

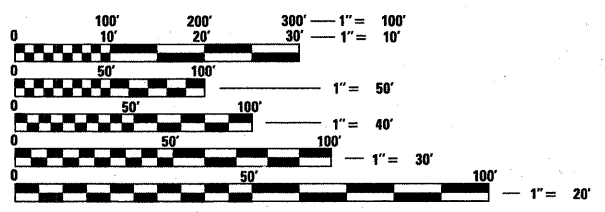
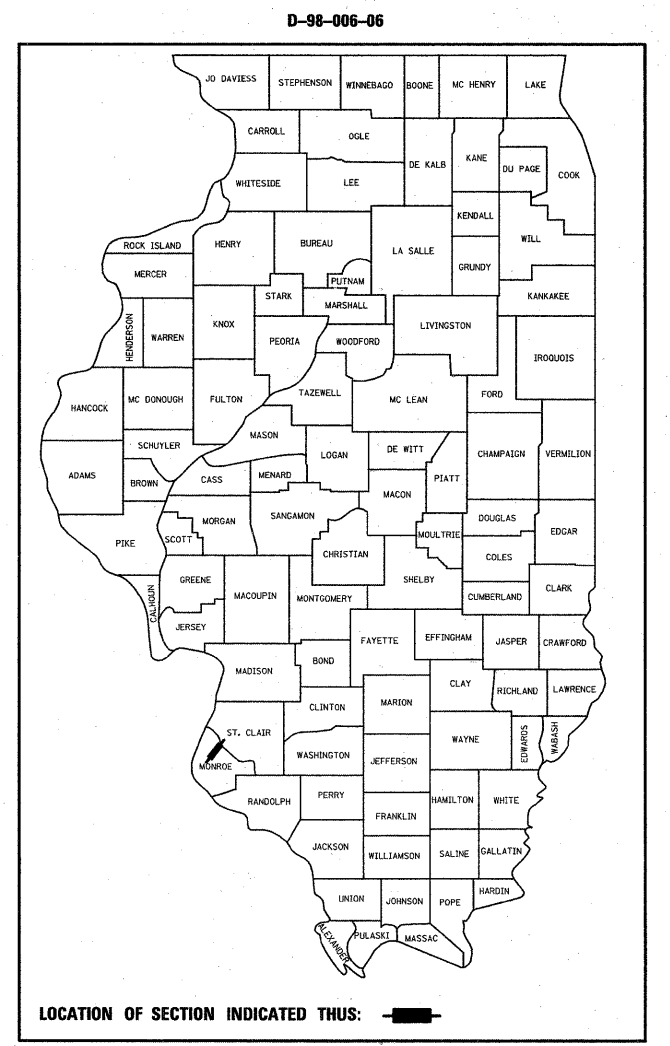
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
809	67-1HBR	MONROE	144	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 76977		
		144 + 1 = 145		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

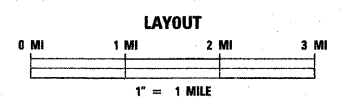
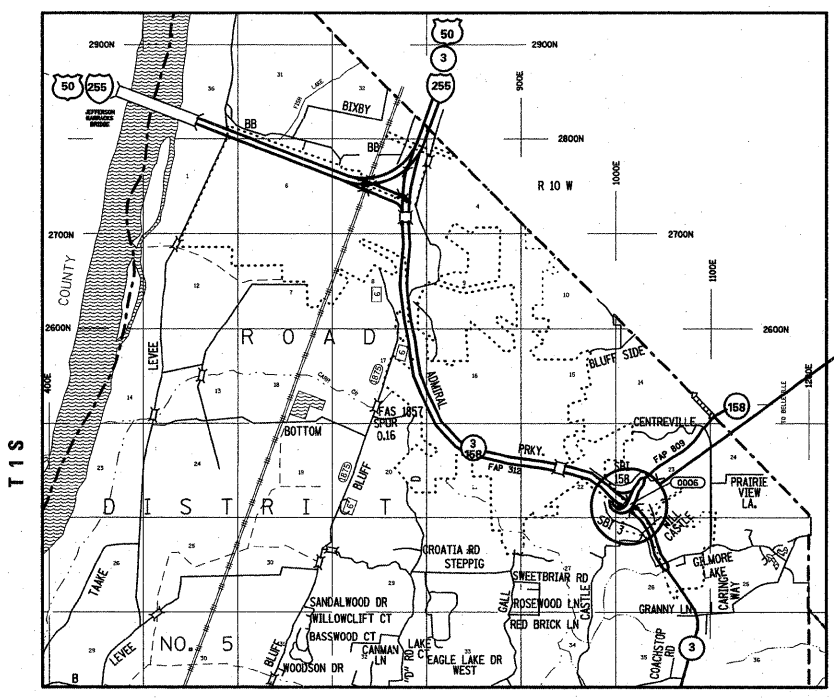
FAP ROUTE 809 (IL 158)
SECTION 67-1HBR
PROJECT: ACF-0809(005)
STRUCTURE REPLACEMENT
MONROE COUNTY
C-98-003-06

FOR INDEX OF SHEETS, SEE SHEET NO. 2



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

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



FOUR SPAN STEEL BEAM
STRUCTURE TO BE REPLACED
WITH TWO SPAN CURVED
STEEL BEAM STRUCTURE
OVER IL ROUTE 3
SN 067-0006 (E)
SN 067-0042 (P)
STA. 110+99.40
190' - 2 1/4" BK TO BK ABUTMENTS

PROJECT ENGINEER: PATTI LeBEAU (618) 346-3179
PROJECT MANAGER: ARTHUR MUEHLFELD (618) 346-3209
CONTRACT NO. 76977

TRAFFIC DATA: IL 158	TRAFFIC DATA: IL 3
ADT = 9550 (2008)	ADT = 28850 (2008)
ADT = 14200 (2028)	ADT = 42850 (2028)
SU = 4.5%	SU = 3.6%
MU = 3.8%	MU = 4.3%

LATITUDE: 38.42938
LONGITUDE: 90.17968

GROSS LENGTH = 0.04 MILES
NET LENGTH = 0.04 MILES
NOTE: ROADWAY WORK NECESSARY
FROM STA. 103+20 TO 142+00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Dec 9 20 09
Ma C Rami
DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER

January 29 20 10
Scott E. Still P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

January 29 20 10
Christine M. Roadie
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

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GENERAL NOTES:

1. THE STANDARDS AND REVISION NUMBERS SHALL APPLY TO THIS PROJECT.
2. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
3. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:
 - CHARTER COMMUNICATIONS
 - CITY OF COLUMBIA (WATER & SANITARY SEWER)
 - HARRISONVILLE TELEPHONE CO.
 - ILLINOIS AMERICAN WATER CO.
 - AMERENIP (GAS & ELECTRIC)
 MEMBERS OF J.U.L.I.E. (800) 892-0123 OR 811 ARE INDICATED BY AN *. NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.
4. "ROAD CONSTRUCTION AHEAD" SIGNS SHALL BE PLACED AT EACH END OF THE PROJECT AND ALL INTERSECTING SIDE ROADS AND WILL BE INCLUDED IN THE TRAFFIC CONTROL PAY ITEMS. ALL CONSTRUCTION SIGNS SHALL BE FLOURESCENT ORANGE, 48".
5. IF THE CONTRACTOR, FOR HIS CONSTRUCTION ACTIVITY, REMOVES TREES WITHIN THE RIGHT-OF-WAY LIMITS WHICH ARE NOT DESIGNATED ON THE PLANS FOR REMOVAL, I.E. IN ORDER TO GAIN ACCESS TO THE PROJECT SITE, IT WILL BE HIS RESPONSIBILITY TO REPLACE THE TREES AT A 1:1 RATIO. THE TREES WILL BE REPLACED WITH A 1 GALLON NATIVE ILLINOIS TREE SPECIES AND SHALL BE APPROVED BY THE ENGINEER. THE TREE REMOVAL AND TREE REPLACEMENT WILL BE AT THE CONTRACTOR'S EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
6. A QUANTITY OF 2325 FEET OF "TEMPORARY PAVEMENT MARKING - LINE 6 INCH" WHITE HAS BEEN INCLUDED IN THE PLANS FOR PAINTING THE BOTTOM 6" OF THE TEMPORARY CONCRETE BARRIER.
7. THE THICKNESS OF HOT-MIX ASPHALT MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT MIXTURE IS PLACED.
8. FLAGGERS SHALL BE REQUIRED AT ALL TIMES DURING PATCHING OPERATIONS.
9. COORDINATION WITH THE DEPARTMENT'S BUREAU OF OPERATIONS IS REQUIRED BEFORE ANY TRENCHING SHALL BE DONE TO LOCATE HIGHWAY LIGHTING/ PUMP STATION/ INTELLIGENT TRANSPORTATION SYSTEM FACILITIES AND TO COORDINATE OTHER FIELD ACTIVITIES.
10. ALL DROP-OFFS AT THE EDGE OF PAVEMENT SHALL BE PROTECTED BY EXTENDED LEG BARRICADES WITH APPROPRIATE LIGHTS. **A**

COMMITMENTS

NONE

HIGHWAY STANDARDS

000001-05	602301-02	630301-05	701301-03	701411-06
280001-05	604051-03	631031-08	701306-02	701431-05
420401-08	606001-04	635006-03	701311-03	701456
442101-07	606301-04	635011-02	701321-10	701901-01
515001-03	630001-08	701201-03	701326-03	704001-06
542301-02	631011-06	701206-02	701336-05	780001-02
				781001-03

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS, HIGHWAY STANDARDS,
GENERAL NOTES AND COMMITMENTS**

Rev. 2-11-10

FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES AND COMMITMENTS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pw\work\PWIDOT\OWENBJ\dms52558\pin00606a.dgn		DRAWN -	REVISED -			809	67-1HBR	MONROE	144	2	
PLOT SCALE = 50.0000' / 1" IN.		CHECKED -	REVISED -			CONTRACT NO. 76977					
PLOT DATE = 2/8/2018		DATE -	REVISED -			SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES			URBAN 80% FEDERAL 20% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE			SUMMARY OF QUANTITIES			URBAN 80% FEDERAL 20% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		X271-2A	I000-2A		CODE NO	ITEM	UNIT		X271-2A	I000-2A	
20200100	EARTH EXCAVATION	CU YD	325	310	15		44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SQ YD	45		45	
20400800	FURNISHED EXCAVATION	CU YD	1315	1225	90		44213100	PAVEMENT FABRIC	SQ YD	60		60	
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	139	139			44213200	SAW CUTS	FOOT	1261		1261	△
25000200	SEEDING, CLASS 2	ACRE	1.25	0.75	0.5		48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	30		30	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	112	67	45		48203100	HOT-MIX ASPHALT SHOULDERS	TON	1725	1035	690	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	112	67	45		50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1		
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	112	67	45		50105220	PIPE CULVERT REMOVAL	FOOT	32	32		
25100115	MULCH, METHOD 2	ACRE	1.25	0.75	0.5		50157300	PROTECTIVE SHIELD	SQ YD	1018	1018		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	125	75	50		50200100	STRUCTURE EXCAVATION	CU YD	157	157		
28000305	TEMPORARY DITCH CHECKS	FOOT	100	100			50200400	ROCK EXCAVATION FOR STRUCTURES	CU YD	349	349		
28000400	PERIMETER EROSION BARRIER	FOOT	1990	1477	513		50300225	CONCRETE STRUCTURES	CU YD	543	543		
28100105	STONE RIPRAP, CLASS A3	SQ YD	62	62			50300255	CONCRETE SUPERSTRUCTURE	CU YD	539	539		
35501324	HOT-MIX ASPHALT BASE COURSE, 10"	SQ YD	880	880			50300260	BRIDGE DECK GROOVING	SQ YD	1022	1022		
35501328	HOT-MIX ASPHALT BASE COURSE, 11"	SQ YD	1770	1770			50300280	CONCRETE ENCASEMENT	CU YD	7	7		
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	4	0.7	3.3		50300300	PROTECTIVE COAT	SQ YD	1377	1377		
40600300	AGGREGATE (PRIME COAT)	TON	20	3	17		50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1		
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	600		600		50500505	STUD SHEAR CONNECTORS	EACH	6960	6960		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	156	89	67		50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	202020	202020		
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	490		490		50800515	BAR SPLICERS	EACH	303	303		
40600990	TEMPORARY RAMP	SQ YD	72	72			51100100	SLOPE WALL 4 INCH	SQ YD	494	494		
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	1820	1820			51201600	FURNISHING STEEL PILES HP12X53	FOOT	513	513		
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	1100	305	795		51202305	DRIVING PILES	FOOT	513	513		
40800020	BITUMINOUS MATERIALS (PRIME COAT)	TON	0.2		0.2		51203600	TEST PILE STEEL HP12X53	EACH	1	1		
40800030	AGGREGATE (PRIME COAT)	TON	1		1		51204650	PILE SHOES	EACH	20	20		
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	80		80		51205200	TEMPORARY SHEET PILING	SQ FT	163	163		
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	74	74			51500100	NAME PLATES	EACH	1	1		
44000100	PAVEMENT REMOVAL	SQ YD	840	840			52000110	PREFORMED JOINT STRIP SEAL	FOOT	115	115		
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	4360	2720	1640		52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	16	16		
44003100	MEDIAN REMOVAL	SQ FT	10900	6800	4100		52100540	ANCHOR BOLTS, 1 1/2"	EACH	32	32		
44004000	PAVED DITCH REMOVAL	FOOT	35	35			52100560	ANCHOR BOLTS, 2"	EACH	16	16		
44004250	PAVED SHOULDER REMOVAL	SQ YD	1770	1770			54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	1	1		
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	213		213	△	550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	34	34		△
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD	37		37								

*Specialty Items

△ Rev. 2-11-10

FILE NAME =	USER NAME = owebnj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw_work\FW1007\OWENBJ\dms52558\pln04605e.dgn		DRAWN -	REVISED -		809	67-1HBR	MONROE	144	3			
		PLOT SCALE = 50.0000' / IN.	REVISED -		SCALE: SHEET NO. 1 OF 3 SHEETS STA. TO STA.			CONTRACT NO. 76977				
		CHECKED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES			URBAN 80% FEDERAL 20% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		SUMMARY OF QUANTITIES			URBAN 80% FEDERAL 20% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		X271-2A	I000-2A	CODE NO	ITEM	UNIT		X271-2A	I000-2A	Y030-1E
58700300	CONCRETE SEALER	SQ FT	1531	1531		70106700	TEMPORARY RUMBLE STRIP	EACH	6	6		
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	274	274		70106800	CHANGEABLE MESSAGE SIGN	CAL MO	30	30		
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	247	247		70300100	SHORT-TERM PAVEMENT MARKING	FOOT	950	417	533	
60236800	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	1	1		70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	14846	5941	8905	
60260100	INLETS TO BE ADJUSTED	EACH	8	4	4	70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	2325	2325		
60404800	FRAMES AND GRATES, TYPE 11	EACH	8	4	4	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	5265	2119	3146	
60500060	REMOVING INLETS	EACH	1	1		70400100	TEMPORARY CONCRETE BARRIER	FOOT	1325	1325		
60605600	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.06	FOOT	4300	2660	1640	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1000	1000		
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	10,745	6,645	4100	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	13840	4935	8905	
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	525	525		78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	1805	380	1425	
* 63000003	STEEL PLATE BEAM GUARD RAIL, TYPE A, 9 FOOT POSTS	FOOT	3850		3850	78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	1006	1006		
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	3	2	1	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	61	61		
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4		* 78200300	PRISMATIC CURB REFLECTOR	EACH	120	80	40	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	8	5	3	78200410	GUARDRAIL MARKERS, TYPE A	EACH	49	12	37	
63200310	GUARDRAIL REMOVAL	FOOT	5109	1091	4018	78200520	BARRIER WALL MARKERS, TYPE B	EACH	6	6		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	20	20		78200530	BARRIER WALL MARKERS, TYPE C	EACH	6	6		
67100100	MOBILIZATION	L SUM	1	1		78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	8	5	3	
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	1	1		78300100	PAVEMENT MARKING REMOVAL	SQ FT	6152	2234	3918	
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1		1	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	61	61		
70100455	TRAFFIC CONTROL AND PROTECTION, STANDARD 701206	L SUM	1		1	* 80300100	LOCATING UNDERGROUND CABLE	FOOT	2760			2760
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1		1	* 81603035	UNIT DUCT, 600V, 2-1C NO. 6, 1/C NO. 6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	2960			2960
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1		1	* 81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	2760			2760
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1		1	* 83600300	LIGHT POLE FOUNDATION, 30" DIAMETER	FOOT	16			16
70100825	TRAFFIC CONTROL AND PROTECTION, STANDARD 701456	L SUM	1		1	84200806	REMOVAL OF ^{POLE} FOUNDATION, CONCRETE	EACH	2			2
70101200	TRAFFIC CONTROL AND PROTECTION, STANDARD 701431 (SPECIAL)	EACH	1	1		* 84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	2			2
70101205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)	EACH	1	1		X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	207	207		
70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1		X0322400	PILE EXTRACTION	EACH	8	8		
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	30		30	X0502600	TEMPORARY LIGHTING	L SUM	1			1
70106600	TEMPORARY BRIDGE TRAFFIC SIGNALS (STATE FURNISHED CONTROLLER)	EACH	1	1		X4421000	PARTIAL DEPTH PATCHING	TON	100		100	
						X4422030	PARTIAL DEPTH REMOVAL 3"	SQ YD	570		570	
						X5080600	MECHANICAL SPLICERS	EACH	120	120		
						X6060500	CORRUGATED MEDIAN REMOVAL	SQ FT	535		535	

* Specialty Items Rev. 2-11-10 Rev.

SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES			URBAN 80% FEDERAL 20% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE			SUMMARY OF QUANTITIES			80% FEDERAL 20% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		X271-2A	I000-2A	Y030-1E	CODE NO	ITEM	UNIT		X271-2A	I000-2A	
X7200200	WIDE LOAD SIGNING	L SUM	1	1									
* X7800100	PAINT PAVEMENT MARKING - RAISED MEDIAN	SQ FT	47		47								
* X7800200	PAINT PAVEMENT MARKING CURB	FOOT	1280	720	560								
X8161000	EXPOSE AND RELOCATE EXISTING UNIT DUCT	FOOT	100	100									
Z0017202	DOWEL BARS 1 1/2"	EACH	529	529	529								
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	4	4									
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2									
Z0073500	TEMPORARY SUPPORT SYSTEM	L SUM	1	1									
0 Z0074400	TRAINEES	HOUR	1,000	1,000									

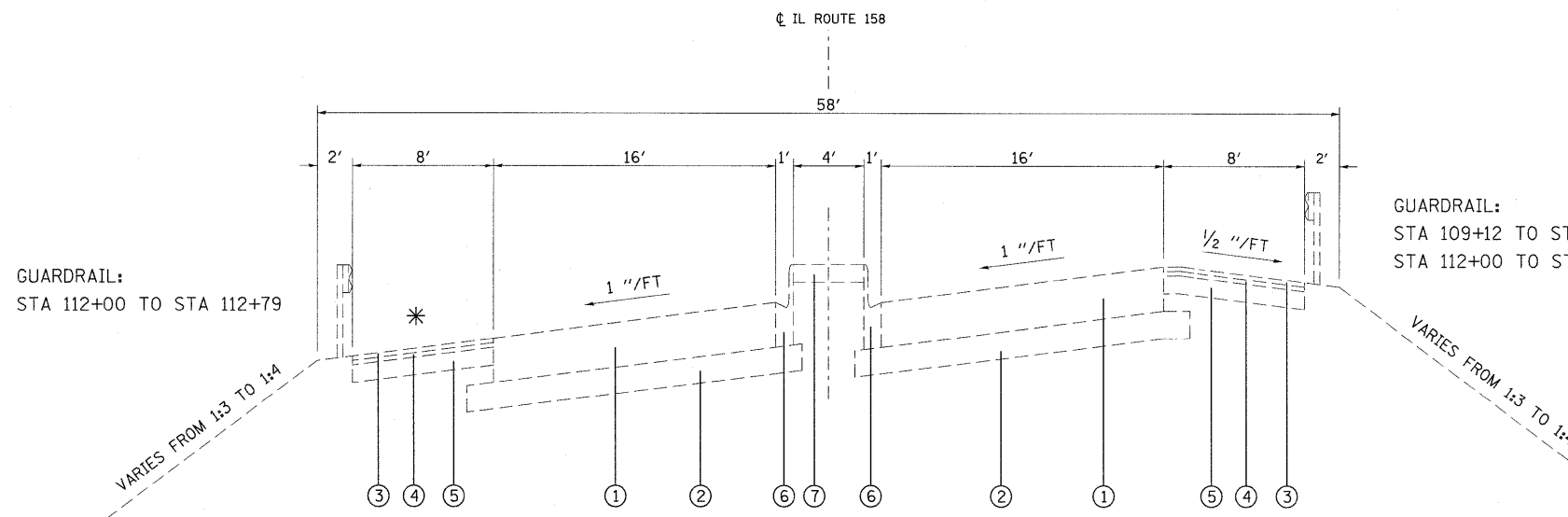
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*Specialty Items

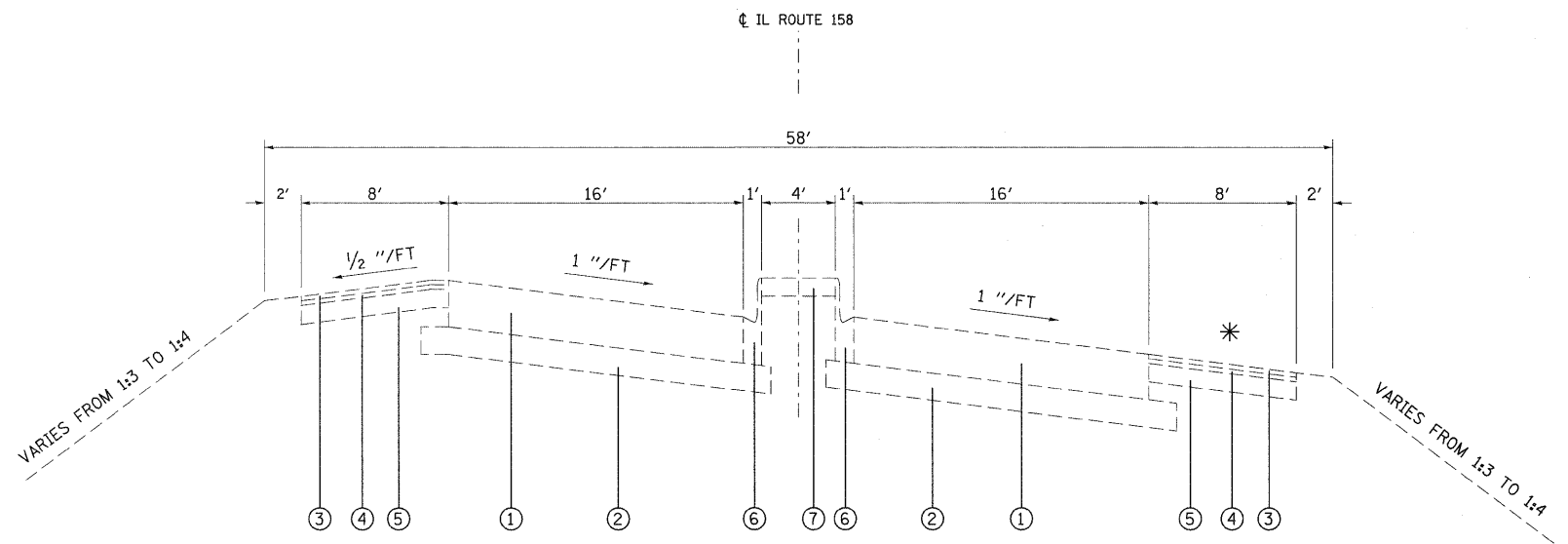
Rev. 7-11-10

Rev.

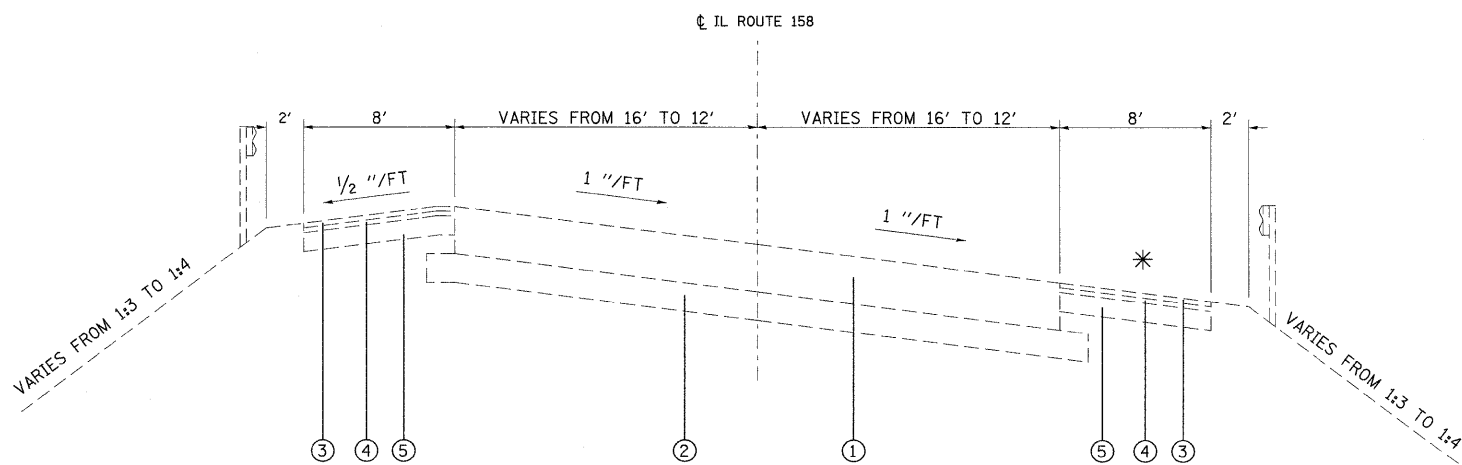
FILE NAME =	USER NAME = owenbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pv_work\pvidot\owenbj\dms52558\pin0068e.dgn		DRAWN -	REVISED -			809	67-IHBR	MONROE	144	5	
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 76977					
PLOT DATE = 12/10/2009		DATE -	REVISED -			SCALE:	SHEET NO. 3 OF 3 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT



EXISTING SUPERELEVATED TYPICAL SECTION
 STA 103+20 TO STA 109+80
 STA 112+00 TO STA 114+80.10



EXISTING SUPERELEVATED TYPICAL SECTION
 STA 117+55.54 TO STA 127+20



EXISTING SUPERELEVATED TYPICAL SECTION
 STA 127+20 TO STA 129+21.79
 STA 129+27.56 TO STA 138+50.58

GUARDRAIL:
 STA 127+20 TO STA 128+77

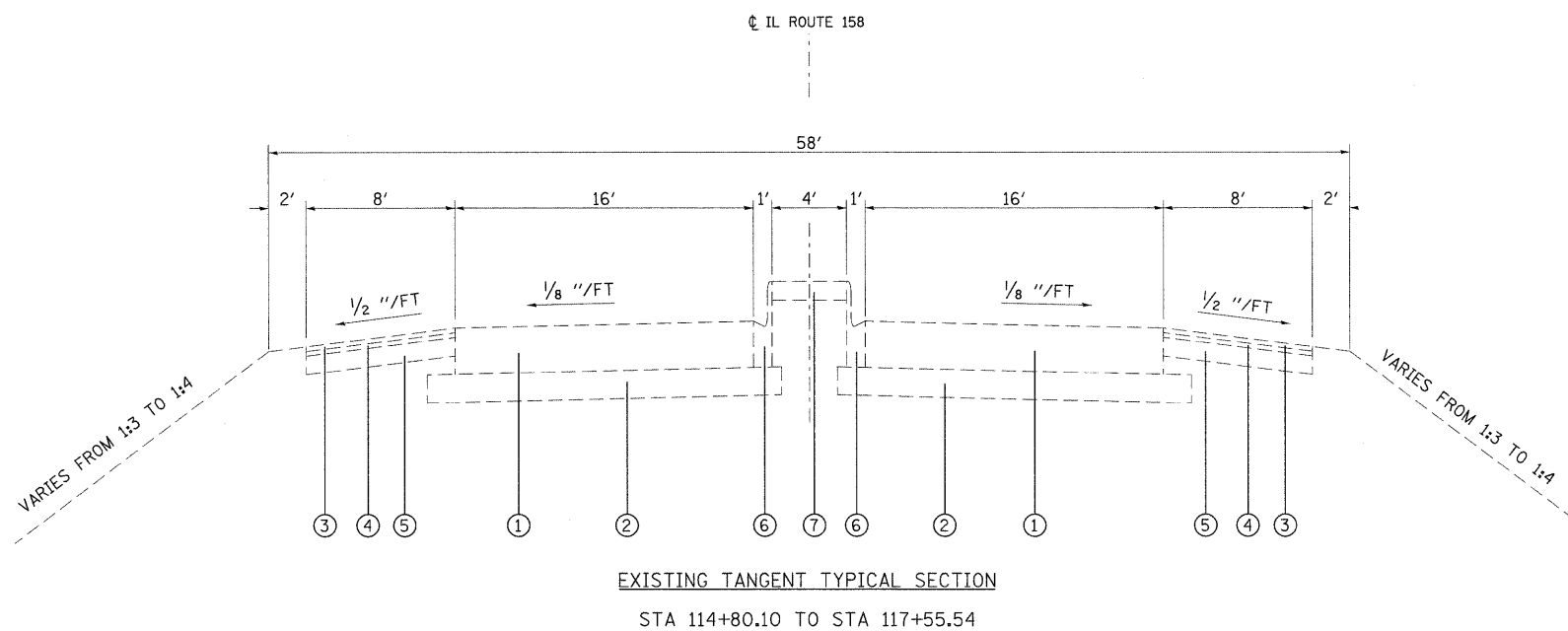
- LEGEND
- ① EXISTING PORTLAND CEMENT CONCRETE PAVEMENT - 10"
 - ② EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A - 6"
 - ③ EXISTING BITUMINOUS CONCRETE SURFACE COURSE, SUB-CLASS I-11 (SHOULDERS) - 1 1/2 "
 - ④ EXISTING BITUMINOUS CONCRETE BINDER COURSE (SHOULDERS) - 1 1/2 "
 - ⑤ EXISTING STABILIZED SHOULDERS
 - ⑥ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.06
 - ⑦ EXISTING PORTLAND CEMENT CONCRETE MEDIAN SURFACE - 4"
 - ⑧ PROPOSED HMA SURFACE COURSE - 1 1/2 "
 - ⑨ PROPOSED LEVELING BINDER - 1"
 - ⑩ PROPOSED HMA BINDER COURSE - VARIES FROM 1.25" TO 36.2"
 - ⑪ PROPOSED HMA BASE COURSE - 11"
 - ⑫ PROPOSED HMA BASE COURSE - 10"
 - ⑬ PROPOSED HMA SHOULDER
 - ⑭ PROPOSED COMBINATION CURB AND GUTTER, TYPE B-9.06
 - ⑮ PROPOSED CONCRETE MEDIAN SURFACE - 4"
 - ⑯ PROPOSED GUARDRAIL
 - ⑰ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
 - ⑱ PROPOSED RAVED SHOULDER REMOVAL
 - ⑲ PROPOSED PAVEMENT REMOVAL (AFTER STAGE CONSTRUCTION)

* ON THE INSIDE OF THE CURVE THE SHOULDER SLOPE SHALL BE THE SAME AS THE PAVEMENT SUPERELEVATION WITH A MINIMUM SLOPE OF 1/2" PER FOOT.

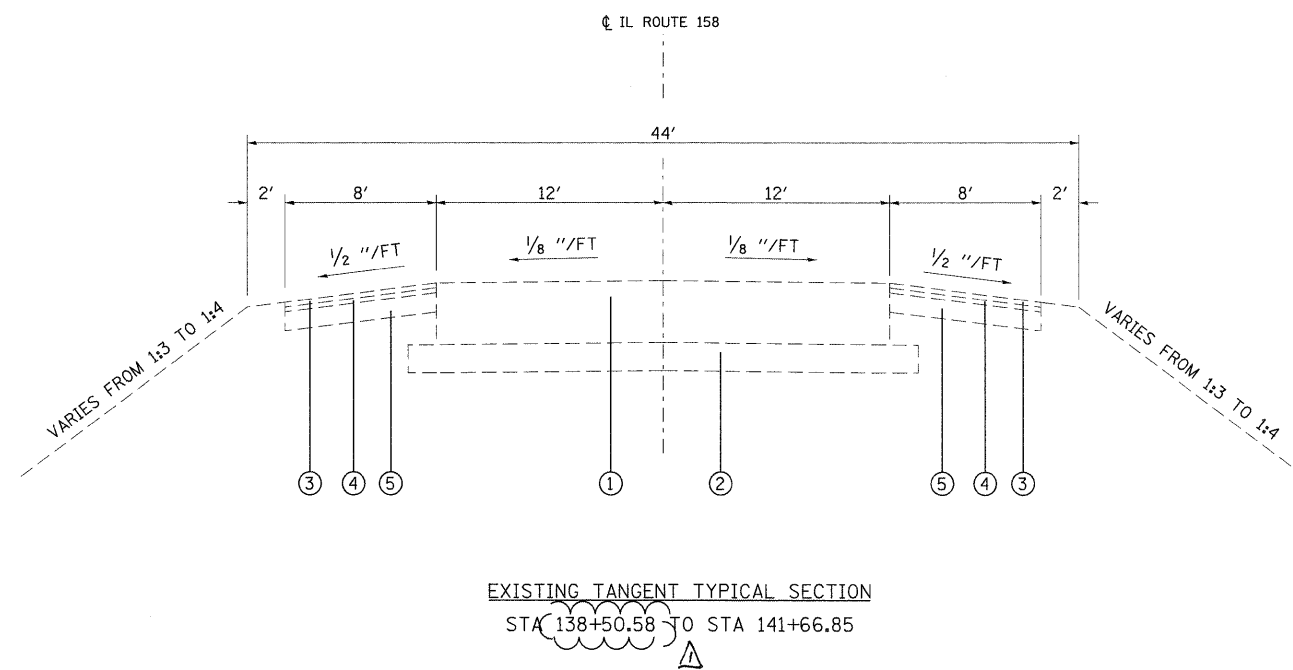
NOTE:
 EXISTING STRUCTURE FROM STA 109+80 TO STA 112+00

Rev. 2-11-10

FILE NAME =	USER NAME = owenbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca\pwwork\widot\owenbj\dms52558\pin0026a.dgn		DRAWN -	REVISED -		809	67-1HBR	MONROE	144	6			
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -		CONTRACT NO. 76977							
PLOT DATE = 2/5/2010		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.			

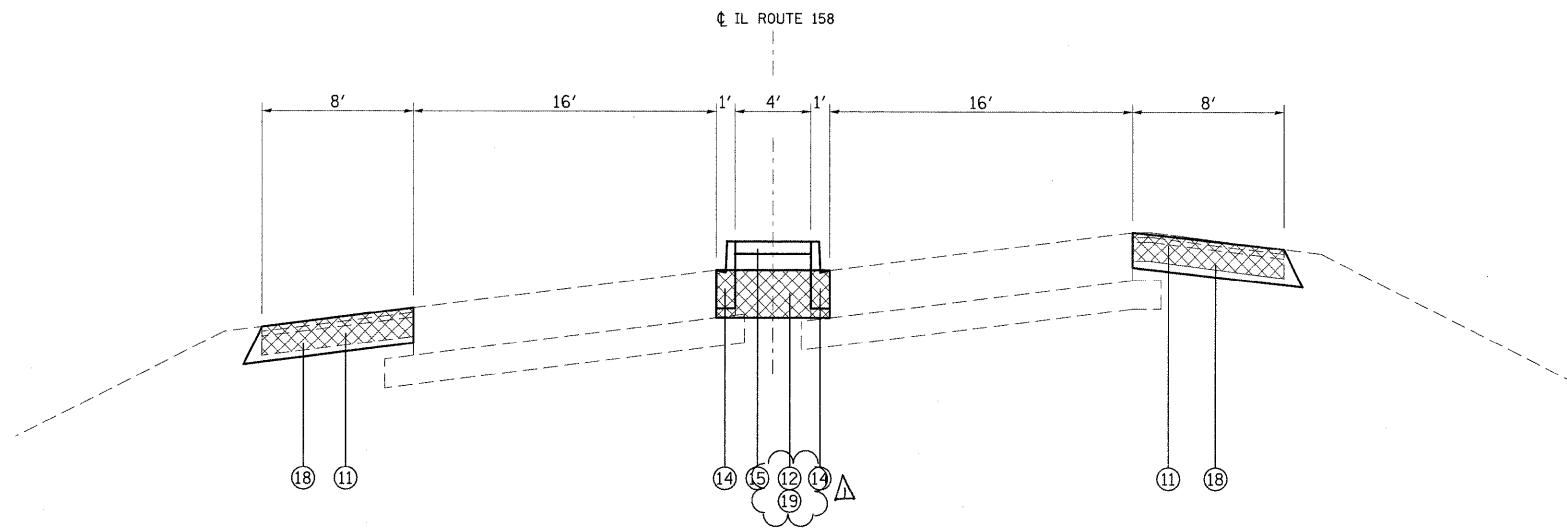


- LEGEND
- ① EXISTING PORTLAND CEMENT CONCRETE PAVEMENT - 10"
 - ② EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A - 6"
 - ③ EXISTING BITUMINOUS CONCRETE SURFACE COURSE, SUB-CLASS I-11 (SHOULDERS) - 1 1/2 "
 - ④ EXISTING BITUMINOUS CONCRETE BINDER COURSE (SHOULDERS) - 1 1/2 "
 - ⑤ EXISTING STABILIZED SHOULDERS
 - ⑥ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.06
 - ⑦ EXISTING PORTLAND CEMENT CONCRETE MEDIAN SURFACE - 4"
 - ⑧ PROPOSED HMA SURFACE COURSE - 1 1/2 "
 - ⑨ PROPOSED LEVELING BINDER - 1"
 - ⑩ PROPOSED HMA BINDER COURSE - VARIES FROM 1.25" TO 36.2"
 - ⑪ PROPOSED HMA BASE COURSE - 11"
 - ⑫ PROPOSED HMA BASE COURSE - 10"
 - ⑬ PROPOSED HMA SHOULDER
 - ⑭ PROPOSED COMBINATION CURB AND GUTTER, TYPE B-9.06
 - ⑮ PROPOSED CONCRETE MEDIAN SURFACE - 4"
 - ⑯ PROPOSED GUARDRAIL
 - ⑰ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
 - ⑱ PROPOSED RAVED SHOULDER REMOVAL
 - ⑲ PROPOSED PAVEMENT REMOVAL (AFTER STAGE CONSTRUCTION)



FILE NAME =	USER NAME = awenbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TYPICAL SECTIONS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 50,00000 ' / IN.		CHECKED -	REVISED -		CONTRACT NO. 76977								
PLOT DATE = 2/5/2010		DATE -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

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PROPOSED SUPERELEVATED TYPICAL SECTION
STA 103+20 TO STA 106+28.65

MIXTURE CHART

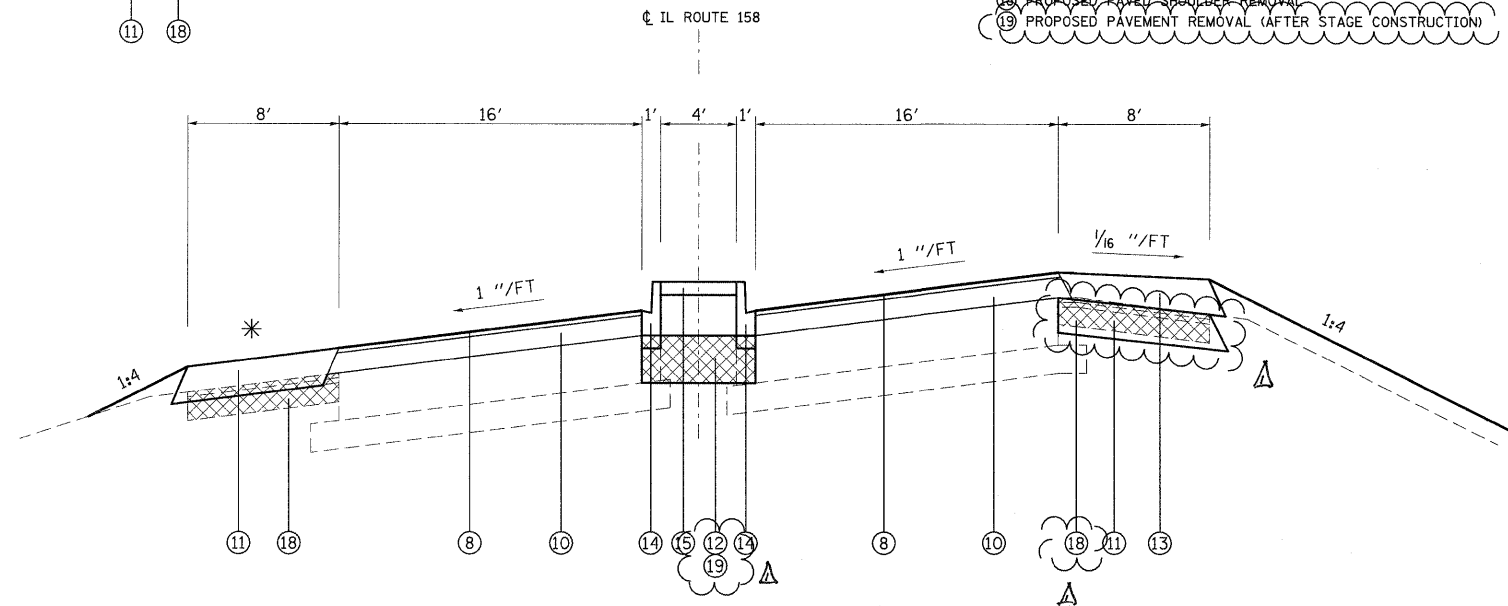
MIXTURE USE	SURFACE	LEVEL BINDER	BINDER / BASE CRS
AC/PG	PG 64-22	PG 64-22	PG 64-22
RAP % (MAX)	10%	15%	15%
DESIGN AIR VOIDS	4.0% @ Ndes=70	4.0% @ Ndes=70	4.0% @ Ndes=70
MIX COMPOSITION (GRADATION MIXTURE)		IL 12.5	IL 19.0
FRICITION AGG	MIXTURE "D"	MIXTURE "C"	MIXTURE "B"

TOP LIFT SHOULDERS - DESIGN THIS MIX AT 2.0% VOIDS AND ADD ASPHALT TO REDUCE VOIDS TO 1.5%.

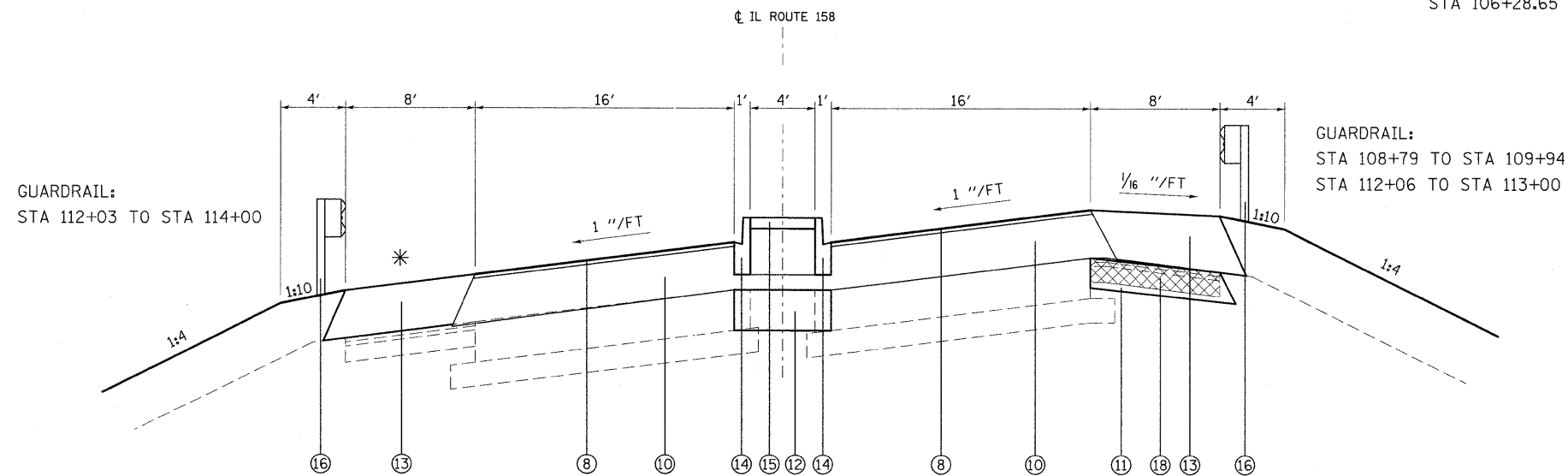
PLAN QUANTITIES FOR HOT-MIX ASPHALT SURFACE COURSE ITEMS ARE CALCULATED USING A UNIT WEIGHT OF 112 LB/SQ YD/IN.

LEGEND

- ① EXISTING PORTLAND CEMENT CONCRETE PAVEMENT - 10"
- ② EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A - 6"
- ③ EXISTING BITUMINOUS CONCRETE SURFACE COURSE, SUB-CLASS I-11 (SHOULDERS) - 1 1/2 "
- ④ EXISTING BITUMINOUS CONCRETE BINDER COURSE (SHOULDERS) - 1 1/2 "
- ⑤ EXISTING STABILIZED SHOULDERS
- ⑥ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.06
- ⑦ EXISTING PORTLAND CEMENT CONCRETE MEDIAN SURFACE - 4"
- ⑧ PROPOSED HMA SURFACE COURSE - 1 1/2 "
- ⑨ PROPOSED LEVELING BINDER - 1"
- ⑩ PROPOSED HMA BINDER COURSE - VARIES FROM 1.25" TO 36.2" △
- ⑪ PROPOSED HMA BASE COURSE - 11"
- ⑫ PROPOSED HMA BASE COURSE - 10"
- ⑬ PROPOSED HMA SHOULDER
- ⑭ PROPOSED COMBINATION CURB AND GUTTER, TYPE B-9.06
- ⑮ PROPOSED CONCRETE MEDIAN SURFACE - 4"
- ⑯ PROPOSED GUARDRAIL
- ⑰ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- ⑱ PROPOSED RAVED SHOULDER REMOVAL
- ⑲ PROPOSED PAVEMENT REMOVAL (AFTER STAGE CONSTRUCTION) △



PROPOSED SUPERELEVATED TYPICAL SECTION
STA 106+28.65 TO STA 107+00



PROPOSED SUPERELEVATED TYPICAL SECTION
STA 107+00 TO STA 109+67.01
STA 112+30.45 TO STA 114+00

- * ON THE INSIDE OF THE CURVE THE SHOULDER SLOPE SHALL BE THE SAME AS THE PAVEMENT SUPERELEVATION WITH A MINIMUM SLOPE OF 1/2" PER FOOT.
- ** HMA BASE COURSE - 11" ENDS AT STA 119+00
HMA SHOULDER - 6" FROM STA 119+00 TO STA 127+20

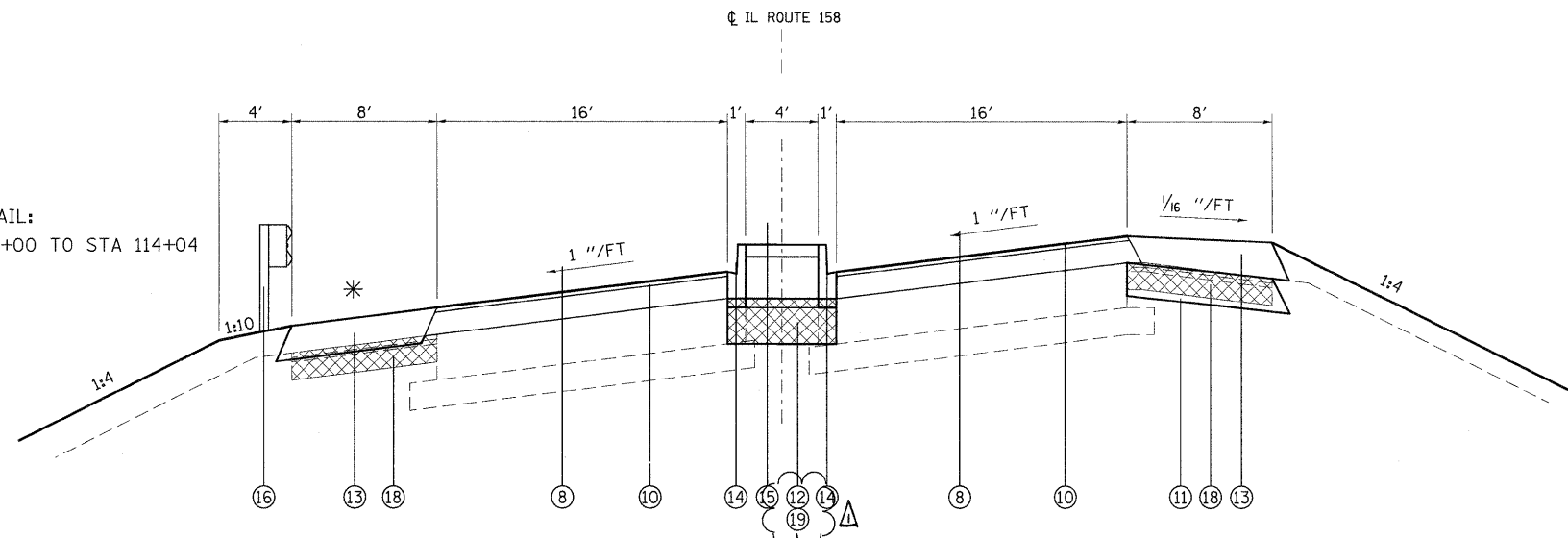
NOTE:

PROPOSED WEST BRIDGE APPROACH PAVEMENT FROM STA 109+76.01 TO STA 110+02.98
PROPOSED STRUCTURE FROM STA 110+02.98 TO STA 111+94.45
PROPOSED EAST BRIDGE APPROACH PAVEMENT FROM STA 111+94.45 TO STA 112+24.45

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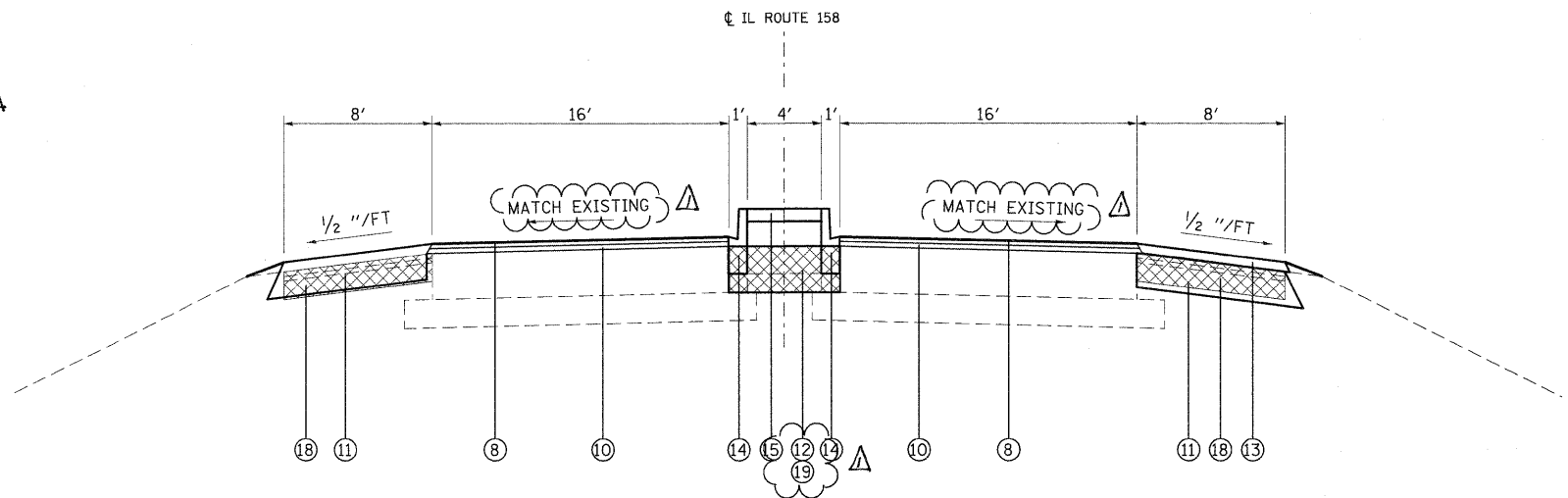
FILE NAME =	USER NAME = owenbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca:\pw\work\PWIDOT\OWENBJ\dms52558\p1n2626.dgn		DRAWN -	REVISED -			809	67-1HBR	MONROE	144	8	
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 76977					
PLOT DATE = 2/9/2010		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

GUARDRAIL:
STA 114+00 TO STA 114+04

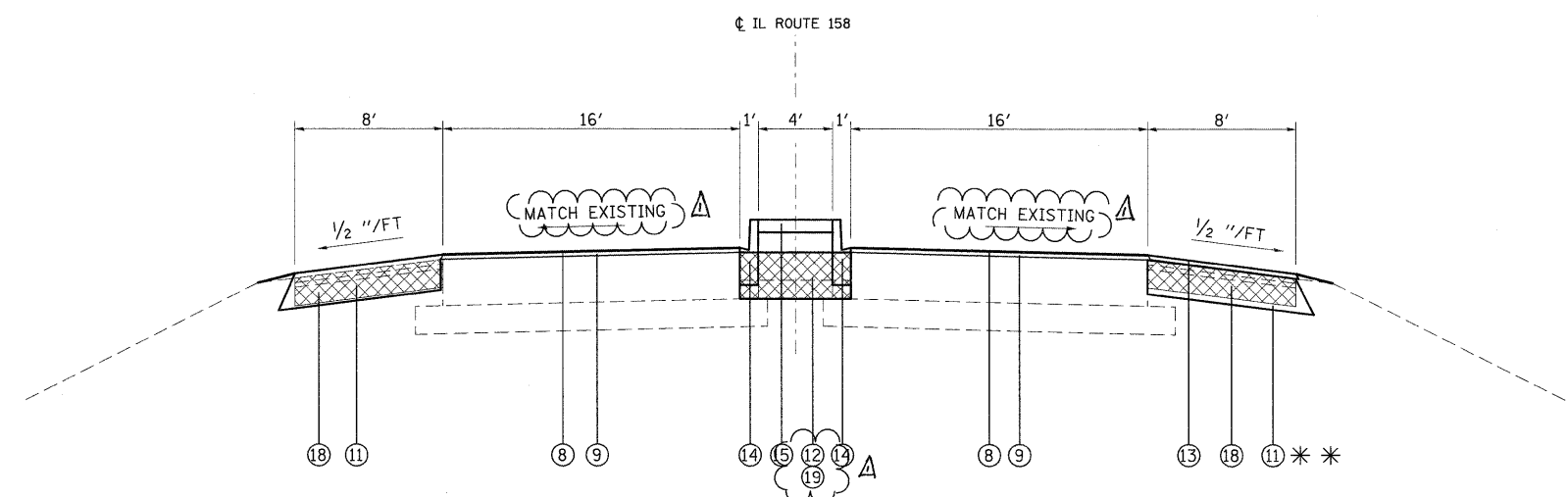


PROPOSED SUPERELEVATED TYPICAL SECTION
STA 114+00 TO STA 114+80.10
SUPERELEVATION TRANSITION BEGINS AT STA. 114+29.6

- LEGEND
- ① EXISTING PORTLAND CEMENT CONCRETE PAVEMENT - 10"
 - ② EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A - 6"
 - ③ EXISTING BITUMINOUS CONCRETE SURFACE COURSE, SUB-CLASS I-11 (SHOULDERS) - 1 1/2 "
 - ④ EXISTING BITUMINOUS CONCRETE BINDER COURSE (SHOULDERS) - 1 1/2 "
 - ⑤ EXISTING STABILIZED SHOULDERS
 - ⑥ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.06
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 - ⑪ PROPOSED HMA BASE COURSE - 11"
 - ⑫ PROPOSED HMA BASE COURSE - 10"
 - ⑬ PROPOSED HMA SHOULDER
 - ⑭ PROPOSED COMBINATION CURB AND GUTTER, TYPE B-9.06
 - ⑮ PROPOSED CONCRETE MEDIAN SURFACE - 4"
 - ⑯ PROPOSED GUARDRAIL
 - ⑰ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
 - ⑱ PROPOSED RAVED SHOULDER REMOVAL
 - ⚠ PROPOSED PAVEMENT REMOVAL (AFTER STAGE CONSTRUCTION)



PROPOSED TANGENT TYPICAL SECTION
STA 114+80.10 TO STA 115+00

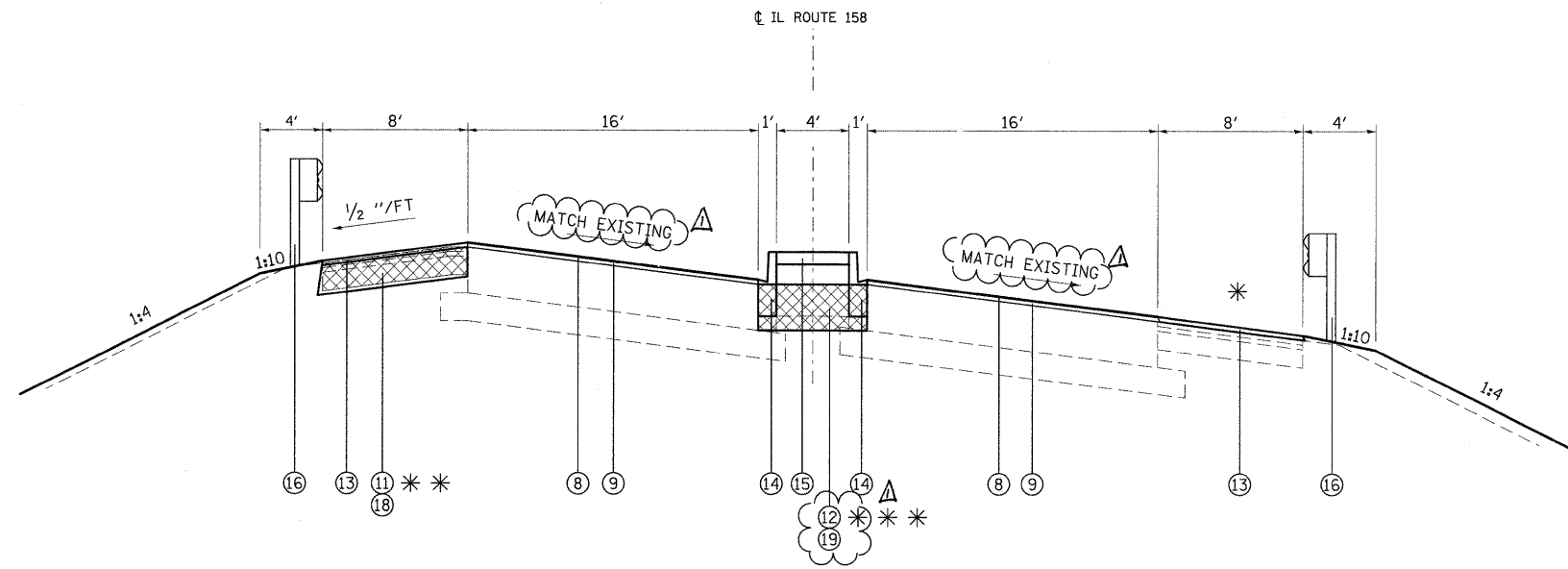


PROPOSED TANGENT TYPICAL SECTION
STA 115+00 TO STA 117+55.54
* * HMA BASE COURSE - 11" ENDS AT STA 116+50

* ON THE INSIDE OF THE CURVE THE SHOULDER SLOPE SHALL BE THE SAME AS THE PAVEMENT SUPERELEVATION WITH A MINIMUM SLOPE OF 1/2" PER FOOT.

FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pw\work\pwi\dot\owerbj\dms52558\p1n20026a.dgn	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -					809	67-1HBR	MONROE	144	9
PLOT DATE = 2/5/2010	DATE -	CHECKED -	REVISED -		CONTRACT NO. 76977							
		DATE -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

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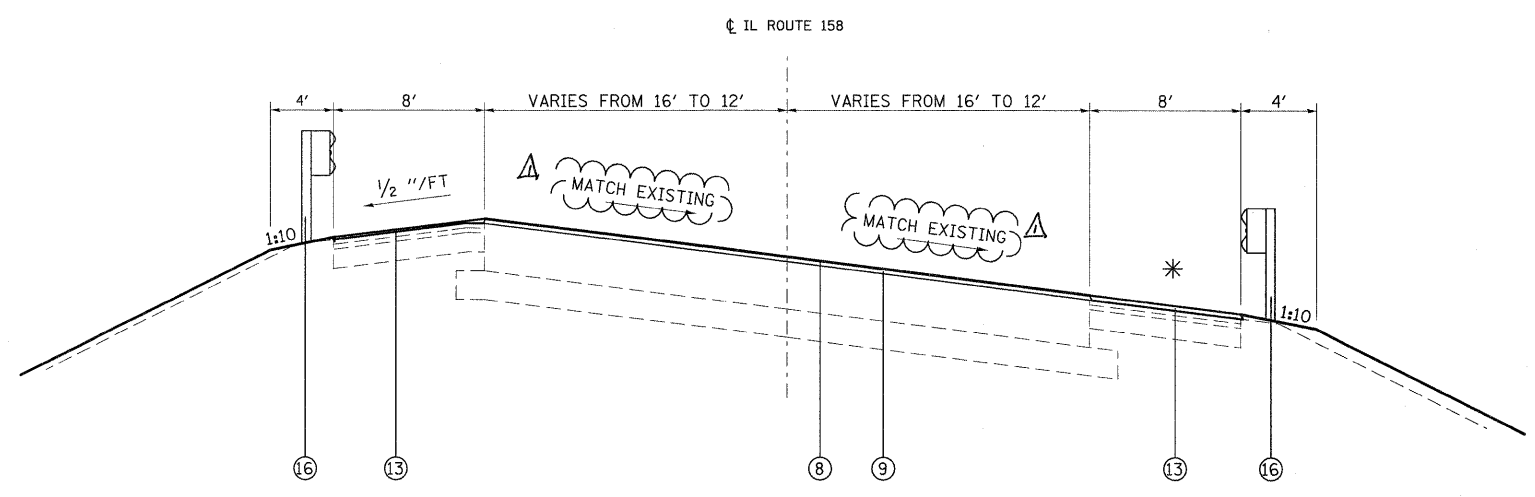


- LEGEND
- ① EXISTING PORTLAND CEMENT CONCRETE PAVEMENT - 10"
 - ② EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A - 6"
 - ③ EXISTING BITUMINOUS CONCRETE SURFACE COURSE, SUB-CLASS I-11 (SHOULDERS) - 1 1/2 "
 - ④ EXISTING BITUMINOUS CONCRETE BINDER COURSE (SHOULDERS) - 1 1/2 "
 - ⑤ EXISTING STABILIZED SHOULDERS
 - ⑥ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.06
 - ⑦ EXISTING PORTLAND CEMENT CONCRETE MEDIAN SURFACE - 4"
 - ⑧ PROPOSED HMA SURFACE COURSE - 1 1/2 "
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 - ⑪ PROPOSED HMA BASE COURSE - 11"
 - ⑫ PROPOSED HMA BASE COURSE - 10"
 - ⑬ PROPOSED HMA SHOULDER
 - ⑭ PROPOSED COMBINATION CURB AND GUTTER, TYPE B-9.06
 - ⑮ PROPOSED CONCRETE MEDIAN SURFACE - 4"
 - ⑯ PROPOSED GUARDRAIL
 - ⑰ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
 - ⑱ PROPOSED RAVED SHOULDER REMOVAL
 - ⑲ PROPOSED PAVEMENT REMOVAL (AFTER STAGE CONSTRUCTION)

GUARDRAIL:
 STA 126+00 TO STA 127+20
 ALSO ON RAMP

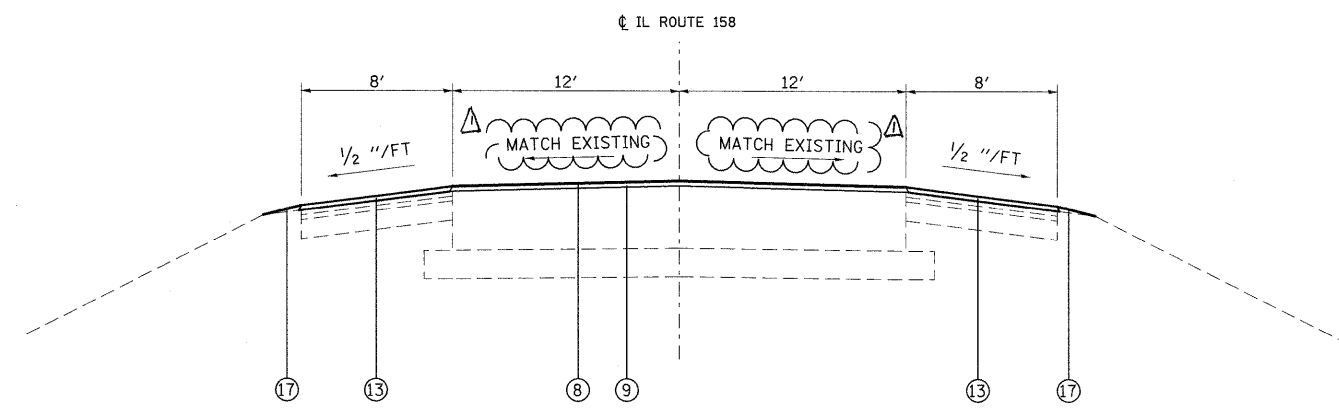
PROPOSED SUPERELEVATED TYPICAL SECTION
 STA 117+55.54 TO STA 127+20

- * * HMA BASE COURSE - 11" AND PAVED SHOULDER REMOVAL END AT STA 119+00.
 HMA SHOULDER FROM STA 119+00 TO STA 127+20
- * * * HMA BASE COURSE - 10" ENDS AT STA 119+00



PROPOSED SUPERELEVATED TYPICAL SECTION
 STA 127+20 TO STA 129+21.79
 STA 129+27.56 TO STA 140+00

GUARDRAIL:
 STA 127+20 TO STA 128+72



PROPOSED TANGENT TYPICAL SECTION
 STA 129+21.79 TO STA 129+27.59
 STA 140+00 TO STA 141+66.85

FILE NAME =	USER NAME = owenbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\pwi\dot\owenbj\dms52558\p1n000006a.dgn	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -					809	67-1HBR	MONROE	144	10
PLOT DATE = 2/5/2010	DATE -	CHECKED -	REVISED -		CONTRACT NO. 76977							
		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

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EARTHWORK SCHEDULE

LOCATION STATION TO STATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	CU YD	CU YD	CU YD	CUYD
PRE-STAGE 1				
STA 103+00.00 TO STA 103+50.00	3.6	2.7		2.7
STA 103+50.00 TO STA 104+00.00	7.3	5.5		5.5
STA 104+00.00 TO STA 104+50.00	7.3	5.5		5.5
STA 104+50.00 TO STA 105+00.00	7.1	5.3		5.3
STA 105+00.00 TO STA 105+50.00	6.9	5.2		5.2
STA 105+50.00 TO STA 106+00.00	6.7	5.0		5.0
STA 106+00.00 TO STA 106+50.00	7.2	5.4		5.4
STA 106+50.00 TO STA 107+00.00	7.4	5.6		5.6
STA 107+00.00 TO STA 107+50.00	7.2	5.4		5.4
STA 107+50.00 TO STA 108+00.00	7.2	5.4		5.4
STA 108+00.00 TO STA 108+50.00	6.8	5.1		5.1
STA 108+50.00 TO STA 109+00.00	7.3	5.5		5.5
STA 109+00.00 TO STA 109+50.00	6.9	5.1		5.1
STA 109+50.00 TO STA 110+02.98	6.8	5.1		5.1
STA 111+94.45 TO STA 112+15.00	2.3	1.7		1.7
STA 112+15.00 TO STA 112+50.00	4.5	3.4		3.4
STA 112+50.00 TO STA 113+00.00	6.9	5.1		5.1
STA 113+00.00 TO STA 113+50.00	6.8	5.1		5.1
STA 113+50.00 TO STA 114+00.00	6.9	5.1		5.1
STA 114+00.00 TO STA 114+50.00	6.9	5.1		5.1
STA 114+50.00 TO STA 115+00.00	7.1	5.3		5.3
STA 115+00.00 TO STA 115+50.00	7.2	5.4		5.4
STA 115+50.00 TO STA 116+00.00	6.9	5.2		5.2
STA 116+00.00 TO STA 116+50.00	6.8	5.1		5.1
PRE-STAGE 1 SUBTOTAL	158	118		118

LOCATION STATION TO STATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	CU YD	CU YD	CU YD	CUYD
STAGE 1				
STA 103+00.00 TO STA 103+50.00	3.8	2.9		2.9
STA 103+50.00 TO STA 104+00.00	7.5	5.6		5.6
STA 104+00.00 TO STA 104+50.00	7.3	5.5		5.5
STA 104+50.00 TO STA 105+00.00	7.2	5.4		5.4
STA 105+00.00 TO STA 105+50.00	7.3	5.5		5.5
STA 105+50.00 TO STA 106+00.00	7.4	5.6		5.6
STA 106+00.00 TO STA 106+50.00	4.2	3.2		3.2
STA 106+50.00 TO STA 107+00.00	4.2	3.2	1.0	2.2
STA 107+00.00 TO STA 107+50.00	0.5	0.4	7.1	-6.7
STA 107+50.00 TO STA 108+00.00			25.1	-25.1
STA 108+00.00 TO STA 108+50.00			46.6	-46.6
STA 108+50.00 TO STA 109+00.00			53.9	-53.9
STA 109+00.00 TO STA 109+50.00			50.1	-50.1
STA 109+50.00 TO STA 474+50.45			222.5	-222.5
STA 111+94.45 TO STA 112+15.00	3.7	2.7	154.1	-151.5
STA 112+15.00 TO STA 112+50.00	6.2	4.6	175.5	-171.0
STA 112+50.00 TO STA 113+00.00			80.8	-80.8
STA 113+00.00 TO STA 113+50.00			27.5	-27.6
STA 113+50.00 TO STA 114+00.00	2.6	1.9	10.5	-8.7
STA 114+00.00 TO STA 114+50.00	6.2	4.7	1.9	2.8
STA 114+50.00 TO STA 115+00.00	7.5	5.6		5.6
STA 115+00.00 TO STA 115+50.00	7.8	5.9		5.9
STA 115+50.00 TO STA 116+00.00	7.6	5.7		5.7
STA 116+00.00 TO STA 116+50.00	7.4	5.6		5.6
STA 116+50.00 TO STA 117+00.00	7.5	5.6		5.6
STA 117+00.00 TO STA 117+50.00	7.6	5.7		5.7
STA 117+50.00 TO STA 118+00.00	7.5	5.6		5.6
STA 118+00.00 TO STA 118+50.00	7.3	5.5		5.5
STA 118+50.00 TO STA 119+00.00	7.1	5.3		5.3
STAGE 1 SUBTOTAL	135	101	857	-755

LOCATION STATION TO STATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	CU YD	CU YD	CU YD	CUYD
STAGE 2				
STA 106+50.00 TO STA 107+00.00			11.1	-11.1
STA 107+00.00 TO STA 107+50.00			27.2	-27.2
STA 107+50.00 TO STA 108+00.00			43.3	-43.3
STA 108+00.00 TO STA 108+50.00			51.0	-51.0
STA 108+50.00 TO STA 109+00.00			57.9	-57.9
STA 109+00.00 TO STA 109+50.00			53.6	-53.6
STA 109+50.00 TO STA 110+02.98			131.5	-131.5
STA 111+94.45 TO STA 112+15.00			84.7	-84.7
STA 112+15.00 TO STA 112+50.00			82.7	-82.7
STA 112+50.00 TO STA 113+00.00			19.1	-19.1
STA 113+00.00 TO STA 113+50.00			8.4	-8.4
STA 113+50.00 TO STA 114+00.00			6.3	-6.3
STA 114+00.00 TO STA 114+50.00			3.8	-3.8
STA 114+50.00 TO STA 115+00.00			1.1	-1.1
STA 115+00.00 TO STA 115+50.00			0.7	-0.7
STA 115+50.00 TO STA 116+00.00			1.6	-1.6
STA 116+00.00 TO STA 116+50.00			2.7	-2.7
STA 116+50.00 TO STA 117+00.00	0.8	0.6	2.7	-2.1
STA 117+00.00 TO STA 117+50.00	1.9	1.4	2.3	-0.9
STA 117+50.00 TO STA 118+00.00	4.4	3.2	2.4	0.8
STA 118+00.00 TO STA 118+50.00	5.7	4.2	3.4	0.8
STA 118+50.00 TO STA 119+00.00	4.1	3.0	3.4	-0.4
STA 119+00.00 TO STA 119+50.00	2.6	2.0	4.8	-2.9
STA 119+50.00 TO STA 120+00.00	1.8	1.4	7.8	-6.5
STA 120+00.00 TO STA 120+50.00	1.2	0.9	8.8	-7.9
STA 120+50.00 TO STA 121+00.00	1.6	1.2	8.4	-7.2
STA 121+00.00 TO STA 121+50.00	2.9	2.1	6.3	-4.2
STA 121+50.00 TO STA 122+00.00	2.5	1.9	4.8	-2.9
STA 122+00.00 TO STA 122+50.00	0.9	0.7	5.8	-5.1
STA 122+50.00 TO STA 123+00.00			9.4	-9.4
STA 123+00.00 TO STA 123+50.00			9.2	-9.2
STA 123+50.00 TO STA 124+00.00			4.3	-4.3
STA 124+00.00 TO STA 124+50.00			2.0	-2.0
STA 124+50.00 TO STA 125+00.00			3.2	-3.2
STA 125+00.00 TO STA 125+50.00			4.1	-4.1
STA 125+50.00 TO STA 126+00.00			3.8	-3.8
STA 126+00.00 TO STA 126+50.00			3.8	-3.8
STA 126+50.00 TO STA 127+00.00	0.6	0.5	3.6	-3.2
STA 127+00.00 TO STA 127+50.00	0.6	0.5	3.7	-3.3
STA 127+50.00 TO STA 128+00.00			3.4	-3.4
STA 128+00.00 TO STA 128+50.00	0.2	0.2	2.4	-2.3
STA 128+50.00 TO STA 129+00.00	0.2	0.2	1.0	-0.9
STAGE 2 SUBTOTAL	32	24	702	-678
GRAND TOTAL	325	243	1558	-1315

STAGING SCHEDULE

LOCATION	HOT-MIX ASPHALT BASE COURSE, 10"	HOT-MIX ASPHALT BASE COURSE, 11"	PAVEMENT REMOVAL	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE)	IMPACT ATTENUATOR, RELOCATE (NON-REDIRECTIVE)	TEMPORARY PAVEMENT MARKING - LINE 6"
	SQ YD	SQ YD	SQ YD	FOOT	FOOT	EACH	EACH	FOOT
PRE-STAGE I		990						
STAGE I	880	780	139	1025		4		1325
STAGE II			115		1000		2	1000
IL 3 - NB				150				
IL 3 - SB				150				
TOTAL	880	1770	254 *	1325	1000	4	2	2325

* NOT A TOTAL QUANTITY. SEE REMOVAL SCHEDULE.

GUARDRAIL SCHEDULE

LOCATION	GUARDRAIL REMOVAL	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FT POSTS	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 2	GUARDRAIL MARKERS, TYPE A	BARRIER WALL MARKERS, TYPE B	BARRIER WALL MARKERS, TYPE C	TERMINAL MARKER - DIRECT APPLIED
	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH	EACH
IL 158										
NORTH SIDE							1	3	3	
SOUTH SIDE							2	3	3	
NW QUADRANT					1					
NE QUADRANT	79			1	1					1
SW QUADRANT	81	25		1	1					1
SE QUADRANT	194			1	1					1
IL 3										
WEST SIDE	424	212.5		1		1	5			1
EAST SIDE	313	287.5		1		1	4			1
RAMPS										
NB IL 3 TO EB IL 158	2431		2325	2			20			2
WB IL 158 TO NB IL 3	1587		1525	1		1	17			1
TOTAL	5109	525	3850	8	4	3	49	6	6	8

TEMPORARY RAMP SCHEDULE

LOCATION	WIDTH	LENGTH	TEMPORARY RAMP
	FOOT	FOOT	SQ YD
STA 106+28	32	5	18
STA 109+67	32	5	18
STA 112+24	32	5	18
STA 115+00	32	5	18
TOTAL			72

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PAVEMENT MARKING SCHEDULE

LOCATION	THERMOPLASTIC PAVEMENT MARKING						POLYUREA PAVEMENT MARKING			PAINT PAVEMENT MARKING - RAISED MEDIAN		PAINT PAVEMENT MARKING - CURB		PAVEMENT MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER		PRISMATIC CURB REFLECTOR	SHORT TERM PAVEMENT MARKING	TEMPORARY PAVEMENT MARKING				WORK ZONE PAVEMENT MARKING REMOVAL
	SKIP-DASH CENTERLINE 4" YELLOW		SOLID CENTERLINE 4" YELLOW		EDGE LINE 4" WHITE		SOLID CHANNELIZING 8" WHITE		SOLID CENTERLINE 4" YELLOW	EDGE LINE 4" WHITE						1-WAY CRYSTAL	2-WAY AMBER			4" YELLOW	4" YELLOW	4" WHITE		
	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	SQ FT	FOOT	FOOT			FOOT	FOOT			FOOT	FOOT	FOOT	FOOT	
STA 103+20.00 TO STA 108+00.00		960	480	480							320		640					24	105		960	480	480	675
STA 108+00.00 TO STA 109+73.00		347	173	173							128		231					9	38		347	173	173	244
STA 109+73.00 TO STA 112+24.50						503	251.5	251.5			160		335					13	56		503	251.5	251.5	354
STA 112+24.50 TO STA 114+00.00		351	175	175							112		234					9	39		351	175	175	247
STA 114+00.00 TO STA 115+00.00		200	100	100									133					5	22		200	100	100	141
STA 115+00.00 TO STA 119+00.00		800	400	20	380						32		660					20	89		800	400	20	436
STA 119+00.00 TO STA 120+00.00		200	45		142						64		176	5	5			5	22		200	45		89
STA 120+00.00 TO STA 126+00.00		1200		6	381						400		656	41	41			30	132		1200		6	446
STA 126+00.00 TO STA 132+00.00		1200	575	600					47		64		792	3		3		6	89		1200	575	600	821
STA 132+00.00 TO STA 138+00.00	130	700	600	600									677	7		7		79		130	700	600	600	703
STA 138+00.00 TO STA 142+00.00	100	400	400	400									433	5		5		52		100	400	400	400	451
STA 63+25.00 TO STA 73+85.00				1061	460								660					138					1061	399
STA 19+74.00 TO STA 26+62.00			689		442								524					89				689		259
SUB-TOTAL	230	6358	3637	3615		503	251.5	252		47	720	560			46	15				230	6861	3889	3867	
TOTAL		13840			1805	1006		47		1280	6152		61		61		120	950		14846				5265

PAVEMENT PATCHING SCHEDULE - CLASS B

LOCATION	SIZE		CLASS B PATCHING 10" TYPE II	CLASS B PATCHING 10" TYPE III	CLASS B PATCHING 10" TYPE IV	SAW CUT	DOWEL BARS 1-1/2"	PVMT FABRIC
	LENGTH	WIDTH						
	FOOT	FOOT						
IL 158 EASTBOUND			SQ YD	SQ YD	SQ YD	FT	EACH	SQ YD
112+50 *	4	16	7.1			56	27	
115+25	8	16	14.2			64	28	
116+30	8	16	14.2			64	28	
117+10	8	16	14.2			64	28	
119+00	8	12	10.7			52	20	
120+40	6	12	8.0			48	20	
120+50	6	16	10.7			60	28	
122+00	8	16	14.2			64	28	
123+75	25	16			45	98	28	44
125+25	8	18		16		70	32	16
127+30	8	15	13.2			61	26	
128+10	8	14	12.4			58	24	
130+20	8	13	11.6			55	22	
IL 158 WESTBOUND								
115+25	8	16	14.2			64	28	
116+30	8	16	14.2			64	28	
117+10	8	16	14.2			64	28	
123+85	8	16	14.2			64	28	
123+85	8	16	14.2			64	28	
126+15	12	16		21		72	28	
130+20	8	13	11.6			55	22	
TOTAL			213	37	45	1261	529	60

* PAVEMENT PATCH NECESSARY FOR STORM SEWER PLACEMENT.

PARTIAL DEPTH PATCHING SCHEDULE

LOCATION	SIDE	SIZE		PARTIAL DEPTH REMOVAL 3"	PARTIAL DEPTH PATCHING
		LENGTH	WIDTH		
		FOOT	FOOT		
IL 158 EASTBOUND				SQ YD	TON
117+50	RT	475	2	105.6	17.7
117+95	CNTR	6	6	4.0	0.7
118+05	CNTR	6	6	4.0	0.7
119+40	RT	20	6	13.3	2.2
120+60	RT	1075	2	238.9	40.1
121+00	CNTR	110	4	48.9	8.2
122+30	CNTR	4	4	1.8	0.3
122+50	RT	120	2	26.7	4.5
123+40	RT	2	10	2.2	0.4
125+00	CNTR	4	4	1.8	0.3
127+10	CNTR	4	4	1.8	0.3
127+60	LT	16	8	14.2	2.4
128+60	CNTR	20	2	4.4	0.7
128+70	LT	4	4	1.8	0.3
129+60	CNTR	4	4	1.8	0.3
129+80	CNTR	4	4	1.8	0.3
131+95	CNTR	2	12	2.7	0.4
135+00	CNTR	2	12	2.7	0.4
136+50	CNTR	2	12	2.7	0.4
IL 15 WESTBOUND					
114+75	CNTR	4	4	1.8	0.3
115+45	CNTR	4	4	1.8	0.3
124+50	RT	300	2	66.7	11.2
125+00	CNTR	2	16	3.6	0.6
125+10	CNTR	2	16	3.6	0.6
127+90	LT	2	8	1.8	0.3
129+00	CNTR	2	14	3.1	0.5
135+00	CNTR	2	12	2.7	0.4
135+65	CNTR	2	12	2.7	0.4
TOTAL				568	96
ROUNDING				570	100

REMOVAL SCHEDULE

LOCATION	STATION	TO	STATION	PAVEMENT REMOVAL	COMBINATION CURB AND GUTTER REMOVAL	MEDIAN REMOVAL	PAVED SHOULDER REMOVAL	
							LEFT	RIGHT
							SQ YD	SQ YD
IL 158								
STA 103+20	TO	STA 104+00		53.2	160	400	71	71
STA 104+00	TO	STA 105+00		66.6	200	500	89	89
STA 105+00	TO	STA 106+00		66.6	200	500	89	89
STA 106+00	TO	STA 107+00		66.6	200	500	89	89
STA 107+00	TO	STA 108+00			200	500		89
STA 108+00	TO	STA 109+00			200	500		89
STA 109+00	TO	STA 109+67			160	400		71
STRUCTURE								
STA 112+30	TO	STA 113+00			200	500		89
STA 113+00	TO	STA 114+00			200	500		89
STA 114+00	TO	STA 115+00		66.6	200	500	89	89
STA 115+00	TO	STA 116+00		66.6	200	500	89	89
STA 116+00	TO	STA 117+00		66.6	200	500	89	44
STA 117+00	TO	STA 118+00		66.6	200	500	89	
STA 118+00	TO	STA 119+00		66.6	200	500	89	
STA 119+00	TO	STA 120+00			200	500		
STA 120+00	TO	STA 121+00			200	500		
STA 121+00	TO	STA 122+00			200	500		
STA 122+00	TO	STA 123+00			200	500		
STA 123+00	TO	STA 124+00			200	500		
STA 124+00	TO	STA 125+00			200	500		
STA 125+00	TO	STA 126+00			200	500		
STA 126+00	TO	STA 127+00			200	500		
STA 127+00	TO	STA 128+00			40	100		
SUB-TOTAL							783	987
TOTAL				586 *	4360	10900		1770

* NOT A TOTAL QUANTITY. SEE STAGING SCHEDULE.

