACOUPIN COUNTY
 STATION 104+41.00
 STRUCTURE NO. 059-0509**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

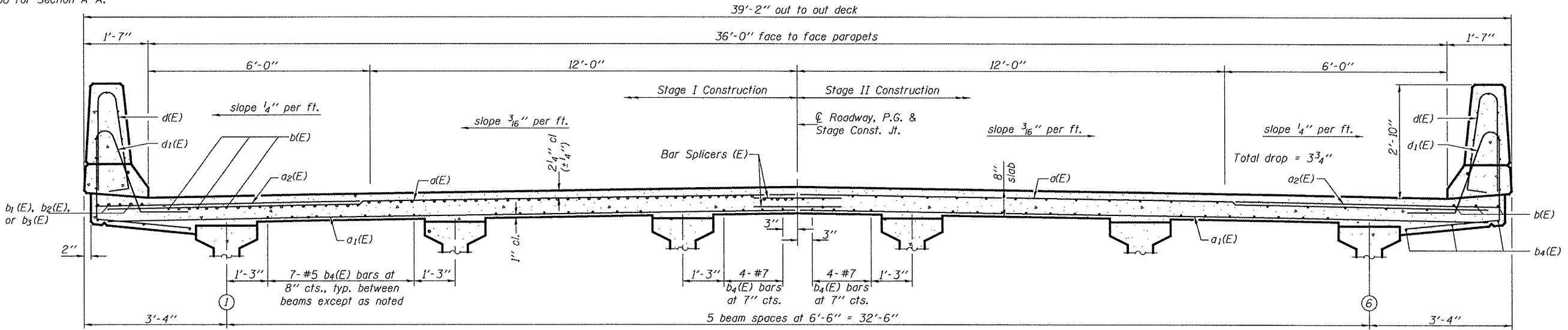
ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
FAP 769	110B-2	MACOUPIN	98	51
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract #72813	



Notes:
See Sheet 13 of 38 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See sheet 12 of 38 for parapet reinforcement.
See sheet 16 of 38 for Section A-A.

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

PLAN



CROSS SECTION
(Looking East)

DESIGNED	Tom Kurtenbach
CHECKED	Jay Edwards
DRAWN	BECKY M. LEACH
CHECKED	TK/JE

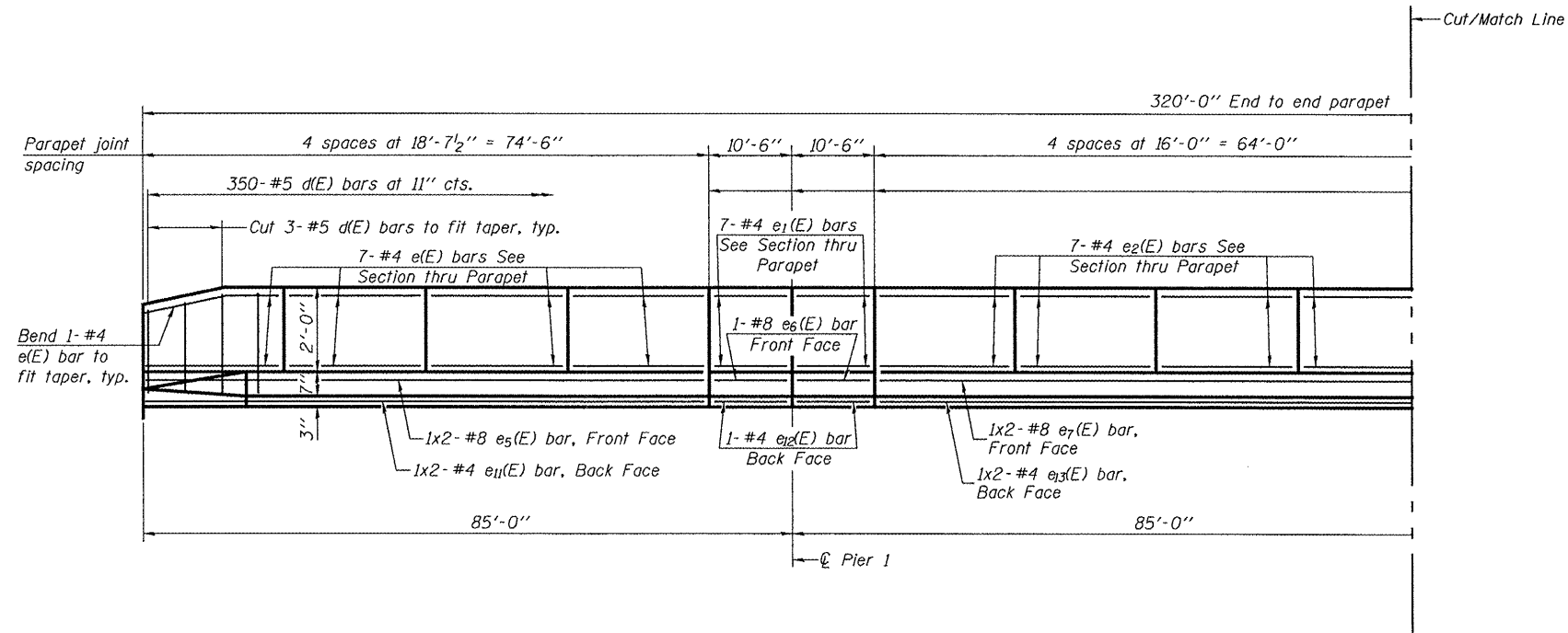
June 17, 2008
EXAMINED *Thomas J. Domagala*
PASSED *Ralph E. Anderson*

SUPERSTRUCTURE
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

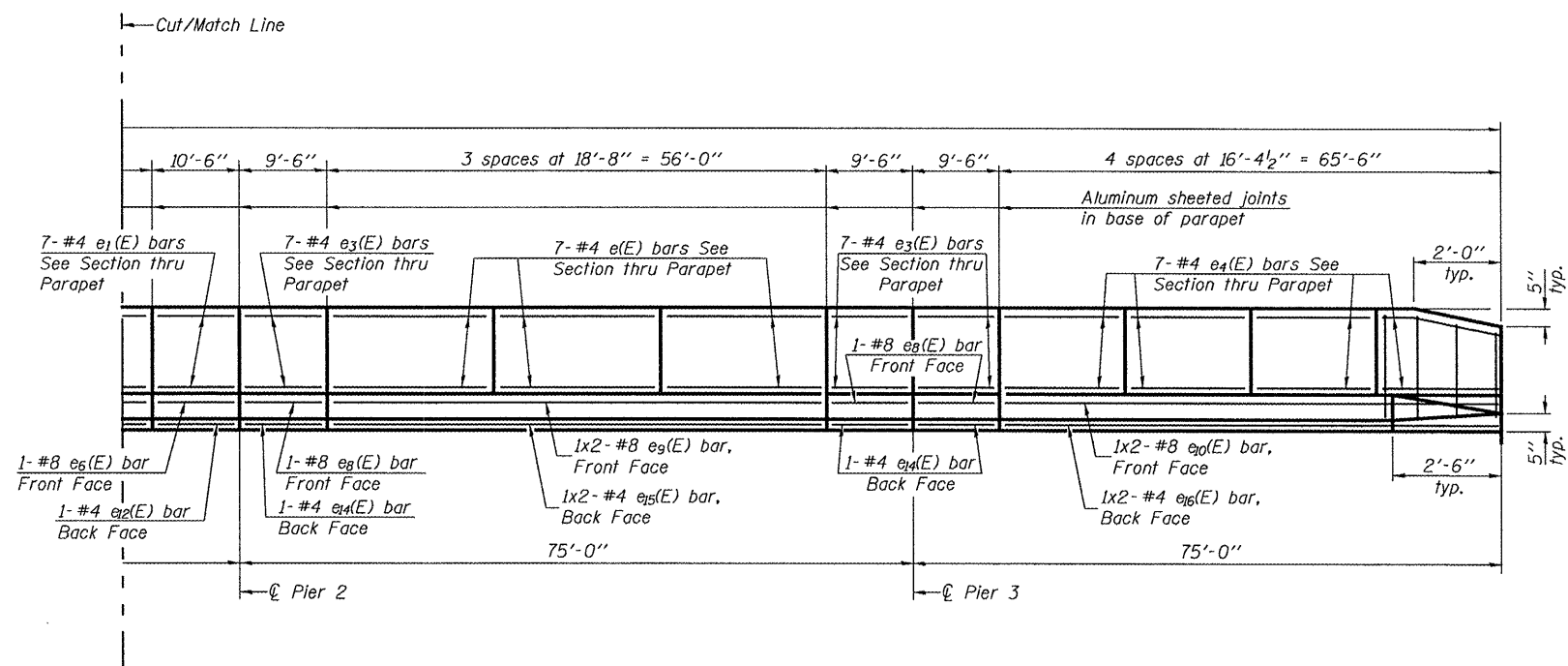
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FAP 769	110B-2	MACOUPIN	98	52	38 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #72813



MINIMUM BAR LAP

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



INSIDE ELEVATION OF PARAPET

DESIGNED	Tom Kurtenbach
CHECKED	Jay Edwards
DRAWN	BECKY M. LEACH
CHECKED	TK/JE

June 17, 2008
EXAMINED *Thomas J. Demagallo*
PASSED *Ronald E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

SUPERSTRUCTURE DETAILS
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

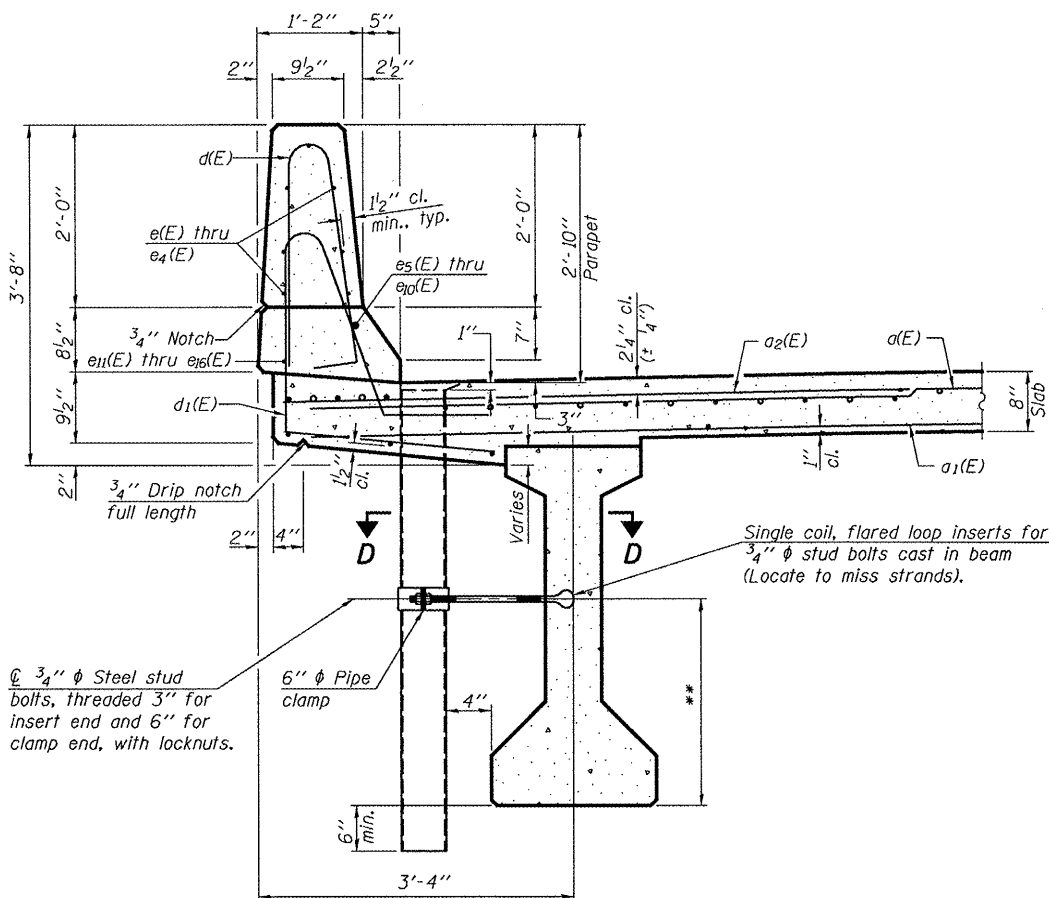
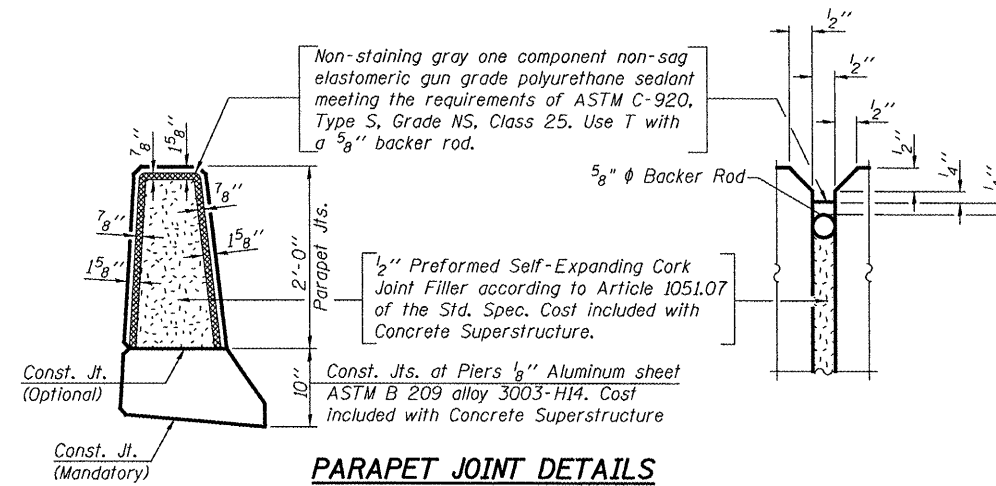
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 13
FAP 769	110B-2	MACOUPIN	98	53	38 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #72813

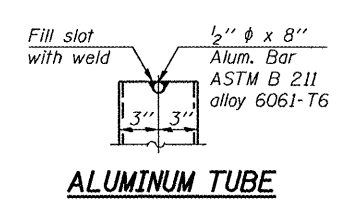
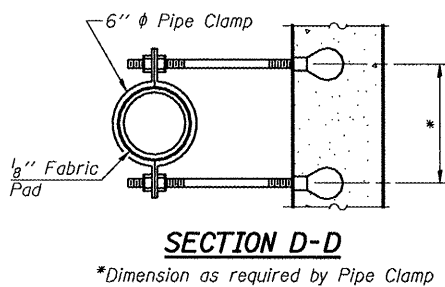
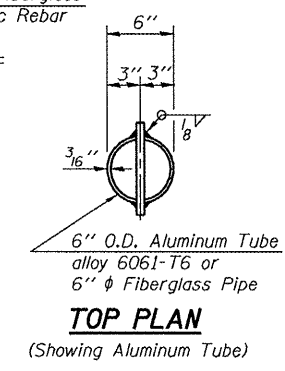
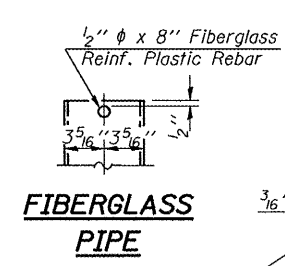
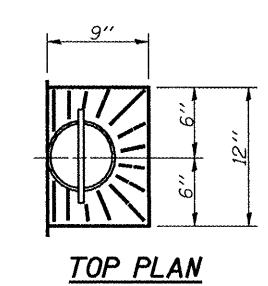
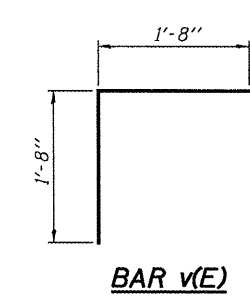
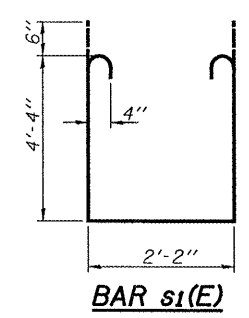
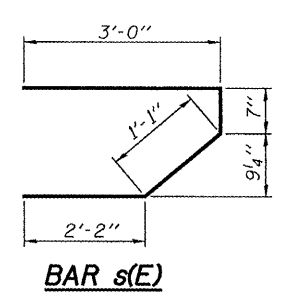
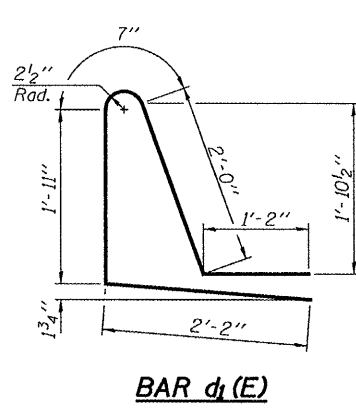
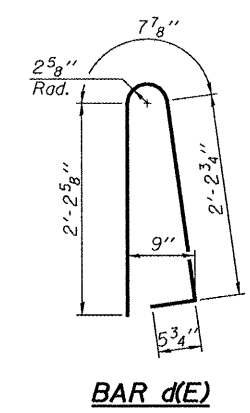
**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
d(E)	1098	#5	19'-3"	—
a ₁ (E)	770	#5	18'-4"	—
a ₂ (E)	1098	#6	6'-0"	—
b(E)	378	#5	37'-6"	—
b ₁ (E)	76	#7	38'-0"	—
b ₂ (E)	76	#7	45'-0"	—
b ₃ (E)	76	#7	48'-0"	—
b ₄ (E)	420	#5	34'-0"	—
d(E)	700	#5	5'-7"	⌋
d ₁ (E)	700	#5	7'-10"	⌋
e(E)	98	#4	18'-4"	—
e ₁ (E)	42	#4	10'-3"	—
e ₂ (E)	56	#4	15'-9"	—
e ₃ (E)	42	#4	9'-3"	—
e ₄ (E)	56	#4	16'-1"	—
e ₅ (E)	4	#8	38'-10"	—
e ₆ (E)	6	#8	10'-3"	—
e ₇ (E)	4	#8	33'-7"	—
e ₈ (E)	6	#8	9'-3"	—
e ₉ (E)	4	#8	29'-7"	—
e ₁₀ (E)	4	#8	34'-4"	—
e ₁₁ (E)	4	#4	37'-10"	—
e ₁₂ (E)	6	#4	10'-3"	—
e ₁₃ (E)	4	#4	32'-7"	—
e ₁₄ (E)	6	#4	9'-3"	—
e ₁₅ (E)	4	#4	28'-7"	—
e ₁₆ (E)	4	#4	33'-4"	—
m(E)	8	#6	18'-5"	—
m ₁ (E)	12	#6	19'-4"	—
m ₂ (E)	24	#6	8'-6"	—
m ₃ (E)	8	#6	4'-5"	—
m ₄ (E)	20	#6	2'-1"	—
m ₅ (E)	48	#4	5'-7"	—
m ₆ (E)	24	#6	4'-5"	—
m ₇ (E)	18	#8	5'-10"	—
m ₈ (E)	24	#4	2'-8"	—
s(E)	72	#5	6'-10"	⌋
s ₁ (E)	60	#4	11'-10"	⌋
s ₂ (E)	48	#4	11'-2"	⌋
s ₃ (E)	24	#4	11'-6"	⌋
v(E)	76	#5	3'-4"	⌋
Reinforcement Bars, Epoxy Coated		Lbs.	115,070	
Concrete Superstructure		Cu. Yds.	450.8	

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



**For insert locations See sheets 21 and 23 of 38.



Notes:
Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
The exterior surfaces of the floor drains shall be coated or pigmented by the manufacturer with a color that matches the concrete.
The clamping device and inserts shall be galvanized according to AASHTO M 232.

DESIGNED	Tom Kurtenbach
CHECKED	Joy Edwards
DRAWN	DECKY M. LEACH
CHECKED	TK/JE

June 17, 2008
EXAMINED *Thomas J. Romagallo*
PASSED *Ronald E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

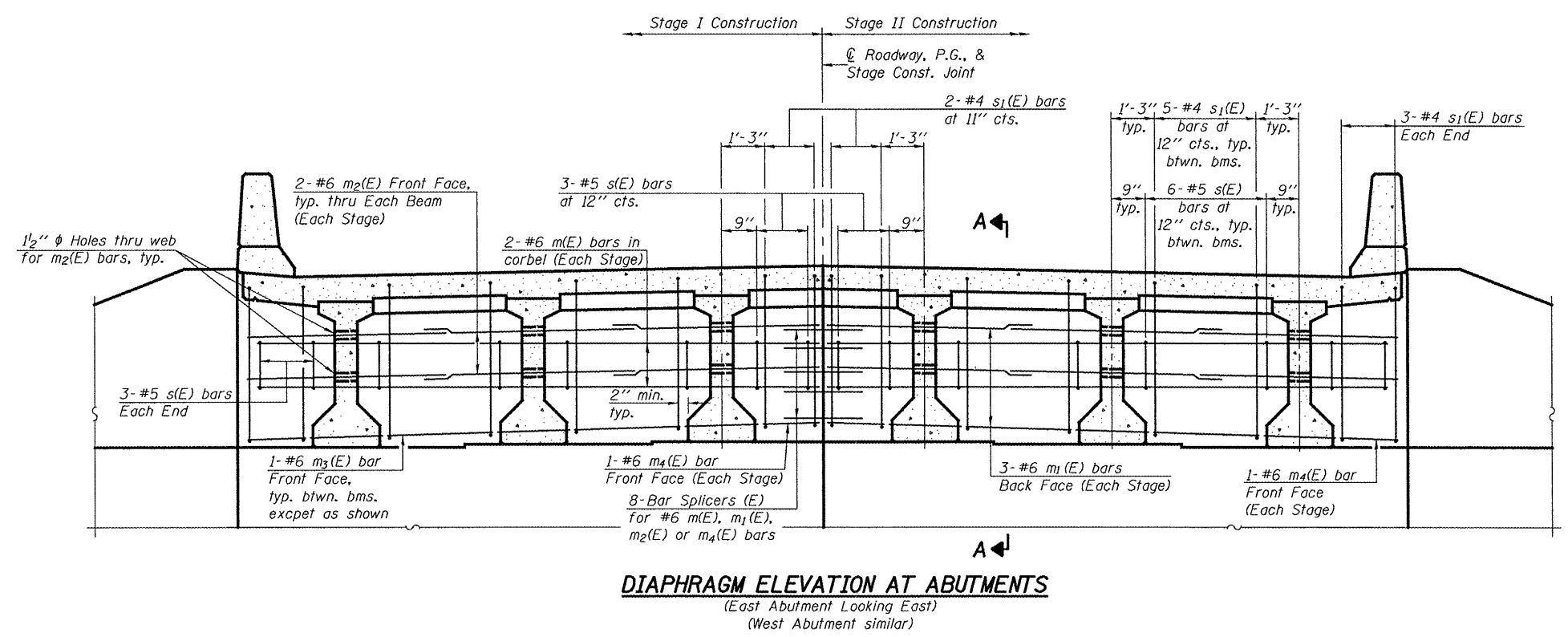
SUPERSTRUCTURE DETAILS
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

*Dimension as required by Pipe Clamp

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

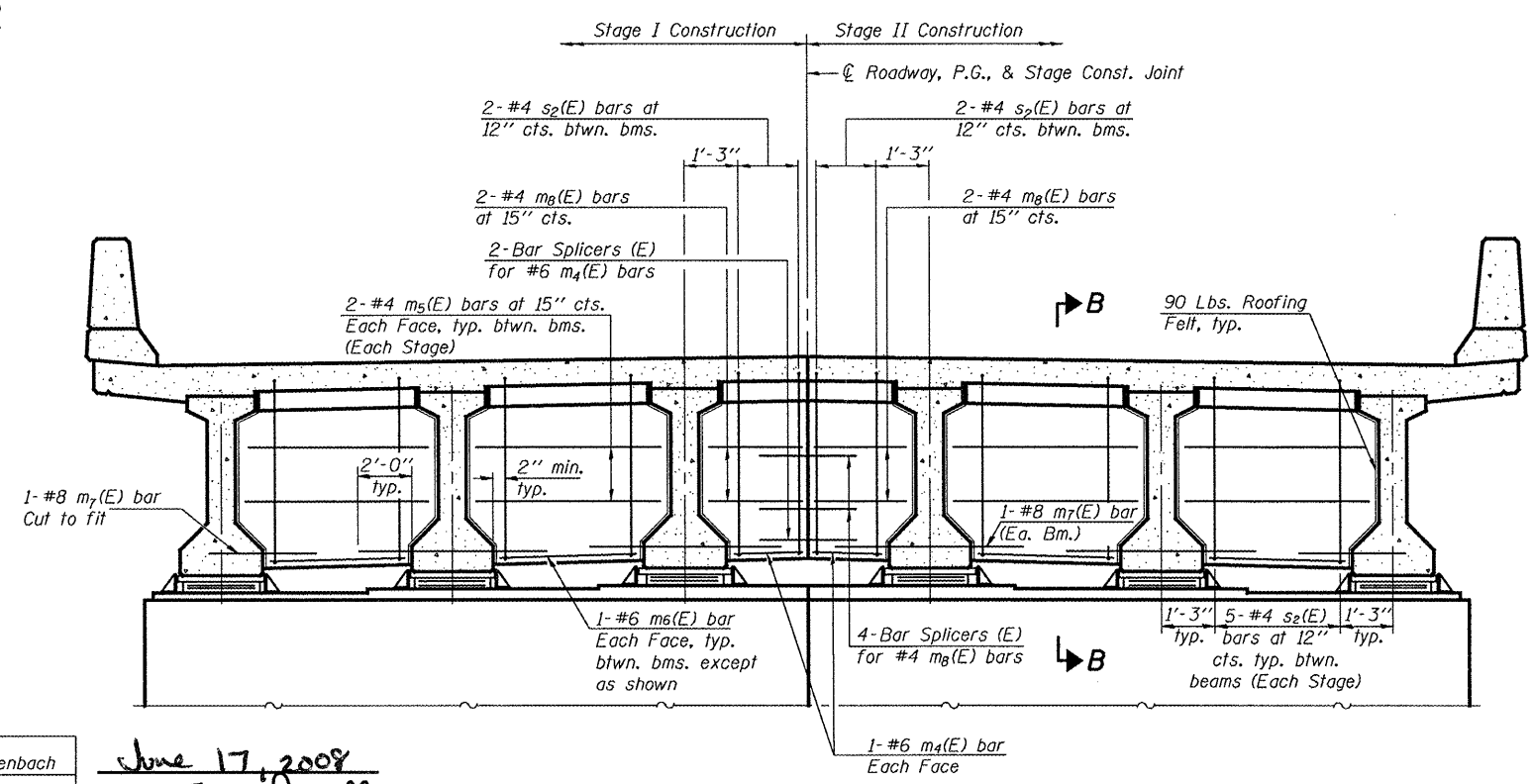
ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
FAP 769	110B-2	MACOUPIN	98 54	38 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract #72813



DIAPHRAGM ELEVATION AT ABUTMENTS
(East Abutment Looking East)
(West Abutment similar)

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



DIAPHRAGM AT PIERS 1 & 3
(Expansion)
(Looking East)

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 13 of 38.
Concrete in diaphragm is included with Concrete Superstructure on sheet 13 of 38.
For details of bars s(E) and s1(E) see sheet 13 of 38.
For details of bars s2(E) and s3(E) see sheet 16 of 38.
The s(E), s1(E), s2(E) and s3(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams. See sheet 16 of 38 for Sections A-A and B-B.
Cost of 90 Lb. roofing felt is included with Concrete Superstructure.
The side retainer shall be galvanized after shop fabrication according to AASHTO M III.
Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications.
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts for side retainers may be either cast in place or installed in holes drilled after the supporting member is in place and prior to pouring the deck.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

DESIGNED	Tam Kurtenbach
CHECKED	Jay Edwards
DRAWN	BECKY M. LEACH
CHECKED	TK/JE

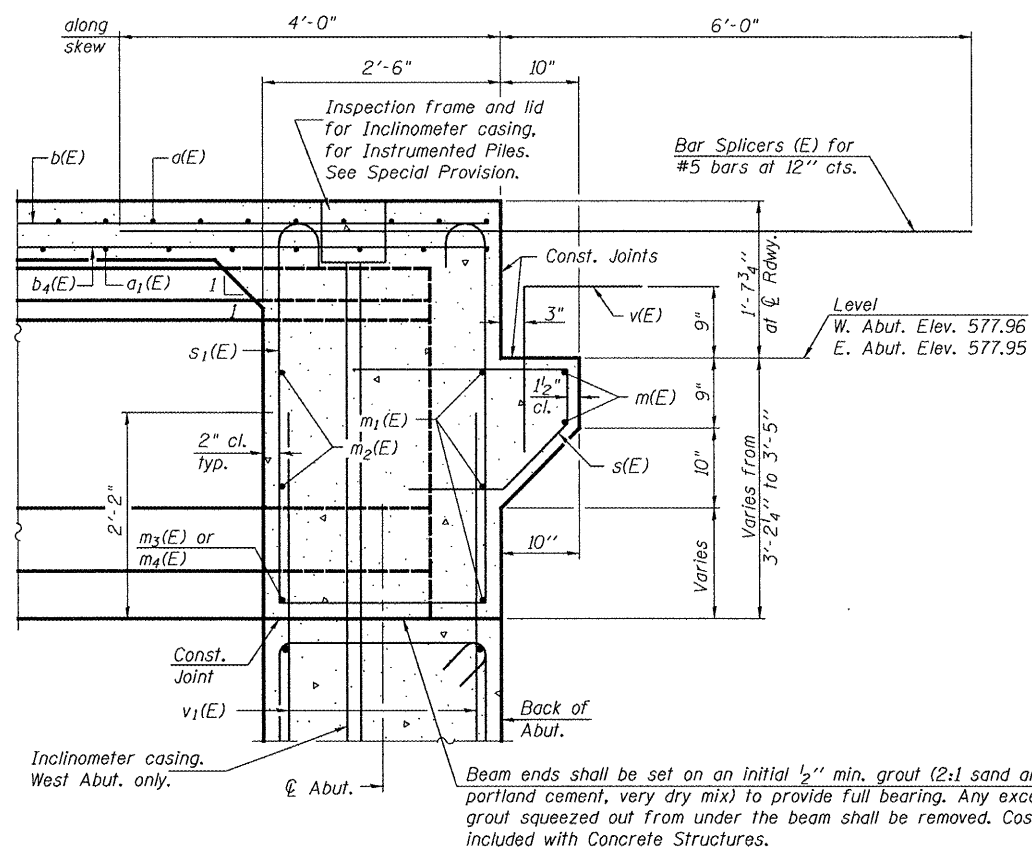
June 17, 2009
EXAMINED *Thomas J. Donagalli*
PASSED *Ronald E. Anderson*

