

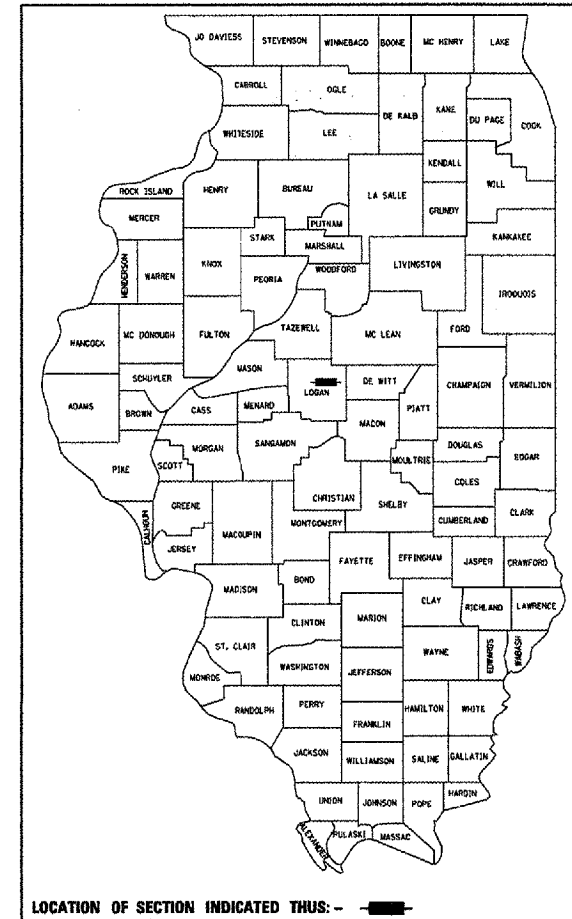
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315		LOGAN	79	1

FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT

* 116(BR-1) & 116(BR-2)

80

D-96-529-05



LOCATION OF SECTION INDICATED THUS: -

ADT = 2550 (2005)
 % SU = 13.7 (2005)
 % MU = 13.7 (2005)
 TOWNSHIP: PRAIRIE CREEK
 FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL (NON-URBAN)

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED: *July 3, 2007*
Christopher P. Kohlbus
 DEPUTY DIRECTOR OF HIGHWAYS REGION FOUR

August 17, 2007
Eric E. Harms
 INTERIM ENGINEER OF DESIGN AND ENVIRONMENT

August 17, 2007
Milton R. See
 DIRECTOR, DIVISION OF HIGHWAYS

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
PROPOSED HIGHWAY PLANS
 FAP 315 (US 136)
 SECTIONS 116(BR-1, BR-2)
 PROJECT: BHF-0315(050)
 LOGAN COUNTY
 C-96-534-07

INDEX OF SHEETS

1	TITLE SHEET
2	GENERAL NOTES & MIXTURE REQUIREMENTS
3-4	SUMMARY OF QUANTITIES
5	WIDTH RESTRICTION SIGNING DETAILS
6-7	DETAILS & TYPICAL ROADWAY SECTIONS S.N. 054-0024
8-9	DETAILS & TYPICAL ROADWAY SECTIONS S.N. 054-0025
10	SCHEDULE OF QUANTITIES S.N. 054-0024
11	SCHEDULE OF QUANTITIES S.N. 054-0025
12-13	PLAN & PROFILE S.N. 054-0024
14-15	PLAN & PROFILE S.N. 054-0025
16-18	STAGE CONSTRUCTION TRAFFIC DETAILS S.N. 054-0024
19-21	STAGE CONSTRUCTION TRAFFIC DETAILS S.N. 054-0025
22-25	STORM WATER POLLUTION PREVENTION PLAN
26	EROSION CONTROL PLAN S.N. 054-0024
27	EROSION CONTROL PLAN S.N. 054-0025
28-42	STRUCTURE PLANS S.N. 054-0024
43-58	STRUCTURE PLANS S.N. 054-0025
59-69	CROSS SECTIONS S.N. 054-0024
70-79	CROSS SECTIONS S.N. 054-0025
	STANDARDS
* 21A.	TEMPORARY BRIDGE TRAFFIC SIGNAL LOOP REPLACEMENT DETAIL

LIST OF ILLINOIS DOT HIGHWAY STANDARDS

000001-04	635011-01
001001-01	701001-01
001006	701006-02
280001-03	701011-01
420001-06	701201-02
420401-05	701301-02
420601-04	701306-01
420701-01	701311-02
482006-02	701321-08
515001-02	701326-02
542401	702001-06
630001-07	704001-03
630301-04	780001-01
631032-03	781001-02
635006-02	857006

886001
886006

SECTION 116(BR-1)
 PROPOSED PRECAST PRESTRESSED CONCRETE DECK BEAM SUPERSTRUCTURE REPLACEMENT ON EXISTING THREE SPAN SUBSTRUCTURE 105'-10 1/4" BK.-BK. ABUTMENTS, 42'-0" CLEAR DECK WIDTH WITH TYPE SM STEEL BRIDGE RAILING, 54° SKEW LT. FORWARD S.N. 054-0024
 STA. 85+45

PROPOSED PROJECT BEGINS -STA. 81+00

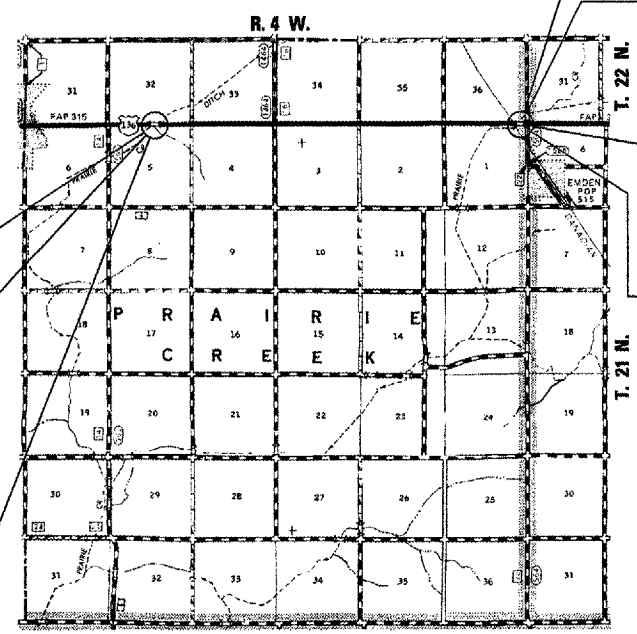
BEGIN PROJECT OMISSION -STA. 90+00

END PROJECT OMISSION -STA. 309+00

SECTION 116(BR-2)
 PROPOSED PRECAST PRESTRESSED CONCRETE DECK BEAM SUPERSTRUCTURE REPLACEMENT ON EXISTING THREE SPAN SUBSTRUCTURE 159'-2 1/2" BK.-BK. ABUTMENTS, 42'-0" CLEAR DECK WIDTH WITH TYPE SM STEEL BRIDGE RAILING, 50° SKEW LT. FORWARD S.N. 054-0025
 STA. 314+50

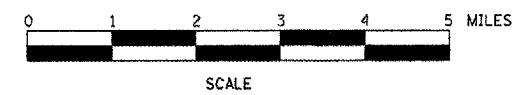
RAILROAD OMISSION STA. 312+69 TO STA. 312+81

PROPOSED PROJECT ENDS -STA. 318+90



LOCATION MAP

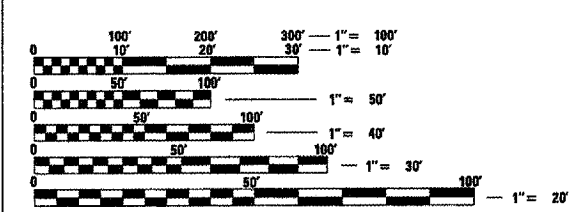
NET LENGTH OF SECTION 116(BR-1) = 900 FEET = 0.170 MILES
 NET LENGTH OF SECTION 116(BR-2) = 978 FEET = 0.185 MILES
 NET LENGTH OF PROJECT = 1878 FEET = 0.356 MILES
 NET LENGTH OF PROJECT = 23790 FEET = 4.506 MILES



SCALE



Christopher P. Kohlbus 7/3/07
 EXPIRES 11/30/07



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

CONTRACT NO. 72997

PROJECT ENGINEER: JOHN MEGANIGARD (217)-782-6990
 SQUAD LEADER: VICTOR YOUNG (217)-557-7897

Rev.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315		LOGAN	79	2
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
* - 116(B-1) & 116(B-2)				

ENVIRONMENTAL REVIEWS

PRIOR TO THE USE OF ANY PROPOSED BORROW AREAS, USE AREAS, (TEMPORARY ACCESS ROADS, DETOURS, RUN-AROUNDS, ETC.) AND/OR WASTE AREAS, THE CONTRACTOR SHALL FILE THE REQUIRED ENVIRONMENTAL RESOURCE REQUEST SURVEYS ACCORDING TO SECTION 107.22 OF THE STANDARD SPECIFICATIONS. THESE SURVEYS ARE REQUIRED IN ORDER FOR THE DEPARTMENT TO CONDUCT CULTURAL AND BIOLOGICAL RESOURCE SURVEYS FOR THE PROPOSED SITE.

PRIOR TO ANY WASTE MATERIALS BEING REMOVED FROM THE CONSTRUCTION SITE THE REQUIRED ENVIRONMENTAL RESOURCE SURVEYS WILL NEED TO BE OBTAINED AND FILED BY THE CONTRACTOR. EXCESS WASTE PRODUCTS REMOVED FROM THE CONSTRUCTION SITE SHALL BE DISPOSED OF AS REQUIRED IN SECTION 202.03 OF THE STANDARD SPECIFICATIONS.

ANY PROTRUDING METAL BARS SHALL BE REMOVED PRIOR TO THE DISPOSAL OF BROKEN CONCRETE AT APPROVED DISPOSAL SITES.

THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:

- BOE FORM 2289 (ENVIRONMENTAL SURVEY REQUEST)
- A LOCATION MAP SHOWING THE SIZE LIMITS AND LOCATION OF THE USE AREA
- SIGNED PROPERTY OWNER AGREEMENT FORM
- COLOR PHOTOGRAPHS DEPICTING THE USE AREA

PLEASE NOTE THAT A MINIMUM OF TWO WEEKS SHALL BE ALLOWED FOR THE DISTRICT TO OBTAIN THE REQUIRED ENVIRONMENTAL CLEARANCES.

PROPERTY OWNER ACCESS REQUIREMENT

ACCESS MUST BE MAINTAINED TO ALL EXISTING PROPERTIES DURING CONSTRUCTION PER ARTICLE 107.09 UNLESS ARRANGEMENTS ARE MADE IN WRITING BY THE CONTRACTOR WITH THE PROPERTY OWNERS WITH A COPY TO THE ENGINEER FOR SHORT-TERM CLOSURES.

GENERAL NOTES

- 1.) THE THICKNESS OF BITUMINOUS MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
- 2.) EXCEPT AS NOTED IN THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
- 3.) WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER OR AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
- 4.) SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET OR IN AN UNTILLABLE CONDITION. AREAS TO BE SEEDED SHALL BE DETERMINED BY THE ENGINEER AND SEEDED AS SOON AS POSSIBLE.
- 5.) ALL SAW CUTS, NECESSARY TO COMPLETE THE WORK DETAILED IN THESE PLANS, SHALL BE INCLUDED IN THE COST FOR THE VARIOUS PAY ITEMS INVOLVED. THE MINIMUM SAW CUT DEPTH IN THE PAVEMENT SHALL BE 1/2" UNLESS OTHERWISE SPECIFIED IN A DETAIL SHOWN IN THE PLANS.
- 6.) UNLESS DIRECTED BY THE ENGINEER, PAVEMENT MARKING LINES SHALL NOT BE LAID DIRECTLY OVER A LONGITUDINAL CRACK OR JOINT NOR OVER A TAR OR ASPHALT PAINTED LINE. THE EDGE OF A CENTERLINE OR LANE LINE SHALL BE OFFSET A MINIMUM DISTANCE OF 2" FROM A LONGITUDINAL CRACK OR JOINT. EDGE LINES SHALL BE APPROXIMATELY 2" FROM THE EDGE LINE OF PAVEMENT. SEE SECTION 780 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
- 7.) ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OUTSIDE THE LIMITS OF RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST PER CUBIC YARD FOR EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 8.) ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED IN THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
- 9.) IN ADDITION TO THE FIELD SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- 10.) THE EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR WILL REPLACE THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT, AND NO COMPENSATION WILL BE ALLOWED.
- 11.) THE LOCATION OF ALL UTILITIES ARE BASED ON INFORMATION PROVIDED BY OTHERS AND IS INTENDED TO BE APPROXIMATE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE HIS CONSTRUCTION ACTIVITIES WITH THE VARIOUS UTILITY OWNERS. ALL POTENTIAL CONFLICTS SHALL BE INVESTIGATED AND REMEDIAL ACTION TAKEN PRIOR TO INTERRUPTION OF THE CONTRACTOR'S PROGRESS.
- 12.) THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE J.U.L.I.E. NUMBER IS 800-892-0123. A MINIMUM OF FORTY-EIGHT HOURS ADVANCE NOTICE IS REQUIRED.
- 13.) ALL ELEVATIONS SHOWN ON THE PLANS ARE BASED ON U.S.G.S. MEAN SEA LEVEL DATUM. ALL STATION AND OFFSET REFERENCES ARE TO THE ROADWAY CENTERLINE UNLESS OTHERWISE NOTED. THE STATE PLANE COORDINATE SYSTEM HAS BEEN USED FOR THE HORIZONTAL CONTROL.
- 14.) THE DISTRICT BUREAU OF OPERATIONS SHALL BE NOTIFIED AT LEAST 14 DAYS PRIOR TO PLACEMENT OF FINAL PAVEMENT MARKINGS (PH: 217-785-5312)
- 15.) QUANTITY FOR EARTH EXCAVATION INCLUDES ANY EXCAVATION NECESSARY TO PLACE HOT MIX ASPHALT BASE COURSE 10".

COMMITMENTS: NONE

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED TO CALCULATE THE PLAN QUANTITIES:

BITUMINOUS MATERIALS (PRIME COAT)	0.00038 TON/SQ. YD. (ON PAVEMENT)
BITUMINOUS MATERIALS (PRIME COAT)	0.001425 TON/SQ.YD. (ON AGG)
HOT MIX ASPHALT SURFACE / BINDER	0.056 TON/SQ. YD. PER 1"
AGGREGATE MATERIAL	2.05 TON/CU. YD.
RIPRAP	1.75 TON/CU. YD.
NITROGEN FERTILIZER NUTRIENT	90 LBS./ACRE
PHOSPHOROUS FERTILIZER NUTRIENT	90 LBS./ACRE
POTASSIUM FERTILIZER NUTRIENT	90 LBS./ACRE
AGGREGATE PRIME COAT	0.002 TON/SQ. YD.
AGRICULTURAL GROUND LIMESTONE	2.0 TON/ACRE

MIXTURE REQUIREMENTS

MIXTURE USE(S)	HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50	HOT MIX ASPHALT BASE COURSE 10"	HOT MIX ASPHALT SHOULDERS
AC/PG	PG 64-22	PG 64-22	PG 58-22
DESIGN AIR VOIDS	4.0% @ N DESIGN = 50	4.0% @ N DESIGN = 50	2.0% @ N DESIGN = 30
MIXTURE COMPOSITION	IL 9.5 OR 12.5	IL 19.0	BAM
FRICTION AGGREGATE	MIX C	N/A	N/A

COMMITMENTS

- 1) CONTACT IDOT STUDIES AND PLANS ON ANY MAJOR PLAN CHANGE
- 2) ILLINOIS CENTRAL RAILROAD AGREEMENT
- 3) STORM WATER POLLUTION PREVENTION PLAN

DISTRICT SIX	
EXAMINED <u>June 18</u> 20 <u>07</u>	<i>[Signature]</i>
OPERATIONS ENGINEER	
EXAMINED <u>June 19</u> 20 <u>07</u>	<i>[Signature]</i>
PROGRAM IMPLEMENTATION ENGINEER	
EXAMINED <u>June 19</u> 20 <u>07</u>	<i>[Signature]</i>
PROGRAM DEVELOPMENT ENGINEER	

GENERAL NOTES, UTILITIES & MIXTURE REQUIREMENTS
 U.S. 136 OVER PRAIRIE CREEK DITCH
 F.A.P. RTE. 315 - SECTION 116 (BR-1)
 STA. 85+45.00
 S.N. 054-0024
 U.S. 136 OVER PRAIRIE CREEK
 F.A.P. RTE. 315 - SECTION 116 (BR-2)
 STA. 314+50.00
 S.N. 054-0025
 LOGAN COUNTY

PLOT DATE = 06/18/07
 FILE NAME = 071156A
 MODEL NAME = 071156A.DWG

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	-	LOGAN	79	3
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				
- - 116 (BR-1) & 116 (BR-2)				

SUMMARY OF QUANTITIES				S.N. 054-0024		S.N. 054-0025	
				ROADWAY FAP 315 80% FEDERAL 20% STATE	STRUCTURE S.N. 054-0024 80% FEDERAL 20% STATE	ROADWAY FAP 315 80% FEDERAL 20% STATE	STRUCTURE S.N. 054-0025 80% FEDERAL 20% STATE
CODE NO.	SUMMARY OF QUANTITIES PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 1000-2A	CONSTRUCTION TYPE CODE X080-2A	CONSTRUCTION TYPE CODE 1000-2A	CONSTRUCTION TYPE CODE X080-2A
20200100	EARTH EXCAVATION	CU YD	507	237		270	
20400800	FURNISHED EXCAVATION	CU YD	1141	563		578	
25000200	SEEDING, CLASS 2	ACRE	1.9	1.0		0.9	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	171	90		81	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	171	90		81	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	171	90		81	
25000700	AGRICULTURAL GROUND LIMESTONE	TON	3.8	2.0		1.8	
25100115	MULCH METHOD 2	ACRE	1.9	1.0		0.9	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	380	200		180	
28000400	PERIMETER EROSION BARRIER	FOOT	2375	1037		1338	
28001000	AGGREGATE (EROSION CONTROL)	TON	55	30		25	
31100300	SUB-BASE GRANULAR MATERIAL, TYPE A 4"	SD YD	300	300			
35501324	HOT-MIX ASPHALT BASE COURSE, 10"	SD YD	2590	1311		1279	
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	70	70			
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	2.55	1.28		1.27	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	719	320		399	
40600990	TEMPORARY RAMP	SD YD	54	27		27	
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	566	278		288	
X4200412	PORTLAND CEMENT CONCRETE PAVEMENT 12", SPECIAL	SD YD	280	280			
42001400	BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ YD	294			294	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SD YD	112	56		56	
44000100	PAVEMENT REMOVAL	SD YD	384	192		192	
44000920	BITUMINOUS CONCRETE SHOULDER REMOVAL	SD YD	1949	945		1004	
48101300	AGGREGATE SHOULDERS, TYPE B (SPECIAL)	TON	86	42		44	
50101700	REMOVAL OF EXISTING SUPERSTRUCTURES NO. 1	EACH	1		1		
50101800	REMOVAL OF EXISTING SUPERSTRUCTURES NO. 2	EACH	1				1
50102400	CONCRETE REMOVAL	CU YD	20.8		11.0		9.8
50105220	PIPE CULVERT REMOVAL	FOOT	56	56			
50300225	CONCRETE STRUCTURES	CU YD	20.8		11.0		9.8
50300260	BRIDGE DECK GROOVING	SQ YD	1706		725		981
50300300	PROTECTIVE COAT	SQ YD	1848		724		1124
50400305	PRECAST PRESTRESSED CONCRETE DECK BEAMS (17" DEPTH)	SD FT.	4196		4196		
50400405	PRECAST PRESTRESSED CONCRETE DECK BEAMS (21" DEPTH)	SD FT.	3968				3968
50400505	PRECAST PRESTRESSED CONCRETE DECK BEAMS (27" DEPTH)	SQ FT.	2512				2512
50800205	REINFORCEMENT BARS, EPDXY COATED	POUND	22695		9445		13250
50800515	BAR SPLICERS	EACH	280		113		167
50901050	STEEL RAILING, TYPE SM	FOOT	531		212		319
51500100	NAME PLATES	EACH	2		1		1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	274		143		131
54200643	PIPE CULVERTS, TYPE 1, CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 18"	FOOT	40	40			
54200649	PIPE CULVERTS, TYPE 1, CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 24"	FOOT	40	40			

SUMMARY OF QUANTITIES
 U.S. 136 OVER PRAIRIE CREEK DITCH
 F.A.P. RTE. 315 - SECTION 116 (BR-1)
 STA. 85+45
 S.N. 054-0024
 U.S. 136 OVER PRAIRIE CREEK
 F.A.P. RTE. 315 - SECTION 116 (BR-2)
 STA. 314+50
 S.N. 054-0025
 LOGAN COUNTY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	*	LOGAN	79	4
FED. ROAD DIST. NO. . ILLINOIS		FED. AID PROJECT		
* - 116 (BR-1) & 116 (BR-2)				

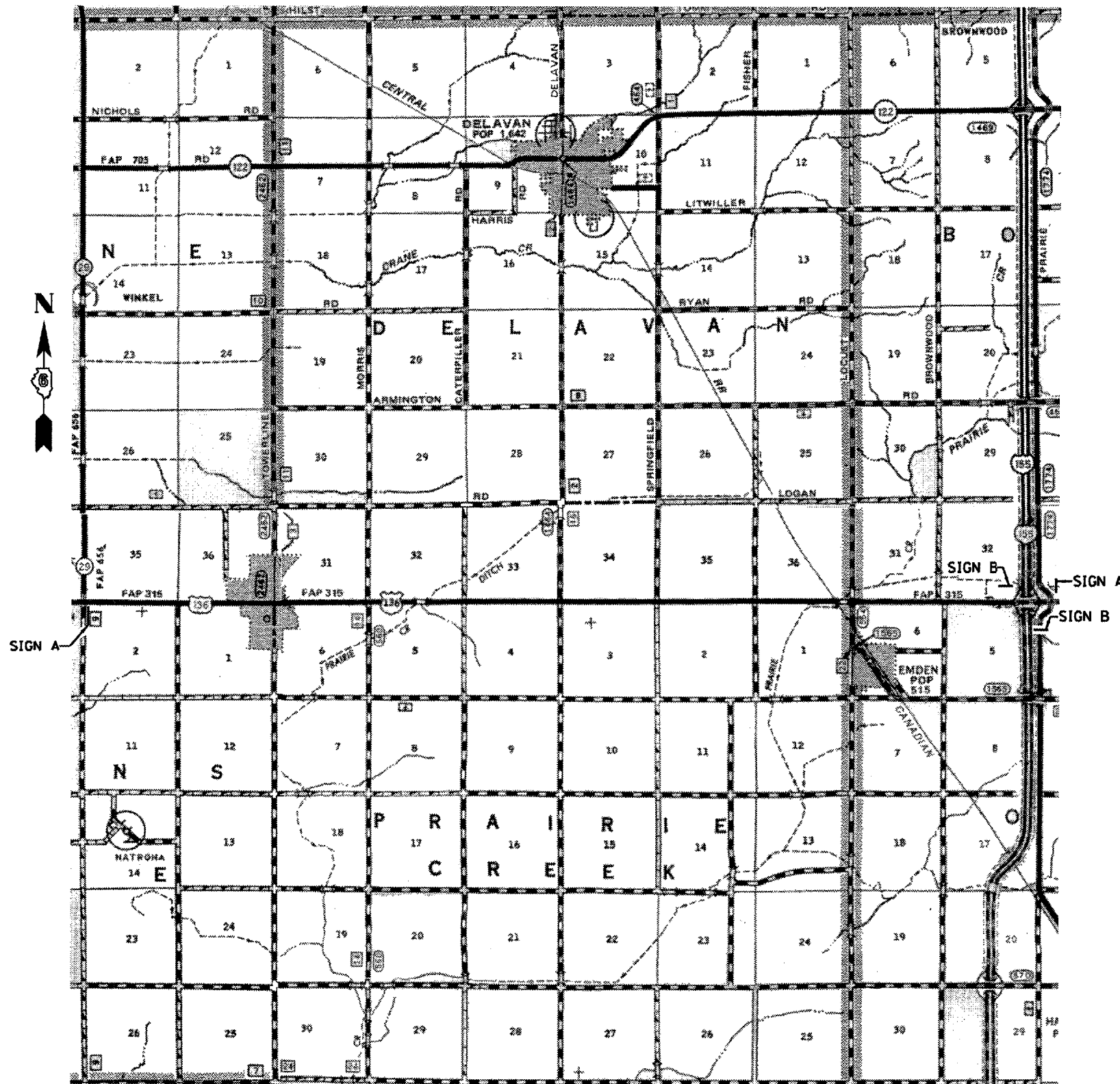
SUMMARY OF QUANTITIES				S.N. 054-0024		S.N. 054-0025	
CODE NO.	SUMMARY OF QUANTITIES PAY ITEM	UNIT	TOTAL QUANTITY	ROADWAY	STRUCTURE	ROADWAY	STRUCTURE
				FAP 315 80% FEDERAL 20% STATE	S.N. 054-0024 80% FEDERAL 20% STATE	FAP 315 80% FEDERAL 20% STATE	S.N. 054-0025 80% FEDERAL 20% STATE
				CONSTRUCTION TYPE CODE	CONSTRUCTION TYPE CODE	CONSTRUCTION TYPE CODE	CONSTRUCTION TYPE CODE
				1000-2A	X080-2A	1000-2A	X080-2A
54215553	METAL END SECTIONS 18"	EACH	2	2			
54215559	METAL END SECTIONS 24"	EACH	2	2			
59000200	EPOXY CRACK INJECTION	FOOT	52				52
* 63000000	STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	825	550		275	
* 63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	7	4		3	
* 63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	7	4		3	
63200310	GUARDRAIL REMOVAL	FOOT	737	400		337	
67000400	ENGINEERS FIELD OFFICE, TYPE A	CAL. MO.	8	4		4	
67100100	MOBILIZATION	L. SUM	1	0.5		0.5	
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L. SUM	1	0.5		0.5	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L. SUM	1	0.5		0.5	
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L. SUM	1	0.5		0.5	
70101205	TRAFFIC CONTROL AND PROTECTION STANDARD 701321, SPECIAL	EACH	1	0.5		0.5	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL. DA	10	5		5	
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	2	1		1	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	530	252		278	
70300230	TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT	3780	1800		1980	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ. FT.	1811	862		949	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1062.5	500		562.5	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1062.5	500		562.5	
* 78001100	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ. FT.	320			320	
* 78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	5250	2030		3220	
* 78001180	PAINT PAVEMENT MARKING - LINE 24"	FOOT	144			144	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	24	11		13	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	28	16		12	
* 78201000	TERMINAL MARKER-DIRECT APPLIED	EACH	7	4		3	
78300100	PAVEMENT MARKING REMOVAL	SQ. FT.	2014	796		1218	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	24	11		13	
X0323665	RIPRAP SLURRY	SQ. YD.	23			23	
X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ. FT.	119				119
X5030305	CONCRETE WEARING SURFACE, 5"	SQ. YD.	1188.7		467.5		721.2
X7200201	WIDTH RESTRICTION SIGNING	L. SUM	1	0.5		0.5	
XX005519	STONE DUMPED RIPRAP, CLASS A4 (SPECIAL)	TON	1908		891		1017
Z0015500	DEBRIS REMOVAL	L. SUM	1	0.5		0.5	
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	120		60		60
Z0013798	CONSTRUCTION LAYOUT	L. SUM	1	0.5		0.5	
X0325847	IMPACT ATTENUATORS (FULLY REDIRECTIVE, RESETTABLE), TEST LEVEL 3	EACH	1			1	
Z0030260	IMPACT ATTENUATORS TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	6	2		4	
Z0030330	IMPACT ATTENUATORS RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	6	2		4	
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L. SUM	1			1	

*SPECIALTY ITEMS

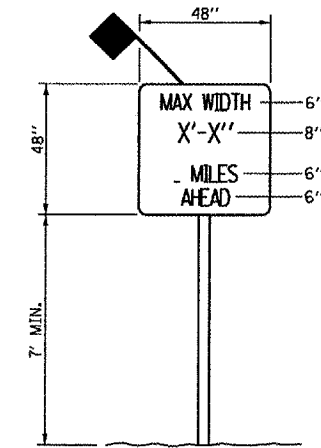
SUMMARY OF QUANTITIES
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 F.A.P. RTE. 315 - SECTION 116 (BR-1)
 STA. 85+45
 S.N. 054-0024
 U.S. 136 OVER PRAIRIE CREEK
 F.A.P. RTE. 315 - SECTION 116 (BR-2)
 STA. 314+50
 S.N. 054-0025
 LOGAN COUNTY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315		LOGAN	79	5

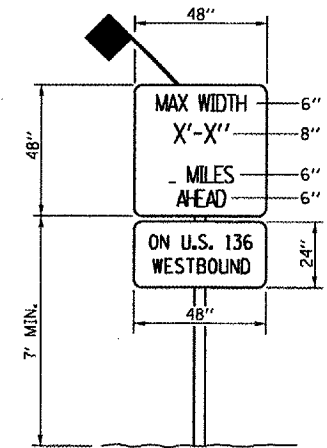
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT
		• - 116(B-1) & 116(B-2)



WIDTH RESTRICTION SIGNING LOCATIONS



SIGN A
(WIDTH RESTRICTION SIGN)
(TO BE PLACED ON US 136)

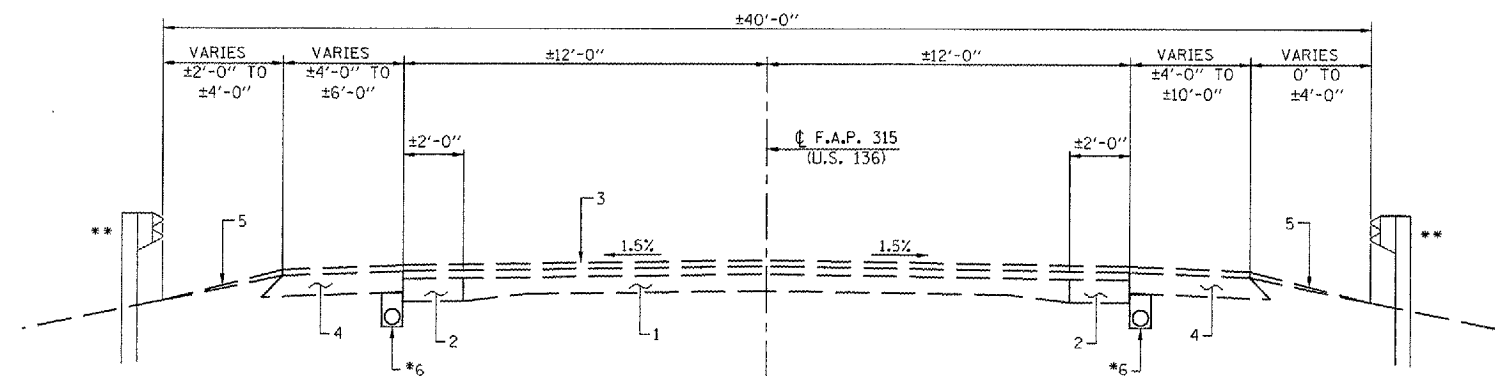


SIGN B
(WIDTH RESTRICTION SIGN)
(TO BE PLACED ON I-155)

WIDTH RESTRICTION SIGNING DETAILS
U.S. 136 OVER PRAIRIE CREEK DITCH
 F.A.P. RTE. 315 - SECTION 116 (BR-1)
 STA. 85+45.00
 S.N. 054-0024
U.S. 136 OVER PRAIRIE CREEK
 F.A.P. RTE. 315 - SECTION 116 (BR-2)
 STA. 314+50.00
 S.N. 054-0025
 LOGAN COUNTY

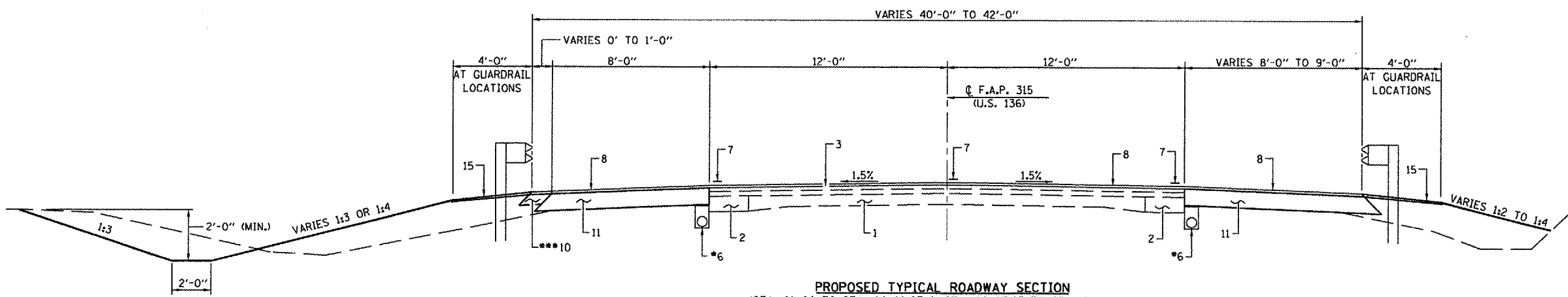
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	6
STA. 81+00		TO STA. 90+00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

** EXISTING GUARDRAIL
 RT. STA. 83±70 TO STA. 84±70
 LT. STA. 84±20 TO STA. 85±20
 RT. STA. 85±67 TO STA. 86±67
 LT. STA. 86±23 TO STA. 87±23



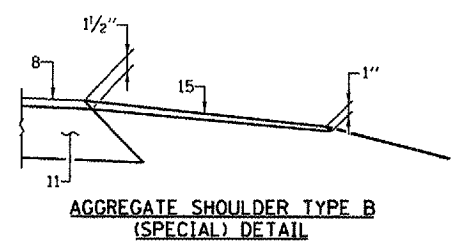
EXISTING TYPICAL ROADWAY SECTION

* EXISTING PIPE UNDERDRAIN
 STA. 81+00 TO STA. 81±48.23
 LT. STA. 82±48.33 TO STA. 90±00



PROPOSED TYPICAL ROADWAY SECTION
 (STA. 81+00 TO STA. 84+62.07 & STA. 86+27.93 TO STA. 91+00)

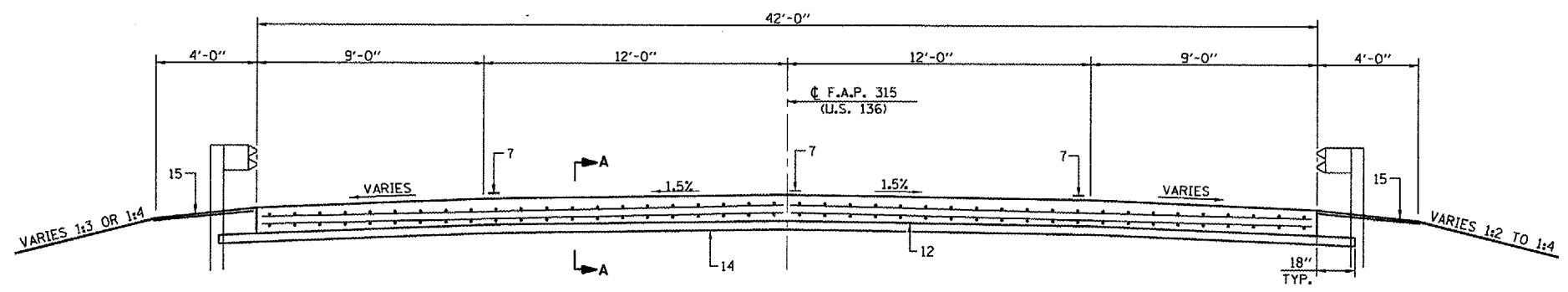
*** VARIES 0' TO 1'-0" STA. 82+30 TO 82+50 LT.
 1'-0" STA. 82+50 TO STA. 84+62.07 & STA. 86+27.93 TO STA. 89+50 LT.
 VARIES 1'-0" TO 0' STA. 89+50 TO STA. 90+00 LT.
 QUANTITY INCLUDED WITH PROPOSED
 HOT MIX ASPHALT SURFACE COURSE



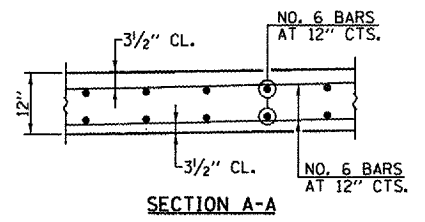
AGGREGATE SHOULDER TYPE B
 (SPECIAL) DETAIL

PAVEMENT LEGEND

- EXISTING 9"-6"-9" P.C.C. PAVEMENT
- EXISTING HOT MIX ASPHALT BASE COURSE WIDENING 9"
- EXISTING HOT MIX ASPHALT OVERLAY
- EXISTING HOT MIX ASPHALT SHOULDER 8"
- EXISTING AGGREGATE/EARTH SHOULDER
- EXISTING PIPE UNDERDRAIN
- PROPOSED PAVEMENT MARKING - LINE 5"
- PROPOSED HOT MIX ASPHALT SURFACE COURSE 1/2"
- TEMPORARY PAVEMENT MARKING - LINE 5"
- PROPOSED HOT MIX ASPHALT SHOULDER 6"
- PROPOSED HOT MIX ASPHALT BASE COURSE 10"
- PROPOSED P.C.C. PAVEMENT 12" (SPECIAL)
- PROPOSED BRIDGE APPROACH PAVEMENT (SPECIAL)
- PROPOSED SUB-BASE GRANULAR MATERIAL TYPE A 4"
- PROPOSED AGGREGATE SHOULDERS, TYPE B (SPECIAL)
- PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)



PROPOSED TYPICAL ROADWAY SECTION
 (STA. 84+62.07 TO STA. 84+92.07 & STA. 85+97.93 TO STA. 86+27.93)

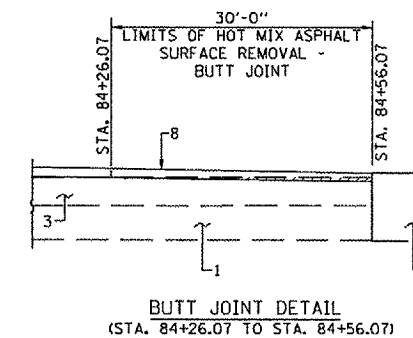
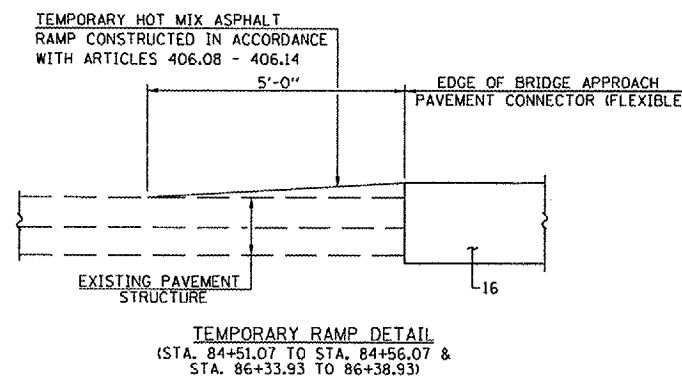
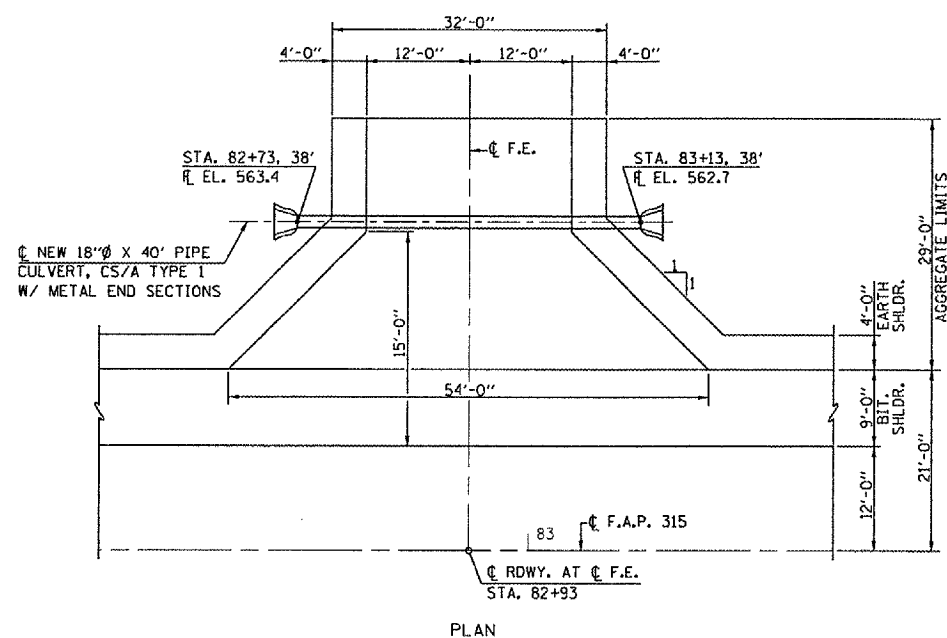
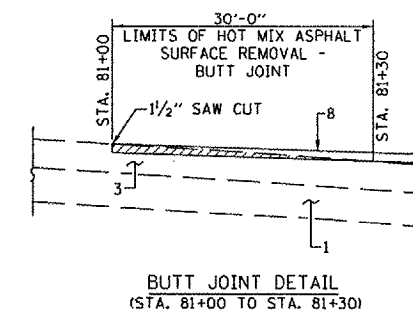
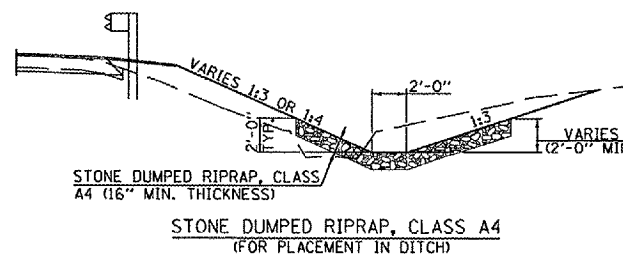
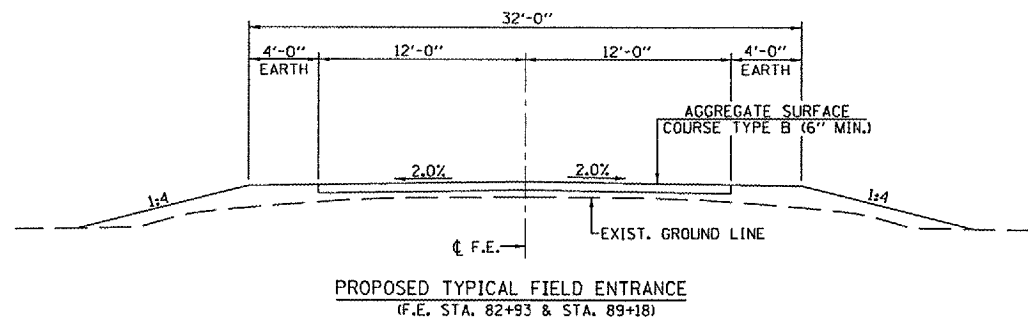


SECTION A-A

DETAILS & TYPICAL ROADWAY SECTIONS
 F.A.P. 315 - (U.S. 136)
 OVER PRAIRIE CREEK DITCH
 SECTION 116(BR-1)
 LOGAN COUNTY
 STA. 85+45.00
 S.N. 054-0024

PLOT DATE = 7/9/2007
 FILE NAME = sht 005-007.dgn
 MODEL NAME = SECTIONS

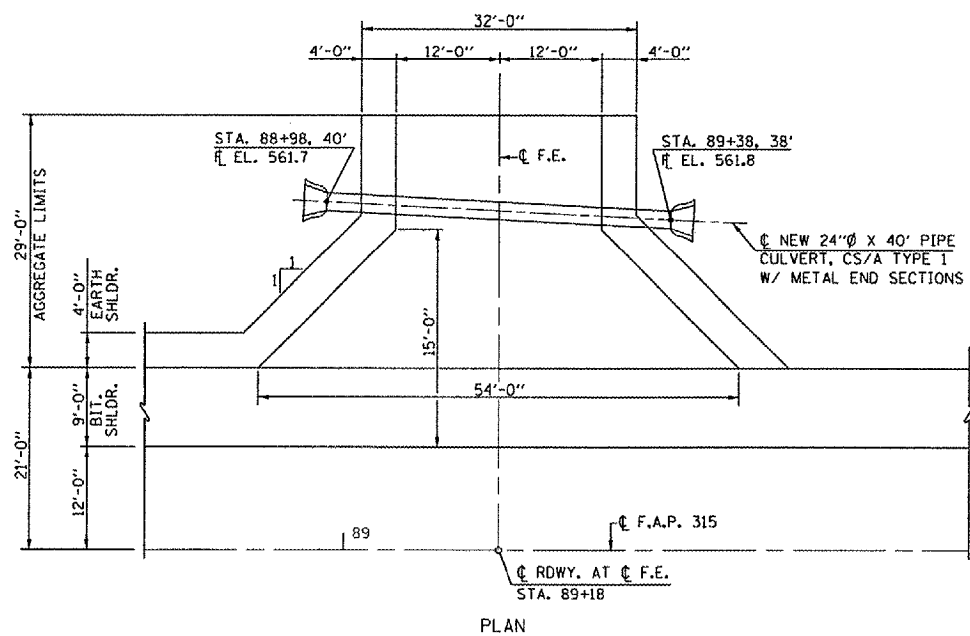
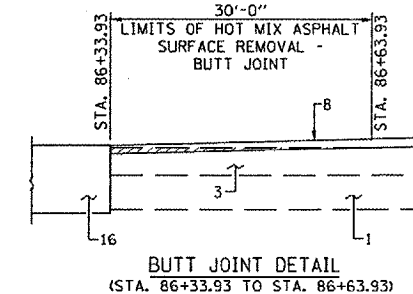
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	7
STA. 81+00		TO STA. 90+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



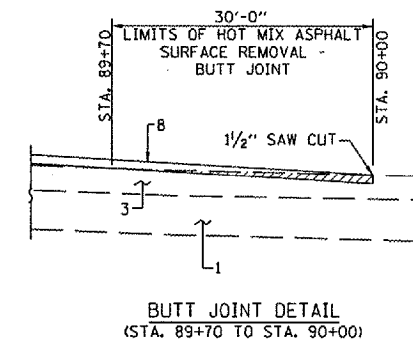
PLAN

PAVEMENT LEGEND

- EXISTING 9"-6"-9" P.C.C. PAVEMENT
- EXISTING HOT MIX ASPHALT BASE COURSE WIDENING 9"
- EXISTING HOT MIX ASPHALT OVERLAY
- EXISTING HOT MIX ASPHALT SHOULDER 8"
- EXISTING AGGREGATE/EARTH SHOULDER
- EXISTING PIPE UNDERDRAIN
- PROPOSED PAVEMENT MARKING - LINE 5"
- PROPOSED HOT MIX ASPHALT SURFACE COURSE 1 1/2"
- TEMPORARY PAVEMENT MARKING - LINE 5"
- PROPOSED HOT MIX ASPHALT SHOULDER 6"
- PROPOSED HOT MIX ASPHALT BASE COURSE 10"
- PROPOSED P.C.C. PAVEMENT 12" (SPECIAL)
- PROPOSED BRIDGE APPROACH PAVEMENT (SPECIAL)
- PROPOSED SUB-BASE GRANULAR MATERIAL TYPE A 4"
- PROPOSED AGGREGATE SHOULDERS, TYPE B (SPECIAL)
- PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)



PLAN

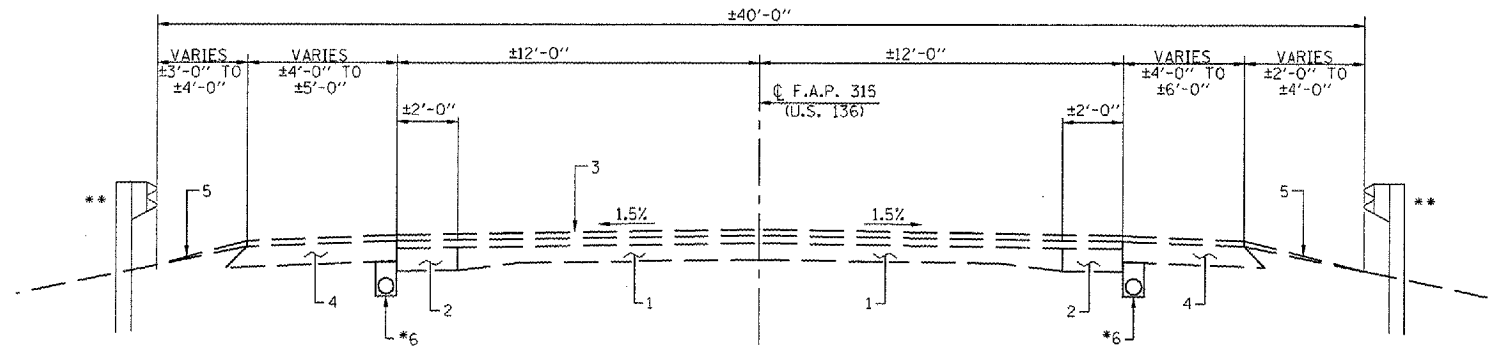


DETAILS & TYPICAL ROADWAY SECTIONS
 F.A.P. 315 - (U.S. 136)
 OVER PRAIRIE CREEK DITCH
 SECTION 116(BR-1)
 LOGAN COUNTY
 STA. 85+45.00
 S.N. 054-0024

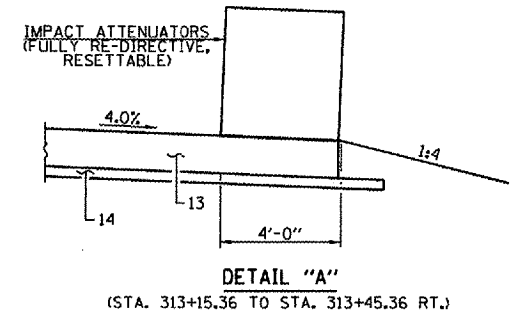
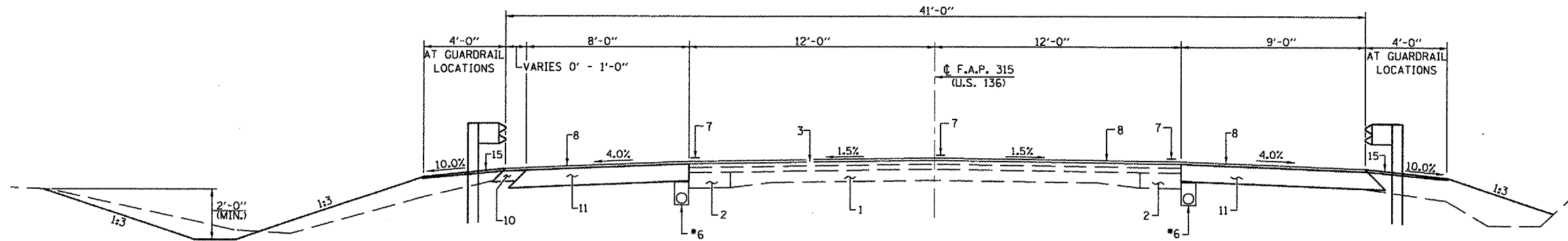
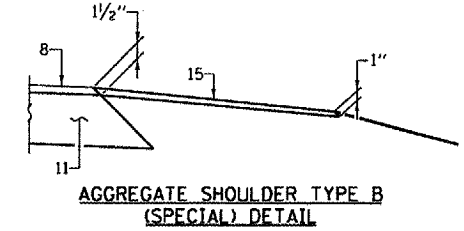
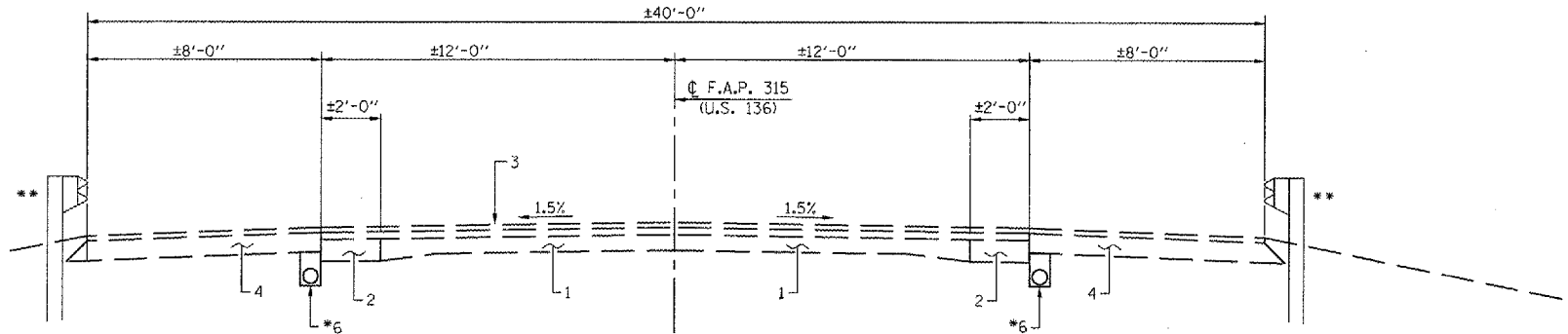
PLOT DATE: 5/20/21 2:08:07 PM
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	8
STA. 309+00 TO STA. 319+40		ILLINOIS FED. AID PROJECT		

** EXISTING GUARDRAIL
 LT. STA. 312+97 TO STA. 313+97
 LT. STA. 313+11 TO STA. 313+48
 RT. STA. 315+53 TO STA. 316+53
 LT. STA. 315+04 TO STA. 316+04

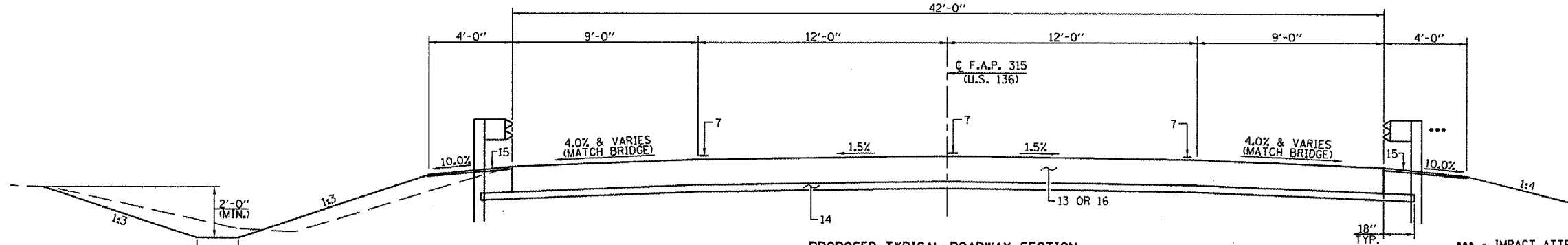


* EXISTING PIPE UNDERDRAIN
 STA. 309+00 TO STA. 309+23.4, STA. 309+33.4 TO STA. 310+27.2
 & STA. 311+81.6 TO STA. 318+90 LT. & RT.