RESURFACING SCHEDULE

LOCATION	STATION TO	STATION	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	LEVELING BINDER	HOT-MIX ASPHALT BINDER COURSE	HOT-MIX ASPHALT SURFACE COURSE	HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT	HOT-MIX ASPHALT SHOULDERS		HOT-MIX ASPHALT SHOULDERS (2 1/2")		HOT-MIX ASPHALT SHOULDERS (1 1/2")	AGGREGATE WEDGE SHOULDERS, TYPE B		
			TON	TON	TON	TON	TON	SQ YDS	LEFT TONS	RIGHT TONS	LEFT TONS	RIGHT TONS	TONS	LEFT TONS	RIGHT TONS	
IL 158																
STA	106+29	TO STA	107+00	0.08	0.38		29.3	23.0	88.9		43.0			5.3		
STA	107+00	TO STA	108+00	0.11	0.53		264.1	29.9		59	95.7			7.5		
STA	108+00	TO STA	109+00	0.11	0.53		522.3	29.9		123	142.9			7.5		
STA	109+00	TO STA	109+67	0.07	0.36		463.5	20.0		113	117.1			5.0		
STRUCTURE																
STA	112+30	TO STA	113+00	0.08	0.37		301.7	20.9		70	79.1			5.2		
STA	113+00	TO STA	114+00	0.11	0.53		197.3	29.9		46	66.4			7.5		
STA	114+00	TO STA	115+00	0.11	0.53		41.3	29.9			33.6			7.5		
STA	115+00	TO STA	116+00	0.11	0.53	19.9		29.9								
STA	116+00	TO STA	117+00	0.11	0.53	19.9		29.9				5.4				
STA	117+00	TO STA	118+00	0.11	0.53	19.9		29.9				7.0				
STA	118+00	TO STA	119+00	0.11	0.53	19.9		29.9				3.7				
STA	119+00	TO STA	120+00	0.11	0.53	19.9		29.9			22.6	0.3				
STA	120+00	TO STA	121+00	0.11	0.53	19.9		29.9			24.9					
STA	121+00	TO STA	122+00	0.11	0.53	19.9		29.9			16.6					
STA	122+00	TO STA	123+00	0.11	0.53	19.9		29.9			8.3					
STA	123+00	TO STA	124+00	0.11	0.53	19.9		29.9			1.8					
STA	124+00	TO STA	125+00	0.11	0.53	19.9		29.9								
STA	125+00	TO STA	126+00	0.11	0.53	19.9		29.9				1.0				
STA	126+00	TO STA	127+00	0.11	0.53	19.9		29.9			7.1	12.5				
STA	127+00	TO STA	128+00	0.11	0.53	17.4		29.9			12.4	12.4				
STA	128+00	TO STA	129+00	0.11	0.51	17.4		29.9			9.6	9.3				
STA	129+00	TO STA	130+00	0.10	0.47	17.4		29.9			12.3	10.4				
STA	130+00	TO STA	131+00	0.10	0.47	16.4		26.9			8.8	8.7		0.9	0.9	
STA	131+00	TO STA	132+00	0.09	0.43	14.9		22.4			12.4	12.4		1.2	1.2	
STA	132+00	TO STA	133+00	0.08	0.40	14.9		22.4			12.4	12.4		1.2	1.2	
STA	133+00	TO STA	134+00	0.08	0.40	14.9		22.4			12.4	12.4		1.2	1.2	
STA	134+00	TO STA	135+00	0.08	0.40	14.9		22.4			12.4	12.4		1.2	1.2	
STA	135+00	TO STA	136+00	0.08	0.40	14.9		22.4			12.4	12.4		1.2	1.2	
STA	136+00	TO STA	137+00	0.08	0.40	14.9		22.4			12.4	12.4		1.2	1.2	
STA	137+00	TO STA	138+00	0.08	0.40	14.9		22.4			12.4	12.4		1.2	1.2	
STA	138+00	TO STA	139+00	0.08	0.40	14.9		22.4			12.4	12.4		1.2	1.2	
STA	139+00	TO STA	140+00	0.08	0.40	14.9		22.4			12.4	12.4		1.2	1.2	
STA	140+00	TO STA	141+00	0.08	0.40	14.9		22.4			12.4	12.4		1.2	1.2	
STA	141+00	TO STA	141+92	0.08	0.37	13.7		20.6	66.7		8.3	8.3		0.8	0.8	
RAMPS																
STA	19+55	TO STA	19+94								4.9					
STA	19+94	TO STA	23+30	0.10	0.49	18.3		27.4			41.8					
STA	23+30	TO STA	27+38	0.23	1.09	40.6		60.9			41.3					
STA	63+25	TO STA	64+15	0.05	0.24	9.0		13.4			7.8	11.2				
STA	64+15	TO STA	64+75	0.03	0.15	5.5		8.3			1.3	7.5				
STA	64+75	TO STA	67+90	0.15	0.71	26.5		39.7				39.2				
STA	67+90	TO STA	73+83	0.16	0.75	28.2		42.2				73.8				
TOTAL				4.06	19.45	598.7	1819.6	1095	155.6	411	578	354.3	335.2	45.4	14	14
ROUNDING				4.0	20	600	1820	1100	156			1725			30	

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CURB AND GUTTER AND MEDIAN SCHEDULE

LOCATION	COMB. CONCRETE CURB AND GUTTER TYPE B-9.06	CONCRETE MEDIAN SURFACE, 4 INCH
STATION	FOOT	SQ FT
STA 103+20 TO 108+00	960	2400
STA 108+00 TO 109+73	347	865
STA 112+24 TO 120+00	1553	3880
STA 120+00 TO 126+00	1200	3000
STA 126+00 TO 127+20	240	600
TOTAL	4300	10745

DRAINAGE SCHEDULE

LOCATION	INLETS TO BE ADJUSTED	FRAMES AND GRATES, TYPE 11	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	REMOVING INLETS	PRECAST REINF. CONC. FLARED END SECTIONS 12"	STORM SEWERS, CLASS A, TYPE 1 12"
STATION	EACH	EACH	EACH	EACH	EACH	FOOT
STA 106+00	1	1				
STA 109+00	1	1				
STA 112+15				1		
STA 112+50			1		1	35
STA 114+00	1	1				
STA 115+00	1	1				
STA 117+18	1	1				
STA 120+18	1	1				
STA 123+17	1	1				
STA 125+17	1	1				
TOTAL	8	8	1	1	1	35

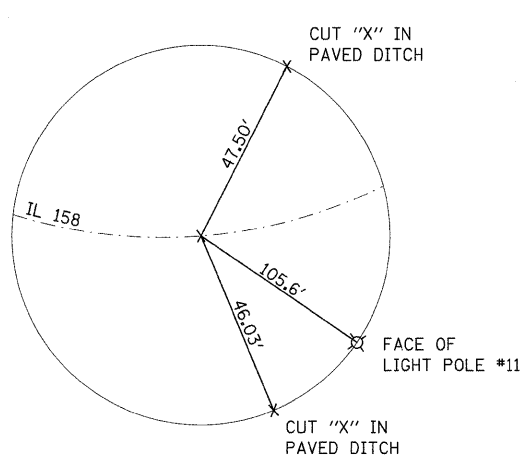
SUPERELEVATION SCHEDULE

STATION	PROFILE ELEVATION	RIGHT EDGE OF PAVEMENT ELEVATION	LEFT EDGE OF PAVEMENT ELEVATION
106+30.00	598.48	599.75	597.20
106+40.00	598.88	600.16	597.60
106+50.00	599.28	600.56	598.00
106+60.00	599.68	600.97	598.41
106+70.00	600.09	601.37	598.81
106+80.00	600.49	601.77	599.21
106+90.00	600.89	602.17	599.61
107+00.00	601.29	602.57	600.01
107+10.00	601.68	602.96	600.40
107+20.00	602.07	603.35	600.79
107+30.00	602.44	603.72	601.16
107+40.00	602.80	604.08	601.52
107+50.00	603.14	604.42	601.86
107+60.00	603.48	604.76	602.20
107+70.00	603.80	605.08	602.52
107+80.00	604.11	605.39	602.83
107+90.00	604.41	605.69	603.13
108+00.00	604.69	605.97	603.41
108+10.00	604.97	606.25	603.69
108+20.00	605.23	606.51	603.95
108+30.00	605.48	606.76	604.20
108+40.00	605.71	607.00	604.44
108+50.00	605.94	607.22	604.66
108+60.00	606.15	607.43	604.87
108+70.00	606.35	607.63	605.07
108+80.00	606.54	607.82	605.26
108+90.00	606.72	608.00	605.44
109+00.00	606.89	608.17	605.61
109+10.00	607.04	608.32	605.76
109+20.00	607.18	608.46	605.90
109+30.00	607.31	608.59	606.03
109+40.00	607.42	608.70	606.14
109+50.00	607.53	608.81	606.25
109+60.00	607.62	608.90	606.34
109+70.00	607.71	608.99	606.43
109+80.00	607.78	609.06	606.50
109+90.00	607.85	609.13	606.57
110+00.00	607.91	609.19	606.63
110+10.00	607.96	609.24	606.68
110+20.00	608.00	609.28	606.72
110+30.00	608.03	609.31	606.75
110+40.00	608.06	609.34	606.78
110+50.00	608.07	609.35	606.79
110+60.00	608.08	609.36	606.80

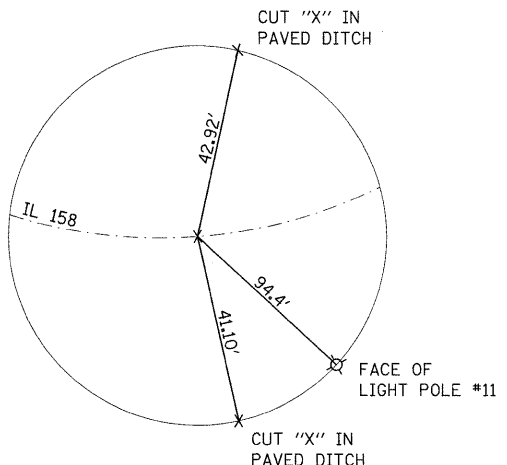
STATION	PROFILE ELEVATION	RIGHT EDGE OF PAVEMENT ELEVATION	LEFT EDGE OF PAVEMENT ELEVATION
110+70.00	608.08	609.36	606.80
110+80.00	608.07	609.35	606.79
110+90.00	608.05	609.33	606.77
111+00.00	608.02	609.30	606.74
111+10.00	607.98	609.26	606.70
111+20.00	607.94	609.22	606.66
111+30.00	607.88	609.16	606.60
111+40.00	607.82	609.10	606.54
111+50.00	607.75	609.03	606.47
111+60.00	607.67	608.95	606.39
111+70.00	607.58	608.86	606.30
111+80.00	607.48	608.76	606.20
111+90.00	607.37	608.65	606.09
112+00.00	607.26	608.54	605.98
112+10.00	607.13	608.41	605.85
112+20.00	607.00	608.28	605.72
112+30.00	606.86	608.14	605.58
112+40.00	606.71	607.99	605.43
112+50.00	606.55	607.83	605.27
112+60.00	606.39	607.67	605.11
112+70.00	606.22	607.50	604.94
112+80.00	606.06	607.34	604.78
112+90.00	605.90	607.18	604.62
113+00.00	605.73	607.01	604.45
113+10.00	605.57	606.85	604.29
113+20.00	605.42	606.70	604.14
113+30.00	605.28	606.56	604.00
113+40.00	605.15	606.43	603.87
113+50.00	605.03	606.31	603.75
113+60.00	604.92	606.20	603.64
113+70.00	604.81	606.09	603.53
113+80.00	604.72	606.00	603.44
113+90.00	604.63	605.91	603.35
114+00.00	604.55	605.83	603.27
114+10.00	604.48	605.76	603.20
114+20.00	604.43	605.71	603.15
114+30.00	604.38	605.65	603.10
114+40.00	604.33	605.52	603.14
114+50.00	604.30	605.39	603.19
114+60.00	604.28	605.27	603.24
114+70.00	604.27	605.17	603.31
114+80.00	604.26	605.07	603.39
114+90.00	604.27	604.98	603.47
115+00.00	604.28	604.90	603.56



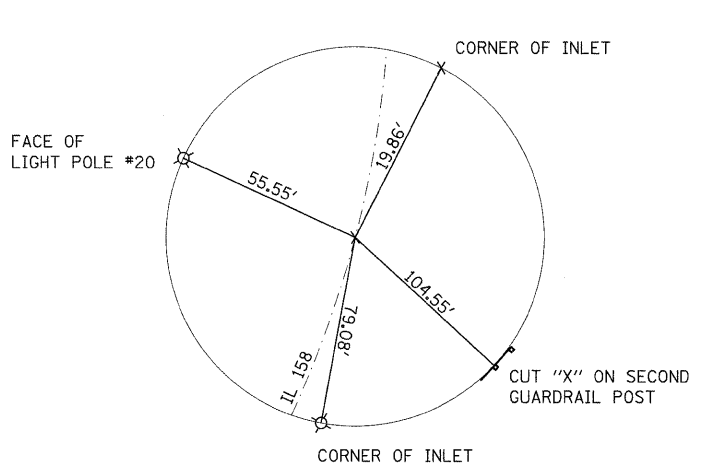
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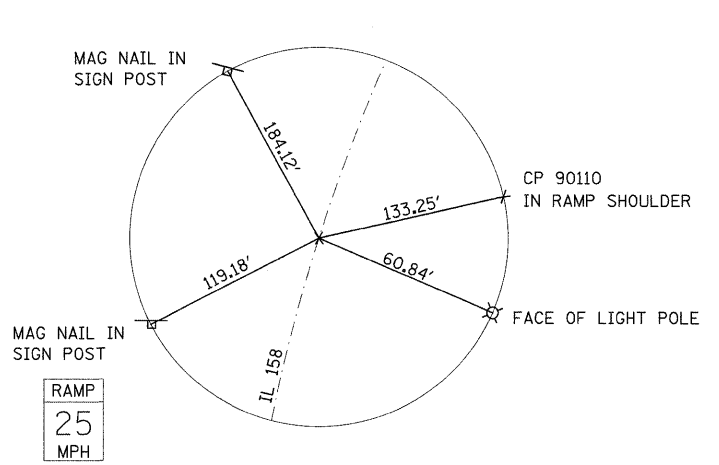
TIE POINT
CUT "X"
PT STATION 106+27.91



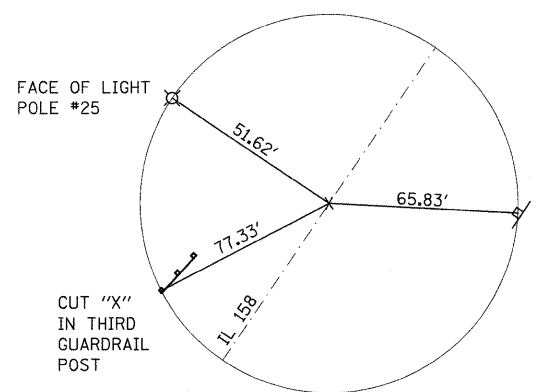
TIE POINT
CUT "X"
PC STATION 106+40.46



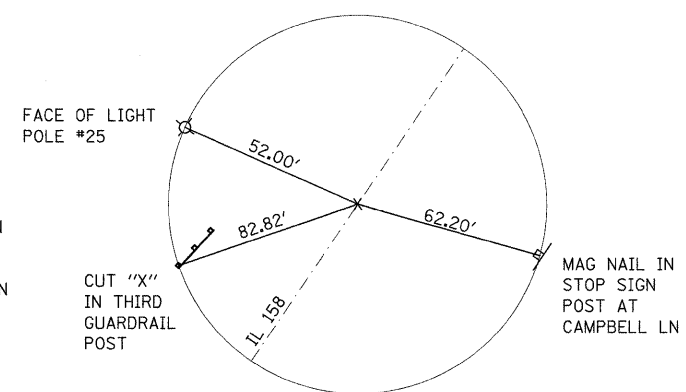
TIE POINT
CUT "X"
PT STATION 114+80.10



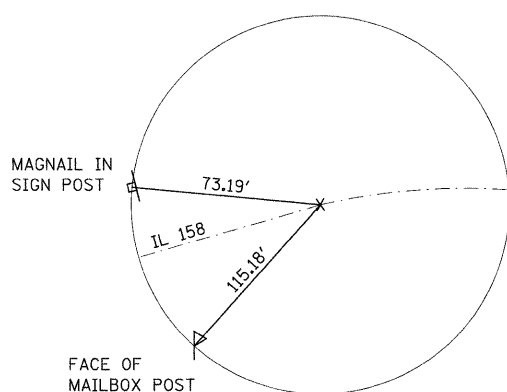
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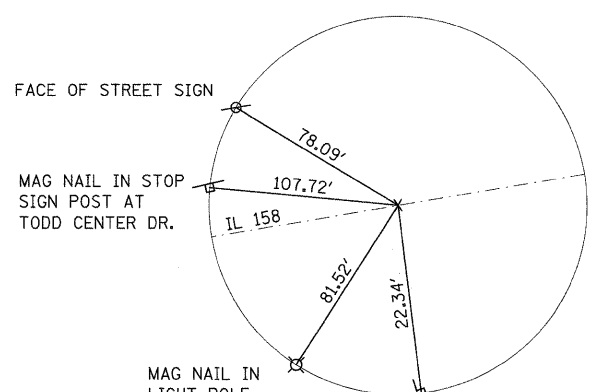
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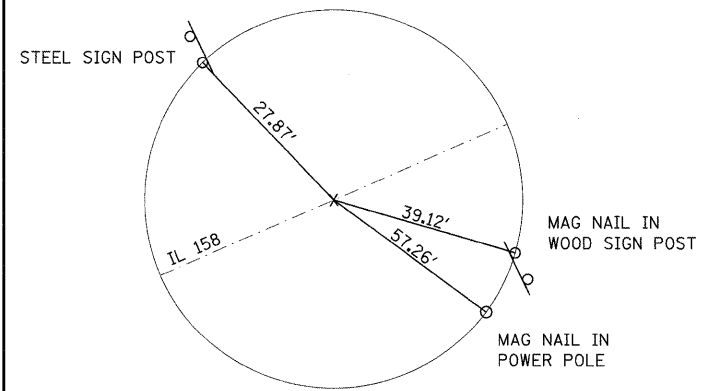
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CUT "X"
PC STATION 129+27.59



TIE POINT
CUT "X"
PCC STATION 132+91.03



TIE POINT
CUT "X"
PT STATION 138+50.58



TIE POINT
CUT "X"
PT STATION 141+66.85

BENCHMARKS

BM 410 - CHISELED SQUARE ON NORTH SIGN TRUSS FOUNDATION AT BEGINNING OF ON RAMP TO IL RTE 3 FROM IL RTE 158, LOCATED 3.0 MILES WEST OF INTERSECTION OF DOUGLAS RD AND IL RTE 158. STATION: 121+54 OFFSET: 60.4' LEFT ELEVATION: 613.70

BM 1 - CHISELED SQUARE ON LIGHT POLE FOUNDATION (POLE #20) ON WEST SIDE OF IL RTE 158, ±295' NORTH OF THE NORTH END OF SN 067-0006. STATION: 115+01 OFFSET 50.7' LEFT ELEVATION: 598.754

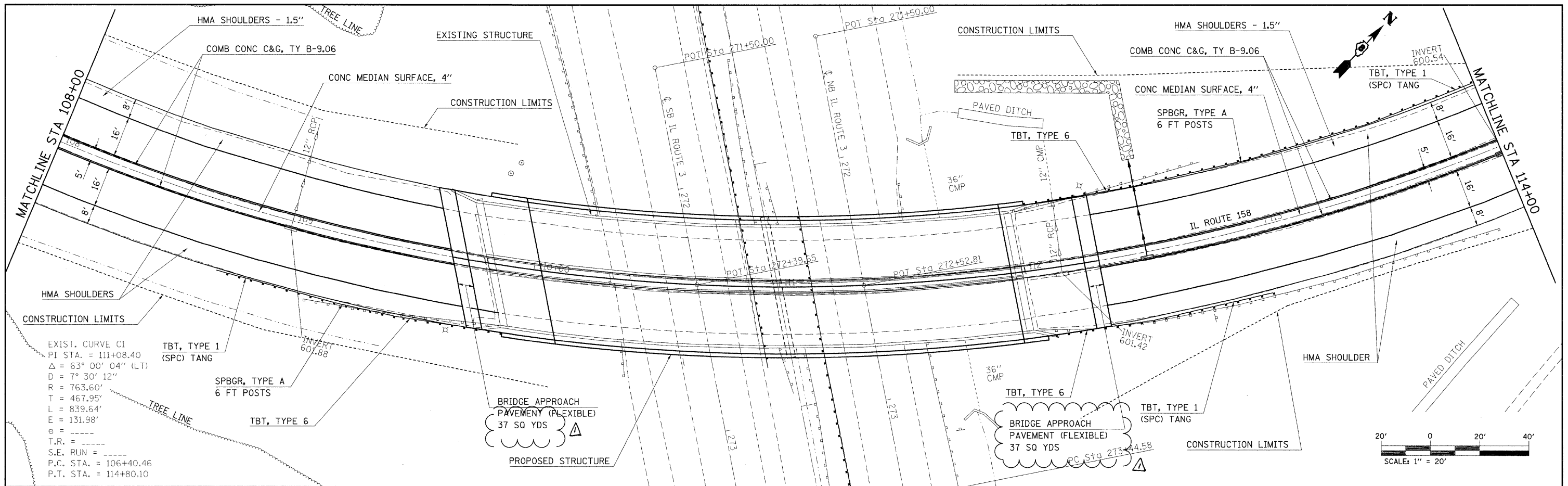
BM 2 - CHISELED SQUARE ON LIGHT POLE FOUNDATION (POLE #12) AT SE CORNER OF SN 067-0006 STATION: 109+68 OFFSET 28.8' RIGHT ELEVATION: 606.369

ALL TIES ARE DIRECT/SLOPE DISTANCES

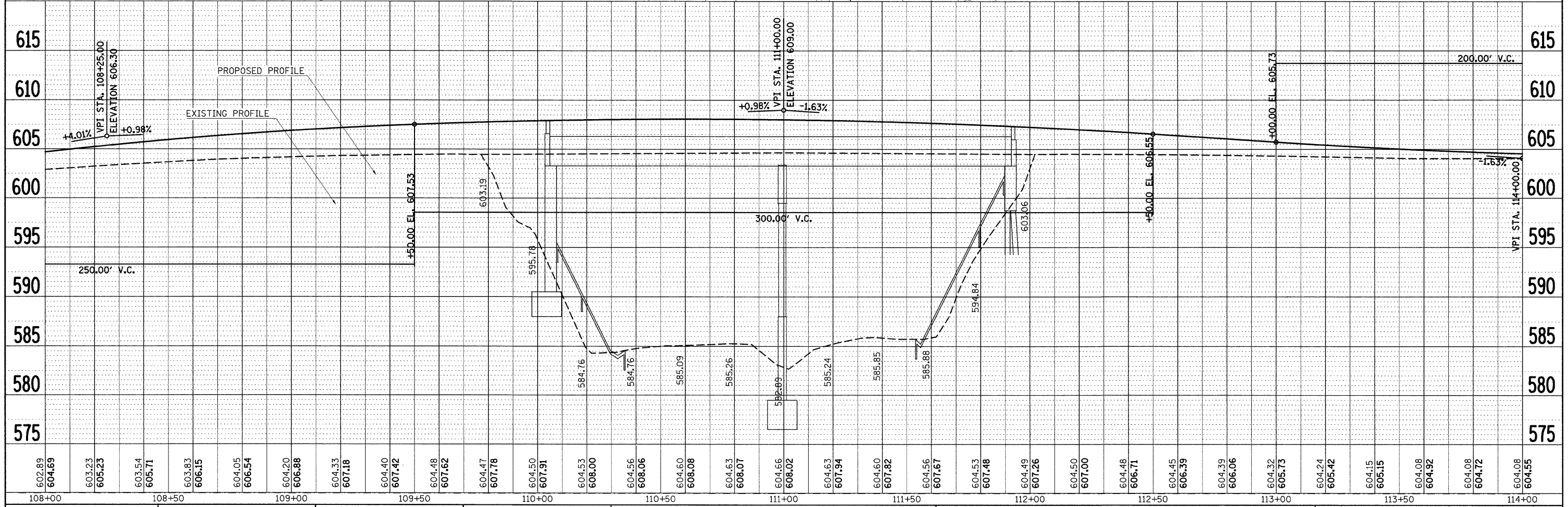
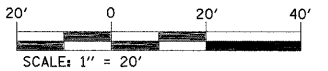
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PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -		CONTRACT NO. 76977								
PLOT DATE = 12/10/2009		DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTED		
	FILED		
	NO. _____		
	NO. _____		
	NO. _____		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	NOTED		
	FILED		
	NO. _____		
	NO. _____		
	NO. _____		



EXIST. CURVE C1
 PI STA. = 111+08.40
 $\Delta = 63^\circ 00' 04''$ (LT)
 $D = 7^\circ 30' 12''$
 $R = 763.60'$
 $T = 467.95'$
 $L = 839.64'$
 $E = 131.98'$
 $e =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA. = 106+40.46$
 $P.T. STA. = 114+80.10$



602.89 604.69	603.23 605.23	603.54 605.71	603.83 606.15	604.05 606.54	604.20 606.88	604.33 607.18	604.40 607.42	604.48 607.62	604.47 607.78	604.50 607.91	604.53 608.00	604.56 608.06	604.60 608.08	604.63 608.07	604.66 608.02	604.63 607.94	604.60 607.82	604.56 607.67	604.53 607.48	604.49 607.26	604.50 607.00	604.48 606.71	604.45 606.39	604.39 606.06	604.32 605.73	604.24 605.42	604.15 605.15	604.08 604.92	604.08 604.72	604.08 604.55	
108+00	108+50	109+00	109+50	110+00	110+50	111+00	111+50	112+00	112+50	113+00	113+50	114+00																			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN AND PROFILE

Rev. 2-11-10

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
809	67-1HBR	MONROE	144	17
CONTRACT NO. 76977				
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

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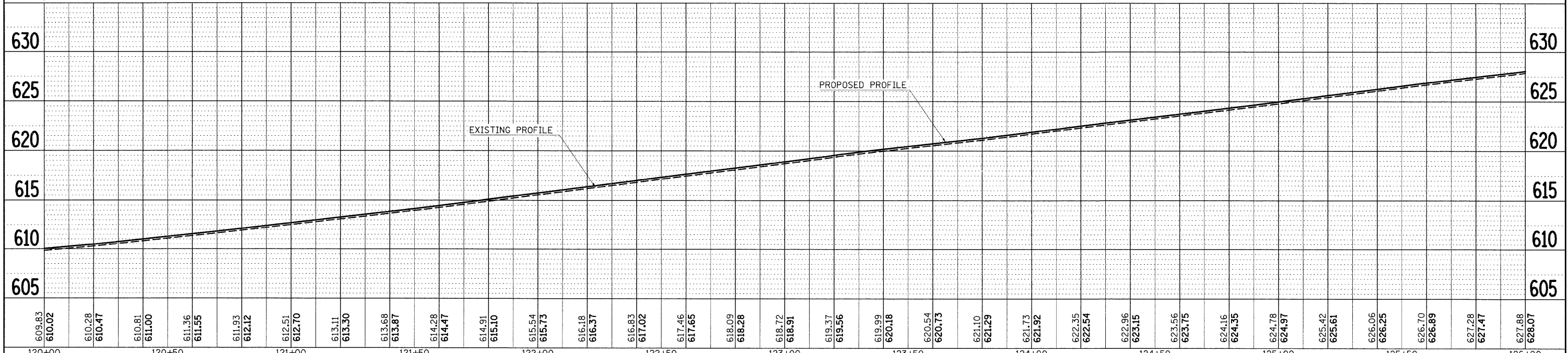
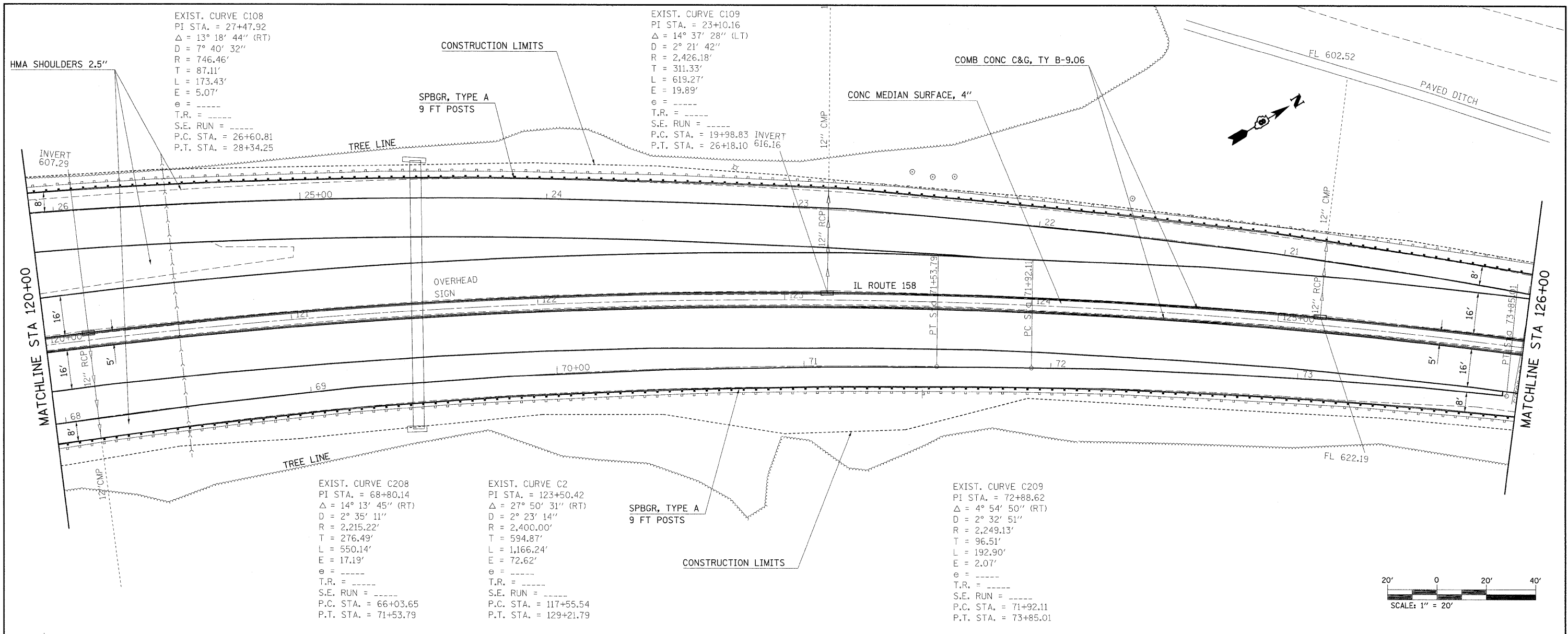
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 PLOT DATE = 2/8/2010

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

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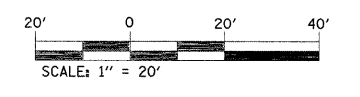
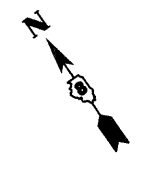
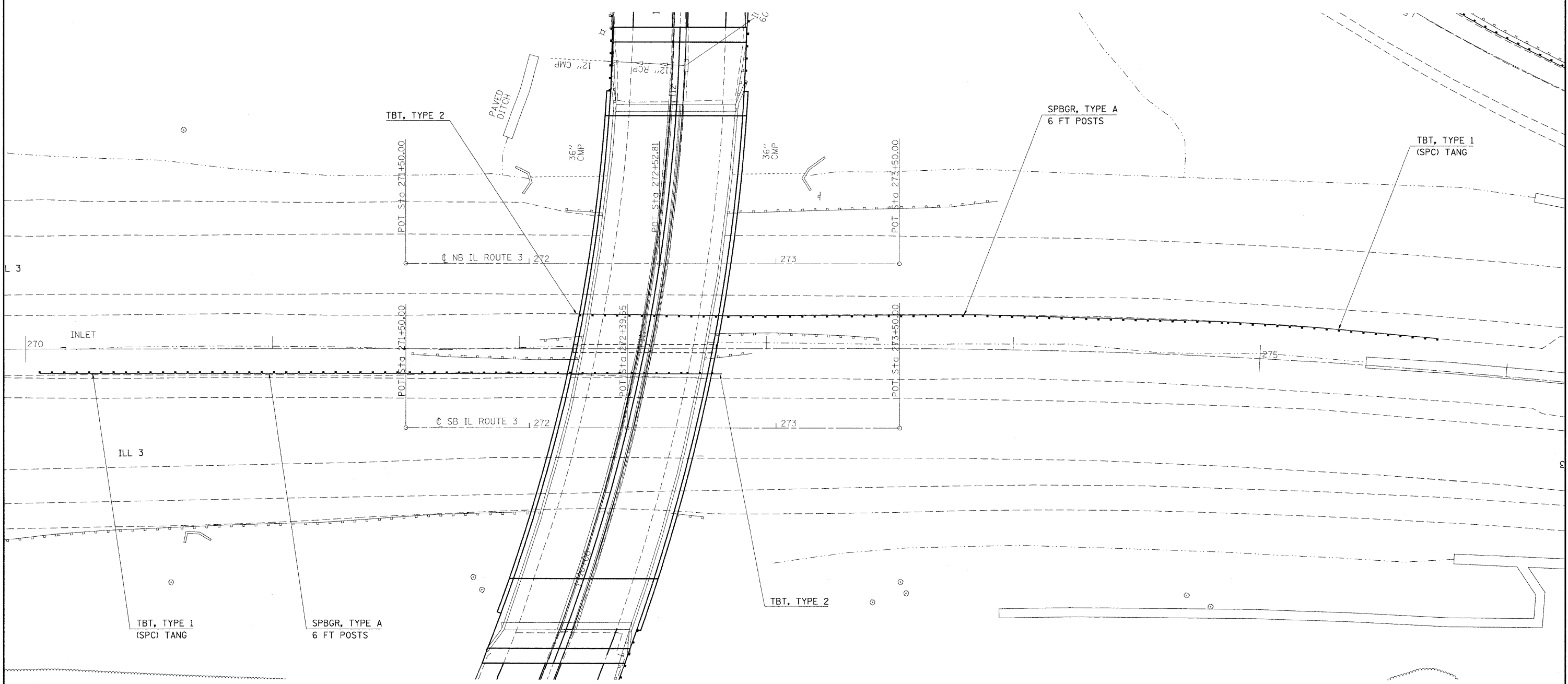
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	E.M. NOTED	
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		CHECKED -	REVISED -							CONTRACT NO. 76977				
		DATE	REVISED							ILLINOIS FED. AID PROJECT				

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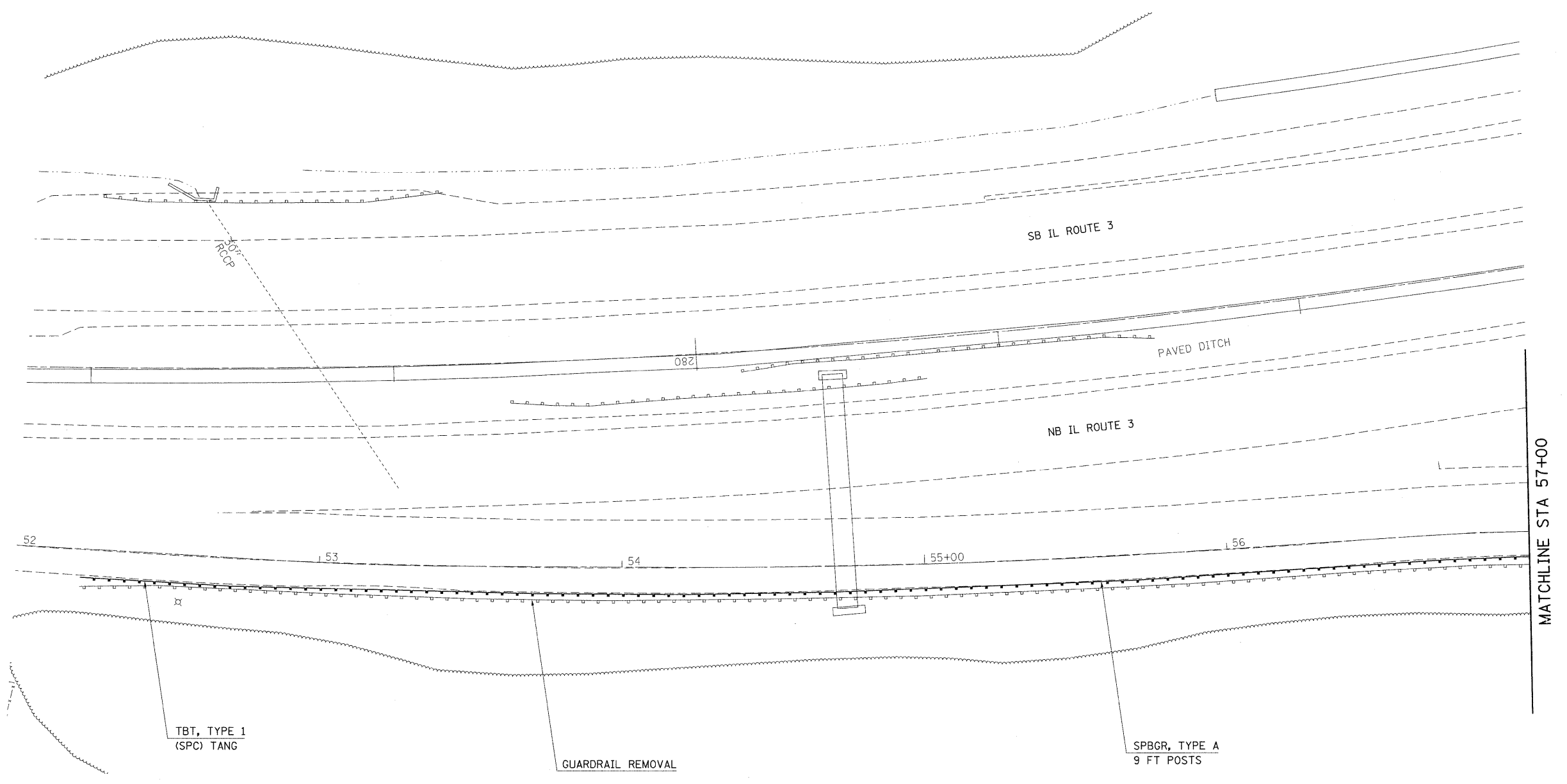
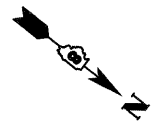


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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

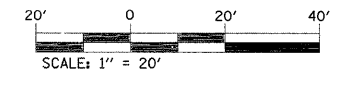
IL ROUTE 3 PLAN SHEET				
SCALE:	SHEET NO.	OF	SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 76977				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

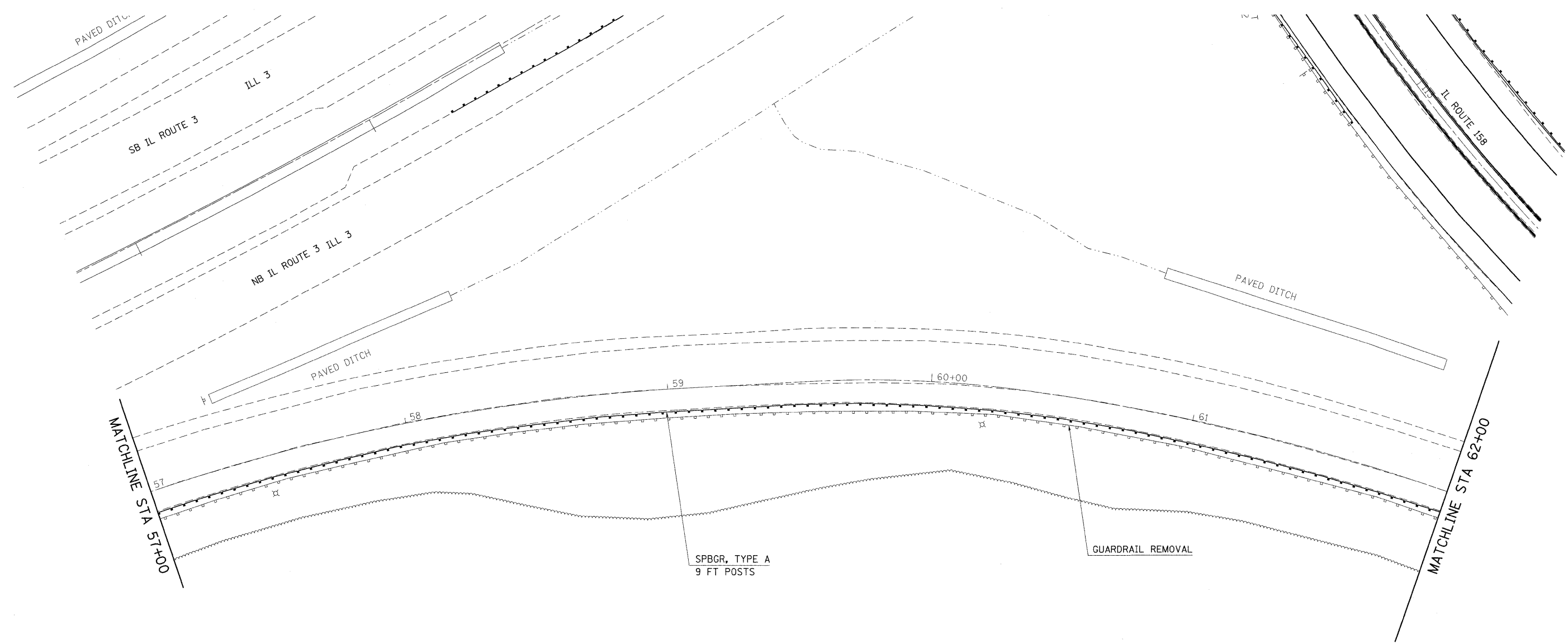


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	ALIGNMENT CHECKED		
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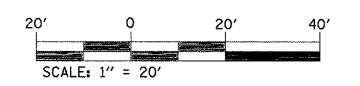


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PLOT DATE = 12/18/2009	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT									
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.			



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NOTE BOOK NO.	ALIGNMENT CHECKED		
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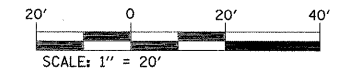
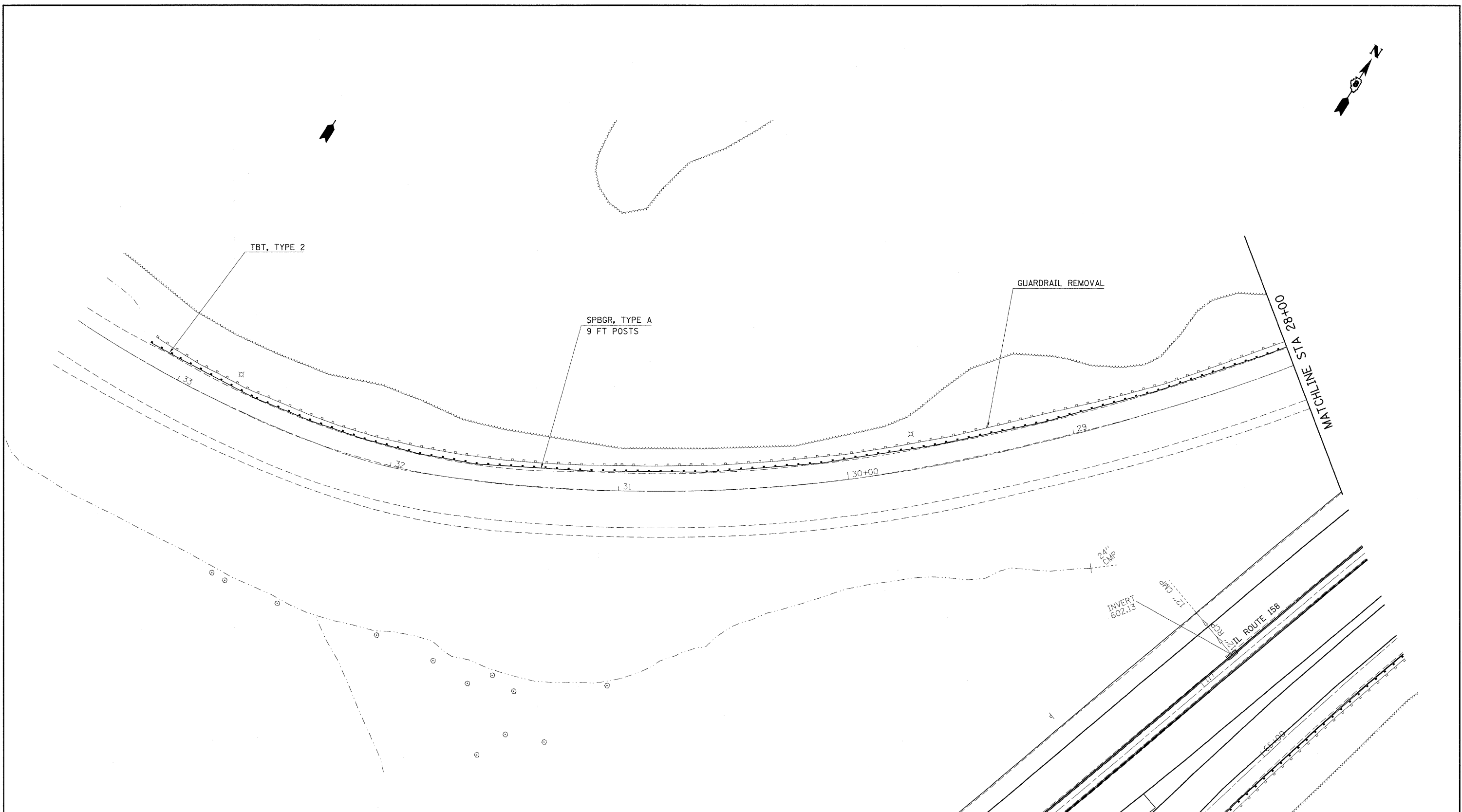
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NOTE BOOK NO.	GRADES CHECKED		
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FILE NAME =	USER NAME = owenbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EB RAMP ONTO IL 158 PLAN SHEET				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLAN	SURVEYED	BY	DATE
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	GRADES CHECKED		
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	NOTE BOOK		
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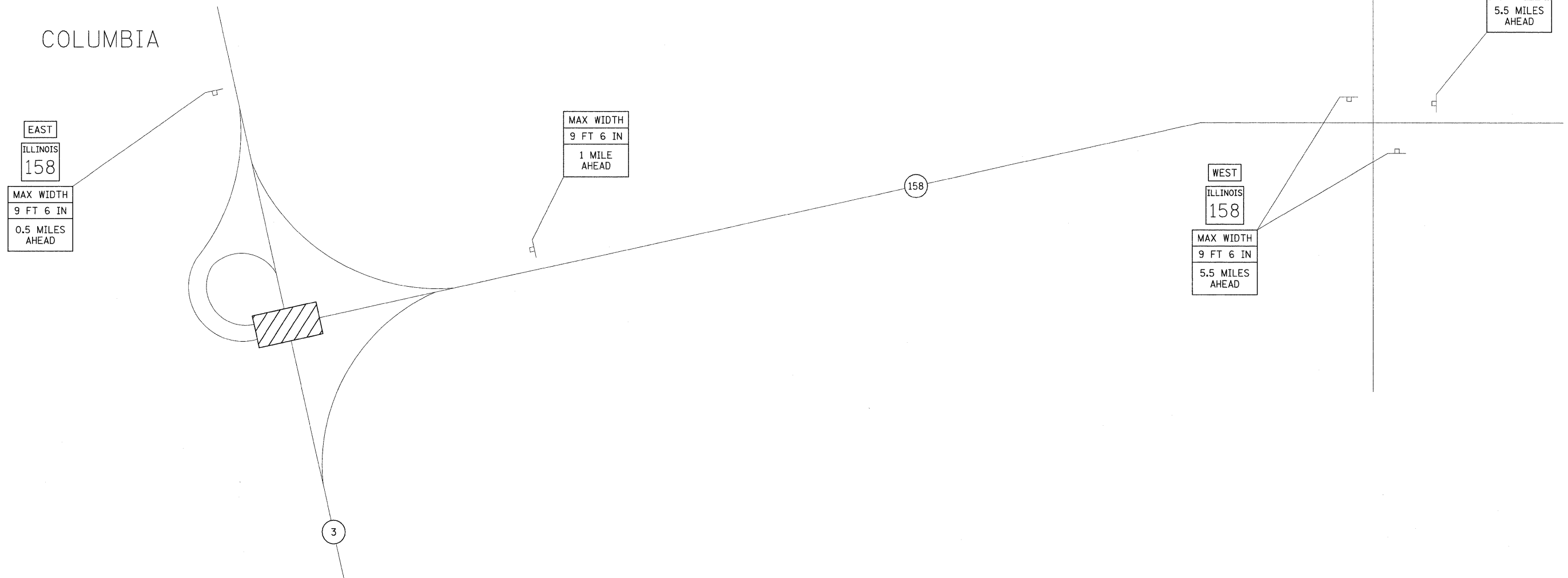
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PLOT DATE = 12/10/2009		DATE -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.			

NOTES

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

SIGNS REQUIRED

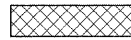





ILLINOIS 158 (3)	EAST (1)	WEST (2)
MAX WIDTH 9 FT 6 IN 0.5 MILES AHEAD (1)	MAX WIDTH 9 FT 6 IN 1 MILE AHEAD (1)	MAX WIDTH 9 FT 6 IN 5.5 MILES AHEAD (3)

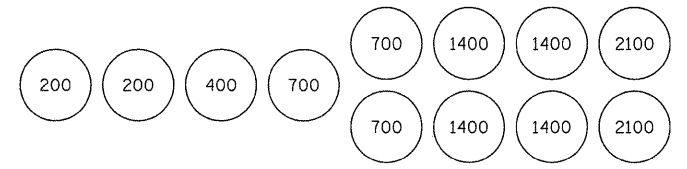


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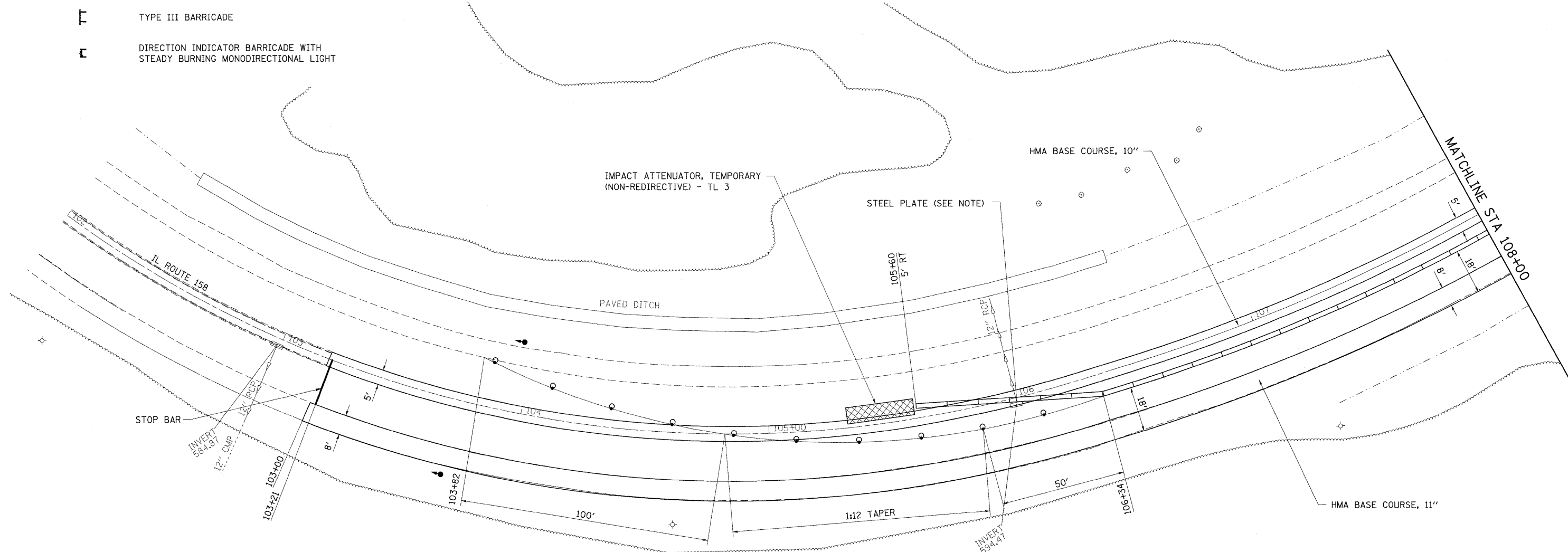
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		CHECKED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								
		DATE -	REVISED -										

LEGEND

-  IMPACT ATTENUATOR
-  TEMPORARY CONCRETE BARRIER
-  BARRELS WITH STEADY BURNING LIGHT
-  TEMPORARY BRIDGE TRAFFIC SIGNALS
-  TYPE III BARRICADE
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT



SAND MODULE IMPACT ATTENUATOR LAYOUT (IF OPTION USED)

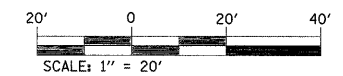


SEQUENCE OF CONSTRUCTION - STAGE I:

- PLACE CHANGEABLE MESSAGE SIGNS ON SB IL 3.
- PLACE "HMA BASE COURSE - 11 INCHES" ON SOUTH SIDE OF ROADWAY, REMOVE MEDIAN AND PLACE "HMA BASE COURSE - 10 INCHES" IN MEDIAN FOR STAGE I CROSS-OVER TRAFFIC AS A PRE-STAGE TO STAGE I.
- PLACE STEEL PLATES OVER INLETS LOCATED AT STA. 106+00, 115+00 & 177+17. (SEE NOTE)
- PLACE STOP BARS AS SHOWN ON PLANS.
- REMOVE SKIP-DASH AND CONFLICTING SOLID EDGE PAVEMENT MARKINGS BETWEEN STOP BARS.
- PLACE 1025 FT TEMPORARY CONCRETE BARRIER AND 2 EACH IMPACT ATTENUATORS, TEMPORARY.
- SEE STANDARD 701321 FOR DETAILS NOT SHOWN ON PLANS. ADVANCED WARNING SIGNS SHALL BE MODIFIED AS NECESSARY TO INDICATE CONSTRUCTION ON IL 158.
- PERFORM ALL NECESSARY BRIDGE WORK IN STAGE I WORK ZONE.
- PLACE "HMA BINDER COURSE" ON WB LANES AND "HMA BASE COURSE - 11 INCHES" AND "HMA SHOULDERS" NORTH SIDE OF ROADWAY FOR STAGE II TRAFFIC BEHIND STAGE I BARRIER.

NOTE:

PLACE STEEL PLATE OVER INLETS IN CONFLICT WITH STAGE CONSTRUCTION. THE COST OF THIS STEEL PLATE SHALL BE INCLUDED IN THE COST OF "INLETS TO BE ADJUSTED".









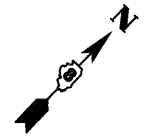
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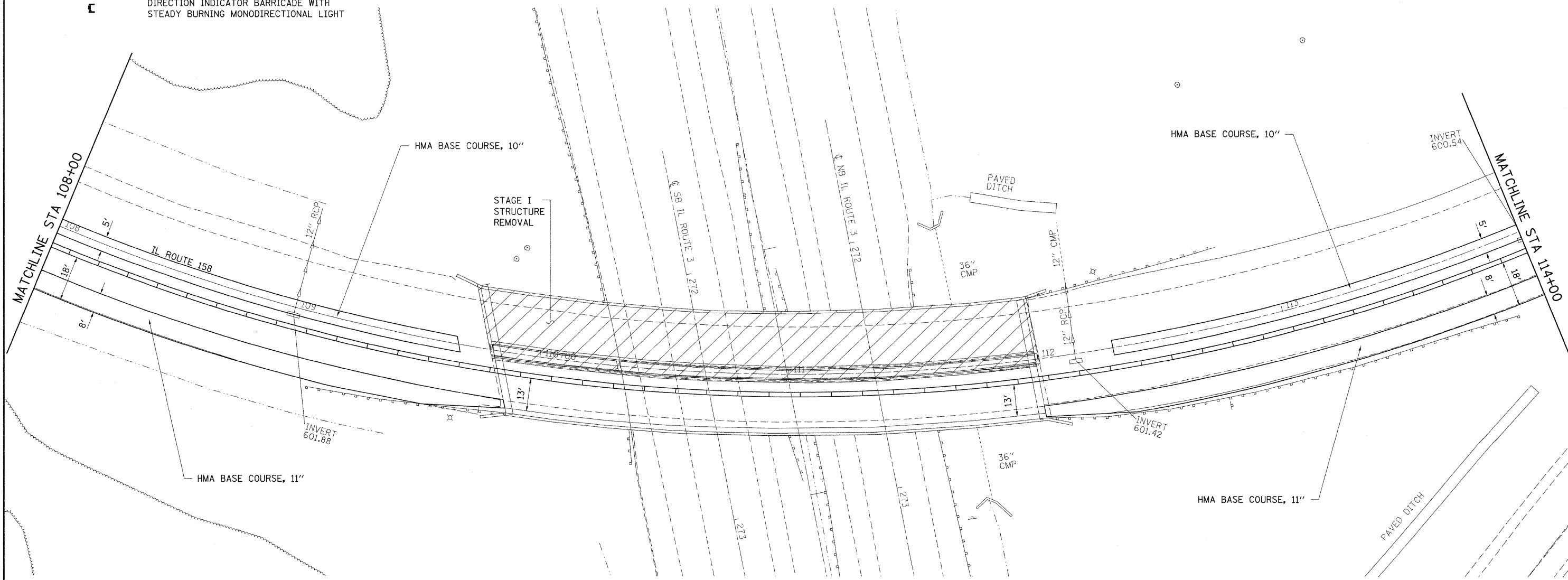
LEGEND

-  IMPACT ATTENUATOR
-  TEMPORARY CONCRETE BARRIER
-  BARRELS WITH STEADY BURNING LIGHT
-  TEMPORARY BRIDGE TRAFFIC SIGNALS
-  TYPE III BARRICADE
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT

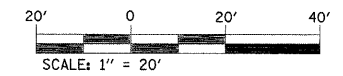


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






IL ROUTE 3 TRAFFIC CONTROL:
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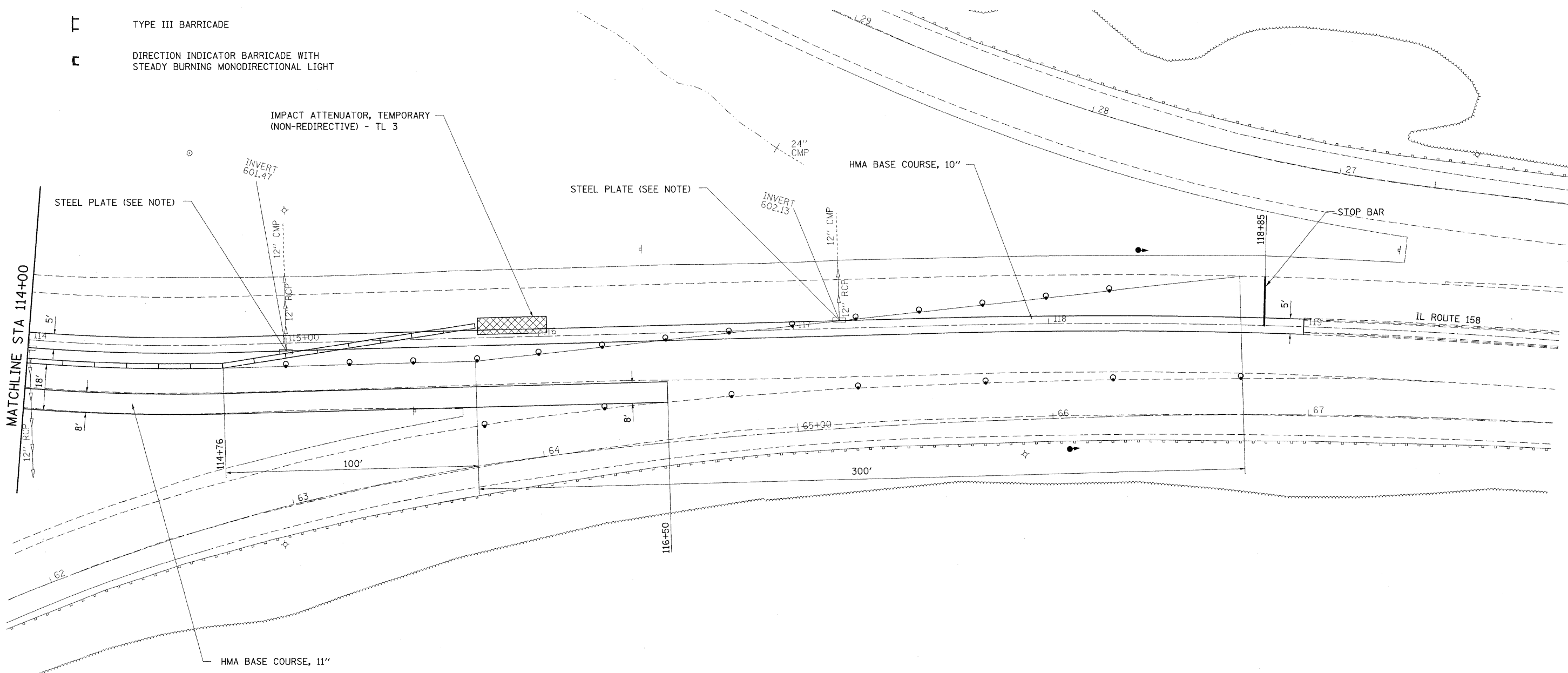
LEGEND

-  IMPACT ATTENUATOR
-  TEMPORARY CONCRETE BARRIER
-  BARRELS WITH STEADY BURNING LIGHT
-  TEMPORARY BRIDGE TRAFFIC SIGNALS
-  TYPE III BARRICADE
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT



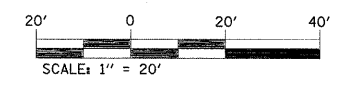
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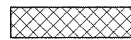





NOTE:

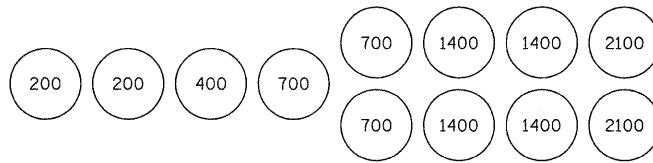
PLACE STEEL PLATE OVER INLETS IN CONFLICT WITH STAGE CONSTRUCTION. THE COST OF THIS STEEL PLATE SHALL BE INCLUDED IN THE COST OF "INLETS TO BE ADJUSTED".



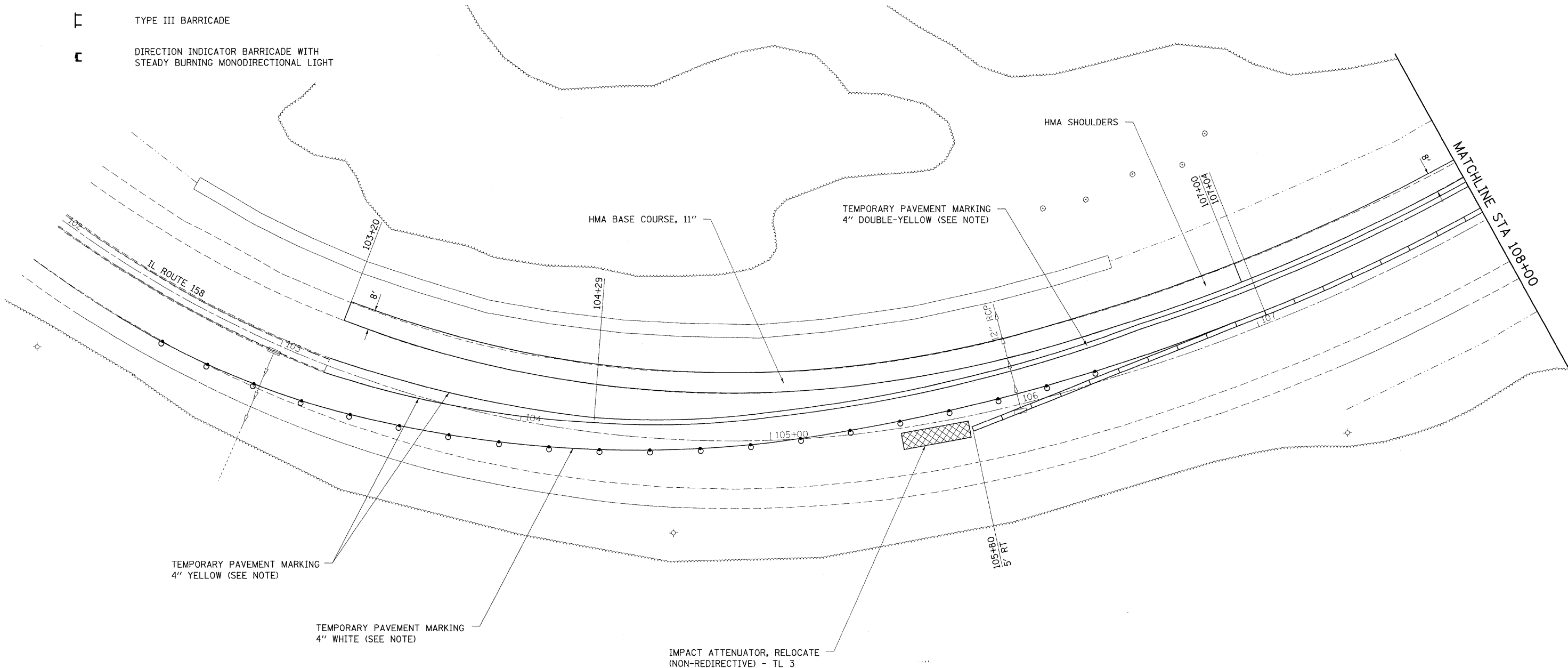
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	PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 76977		
	PLOT DATE = 12/10/2009	CHECKED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								
		DATE -	REVISED -										

LEGEND

-  IMPACT ATTENUATOR
-  TEMPORARY CONCRETE BARRIER
-  BARRELS WITH STEADY BURNING LIGHT
-  TEMPORARY BRIDGE TRAFFIC SIGNALS
-  TYPE III BARRICADE
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT



SAND MODULE IMPACT ATTENUATOR LAYOUT (IF OPTION USED)



SEQUENCE OF CONSTRUCTION - STAGE II:

RELOCATE 1000 FT OF TEMPORARY CONCRETE BARRIER AND RELOCATE 2 EACH IMPACT ATTENUATORS.

REMOVE TRAFFIC SIGNALS AND STAGE 1 TEMPORARY PAVEMENT MARKING.

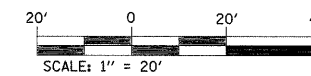
SEE STANDARD 701431 FOR DETAILS NOT SHOWN ON PLANS.

PERFORM ALL NECESSARY BRIDGE WORK IN STAGE I WORK ZONE.

PLACE "HMA BINDER COURSE" ON EB LANES AND "HMA SHOULDER" SOUTH SIDE OF ROADWAY BEHIND STAGE II BARRIER.

NOTE:

TEMPORARY PAVEMENT MARKING PLACEMENT AND REMOVAL SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, STANDARD 701431 (SPECIAL)".



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

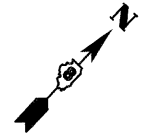
STAGE II CONSTRUCTION

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 76977				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

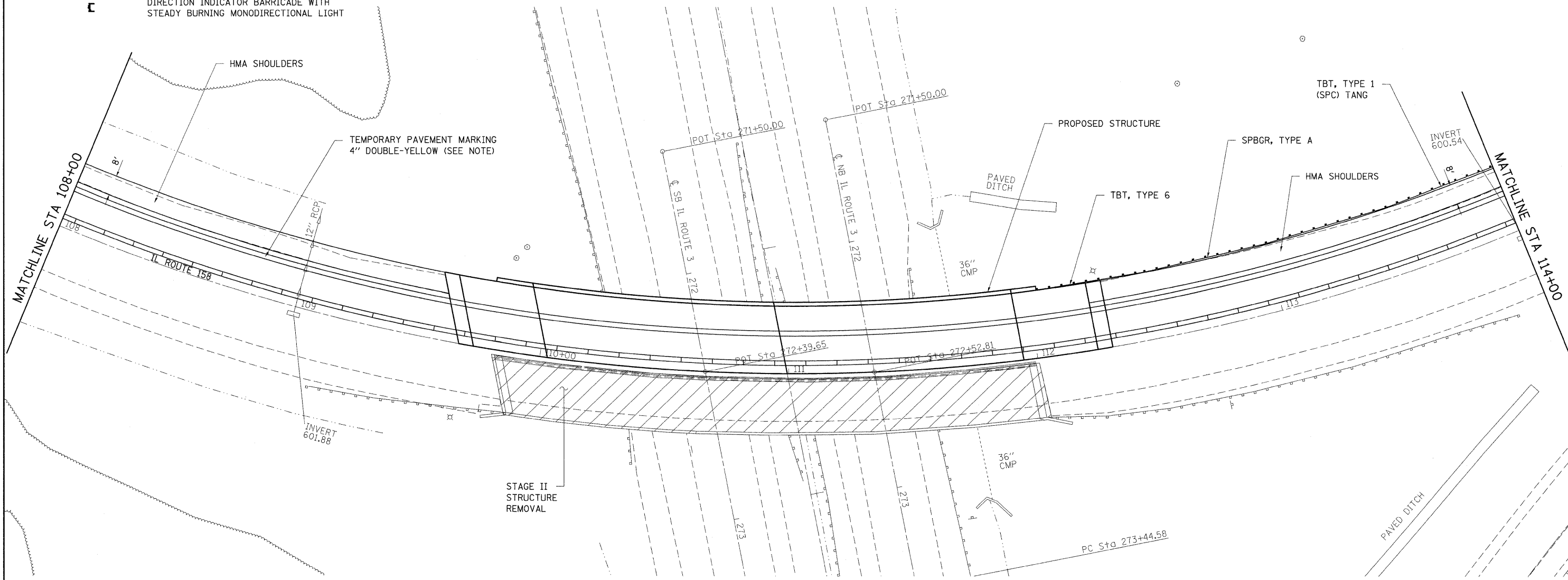
LEGEND

-  IMPACT ATTENUATOR
-  TEMPORARY CONCRETE BARRIER
-  BARRELS WITH STEADY BURNING LIGHT
-  TEMPORARY BRIDGE TRAFFIC SIGNALS
-  TYPE III BARRICADE
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT

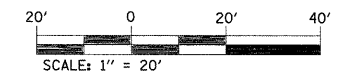


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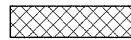







NOTE:
 TEMPORARY PAVEMENT MARKING PLACEMENT AND REMOVAL SHALL BE INCLUDED
 IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, STANDARD 701431 (SPECIAL)".



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PLOT DATE = 12/10/2009	DATE -	CHECKED -	REVISED -		CONTRACT NO. 76977							
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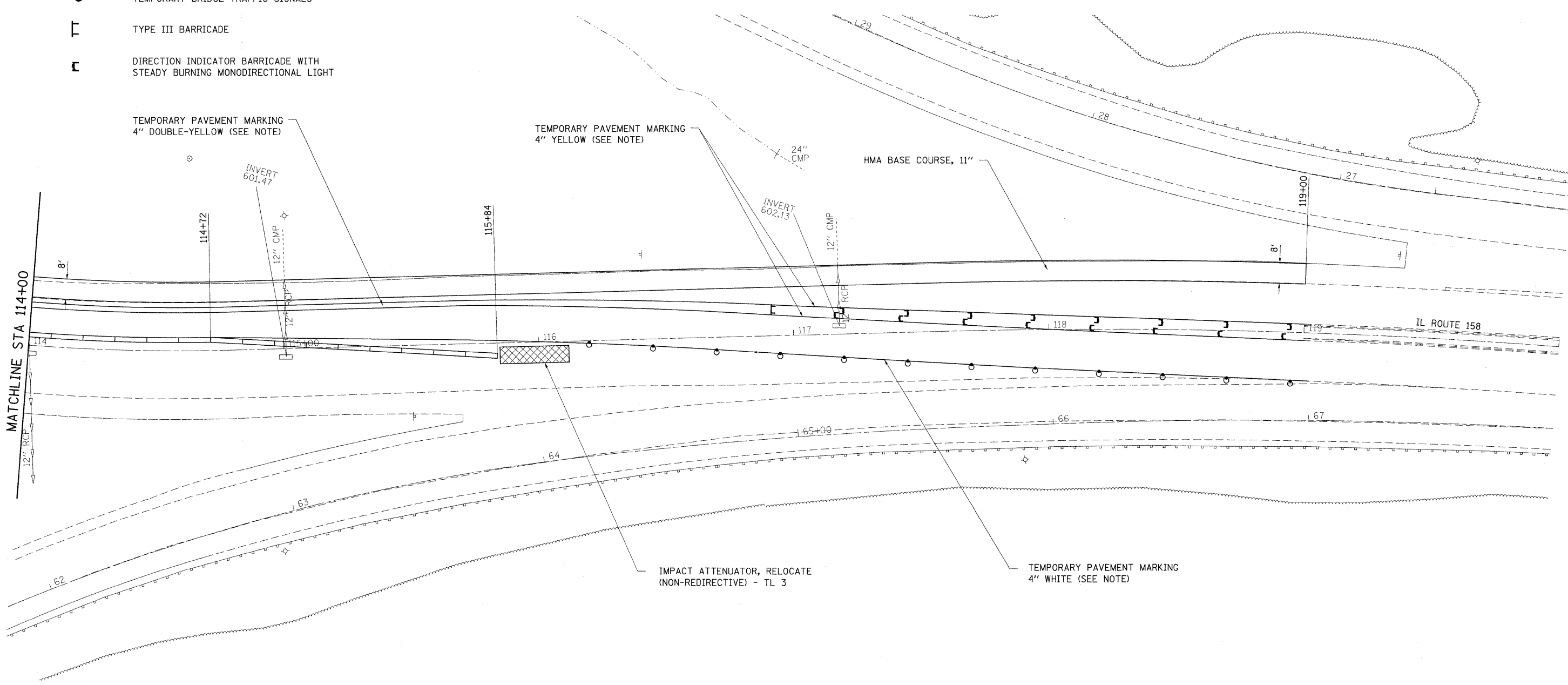
LEGEND

-  IMPACT ATTENUATOR
-  TEMPORARY CONCRETE BARRIER
-  BARRELS WITH STEADY BURNING LIGHT
-  TEMPORARY BRIDGE TRAFFIC SIGNALS
-  TYPE III BARRICADE
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT



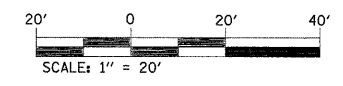
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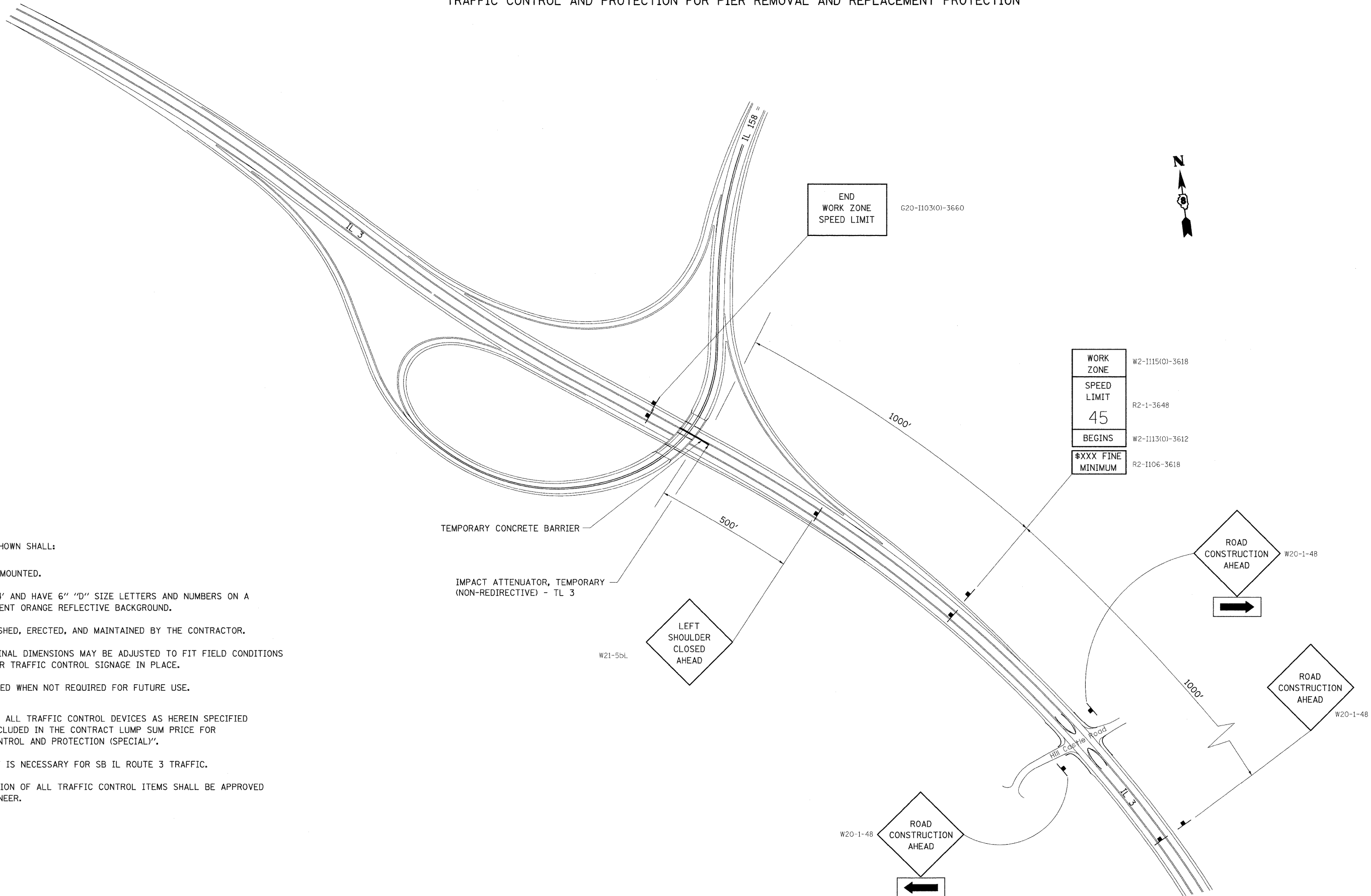
NOTE:

TEMPORARY PAVEMENT MARKING PLACEMENT AND REMOVAL SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, STANDARD 701431 (SPECIAL)".



FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE II CONSTRUCTION				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TRAFFIC CONTROL AND PROTECTION FOR PIER REMOVAL AND REPLACEMENT PROTECTION



NOTES

ALL SIGNS SHOWN SHALL:

1. BE POST MOUNTED.
2. BE 4' X 4' AND HAVE 6" "D" SIZE LETTERS AND NUMBERS ON A FLUORESCENT ORANGE REFLECTIVE BACKGROUND.
3. BE FURNISHED, ERECTED, AND MAINTAINED BY THE CONTRACTOR.
4. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS AND OTHER TRAFFIC CONTROL SIGNAGE IN PLACE.
5. BE REMOVED WHEN NOT REQUIRED FOR FUTURE USE.

THE COST OF ALL TRAFFIC CONTROL DEVICES AS HEREIN SPECIFIED SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR "TRAFFIC CONTROL AND PROTECTION (SPECIAL)".

SAME LAYOUT IS NECESSARY FOR SB IL ROUTE 3 TRAFFIC.

EXACT LOCATION OF ALL TRAFFIC CONTROL ITEMS SHALL BE APPROVED BY THE ENGINEER.

TEMPORARY CONCRETE BARRIER

IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE) - TL 3

LEFT SHOULDER CLOSED AHEAD

ROAD CONSTRUCTION AHEAD

ROAD CONSTRUCTION AHEAD

ROAD CONSTRUCTION AHEAD

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PLOT DATE = 12/11/2009		DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY ON MAY 30, 2003 FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES. THIS PLAN HAS ALSO BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF NPDES PERMIT NUMBER ILR40 FOR DISCHARGES FROM SMALL MUNICIPAL SEPARATE STORM SEWER SYSTEMS IF CHECKED BELOW.

NPDES PERMITS ASSOCIATED WITH THIS PROJECT:

- ILR10
- ILR40 PERMIT NO. 0493

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

MARY C. LAMIE
PRINT NAME

DEPUTY DIRECTOR OF HIGHWAYS
REGION FIVE ENGINEER
TITLE

IL DEPT. OF TRANSPORTATION
AGENCY

Mary C. Lamie

SIGNATURE

Nov 9, 2009

DATE

I. SITE DESCRIPTION:

A. THE FOLLOWING IS A DESCRIPTION OF THE PROJECT LOCATION:

THE PROJECT CONSISTS OF STRUCTURE REPLACEMENT OF THE STRUCTURE CARRYING IL ROUTE 158 OVER IL ROUTE 3, SOUTH OF COLUMBIA.

B. THE FOLLOWING IS A DESCRIPTION OF THE CONSTRUCTION ACTIVITY WHICH IS THE SUBJECT OF THIS PLAN:

CONSTRUCTION INCLUDES STRUCTURE REPLACEMENT, A PROFILE GRADE CHANGE, AGGREGATE AND HMA SHOULDERS, GUARDRAIL, EARTH EXCAVATION AND EMBANKMENT, AND ALL INCIDENTAL AND COLLATERAL WORK NECESSARY TO COMPLETE THE PROJECT AS SHOWN ON THE PLANS.

C. THE FOLLOWING IS A DESCRIPTION OF THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE, SUCH AS GRUBBING, EXCAVATION AND GRADING:

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

PRE-STAGE 1: CONSTRUCT HMA BASE COURSE ON EAST SIDE OF ROADWAY FOR STAGE I TRAFFIC.

STAGE 1: WITH TRAFFIC ON THE EAST HALF OF THE STRUCTURE, REMOVE AND REPLACE THE WEST HALF. AFTER THE WEST HALF OF THE STRUCTURE IS BUILT, BUILD PAVEMENT ON BOTH SIDES OF STRUCTURE. CONSTRUCT HMA BASE COURSE ON WEST SIDE OF ROADWAY FOR STAGE II TRAFFIC.

STAGE 2: REMOVE AND REPLACE THE EAST HALF OF THE STRUCTURE. AFTER THE EAST HALF OF THE STRUCTURE IS BUILT, BUILD THE PAVEMENT ON EAST SIDE.

D. THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 7.2 ACRES.

THE TOTAL AREA OF THE SITE THAT IS ESTIMATED WILL BE DISTURBED BY EXCAVATION, GRADING OR OTHER ACTIVITIES IS 1.25 ACRES.

E. THE FOLLOWING IS A WEIGHTED AVERAGE OF THE RUNOFF COEFFICIENT FOR THIS PROJECT AFTER CONSTRUCTION ACTIVITIES ARE COMPLETED: 0.79

F. THE FOLLOWING IS A DESCRIPTION OF THE SOIL TYPES FOUND AT THE PROJECT SITE FOLLOWED BY INFORMATION REGARDING THEIR EROSIIVITY:

ONE SOIL TYPE IS LOCATED WITHIN THE PROJECT AREA OF THE IL ROUTE 158 BRIDGE REPLACEMENT OVER IL 3

ORTHEMETS, SILTY, STEEP (B01D) - A SOMEWHAT POORLY DRAINED SOIL WITH MODERATE TO LOW PERMEABILITY. THIS SOIL HAS A MODERATELY HIGH SUSCEPTIBILITY TO WATER EROSION AND A LOW SUSCEPTIBILITY TO WIND EROSION.

G. THE FOLLOWING IS A DESCRIPTION OF POTENTIALLY EROSIIVE AREAS ASSOCIATED WITH THIS PROJECT:

NONE

H. THE FOLLOWING IS A DESCRIPTION OF SOIL DISTURBING ACTIVITIES, THEIR LOCATIONS, AND THEIR EROSIIVE FACTORS (E.G. STEEPNESS OF SLOPES, LENGTH OF SLOPES, ETC):

THE PURPOSE OF LAND DISTURBING ACTIVITIES ON THIS PROJECT IS TO REMOVE AND REPLACE THE IL ROUTE 158 BRIDGE OVER IL ROUTE 3 (PROPOSED STRUCTURE NO. 067-0042, EXISTING STRUCTURE NO. 067-0006), THE RECONSTRUCTION OF GUARDRAIL AND SIDE SLOPES.

THE ONLY SOIL TYPE IN THE PROJECT AREA IS ORTHEMETS, SILTY, STEEP (B01D). IT HAS A MODERATELY HIGH SUSCEPTIBILITY TO WATER EROSION AND A LOW SUSCEPTIBILITY TO WIND EROSION.

I. SEE THE EROSION CONTROL PLANS AND/OR DRAINAGE PLANS FOR THIS CONTRACT FOR INFORMATION REGARDING DRAINAGE PATTERNS, APPROXIMATE SLOPES ANTICIPATED BEFORE AND AFTER MAJOR GRADING ACTIVITIES, LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AND CONTROLS TO PREVENT OFF SITE SEDIMENT TRACKING (TO BE ADDED AFTER CONTRACTOR IDENTIFIES LOCATIONS), AREAS OF SOIL DISTURBANCE, THE LOCATION OF MAJOR STRUCTURAL AND NON-STRUCTURAL CONTROLS IDENTIFIED IN THE PLAN, THE LOCATION OF AREAS WHERE STABILIZATION PRACTICES ARE EXPECTED TO OCCUR, SURFACE WATERS (INCLUDING WETLANDS) AND LOCATIONS WHERE STORM WATER IS DISCHARGED TO SURFACE WATER INCLUDING WETLANDS.

J. THE FOLLOWING IS A LIST OF RECEIVING WATER(S) AND THE ULTIMATE RECEIVING WATER(S), AND AERIAL EXTENT OF WETLAND ACREAGE AT THE SITE. THE LOCATION OF THE RECEIVING WATERS CAN BE FOUND ON THE EROSION AND SEDIMENT CONTROL PLANS:

NONE

K. THE FOLLOWING POLLUTANTS OF CONCERN WILL BE ASSOCIATED WITH THIS CONSTRUCTION PROJECT: (CHECK ALL THAT APPLY)

- SOIL SEDIMENT
- CONCRETE
- CONCRETE TRUCK WASTE
- CONCRETE CURING COMPOUNDS
- SOLID WASTE DEBRIS
- PAINTS
- SOLVENTS
- FERTILIZERS / PESTICIDES
- PETROLEUM (GAS, DIESEL, OIL, KEROSENE, HYDRAULIC OIL/FLUIDS)
- ANTIFREEZE / COOLANTS
- WASTE WATER FROM CLEANING CONSTRUCTION EQUIPMENT
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....

II. CONTROLS

THIS SECTION OF THE PLAN ADDRESSES THE CONTROLS THAT WILL BE IMPLEMENTED FOR EACH OF THE MAJOR CONSTRUCTION ACTIVITIES DESCRIBED IN I.C. ABOVE AND FOR ALL USE AREAS, BORROW SITES, AND WASTE SITES. FOR EACH MEASURE DISCUSSED, THE CONTRACTOR WILL BE RESPONSIBLE FOR ITS IMPLEMENTATION AS INDICATED. THE CONTRACTOR SHALL PROVIDE TO THE RESIDENT ENGINEER A PLAN FOR THE IMPLEMENTATION OF THE MEASURES INDICATED. THE CONTRACTOR, AND SUBCONTRACTORS, WILL NOTIFY THE RESIDENT ENGINEER OF ANY PROPOSED CHANGES, MAINTENANCE, OR MODIFICATIONS TO KEEP CONSTRUCTION ACTIVITIES COMPLIANT WITH THE PERMIT. EACH SUCH CONTRACTOR HAS SIGNED THE REQUIRED CERTIFICATION ON FORMS WHICH WILL BE PROVIDED AT THE PRE-CONSTRUCTION CONFERENCE, AND ARE A PART OF, THIS PLAN:

A. EROSION AND SEDIMENT CONTROL

1. STABILIZED PRACTICES: PROVIDED BELOW IS A DESCRIPTION OF INTERIM AND PERMANENT STABILIZATION PRACTICES, INCLUDING SITE SPECIFIC SCHEDULING OF THE IMPLEMENTATION OF THE PRACTICES. SITE PLANS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES MAY INCLUDE BUT ARE NOT LIMITED TO: PERIMETER SEEDING, PERMANENT SEEDING, MULCHING, GEOTEXTILES, SODDING, VEGETATIVE BUFFER STRIPS, PROTECTION OF TREES, PRESERVATION OF MATURE VEGETATION, AND OTHER APPROPRIATE MEASURES. EXCEPT AS PROVIDED BELOW IN II(A)(1)(a) AND II(A)(3), STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 14 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED ON ALL DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION WILL NOT OCCUR FOR A PERIOD OF 21 OR MORE CALENDAR DAYS.

a. WHERE THE INITIATION OF STABILIZATION MEASURES BY THE 14TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE THEREAFTER.

THE FOLLOWING STABILIZATION PRACTICES WILL BE USED FOR THIS PROJECT: (CHECK ALL THAT APPLY)

- PRESERVATION OF MATURE VEGETATION
- VEGETATED BUFFER STRIPS
- PROTECTION OF TREES
- TEMPORARY EROSION CONTROL SEEDING
- TEMPORARY TURF (SEEDING, CLASS 7)
- TEMPORARY MULCHING
- PERMANENT SEEDING
- EROSION CONTROL BLANKET / MULCHING
- SODDING
- GEOTEXTILES
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....

DESCRIBE HOW THE STABILIZATION PRACTICES LISTED ABOVE WILL BE UTILIZED:

1. TEMPORARY EROSION CONTROL SEEDING - THIS ITEM WILL BE APPLIED TO ALL BARE AREAS EVERY SEVEN DAYS TO MINIMIZE THE AMOUNT OF EXPOSED SURFACE AREAS.

TEMPORARY EROSION CONTROL SEEDING SHALL BE APPLIED AT A RATE OF 100 LBS/ACRE.

EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN 14 DAYS.

WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.

BARE AND SPARSELY VEGETATED GROUND IN HIGHLY ERODIBLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE BEGINNING OF CONSTRUCTION WHERE NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN 7 DAYS.

2. PERMANENT SEEDING - SEEDING, CLASS 2 WILL BE INSTALLED PER IDOT SPECIFICATIONS.

3. EROSION CONTROL BLANKETS/MULCHING - EROSION CONTROL BLANKETS WILL BE INSTALLED OVER FILL SLOPES AND IN HIGH VELOCITY AREAS (I.E. DITCHES) THAT HAVE BEEN BROUGHT TO FINAL GRADE AND SEEDED TO PROTECT SLOPES FROM EROSION AND ALLOW SEEDS TO GERMINATE. MULCH, METHOD 2 WILL BE APPLIED IN RELATIVELY FLAT AREAS TO PROTECT THE DISTURBED AREAS AND PREVENT FURTHER EROSION.

MULCH AS APPLIED TO TEMPORARY EROSION CONTROL SEEDING SHALL BE BY THE METHOD SPECIFIED IN THE CONTRACT AND AT THE DIRECTION OF THE ENGINEER. MULCH WILL BE PAID SEPARATELY AND SHALL CONFORM TO SECTION 251 OF THE STANDARD SPECIFICATIONS.

PERMANENT STABILIZATION - ALL AREAS DISTURBED BY CONSTRUCTION WILL BE STABILIZED WITH PERMANENT SEEDING IMMEDIATELY FOLLOWING THE FINISHED GRADING. EROSION CONTROL BLANKETS WILL BE INSTALLED OVER FILL SLOPES WHICH HAVE BEEN BROUGHT TO FINAL GRADE AND HAVE BEEN SEEDED TO PROTECT THE SLOPES FROM RILL AND GULLY EROSION AND ALLOW SEED TO GERMINATE PROPERLY. MULCH, METHOD 2 WILL BE USED ON RELATIVELY FLAT AREAS.

2. STRUCTURAL PRACTICES: PROVIDED BELOW IS A DESCRIPTION OF STRUCTURAL PRACTICES THAT WILL BE IMPLEMENTED, TO THE DEGREE ATTAINABLE, TO DIVERT FLOWS FROM EXPOSED SOILS, STORE FLOWS OR OTHERWISE LIMIT RUNOFF AND THE DISCHARGE OF POLLUTANTS FROM EXPOSED AREAS OF THE SITE. SUCH PRACTICES MAY INCLUDE BUT ARE NOT LIMITED TO: PERIMETER EROSION BARRIER, EARTH DIKES, DRAINAGE SWALES, SEDIMENT TRAPS, DITCH CHECKS, SUBSURFACE DRAINS, PIPE SLOPE DRAINS, LEVEL SPREADERS, STORM DRAIN INLET PROTECTION, ROCK OUTLET PROTECTION, REINFORCED SOIL RETAINING SYSTEMS, GABIONS, AND TEMPORARY OR PERMANENT SEDIMENT BASINS. THE INSTALLATION OF THESE DEVICES MAY BE SUBJECT TO SECTION 404 OF THE CLEAN WATER ACT.

THE FOLLOWING STRUCTURAL PRACTICES WILL BE USED FOR THIS PROJECT:(CHECK ALL THAT APPLY)

- PERIMETER EROSION BARRIER
- RIPRAP
- STORM DRAIN INLET PROTECTION
- SEDIMENT TRAP
- TEMPORARY PIPE SLOPE DRAIN
- TEMPORARY SEDIMENT BASIN
- TEMPORARY STREAM CROSSING
- STABILIZED CONSTRUCTION EXITS
- TURF REINFORCEMENT MATS
- PERMANENT CHECK DAMS
- PERMANENT SEDIMENT BASIN
- AGGREGATE DITCH
- PAVED DITCH
- ROCK OUTLET PROTECTION
- GABIONS
- SLOPE MATTRESS
- RETAINING WALLS
- SLOPE WALLS
- CONCRETE REVETMENT MATS
- LEVEL SPREADERS
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....

DESCRIBE HOW THE STRUCTURAL PRACTICES LISTED ABOVE WILL BE UTILIZED:

1. PERIMETER EROSION BARRIER - SILT FENCES WILL BE PLACED ALONG THE CONSTRUCTION LIMITS IN AN EFFORT TO CONTAIN SILT AND RUNOFF FROM LEAVING THE SITE.

CONSTRUCT AT BEGINNING OF CONSTRUCTION. REMOVE AT END OF CONSTRUCTION.

2. TEMPORARY DITCH CHECKS - THE LOCATION OF TEMPORARY DITCH CHECKS ARE SHOWN ON THE EROSION CONTROL PLAN SHEETS AND SCHEDULES.

TEMPORARY DITCH CHECKS SHALL BE LOCATED AT EVERY 1.5 FT. FALL/RISE IN DITCH GRADE.

TEMPORARY DITCH CHECKS, AGGREGATE USES GRADING NO. 3 - REMOVE AT END OF CONSTRUCTION.

STRAW BALES, HAY BALES, PERIMETER EROSION BARRIER AND SILT FENCE WILL NOT BE PERMITTED FOR TEMPORARY OR PERMANENT DITCH CHECKS. DITCH CHECKS SHALL BE COMPOSED OF AGGREGATE (IF SPECIFIED), ENVIROBERM, TRIANGULAR SILT DIKES, GEORIDGE AND ROLLED EXCELSTOR.

3. SLOPE WALLS - WILL BE CONSTRUCTED AT BOTH ABUTMENTS OF THE STRUCTURE TO MAINTAIN THE STEEP SLOPES.

AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, TEMPORARY DITCH CHECKS AND PERIMETER EROSION BARRIER SHALL BE INSTALLED AS CALLED OUT IN THIS PLAN AND DIRECTED BY THE ENGINEER.

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

FILE NAME =	USER NAME = owenbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SWPPP PLAN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
at:\pwork\pwork\owenbj\dms52558\p1n00606a.dgn	DRAWN -	REVISED -	809			67-1HBR	MONROE	14	30	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 76977							
PLOT DATE = 12/8/2009	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
SCALE:						SHEET NO. OF SHEETS STA. TO STA.				

Rev. 2-11-10

3. STORM WATER MANAGEMENT: PROVIDED BELOW IS A DESCRIPTION OF MEASURES THAT WILL BE INSTALLED DURING THE CONSTRUCTION PROCESS TO CONTROL POLLUTANTS IN STORM WATER DISCHARGES THAT WILL OCCUR AFTER CONSTRUCTION OPERATIONS HAVE BEEN COMPLETED. THE INSTALLATION OF THESE DEVICES MAY BE SUBJECT TO SECTION 404 OF THE CLEAN WATER ACT.

- a. SUCH PRACTICES MAY INCLUDE BUT ARE NOT LIMITED TO: STORM WATER DETENTION STRUCTURES (INCLUDING WET PONDS), STORM WATER RETENTION STRUCTURES, FLOW ATTENUATION BY USE OF OPEN VEGETATED SWALES AND NATURAL DEPRESSIONS, INFILTRATION OF RUNOFF ON SITE, AND SEQUENTIAL SYSTEMS (WHICH COMBINE SEVERAL PRACTICES). THE PRACTICES SELECTED FOR IMPLEMENTATION WERE DETERMINED ON THE BASIS OF THE TECHNICAL GUIDANCE IN SECTION 59-8 (EROSION AND SEDIMENT CONTROL) IN CHAPTER 59 (LANDSCAPE DESIGN AND EROSION CONTROL) OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION BUREAU OF DESIGN AND ENVIRONMENT MANUAL. IF PRACTICES OTHER THAN THOSE DISCUSSED IN SECTION 59-8 ARE SELECTED FOR IMPLEMENTATION OR IF PRACTICES ARE APPLIED TO SITUATIONS DIFFERENT FROM THOSE COVERED IN SECTION 59-8, THE TECHNICAL BASIS FOR SUCH DECISIONS WILL BE EXPLAINED BELOW.
- b. VELOCITY DISSIPATION DEVICES WILL BE PLACED AT DISCHARGE LOCATIONS AND ALONG THE LENGTH OF ANY OUTFALL CHANNEL AS NECESSARY TO PROVIDE A NON-EROSIVE VELOCITY FLOW FROM THE STRUCTURE TO A WATER COURSE SO THAT THE NATURAL PHYSICAL AND BIOLOGICAL CHARACTERISTICS AND FUNCTIONS ARE MAINTAINED AND PROTECTED (E.G. MAINTENANCE OF HYDROLOGIC CONDITIONS SUCH AS THE HYDROPERIOD AND HYDRODYNAMICS PRESENT PRIOR TO THE INITIATION OF CONSTRUCTION ACTIVITIES).

DESCRIPTION OF STORM WATER MANAGEMENT CONTROLS: N/A

4. OTHER CONTROLS:

- a. VEHICLE ENTRANCES AND EXITS - STABILIZED CONSTRUCTION ENTRANCES AND EXITS MUST BE CONSTRUCTED TO PREVENT TRACKING OF SEDIMENTS ONTO ROADWAYS.

THE CONTRACTOR WILL PROVIDE THE RESIDENT ENGINEER WITH A WRITTEN PLAN IDENTIFYING THE LOCATION OF STABILIZED ENTRANCES AND EXITS AND THE PROCEDURES (S)HE WILL USE TO CONSTRUCT AND MAINTAIN THEM.
- b. MATERIAL DELIVERY, STORAGE, AND USE - THE FOLLOWING BMPs SHALL BE IMPLEMENTED TO HELP PREVENT DISCHARGES OF CONSTRUCTION MATERIALS DURING DELIVERY, STORAGE, AND USE:
 - ALL PRODUCTS DELIVERED TO THE PROJECT SITE MUST BE PROPERLY LABELED.
 - WATER TIGHT SHIPPING CONTAINERS AND/OR SEMI TRAILERS SHALL BE USED TO STORE HAND TOOLS, SMALL PARTS, AND MOST CONSTRUCTION MATERIALS THAT CAN BE CARRIED BY HAND, SUCH AS PAINT CANS, SOLVENTS, AND GREASE.
 - A STORAGE/CONTAINMENT FACILITY SHOULD BE CHOSEN FOR LARGER ITEMS SUCH AS DRUMS AND ITEMS SHIPPED OR STORED ON PALLETS. SUCH MATERIAL IS TO BE COVERED BY A TIN ROOF OR LARGE SHEETS OF PLASTIC TO PREVENT PRECIPITATION FROM COMING IN CONTACT WITH THE PRODUCTS BEING STORED.
 - LARGE ITEMS SUCH AS LIGHT STANDS, FRAMING MATERIALS AND LUMBER SHALL BE STORED IN THE OPEN IN A GENERAL STORAGE AREA. SUCH MATERIAL SHALL BE ELEVATED WITH WOOD BLOCKS TO MINIMIZE CONTACT WITH STORM WATER RUNOFF.
 - SPILL CLEAN-UP MATERIALS, MATERIAL SAFETY DATA SHEETS, AN INVENTORY OF MATERIALS, AND EMERGENCY CONTACT NUMBERS SHALL BE MAINTAINED AND STORED IN ONE DESIGNATED AREA AND EACH CONTRACTOR IS TO INFORM HIS/HER EMPLOYEES AND THE RESIDENT ENGINEER OF THIS LOCATION.
- c. STOCKPILE MANAGEMENT - BMPs SHALL BE IMPLEMENTED TO REDUCE OR ELIMINATE POLLUTION OF STORM WATER FROM STOCKPILES OF SOIL AND PAVING MATERIALS SUCH AS BUT NOT LIMITED TO PORTLAND CEMENT CONCRETE RUBBLE, ASPHALT CONCRETE, ASPHALT CONCRETE RUBBLE, AGGREGATE BASE, AGGREGATE SUB BASE, AND PRE-MIXED AGGREGATE. THE FOLLOWING BMPs MAY BE CONSIDERED:
 - PERIMETER EROSION BARRIER
 - TEMPORARY SEEDING
 - TEMPORARY MULCH
 - PLASTIC COVERS
 - SOIL BINDERS
 - STORM DRAIN INLET PROTECTION

THE CONTRACTOR WILL PROVIDE THE RESIDENT ENGINEER WITH A WRITTEN PLAN OF THE PROCEDURES (S)HE WILL USE ON THE PROJECT AND HOW THEY WILL BE MAINTAINED.

- d. WASTE DISPOSAL. NO MATERIALS, INCLUDING BUILDING MATERIALS, SHALL BE DISCHARGED INTO WATERS OF THE STATE, EXCEPT AS AUTHORIZED BY A SECTION 404 PERMIT.
- e. THE PROVISIONS OF THIS PLAN SHALL ENSURE AND DEMONSTRATE COMPLIANCE WITH APPLICABLE STATE AND/OR LOCAL WASTE DISPOSAL, SANITARY SEWER OR SEPTIC SYSTEM REGULATIONS.
- f. THE CONTRACTOR SHALL PROVIDE A WRITTEN AND GRAPHIC PLAN TO THE RESIDENT ENGINEER IDENTIFYING WHERE EACH OF THE ABOVE AREAS WILL BE LOCATED AND HOW THEY ARE TO BE MANAGED.

5. APPROVED STATE OR LOCAL LAWS

THE MANAGEMENT PRACTICES, CONTROLS AND PROVISIONS CONTAINED IN THIS PLAN WILL BE IN ACCORDANCE WITH IDOT SPECIFICATIONS, WHICH ARE AT LEAST AS PROTECTIVE AS THE REQUIREMENTS CONTAINED IN THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY'S ILLINOIS URBAN MANUAL, 1995. PROCEDURES AND REQUIREMENTS SPECIFIED IN APPLICABLE SEDIMENT AND EROSION SITE PLANS OR STORM WATER MANAGEMENT PLANS APPROVED BY LOCAL OFFICIALS SHALL BE DESCRIBED OR INCORPORATED BY REFERENCE IN THE SPACE PROVIDED BELOW. REQUIREMENTS SPECIFIED IN SEDIMENT AND EROSION SITE PLANS, SITE PERMITS, STORM WATER MANAGEMENT SITE PLANS OR SITE PERMITS APPROVED BY LOCAL OFFICIALS THAT ARE APPLICABLE TO PROTECTING SURFACE WATER RESOURCES ARE, UPON SUBMITTAL OF AN NOI, TO BE AUTHORIZED TO DISCHARGE UNDER PERMIT ILR10 INCORPORATED BY REFERENCE AND ARE ENFORCEABLE UNDER THIS PERMIT EVEN IF THEY ARE NOT SPECIFICALLY INCLUDED IN THE PLAN.

DESCRIPTION OF PROCEDURES AND REQUIREMENTS SPECIFIED IN APPLICABLE SEDIMENT AND EROSION SITE PLANS OR STORM WATER MANAGEMENT PLANS APPROVED BY LOCAL OFFICIALS: N/A

III. MAINTENANCE:

THE FOLLOWING IS A DESCRIPTION OF PROCEDURES THAT WILL BE USED TO MAINTAIN, IN GOOD AND EFFECTIVE OPERATING CONDITIONS, THE VEGETATION, EROSION AND SEDIMENT CONTROL MEASURES AND OTHER PROTECTIVE MEASURES IDENTIFIED IN THIS PLAN.

- 1. SEEDING - ALL ERODIBLE BARE EARTH WILL BE TEMPORARILY SEEDED ON A WEEKLY BASIS TO MINIMIZE THE AMOUNT OF ERODIBLE SURFACE WITHIN THE CONTRACT LIMITS.
- 2. PERIMETER EROSION BARRIER - SEDIMENT WILL BE REMOVED IF THE INTEGRITY OF THE FENCING IS IN JEOPARDY AND ANY FENCING KNOCKED DOWN WILL BE REPAIRED IMMEDIATELY.
- 3. EROSION CONTROL BLANKET/MULCHING - ANY AREAS THAT FAIL WILL BE REPAIRED IMMEDIATELY.
- 4. DITCH CHECKS - SEDIMENT WILL BE REMOVED IF THE INTEGRITY OF THE DITCH CHECK IS IN JEOPARDY. ANY DITCH CHECKS WHICH FAIL WILL BE REPAIRED OR REPLACED IMMEDIATELY.

THE RESIDENT ENGINEER WILL PROVIDE MAINTENANCE GUIDES TO THE CONTRACTOR FOR THESE PRACTICES. ALL MAINTENANCE OF EROSION CONTROL SYSTEMS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR UNTIL CONSTRUCTION IS COMPLETE AND ACCEPTED BY IDOT AFTER FINAL INSPECTION. ALL LOCATIONS WHERE VEHICLES ENTER AND EXIT THE CONSTRUCTION SITE AND ALL OTHER AREAS SUBJECT TO EROSION SHOULD ALSO BE INSPECTED PERIODICALLY.

INSPECTION OF THESE AREAS SHALL BE MADE AT LEAST ONCE EVERY SEVEN DAYS AND WITHIN 24 HOURS OF THE END OF EACH 0.5 INCHES OR GREATER RAINFALL, OR AN EQUIVALENT SNOWFALL. THE PROJECT SHALL ADDITIONALLY BE INSPECTED BY THE CONSTRUCTION FIELD ENGINEER ON A BI-WEEKLY BASIS TO DETERMINE THAT EROSION CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.

THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE TEMPORARY EROSION CONTROL SYSTEM.

IV. INSPECTIONS

QUALIFIED PERSONNEL SHALL INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE WHICH HAVE NOT YET BEEN FINALLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES AND EQUIPMENT ENTER AND EXIT THE SITE. SUCH INSPECTIONS SHALL BE CONDUCTED AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCHES OR GREATER OR EQUIVALENT SNOWFALL.

A. DISTURBED AREAS, USE AREAS (STORAGE OF MATERIALS, STOCKPILES, MACHINE MAINTENANCE FUELING, ETC.), BORROW SITES, AND WASTE SITES SHALL BE INSPECTED FOR EVIDENCE OF, OR THE POTENTIAL FOR, POLLUTANTS ENTERING THE DRAINAGE SYSTEM. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. DISCHARGE LOCATIONS OR POINTS THAT ARE ACCESSIBLE, SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATERS. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF SITE SEDIMENT TRACKING.

B. BASED ON THE RESULTS OF THE INSPECTION, THE DESCRIPTION OF POTENTIAL POLLUTANT SOURCES IDENTIFIED IN SECTION I ABOVE AND POLLUTION PREVENTION MEASURES IDENTIFIED IN SECTION II ABOVE SHALL BE REVISED AS APPROPRIATE AS SOON AS PRACTICABLE AFTER SUCH INSPECTION. ANY CHANGES TO THIS PLAN RESULTING FROM THE REQUIRED INSPECTIONS SHALL BE IMPLEMENTED WITHIN 1/2 HOUR TO 1 WEEK BASED ON THE URGENCY OF THE SITUATION. THE RESIDENT ENGINEER WILL NOTIFY THE CONTRACTOR OF THE TIME REQUIRED TO IMPLEMENT SUCH ACTIONS THROUGH THE WEEKLY INSPECTION REPORT.

C. A REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S) AND QUALIFICATIONS OF PERSONNEL MAKING THE INSPECTION, THE DATE(S) OF THE INSPECTION, MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THIS STORM WATER POLLUTION PREVENTION PLAN, AND ACTIONS TAKEN IN ACCORDANCE WITH SECTION IV(B) SHALL BE MADE AND RETAINED AS PART OF THE PLAN FOR AT LEAST THREE (3) YEARS AFTER THE DATE OF THE INSPECTION. THE REPORT SHALL BE SIGNED IN ACCORDANCE WITH PART VI. G OF THE GENERAL PERMIT.

D. IF ANY VIOLATION OF THE PROVISIONS OF THIS PLAN IS IDENTIFIED DURING THE CONDUCT OF THE CONSTRUCTION WORK COVERED BY THIS PLAN, THE RESIDENT ENGINEER SHALL COMPLETE AND FILE AN "INCIDENCE OF NONCOMPLIANCE" (ION) REPORT FOR THE IDENTIFIED VIOLATION. THE RESIDENT ENGINEER SHALL USE FORMS PROVIDED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY AND SHALL INCLUDE SPECIFIC INFORMATION ON THE CAUSE OF NONCOMPLIANCE, ACTIONS WHICH WERE TAKEN TO PREVENT ANY FURTHER CAUSES OF NONCOMPLIANCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE. ALL REPORTS OF NONCOMPLIANCE SHALL BE SIGNED BY A RESPONSIBLE AUTHORITY IN ACCORDANCE WITH PART VI. G OF THE GENERAL PERMIT. THE INCIDENCE OF NONCOMPLIANCE SHALL BE MAILED TO THE FOLLOWING ADDRESS:

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
DIVISION OF WATER POLLUTION CONTROL
ATTN: COMPLIANCE ASSURANCE SECTION
1021 NORTH GRAND EAST
POST OFFICE BOX 19276
SPRINGFIELD, ILLINOIS 62794-9276

V. NON-STORM WATER DISCHARGES:

EXCEPT FOR FLOWS FROM FIRE FIGHTING ACTIVITIES, SOURCES OF NON-STORM WATER THAT IS COMBINED WITH STORM WATER DISCHARGES ASSOCIATED WITH THE INDUSTRIAL ACTIVITY ADDRESSED IN THIS PLAN MUST BE DESCRIBED BELOW. APPROPRIATE POLLUTION PREVENTION MEASURES, AS DESCRIBED BELOW, WILL BE IMPLEMENTED FOR THE NON-STORM WATER COMPONENT(S) OF THE DISCHARGE.