DIAPHRAGM DETAILS
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

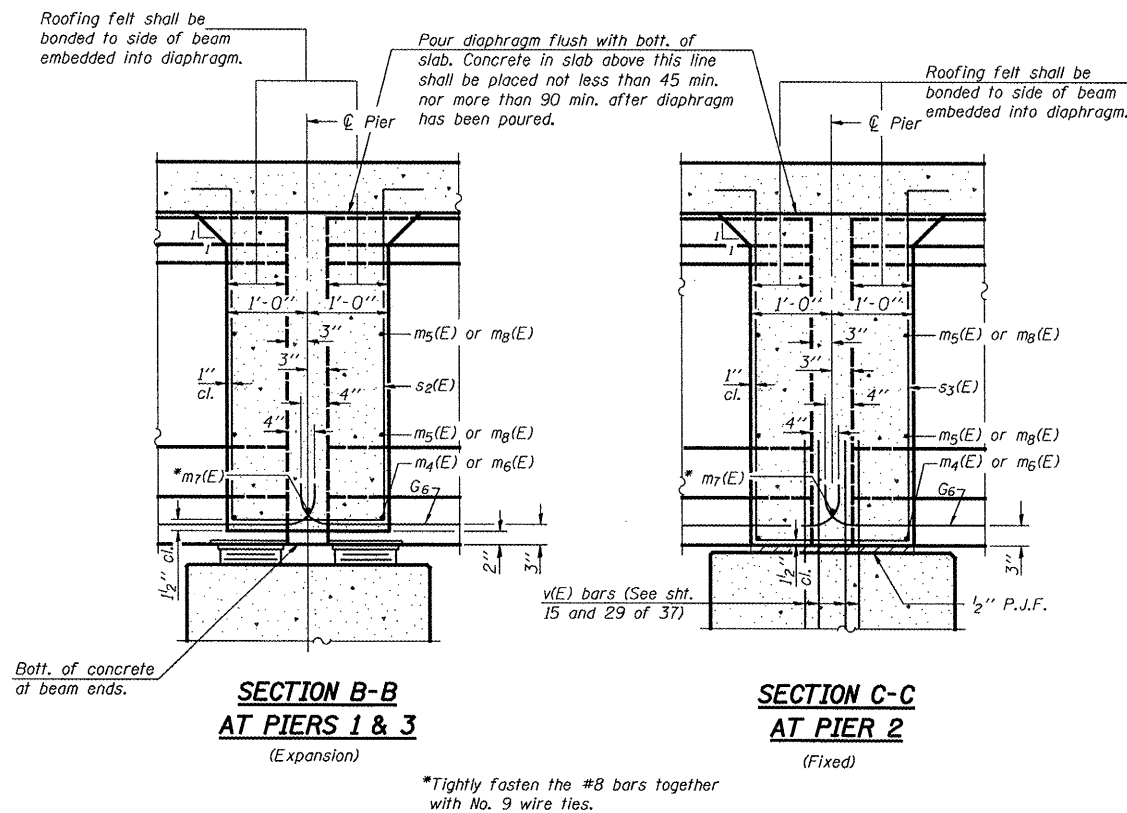
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	JOB NO.	SHEET	SHEET NO. 16 38 SHEETS
FAP 769	110B-2	MACOUPIN	078	56	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #72813

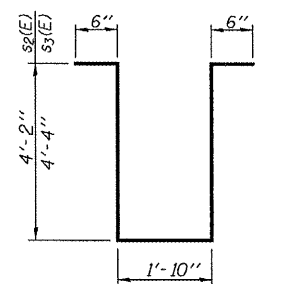


SECTION A-A



**SECTION B-B
AT PIERS 1 & 3**
(Expansion)

**SECTION C-C
AT PIER 2**
(Fixed)



BARS s2(E) & s3(E)

DESIGNED	Tom Kurtenbach
CHECKED	Jay Edwards
DRAWN	BECKY M. LEACH
CHECKED	TK/JE

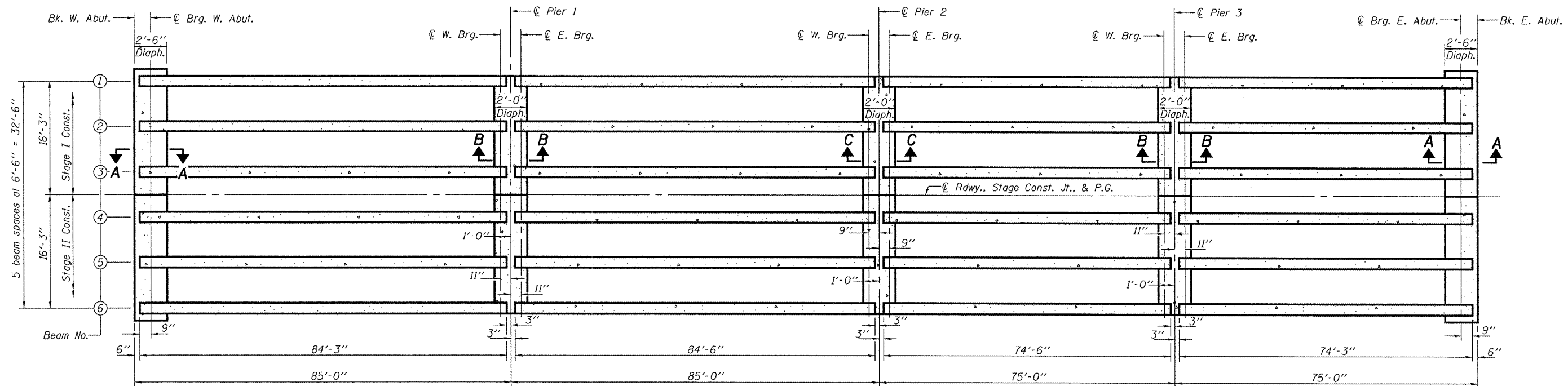
June 17 2008
EXAMINED *Thomas J. Romagallo*
PASSED *Ronald A. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

DIAPHRAGM DETAILS
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
FAP 769	110B-2	MACOUPIN	98	57	38 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72813



FRAMING PLAN

Note:
For Sections A-A, B-B, and C-C, see sheet 16 of 38.

	0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.5 Sp. 3	Pier 3	0.6 Sp. 4
I (in ⁴)	144117	-	144117	-	144117	-	144117
I' (in ⁴)	384603	-	384603	-	384603	-	384603
S _b (in ³)	6834	-	6834	-	6834	-	6834
S _b ' (in ³)	11112	-	11112	-	11112	-	11112
S _t (in ³)	5355	-	5355	-	5355	-	5355
S _t ' (in ³)	28723	-	28723	-	28723	-	28723
DC1 (k/')	1.264	-	1.264	-	1.264	-	1.264
M _{DC1} (k)	1088	-	1102	-	854	-	842
DC2 (k/')	0.150	0.150	0.150	0.150	0.150	0.150	0.150
M _{DC2} (k)	80	116	42	71	27	86	64
DW (k/')	0.325	0.325	0.325	0.325	0.325	0.325	0.325
M _{DW} (k)	173	251	92	153	59	186	138
M _{ℓ + Imp} (k)	1043	1026	847	885	749	868	898

	W. Abutment	Pier 1 Span 1	Pier 1 Span 2	Pier 2 Span 2	Pier 2 Span 3	Pier 3 Span 3	Pier 3 Span 4	E. Abutment
R _{DC1} (k)	52.9	52.9	53.7	53.7	47.4	47.4	46.6	46.6
R _{DC2} (k)	4.9	7.3	7.3	5.6	5.6	6.3	6.3	4.4
R _{DW} (k)	10.6	15.8	15.8	12.2	12.2	13.6	13.6	9.5
R _{ℓ + Imp} (k)	75.1	62.4	62.4	56.4	56.4	55.9	55.9	72.1
R _{Total} (k)	143.5	138.4	139.2	127.9	121.6	123.2	122.4	132.6

* The total R_{DC2}, R_{DW} and R_{ℓ + Imp} are assumed to be distributed evenly to each bearing line at a pier regardless of the span ratios. The bearing design at a pier is based on the maximum reactions of either span.

- I: Non-composite moment of inertia of beam section (in⁴).
- I': Composite moment of inertia of beam section (in⁴).
- S_b: Non-composite section modulus for the bottom fiber of the prestressed beam (in³).
- S_b': Composite section modulus for the bottom fiber of the prestressed beam (in³).
- S_t: Non-composite section modulus for the top fiber of the prestressed beam (in³).
- S_t': Composite section modulus for the top fiber of the prestressed beam (in³).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- M_{ℓ + Imp}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

DESIGNED	Tom Kurtenbach
CHECKED	Jay Edwards
DRAWN	BECKY M. LEACH
CHECKED	TK/JE

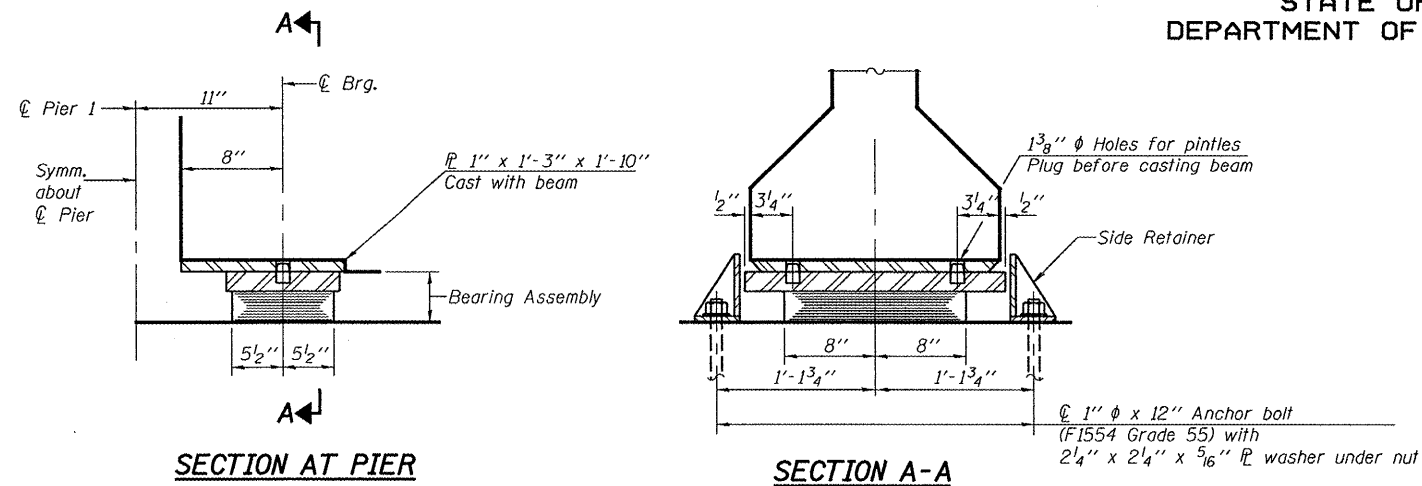
June 17, 2008
 EXAMINED *Thomas J. Demagallio*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Robert E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

FRAMING PLAN
 F.A.P. ROUTE 769 - SEC. 110B-2
 MACOUPIN COUNTY
 STATION 104+41.00
 STRUCTURE NO. 059-0509

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET	SHEET NO. 18
FAP 769	110B-2	MACOUPIN	98	58	38 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

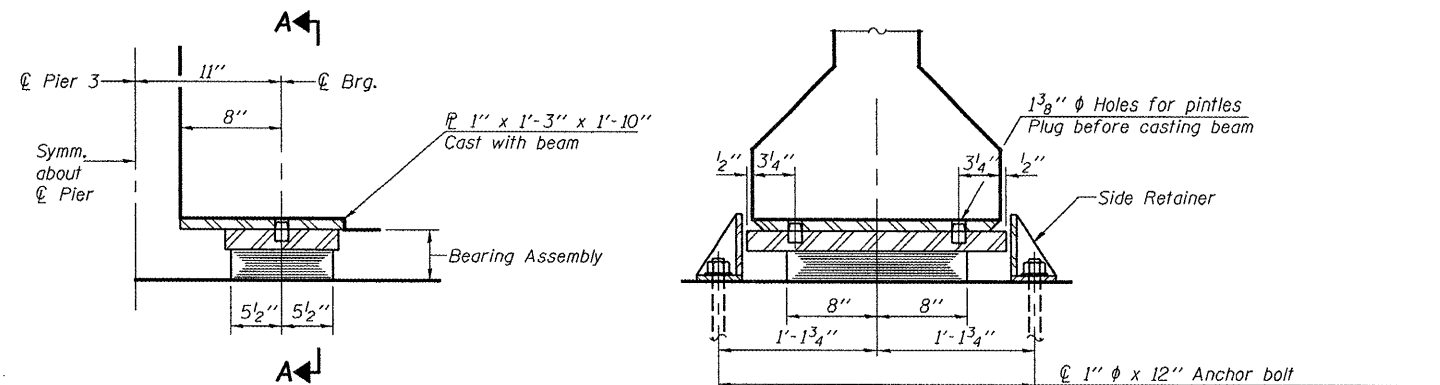
Contract #72813



SECTION AT PIER

SECTION A-A

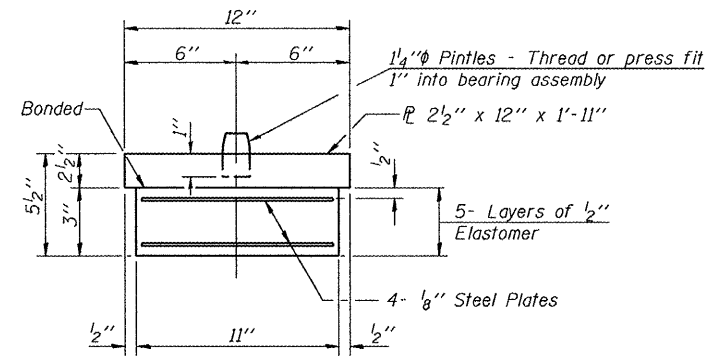
TYPE I ELASTOMERIC EXP. BRG. AT PIER 1



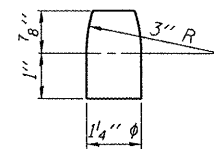
SECTION AT PIER

SECTION A-A

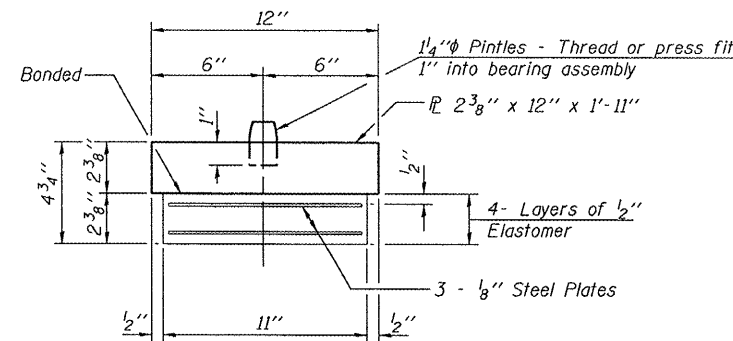
TYPE I ELASTOMERIC EXP. BRG. AT PIER 3



BEARING ASSEMBLY PIER 1



PINTLE



BEARING ASSEMBLY PIER 3

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts for side retainers may be cast in place or installed in holes drilled after members are in place.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

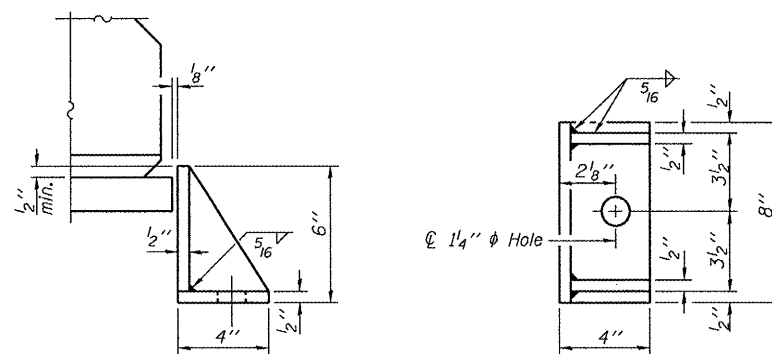
Pintles and side retainers at Pier 1 and Pier 3 shall be included with the cost of Elastomeric Bearing Assembly, Type I.

See sheets 19 thru 26 of 38 for additional details of plate cast with beam.

All embedded and separate bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 (as applicable).

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	24
Anchor Bolts 1" ϕ	Each	48



SIDE RETAINER FOR PIERS 1 & 3

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

DESIGNED	Tom Kurtenbach
CHECKED	Jay Edwards
DRAWN	BECKY M. LEACH
CHECKED	TK/JE

June 17, 2008
EXAMINED *Thomas J. Demagallo*
PASSED *Ronald E. Anderson*

PI-2E-1

9-3-07

BEARING DETAILS AT PIERS 1 & 3

F.A.P. ROUTE 769 - SEC. 110B-2

MACOUPIN COUNTY

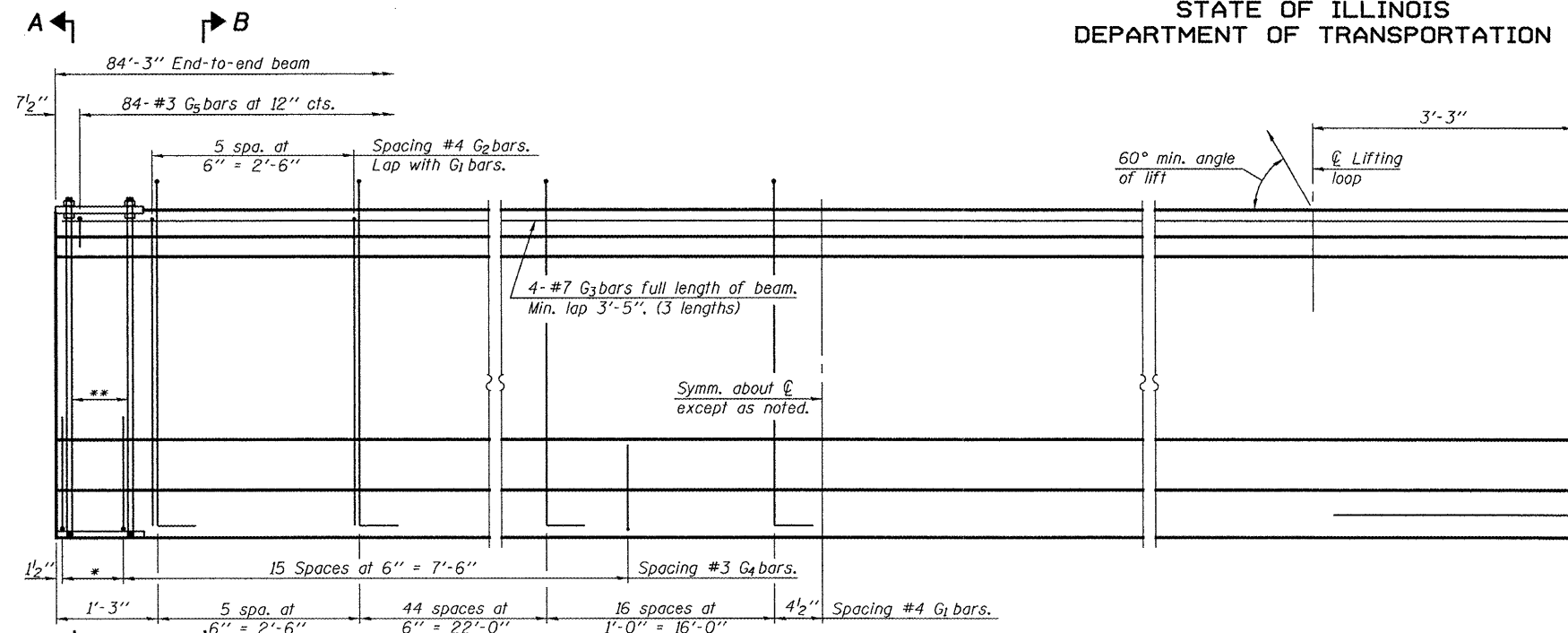
STATION 104+41.00

STRUCTURE NO. 059-0509

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.	SHEET NO. 19
FAP 769	110B-2	MACOUPIN	98	59	38 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

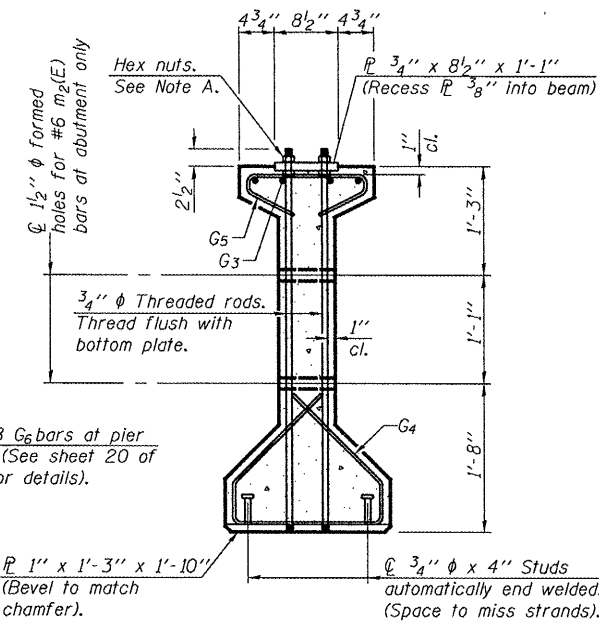
Contract #72813



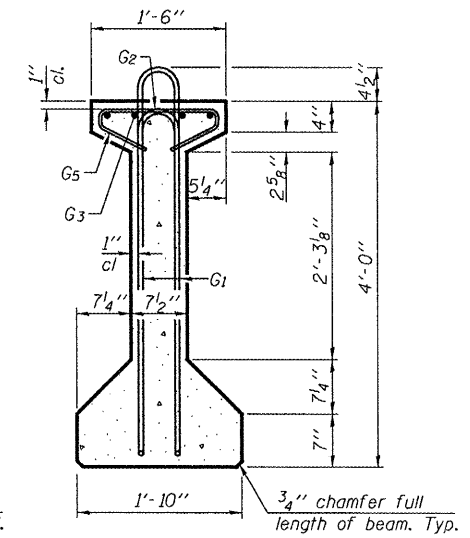
ELEVATION OF BEAM
(Showing reinforcement & dimensions)

*3 spaces at 3" = 9".
**4-3/4" ϕ threaded dowel rods at 3" cts., Each Face.

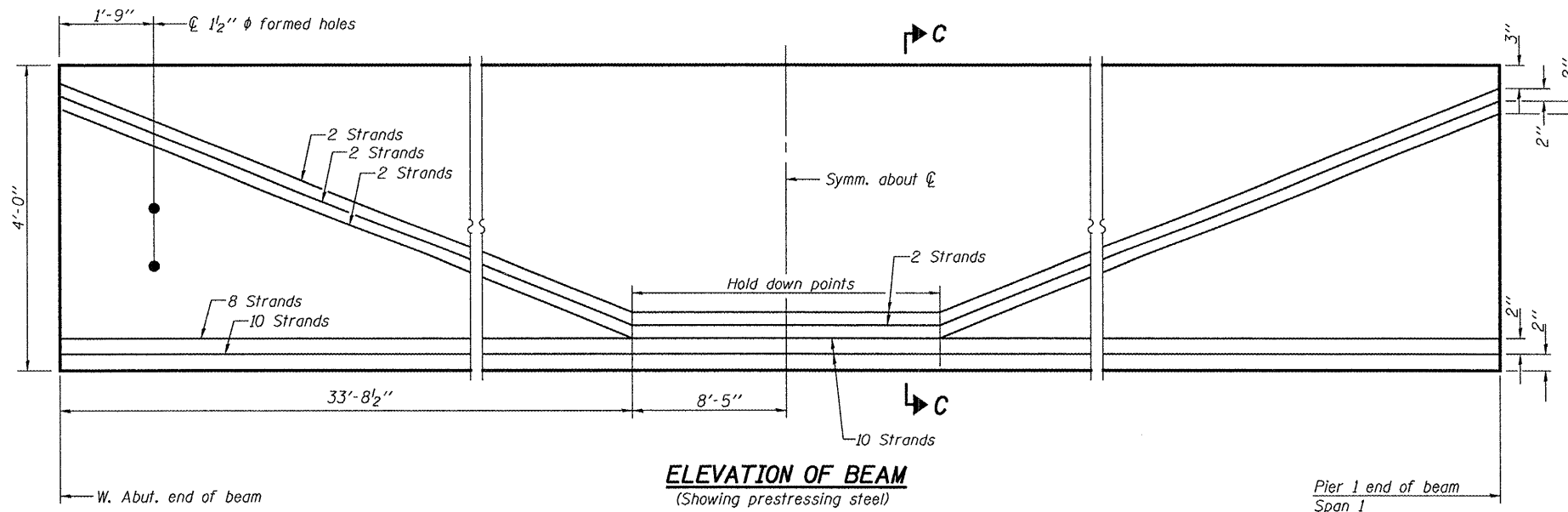
Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.



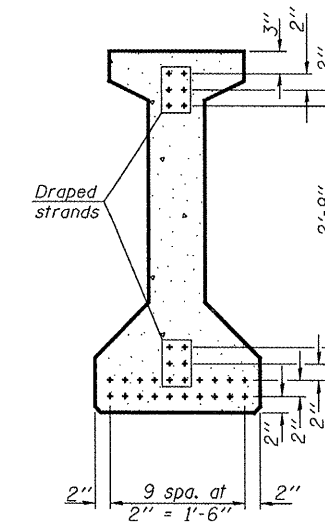
SECTION A-A



SECTION B-B



ELEVATION OF BEAM
(Showing prestressing steel)



SECTION C-C

*****BAR LIST
ONE BEAM ONLY**

Bar	No.	Size	Length	Shape
G ₁	132	#4	9'-6"	∩
G ₂	12	#4	7'-11"	∩
G ₃	12	#7	30'-4"	—
G ₄	38	#3	5'-3"	∩
G ₅	84	#3	2'-9"	∩
G ₆	2	#8	3'-9"	—

***For information only

Notes:
See sheet 20 of 38 for additional details and Bill of Material.
Required release strength, f'ci, shall be 6000 psi.

DESIGNED Tom Kurtenbach
CHECKED Jay Edwards
DRAWN OBECKY M. LEACH
CHECKED TK/JE

June 17, 2008
EXAMINED Thomas J. Demagallo
PASSED *Robert E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

PI-4-48 12-21-06

48" PPC I-BEAM (SPAN 1)
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

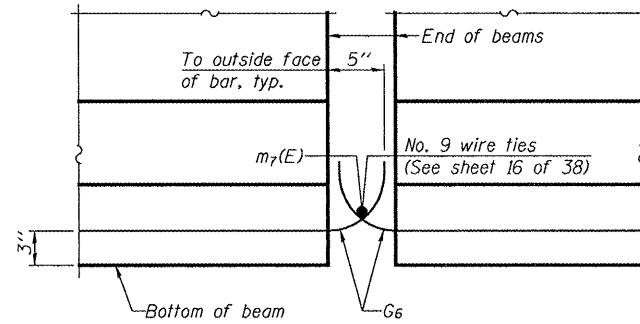
ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
FAP 769	110B-2	MACOUPIN	98	60
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

38 SHEETS

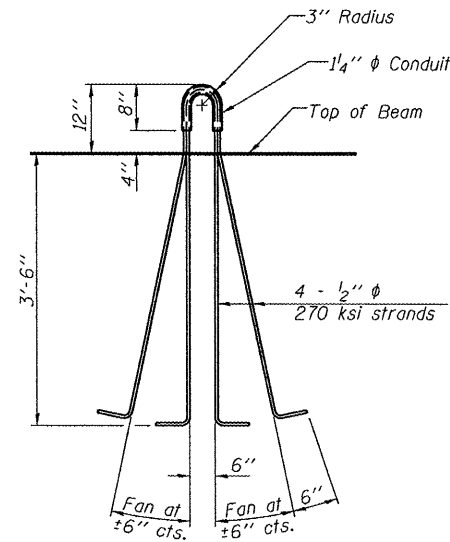
Contract #72813

NOTES

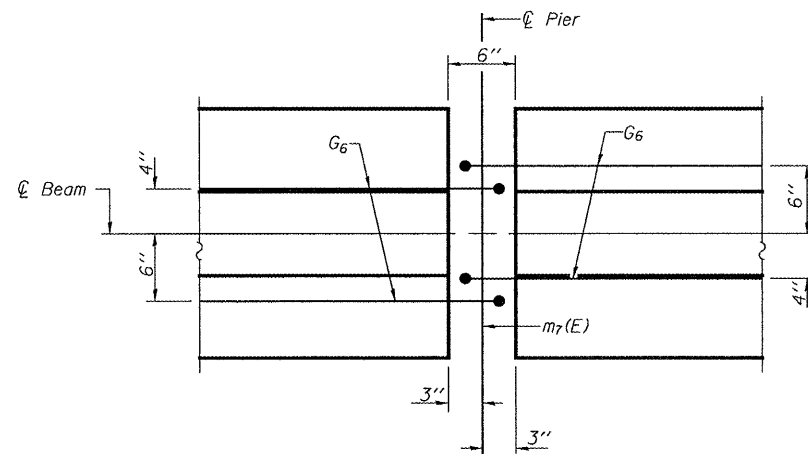
- Inserts for $\frac{3}{4}$ " ϕ threaded dowel rods, when specified, are to be two strut, coil type for interior beams and single coil, flared loop type for exterior beams.
- Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270.
- The nominal diameter shall be $\frac{1}{2}$ " and the nominal cross-sectional area shall be 0.153 sq. in.
- Non-prestressing steel shall conform to ASTM A 706, Grade 60. See Special Provisions.
- A minimum $2\frac{1}{2}$ " ϕ lifting pin shall be used to engage the lifting loops during handling.
- Cut G_6 bars when necessary to maintain $1\frac{1}{2}$ " clearance.
- The top and bottom plates shall be AASHTO M270 Grade 50.
- The bottom plates and studs shall be galvanized according to AASHTO M111
- Threaded rods shall be ASTM F 1554 Grade 55.