PAVEMENT LEGEND

- EXISTING 9"-6"-9" P.C.C. PAVEMENT
- EXISTING HOT MIX ASPHALT BASE COURSE WIDENING 9"
- EXISTING HOT MIX ASPHALT OVERLAY
- EXISTING HOT MIX ASPHALT SHOULDER 8"
- EXISTING AGGREGATE/EARTH SHOULDER
- EXISTING PIPE UNDERDRAIN
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- PROPOSED HOT MIX ASPHALT SURFACE COURSE 1 1/2"
- TEMPORARY PAVEMENT MARKING - LINE 5"
- PROPOSED HOT MIX ASPHALT SHOULDER 6"
- PROPOSED HOT MIX ASPHALT BASE COURSE 10"
- PROPOSED P.C.C. PAVEMENT 12" (SPECIAL)
- PROPOSED BRIDGE APPROACH PAVEMENT (SPECIAL)
- PROPOSED SUB-BASE GRANULAR MATERIAL TYPE A 4"
- PROPOSED AGGREGATE SHOULDERS, TYPE B (SPECIAL)
- PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)



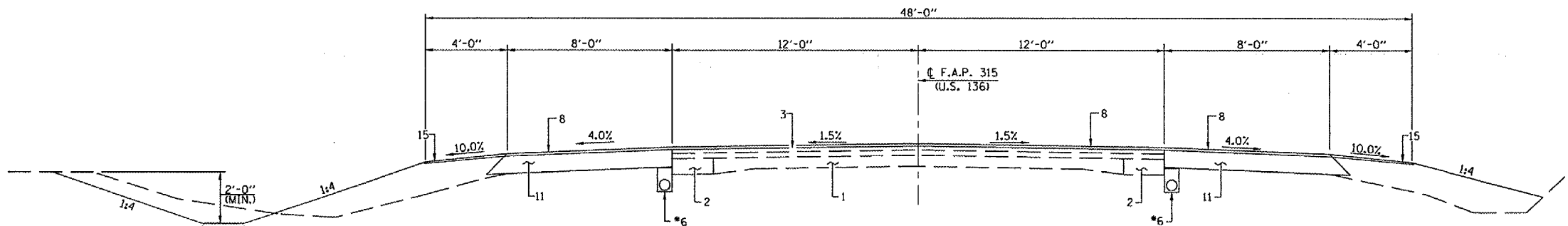
PROPOSED TYPICAL ROADWAY SECTION
 (STA. 313+40.39 TO STA. 313+70.39
 & STA. 315+29.61 TO STA. 315+59.61)

*** - IMPACT ATTENUATOR TO BE
 INSTALLED IN PLACE OF RAILING
 AT S.W. CORNER OF STRUCTURE
 SEE DETAIL "A" FOR SHOULDER
 TREATMENT AT IMPACT ATTENUATOR

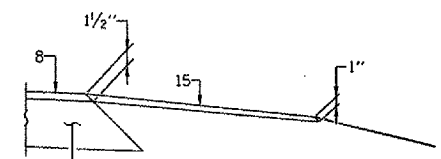
DETAILS & TYPICAL ROADWAY SECTIONS
 F.A.P. 315 - (U.S. 136)
 OVER PRAIRIE CREEK
 SECTION 116(BR-2)
 LOGAN COUNTY
 STA. 314+50.00
 S.N. 054-0025

PLOT DATE = 7/9/2007
 FILE NAME = 116(BR-2)S08.dwg
 MODEL NAME = SECTIONS

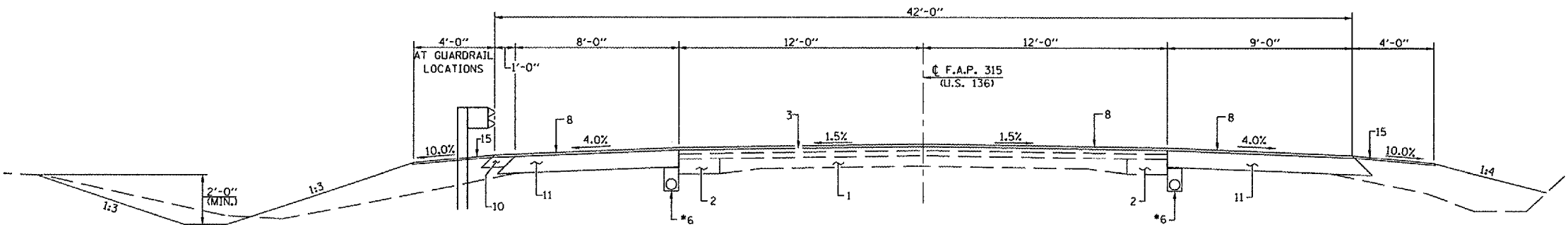
CONTRACT NO. 72997				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	9
STA. 309+00 TO STA. 319+40		TO STA. 319+40		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



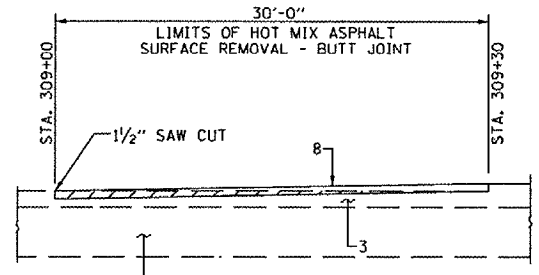
PROPOSED TYPICAL ROADWAY SECTION
 STA. 309+00 TO STA. 312+61 & STA. 318+63.4 TO STA. 318+90 LT.
 STA. 309+00 TO STA. 312+77 & STA. 317+38.3 TO STA. 318+90 RT.
 RAILROAD OMISSION - STA. 312+69 TO STA. 312+81



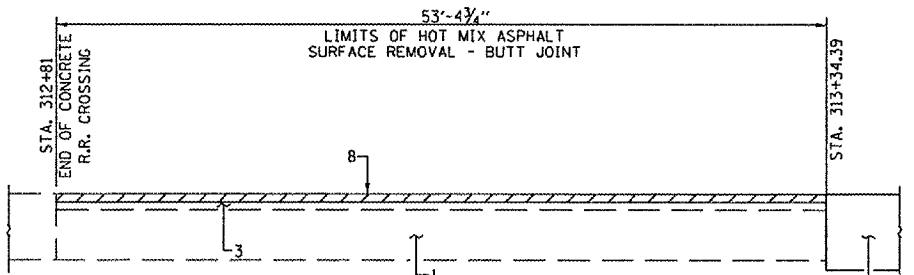
AGGREGATE SHOULDER TYPE B (SPECIAL) DETAIL



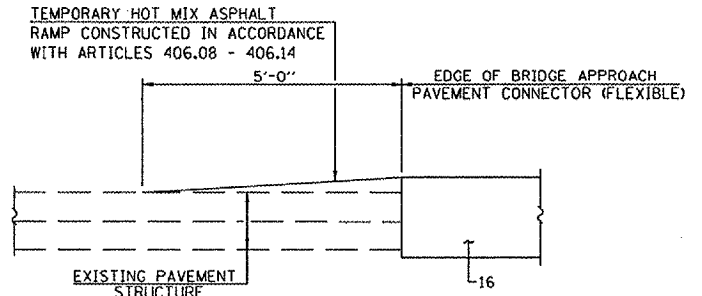
PROPOSED TYPICAL ROADWAY SECTION
 STA. 312+73 TO STA. 313+59.42 LT.
 & STA. 312+89 TO STA. 313+09.36 RT.



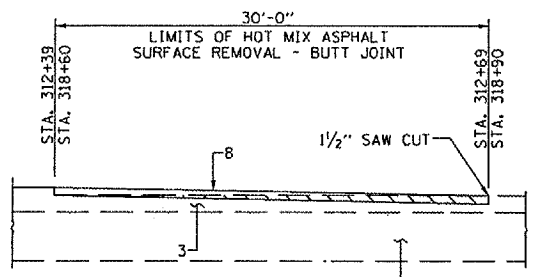
BUTT JOINT DETAIL
 (STA. 309+00 TO STA. 309+30)



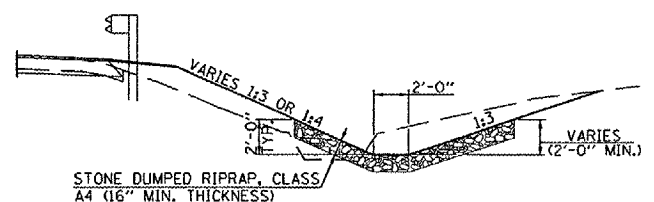
BUTT JOINT DETAIL
 (STA. 312+81 TO STA. 313+34.39)



TEMPORARY RAMP DETAIL
 (STA. 313+29.39 TO STA. 313+34.39 &
 STA. 315+65.61 TO STA. 315+70.61)



BUTT JOINT DETAIL
 (STA. 312+39 TO STA. 312+69 & STA. 318+60 TO 318+90)



STONE DUMPED RIPRAP, CLASS A4 (16" MIN. THICKNESS)
 (FOR PLACEMENT IN DITCH)

PAVEMENT LEGEND

- EXISTING 9"-6"-9" P.C.C. PAVEMENT
- EXISTING HOT MIX ASPHALT BASE COURSE WIDENING 9"
- EXISTING HOT MIX ASPHALT OVERLAY
- EXISTING HOT MIX ASPHALT SHOULDER 8"
- EXISTING AGGREGATE/EARTH SHOULDER
- EXISTING PIPE UNDERDRAIN
- PROPOSED PAVEMENT MARKING - LINE 5"
- PROPOSED HOT MIX ASPHALT SURFACE COURSE 1 1/2"
- TEMPORARY PAVEMENT MARKING - LINE 5"
- PROPOSED HOT MIX ASPHALT SHOULDER 6"
- PROPOSED HOT MIX ASPHALT BASE COURSE 10"
- PROPOSED P.C.C. PAVEMENT 12" (SPECIAL)
- PROPOSED BRIDGE APPROACH PAVEMENT (SPECIAL)
- PROPOSED SUB-BASE GRANULAR MATERIAL TYPE A 4"
- PROPOSED AGGREGATE SHOULDERS, TYPE B (SPECIAL)
- PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

DETAILS & TYPICAL ROADWAY SECTIONS
 F.A.P. 315 - (U.S. 136)
 OVER PRAIRIE CREEK
 SECTION 116(BR-2)
 LOGAN COUNTY
 STA. 314+50.00
 S.N. 054-0025

PLOT DATE = 5/20/2007 02:26:07PM
 FILE NAME = 0025.dwg
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	10
STA. 81+00 TO STA. 90+00				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

GUARDRAIL SCHEDULE

LOCATION	TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (TANGENT) (EACH)	STEEL PLATE BEAM GUARDRAIL TYPE A (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 6A (EACH)
STAGE I			
STA. 81+94.42 TO STA. 82+44.42 RT.	1		
STA. 82+44.42 TO STA. 84+19.42 RT.		175	
STA. 84+19.42 TO STA. 84+63.17 RT.			1
STA. 85+69.03 TO STA. 86+12.78 RT.			1
STA. 86+12.78 TO STA. 87+12.78 RT.		100	
STA. 87+12.78 TO STA. 87+62.78 RT.	1		
STAGE II			
STA. 83+27.22 TO STA. 83+77.22 LT.	1		
STA. 83+77.22 TO STA. 84+77.22 LT.		100	
STA. 84+77.22 TO STA. 85+20.97 LT.			1
STA. 86+26.83 TO STA. 86+70.58 LT.			1
STA. 86+70.58 TO STA. 88+45.58 LT.		175	
STA. 88+45.58 TO STA. 88+95.58 LT.	1		
TOTAL	4	550	4

HOT MIX ASPHALT SCHEDULE

LOCATION	TEMPORARY RAMP (SQ. YD.)	HOT MIX ASPHALT BASE COURSE 10" (SQ. YD.)	HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50 (TON)	BITUMINOUS MATERIALS (PRIME COAT) (TON)
STA. 84+51.07 TO STA. 84+56.07	13.5			
STA. 86+33.93 TO STA. 86+38.93	13.5			
STA. 81+00 TO STA. 84+72.59 LT.		320	34	
STA. 81+00 TO STA. 84+39.55 RT.		329	23	
STA. 86+50.45 TO STA. 90+00 LT.		300	33	
STA. 86+17 TO STA. 90+00 RT.		362	26	
STA. 81+00 TO STA. 84+62.07			80	
STA. 86+27.93 TO STA. 90+00			82	
STA. 81+00 TO STA. 84+56.07				0.63
STA. 86+33.93 TO STA. 90+00				0.65
TOTAL	27	1311	278	1.28

SCHEDULE AGGREGATE SHOULDERS, TYPE B (SPECIAL)

LOCATION	QUANTITY (TON)
STA. 81+00 TO STA. 85+26.49 LT.	11
STA. 81+00 TO STA. 84+57.67 RT.	10
STA. 86+32.34 TO STA. 90+00 LT.	9
STA. 85+63.52 TO STA. 90+00 RT.	12
TOTAL	42

SCHEDULE PERIMETER EROSION BARRIER

LOCATION	QUANTITY (FOOT)
STA. 81+00 TO STA. 84+65 RT.	365
STA. 83+13 TO STA. 85+60 LT.	247
STA. 85+65 TO STA. 87+00 RT.	135
STA. 86+10 TO STA. 89+00 LT.	290
TOTAL	1037

SCHEDULE AGGREGATE EROSION CONTROL

LOCATION	QUANTITY (TON)
STA. 83+50 LT.	5
STA. 84+50 LT. & RT.	10
STA. 86+75 LT. & RT.	10
STA. 88+75 LT.	5
TOTAL	30

SCHEDULE AGGREGATE SURFACE COURSE TYPE B

LOCATION	QUANTITY (TON)
F.E. STA. 82+93 LT.	35
F.E. STA. 89+18 LT.	35
TOTAL	70

SCHEDULE PIPE CULVERT REMOVAL

LOCATION	QUANTITY (FOOT)
STA. 82+79 TO STA. 83+70 LT.	28
STA. 89+04 TO STA. 89+32 LT.	28
TOTAL	56

SCHEDULE BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

LOCATION	QUANTITY (SQ. YD.)
STA. 84+56.07 TO STA. 84+62.07	28
STA. 86+27.93 TO STA. 86+33.93	28
TOTAL	56

PAVEMENT MARKING SCHEDULE

LOCATION	LENGTH (FT.)	PAVEMENT MK. REMOVAL		SHORT TERM PVMT. MARKING		PAINT PVMT. MK. LINE - 5"	
		WHITE (SQ. FT.)	YELLOW SKIP DASH & NO PASSING (SQ. FT.)	WHITE (FT.)	YELLOW (FT.)	WHITE (FT.)	YELLOW SKIP DASH & NO PASSING (FT.)
STA. 82+38 TO STA. 88+55 LT. ST. I	617	259					
STA. 81+00 TO STA. 84+92.07 (Q) ST. I	392		42				
STA. 85+97.93 TO STA. 90+00 (Q) ST. I	402		42				
STA. 81+00 TO STA. 82+38 (EDGE) ST. II LT.	138	58					
STA. 88+55 TO STA. 90+00 (EDGE) ST. II LT.	145	61					
STA. 81+00 TO STA. 84+75.55 ST. II RT.	376	158					
STA. 85+81.41 TO STA. 90+00 ST. II RT.	418	176					
STA. 81+00 TO STA. 90+00 (EDGE) LT.	900					900	
STA. 81+00 TO STA. 90+00 (Q)	900			*180			230
STA. 81+00 TO STA. 90+00 (EDGE) RT.	900						900
SHORT TERM DIAGONALS				72			
TOTAL		796		252			2030

NOTE: SHORT-TERM PAVEMENT MARKING QUANTITIES ARE FOR TWO APPLICATIONS.
* 10% OF TOTAL LENGTH FOR SHORT-TERM PAVEMENT MARKING

SCHEDULE GUARDRAIL & TERMINAL MARKERS

LOCATION	GUARDRAIL MARKERS TYPE A (EACH)	TERMINAL MARKER DIRECT APPLIED (EACH)
STA. 82+10 LT.	1	
STA. 83+85 LT.	1	
STA. 83+50 RT. & STA. 83+60 LT.	2	
STA. 84+25 RT. & STA. 84+35 LT.	2	
STA. 85+00 RT. & STA. 85+10 LT.	2	
STA. 85+75 RT. & STA. 85+85 LT.	2	
STA. 86+50 RT. & STA. 86+60 LT.	2	
STA. 87+25 RT. & STA. 87+35 LT.	2	
STA. 88+00 RT.	1	
STA. 88+75 RT.	1	
STA. 81+94.42 RT.		1
STA. 83+27.22 LT.		1
STA. 87+62.78 RT.		1
STA. 88+95.58 LT.		1
TOTAL	16	4

SCHEDULE SUB-BASE GRANULAR MATERIAL TYPE A 4"

LOCATION	QUANTITY (SQ. YD.)
STA. 84+62.07 TO STA. 84+92.07	150
STA. 85+97.93 TO STA. 86+27.93	150
TOTAL	300

SCHEDULE PORTLAND CEMENT CONCRETE PAVEMENT 12" (SPECIAL)

LOCATION	QUANTITY (SQ. YD.)
STA. 84+62.07 TO STA. 84+92.07	140
STA. 85+97.93 TO STA. 86+27.93	140
TOTAL	280

SCHEDULE RAISED REFLECTIVE PAVEMENT MARKER

LOCATION	QUANTITY (EACH)
ASSUME 80' CTS. INCLUDING STRUCTURE	
STA. 81+00 TO STA. 90+00	11
TOTAL	11

SCHEDULE RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

LOCATION	QUANTITY (EACH)
ASSUME 80' CTS. INCLUDING STRUCTURE	
STA. 81+00 TO STA. 90+00	11
TOTAL	11

SCHEDULE GUARDRAIL REMOVAL

LOCATION	QUANTITY (FOOT)
STA. 83+70 TO STA. 84+70 RT.	100
STA. 84+20 TO STA. 85+20 LT.	100
STA. 85+67 TO STA. 86+67 RT.	100
STA. 86+23 TO STA. 87+23 LT.	100
TOTAL	400

SCHEDULE PAVEMENT REMOVAL

LOCATION	QUANTITY (SQ. YD.)
STA. 84+56.07 TO STA. 84+92.07	96
STA. 85+97.93 TO STA. 86+33.93	96
TOTAL	192

SCHEDULE PERMANENT SEEDING

LOCATION	SEEDING CLASS 2 (ACRE)	NITROGEN FERT. NUT. (POUND)	PHOSPHORUS FERT. NUT. (POUND)	POTASSIUM FERT. NUT. (POUND)	MULCH METHOD 2 (ACRE)	TEMPORARY EROSION CONTROL SEEDING (POUND)	AGRICULTURAL GROUND LIMESTONE (TON)
STA. 81+00 TO STA. 90+00	1.0	90	90	90	1.0	200	2.0
TOTAL	1.0	90	90	90	1.0	200	2.0

EARTHWORK SCHEDULE

LOCATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD
STA. 81+00 TO STA. 90+00	237	178	741	563
TOTAL	237	178	741	563

SCHEDULE HOT MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

LOCATION	QUANTITY (SQ. YD.)
STA. 81+00 TO STA. 81+30	80
STA. 84+26.07 TO STA. 84+56.07	80
STA. 86+33.93 TO STA. 86+63.93	80
STA. 89+70 TO STA. 90+00	80
TOTAL	320

SCHEDULE BITUMINOUS CONCRETE SHOULDER REMOVAL

LOCATION	QUANTITY (SQ. YD.)
STA. 81+00 TO STA. 85+08.59 LT.	231
STA. 81+00 TO STA. 84+75.55 RT.	253
STA. 85+81.43 TO STA. 90+00 RT.	262
STA. 86+14.47 TO STA. 90+00 LT.	199
TOTAL	945

SCHEDULE PIPE CULVERTS, TYPE 1, CORRUGATED STEEL OR ALUMINUM

LOCATION	QUANTITY (FEET)	QUANTITY (FEET)
	18"Ø	24"Ø
STA. 82+73 TO STA. 83+13 LT.	40	
STA. 88+98 TO STA. 89+38 LT.		40
TOTAL	40	40

SCHEDULE METAL END SECTIONS

LOCATION	QUANTITY (EACH)	QUANTITY (EACH)
	18"	24"
STA. 82+73 38' LT.	1	
STA. 83+13 38' LT.	1	
STA. 88+98 40' LT.		1
STA. 89+38 38' LT.		1
TOTAL	2	2

QUANTITY SCHEDULES
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK DITCH
SECTION 116 (BR-1)
LOGAN COUNTY
STA. 85+45
S.N. 054-0024

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	11
STA. 309+00 TO STA. 318+90				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

GUARDRAIL SCHEDULE

LOCATION	TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (TANGENT) (EACH)	STEEL PLATE BEAM GUARDRAIL TYPE A (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 6A (EACH)
STAGE I			
STA. 315+04.58 TO STA. 315+48.33 RT.			1
STA. 315+48.33 TO STA. 316+48.33 RT.		100	
STA. 316+48.33 TO STA. 316+98.33 RT.	1		
STAGE II			
STA. 313+01.67 TO STA. 313+51.67 LT.	1		
STA. 313+51.67 TO STA. 313+95.42 LT.			1
STA. 315+54.64 TO STA. 315+98.39 LT.			1
STA. 315+98.39 TO STA. 317+73.39 LT.		175	
STA. 317+73.39 TO STA. 318+23.39 LT.	1		
TOTAL	3	275	3

PAVEMENT MARKING SCHEDULE

LOCATION	LENGTH (FT.)	PAVEMENT MK. REMOVAL		SHORT TERM PVMT. MARKING LINE		PAINT PVMT. MK. LINE - 5"		PAINT PVMT. MK. LINE - 24"		PAINT PVMT. MK. LETTERS AND SYMBOLS	
		WHITE (SQ. FT.)	YELLOW SKIP DASH & NO PASSING (SQ. FT.)	WHITE (FT.)	YELLOW (FT.)	WHITE (FT.)	YELLOW (FT.)	WHITE (SQ. FT.)	YELLOW (SQ. FT.)	WHITE (SQ. FT.)	YELLOW (SQ. FT.)
STA. 310+34 TO STA. 317+36 (EDGE) ST. I	732	308									
STA. 309+00 TO STA. 313+70.4 (C) ST. I	471		248								
STA. 315+29.6 TO STA. 318+90 (C) ST. I	361		190								
STA. 309+00 TO STA. 310+34 (EDGE) ST. II	134	56									
STA. 317+36 TO STA. 318+90 (EDGE) ST. II	154	67									
STA. 309+00 TO STA. 313+53.9 (EDGE) ST. II	454	191									
STA. 315+13.1 TO STA. 318+90 (EDGE) ST. II	377	158									
STA. 309+00 TO STA. 318+90 (EDGE) LT.					990						
STA. 309+00 TO STA. 318+90 (C)						1240					
STA. 309+00 TO STA. 318+90 (EDGE) RT.						990					
STA. 311+53 RT.								24			
STA. 312+03 RT.								24			
STA. 312+53 RT.								24			
STA. 312+95 LT.								24			
STA. 313+45 LT.								24			
STA. 313+95 LT.								24			
STA. 311+68 TO STA. 311+88 RT.										160	
STA. 313+60 TO STA. 313+80 LT.										160	
SHORT TERM DIAGONALS											
TOTAL			1218		278		3220		144		320

NOTE: SHORT-TERM PAVEMENT MARKING QUANTITIES ARE FOR TWO APPLICATIONS.
 * 10% OF TOTAL LENGTH FOR SHORT-TERM PAVEMENT MARKING

SCHEDULE GUARDRAIL & TERMINAL MARKERS

LOCATION	GUARDRAIL MARKERS TYPE A (EACH)	TERMINAL MARKER DIRECT APPLIED (EACH)
STA. 313+20 LT.	1	
STA. 313+90 LT.	1	
STA. 314+60 LT. & STA. 314+70 RT.	2	
STA. 315+30 LT. & STA. 315+40 RT.	2	
STA. 316+00 LT. & STA. 316+10 RT.	2	
STA. 316+70 LT. & STA. 316+80 RT.	2	
STA. 317+40 LT.	1	
STA. 318+10 LT.	1	
STA. 313+01.67 LT.		1
STA. 316+98.33 RT.		1
STA. 318+23.39 LT.		1
TOTAL	12	3

SCHEDULE RIPRAP SLURRY

LOCATION	QUANTITY (SQ. YD.)
STA. 311+93 TO STA. 311+99 (35' RT. TO 60' RT.)	23
TOTAL	23

SCHEDULE BRIDGE APPROACH PAVEMENT (SPECIAL)

LOCATION	QUANTITY (SQ. YD.)
STA. 313+40.39 TO STA. 313+70.39	154
STA. 315+29.61 TO STA. 315+59.61	140
TOTAL	294

SCHEDULE BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

LOCATION	QUANTITY (SQ. YD.)
STA. 313+34.39 TO STA. 313+40.39	28
STA. 315+23.61 TO STA. 315+29.61	28
TOTAL	56

SCHEDULE RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

LOCATION	QUANTITY (EACH)
ASSUME 80' CTS. INCLUDING STRUCTURE	
STA. 309+00 TO STA. 318+90	13
TOTAL	13

SCHEDULE GUARDRAIL REMOVAL

LOCATION	QUANTITY (FOOT)
STA. 312+97 TO STA. 313+97 LT	100
STA. 313+11 TO STA. 313+48 RT.	37
STA. 315+04 TO STA. 316+04 LT	100
STA. 315+53 TO STA. 316+53 RT.	100
TOTAL	337

SCHEDULE PAVEMENT REMOVAL

LOCATION	QUANTITY (SQ. YD.)
STA. 313+34.39 TO STA. 313+70.39	96
STA. 315+29.61 TO STA. 315+65.61	96
TOTAL	192

HOT MIX ASPHALT SCHEDULE

LOCATION	TEMPORARY RAMP (SQ. YD.)	HOT MIX ASPHALT BASE COURSE 10" SQ. YD.	HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50 (TON)	BITUMINOUS MATERIALS (PRIME COAT) (TON)
STA. 313+29.39 TO STA. 313+34.39	13.5			
STA. 315+65.61 TO STA. 315+70.61	13.5			
STA. 309+00 TO STA. 312+61 LT.		310	24	
STA. 309+00 TO STA. 312+77 RT.		324	25	
STA. 312+73 TO STA. 313+59.42 LT.		77	11	
STA. 312+89 TO STA. 313+09.36 RT.		21	2	
STA. 315+89.45 TO STA. 318+90 LT.		254	33	
STA. 315+40.58 TO STA. 318+90 RT.		293	25	
STA. 309+00 TO STA. 312+69			83	0.62
STA. 312+81 TO STA. 313+34.39			12	0.09
STA. 315+65.61 TO STA. 318+90			73	0.56
TOTAL	27	1279	288	1.27

SCHEDULE PERMANENT SEEDING

LOCATION	SEEDING CLASS 2 (ACRE)	NITROGEN FERT. (POUND)	PHOSPHORUS FERT. (POUND)	POTASSIUM FERT. (POUND)	MULCH METHOD 2 (ACRE)	TEMPORARY EROSION CONTROL SEEDING (POUND)
STA. 309+00 TO STA. 318+90	0.9	81	81	81	0.9	180
TOTAL	0.9	81	81	81	0.9	180

EARTHWORK SCHEDULE

LOCATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD
STA. 309+00 TO STA. 318+90	270	202	780	578
TOTAL	270	202	780	578

SCHEDULE HOT MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

LOCATION	QUANTITY (SQ. YD.)
STA. 309+00 TO STA. 309+30	80
STA. 312+39 TO STA. 312+69	80
STA. 312+81 TO STA. 313+40.39	159
STA. 318+60 TO STA. 318+90	80
TOTAL	399

SCHEDULE RAISED REFLECTIVE PAVEMENT MARKER

LOCATION	QUANTITY (EACH)
ASSUME 80' CTS. INCLUDING STRUCTURE	
STA. 309+00 TO STA. 318+90	13
TOTAL	13

SCHEDULE BITUMINOUS SHOULDER REMOVAL

LOCATION	QUANTITY (SQ. YD.)
STA. 309+00 TO STA. 312+61 LT.	201
STA. 309+00 TO STA. 312+77 RT.	168
STA. 312+73 TO STA. 313+86.9 LT.	114
STA. 312+89 TO STA. 313+53.9 RT.	65
STA. 315+46.12 TO STA. 318+90 LT.	200
STA. 315+13.08 TO STA. 318+90 RT.	256
TOTAL	1004

SCHEDULE IMPACT ATTENUATORS (FULLY REDIRECTIVE, RESETTABLE)

LOCATION	QUANTITY (EACH)
STA. 312+96.5 TO STA. 313+11.5	1
TOTAL	1

SCHEDULE PERIMETER EROSION BARRIER

LOCATION	QUANTITY (FOOT)
STA. 309+00 TO STA. 311+75 LT.	275
STA. 309+00 TO STA. 312+53 RT.	338
STA. 315+00 TO STA. 318+90 RT.	390
STA. 315+55 TO STA. 318+90 LT.	335
TOTAL	1338

SCHEDULE AGGREGATE (EROSION CONTROL)

LOCATION	QUANTITY (TON)
STA. 311+50 LT.	5
STA. 315+60 LT. & RT.	10
STA. 317+50 LT. & RT.	10
TOTAL	25

SCHEDULE AGGREGATE SHOULDERS, TYPE B (SPECIAL)

LOCATION	QUANTITY (TON)
STA. 309+00 TO STA. 312+61 LT.	10
STA. 309+00 TO STA. 312+77 RT.	10
STA. 312+73 TO STA. 313+95.42 LT.	3
STA. 312+89 TO STA. 313+15.36 RT.	1
STA. 315+53.45 TO STA. 318+90 LT.	9
STA. 315+04.58 TO STA. 318+90 RT.	11
TOTAL	44

QUANTITY SCHEDULES
 F.A.P. ROUTE 315 - (U.S. 136)
 OVER PRAIRIE CREEK
 SECTION 116(BR-2)
 LOGAN COUNTY
 STA. 314+50.00
 S.N. 054-0025

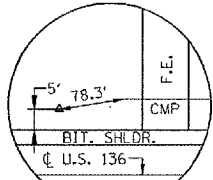
SECTION 32 T.22N. R.4W. 3rd P.M.

CONTRACT NO. 72997

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	12
STA. 81+00 TO STA. 85+50				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

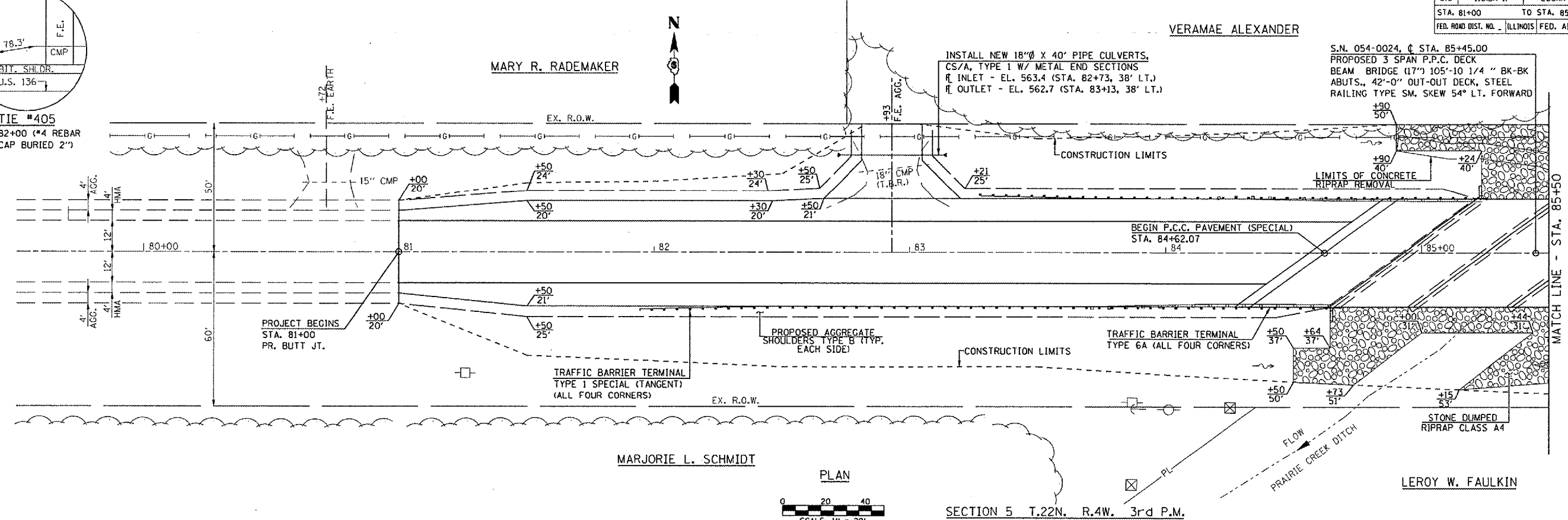
VERAMAE ALEXANDER

S.N. 054-0024, @ STA. 85+45.00
 PROPOSED 3 SPAN P.C.C. DECK
 BEAM BRIDGE (17'-10 1/4" BK-BK
 ABUTS., 42'-0" OUT-OUT DECK, STEEL
 RAILING TYPE SM. SKEW 54° LT. FORWARD



TIE #405
 STA. 82+00 (#4 REBAR
 W/ CAP BURIED 2")

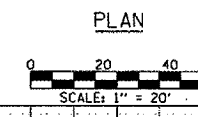
DATE	BY	REVISION



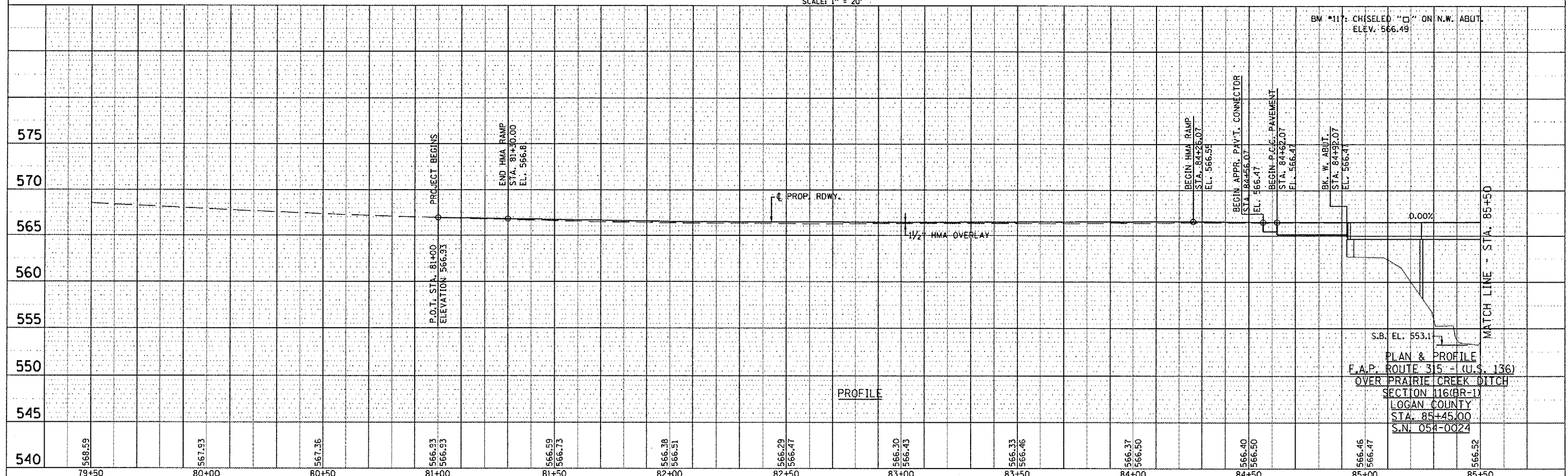
SECTION 5 T.22N. R.4W. 3rd P.M.

LEROY W. FAULKIN

MARJORIE L. SCHMIDT



DATE	BY	REVISION



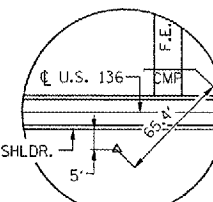
PLAN & PROFILE
 OVER PRAIRIE CREEK DITCH
 SECTION 116(BR-1)
 LOGAN COUNTY
 STA. 85+45.00
 S.N. 054-0024

PLOT DATE: 5-21-2007 02:58:38PM
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 MODEL NAME: Default

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	13
STA. 85+50		TO STA. 91+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

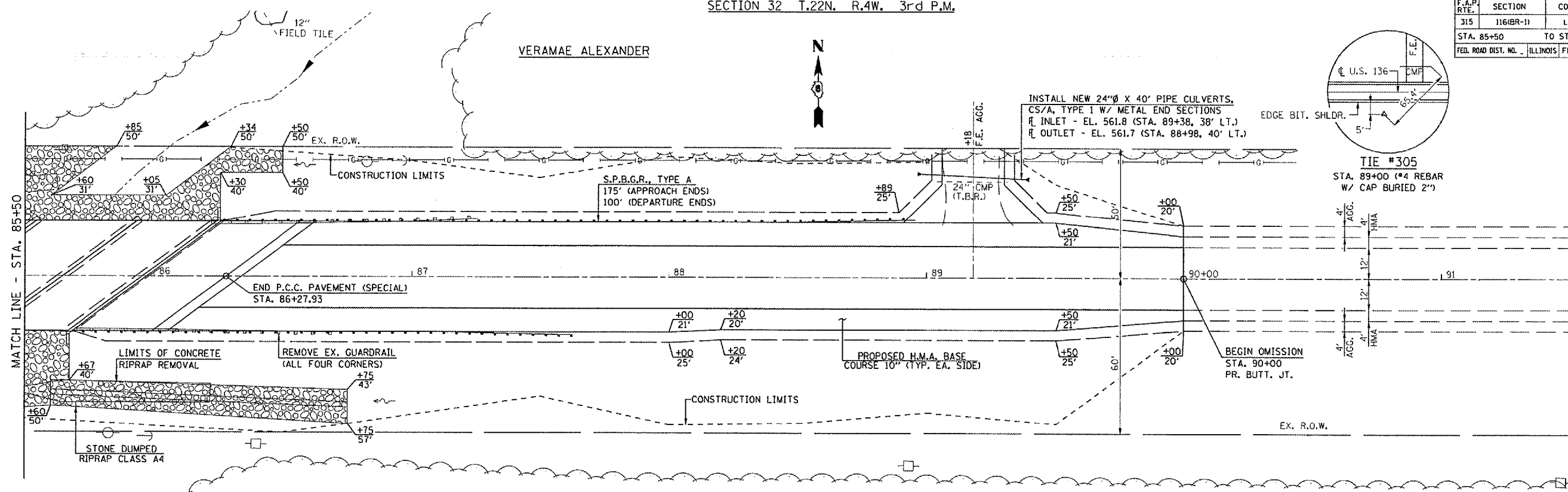
SECTION 32 T.22N. R.4W. 3rd P.M.

VERAMAE ALEXANDER

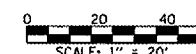


TIE #305
STA. 89+00 (#4 REBAR
W/ CAP BURIED 2')

INSTALL NEW 24"Ø X 40' PIPE CULVERTS,
CS/A, TYPE 1 W/ METAL END SECTIONS
R₁ INLET - EL. 561.8 (STA. 89+38, 38' LT.)
R₂ OUTLET - EL. 561.7 (STA. 88+98, 40' LT.)



SECTION 5 T.22N. R.4W. 3rd P.M.

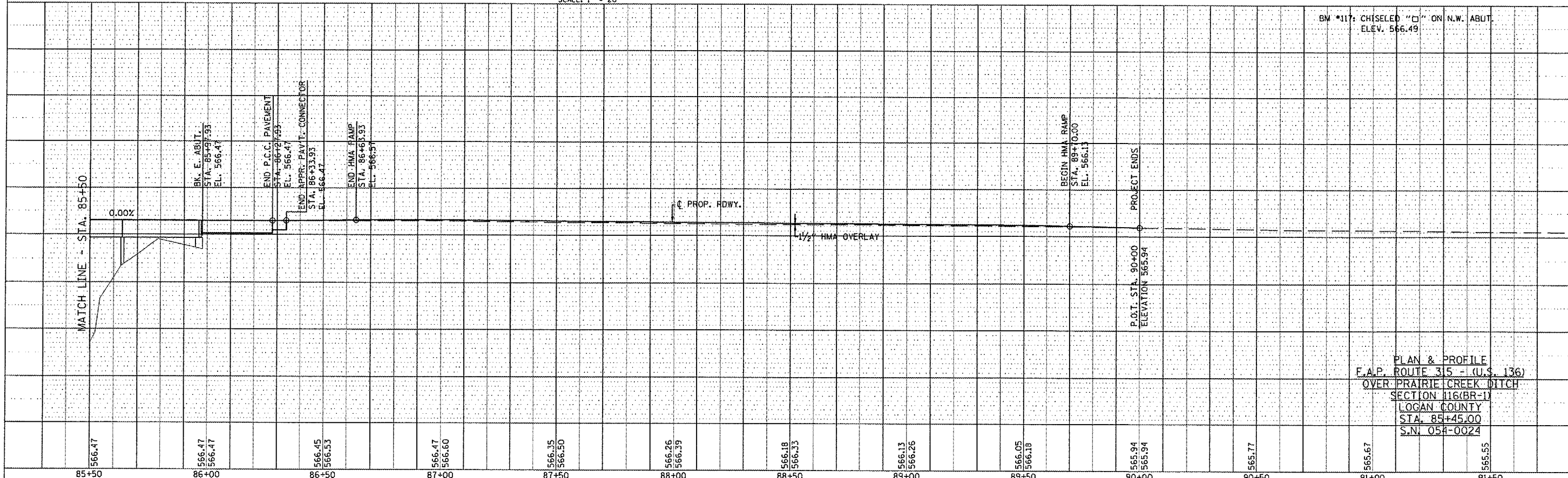


LEROY W. FAULKIN

PLAN

DATE	BY

DATE	BY



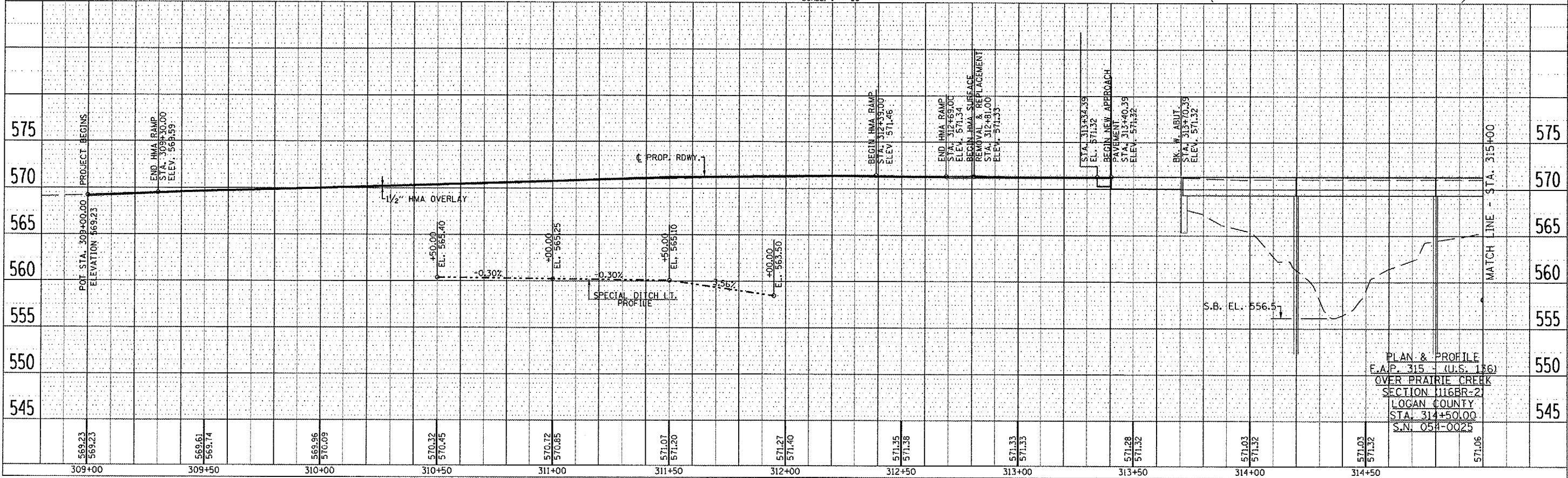
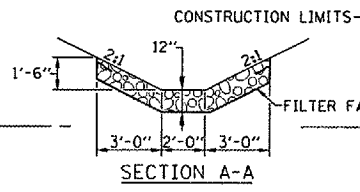
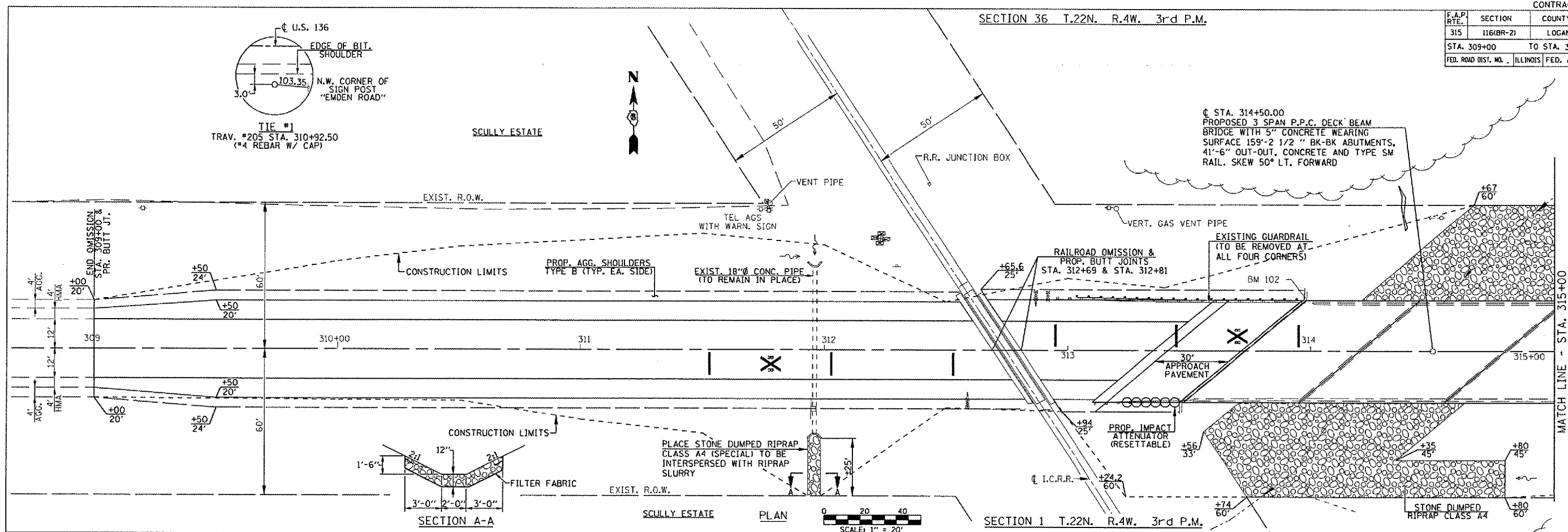
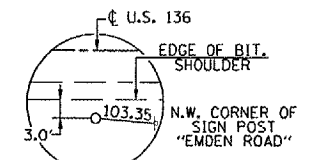
BM *117: CHISELED "Ø" ON N.W. ABUT.
ELEV. 566.49

PLAN & PROFILE
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK DITCH
SECTION 116(BR-1)
LOGAN COUNTY
STA. 85+45.00
S.N. 05H-0024

PLOT DATE: 5/20/2007 02:58:58PM
MODEL NAME: 0804.dwg
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116BR-21	LOGAN	79	14
STA. 309+00		TO STA. 318+90		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SECTION 36 T.22N. R.4W. 3rd P.M.



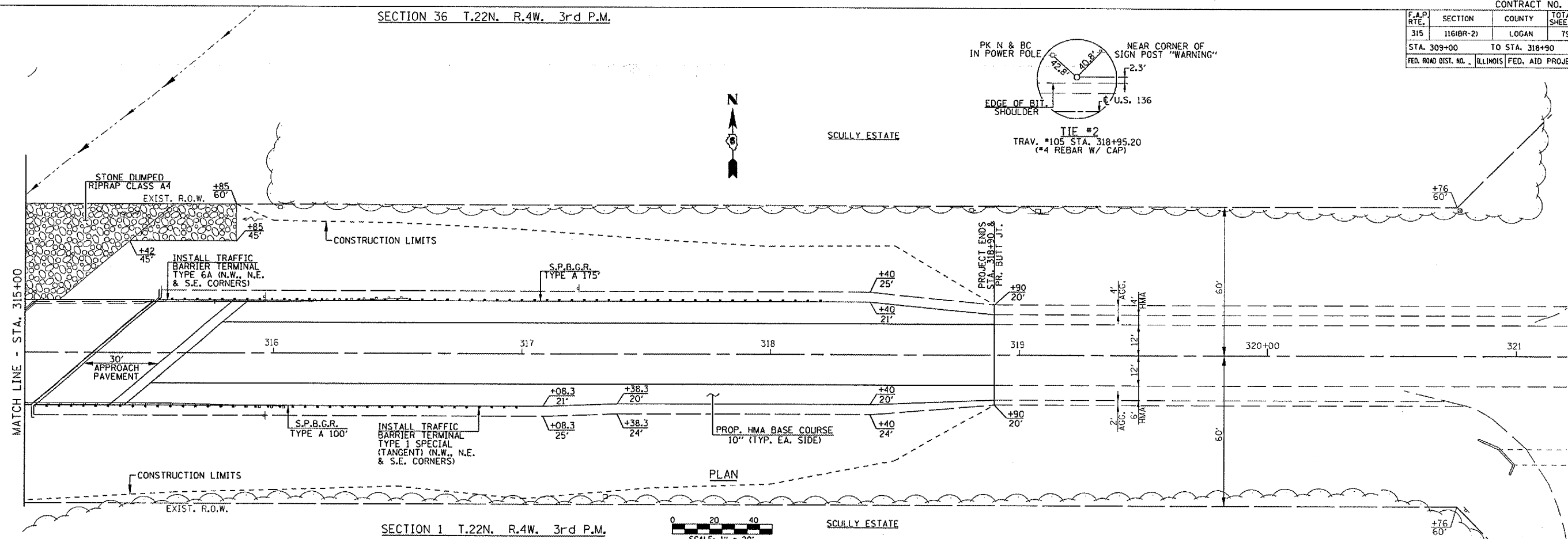
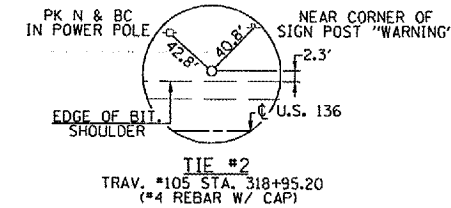
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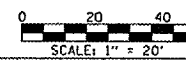
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	15
STA. 309+00 TO STA. 318+90				
FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT	

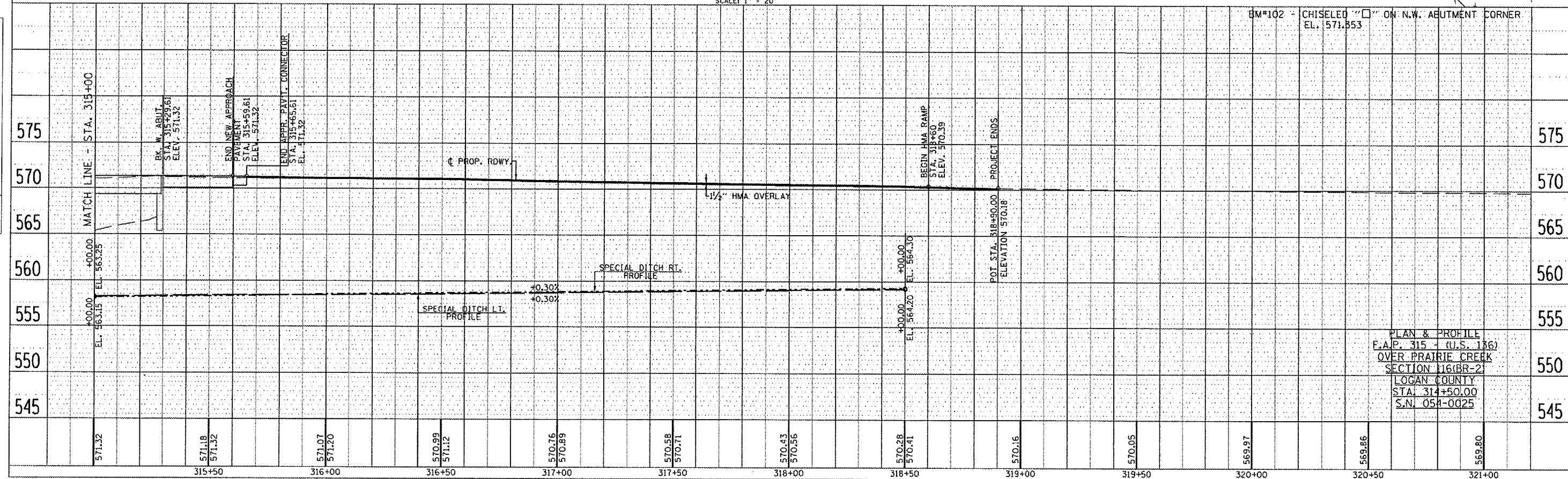
SECTION 36 T.22N. R.4W. 3rd P.M.



SECTION 1 T.22N. R.4W. 3rd P.M.



SCULLY ESTATE



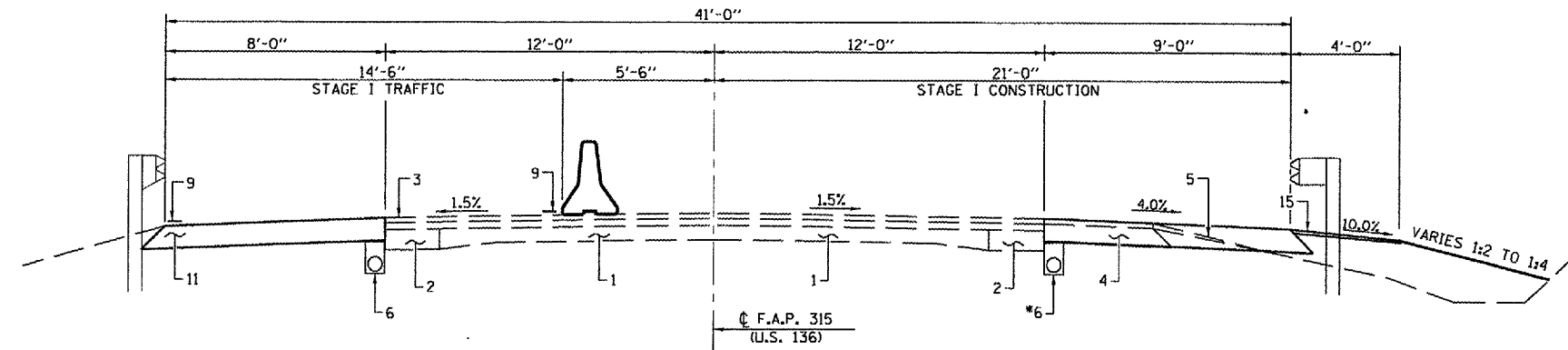
PLAN & PROFILE
 F.A.P. 315 - (U.S. 136)
 OVER PRAIRIE CREEK
 SECTION 116(BR-2)
 LOGAN COUNTY
 STA. 314+50.00
 S.N. 054-0025

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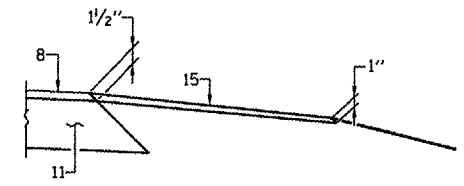
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NOTE BOOK	
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PROFILE	DATE
REVISED	
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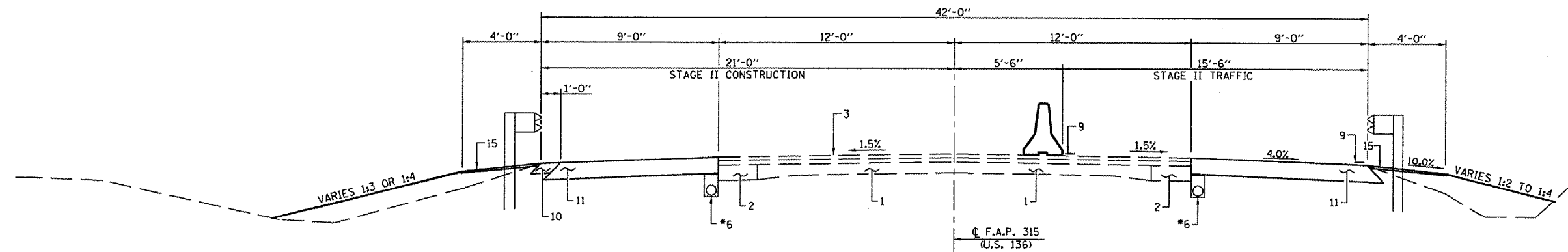
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	16
STA. 81+00		TO STA. 90+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



STAGE I CONSTRUCTION DETAIL
(LOOKING EAST)



AGGREGATE SHOULDER TYPE B
(SPECIAL DETAIL)



STAGE II CONSTRUCTION DETAIL
(LOOKING EAST)

PAVEMENT LEGEND

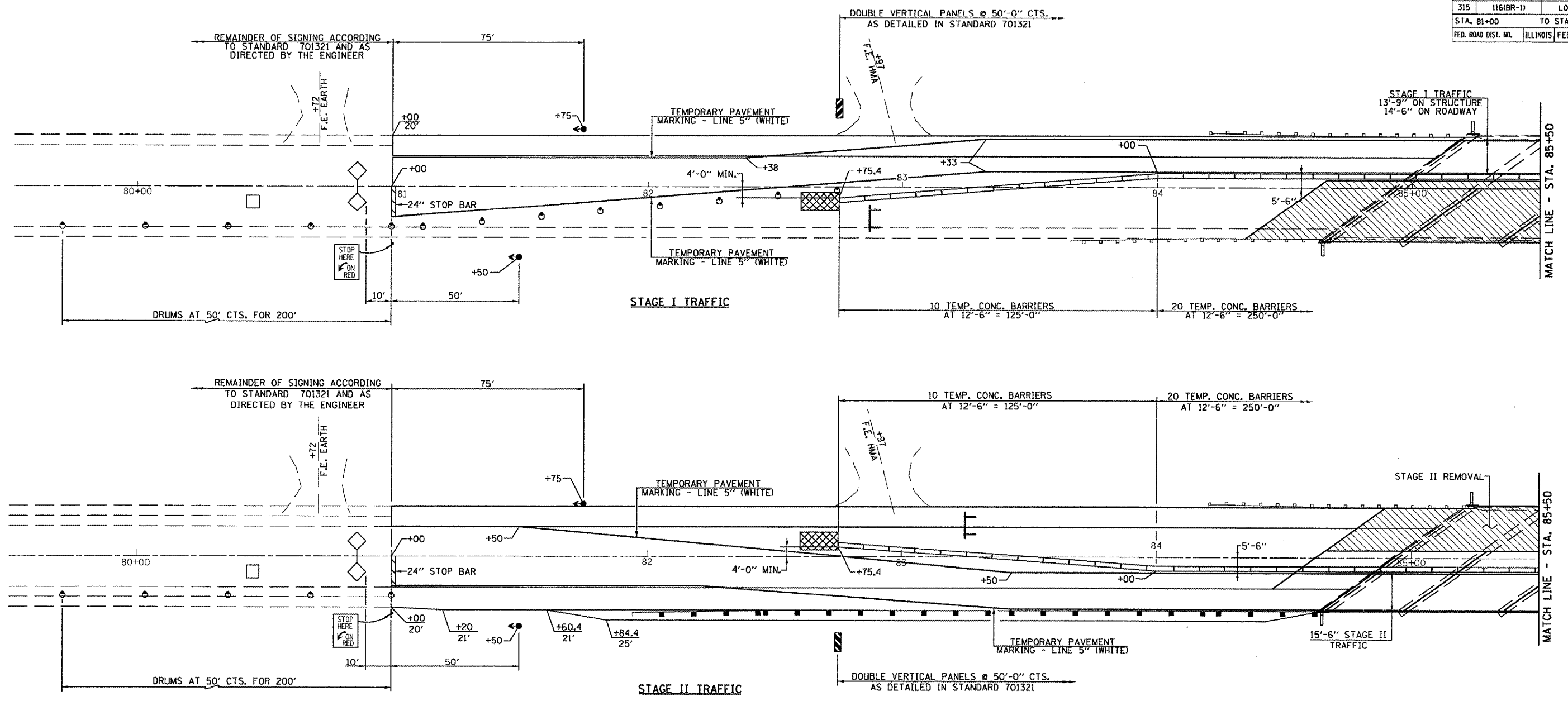
1. EXISTING 9'-6"-9" P.C.C. PAVEMENT
2. EXISTING HOT MIX ASPHALT BASE COURSE WIDENING 9"
3. EXISTING HOT MIX ASPHALT OVERLAY
4. EXISTING HOT MIX ASPHALT SHOULDER 8"
5. EXISTING AGGREGATE/EARTH SHOULDER
6. EXISTING PIPE UNDERDRAIN
7. PROPOSED PAVEMENT MARKING - LINE 5"
8. PROPOSED HOT MIX ASPHALT SURFACE COURSE 1/2"
9. TEMPORARY PAVEMENT MARKING - LINE 5"
10. PROPOSED HOT MIX ASPHALT SHOULDER 6"
11. PROPOSED HOT MIX ASPHALT BASE COURSE 10"
12. PROPOSED P.C.C. PAVEMENT 12" (SPECIAL)
13. PROPOSED BRIDGE APPROACH PAVEMENT (SPECIAL)
14. PROPOSED SUB-BASE GRANULAR MATERIAL TYPE A 4"
15. PROPOSED AGGREGATE SHOULDERS, TYPE B (SPECIAL)
16. PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

NOTE: WORK THIS SHEET WITH SHEETS 17 & 18 OF 79.