A. SPILL PREVENTION AND CONTROL - BMPs SHALL BE IMPLEMENTED TO CONTAIN AND CLEAN-UP SPILLS AND PREVENT MATERIAL DISCHARGES TO THE STORM DRAIN SYSTEM. THE CONTRACTOR SHALL PRODUCE A WRITTEN PLAN STATING HOW HIS/HER COMPANY WILL PREVENT, REPORT, AND CLEAN UP SPILLS AND PROVIDE A COPY TO ALL OF HIS/HER EMPLOYEES AND THE RESIDENT ENGINEER. THE CONTRACTOR SHALL NOTIFY ALL OF HIS/HER EMPLOYEES ON THE PROPER PROTOCOL FOR REPORTING SPILLS. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER OF ANY SPILLS IMMEDIATELY.

B. CONCRETE RESIDUALS AND WASHOUT WASTES - THE FOLLOWING BMPs SHALL BE IMPLEMENTED TO CONTROL RESIDUAL CONCRETE, CONCRETE SEDIMENTS, AND RINSE WATER:

- 1. TEMPORARY CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED FOR RINSING OUT CONCRETE TRUCKS. SIGNS SHALL BE INSTALLED DIRECTING CONCRETE TRUCK DRIVERS WHERE DESIGNATED WASHOUT FACILITIES ARE LOCATED.
- 2. THE CONTRACTOR SHALL HAVE THE LOCATION OF TEMPORARY CONCRETE WASHOUT FACILITIES APPROVED BY THE RESIDENT ENGINEER.
- 3. ALL TEMPORARY CONCRETE WASHOUT FACILITIES ARE TO BE INSPECTED BY THE CONTRACTOR AFTER EACH USE AND ALL SPILLS MUST BE REPORTED TO THE RESIDENT ENGINEER AND CLEANED UP IMMEDIATELY.
- 4. CONCRETE WASTE SOLIDS/LIQUIDS SHALL BE DISPOSED OF PROPERLY.

C. LITTER MANAGEMENT - A PROPER NUMBER OF DUMPSTERS SHALL BE PROVIDED ON SITE TO HANDLE DEBRIS AND LITTER ASSOCIATED WITH THE PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING HIS/HER EMPLOYEES PLACE ALL LITTER INCLUDING MARKING PAINT CANS, SODA CANS, FOOD WRAPPERS, WOOD LATHE, MARKING RIBBON, CONSTRUCTION STRING, AND ALL OTHER CONSTRUCTION RELATED LITTER IN THE PROPER DUMPSTERS.

D. VEHICLE AND EQUIPMENT CLEANING - VEHICLES AND EQUIPMENT ARE TO BE CLEANED IN DESIGNATED AREAS ONLY, PREFERABLY OFF SITE.

E. VEHICLE AND EQUIPMENT FUELING - A VARIETY OF BMPs CAN BE IMPLEMENTED DURING FUELING OF VEHICLES AND EQUIPMENT TO PREVENT POLLUTION. THE CONTRACTOR SHALL INFORM THE RESIDENT ENGINEER AS TO WHICH BMPs WILL BE USED ON THE PROJECT. THE CONTRACTOR SHALL INFORM THE RESIDENT ENGINEER HOW (S)HE WILL BE INFORMING HIS/HER EMPLOYEES OF THESE BMPs (I.E. SIGNS, TRAINING, ETC.). BELOW ARE A FEW EXAMPLES OF THESE BMPs:

- 1. CONTAINMENT
- 2. SPILL PREVENTION AND CONTROL
- 3. USE OF DRIP PANS AND ABSORBENTS
- 4. AUTOMATIC SHUT-OFF NOZZLES
- 5. TOPPING OFF RESTRICTIONS
- 6. LEAK INSPECTION AND REPAIR

F. VEHICLE AND EQUIPMENT MAINTENANCE - ON SITE MAINTENANCE MUST BE PERFORMED IN ACCORDANCE WITH ALL ENVIRONMENTAL LAWS SUCH AS PROPER STORAGE AND NO DUMPING OF OLD ENGINE OIL OR OTHER FLUIDS ON SITE.

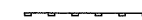
VI. FAILURE TO COMPLY:

FAILURE TO COMPLY WITH ANY PROVISIONS OF THIS STORM WATER POLLUTION PREVENTION PLAN WILL RESULT IN THE IMPLEMENTATION OF AN EROSION AND SEDIMENT CONTROL DEFICIENCY DEDUCTION AGAINST THE CONTRACTOR AND/OR PENALTIES UNDER THE NPDES PERMIT WHICH COULD BE PASSED ONTO THE CONTRACTOR.

LEGEND



TEMPORARY DITCH CHECK - ROLLED EXCELSIOR, SILT WEDGES/PANELS



PERIMETER EROSION BARRIER - SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER

FILE NAME =	USER NAME = oewbnj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SWPPP PLAN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 50.0000' / 1"	CHECKED -	REVISED -	CONTRACT NO. 76977							
PLOT DATE = 12/10/2009	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
SCALE:						SHEET NO.	OF	SHEETS	STA.	TO STA.

TEMPORARY DITCH CHECK SCHEDULE

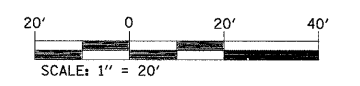
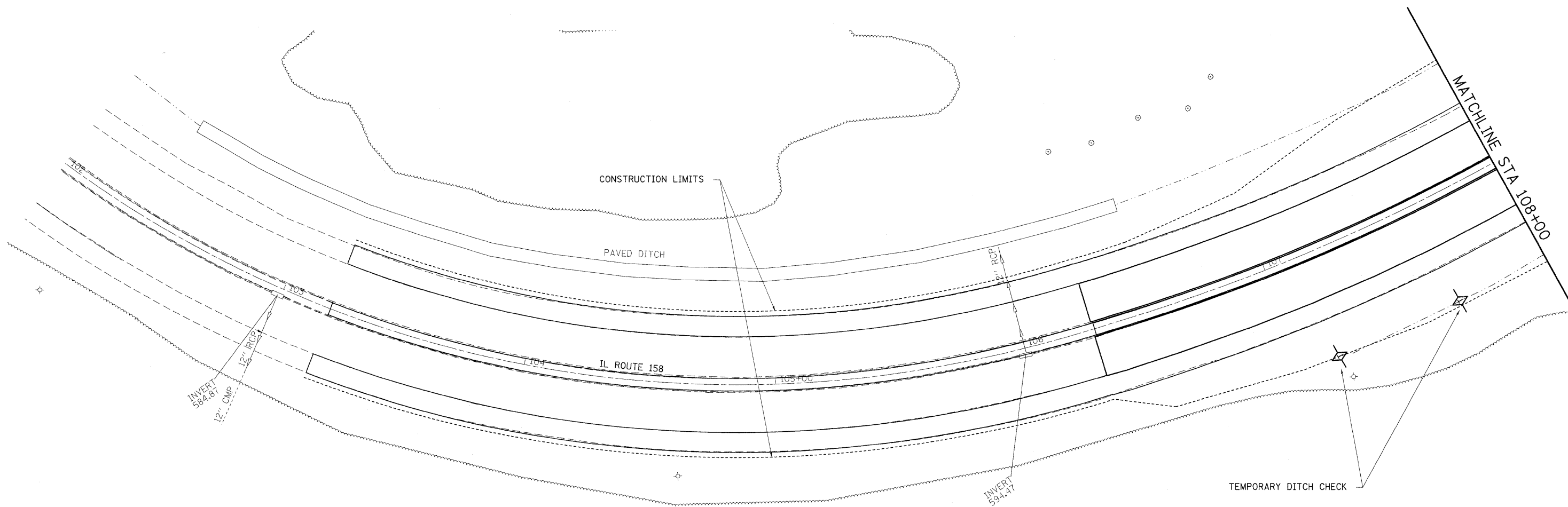
LOCATION	RIGHT OR LEFT	TEMPORARY DITCH CHECK FOOT
STA 103+00		
STA 106+00		
STA 107+15	RT	17
STA 107+70	RT	17
STA 108+10	RT	17
STA 108+15	LT	17
STA 108+90	RT	15
STA 109+00		
STA 109+00	LT	17
STA 112+50		
STA 114+00		
STA 115+00		
STA 117+18		
STA 120+17		
STA 123+17		
STA 125+17		
TOTAL		100

SEEDING SCHEDULE

LOCATION	TEMPORARY EROSION CONTROL SEEDING		SEEDING, CLASS 2		MULCH METHOD 2		NITROGEN FERTILIZER		PHOSPHORUS FERTILIZER		POTASSIUM FERTILIZER	
	STAGE 1	STAGE 2	STAGE 1	STAGE 2	STAGE 1	STAGE 2	STAGE 1	STAGE 2	STAGE 1	STAGE 2	STAGE 1	STAGE 2
STATION TO STATION	POUND	POUND	ACRE	ACRE	ACRE	ACRE	POUND	POUND	POUND	POUND	POUND	POUND
STA 106+29 TO STA 107+00	0.25	2.59	0.003	0.026	0.003	0.026	0.3	2.6	0.3	2.6	0.3	2.6
STA 107+00 TO STA 108+00	3.07	4.44	0.031	0.044	0.031	0.044	3.0	4.4	3.0	4.4	3.0	4.4
STA 108+00 TO STA 109+00	4.58	4.55	0.046	0.046	0.046	0.046	4.5	4.5	4.5	4.5	4.5	4.5
STA 109+00 TO STA 110+03	7.93	7.32	0.079	0.073	0.079	0.073	7.9	7.2	7.9	7.2	7.9	7.2
STRUCTURE												
STA 111+94 TO STA 113+00	13.92	9.72	0.139	0.097	0.139	0.097	13.8	9.6	13.8	9.6	13.8	9.6
STA 113+00 TO STA 114+00	6.33	3.02	0.063	0.030	0.063	0.030	6.3	3.0	6.3	3.0	6.3	3.0
STA 114+00 TO STA 115+00	0.39	1.49	0.004	0.015	0.004	0.015	0.4	1.5	0.4	1.5	0.4	1.5
STA 115+00 TO STA 116+00		1.12		0.011		0.011		1.1		1.1		1.1
STA 116+00 TO STA 117+00		1.68		0.017		0.017		1.7		1.7		1.7
STA 117+00 TO STA 118+00		3.20		0.032		0.032		3.2		3.2		3.2
STA 118+00 TO STA 119+00		4.34		0.043		0.043		4.3		4.3		4.3
STA 119+00 TO STA 120+00		4.05		0.041		0.041		4.0		4.0		4.0
STA 120+00 TO STA 121+00		3.84		0.038		0.038		3.8		3.8		3.8
STA 121+00 TO STA 122+00		3.83		0.038		0.038		3.8		3.8		3.8
STA 122+00 TO STA 123+00		4.34		0.043		0.043		4.3		4.3		4.3
STA 123+00 TO STA 124+00		4.56		0.046		0.046		4.5		4.5		4.5
STA 124+00 TO STA 125+00		2.38		0.024		0.024		2.4		2.4		2.4
STA 125+00 TO STA 126+00		2.77		0.028		0.028		2.7		2.7		2.7
STA 126+00 TO STA 127+00		2.97		0.030		0.030		2.9		2.9		2.9
STA 127+00 TO STA 128+00		2.72		0.027		0.027		2.7		2.7		2.7
STA 128+00 TO STA 129+00		1.83		0.018		0.018		1.8		1.8		1.8
TOTAL	36.47	76.78	0.36	0.77	0.36	0.77	36.1	76.0	36.1	76.0	36.1	76.0
ROUNDING		125		1.25		1.25		112		112		112

PERIMETER BARRIER SCHEDULE

LOCATION	RIGHT OR LEFT	PERIMETER EROSION BARRIER FOOT
STA 112+40 TO STA 114+00	LT	156.4
STA 112+00 TO STA 114+00	RT	235.7
STA 114+00 TO STA 119+30	LT	527.8
STA 114+00 TO STA 119+00	RT	557.0
STA 119+00 TO STA 120+00	RT	96.8
STA 120+00 TO STA 124+20	RT	416.3
TOTAL		1990



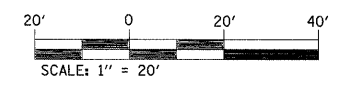
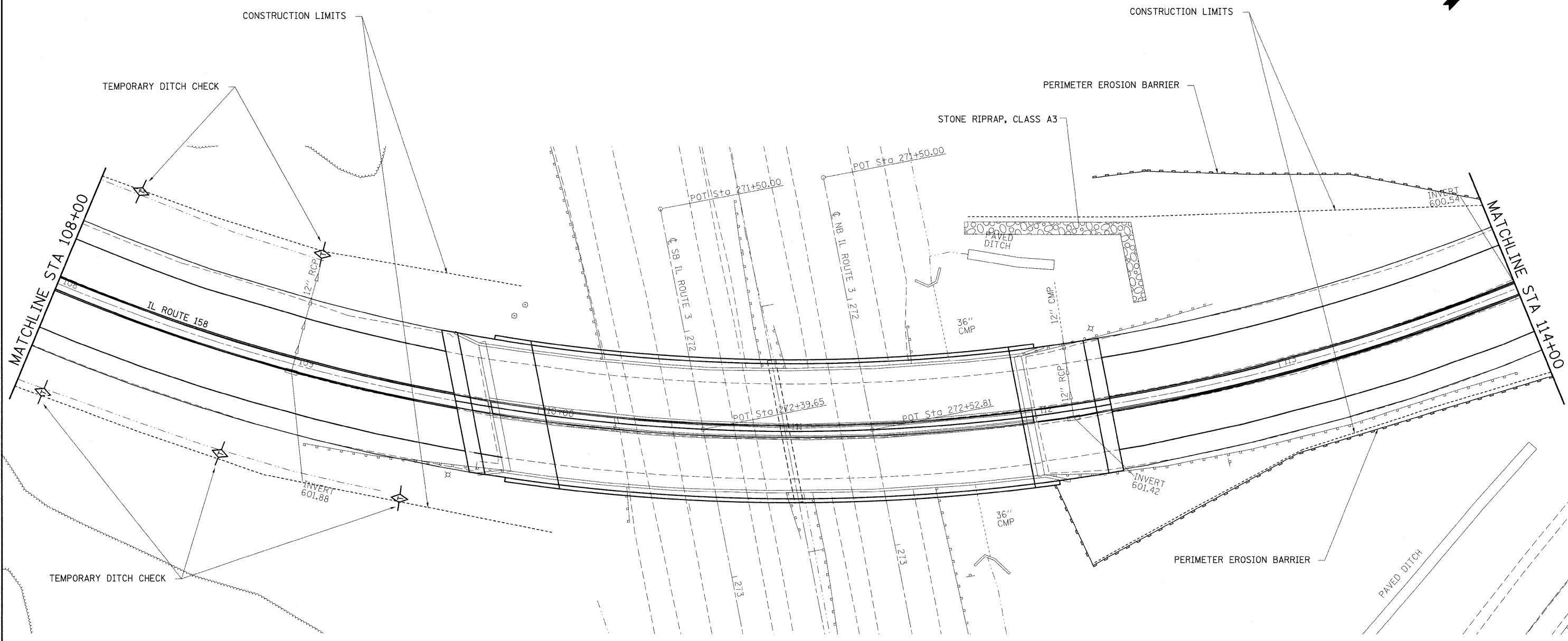
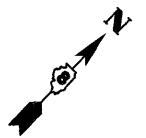
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	PLDT DATE = 12/10/2009	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL PLAN

SCALE: SHEET NO. OF SHEETS STA. 51+00 TO STA. 57+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
809	67-1HBR	MONROE	144	39
CONTRACT NO. 76977				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



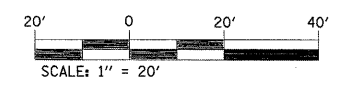
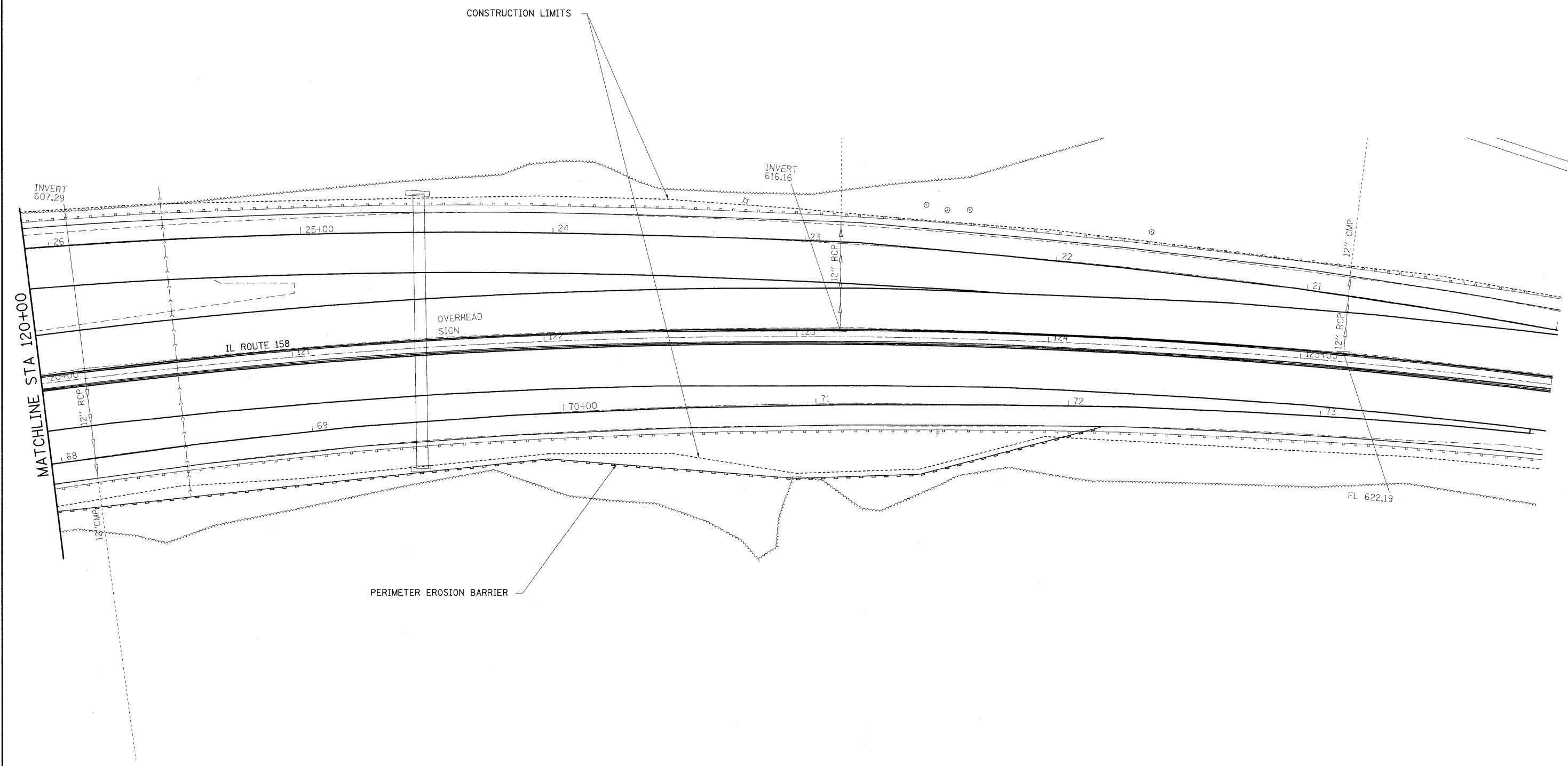
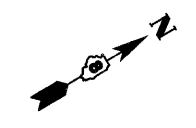
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL PLAN

SCALE: SHEET NO. OF SHEETS STA. 57+00 TO STA. 63+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
809	67-1HBR	MONROE	144	40
CONTRACT NO. 76977				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = cwenbj	DESIGNED -	REVISED -
c:\pwork\pwork\cwenbj\dms52558\p1n020206a.dgn		DRAWN -	REVISED -
PLOT SCALE = 20.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 12/10/2009		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL PLAN

SCALE: SHEET NO. OF SHEETS STA. 57+00 TO STA. 63+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
809	67-1HBR	MONROE	144	42
CONTRACT NO. 76977				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



EXIST. CURVE C32
 PI STA. = 103+66.07
 $\Delta = 53^\circ 08' 58''$ (LT)
 $D = 12^\circ 47' 27''$
 $R = 447.94'$
 $T = 224.07'$
 $L = 415.53'$
 $E = 52.91'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 $P.C. \text{ STA.} = 101+42.00$
 $P.T. \text{ STA.} = 105+57.53$

COMBINATION CURB & GUTTER REMOVAL

EXISTING MEDIAN REMOVAL

CONSTRUCTION LIMITS

MATCHLINE STA 108+00

PAVED SHOULDER REMOVAL

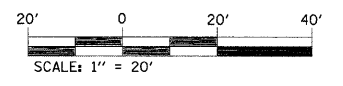
PAVED DITCH

IL ROUTE 158

PAVEMENT REMOVAL - 1140 SQ YDS
 (10" HMA BASE COURSE PLACED IN MEDIAN
 FOR CROSS-OVER TRAFFIC TO BE REMOVED.)

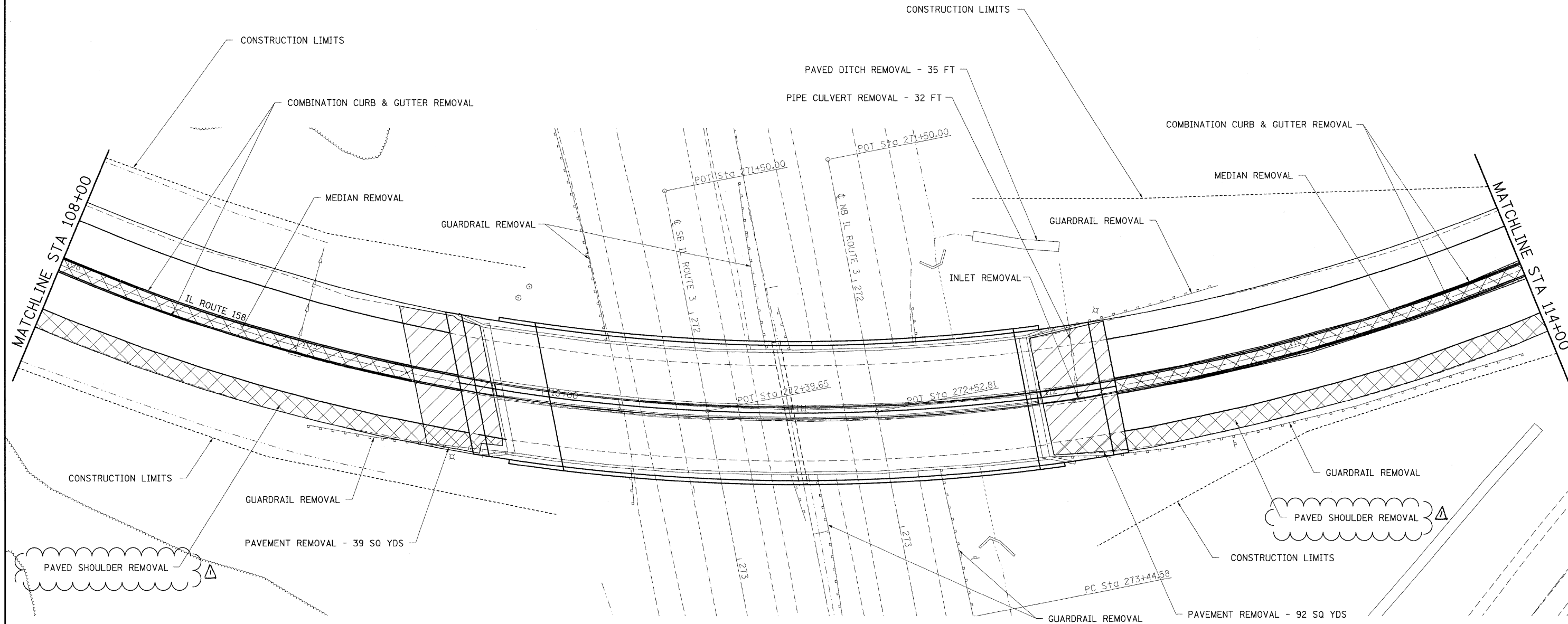
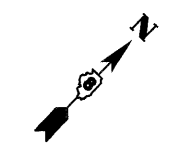
EXIST. CURVE C31
 PI STA. = 105+92.77
 $\Delta = 7^\circ 41' 25''$ (LT)
 $D = 10^\circ 55' 35''$
 $R = 524.38'$
 $T = 35.24'$
 $L = 70.38'$
 $E = 1.18'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 $P.C. \text{ STA.} = 105+57.53$
 $P.T. \text{ STA.} = 106+27.91$

NOTE: "PAVED SHOULDER REMOVAL" REMOVES EXISTING SHOULDER FOR PLACEMENT OF 11" HMA BASE COURSE FOR STAGE CONSTRUCTION TRAFFIC.
 STAGE I REMOVE TO EXISTING STRUCTURE: STA 103+20 TO STA 109+80 RIGHT
 STAGE II ONLY REMOVE AREA IN CONFLICT: STA 103+20 TO STA 107+00 LEFT



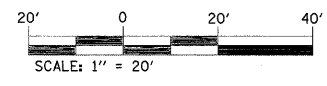
FILE NAME =	USER NAME = owenbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVAL PLAN			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pwwork\pwidot\owenbj\dms52558\p1n0665a.dgn	PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISED -					809	67-1HBR	MONROE	144	43
PLOT DATE = 2/9/2010	DATE -	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 76977				
		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

Rev. 2-11-10



EXIST. CURVE C1
 PI STA. = 111+08.40
 $\Delta = 63^\circ 00' 04''$ (LT)
 $D = 7^\circ 30' 12''$
 $R = 763.60'$
 $T = 467.95'$
 $L = 839.64'$
 $E = 131.98'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 106+40.46
 P.T. STA. = 114+80.10

NOTE: "PAVED SHOULDER REMOVAL" REMOVES EXISTING SHOULDER FOR PLACEMENT OF 11" HMA BASE COURSE FOR STAGE CONSTRUCTION TRAFFIC.
 STAGE I REMOVE TO EXISTING STRUCTURE: STA 103+20 TO STA 109+80 RIGHT
 STA 112+00 TO STA 116+50 RIGHT



Rev. 2-11-10

FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -
ct:\pw_work\XPWIDOT\OWENB\J\dms52558\p1n0606a.dgn		DRAWN -	REVISED -
PLOT SCALE = 20.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 2/9/2010		DATE -	REVISED -

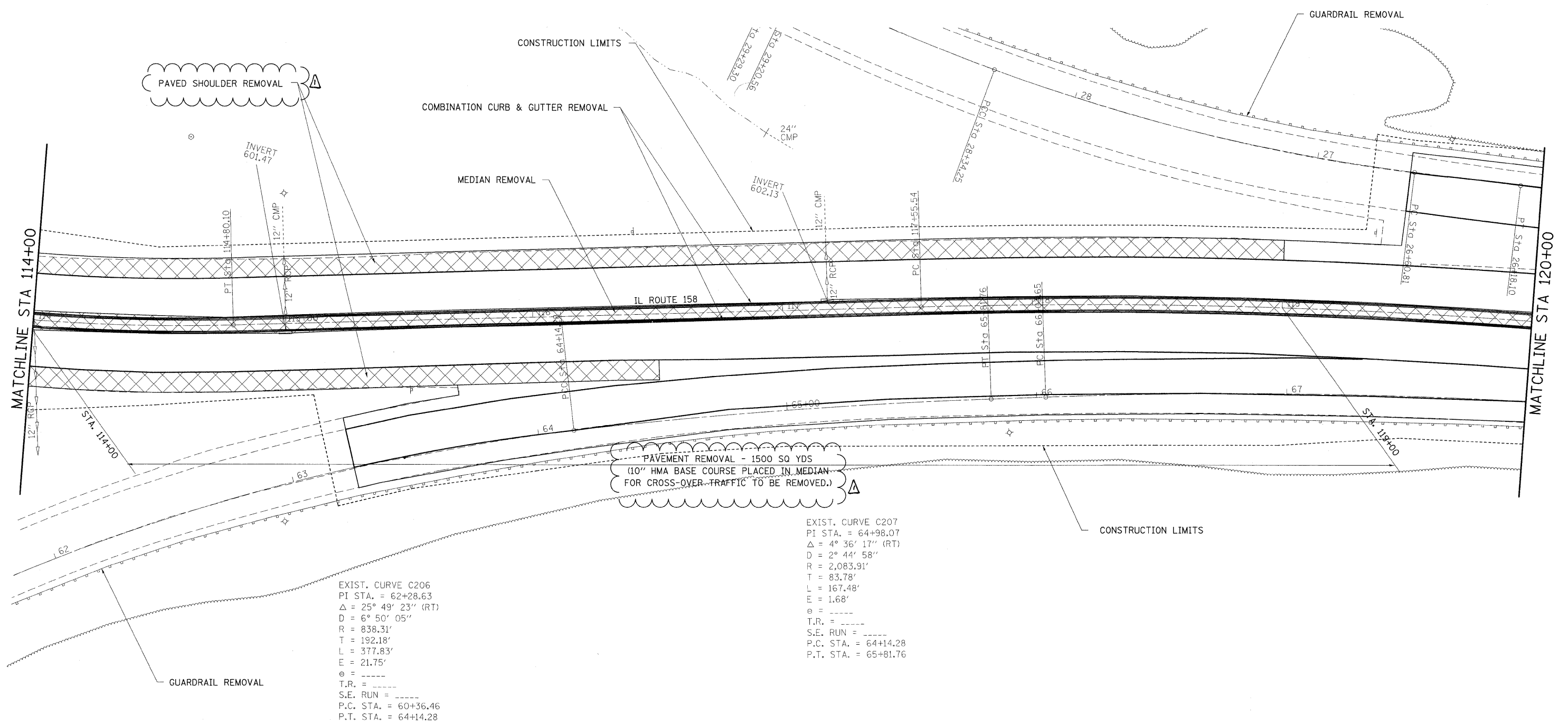
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
809	67-1HBR	MONROE	144	44
CONTRACT NO. 76977				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

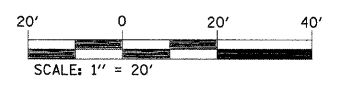
EXIST. CURVE C108
 PI STA. = 27+47.92
 $\Delta = 13^\circ 18' 44''$ (RT)
 $D = 7^\circ 40' 32''$
 $R = 746.46'$
 $T = 87.11'$
 $L = 173.43'$
 $E = 5.07'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 $P.C. \text{ STA.} = 26+60.81$
 $P.T. \text{ STA.} = 28+34.25$



EXIST. CURVE C206
 PI STA. = 62+28.63
 $\Delta = 25^\circ 49' 23''$ (RT)
 $D = 6^\circ 50' 05''$
 $R = 838.31'$
 $T = 192.18'$
 $L = 377.83'$
 $E = 21.75'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 $P.C. \text{ STA.} = 60+36.46$
 $P.T. \text{ STA.} = 64+14.28$

EXIST. CURVE C207
 PI STA. = 64+98.07
 $\Delta = 4^\circ 36' 17''$ (RT)
 $D = 2^\circ 44' 58''$
 $R = 2,083.91'$
 $T = 83.78'$
 $L = 167.48'$
 $E = 1.68'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 $P.C. \text{ STA.} = 64+14.28$
 $P.T. \text{ STA.} = 65+81.76$

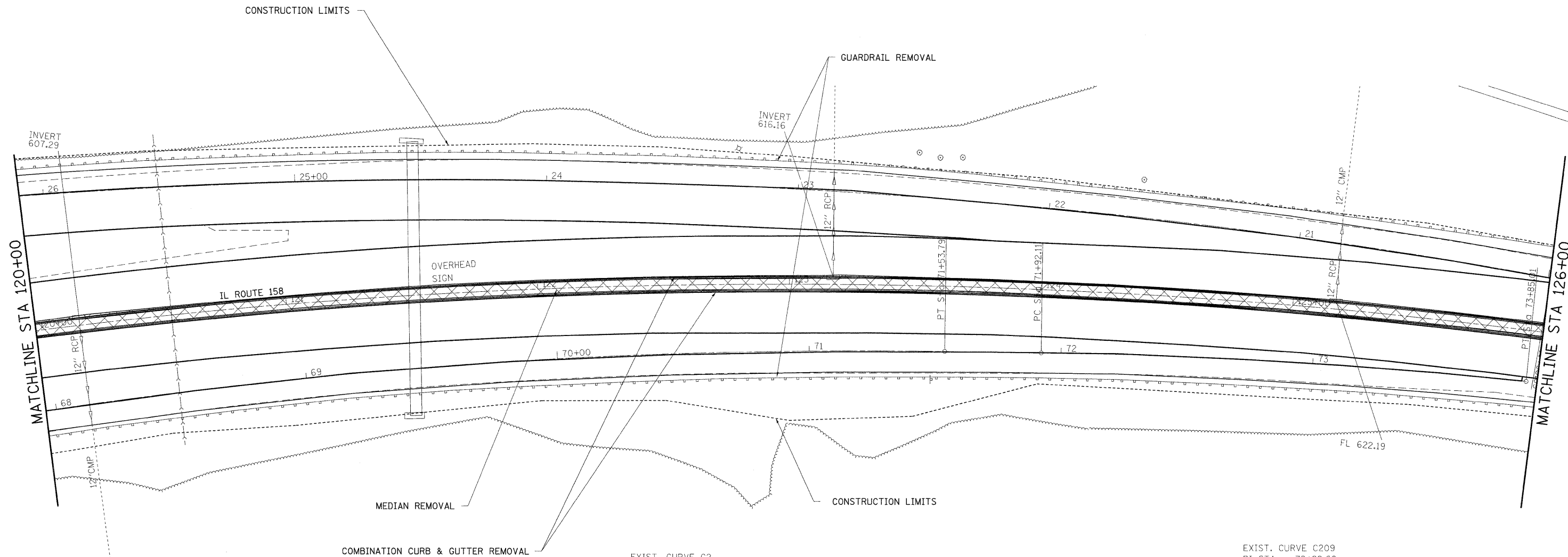
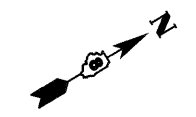
NOTE: "PAVED SHOULDER REMOVAL" REMOVES EXISTING SHOULDER FOR PLACEMENT OF 11" HMA BASE COURSE FOR STAGE CONSTRUCTION TRAFFIC.
 STAGE I REMOVE TO EXISTING STRUCTURE: STA 112+00 TO STA 116+50 RIGHT
 STAGE II ONLY REMOVE AREA IN CONFLICT: STA 114+00 TO STA 119+00 LEFT



Rev 2-11-10

FILE NAME =	USER NAME = owarbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVAL PLAN			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\pwi\dot\owarbj\dms52558\p1n000000.dgn		DRAWN -	REVISED -					809	67-1HBR	MONROE	144	45
PLOT SCALE = 20.0000' / IN.		CHECKED -	REVISED -					CONTRACT NO. 76977				
PLOT DATE = 2/8/2010		DATE -	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.			

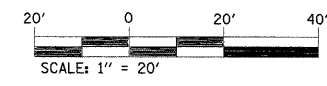
EXIST. CURVE C109
 PI STA. = 23+10.16
 $\Delta = 14^\circ 37' 28''$ (LT)
 $D = 2^\circ 21' 42''$
 $R = 2,426.18'$
 $T = 311.33'$
 $L = 619.27'$
 $E = 19.89'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 19+98.83
 P.T. STA. = 26+18.10



EXIST. CURVE C208
 PI STA. = 68+80.14
 $\Delta = 14^\circ 13' 45''$ (RT)
 $D = 2^\circ 35' 11''$
 $R = 2,215.22'$
 $T = 276.49'$
 $L = 550.14'$
 $E = 17.19'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 66+03.65
 P.T. STA. = 71+53.79

EXIST. CURVE C2
 PI STA. = 123+50.42
 $\Delta = 27^\circ 50' 31''$ (RT)
 $D = 2^\circ 23' 14''$
 $R = 2,400.00'$
 $T = 594.87'$
 $L = 1,166.24'$
 $E = 72.62'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 117+55.54
 P.T. STA. = 129+21.79

EXIST. CURVE C209
 PI STA. = 72+88.62
 $\Delta = 4^\circ 54' 50''$ (RT)
 $D = 2^\circ 32' 51''$
 $R = 2,249.13'$
 $T = 96.51'$
 $L = 192.90'$
 $E = 2.07'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 71+92.11
 P.T. STA. = 73+85.01



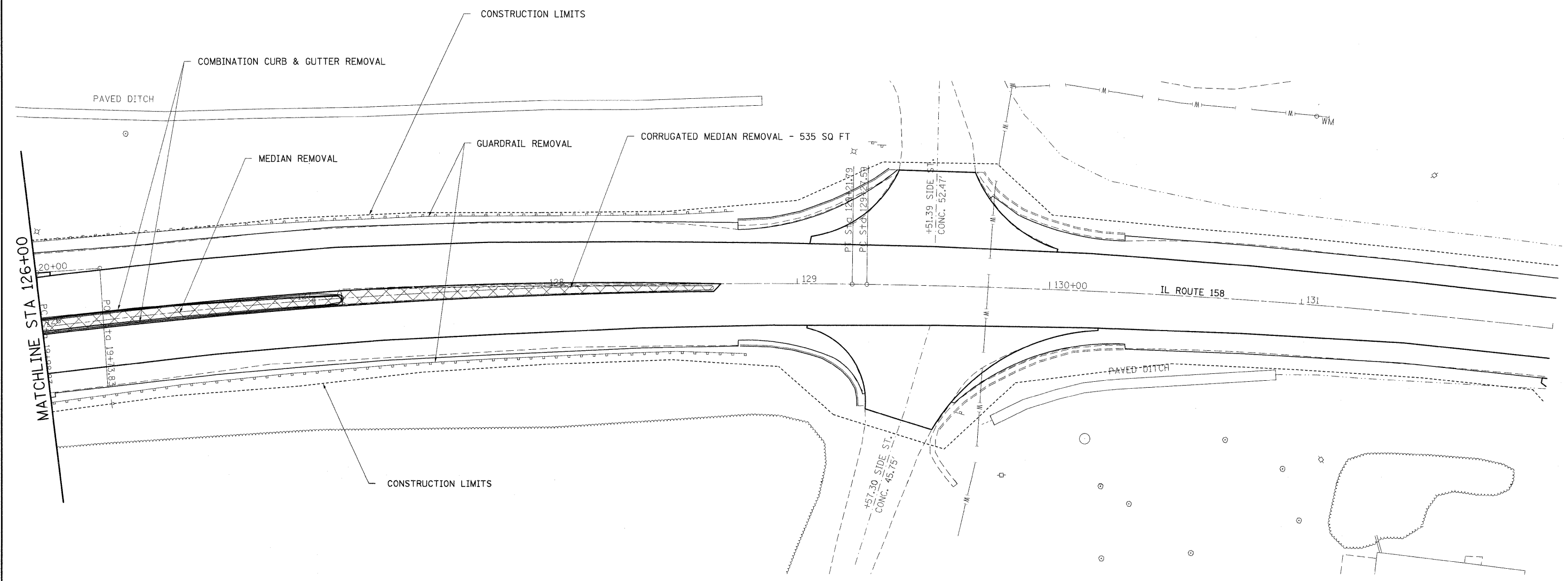
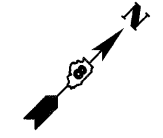
FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -
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PLOT SCALE = 20.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 12/10/2009		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN

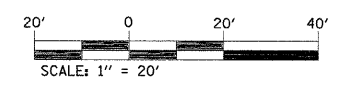
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
809	67-1HBR	MONROE	144	46
CONTRACT NO. 76977				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



EXIST. CURVE C3
 PI STA. = 131+09.57
 $\Delta = 7^\circ 34' 20''$ (RT)
 D = $2^\circ 05' 01''$
 R = 2,750.00'
 T = 181.98'
 L = 363.44'
 E = 6.01'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 129+27.59
 P.T. STA. = 132+91.03

EXIST. CURVE C4
 PI STA. = 135+71.24
 $\Delta = 7^\circ 49' 10''$ (RT)
 D = $1^\circ 23' 51''$
 R = 4,100.00'
 T = 280.21'
 L = 559.56'
 E = 9.56'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 132+91.03
 P.T. STA. = 138+50.58



FILE NAME =	USER NAME = owenbj	DESIGNED -	REVISED -
cr:\pa_work\pwidot\owenbj\dms52558\pin80886.dgn		DRAWN -	REVISED -
PLOT SCALE = 20.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 12/10/2009		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN

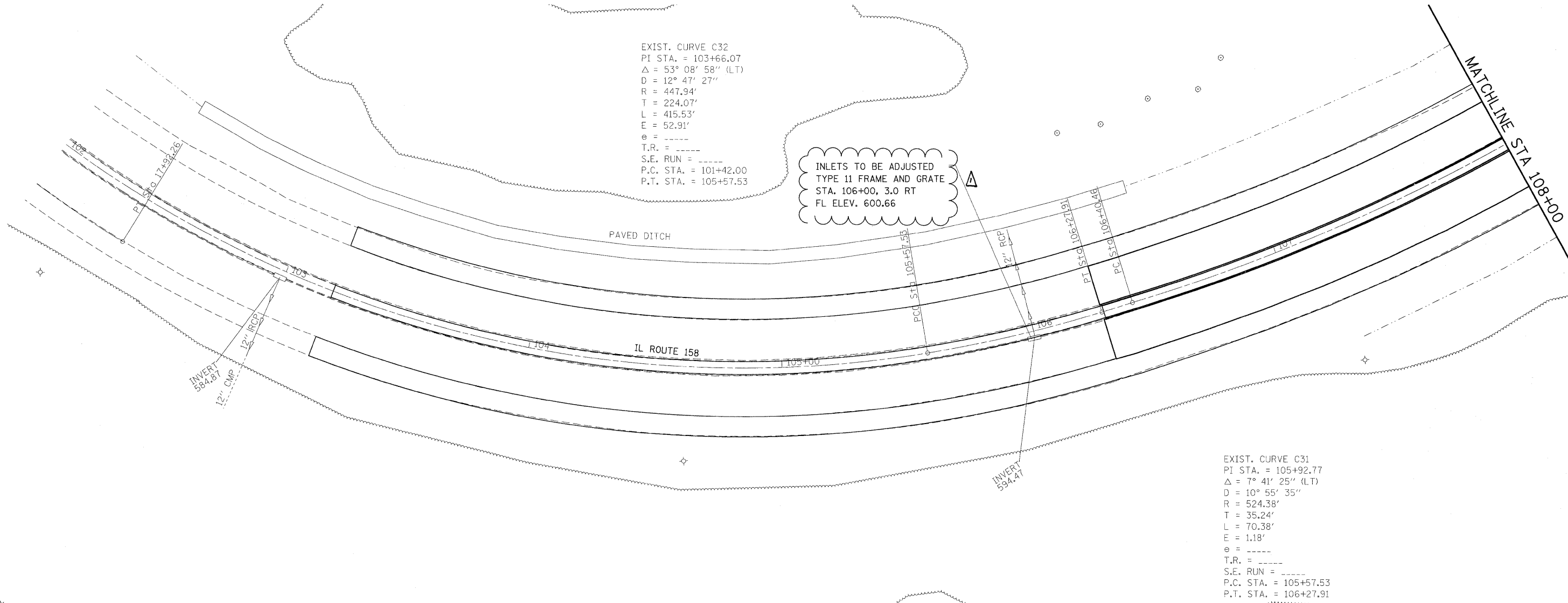
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
809	67-1HBR	MONROE	144	47
CONTRACT NO. 76977				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



EXIST. CURVE C32
 PI STA. = 103+66.07
 $\Delta = 53^\circ 08' 58''$ (LT)
 $D = 12^\circ 47' 27''$
 $R = 447.94'$
 $T = 224.07'$
 $L = 415.53'$
 $E = 52.91'$
 $e = \text{-----}$
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 101+42.00
 P.T. STA. = 105+57.53

INLETS TO BE ADJUSTED
 TYPE 11 FRAME AND GRATE
 STA. 106+00, 3.0 RT
 FL ELEV. 600.66



EXIST. CURVE C31
 PI STA. = 105+92.77
 $\Delta = 7^\circ 41' 25''$ (LT)
 $D = 10^\circ 55' 35''$
 $R = 524.38'$
 $T = 35.24'$
 $L = 70.38'$
 $E = 1.18'$
 $e = \text{-----}$
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 105+57.53
 P.T. STA. = 106+27.91

MATCHLINE STA 108+00

FILE NAME =	USER NAME = owenb.j	DESIGNED -	REVISED -
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PLOT SCALE = 20,0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 2/5/2010		DATE -	REVISED -

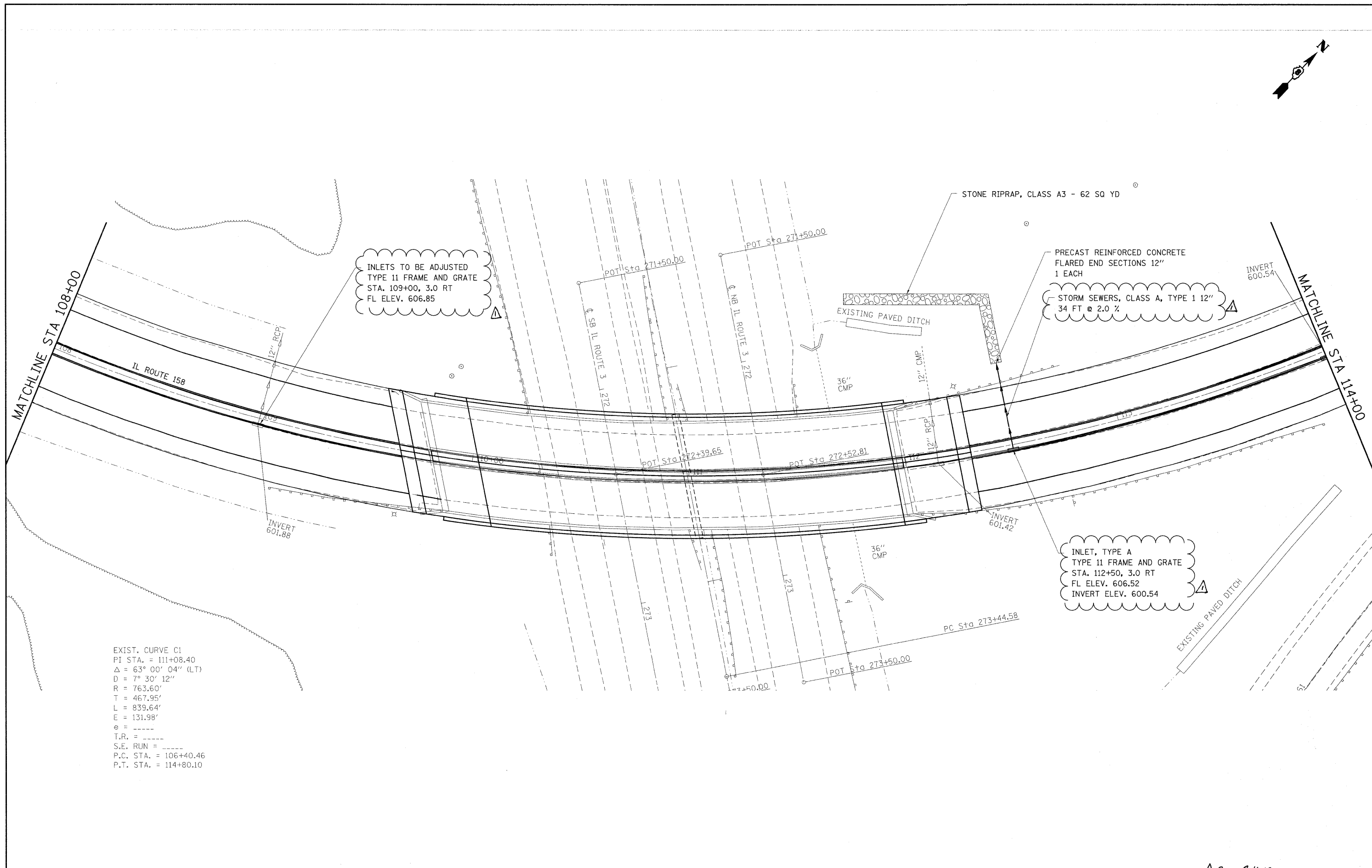
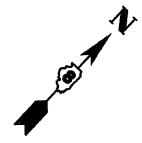
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DRAINAGE PLAN

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

Rev. 2-11-10

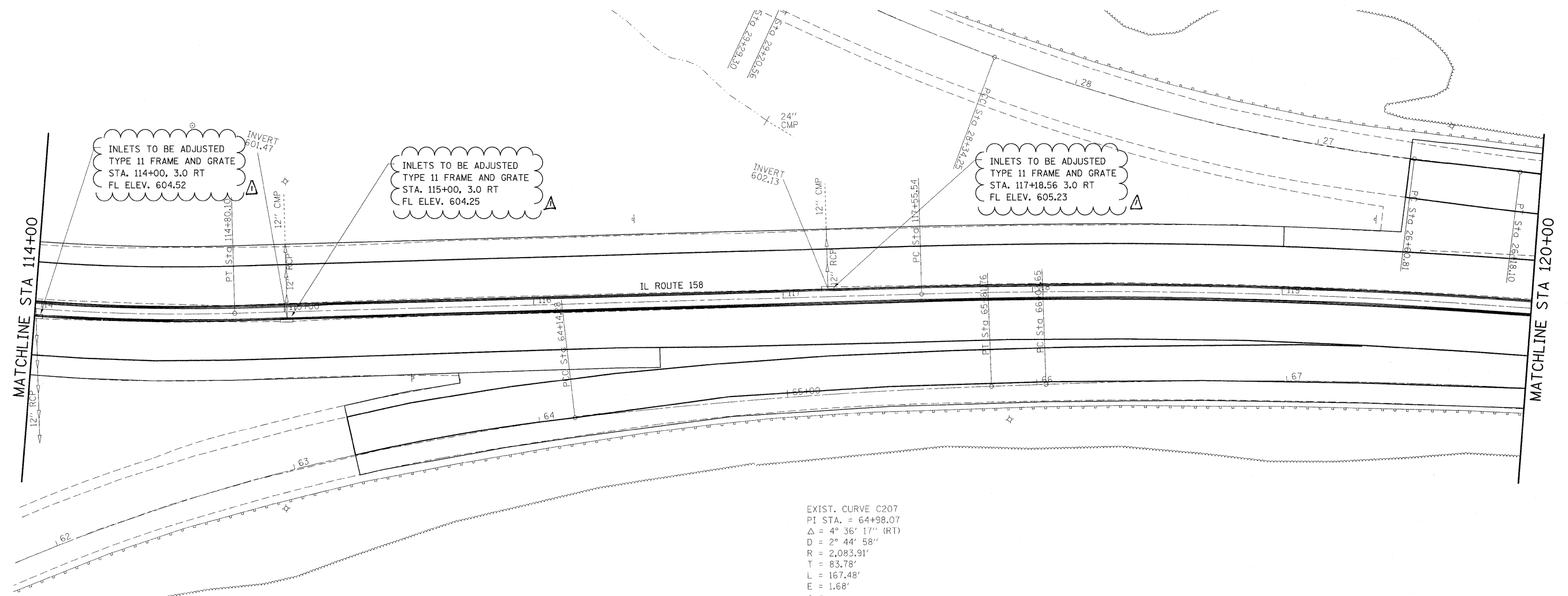
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
809	67-1HBR	MONROE	144	48
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76977	



FILE NAME =	USER NAME = owenbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE PLAN			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwwork\pwwork\owenbj\dms52558\pin00086a.dgn	PLOT SCALE = 20,0000' / IN.	DRAWN -	REVISED -					809	67-1HBR	MONROE	144	49
PLOT DATE = 2/5/2010	DATE -	CHECKED -	REVISED -					CONTRACT NO. 76977				
								FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.			

Rev. 2-11-10

EXIST. CURVE C108
 PI STA. = 27+47.92
 $\Delta = 13^\circ 18' 44''$ (RT)
 $D = 7^\circ 40' 32''$
 $R = 746.46'$
 $T = 87.11'$
 $L = 173.43'$
 $E = 5.07'$
 $e = \text{-----}$
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 26+60.81
 P.T. STA. = 28+34.25



INLETS TO BE ADJUSTED
 TYPE 11 FRAME AND GRATE
 STA. 114+00, 3.0 RT
 FL ELEV. 604.52

INLETS TO BE ADJUSTED
 TYPE 11 FRAME AND GRATE
 STA. 115+00, 3.0 RT
 FL ELEV. 604.25

INLETS TO BE ADJUSTED
 TYPE 11 FRAME AND GRATE
 STA. 117+18.56 3.0 RT
 FL ELEV. 605.23

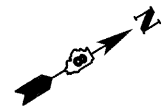
EXIST. CURVE C206
 PI STA. = 62+28.63
 $\Delta = 25^\circ 49' 23''$ (RT)
 $D = 6^\circ 50' 05''$
 $R = 838.31'$
 $T = 192.18'$
 $L = 377.83'$
 $E = 21.75'$
 $e = \text{-----}$
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 60+36.46
 P.T. STA. = 64+14.28

EXIST. CURVE C207
 PI STA. = 64+98.07
 $\Delta = 4^\circ 36' 17''$ (RT)
 $D = 2^\circ 44' 58''$
 $R = 2,083.91'$
 $T = 83.78'$
 $L = 167.48'$
 $E = 1.68'$
 $e = \text{-----}$
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 64+14.28
 P.T. STA. = 65+81.76

FILE NAME =	USER NAME = owenbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE PLAN			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\p\idot\owenbj\dms52558\p1-000006a.dgn	PLOT SCALE = 20,0000' / IN.	DRAWN -	REVISED -					809	67-1HBR	MONROE	144	50
PLOT DATE = 2/5/2010	DATE -	CHECKED -	REVISED -					CONTRACT NO. 76977				
								FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.			

Rev. 2-11-10

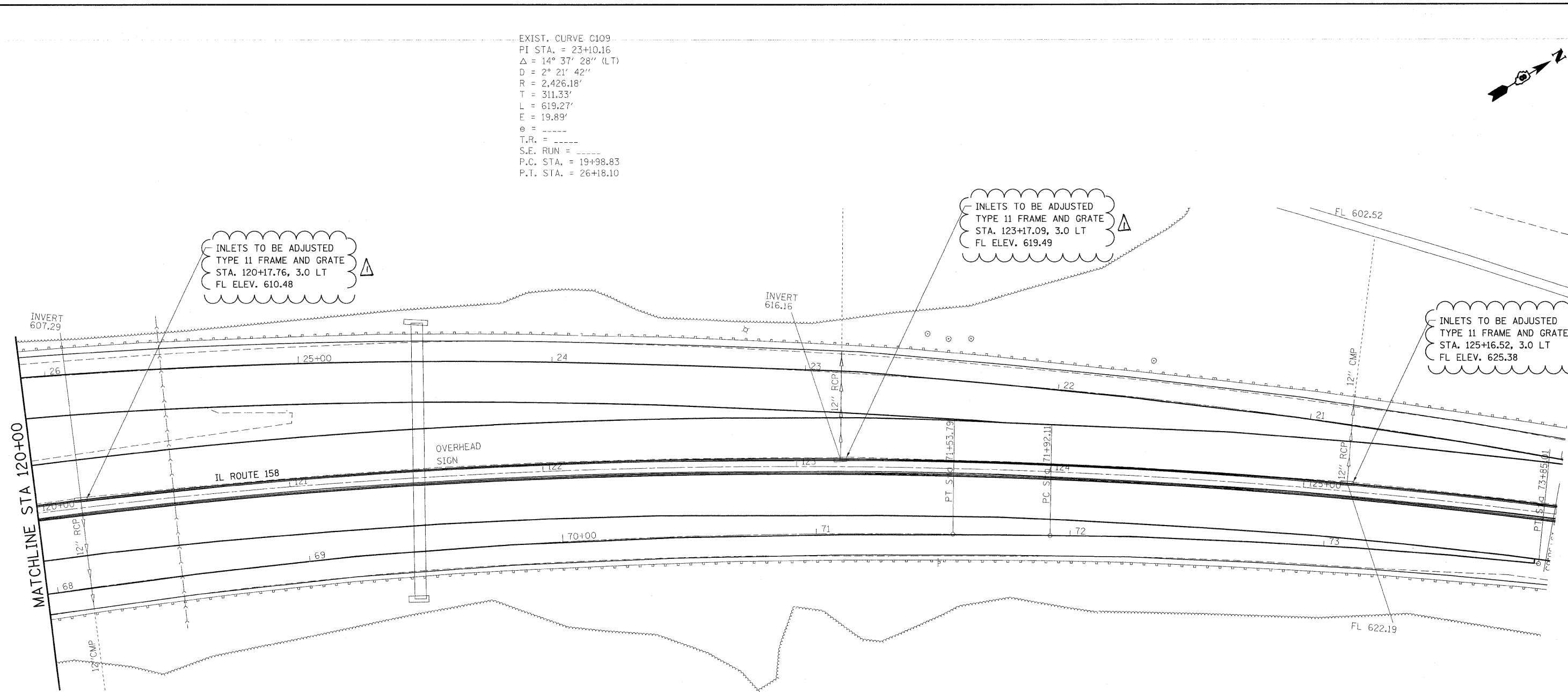
EXIST. CURVE C109
 PI STA. = 23+10.16
 $\Delta = 14^\circ 37' 28''$ (LT)
 $D = 2^\circ 21' 42''$
 $R = 2,426.18'$
 $T = 311.33'$
 $L = 619.27'$
 $E = 19.89'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 19+98.83$
 $P.T. STA. = 26+18.10$



INLETS TO BE ADJUSTED
 TYPE 11 FRAME AND GRATE
 STA. 120+17.76, 3.0 LT
 FL ELEV. 610.48

INLETS TO BE ADJUSTED
 TYPE 11 FRAME AND GRATE
 STA. 123+17.09, 3.0 LT
 FL ELEV. 619.49

INLETS TO BE ADJUSTED
 TYPE 11 FRAME AND GRATE
 STA. 125+16.52, 3.0 LT
 FL ELEV. 625.38



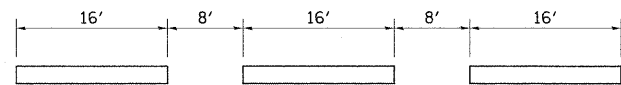
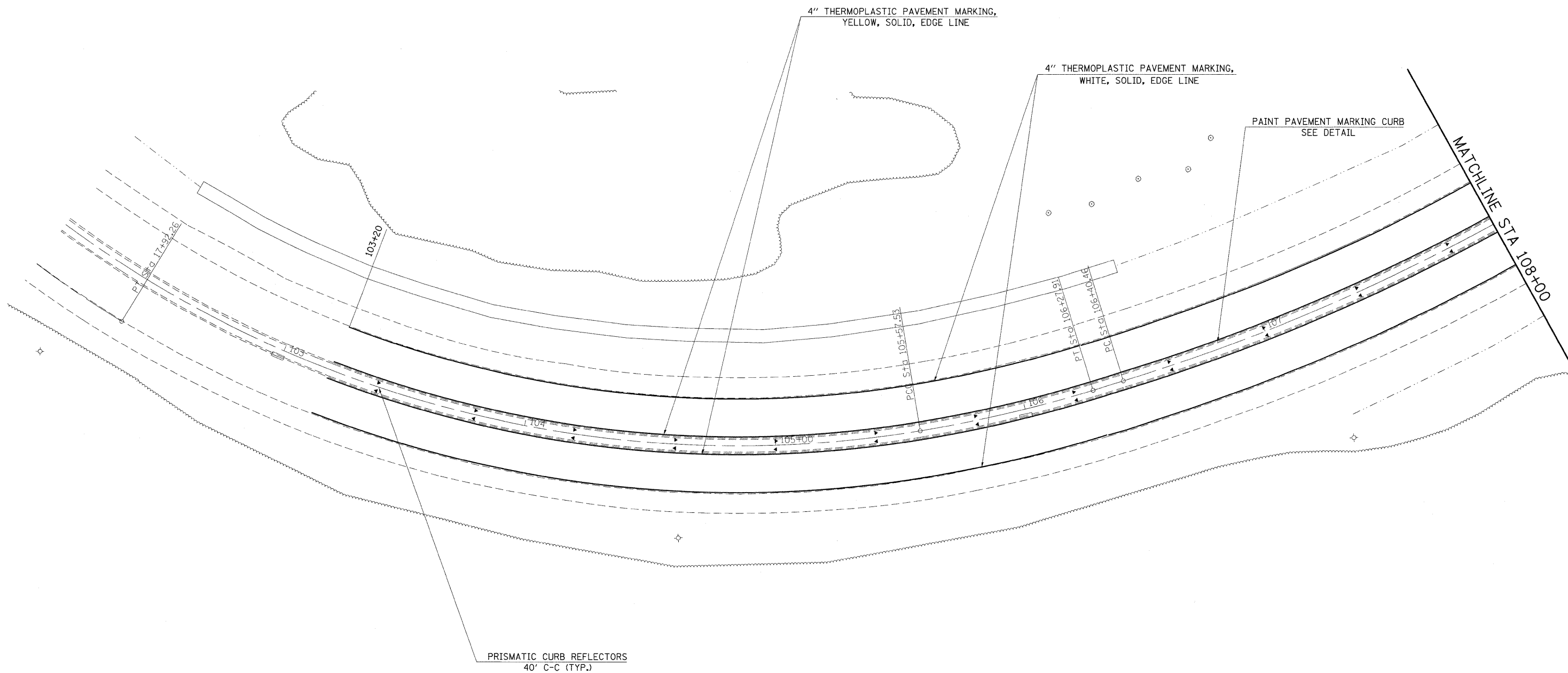
EXIST. CURVE C208
 PI STA. = 68+80.14
 $\Delta = 14^\circ 13' 45''$ (RT)
 $D = 2^\circ 35' 11''$
 $R = 2,215.22'$
 $T = 276.49'$
 $L = 550.14'$
 $E = 17.19'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 66+03.65$
 $P.T. STA. = 71+53.79$

EXIST. CURVE C2
 PI STA. = 123+50.42
 $\Delta = 27^\circ 50' 31''$ (RT)
 $D = 2^\circ 23' 14''$
 $R = 2,400.00'$
 $T = 594.87'$
 $L = 1,166.24'$
 $E = 72.62'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 117+55.54$
 $P.T. STA. = 129+21.79$

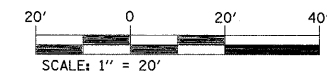
EXIST. CURVE C209
 PI STA. = 72+88.62
 $\Delta = 4^\circ 54' 50''$ (RT)
 $D = 2^\circ 32' 51''$
 $R = 2,249.13'$
 $T = 96.51'$
 $L = 192.90'$
 $E = 2.07'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 71+92.11$
 $P.T. STA. = 73+85.01$

FILE NAME =	USER NAME = owerb_j	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE PLAN			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwwork\pwwork\owenb_j\dms52558\pin00026a.dgn		DRAWN -	REVISED -					809	67-1HBR	MONROE	144	51
PLOT SCALE = 20,0000' / IN.		CHECKED -	REVISED -					CONTRACT NO. 76977				
PLOT DATE = 2/5/2010		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
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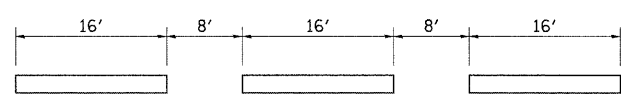
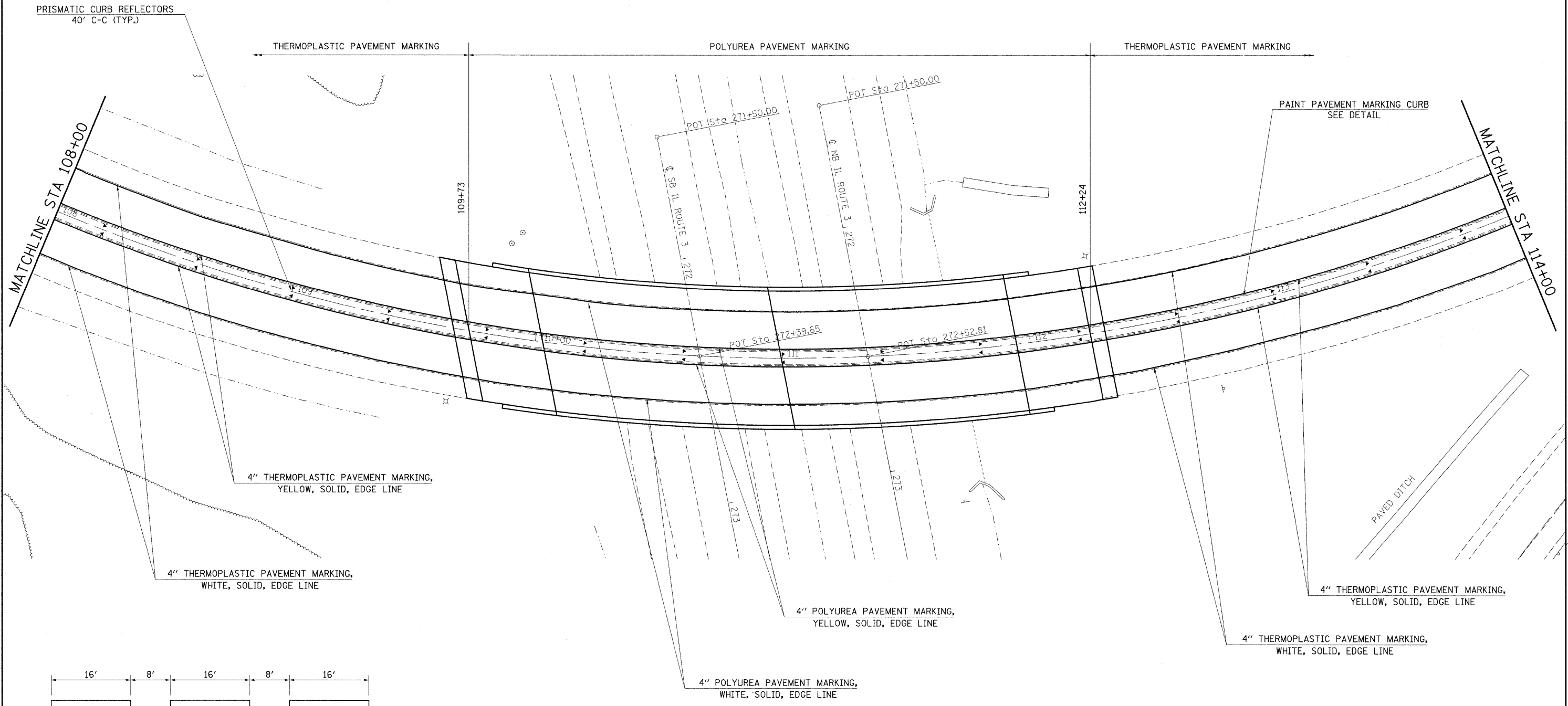
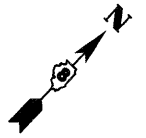
Rev. 2-11-10



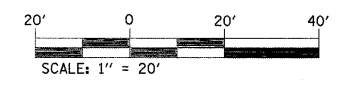
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NOT TO SCALE



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				SCALE: _____			SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 76977			
										FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			



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NOT TO SCALE



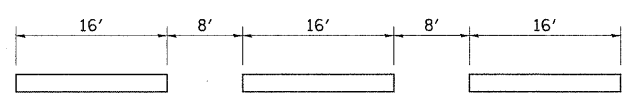
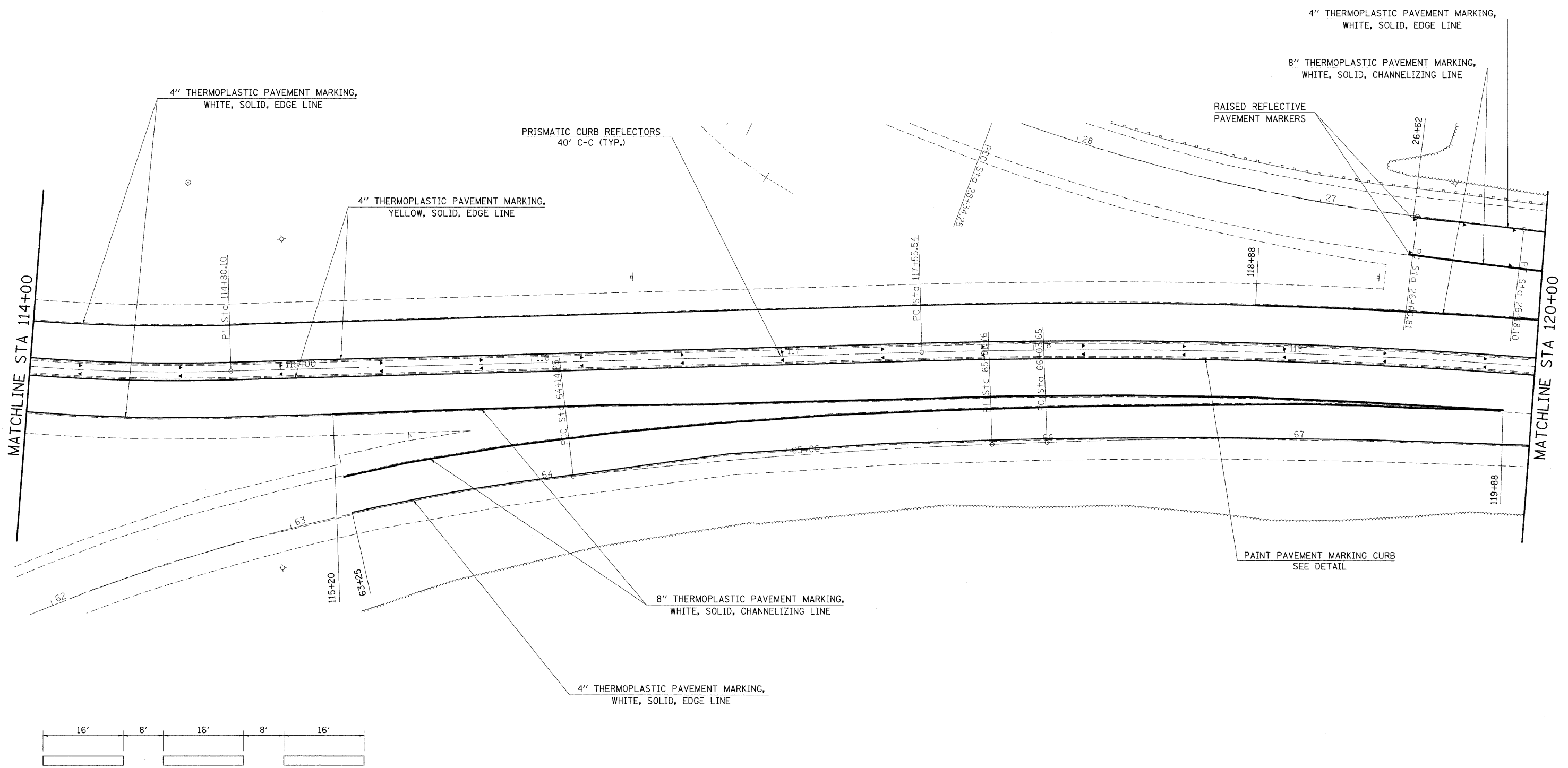
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

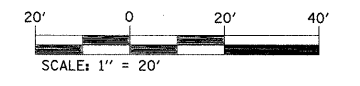
PAVEMENT MARKING PLAN

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

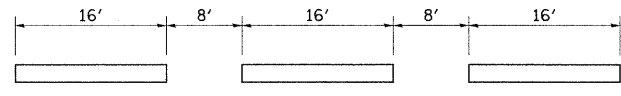
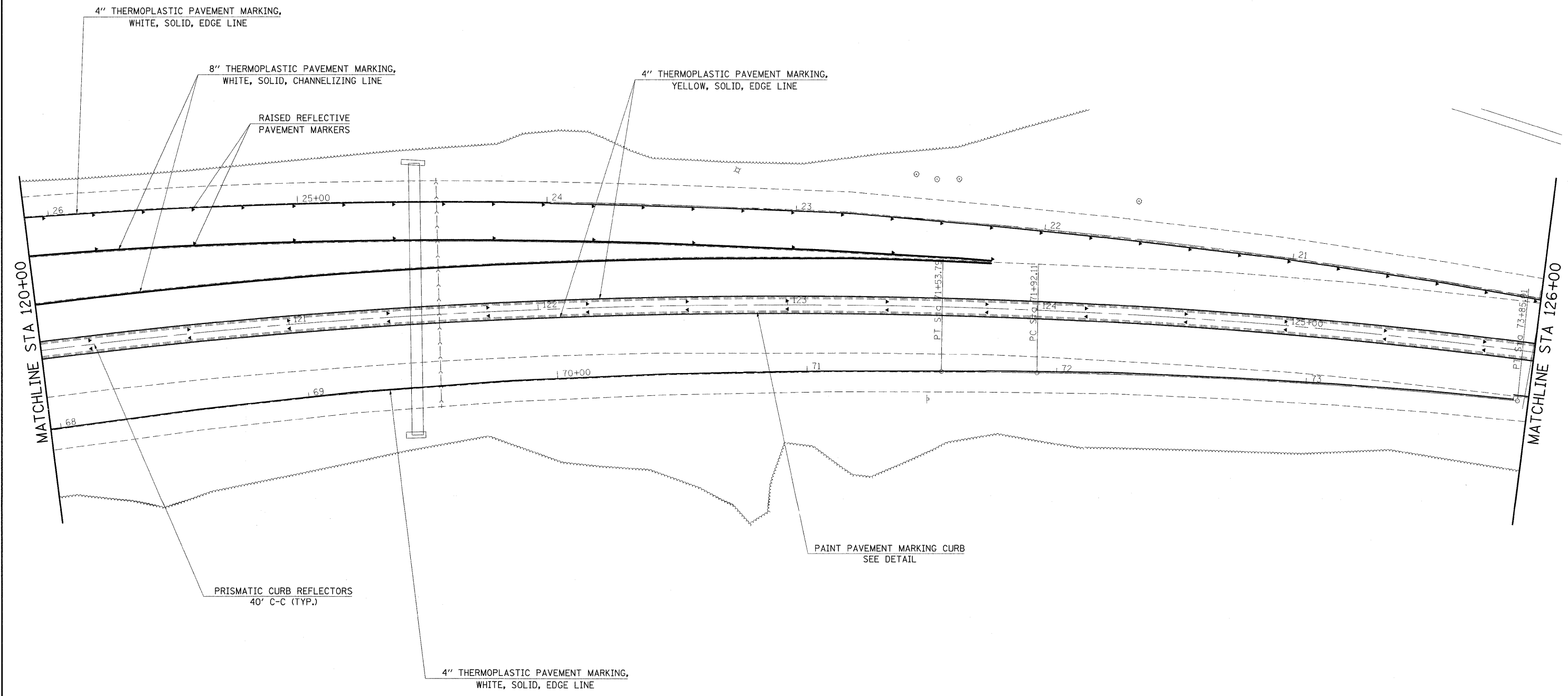
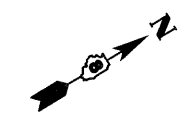
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809	67-1HBR	MONROE	144	53
CONTRACT NO. 76977				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



PAINT PAVEMENT MARKING CURB DETAIL
NOT TO SCALE

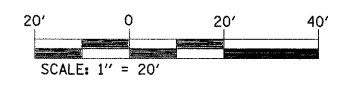


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		DATE -	REVISED -										

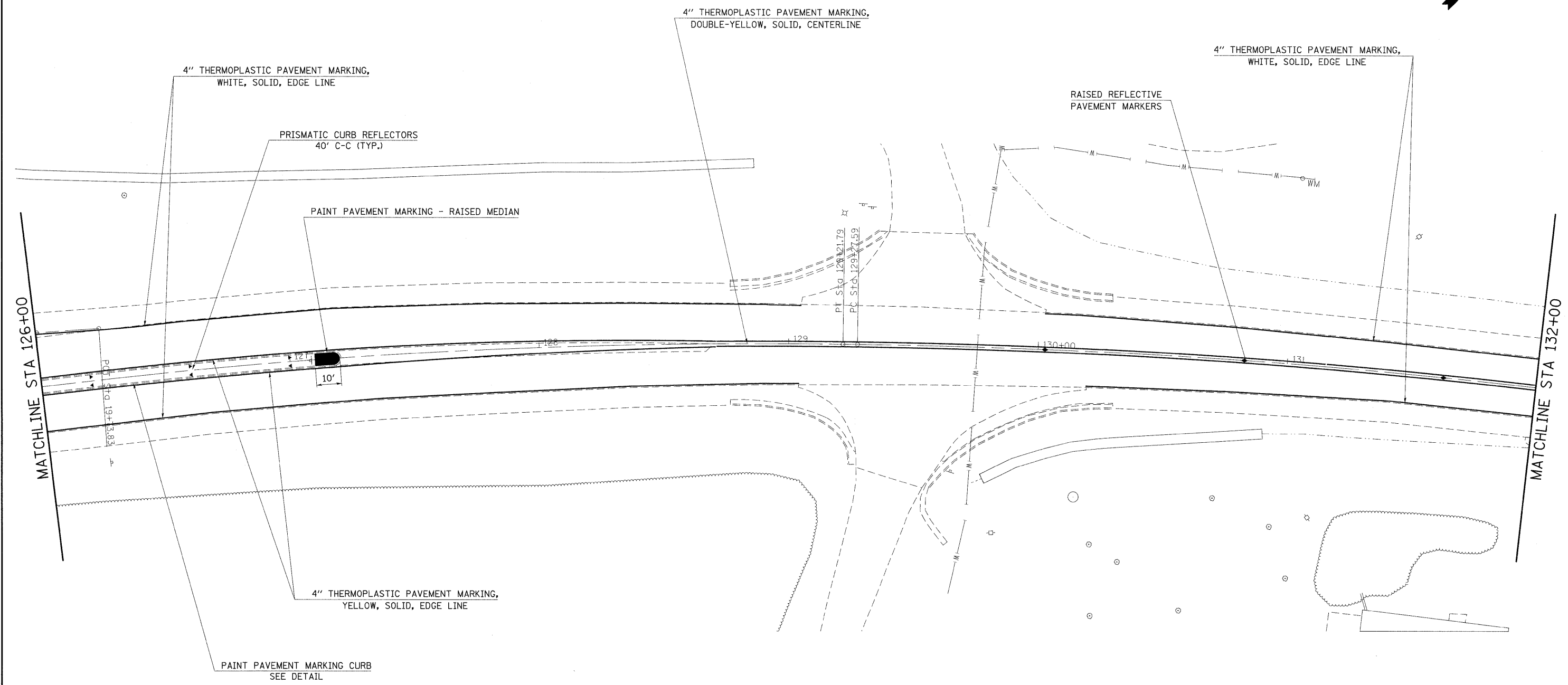
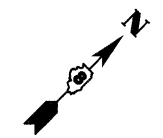


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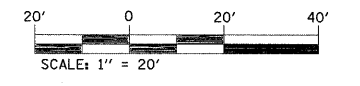
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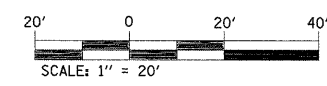
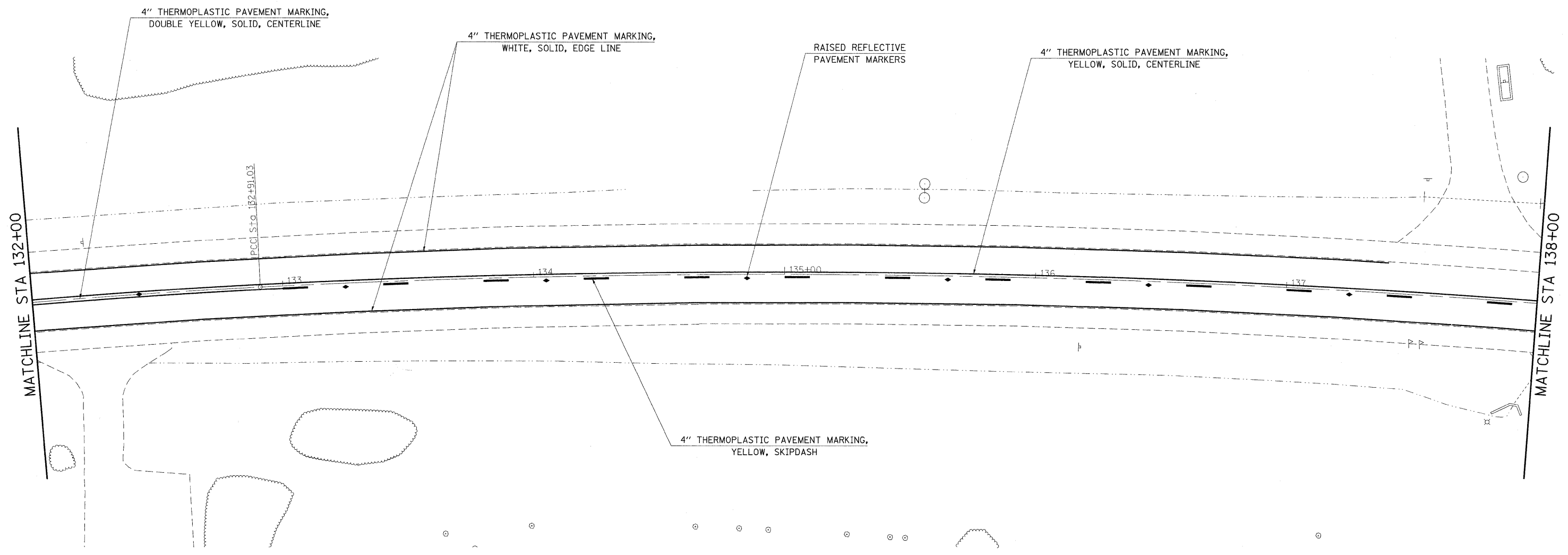
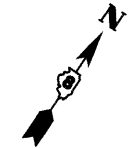
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		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								



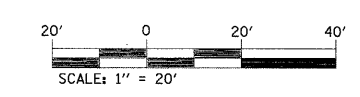
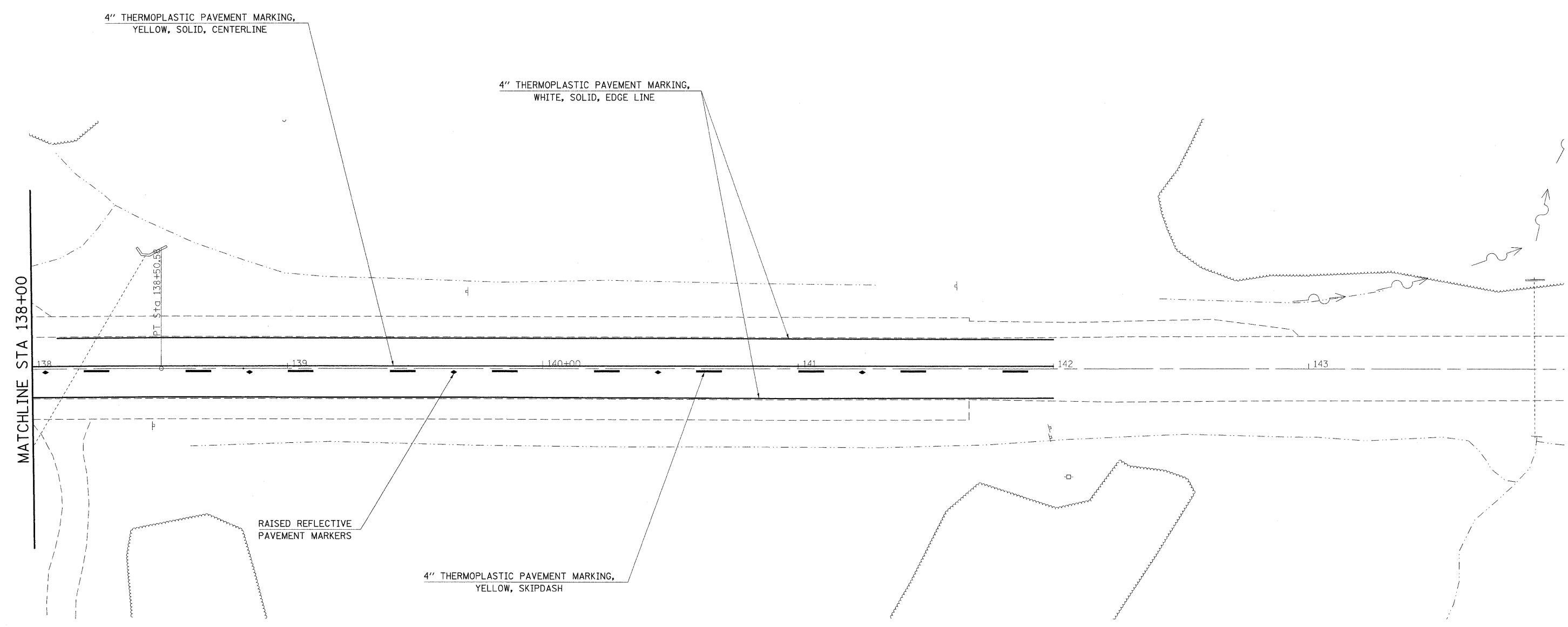
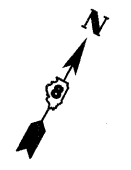
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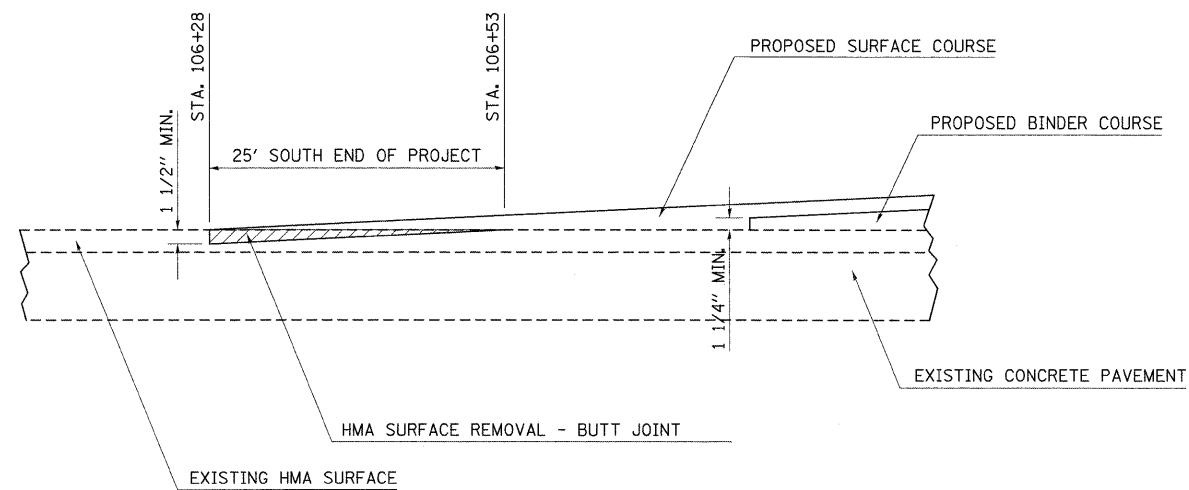
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		DATE -	REVISED -									



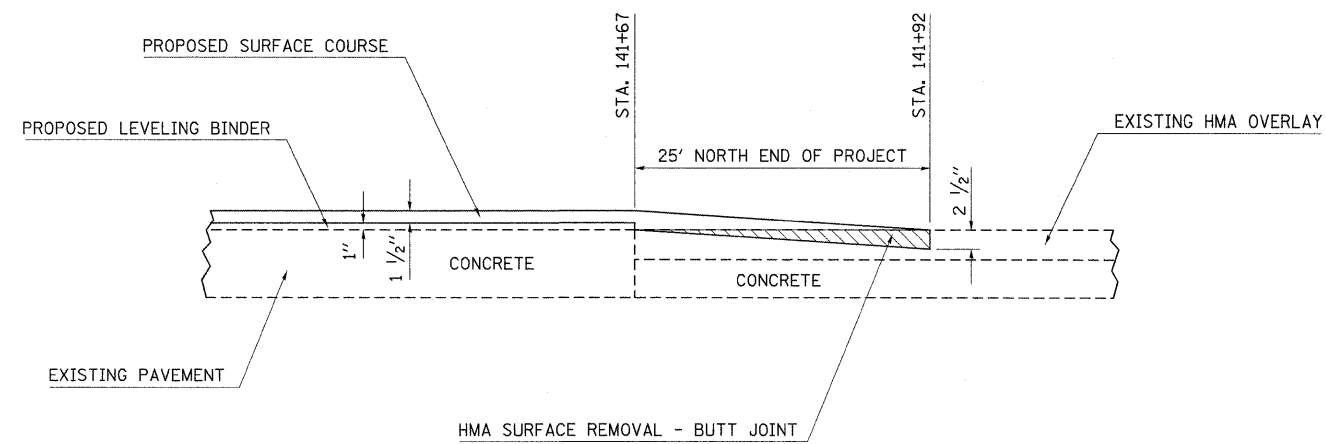
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		DATE -	REVISED -									



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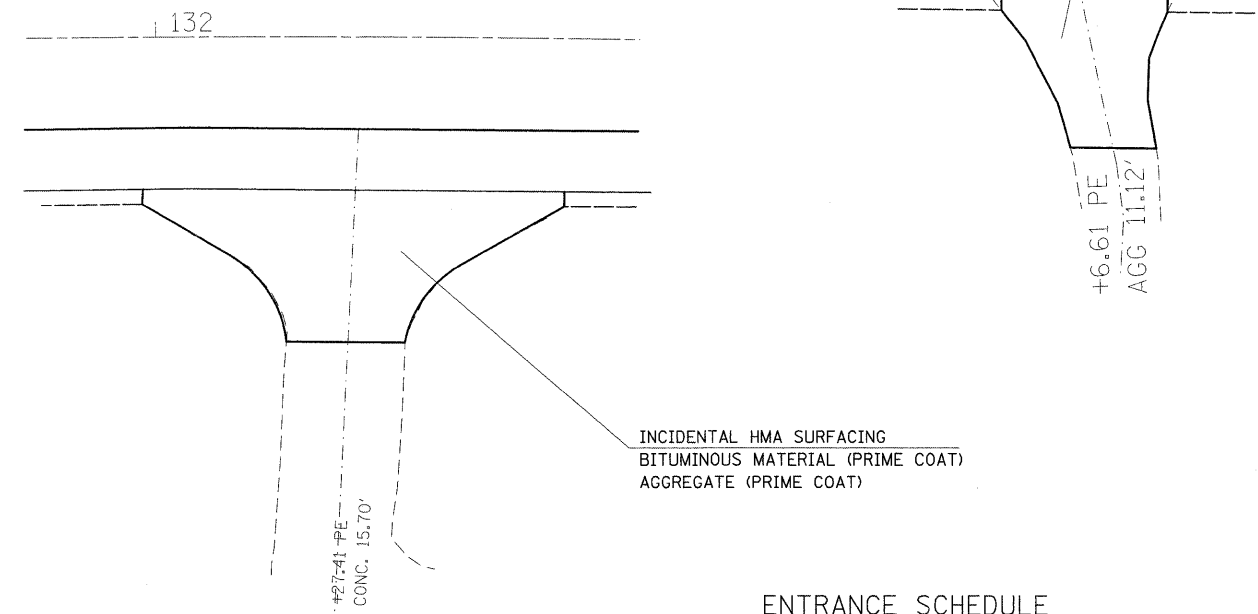
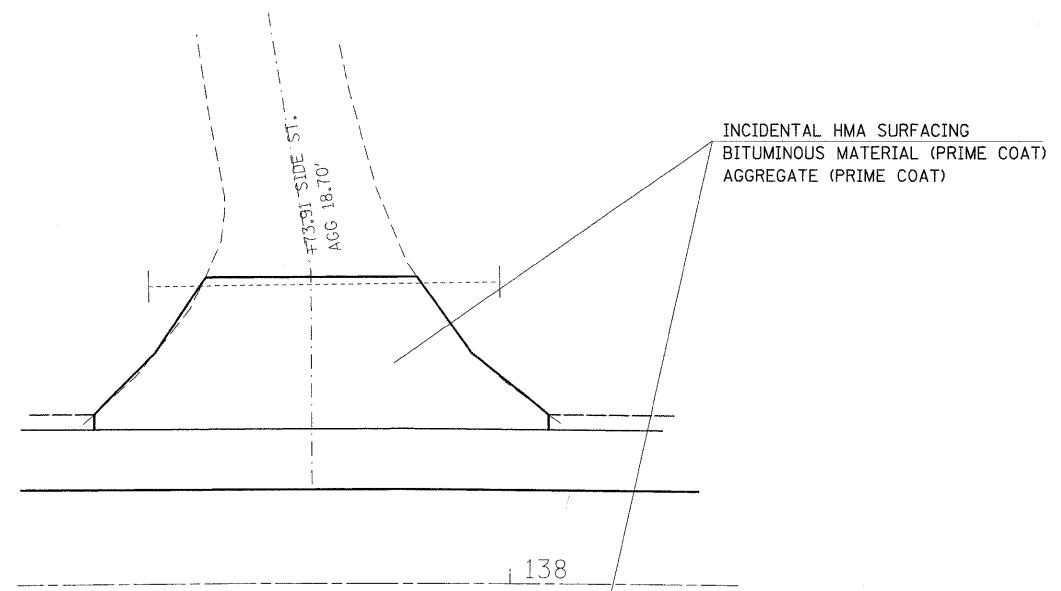
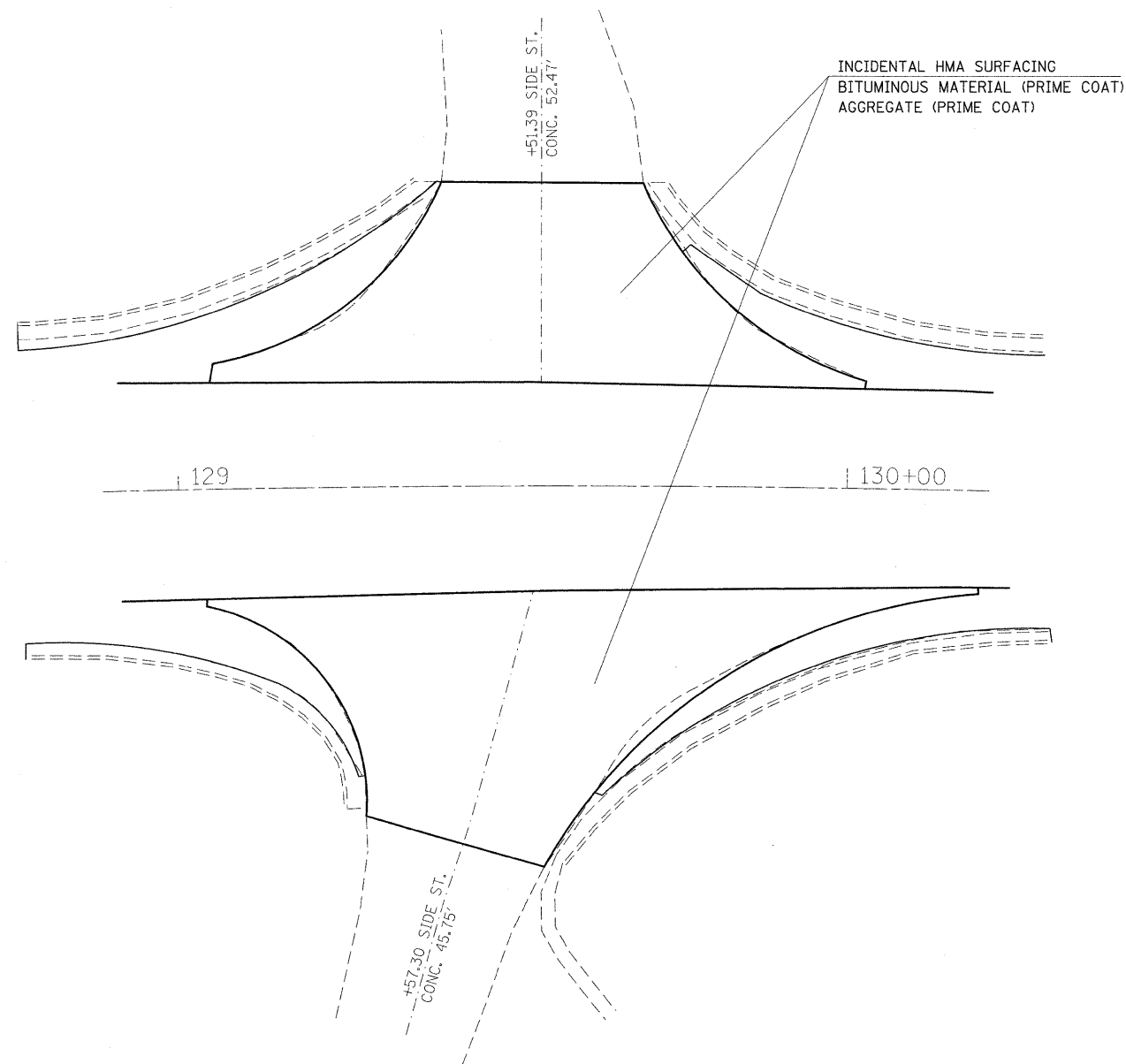


BUTT JOINT DETAIL



BUTT JOINT DETAIL

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	DATE -	REVISED -											



ENTRANCE SCHEDULE

ENTRANCE LOCATION	INCIDENTAL HOT-MIX ASPHALT SURFACING	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	PCC SURFACE REMOVAL - BUTT JOINT
STATION	TON	TON	TON	SQ YD
STA 129+51.39	23.4	0.06	0.28	185.9
STA 129+57.30	28.9	0.07	0.34	229.3
STA 132+27.41	9.0	0.02	0.11	71.6
STA 137+73.91	12.3			
STA 138+06.61	4.3			
TOTAL	77.9	0.15	0.73	486.8
ROUNDING	80	0.2	1	490

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	PLOT DATE = 12/11/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ENTRANCE DETAILS

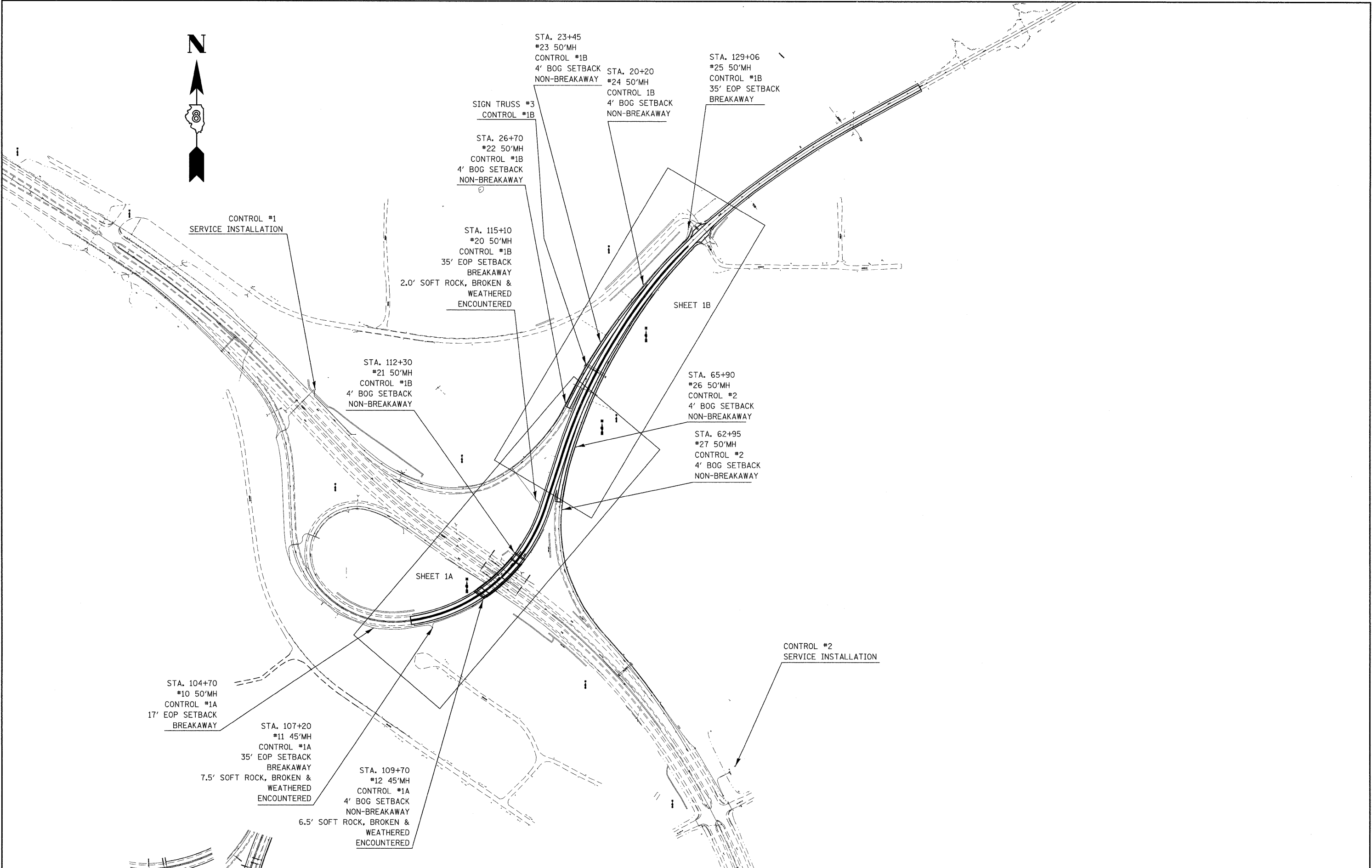
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
809	67-1HBR	MONROE	144	60
CONTRACT NO. 76977				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SCHEDULE OF QUANTITIES

SCHEDULE OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE									
				CONTROL #1A		CONTROL #1B					CONTROL #2		
CODE NO	ITEM	UNIT		POLES 10-11	POLES 11-12	POLES 19-20	POLES 20-21	POLES 19-22	POLE 22- SIGN TRUSS	SIGN TRUSS POLE-23	POLES 23-24	POLES 24-25	POLES 26-27
80300100	LOCATING UNDERGROUND CABLE	FOOT	2760	275	275	325	275	325	200	135	325	325	300
81603035	UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	2960	295	295	345	295	345	220	155	345	345	320
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	2760	275	275	325	275	325	200	135	325	325	300
83600200	LIGHT POLE FOUNDATION, 30" DIAMETER	FOOT	16		8		8						
84200100	LIGHTING FOUNDATION REMOVAL OF POLE FOUNDATION, CONCRETE	EACH	2		1		1						
84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	2		1		1						
X0502600	TEMPORARY LIGHTING	L SUM	1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
X8161000	EXPOSE AND RELOCATE EXISTING UNIT DUCT	FOOT	100		50		50						

Rev.



