

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	1

CONTRACT NO. 76864

72/64

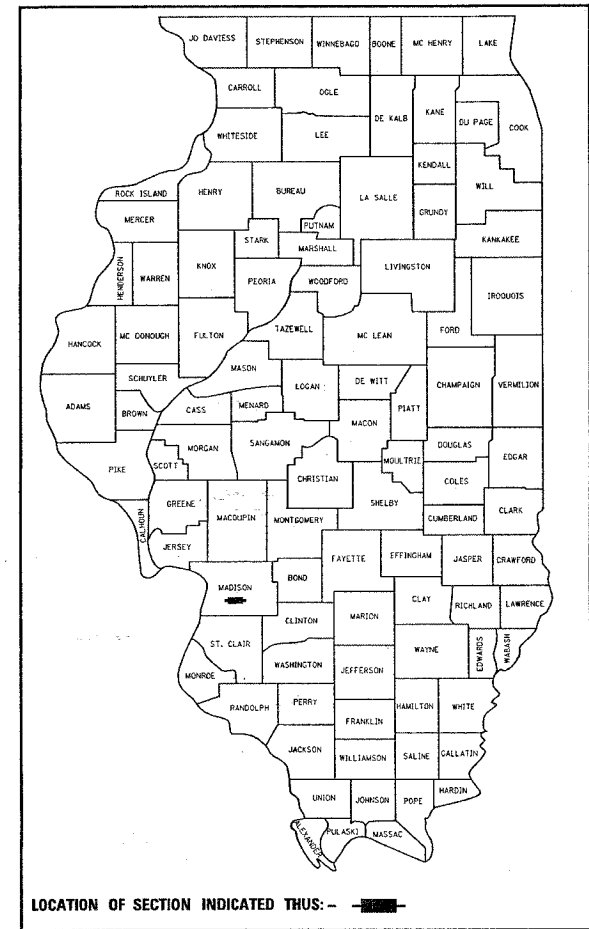
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 789 (IL 143)
SECTION 54BR-1
PROJECT: BRF789 (045)
STRUCTURE REPLACEMENT
OVER SILVER CREEK
MADISON COUNTY
C-98-032-05

FOR INDEX OF SHEETS, SEE SHEET NO. 2

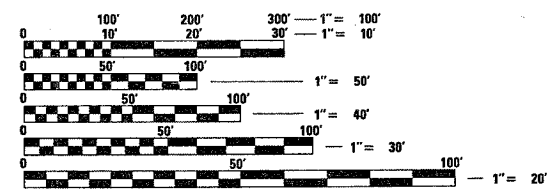
D-98-014-05



LOCATION OF SECTION INDICATED THUS: —■—

PROJECT ENGINEER: PATTI LEBEAU (618) 346-3179
SQUAD CONTACT: ART MUEHLFELD (618) 346-3209

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



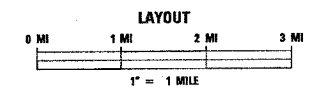
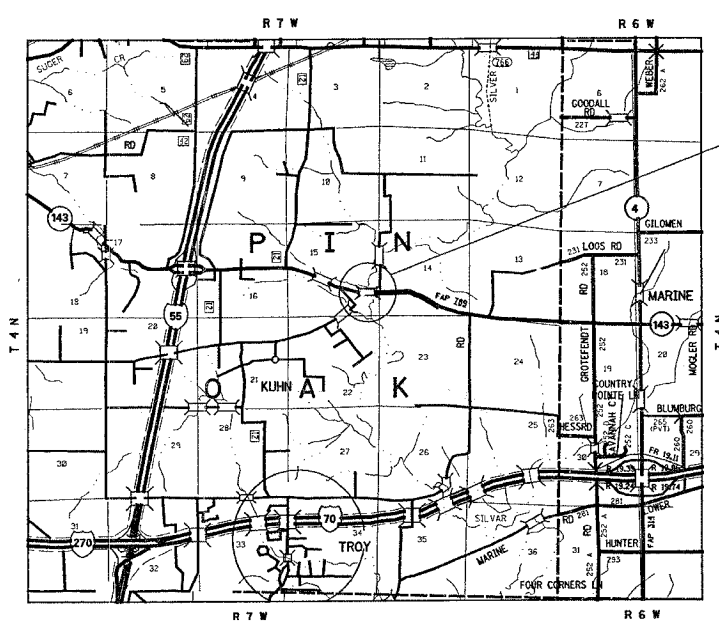
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

DESIGN DESIGNATION:
430(27) MINOR ARTERIAL 0.65 (FD-20)

TRAFFIC DATA:

	2007	2027
ADT:	3500	4300
SU:	6.6%	6.6%
MU:	2.4%	2.4%



LATITUDE: 38.79239 LONGITUDE: 89.85731

PROJECT LOCATION
IL 143 OVER SILVER CREEK
STA 280+73.00
SN 060-0149 (E)
SN 060-0340 (P)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *October 19, 2006*
Mary C. Janice
DEPUTY DIRECTOR OF HIGHWAYS
REGION FIVE ENGINEER

December 8, 2006
Eric S. Hamel
ENGINEER OF DESIGN AND ENVIRONMENT

December 8, 2006
Milton R. See
DIRECTOR, DIVISION OF HIGHWAYS

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

CONTRACT NO. 76864

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	2
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 76864				

INDEX OF SHEETS

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9. PLAN AND PROFILE SHEET
10. WIDE LOAD SIGNING
11. - 13. SUGGESTED STAGE I OF CONSTRUCTION AND TRAFFIC CONTROL
14. - 16. SUGGESTED STAGE II OF CONSTRUCTION AND TRAFFIC CONTROL
- 17.- 19. STORM WATER POLLUTION PREVENTION PLAN
20. - 21. PLAT OF HIGHWAYS
22. REMOVAL SHEET
23. PAVEMENT MARKING DETAILS
24. TEMPORARY CONCRETE BARRIER NJ SHAPE DESIGN
- 24A. DETAILS SHEET
25. - 49A. STRUCTURE PLANS
50. - 55. EXISTING STRUCTURE PLANS
56. - 62. CROSS SECTIONS

HIGHWAY STANDARDS

- | | |
|-----------|--|
| 000001-04 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 001001-01 | AREAS OF REINFORCEMENT BARS |
| 001006 | DECIMAL OF AN INCH OF A FOOT |
| 482011-02 | HMA SHLD. STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS |
| 515001-02 | NAME PLATE FOR BRIDGES |
| 630001-07 | STEEL PLATE BEAM GUARDRAIL |
| 630301-04 | SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS |
| 631031-06 | TRAFFIC CONTROL BARRIER TERMINAL, TYPE 6 |
| 635006-02 | REFLECTOR AND TERMINAL MARKER PLACEMENT |
| 635011-01 | REFLECTOR MARKER AND MOUNTING DETAILS |
| 666001 | RIGHT OF WAY MARKERS |
| 667101 | PERMANENT SURVEY MARKERS |
| 701006-02 | OFF-ROAD OPERATIONS, 2L, 2W, 4.5m (15') TO 600m (24') FROM PAVEMENT EDGE |
| 701011-01 | OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY |
| 701311-02 | LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY |
| 701321-08 | LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER |
| 701326-02 | LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS >= 45 MPH |
| 702001-06 | TRAFFIC CONTROL DEVICES |
| 704001-03 | TEMPORARY CONCRETE BARRIER |
| 720001 | SIGN PANEL MOUNTING DETAILS |
| 720006-1 | SIGN PANEL ERECTION DETAILS |
| 728001 | TELESCOPING STEEL SIGN SUPPORT |
| 780001-01 | TYPICAL PAVEMENT MARKINGS |
| 781001-02 | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS |

COMMITMENTS

1. IN ORDER TO PROTECT THE WETLAND FROM THE EFFECTS OF THE TEMPORARY HAUL ROAD, USE OF A GEOTECHNICAL FABRIC AS A BARRIER BETWEEN THE ROCK AND THE SOIL IS REQUIRED. UPON REMOVAL OF THE HAUL ROAD AND FABRIC, THE SOIL MUST BE LOOSENEED TO A DEPTH OF 12" PRIOR TO SEEDING WITH RED TOP.
2. THE ENTRANCE CULVERT ON PARCEL NO. 8602013 AT STATION 289+18.25 LT WILL BE REPLACED WITH A 24" PIPE CULVERT AT APPROXIMATELY 9' NORTH OF THE EXISTING 24" CULVERT.
3. THE ENTRANCE CULVERT ON PARCEL NO. 8602014 AT STATION 289+33.80 RT WILL BE REPLACED WITH A 15" PIPE CULVERT APPROXIMATELY 6.5' SOUTH OF THE EXISTING 15" CULVERT.

GENERAL NOTES

1. THE STANDARDS AND REVISION NUMBERS SHALL APPLY TO THIS PROJECT.
2. ANY REFERENCE TO "BITUMINOUS CONCRETE" SHALL BE CONSTRUED TO DENOTE "HOT-MIX ASPHALT".
3. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
4. THE DISTRICT'S NUCLEAR DENSITY SUPERVISOR SHALL BE CONTACTED UPON COMPLETION OF THE SUB-GRADE AND PRIOR TO THE LIME MODIFICATION PROCESS TO DETERMINE THE NECESSITY OF THE LIME MODIFICATION. IF THE SUB-GRADE IS FOUND NOT TO REQUIRE REMEDIAL PROCEDURES, THE LIME MODIFICATION WILL NOT BE CONDUCTED.
5. THE AGGREGATE SHOULDER WILL BE CONSTRUCTED AS SHOWN ON THE TYPICAL SECTION AS 6 INCH THICK AND ACCORDING TO SECTION 481 OF THE STANDARD SPECIFICATIONS. THE AGGREGATE SHOULDER TYPE A IS MEASURED FOR PAYMENT IN SQUARE YARDS WITH A MEASURED TOP SURFACE WIDTH OF 3 FEET. THE CONSTRUCTION OF THE AGGREGATE WEDGE BEYOND THE 3 FOOT WIDTH NECESSARY TO TIE INTO THE SIDE SLOPE WILL NOT BE PAID FOR SEPARATELY, BUT INCLUDED IN THE COST OF AGGREGATE SHOULDER, TYPE B, 6 INCH.
6. A QUANTITY OF 3640 FEET OF "TEMPORARY PAVEMENT MARKING - LINE 6" WHITE HAS BEEN INCLUDED IN THE PLANS FOR PAINTING THE BOTTOM 6" OF THE TEMPORARY CONCRETE BARRIER.
7. AN ADDITIONAL QUANTITY OF 27 CU YD OF AGGREGATE SURFACE COURSE, TYPE B HAS BEEN INCLUDED IN THE PLANS FOR THE PURPOSE OF MAINTAINING ACCESS TO ENTRANCES DURING THEIR RECONSTRUCTION.
8. THE REMOVAL OF THE BRIDGE APPROACH PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT REMOVAL.
9. NEW JERSEY (NJ) SHAPE BARRIER WILL BE ALLOWED ON THIS PROJECT. INSTALLATION SHALL BE AS DETAILED ON PAGE 24 OF THE PLANS.
10. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO UTILITIES WITHIN THE PROJECT AREA BEFORE DIGGING BY CALLING J.U.L.I.E. AND BY NOTIFYING NON-J.U.L.I.E. MEMBERS INDIVIDUALLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:

- BOND MADISON WATER COMPANY
- CHARTER COMMUNICATIONS, INC
- CONOCO PIPELINE CO. HARTFORD TERMINAL
- AT&T ILLINOIS
- SOUTHERN WESTERN ELECTRIC COOPERATIVE, INC.

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

11. IF ANY SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED OR RESURFACED OVER. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR, OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SEEDING, FERTILIZING, AND MULCHING ANY AREAS DISTURBED OUTSIDE THE LIMITS OF CONSTRUCTION. THIS WORK WILL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT. THE SEEDING SHALL BE CLASS 2. THE APPLICATION OF THE SEEDING, FERTILIZER, AND MULCH SHALL BE TO THE SATISFACTION OF THE ENGINEER. FINAL SEEDING SHALL BE PERFORMED AS SOON AS POSSIBLE.
13. IF THE CONTRACTOR REMOVES TREES WITHIN THE RIGHT-OF-WAY LIMITS FOR HIS CONSTRUCTION ACTIVITY, I.E. IN ORDER TO GAIN ACCESS TO THE PROJECT SITE, IT WILL BE HIS RESPONSIBILITY TO REPLACE THE TREES AT A 1:1 RATIO. THE TREES WILL BE REPLACED WITH A 1 GALLON NATIVE ILLINOIS TREE SPECIES AND SHALL BE APPROVED BY THE ENGINEER. THE TREE REMOVAL AND TREE REPLACEMENT WILL BE AT THE CONTRACTOR'S EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
14. EXCAVATION ADJACENT TO THE EDGE OF PAVEMENT SHALL BE PROTECTED WITH EXTENDED LEG BARRICADES AND APPROPRIATE FLASHING OR STEADY BURNING LIGHTS.
15. RIGHT OF WAY MARKERS SHALL BE SET SO THE BACK OF THE POST IS TWELVE INCHES (12") INSIDE THE RIGHT OF WAY BOUNDARY. RIGHT OF WAY PROPERTY CORNERS ARE MARKED BY A 5/8" IRON ROD WITH IDOT ALUMINUM CAP AND SHALL NOT BE REMOVED OR DAMAGED WHEN SETTING THE RIGHT OF WAY MARKERS.
16. A TEMPORARY HAUL ROAD WILL BE REQUIRED FOR THIS PROJECT. THIS WORK WILL NOT BE PAID SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE COST OF THE CONTRACT BID PRICE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**INDEX OF SHEETS/GENERAL NOTES/
 & HIGHWAY STANDARDS**

FAP ROUTE 789
 SECTION 54BR-1
 MADISON COUNTY

SCALE: VERT. DRAWN BY
 HORIZ. CHECKED BY
 DATE

PLOT DATE = 10/18/2006
 FILE NAME = c:\projects\76864\8602013\plan\p101405b.dgn
 PLOT SCALE = 1/8" = 1'-0"
 REFERENCE = 8602013

SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	3
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76864				

SUMMARY OF QUANTITIES			URBAN 80% FED. 20% STATE			
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
				I000-2A	X071+2A	SFTY-3N
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	570	570		
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	580	580		
20200100	EARTH EXCAVATION	CU YD	1665	1665		
20200500	EARTH EXCAVATION (WIDENING)	CU YD	105	105		
20400800	FURNISHED EXCAVATION	CU YD	3735	3735		
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	136		136	
25000200	SEEDING, CLASS 2	ACRE	1.75	1.75		
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	145.5	145.5		
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	145.5	145.5		
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	145.5	145.5		
25100105	MULCH, METHOD 1	ACRE	3.3	3.3		
28000255	TEMPORARY EROSION CONTROL SEEDING	ACRE	1.75	1.75		
28000300	TEMPORARY DITCH CHECKS	EACH	11	11		
28000400	PERIMETER EROSION BARRIER	FOOT	2126	2126		
28000500	INLET AND PIPE PROTECTION	EACH	8	8		
28100109	STONE RIPRAP, CLASS A5	SQ YD	3668		3668	
28200200	FILTER FABRIC	SQ YD	3668		3668	
30200650	PROCESSING MODIFIED SOIL 12"	SQ YD	2248	2248		
31001500	LIME	TON	43.3	43.3		
31100300	SUB-BASE GRANULAR MATERIAL, TYPE A 4"	SQ YD	405	136	269	
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	24	24		
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	21	21		
35600712	HOT-MIX ASPHALT BASE COURSE WIDENING, 9"	SQ YD	351	351		
40200900	AGGREGATE SURFACE COURSE, TYPE B	CU YD	33	33		
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	0.1	0.1		
40600300	AGGREGATE (PRIME COAT)	TON	1	1		
40600990	TEMPORARY RAMP	SQ YD	208	208		
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	1728	1728		
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	229	229		
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACE	TON	25	25		
44000100	PAVEMENT REMOVAL	SQ YD	2223	2223		
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, (VARIABLE DEPTH)	SQ YD	282	282		
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	641	641		
48203003	HOT-MIX ASPHALT SHOULDERS, 1 1/2"	SQ YD	340	340		
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	224	224		

SUMMARY OF QUANTITIES			URBAN 80% FED. 20% STATE			
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
				I000-2A	X071-2A	SFTY-3N
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1	
50200100	STRUCTURE EXCAVATION	CU YD	477		477	
50300100	FLOOR DRAINS	EACH	46		46	
50300225	CONCRETE STRUCTURES	CU YD	226		226	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	474.9		474.9	
50300260	BRIDGE DECK GROOVING	SQ YD	1466		1466	
50300280	CONCRETE ENCASEMENT	CU YD	13.9		13.9	
50300300	PROTECTIVE COAT	SQ YD	1876		1876	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1	
50500505	STUD SHEAR CONNECTORS	EACH	5976		5976	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	140,060		140,060	
50800515	BAR SPLICERS	EACH	1342		1342	
51201500	FURNISHING STEEL PILES HP10X57	FOOT	962		962	
51201700	FURNISHING STEEL PILES HP12X74	FOOT	634		634	
51202305	DRIVING STEEL PILES	FOOT	1182		1182	
51203500	TEST PILE STEEL HP10X57	EACH	3		3	
51203700	TEST PILE STEEL HP12X74	EACH	1		1	
51205200	TEMPORARY SHEET PILING	SQ FT	328		328	
51500100	NAME PLATES	EACH	1		1	
52100520	ANCHOR BOLTS, 1"	EACH	72		72	
54213450	END SECTIONS 15"	EACH	4	4		
54213459	END SECTIONS 24"	EACH	4	4		
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	71	71		
542D0229	PIPE CULVERTS, CLASS D, TYPE 1 24"	FOOT	50	50		
56108300	ADJUSTING WATER VALVES 8"	EACH	2	2		
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	75		75	
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	154		154	
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	775	775		
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4		
* 63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	4	4		
63200305	STEEL PLATE BEAM GUARD RAIL REMOVAL	FOOT	575	575		
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	18	18		
66700095	PERMANENT SURVEY MARKERS	EACH	2	2		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	11	11		
67100100	MOBILIZATION	L SUM	1	1		

PLT DATE = 10/10/2006
 PLOT SCALE = 1/8" = 100'-0"
 REFERENCE = #REF*

Rev.

SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	4
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76864				

SUMMARY OF QUANTITIES			URBAN 80% FED 20% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		I000-2A	X071-2A	SFTY-3N
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1		
70101205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)	EACH	1	1		
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	12	12		
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1		
70106700	TEMPORARY RUMBLE STRIP	EACH	6	6		
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	8124	6332	1792	
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	3640	2744	896	
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	52	52		
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2812	2214	598	
70400500	TEMPORARY CONCRETE BARRIER (STATE OWNED)	FOOT	1840	1840		
70400600	RELOCATE TEMPORARY CONCRETE BARRIER (STATE OWNED)	FOOT	1800	1800		
* 72000100	SIGN PANEL - TYPE 1	SQ FT	10	10		
* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	24	24		
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	4682	4682		
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	1456		1456	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	20	20		
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	6		6	
* 78200305	PRISMATIC BARRIER REFLECTOR	EACH	10		10	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	14	14		
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4		
78300100	PAVEMENT MARKING REMOVAL	SQ FT	308	308		
X0301865	PIPE CULVERT REMOVAL 24"	FOOT	52.5	52.5		
X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	648		648	
X0325213	COMPOSITE BRIDGE APPROACH PAVEMENT	SQ YD	249		249	
X0950100	PIPE CULVERT REMOVAL 15"	FOOT	71	71		
X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH	1		1	
X5020502	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 2	EACH	1		1	
X7015000	CHANGEABLE MESSAGE SIGN	CAL MO	10	10		
X7200200	WIDE LOAD SIGNING	L SUM	1	1		
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2		2	
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	4		4	

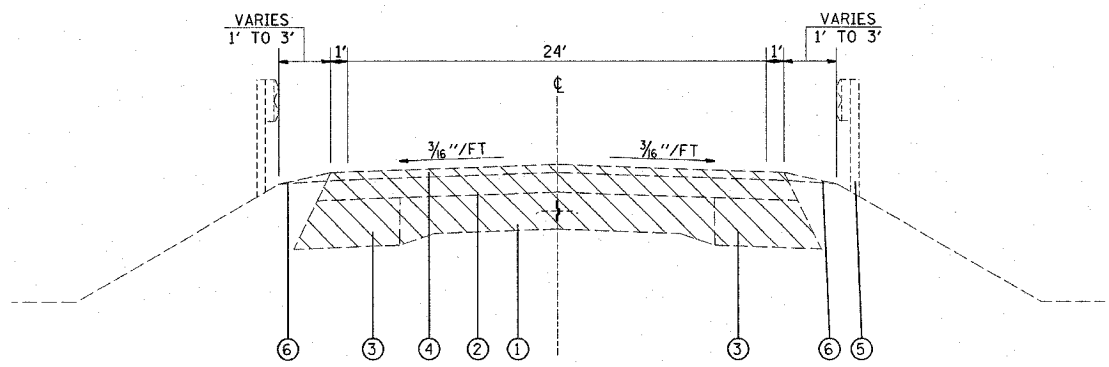
SUMMARY OF QUANTITIES			URBAN 80% FED 20% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		I000-2A	X071-2A	SFTY-3N
* Z0065000	SETTING PILES IN ROCK	EACH	12		12	
XZ030260	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2			2
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	88		88	
© Z0076600	TRAINEES	HOUR	1500	1500		

PLOT DATE = 10/19/2006
 FILE NAME = c:\p\proj\54br1\405\plan\shl405b.dgn
 SHEET = 4 OF 64
 REFERENCE = 48524

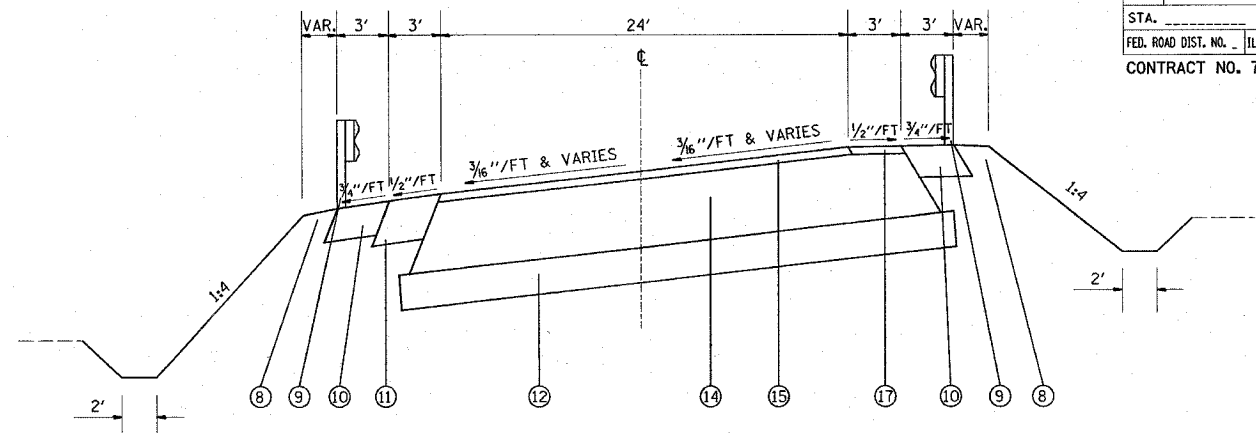
Rev.

* SPECIALTY ITEMS © 4080

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	5
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
CONTRACT NO. 76864				



EXISTING TYPICAL SECTION
STA. 273+80.00 TO STA. 289+68.00

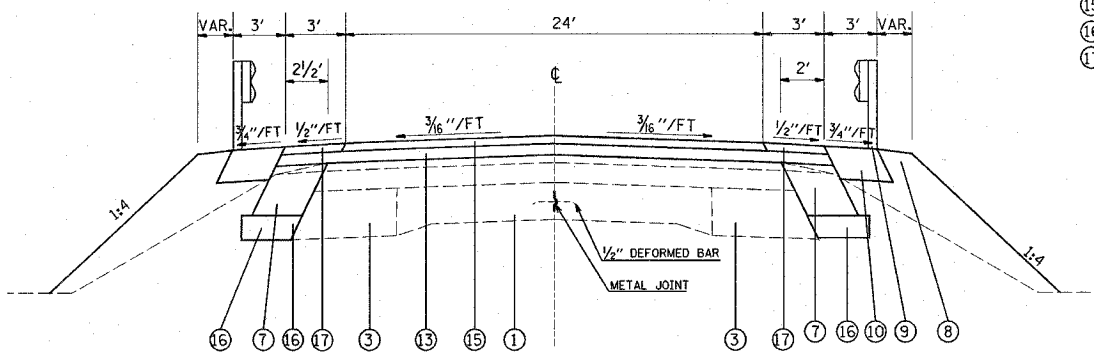


PROPOSED TYPICAL SECTION
STA. 282+70.00 TO STA. 288+67.30

- LEGEND**
- ① EXISTING PAVEMENT 9-7-9
 - ② EXISTING BITUMINOUS BINDER 3 3/4"
 - ③ EXISTING BITUMINOUS WIDENING 9"
 - ④ EXISTING BITUMINOUS SURFACE COURSE 1 1/2"
 - ⑤ EXISTING GUARDRAIL
 - ⑥ EXISTING AGGREGATE SHOULDER
 - ⑦ PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING 9"
 - ⑧ PROPOSED EARTH SHOULDER
 - ⑨ PROPOSED GUARDRAIL
 - ⑩ PROPOSED AGGREGATE SHOULDER 6"
 - ⑪ PROPOSED HOT-MIX ASPHALT SHOULDER 8"
 - ⑫ LIME MODIFIED SOIL 12"
 - ⑬ PROPOSED HOT-MIX ASPHALT BINDER COURSE (VARIES 0.75" TO 15")
 - ⑭ PROPOSED HOT-MIX ASPHALT BINDER COURSE 13"
 - ⑮ PROPOSED HOT-MIX ASPHALT SURFACE COURSE 1 1/2"
 - ⑯ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A 4"
 - ⑰ PROPOSED HOT-MIX ASPHALT SHOULDERS, 1 1/2"

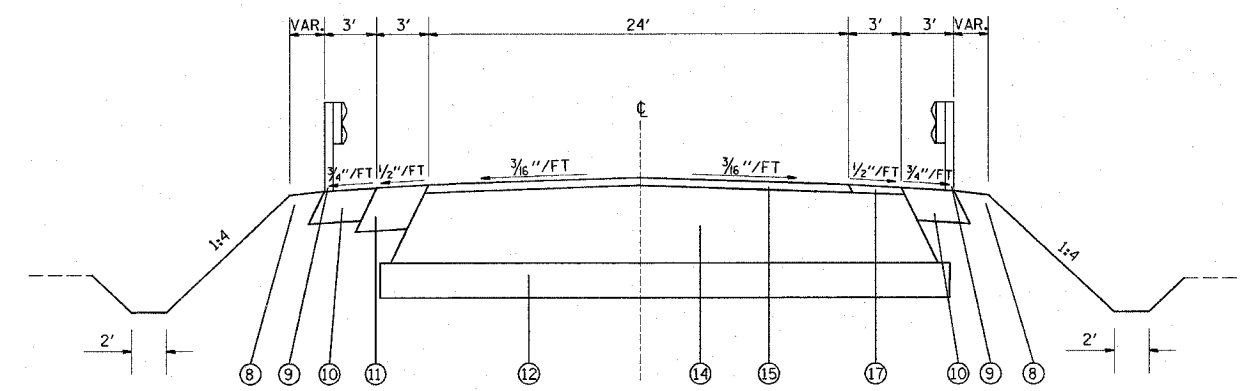
PAVEMENT DESIGN INFORMATION

STRUCTURAL DESIGN TRAFFIC: YEAR 2027
PV = 3549 SU = 257 MU = 94
ROAD/STREET CLASSIFICATION: CLASS II
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P = 50 S = 50 M = 50
TRAFFIC FACTOR: ACTUAL TF = 0.65 AC TYPE = 20
MINIMUM TF = 3.81
PG GRADE: BINDER = 64-22 SURFACE = 64-22
SUBGRADE SUPPORT RATING: FAIR



PROPOSED TYPICAL SECTION
STA. 273+80.00 TO STA. 278+49.00

PAVEMENT REMOVAL
STA. 282+24.77 TO STA. 289+67.62



PROPOSED TYPICAL SECTION
STA. 288+76.30 TO STA. 289+67.62

MIXTURE REQUIREMENTS

MIXTURE USE	SURFACE	BINDER	WIDENING COURSE	INCIDENTAL SURF	SHOULDERS	TOP LIFT SHOULDERS
AC/PG	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 58-22	PG 58-22
RAP % (MAX)	10%	15%	15%	10%	30%	30%
DESIGN AIR VOIDS	4.0% @ Ndes= 70	4.0% @ Ndes= 70	4.0% @ Ndes= 70	4.0% @ Ndes= 70	2.0% @ Ndes=30	**2.0% @ Ndes=30
MIX COMPOSITION (GRADATION MIXTURE)	IL 9.5	IL 19.0	IL 19.0	IL 9.5		
FRICTION AGG	MIXTURE "C"	MIXTURE "B"	MIXTURE "B"	MIXTURE "C"	BAM	BAM

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS
MIXTURE REQUIREMENTS
FAP ROUTE 789
SECTION 54BR-1
MADISON COUNTY
SCALE: VERT. HORIZ.
DATE DRAWN BY CHECKED BY

PLOT DATE = 10/18/2006
FILE NAME = c:\projects\54br\1485\plan\p1485b.dgn
PLOT SCALE = 50.0000' / IN.
REFERENCE = #REF#

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	6
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT				

RESURFACING SCHEDULE

STATION	RT/LT	HMA BASE COURSE WIDEN, 9" (SQ YD)	INCIDENTAL BITUMINOUS (TON)	AGG. PRIME COAT (TON)	BIT. MAT'L PRIME COAT (TON)	HMA BINDER COURSE, IL-19.0, N70 (TON)	HMA SURF. COURSE, MIX "C", N70 (TON)	SUB-BASE GRANULAR MAT'L TY-A 4" (SQ YD)	HMA SHLD, 1/2" (SQ YD)	HMA SHLD, 8" (SQ YD)	AGG. SHLD TYPE B 6" (SQ YD)	AGG. SURF. COURSE TYPE B (CU YD)	AGG. BSE. COUESE TB 6" (CU YD)	AGG. BSE. COUESE TB 8" (CU YD)	PROCESSING LIME STAB. SOIL MIX 12" (SQ YD)	LIME (TON)
273+80.00 TO 278+84.10	RT/LT	168.03														
274+75.00 TO 278+49.00	RT	83.11														
275+00.00 TO 276+00.00	RT/LT			0.5	0.1	12.60										
275+00.00 TO 278+49.00	RT/LT						78.18				232.67					
275+00.00 TO 278+49.00	LT							116.33								
275+00.00 TO 278+49.00	RT							135.72								
276+00.00 TO 278+49.00	RT/LT					418.31										
278+49.00 TO 278+79.00							134.50									
282+24.00 TO 283+38.60	LT	25.47														
282+67.00 TO 282+97.00							134.50									
282+97.00 TO 289+67.62	RT/LT					1296.38	150.22			407.83				2247.84	43.29	
282+97.00 TO 289+67.62	LT								223.54							
282+97.00 TO 289+67.62	RT							223.54								
286+41.30	PE	RT	2.68								6.09	23.95				
286+79.90	P. OAK RD	LT	21.98													
287+75.50 TO 290+20.00	LT	67.92														
289+18.25	FE	LT											5.61			
289+34.62	FE	RT											14.84			
289+67.62 TO 289+92.62	RT	5.56														
TOTAL		350.09	24.66	0.5	0.1	1727.30	228.40	404.72	339.87	223.54	640.50	6.09	23.95	20.45	2247.84	43.29

REMOVAL SCHEDULE

LOCATION					PVMT REMOVAL (SQ YD)	HMA SURF. REMOVAL (VAR. DEPTH) (SQ YD)	SPBGR (FT)	PIPE CULVERT	
FROM	OFFSET	TO	OFFSET	RT/LT				15 INCH (FT)	24 INCH (FT)
275+00.00		276+00.00		RT/LT		281.97			
277+05.43		278+86.68		RT			181.25		
277+80.43		278+86.68		LT			106.25		
282+21.46		287+27.71		RT			106.25		
282+21.46		284+02.71		LT			181.25		
282+24.00		283+39.00		LT	25.56				
282+24.00		289+67.62		RT/LT	2128.66				
286+26.40	41.5	286+55.13	37.4	RT				29.50	
286+65.51	19.2	286+98.01	19.2	LT					32.50
287+75.50		290+20.00		LT	67.92				
289+10.23	21	289+30.25	21.5	LT					20.00
289+12.66	23.6	289+54.16	24.2	RT					41.50
TOTAL					2222.14	281.97	575.00	71.00	52.50

PAVEMENT MARKING SCHEDULE

STATION	TO	CL	PAVEMENT				BRIDGE						
			4" WHITE LINE (FT)	4" YELLOW LINE (FT)	YELLOW SKIP DASH LINE 4" (FT)	4' DBL YELLOW (FT)	DOUBLE AMBER RSD REFL PMK (EA)	4" WHITE LINE (FT)	4" YELLOW LINE (FT)	YELLOW SKIP DASH LINE 4" (FT)	DOUBLE AMBER RSD REFL PMK (EA)		
272+26.00	TO 278+49.00	CL		623.00	155.75				8				
273+78.00	TO 278+49.00	LT	471										
274+73.00	TO 278+49.00	RT	376										
278+49.00	TO 282+97.00	RT/LT						896					
278+49.00	TO 282+97.00	CL						448	112		6		
282+97.00	TO 290+22.00	LT	725.00										
282+97.00	TO 289+94.62	RT	697.62										
282+97.00	TO 286+80.00	CL		383	95.75				5				
286+80.00	TO 292+57.00	CL				1154			7				
SUB-TOTAL			2269.62	1006.00	251.50	1154.00	20.00	896.00	448.00	112.00	6		
TOTAL					4681.12					1456	6		

PIPE CULVERT SCHEDULE

LOCATION					DSFL	USFL	CLASS D, TYPE 1 END SECTIONS			
FROM	OFFSET	TO	OFFSET	RT/LT			15 INCH (FT)	24 INCH (FT)	15 INCH (FT)	24 INCH (FT)
286+26.40	35.4	286+55.13	31.6	RT	480.41	482.00	29.5		2	
286+67.64	30	286+98.25	30	LT	480.56	481.38		30	2	
289+10.23	30	289+30.23	30	LT	490.50	491.46		20	2	
289+13.09	30	289+54.59	30	RT	460.73	493.07	41.5		2	
TOTAL							71	50	4	4

TEMPORARY PAVEMENT MARKING SCHEDULE

STATION	TO	CL	STAGE	PAVEMENT MARKING					WORK ZONE PVMT REMOVAL (SQ FT)	PVMT MRKG REMOVAL (SQ FT)
				LINE 4" PAVEMENT (FT)	LINE 4" BRIDGE (FT)	LINE 6" PAVEMENT (FT)	LINE 6" BRIDGE (FT)	LINE 24" PAVEMENT (FT)		
272+26.00	TO 278+49.00		STAGE I	1246.00				415.3		
272+26.00			STOP BAR					13.0	26.0	
272+26.00	TO 275+00.00	CL							114.2	
273+95.60	TO 290+87.40	WALL	STAGE I			1392.0	448.0			
278+49.00	TO 282+97.00		STAGE I		896.0			298.7		
282+97.00	TO 292+57.00		STAGE I	1920.0				640.0		
286+79.90	PIN OAK RD		STOP BAR					13.0	26.0	
289+67.62	TO 292+57.00	CL							192.9	
272+26.00	TO 278+49.00		STAGE II	1246.0				415.3		
274+11.00	TO 292+25.00	WALL	STAGE II			1352.0	448.0			
278+49.00	TO 282+97.00		STAGE II		896.0			298.7		
282+97.00	TO 292+57.00		STAGE II	1920.0				640.0		
292+57.00			STOP BAR					13.0	26.0	
292+25.00			STOP BAR					13.0	26.0	
SUB-TOTAL										
TOTAL				6332.0	1792.0	2744.0	896.0	52.0	2812.0	307.1
					8124.0		3640.0			

GUARDRAIL SCHEDULE

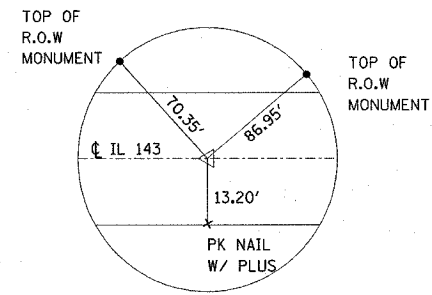
STATION	TO	RT/LT	SPBGR (FT)	TBT-T1 (SPECIAL) (EA)	TBT-T6 (EA)	GUARDRAIL MRKS TY-A (EA)	PRISMATIC BAR REFLEC (EA)
275+72.75	TO 278+79.00	RT	225	1	1	4	
276+35.25	TO 278+79.00	LT	162.5	1	1	3	
278+79.00	TO 282+67.00	RT/LT					10
282+67.00	TO 285+10.50	RT	162.5	1	1	3	
282+67.00	TO 285+73.25	LT	225	1	1	4	
TOTAL			775	4	4	14	10

REVISIONS	
NAME	DATE

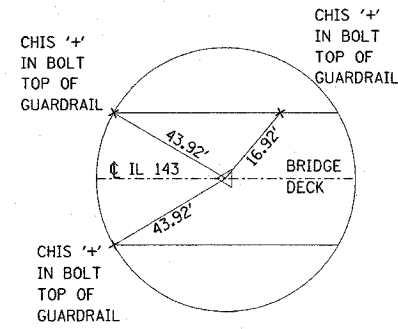
ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULES OF QUANTITIES
 FAP ROUTE 789
 SECTION 54BR-1
 MADISON COUNTY
 SCALE: VERT. _____
 HORIZ. _____
 DATE _____ DRAWN BY _____
 CHECKED BY _____

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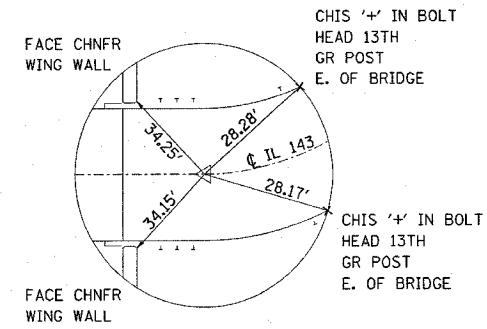
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	8
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		



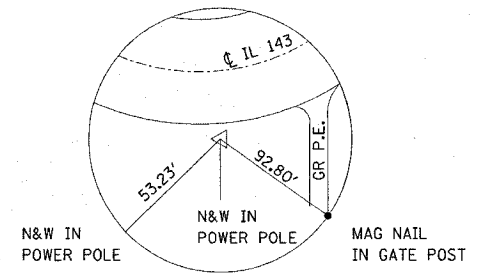
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PK NAIL SET
STA 269+00.00



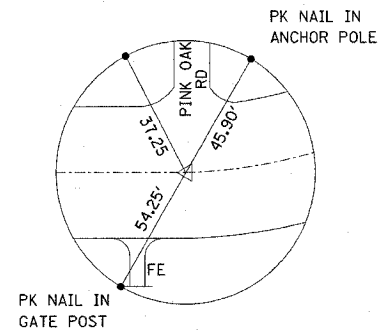
TIE POINT
PK NAIL SET
CENTER OF STRUCTURE
STA 280+54.09



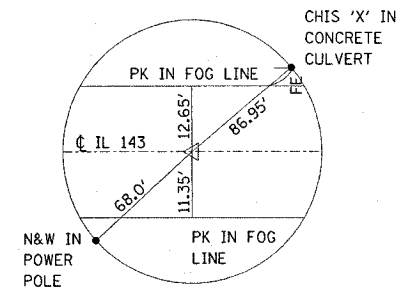
TIE POINT
PK NAIL SET
P.C. STA 282+53.70



TIE POINT
PK NAIL SET
P.I. STA 285+61.90



TIE POINT
INTERSECTION OF PIN OAK RD & IL 143
STA 286+78.00



TIE POINT
PK NAIL SET
P.T. STA 288+66.40

BENCHMARKS

BM 1 - CHISELED "□" ON SE WINGWALL TOP, IL 143 & SILVER CREEK BRIDGE
ELEVATION = 480.08

TEMPORARY BENCHMARKS

TBM 1 - TOP OF RIGHT-OF-WAY MONUMENT STA 270+80 OFFSET = ±40' RT
ELEVATION = 498.35

TBM 2 - TOP OF RIGHT-OF-WAY MONUMENT STA 286+60 OFFSET = ±40' RT
ELEVATION = 486.66

NOTE: ALL TIES PULLED DIRECT

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		TIES & BENCHMARKS FAP ROUTE 789 SECTION 54BR-1 MADISON COUNTY SCALE: VERT. _____ HORIZ. _____ DATE _____
		DRAWN BY _____ CHECKED BY _____

PLOT DATE = 10/19/2006
PLOT SCALE = 1/4" = 50.0000'
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	548R-1	MADISON	62	9
STA. 274+00.00		TO STA. 290+00.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
CONTRACT NO. 76864				

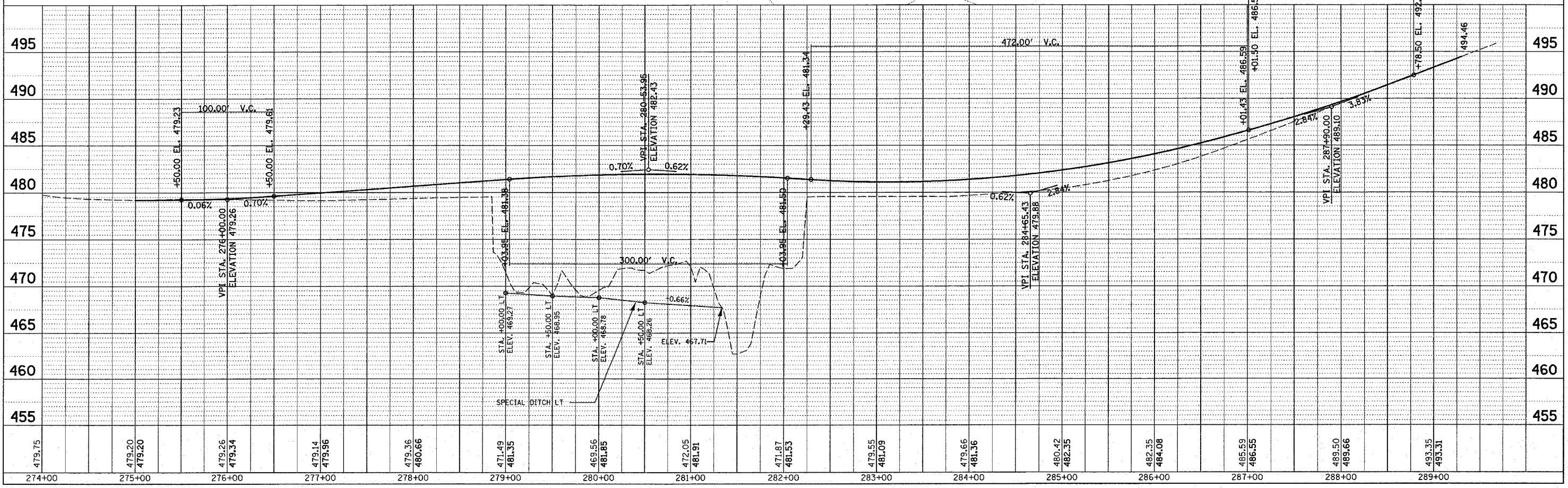
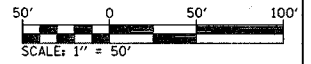
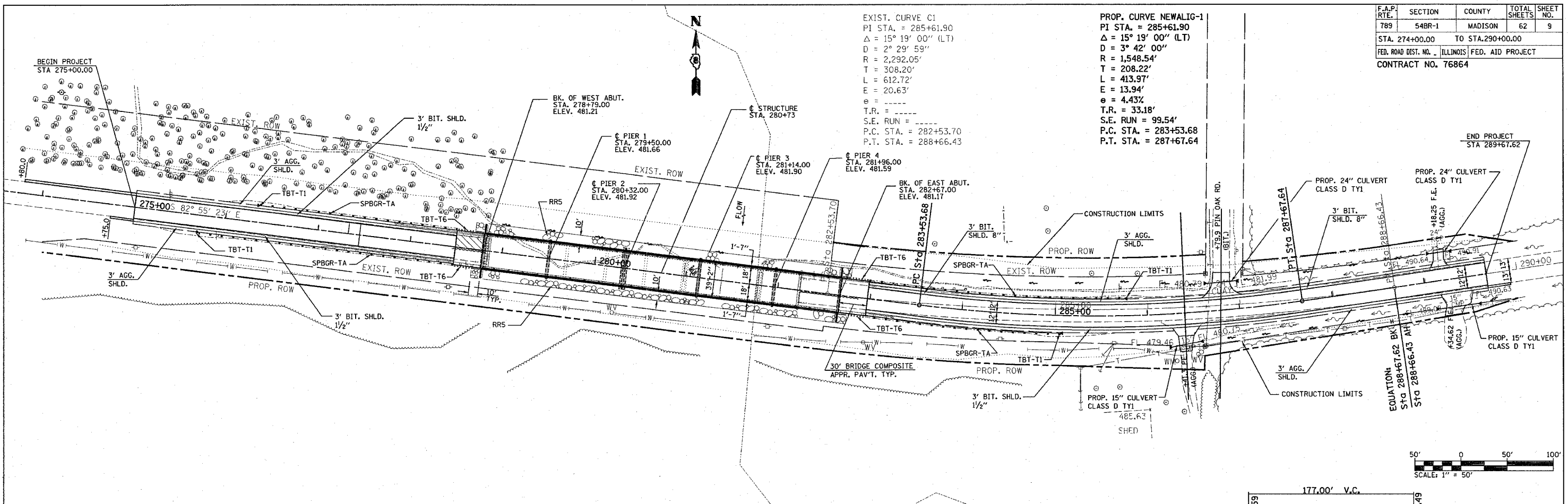
EXIST. CURVE C1
 PI STA. = 285+61.90
 $\Delta = 15^\circ 19' 00''$ (LT)
 $D = 2^\circ 29' 59''$
 $R = 2,292.05'$
 $T = 308.20'$
 $L = 612.72'$
 $E = 20.63'$
 $e = \text{---}$
 $T.R. = \text{---}$
 $S.E. RUN = \text{---}$
 $P.C. STA. = 282+53.70$
 $P.T. STA. = 288+66.43$

PROP. CURVE NEWALIG-1
 PI STA. = 285+61.90
 $\Delta = 15^\circ 19' 00''$ (LT)
 $D = 3^\circ 42' 00''$
 $R = 1,548.54'$
 $T = 208.22'$
 $L = 413.97'$
 $E = 13.94'$
 $e = 4.43\%$
 $T.R. = 33.18'$
 $S.E. RUN = 99.54'$
 $P.C. STA. = 283+53.68$
 $P.T. STA. = 287+67.64$

PLAN	DATE	BY
SURVEYED		
AS SHOWN		
NOTED		
NO. _____		

PROFILE	DATE	BY
SURVEYED		
AS SHOWN		
NOTED		
NO. _____		

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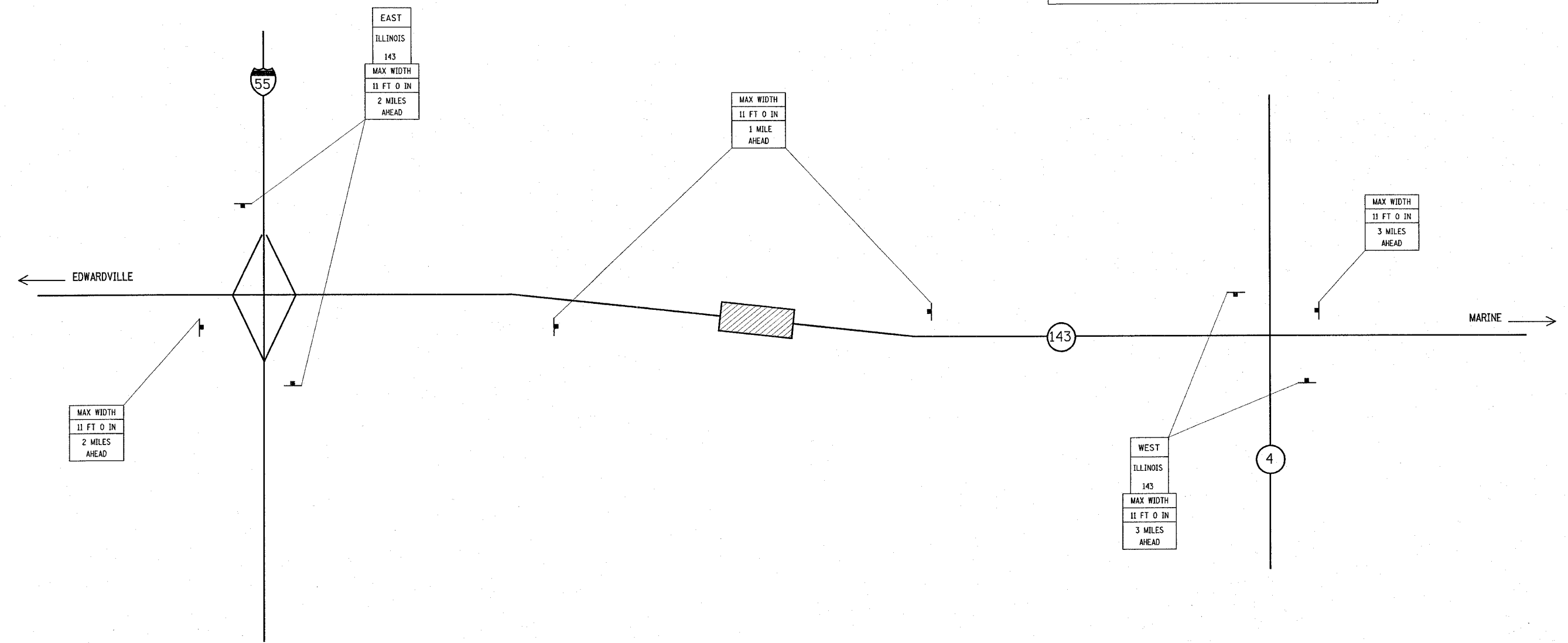
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	10
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		

NOTES

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

SIGNS REQUIRED

MAX WIDTH 11 FT 0 IN 1 MILE AHEAD	(2)	EAST	(2)
MAX WIDTH 11 FT 0 IN 2 MILES AHEAD	(3)	WEST	(2)
MAX WIDTH 11 FT 0 IN 2 MILES AHEAD	(3)	ILLINOIS 143	(4)
MAX WIDTH 11 FT 0 IN 3 MILES AHEAD	(3)		



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 REFERENCE = #REF#

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

WIDE LOAD SIGNING

FAP ROUTE 789
 SECTION 54BR-1
 MADISON COUNTY

SCALE: VERT. _____
 HORIZ. _____
 DATE _____

DRAWN BY _____
 CHECKED BY _____

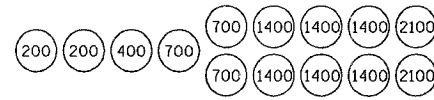
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	11
STA. 271+50.00		TO STA. 279+50.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PRE-STAGE I CONSTRUCTION:

- PRE-STAGE I CONSTRUCTION SHALL CONSIST OF THE CONSTRUCTION OF THE 3' PAVEMENT WIDENING ON THE NORTHWEST CORNER OF THE STRUCTURE, THE 2' WIDENING ON THE NORTHEAST SIDE OF THE STRUCTURE, AND THE 2 1/2' WIDENING EAST OF PIN OAK ROAD. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH TRAFFIC CONTROL AND PROTECTION, STANDARD 701326.