TYPICAL STAGING SECTIONS
F.A.P. 315 - (U.S. 136)
OVER PRAIRIE CREEK DITCH
SECTION 116(BR-1)
LOGAN COUNTY
STA. 85+45.00
S.N. 054-0024

PLOT DATE = 7/9/2007
 PLOT BY = JCH
 MODEL NAME = STAGING SECTIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	17
STA. 81+00		TO STA. 90+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



SUGGESTED STAGE CONSTRUCTION SEQUENCE

PRE-STAGE I

1. REMOVE EXISTING AGGREGATE AND PAVED SHOULDER AND REPLACE WITH HOT MIX ASPHALT BASE COURSE 10" FROM STA. 81+00 TO STA. 90+00 LT. EXCLUDING EXISTING STRUCTURE.

STAGE I

1. ERECT TRAFFIC CONTROL FOR STAGE I CONSTRUCTION AND INSTALL TEMPORARY PAVEMENT MARKING.
2. REMOVE EXISTING DECK RIGHT, @ STA. 85+45.
3. CONSTRUCT PROPOSED STAGE I PRECAST PRESTRESSED DECK @ STA. 85+45 AND TEMPORARY RAMP.
4. CONSTRUCT TEMPORARY RAMPS AT APPROACH ROADWAY.
5. CONSTRUCT PROPOSED GUARDRAIL & TERMINALS RT.

STAGE II

1. ERECT TRAFFIC CONTROL FOR STAGE II CONSTRUCTION AND INSTALL TEMPORARY PAVEMENT MARKING.
2. REMOVE EXISTING DECK LEFT, @ STA. 85+45.
3. CONSTRUCT TEMPORARY RAMPS AT APPROACH ROADWAY.
4. CONSTRUCT PROPOSED GUARDRAIL & TERMINALS LT.

FINAL

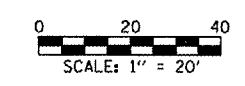
1. REMOVE ALL STAGE TRAFFIC CONTROL AND RE-ESTABLISH NORMAL TRAFFIC PATTERNS.
2. COMPLETE HOT MIX ASPHALT SURFACE COURSE AND AGGREGATE SHOULDERS TYPE B (SPECIAL) ON APPROACH ROADWAY UNDER TRAFFIC WITH FLAGGERS.
3. FINAL STRIPING AND MISCELLANEOUS CLEANUP.

GENERAL NOTES

1. THIS TRAFFIC CONTROL DETAIL SHALL BE USED IN CONJUNCTION WITH STANDARD 701321.
2. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE REVISED STAGE TRAFFIC PATTERNS DURING ALL PHASES OF STAGE CONSTRUCTION SHALL BE REMOVED AS SPECIFIED IN SECTION 783 OF THE STANDARD SPECIFICATIONS AND PAID FOR AS "PAVEMENT MARKING REMOVAL."
3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PRIVATE AND COMMERCIAL PROPERTIES DURING ALL PHASES OF CONSTRUCTION.
4. SIGNING FOR STAGE II SAME AS STAGE I.
5. LANE CLOSURES SHALL BE COORDINATED WITH PATCHING AND OVERLAY OPERATIONS.
6. WORK THIS SHEET WITH SHEETS 16 & 18 OF 79.

SYMBOLS

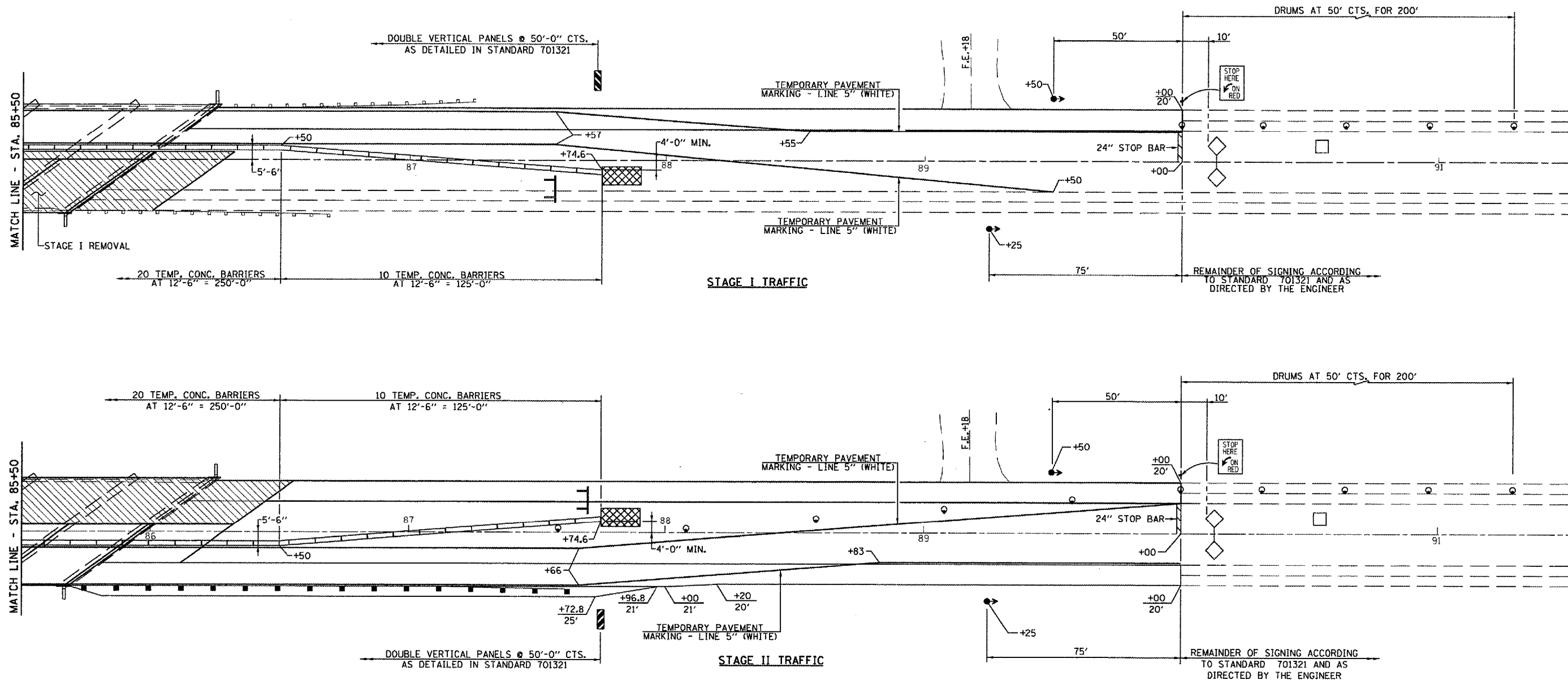
- WORK AREA
- SIGN
- TYPE III BARRICADE
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- TEMPORARY RUMBLE STRIP
- INDUCTION LOOP DETECTOR
- DOUBLE VERTICAL PANEL
- TYPE C BIDIRECTIONAL REFLECTOR
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR
- STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS



STAGING DETAILS
 F.A.P. 315 - (U.S. 136)
 OVER PRAIRIE CREEK DITCH
 SECTION 116(BR-1)
 LOGAN COUNTY
 STA. 85+45.00
 S.N. 054-0024

PLOT DATE = 7/9/2007
 FILE NAME = AN 017-018.dgn
 MODEL NAME = Detail

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	18
STA. 81+00 TO STA. 90+00		ILLINOIS FED. AID PROJECT		



TRAFFIC CONTROL SCHEDULE

LOCATION STATION TO STATION	TEMP. CONC. BARRIER (FOOT)	RELOCATE TEMP. CONC. BARRIER (FOOT)	IMPACT ATTENUATOR TEMPORARY (EACH)	RELOCATE IMPACT ATTENUATOR (EACH)
STAGE I				
STA. 82+60 TO STA. 82+75			1	
STA. 82+75 TO STA. 87+75	500			
STA. 87+75 TO STA. 87+90			1	
STAGE II				
STA. 82+60 TO STA. 82+75				1
STA. 82+75 TO STA. 87+75		500		
STA. 87+75 TO STA. 87+90				1
TOTAL	500	500	2	2

SCHEDULE TEMPORARY PAVEMENT MARKING & WORK ZONE PAVEMENT MARKING REMOVAL

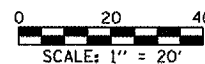
LOCATION STATION TO STATION	TEMP. PAV'T. MARKING LINE - 5" (FOOT)	WORK ZONE PAVEMENT MARKING REMOVAL (SQ. FT.)
STAGE I		
STA. 81+00 TO STA. 90+00	900	378
STAGE II		
STA. 81+00 TO STA. 90+00	900	378
SHORT TERM PAVEMENT MARKING & DIAGONALS		106
TOTAL	1800	862

SYMBOLS

- WORK AREA
- SIGN
- TYPE III BARRICADE
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- TEMPORARY RUMBLE STRIP
- INDUCTION LOOP DETECTOR
- DOUBLE VERTICAL PANEL
- TYPE C BIDIRECTIONAL REFLECTOR
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR
- STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS

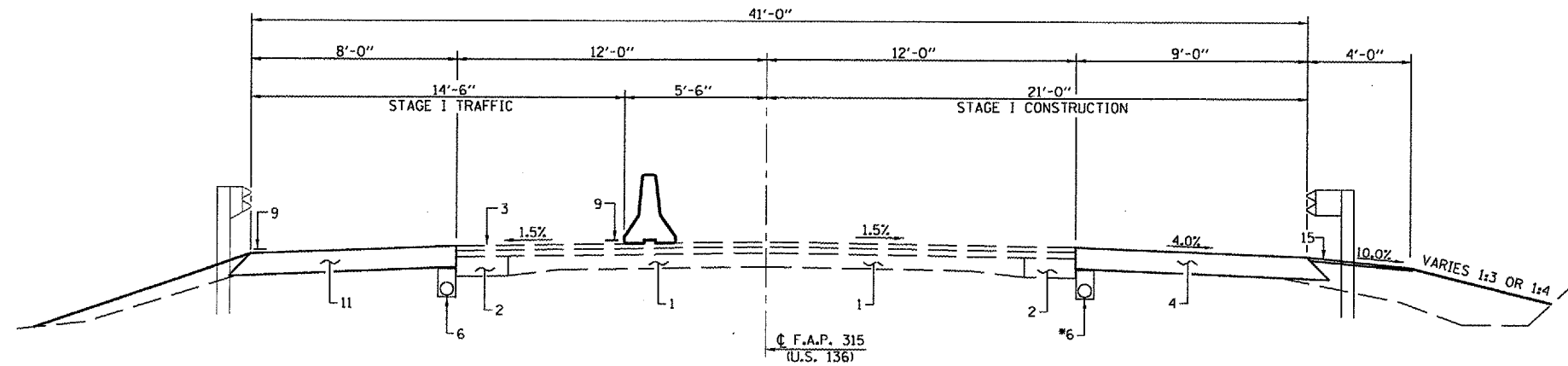
NOTE: WORK THIS SHEET WITH SHEETS 16 & 17 OF 79.

STAGING DETAILS
 F.A.P. 315 - (U.S. 136)
 OVER PRAIRIE CREEK DITCH
 LOGAN COUNTY
 STA. 85+45.00
 S.N. 054-0024

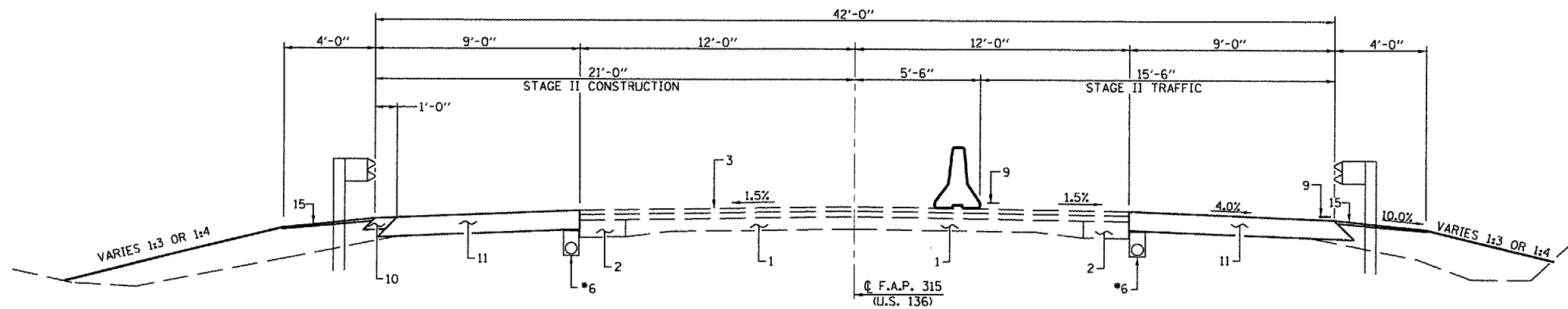


PLT DATE = 7/9/2007
 FILE NAME = sht 017-B18.dgn
 MODEL NAME = Default

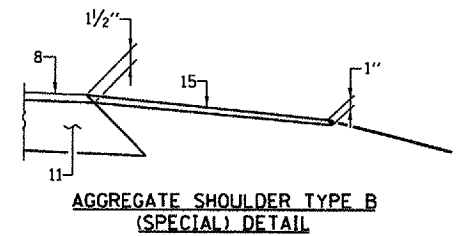
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	19
STA. 309+00		TO STA. 318+90		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STAGE I CONSTRUCTION DETAIL
(LOOKING EAST)



STAGE II CONSTRUCTION DETAIL
(LOOKING EAST)



AGGREGATE SHOULDER TYPE B
(SPECIAL) DETAIL

PAVEMENT LEGEND

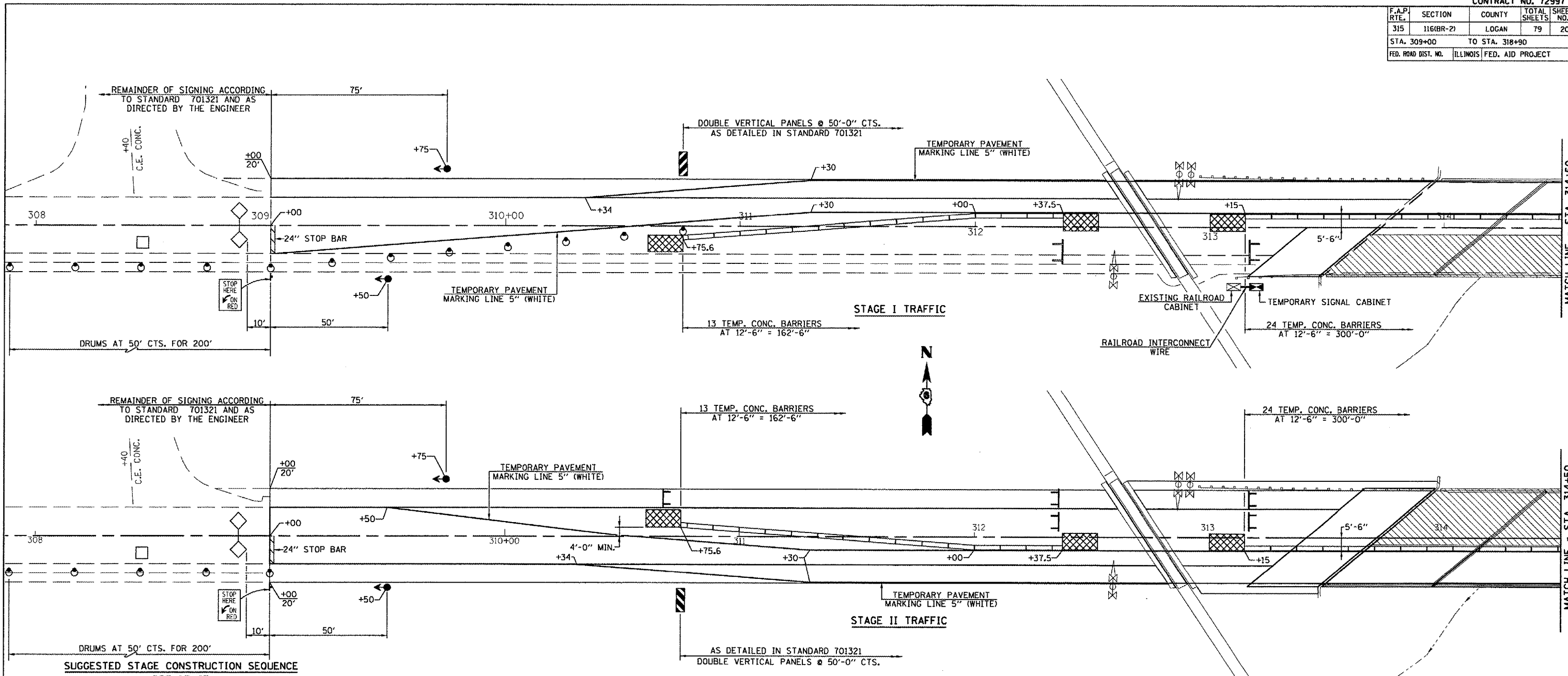
1. EXISTING 9"-6"-9" P.C.C. PAVEMENT
2. EXISTING HOT MIX ASPHALT BASE COURSE WIDENING 9"
3. EXISTING HOT MIX ASPHALT OVERLAY
4. EXISTING HOT MIX ASPHALT SHOULDER 8"
5. EXISTING AGGREGATE/EARTH SHOULDER
6. EXISTING PIPE UNDERDRAIN
7. PROPOSED PAVEMENT MARKING - LINE 5"
8. PROPOSED HOT MIX ASPHALT SURFACE COURSE 1/2"
9. TEMPORARY PAVEMENT MARKING - LINE 5"
10. PROPOSED HOT MIX ASPHALT SHOULDER 6"
11. PROPOSED HOT MIX ASPHALT BASE COURSE 10"
12. PROPOSED P.C.C. PAVEMENT 12" (SPECIAL)
13. PROPOSED BRIDGE APPROACH PAVEMENT (SPECIAL)
14. PROPOSED SUB-BASE GRANULAR MATERIAL TYPE A 4"
15. PROPOSED AGGREGATE SHOULDERS, TYPE B (SPECIAL)
16. PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

NOTE: WORK THIS SHEET WITH SHEETS 20 & 21 OF 79.

TYPICAL STAGING DETAILS
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK
SECTION 116(BR-2)
LOGAN COUNTY
STA. 314+50.00
S.N. 054-0025

PLOT DATE = 7/9/2007
FILE NAME = 116(BR-2)g
MODEL NAME = 054-0025

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	20
STA. 309+00		TO STA. 318+90		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



SUGGESTED STAGE CONSTRUCTION SEQUENCE

PRE-STAGE

1. REMOVE EXISTING AGGREGATE AND PAVED SHOULDER AND REPLACE WITH HOT MIX ASPHALT BASE COURSE 10" FROM STA. 309+00 TO STA. 318+90 LT. EXCLUDING EXISTING STRUCTURE.

STAGE I

1. ERECT TRAFFIC CONTROL FOR STAGE I CONSTRUCTION AND INSTALL TEMPORARY PAVEMENT MARKING.
2. REMOVE EXISTING DECK RIGHT, @ STA. 314+50.
3. CONSTRUCT PROPOSED STAGE I PRECAST PRESTRESSED DECK @ STA. 314+50, CONCRETE WEARING SURFACE AND APPROACH PAVEMENT.
4. CONSTRUCT TEMPORARY RAMPS AT ENDS OF APPROACH PAVEMENT.
5. CONSTRUCT PROPOSED SHOULDERS, GUARDRAIL & TERMINALS RT.

STAGE II

1. ERECT TRAFFIC CONTROL FOR STAGE II CONSTRUCTION AND INSTALL TEMPORARY PAVEMENT MARKING.
2. REMOVE EXISTING DECK LEFT, @ STA. 314+50.
3. CONSTRUCT PROPOSED STAGE II PRECAST PRESTRESSED DECK @ STA. 314+50, CONCRETE WEARING SURFACE AND APPROACH PAVEMENT.
4. CONSTRUCT TEMPORARY RAMPS AT APPROACH ROADWAY.
5. CONSTRUCT PROPOSED SHOULDERS, GUARDRAIL & TERMINALS LT.

FINAL

1. REMOVE ALL STAGE TRAFFIC CONTROL AND RE-ESTABLISH NORMAL TRAFFIC PATTERNS.
2. COMPLETE HOT MIX ASPHALT SURFACE COURSE AND AGGREGATE SHOULDERS TYPE B (SPECIAL) ON APPROACH ROADWAY UNDER TRAFFIC WITH FLAGGERS.
3. FINAL STRIPING AND MISCELLANEOUS CLEANUP.

GENERAL NOTES

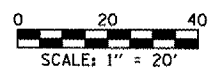
1. THIS TRAFFIC CONTROL DETAIL SHALL BE USED IN CONJUNCTION WITH STANDARD 701321.
2. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE REVISED STAGE TRAFFIC PATTERNS DURING ALL PHASES OF STAGE CONSTRUCTION SHALL BE REMOVED AS SPECIFIED IN SECTION 783 OF THE STANDARD SPECIFICATIONS AND PAID FOR AS "PAVEMENT MARKING REMOVAL."
3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PRIVATE AND COMMERCIAL PROPERTIES DURING ALL PHASES OF CONSTRUCTION.
4. SIGNING FOR STAGE II SAME AS STAGE I.
5. LANE CLOSURES SHALL BE COORDINATED WITH PATCHING AND OVERLAY OPERATIONS.
6. WORK THIS SHEET WITH SHEETS 19 & 21 OF 79.

SYMBOLS

- WORK AREA
- SIGN
- TYPE III BARRICADE
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- TEMPORARY RUMBLE STRIP
- INDUCTION LOOP DETECTOR
- DOUBLE VERTICAL PANEL
- TYPE C BIDIRECTIONAL REFLECTOR
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR
- STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS

TEMPORARY PHASE DIAGRAM

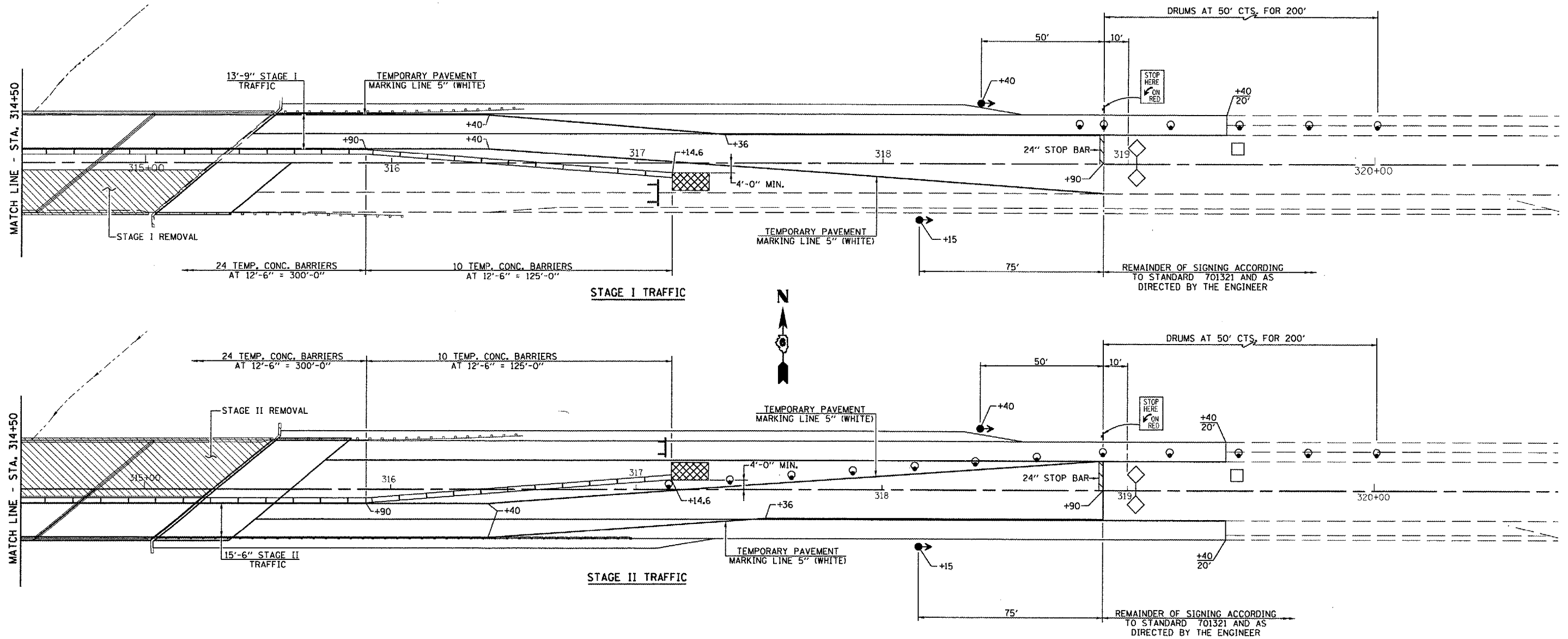
UPON RAILROAD PREEMPTION, SIGNALS SHALL IMMEDIATELY GO ALL RED AND REST IN THAT STATE. AFTER PREEMPT CALL IS DROPPED, SIGNALS SHALL TIME ALL RED CLEARANCE INTERVAL BEFORE SERVING EITHER PHASE.



PLOT DATE = 7/19/2007
 FILE NAME = sht 020-021.dgn
 MODEL NAME = Default1

STAGING DETAILS
 F.A.P. ROUTE 315 - (U.S. 136)
 OVER PRAIRIE CREEK
 SECTION 116(BR-2)
 LOGAN COUNTY
 STA. 314+50
 S.N. 054-0025

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	21
STA. 309+00		TO STA. 318+90		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



TRAFFIC CONTROL SCHEDULE

LOCATION STATION TO STATION	TEMP. CONC. BARRIER (FOOT)	RELOCATE TEMP. CONC. BARRIER (FOOT)	IMPACT ATTENUATOR TEMPORARY (EACH)	RELOCATE IMPACT ATTENUATOR (EACH)
STAGE I				
STA. 310+60.6 TO STA. 310+75.6			1	
STA. 310+75.6 TO STA. 312+37.5	162.5			
STA. 312+37.5 TO STA. 312+52.5			1	
STA. 313+00 TO STA. 313+15			1	
STA. 313+15 TO STA. 317+14.6	400			
STA. 317+14.6 TO STA. 317+29.6			1	
STAGE II				
STA. 310+60.6 TO STA. 310+75.6				1
STA. 310+75.6 TO STA. 312+37.5		162.5		
STA. 312+37.5 TO STA. 312+52.5			1	
STA. 313+00 TO STA. 313+15			1	
STA. 313+15 TO STA. 317+14.6		400		
STA. 317+14.6 TO STA. 317+29.6			1	
TOTAL	562.5	562.5	4	4

SCHEDULE
TEMPORARY PAVEMENT MARKING &
WORK ZONE PAVEMENT MARKING REMOVAL

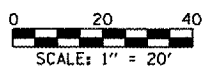
LOCATION STATION TO STATION	TEMP. PAV'T. MARKING LINE - 5" (FOOT)	WORK ZONE PAVEMENT MARKING REMOVAL (SQ. FT.)
STAGE I		
STA. 309+00 TO STA. 318+90 (C)	990	416
STAGE II		
STA. 309+00 TO STA. 318+90 (C)	990	416
SHORT TERM PAV'T. MARKING & DIAGONALS		117
TOTAL	1980	949

SYMBOLS

- WORK AREA
- SIGN
- TYPE III BARRICADE
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- TEMPORARY RUMBLE STRIP
- INDUCTION LOOP DETECTOR
- DOUBLE VERTICAL PANEL
- TYPE C BIDIRECTIONAL REFLECTOR
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR
- STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS

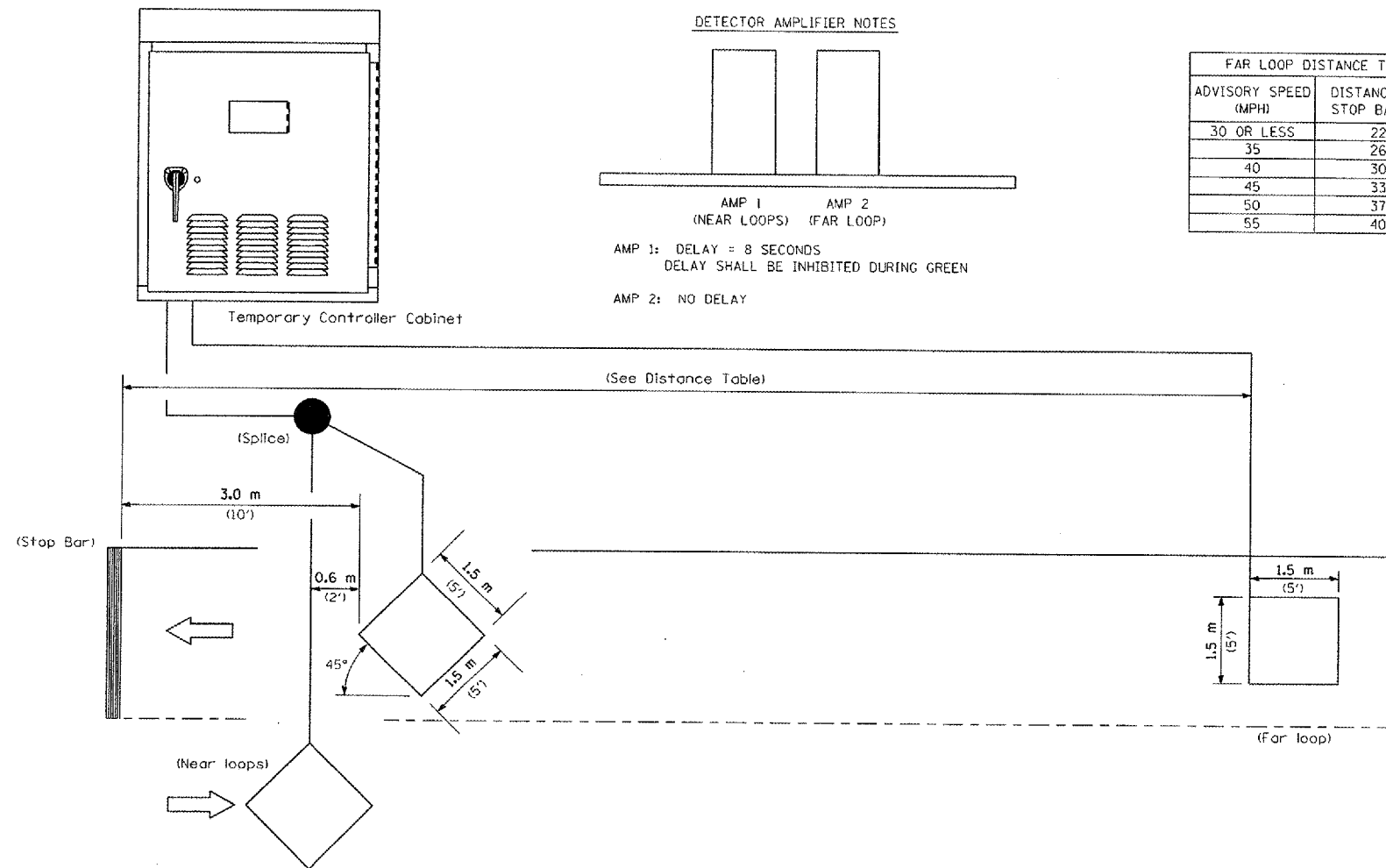
NOTE: WORK THIS SHEET WITH SHEETS 19 & 20 OF 79.

STAGING DETAILS
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK
SECTION 116(BR-2)
LOGAN COUNTY
STA. 314+50
S.N. 054-0025



PLOT DATE = 7/3/2007
FILE NAME = HW 820-821.dgn
MODEL NAME = Default

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1, BR-2)	LOGAN	79	21A
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



INDUCTION LOOP DETECTOR

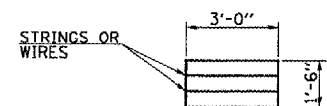
PLOT DATE = Aug-12-2007 10:23:47 AM
 PLOT SCALE = 1:1
 USER NAME = laughlin

REVISIONS	
NAME	DATE

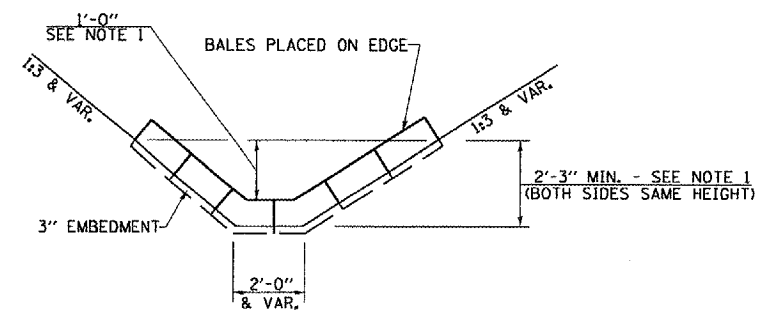
ILLINOIS DEPARTMENT OF TRANSPORTATION
 TRAFFIC CONTROL & PROTECTION
 TEMPORARY BRIDGE TRAFFIC SIGNAL
 LOOP PLACEMENT DETAIL SHEET

SCALE: VERT. NONE
 DATE: HORIZ.
 DRAWN BY: DIST. 6
 CHECKED BY:

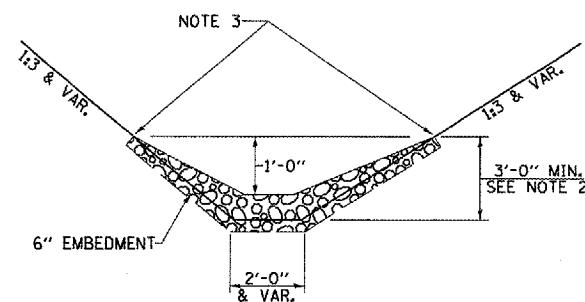
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	*	LOGAN	79	22
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		* - 116(B-1) & 116(B-2)		



HAY OR STRAW BALE
(TYPICAL ELEVATION)



HAY OR STRAW BALE TEMPORARY DITCH CHECK
(TYPICAL)



STONE DUMPED RIPRAP DITCH CHECK
(TYPICAL)

NOTE 1: BALES SHALL EXTEND FAR ENOUGH UP THE SLOPES TO ALLOW 1'-0" OVERTOPPING TO AVOID ERODING AROUND THE EDGES OF THE BALES.

NOTE 2: RIPRAP SHALL EXTEND FAR ENOUGH UP THE SLOPES TO ALLOW 1'-0" OVERTOPPING TO AVOID ERODING AROUND THE EDGES OF THE RIPRAP.

NOTE 3: ENDS SHALL BE TIED INTO SLOPES.

LEGEND FOR STORM WATER POLLUTION PREVENTION PLAN

ITEM	SYMBOL
AGGREGATE (EROSION CONTROL) [STONE DUMPED RIPRAP DITCH CHECKS (Height = 0.6 m)]	
TEMPORARY DITCH CHECKS (HAY OR STRAW BALE DITCH CHECKS OR APPROVED SUBSTITUTION)	
INLET PIPE PROTECTION (I&PP) (HAY OR STRAW BALE DITCH CHECKS OR APPROVED SUBSTITUTION)	
EROSION CONTROL FENCE	
EARTH EXCAVATION FOR EROSION CONTROL (SEDIMENT BASINS)	
PRESERVE EXISTING TREES, WOODLANDS, AND UNDERSTORY (OUTSIDE CONSTRUCTION LIMITS)	
ITEM PLACED AT BEGINNING OF CONSTRUCTION (REQUIREMENT)	* ITEM *
ITEM PLACED AS DIRECTED BY ENGINEER (WHEN REQUIRED BY SITUATION)	ITEM
DIRECTION OF OVERLAND FLOW	

GENERAL NOTES:
ALL ITEMS SHALL BE CONSTRUCTED AS SHOWN ON THIS SHEET,
ON STANDARD 280001, AND AS DIRECTED BY THE ENGINEER.

THE SYMBOLOGY ON THE STORM WATER POLLUTION PREVENTION
PLAN SHEETS DOES NOT REPRESENT THE SIZE OR QUANTITY OF
BALES, FOR NUMBER OF BALES REFER TO DETAILS AND NOTES
SHOWN ON THIS SHEET AND/OR AS DIRECTED BY THE ENGINEER.
SEE SHEET NO. 13 FOR EROSION CONTROL ITEMS SCHEDULE.

PLOT DATE = 7/9/2007
FILE NAME = 022-025.dgn
MODEL NAME = DRAIN11

**STORM WATER POLLUTION
PREVENTION PLAN**
U.S. 136 OVER PRAIRIE CREEK DITCH
F.A.P. RTE. 315 - SECTION 116 (BR-1)
STA. 85+45.00
S.N. 054-0024
U.S. 136 OVER PRAIRIE CREEK
F.A.P. RTE. 315 - SECTION 116 (BR-2)
STA. 314+50.00
S.N. 054-0025
LOGAN COUNTY

STORM WATER POLLUTION PREVENTION PLAN

Route: FAP 315 Marked: US 136
 Section: 116 (BR-1), 116 (BR-2) Project No.: NA
 County: Logan County Contract No.: 72997

This plan has been prepared to comply with the provision of the NPDES Permit Number ILR10 _____ issued by the Illinois Environmental Protection Agency for storm water discharges from construction site activities.

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information submitted, is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Carl M. Henderson 7/13/07
 (Signature) (Date)

Res. Eng.
 (Title)

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

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

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

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

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

All disturbed areas having high potential for erosion, as determined by the Engineer, shall be temporarily seeded or permanently seeded by October 1, 2008 and shall not be reopened until after the winter shutdown period.

SITE DESCRIPTION

Description of Construction Activity:

1. The proposed project consists of the removal and replacement of various precast prestressed concrete deck beams for two structures located on US 136 in Logan County.
2. Construction consists of grading, riprap placement, bituminous resurfacing, placing bituminous and aggregate shoulders, guardrail removal and replacement and other miscellaneous work to complete improvements to the proposed roadway.

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

1. Grading and shaping of ditches at each project location.
2. Excavation will be completed along the US 136 section to grade out for proposed roadway ditches.
3. Embankment will be completed at shoulders to raise the existing ground elevation to meet the proposed roadway template.
4. Drainage structures will be installed before and/or during the construction of the excavation and embankment to allow proper drainage across private and field entrances.
5. Placement, maintenance, removal and proper clean-up of temporary erosion control, such as erosion control fence, ditch checks, temporary seeding, etc.
6. Placement of permanent erosion control, such as seeding, mulch and fertilizer nutrients.
7. Final grading, paving and other miscellaneous items.

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

1. Information on the soils within the site was obtained from field reviews which were utilized for proposed placement of the temporary erosion control systems.
2. U.S.G.S. drainage maps indicating drainage patterns and approximate slopes were referenced along with project plan documents to assist in the proposed placement of the temporary erosion control systems.

CONTRACT NO. 72997				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	*	LOGAN	79	23
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				
* - 116(B-1) & 116(B-2)				

STORM WATER POLLUTION
 PREVENTION PLAN
 U.S. 136 OVER PRAIRIE CREEK DITCH
 F.A.P. RTE. 315 - SECTION 116 (BR-1)
 STA. 85+45.00
 S.N. 054-0024
 U.S. 136 OVER PRAIRIE CREEK
 F.A.P. RTE. 315 - SECTION 116 (BR-2)
 STA. 314+50.00
 S.N. 054-0025
 LOGAN COUNTY

PLOT DATE = 8/1/07
 PLOT TIME = 10:00 AM
 MODEL NAME = 8/1/07.DWG

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	*	LOGAN	79	24
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
* - 116(B-1) & 116(B-2)				

CONTROLS - EROSION CONTROLS AND SEDIMENT CONTROLS

Description of Stabilization Practices at the Beginning of Construction:

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

Description of Stabilization Practices During Construction:

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

(f) Construction equipment shall be stored and fueled only at designated locations. All necessary measures shall be taken to contain any fuel or pollution run-off in compliance with EPA water quality regulations. Leaking equipment or supplies shall be immediately repaired or removed from the site.

(g) The Resident Engineer shall inspect the project daily during activities and weekly or after large rains during the winter shutdown period. The project shall additionally be inspected by the Construction Field Engineer on a bi-weekly basis to determine that erosion control efforts are in place and effective and if other control work is necessary.

(h) Sediment collected during construction by the various temporary erosion control systems shall be disposed of on the site on a regular basis as directed by the Engineer. The cost of this maintenance will be paid for in accordance with Article 109.04 of the Standard Specifications.

(i) The temporary erosion control systems shall be removed as directed by the Engineer after use is no longer needed or no longer functioning. The costs of this removal shall be included in the unit bid price for the temporary erosion control system. No additional compensation will be allowed.

Description of Structural Practices After Final Grading:

1. Temporary erosion control systems shall be left in place with proper maintenance until permanent erosion control is in place and working properly and all proposed turf areas seeded and established with a proper stand.
2. Once permanent erosion control systems as proposed in the plans are functional and established, temporary items shall be removed, cleaned up, and disturbed turf reseeded. Temporary ditch checks will be allowed to remain in place where approved by the Engineer.

Maintenance after Construction:

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

DOCUMENTATION

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

Illinois Environmental Protection Agency
 Division of Water Pollution Control
 1021 North Grand Avenue E.
 Springfield, IL 62702
 Attn: Compliance Assurance Section

**STORM WATER POLLUTION
 PREVENTION PLAN**
U.S. 136 OVER PRAIRIE CREEK DITCH
F.A.P. RTE. 315 - SECTION 116 (BR-1)
 STA. 85+45.00
 S.N. 054-0024
U.S. 136 OVER PRAIRIE CREEK
F.A.P. RTE. 315 - SECTION 116 (BR-2)
 STA. 314+50.00
 S.N. 054-0025
LOGAN COUNTY

PLT DATE = 7/9/2007
 ANY 052-0025.dgn
 MODEL NAME = D116B11

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	*	LOGAN	79	25

FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
	* - 116(B-1) & 116(B-2)

CONTRACTOR CERTIFICATION STATEMENT

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

Section: _____ Project No.: NA

County: Logan County Contract No.: 72997

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

Signature _____ Date _____

Title _____

Name of Firm _____

Street Address _____

City, State, Zip _____

Phone Number _____

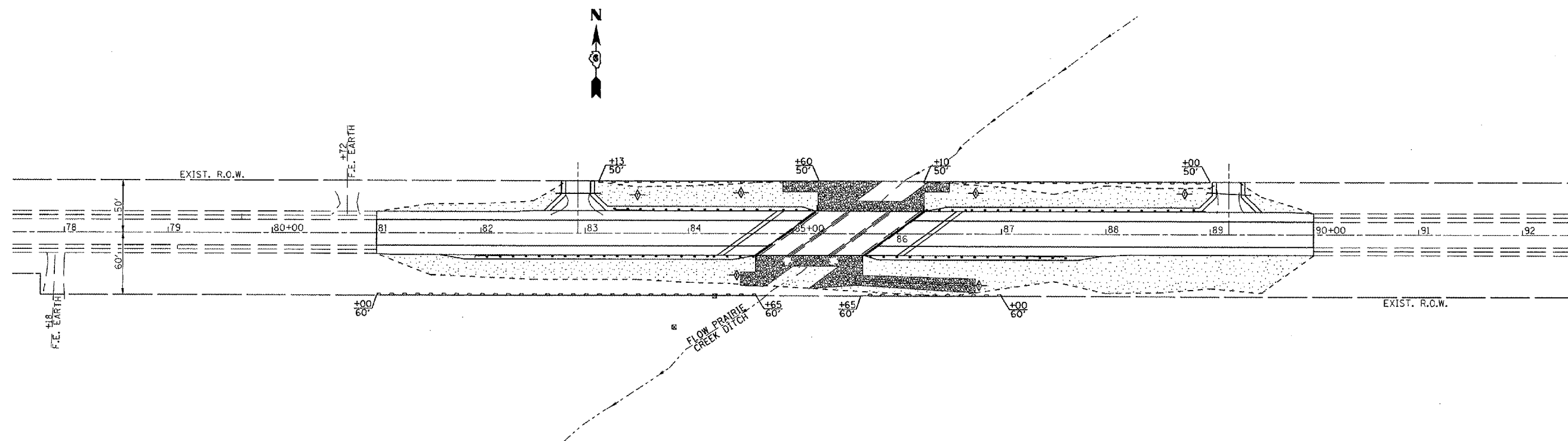
Note: The above boxed in area shall be filled out by the Contractor after the award of the contract to obtain the required NPDES Permit from IEPA. This is a requirement for this contract.

STORM WATER POLLUTION
 PREVENTION PLAN,
 U.S. 136 OVER PRAIRIE CREEK DITCH
 F.A.P. RTE. 315 - SECTION 116 (BR-1)
 STA. 85+45.00
 S.N. 054-0024
 U.S. 136 OVER PRAIRIE CREEK
 F.A.P. RTE. 315 - SECTION 116 (BR-2)
 STA. 314+50.00
 S.N. 054-0025
 LOGAN COUNTY

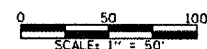
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CONTRACT NO. 72997

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	26
STA. 81+00		TO STA. 85+50		
FED. ROAD DIST. NO. - ILLINOIS		FED. AID PROJECT		



EROSION CONTROL PLAN



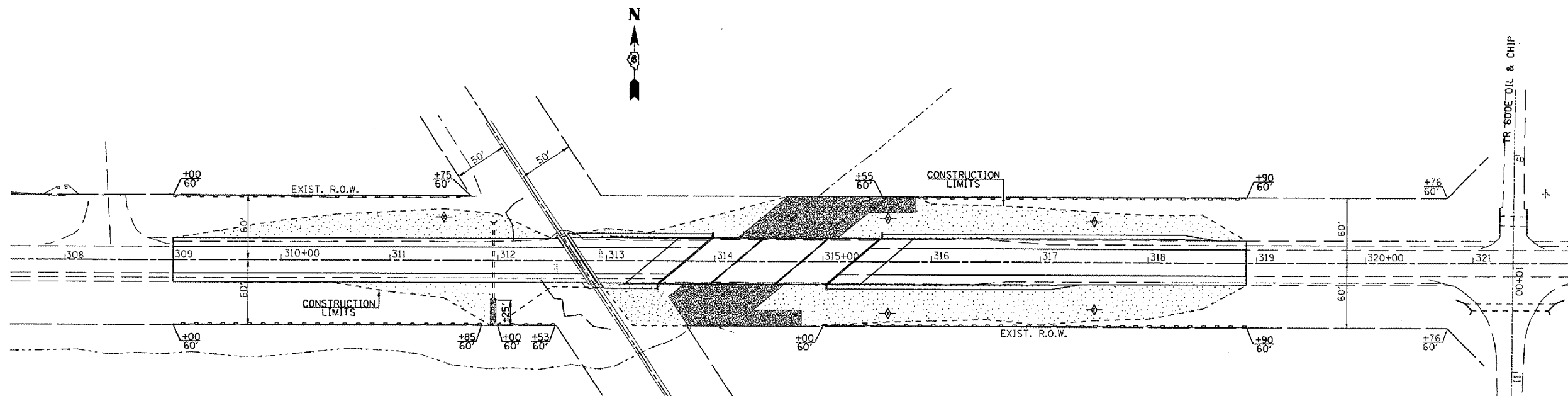
LEGEND

- PAVEMENT & STRUCTURE REMOVAL LIMITS
- SEEDING, CLASS 2 WITH MULCH, METHOD 2
- RIPRAP, CLASS A4
- PERIMETER EROSION BARRIER
- AGGREGATE (EROSION CONTROL)

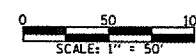
LANDSCAPING AND EROSION
CONTROL PLANS
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK DITCH
SECTION 116(BR-1)
LOGAN COUNTY
STA. 85+45.00
S.N. 054-0024

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MODEL NAME * Default

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	27
STA. 309+00		TO STA. 318+90		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



EROSION CONTROL PLAN



LEGEND

- PAVEMENT & STRUCTURE REMOVAL LIMITS
- SEEDING, CLASS 2 WITH MULCH, METHOD 2
- RIPRAP, CLASS A4
- PERIMETER EROSION BARRIER
- AGGREGATE (EROSION CONTROL)

LANDSCAPING AND EROSION
CONTROL PLANS
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK
SECTION 116(BR-2)
LOGAN COUNTY
STA. 314+50.00
S.N. 054-0025

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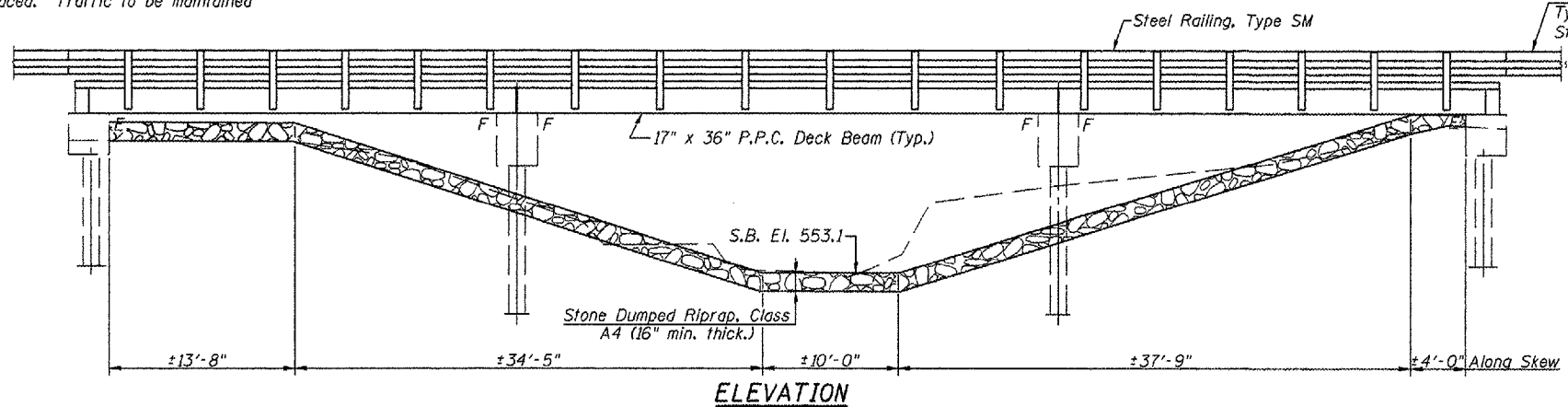
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	28
STA. 81+00		TO STA. 90+00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

Benchmark: Chiseled "□" on N.W. Abutment, Elev. 566.485
 Existing Structure: S.N. 054-0024 was originally built as F.A. 119, Sec. 116B, Sta. 85+45 in 1936. The original structure was a three span steel I beam bridge with a reinforced concrete deck supported on reinforced concrete pile bent abutments and piers. In 1975, the superstructure was removed and replaced with P.P.C. Deck Beams (17") under F.A. 119, Sec. 116BR at Sta. 85+45.00

Proposed Improvement: Existing P.P.C. Deck Beams are to be removed and replaced. Traffic to be maintained utilizing stage construction.
 No Salvage

INDEX OF SHEETS

1. General Plan and Elevation
2. General Notes and Bill of Material
3. Stage Construction Details
4. Temporary Concrete Barrier For Stage Construction
5. Deck Beam Details - Spans 1 & 3
6. Deck Beam Details - Span 2
7. Superstructure
8. Superstructure Details
9. Steel Railing, Type SM
10. West Abutment Removal
11. West Abutment
12. East Abutment Removal
13. East Abutment
14. Substructure Details
15. Bar Splicer Assembly Details



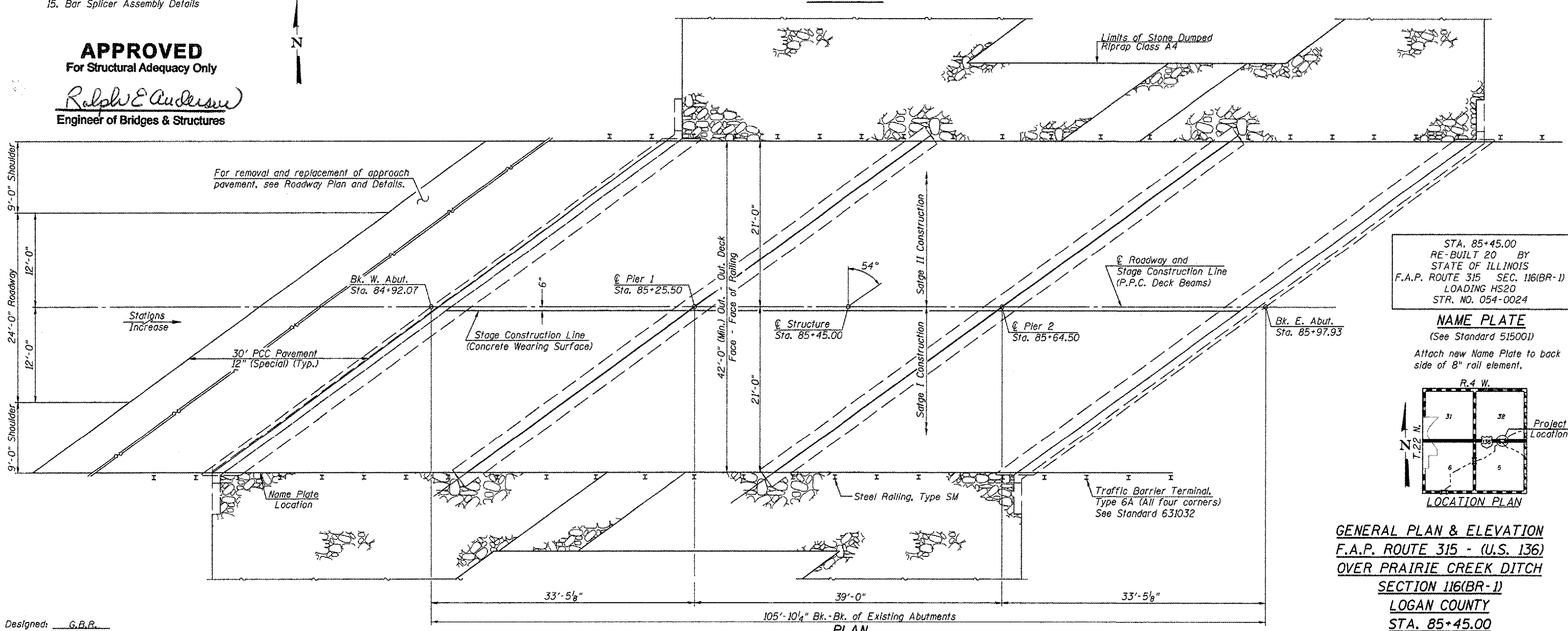
Traffic Barrier Terminal,
Type 6A (All four corners)
Standard 631032



Gerald B. Rotterham
 Expires: 11/30/2008

APPROVED
 For Structural Adequacy Only

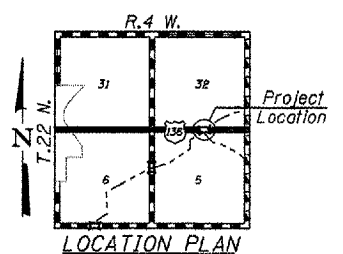
Ralph E. Anderson
 Engineer of Bridges & Structures



STA. 85+45.00
 RE-BUILT 20 BY
 STATE OF ILLINOIS
 F.A.P. ROUTE 315 SEC. 116(BR-1)
 LOADING HS20
 STR. NO. 054-0024

NAME PLATE

(See Standard 515001)
 Attach new Name Plate to back side of 8" rail element.



