

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
690	481B	CLINTON	46	1
FED. ROAD DIST. NO. -		ILLINOIS	CONTRACT NO. 76C21	

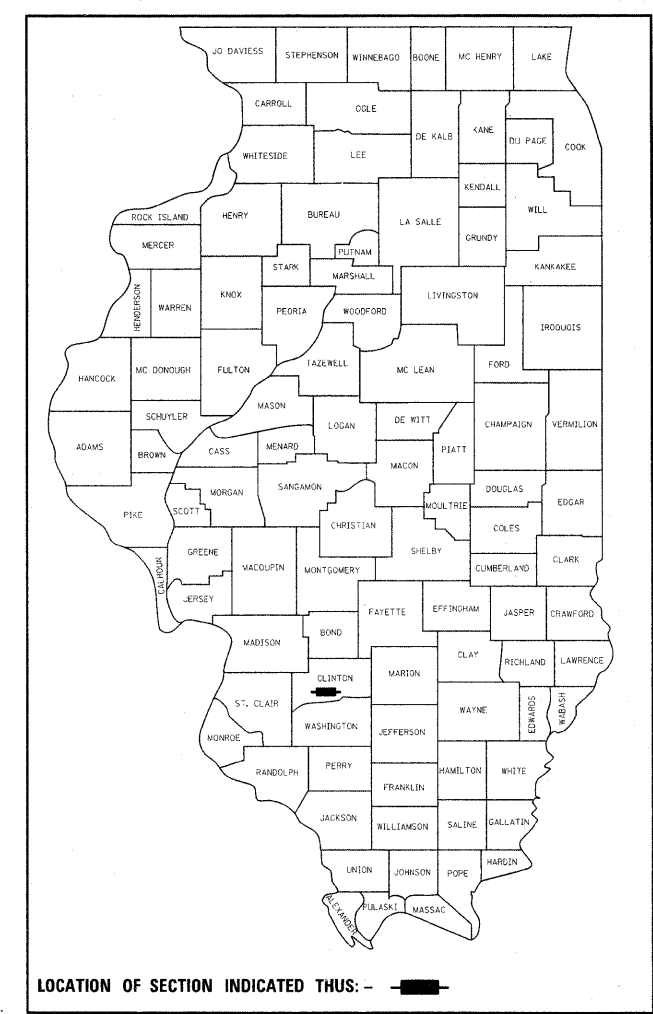
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 690 (IL 160)
SECTION 481B
PROJECT NO. ACBRF-0690(010)
STRUCTURE REPLACEMENT
OVER BRANCH LAKE CREEK
CLINTON COUNTY
C-98-093-08

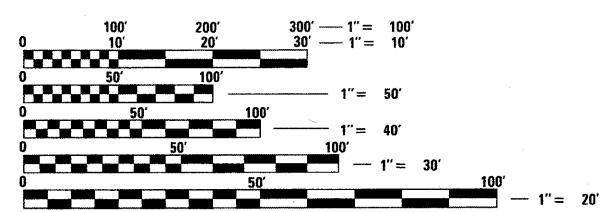
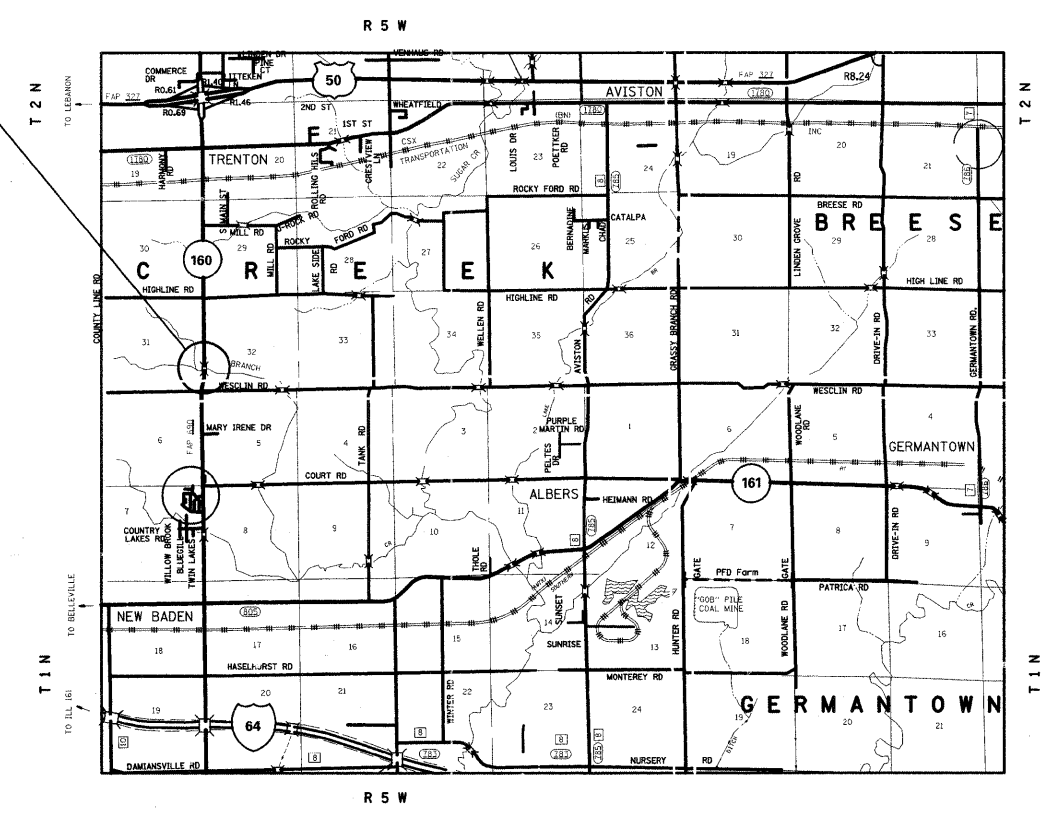
FOR INDEX OF SHEETS, SEE SHEET NO. 2

D-98-101-08



1-SPAN CONCRETE BRIDGE
TO BE REPLACED WITH A
1-SPAN I-BEAM STRUCTURE
OVER BRANCH LAKE CREEK
SN 014-0026(E) 0079(P)
STA 623+16.00
77'-0" BK TO BK OF ABUTMENTS

RESURFACING:
FROM STA 621+25.00 TO STA 622+41.50
FROM STA 623+90.30 TO STA 625+00.00

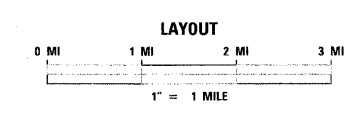


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: PATTI LEBEAU (618) 346-3179
PROJECT MANAGER: HERVE GELIN (618) 346-3323

TRAFFIC DATA
ADT: 4000 (2010)
5400 (2030)
SU: 3.9%
MU: 3.2%



GROSS LENGTH = 77 FT = 0.0146 MI
NET LENGTH = 77 FT = 0.0146 MI

LATITUDE: 38.5716 LONGITUDE: 89.6864

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED June 29 2011
May C. Jamie
DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER

August 19 2011
Scott E. Still, P.E.
Acting ENGINEER OF DESIGN AND ENVIRONMENT

August 19 2011
Christine M. Reed, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

CONTRACT NO. 76C21

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HIGHWAY STANDARDS

000001-06	631031-09
001001-02	635006-03
001006	635011-02
280001-05	701006-03
420401-08	701011-02
482001-02	701306-03
482011-03	701311-03
515001-03	701321-11
601101-01	701326-04
630001-09	704001-06
630301-05	780001-02
	781001-03
	701901-01

COMMITMENTS

SUGAR CREEK ROAD DISTRICT HAS AGREED TO ALLOW THE DEPARTMENT TO UTILIZE HIGHLINE ROAD, CLINTON COUNTY LINE ROAD, AND WESCLIN ROAD AS A FARM EQUIPMENT DETOUR ROUTE THROUGHOUT THE CONSTRUCTION PHASE OF THIS PROJECT. THE RESIDENT ENGINEER SHOULD CONTACT MIKE EMIG (SUGAR CREEK ROAD DISTRICT COMMISSIONER) TO NOTIFY HIM OF THE DATES OF THE BRIDGE CLOSURE AT (618) 224-9232.

GENERAL NOTES

1. THE STANDARDS AND REVISION NUMBERS SHALL APPLY TO THIS PROJECT.
2. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
3. THE THICKNESS OF THE HMA MIXTURES SHOWN ON THE PLANS IS THE NORMAL THICKNESS. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MIXTURE IS PLACED.
4. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:

- AMEREN ILLINOIS
- AT&T ILLINOIS
- CHARTER COMMUNICATIONS, INC.
- CLINTON COUNTY ELECTRIC COOPERATIVE, INC.
- TRI-TOWNSHIP WATER DISTRICT

MEMBERS OF J.U.L.I.E (800) 892-0123 ARE INDICATED BY •. NON-MEMBERS MUST BE NOTIFIED INDIVIDUALLY.

5. IF THE CONTRACTOR, FOR HIS CONSTRUCTION ACTIVITY, REMOVES TREES WITHIN THE RIGHT-OF-WAY LIMITS WHICH ARE NOT DESIGNATED ON THE PLANS FOR REMOVAL, I.E. IN ORDER TO GAIN ACCESS TO THE PROJECT SITE; IT WILL BE HIS RESPONSIBILITY TO REPLACE THE TREES AT A 1:1 RATIO. THE TREES WILL BE REPLACED WITH A 1 GALLON NATIVE ILLINOIS TREE SPECIES AND SHALL BE APPROVED BY THE ENGINEER. THE TREE REMOVAL AND TREE REPLACEMENT WILL BE AT THE CONTRACTOR'S EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
6. PROPOSED PAVEMENT MARKING SHALL MATCH EXISTING AS DIRECTED BY THE RESIDENT ENGINEER.
7. SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO MILLED, PRIMED, LB, AND FINAL SURFACE. ONLY REMOVAL FROM FINAL SURFACE PAID AS WORK ZONE PAVEMENT MARKING REMOVAL.
8. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS CONTRACT:

MIXTURE USE	SURFACE	BINDER/WIDENING	SHOULDERS ≥ 2 1/4"	LEVELING BINDER	SHOULDERS < 2 1/4"
AC/PG	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
RAP % (MAX)	SEE SPEC.	SEE SPEC.	SEE CONTRACT RAP	SEE SPEC.	SEE CONTRACT RAP
DESIGN AIR VOIDS	4.0% @ Ndes=70	4.0% @ Ndes=70	SPECIAL PROVISION	4.0% @ Ndes=70	SPECIAL PROVISION
MIX COMPOSITION			2.0% @ Ndes=30		2.0% @ Ndes=30
(GRADATION MIXTURE)	IL 12.5/9.5	IL 19.0	NMAS = 3/4"	IL 19.0	NMAS = 1/2"
FRICTION AGG	MIXTURE "C"	MIXTURE "B"		MIXTURE "C"	

••TOP LIFT SHOULDERS - DESIGN THIS MIX AT 2.0% VOIDS AND ADD ASPHALT TO REDUCE VOIDS TO 1.5%.
 PLAN QUANTITIES FOR HOT-MIX ASPHALT SURFACE COURSE ITEMS ARE CALCULATED USING A UNIT WEIGHT OF 112 LB/SQ YD/IN (59.8 KG/SQ M/25 MM THICKNESS).

EROSION CONTROL & SEDIMENT CONTROL NOTES

ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN. PRIOR TO APPROVAL AND USE OF THE PRODUCT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER RECOMMENDED INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.

TEMPORARY SEEDING SHALL BE COMPLETED ON A WEEKLY BASIS ON EXPOSED GROUND AND SHALL BE PAID FOR AS "TEMPORARY EROSION CONTROL SEEDING" AND NO OTHER PAYMENT WILL BE PERMITTED. FOR CALCULATION PURPOSES, TWO APPLICATIONS OF TEMPORARY SEEDING WERE ASSUMED.

ALL AREAS DISTURBED FOR ANY REASON SHALL BE PERMANENTLY SEEDED AS DIRECTED BY THE ENGINEER. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDED AT THE CONTRACTOR'S EXPENSE

CLASS 2 SEEDING IS TO BE PLACED AS SOON AS EARTHWORK IS COMPLETED.

EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN DAYS.

FINAL SEEDING SHALL BE PERFORMED AS SOON AS POSSIBLE.

FILE NAME = c:\pwwork\pwwork\gelink\dms52647\d76c2	USER NAME = gelink sht-gennote.dgn	DESIGNED - _____ DRAWN - _____	REVISED - _____ REVISED - _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS /HIGHWAY STANDARDS GENERAL NOTES /COMMITMENTS		F.A.P. RTE. 960	SECTION 481B	COUNTY ST CLAIR	TOTAL SHEETS 46	SHEET NO. 2	
PLOT SCALE = 50,0000' / 1" =	CHECKED - _____	REVISED - _____	SCALE: _____		SHEET NO. 1 OF 1 SHEETS	STA. _____ TO STA. _____	CONTRACT NO. 76C21		[ILLINOIS] FED. AID PROJECT			
PLOT DATE = 6/28/2011	DATE - _____	REVISED - _____										

SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		80% FED. 20% STATE 0011	
20200100	EARTH EXCAVATION	CU YD	430	430	
20300100	CHANNEL EXCAVATION	CU YD	690	690	
* 25000200	SEEDING, CLASS 2	ACRE	0.5	0.5	
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	27	27	
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	27	27	
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	27	27	
* 25100105	MULCH, METHOD 1	ACRE	1	1	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	54	54	
28000305	TEMPORARY DITCH CHECKS	FOOT	136	136	
28100107	STONE RIPRAP, CLASS A4	SO YD	867	867	
28200200	FILTER FABRIC	SO YD	989	989	
35600712	HOT-MIX ASPHALT BASE COURSE WIDENING, 9"	SO YD	96	96	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	0.2	0.2	
40600300	AGGREGATE (PRIME COAT)	TON	1	1	
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	34	34	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	167	167	
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	51	51	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SO YD	51	51	
44000100	PAVEMENT REMOVAL	SO YD	303	303	
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	452	452	
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SO YD	151	151	
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SO YD	76	76	
48203100	HOT-MIX ASPHALT SHOULDERS	TON	9	9	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1	
50105220	PIPE CULVERT REMOVAL	FOOT	104	104	
50200100	STRUCTURE EXCAVATION	CU YD	296	296	
50300100	FLOOR DRAINS	EACH	6	6	
50300225	CONCRETE STRUCTURES	CU YD	57.6	57.6	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	238	238	
50300260	BRIDGE DECK GROOVING	SO YD	518	518	
50300280	CONCRETE ENCASEMENT	CU YD	4.2	4.2	
50300300	PROTECTIVE COAT	SO YD	643	643	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1	

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		80% FED. 20% STATE 0011	
50500505	STUD SHEAR CONNECTORS	EACH	1620	1620	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	59980	59980	
50800515	BAR SPLICERS	EACH	565	565	
51201600	FURNISHING STEEL PILES HP12X53	FOOT	243	243	
51202305	DRIVING PILES	FOOT	243	243	
51203600	TEST PILE STEEL HP12X53	EACH	1	1	
51204650	PILE SHOES	EACH	12	12	
51500100	NAME PLATES	EACH	1	1	
52100520	ANCHOR BOLTS, 1"	EACH	24	24	
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	75	75	
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT PDSTS	FOOT	50	50	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	410	410	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12	
67100100	MOBILIZATION	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	
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1	
70106700	TEMPORARY RUMBLE STRIP	EACH	6	6	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2	2	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	671	671	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	2899	2899	
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	775	775	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	1190	1190	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	412.5	412.5	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	362.5	362.5	
* 72000100	SIGN PANEL - TYPE 1	SO FT	10	10	
* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	24	24	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1753	1753	
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	446	446	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	8	8	
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	2	2	

* SPECIALTY ITEM

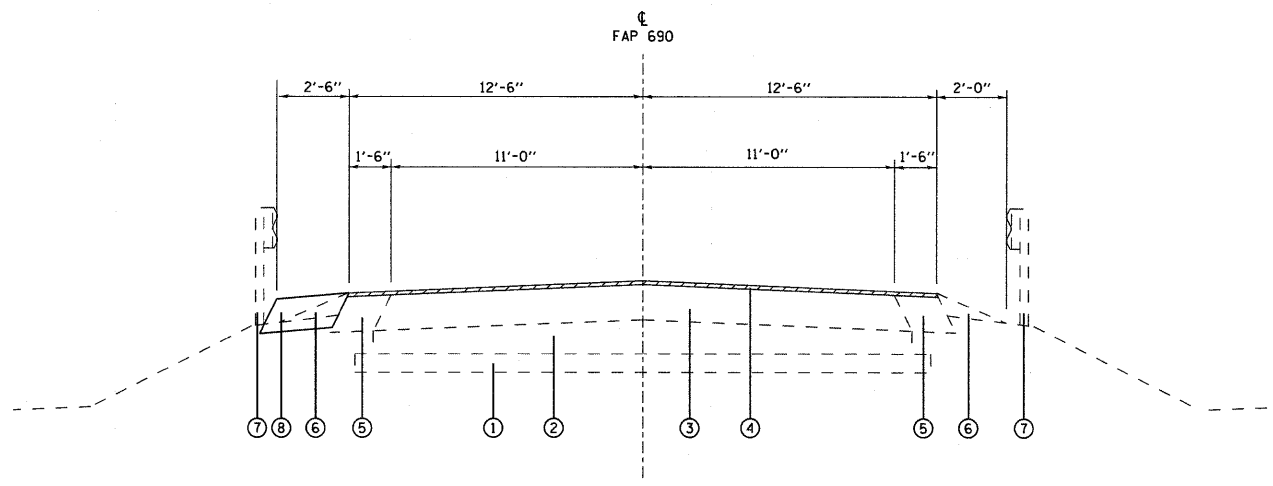
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	PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 76C21					
	PLOT DATE = 7/12/2011	DATE -	REVISED -			SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

SUMMARY OF QUANTITIES

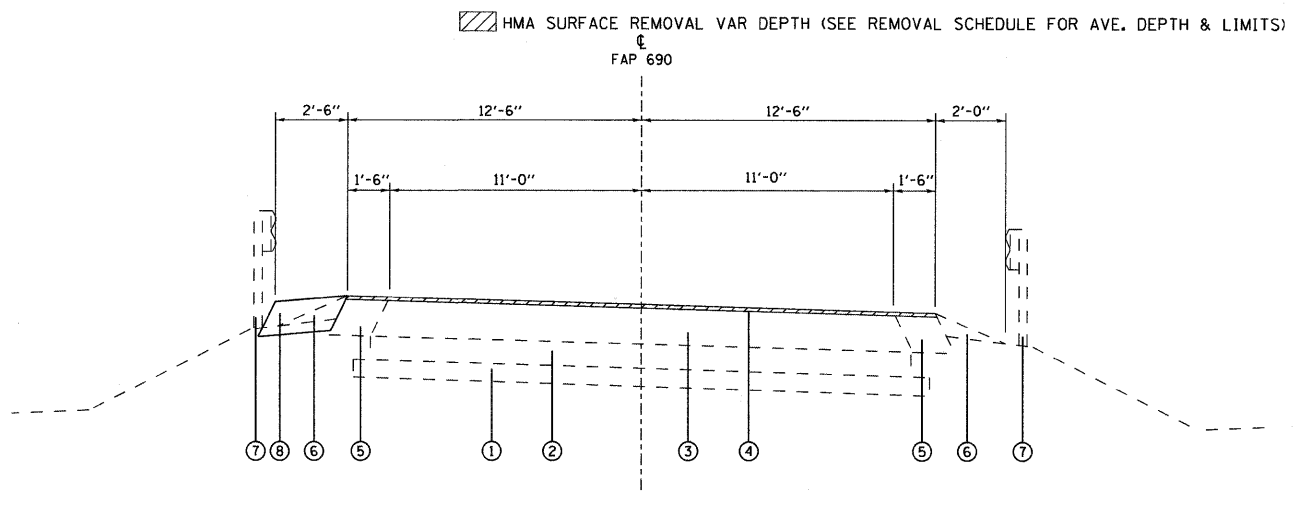
SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		80% FED. 20% STATE 0011	
* 78200100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	4	4	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	726	726	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	10	10	
89501510	RELOCATE EXISTING FLASHING BEACON	EACH	1	1	
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	122	122	
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	462	462	
X6660445	RIGHT-OF-WAY AND PROPERTY CORNERS	EACH	8	8	
X7010202	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)	EACH	1	1	
* X7200200	WIDE LOAD SIGNING	L SUM	1	1	
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	4	4	
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	154	154	
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	658	658	
Z0073500	TEMPORARY SUPPORT SYSTEM	L SUM	1	1	

*SPECIALTY ITEM

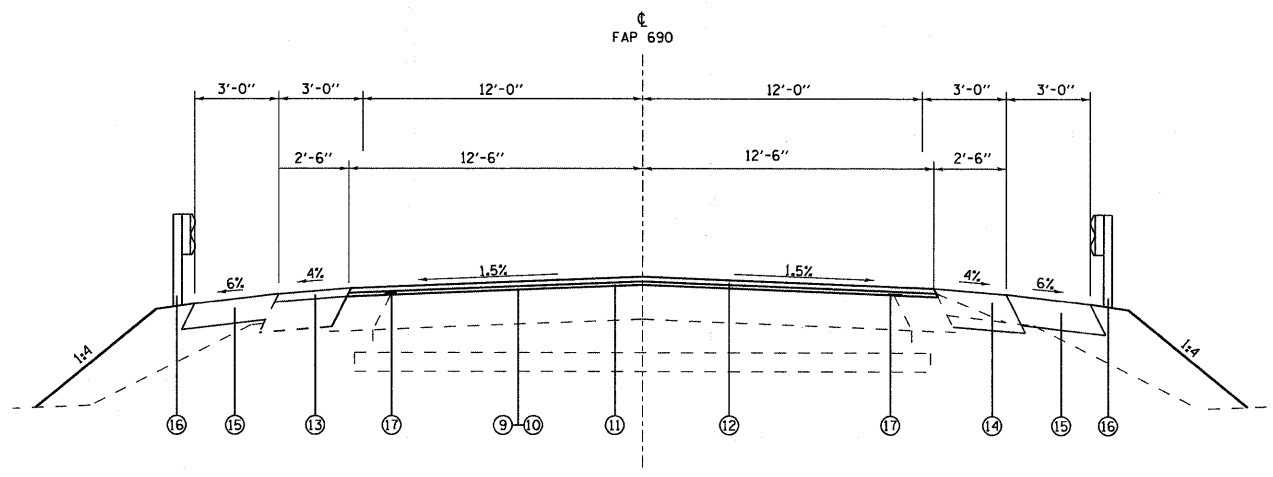
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ct:\pw\work\pwidot\gelinh\dms52647\d76c2	shs-500.dgn	DRAWN -	REVISED -			690	481B	CLINTON	46	4	
	PLOT SCALE = 50.0000' / 1"	CHECKED -	REVISED -			CONTRACT NO. 76C21					
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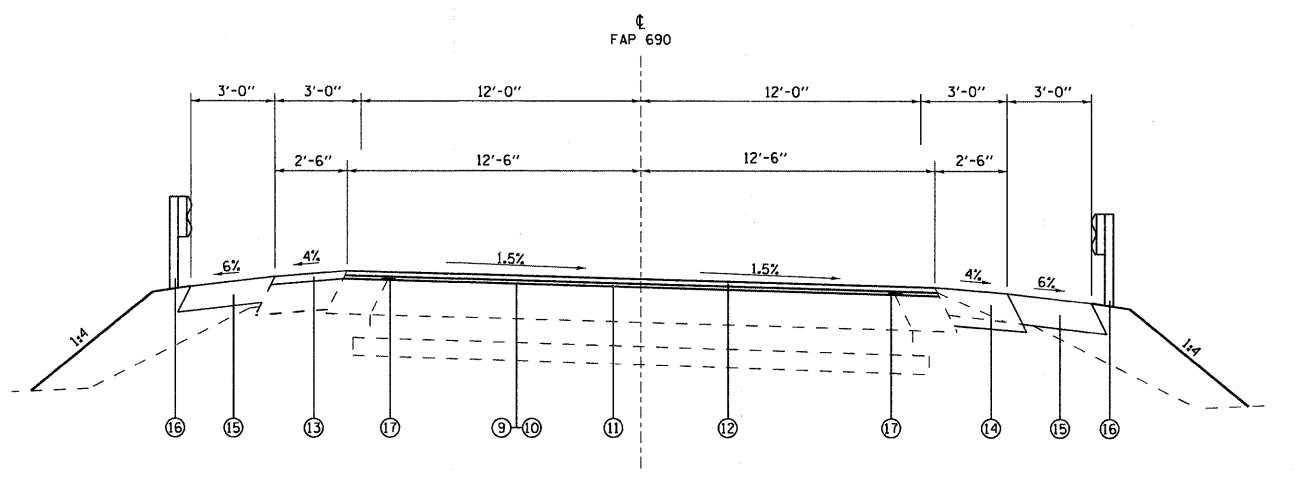
EXISTING TYPICAL SECTION
STA. 621+25.00 TO STA 623+00.00



EXISTING TYPICAL SECTION
STA. 623+32.00 STA. 625+00.00



PROPOSED TYPICAL SECTION
STA. 621+25.00 TO STA. 622+41.50



PROPOSED TYPICAL SECTION
STA. 623+84.50 TO STA. 625+00.00

LEGEND

- ① EXISTING SUBBASE GRANULAR MATERIAL 5"
- ② EXISTING SUBBASE GRANULAR MATERIAL 10"
- ③ EXISTING HOT-MIX ASPHALT OVELAY (VARIES 6" TO 7 3/4")
- ④ EXISTING HOT MIX ASPHALT SURFACE COURSE, 1 1/2"
- ⑤ EXISTING HOT-MIX ASPHALT SHOULDERS, 6"
- ⑥ EXISTING AGGREGATE SHOULDERS, TYPE B
- ⑦ EXISTING STEEL PLATE BEAM GUARD RAIL
- ⑧ PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 9" (FOR STAGE 1 TRAFFIC)
- ⑨ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ⑩ PROPOSED AGGREGATE (PRIME COAT)
- ⑪ PROPOSED LEVELING BINDER (VARIES 3/4" TO 2 3/4")
- ⑫ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, 1 1/2"
- ⑬ PROPOSED HOT-MIX ASPHALT SHOULDER, 2"
- ⑭ PROPOSED HOT-MIX ASPHALT SHOULDER, 8"
- ⑮ PROPOSED AGGREGATE SHOULDER, TYPE B 6"
- ⑯ PROPOSED STEEL PLATE BEAM GUARD RAIL
- ⑰ PROPOSED STRIP REFLECTIVE CRACK CONTROL

MILLING & BINDER THICKNESS SCHEDULE

STATION	EXISTING ELEV.	PROPOSED ELEV.	DIFFERENCE IN ELEV. (IN)	MILLING DEPTH (IN)	AVERAGE MILLING THICKNESS (IN)	SURFACE THICKNESS (IN)	LEVELING BINDER THICKNESS (IN)	AVERAGE LEVELING BINDER THICKNESS (IN)
621+25.00	466.43	466.43	0.00	2.25		1.5	0.75	
621+50.00	466.1	466.12	0.24	2.01		1.5	0.75	
621+75.00	465.84	465.86	0.24	2.01		1.5	0.75	
622+00.00	465.6	465.65	0.60	1.65		1.5	0.75	
622+25.00	465.38	465.49	1.32	0.93		1.5	0.75	
622+50.00	465.18	465.38	2.40			1.5	0.90	
622+75.00	464.97	465.32	4.20			1.5	2.70	
					1.77			1.05
623+75.00	465.32	465.59	3.24			1.5	1.74	
624+00.00	465.64	465.79	1.80	0.45		1.5	0.75	
624+25.00	465.95	466.03	0.96	1.29		1.5	0.75	
624+50.00	466.31	466.32	0.12	2.13		1.5	0.75	
624+75.00	466.67	466.67	0.00	2.25		1.5	0.75	
625+00.00	467.05	467.05	0.00	2.25		1.5	0.75	
					1.67			0.91

RESURFACING SCHEDULE

STATION	HMA BASE COURSE WIDENING 9" (TON)	AGGREGATE PRIME COAT (TON)	BIT. MAT'L PRIME COAT (TON)	LEVELING BINDER (TON)	HMA SURFACE COURSE MIX "C", N70 (TON)	HMA SHOULDERS 2" (TON)	HMA SHOULDERS 8" (SQ YD)	AGGREGATE SHOULDERS TYPE B 6" (SQ YD)	BRIDGE APPROACH PVMT. CONNECT (FLEXIBLE) (SQ YD)	STRIP REFLECTIVE CRACK CONTROL TREATMENT (FT)
621+25.00 LT TO 623+00.00 LT	48.61									
621+25.00 RT/LT TO 622+41.50 RT/LT		0.47	0.10	18.27	26.10			77.67		233
621+25.00 RT TO 622+41.50 RT						4.35				
621+25.00 RT/LT TO 621+55.00 RT/LT							38.83			
622+41.50 RT/LT TO 622+47.50 RT/LT								25.22		
623+32.09 LT TO 625+00.00 LT	46.64									
623+84.50 RT/LT TO 623+90.50 RT/LT								25.22		
623+90.50 RT/LT TO 625+00.00 RT/LT		0.44	0.09	14.88	24.53			73.00		219
623+90.50 LT TO 625+00.00 LT						4.09				
623+90.50 RT TO 625+00.00 RT							36.50			
624+70.00 RT/LT TO 625+00.00 RT/LT										
TOTAL	95.25	0.90	0.19	33.15	50.62	8.44	75.33	150.67	50.44	452.00

TEMPORARY EROSION CONTROL SCHEDULE

LOCATION	RT/LT	TEMP. EROS. CONTROL SEEDING (POUND)	MULCH METHOD 1 (ACRE)	STATION	LT	RT
621+25.00 TO 625+00.00	LT	24.85	0.28	621+50.00	17	17
621+25.00 TO 625+00.00	RT	28.65	0.32	622+50.00	17	17
				623+75.00	17	17
				624+75.00	17	17
TOTAL		53.50	0.59	SUB TOTAL	68	68
				TOTAL	136	

REMOVAL SCHEDULE

STATION	HMA SURF. REMOVAL VARIABLE DEPTH (SQ YD)	HMA SURF. BUTT-JOINT REMOVAL (SQ YD)	PAVEMENT REMOVAL (SQ YD)	SPBGR REMOVAL (FT)	RAISED REFL. PAVEMENT MARKER REMOVAL (EA)	PIPE CULVERT REMOVAL 18" CMP (FT)	24" CMP (FT)
619+77.00 TO 627+22.00 CL					10		
621+25.00 TO 621+55.00 RT/LT		83.33					
621+25.00 TO 622+41.50 RT/LT	240.28						
621+97.50 TO 623+00.00 RT/LT				205.00			
622+41.50 TO 623+00.00 RT/LT			162.50				
623+40.00 TO 623+90.50 RT/LT			140.28				
623+40.00 TO 625+00.00 RT/LT	220.83						
622+68.80 TO 622+97.38 LT						29	
622+77.20 TO 623+02.60 RT							25
623+11.60 TO 623+61.70 LT						50	
623+32.50 TO 624+35.00 RT/LT				205.00			
624+70.00 TO 625+00.00 RT/LT		83.33					
SUB TOTAL						79	25
TOTAL	461.11	166.66	302.78	410.00	10	104	

TEMP. CONCRETE BARRIER SCHEDULE

LOCATION	STAGE I	STAGE II
621+09.80 RT TO 622+22.00 LT	112.50	
622+22.00 LT TO 624+09.50 LT	187.50	
624+09.50 LT TO 625+21.50 RT	112.50	
621+47.50 LT TO 622+22.00 RT		75.00
622+22.00 RT TO 624+09.50 RT		187.50
624+09.50 RT TO 625+09.50 LT		100.00
SUB TOTAL	412.50	362.50
TOTAL	775.00	

SEEDING SCHEDULE

LOCATION	SEEDING CLASS 2 (ACRE)	NITROGEN FERT. NUTR (POUND)	PHOSPHORUS FERT. NUTR (POUND)	POTASSIUM FERT. NUTR (POUND)	MULCH METHOD 1 (ACRE)
621+25.00 TO 625+00.00 RT	0.16	14.32	14.32	14.32	0.159
621+25.00 TO 625+00.00 LT	0.14	12.42	12.42	12.42	0.138
TOTAL	0.30	26.75	26.75	26.75	0.30

GUARDRAIL SCHEDULE

STATION	RT/LT	SPBGR (FT)	TBT - T1 (SPECIAL) (EA)	TERMINAL MARKER (DIRECT APPL) (EA)	TBT-T6 (EA)	GUARDRAIL MARKERS TYPE A (EA)	PRISMATIC BARRIER REFLECTOR (EA)
621+71.25 TO 622+77.50 LT	LT	12.5	1	1	1	2	
621+71.25 TO 622+77.50 RT	RT	12.5	1	1	1	2	
622+77.50 TO 623+54.50 RT/LT	RT/LT						4
623+54.50 TO 624+60.75 LT	LT	12.5	1	1	1	2	
623+54.50 TO 624+60.75 RT	RT	12.5	1	1	1	2	
TOTAL		50	4	4	4	8	4

ROW MARKERS SCHEDULE

STATION	OFFSET	ROW MARKERS (EA)
621+50.00	38.86' RT	1
621+50.00	41.14' LT	1
622+50.00	63.80' RT	1
622+50.00	66.20' LT	1
624+50.00	63.58' RT	1
624+10.00	66.29' LT	1
625+25.00	38.67' RT	1
625+25.00	41.33' LT	1
TOTAL		8

EARTHWORK SCHEDULE

LOCATION	EARTH EXCAVATION (CU YD)	EARTH EXCAVATION ADJTD FOR SHRINKAGE (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)
STA 621+25.00 TO STA 625+00.00	426.5	319.9	220.6	99.2

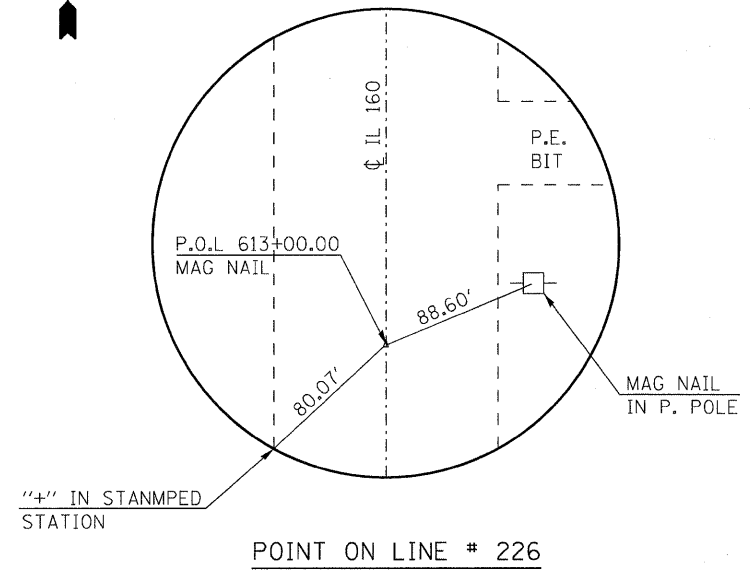
NOTE: WIDENING IS INCLUDED IN THE TOTAL

TEMPORARY PAVEMENT MARKING SCHEDULE

STATION	TEMPORARY PAVEMENT MARKING LINE 4" (FT)	TEMPORARY PAVEMENT MARKING LINE 6" (FT)	SHORT TERM PAVEMENT MARKING (FT)	WORK ZONE PAVEMENT MARKING REMOVAL (SQ FT)	PAVEMENT MARKING REMOVAL (SQ FT)
619+77.00 TO 627+22.00 RT/LT	EDGE LINES				496.7
619+77.00 TO 627+22.00 CL	CENTER LINE				62.1
622+00.00 TO 627+00.00 CL	CENTER LINE				166.7
619+77.00 TO 627+22.00 RT/LT	EDGE LINES - STAGE 1	1490.00	447.0	645.7	
621+09.80 TO 625+21.90	CONC. BARR - STAGE 1		412.50		
619+86.00 TO 626+90.50 RT/LT	EDGE LINES - STAGE 2	1409.00	211.4	540.1	
621+47.50 TO 625+09.50	CONC. BARR - STAGE 2		362.50		
TOTAL		2899.0	775.0	658.4	1185.8