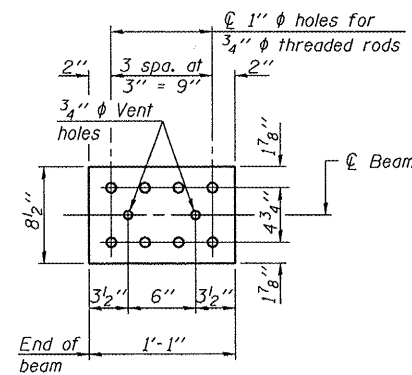
ELEVATION OF BEAM AT PIER



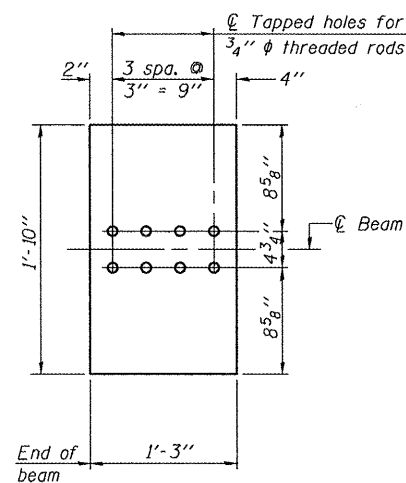
LIFTING LOOP DETAIL



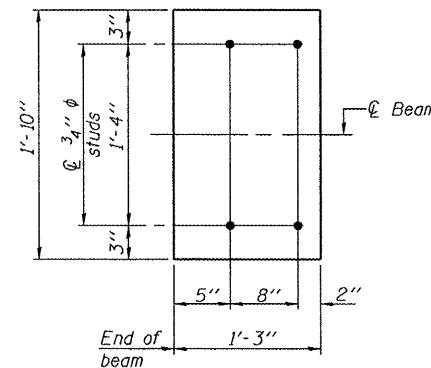
PLAN OF BEAM AT PIER



TOP PLATE

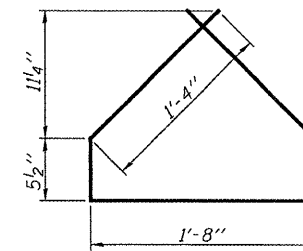


BOTTOM PLATE
(Showing threaded rods)

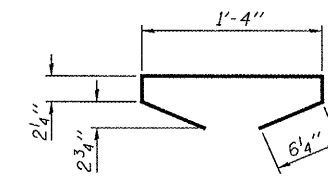


BOTTOM PLATE
(Showing studs)

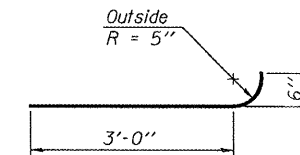
See bearing details for pintle hole locations when required. See sheet 18 of 38.



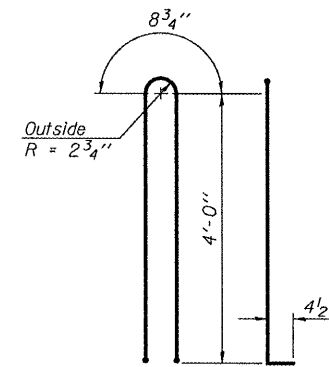
BAR G4



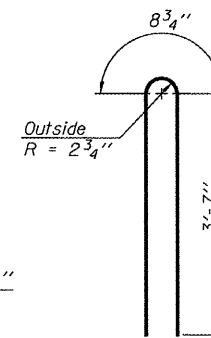
BAR G5



BAR G6



BAR G1



BAR G2

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48"	Ft.	506

48" PPC I-BEAM DETAILS (SPAN 1)
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

DESIGNED	Tom Kurtenbach
CHECKED	Jay Edwards
DRAWN	BECKY M. LEACH
CHECKED	TK/JE

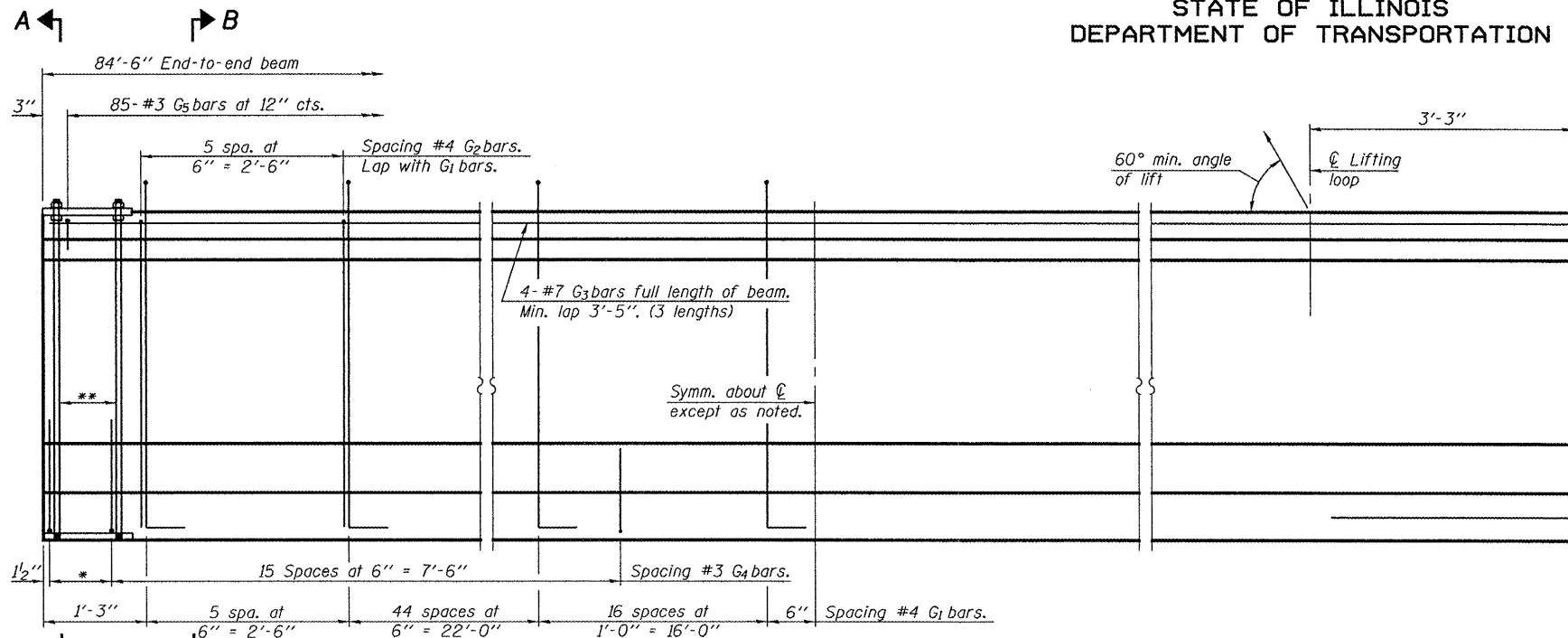
June 17, 2008
EXAMINED *Thomas J. Demagalli*
PASSED *Rafael G. Anderson*

PI-4-48D 9-3-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DATE	SHEET	SHEET NO. 21
FAP 769	110B-2	MACOUPIN	98	61	38 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

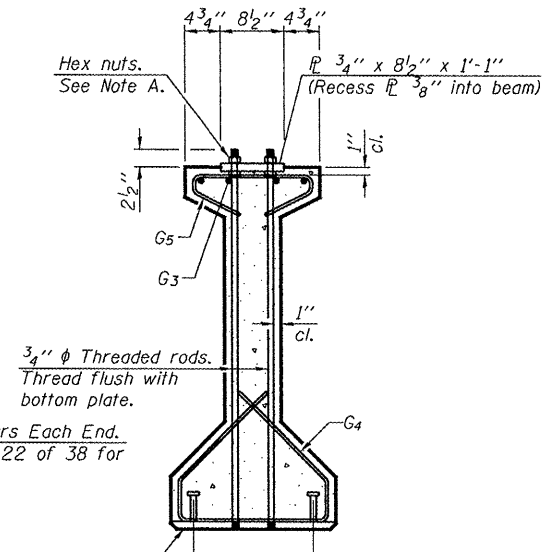
Contract #72813



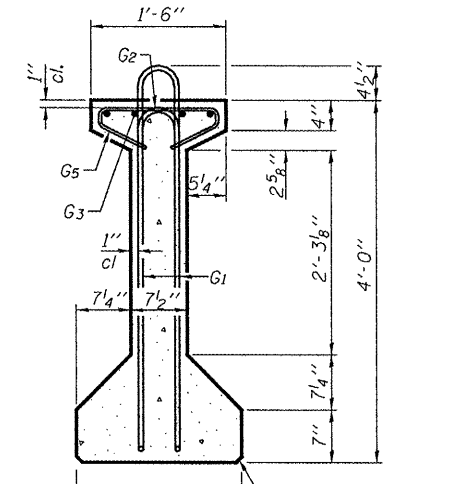
ELEVATION OF BEAM
(Showing reinforcement & dimensions)

*3 spaces at 3" = 9".
**4-3/4" diameter threaded dowel rods at 3" cts., Each Face.

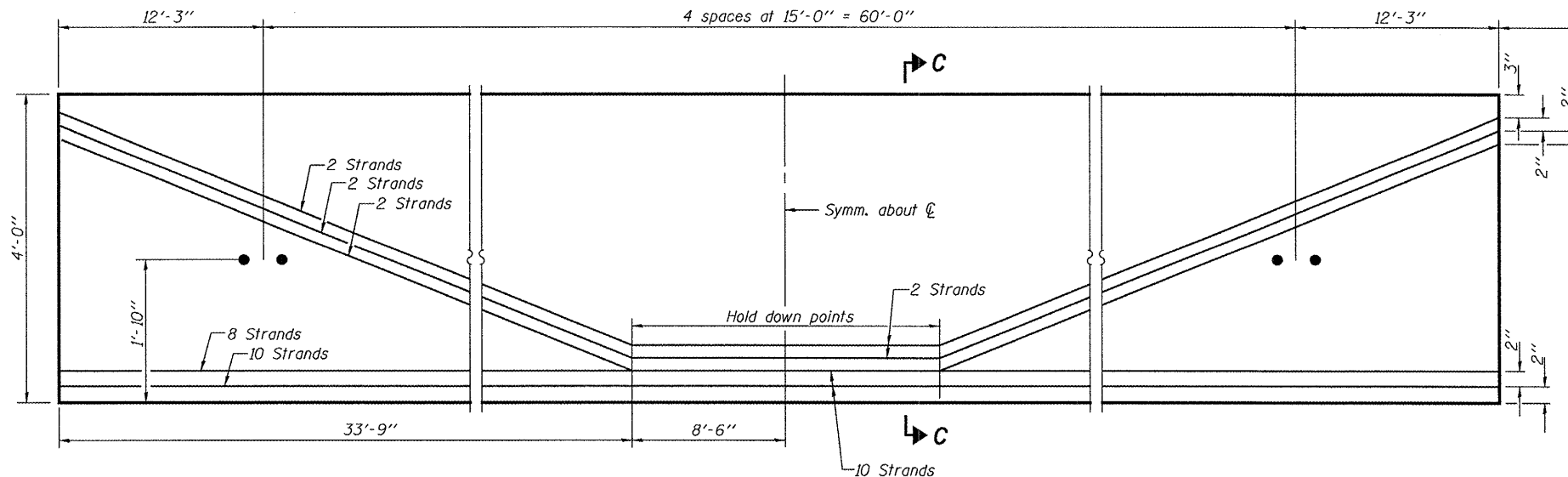
Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.



SECTION A-A

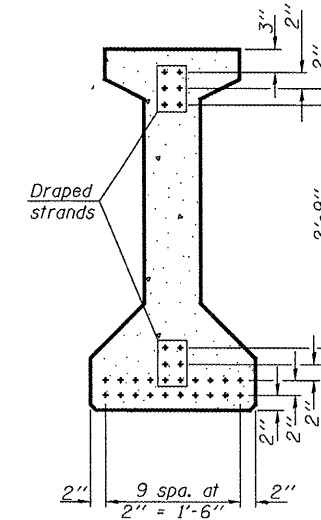


SECTION B-B



ELEVATION OF BEAM
(Showing prestressing steel)

Insert for 3/4" diameter stud bolts (typ.) outside face of exterior beams only for floor drains



SECTION C-C

*****BAR LIST
ONE BEAM ONLY**

Bar	No.	Size	Length	Shape
G1	132	#4	9'-6"	U
G2	12	#4	7'-11"	n
G3	12	#7	30'-5"	—
G4	38	#3	5'-3"	S
G5	85	#3	2'-9"	U
G6	4	#8	3'-9"	U

***For information only

Notes:
See sheet 22 of 38 for additional details and Bill of Material.
Required release strength, f'ci, shall be 6000 psi.

DESIGNED	Tom Kurtenbach
CHECKED	Jay Edwards
DRAWN	BECKY M. LEACH
CHECKED	TK/JE

June 17, 2008
EXAMINED *Thomas J. Donagallo*
PASSED *Ralph E. Curran*
ENGINEER OF BRIDGES AND STRUCTURES

PI-4-48 12-21-06

48" PPC I-BEAM (SPAN 2)
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

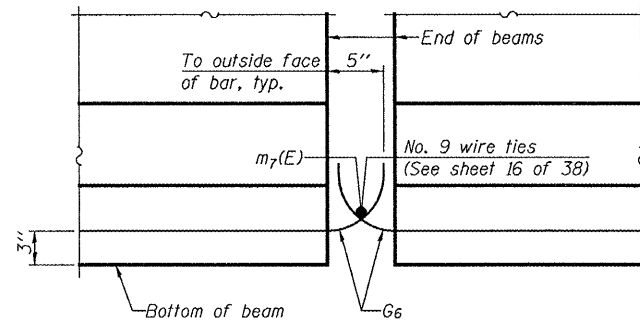
ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAP 769	110B-2	MACOUPIN	98	62
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract #72813

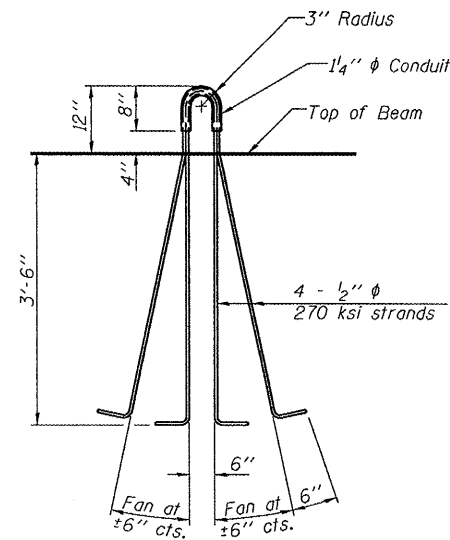
SHEET NO. 22
38 SHEETS

NOTES

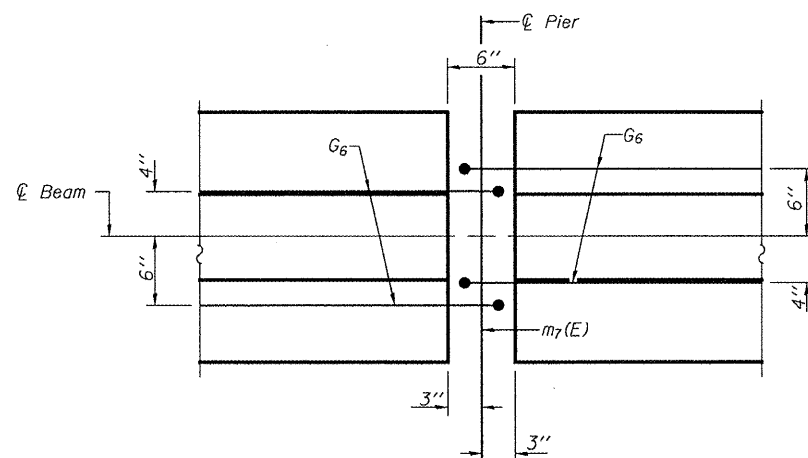
- Inserts for $\frac{3}{4}$ " ϕ threaded dowel rods, when specified, are to be two strut, coil type for interior beams and single coil, flared loop type for exterior beams.
- Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270.
- The nominal diameter shall be $\frac{1}{2}$ " and the nominal cross-sectional area shall be 0.153 sq. in.
- Non-prestressing steel shall conform to ASTM A 706, Grade 60. See Special Provisions.
- A minimum $2\frac{1}{2}$ " ϕ lifting pin shall be used to engage the lifting loops during handling.
- Cut G_6 bars when necessary to maintain $1\frac{1}{2}$ " clearance.
- The top and bottom plates shall be AASHTO M270 Grade 50.
- The bottom plates and studs shall be galvanized according to AASHTO M111
- Threaded rods shall be ASTM F 1554 Grade 55.



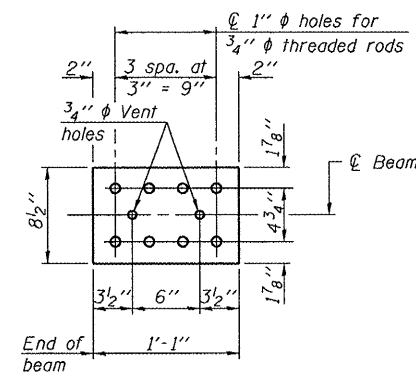
ELEVATION OF BEAM AT PIER



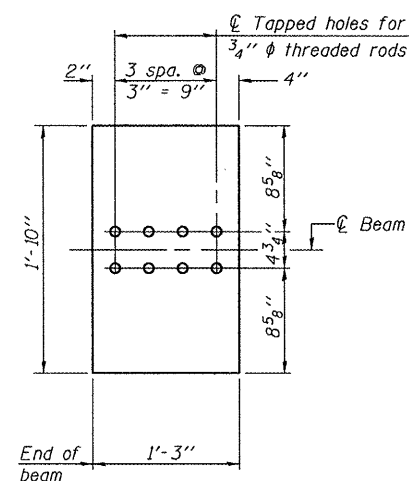
LIFTING LOOP DETAIL



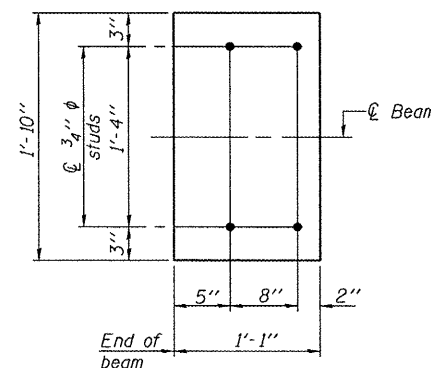
PLAN OF BEAM AT PIER



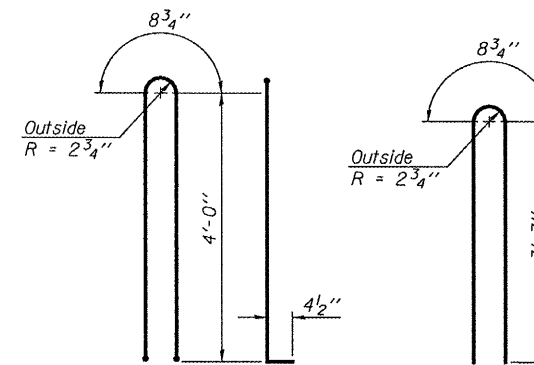
TOP PLATE



BOTTOM PLATE
(Showing threaded rods)

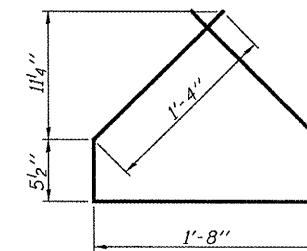


BOTTOM PLATE
(Showing studs)

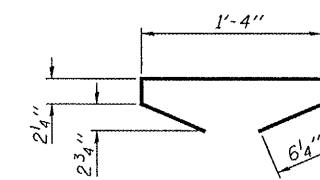


BAR G1

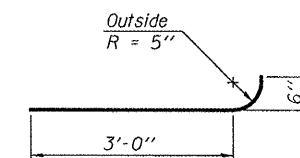
BAR G2



BAR G4



BAR G5



BAR G6

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48"	Ft.	507

48" PPC I-BEAM DETAILS (SPAN 2)
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

DESIGNED	Tom Kurtenbach
CHECKED	Joy Edwards
DRAWN	BECKY M. LEACH
CHECKED	TK/JE

June 17, 2008
EXAMINED *Thomas J. Romagosa*
PASSED *Ronald E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

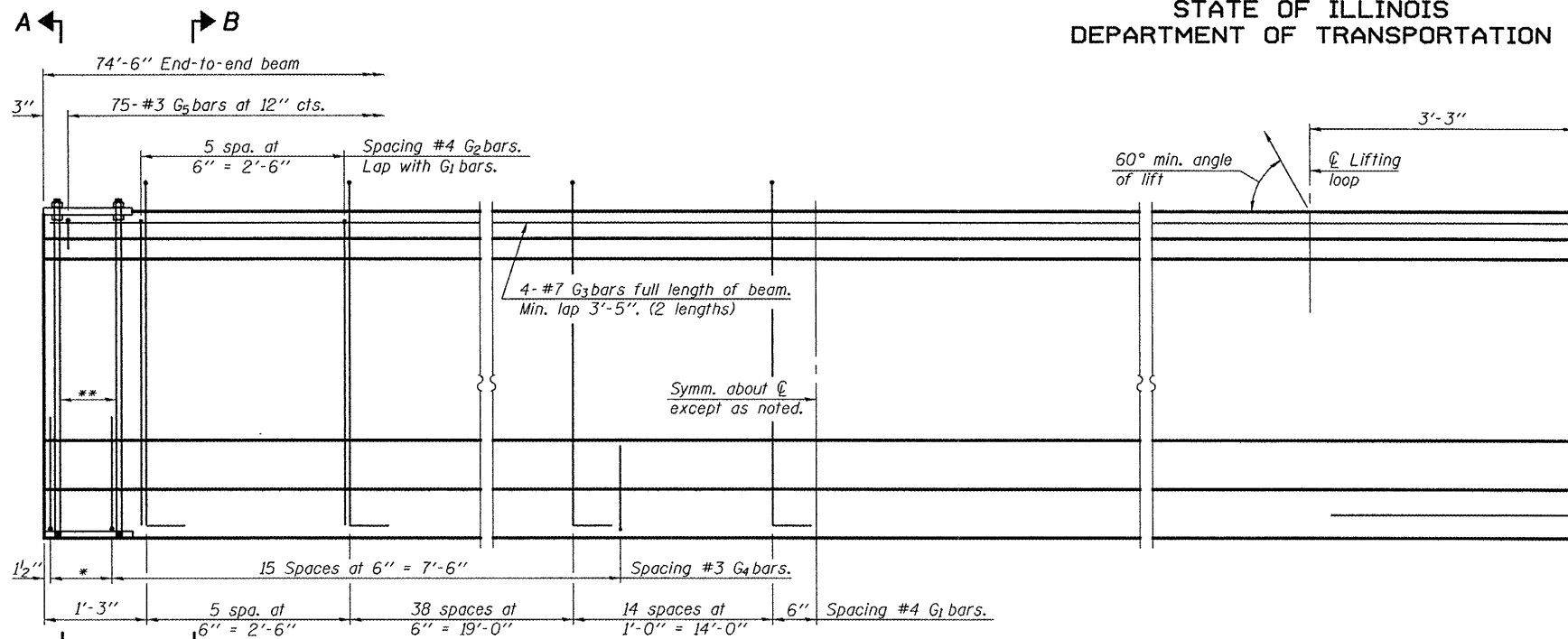
See bearing details for pintle hole locations when required. See sheet 18 of 38.

PI-4-48D 9-3-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 23
FAP 769	110B-2	MACOUPIN	98	63	38 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

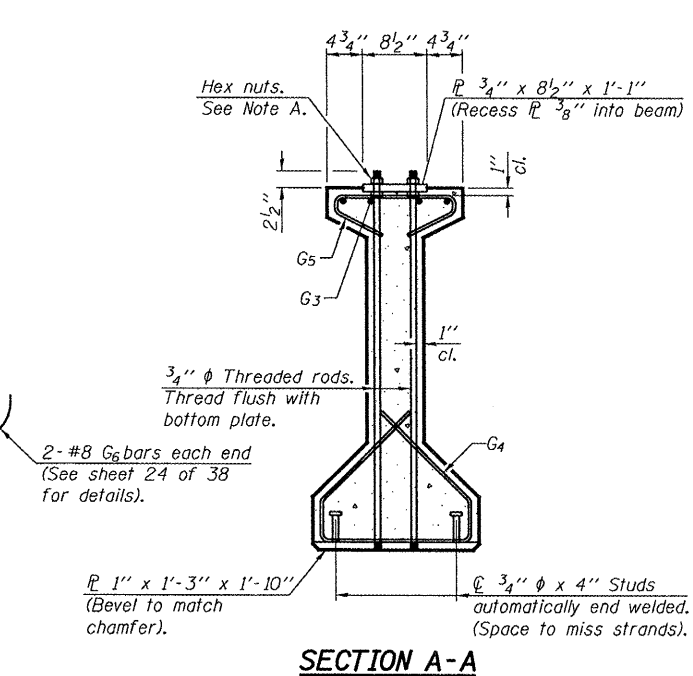
Contract #72813



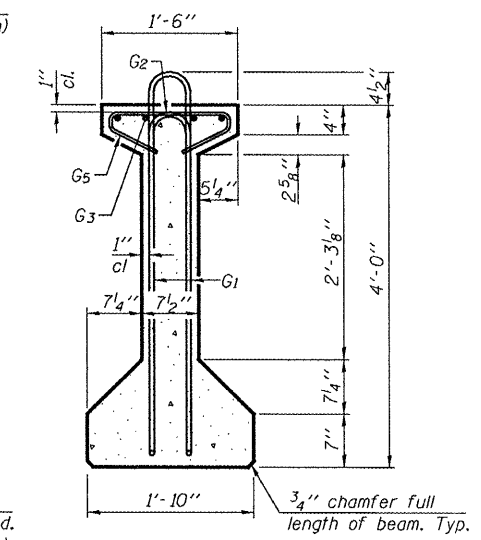
ELEVATION OF BEAM
(Showing reinforcement & dimensions)

*3 spaces at 3" = 9"
**4-3/4" φ threaded dowel rods at 3" cts., Each Face.

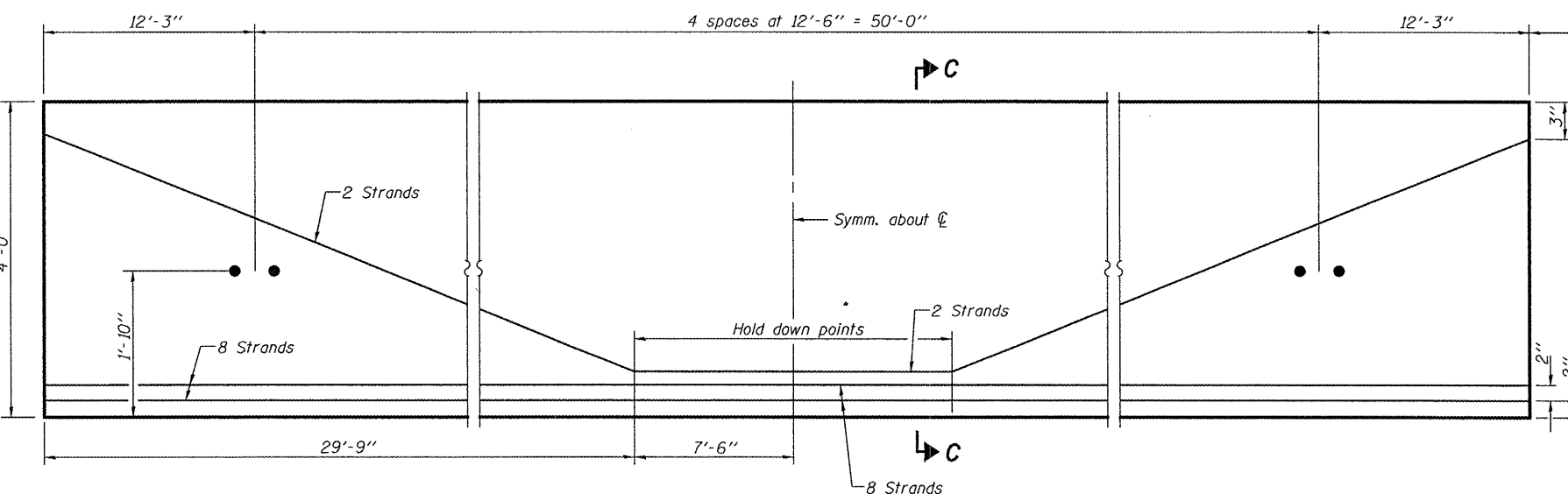
Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.



SECTION A-A

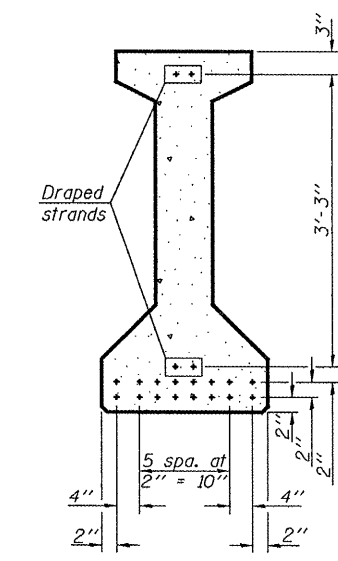


SECTION B-B



ELEVATION OF BEAM
(Showing prestressing steel)

φ insert for 3/4" φ stud bolts (typ.) outside face of exterior beams only for floor drains



SECTION C-C

*****BAR LIST
ONE BEAM ONLY**

Bar	No.	Size	Length	Shape
G1	116	#4	9'-6"	⊏
G2	12	#4	7'-11"	⊏
G3	8	#7	38'-10"	—
G4	38	#3	5'-3"	⊏
G5	75	#3	2'-9"	⊏
G6	4	#8	3'-9"	⊏

***For information only

Notes:
See sheet 24 of 38 for additional details and Bill of Material.
Required release strength, f'ci, shall be 6000 psi.