GENERAL PLAN & ELEVATION
 F.A.P. ROUTE 315 - (U.S. 136)
 OVER PRAIRIE CREEK DITCH
 SECTION 116(BR-1)
 LOGAN COUNTY
 STA. 85+45.00
 S.N. 054-0024

Designed: G.B.R.
 Checked: M.A.H.
 Drawn: J.R.P.
 Checked: G.B.R.

PLOT DATE = 04/07/08
 FILE NAME = #FILEL8

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	29
STA. 81+00		TO STA. 90+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Superstructures No. 1	Each	1		1
Concrete Removal	Cu. Yd.		11.0	11.0
Concrete Structures	Cu. Yd.		11.0	11.0
Bridge Deck Grooving	Sq. Yd.	725		725
Protective Coat	Sq. Yd.	724		724
P.P.C. Deck Beams (17" Depth)	Sq. Ft.	4196		4196
Reinforcement Bars, Epoxy Coated	Pound	7795	1650	9445
Bar Splicers	Each	101	12	113
Steel Rolling, Type SM	Foot	212		212
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	143		143
Concrete Wearing Surface, 5"	Sq. Yd.	467.5		467.5
Stone Dumped Riprap, Class A4	Ton		891	891
Asbestos Bearing Pad Removal	Each	60		60

* Includes area of P.C.C. Pavement (Special)

LOADING HS20-44

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

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications.

DESIGN STRESSES

Field Units

f'c = 3500 psi
fy = 60000 psi (Reinforcement)
f'c = 5000 psi (Concrete Wearing Surface)

PRECAST PRESTRESSED UNITS

f'c = 5000 psi
f'ci = 4000 psi
f's = 270000 psi (1/2" low lax strands)
f'si = 201960 psi (1/2" low lax strands)

GENERAL NOTES

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

The minimum thickness of the Concrete overlay shall be 5" and varies as required to adjust for the new profile grade and beam camber.

Reinforcement bars shall conform to the requirements of ASTM A 706 Grade 60 (IL Modified). See Special Provisions.

Protective Coat shall be applied to the top and edges of the concrete wearing surface, exterior face of each fascia beam, and bottom of the first three beams on each side of the superstructure.

The contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the conditions of the beams when developing construction procedures for removal and replacement of the superstructure.

If the Contractor's procedure for existing beam removal or placement of new beams involves placement of cranes or other heavy equipment on new beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the new beams. To distribute load to multiple beams and protect the concrete, in all cases a double layer mat of heavy timbers shall be used at all times under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the crane mat to ensure uniform contact with underlying beams. Prior to placement of the timber mats, the following shall be done: placement and tightening of the transverse tie assemblies, grouting and curing the dowel rods 24 hours minimum, and grouting and curing the shear keys.

Reinforcement bars designated (E) shall be epoxy coated. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

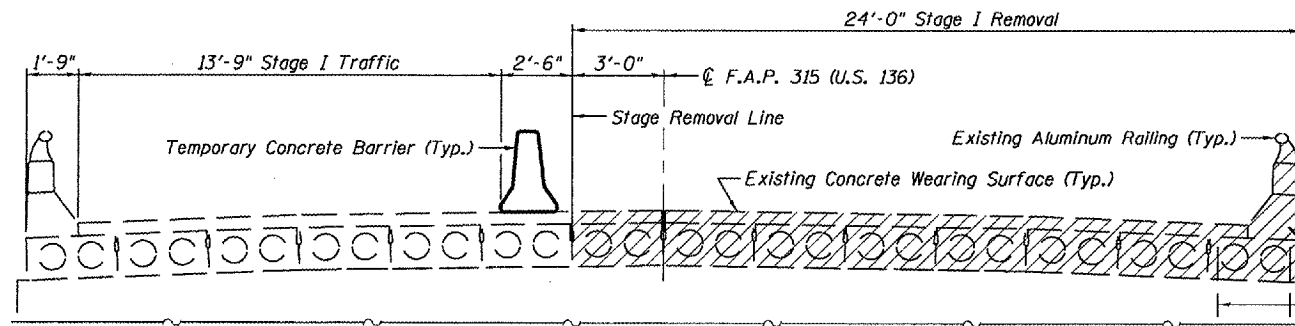
The cut strands of each beam end shall be given two coats of zinc dust spray or paint meeting the requirements of ASTM A 780. The zinc dust spray or paint shall be applied before corrosion appears and allowed to dry according to manufacturer's specifications prior to another coat of zinc. A concrete sealer meeting the requirements of Section 587 of the Standard Specifications shall be applied to the exterior face and 9" in on the underside of the fascia beams. The sealer shall be applied after visible crack growth has subsided. This work shall be performed by the producer and included with the cost of the beam.

All structural steel shall be shop painted with inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Preformed Joint Strip Seal.

GENERAL NOTES AND BILL OF MATERIAL
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK DITCH
SECTION 116(BR-1)
LOGAN COUNTY
STA. 85+45.00
S.N. 054-0024

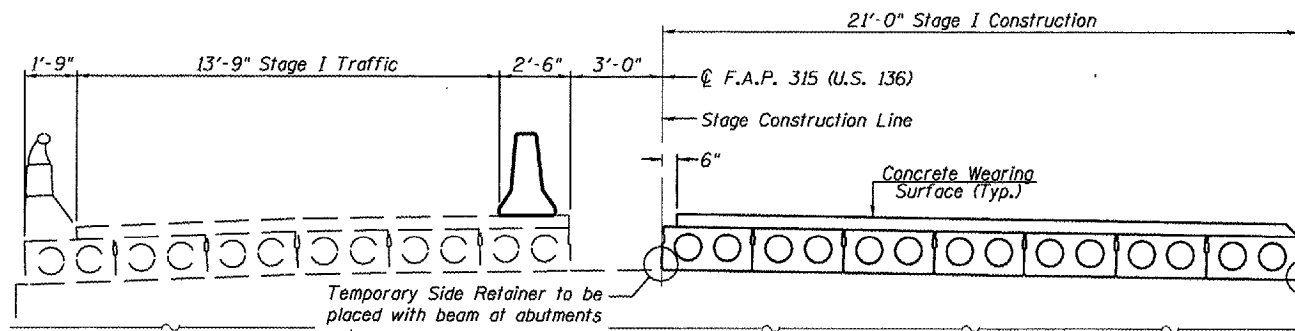
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(B-2)	LOGAN	79	30
STA. 81+00		TO STA. 90+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

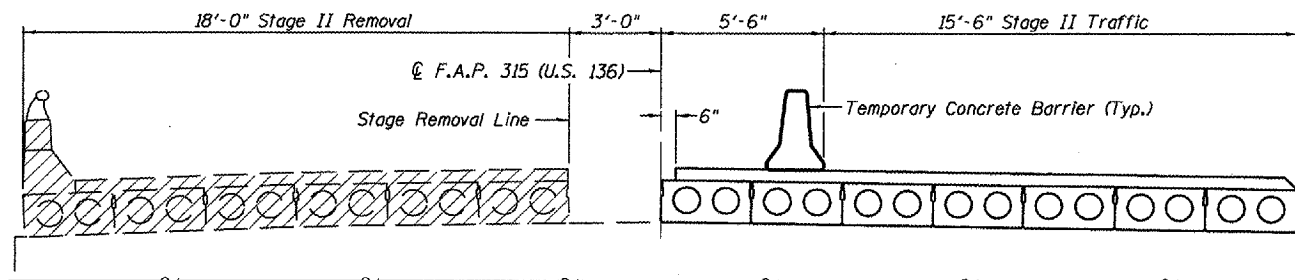


STAGE I REMOVAL

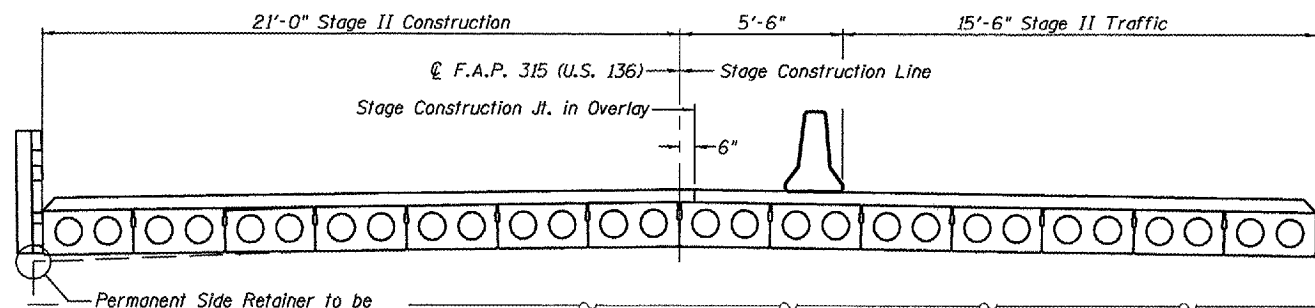
Existing Dowel Rods at Piers 1 & 2 shall be burned off flush with the top of the existing concrete, ground smooth, and sealed with epoxy. Cost included with Removal of Existing Superstructures.



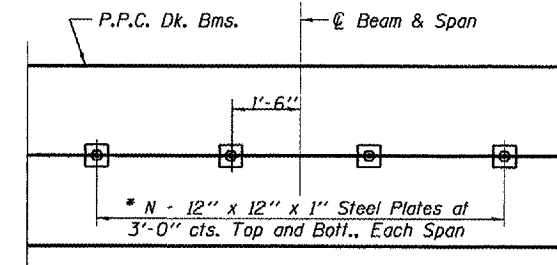
STAGE I CONSTRUCTION



STAGE II REMOVAL

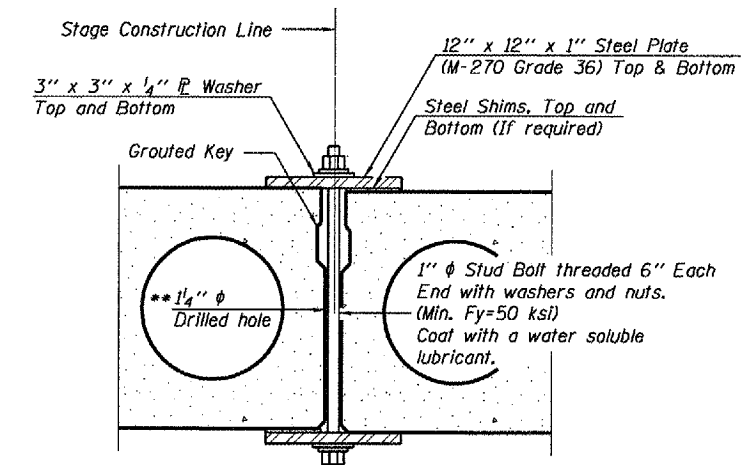


STAGE II CONSTRUCTION

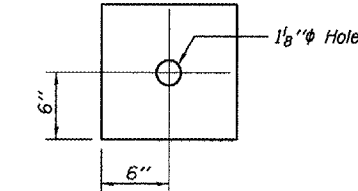


PLAN

* N = 4 For Spans 1 & 3
N = 6 For Span 2



SECTION



CLAMPING PLATE

SHEAR KEY CLAMPING DETAILS AT STAGE CONST. JT.

Cost included with Precast Prestressed Concrete Deck Beams.
See Stage Construction Details for traffic lanes.

** As an alternate to the drilled holes, the Contractor may request the Fabricator to cast 2" diameter semi-circular recesses in the sides of each beam adjacent to the stage construction line. These recesses should align to form a hole at the appropriate locations for the clamping device bolts. If the Contractor elects to use this alternate, the details shall be identified on the shop drawings.

Notes: All Cross Sections looking East.
Hatched area indicates Removal of Existing Superstructures. Cost of removing existing concrete wearing surface, parapet, and aluminum railing are included with Removal of Existing Superstructures.
For quantity of Temporary Concrete Barrier see Roadway Plans.
For Temporary Concrete Barrier details see Sheet 4 of 15.
For Permanent and Temporary Side Retainer Details see Sheet 14 of 15.

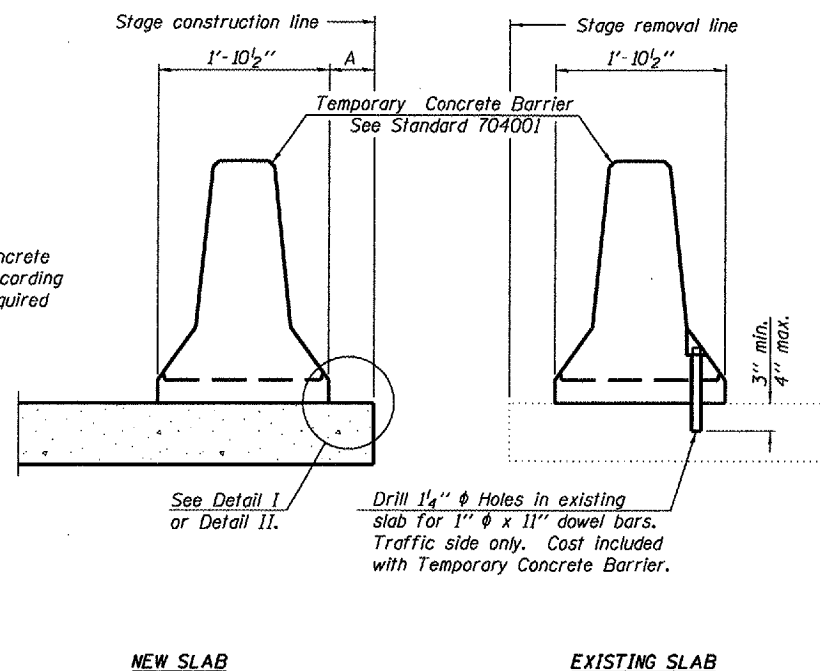
STAGE CONSTRUCTION DETAILS
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK DITCH
SECTION 116(BR-1)
LOGAN COUNTY
STA. 85+45.00
S.N. 054-0024

PLOT DATE = 7/9/2007
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CONTRACT NO. 72997				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	31
STA. 81+00		TO STA. 90+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SHEET NO. 4
OF 15 SHEETS

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



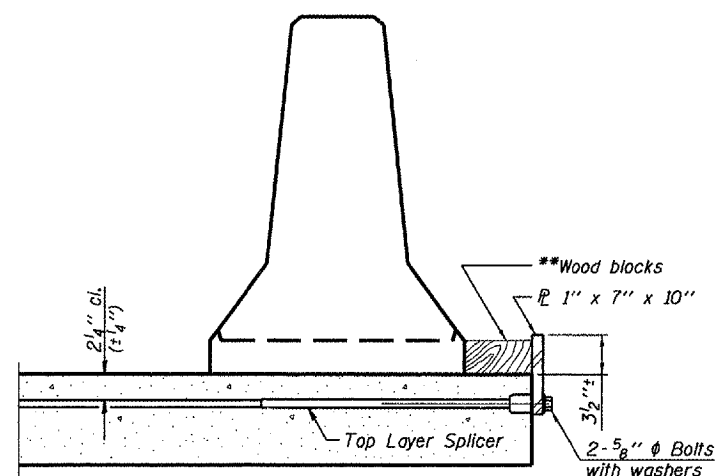
SECTIONS THRU SLAB

NOTES

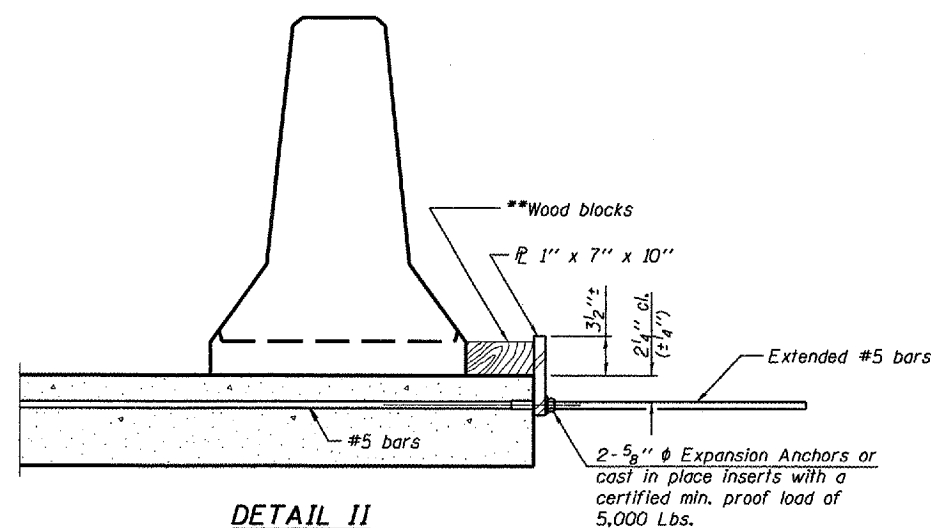
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{P} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

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

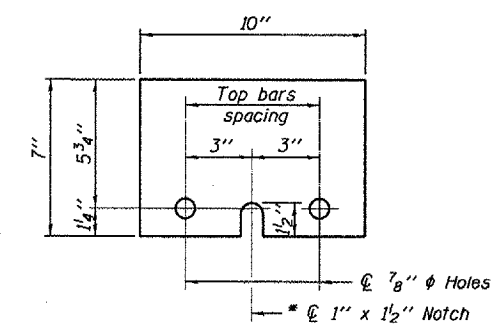
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



DETAIL I



DETAIL II



STEEL RETAINER \bar{P} 1" x 7" x 10"

* Required only with Detail II

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

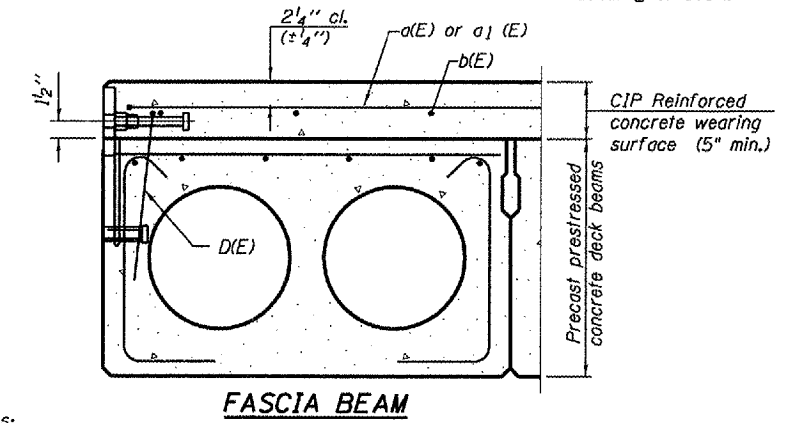
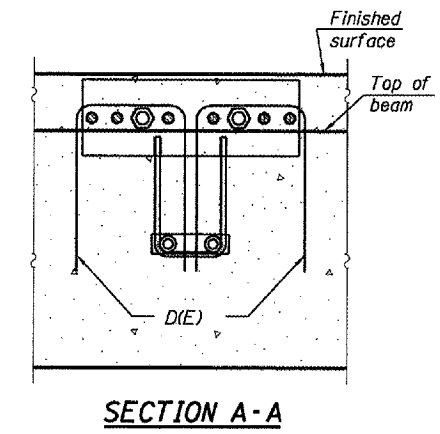
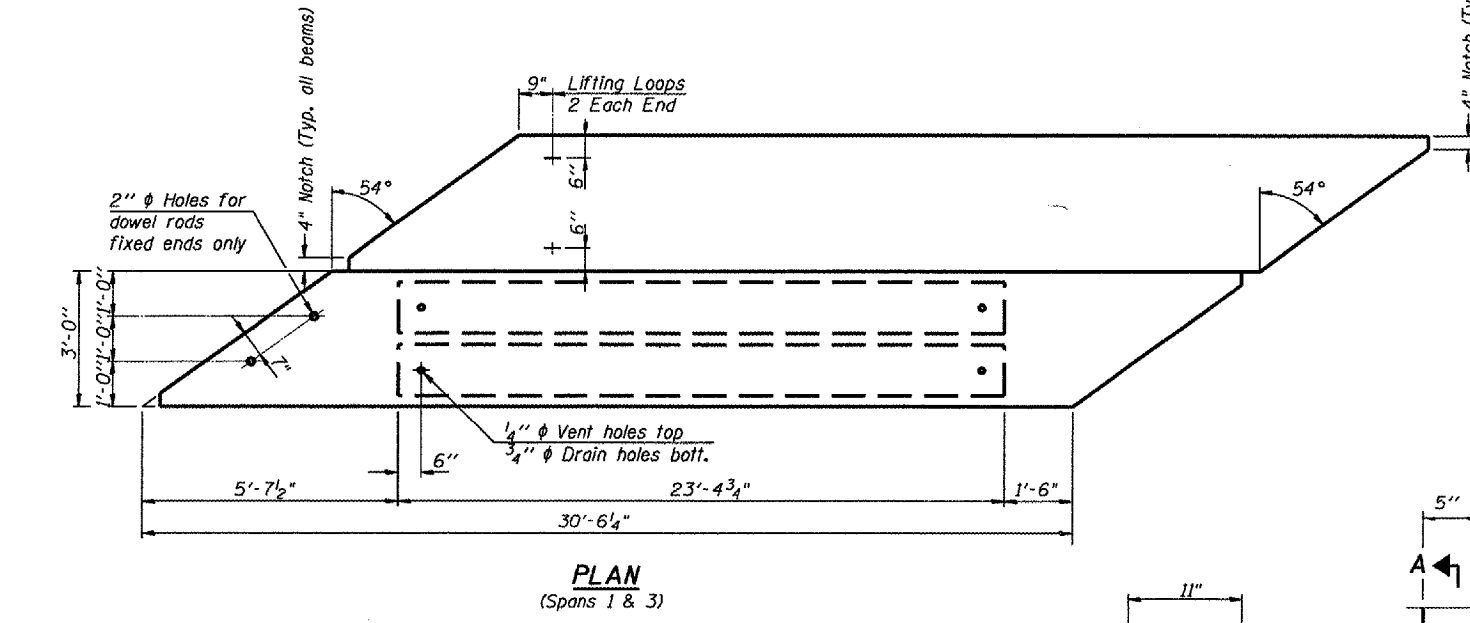
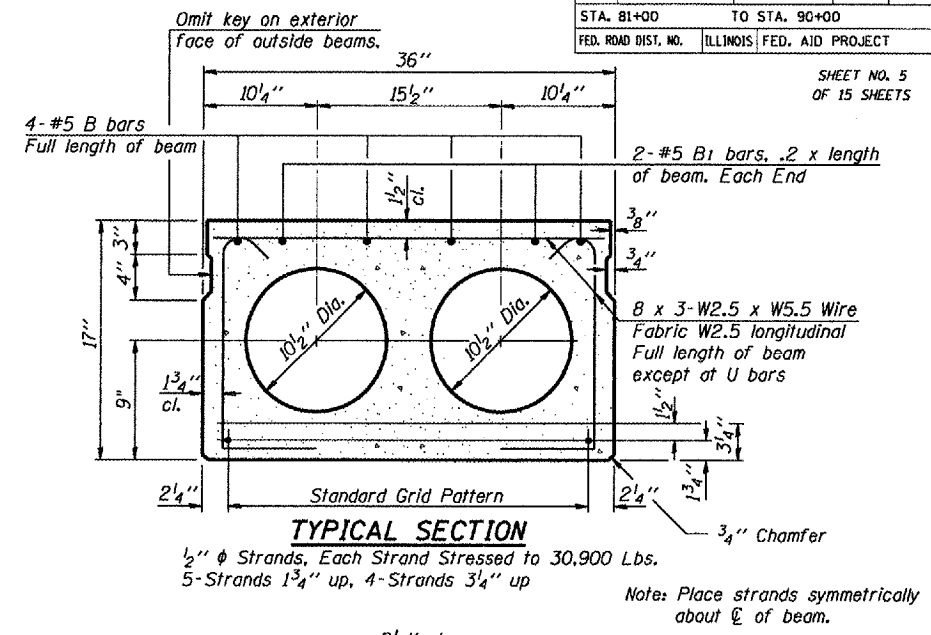
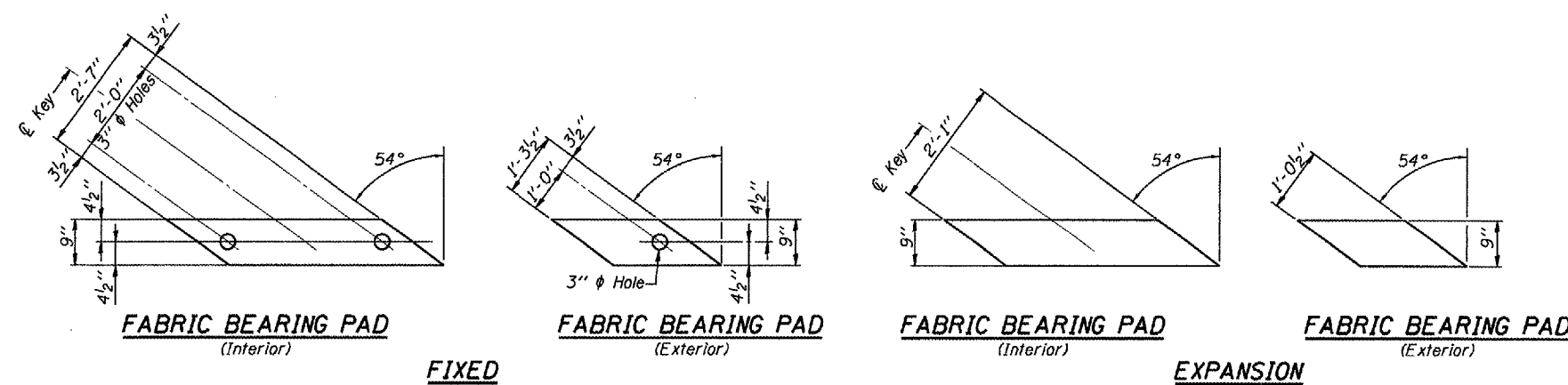
**TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK DITCH
SECTION 116(BR-1)
LOGAN COUNTY
STA. 85+45.00
S.N. 054-0024**

PLT DATE = 7/9/2007
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R-27

11-1-06

F.A.P. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	32
STA. 81+00		TO STA. 90+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



NOTES

The rail anchorage shall be cast with the beam and the wearing surface shall be cast in the field. Formwork necessary for the wearing surface may be secured utilizing the bottom rail anchorage inserts and or additional inserts cast into the beam. Drilling into the beam will not be permitted.

NOTES

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. Lifting loops shall be 2-1/2" ϕ 270 ksi strands, as shown.

Non prestressing steel shall conform to ASTM A 706 Grade 60. (IL Modified). See Special Provisions.

The bearing seat surfaces shall be adjusted by shimming to assure firm and even bearing. Two 1/2" fabric adjusting shims of the dimensions of the Exterior Bearing Pad shall be provided for each bearing.

Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between top of the beam and the bottom edge of the key.

Corrosion Inhibitor, according to Article 1020.05(b)(12) and 1021.06 of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.

Required Release Strength, f'cl, shall be 4000 p.s.i.

See Sheet 8 of 15 for rail anchorage locations.

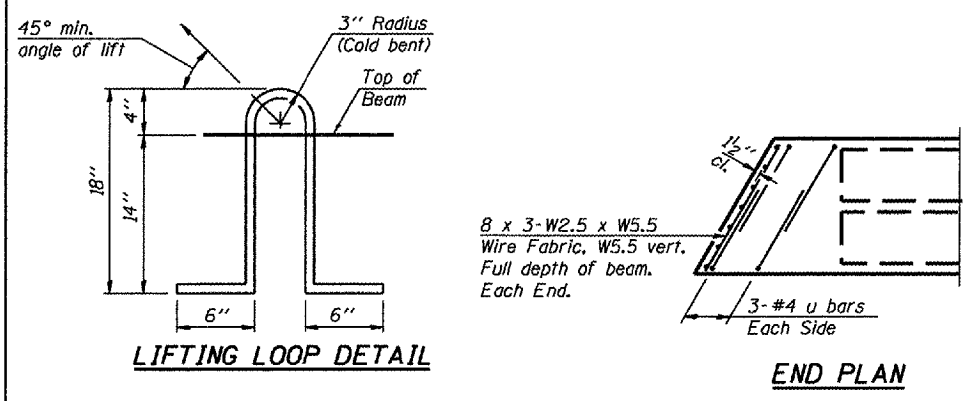
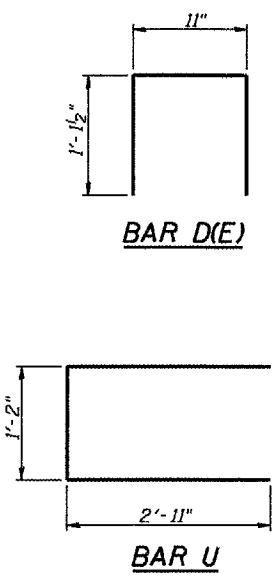
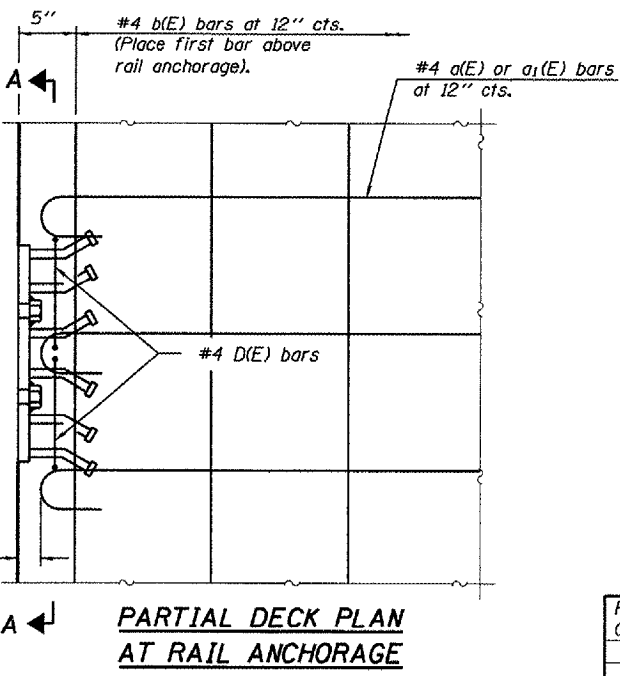
The 1" ϕ rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside shall be filled with grout after transverse assembly is in place.

Non-shrink grout shall be used in all longitudinal keyways and drilled dowel holes and between bottom of beams and top of pier and abutment.

BILL OF MATERIAL

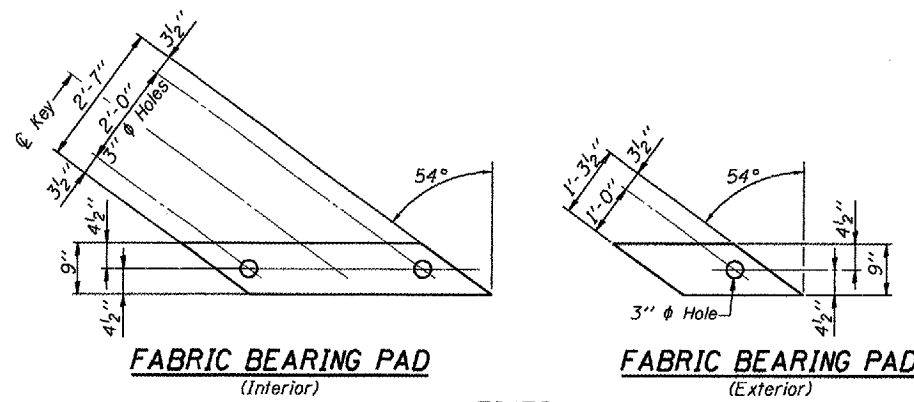
Precast Prestressed Conc. Deck Bms. (17")	Sq. Ft.	2564
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DECK BEAM DETAILS - SPANS 1 & 3
F.A.P. ROUTE 315 - (U.S. 136)
SECTION 116(BR-1)
LOGAN COUNTY
STA. 85+45.00
S.N. 054-0024



PLOT DATE = 7/9/2007
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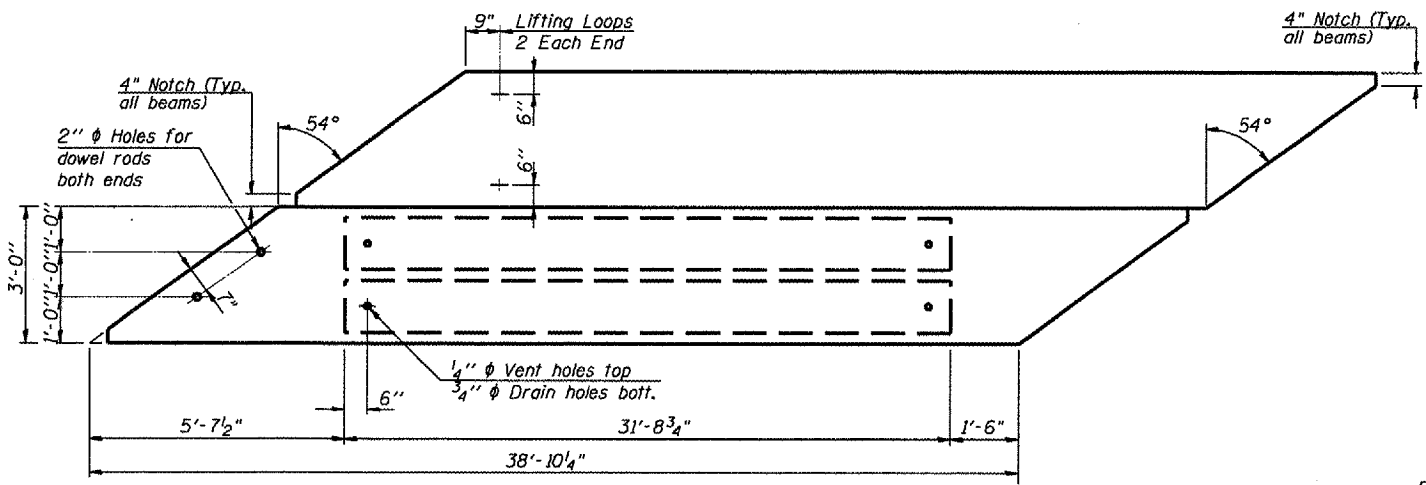
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315	116(BR-1)	LOGAN	79	33
STA. 81+00		TO STA. 90+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



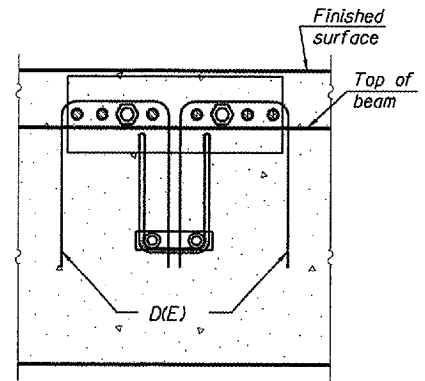
FABRIC BEARING PAD
(Interior)

FABRIC BEARING PAD
(Exterior)

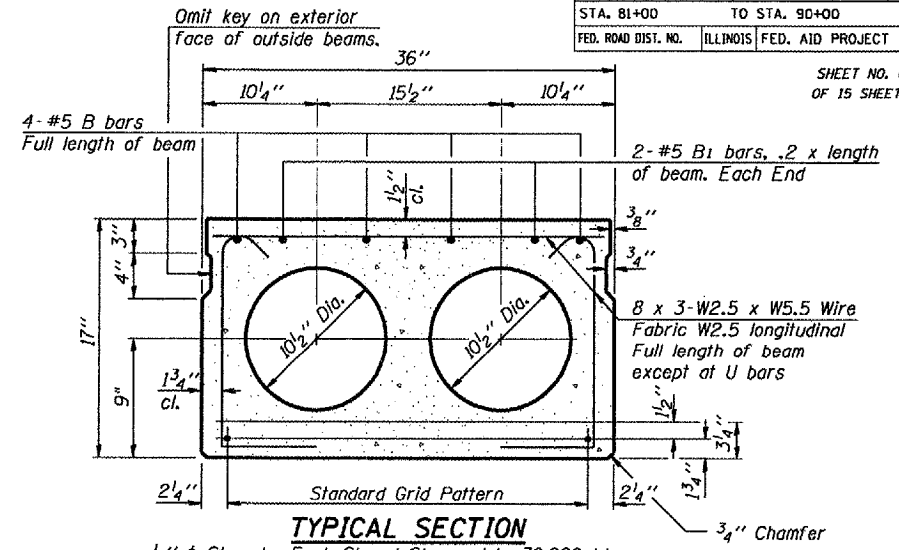
FIXED



PLAN
(Span 2)



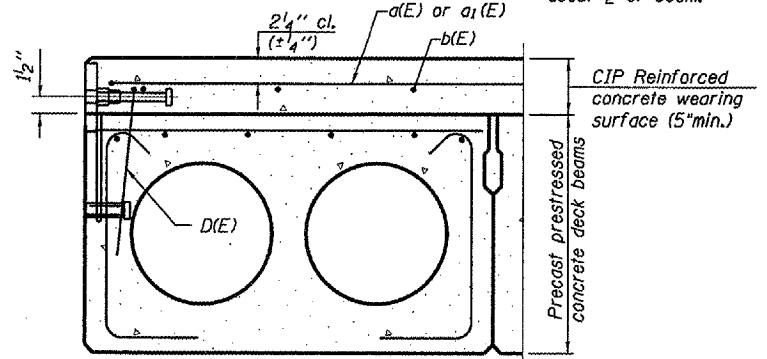
SECTION A-A



TYPICAL SECTION

1/2" ϕ Strands, Each Strand Stressed to 30,900 Lbs.
9-Strands 1 3/4" up, 4-Strands 3 1/4" up, 2-strands 12" up

Note: Place strands symmetrically about \bar{c} of beam.

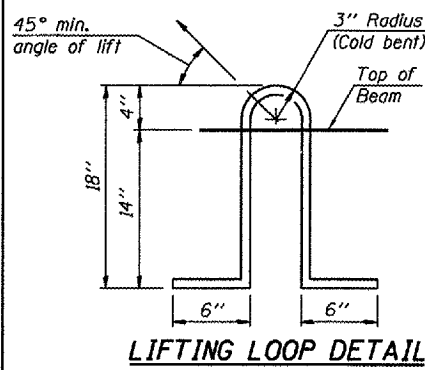


FASCIA BEAM

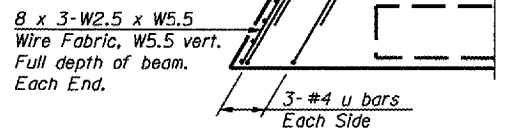
Notes:
The rail anchorage shall be cast with the beam and the wearing surface shall be cast in the field. Formwork necessary for the wearing surface may be secured utilizing the bottom rail anchorage inserts and or additional inserts cast into the beam. Drilling into the beam will not be permitted.

NOTES

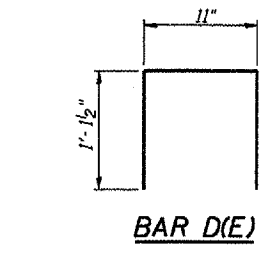
Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. Lifting loops shall be 2-1/2" ϕ -270 ksi strands, as shown.
Non prestressing steel shall conform to ASTM A 706 Grade 60. (IL Modified). See Special Provisions.
The bearing seat surfaces shall be adjusted by shimming to assure firm and even bearing. Two 1/8" fabric adjusting shims of the dimensions of the Exterior Bearing Pad shall be provided for each bearing.
Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between top of the beam and the bottom edge of the key.
Corrosion Inhibitor, according to Article 1020.05(b)(12) and 1021.06 of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.
Required Release Strength, f'ci, shall be 4000 p.s.i.
See Sheet 8 of 15 for rail anchorage locations.
The 1" ϕ rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside shall be filled with grout after transverse assembly is in place.
Non-shrink grout shall be used in all longitudinal keyways and drilled dowel holes and between bottom of beams and top of pier and abutment.



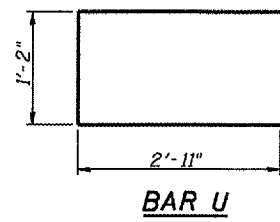
LIFTING LOOP DETAIL



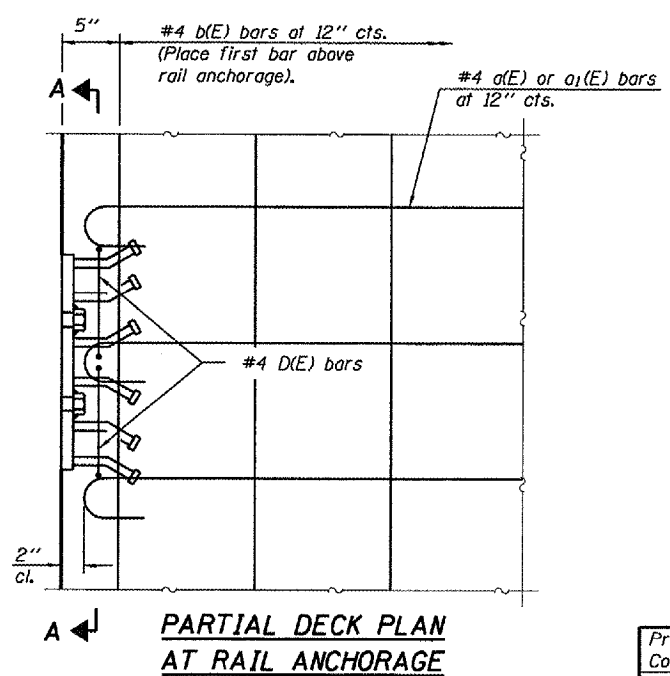
END PLAN



BAR D(E)



BAR U



PARTIAL DECK PLAN AT RAIL ANCHORAGE

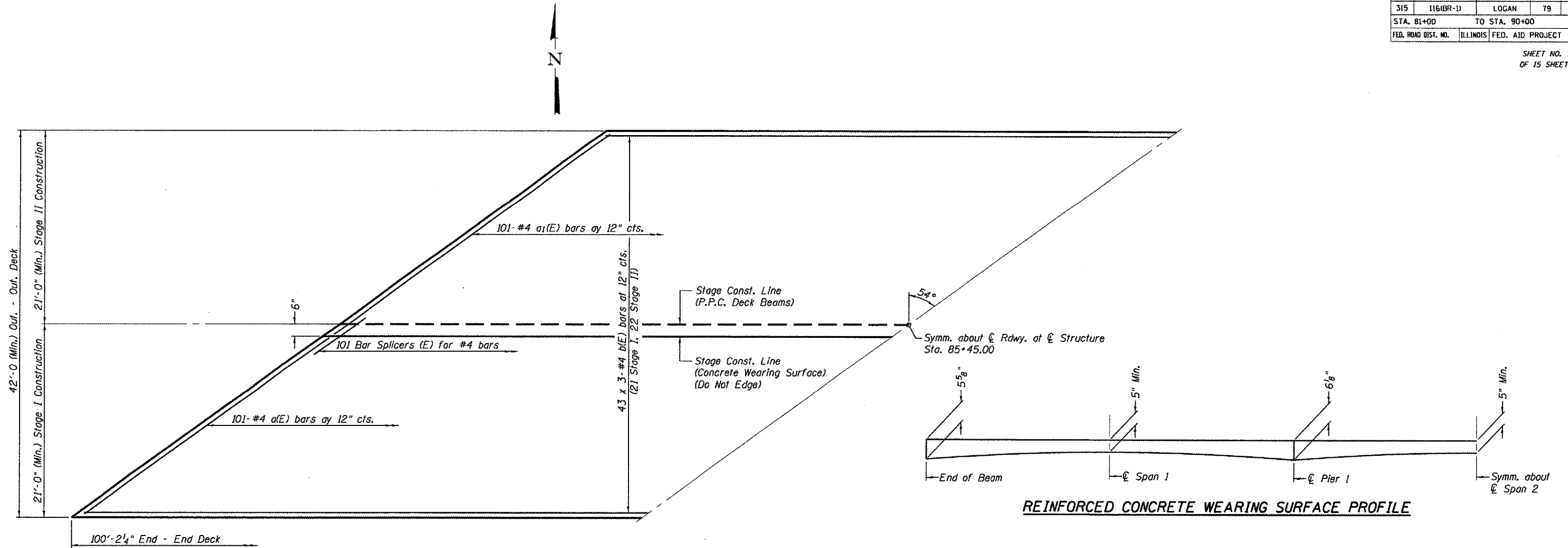
BILL OF MATERIAL

Precast Prestressed Conc. Deck Bms. (17")	Sq. Ft.	1632
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DECK BEAM DETAILS - SPAN 2
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK DITCH
SECTION 116(BR-1)
LOGAN COUNTY
STA. 85+45.00
S.N. 054-0024

PLOT DATE = 7/9/2007
 MODEL NAME = 02107-72997-006-008.dgn
 ALLEN HENDERSON & ASSOCIATES, INC.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	34
STA. 81+00		TO STA. 90+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

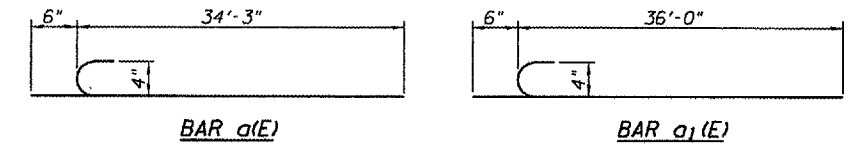


OVERLAY PLAN

REINFORCED CONCRETE WEARING SURFACE PROFILE

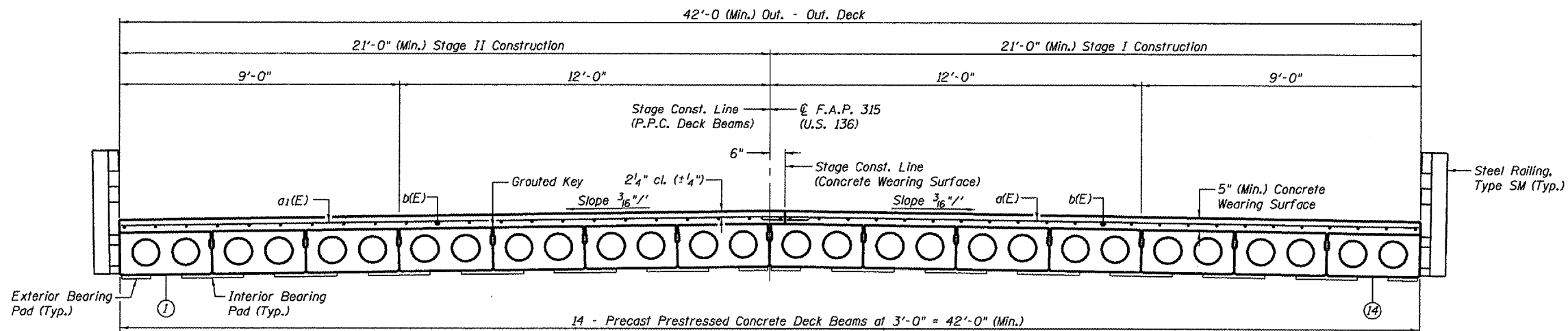
Min. Bar Lap
#4 bar = 1'-4"

Note: For remainder of Superstructure Details see Sheet 8 of 15.
Bars designated 45 x 3-#4 etc. indicates 45 lines of bars with 3 lengths per line.



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	101	#4	34'-9"	—
a1(E)	101	#4	36'-6"	—
b(E)	129	#4	34'-8"	—
Reinforcement Bars, Epoxy Coated			Pound	7795
Bar Splicers			Each	101
Concrete Wearing Surface, 5"			Sq. Yd.	467.5

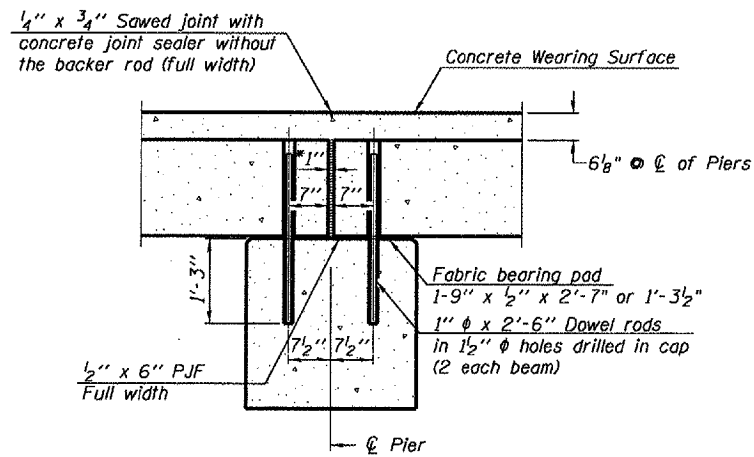


CROSS SECTION
(Looking East)

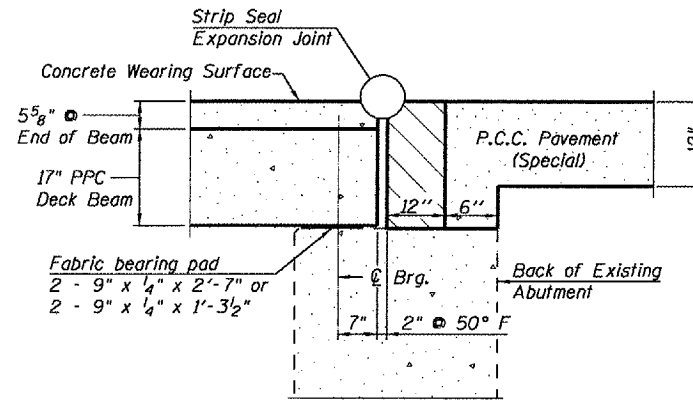
SUPERSTRUCTURE
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK DITCH
SECTION 116(BR-1)
LOGAN COUNTY
STA. 85+45.00
S.N. 054-0024

PLOT DATE: 7/9/2007
 FILE NAME: C:\Users\ahenderson\Documents\72997\116(BR-1)\116(BR-1) 054-0024.dwg
 MODEL NAME: 054-0024

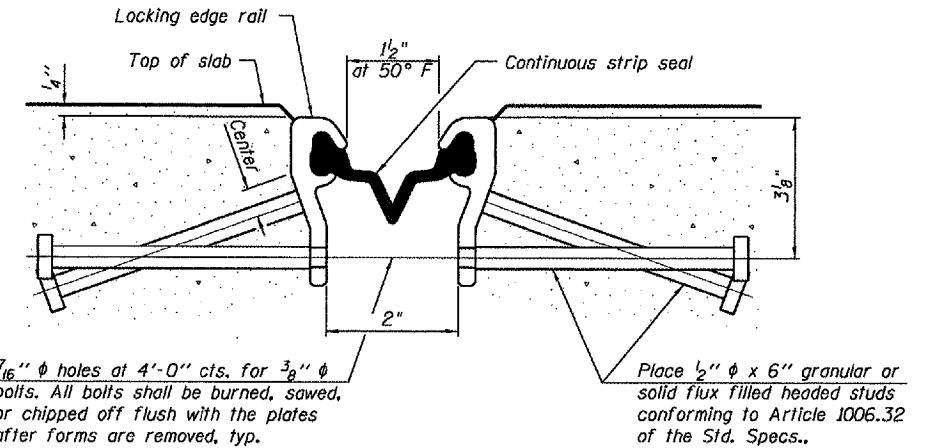
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315	116(BR-1)	LOGAN	79	35
STA. 81+00		TO STA. 90+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



SECTION THRU PIERS

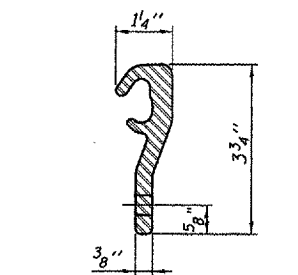


SECTION THRU ABUTMENTS

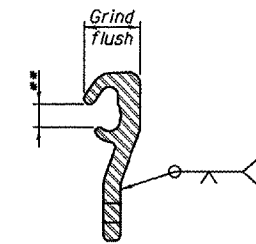


SECTION THRU STRIP SEAL JOINT FOR OVERLAY OVER DECK BEAMS
(72 Studs Stage I, 76 Studs Stage II)

Notes:
After beams have been erected, holes shall be drilled into substructure and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure min. 24 hrs. prior to grouting the shear keys.
Hatched area to be poured after concrete wearing surface is in place.
See sheets 5 and 6 of 14 for bearing pad details.
* 1" Jt. shall be filled with non-shrink grout. 1" dimension may vary to accommodate tolerance in beam lengths.
All horizontal dimensions are at right angles to beam ends.

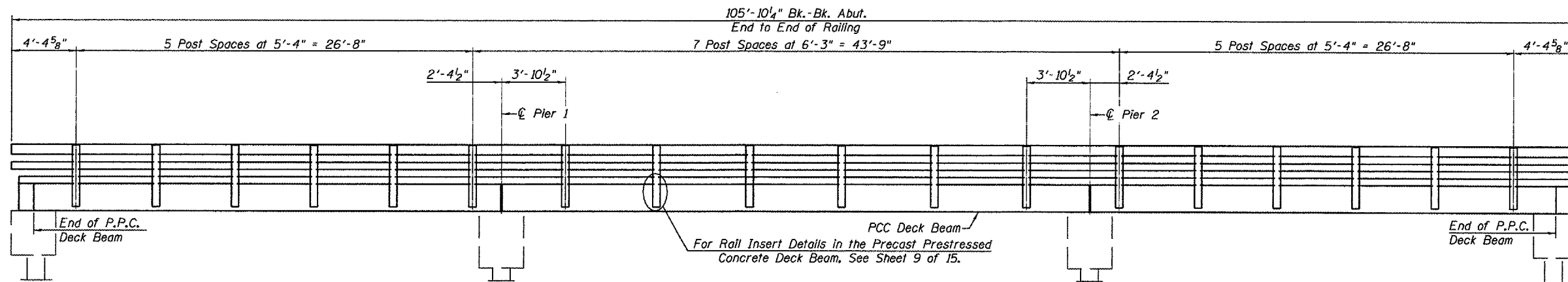


LOCKING EDGE RAIL



LOCKING EDGE RAIL SPLICE

Notes:
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails.
The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.
The inside of the Locking Edge Rail groove shall be free of weld residue. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.
The manufacturer's recommended installation methods shall be followed.
The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.
After fabrication, the steel locking edge rail assembly shall be hot dip galvanized according to AASHTO M111 and ASTM A123.

