

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 9	06-00127-00-BR	JO DAVIESS	55	1
ILLINOIS				

CONTRACT NO. 85539

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED
HIGHWAY BRIDGE PROGRAM**

**F.A.S. 73 (C.H. 9 – SCOUT CAMP ROAD)
SECTION 06-00127-00-BR
JO DAVIESS COUNTY
PROJECT NO. BRS-073(103)
JOB NO. C-92-042-08
CONTRACT NO. 85539**

INDEX OF SHEETS

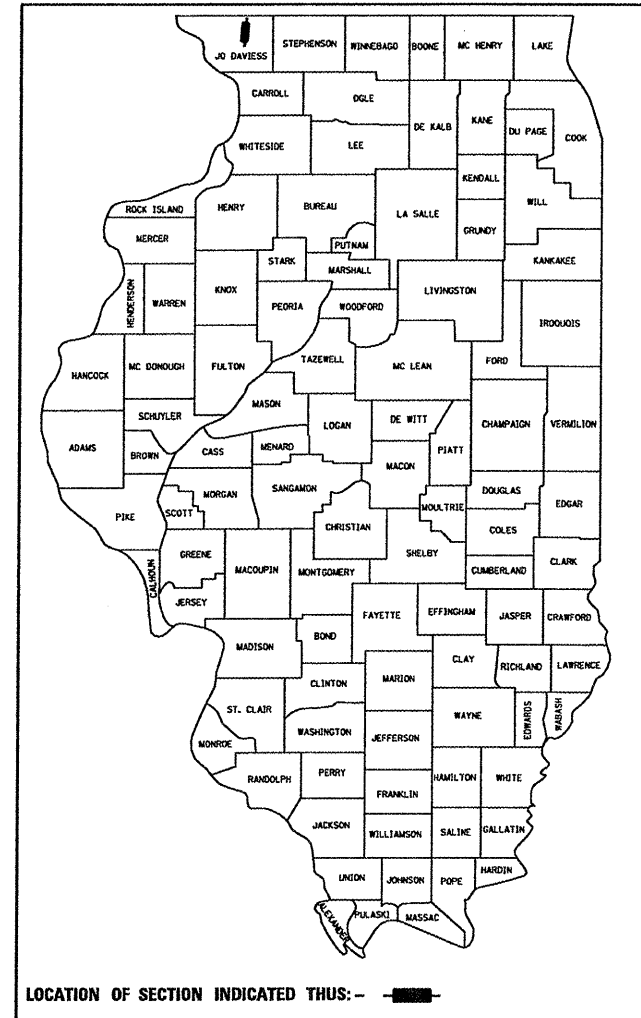
SHEET NO.	TITLE
1.	COVER SHEET
2.	SUMMARY OF QUANTITIES
3.	GENERAL NOTES & TYPICAL SECTIONS
4.-6.	PLAN AND PROFILE SHEETS
7.	ENTRANCE AND FENCING DETAILS
8.	BRIDGE APPROACH PAVEMENT CONNECTOR
9.	SHOULDER AND GUARDRAIL DETAILS
10.-31.	BRIDGE PLANS
32.-52.	STATION CROSS SECTIONS
53-55.	EROSION CONTROL PLAN

STANDARDS

280001-06	TEMPORARY EROSION CONTROL SYSTEMS
420401-08	BRIDGE APPROACH PAVEMENT CONNECTOR
515001-03	NAME PLATE FOR BRIDGES
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
630001-10	STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-10	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKING AND MOUNTING DETAILS
665001-02	WOVEN WIRE FENCE
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 M) AWAY
701006-03	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600MM) FROM PAVEMENT EDGE
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY
701901-02	TRAFFIC CONTROL DEVICES
720011-01	METAL POSTS FOR SIGNS, MARKERS, AND DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS AND MARKERS)
780001-03	TYPICAL PAVEMENT MARKINGS
BLR 21-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS
BLR 22-7	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS (TWO LANE, TWO WAY RURAL TRAFFIC)(ROAD CLOSED TO THRU TRAFFIC)

SCALES

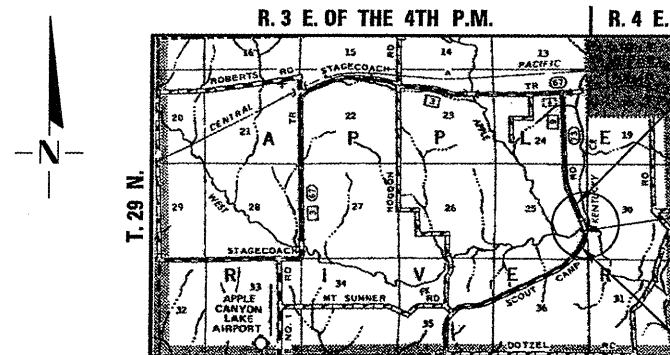
PLAN	0' 50' 100'
PROFILE HORIZ.	0' 50' 100'
PROFILE VERT.	0' 5' 10'
CROSS SECTIONS	0' 5' 10'



CLASSIFICATION: MAJOR COLLECTOR RURAL
DESIGN VOLUME: 400-750 ADT
CURRENT ADT: 420 (2011) 2% TRUCKS
DESIGN SPEED: 50 MPH

TOLL FREE JOINT UTILITY LOCATING
INFORMATION FOR EXCAVATORS (J.U.L.I.E.)
TELEPHONE NUMBER 1-800-892-0123

APPROVED	11-9 20 11
<i>[Signature]</i> COUNTY ENGINEER	
PASSED	12-14 20 11
<i>[Signature]</i> DISTRICT TWO ENGINEER OF LOCAL ROADS & STREETS	
RELEASED FOR BID BASED ON LIMITED REVIEW	12-14 20 11
<i>[Signature]</i> DEPUTY DIRECTOR OF HIGHWAYS, REGION TWO ENGINEER	
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	

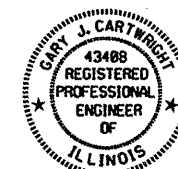
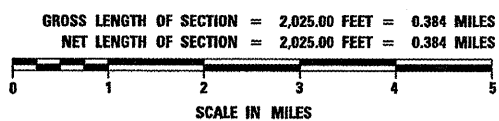


IMPROVEMENT ENDS
STA. 29 + 25.00

STA. 22 + 18 - SPECIAL BRIDGE DESIGN
TWO-SPAN CONTINUOUS COMPOSITE (54" WEB)
STEEL PLATE GIRDER BRIDGE, 100', 140';
30'-0" ROADWAY, 33'-2" O.-O. DECK,
242'-6" BK-BK. ABUTS., SKEW = 0°
EXISTING S.N. 043-3011
PROPOSED S.N. 043-3270

IMPROVEMENT BEGINS
STA. 9 + 00.00

LOCATION PLAN



Gary J. Cartwright 11-8-11
ILLINOIS PROFESSIONAL ENGINEER NO. 43408
EXPIRES 11-30-13

SUMMARY OF QUANTITIES

NUMBER	ITEM	UNIT	CONSTRUCTION TYPE CODE 0011 QUANTITY
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	122
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	36
20100500	TREE REMOVAL, ACRES	ACRE	2.2
20200100	EARTH EXCAVATION	CU YD	3,890
20400800	FURNISHED EXCAVATION	CU YD	41,484
25100900	TURF REINFORCEMENT MAT	SQ YD	4,353
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	950
28000305	TEMPORARY DITCH CHECKS	FOOT	930
28000400	PERIMETER EROSION BARRIER	FOOT	3,995
28000500	INLET AND PIPE PROTECTION	EACH	4
28100209	STONE RIPRAP, CLASS A5	TON	2,438
28200200	FILTER FABRIC	SQ YD	2,292
35101400	AGGREGATE BASE COURSE, TYPE B	TON	2,790
40200100	AGGREGATE SURFACE COURSE, TYPE A	TON	57
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1,790
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	520
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	312
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	684
44000100	PAVEMENT REMOVAL	SQ YD	2796
48101200	AGGREGATE SHOULDERS, TYPE B	TON	589
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1
50200100	STRUCTURE EXCAVATION	CU YD	150
50201101	COFFERDAM (TYPE 1) (LOCATION - 1)	EACH	1
50300225	CONCRETE STRUCTURES	CU YD	116.1
50300255	CONCRETE SUPERSTRUCTURE	CU YD	398.4
50300260	BRIDGE DECK GROOVING	SQ YD	939
50300280	CONCRETE ENCASEMENT	CU YD	3.9
50300300	PROTECTIVE COAT	SQ YD	1,244
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1
50500505	STUD SHEAR CONNECTORS	EACH	2,280
50800105	REINFORCEMENT BARS	POUND	17,690
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	120,320
50800515	BAR SPLICERS	EACH	72
51201610	FURNISHING STEEL PILES HP12X63	FOOT	416
51202305	DRIVING PILES	FOOT	200

•SEE SPECIAL PROVISIONS

Δ SPECIALTY ITEMS

NUMBER	ITEM	UNIT	CONSTRUCTION TYPE CODE 0011 QUANTITY
51203610	TEST PILE STEEL HP12X63	EACH	1
51500100	NAME PLATES	EACH	1
51603000	DRILLED SHAFT IN SOIL	CU YD	38.2
51604000	DRILLED SHAFT IN ROCK	CU YD	27.9
52100520	ANCHOR BOLTS, 1"	EACH	20
52100540	ANCHOR BOLTS, 1 1/2"	EACH	10
54200223	PIPE CULVERTS, CLASS D, TYPE 1 18"	FOOT	40
54201063	PIPE CULVERTS, CLASS D, TYPE 2 18"	FOOT	56
54205473	PIPE CULVERTS, CLASS D, TYPE 1 EQUIVALENT ROUND-SIZE 18"	FOOT	34
54205071	PIPE CULVERTS, SPECIAL 36"	FOOT	108
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	2
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	91
Δ 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	375
Δ 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4
Δ 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4
63200310	GUARDRAIL REMOVAL	FOOT	736
67100100	MOBILIZATION	L SUM	1
Δ 78001110	PAINT PAVEMENT MARKING-LINE 4"	FOOT	8,606
Δ 78200410	GUARDRAIL MARKERS, TYPE A	EACH	9
Δ 78200520	BARRIER WALL MARKERS, TYPE B	EACH	8
Δ 78201000	TERMINAL MARKER-DIRECT APPLIED	EACH	4
• X0320678	TREE WHIP MIXTURE	EACH	364
X0323013	TUBULAR STEEL GATE	EACH	1
• X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	172
• X2501000	SEEDING, CLASS 2 (SPECIAL)	ACRE	3.05
• X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1
• Z0018002	DRAINAGE SCUPPER, DS-11	EACH	14
• Z0022800	FENCE REMOVAL	FOOT	2,225
• Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	161
• Z0065000	SETTING PILES IN ROCK	EACH	6
• XX006653	FENCE (SPECIAL)	FOOT	1,953

** SEE SHEET 7 OF 55

GENERAL NOTES

WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AND AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

THE AREA TO BE SEEDED SHALL CONSIST OF ALL DISTURBED EARTH SURFACES WITHIN THE RIGHT OF WAY, AS DIRECTED BY THE ENGINEER.

SEEDING, CLASS 2 (SPECIAL) = 3.05 ACRE

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE USE(S)	SURFACE	BINDER
PG:	PG 58-22	PG 58-22
DESIGN AIR VOIDS:	3.0 @ N50	3.0 @ N50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 9.5 OR 12.5	IL 19.0
FRICTION AGGREGATE	C	N/A
20 YEAR ESAL	0.1	0.1
MIX UNIT WEIGHT	112 LBS/SY/IN	

PAVEMENT DESIGN

Structural Design Traffic (S.D.T.) : Year 2021; P.V. = 662, S.U. = 14, M.U. = 14
Class III Road

Minimum Soil Support: I.B.R. = 3.0 (Assumed) (> 3 k.s.i.)

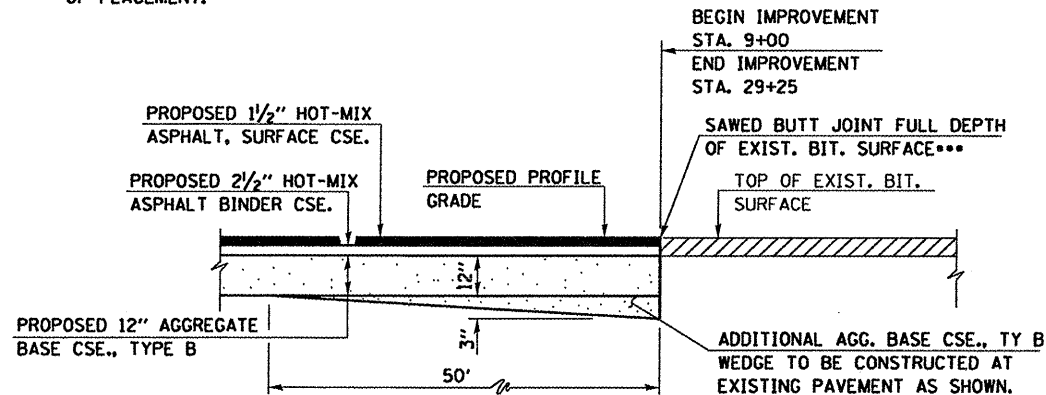
Percent of S.D.T. in Design Lane: P = 50%, S = 50%, M = 50%
T.F. = 0.118

Temp.=72° F.; E_{ac}=656; Design Strain=327

APPLICATION RATES USED IN QUANTITY CALCULATIONS

STONE RIPRAP, CLASS A5	1.65 TON/CU YD
AGGREGATE DITCH (SPECIAL)	1.65 TON/CU YD
AGGREGATE BASE COURSE AND SURFACE COURSE	2.05 TON/CU YD
BITUMINOUS MATERIALS (PRIME COAT) - (AGG.)	0.35 GAL/SQ YD
BITUMINOUS MATERIALS (PRIME COAT) - (HMA)	0.10 GAL/SQ YD
HOT-MIX ASPHALT (BINDER & SURFACE COURSE)	112*/SQ YD/IN

THE ABOVE NOTED APPLICATION RATES FOR BITUMINOUS MATERIALS (PRIME COAT) ARE FOR QUANTITY CALCULATIONS ONLY. THE APPLICATION RATE TO BE APPLIED WILL BE DETERMINED BY THE ENGINEER AT THE TIME OF PLACEMENT.



ELEVATION AT BEGINNING AND END OF IMPROVEMENT

JOINT DETAILS

***COST INCLUDED IN "PAVEMENT REMOVAL".

TREE REMOVAL

TREES THAT INTERFERE WITH CONSTRUCTION WITHIN THE LIMITS OF THE ROW LINES SHALL BE REMOVED AT THE DIRECTION OF THE ENGINEER.

TREE REMOVAL (6 TO 15 UNITS DIAMETER)

22' RT. STA. 23+14	=	6 UNIT
22' RT. STA. 23+14	=	6 UNIT
3' RT. STA. 23+25	=	8 UNIT
3' RT. STA. 23+25	=	8 UNIT
10' RT. STA. 23+31	=	6 UNIT
0.5' LT. STA. 23+41	=	10 UNIT
0.5' LT. STA. 23+41	=	10 UNIT
0.5' LT. STA. 23+41	=	10 UNIT
0.5' LT. STA. 23+41	=	10 UNIT
0.5' LT. STA. 23+41	=	10 UNIT
1' LT. STA. 23+44	=	10 UNIT
1' LT. STA. 23+44	=	10 UNIT
14' RT. STA. 23+54	=	8 UNIT
TOTAL	=	122 UNIT

TREE REMOVAL (OVER 15 UNITS DIAMETER)

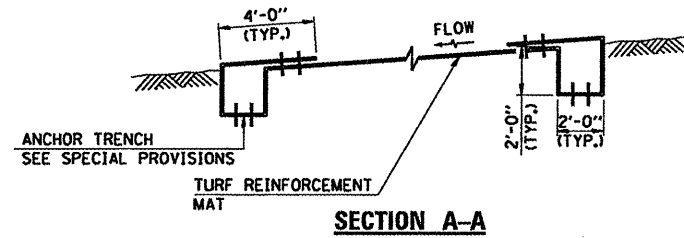
5' LT. STA. 23+61	=	18 UNIT
23.5' LT. STA. 24+68	=	18 UNIT
TOTAL	=	36 UNIT

TREE REMOVAL, ACRES

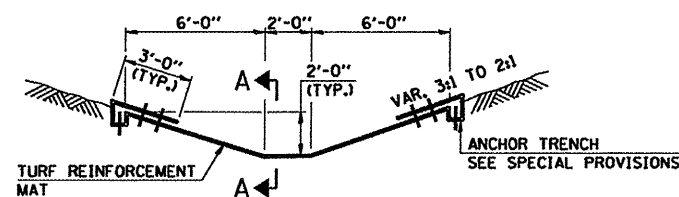
LT. STA. 9+00 TO LT. STA. 16+50	
RT. STA. 14+50 TO RT. STA. 16+50	
LT. STA. 16+50 TO LT. STA. 21+29	
RT. STA. 16+50 TO RT. STA. 20+86	
RT. STA. 22+71 TO RT. STA. 23+07	
LT. STA. 22+81 TO LT. STA. 23+10	
LT. STA. 24+84 TO LT. STA. 26+88	
RT. STA. 23+75 TO RT. STA. 27+50	
TOTAL	= 2.2 ACRES

TREE REPLACEMENT

FOR EACH REMOVED TREE HAVING A DIAMETER OF SIX (6) INCHES OR GREATER, THE CONTRACTOR SHALL PLANT ONE (1) CONTAINER GROWN TREE (SEE SPECIAL PROVISIONS). IN AREAS WHERE TREE REMOVAL IS MEASURED FOR PAYMENT IN ACRES, THE CONTRACTOR SHALL MARK TREES TO BE REMOVED THAT HAVE A DIAMETER GREATER THAN SIX (6) INCHES. PRIOR TO REPLACEMENT TREES BEING ORDERED, THE CONTRACTOR SHALL RECEIVE CONCURRENCE FROM THE ENGINEER IN REGARD TO THE NUMBER OF REPLACEMENT TREES REQUIRED FOR TREE REMOVAL IN AREAS MEASURED FOR PAYMENT IN ACRES.



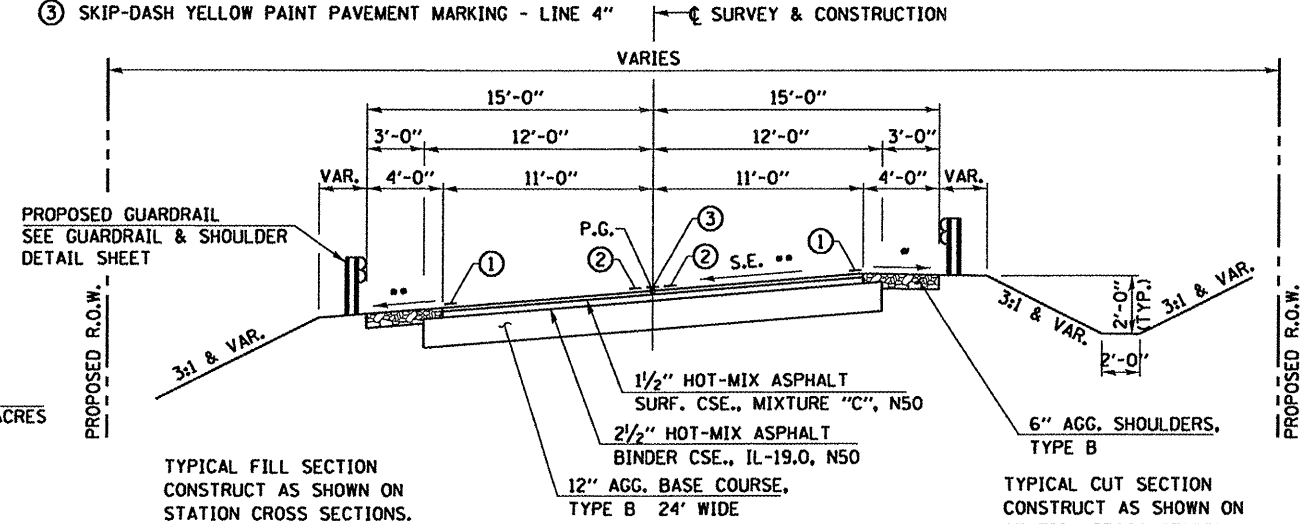
SECTION A-A



TURF REINFORCEMENT MAT

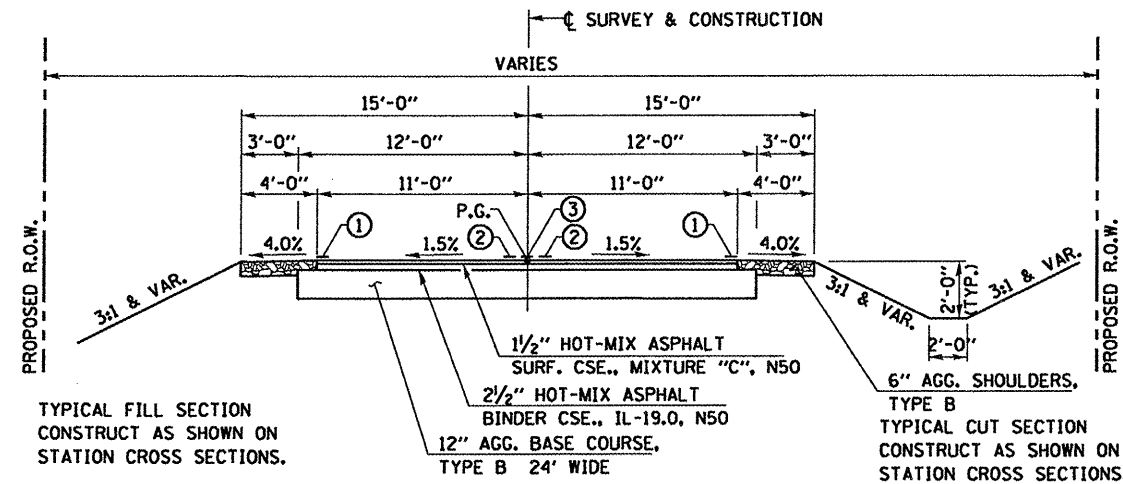
LT. STA. 11+00 TO LT. STA. 14+00	=	935 SQ. YD.
LT. STA. 15+00 TO LT. STA. 15+50	=	195 SQ. YD.
RT. STA. 13+00 TO RT. STA. 15+72	=	852 SQ. YD.
RT. STA. 16+28 TO RT. STA. 20+00	=	1,148 SQ. YD.
LT. STA. 23+50 TO LT. STA. 24+50	=	275 SQ. YD.
LT. STA. 24+50 TO LT. STA. 26+50	=	551 SQ. YD.
LT. STA. 26+50 TO LT. STA. 27+47	=	311 SQ. YD.
LT. STA. 27+87 TO LT. STA. 28+00	=	86 SQ. YD.
TOTAL	=	4,353 SQ. YD.

- ① SOLID WHITE PAINT PAVEMENT MARKING - LINE 4"
- ② SOLID YELLOW PAINT PAVEMENT MARKING - LINE 4"
- ③ SKIP-DASH YELLOW PAINT PAVEMENT MARKING - LINE 4"



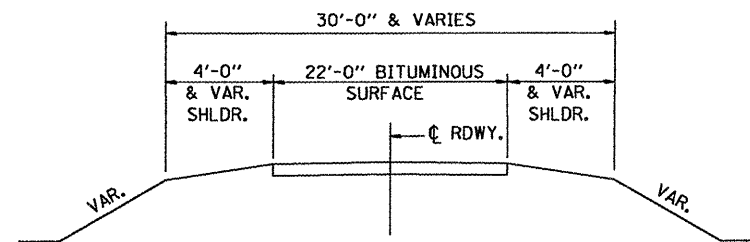
PROPOSED TYPICAL CROSS SECTION

- 2.0% STA. 12+47 TO STA. 18+77
- 8% STA. 12+47 TO STA. 18+77
- S.E. TRANSITION FROM STA. 10+38 TO STA. 12+47 AND FROM STA. 18+77 TO STA. 20+86
- 4.0% STA. 24+94 TO STA. 26+97
- 5.5% STA. 24+94 TO STA. 26+97
- S.E. TRANSITION FROM STA. 23+40 TO STA. 24+94 AND FROM STA. 26+97 TO STA. 28+51



PROPOSED TYPICAL CROSS SECTION

- STA. 9+50 TO STA. 10+38
- STA. 28+51 TO STA. 28+75
- TRANSITION FROM EXISTING ROADWAY TO PROPOSED ROADWAY STA. 9+00 TO STA. 9+50
- TRANSITION FROM PROPOSED ROADWAY TO EXISTING ROADWAY 28+75 TO 29+25



EXISTING TYPICAL CROSS SECTION

FILE NAME = 46888_SUMTYP.DGN	DESIGNED - G.J.C.	REVISED - S.A.P. 03/24/11
	DRAWN - S.A.P.	REVISED - S.A.P. 11/08/11
	CHECKED - R.J.C.	REVISED -
	DATE - 01/10/11	REVISED -

4440 ASH GROVE
SPRINGFIELD, IL. 62711
(217) 793-8600
www.fehr-graham.com

FEHR-GRAHAM & ASSOCIATES, LLC
ENGINEERING AND SCIENCE CONSULTANTS
FREEPORT, IL. ROCKFORD, IL. ROCHELLE, IL. MONROE, WI. SPRINGFIELD, IL.

GENERAL NOTES AND TYPICAL CROSS SECTIONS

SCALE: N/A

PROPOSED STRUCTURE @ STA. 22+18.00

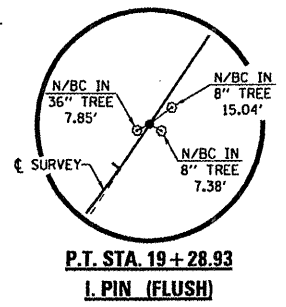
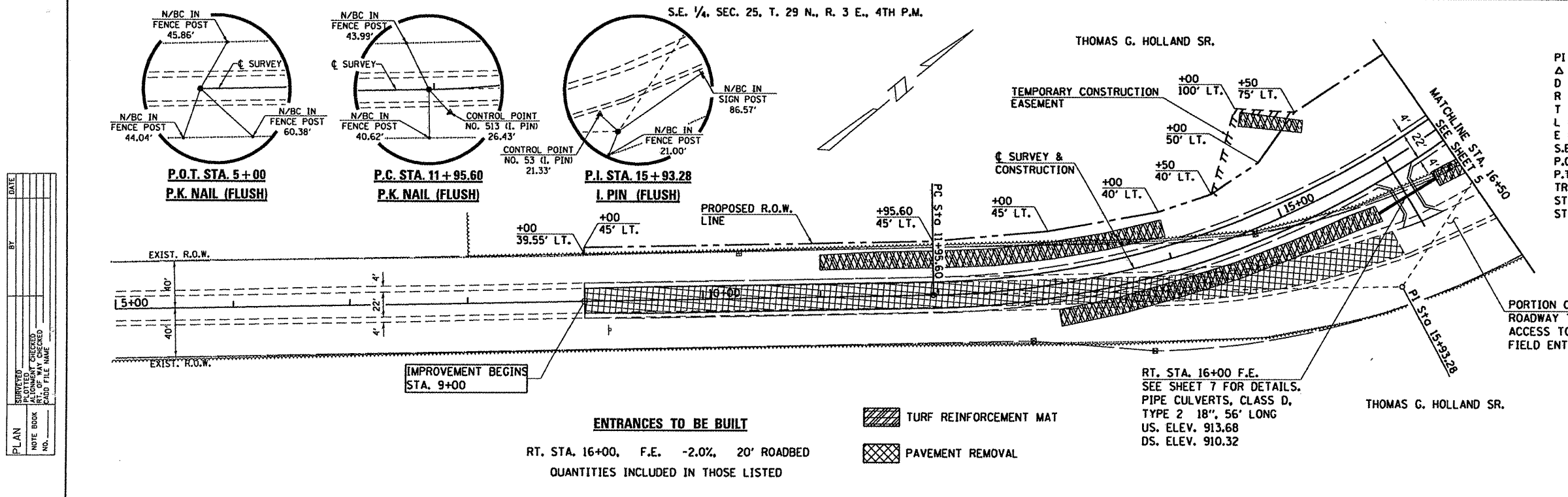
CO. HWY.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	3
SCOUT CAMP ROAD			CONTRACT NO. 85539	
ILLINOIS				

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIES	55	4
STA. 5+00		TO STA. 16+50		
ILLINOIS				

CONTRACT NO. 85539

CURVE #1
 PI STA. = 15+93.28
 $\Delta = 55^\circ 00' 00''$ (LT)
 $D = 7^\circ 30' 00''$
 $R = 763.94'$
 $T = 397.68'$
 $L = 733.33'$
 $E = 97.31'$
 $S.E. = 8.0\%$
 P.C. STA. = 11+95.60
 P.T. STA. = 19+28.93
 TRANSITION:
 STA. 10+38.00 TO STA. 12+47.00
 STA. 18+77.00 TO STA. 20+86.00

UTILITIES
 COMED
 TOM STUTZMAN 630-437-2236
 FRONTIER COMMUNICATIONS
 MARY RUTH WILLIS 309-827-1617
 MEDIACOM
 DARIN W. DEAN 563-584-0589 EX. 114



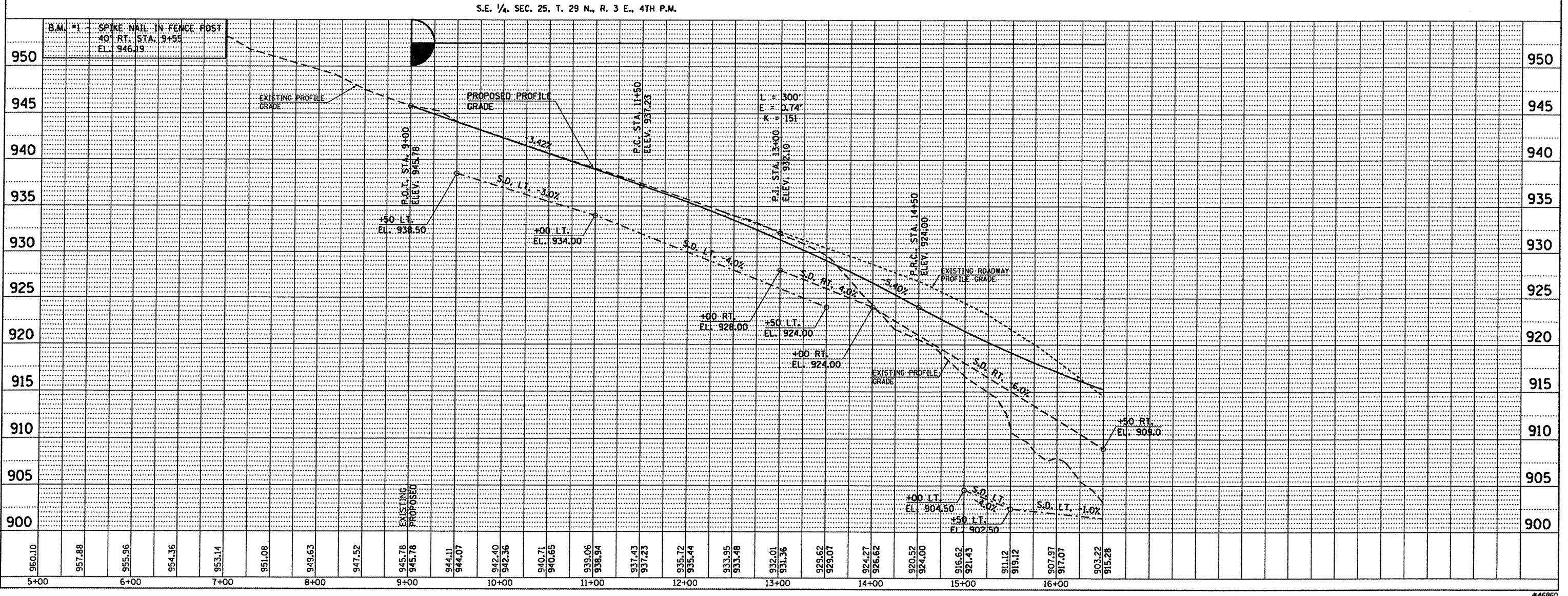
PLAN

DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	
DATE	
BY	
NO.	
DESCRIPTION	
DATE	
BY	
NO.	
DESCRIPTION	

PROFILE

DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	
DATE	
BY	
NO.	
DESCRIPTION	
DATE	
BY	
NO.	
DESCRIPTION	

PLOT DATE = 1/17/07
 FILE NAME = A46860.DGN
 PLOT SCALE = VARIES
 USER NAME = JIMMY S. PRICE



C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	5
STA. 16+50		TO STA. 26+00		
ILLINOIS				

CONTRACT NO. 85539

CURVE #1
 PI STA. = 15+93.28
 $\Delta = 55^\circ 00' 00''$ (LT)
 $D = 7^\circ 30' 00''$
 $R = 763.94'$
 $T = 397.68'$
 $L = 733.33'$
 $E = 97.31'$
 $S.E. = 8.0\%$
 P.C. STA. = 11+95.60
 P.T. STA. = 19+28.93
 TRANSITION:
 STA. 10+38.00 TO STA. 12+47.00
 STA. 18+77.00 TO STA. 20+86.00

CURVE #2
 PI STA. = 25+85.05
 $\Delta = 9^\circ 30' 40''$ (LT)
 $D = 3^\circ 10' 12''$
 $R = 1,807.40'$
 $T = 150.36'$
 $L = 300.03'$
 $E = 6.24'$
 $S.E. = 5.5\%$
 P.C. STA. = 24+34.69
 P.T. STA. = 27+34.72
 TRANSITION:
 STA. 23+40.00 TO STA. 24+94.00
 STA. 26+97.00 TO STA. 28+51.00

EXISTING S.N. 043-3011
 THE STRUCTURE WAS BUILT IN 1938. THE SUPERSTRUCTURE CONSISTS OF TWO-SPAN CONTINUOUS STEEL WIDE FLANGE BEAM WITH A REINFORCED CONCRETE DECK. THE SUBSTRUCTURE CONSISTS OF A REINFORCED CONCRETE SOLID-WALL PIER AND REINFORCED CONCRETE STUB ABUTMENTS. THE STRUCTURE IS 140'-0" BACK TO BACK OF ABUTMENTS AND 23.1' OUT TO OUT OF DECK

REMOVAL OF EXISTING STRUCTURES = 1 EACH

PIPES TO BE REMOVED

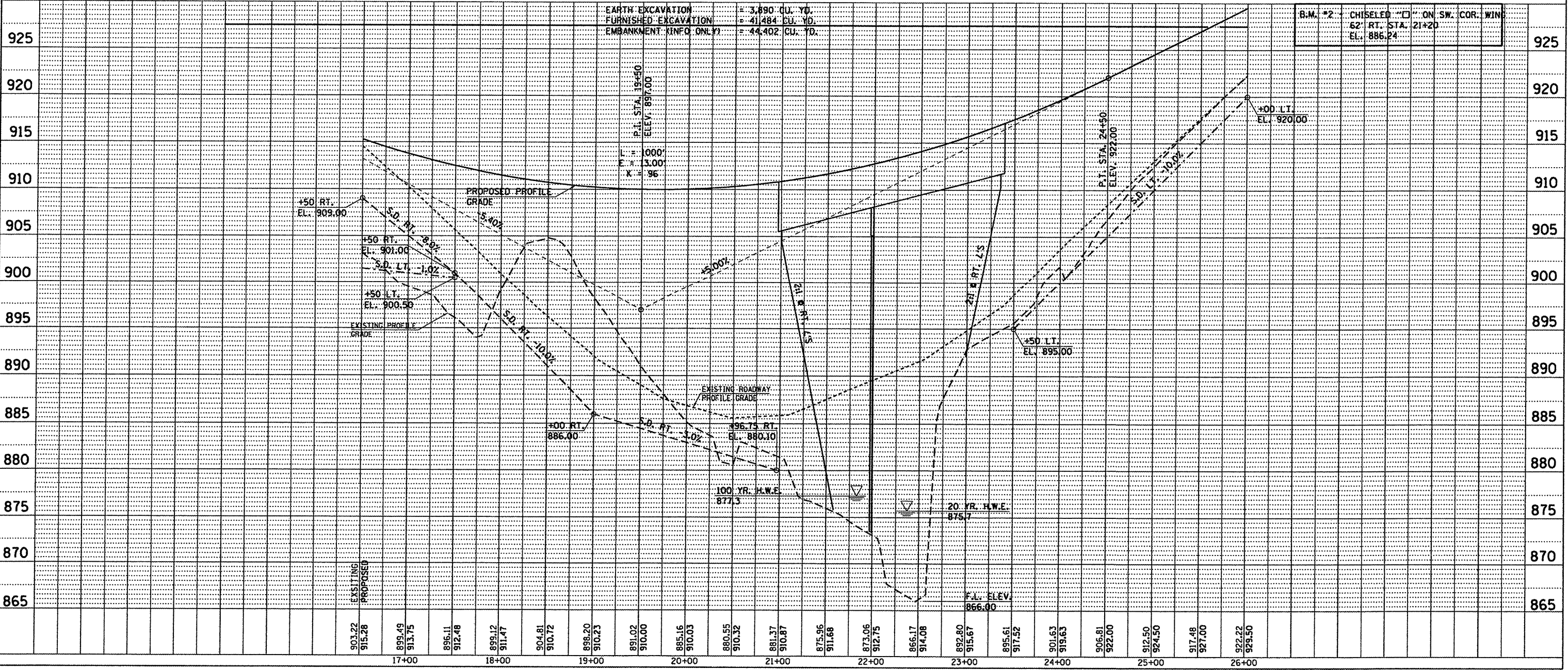
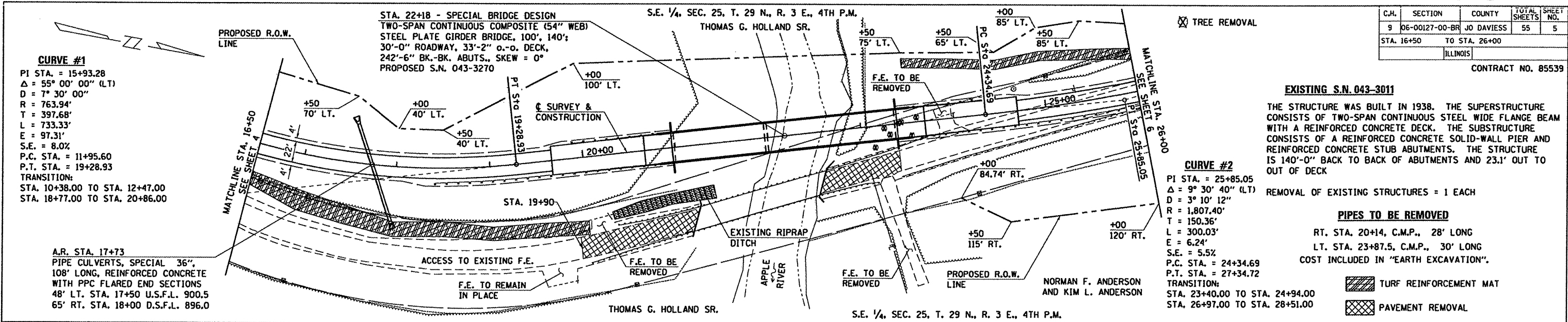
- RT. STA. 20+14, C.M.P., 28' LONG
 - LT. STA. 23+87.5, C.M.P., 30' LONG
- COST INCLUDED IN "EARTH EXCAVATION".