DESIGNED	Tom Kurtenbach	June 17, 2008
CHECKED	Jay Edwards	Thomas J. Domagala
DRAWN	DECKY M. LEACH	PAUSED
CHECKED	TK/JE	ENGINEER OF BRIDGES AND STRUCTURES

PI-4-48 12-21-06

48" PPC I-BEAM (SPAN 3)
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

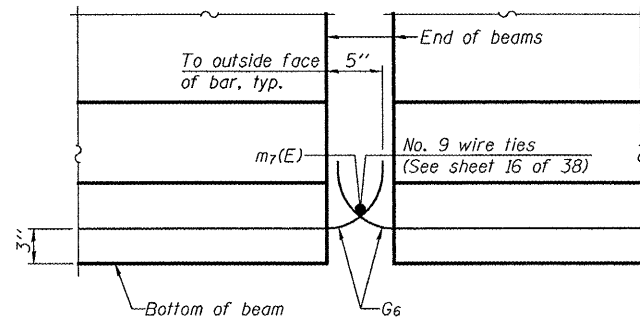
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 24
FAP 769	110B-2	MACOUPIN	98	64	38 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

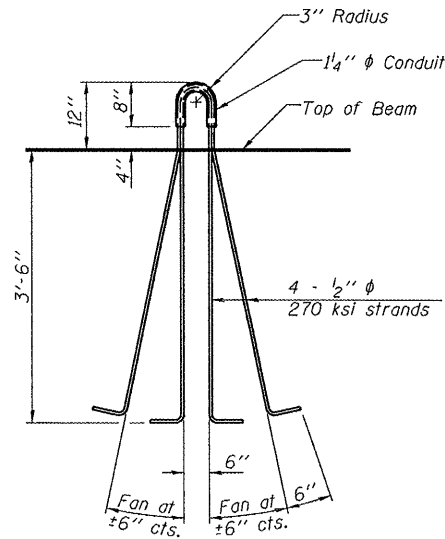
Contract #72813

NOTES

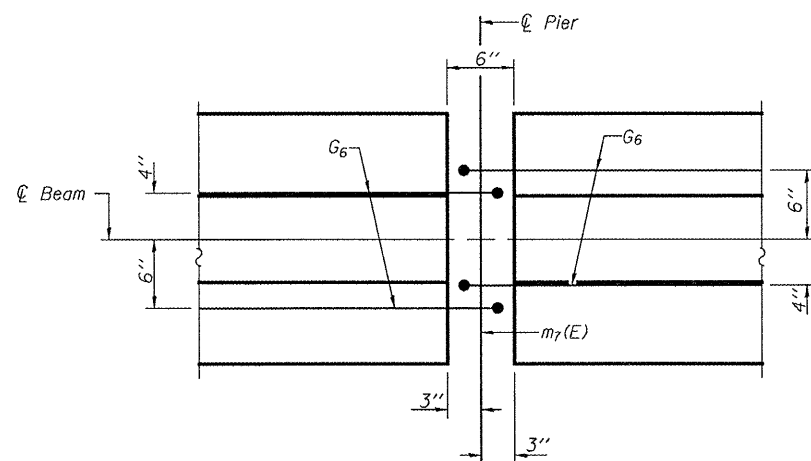
- Inserts for $\frac{3}{4}$ " ϕ threaded dowel rods, when specified, are to be two strut, coil type for interior beams and single coil, flared loop type for exterior beams.
- Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270.
- The nominal diameter shall be $\frac{1}{2}$ " and the nominal cross-sectional area shall be 0.153 sq. in.
- Non-prestressing steel shall conform to ASTM A 706, Grade 60. See Special Provisions.
- A minimum $2\frac{1}{2}$ " ϕ lifting pin shall be used to engage the lifting loops during handling.
- Cut G_6 bars when necessary to maintain $1\frac{1}{2}$ " clearance.
- The top and bottom plates shall be AASHTO M270 Grade 50.
- The bottom plates and studs shall be galvanized according to AASHTO M111
- Threaded rods shall be ASTM F 1554 Grade 55.



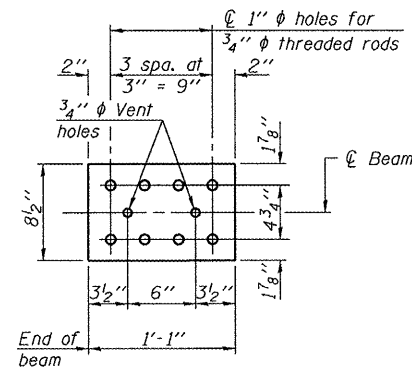
ELEVATION OF BEAM AT PIER



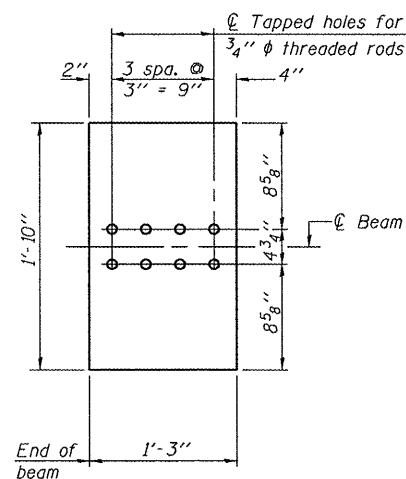
LIFTING LOOP DETAIL



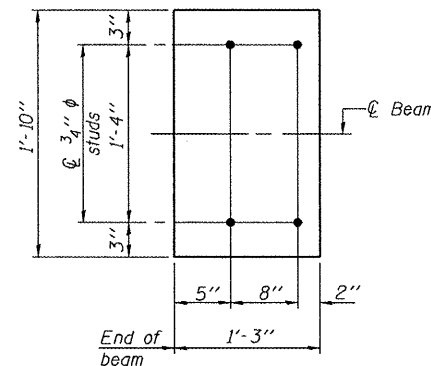
PLAN OF BEAM AT PIER



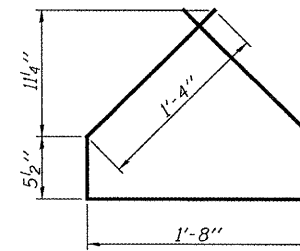
TOP PLATE



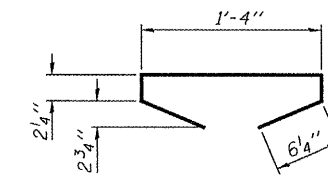
BOTTOM PLATE
(Showing threaded rods)



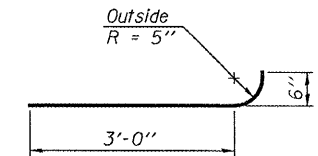
BOTTOM PLATE
(Showing studs)



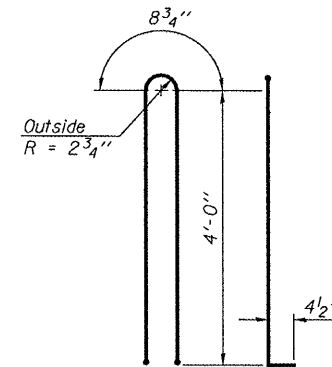
BAR G4



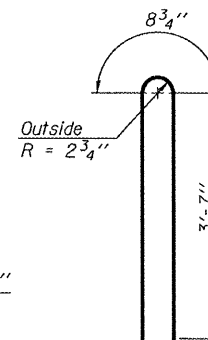
BAR G5



BAR G6



BAR G1



BAR G2

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48"	Ft.	447

48" PPC I-BEAM DETAILS (SPAN 3)
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

DESIGNED	Tom Kurtenbach
CHECKED	Joy Edwards
DRAWN	DECKY M. LEACH
CHECKED	TK/JE

June 17, 2008
EXAMINED *Thomas J. Demagalki*
PASSED *Ronald E. Anderson*

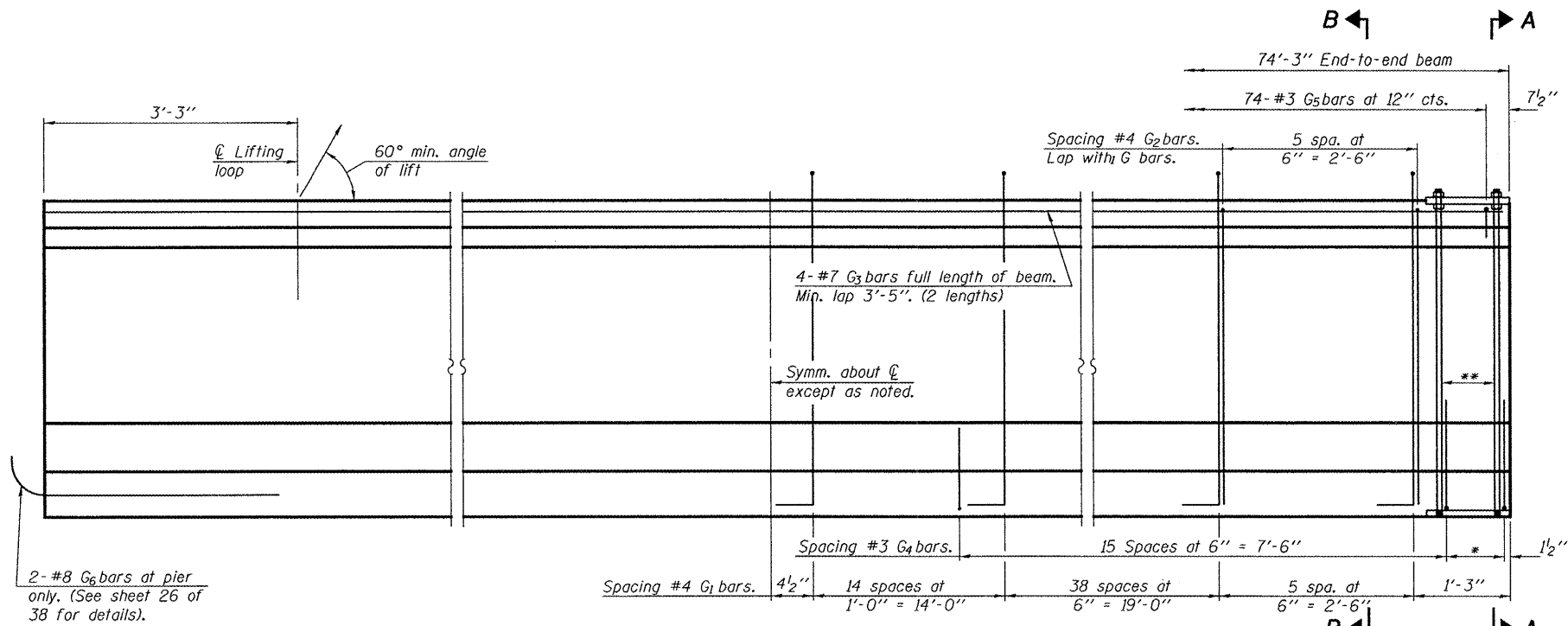
See bearing details for pintle hole locations when required. See sheet 18 of 38.

PI-4-48D 9-3-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET	SHEET NO. 25
FAP 769	110B-2	MACOUPIN	98	65	38 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

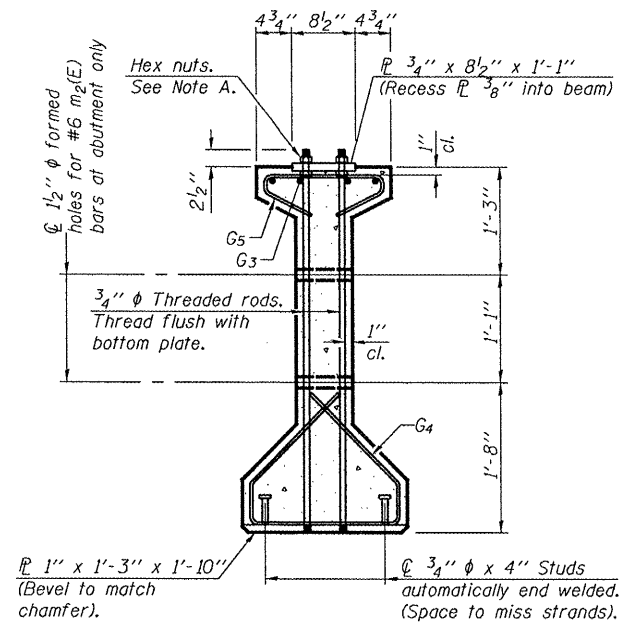
Contract #72813



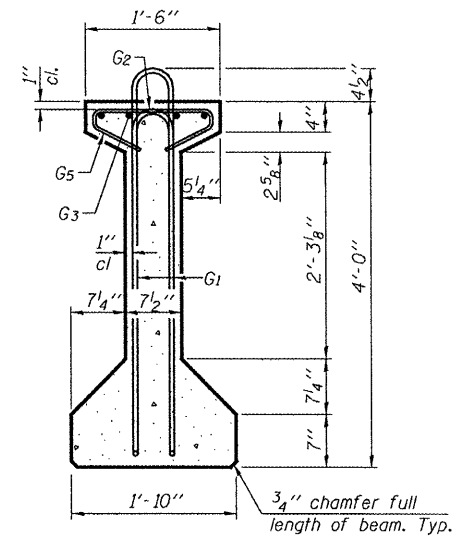
ELEVATION OF BEAM
(Showing reinforcement & dimensions)

*3 spaces at 3" = 9".
**4-3/4" ϕ threaded dowel rods at 3" cts., Each Face.

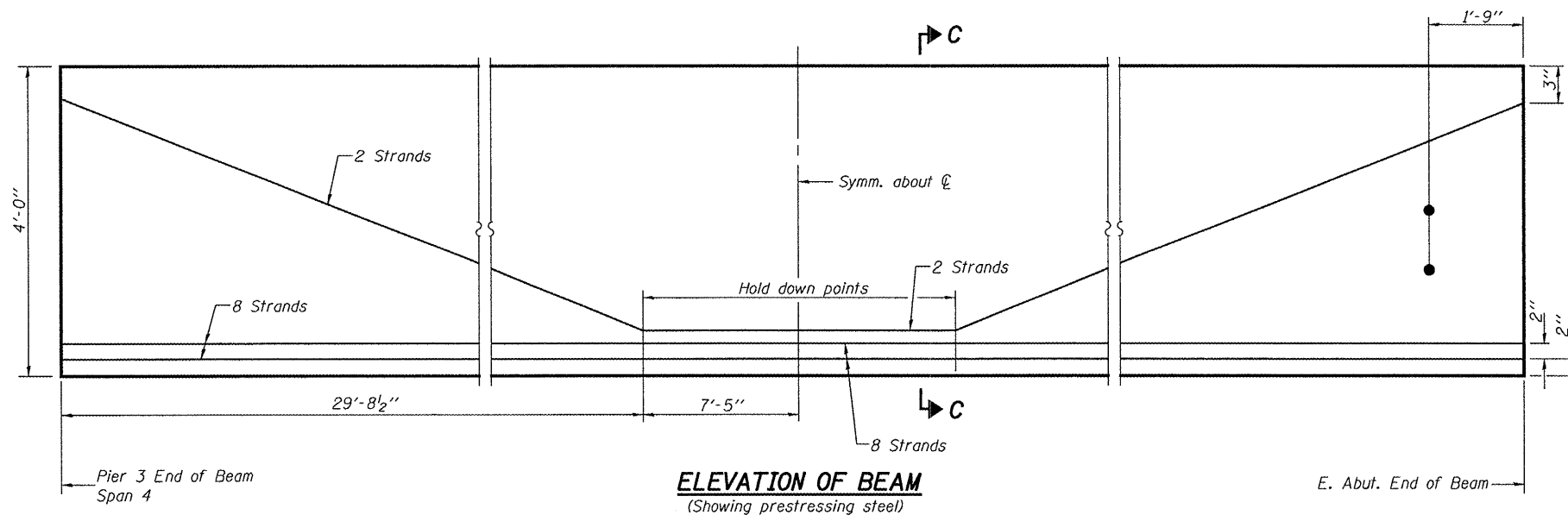
Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.



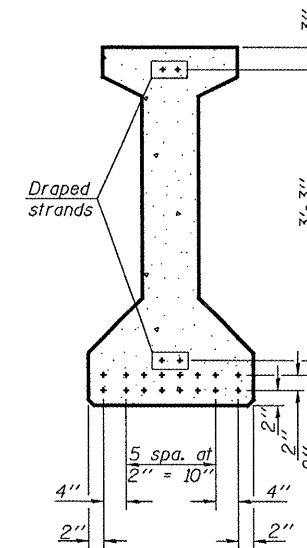
SECTION A-A



SECTION B-B



ELEVATION OF BEAM
(Showing prestressing steel)



SECTION C-C

*****BAR LIST
ONE BEAM ONLY**

Bar	No.	Size	Length	Shape
G ₁	116	#4	9'-6"	U
G ₂	12	#4	7'-11"	U
G ₃	8	#7	38'-9"	—
G ₄	38	#3	5'-3"	S
G ₅	74	#3	2'-9"	S
G ₆	2	#8	3'-9"	U

***For information only

Notes:
See sheet 26 of 38 for additional details and Bill of Material.
Required release strength, f'_{ci} , shall be 6000 psi.

DESIGNED	Tom Kurtenbach
CHECKED	Jay Edwards
DRAWN	BECKY M. LEACH
CHECKED	TK/JE

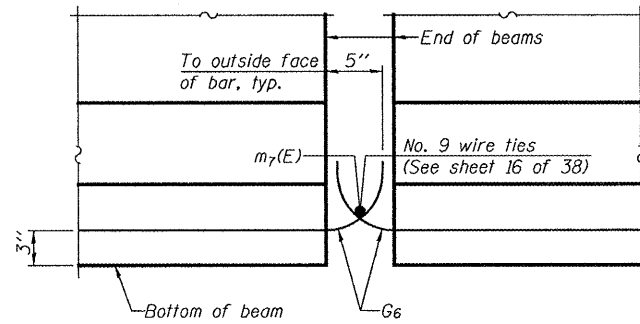
June 17, 2008
EXAMINED *Thomas J. Damgallo*
PASSED *Rafael E. Anderson*

48" PPC I-BEAM (SPAN 4)
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

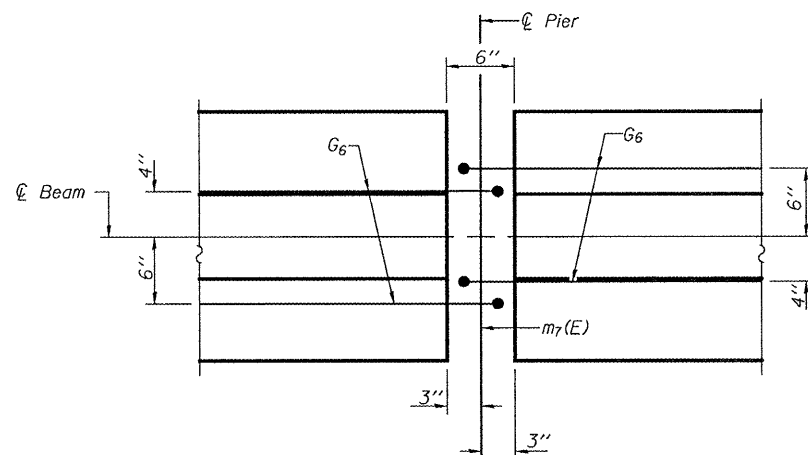
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
FAP 769	110B-2	MACOUPIN	98 66	26
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	38 SHEETS

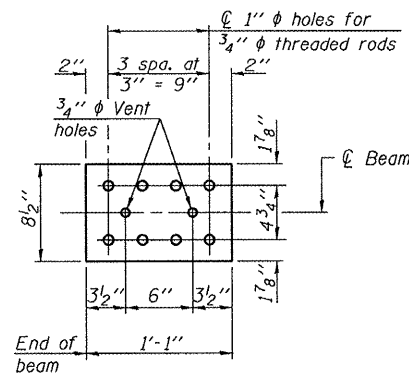
Contract #72813



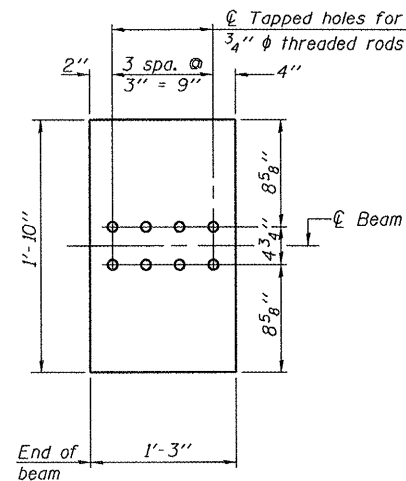
ELEVATION OF BEAM AT PIER



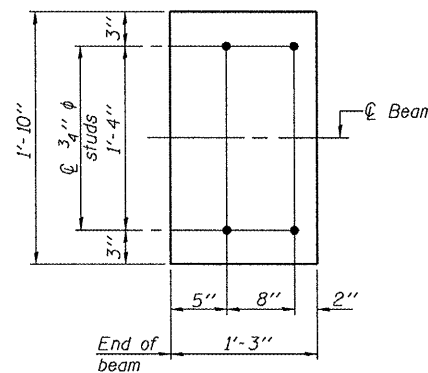
PLAN OF BEAM AT PIER



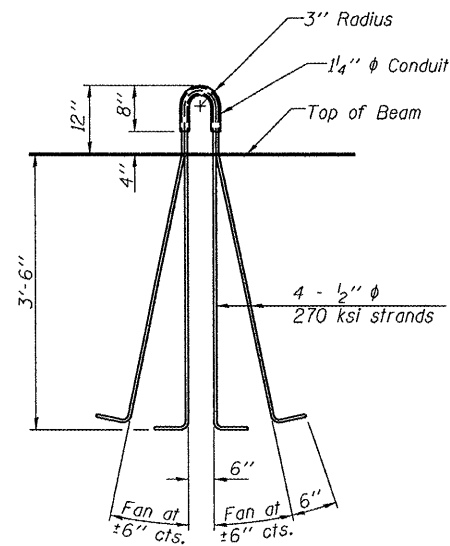
TOP PLATE



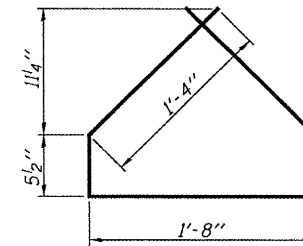
BOTTOM PLATE
(Showing threaded rods)



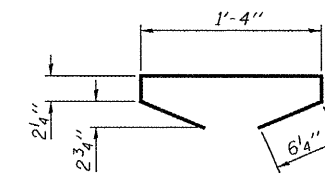
BOTTOM PLATE
(Showing studs)



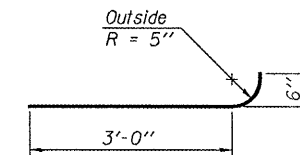
LIFTING LOOP DETAIL



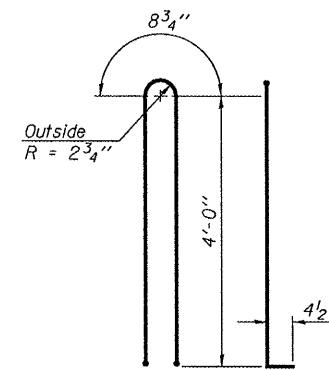
BAR G4



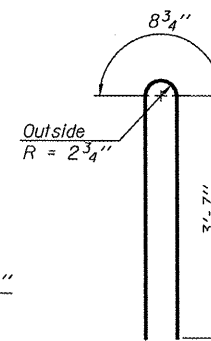
BAR G5



BAR G6



BAR G1



BAR G2

NOTES

- Inserts for 3/4" ϕ threaded dowel rods, when specified, are to be two strut, coil type for interior beams and single coil, flared loop type for exterior beams.
- Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270.
- The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in.
- Non-prestressing steel shall conform to ASTM A 706, Grade 60. See Special Provisions.
- A minimum 2 1/2" ϕ lifting pin shall be used to engage the lifting loops during handling.
- Cut G6 bars when necessary to maintain 1 1/2" clearance.
- The top and bottom plates shall be AASHTO M270 Grade 50.
- The bottom plates and studs shall be galvanized according to AASHTO M111
- Threaded rods shall be ASTM F 1554 Grade 55.

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48"	Ft.	446

48" PPC I-BEAM DETAILS (SPAN 4)
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

DESIGNED	Tom Kurtenbach
CHECKED	Jay Edwards
DRAWN	DECKY M. LEACH
CHECKED	TK/JE

June 17, 2008
EXAMINED *Thomas J. Romagallo*
PASSED *Rafael E. Anderson*

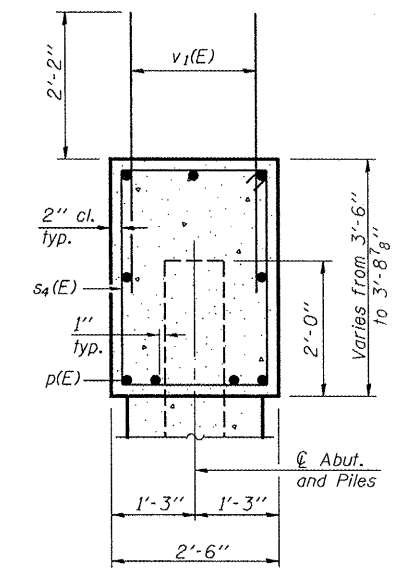
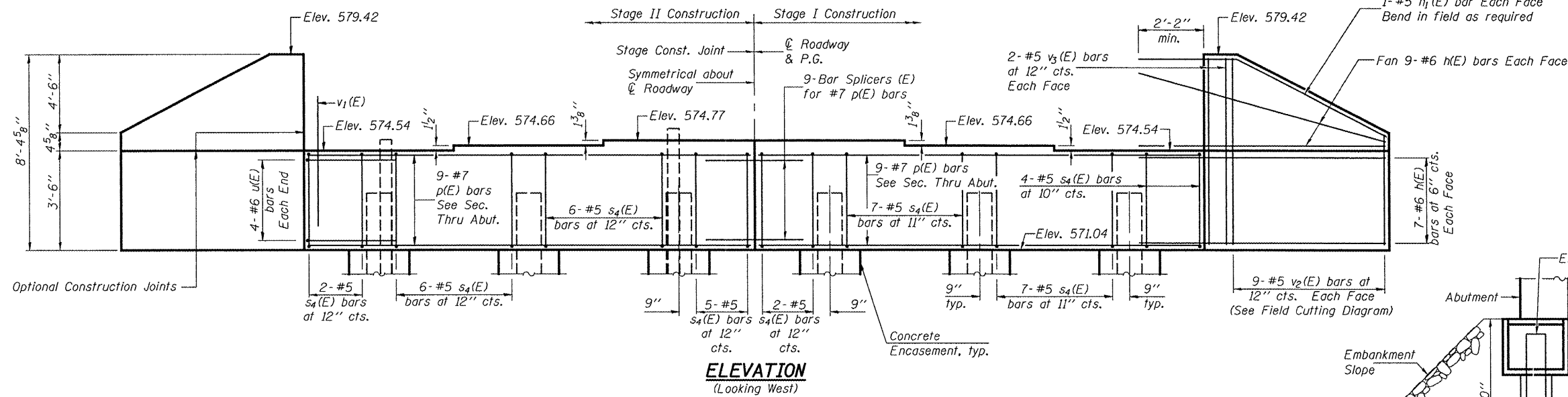
See bearing details for pintle hole locations when required. See sheet 18 of 38.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

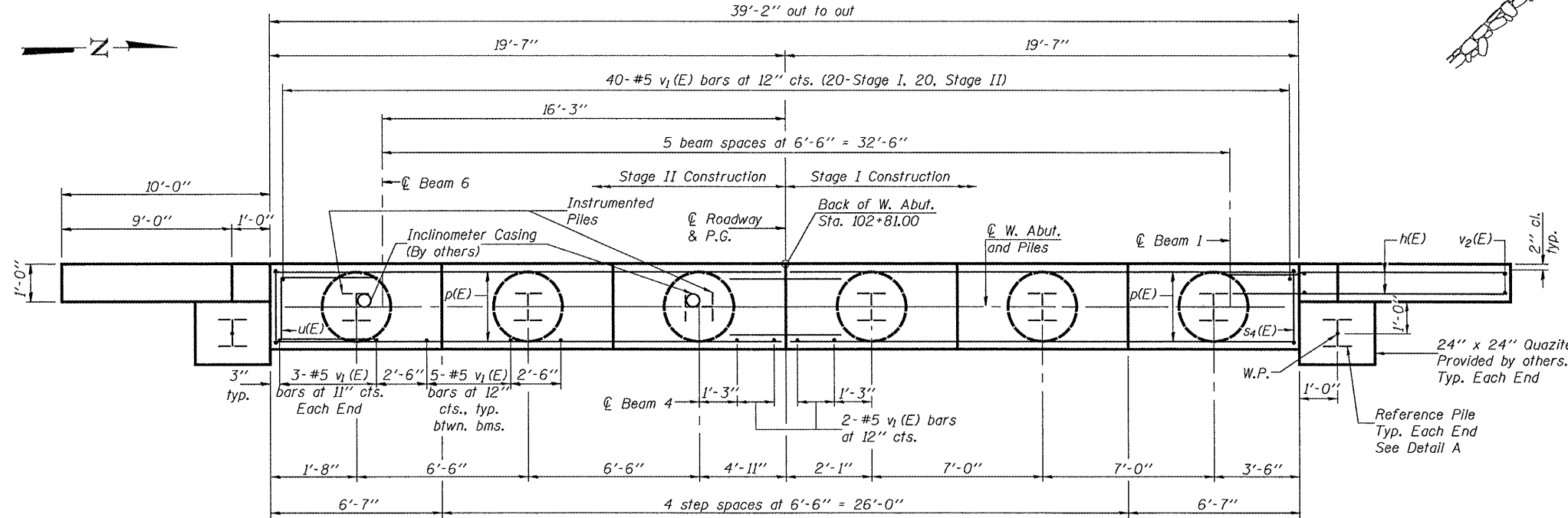
ROUTE NO.	SECTION	COUNTY	SHEET	SHEET	SHEET NO.
FAP 769	110B-2	MACOUPIN	98	67	38 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #72813

Notes: Four steps monolithically with cap.



SEC. THRU ABUT.



DETAIL A
See Special Provision, for Instrumented Piles.

BILL OF MATERIAL

Bar No.	Size	Length	Shape
h(E)	64 #6	13'-0"	—
h1(E)	4 #5	13'-3"	—
p(E)	18 #7	19'-4"	—
s4(E)	39 #5	11'-7"	□
u(E)	8 #6	8'-1"	—
v1(E)	70 #5	4'-4"	—
v2(E)	18 #5	11'-8"	—
v3(E)	8 #5	8'-1"	—
Structure Excavation	Cu. Yd.	196.8	
Concrete Structures	Cu. Yd.	17.8	
Reinforcement Bars, Epoxy Coated	Pound	3190	
Furnishing Steel Piles, HP12x63	Foot	238.0	
Bar Splicers (E)	Each	9	
Driving Piles	Foot	238.0	
Test Pile, HP12x63	Each	1	
Concrete Encasement	Cu. Yd.	2.1	
Pile Shoes	Each	8	

For details of Bar Splicers, see sheet 33 of 38.
For details of piles and Concrete Encasement, see sheet 32 of 38.