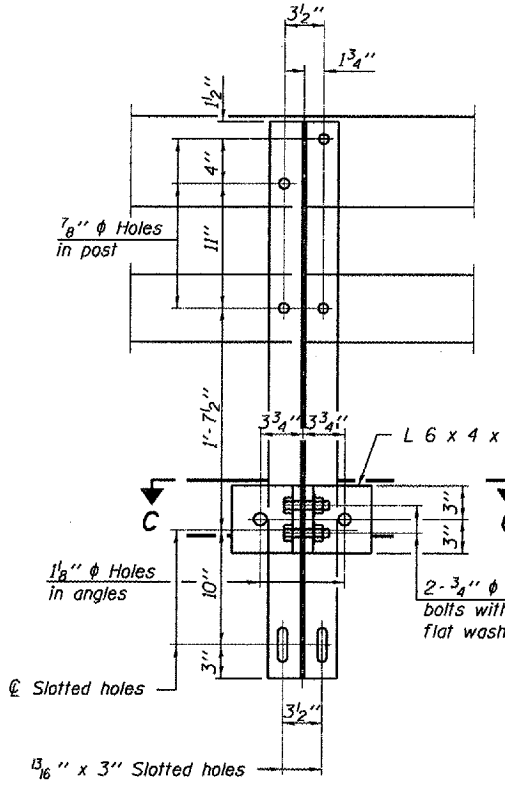
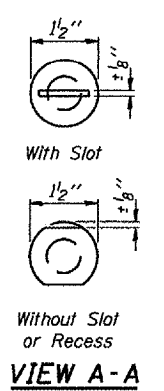
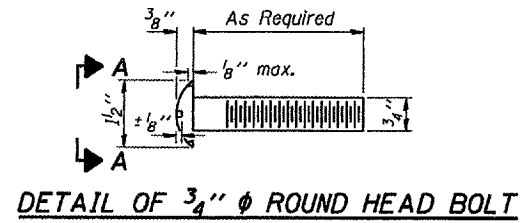


RAIL POST SPACING FOR STEEL BRIDGE RAIL

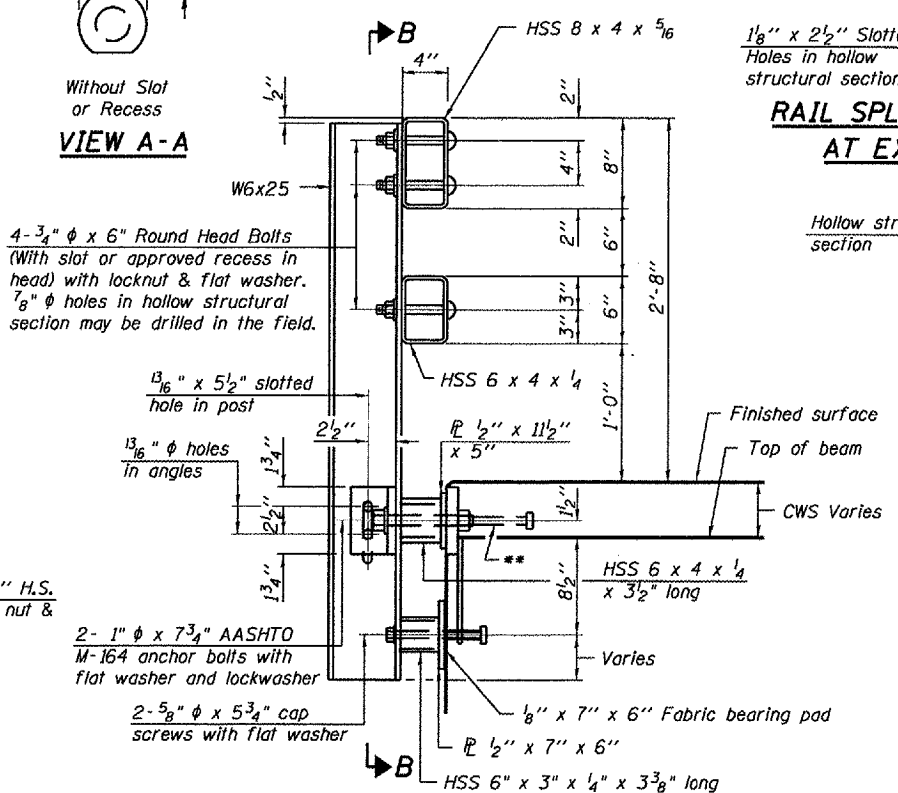
SUPERSTRUCTURE DETAILS
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK DITCH
SECTION 116(BR-1)
LOGAN COUNTY
STA. 85+45.00
S.N. 054-0024

PLOT DATE = 2/19/2007
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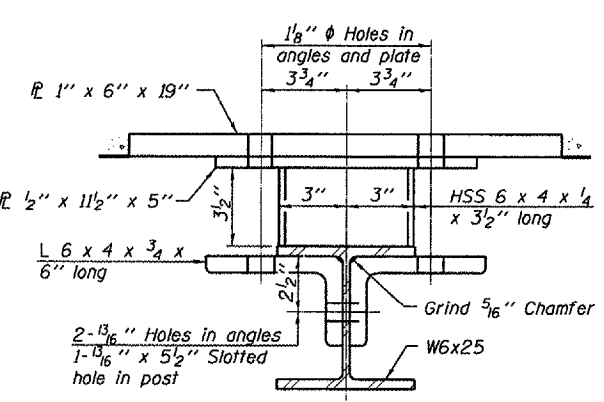
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STA. 81+00	TO STA. 90+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



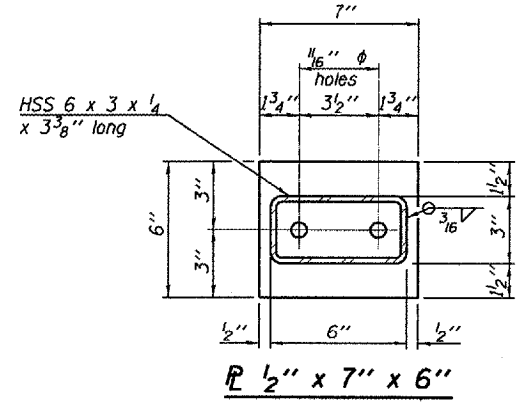
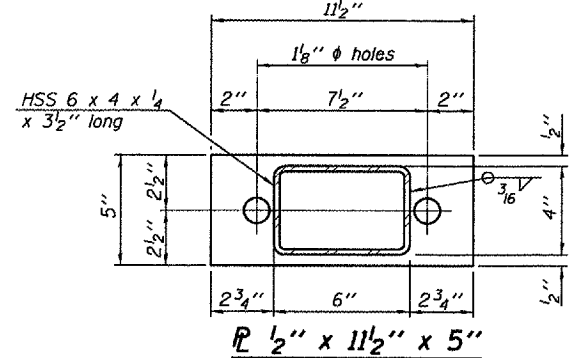
SECTION B-B



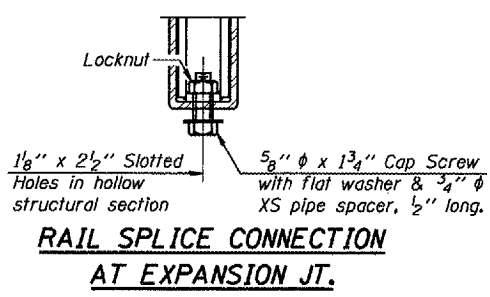
SECTION AT RAIL POST



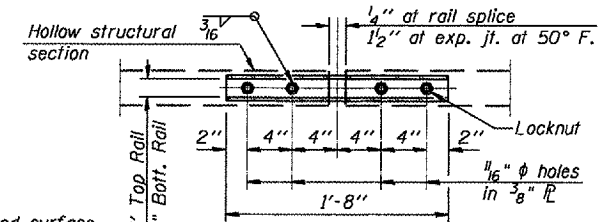
SECTION C-C



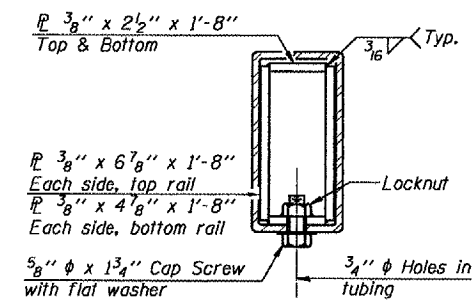
ANCHOR DEVICE



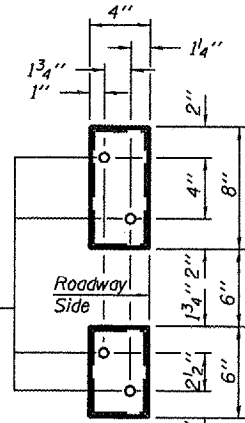
RAIL SPLICE CONNECTION AT EXPANSION JT.



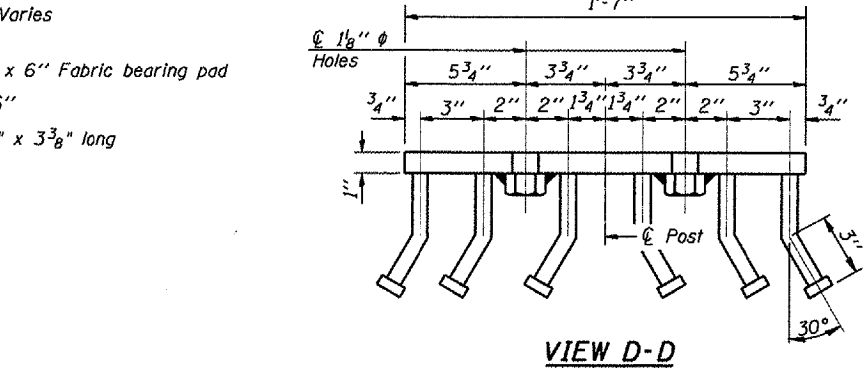
PLAN-BOTT. SPLICE P TYPICAL



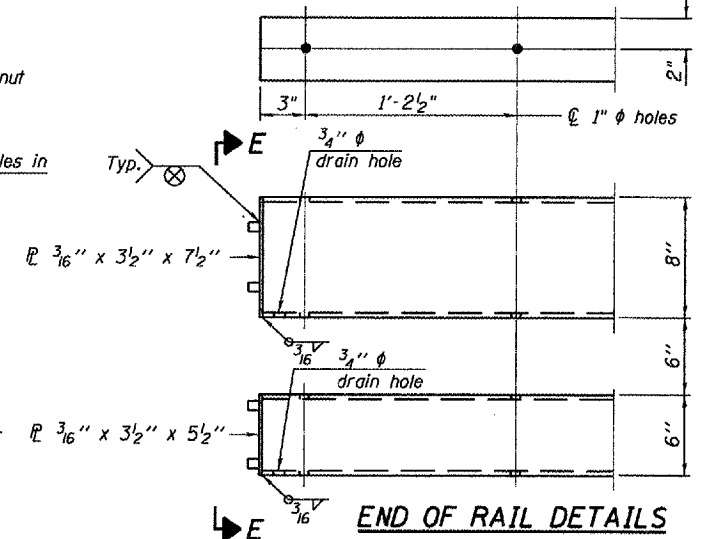
SECTION AT RAIL SPLICE



VIEW E-E



VIEW D-D



END OF RAIL DETAILS

Notes:
 All field drilled holes shall be coated with an approved zinc rich paint before erection.
 For multi-span bridges, sufficient 1/4" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cast included with Steel Bridge Rail, Type SM.
 Steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.
 The studs of the anchor devices shall be placed below the top reinforcement bars and the outermost longitudinal reinforcement bar shall be placed directly above the studs of the rail post anchor device.

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type SM	Foot	212

STEEL RAILING, TYPE SM WITH CONCRETE WEARING SURFACE
 F.A.P. ROUTE 315 - (U.S. 136)
 OVER PRAIRIE CREEK DITCH
 SECTION 116(BR-1)
 LOGAN COUNTY
 STA. 85+45.00
 S.N. 054-0024

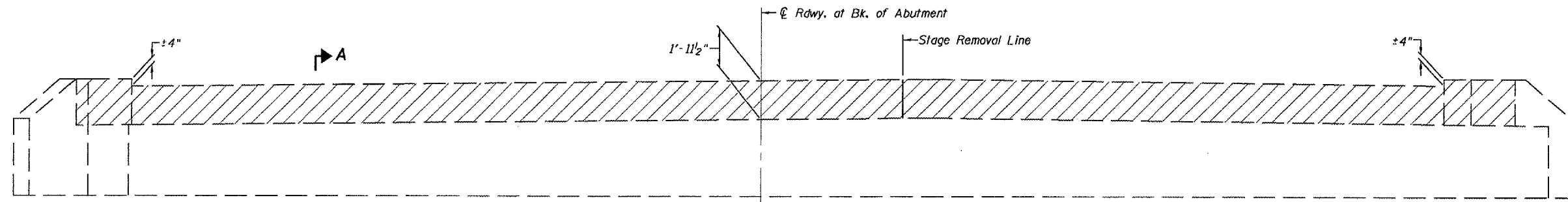
* Threaded areas shall be plugged or blocked off during casting of beam. Galvanized after fabrication.

PLOT DATE: 7/9/2007
 USER: henderson
 PLOT: R-34CWS
 PLOT: 7/9/2007 8:00:00 AM

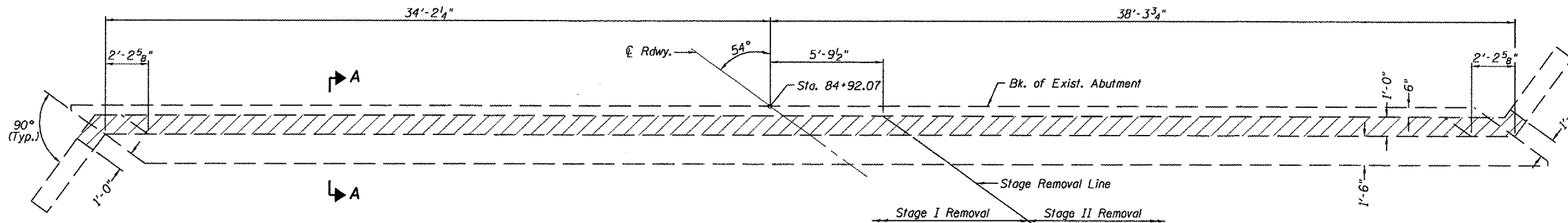
R-34CWS

11-1-06 (6'-3" Maximum Post Spacing) (5" minimum to 7 1/2" maximum CWS thickness)

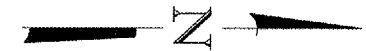
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	37
STA. 81+00		TO STA. 90+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



ELEVATION
(Looking West)



PLAN

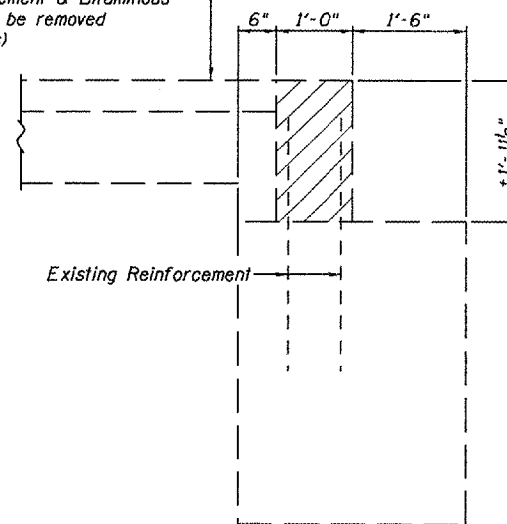


LEGEND

- Concrete Removal

Notes: Existing reinforcing steel shall be cleaned, straightened, cut (if required), and incorporated into new construction. Damaged reinforcing steel shall be replaced or removed as directed by the Engineer. Cost included with "Concrete Removal".
Removal of the existing joint system is included in the cost of "Concrete Removal".

Existing P.C.C. Pavement & Bituminous Wearing Surface to be removed (See Roadway Plans)



SECTION A-A

(Dimensions are at Rt. angles to abutment)

BILL OF MATERIAL

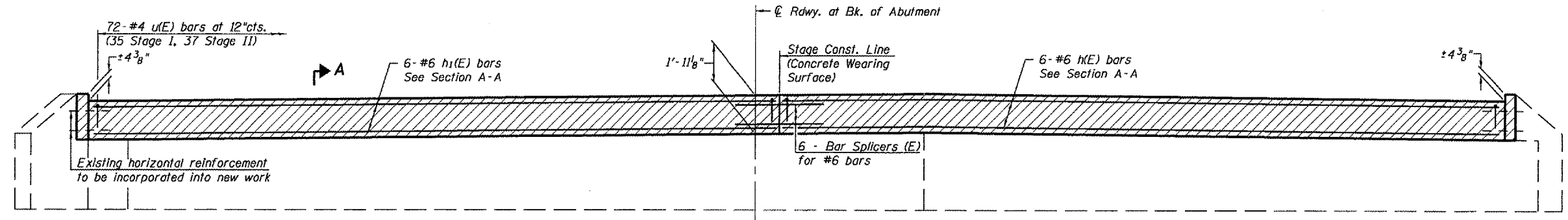
ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	5.5

WEST ABUTMENT REMOVAL
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK DITCH
SECTION 116(BR-1)
LOGAN COUNTY
STA. 85+45.00
S.N. 054-0024

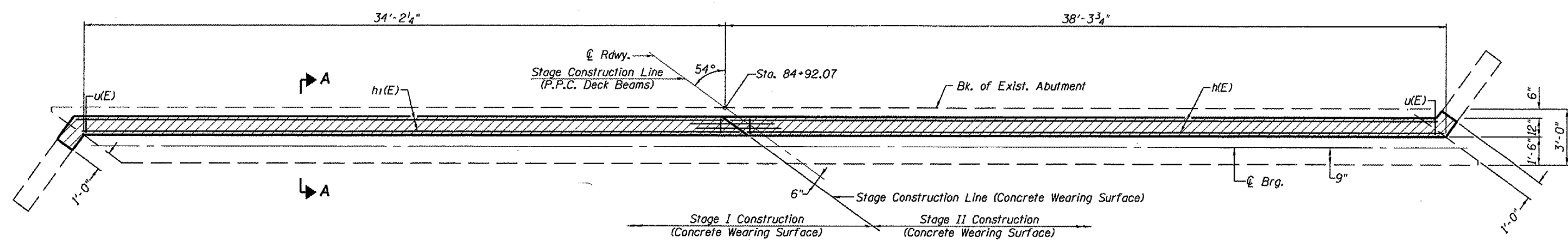
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 PLOT NAME = 72997-116(BR-1)

CONTRACT NO. 72997				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. 81+00		TO STA. 90+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

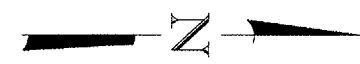
SHEET NO. 11
OF 15 SHEETS



ELEVATION
(Looking West)

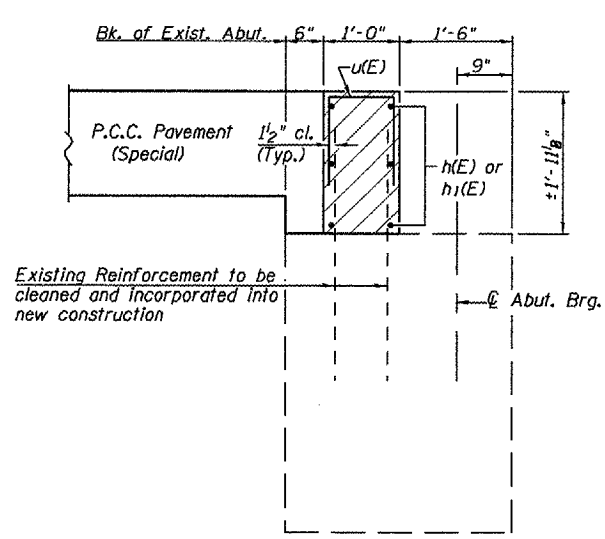


PLAN

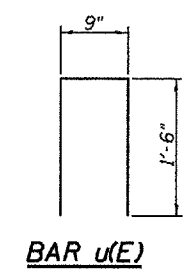


**WEST ABUTMENT
BILL OF MATERIAL**

BAR	NO.	SIZE	LENGTH	SHAPE
h(E)	6	#6	36'-11"	—
h1(E)	6	#6	34'-4"	—
u(E)	72	#4	3'-9"	□
Reinforcement Bars, Epoxy Coated			Pound	825
Bar Splicers			Each	6
Concrete Substructure			Cu. Yd.	5.50



SECTION A-A
(Dimensions are at Rt. angles to abutment)



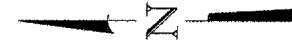
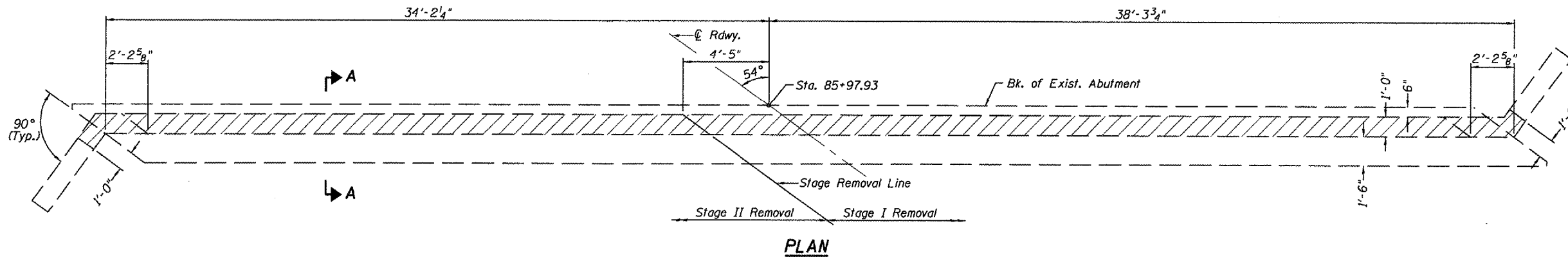
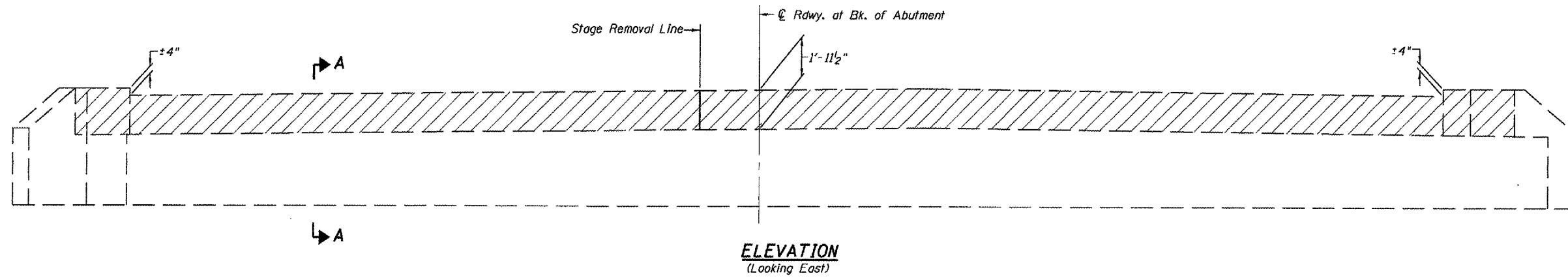
BAR u(E)

Notes: Hatched areas to be poured after Concrete Wearing Surface is in place.

WEST ABUTMENT
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK DITCH
SECTION 116(BR-1)
LOGAN COUNTY
STA. 85+45.00
S.N. 054-0024

PLOT DATE = 7/9/2007
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 MODEL NAME = 055295-72171-000-000-011

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. 81+00		TO STA. 90+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

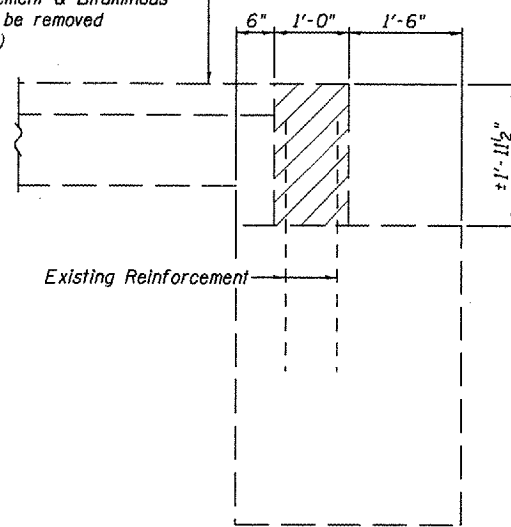


LEGEND

- Concrete Removal

Notes: Existing reinforcing steel shall be cleaned, straightened, cut (if required), and incorporated into new construction. Damaged reinforcing steel shall be replaced or removed as directed by the Engineer. Cost included with "Concrete Removal".
Removal of the existing joint system is included in the cost of "Concrete Removal".

Existing P.C.C. Pavement & Bituminous Wearing Surface to be removed (See Roadway Plans)



SECTION A-A

(Dimensions are at Rt. angles to abutment)

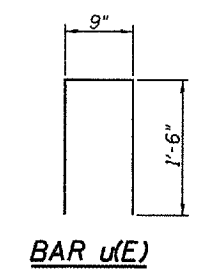
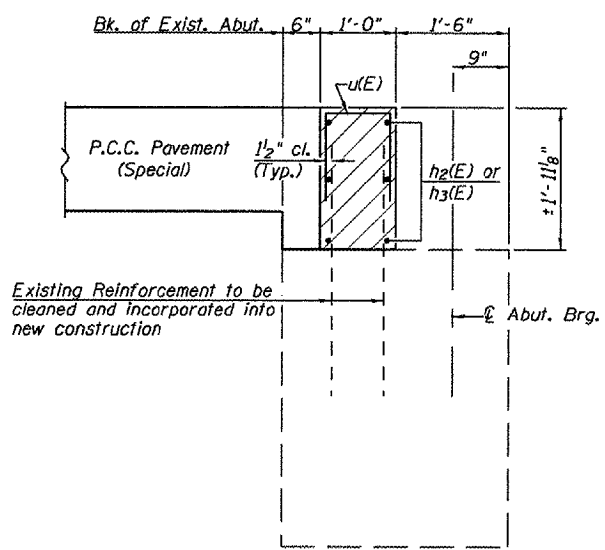
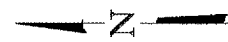
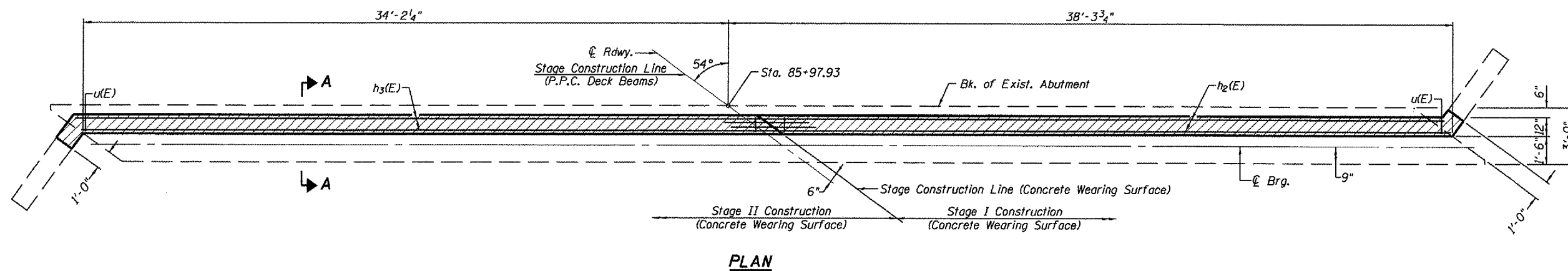
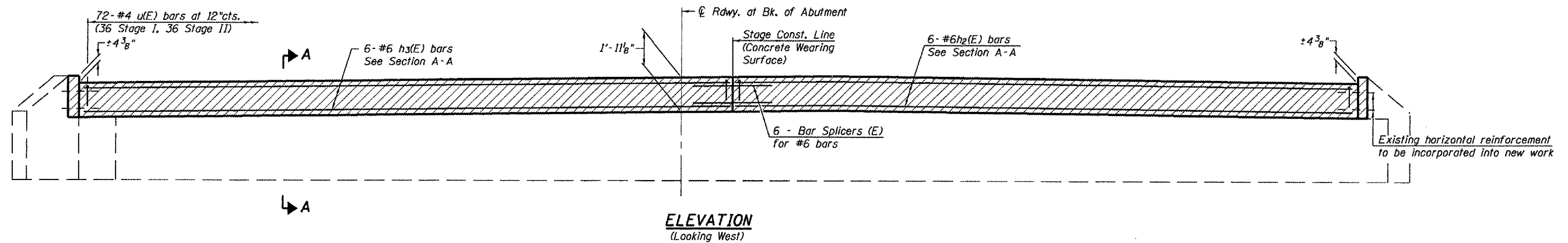
BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	5.5

EAST ABUTMENT REMOVAL
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK DITCH
SECTION 116(BR-1)
LOGAN COUNTY
STA. 85+45.00
S.N. 054-0024

PLOT DATE = 7/9/2007
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 MODEL NAME = 020107-72997-808-002

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	40
STA. 81+00		TO STA. 90+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



Notes: Hatched areas to be poured after Concrete Wearing Surface is in place.

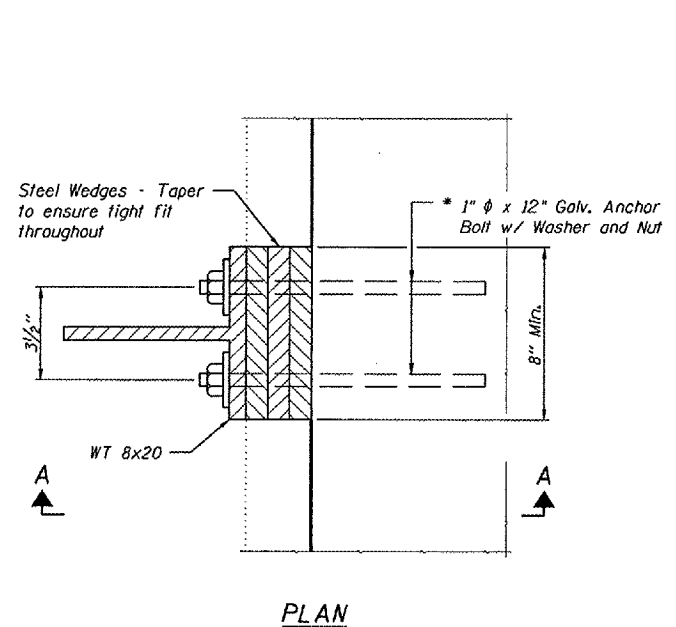
**EAST ABUTMENT
BILL OF MATERIAL**

BAR	NO.	SIZE	LENGTH	SHAPE
h ₂ (E)	6	#6	35'-3"	—
h ₃ (E)	6	#6	36'-1"	—
u(E)	72	#4	3'-9"	□
Reinforcement Bars, Epoxy Coated			Pound	825
Bar Splicers			Each	6
Concrete Substructure			Cu. Yd.	5.50

**EAST ABUTMENT
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK DITCH
SECTION 116(BR-1)
LOGAN COUNTY
STA. 85+45.00
S.N. 054-0024**

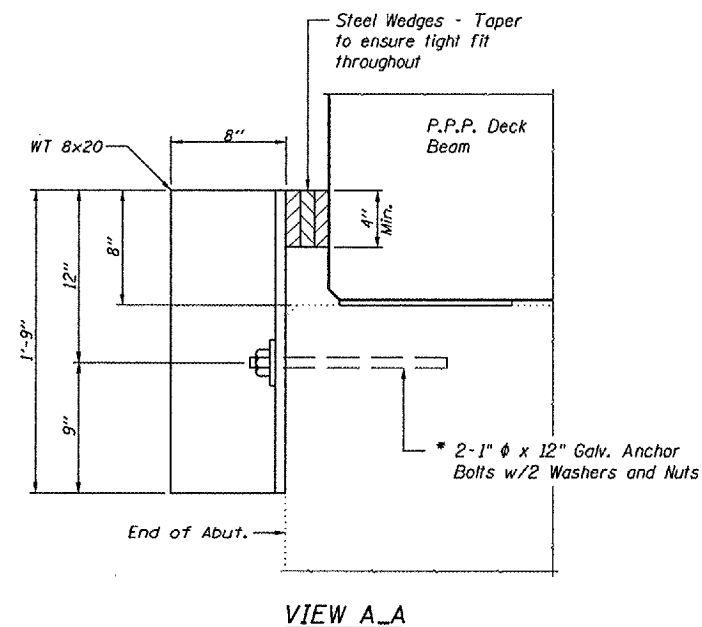
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	41
STA. 81+00		TO STA. 90+00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

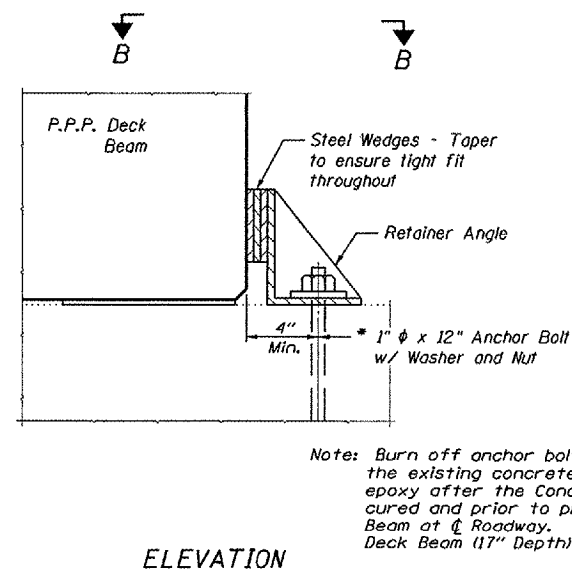


PLAN

PERMANENT SIDE RETAINER AT ABUTMENTS

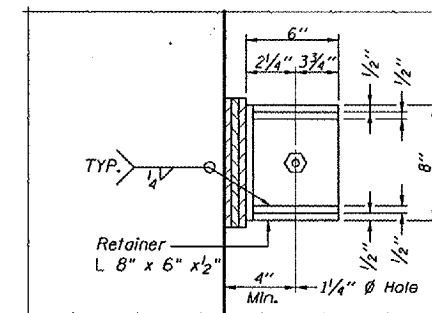


VIEW A-A



ELEVATION

TEMPORARY SIDE RETAINER AT ABUTMENTS



VIEW B-B

Note: Burn off anchor bolts flush with the top of the existing concrete, grind smooth, and seal with epoxy after the Concrete Wearing Surface has cured and prior to placement of the PPC Deck Beam at the Roadway. Cost included with PPC Deck Beam (17" Depth)

* Epoxy grout 1" anchor bolts in 9" (min.), drilled holes according to Section 584 of the Standard Specification. Cost of retainer and accessories are included with PPC Deck Beams (17" Depth)

ANCHOR BOLTS FOR RETAINERS

GENERAL NOTES

- Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.
- Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.
- The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for PPC Deck Beams (17" Depth).
- The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.
- The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:
1. A threaded rod stud with nut and washer of the type specified.
 2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
W. Abut.	A325
E. Abut.	A325

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

SUBSTRUCTURE DETAILS
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK DITCH
SECTION 116(BR-1)
LOGAN COUNTY
STA. 85+45.00
S.N. 054-0024

Plot Date: 5/21/2007 8:28:14 AM
File Name: c:\projects\116(BR-1)\116(BR-1)\116(BR-1)\116(BR-1)054-0024.dgn
Model Name: 116(BR-1)054-0024.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	42
STA. 81+00		TO STA. 90+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

NOTES

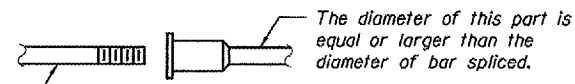
Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
 Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
 All reinforcement bars shall be lapped and tied to the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

- ① Minimum Capacity = $1.25 \times f_y \times A_t$
(Tension in kips)
 - ② Minimum *Pull-out Strength = $0.66 \times f_y \times A_t$
(Tension in kips)
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_t = Tensile stress area of lapped reinforcement bars.
 * = 28 day concrete

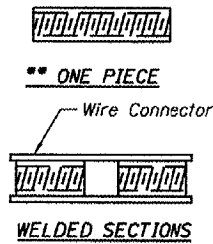
BAR SPLICER ASSEMBLIES

Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-0"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8

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

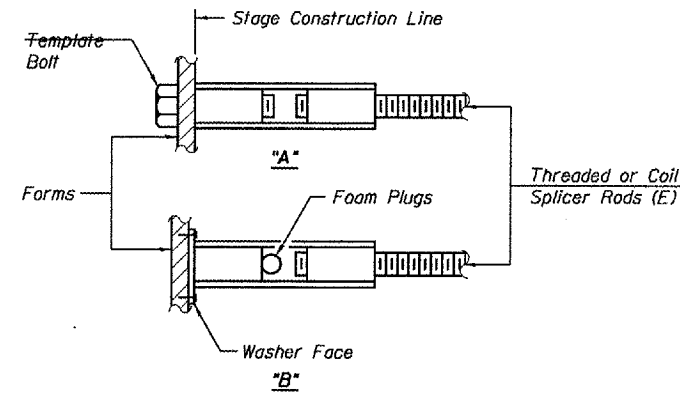


ROLLED THREAD DOWEL BAR



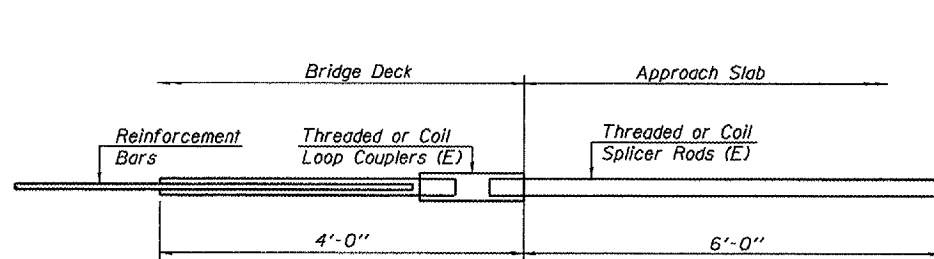
BAR SPLICER ASSEMBLY ALTERNATIVES

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



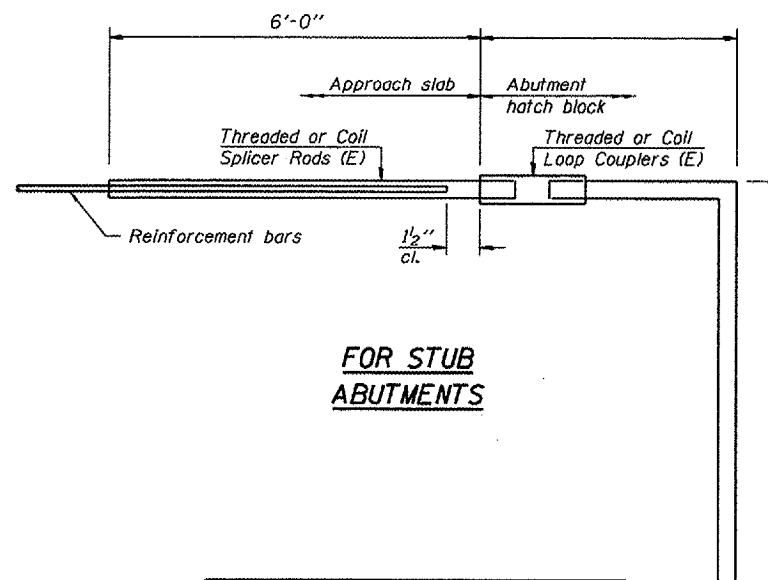
INSTALLATION AND SETTING METHODS

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



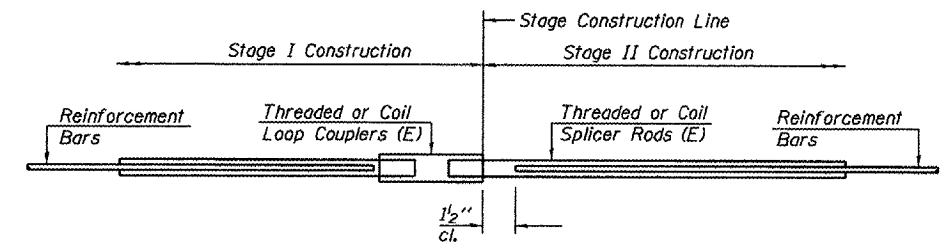
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

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



FOR STUB ABUTMENTS

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



STANDARD

Bar Size	No. Assemblies Required	Location
#6	12	Abutments
#4	101	Concrete Wearing Surface
Total	113	

BAR SPLICER ASSEMBLY DETAILS
 F.A.P. ROUTE 315 - (U.S. 136)
 OVER PRAIRIE CREEK DITCH
 SECTION 116(BR-1)
 LOGAN COUNTY
 STA. 85+45.00
 S.N. 054-0024

PLOT DATE : 7/9/2007
 FILE NAME : 0520172377.dwg
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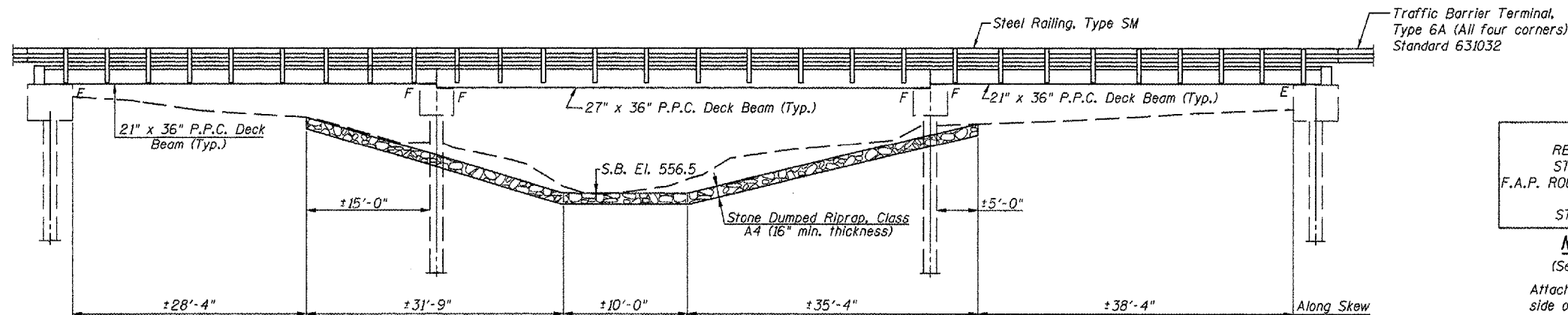
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	43
STA. 309+00		TO STA. 318+90		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

Benchmark: B.M.102 - Chiseled "C" on N.W. Abutment Corner, S.N. 054-0025 Elev. 571.353

Existing Structure: S.N. 054-0025 was built as F.A. 119, Sec. 116BR, Sta. 314+50 in 1973 as a three span precast prestressed concrete deck beam bridge supported on pile bent abutments and piers.

Proposed Improvement: Existing P.P.C. Deck Beams are to be removed and replaced. Traffic to be maintained utilizing stage construction.

No Salvage



ELEVATION

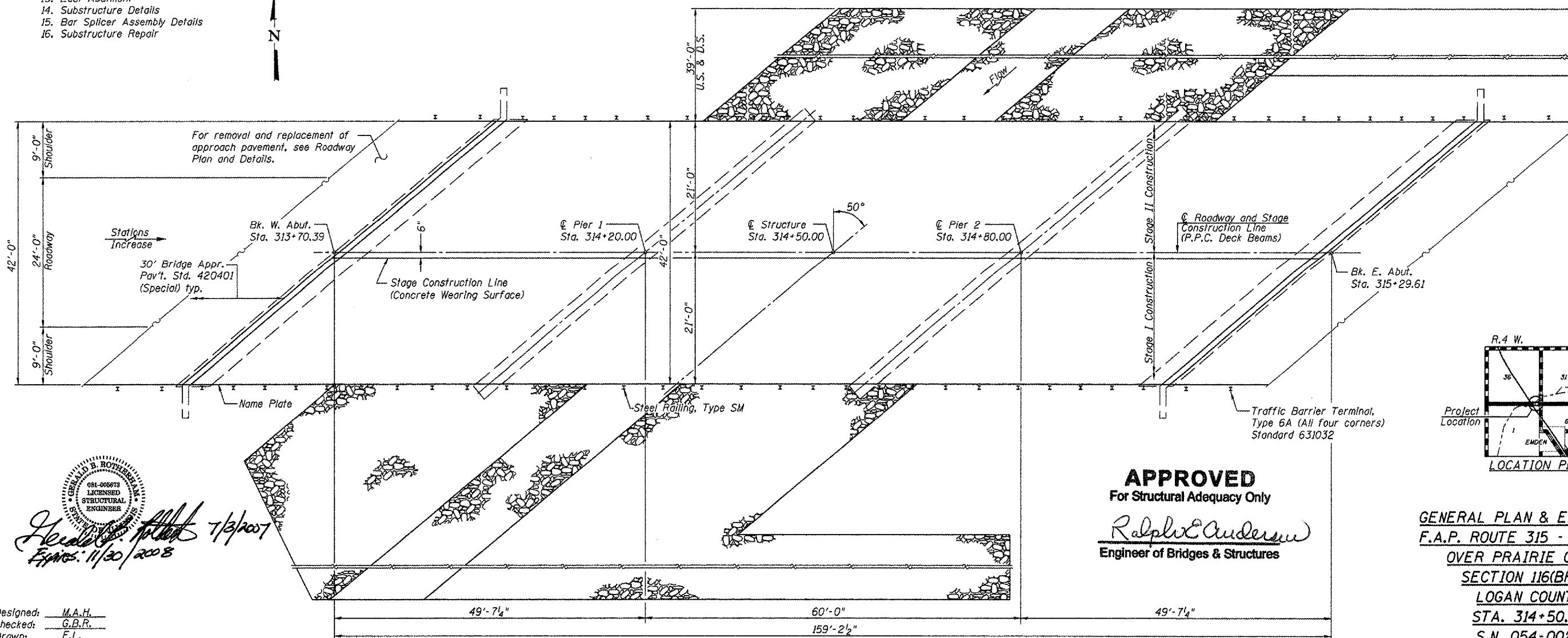
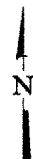
STA. 314+50.00
RE-BUILT 20 BY
STATE OF ILLINOIS
F.A.P. ROUTE 315 SEC. 116(BR-2)
LOADING HS20
STR. NO. 054-0025

NAME PLATE

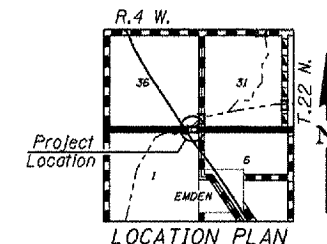
(See Standard 515001)
Attach new Name Plate to back side of 8" rail element.

INDEX OF SHEETS

1. General Plan and Elevation
2. General Notes and Bill of Material
3. Stage Construction Details
4. Temporary Concrete Barrier For Stage Construction
5. Deck Beam Details - Spans 1 & 3
6. Deck Beam Details - Span 2
7. Superstructure
8. Superstructure Details
9. Steel Railing, Type SM
10. West Abutment Removal
11. West Abutment
12. East Abutment Removal
13. East Abutment
14. Substructure Details
15. Bar Splicer Assembly Details
16. Substructure Repair



PLAN



LOCATION PLAN

APPROVED
For Structural Adequacy Only

Ralph E. Anderson
Engineer of Bridges & Structures

GENERAL PLAN & ELEVATION
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK
SECTION 116(BR-2)
LOGAN COUNTY
STA. 314+50.00
S.N. 054-0025

Designed: M.A.H.
Checked: G.B.R.
Drawn: F.L.
Checked: M.A.H.

Heidi... 7/3/2007
Expires: 11/30/2008



PLOT DATE - 08/07/08
DRAWING FILE NAME - 081005673

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	44
STA. 309+00		TO STA. 318+90		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Superstructures No. 2	Each	1		1
Concrete Removal	Cu. Yd.		9.8	9.8
Concrete Structures	Cu. Yd.		9.8	9.8
* Bridge Deck Grooving	Sq. Yd.	981		981
Protective Coat	Sq. Yd.	1124		1124
P.P.C. Deck Beams (21" Depth)	Sq. Ft.	3968		3968
P.P.C. Deck Beams (27" Depth)	Sq. Ft.	2512		2512
Reinforcement Bars, Epoxy Coated	Pound	11430	1820	13250
Bar Splicers	Each	155	12	167
Steel Railing, Type SM	Foot	319		319
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	131		131
Epoxy Crack Injection	Foot		52	52
Structural Repair of Concrete (Depth Equal to or Greater Than 5")	Sq. Ft.		119	119
Concrete Wearing Surface, 5"	Sq. Yd.	721.2		721.2
Stone Dumped Riprap, Class A4	Ton		1017	1017
Asbestos Bearing Pad Removal	Each	60		60

* Includes area of Bridge Approach Pavement (Special)

LOADING HS20-44

Allow 50 psf for future wearing surface.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications.

DESIGN STRESSES

Field Units

$f'_c = 3500$ psi
 $f_y = 60000$ psi (Reinforcement)
 $f'_c = 5000$ psi (Concrete Wearing Surface)

PRECAST PRESTRESSED UNITS

$f'_c = 5000$ psi
 $f'_{ci} = 4000$ psi
 $f'_s = 270000$ psi ($\frac{1}{2}$ " low lax strands)
 $f'_{si} = 201960$ psi ($\frac{1}{2}$ " low lax strands)

GENERAL NOTES

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

The minimum thickness of the Concrete overlay shall be 5" and varies as required to adjust for the new profile grade and beam camber.

Reinforcement bars shall conform to the requirements of ASTM A 706 Grade 60 (IL Modified). See Special Provisions.

Protective Coat shall be applied to the top and edges of the concrete wearing surface, exterior face of each fascia beam, and bottom of the first three beams on each side of the superstructure.

The contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the conditions of the beams when developing construction procedures for removal and replacement of the superstructure.

If the Contractor's procedure for existing beam removal or placement of new beams involves placement of cranes or other heavy equipment on new beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the new beams. To distribute load to multiple beams and protect the concrete, in all cases a double layer mat of heavy timbers shall be used at all times under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the crane mat to ensure uniform contact with underlying beams. Prior to placement of the timber mats, the following shall be done: placement and tightening of the transverse tie assemblies, grouting and curing the dowel rods 24 hours minimum, and grouting and curing the shear keys.

Reinforcement bars designated (E) shall be epoxy coated. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

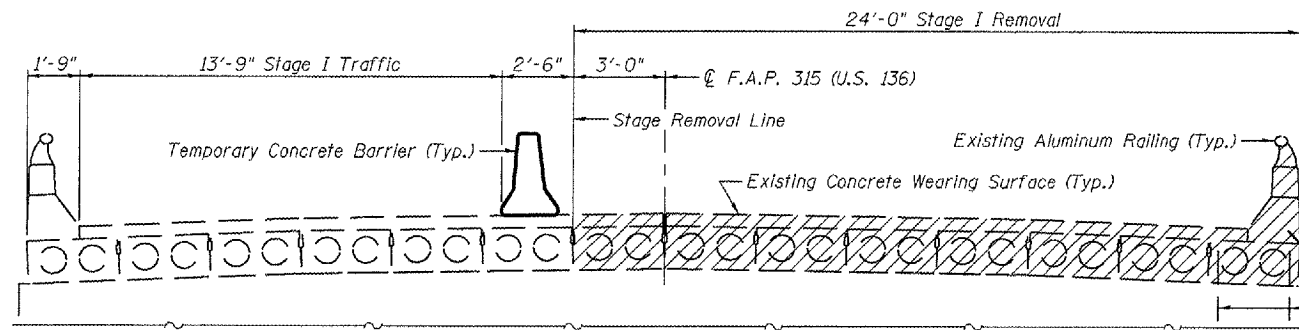
The cut strands at each beam end shall be given two coats of zinc dust spray or paint meeting the requirements of ASTM A 780. The zinc dust spray or paint shall be applied before corrosion appears and allowed to dry according to manufactures specifications prior to another coat of zinc. A concrete sealer meeting the requirements of Section 587 of the Standard Specifications shall be applied to the exterior face and 9" in on the underside of the fascia beams. The sealer shall be applied after visible crack growth has subsided. This work shall be performed by the producer and included with the cost of the beam.

All structural steel shall be shop painted with inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Preformed Joint Strip Seal.

GENERAL NOTES AND BILL OF MATERIAL
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK
SECTION 116(BR-2)
LOGAN COUNTY
STA. 314+50.00
S.N. 054-0025

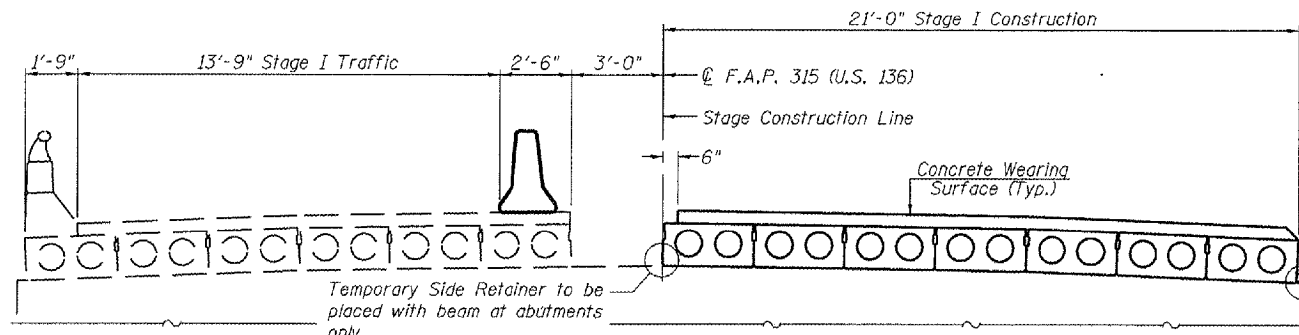
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	45
STA. 309+00		TO STA. 318+90		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



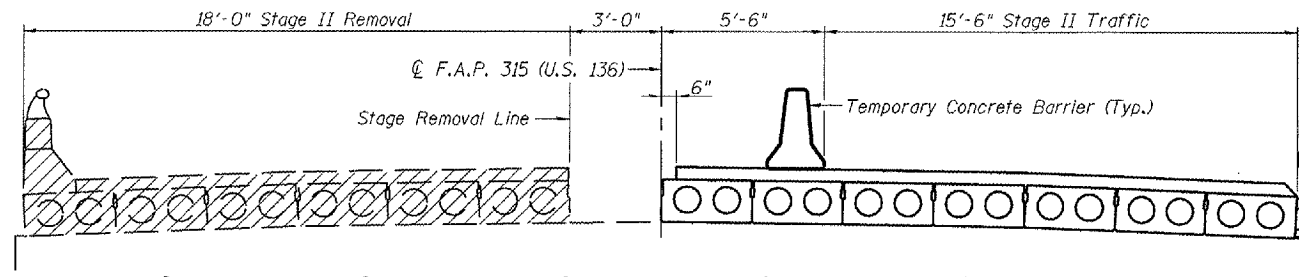
STAGE I REMOVAL

Existing Dowel Rods at Piers 1 & 2 shall be burned off flush with the top of the existing concrete, ground smooth, and sealed with epoxy. Cost included with Removal of Existing Superstructures.

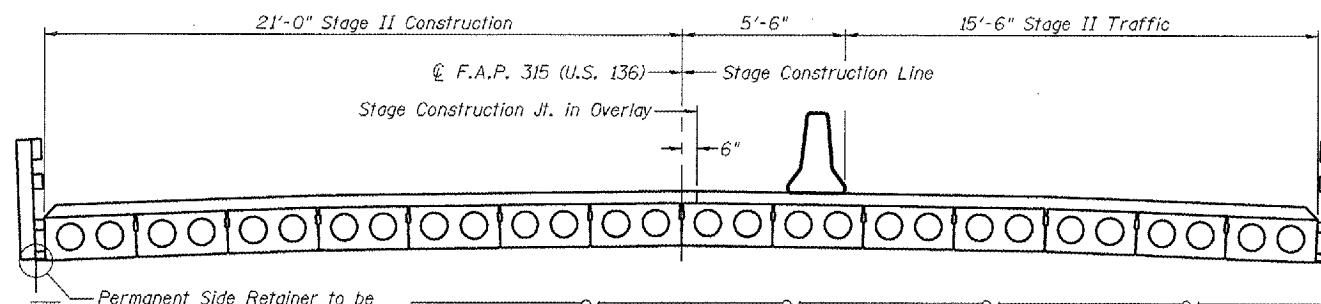


STAGE I CONSTRUCTION

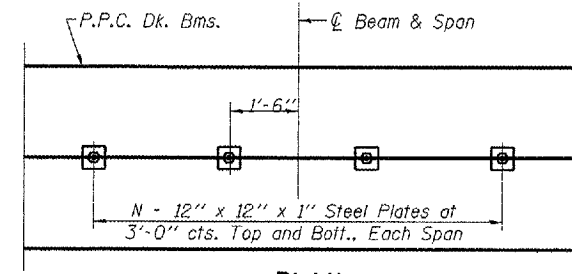
Permanent Side Retainer to be placed with beam at abutments only.



STAGE II REMOVAL

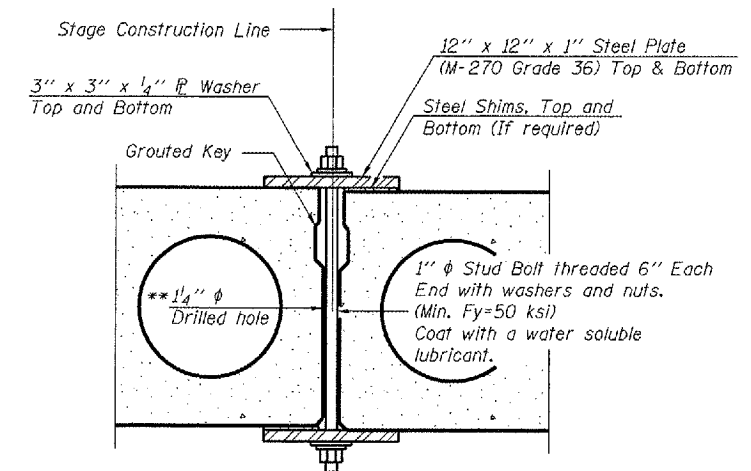


STAGE II CONSTRUCTION

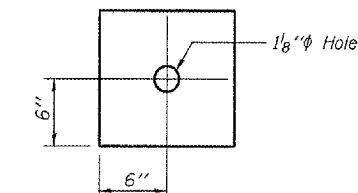


PLAN

N = 6 For Spans 1 and 3
N = 8 For Span 2



SECTION



CLAMPING PLATE

SHEAR KEY CLAMPING DETAILS AT STAGE CONST. JT.

Cost included with Precast Prestressed Concrete Deck Beams.
See Stage Construction Details for traffic lanes.

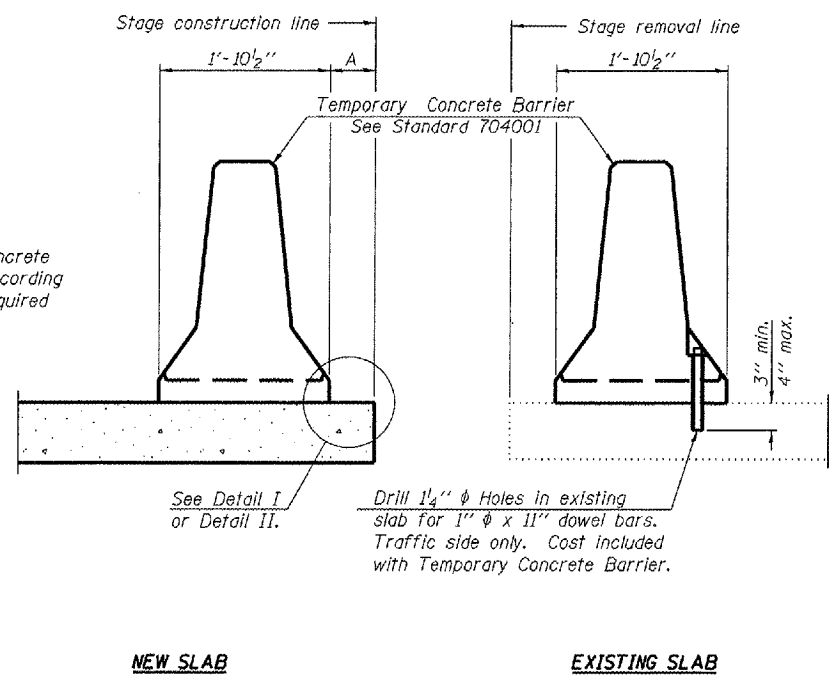
** As an alternate to the drilled holes, the Contractor may request the Fabricator to cast 2" diameter semi-circular recesses in the sides of each beam adjacent to the stage construction line. These recesses should align to form a hole at the appropriate locations for the clamping device bolts. If the Contractor elects to use this alternate, the details shall be identified on the shop drawings.