- TURF REINFORCEMENT MAT
- PAVEMENT REMOVAL

PLAN	DATE
BY	
DATE	
BY	
DATE	
BY	
DATE	

PROFILE	DATE
BY	
DATE	
BY	
DATE	
BY	
DATE	

PLOT DATE = 1/12/87
 FILE NAME = 4688P2.DGN
 PLOT SCALE = 1" = 10'
 PLOT DATE = 1/12/87



C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	6
STA. 26+00 TO STA. 35+00			ILLINOIS	

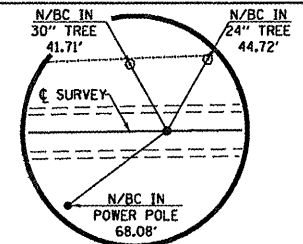
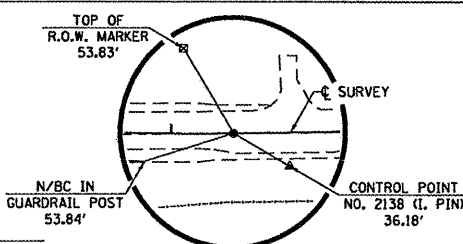
CONTRACT NO. 85539

CURVE #2
 PI STA. = 25+85.05
 $\Delta = 9^\circ 30' 40''$ (LT)
 $D = 3^\circ 10' 12''$
 $R = 1,807.40'$
 $T = 150.36'$
 $L = 300.03'$
 $E = 6.24'$
 $S.E. = 5.5\%$
 P.C. STA. = 24+34.69
 P.T. STA. = 27+34.72
 TRANSITION:
 STA. 23+40.00 TO STA. 24+94.00
 STA. 26+97.00 TO STA. 28+51.00

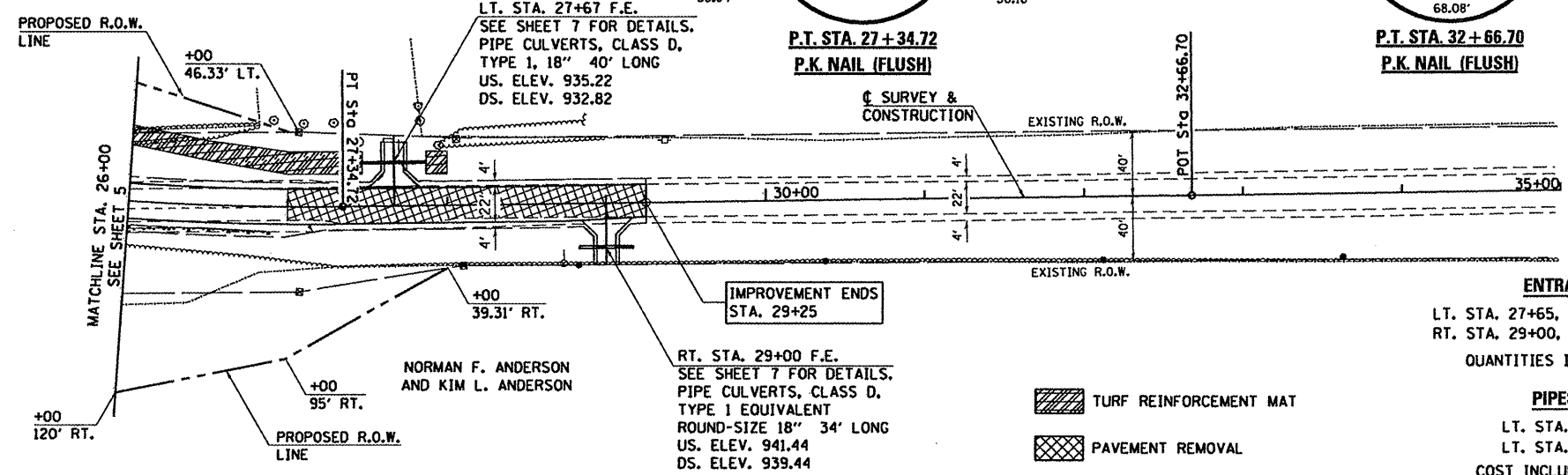
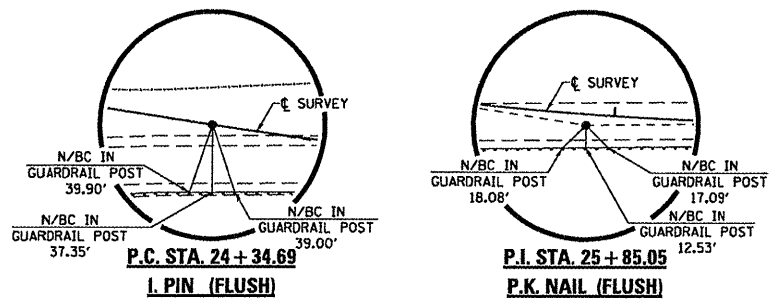
S.E. 1/4, SEC. 25, T. 29 N., R. 3 E., 4TH P.M.

THOMAS G. HOLLAND SR.

LT. STA. 27+67 F.E.
 SEE SHEET 7 FOR DETAILS.
 PIPE CULVERTS, CLASS D,
 TYPE 1, 18" 40' LONG
 US. ELEV. 935.22
 DS. ELEV. 932.82



P.T. STA. 32+66.70
 P.K. NAIL (FLUSH)



ENTRANCES TO BE BUILT

LT. STA. 27+65, F.E. +1.0%, 16' ROADBED
 RT. STA. 29+00, F.E. -7.3%, 16' ROADBED

QUANTITIES INCLUDED IN THOSE LISTED

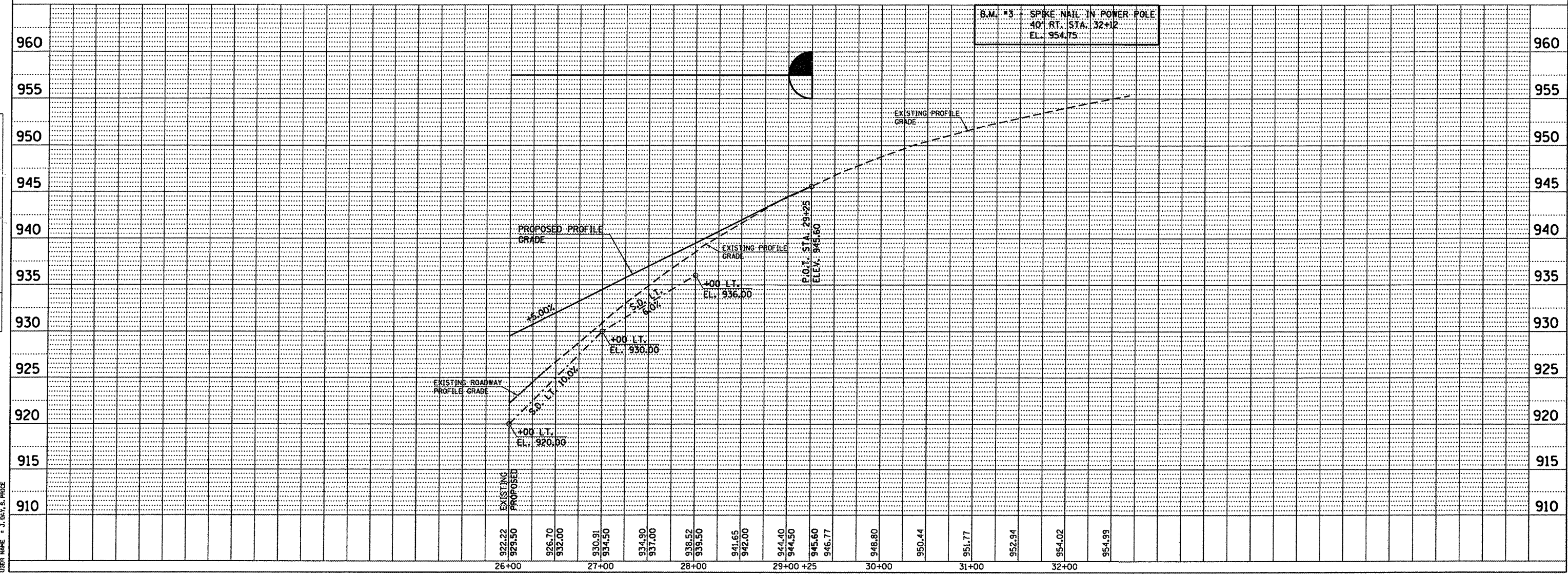
PIPES TO BE REMOVED

LT. STA. 23+90, C.M.P., 30' LONG
 LT. STA. 27+65, C.M.P., 30' LONG
 COST INCLUDED IN "EARTH EXCAVATION".

- TURF REINFORCEMENT MAT
- PAVEMENT REMOVAL

S.E. 1/4, SEC. 25, T. 29 N., R. 3 E., 4TH P.M.

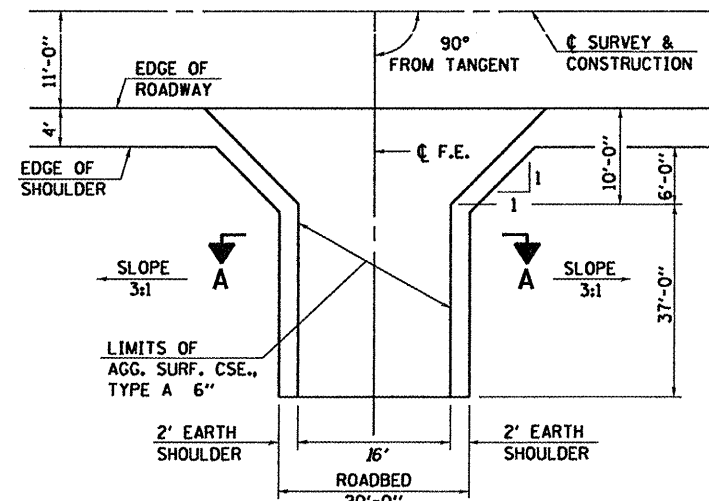
B.M. #3 SPIKE NAIL IN POWER POLE
 40' RT. STA. 32+12
 EL. 954.75



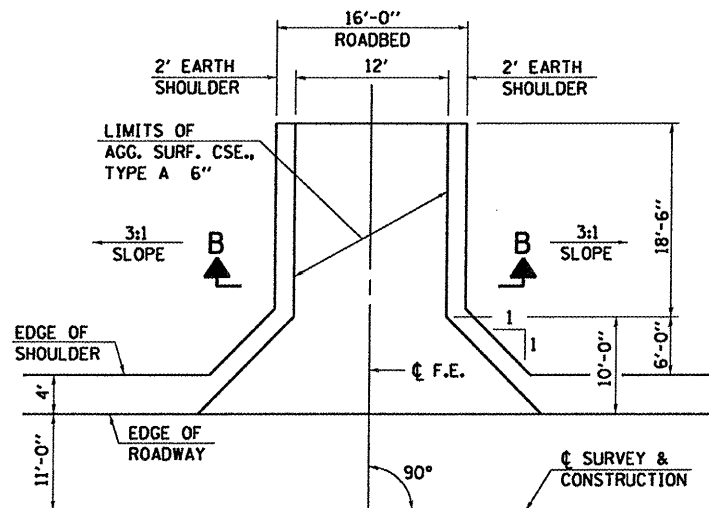
DATE _____
 BY _____
 SURVEYED _____
 PLAN _____
 NOTE BOOK _____
 NO. _____

DATE _____
 BY _____
 PROFILE _____
 NOTE BOOK _____
 NO. _____

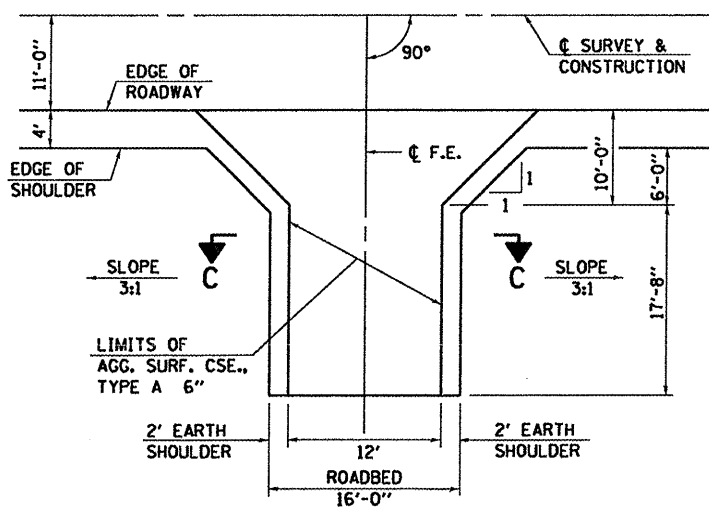
DATE 1/22/07
 FILE NAME 4688033.DWG
 PLOT SCALE VARIES
 USER NAME J. DAY, S. PRICE



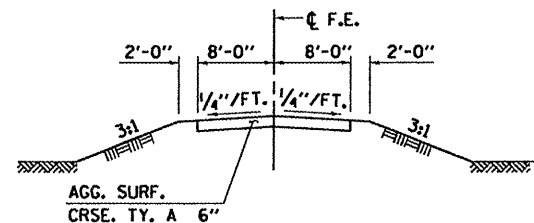
FIELD ENTRANCE DETAIL
F.E. RT. STA. 16+00



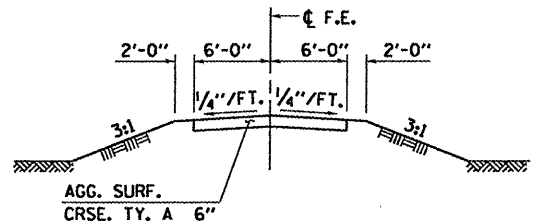
FIELD ENTRANCE DETAIL
F.E. LT. STA. 27+67



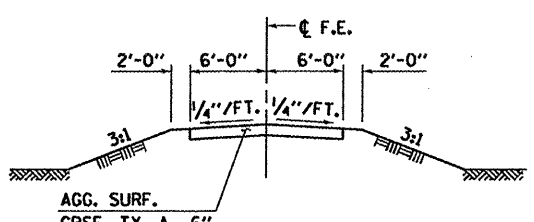
FIELD ENTRANCE DETAIL
F.E. RT. STA. 29+00



SECTION A-A



SECTION B-B



SECTION C-C

FENCE (SPECIAL)

FENCE SPECIAL: THIS WORK SHALL CONSIST OF CONSTRUCTING BARBED WIRE FENCING SUPPORTED ON WOOD AND METAL POSTS INCLUDING ACCESSORIES ACCORDING TO THE APPLICABLE PORTIONS OF SECTION 665 OF THE STANDARD SPECIFICATIONS AND STANDARD 665001. THE BARBED WIRE FENCE SHALL CONSIST OF SIX STRANDS OF BARBED WIRE PROPERLY SPACED. THE POSTS SHALL BE PROPORTIONED IN A RATIO OF ONE WOODEN POST FOR EVERY THREE "T" POST.

METHOD OF MEASUREMENT: FENCE (SPECIAL) WILL BE MEASURED FOR PAYMENT IN FEET ALONG THE TOP OF THE FENCE FROM CENTER TO CENTER OF END POST.

BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR "FENCE (SPECIAL)", WHICH PRICE SHALL INCLUDE ALL EXCAVATION AND BACK FILLING, EXCEPT EXCAVATION IN ROCK WHICH WILL BE PAID FOR ACCORDING TO SECTION 109.

LOCATION	QUANTITY
39.55' LT. STA. 9+00.00 TO 45' LT. STA. 9+50.00	= 50 FOOT
45' LT. STA. 9+50.00 TO 45' LT. STA. 13+00.00	= 98 FOOT
45' LT. STA. 13+00.00 TO 40' LT. STA. 14+00.00	= 95 FOOT
40' LT. STA. 14+00.00 TO 40' LT. STA. 14+50.00	= 47 FOOT
40' LT. STA. 14+50.00 TO 50' LT. STA. 15+00.00	= 48 FOOT
50' LT. STA. 15+00.00 TO 75' LT. STA. 15+50.00	= 52 FOOT
75' LT. STA. 15+50.00 TO 70' LT. STA. 17+50.00	= 181 FOOT
70' LT. STA. 17+50.00 TO 40' LT. STA. 18+00.00	= 55 FOOT
40' LT. STA. 18+00.00 TO 40' LT. STA. 18+50.00	= 47 FOOT
40' LT. STA. 18+50.00 TO 100' LT. STA. 20+00.00	= 156 FOOT
100' LT. STA. 20+00.00 TO 93.09' LT. STA. 20+96.75	= 97 FOOT
93.09' LT. STA. 20+96.75 TO 26.58' LT. STA. 20+96.75	= 67 FOOT
26.58' LT. STA. 23+39.25 TO 75.77' LT. STA. 23+39.25	= 49 FOOT
75.77' LT. STA. 23+39.25 TO 75' LT. STA. 23+50.00	= 11 FOOT
75' LT. STA. 23+50.00 TO 65' LT. STA. 24+50.00	= 100 FOOT
65' LT. STA. 24+50.00 TO 85' LT. STA. 25+00.00	= 52 FOOT
85' LT. STA. 25+00.00 TO 85' LT. STA. 25+50.00	= 48 FOOT
85' LT. STA. 25+50.00 TO 50' LT. STA. 26+81.00	= 131 FOOT
84.74' RT. STA. 24+00.00 TO 115' RT. STA. 24+50.00	= 59 FOOT
115' RT. STA. 24+50.00 TO 120' RT. STA. 26+00.00	= 160 FOOT
120' RT. STA. 26+00.00 TO 95' RT. STA. 27+00.00	= 109 FOOT
95' RT. STA. 27+00.00 TO 39.31' RT. STA. 28+00.00	= 116 FOOT
39.31' RT. STA. 28+00.00 TO 37.99' RT. STA. 28+09.84	= 10 FOOT
37.99' RT. STA. 28+09.84 TO 38.70' RT. STA. 29+25.00	= 115 FOOT
TOTAL	= 1,953 FOOT

FENCE REMOVAL

FENCE REMOVAL: THIS WORK WILL CONSIST OF THE REMOVAL AND DISPOSAL OF EXISTING FENCE REGARDLESS OF TYPE INCLUDING POSTS AT THE LOCATIONS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER.

METHOD OF MEASUREMENT: FENCE REMOVAL WILL BE MEASURED FOR PAYMENT IN FEET FROM CENTER TO CENTER OF END POSTS.

BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR "FENCE REMOVAL".

LOCATION	QUANTITY
38' LT. STA. 9+00.00 TO 45' RT. STA. 21+00.00	= 1,200 FOOT
78' LT. STA. 23+12.00 TO 2' RT. STA. 23+05.00	= 80 FOOT
2' RT. STA. 23+05.00 TO 50' LT. STA. 26+81.00	= 375 FOOT
84.74' RT. STA. 24+00.00 TO 38.50' RT. STA. 29+25.00	= 570 FOOT
TOTAL	= 2,225 FOOT

TUBULAR STEEL GATE

TUBULAR STEEL GATE: THIS ITEM SHALL CONSIST OF ALL MATERIAL, LABOR AND EQUIPMENT NECESSARY TO INSTALL A STEEL GATE THAT WILL CONSIST OF ONE 16' LONG GATE AT THE LOCATION SHOWN IN THE PLANS AND AS FOLLOWS:

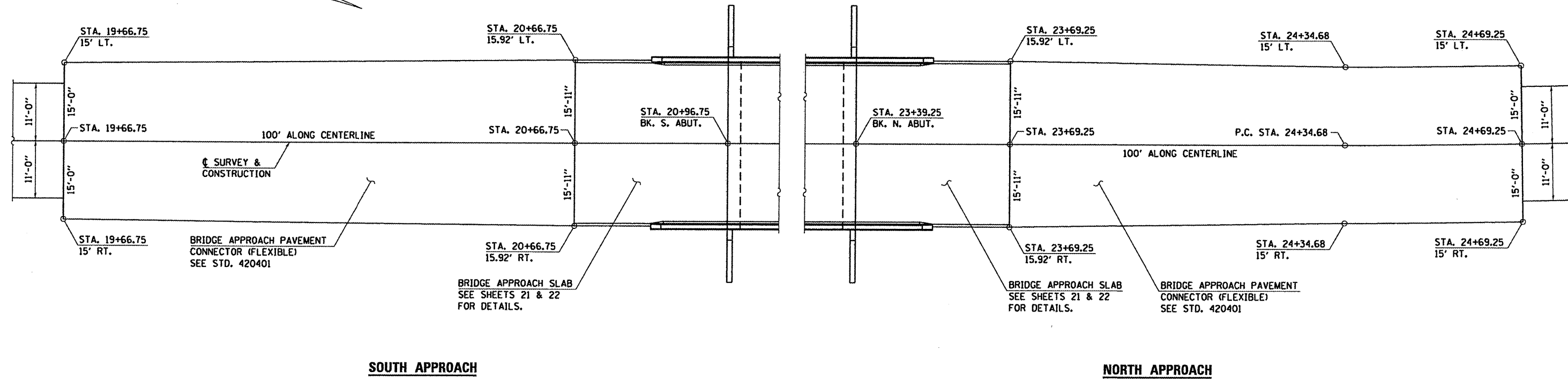
THE STEEL GATE SHALL MEET ASTM A53 OR ASTM A106 GRADE B SPECIFICATIONS.

THE GATE SHALL HAVE 6 RAILS, SHALL BE POWDER COATED GREEN OR OTHER APPROVED COLOR AND SHALL BE 50" TALL. IT SHALL BE CONSTRUCTED WITH 2", 16 GAUGE STEEL PIPE.

ALL HORIZONTAL TUBES OF THE GATE SHALL BE WELDED COMPLETELY AROUND THE JOINTS TO THE GATE FRAME AND SHALL HAVE A MINIMUM OF TWO "Z" BRACES.

THE COST OF ALL THE WORK INCLUDED SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "TUBULAR STEEL GATE" WHICH PRICE SHALL INCLUDE ALL HINGING AND LATCHING HARDWARE FOR THE GATE.

LOCATION	QUANTITY
38.5' RT. STA. 28+92.00 TO 38.5' RT. STA. 29+08.00	= 1 EACH
TOTAL	= 1 EACH

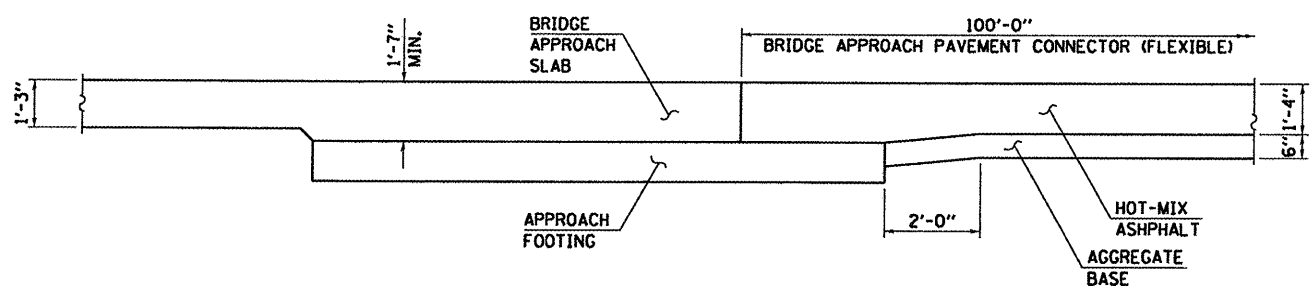


SOUTH APPROACH

NORTH APPROACH

BRIDGE APPROACH PAVEMENT CONNECTOR

SEE SHEET 9 FOR SHOULDER AND GUARDRAIL DETAILS.

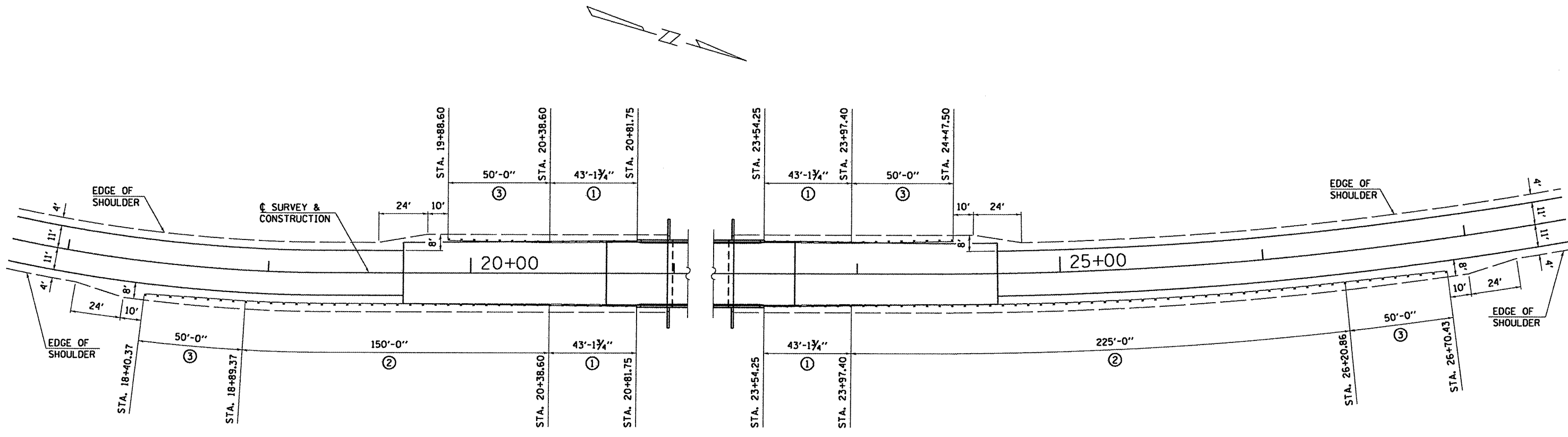


DETAIL

SEE STD. 420401 FOR DETAILS NOT SHOWN.

APPROACH PAVEMENT CONNECTOR SCHEDULE

LOCATION	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)
	SQ. YD.
SOUTH APPROACH	344
NORTH APPROACH	340
TOTAL	684



SHOULDER AND GUARDRAIL DETAIL

TRAFFIC BARRIER TERMINAL, TYPE 6

15' LT. & RT. STA. 20+38.60 TO 15.42' LT. & RT. STA. 20+81.75 = 2 EACH
 15.42' LT. & RT. STA. 23+54.25 TO 15' LT. & RT. STA. 23+97.40 = 2 EACH
 TOTAL = 4 EACH

TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT

16' LT. STA. 19+88.60 TO 15' LT. STA. 20+38.60 = 1 EACH
 16' RT. STA. 18+40.37 TO 15' RT. STA. 18+89.37 = 1 EACH
 15' LT. STA. 23+97.40 TO 16' LT. STA. 24+47.50 = 1 EACH
 15' RT. STA. 26+20.86 TO 16' RT. STA. 26+70.43 = 1 EACH
 TOTAL = 4 EACH

STEEL PLATE BEAM GUARDRAIL, TYPE A

15' RT. STA. 18+89.37 TO 15' RT. STA. 20+38.60 = 150 FOOT
 15' RT. STA. 23+97.40 TO 15' RT. STA. 26+20.86 = 225 FOOT
 TOTAL = 375 FOOT

GUARDRAIL MARKERS, TYPE A

RT. STA. 18+89.37 = 1 EACH
 RT. STA. 19+69.37 = 1 EACH
 RT. STA. 20+49.37 = 1 EACH
 RT. STA. 23+80.86 = 1 EACH
 RT. STA. 24+60.86 = 1 EACH
 RT. STA. 25+40.86 = 1 EACH
 RT. STA. 26+20.86 = 1 EACH
 LT. STA. 20+38.60 = 1 EACH
 LT. STA. 23+97.40 = 1 EACH
 TOTAL = 9 EACH

BARRIER WALL MARKERS, TYPE B

LT. & RT. STA. 21+17.13 = 2 EACH
 LT. & RT. STA. 21+82.44 = 2 EACH
 LT. & RT. STA. 22+47.75 = 2 EACH
 LT. & RT. STA. 23+13.06 = 2 EACH
 TOTAL = 8 EACH

LEGEND

NOTE: ALL DIMENSIONS REFER TO FRONT FACE OF THE PROPOSED RAILING.

- ① TRAFFIC BARRIER TERMINAL, TYPE 6
- ② STEEL PLATE BEAM GUARDRAIL, TYPE A
- ③ TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT

FILE NAME = 46860 SHOULDER.DGN	DESIGNED - G.J.C.	REVISED - S.A.P. 03/24/11	4440 ASH GROVE SPRINGFIELD, IL. 62711 (217) 793-8600 www.fehr-graham.com	FEHR-GRAHAM & ASSOCIATES, LLC ENGINEERING AND SCIENCE CONSULTANTS FREEPORT, IL ROCKFORD, IL ROCHELLE, IL MONROE, WI SPRINGFIELD, IL	SHOULDER AND GUARDRAIL DETAIL		CO. HWY.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - S.A.P.	REVISED -					9	06-00127-00-BR	JO DAVIESS	55	9
	CHECKED - R.J.C.	REVISED -			PROPOSED STRUCTURE @ STA. 22+18.00		SCOUT CAMP ROAD		CONTRACT NO. 85539		
	DATE - 01/10/11	REVISED -					[ILLINOIS]				

Existing Structure:

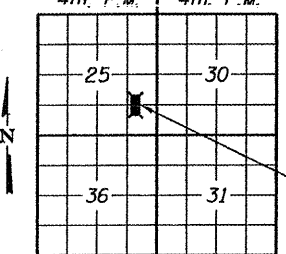
S.N. 043-3011: Two span continuous steel wide flange beam with a reinforced concrete deck on reinforced concrete stub abutments and a reinforced concrete solid wall pier. Structure length is 140'-0" back to back of abutments, and bridge width is 23.1' out to out of deck. No Skew. To be removed by contractor. No Salvage.

Bench Mark:

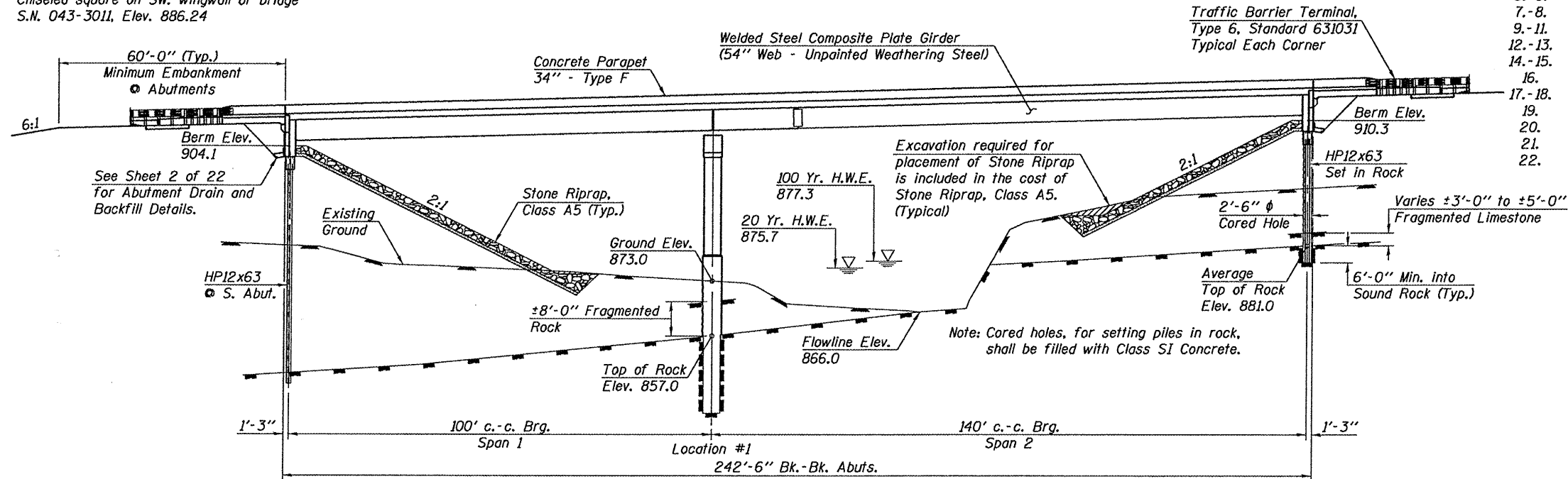
Chiseled square on SW. wingwall of bridge
S.N. 043-3011, Elev. 886.24

INDEX OF SHEETS

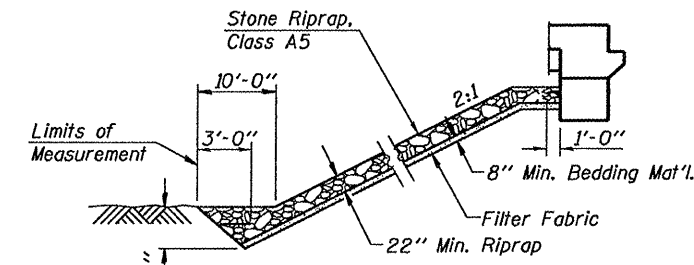
1. General Plan and Elevation
2. General Notes, Total Bill of Material, & Miscellaneous Details
- 3.-6. Top of Slab Elevations
- 7.-8. Top of Approach Slab Elevations
- 9.-11. Superstructure Details
- 12.-13. Bridge Approach Slab Details
- 14.-15. Structural Steel Plan and Details
16. Bearing & Anchor Bolt Details
- 17.-18. Abutment Details
19. Pier Details
20. Steel Pile Details
21. Bar Splicer Details
22. Drainage Scupper, DS-11



LOCATION PLAN

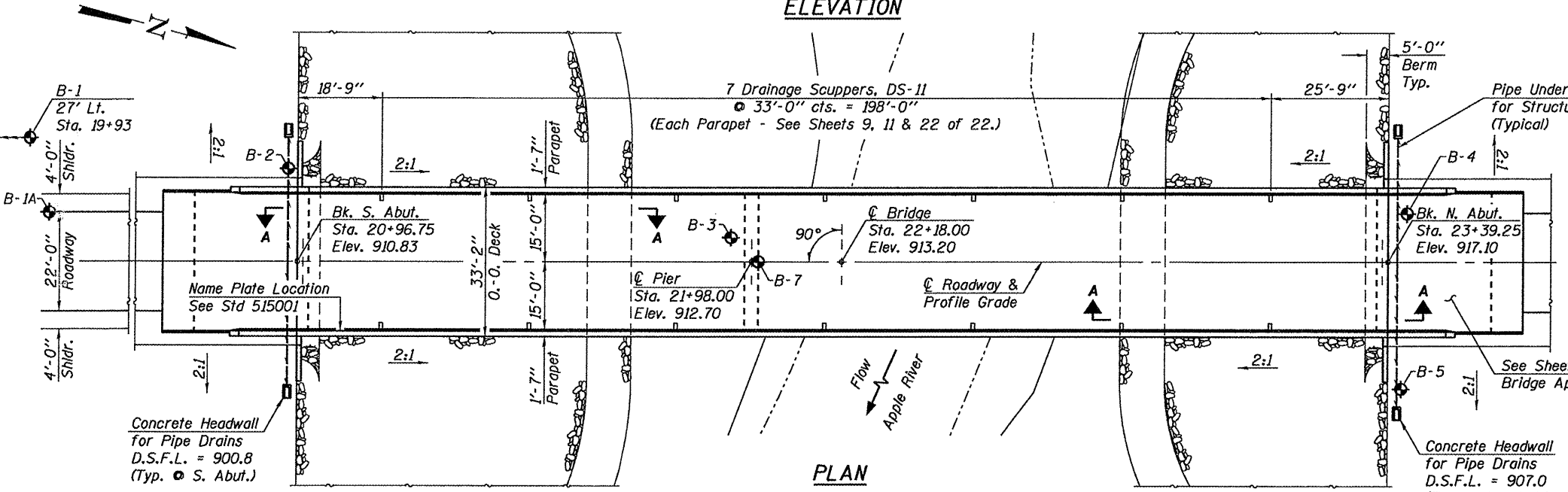


ELEVATION



**SECTION A-A
RIPRAP PLACEMENT DETAIL**

Note: Excavation and aggregate bedding will not be paid for as separate items and shall be considered as included in Stone Riprap, Class A5.



PLAN

DESIGN SPECIFICATIONS
2002 AASHTO

DESIGN STRESSES

f'c = 3,500 psi (Concrete)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (Structural Steel, M270W, Grade 50)

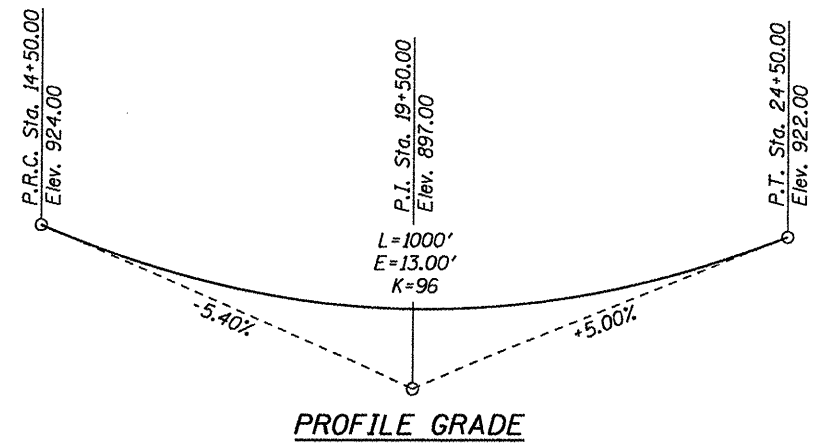
LOADING HS20-44
Allow 50#/sq. ft. for future wearing surface.

SEISMIC DATA

Seismic Performance Zone (SPZ) = A
Bedrock Acceleration Coefficient (A) = 0.03
Site Coefficient = 1.0

WATERWAY INFORMATION

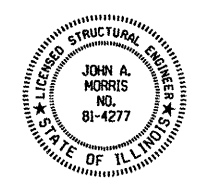
Drainage Area	29.53 Sq. Mi.
Existing Opening (20 Yr.)	425 Sq. Ft.
Required Opening (20 Yr.)	509 Sq. Ft.
Proposed Opening (20 Yr.)	509 Sq. Ft.
Design Discharge (20 Yr.)	3,456 C.F.S.
Created Head (20 Yr.)	0.3 Ft.
100 Year Discharge	5,268 C.F.S.
100 Yr. Created Head	0.4 Ft.



PROFILE GRADE

"I certify that to the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current 'AASHTO Standard Specifications for Highway Bridges'."

John A. Morris 11-8-11
ILLINOIS STRUCTURAL NO. 4277 (Expires 11/30/12)



**GENERAL PLAN & ELEVATION
C.H. 9 - SCOUT CAMP ROAD
SECTION 06-00127-00-BR
JO DAVIESS COUNTY
STATION 22+18.00
S.N. 043-3270**

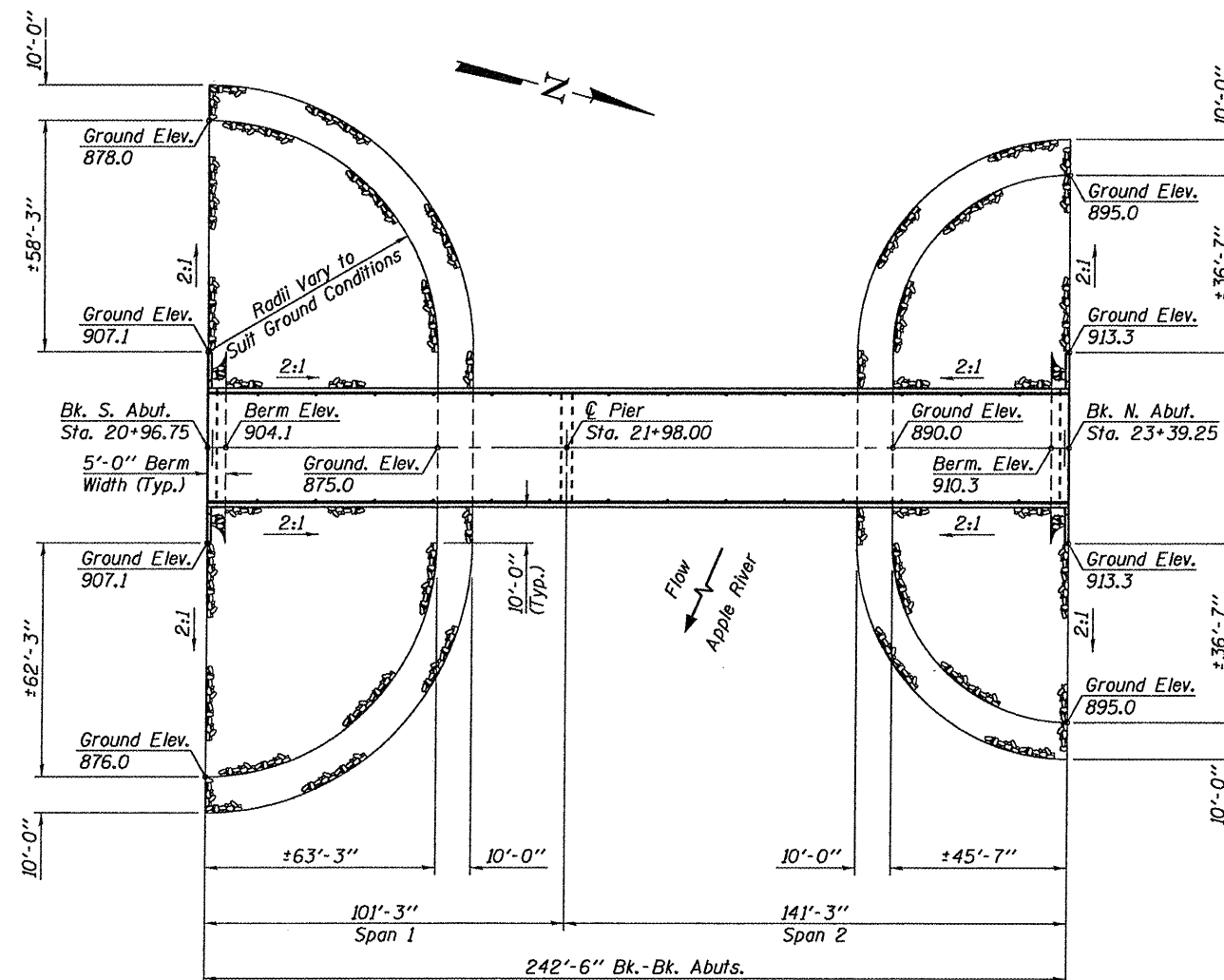
DESIGNED	J.A.M.
CHECKED	A.L.S. & A.R.K.
DRAWN	S.A.P.
CHECKED	J.A.M. & A.L.S.