WEST ABUTMENT
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

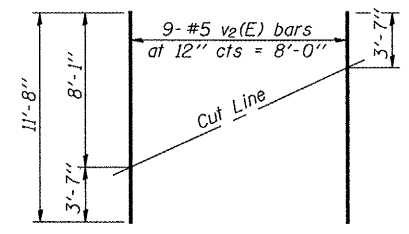
PILE DATA

Type: HP12x63
Nominal Required Bearing: 497 kips
Factored Resistance Available: 248 kips
Est. Length: 34'-0"
No. Production Piles: 5
No. Test Piles: 1
No. Reference Piles: 2

DESIGNED	Tom Kurtenbach
CHECKED	Jay Edwards
DRAWN	BECKY M. LEACH
CHECKED	TK/JE

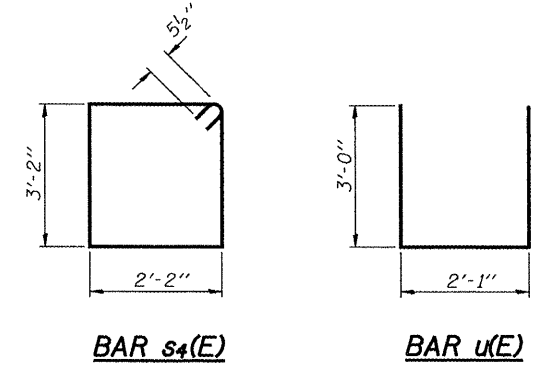
JUNE 17, 2008
EXAMINED *Thomas J. Domagala*
PASSED *Robert E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

PLAN



FIELD CUTTING DIAGRAM

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



BAR s4(E)

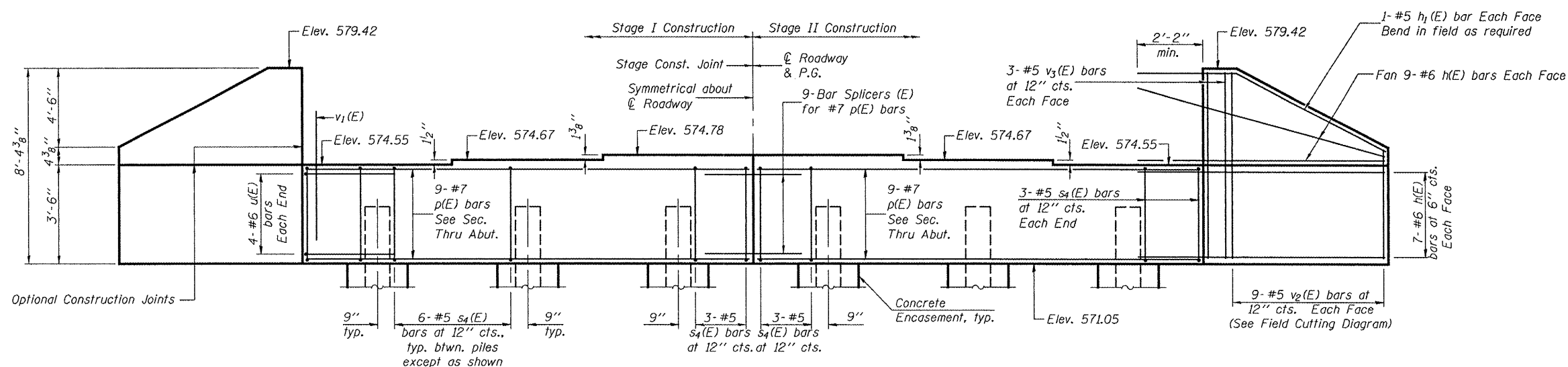
BAR u(E)

Notes: Pour steps monolithically with cap.

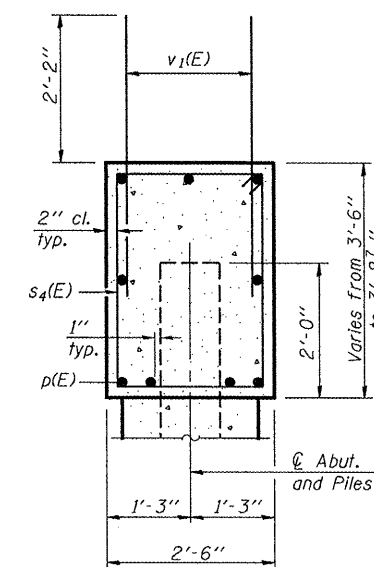
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO. 28
FAP 769	110B-2	MACOUPIN	98	68
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		38 SHEETS

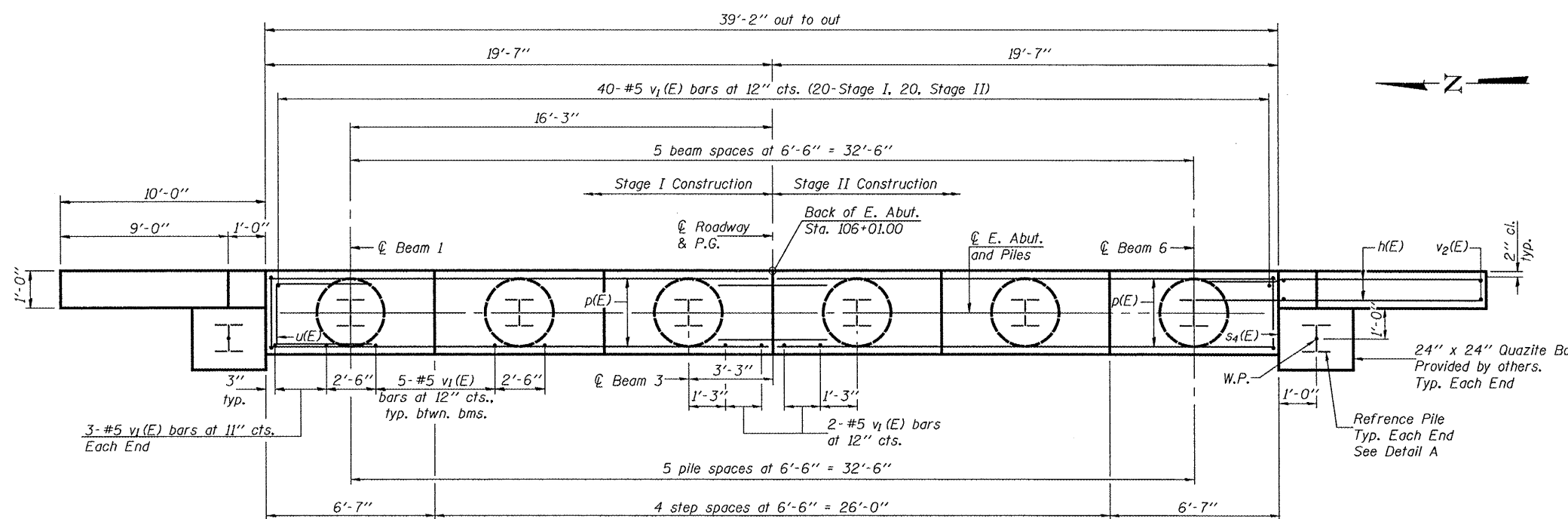
Contract #72813



ELEVATION
(Looking East)



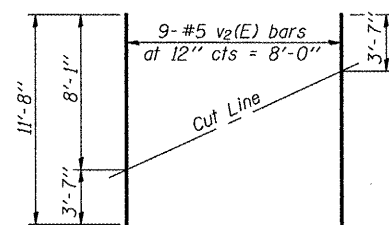
SEC. THRU ABUT.



PLAN

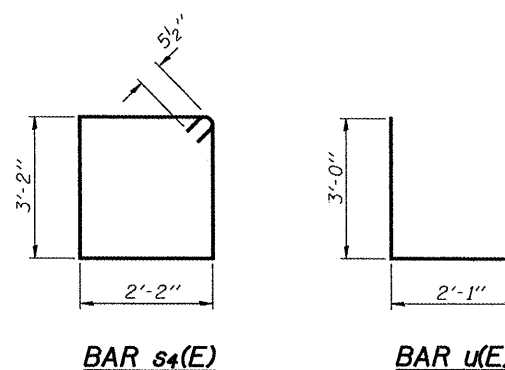
PILE DATA

Type: HP12x63
Nominal Required Bearing: 497 kips
Factored Resistance Available: 248 kips
Est. Length: 42'-0"
No. Production Piles: 5
No. Test Piles: 1
No. Reference Piles: 2



FIELD CUTTING DIAGRAM

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



BAR s4(E)

BAR u(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	64	#6	13'-0"	—
h1(E)	4	#5	13'-3"	—
p(E)	18	#7	19'-4"	—
s4(E)	36	#5	11'-7"	□
u(E)	8	#6	8'-1"	□
v1(E)	70	#5	4'-4"	—
v2(E)	18	#5	11'-8"	—
v3(E)	8	#5	8'-1"	—
Structure Excavation		Cu. Yd.	196.8	
Concrete Structures		Cu. Yd.	17.8	
Reinforcement Bars, Epoxy Coated		Pound	3150	
Furnishing Steel Piles, HP12x63		Foot	294	
Bar Splicers (E)		Each	9	
Driving Piles		Foot	294	
Test Pile, HP12x63		Each	1	
Concrete Encasement		Cu. Yd.	2.1	

For details of Bar Splicers, see sheet 33 of 38.
For details of piles and Concrete Encasement, see sheet 32 of 38.
For Detail A, see sheet 27 of 38.

DESIGNED	Tom Kurtenbach
CHECKED	Jay Edwards
DRAWN	DECKY M. LEACH
CHECKED	TK/JE

June 17, 2008
EXAMINED *Thomas J. Domagalaki*
PASSED *Robert E. Anderson*

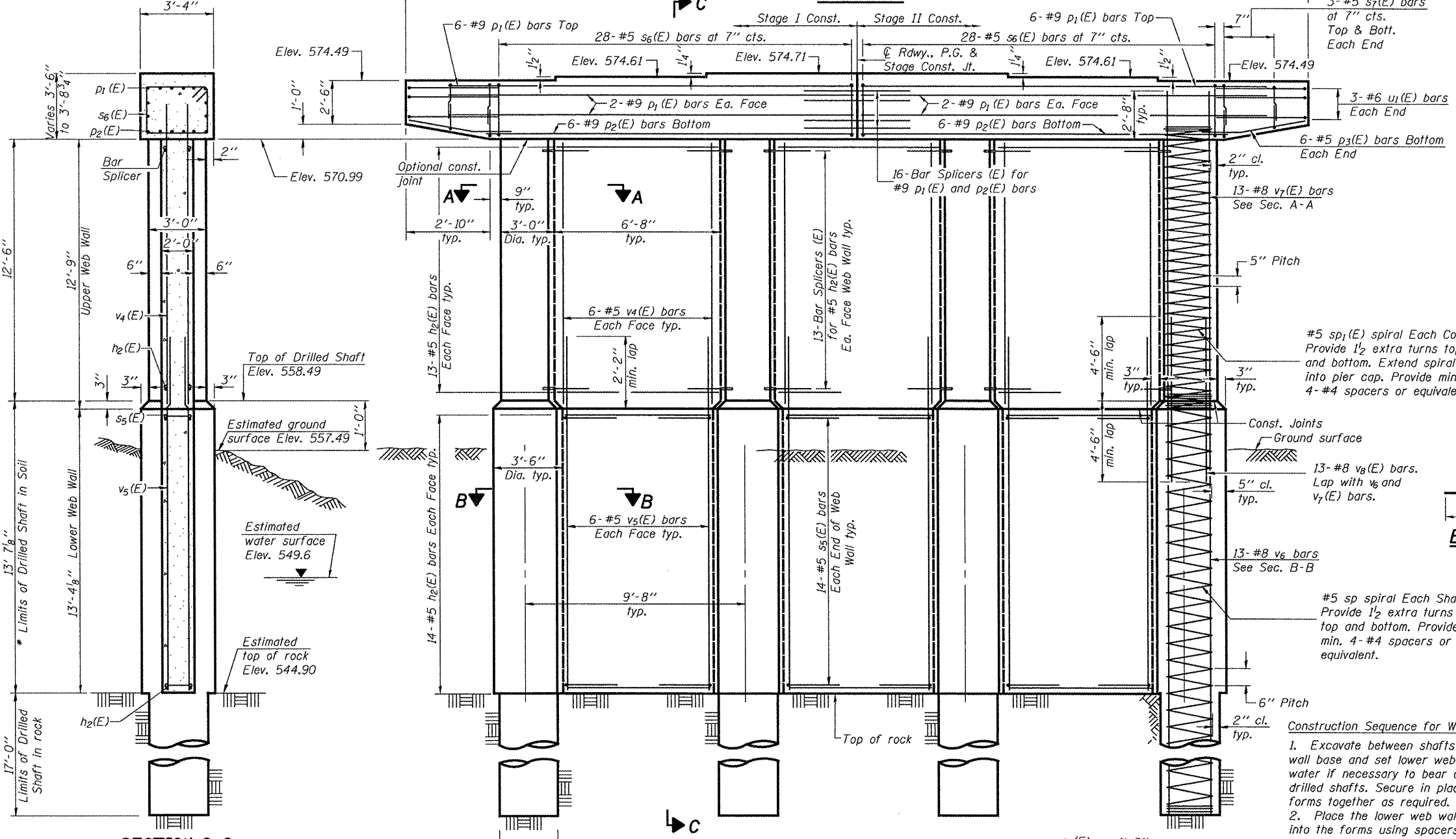
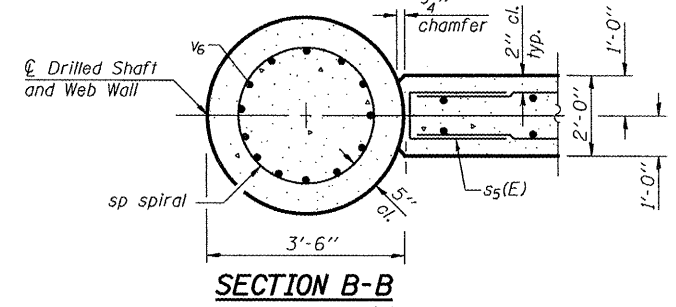
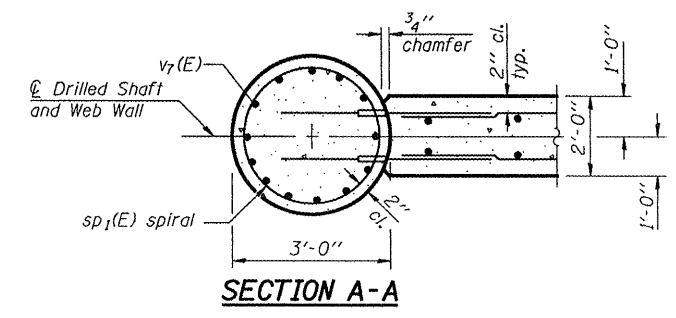
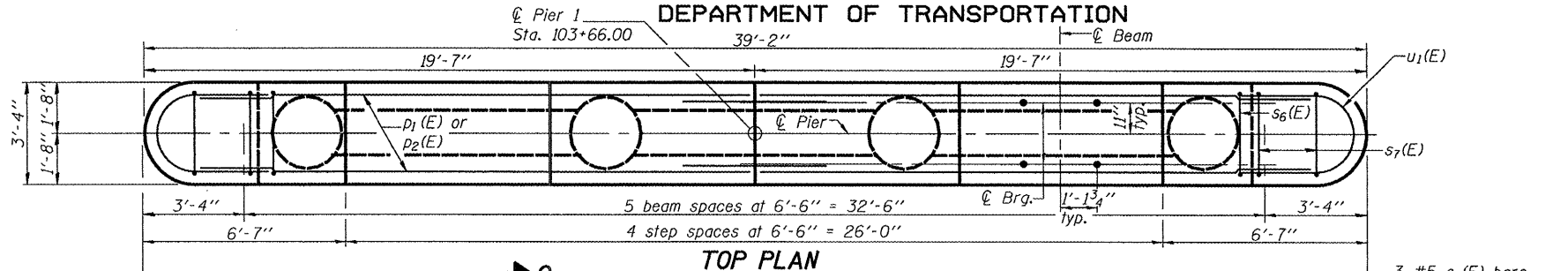
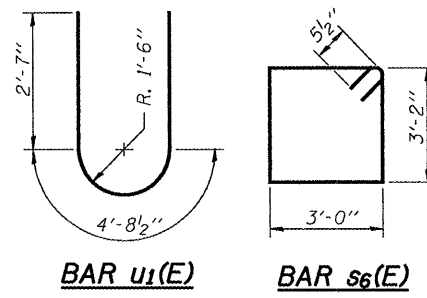
EAST ABUTMENT
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

AI-0

11-1-06

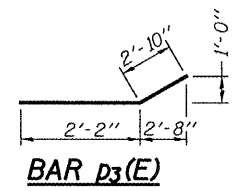
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 29 38 SHEETS
FAP 769	110B-2	MACOUPIN	98	69	
Contract #72813					

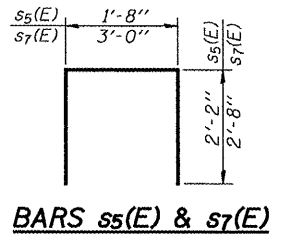


BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h2(E)	162	#5	5'-11"	—
p1(E)	20	#9	17'-9"	—
p2(E)	12	#9	16'-7"	—
p3(E)	12	#5	5'-0"	—
s5(E)	84	#5	6'-0"	U
s6(E)	56	#5	13'-3"	□
s7(E)	12	#5	8'-4"	U
sp	4	#5	30'-7"	AAA
sp1(E)	4	#5	12'-9"	AAA
u1(E)	6	#6	9'-11"	U
v4(E)	36	#5	12'-6"	—
v5(E)	36	#5	15'-6"	—
v6	52	#8	30'-7"	—
v7(E)	52	#8	15'-2"	—
v8(E)	52	#8	9'-3"	—
Concrete Structures	Cu. Yd.		68.5	
Reinforcement Bars	Pound		6450	
Reinforcement Bars, Epoxy Coated	Pound		10,030	
Underwater Structure Excavation Protection Location 1	Each		1	
Bar Splicers	Each		172	
Drilled Shaft in Soil	Cu. Yd.		19.4	
Drilled Shaft in Rock	Cu. Yd.		17.8	
Structure Excavation	Cu. Yd.		81.2	
Anchor Bolts 1" φ	Each		12	



BAR p3(E)



BARS s5(E) & s7(E)

#5 sp1(E) spiral Each Column
Provide 1/2 extra turns top and bottom. Extend spiral 2" into pier cap. Provide min. 4-#4 spacers or equivalent.

13-#8 v8(E) bars.
Lap with v6 and v7(E) bars.

#5 sp spiral Each Shaft
Provide 1/2 extra turns top and bottom. Provide min. 4-#4 spacers or equivalent.

- Construction Sequence for Web Wall:
1. Excavate between shafts to elevation of web wall base and set lower web wall forms through water if necessary to bear on the circular edge of drilled shafts. Secure in place with fill, struts or tie forms together as required.
 2. Place the lower web wall reinforcement cage into the forms using spacers to maintain proper clearances.
 3. If the forms can be sealed against the shafts and streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
 4. Construct Columns.
 5. Construct upper web walls.

*If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

DESIGNED Tom Kurtenbach
CHECKED Jay Edwards
DRAWN BECKY M. LEACH
CHECKED TK/JE
P-DSWW

June 17, 2008
EXAMINED Thomas J. Demagallbi
PASSED Robert A. Anderson
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

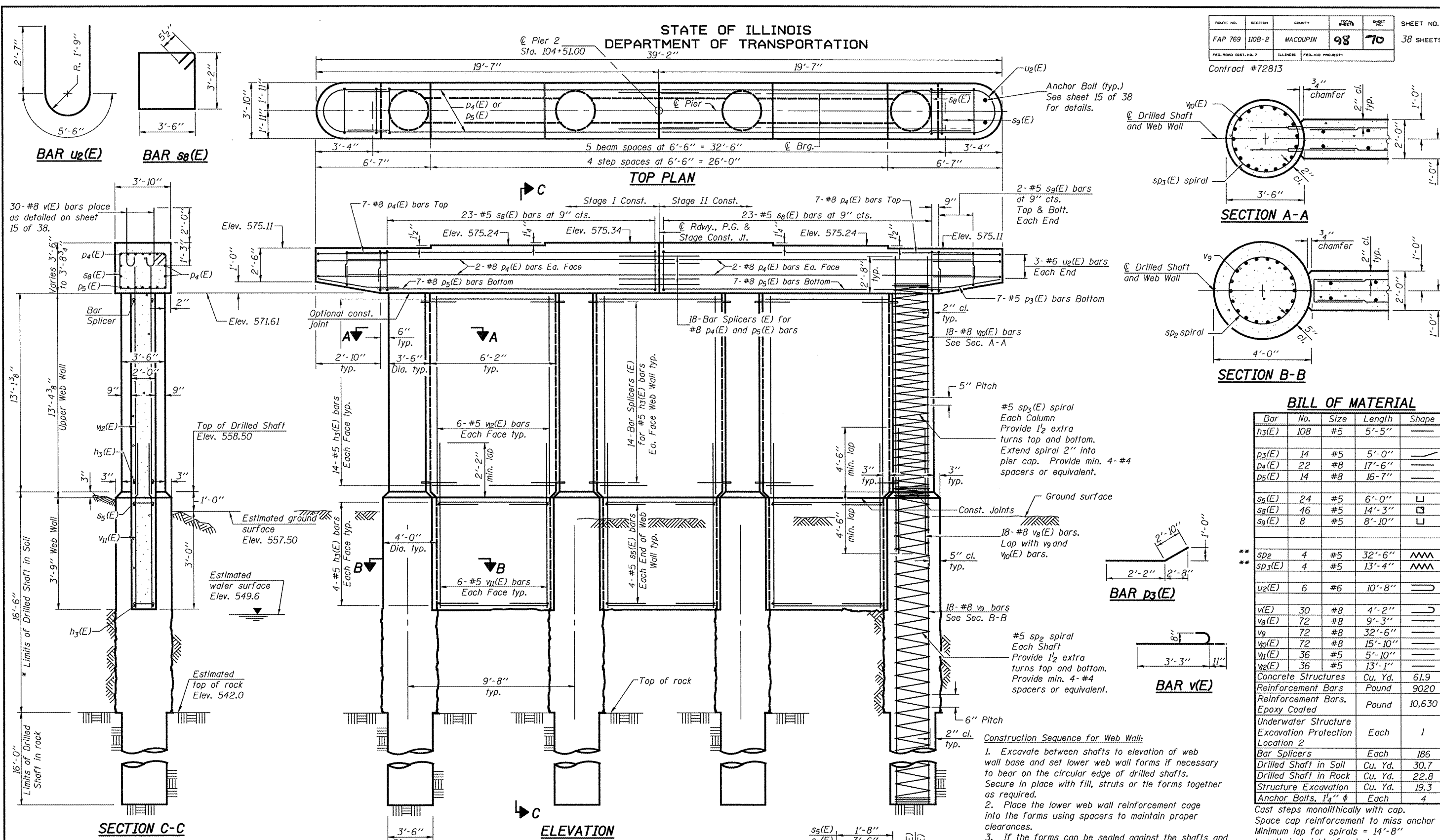
11-1-06

PIER 1
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	JOB SHEETS	SHEET NO.	SHEET NO. 30 38 SHEETS
FAP 769	110B-2	MACOUPIN	98	70	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72813



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h3(E)	108	#5	5'-5"	—
p3(E)	14	#5	5'-0"	—
p4(E)	22	#8	17'-6"	—
p5(E)	14	#8	16'-7"	—
s5(E)	24	#5	6'-0"	U
s8(E)	46	#5	14'-3"	□
s9(E)	8	#5	8'-10"	U
sp2	4	#5	32'-6"	MM
sp3(E)	4	#5	13'-4"	MM
u2(E)	6	#6	10'-8"	U
v(E)	30	#8	4'-2"	U
v8(E)	72	#8	9'-3"	—
v9	72	#8	32'-6"	—
v10(E)	72	#8	15'-10"	—
v11(E)	36	#5	5'-10"	—
v2(E)	36	#5	13'-1"	—
Concrete Structures		Cu. Yd.	61.9	
Reinforcement Bars		Pound	9020	
Reinforcement Bars, Epoxy Coated		Pound	10,630	
Underwater Structure Excavation Protection Location 2		Each	1	
Bar Splicers		Each	186	
Drilled Shaft in Soil		Cu. Yd.	30.7	
Drilled Shaft in Rock		Cu. Yd.	22.8	
Structure Excavation		Cu. Yd.	19.3	
Anchor Bolts, 1/4" φ		Each	4	

Cast steps monolithically with cap. Space cap reinforcement to miss anchor bolts. Minimum lap for spirals = 14'-8"

** Length is height of spiral.
PIER 2
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

DESIGNED Tom Kurtenbach
CHECKED Jay Edwards
DRAWN BECKY M. LEACH
CHECKED TK/JE
P-DSWW
11-1-06

June 17, 2008
EXAMINED Thomas J. Domagala
PASSED Robert A. Anderson
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

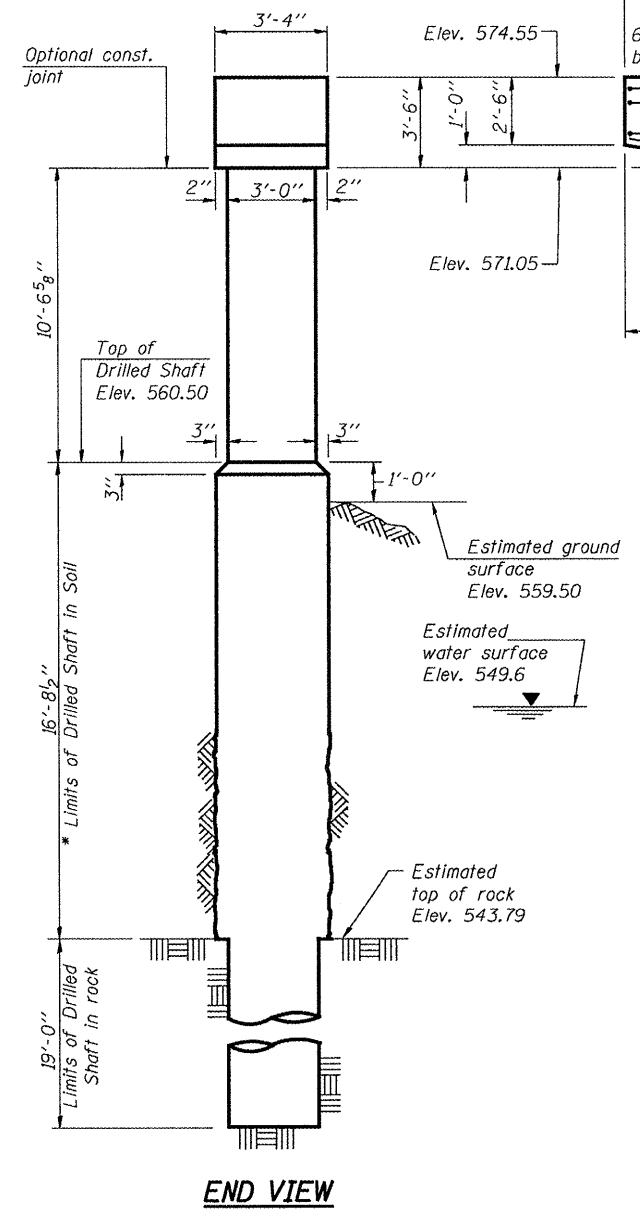
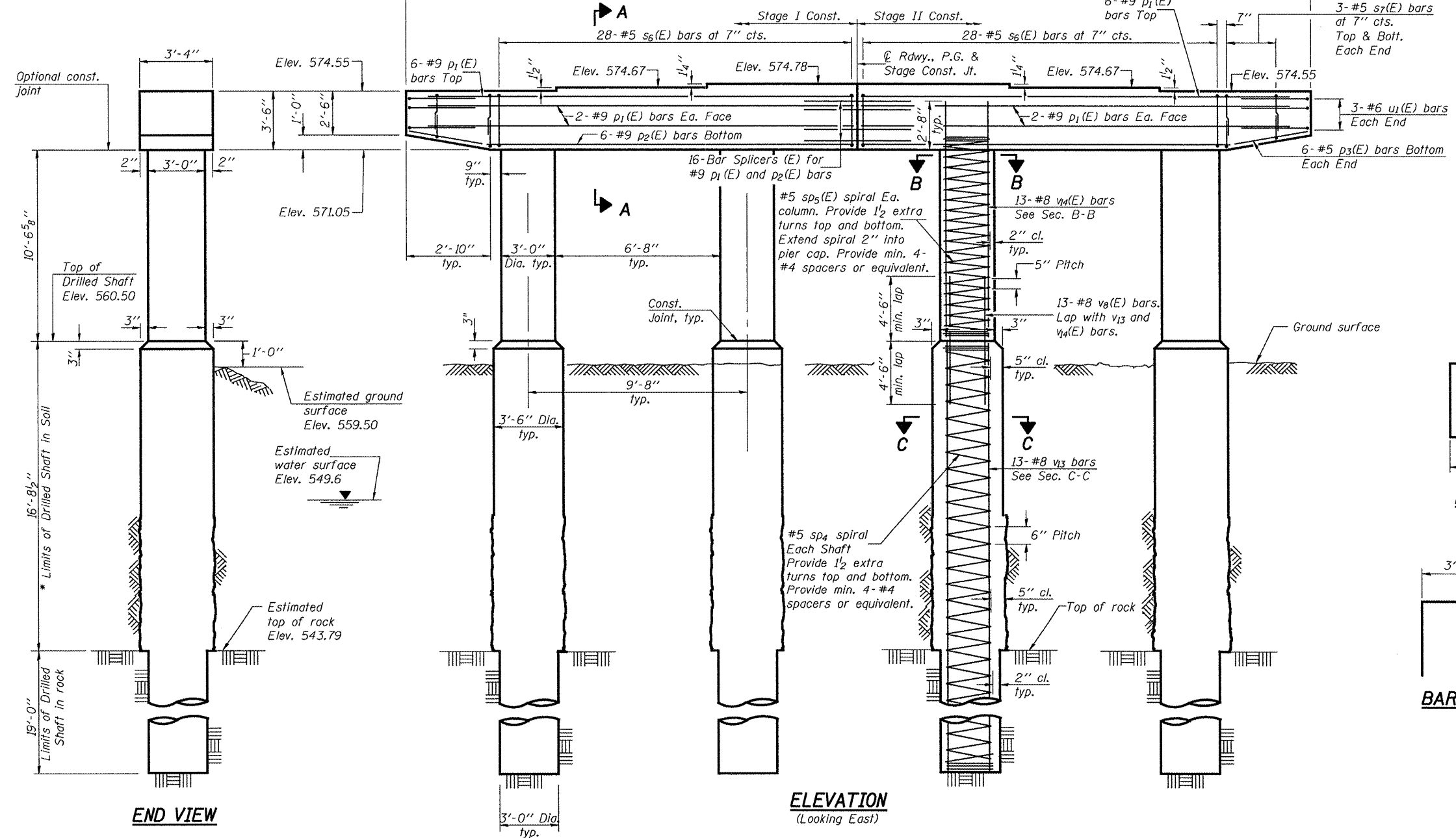
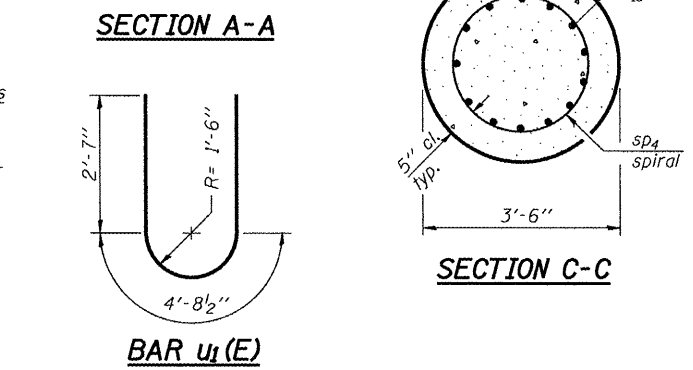
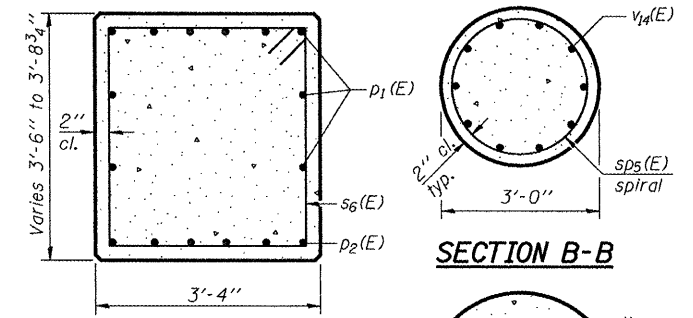
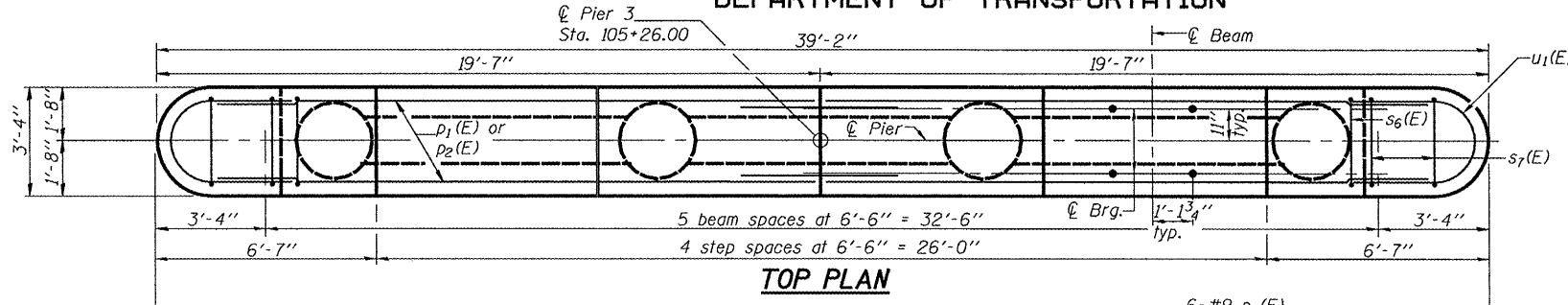
*If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