Notes: All Cross Sections looking East.
Hatched area indicates Removal of Existing Superstructures.
Cost of removing existing concrete wearing surface, parapet, and aluminum railing are included with Removal of Existing Superstructures.
For quantity of Temporary Concrete Barrier see Roadway Plans.
For Temporary Concrete Barrier details see Sheet 4 of 16.
For Permanent and Temporary Side Retainer Details see Sheet 14 of 16.

STAGE CONSTRUCTION DETAILS
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK
SECTION 116(BR-2)
LOGAN COUNTY
STA. 314+50.00
S.N. 054-0025

PLOT DATE = 7/9/2007
 MODEL NAME = 021072297-000-000
 FILE NAME = 021072297-000-000-000

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	46
STA. 309+00		TO STA. 318+90		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



SECTIONS THRU SLAB

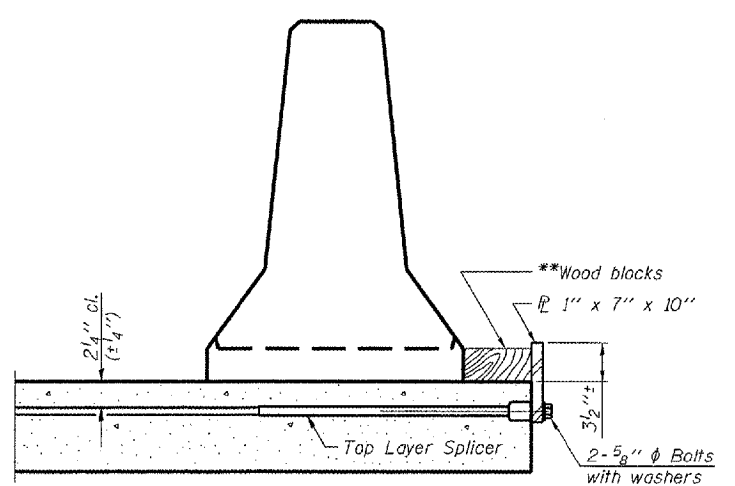
When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".

NOTES

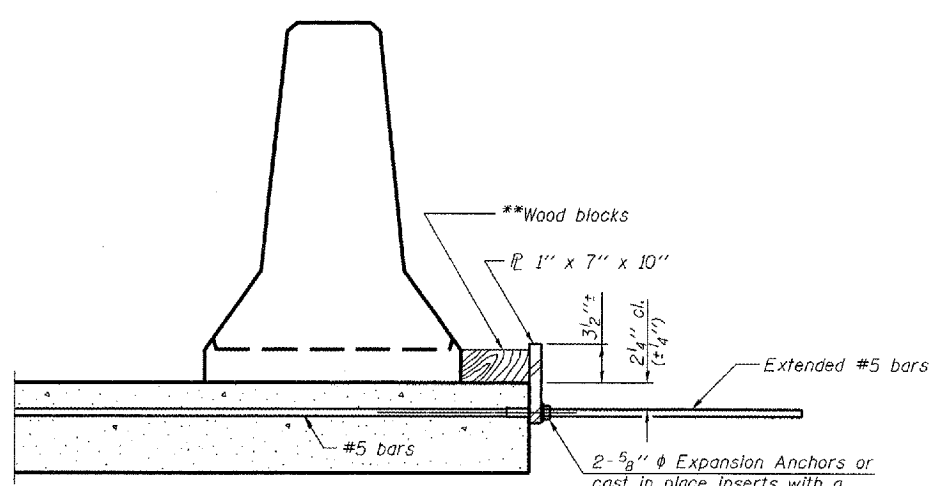
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{R} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

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

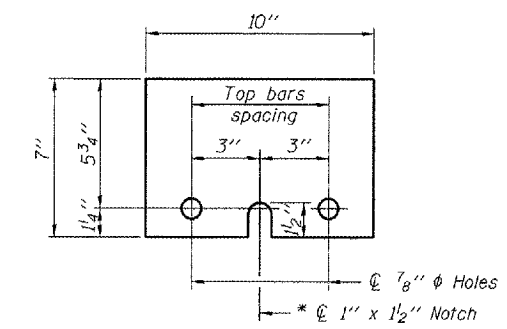
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



DETAIL I



DETAIL II



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

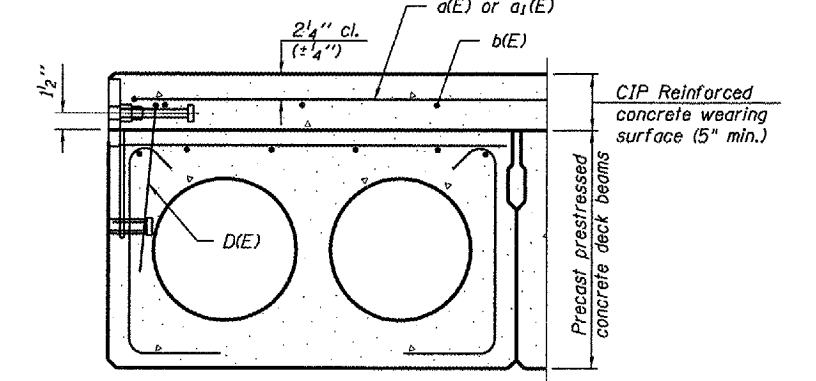
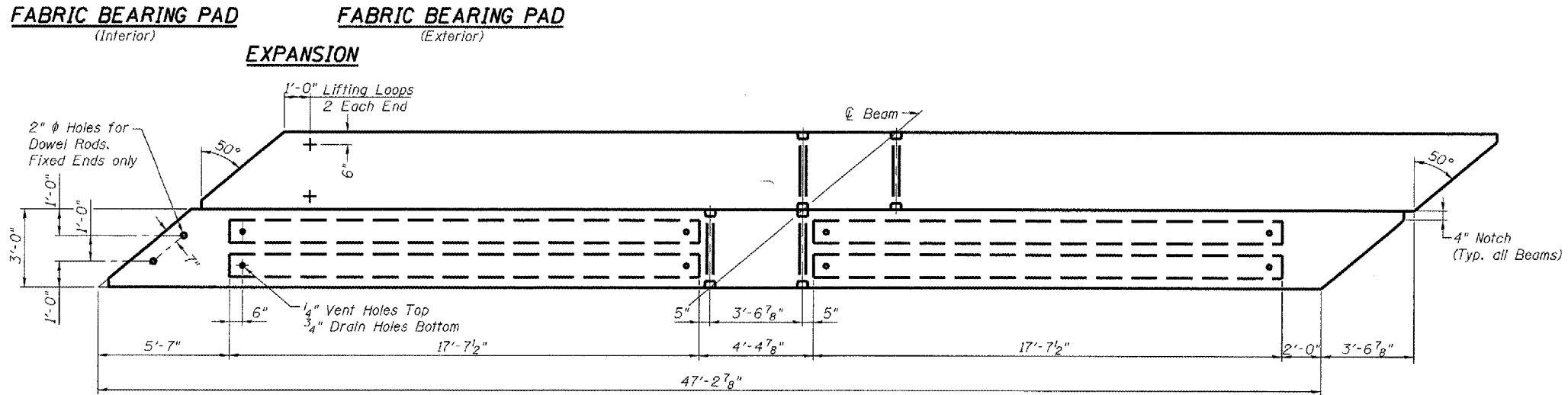
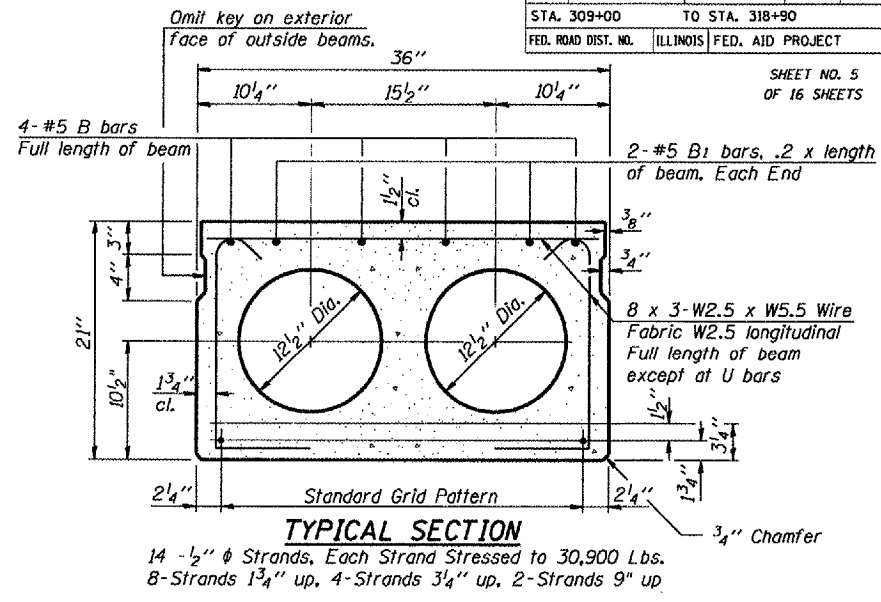
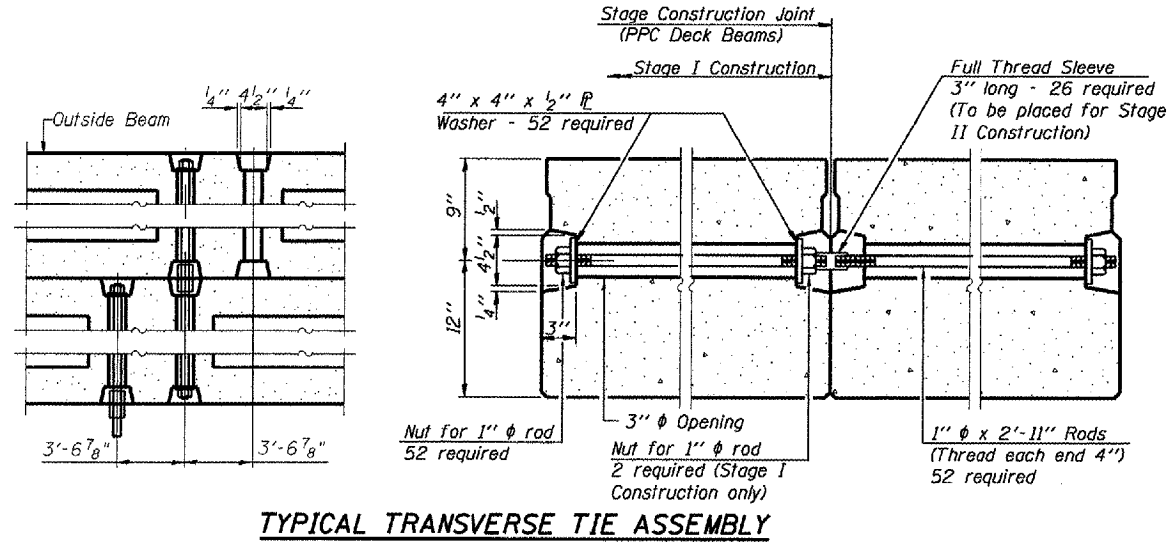
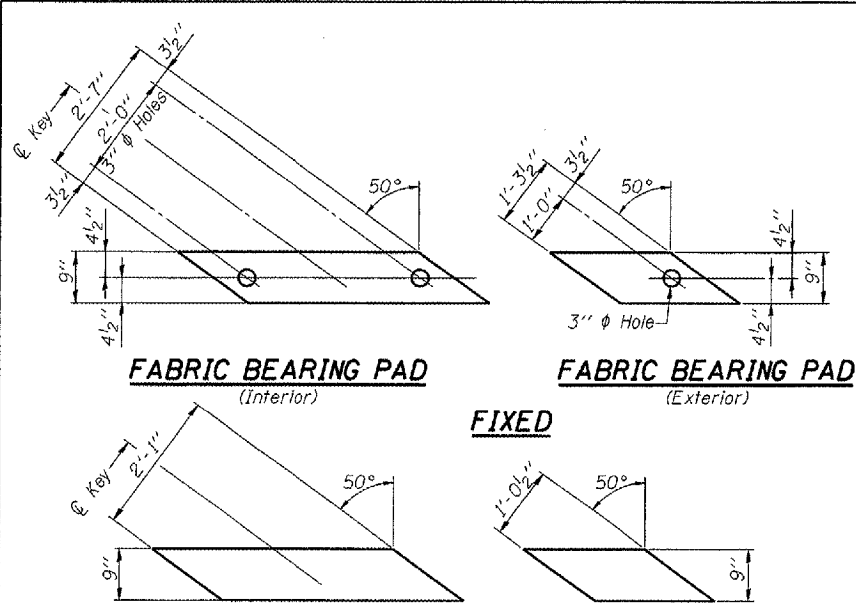
** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

**TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK
SECTION 116(BR-2)
LOGAN COUNTY
STA. 314+50.00
S.N. 054-0025**

PLOT DATE = 7/9/2007
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	47
STA. 309+00		TO STA. 318+90		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SHEET NO. 5 OF 16 SHEETS



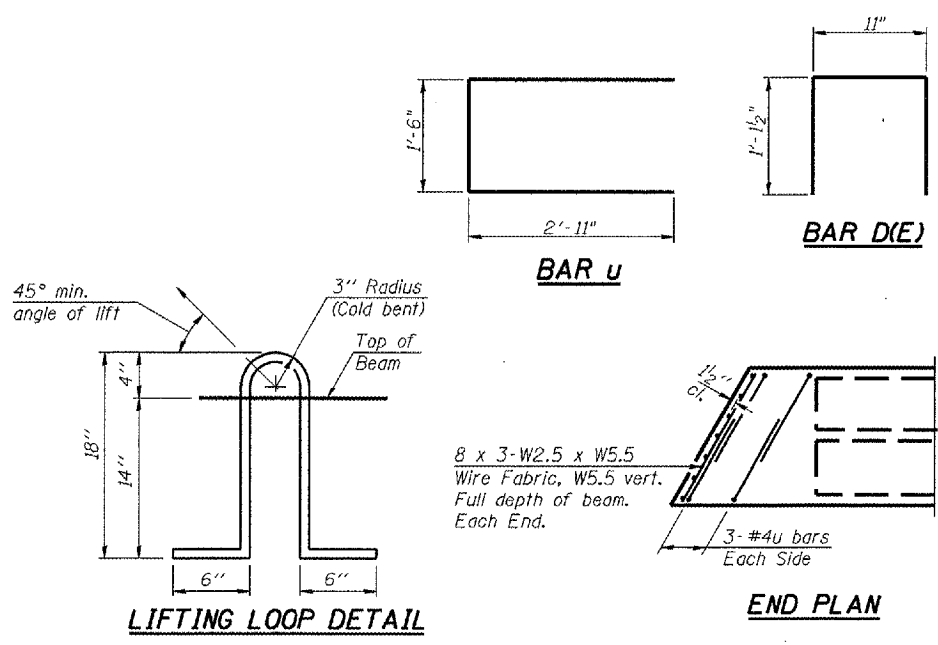
NOTES:
 The rail anchorage shall be cast with the beam and the wearing surface shall be cast in the field. Formwork necessary for the wearing surface may be secured utilizing the bottom rail anchorage inserts and or additional inserts cast into the beam. Drilling into the beam will not be permitted.

NOTES
 Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. Lifting loops shall be 2-1/2" φ-270 ksi strands, as shown. Non prestressing steel shall conform to ASTM A 706 Grade 60. (IL Modified). See Special Provisions. The bearing seat surfaces shall be adjusted by shimming to assure firm and even bearing. Two 1/2" fabric adjusting shims of the dimensions of the Exterior Bearing Pad shall be provided for each bearing. Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between top of the beam and the bottom edge of the key. Corrosion Inhibitor, according to Article 1020.05(b)(12) of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams. Required Release Strength, f'ci, shall be 4000 p.s.i. See Sheet 8 of 16 for rail anchorage locations. The 1" φ rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside shall be filled with grout after transverse assembly is in place. Non-shrink grout shall be used in all longitudinal keyways and drilled dowel holes and between bottom of beams and top of pier and abutment.

DECK BEAM DETAILS - SPANS 1 & 3
 F.A.P. ROUTE 315 - (U.S. 136)
 OVER PRAIRIE CREEK
 SECTION 116(BR-2)
 LOGAN COUNTY
 STA. 314+50.00
 S.N. 054-0025

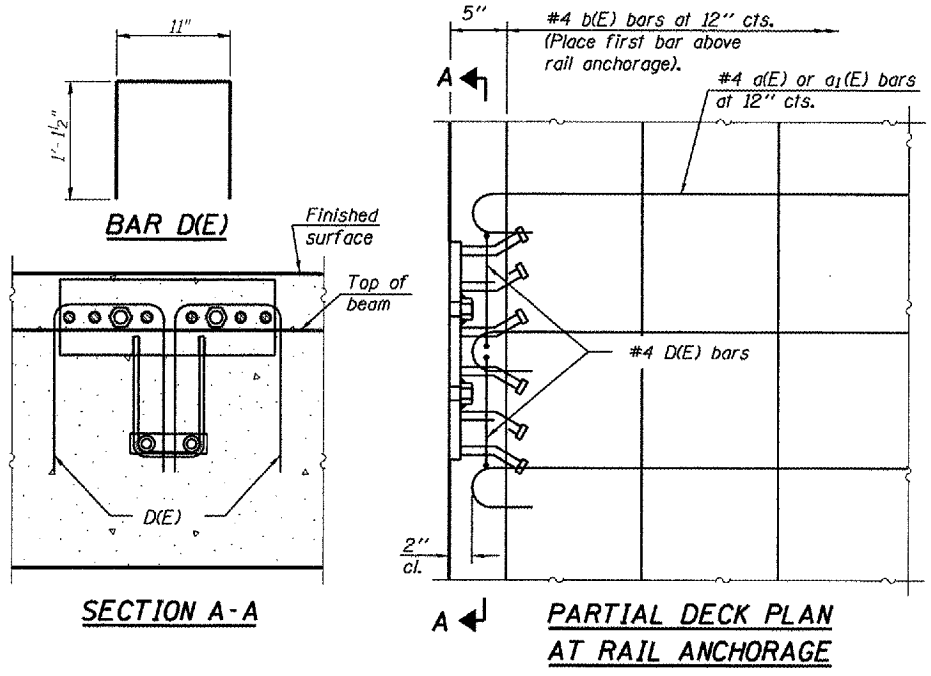
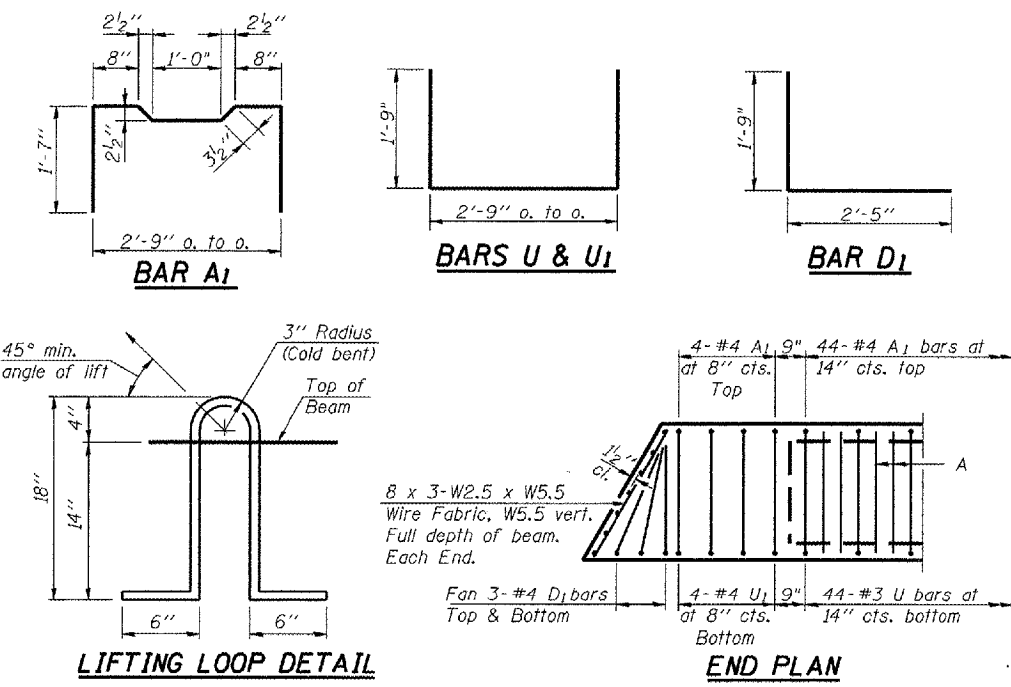
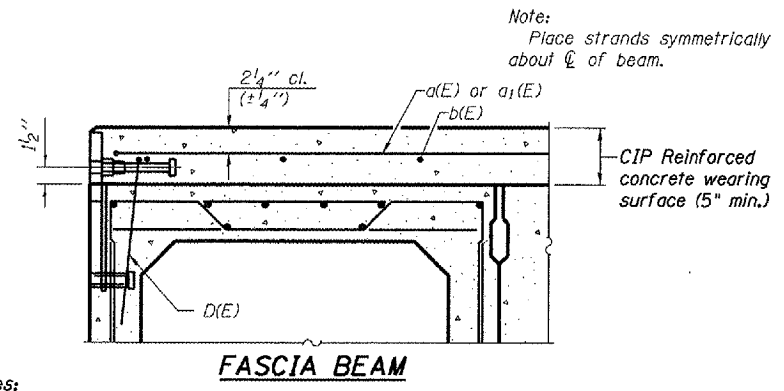
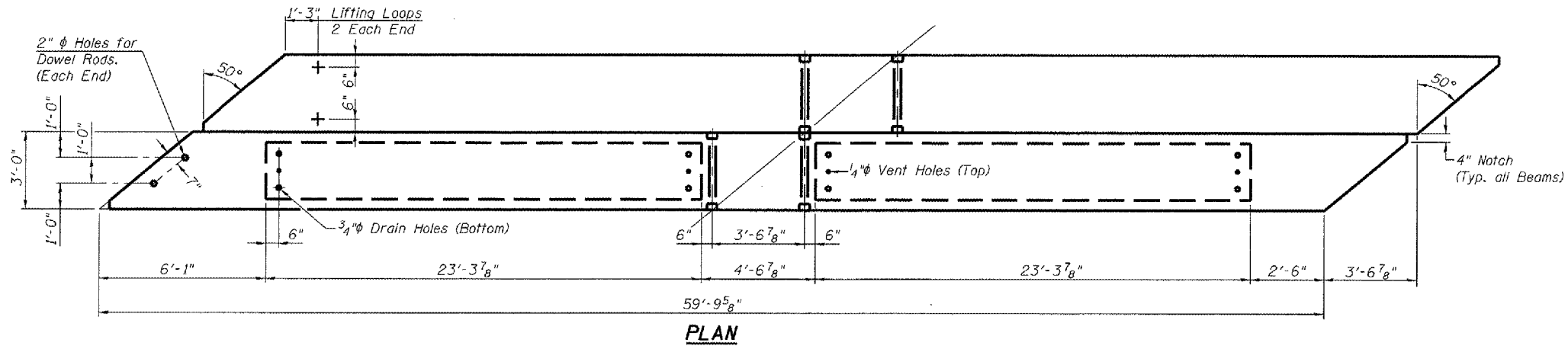
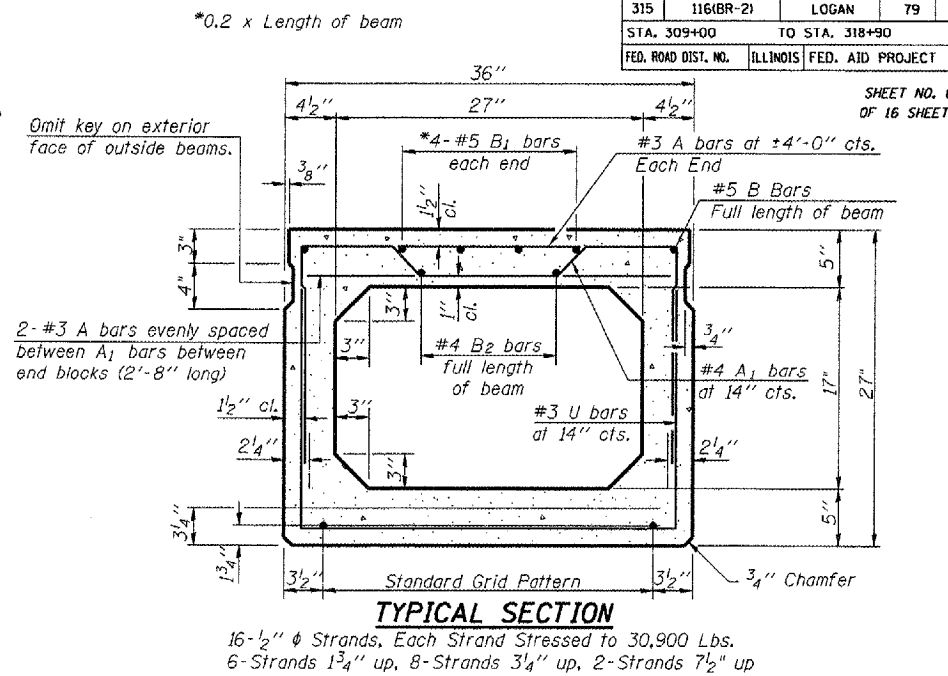
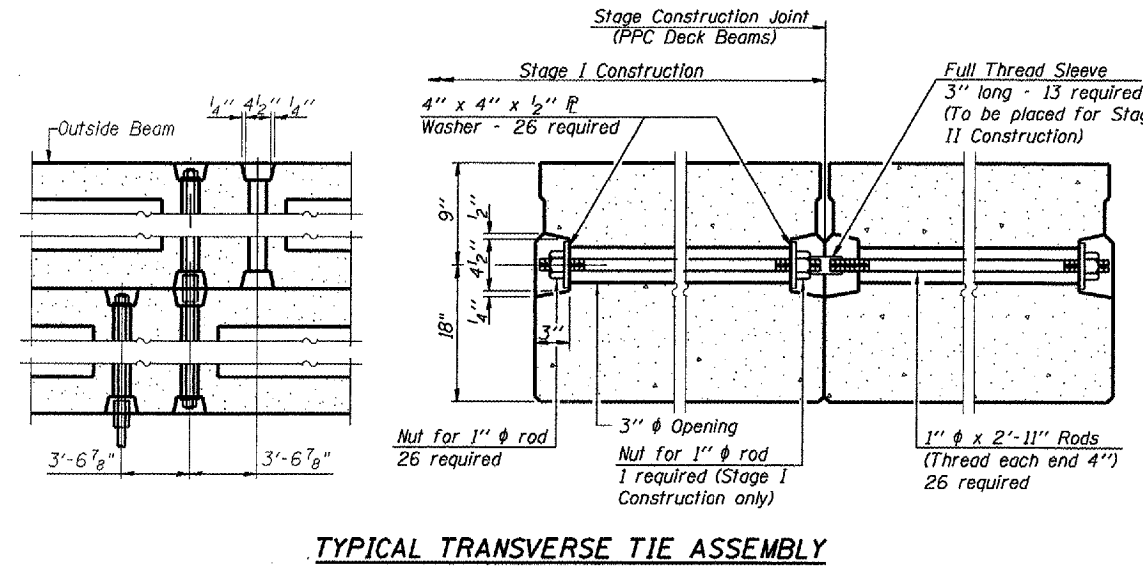
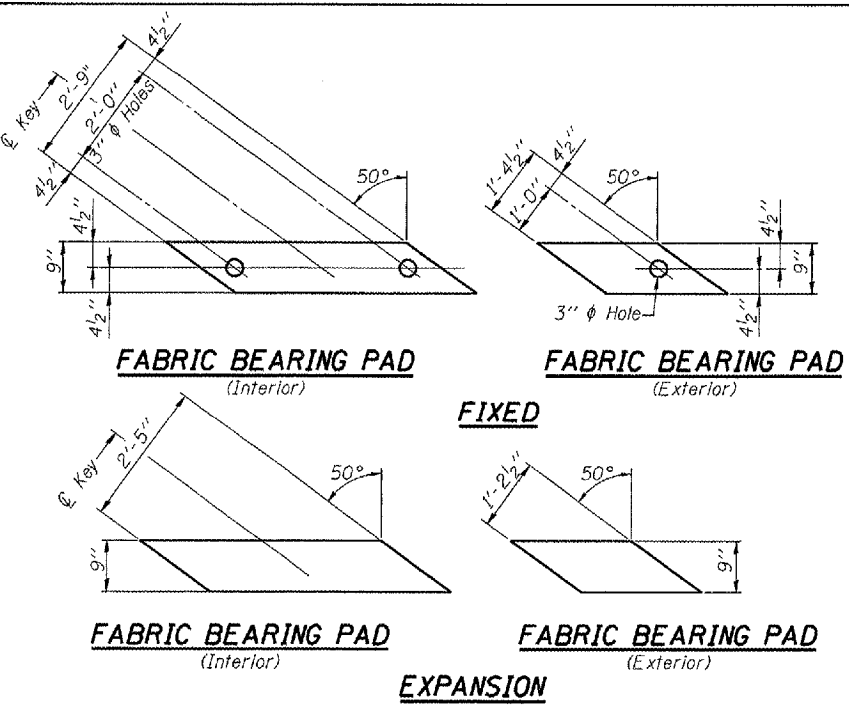
BILL OF MATERIAL

Precast Prestressed Conc. Deck Bms. (21" Depth)	Sq. Ft.	3968
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PLOT DATE = 7/19/2007
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 PLOT DATE = 8/21/07 7:29:52 AM 8/21/07

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	48
STA. 309+00		TO STA. 318+90		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



NOTES:
 The rail anchorage shall be cast with the beam and the wearing surface shall be cast in the field. Formwork necessary for the wearing surface may be secured utilizing the bottom rail anchorage inserts and or additional inserts cast into the beam. Drilling into the beam will not be permitted.

NOTES
 Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. Lifting loops shall be 2-1/2" ϕ -270 ksi strands, as shown.
 Non prestressing steel shall conform to ASTM A 706 Grade 60. (IL Modified). See Special Provisions.
 The bearing seat surfaces shall be adjusted by shimming to assure firm and even bearing. Two 1/8" fabric adjusting shims of the dimensions of the Exterior Bearing Pad shall be provided for each bearing.
 Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between top of the beam and the bottom edge of the key.
 Corrosion inhibitor, according to Article 1020.05(b)(12) of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.
 Required Release Strength, f'ci, shall be 4000 p.s.i.
 See Sheet 8 of 16 for rail anchorage locations.
 The 1" ϕ rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside shall be filled with grout after transverse assembly is in place.
 Non-shrink grout shall be used in all longitudinal keyways and drilled dowel holes and between bottom of beams and top of pier and abutment.

BILL OF MATERIAL

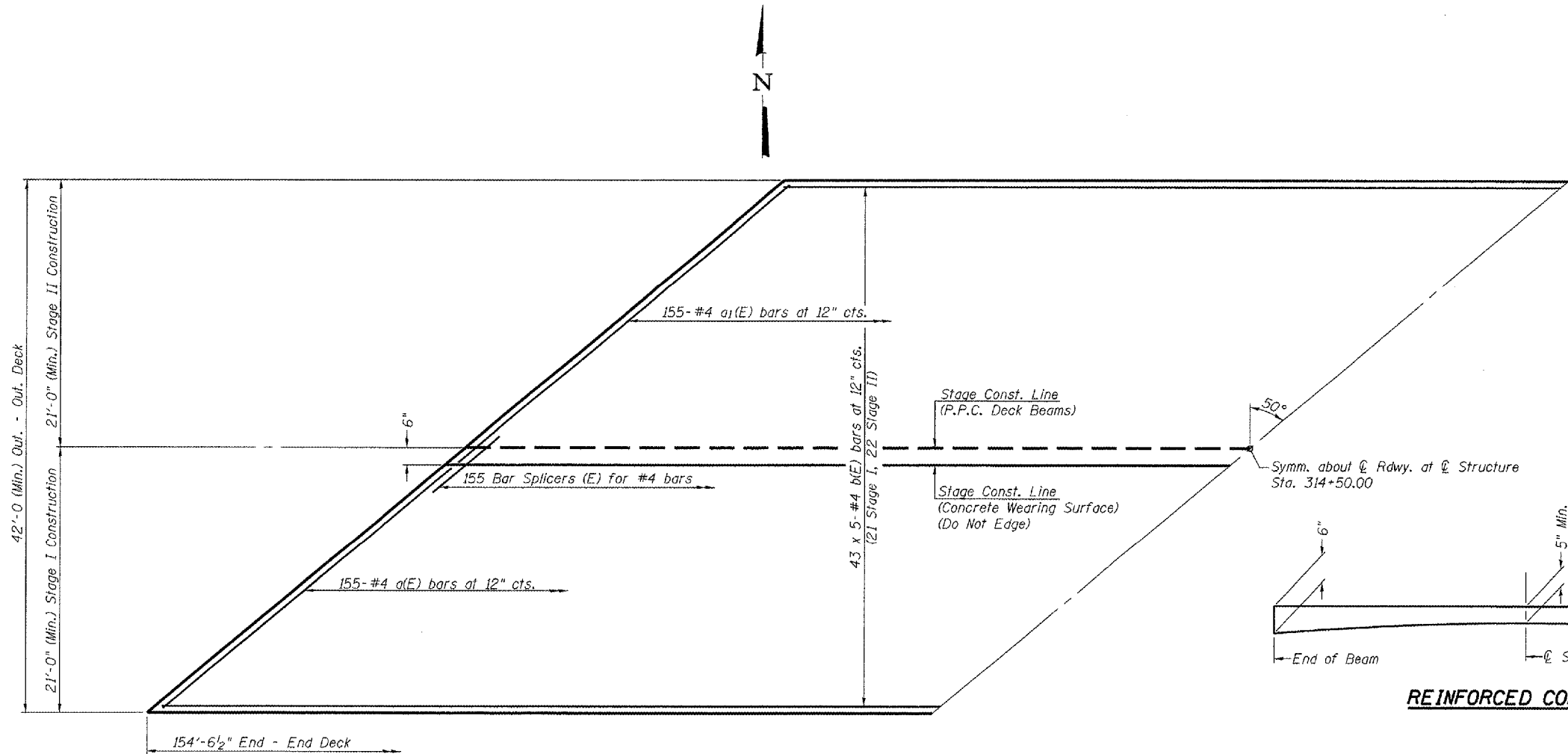
Material	Sq. Ft.	Quantity
Precast Prestressed Conc. Deck Bms. (27" Depth)	2512	

DECK BEAM DETAILS - SPAN 2
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK
SECTION 116(BR-2)
LOGAN COUNTY
STA. 314+50.00
S.N. 054-0025

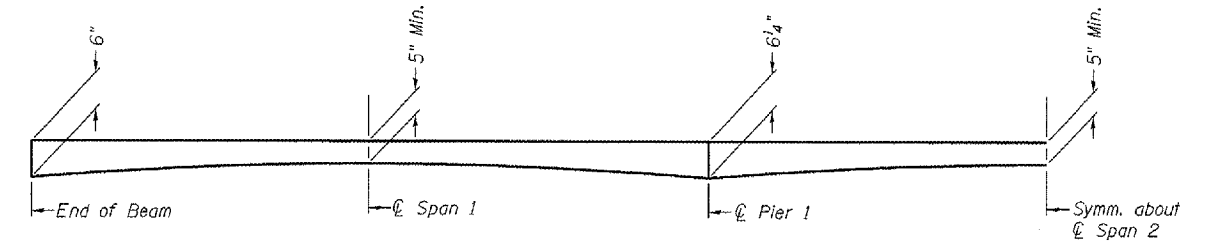
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CONTRACT NO. 72997				
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315	116(BR-2)	LOGAN	79	49
STA. 309+00		TO STA. 318+90		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SHEET NO. 7
OF 16 SHEETS



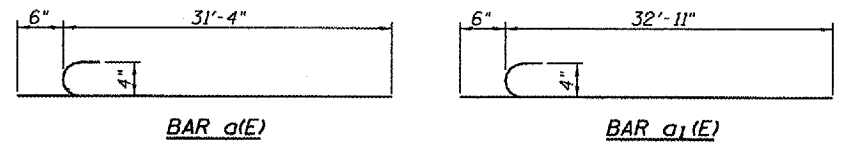
OVERLAY PLAN



REINFORCED CONCRETE WEARING SURFACE PROFILE

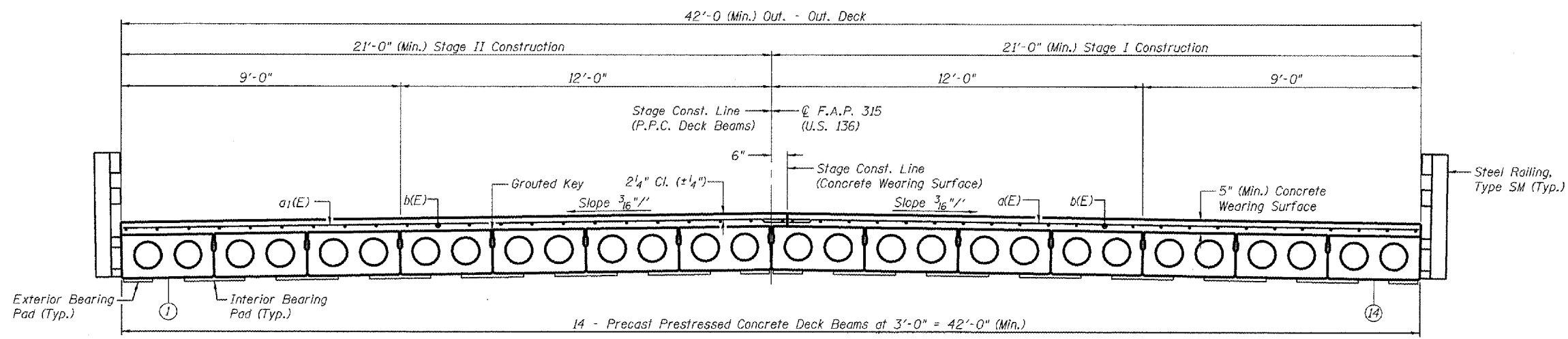
Min. Bar Lap
#4 bar = 1'-4"

Note: For remainder of Superstructure Details see Sheet 8 of 16.
Bars designated 43 x 5-#4 etc. indicates 43 lines of bars with 5 lengths per line.



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	155	#4	31'-10"	—
a1(E)	155	#4	33'-5"	—
b(E)	215	#4	32'-6"	—
Reinforcement Bars, Epoxy Coated			Pound	11430
Bar Splicers			Each	155
Concrete Wearing Surface, 5"			Sq. Yd.	721.2

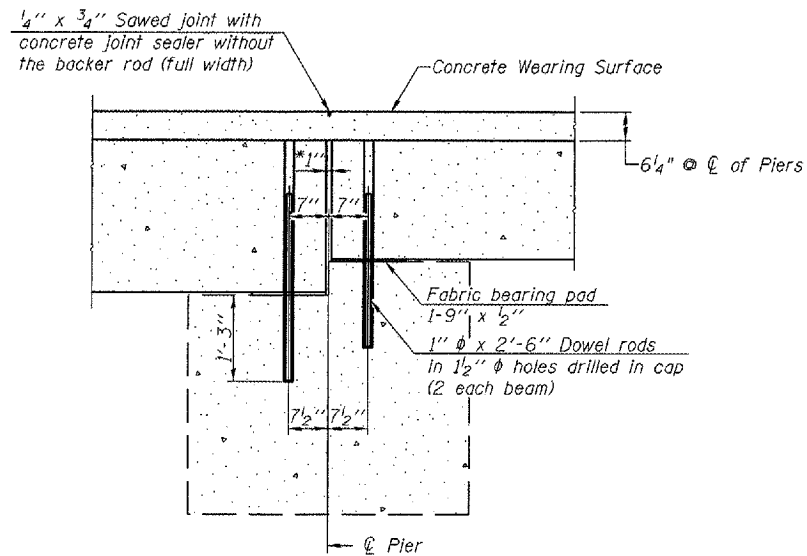


CROSS SECTION
(Looking East)

SUPERSTRUCTURE
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK
SECTION 116(BR-2)
LOGAN COUNTY
STA. 314+50.00
S.N. 054-0025

PLOT DATE = 7/1/2007
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 MODEL NAME = 116(BR-2) - 07.dwg

F.A.P. RTCL	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	50
STA. 309+00		TO STA. 318+90		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



SECTION THRU PIERS

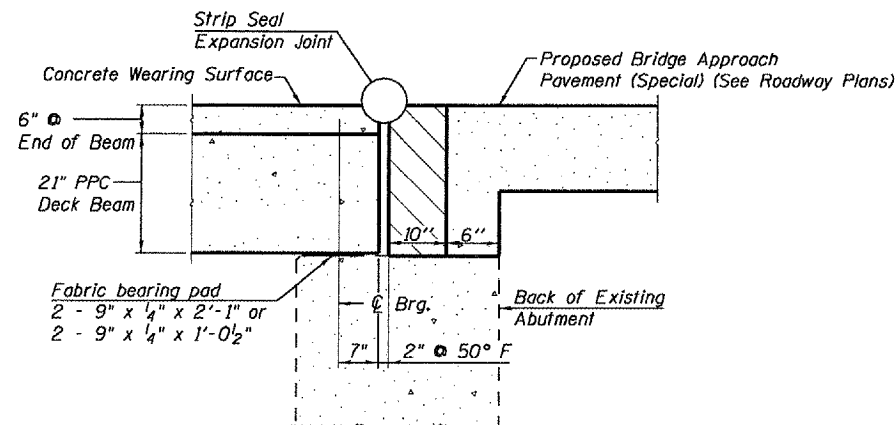
Notes:

After beams have been erected, holes shall be drilled into substructure and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure min. 24 hrs. prior to grouting the shear keys.

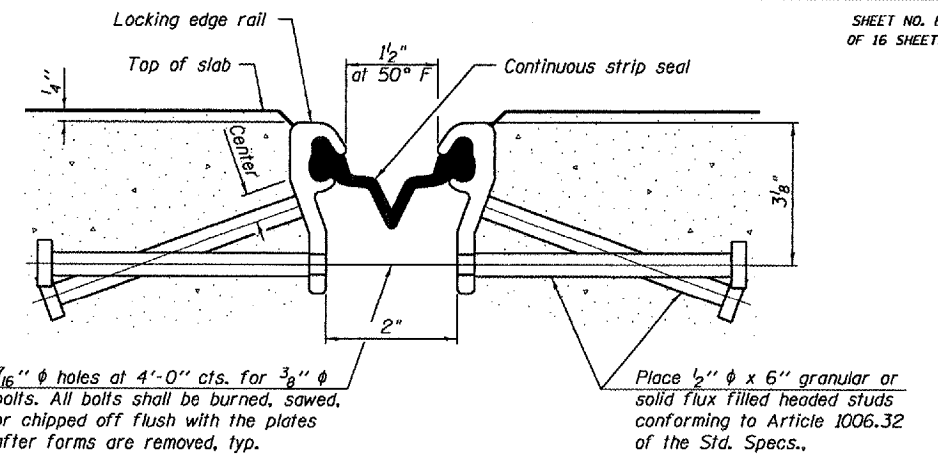
Hatched area to be poured after concrete wearing surface is in place. See sheets 5 and 6 of 16 for bearing pad details.

* 1" Jt. shall be filled with non-shrink grout. 1" dimension may vary to accommodate tolerance in beam lengths.

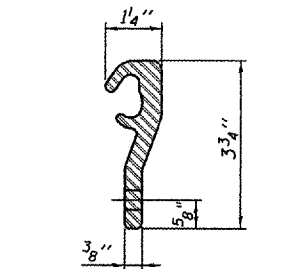
All horizontal dimensions are at right angles to beam ends.



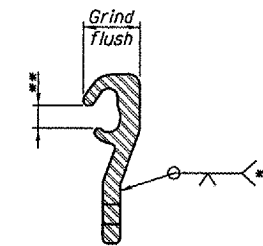
SECTION THRU ABUTMENTS



SECTION THRU STRIP SEAL JOINT FOR OVERLAY OVER DECK BEAMS
(64 Studs Stage I, 64 Studs Stage II)



LOCKING EDGE RAIL



LOCKING EDGE RAIL SPLICE

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails.

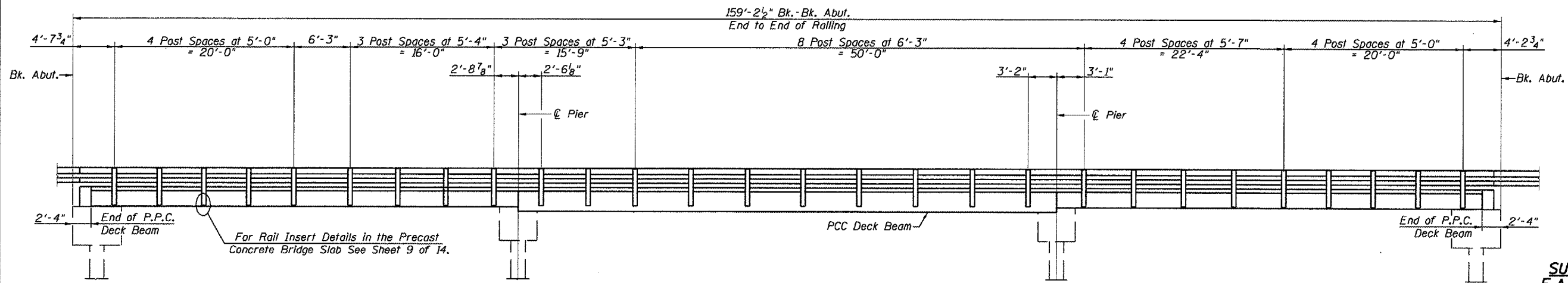
The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.

The inside of the Locking Edge Rail groove shall be free of weld residue. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

After fabrication, the steel locking edge rail assembly shall be hot dip galvanized according to AASHTO M111 and ASTM A123.

**Omit weld at seal opening.

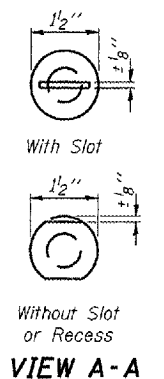
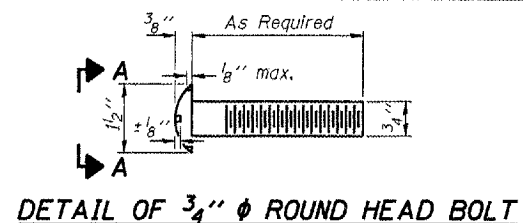


RAIL ELEVATION SHOWING POST SPACING

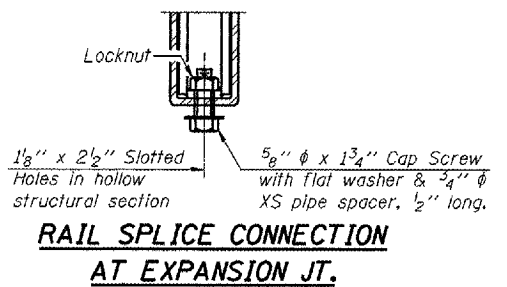
(South Side Looking North)
(North Side Looking South)

SUPERSTRUCTURE DETAILS
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK
SECTION 116(BR-2)
LOGAN COUNTY
STA. 314+50.00
S.N. 054-0025

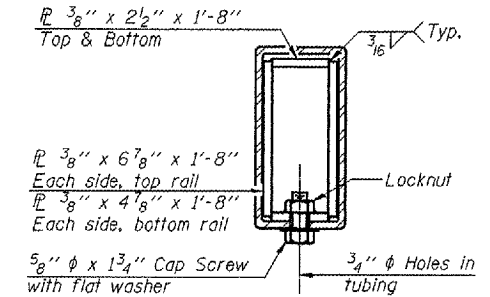
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	51
STA. 309+00		TO STA. 318+90		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



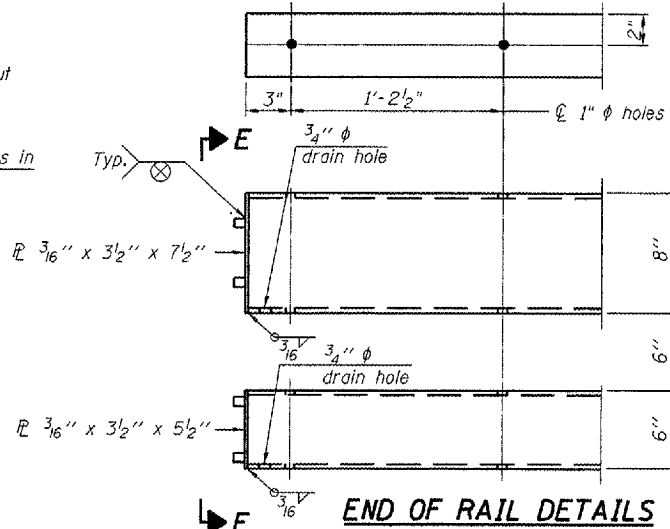
4- 3/4" ϕ x 6" Round Head Bolts (With slot or approved recess in head) with locknut & flat washer. 1/8" ϕ holes in hollow structural section may be drilled in the field.



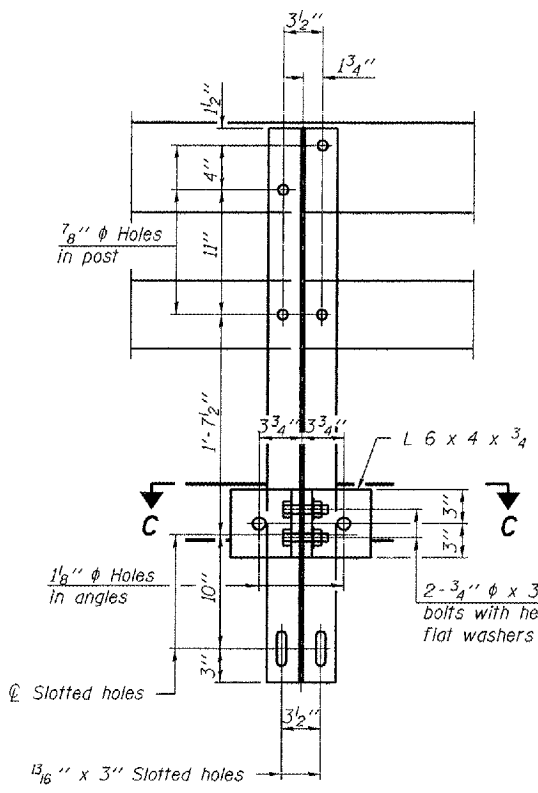
RAIL SPLICE CONNECTION AT EXPANSION JT.



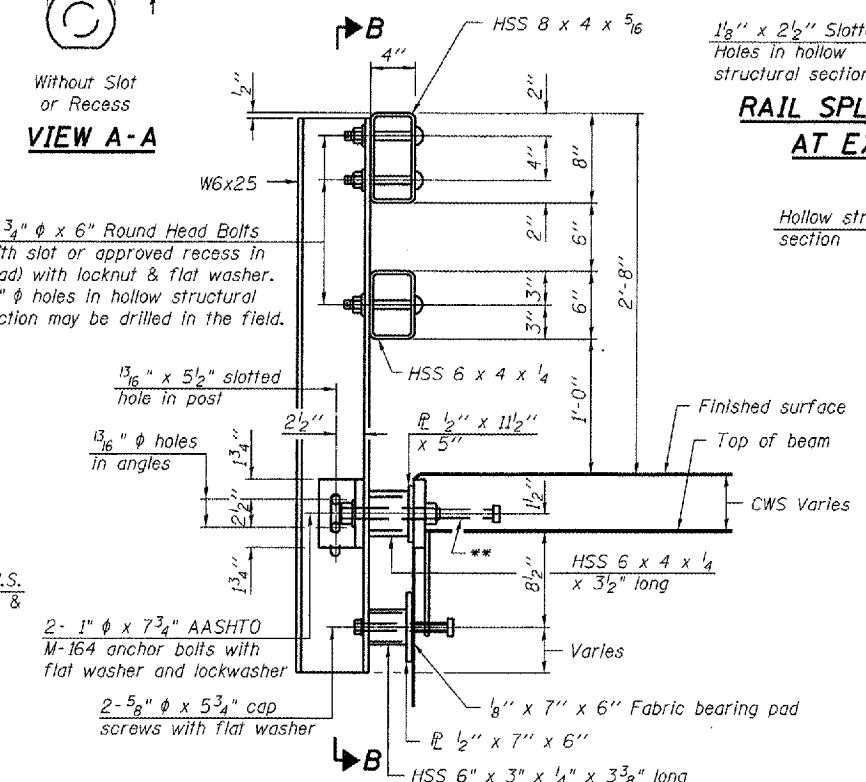
SECTION AT RAIL SPLICE



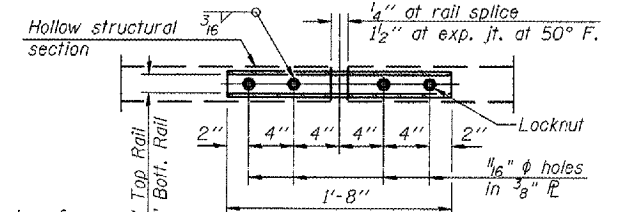
END OF RAIL DETAILS



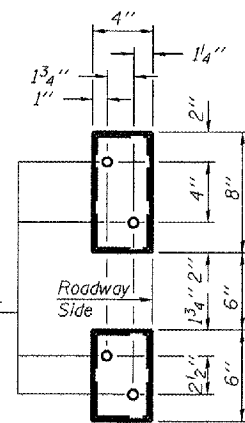
SECTION B-B



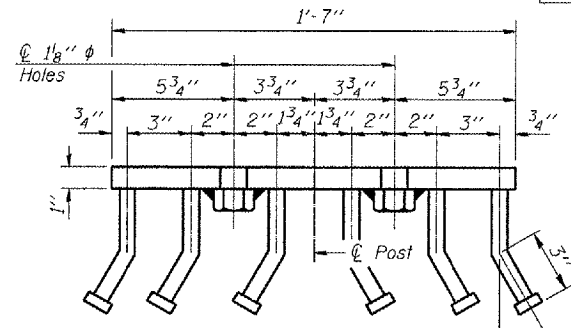
SECTION AT RAIL POST



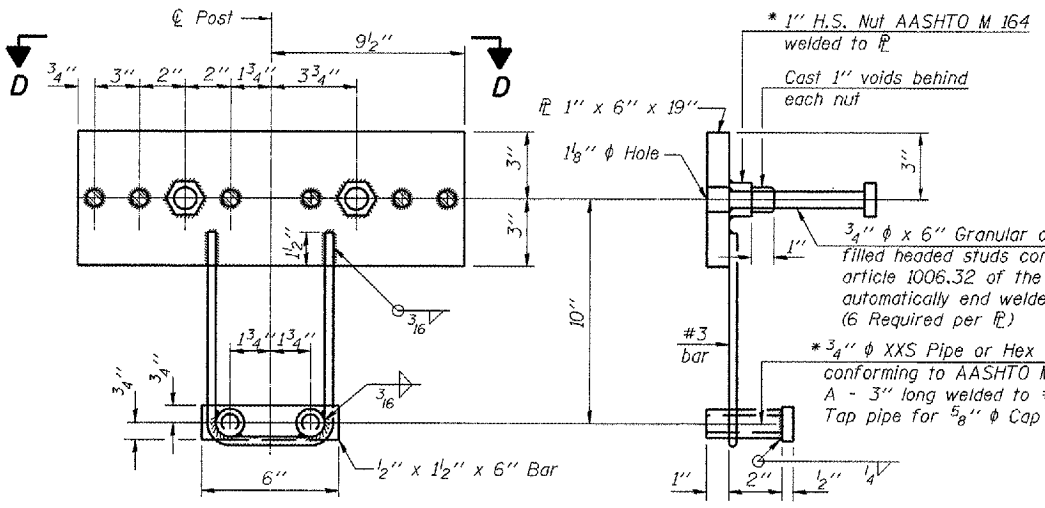
PLAN-BOTT. SPLICE P TYPICAL



VIEW E-E



VIEW D-D



ANCHOR DEVICE

Notes:
 All field drilled holes shall be coated with an approved zinc rich paint before erection.
 For multi-span bridges, sufficient 1/4" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost included with Steel Bridge Rail, Type SM.
 Steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.
 ** The studs of the anchor devices shall be placed below the top reinforcement bars and the outermost longitudinal reinforcement bar shall be placed directly above the studs of the rail post anchor device.

BILL OF MATERIAL

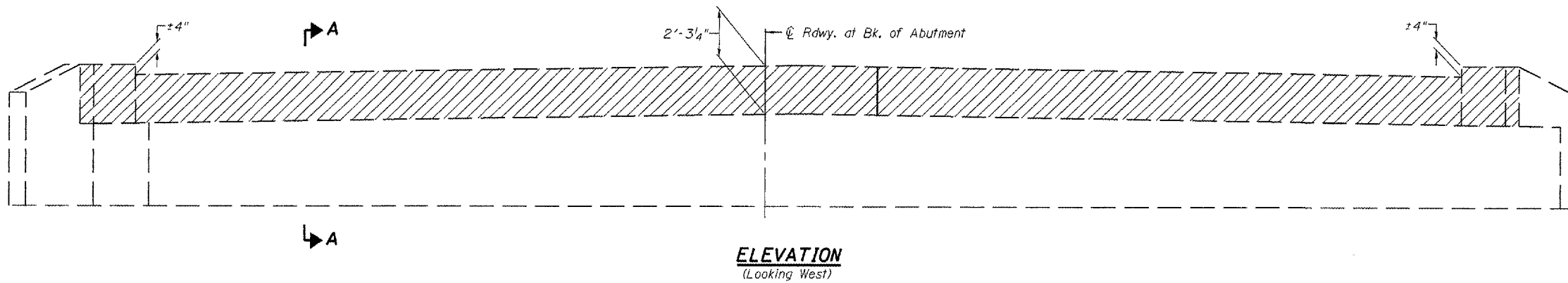
Item	Unit	Quantity
Steel Railing, Type SM	Foot	319

STEEL RAILING, TYPE SM WITH CONCRETE WEARING SURFACE
 F.A.P. ROUTE 315 - (U.S. 136)
 OVER PRAIRIE CREEK
 SECTION 116(BR-2)
 LOGAN COUNTY
 STA. 314+50.00
 S.N. 054-0025

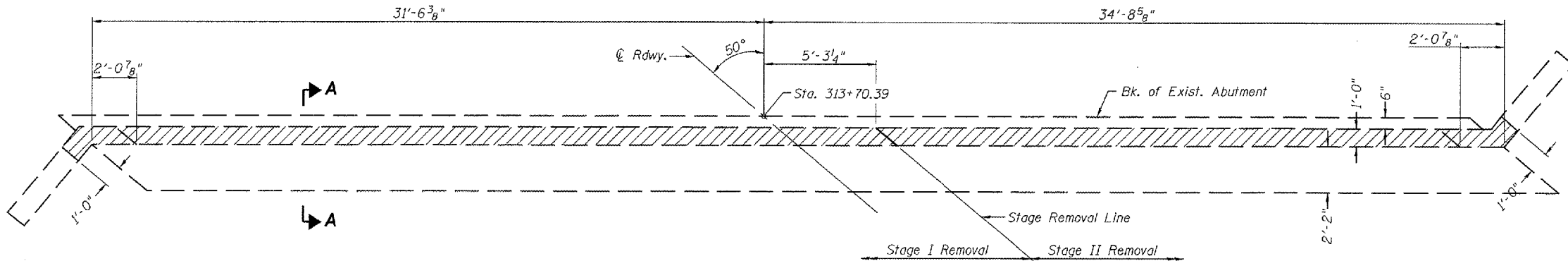
* Threaded areas shall be plugged or blocked off during casting of beam. Galvanized after fabrication.

PLOT DATE = 7/1/2007
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 MODEL NAME = 116(BR-2) 51.dwg
 PLOT DATE = 7/1/2007

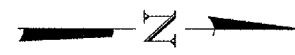
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315	116(BR-2)	LOGAN	79	52
STA. 309+00		TO STA. 318+90		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



ELEVATION
(Looking West)



PLAN

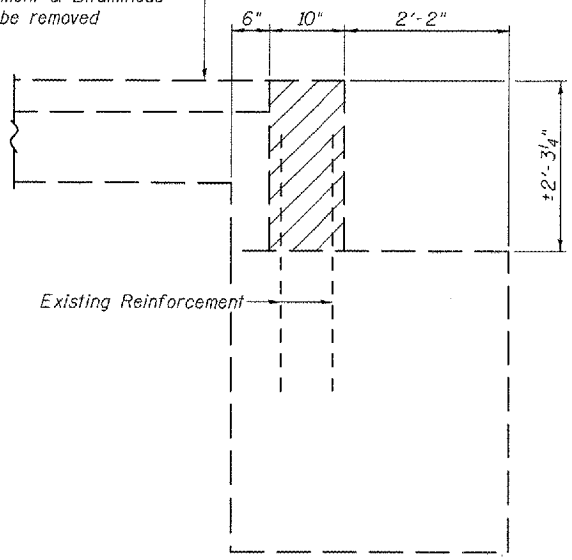


LEGEND

- Concrete Removal

Notes: Existing vertical reinforcing steel in backwall shall be cleaned, straightened, cut (if required), and incorporated into new construction. Damaged reinforcing steel shall be replaced or removed as directed by the Engineer. Cost included with "Concrete Removal".
Removal of the existing joint system is included in the cost of "Concrete Removal".

Existing P.C.C. Pavement & Bituminous Wearing Surface to be removed (See Roadway Plans)



SECTION A-A

(Dimensions are at Rt. angles to abutment)

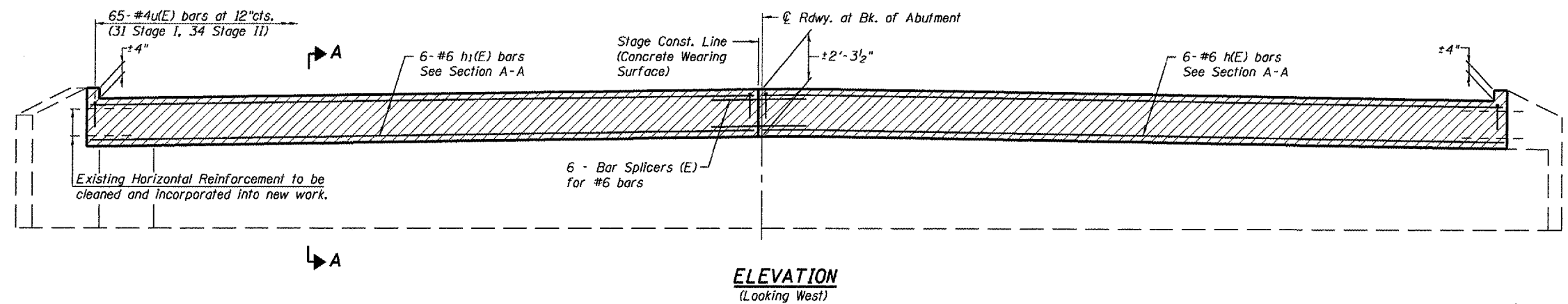
BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	4.90

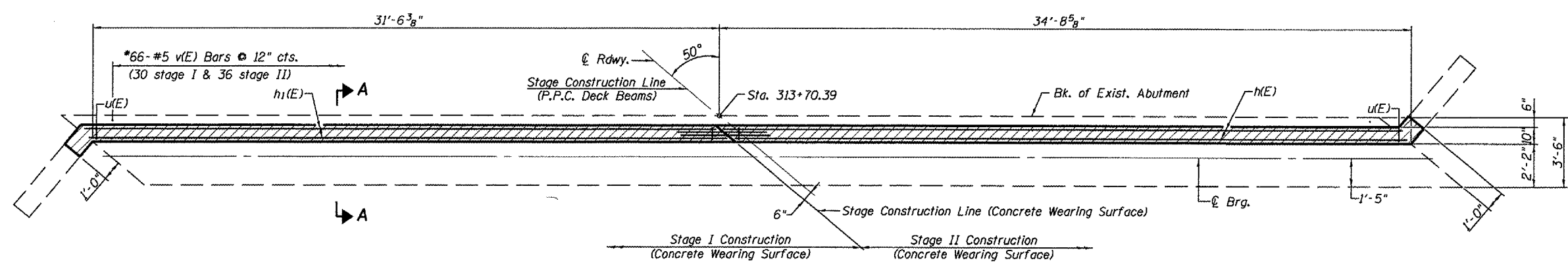
WEST ABUTMENT REMOVAL
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK
SECTION 116(BR-2)
LOGAN COUNTY
STA. 314+50.00
S.N. 054-0025

PLOT DATE = 7/1/2007
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. 309+00		TO STA. 318+90		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

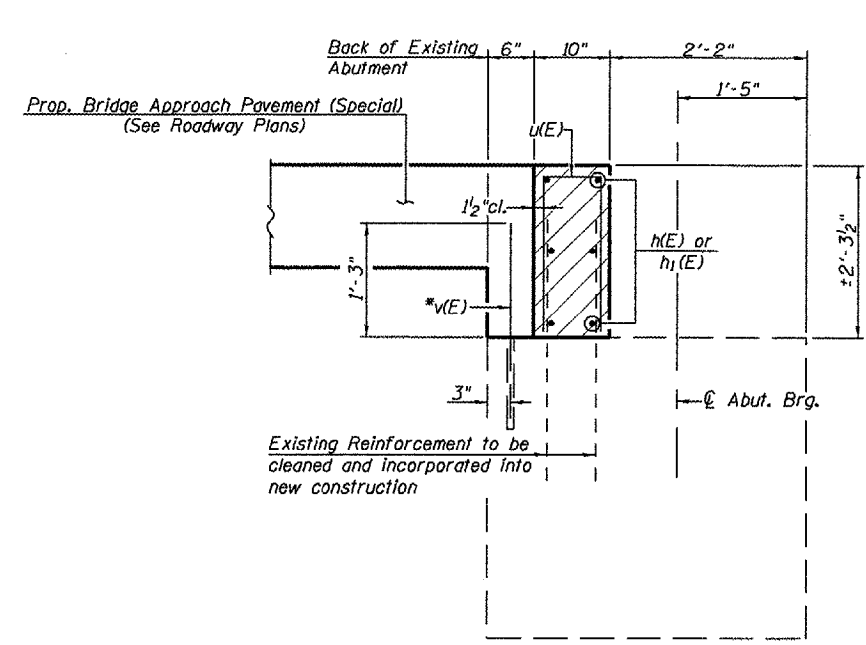


ELEVATION
(Looking West)



PLAN

Note: Hatched area to be poured after Concrete Wearing Surface is in place.



SECTION A-A
(Dimensions are at Rt. angles to abutment)

* Epoxy grout v(E) bars into 7/8" ϕ holes, 1'-0" min. depth according to Section 584 of the Standard Specifications.

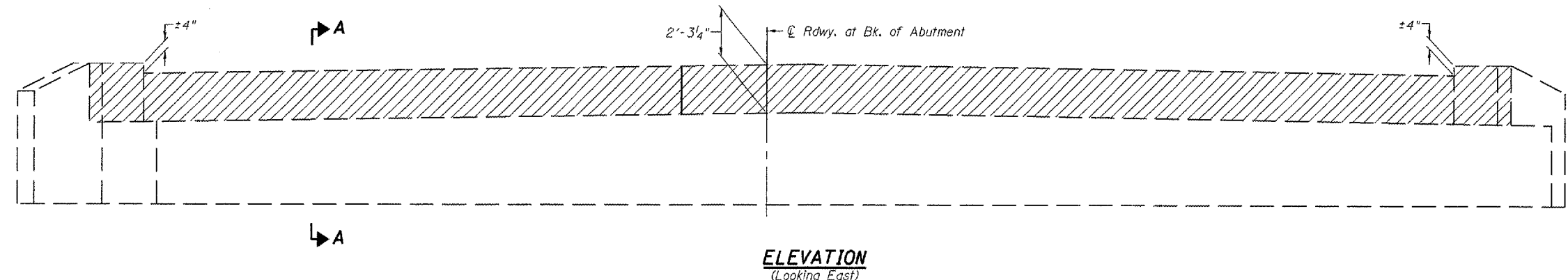
BILL OF MATERIAL WEST ABUTMENT

BAR	NO.	SIZE	LENGTH	SHAPE
h(E)	6	#6	33'-10"	—
h1(E)	6	#6	31'-8"	—
u(E)	65	#4	3'-7"	□
v(E)	66	#5	2'-3"	—
Reinforcement Bars, Epoxy Coated			Pound	910
Bar Splicers			Each	6
Concrete Substructure			Cu. Yd.	4.90

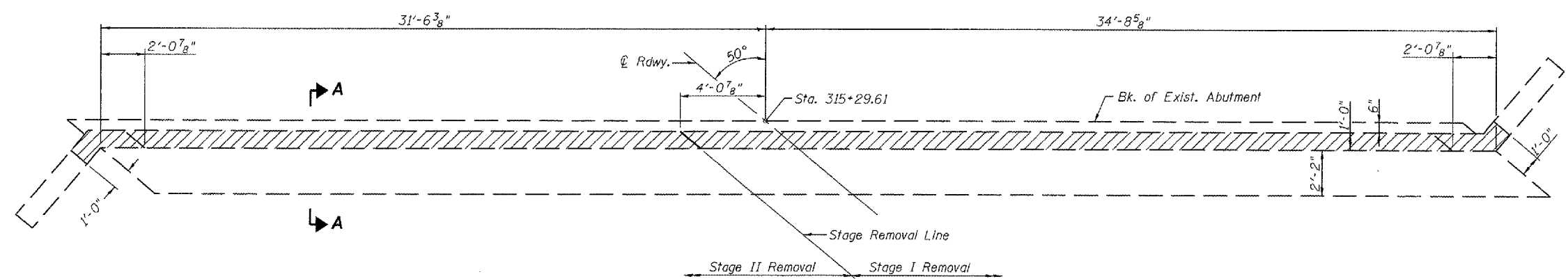
WEST ABUTMENT
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK
SECTION 116(BR-2)
LOGAN COUNTY
STA. 314+50.00
S.N. 054-0025

PLOT DATE = 7/27/2007
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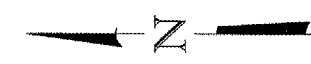
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	54
STA. 309+00		TO STA. 318+90		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



ELEVATION
(Looking East)



PLAN

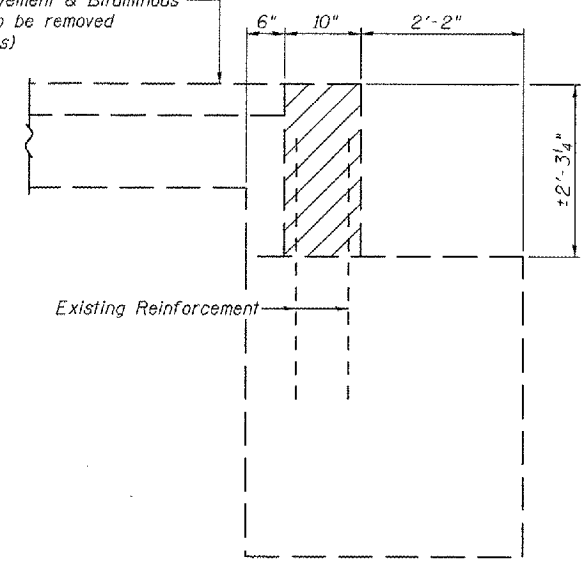


LEGEND

- Concrete Removal

Notes: Existing vertical reinforcing steel in backwall shall be cleaned, straightened, cut (if required), and incorporated into new construction. Damaged reinforcing steel shall be replaced or removed as directed by the Engineer. Cost included with "Concrete Removal".
Removal of the existing joint system is included in the cost of "Concrete Removal".

Existing P.C.C. Pavement & Bituminous Wearing Surface to be removed (See Roadway Plans)



SECTION A-A

(Dimensions are at Rt. angles to abutment)

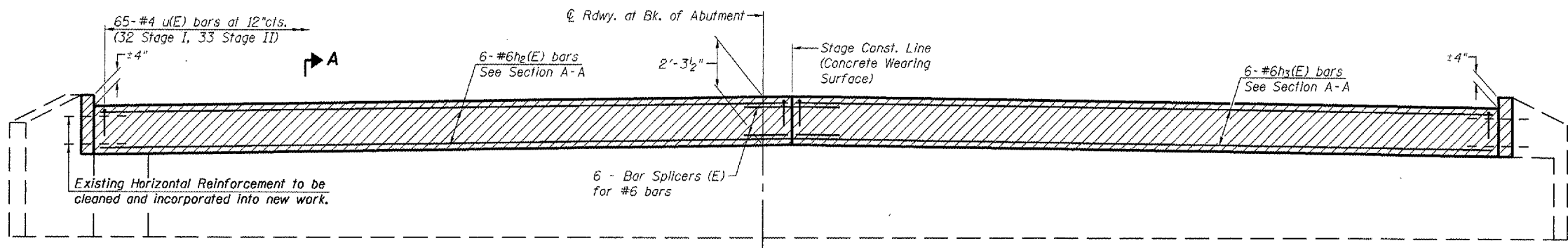
BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	4.90

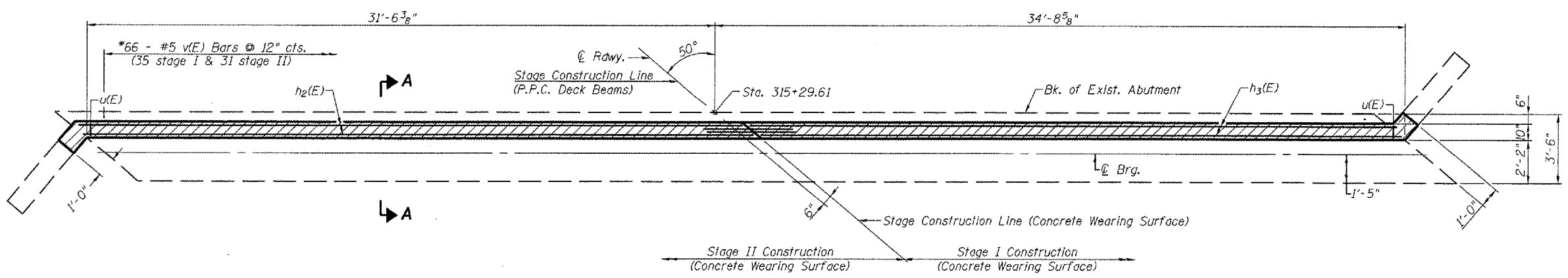
EAST ABUTMENT REMOVAL
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK
SECTION 116(BR-2)
LOGAN COUNTY
STA. 314+50.00
S.N. 054-0025

PLOT DATE = 7/9/2007
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. 309+00		TO STA. 318+90		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

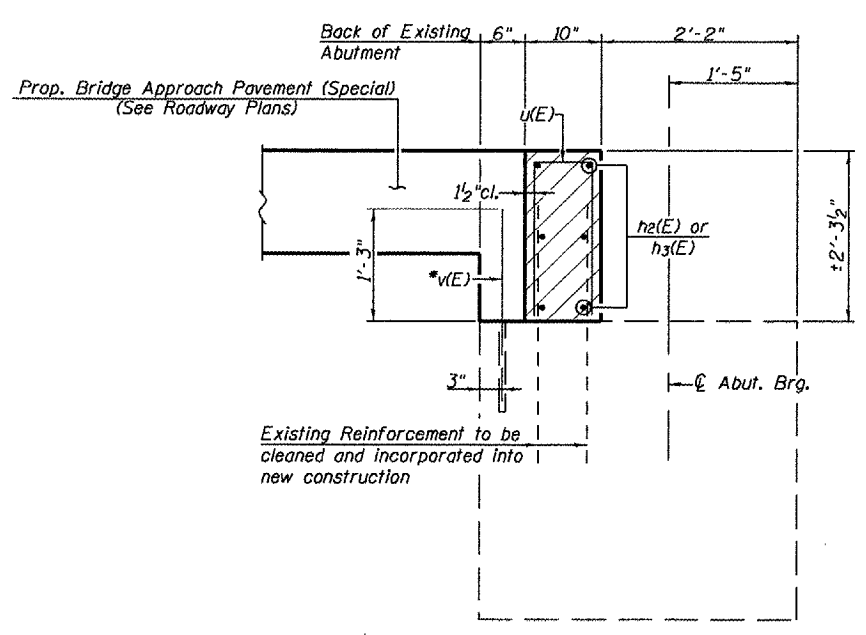


ELEVATION
(Looking East)

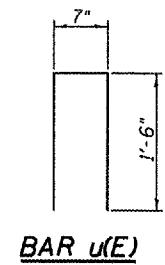


PLAN

Note: Hatched area to be poured after Concrete Wearing Surface is in place.



SECTION A-A
(Dimensions are at Rt. angles to abutment)



*Epoxy grout v(E) bars into 7/8" φ holes, 1'-0" min. depth according to Section 584 of the Standard Specifications.

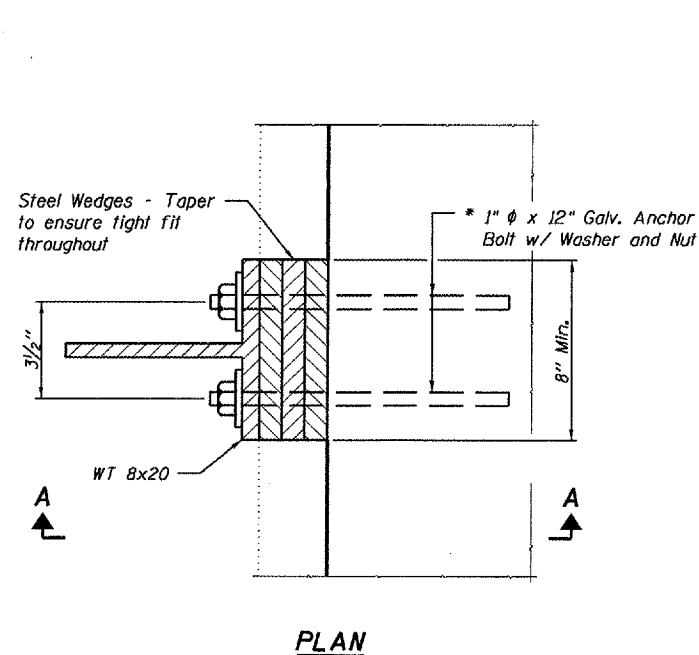
**BILL OF MATERIAL
EAST ABUTMENT**

BAR	NO.	SIZE	LENGTH	SHAPE
h ₂ (E)	6	#6	33'-5"	—
h ₃ (E)	6	#6	32'-3"	—
u(E)	65	#4	3'-7"	□
v(E)	66	#5	2'-3"	—
Reinforcement Bars, Epoxy Coated			Pound	910
Bar Splicers			Each	6
Concrete Substructure			Cu. Yd.	4.90

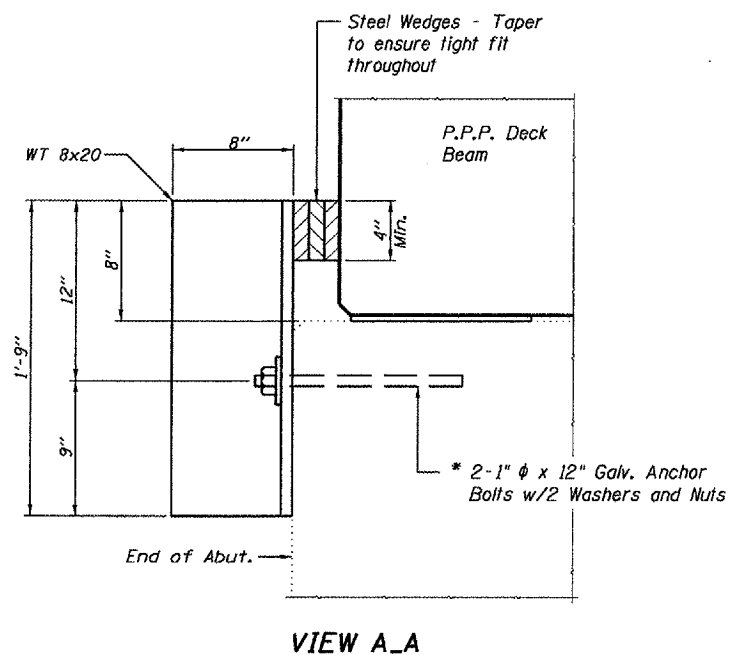
EAST ABUTMENT
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK
SECTION 116(BR-2)
LOGAN COUNTY
STA. 314+50.00
S.N. 054-0025

PLOT DATE: 7/9/2007
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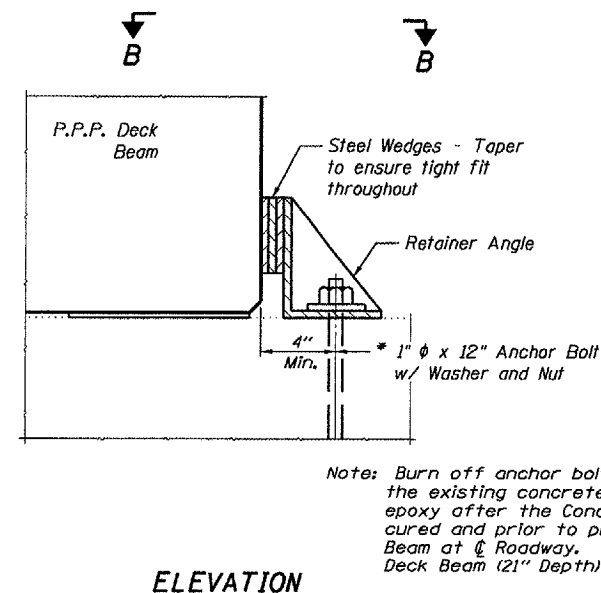
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. 309+00		TO STA. 318+90		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



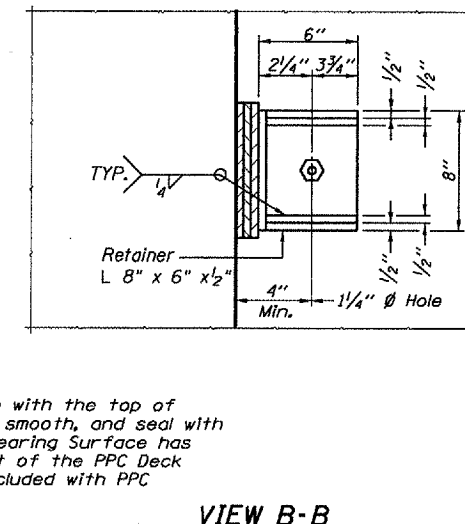
PLAN



VIEW A-A



ELEVATION



VIEW B-B

PERMANENT SIDE RETAINER AT ABUTMENTS

* Epoxy grout 1" anchor bolts in 9" (min.), drilled holes according to Section 584 of the Standard Specification. Cost of retainer and accessories are included with PPC Deck Beams (21" Depth)

TEMPORARY SIDE RETAINER AT ABUTMENTS

ANCHOR BOLTS FOR RETAINERS
GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted. Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming. The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for PPC Deck Beams (21" Depth). The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures. The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:

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

Location	Type
W. Abut.	A325
E. Abut.	A325

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

SUBSTRUCTURE DETAILS
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK
SECTION 116(BR-2)
LOGAN COUNTY
STA. 314+50.00
S.N. 054-0025

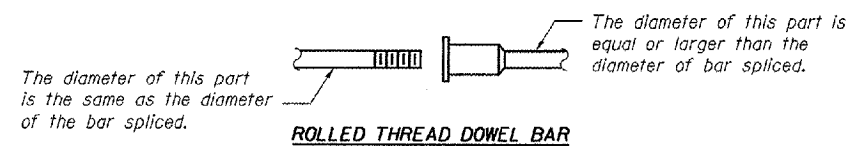
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	57
STA. 309+00		TO STA. 318+90		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

NOTES

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

- ① Minimum Capacity = $1.25 \times f_y \times A_t$
(Tension in kips)
 - ② Minimum *Pull-out Strength = $0.66 \times f_y \times A_t$
(Tension in kips)
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

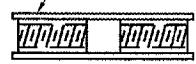
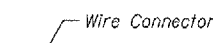
BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-0"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



ROLLED THREAD DOWEL BAR



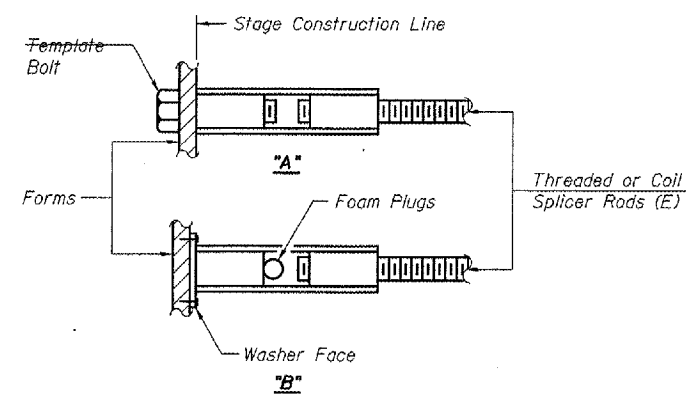
**** ONE PIECE**



WELDED SECTIONS

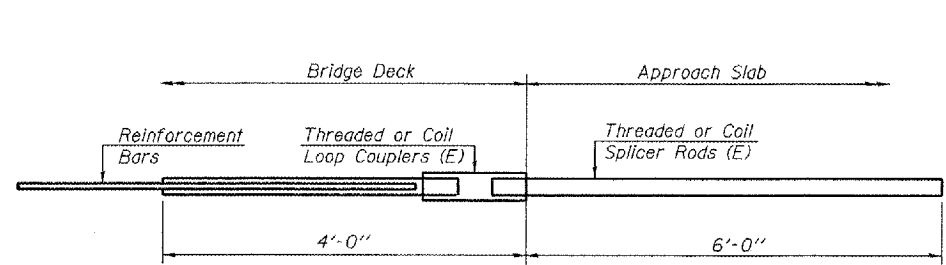
BAR SPLICER ASSEMBLY ALTERNATIVES

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



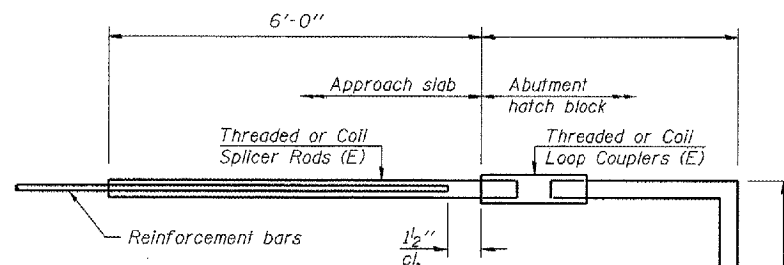
INSTALLATION AND SETTING METHODS

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



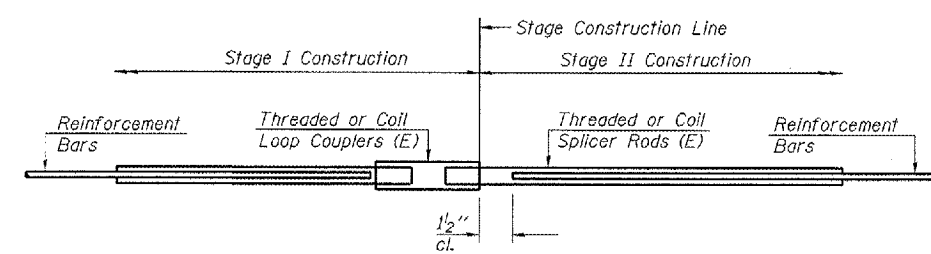
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

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



FOR STUB ABUTMENTS

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



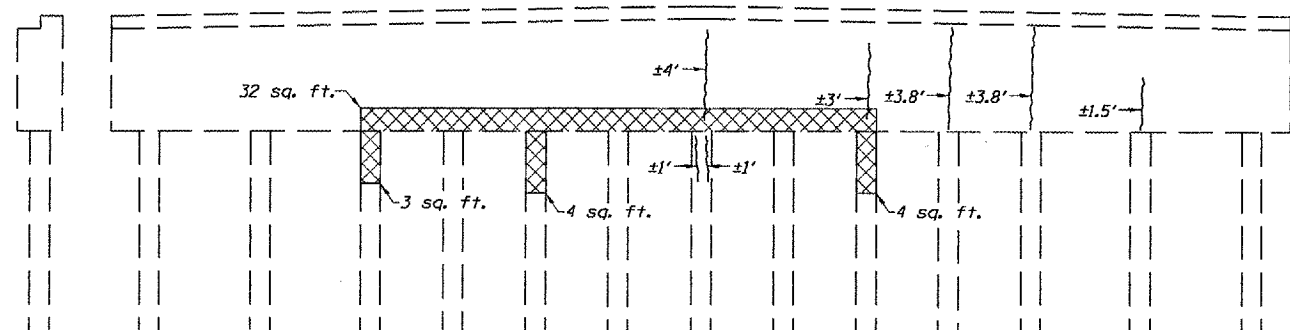
STANDARD

Bar Size	No. Assemblies Required	Location
#4	155	Conc. Wearing Surface
#6	12	Abutments
Total	167	

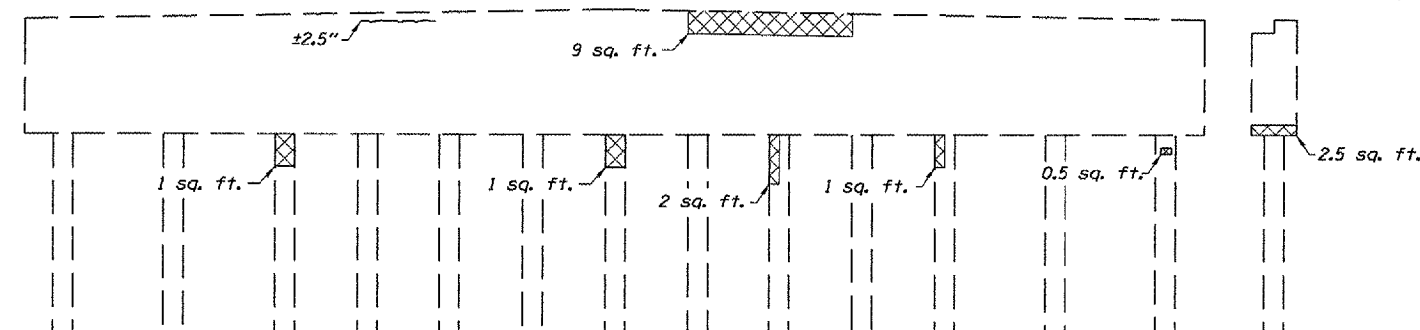
BAR SPLICER ASSEMBLY DETAILS
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK
SECTION 116(BR-2)
LOGAN COUNTY
STA. 314+50.00
S.N. 054-0025

PLOT DATE = 7/1/2007
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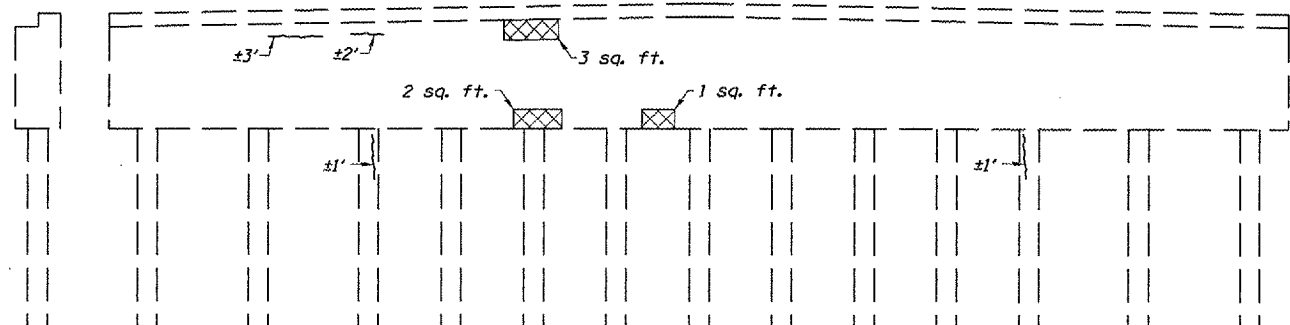
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	58
STA. 309+00		TO STA. 318+90		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



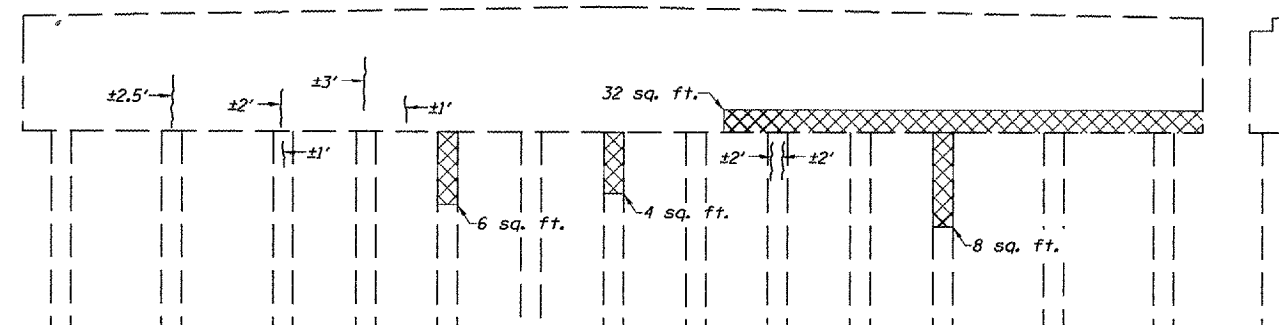
WEST PIER ELEVATION
(East Face Looking West)



WEST PIER ELEVATION
(West Face Looking East)



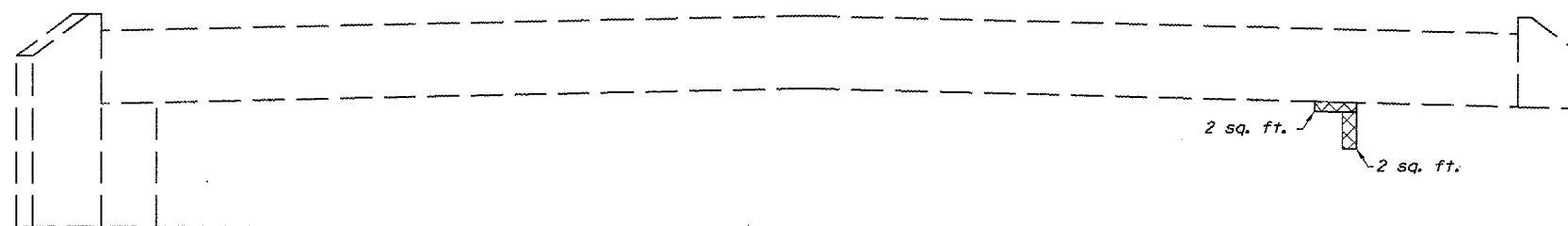
EAST PIER ELEVATION
(East Face Looking West)



EAST PIER ELEVATION
(West Face Looking West)



EAST ABUTMENT ELEVATION
(Looking East)



WEST ABUTMENT ELEVATION
(Looking West)

- LEGEND**
- Structural Repair of Concrete (Depth equal to or less than 5")
 - $\pm 5'$ Epoxy Crack Injection (Crack widths shown are approx. 1/8" to 1/4" in width)

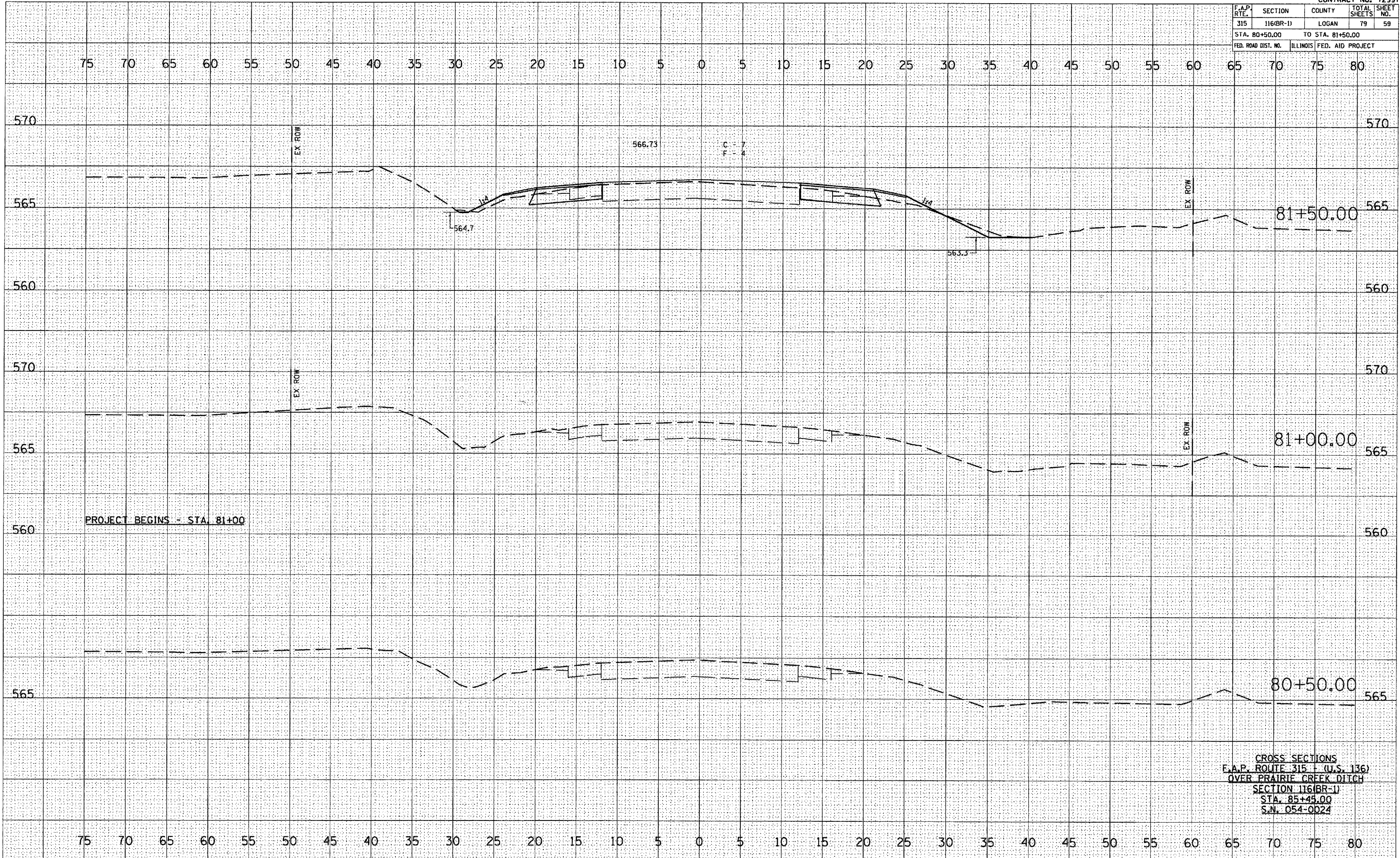
BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Epoxy Crack Injection	Foot	52
Structural Repair of Concrete (Depth Equal To Or Less Than 5")	Sq. Ft.	119

SUBSTRUCTURE REPAIR
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK
SECTION 116(BR-2)
LOGAN COUNTY
STA. 314+50.00
S.N. 054-0025

PLOT DATE = 7/9/2007
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. 80+50.00		TO STA. 81+50.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



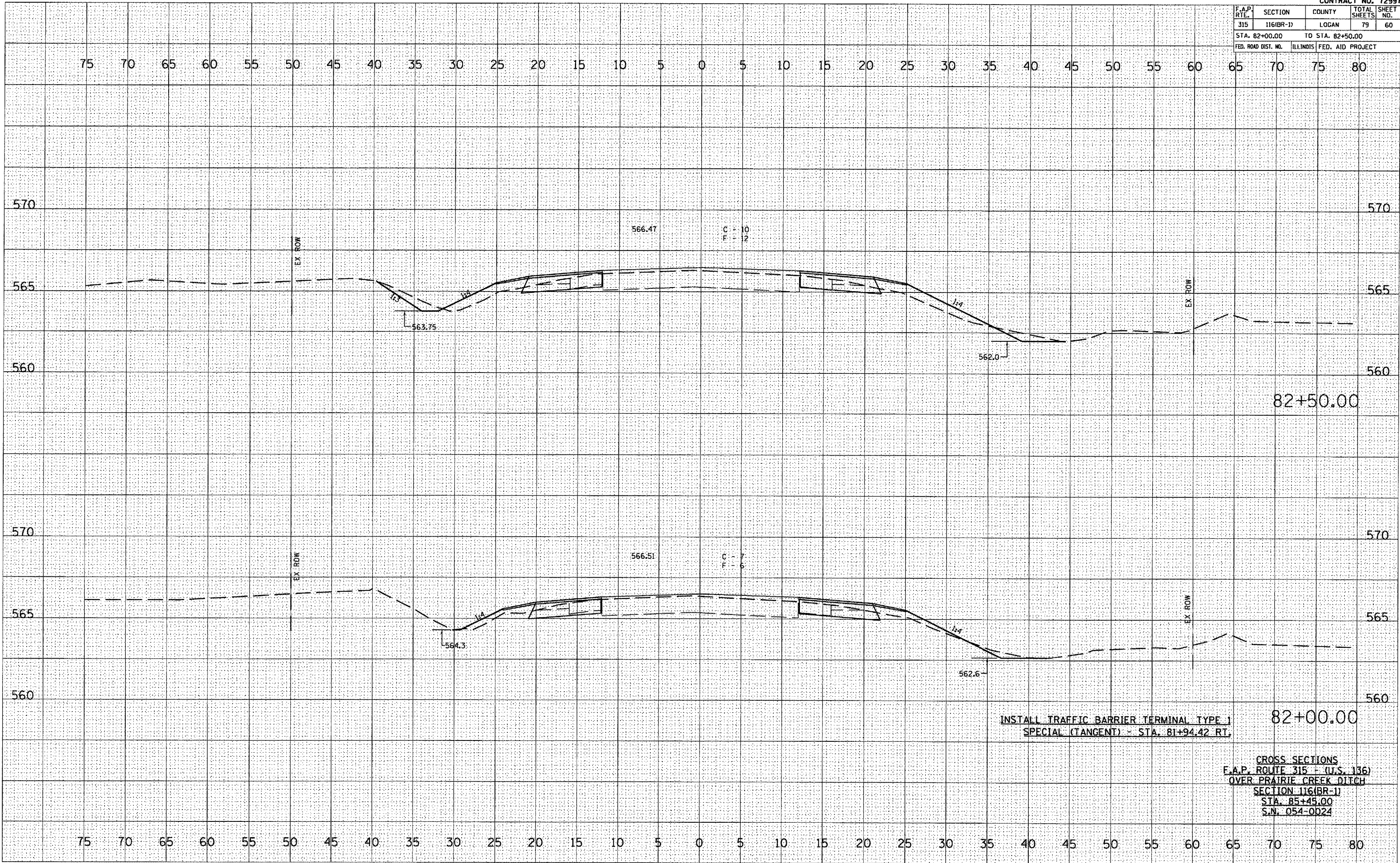
BY	DATE

BY	DATE

DATE: 7/1/2007
FILE NAME: 116(BR-1) - 054-0024.dwg
PLOT SCALE: 1/8" = 1'-0"
USER NAME: laughlin

CROSS SECTIONS
F.A.P. ROUTE 315 (U.S. 136)
OVER PRAIRIE CREEK DITCH
SECTION 116(BR-1)
STA. 85+45.00
S.N. 054-0024

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	60
STA. 82+00.00		TO STA. 82+50.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



BY	DATE

BY	DATE

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 FILE NAME = A:\054-0024.dwg
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 USER NAME = laughtinr1

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	61
STA. 82+93.00		TO STA. 83+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

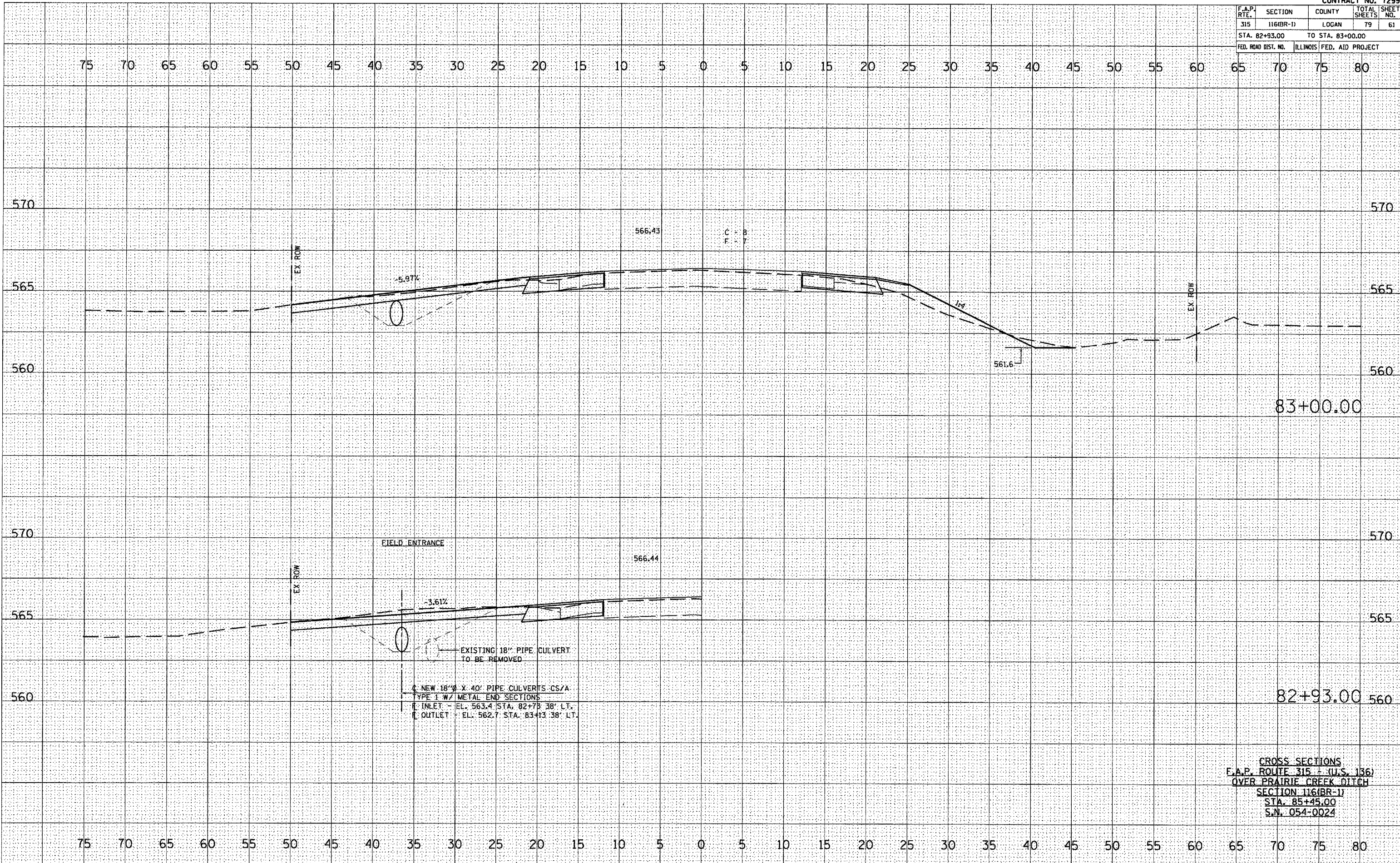
DATE	BY

SURVEYED
 PLOTTED
 CHECKED
 AREAS CHECKED

DATE	BY

SURVEYED
 PLOTTED
 CHECKED
 AREAS CHECKED

PLOT DATE = 7/8/2007
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 PLOT SCALE = 1/8" = 10'-0"
 USER NAME = laughlinr1



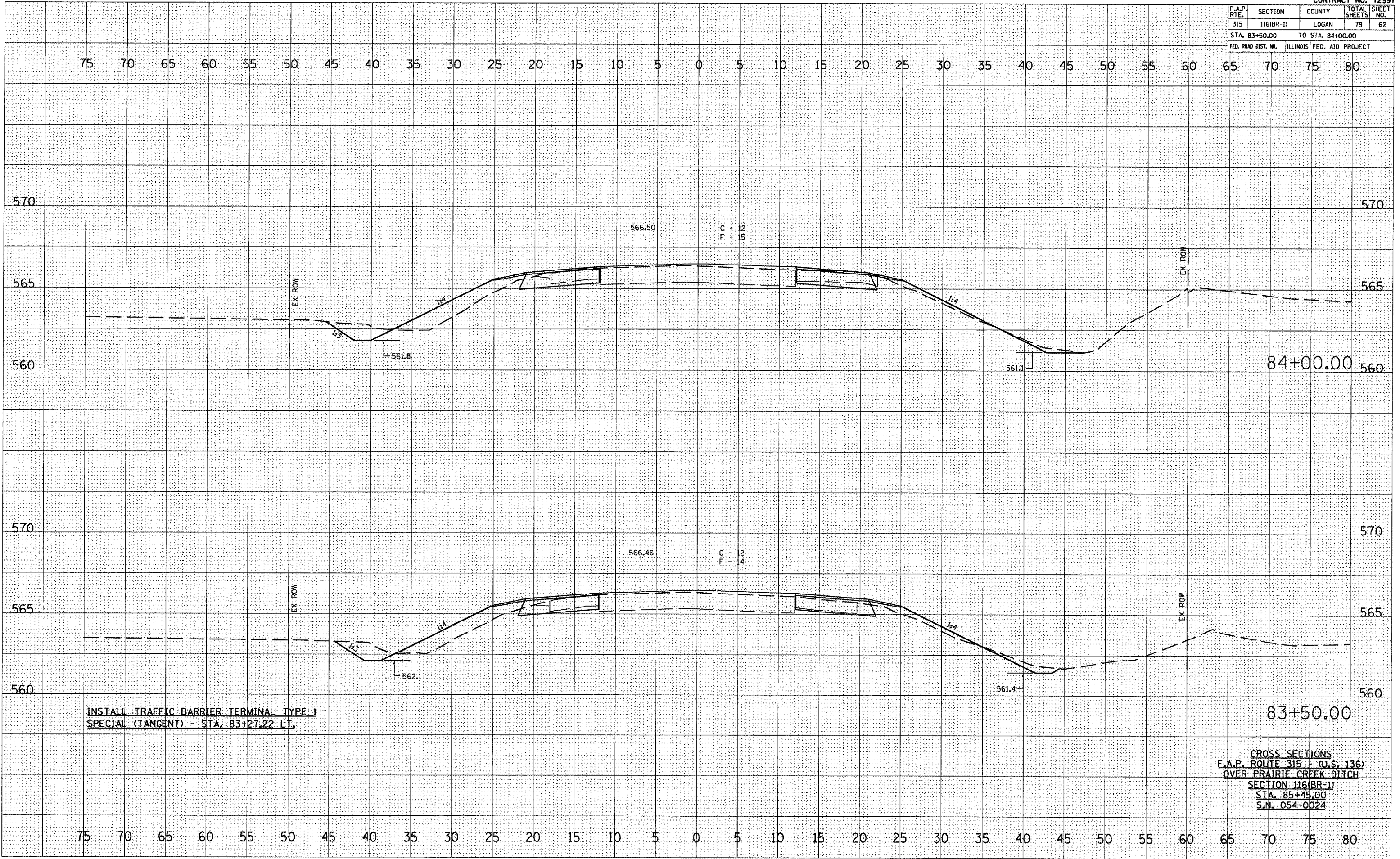
CROSS SECTIONS
 F.A.P. ROUTE 315 + (U.S. 156)
 OVER PRAIRIE CREEK DITCH
 SECTION 116(BR-1)
 STA. 85+45.00
 S.N. 054-0024

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	62
STA. 83+50.00		TO STA. 84+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

DATE	
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FINAL SURVEY	
SURVEY	
NOTED	
NOTE BOOK	
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AREAS CHECKED	

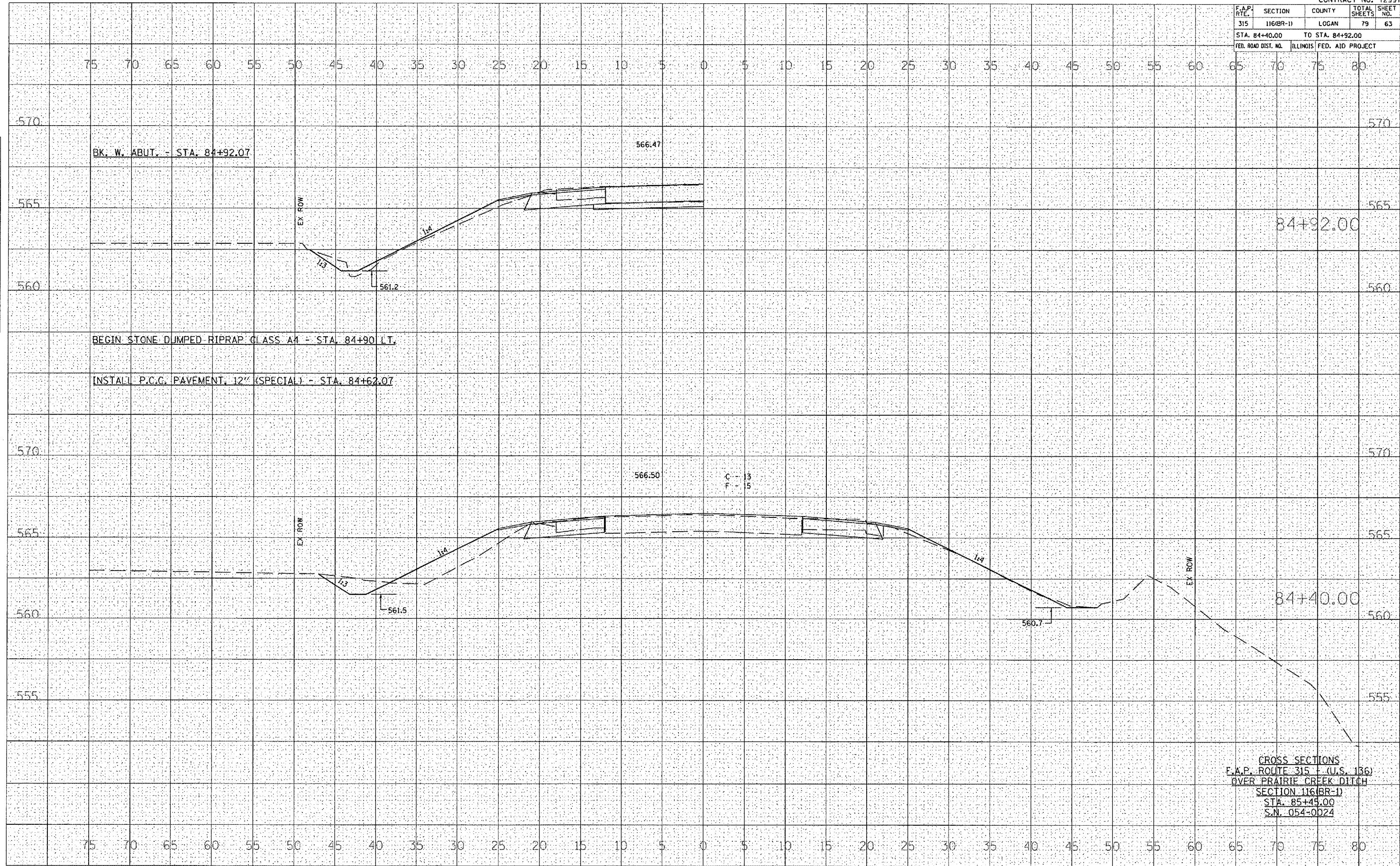
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BY	
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NOTED	
NOTE BOOK	
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AREAS CHECKED	

PLOT DATE = 7/9/2007
 PLOT SCALE = 1"=30.00'
 USER NAME = koughlin



CROSS SECTIONS
 F.A.P. ROUTE 315 (U.S. 136)
 OVER PRAIRIE CREEK DITCH
 SECTION 116(BR-1)
 STA. 85+45.00
 S.N. 054-0024

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	63
STA. 84+40.00		TO STA. 84+92.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



BK. W. ABUT. - STA. 84+92.07

BEGIN STONE DUMPED RIPRAP CLASS A4 - STA. 84+90 LT.

INSTALL P.C.G. PAVEMENT, 12" (SPECIAL) - STA. 84+62.07

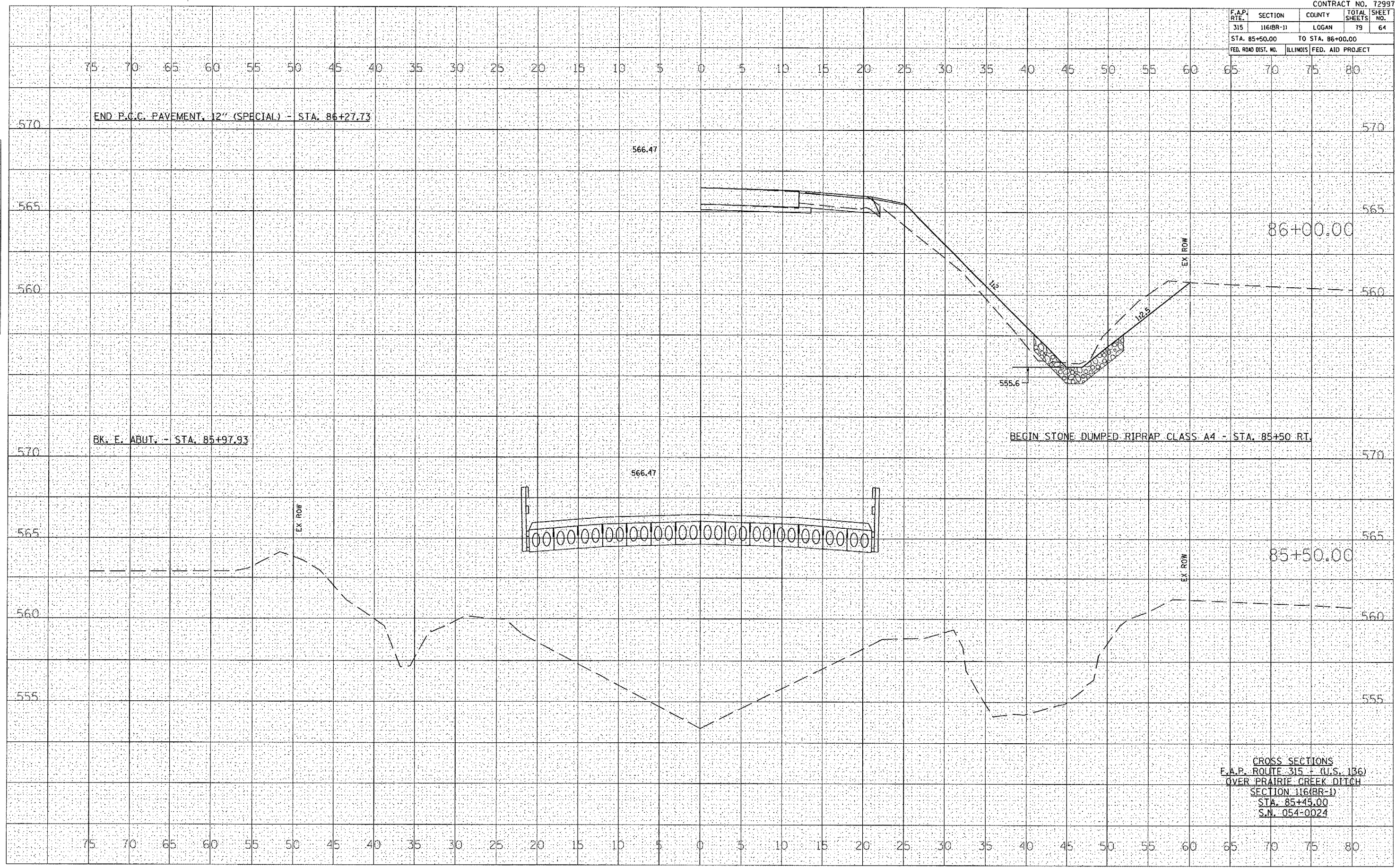
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 F.A.P. ROUTE 315 (U.S. 136)
 OVER PRAIRIE CREEK DITCH
 SECTION 116(BR-1)
 STA. 85+49.00
 S.N. 054-0024

DATE	BY

DATE	BY

PLOT DATE: Sep-21-2007 03:05:14 PM
 FILE NAME: 0024.mxd
 PLOT SCALE: 1/8" = 1'-0"
 USER NAME: jguyard

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	64
STA. 85+50.00		TO STA. 86+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



DATE	
BY	
SURVEYED	
PLANNED	
NOTED	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLANNED	
NOTED	
AREAS CHECKED	
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 PLOT SCALE = 10.0000 / 1.0
 USER NAME = boughnir1

CROSS SECTIONS
 F.A.P. ROUTE 315 + (U.S. 136)
 OVER PRAIRIE CREEK DITCH
 SECTION 116(BR-1)
 STA. 85+45.00
 S.N. 054-0024

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	65
STA. 86+50.00 TO STA. 86+50.00				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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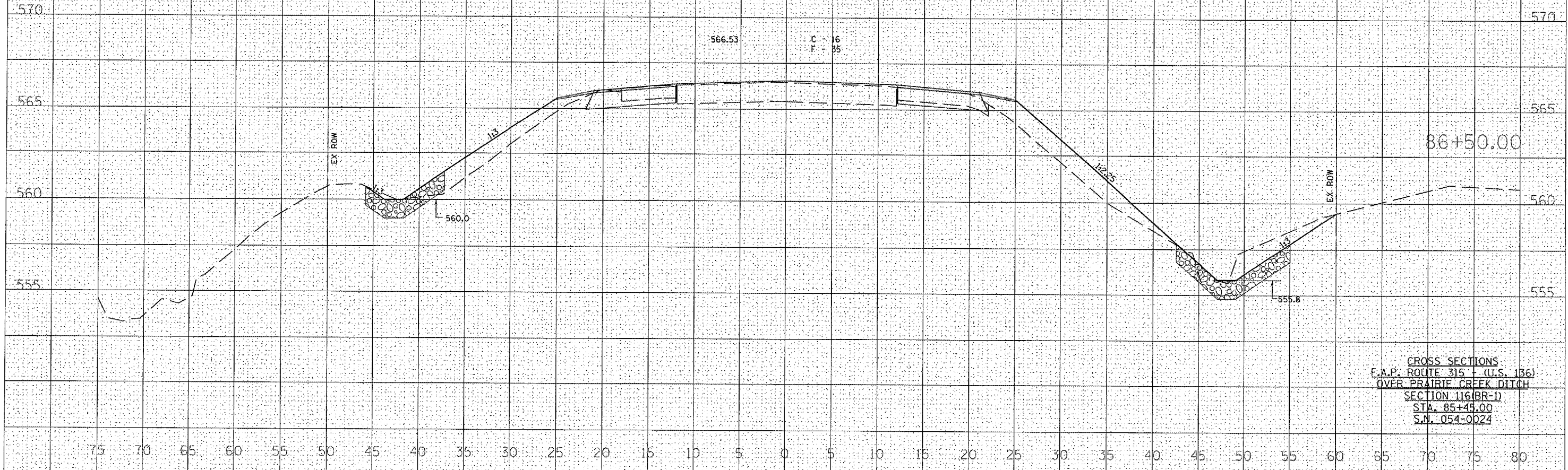
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BY	
SURVEYED	
PROTOTYPED	
NOTE BOOK	
AREA CHECKED	

DATE	
BY	
SURVEYED	
PROTOTYPED	
NOTE BOOK	
AREA CHECKED	

PLOT DATE = Sep-21-2007 03:05:48PM
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 USER NAME = laughlinj

END STONE DUMPED RIPRAP CLASS A4 - STA. 86+50 LT.

END STONE DUMPED RIPRAP CLASS A4 - STA. 86+75 RT.



CROSS SECTIONS
 F.A.P. ROUTE 315 + (U.S. 136)
 OVER PRAIRIE CREEK DITCH
 SECTION 116(BR-1)
 STA. 85+45.00
 S.N. 054-0024

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	66
STA. 87+00.00		TO STA. 87+50.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

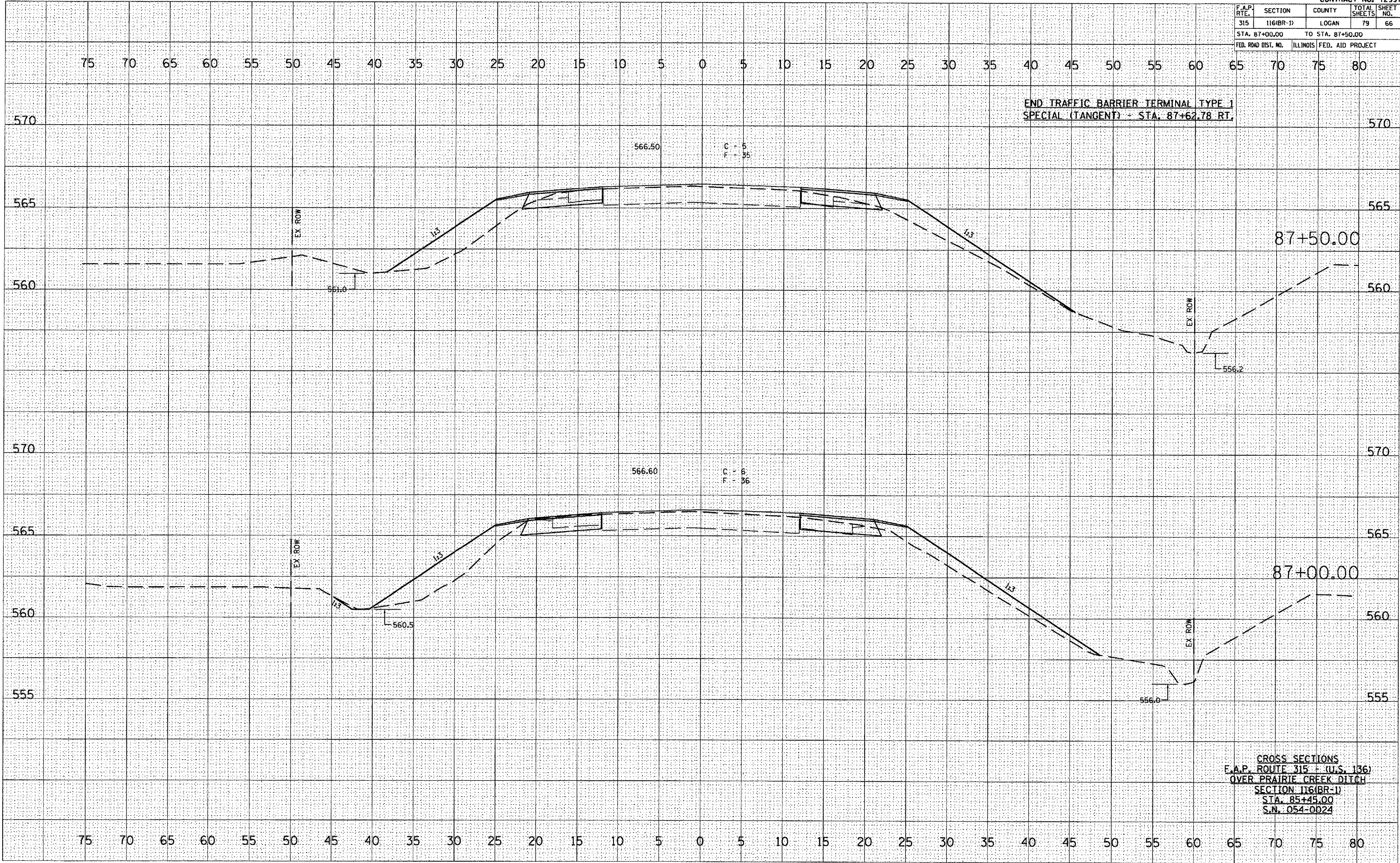
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NOTE BOOK	PLOTTED
NO.	TEMPLATE
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BY	DATE

ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

PLOT DATE = 7/10/2007
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 USER NAME = joughlin-1



END TRAFFIC BARRIER TERMINAL TYPE 1
 SPECIAL (TANGENT) - STA. 87+62.78 RT,

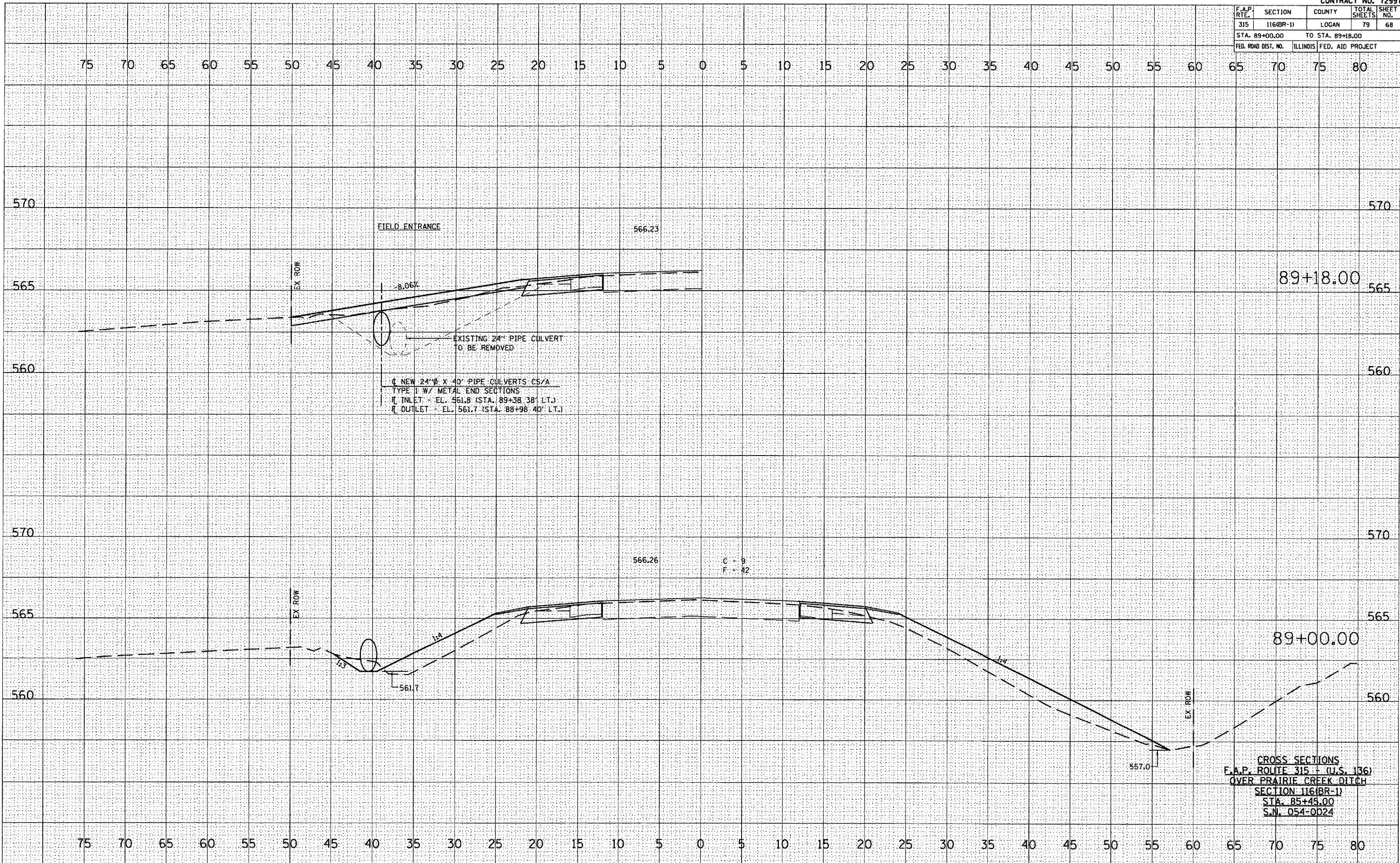
CROSS SECTIONS
 F.A.P. ROUTE 315 + (U.S. 136)
 OVER PRAIRIE CREEK DITCH
 SECTION 116(BR-1)
 STA. 85+45.00
 S.N. 054-0024

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	68
STA. 89+00.00		TO STA. 89+18.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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

DATE	
BY	
ORIGINAL SURVEY	
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TEMPLATE	
NOTE BOOK	
NO.	
AREAS CHECKED	

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 PLOT SCALE = 1/8" = 20.000'
 USER NAME = baughlun1



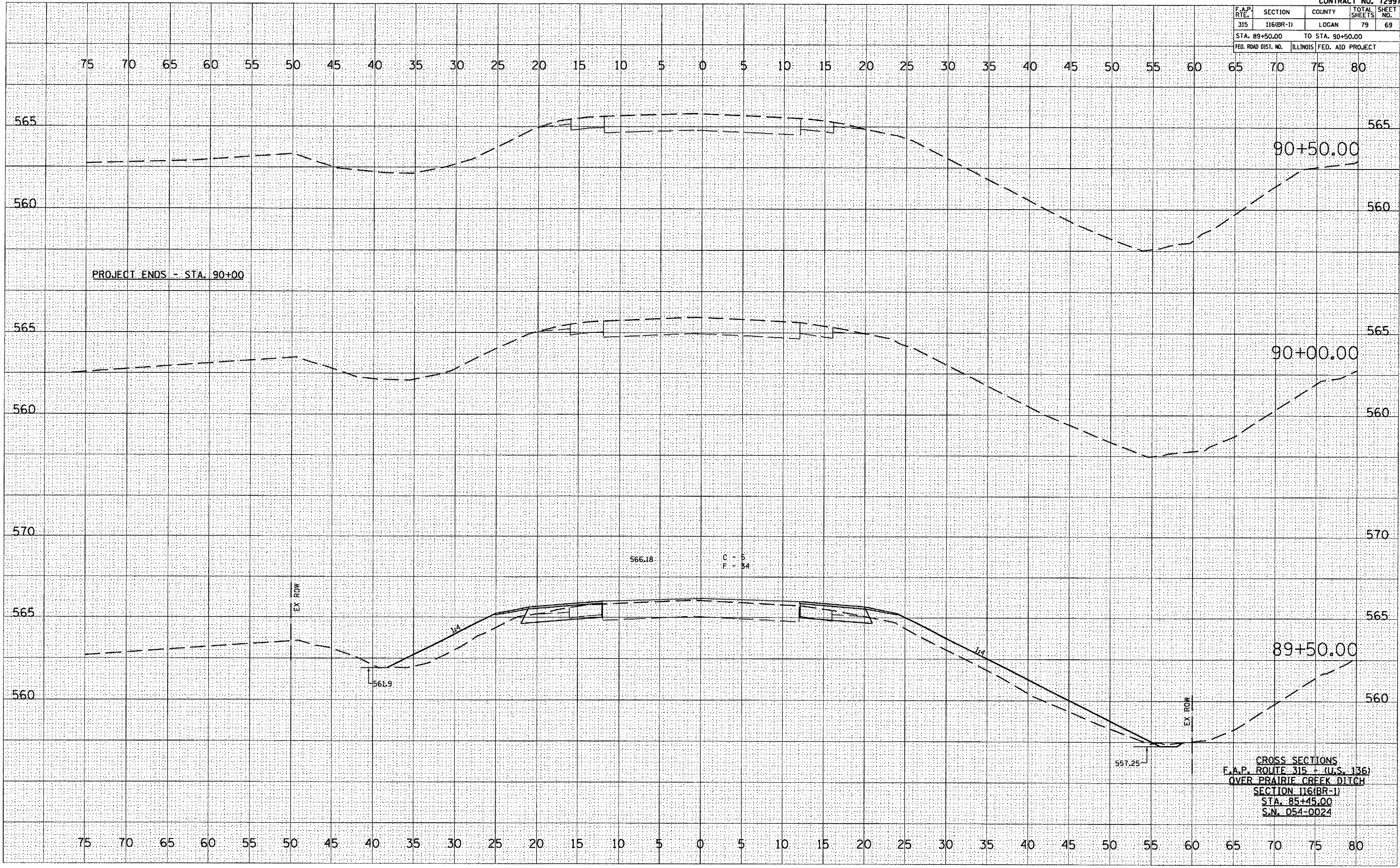
CROSS SECTIONS
 F.A.P. ROUTE 315 + (U.S. 136)
 OVER PRAIRIE CREEK DITCH
 SECTION 116(BR-1)
 STA. 85+45.00
 S.N. 054-0024

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-1)	LOGAN	79	69
STA. 89+50.00		TO STA. 90+50.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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

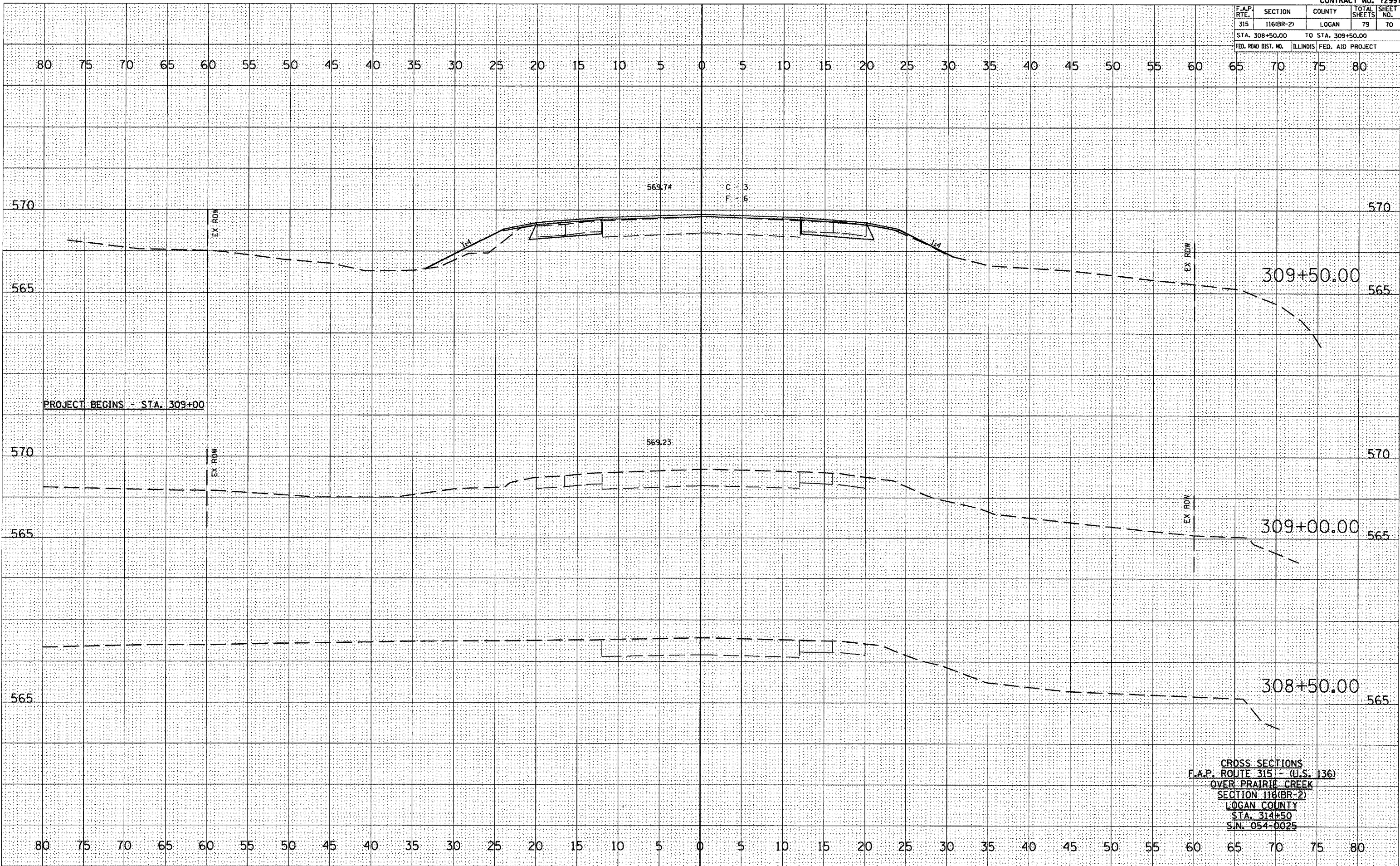
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TEMPLATE	
AREAS CHECKED	

PLOT DATE = 7/9/2009
 PLOT SCALE = 1" = 40.00'
 USER NAME = loughlin-1



CROSS SECTIONS
 F.A.P. ROUTE 315 + (U.S. 136)
 OVER PRAIRIE CREEK DITCH
 SECTION 116(BR-1)
 STA. 85+45.00
 S.N. 054-0024

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	70
STA. 308+50.00		TO STA. 309+50.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PROJECT BEGINS - STA. 309+00

C - 3
F - 6

CROSS SECTIONS
F.A.P. ROUTE 315 - (U.S. 136)
OVER PRAIRIE CREEK
SECTION 116(BR-2)
LOGAN COUNTY
STA. 314+50
S.N. 054-0025

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

BY	DATE
EMPIRE	
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TEMPLATE	
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ORIGINAL SURVEY	
NOTE BOOK	
NO.	

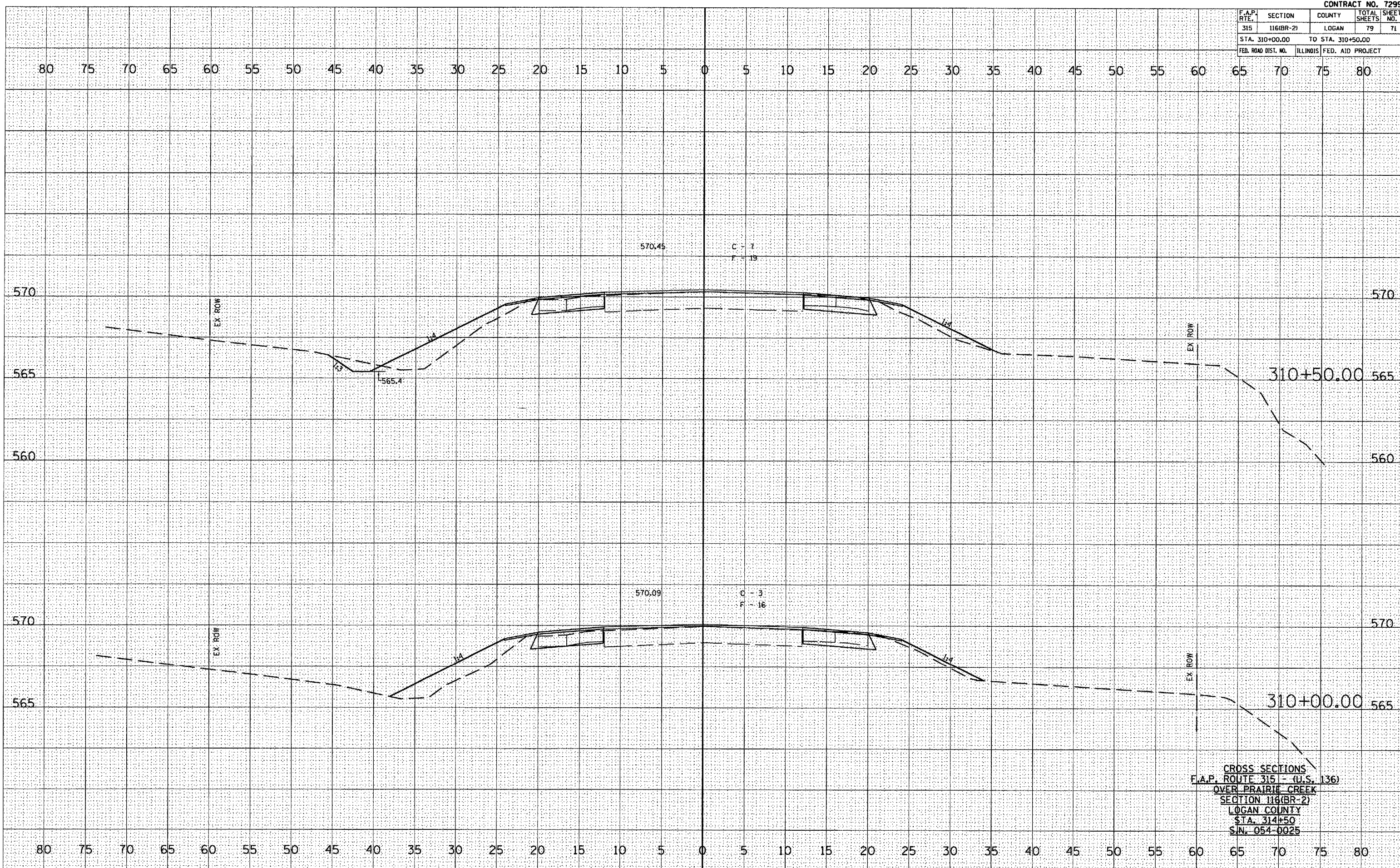
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PLOT SCALE = 1" = 10'-0"
USER NAME = laughlin

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	71
STA. 310+00.00		TO STA. 310+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

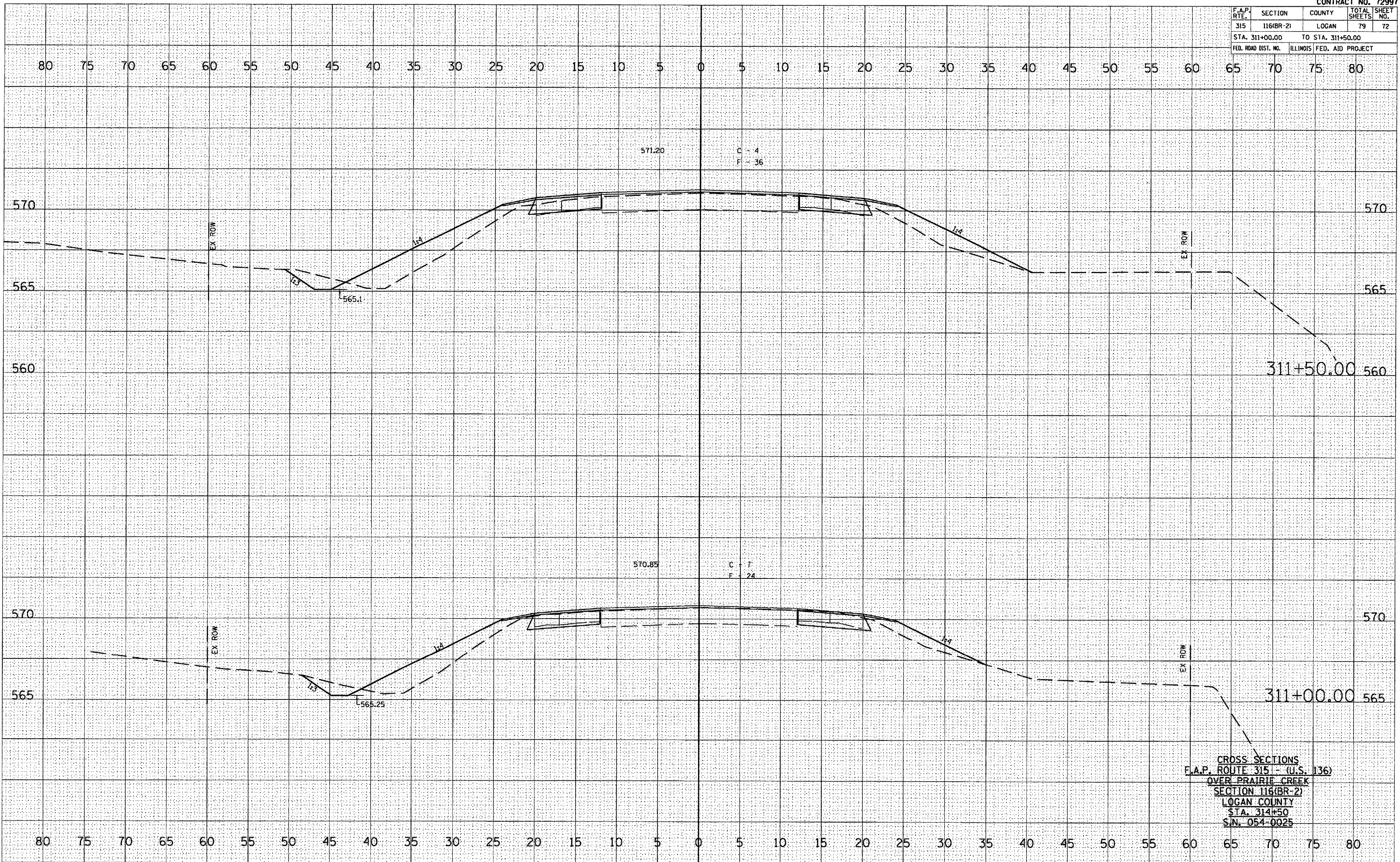
ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
NO.	TEMPLATE	
	AREAS CHECKED	

PLOT DATE: 7/9/2007
 PLOT SCALE: 1/8"=1'-0"
 USER NAME: jleight@allh.com
 PLOTTER: HP DesignJet 5000



CROSS SECTIONS
 F.A.P. ROUTE 315 - (I.L.S. 136)
 OVER PRAIRIE CREEK
 SECTION 116(BR-2)
 LOGAN COUNTY
 STA. 314+50
 S.N. 054-0025

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	72
STA. 311+00.00 TO STA. 311+50.00				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



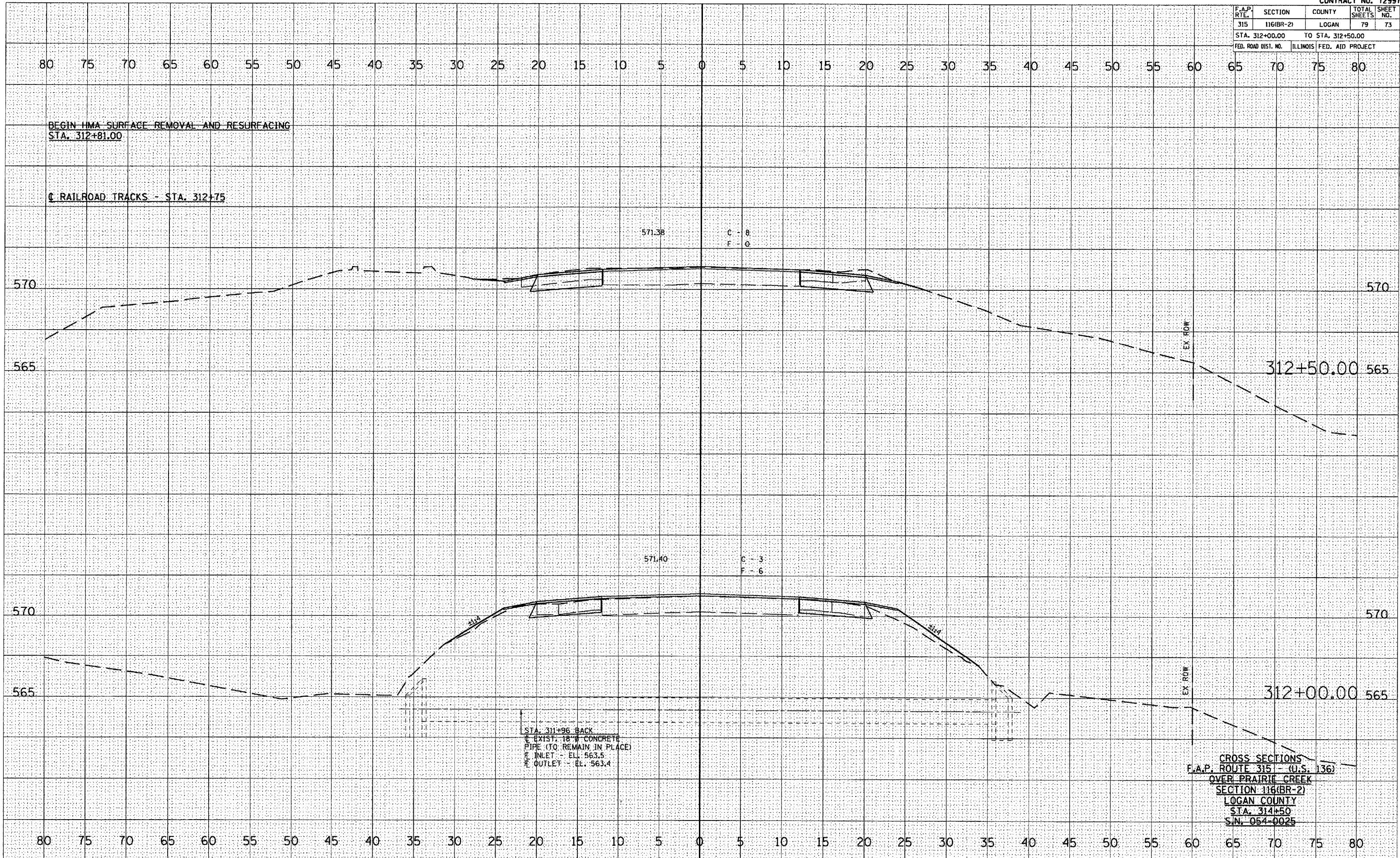
CROSS SECTIONS
 F.A.P. ROUTE 315 - (U.S. 136)
 OVER PRAIRIE CREEK
 SECTION 116(BR-2)
 LOGAN COUNTY
 STA. 314+50
 S.N. 054-0025

DATE
 BY
 SURVEYED
 PLOTTED
 NOTE BOOK
 AREAS CHECKED

DATE
 BY
 ORIGINAL SURVEY
 PLOTTED
 NOTE BOOK
 AREAS CHECKED

PLT DATE = 7/19/2007
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 USER NAME = laughlinr1

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	73
STA. 312+00.00		TO STA. 312+50.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



STA. 311+96 BACK
 C EXIST. 18" CONCRETE
 PIPE (TO REMAIN IN PLACE)
 I INLET - EL. 563.5
 I OUTLET - EL. 563.4

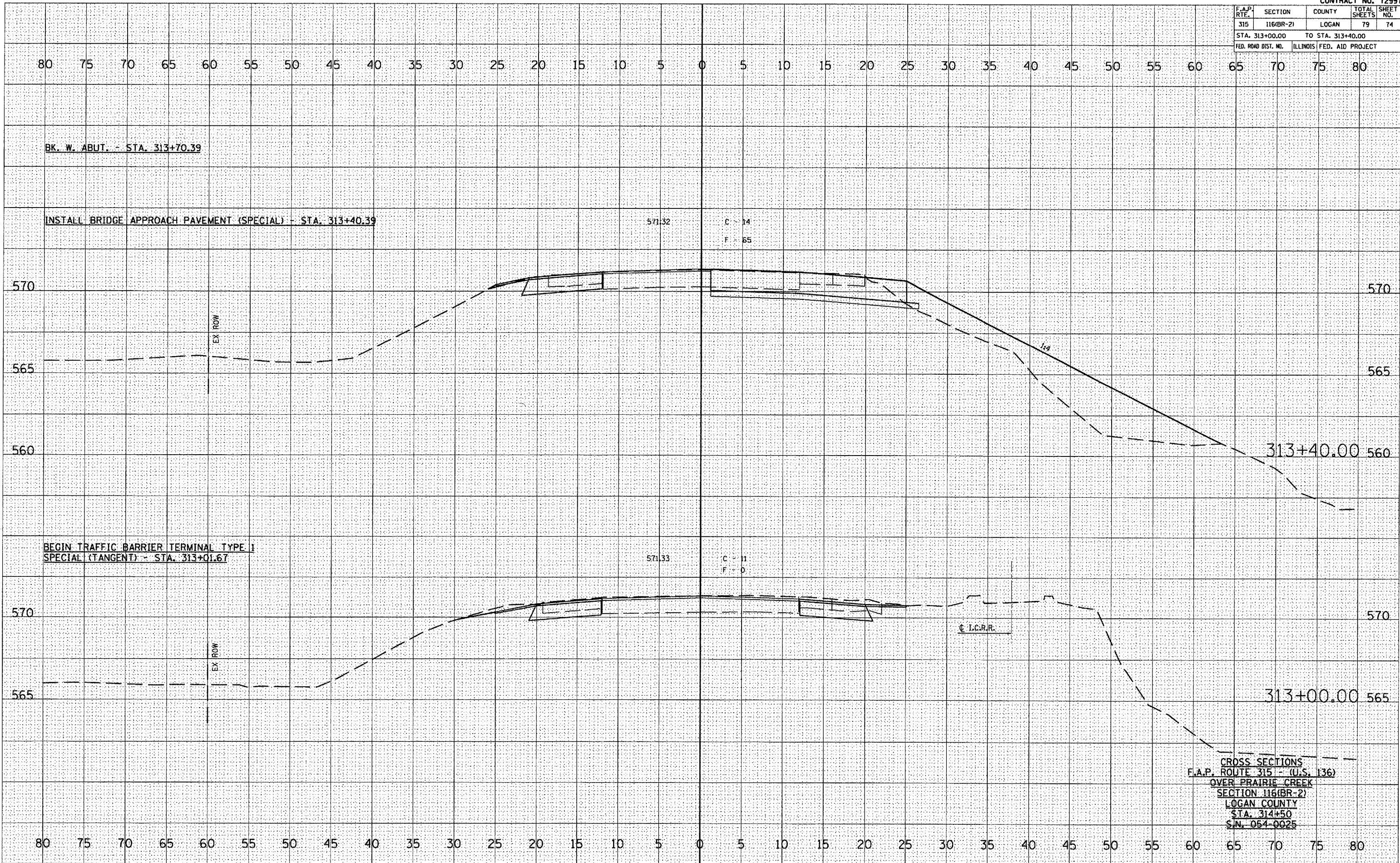
CROSS SECTIONS
 F.A.P. ROUTE 315 - (U.S. 136)
 OVER PRAIRIE CREEK
 SECTION 116(BR-2)
 LOGAN COUNTY
 STA. 314+50
 S.N. 054-0025

DATE	
BY	
FINAL SURVEY	
REVISIONS	
NO.	
DATE	
BY	
APPROVED	
DATE	
BY	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
REVISIONS	
NO.	
DATE	
BY	
APPROVED	
DATE	
BY	
AREAS CHECKED	

PLOT DATE - 7/9/2007
 PLOT SCALE - 1/8" = 1'-0"
 USER NAME - joughlin-1

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	74
STA. 313+00.00		TO STA. 313+40.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



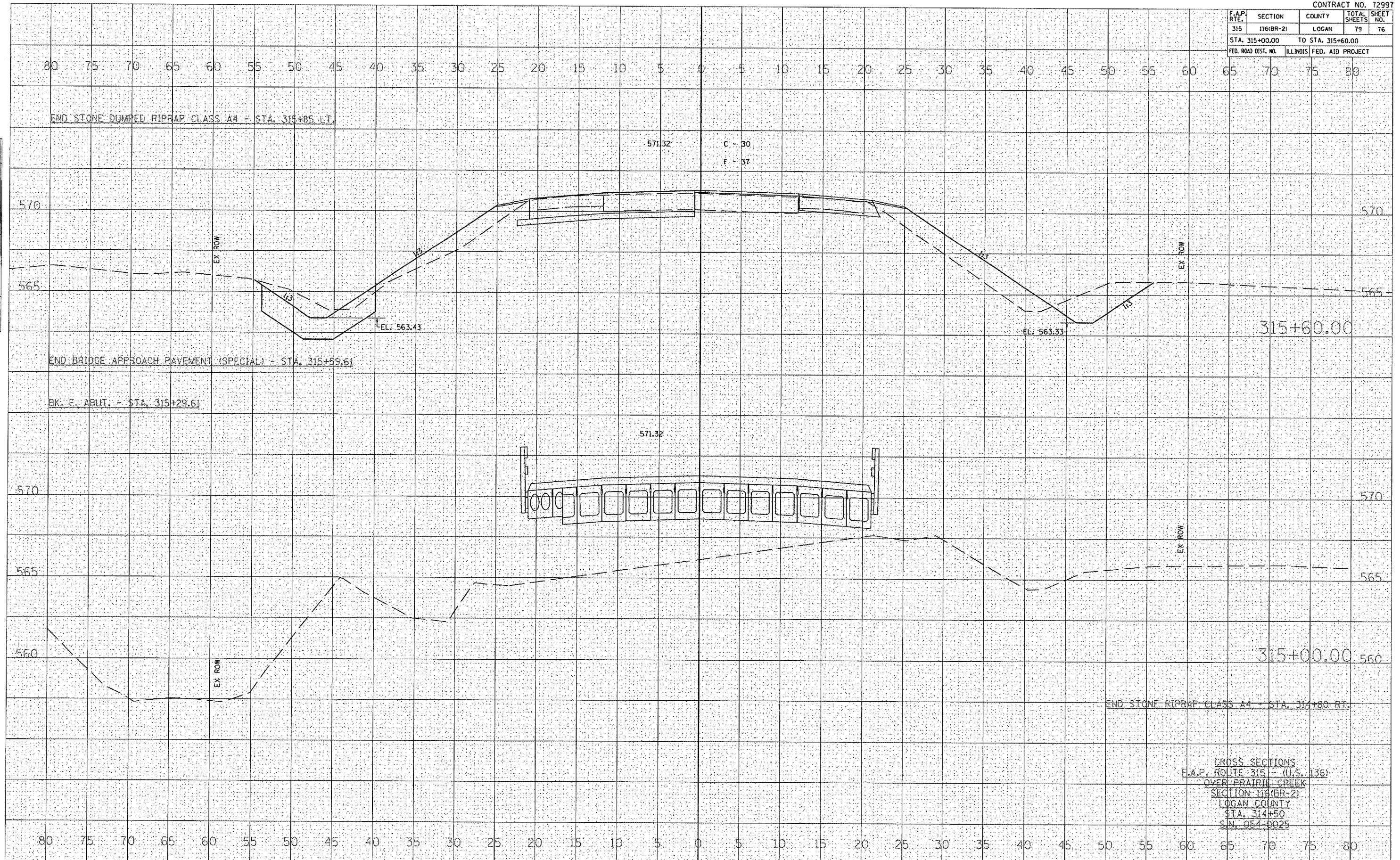
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 BY _____
 SURVEYED _____
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DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 CHECKED _____
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DATE: 7/9/2007
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 PLOT SCALE: 1/8" = 1'-0"
 USER NAME: baughman

CROSS SECTIONS
 F.A.P. ROUTE 315 - (U.S. 136)
 OVER PRAIRIE CREEK
 SECTION 116(BR-2)
 LOGAN COUNTY
 STA. 314+50
 S.N. 054-0025

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	76
STA. 315+00.00		TO STA. 315+60.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



DATE	BY

DATE	BY

PLOT DATE = Sep-21-2007 03:06:31PM
 FILE NAME = c:\p\proj\2007\99\valton_henderson\116(BR-2)_116(BR-2)_116(BR-2).DWG
 USER NAME = jhanson

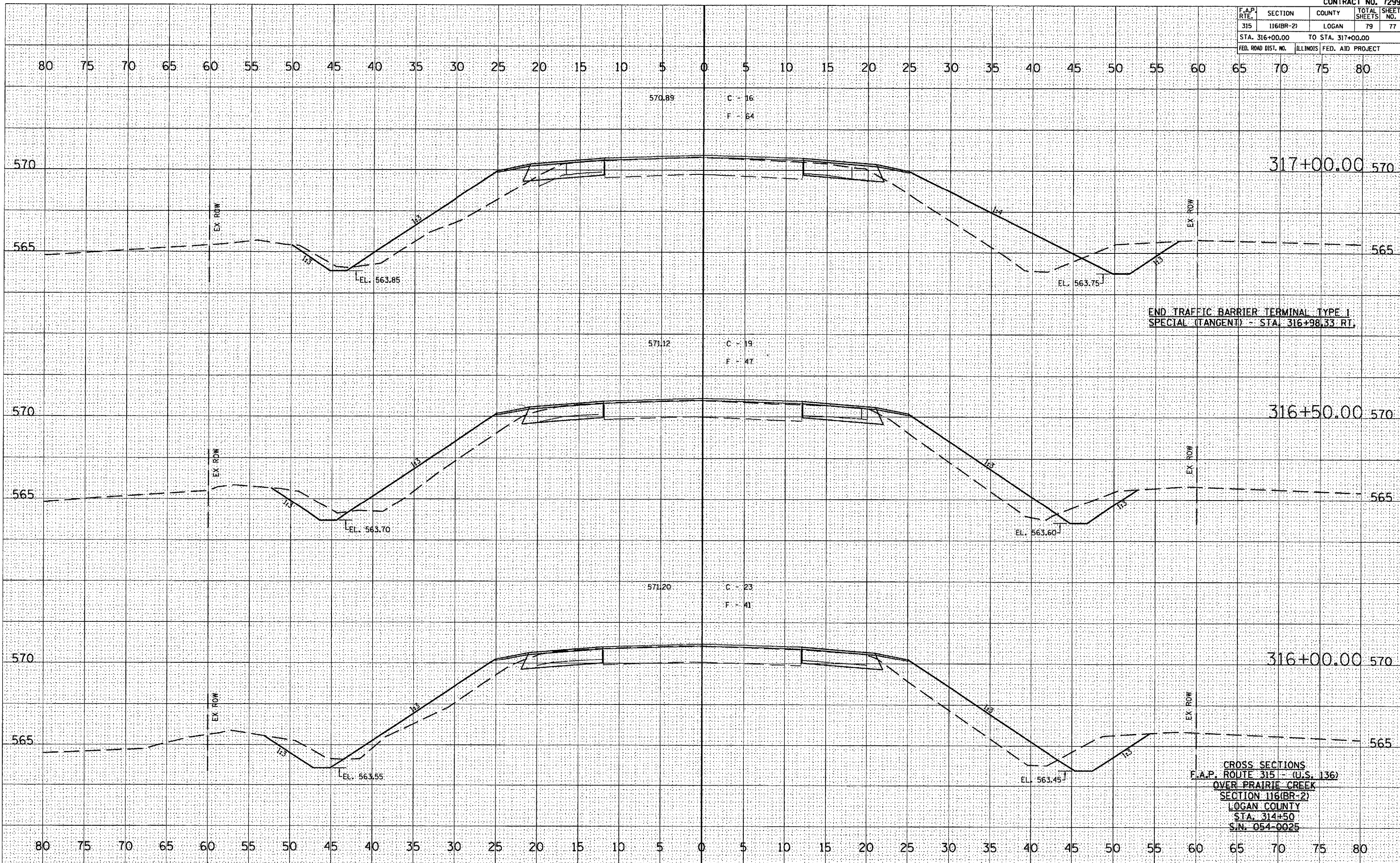
CROSS SECTIONS
 F.A.P. ROUTE 315 - (I.L.S. 136)
 OVER PRAIRIE CREEK
 SECTION 116(BR-2)
 LOGAN COUNTY
 STA. 314+50
 S/N. 054-0025

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	77
STA. 316+00.00		TO STA. 317+00.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

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

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

PLOT DATE : 7/9/2007
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 PLOT SCALE : 1/8" = 1'-0"
 USER NAME : laughtin-1



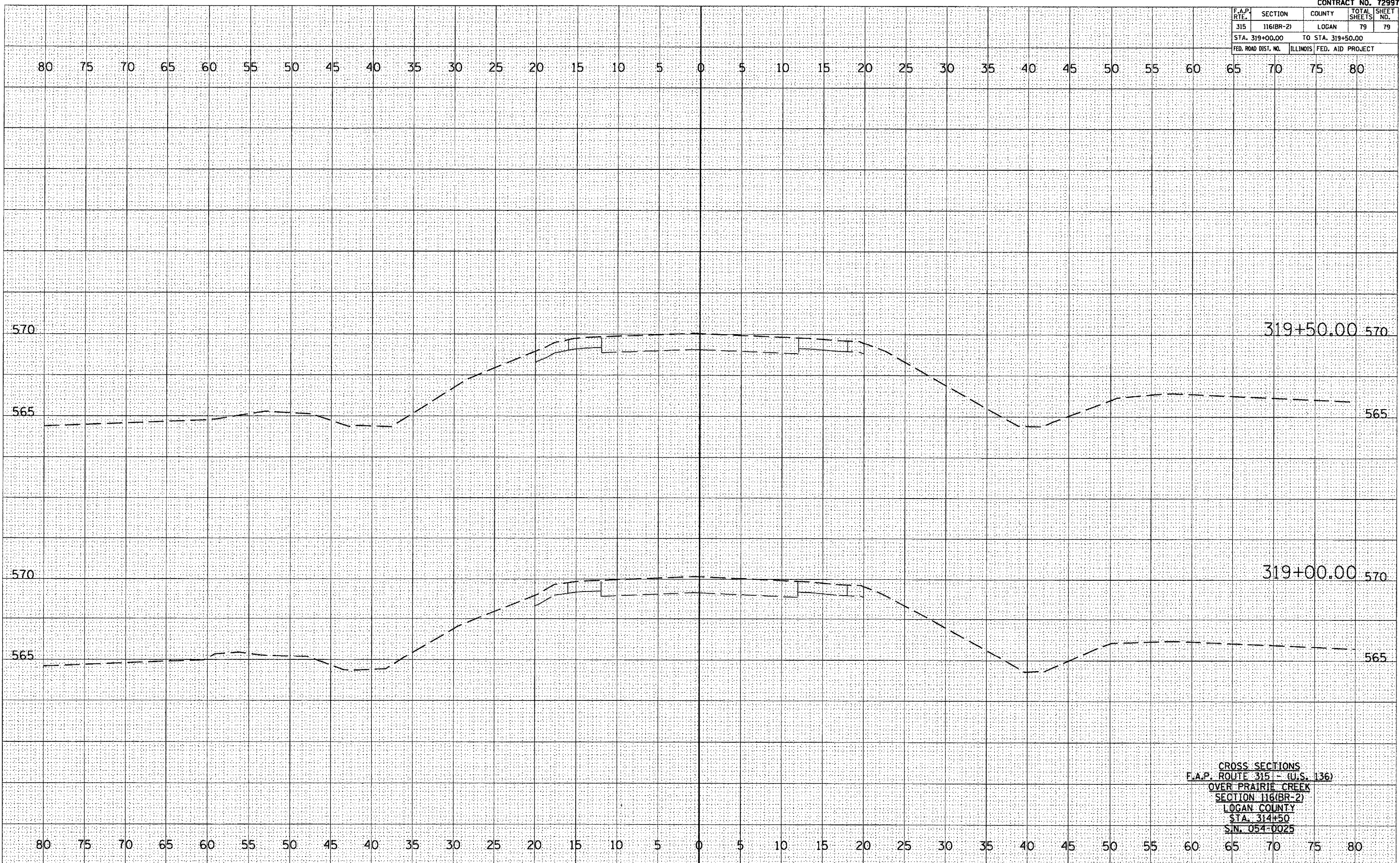
CROSS SECTIONS
 F.A.P. ROUTE 315 - (U.S. 136)
 OVER PRAIRIE CREEK
 SECTION 116(BR-2)
 LOGAN COUNTY
 STA. 314+50
 S.N. 054-0025

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	79
STA. 319+00.00		TO STA. 319+50.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

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

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
ORIGINAL SURVEY	
NO.	

PLOT DATE = 7/20/2007
 FILE NAME = c:\p\116\116(BR-2)\116(BR-2) 054-0025.dwg
 PLOT SCALE = 1/8" = 1'-0"
 USER NAME = laughtlin-1



CROSS SECTIONS
 F.A.P. ROUTE 315 - (U.S. 136)
 OVER PRAIRIE CREEK
 SECTION 116(BR-2)
 LOGAN COUNTY
 STA. 314+50
 S.N. 054-0025