FEHR-GRAHAM & ASSOCIATES, LLC
ENGINEERING AND SCIENCE CONSULTANTS
FREEPORT, IL ROCKFORD, IL ROCHELLE, IL MONROE, WI SPRINGFIELD, IL
4440 ASH GROVE SPRINGFIELD, IL 62711 (217)-793-8600 www.fehr-graham.com

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	10
SCOUT CAMP ROAD		CONTRACT NO. 85539		
ILLINOIS				

GENERAL NOTES

- See Proposal Booklet for Boring Data.
- Fasteners shall be AASHTO M164 Type 3, mechanically galvanized bolts. Bolts 7/8 in. φ, holes 15/16 in. φ, unless otherwise noted.
- Calculated weight of Structural Steel = 276,360 Pounds
- All structural steel shall be AASHTO M 270 Grade 50W.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions
- Reinforcement bars designated (E) shall be epoxy coated.
- If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
- 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.
- 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.
- Slipforming of the parapets is not allowed.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- The Contractor shall drive one steel HPI2x63 test pile in a permanent location at the South Abutment as directed by the engineer before ordering the remainder of the piles. The test pile shall be driven to 110 percent of the Nominal Required Bearing specified in production at the South Abutment.
- All exposed portions of the abutments, wing walls, and pier shall receive a rubbed-finish in accordance with Article 503.15(b) of the Standard Specifications. Cost to be included in cost of Concrete Structures.



RIPRAP AND EMBANKMENT PLAN

Note: Horizontal dimensions for limits of riprap and embankment were derived from the Berm Elevations and assumed Ground Elevations shown in the Riprap and Embankment Plan. Horizontal dimensions may vary to suit existing ground conditions.

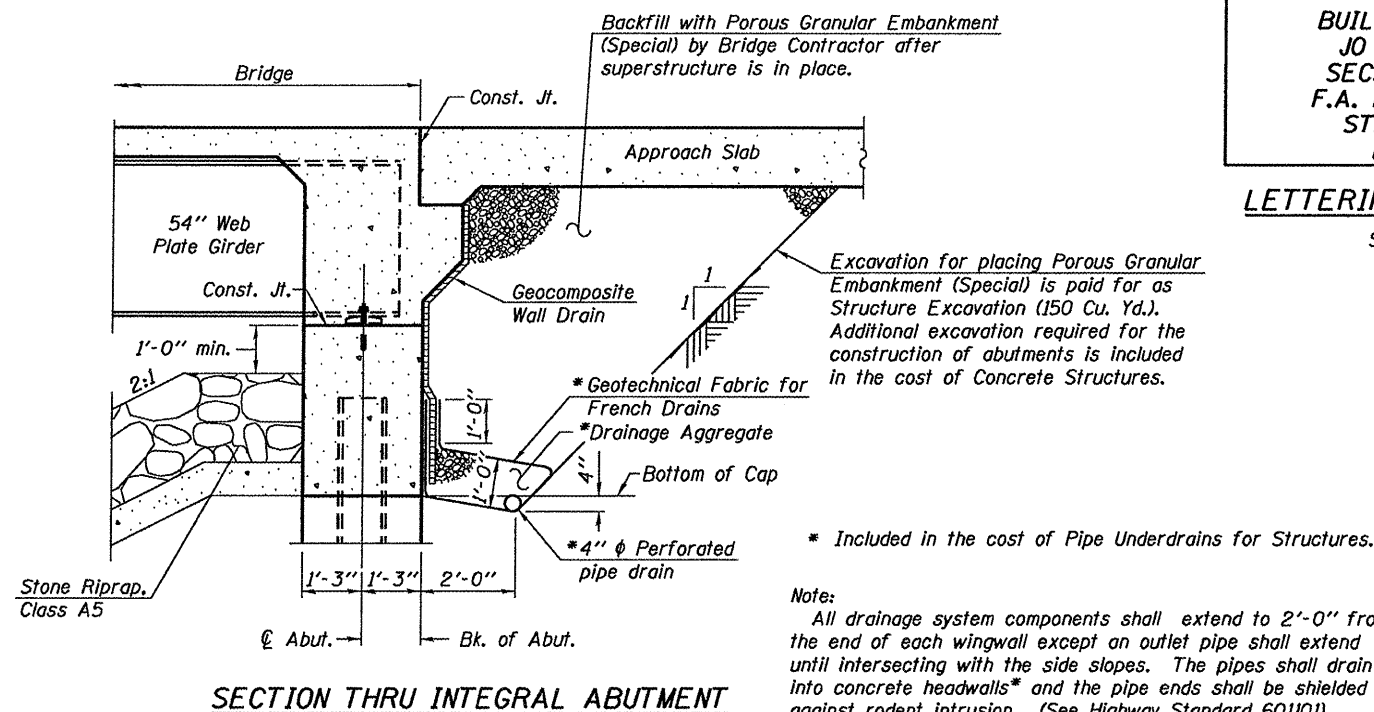
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Structures	Cu. Yd.		116.1	116.1
Concrete Superstructure	Cu. Yd.	398.4		398.4
Reinforcement Bars	Pound		17,690	17,690
Reinforcement Bars, Epoxy Coated	Pound	97,960	22,360	120,320
Name Plates	Each	1		1
Furnishing Steel Piles HPI2x63	Foot		416	416
Driving Piles	Foot		200	200
Setting Piles in Rock	Each		6	6
Stone Riprap, Class A5	Ton		2,438	2,438
Filter Fabric	Sq. Yd.		2,292	2,292
Concrete Encasement	Cu. Yd.		3.9	3.9
Structure Excavation	Cu. Yd.		150	150
Removal of Existing Structures	Each		1	1
Protective Coat	Sq. Yd.	1,244		1,244
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	2,280		2,280
Bridge Deck Grooving	Sq. Yd.	939		939
Bar Splicers	Each	72		72
Drainage Scupper, DS-11	Each	14		14
Pipe Underdrains for Structures 4"	Foot	161		161
Geocomposite Wall Drain	Sq. Yd.		91	91
Porous Granular Embankment, Special	Cu. Yd.		172	172
Drilled Shaft in Soil	Cy. Yd.		38.2	38.2
Drilled Shaft in Rock	Cy. Yd.		27.9	27.9
Test Pile Steel HPI2x63	Each		1	1
Cofferdam (Type 1) (Location - 1)	Each		1	1
Anchor Bolts, 1"	Each	20		20
Anchor Bolts, 1/2"	Each	10		10

APPLE RIVER
 BUILT 2011 BY
 JO DAVIESS COUNTY
 SEC. 06-00127-00-BR
 F.A. PROJ. BRS-073(103)
 STR. NO. 043-3270
 LOADING HS20

LETTERING FOR NAME PLATE

See Std. 515001



SECTION THRU INTEGRAL ABUTMENT

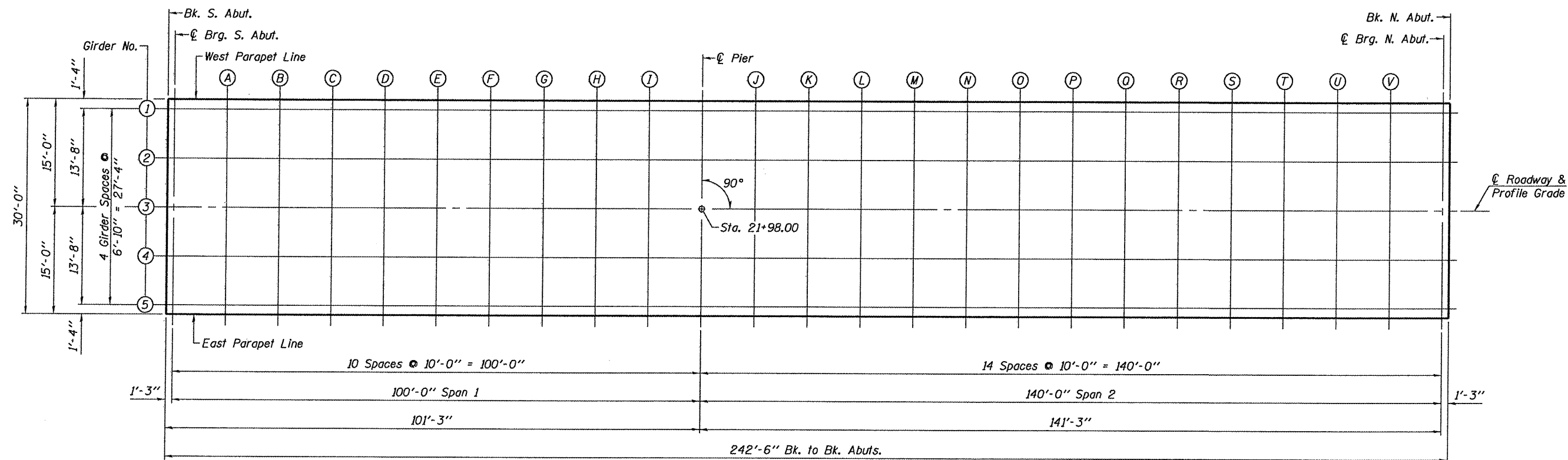
Note: All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls* and the pipe ends shall be shielded against rodent intrusion. (See Highway Standard 601101)

DESIGNED	J.A.M.
CHECKED	A.L.S.
DRAWN	S.A.P.
CHECKED	J.A.M. & A.L.S.

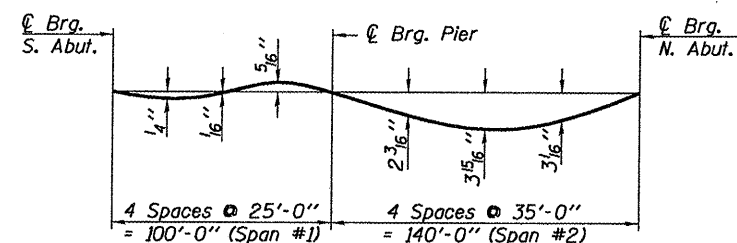
GENERAL NOTES AND DETAILS

S.N. 043-3270

<p>FEHR-GRAHAM & ASSOCIATES, LLC ENGINEERING AND SCIENCE CONSULTANTS FREEPORT, IL ROCKFORD, IL ROCHELLE, IL MONROE, WI SPRINGFIELD, IL</p>	C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	9	06-00127-00-BR	JO DAVIESS	55	11
SCOUT CAMP ROAD			CONTRACT NO. 85539		
ILLINOIS					



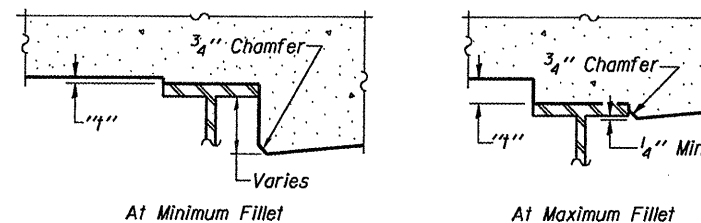
PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections shown on pages 4, 5 & 6 of 22.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals show on sheets 4, 5 & 6 of 22. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection", minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

TOP OF SLAB ELEVATIONS

S.N. 043-3270

DESIGNED	J.A.M.
CHECKED	A.L.S.
DRAWN	S.A.P.
CHECKED	J.A.M. & A.L.S.

<p>FEHR-GRAHAM & ASSOCIATES, LLC ENGINEERING AND SCIENCE CONSULTANTS FREEPORT, IL ROCKFORD, IL ROCHELLE, IL MONROE, WI SPRINGFIELD, IL</p>	C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	9	06-00127-00-BR	JO DAVIESS	55	12
SCOUT CAMP ROAD			CONTRACT NO. 85539		
4440 ASH GROVE SPRINGFIELD, IL 62711 (217)-793-8600 www.fehr-graham.com			ILLINOIS		

WEST PARAPET LINE

GIRDER #1

GIRDER #2


Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	20+96.750	-15.000	910.592	910.592
⊕ Brg. S. Abut.	20+98.000	-15.000	910.609	910.609
A	21+08.000	-15.000	910.748	910.757
B	21+18.000	-15.000	910.898	910.914
C	21+28.000	-15.000	911.058	911.076
D	21+38.000	-15.000	911.228	911.240
E	21+48.000	-15.000	911.409	911.415
F	21+58.000	-15.000	911.600	911.594
G	21+68.000	-15.000	911.801	911.783
H	21+78.000	-15.000	912.013	911.994
I	21+88.000	-15.000	912.235	912.226
⊕ Brg. Pier	21+98.000	-15.000	912.468	912.468
J	22+08.000	-15.000	912.711	912.763
K	22+18.000	-15.000	912.965	913.068
L	22+28.000	-15.000	913.229	913.384
M	22+38.000	-15.000	913.503	913.705
N	22+48.000	-15.000	913.788	914.032
O	22+58.000	-15.000	914.083	914.368
P	22+68.000	-15.000	914.388	914.716
Q	22+78.000	-15.000	914.704	915.011
R	22+88.000	-15.000	915.031	915.318
S	22+98.000	-15.000	915.367	915.634
T	23+08.000	-15.000	915.715	915.935
U	23+18.000	-15.000	916.072	916.219
V	23+28.000	-15.000	916.440	916.513
⊕ Brg. N. Abut.	23+38.000	-15.000	916.818	916.818
Bk. N. Abut.	23+39.250	-15.000	916.866	916.866

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	20+96.750	-13.667	910.613	910.613
⊕ Brg. S. Abut.	20+98.000	-13.667	910.630	910.630
A	21+08.000	-13.667	910.769	910.777
B	21+18.000	-13.667	910.918	910.935
C	21+28.000	-13.667	911.078	911.097
D	21+38.000	-13.667	911.249	911.261
E	21+48.000	-13.667	911.429	911.436
F	21+58.000	-13.667	911.621	911.615
G	21+68.000	-13.667	911.822	911.804
H	21+78.000	-13.667	912.034	912.014
I	21+88.000	-13.667	912.256	912.247
⊕ Brg. Pier	21+98.000	-13.667	912.489	912.489
J	22+08.000	-13.667	912.732	912.784
K	22+18.000	-13.667	912.986	913.089
L	22+28.000	-13.667	913.250	913.405
M	22+38.000	-13.667	913.524	913.726
N	22+48.000	-13.667	913.809	914.052
O	22+58.000	-13.667	914.104	914.389
P	22+68.000	-13.667	914.409	914.736
Q	22+78.000	-13.667	914.725	915.032
R	22+88.000	-13.667	915.051	915.338
S	22+98.000	-13.667	915.388	915.655
T	23+08.000	-13.667	915.735	915.955
U	23+18.000	-13.667	916.093	916.240
V	23+28.000	-13.667	916.461	916.534
⊕ Brg. N. Abut.	23+38.000	-13.667	916.839	916.839
Bk. N. Abut.	23+39.250	-13.667	916.887	916.887

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	20+96.750	-6.833	910.720	910.720
⊕ Brg. S. Abut.	20+98.000	-6.833	910.736	910.736
A	21+08.000	-6.833	910.876	910.884
B	21+18.000	-6.833	911.025	911.042
C	21+28.000	-6.833	911.185	911.203
D	21+38.000	-6.833	911.355	911.368
E	21+48.000	-6.833	911.536	911.543
F	21+58.000	-6.833	911.727	911.721
G	21+68.000	-6.833	911.929	911.910
H	21+78.000	-6.833	912.141	912.121
I	21+88.000	-6.833	912.363	912.353
⊕ Brg. Pier	21+98.000	-6.833	912.596	912.596
J	22+08.000	-6.833	912.839	912.890
K	22+18.000	-6.833	913.092	913.196
L	22+28.000	-6.833	913.356	913.511
M	22+38.000	-6.833	913.630	913.833
N	22+48.000	-6.833	913.915	914.159
O	22+58.000	-6.833	914.210	914.496
P	22+68.000	-6.833	914.516	914.843
Q	22+78.000	-6.833	914.832	915.139
R	22+88.000	-6.833	915.158	915.445
S	22+98.000	-6.833	915.495	915.762
T	23+08.000	-6.833	915.842	916.062
U	23+18.000	-6.833	916.199	916.346
V	23+28.000	-6.833	916.567	916.641
⊕ Brg. N. Abut.	23+38.000	-6.833	916.946	916.946
Bk. N. Abut.	23+39.250	-6.833	916.994	916.994

DESIGNED -	J.A.M.
CHECKED -	A.L.S.
DRAWN -	S.A.P.
CHECKED -	J.A.M. & A.L.S.

TOP OF SLAB ELEVATIONS
S.N. 043-3270

 FEHR-GRAHAM & ASSOCIATES, LLC ENGINEERING AND SCIENCE CONSULTANTS <small>FREEPORT, IL ROCKFORD, IL ROCHELLE, IL MONROE, WI SPRINGFIELD, IL</small>	C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	9	06-00127-00-BR	JO DAVIESS	55	13
	SCOUT CAMP ROAD			CONTRACT NO. 85539	
4440 ASH GROVE SPRINGFIELD, IL 62711 (217)-793-8600 www.fehr-graham.com					
ILLINOIS					

**☉ ROADWAY & PROFILE GRADE
AND GIRDER #3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	20+96.750	0.000	910.826	910.826
☉ Brg. S. Abut.	20+98.000	0.000	910.843	910.843
A	21+08.000	0.000	910.982	910.991
B	21+18.000	0.000	911.132	911.148
C	21+28.000	0.000	911.292	911.310
D	21+38.000	0.000	911.462	911.474
E	21+48.000	0.000	911.643	911.649
F	21+58.000	0.000	911.834	911.828
G	21+68.000	0.000	912.035	912.017
H	21+78.000	0.000	912.247	912.228
I	21+88.000	0.000	912.469	912.460
☉ Brg. Pier	21+98.000	0.000	912.702	912.702
J	22+08.000	0.000	912.945	912.997
K	22+18.000	0.000	913.199	913.302
L	22+28.000	0.000	913.463	913.618
M	22+38.000	0.000	913.737	913.939
N	22+48.000	0.000	914.022	914.266
O	22+58.000	0.000	914.317	914.602
P	22+68.000	0.000	914.622	914.950
Q	22+78.000	0.000	914.938	915.245
R	22+88.000	0.000	915.265	915.552
S	22+98.000	0.000	915.601	915.868
T	23+08.000	0.000	915.949	916.169
U	23+18.000	0.000	916.306	916.453
V	23+28.000	0.000	916.674	916.747
☉ Brg. N. Abut.	23+38.000	0.000	917.052	917.052
Bk. N. Abut.	23+39.250	0.000	917.100	917.100

GIRDER #4


Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	20+96.750	6.833	910.720	910.720
☉ Brg. S. Abut.	20+98.000	6.833	910.736	910.736
A	21+08.000	6.833	910.876	910.884
B	21+18.000	6.833	911.025	911.042
C	21+28.000	6.833	911.185	911.203
D	21+38.000	6.833	911.355	911.368
E	21+48.000	6.833	911.536	911.543
F	21+58.000	6.833	911.727	911.721
G	21+68.000	6.833	911.929	911.910
H	21+78.000	6.833	912.141	912.121
I	21+88.000	6.833	912.363	912.353
☉ Brg. Pier	21+98.000	6.833	912.596	912.596
J	22+08.000	6.833	912.839	912.890
K	22+18.000	6.833	913.092	913.196
L	22+28.000	6.833	913.356	913.511
M	22+38.000	6.833	913.630	913.833
N	22+48.000	6.833	913.915	914.159
O	22+58.000	6.833	914.210	914.496
P	22+68.000	6.833	914.516	914.843
Q	22+78.000	6.833	914.832	915.139
R	22+88.000	6.833	915.158	915.445
S	22+98.000	6.833	915.495	915.762
T	23+08.000	6.833	915.842	916.062
U	23+18.000	6.833	916.199	916.346
V	23+28.000	6.833	916.567	916.641
☉ Brg. N. Abut.	23+38.000	6.833	916.946	916.946
Bk. N. Abut.	23+39.250	6.833	916.994	916.994

GIRDER #5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	20+96.750	13.667	910.613	910.613
☉ Brg. S. Abut.	20+98.000	13.667	910.630	910.630
A	21+08.000	13.667	910.769	910.777
B	21+18.000	13.667	910.918	910.935
C	21+28.000	13.667	911.078	911.097
D	21+38.000	13.667	911.249	911.261
E	21+48.000	13.667	911.429	911.436
F	21+58.000	13.667	911.621	911.615
G	21+68.000	13.667	911.822	911.804
H	21+78.000	13.667	912.034	912.014
I	21+88.000	13.667	912.256	912.247
☉ Brg. Pier	21+98.000	13.667	912.489	912.489
J	22+08.000	13.667	912.732	912.784
K	22+18.000	13.667	912.986	913.089
L	22+28.000	13.667	913.250	913.405
M	22+38.000	13.667	913.524	913.726
N	22+48.000	13.667	913.809	914.052
O	22+58.000	13.667	914.104	914.389
P	22+68.000	13.667	914.409	914.736
Q	22+78.000	13.667	914.725	915.032
R	22+88.000	13.667	915.051	915.338
S	22+98.000	13.667	915.388	915.655
T	23+08.000	13.667	915.735	915.955
U	23+18.000	13.667	916.093	916.240
V	23+28.000	13.667	916.461	916.534
☉ Brg. N. Abut.	23+38.000	13.667	916.839	916.839
Bk. N. Abut.	23+39.250	13.667	916.887	916.887

**TOP OF SLAB ELEVATIONS
S.N. 043-3270**

DESIGNED -	J.A.M.
CHECKED -	A.L.S.
DRAWN -	S.A.P.
CHECKED -	J.A.M. & A.L.S.


 FEHR-GRAHAM & ASSOCIATES, LLC ENGINEERING AND SCIENCE CONSULTANTS FREEPORT, IL ROCKFORD, IL ROCHELLE, IL MONROE, WI SPRINGFIELD, IL 4440 ASH GROVE SPRINGFIELD, IL 62711 (217)-793-8600 www.fehr-graham.com	C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	9	06-00127-00-BR	JO DAVIESS	55	14
	SCOUT CAMP ROAD			CONTRACT NO. 85539	
ILLINOIS					

EAST PARAPET LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	20+96.750	15.000	910.592	910.592
⊘ Brg. S. Abut.	20+98.000	15.000	910.609	910.609
A	21+08.000	15.000	910.748	910.757
B	21+18.000	15.000	910.898	910.914
C	21+28.000	15.000	911.058	911.076
D	21+38.000	15.000	911.228	911.240
E	21+48.000	15.000	911.409	911.415
F	21+58.000	15.000	911.600	911.594
G	21+68.000	15.000	911.801	911.783
H	21+78.000	15.000	912.013	911.994
I	21+88.000	15.000	912.235	912.226
⊘ Brg. Pier	21+98.000	15.000	912.468	912.468
J	22+08.000	15.000	912.711	912.763
K	22+18.000	15.000	912.965	913.068
L	22+28.000	15.000	913.229	913.384
M	22+38.000	15.000	913.503	913.705
N	22+48.000	15.000	913.788	914.032
O	22+58.000	15.000	914.083	914.368
P	22+68.000	15.000	914.388	914.716
Q	22+78.000	15.000	914.704	915.011
R	22+88.000	15.000	915.031	915.318
S	22+98.000	15.000	915.367	915.634
T	23+08.000	15.000	915.715	915.935
U	23+18.000	15.000	916.072	916.219
V	23+28.000	15.000	916.440	916.513
⊘ Brg. N. Abut.	23+38.000	15.000	916.818	916.818
Bk. N. Abut.	23+39.250	15.000	916.866	916.866

TOP OF SLAB ELEVATIONS
S.N. 043-3270

DESIGNED -	J.A.M.
CHECKED -	A.L.S.
DRAWN -	S.A.P.
CHECKED -	J.A.M. & A.L.S.

 FEHR-GRAHAM & ASSOCIATES, LLC ENGINEERING AND SCIENCE CONSULTANTS <small>FREEPORT, IL ROCKFORD, IL ROCHELLE, IL MONROE, WI SPRINGFIELD, IL</small>	C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	9	06-00127-00-BR	JO DAVIESS	55	15
	SCOUT CAMP ROAD			CONTRACT NO. 85539	
4440 ASH GROVE SPRINGFIELD, IL 62711 (217)-793-8800 www.fehr-graham.com			ILLINOIS		

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
End of Slab	20+66.750	-15.417	910.235	910.235
A1	20+76.750	-15.417	910.341	910.341
End of Parapet	20+81.750	-15.417	910.399	910.399
A2	20+86.750	-15.000	910.465	910.465
Bk. S. Abut.	20+96.750	-15.000	910.592	910.592

WEST EDGE OF TRAFFIC LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
End of Slab	20+66.750	-12.000	910.288	910.288
A1	20+76.750	-12.000	910.395	910.395
End of Parapet	20+81.750	-12.000	910.452	910.452
A2	20+86.750	-12.000	910.512	910.512
Bk. S. Abut.	20+96.750	-12.000	910.639	910.639

☉ ROADWAY & PROFILE GRADE

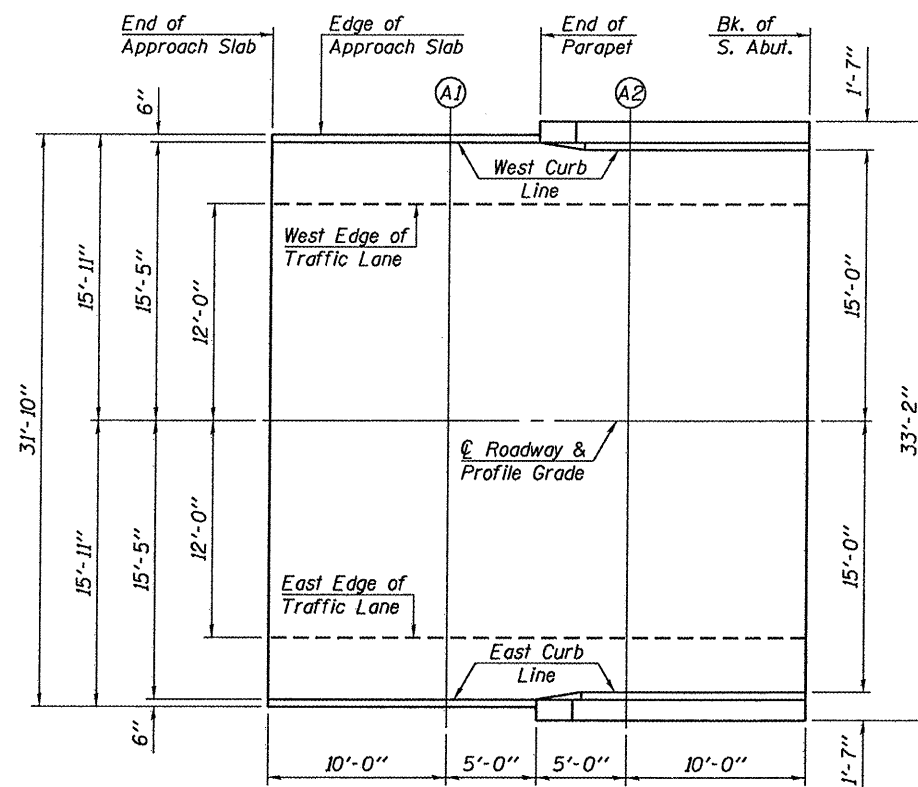
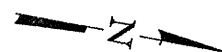
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
End of Slab	20+66.750	0.000	910.475	910.475
A1	20+76.750	0.000	910.582	910.582
End of Parapet	20+81.750	0.000	910.639	910.639
A2	20+86.750	0.000	910.699	910.699
Bk. S. Abut.	20+96.750	0.000	910.826	910.826

EAST EDGE OF TRAFFIC LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
End of Slab	20+66.750	12.000	910.288	910.288
A1	20+76.750	12.000	910.395	910.395
End of Parapet	20+81.750	12.000	910.452	910.452
A2	20+86.750	12.000	910.512	910.512
Bk. S. Abut.	20+96.750	12.000	910.639	910.639

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
End of Slab	20+66.750	15.417	910.235	910.235
A1	20+76.750	15.417	910.341	910.341
End of Parapet	20+81.750	15.417	910.399	910.399
A2	20+86.750	15.000	910.465	910.465
Bk. S. Abut.	20+96.750	15.000	910.592	910.592



PLAN

**SOUTH APPROACH TOP OF SLAB ELEVATIONS
S.N. 043-3270**

DESIGNED -	J.A.M.
CHECKED -	A.L.S.
DRAWN -	S.A.P.
CHECKED -	J.A.M. & A.L.S.

E-ASI 5-16-08

FEHR-GRAHAM & ASSOCIATES, LLC ENGINEERING AND SCIENCE CONSULTANTS <small>FREEPORT, IL ROCKFORD, IL ROCHELLE, IL MONROE, WI SPRINGFIELD, IL</small>	C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	9	06-00127-00-BR	JO DAVIESS	55	16
SCOUT CAMP ROAD			CONTRACT NO. 85539		
4440 ASH GROVE SPRINGFIELD, IL 62711 (217)-793-9600 www.fehr-graham.com			ILLINOIS		

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	23+39.250	-15.000	916.866	916.866
A3	23+49.250	-15.000	917.256	917.256
End of Parapet	23+54.290	-15.417	917.449	917.449
A4	23+59.250	-15.417	917.650	917.650
End of Slab	23+69.250	-15.417	918.061	918.061

WEST EDGE OF TRAFFIC LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	23+39.250	-12.000	916.913	916.913
A3	23+49.250	-12.000	917.303	917.303
End of Parapet	23+54.290	-12.000	917.502	917.502
A4	23+59.250	-12.000	917.704	917.704
End of Slab	23+69.250	-12.000	918.114	918.114

☉ ROADWAY & PROFILE GRADE

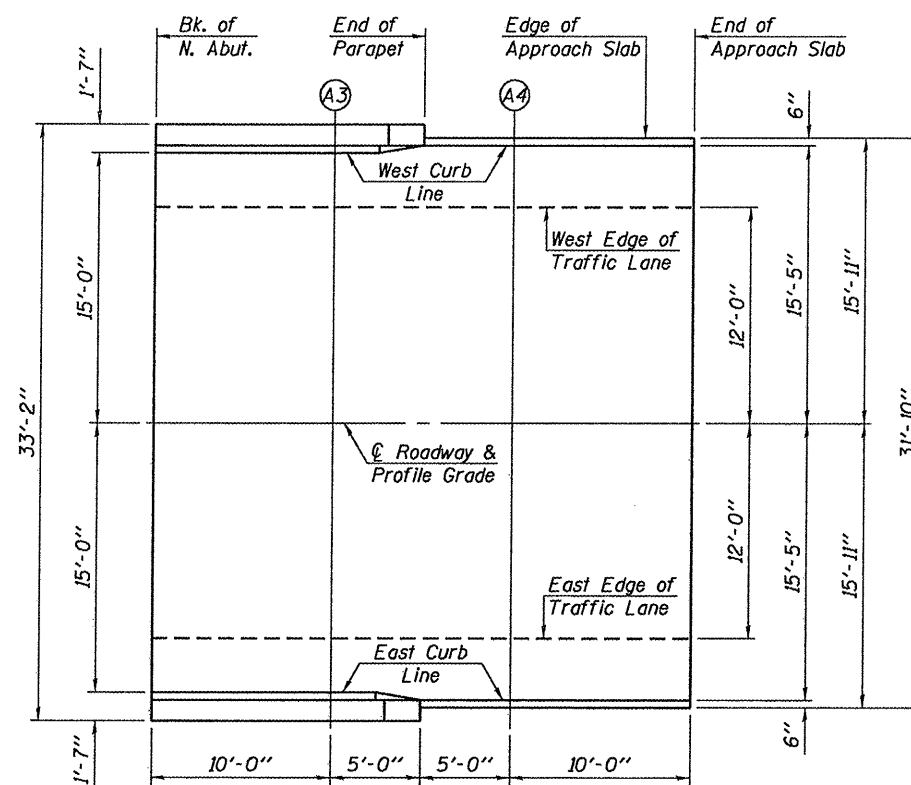
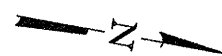
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	23+39.250	0.000	917.100	917.100
A3	23+49.250	0.000	917.490	917.490
End of Parapet	23+54.290	0.000	917.689	917.689
A4	23+59.250	0.000	917.891	917.891
End of Slab	23+69.250	0.000	918.302	918.302

EAST EDGE OF TRAFFIC LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	23+39.250	12.000	916.913	916.913
A3	23+49.250	12.000	917.303	917.303
End of Parapet	23+54.290	12.000	917.502	917.502
A4	23+59.250	12.000	917.704	917.704
End of Slab	23+69.250	12.000	918.114	918.114

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	23+39.250	15.000	916.866	916.866
A3	23+49.250	15.000	917.256	917.256
End of Parapet	23+54.290	15.417	917.449	917.449
A4	23+59.250	15.417	917.650	917.650
End of Slab	23+69.250	15.417	918.061	918.061

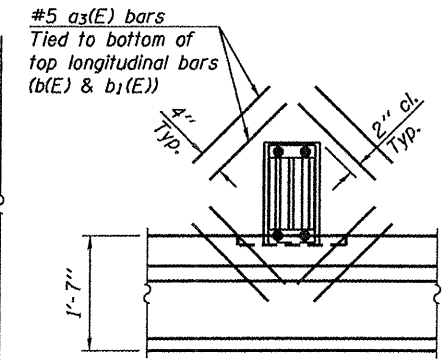
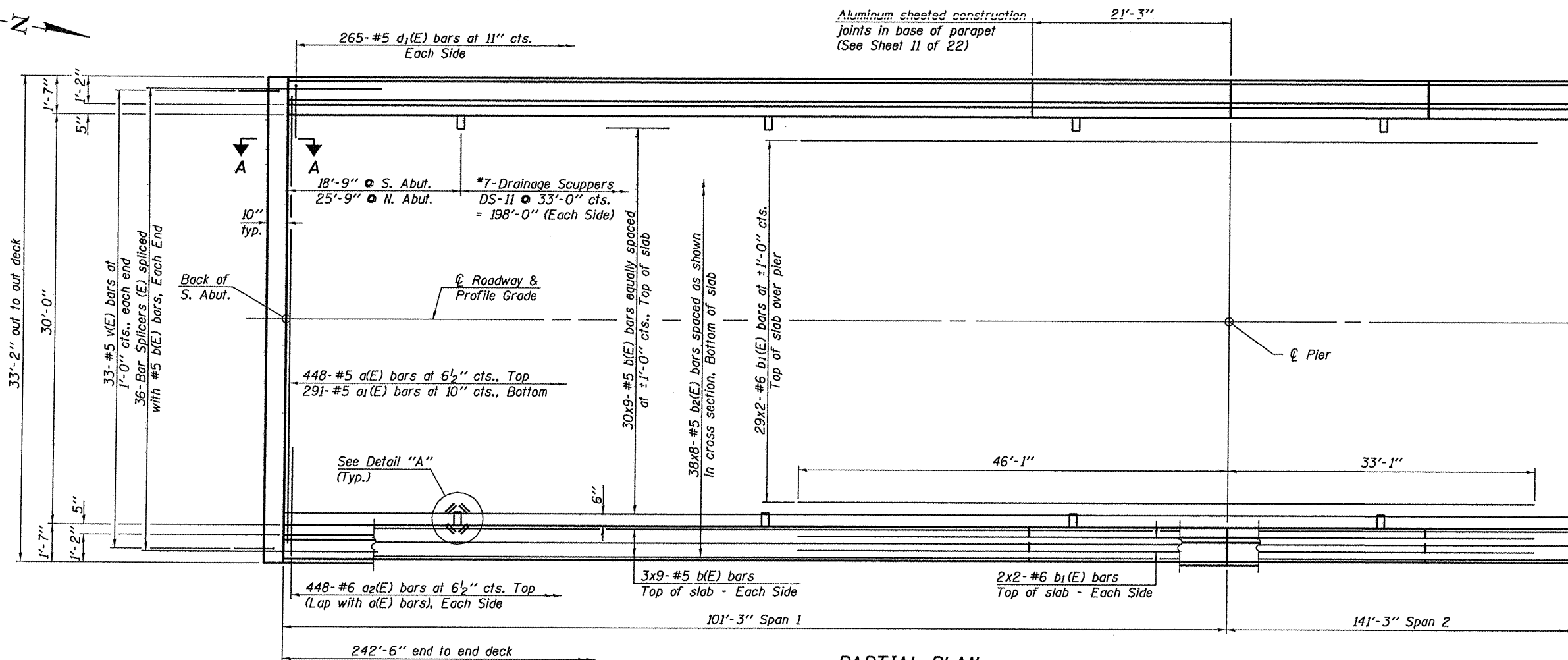


PLAN

NORTH APPROACH TOP OF SLAB ELEVATIONS
S.N. 043-3270

DESIGNED -	J.A.M.
CHECKED -	A.L.S.
DRAWN -	S.A.P.
CHECKED -	J.A.M. & A.L.S.

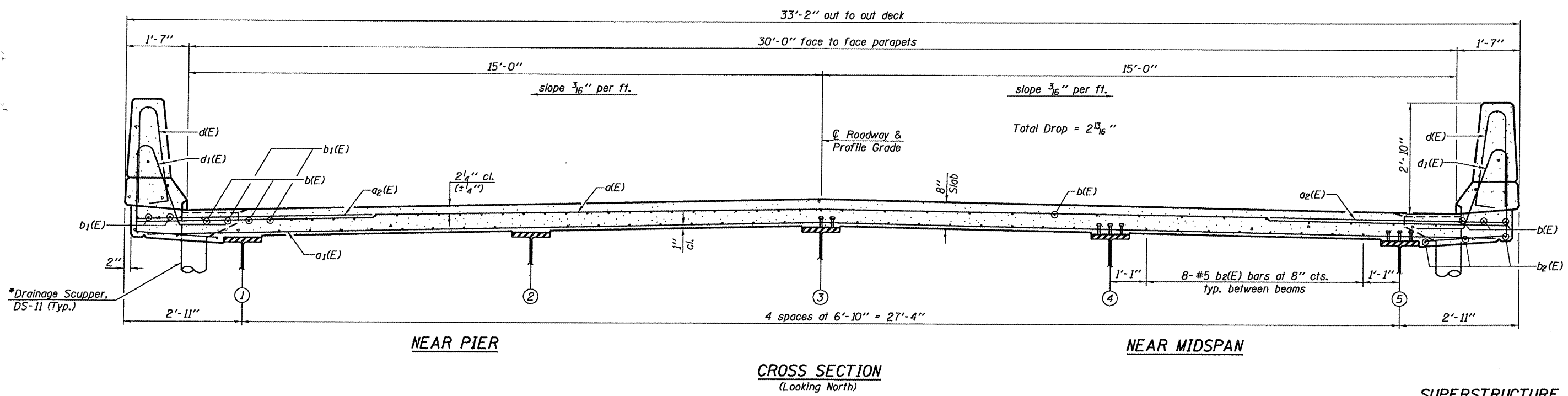
<p>FEHR-GRAHAM & ASSOCIATES, LLC ENGINEERING AND SCIENCE CONSULTANTS FREEPORT, IL ROCKFORD, IL ROCHELLE, IL MONROE, WI SPRINGFIELD, IL</p>	C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	9	06-00127-00-BR	JO DAVIESS	55	17
	SCOUT CAMP ROAD			CONTRACT NO. 85539	
4440 ASH GROVE SPRINGFIELD, IL 62711 (217)-793-8600 www.fehr-graham.com			ILLINOIS		



*Note:
Cut longitudinal bars to clear Drainage Scuppers. See Sheet 22 of 22 for Drainage Scupper, DS-11 details.

Notes:
See Sheet 10 & 11 of 22 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 11 of 22 for parapet reinforcement.