Construction Sequence for Web Wall:
1. Excavate between shafts to elevation of web wall base and set lower web wall forms if necessary to bear on the circular edge of drilled shafts. Secure in place with fill, struts or tie forms together as required.
2. Place the lower web wall reinforcement cage into the forms using spacers to maintain proper clearances.
3. If the forms can be sealed against the shafts and streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
4. Construct Columns.
5. Construct upper web walls.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
FAP 769	110B-2	MACOUPIN	98	71
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT

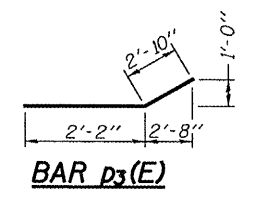
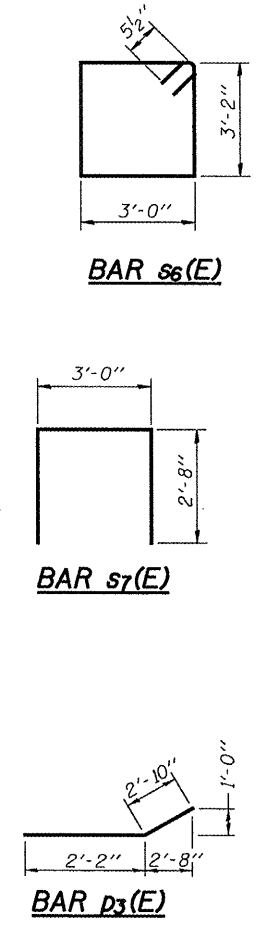
Contract #72813



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
p1(E)	20	#9	17'-9"	—
p2(E)	12	#9	16'-7"	—
p3(E)	12	#5	5'-0"	—
s6(E)	56	#5	13'-3"	□
s7(E)	12	#5	8'-4"	U
sp4	4	#5	35'-8"	⋈
sp5(E)	4	#5	10'-9"	⋈
u1(E)	6	#6	9'-11"	U
v8(E)	52	#8	9'-3"	—
v13	52	#8	35'-5"	—
v4(E)	52	#8	13'-2"	—
Concrete Structures		Cu. Yd.	27.9	
Reinforcement Bars		Pound	7460	
Reinforcement Bars, Epoxy Coated		Pound	7020	
Underwater Structure Excavation Protection Location 3		Each	1	
Bar Splicers		Each	16	
Drilled Shaft in Soil		Cu. Yd.	23.8	
Drilled Shaft in Rock		Cu. Yd.	19.9	
Anchor Bolts 1" φ		Each	12	

Cast steps monolithically with cap.
Space cap reinforcement to miss anchor bolts.
Minimum lap for spirals = 12'-4"
** Length is height of spiral.



DESIGNED Tom Kurtenbach
CHECKED Jay Edwards
DRAWN BECKY M. LEACH
CHECKED TK/JE
P-DS
June 17, 2008
EXAMINED Thomas J. Demagali
PASSED Robert A. Curran
11-1-06

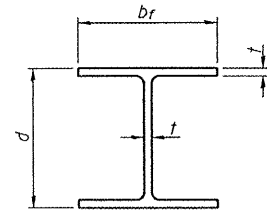
* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

PIER 3
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

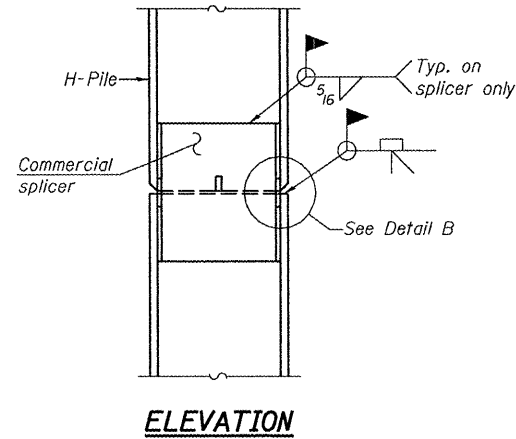
ROUTE NO.	SECTION	COUNTY	JOB SHEETS	SHEET NO.	SHEET NO. 32 38 SHEETS
FAP 769	110B-2	MACOUPIN	98	72	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #72813

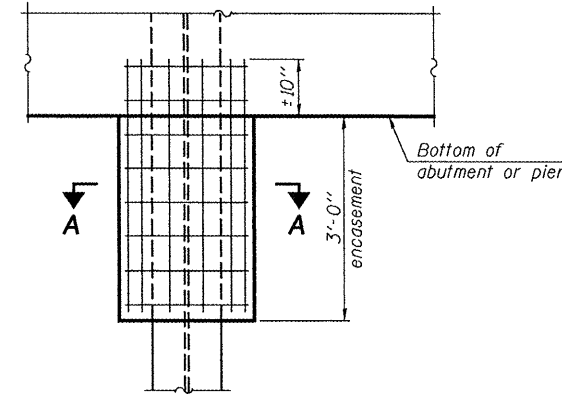


STEEL PILE TABLE

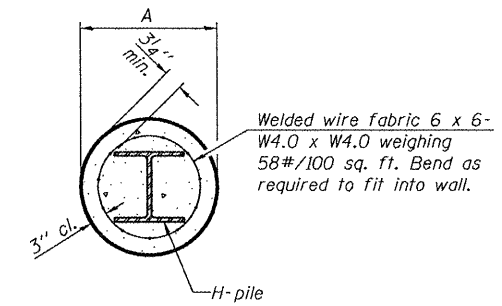
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"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



ELEVATION



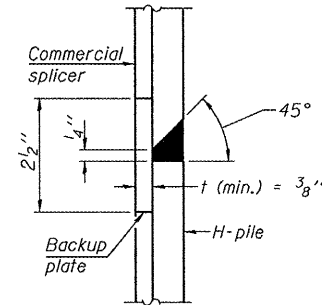
ELEVATION



SECTION A-A

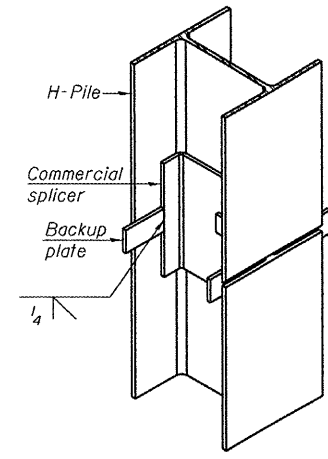
Note:
Forms for encasement may be omitted when soil conditions permit.

PILE ENCASEMENT

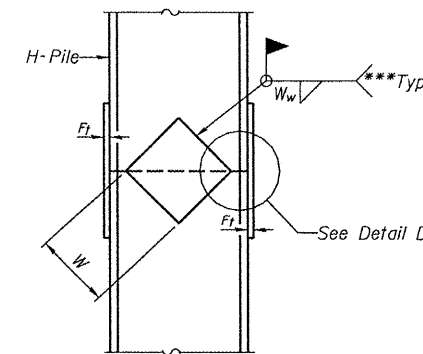


DETAIL "B"

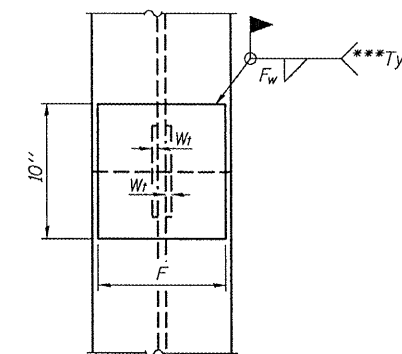
WELDED COMMERCIAL SPLICE



ISOMETRIC VIEW



ELEVATION



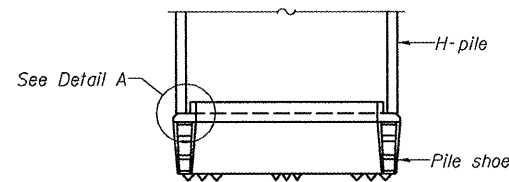
END VIEW

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1 1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1 1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1 1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

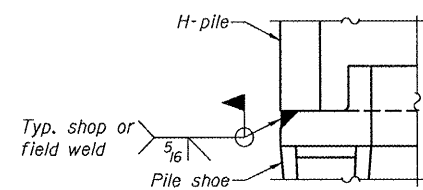
WELDED PLATE FIELD SPLICE

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

STEEL HP-PILE
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

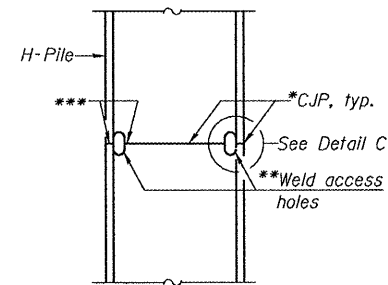


ELEVATION



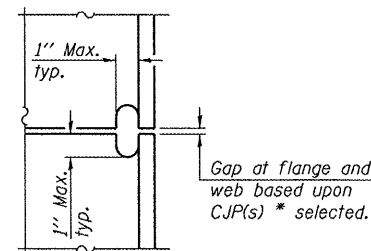
DETAIL A

H-PILE SHOE ATTACHMENT

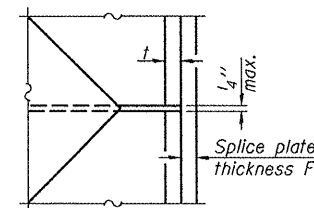


ELEVATION

COMPLETE PENETRATION WELD SPLICE



DETAIL C



DETAIL D

*Use joint conforming to Figure 3.4 in AWS D1.1, Structure Welding Code - Steel.

**Preparation per Fig. 5.2 in AWS D1.1, Structure Welding Code - Steel.

***Interrupt welds 1/4" from end of each pile.

DESIGNED	Tom Kurtenbach
CHECKED	Jay Edwards
DRAWN	BECKY M. LEACH
CHECKED	TK/JE

June 17, 2008
EXAMINED *Thomas J. Romagosa*
PASSED *Ralph E. Anderson*

9-3-07

F-HP

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 33
FAP 769	110B-2	MACOUPIN	98	73	38 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #72813

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 (Tension in kips) = $1.25 \times f_y \times A_t$
- ② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_t$

Where f_y = Yield strength of lapped reinforcement bars in ksi.
 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	7.9
#5	2'-0"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8

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

The diameter of this part is the same as the diameter of the bar spliced.

ROLLED THREAD DOWEL BAR



** ONE PIECE

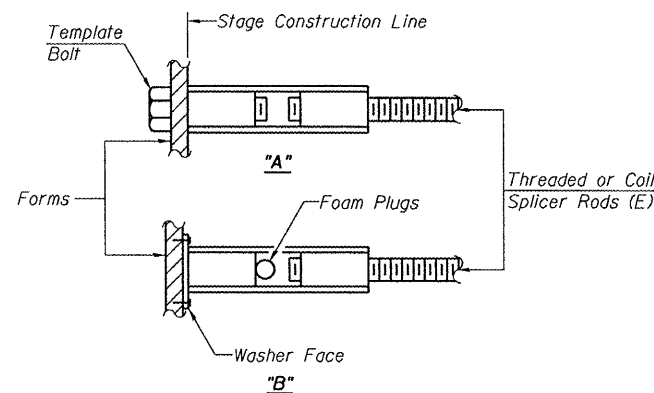
Wire Connector



WELDED SECTIONS

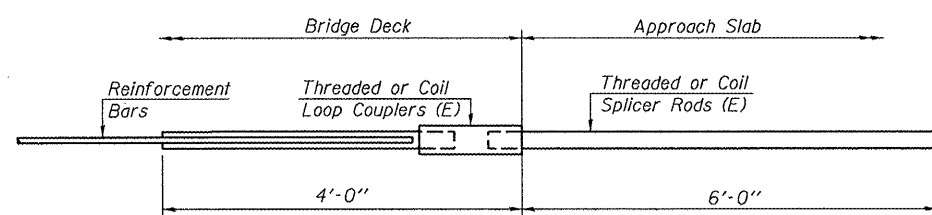
BAR SPLICER ASSEMBLY ALTERNATIVES

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



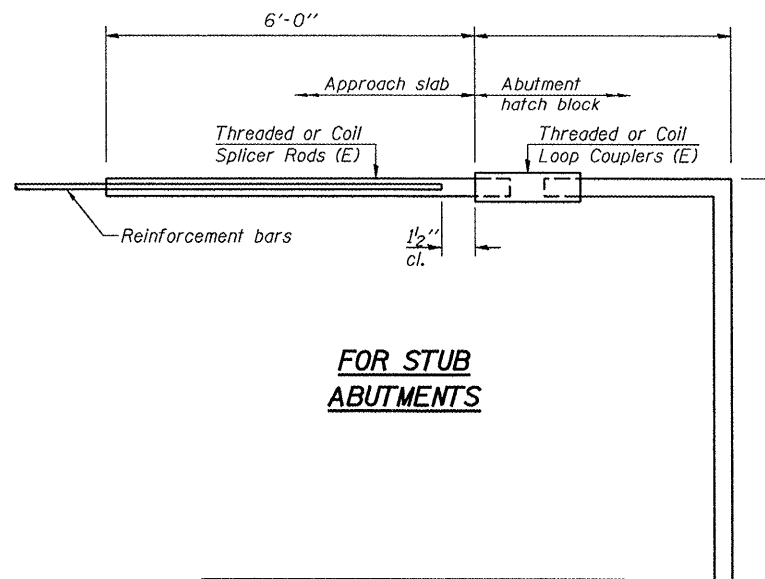
INSTALLATION AND SETTING METHODS

"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.



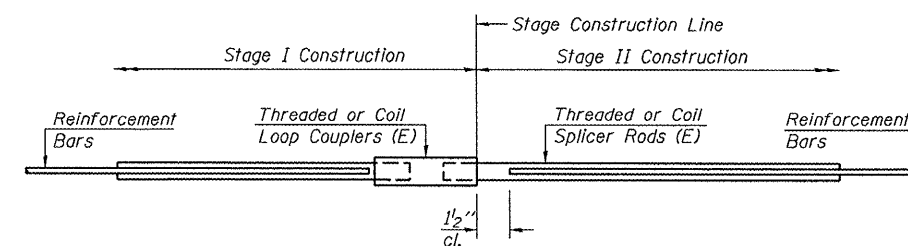
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar	
Min. Capacity = 23.0 kips - tension	
Min. Pull-out Strength = 12.3 kips - tension	
No. Required = 72	



FOR STUB ABUTMENTS

Bar Splicer for #5 bar	
Min. Capacity = 23.0 kips - tension	
Min. Pull-out Strength = 12.3 kips - tension	
No. Required =	



STANDARD

Bar Size	No. Assemblies Required	Location
#5	934	Deck
#4	12	Diaphragms
#6	22	Diaphragms
#5	324	Substructure
#7	18	Substructure
#8	18	Substructure
#9	32	Substructure

BAR SPLICER ASSEMBLY DETAILS

F.A.P. ROUTE 769 - SEC. 110B-2

MACOUPIN COUNTY

STATION 104+41.00

STRUCTURE NO. 059-0509

DESIGNED	Tom Kurtenbach
CHECKED	Jay Edwards
DRAWN	OSCKY M. LEACH
CHECKED	TK/JE

June 17, 2008

EXAMINED *Thomas J. Domagalick*
ENGINEER OF BRIDGE DESIGN

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

BSD-1

11-1-06

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET
FAP 769	110B-2	MACOUPIN	98	75
SHEET NO. 35 38 SHEETS				
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract #72813

Illinois Department of Transportation
Division of Highways
District - Materials

SOIL BORING LOG Page 1 of 1
Date 4/29/07

ROUTE FA 769 (IL 108) DESCRIPTION West Pier over Macoupin Creek LOGGED BY M. Toppen

SECTION 110B-2 LOCATION NE 1/4, SEC. 35, TWP. 35N, R16E, 7W, 3 PM

COUNTY Macoupin DRILLING METHOD HSA HAMMER TYPE MO# Auto

STRUCT. NO. 059-0509 Pt
059-0023 Ex
Station 104+41

BORING NO. B2 Pier #1
Station 103+76
Offset 25.071 L1
Ground Surface Elev. 559.9 ft

DEPTH (ft)	DIAMETER (in)	WATER LEVEL (ft)	REMARKS
0	6"	549.6	Surface Water Elev.
0	6"	545.3	Stream Bed Elev.
0	6"	546.9	Groundwater Elev.
0	6"		1st/2nd Encounter
0	6"		1st/2nd Completion
0	6"		After 24 Hrs.
0	6"		553.4
0	6"		555.9
1	6"		1
2	6"		2 0.4 19
2	6"		2 S-10
555.90			555.90
0	6"		0
0	6"		0 0.4 26
0	6"		0 B
0	6"		0
0	6"		0 0.2 27
0	6"		0 B
0	6"		0
0	6"		0 0.1 29
0	6"		0 B
0	6"		0
0	6"		0 0.3 30
0	6"		0 B
545.90			545.90
544.90			544.90

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Edge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H. - Sampler Advanced by Weight of Hammer, W.O.P. - Advanced by Weight of Pipe, B.S. - Before Sealing
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D 2938) BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District - Materials

ROCK BORING LOG Page 1 of 1
Date 4/29/07

ROUTE FA 769 (IL 108) DESCRIPTION West Pier over Macoupin Creek LOGGED BY M. Toppen

SECTION 110B-2 LOCATION NE 1/4, SEC. 35, TWP. 35N, R16E, 7W, 3 PM

COUNTY Macoupin CORING METHOD Water

STRUCT. NO. 059-0509 Pt
059-0023 Ex
Station 104+41

BORING NO. B2 Pier #1
Station 103+76
Offset 25.071 L1
Ground Surface Elev. 559.9 ft

DEPTH (ft)	DIAMETER (in)	REMARKS	UCS (psi)	RQD (%)	STRENGTH
544.90	1.88	Gray Well Indurated Crystalline LIMESTONE broken into 1"-2" pieces of dk gray poorly indurated clayey shale interbedded w/ 1/2" seams of poorly indurated crystalline Limestone closed joints 2"-12"	90	51	3.1
540.00		L1 Brownish Gray Med Indurated Fossiliferous Crystalline LIMESTONE interbedded w/ poorly indurated clayey shale w/ seams 1/2"-1" Open jointing 2"-12" filled w/ clayey shale	98	68	35.4
535.30		dk Gray Y. Well Indurated Clayey SHALE w/ Calcareous Shale Seams Closed jointing 1'-3"	100	100	217
530.50		dk Gray Y. Well Indurated Clayey SHALE w/ Calcareous Shale Seams Closed jointing 1'-3"	100	96	50
525.00					

The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
RQD is the ratio of the total length of sound core specimens 1/4" to total length of core run

BORING LOGS
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
FAP 769	110B-2	MACOUPIN	98	38
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract #72813

Illinois Department of Transportation
Division of Highways
District - Materials

SOIL BORING LOG

Page 1 of 1
Date 4/5/07

ROUTE FA 769 (11 10B) DESCRIPTION Center Pier over Macoupin Creek LOGGED BY M. Tappan

SECTION 110B-2 LOCATION NE 1/4, SEC. 35, TWP. 34N, R16E, T1N, 3 PM

COUNTY Macoupin DRILLING METHOD HSA HAMMER TYPE M2# Auto

STRUCT. NO. 059-0509 Pt
Station 104+41

BORING NO. B3 Pier #2
Station 104+56
Offset 22.01 ft
Ground Surface Elev. 560.5 ft

DEPTH (ft)	TEST	REMARKS	WATER	TEMP.	RESISTANCE	REMARKS
0		Surface Water Elev. 549.6 ft				
0		Stream Bed Elev. 545.1 ft				
0		Groundwater Elev. 549.6 ft				
0		First Encounter 549.6 ft				
0		Upon Completion 549.6 ft				
0		After 5 Blows, Hrs. 591.5 ft				
0		Gray Moist SILTY CLAY LOAM				
1	0.5	24				
2	0.5	24				
0		Brownish Gray V. Moist SILTY CLAY LOAM				
1	0.5	24				
2	0.5	24				
0		Brown and Gray Wet SILTY CLAY LOAM w/ 3" Loam Seam				
1	0.5	27				
2	0.5	27				
0		Brown and Dark Gray V. Moist SILTY CLAY LOAM				
1	0.5	27				
2	0.5	27				
0		Gray Dirty Wet. to Coarse SAND				
1	0.5	27				
2	0.5	27				
0		LT Blue Gray Moist Clayey SHALE				
1	5.1	H				
2	5.10	H				
0		Poor to Mod Indurated Clayey				
1	6.2	II				
2	5.11	II				

The Unconfined Compressive Strength (UCS) Failure Mode is Indicated by (B)-Block, S-Shear, P-Penetrometer, E-Estimated
Abbreviations W.O.H - Sampler Advanced by Weight of Hammer, M.O.P - Advanced by Weight of Pipe, B.S. - Before Sealing
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
District - Materials

ROCK BORING LOG

Page 1 of 1
Date 4/5/07

ROUTE FA 769 (11 10B) DESCRIPTION Center Pier over Macoupin Creek LOGGED BY M. Tappan

SECTION 110B-2 LOCATION NE 1/4, SEC. 35, TWP. 34N, R16E, T1N, 3 PM

COUNTY Macoupin CORING METHOD Water

STRUCT. NO. 059-0509 Pt
Station 104+41

BORING NO. B3 Pier #2
Station 104+56
Offset 22.01 ft
Ground Surface Elev. 560.5 ft

DEPTH (ft)	TEST	REMARKS	WATER	TEMP.	RESISTANCE	REMARKS
0		LT Blue Gray Moist Poorly Indurated Clayey SHALE w/ 1/2" Limestone Str. 12" Closed Joints				
1	90	65				5.3
0		Gray Mod Indurated Crystalline LIMESTONE w/ 2" Gray Shale Seam 1/2" Open Joints				
1	100	100				11.1
0		DR Gray Moist Wet Indurated Clayey SHALE 1/2" 3" Closed Joints				
1	99	100				8.4
0		DR Gray Mod Indurated Clayey SHALE 2"-12" Closed Joints				
1	83	85				37.6
0		DR Gray Mod Indurated Clayey SHALE 2"-12" Closed Joints				
1	83	85				37.6

The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
RSD is the ratio of the total length of sound core specimens 4" to total length of core run

BORING LOGS
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
FAP 769	110B-2	MACOUPIN	98	77
FED. ROAD DIST. NO. 7				ILLINOIS
FED. AID PROJECT				38 SHEETS

Contract #72813

Illinois Department of Transportation
Division of Highways
District - Materials

SOIL BORING LOG

Page 1 of 1
Date 3/27/07

ROUTE FA 769 (IL 100) DESCRIPTION East Pier over Macoupin Creek LOGGED BY M. Tappan

SECTION 110B-2 LOCATION NE 1/4, SEC. 35, TWP. 35N, R10E, T14N, 3 PM

COUNTY Macoupin DRILLING METHOD HSA HAMMER TYPE M10# Auto

STRUCT. NO. 059-0509 P1
Station 104+41

BORING NO. B4 Pier #3
Station 105+26
Offset 23.07 ft
Ground Surface Elev. 559.8 ft

DEPTH (ft)	DESCRIPTION	WATER	TEMP.	RESISTANCE	REMARKS
0	Surface Water Elev. 549.6 ft				
0	Stream Bed Elev. 545.3 ft				
0	Groundwater Elev. 555.3 ft				
0	First Encounter Cored ft				
0	Upon Completion Cored ft				
0	After 4 Days Wts. 554.8 ft				
0	LT Brown V. MOIST SAND LOAM				
1					
1			0.5	15	
3			5-10		
556.30	Brown Wet Med SAND				
	Free Water				
0					
2					
3					
0	Brown Dirty Med SAND				
1					
2					
0	Brown Dirty Coarse SAND w/ some Pea Gravel				
2					
2					
0	Brown Med SAND				
2					
1					
0	Brown Dirty Med to Coarse SAND w/ some Pea Gravel				
7					
0					
543.80	Gray Wet Indurated Crystalline LIMESTONE				
542.30					
76					
100					
76	Borehole continued with rock casing.				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B)-Bulk, (S)-Shear, (P)-Penetrometer, (E)-Estimated
Abbreviations W.O.H. - Sampler Advanced By Weight of Hammer, W.O.P. - Advanced by Weight of Pipe, B.S. - Before Sealing
The SPT (ft 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
District - Materials

ROCK BORING LOG

Page 1 of 1
Date 3/27/07

ROUTE FA 769 (IL 100) DESCRIPTION East Pier over Macoupin Creek LOGGED BY M. Tappan

SECTION 110B-2 LOCATION NE 1/4, SEC. 35, TWP. 35N, R10E, T14N, 3 PM

COUNTY Macoupin CORING METHOD Water

STRUCT. NO. 059-0509 P1
Station 104+41

BORING NO. B4 Pier #3
Station 105+26
Offset 23.07 ft
Ground Surface Elev. 559.8 ft

Coring Barrel Type & Size: NERML
Core Diameter: 1.88 in
Top of Rock Elev.: 543.80 ft
Begin Core Elev.: 540.80 ft

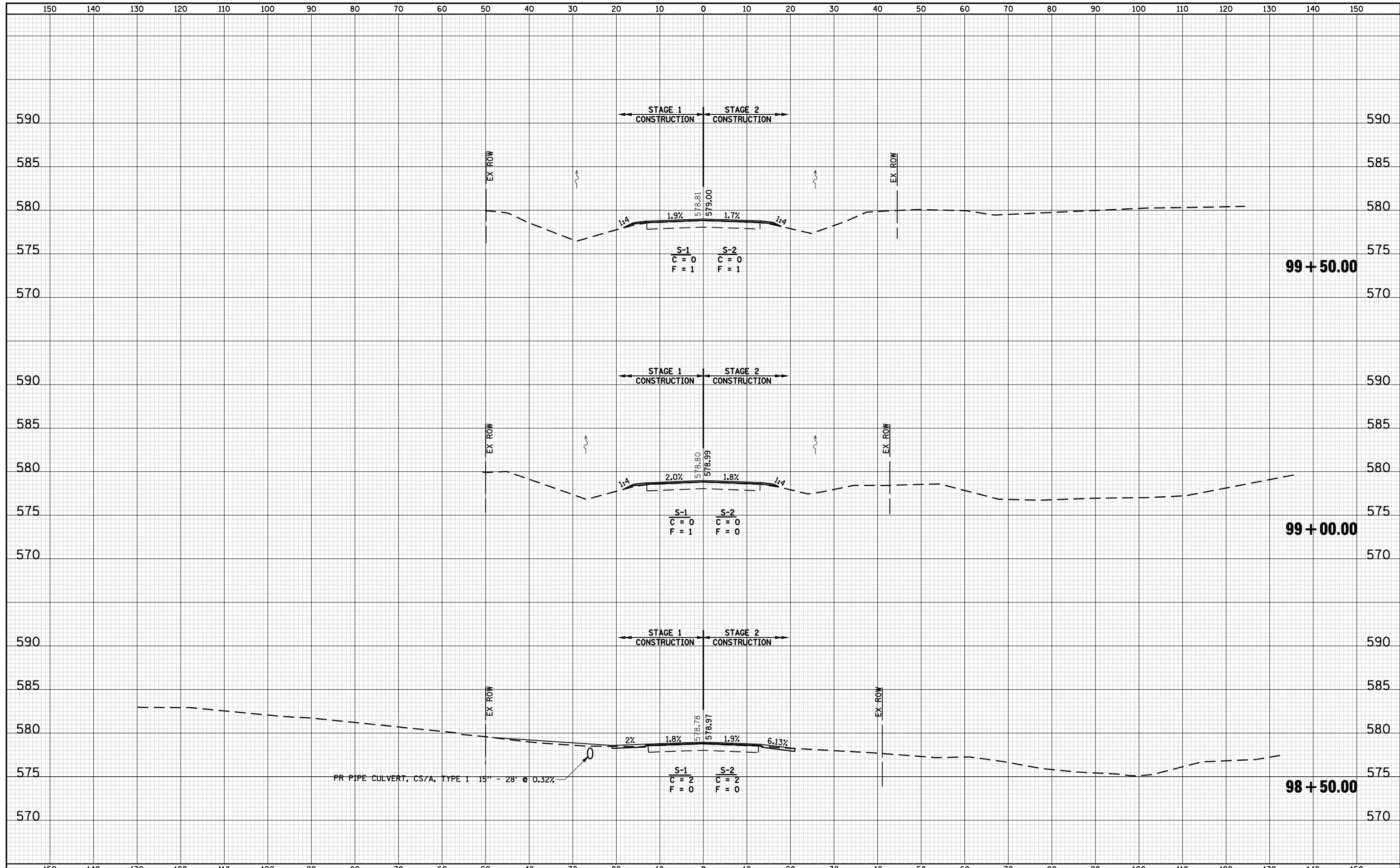
DEPTH (ft)	DESCRIPTION	UCS (psi)	ROD	REMARKS
0	LT Blue Gray Moist Clayey SHALE			
1				
20				
536.10	LT Blue Gray Firm to Med Indurated Clayey SHALE 1"-3" Closed Joints			
2		100	85	15.6
75				
531.70	LT Blue Gray Moist Well Indurated Clayey SHALE w/ Colorless Stains Joints Filled w/ Soft Clay 1"-3" spacing			
3		94	93	37.4
50				
526.90	LT Grayish Brown Well Indurated Argillaceous LIMESTONE No Joints LT Gray Med Indurated Clayey SHALE 2"-12" Closed Joints			
4		94	53	92.9
10				
522.10	LT Open Joints w/ Clay Fill			