STAGE I CONSTRUCTION:

- STAGE I CONSTRUCTION SHALL CONSIST OF STAGE I REMOVAL OF THE EXISTING STRUCTURE, AND STAGE I CONSTRUCTION OF THE REPLACEMENT STRUCTURE, PAVEMENT REMOVAL, PAVEMENT WIDENING ON THE RIGHT, GRADING, RESURFACING THE RIGHT SIDE PAVEMENT WEST OF THE STRUCTURE, CONSTRUCTING THE RIGHT SIDE PAVEMENT EAST OF THE STRUCTURE, GUARDRAIL, RIPRAP, ETC. STAGE I CONSTRUCTION SHALL BE DONE ACCORDING TO STAGE CONSTRUCTION AS DETAILED IN THE BRIDGE PLANS. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF STANDARD 701321 AND AS DETAILED IN THE STAGE CONSTRUCTION PLANS. THIS TRAFFIC CONTROL SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION 701321 (SPECIAL).



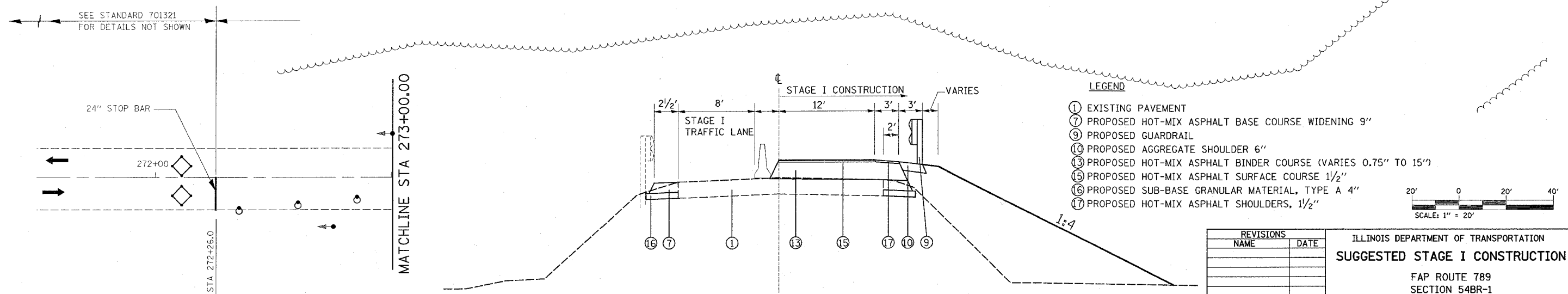
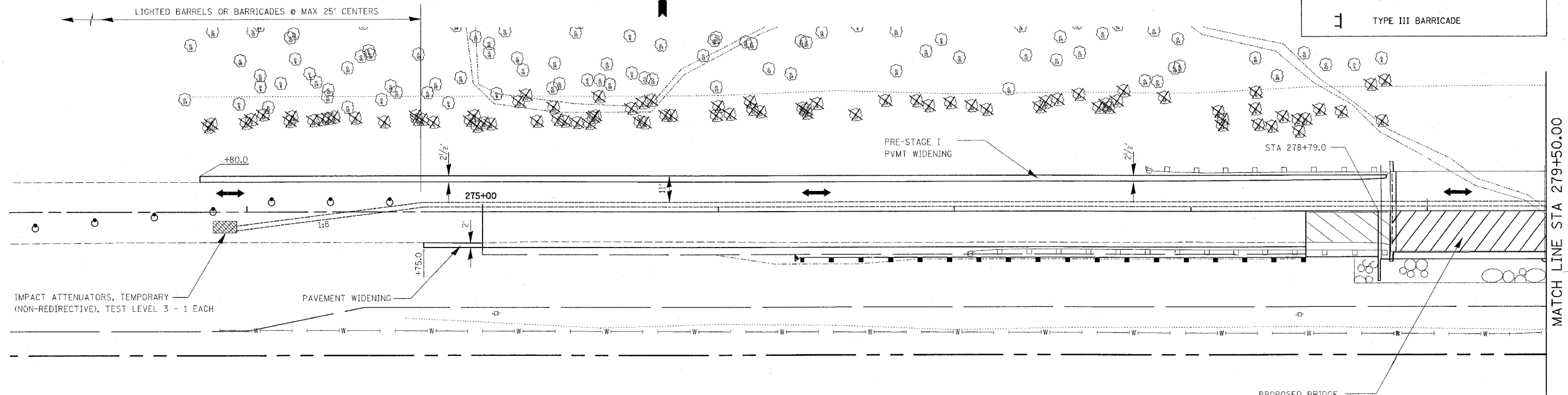
SAND MODULE IMPACT ATTENUATOR LAYOUT (IF OPTION USED)

NOTES:

- THE CONTRACTOR SHALL MAINTAIN ACCESS TO PRIVATE AND FIELD ENTRANCES LOCATED WITHIN THE LIMITS OF THE PROJECT.
- TRAFFIC CONTROL & PROTECTION, STANDARD 701321 (SPECIAL) INCLUDES BOTH STAGE I & II AND ANY ADDITIONAL SIGNING OR TRAFFIC CONTROL DEVICES SHOWN ON THE STAGE CONSTRUCTION PLANS.
- ALL ADDITIONAL TRAFFIC SIGNAL HEADS, LOOP DETECTORS AND ASSOCIATED EQUIPMENT REQUIRED TO MAINTAIN ACCESS AT THE FIELD AND DRIVEWAY ENTRANCES SHALL BE INCLUDED IN THE COST OF "TEMPORARY BRIDGE TRAFFIC SIGNALS"

LEGEND:

	STRUCTURE REMOVAL
	PAVEMENT REMOVAL
	TEMPORARY CONCRETE BARRIER
	IMPACT ATTENUATOR
	INDUCTION LOOP DETECTOR
	DRUM WITH STEADY BURNING LIGHT
	SIGNALIZED TWO-WAY TRAFFIC LANE
	TEMPORARY BRIDGE TRAFFIC SIGNAL
	TYPE III BARRICADE



STAGE I TYPICAL SECTION
STA. 273+80.0 TO STA. 278+49.0

REVISIONS	
NAME	DATE

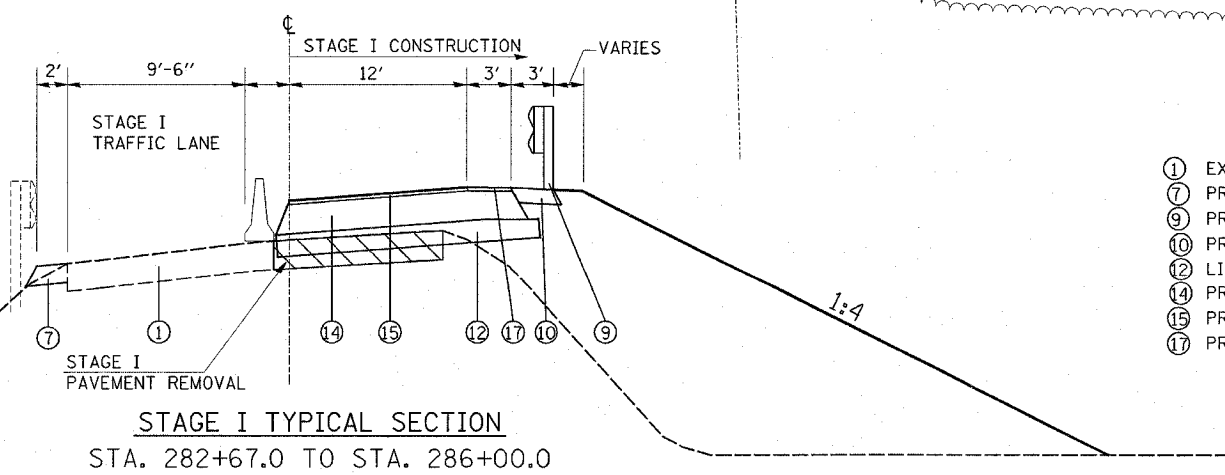
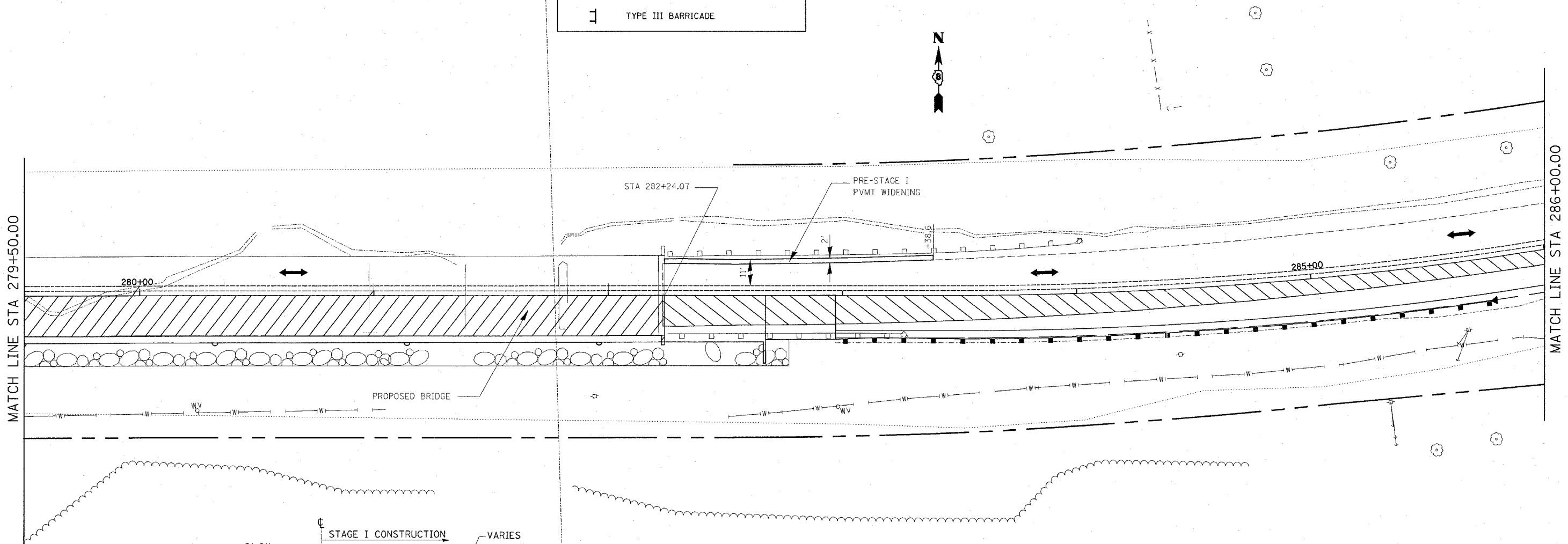
ILLINOIS DEPARTMENT OF TRANSPORTATION
SUGGESTED STAGE I CONSTRUCTION
FAP ROUTE 789
SECTION 54BR-1
MADISON COUNTY
SCALE: VERT. / HORIZ.
DRAWN BY / CHECKED BY

PLT DATE = 10/31/2006
PLT SCALE = 24.0000
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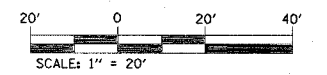
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	12
STA. 279+50.00		TO STA. 286+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

LEGEND:

- STRUCTURE REMOVAL
- PAVEMENT REMOVAL
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR
- INDUCTION LOOP DETECTOR
- DRUM WITH STEADY BURNING LIGHT
- SIGNALIZED TWO-WAY TRAFFIC LANE
- TEMPORARY BRIDGE TRAFFIC SIGNAL
- TYPE III BARRICADE



- LEGEND**
- ① EXISTING PAVEMENT
 - ⑦ PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING 9"
 - ⑨ PROPOSED GUARDRAIL
 - ⑩ PROPOSED AGGREGATE SHOULDER 6"
 - ⑫ LIME MODIFIED SOIL 12"
 - ⑭ PROPOSED HOT-MIX ASPHALT BINDER COURSE 13"
 - ⑮ PROPOSED HOT-MIX ASPHALT SURFACE COURSE 1 1/2"
 - ⑰ PROPOSED HOT-MIX ASPHALT SHOULDERS, 1 1/2"



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUGGESTED STAGE I CONSTRUCTION
 FAP ROUTE 789
 SECTION 54BR-1
 MADISON COUNTY

SCALE: VERT. _____
 HORIZ. _____

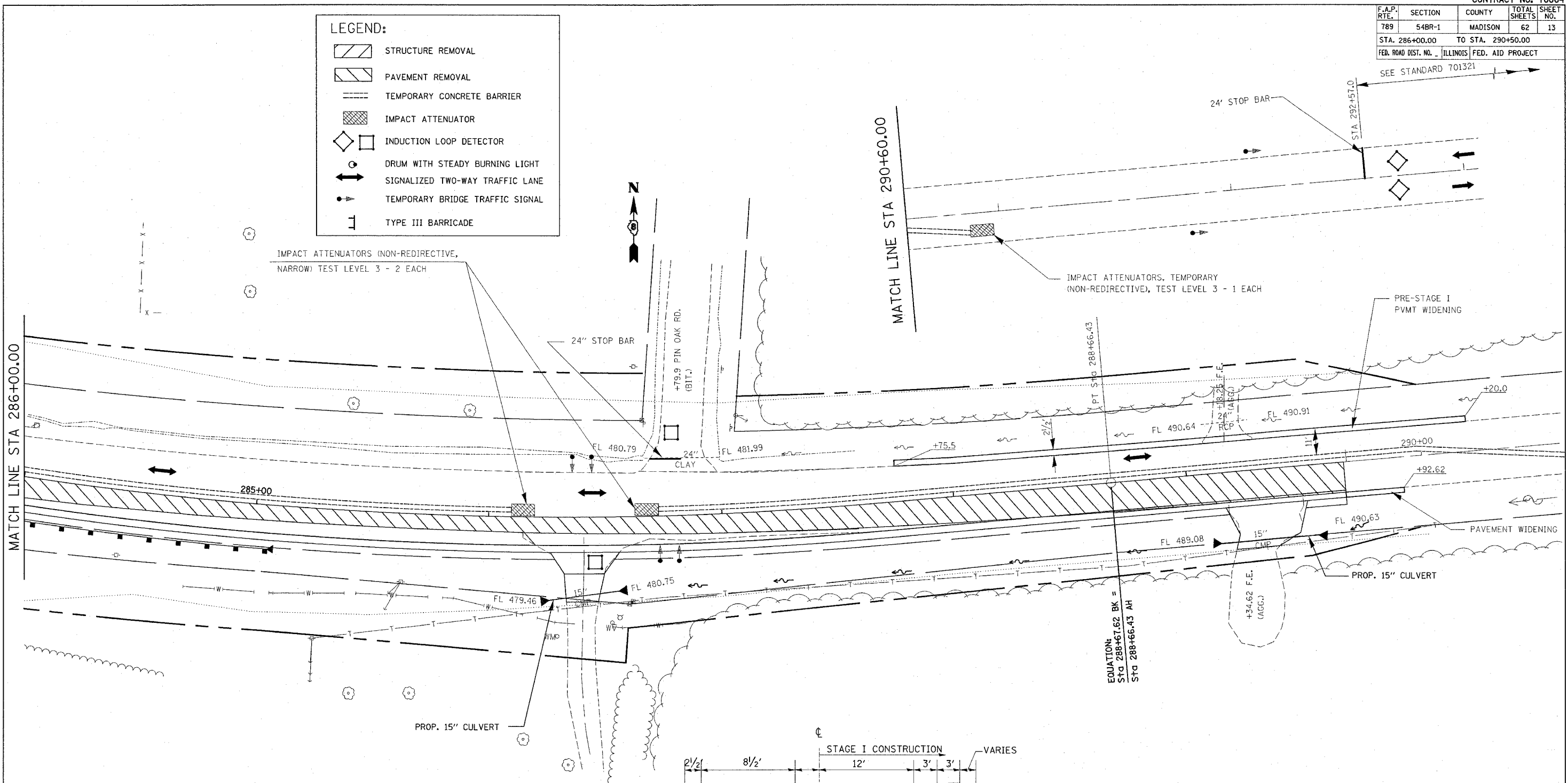
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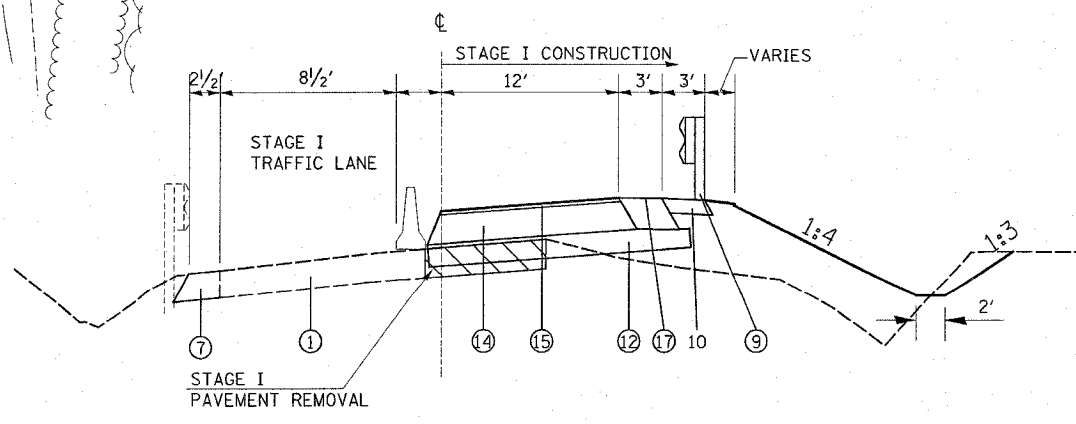
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	13
STA. 286+00.00		TO STA. 290+50.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

LEGEND:

- STRUCTURE REMOVAL
- PAVEMENT REMOVAL
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR
- INDUCTION LOOP DETECTOR
- DRUM WITH STEADY BURNING LIGHT
- SIGNALIZED TWO-WAY TRAFFIC LANE
- TEMPORARY BRIDGE TRAFFIC SIGNAL
- TYPE III BARRICADE



- LEGEND**
- ① EXISTING PAVEMENT
 - ⑦ PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING 9"
 - ⑨ PROPOSED GUARDRAIL
 - ⑩ PROPOSED AGGREGATE SHOULDER 6"
 - ⑫ LIME MODIFIED SOIL 12"
 - ⑭ PROPOSED HOT-MIX ASPHALT BINDER COURSE 13"
 - ⑮ PROPOSED HOT-MIX ASPHALT SURFACE COURSE 1 1/2"
 - ⑰ PROPOSED HOT-MIX ASPHALT SHOULDERS, 1 1/2"



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUGGESTED STAGE I CONSTRUCTION

FAP ROUTE 789
SECTION 54BR-1
MADISON COUNTY

SCALE: VERT. _____
HORIZ. _____

DATE _____ DRAWN BY _____
CHECKED BY _____

PLOT DATE = 10/19/2006
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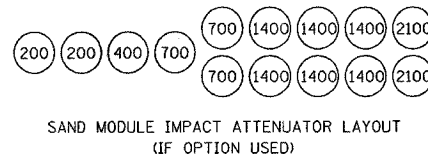
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	14
STA. 274+00.00		TO STA. 279+50.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

STAGE II CONSTRUCTION:

- STAGE II CONSTRUCTION SHALL CONSIST OF STAGE II REMOVAL OF THE EXISTING STRUCTURE, AND STAGE II CONSTRUCTION OF THE REPLACEMENT STRUCTURE, PAVEMENT REMOVAL, PAVEMENT WIDENING ON THE LEFT, GRADING, RESURFACING THE LEFT SIDE PAVEMENT WEST OF THE STRUCTURE, CONSTRUCTING THE LEFT SIDE PAVEMENT EAST OF THE STRUCTURE, GUARDRAIL, RIPRAP, ETC. STAGE I CONSTRUCTION SHALL BE DONE ACCORDING TO STAGE CONSTRUCTION AS DETAILED IN THE BRIDGE PLANS. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF STANDARD 701321 AND AS DETAILED IN THE STAGE CONSTRUCTION PLANS. THIS TRAFFIC CONTROL SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION 701321 (SPECIAL).

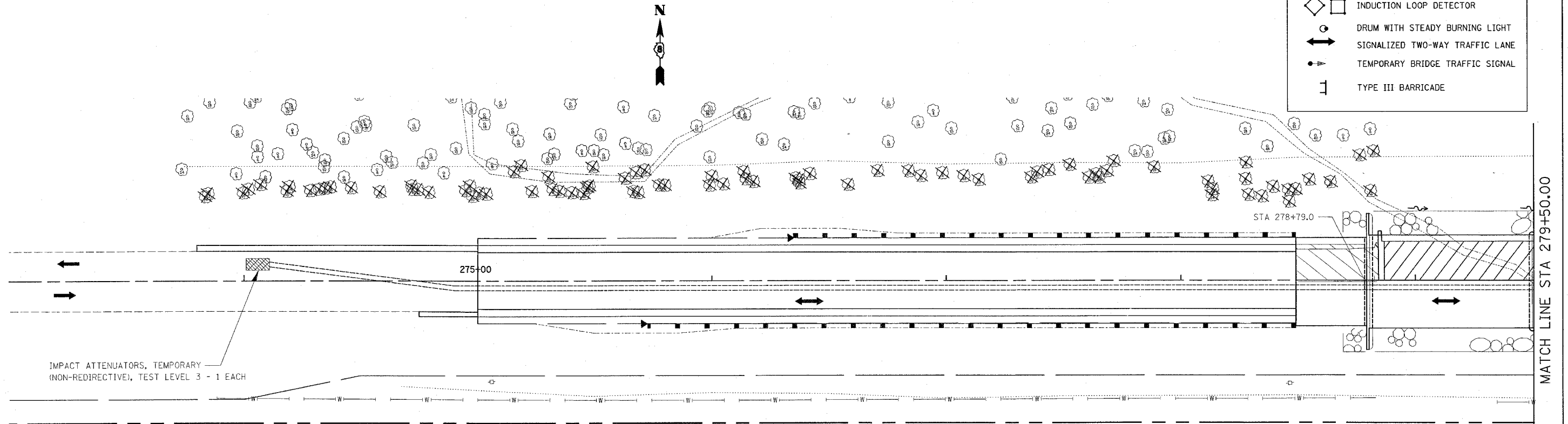
NOTES:

- THE CONTRACTOR SHALL MAINTAIN ACCESS TO PRIVATE AND FIELD ENTRANCES LOCATED WITHIN THE LIMITS OF THE PROJECT.
- TRAFFIC CONTROL & PROTECTION, STANDARD 701321 (SPECIAL) INCLUDES BOTH STAGE I & II AND ANY ADDITIONAL SIGNING OR TRAFFIC CONTROL DEVICES SHOWN ON THE STAGE CONSTRUCTION PLANS.
- ALL ADDITIONAL TRAFFIC SIGNAL HEADS, LOOP DETECTORS AND ASSOCIATED EQUIPMENT REQUIRED TO MAINTAIN ACCESS AT THE FIELD AND DRIVEWAY ENTRANCES SHALL BE INCLUDED IN THE COST OF "TEMPORARY BRIDGE TRAFFIC SIGNALS"



LEGEND:

- STRUCTURE REMOVAL
- PAVEMENT REMOVAL
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR
- INDUCTION LOOP DETECTOR
- DRUM WITH STEADY BURNING LIGHT
- SIGNALIZED TWO-WAY TRAFFIC LANE
- TEMPORARY BRIDGE TRAFFIC SIGNAL
- TYPE III BARRICADE



IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3 - 1 EACH

SEE STANDARD 701321 FOR DETAILS NOT SHOWN

24" STOP BAR

272+00

STA. 272+26.0

MATCHLINE STA 273+00.00

VAR. 2'-4"

STAGE II CONSTRUCTION

3' 3' 12' 2' 8' 3' 3'

VAR. 2'-4"

STAGE II TRAFFIC LANE

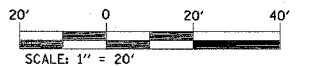
1:4

1:4

STAGE II TYPICAL SECTION
STA. 273+80.0 TO STA. 278+49.0

LEGEND

- ① EXISTING PAVEMENT
- ⑦ PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING 9"
- ⑨ PROPOSED GUARDRAIL
- ⑩ PROPOSED AGGREGATE SHOULDER 6"
- ⑬ PROPOSED HOT-MIX ASPHALT BINDER COURSE (VARIES 0.75" TO 15")
- ⑮ PROPOSED HOT-MIX ASPHALT SURFACE COURSE 1 1/2"
- ⑯ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A 4"
- ⑰ PROPOSED HOT-MIX ASPHALT SHOULDERS, 1 1/2"












REVISIONS	
NAME	DATE

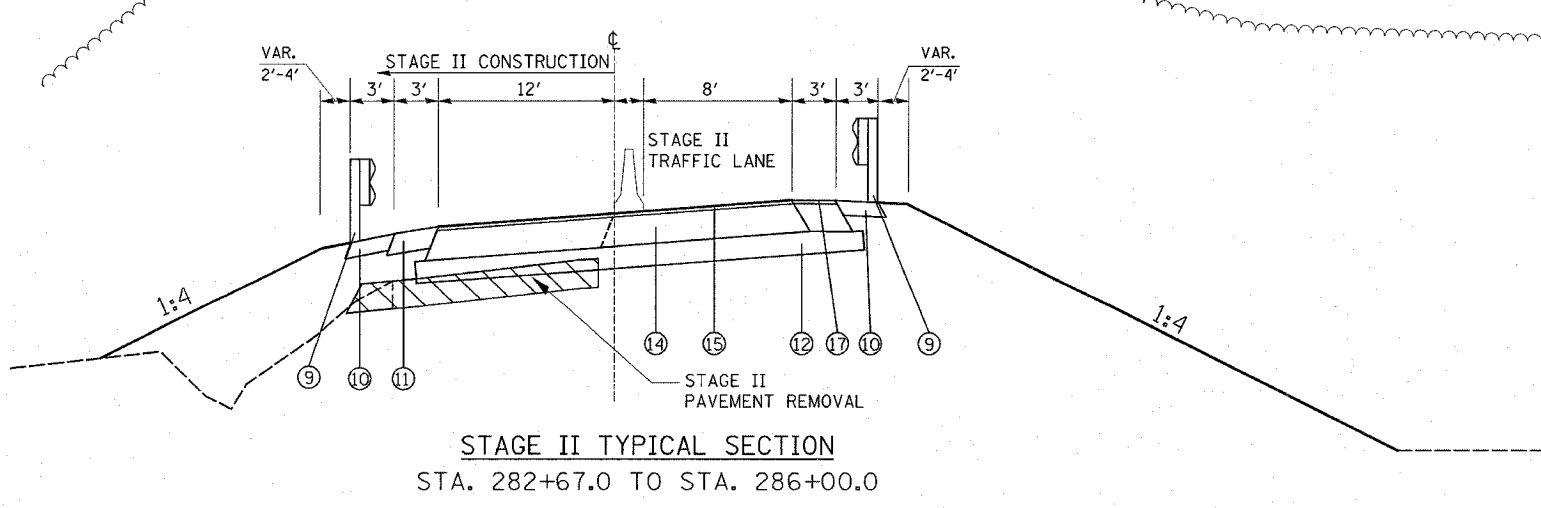
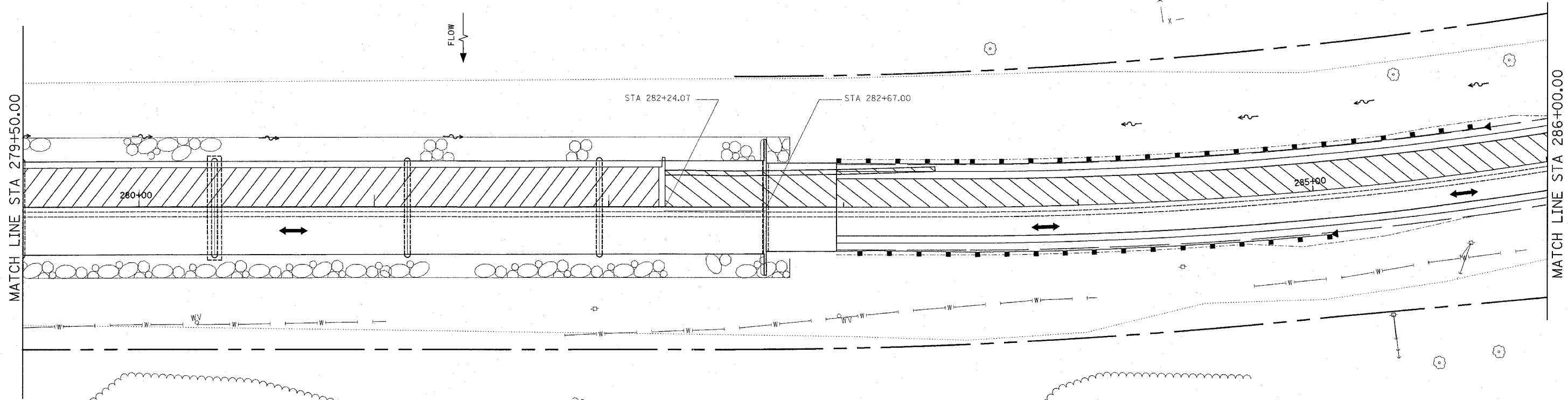
ILLINOIS DEPARTMENT OF TRANSPORTATION
SUGGESTED STAGE II CONSTRUCTION
FAP ROUTE 789
SECTION 54BR-1
MADISON COUNTY

SCALE: VERT. HORIZ.
DATE: DRAWN BY: CHECKED BY:

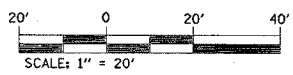
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	15
STA. 279+50.00		TO STA. 286+00.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

LEGEND:

-  STRUCTURE REMOVAL
-  PAVEMENT REMOVAL
-  TEMPORARY CONCRETE BARRIER
-  IMPACT ATTENUATOR
-  INDUCTION LOOP DETECTOR
-  DRUM WITH STEADY BURNING LIGHT
-  SIGNALIZED TWO-WAY TRAFFIC LANE
-  TEMPORARY BRIDGE TRAFFIC SIGNAL
-  TYPE III BARRICADE



- LEGEND**
- ⑨ PROPOSED GUARDRAIL
 - ⑩ PROPOSED AGGREGATE SHOULDER 6"
 - ⑪ PROPOSED HOT-MIX ASPHALT SHOULDER 8"
 - ⑫ LIME MODIFIED SOIL 12"
 - ⑬ PROPOSED HOT-MIX ASPHALT BINDER COURSE 13"
 - ⑭ PROPOSED HOT-MIX ASPHALT SURFACE COURSE 1 1/2"
 - ⑮ PROPOSED HOT-MIX ASPHALT SHOULDERS, 1 1/2"



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUGGESTED STAGE II CONSTRUCTION
 FAP ROUTE 789
 SECTION 54BR-1
 MADISON COUNTY

SCALE: VERT. _____
 HORIZ. _____
 DATE _____

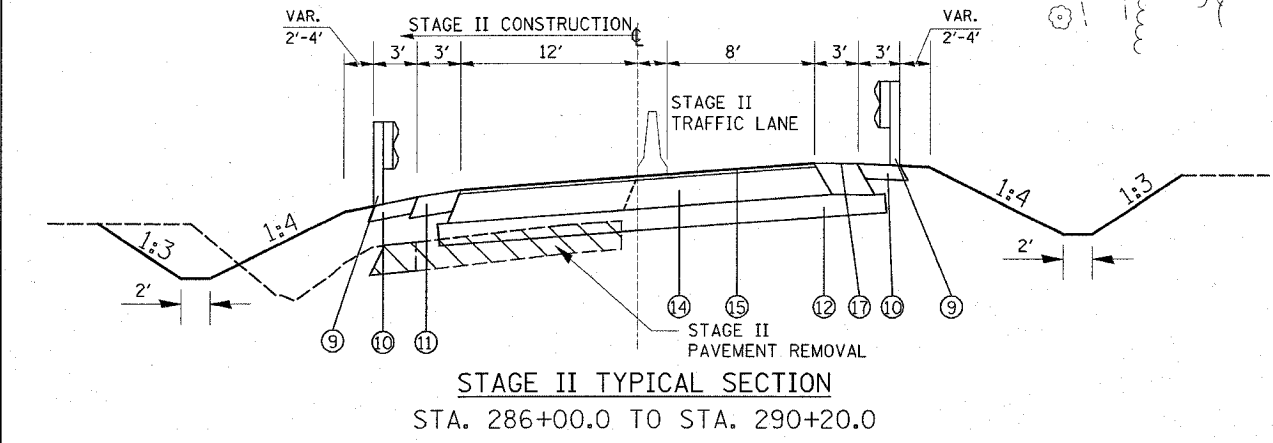
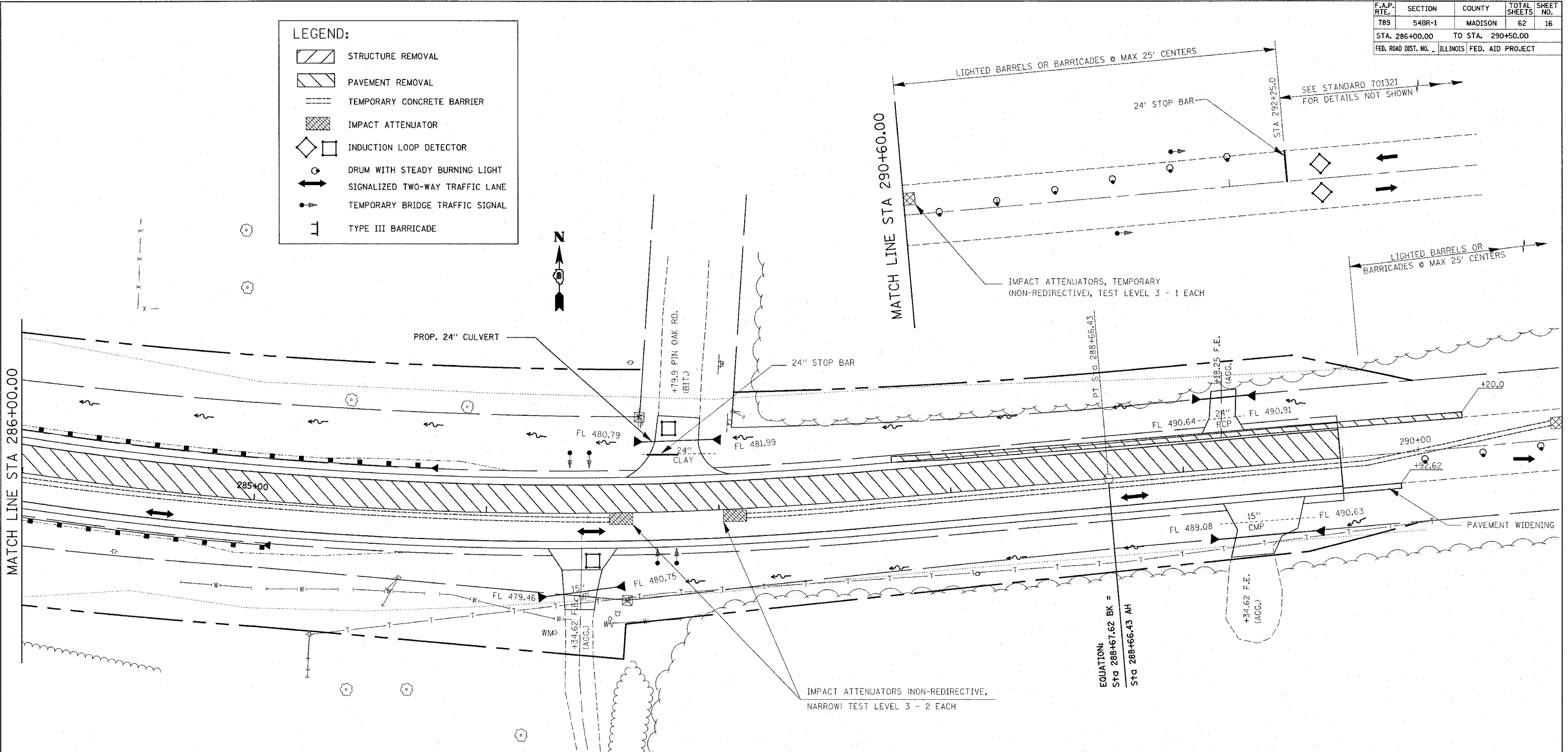
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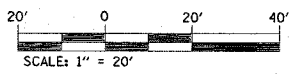
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	16
STA. 286+00.00		TO STA. 290+50.00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

LEGEND:

	STRUCTURE REMOVAL
	PAVEMENT REMOVAL
	TEMPORARY CONCRETE BARRIER
	IMPACT ATTENUATOR
	INDUCTION LOOP DETECTOR
	DRUM WITH STEADY BURNING LIGHT
	SIGNALIZED TWO-WAY TRAFFIC LANE
	TEMPORARY BRIDGE TRAFFIC SIGNAL
	TYPE III BARRICADE



- LEGEND**
- ⑨ PROPOSED GUARDRAIL
 - ⑩ PROPOSED AGGREGATE SHOULDER 6"
 - ⑪ PROPOSED HOT-MIX ASPHALT SHOULDER 8"
 - ⑫ LIME MODIFIED SOIL 12"
 - ⑬ PROPOSED HOT-MIX ASPHALT BINDER COURSE 13"
 - ⑭ PROPOSED HOT-MIX ASPHALT SURFACE COURSE 1 1/2"
 - ⑮ PROPOSED HOT-MIX ASPHALT SHOULDERS, 1 1/2"



REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION SUGGESTED STAGE II CONSTRUCTION
NAME	DATE	
		FAP ROUTE 789 SECTION 54BR-1 MADISON COUNTY SCALE: VERT. HORIZ. DATE DRAWN BY CHECKED BY

PLOT DATE = 10/19/2006
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 PLOT SCALE = 20.000000 / 1 IN.
 REFERENCE = SHEET#

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	17
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		

STORM WATER POLLUTION PREVENTION PLAN

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

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

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

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

SITE DESCRIPTION
DESCRIPTION OF CONSTRUCTION ACTIVITY:

1. THE PROJECT CONSISTS OF THE REPLACEMENT OF STRUCTURE 060-0149 OVER SILVER CREEK AND THE CONSTRUCTION OF 1020 FT OF ROADWAY FOR FAP ROUTE 789.
2. CONSTRUCTION CONSISTS OF STRUCTURE, EARTHWORK, TEMPORARY WIDENING, CULVERTS, DITCHES, PAVEMENT, AND OTHER MISCELLANEOUS WORK TO COMPLETE THE PROPOSED STRUCTURE AND ROADWAY.

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

1. CONSTRUCTION OF HAUL ROAD
2. ISOLATED TREE REMOVAL FOR THE CONSTRUCTION OF THE HAUL ROAD. TREES TO REMAIN WILL BE PROTECTED AGAINST DAMAGE.
3. STRUCTURE WILL BE REMOVED AND REPLACED USING STAGE CONSTRUCTION.
4. PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL, SUCH AS PERMETER EROSION BARRIER, TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION, TEMPORARY SEEDING, ETC.
5. EXCAVATION AND EMBANKMENT WILL BE COMPLETED AT VARIOUS LOCATIONS ALONG THE JOB SITE TO GRADE OUT FOR PROPOSED ROADWAY WIDENING AND DITCHES.
6. PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS RIPRAP DITCH, AND EROSION CONTROL BLANKET, SEEDING, ETC.
7. FINAL GRADING, PAVING, AND OTHER MISCELLANEOUS ITEMS.

AREA OF CONSTRUCTION SITE:

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 3.29 ACRES OF WHICH 1.56 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING, AND OTHER ACTIVITIES.

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

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

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

1. SILVER CREEK

CONTROLS - EROSION CONTROLS AND SEDIMENT CONTROL
DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:

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

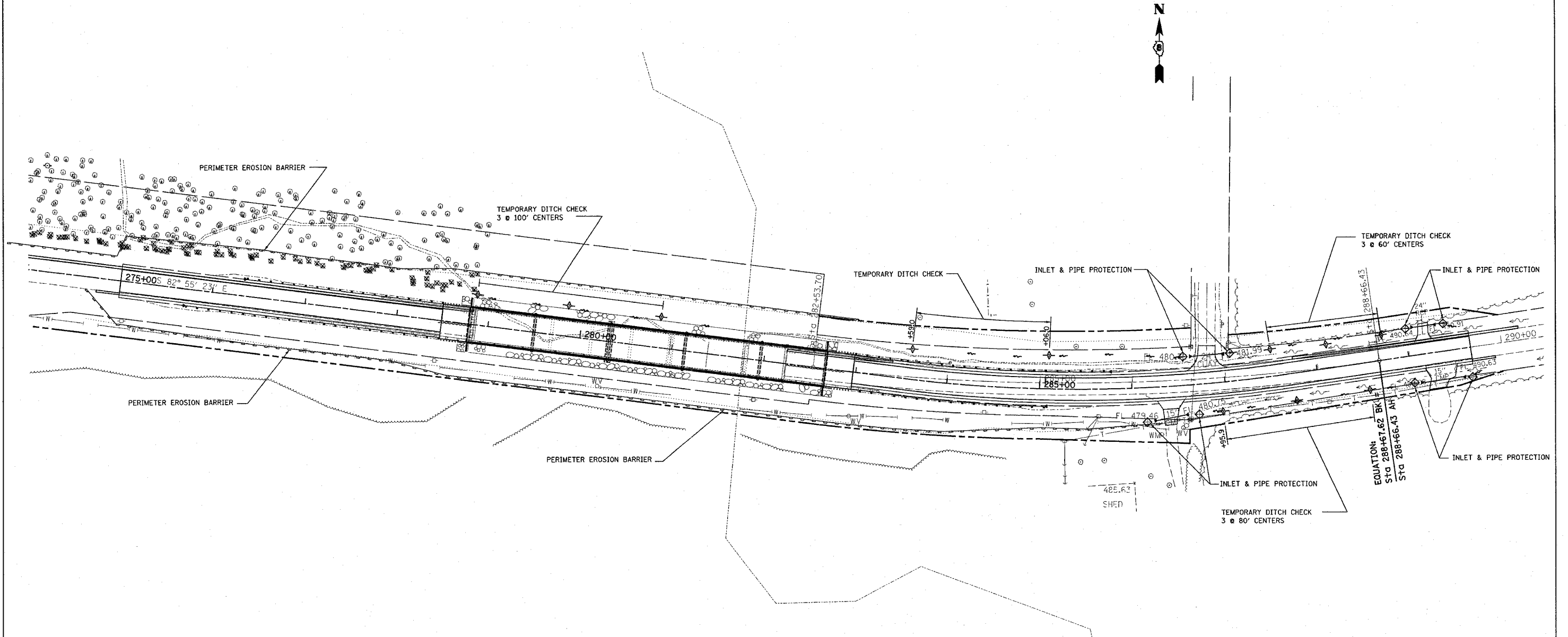
THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.

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

M. C. Janni 10/10/06
DEPUTY DIRECTOR OF HIGHWAYS DATE
REGION FIVE ENGINEER

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		FAP ROUTE 789 SECTION 54BR-1 MADISON COUNTY SCALE: VERT. _____ HORIZ. _____ DATE _____ DRAWN BY _____ CHECKED BY _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	19
STA. 274+00.00 TO STA. 290+50.00				
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STORM WATER POLLUTION PREVENTION PLAN
 FAP ROUTE 789
 SECTION 54BR-1
 MADISON COUNTY

SCALE: VERT. _____
 HORIZ. _____

DATE _____ DRAWN BY _____
 CHECKED BY _____

PLOT DATE = 10/18/2006
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SURVEY COORDINATES SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA BY CRAWFORD, MURPHY & TILLY, INC.

PART OF THE SE 1/4 OF SECTION 15, T4N, R7W, OF THE 3RD PM, MADISON COUNTY, ILLINOIS

THE EXISTING AND PROPOSED CENTERLINE OF FAP 789 AS SHOWN HEREON IS NOT THE CENTERLINE OF CONSTRUCTION OF FAP 789. SEE ENGINEERING PLANS FOR THE CENTERLINE OF CONSTRUCTION.

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
272+00.00	0.00 RT BEGIN	74,064.4118	84,181.2863
272+45.05	55.00 RT	74,004.2830	84,219.2238
272+45.64	60.00 RT	73,999.2491	84,219.1882
281+77.10	60.00 RT	73,884.5585	85,143.5593

BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA ASSUMED BY CRAWFORD, MURPHY & TILLY, INC.

PARCEL NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	20
STA.		TO STA.		
CONTRACT NO.:				



LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD AT CORNER UNLESS OTHERWISE NOTED
- SET 5/8 INCH IRON ROD AT CORNER UNLESS OTHERWISE NOTED
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP
- EXISTING BUILDING

- STAKING OF PROPOSED RIGHT OF WAY. SET 3/4 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 3/4 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STATE OF ILLINOIS)
) SS
 COUNTY OF MADISON)

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

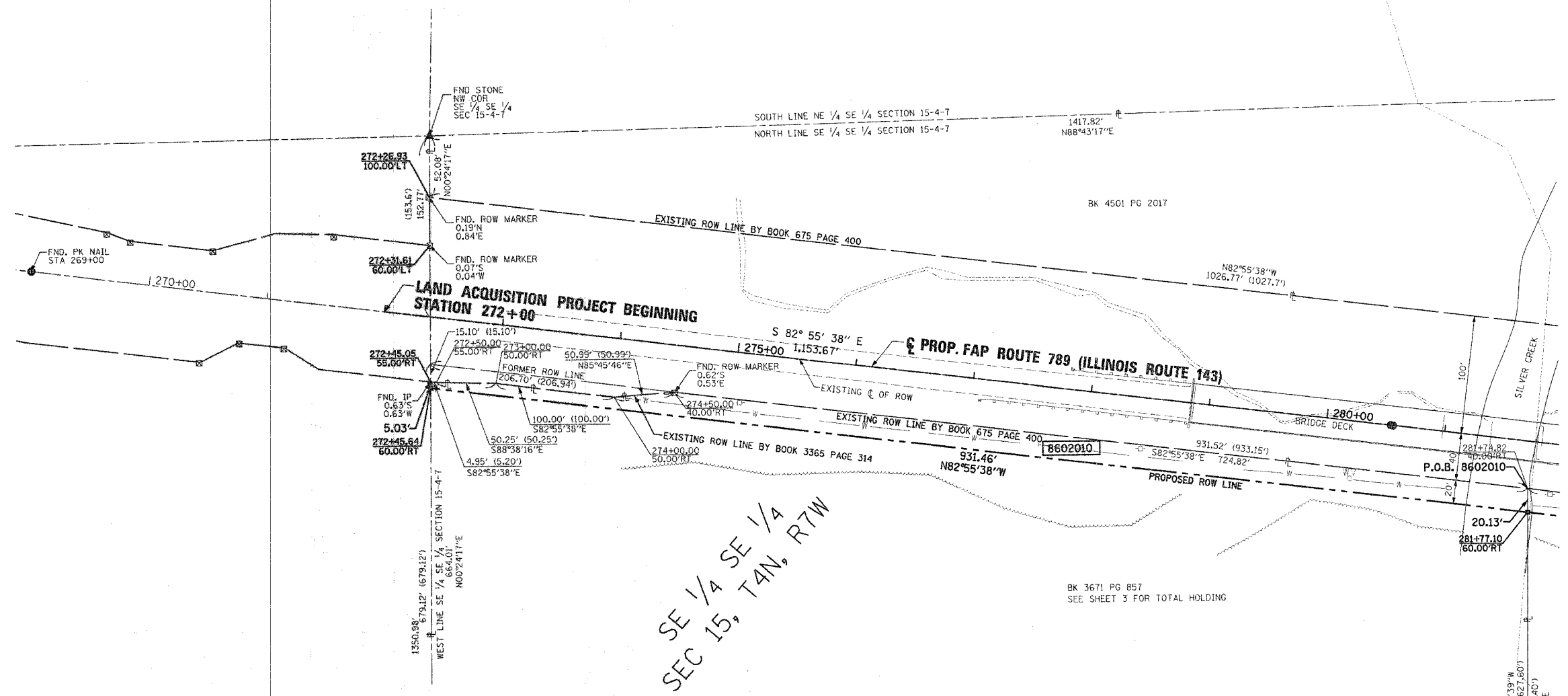
DATED 8-1-06
 Larry L. Stahlhut
 LARRY L. STAHLHUT, PLS NO. 2214
 LICENSE EXPIRATION DATE: 11/30/2006

CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 314 WOLF STREET EDWARDSVILLE, IL 62025
 PHONE: (815)656-0470

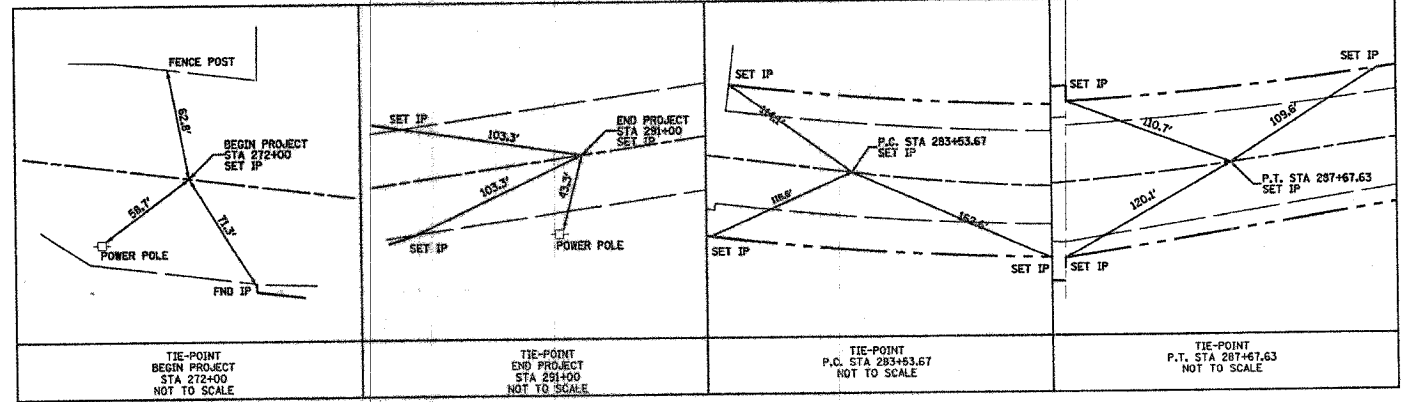
ILLINOIS DEPARTMENT OF TRANSPORTATION
 PLAT OF HIGHWAYS
 FAP ROUTE 789 (IL 143)
 SECTION 54BR-1
 MADISON COUNTY
 JOB NO. R-98-002-06
 STATION 272+00 TO STATION 290+00
 SCALE: 1" = 50'
 SHEET 2 OF 3

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

NO.	DATE	DESCRIPTION	BY



THE EXISTING AND PROPOSED CENTERLINE OF FAP 789 AS SHOWN HEREON IS NOT THE CENTERLINE OF CONSTRUCTION OF FAP 789. SEE ENGINEERING PLANS FOR THE CENTERLINE OF CONSTRUCTION.



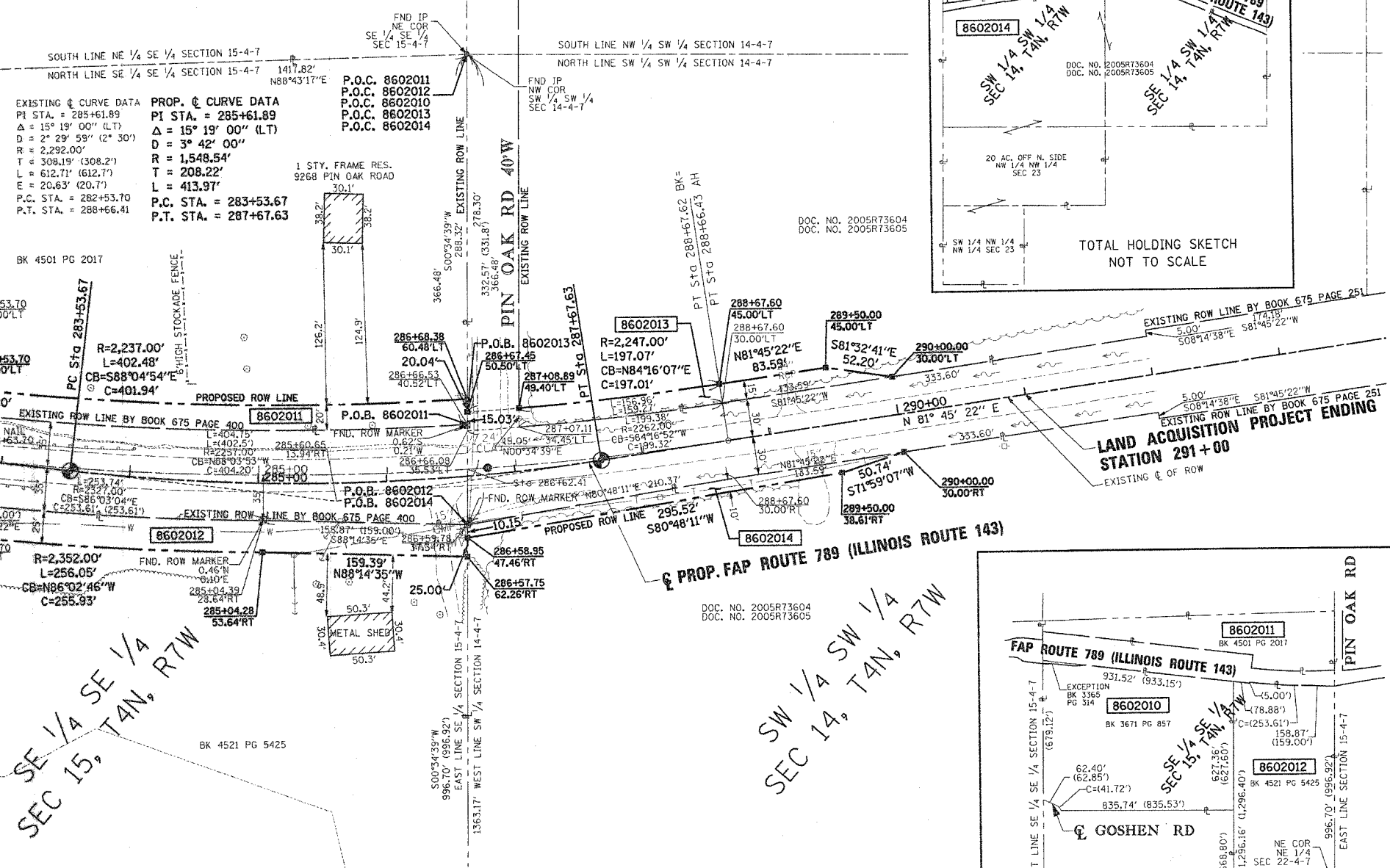
PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION				REMAINDER ACRES	EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY		
			GROSS ACRES	SO. FT.	PREVIOUSLY DEDICATED ACRES	SO. FT.		NET ACRES	SO. FT.			PE = PERMANENT	TE = TEMPORARY
8602010	JAMES A. DeSANTIS, JR. TITLE REPORT NO. MA-3774.0	14.3195	0.3826	16.667	N/A	N/A	0.3826	16.667	13.9369	N/A	N/A	10-1-16-15-00-000-027.009	

COMPLETION DATE OF FIELD WORK PERFORMED
 LAND SURVEY: DEC. 29, 2005
 RIGHT OF WAY STAKING: MAY 1, 2006

SURVEY COORDINATES SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA BY CRAWFORD, MURPHY & TILLY, INC. PART OF SECTIONS 14 & 15, T4N, R7W, OF THE 3RD PM, MADISON COUNTY, ILLINOIS

THE EXISTING AND PROPOSED CENTERLINE OF FAP 789 AS SHOWN HEREON IS NOT THE CENTERLINE OF CONSTRUCTION OF FAP 789. SEE ENGINEERING PLANS FOR THE CENTERLINE OF CONSTRUCTION.

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
281+77.10	60.00 RT	73,884.5585	85,143.5593
282+53.70	60.00 RT	73,875.1262	85,213.5805
282+53.70	55.00 LT	73,989.2511	85,233.7404
283+53.67	0.00 PC	73,922.3604	85,326.1788
285+04.28	53.64 RT	73,857.4819	85,474.9001
285+60.65	13.94 RT PI	73,896.7218	85,532.8165
286+68.38	60.48 LT	73,975.7953	85,635.4522
286+67.45	50.50 LT	73,965.7738	85,635.3512
286+58.95	47.46 RT	73,867.4525	85,634.3601
286+57.75	62.26 RT	73,852.5952	85,634.2103
287+08.89	49.40 LT	73,968.3835	85,675.3795
287+67.63	0.00 PT	73,926.5784	85,738.8891
288+67.60	45.00 LT	73,985.4477	85,831.3729
289+50.00	45.00 LT	73,997.4332	85,914.0977
289+50.00	38.61 RT	73,914.6861	85,926.0836
290+00.00	30.00 LT	73,989.7576	85,965.7318
290+00.00	30.00 RT	73,930.3776	85,974.3350
291+00.00	0.00 END	73,974.4059	86,068.9977



APR. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	548R-1	MADISON	62	21

CONTRACT NO.:

LEGEND

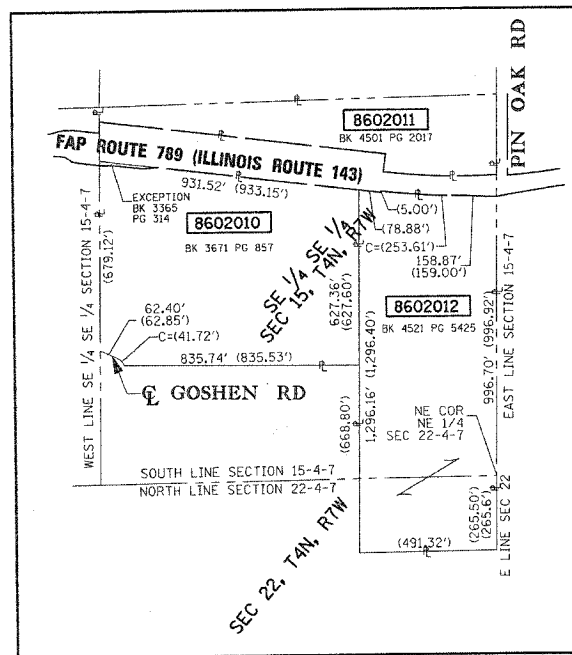
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER SECTION CORNER LINE
- PROPERTY (DEED) LINE
- APL
- 121.45
- 123.45 (COMP)
- 123.45
- RECORDED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD AT CORNER UNLESS OTHERWISE NOTED
- SET 5/8 INCH IRON ROD AT CORNER UNLESS OTHERWISE NOTED
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP
- EXISTING BUILDING

- STAKING OF PROPOSED RIGHT OF WAY. SET 3/4 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 3/4 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STATE OF ILLINOIS)
COUNTY OF MADISON) SS

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

DATED 8-1-06
Larry L. Stahlhut
LARRY L. STAHLHUT, PLS NO. 2214
LICENSE EXPIRATION DATE: 11/30/2006



PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION				EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY			
			GROSS ACRES	PREVIOUSLY DEDICATED ACRES	NET ACRES	REMAINDER ACRES	PE - PERMANENT ACRES	TE - TEMPORARY ACRES					
8602011	BILLY C. ELLINGER AND DOROTHY ELLINGER, HUSBAND AND WIFE, AS JOINT TENANTS TITLE REPORT NO. MA-3172.0	5.5534	0.1853	8,072	N/A	N/A	0.1853	8,072	5.3681	N/A	N/A	10-1-16-15-00-000-023	
8602012	JOHN E. SHANE AND SHEILA L. SHANE, HUSBAND AND WIFE, AS JOINT TENANTS TITLE REPORT NO. MA-3173.0	14.3806	0.2733	11,905	N/A	N/A	0.2733	11,905	14.1073	N/A	N/A	10-1-16-15-00-000-027 10-1-16-22-00-000-007.005	
8602013	KAY WEIS AS TRUSTEE UNDER TRUST AGREEMENT DATED DECEMBER 22, 2005 KNOWN AS TRUST NO. 300 AS TO AN UNDIVIDED 1/2 INTEREST AND KAY WEIS AS TRUSTEE UNDER TRUST AGREEMENT DATED DECEMBER 22, 2005 KNOWN AS TRUST NO. 301 AS TO AN UNDIVIDED 1/2 INTEREST TITLE REPORT NO. MA-3805.0	20.4856	0.1056	4,602	0.0138	602	0.0918	4,000	20.3800	N/A	N/A	10-1-16-14-00-000-011 10-1-16-14-00-000-011.R00	
8602014	KAY WEIS AS TRUSTEE UNDER TRUST AGREEMENT DATED DECEMBER 22, 2005 KNOWN AS TRUST NO. 300 AS TO AN UNDIVIDED 1/2 INTEREST AND KAY WEIS AS TRUSTEE UNDER TRUST AGREEMENT DATED DECEMBER 22, 2005 KNOWN AS TRUST NO. 301 AS TO AN UNDIVIDED 1/2 INTEREST TITLE REPORT NO. MA-3805.0	98.9110	0.0713	3,105	N/A	N/A	0.0713	3,105	98.8997	N/A	N/A	10-1-16-14-00-000-011 10-1-16-14-00-000-011.R00	

COMPLETION DATE OF FIELD WORK PERFORMED
LAND SURVEY: DEC. 29, 2005
RIGHT OF WAY STAKING: MAY 1, 2006

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
314 WOLF STREET
EDWARDSVILLE, IL 62225
PHONE: (618)556-0470

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 789 (IL 143)
SECTION 548R-1
MADISON COUNTY
JOB NO. R-98-002-06
STATION 272+00 TO STATION 290+00

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

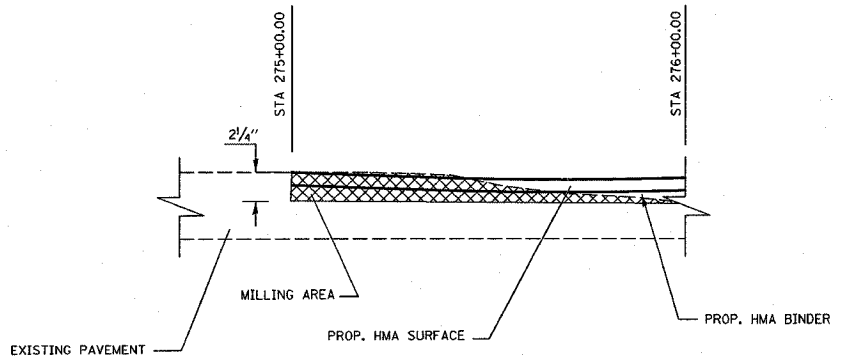
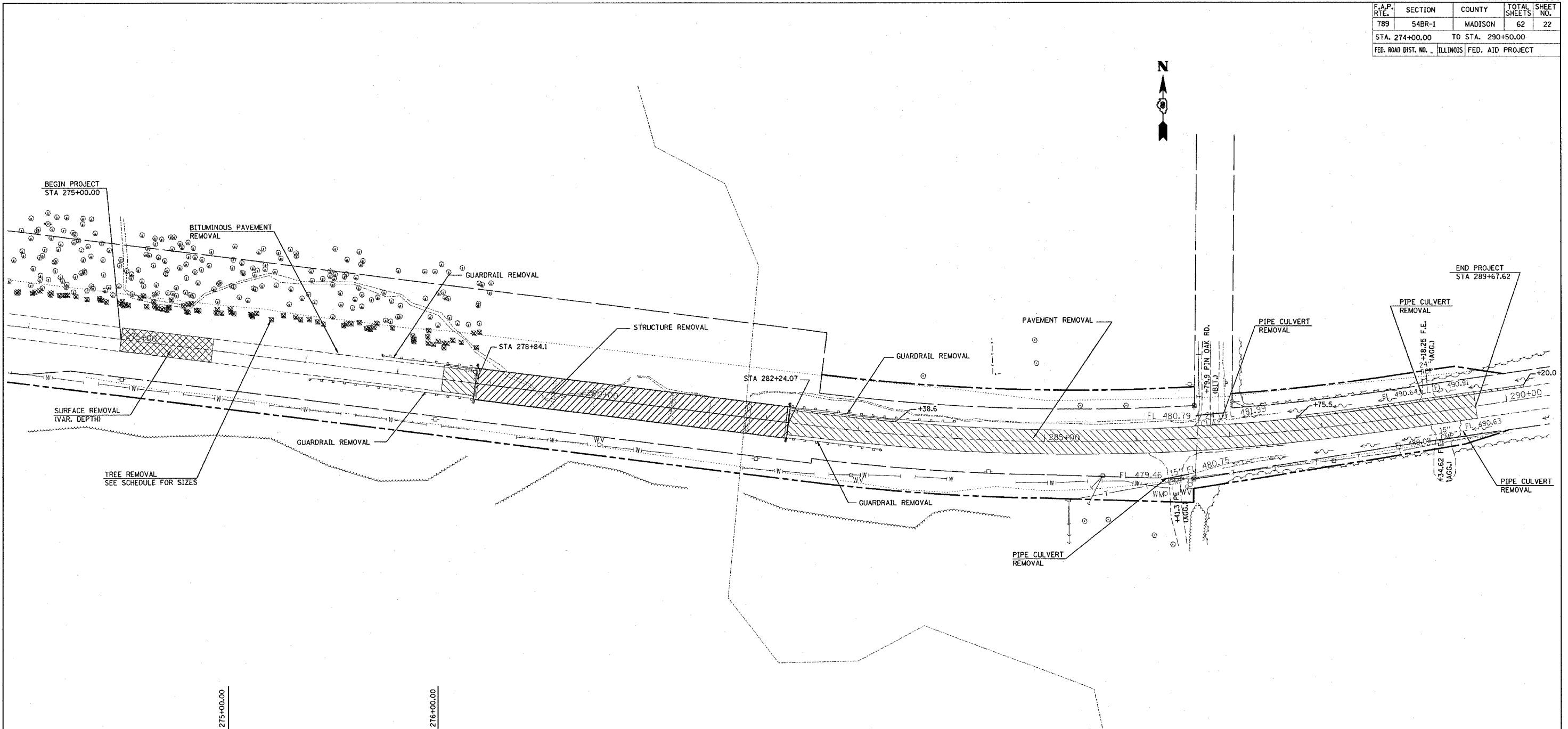
SHEET 3 OF 3

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

NO.	DATE	DESCRIPTION	BY

DATE: 8-1-06
TIME: 11:12
BY: LST

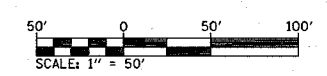
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	22
STA. 274+00.00 TO STA. 290+50.00				
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	



MILLING DETAIL
NOT TO SCALE

LEGEND:

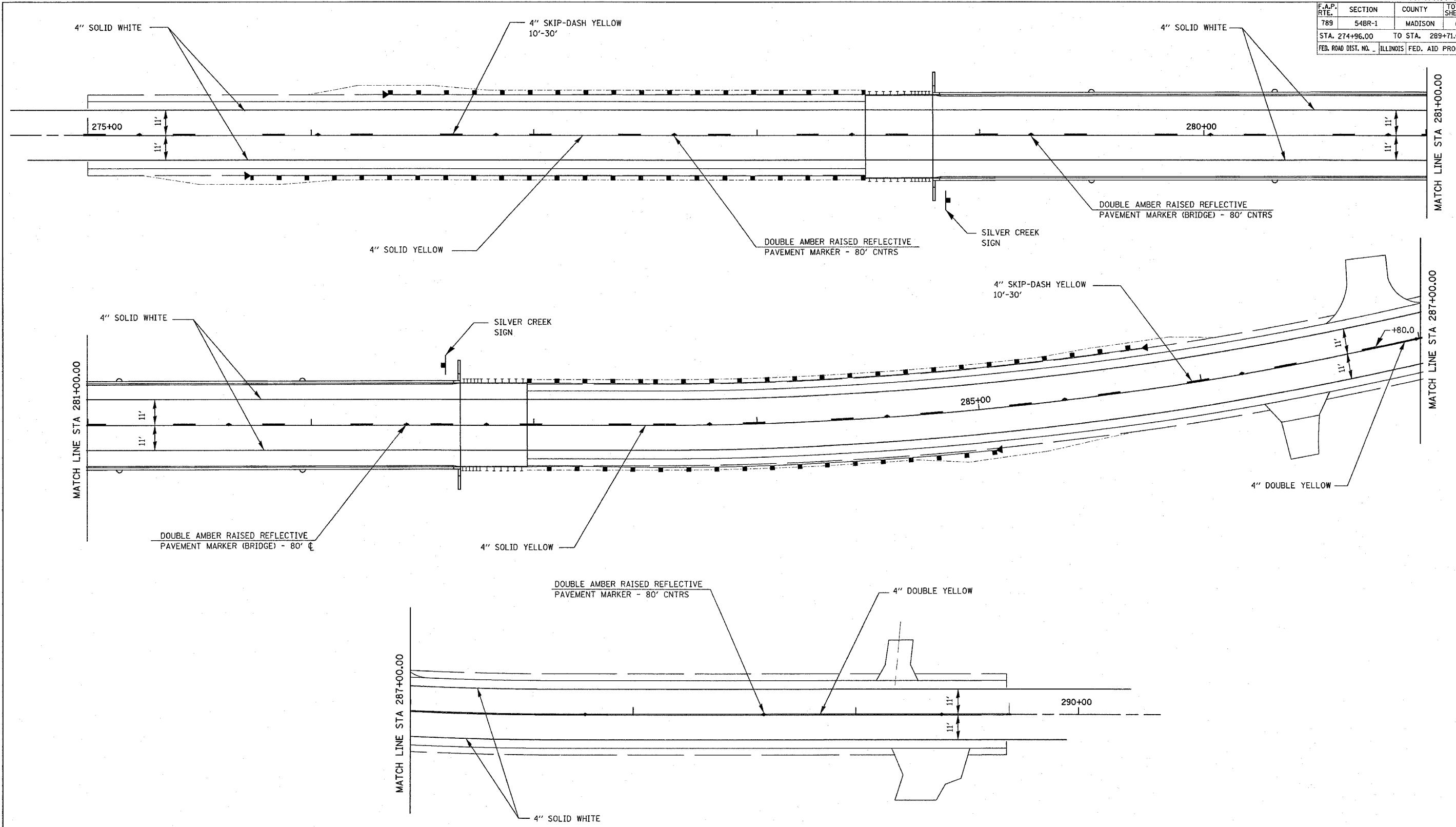
- STRUCTURE REMOVAL
- PAVEMENT REMOVAL
- SURFACE REMOVAL - VAR. DEPTH (MILLING)
- TREE REMOVAL



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
REMOVAL SHEET
 FAP ROUTE 789
 SECTION 54BR-1
 MADISON COUNTY
 SCALE: VERT. _____
 HORIZ. _____
 DATE _____ DRAWN BY _____
 CHECKED BY _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	23
STA. 274+96.00		TO STA. 289+71.62		
FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT		



PLOT DATE = 10/10/2005
 FILE NAME = c:\projects\789\54BR-1\pav01.dwg
 PLOT SCALE = 20.00000 / IN.
 REFERENCE = #REF#

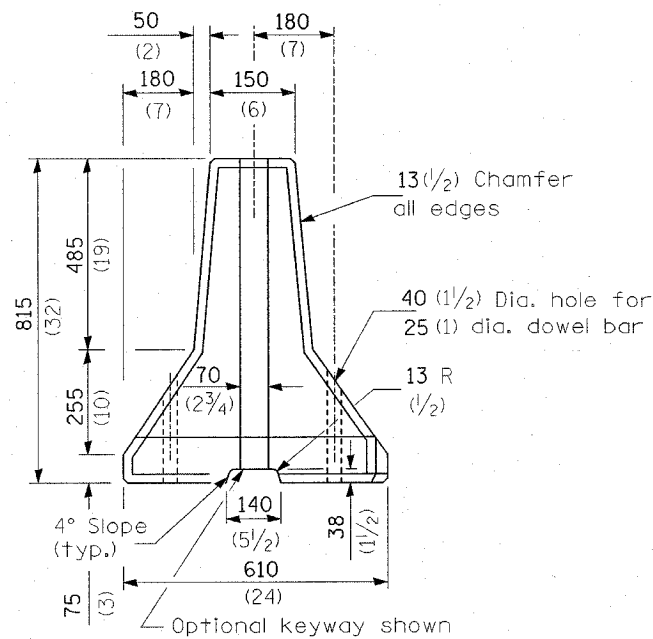
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKING DETAILS
 FAP ROUTE 789
 SECTION 54BR-1
 MADISON COUNTY

SCALE: VERT. _____
 HORIZ. _____

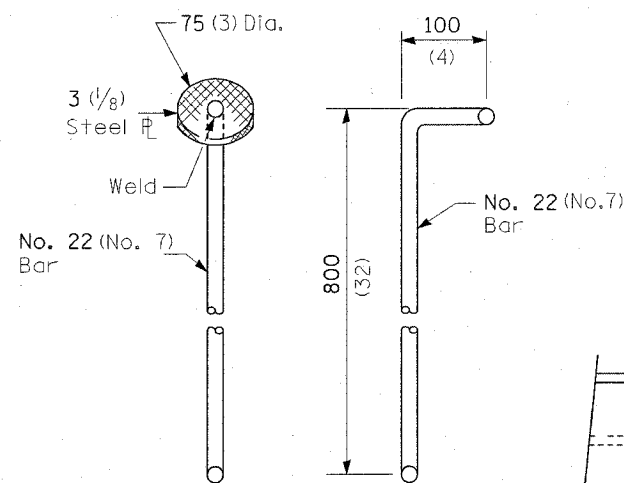
DATE _____ DRAWN BY _____
 CHECKED BY _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	24
STA.	TO STA.			
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

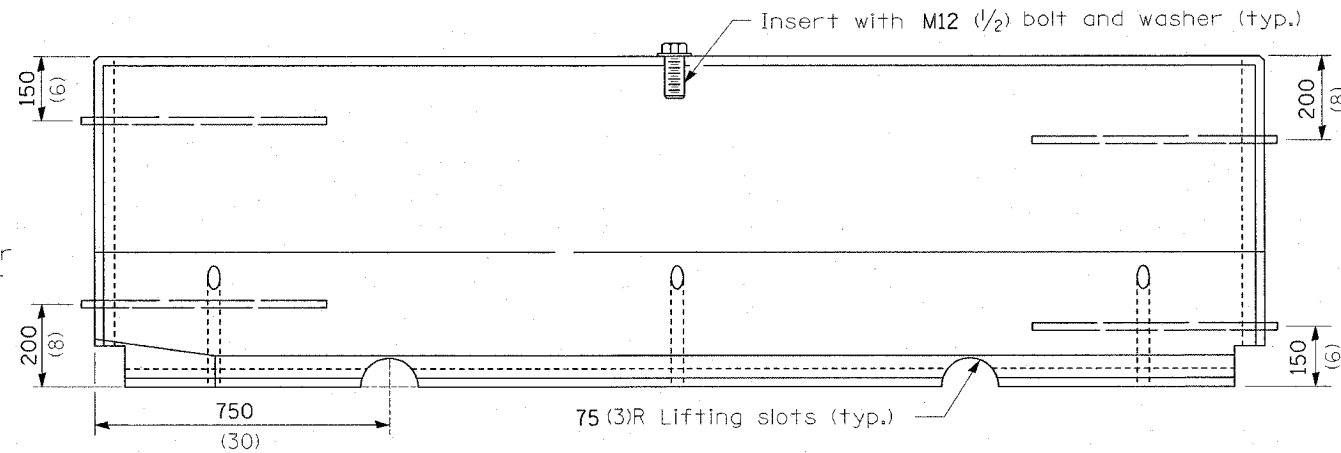


END VIEW

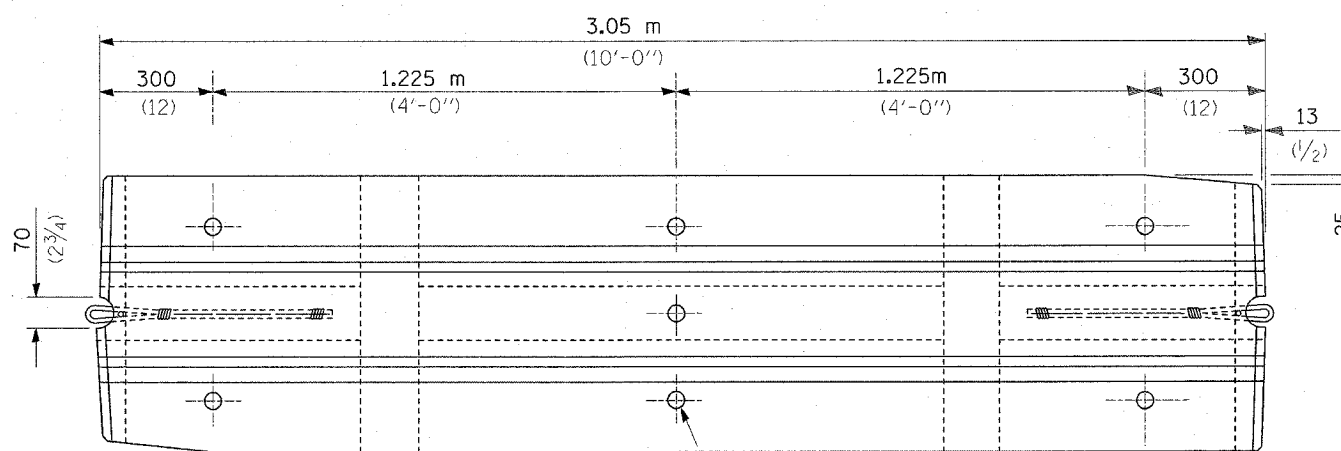
(without wire rope loops)



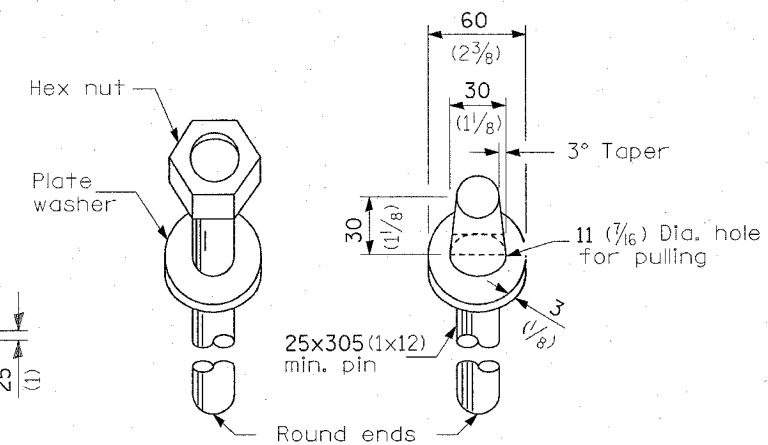
ALTERNATE CONNECTING PINS



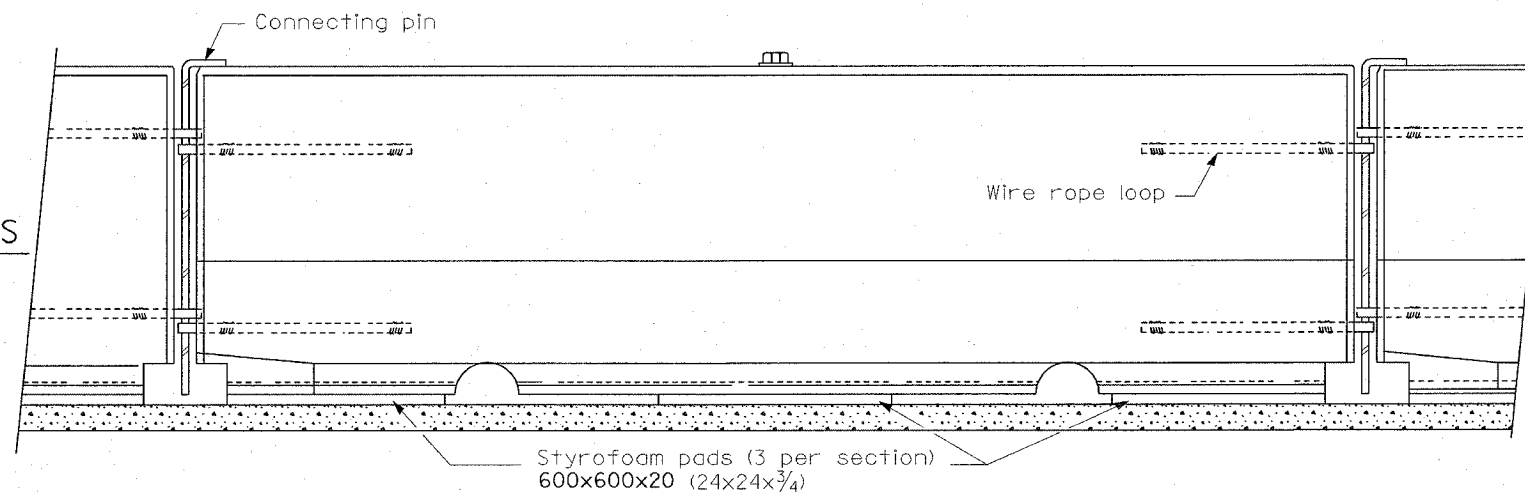
ELEVATION



PLAN



DOWEL BARS



TYPICAL INSTALLATION WITH STYROFOAM PADS

NOTES:
New Jersey (NJ) shape barrier shall not be produced after October 1, 2002. However, New Jersey shape barrier produced prior to October 1, 2002 may be used until January 1, 2008.

The NJ shape barrier units shall be seated on styrofoam pads except when they are anchored.

NJ shape dowel bars shall be embedded at least 200 (8) into the pavement, and shall not project above the outer surface of the barrier. The connecting pin for the NJ shape pin and loop connection, may be either a plain 22 (7/8) diameter or a deformed No. 22 (No. 7) bar meeting the requirements of Article 1006.10(b) except Grade 400 (Grade 60) bars shall be used.

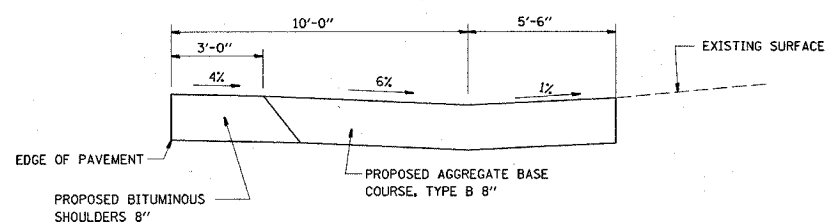
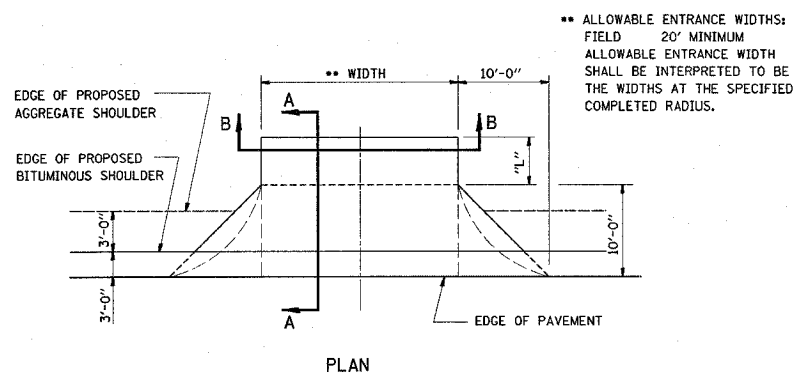
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY CONCRETE BARRIER
NJ SHAPE DESIGN
FAP ROUTE 789
SECTION 54BR-1
MADISON COUNTY

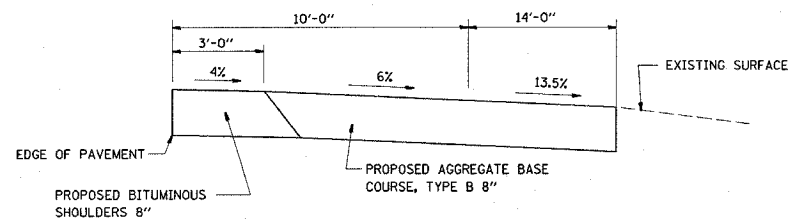
SCALE: VERT. _____
HORIZ. _____
DATE _____ DRAWN BY _____
CHECKED BY _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	24A
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		

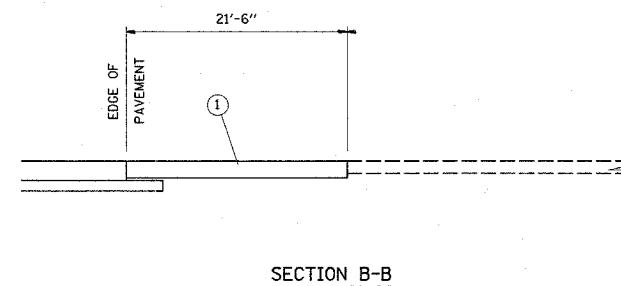
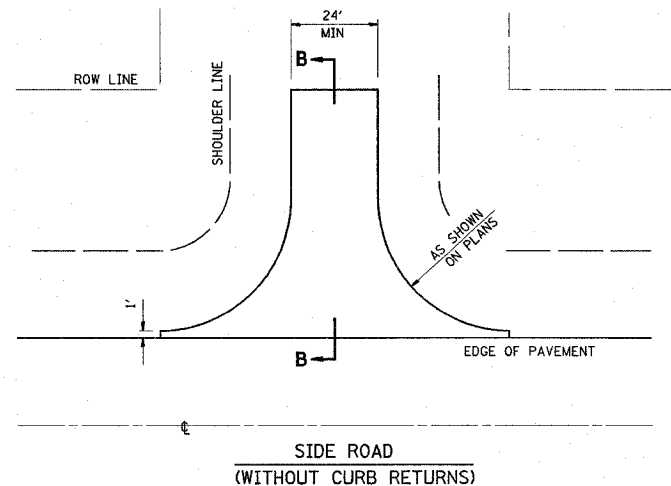
DETAIL OF FIELD ENTRANCES
W/ BITUMINOUS SHOULDERS



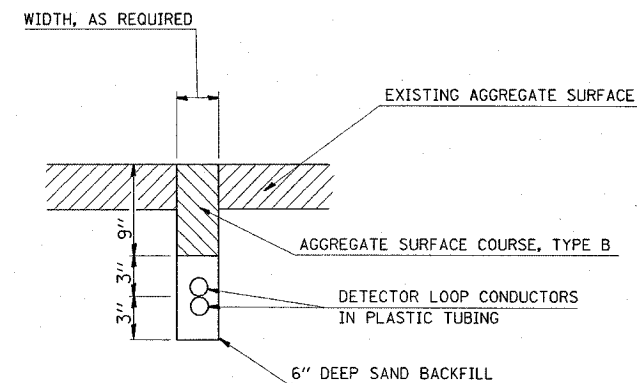
SECTION A-A WITH POSITIVE GRADE
@ STA 289+18.25 FE



SECTION A-A WITH NEGATIVE GRADE
@ STA 289+34.62 FE



① INCIDENTAL BITUMINOUS SURFACING, 6" AVE. THICKNESS

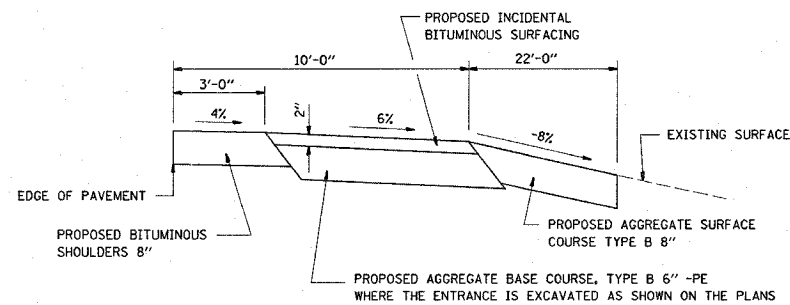
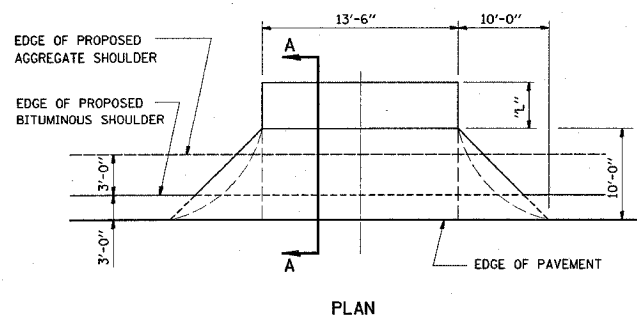


DETAIL
DETECTOR LOOP INSTALLED IN TRENCH

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

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

DETAIL OF AGGREGATE ENTRANCES
W/ BITUMINOUS SHOULDERS
PRIVATE ENTRANCES



SECTION A-A WITH NEGATIVE GRADE
@ STA 286+41.3 PE

PLOT DATE = 10/18/2006
FILE NAME = c:\pvs\pvs14\work\405\plan\01405a.dgn
PLOT SCALE = 5/8"=1'-0" / IN.
REFERENCE = #REF#

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETAILS SHEET
FAP ROUTE 789
SECTION 54BR-1
MADISON COUNTY
SCALE: VERT. _____
HORIZ. _____
DATE _____
DRAWN BY _____
CHECKED BY _____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 789	54BR-1	MADISON	62	25
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 1
25 SHEETS

Contract #76864

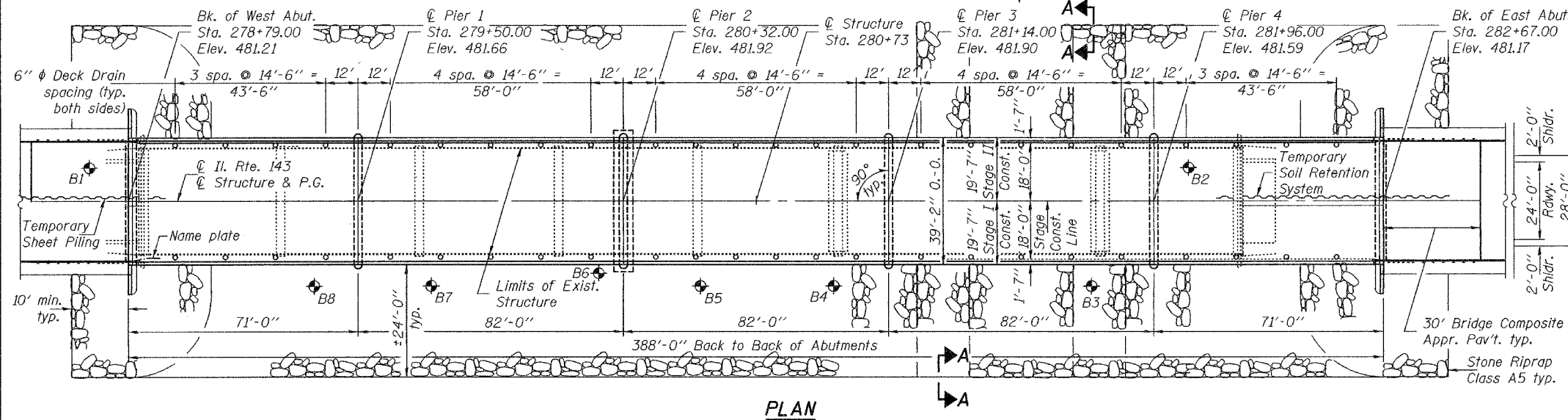
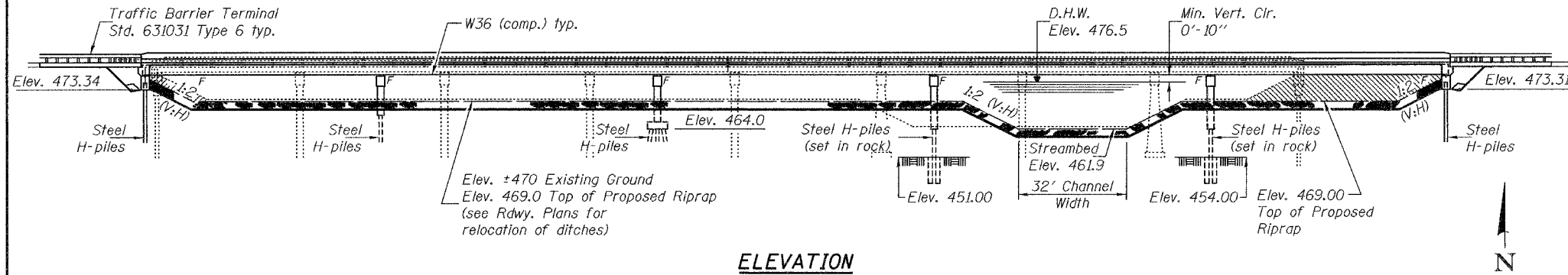
INDEX OF SHEETS

- 1 General Plan
- 2 General Data & Stage Construction Details
- 3 Soil Retention System Details
- 4 Temporary Concrete Barrier Details
- 5-7 Top of Slab Elevations
- 8 Superstructure
- 9-10 Superstructure Details
- 11 Diaphragm Details
- 12 Structural Steel
- 13 Structural Steel Details
- 14 Anchor Bolt Details
- 15 West Abutment
- 16 East Abutment
- 17 Pier 1
- 18 Pier 2
- 19 Pier 3
- 20 Pier 4
- 21 Bar Splicer Assembly Details
- 22-23 Bridge Approach Pavement Details
- 24-25 Boring Logs

Bench Mark: Chiseled "□" on S.E. corner of wingwall of structure 060-0149, Elevation 480.08.

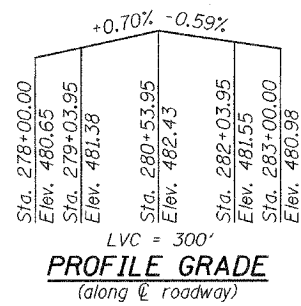
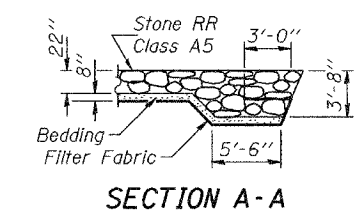
Existing Structure: 060-0149 Built as S.A. Rt. 6 Sec. 54-15d at Station 281+40 as a 8 span 341'-5"
Bk.-Bk. abutments, supported on concrete piles. Bridge widening, and superstructure replacement with PPC deck beams in 1971. Existing bridge to be removed and replaced.
Traffic to be maintained utilizing stage construction.

No salvage



STATION 280+73
BUILT 20 BY
STATE OF ILLINOIS
F.A.P. RT. 789 SEC. 54BR-1
LOADING HL93
STRUCTURE NO. 060-0340

NAME PLATE
See Std. 515001



WATERWAY INFORMATION

Exist. Low Grade Elev. 479.1 ft. @ Sta. 277+00
Prop. Low Grade Elev. 479.2 ft. @ Sta. 275+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	10	3930	1264	1443	475.7	1.3	1.3	477.0	477.0
Base	50	5640	1523	1742	476.5	1.6	1.5	478.1	478.0
Overtop(Exist.)	100	6283	1612	1845	476.8	1.7	1.6	478.5	478.4
Overtop(Prop.)	333	7545	1769		477.3	1.9		479.2	
Overtop(Prop.)	450	7850		2069	477.4		1.8		479.2

10 year velocity through Existing Bridge = 3.1 fps
10 year velocity through Proposed Bridge = 2.7 fps

Design Scour Elevation feet	W. Abutment	Pier 1	Pier 2	Pier 3	Pier 4	E. Abutment
	473.5	456.0	456.0	456.0	456.0	473.5

LOADING HL-93

Allow 50 psf for future wearing surface

DESIGN SPECIFICATIONS

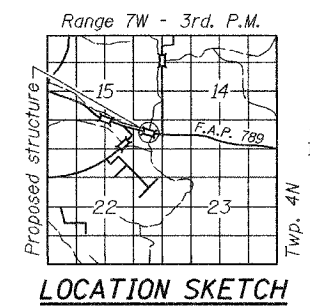
A.A.S.H.T.O. LRFD Bridge Design Specifications U.S., 3rd. Edition - 2004 w/ 2005 Interims

DESIGN STRESSES

$f'_c = 3,500$ psi (cast-in-place)
 $f'_c = 4,500$ psi (precast)
 $f_y = 60,000$ psi (reinforcement)
 $f_y = 50,000$ psi (structural steel M270, GR50W)

SEISMIC DATA

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



GENERAL PLAN
IL. RTE. 143 OVER SILVER CREEK
F.A.P. RTE. 789 - SEC. 54BR-1
MADISON COUNTY
STATION 280+73
STRUCTURE NO. 060-0340

DESIGNED	<i>Curt M. Crox</i>
CHECKED	<i>Neil R...</i>
DRAWN	<i>h.t. duong</i>
CHECKED	<i>CME NRS</i>

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

Nov. 15, 2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 789	54BR-1	MADISON	62	26
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 2
25 SHEETS

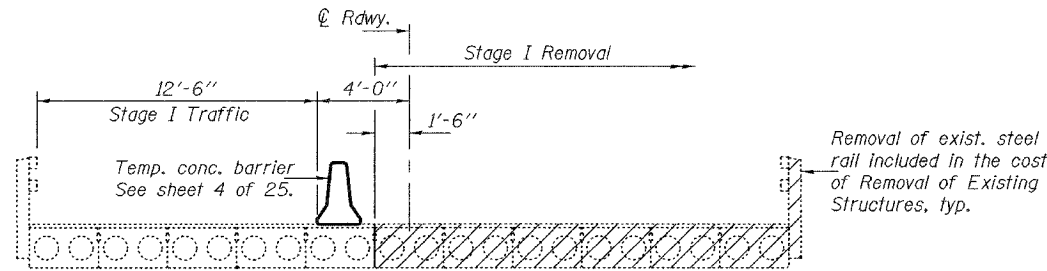
Contract #76864

GENERAL NOTES

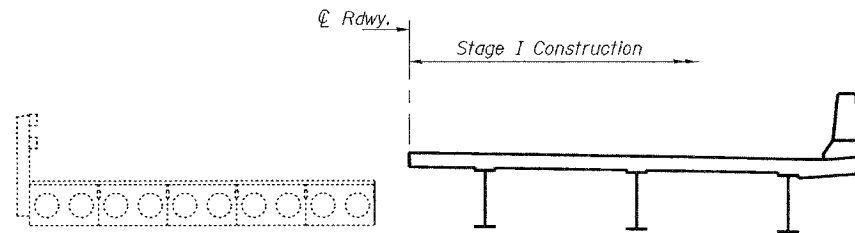
Fasteners shall be AASHTO M164 Type 3 bolts. Bolts $7/8'' \phi$, open holes $15/16'' \phi$, unless otherwise noted.
 Calculated weight of Structural Steel = 405220 lbs.
 All structural steel shall be AASHTO M 270 Grade 50W.
 No field welding is permitted except as specified in contract documents.
 Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions
 Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
 The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
 Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $1/8$ in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
 The Contractor shall drive test piles to 110% of the nominal required bearing specified in permanent locations at substructures specified or approved by the Engineer before ordering the remainder of piles.
 In addition to all other requirements of section 512 of the Standard Specifications, splices for HP12x74 and HP10x57 piles shall develop the full capacity of the steel's cross sectional area of the pile for tension, shear and bending forces. One approved method of achieving this requirement is full penetration butt welding of the entire cross section. Other types of splices meeting the full capacity requirement may be allowed subject to the approval of the Engineer. Any proposal by the Contractor to use an alternate splice method must include adequate documentation demonstrating that the full tension, shear and bending capacities will be met. Appropriate welder qualifications will be required for the positions and processes used in splicing all piles. Nondestructive testing of completed welds will be limited to visual inspection.
 Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Those areas shall be primed in the shop with a Department approved zinc rich primer. No field painting shall be required. All structural steel shall be cleaned as specified in the special provision for "Surface Preparation and Painting Requirements for Weathering Steel".
 Reinforcement bars designated (E) shall be epoxy coated.
 All construction joints shall be bonded.

TOTAL BILL OF MATERIAL

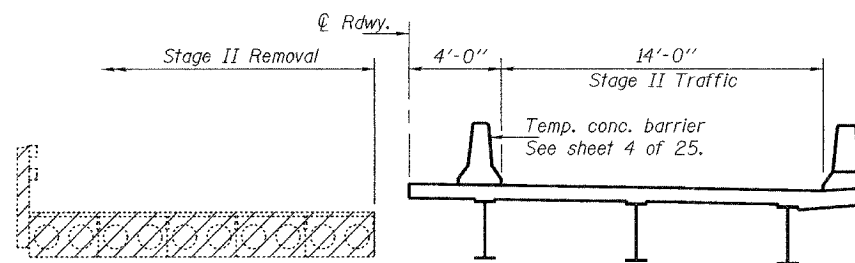
ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.		136	136
Stone Riprap, Class A5	Sq. Yd.		3668	3668
Filter Fabric	Sq. Yd.		3668	3668
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		477	477
Driving Piles	Foot		1182	1182
Floor Drains	Each	46		46
Concrete Structures	Cu. Yd.		226.0	226.0
Concrete Superstructure	Cu. Yd.	474.9		474.9
Bridge Deck Grooving	Sq. Yd.	1466		1466
Protective Coat	Sq. Yd.	1876		1876
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	5976		5976
Reinforcement Bars, Epoxy Coated	Pound	116170	23890	140060
Furnishing Steel Piles HP12x74	Foot		634	634
Furnishing Steel Piles HP10x57	Foot		962	962
Test Pile Steel HP12x74	Each		1	1
Test Pile Steel HP10x57	Each		3	3
Temporary Sheet Piling	Sq. Ft.		328	328
Temporary Soil Retention System	Sq. Ft.		648	648
Name Plates	Each	1		1
Bar Splicers	Each	1175	167	1342
Underwater Structure Excavation Protection Location 1	Each		1	1
Underwater Structure Excavation Protection Location 2	Each		1	1
Composite Bridge Approach Pavement	Sq. Yd.	249		249
Pipe Underdrains for Structures, 4"	Foot		154	154
Geocomposite Wall Drain	Sq. Yd.		75	75
Setting Piles in Rock	Each		12	12
Concrete Encasement	Cu. Yd.		13.9	13.9
Anchor Bolts 1"	Each		72	72
Asbestos Bearing Pad Removal	Each		88	88



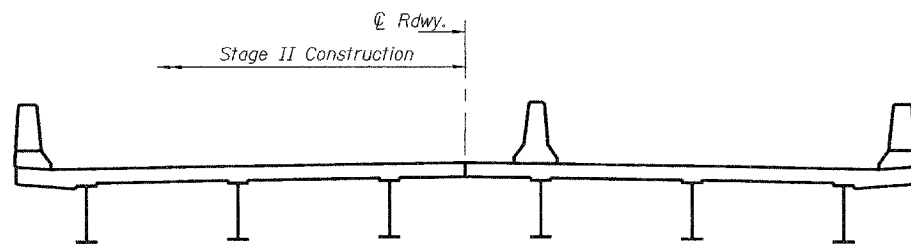
STAGE I REMOVAL



STAGE I CONSTRUCTION

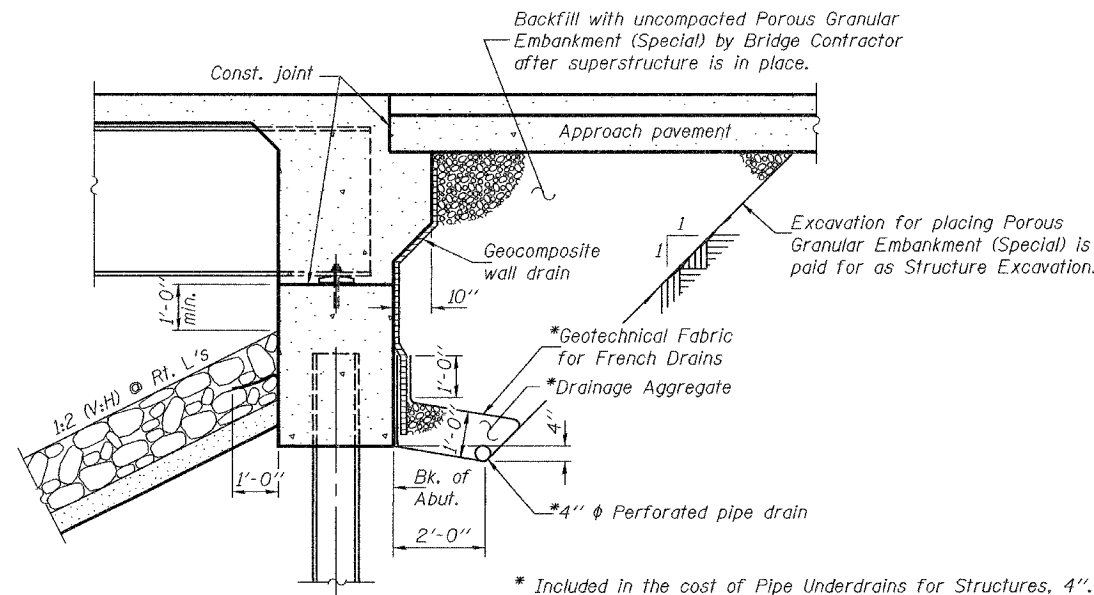


STAGE II REMOVAL



STAGE II CONSTRUCTION

Notes: Hatched areas indicate removal of existing structures.
 For quantity of temporary concrete barrier, see roadway plans.
 All cross sections are looking east.



SECTION THRU INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. L's)

All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

**GENERAL DATA &
 STAGE CONSTRUCTION DETAILS
 F.A.P. RTE. 789 - SEC. 54BR-1
 MADISON COUNTY
 STATION 280+73
 STRUCTURE NO. 060-0340**

DESIGNED	Curt M. Evoy
CHECKED	Nick R. Barnett
DRAWN	h.t. duong
CHECKED	CME/NRB

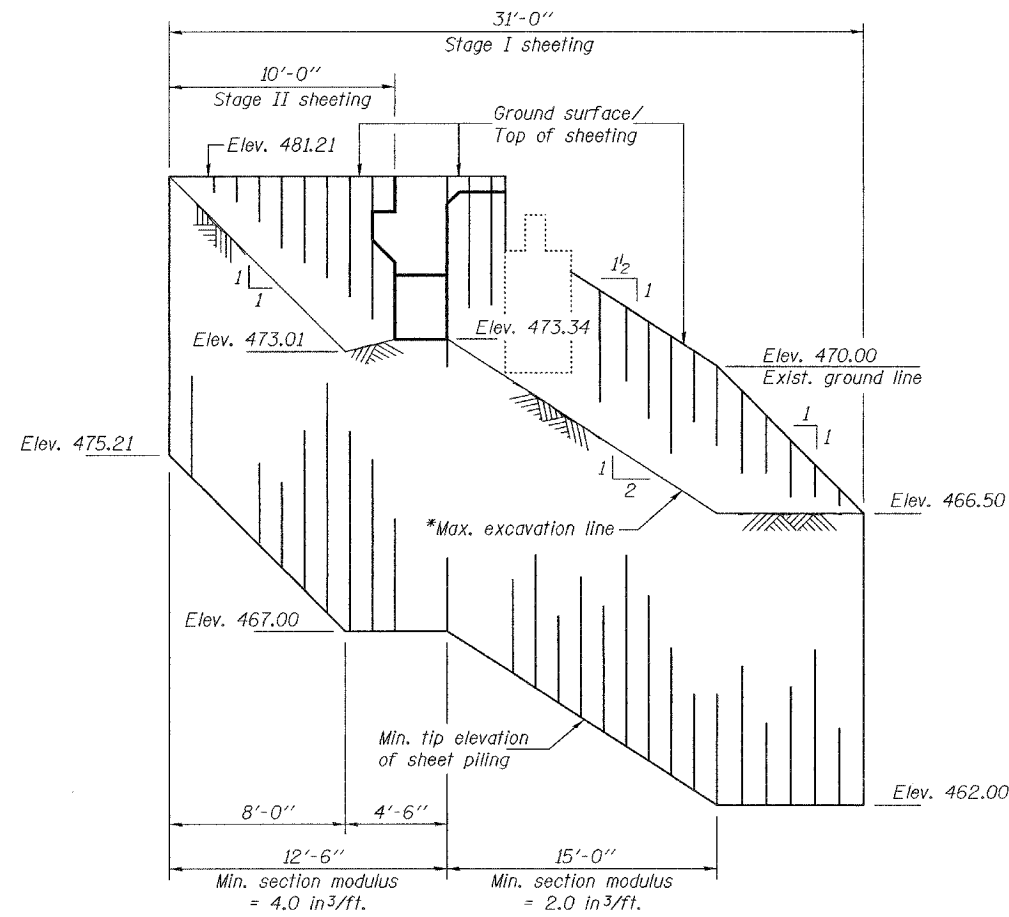
EXAMINED	Thomas J. Damagala ENGINEER OF BRIDGE DESIGN
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

Nov. 15, 2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

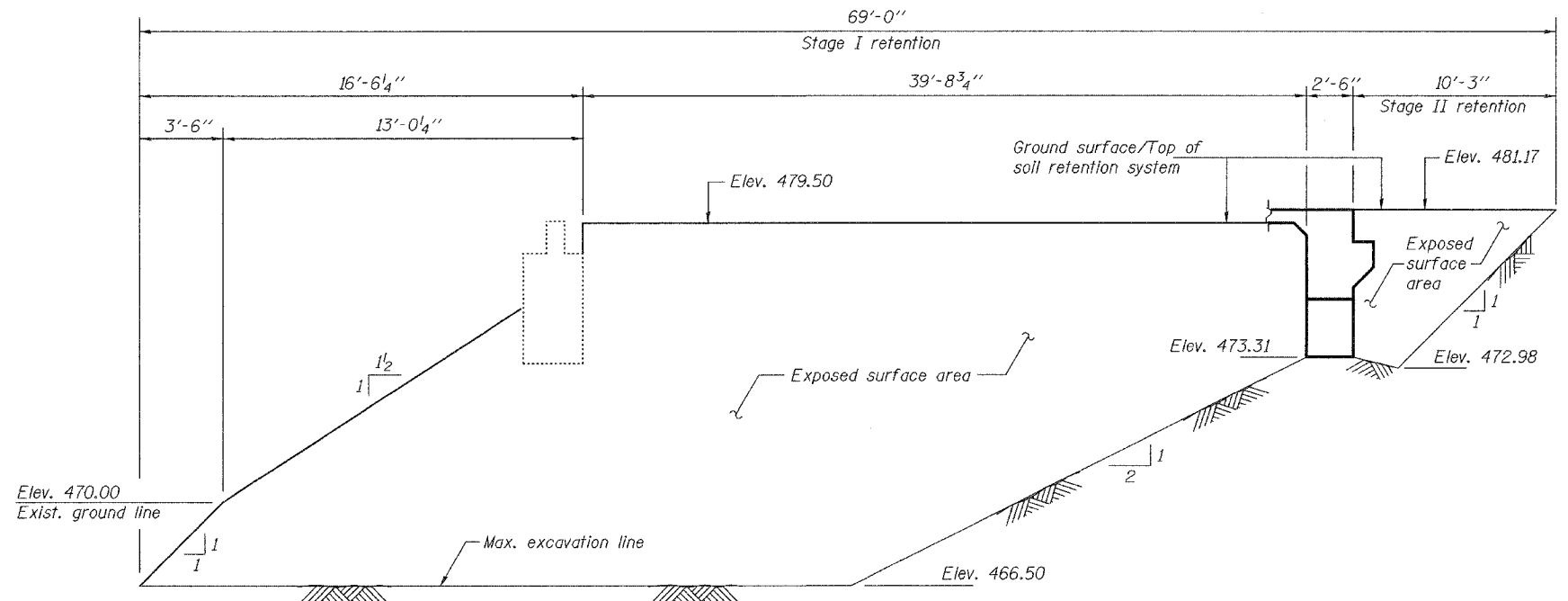
ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO. 3 25 SHEETS
FAP 789	54BR-1	MADISON	62	27	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #76864



**TEMPORARY SHEET PILING
AT WEST ABUTMENT**

* Existing Stage I Traffic abutment piles shall not be exposed or undermined during Stage I Construction. Adjust excavation line at temporary sheet piling line accordingly.



**TEMPORARY SOIL RETENTION SYSTEM
AT EAST ABUTMENT**

Notes: If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
A cantilevered sheet piling design does not appear feasible at the East Abutment and additional members or other retention systems may be necessary. The Contractor shall submit a Temporary Soil Retention System design including plan details and calculations for review and acceptance by the Engineer.

DESIGNED	Curt M. Evoy
CHECKED	Nick R. Barnett
DRAWN	h.t. duong
CHECKED	CME/NRB

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

SOIL RETENTION SYSTEM DETAILS
F.A.P. RTE. 789 - SEC. 54BR-1
MADISON COUNTY
STATION 280+73
STRUCTURE NO. 060-0340

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

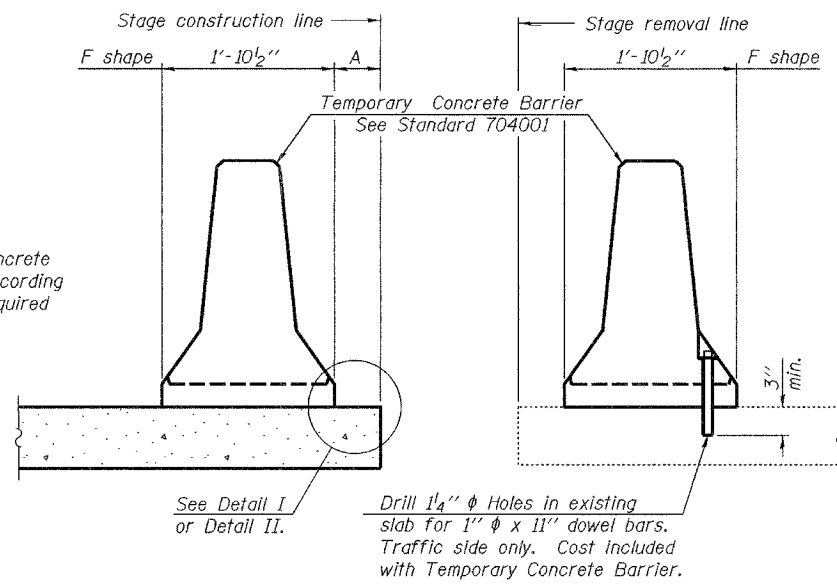
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 789	54BR-1	MADISON	62	28
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 4

25 SHEETS

Contract #76864

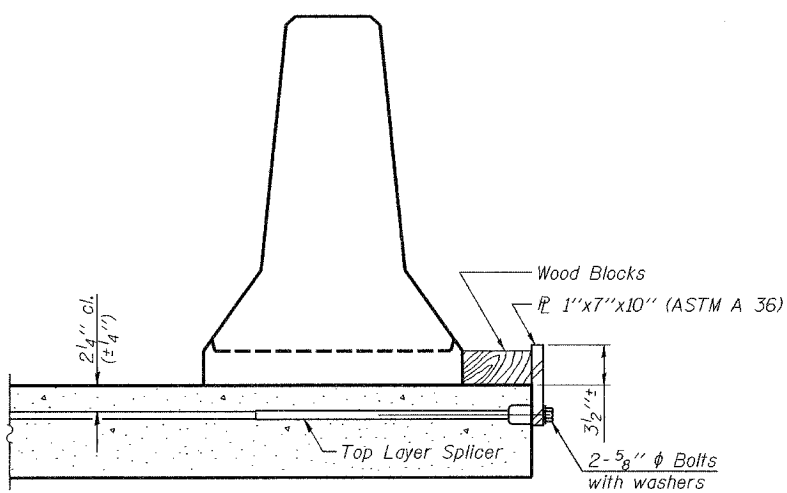
When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



NEW SLAB

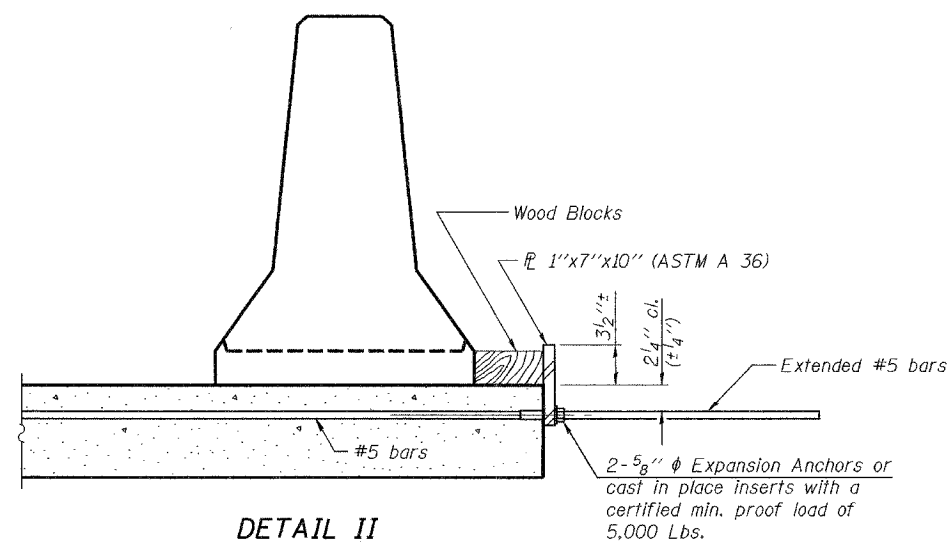
EXISTING SLAB

SECTIONS THRU SLAB



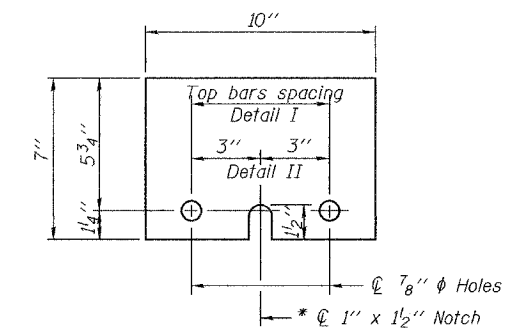
DETAIL I

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



DETAIL II

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



1"x7"x10"

* Required only with Detail II

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- $\frac{5}{8}$ " 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- $\frac{5}{8}$ " 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.

DESIGNED	Curt M. Evoy
CHECKED	Nick R. Barnett
DRAWN	h.t. duong
CHECKED	CME/NRB

EXAMINED	Thomas J. Damagalki ENGINEER OF BRIDGES
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

Nov. 15, 2006

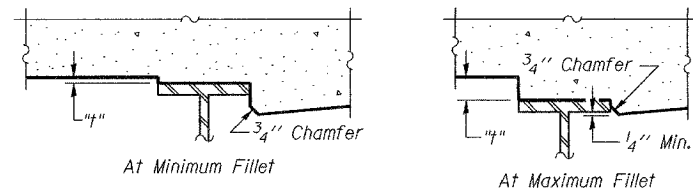
TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
F.A.P. RTE. 789 - SEC. 54BR-1
MADISON COUNTY
STATION 280+73
STRUCTURE NO. 060-0340

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.
FAP 789	54BR-1	MADISON	62	29
FED. ROAD DIST. NO. 7		ILLINOIS PROJECT		

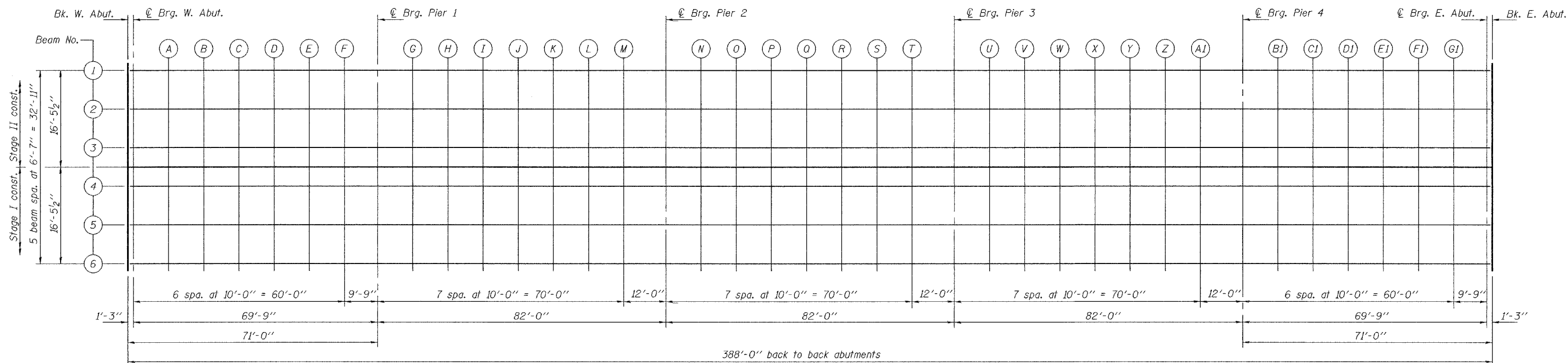
Contract #76864

SHEET NO. 5
25 SHEETS

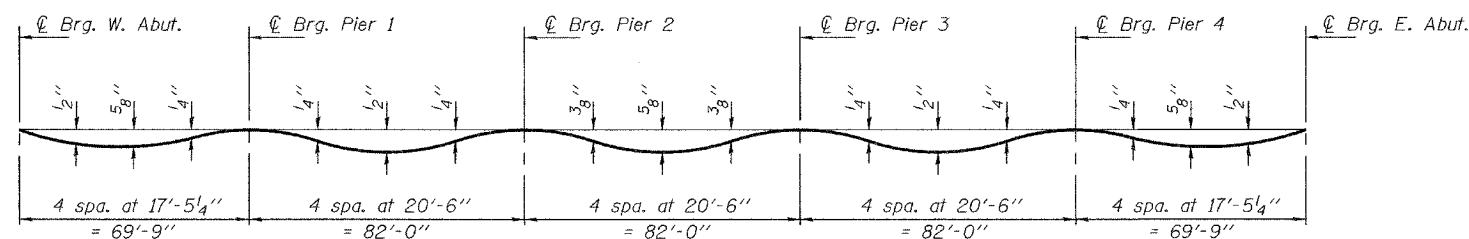


To determine "h": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 6 & 7 of 25, minus slab thickness, equals the fillet heights "h" above top flange of beams.

FILLET HEIGHTS



PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Notes: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 6 & 7 of 25.

DESIGNED	Curt M. Evoy
CHECKED	Nick R. Barnett
DRAWN	h.t. duong
CHECKED	CME/NRB

Nov. 15, 2006
 EXAMINED *Thomas J. Demagala*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Ralph E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
F.A.P. RTE. 789 - SEC. 54BR-1
MADISON COUNTY
STATION 280+73
STRUCTURE NO. 060-0340

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 789	54BR-1	MADISON	62	30
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

Contract #76864

SHEET NO. 6
25 SHEETS

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK of W. ABUT	27879.00	-16.46	480.92	480.92
CL Brg W. ABUT	27880.25	-16.46	480.93	480.93
A	27890.25	-16.46	481.00	481.03
B	27900.25	-16.46	481.07	481.12
C	27910.25	-16.46	481.14	481.19
D	27920.25	-16.46	481.21	481.25
E	27930.25	-16.46	481.27	481.30
F	27940.25	-16.46	481.32	481.34
CL Brg PIER 1	27950.00	-16.46	481.38	481.38
G	27960.00	-16.46	481.42	481.44
H	27970.00	-16.46	481.47	481.49
I	27980.00	-16.46	481.51	481.54
J	27990.00	-16.46	481.54	481.59
K	28000.00	-16.46	481.57	481.61
L	28010.00	-16.46	481.60	481.63
M	28020.00	-16.46	481.62	481.64
CL Brg PIER 2	28032.00	-16.46	481.64	481.64
N	28042.00	-16.46	481.66	481.67
O	28052.00	-16.46	481.66	481.69
P	28062.00	-16.46	481.67	481.70
Q	28072.00	-16.46	481.67	481.71
R	28082.00	-16.46	481.66	481.70
S	28092.00	-16.46	481.65	481.68
T	28102.00	-16.46	481.64	481.66
CL Brg PIER 3	28114.00	-16.46	481.62	481.62
U	28124.00	-16.46	481.60	481.61
V	28134.00	-16.46	481.57	481.60
W	28144.00	-16.46	481.54	481.57
X	28154.00	-16.46	481.50	481.55
Y	28164.00	-16.46	481.47	481.50
Z	28174.00	-16.46	481.42	481.45
A1	28184.00	-16.46	481.37	481.39
CL Brg PIER 4	28196.00	-16.46	481.31	481.31
B1	28206.00	-16.46	481.25	481.27
C1	28216.00	-16.46	481.19	481.22
D1	28226.00	-16.46	481.13	481.18
E1	28236.00	-16.46	481.07	481.12
F1	28246.00	-16.46	481.02	481.06
G1	28256.00	-16.46	480.96	480.98
CL Brg E. ABUT	28265.75	-16.46	480.90	480.90
BK of E. ABUT	28267.00	-16.46	480.89	480.89

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK of W. ABUT	27879.00	-9.87	481.05	481.05
CL Brg W. ABUT	27880.25	-9.87	481.06	481.06
A	27890.25	-9.87	481.13	481.15
B	27900.25	-9.87	481.20	481.24
C	27910.25	-9.87	481.27	481.32
D	27920.25	-9.87	481.33	481.38
E	27930.25	-9.87	481.39	481.42
F	27940.25	-9.87	481.45	481.47
CL Brg PIER 1	27950.00	-9.87	481.50	481.50
G	27960.00	-9.87	481.55	481.56
H	27970.00	-9.87	481.59	481.62
I	27980.00	-9.87	481.63	481.67
J	27990.00	-9.87	481.67	481.71
K	28000.00	-9.87	481.70	481.74
L	28010.00	-9.87	481.73	481.75
M	28020.00	-9.87	481.75	481.76
CL Brg PIER 2	28032.00	-9.87	481.77	481.77
N	28042.00	-9.87	481.78	481.80
O	28052.00	-9.87	481.79	481.82
P	28062.00	-9.87	481.80	481.83
Q	28072.00	-9.87	481.79	481.84
R	28082.00	-9.87	481.79	481.83
S	28092.00	-9.87	481.78	481.81
T	28102.00	-9.87	481.77	481.78
CL Brg PIER 3	28114.00	-9.87	481.75	481.75
U	28124.00	-9.87	481.72	481.74
V	28134.00	-9.87	481.70	481.72
W	28144.00	-9.87	481.67	481.70
X	28154.00	-9.87	481.63	481.68
Y	28164.00	-9.87	481.59	481.63
Z	28174.00	-9.87	481.55	481.57
A1	28184.00	-9.87	481.50	481.51
CL Brg PIER 4	28196.00	-9.87	481.44	481.44
B1	28206.00	-9.87	481.38	481.39
C1	28216.00	-9.87	481.32	481.35
D1	28226.00	-9.87	481.26	481.30
E1	28236.00	-9.87	481.20	481.25
F1	28246.00	-9.87	481.14	481.19
G1	28256.00	-9.87	481.08	481.11
CL Brg E. ABUT	28265.75	-9.87	481.03	481.03
BK of E. ABUT	28267.00	-9.87	481.02	481.02

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK of W. ABUT	27879.00	-3.29	481.15	481.15
CL Brg W. ABUT	27880.25	-3.29	481.16	481.16
A	27890.25	-3.29	481.23	481.26
B	27900.25	-3.29	481.30	481.35
C	27910.25	-3.29	481.37	481.42
D	27920.25	-3.29	481.44	481.48
E	27930.25	-3.29	481.50	481.53
F	27940.25	-3.29	481.55	481.57
CL Brg PIER 1	27950.00	-3.29	481.61	481.61
G	27960.00	-3.29	481.65	481.67
H	27970.00	-3.29	481.70	481.72
I	27980.00	-3.29	481.74	481.77
J	27990.00	-3.29	481.77	481.81
K	28000.00	-3.29	481.80	481.84
L	28010.00	-3.29	481.83	481.86
M	28020.00	-3.29	481.85	481.87
CL Brg PIER 2	28032.00	-3.29	481.87	481.87
N	28042.00	-3.29	481.89	481.90
O	28052.00	-3.29	481.89	481.92
P	28062.00	-3.29	481.90	481.93
Q	28072.00	-3.29	481.90	481.94
R	28082.00	-3.29	481.89	481.93
S	28092.00	-3.29	481.88	481.91
T	28102.00	-3.29	481.87	481.89
CL Brg PIER 3	28114.00	-3.29	481.85	481.85
U	28124.00	-3.29	481.83	481.84
V	28134.00	-3.29	481.80	481.83
W	28144.00	-3.29	481.77	481.80
X	28154.00	-3.29	481.73	481.78
Y	28164.00	-3.29	481.69	481.73
Z	28174.00	-3.29	481.65	481.68
A1	28184.00	-3.29	481.60	481.62
CL Brg PIER 4	28196.00	-3.29	481.54	481.54
B1	28206.00	-3.29	481.48	481.50
C1	28216.00	-3.29	481.42	481.45
D1	28226.00	-3.29	481.36	481.41
E1	28236.00	-3.29	481.30	481.35
F1	28246.00	-3.29	481.25	481.29
G1	28256.00	-3.29	481.19	481.21
CL Brg E. ABUT	28265.75	-3.29	481.13	481.13
BK of E. ABUT	28267.00	-3.29	481.12	481.12

ROADWAY, P.G. & STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK of W. ABUT	27879.00	0.00	481.21	481.21
CL Brg W. ABUT	27880.25	0.00	481.21	481.21
A	27890.25	0.00	481.28	481.31
B	27900.25	0.00	481.35	481.40
C	27910.25	0.00	481.42	481.47
D	27920.25	0.00	481.49	481.53
E	27930.25	0.00	481.55	481.58
F	27940.25	0.00	481.61	481.62
CL Brg PIER 1	27950.00	0.00	481.66	481.66
G	27960.00	0.00	481.70	481.72
H	27970.00	0.00	481.75	481.77
I	27980.00	0.00	481.79	481.82
J	27990.00	0.00	481.82	481.87
K	28000.00	0.00	481.85	481.89
L	28010.00	0.00	481.88	481.91
M	28020.00	0.00	481.90	481.92
CL Brg PIER 2	28032.00	0.00	481.92	481.92
N	28042.00	0.00	481.94	481.95
O	28052.00	0.00	481.95	481.97
P	28062.00	0.00	481.95	481.99
Q	28072.00	0.00	481.95	482.00
R	28082.00	0.00	481.94	481.98
S	28092.00	0.00	481.94	481.97
T	28102.00	0.00	481.92	481.94
CL Brg PIER 3	28114.00	0.00	481.90	481.90
U	28124.00	0.00	481.88	481.89
V	28134.00	0.00	481.85	481.88
W	28144.00	0.00	481.82	481.86
X	28154.00	0.00	481.79	481.83
Y	28164.00	0.00	481.75	481.78
Z	28174.00	0.00	481.70	481.73
A1	28184.00	0.00	481.65	481.67
CL Brg PIER 4	28196.00	0.00	481.59	481.59
B1	28206.00	0.00	481.53	481.55
C1	28216.00	0.00	481.47	481.50
D1	28226.00	0.00	481.41	481.46
E1	28236.00	0.00	481.36	481.40
F1	28246.00	0.00	481.30	481.34
G1	28256.00	0.00	481.24	481.26
CL Brg E. ABUT	28265.75	0.00	481.18	481.18
BK of E. ABUT	28267.00	0.00	481.17	481.17

DESIGNED	Curt M. Evoy
CHECKED	Nick R. Barnett
DRAWN	h.t. duong
CHECKED	CME/NRB

Nov. 15, 2006
 EXAMINED *Thomas J. Damgalabi*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Ralph E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
 F.A.P. RTE. 789 - SEC. 54BR-1
 MADISON COUNTY
 STATION 280+73
 STRUCTURE NO. 060-0340

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 7 25 SHEETS
FAP 789	54BR-1	MADISON	62	31	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #76864

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK of W. ABUT	27879.00	3.29	481.15	481.15
CL Brg W. ABUT	27880.25	3.29	481.16	481.16
A	27890.25	3.29	481.23	481.26
B	27900.25	3.29	481.30	481.35
C	27910.25	3.29	481.37	481.42
D	27920.25	3.29	481.44	481.48
E	27930.25	3.29	481.50	481.53
F	27940.25	3.29	481.55	481.57
CL Brg PIER 1	27950.00	3.29	481.61	481.61
G	27960.00	3.29	481.65	481.67
H	27970.00	3.29	481.70	481.72
I	27980.00	3.29	481.74	481.77
J	27990.00	3.29	481.77	481.81
K	28000.00	3.29	481.80	481.84
L	28010.00	3.29	481.83	481.86
M	28020.00	3.29	481.85	481.87
CL Brg PIER 2	28032.00	3.29	481.87	481.87
N	28042.00	3.29	481.89	481.90
O	28052.00	3.29	481.89	481.92
P	28062.00	3.29	481.90	481.93
Q	28072.00	3.29	481.90	481.94
R	28082.00	3.29	481.89	481.93
S	28092.00	3.29	481.88	481.91
T	28102.00	3.29	481.87	481.89
CL Brg PIER 3	28114.00	3.29	481.85	481.85
U	28124.00	3.29	481.83	481.84
V	28134.00	3.29	481.80	481.83
W	28144.00	3.29	481.77	481.80
X	28154.00	3.29	481.73	481.78
Y	28164.00	3.29	481.69	481.73
Z	28174.00	3.29	481.65	481.68
A1	28184.00	3.29	481.60	481.62
CL Brg PIER 4	28196.00	3.29	481.54	481.54
B1	28206.00	3.29	481.48	481.50
C1	28216.00	3.29	481.42	481.45
D1	28226.00	3.29	481.36	481.41
E1	28236.00	3.29	481.30	481.35
F1	28246.00	3.29	481.25	481.29
G1	28256.00	3.29	481.19	481.21
CL Brg E. ABUT	28265.75	3.29	481.13	481.13
BK of E. ABUT	28267.00	3.29	481.12	481.12

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK of W. ABUT	27879.00	9.87	481.05	481.05
CL Brg W. ABUT	27880.25	9.87	481.06	481.06
A	27890.25	9.87	481.13	481.15
B	27900.25	9.87	481.20	481.24
C	27910.25	9.87	481.27	481.32
D	27920.25	9.87	481.33	481.38
E	27930.25	9.87	481.39	481.42
F	27940.25	9.87	481.45	481.47
CL Brg PIER 1	27950.00	9.87	481.50	481.50
G	27960.00	9.87	481.55	481.56
H	27970.00	9.87	481.59	481.62
I	27980.00	9.87	481.63	481.67
J	27990.00	9.87	481.67	481.71
K	28000.00	9.87	481.70	481.74
L	28010.00	9.87	481.73	481.75
M	28020.00	9.87	481.75	481.76
CL Brg PIER 2	28032.00	9.87	481.77	481.77
N	28042.00	9.87	481.78	481.80
O	28052.00	9.87	481.79	481.82
P	28062.00	9.87	481.80	481.83
Q	28072.00	9.87	481.79	481.84
R	28082.00	9.87	481.79	481.83
S	28092.00	9.87	481.78	481.81
T	28102.00	9.87	481.77	481.78
CL Brg PIER 3	28114.00	9.87	481.75	481.75
U	28124.00	9.87	481.72	481.74
V	28134.00	9.87	481.70	481.72
W	28144.00	9.87	481.67	481.70
X	28154.00	9.87	481.63	481.68
Y	28164.00	9.87	481.59	481.63
Z	28174.00	9.87	481.55	481.57
A1	28184.00	9.87	481.50	481.51
CL Brg PIER 4	28196.00	9.87	481.44	481.44
B1	28206.00	9.87	481.38	481.39
C1	28216.00	9.87	481.32	481.35
D1	28226.00	9.87	481.26	481.30
E1	28236.00	9.87	481.20	481.25
F1	28246.00	9.87	481.14	481.19
G1	28256.00	9.87	481.08	481.11
CL Brg E. ABUT	28265.75	9.87	481.03	481.03
BK of E. ABUT	28267.00	9.87	481.02	481.02

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK of W. ABUT	27879.00	16.46	480.92	480.92
CL Brg W. ABUT	27880.25	16.46	480.93	480.93
A	27890.25	16.46	481.00	481.03
B	27900.25	16.46	481.07	481.12
C	27910.25	16.46	481.14	481.19
D	27920.25	16.46	481.21	481.25
E	27930.25	16.46	481.27	481.30
F	27940.25	16.46	481.32	481.34
CL Brg PIER 1	27950.00	16.46	481.38	481.38
G	27960.00	16.46	481.42	481.44
H	27970.00	16.46	481.47	481.49
I	27980.00	16.46	481.51	481.54
J	27990.00	16.46	481.54	481.59
K	28000.00	16.46	481.57	481.61
L	28010.00	16.46	481.60	481.63
M	28020.00	16.46	481.62	481.64
CL Brg PIER 2	28032.00	16.46	481.64	481.64
N	28042.00	16.46	481.66	481.67
O	28052.00	16.46	481.66	481.69
P	28062.00	16.46	481.67	481.70
Q	28072.00	16.46	481.67	481.71
R	28082.00	16.46	481.66	481.70
S	28092.00	16.46	481.65	481.68
T	28102.00	16.46	481.64	481.66
CL Brg PIER 3	28114.00	16.46	481.62	481.62
U	28124.00	16.46	481.60	481.61
V	28134.00	16.46	481.57	481.60
W	28144.00	16.46	481.54	481.57
X	28154.00	16.46	481.50	481.55
Y	28164.00	16.46	481.47	481.50
Z	28174.00	16.46	481.42	481.45
A1	28184.00	16.46	481.37	481.39
CL Brg PIER 4	28196.00	16.46	481.31	481.31
B1	28206.00	16.46	481.25	481.27
C1	28216.00	16.46	481.19	481.22
D1	28226.00	16.46	481.13	481.18
E1	28236.00	16.46	481.07	481.12
F1	28246.00	16.46	481.02	481.06
G1	28256.00	16.46	480.96	480.98
CL Brg E. ABUT	28265.75	16.46	480.90	480.90
BK of E. ABUT	28267.00	16.46	480.89	480.89

DESIGNED	Curt M. Evoy
CHECKED	Nick R. Barnett
DRAWN	h.t. duong
CHECKED	CME/NRB

Nov. 15, 2006
 EXAMINED *Thomas J. Demagala*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Ralph E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

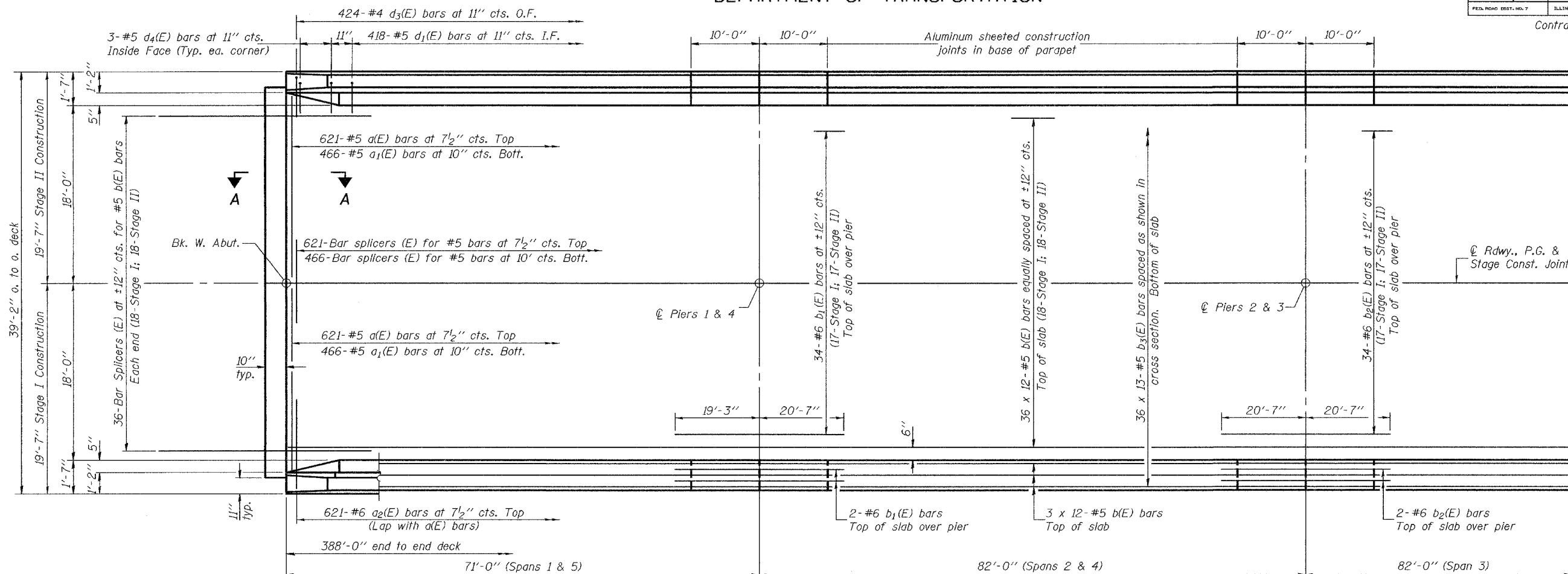
TOP OF SLAB ELEVATIONS
 F.A.P. RTE. 789 - SEC. 54BR-1
 MADISON COUNTY
 STATION 280+73
 STRUCTURE NO. 060-0340

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATION	SHEET NO.
FAP 789	54BR-1	MADISON	62	32
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

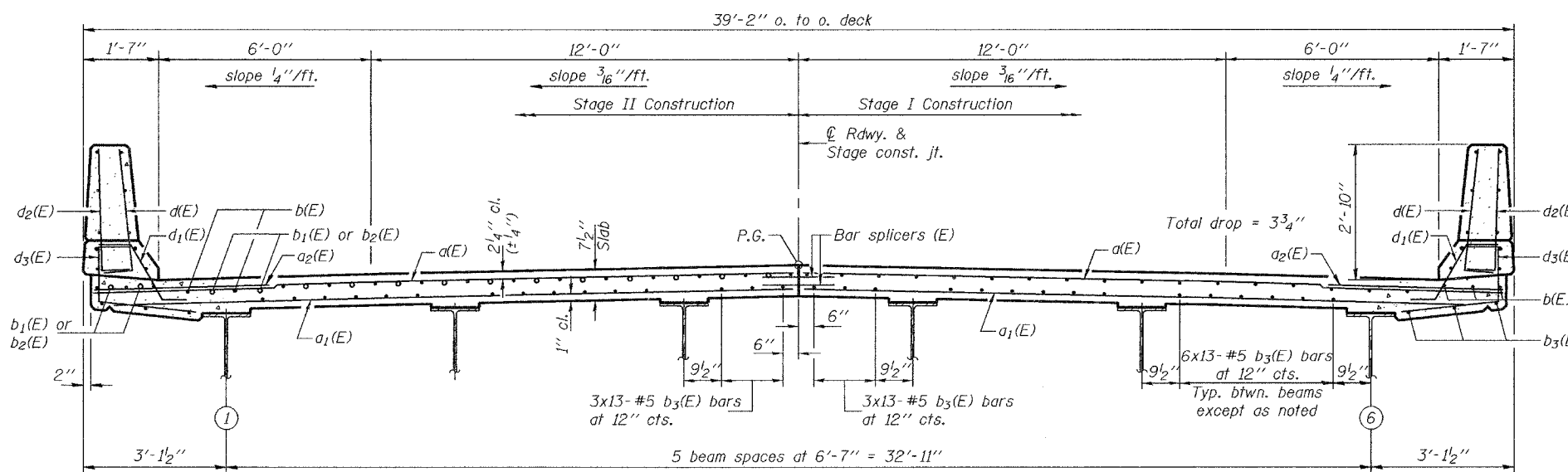
SHEET NO. 8
25 SHEETS

Contract #76864



HALF PLAN

Notes: See sheets 9 & 10 of 25 for superstructure details, parapet reinforcement and Bill of Material. Bars indicated thus 36 x 12-#5 etc. indicates 36 lines of bars with 12 lengths per line. See sheet 11 of 25 for Section A-A. See sheet 21 of 25 for bar splicers details.



CROSS SECTION
(Looking east)

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

DESIGNED	Curt M. Evoy
CHECKED	Nick R. Barnett
DRAWN	h.t. duong
CHECKED	CME/NRB

Nov. 15, 2006
EXAMINED *Thomas J. Domagala*
ENGINEER OF BRIDGE DESIGN
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

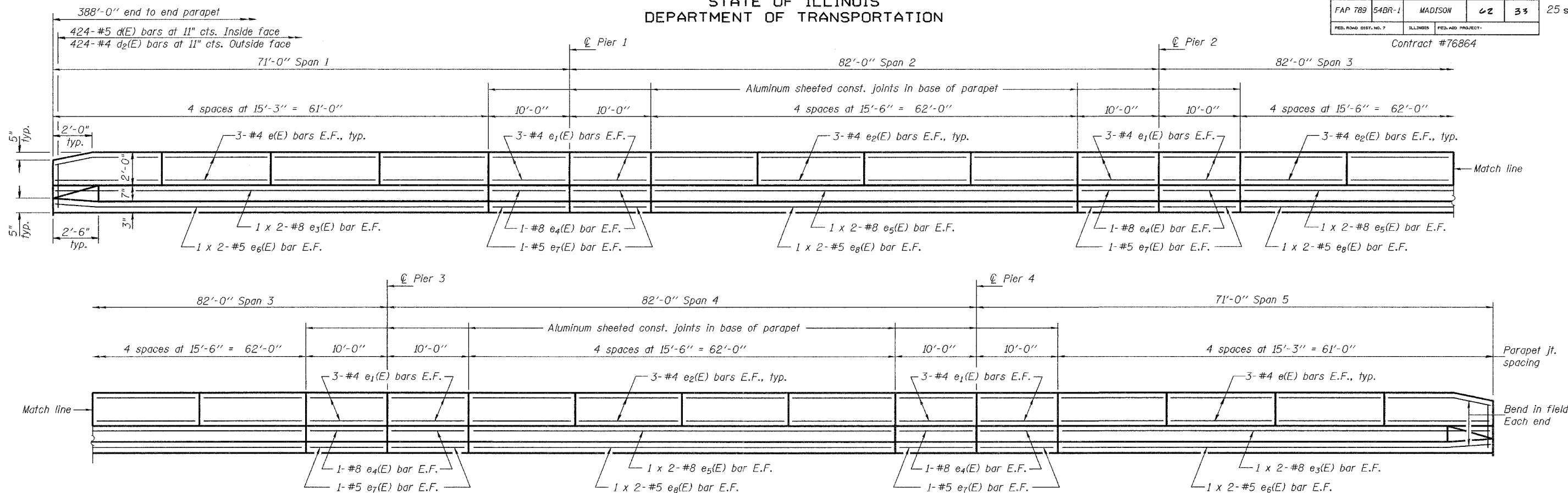
SUPERSTRUCTURE
F.A.P. RTE. 789 - SEC. 54BR-1
MADISON COUNTY
STATION 280+73
STRUCTURE NO. 060-0340

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.
FAP 789	54BR-1	MADISON	42	33
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

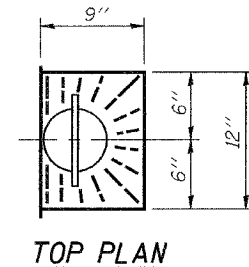
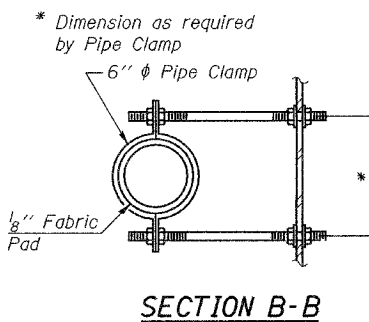
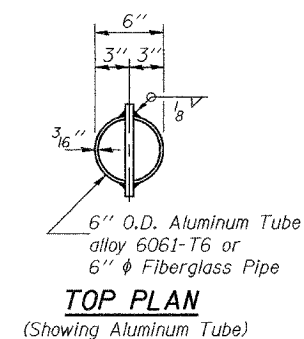
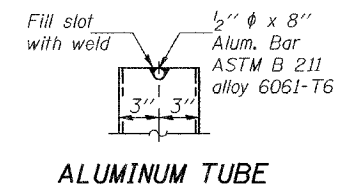
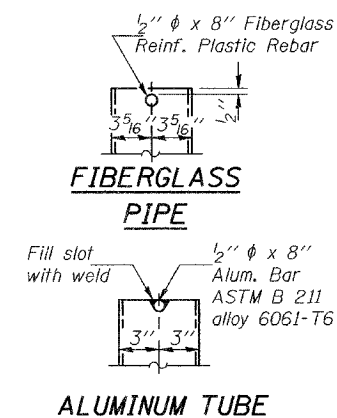
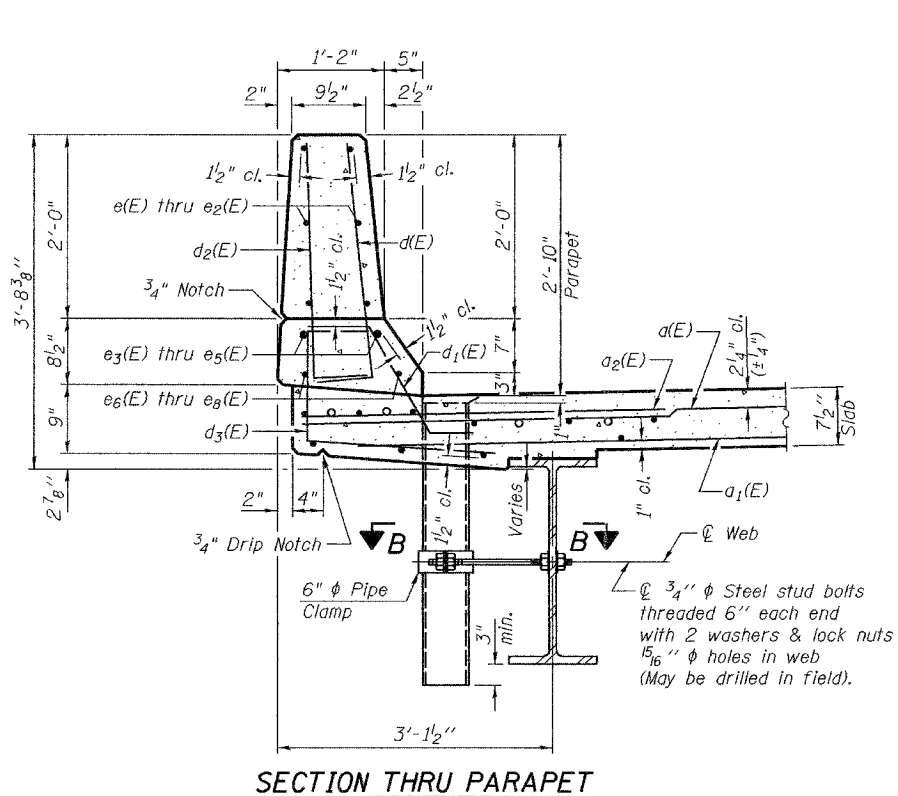
SHEET NO. 9
25 SHEETS

Contract #76864



INSIDE ELEVATION OF PARAPET

Notes: Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 psi minimum.
Bars indicated thus 1 x 2-#5 etc. indicates 1 line of bars with 2 lengths per line.



MIN. BAR LAPS

#5 bar = 1'-8"
#8 bar = 3'-5"

DESIGNED	Curt M. Evoy
CHECKED	Nick R. Barnett
DRAWN	h.t. duong
CHECKED	CME/NRB

Nov. 15, 2006
EXAMINED *Thomas J. Damagala*
PASSED *Ralph E. Anderson*

SUPERSTRUCTURE DETAILS
F.A.P. RTE. 789 - SEC. 54BR-1
MADISON COUNTY
STATION 280+73
STRUCTURE NO. 060-0340

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

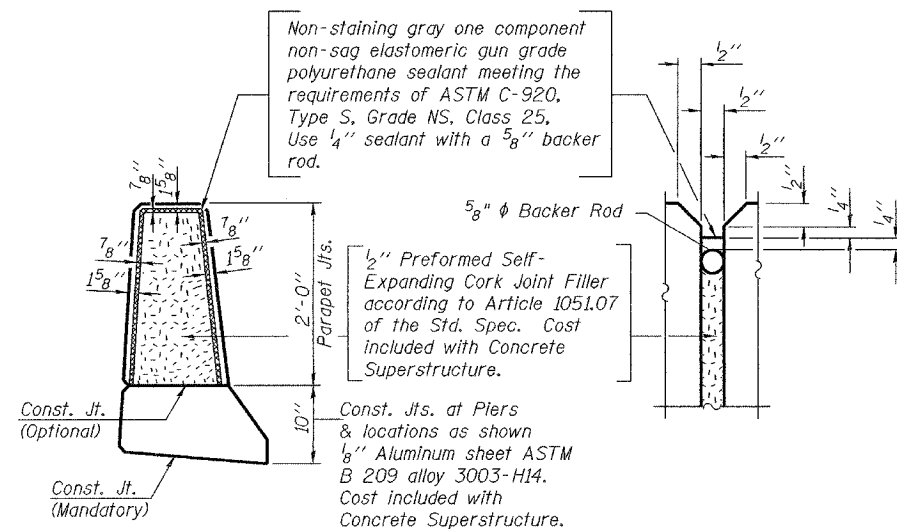
ROUTE NO.	SECTION	COUNTY	SHEET	SHEET
FAP 789	54BR-1	MADISON	62	34
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 10
25 SHEETS

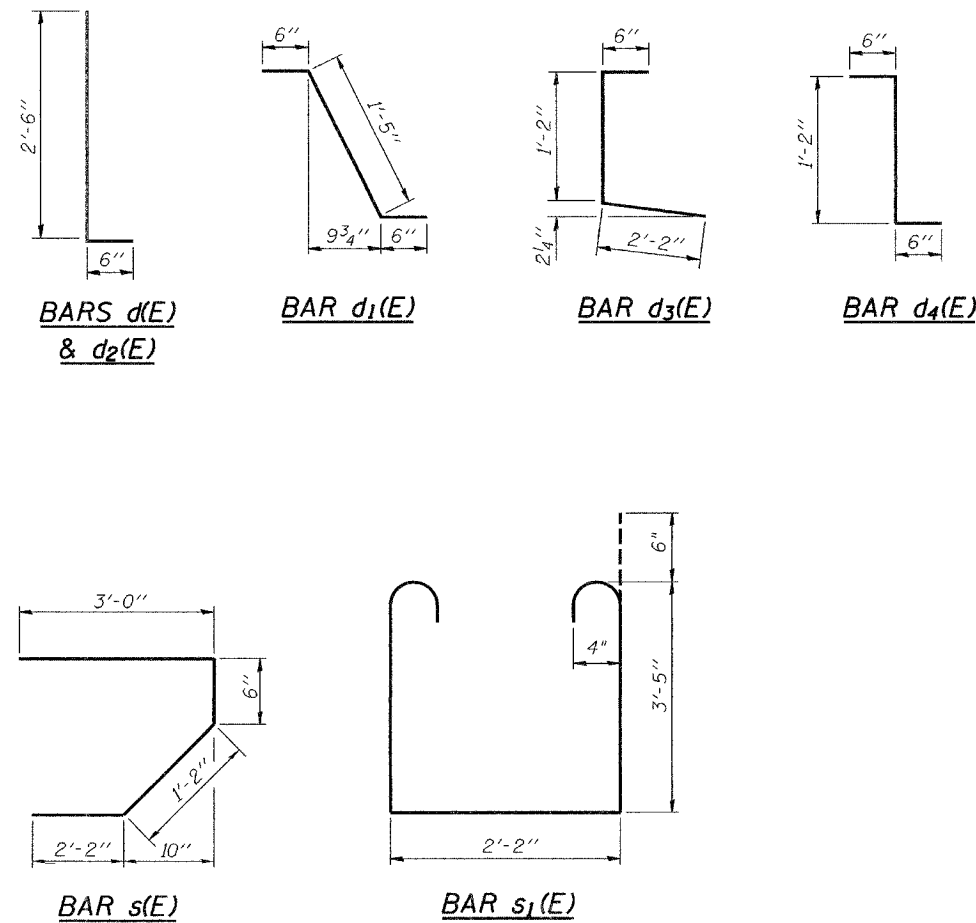
Contract #76864

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	1242	#5	19'-1"	—
a ₁ (E)	932	#5	18'-3"	—
a ₂ (E)	1242	#6	6'-0"	—
b(E)	504	#5	34'-4"	—
b ₁ (E)	76	#6	39'-10"	—
b ₂ (E)	76	#6	41'-2"	—
b ₃ (E)	468	#5	31'-11"	—
d(E)	848	#5	3'-0"	—
d ₁ (E)	836	#5	2'-5"	┘
d ₂ (E)	848	#4	3'-0"	—
d ₃ (E)	848	#4	3'-10"	┘
d ₄ (E)	12	#5	2'-2"	┘
e(E)	96	#4	14'-11"	—
e ₁ (E)	96	#4	9'-8"	—
e ₂ (E)	144	#4	15'-2"	—
e ₃ (E)	16	#8	32'-1"	—
e ₄ (E)	32	#8	9'-8"	—
e ₅ (E)	24	#8	32'-7"	—
e ₆ (E)	16	#5	31'-3"	—
e ₇ (E)	32	#5	9'-8"	—
e ₈ (E)	24	#5	31'-9"	—
m(E)	8	#6	18'-4"	—
m ₁ (E)	12	#6	19'-3"	—
m ₂ (E)	24	#6	8'-3"	—
m ₃ (E)	8	#6	6'-3"	—
m ₄ (E)	4	#6	2'-9"	—
m ₅ (E)	4	#6	2'-11"	—
s(E)	76	#5	6'-10"	┘
s ₁ (E)	76	#4	10'-0"	┘
Reinforcement Bars, Epoxy Coated	Pound	116170		
Concrete Superstructure	Cu. Yds.	474.9		



PARAPET JOINT DETAILS



DESIGNED	Curt M. Evoy
CHECKED	Nick R. Barnett
DRAWN	h.t. duong
CHECKED	CME/NRB

Nov. 15, 2006

EXAMINED *Thomas J. Damagala*
ENGINEER OF BRIDGES DESIGN

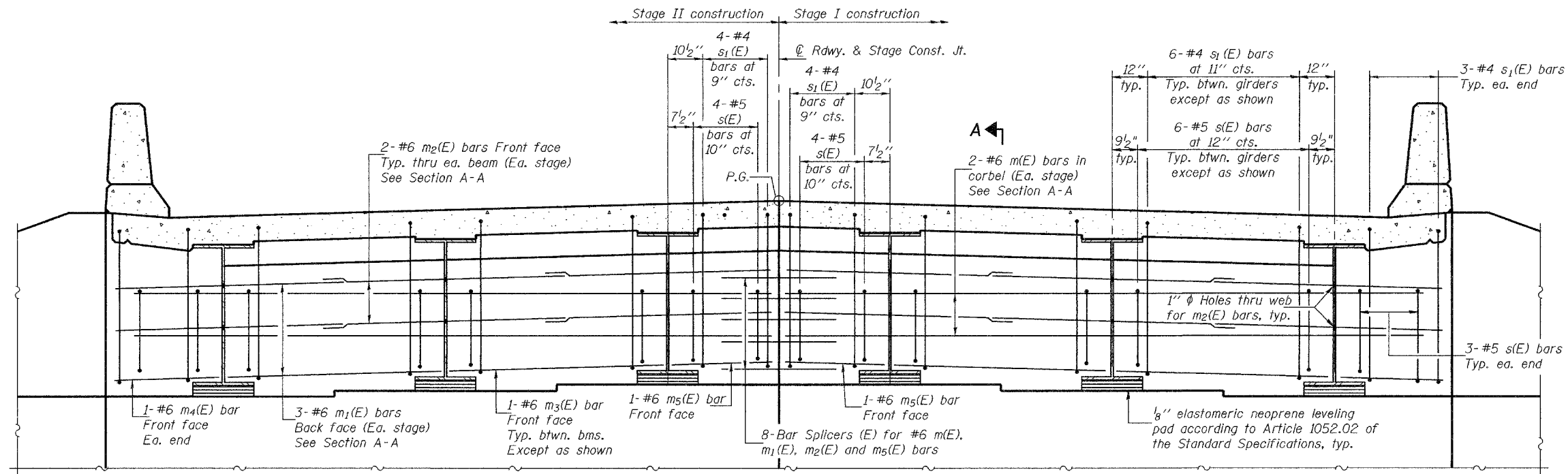
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

SUPERSTRUCTURE DETAILS
F.A.P. RTE. 789 - SEC. 54BR-1
MADISON COUNTY
STATION 280+73
STRUCTURE NO. 060-0340

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 11
FAP 789	54BR-1	MADISON	62	35	25 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #76864



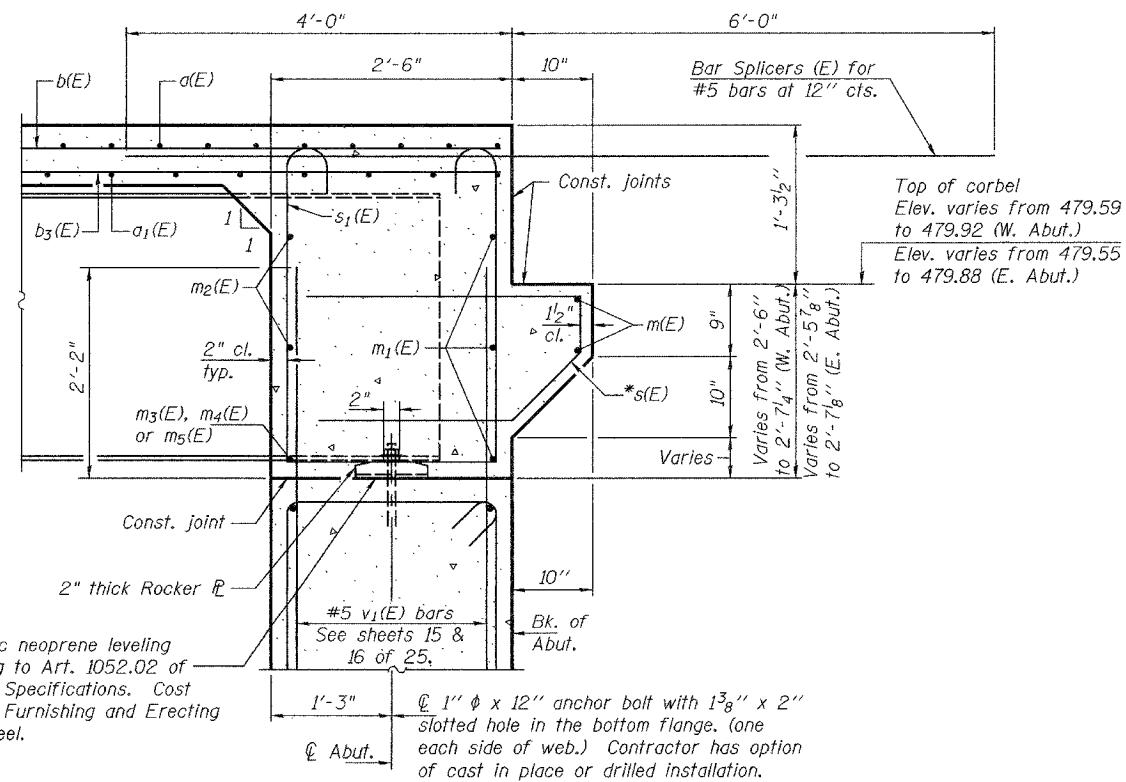
DIAPHRAGM ELEVATION AT EAST ABUTMENT

(Looking east - West abutment similar at 180° rotation)

Notes: Reinforcement bars in diaphragm are billed with superstructure on sheet 10 of 25.
Concrete in diaphragm is included with Concrete Superstructure on sheet 10 of 25.
For details of bars s(E) & s₁(E) see sheet 10 of 25.
See sheet 12 of 25 for holes thru web for m₂(E) bars.
For anchor bolt details see sheet 14 of 25.
For bar splicer (E) details see sheet 21 of 25.

MIN. BAR LAP

#6 bar = 2'-9"



* Space reinforcement in corbel to miss anchor dowels. See sheet 22 of 25 for anchor dowel location.

SECTION A-A

DESIGNED	Curt M. Evoy
CHECKED	Nick R. Barnett
DRAWN	h.t. duong
CHECKED	CME/NRB

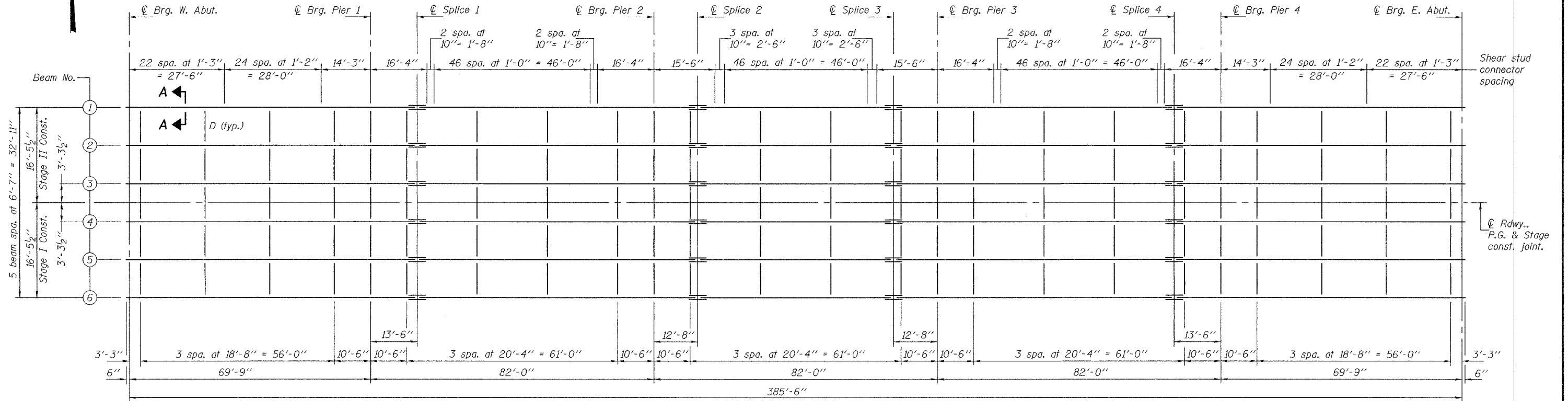
EXAMINED	Thomas J. Damagala ENGINEER OF BRIDGE DESIGN
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

Nov. 15, 2006

DIAPHRAGM DETAILS
F.A.P. RTE. 789 - SEC. 54BR-1
MADISON COUNTY
STATION 280+73
STRUCTURE NO. 060-0340

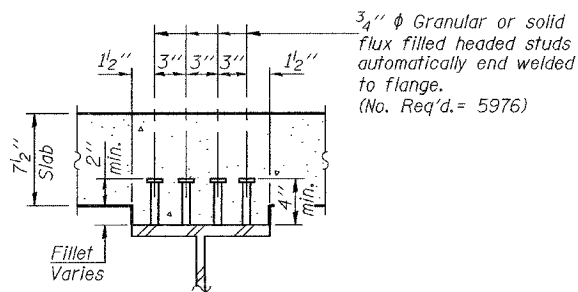
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.	SHEET NO. 12
FAP 789	54BR-1	MADISON	62	36	25 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract #76864		



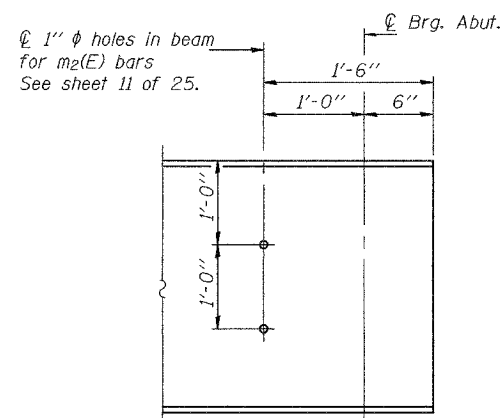
PLAN

All beams shall be W36x150 (NTR)

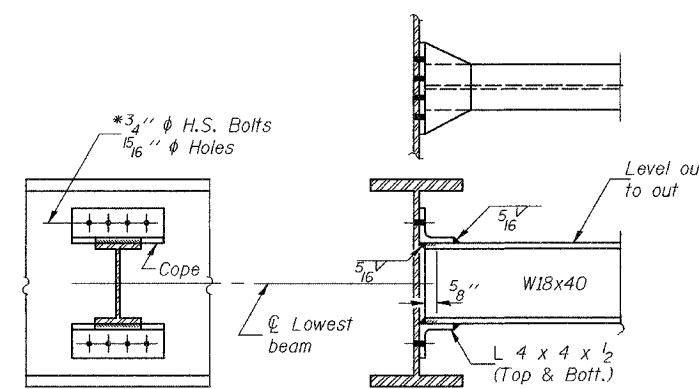


SECTION A-A

3/4" ϕ Granular or solid flux filled headed studs automatically end welded to flange. (No. Req'd. = 5976)



TYP. END OF BEAM ELEVATION



DIAPHRAGM D

120 Required

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

DESIGNED	Curt M. Evoy
CHECKED	Nick R. Barnett
DRAWN	h.t. duong
CHECKED	CME/NRB

EXAMINED	Thomas J. Domagala	Nov. 15, 2006
PASSED	Ralph E. Anderson	

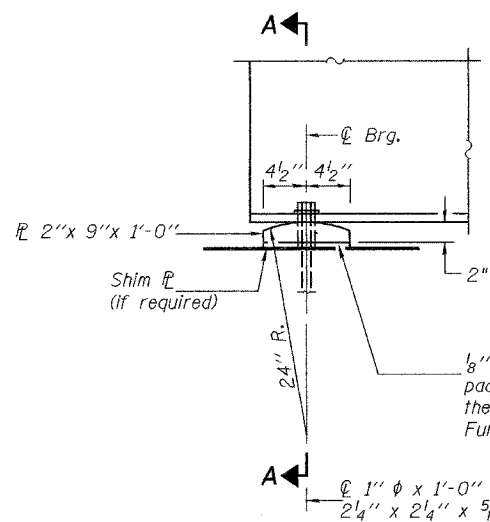
*Use 5/16" x 1 1/2" slotted holes in top and bottom connection angles at south side Beam 3 only. Provide 5/16" plate washers for slotted holes. Bolts shall be finger-tightened prior to the deck pour for Stage II Construction, then tightened after completion of the deck pour for Stage II Construction.

STRUCTURAL STEEL
F.A.P. RTE. 789 - SEC. 54BR-1
MADISON COUNTY
STATION 280+73
STRUCTURE NO. 060-0340

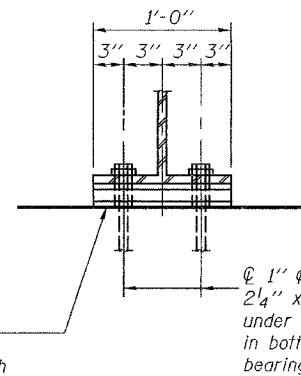
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 13 25 SHEETS
FAP 789	54BR-1	MADISON	62	37	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

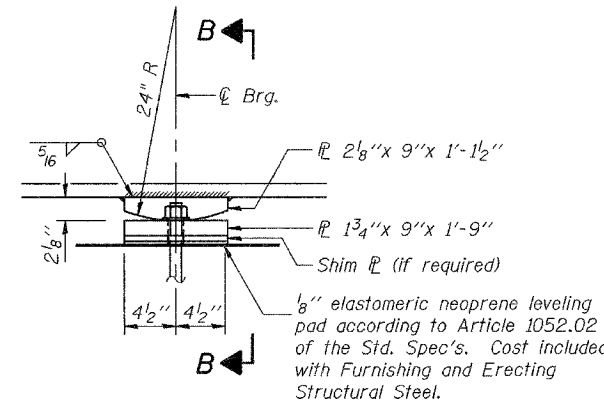
Contract #76864



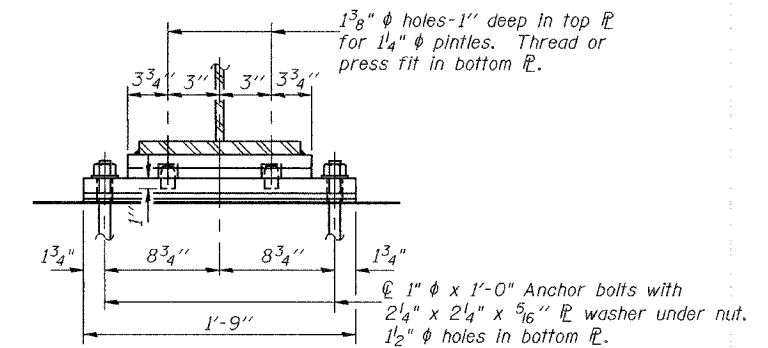
ELEVATION AT ABUTMENT



SECTION A-A



ELEVATION AT PIER



SECTION B-B

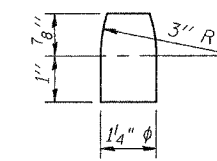
ABUTMENT BEARING
(12 Required)

	0.4 Sp. 1 & 0.6 Sp. 5	Pier 1 & Pier 4	0.5 Sp. 2 & Sp. 4	Pier 2 & Pier 3	0.5 Sp. 3
I_s	9040	9040	9040	9040	9040
$I_c(n)$	22381		22381		22381
$I_c(3n)$	16370		16370		16370
S_s	504	504	504	504	504
$S_c(n)$	717		717		717
$S_c(3n)$	647		647		647
DC1	0.803	0.803	0.803	0.803	0.803
M DC1	281	469	218	446	229
DC2	0.150	0.150	0.150	0.150	0.150
M DC2	60	69	57	69	57
DW	0.329	0.329	0.329	0.329	0.329
M DW	132	150	126	152	125
M \ddot{t} +Imp	819	454	823	450	833
Mu (Strength I)	2058	1692	1973	1659	2003
$\phi_r M_n$	3652		3652		3652
f _s DC1	6.7	11.2	5.2	10.6	5.4
f _s DC2	1.1	1.6	1.1	1.6	1.1
f _s DW	2.4	3.6	2.3	3.6	2.3
f _s 1.3 (L+I)	17.8	14.0	17.9	13.9	18.1
f _s (Service II)	28.0	30.4	26.5	29.7	26.9
f _s (Total)(Strength I)		40.2		39.4	
V _{sr}	24.8		20.4		20.7

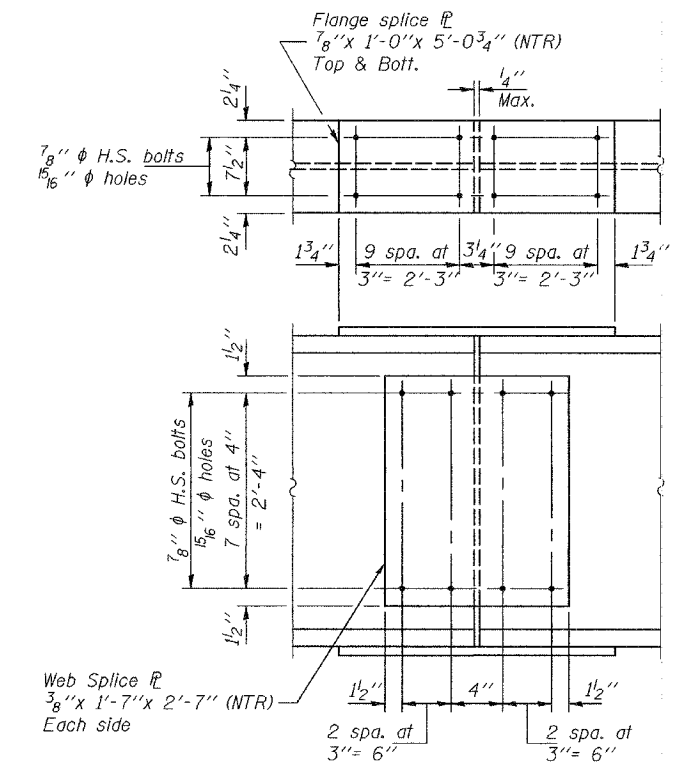
	W. Abut.	Pier 1 & Pier 4	Pier 2 & Pier 3	E. Abut.
R DC1	21.3	67.9	65.6	21.3
R DC2+DW	13.5	39.5	39.3	13.5
R \ddot{t}	58.3	89.5	91.0	58.3
Imp.	14.5	16.5	16.5	14.5
R (Total)	107.6	213.4	213.4	107.6

- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) due to short-term composite live loads (in⁴ and in³).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads (in⁴ and in³).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- M \ddot{t} +Imp: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- Mu (Strength I): Factored design moment (kip-ft.).
1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M \ddot{t} + Imp
- $\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).
- $\phi_r M_{nc}$: Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).
- f_s (Service II): Sum of stresses as computed from the moments below (ksi).
M_{DC1} + M_{DC2} + M_{DW} + 1.3 M \ddot{t} + Imp
- f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M \ddot{t} + Imp
- V_{sr}: Maximum shear range in the span 0.75 (L + Imp).

FIXED BEARING
(24 Required)



PINTLE



SPLICE
(24 Required)

Notes: Two hardened washers shall be required over all 15/16 inch diameter holes for diaphragms.
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
Two 1/8 inch adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
Anchor bolts at all bearings may be built into the masonry.
See sheet 14 of 25 for anchor bolt installation.

*TOP OF BEAM ELEVATIONS

Location	W. Abut.	Pier 1	Splice 1	Pier 2	Splice 2	Splice 3	Pier 3	Splice 4	Pier 4	E. Abut.
Beam 1	480.26	480.63	480.70	480.89	480.92	480.90	480.86	480.64	480.57	480.23
Beam 2	480.39	480.76	480.83	481.02	481.05	481.03	480.99	480.77	480.70	480.36
Beam 3	480.49	480.86	480.93	481.12	481.15	481.13	481.09	480.87	480.80	480.46
Beam 4	480.49	480.86	480.93	481.12	481.15	481.13	481.09	480.87	480.80	480.46
Beam 5	480.39	480.76	480.83	481.02	481.05	481.03	480.99	480.77	480.70	480.36
Beam 6	480.26	480.63	480.70	480.89	480.92	480.90	480.86	480.64	480.57	480.23

*For fabrication use only.

DESIGNED	Curt M. Evoy
CHECKED	Nick R. Barnett
DRAWN	h.t. duong
CHECKED	CME/NRB

Nov. 15, 2006
EXAMINED *Thomas J. Demagallo*
PASSED *Ralph E. Anderson*

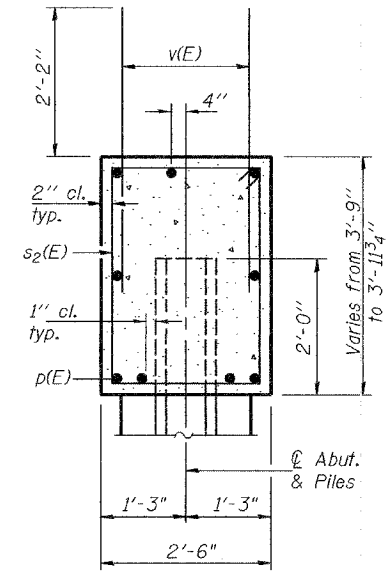
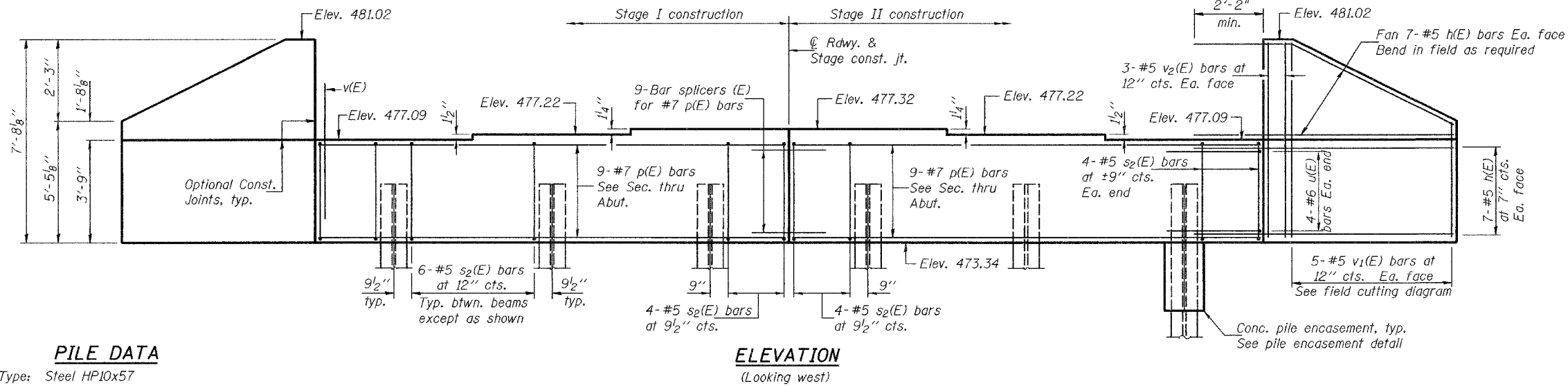
STRUCTURAL STEEL DETAILS
F.A.P. RTE. 789 - SEC. 54BR-1
MADISON COUNTY
STATION 280+73
STRUCTURE NO. 060-0340

Notes: Pour steps monolithically with cap.
For anchor bolt installation details, see sheet 14 of 25.
For bar splicer assembly details, see sheet 21 of 25.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATION	SHEET NO.
FAP 789	54BR-1	MADISON	62	39
SHEET NO. 15				
25 SHEETS				

Contract #76864

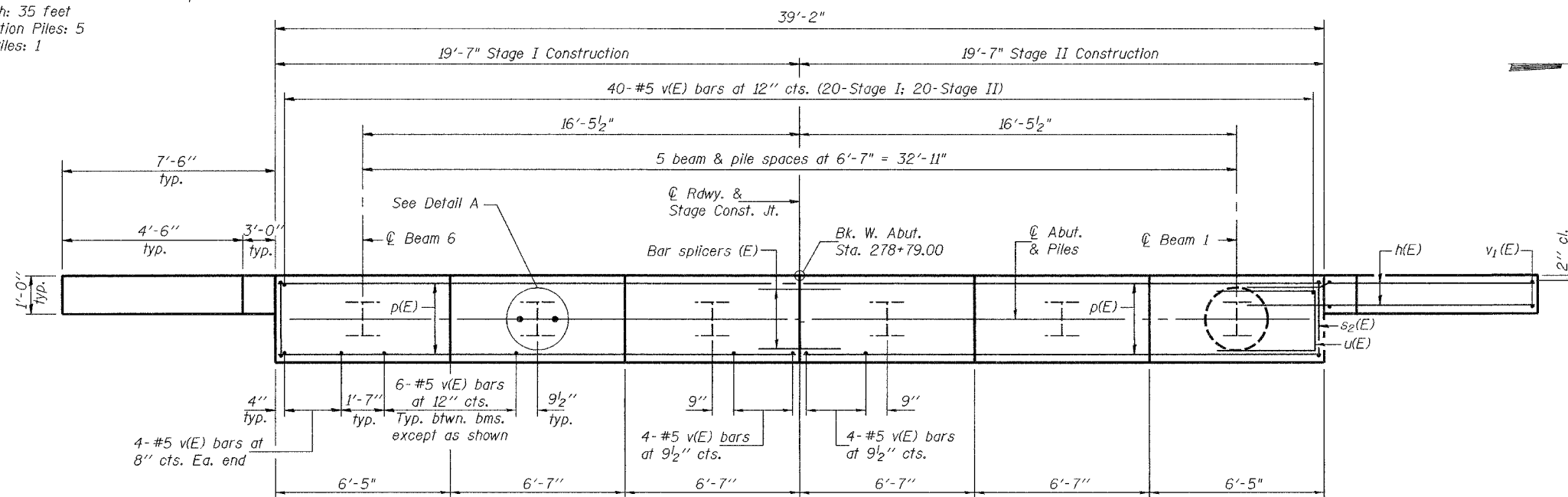


PILE DATA

Type: Steel HP10x57
Nominal Required Bearing: 454 kips
Factored Resistance Available: 227 kips
Est. Length: 35 feet
No. Production Piles: 5
No. Test Piles: 1

ELEVATION
(Looking west)

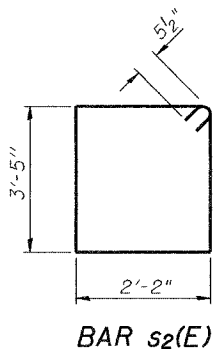
SEC. THRU ABUT.



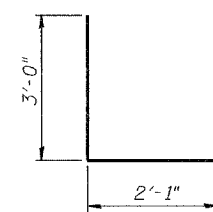
PLAN

BILL OF MATERIAL

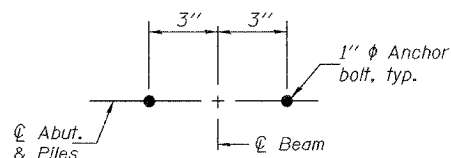
Bar No.	Size	Length	Shape
h(E)	#5	10'-0"	—
p(E)	#7	19'-3"	—
s2(E)	#5	12'-1"	□
u(E)	#6	8'-1"	□
v(E)	#5	4'-4"	—
v1(E)	#5	12'-5"	—
v2(E)	#5	7'-4"	—
Concrete Structures			Cu. Yd. 17.9
Reinforcement Bars, Epoxy Coated			Pound 2480
Structure Excavation			Cu. Yd. 90
Furnishing Steel Piles HP10x57			Foot 175
Driving Piles			Foot 175
Test Pile Steel HP10x57			Each 1
Concrete Encasement			Cu. Yd. 1.6
Anchor Bolts 1"			Each 12



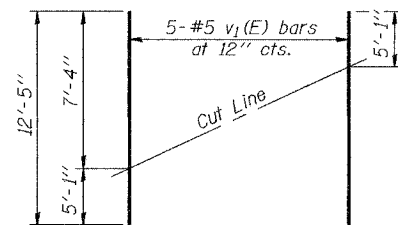
BAR s2(E)



BAR u(E)

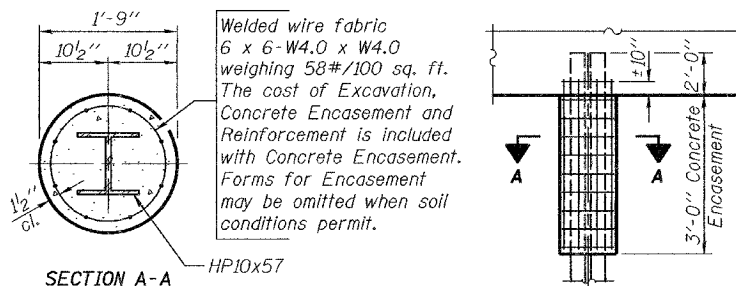


DETAIL A



FIELD CUTTING DIAGRAM

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



PILE ENCASUREMENT DETAIL

DESIGNED	Curt M. Evoy
CHECKED	Nick R. Barnett
DRAWN	h.t. duong
CHECKED	CME/NRB

Nov. 15, 2006
EXAMINED *Thomas J. Demagallaki*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

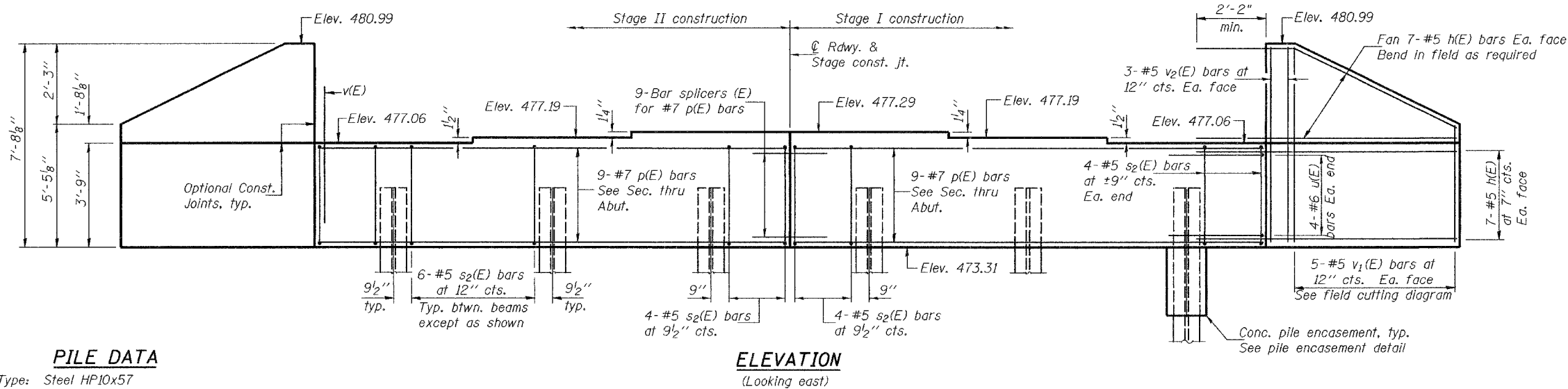
WEST ABUTMENT
F.A.P. RTE. 789 - SEC. 54BR-1
MADISON COUNTY
STATION 280+73
STRUCTURE NO. 060-0340

Notes: Pour steps monolithically with cap.
For anchor bolt installation details, see sheet 14 of 25.
For bar splicer assembly details, see sheet 21 of 25.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DATE	SHEET	SHEET NO. 16 25 SHEETS
FAP 789	54BR-1	MADISON	02	40	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

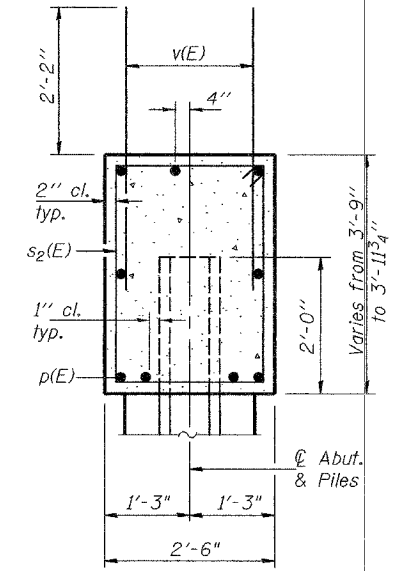
Contract #76864



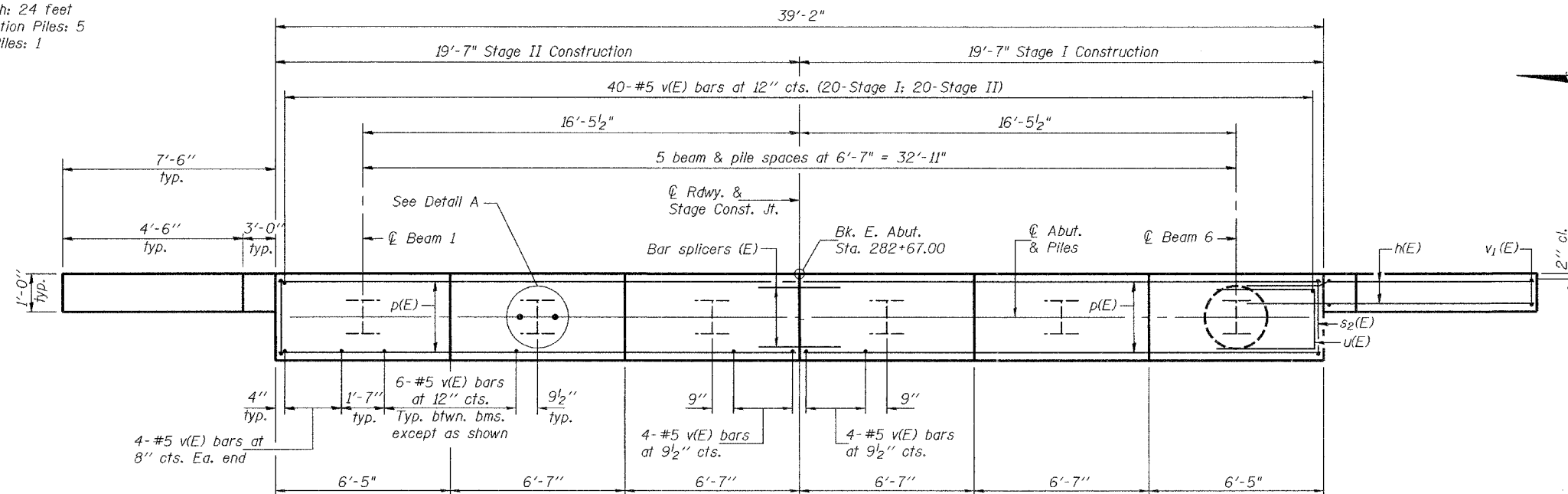
PILE DATA

Type: Steel HP10x57
Nominal Required Bearing: 454 kips
Factored Resistance Available: 227 kips
Est. Length: 24 feet
No. Production Piles: 5
No. Test Piles: 1

ELEVATION
(Looking east)



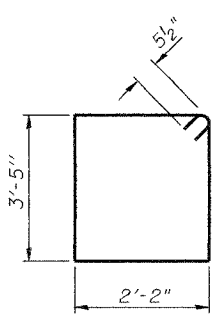
SEC. THRU ABUT.



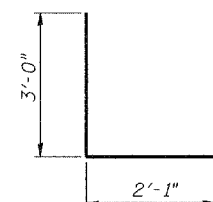
PLAN

BILL OF MATERIAL

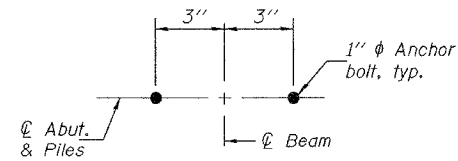
Bar	No.	Size	Length	Shape	
n(E)	56	#5	10'-0"		
p(E)	18	#7	19'-3"		
s2(E)	40	#5	12'-1"		
u(E)	8	#6	8'-1"		
v(E)	80	#5	4'-4"		
v1(E)	10	#5	12'-5"		
v2(E)	12	#5	7'-4"		
Concrete Structures				Cu. Yd.	17.9
Reinforcement Bars, Epoxy Coated				Pound	2480
Structure Excavation				Cu. Yd.	90
Furnishing Steel Piles HP10x57				Foot	120
Driving Piles				Foot	120
Test Pile Steel HP10x57				Each	1
Concrete Encasement				Cu. Yd.	1.6
Anchor Bolts 1"				Each	12



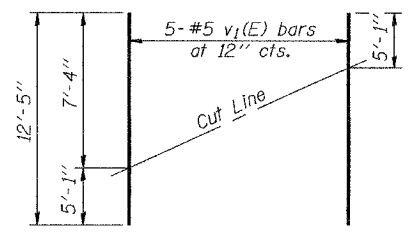
BAR s2(E)



BAR u(E)

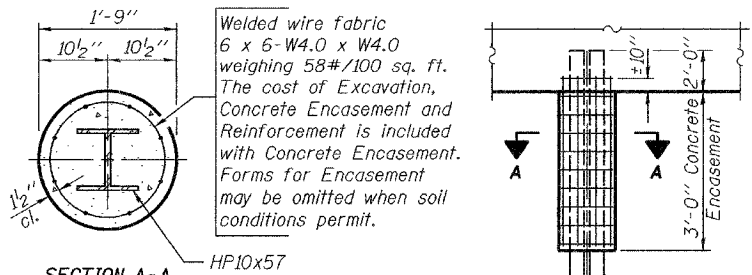


DETAIL A



FIELD CUTTING DIAGRAM

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



PILE ENCASEMENT DETAIL

DESIGNED	Curt M. Evoy
CHECKED	Nick R. Barnett
DRAWN	h.t. duong
CHECKED	CME/NRB

Nov. 15, 2006
EXAMINED *Thomas J. Damagala*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

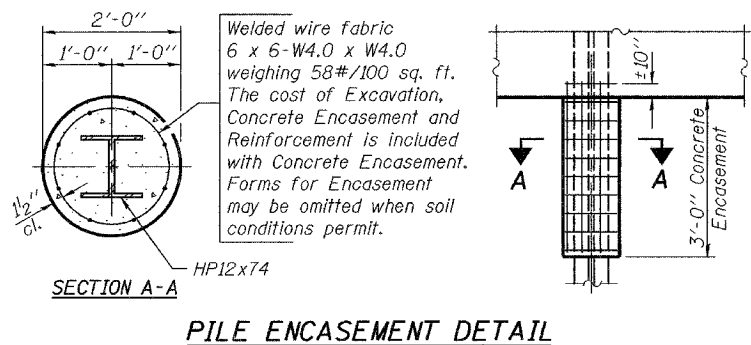
EAST ABUTMENT
F.A.P. RTE. 789 - SEC. 54BR-1
MADISON COUNTY
STATION 280+73
STRUCTURE NO. 060-0340

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DATE	SHEET NO.
FAP 789	54BR-1	MADISON	02	41
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

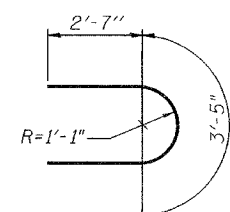
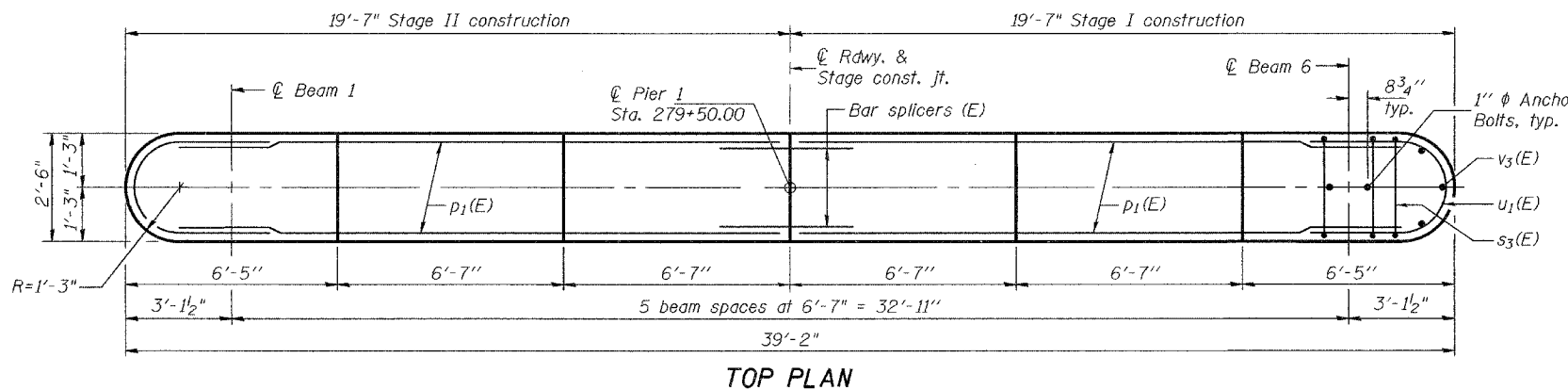
SHEET NO. 17
25 SHEETS

Contract #76864

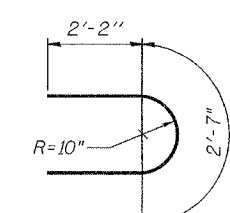


PILE DATA

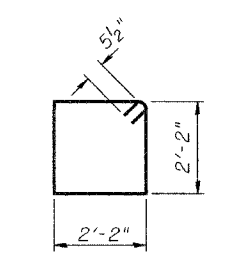
Type: Steel HP12x74
Nominal Required Bearing: 589 kips
Factored Resistance Available: 282 kips
Est. Length: 44 feet
No. Production Piles: 5
No. Test Piles: 1



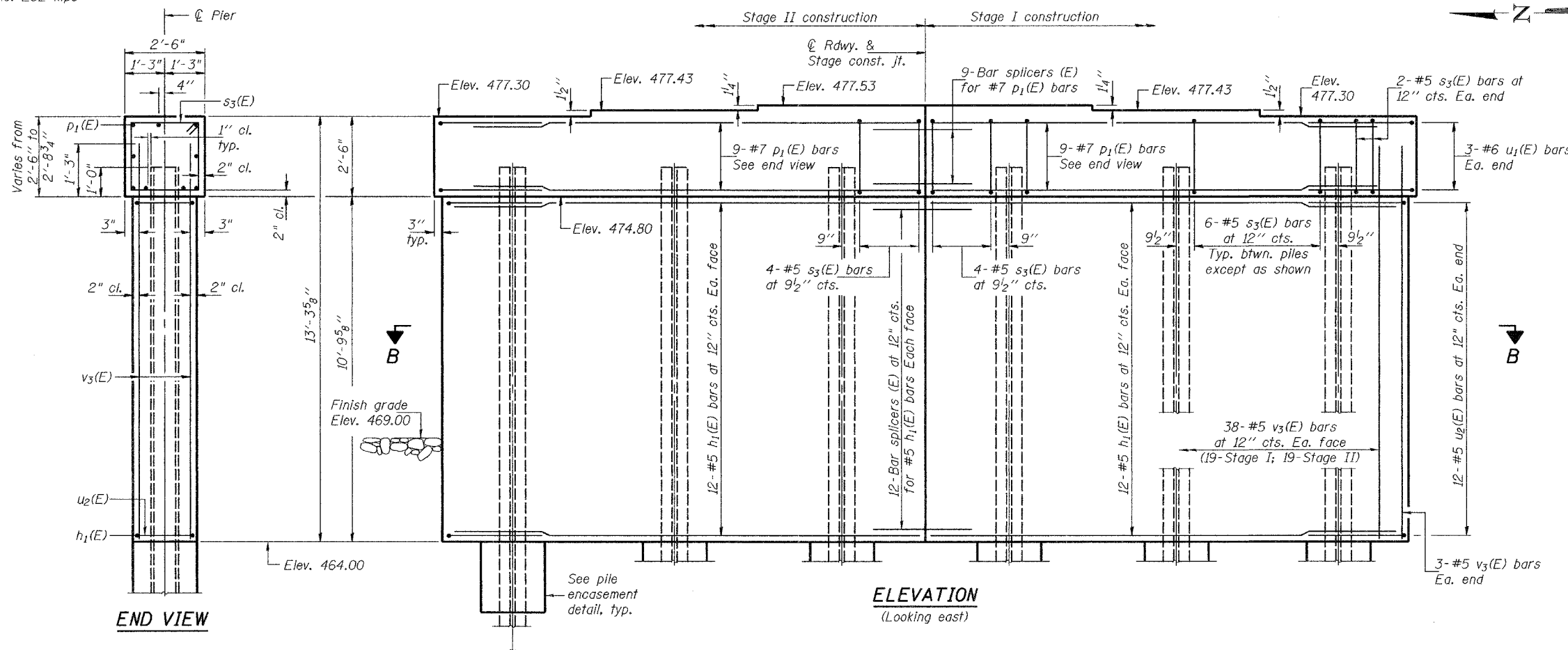
BAR u1(E)



BAR u2(E)



BAR s3(E)

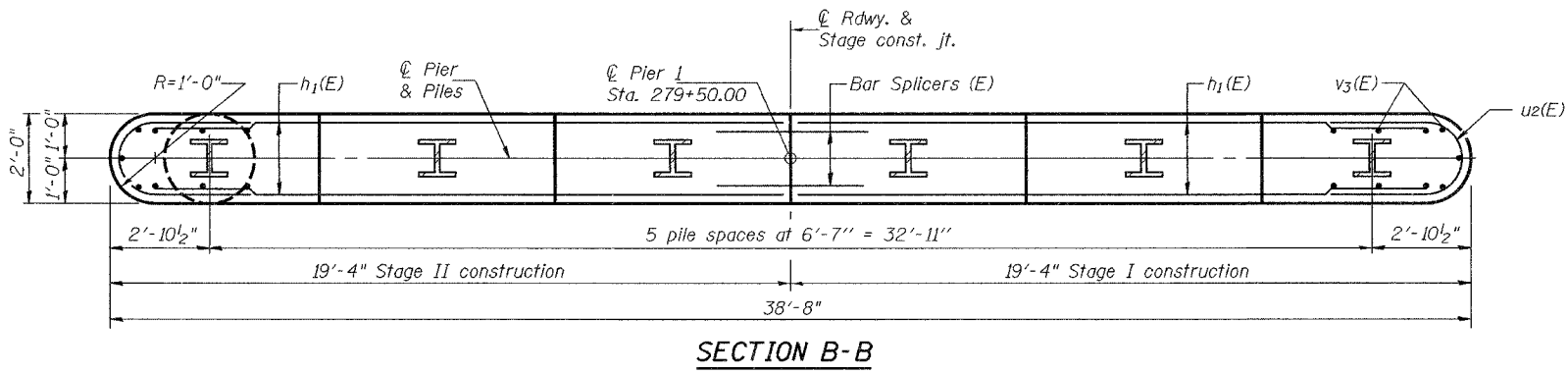


ELEVATION
(Looking east)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	48	#5	18'-2"	—
p1(E)	18	#7	18'-2"	—
s3(E)	36	#5	9'-7"	□
u1(E)	6	#6	8'-7"	U
u2(E)	24	#5	6'-11"	U
v3(E)	82	#5	11'-11"	—
Concrete Structures		Cu. Yd.	40.0	
Reinforcement Bars, Epoxy Coated		Pound	3210	
Structure Excavation		Cu. Yd.	57	
Furnishing Steel Piles HP12x74		Foot	220	
Driving Piles		Foot	220	
Test Pile Steel HP12x74		Each		
Concrete Encasement		Cu. Yd.	2.1	
Anchor Bolts 1"		Each	12	

Notes: Four steps monolithically with cap.
For bar splicer details, see sheet 21 of 25.
For anchor bolt installation details, see sheet 14 of 25.



SECTION B-B

DESIGNED	Curt M. Evoy
CHECKED	Nick R. Barnett
DRAWN	h.t. duong
CHECKED	CME/NRB

Nov. 15, 2006
EXAMINED *Thomas J. Demagala*
PASSED *Ralph E. Anderson*

PIER 1
F.A.P. RTE. 789 - SEC. 54BR-1
MADISON COUNTY
STATION 280+73
STRUCTURE NO. 060-0340

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

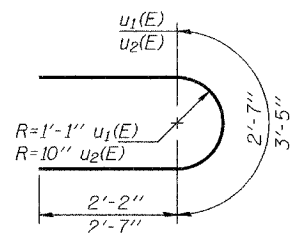
ROUTE NO.	SECTION	COUNTY	DATE	SHEET NO.
FAP 789	54BR-1	MADISON	62	42
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. 18
25 SHEETS

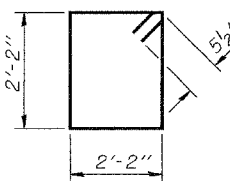
Contract #76864

PILE DATA

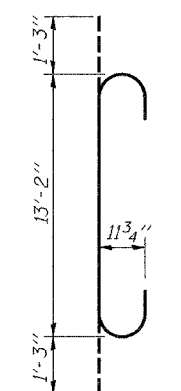
Type: Steel HP10x57
Nominal Required Bearing: 454 kips
Factored Resistance Available: 221 kips
Est. Length: 23 feet
No. Production Piles: 29
No. Test Piles: 1



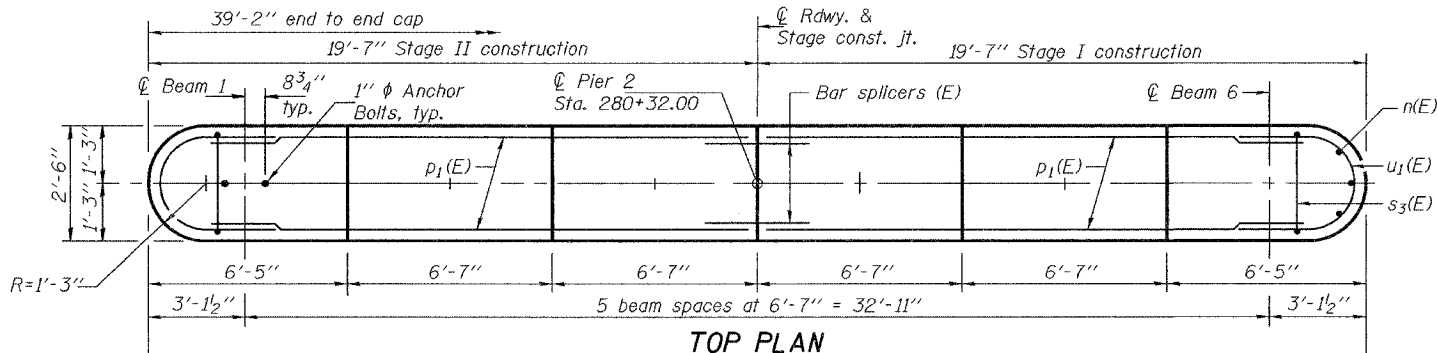
BARS $u_1(E)$ & $u_2(E)$



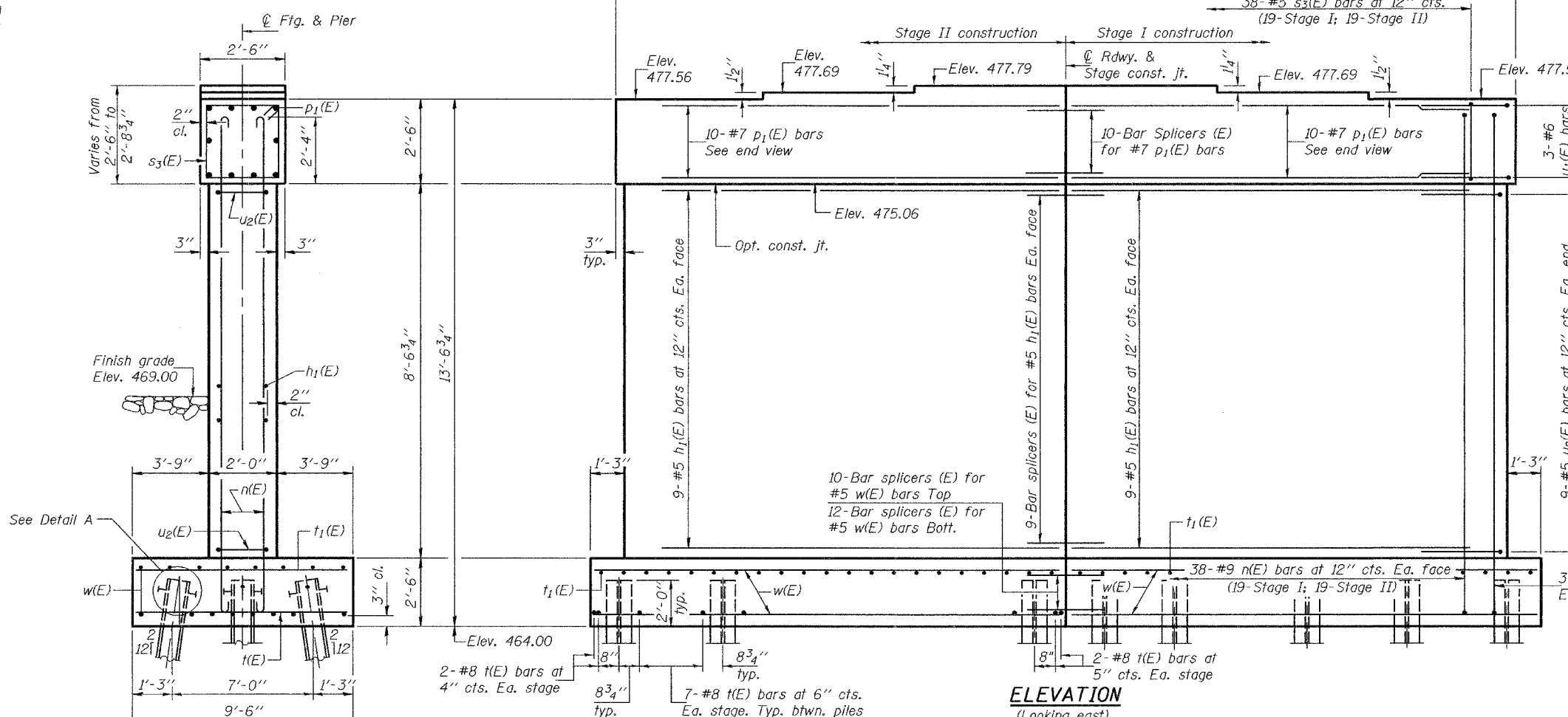
BAR $s_3(E)$



BAR $n(E)$

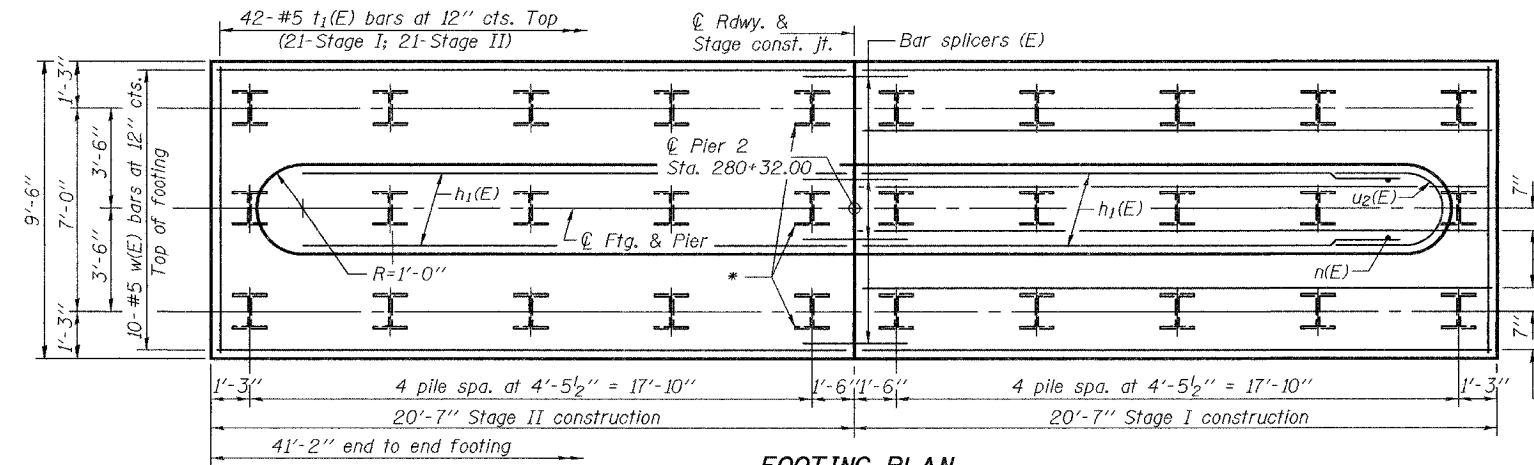


TOP PLAN

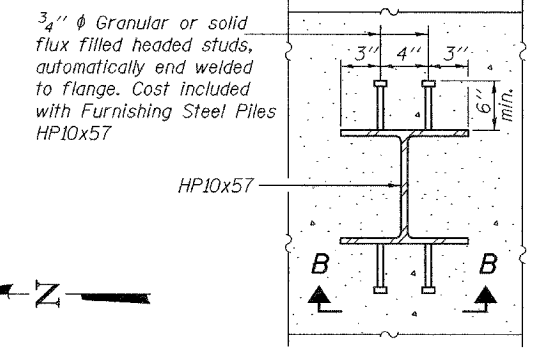


ELEVATION
(Looking east)

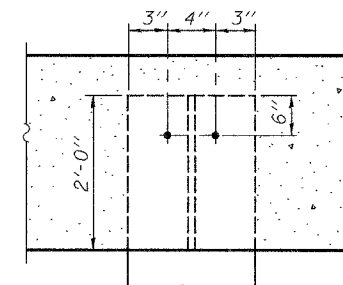
END VIEW



FOOTING PLAN



DETAIL A



VIEW B-B

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h_1(E)$	36	#5	18'-2"	—
$n(E)$	82	#9	15'-8"	U
$p_1(E)$	20	#7	18'-2"	—
$s_3(E)$	38	#5	9'-7"	□
$t_1(E)$	64	#8	9'-2"	—
$t_1(E)$	42	#5	9'-2"	—
$u_1(E)$	6	#6	8'-7"	U
$u_2(E)$	18	#5	6'-11"	U
$w(E)$	44	#5	20'-3"	—
Concrete Structures	Cu. Yd.		69.8	
Reinforcement Bars, Epoxy Coated	Pound		9280	
Structure Excavation	Cu. Yd.		136	
Furnishing Steel Piles HP10x57	Foot		667	
Driving Piles	Foot		667	
Test Pile Steel HP10x57	Each		1	
Anchor Bolts 1"	Each		12	

PIER 2
F.A.P. RTE. 789 - SEC. 54BR-1
MADISON COUNTY
STATION 280+73
STRUCTURE NO. 060-0340

Notes: Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For anchor bolt installation details, see sheet 14 of 25.
For bar splicer details, see sheet 21 of 25.
* Drive these piles during Stage I Construction.

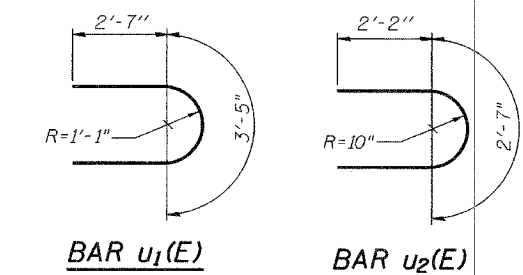
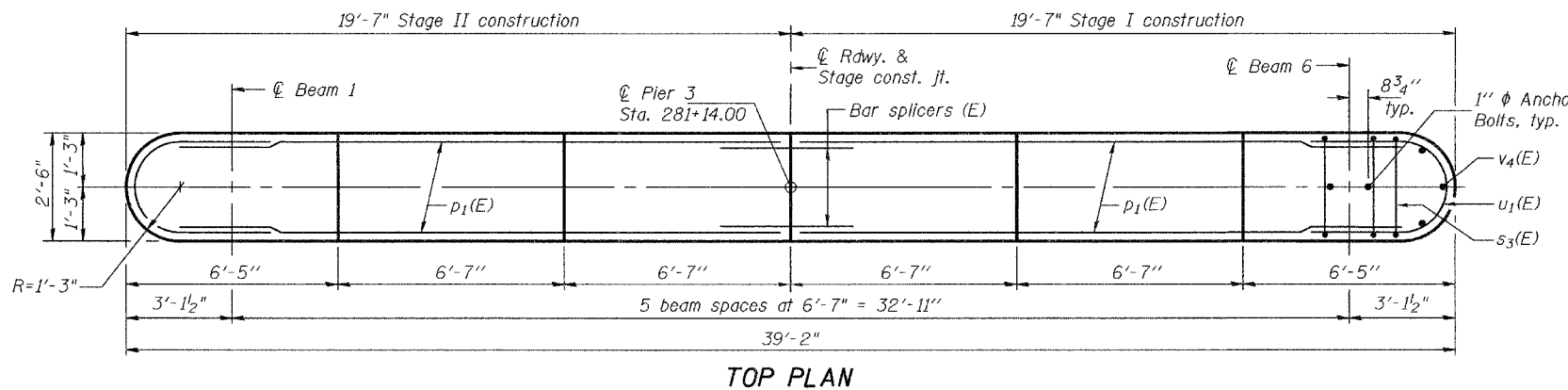
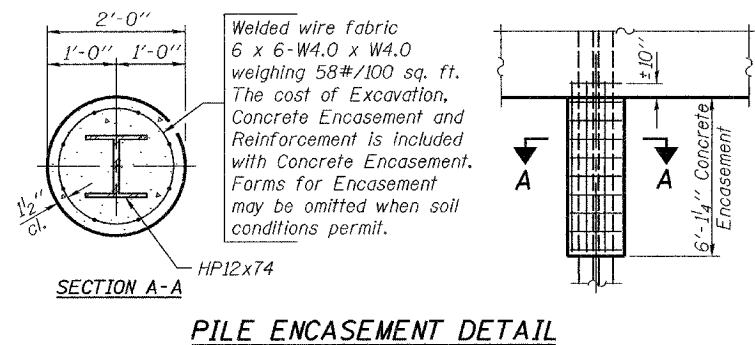
DESIGNED	Curt M. Evoy
CHECKED	Nick R. Barnett
DRAWN	h.t. duong
CHECKED	CME/NRB

Nov. 15, 2006
EXAMINED *Thomas J. Damagala*
ENGINEER OF BRIDGE DESIGN
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	LENG	SHEET	SHEET NO. 19 25 SHEETS
FAP 789	54BR-1	MADISON	62	43	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

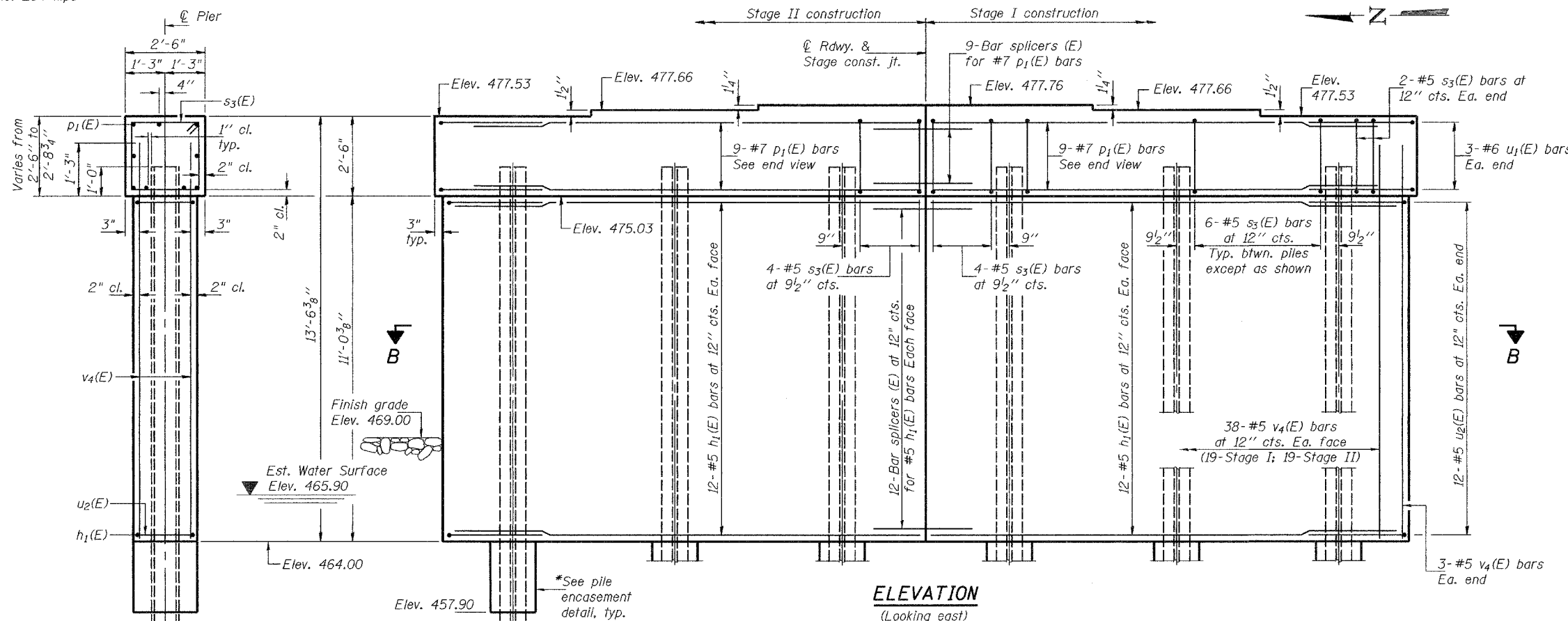
Contract #76864



Notes: Pour steps monolithically with cap.
For bar splicer details, see sheet 21 of 25.
For anchor bolt installation details, see sheet 14 of 25.

PILE DATA

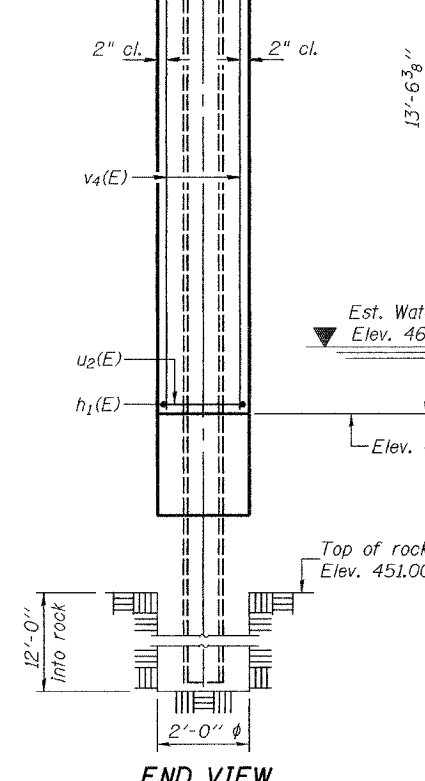
Type: Steel HP12x74
Nominal Required Bearing: 589 kips
Factored Resistance Available: 294 kips
Est. Length: 37 feet
No. Production Piles: 6
No. Test Piles: 0



BILL OF MATERIAL

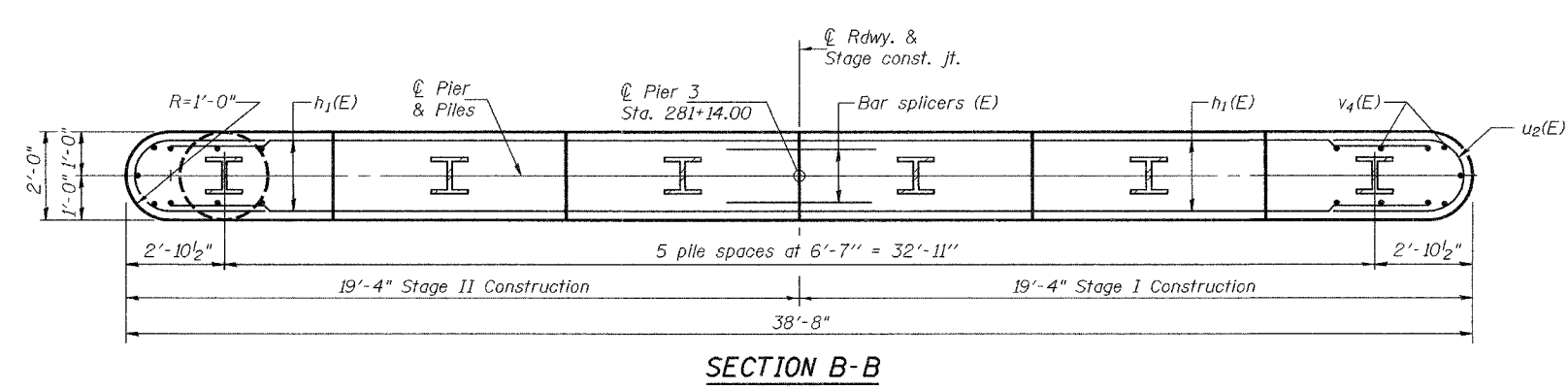
Bar	No.	Size	Length	Shape
h1(E)	48	#5	18'-2"	—
p1(E)	18	#7	18'-2"	—
s3(E)	36	#5	9'-7"	□
u1(E)	6	#6	8'-7"	—
u2(E)	24	#5	6'-11"	—
v4(E)	82	#5	12'-2"	—
Concrete Structures		Cu. Yd.	40.6	
Reinforcement Bars, Epoxy Coated		Pound	3230	
Structure Excavation		Cu. Yd.	57	
Furnishing Steel Piles HP12x74		Foot	222	
Underwater Structure Excavation Protection Location 1		Each	1	
Concrete Encasement		Cu. Yd.	4.3	
Settling Piles in Rock		Each	6	
Anchor Bolts 1"		Each	12	

BAR s3(E)



DESIGNED	Curt M. Evoy
CHECKED	Nick R. Barnett
DRAWN	h.t. duong
CHECKED	CME/NRB

Nov. 15, 2006
EXAMINED *Thomas J. Damagala*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES



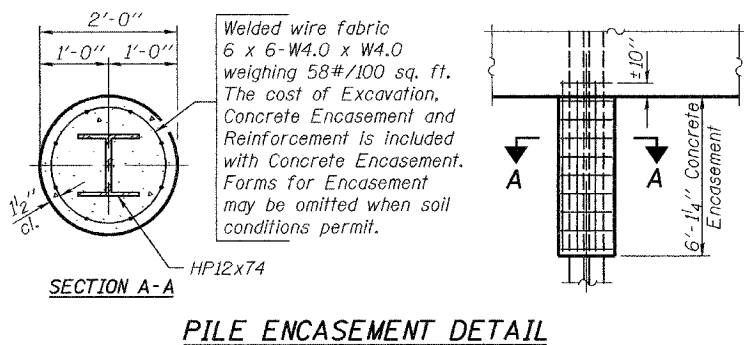
*Forms shall be placed below Elevation 464.00 after excavation for pier walls. Reinforcement and Concrete Encasement may be placed underwater into forms. The cost of Concrete Encasement, Reinforcement, form excavation and furnishing and placing forms is included with Concrete Encasement. If a portion of the pier wall is under water, concrete shall be trimmed under water into forms according to Article 503.08 of the Standard Specifications. Concrete shall be trimmed to an Elevation 1'-0" above water level at the time of construction.

PIER 3
F.A.P. RTE. 789 - SEC. 54BR-1
MADISON COUNTY
STATION 280+73
STRUCTURE NO. 060-0340

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DATE	SHEET NO. 20
FAP 789	54BR-1	MADISON	02 44	25 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

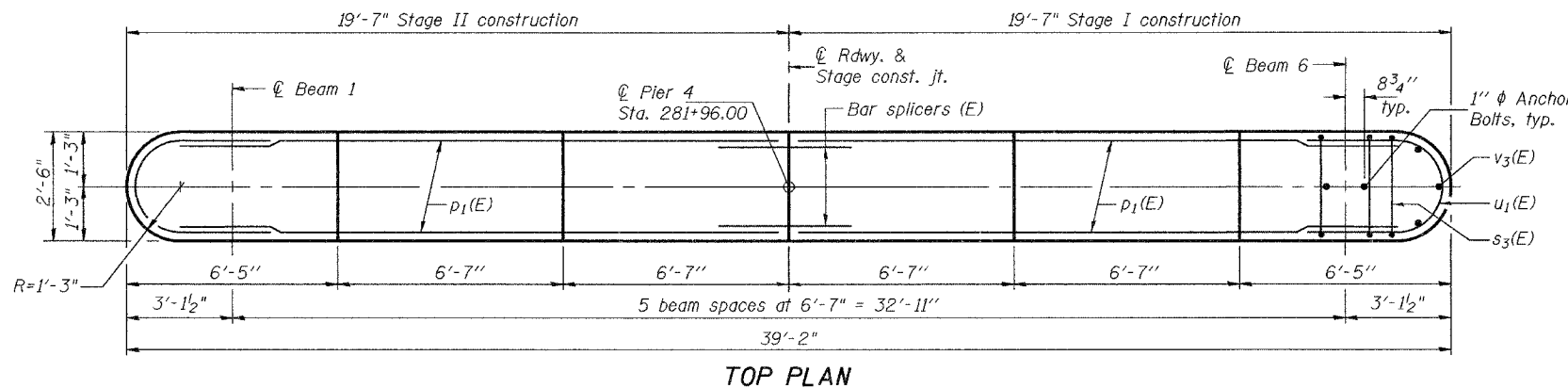
Contract #76864



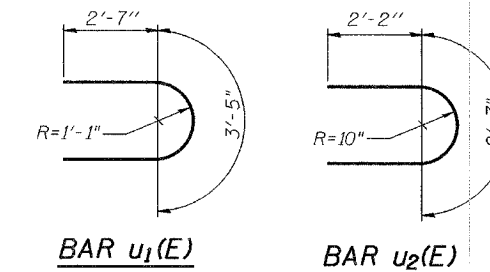
PILE ENCASEMENT DETAIL

PILE DATA

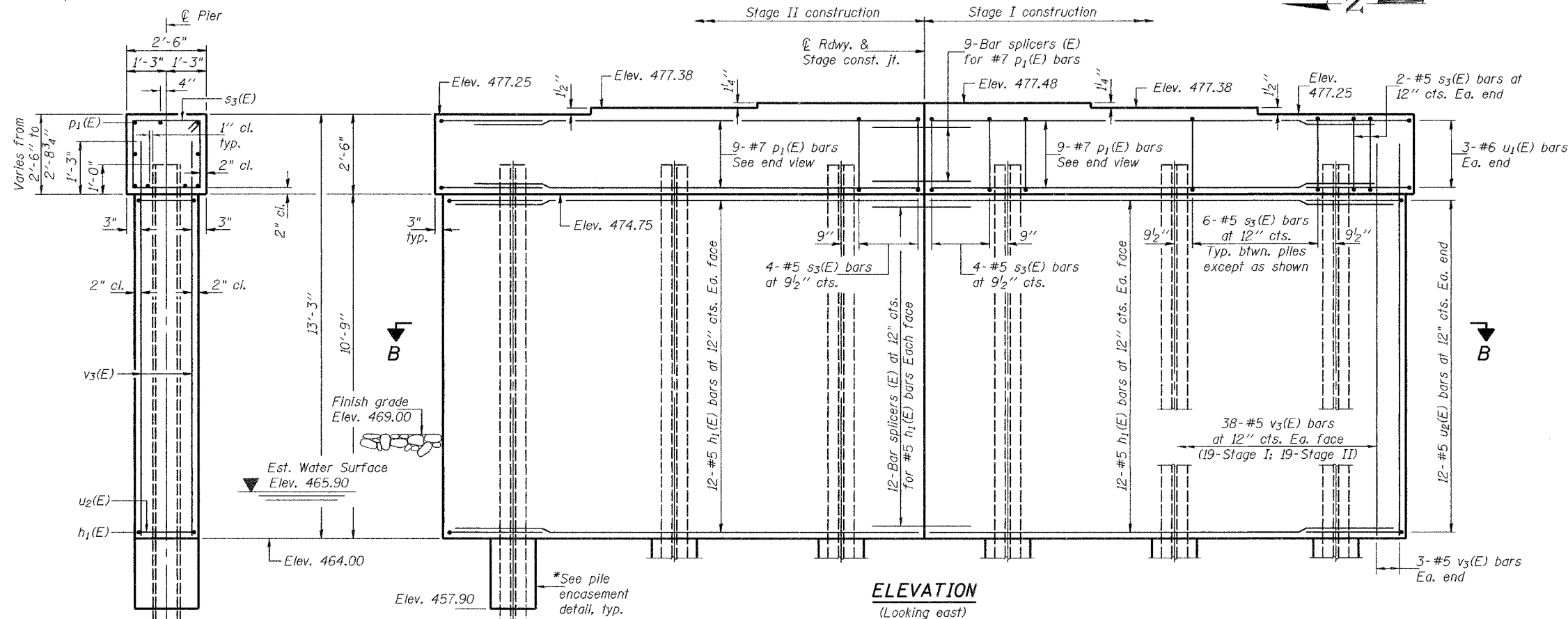
Type: Steel HP12x74
Nominal Required Bearing: 589 kips
Factored Resistance Available: 294 kips
Est. Length: 32 feet
No. Production Piles: 6
No. Test Piles: 0



TOP PLAN



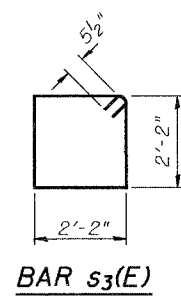
Notes: Pour steps monolithically with cap.
For bar splicer details, see sheet 21 of 25.
For anchor bolt installation details, see sheet 14 of 25.



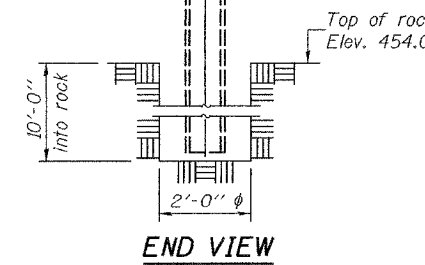
ELEVATION
(Looking east)

BILL OF MATERIAL

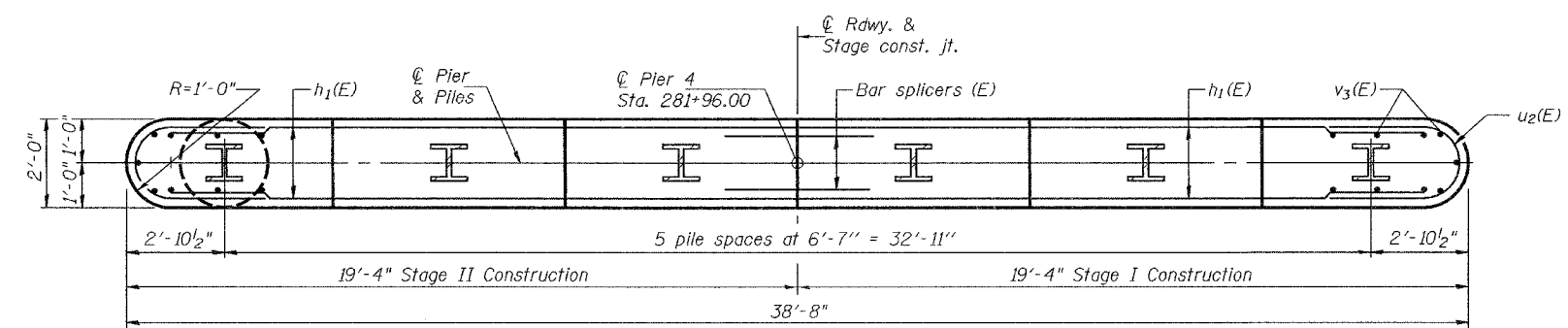
Bar	No.	Size	Length	Shape
h1(E)	48	#5	18'-2"	—
p1(E)	18	#7	18'-2"	—
s3(E)	36	#5	9'-7"	□
u1(E)	6	#6	8'-7"	—
u2(E)	24	#5	6'-11"	—
v3(E)	82	#5	11'-11"	—
Concrete Structures		Cu. Yd.	39.8	
Reinforcement Bars, Epoxy Coated		Pound	32,10	
Structure Excavation		Cu. Yd.	57	
Furnishing Steel Piles HP12x74		Foot	192	
Underwater Structure Excavation Protection Location 2		Each	1	
Concrete Encasement		Cu. Yd.	4.3	
Setting Piles in Rock		Each	6	
Anchor Bolts 1"		Each	12	



BAR s3(E)



END VIEW



SECTION B-B

*Forms shall be placed below Elevation 464.00 after excavation for pier walls. Reinforcement and Concrete Encasement may be placed underwater into forms. The cost of Concrete Encasement, Reinforcement, form excavation and furnishing and placing forms is included with Concrete Encasement. If a portion of the pier wall is under water, concrete shall be trimmed under water into forms according to Article 503.08 of the Standard Specifications. Concrete shall be trimmed to an Elevation 1'-0" above water level at the time of construction.

PIER 4
F.A.P. RTE. 789 - SEC. 54BR-1
MADISON COUNTY
STATION 280+73
STRUCTURE NO. 060-0340

DESIGNED	Curt M. Evoy	Nov. 15, 2006
CHECKED	Nick R. Barnett	
DRAWN	h.t. duong	
CHECKED	CME/NRB	
EXAMINED	Thomas J. Demagala	ENGINEER OF BRIDGE DESIGN
PASSED	Ralph E. Anderson	ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 789	54BR-1	MADISON	62	45
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 21
25 SHEETS

Contract #76864

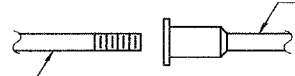
NOTES

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

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



ROLLED THREAD DOWEL BAR



** ONE PIECE

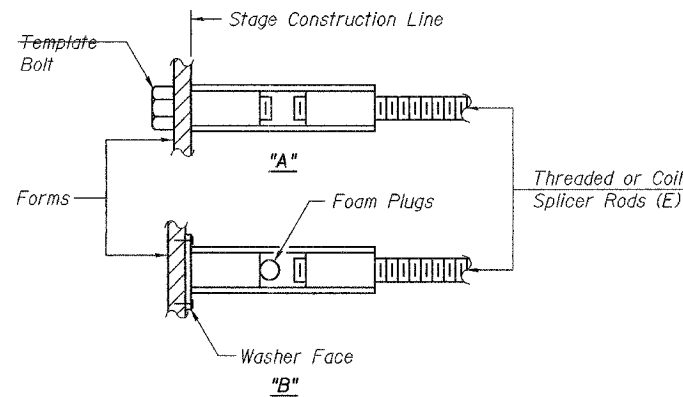
Wire Connector



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

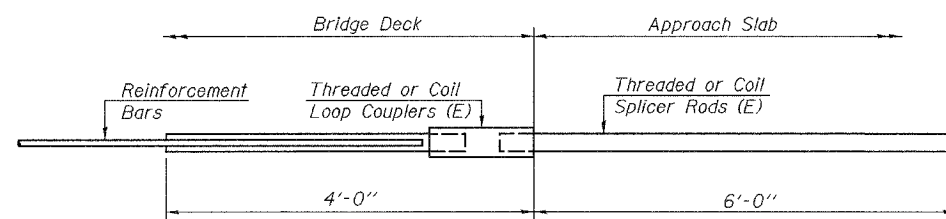
** Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

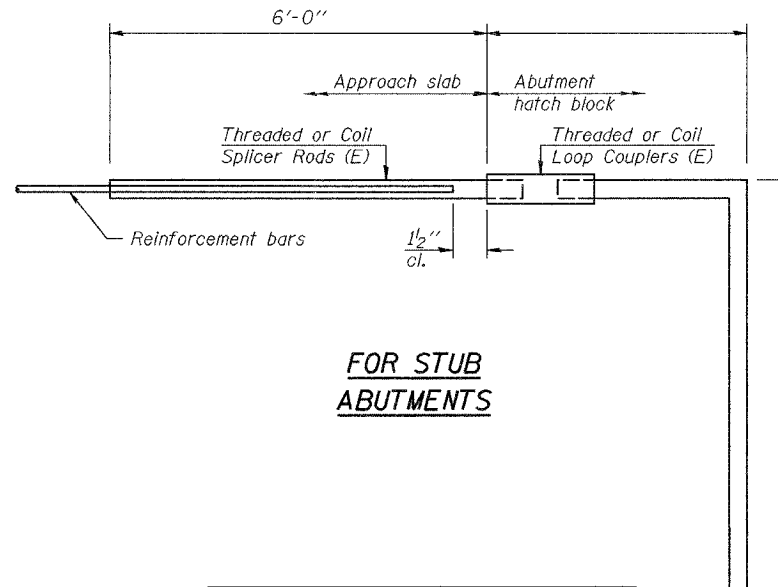
"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.

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



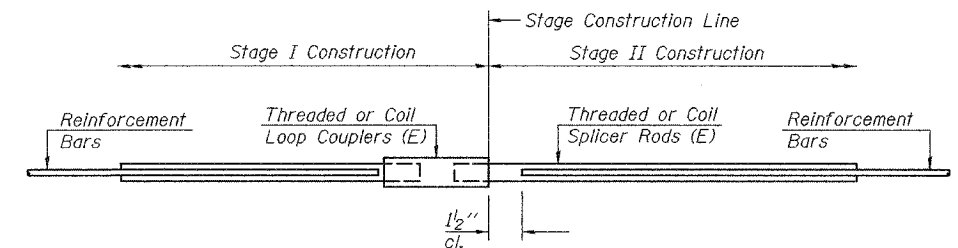
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

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



FOR STUB ABUTMENTS

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



STANDARD

Bar Size	No. Assemblies Required	Location
#5	1087	Slab
#5	24	Pier 1
#5	40	Pier 2
#5	24	Pier 3
#5	24	Pier 4
#6	16	Diaphragm
#7	9	W. Abut.
#7	9	E. Abut.
#7	9	Pier 1
#7	10	Pier 2
#7	9	Pier 3
#7	9	Pier 4

BAR SPLICER ASSEMBLY DETAILS
F.A.P. RTE. 789 - SEC. 54BR-1
MADISON COUNTY
STATION 280+73
STRUCTURE NO. 060-0340

DESIGNED	Curt M. Evoy
CHECKED	Nick R. Barnett
DRAWN	h.t. duong
CHECKED	CME/NRB

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

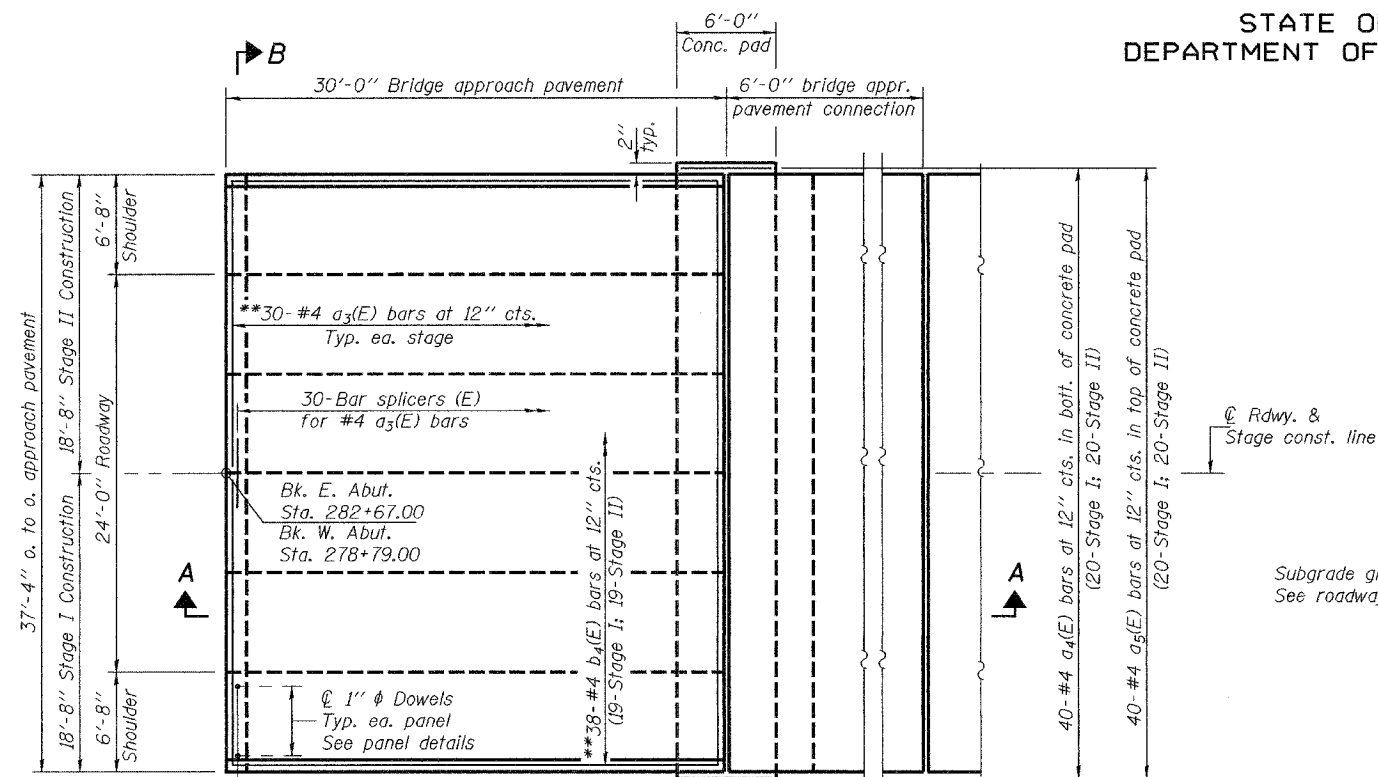
Nov. 15, 2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DATE	SHEET NO.
FAP 789	54BR-1	MADISON	02	40
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT-

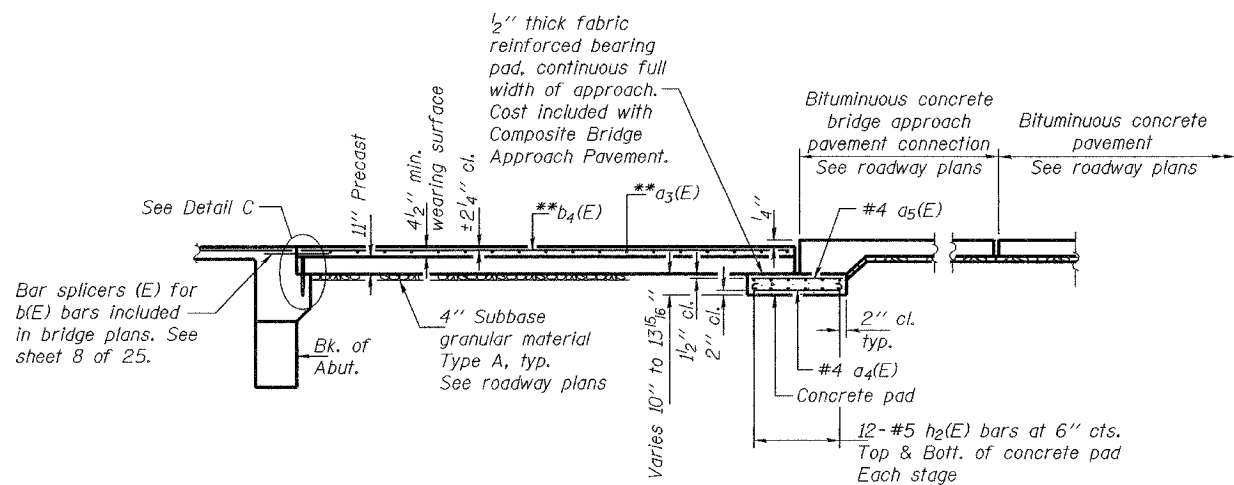
SHEET NO. 22
25 SHEETS

Contract #76864

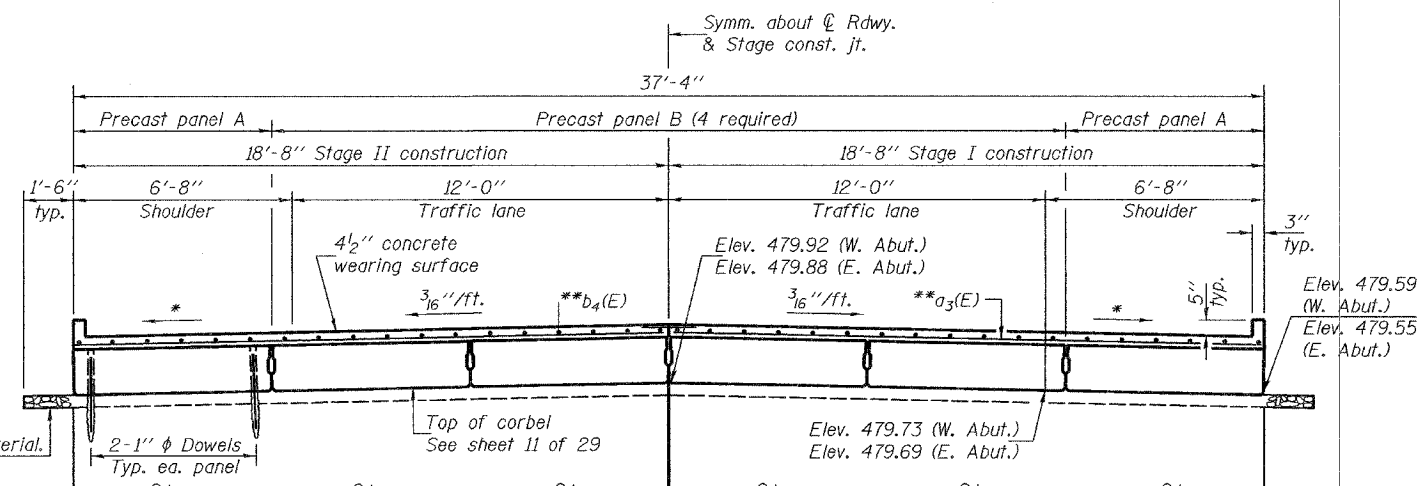


PLAN

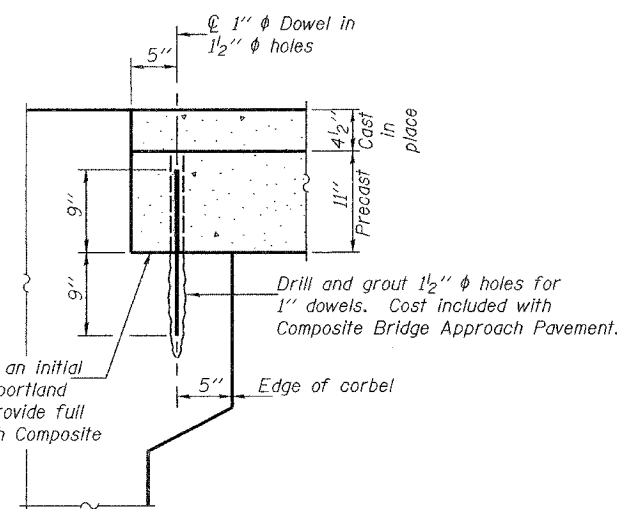
Showing reinforcement in overlay
E. Abut. shown; W. Abut. 180° rotation



SECTION A-A



SECTION B-B



DETAIL C

*****BAR LIST**

Bar	No.	Size	Length	Shape
a ₃ (E)	60	#4	18'-4"	—
a ₄ (E)	40	#4	6'-8"	C
a ₅ (E)	40	#4	5'-8"	—
b ₄ (E)	38	#4	29'-8"	—
h ₂ (E)	48	#5	18'-6"	—
Concrete Wearing Surface 4 1/2"			Sq. Yd.	124.4
Bar Splicers			Each	30

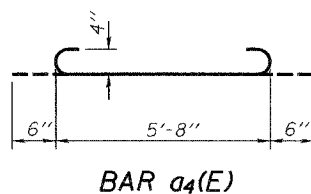
* Slope same as adjacent shoulder slope.
** Equivalent welded wire fabric may be used in lieu of #4 bars in overlay.
*** For information only, one approach

**TWO APPROACHES
BILL OF MATERIAL**

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

Notes: After precast approach pavement panels have been erected, holes shall be drilled into corbel and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure fully prior to grouting the longitudinal shear keys.
Cast-in-place substitution for panels is not allowed.
Reinforcement bars designated (E) shall be epoxy coated.
For precast approach pavement panel details, see sheet 23 of 25.

Slope top of concrete pad to match slope of top of corbel. The top surface of the precast approach pavement panels shall be finished initially with a hand float. Further finishing shall be delayed until the water sheen appears, but not to the point of rendering further manipulation ineffective. The top surface shall then be intentionally roughened in the transverse direction to an amplitude of approximately 1/4".



BAR a₄(E)

DESIGNED	Curt M. Evoy
CHECKED	Nick R. Barnett
DRAWN	h.t. duong
CHECKED	CME/NRB

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

Nov. 15, 2006

APPROACH PAVEMENT DETAILS
F.A.P. RTE. 789 - SEC. 54BR-1
MADISON COUNTY
STATION 280+73
STRUCTURE NO. 060-0340

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 789	54BR-1	MADISON	62	40
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 24
25 SHEETS

Contract #76864

Illinois Department of Transportation
Division of Highways
District 6 Materials

SOIL BORING LOG Page 1 of 1
Date 12/21/70

ROUTE FAP 789 DESCRIPTION IL 143 over Silver Creek LOGGED BY C. Hoffman

SECTION 54BR-1 LOCATION SE 14, SEC. 15, TWP. 4N, RNG. 7W, 3 PM

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

STRUCT. NO. 060-0149
Station 281+40

BORING NO. 1 W Abut
Station 279+54.9
Offset 11.90ft Left
Ground Surface Elev. 479.1 ft

DEPTH (ft)	SOIL DESCRIPTION	U (blows)	M (%)	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter (ft)	Upon Completion (ft)	After (ft)	Hrs.	D (ft)	B (blows)	U (blows)	M (%)
0	Brown CLAY													
11	Brown and Gray Silty Sandy CLAY	1.20	25											
3	Brown and Gray CLAY	0.91	25											
28	Gray Silty CLAY	2.20	20											
8	Gray Clay TILL	0.33	29											
10	Gray CLAY	0.91	26											
8	Gray CLAY	0.72	26											
6	Gray CLAY	0.59	28											
6	Gray Slightly Sandy CLAY													

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T208)

Illinois Department of Transportation
Division of Highways
District 6 Materials

SOIL BORING LOG Page 1 of 1
Date 12/22/70

ROUTE FAP 789 DESCRIPTION IL 143 over Silver Creek LOGGED BY C. Hoffman

SECTION 54BR-1 LOCATION SE 14, SEC. 15, TWP. 4N, RNG. 7W, 3 PM

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

STRUCT. NO. 060-0149
Station 281+40

BORING NO. 2 E Abut
Station 282+39.5
Offset 11.00ft Left
Ground Surface Elev. 479.16 ft

DEPTH (ft)	SOIL DESCRIPTION	U (blows)	M (%)	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter (ft)	Upon Completion (ft)	After (ft)	Hrs.	D (ft)	B (blows)	U (blows)	M (%)
10	Gray and Brown TILL (continued)	0.38	25											
14	Brown and Gray CLAY	1.56	25											
11	Gray Silty CLAY	1.20	27											
6	Gray Silty CLAY	0.36	32											
5	Brown and Gray CLAY	0.62	29											
7	Brown and Gray CLAY	0.91	26											
5	Gray and Brown TILL	0.55	24											

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T208)

Illinois Department of Transportation
Division of Highways
District 6 Materials

SOIL BORING LOG Page 1 of 1
Date 12/21/70

ROUTE FAP 789 DESCRIPTION IL 143 over Silver Creek LOGGED BY J. King

SECTION 54BR-1 LOCATION SE 14, SEC. 15, TWP. 4N, RNG. 7W, 3 PM

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

STRUCT. NO. 060-0149
Station 281+40

BORING NO. 3 Pier 7
Station 281+34
Offset 21.00ft Right
Ground Surface Elev. 473.5 ft

DEPTH (ft)	SOIL DESCRIPTION	U (blows)	M (%)	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter (ft)	Upon Completion (ft)	After (ft)	Hrs.	D (ft)	B (blows)	U (blows)	M (%)
10	Brown Silty CLAY	0.65	24											
4	Brown and Gray Silty CLAY	0.58	29											
3	Gray Silty CLAY	0.49	26											
3	Brown and Gray Silty CLAY	0.59	28											
3	Gray Green and Brown SHALE	0.26	30											
5	Brown and Gray Silty CLAY	0.65	21											
6	Gray Green and Brown SHALE		15											

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T208)

Illinois Department of Transportation
Division of Highways
District 6 Materials

SOIL BORING LOG Page 1 of 1
Date 12/21/70

ROUTE FAP 789 DESCRIPTION IL 143 over Silver Creek LOGGED BY J. King

SECTION 54BR-1 LOCATION SE 14, SEC. 15, TWP. 4N, RNG. 7W, 3 PM

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

STRUCT. NO. 060-0149
Station 281+40

BORING NO. 4 Pier 5
Station 280+59.5
Offset 20.00ft Right
Ground Surface Elev. 473.6 ft

DEPTH (ft)	SOIL DESCRIPTION	U (blows)	M (%)	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter (ft)	Upon Completion (ft)	After (ft)	Hrs.	D (ft)	B (blows)	U (blows)	M (%)
5	Brown Silty CLAY	0.49	26											
5	Gray Silty CLAY	0.49	30											
2	Gray Silty CLAY	0.45	36											
2	Gray Silty CLAY	0.52	32											
2	Gray Silty CLAY	0.39	40											
3	Gray Silty CLAY	0.46	30											
1	Gray Silty CLAY	0.52	27											

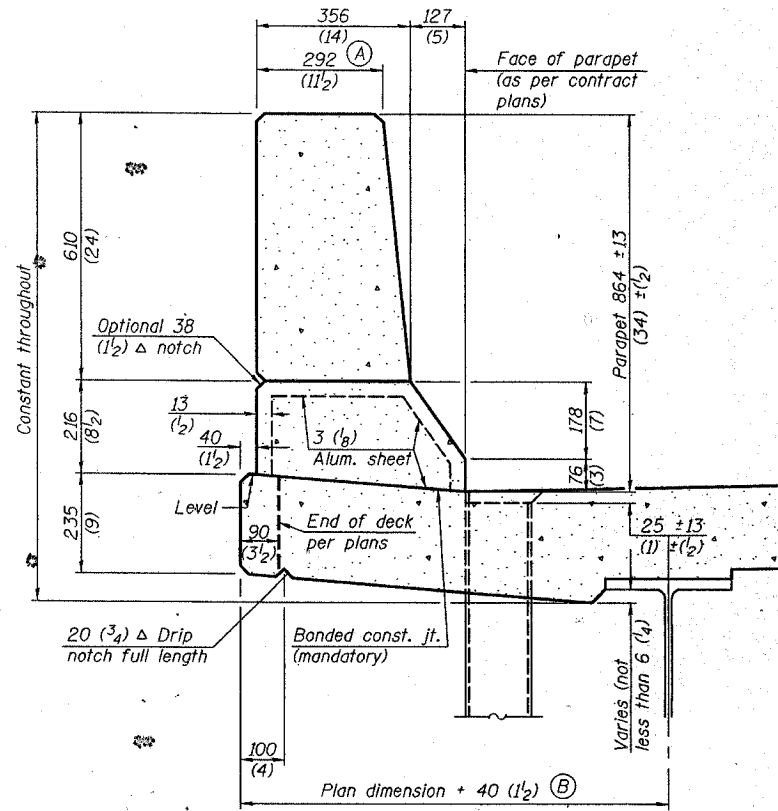
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T208)

BORING LOGS
F.A.P. RTE. 789 - SEC. 54BR-1
MADISON COUNTY
STATION 280+73
STRUCTURE NO. 060-0340

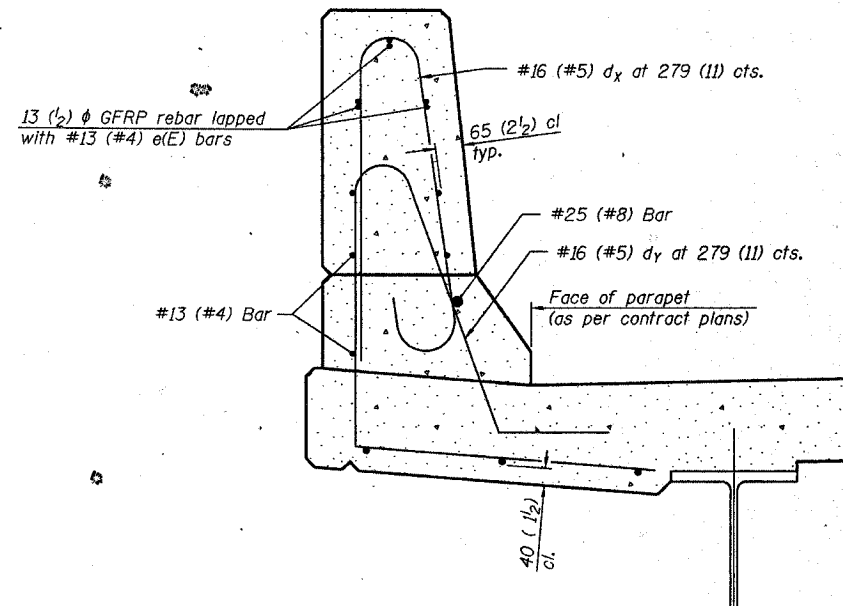
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
FAP 709	548R-1	MADISON	62	49A	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

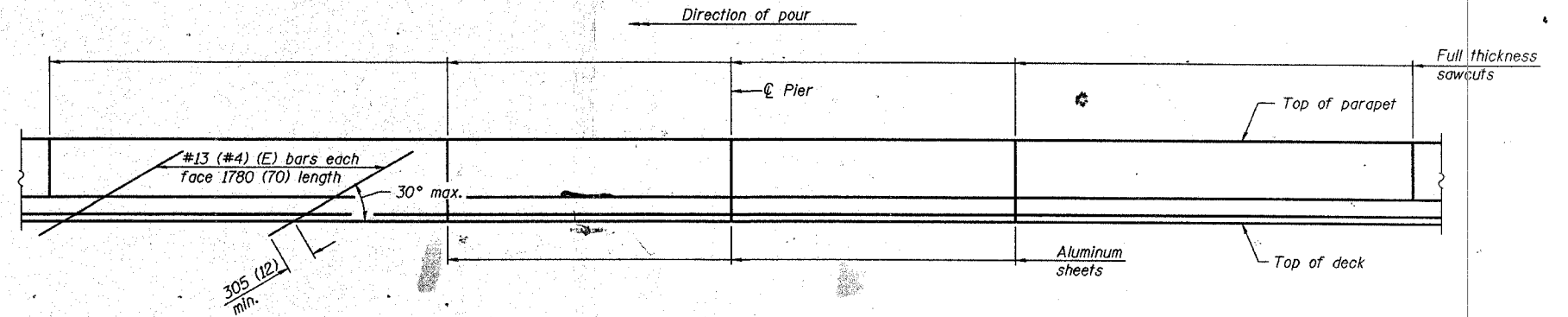
Contract # 76064



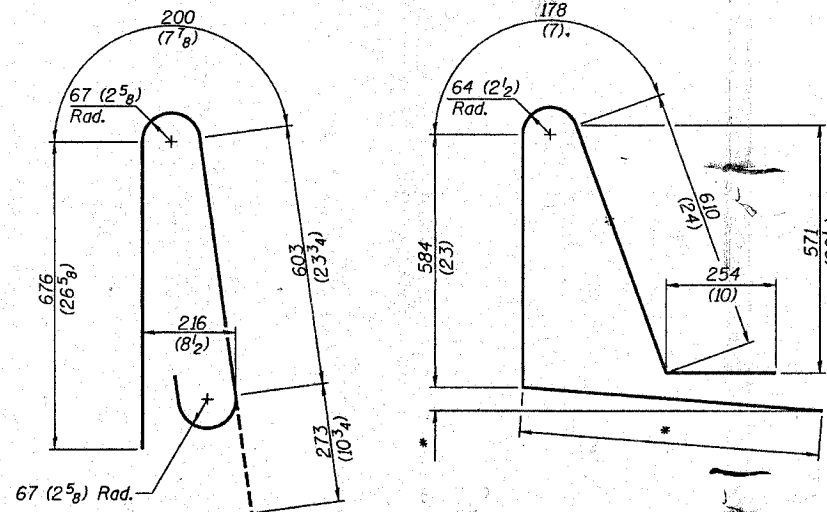
SECTION
(Showing dimensions)



SECTION
(Showing required reinforcement)

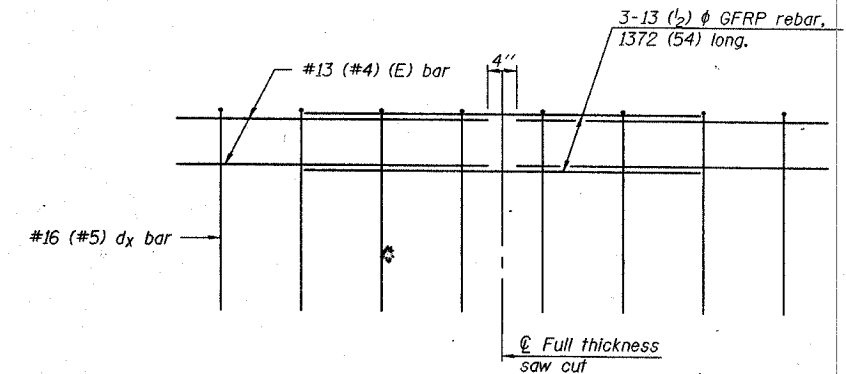


ELEVATION
(Showing parapet joints and typical stiffening reinforcement between joints)



BAR dx(e)

BAR dy(e)
* Per contract plans



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

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

**CONCRETE PARAPET
SLIPFORMING OPTION**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	50
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		

STATE OF ILLINOIS

GENERAL NOTES

It shall be the responsibility of the Contractor to verify all dimensions and conditions existing in the field prior to construction and ordering of materials. All reinforcement bars shall be dipped 24 diameters unless otherwise shown.

An alternate strand pattern using Extra High Strength Restressing strand (270 K-31), is permitted. Expansion bolts shall consist of self-drilling expansion anchors and 3/4" hooked bolts. Hooked bolts shall extend a minimum of 10" into new concrete unless otherwise shown.

The basic lead silico chromate paint system shall be used for shop and field painting of Structural Steel. The Contractor installing steel piles in a permanent location, 18" in diam, 14' pier & 1' 10" pier & as directed by the Engineer before ordering the remainder of piles.

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Precast Prest. Conc. Slabs (17')	Sq. Ft.	11,133		11,133
Class I Concrete	Cu Yds	120		120
Reinforcement Bars	Lbs.	30,000		30,000
Steel Piling Type N	Lf. Ft.	285		285
Bit Conc Surf. Course Class 1	Tons	143		143
Coal Tar Intersurface Treatment	Sq. Yds	1,250		1,250
Steel Piles (18" x 36')	Lf. Ft.	424		424
Expansion Bolts 3/4"	Each	328		328
Concrete Removal	Cu Yds	8		8
Part. Em. Spec. Coat Type I 10'	Sq. Yds	1		1
Removal of Exst. Superst.	Each	1		1
Channel Excavation	Cu Yds	5,200		5,200
Name Plates	Each	1		1
Structure Excavation	Cu Yds	165		165
Test Piles Steel (18" x 36')	Each	3		3
Structural Steel	Lbs.	2,740		2,740
Reformed Joint Sealant	Lf. Ft.			132

DESIGN STRESSES

FIELD UNITS

Re: 1400 psi Sub
Re: 3000 psi. Plain Structural
v. 75 psi. Forming
P-10
PRECAST REINFORCED UNITS
Re: 3000 psi
Re: 4000 psi
Re: 200,000 psi Strands
Re: 17,000 psi Strands

LOADING H-20-44

WATERWAY INFORMATION
Drainage Area: 470 acres
Character: wooded & cultivated
Present Opening: 3000 Sq. Ft.
Road Opening: 2720 Sq. Ft.
Proposed Opening: 2720 Sq. Ft.
Q100: 11,000 cfs.

GENERAL PLAN AND ELEVATION
FAS. RTE. 789 OVER SILVER CREEK
FAS. RTE. 173 SEC. 54 BR.
MADISON COUNTY
STA. 281+40

LOCATION SKETCH

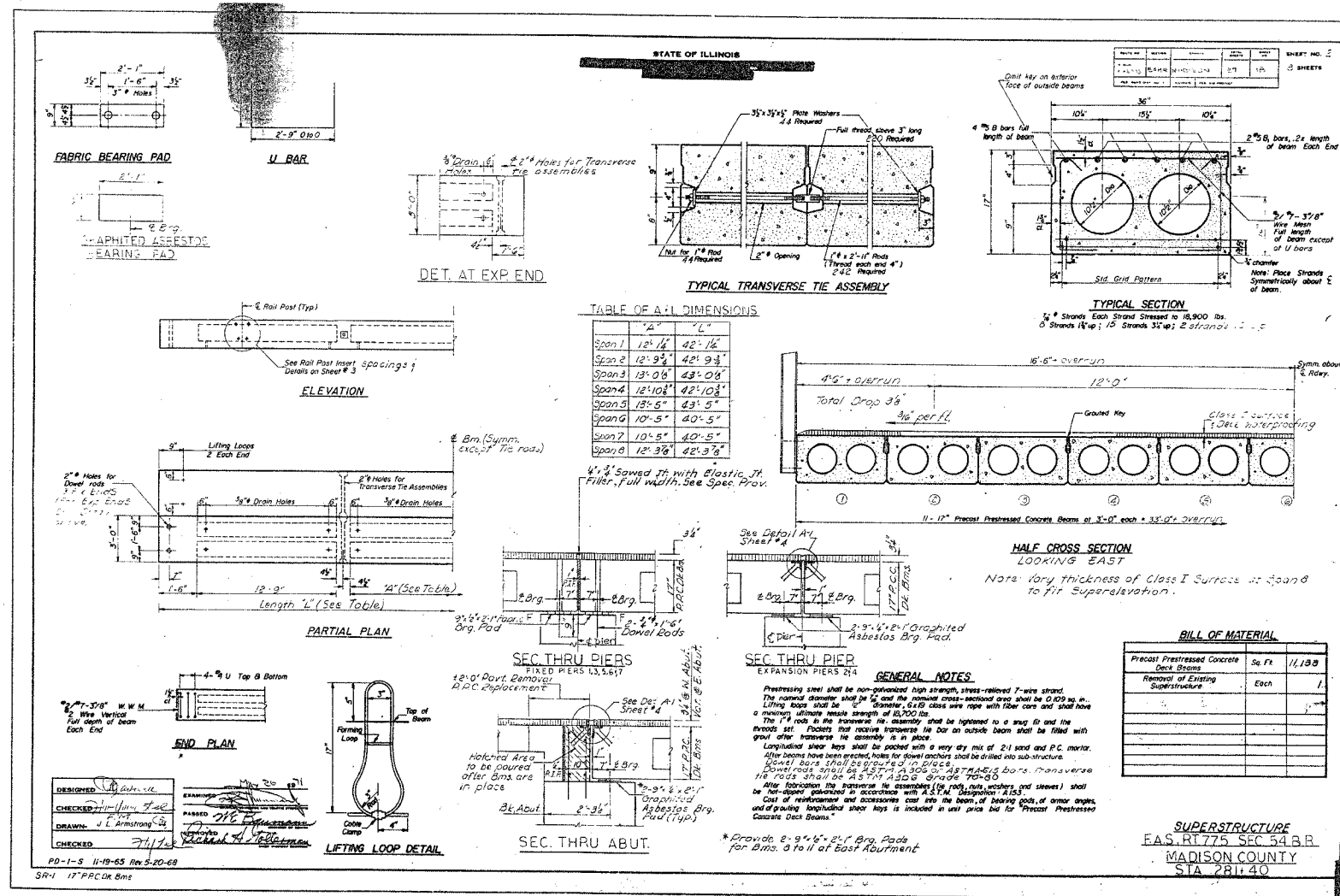
FOR INFORMATION ONLY

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION EXISTING STRUCTURE PLANS
NAME	DATE	
		FAP ROUTE 789 SECTION 54BR-1 MADISON COUNTY

SCALE: VERT. _____
HORIZ. _____
DATE _____ DRAWN BY _____
CHECKED BY _____

PLOT DATE = 10/18/2006
FILE NAME = c:\projects\485\plan\485\plan\485.dgn
PLOT SCALE = 50.000000 / 1 IN.
REFERENCE = #REF#

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	51
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		



FOR INFORMATION ONLY

REVISIONS		DATE
NAME		

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING STRUCTURE PLANS

FAP ROUTE 789
SECTION 54BR-1
MADISON COUNTY

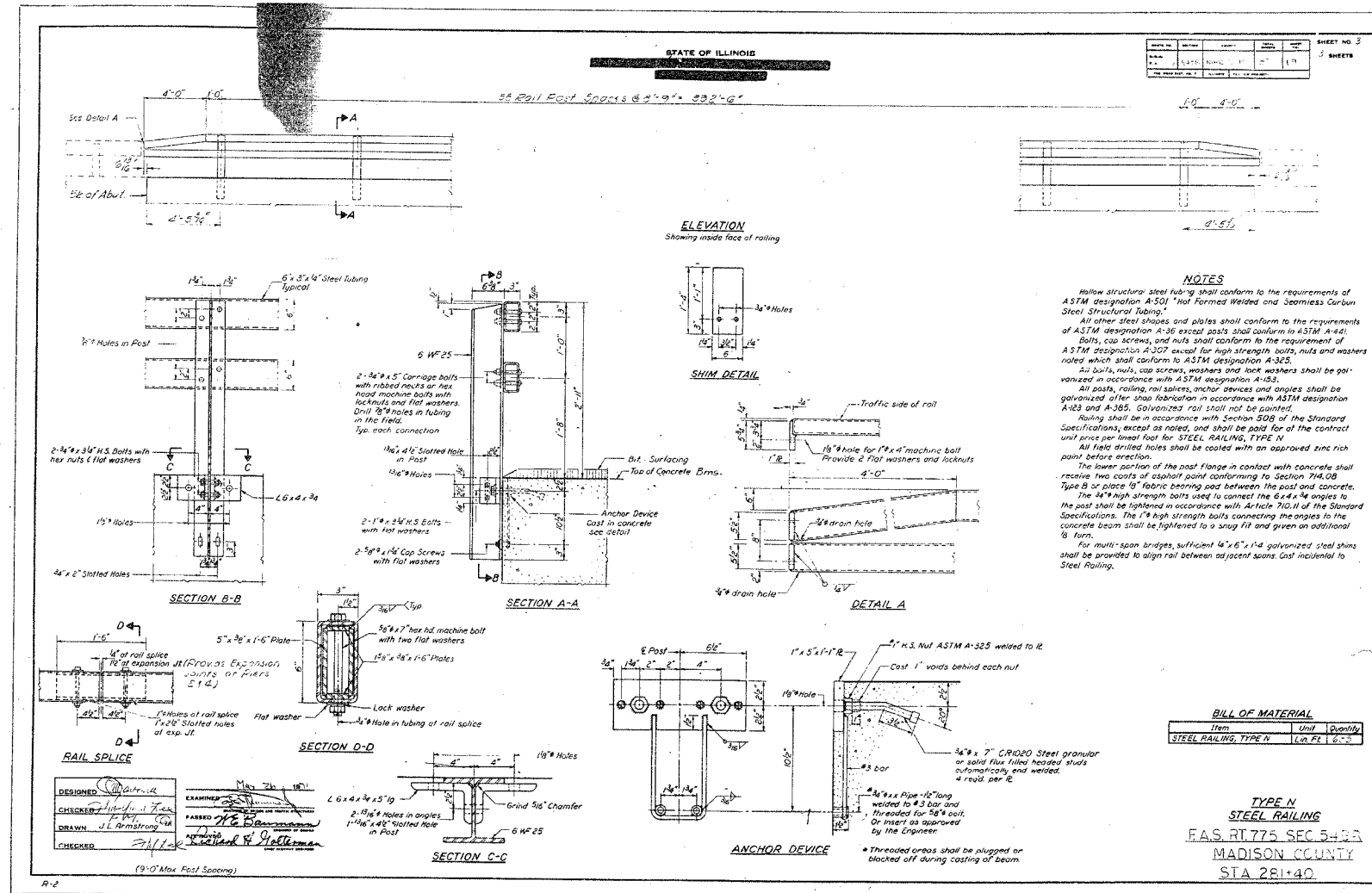
SCALE: VERT. _____
HORIZ. _____

DATE _____

DRAWN BY _____
CHECKED BY _____

PLOT DATE = 10/18/2006
PLOT SCALE = 3/8" = 1'-0"
REFERENCE = #REF#

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	52
STA. TO STA.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



FOR INFORMATION ONLY

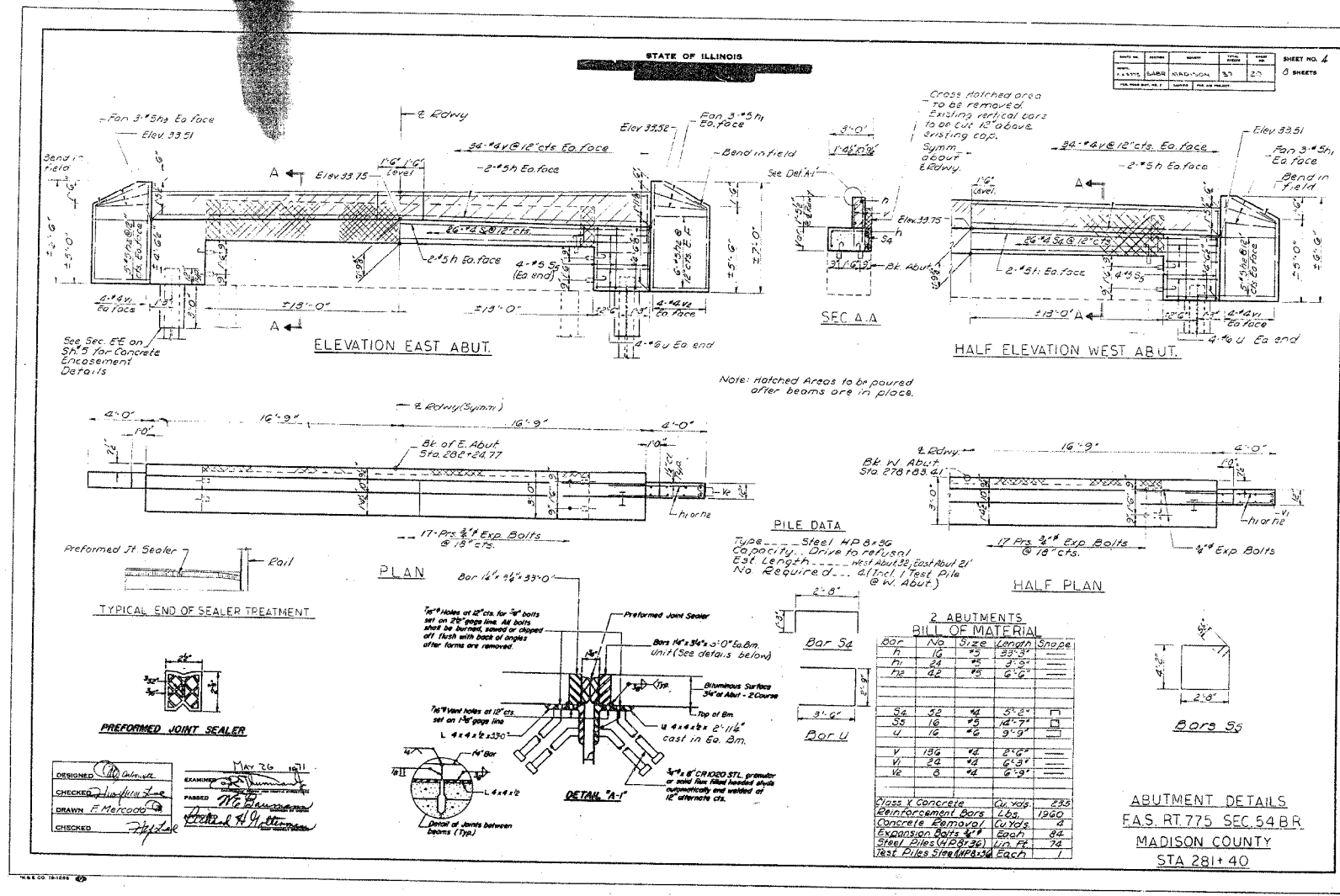
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		EXISTING STRUCTURE PLANS

FAP ROUTE 739
SECTION 54BR-1
MADISON COUNTY

SCALE: VERT. / HORIZ.
DATE: DRAWN BY: CHECKED BY:

PLOT DATE = 10/19/2006
FILE NAME = c:\pco\sect\54br1\485\plan\p1-485b.dgn
PLOT SCALE = 5/8"=1'-0"
REFERENCE = #REF#

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	53
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

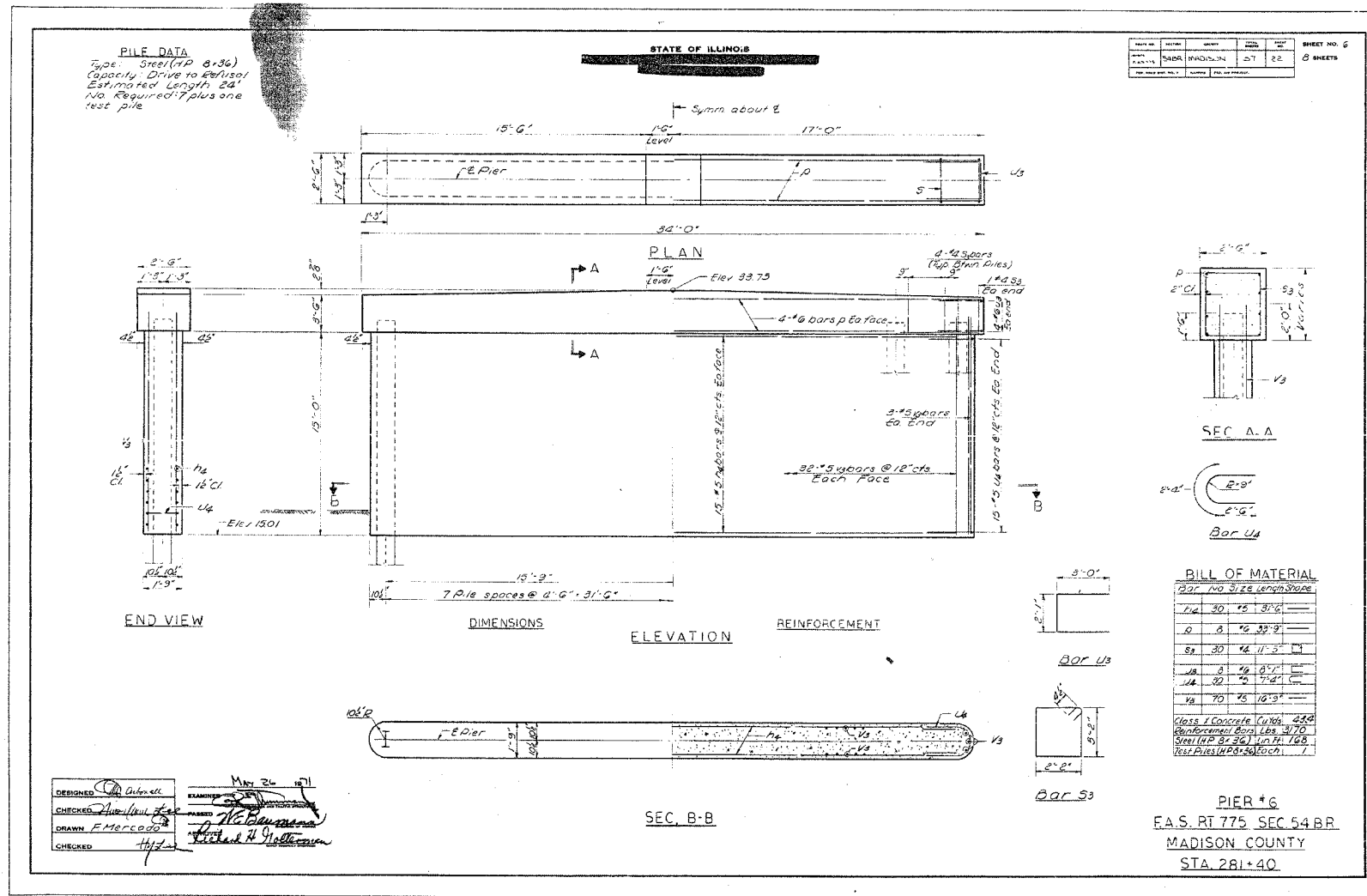


FOR INFORMATION ONLY

PLOT DATE = 10/19/2006
 PLOT SCALE = 1/8" = 1'-0"
 REFERENCE = #REF*

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION EXISTING STRUCTURE PLANS
NAME	DATE	
		FAP ROUTE 789 SECTION 54BR-1 MADISON COUNTY SCALE: VERT. _____ HORIZ. _____ DATE _____ DRAWN BY _____ CHECKED BY _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	55
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



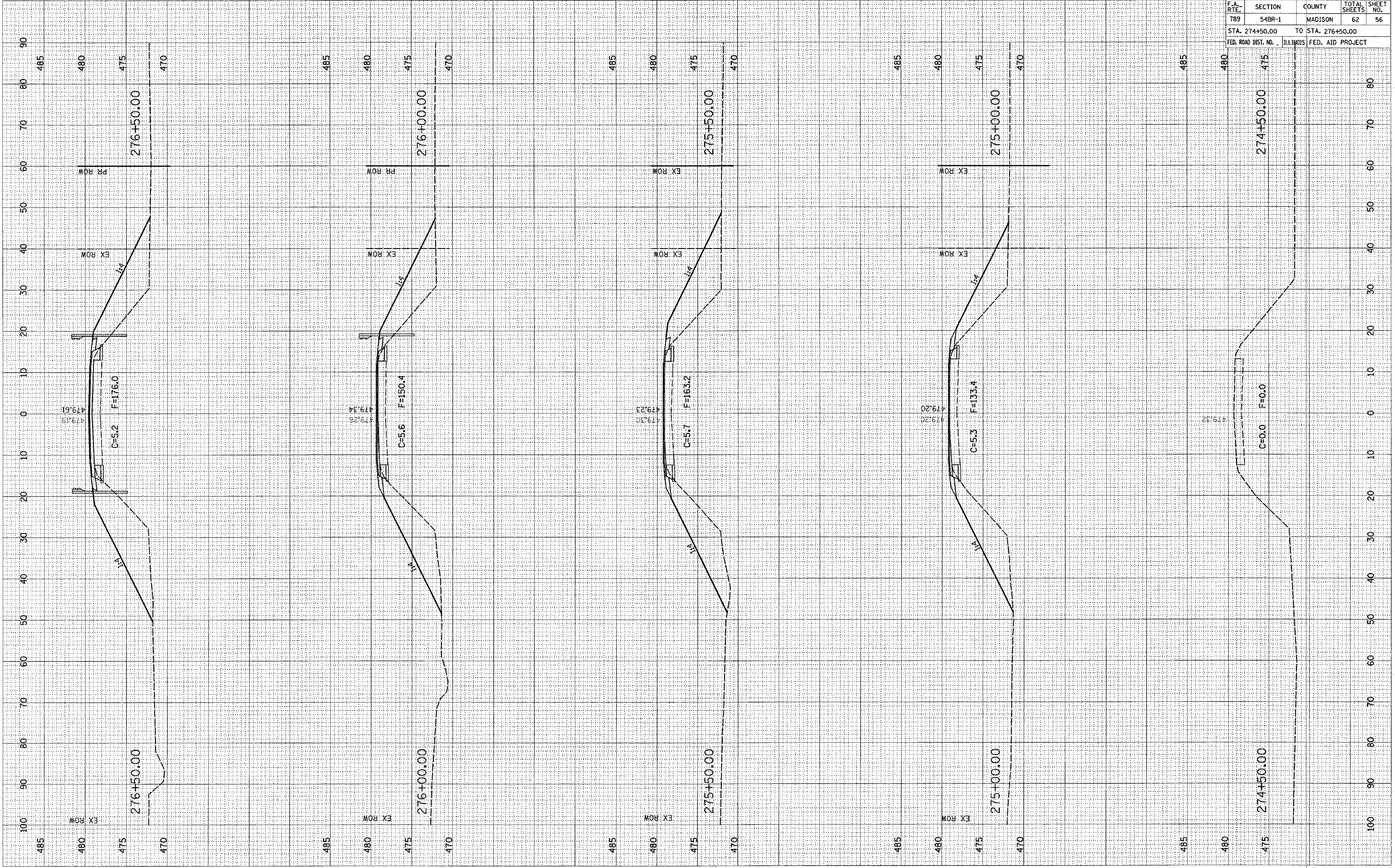
FOR INFORMATION ONLY

PLT DATE = 10/10/2006
 FILE NAME = 060006.dwg
 PLOT SCALE = 1/8" = 1'-0"
 REFERENCE = #REF#

PLOT DATE = 4/25/84
 FILE NAME = 4714
 PLOT SCALE = 48/1000
 USER NAME = BUBER

ORIGINAL SURVEY PLOTTED DATE
 NOTE BOOK NO. AREAS CHECKED

FINAL SURVEY PLOTTED DATE
 NOTE BOOK NO. AREAS CHECKED

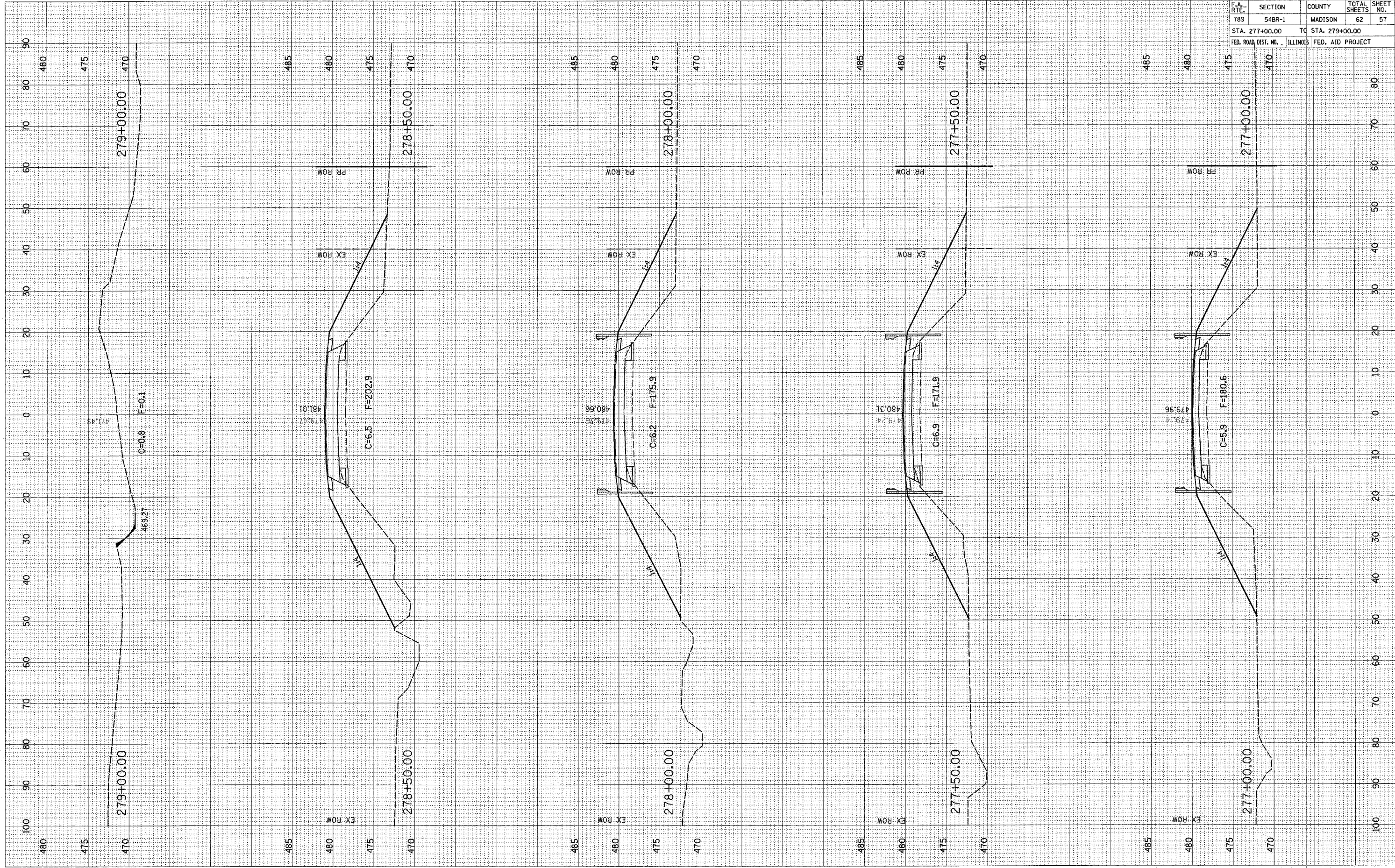


CONTRACT NO. 76864				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	56
STA. 274+50.00		TO STA. 276+50.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

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

ORIGINI SURVEYED SURVEYED
 SURVEY PLOTTED PLOTTED
 NOTE BOOK TEMPLATE
 NO. AREAS CHECKED

BY: _____ DATE: _____
 SURVEYED SURVEYED
 PLOTTED PLOTTED
 NOTE BOOK TEMPLATE
 NO. AREAS CHECKED

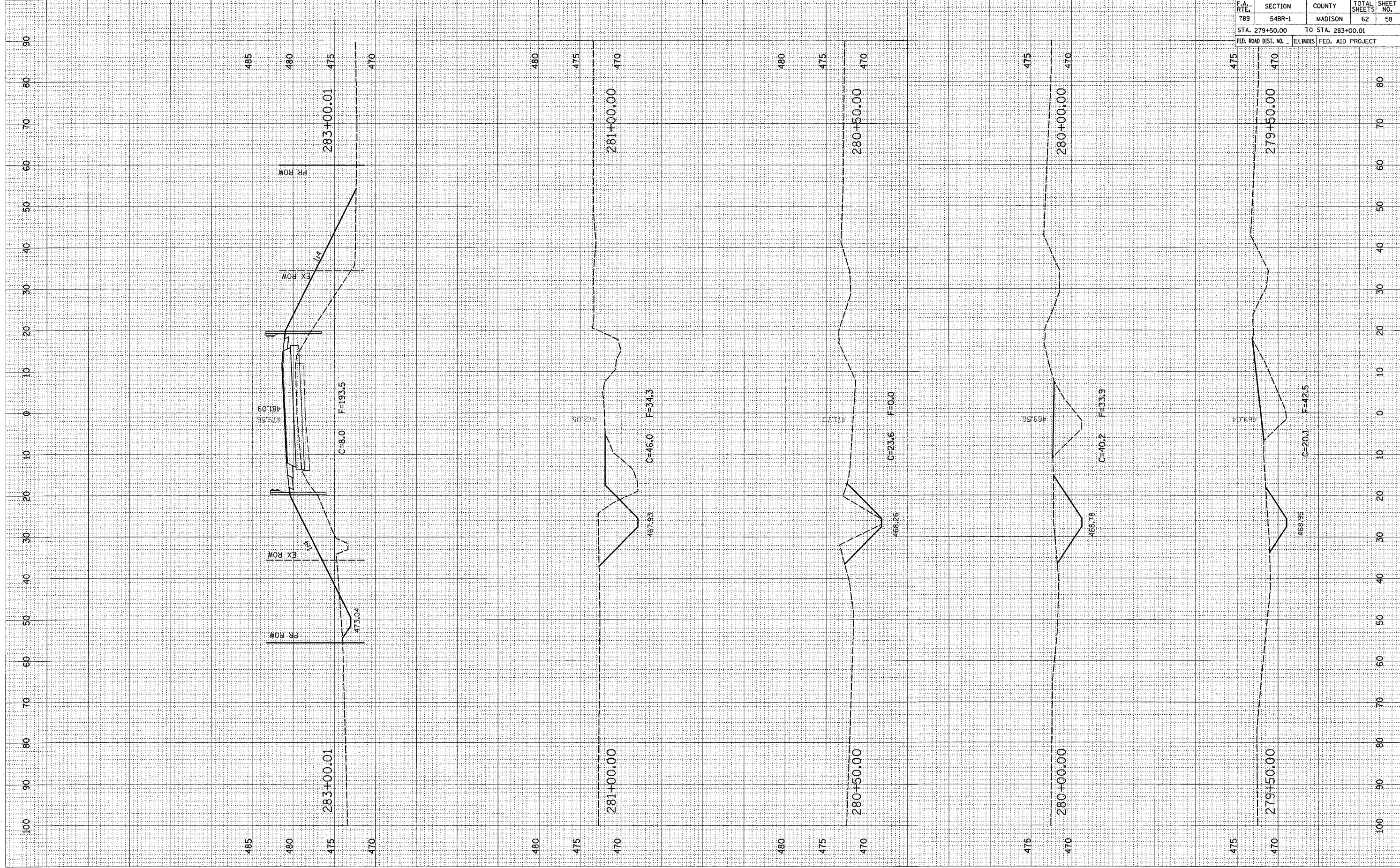


CONTRACT NO. 76864	
F.A. RTE. 789	SECTION 54BR-1
COUNTY MADISON	TOTAL SHEETS 62
TC STA. 279+00.00	SHEET NO. 57
FED. ROAD DIST. NO. ILLINOIS	
FED. AID PROJECT	

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

ORIGINAL SURVEY NO. _____
 SURVEYED BY _____ DATE _____
 TEMPLATE NO. _____
 AREAS CHECKED _____
 USER NAME _____

FINAL SURVEY NO. _____
 SURVEYED BY _____ DATE _____
 TEMPLATE NO. _____
 AREAS CHECKED _____
 USER NAME _____



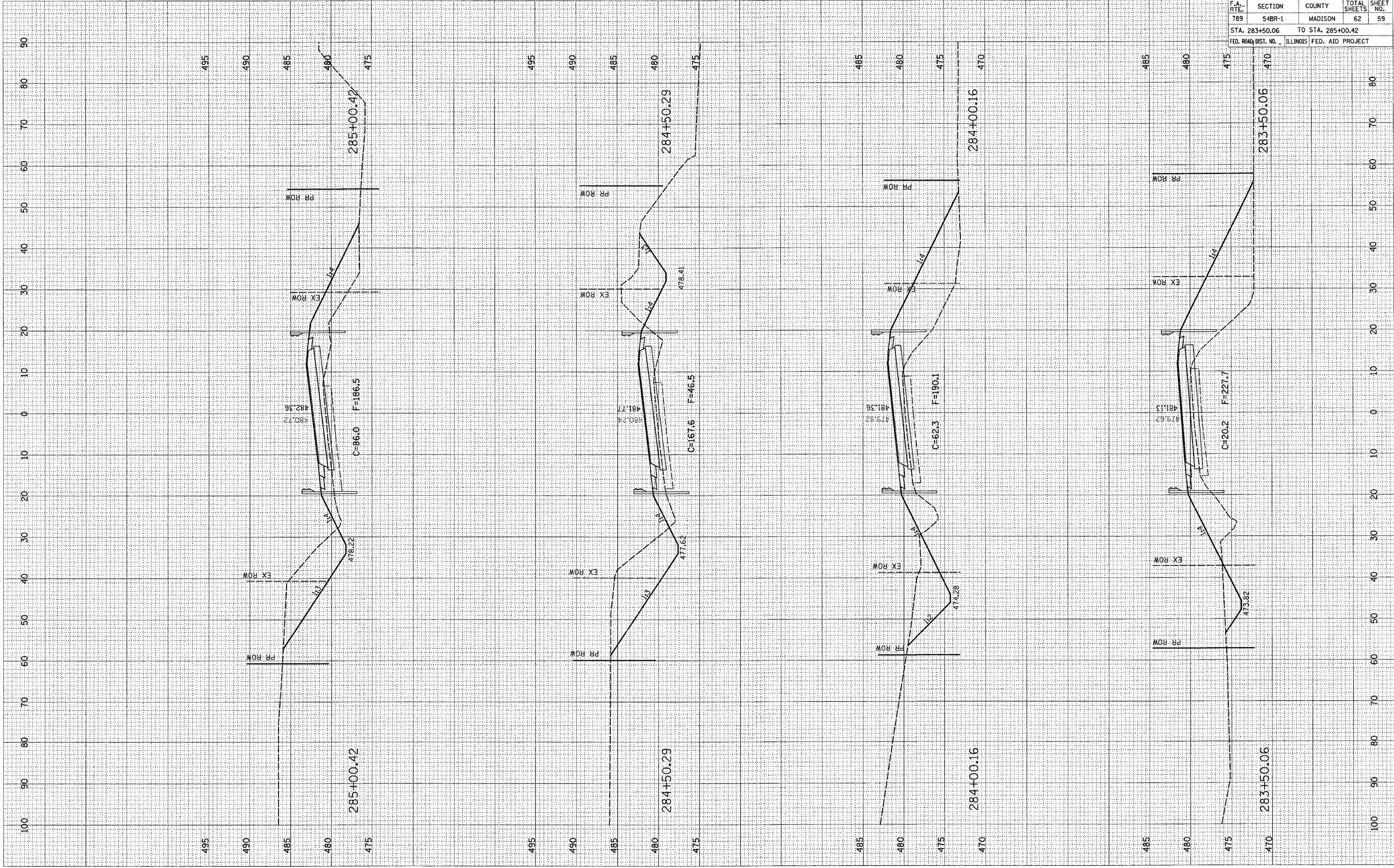
CONTRACT NO. 76864

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	58
STA. 279+50.00 TO STA. 283+00.01				
FED. ROAD DIST. NO. ILLINOIS			FED. AID PROJECT	

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

ORIGINAL SURVEYED SURVEYED SURVEYED
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 NO. NO. NO.

BY _____ DATE _____
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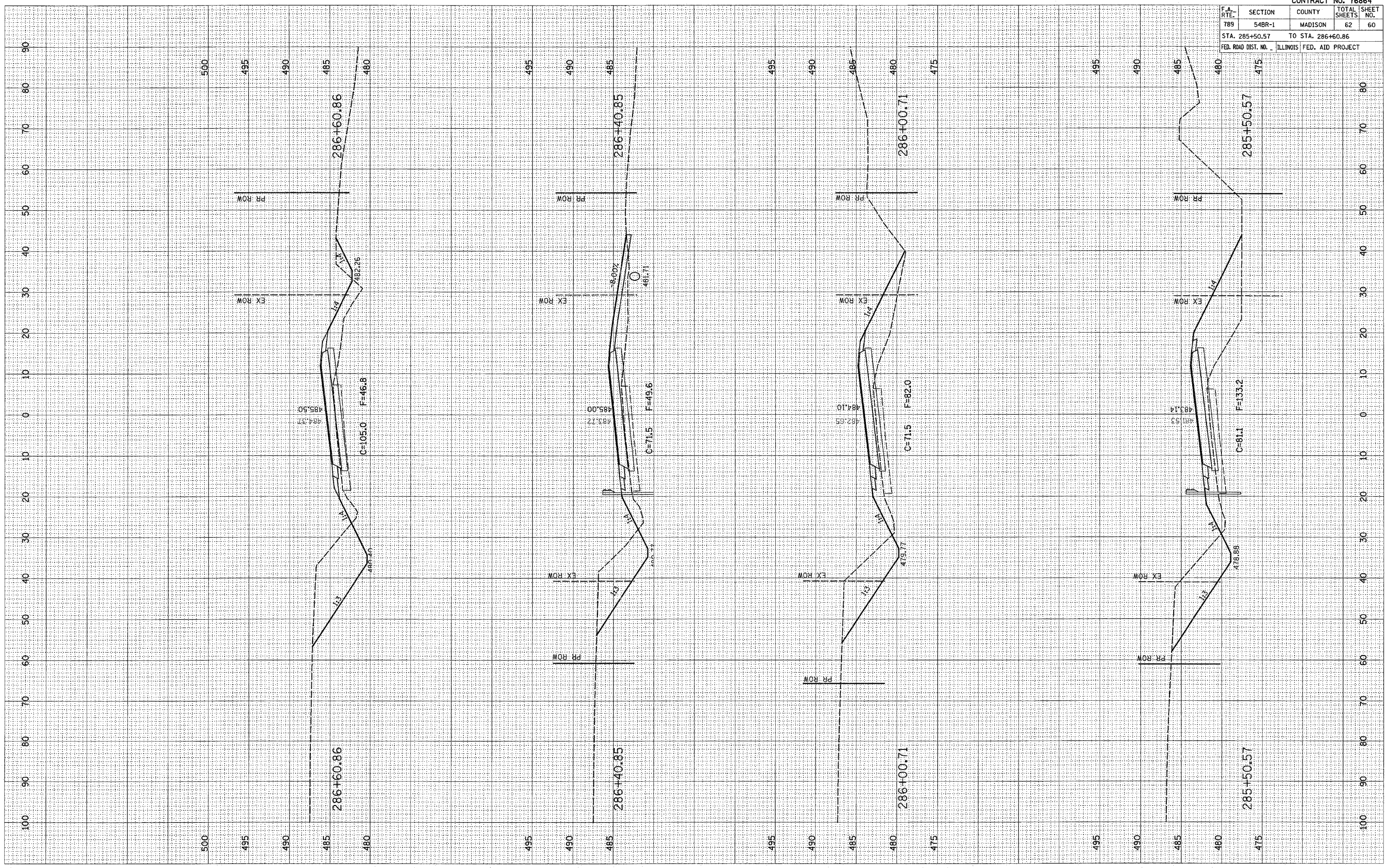
CONTRACT NO. 76864			
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS
789	54BR-1	MADISON	62
STA. 283+50.06		TO STA. 285+00.42	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90

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

ORIGNP
 SURVEY: _____ BY: _____ DATE: _____
 NOTE BOOK: _____
 TEMPL: _____
 AREAS CHECKED: _____

FINAL
 SURVEY: _____ BY: _____ DATE: _____
 NOTE BOOK: _____
 TEMPL: _____
 AREAS CHECKED: _____

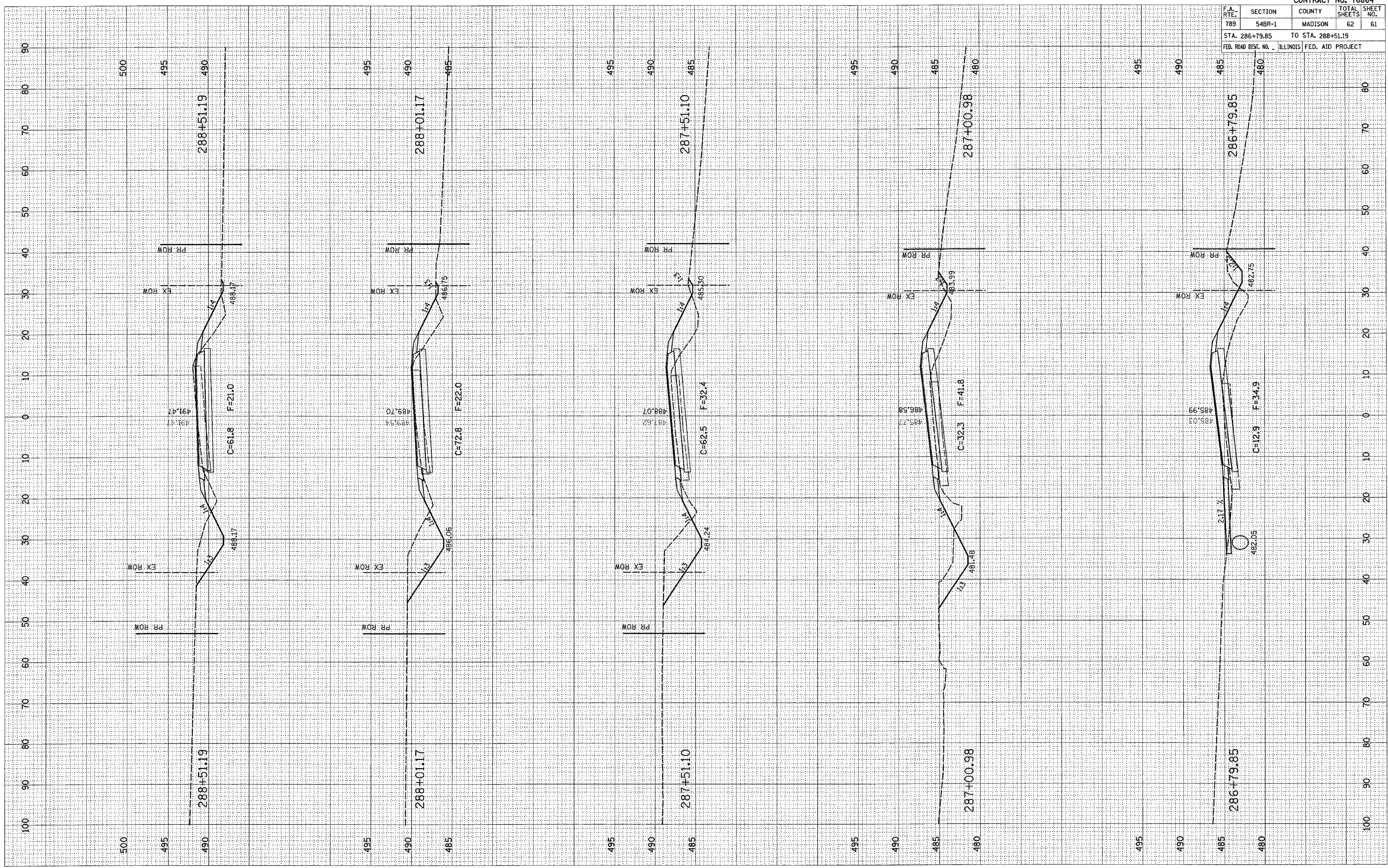


CONTRACT NO. 76864				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	60
STA. 285+50.57		TO STA. 286+60.86		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PLOT DATE = 00/00/00
 FILE NAME = #FILE#
 PLOT SCALE = #SCALE#
 USER NAME = #USER#

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

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



CONTRACT NO. 76864				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	54BR-1	MADISON	62	61
STA. 286+79.85 TO STA. 288+51.19				
FED. ROAD DIST. NO. _____		ILLINOIS	FED. AID PROJECT	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
789	548R-1	MADISON	62	62
STA. 289+01.19		TO STA. 289+51.19		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY

SURVEYED BY: _____ DATE: _____

NOTE BOOK NO. _____

TEMPLATE AREAS CHECKED: _____

ORIGINAL SURVEY

SURVEYED BY: _____ DATE: _____

NOTE BOOK NO. _____

TEMPLATE AREAS CHECKED: _____

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