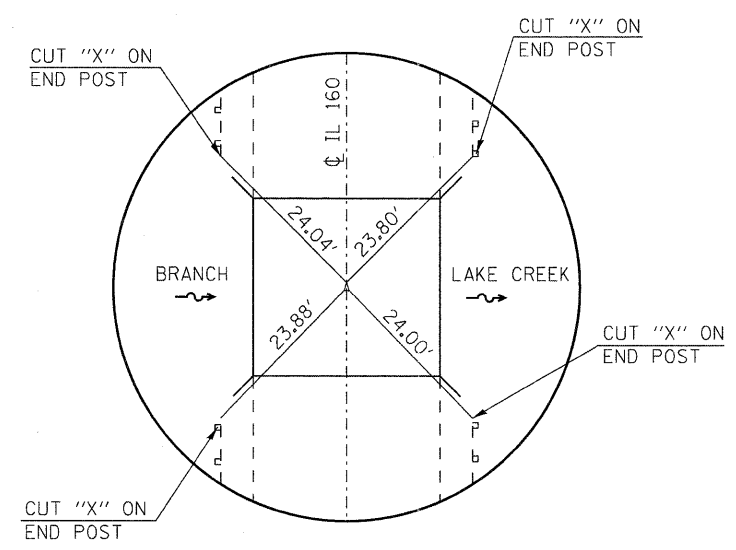
PAVEMENT MARKING SCHEDULE

STATION	THERMOPLASTIC PVMT MKG			POLYUREA			RAISED REFL. PMK MKRS TWO-WAY (EA)
	4" WHITE LINE (FT)	YELLOW SKIP DASH LINE (FT)	4" YELLOW LINE (FT)	4" WHITE LINE (FT)	YELLOW SKIP DASH LINE (FT)	4" YELLOW LINE (FT)	
619+77.00 LT/RT TO 622+47.50 LT/RT	EDGE LINE	541.00					
619+77.00 CL TO 622+47.50 CL	CENTER LINE		67.62				4
622+00.00 CL TO 622+47.50 CL	CENTER LINE		47.50				
622+47.50 LT/RT TO 623+84.50 LT/RT	EDGE LINE			274.00			
622+47.50 CL TO 623+84.50 CL	CENTER LINE				34.25		2
622+47.50 CL TO 623+84.50 CL	CENTER LINE					137.00	
623+84.50 LT/RT TO 627+22.00 LT/RT	EDGE LINE	675.00					
623+84.50 CL TO 627+22.00 CL	CENTER LINE		84.38				4
623+84.50 CL TO 627+22.00 CL	CENTER LINE		337.50				
SUB TOTAL		1216.00	152.00	385.00	274.00	34.25	137.00
TOTAL		1753.00			445.25		10



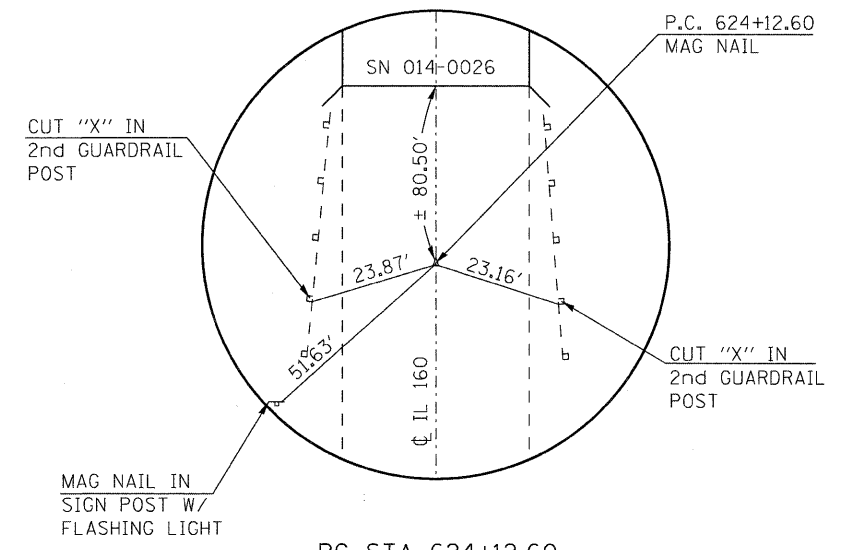
POINT ON LINE # 226

STA 613+00.00
N. 695,017.5667
E. 433,995.4133



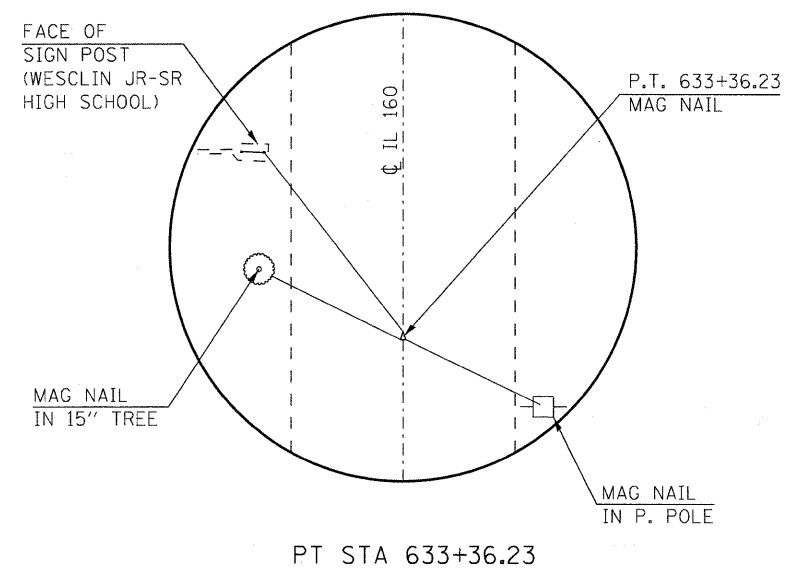
POINT ON BRIDGE # 103

STA 623+16.00
MAG NAIL



PC STA 624+12.60

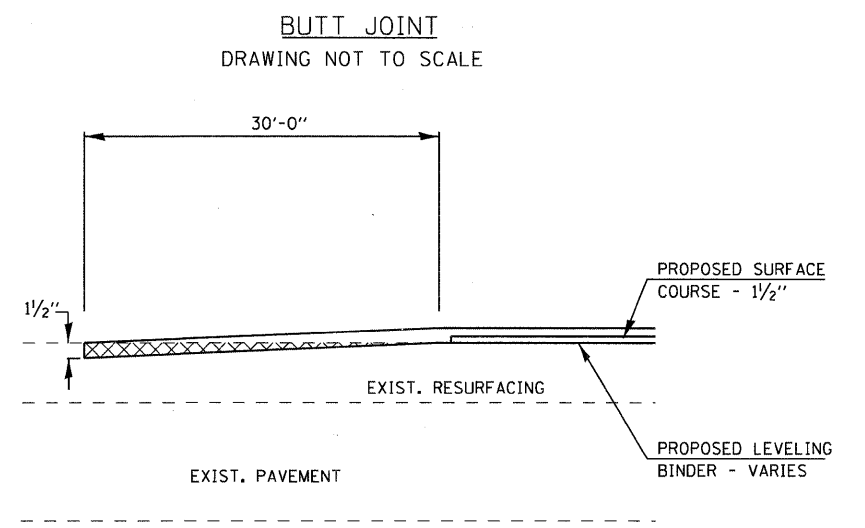
POINT # 214
N. 693,905.1810
E. 434,017.4383



PT STA 633+36.23

POINT # 204
N. 692,983.2819
E. 433,973.7344

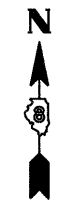
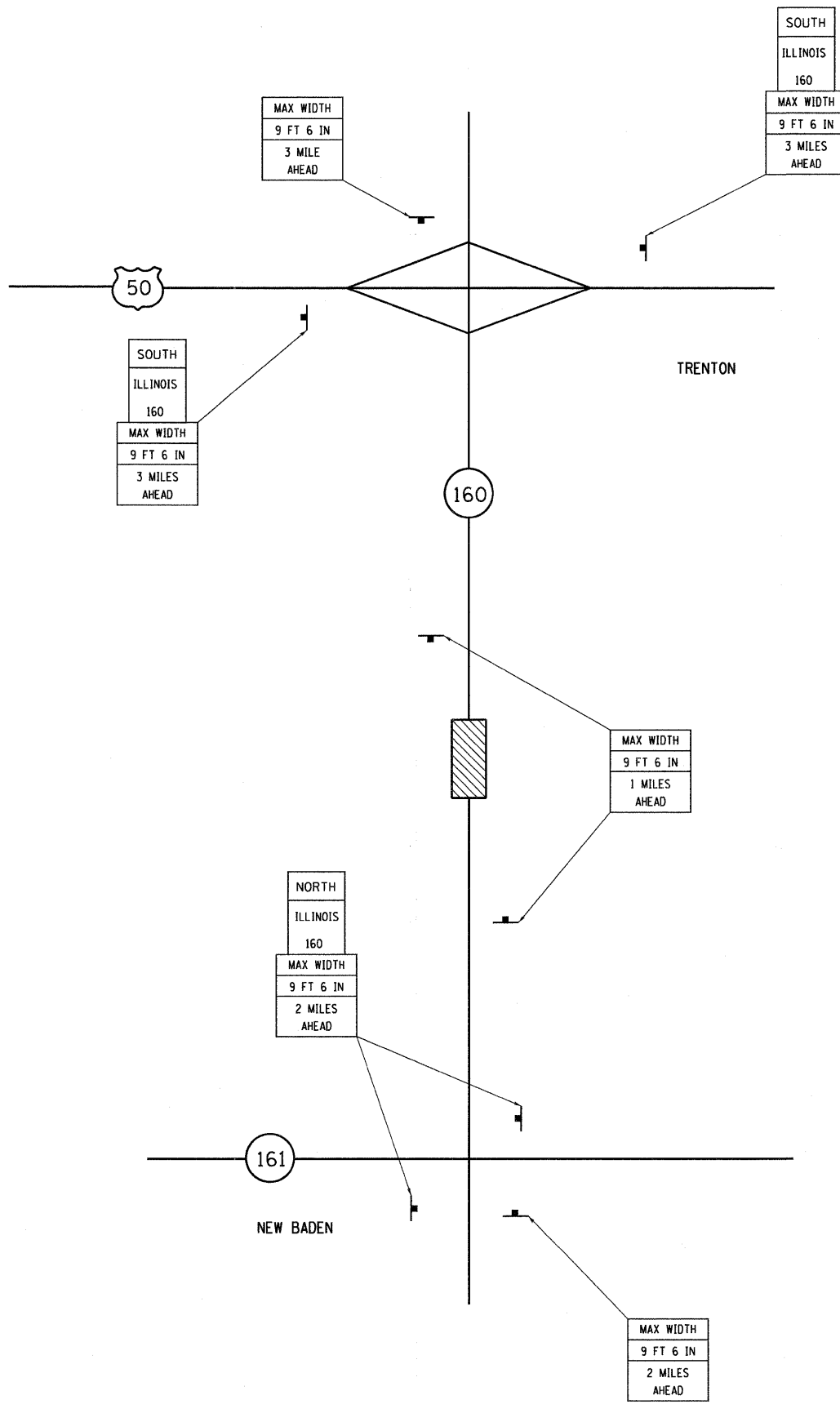
NOTES:
NOT TO SCALE.
ALL MEASUREMENTS ARE PULLED DIRECT, UNLESS OTHERWISE NOTED.
DURING FIELD CHECK IT WAS NOTICED THAT PAVEMENT STAMP STATIONS RUN REVERSE (INCREASE GOING NORTH). SURVEYS HAD INVESTIGATED AND CONFIRMED THAT MISTAKES WERE MADE DURING THE STAMPING OF THE PAVEMENT.



FILE NAME =	USER NAME = gelinh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TIE POINT / BUTT JOINT DETAILS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pw\work\p\widot\gelinh\dms52647\d876c21-shd-ties.dgn		DRAWN -	REVISED -		690	481B	CLINTON	46	7		
PLOT SCALE = 50.0000' / 1"		CHECKED -	REVISED -		CONTRACT NO. 76C21						
PLOT DATE = 6/28/2011		DATE -	REVISED -		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT						

NOTES

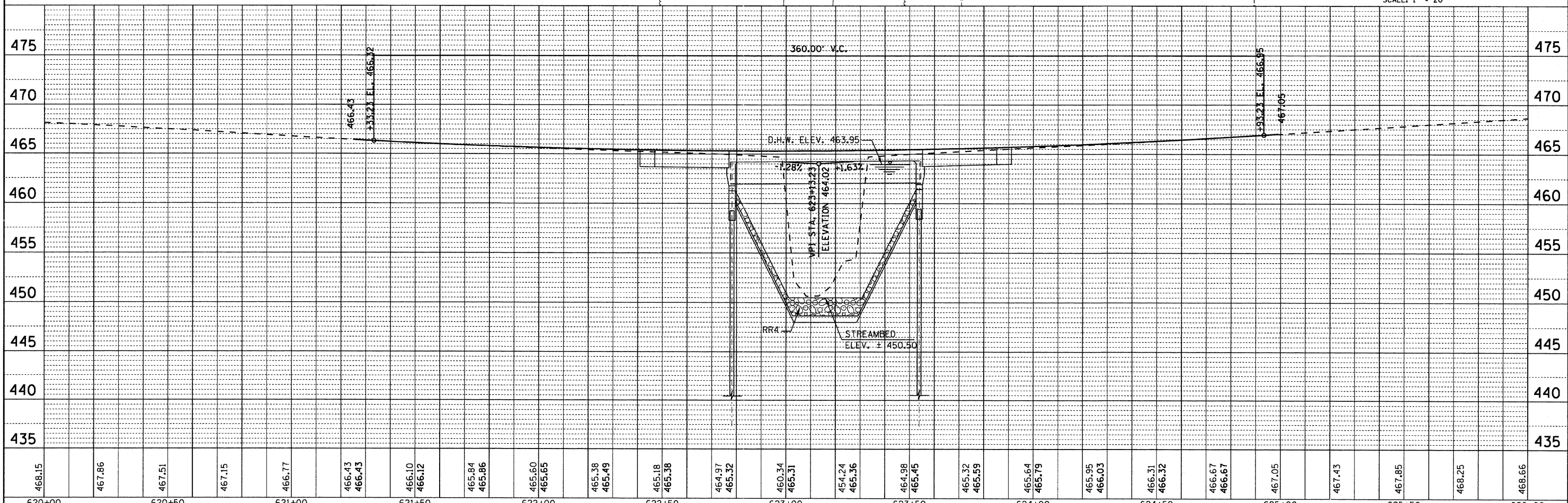
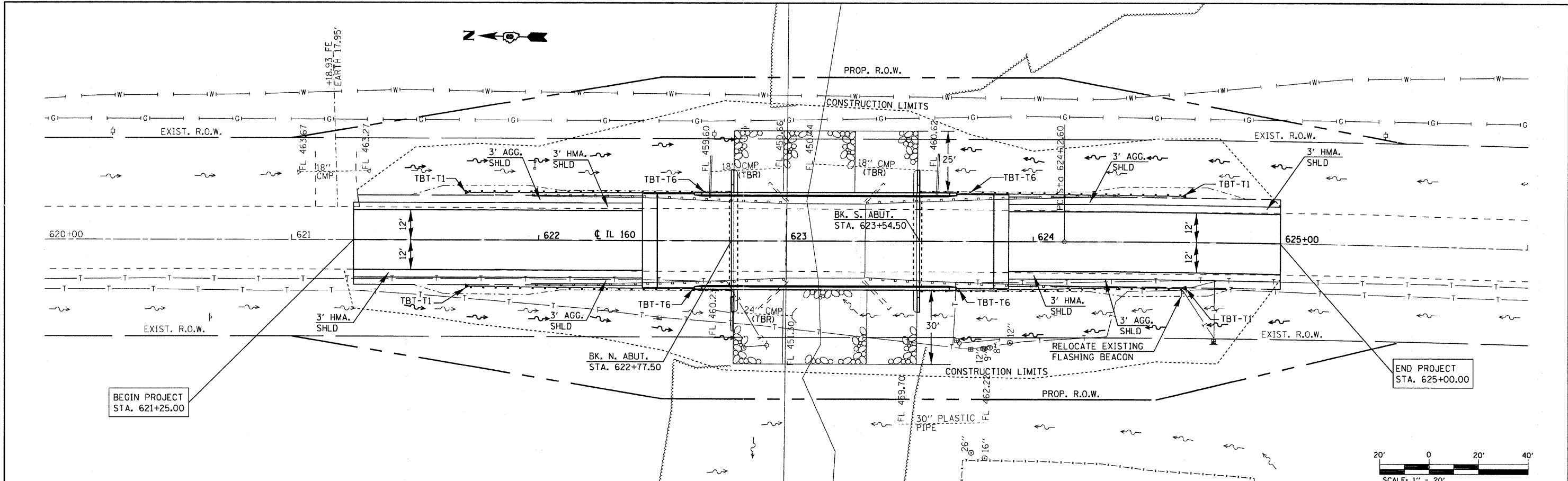
1. ALL SIGNS REQUIRED WILL BE SUPPLIED TO THE CONTRACTOR BY I.D.O.T.
2. THE CONTRACTOR SHALL FURNISH THE POSTS AND ERECT SIGNS AT THE LOCATIONS SHOWN ON THIS SHEET, AS DIRECTED BY THE RE/RT. THE POSTS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
3. THE CONTRACTOR SHALL GIVE ILLINOIS DEPARTMENT OF TRANSPORTATION, BUREAU OF OPERATIONS TWO WEEKS NOTICE FOR SIGNS. THE CONTRACTOR SHALL PICK UP THE SIGNS AT THE T.M. BUILDING IN FAIRVIEW HEIGHTS, AND RETURN THEM UPON COMPLETION OF THE CONTRACT. CONTACT JEAN SLAPE @ (618) 346-3289.
4. THE ABOVE NOTED WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE, LUMP SUM, FOR WIDE LOAD SIGNING AND NO OTHER COMPENSATION WILL BE ALLOWED.
5. SIGN SPACING WILL BE 400' OR TO FIT FIELD CONDITIONS.
6. THE HEIGHT TO THE BOTTOM OF THE LOWEST SIGN SHALL NOT BE LESS THAN 6'.



SIGNS REQUIRED								
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;">MAX WIDTH</td></tr> <tr><td style="text-align: center;">9 FT 6 IN</td></tr> <tr><td style="text-align: center;">1 MILES AHEAD</td></tr> </table>	MAX WIDTH	9 FT 6 IN	1 MILES AHEAD	(2)	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;">NORTH</td></tr> </table>	NORTH	(2)	
MAX WIDTH								
9 FT 6 IN								
1 MILES AHEAD								
NORTH								
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;">MAX WIDTH</td></tr> <tr><td style="text-align: center;">9 FT 6 IN</td></tr> <tr><td style="text-align: center;">2 MILES AHEAD</td></tr> </table>	MAX WIDTH	9 FT 6 IN	2 MILES AHEAD	(3)	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;">SOUTH</td></tr> </table>	SOUTH	(2)	
MAX WIDTH								
9 FT 6 IN								
2 MILES AHEAD								
SOUTH								
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;">MAX WIDTH</td></tr> <tr><td style="text-align: center;">9 FT 6 IN</td></tr> <tr><td style="text-align: center;">3 MILES AHEAD</td></tr> </table>	MAX WIDTH	9 FT 6 IN	3 MILES AHEAD	(3)	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;">ILLINOIS</td></tr> <tr><td style="text-align: center;">160</td></tr> </table>	ILLINOIS	160	(4)
MAX WIDTH								
9 FT 6 IN								
3 MILES AHEAD								
ILLINOIS								
160								

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BY	
DESIGNED	
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FILE NAME	
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NOTE BOOK	
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DATE	
FILE NAME	
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NOTE BOOK	
ALIGNMENT	
PLANNING	
PROFILE	



468.15	467.86	467.51	467.15	466.77	466.43	466.10	465.84	465.60	465.38	465.18	464.97	464.74	464.52	464.34	464.24	464.08	463.95	463.81	463.64	463.59	463.43	463.32	463.21	463.05	462.85	462.75	462.66
620+00	620+50	621+00	621+50	622+00	622+50	623+00	623+50	624+00	624+50	625+00	625+50	626+00															

FILE NAME = c:\pwork\pwork\gelinh\dms52647\d876c21
 USER NAME = gelinh
 DESIGNED -
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 CHECKED -
 DATE -
 PLOT SCALE = 20.0000' / 1"
 PLOT DATE = 6/21/2011

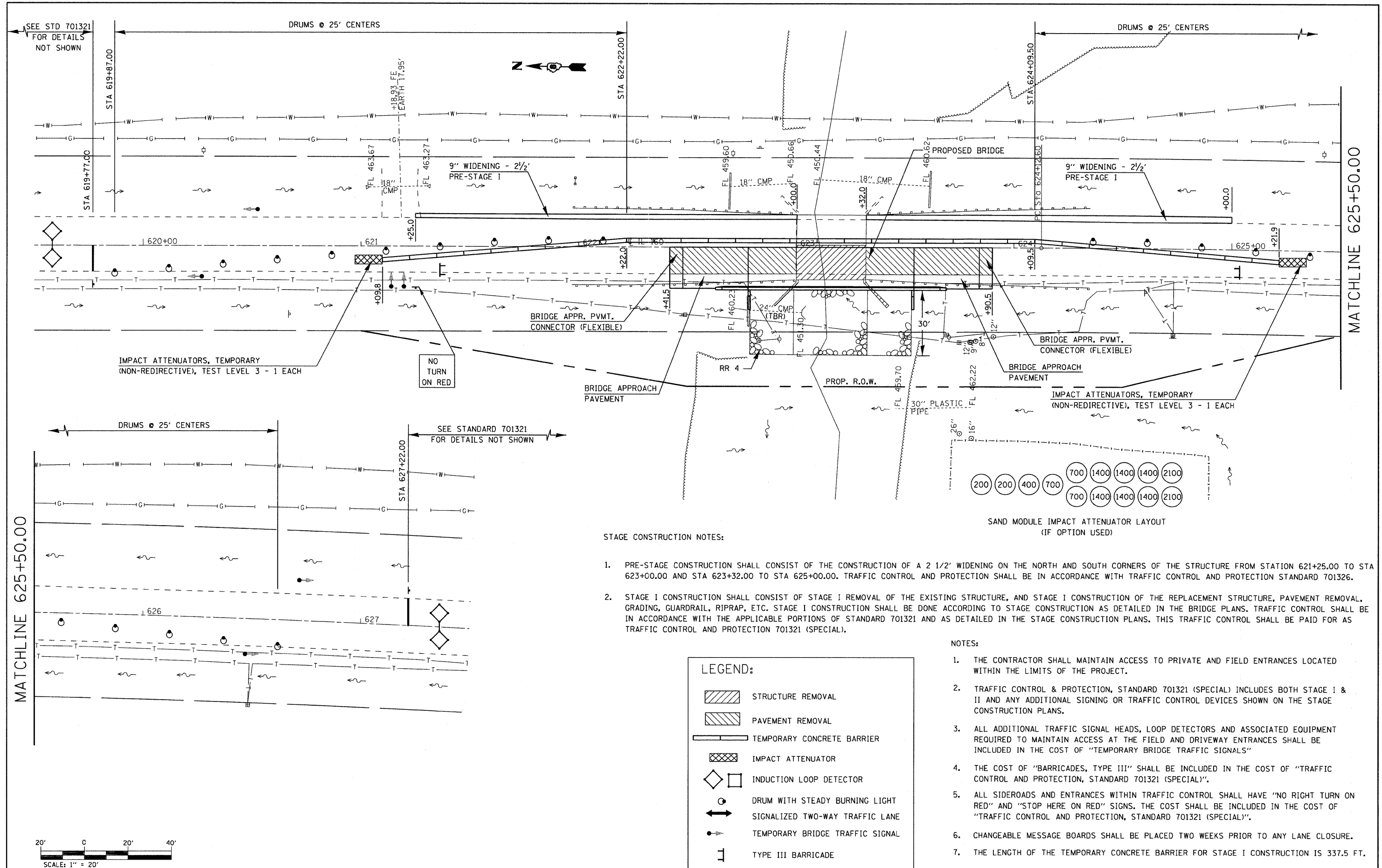
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

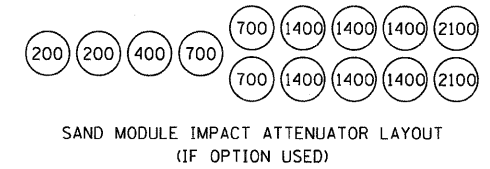
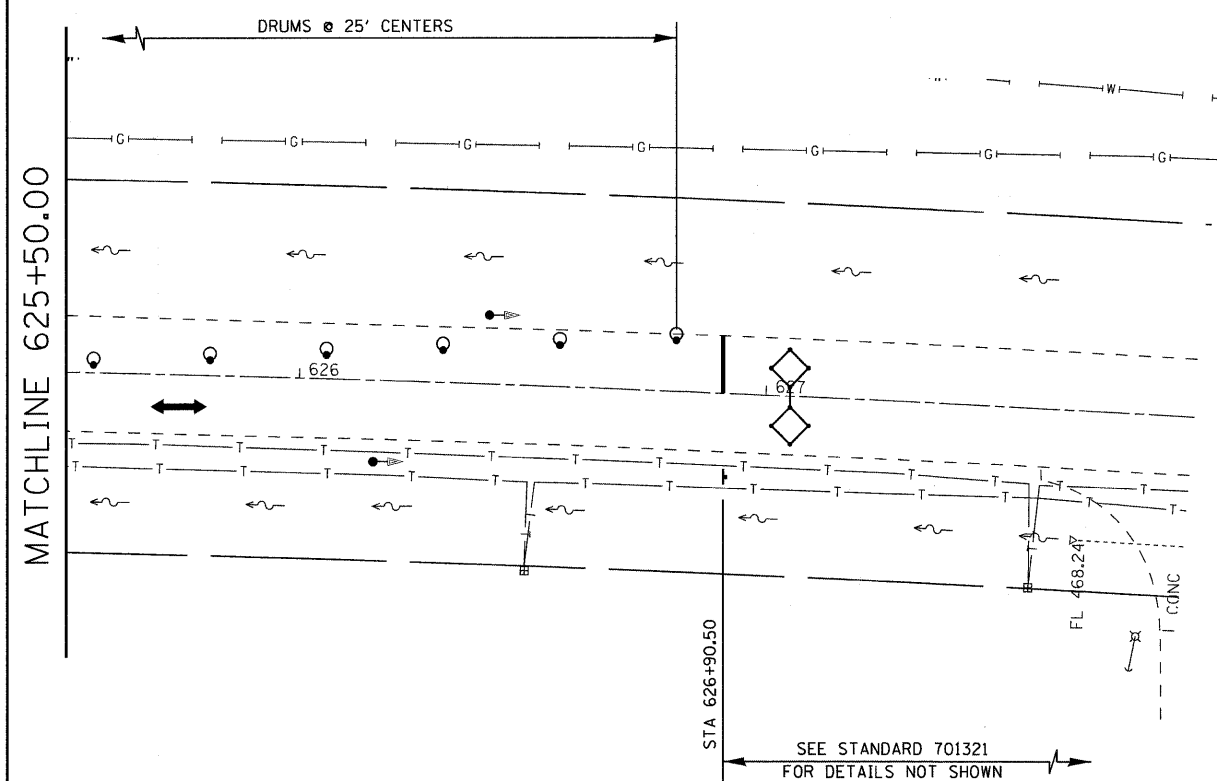
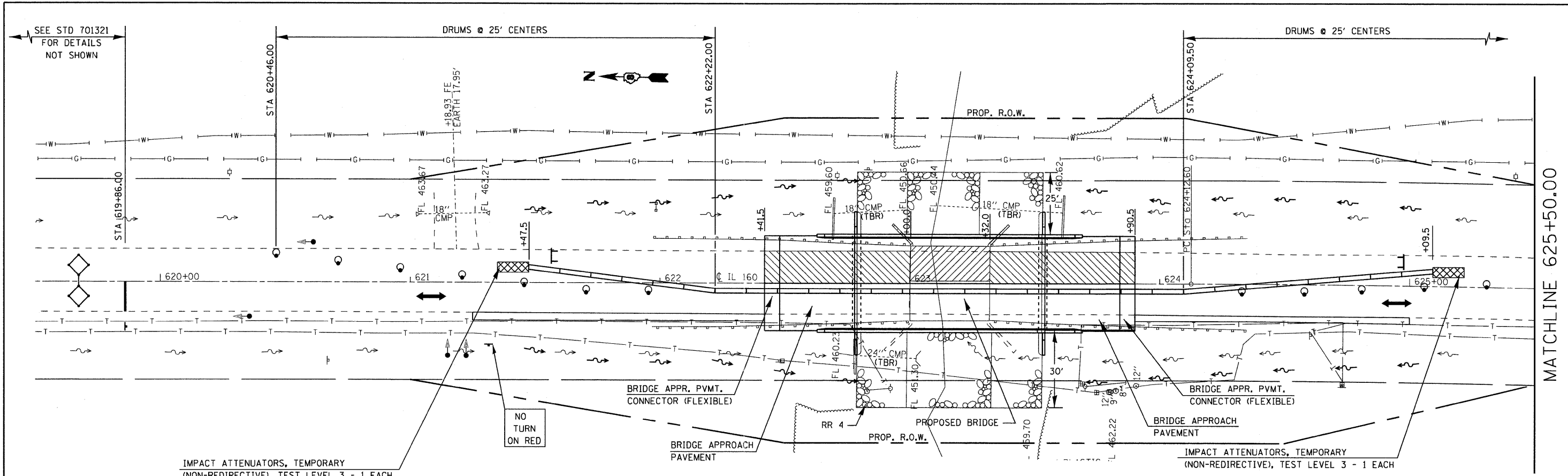
PLAN AND PROFILE

SCALE: 1" = 20' SHEET NO. 1 OF 1 SHEET STA. 620+00.00 TO STA. 626+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
690	481B	CLINTON	46	9
CONTRACT NO. 76C21			ILLINOIS FED. AID PROJECT	



FILE NAME =	USER NAME = gelinh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED STAGE I CONSTRUCTION AND TRAFFIC CONTROL			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\dms52647\d876c21-sht-stogel.dgn	PLOT SCALE = 20.0000' / in.	DRAWN -	REVISED -		SCALE: 1" = 20'	SHEET NO. 1 OF 1 SHEETS	STA. 619+50 TO STA. 627+50.00	690	481B	CLINTON	46	10
	PLOT DATE = 6/21/2011	CHECKED -	REVISED -					CONTRACT NO. 76C21				
		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				

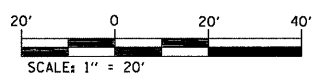
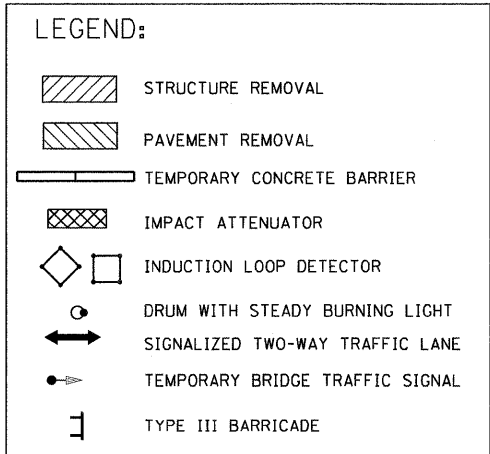


STAGE CONSTRUCTION NOTES:

1. STAGE II CONSTRUCTION SHALL CONSIST OF STAGE II REMOVAL OF THE EXISTING STRUCTURE, AND STAGE II CONSTRUCTION OF THE REPLACEMENT STRUCTURE, PAVEMENT REMOVAL, GRADING, GUARDRAIL, RIPRAP, ETC. STAGE II CONSTRUCTION SHALL BE DONE ACCORDING TO STAGE CONSTRUCTION AS DETAILED IN THE BRIDGE PLANS. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF STANDARD 701321 AND AS DETAILED IN THE STAGE CONSTRUCTION PLANS. THIS TRAFFIC CONTROL SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION 701321 (SPECIAL).
2. THE MILLING AND RESURFACING PORTION OF THE PROJECT SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF STANDARD 701306 AND AS DETAILED IN THE STAGE CONSTRUCTION PLANS. THIS TRAFFIC CONTROL SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION 701306.

NOTES:

1. THE CONTRACTOR SHALL MAINTAIN ACCESS TO PRIVATE AND FIELD ENTRANCES LOCATED WITHIN THE LIMITS OF THE PROJECT.
2. TRAFFIC CONTROL & PROTECTION, STANDARD 701321 (SPECIAL) INCLUDES BOTH STAGE I & II AND ANY ADDITIONAL SIGNING OR TRAFFIC CONTROL DEVICES SHOWN ON THE STAGE CONSTRUCTION PLANS.
3. ALL ADDITIONAL TRAFFIC SIGNAL HEADS, LOOP DETECTORS AND ASSOCIATED EQUIPMENT REQUIRED TO MAINTAIN ACCESS AT THE FIELD AND DRIVEWAY ENTRANCES SHALL BE INCLUDED IN THE COST OF "TEMPORARY BRIDGE TRAFFIC SIGNALS"
4. THE COST OF "BARRICADES, TYPE III" SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)".
5. ALL SIDEROADS AND ENTRANCES WITHIN TRAFFIC CONTROL SHALL HAVE "NO RIGHT TURN ON RED" AND "STOP HERE ON RED" SIGNS. THE COST SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)".
6. CHANGEABLE MESSAGE BOARDS SHALL BE PLACED TWO WEEKS PRIOR TO ANY LANE CLOSURE.
7. THE LENGTH OF THE TEMPORARY CONCRETE BARRIER FOR STAGE I CONSTRUCTION IS 362.5 FT.



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	PLOT SCALE = 20.0000' / 1"	CHECKED -	REVISED -			SCALE: 1" = 20'	SHEET NO. 1 OF 1 SHEETS	STA. 619+50 TO STA. 627+50.00	CONTRACT NO. 76C21	
PLOT DATE = 6/21/2011	DATE -	REVISED -	REVISED -							

LEGEND FOR EXISTING TOPOGRAPHIC SYMBOLS

TRAFFIC SIGNAL HANDHOLE	IS	DRAINAGE FLOW LINE	
TRAFFIC SIGNAL GULFBOX	O	RIP RAP	
TRAFFIC SIGNAL HANDHOLE	IS	HEADWALL	
TRAFFIC SIGNAL SIGNAL POST	IS	CULVERT END SECTION	
TRAFFIC SIGNAL STEEL MAST ARM		DRAINAGE MANHOLE	
TRAFFIC SIGNAL COMBINED MAST ARM		INLET	
TRAFFIC SIGNAL PEDESTRIAN PUSH BUTTON	●	ROADWAY DITCH FLOW	
TRAFFIC SIGNAL WOODEN POLE	●	VEGETATION LINE	
TRAFFIC SIGNAL VEHICLE DETECTION PRIORITY	⊕	STUMP	
TRAFFIC SIGNAL VEHICLE DETECTION MAGNET		SHRUB	
TRAFFIC SIGNAL JUNCTION BOX	IS	EVERGREEN TREE	
TRAFFIC SIGNAL CONTROLLER	IS	DECIDUOUS TREE	
TRAFFIC SIGNAL HEAVY DUTY HANDHOLE	IS	WOODS/BUSH PATTERN	
RAILROAD CANTILEVER MAST ARM		TRAFFIC SIGN	
RAILROAD CROSSBUCK		RAILROAD POST	
RAILROAD TRACK PATTERN		RAILROAD PATTERN	
RAILROAD ABANDON PATTERN		FIELD LINE	
RAILROAD CROSSGATE		LEVEE/NOISE BARRIER	
RAILROAD CONTROL BOX	IS	FENCE PATTERN	
RAILROAD FLASHING SIGNAL	IS	MAIL BOX	
TELEPHONE SPLICE BOX ABOVE GROUND	IS	ADVERTISING SIGN	
UTILITY POWER POLE	IS	MARSH	
TELEPHONE POLE	IS	LIGHTING HANDHOLE	
UTILITY TRAFFIC SIGNAL	IS	LIGHTING POWER POLE	
UTILITY LIGHT POLE	IS	LIGHTING JUNCTION BOX	
FIRE HYDRANT	IS	LIGHTING HEAVYDUTY HANDHOLE	
UTILITY MANHOLE	IS	LIGHTING CONTROLLER	
UTILITY TELEPHONE POLE	IS	LIGHTING PULL POINT	
UTILITY GUY POLE	IS	HIGHWAY LIGHTING ELECTRICAL GROUND	
PIPELINE WARNING SIGN	IS	HIGHWAY LIGHTING SINGLE UNIT	
UTILITY HANDHOLE	IS	HIGHWAY LIGHTING DOUBLE UNIT	
UTILITY SPLICE ABOVE GROUND	IS	EXISTING CONCRETE BARRIER	
UTILITY JUNCTION BOX	IS	EXISTING CREEK OR DITCH	
UTILITY HEAVY DUTY HANDHOLE	IS	EXISTING EDGE OF PAVEMENT	
UTILITY DOUBLE HANDHOLE	IS		
UTILITY CONTROLLER	IS		
UTILITY WATER METER	IS		

RIGHT OF WAY LEGEND

	SECTION CORNERS		QUARTER SECTION CORNERS
	EXISTING CENTERLINE		EXISTING RIGHT OF WAY LINE
	FORMER RIGHT OF WAY LINE		EXISTING EASEMENT LINE
	EXISTING IDOT EASEMENT LINE		EXISTING EASEMENT LINE
	EXISTING EASEMENT LINE		BUILDING SETBACK LINE
	EXISTING ACCESS CONTROL LINE		EXISTING RIGHT OF WAY & PROPOSED ACCESS CONTROL LINE
	PROPOSED ACCESS CONTROL LINE		PROPOSED CENTERLINE
	PROPOSED CENTERLINE		PROPOSED RIGHT OF WAY LINE
	PROPOSED TEMPORARY EASEMENT LINE		PROPOSED PERMANENT EASEMENT LINE
	SECTION LINE		QUARTER SECTION LINE
	QUARTER QUARTER SECTION LINE		PROPERTY (DEED) LINE
	APL		APPROXIMATE PROPERTY LINE
	MEASURED DIMENSION		RECORDED DIMENSION
	FOUND STONE		FOUND IRON PIPE OR IRON ROD AT CORNER UNLESS OTHERWISE NOTED
	FOUND IRON PIPE OR IRON ROD AT CORNER UNLESS OTHERWISE NOTED		SET 5/8 INCH IRON ROD WITH PLASTIC CAP IDENTIFIED BY SURVEYORS LICENSE NUMBER AT CORNER UNLESS OTHERWISE NOTED
	PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667(01) (TO BE SET BY OTHERS)		SET 5/8 INCH IRON ROD AS SURVEY CONTROL UNLESS OTHERWISE NOTED
	FOUND CUT CROSS		PROPOSED CUT CROSS
	PROPOSED CUT CROSS		EXISTING BUILDING

■ STAKING OF PROPOSED RIGHT OF WAY CORNERS. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY ALUMINUM CAP TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS LICENSE NUMBER. (PROPOSED RIGHT OF WAY CORNERS SET IN CULTIVATED AREAS SHALL BE A MINIMUM OF 20 INCHES BELOW THE GROUND SURFACE).

LEGEND FOR ABBREVIATIONS

A/C	ACCESS CONTROL
AC	ACRE
AVE	AVENUE
BR	BOOK
BLVD	BOULEVARD
CL	CENTERLINE
CH	COUNTY HIGHWAY
Ch	CHAIN
DB	DEED BOOK
E	EAST
EK	EXISTING
FA	FEDERAL AID
FAI	FEDERAL AID INTERSTATE
FAP	FEDERAL AID PRIMARY
FAS	FEDERAL AID SECONDARY
FAUS	FEDERAL AID URBAN SECONDARY
FND	FOUND
ha	HECTARE
IP	IRON PIPE
IR	IRON ROD
LT	LEFT
m	METER
m ²	SQUARE METERS
N	NORTH
N & BC	NAIL AND BOTTLE CAP
N & C	NAIL AND CAP
N & W	NAIL AND WASHER
NE	NORTHEAST
NW	NORTHWEST
PB	PLAT BOOK
PG	PAGE
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
POT	POINT OF TANGENT
PL	PROPERTY LINE
PR	PROPOSED
RD	ROAD
ROW	RIGHT OF WAY
RR	RAILROAD
RRS	RAILROAD SPIKE
RT	RIGHT
RTE	ROUTE
S	SOUTH
SBI	STATE BOND ISSUE
SE	SOUTHEAST
SO FT	SQUARE FEET
SR	STATE ROUTE
ST	STREET
STA	STATION
SMK	SURVEY MARKER
SW	SOUTHWEST
TWP	TOWNSHIP
TR	TOWNSHIP ROAD
USGS	U.S. GEOLOGICAL SURVEY
W	WEST

PROPOSED PARCEL NUMBER LEGEND

8001001	PROPOSED FEE SIMPLE ACQUISITION
8001002	PROPOSED PERMANENT EASEMENT
8001003	PROPOSED TEMPORARY EASEMENT
8001004	PROPOSED DEDICATION
8001005	PROPOSED ACCESS CONTROL LINE

CURVE ABBREVIATIONS

PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PRC	POINT OF REVERSE CURVE
PCC	POINT OF COMPOUND CURVE
CB	CHORD BEARING
R	RADIUS OF CURVE
L	CURVE LENGTH
CB	CHORD BEARING
C	CHORD LENGTH
D	DEGREE OF CURVE
e	EXTERNAL
Δ	CENTRAL ANGLE

SPACE RESERVED FOR RECORDING OFFICER

PREPARED BY:

DAVID MASON & ASSOCIATES
 Engineering Architecture Surveying
 800 South Vandeventer Avenue
 St. Louis, MO 63110
 (314) 634-1030
 ILLINOIS LICENSE NO: 184-000485
 Expiration Date: April 30, 2011

TOTAL HOLDING AREA SOURCE TABLE

1	AREA ACCORDING TO THE SURVEY PERFORMED BY THE CONSULTANT.
2	AREA LISTED IN RECORDED DEED.
3	AREA ACCORDING TO A RECORDED SUBDIVISION PLAT.
4	AREA ACCORDING TO A PLAT OF SURVEY.
5	AREA CALCULATED FROM RECORDED DEEDS OR TITLE COMMITMENTS - NOT SURVEYED.
6	AREA ACCORDING TO COUNTY TAX MAPS AND COUNTY ASSESSMENT RECORDS.
7	AREA ACCORDING TO OTHER RECORDS, SEE NOTE ON THE PLAT OF HIGHWAYS.

TOPOGRAPHIC STATEMENT

THE TOPOGRAPHY SHOWN HEREON WAS PROVIDED TO THE SURVEYOR BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION. THE SURVEYOR VISUALLY FIELD VERIFIED THE EXISTENCE OF THE TOPOGRAPHY SHOWN HEREON. NO ADDITIONAL ITEMS WERE PHYSICALLY LOCATED IN THE FIELD BY THE SURVEYOR.

BASIS OF COORDINATE & BEARING STATEMENT

THE PROJECT COORDINATES AND BASIS OF BEARING WERE ESTABLISHED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, BASED ON FAP 690 (IL 190), SECTION 481B, CLINTON COUNTY, JOB NO. D-98-101-08.
 BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, WEST ZONE, NAD 83 (1997). THE DISTANCES AS SHOWN HEREON, EXCEPT AS NOTED, ARE GROUND DISTANCES. THE AVERAGE GRID FACTOR USED FOR THIS PLAT IS 0.99994484192. THE GRID COORDINATES WHEN DIVIDED BY THE AVERAGE GRID FACTOR USED WILL PROVIDE THE GROUND COORDINATES.

RONNIE D. LOWE, PLS NO. 035-003363
 LICENSE EXPIRATION DATE: 11/30/2010

ILLINOIS DEPARTMENT OF TRANSPORTATION
 PLAT OF HIGHWAYS
 FAP ROUTE 690 (IL 160)
 SECTION 481B
 CLINTON COUNTY
 JOB NO. R-98-011-09

SHEET 2 OF 6

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8
 1102 EASTPORT PLAZA DRIVE
 COLLINGSVILLE, ILLINOIS 62234-6198

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
690	481B	CLINTON	46	12
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

PART OF THE SE 1/4 OF SECTION 31 AND PART OF THE SW 1/4 OF SECTION 32, T2N, R5W, OF THE 3RD PM, CLINTON COUNTY, ILLINOIS

SEE BASIS OF COORDINATES AND BEARINGS STATEMENT ON SHEET 2

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
610+02.23	39.55' RT	695,314.4952	433,949.3737
610+02.75	40.45' LT	695,315.5571	434,029.9687
610+02.88	0.45' LT	695,314.6381	433,989.9791
621+00.00	38.89' RT	694,218.9536	433,972.3657
621+00.00	41.11' LT	694,218.5373	434,052.3500
622+50.00	63.80' RT	694,066.4893	433,950.4302
622+50.00	62.20' LT	694,069.0634	434,080.4048
622+99.61	63.77' RT	694,016.8963	433,951.4422
623+00.23	1.23' LT	694,017.5992	434,016.4420
623+00.67	66.23' LT	694,018.4095	434,081.4382
624+10.38	66.29' LT	693,908.7203	434,083.6761
624+50.00	63.58' RT	693,866.8774	433,954.5027
625+50.00	38.67' RT	693,767.7860	434,081.4382
625+50.00	41.33' LT	693,767.8009	433,980.1260

NE 1/4 SE 1/4
SEC 31
2N-5W
DOC. NO. 2006R01111

N89°24'25"E

SE 1/4 SE 1/4
SEC 31
2N-5W
BK. 249/PDS. 214-215

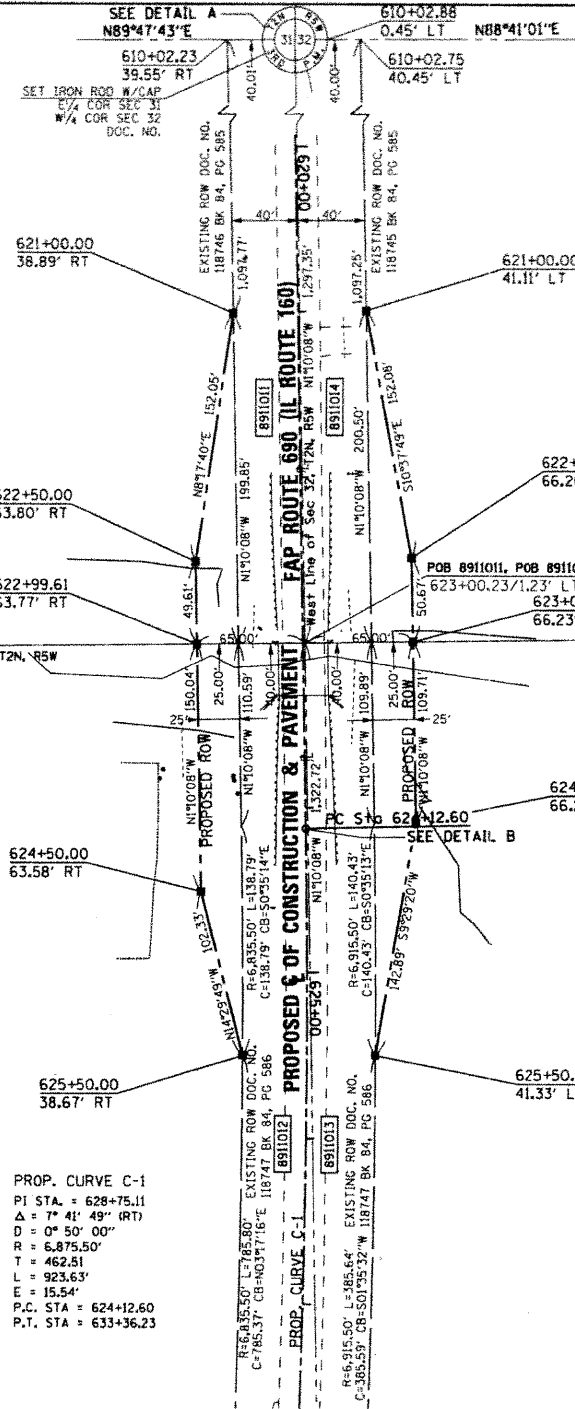
PROP. CURVE C-1
P1 STA. = 628+75.11
Δ = 7° 41' 49" (RT)
D = 0° 50' 00"
R = 6,875.50'
T = 462.51'
L = 923.63'
E = 15.54'
P.C. STA = 624+12.60
P.T. STA = 633+36.23

SEE TOTAL HOLDING AREA
SOURCE TABLE ON SHEET 2

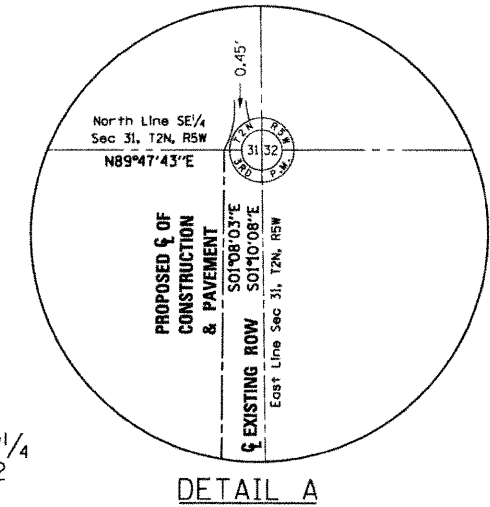
PARCEL NO.	OWNER	TOTAL HOLDING ACRES	GROSS		FEE SIMPLE ACQUISITION PREVIOUSLY DEDICATED		NET		REMAINDER ACRES	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
			ACRES	SQ. FT.	ACRES	SQ. FT.	ACRES	SQ. FT.			
891101	PATRICK H. BASSLER AND PATRICIA R. BASSLER, TRUSTEES OF THE PATRICK H. BASSLER LIVING TRUST DATED FEBRUARY 23, 2000 DOC. NO. 2006R01711 TITLE REPORT NO. 18-200RCT-249.0	79.8837	1,2630	55,018	1,1914	51,899	0,0716	3,119	78,6207	05-05-31-400-004	
891102	WESLIN COMMUNITY UNIT SCHOOL DISTRICT NO. 3, CLINTON COUNTY, ILLINOIS BK. 249, PDS. 214-216 TITLE REPORT NO. 18-200RCT-251.0	80.3517	2,3162	100,892	2,2014	95,894	0,1148	4,998	78,0355	05-05-31-400-003	
891103	KIRK A. VOGT, BRYAN E. VOGT AND SHERYL K. DILDAY DOC. NO. 97R2455 TITLE REPORT NO. 18-200RCT-252.0	80.2364	0,9213	40,130	0,8187	35,663	0,1026	4,467	79,3151	05-05-32-300-003	
891104	RONALD WIEDMAN AND CONNIE WIEDMAN, HUSBAND AND WIFE, AS JOINT TENANTS BK. 239, PDS. 511-513 TITLE REPORT NO. 18-200RCT-250.0	92.4349	1,2636	55,041	1,1915	51,902	0,0721	3,139	91,7113	05-05-32-300-005	

ROUTE IL 160 CONSTRUCTION SECTION 481B CLINTON COUNTY JOB # R-98-08-09

PART OF SEC. 31 & 32, T. 2 N., R. 5 W. OF THE 3RD P.M.



SPACE RESERVED FOR RECORDING OFFICER



SW 1/4 SW 1/4
SEC 32
2N-5W
DOC. NO. 97R2455

STATE OF MISSOURI)
CITY OF ST. LOUIS) SS

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

DATED _____
RONNIE D. LOWE, PLS NO. 035-003363
LICENSE EXPIRATION DATE: 11/30/2010

DAVID MASON & ASSOCIATES
Engineering Architecture Surveying
800 South Vandeventer Avenue
St. Louis, MO 63110
(314) 534-1030
ILLINOIS LICENSE NO: 184-000486
Expiration Date: April 30, 2011

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 690 (IL 160)
SECTION 481B
CLINTON COUNTY
JOB NO. R-98-011-09
STATION 610+02.23 TO STATION 627+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
690	481B	CLINTON	46	13

CONTRACT NO. 76C21

COMPLETION DATE OF FIELD WORK PERFORMED
LAND SURVEY: 5/5/2009 ROW STAKING: 6/2/2009

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

PART OF THE SE 1/4 OF SECTION 31 AND PART OF THE SW 1/4 OF SECTION 32, T2N, R5W, OF THE 3RD PM, CLINTON COUNTY, ILLINOIS

SEE BASIS OF COORDINATES AND BEARINGS STATEMENT ON SHEET 2

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
629+33.33	41.44' LT	693,362.3454	434,049.4058
633+36.23	CL	692,983.2819	433,973.7344
633+40.21	38.45' RT	692,983.7233	433,935.0768
636+12.01	122.00' LT	692,695.3694	434,053.4214
636+14.55	102.17' LT	692,695.1163	434,043.4224
636+32.54	38.55' RT	692,693.3210	433,901.5726

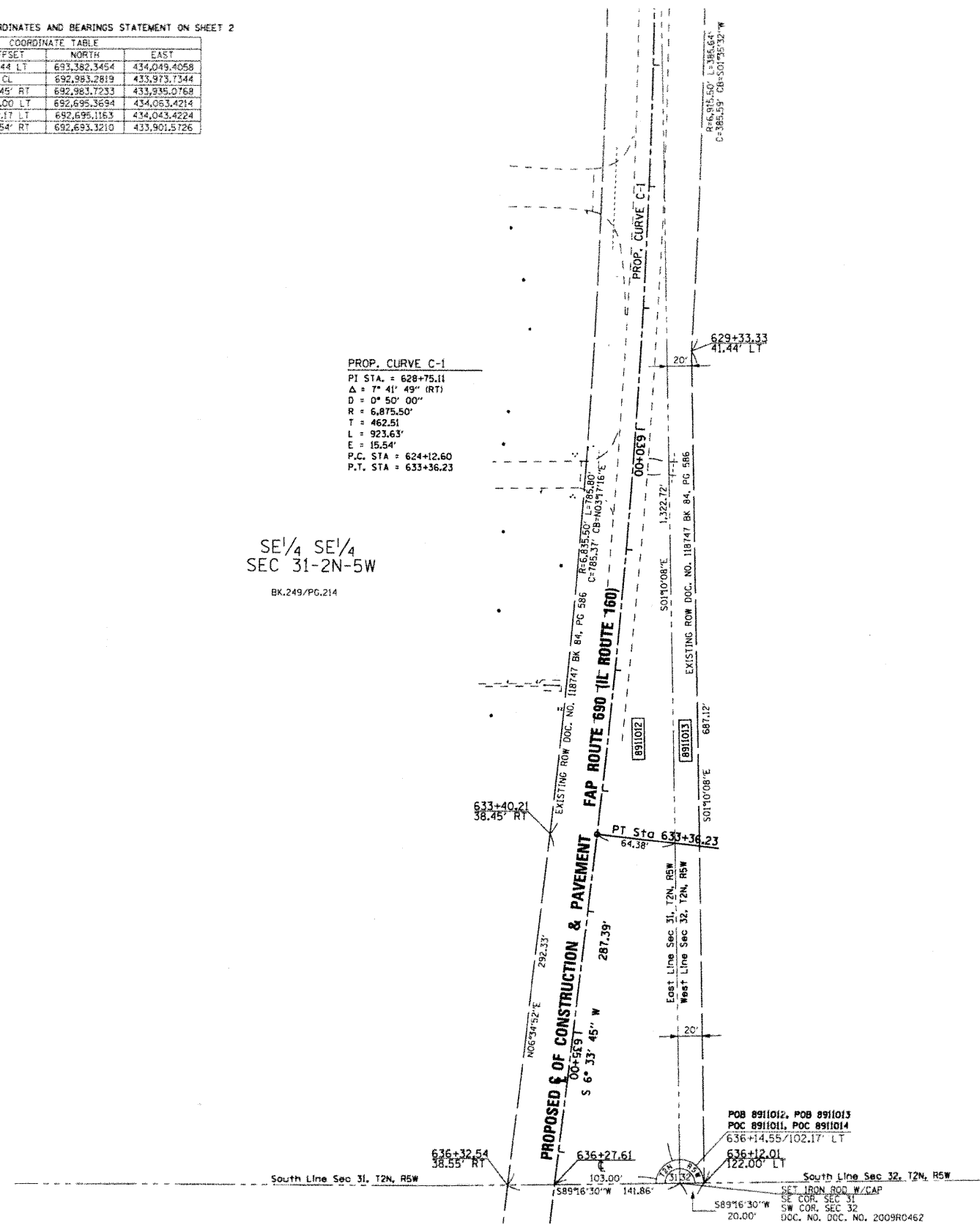


SPACE RESERVED FOR RECORDING OFFICER

PROP. CURVE C-1
 PI STA. = 628+75.11
 Δ = 7° 41' 49" (RT)
 D = 0° 50' 00"
 R = 6,875.50'
 T = 462.51'
 L = 923.63'
 E = 15.54'
 P.C. STA = 624+12.60
 P.T. STA = 633+36.23

SE 1/4 SE 1/4
 SEC 31-2N-5W
 BK.249/PG.214

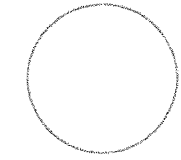
S 1/2 SW 1/4
 SEC 32-2N-5W
 DOC. NO. 97R2455



STATE OF MISSOURI)
) SS
 CITY OF ST. LOUIS)

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

DATED _____
 RONNIE D. LOWE, PLS NO. 035-003363
 LICENSE EXPIRATION DATE: 11/30/2010



DAVID MASON & ASSOCIATES
 Engineering
 Architecture
 Surveying
 800 South Vandeventer Avenue
 St. Louis, MO 63110
 (314) 534-1090
 ILLINOIS LICENSE NO: 184-000486
 Expiration Date: April 30, 2011

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
 FAP ROUTE 690 (IL 160)
 SECTION 481B
 CLINTON COUNTY
 JOB NO. R-98-011-09
 STATION 627+00 TO STATION 636+32.54

SCALE: 1" = 50'

SHEET 4 OF 6

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
690	481B	CLINTON	46	14

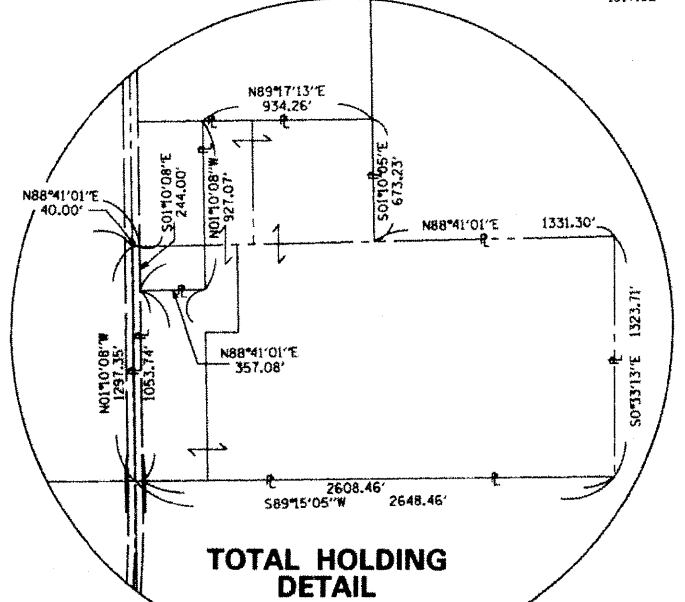
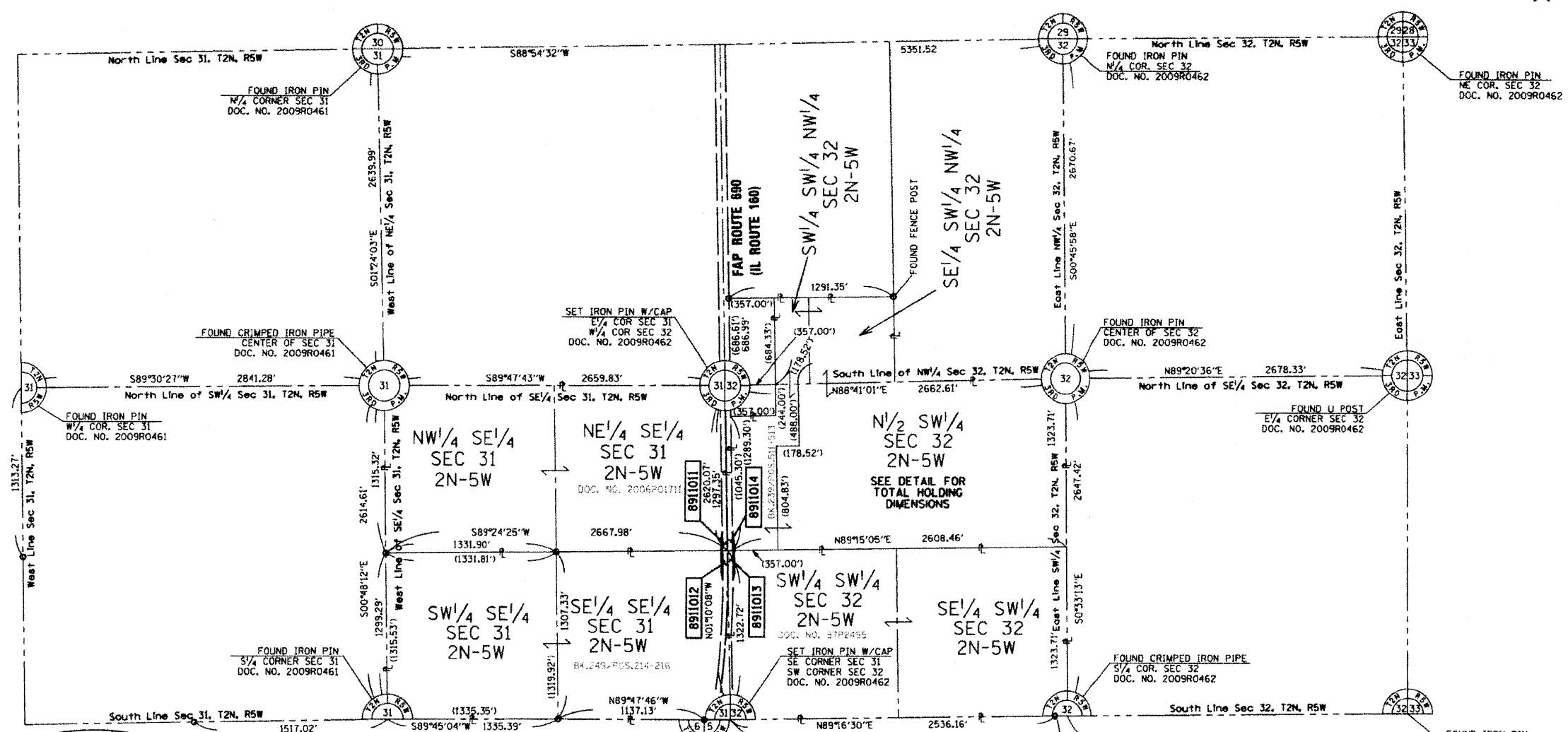
CONTRACT NO. 76C21

COMPLETION DATE OF FIELD WORK PERFORMED	
LAND SURVEY: 5/5/2009	ROW STAKING: 6/2/2009

PART OF SECTIONS 31 AND 32, T2N, R5W, OF THE 3RD PM, CLINTON COUNTY, ILLINOIS



SPACE RESERVED FOR RECORDING OFFICER



DAVID MASON ASSOCIATES
 Engineering
 Architecture
 Surveying
 800 South Vandeventer Avenue
 St. Louis, MO 63110
 (314) 654-1080
 ILLINOIS LICENSE NO: 184-000485
 Expiration Date: April 30, 2011

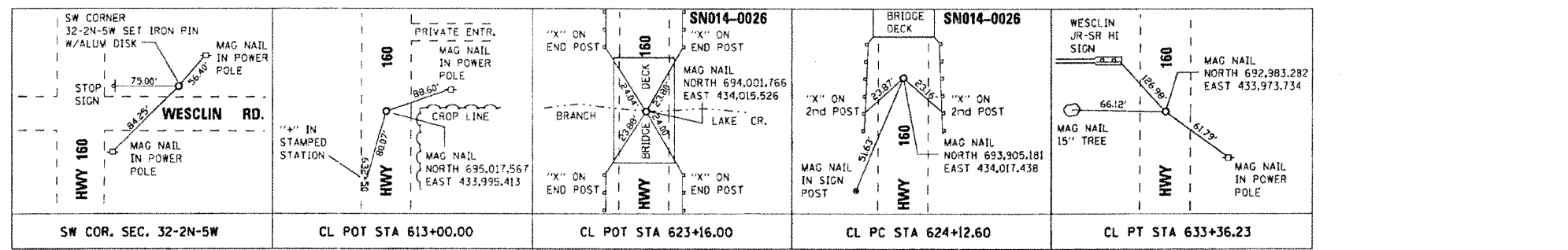
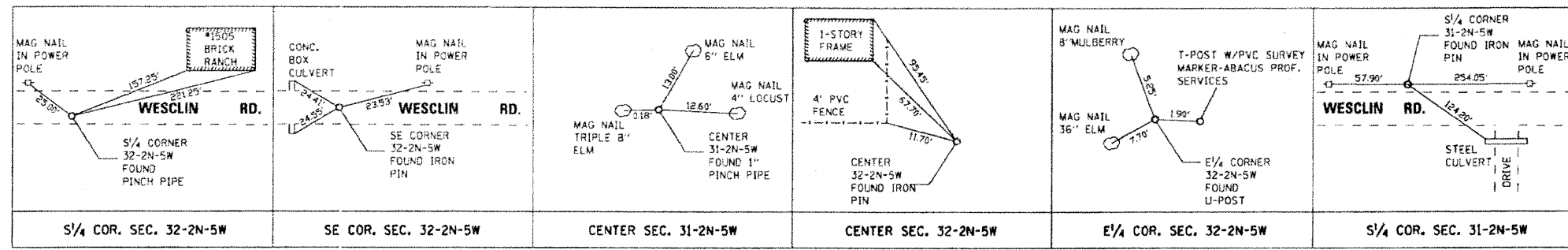
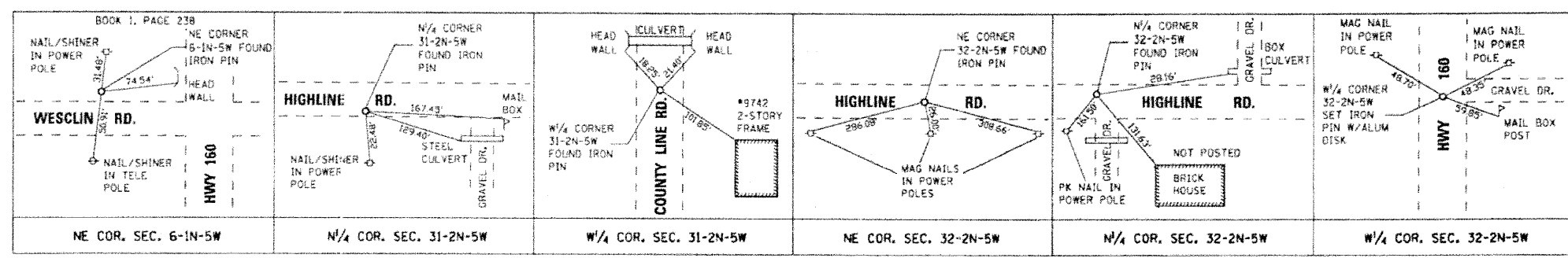
STATE OF MISSOURI)
) SS
 CITY OF ST. LOUIS)
 I, RONNIE D. LOWE, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, STATE THAT I HAVE SURVEYED THE PLAT OF HIGHWAY SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THE PROPOSED PARCEL(S) TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.
 DATED _____
 RONNIE D. LOWE, PLS NO. 035-003363
 LICENSE EXPIRATION DATE: 11/30/2010

ILLINOIS DEPARTMENT OF TRANSPORTATION				
PLAT OF HIGHWAYS				
FAP ROUTE 690 (IL 160)				
SECTION 481B				
CLINTON COUNTY				
JOB NO. R-98-011-09				
TOTAL HOLDING				
SCALE: 1" = 500'				
SHEET 5 OF 6				
ILLINOIS DEPARTMENT OF TRANSPORTATION				
DIVISION OF HIGHWAYS/REGION 6/DISTRICT 6				
1102 EASTPORT PLAZA DRIVE				
COLLINGSVILLE, ILLINOIS 62234-6198				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
690	481B	CLINTON	46	15
COMPLETION DATE OF FIELD WORK PERFORMED				
LAND SURVEY: 5/5/2009		ROW STAKING: 6/2/2009		
CONTRACT NO. 76C21				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

TIE SHEET



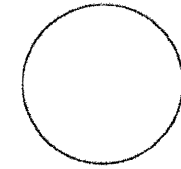
SPACE RESERVED FOR RECORDING OFFICER



LOCATION	NORTH	EAST
NE COR 6-1N-5W	692,692.533	433,839.331
N/4 COR 31-2N-5W	697,944.537	431,265.624
W/4 COR 31-2N-5W	695,280.716	428,488.988
NE COR 32-2N-5W	698,069.189	439,281.770
N/4 COR 32-2N-5W	698,046.245	436,616.173
W/4 COR 32-2N-5W	695,314.638	433,989.979
S/4 COR 32-2N-5W	692,728.514	436,677.468
SE COR 32-2N-5W	692,749.558	439,348.150
CENTER 31-2N-5W	695,305.133	431,330.162
CENTER 32-2N-5W	695,375.809	436,651.883
E/4 COR 32-2N-5W	695,405.506	439,330.042
S/4 COR 31-2N-5W	692,690.780	431,366.824
SW COR 32-2N-5W	692,695.116	434,043.422
CL POT STA 613+00.00	695,017.567	433,995.413
CL POT STA 623+16.00	694,001.766	434,015.526
CL PC STA 624+12.60	693,905.181	434,017.438
CL PT STA 633+36.23	692,983.282	433,973.734

DAVID MASON & ASSOCIATES
 Engineering
 Architecture
 Surveying
 800 South Vandeventer Avenue
 St. Louis, MO 63110
 (314) 534-1930
 ILLINOIS LICENSE NO: 184-000485
 Expiration Date: April 30, 2011

STATE OF MISSOURI)
) SS
 CITY OF ST. LOUIS)
 I, RONNIE D. LOWE, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, STATE THAT I HAVE SURVEYED THE PLAT OF HIGHWAY SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THE PROPOSED PARCEL(S) TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.
 DATED _____
 RONNIE D. LOWE, PLS NO. 035-003363
 LICENSE EXPIRATION DATE: 11/30/2010

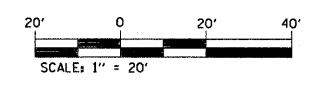
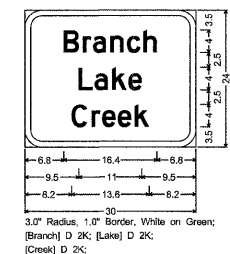
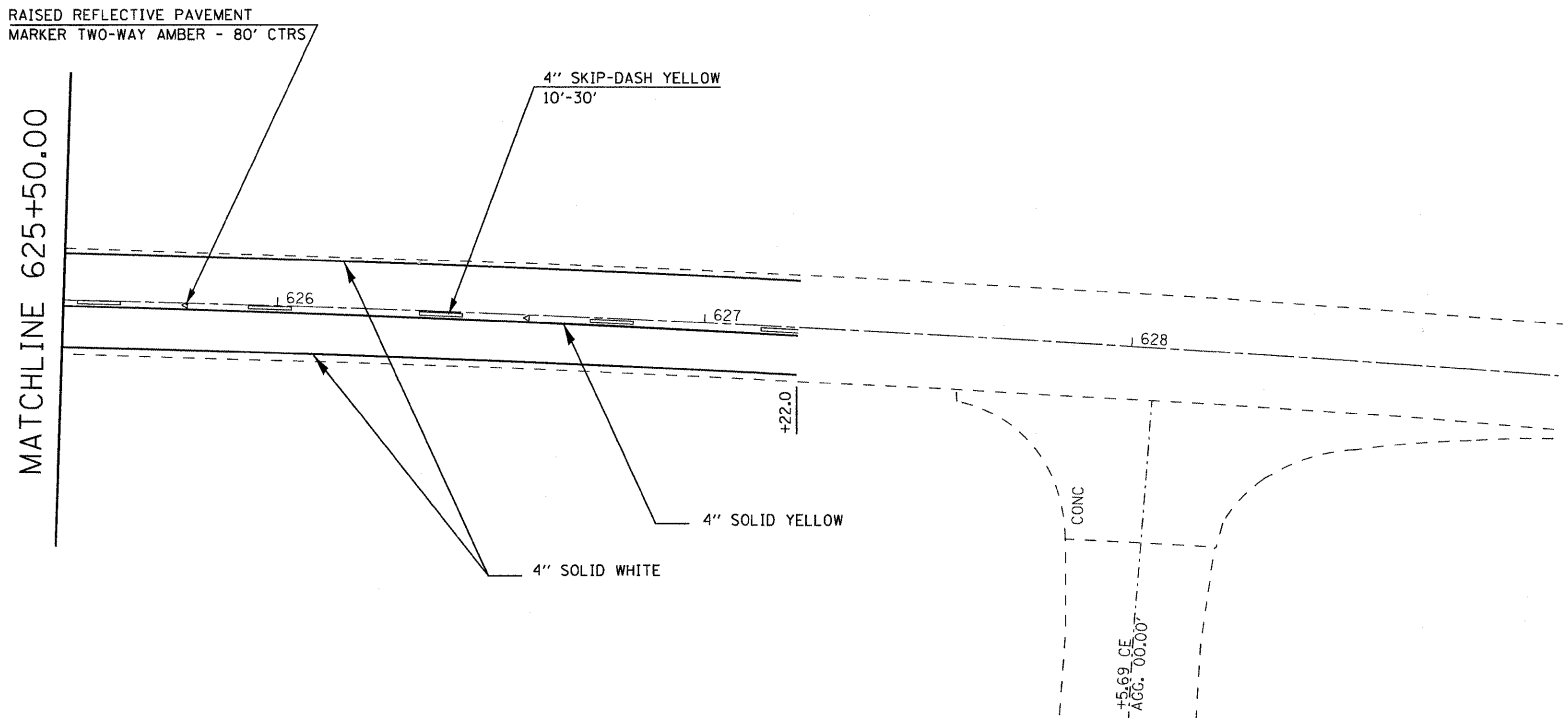
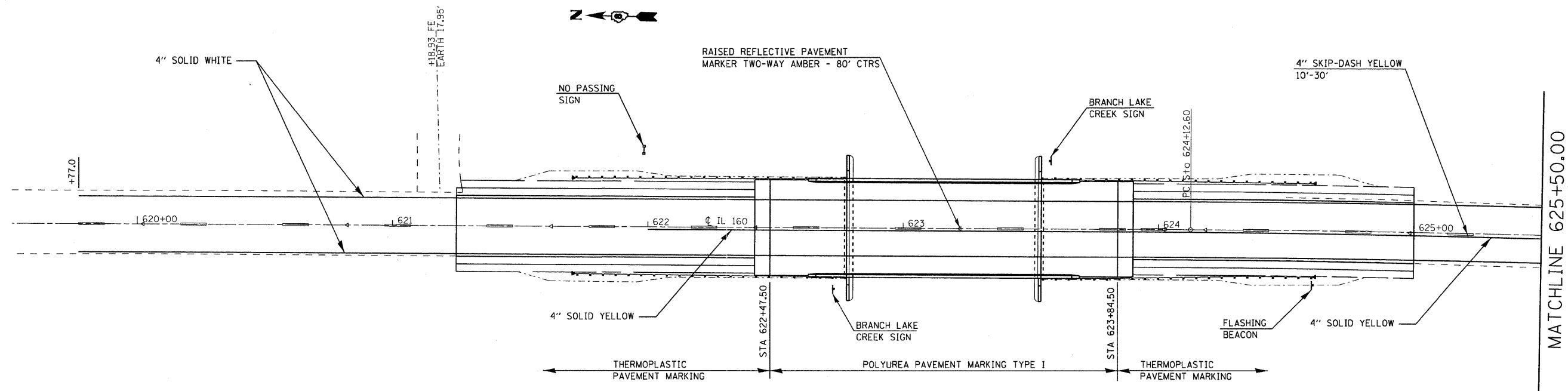


ILLINOIS DEPARTMENT OF TRANSPORTATION
 PLAT OF HIGHWAYS
 FAP ROUTE 690 (IL 160)
 SECTION 481B
 CLINTON COUNTY
 JOB NO. R-98-011-09
 TIE SHEET

(NOT TO SCALE)		SHEET 6 OF 6	
ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8 1102 EASTPORT PLAZA DRIVE COLLINGSVILLE, ILLINOIS 62234-6198			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
690	481B	CLINTON	45 16
COMPLETION DATE OF FIELD WORK PERFORMED			CONTRACT NO.
LAND SURVEY: 5/5/2009			ROW STAKING: 6/2/2009
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	

PLAN	SURVEYED	BY	DATE
	ALIGNED		
	NOTED		
	CHECKED		
	NO.		

PROFILE	SURVEYED	BY	DATE
	ALIGNED		
	NOTED		
	CHECKED		
	NO.		



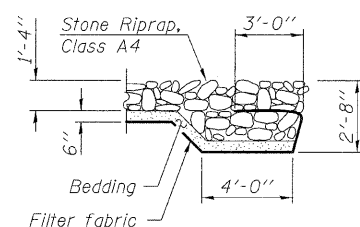
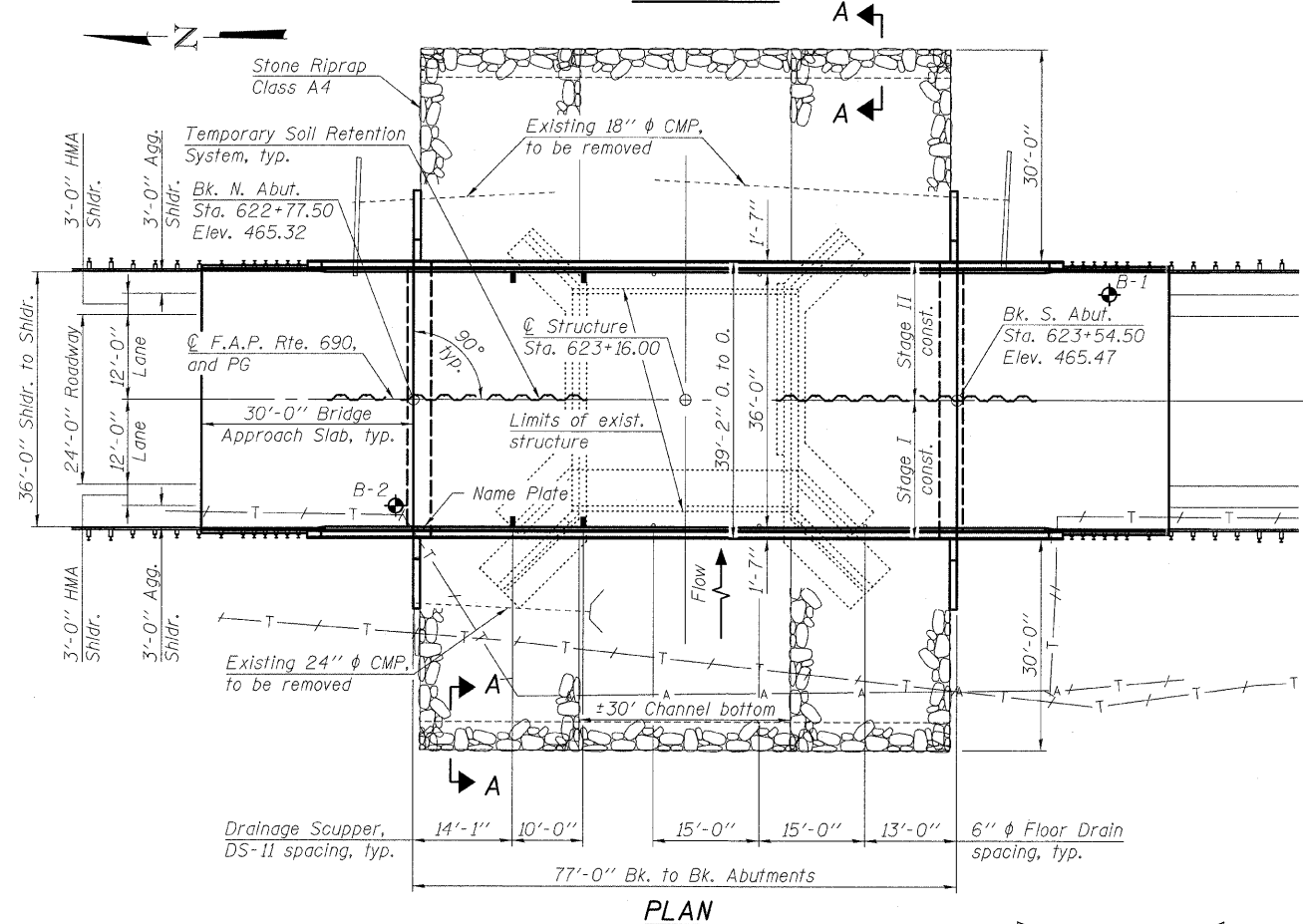
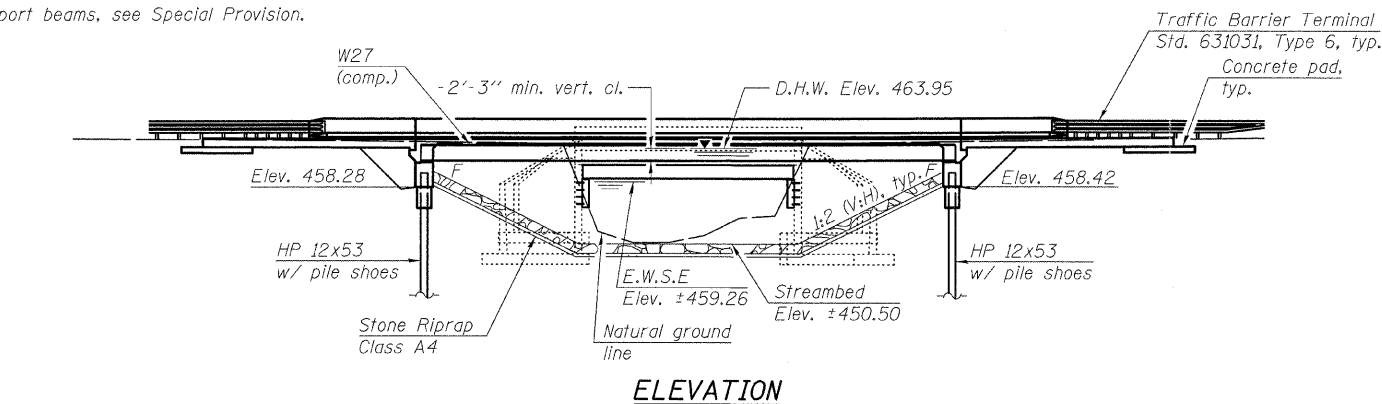
FILE NAME =	USER NAME = bergmd	DESIGNED -	REVISED -	PAVEMENT MARKING DETAILS	F.A.P. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwwork\p1\dot\bergmd\dms52647\d876e2	-shtr-pmk.dgn	DRAWN -	REVISED -		690	481B	CLINTON	46	17	
	PLOT SCALE = 20.5375' / in.	CHECKED -	REVISED -		SCALE: _____ SHEET NO. ___ OF ___ SHEETS		STA. 620+00.00 TO STA. 629+00.00		CONTRACT NO. 76C21	
	PLOT DATE = 6/28/2011	DATE -	REVISED -		ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Bench Mark: Chiseled "□" on top of NW wingwall of bridge at North Abutment Station ±623+00, ±16' right Elev. 465.25.

Existing Structure: S.N. 014-0026 was built in the 1920's located approximately 2.2 miles south of Trenton. In 1948, S.N. 014-0026 was widened under F.A. Route 156 Section 481. The structure has had a new bituminous overlay in 2005. The existing structure consists of one span, 32' long, 31' wide out-to-out, and no skew. The substructure consists of closed reinforced concrete abutments founded on spread footings with attached wingwalls. Structure carries IL 160 over Branch Lake Creek. The existing pavement is two 12' lanes with 3' shoulders. Staged construction shall be used during construction.

Salvage temporary support beams, see Special Provision.



SECTION A-A

INDEX OF SHEETS

1. General Plan & Elevation
2. General Data
3. Temporary Support System
4. Temporary Soil Retention System
5. Stage Construction Details
6. Temporary Concrete Barrier
- 7.-8. Top of Slab Elevations
- 9.-10. Top of Approach Slab Elevations
- 11.-12. Superstructure Details
- 13.-14. Approach Slab
15. Diaphragm
16. Drainage Scupper Details
17. Structural Steel
18. Bearing Details
19. North Abutment
20. South Abutment
21. Steel H-Pile Details
22. Bar Splicer Details
23. Cantilever Forming Brackets
24. Parapet Slipforming Option
25. Boring Logs

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	N. Abut. 458.30	S. Abut. 458.17
------------------------------	-----------------	-----------------

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications with 2008 Interims

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 2
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.26g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.56g
Soil Site Class = D

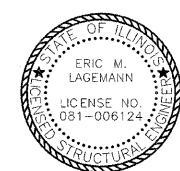
STATION 623+16.00
BUILT 201 BY
STATE OF ILLINOIS
F.A.P. RT. 690 SEC. 481B
LOADING HL-93
STR. NO. 014-0079

NAME PLATE

See Std. 515001

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Eric Lagemann (TS)
ENGINEER OF BRIDGES AND STRUCTURES



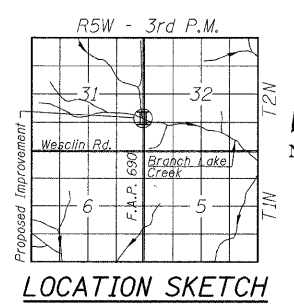
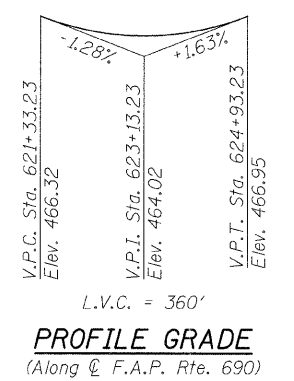
Eric Lagemann 2/24/10
Expires 11/30/2010 Date

GENERAL PLAN & ELEVATION
IL 160 OVER BRANCH LAKE CREEK
F.A.P. RTE. 690 - SECTION 481B
CLINTON COUNTY
STATION 623+16.00
STRUCTURE NO. 014-0079

WATERWAY INFORMATION

Drainage Area = 2.52 Sq. Mi. Low Grade Elev. 465.31 @ Sta. 622+91.58

Flood	Freq. Yr.	Q	Opening Sq. Ft.		Head - Ft.		Headwater El.		
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	
Design	50	1,700	271.44	592.39	463.95	0.76	0.06	464.71	464.01
Base	100	2,020	271.44	592.39	464.61	0.89	0.11	465.50	464.72
Exist Overtopping	45	1,683	271.44	-	463.92	0.75	-	464.67	-
Proposed Overtopping	200	2,315	-	592.39	465.12	-	0.19	-	465.31
Scour	10	1,020	271.44	592.39	461.96	0.19	0.03	462.15	461.99

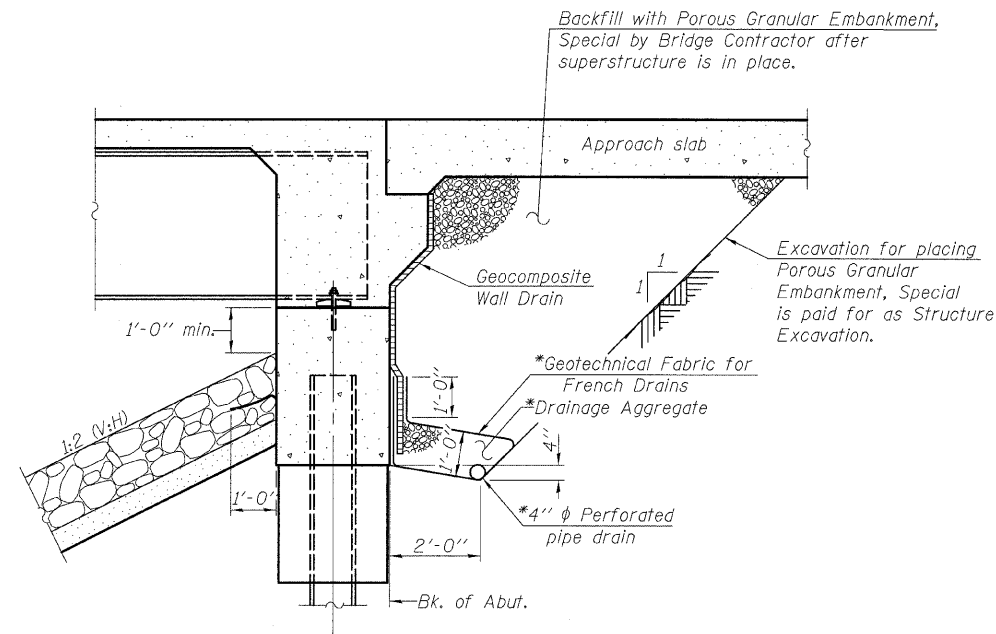


DESIGNED	KAK
CHECKED	EML
DRAWN	KAK
CHECKED	EML

HORNER & SHIFRIN, INC.
ENGINEERS

SHEET NO. 1	F.A.P. RTE. 690	SECTION 481B	COUNTY CLINTON	TOTAL SHEETS 46	SHEET NO. 18
25 SHEETS	CONTRACT NO. 76C21		ILLINOIS FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION THRU INTEGRAL ABUTMENT

*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).

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $\frac{3}{4}$ in. ϕ , holes $\frac{5}{16}$ in. ϕ , unless otherwise noted.
Calculated weight of Structural Steel = 98,300 AASHTO M 270 Grade 50.
Calculated weight of Structural Steel = 5,860 AASHTO M 270 Grade 36.
No field welding is permitted except as specified in the contract documents.
Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.
The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Gray, Munsell No. 5B 7/1. See Special Provision for "Cleaning and Painting New Metal Structures".

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

Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.

Temporary support beams for slab shall be installed for Stage I traffic and shall be placed before Stage I removal.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		122	122
Stone Riprap, Class A4	Sq. Yd.		867	867
Filter Fabric	Sq. Yd.		989	989
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		296	296
Floor Drains	Each	6		6
Concrete Structures	Cu. Yd.		57.6	57.6
Concrete Superstructure	Cu. Yd.	238.0		238.0
Bridge Deck Grooving	Sq. Yd.	518		518
Concrete Encasement	Cu. Yd.		4.2	4.2
Protective Coat	Sq. Yd.	643		643
Furnishing and Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	1,620		1,620
Reinforcement Bars, Epoxy Coated	Pound	51,080	8,900	59,980
Bar Splicers	Each	545	20	565
Furnishing Steel Piles HP12x53	Foot		243	243
Driving Piles	Foot		243	243
Test Pile Steel HP12x53	Each		1	1
Pile Shoes	Each		12	12
Name Plates	Each	1		1
Anchor Bolts, 1"	Each		24	24
Geocomposite Wall Drain	Sq. Yd.		75	75
Pipe Underdrains for Structures 4"	Foot		154	154
Drainage Scuppers, DS-11	Each	4		4
Temporary Soil Retention System	Sq. Ft.		658	658
Temporary Support System	L Sum			1

DESIGNED	KAK
CHECKED	EML
DRAWN	KAK
CHECKED	EML

GENERAL DATA
STRUCTURE NO. 014-0079



SHEET NO. 2	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	690	481B	CLINTON	46	19
25 SHEETS	CONTRACT NO. 76C21				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

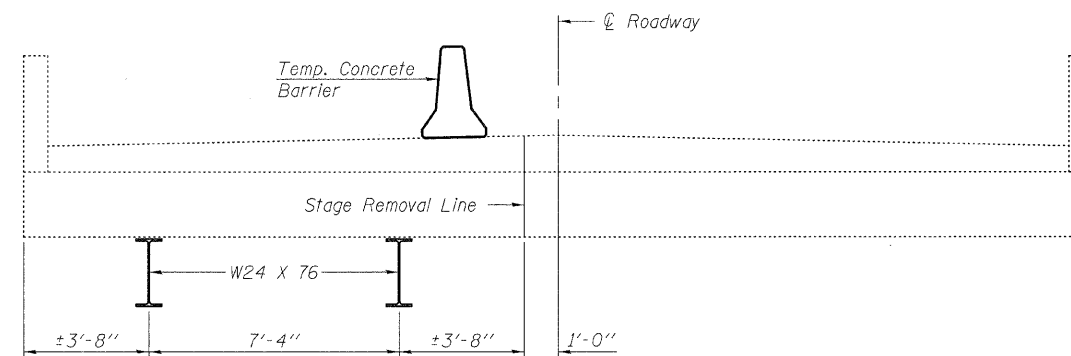
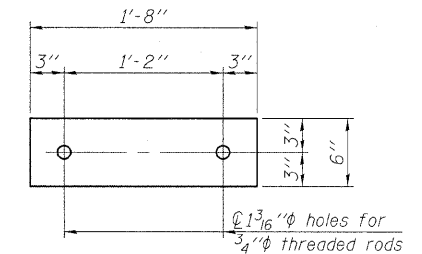
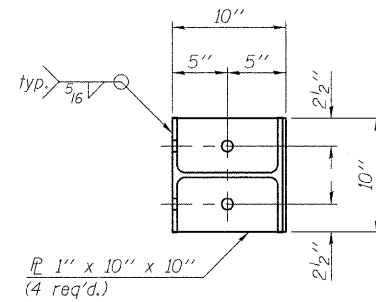
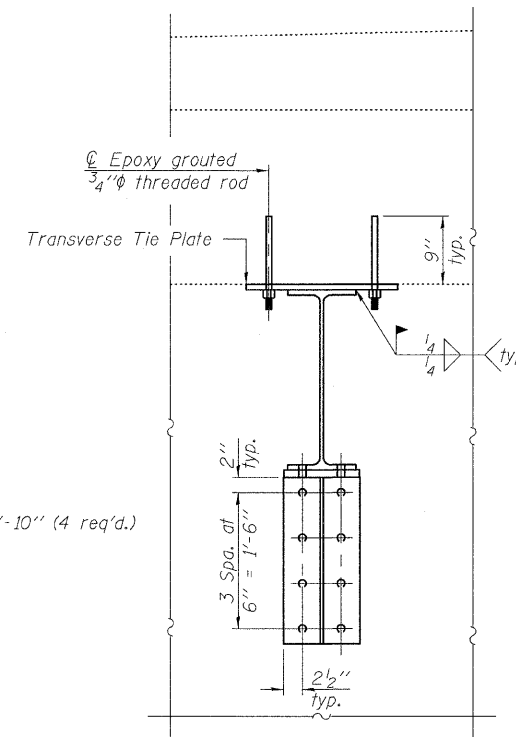
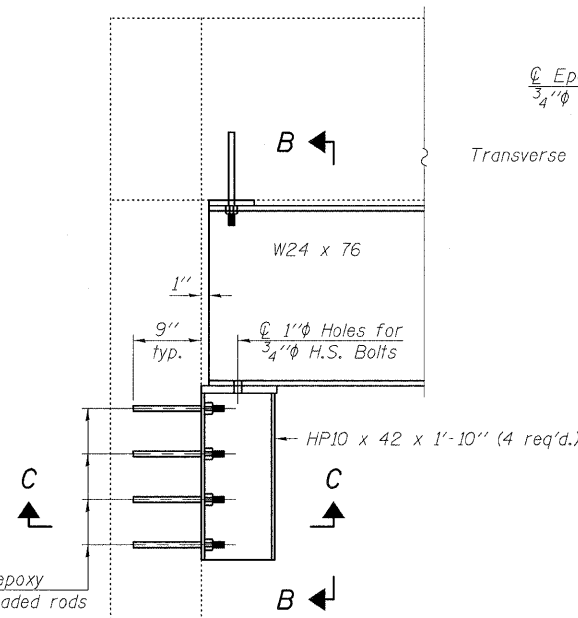
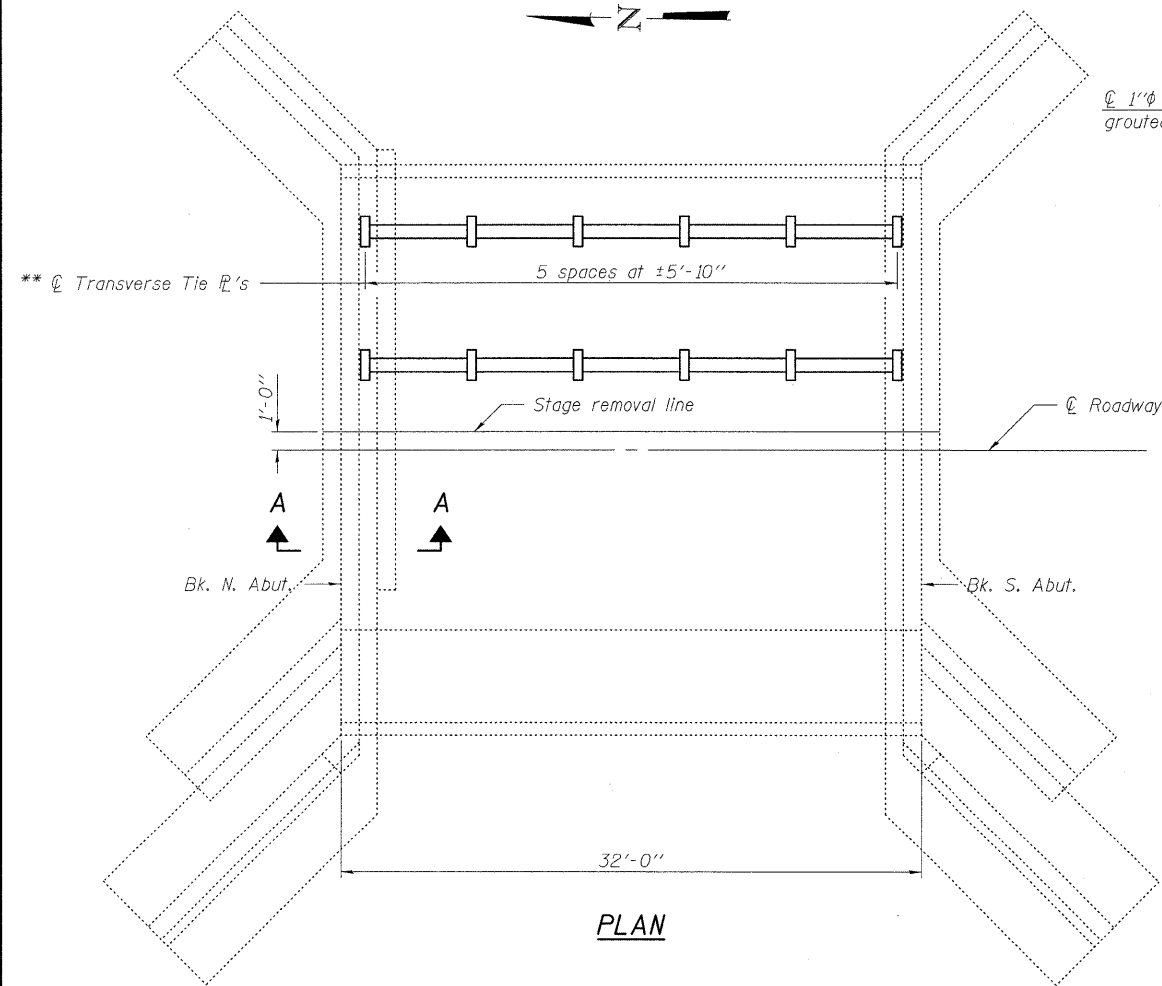
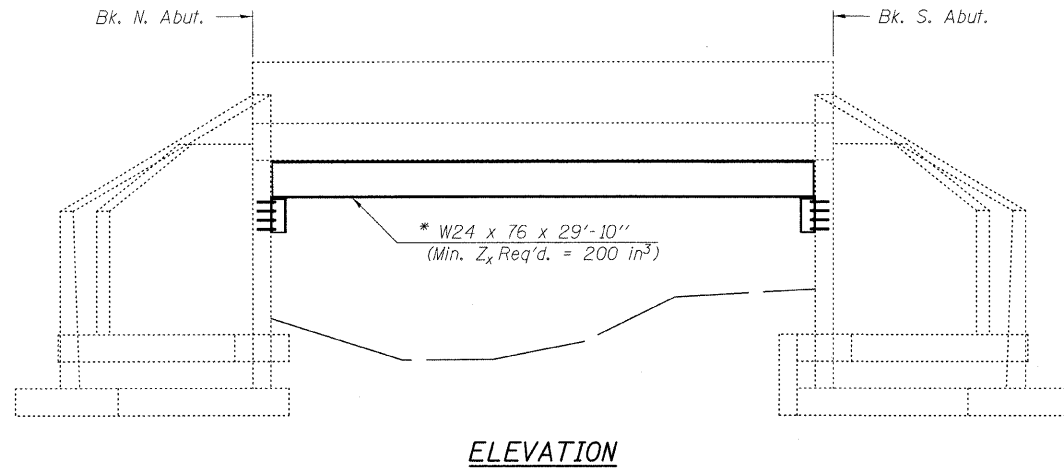
Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work.

See Section 584 of the Standard Specifications for epoxy grouting of threaded rods.

The cost of epoxy grouting threaded rods shall be included with Temporary Support System.

Calculated weight of Structural Steel = 5,360 AASHTO M270 Grade 36. Calculated weight is an estimate. The nominal beam depth of alternate sections shall not be greater than 27". No additional payment will be made if Contractor elects to use other sections. The cost of structural steel shall be included with Temporary Support System.

Contractor has the option of using used steel. See Special Provision.



DESIGNED	KAK
CHECKED	EML
DRAWN	KAK
CHECKED	EML

* Contractor is to verify beam length prior to ordering material. Other sections meeting the plastic section modulus requirements shown may be allowed subject to approval by the Bureau of Bridges and Structures.

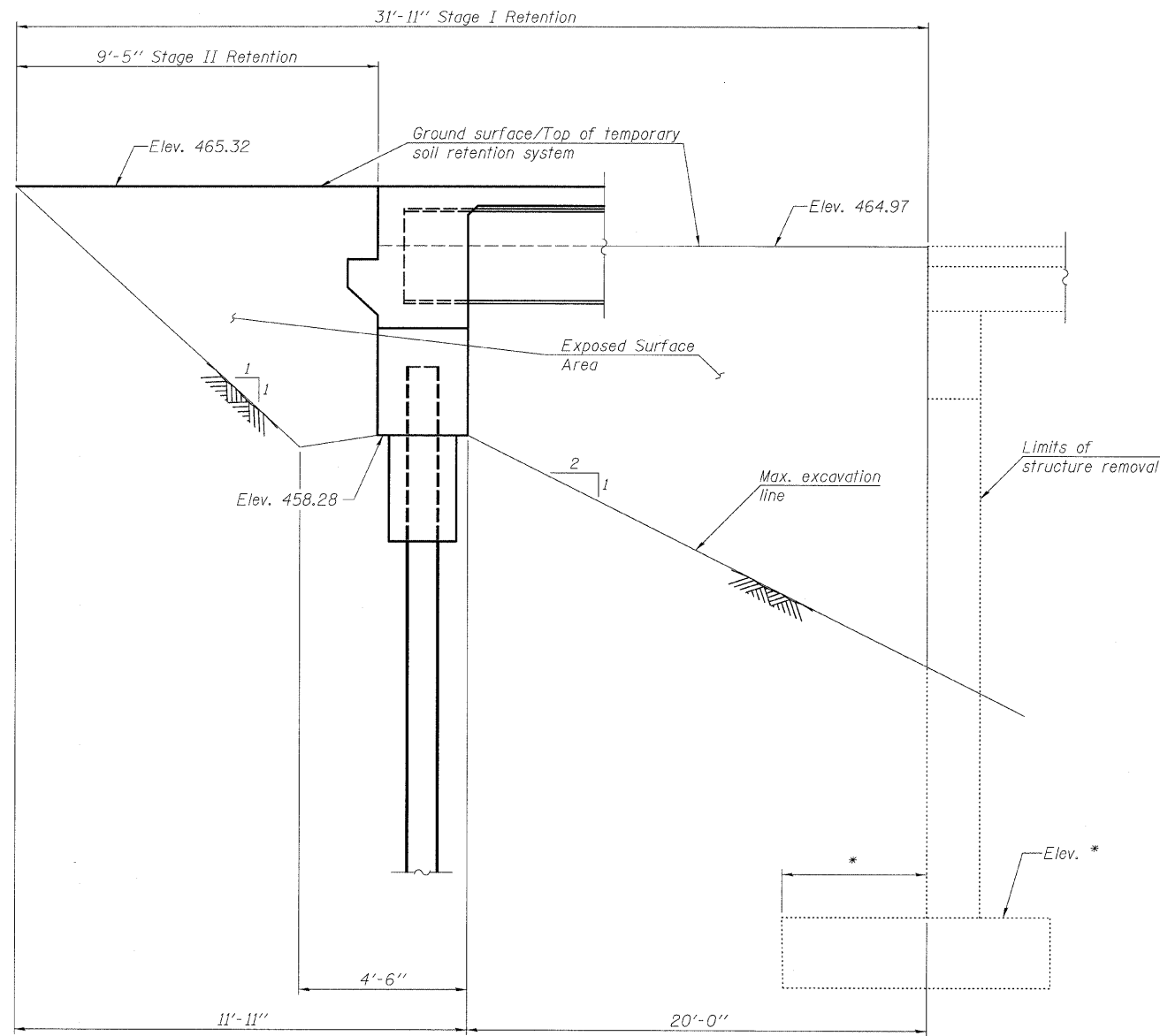
** \varnothing Transverse tie P's (6 per span). Place additional shims at midpoints between tie P's. Securely weld shims to top flange of support beam. Minimum shim size is 6" x flange width. Spacing may be adjusted to miss adjacent transverse tie P's.

TEMPORARY SUPPORT SYSTEM
STRUCTURE NO. 014-0079

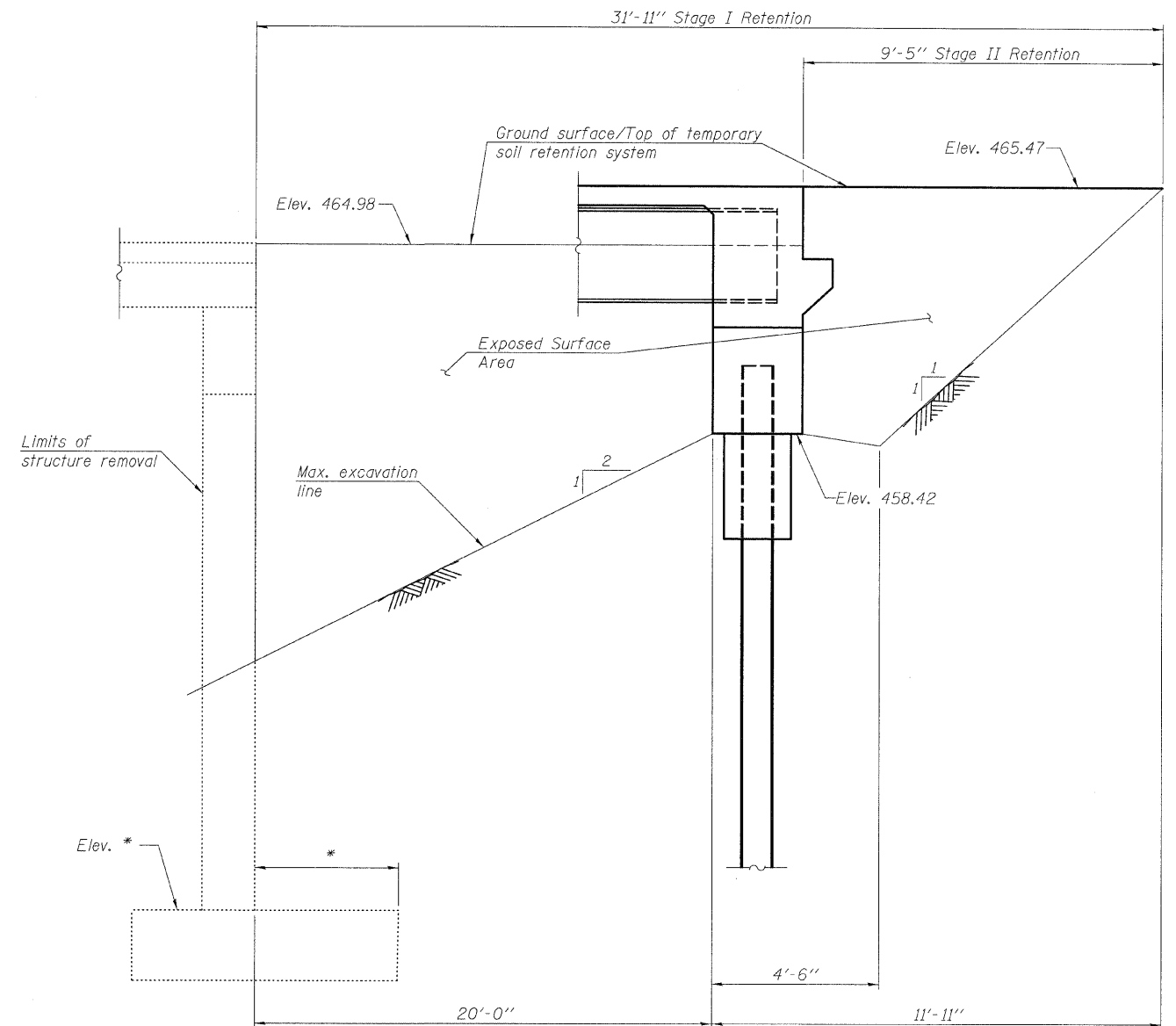
HORNER & SHIFRIN, INC.
ENGINEERS

SHEET NO. 3 25 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	690	481B	CLINTON	46	20
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76C21					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



**TEMPORARY SOIL RETENTION SYSTEM
AT NORTH ABUTMENT**



**TEMPORARY SOIL RETENTION SYSTEM
AT SOUTH ABUTMENT**

Note:
A cantilevered sheet piling design does not appear feasible and additional members or other retention system 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.

* Existing plans for substructure dimensions are inconclusive. It is the Contractor's responsibility to determine existing footing dimensions and elevations.

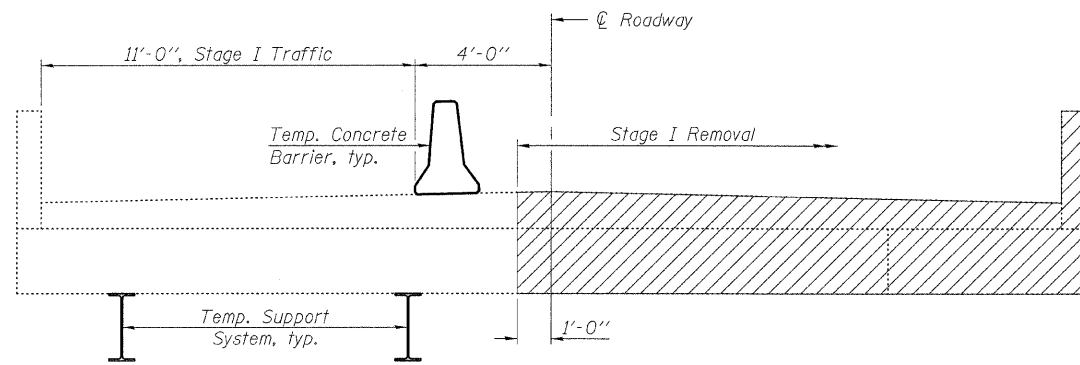
DESIGNED	KAK
CHECKED	EML
DRAWN	KAK
CHECKED	EML

**HORNER &
SHIFRIN, INC.
ENGINEERS**

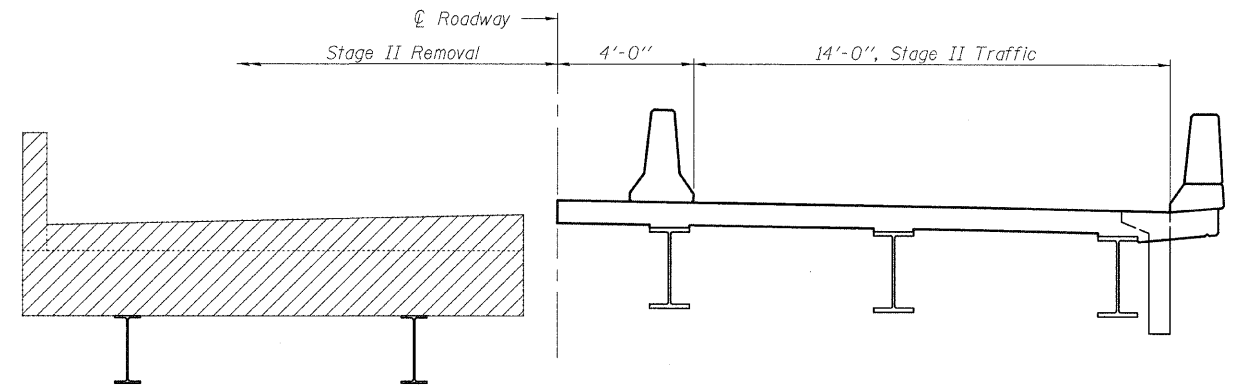
SHEET NO. 4 25 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	690	481B	CLINTON	46	21
CONTRACT NO. 76C21					
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

**TEMPORARY SOIL RETENTION SYSTEM
STRUCTURE NO. 014-0079**

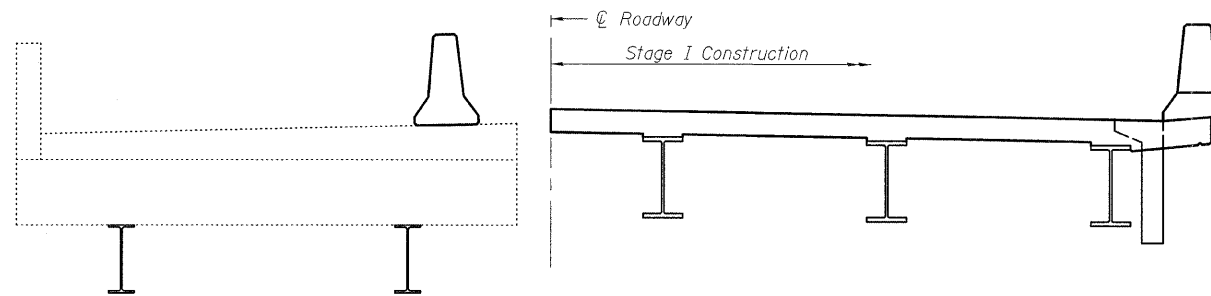
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



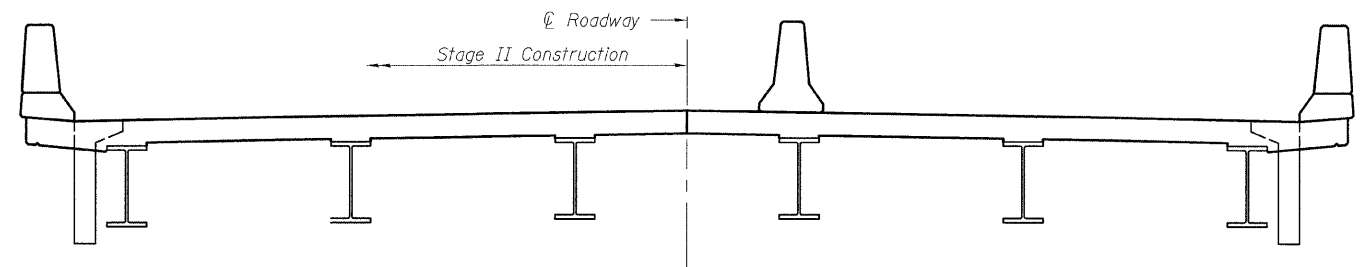
STAGE I REMOVAL



STAGE II REMOVAL



STAGE I CONSTRUCTION



STAGE II CONSTRUCTION

DESIGNED	KAK
CHECKED	EML
DRAWN	KAK
CHECKED	EML

Notes:

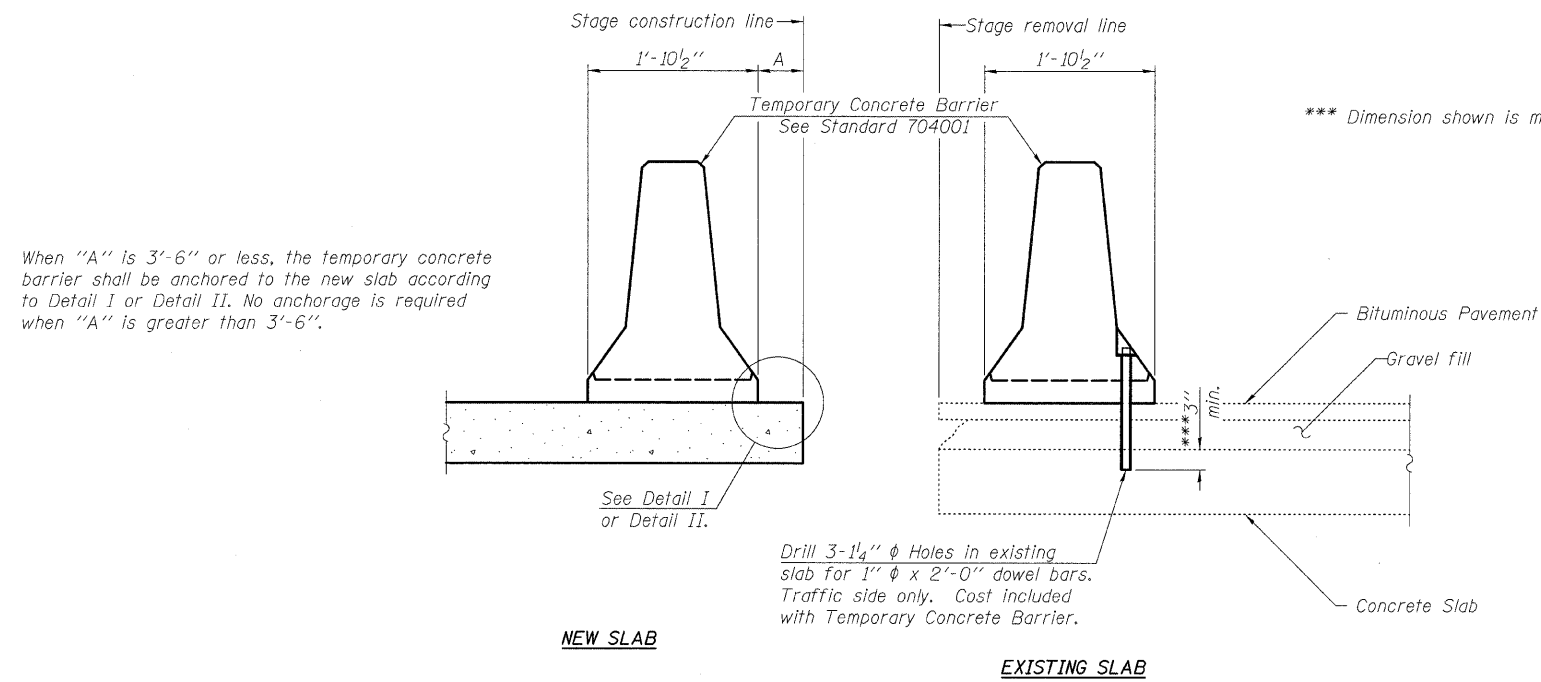
For Temporary Concrete Barrier Details, see sheet 6 of 25.
For Temporary Support System Details, see sheet 3 of 25.
All staging cross sections are looking South.
Hatched area indicates Removal of Existing Structures.
For quantity of Temporary Concrete Barrier, see roadway plans.

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 014-0079

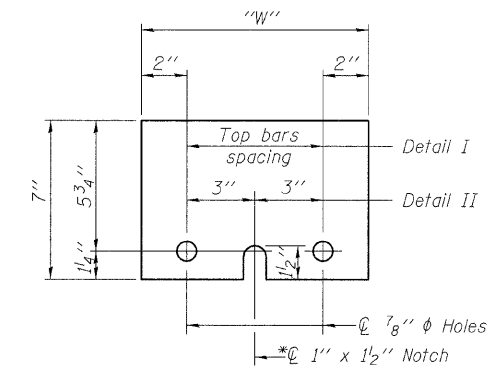
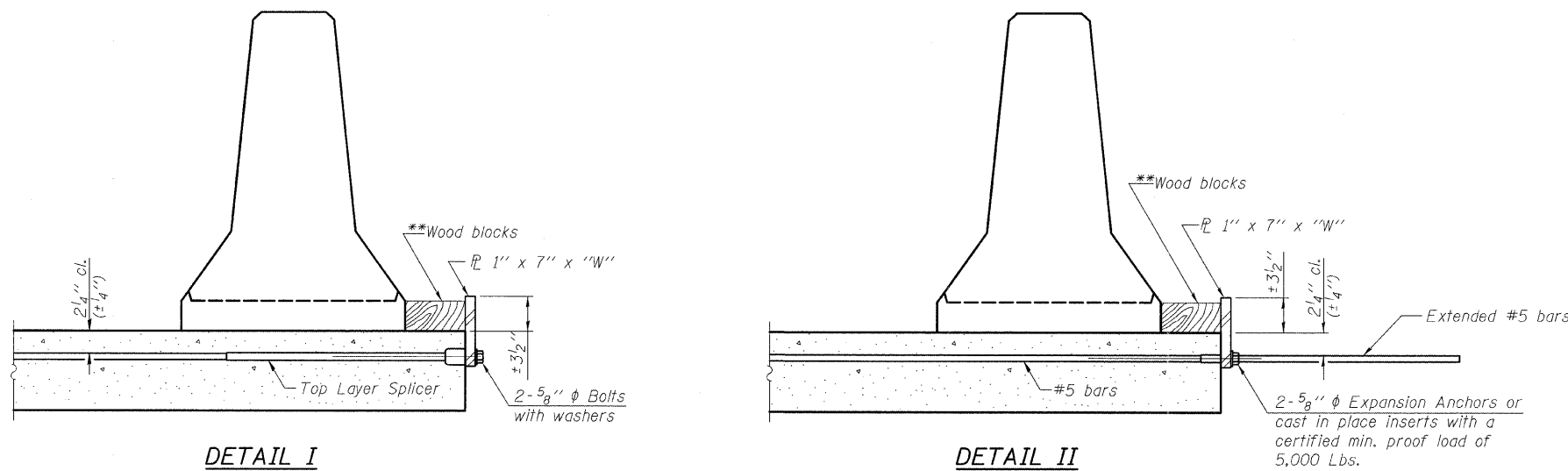
**HORNER &
SHIFRIN, INC.**
ENGINEERS

SHEET NO. 5 25 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	690	481B	CLINTON	46	22
FED. ROAD DIST. NO.			ILLINOIS	FED. AID PROJECT	
				CONTRACT NO. 76C21	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTIONS THRU SLAB



**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.

"W" = Top bars spacing + 4"

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.

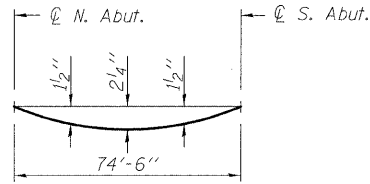
DESIGNED	KAK
CHECKED	EML
DRAWN	KAK
CHECKED	EML

HORNER & SHIFRIN, INC.
ENGINEERS

SHEET NO. 6 25 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	690	481B	CLINTON	46	23
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT		
				CONTRACT NO. 76C21	

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
STRUCTURE NO. 014-0079

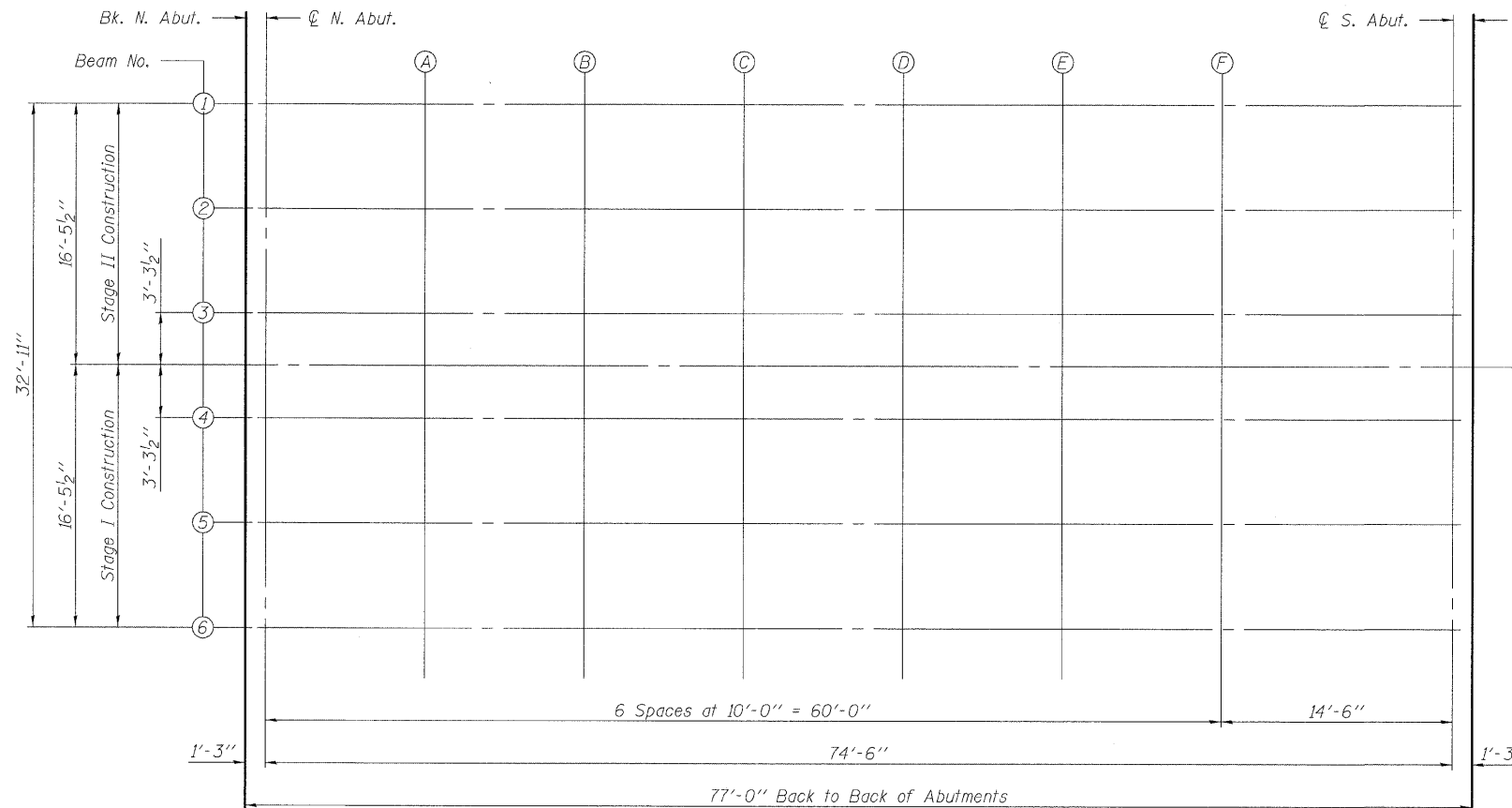
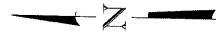
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



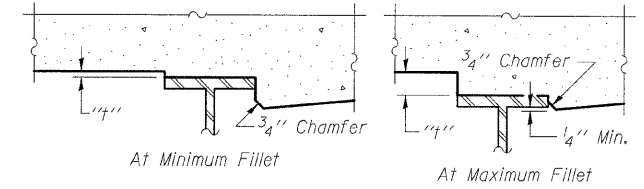
DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 7 and 8 of 25.



PLAN



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below and on sheet 8 of 25, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

☉ Roadway, PG, and stage construction line

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	622+77.50	-16.46	465.04	465.04
☉ N. Abut.	622+78.75	-16.46	465.04	465.04
A	622+88.75	-16.46	465.03	465.11
B	622+98.75	-16.46	465.03	465.17
C	623+08.75	-16.46	465.04	465.22
D	623+18.75	-16.46	465.06	465.24
E	623+28.75	-16.46	465.09	465.24
F	623+38.75	-16.46	465.12	465.23
☉ S. Abut.	623+53.25	-16.46	465.18	465.18
Bk. S. Abut.	623+54.50	-16.46	465.19	465.19

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	622+77.50	-9.88	465.16	465.16
☉ N. Abut.	622+78.75	-9.88	465.16	465.16
A	622+88.75	-9.88	465.16	465.23
B	622+98.75	-9.88	465.16	465.29
C	623+08.75	-9.88	465.17	465.33
D	623+18.75	-9.88	465.19	465.36
E	623+28.75	-9.88	465.21	465.36
F	623+38.75	-9.88	465.25	465.35
☉ S. Abut.	623+53.25	-9.88	465.31	465.31
Bk. S. Abut.	623+54.50	-9.88	465.32	465.32

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	622+77.50	-3.29	465.27	465.27
☉ N. Abut.	622+78.75	-3.29	465.27	465.27
A	622+88.75	-3.29	465.26	465.33
B	622+98.75	-3.29	465.26	465.39
C	623+08.75	-3.29	465.27	465.44
D	623+18.75	-3.29	465.29	465.46
E	623+28.75	-3.29	465.31	465.46
F	623+38.75	-3.29	465.35	465.45
☉ S. Abut.	623+53.25	-3.29	465.41	465.41
Bk. S. Abut.	623+54.50	-3.29	465.42	465.42

DESIGNED	KAK
CHECKED	EML
DRAWN	KAK
CHECKED	EML

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 014-0079**

**HORNER &
SHIFRIN, INC.
ENGINEERS**

SHEET NO. 7 25 SHEETS	F.A.P. RTE. 690	SECTION 481B	COUNTY CLINTON	TOTAL SHEETS 46	SHEET NO. 24
	CONTRACT NO. 76C21			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

☉ ROADWAY, PG, AND STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	622+77.50	0.00	465.32	465.32
☉ N. Abut.	622+78.75	0.00	465.32	465.32
A	622+88.75	0.00	465.31	465.38
B	622+98.75	0.00	465.31	465.44
C	623+08.75	0.00	465.32	465.49
D	623+18.75	0.00	465.34	465.51
E	623+28.75	0.00	465.37	465.52
F	623+38.75	0.00	465.40	465.50
☉ S. Abut.	623+53.25	0.00	465.46	465.46
Bk. S. Abut.	623+54.50	0.00	465.47	465.47

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	622+77.50	3.29	465.27	465.27
☉ N. Abut.	622+78.75	3.29	465.27	465.27
A	622+88.75	3.29	465.26	465.33
B	622+98.75	3.29	465.26	465.39
C	623+08.75	3.29	465.27	465.44
D	623+18.75	3.29	465.29	465.46
E	623+28.75	3.29	465.31	465.46
F	623+38.75	3.29	465.35	465.45
☉ S. Abut.	623+53.25	3.29	465.41	465.41
Bk. S. Abut.	623+54.50	3.29	465.42	465.42

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	622+77.50	9.88	465.16	465.16
☉ N. Abut.	622+78.75	9.88	465.16	465.16
A	622+88.75	9.88	465.16	465.23
B	622+98.75	9.88	465.16	465.29
C	623+08.75	9.88	465.17	465.33
D	623+18.75	9.88	465.19	465.36
E	623+28.75	9.88	465.21	465.36
F	623+38.75	9.88	465.25	465.35
☉ S. Abut.	623+53.25	9.88	465.31	465.31
Bk. S. Abut.	623+54.50	9.88	465.32	465.32

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	622+77.50	16.46	465.04	465.04
☉ N. Abut.	622+78.75	16.46	465.04	465.04
A	622+88.75	16.46	465.03	465.11
B	622+98.75	16.46	465.03	465.17
C	623+08.75	16.46	465.04	465.22
D	623+18.75	16.46	465.06	465.24
E	623+28.75	16.46	465.09	465.24
F	623+38.75	16.46	465.12	465.23
☉ S. Abut.	623+53.25	16.46	465.18	465.18
Bk. S. Abut.	623+54.50	16.46	465.19	465.19

DESIGNED	KAK
CHECKED	EML
DRAWN	KAK
CHECKED	EML

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 014-0079

**HORNER &
SHIFRIN, INC.**
ENGINEERS

SHEET NO. 8 25 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	690	481B	CLINTON	46	25
			CONTRACT NO. 76C21		
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Slab	622+47.50	-18.00	465.08
A	622+57.50	-18.00	465.04
B	622+67.50	-18.00	465.02
Bk. N. Abut.	622+77.50	-18.00	465.01

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Slab	622+47.50	-12.00	465.20
A	622+57.50	-12.00	465.17
B	622+67.50	-12.00	465.15
Bk. N. Abut.	622+77.50	-12.00	465.13

℄ ROADWAY, PG, AND STAGE CONSTRUCTION LINE

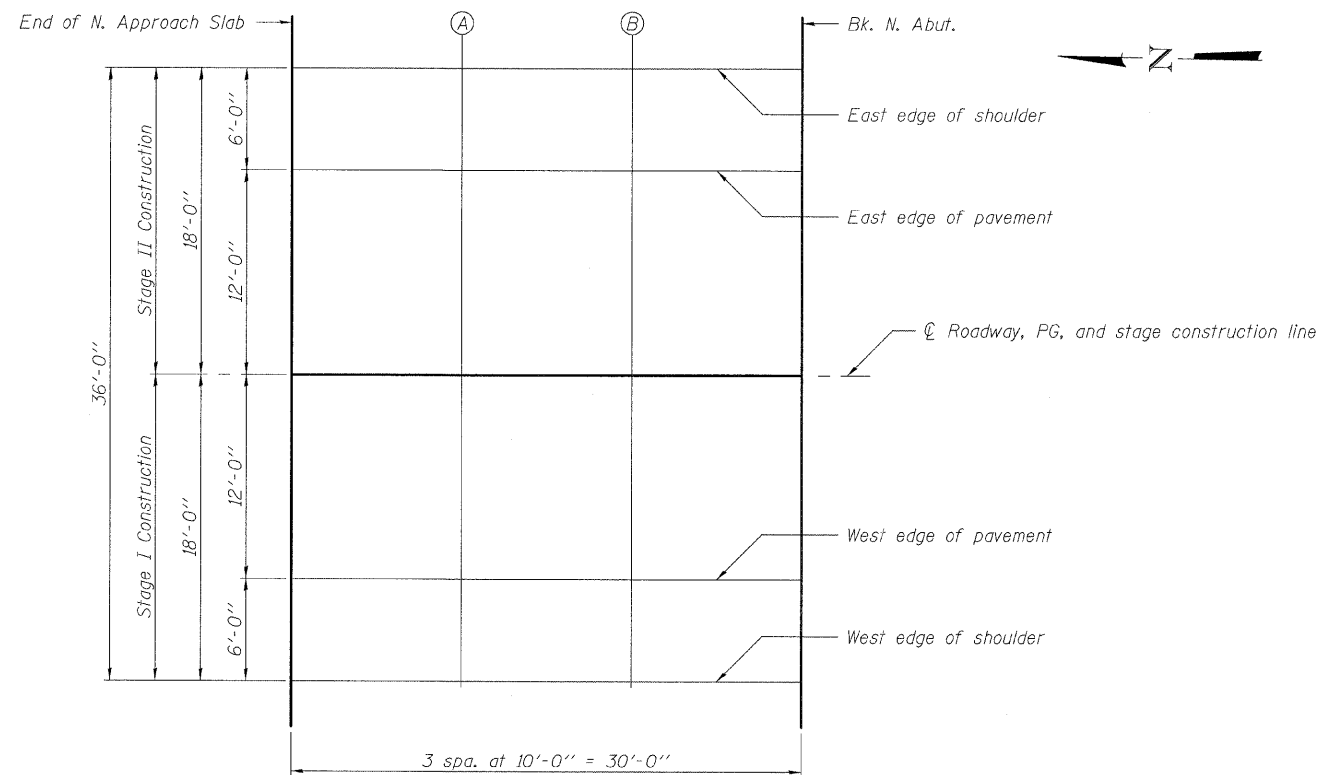
Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Slab	622+47.50	0.00	465.39
A	622+57.50	0.00	465.36
B	622+67.50	0.00	465.33
Bk. N. Abut.	622+77.50	0.00	465.32

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Slab	622+47.50	12.00	465.20
A	622+57.50	12.00	465.17
B	622+67.50	12.00	465.15
Bk. N. Abut.	622+77.50	12.00	465.13

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Slab	622+47.50	18.00	465.08
A	622+57.50	18.00	465.04
B	622+67.50	18.00	465.02
Bk. N. Abut.	622+77.50	18.00	465.01



PLAN

TOP OF NORTH APPROACH
SLAB ELEVATIONS
STRUCTURE NO. 014-0079

DESIGNED	KAK
CHECKED	EML
DRAWN	KAK
CHECKED	EML

E-AS

11-1-09

**HORNER &
SHIFRIN, INC.**
ENGINEERS

SHEET NO. 9 25 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	690	481B	CLINTON	46	26
FED. ROAD DIST. NO.			ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 76C21					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
Bk. S. Abut.	623+54.50	-18.00	465.16
A	623+64.50	-18.00	465.21
B	623+74.50	-18.00	465.28
End S. Appr. Slab	623+84.50	-18.00	465.35

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. S. Abut.	623+54.50	-12.00	465.28
A	623+64.50	-12.00	465.34
B	623+74.50	-12.00	465.40
End S. Appr. Slab	623+84.50	-12.00	465.47

℄ ROADWAY, PG, AND STAGE CONSTRUCTION LINE

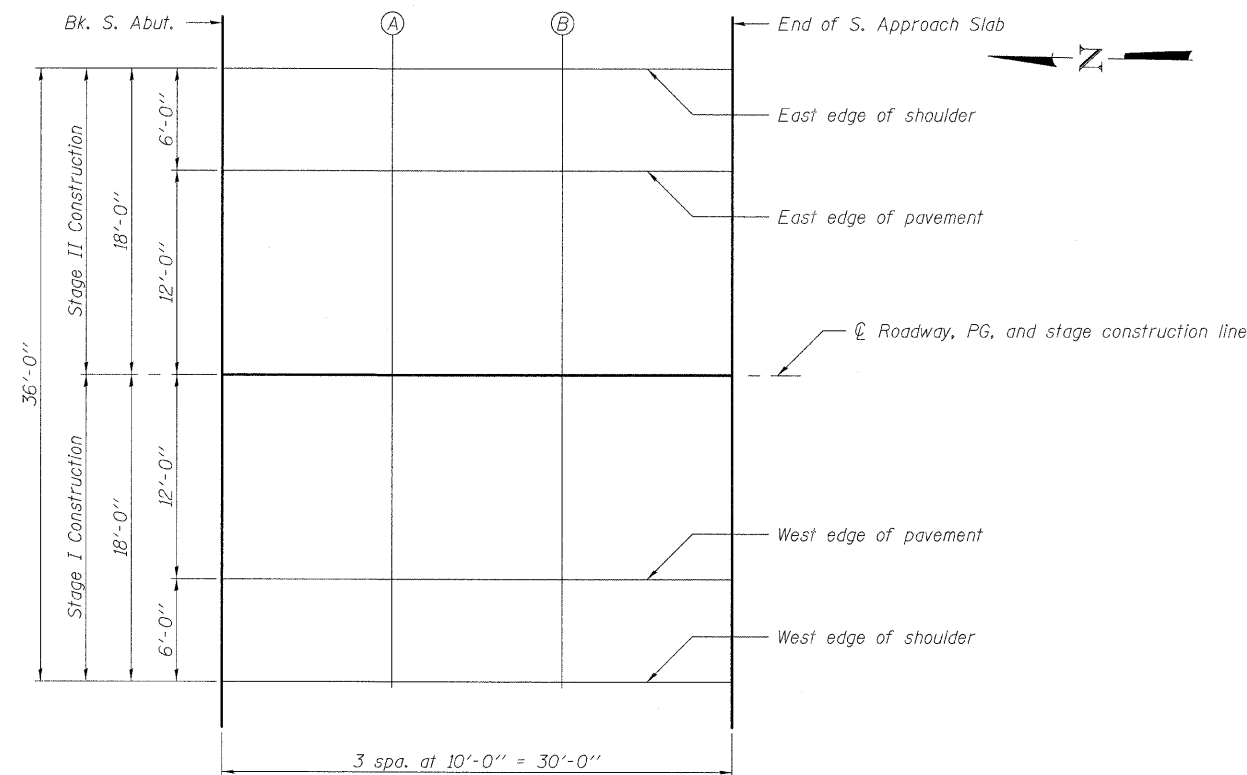
Location	Station	Offset	Theoretical Grade Elevations
Bk. S. Abut.	623+54.50	0.00	465.47
A	623+64.50	0.00	465.53
B	623+74.50	0.00	465.59
End S. Appr. Slab	623+84.50	0.00	465.66

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. S. Abut.	623+54.50	12.00	465.28
A	623+64.50	12.00	465.34
B	623+74.50	12.00	465.40
End S. Appr. Slab	623+84.50	12.00	465.47

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
Bk. S. Abut.	623+54.50	18.00	465.16
A	623+64.50	18.00	465.21
B	623+74.50	18.00	465.28
End S. Appr. Slab	623+84.50	18.00	465.35



PLAN

TOP OF SOUTH APPROACH
SLAB ELEVATIONS
STRUCTURE NO. 014-0079

DESIGNED	KAK
CHECKED	EML
DRAWN	KAK
CHECKED	EML

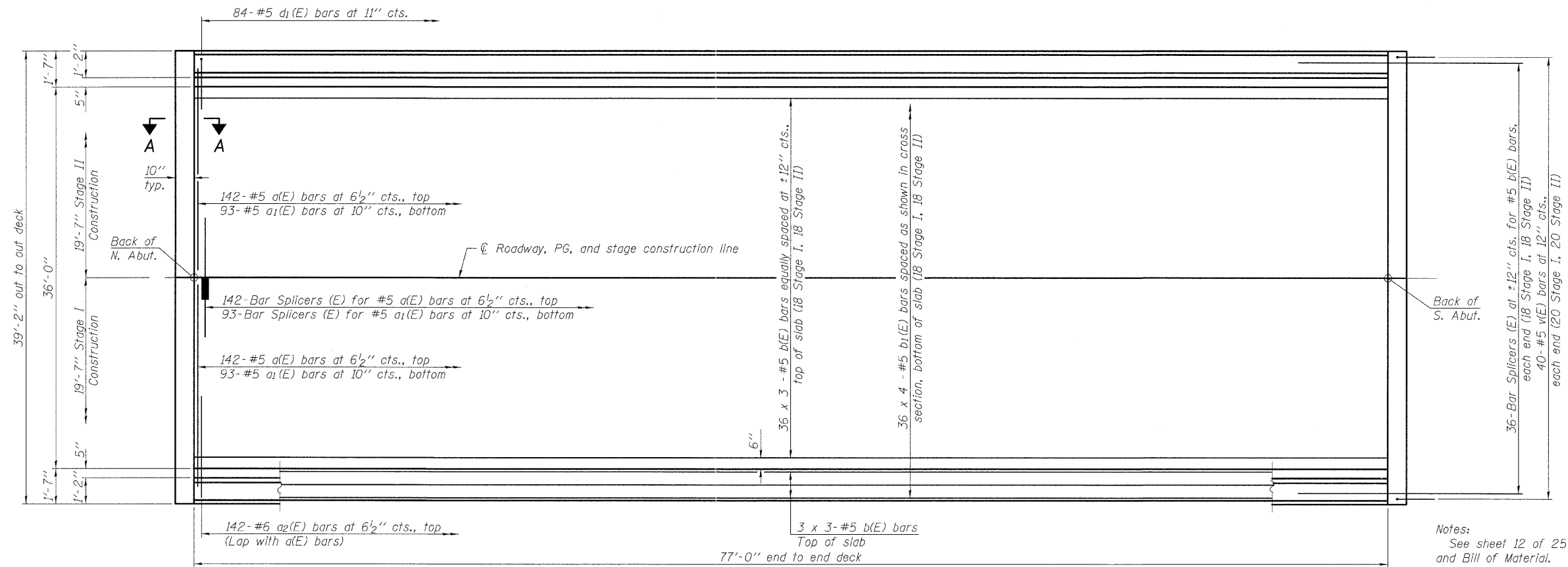
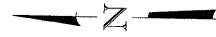
E-AS

11-1-09

**HORNER &
SHIFRIN, INC.
ENGINEERS**

SHEET NO. 10 25 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	690	481B	CLINTON	46	27
			CONTRACT NO. 76C21		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

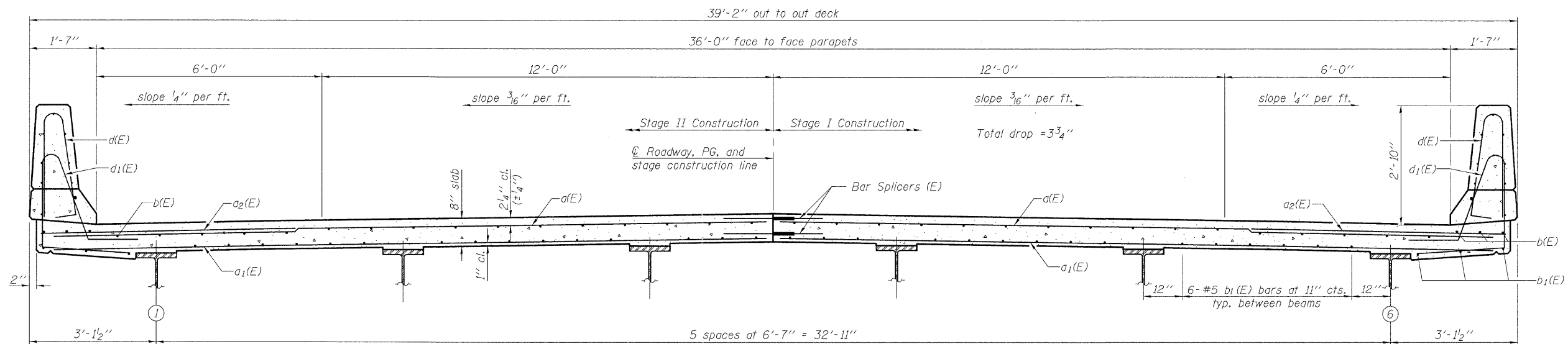
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



MINIMUM BAR LAP
#5 bars = 3'-3"

Notes:
See sheet 12 of 25 for superstructure details and Bill of Material.
Bars indicated thus 36 x 3-#5 etc. indicates 36 lines of bars with 3 lengths per line.
See sheet 12 of 25 for parapet reinforcement.
For Section A-A, see sheet 15 of 25.

PLAN



CROSS SECTION
(Looking South)

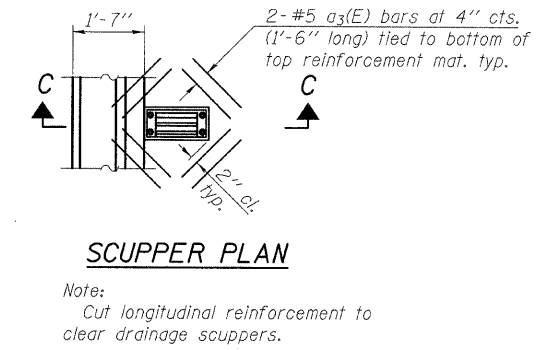
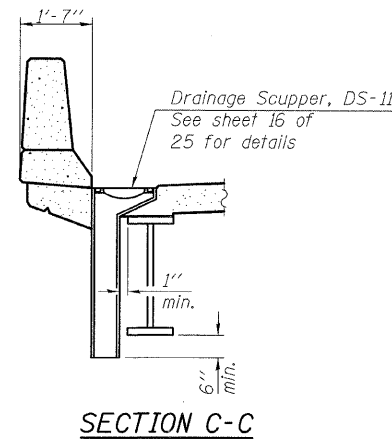
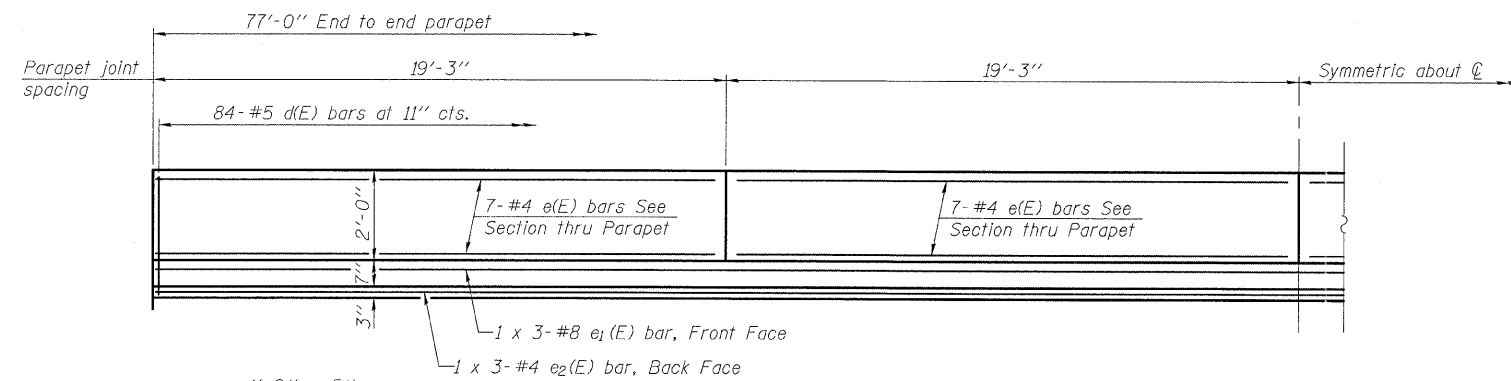
**SUPERSTRUCTURE
STRUCTURE NO. 014-0079**

DESIGNED	KAK
CHECKED	EML
DRAWN	KAK
CHECKED	EML

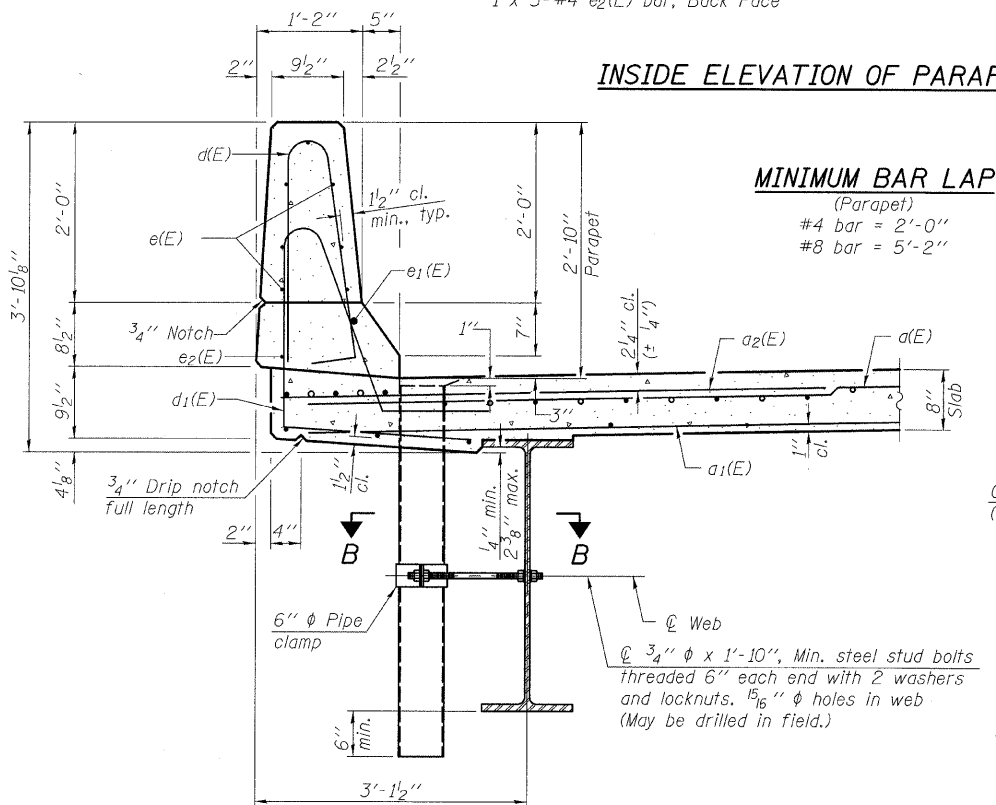
**HORNER &
SHIFRIN, INC.
ENGINEERS**

SHEET NO. 11 25 SHEETS	F.A.P. RTE. 690	SECTION 481B	COUNTY CLINTON	TOTAL SHEETS 46	SHEET NO. 28
	CONTRACT NO. 76C21				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

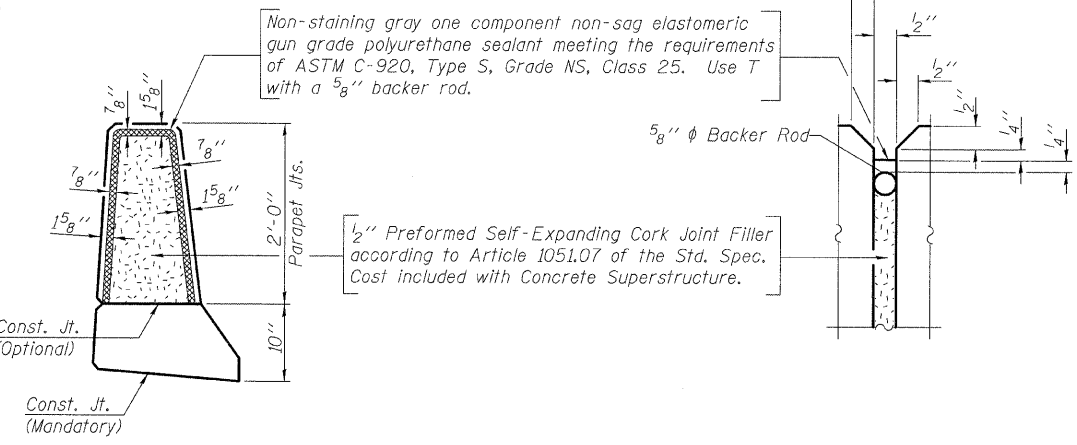
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



INSIDE ELEVATION OF PARAPET



MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"



PARAPET JOINT DETAILS

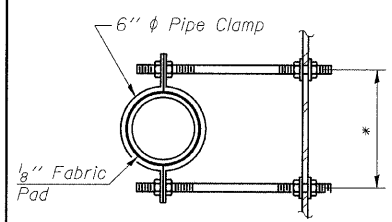
Notes:
The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Society of Protective Coatings Spec. SSPC-SP1 prior to painting.
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.

SUPERSTRUCTURE
BILL OF MATERIAL

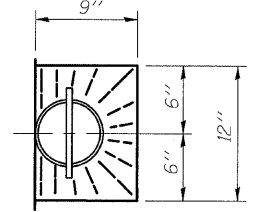
Bar	No.	Size	Length	Shape
a(E)	284	#5	19'-2"	—
a ₁ (E)	186	#5	18'-11"	—
a ₂ (E)	284	#6	6'-6"	—
a ₃ (E)	32	#5	1'-6"	—
b(E)	126	#5	27'-9"	—
b ₁ (E)	144	#5	21'-8"	—
d(E)	168	#5	5'-7"	⌋
d ₁ (E)	168	#5	7'-10"	⌋
e(E)	56	#4	18'-11"	—
e ₁ (E)	6	#8	29'-1"	—
e ₂ (E)	6	#4	27'-0"	—
m(E)	20	#6	19'-3"	—
m ₁ (E)	24	#6	8'-8"	—
m ₂ (E)	8	#6	5'-2"	—
m ₃ (E)	4	#6	2'-3"	—
m ₄ (E)	4	#6	2'-5"	—
s(E)	84	#5	5'-5"	⌋
s ₁ (E)	72	#4	8'-9"	⌋
v(E)	80	#5	3'-7"	⌋
Reinforcement Bars, Epoxy Coated		Pound		24,880
Concrete Superstructure		Cu. Yds.		118.5

Bars indicated thus 1 x 3-#8 etc. indicates 1 line of bars with 3 lengths per line.

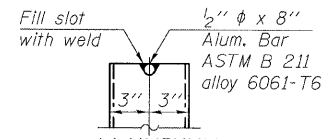
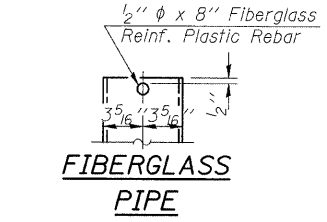
SECTION THRU PARAPET



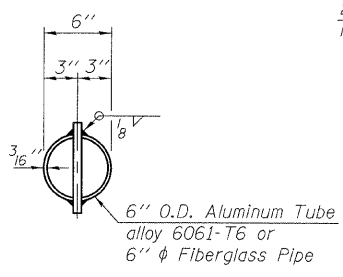
SECTION B-B
*Dimension as required by Pipe Clamp



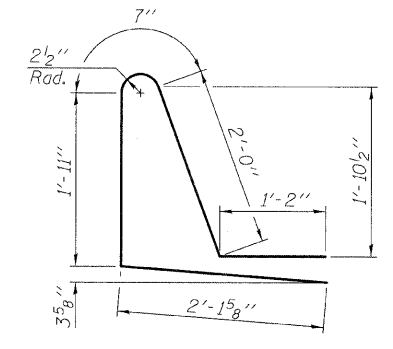
TOP PLAN



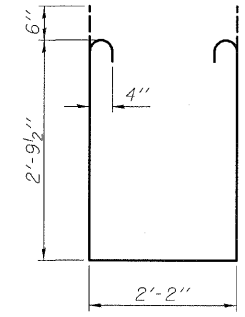
TOP PLAN
(Showing Aluminum Tube)



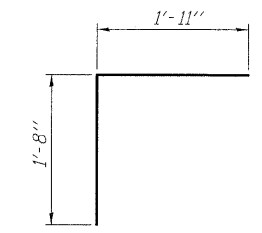
BAR d(E)



BAR d₁(E)



BAR s₁(E)



BAR v(E)

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 014-0079

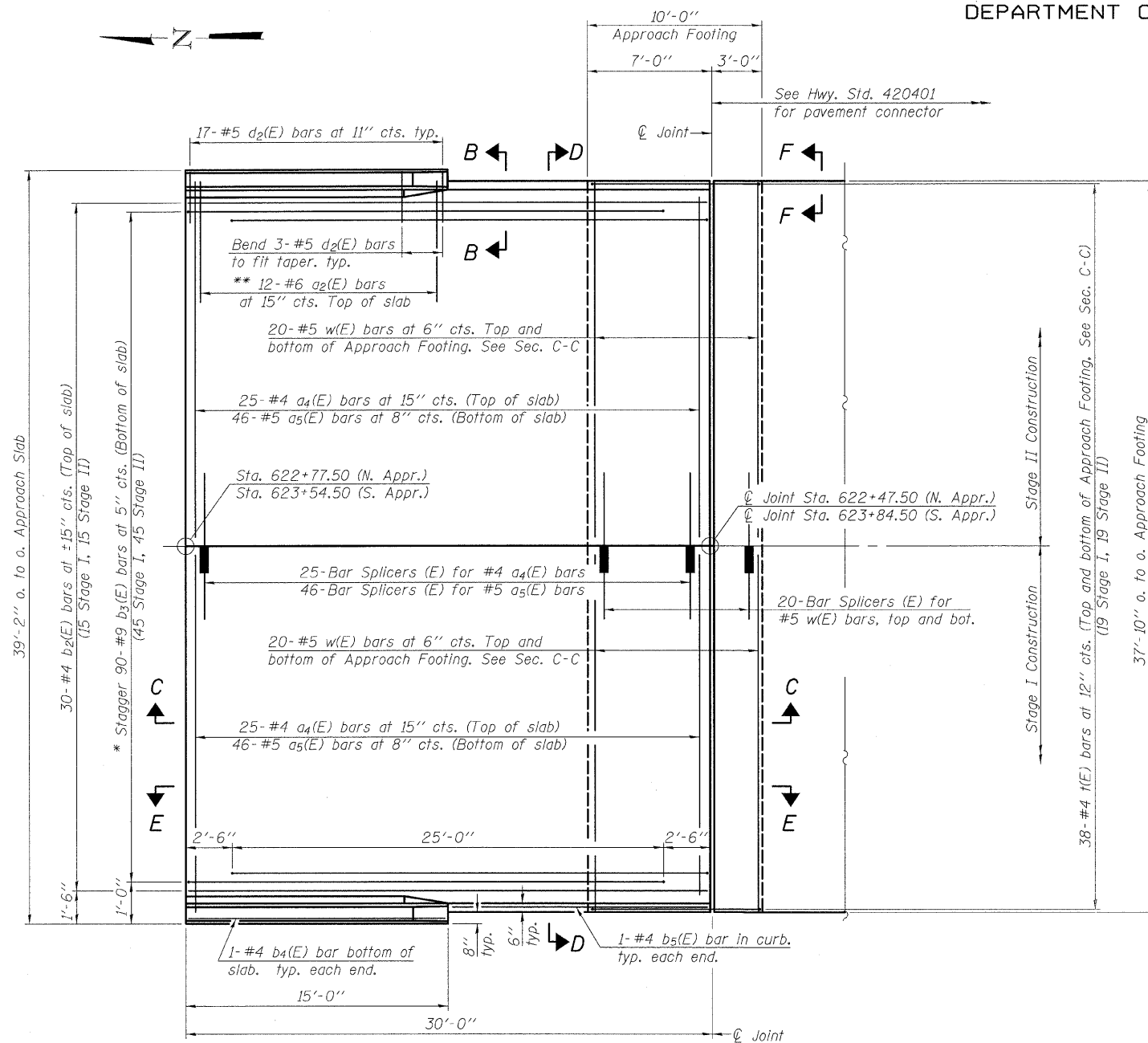
DESIGNED	KAK
CHECKED	EML
DRAWN	KAK
CHECKED	EML



SHEET NO. 12	F.A.P. RTE. 690	SECTION 481B	COUNTY CLINTON	TOTAL SHEETS 46	SHEET NO. 29
25 SHEETS	CONTRACT NO. 76C21		ILLINOIS FED. AID PROJECT		

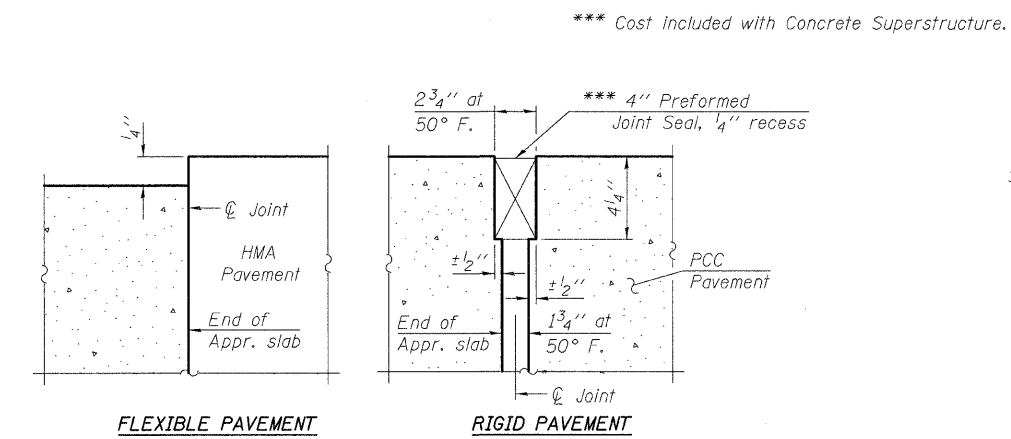
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
See sheet 14 of 25 for Sections C-C & D-D and View E-E.
a₄(E), a₅(E), and w(E) bar spacings measured parallel to ϕ Rdwy.

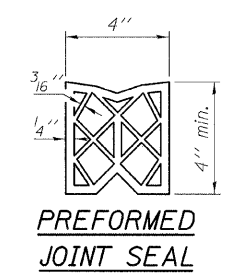


PLAN

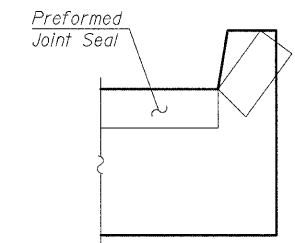
* Tilt #9 b₃(E) bars as required to maintain clearance.
** Alternate with a₄(E) bars, typ. ea. parapet.
South Approach shown, North Approach similar.



DETAIL A

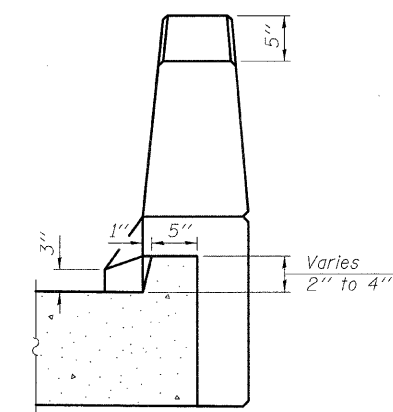


PREFORMED JOINT SEAL



VIEW F-F

Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.



VIEW B-B

DESIGNED	KAK
CHECKED	EML
DRAWN	KAK
CHECKED	EML

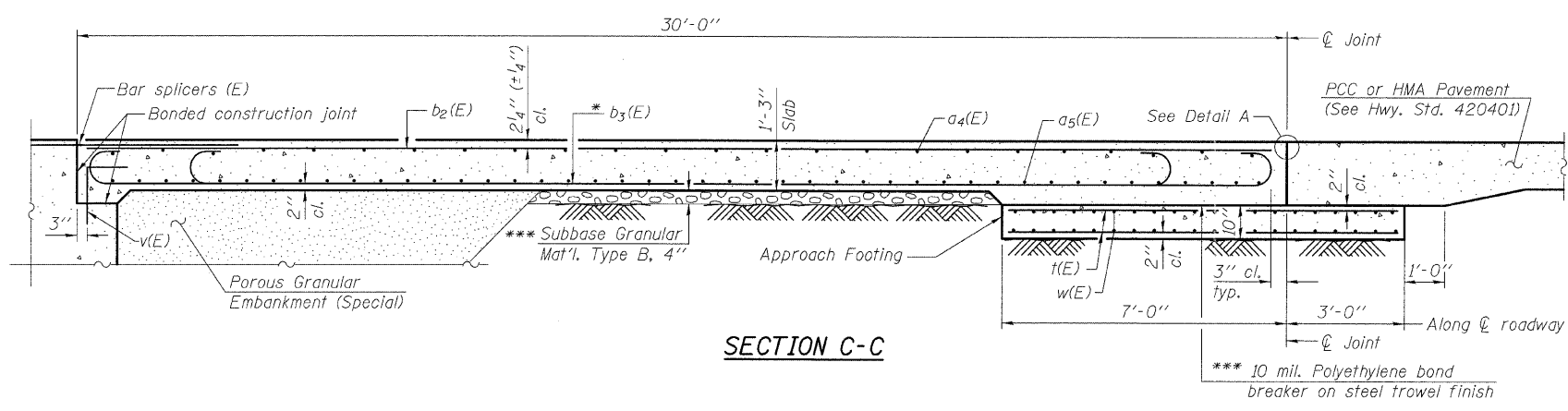
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 014-0079

HORNER & SHIFRIN, INC.
ENGINEERS

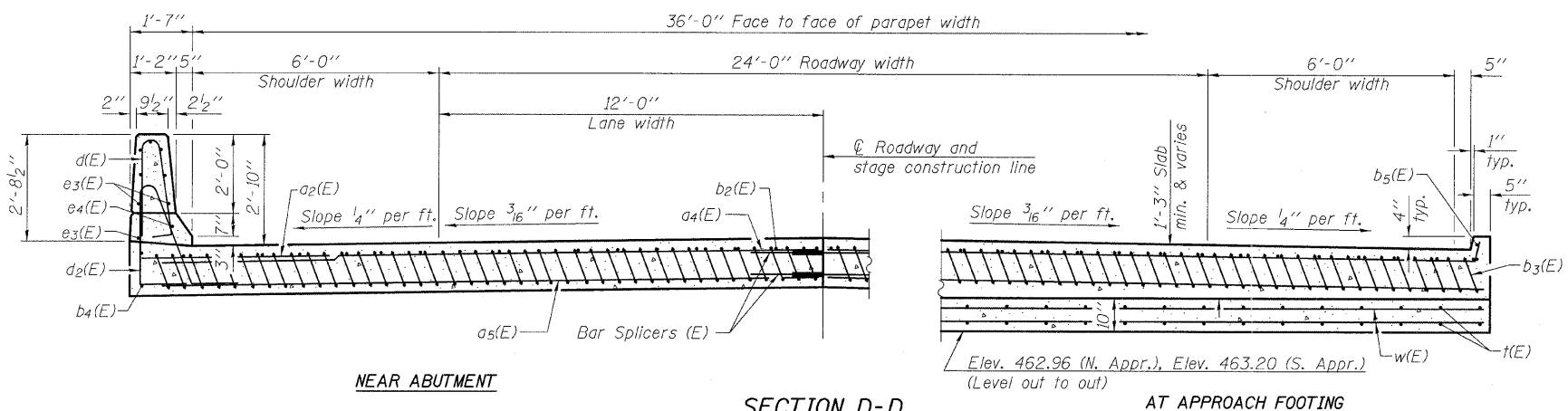
SHEET NO. 13 25 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	690	481B	CLINTON	46	30
				CONTRACT NO. 76C21	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
See sheet 13 of 25 for Detail A and View B-B.
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v(E) bar details, see sheet 12 of 25.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 22 of 25.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 25.
For additional parapet details, see sheet 13 of 25.



SECTION C-C

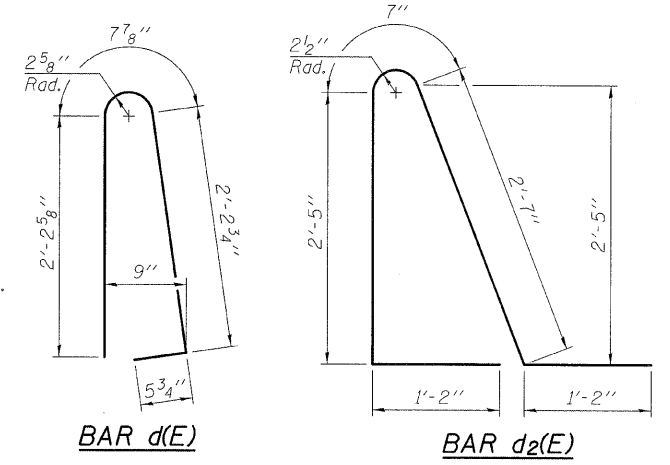


NEAR ABUTMENT

SECTION D-D

(See Plan for dimensions not shown)

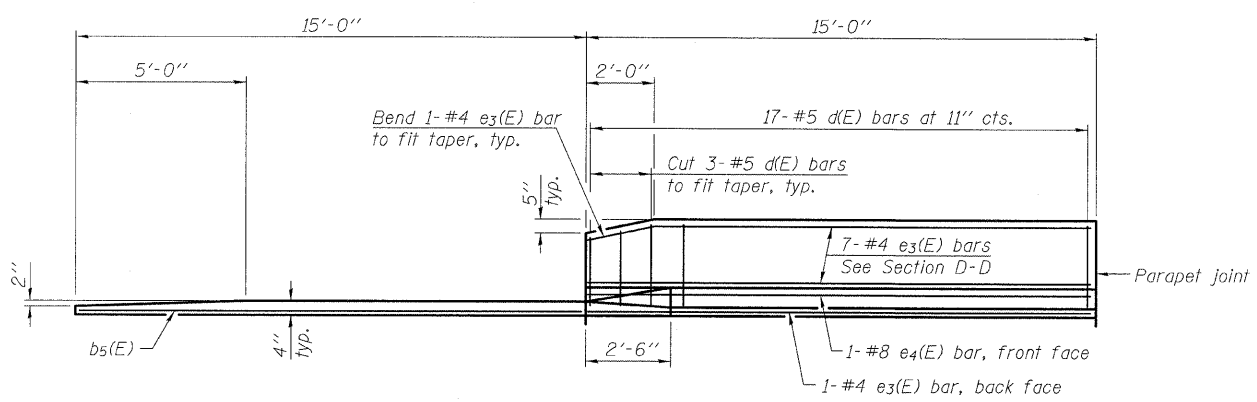
AT APPROACH FOOTING



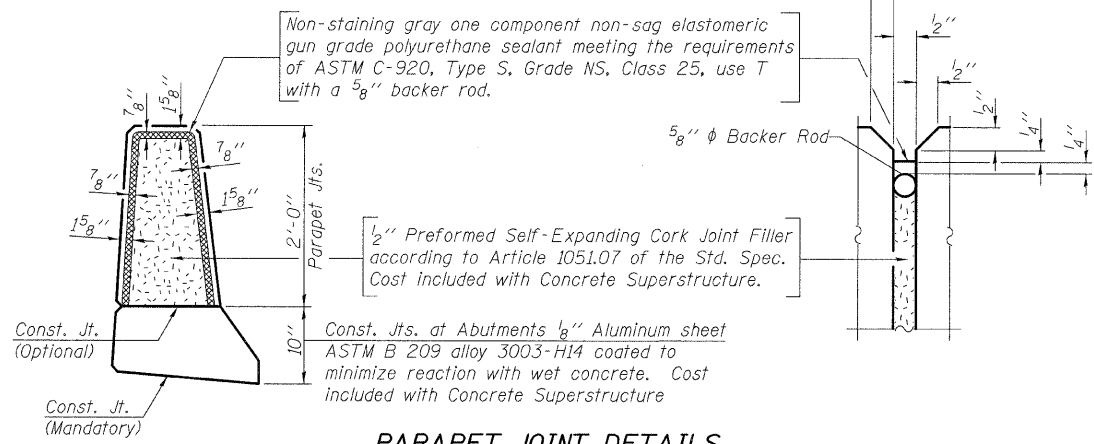
* Tilt #9 b3(E) bars as required to maintain clearance.
*** Cost included with Concrete Superstructure.

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a2(E)	48	#6	6'-6"	—
a4(E)	100	#4	18'-11"	—
a5(E)	184	#5	18'-7"	—
b2(E)	60	#4	29'-8"	—
b3(E)	180	#9	29'-9"	—
b4(E)	4	#4	14'-8"	—
b5(E)	4	#4	14'-6"	—
d(E)	68	#5	5'-7"	U
d2(E)	68	#5	7'-11"	U
e3(E)	32	#4	14'-8"	—
e4(E)	4	#8	14'-8"	—
t(E)	152	#4	9'-8"	—
w(E)	160	#5	18'-7"	—
Concrete Superstructure		Cu. Yd.		119.5
Concrete Structures		Cu. Yd.		23.4
Reinforcement Bars, Epoxy Coated		Pound		30,280

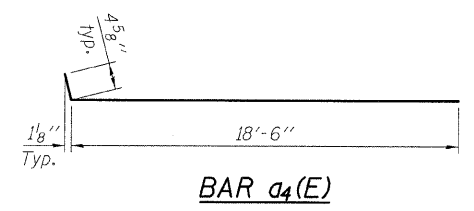


VIEW E-E

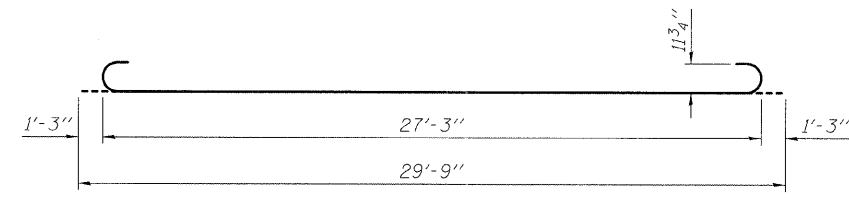


PARAPET JOINT DETAILS

DESIGNED	KAK
CHECKED	EML
DRAWN	KAK
CHECKED	EML



BAR a4(E)



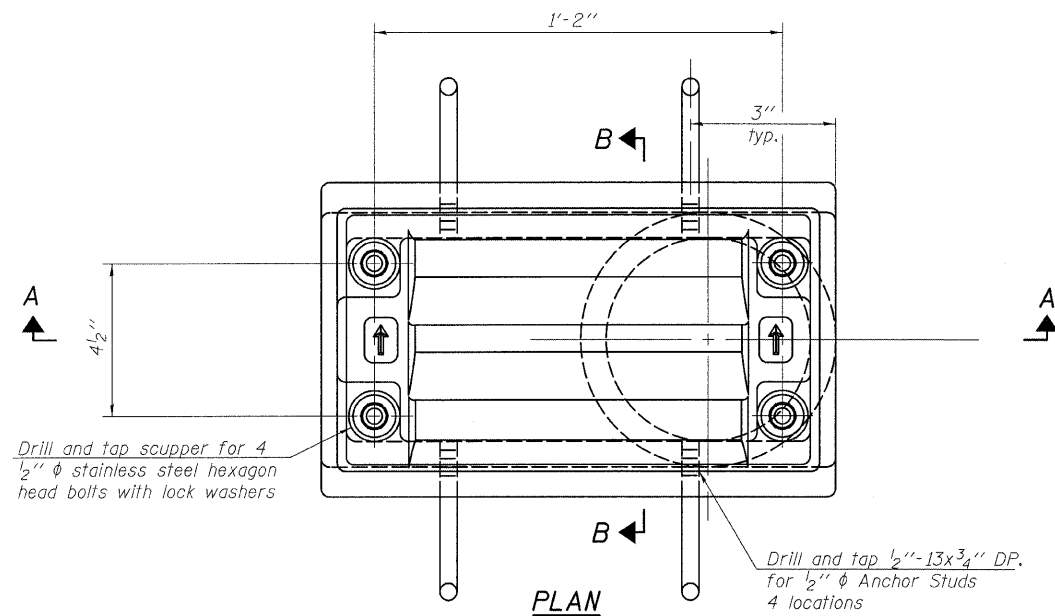
BAR b3(E)

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 014-0079

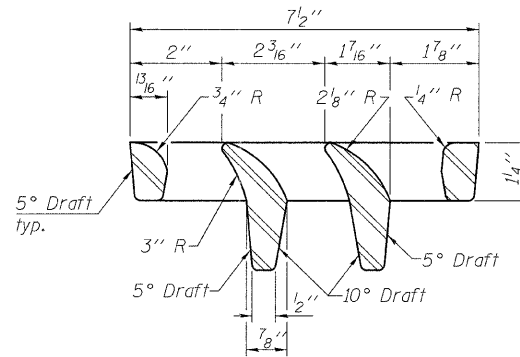


SHEET NO. 14 25 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	690	481B	CLINTON	46	31
FED. ROAD DIST. NO.			ILLINOIS	FED. AID PROJECT	
			CONTRACT NO. 76C21		

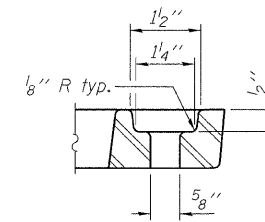
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



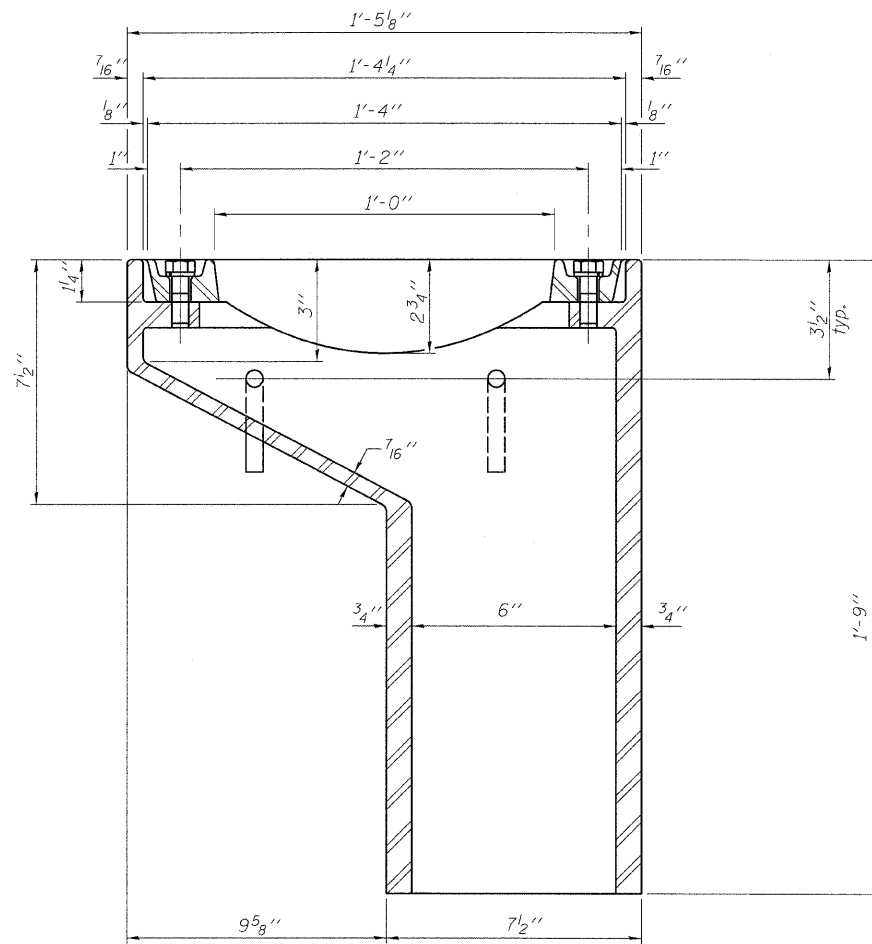
PLAN



VANE GRATE DETAIL

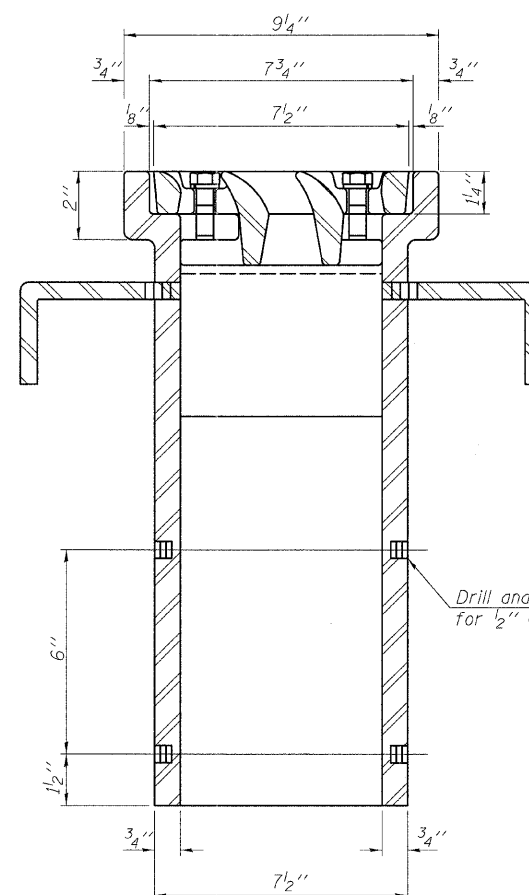


BOLT HOLE DETAIL



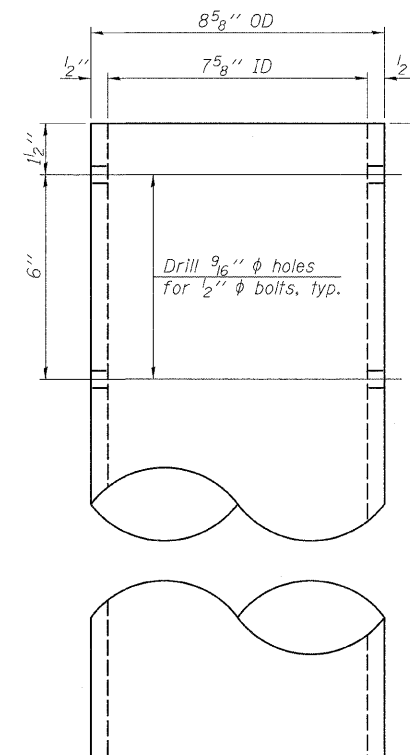
SECTION A-A

See sheet 12 of 25 for scupper location relative to parapet.

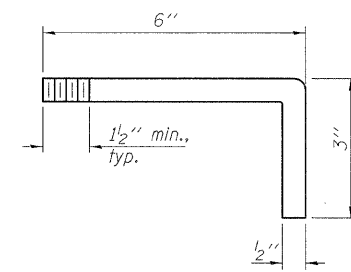


SECTION B-B

Drill and tap 1/2"-13x1/2" DP. for 1/2" φ bolts. (4 locations)



DOWNSPOUT



ANCHOR STUD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	4

DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 014-0079

DESIGNED	KAK
CHECKED	EML
DRAWN	KAK
CHECKED	EML

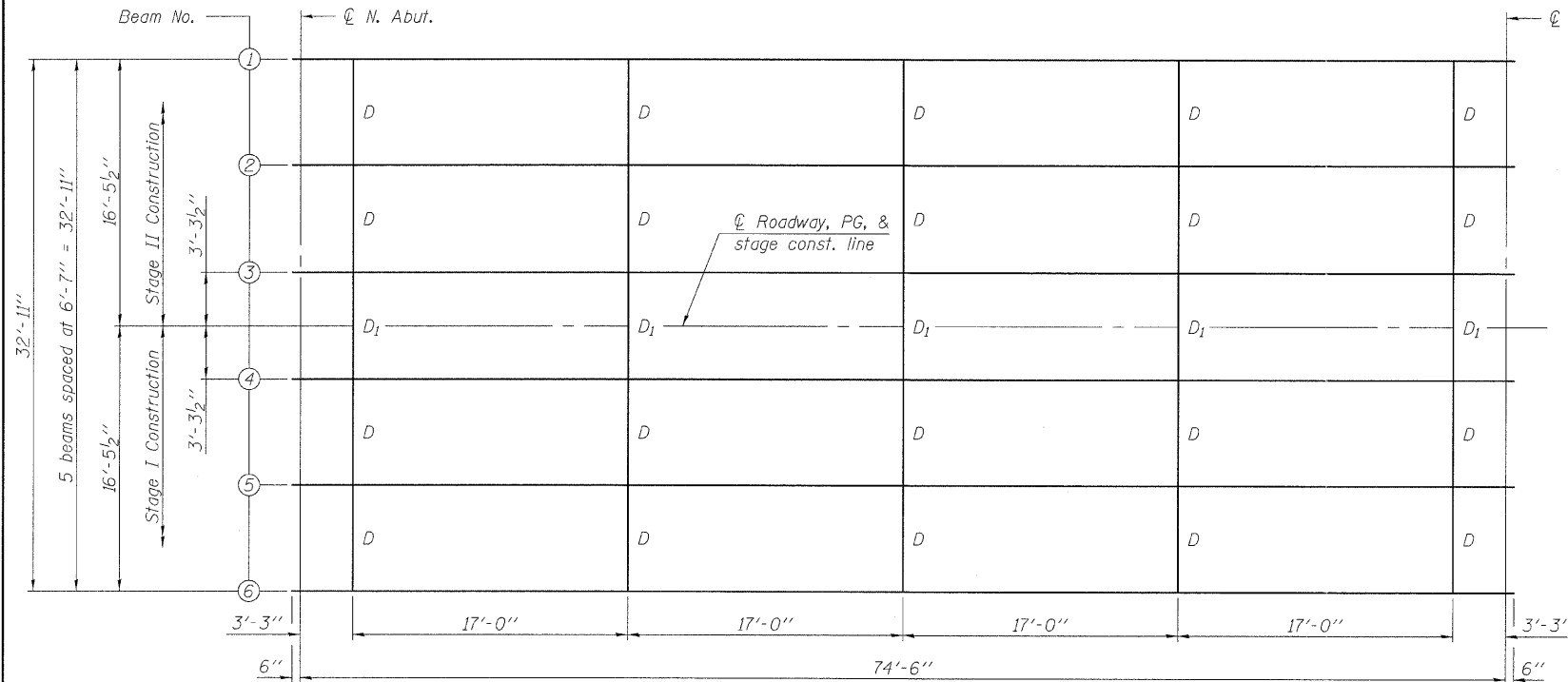
DS-11

11-1-09

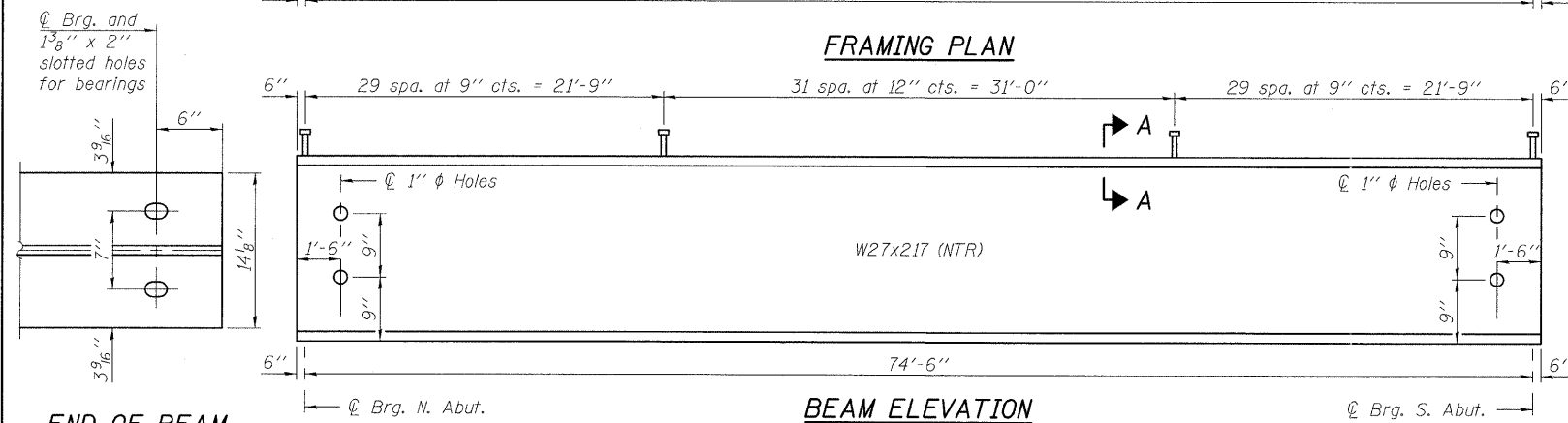
HORNER & SHIFRIN, INC.
ENGINEERS

SHEET NO. 16 25 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	690	481B	CLINTON	46	33
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT		
			CONTRACT NO. 76C21		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



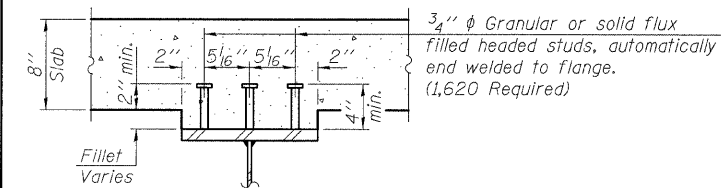
FRAMING PLAN



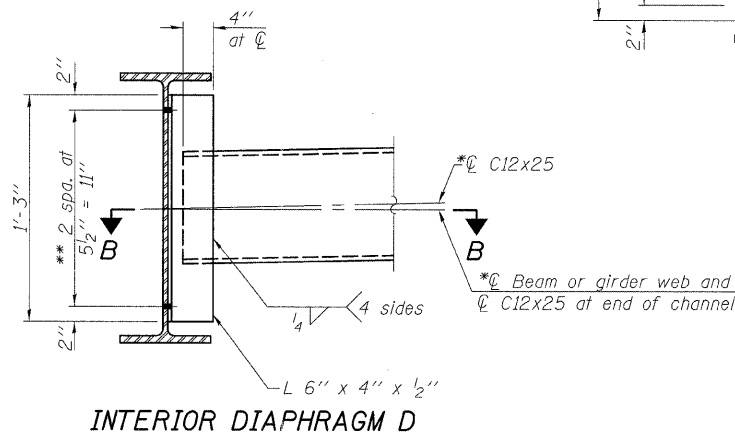
BEAM ELEVATION

"NTR" denotes elements to which notch toughness requirements are applicable.

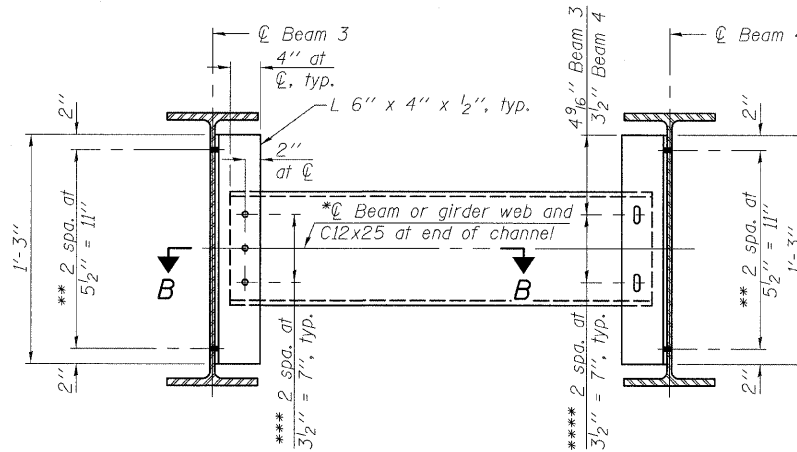
END OF BEAM
DETAIL



SECTION A-A



INTERIOR DIAPHRAGM D



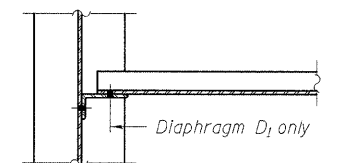
INTERIOR DIAPHRAGM D1

Notes:
Two hardened washers required for each set of oversized holes.
Bolts in slots shall be finger tight until second stage pour is complete.
* Alternate channel C12x30 is permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section.
The alternate, if utilized, shall be provided at no additional cost to the Department.
** 3/4" φ HS bolts, 15/16" φ holes
*** 3/4" φ HS bolts, 15/16" φ holes in channel.
**** 1 7/8" x 13/16" slotted holes in angle.

*****TOP OF BEAM ELEVATIONS

Location	℄ Brg. N. Abut.	℄ Brg. S. Abut.
Beam 1	464.32	464.46
Beam 2	464.44	464.59
Beam 3	464.55	464.69
Beam 4	464.55	464.69
Beam 5	464.44	464.59
Beam 6	464.32	464.46

***** For Fabrication Only



SECTION B-B

STRUCTURAL STEEL
STRUCTURE NO. 014-0079

INTERIOR GIRDER MOMENT TABLE		0.5 Sp. 1
I_s	(in ⁴)	8,910
$I_c(n)$	(in ⁴)	20,377
$I_c(3n)$	(in ⁴)	14,712
S_s	(in ³)	627
$S_c(n)$	(in ³)	859
$S_c(3n)$	(in ³)	771
DC1	(k/')	0.934
M _{DC1}	(k)	648
DC2	(k/')	0.150
M _{DC2}	(k)	104
DW	(k/')	0.300
M _{DW}	(k)	208
$M_L + IM$	(k)	1,074
M_u (Strength I)	(k)	3,132
$\phi_r M_n$	(k)	3,888
f_s DC1	(ksi)	12.40
f_s DC2	(ksi)	1.62
f_s DW	(ksi)	3.24
f_s 1.3(L+IM)	(ksi)	19.51
f_s (Service II)	(ksi)	36.76
f_s (Total)(Strength I)	(ksi)	-
V_f	(k)	24.3

INTERIOR GIRDER REACTION TABLE		Abut.
R _{DC1}	(k)	34.8
R _{DC2}	(k)	5.6
R _{DW}	(k)	11.2
R _{L + IM}	(k)	76.7
R _{Total}	(k)	128.3

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).
 $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) due to short-term composite live loads (in⁴ and in³).
 $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads (in⁴ and 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.).
 $M_L + IM$: Un-factored live load moment plus dynamic load allowance (Impact) (kip-ft.).
 M_u (Strength I): Factored design moment (kip-ft.).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_L + IM$
 $\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).
 f_s (Service II): Sum of stresses as computed from the moments below (ksi).
 $M_{DC1} + M_{DC2} + M_{DW} + 1.3 M_L + IM$
 f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_L + IM$
 V_f : Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

DESIGNED	KAK
CHECKED	EML
DRAWN	KAK
CHECKED	EML

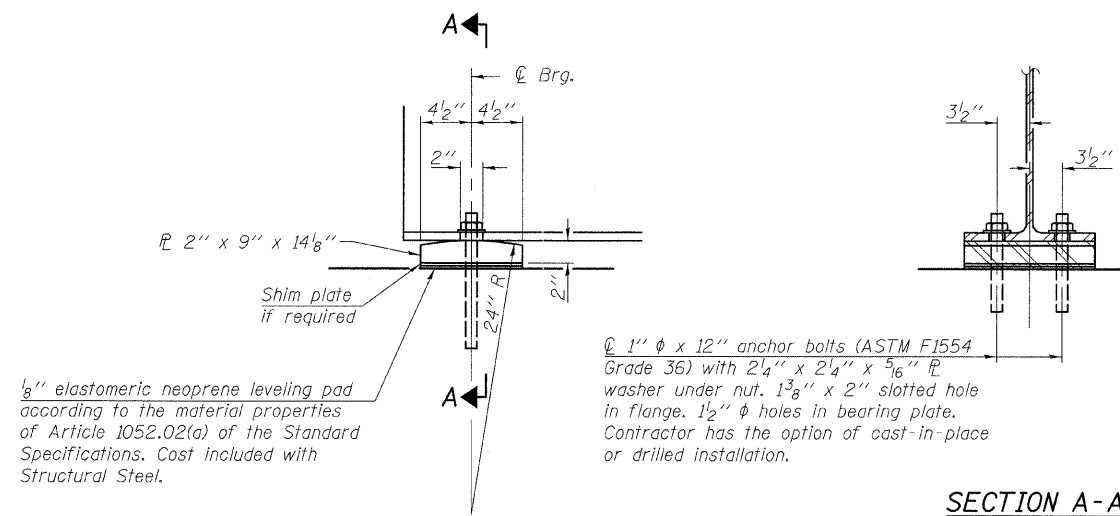
Notes:

All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
The W27x217 beams shall be according to AASHTO M270, Grade 50.

HORNER &
SHIFRIN, INC.
ENGINEERS

SHEET NO. 17	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
25 SHEETS	690	481B	CLINTON	46	34
CONTRACT NO. 76C21					
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION A-A

ELEVATION AT ABUTMENT

FIXED BEARING

12 Required

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 at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

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

DESIGNED	KAK
CHECKED	EML
DRAWN	KAK
CHECKED	EML

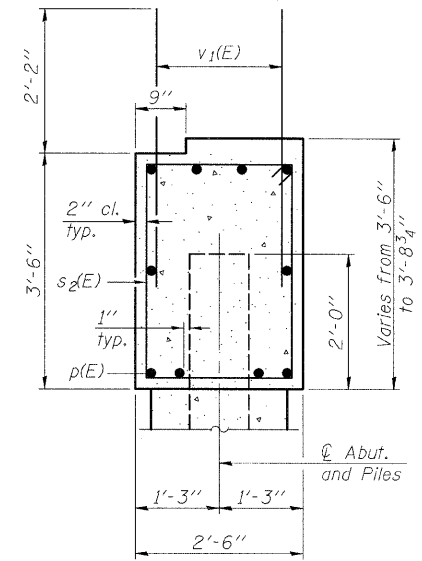
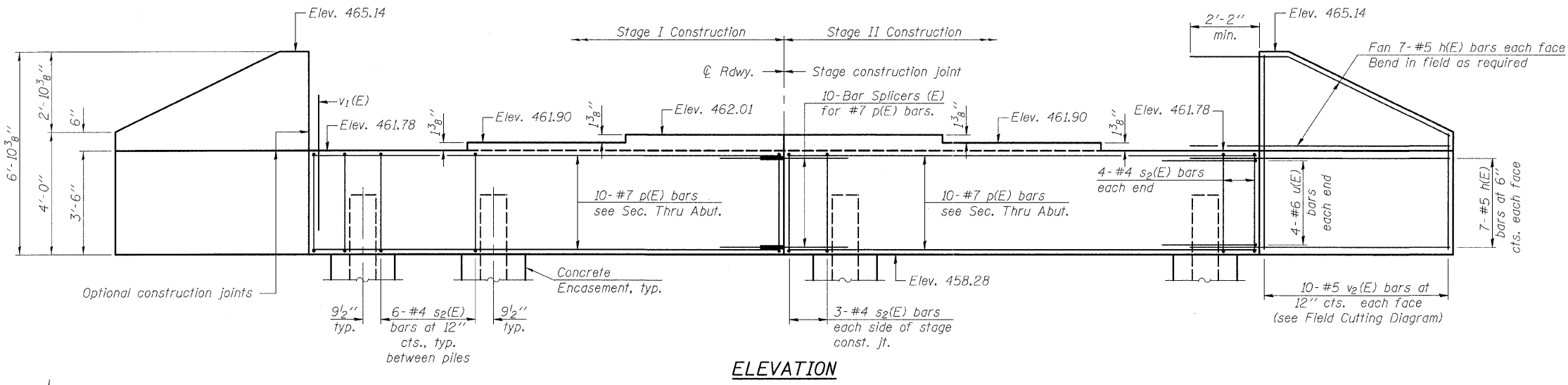
BEARING DETAILS
STRUCTURE NO. 014-0079

**HORNER &
SHIFRIN, INC.**
ENGINEERS

SHEET NO. 18 25 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	690	481B	CLINTON	46	35
CONTRACT NO. 76C21					
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Note:
Four steps monolithically with cap.



SEC. THRU ABUT.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	56	#5	11'-3"	—
p(E)	20	#7	19'-3"	—
s ₂ (E)	38	#4	11'-5"	□
u(E)	8	#6	9'-5"	—
v ₁ (E)	76	#5	4'-4"	—
v ₂ (E)	20	#5	10'-3"	—
Structure Excavation		Cu. Yd.	150	
Concrete Structures		Cu. Yd.	17.1	
Concrete Encasement		Cu. Yd.	2.1	
Reinforcement Bars, Epoxy Coated		Pound	2,410	
Furnishing Steel Piles, HP12x53		Foot	105	
Driving Piles		Foot	105	
Test Pile Steel HP12x53		Each	1	
Pile Shoes		Each	6	
Anchor Bolts, 1"		Each	12	

For details of Bar Splicers, see sheet 22 of 25.
For details of piles and Concrete Encasement, see sheet 21 of 25.
Space reinforcement in cap to miss anchor bolts.

**NORTH ABUTMENT
STRUCTURE NO. 014-0079**

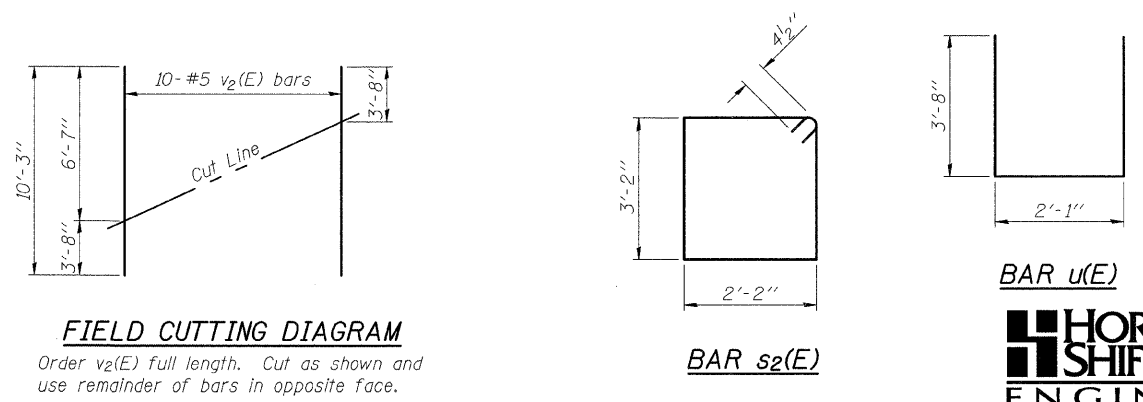
SHEET NO. 19 25 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	690	481B	CLINTON	46	36
CONTRACT NO. 76C21					
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

**HORNER & SHIFRIN, INC.
ENGINEERS**

PILE DATA

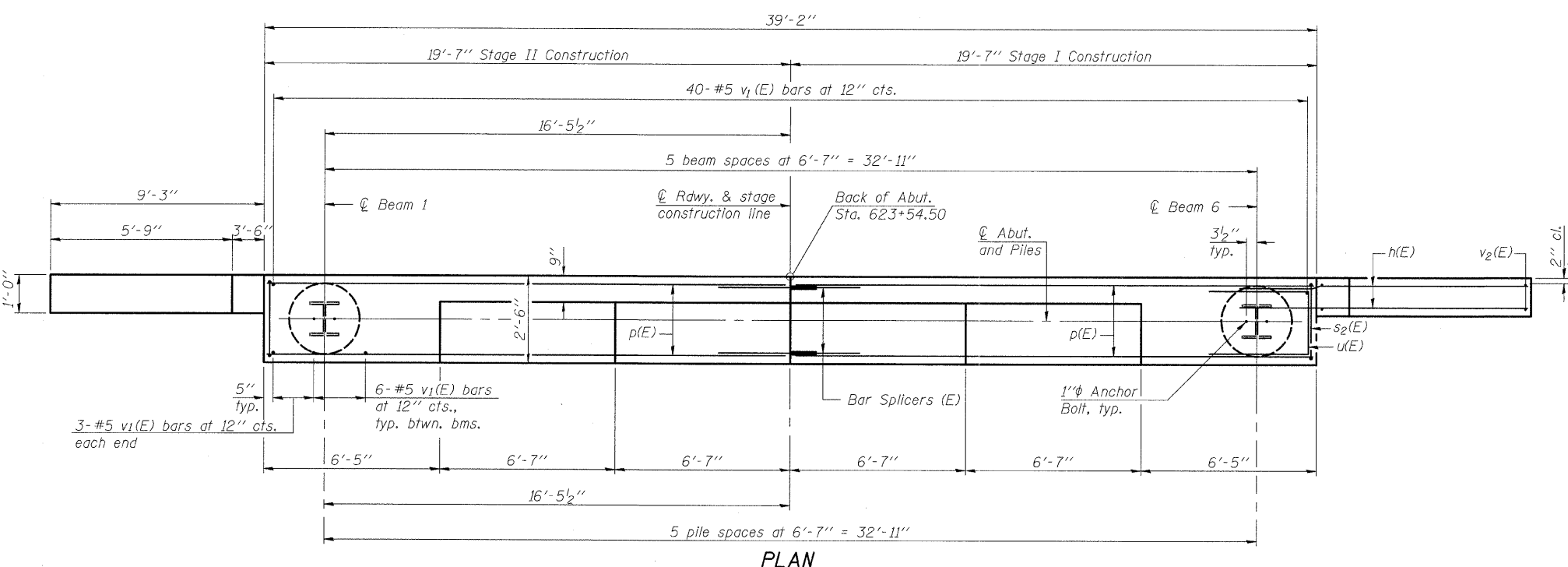
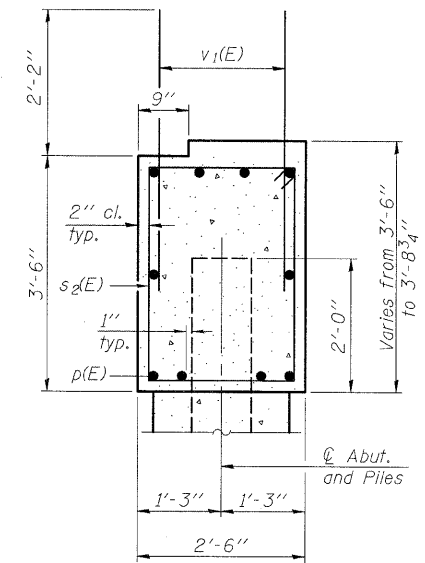
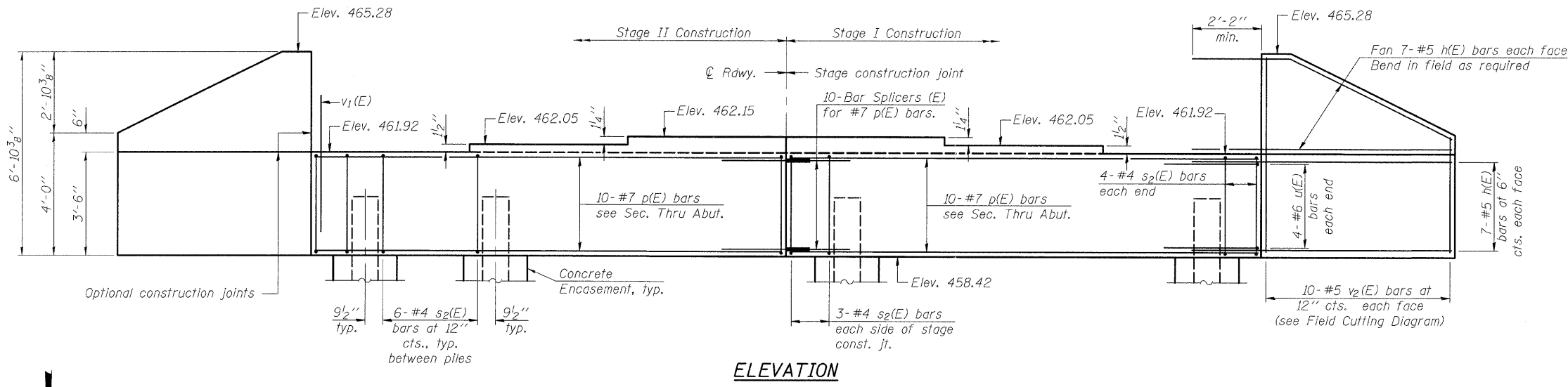
Type: HP12x53 w/ pile shoes
Nominal Required Bearing: 419 kips
Factored Resistance Available: 210 kips
Est. Length: 21'
No. Production Piles: 5
No. Test Piles: 1

DESIGNED	KAK
CHECKED	EML
DRAWN	KAK
CHECKED	EML



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Note:
Pour steps monolithically with cap.



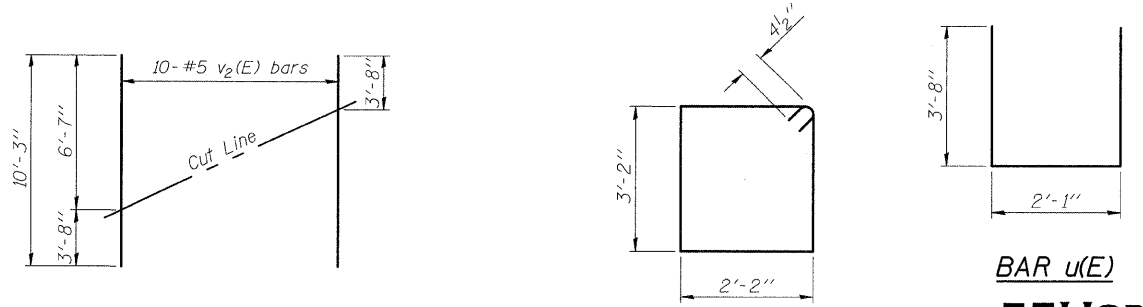
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	56	#5	11'-3"	—
p(E)	20	#7	19'-3"	—
s ₂ (E)	38	#4	11'-5"	□
u(E)	8	#6	9'-5"	—
v ₁ (E)	76	#5	4'-4"	—
v ₂ (E)	20	#5	10'-3"	—
Structure Excavation		Cu. Yd.	146	
Concrete Structures		Cu. Yd.	17.1	
Concrete Encasement		Cu. Yd.	2.1	
Reinforcement Bars, Epoxy Coated		Pound	2,410	
Furnishing Steel Piles, HP12x53		Foot	138	
Driving Piles		Foot	138	
Pile Shoes		Each	6	
Anchor Bolts, 1"		Each	12	

For details of Bar Splicers, see sheet 22 of 25.
For details of piles and Concrete Encasement, see sheet 21 of 25.
Space reinforcement in cap to miss anchor bolts.

PILE DATA

Type: HP12x53 w/ pile shoes
Nominal Required Bearing: 419 kips
Factored Resistance Available: 210 kips
Est. Length: 23'
No. Production Piles: 6
No. Test Piles: 0



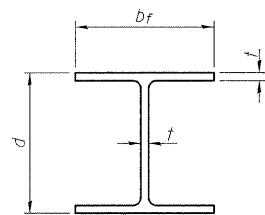
DESIGNED	KAK
CHECKED	EML
DRAWN	KAK
CHECKED	EML

HORNER & SHIFRIN, INC.
ENGINEERS

SHEET NO. 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
25 SHEETS	690	481B	CLINTON	46	37
			CONTRACT NO. 76C21		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

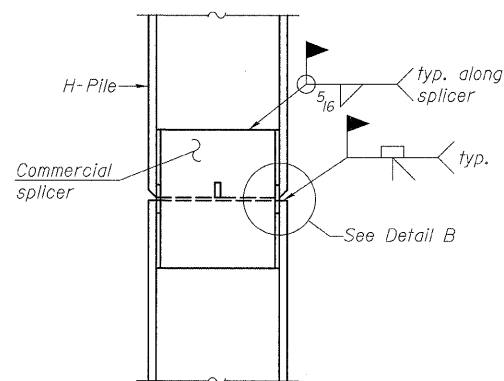
**SOUTH ABUTMENT
STRUCTURE NO. 014-0079**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

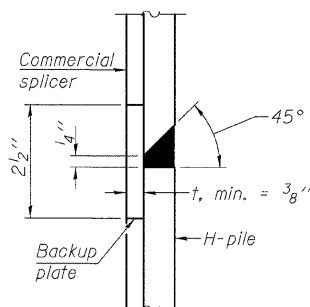


STEEL PILE TABLE

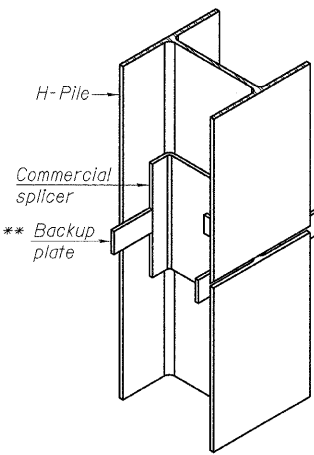
Designation	Depth <i>d</i>	Flange width <i>b_f</i>	Web and Flange thickness <i>t</i>	Encasement diameter <i>A</i>
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/2"	12 1/4"	5/8"	24"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



ELEVATION

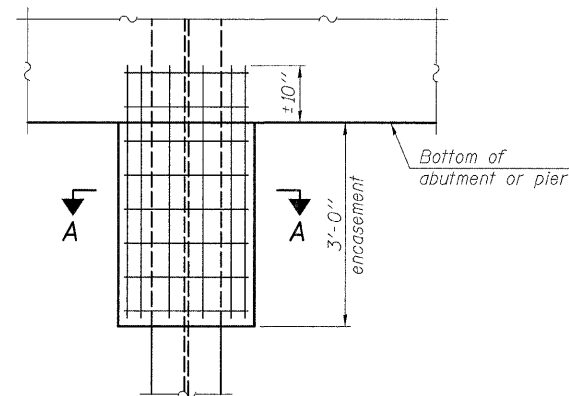


DETAIL B



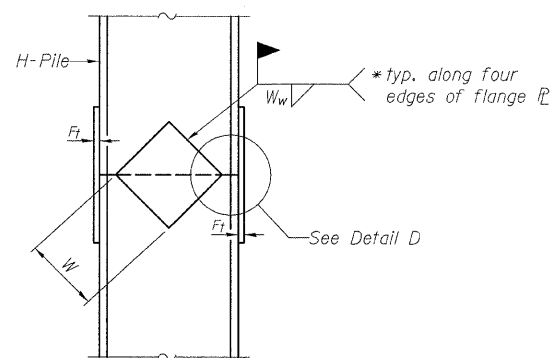
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE

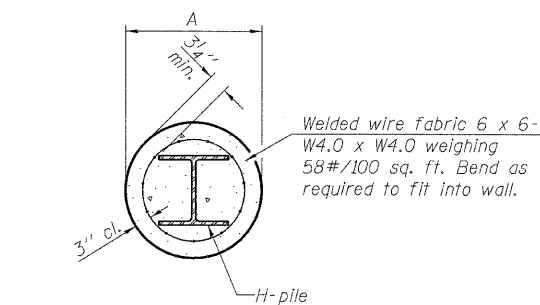


ELEVATION

PILE ENCASEMENT

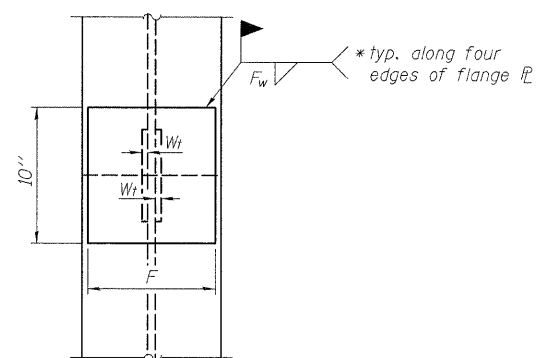


ELEVATION

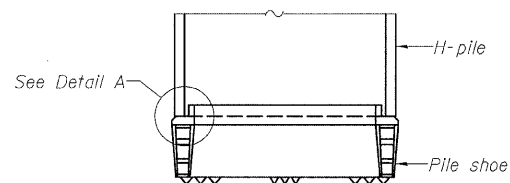


SECTION A-A

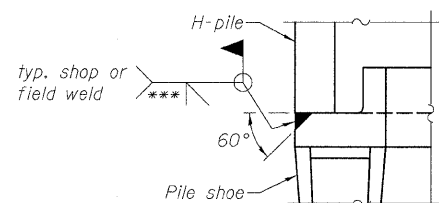
Note:
Forms for encasement may be omitted when soil conditions permit.



END VIEW

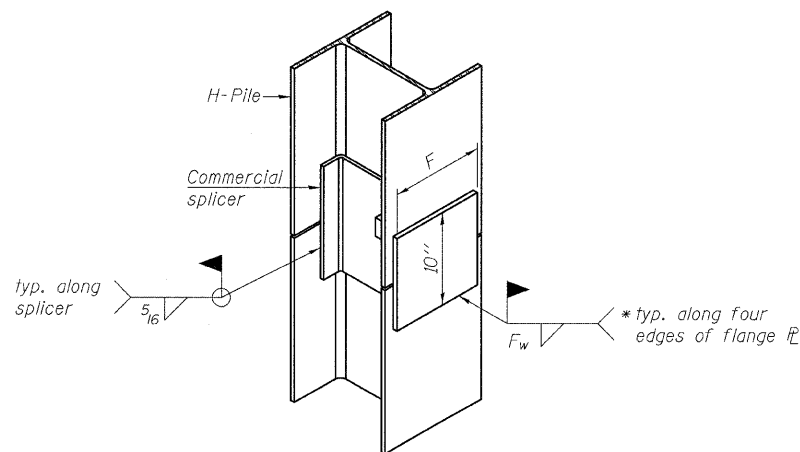


ELEVATION



DETAIL A

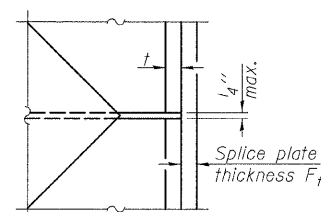
H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

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



DETAIL D

WELDED PLATE FIELD SPLICE

Designation	F	F _t	F _w	W	W _t	W _w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5 8/16"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5 8/16"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5 8/16"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5 8/16"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5 8/16"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5 8/16"	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"

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

HP PILE DETAILS
STRUCTURE NO. 014-0079

DESIGNED	KAK
CHECKED	EML
DRAWN	KAK
CHECKED	EML

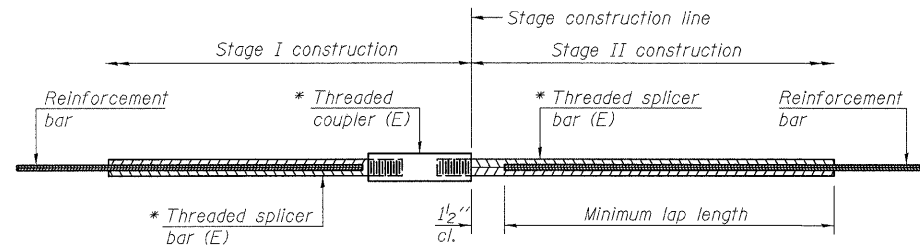
F-HP

11-1-09

HORNER & SHIFRIN, INC.
ENGINEERS

SHEET NO. 21 25 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	690	481B	CLINTON	46	38
CONTRACT NO. 76C21					
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STANDARD BAR SPLICER ASSEMBLY

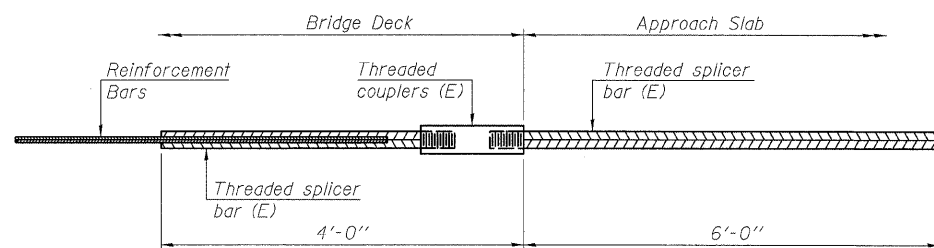
Minimum Lap Lengths				
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

Table 1: Black bar, 0.8 Class C
Table 2: Black bar, Top bar lap, 0.8 Class C
Table 3: Epoxy bar, 0.8 Class C
Table 4: Epoxy bar, Top bar lap, 0.8 Class C

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

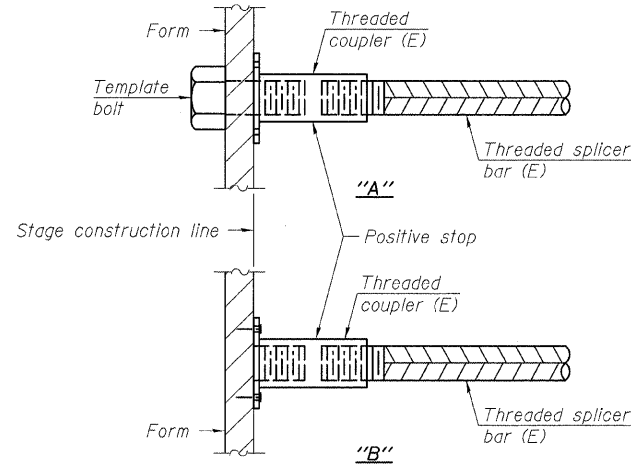
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Approach Slabs	#4	50	Table 4
Approach Slabs	#5	172	Table 3
Slab	#5	235	Table 3
Diaphragm	#6	16	Table 4
Abutments	#7	20	Table 4



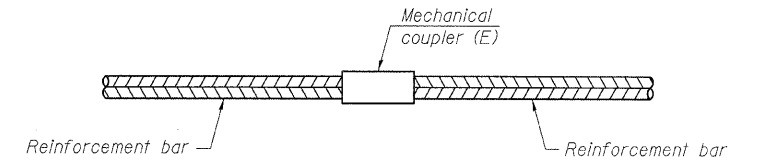
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 72



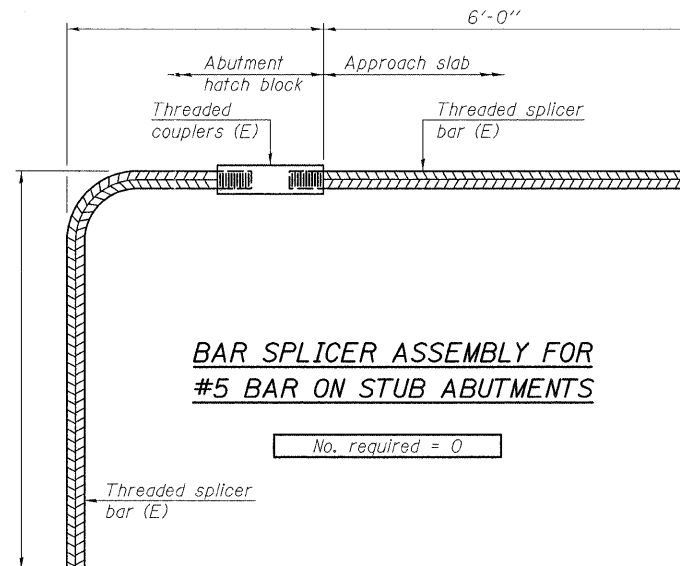
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 0

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
All reinforcement shall be lapped and tied to the splicer bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
See special provision for Mechanical Splicers.
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 014-0079**

DESIGNED	KAK
CHECKED	EML
DRAWN	KAK
CHECKED	EML

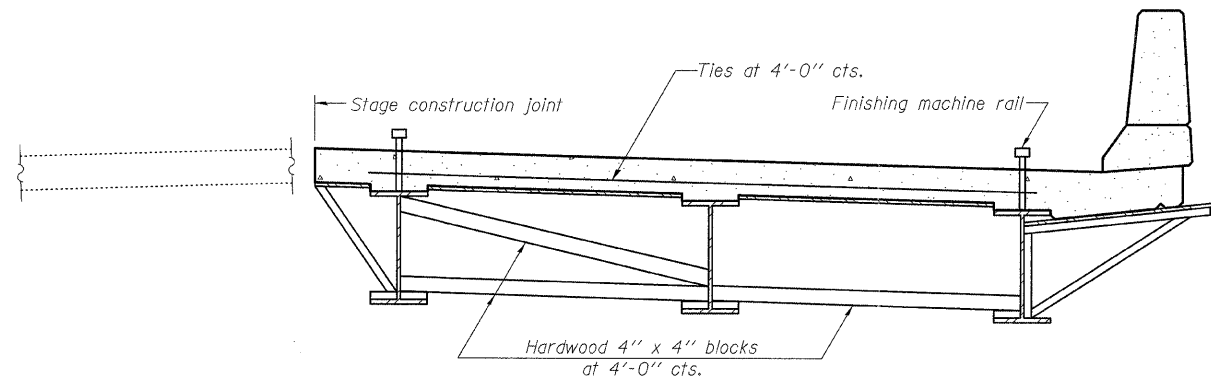
BSD-1

11-1-09

**HORNER & SHIFRIN, INC.
ENGINEERS**

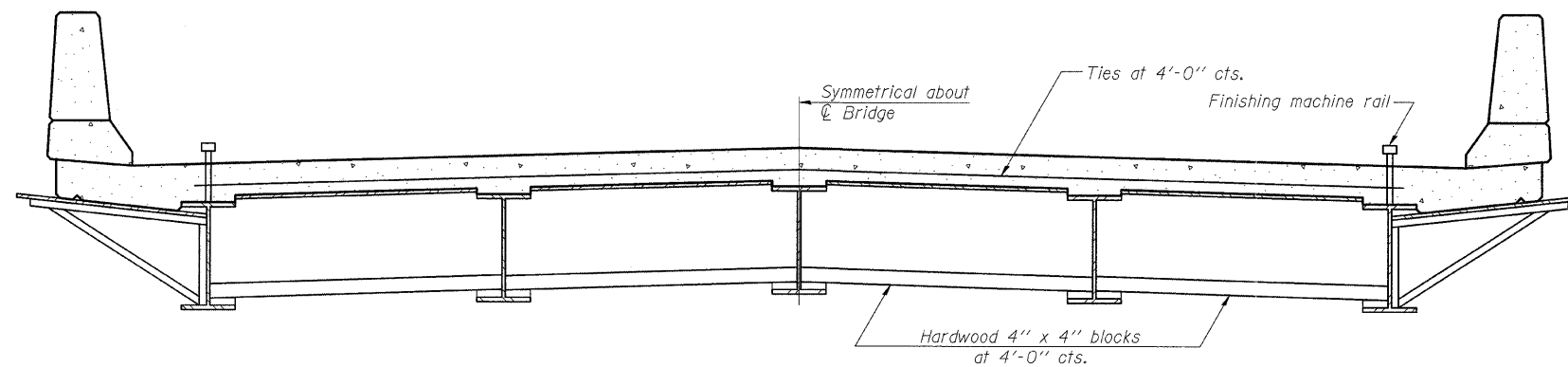
SHEET NO. 22 25 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	690	481B	CLINTON	46	39
FED. ROAD DIST. NO.			ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 76C21					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



**FORM BRACES FOR
STAGE CONSTRUCTION**

When cantilever forming brackets are used, the work shall be done according to Article 503.06(b) of the Standard Specifications, except as modified below and in the details shown on this sheet.
The finishing machine rails shall be placed on the top flange of the exterior beams.
The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.
For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.



**FORM BRACES FOR
STANDARD CONSTRUCTION**

DESIGNED	KAK
CHECKED	EML
DRAWN	KAK
CHECKED	EML

SB-1

11-1-09

**CANTILEVER FORMING BRACKETS
STRUCTURE NO. 014-0079**

**HORNER &
SHIFRIN, INC.
ENGINEERS**

SHEET NO. 23 25 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	690	481B	CLINTON	46	40
			CONTRACT NO. 76C21		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE FAP 690 (IL 160) DESCRIPTION Bridge Replacement over Branch Lake Creek LOGGED BY KEG

SECTION 481B LOCATION Approx. 2.2 miles S of Trenton

COUNTY Clinton DRILLING METHOD CME 550 w/HSA HAMMER TYPE Automatic

STRUCT. NO.	D	B	U	M	Surface Water Elev.	D	B	U	M
Station	E	L	C	O	- ft	E	L	C	O
	P	O	S	I	Stream Bed Elev.	P	O	S	I
	T	W	S		- ft	T	W	S	
BORING NO.	H	S	Qu	T	Groundwater Elev.	H	S	Qu	T
Station					First Encounter				
Offset					Upon Completion				
Ground Surface Elev.	(ft)	(ft)	(tsf)	(%)	After - Hrs.	(ft)	(ft)	(tsf)	(%)
ASPHALT - 4 inches	465.0								
CRUSHED ROCK - 8 inches	464.2								
FILL: Brown, low plastic silty clay, trace sand (A-6)	2	0.5	25			4	4.3	16	
Becomes dark gray to brown	3	S/15				12	B		
	422.3								
CLAY: Grayish brown and olive gray, high plastic, trace sand and fine gravel (A-7)	1	1.2	20			5	2.2	10	
	3	S/15				7	10	S/10	
	439.8								
FILL: Grayish brown and brown, low plastic silty clay, trace sand (A-7)	2	1.8	22			17	2.3	16	
	4	B				46	60/3"	S/10	
	457.3								
FILL: Grayish brown and brown, high plastic clay, some sand (A-7)	1	1.2	20			15	1.8	16	
	3	B				43	60/3"	S/10	
	454.8								
FILL: Gray, brown, and dark brown, low plastic sandy clay, trace fine gravel (A-5)	1	0.3	16			23	0.5	16	
	2	P				100/2"	S/10		
	452.3								
SANDY CLAY: Brown, low plastic (A-3)	1	0.1	22			100/8"	0.4	13	
	1	B				31	S/10		
Becomes grayish brown, trace to some fine gravel	5.7	11							
Shelby tube pushed from 15 to 17 feet - Recovery 90 percent (22x4 inches).									
Unconfined compression test performed with strength result shown in the UCS columns. Dry density - 131.0 pounds per cubic foot.	6	3.3	14			37			
	10	B				100/4"		13	
	11	B				43			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)

ROUTE FAP 690 (IL 160) DESCRIPTION Bridge Replacement over Branch Lake Creek LOGGED BY KEG

SECTION 481B LOCATION Approx. 2.2 miles S of Trenton

COUNTY Clinton DRILLING METHOD CME 550 w/HSA HAMMER TYPE Automatic

STRUCT. NO.	D	B	U	M	Surface Water Elev.	D	B	U	M
Station	E	L	C	O	- ft	E	L	C	O
	P	O	S	I	Stream Bed Elev.	P	O	S	I
	T	W	S		- ft	T	W	S	
BORING NO.	H	S	Qu	T	Groundwater Elev.	H	S	Qu	T
Station					First Encounter				
Offset					Upon Completion				
Ground Surface Elev.	(ft)	(ft)	(tsf)	(%)	After - Hrs.	(ft)	(ft)	(tsf)	(%)
CLAYEY SHALE: Dark gray (continued)									
Becomes less clayey									
	420.3					100/6"		6	
Boring terminated at 45.0 ft.									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)

ROUTE FAP 690 (IL 160) DESCRIPTION Bridge Replacement over Branch Lake Creek LOGGED BY KEG

SECTION 481B LOCATION Approx. 2.2 miles S of Trenton

COUNTY Clinton DRILLING METHOD CME 550 w/HSA HAMMER TYPE Automatic

STRUCT. NO.	D	B	U	M	Surface Water Elev.	D	B	U	M
Station	E	L	C	O	- ft	E	L	C	O
	P	O	S	I	Stream Bed Elev.	P	O	S	I
	T	W	S		- ft	T	W	S	
BORING NO.	H	S	Qu	T	Groundwater Elev.	H	S	Qu	T
Station					First Encounter				
Offset					Upon Completion				
Ground Surface Elev.	(ft)	(ft)	(tsf)	(%)	After - Hrs.	(ft)	(ft)	(tsf)	(%)
ASPHALT - 4 inches	464.2								
CRUSHED ROCK - 8 inches	462.2								
FILL: Brown and grayish brown, low plastic silty clay, trace sand (A-6)	3	0.8	21			4	0.8	21	
	6	S/15				6			
Becomes dark gray	2					7			
	3	0.9	23			5	4.4	14	
	4	S/10				10	B		
	456.5								
FILL: Dark gray, low plastic silty clay, trace to some sand (A-7)	2	0.8	25			14			
	3	B				27			
Becomes grayish brown	1	0.8	22			50			
	2	B				700/3"	0.5	22	
	3	B				30			
	454.5								
CLAY: Brown, high plastic, some sand, trace fine gravel (A-7) POSSIBLE FILL	1					39			
	2	0.4	20			700/2"	0.6	15	
	3	B				100/5"	S/15		
	2					100/5"	0.6	16	
	6	1.3	14			35			
	7	B							
	448.5								
SANDY CLAY: Grayish brown, low plastic, trace fine gravel (A-6)	4					27			
	7	3.3	13			100/5"	0.4	15	
	8	B							
	3								
	6	1.6	13						
	18	B				40			
	445.5								

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)

ROUTE FAP 690 (IL 160) DESCRIPTION Bridge Replacement over Branch Lake Creek LOGGED BY KEG

SECTION 481B LOCATION Approx. 2.2 miles S of Trenton

COUNTY Clinton DRILLING METHOD CME 550 w/HSA HAMMER TYPE Automatic

STRUCT. NO.	D	B	U	M	Surface Water Elev.	D	B	U	M
Station	E	L	C	O	- ft	E	L	C	O
	P	O	S	I	Stream Bed Elev.	P	O	S	I
	T	W	S		- ft	T	W	S	
BORING NO.	H	S	Qu	T	Groundwater Elev.	H	S	Qu	T
Station					First Encounter				
Offset					Upon Completion				
Ground Surface Elev.	(ft)	(ft)	(tsf)	(%)	After - Hrs.	(ft)	(ft)	(tsf)	(%)
CLAYEY SHALE: Gray (continued)									
Becomes less clayey	420.0					100/5"		6	
Boring terminated at 45.0 ft.									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)

DESIGNED	KAK
CHECKED	EML
DRAWN	KAK
CHECKED	EML

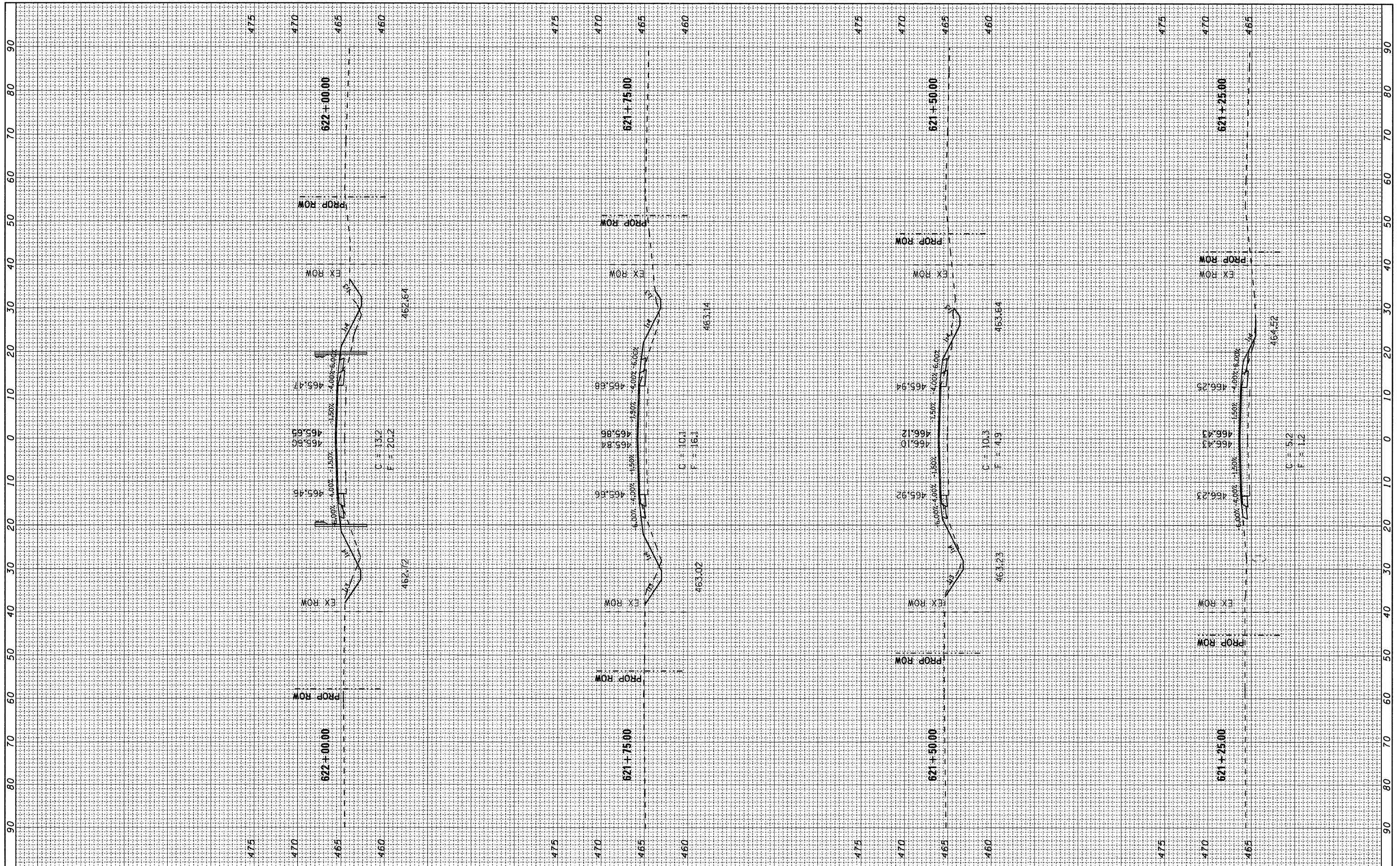


SHEET NO. 25 25 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	690	481B	CLINTON	46	42
CONTRACT NO. 76C21					
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

BORING LOGS
STRUCTURE NO. 014-0079

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

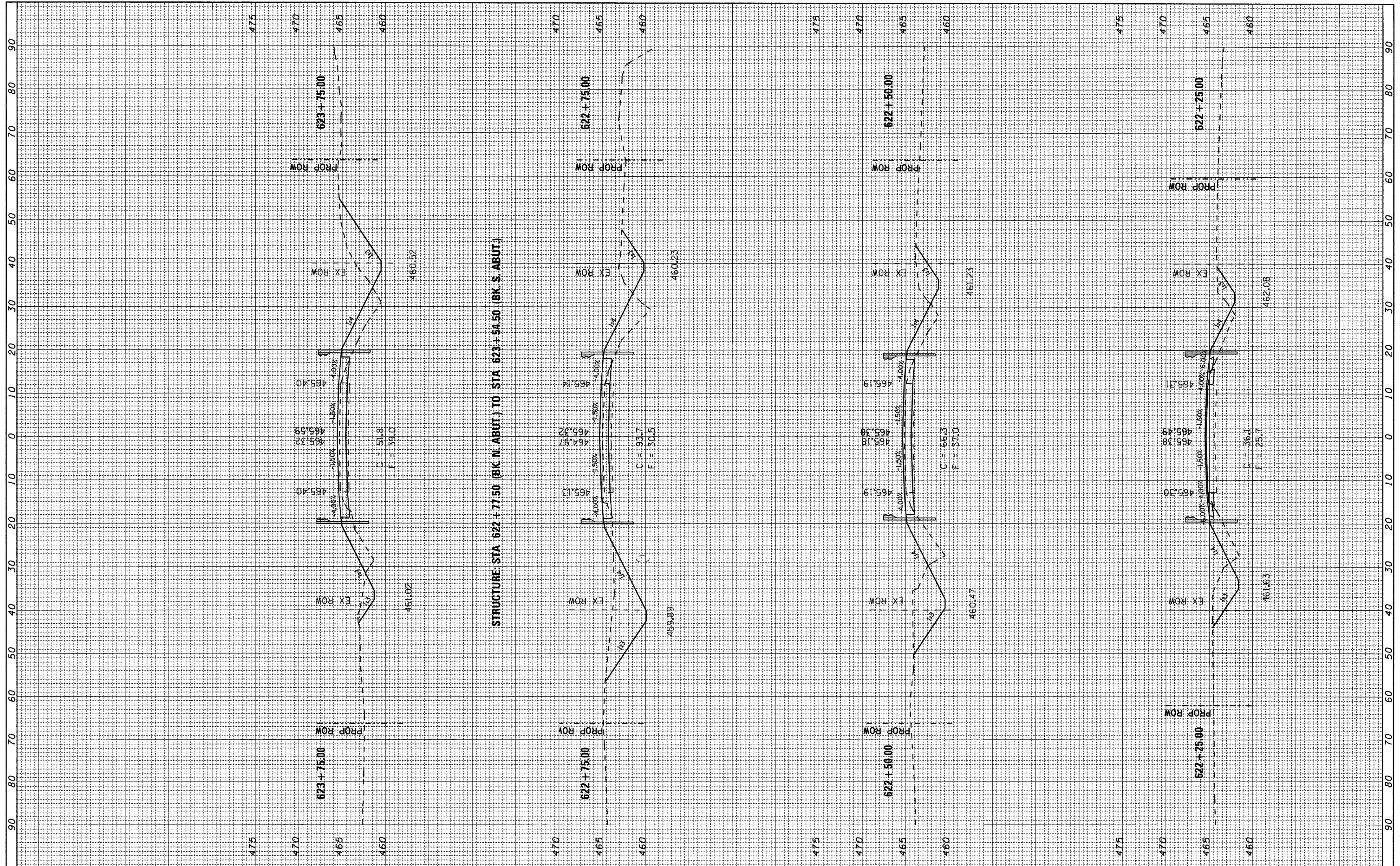
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NOTE BOOK	PLOTTED	
AREAS CHECKED	TEMPLATE	
	AREAS	
	CHECKED	



FILE NAME =	USER NAME = gelinh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwwork\p\idot\gelinh\dms52647\d876c21-sht.dgn	DRAWN -	REVISED -	REVISED -		SCALE:	SHEET NO. 1 OF 4 SHEETS	STA. 621+25.00	TO STA. 622+00.00	690	481B	CLINTON	46	43
PLOT SCALE = 10.0000' / in.	CHECKED -	REVISED -	REVISED -		CONTRACT NO. 76021								
PLOT DATE = 6/21/2011	DATE -	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT								

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

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



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	PLOT DATE = 6/21/2011	DATE -	REVISED -

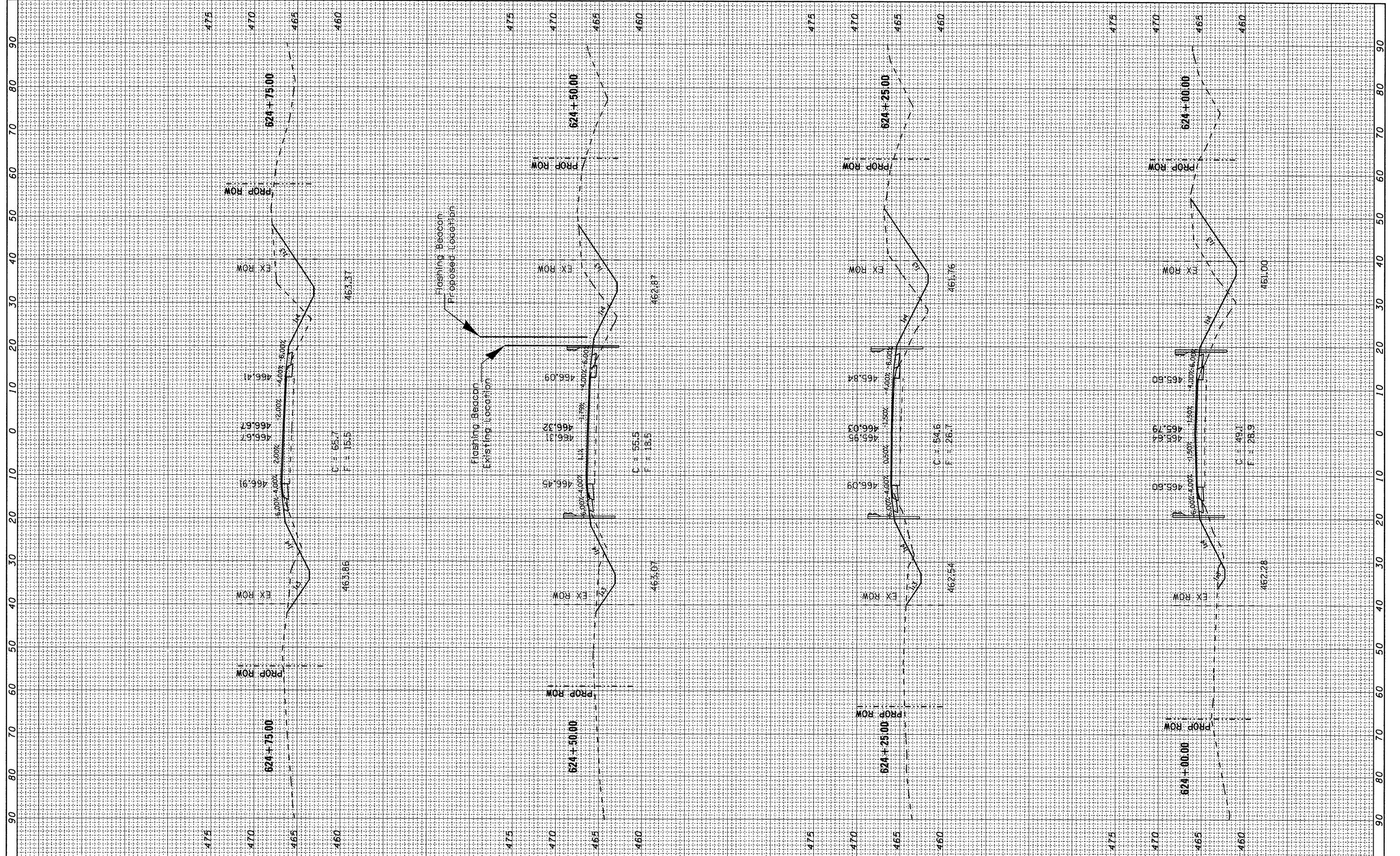
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS		
SCALE:	SHEET NO. 2 OF 4 SHEETS	STA. 622+25.00 TO STA. 623+75.00

F.A.P. RTE. 690	SECTION 481B	COUNTY CLINTON	TOTAL SHEETS 46	SHEET NO. 44
			CONTRACT NO. 76C21	
ILLINOIS FED. AID PROJECT				

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

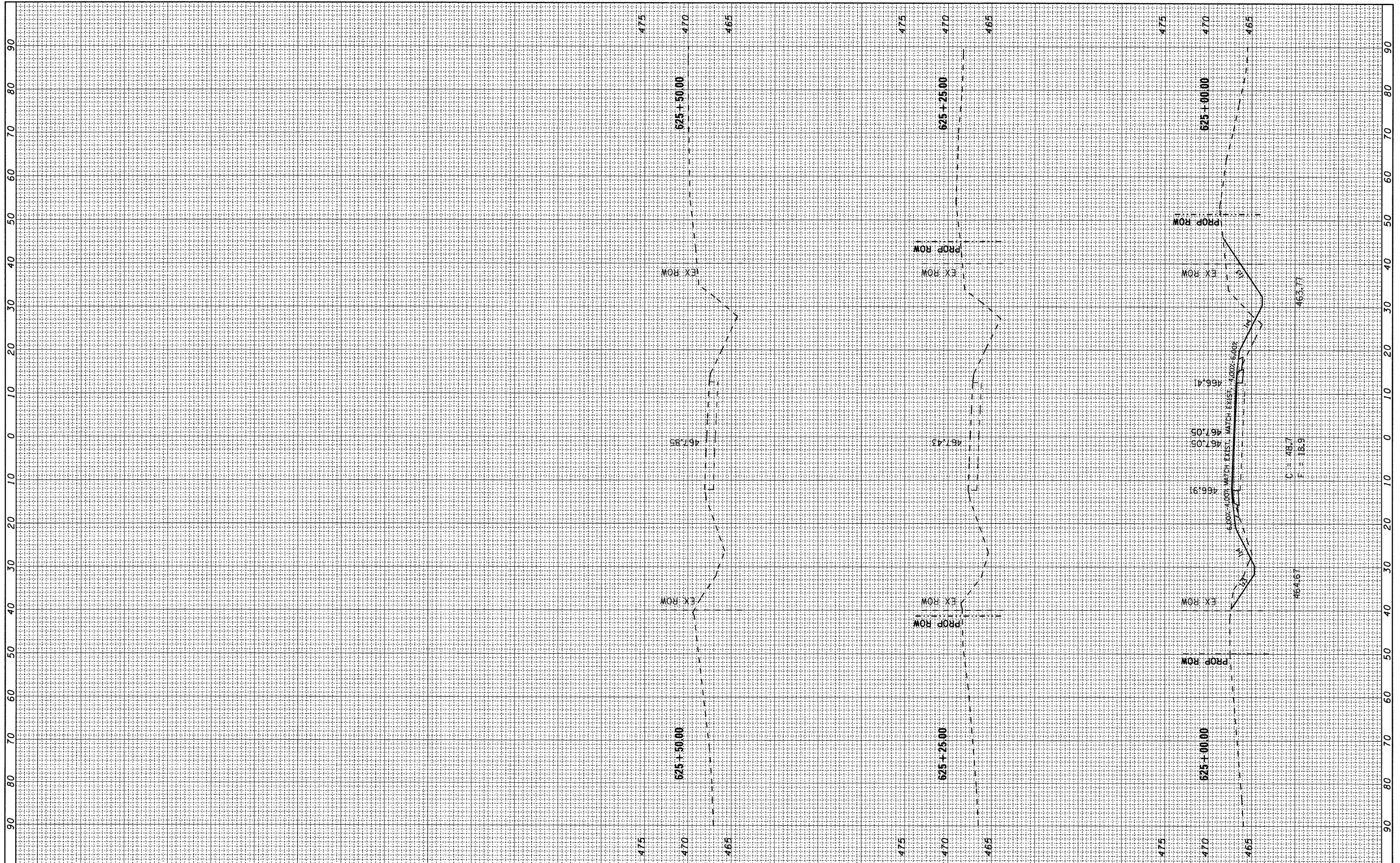
ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
AREAS CHECKED	TEMPLATE	
NO.	AREAS	



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c:\pwwork\pwwork\gel1nh\dms52647\d876c21-sht-ash1.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO. 3 OF 4 SHEETS	STA. 624+00.00 TO STA. 624+75.00	690	481B	CLINTON	46	45
		CHECKED -	REVISED -		CONTRACT NO. 76C21							
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

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

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



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 USER NAME = gelinh
 PLOT SCALE = 10.0000' / in.
 PLOT DATE = 6/21/2011

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTION

SCALE: SHEET NO. 4 OF 4 SHEETS STA. 625+00.00 TO STA. 625+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
690	481B	CLINTON	46	46
			CONTRACT NO. 76C21	
ILLINOIS FED. AID PROJECT				