The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
ROD is the ratio of the total length of sound core specimen 1/4" to total length of core run

BORING LOGS
F.A.P. ROUTE 769 - SEC. 110B-2
MACOUPIN COUNTY
STATION 104+41.00
STRUCTURE NO. 059-0509

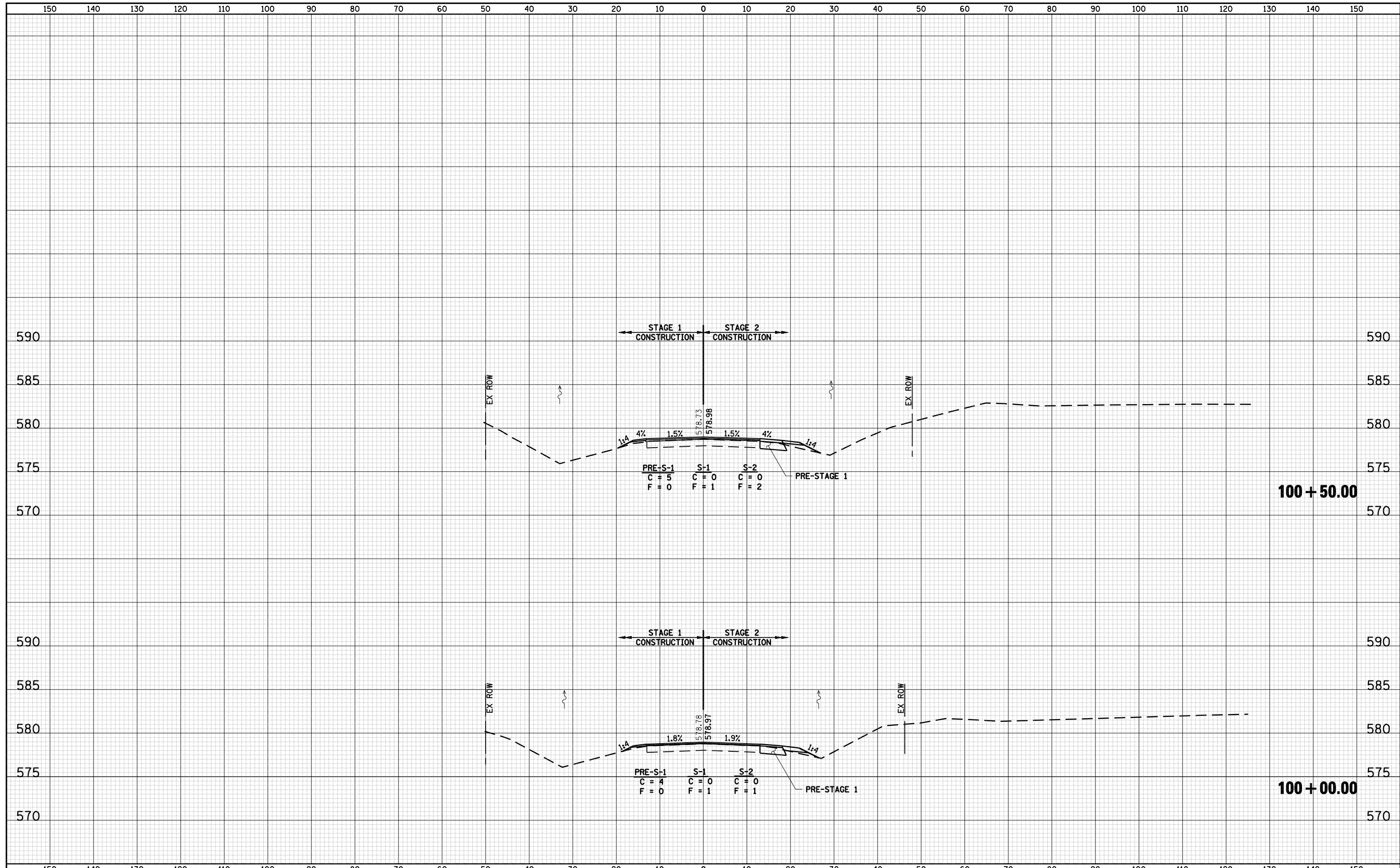
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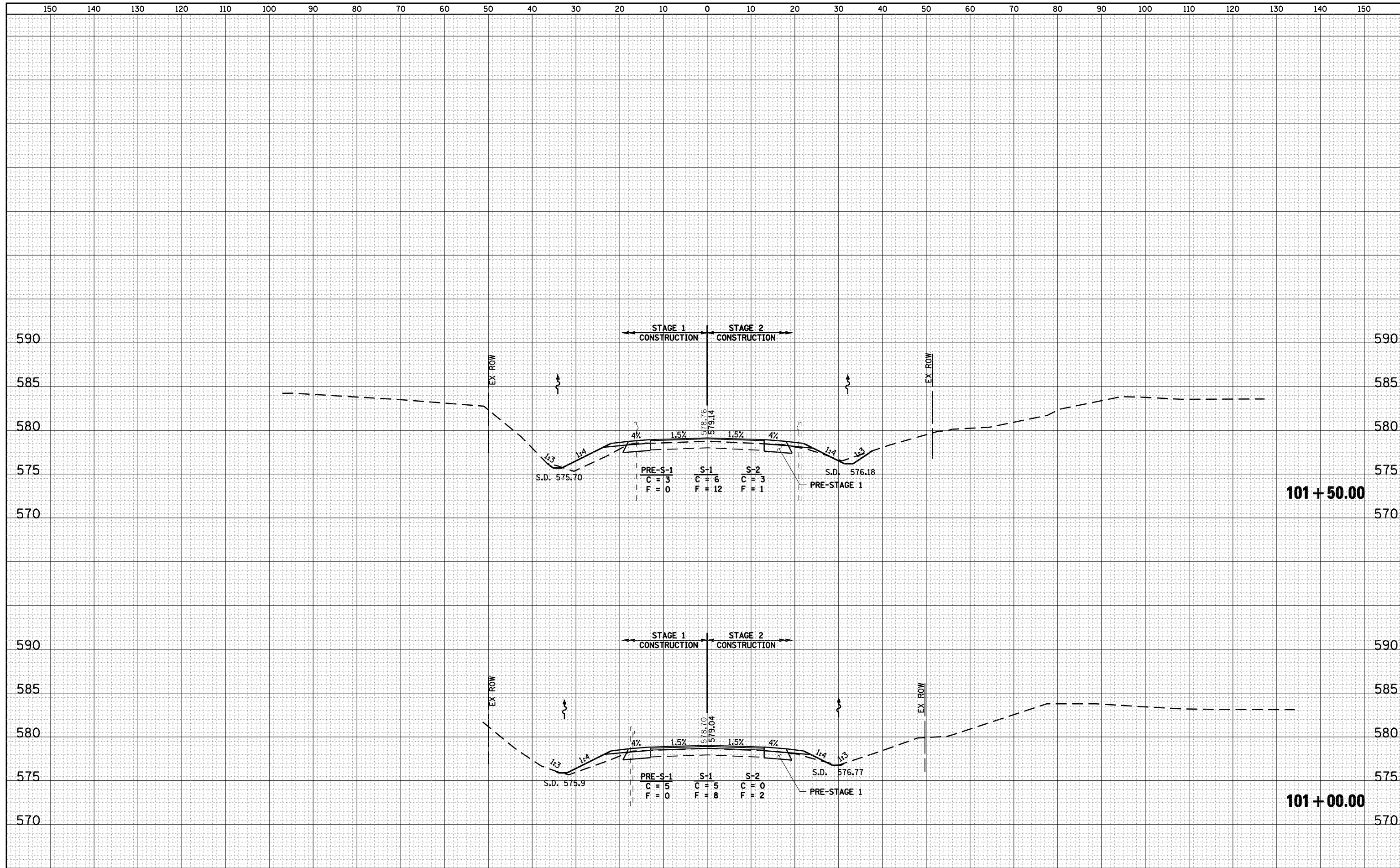
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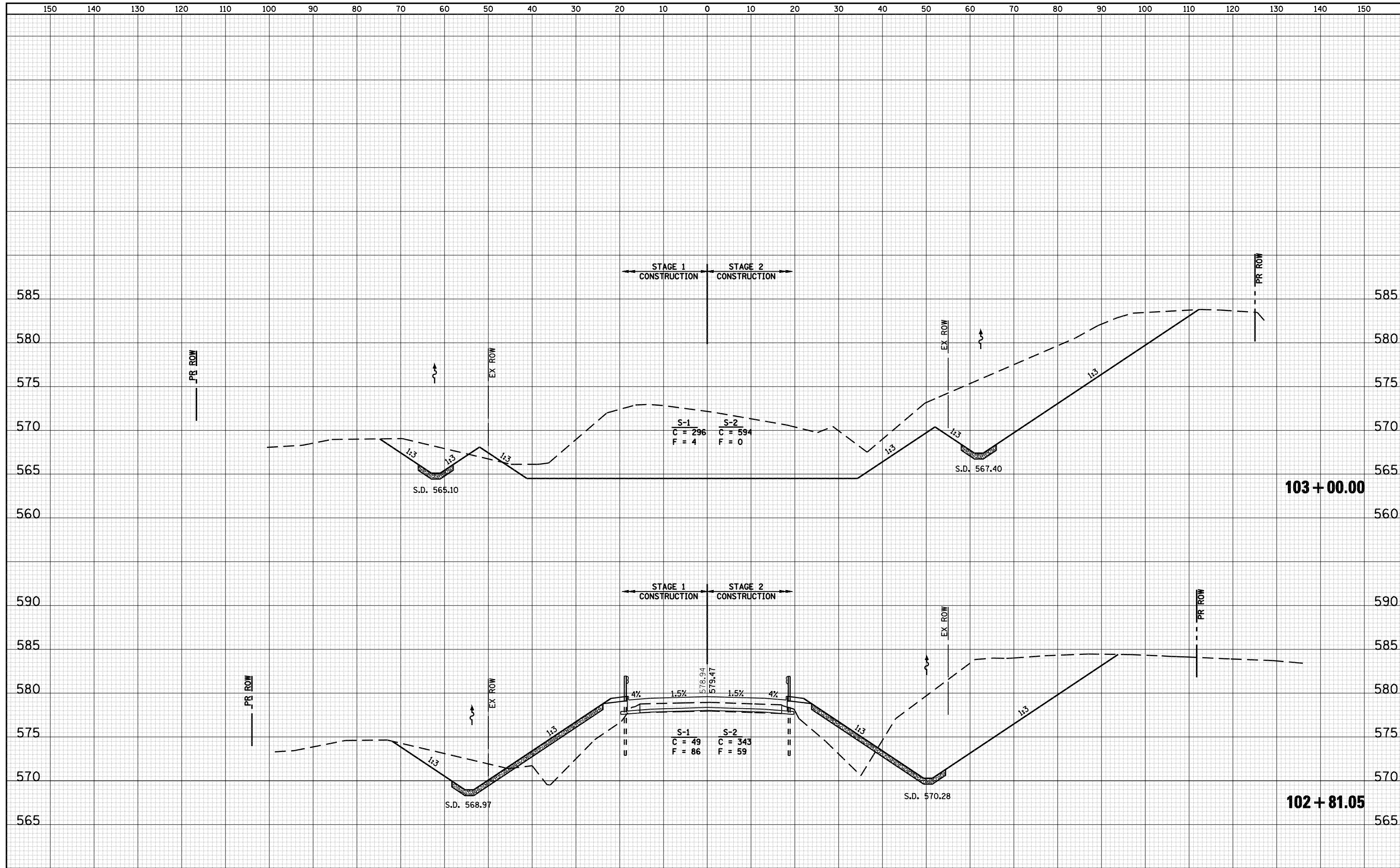
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 PLOT DATE = May-15-2008 03:19:00PM

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

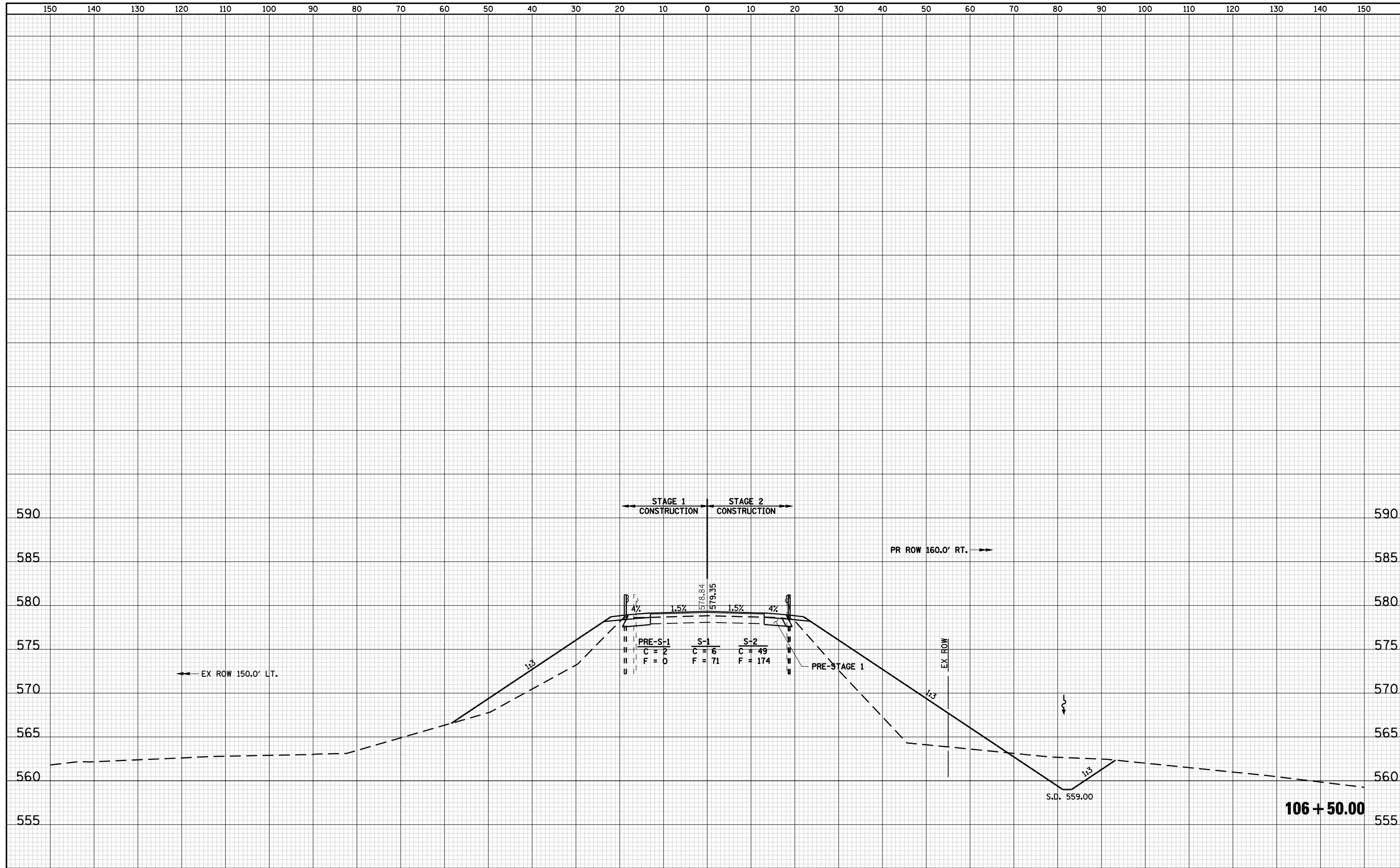
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SCALE: H10 - V5 SHEET NO. OF SHEETS STA. 102+81.05 TO STA. 103+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
769	110B-2	MACOUPIN	98	84
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 72813	

DATE	
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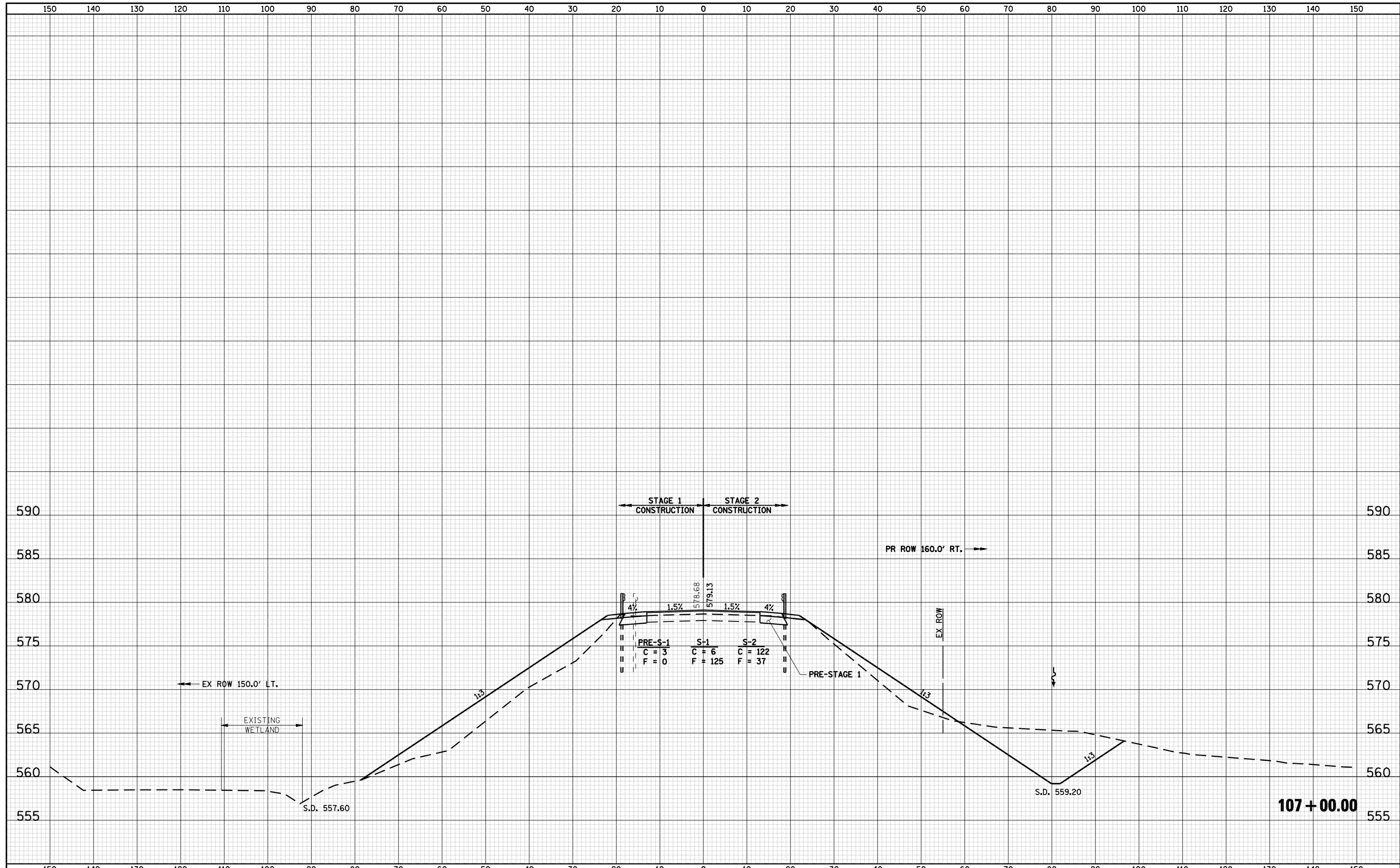
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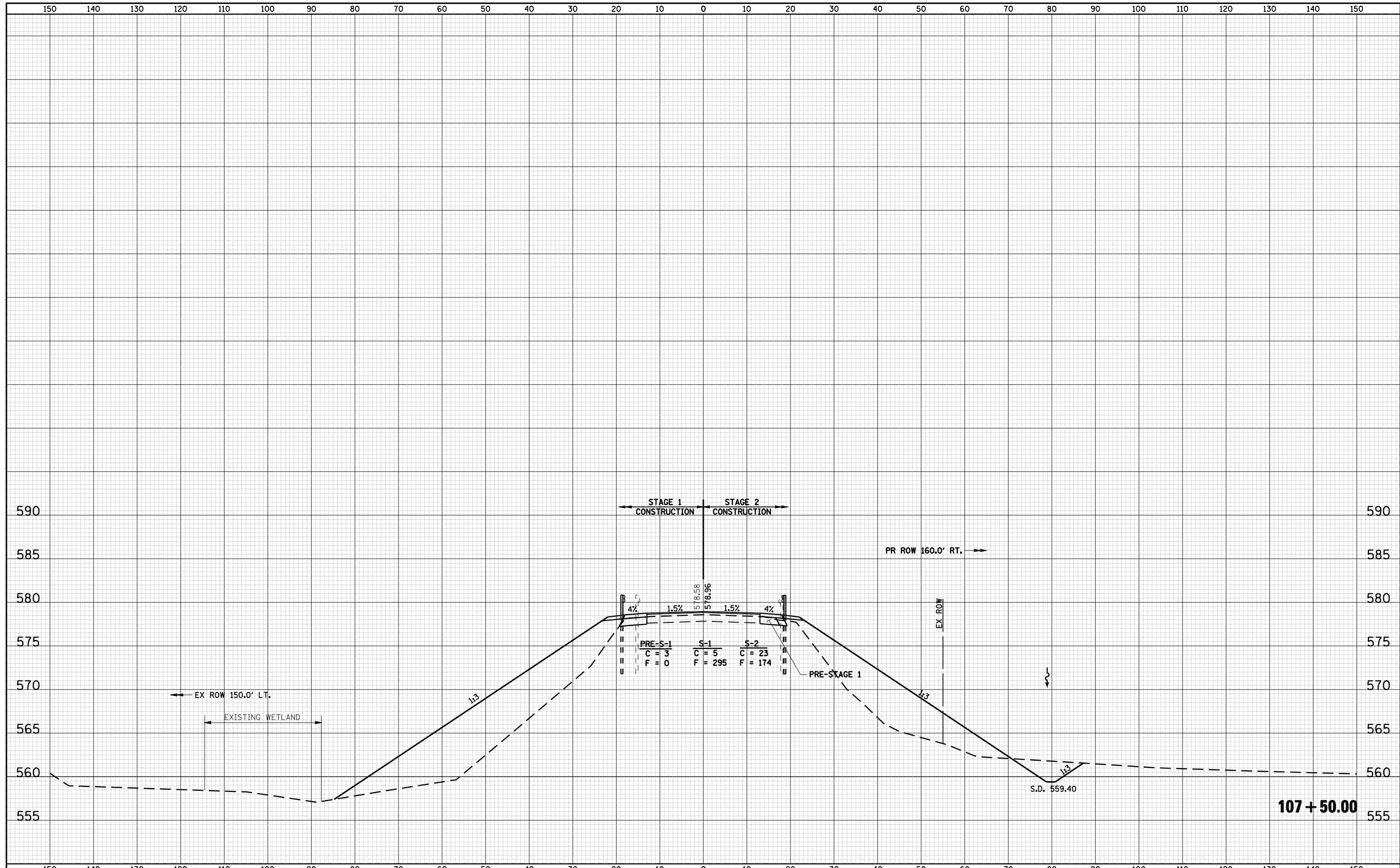
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FINAL SURVEY	
NOTE BOOK	
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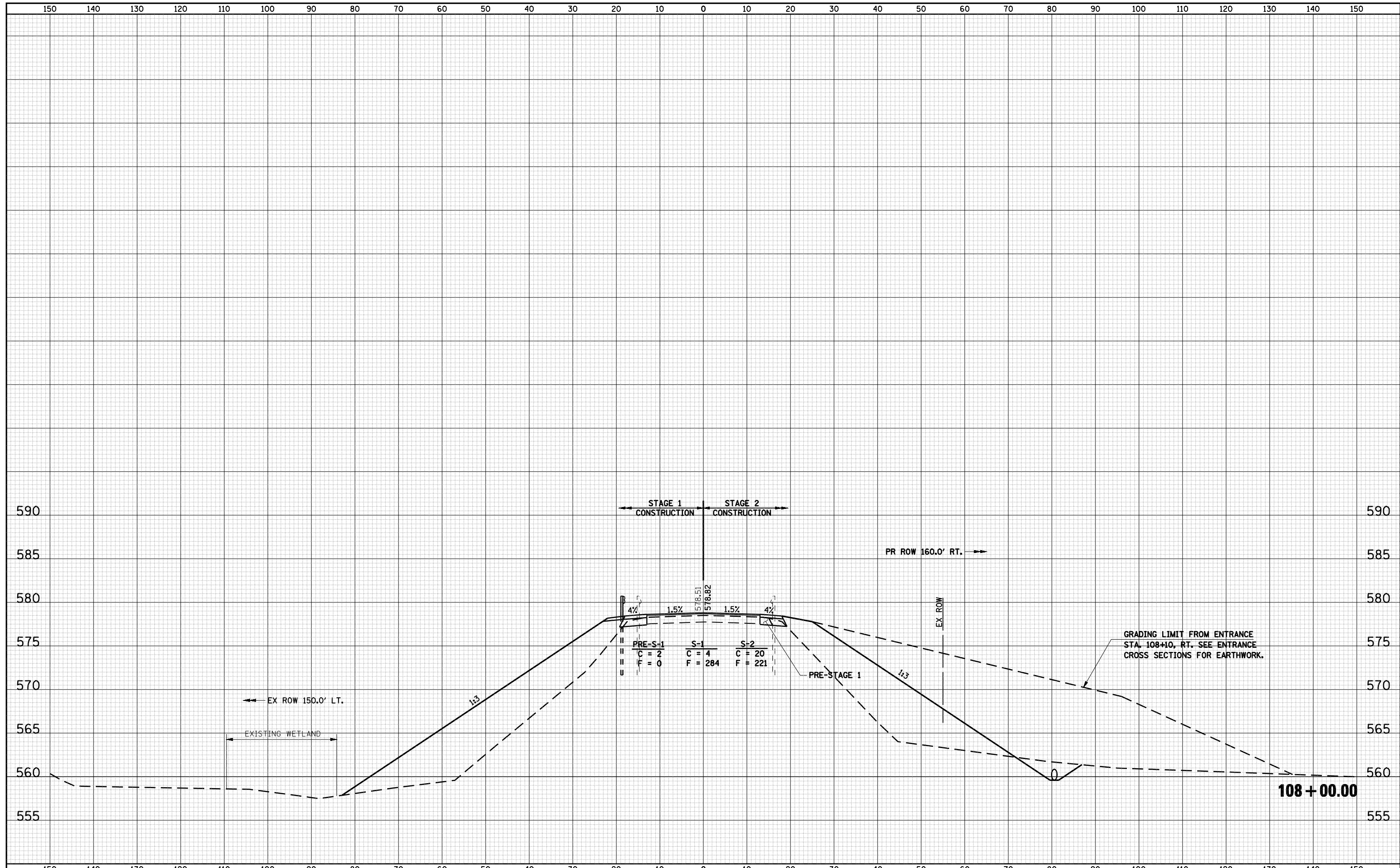
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NOTE BOOK	
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PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISIED -	REVISIED -		SCALE: H10 - V5	SHEET NO. OF SHEETS	STA. 107+50.00 TO STA. 107+50.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 72813	
PLOT DATE = May-15-2008 03:19:28PM	DATE -	REVISIED -	REVISIED -								