MINIMUM BAR LAP
#5 bar = 3'-3"
#6 bar = 3'-10"

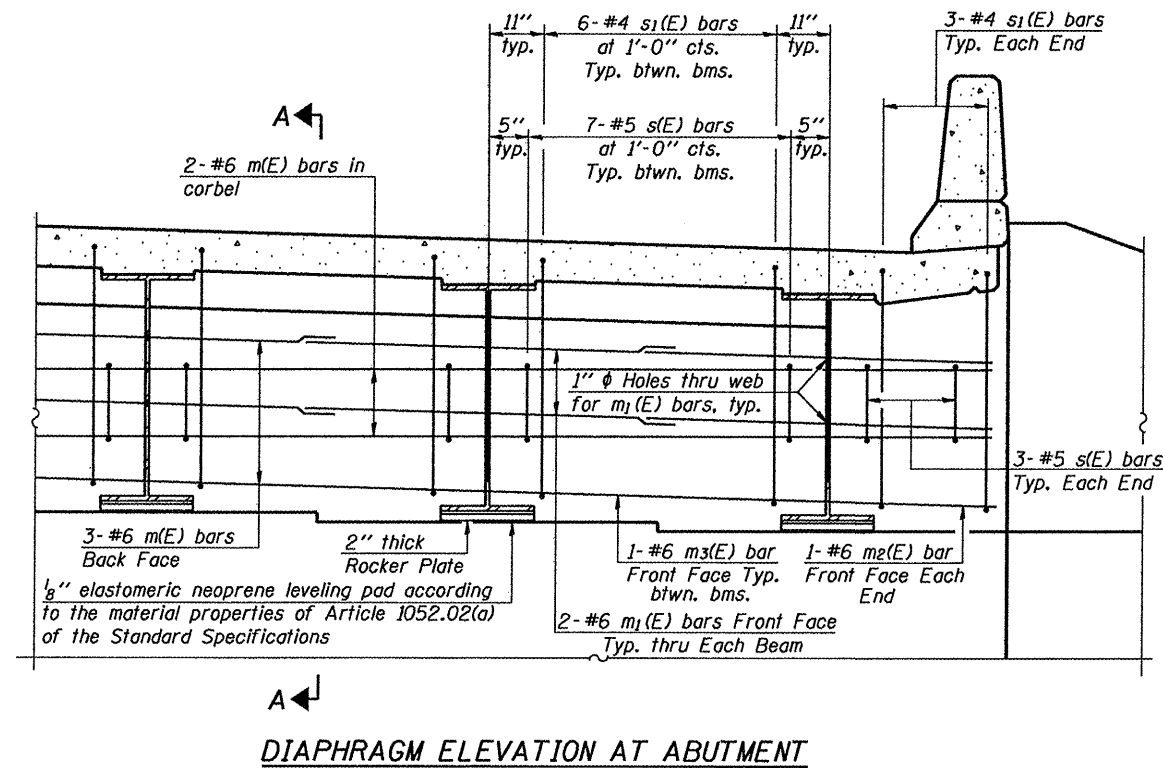


DESIGNED -	J.A.M.
CHECKED -	A.L.S.
DRAWN -	S.A.P.
CHECKED -	J.A.M. & A.L.S.

SI-2-0 5-16-08
FILE: 46860.SUPER.DGN DATE: 03/24/11

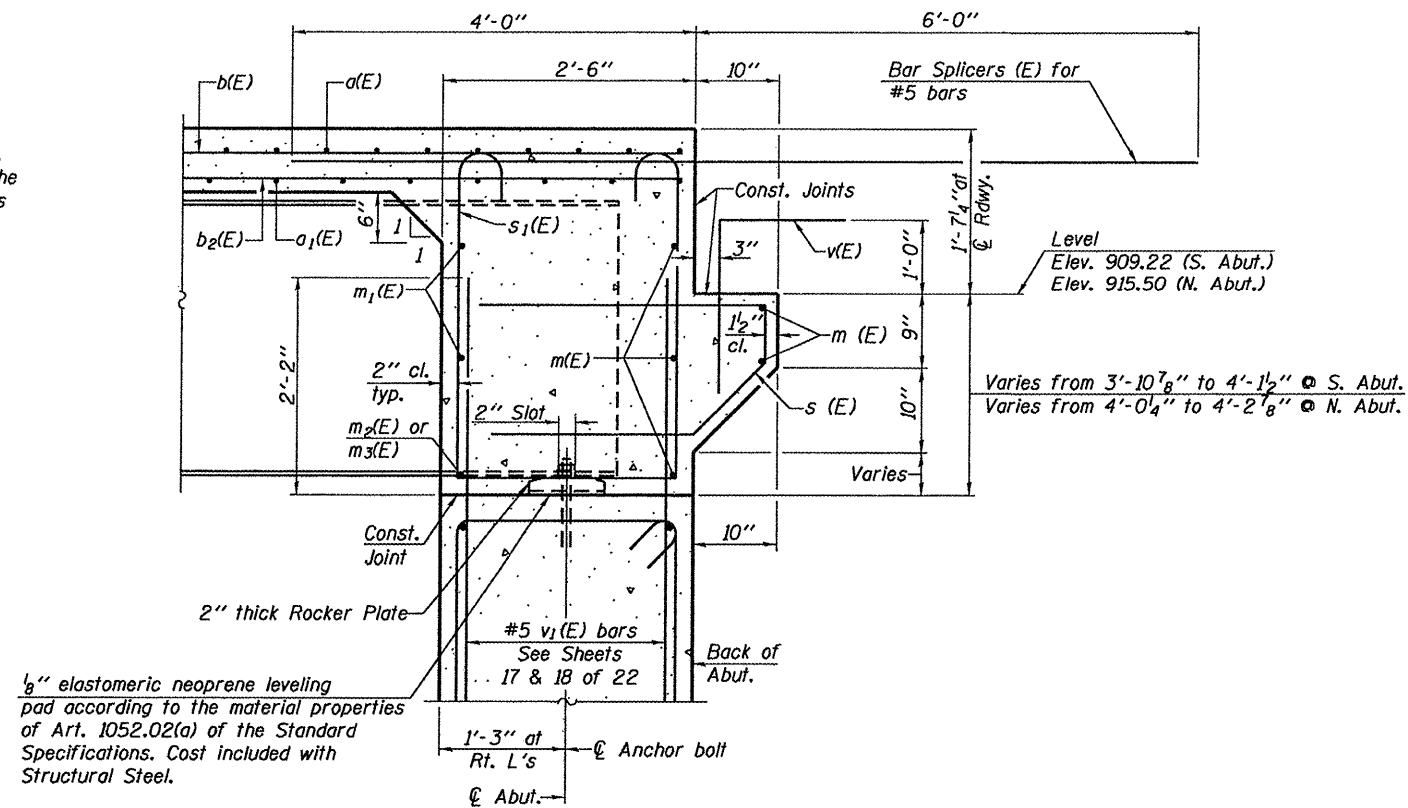
FEHR-GRAHAM & ASSOCIATES, LLC
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C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	18
SCOUT CAMP ROAD		CONTRACT NO. 85539		
ILLINOIS				



Notes:
 Reinforcement bars in diaphragm are billed with superstructure on sheet 11 of 22.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 11 of 22.
 For details of bars s(E) & s1(E) see sheet 11 of 22.
 The s(E) and s1(E) bars shall be placed parallel to the girders. Spacing for these bars shall be at right angles to the girders.

MIN. BAR LAP
 #6 bar = 3'-4"



SECTION A-A

Dimensions at right angles to abutment.

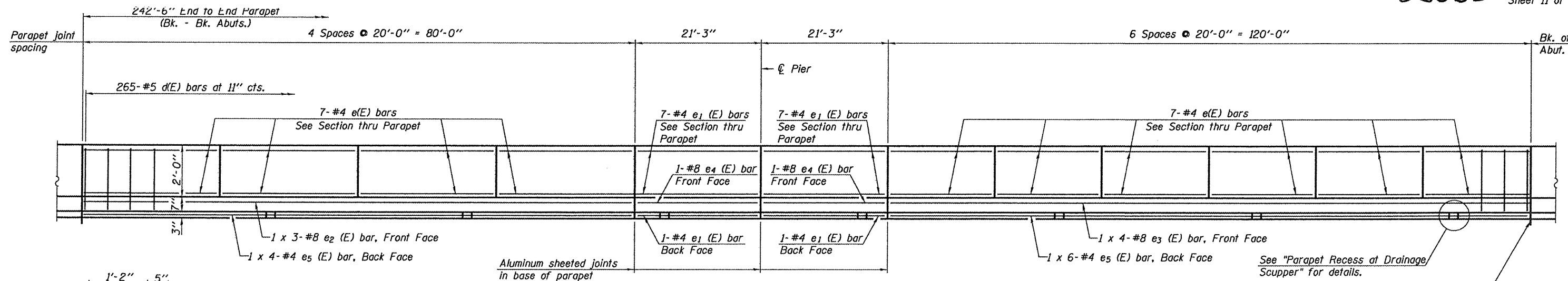
SUPERSTRUCTURE DETAILS

S.N. 043-3270

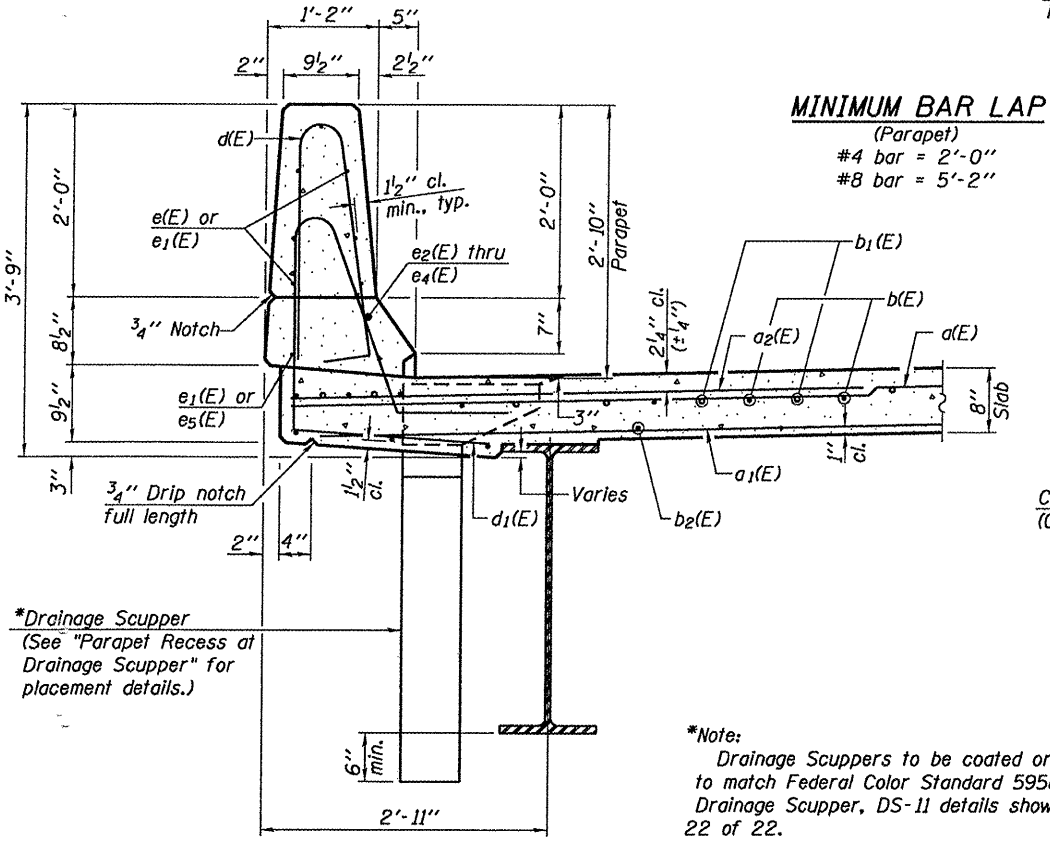
DESIGNED -	J.A.M.
CHECKED -	A.L.S.
DRAWN -	S.A.P.
CHECKED -	J.A.M. & A.L.S.

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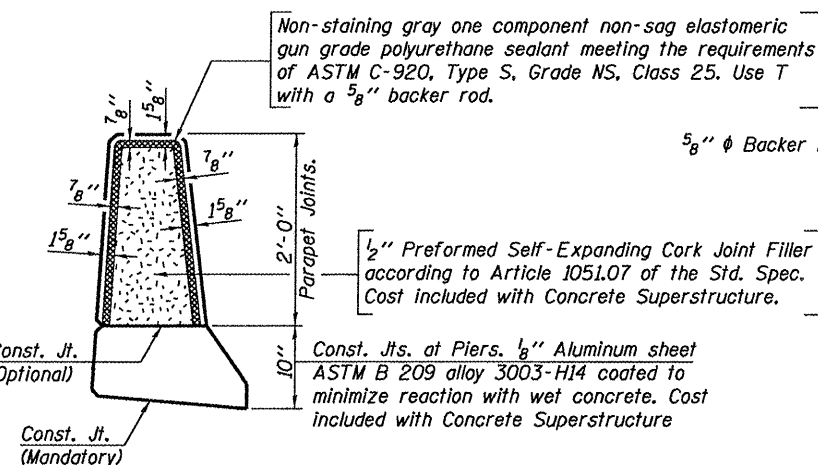
C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	19
SCOUT CAMP ROAD		CONTRACT NO. 85539		
ILLINOIS				



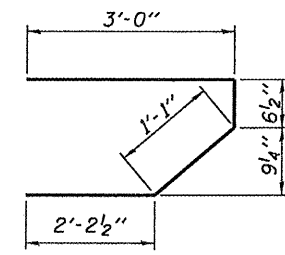
INSIDE ELEVATION OF PARAPET
(Looking West)



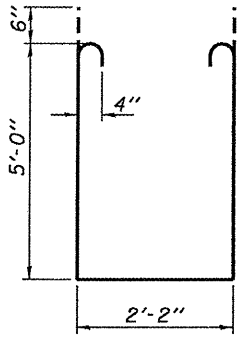
SECTION THRU PARAPET



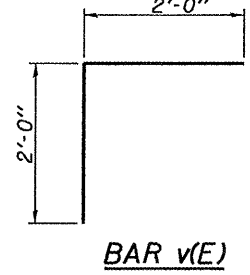
PARAPET JOINT DETAILS



BAR s(E)



BAR s1(E)

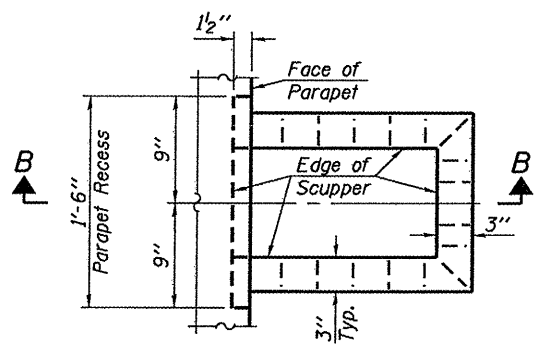


BAR v(E)

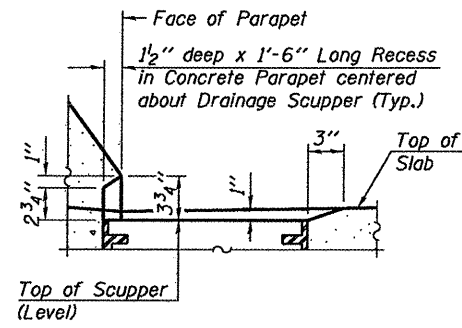
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	448	#5	32'-6"	—
a1(E)	291	#5	31'-10"	—
a2(E)	896	#6	6'-6"	—
a3(E)	112	#5	1'-6"	—
b(E)	324	#5	30'-0"	—
b1(E)	66	#6	41'-6"	—
b2(E)	304	#5	33'-3"	—
d(E)	530	#5	5'-7"	┆
d1(E)	530	#5	7'-6"	┆
e(E)	140	#4	19'-7"	—
e1(E)	32	#4	20'-10"	—
e2(E)	6	#8	30'-0"	—
e3(E)	8	#8	36'-9"	—
e4(E)	4	#8	20'-10"	—
e5(E)	20	#4	21'-8"	—
m(E)	10	#6	32'-10"	—
m1(E)	20	#6	10'-3"	—
m2(E)	4	#6	2'-7"	—
m3(E)	8	#6	6'-6"	—
s(E)	68	#5	6'-10"	┆
s1(E)	60	#4	13'-2"	┆
v(E)	66	#5	4'-0"	┆
Reinforcement Bars, Epoxy Coated		Pound	72,030	
Concrete Superstructure		Cu. Yd.	292.7	
Bridge Deck Grooving		Sq. Yd.	754	
Protective Coat		Sq. Yd.	1,011	

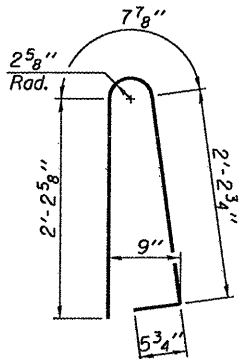
Bars indicated thus 1 x 4-#5 etc. indicates 1 line of bars with 4 lengths per line.



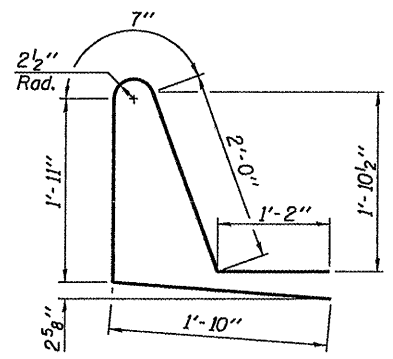
PLAN



SECTION B-B



BAR d(E)



BAR d1(E)

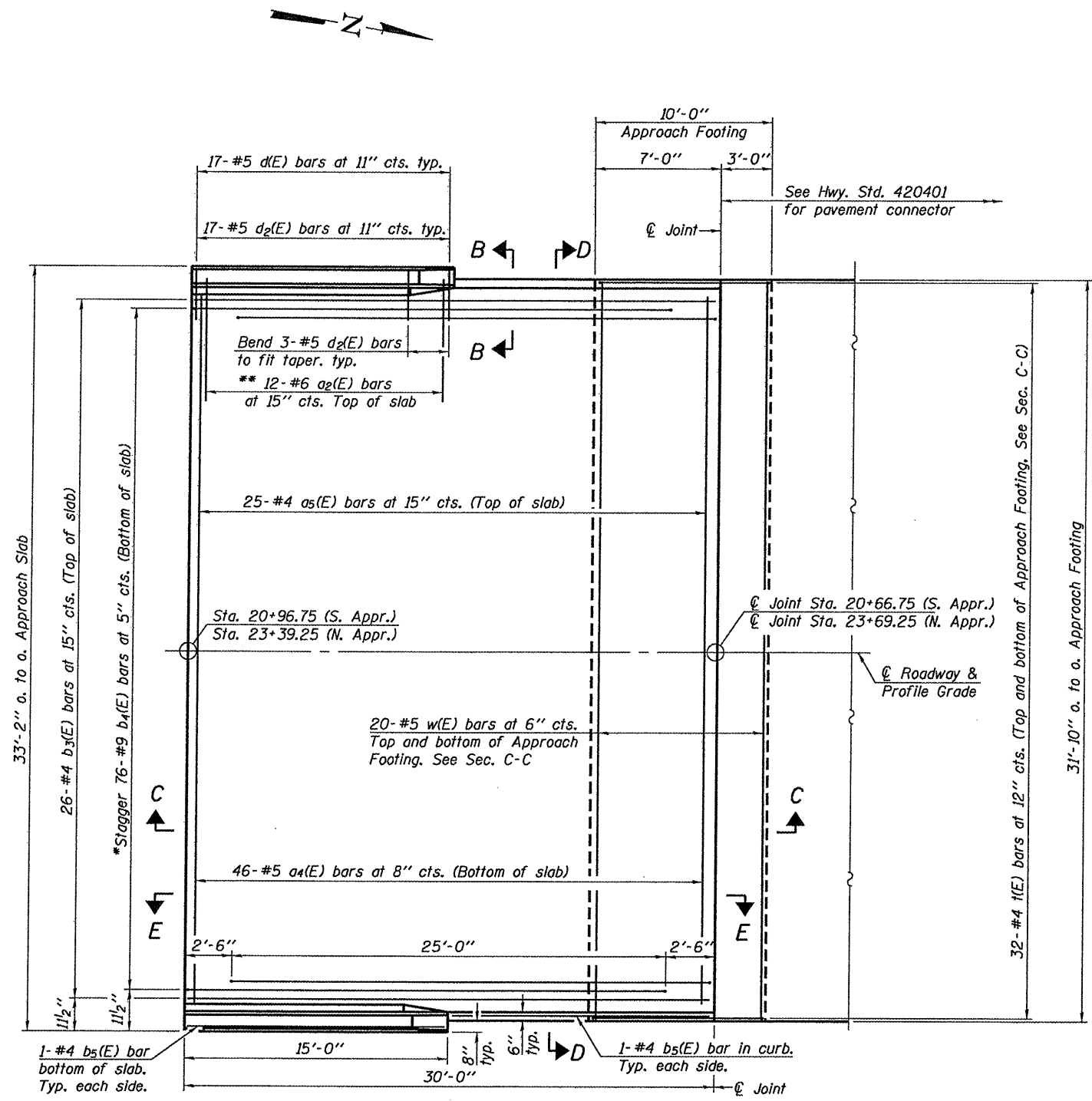
SUPERSTRUCTURE DETAILS
S.N. 043-3270

DESIGNED -	J.A.M.
CHECKED -	A.L.S.
DRAWN -	S.A.P.
CHECKED -	J.A.M. & A.L.S.

S-I-D 5-16-08

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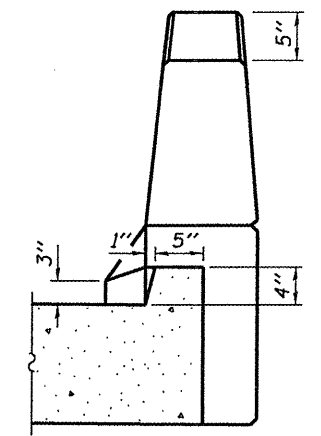
C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	20
SCOUT CAMP ROAD			CONTRACT NO. 85539	
ILLINOIS				



PLAN
(North Approach Slab Shown)

* Tilt #9 b₄(E) bars as required to maintain clearance.
 ** Alternate with a₅(E) bars, typ. ea. parapet.

Notes:
 See sheet 13 of 22 for bar details, Bill of Material, Sections C-C & D-D and View E-E.



VIEW B-B

DESIGNED	J.A.M.
CHECKED	A.L.S.
DRAWN	S.A.P.
CHECKED	J.A.M. & A.L.S.

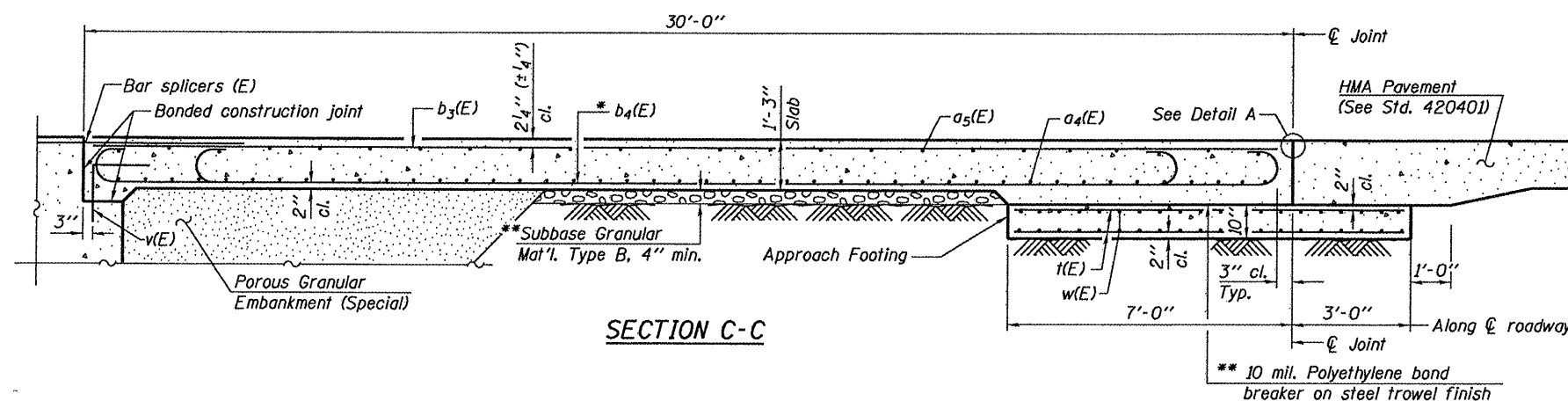
BA-0 11-1-09

BRIDGE APPROACH SLAB DETAILS
 S.N. 043-3270

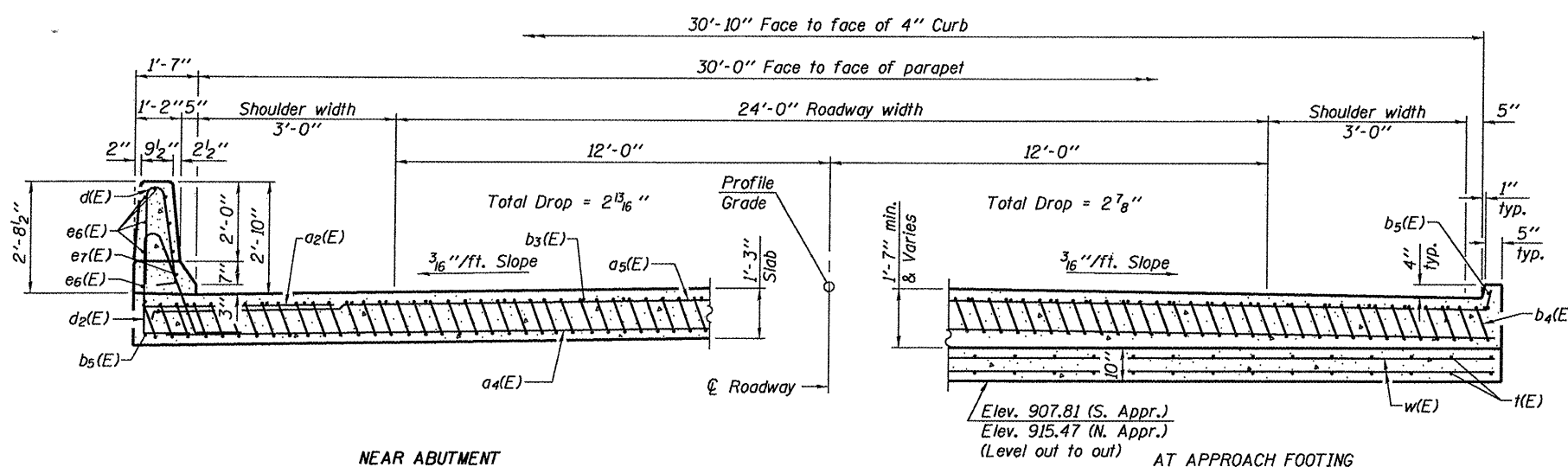
<p>FEHR-GRAHAM & ASSOCIATES, LLC ENGINEERING AND SCIENCE CONSULTANTS FREEPORT, IL ROCKFORD, IL ROCHELLE, IL MONROE, WI SPRINGFIELD, IL 4440 ASH GROVE SPRINGFIELD, IL 62711 (217) 793-8600 www.fehr-graham.com</p>	C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	9	06-00127-00-BR	JO DAVIESS	55	21
	SCOUT CAMP ROAD			CONTRACT NO. 85539	
ILLINOIS					

Notes:

Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet 11 of 22.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see sheet 21 of 22.
 Cost of excavation for approach footing included with Concrete Structures.
 For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 22.
 For additional parapet details see sheet 11 of 22.



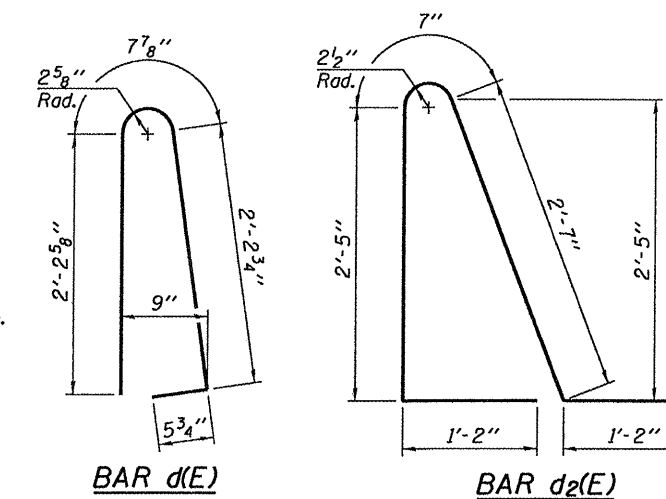
SECTION C-C



SECTION D-D

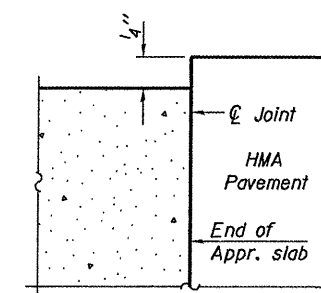
(See Plan for dimensions not shown)

* Tilt #9 b4(E) bars as required to maintain clearance.
 ** Cost included with Concrete Superstructure.



BAR d(E)

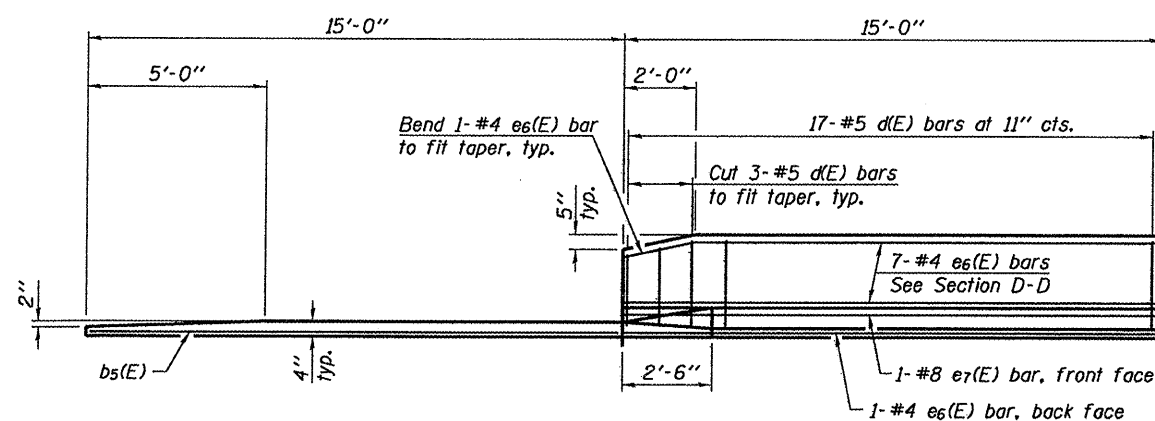
BAR d2(E)



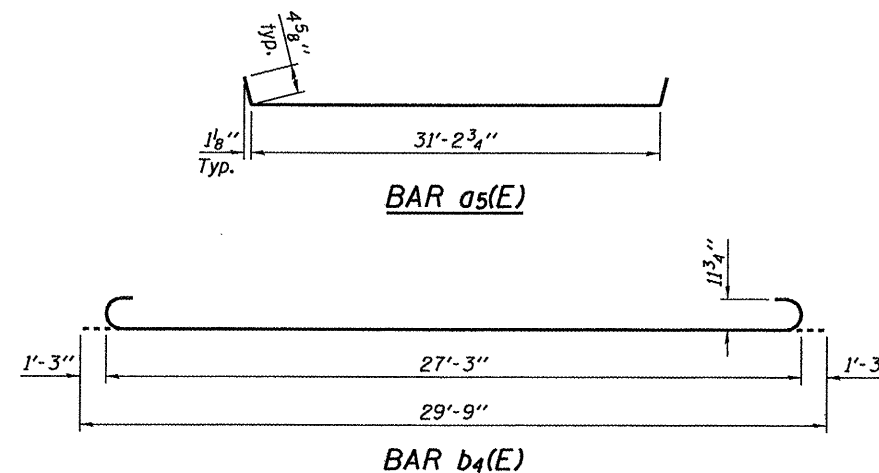
DETAIL A

TWO APPROACHES
 BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
a2(E)	48	#6	6'-6"	—	
a4(E)	92	#5	31'-6"	—	
a5(E)	50	#4	32'-0"	—	
b3(E)	52	#4	29'-8"	—	
b4(E)	152	#9	29'-9"	—	
b5(E)	8	#4	14'-8"	—	
d(E)	68	#5	5'-7"	—	
d2(E)	68	#5	7'-11"	—	
e6(E)	32	#4	14'-8"	—	
e7(E)	4	#8	14'-8"	—	
k(E)	128	#4	9'-8"	—	
w(E)	80	#5	31'-6"	—	
Concrete Superstructure				Cu. Yd.	105.7
Concrete Structures				Cu. Yd.	19.6
Reinforcement Bars, Epoxy Coated				Pound	25,930
Bridge Deck Grooving				Sq. Yd.	185
Protective Coat				Sq. Yd.	233



VIEW E-E



BAR a5(E)

BAR b4(E)

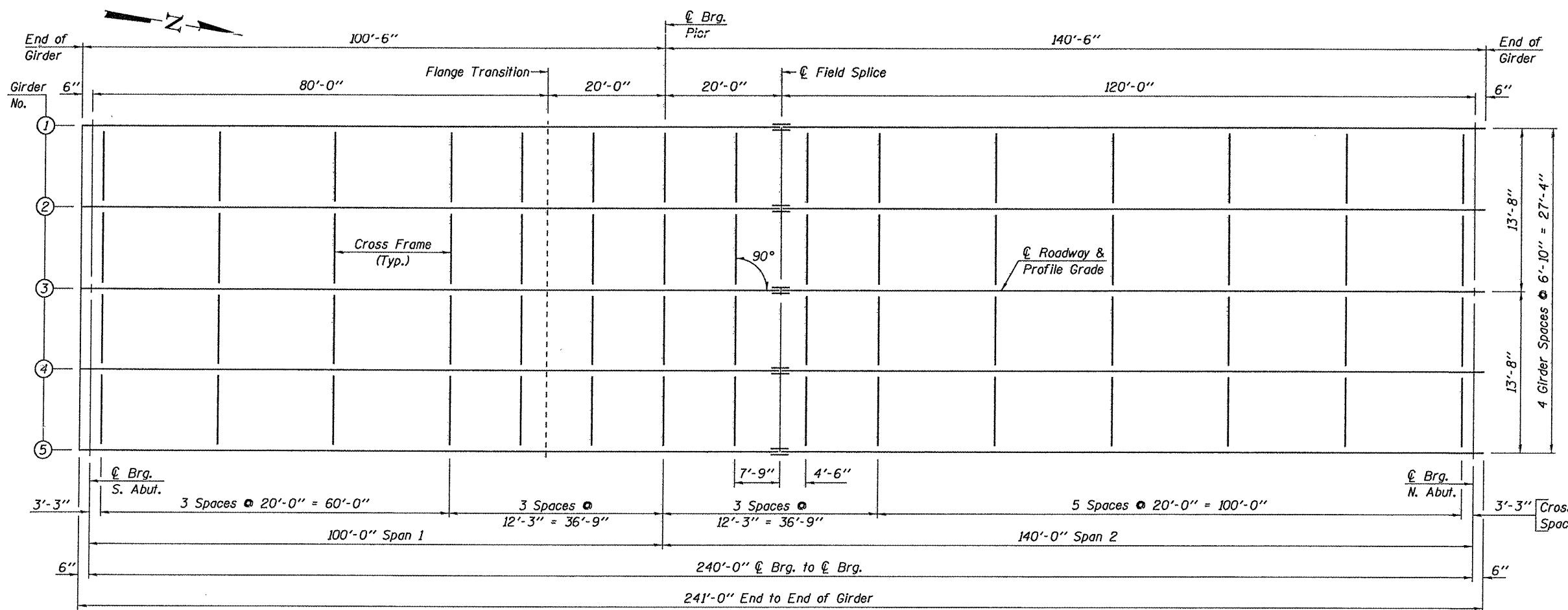
BRIDGE APPROACH SLAB DETAILS
 S.N. 043-3270

DESIGNED -	J.A.M.
CHECKED -	A.L.S.
DRAWN -	S.A.P.
CHECKED -	J.A.M. & A.L.S.

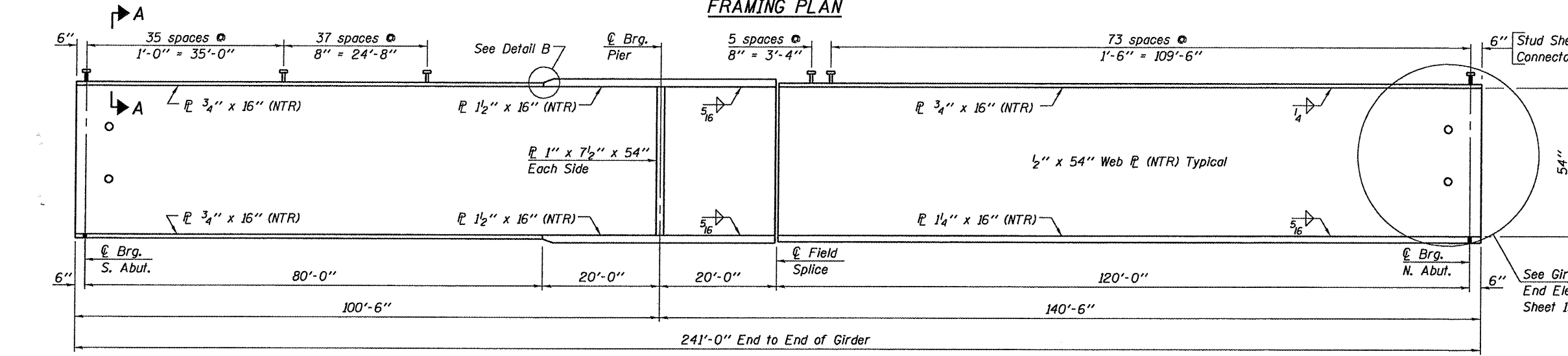
BA-0 10-31-08

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C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	22
SCOUT CAMP ROAD			CONTRACT NO. 85539	
ILLINOIS				



FRAMING PLAN

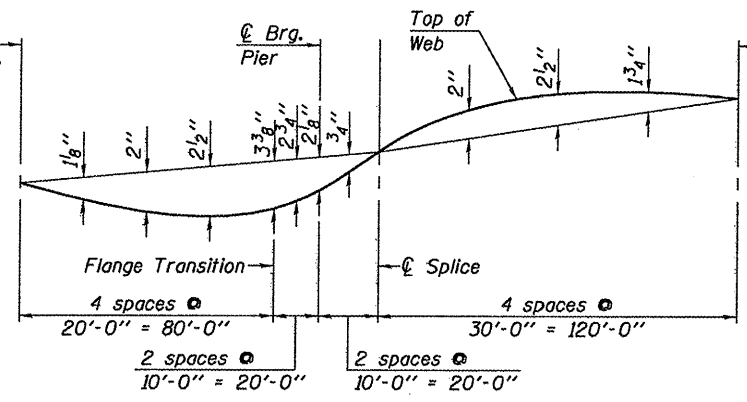


GIRDER ELEVATION

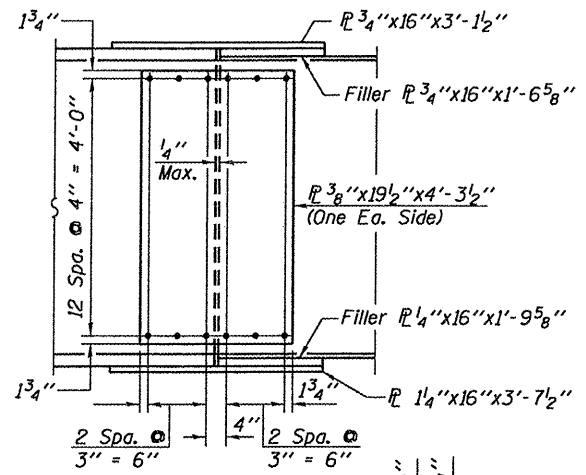
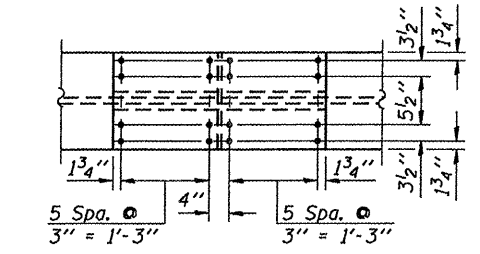
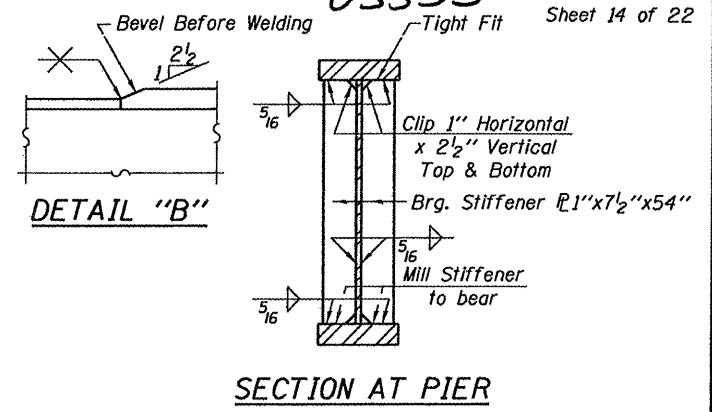
"NTR" denotes plates to which notch toughness requirements are applicable.

TOP OF WEB ELEVATIONS				
Girder No.	℄ Brg. S. Abut.	℄ Brg. Pier	℄ Splice	℄ Brg. N. Abut.
1	909.83	911.63	912.20	916.04
2	909.94	911.74	912.31	916.15
3	910.05	911.85	912.42	916.26
4	909.94	911.74	912.31	916.15
5	909.83	911.63	912.20	916.04

Note: For fabrication only.

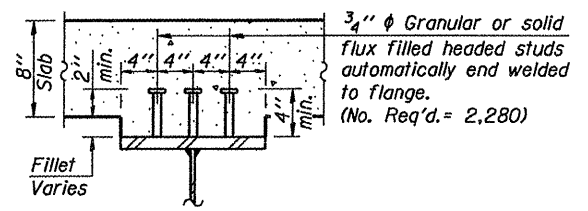


CAMBER DIAGRAM



FIELD SPLICE DETAIL

(5 Required)



SECTION A-A

STRUCTURAL STEEL DETAILS
S.N. 043-3270

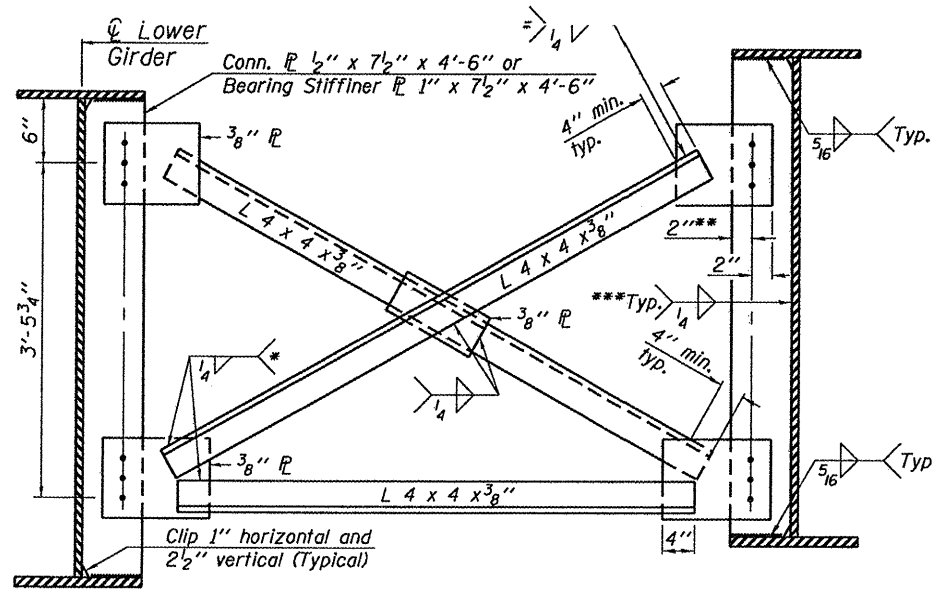
NOTES

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

DESIGNED	J.A.M.
CHECKED	A.L.S.
DRAWN	S.A.P.
CHECKED	J.A.M. & A.L.S.

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C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	23
SCOUT CAMP ROAD		CONTRACT NO. 85539		
ILLINOIS				



**** Notes:**
 Use 3/4" φ H.S. Bolts with 5/16" φ Holes in connection plates, bearing stiffener plates and gusset plates.
 Hardened washers required over holes in connection plates, bearing stiffener plates and gusset plates under bolt heads and nuts.

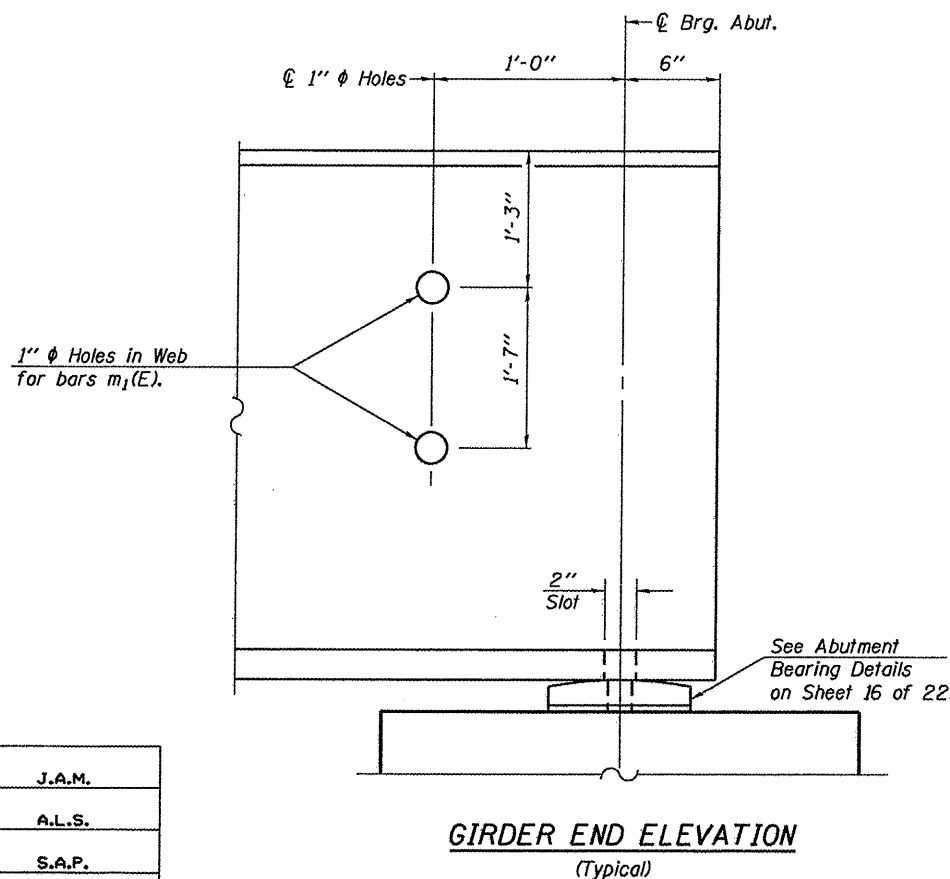
*****Note:**
 For weld size at bearing stiffener plate see Section at Pier on Sheet 14 of 22.

TYPICAL INTERIOR CROSS FRAME

*Note: Fillet weld angles along 3 sides on one face of gusset plate.
 Note: All cross frames shall be installed as steel is erected and secured with bolts.

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1	Pier	0.6 Sp. 2
I_s	(in ⁴)	24,548	43,533	29,969
$I_c(n)$	(in ⁴)	56,216	---	72,850
$I_c(3n)$	(in ⁴)	41,884	---	52,594
S_s	(in ³)	885	1,527	1,226
$S_c(n)$	(in ³)	1,201	---	1,639
$S_c(3n)$	(in ³)	1,096	---	1,501
ρ	(k/')	0.922	1.484	0.955
$M \rho$	(k)	312	2,868	1,449
$s \rho$	(k/')	0.480	---	0.480
$M_s \rho$	(k)	231	---	784
$M \xi$	(k)	771	885	1,177
M_I	(k)	171	181	222
$S_3[M \xi + M_I]$	(k)	1,570	1,777	2,332
M_a	(k)	2,747	6,039	5,935
$f_s \rho$ (non-comp)	(ksi)	4.2	22.5	14.2
$f_s \rho$ (comp)	(ksi)	2.5	---	6.3
$f_s S_3 [M \xi + M_I]$	(ksi)	15.7	14.0	17.1
f_s (Overload)	(ksi)	22.4	36.5	37.6
f_s (Total)	(ksi)	29.1	47.5	48.9
VR	(k)	55.1	---	53.2

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) 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 and Overload) 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 and Overload) due to long-term composite (superimposed) dead loads (in⁴ and in³).
 ρ : Un-factored non-composite dead load (kips/ft.).
 $M \rho$: Un-factored moment due to non-composite dead load (kip-ft).
 $s \rho$: Un-factored long-term composite (superimposed) dead load (kips/ft.).
 $M_s \rho$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
 $M \xi$: Un-factored live load moment (kip-ft.).
 M_I : Un-factored moment due to impact (kip-ft).
 M_a : Factored design moment (kip-ft.).
 $1.3 [M \rho + M_s \rho + \frac{5}{3} (M \xi + M_I)]$
 f_s (Overload): Sum of stresses as computed from the moments below (ksi).
 $M \rho + M_s \rho + \frac{5}{3} (M \xi + M_I)$
 f_s (Total): Sum of stresses as computed from the moments below on non compact section (ksi). $1.3 [M \rho + M_s \rho + \frac{5}{3} (M \xi + M_I)]$
 VR: Maximum $\xi +$ impact shear range within the composite portion of the span for stud shear connector design (kips).

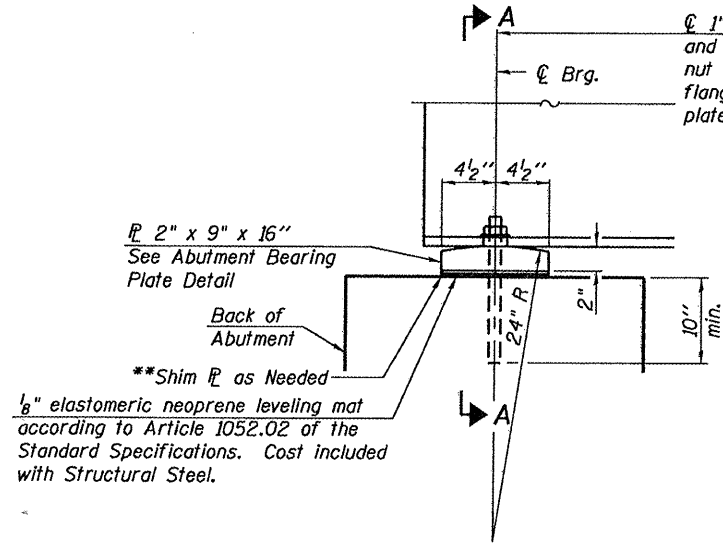


INTERIOR GIRDER REACTION TABLE				
		S. Abut.	Pier	N. Abut.
$R \rho$	(k)	41.6	222.1	80.1
$R \xi$	(k)	40.1	75.0	41.5
R_I	(k)	9.0	15.3	7.9
R_{Total}	(k)	90.7	312.4	129.5

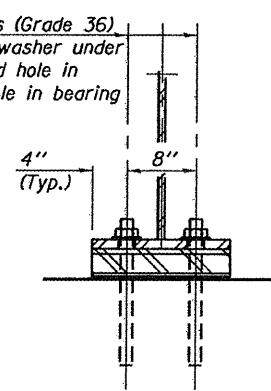
DESIGNED -	J.A.M.
CHECKED -	A.L.S.
DRAWN -	S.A.P.
CHECKED -	J.A.M. & A.L.S.

STRUCTURAL STEEL DETAILS
 S.N. 043-3270

<p>ENGINEERING AND SCIENCE CONSULTANTS FREEPORT, IL. ROCKFORD, IL. ROCHELLE, IL. MONROE, WI. SPRINGFIELD, IL.</p>	C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	9	06-00127-00-BR	JO DAVIESS	55	24
SCOUT CAMP ROAD			CONTRACT NO. 85539		
ILLINOIS					



ELEVATION AT ABUTMENT

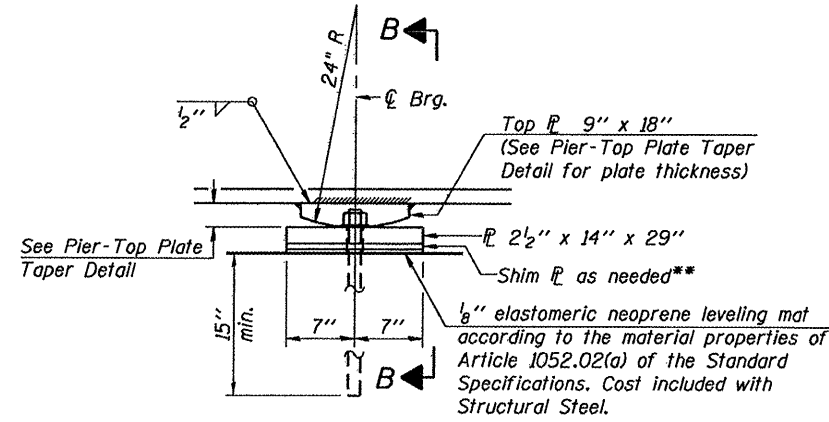


SECTION A-A

ABUTMENT BEARING DETAILS

(10 Required)

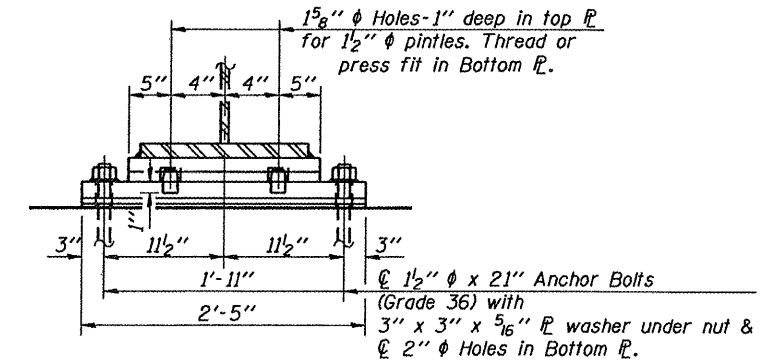
Note: Anchor bolts may be built into the masonry.



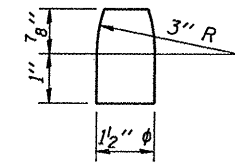
ELEVATION AT PIER

PIER BEARING DETAILS

(5 Required)



SECTION B-B



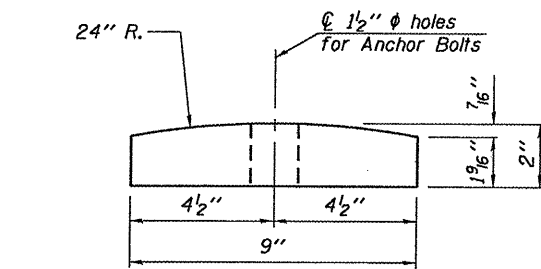
PINTLE

Notes:

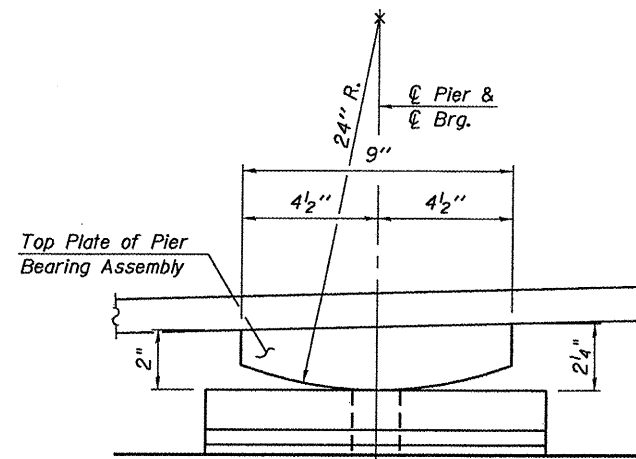
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of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

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

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

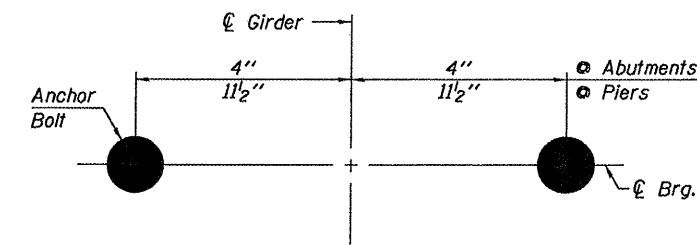


ABUTMENT BEARING PLATE DETAIL



PIER-TOP PLATE TAPER DETAIL

(Looking West along \varnothing Pier)



ANCHOR BOLT LOCATION PLAN

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	20
Anchor Bolts, 1 1/2"	Each	10

BEARING DETAILS

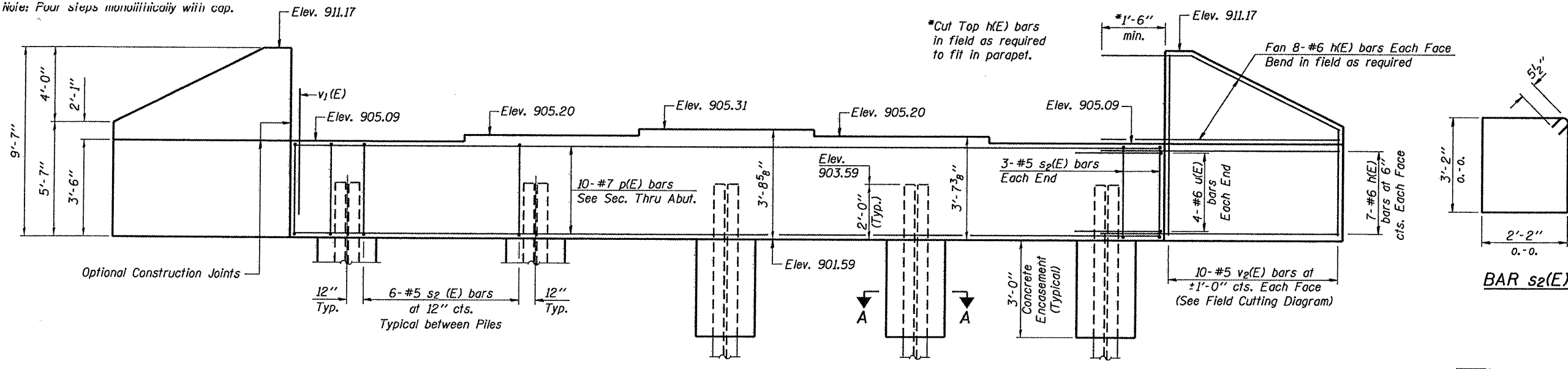
S.N. 043-3270

DESIGNED -	J.A.M.
CHECKED -	A.L.S.
DRAWN -	S.A.P.
CHECKED -	J.A.M. & A.L.S.

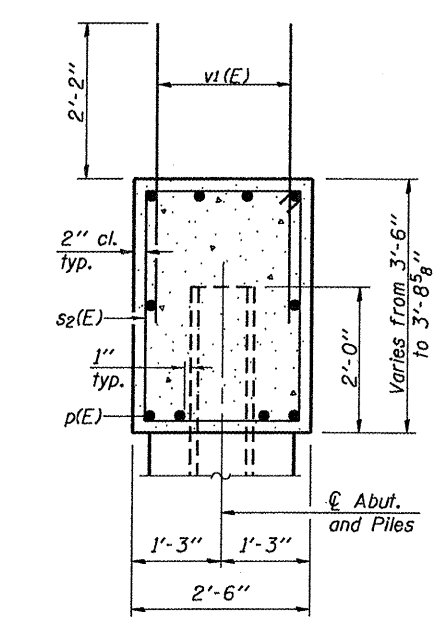
FEHR-GRAHAM & ASSOCIATES, LLC
ENGINEERING AND SCIENCE CONSULTANTS
FREEPORT, IL ROCKFORD, IL ROCHELLE, IL MONROE, WI SPRINGFIELD, IL

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	25
SCOUT CAMP ROAD		CONTRACT NO. 85539		
ILLINOIS				

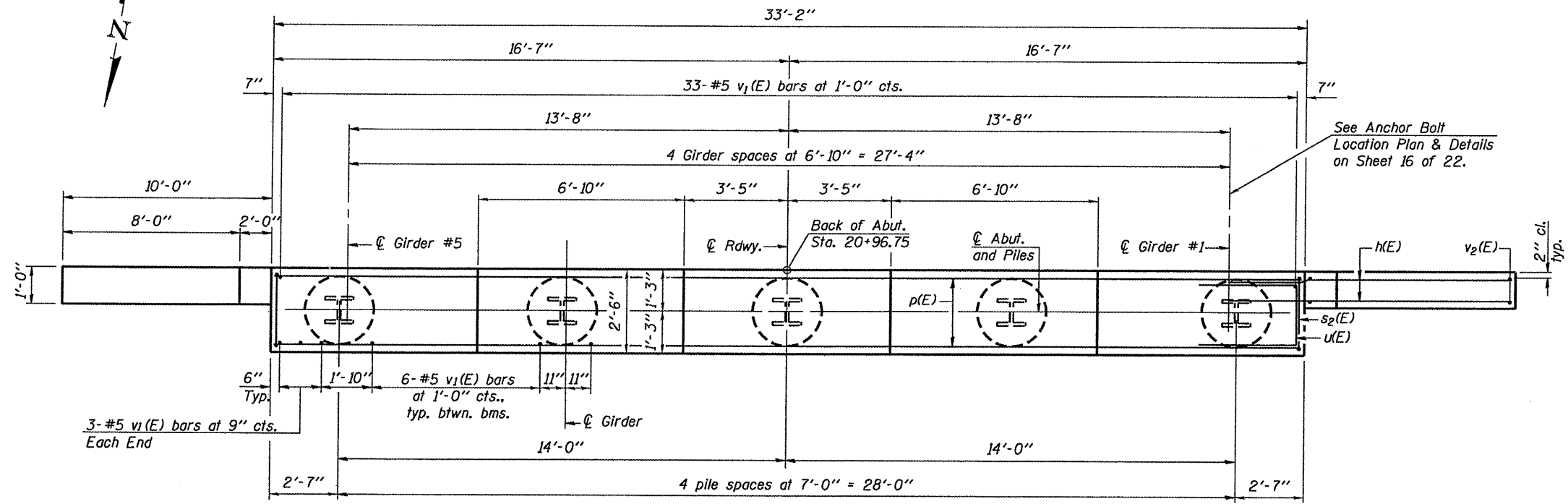
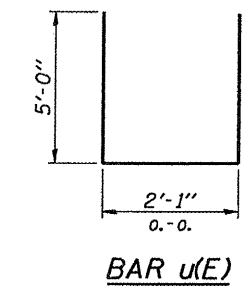
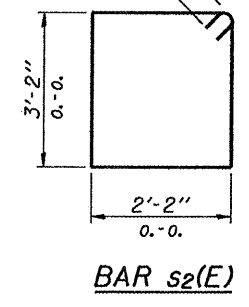
Note: Four steps monolithically with cap.



ELEVATION



SEC. THRU ABUT.



PLAN

See Anchor Bolt Location Plan & Details on Sheet 16 of 22.

SOUTH ABUTMENT BILL OF MATERIAL

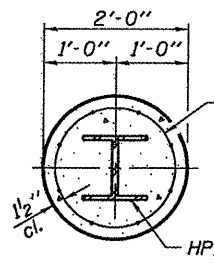
Bar	No.	Size	Length	Shape
h(E)	60	#6	12'-6"	—
p(E)	10	#7	32'-10"	—
s ₂ (E)	30	#5	11'-7"	□
u(E)	8	#6	12'-1"	—
v ₁ (E)	63	#5	4'-4"	—
v ₂ (E)	20	#5	14'-8"	—
Structure Excavation	Cu. Yd.		75	
Concrete Structures	Cu. Yd.		17.2	
Reinforcement Bars, Epoxy Coated	Pound		2,900	
Furnishing Steel Piles, Steel HP12x63	Foot		200	
Driving Piles	Foot		200	
Test Pile, Steel HP12x63	Each		1	
Concrete Encasement	Cu. Yd.		1.8	

For details of piles see sheet 20 of 22.

PILE DATA

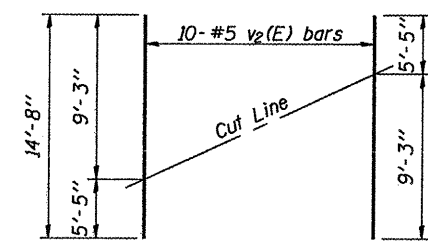
Type: Steel HP12x63
Nominal Required Bearing: 495 kips
Factored Resistance Available: 165 kips
Est. Length: 50 ft.
No. Production Piles: 4
No. Test Piles: 1

The Steel Piles shall be according to AASHTO M270 Grade 50.



SECTION A-A Concrete Encasement

Welded wire fabric 6 x 6-W4.0 x W4.0 weighing 58#/100 sq. ft. The cost of Excavation, and Reinforcement is included with Concrete Encasement. Forms for Encasement may be omitted when soil conditions permit. Extend welded wire fabric 2'-0" min. into abutment cap.



FIELD CUTTING DIAGRAM

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

SOUTH ABUTMENT S.N. 043-3270

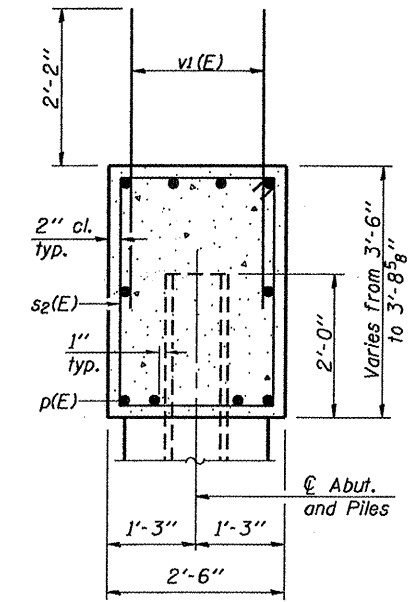
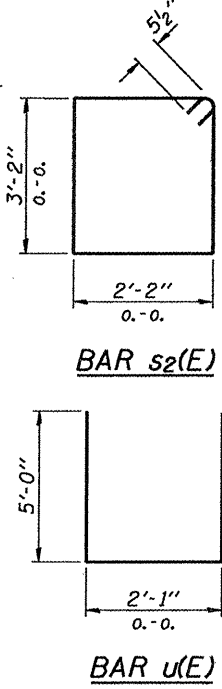
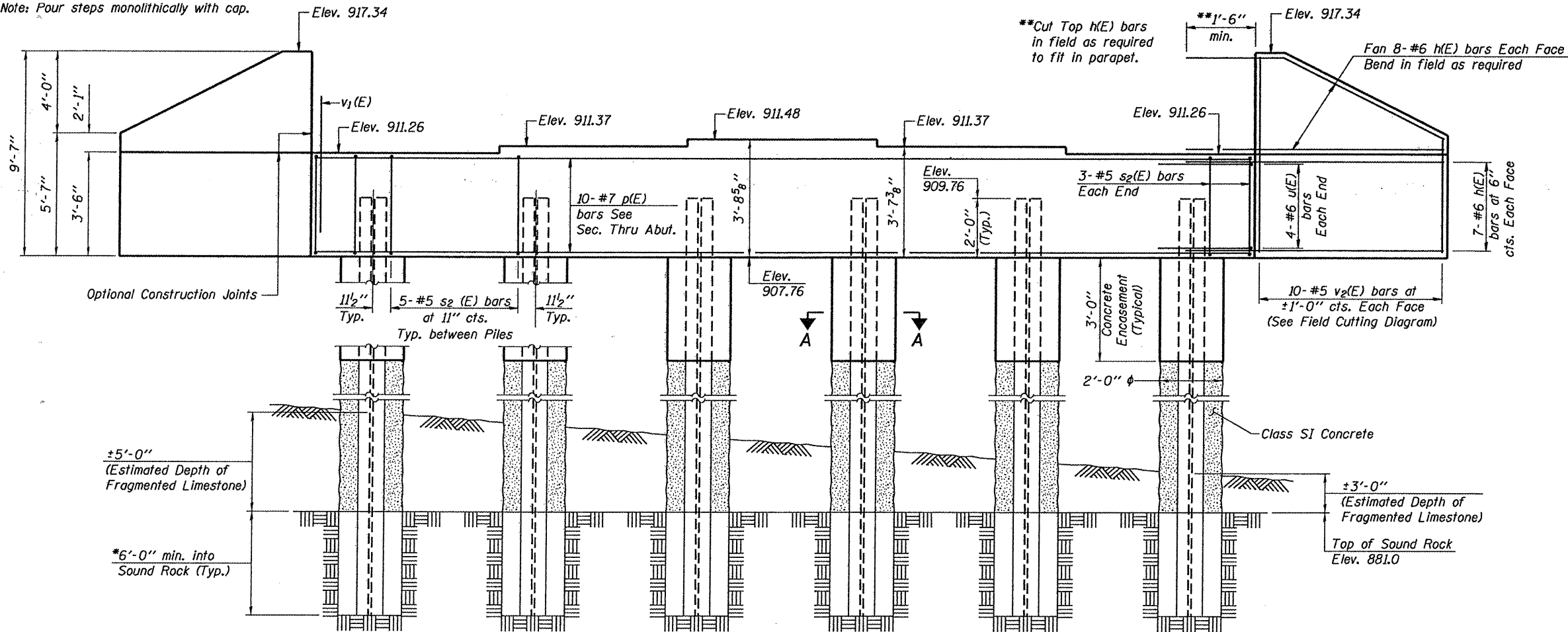
DESIGNED	J.A.M.
CHECKED	A.L.S.
DRAWN	S.A.P.
CHECKED	J.A.M. & A.L.S.

AI-0 5-16-08
FILE: 46860.ABUTS.DGN DATE: 03/24/11

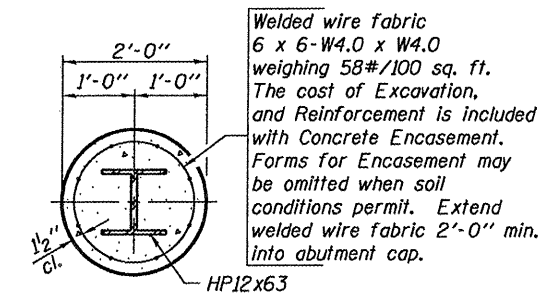
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ENGINEERING AND SCIENCE CONSULTANTS
FREEPORT, IL ROCKFORD, IL ROCHELLE, IL MONROE, WI SPRINGFIELD, IL
4440 ASH GROVE SPRINGFIELD, IL 62711 (217)-793-9800 www.fehr-graham.com

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	26
SCOUT CAMP ROAD		CONTRACT NO. 85539		
ILLINOIS				

Note: Four steps monolithically with cap.



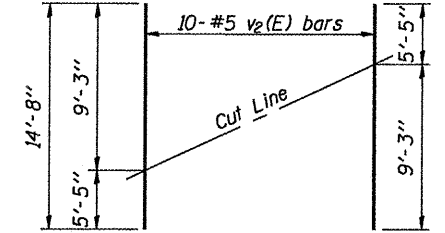
SEC. THRU ABUT.



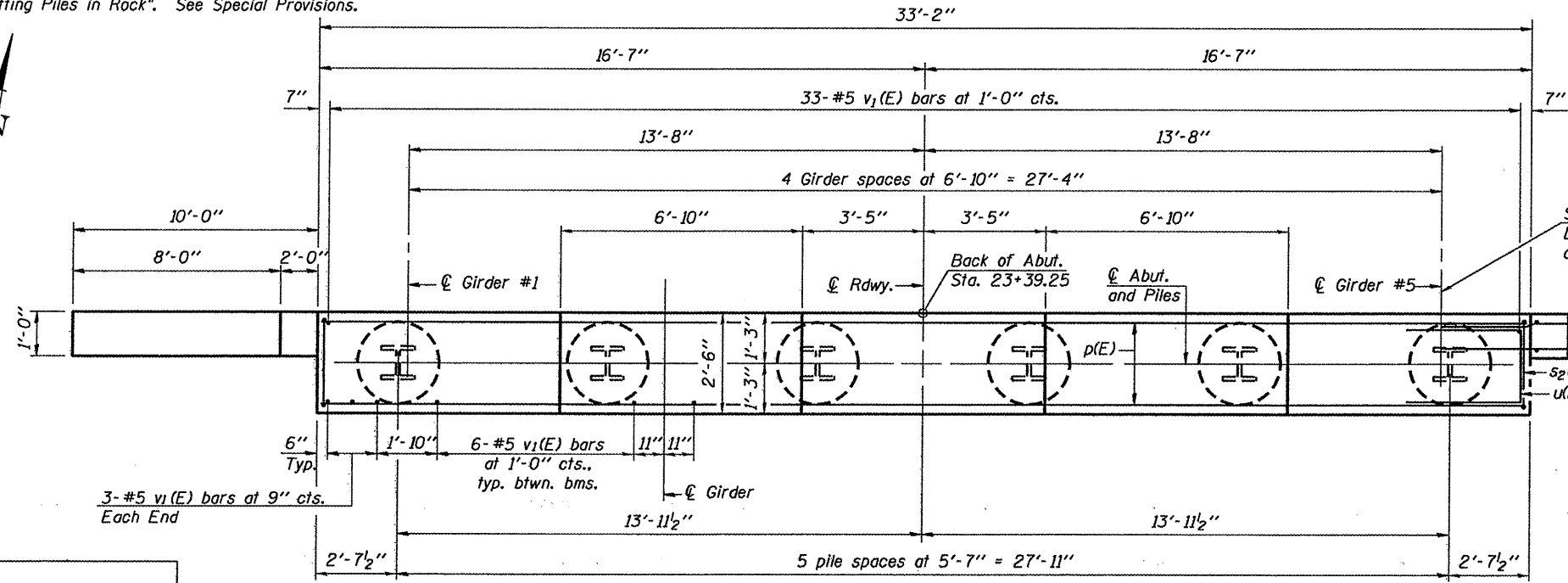
SECTION A-A
Concrete Encasement

*Note: Precore holes through embankment, existing earth, and fragmented limestone as shown. Piles shall be grouted into the rock with Class SI Concrete. Precored holes shall be clean at the time of placement and grouting. The Class SI Concrete used for grouting piles into rock and to fill cored holes, is included in the price for "Setting Piles in Rock". See Special Provisions.

ELEVATION



FIELD CUTTING DIAGRAM



PLAN

See Anchor Bolt Location Plan & Details on Sheet 16 of 22.

PILE DATA
 Type: Steel HP12x63
 Nominal Required Bearing: Set in Rock
 Est. Length: 36 ft.
 No. Production Piles: 6
 The Steel Piles shall be according to AASHTO M270 Grade 50.

**NORTH ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	60	#6	12'-6"	—
p(E)	10	#7	32'-10"	—
s2(E)	31	#5	11'-7"	□
u(E)	8	#6	12'-1"	—
v1(E)	63	#5	4'-4"	—
v2(E)	20	#5	14'-8"	—
Structure Excavation		Cu. Yd.	75	
Concrete Structures		Cu. Yd.	17.2	
Reinforcement Bars, Epoxy Coated		Pound	2,910	
Furnishing Steel Piles, Steel HP12x63		Foot	216	
Setting Piles in Rock		Each	6	
Concrete Encasement		Cu. Yd.	2.1	

For details of piles see sheet 20 of 22.

**NORTH ABUTMENT
S.N. 043-3270**

DESIGNED -	J.A.M.
CHECKED -	A.L.S.
DRAWN -	S.A.P.
CHECKED -	J.A.M. & A.L.S.

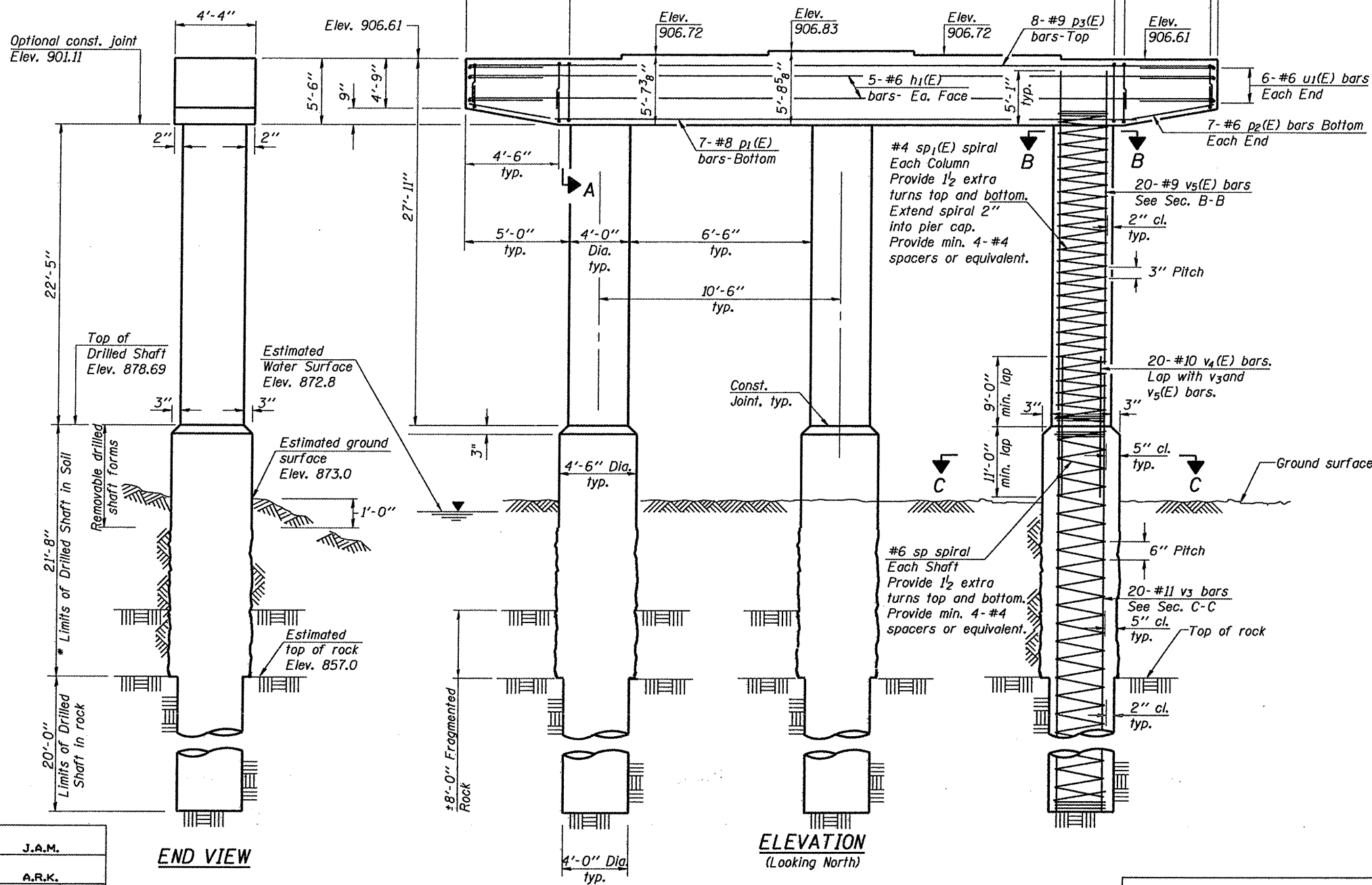
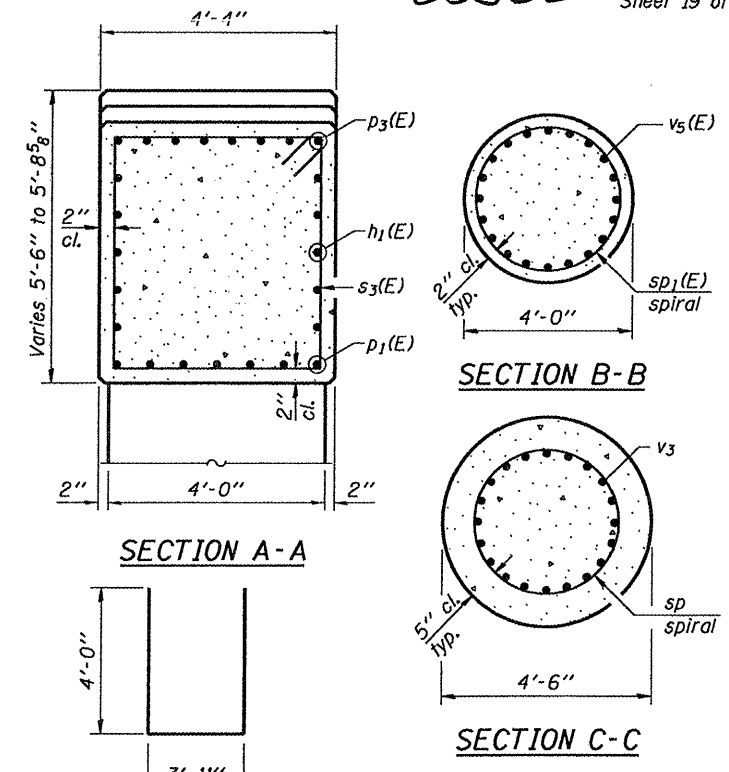
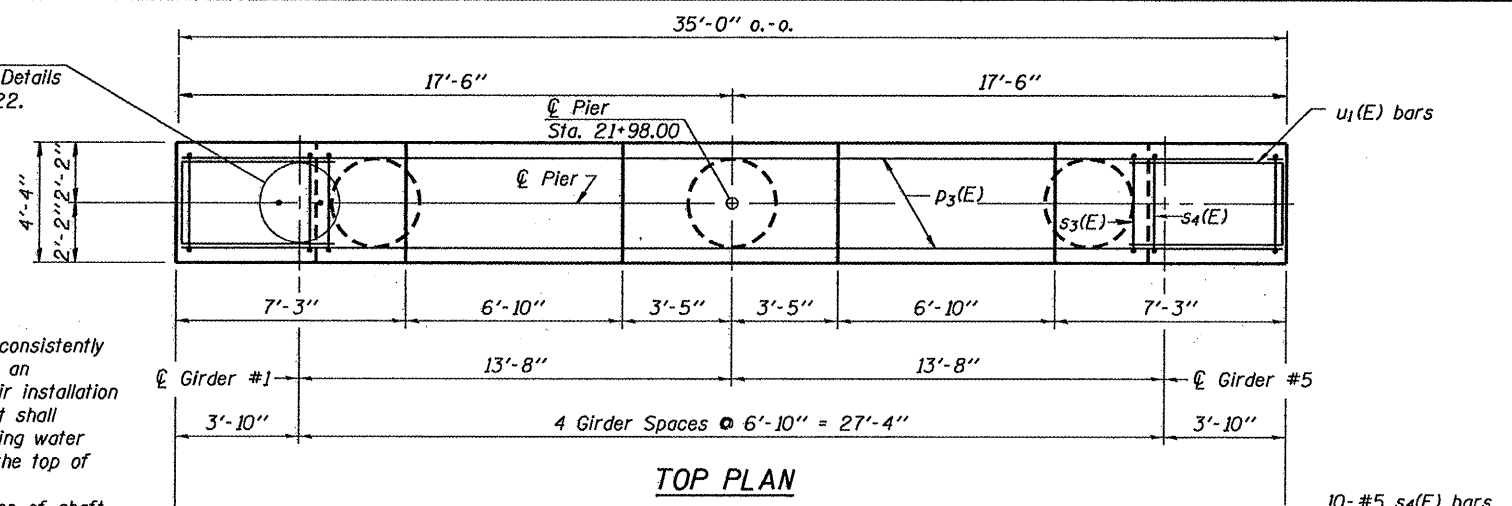
AI-0 5-16-08

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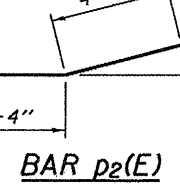
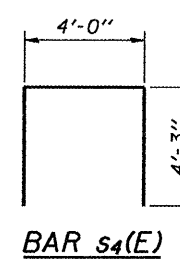
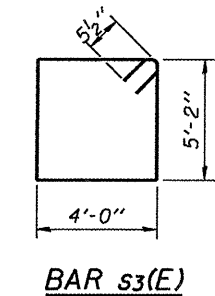
C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	27
SCOUT CAMP ROAD			CONTRACT NO. 85539	
ILLINOIS				

See Anchor Bolt Location Plan & Details on Sheet 16 of 22.

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



BAR u1(E)



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	10	#6	34'-6"	—
p1(E)	7	#8	25'-0"	—
p2(E)	14	#6	8'-8"	—
p3(E)	8	#9	34'-8"	—
s3(E)	26	#5	19'-3"	□
s4(E)	40	#5	12'-6"	□
sp	3	#6	41'-5"	
sp1(E)	3	#4	22'-6"	
u1(E)	12	#6	11'-11"	—
v3	60	#11	41'-6"	—
v4(E)	60	#10	21'-0"	—
v5(E)	60	#9	27'-6"	—
Concrete Structures			Cu. Yd.	62.1
Reinforcement Bars, Epoxy Coated			Pound	16,550
Reinforcement Bars			Pounds	17,690
Drilled Shaft in Soil			Cu. Yd.	38.2
Drilled Shaft in Rock			Cu. Yd.	27.9

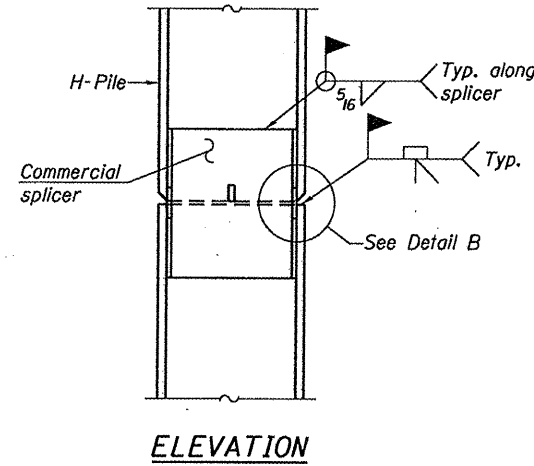
Cast steps monolithically with cap. Space cap reinforcement to miss anchor bolts. Mechanical Splicers required for Spiral Reinforcement if spiral is not fabricated using a continuous reinforcement bar for the entire length of the spiral. Cost of Mechanical Splicers is included with Reinforcement Bars, Epoxy Coated and with Reinforcement Bars.
 ** Length is height of spiral.

PIER
 S.N. 043-3270

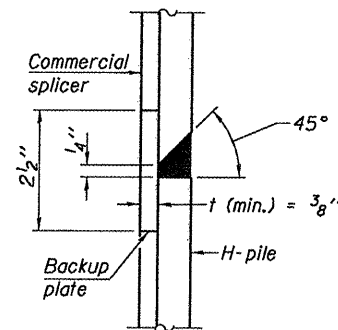
DESIGNED	J.A.M.
CHECKED	A.R.K.
DRAWN	S.A.P.
CHECKED	J.A.M. & A.L.S.

P-DS 11-1-09

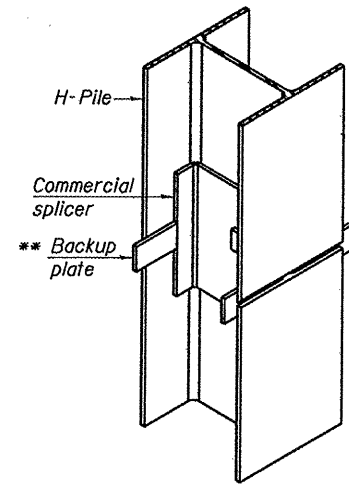
FEHR-GRAHAM & ASSOCIATES, LLC ENGINEERING AND SCIENCE CONSULTANTS FREEPORT, IL ROCKFORD, IL ROCHELLE, IL MONROE, WI SPRINGFIELD, IL 4440 ASH GROVE SPRINGFIELD, IL 62711 (217) 793-8600 www.fehr-graham.com	C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	9	06-00127-00-BR	JO DAVIESS	55	28
SCOUT CAMP ROAD			CONTRACT NO. 85539		
ILLINOIS					



ELEVATION

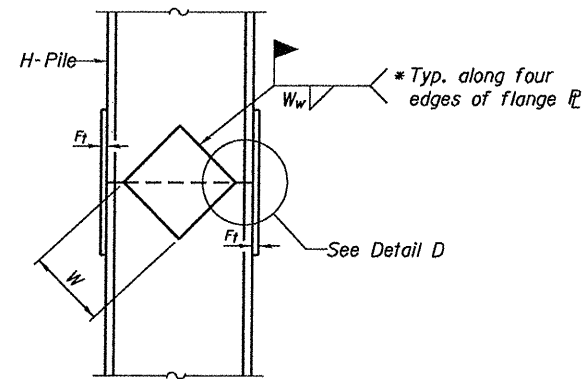


DETAIL "B"

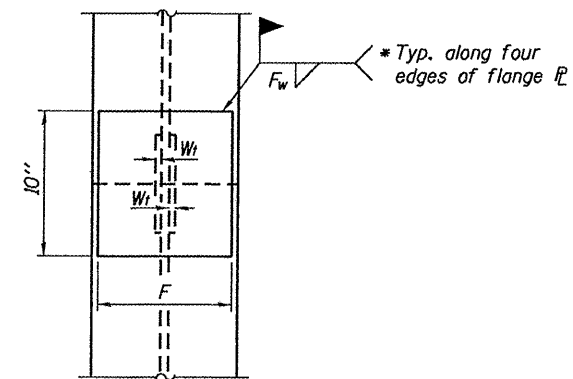


ISOMETRIC VIEW

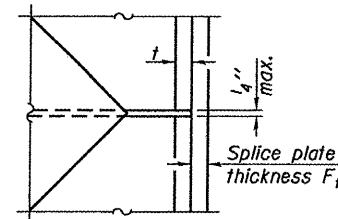
WELDED COMMERCIAL SPLICE



ELEVATION



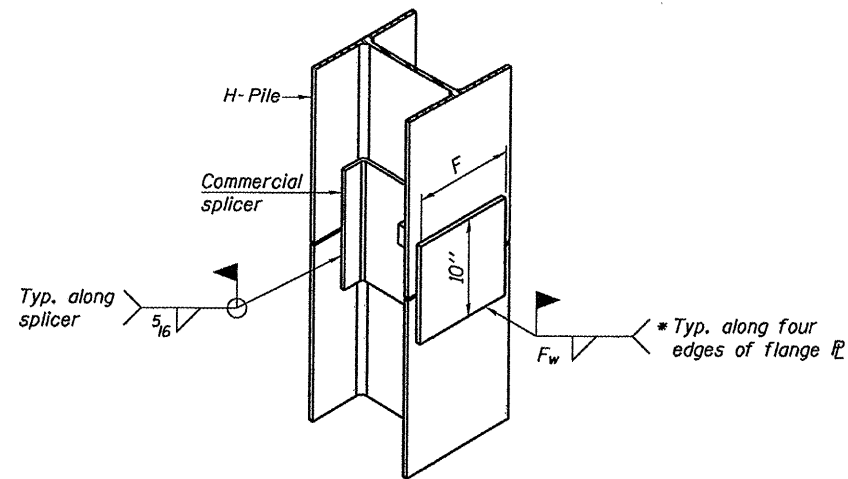
END VIEW



DETAIL D

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

WELDED PLATE FIELD SPLICE



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

- * Interrupt welds 1/4" from end of web and/or each flange.
- ** Remove portions of backup plates that extend outside the flanges.

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

STEEL PILE SPLICING DETAILS

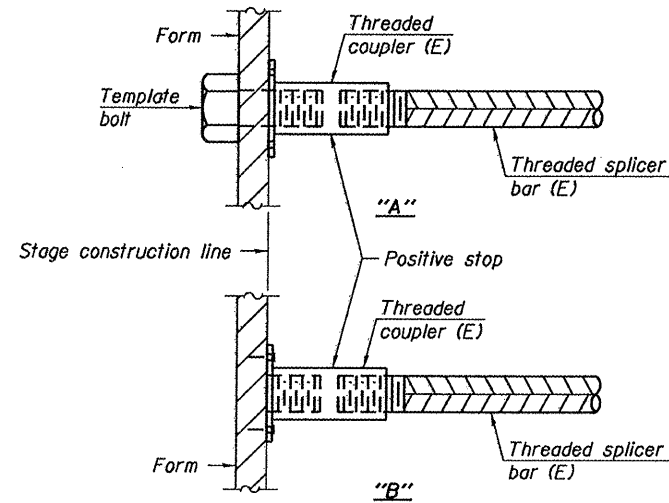
S.N. 043-3270

DESIGNED -	J.A.M.
CHECKED -	A.L.S.
DRAWN -	S.A.P.
CHECKED -	J.A.M. & A.L.S.

F-HP

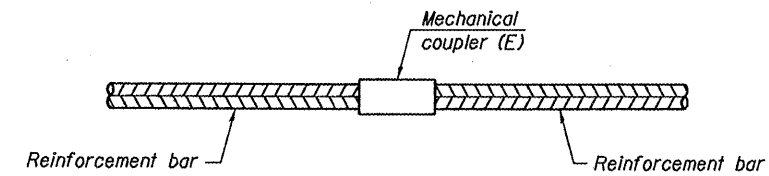
11-1-09

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	9	06-00127-00-BR	JO DAVIESS	55	29
	SCOUT CAMP ROAD			CONTRACT NO. 85539	
ILLINOIS					



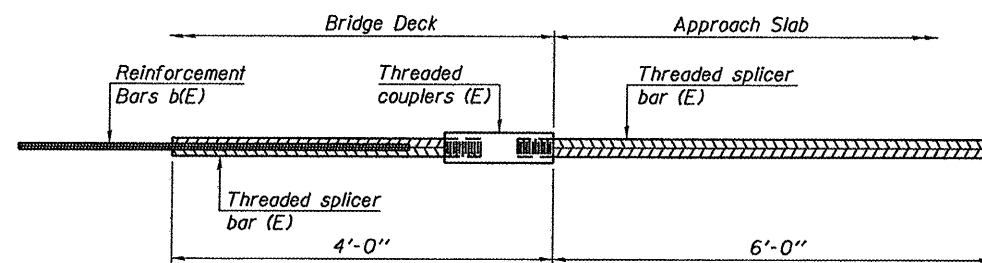
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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

No. required = 72

NOTES

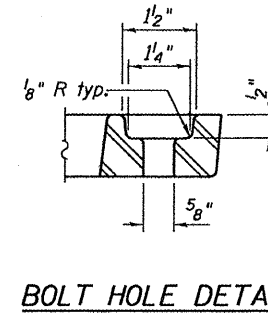
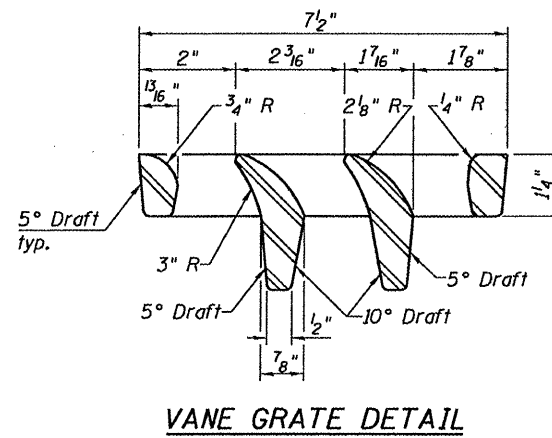
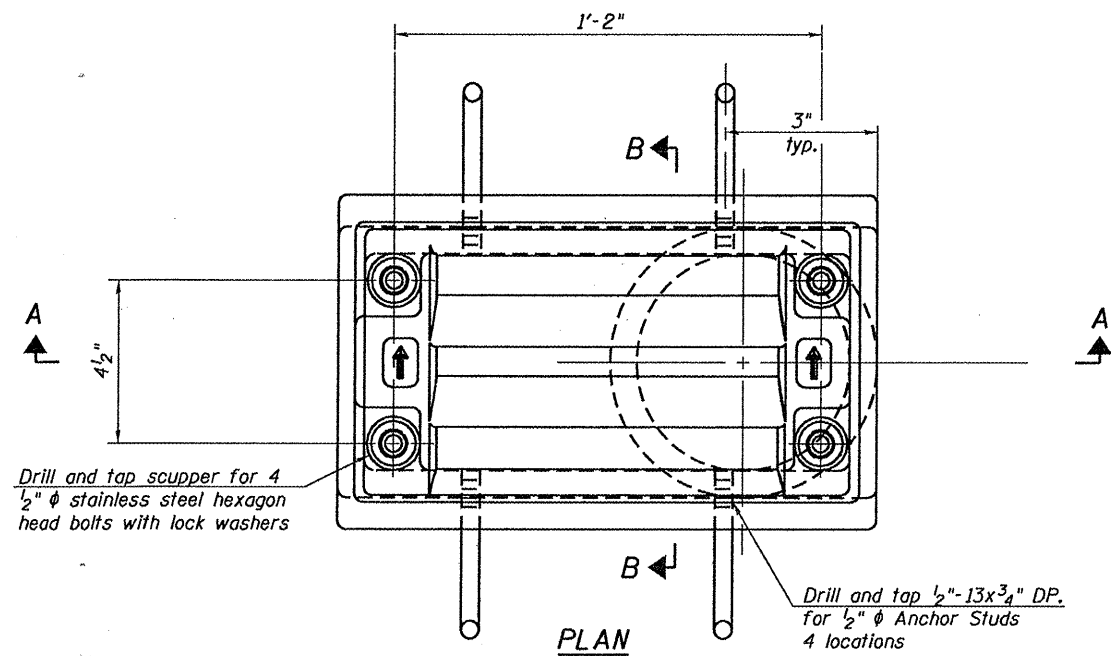
Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.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

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 S.N. 043-3270**

DESIGNED -	J.A.M.
CHECKED -	A.L.S.
DRAWN -	S.A.P.
CHECKED -	J.A.M. & A.L.S.

BSD-1 11-1-09
 FILE: 46860_SPLICER.DGN DATE: 03/24/11

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	9	06-00127-00-BR	JO DAVIESS	55	30
	SCOUT CAMP ROAD			CONTRACT NO. 85539	
4440 ASH GROVE SPRINGFIELD, IL 62711 (217)-793-8600 www.fehr-graham.com			ILLINOIS		



Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B. Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

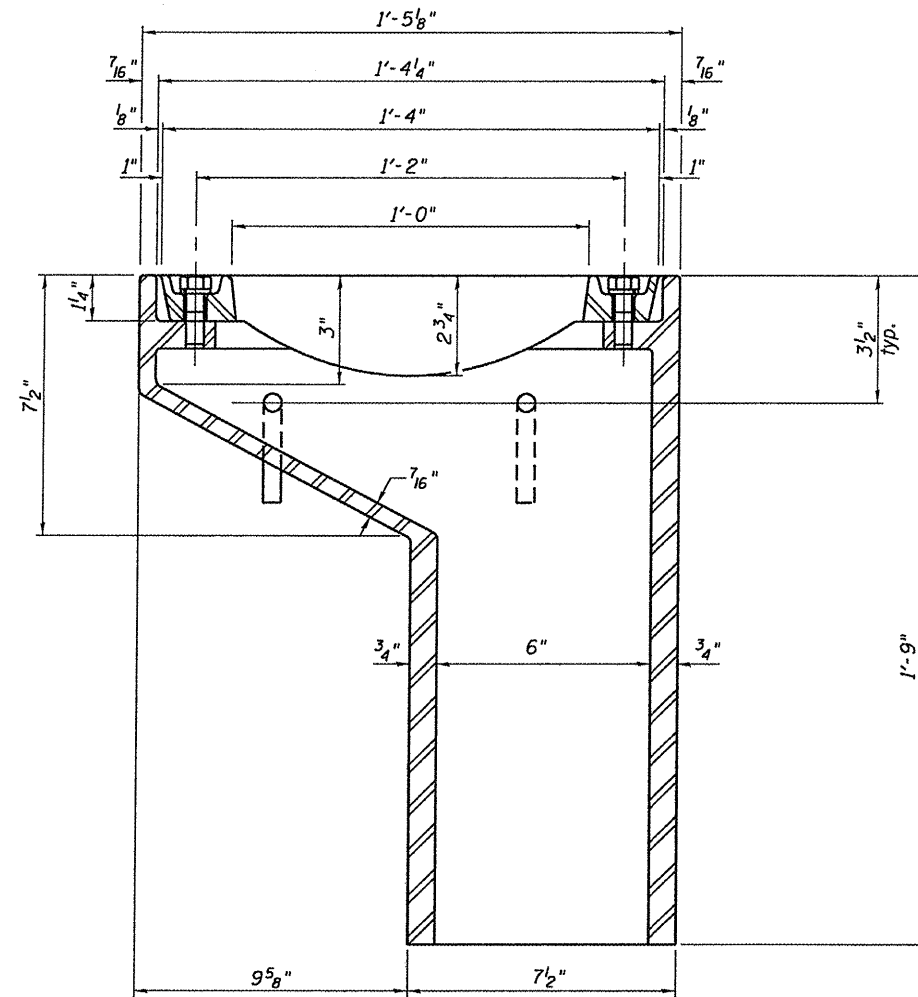
Downspouts shall be pigmented or painted with a finish coat to match Federal Color Standard 595a 20045. As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

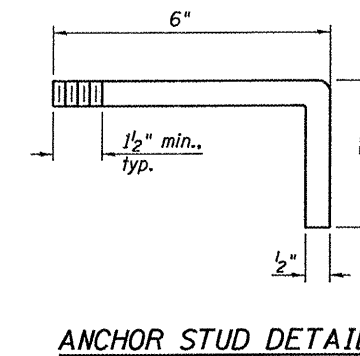
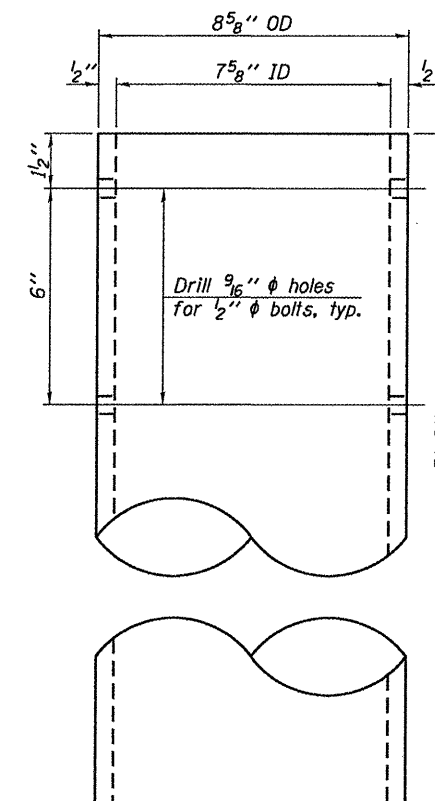
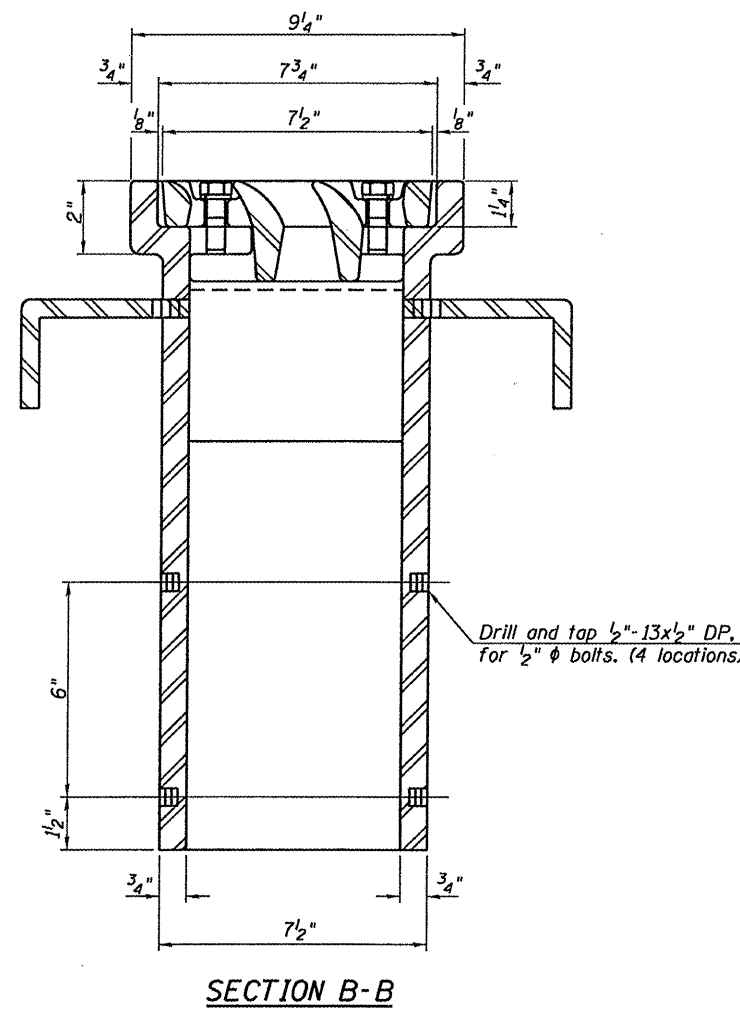
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent. The exterior surface of fiberglass downspouts shall be coated or pigmented by the manufacturer with a color to match Federal Color Standard 595a 20045.



See sheet 11 of 22 for scupper location relative to parapet.



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	14

DRAINAGE SCUPPER, DS-11
S.N. 043-3270

DESIGNED	J.A.M.
CHECKED	A.L.S.
DRAWN	S.A.P.
CHECKED	J.A.M. & A.L.S.

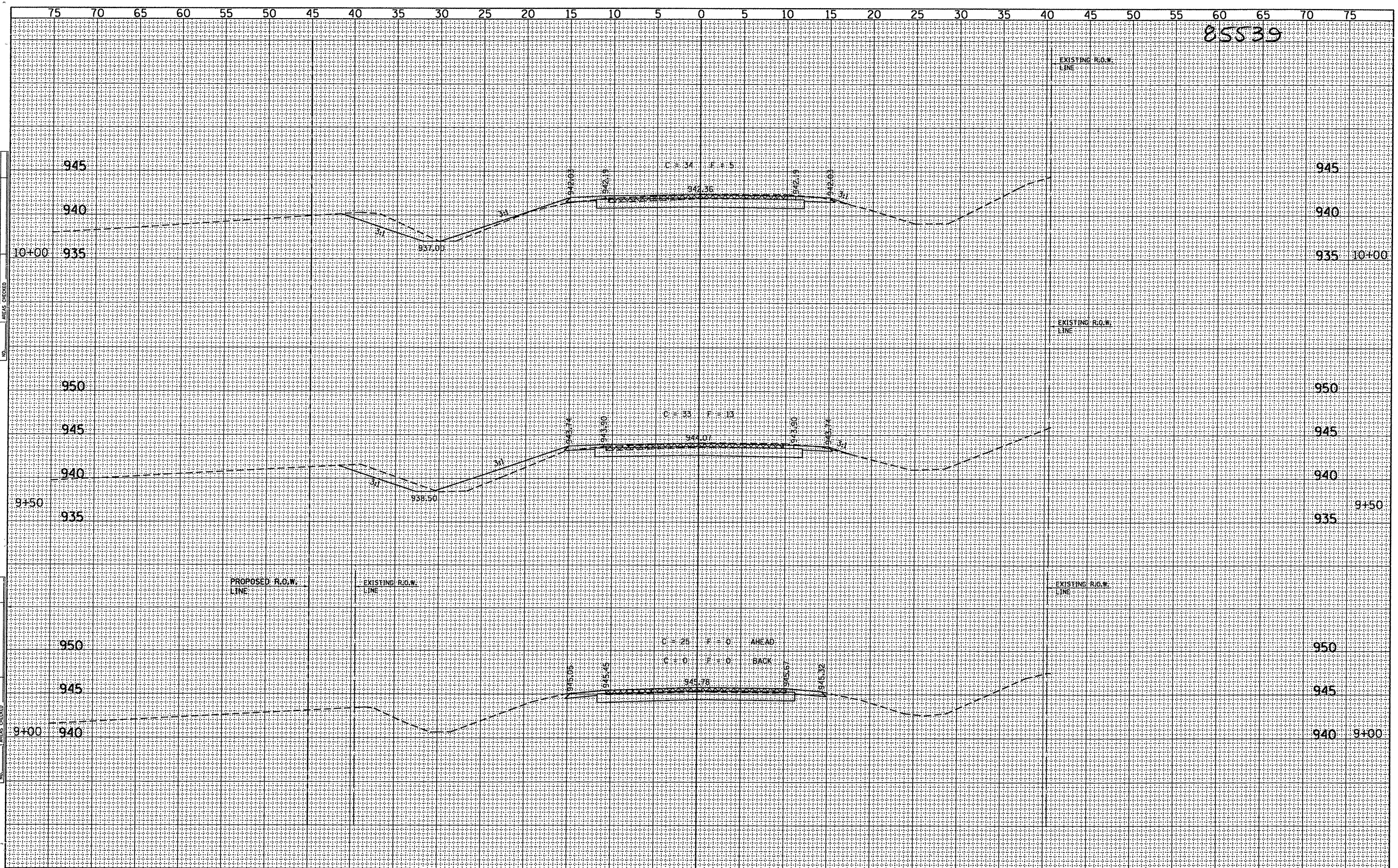
DS-11 11-1-09

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	9	06-00127-00-BR	JO DAVIESS	55	31
SCOUT CAMP ROAD			CONTRACT NO. 85539		
ILLINOIS					

85539

DATE	
BY	
FINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	

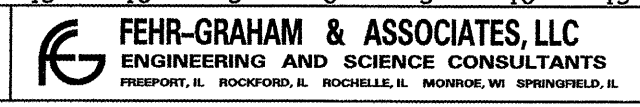
DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	



FILE NAME	= 46860A.XSSHEETS.DGN
USER NAME	= S.A.P.
PLOT SCALE	= 5
PLOT DATE	= 08/27/08

DESIGNED	- G.J.C.	REVISED	-
DRAWN	- S.A.P.	REVISED	-
CHECKED	- R.J.C.	REVISED	-
DATE	- 11/05/10	REVISED	-

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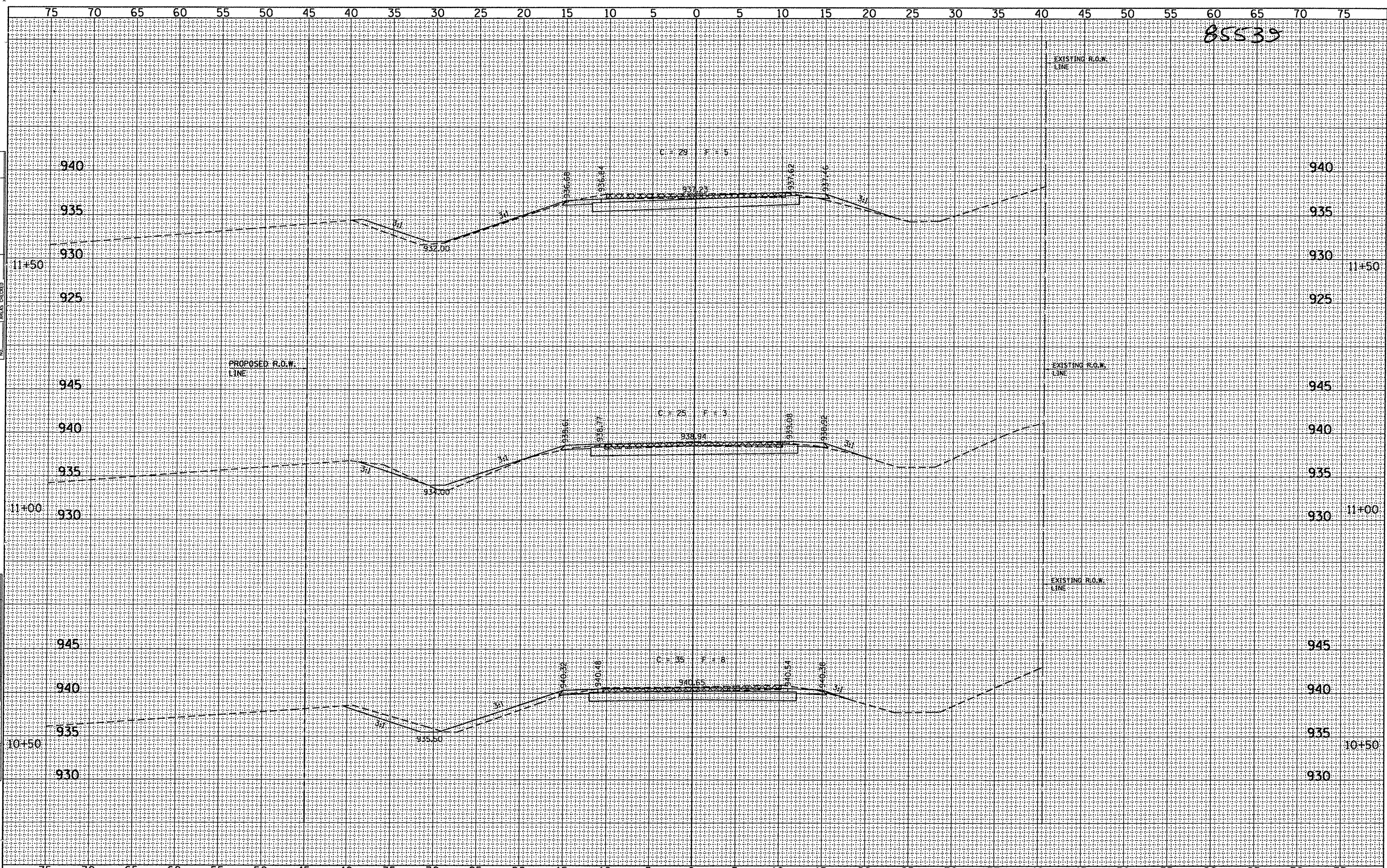
ROADWAY CROSS SECTIONS - SCOUT CAMP ROAD
 SHEET NO. 1 OF 21 SHEETS
 STA. 9+00.00 TO STA. 10+00.00

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	32
SCOUT CAMP ROAD			CONTRACT NO. 85539	
ILLINOIS				

85539

DATE	
BY	
FINAL SURVEY	
NOTE BOOK NO.	
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DATE	
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ORIGINAL SURVEY	
NOTE BOOK NO.	
AREAS CHECKED	



FILE NAME = 46860NA_XSSHEETS.DGN
 USER NAME = S.A.P.
 PLOT SCALE = 5
 PLOT DATE = 08/27/08

DESIGNED - G.J.C.
 DRAWN - S.A.P.
 CHECKED - R.J.C.
 DATE - 11/05/10

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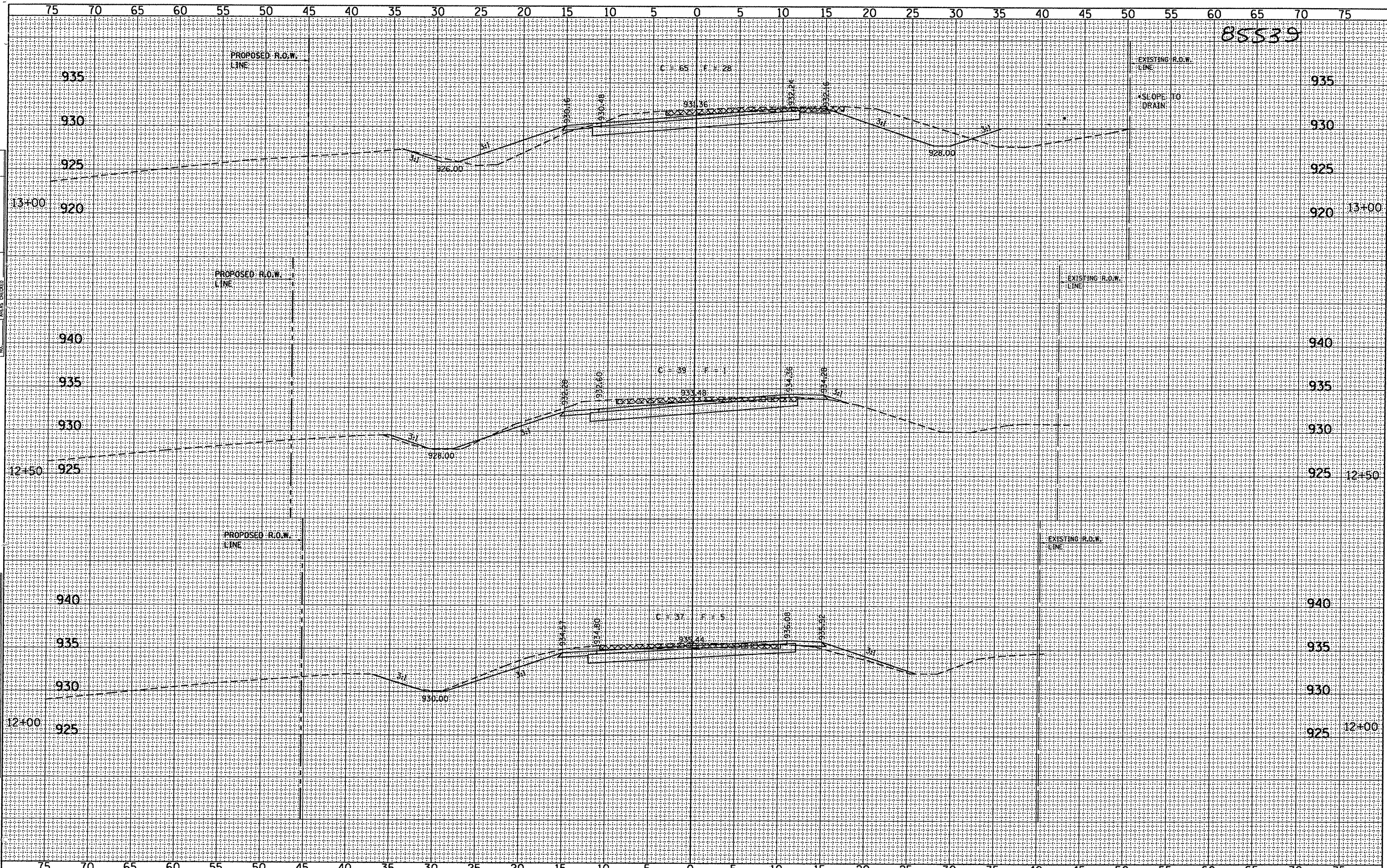


ROADWAY CROSS SECTIONS - SCOUT CAMP ROAD

SHEET NO. 2 OF 21 SHEETS STA. 10+50.00 TO STA. 11+50.00

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	33
SCOUT CAMP ROAD			CONTRACT NO. 85539	
ILLINOIS				

85539



DATE	
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FILE NAME = 46860NA.XSSHEETS.DGN	DESIGNED - G.J.C.	REVISED -
USER NAME = S.A.P.	DRAWN - S.A.P.	REVISED -
PLOT SCALE = 5	CHECKED - R.J.C.	REVISED -
PLOT DATE = 08/27/08	DATE - 11/05/10	REVISED -

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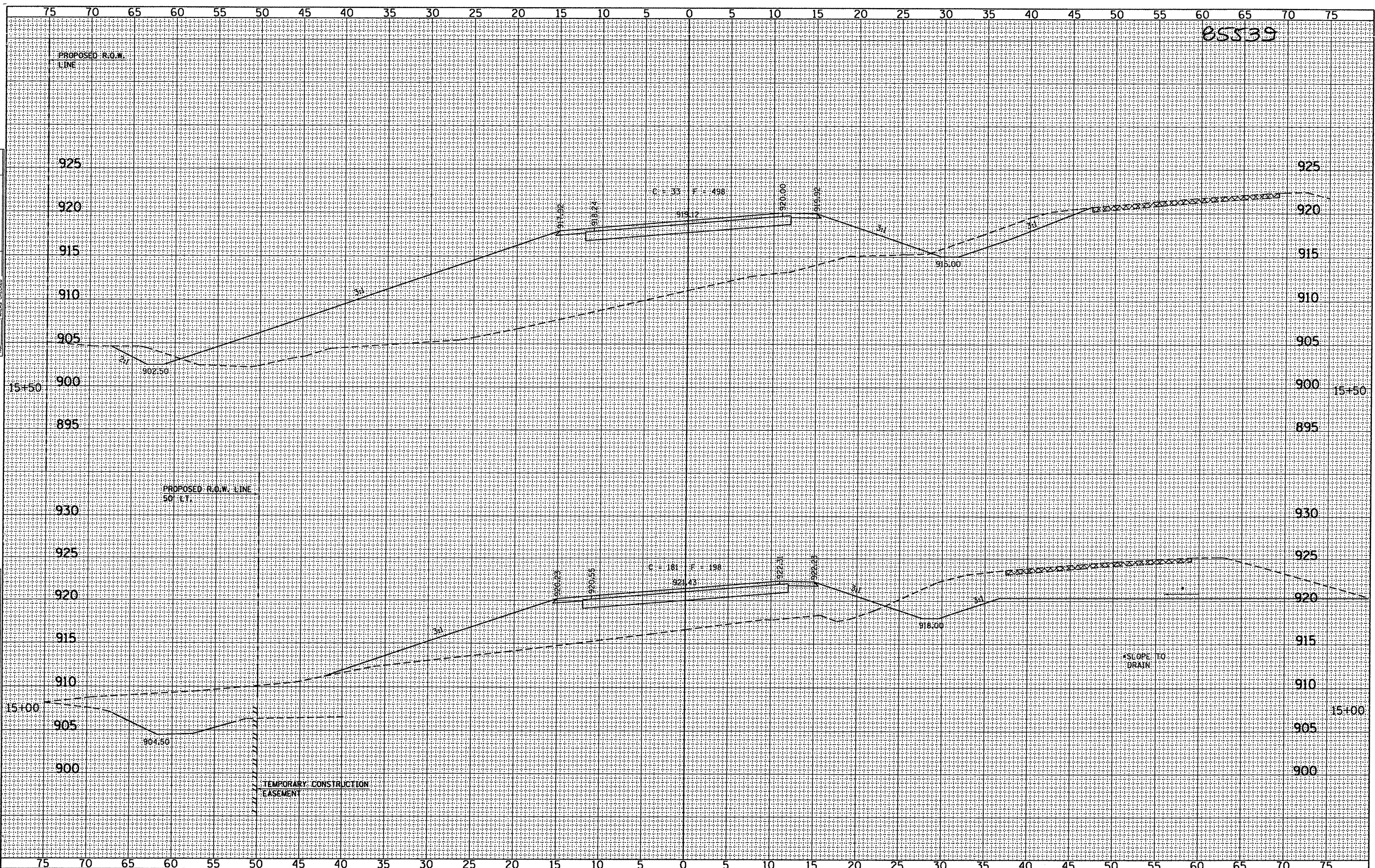


ROADWAY CROSS SECTIONS - SCOUT CAMP ROAD

SHEET NO. 3 OF 21 SHEETS STA. 12+00.00 TO STA. 13+00.00

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	34
SCOUT CAMP ROAD			CONTRACT NO. 85539	
[ILLINOIS]				

85539



DATE	BY
SURVEYED	PLOTTED
NOTE BOOK	AREAS CHECKED
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DATE	BY
SURVEYED	PLOTTED
NOTE BOOK	AREAS CHECKED
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FILE NAME = 46860A.XSSHEETS.DGN
 USER NAME = S.A.P.
 PLOT SCALE = 5
 PLOT DATE = 08/27/08

DESIGNED - G.J.C.
 DRAWN - S.A.P.
 CHECKED - R.J.C.
 DATE - 11/05/10

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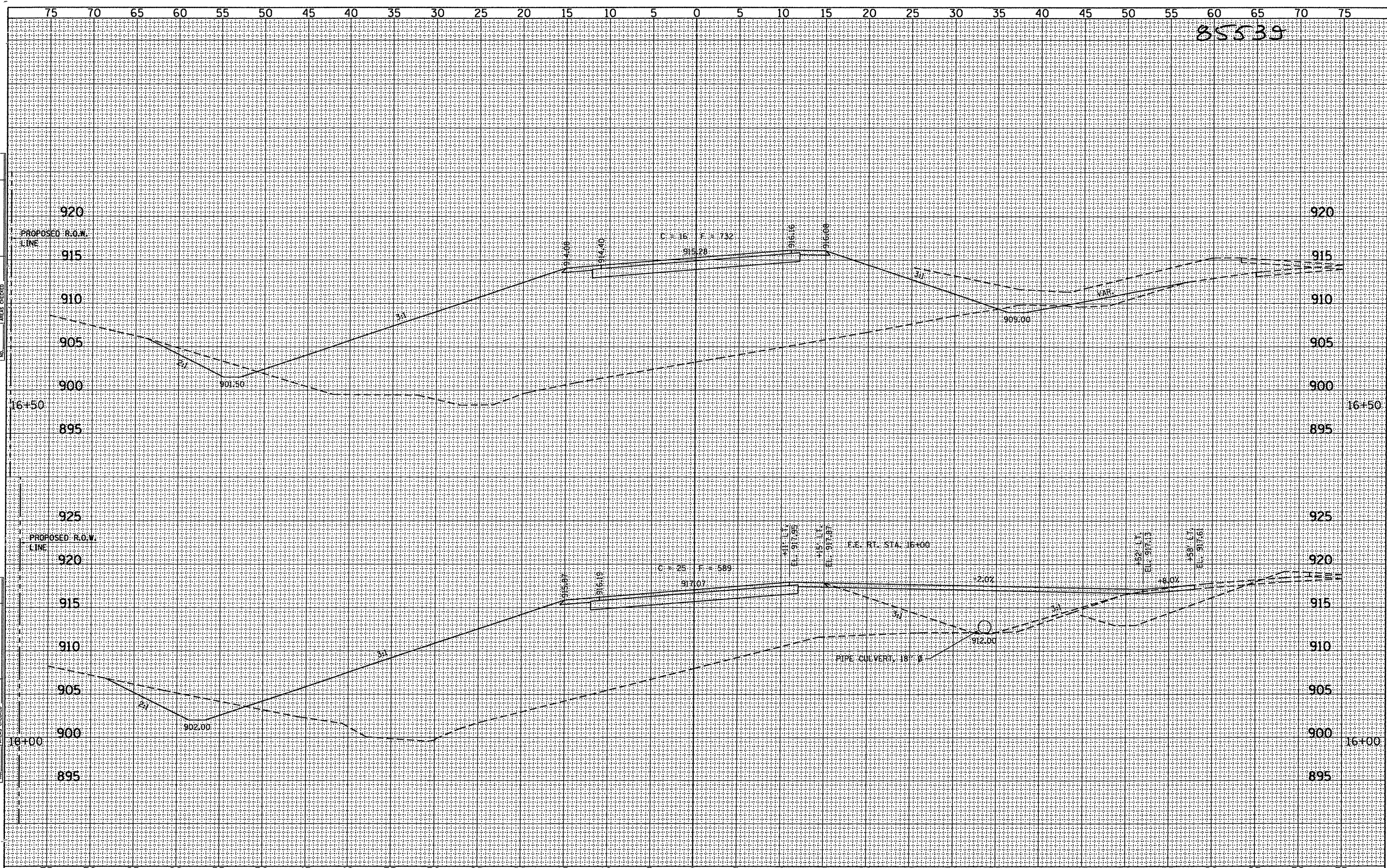
ROADWAY CROSS SECTIONS - SCOUT CAMP ROAD
 SHEET NO. 5 OF 21 SHEETS STA. 15+00.00 TO STA. 15+50.00

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	36
SCOUT CAMP ROAD			CONTRACT NO. 85539	
ILLINOIS				

85539

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FILE NAME = 4686RMA.XSSHEETS.DGN
 USER NAME = S.A.P.
 PLOT SCALE = 5
 PLOT DATE = 08/27/08

DESIGNED - G.J.C.
 DRAWN - S.A.P.
 CHECKED - R.J.C.
 DATE - 11/05/10

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ROADWAY CROSS SECTIONS - SCOUT CAMP ROAD

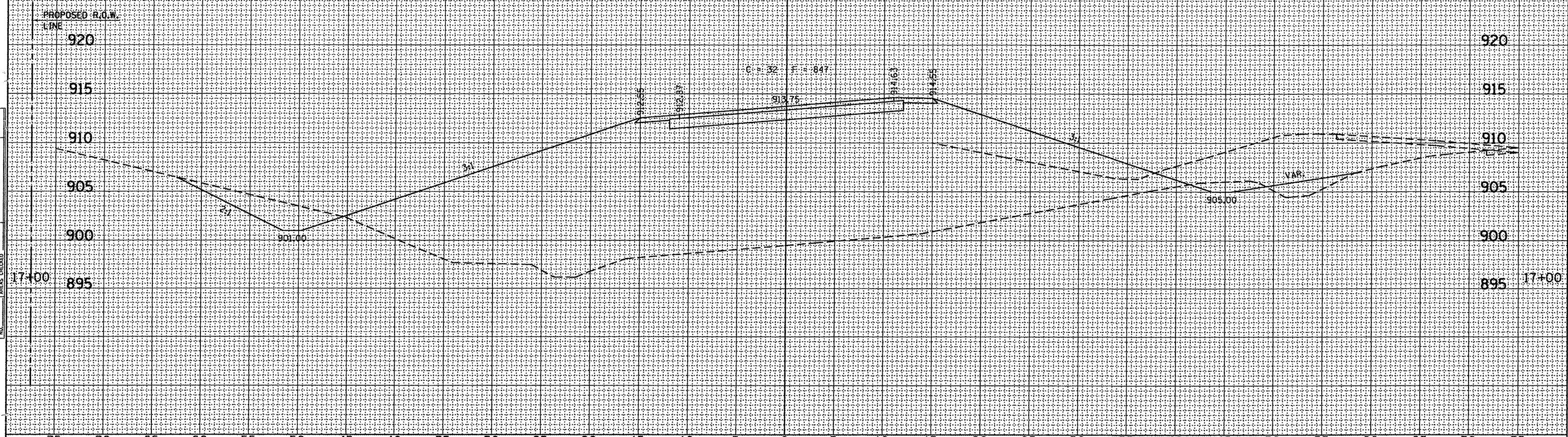
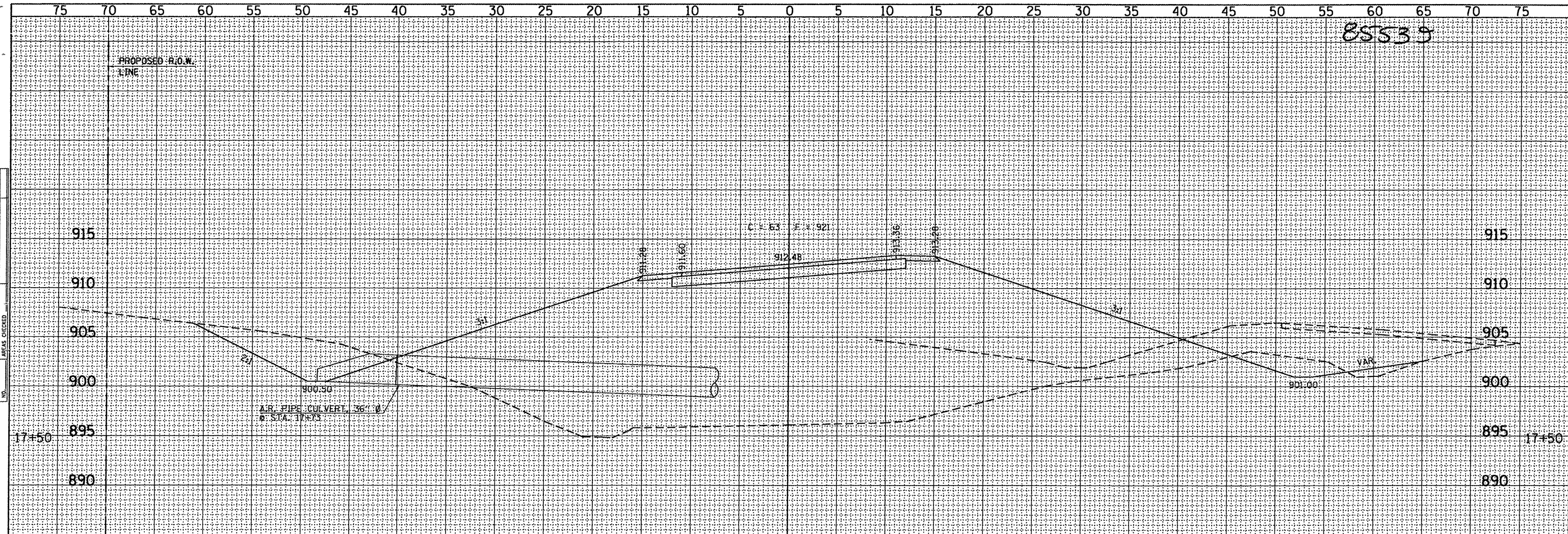
SHEET NO. 6 OF 21 SHEETS STA. 16+00.00 TO STA. 16+50.00

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	37
SCOUT CAMP ROAD			CONTRACT NO. 85539	
ILLINOIS				

85539

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NOTE BOOK	
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FILE NAME = 4686BNA.XSSHEETS.DGN
USER NAME = S.A.P.
PLOT SCALE = 5
PLOT DATE = 08/27/08

DESIGNED - G.J.C.	REVISED -
DRAWN - S.A.P.	REVISED -
CHECKED - R.J.C.	REVISED -
DATE - 11/05/10	REVISED -

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ROADWAY CROSS SECTIONS - SCOUT CAMP ROAD

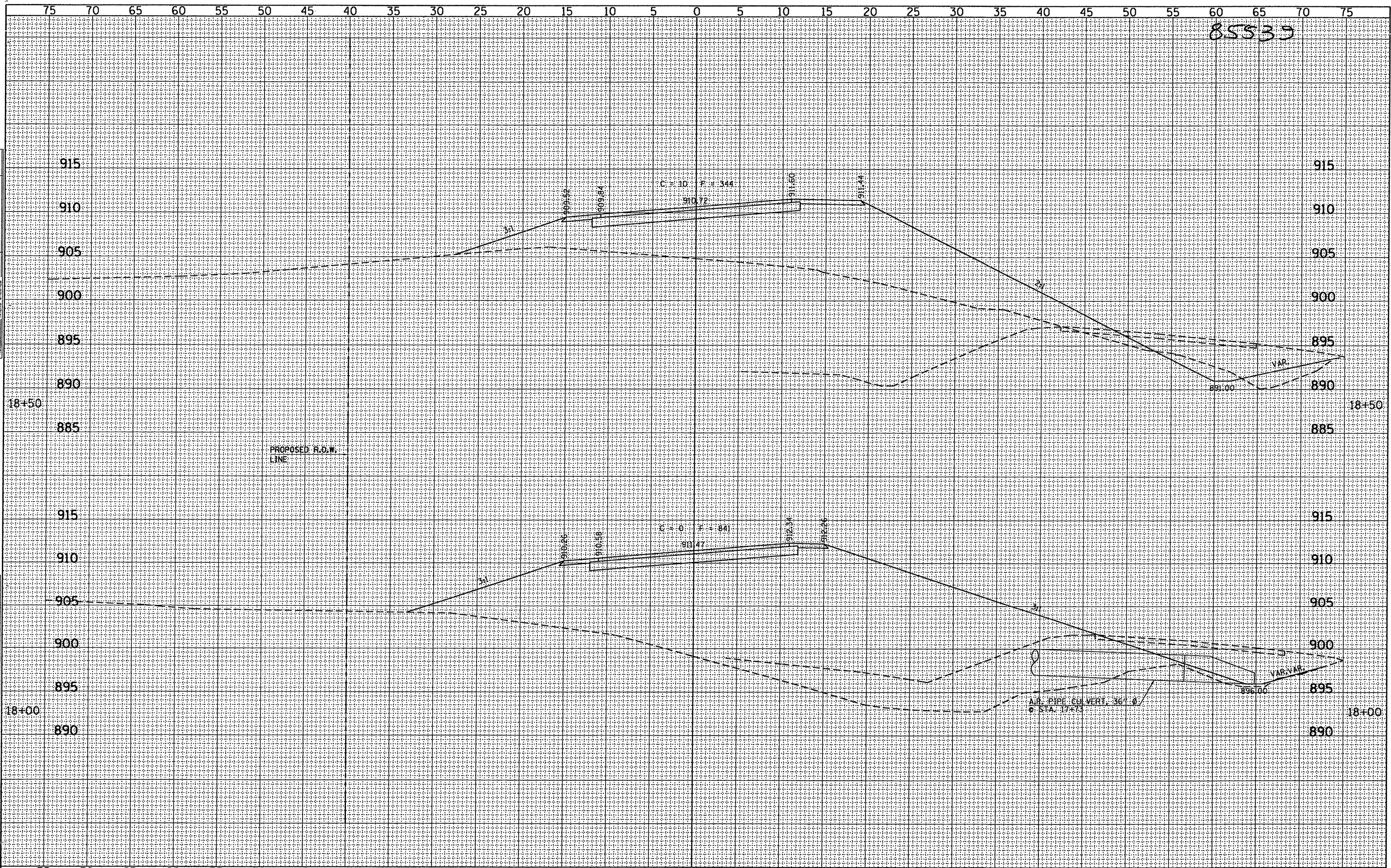
SHEET NO. 7 OF 21 SHEETS STA. 17+00.00 TO STA. 17+50.00

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	38
SCOUT CAMP ROAD			CONTRACT NO. 85539	
ILLINOIS				

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FILE NAME = 46860NA.XSSHEETS.DGN
 USER NAME = S.A.P.
 PLOT SCALE = 5
 PLOT DATE = 08/27/08

DESIGNED - G.J.C.
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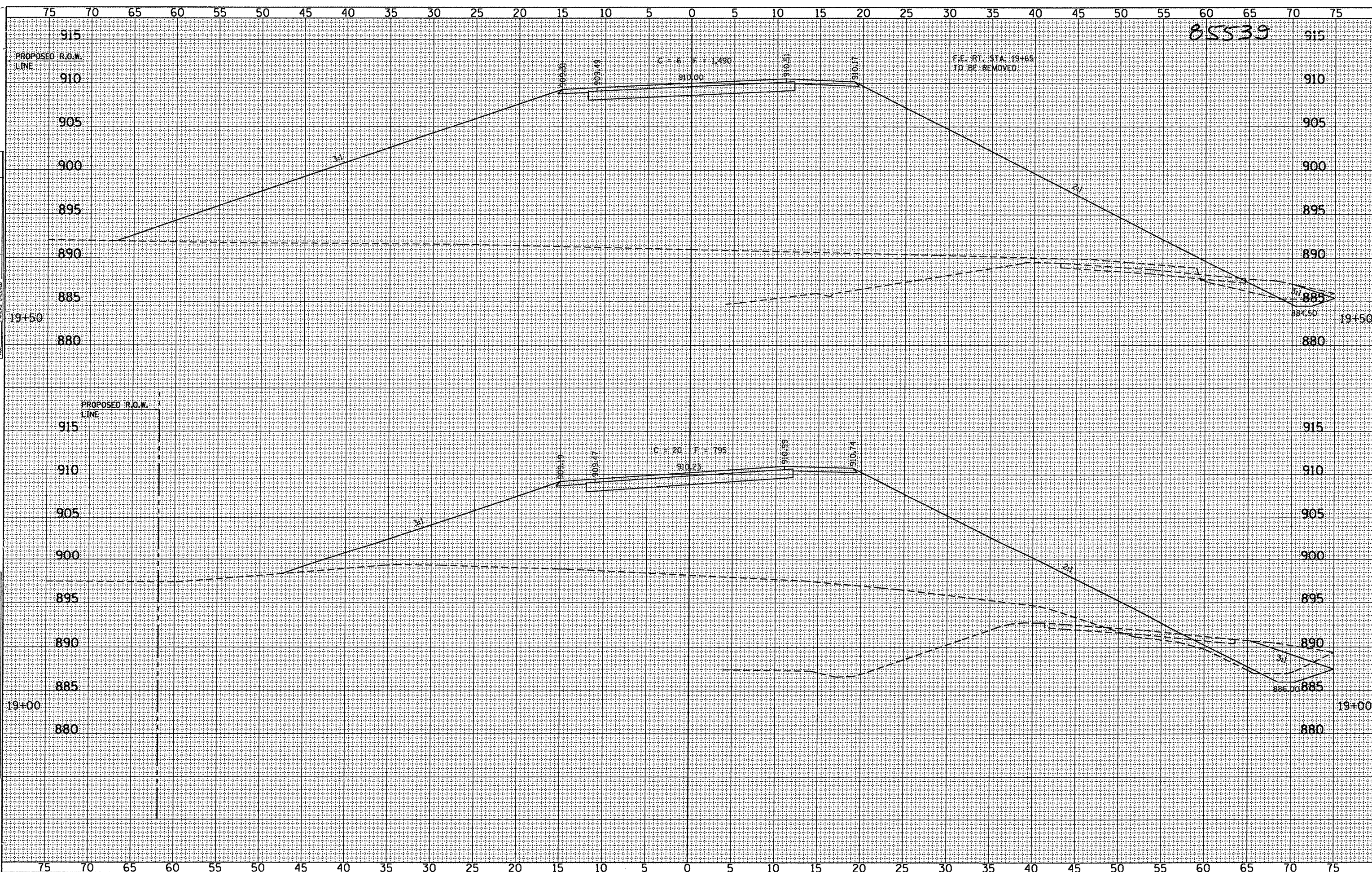
ROADWAY CROSS SECTIONS - SCOUT CAMP ROAD

SHEET NO. 8 OF 21 SHEETS STA. 18+00.00 TO STA. 18+50.00

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	39
SCOUT CAMP ROAD			CONTRACT NO. 85539	
ILLINOIS				

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FILE NAME = 46860NA.XSSHEETS.DGN
 USER NAME = S.A.P.
 PLOT SCALE = 5
 PLOT DATE = 08/27/08

DESIGNED - G.J.C.
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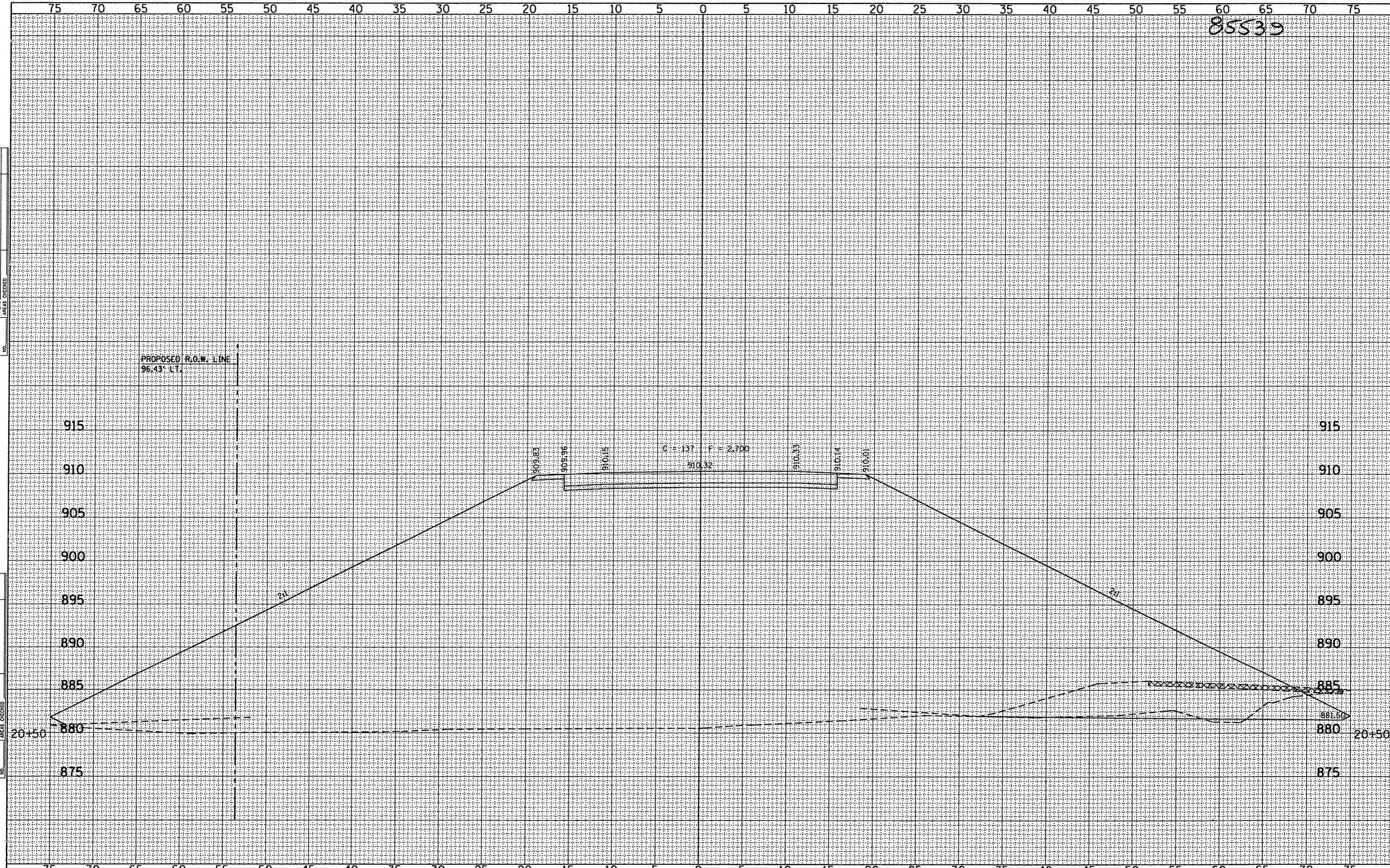
ROADWAY CROSS SECTIONS - SCOUT CAMP ROAD
 SHEET NO. 9 OF 21 SHEETS
 STA. 19+00.00 TO STA. 19+50.00

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	40
SCOUT CAMP ROAD			CONTRACT NO. 85539	
ILLINOIS				

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FILE NAME = 46860NA.XSSHEETS.DGN
 USER NAME = S.A.P.
 PLOT SCALE = 5
 PLOT DATE = 08/27/08

DESIGNED - G.J.C.
 DRAWN - S.A.P.
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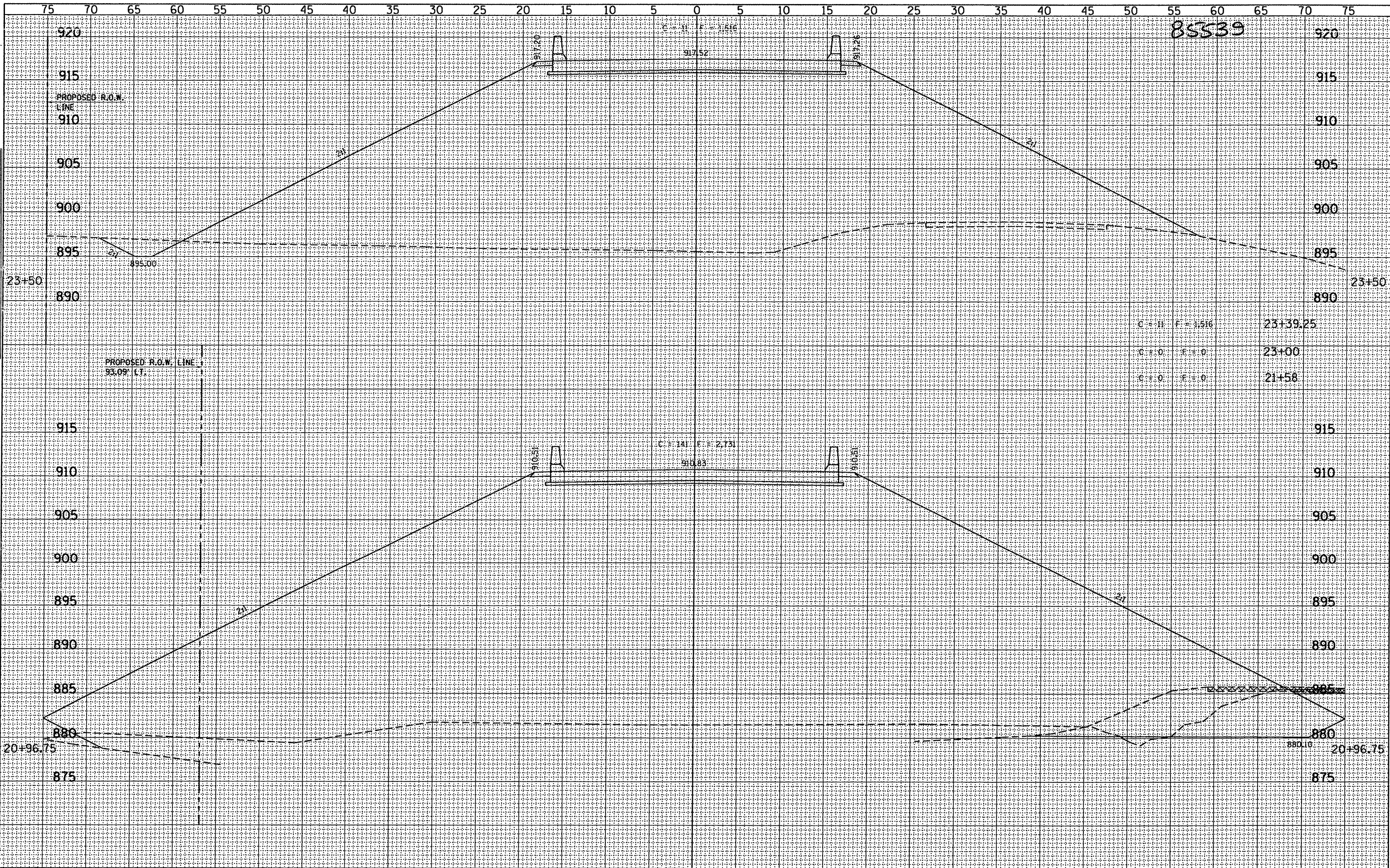
ROADWAY CROSS SECTIONS - SCOUT CAMP ROAD

SHEET NO. 11 OF 21 SHEETS STA. 20+50.00

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	42
SCOUT CAMP ROAD			CONTRACT NO. 85539	
ILLINOIS				

DATE	
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FINAL SURVEY	
TEMPLATES	
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DATE	
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ORIGINAL SURVEY	
TEMPLATES	
NOTE BOOK	
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FILE NAME	= 46860A.XSSHEETS.DGN
USER NAME	= S.A.P.
PLOT SCALE	= 5
PLOT DATE	= 08/27/08

DESIGNED	- G.J.C.	REVISED	-
DRAWN	- S.A.P.	REVISED	-
CHECKED	- R.J.C.	REVISED	-
DATE	- 11/05/10	REVISED	-

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ROADWAY CROSS SECTIONS - SCOUT CAMP ROAD
 SHEET NO. 12 OF 21 SHEETS STA. 20+96.75 TO STA. 23+50.00

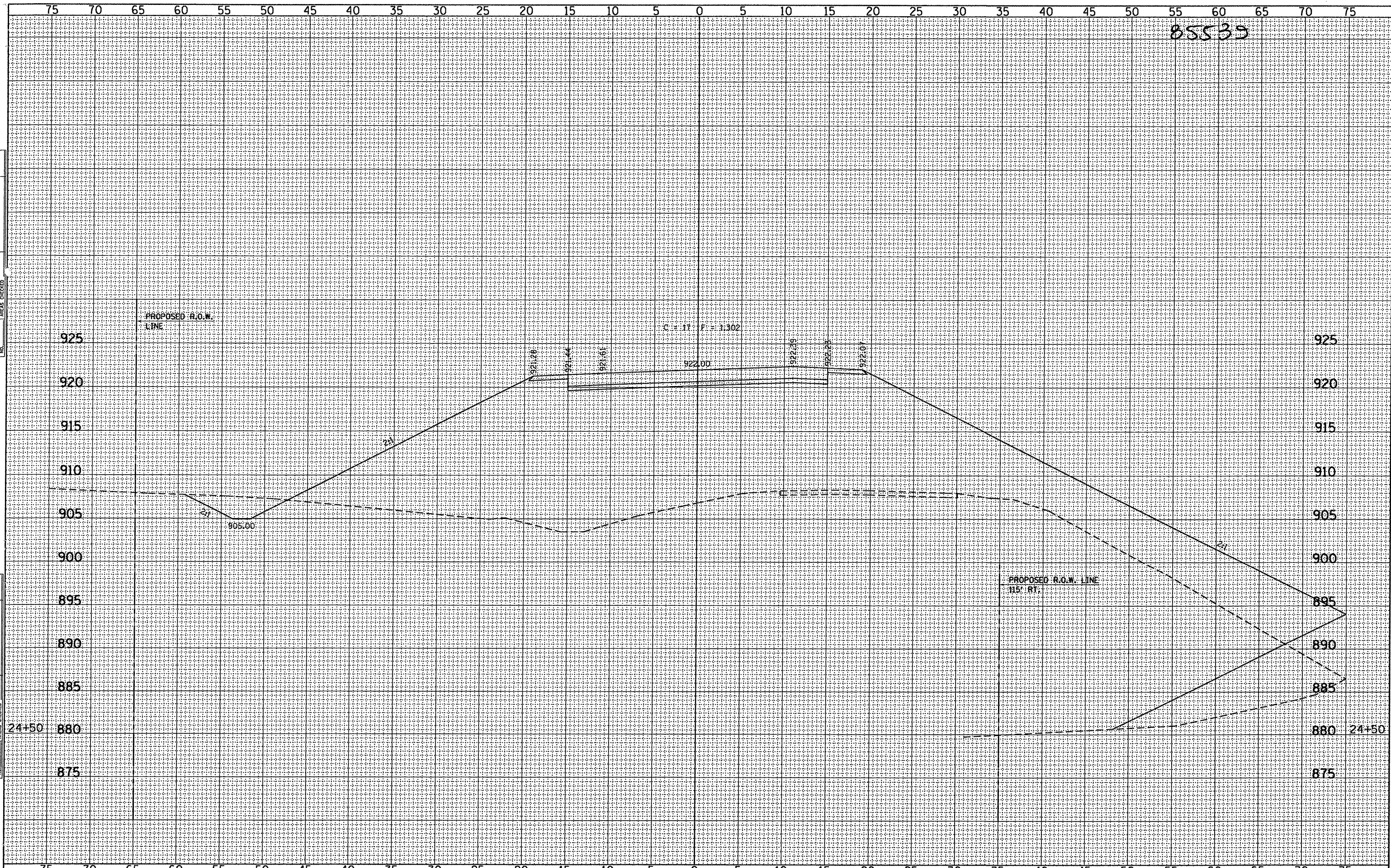
C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	43
SCOUT CAMP ROAD			CONTRACT NO. 85539	
ILLINOIS				

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DATE	
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FILE NAME = 46880NA.XSSHEETS.DGN
 USER NAME = S.A.P.
 PLOT SCALE = 5
 PLOT DATE = 08/27/08

DESIGNED - G.J.C.
 DRAWN - S.A.P.
 CHECKED - R.J.C.
 DATE - 11/05/10

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ROADWAY CROSS SECTIONS - SCOUT CAMP ROAD

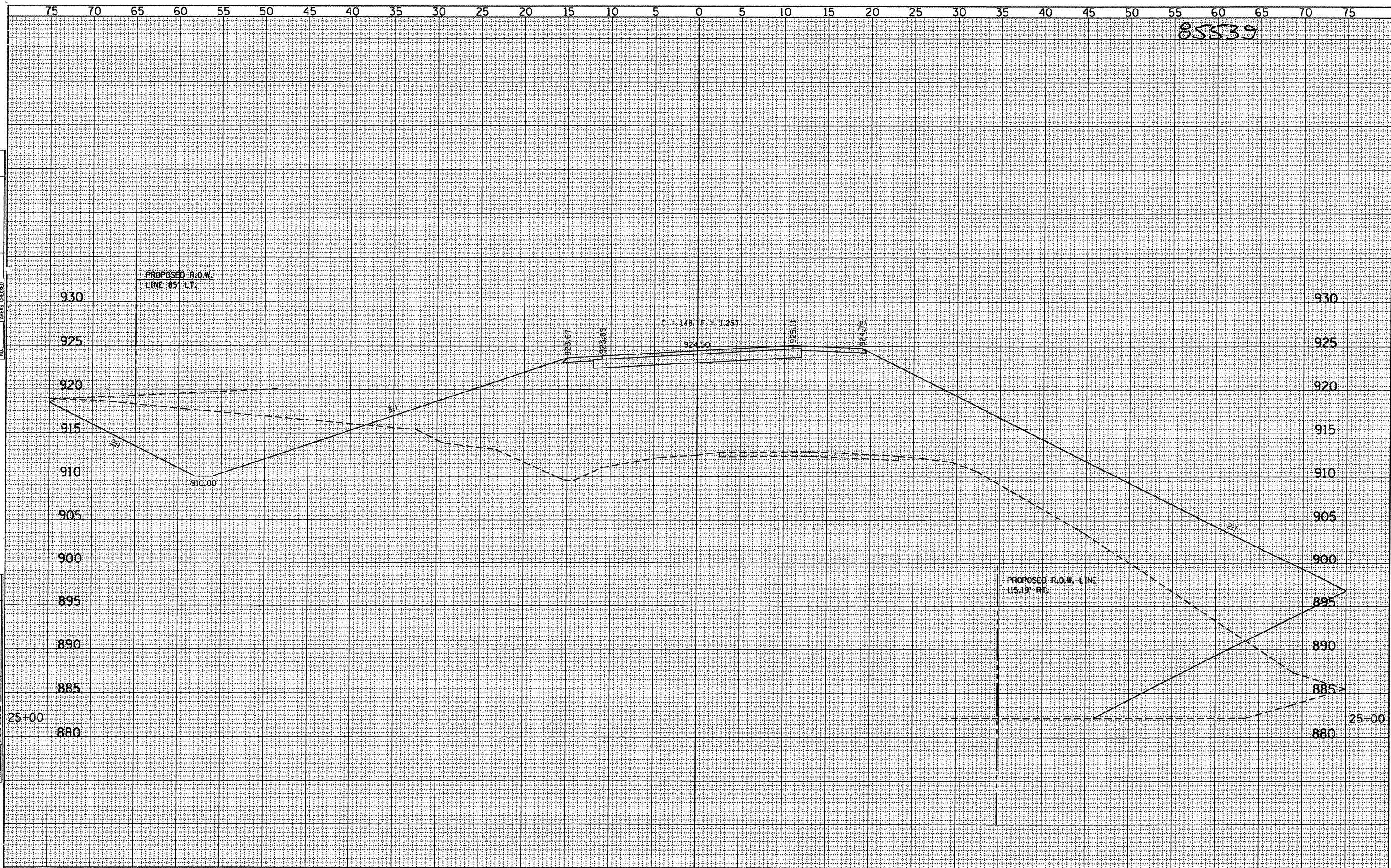
SHEET NO. 14 OF 21 SHEETS STA. 24+50.00

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	45
SCOUT CAMP ROAD			CONTRACT NO. 85539	
ILLINOIS				

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FINAL SURVEY	
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FILE NAME = 46860NA.XSSHEETS.DGN
 USER NAME = S.A.P.
 PLOT SCALE = 5
 PLOT DATE = 08/27/08

DESIGNED - G.J.C.
 DRAWN - S.A.P.
 CHECKED - R.J.C.
 DATE - 11/05/10

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ROADWAY CROSS SECTIONS - SCOUT CAMP ROAD

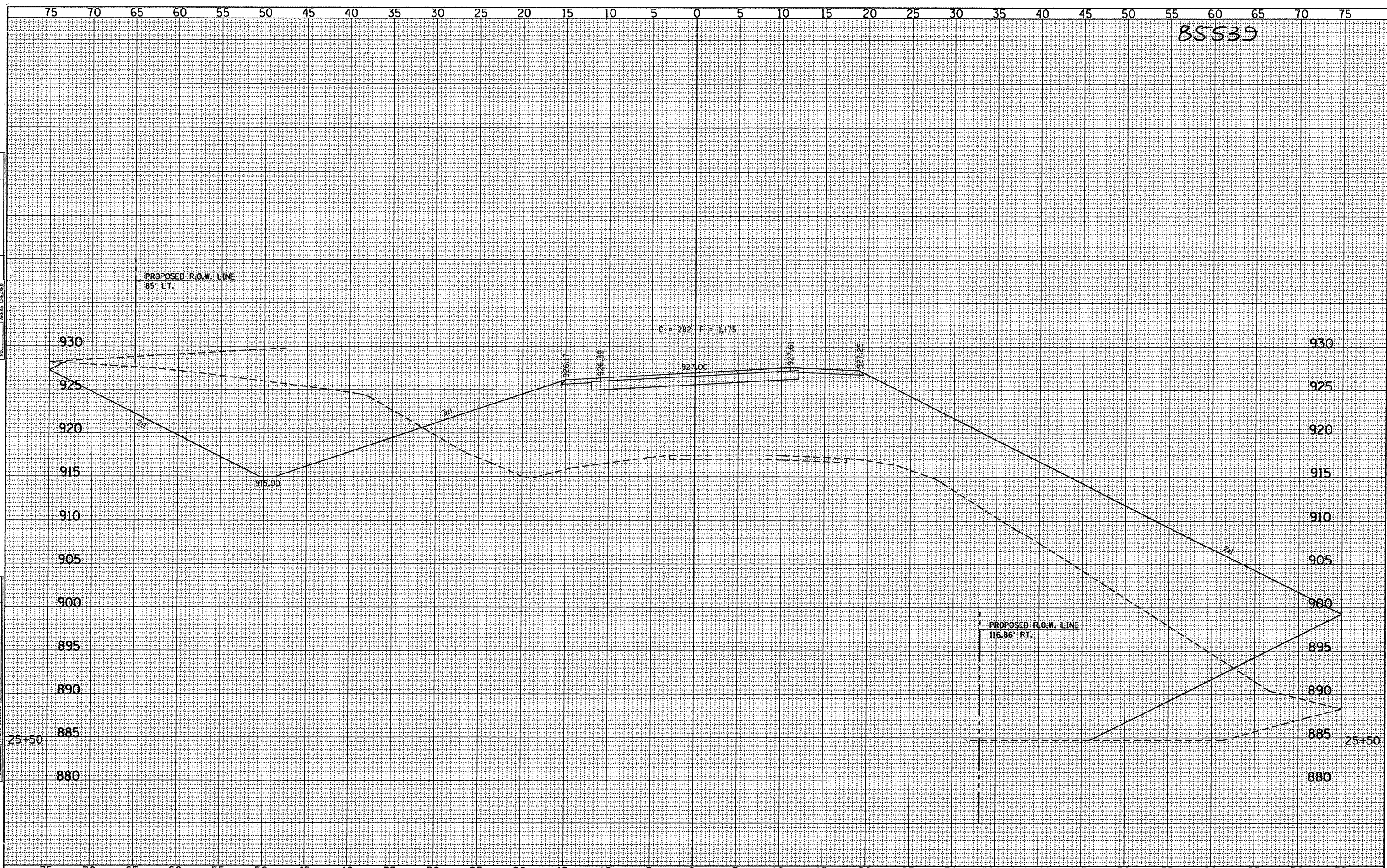
SHEET NO. 15 OF 21 SHEETS STA. 25+00.00

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	46
SCOUT CAMP ROAD			CONTRACT NO. 85539	
ILLINOIS				

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DATE	
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FINAL SURVEY	
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FILE NAME = 46860NA.XSSHEETS.DGN
USER NAME = S.A.P.
PLOT SCALE = 5
PLOT DATE = 08/27/08

DESIGNED - G.J.C.	REVISED -
DRAWN - S.A.P.	REVISED -
CHECKED - R.J.C.	REVISED -
DATE - 11/05/10	REVISED -

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ROADWAY CROSS SECTIONS - SCOUT CAMP ROAD

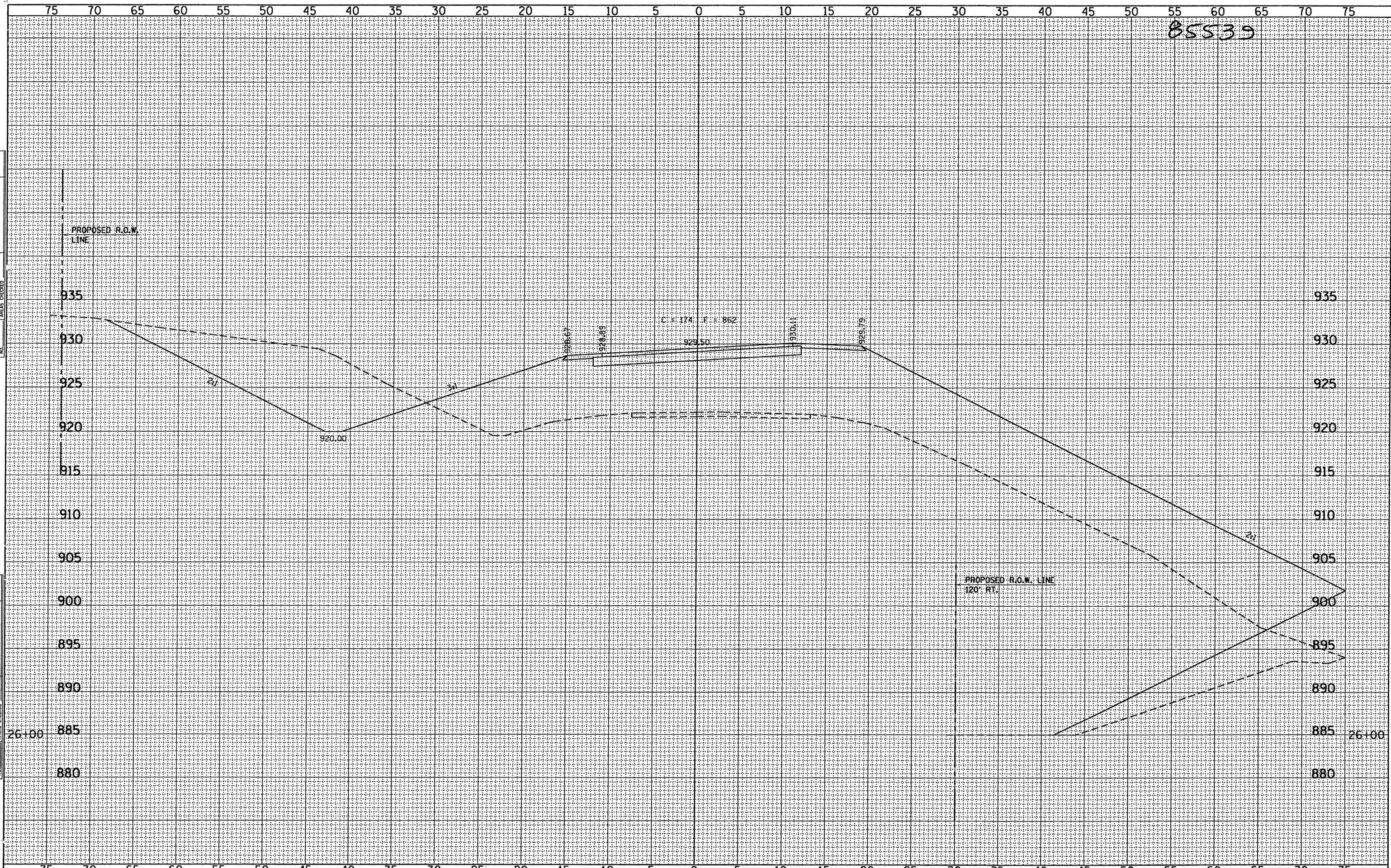
SHEET NO. 16 OF 21 SHEETS STA. 25+50.00

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	47
SCOUT CAMP ROAD			CONTRACT NO. 85539	
ILLINOIS				

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DATE	
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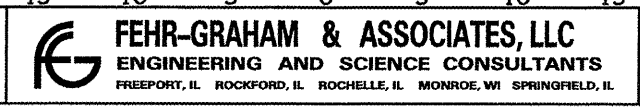


FILE NAME = 46860NA_XSSHEETS.DGN
 USER NAME = S.A.P.
 PLOT SCALE = 5
 PLOT DATE = 08/27/08

DESIGNED - G.J.C.
 DRAWN - S.A.P.
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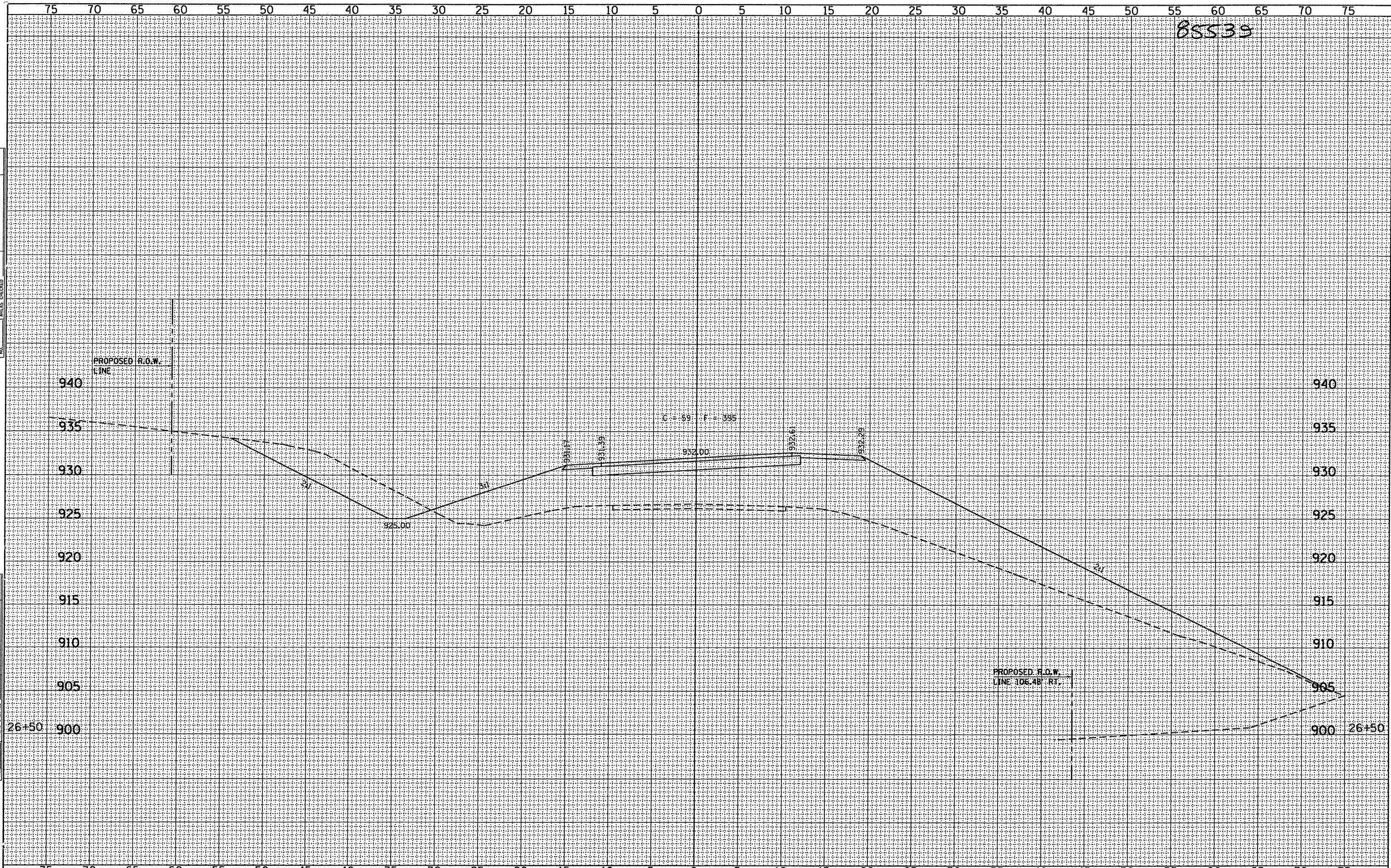
ROADWAY CROSS SECTIONS - SCOUT CAMP ROAD
 SHEET NO. 17 OF 21 SHEETS STA. 26+00.00

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	48
SCOUT CAMP ROAD			CONTRACT NO. 85539	
ILLINOIS				

85539

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FILE NAME = 46860NA.XXSHEETS.DGN
 USER NAME = S.A.P.
 PLOT SCALE = 5
 PLOT DATE = 08/27/08

DESIGNED - G.J.C.
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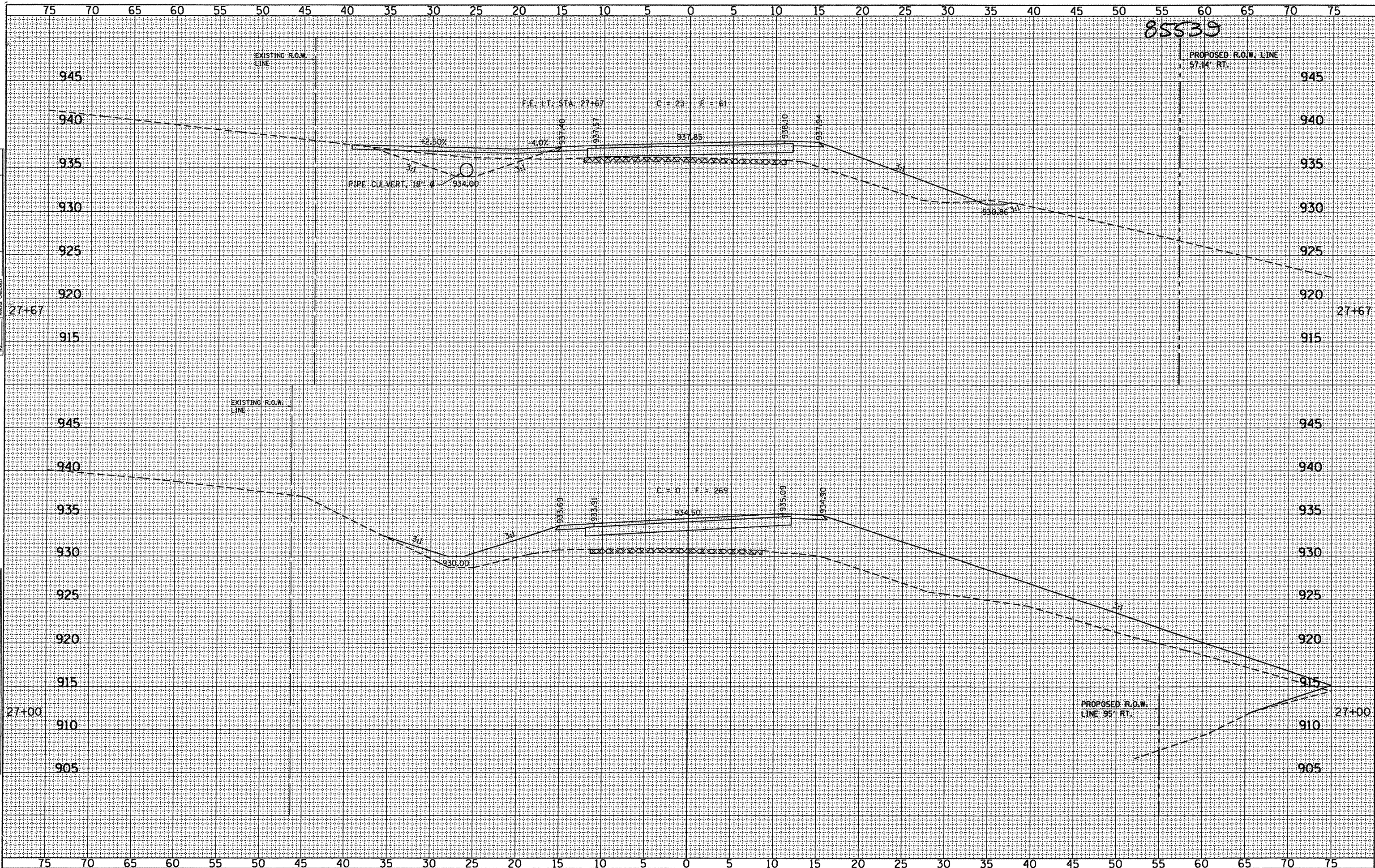
ROADWAY CROSS SECTIONS - SCOUT CAMP ROAD

SHEET NO. 18 OF 21 SHEETS STA. 26+50.00

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	49
SCOUT CAMP ROAD			CONTRACT NO. 85539	
ILLINOIS				

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FILE NAME = 4666BNA.XSSHEETS.DGN
 USER NAME = S.A.P.
 PLOT SCALE = 5
 PLOT DATE = 08/27/08

DESIGNED - G.J.C.
 DRAWN - S.A.P.
 CHECKED - R.J.C.
 DATE - 11/05/10

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ROADWAY CROSS SECTIONS - SCOUT CAMP ROAD

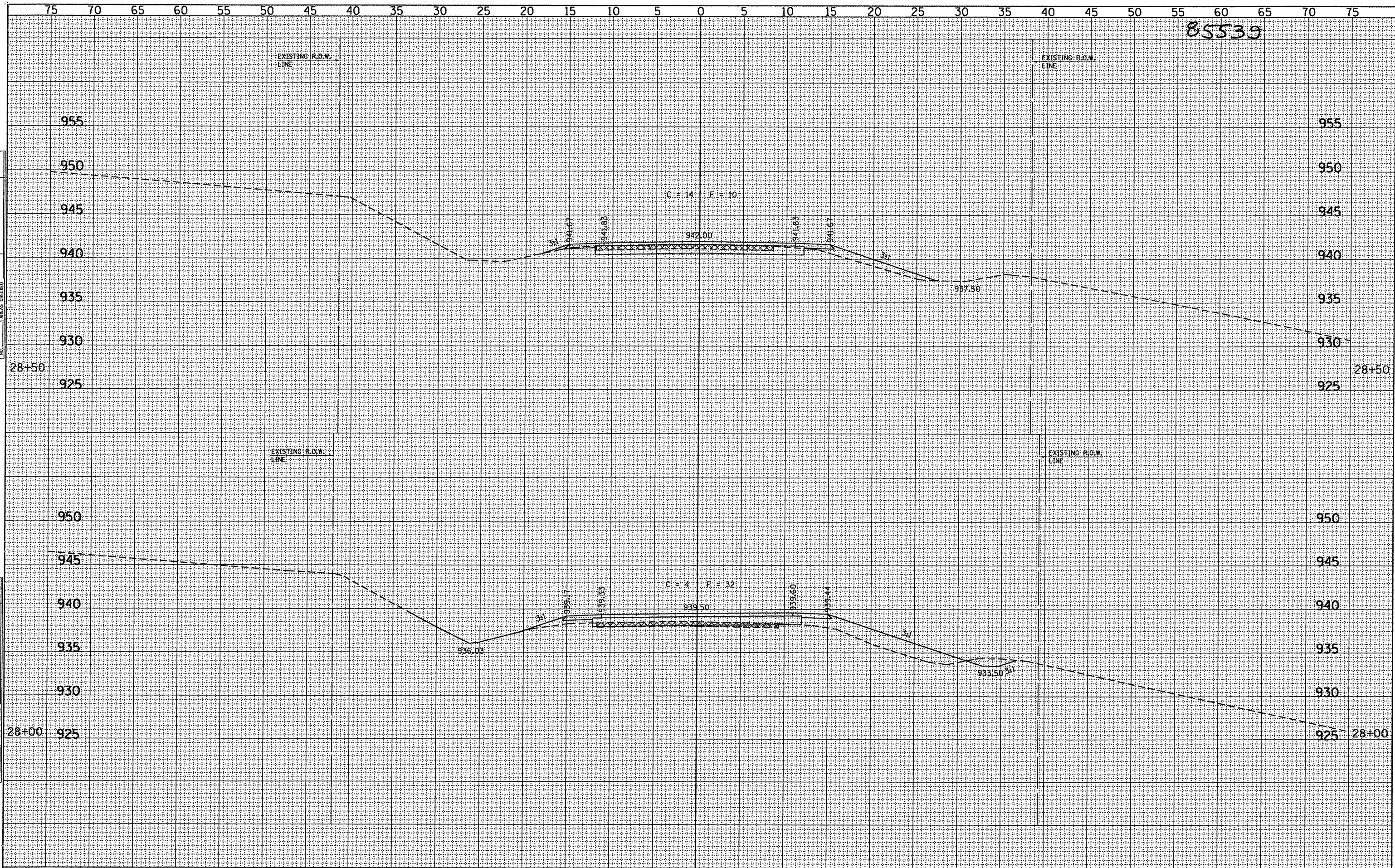
SHEET NO. 19 OF 21 SHEETS STA. 27+00.00 TO STA. 27+67.00

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	50
SCOUT CAMP ROAD			CONTRACT NO. 85539	
[ILLINOIS]				

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DATE	
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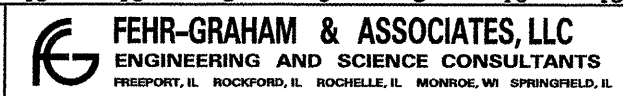


FILE NAME = 46852NA.XSSHEETS.DGN
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 PLOT SCALE = 5
 PLOT DATE = 8/27/88

DESIGNED - G.J.C.
 DRAWN - S.A.P.
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 DATE - 11/05/10

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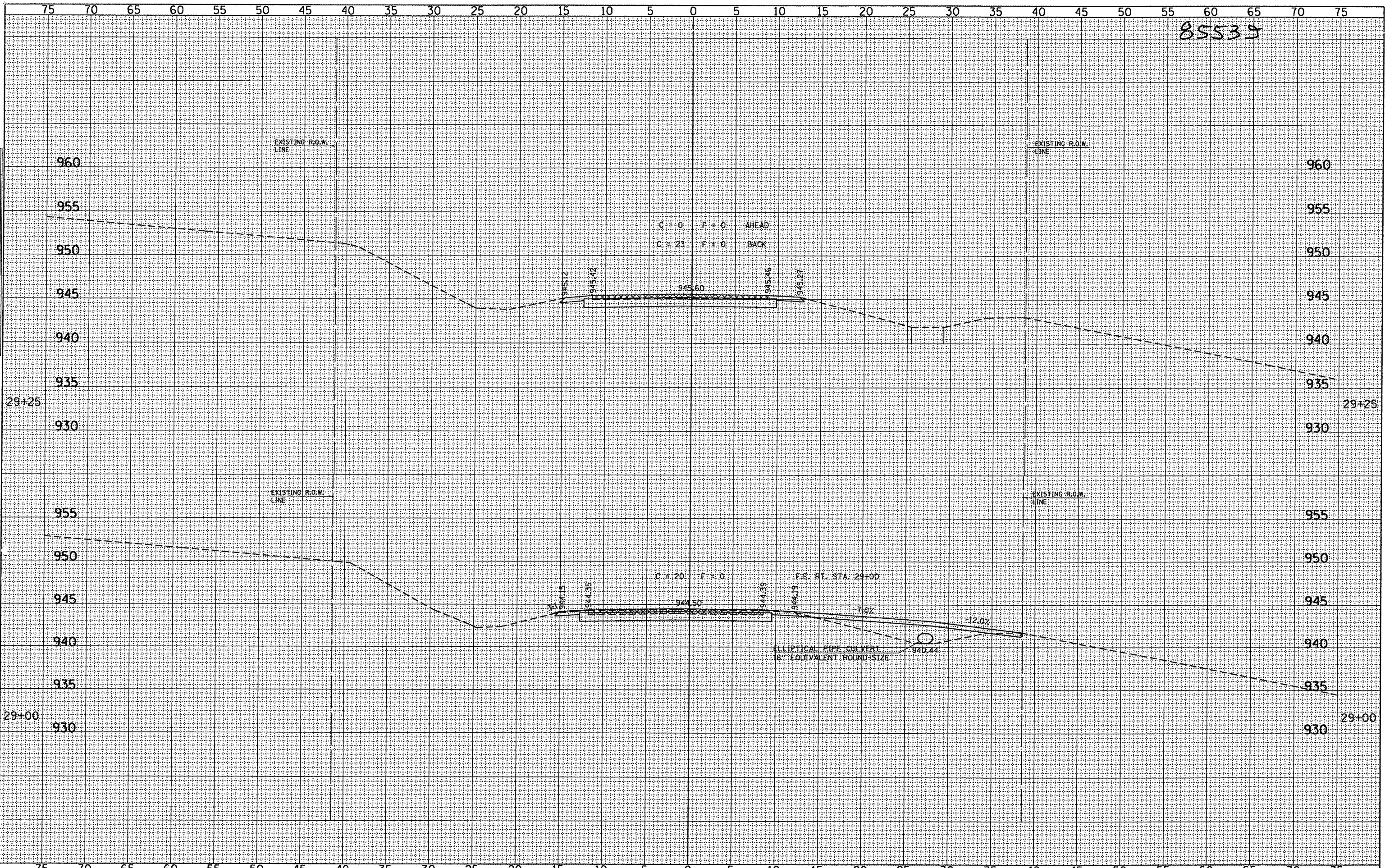
ROADWAY CROSS SECTIONS - SCOUT CAMP ROAD
 SHEET NO. 20 OF 21 SHEETS
 STA. 28+00.00 TO STA. 28+50.00

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	51
SCOUT CAMP ROAD			CONTRACT NO. 85539	
ILLINOIS				

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FILE NAME = 46860NA.XSSHEETS.DGN
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ROADWAY CROSS SECTIONS - SCOUT CAMP ROAD

SHEET NO. 21 OF 21 SHEETS STA. 29+00.00 TO STA. 29+25.00

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	52
SCOUT CAMP ROAD			CONTRACT NO. 85539	
ILLINOIS				

DESCRIPTION OF INTENDED SEQUENCE OF MAJOR CONSTRUCTION ACTIVITIES WHICH WILL DISTURB EARTH AND LEAD TO POSSIBLE EROSION FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE:

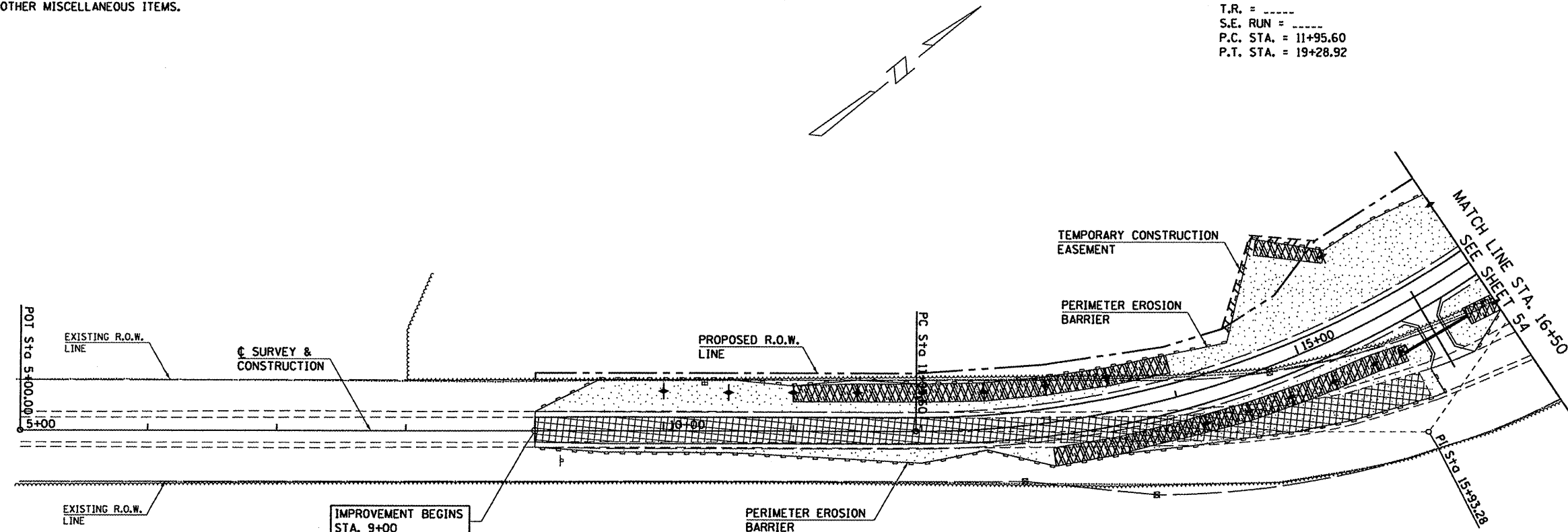
1. PLACEMENT OF PERIMETER EROSION CONTROL FENCE PRIOR TO THE COMMENCEMENT OF ANY ROAD OR BRIDGE WORK. SEE STD. 280001.
2. CONSTRUCTION OF THE REPLACEMENT STRUCTURE.
3. PLACEMENT OF ROADWAY EMBANKMENT TO RAISE THE ROADWAY TO THE PROPOSED GRADE.
4. REMOVAL OF EXISTING STRUCTURE
5. DEGRADING OF EXISTING ROADWAY
6. DRAINAGE STRUCTURES, INCLUDING DITCHES, WILL BE INSTALLED BEFORE AND/OR DURING THE COMPLETION OF THE EMBANKMENT.
7. PLACEMENT AND MAINTENANCE OF TEMPORARY EROSION CONTROL.
8. PLACEMENT OF PERMANENT EROSION CONTROL.
9. REMOVAL AND PROPER CLEAN UP OF TEMPORARY EROSION CONTROL.
10. FINAL GRADING, PLACING AGGREGATE AND OTHER MISCELLANEOUS ITEMS.

CURVE #1

PI STA. = 15+93.28
 Δ = 55° 00' 00" (LT)
 D = 7° 30' 00"
 R = 763.94'
 T = 397.68'
 L = 733.33'
 E = 97.31'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 11+95.60
 P.T. STA. = 19+28.92

TEMPORARY DITCH CHECKS

LT. STA. 10+00	= 20 FOOT
LT. STA. 10+50	= 20 FOOT
LT. STA. 11+00	= 20 FOOT
LT. STA. 11+50	= 20 FOOT
LT. STA. 12+00	= 20 FOOT
LT. STA. 12+50	= 20 FOOT
LT. STA. 13+00	= 20 FOOT
LT. STA. 13+50	= 20 FOOT
LT. STA. 15+50	= 20 FOOT
LT. STA. 16+50	= 20 FOOT
LT. STA. 23+50	= 20 FOOT
LT. STA. 23+70	= 10 FOOT
LT. STA. 23+90	= 10 FOOT
LT. STA. 24+10	= 10 FOOT
LT. STA. 24+30	= 10 FOOT
LT. STA. 24+50	= 10 FOOT
LT. STA. 24+70	= 10 FOOT
LT. STA. 24+90	= 10 FOOT
LT. STA. 25+10	= 10 FOOT
LT. STA. 25+30	= 20 FOOT
LT. STA. 25+50	= 20 FOOT
LT. STA. 25+70	= 20 FOOT
LT. STA. 25+90	= 20 FOOT
LT. STA. 26+10	= 20 FOOT
LT. STA. 26+30	= 20 FOOT
LT. STA. 26+50	= 20 FOOT
LT. STA. 26+70	= 20 FOOT
LT. STA. 26+90	= 20 FOOT
LT. STA. 27+17	= 20 FOOT
RT. STA. 14+17	= 20 FOOT
RT. STA. 14+50	= 20 FOOT
RT. STA. 14+84	= 20 FOOT
RT. STA. 15+17	= 20 FOOT
RT. STA. 15+50	= 20 FOOT
RT. STA. 16+50	= 20 FOOT
RT. STA. 16+75	= 20 FOOT
RT. STA. 17+00	= 30 FOOT
RT. STA. 17+25	= 20 FOOT
RT. STA. 17+50	= 20 FOOT
RT. STA. 17+70	= 20 FOOT
RT. STA. 17+90	= 20 FOOT
RT. STA. 18+10	= 20 FOOT
RT. STA. 18+30	= 20 FOOT
RT. STA. 18+50	= 20 FOOT
RT. STA. 18+70	= 20 FOOT
RT. STA. 18+90	= 20 FOOT
RT. STA. 19+33	= 20 FOOT
RT. STA. 20+00	= 20 FOOT
RT. STA. 20+50	= 20 FOOT
RT. STA. 21+00	= 20 FOOT
TOTAL	= 930 FOOT



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
TEMPORARY EROSION CONTROL SEEDING	POUND	950
TEMPORARY DITCH CHECKS	FOOT	930
PERIMETER EROSION BARRIER	FOOT	3995
INLET AND PIPE PROTECTION	EACH	4

INLET AND PIPE PROTECTION

RT. STA. 15+72	= 1 EACH
LT. STA. 17+50	= 1 EACH
LT. STA. 27+87	= 1 EACH
RT. STA. 29+17	= 1 EACH
TOTAL	= 4 EACH

THE ABOVE QUANTITIES ARE ESTIMATES ONLY. ACTUAL QUANTITIES FOR EROSION CONTROL WILL BE DETERMINED BY THE ENGINEER IN THE FIELD AND THERE WILL BE NO ADJUSTMENT IN ANY PRICE DUE TO A CHANGE IN PLAN QUANTITY.

TEMPORARY EROSION CONTROL:

- PERIMETER EROSION BARRIER
- TEMPORARY DITCH CHECK
- INLET AND PIPE PROTECTION

PERMANENT EROSION CONTROL:

- SEEDING CLASS 2, FERTILIZERS, & MULCH, METHOD 2
- TURF REINFORCEMENT MAT

FILE NAME =	DESIGNED - G.J.C.	REVISED - S.A.P. 03/24/11
46860 EROSION.DGN	DRAWN - S.A.P.	REVISED -
	CHECKED - R.J.C.	REVISED -
	DATE - 01/10/11	REVISED -

4440 ASH GROVE	FEHR-GRAHAM & ASSOCIATES, LLC	ENGINEERING AND SCIENCE CONSULTANTS
SPRINGFIELD, IL. 62711		
(217) 793-8600		
www.fehr-graham.com		

EROSION CONTROL PLAN	
PROPOSED STRUCTURE @ STA. 22+18.00	

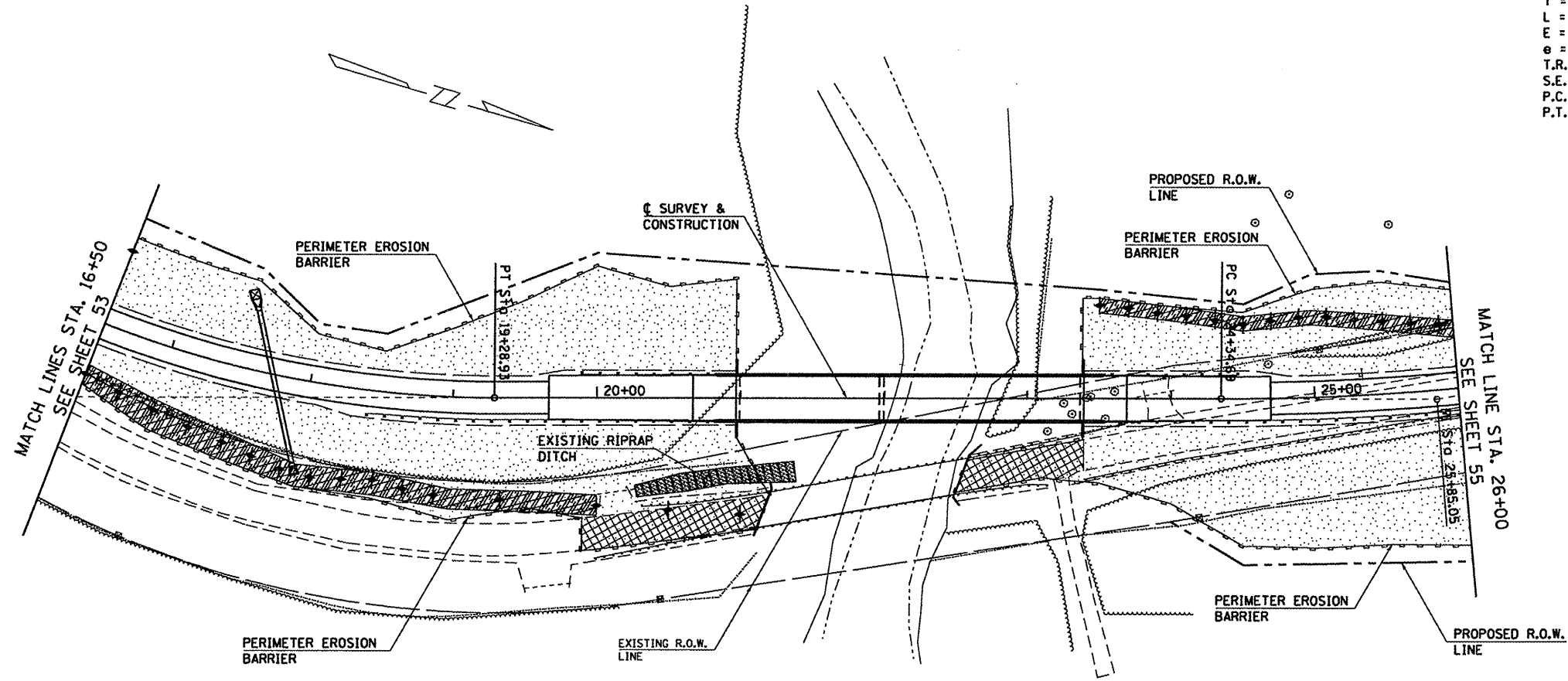
CO. HWY.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	53

SCOUT CAMP ROAD		CONTRACT NO. 85539	
ILLINOIS			

85539

CURVE #1
 PI STA. = 15+93.28
 $\Delta = 55^\circ 00' 00''$ (LT)
 D = 7° 30' 00"
 R = 763.94'
 T = 397.68'
 L = 733.33'
 E = 97.31'
 $\theta =$ -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 11+95.60
 P.T. STA. = 19+28.92

CURVE #2
 PI STA. = 25+85.04
 $\Delta = 9^\circ 30' 40''$ (LT)
 D = 3° 10' 12"
 R = 1,807.40'
 T = 150.36'
 L = 300.03'
 E = 6.24'
 $\theta =$ -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 24+34.68
 P.T. STA. = 27+34.71



TEMPORARY EROSION CONTROL:	
	PERIMETER EROSION BARRIER
	TEMPORARY DITCH CHECK
	INLET AND PIPE PROTECTION
PERMANENT EROSION CONTROL:	
	SEEDING CLASS 2, FERTILIZERS, & MULCH, METHOD 2
	TURF REINFORCEMENT MAT

NOTE: SEE SHEET 53 FOR EROSION CONTROL QUANTITIES.

FILE NAME =	DESIGNED - G.J.C.	REVISED - S.A.P. 03/24/11
46868 EROSION.DGN	DRAWN - S.A.P.	REVISED -
	CHECKED - R.J.C.	REVISED -
	DATE - 01/10/11	REVISED -

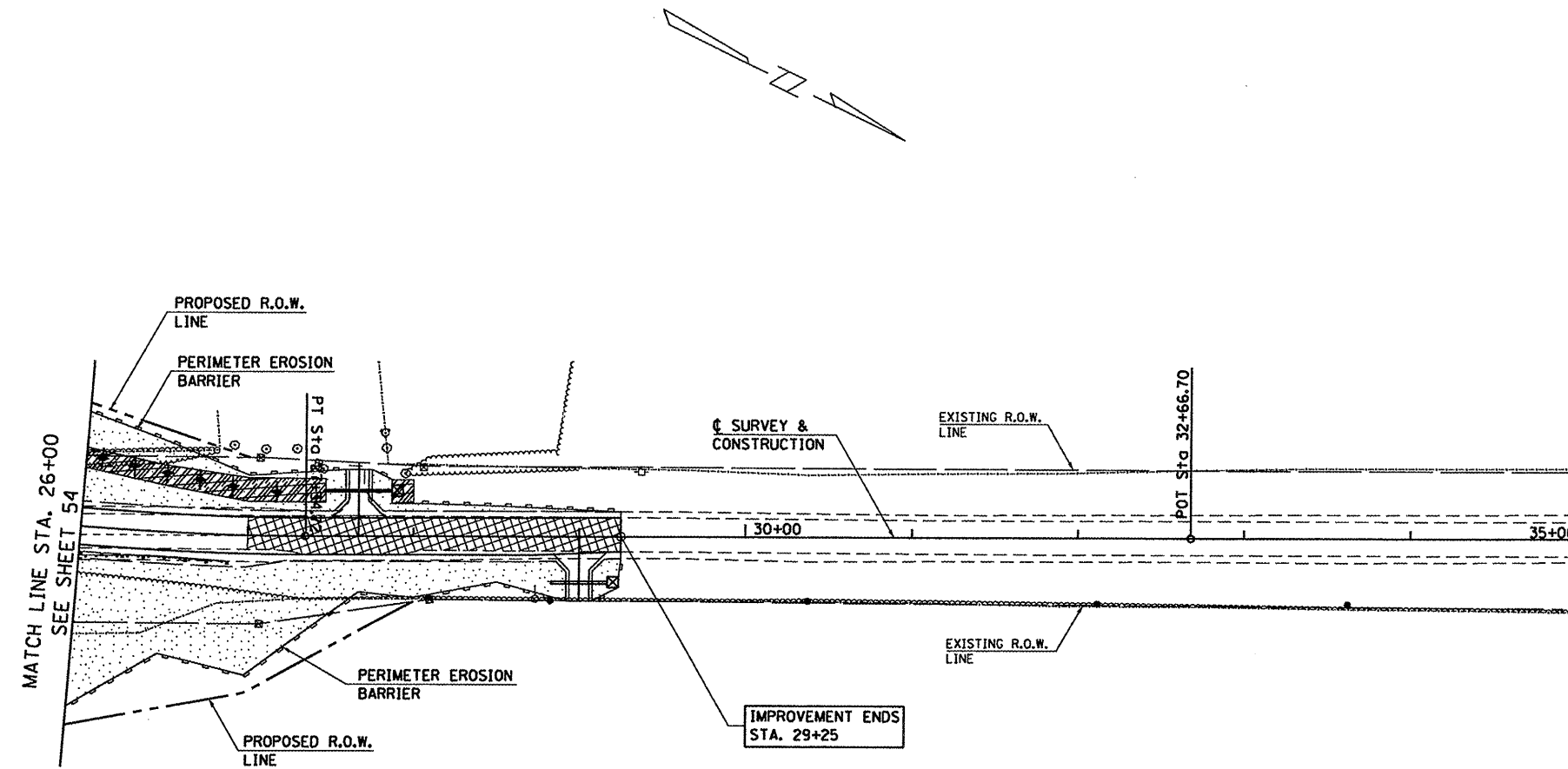
4440 ASH GROVE	FEHR-GRAHAM & ASSOCIATES, LLC ENGINEERING AND SCIENCE CONSULTANTS FREEPORT, IL ROCKFORD, IL ROCHELLE, IL MONROE, WI SPRINGFIELD, IL
SPRINGFIELD, IL 62711	
(217) 793-8600	
www.fehr-graham.com	

EROSION CONTROL PLAN	
PROPOSED STRUCTURE @ STA. 22+18.00	ILLINOIS

CO. HWY.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9	06-00127-00-BR	JO DAVIESS	55	54
SCOUT CAMP ROAD			CONTRACT NO. 85539	

*46860

CURVE #2
 PI STA. = 25+85.04
 Δ = 9° 30' 40" (L.T.)
 D = 3° 10' 12"
 R = 1,807.40'
 T = 150.36'
 L = 300.03'
 E = 6.24'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 24+34.68
 P.T. STA. = 27+34.71



TEMPORARY EROSION CONTROL:	
	PERIMETER EROSION BARRIER
	TEMPORARY DITCH CHECK
	INLET AND PIPE PROTECTION
PERMANENT EROSION CONTROL:	
	SEEDING CLASS 2, FERTILIZERS, & MULCH, METHOD 2
	TURF REINFORCEMENT MAT

NOTE: SEE SHEET 53 FOR EROSION CONTROL QUANTITIES.

FILE NAME = 46860 EROSION.DGN	DESIGNED - G.J.C.	REVISED - S.A.P. 03/24/11	4440 ASH GROVE SPRINGFIELD, IL. 62711 (217) 793-8600 www.fehr-graham.com		FEHR-GRAHAM & ASSOCIATES, LLC ENGINEERING AND SCIENCE CONSULTANTS FREEPORT, IL ROCKFORD, IL ROCHELLE, IL MONROE, WI SPRINGFIELD, IL	EROSION CONTROL PLAN	CO. HWY.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - S.A.P.	REVISED -					9	06-00127-00-BR	JO DAVIESS	55	55
	CHECKED - R.J.C.	REVISED -					SCOUT CAMP ROAD		CONTRACT NO. 85539		ILLINOIS
	DATE - 01/10/11	REVISED -					PROPOSED STRUCTURE @ STA. 22+18.00				