FILE NAME =
 USER NAME = prestonne
 PLDT SCALE = 50.0000' / IN.
 PLOT DATE = 12/18/2009

DESIGNED -	REVISD -
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DATE -	REVISD -

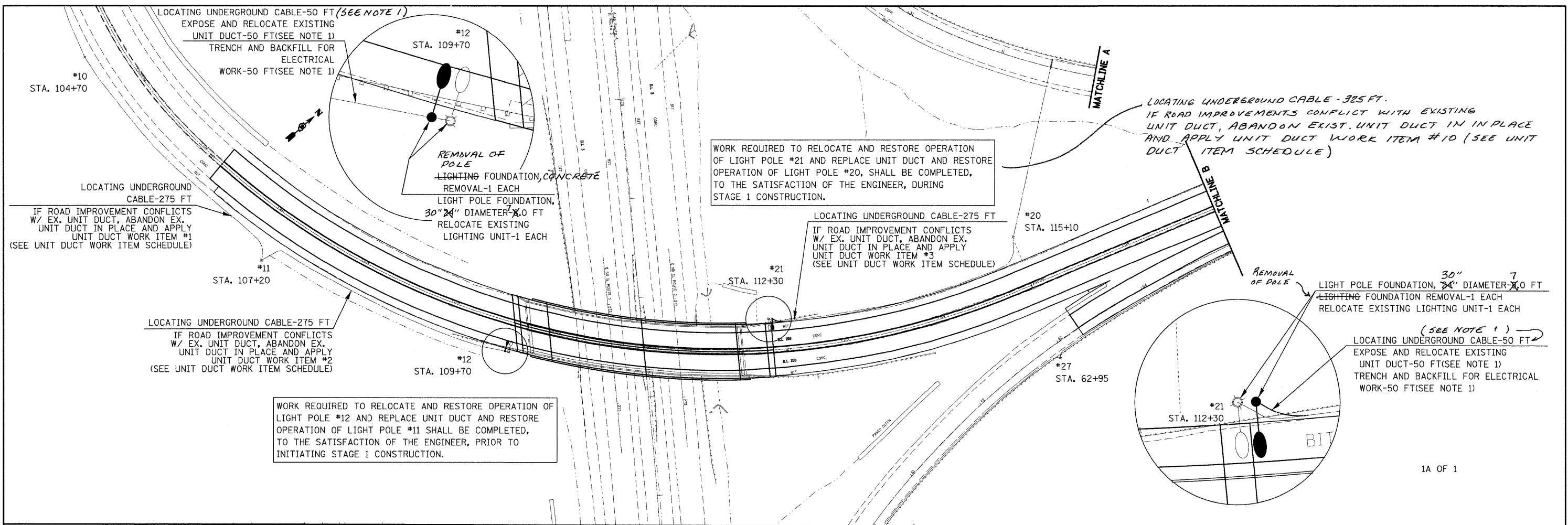
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

LIGHT POLE REPLACEMENT KEY MAP

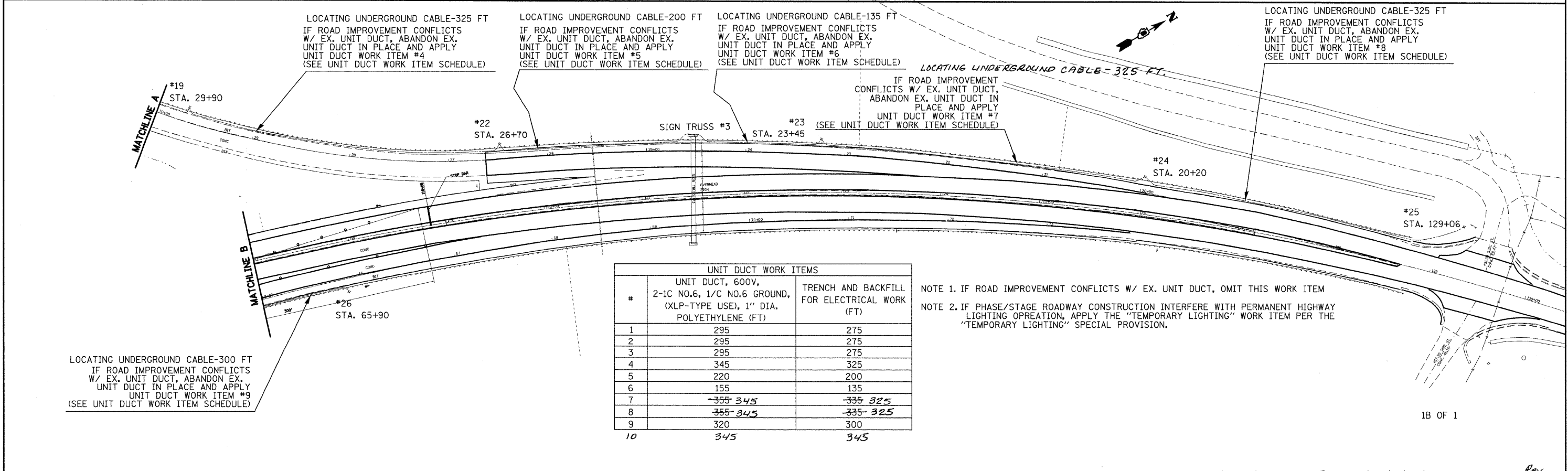
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809	67-1HBR	MADISON	144	62
CONTRACT NO. 76977				

FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT



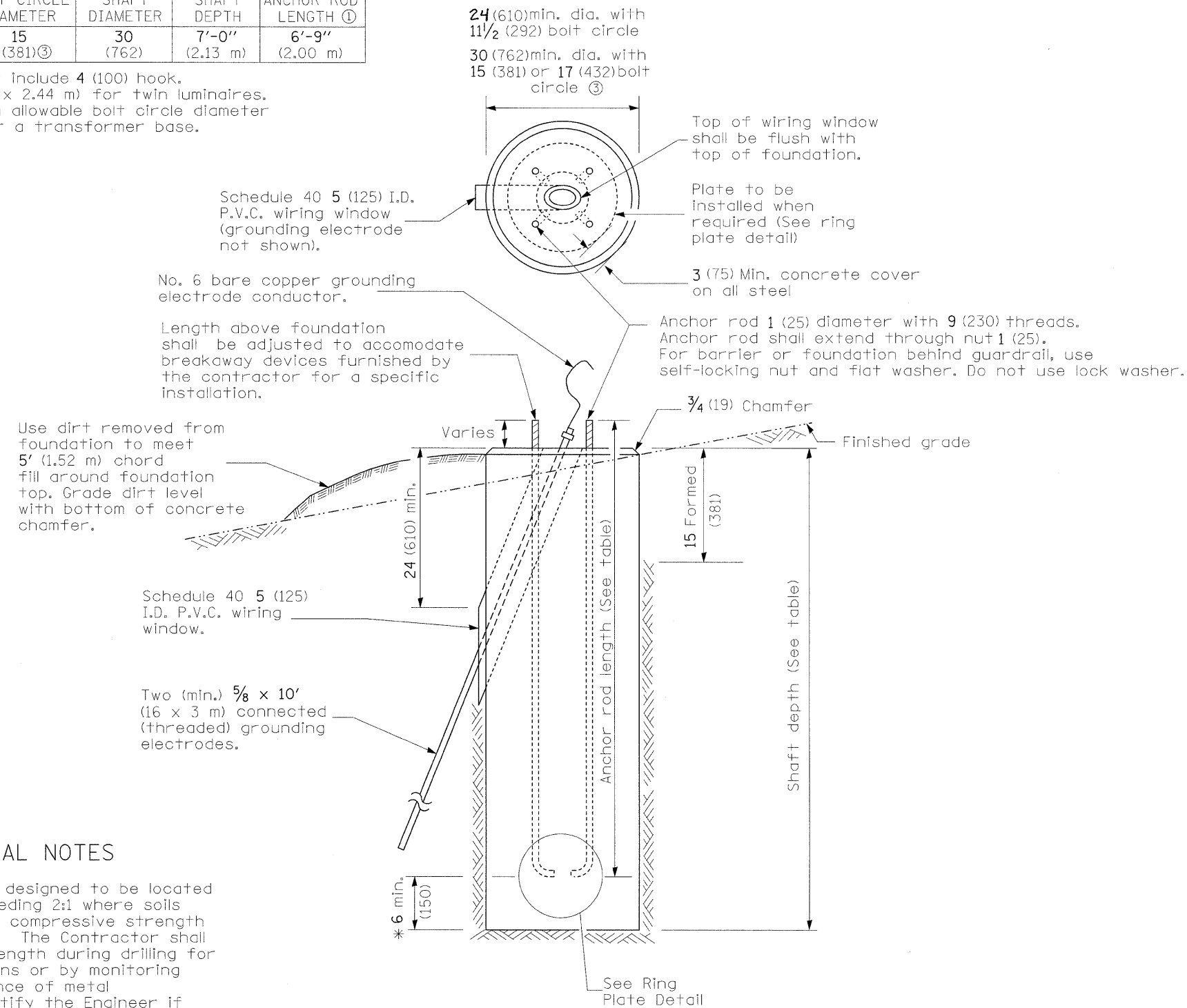
1A OF 1



1B OF 1

CONCRETE FOUNDATION				
LIGHT POLE MOUNTING HEIGHT	BOLT CIRCLE DIAMETER	SHAFT DIAMETER	SHAFT DEPTH	ANCHOR ROD LENGTH ①
46'-50' (14.0 m - 15.2 m)	15 (381)③	30 (762)	7'-0" (2.13 m)	6'-9" (2.00 m)

- ① Length does not include 4 (100) hook.
- ② 8 5/8" x 8'-0" (220 x 2.44 m) for twin luminaires.
- ③ Use the maximum allowable bolt circle diameter (typ. 17(430)) for a transformer base.



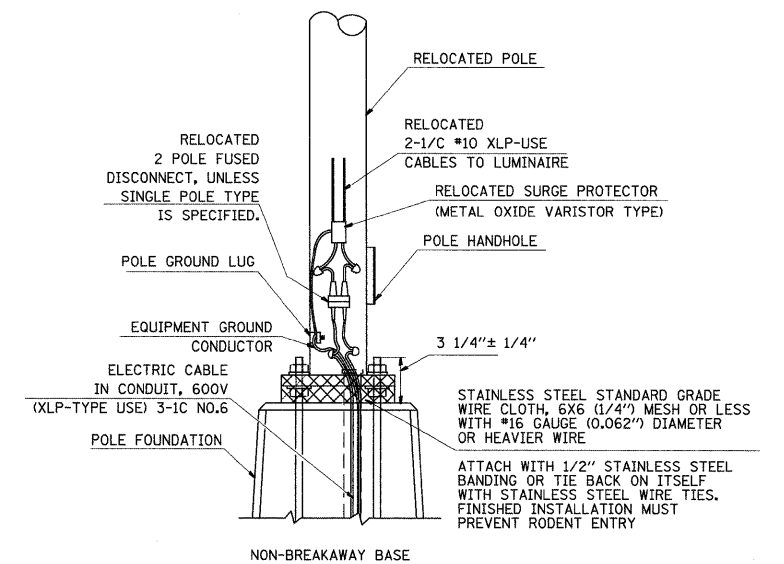
GENERAL NOTES

All foundations are designed to be located on slopes not exceeding 2:1 where soils have an unconfined compressive strength of at least 1.0 TSF. The Contractor shall verify the soil strength during drilling for concrete foundations or by monitoring installation resistance of metal foundations and notify the Engineer if other conditions are encountered.

Anchor rod shall be increased in diameter as needed for 50' (15.2 m) mounting height or above. The Contractor shall match the breakaway device size or slotted hole size in the pole base plate to accommodate larger rod sizes..

* If the required anchor rod length above top of foundation is less than 3 (75), anchor rods may be lowered below 6 (150).

CONCRETE FOUNDATION



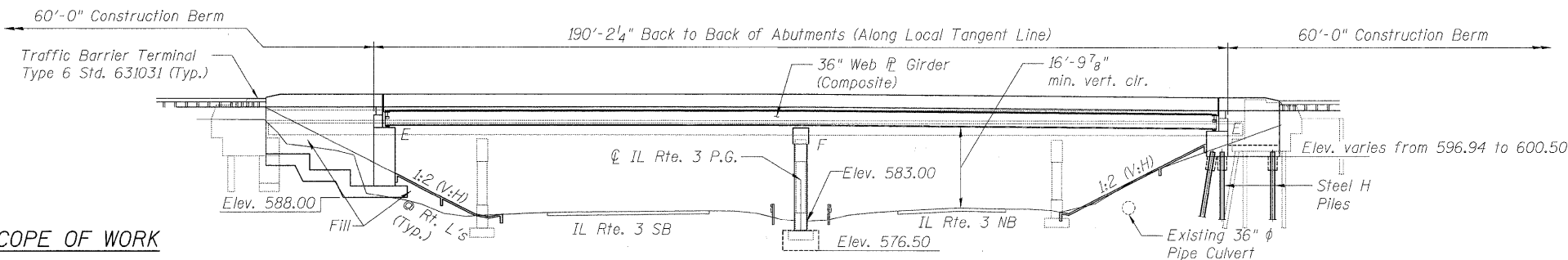
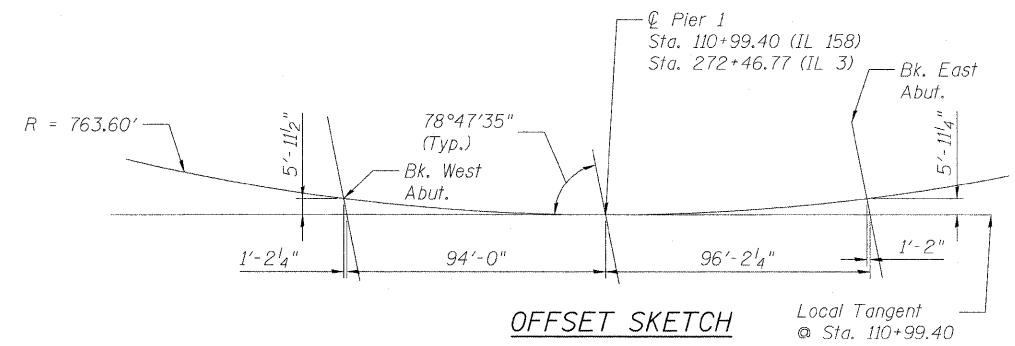
POLE BASE MOUNTING & WIRING

FILE NAME =	USER NAME = prestonme	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LIGHT POLE FOUNDATION AND POLE BASE MOUNTING & WIRING DETAILS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pwork\PWIDOT\PRESTONME\dms52548\1	ghp1n00606a.dgn	DRAWN -	REVISED -		809	67-1HBR	MADISON	144	64				
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 76977								
	PLOT DATE = 12/10/2009	DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								

Bench Marks: Cut "□" on light pole foundation (Pole # 20) at west side of IL 158, +/- 295' north of north end IL 158 brg (S.N. 067-0006) over IL 3, Elev. 598.754

Existing Structure: S.N. 067-0006 was built in 1965 as section 67-1HBR IL 158 over IL 3 Sta. 111+00.25. The existing structure is 50'-0" Out to Out of Deck with 6'-0" raised median and 220'-10 1/2" back to back of Abutments along centerline. It has 4-spans with 30WF124 Steel beams with Abutments supported on Spread Footings and Steel Piles and Piers on Spread Footings. The Steel beams were repaired for damage due to Impact in 1988, 1995, 1999 & 2004. Existing bridge to be removed and replaced. Traffic to be maintained utilizing staged construction plans. See Sheet 2 for Salvage Details

STATE OF ILLINOIS
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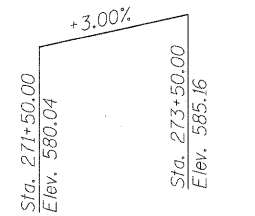
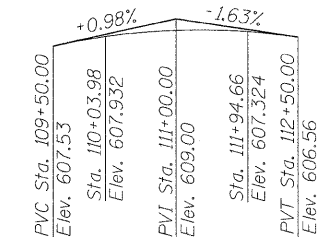


SCOPE OF WORK

1. Remove existing bridge in stages and provide shoring as needed.
2. Maintain traffic in all stages of construction.
3. Replace with new bridge.

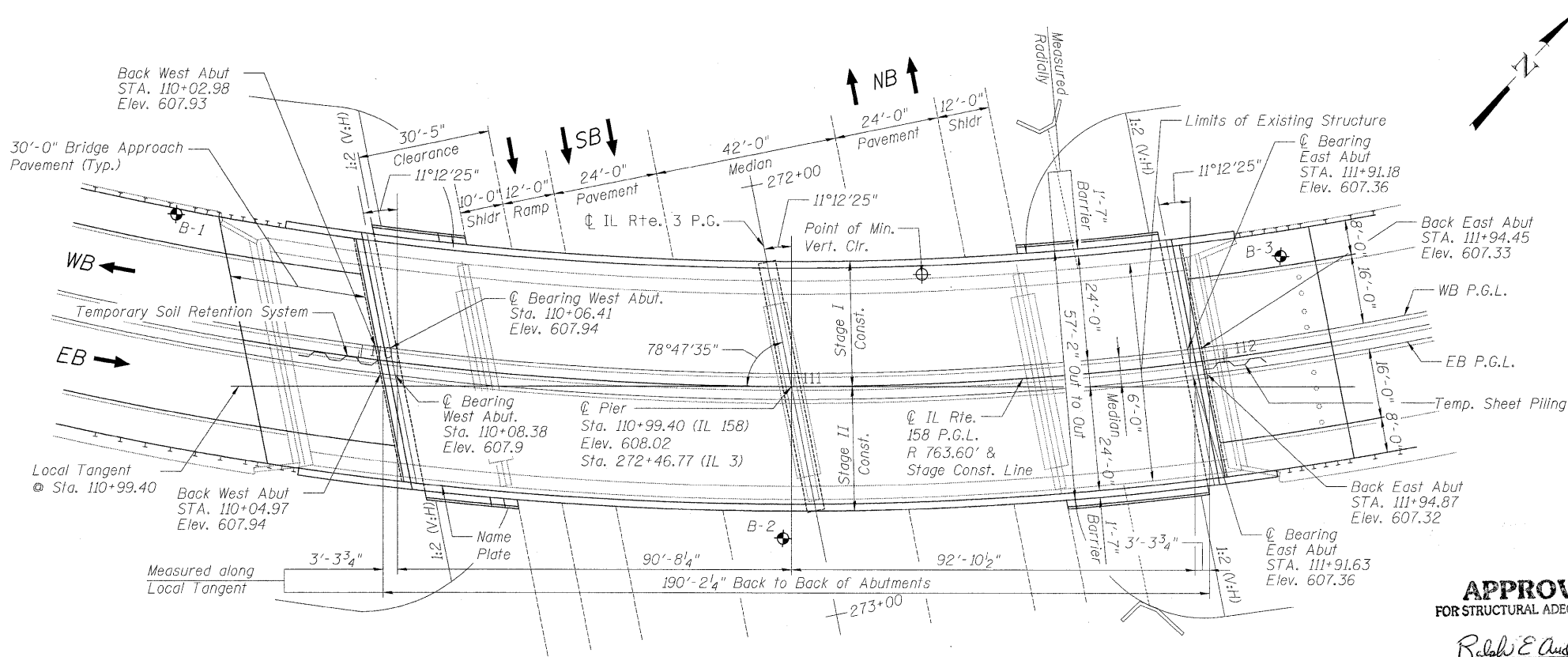
ELEVATION

- Notes:
1. Field verify the existing bridge location and existing rock cut.
 2. No Deck drains are required as there is sufficient spread.



PROFILE GRADE
(along IL Route 158, WB & EB)

PROFILE GRADE
(along IL Route 3 NB)



PLAN

LOADING HL93

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

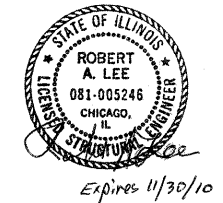
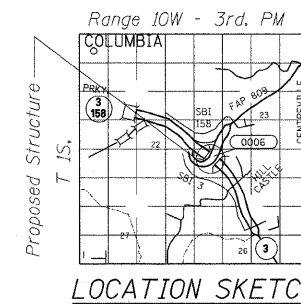
DESIGN STRESSES

FIELD UNITS
 $f_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50 Structural Steel)

PROPOSED CURVE DATA

PI Sta. = 111+08.40
 $\Delta = 63^\circ 00' 04''$ (LT)
 $D = 7^\circ 30' 12''$
 $R = 763.60'$
 $T = 467.95'$
 $L = 839.64'$
 $E = 131.98'$
 $S.E. = 0.08'/'$
P.C. Sta. = 106+40.46
P.T. Sta. = 114+80.10

GENERAL PLAN AND ELEVATION
 IL. RTE. 158 OVER IL. RTE. 3
 F.A.P.809 - SEC. 67-1HBR
 MONROE COUNTY
 STATION 110+99.40
 STRUCTURE NO. 067-0042



APPROVED
 FOR STRUCTURAL ADEQUACY ONLY
 Robert A. Anderson (T.E.)
 ENGINEER OF BRIDGES AND STRUCTURES

DESIGNED - JPM
CHECKED - CCS
DRAWN - GAP
CHECKED - JPM, CCS



DESIGN SPECIFICATIONS
 Superstructure and E. Abut.: AASHTO LRFD Bridge Design Specifications Fourth Edition, 2007 with 2008 Interim Revisions except as noted
 Pier and W. Abut.: AASHTO Standard Specifications For Highway Bridges, 2002 with all subsequent Interims

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
 Acceleration Coefficient (A) = 0.12g
 Site Coefficient (S) = 1.0

SHEET NO. 1 34 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	809	67-1HBR	Monroe	144	65
CONTRACT NO. 76977					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS

- 1 - GENERAL PLAN AND ELEVATION
- 2 - INDEX OF DRAWINGS, TOTAL BILL OF MATERIAL & GENERAL NOTES
- 3 - CONSTRUCTION STAGING DETAILS
- 4 - FOOTING LAYOUT AND TEMPORARY SHEET PILING DETAILS
- 5 - SLOPEWALL & SECTION THRU ABUTMENT DETAILS
- 6 - REMOVAL PLAN AND DETAILS
- 7 - TOP OF DECK ELEVATION I
- 8 - TOP OF DECK ELEVATION II
- 9 - TOP OF DECK ELEVATION III
- 10 - SUPERSTRUCTURE PLAN & CROSS SECTION
- 11 - SUPERSTRUCTURE DETAILS
- 12 - PREFORMED JOINT STRIP SEAL DETAILS
- 13 - FRAMING PLAN
- 14 - GIRDER DETAILS I
- 15 - GIRDER DETAILS II
- 16 - DIAPHRAGM DETAILS
- 17 - BEARING DETAILS
- 18 - WEST ABUTMENT DETAILS
- 19 - SOUTHWEST WINGWALL DETAILS I
- 20 - SOUTHWEST WINGWALL DETAILS II
- 21 - NORTHWEST WINGWALL DETAILS I
- 22 - NORTHWEST WINGWALL DETAILS II
- 23 - EAST ABUTMENT DETAILS
- 24 - EAST ABUTMENT WINGWALL DETAILS
- 25 - PIER DETAILS
- 26 - STEEL H PILES
- 27 - BAR SPLICER ASSEMBLY DETAILS
- 28 - TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
- 29 - BRIDGE APPROACH PAVEMENT PLAN & CROSS SECTION
- 30 - BRIDGE APPROACH PAVEMENT DETAILS
- 31 - TOP OF WEST APPROACH SLAB ELEVATIONS
- 32 - TOP OF EAST APPROACH SLAB ELEVATIONS
- 33 - SOIL BORING LOGS I
- 34 - SOIL BORING LOGS II

GENERAL NOTES

1. Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $\frac{7}{8}$ " ϕ , open holes $\frac{5}{16}$ " ϕ , unless otherwise noted.
2. Calculated weight of Structural Steel = 403,400 lbs
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
7. Concrete Sealer shall be applied to the designated areas of the abutments.
8. The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Gray Munsell No. 5B YR 7/1. See Special Provision for "Cleaning and Painting New Metal Structures".
9. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
10. The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of the piles.
11. Slipforming of the parapets is not allowed.
12. The existing structural steel coating contains lead. The contractor shall take appropriate precautions to deal with the presence of lead on this project.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each	-	-	1
Protective Coat	Sq Yd	1,322	55	1,377
Concrete Superstructure	Cu Yd	539	-	539
Concrete Structures	Cu Yd	-	543	543
Name Plates	Each	1	-	1
Prefomed Joint Strip Seal	Foot	115	-	115
Elastomeric Bearing Assembly, Type I	Each	16	-	16
Protective Shield	Sq Yd	1,018	-	1,018
Furnishing and Erecting Structural Steel	L Sum	1	-	1
Bridge Deck Grooving	Sq Yd	1,022	-	1,022
Stud Shear Connectors	Each	6,960	-	6,960
Reinforcement Bars, Epoxy Coated	Pound	117,522	84,498	202,020
Structure Excavation	Cu Yd	-	157	157
Concrete Sealer	Sq Ft	-	1531	1531
Slope Wall 4 Inch	Sq Yd	-	494	494
Geocomposite Wall Drain	Sq Yd	-	274	274
Test Pile Steel HP 12 x 53	Each	-	1	1
Furnishing Steel Piles HP 12 x 53	Foot	-	513	513
Driving Piles	Foot	-	513	513
Pile Shoes	Each	-	20	20
Pipe Underdrains for Structures 4 Inch	Foot	-	247	247
Bar Splicers	Each	-	303	303
Mechanical Splicers	Each	-	120	120
Porous Granular Embankment, Special	Cu Yd	-	139	139
Temporary Sheet Piling	Sq Ft	-	163	163
Rock Excavation For Structures	Cu Yd	-	349	349
Concrete Encasement	Cu Yd	-	7	7
Anchor Bolts 1 1/2"	Each	-	32	32
Anchor Bolts 2"	Each	-	16	16
Pile Extraction	Each	-	8	8
Temporary Support System	L Sum	-	1	1
Temporary Soil Retention System	Sq Ft	-	207	207

The existing rocker bearings at the abutments, as well as the most corroded and least corroded bearing at Pier 2, shall be salvaged. This salvage shall include the rocker/bolster, top and bottom bearing plates, any shim plates, and anchor bolts. The bearing components shall be identified with substructure unit and beam line markings such that they can be re-assembled at a future date. The bearings shall be delivered to the Columbia Maintenance Yard; Field Technician Mark Harris; Phone # 618-281-4565.

See Sheet 2 for salvage details.

STATION 110+99.40
BUILT BY
STATE OF ILLINOIS
F.A. RT. 158 SEC. 67-1HBR
LOADING HL-93
STR. NO. 067-0042

NAME PLATE
See Std. 515001

INDEX OF DRAWINGS, BILL OF MATERIAL & GENERAL NOTES
STRUCTURE NO. 067-0042

SHEET NO. 2	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34 SHEETS	809	67-1HBR	Monroe	144	66
CONTRACT NO. 76977					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

DESIGNED - JPM
CHECKED - WPM
DRAWN - GAP
CHECKED - JPM, WPM

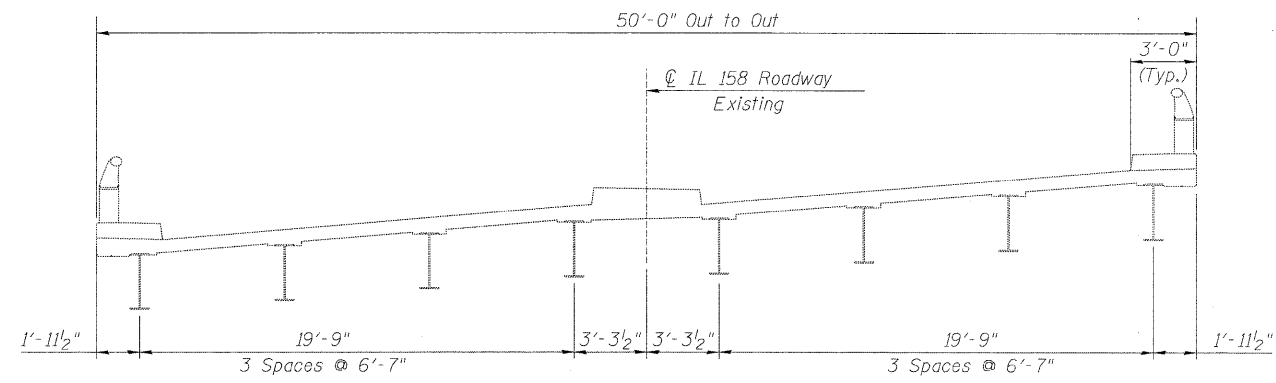


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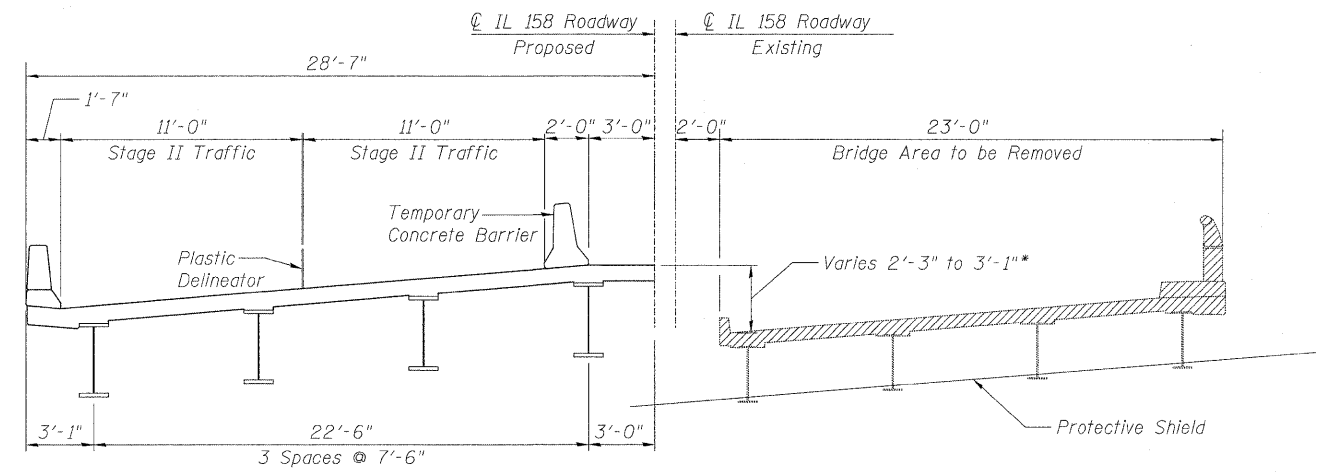
Rev. 2-19-10
Rev. 2-11-10

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

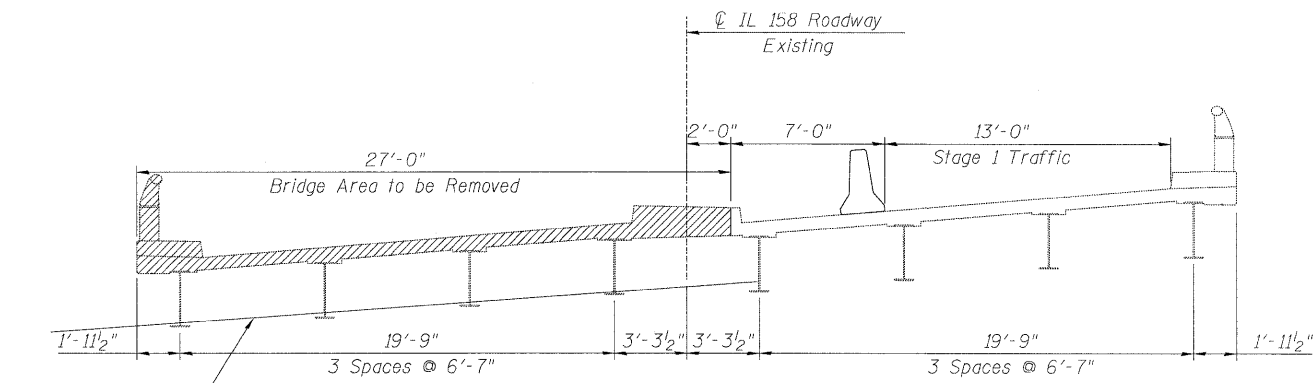
Note:
Dimensions are radial.



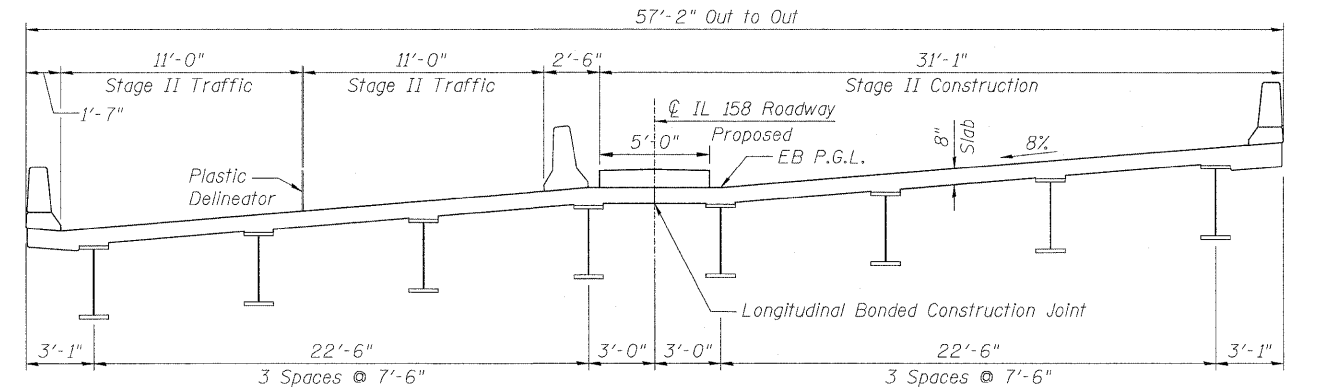
EXISTING CONDITION



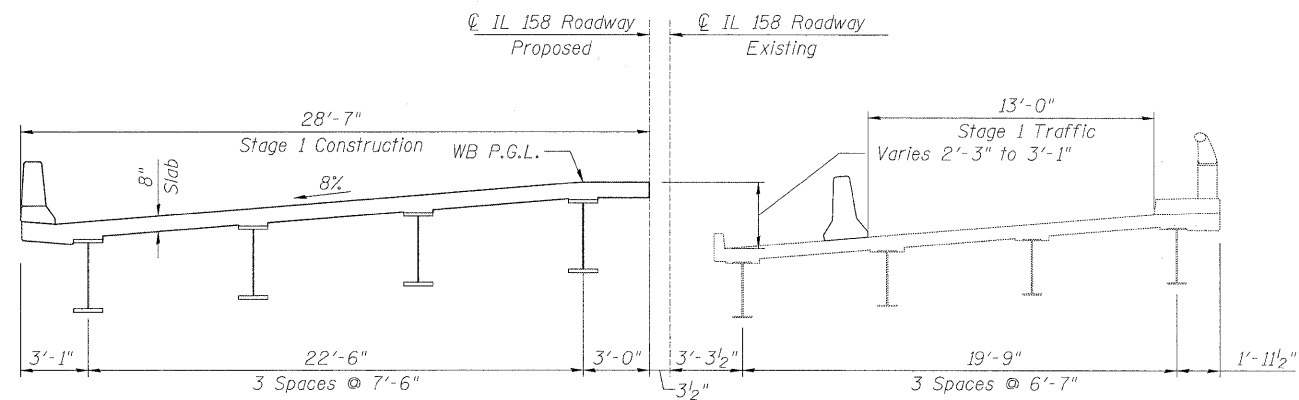
STAGE II BRIDGE DEMOLITION



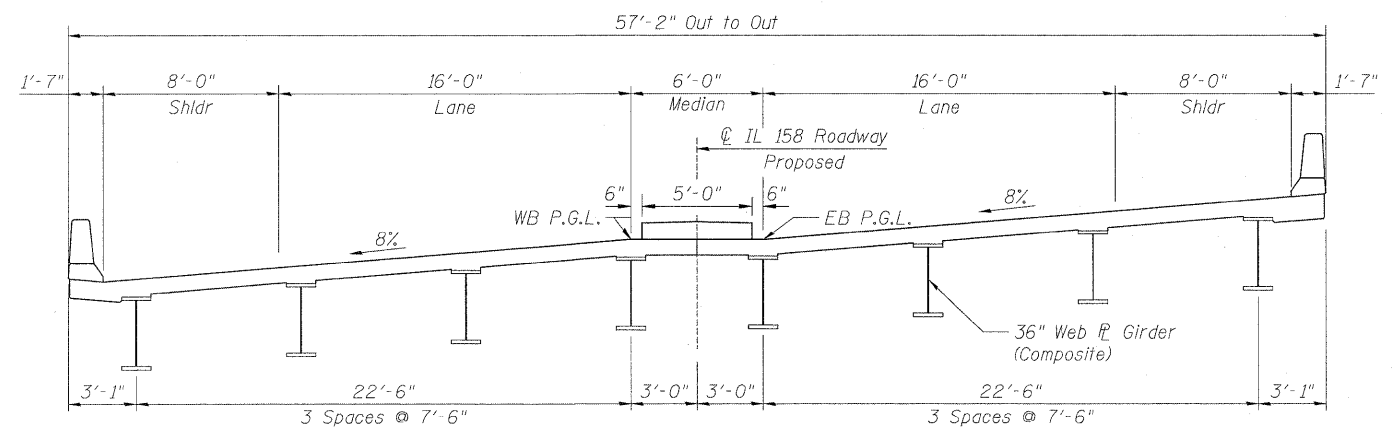
STAGE I BRIDGE DEMOLITION



STAGE II BRIDGE CONSTRUCTION



STAGE I BRIDGE CONSTRUCTION



FINAL CONDITION

Note:
Place Protective Shield as shown
over existing spans 2 and 3 only

CONSTRUCTION STAGING DETAILS
STRUCTURE NO. 067-0042

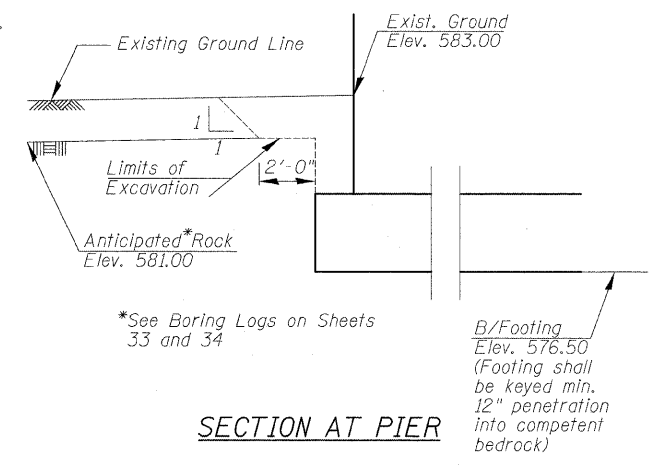
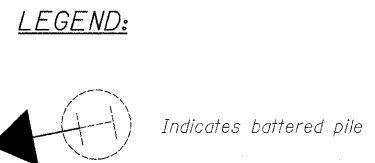
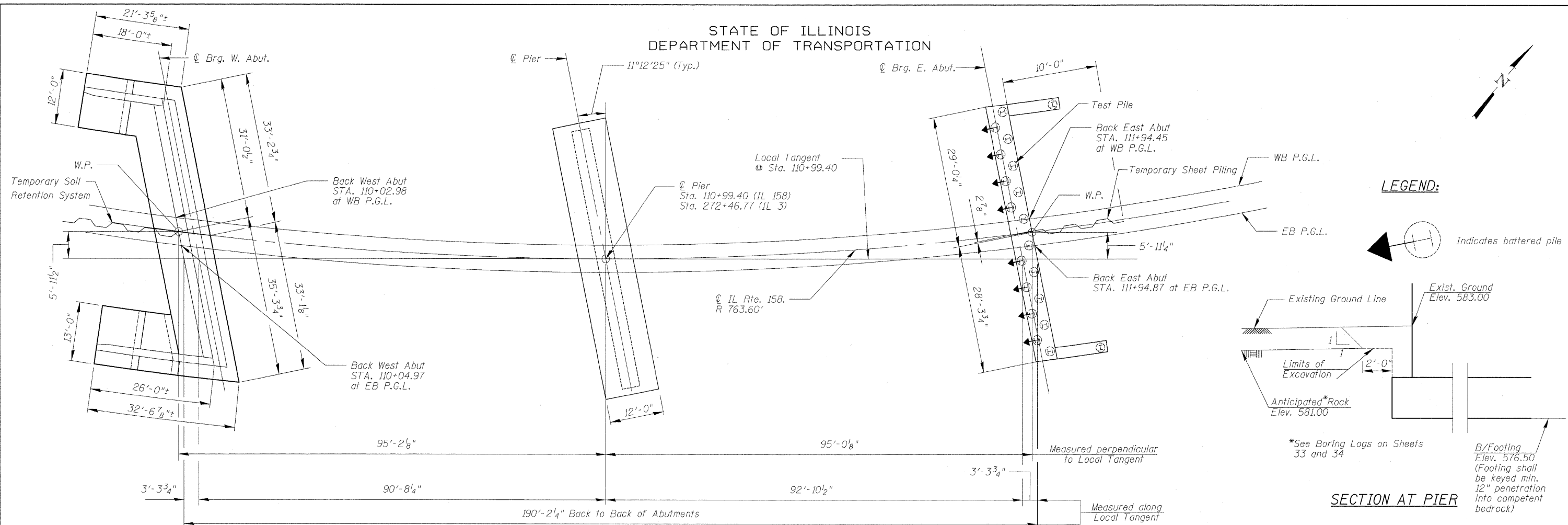
DESIGNED - JPM
CHECKED - WPM
DRAWN - GAP
CHECKED - JPM, WPM



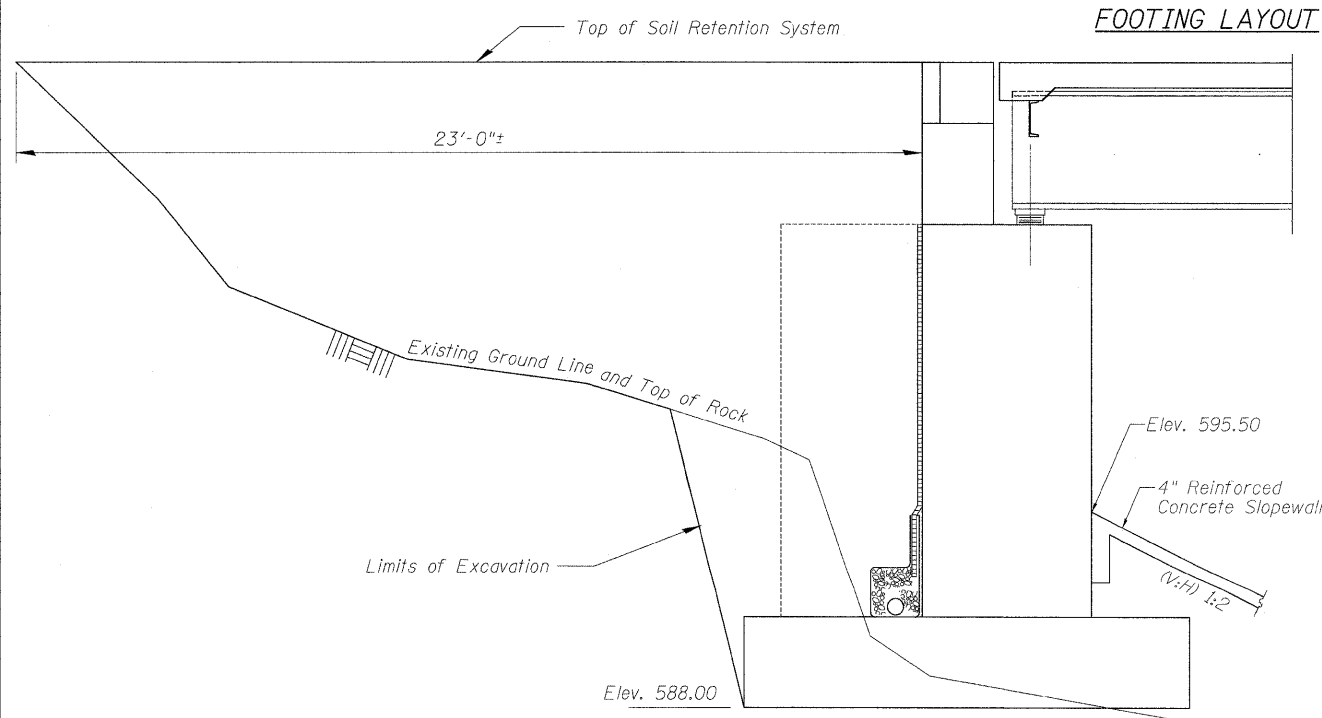
9-28-09

SHEET NO. 3 34 SHEETS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	809	67-1HBR	Monroe	144	67
CONTRACT NO. 76977					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

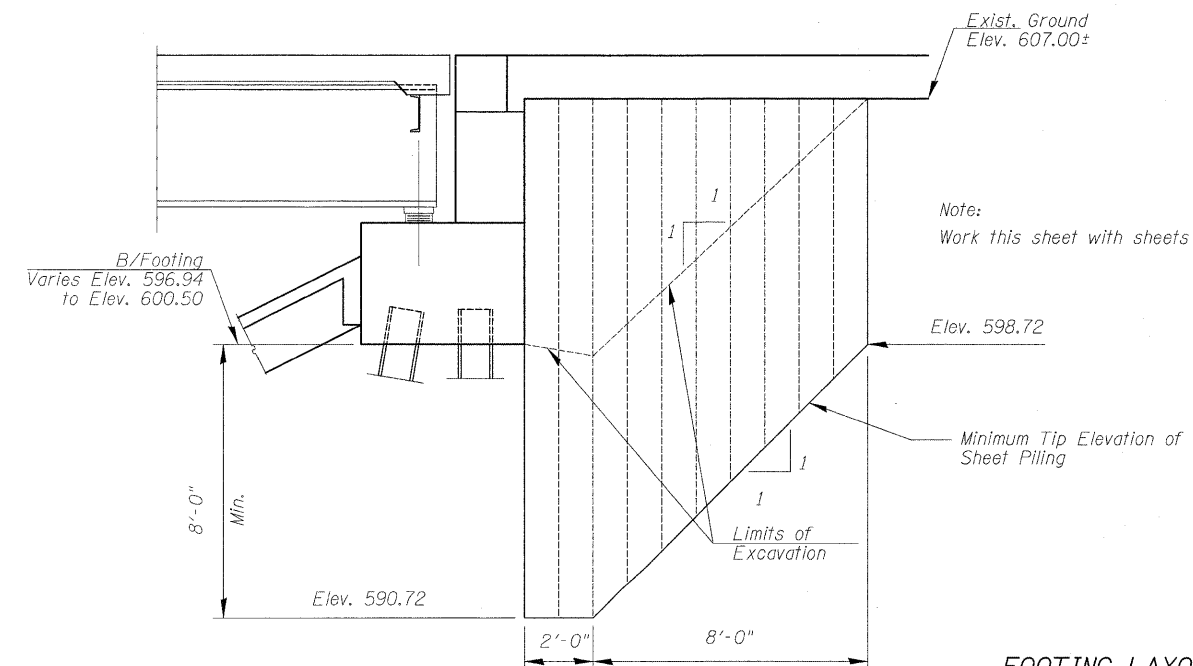
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



FOOTING LAYOUT



SECTION AT WEST ABUTMENT



**SECTION AT EAST ABUTMENT
TEMPORARY SHEET PILING DETAILS**

**FOOTING LAYOUT & TEMPORARY SHEET PILING DETAILS
STRUCTURE NO. 067-0042**

DESIGNED - JPM
 CHECKED - CCS
 DRAWN - JPM
 CHECKED - WPM, CCS
 9-28-09



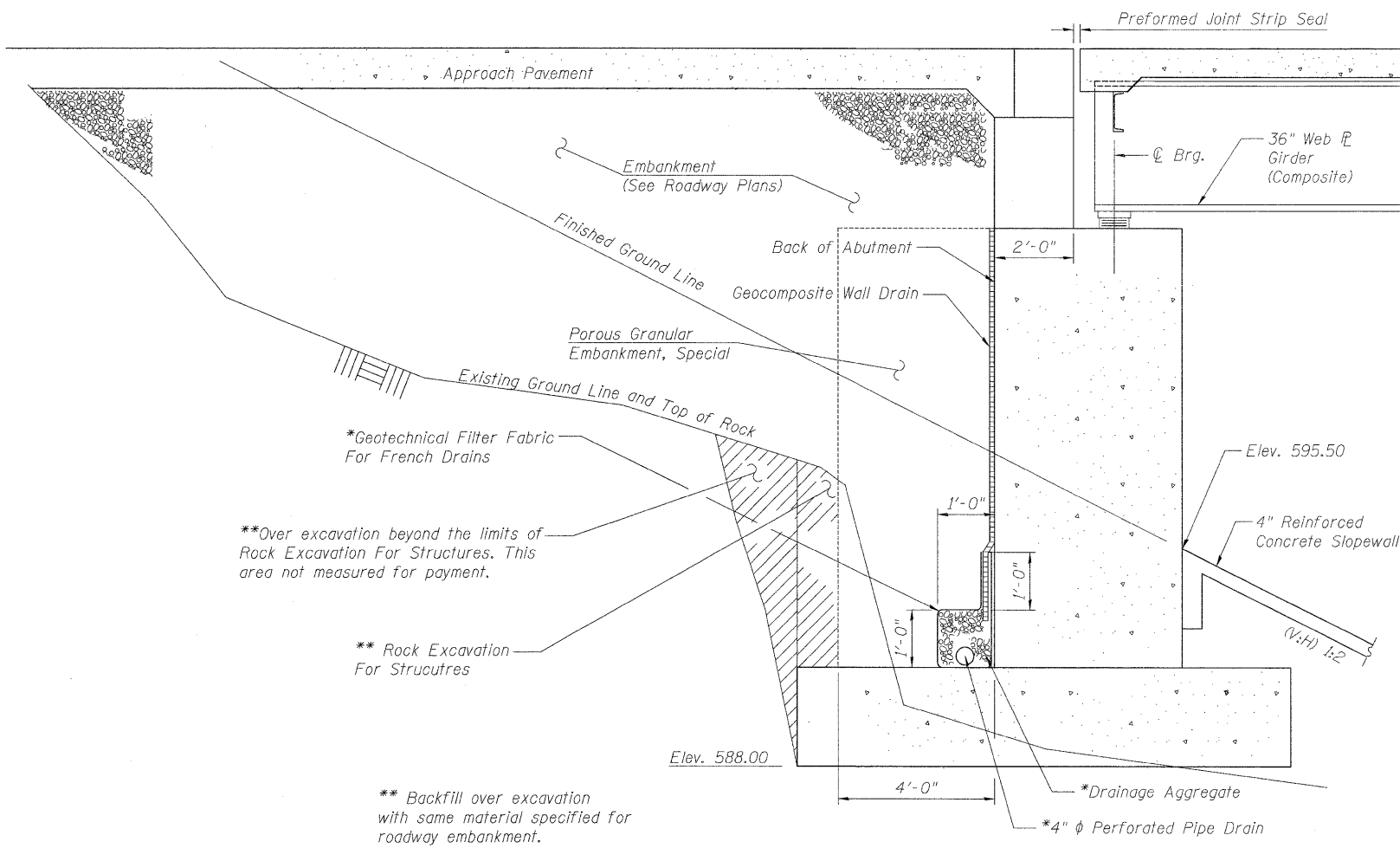
TEMPORARY SOIL RETENTION SYSTEM

Notes:
 A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

Notes:
 If the Contractor chooses to alter the temporary cantilevered sheet piling requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
 Contractor shall investigate existing buried utility line or structure before installing sheet piling.

SHEET NO. 4 34 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	809	67-1HBR	Monroe	144	68
CONTRACT NO. 76977					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

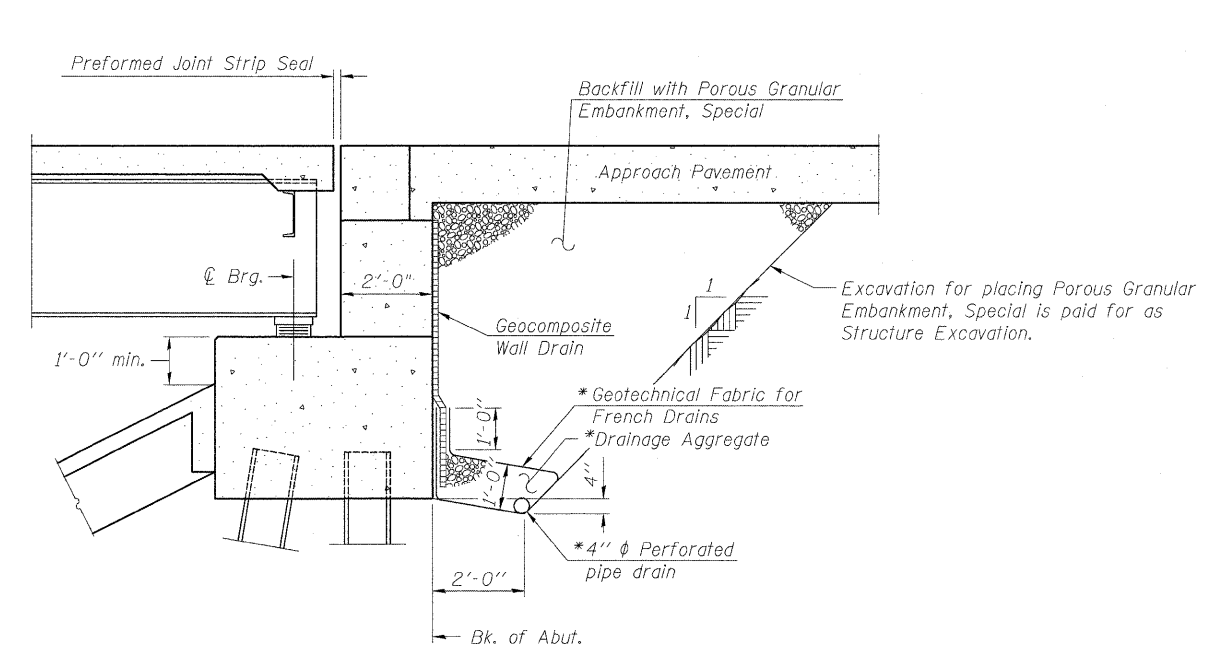
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



**Over excavation beyond the limits of Rock Excavation For Structures. This area not measured for payment.

** Rock Excavation For Structures

** Backfill over excavation with same material specified for roadway embankment.

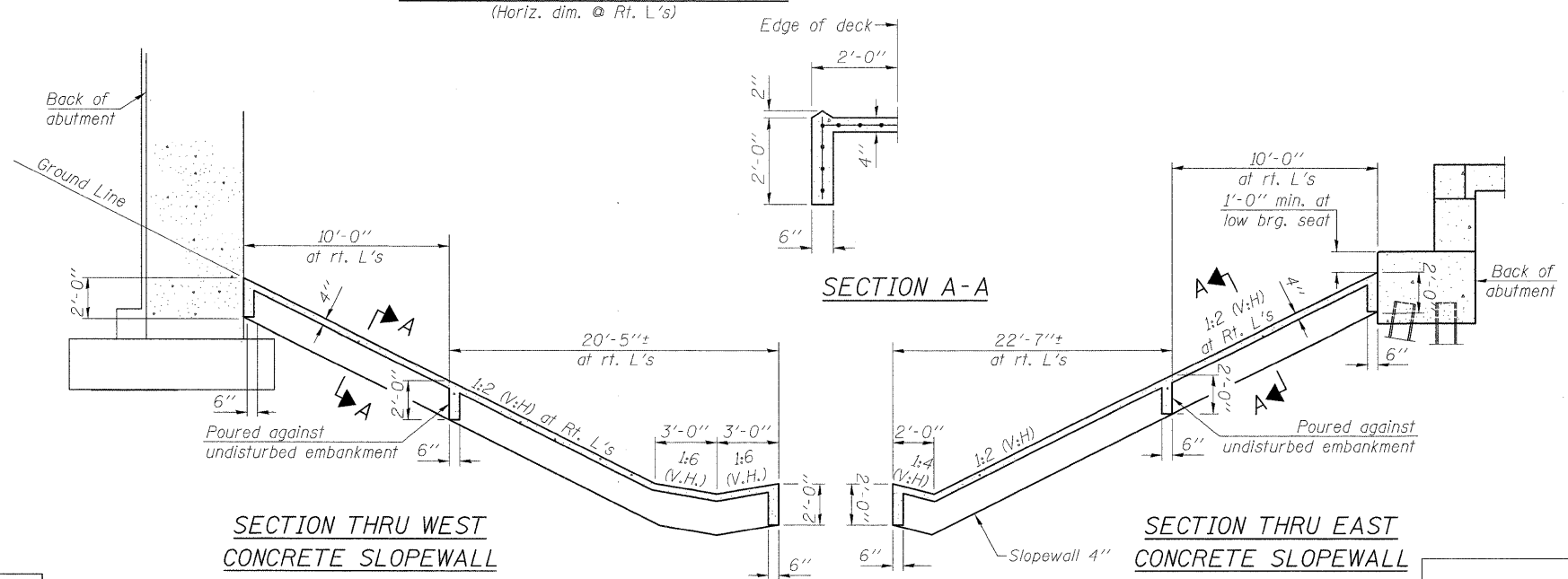


SECTION THRU EAST ABUTMENT
(Horiz. dim. @ Rt. L's)

* Included in the cost of Pipe Underdrains for Structures.

Notes:
All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls or 2'-0" from the end of the wingwalls when the wings are parallel to the abutment. A non-perforated outlet pipe shall extend through the wingwall, until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

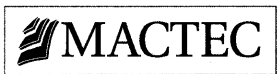
SECTION THRU WEST ABUTMENT
(Horiz. dim. @ Rt. L's)



Notes:
1. Sloped wall shall be reinforced with welded wire fabric 6 in. x 6 in. - W4.0 x W4.0 weighing 58 lbs. per 100 sq.ft.

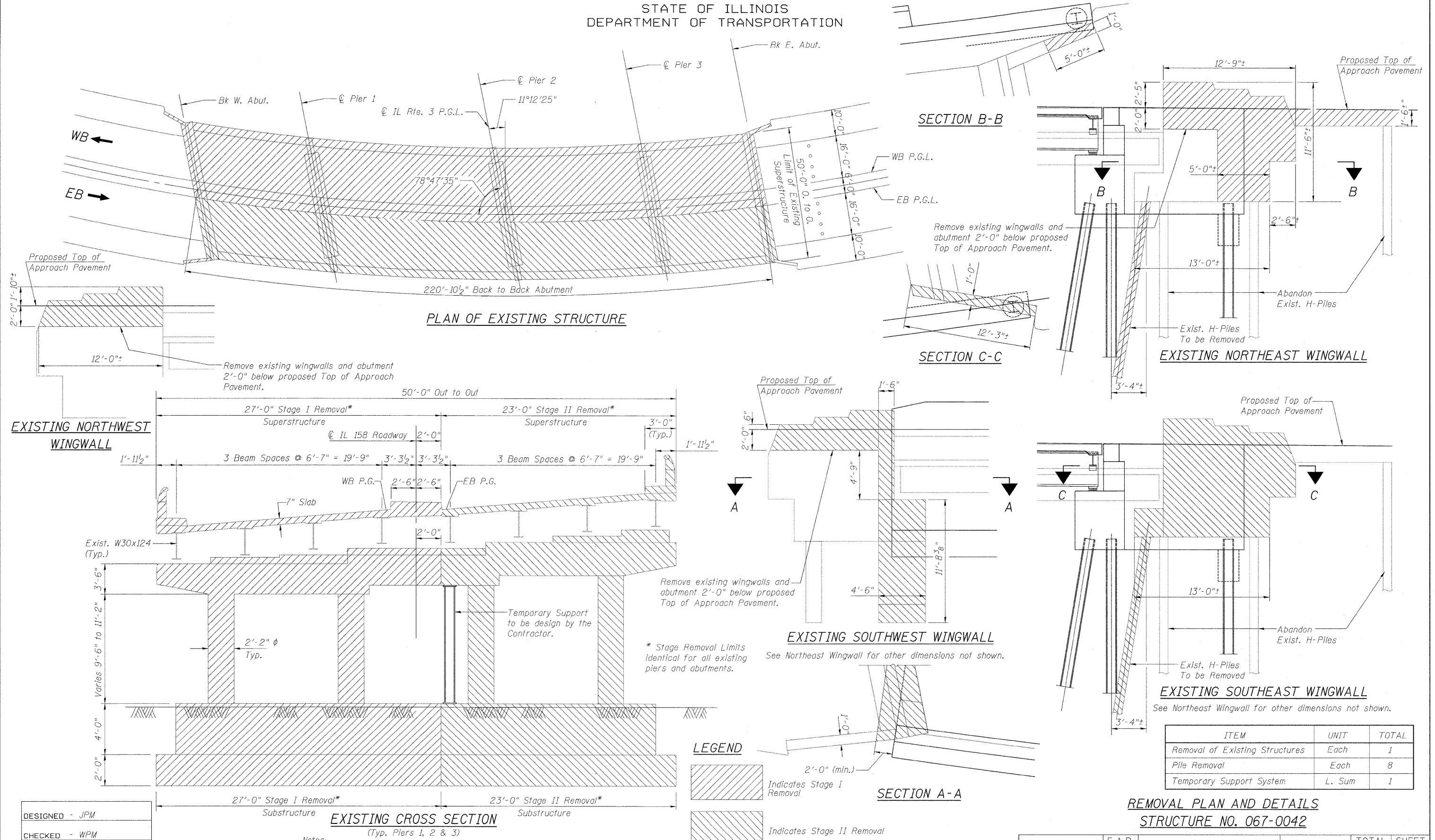
SLOPEWALL & SECTION THRU
ABUTMENTS DETAILS
STRUCTURE NO. 067-0042

DESIGNED - JPM
CHECKED - WPM
DRAWN - GAP
CHECKED - JPM, WPM
9-28-09



SHEET NO. 5 34 SHEETS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	809	67-1HBR	Monroe	144	69
CONTRACT NO. 76977					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



DESIGNED - JPM
CHECKED - WPM
DRAWN - MD
CHECKED - JPM, WPM
9-28-09

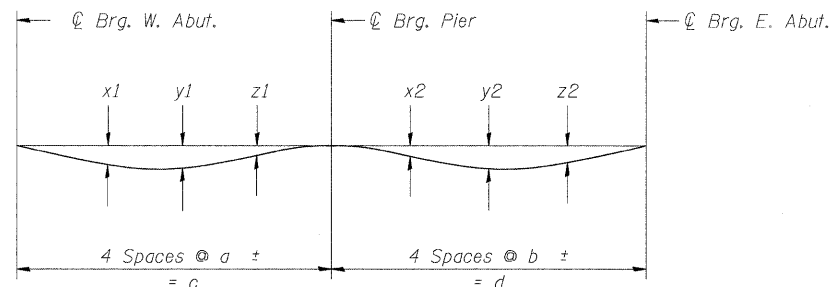


Notes:
1. Contractor shall verify actual measurement prior to removing existing structures.
2. Pile removal quantity is based on information on existing General Plan & Elevation sheet. If actual number of battered piles to be removed differs, Contractor shall be paid at the unit price Each for each pile removed.
3. The existing concrete slopewall at each abutment shall also be removed under the pay item Removal of Existing Structures. It is not shown on this sheet for clarity.

ITEM	UNIT	TOTAL
Removal of Existing Structures	Each	1
Pile Removal	Each	8
Temporary Support System	L. Sum	1

REMOVAL PLAN AND DETAILS		STRUCTURE NO. 067-0042			
SHEET NO. 6	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34 SHEETS	809	67-1HBR	Monroe	144	70
CONTRACT NO. 76977					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

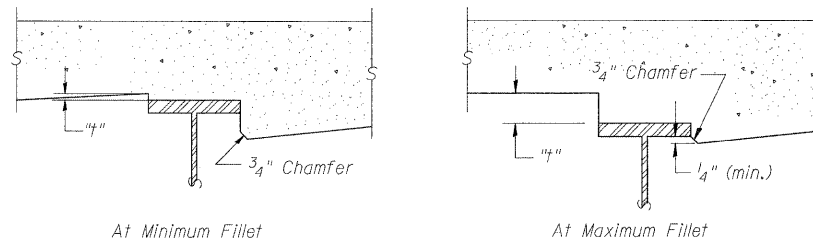


DEAD LOAD DEFLECTION DIAGRAM
(Includes Weight of Concrete Only)

Notes:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections shown in Sheets 8 and 9 of 34

Beam No.	Quarter Point of Span Length (along beam line)		Span Length	
	Span 1	Span 2	Span 1	Span 2
	a	b	c	d
Beam 1	23'-0 ¹¹ / ₁₆ "	23'-0 ³ / ₁₆ "	92'-2 ¹³ / ₁₆ "	92'-0 ³ / ₄ "
Beam 2	23'-0 ¹ / ₂ "	23'-0 ¹ / ₈ "	92'-1 ¹⁵ / ₁₆ "	92'-0 ⁹ / ₁₆ "
Beam 3	23'-0 ⁵ / ₁₆ "	23'-0 ¹ / ₁₆ "	92'-1 ³ / ₁₆ "	92'-0 ⁵ / ₁₆ "
Beam 4	23'-0 ¹ / ₈ "	23'-0"	92'-0 ³ / ₈ "	92'-0 ¹ / ₁₆ "
CL IL RT 158	--	--	92'-0 ¹ / ₁₆ "	92'-0"
Beam 5	22'-11 ¹⁵ / ₁₆ "	23'-0"	91'-11 ³ / ₄ "	91'-11 ¹⁵ / ₁₆ "
Beam 6	22'-11 ³ / ₄ "	22'-11 ¹⁵ / ₁₆ "	91'-11 ¹ / ₁₆ "	91'-11 ¹ / ₁₆ "
Beam 7	22'-11 ⁹ / ₁₆ "	22'-11 ⁷ / ₈ "	91'-10 ⁵ / ₁₆ "	91'-11 ¹ / ₂ "
Beam 8	22'-11 ⁷ / ₁₆ "	22'-11 ¹³ / ₁₆ "	91'-9 ⁵ / ₈ "	91'-11 ⁵ / ₁₆ "

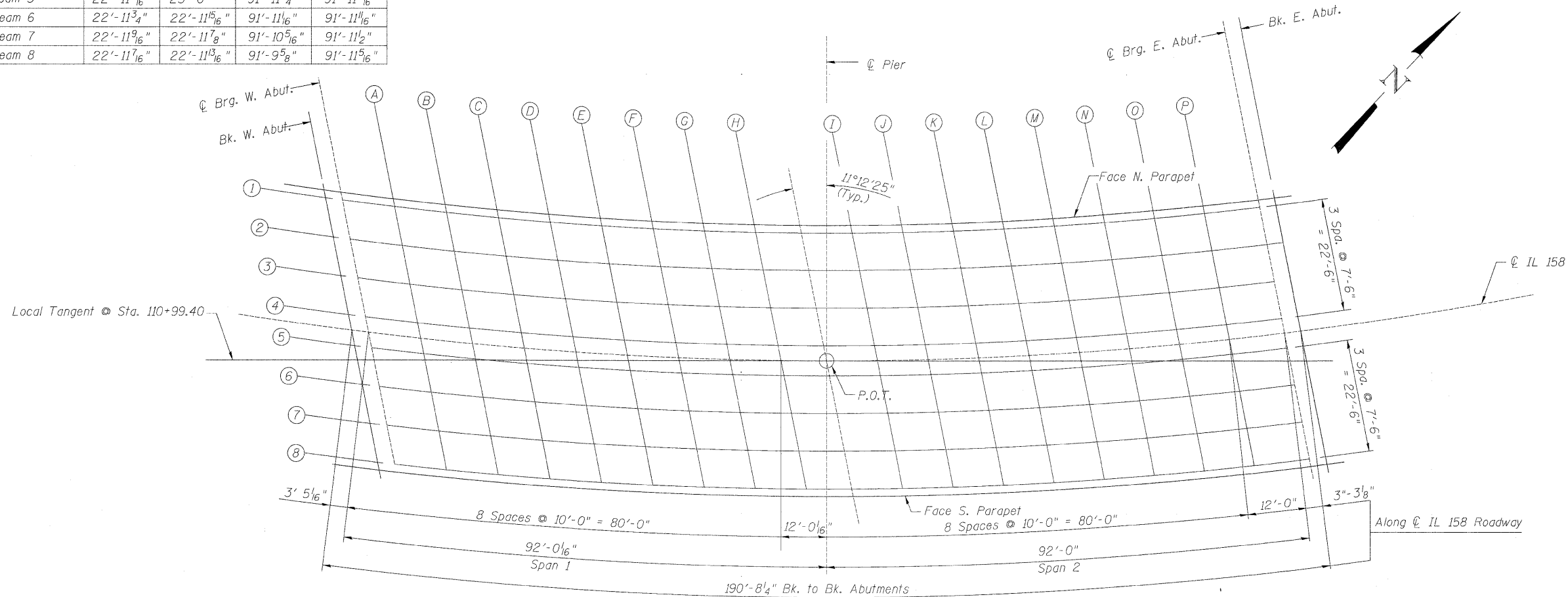


To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown in Sheet 8 and 9, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

DEAD LOAD DEFLECTION TABLE

Location	Span 1			Span 2		
	x1 (in)	y1 (in)	z1 (in)	x2 (in)	y2 (in)	z2 (in)
Face North Parapet	5 ⁵ / ₈	5 ⁵ / ₈	3 ³ / ₈	1 ¹ / ₄	5 ⁵ / ₈	5 ⁵ / ₈
Beam 1	5 ⁵ / ₈	5 ⁵ / ₈	3 ³ / ₈	1 ¹ / ₄	5 ⁵ / ₈	5 ⁵ / ₈
Beam 2	5 ⁵ / ₈	3 ³ / ₄	3 ³ / ₈	3 ³ / ₈	3 ³ / ₄	5 ⁵ / ₈
Beam 3	5 ⁵ / ₈	3 ³ / ₄	3 ³ / ₈	3 ³ / ₈	3 ³ / ₄	5 ⁵ / ₈
Beam 4 & WB PGL	5 ⁵ / ₈	3 ³ / ₄	3 ³ / ₈	3 ³ / ₈	3 ³ / ₄	5 ⁵ / ₈
Beam 5 & EB PGL	1 ¹ / ₂	5 ⁵ / ₈	3 ³ / ₈	1 ¹ / ₄	5 ⁵ / ₈	1 ¹ / ₂
Beam 6	5 ⁵ / ₈	3 ³ / ₄	3 ³ / ₈	3 ³ / ₈	3 ³ / ₄	5 ⁵ / ₈
Beam 7	5 ⁵ / ₈	3 ³ / ₄	3 ³ / ₈	3 ³ / ₈	3 ³ / ₄	5 ⁵ / ₈
Beam 8	5 ⁵ / ₈	3 ³ / ₄	3 ³ / ₈	3 ³ / ₈	3 ³ / ₄	5 ⁵ / ₈
Face South Parapet	5 ⁵ / ₈	3 ³ / ₄	3 ³ / ₈	3 ³ / ₈	3 ³ / ₄	5 ⁵ / ₈



PLAN

**TOP OF DECK ELEVATION I
STRUCTURE NO. 067-0042**

DESIGNED - JPM
CHECKED - CCS
DRAWN - MD
CHECKED - JPM, CCS



9-28-09

SHEET NO. 7 34 SHEETS	F.A.P RTE. 809	SECTION 67-1HBR	COUNTY Monroe	TOTAL SHEETS 144	SHEET NO. 71
	FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT			CONTRACT NO. 76977	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FACE N. PARAPET

GIRDER 1

GIRDER 2

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	109+94.66	-27.00	605.96	605.96
CL Brg. W. Abut..	109+98.22	-27.00	605.98	605.98
A	110+08.59	-27.00	606.04	606.06
B	110+18.95	-27.00	606.08	606.12
C	110+29.32	-27.00	606.11	606.17
D	110+39.69	-27.00	606.14	606.20
E	110+50.05	-27.00	606.16	606.21
F	110+60.42	-27.00	606.16	606.20
G	110+70.79	-27.00	606.16	606.19
H	110+81.15	-27.00	606.15	606.16
CL Pier 1	110+93.85	-27.00	606.12	606.12
I	111+04.22	-27.00	606.09	606.09
J	111+14.58	-27.00	606.05	606.06
K	111+24.95	-27.00	605.99	606.03
L	111+35.32	-27.00	605.93	605.98
M	111+45.68	-27.00	605.86	605.92
N	111+56.05	-27.00	605.78	605.84
O	111+66.42	-27.00	605.69	605.74
P	111+76.78	-27.00	605.60	605.62
CL Brg. E. Abut.	111+89.29	-27.00	605.46	605.46
Bk. E. Abut.	111+92.67	-27.00	605.43	605.43

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	109+95.20	-25.50	606.08	606.08
CL Brg. W. Abut.	109+98.75	-25.50	606.10	606.10
A	110+09.10	-25.50	606.16	606.18
B	110+19.44	-25.50	606.20	606.24
C	110+29.79	-25.50	606.24	606.29
D	110+40.13	-25.50	606.26	606.32
E	110+50.48	-25.50	606.28	606.33
F	110+60.82	-25.50	606.28	606.32
G	110+71.17	-25.50	606.28	606.31
H	110+81.51	-25.50	606.27	606.28
CL Pier 1	110+94.17	-25.50	606.24	606.24
I	111+04.52	-25.50	606.21	606.21
J	111+14.86	-25.50	606.16	606.18
K	111+25.21	-25.50	606.11	606.15
L	111+35.55	-25.50	606.05	606.10
M	111+45.90	-25.50	605.98	606.04
N	111+56.24	-25.50	605.90	605.96
O	111+66.59	-25.50	605.81	605.86
P	111+76.93	-25.50	605.71	605.74
CL Brg. E. Abut.	111+89.41	-25.50	605.58	605.58
Bk. E. Abut.	111+92.79	-25.50	605.55	605.55

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	109+97.84	-18.00	606.70	606.70
CL Brg. W. Abut.	110+01.36	-18.00	606.72	606.72
A	110+11.60	-18.00	606.77	606.79
B	110+21.84	-18.00	606.81	606.85
C	110+32.08	-18.00	606.84	606.90
D	110+42.32	-18.00	606.86	606.93
E	110+52.56	-18.00	606.88	606.94
F	110+62.81	-18.00	606.88	606.93
G	110+73.05	-18.00	606.88	606.90
H	110+83.29	-18.00	606.86	606.87
CL Pier 1	110+95.75	-18.00	606.83	606.83
I	111+05.99	-18.00	606.80	606.81
J	111+16.23	-18.00	606.76	606.78
K	111+26.47	-18.00	606.71	606.74
L	111+36.71	-18.00	606.64	606.70
M	111+46.95	-18.00	606.57	606.63
N	111+57.19	-18.00	606.49	606.55
O	111+67.44	-18.00	606.40	606.45
P	111+77.68	-18.00	606.31	606.34
CL Brg. E. Abut.	111+90.01	-18.00	606.18	606.18
Bk. E. Abut.	111+93.35	-18.00	606.14	606.14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	110+00.43	-10.50	607.31	607.31
CL Brg. W. Abut.	110+03.91	-10.50	607.33	607.33
A	110+14.05	-10.50	607.38	607.40
B	110+24.19	-10.50	607.42	607.46
C	110+34.33	-10.50	607.45	607.51
D	110+44.47	-10.50	607.47	607.53
E	110+54.61	-10.50	607.48	607.54
F	110+64.75	-10.50	607.48	607.53
G	110+74.89	-10.50	607.48	607.50
H	110+85.02	-10.50	607.46	607.47
CL Pier 1	110+97.29	-10.50	607.43	607.43
I	111+07.43	-10.50	607.40	607.40
J	111+17.57	-10.50	607.35	607.37
K	111+27.71	-10.50	607.30	607.34
L	111+37.85	-10.50	607.24	607.29
M	111+47.99	-10.50	607.17	607.23
N	111+58.13	-10.50	607.09	607.15
O	111+68.27	-10.50	607.00	607.05
P	111+78.41	-10.50	606.90	606.93
CL Brg. E. Abut.	111+90.60	-10.50	606.77	606.77
Bk. E. Abut.	111+93.90	-10.50	606.73	606.73

GIRDER 4 WB PGL

CL IL. ROUTE 158 & Const. Jt.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	110+02.97	-3.00	607.93	607.93
CL Brg. W. Abut..	110+06.41	-3.00	607.94	607.94
A	110+16.45	-3.00	607.99	608.02
B	110+26.49	-3.00	608.03	608.07
C	110+36.53	-3.00	608.05	608.11
D	110+46.57	-3.00	608.07	608.14
E	110+56.61	-3.00	608.08	608.14
F	110+66.65	-3.00	608.08	608.13
G	110+76.68	-3.00	608.07	608.10
H	110+86.72	-3.00	608.06	608.07
CL Pier 1	110+98.80	-3.00	608.03	608.03
I	111+08.84	-3.00	607.99	608.00
J	111+18.88	-3.00	607.94	607.97
K	111+28.92	-3.00	607.89	607.93
L	111+38.96	-3.00	607.83	607.89
M	111+49.00	-3.00	607.76	607.82
N	111+59.04	-3.00	607.68	607.74
O	111+69.08	-3.00	607.59	607.64
P	111+79.12	-3.00	607.49	607.53
CL Brg. E. Abut.	111+91.17	-3.00	607.36	607.36
Bk. E. Abut.	111+94.45	-3.00	607.33	607.33

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	110+03.97	0.00	607.93	607.93
CL Brg. W. Abut..	110+07.39	0.00	607.95	607.95
A	110+17.39	0.00	607.99	608.02
B	110+27.39	0.00	608.03	608.07
C	110+37.39	0.00	608.05	608.11
D	110+47.39	0.00	608.07	608.13
E	110+57.39	0.00	608.08	608.14
F	110+67.39	0.00	608.08	608.13
G	110+77.39	0.00	608.07	608.10
H	110+87.39	0.00	608.06	608.07
CL Pier 1	110+99.40	0.00	608.02	608.02
I	111+09.40	0.00	607.99	607.99
J	111+19.40	0.00	607.94	607.96
K	111+29.40	0.00	607.89	607.93
L	111+39.40	0.00	607.83	607.88
M	111+49.40	0.00	607.76	607.82
N	111+59.40	0.00	607.68	607.73
O	111+69.40	0.00	607.59	607.64
P	111+79.40	0.00	607.49	607.52
CL Brg. E. Abut.	111+91.40	0.00	607.36	607.36
Bk. E. Abut.	111+94.66	0.00	607.32	607.32

TOP OF DECK ELEVATION II
STRUCTURE NO. 067-0042

DESIGNED - JPM
CHECKED - CCS
DRAWN - MD
CHECKED - JPM, CCS



9-28-09

SHEET NO. 8	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	809	67-1HBR	Monroe	144	72
34 SHEETS	CONTRACT NO. 76977				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER 5 & EB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	110+04.96	3.00	607.94	607.94
CL Brg. W. Abut..	110+08.37	3.00	607.95	607.95
A	110+18.33	3.00	608.00	608.02
B	110+28.29	3.00	608.03	608.07
C	110+38.25	3.00	608.06	608.11
D	110+48.21	3.00	608.07	608.13
E	110+58.18	3.00	608.08	608.13
F	110+68.14	3.00	608.08	608.12
G	110+78.10	3.00	608.07	608.10
H	110+88.06	3.00	608.05	608.06
CL Pier 1	110+99.99	3.00	608.02	608.02
I	111+09.95	3.00	607.99	607.99
J	111+19.91	3.00	607.94	607.96
K	111+29.88	3.00	607.89	607.92
L	111+39.84	3.00	607.82	607.87
M	111+49.80	3.00	607.75	607.81
N	111+59.76	3.00	607.67	607.73
O	111+69.72	3.00	607.58	607.63
P	111+79.68	3.00	607.49	607.51
CL Brg. E. Abut.	111+91.63	3.00	607.36	607.36
Bk. E. Abut.	111+94.87	3.00	607.32	607.32

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	110+07.41	10.50	608.55	608.55
CL Brg. W. Abut..	110+10.78	10.50	608.57	608.57
A	110+20.64	10.50	608.61	608.63
B	110+30.51	10.50	608.64	608.68
C	110+40.37	10.50	608.66	608.72
D	110+50.24	10.50	608.68	608.74
E	110+60.10	10.50	608.68	608.74
F	110+69.97	10.50	608.68	608.72
G	110+79.83	10.50	608.67	608.70
H	110+89.69	10.50	608.65	608.66
CL Pier 1	111+01.45	10.50	608.62	608.62
I	111+11.32	10.50	608.58	608.59
J	111+21.18	10.50	608.53	608.55
K	111+31.05	10.50	608.48	608.52
L	111+40.91	10.50	608.42	608.47
M	111+50.77	10.50	608.34	608.40
N	111+60.64	10.50	608.26	608.32
O	111+70.50	10.50	608.18	608.23
P	111+80.37	10.50	608.08	608.11
CL Brg. E. Abut.	111+92.18	10.50	607.95	607.95
Bk. E. Abut.	111+95.39	10.50	607.92	607.92

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	110+09.80	18.00	609.16	609.16
CL Brg. W. Abut..	110+13.14	18.00	609.18	609.18
A	110+22.91	18.00	609.21	609.24
B	110+32.68	18.00	609.24	609.29
C	110+42.45	18.00	609.26	609.32
D	110+52.22	18.00	609.28	609.34
E	110+61.99	18.00	609.28	609.34
F	110+71.76	18.00	609.28	609.32
G	110+81.53	18.00	609.27	609.29
H	110+91.30	18.00	609.25	609.26
CL Pier 1	111+02.88	18.00	609.21	609.21
I	111+12.65	18.00	609.17	609.18
J	111+22.42	18.00	609.13	609.15
K	111+32.19	18.00	609.07	609.11
L	111+41.96	18.00	609.01	609.06
M	111+51.73	18.00	608.94	609.00
N	111+61.50	18.00	608.86	608.92
O	111+71.27	18.00	608.77	608.82
P	111+81.04	18.00	608.67	608.70
CL Brg. E. Abut.	111+92.72	18.00	608.55	608.55
Bk. E. Abut.	111+95.91	18.00	608.51	608.51

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	110+12.15	25.50	609.77	609.77
CL Brg. W. Abut..	110+15.45	25.50	609.79	609.79
A	110+25.13	25.50	609.82	609.85
B	110+34.80	25.50	609.85	609.90
C	110+44.48	25.50	609.87	609.93
D	110+54.16	25.50	609.88	609.95
E	110+63.83	25.50	609.88	609.94
F	110+73.51	25.50	609.88	609.92
G	110+83.19	25.50	609.86	609.89
H	110+92.87	25.50	609.84	609.85
CL Pier 1	111+04.29	25.50	609.81	609.81
I	111+13.96	25.50	609.77	609.77
J	111+23.64	25.50	609.72	609.74
K	111+33.32	25.50	609.67	609.71
L	111+42.99	25.50	609.60	609.66
M	111+52.67	25.50	609.53	609.60
N	111+62.35	25.50	609.45	609.52
O	111+72.02	25.50	609.36	609.42
P	111+81.70	25.50	609.27	609.30
CL Brg. E. Abut.	111+93.26	25.50	609.14	609.14
Bk. E. Abut.	111+96.41	25.50	609.10	609.10

FACE S. PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	110+12.61	27.00	609.89	609.89
CL Brg. W. Abut..	110+15.91	27.00	609.91	609.91
A	110+25.57	27.00	609.94	609.97
B	110+35.22	27.00	609.97	610.02
C	110+44.88	27.00	609.99	610.05
D	110+54.54	27.00	610.00	610.07
E	110+64.20	27.00	610.00	610.06
F	110+73.86	27.00	610.00	610.04
G	110+83.52	27.00	609.98	610.01
H	110+93.18	27.00	609.96	609.97
CL Pier 1	111+04.56	27.00	609.93	609.93
I	111+14.22	27.00	609.89	609.89
J	111+23.88	27.00	609.84	609.86
K	111+33.54	27.00	609.78	609.83
L	111+43.20	27.00	609.72	609.78
M	111+52.86	27.00	609.65	609.71
N	111+62.51	27.00	609.57	609.63
O	111+72.17	27.00	609.48	609.53
P	111+81.83	27.00	609.38	609.42
CL Brg. E. Abut.	111+93.36	27.00	609.26	609.26
Bk. E. Abut.	111+96.51	27.00	609.22	609.22

TOP OF DECK ELEVATION III
STRUCTURE NO. 067-0042

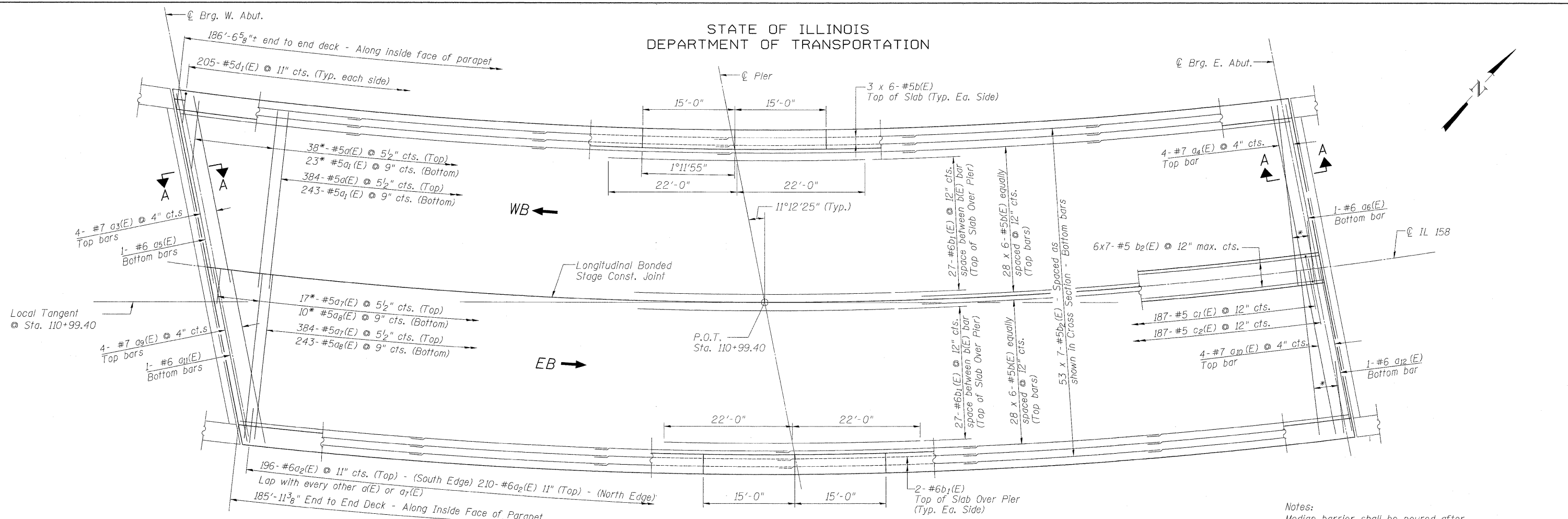
DESIGNED - JPM
CHECKED - CCS
DRAWN - MD
CHECKED - JPM, CCS



9-28-09

SHEET NO. 9	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	809	67-1HBR	Monroe	144	73
34 SHEETS			CONTRACT NO. 76977		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

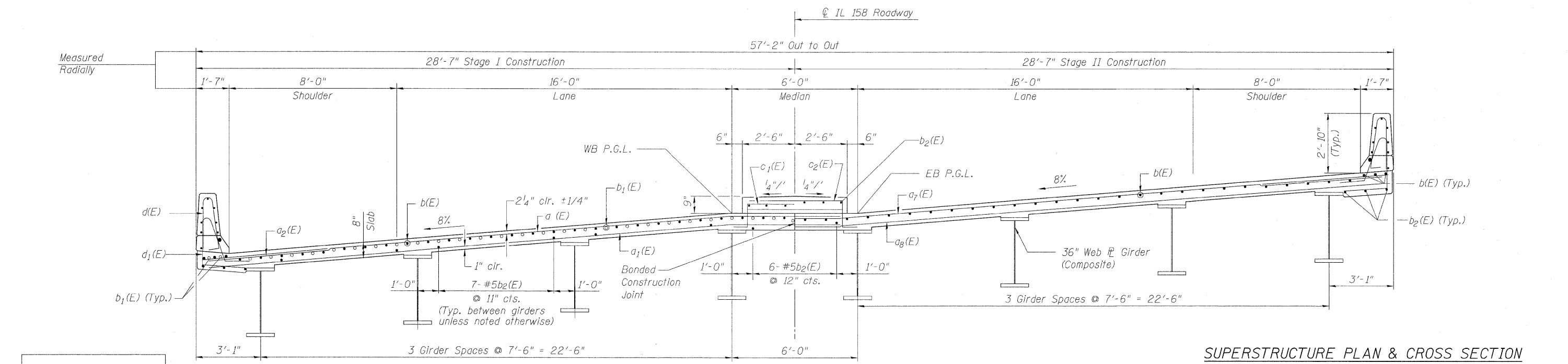
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



*Order a(E), a1(E), a7(E) and a8(E) full length. Cut in field and use the remainder on other side.

Notes:
Median barrier shall be poured after the deck of Stage II Construction has been poured.

PLAN



SUPERSTRUCTURE PLAN & CROSS SECTION
STRUCTURE NO. 067-0042

DESIGNED - JPM
CHECKED - CCS
DRAWN - GAP
CHECKED - JPM, WPM
9-28-09



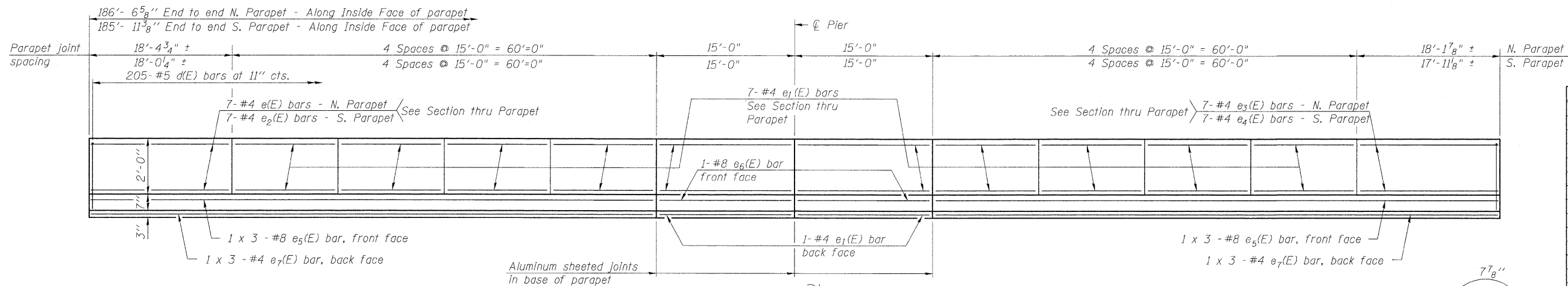
NEAR PIER

CROSS SECTION
(Looking Upstation)

NEAR MIDSPAN

SHEET NO.10	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34 SHEETS	809	67-1HBR	Monroe	144	74
CONTRACT NO. 76977					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

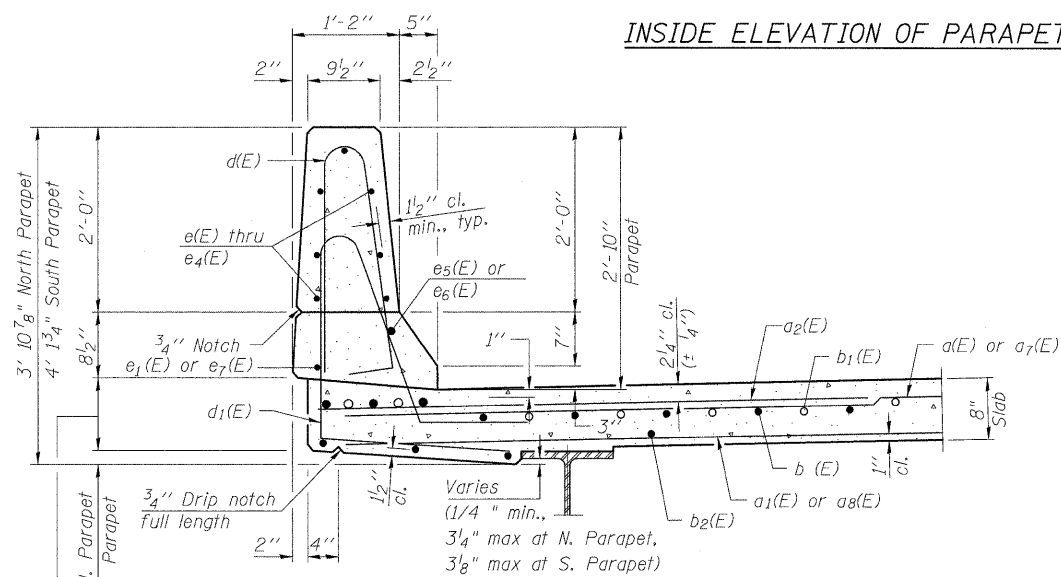
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



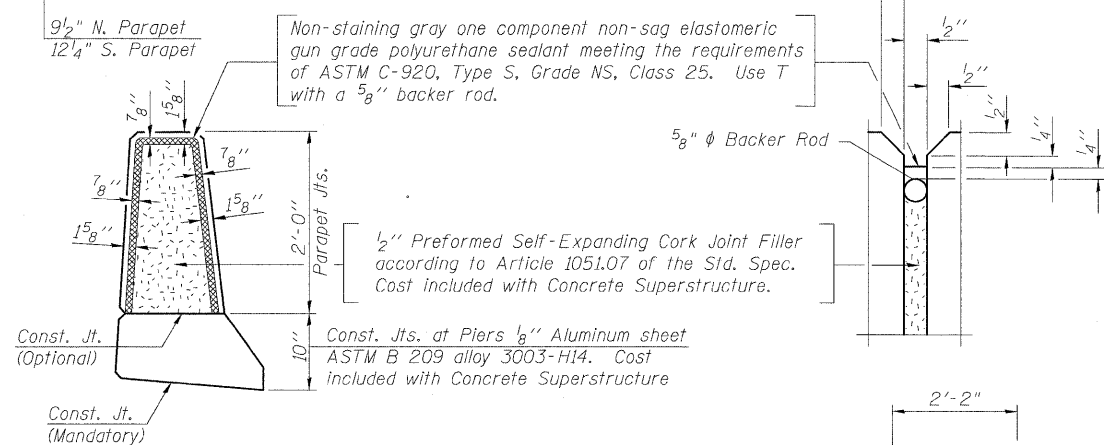
**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	422	#5	30'-5"	—
a1(E)	266	#5	30'-2"	—
a2(E)	406	#6	6'-0"	—
a3(E)	4	#7	32'-0"	—
a4(E)	4	#7	30'-5"	—
a5(E)	1	#6	31'-10"	—
a6(E)	1	#6	30'-3"	—
a7(E)	401	#5	28'-2"	—
a8(E)	253	#5	27'-11"	—
a9(E)	4	#7	29'-4"	—
a10(E)	4	#7	28'-2"	—
a11(E)	1	#6	29'-2"	—
a12(E)	1	#6	28'-0"	—
a13(E)	18	#6	8'-9"	U
a14(E)	18	#6	8'-5"	U
a15(E)	3	#6	7'-4"	U
a16(E)	3	#6	7'-0"	U
b(E)	372	#5	32'-11"	—
b1(E)	58	#6	44'-0"	—
b2(E)	420	#5	28'-6"	—
c1(E)	187	#5	3'-7"	L
c2(E)	187	#5	6'-1"	L
d(E)	410	#5	5'-7"	L
d1(E)	410	#5	7'-7"	L
e(E)	7	#4	18'-2"	—
e1(E)	144	#4	14'-9"	—
e2(E)	7	#4	17'-8"	—
e3(E)	7	#4	17'-11"	—
e4(E)	7	#4	17'-9"	—
e5(E)	12	#8	29'-2"	—
e6(E)	4	#8	14'-9"	—
e7(E)	12	#4	27'-3"	—
x1(E)	94	#5	5'-11"	L
Reinforcement Bars, Epoxy Coated			Pound	86,500
Concrete Superstructure			Cu. Yd.	378

INSIDE ELEVATION OF PARAPET



SECTION THRU PARAPET

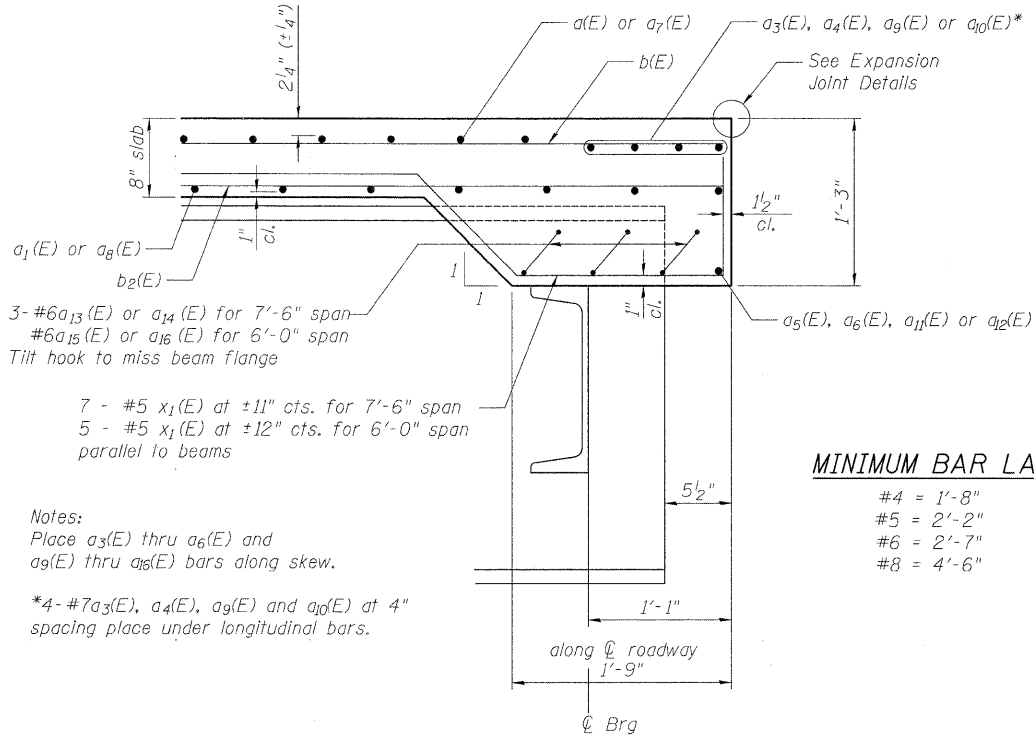


PARAPET JOINT DETAILS

DESIGNED - JPM
CHECKED - CCS
DRAWN - GAP
CHECKED - JPM, WPM



9-28-09

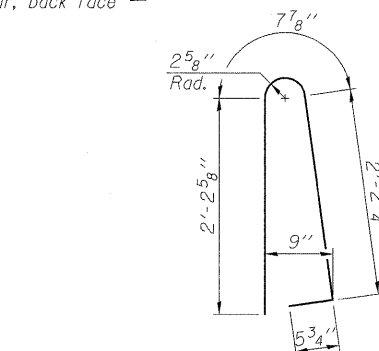
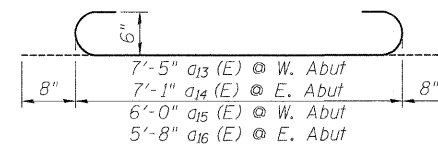


SECTION A-A

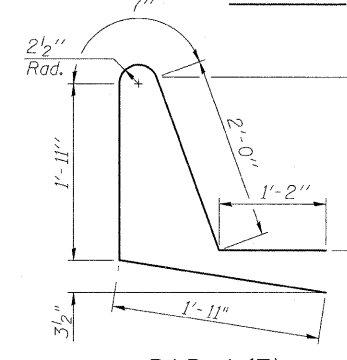
MINIMUM BAR LAP

- #4 = 1'-8"
- #5 = 2'-2"
- #6 = 2'-7"
- #8 = 4'-6"

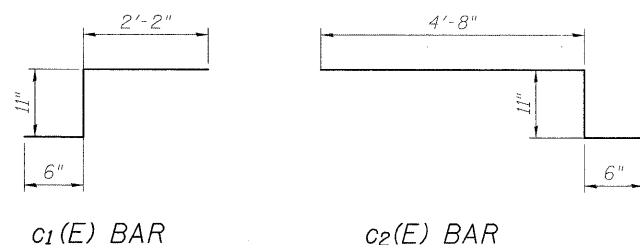
a3(E) & a4(E) BAR



BAR d(E)



BAR d1(E)



**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 067-0042**

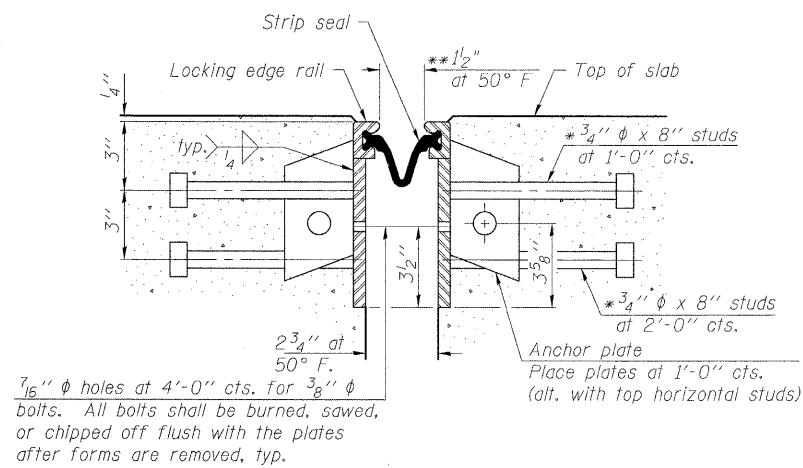
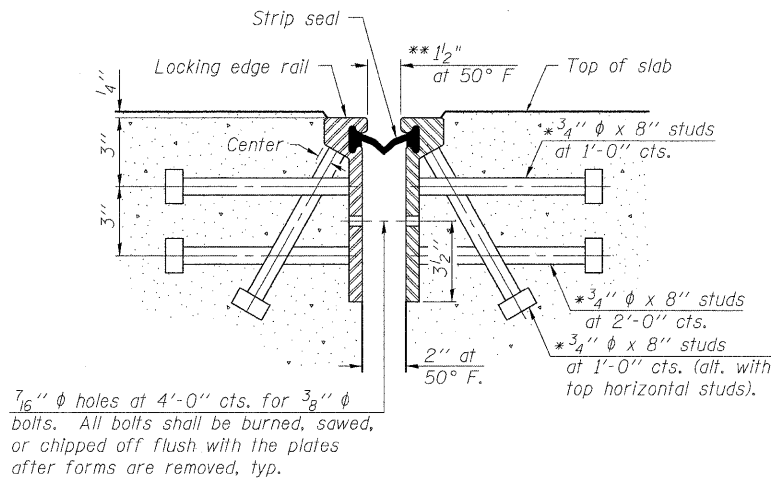
SHEET NO. 11 34 SHEETS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	809	67-1HBR	Monroe	144	75
CONTRACT NO. 76977					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

- Notes:
1. Bars indicated thus 54 x 6 - #5 etc. indicates 54 line of bars with 6 lengths per line.
2. Straight bars shall be bent in field to conform to deck radius and or cross slopes as applicable.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

** When joint is fixed, dimension is set at 1 1/2".



Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

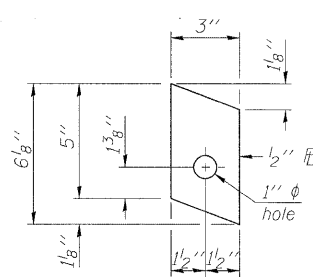
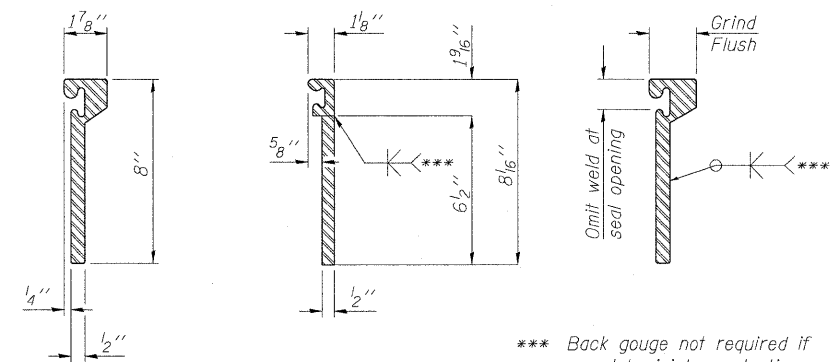
The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and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

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

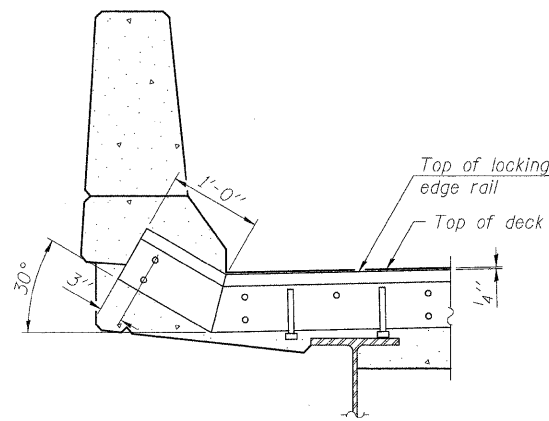
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

SECTION THRU
ROLLED RAIL JOINT

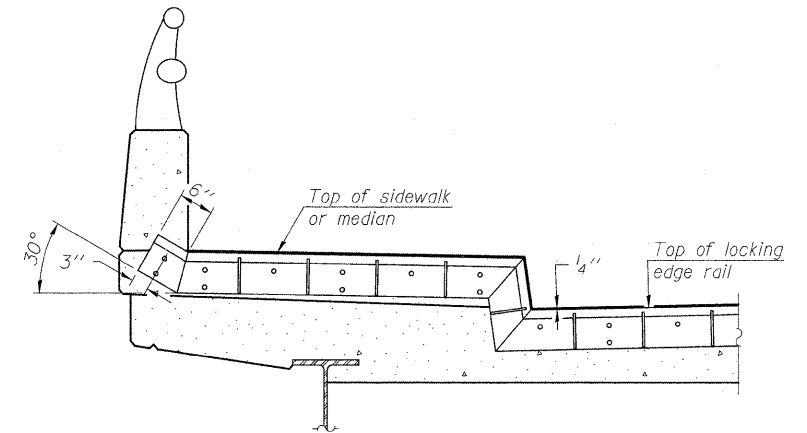
SECTION THRU
WELDED RAIL JOINT



ANCHOR PLATE
(for welded rail)



AT PARAPET



AT SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

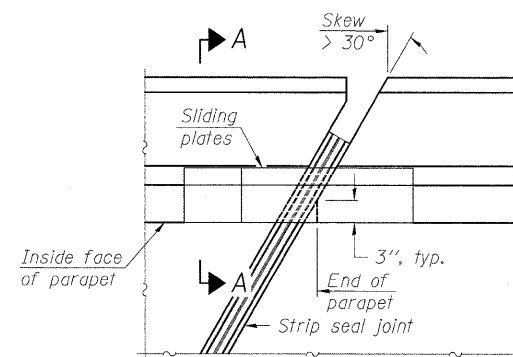
ROLLED
(EXTRUDED) RAIL

WELDED RAIL

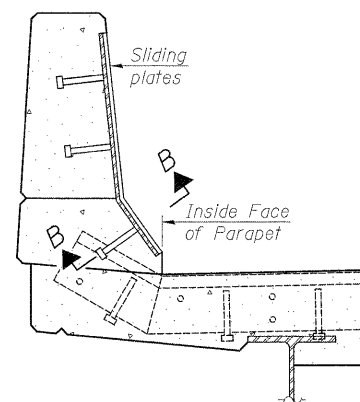
LOCKING EDGE
RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.

LOCKING EDGE RAILS



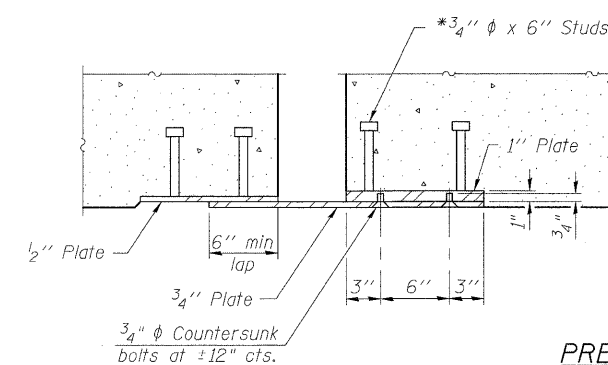
PLAN



SECTION A-A

POINT BLOCK DETAILS
(for skews > 30°)

TYPICAL END TREATMENTS



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	115

PREFORMED JOINT STRIP SEAL DETAILS
STRUCTURE NO. 067-0042

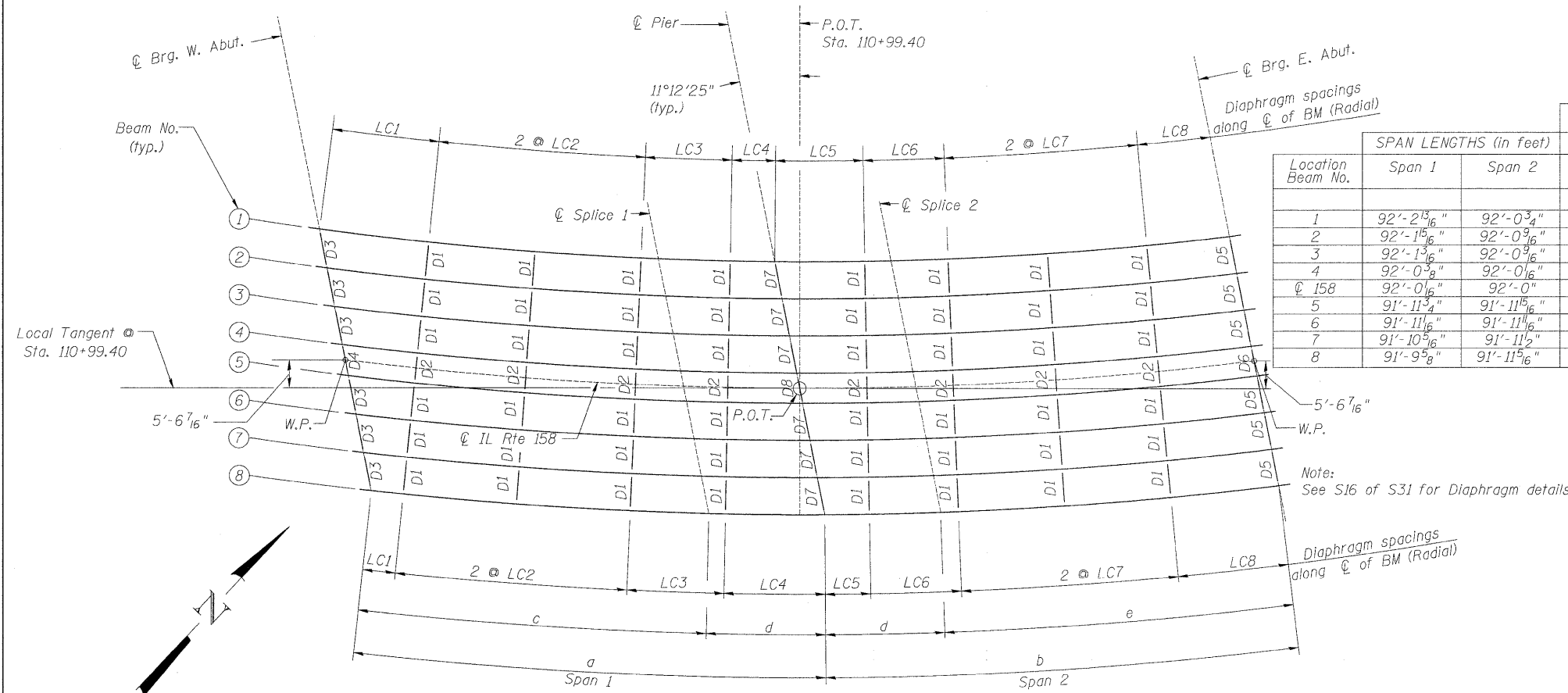
DESIGNED - JPM
CHECKED - WPM
DRAWN - JPM
CHECKED - WPM



9-28-09 EJ-SSJ

SHEET NO. 12	F.A.P. RTE. 809	SECTION 67-1HBR	COUNTY Monroe	TOTAL SHEETS 144	SHEET NO. 76
34 SHEETS	CONTRACT NO. 76977				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

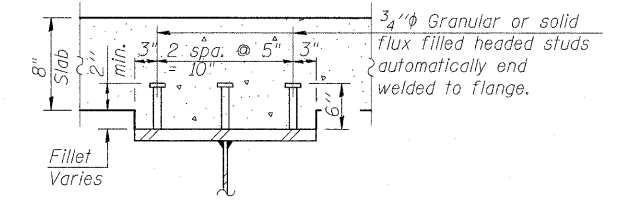
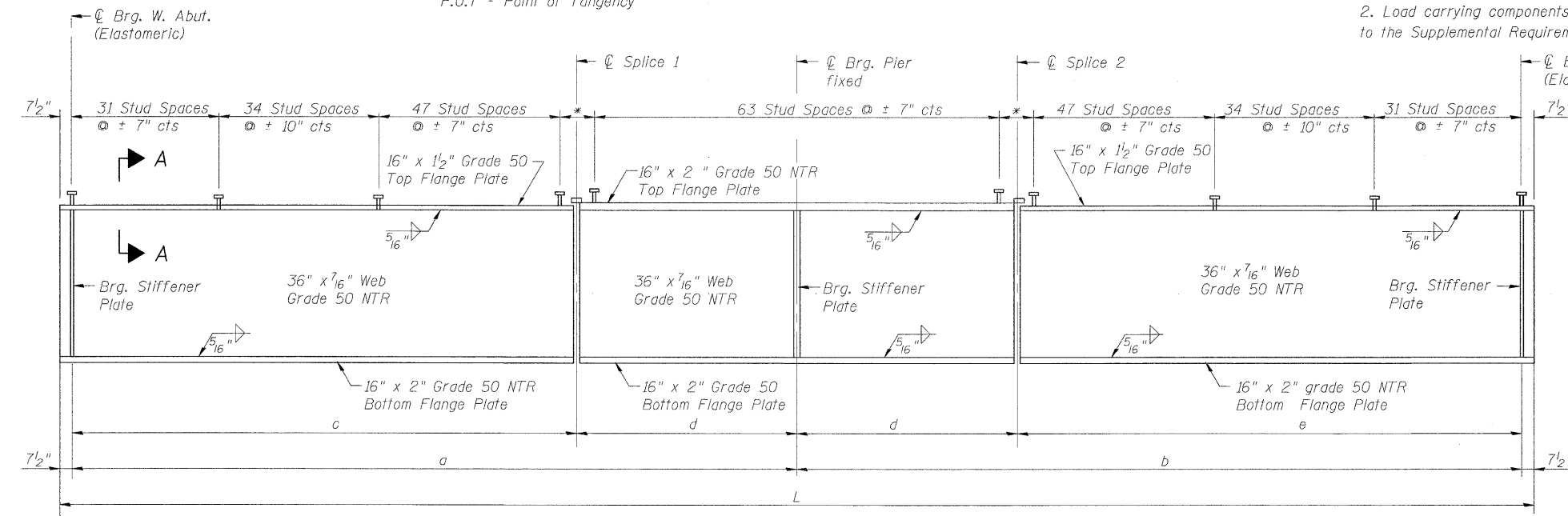
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Location Beam No.	SPAN LENGTHS (in feet)		DIAPHRAGM SPACINGS							
	SPAN 1 (in feet)		SPAN 1 (in feet)				SPAN 2 (in feet)			
	Span 1	Span 2	LC1	LC2	LC3	LC4	LC5	LC6	LC7	LC8
1	92'-2 ³ / ₁₆ "	92'-0 ³ / ₄ "	22'-2 ³ / ₁₆ "	21'-6"	18'-0"	9'-0"	18'-2 ³ / ₈ "	16'-10 ¹ / ₁₆ "	20'-1 ⁵ / ₁₆ "	16'-9 ³ / ₄ "
2	92'-1 ¹ / ₁₆ "	92'-0 ⁹ / ₁₆ "	19'-10 ⁵ / ₁₆ "	21'-8 ⁵ / ₁₆ "	18'-2 ³ / ₁₆ "	10'-7 ⁹ / ₁₆ "	16'-10 ¹ / ₁₆ "	17'-0 ¹ / ₈ "	20'-3 ³ / ₄ "	17'-6 ³ / ₄ "
3	92'-1 ³ / ₁₆ "	92'-0 ⁹ / ₁₆ "	17'-7 ⁸ / ₁₆ "	21'-1 ¹ / ₄ "	18'-4 ³ / ₈ "	12'-3 ¹ / ₁₆ "	15'-5 ⁸ / ₁₆ "	17'-2 ¹ / ₈ "	20'-6 ¹ / ₄ "	18'-3 ¹ / ₈ "
4	92'-0 ³ / ₈ "	92'-0 ¹ / ₁₆ "	15'-3 ³ / ₈ "	22'-1 ¹ / ₈ "	18'-6 ³ / ₁₆ "	13'-10 ¹ / ₁₆ "	14'-1 ⁵ / ₈ "	17'-4 ³ / ₁₆ "	20'-8 ¹ / ₁₆ "	19'-0 ¹ / ₈ "
5	92'-0 ¹ / ₁₆ "	92'-0"								
6	91'-11 ³ / ₄ "	91'-11 ¹ / ₁₆ "	13'-5 ¹ / ₁₆ "	22'-3 ¹ / ₁₆ "	18'-8 ⁵ / ₁₆ "	15'-2 ⁵ / ₁₆ "	13'-0 ⁵ / ₈ "	17'-5 ⁷ / ₈ "	20'-10 ⁵ / ₈ "	19'-8 ¹ / ₁₆ "
7	91'-11 ¹ / ₁₆ "	91'-11 ¹ / ₁₆ "	11'-1 ¹ / ₂ "	22'-6 ⁹ / ₁₆ "	18'-10 ⁹ / ₁₆ "	16'-9 ⁹ / ₁₆ "	11'-8 ¹ / ₁₆ "	17'-7 ⁷ / ₈ "	21'-1 ¹ / ₁₆ "	20'-5 ¹ / ₁₆ "
8	91'-10 ⁹ / ₁₆ "	91'-11 ¹ / ₁₆ "	8'-9 ³ / ₄ "	22'-9 ³ / ₁₆ "	19'-0 ³ / ₄ "	18'-5 ³ / ₈ "	10'-4 ³ / ₁₆ "	17'-9 ¹ / ₁₆ "	21'-3 ⁹ / ₁₆ "	21'-2 ¹ / ₄ "
	91'-9 ⁵ / ₈ "	91'-11 ⁵ / ₁₆ "	6'-6 ¹ / ₈ "	22'-11 ¹ / ₁₆ "	19'-2 ¹ / ₁₆ "	20'-0 ¹ / ₁₆ "	9'-0"	18'-0"	21'-6"	21'-11 ⁵ / ₁₆ "

BEAM DIMENSIONS (in feet)							
Beam No.	Radius	a	b	c	d	e	L
1	738'-1 ³ / ₁₆ "	92'-2 ³ / ₁₆ "	92'-0 ³ / ₄ "	73'-9 ¹ / ₁₆ "	18'-5"	73'-7 ³ / ₄ "	185'-6 ⁹ / ₁₆ "
2	745'-7 ³ / ₁₆ "	92'-1 ¹ / ₁₆ "	92'-0 ⁹ / ₁₆ "	73'-8 ⁵ / ₁₆ "	18'-5"	73'-7 ⁹ / ₁₆ "	185'-5 ¹ / ₁₆ "
3	753'-1 ³ / ₁₆ "	92'-1 ³ / ₁₆ "	92'-0 ⁹ / ₁₆ "	73'-8 ³ / ₁₆ "	18'-5"	73'-7 ⁵ / ₁₆ "	185'-4 ¹ / ₂ "
4	760'-7 ³ / ₁₆ "	92'-0 ³ / ₈ "	92'-0 ¹ / ₁₆ "	73'-7 ³ / ₁₆ "	18'-5"	73'-7 ¹ / ₁₆ "	185'-3 ¹ / ₁₆ "
5	766'-7 ³ / ₁₆ "	91'-11 ³ / ₄ "	91'-11 ¹ / ₁₆ "	73'-6 ³ / ₁₆ "	18'-5"	73'-6 ¹ / ₁₆ "	185'-2 ¹ / ₁₆ "
6	774'-1 ³ / ₁₆ "	91'-11 ¹ / ₁₆ "	91'-11 ¹ / ₁₆ "	73'-6 ¹ / ₁₆ "	18'-5"	73'-6 ¹ / ₁₆ "	185'-1 ³ / ₄ "
7	781'-7 ³ / ₁₆ "	91'-10 ⁹ / ₁₆ "	91'-11 ¹ / ₁₆ "	73'-5 ⁹ / ₁₆ "	18'-5"	73'-6 ¹ / ₁₆ "	185'-0 ¹ / ₁₆ "
8	789'-1 ³ / ₁₆ "	91'-9 ⁵ / ₈ "	91'-11 ⁵ / ₁₆ "	73'-4 ⁵ / ₈ "	18'-5"	73'-6 ¹ / ₁₆ "	184'-11 ⁵ / ₁₆ "

- Notes:
- All cross frames or diaphragms between beams or girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. 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.



GIRDER ELEVATION

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

* There shall be no Shear Studs within 3" of the ϕ of the splice

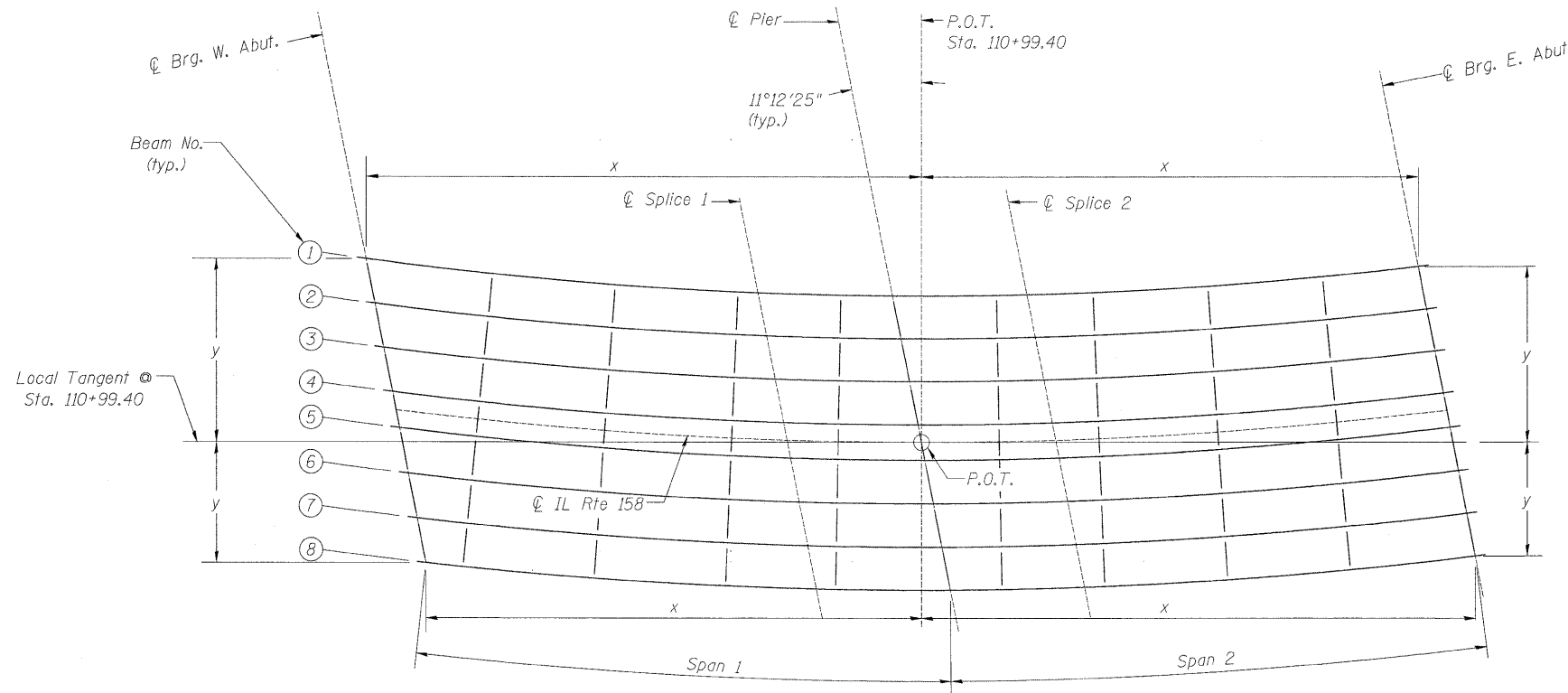
DESIGNED - JPM
CHECKED - WPM
DRAWN - MD
CHECKED - JPM, CCS



9-28-09

SHEET NO. 13 34 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	809	67-1HBR	Monroe	144	77
CONTRACT NO. 76977					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



FRAMING PLAN

Note:
Diaphragms radial except at abutments and Pier
P.O.T - Point of Tangency

TOP OF WEB ELEVATIONS (in feet) FOR FABRICATION ONLY					
Location Beam No.	CL Brg. W. Abut.	CL Spl. 1	CL Pier	CL Spl. 2	CL Brg. E.. Abut.
1	605.07	605.16	605.17	605.05	604.55
2	605.69	605.76	605.76	605.65	605.14
3	606.30	606.35	606.36	606.24	605.74
4	606.91	606.95	606.95	606.83	606.33
5	606.91	606.95	606.95	606.82	606.33
6	607.53	607.54	607.54	607.42	606.92
7	608.14	608.14	608.15	608.02	607.51
8	608.75	608.74	608.74	608.61	608.11

GIRDER LAYOUT DIMENSIONS (in feet)										
Beam No.	CL Brg. W. Abut.		CL Spl. 1		CL Pier		CL Spl. 2		CL Brg. E. Abut.	
	x	y	x	y	x	y	x	y	x	y
1	91'-0 ¹ / ₁₆ "	31'-10 ³ / ₁₆ "	23'-5 ⁵ / ₈ "	25'-10 ¹ / ₂ "	5'-0 ¹ / ₁₆ "	25'-6 ³ / ₁₆ "	13'-4 ⁵ / ₁₆ "	25'-7 ⁷ / ₁₆ "	86'-9 ¹ / ₁₆ "	30'-7 ⁷ / ₁₆ "
2	95'-5 ⁵ / ₈ "	24'-1 ³ / ₈ "	21'-11 ¹ / ₁₆ "	18'-3 ³ / ₈ "	3'-6 ¹ / ₁₆ "	18'-0 ¹ / ₈ "	14'-10 ³ / ₁₆ "	18'-1 ³ / ₄ "	88'-3 ¹ / ₄ "	23'-2 ¹ / ₁₆ "
3	93'-11 ³ / ₁₆ "	16'-4 ⁹ / ₁₆ "	20'-5 ⁹ / ₁₆ "	10'-9 ³ / ₈ "	2'-1"	10'-6 ¹ / ₁₆ "	16'-4"	10'-8 ¹ / ₈ "	89'-8 ³ / ₄ "	15'-10 ³ / ₈ "
4	92'-4 ³ / ₄ "	8'-7 ⁵ / ₈ "	19'-0 ¹ / ₈ "	3'-2 ¹ / ₈ "	0'-7 ¹ / ₈ "	3'-0"	17'-9 ¹ / ₈ "	3'-2 ¹ / ₂ "	91'-2 ⁵ / ₁₆ "	8'-5 ⁷ / ₈ "
CL IL Rte 158	91'-9 ¹ / ₁₆ "	5'-6 ¹ / ₁₆ "	18'-5"	0'-2 ¹ / ₁₆ "	0'-0"	0'-0"	18'-5"	0'-2 ¹ / ₁₆ "	91'-9 ⁵ / ₁₆ "	5'-6 ¹ / ₁₆ "
5	91'-2 ¹ / ₁₆ "	2'-5 ⁵ / ₁₆ "	17'-9 ⁷ / ₈ "	2'-9 ¹ / ₂ "	0'-7 ¹ / ₈ "	3'-0"	19'-0 ¹ / ₈ "	2'-9 ³ / ₁₆ "	92'-4 ³ / ₈ "	2'-7"
6	89'-7 ⁵ / ₈ "	5'-3 ¹ / ₂ "	16'-4 ¹ / ₁₆ "	10'-3 ¹ / ₁₆ "	2'-0 ¹ / ₁₆ "	10'-5 ¹ / ₁₆ "	20'-5 ⁵ / ₁₆ "	10'-2 ³ / ₄ "	93'-9 ¹ / ₈ "	4'-9 ¹ / ₂ "
7	88'-1 ⁵ / ₁₆ "	13'-0 ³ / ₁₆ "	14'-10 ³ / ₁₆ "	17'-10 ³ / ₁₆ "	3'-6 ³ / ₄ "	17'-11 ¹ / ₁₆ "	21'-11 ³ / ₄ "	17'-8 ⁵ / ₁₆ "	95'-3 ¹ / ₁₆ "	12'-2 ¹ / ₁₆ "
8	86'-6 ¹ / ₁₆ "	20'-8 ¹ / ₁₆ "	13'-4 ³ / ₈ "	25'-4 ⁵ / ₈ "	5'-0 ⁹ / ₁₆ "	25'-5 ¹ / ₁₆ "	23'-5 ⁹ / ₁₆ "	25'-1 ¹ / ₁₆ "	96'-8 ¹ / ₁₆ "	19'-6 ⁹ / ₁₆ "

DESIGNED - JPM
CHECKED - CCS
DRAWN - MD
CHECKED - JPM, CCS

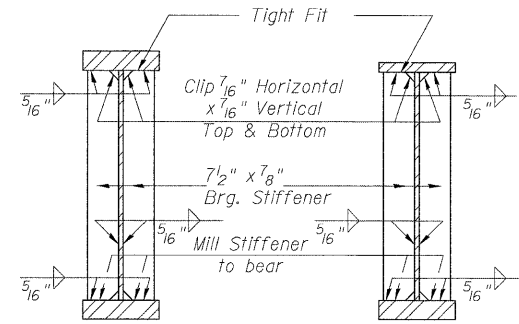
9-28-09



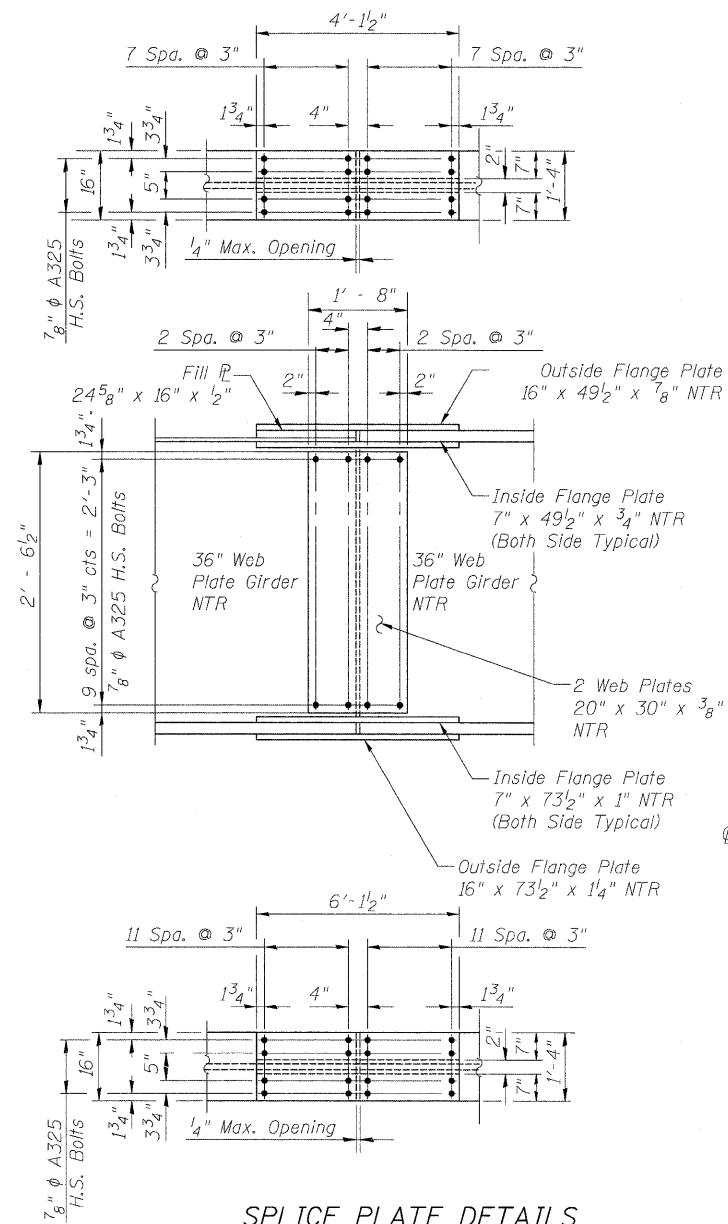
GIRDER DETAILS I
STRUCTURE NO. 067-0042

SHEET NO. 14 34 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	809	67-1HBR	Monroe	144	78
CONTRACT NO. 76977					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION AT PIER SECTION AT ABUTMENT



SPLICE PLATE DETAILS

16 Field Splices Required

All Splices \mathcal{R} shall be M270 Grade 50 Steel.

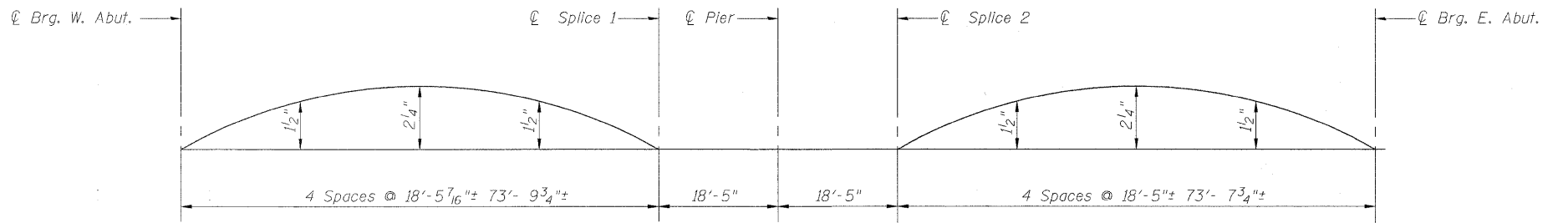
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

INTERIOR GIRDER MOMENT TABLE (Beam 7)

		0.4 Sp. 1	Pier	0.6 Sp. 2
I_s	(in ⁴)	21358	24826	21358
$I_c(n)$	(in ⁴)	49007	53564	49007
$I_c(3n)$	(in ⁴)	35492	39135	35492
S_s	(in ³)	1200	1241	1200
$S_c(n)$	(in ³)	1534	3098	1534
$S_c(3n)$	(in ³)	1416	2936	1416
S_{xt}	(in ³)	64.0	85.3	64.0
DC1	(k/')	1.084	1.084	1.084
M _{DC1}	(k)	586	1128	598
DC2	(k/')	0.186	0.186	0.186
M _{DC2}	(k)	111	204	113
DW	(k/')	0.306	0.306	0.306
M _{DW}	(k)	182	335	185
M _{l + Imp}	(k)	1236	1296	1246
M _u (Strength I)	(k)	3307.3	4435.5	3346.8
M _{bl}	(k)	66.6	57.9	59.0
f _s DC1	(ksi)	5.86	10.91	5.98
f _s DC2	(ksi)	0.94	0.83	0.96
f _s DW	(ksi)	1.54	1.37	1.57
f _s 1.3(k+I)	(ksi)	12.57	6.53	12.67
f _t	(ksi)	12.49	8.15	11.06
f _s (Service II)	(ksi)	20.91	19.64	21.18
f _s (Total)(Strength I)	(ksi)	27.73	25.52	28.08
f _{cr} (Service II)	(ksi)	30.30	25.79	29.49
V _f	(k)	46.38	46.38	46.38
V _{cr}	(ksi)	72.87	114.09	83.27

INTERIOR GIRDER REACTION TABLE (BEAM 7)
HL93 Loading

		W. Abut.	Pier	E. Abut.
R _{DC1}	(k)	36.5	123.8	36.5
R _{DC2}	(k)	6.4	22.5	6.5
R _{DW}	(k)	10.6	37.0	10.7
R _{l + Imp}	(k)	80.7	136.7	77.9
R _{Total}	(k)	134.3	319.9	131.5



CAMBER DIAGRAM

(See Sheet 14 of 34 for Top of Web Elevations)

**GIRDER DETAILS II
STRUCTURE NO. 067-0042**

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).

$I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) due to short-term composite live loads (in⁴ and in³).

$I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads (in⁴ and in³).

S_{xt} : Section modulus about the major axis of section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in³).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{l + Imp}: Un-factored live load moment plus dynamic load allowance (impact)(kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).
1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{l + Imp}

M_{bl}: Factored lateral bending moment for controlling flange plate (kip-ft.).

f_t: Factored calculated normal stress at edge of flange for controlling flange plate due to lateral bending (ksi.).

f_s (Service II): Sum of stresses as computed from the moments below (ksi).
M_{DC1} + M_{DC2} + M_{DW} + 1.3 M_{l + Imp}

f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section.
1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{l + Imp}

f_{cr} (Service II): Critical flange stress at overload computed according to Article 6.10.4.2 (ksi).

V_f: Critical flange stress computed according to Article 6.10.7 or 6.10.8 (ksi).

V_{cr}: Factored shear range computed according to Article 6.10.10.

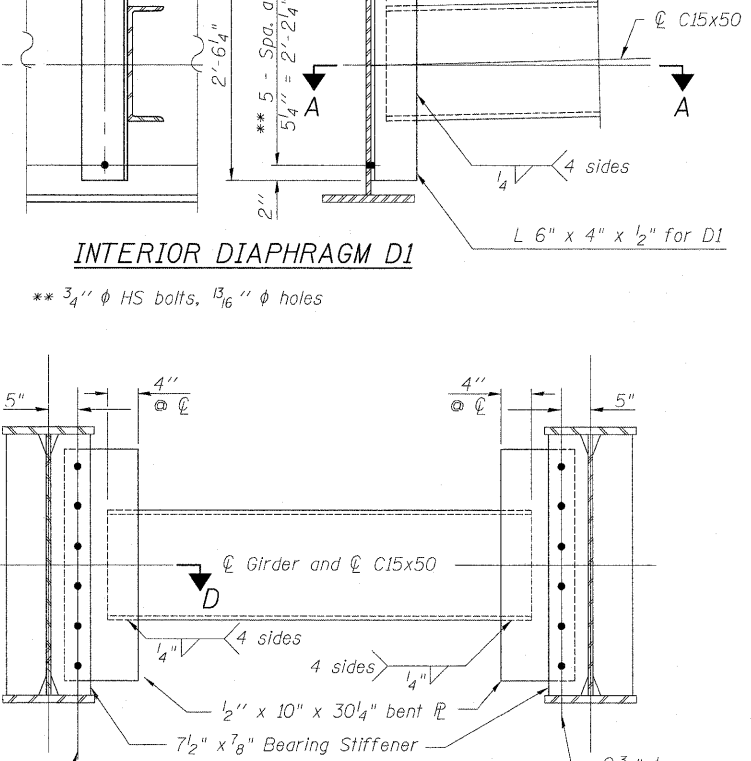
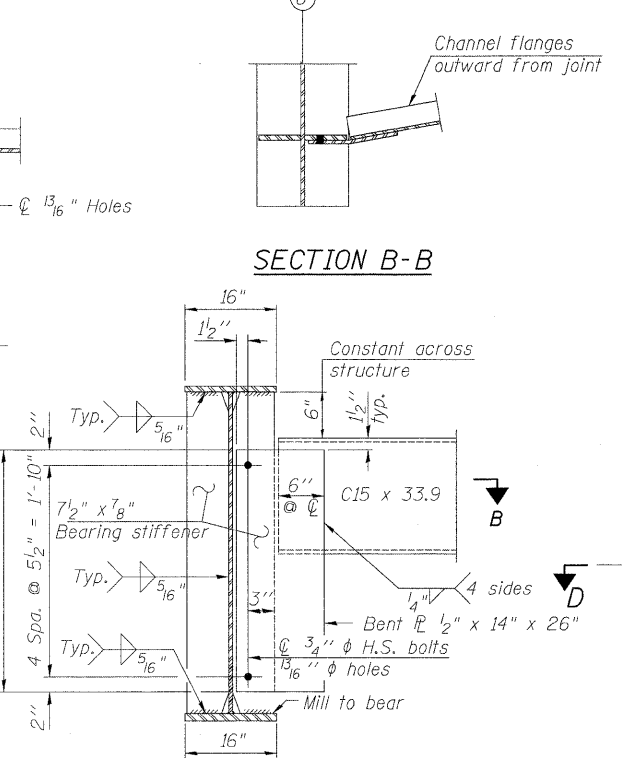
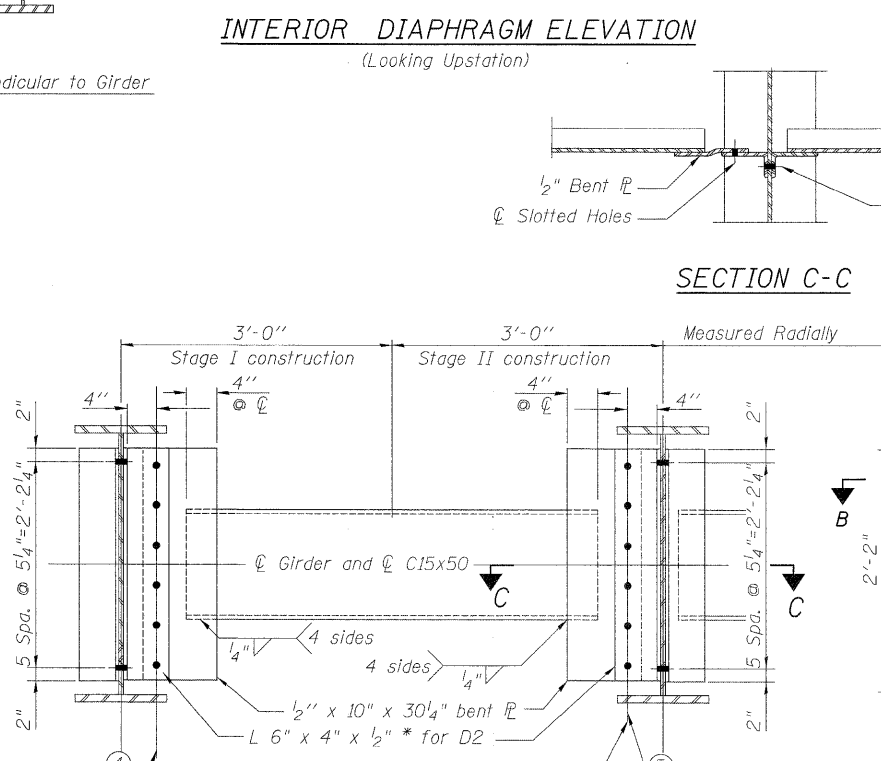
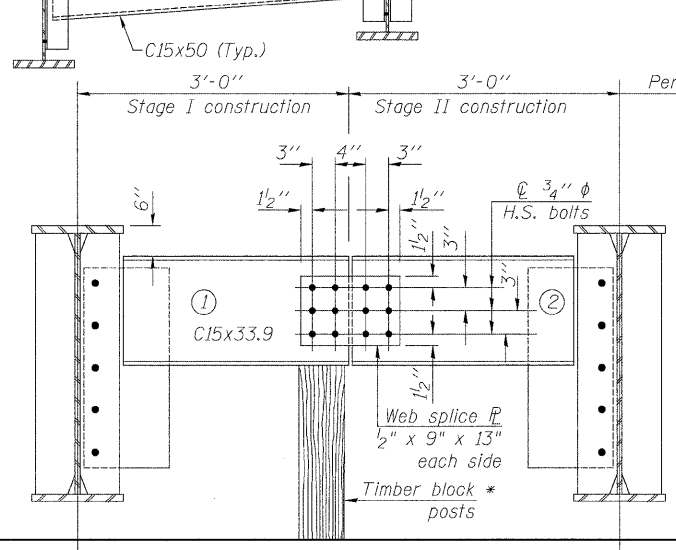
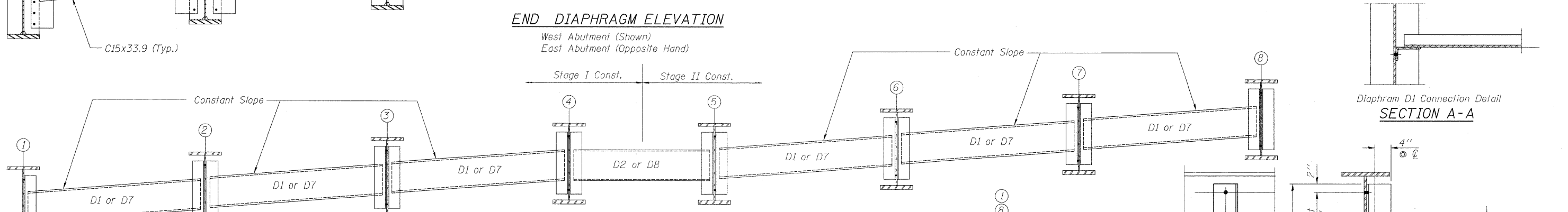
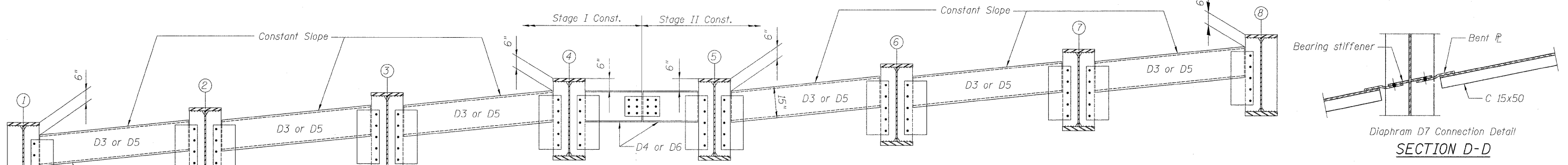
Note:
M_l and R_l include the effects of centrifugal force and superelevation.

DESIGNED - JPM
CHECKED - CCS
DRAWN - MD
CHECKED - JPM, CCS



SHEET NO. 15	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34 SHEETS	809	67-1HBR	Monroe	144	79
CONTRACT NO. 76977					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
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* Cost of Timber Block Posts is included with Structural Steel.

- 1.) Order Diaphragm in two sections.
- 2.) Attach section ① of Diaphragm to Girder 4
- 3.) Place Timber Block Posts between section ① of diaphragm and abutment bearing section.
- 4.) Attach section ② of diaphragm to both Girder 5 and section ① of diaphragm during Stage II Construction with web splice plates.
- 5.) Remove Timber Block Posts.

* Install angle on South side of Girder 4 during Stage I construction

Use 1/2" vert. x 7/8" slotted holes in angle & bent plate on north side of Girder ⑤ only. Provide hardened 3/8" structural plate washers for slotted holes. The bolts for slotted holes in angle on north side of Girder ⑤ shall be finger tightened only prior to the deck pour for Stage II Construction. The bolts shall be tightened after the deck is poured. Position slots so that bolts start at one end with no concrete load & finish near opposite end under deck load.

Slotted holes only necessary on D2 diaphragms

Notes:
Two hardened washers required for each set of oversized holes.

DIAPHRAGM DETAILS
STRUCTURE NO. 067-0042

DESIGNED - JPM
CHECKED - WPM
DRAWN - MD
CHECKED - JPM, WPM

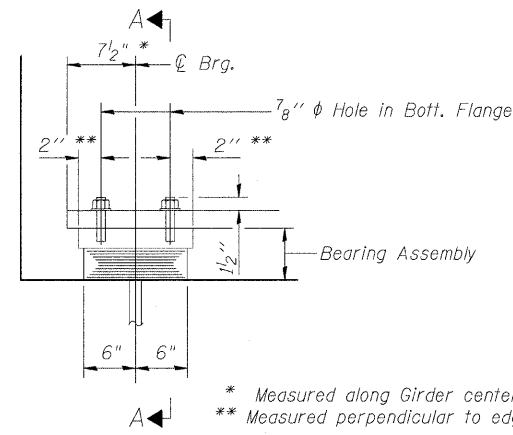


INTERIOR DIAPHRAGM D2 or D8
(D2 - Measured Radially)

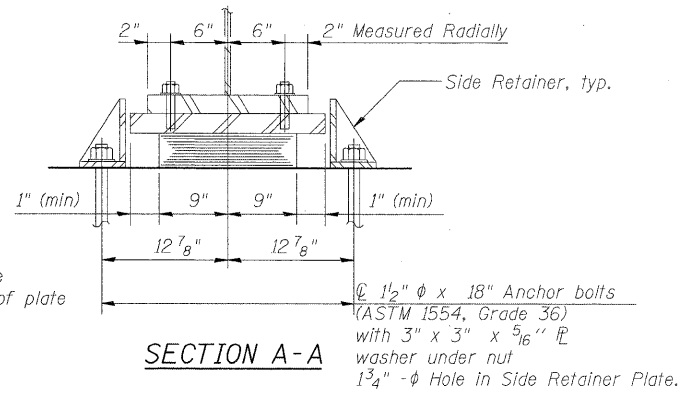
Interior Diaphragm D8 similar except placed along skew and attached to the Pier Bearing Stiffeners. Include holes in Bearing Stiffener on South Side of Girder 4 & north side of Girder 5 Similar to holes in angle in detail above.

SHEET NO. 16 34 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	809	67-1HBR	Monroe	144	80
CONTRACT NO. 76977					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

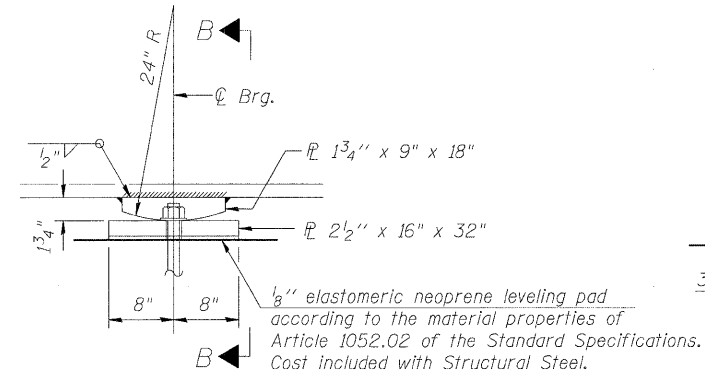
STATE OF ILLINOIS
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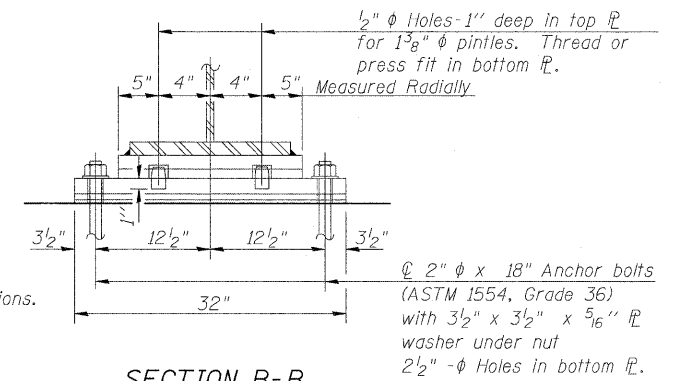
ELEVATION AT ABUT.



SECTION A-A

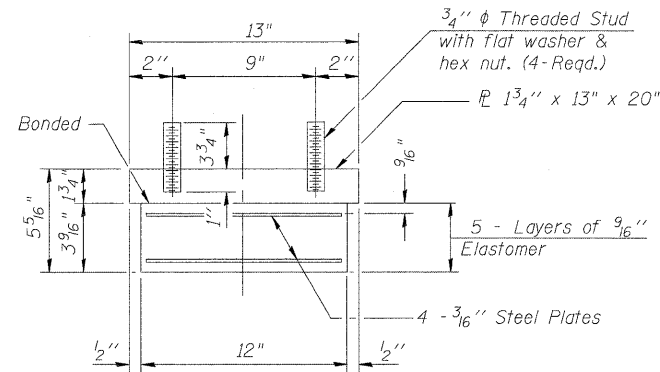


ELEVATION AT PIER



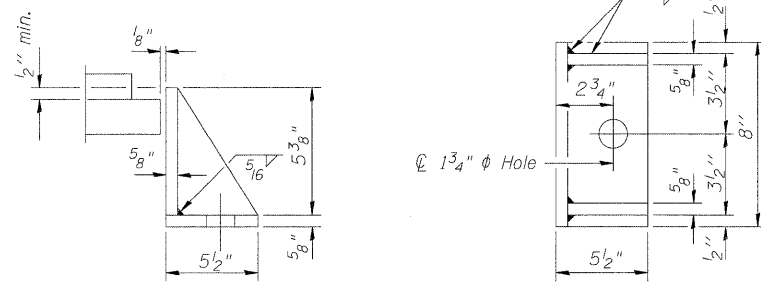
SECTION B-B

TYPE I ELASTOMERIC EXP. BRG.



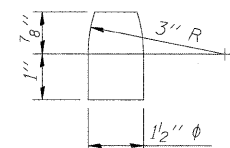
BEARING ASSEMBLY

Note:
Shim plates shall not be placed under Bearing Assembly.



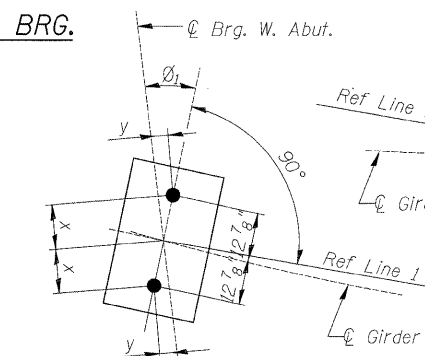
SIDE RETAINER

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



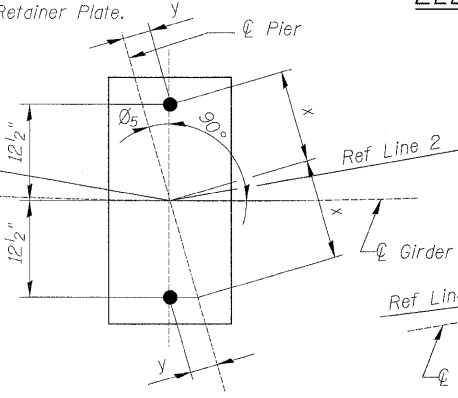
PINTLE

(AASHTO M270 Grade 50)



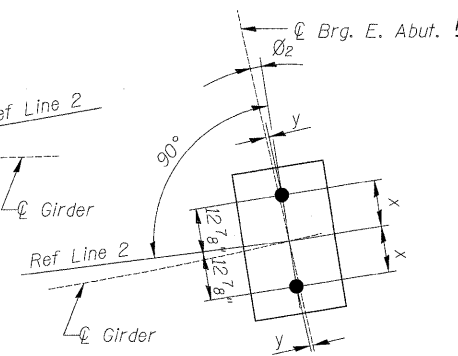
ANCHOR BOLT LAYOUT AT WEST ABUT.

Beam	θ_1	x	y
1	15°10'45"	12 7/8"	3 3/8"
2	15°01'20"	12 7/8"	3 5/16"
3	14°52'07"	12 7/8"	3 5/16"
4	14°43'05"	12 7/8"	3 1/4"
5	14°35'59"	12 7/8"	3 1/4"
6	14°27'17"	12 7/8"	3 3/8"
7	14°18'45"	12 1/2"	3 3/8"
8	14°10'23"	12 1/2"	3 3/8"



ANCHOR BOLT LAYOUT AT PIER

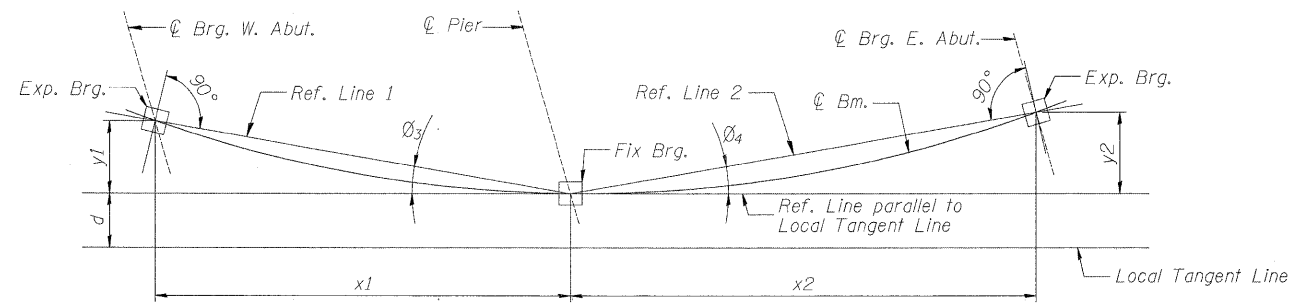
Beam	θ_5	x	y
1	11°35'58"	12 1/4"	2 1/2"
2	11°28'52"	12 1/4"	2 1/2"
3	11°21'55"	12 1/4"	2 7/16"
4	11°15'06"	12 1/4"	2 7/16"
5	11°09'45"	12 1/4"	2 7/16"
6	11°03'11"	12 1/4"	2 3/8"
7	10°56'44"	12 1/4"	2 3/8"
8	10°50'25"	12 1/4"	2 3/8"



ANCHOR BOLT LAYOUT AT EAST ABUT.

Beam	θ_2	x	y
1	8°01'34"	12 3/4"	1 13/16"
2	7°56'40"	12 3/4"	1 3/4"
3	7°51'53"	12 3/4"	1 3/4"
4	7°47'11"	12 3/4"	1 3/4"
5	7°43'29"	12 3/4"	1 3/4"
6	7°38'57"	12 3/4"	1 1/16"
7	7°34'30"	12 3/4"	1 1/16"
8	7°30'09"	12 3/4"	1 1/16"

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.
Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.



BEARING ORIENTATION

Beam	θ_3	θ_4	x1 (ft.)	y1 (ft.)	x2 (ft.)	y2 (ft.)	d (ft.)
1	3°58'20"	3°10'51"	91.952	6.385	91.863	5.105	51.001
2	3°48'55"	3°15'45"	91.901	6.129	91.837	5.235	43.492
3	3°39'42"	3°20'32"	91.851	5.878	91.812	5.362	35.987
4	3°30'40"	3°25'14"	91.803	5.633	91.787	5.486	28.484
5	3°23'34"	3°28'56"	91.765	5.440	91.768	5.584	22.484
6	3°14'52"	3°33'28"	91.718	5.205	91.744	5.704	14.987
7	3°06'20"	3°37'55"	91.672	4.974	91.721	5.822	7.492
8	2°57'58"	3°42'16"	91.628	4.748	91.698	5.937	0.000

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	16
Anchor Bolts 1 1/2"	Each	32
Anchor Bolts 2"	Each	16

BEARING DETAILS
STRUCTURE NO. 067-0042

DESIGNED - JPM
CHECKED - CCS
DRAWN - JPM
CHECKED - WPM



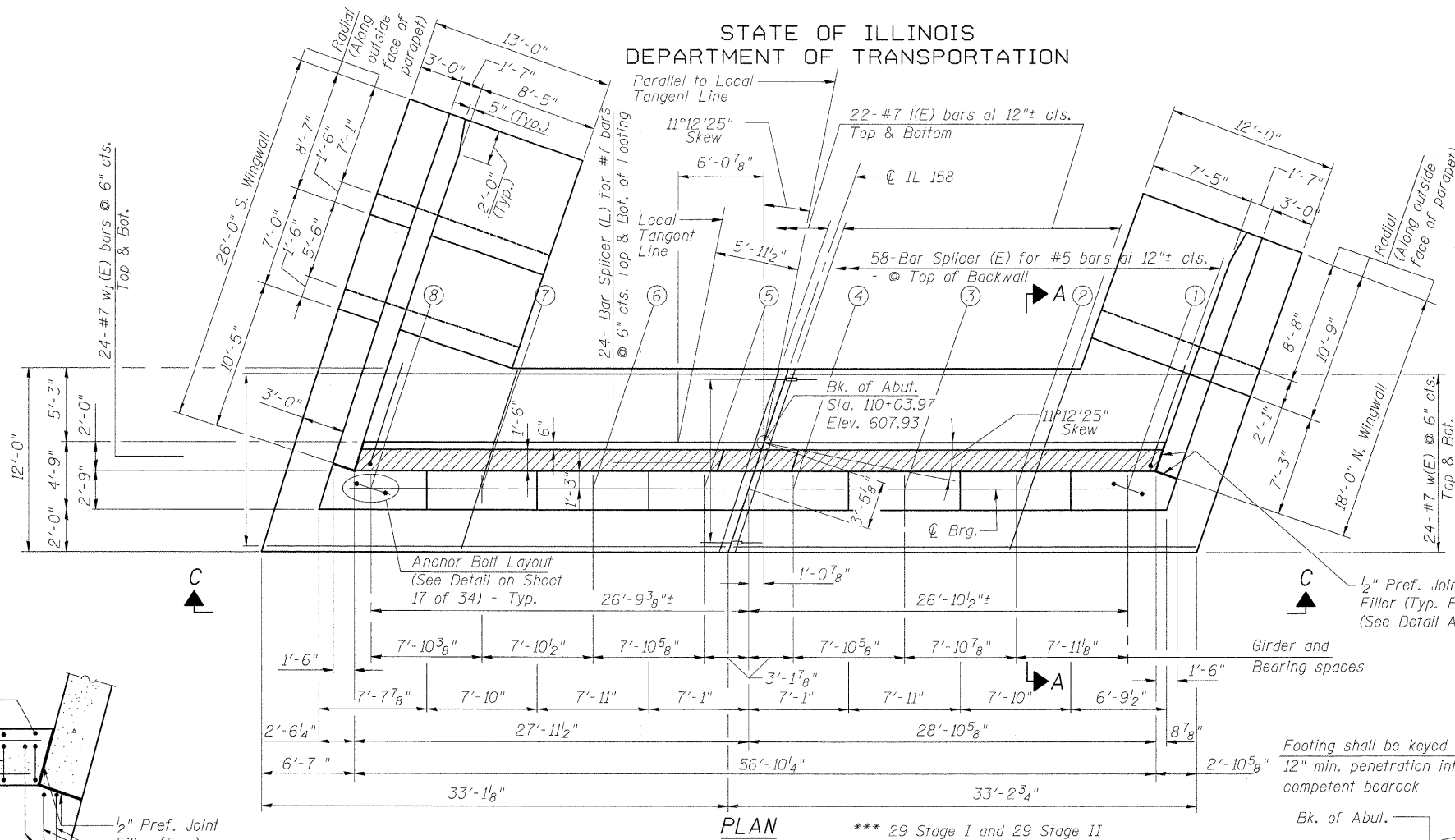
9-28-09

SHEET NO. 17 34 SHEETS	F.A.P. RTE. 809	SECTION 67-1HBR	COUNTY Monroe	TOTAL SHEETS 144	SHEET NO. 81
	CONTRACT NO. 76977				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

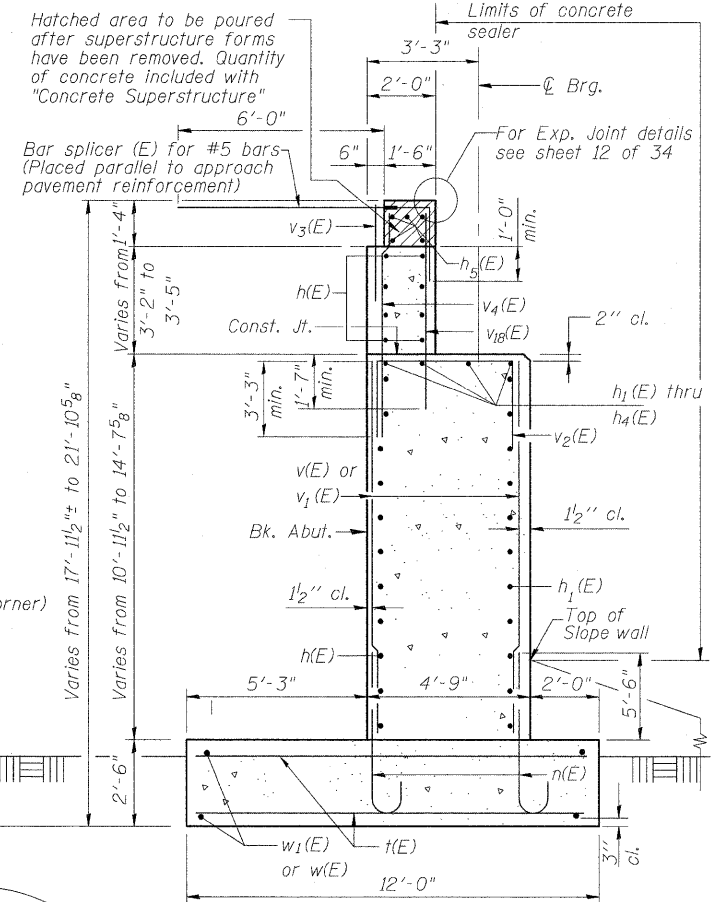
BEARING SEAT ELEV.

Girder	Elevation
1	601.46
2	602.08
3	602.69
4	603.30
5	603.30
6	603.92
7	604.53
8	605.14



PLAN

*** 29 Stage I and 29 Stage II

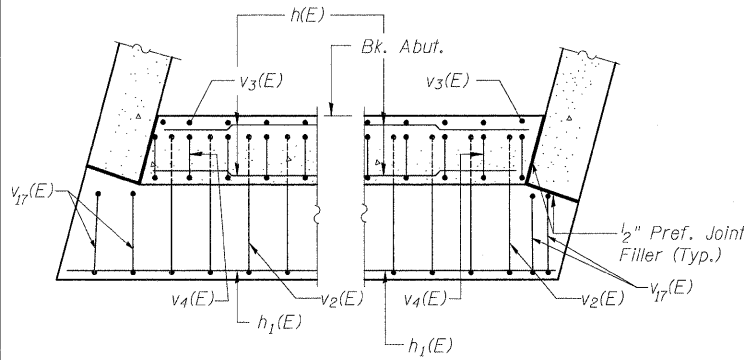


SECTION A-A

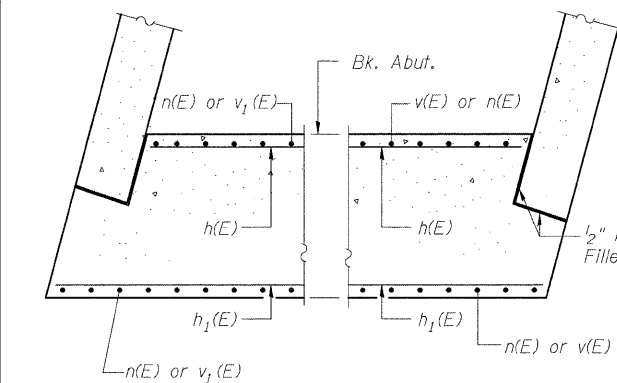
Note:
Steps not shown for clarity

- Notes:
1. Backfill shall be placed behind the abutment after the superstructures has been poured and falsework removed. See Article 502.10 of the Standard Specification.
 2. F.F. - Front Face
 3. B.F. - Back Face
 4. E.F. - Each Face
 5. Space reinforcement in cap to miss anchor bolts.
 6. Four steps monolithically with abutment stem.
 7. For details of reinforcement and Bill of Material, see sheet 22 of 34.
 8. Work this sheet with sheets 19 thru 23 of 34.
 9. Maximum unfactored applied bearing pressure = 6.68 ksf.
 10. If rock excavation is required beyond the limits shown in the plans, the Contractor shall be paid for additional excavation at the unit price bid for Rock Excavation for Structures.

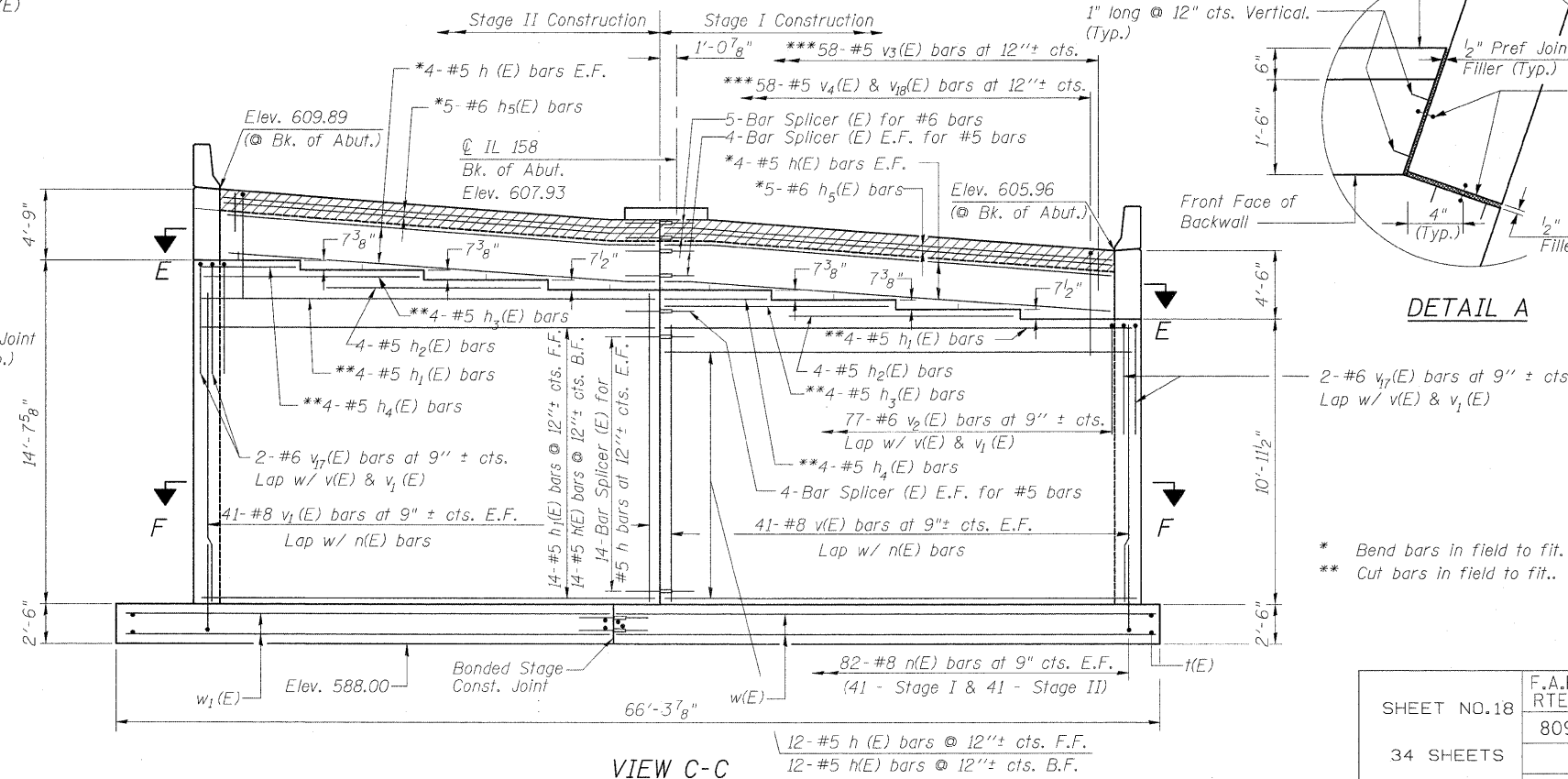
WEST ABUTMENT DETAILS
STRUCTURE NO. 067-0042



SECTION E-E



SECTION F-F



VIEW C-C

* Bend bars in field to fit.
** Cut bars in field to fit..

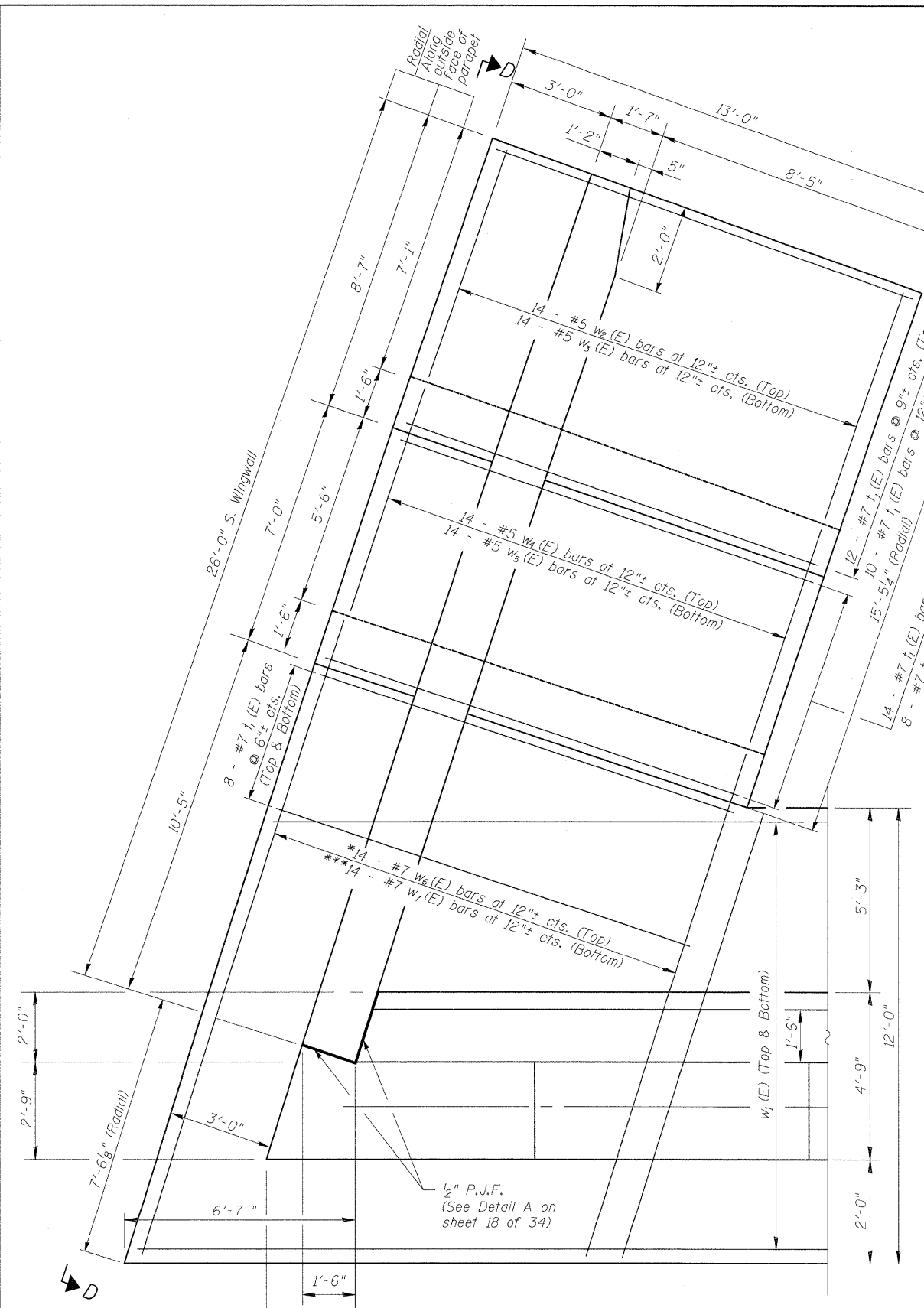
DESIGNED - JPM
CHECKED - CCS
DRAWN - JPM
CHECKED - CCS



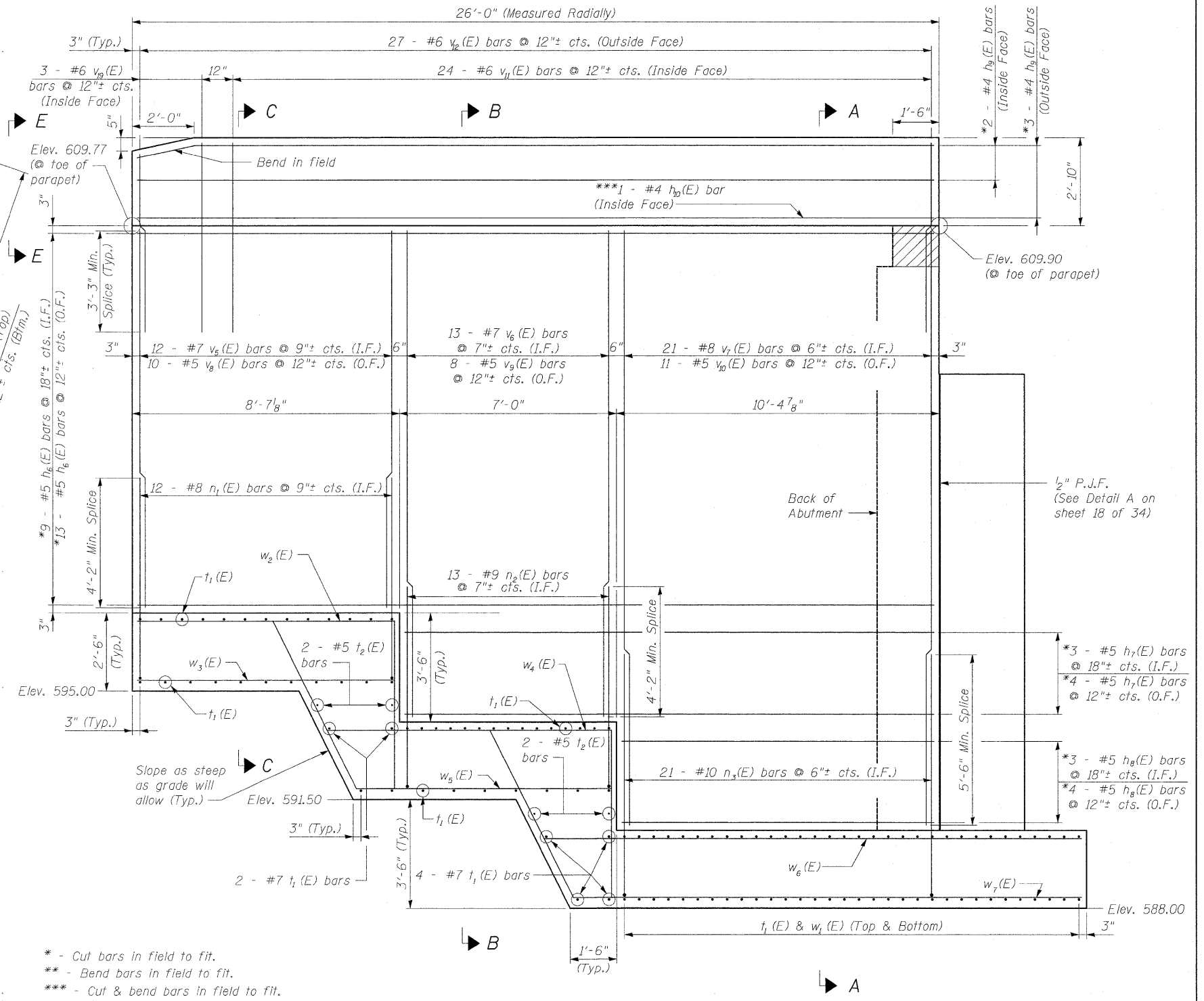
9-28-09

SHEET NO. 18	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34 SHEETS	809	67-1HBR	Monroe	144	82
CONTRACT NO. 76977					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN



VIEW D-D

- * - Cut bars in field to fit.
- ** - Bend bars in field to fit.
- *** - Cut & bend bars in field to fit.

Notes:

1. Work this sheet with sheets 18, 20 & 22 of 34.
2. See sheet 20 of 34 for Sections A-A, B-B, C-C & E-E.
3. I.F. - Inside Face
4. O.F. - Outside Face
5. Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with "Concrete Superstructures"

SOUTHWEST WINGWALL DETAILS I
STRUCTURE NO. 067-0042

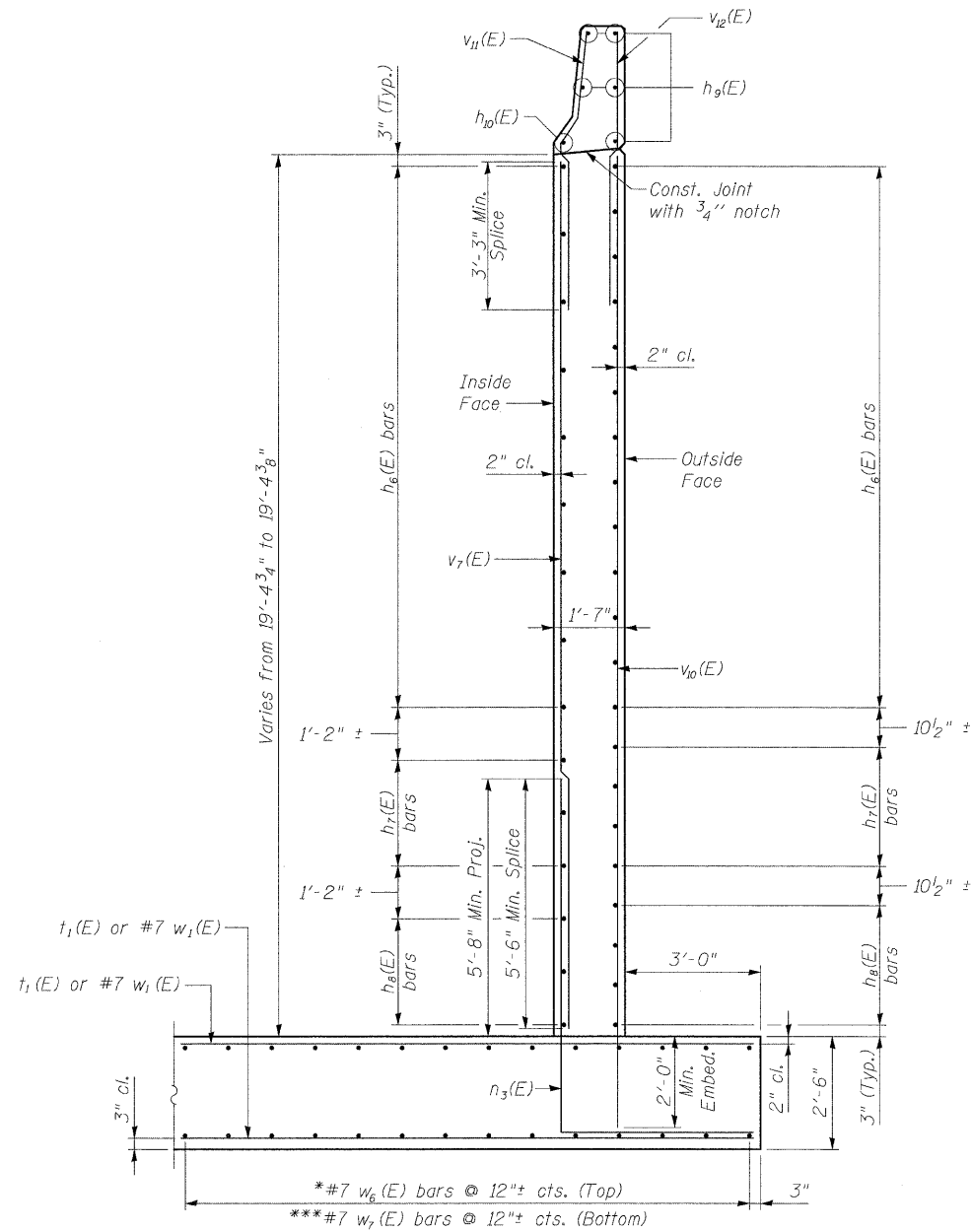
DESIGNED	- CCS
CHECKED	- WPM
DRAWN	- GAP
CHECKED	- CCS



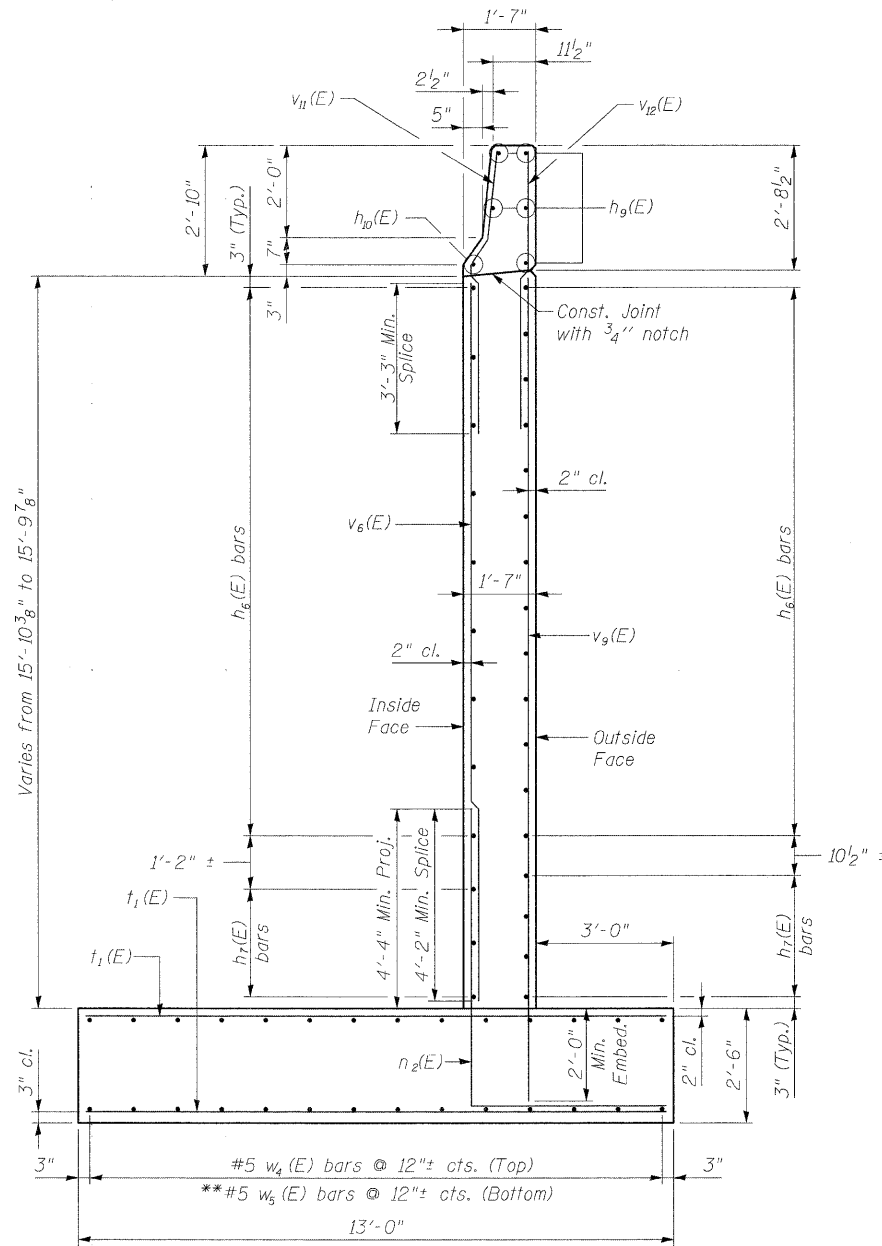
9-28-09

SHEET NO. 19 34 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	809	67-1HBR	Monroe	144	83
CONTRACT NO. 76977					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

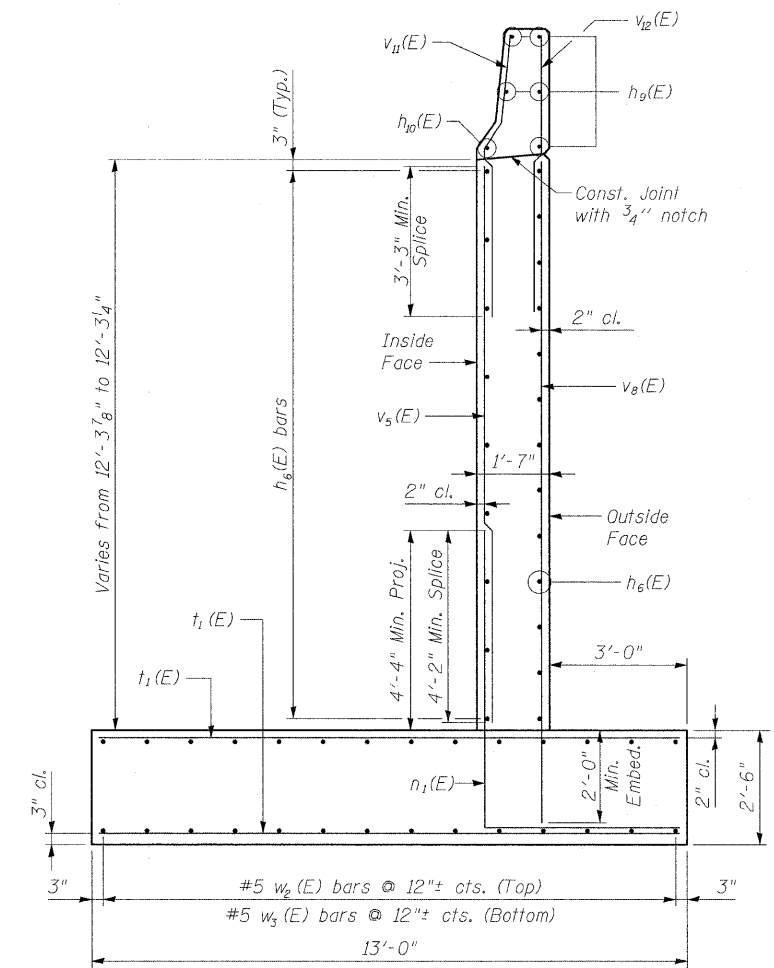
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION A-A



SECTION B-B



SECTION C-C

- * - Cut bars in field to fit.
- ** - Bend bars in field to fit.
- *** - Cut & bend bars in field to fit.

- Notes:
1. Work this sheet with sheets 18, 19, & 22 of 34.

DESIGNED - CCS
CHECKED - WPM
DRAWN - GAP
CHECKED - CCS

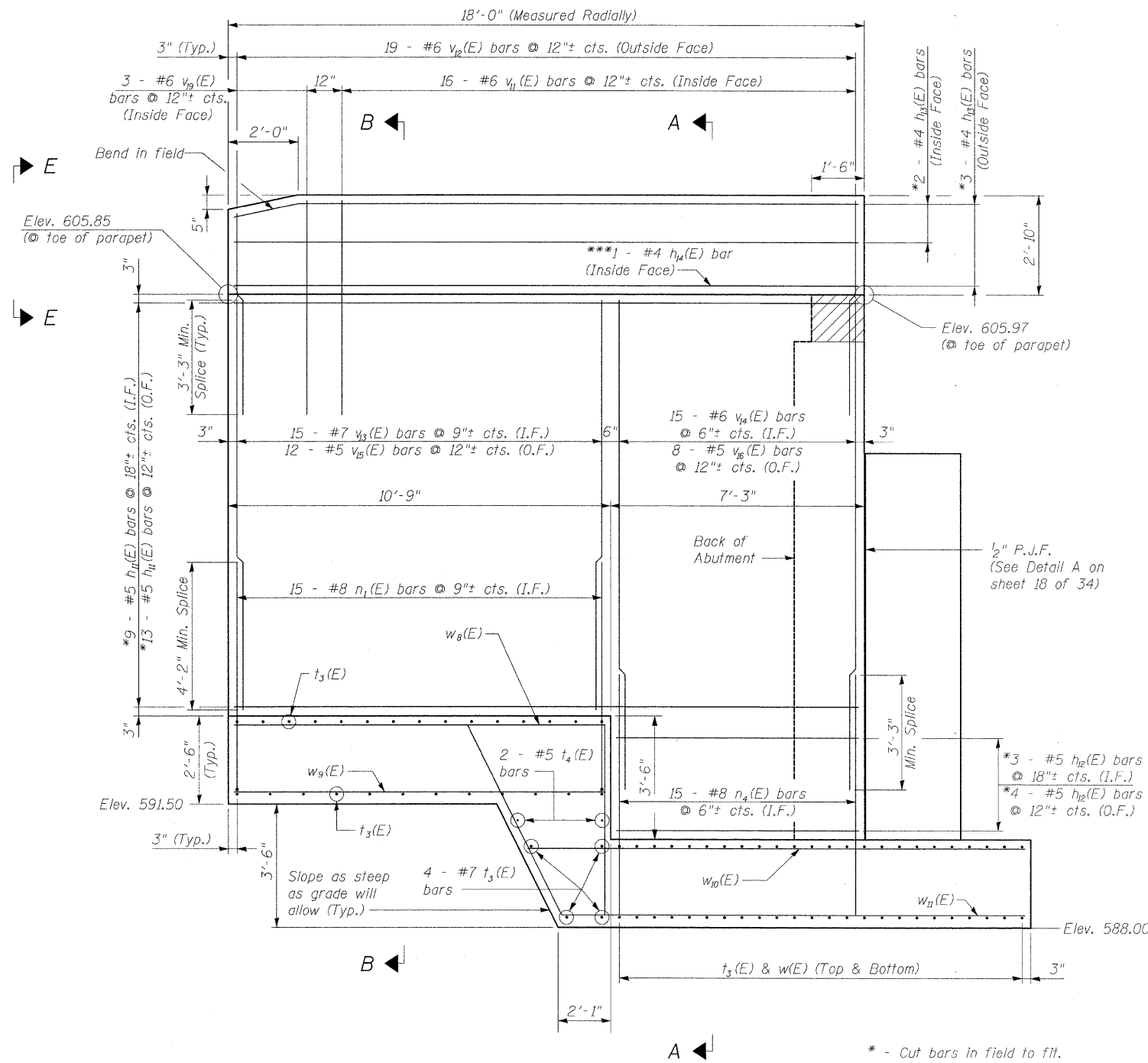


9-28-09

SOUTHWEST WINGWALL DETAILS II
STRUCTURE NO. 067-0042

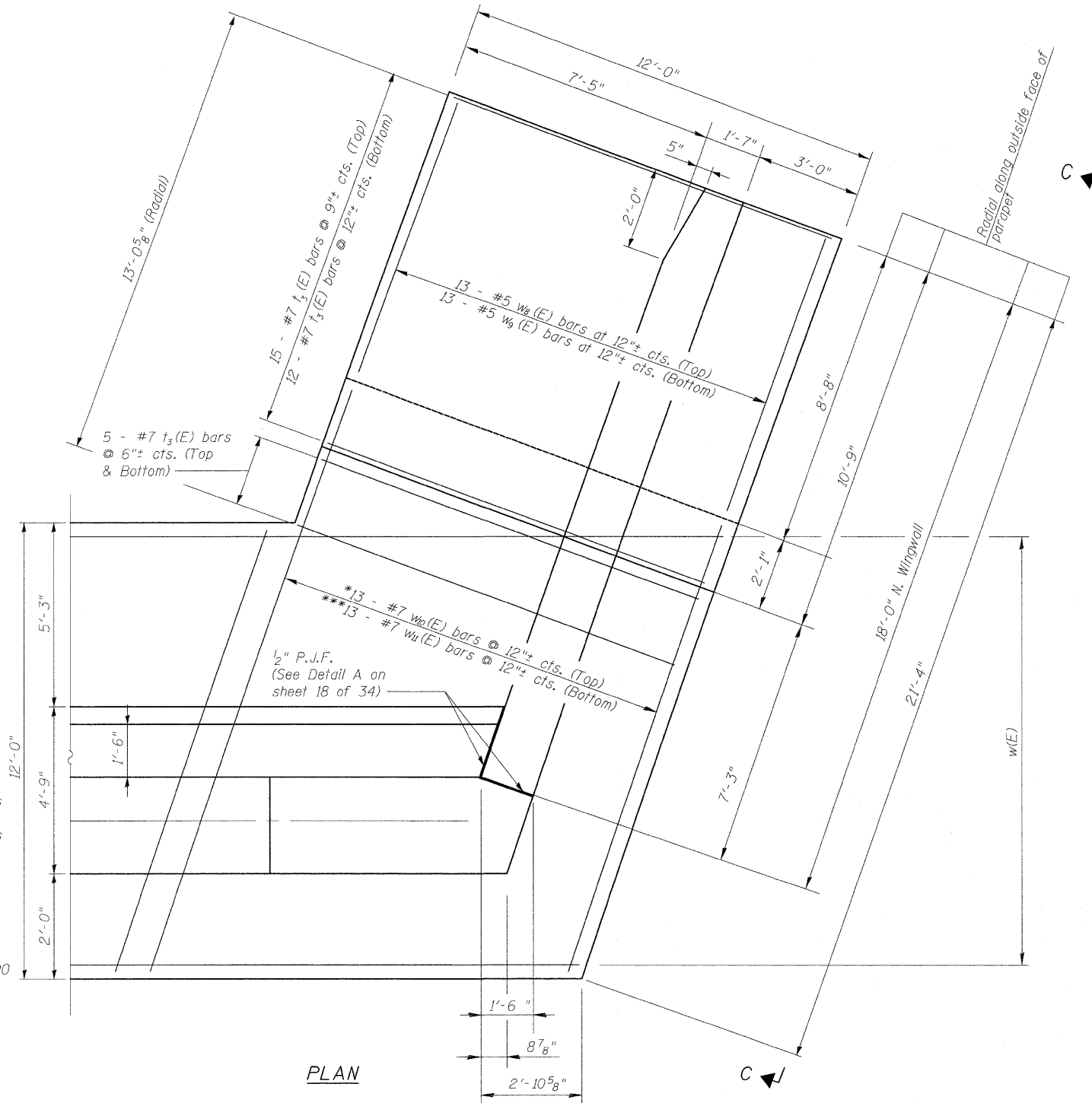
SHEET NO. 20 34 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	809	67-1HBR	Monroe	144	84
CONTRACT NO. 76977					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



VIEW C-C

- * - Cut bars in field to fit.
- ** - Bend bars in field to fit.
- *** - Cut & bend bars in field to fit.



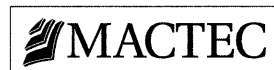
PLAN

Notes:

1. Work this sheet with sheets 18 & 22 of 34.
2. See sheet 22 of 34 for Sections A-A, B-B & E-E.
3. I.F. - Inside Face
4. O.F. - Outside Face
5. Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with "Concrete Superstructures"

NORTHWEST WINGWALL DETAILS I
STRUCTURE NO. 067-0042

DESIGNED -- CCS
CHECKED -- WPM
DRAWN -- GAP
CHECKED -- CCS



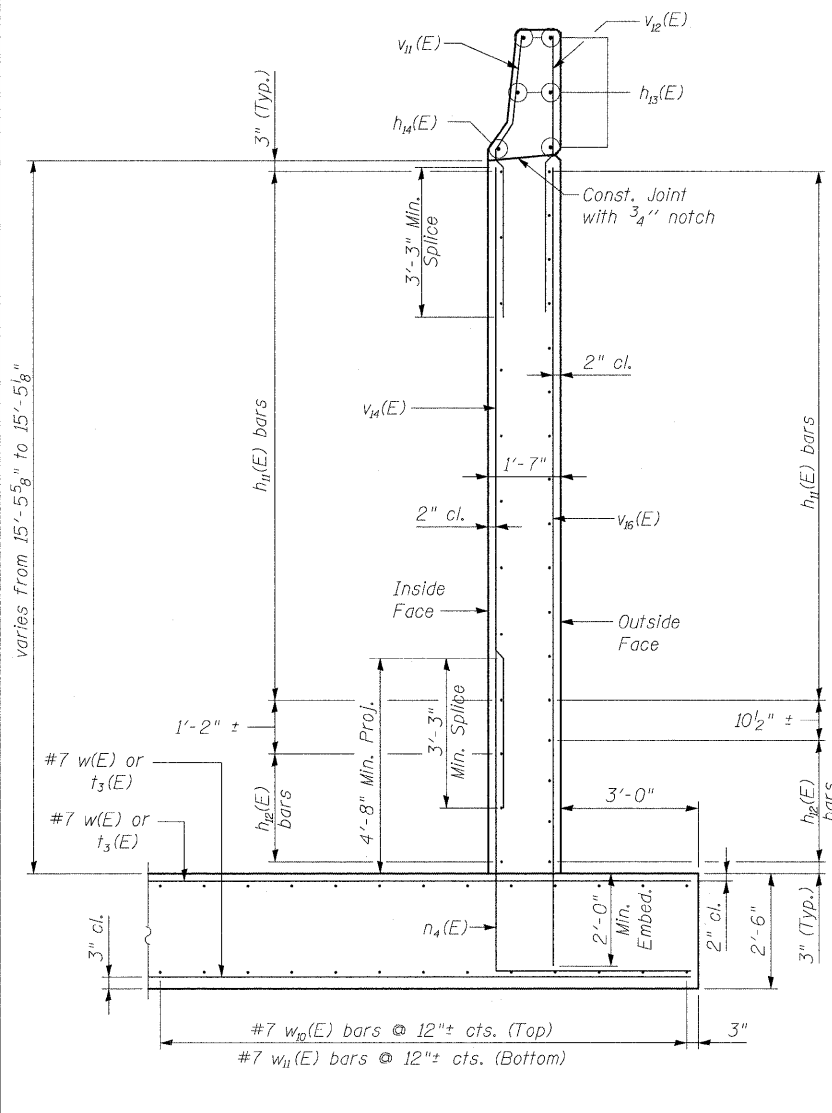
9-28-09

SHEET NO. 21 34 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	809	67-1HBR	Monroe	144	85
CONTRACT NO. 76977					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

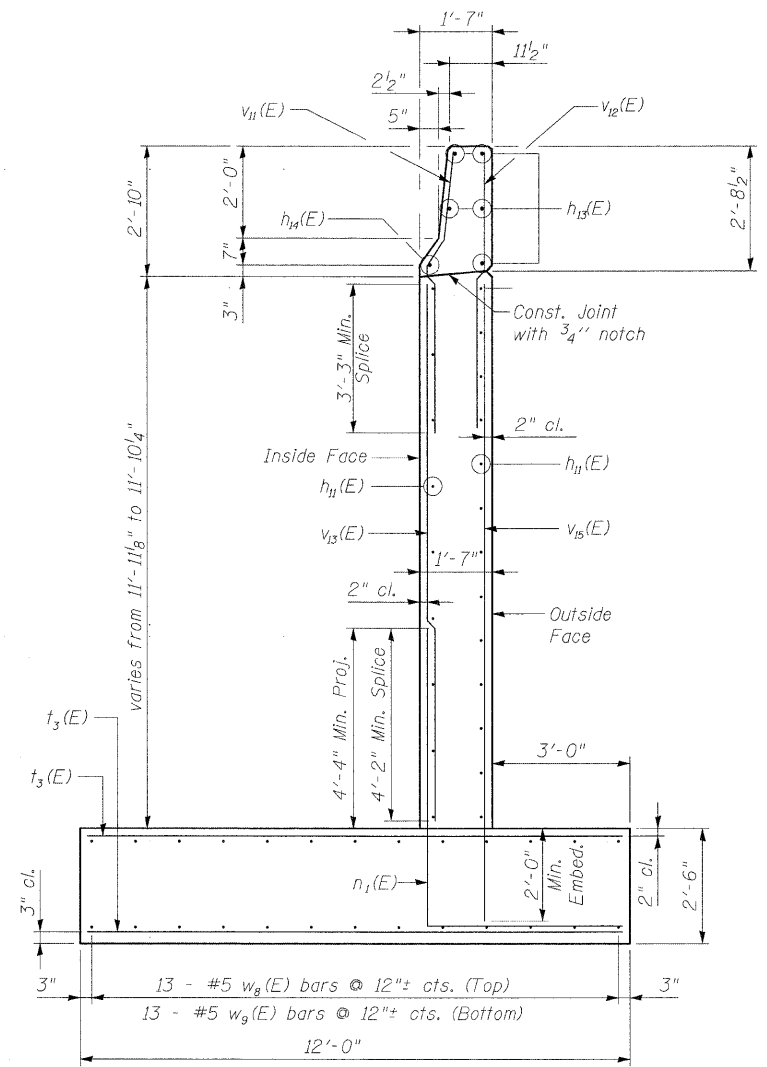
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT
BILL OF MATERIAL

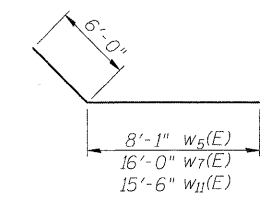
Bar	No.	Size	Length	Shape
h1(E)	42	#5	28'-5"	—
h2(E)	34	#5	29'-8"	—
h3(E)	8	#5	15'-9"	—
h4(E)	8	#5	15'-3"	—
h5(E)	8	#5	7'-4"	—
h6(E)	10	#6	28'-5"	—
h7(E)	22	#5	26'-2"	—
h8(E)	7	#5	17'-7"	—
h9(E)	7	#5	10'-7"	—
h10(E)	5	#4	26'-2"	—
h11(E)	1	#4	26'-0"	—
h12(E)	22	#5	17'-8"	—
h13(E)	7	#5	6'-11"	—
h14(E)	5	#4	17'-8"	—
h15(E)	1	#4	17'-11"	—
n1(E)	164	#8	8'-8"	—
n2(E)	27	#8	10'-9"	—
n3(E)	13	#9	10'-9"	—
n4(E)	21	#10	12'-1"	—
n5(E)	15	#8	11'-1"	—
v1(E)	88	#7	12'-0"	—
v2(E)	66	#7	12'-8"	—
v3(E)	4	#5	12'-8"	—
v4(E)	41	#7	11'-8"	—
v5(E)	2	#5	11'-8"	—
v6(E)	82	#8	10'-10"	—
v7(E)	82	#8	12'-6"	—
v8(E)	77	#6	14'-4"	—
v9(E)	58	#5	3'-4"	—
v10(E)	58	#5	8'-1"	—
v11(E)	12	#7	12'-2"	—
v12(E)	13	#7	15'-9"	—
v13(E)	21	#8	19'-2"	—
v14(E)	10	#5	14'-2"	—
v15(E)	8	#5	17'-9"	—
v16(E)	11	#5	21'-2"	—
v17(E)	40	#6	6'-4"	—
v18(E)	46	#6	6'-0"	—
v19(E)	15	#7	11'-8"	—
v20(E)	15	#6	14'-3"	—
v21(E)	12	#5	13'-8"	—
v22(E)	8	#5	17'-4"	—
v23(E)	4	#6	12'-4"	—
v24(E)	58	#5	6'-2"	—
v25(E)	6	#6	5'-5"	—
v26(E)	48	#7	32'-11"	—
v27(E)	48	#7	32'-9"	—
v28(E)	14	#5	13'-9"	—
v29(E)	14	#5	8'-3"	—
v30(E)	14	#5	14'-7"	—
v31(E)	14	#5	14'-1"	—
v32(E)	14	#7	16'-6"	—
v33(E)	14	#7	22'-0"	—
v34(E)	13	#5	15'-11"	—
v35(E)	13	#5	10'-5"	—
v36(E)	13	#7	16'-0"	—
v37(E)	13	#7	21'-6"	—
Rock Excavation For Structures	Cu. Yd.	227		
Concrete Structures	Cu. Yd.	318		
Reinforcement Bars, Epoxy Coated	Pound	37,695		
Concrete Sealer	Sq. Ft.	904		



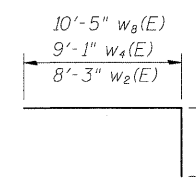
SECTION A-A



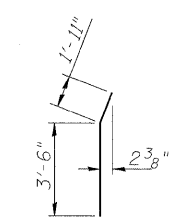
SECTION B-B



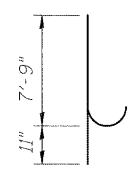
BAR w5(E), w7(E), & w11(E)



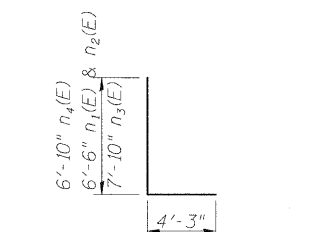
BAR w2(E), w4(E), & w8(E)



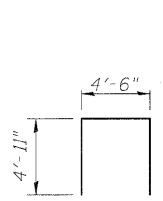
BAR v19(E)



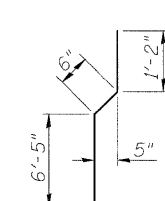
BAR n(E)



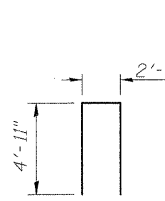
BAR n11(E), n2(E), n3(E), & n4(E)



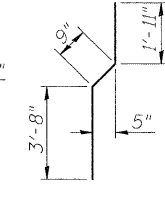
BAR v2(E)



BAR v4(E)



BAR v17(E)



BAR v11(E)

- * Cut bars in field to fit
- ** Bend bars in field to fit
- *** Cut and bend bars in field to fit

Notes:
1. Work this sheet with sheets 18 & 21 of 34.

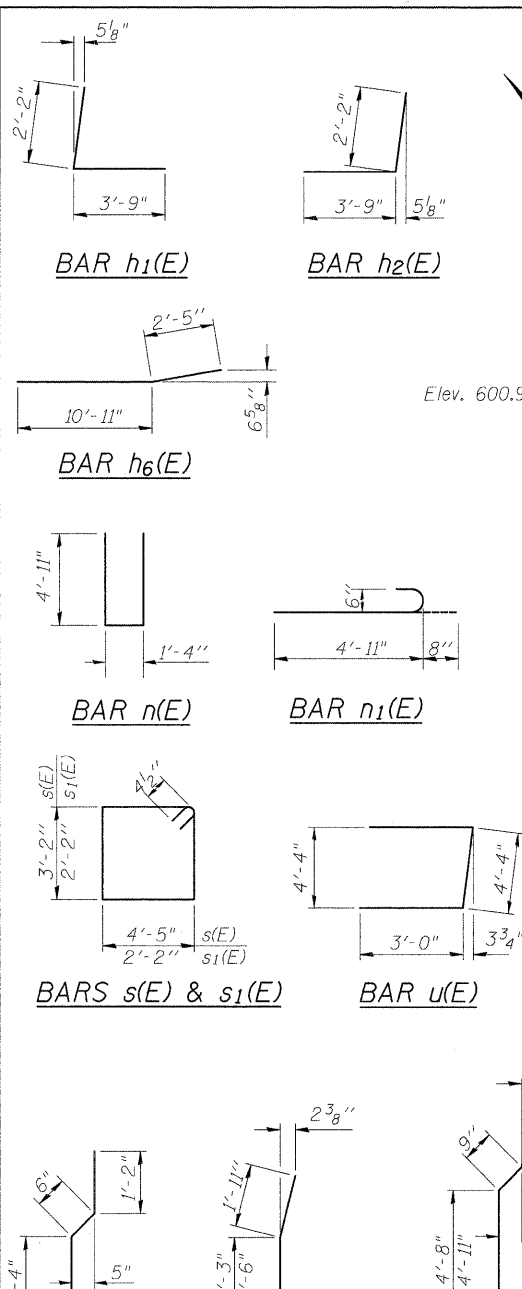
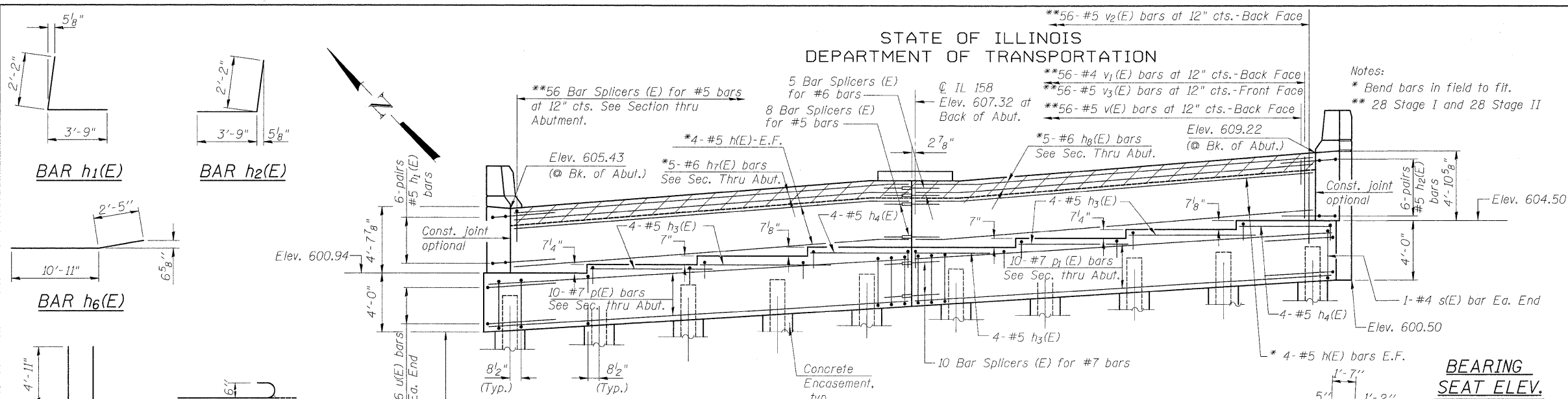
DESIGNED	- CCS
CHECKED	- WPM
DRAWN	- GAP
CHECKED	- CCS



NORTHWEST WINGWALL DETAILS II
STRUCTURE NO. 067-0042

SHEET NO. 22 34 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	809	67-1HBR	Monroe	144	86
CONTRACT NO. 76977					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



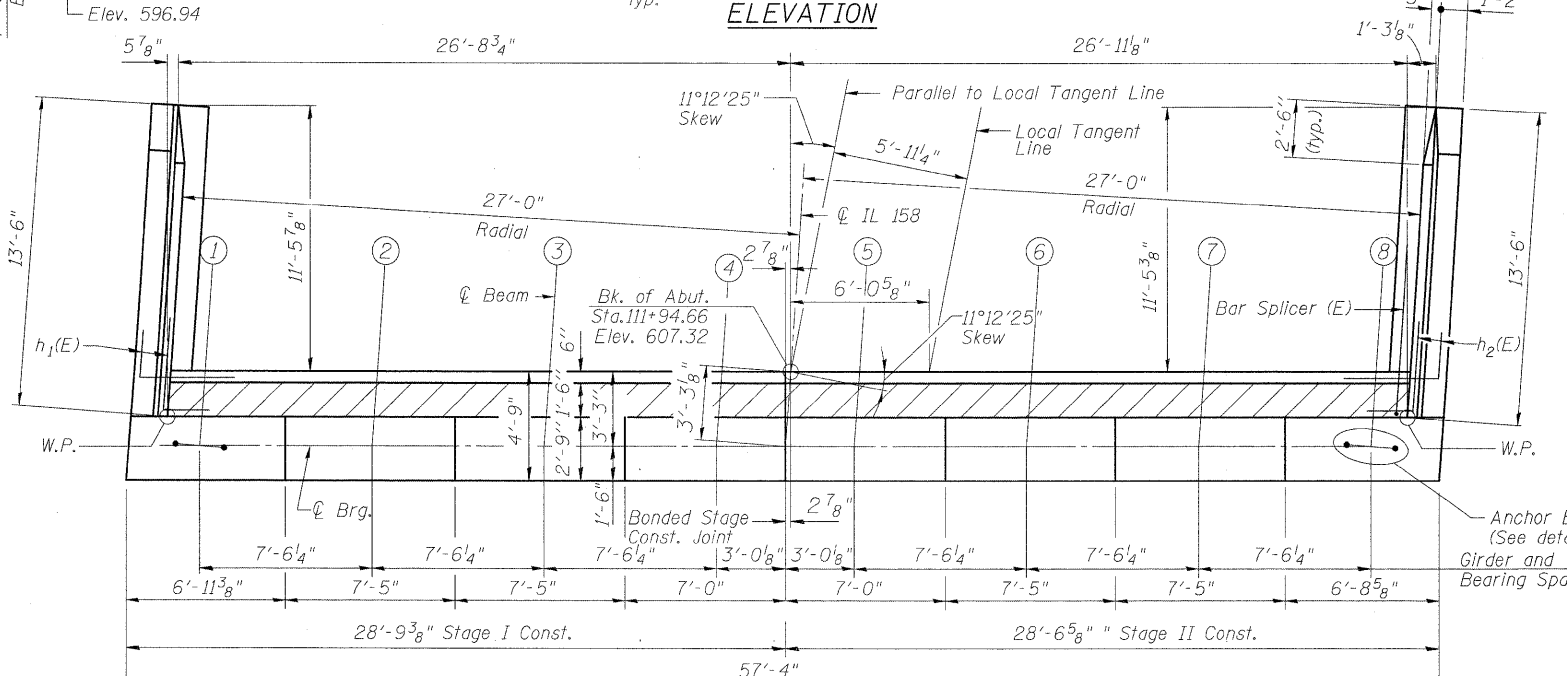
Notes:
* Bend bars in field to fit.
** 28 Stage I and 28 Stage II

ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	16	#5	28'-4"	
h1(E)	12	#5	5'-11"	
h2(E)	12	#5	5'-11"	
h3(E)	20	#5	8'-11"	
h4(E)	8	#5	6'-5"	
h5(E)	24	#4	13'-3"	
h6(E)	16	#4	13'-4"	
h7(E)	5	#6	26'-11"	
h8(E)	5	#6	26'-9"	
n(E)	24	#6	11'-2"	
n1(E)	12	#6	5'-7"	
p(E)	10	#7	28'-7"	
p1(E)	10	#7	28'-5"	
p2(E)	12	#7	16'-1"	
s(E)	56	#4	15'-11"	
s1(E)	30	#4	9'-5"	
u(E)	8	#6	10'-4"	
v(E)	56	#5	3'-4"	
v1(E)	56	#4	3'-0"	
v2(E)	56	#5	5'-7"	
v3(E)	56	#5	6'-9"	
v4(E)	15	#6	7'-2"	
v5(E)	15	#6	7'-5"	
v6(E)	12	#6	7'-4"	
v7(E)	12	#6	7'-7"	
v8(E)	3	#6	7'-2"	
v9(E)	3	#6	7'-5"	
Structure Excavation	Cu. Yd.	80		
Concrete Structures	Cu. Yd.	76		
Reinforcement Bars, Epoxy Coated	Pound	6,281		
Furnishing Steel Piles HP 12 x 53	Foot	513		
Driving Piles	Foot	513		
Test Pile Steel HP 12 x 53	Each	1		
Pile Shoes	Each	20		
Concrete Encasement	Cu. Yd.	7.0		
Concrete Sealer	Sq. Ft.	627		

BEARING SEAT ELEV.

Girder	Elevation
1	600.94
2	601.54
3	602.13
4	602.72
5	602.72
6	603.31
7	603.91
8	604.50



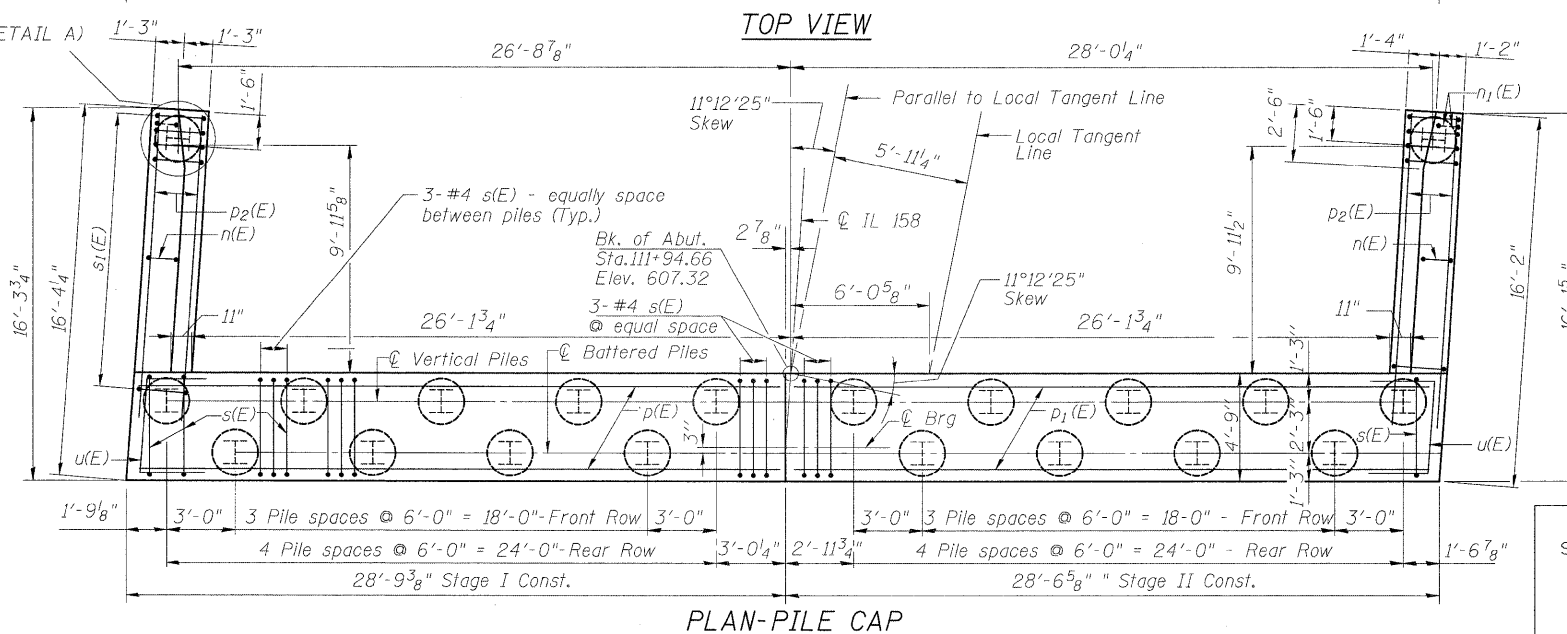
Notes:
1. For details of Bar Splicers, see sheet 27 of 34.
2. For details of piles and Concrete Encasement, see sheet 26 of 34
3. Work this sheet with sheet 24 of 34.
4. Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.

PILE DATA

Type: Steel - HP 12 x 53 with Pile Shoes
Allowable Resistance Available: 140 kips
Nominal Required Bearing: 420 kips
Est. Length: 27 ft
No. Production Piles: 19
No. Test Piles: 1

Notes:
See sheet 4 of 34 for Test Pile location.

EAST ABUTMENT DETAILS
STRUCTURE NO. 067-0042

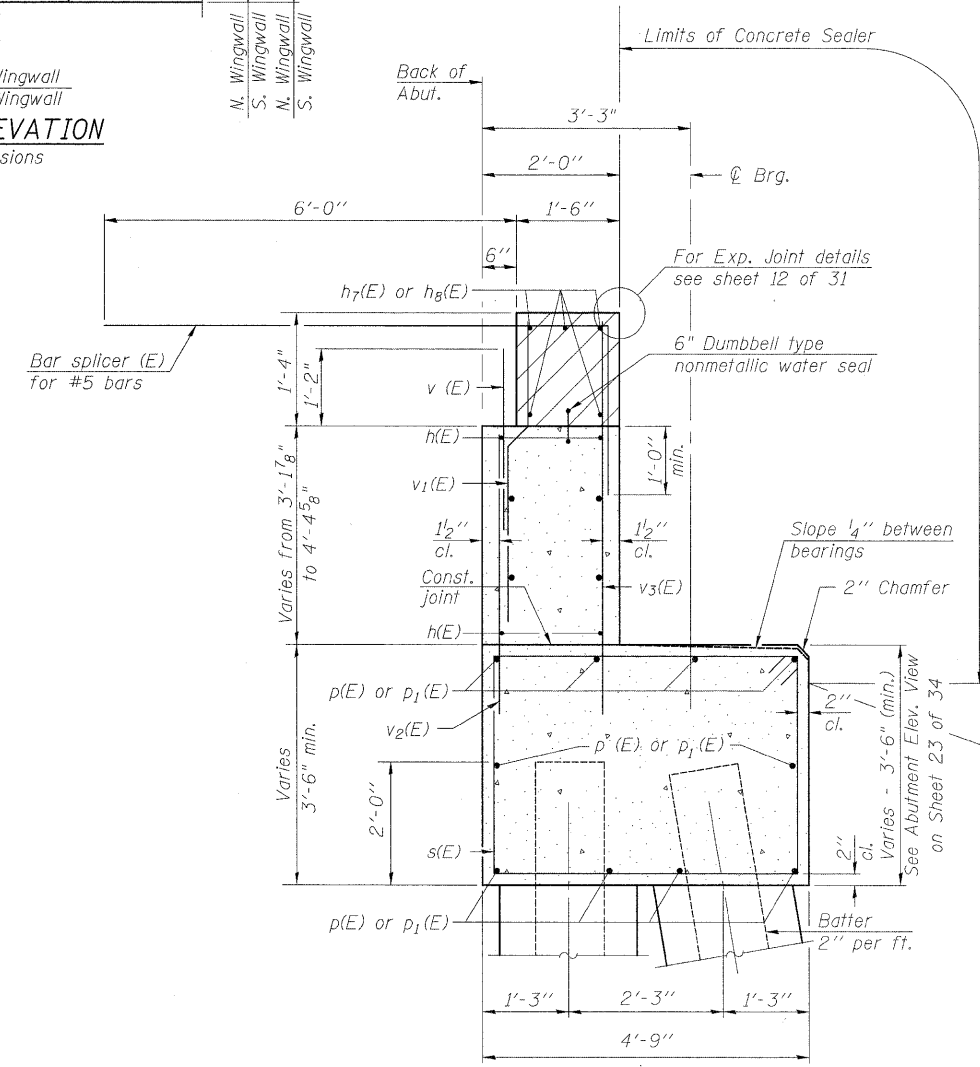
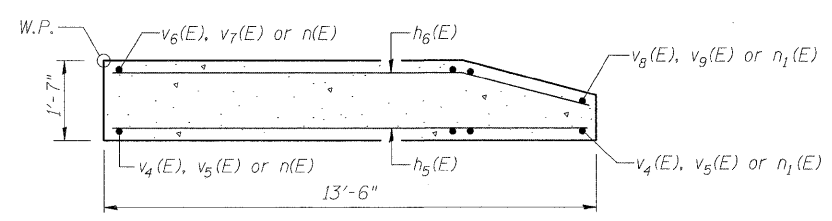
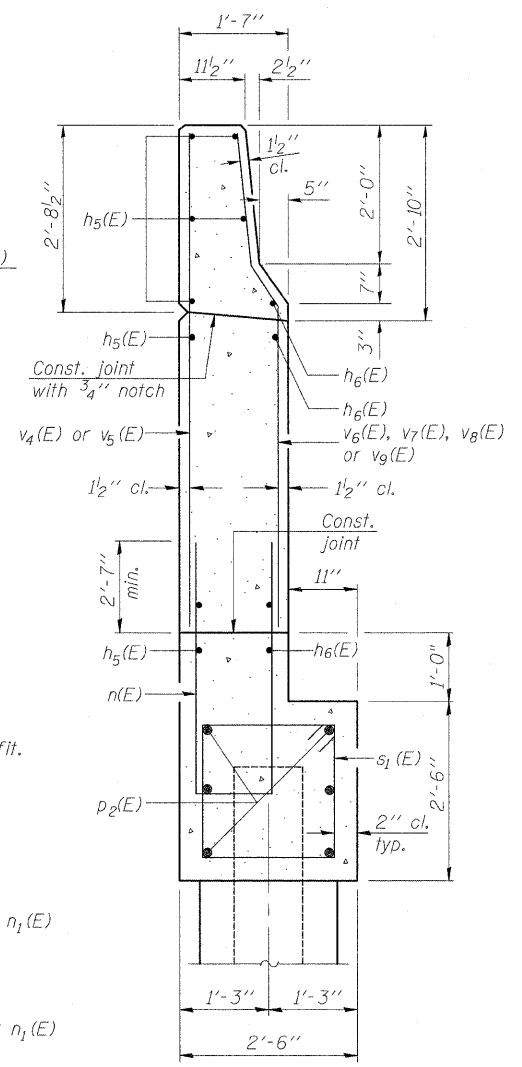
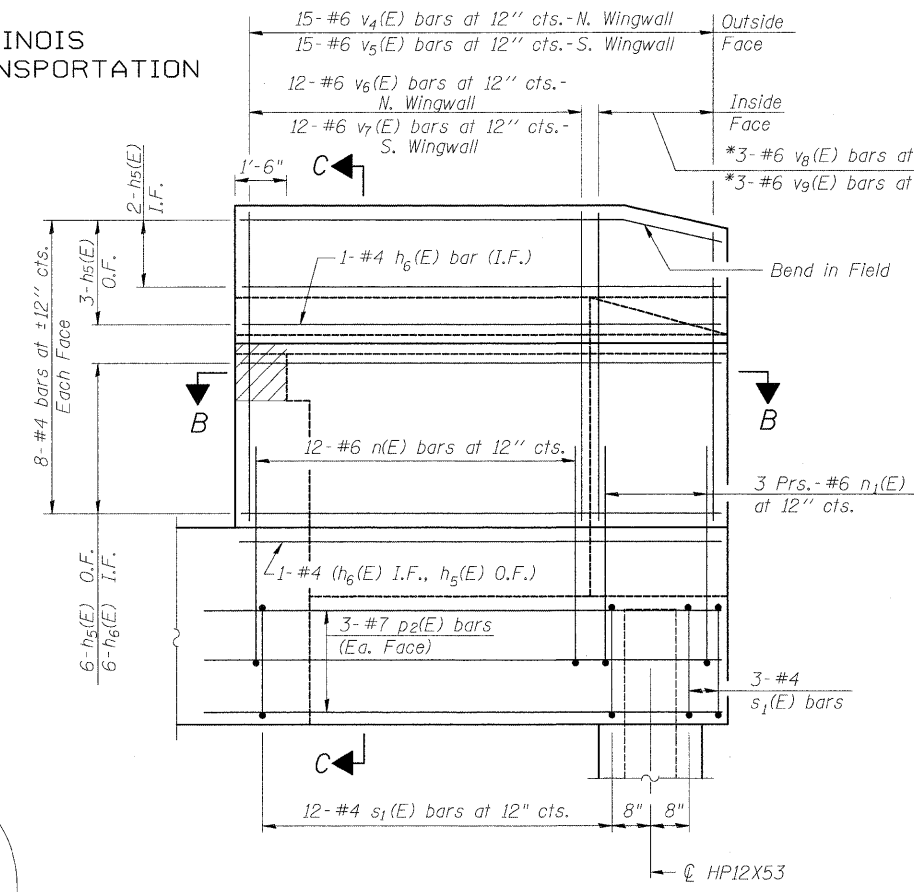
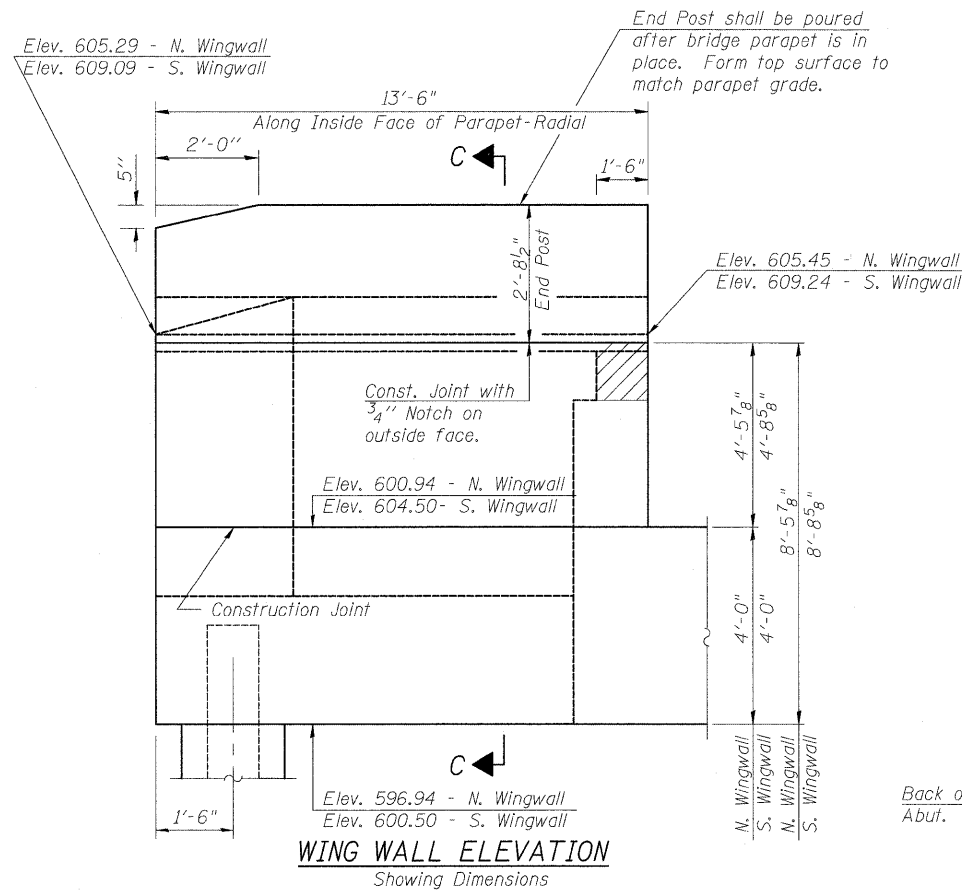


DESIGNED - JPM
CHECKED - EHP
DRAWN - JPM
CHECKED - WPM
9-28-09



SHEET NO.23	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34 SHEETS	809	67-1HBR	Monroe	144	87
CONTRACT NO. 76977					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



- Notes:
1. Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
 2. Space reinforcement in cap to miss anchor bolts.
 3. Pour steps monolithically with cap.
 4. Quantity of concrete in end post included with Concrete Superstructure on sheet 11 of 34.
 5. For Concrete Encasement details, see sheet 26 of 34.
 6. Work this sheet with sheet 23 of 34.

EAST ABUTMENT WINGWALL DETAILS
STRUCTURE NO. 067-0042

DESIGNED - JPM
CHECKED - EHP
DRAWN - MD
CHECKED - JPM, WPM



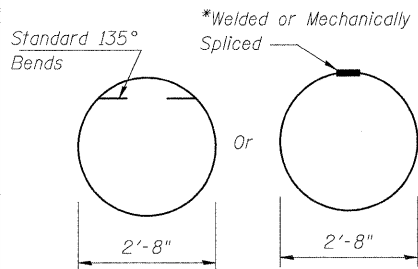
9-28-09

SHEET NO.24 34 SHEETS	F.A.P RTE. 809	SECTION 67-1HBR	COUNTY Monroe	TOTAL SHEETS 144	SHEET NO. 88
	CONTRACT NO. 76977				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:

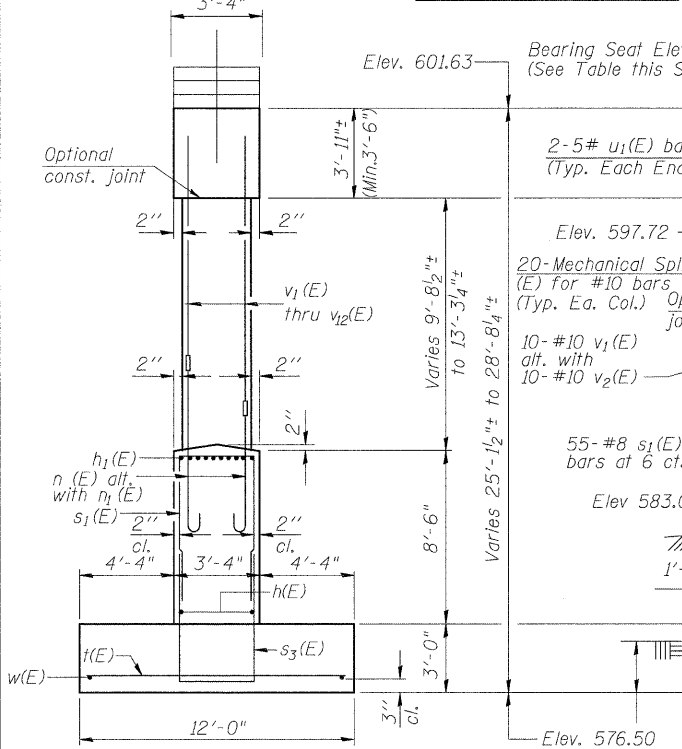
1. Space reinforcement in cap to miss anchor bolts.
2. Pour steps monolithically with cap.
3. When splicing of spiral reinforcement is necessary, the spirals shall be provided with 1/2 extra turns at the ends to be spliced. These additional turns shall either be welded together according to AWS D1.4 or shall both terminate with a 135° standard hook.



BAR $sp_7(E)$

*Shop Weld per AWS D1.4

BARS $n(E)$ or $n_1(E)$



END VIEW

BEARING SEAT ELEV.

MIN. BAR LAP

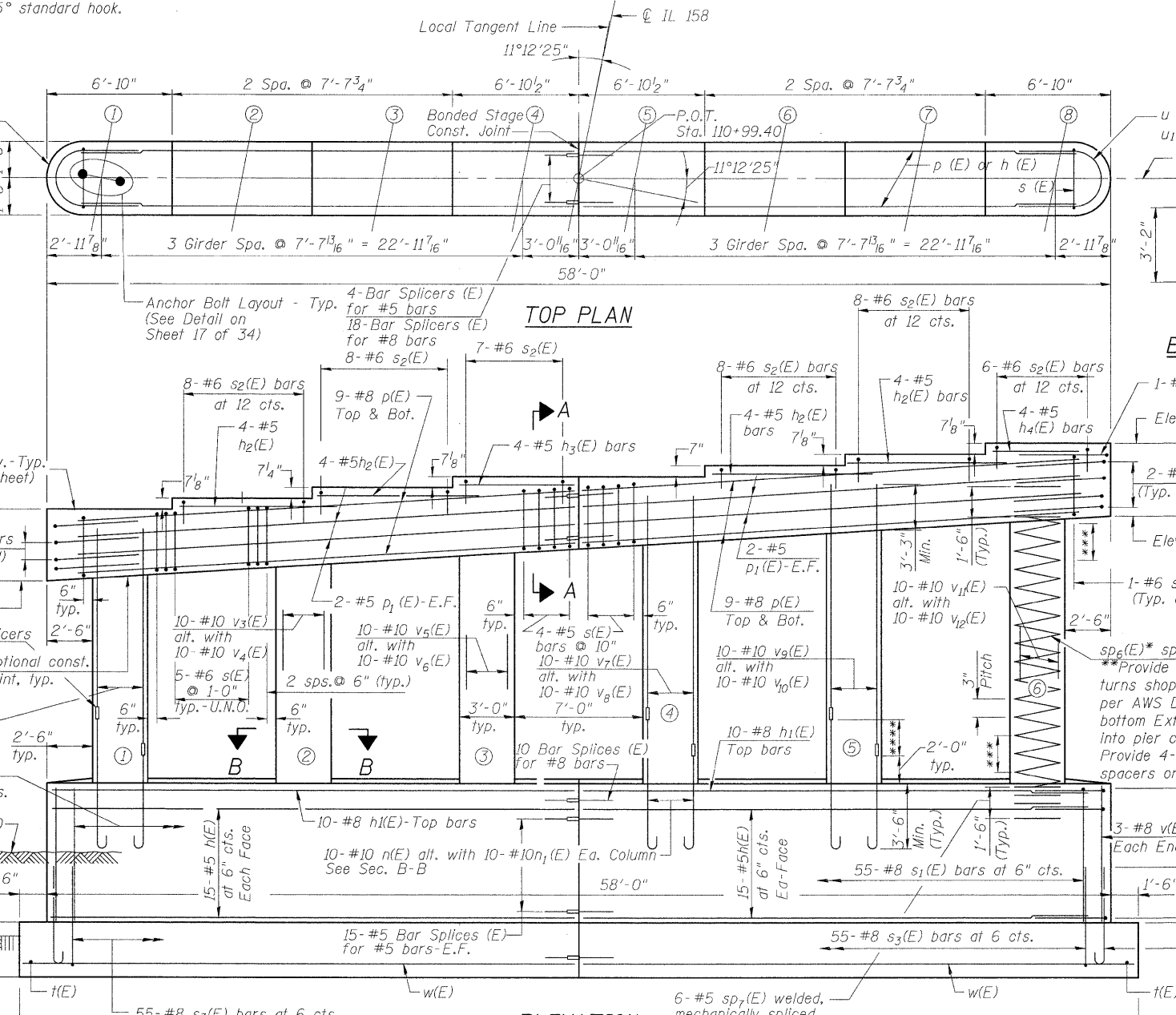
- #5 - 2'-2"
- #6 - 2'-7"
- #7 - 3'-5"
- #8 - 4'-6"
- #9 - 5'-9"

Girder	Elevation
1	601.63
2	602.23
3	602.83
4	603.42
5	603.42
6	604.01
7	604.60
8	605.19

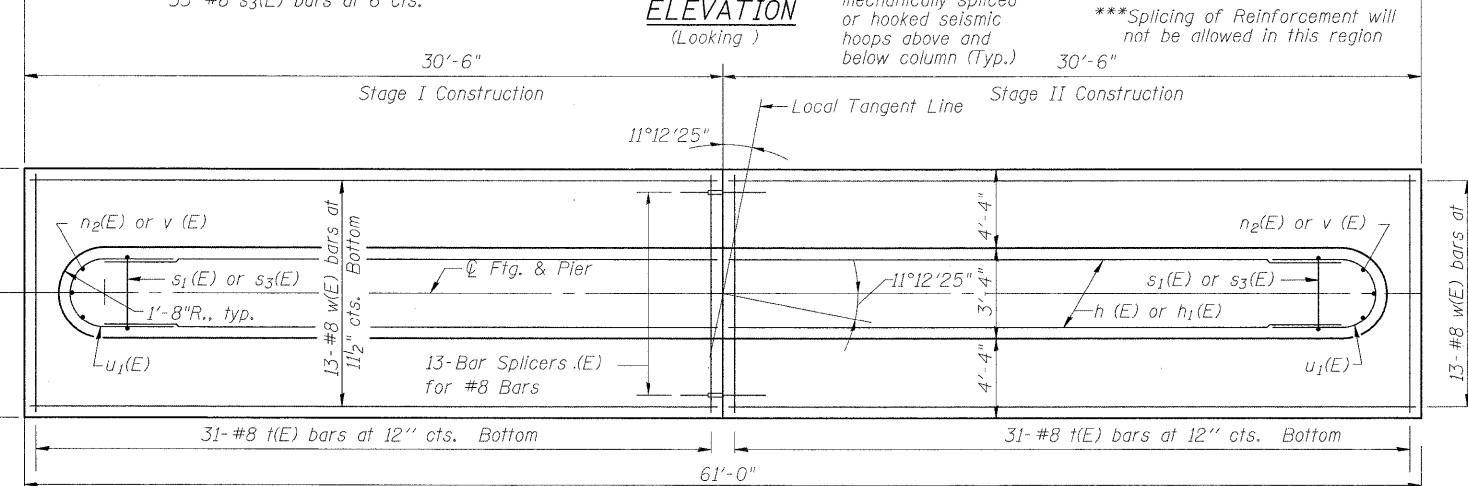


DESIGNED - CCS
CHECKED - WPM
DRAWN - MD
CHECKED - WPM

9-28-09

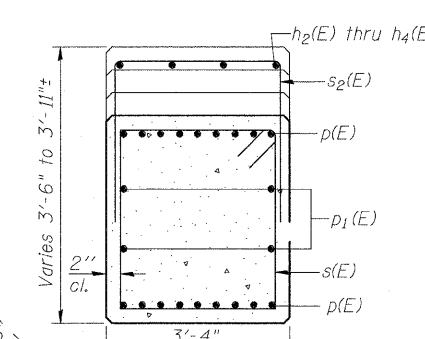


ELEVATION (Looking)

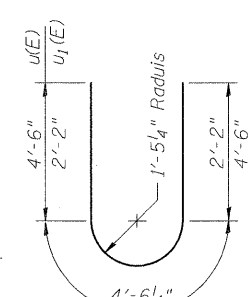


FOOTING PLAN

Note: Maximum unfactored applied bearing pressure = 6.04ksf



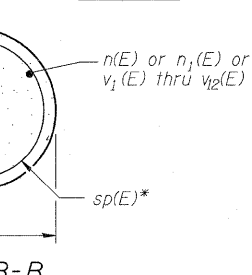
SEC. A-A



BARS $u(E)$ or $u_1(E)$

**Allowable substitutions, provide 1/2 extra turns top and bottom with 135° standard hook into core at ends of spiral

* $sp_1(E)$ - for Col 1
 $sp_2(E)$ - for Col 2
 $sp_3(E)$ - for Col 3
 $sp_4(E)$ - for Col 4
 $sp_5(E)$ - for Col 5
 $sp_6(E)$ - for Col 6



SEC. B-B

BARS $s_1(E)$ or $s_2(E)$ or $s_3(E)$

**** Offset alternating reinforcement bars by 2'-0" vertically

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h(E)$	60	#5	27'-3"	—
$h_1(E)$	20	#8	27'-3"	—
$h_2(E)$	16	#5	9'-9"	—
$h_3(E)$	4	#5	6'-7"	—
$h_4(E)$	4	#5	5'-0"	—
$n(E)$	60	#10	8'-11"	—
$n_1(E)$	60	#10	6'-11"	—
$n_2(E)$	6	#8	8'-2"	—
$p(E)$	36	#8	27'-3"	—
$p_1(E)$	8	#5	27'-3"	—
$s(E)$	46	#6	13'-8"	□
$s_1(E)$	110	#8	19'-8"	U
$s_2(E)$	45	#6	6'-2"	U
$s_3(E)$	110	#8	17'-6"	U
$sp_1(E)$	1	#5	10'-0"	~
$sp_2(E)$	1	#5	10'-7"	~
$sp_3(E)$	1	#5	11'-3"	~
$sp_4(E)$	1	#5	11'-10"	~
$sp_5(E)$	1	#5	12'-5"	~
$sp_6(E)$	1	#5	13'-1"	~
$sp_7(E)$	72	#5	9'-2"	○
$t(E)$	62	#8	11'-8"	—
$u(E)$	4	#8	13'-7"	—
$u_1(E)$	36	#5	8'-11"	—
$v(E)$	6	#8	8'-4"	—
$v_1(E)$	10	#10	9'-0"	—
$v_2(E)$	10	#10	11'-0"	—
$v_3(E)$	10	#10	9'-9"	—
$v_4(E)$	10	#10	11'-9"	—
$v_5(E)$	10	#10	10'-5"	—
$v_6(E)$	10	#10	12'-5"	—
$v_7(E)$	10	#10	11'-2"	—
$v_8(E)$	10	#10	13'-2"	—
$v_9(E)$	10	#10	11'-10"	—
$v_{10}(E)$	10	#10	13'-10"	—
$v_{11}(E)$	10	#10	12'-7"	—
$v_{12}(E)$	10	#10	14'-7"	—
$w(E)$	26	#8	30'-4"	—
Structure Excavation		Cu. Yd.	77	
Rock Excavation for Structures		Cu. Yd.	122	
Concrete Structures		Cu. Yd.	127	
Mechanical Splicers		Each	120	
Reinforcement Bars, Epoxy Coated		Pound	36,675	

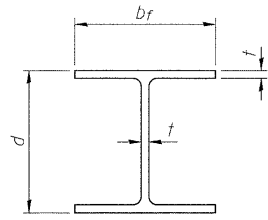
Note: Length of $sp_1(E)$ through $sp_6(E)$ is height of spiral.

PIER DETAILS

STRUCTURE NO. 067-0042

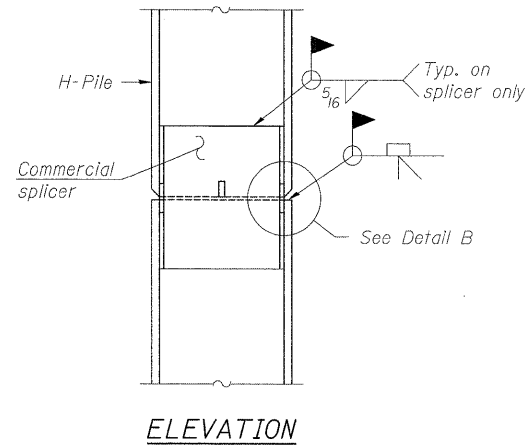
SHEET NO.25 34 SHEETS	F.A.P. RTE. 809	SECTION 67-1HBR	COUNTY Monroe	TOTAL SHEETS 144	SHEET NO. 89
	CONTRACT NO. 76977				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

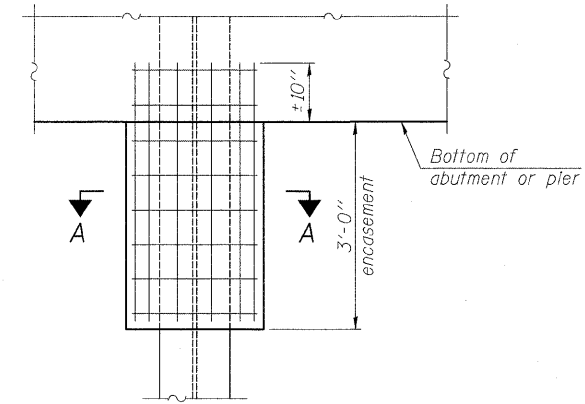


STEEL PILE TABLE

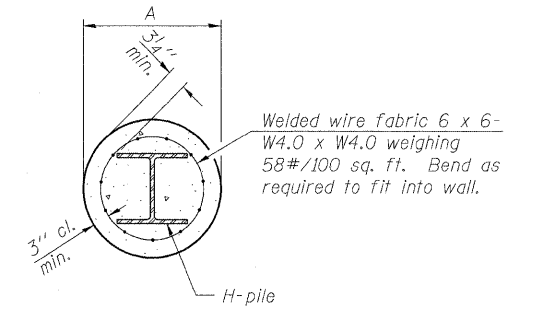
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11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



ELEVATION



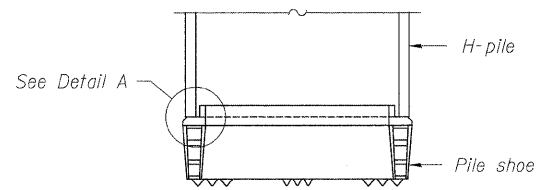
ELEVATION



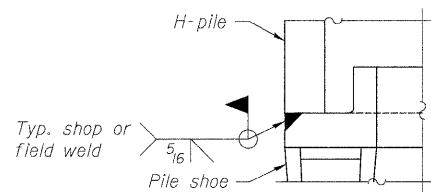
SECTION A-A

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

PILE ENCASEMENT

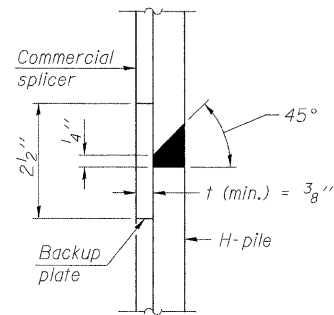


ELEVATION



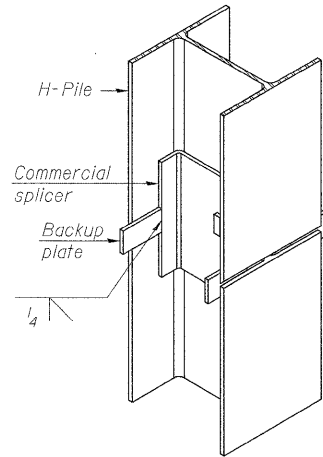
DETAIL A

H-PILE SHOE ATTACHMENT

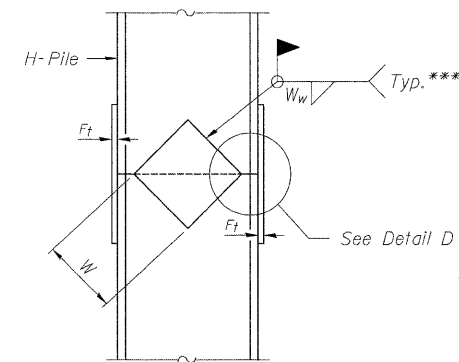


DETAIL "B"

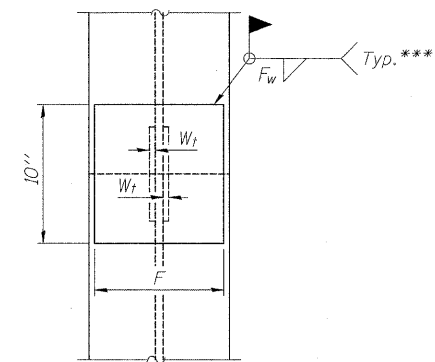
WELDED COMMERCIAL SPLICE



ISOMETRIC VIEW



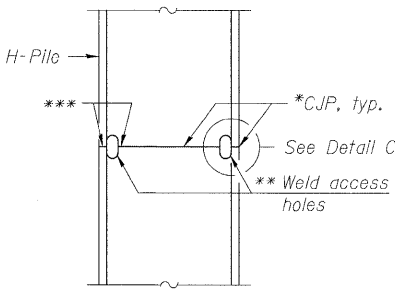
ELEVATION



END VIEW

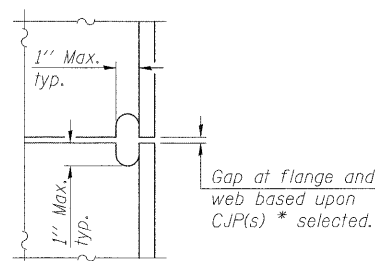
Designation	F	F _t	F _w	W	W _t	W _w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5 1/2"	1 1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5 1/2"	1 1/2"
x89	12 1/2"	3/4"	11/16"	7 3/4"	5 1/2"	1 1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5 1/2"	1 1/2"
HP 12x84	10"	7/8"	11/16"	6 1/2"	5 1/2"	1 1/2"
x74	10"	7/8"	11/16"	6 1/2"	5 1/2"	1 1/2"
x63	10"	5/8"	1/2"	6 1/2"	1 1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1 1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1 1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1 1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1 1/2"	3/8"

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

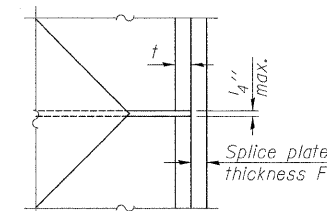


ELEVATION

COMPLETE PENETRATION WELD SPLICE



DETAIL C



DETAIL D

WELDED PLATE FIELD SPLICE

STEEL H PILES
STRUCTURE NO. 067-0042

DESIGNED -
CHECKED -
DRAWN - JPM
CHECKED - WPM

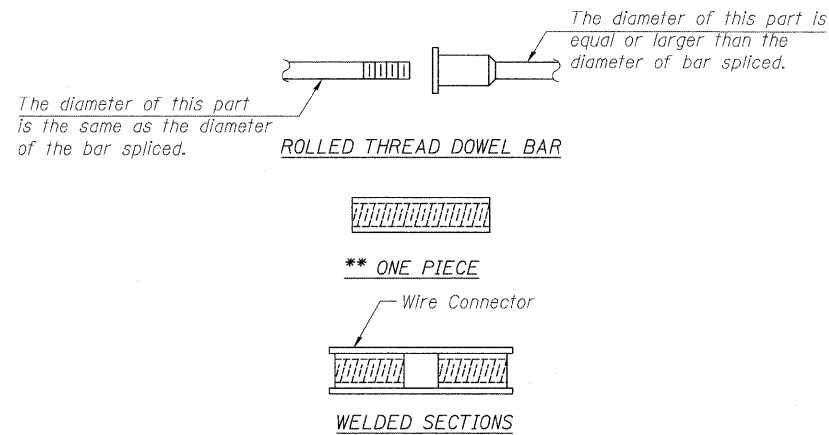


9-28-09 F-HP

- * Use joint conforming to Figure 3.4 in AWS D1.1, Structure Welding Code - Steel.
- ** Preparation per Fig. 5.2 in AWS D1.1, Structure Welding Code - Steel.
- *** Interrupt welds 1/4" from end of each pile.

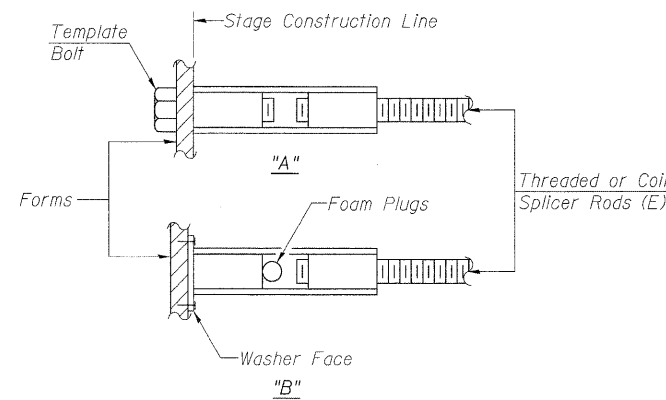
SHEET NO.26	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	809	67-1HBR	Monroe	144	90
34 SHEETS	CONTRACT NO. 76977				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

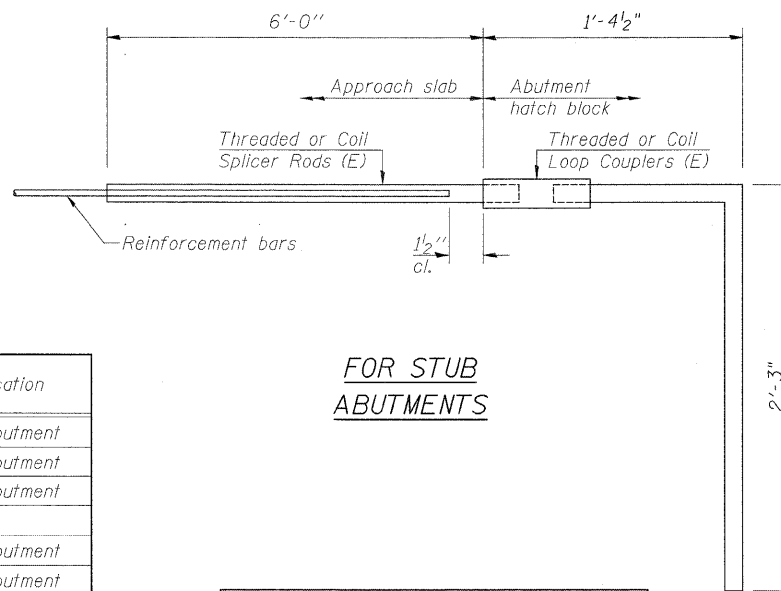
"A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.

NOTES

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

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

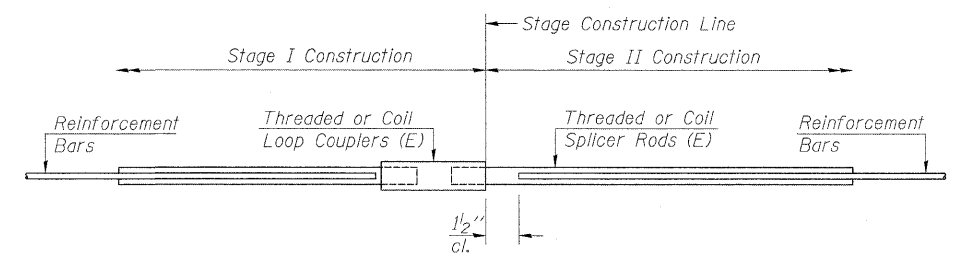
BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-2"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0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



FOR STUB ABUTMENTS

Bar Size	No. Assemblies Required	Location
#5	40	W. Abutment
#6	5	W. Abutment
#7	48	W. Abutment
#5	8	E. Abutment
#6	5	E. Abutment
#7	10	E. Abutment
#5	34	Pier
#8	41	Pier

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 112



STANDARD

**BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 067-0042**

DESIGNED - JPM
CHECKED - WPM
DRAWN - JPM
CHECKED - WPM

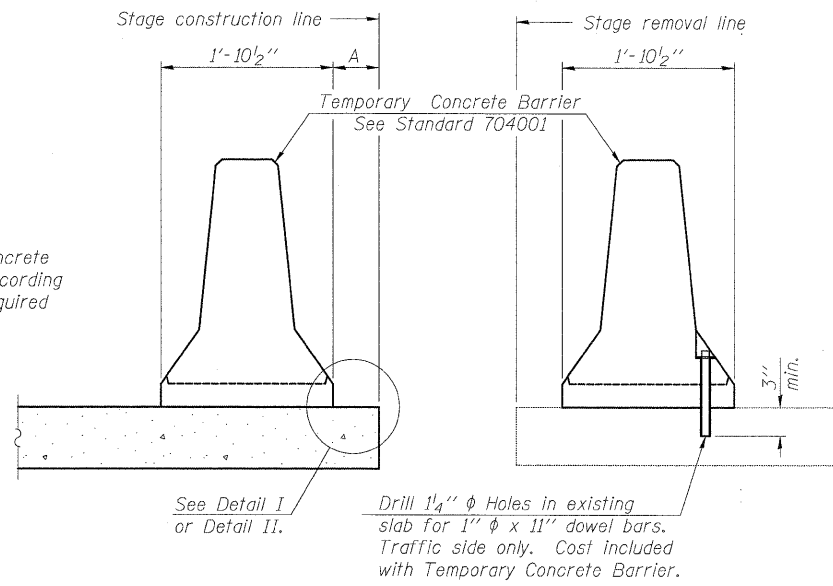


9-28-09 BSD-1

SHEET NO. 27	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	809	67-1HBR	Monroe	144	91
34 SHEETS	CONTRACT NO. 76977				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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



NEW SLAB

EXISTING SLAB

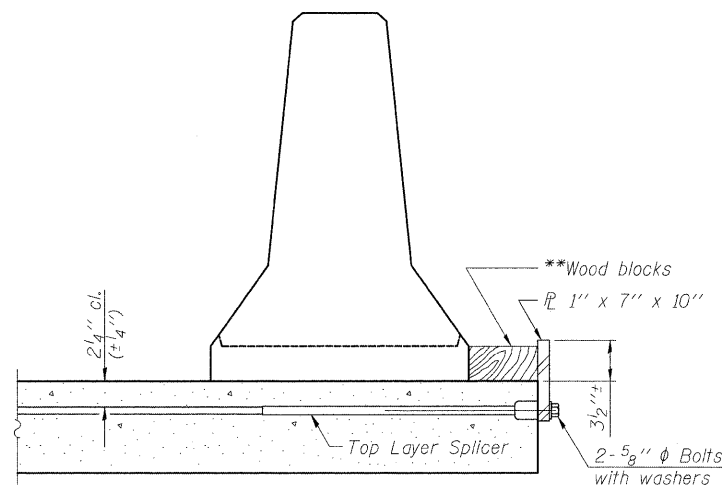
SECTIONS THRU SLAB

NOTES

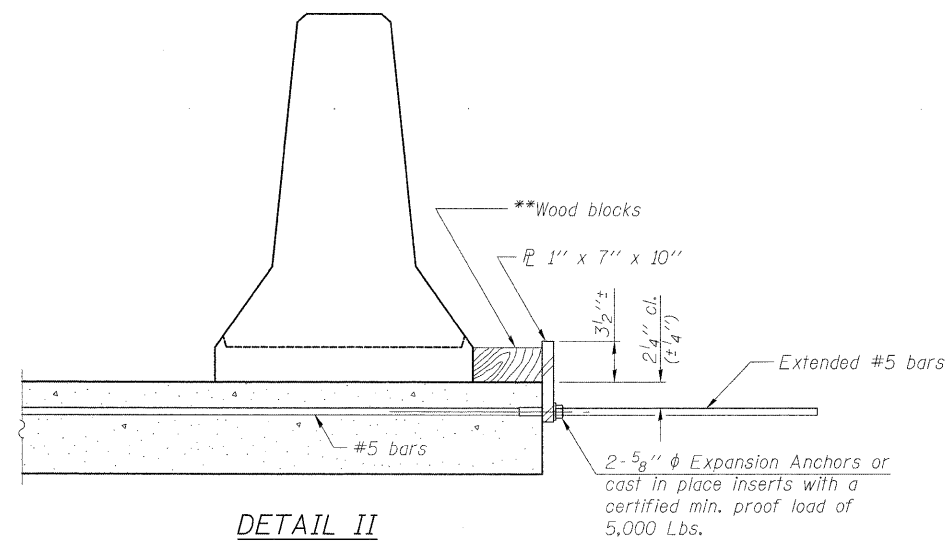
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{L} to the top layer of couplers with 2- $\frac{5}{8}$ " ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

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

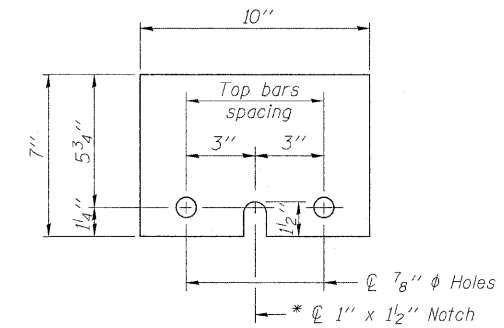
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



DETAIL I



DETAIL II



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

* Required only with Detail II

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

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
STRUCTURE NO. 067-0042

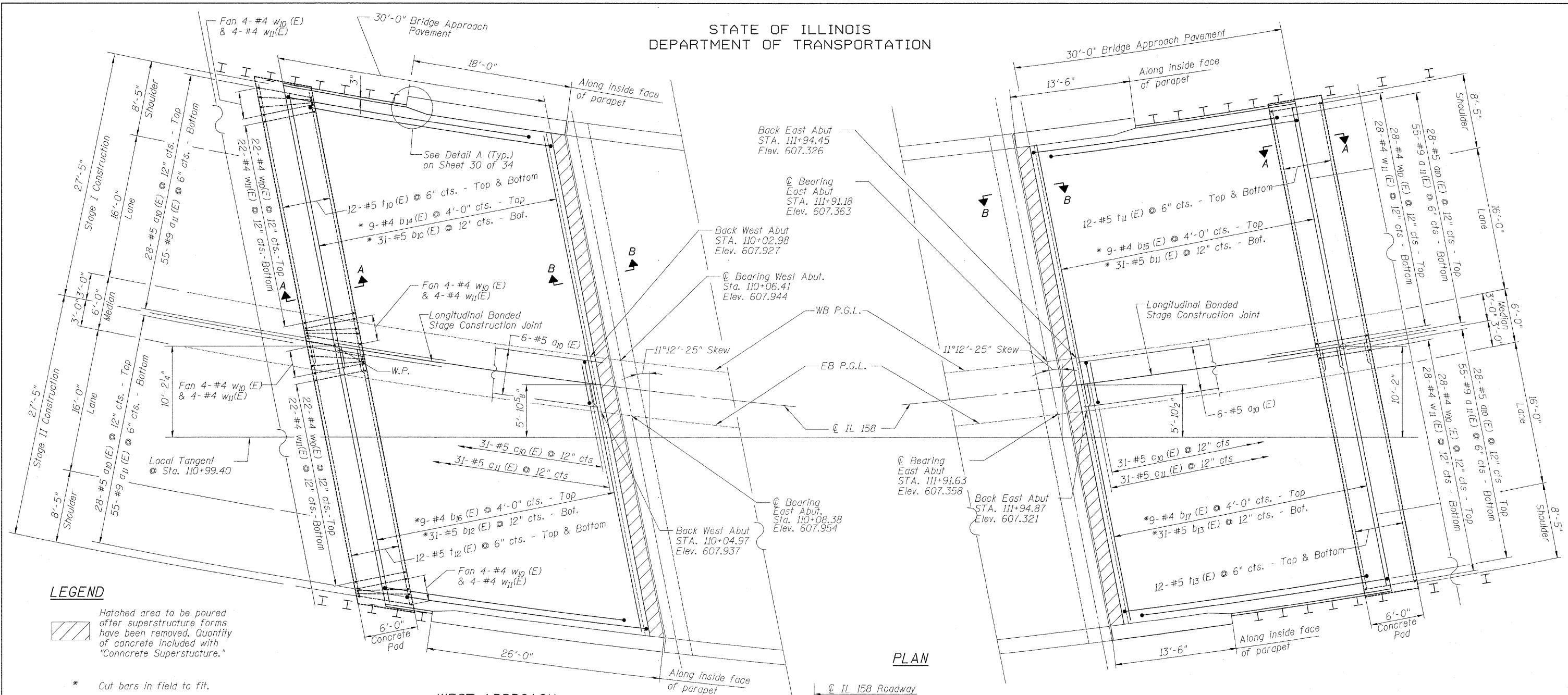
DESIGNED -
CHECKED -
DRAWN - JPM
CHECKED - WPM



9-28-09 R-27

SHEET NO.28	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	809	67-1HBR	Monroe	144	92
34 SHEETS	CONTRACT NO. 76977				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



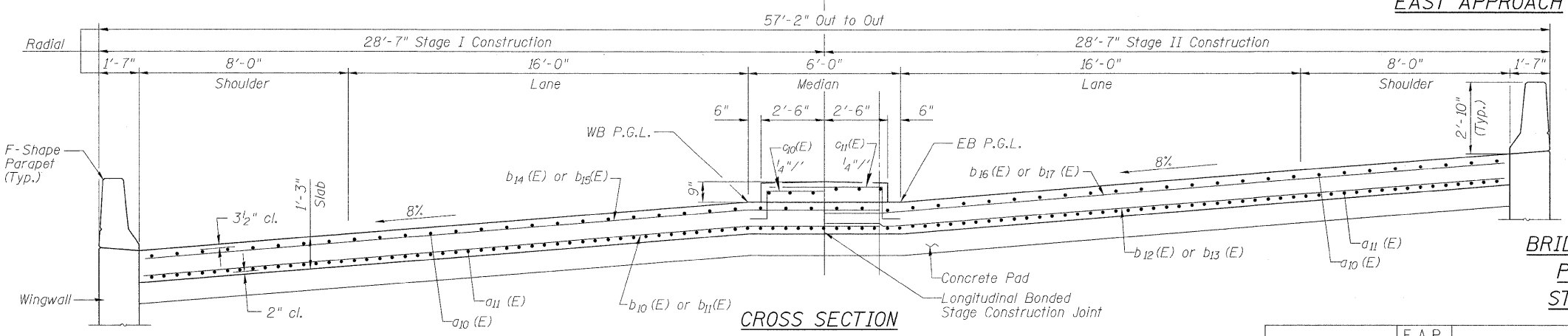
PLAN

LEGEND

Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with "Concrete Superstructure."
* Cut bars in field to fit.

WEST APPROACH

EAST APPROACH



CROSS SECTION

BRIDGE APPROACH PAVEMENT
PLAN & CROSS SECTION
STRUCTURE NO. 067-0042

DESIGNED - JPM
CHECKED - WPM
DRAWN - MD
CHECKED - JPM, WPM

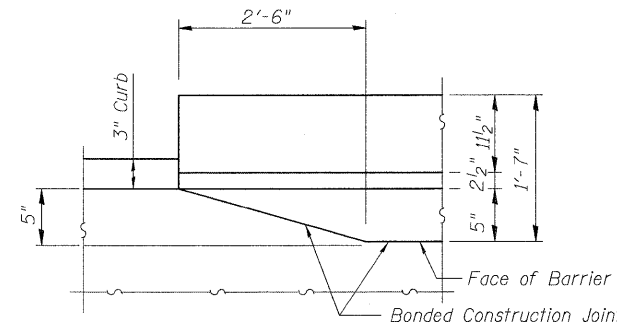


9-28-09

Notes:
Work this sheet with sheets 18 thru 24 and 30 of 34

SHEET NO. 29	F.A.P RTE. 809	SECTION 67-1HBR	COUNTY Monroe	TOTAL SHEETS 144	SHEET NO. 93
34 SHEETS	CONTRACT NO. 76977			FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT	

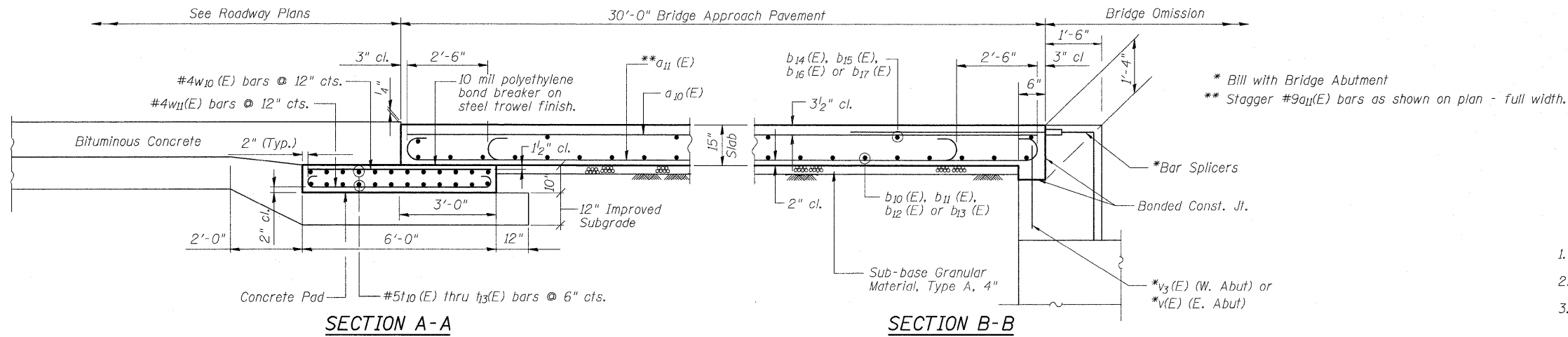
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



DETAIL A

BILL OF MATERIAL
(THIS SHEET ONLY)

Bar	No.	Size	Length	Shape
a ₁₀ (E)	124	#5	29'-7"	—
a ₁₁ (E)	220	#9	29'-6"	—
b ₁₀ (E)	31	#5	30'-3"	—
b ₁₁ (E)	31	#5	29'-1"	—
b ₁₂ (E)	31	#5	29'-0"	—
b ₁₃ (E)	31	#5	27'-2"	—
b ₁₄ (E)	9	#4	30'-3"	—
b ₁₅ (E)	9	#4	29'-1"	—
b ₁₆ (E)	9	#4	29'-0"	—
b ₁₇ (E)	9	#4	27'-2"	—
c ₁₀ (E)	62	#5	4'-2"	—
c ₁₁ (E)	62	#5	6'-8"	—
t ₁₀ (E)	24	#5	30'-3"	—
t ₁₁ (E)	24	#5	29'-1"	—
t ₁₂ (E)	24	#5	29'-0"	—
t ₁₃ (E)	24	#5	27'-2"	—
w ₁₀ (E)	116	#4	5'-8"	—
w ₁₁ (E)	116	#4	6'-8"	—



SECTION A-A

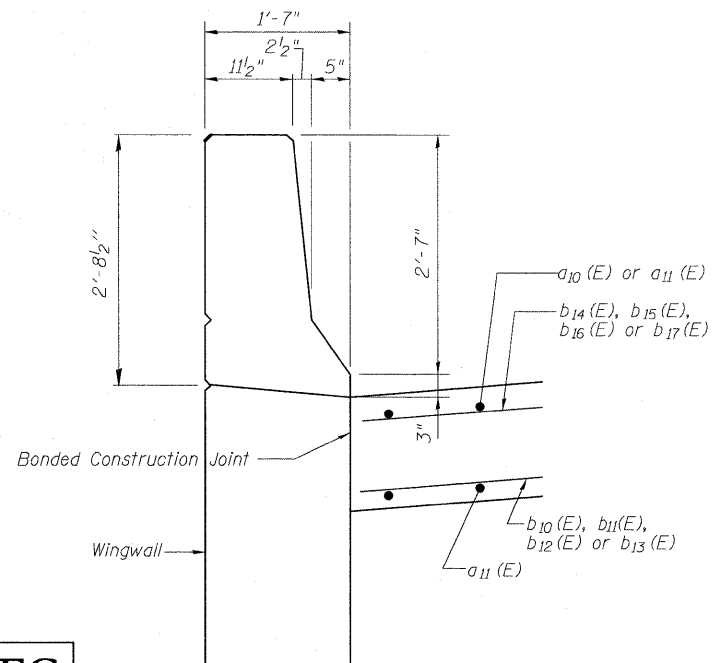
SECTION B-B

Item	Unit	Total
Concrete Superstructure	Cu Yd	161
Concrete Structures	Cu Yd	22
Reinforcing Bars, Epoxy Coated	Pound	34869*

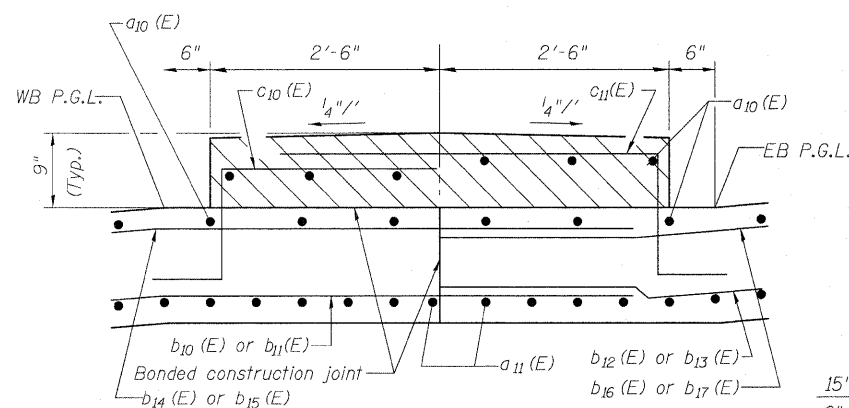
* Includes 31,022 Pounds included in the quantity for the superstructure and 3,847 Pounds included in the quantity for the substructure in the Total Bill of Materials on Sheet 2 of 34.

Notes:

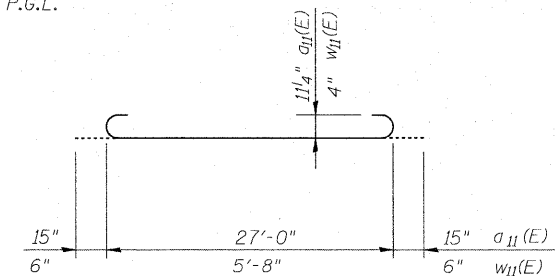
1. Reinforcement bars designated (E) shall be epoxy coated.
2. See Highway Standard 420401 for Pavement connector details.
3. Work this sheet with sheets 18 thru 24 and 29 of 34.
4. Median (hatched area) shall be poured after the deck of Stage II Construction has been done.
5. Approach pavement shall not be constructed until bridge deck has been poured.
6. Concrete for bridge approach pavement included in the cost for "Concrete Superstructure". Concrete for bridge approach pavement concrete pad included in the cost for "Concrete Structures".



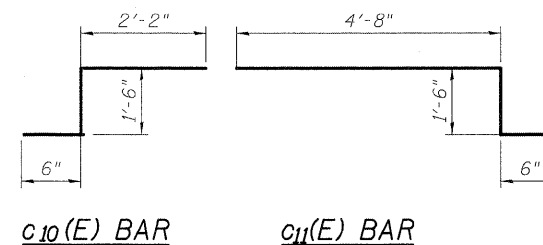
SECTION THRU PARAPET/WINGWALL



SECTION THRU MEDIAN



BARS a₁₁(E) & w₁₁(E)



c₁₀(E) BAR

c₁₁(E) BAR

BRIDGE APPROACH PAVEMENT DETAILS
STRUCTURE NO. 067-0042

DESIGNED - JPM
CHECKED - WPM
DRAWN - MD
CHECKED - JPM, WPM



9-28-09

SHEET NO. 30	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34 SHEETS	809	67-1HBR	Monroe	144	94
CONTRACT NO. 76977					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	109+62.05	-27.00	605.72
A	109+72.42	-27.00	605.81
B	109+82.79	-27.00	605.89
Bk. W. Abut.	109+94.66	-27.00	605.96

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	109+65.28	-19.00	606.39
A	109+75.51	-19.00	606.47
B	109+85.80	-19.00	606.55
Bk. W. Abut.	109+97.49	-19.00	606.62

MEDIAN CURB LINE NORTH

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	109+71.53	-3.00	607.72
A	109+81.57	-3.00	607.80
B	109+91.61	-3.00	607.86
Bk. W. Abut.	110+02.97	-3.00	607.93

CL IL 158 & L.C.J.

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	109+72.67	0.00	607.73
A	109+82.67	0.00	607.80
B	109+92.67	0.00	607.87
Bk. W. Abut.	110+03.97	0.00	607.93

SOUTH CURB LINE

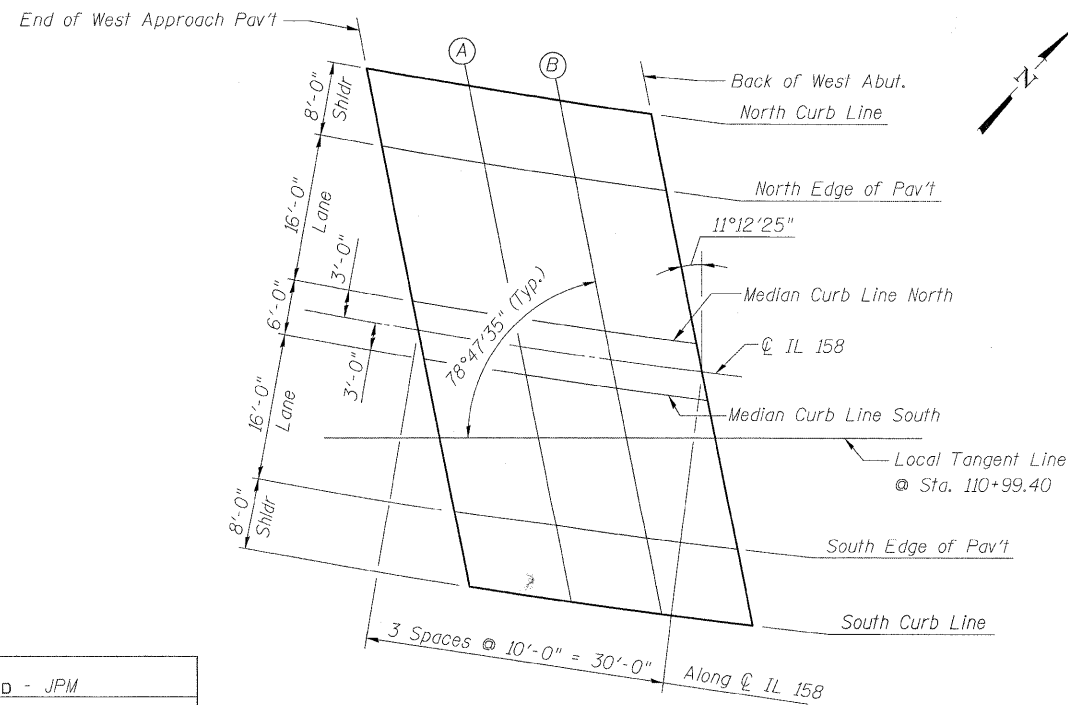
Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	109+82.51	27.00	609.72
A	109+92.16	27.00	609.79
B	110+01.82	27.00	609.84
Bk. W. Abut.	110+12.61	27.00	609.89

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	109+79.67	19.00	609.06
A	109+89.42	19.00	609.13
B	109+99.18	19.00	609.19
Bk. W. Abut.	110+10.12	19.00	609.24

MEDIAN CURB LINE SOUTH

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	109+73.80	3.00	607.74
A	109+83.76	3.00	607.81
B	109+93.72	3.00	607.88
Bk. W. Abut.	110+04.96	3.00	607.94



PLAN

DESIGNED - JPM
CHECKED - CCS
DRAWN - GAP
CHECKED - JPM, CCS



9-28-09

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 067-0042

SHEET NO. 31	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34 SHEETS	809	67-1HBR	Monroe	144	95
CONTRACT NO. 76977					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	111+92.67	-27.00	605.43
C	112+03.04	-27.00	605.31
D	112+13.41	-27.00	605.17
End E. Appr. Pav't	112+23.30	-27.00	605.04

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	111+93.28	-19.00	606.06
C	112+03.53	-19.00	605.94
D	112+13.79	-19.00	605.81
End E. Appr. Pav't	112+23.57	-19.00	605.68

MEDIAN CURB LINE NORTH

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	111+94.45	-3.00	607.33
C	112+04.49	-3.00	607.21
D	112+14.52	-3.00	607.08
End E. Appr. Pav't	112+24.10	-3.00	606.95

☉ IL 158 & L.C.J.

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	111+94.66	0.00	607.32
C	112+04.66	0.00	607.21
D	112+14.66	0.00	607.08
End E. Appr. Pav't	112+24.20	0.00	606.95

SOUTH CURB LINE

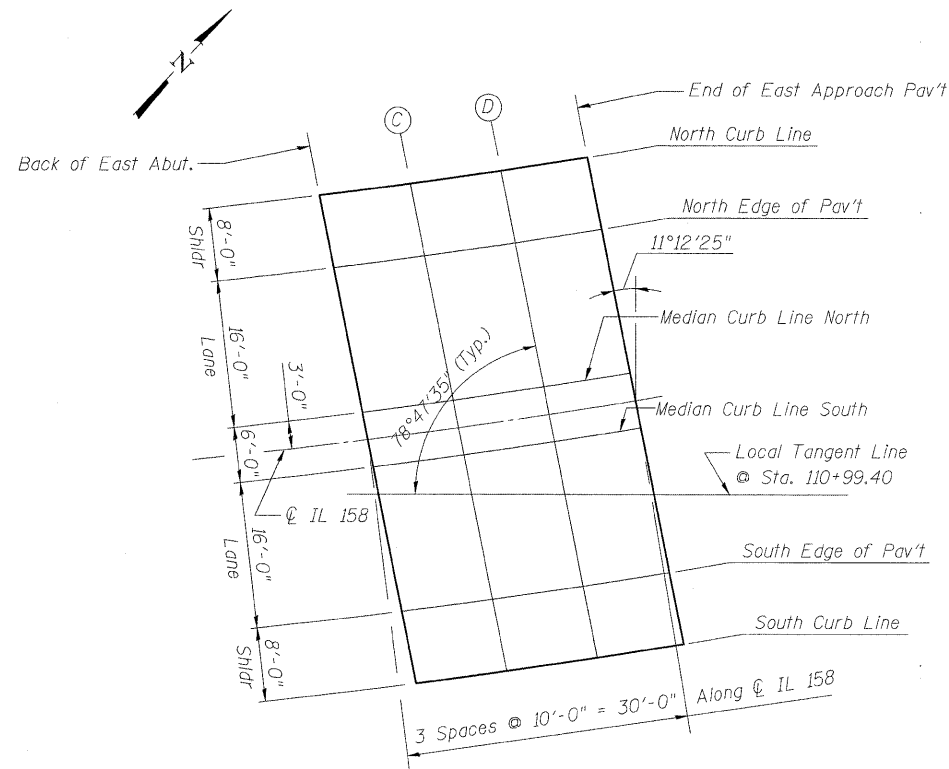
Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	111+96.51	27.00	609.22
C	112+06.17	27.00	609.11
D	112+15.83	27.00	608.98
End E. Appr. Pav't	112+25.04	27.00	608.86

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	111+95.98	19.00	608.59
C	112+05.73	19.00	608.47
D	112+15.49	19.00	608.35
End E. Appr. Pav't	112+24.80	19.00	608.22

MEDIAN CURB LINE SOUTH

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	111+94.87	3.00	607.32
C	112+04.83	3.00	607.20
D	112+14.79	3.00	607.08
End E. Appr. Pav't	112+24.30	3.00	606.95



PLAN

TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 067-0042

DESIGNED - JPM
CHECKED - CCS
DRAWN - GAP
CHECKED - JPM, CCS



9-28-09

SHEET NO.32	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34 SHEETS	809	67-1HBR	Monroe	144	96
CONTRACT NO. 76977					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SOIL BORING LOG

Page 1 of 1

Date 08/30/06

ROUTE IL 158 DESCRIPTION Structure Boring LOGGED BY SCI

SECTION 67-1HBR LOCATION Columbia, IL, SEC. 23, TWP. 1, RNG. 10

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

STRUCT. NO. 067-0006 (E), 067-0042
Station (P)
BORING NO. B-1
Station 109+52
Offset 26 ft L
Ground Surface Elev. 608 ft

DEPTH (ft)	BLOW COUNT (S/15)	UCS (tsf)	MOISTURE (%)	DESCRIPTION
0				Surface Water Elev. _____ ft Stream Bed Elev. _____ ft
4	3.3	22		CLAY: Reddish brown, high plastic, trace sand (A-7)
5	S/15			
4	50/5"	1.2	35	Becomes yellowish brown and reddish brown
5	S/15			Borehole continued with rock coring.
10				
15				
20				

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



ROCK CORE LOG

Page 1 of 1

Date 08/30/06

ROUTE IL 158 DESCRIPTION Structure Boring LOGGED BY SCI

SECTION 67-1HBR LOCATION Columbia, IL, SEC. 23, TWP. 1, RNG. 10

COUNTY Monroe CORING METHOD _____

STRUCT. NO. 067-0006 (E), 067-0042
Station (P)
BORING NO. B-1
Station 109+52
Offset 26 ft L
Ground Surface Elev. 608 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)	DESCRIPTION
0						WEATHERED LIMESTONE: Gray LIMESTONE: Gray, hard, finely crystalline, thick bedded with thin beds of gray shale, slightly weathered, dense
1	80	56	3			Driller observed a void and loss of water circulation during coring from 6 to 6.7 feet below the existing ground surface.
2	96	85	4			
3	95	95	5			
19.7						Boring terminated at 19.7 feet

Color pictures of the cores Yes _____
Cores will be stored for examination until _____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)



SOIL BORING LOG

Page 1 of 1

Date 08/30/06

ROUTE IL 158 DESCRIPTION Structure Boring LOGGED BY SCI

SECTION 67-1HBR LOCATION Columbia, IL, SEC. 23, TWP. 1, RNG. 10

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

STRUCT. NO. 067-0006 (E), 067-0042
Station (P)
BORING NO. B-2
Station 110+97
Offset 35 ft R
Ground Surface Elev. 583 ft

DEPTH (ft)	BLOW COUNT (S/15)	UCS (tsf)	MOISTURE (%)	DESCRIPTION
0				Surface Water Elev. _____ ft Stream Bed Elev. _____ ft
4	50/3"			FILL: Brown, medium plastic silty clay, some sand, trace gravel (A-7)
5				
50/3"				Borehole continued with rock coring.
10				
15				
20				

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

DESIGNED -
CHECKED -
DRAWN - GAP
CHECKED - JPM



9-28-09

SOIL BORING LOGS I
STRUCTURE NO. 067-0042

SHEET NO. 33	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34 SHEETS	809	67-1HBR	Monroe	144	97
CONTRACT NO. 76977					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ROCK CORE LOG

Page 1 of 1

Date 08/30/06

ROUTE IL 158 DESCRIPTION Structure Boring LOGGED BY SCI

SECTION 67-1HBR LOCATION Columbia, IL, SEC. 23, TWP. 1, RNG. 10

COUNTY Monroe CORING METHOD

STRUCT. NO. 067-0006 (E), 067-0042 (P) CORING BARREL TYPE & SIZE

Station

BORING NO. B-2 Core Diameter 6 in

Station 110+97 Top of Rock Elev. 581.5 ft

Offset 35 ft L Begin Core Elev. 581.5 ft

Ground Surface Elev. 583 ft

DEPTH (ft)	CORER (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)	DESCRIPTION
581.5	1	99	84	3.5		LIMESTONE: Gray, hard, finely crystalline, thick bedded with thin beds of gray shale, slightly weathered, dense
582.5	2	96	95	5		
572.5	3	96	85	5		SHALE: Gray
569.0						LIMESTONE: Gray, hard, finely crystalline, thin bedded with thin beds of gray shale, slightly weathered, dense
566.5	4	100	100	13		
Boring terminated at 16.5 feet.						

Color pictures of the cores Yes
Cores will be stored for examination until
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)



SOIL BORING LOG

Page 1 of 1

Date 09/01/06

ROUTE IL 158 DESCRIPTION Structure Boring LOGGED BY SCI

SECTION 67-1HBR LOCATION Columbia, IL, SEC. 23, TWP. 1, RNG. 10

COUNTY Monroe DRILLING METHOD CME 550 w/HA HAMMER TYPE Automatic

STRUCT. NO. 067-0006 (E), 067-0042 (P)

Station

BORING NO. B-3

Station 112+16

Offset 21 ft L

Ground Surface Elev. 607 ft

DEPTH (ft)	BLOWS (6")	UCS (tsf)	MOIST (%)	SURFACE WATER Elev. ft	STREAM BED Elev. ft	GROUNDWATER Elev. ft	FIRST ENCOUNTER ft	UPON COMPLETION ft	AFTER HRS.	DEPTH (ft)	BLOWS (6")	UCS (tsf)	MOIST (%)	DESCRIPTION
														ASPHALTIC CONCRETE - 3 inches
	2	2.0	23											FILL: Brown and gray, medium plastic silty clay, trace sand and rock (A-7)
	3	1.1	23											FILL: Brown and greenish gray, high plastic clay, trace sand (A-7)
	3	1.9	21											FILL: Reddish brown, medium plastic silty clay, trace sand (A-7)
	2	2.1	22											FILL: Brown and gray, high plastic clay, trace sand (A-7)
	3	3.2	21											FILL: Reddish brown, medium plastic silty clay, trace sand (A-7)
	3	1.7	25											FILL: Brown and gray, high plastic clay, trace sand (A-7)
	3	1.4	22											SANDY CLAY: Brown, low plastic, trace limestone rock (A-4)
	6	2.9	23											SILTY CLAY: Brown, low plastic, trace sand, trace organics (A-6)
	7	S/15												Borehole continued with rock coring.

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



ROCK CORE LOG

Page 1 of 1

Date 09/01/06

ROUTE IL 158 DESCRIPTION Structure Boring LOGGED BY SCI

SECTION 67-1HBR LOCATION Columbia, IL, SEC. 23, TWP. 1, RNG. 10

COUNTY Monroe CORING METHOD

STRUCT. NO. 067-0006 (E), 067-0042 (P) CORING BARREL TYPE & SIZE

Station

BORING NO. B-3 Core Diameter 6 in

Station 112+16 Top of Rock Elev. 582.8 ft

Offset 21 ft L Begin Core Elev. 582.5 ft

Ground Surface Elev. 607 ft

DEPTH (ft)	CORER (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)	DESCRIPTION
582.8	1	97	58	6		WEATHERED LIMESTONE: Gray
582.5						LIMESTONE: Gray, moderately hard, finely crystalline, thin bedded, slightly to moderately weathered, dense
581.5						WEATHERED SHALE: Brown
580.5						Approximately 2 inches void at 25.5 feet.
						SHALE: Gray
						Approximately 1 inch brown, clay seam at 27 feet.
	2	95	89	7		
573.3						LIMESTONE: Gray, hard, finely crystalline, thin bedded with thin beds of gray shale, slightly weathered, dense
	3	93	69	5		
567.5						Boring terminated at 39.5 feet.

Color pictures of the cores Yes
Cores will be stored for examination until
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

SOIL BORING LOGS II
STRUCTURE NO. 067-0042

DESIGNED	-
CHECKED	-
DRAWN	- GAP
CHECKED	- JPM



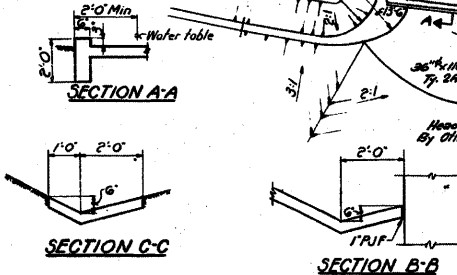
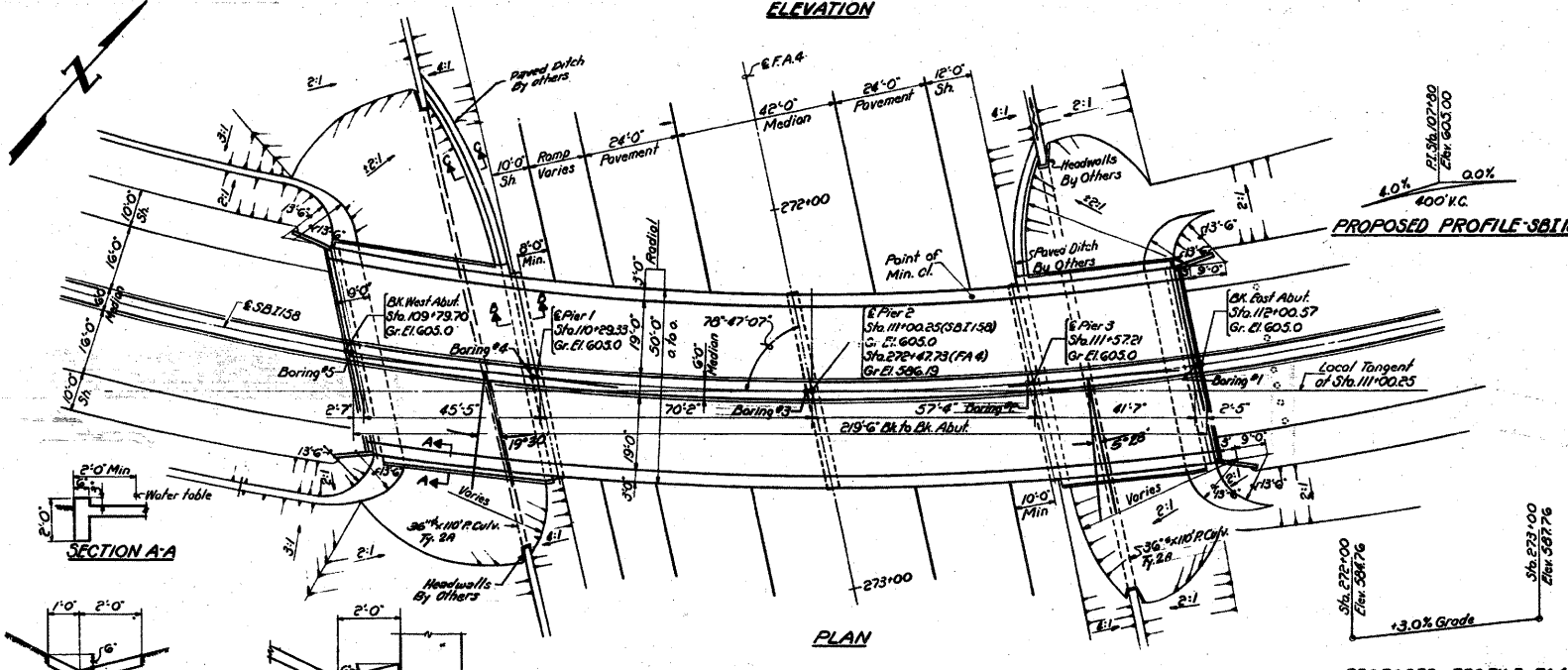
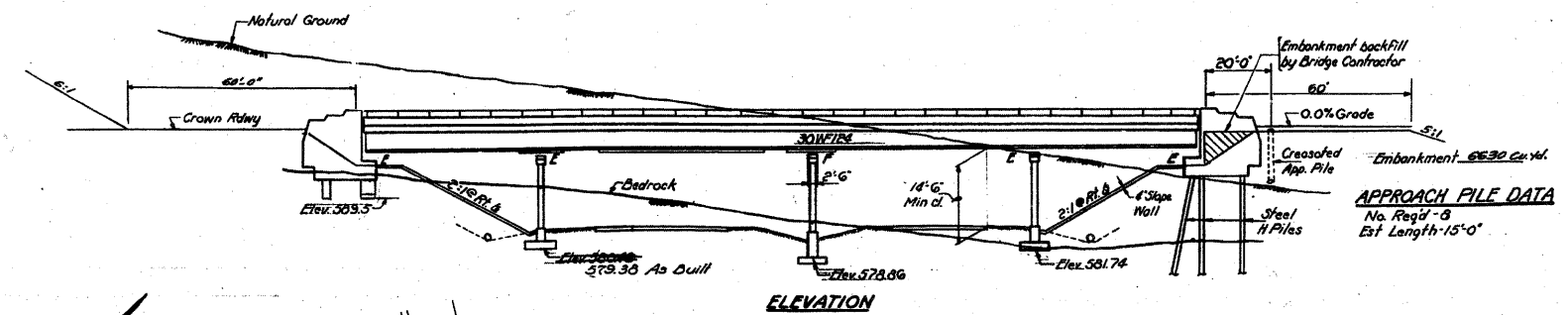
9-28-09

SHEET NO. 34	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34 SHEETS	809	67-1HBR	Monroe	144	98
CONTRACT NO. 76977					
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

BM 60d nail washer in twin 13" walrus trees 60' right tangent Sta. 270+75 Elev. 603.89 No Existing Structure

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

FA 4	67-1HB	MONROE	38	10	13 SHEETS
SHEET NO. 1					

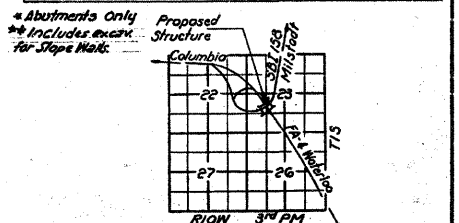


GENERAL NOTES
Coarse aggregate to be used in parapet handrails and end posts must be absolutely free of chert, flint, limonite, lignite and soft sandstone.
The concrete floor slab shall be finished in accordance with Article 3119 of the Standard Specifications.
Slope wall shall be reinforced with welded wire fabric 6"x6" mesh, weighing 50 lbs per 100 sq. ft.
All reinforcement bars shall be lapped 20 diameters unless otherwise shown.
All rivets 4 U.S. Bolts 3/4" Open Holes 1/2" unless otherwise noted.
Anchor bolts shall be set before bolting diaphragms over supports. Diaphragms shall be rigidly connected before placement of slab.
The exposed surfaces of the expansion guard shall be given two shop coats of red lead paint, the contact surfaces shall be given one coat of red lead paint. Anchor studs shall not be painted.
Expansion guards are included in the quantity of Structural Steel, Est. Wt. 2260 lbs.
Except as otherwise provided, all structural steel shall receive one shop coat of red lead paint and two field coats of aluminum paint. See Article 56.1 to 56.5 inclusive of the Standard Specifications.
The contractor shall drive one steel test pile in a permanent location of East abutment as directed by the Engineer before ordering the remainder of piles.
Steel H piles shall be driven to refusal.
Permanent forms will not be permitted in forming the concrete floor.

APPROACH PILE DATA
No. Reqd - 9
Est Length - 15'-0"

TOTAL BILL OF MATERIAL

Items	Units	Super	Substr	Total
Rock Exc. for Structures	Cu Yds	135	223	358
Class A Exc. for Structures	Cu Yds	130	180	310
Class X Concrete	Cu Yds	332.6	2674	6407
Structural Steel	Lbs	302,200	261,0	603,300
Aluminum Handrail	Lin. Ft.	435	36740	435
Reinforcement Bars	Lbs	75,400	38,160	113,560
Cresosoted Piles	Lin. Ft.	160	160	320
Steel Piles (A.P.P.)	Lin. Ft.	160	160	320
Test Pile (Steel)	Each	1	1	2
Name Plates	Each	1	1	2
Pipe Culvert 14.24-36"	Lin. Ft.	222	222	444
Slope Wall	Sq. Yds	602	602	1204
Protective Coat	Sq. Yds	1380	1380	2760
Bridge Joint Sealant	Lump Sum			



DESIGNED J. W. Warkentin
CHECKED B.C.
DRAWN W.E. Dickerson
CHECKED B.C.

REVISIONS:
1. July 6, 1966
2. July 6, 1966
3. July 6, 1966
4. July 6, 1966

HORIZONTAL CURVE DATA - S.B.I. 158

Δ = 67°
D = 7'-30"
T = 503.64
L = 693.33
P = 763.944
E = 152.13
PC = Sta. 105+06.00
PT = Sta. 114+02.12
SE = 0.051% Supervision Attained
Sta. 116+08.12 to Sta. 114+16.12

DESIGN STRESSES

P_c = 1400 psi Superf. Sub.
P_s = 20,000 psi Reinf.
P_s = 20,000 psi Struct. (A-36)
W_c = 75 psi / ft²
n = 10
Allowable Deflection = 1/1000
LOADING H320-61

STATION 111+00.25
BUILT 196 BY
STATE OF ILLINOIS
S.B.I. RT. 158 SEC. 67-1HB
F.A. PROJ. F-47(17)
LOADING H320
NAME PLATE
Sta. 111+00.25

LOCATION SKETCH
PROJ. F-47(17)
GENERAL PLAN & ELEVATION
S.B.I. 158 OVER
FA 4 RELOCATED (ILL. RT. 3)
SEC. 67-1HB
MONROE COUNTY
STA. 111+00.25

Rev. 4-23-65 S.F.M. Changed quantities as shown in W. about footing
Rev. 1-14-66 Added As Built Elevation for Pier 1, J.J.K.

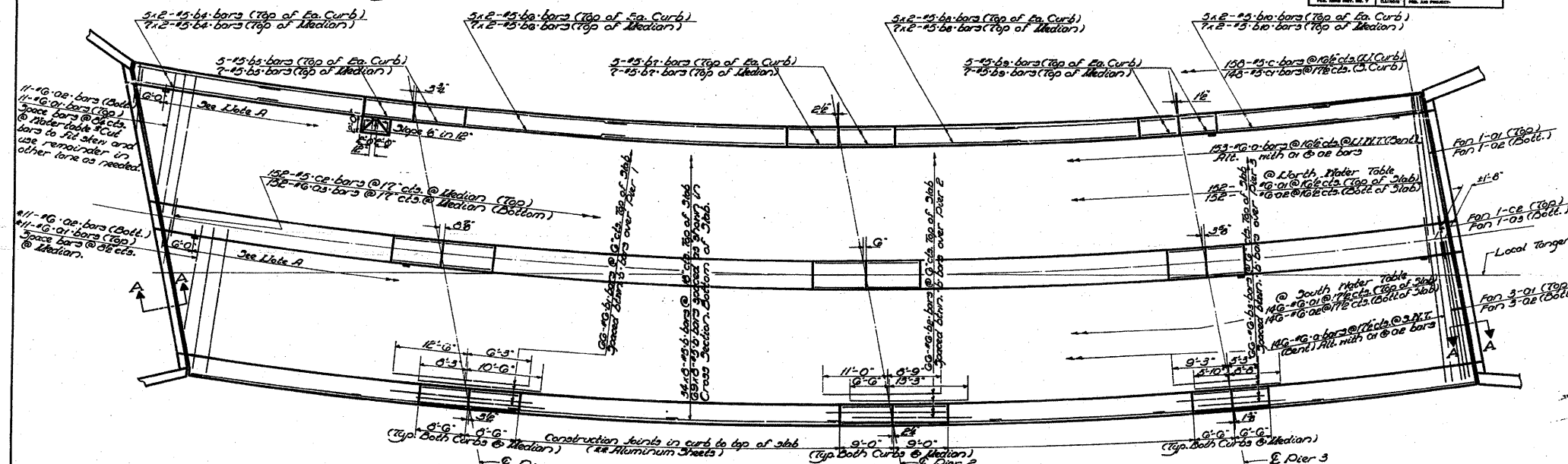
FOR INFORMATION ONLY

FILE NAME =	USER NAME = owenbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING STRUCTURE PLAN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
es:\pw-work\p\1dot\owenbj\dms52558\p\1dot	08a.dgn	DRAWN -	REVISED -			809	67-1HBR	MONROE	44	99	
PLOT SCALE = 50.0000' / 1"		CHECKED -	REVISED -			CONTRACT NO. 76977					
PLOT DATE = 11/5/2009		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
		SCALE:			SHEET NO. OF SHEETS STA. TO STA.						

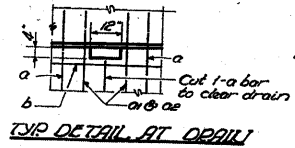
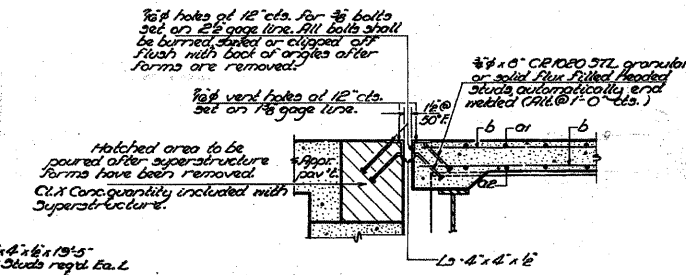
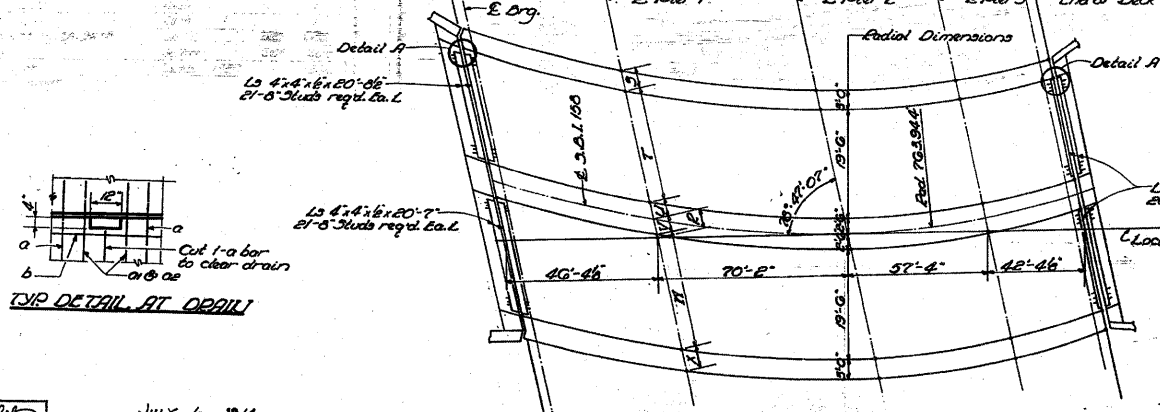
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

PROJECT NO.	SECTION	SHEET NO.	TOTAL SHEETS
PA 4	67-1HB	MONROE 38	13
SHEET NO. 4			

Label #1: 6-Floor Drains @ ±5'-0" cts. - Span 1
7-Floor Drains @ ±5'-0" cts. - Span 4
Space to miss dipshrooms.
Locate at North Curb & So. Side of Median Only.

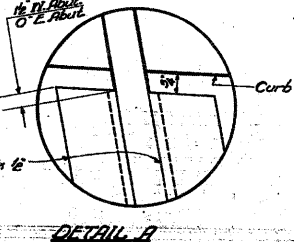


Notes: All 'a' bars are to be placed radial. Bars indicated thus 50' 3" ± 3' etc. indicates 20 lines of bars with 3 lengths per line. Aluminum sheets to be placed normal to Water Table.



DIMENSIONAL LAYOUT

Location	P	S	T	U	V	W
End of Deck	3'-5"	3'-5 1/2"	20'-5 1/2"	2'-0"	2'-7 1/2"	20'-0 1/2"
E. Pier 1	3'-4 1/2"	3'-7 1/2"	20'-4 1/2"	2'-7 1/2"	2'-7 1/2"	20'-1 1/2"
E. Pier 2	0'-0"	3'-0 1/2"	19'-0 1/2"	2'-0 1/2"	2'-0 1/2"	19'-0 1/2"
E. Pier 3	2'-2"	3'-0 1/2"	19'-7 1/2"	2'-0 1/2"	2'-0 1/2"	19'-7 1/2"
End of Deck	0'-0"	3'-0"	19'-6 1/2"	2'-0 1/2"	2'-0 1/2"	19'-0 1/2"



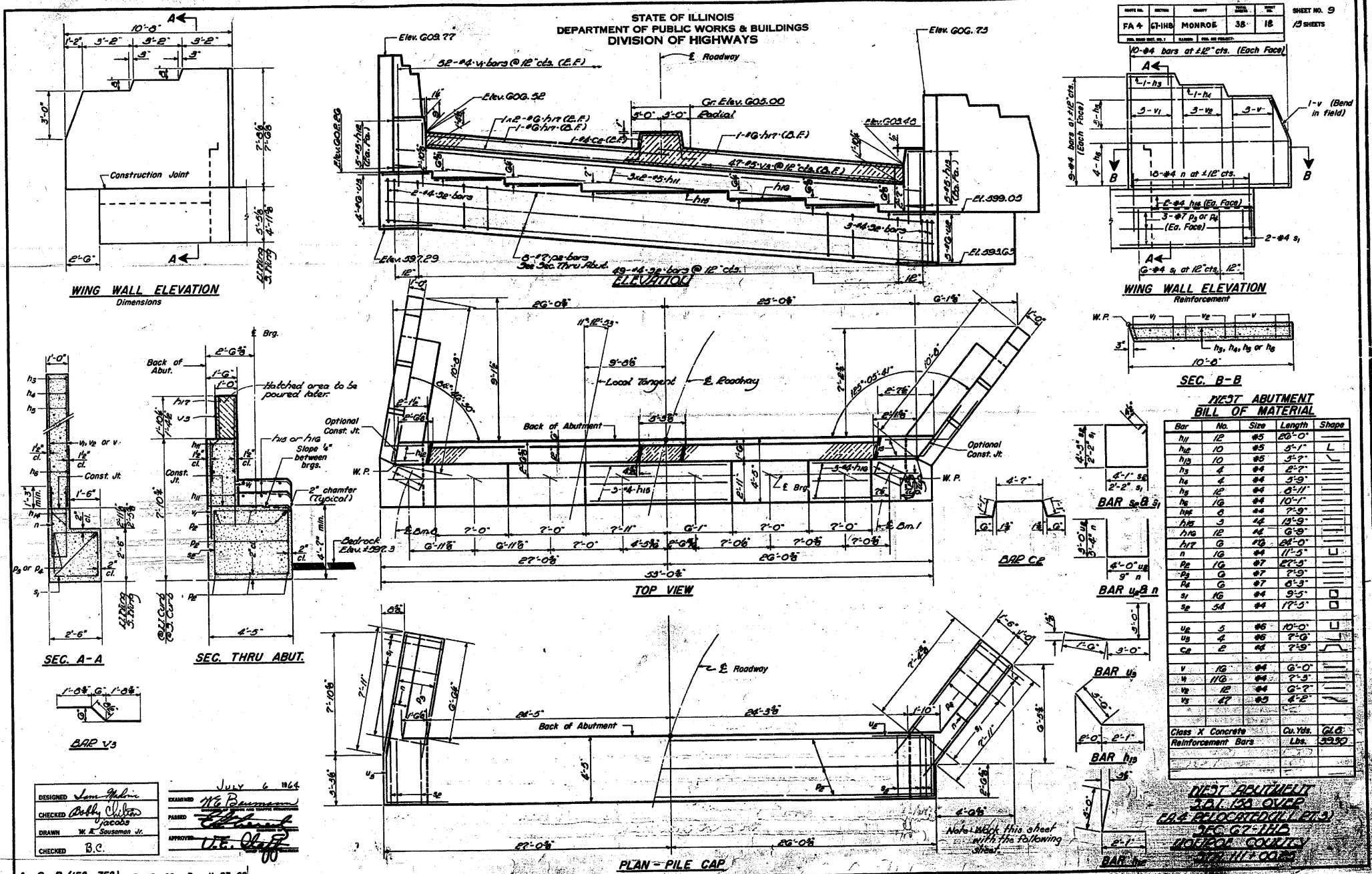
SECTION A-A
DO NOT THIS SHEET WITH PRECEDING SHEET
SUPERSTRUCTURE
3.01.158 OVER
E.A. RELOCATED (ILL. PT. 3)
SEC. 07-1HB
MONROE COUNTY
STA. 111+00.25

DESIGNED	Bobby Chiles	EXAMINED	July 6, 1964
CHECKED	James R. ...	PASSED	ME B...
DRAWN	Jacobs	APPROVED	J.E. ...
CHECKED	GR		

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

PROJECT NO. 38-18
SHEET NO. 9
OF 13 SHEETS



DESIGNED: *Sam Miller*
CHECKED: *Billy Clark*
DRAWN: *W. R. Swanson Jr.*
CHECKED: *B.C.*

EXAMINED: *W. R. Swanson*
PASSED: *[Signature]*
APPROVED: *[Signature]*

JULY 6 1964

A-B-R (15°-35°) 7-18-62 Rev. 11-27-62

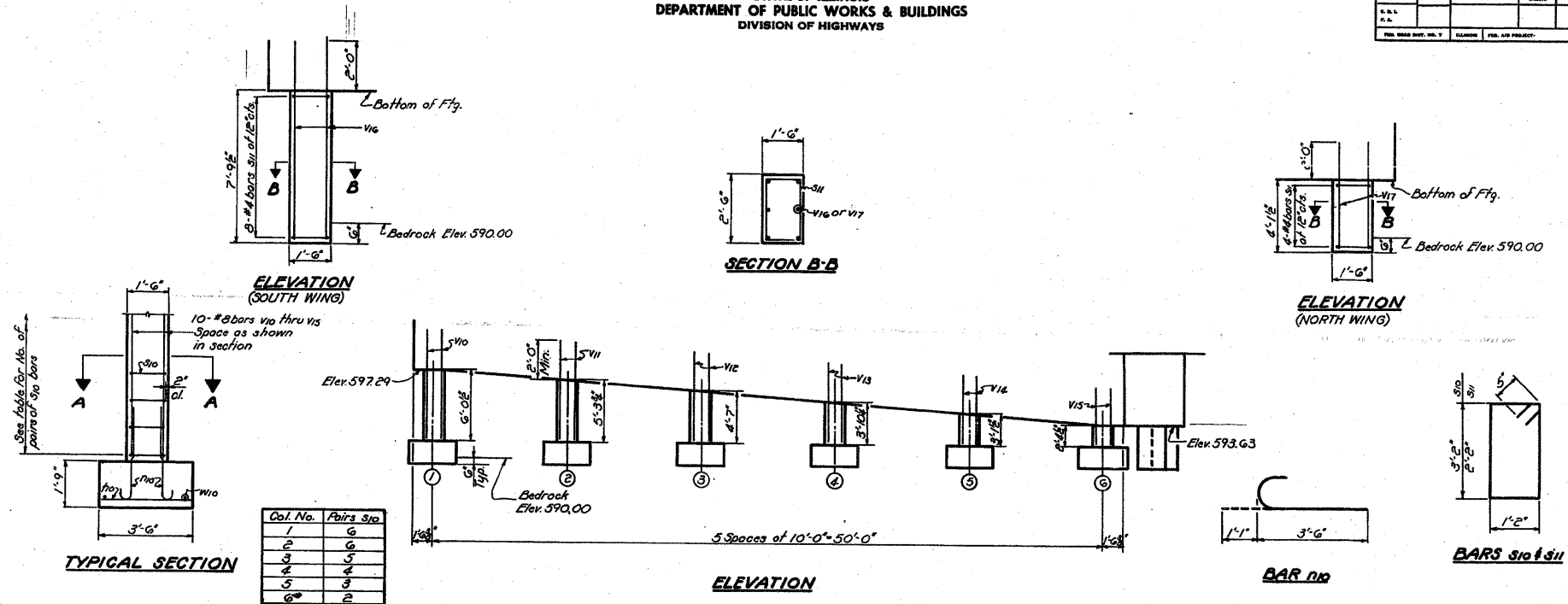
Rev. 4-20-65 S.F.M. Added additional footing as shown on sheet 7-18-62 due to revision plan of solid bedrock (see 7-18-62 to 7-18-62)

FOR INFORMATION ONLY

FILE NAME =	USER NAME = oewnbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING STRUCTURE PLAN			F.A.P. RTE. 809	SECTION 67-1HBR	COUNTY MONROE	TOTAL SHEETS 14	SHEET NO. 10
ct:\pw\work\pw\dot\oewnbj\dms52558\p1n2096.dgn	PLOT SCALE = 50.0000 "/td> <td>DRAWN -</td> <td>REVISED -</td> <td>SCALE:</td> <td>SHEET NO. OF</td> <td>SHEETS</td> <td>STA.</td> <td>TO STA.</td> <td>FED. ROAD DIST. NO.</td> <td>ILLINOIS FED. AID PROJECT</td> <td>CONTRACT NO. 76977</td>	DRAWN -	REVISED -		SCALE:	SHEET NO. OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 76977
	PLOT DATE = 11/5/2009	CHECKED -	REVISED -									
		DATE -	REVISED -									

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

DATE	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
11/5/2009	67-1HBR	MONROE	9A	13



Col. No.	Pairs Spc.
1	6
2	6
3	5
4	4
5	3
6	2

BILL OF MATERIAL

Bar No.	No.	Size	Length	Shape
60	60	#8	4'-7"	C
31a	52	#4	9'-6"	U3
31b	12	#4	7'-6"	U3
11a	30	#5	3'-3"	
V10	10	#8	8'-5"	
V11	10	#8	7'-8"	
V12	10	#8	7'-0"	
V13	10	#8	6'-3"	
V14	10	#8	5'-6"	
V15	10	#8	4'-9"	
V16	6	#8	9'-8"	
V17	6	#8	6'-0"	
11a	12	#5	6'-2"	
Glass X (Protective)	Col. 11a	11.9		
Preparation Form	21a	1.170		
Work Floor Form	Col. 11a	1.00		

DESIGNED <i>SFM</i>	EXAMINED
CHECKED <i>Bill Clinton</i>	PASSED
DRAWN <i>H.E. Robinson</i>	APPROVED
CHECKED <i>B.C.</i>	

WEST ABUTMENT
S.P.T. 155 OVER
P.A. & RELOCATED (ILL. RT. 5)
SEC. 67-1HBR
MONROE COUNTY
STA. 111+00.25

Work this sheet with preceding sheet.

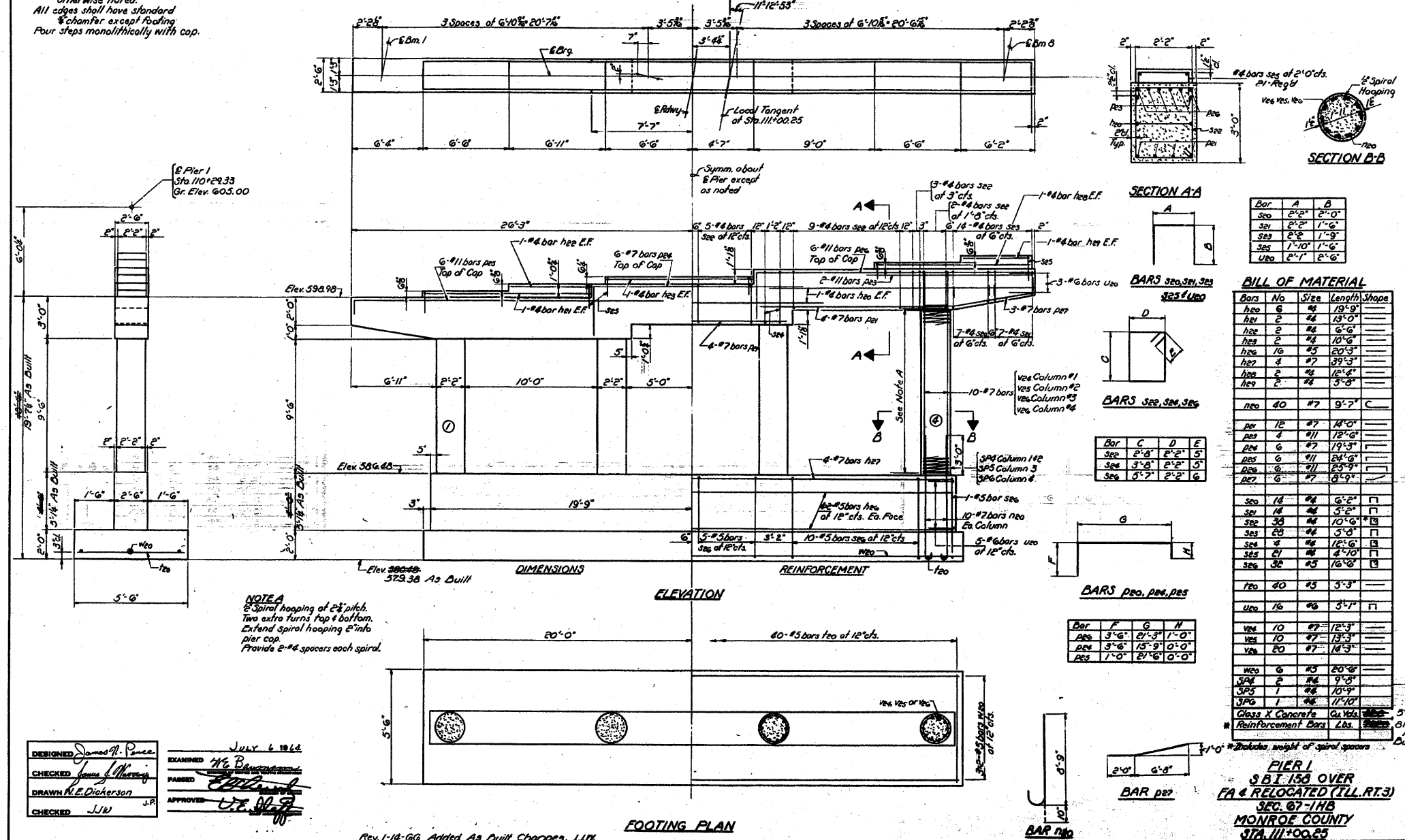
FOR INFORMATION ONLY

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CONTRACT NO. 76977	DATE -		REVISIONS					FED. ROAD DIST. NO. ILLINOIS	FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

FA 4	67-1HB	MONROE	SB	20	13 SHEETS
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NOTE:
Space reinforcement in cap to
miss anchor bolts.
Min. bar laps 20 dia. unless
otherwise noted.
All edges shall have standard
4 chamfer except footing.
Four steps monolithically with cap.



Bar	A	B
320	2'-2"	2'-0"
321	2'-2"	1'-6"
322	2'-2"	1'-9"
323	1'-10"	1'-6"
324	2'-1"	2'-6"

Bars	No	Size	Length	Shape
heo	6	#4	19'-9"	
hel	2	#4	13'-0"	
hee	2	#4	6'-0"	
hes	2	#4	10'-0"	
het	16	#5	20'-3"	
heh	4	#7	39'-3"	
hee	2	#4	12'-4"	
hel	2	#4	5'-8"	
neo	40	#7	9'-7"	C
peo	12	#7	14'-0"	
pes	4	#11	12'-0"	
320	6	#7	19'-3"	
321	6	#11	24'-6"	
322	6	#11	23'-9"	
323	6	#7	8'-9"	
324	14	#4	6'-2"	□
325	14	#4	5'-2"	□
326	33	#4	10'-6"	□
327	23	#4	5'-0"	□
328	4	#4	12'-6"	□
329	21	#4	4'-10"	□
330	32	#5	16'-0"	□
331	40	#5	5'-3"	
332	16	#6	3'-7"	□
333	10	#7	12'-3"	
334	10	#7	13'-3"	
335	20	#7	14'-3"	
336	6	#5	20'-0"	
337	2	#4	9'-5"	
338	1	#4	10'-9"	
339	1	#4	11'-10"	
Class X Concrete Cu Yds				37.2'
Reinforcement Bars Lbs				6196
				As Built

DESIGNED: James H. Ponce
CHECKED: James H. Ponce
DRAWN: M.E. Dickerson
CHECKED: J.W.
EXAMINED: W.E. B...
PASSED: ...
APPROVED: ...
JULY 6 1964

PIER 1
SBI 150 OVER
FA & RELOCATED (ILL. RT. 3)
SEC. 67-1HB
MONROE COUNTY
STA. 111+00.25

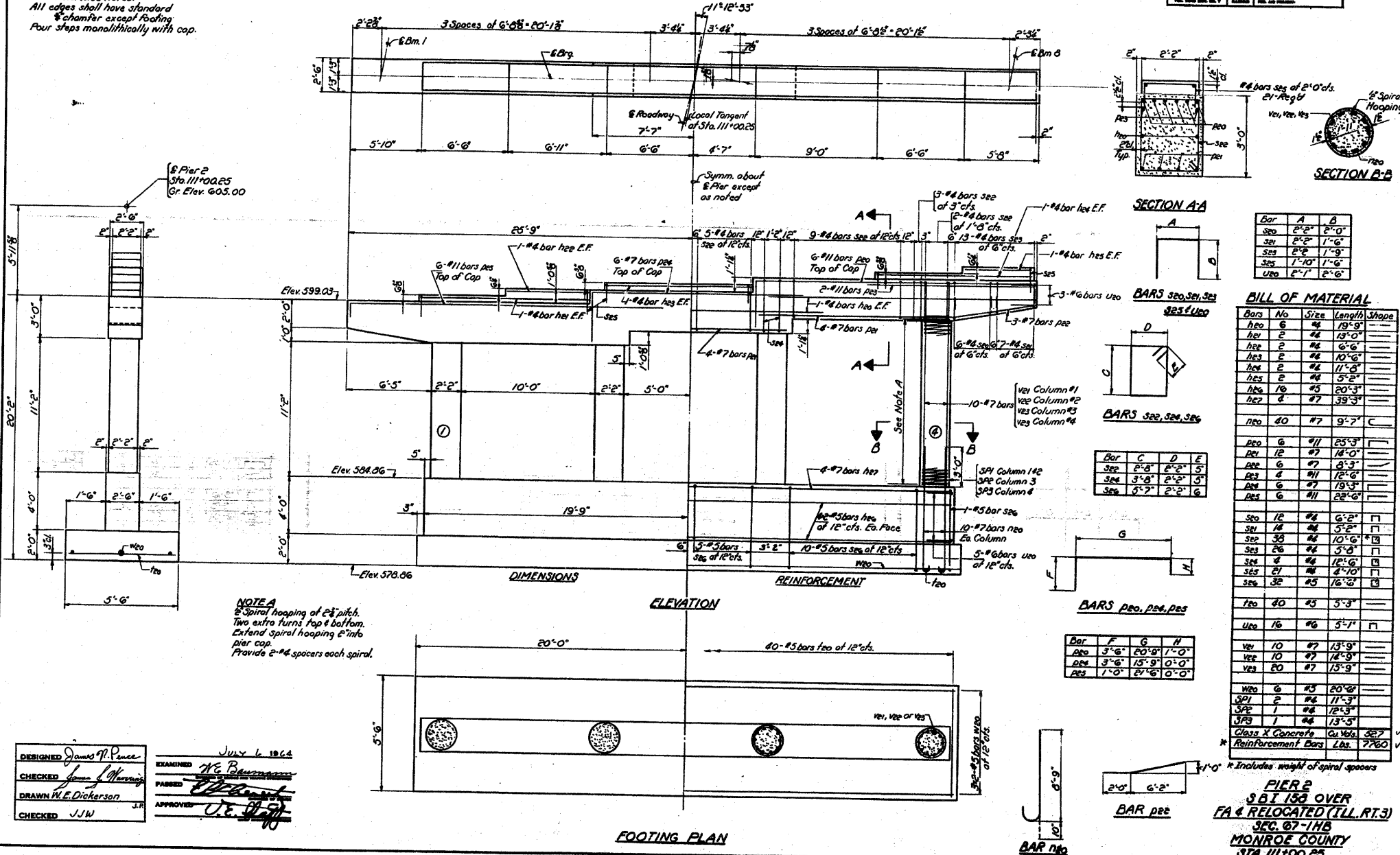
FOR INFORMATION ONLY

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es:\pw_work\p\dot\owenbj\dms52558\p\in200808a.dgn	PLOT SCALE = 5/8" = 1' IN.	DRAWN -	REVISED -			809	67-1HBR	MONROE	144	104
PLOT DATE = 11/5/2009	DATE -	CHECKED -	REVISED -			CONTRACT NO. 76977				
		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
SCALE: SHEET NO. OF SHEETS STA. TO STA.										

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

PROJECT NO.	FA 4	SECTION	67-1HB	COUNTY	MONROE	SHEET NO.	21	TOTAL SHEETS	13
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NOTE:
Space reinforcement in cap to
miss anchor bolts.
Min. bar laps 60 dia unless
otherwise noted.
All edges shall have standard
45° chamfer except footing
Four steps monolithically with cap.



Bar	A	B
320	2'-2"	2'-0"
321	2'-2"	1'-6"
322	2'-8"	1'-9"
323	1'-10"	1'-6"
324	2'-1"	2'-6"

BILL OF MATERIAL

Bars	No	Size	Length	Shape
heo	6	#6	19'-9"	
hev	2	#6	13'-0"	
hee	2	#6	6'-6"	
hes	2	#6	10'-6"	
hes	2	#6	11'-6"	
hes	2	#6	5'-2"	
hes	10	#5	20'-3"	
hes	2	#7	39'-3"	
neo	40	#7	9'-7"	C
neo	6	#11	25'-3"	
neo	12	#7	14'-0"	
neo	6	#7	8'-3"	
neo	4	#11	12'-6"	
neo	6	#7	13'-3"	
neo	6	#11	22'-6"	
seo	12	#6	6'-2"	U
sep	12	#6	5'-2"	U
sep	38	#6	10'-6"	U
sep	26	#6	15'-3"	U
sep	8	#6	12'-6"	U
sep	21	#6	8'-10"	U
sep	32	#5	16'-0"	U
teo	40	#5	5'-3"	
teo	16	#6	5'-1"	U
veo	10	#7	13'-9"	
veo	10	#7	14'-9"	
veo	20	#7	13'-9"	
wro	6	#5	20'-0"	
spi	2	#6	17'-3"	
spi	1	#6	12'-3"	
spi	1	#6	13'-5"	

* Class X Concrete G. Vols. 327
* Reinforcement Bars Lbs. 7760
* Includes weight of spiral spacers

DESIGNED James R. Preece
CHECKED James J. O'Connell
DRAWN M. E. Dickerson
CHECKED J. J. W.

EXAMINED W. E. Brown
PASSED [Signature]
APPROVED [Signature]

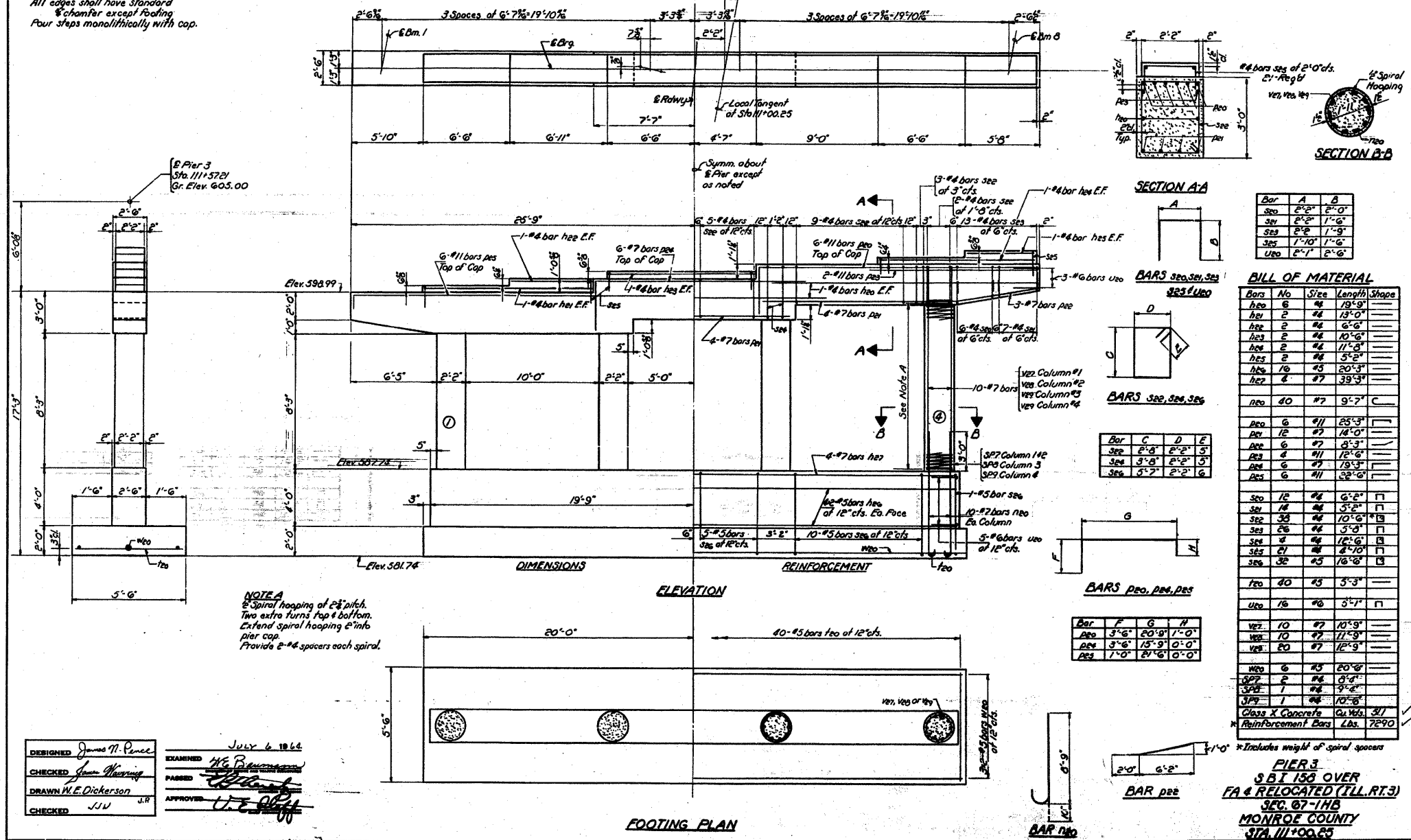
DATE: July 6, 1964

FOR INFORMATION ONLY

NOTE:
 Space reinforcement in cap to miss anchor bolts.
 Min. bar laps = 20 dia, unless otherwise noted.
 All edges shall have standard chamfer except footing.
 Four steps monolithically with cap.

STATE OF ILLINOIS
 DEPARTMENT OF PUBLIC WORKS & BUILDINGS
 DIVISION OF HIGHWAYS

FA 4	67-1HB	MONROE	38	22
SHEET NO. 13				



DESIGNED *James N. Pence*
 CHECKED *John Whiting*
 DRAWN *W.E. Dickerson*
 CHECKED *J.W.*

EXAMINED *H.G. B...*
 PASSED *[Signature]*
 APPROVED *[Signature]*

July 6, 1964

BILL OF MATERIAL

Bars	No	Size	Length	Shape
hco	6	#6	19'-9"	
hcu	2	#6	13'-0"	
hcc	2	#6	6'-6"	
hcs	2	#6	10'-6"	
hct	2	#6	11'-6"	
hce	2	#6	5'-2"	
hcf	16	#5	20'-3"	
hcg	8	#7	39'-3"	
hch	40	#7	9'-7"	C
hci	6	#11	25'-3"	
hcl	12	#7	14'-0"	
hcm	6	#7	5'-3"	
hcn	4	#11	12'-6"	
hco	6	#7	19'-3"	
hcl	6	#11	22'-6"	
hco	12	#6	6'-2"	□
hcu	14	#6	5'-2"	□
hcc	33	#6	10'-6"	□
hcs	26	#6	5'-3"	□
hct	4	#6	12'-6"	□
hce	21	#6	8'-10"	□
hcf	32	#5	16'-8"	□
hcg	20	#5	5'-3"	
hch	16	#6	5'-7"	□
hci	10	#7	10'-9"	
hcl	10	#7	11'-9"	
hcm	20	#7	12'-9"	
hcn	6	#5	20'-6"	
hco	2	#6	3'-4"	
hcu	1	#6	9'-2"	
hcc	1	#6	10'-6"	

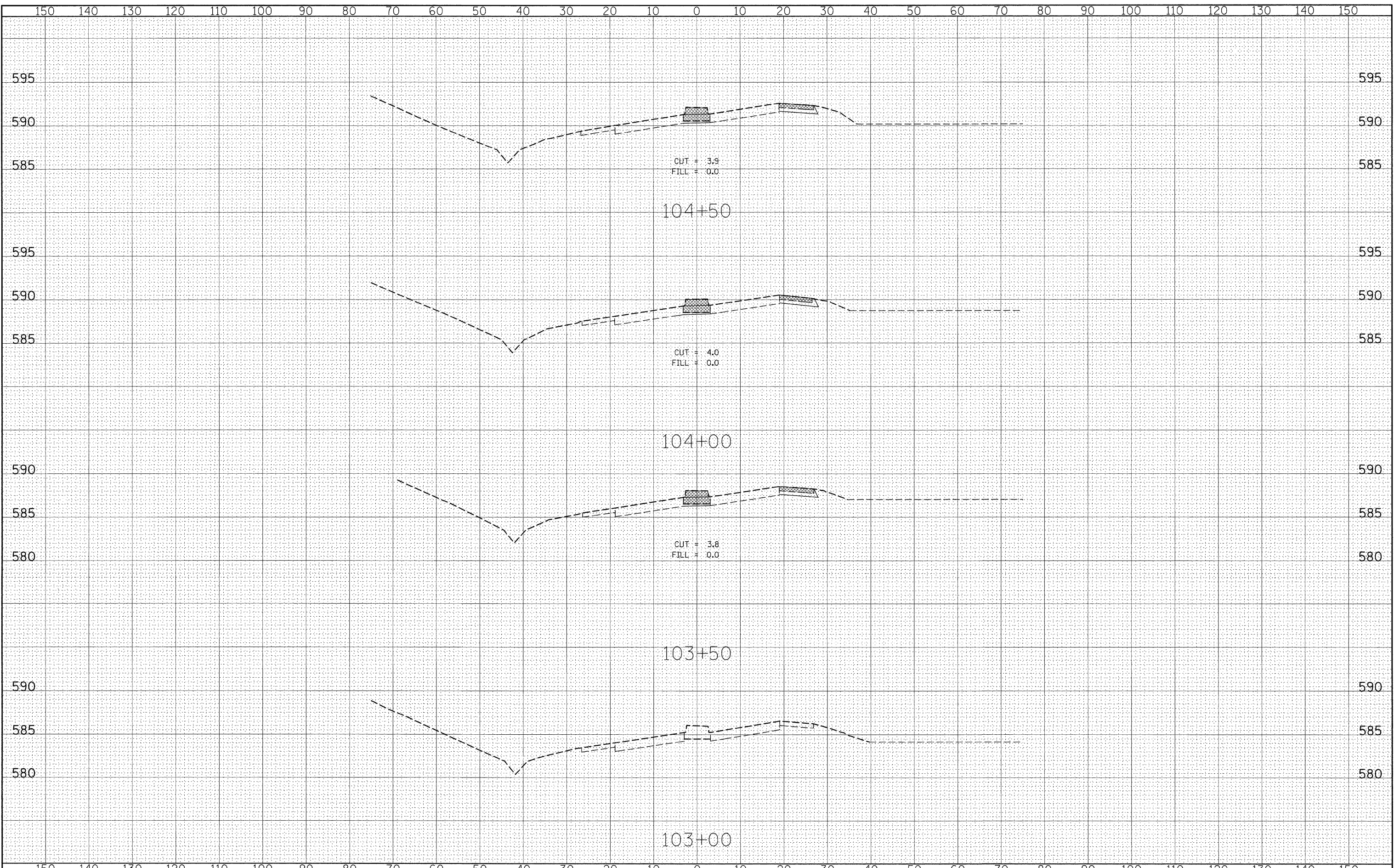
Class X Concrete Cu Wts. 31
 Reinforcement Bars Lbs. 7290

*Includes weight of spiral spacers

FOR INFORMATION ONLY

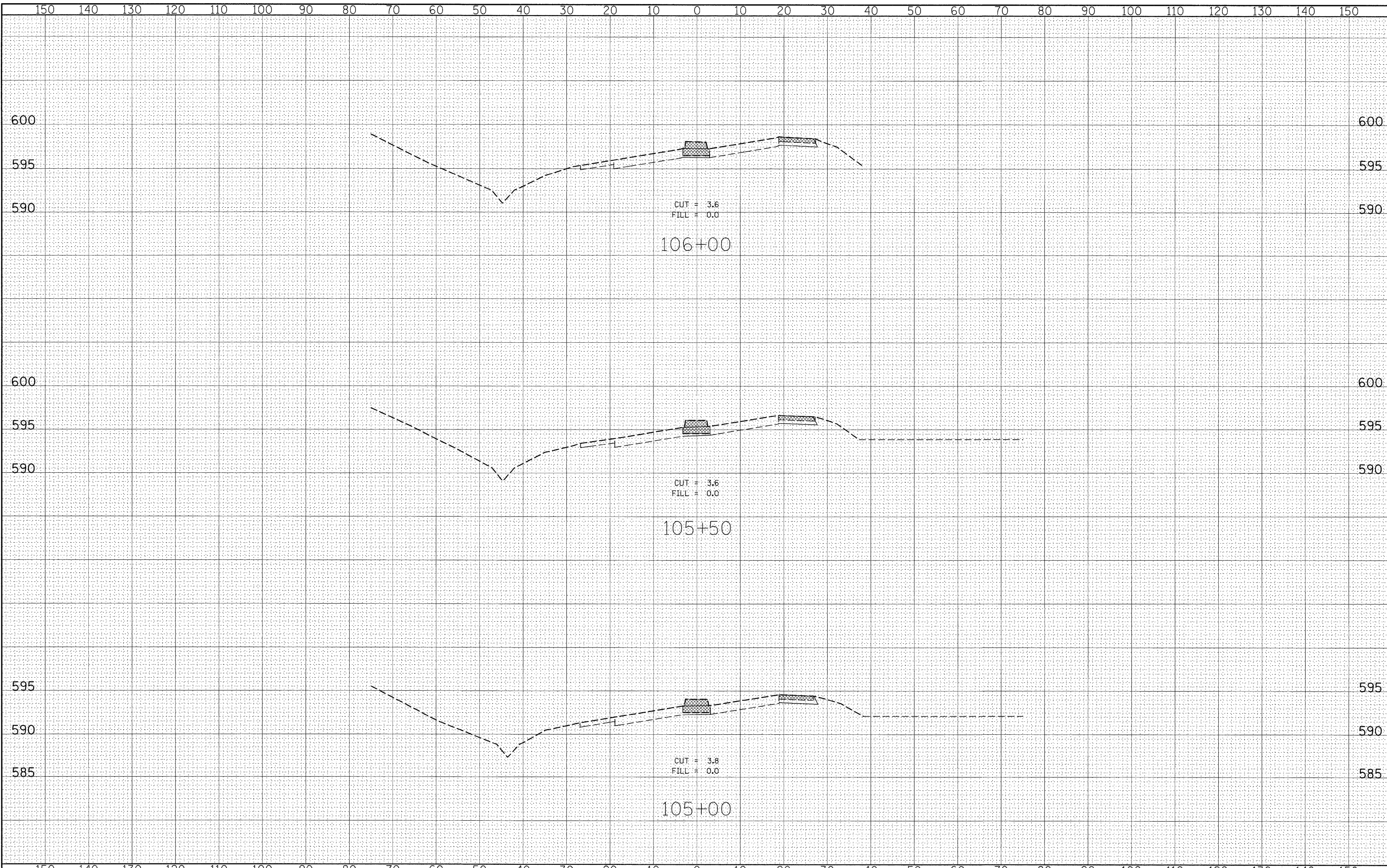
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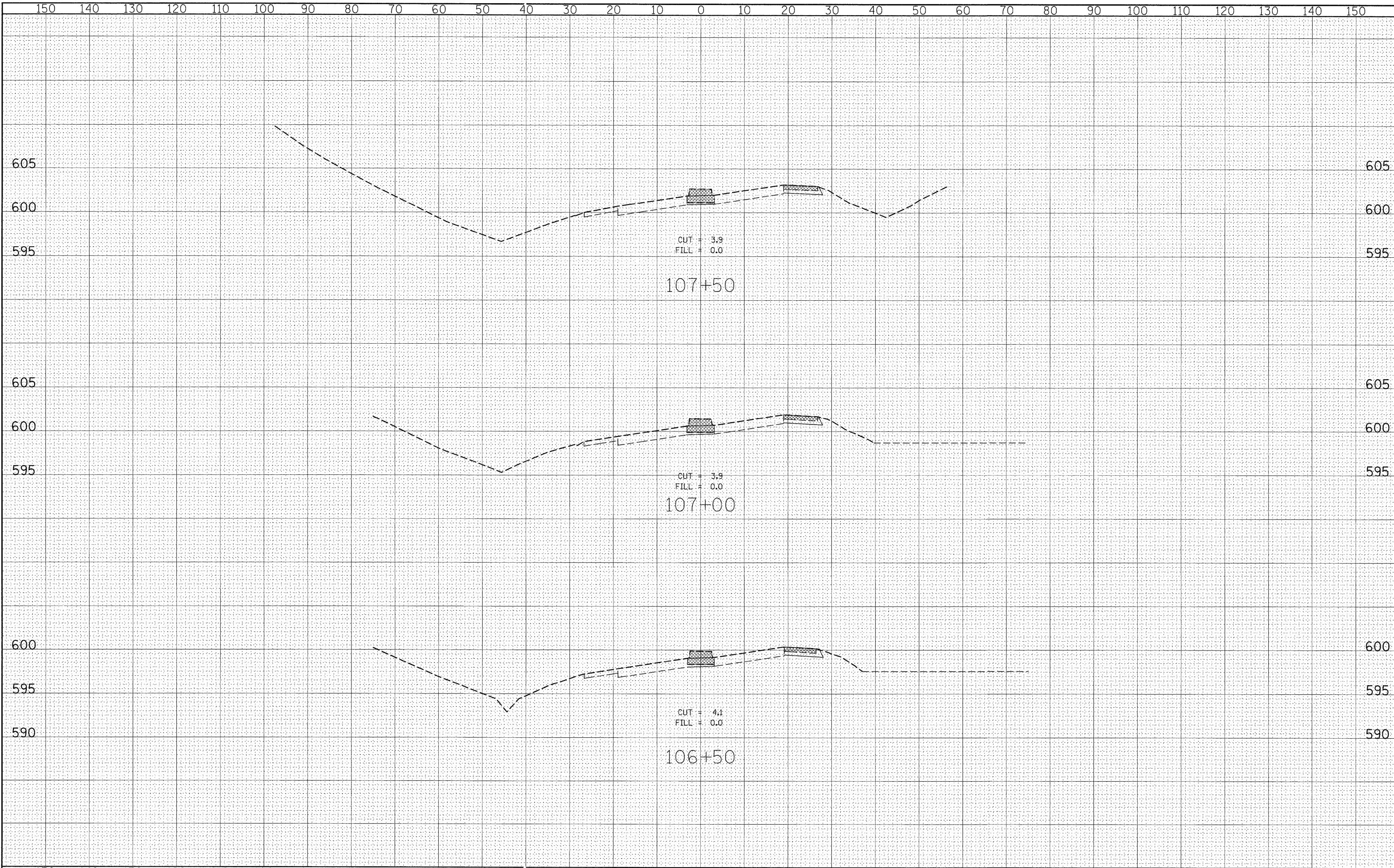
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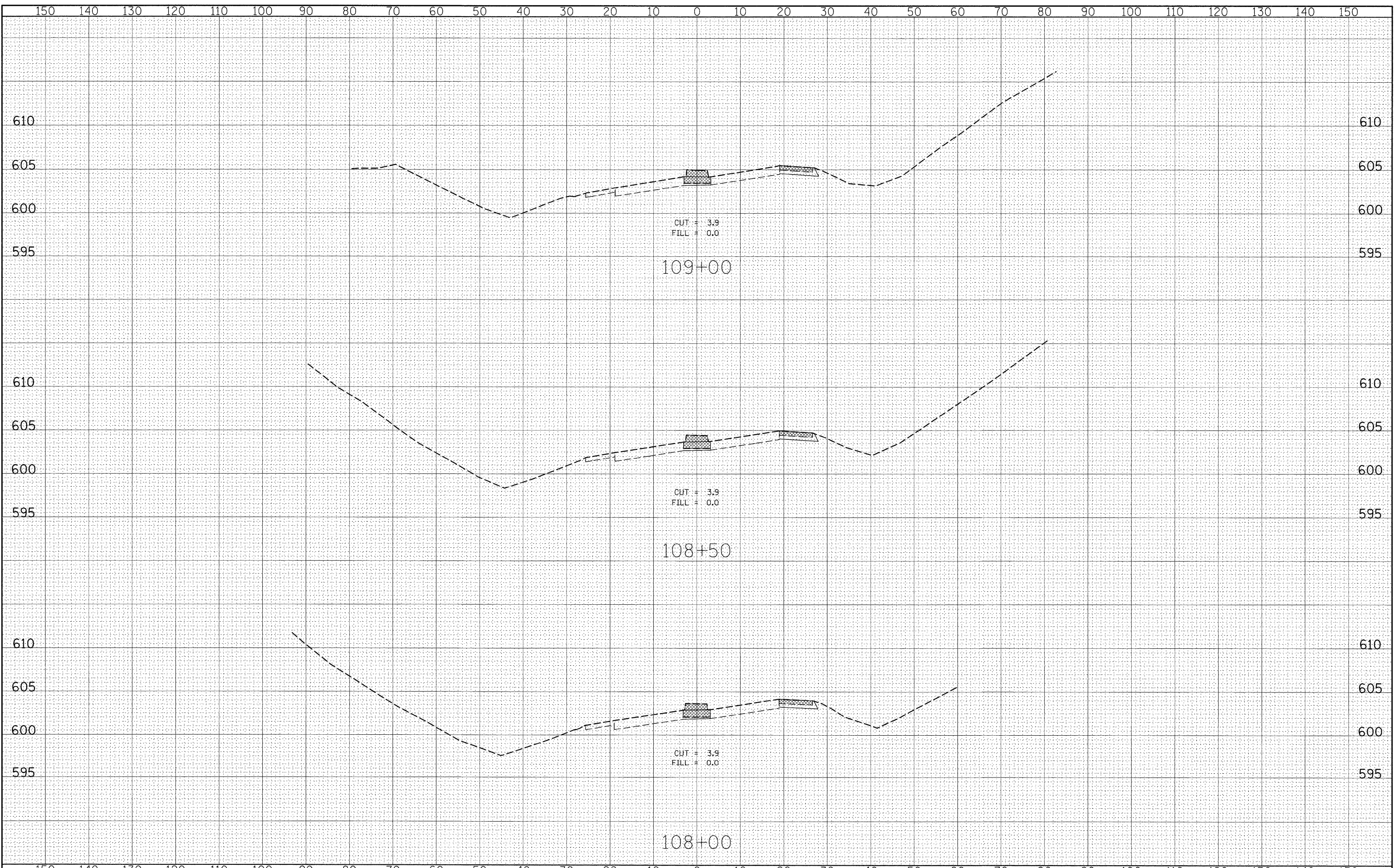
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PLOT DATE = 12/18/2009	DATE -	REVISED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

FINAL SURVEY
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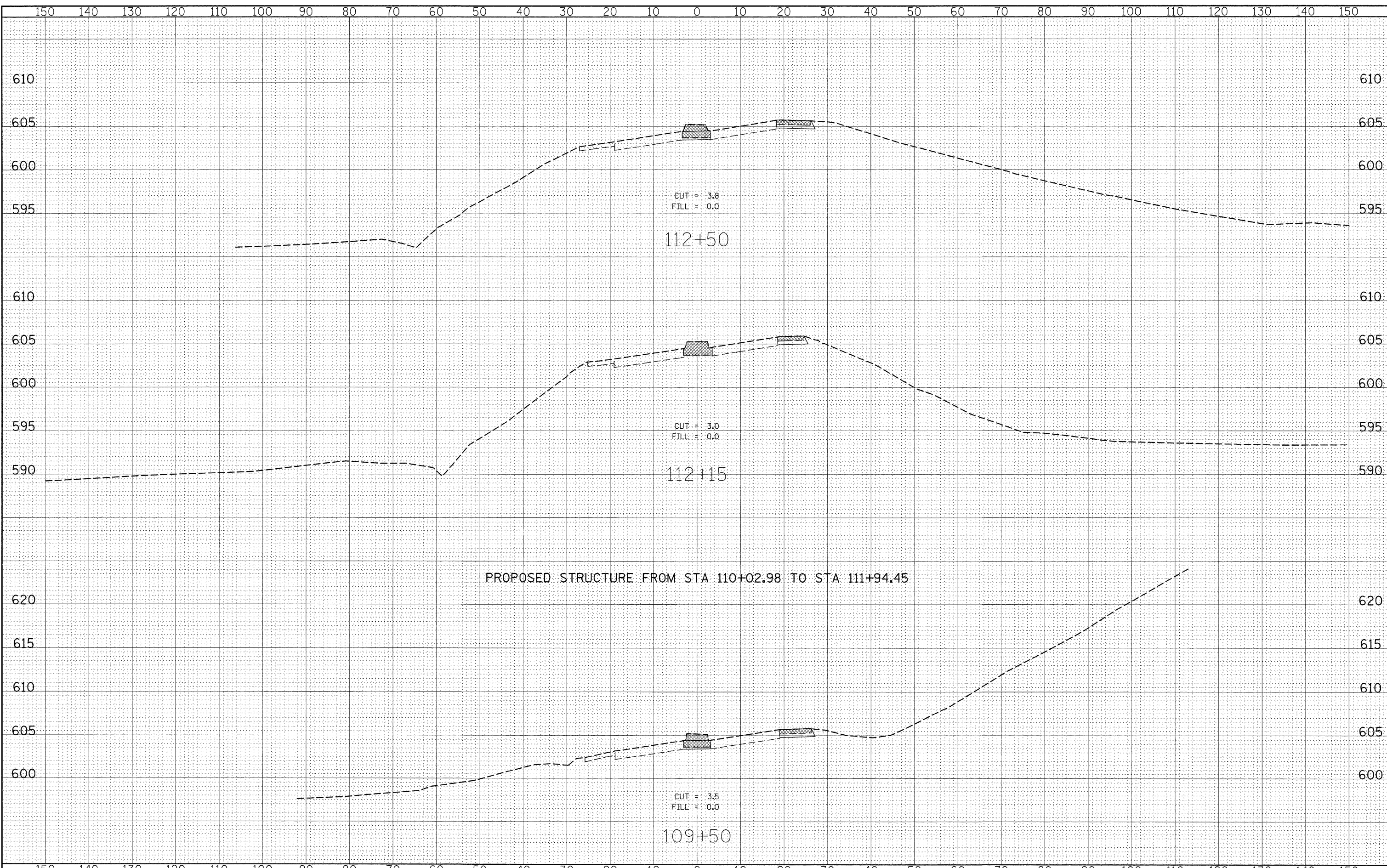


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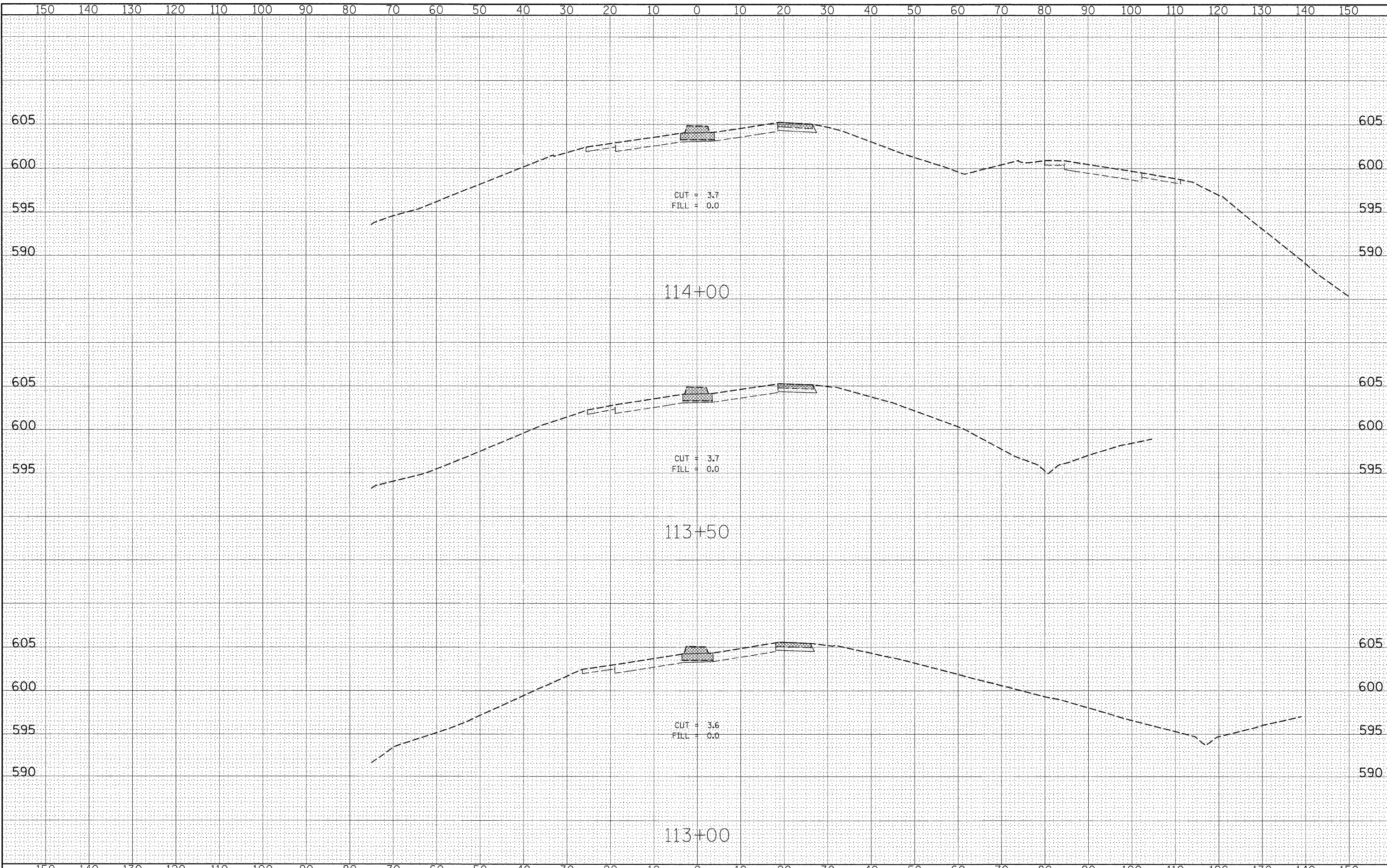
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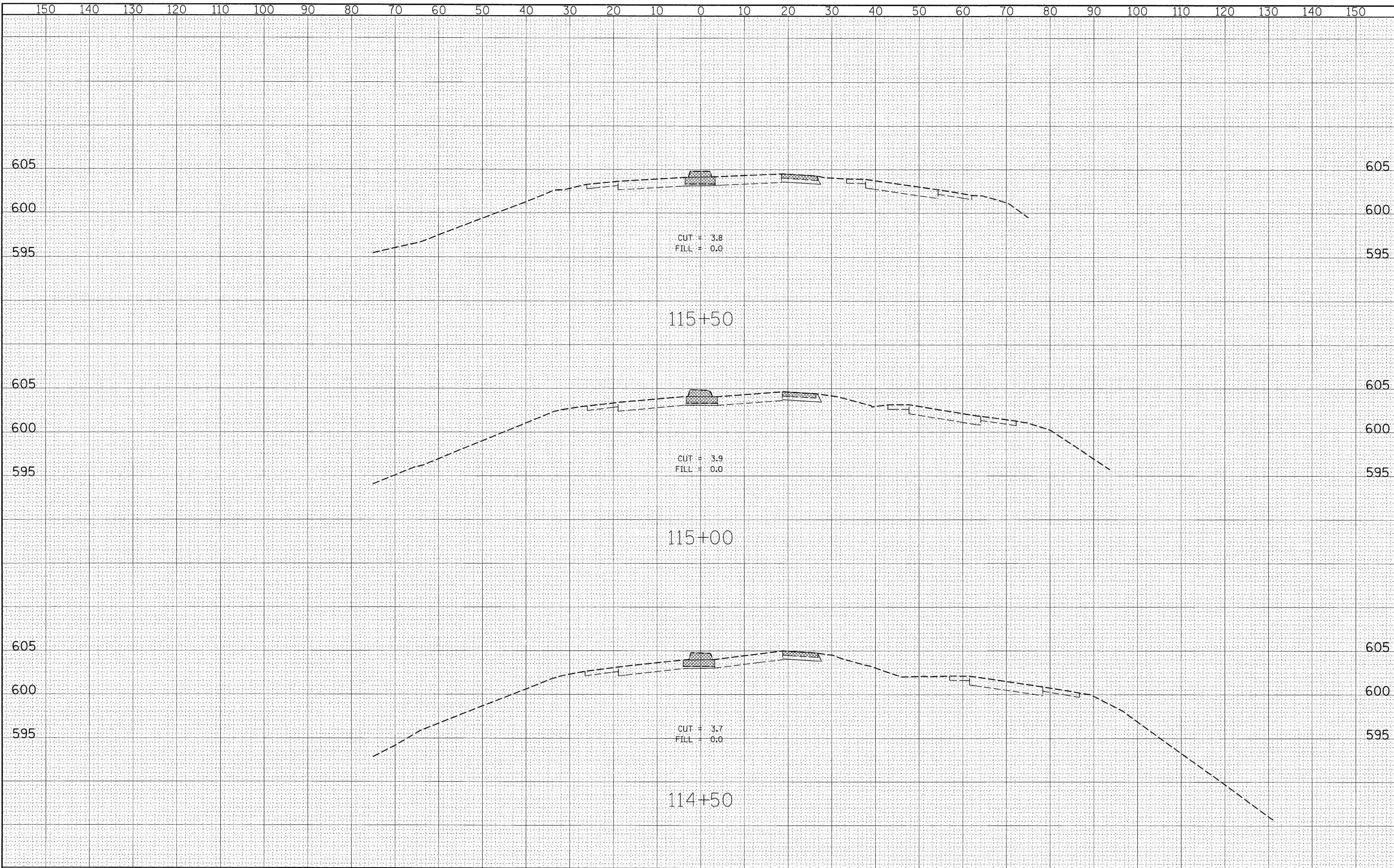
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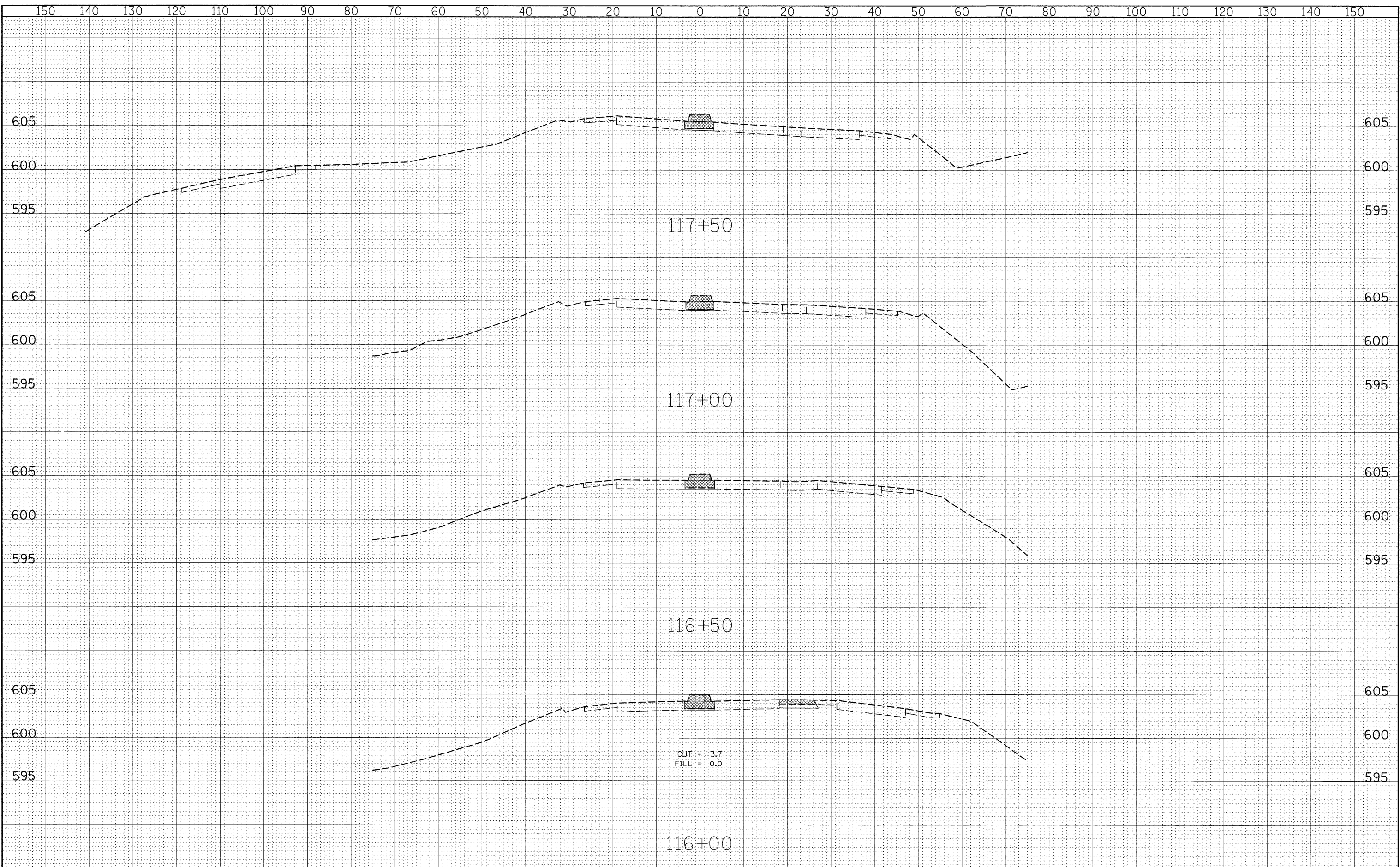
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		DATE -	REVISED -						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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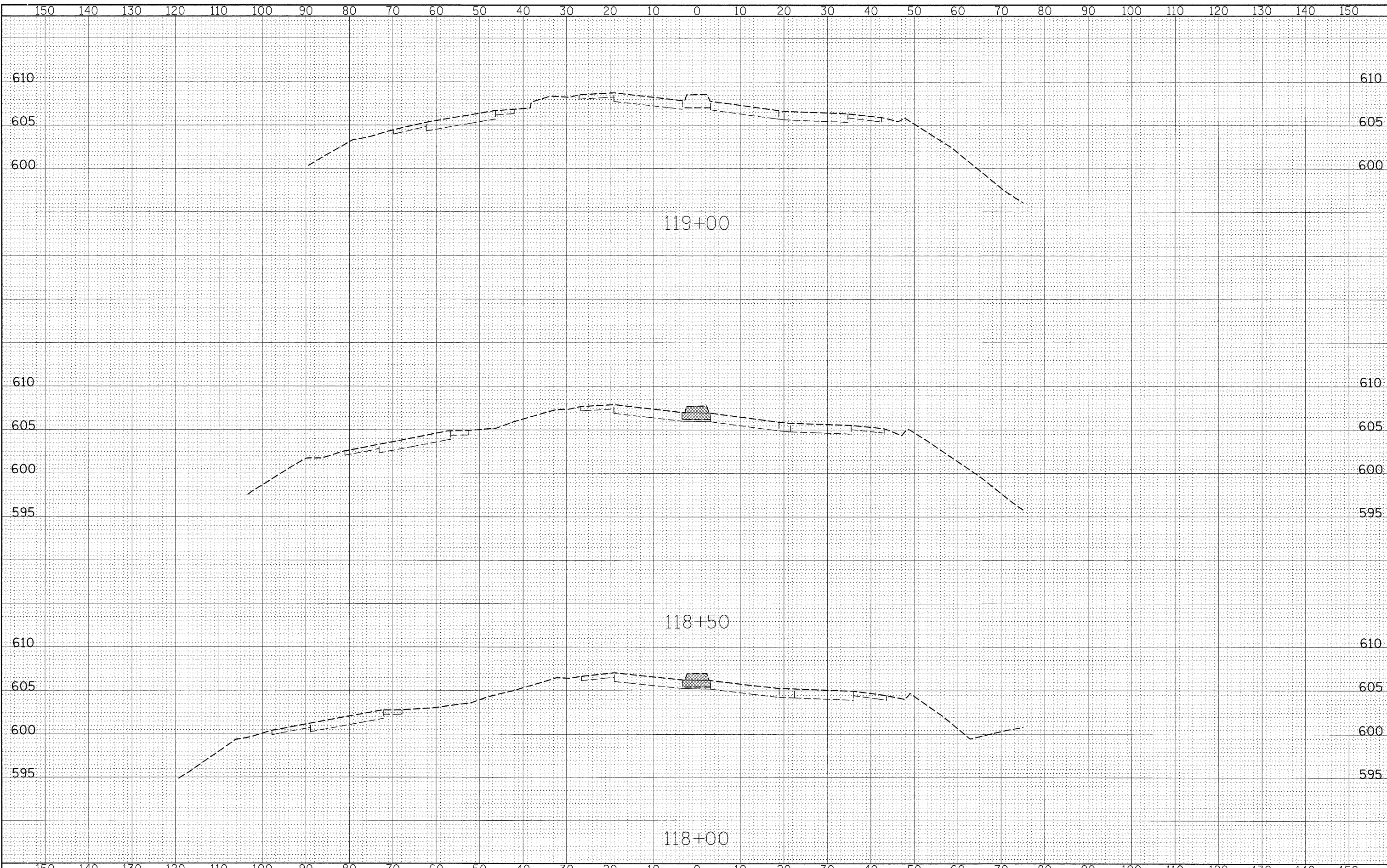
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		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								

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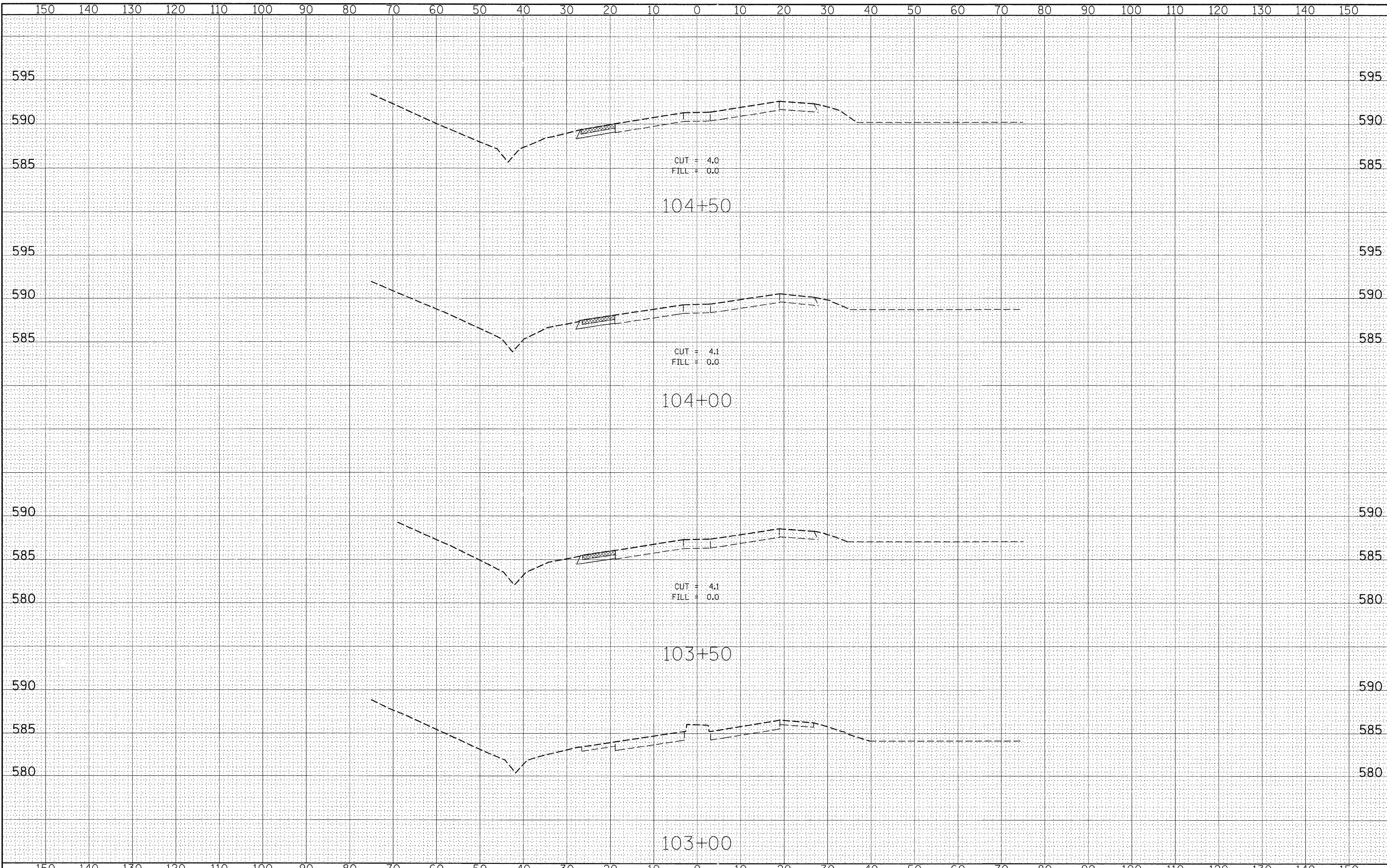
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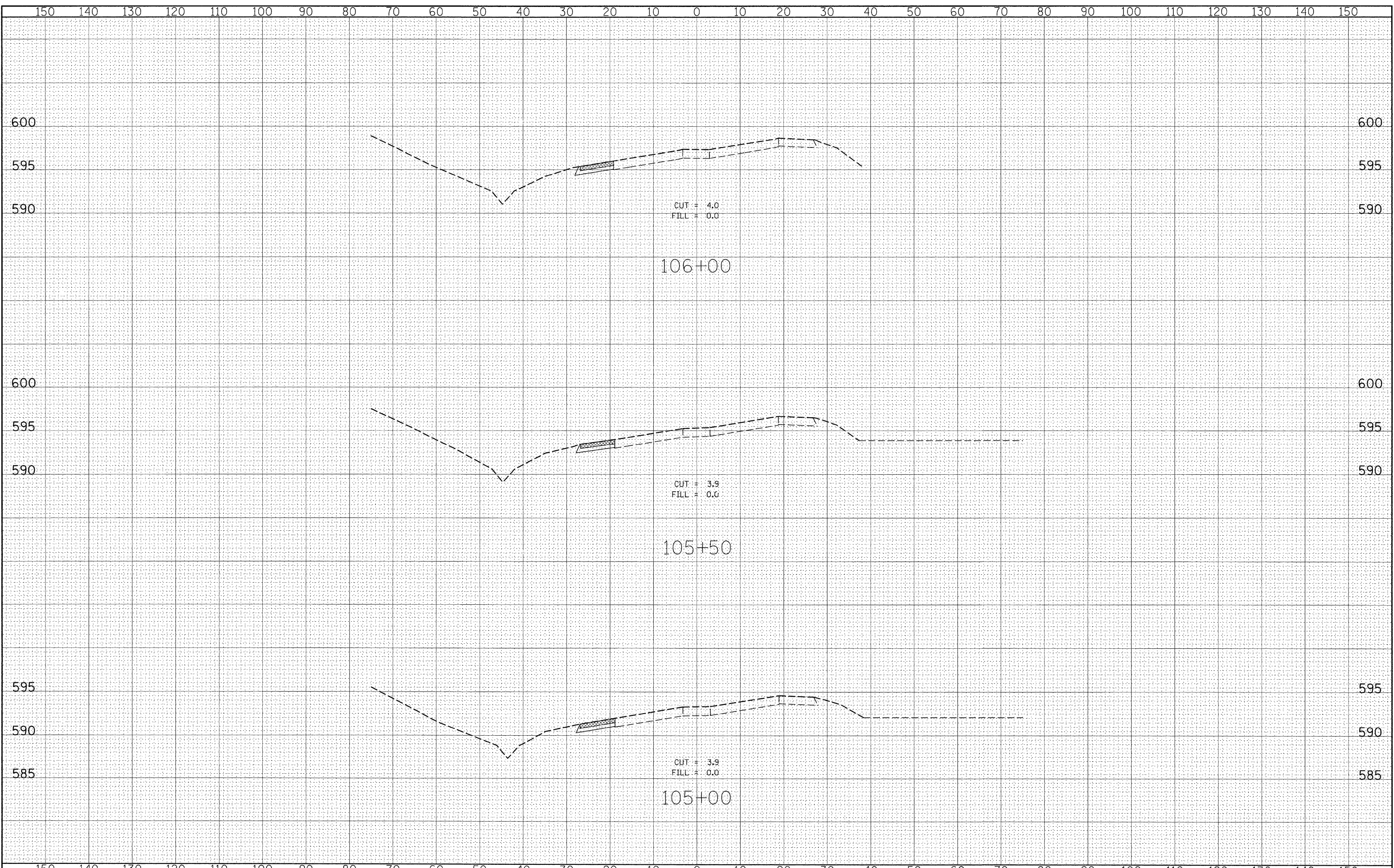
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FINAL SURVEY DATE
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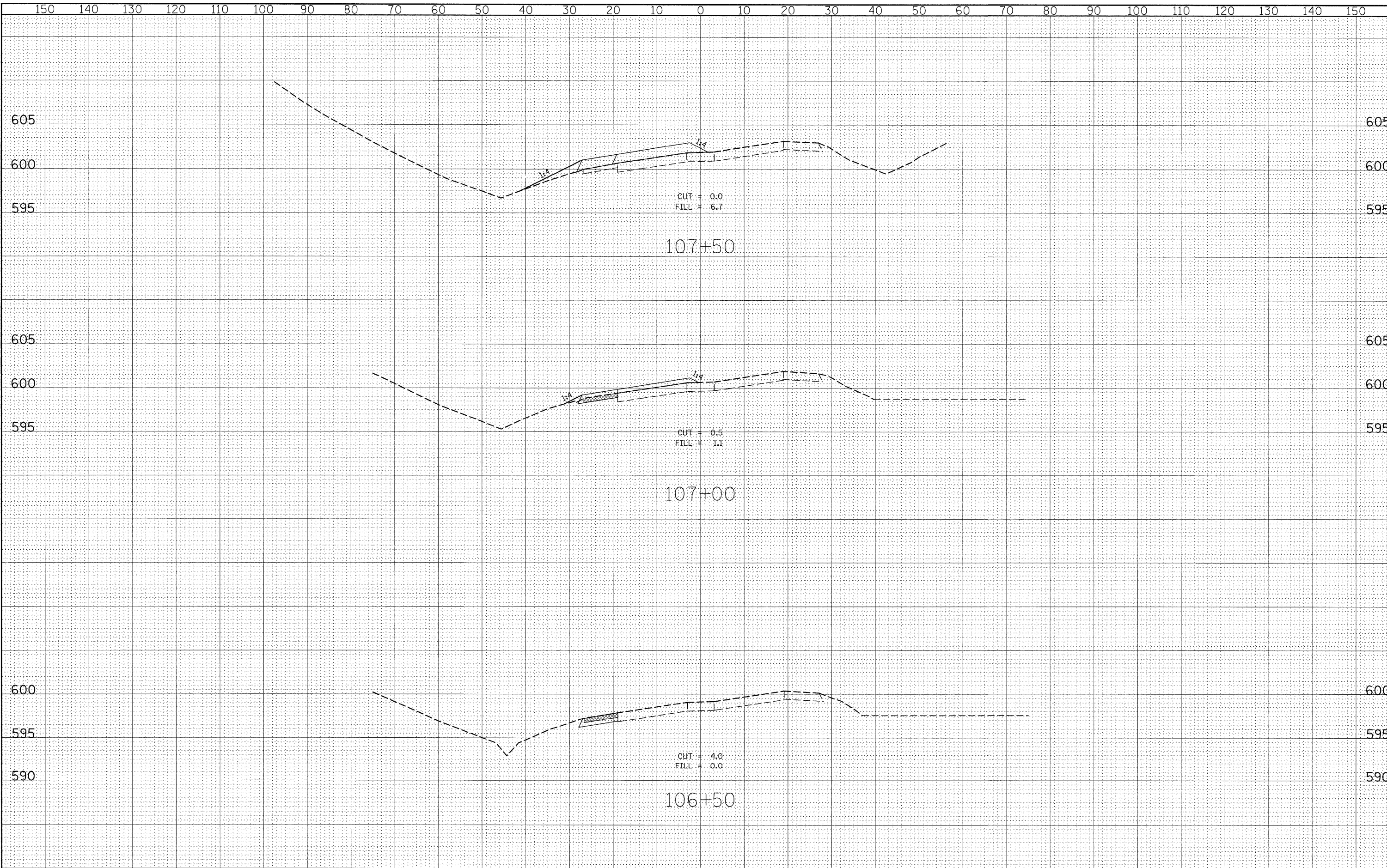
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		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

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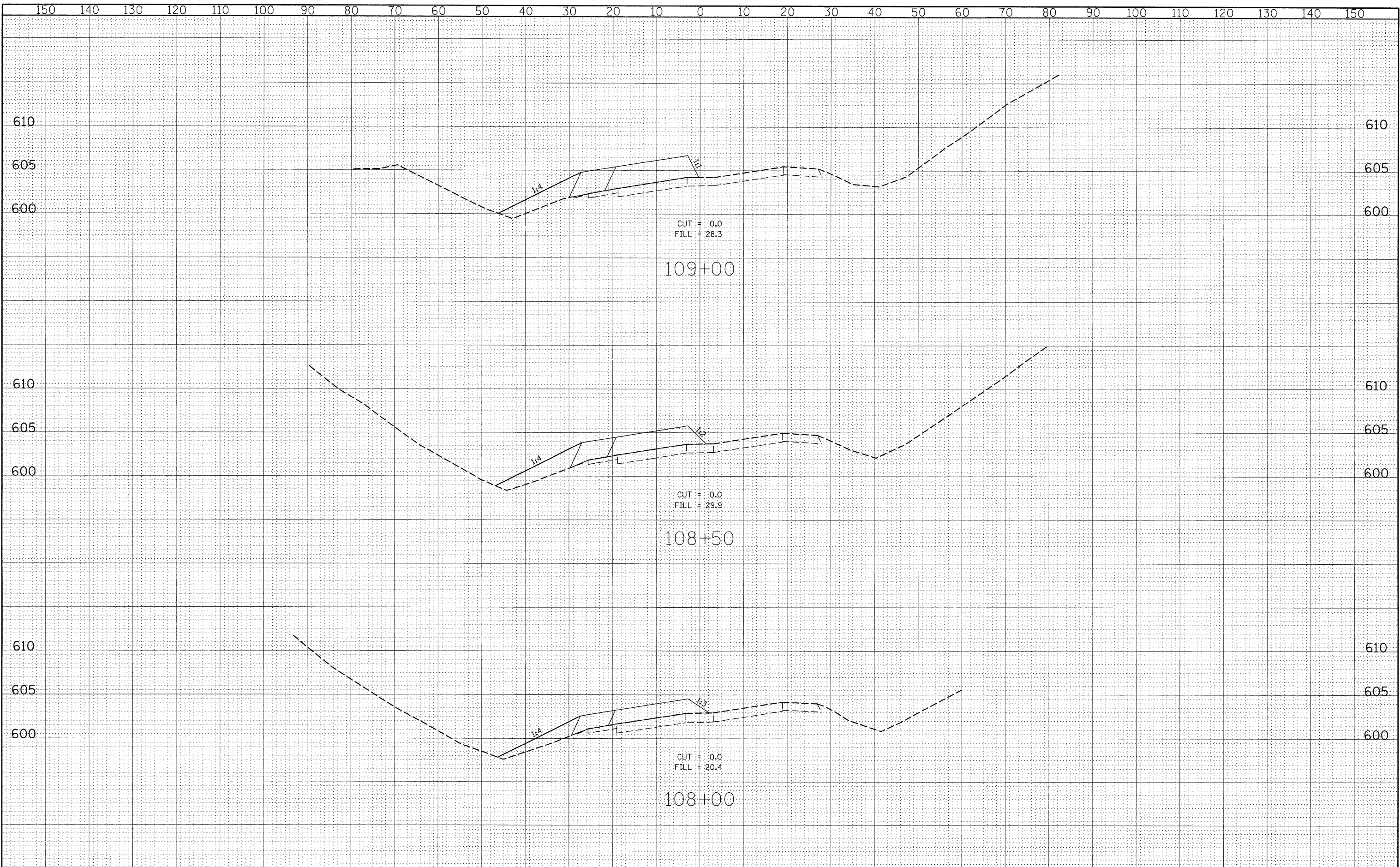
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		DATE -	REVISED -						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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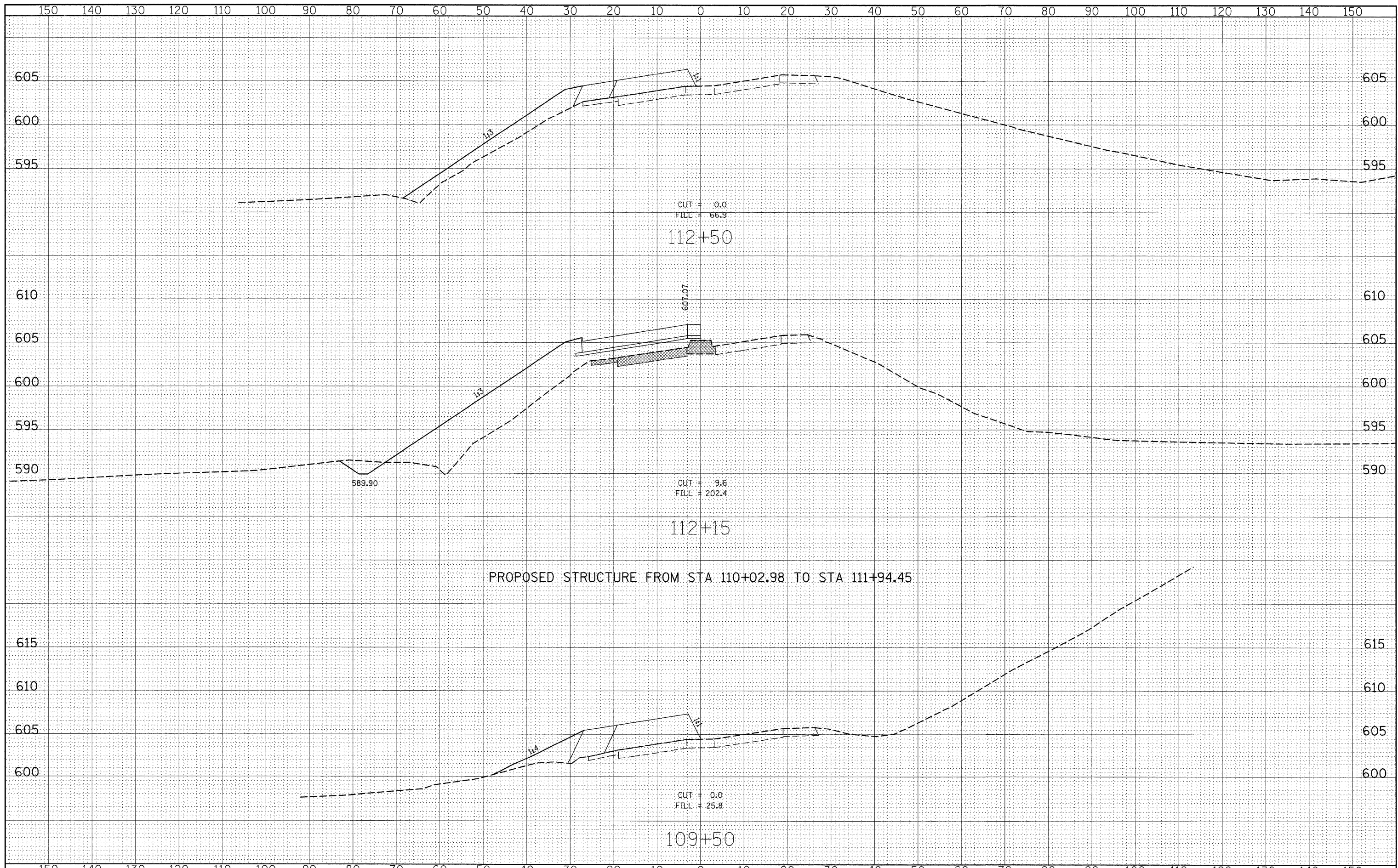
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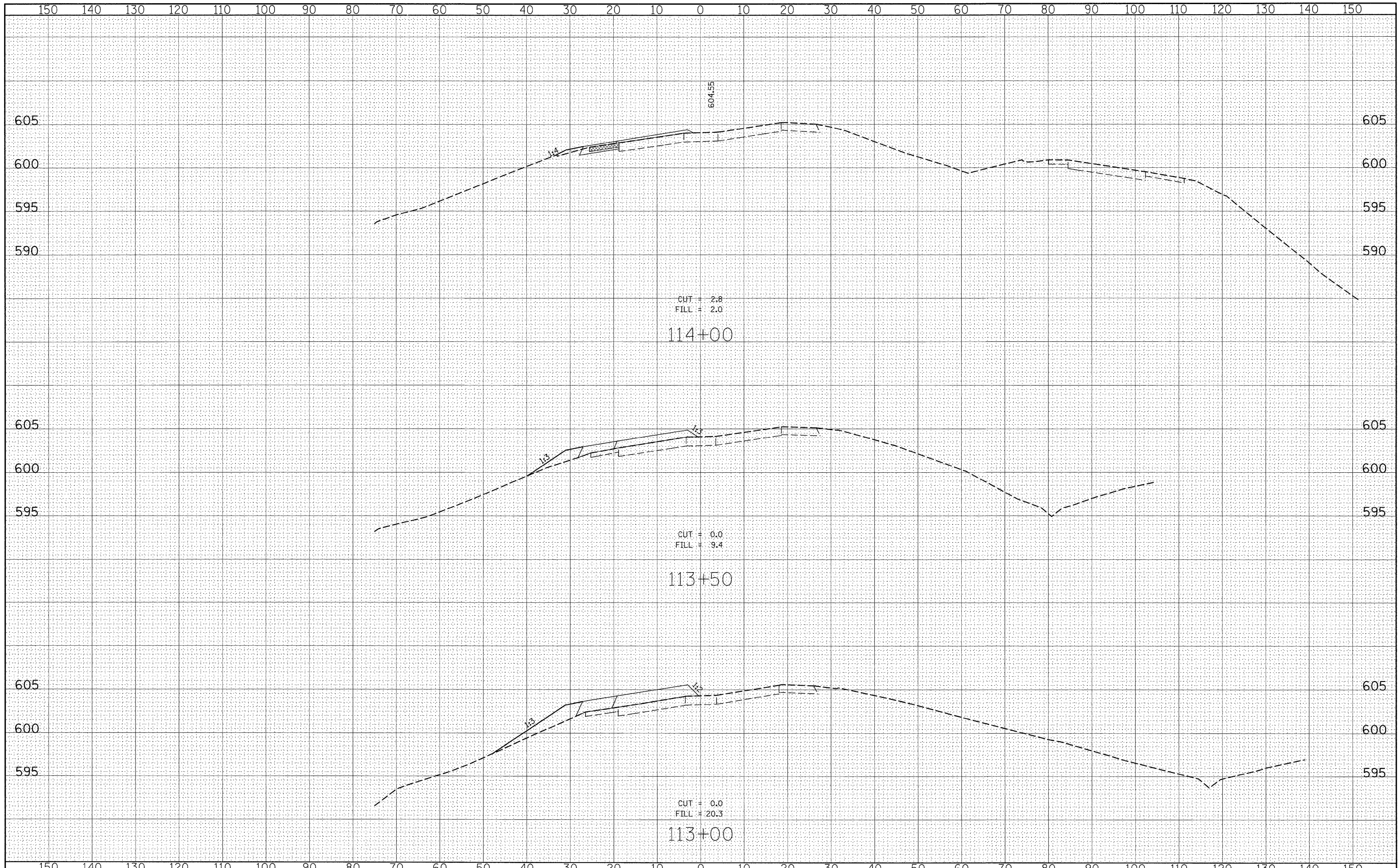
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		CHECKED -	REVISED -		CONTRACT NO. 76977								
		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								

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REVISIONS	
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NOTE BOOK	
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AREAS CHECKED	



FILE NAME =	USER NAME = #USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE I CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CHECKED -	REVISED -		CONTRACT NO. 76977							
		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



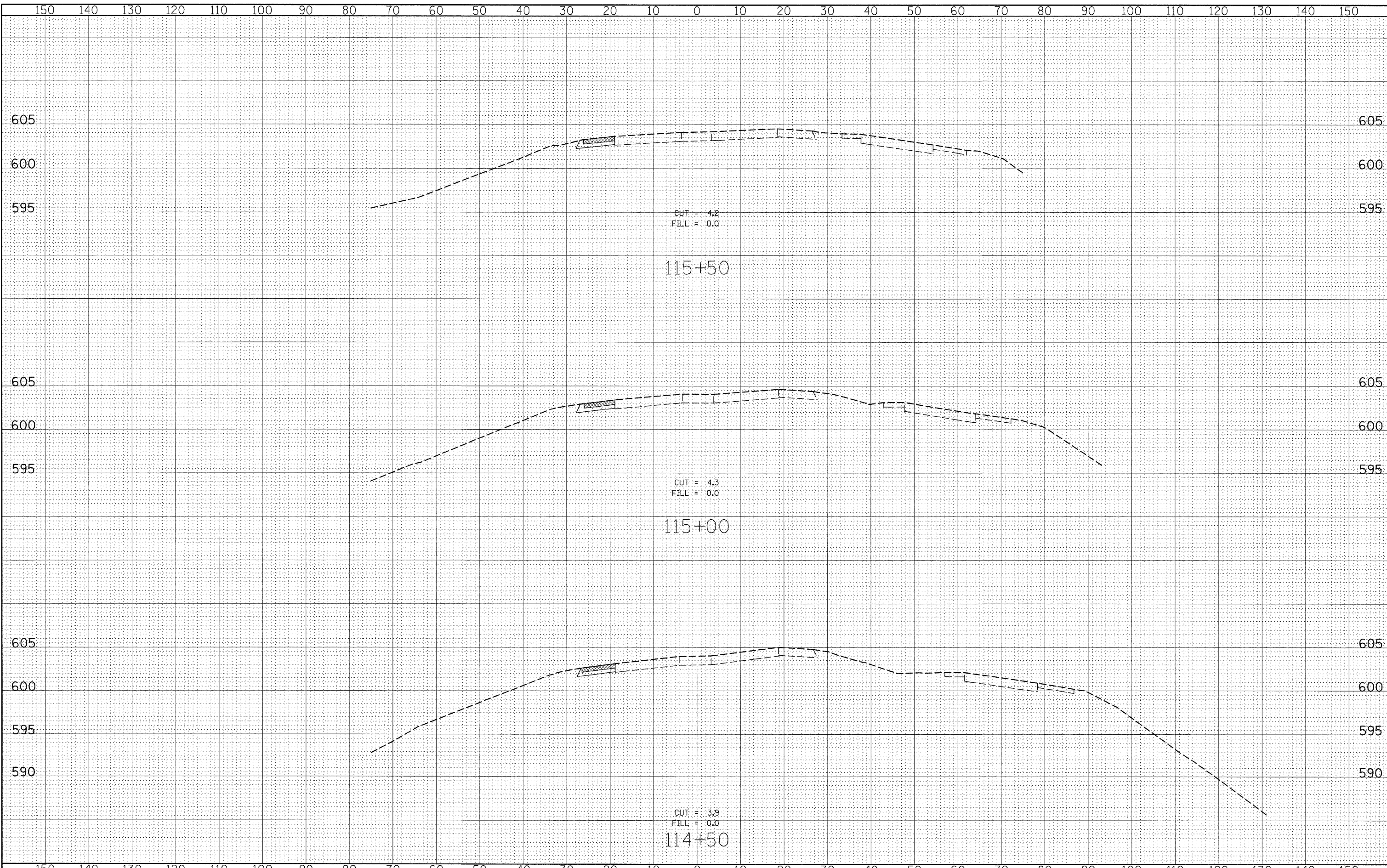
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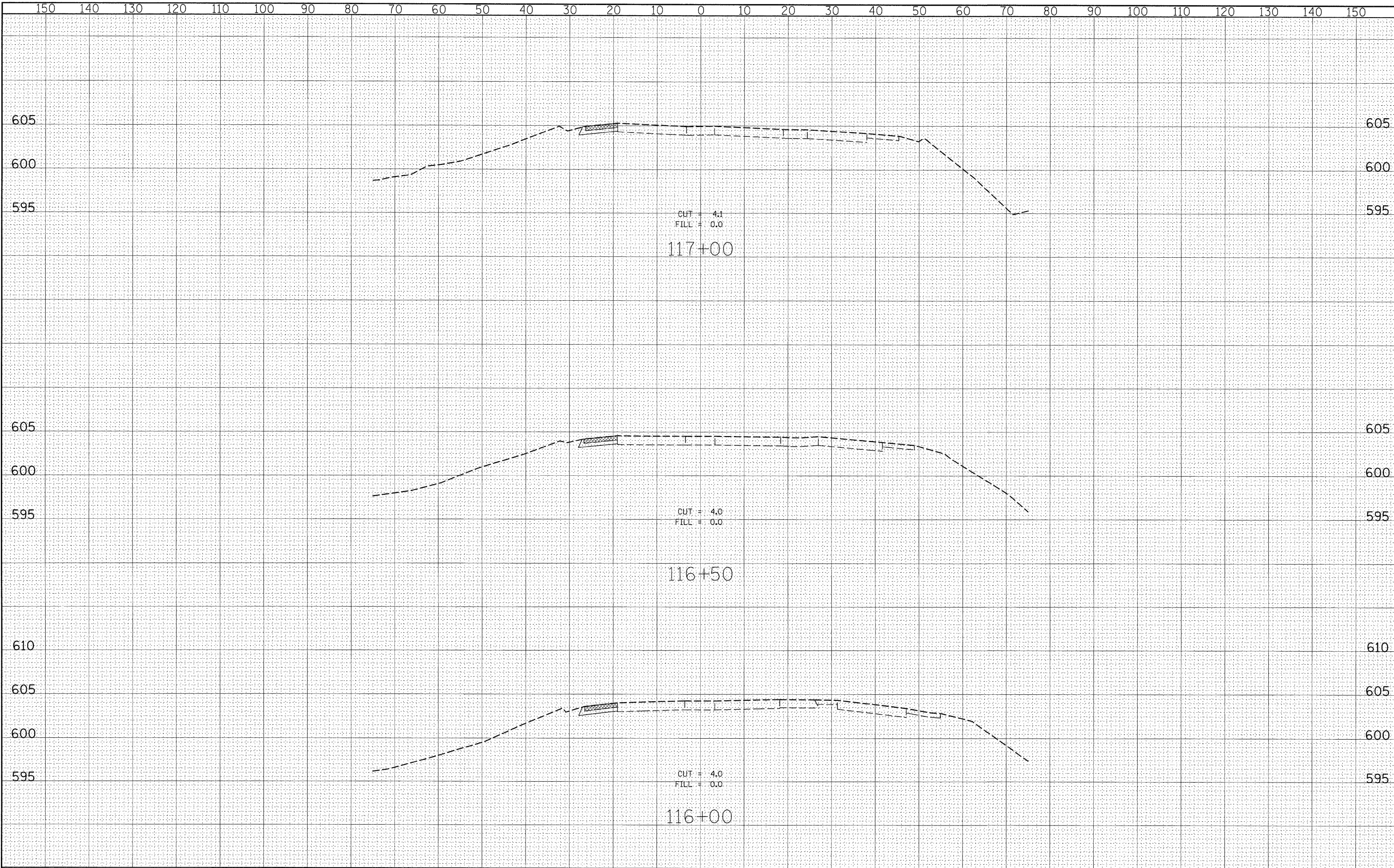
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#FILE#		DRAWN -	REVISED -		SCALE:	SHEET NO. 7 OF 9 SHEETS	STA. 114+50.00	TO STA. 115+50.00	809	67-IHBR	MONROE	144	122
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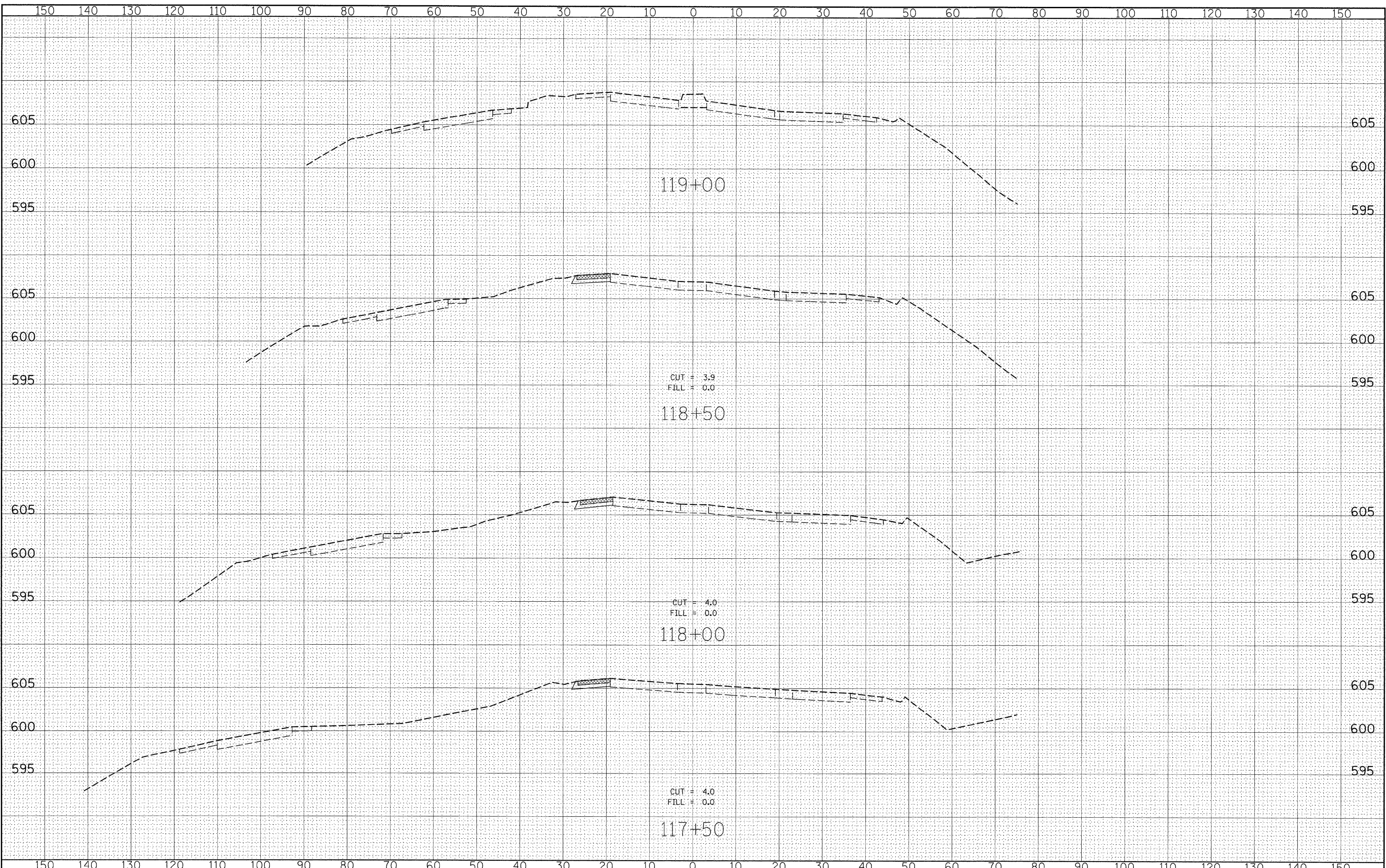
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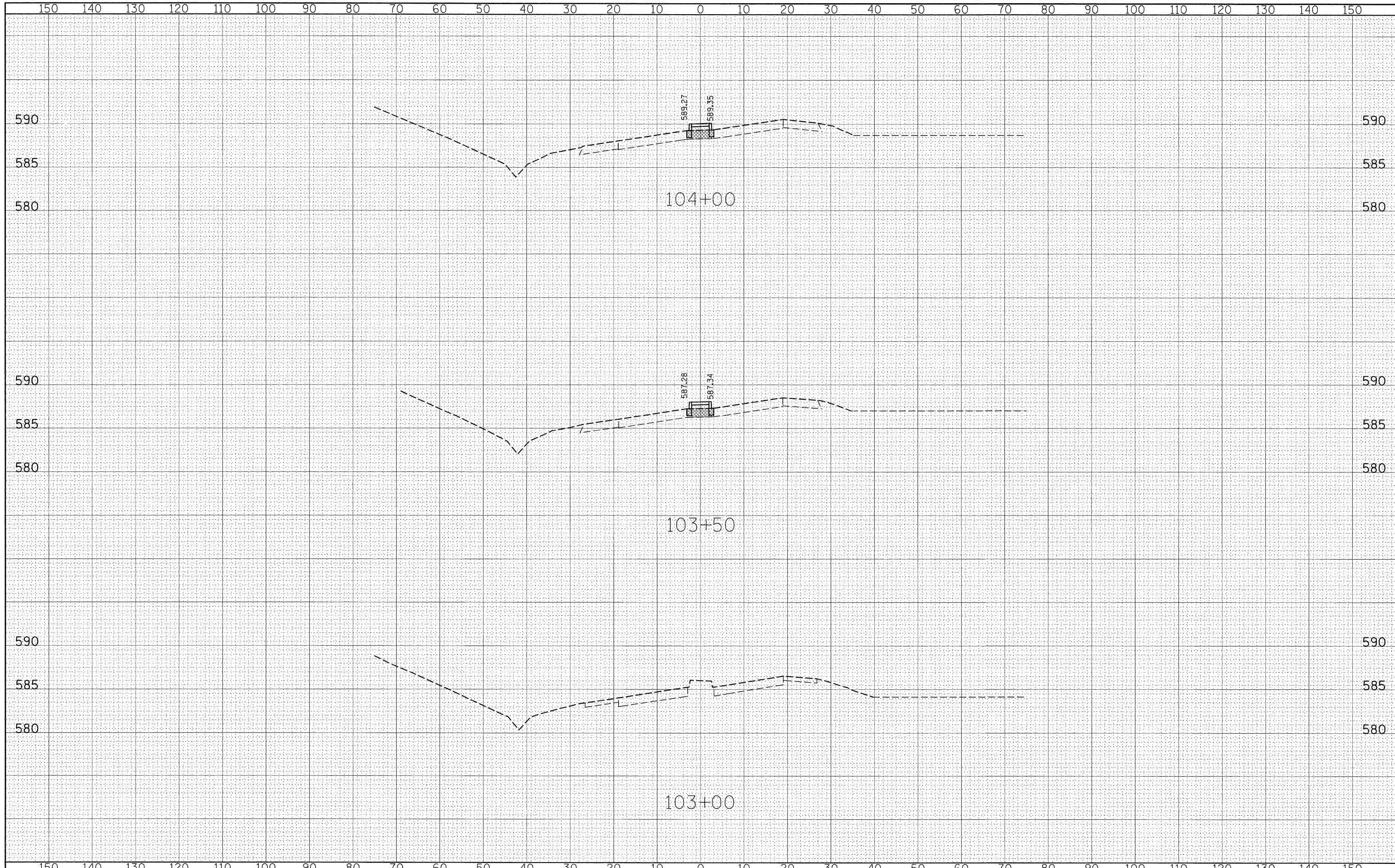
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FILEL		DRAWN -	REVISED -		SCALE:	SHEET NO. 9 OF 9 SHEETS	STA. 117+50.00 TO STA. 119+00.00	809	67-1HBR	MONROE	144	124
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		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

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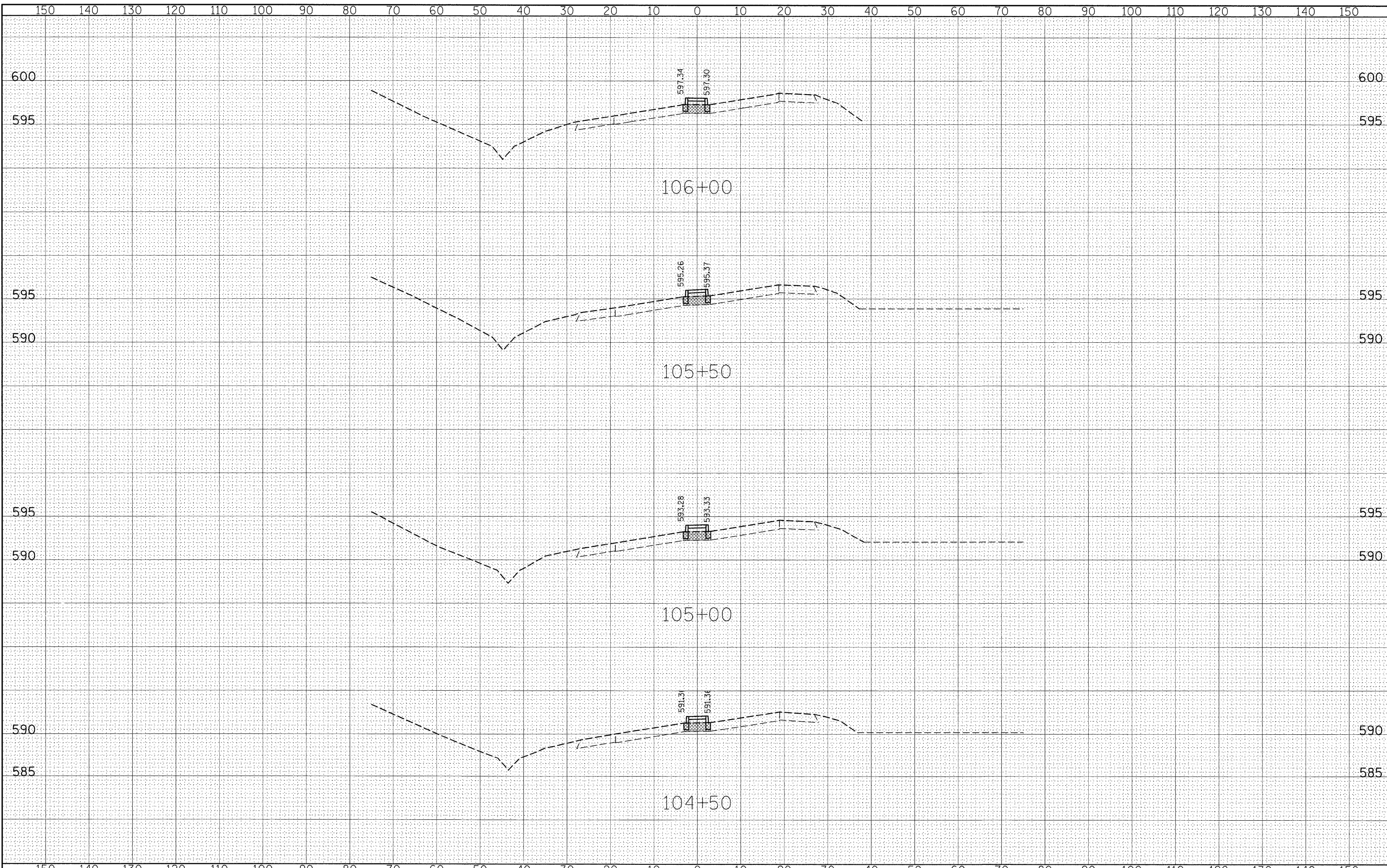
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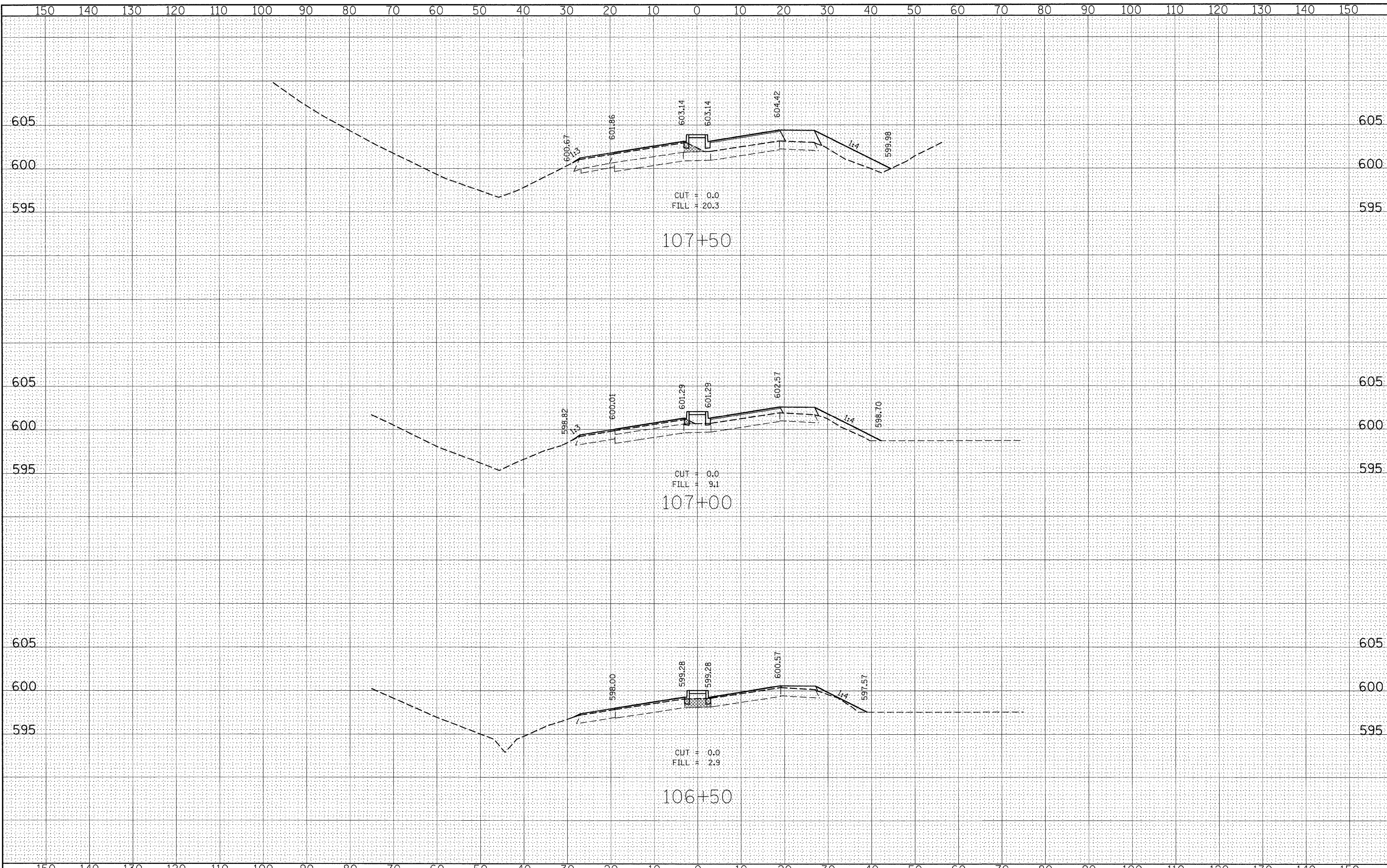
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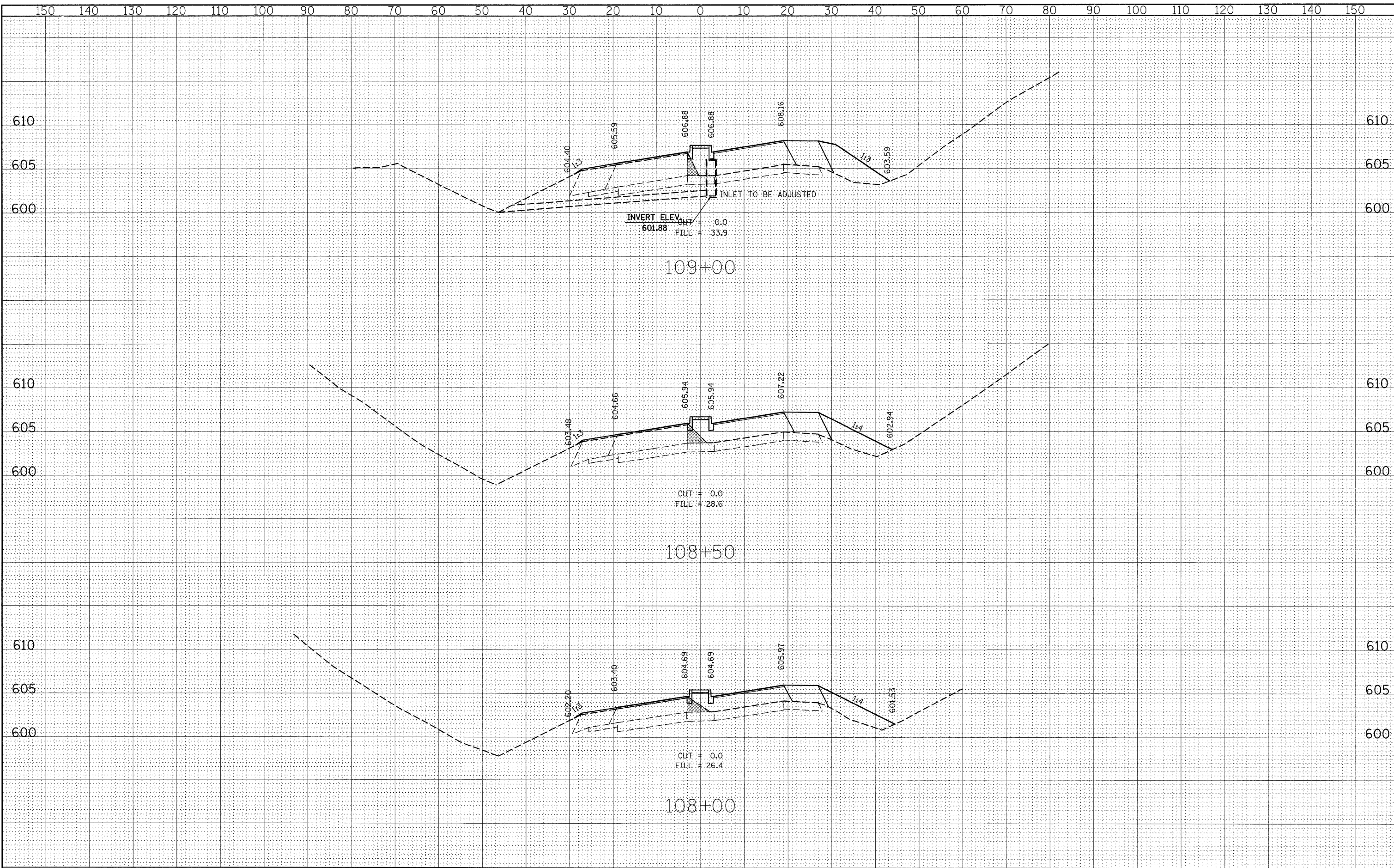
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		DATE -	REVISED -		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT							

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

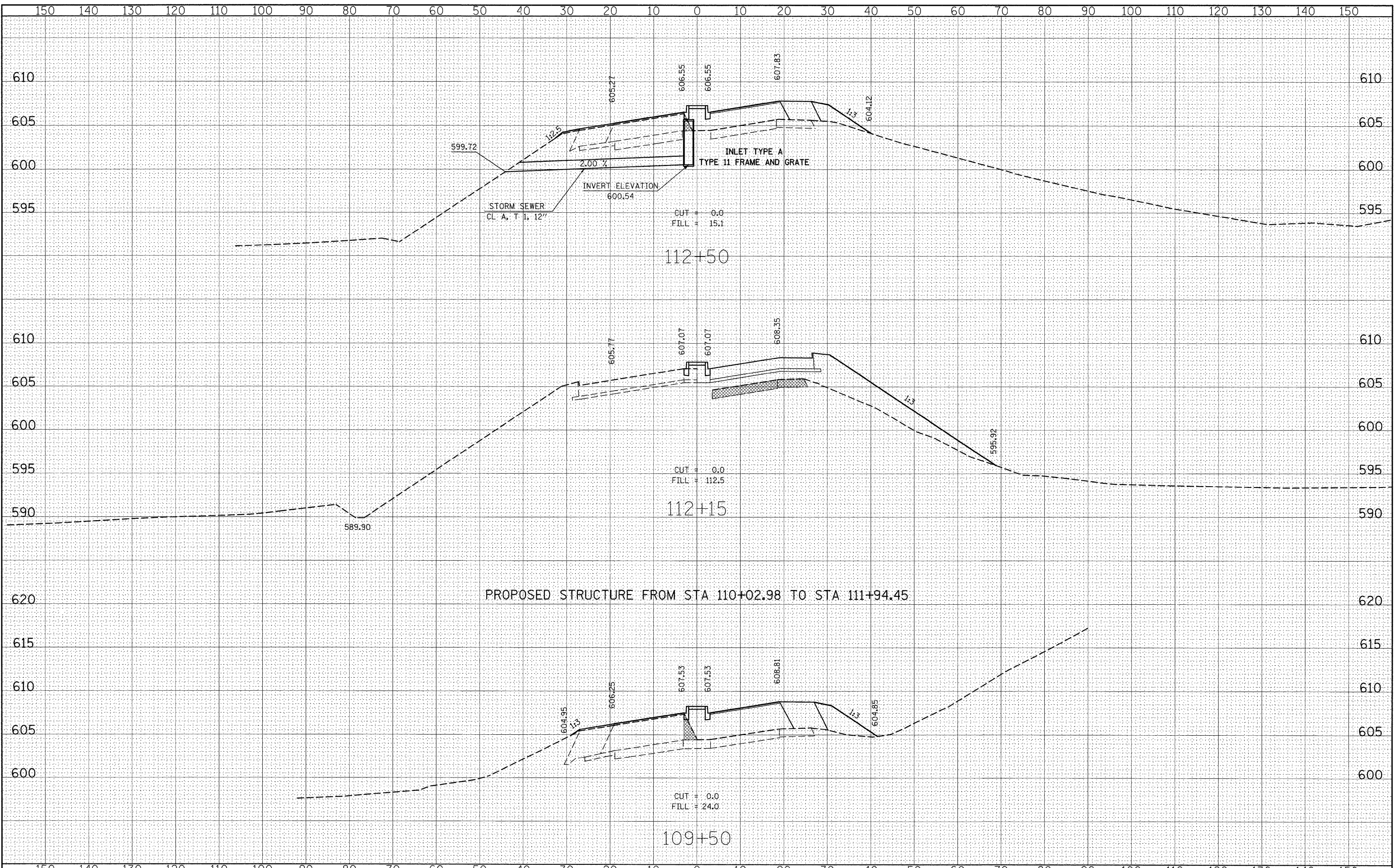
STAGE II CROSS SECTIONS

SCALE: SHEET NO. 4 OF 16 SHEETS STA. 108+00.00 TO STA. 109+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
809	67-1HBR	MONROE	144	128
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76977	

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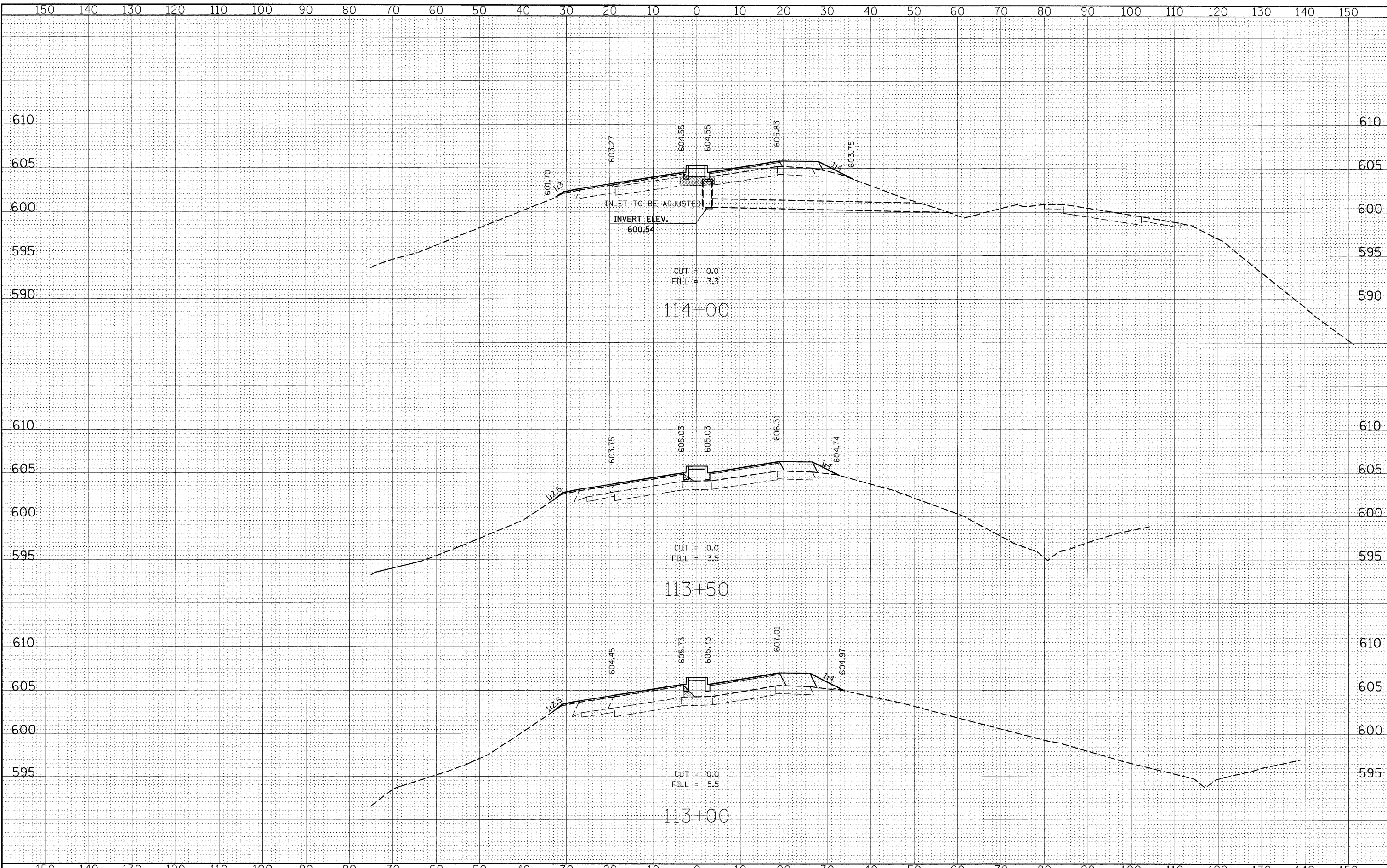


PROPOSED STRUCTURE FROM STA 110+02.98 TO STA 111+94.45

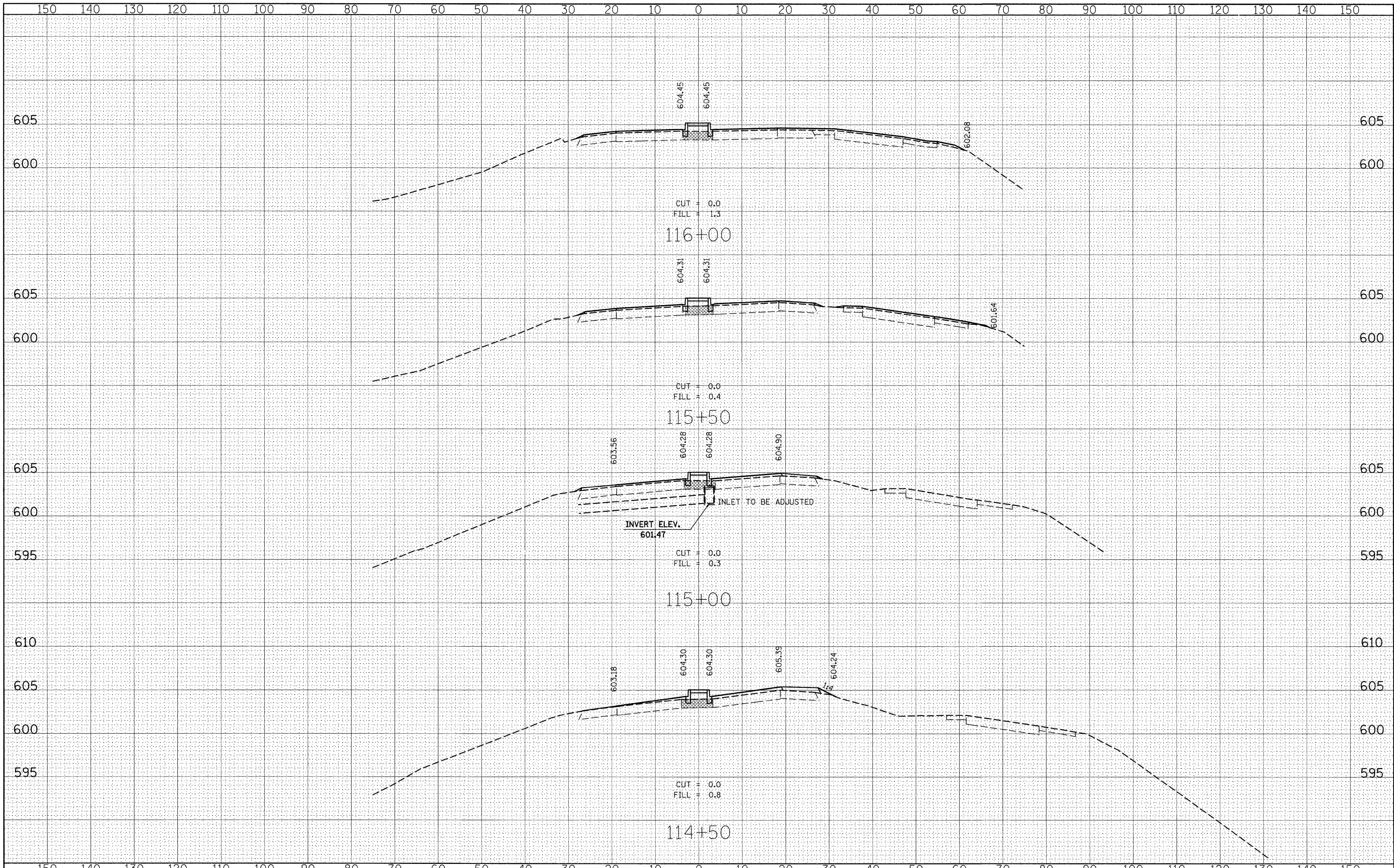
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		CHECKED -	REVISED -					CONTRACT NO. 76977				
		DATE -	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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FILE NAME =	USER NAME = owerbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE II CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwwork\overbj\dms52558\ssst00606a.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO. 6 OF 16 SHEETS	STA. 113+00.00 TO STA. 114+00.00	809	67-IHBR	MONROE	144	130
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		DATE -	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

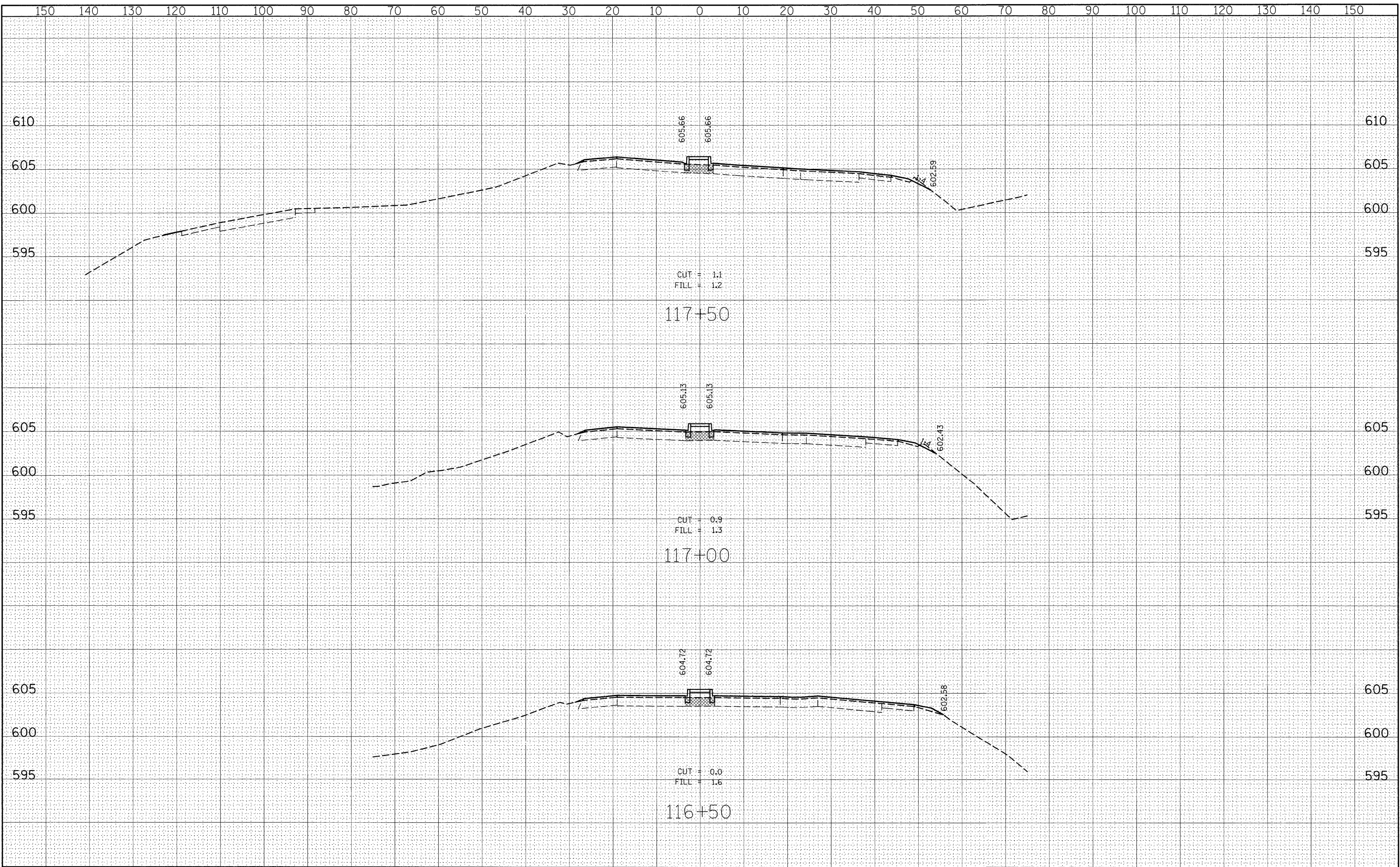


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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

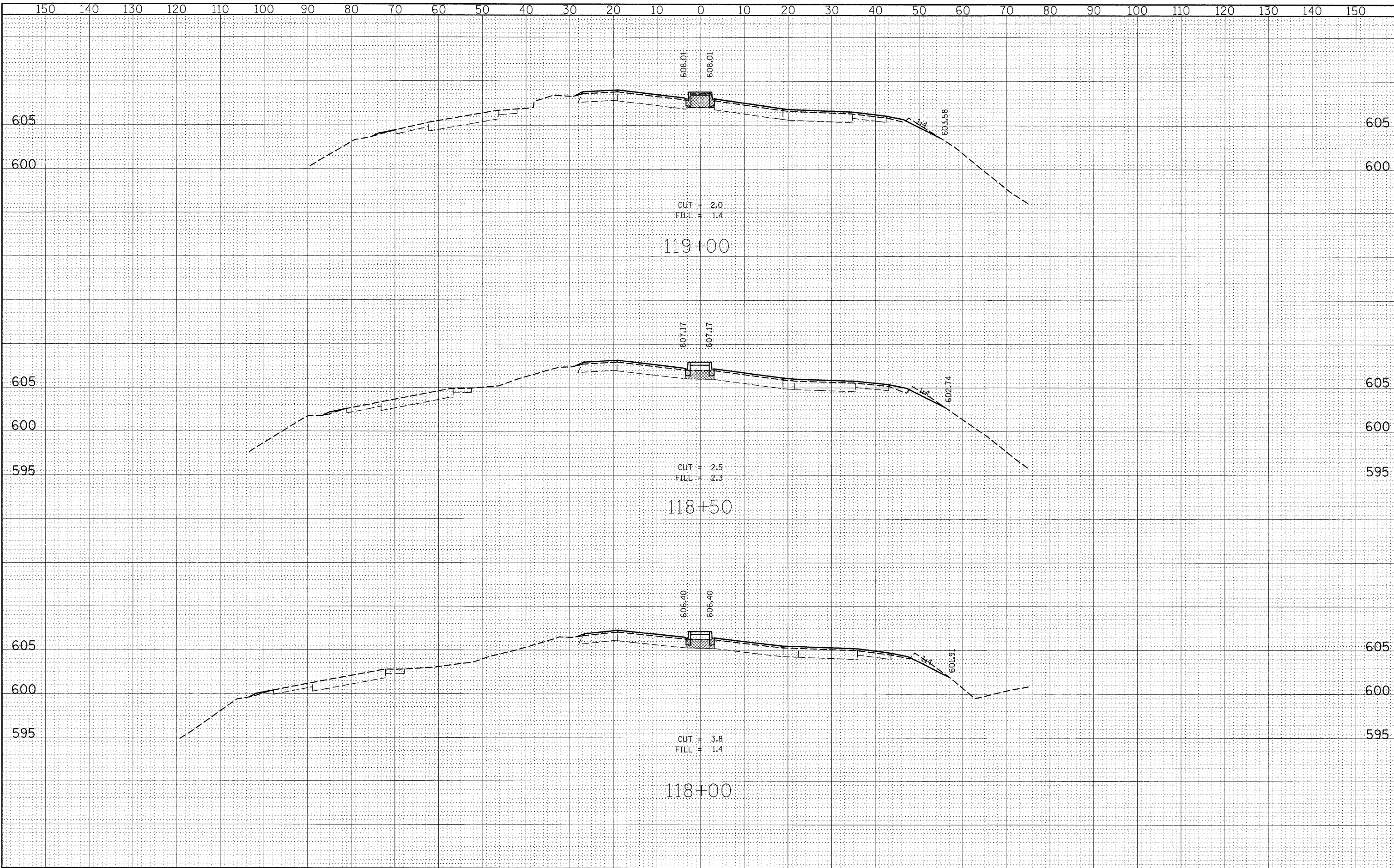
STAGE II CROSS SECTIONS

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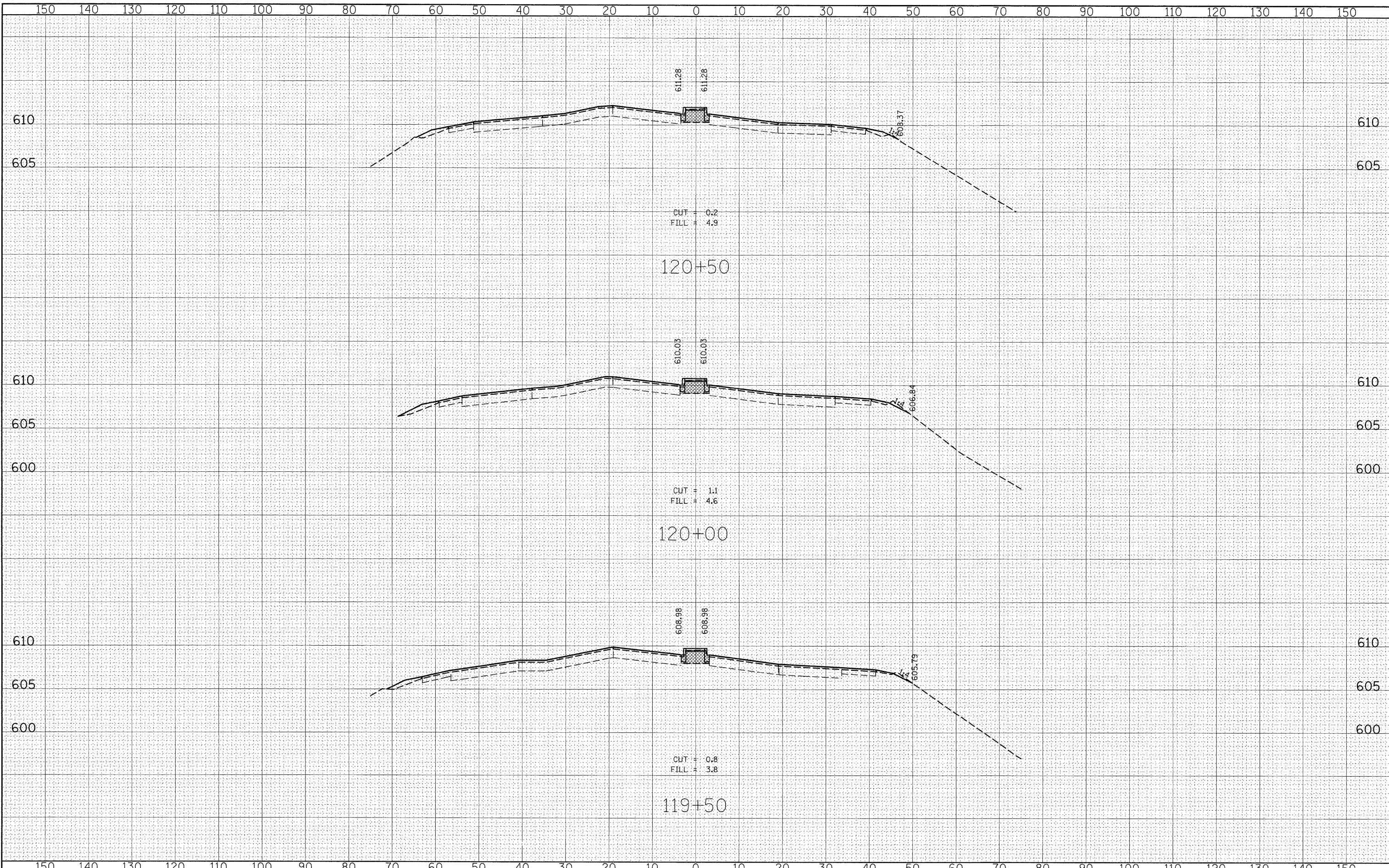
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
809	67-1HBR	MONROE	144	132
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76977	

FINAL SURVEY
 SURVEYED BY: _____ DATE: _____
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 NOTE BOOK NO.: _____
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ORIGINAL SURVEY
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 NOTE BOOK NO.: _____
 AREAS CHECKED: _____



FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE II CROSS SECTIONS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#		DRAWN -	REVISED -		SCALE:	SHEET NO. 9 OF 16 SHEETS	STA. 118+00.00	TO STA. 119+00.00	809	67-1HBR	MONROE	144	133
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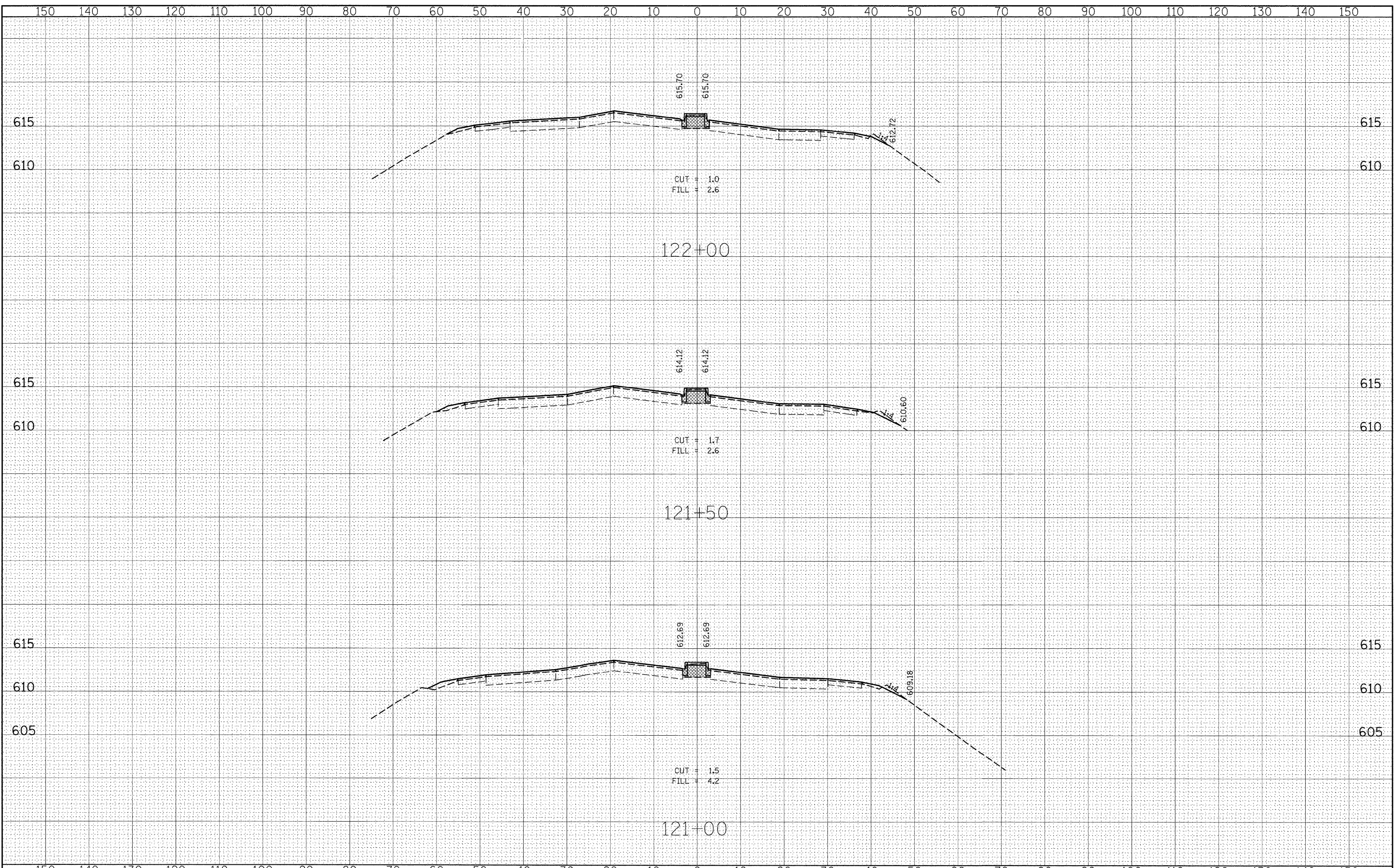


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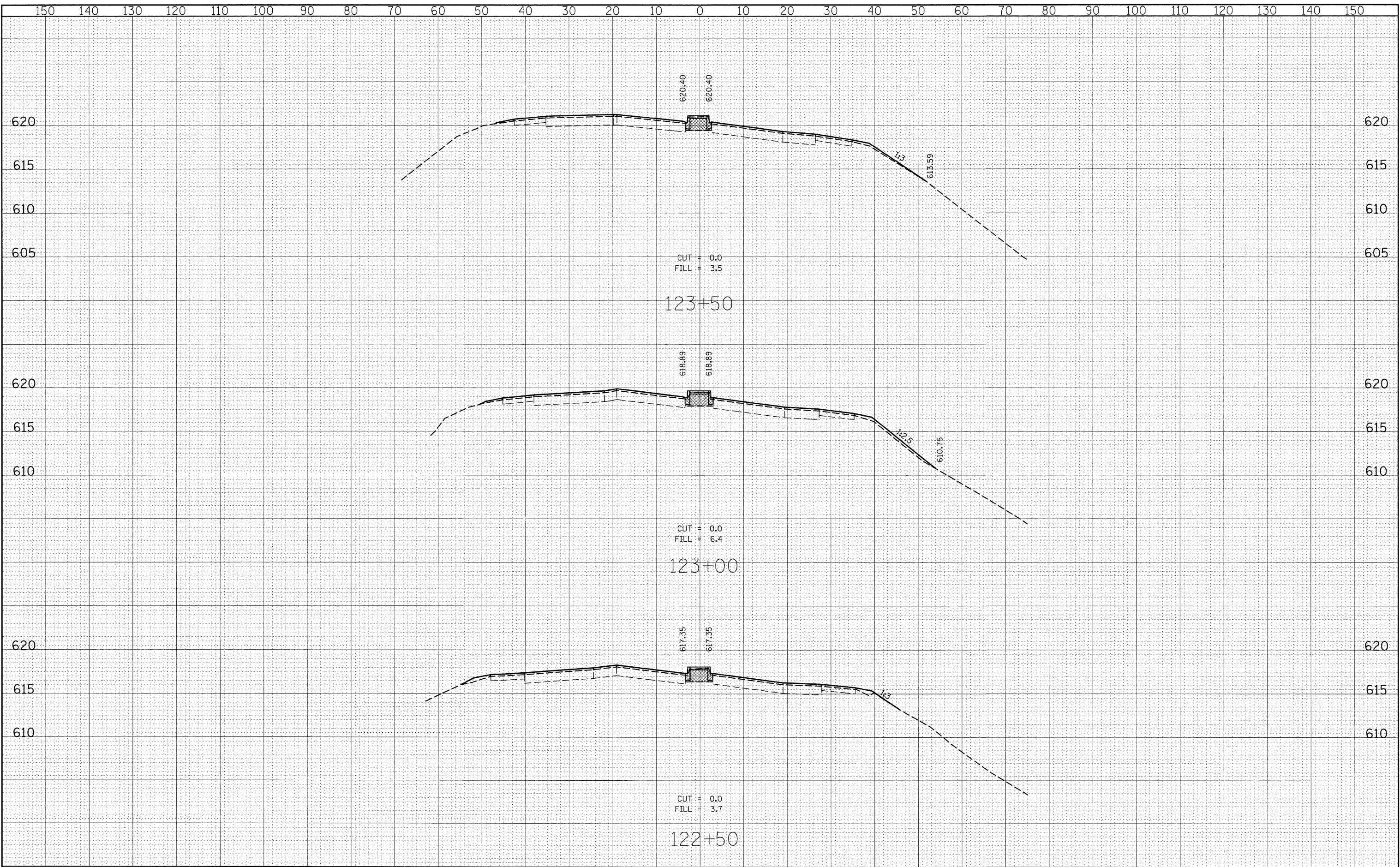
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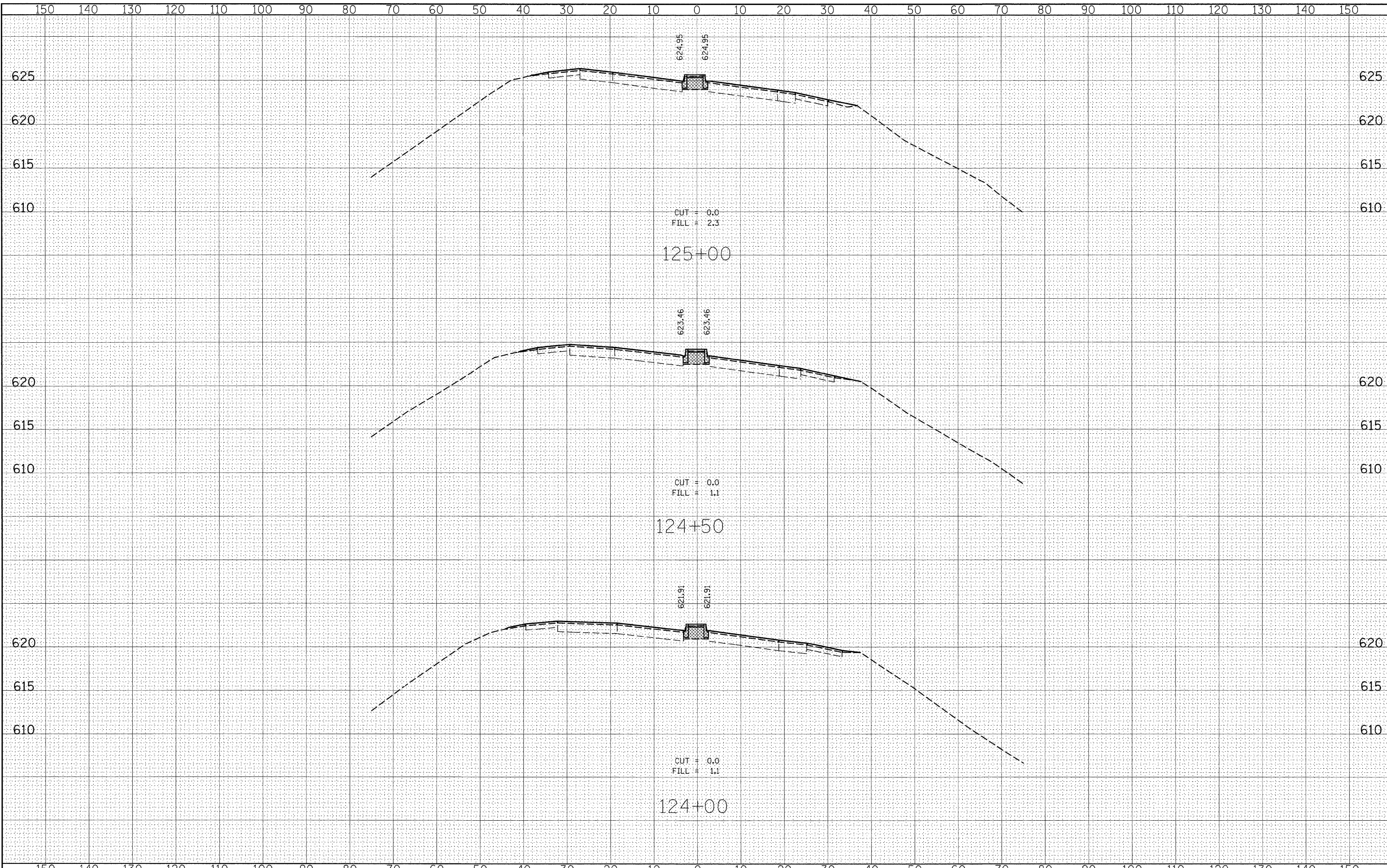


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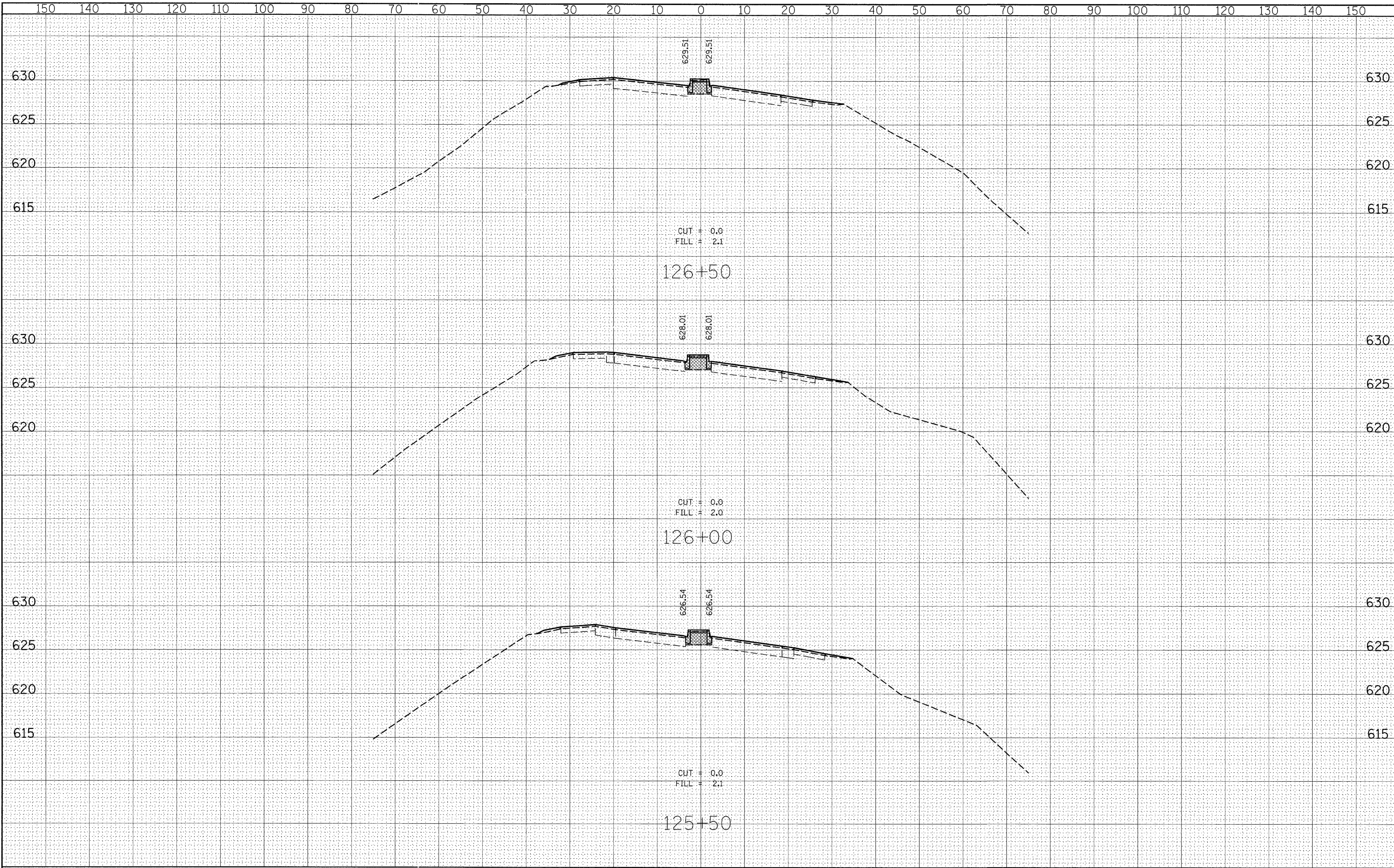
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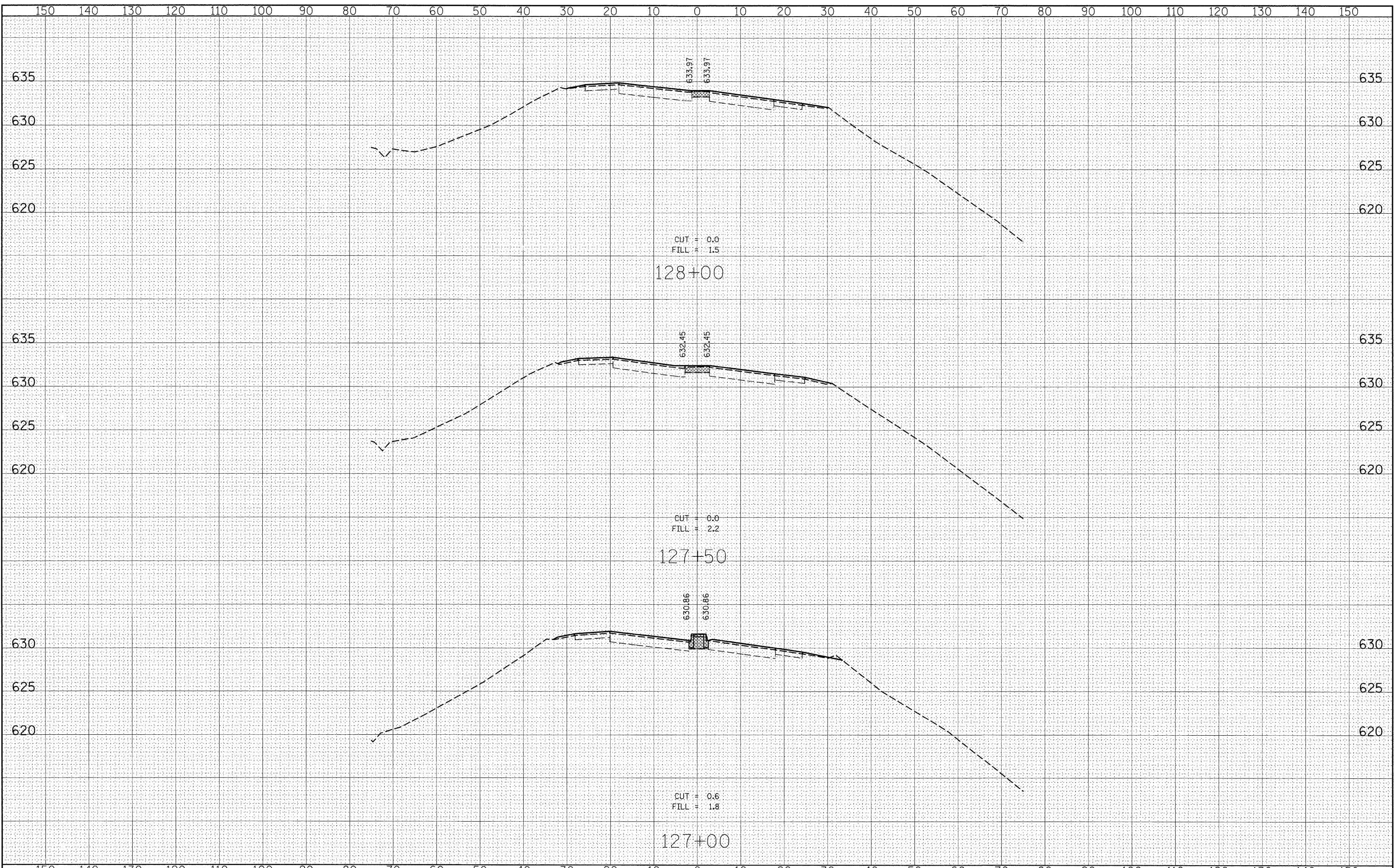
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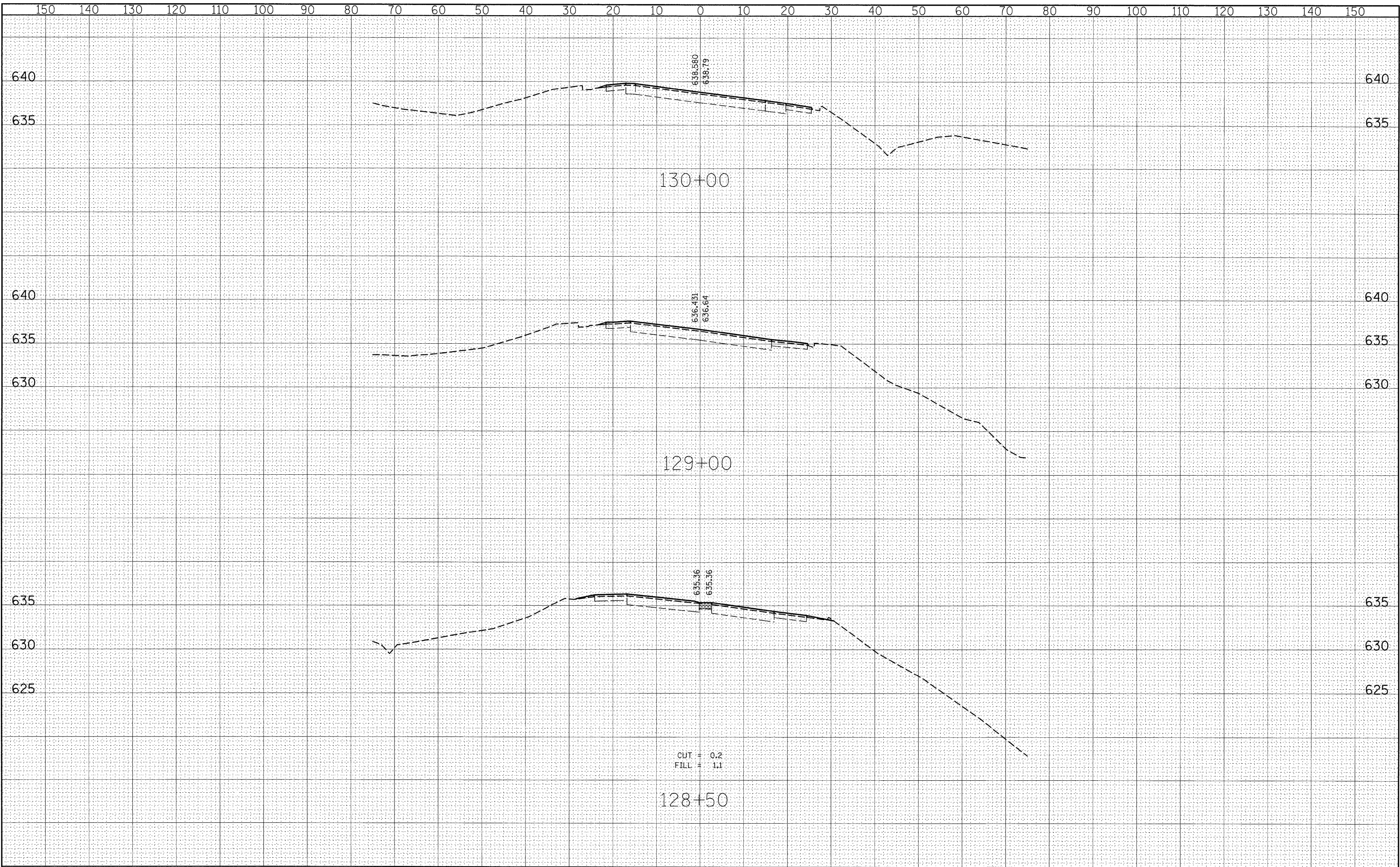


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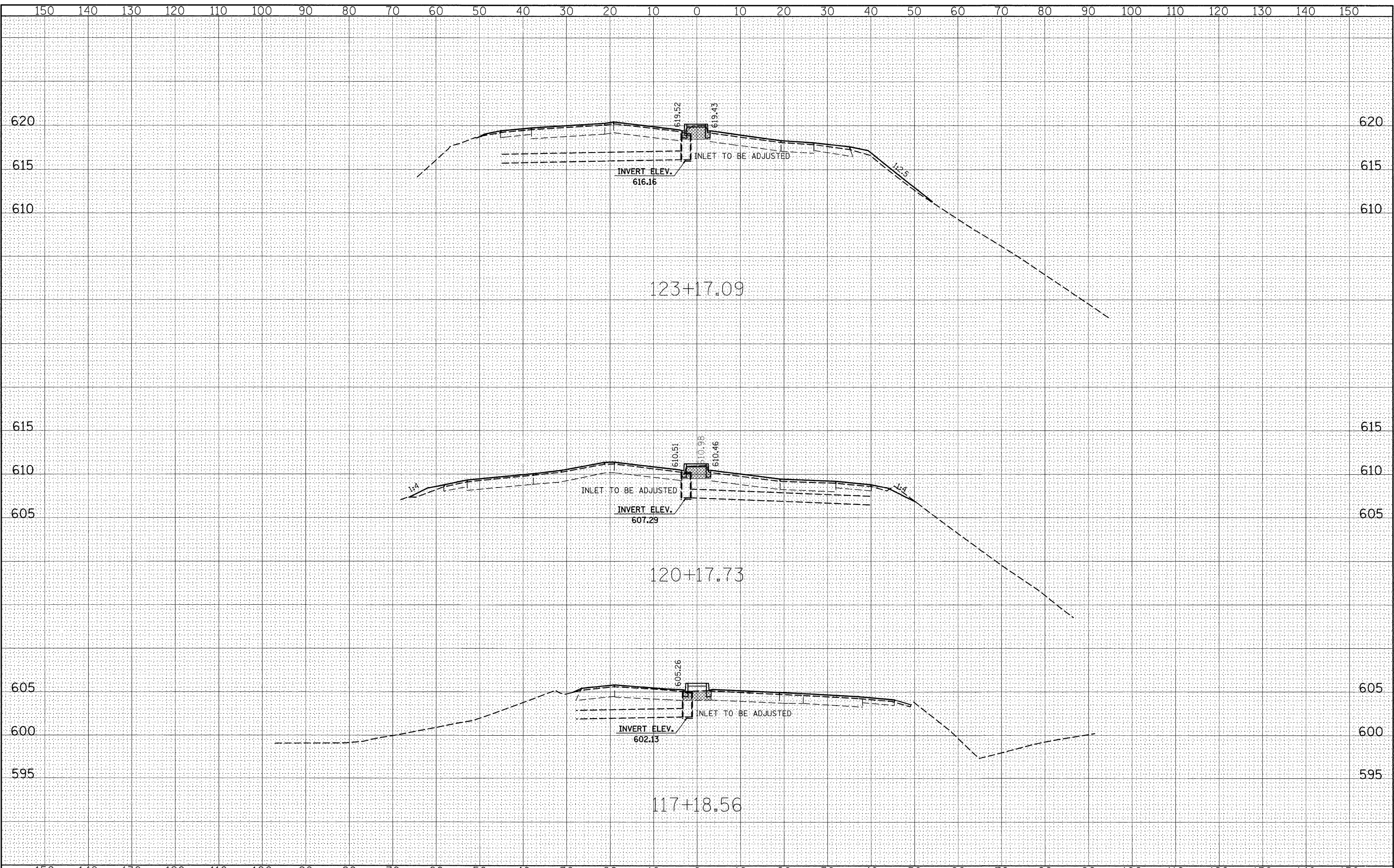
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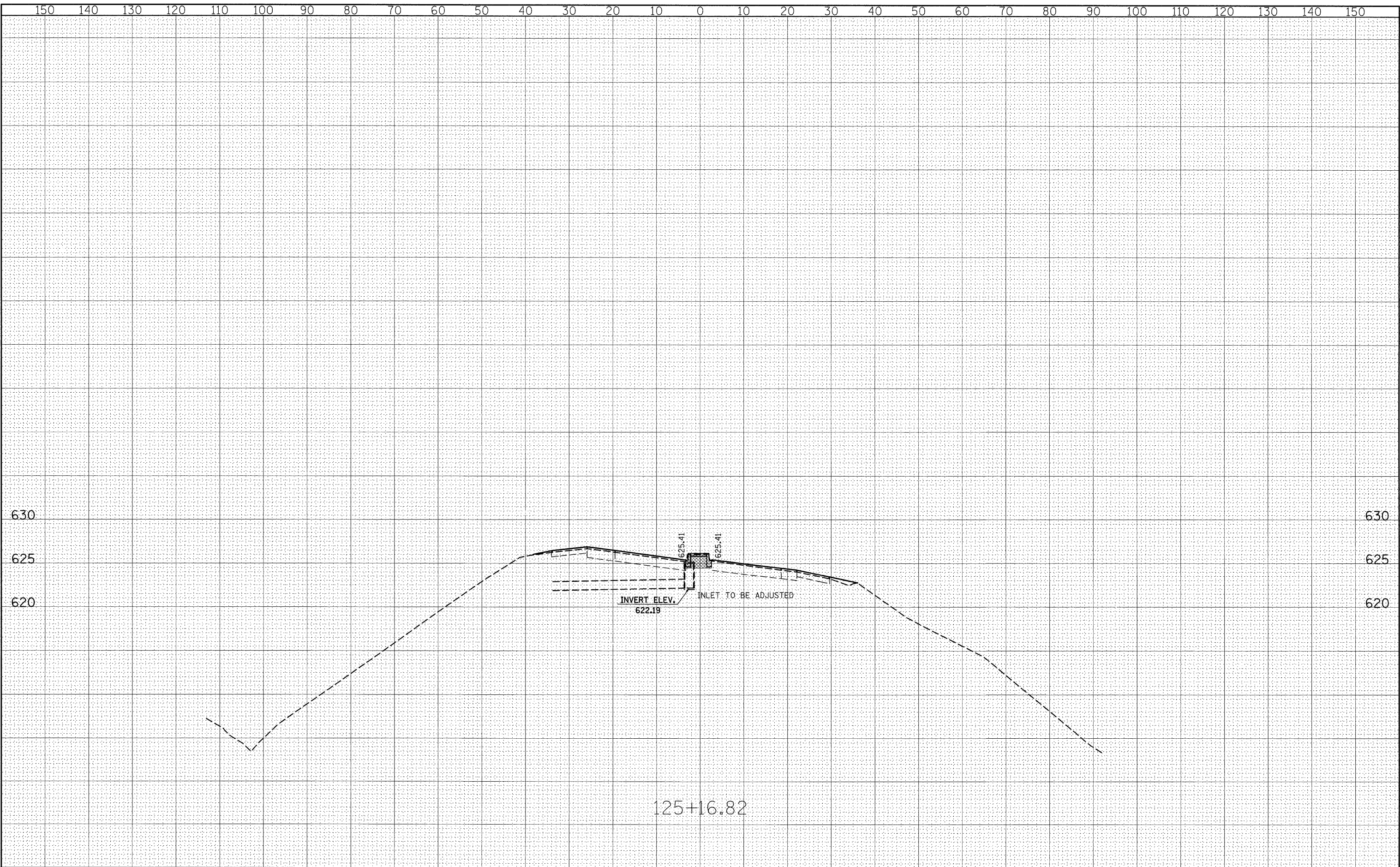


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		DATE -	REVISED -						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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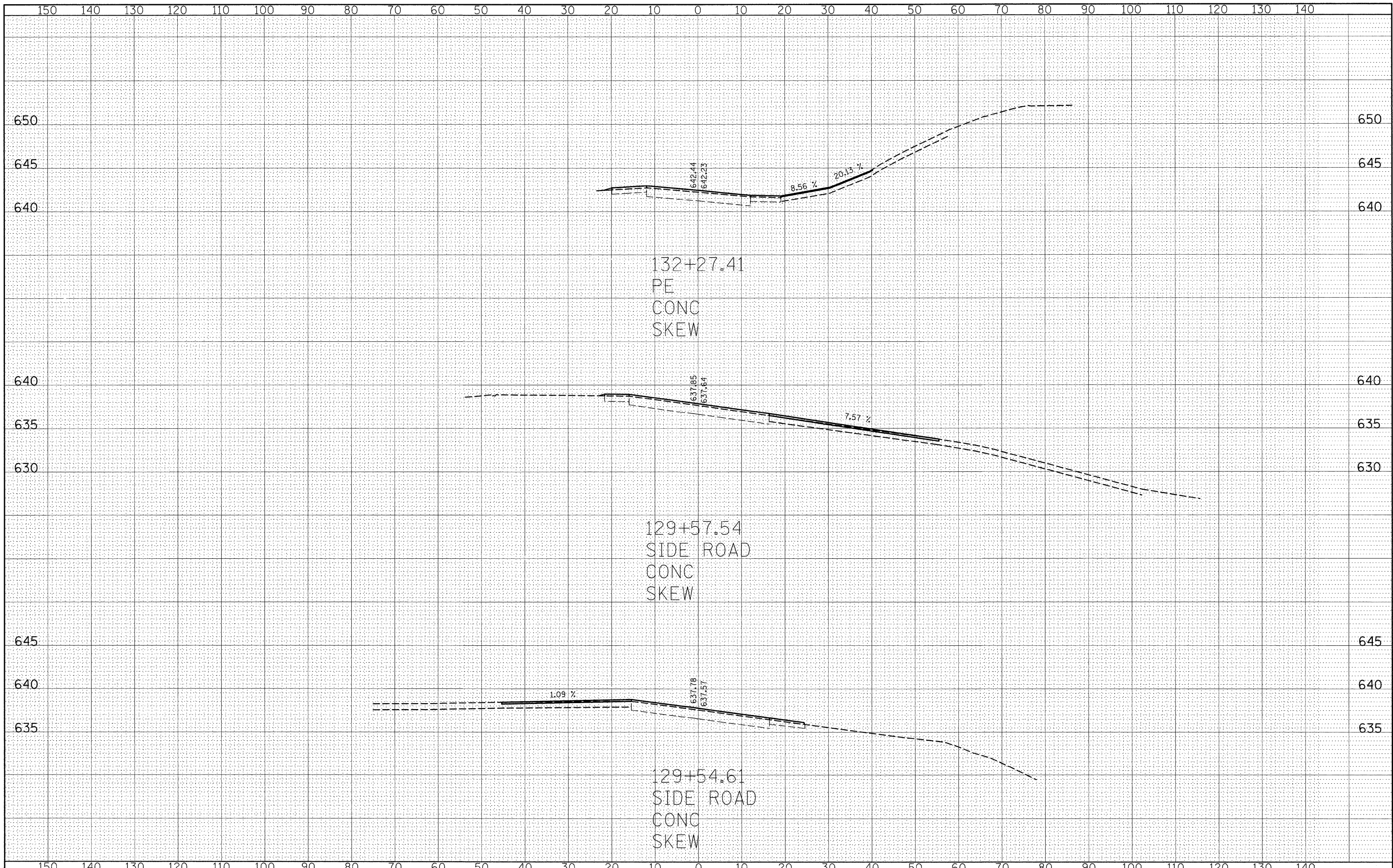




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PLOT DATE = 12/11/2009		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



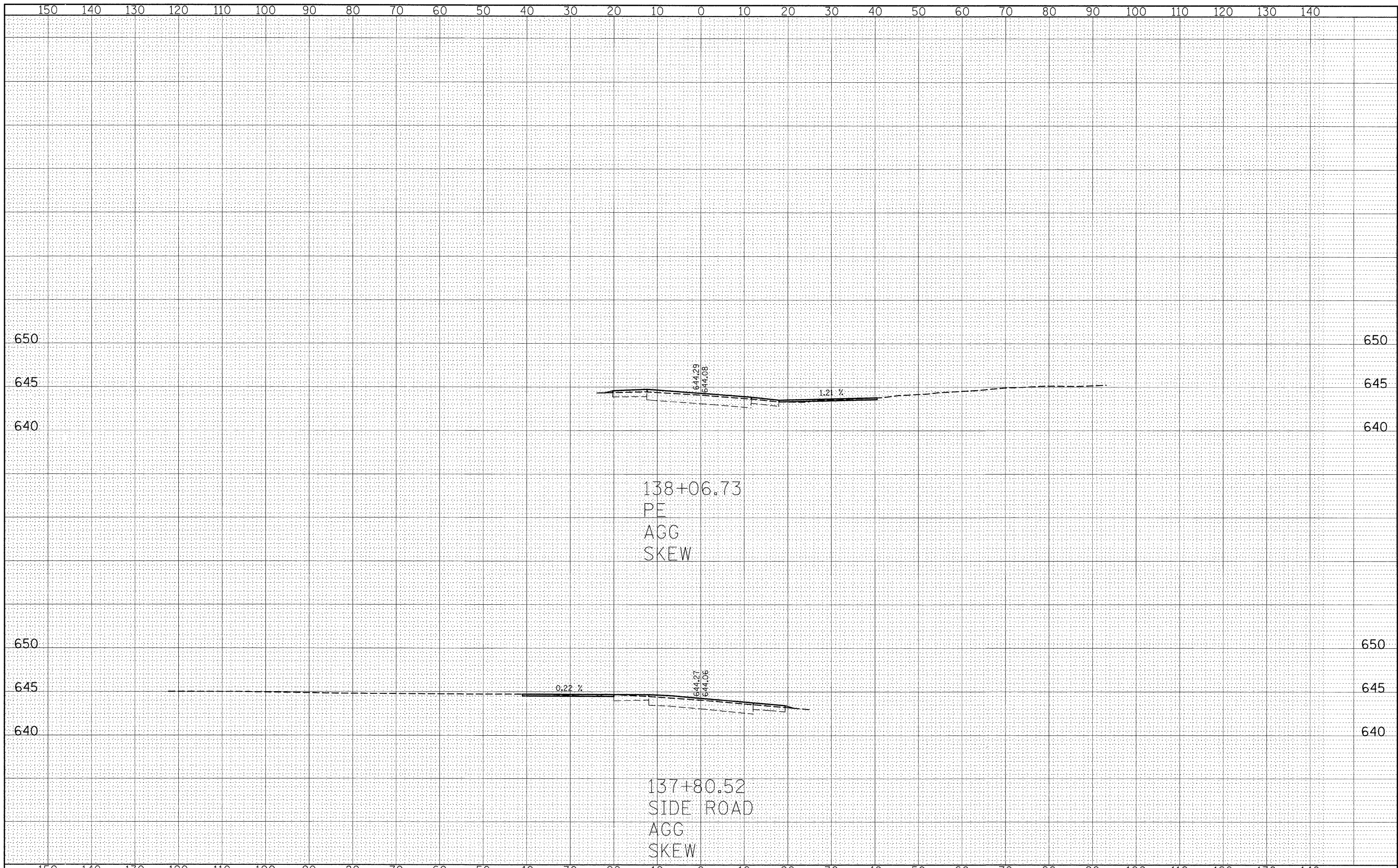
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PLOT DATE = 12/11/2009	DATE -	REVISED -									

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FILE NAME =	USER NAME = owenbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ENTRANCE CROSS SECTIONS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		PLOT DATE = 12/11/2009	REVISED -						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				