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NOTE BOOK	
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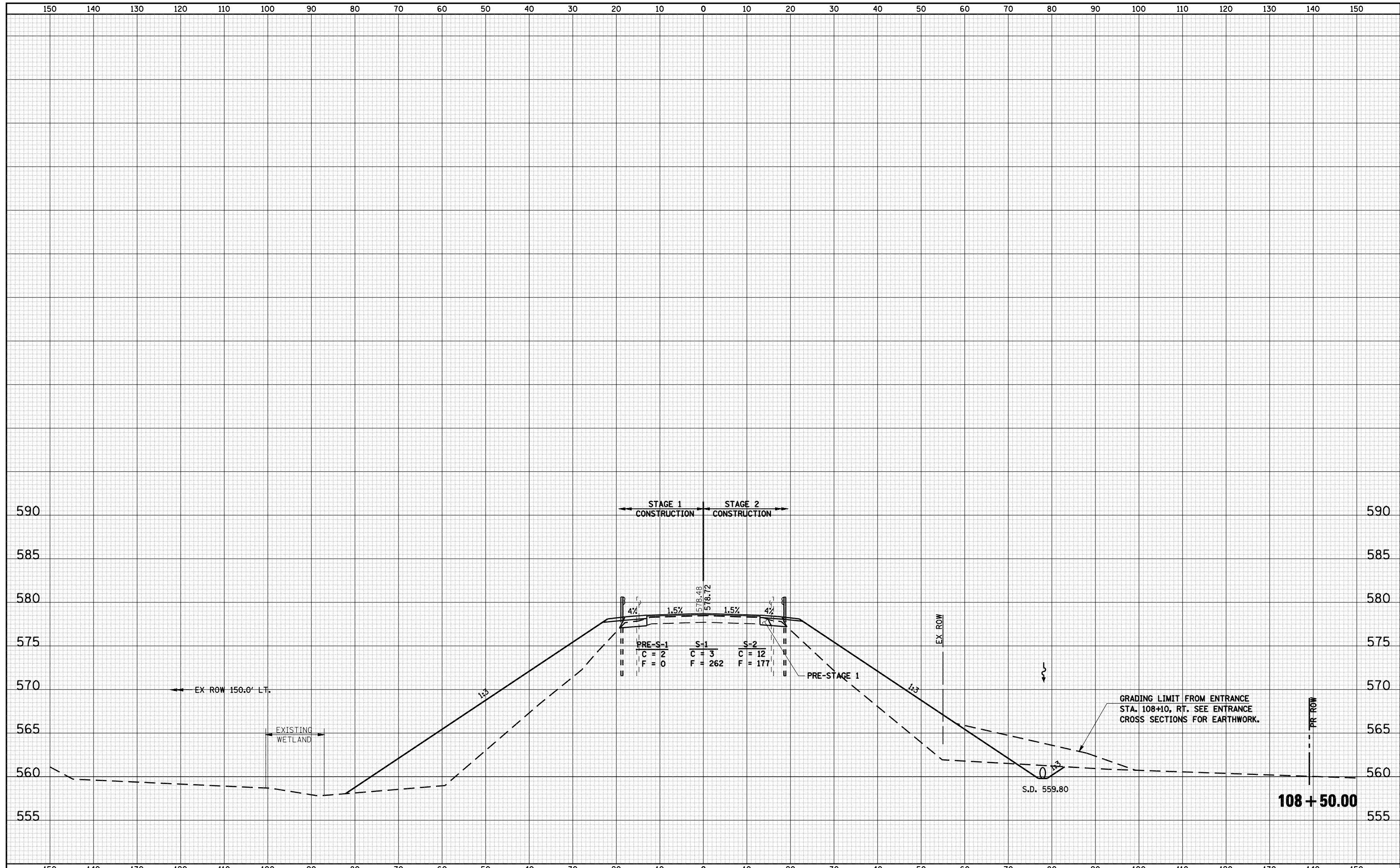
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FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - IL ROUTE 108			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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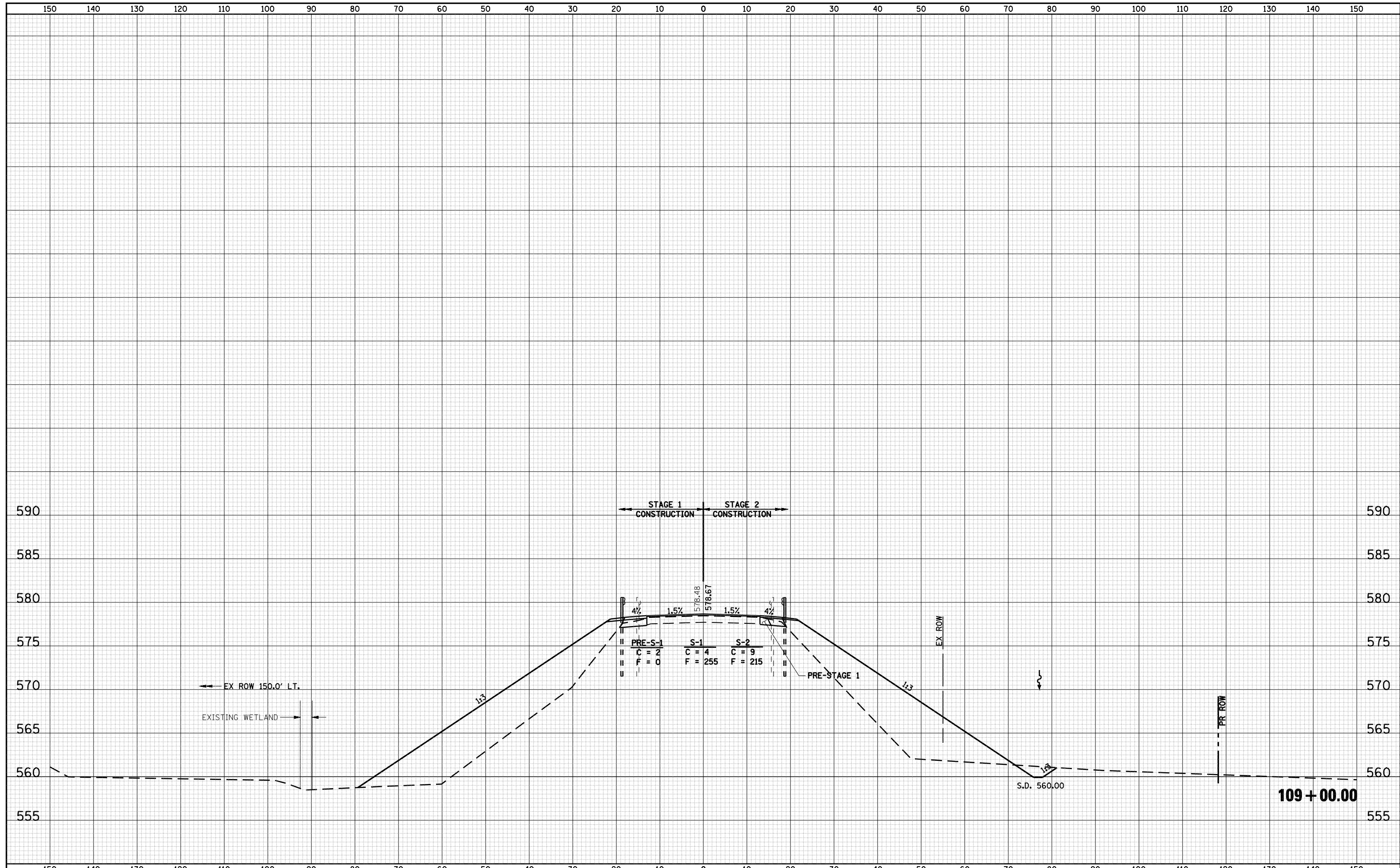
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FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - IL ROUTE 108			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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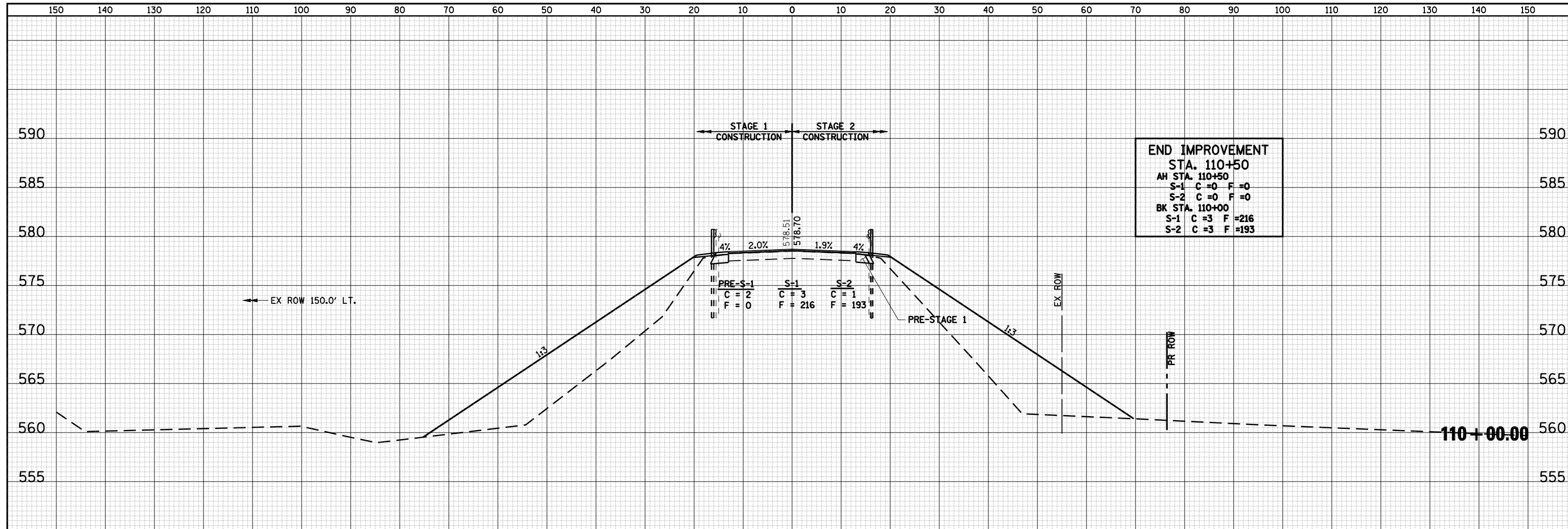
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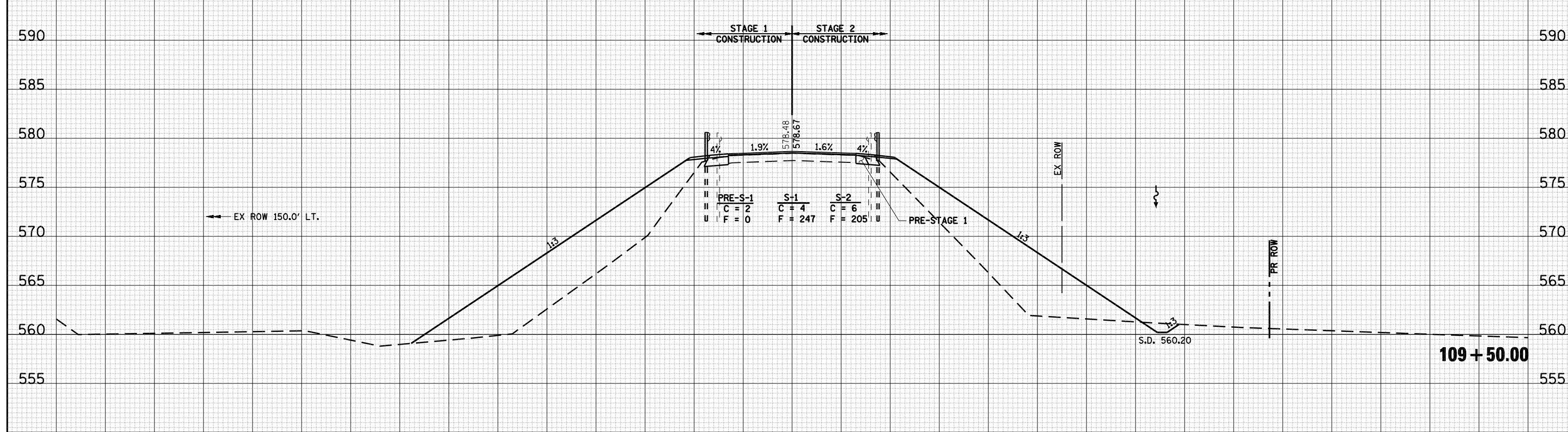


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PLOT DATE = May-15-2008 03:19:48PM	DATE -	REVISIED -	REVISIED -									

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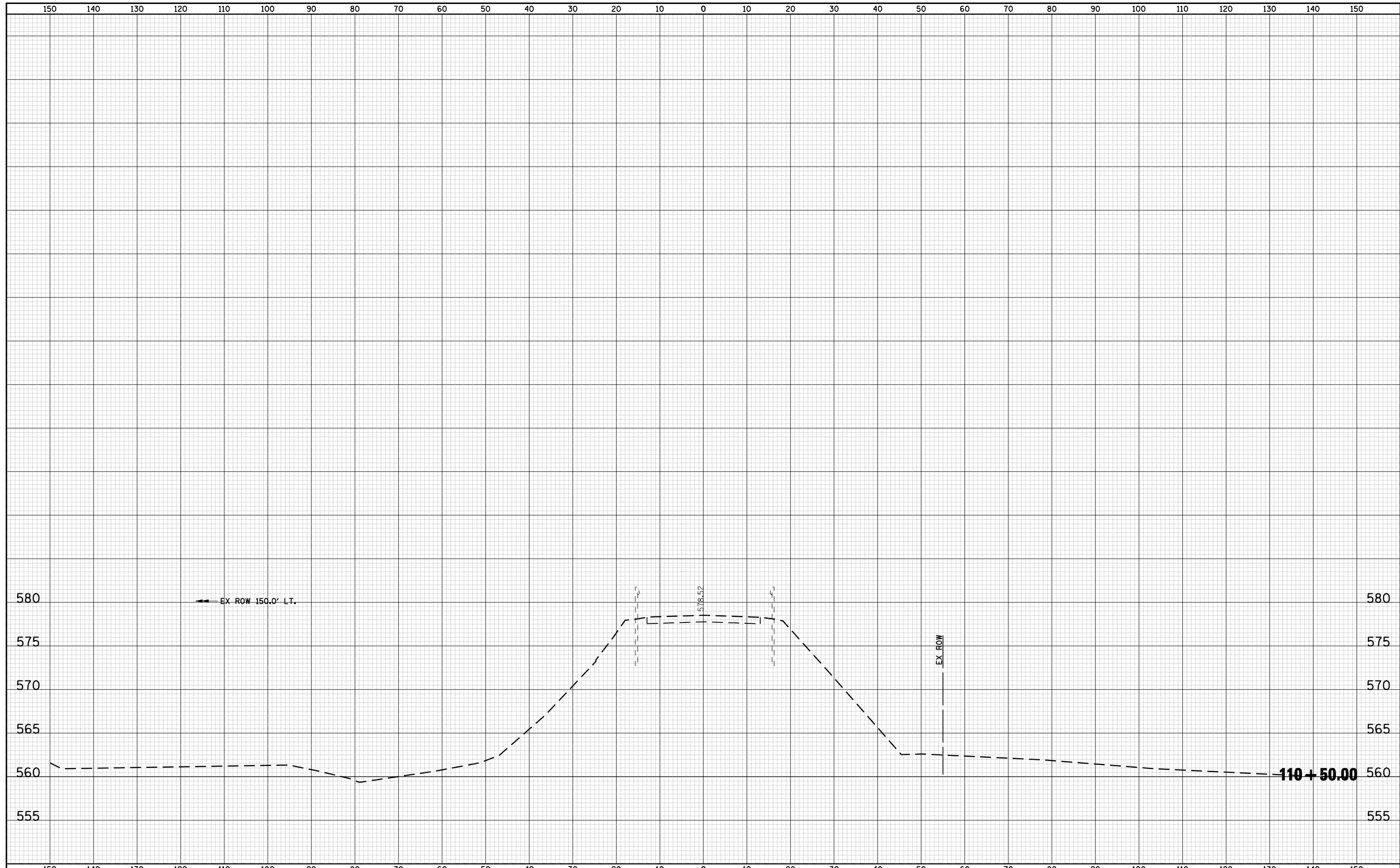


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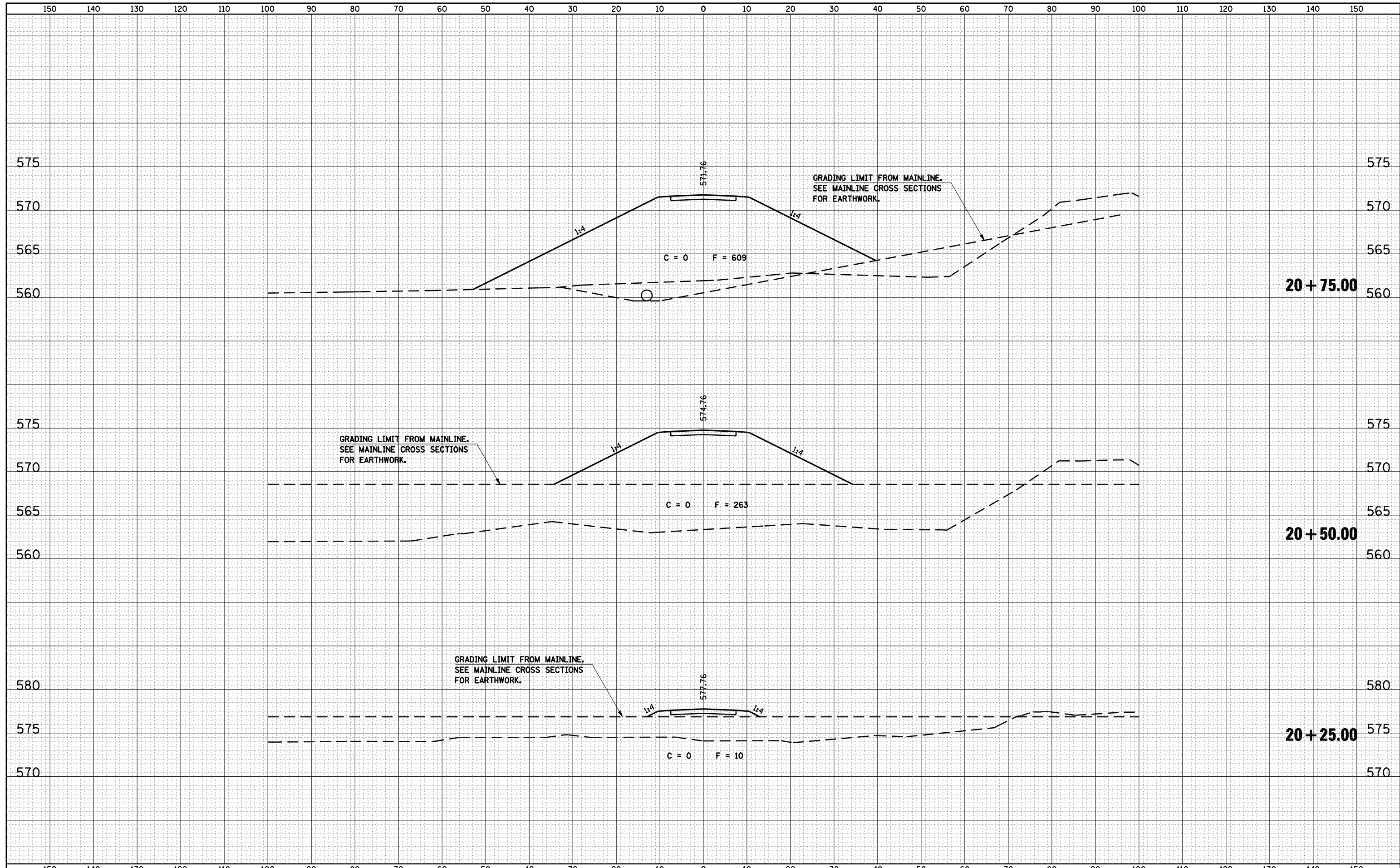
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FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - IL ROUTE 108			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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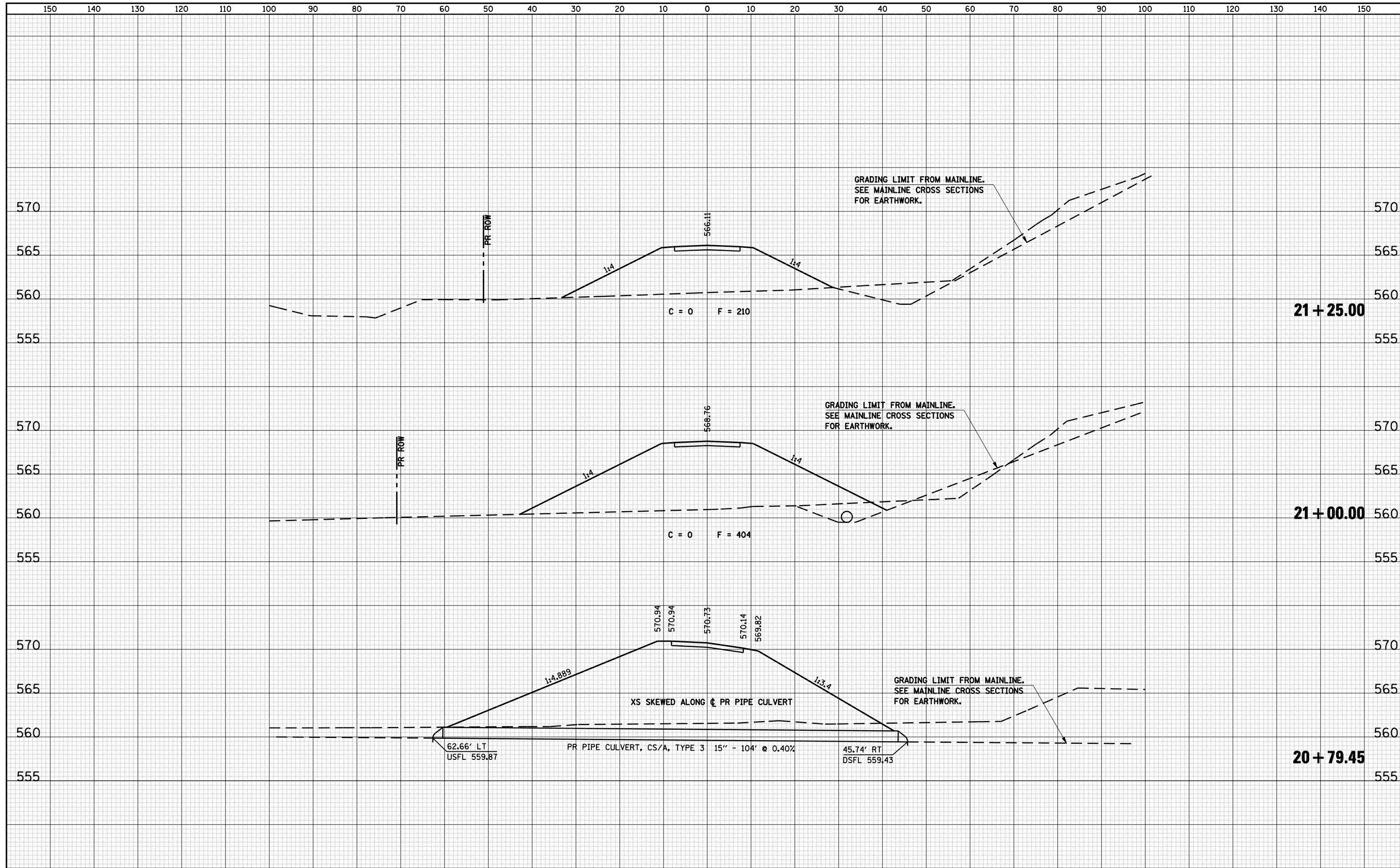
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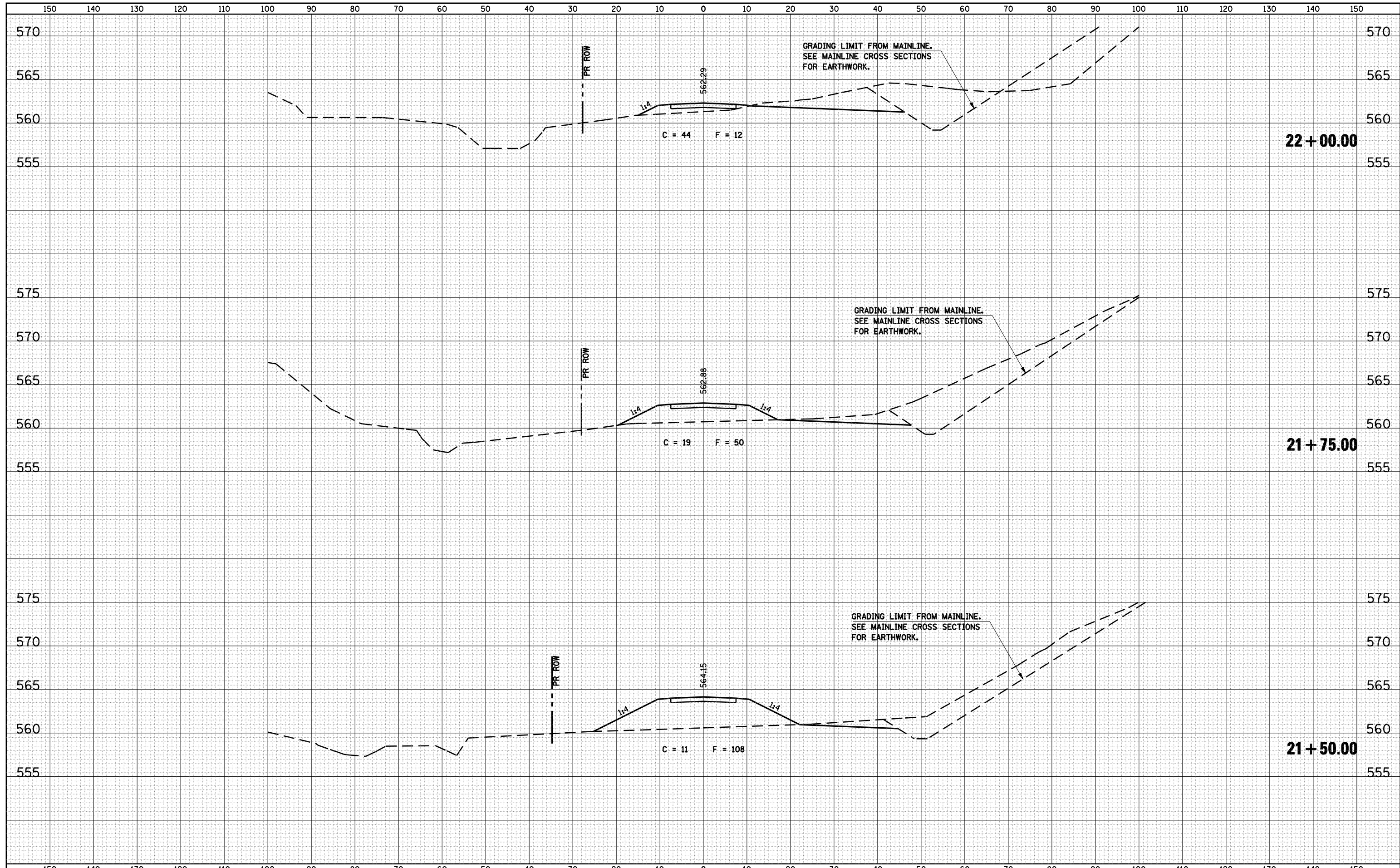
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FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - ENTRANCE STA. 108 + 10, RT			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		REVISIED -	REVISED -		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT					

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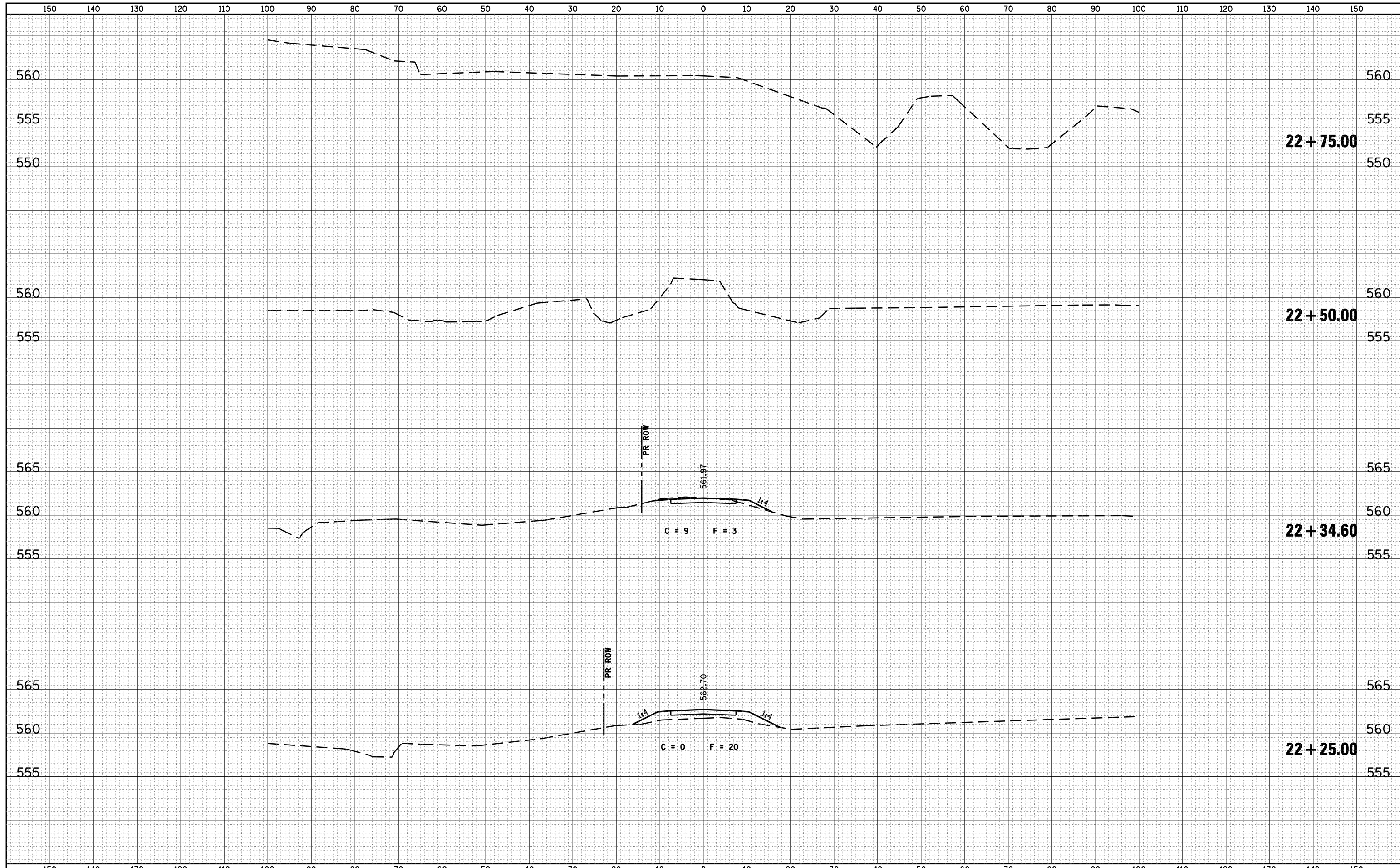
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FILE NAME =	USER NAME = laughlin1	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - ENTRANCE STA. 108 + 10, RT			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\Projects\d653603\ie_final\8006xs_ent_rt.sht	PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISIED -					769	110B-2	MACOUPIN	98	97
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		DATE -	REVISIED -					CONTRACT NO. 72813				

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FILE NAME =	USER NAME = laughlin1	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - ENTRANCE STA. 108 + 10, RT			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\Projects\d653603\ie_final\8006xs_ent_rt.sht		DRAWN -	REVISIED -		769	110B-2	MACOUPIN	98	98			
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PLOT DATE = May-15-2008 03:20:14PM		DATE -	REVISIED -		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT					