

RTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 766	04-00176-00-BR	MADISON	26	1

CONTRACT NO. 97296
FEDERAL AID PROJECT

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BRIDGE REPLACEMENT AND REHABILITATION PROGRAM PLANS FOR PROPOSED MADISON COUNTY SECTION 04-00176-00-BR FAS 766 FRUIT ROAD OVER SUGAR FORK CREEK MARINE & ALHAMBRA TOWNSHIPS PROJECT BRS-0766(103) JOB NO. C-98-306-05 TRAMPE BRIDGE



- INDEX OF SHEETS**
1. COVER SHEET, SHEET INDEX, & HIGHWAY STANDARDS
 2. SUMMARY OF QUANTITIES, & GENERAL NOTES
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 7. PLAN/PROFILE SHEET
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 11. BEAM DETAIL
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 13. PIER DETAIL
 14. BRIDGE RAIL DETAIL
 15. NAME PLATE DETAIL
 16. ENCASEMENT DETAIL
 17. EROSION CONTROL PLAN
 - 18.-28. CROSS SECTION SHEETS

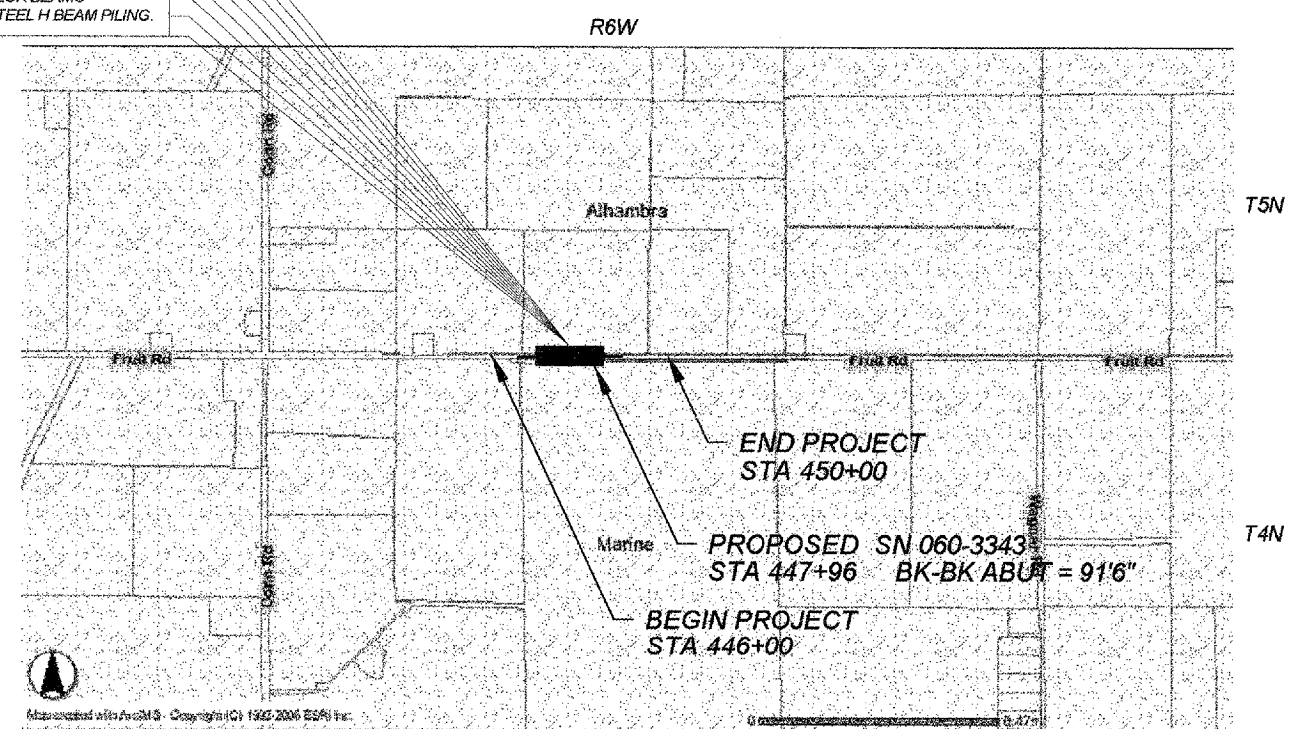
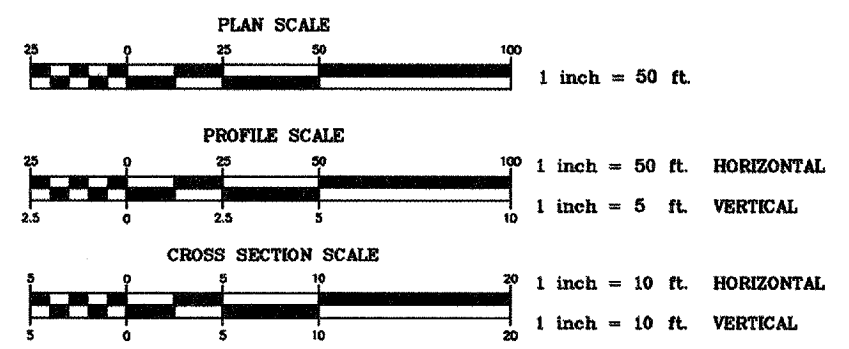
HIGHWAY STANDARDS

- 000001-04
- 280001-03
- 515001-02
- 630001-07
- 630301-04
- 631032-03
- 635006-02
- 635011-01
- 666001
- 702001-06
- B.L.R. 21-6

EXISTING STRUCTURE: S.N. 060-3045, BUILT IN 1954,
4 PANELS @ 70'-0" c. TO c. END BEARINGS, 20'-0" c. TO c.
WIDTH, PRATT PONY TRUSS - RIVETED, SINGLE-SPAN.

PROPOSED STRUCTURE: S.N. 060-3343, 3-SPAN
PRECAST PRESTRESSED CONCRETE DECK BEAMS
UPON SPILL-THRU ABUTMENTS WITH STEEL H BEAM PILING.

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



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

Approved 1-23-07
Gary F. Stahlhut
MADISON COUNTY ENGINEER

Passed 1-29-07
Denmark Oberthur
District 6 Engineer of Local Roads & Streets

Releasing for Bid
Based on Limited
Review 1-29-07
Mary C. Lemie
Deputy Director of Highways, Regional Engineer

THESE PLANS WERE PREPARED BY ME OR BY A FULL TIME MEMBER OF MY STAFF WORKING UNDER MY PERSONAL SUPERVISION.

Gary F. Stahlhut 1-23-07
GARY F. STAHLHUT, P.E. No. 062-041472 DATE

MADISON COUNTY HIGHWAY DEPARTMENT
7037 MARINE ROAD
EDWARDSVILLE, IL 62025
PHONE: (618) 692-7040
FAX: (618) 692-7049

GARY F. STAHLHUT
062-041472
REGISTERED
PROFESSIONAL
ENGINEER
OF
ILLINOIS

11-30-07
LICENSE EXPIRATION DATE

LOCATION MAP

SCALE: 1" = 2,000'
NET LENGTH OF PROJECT: 400 FT (0.076 MI)
DESIGN DESIGNATION: RURAL TWO-LANE LOCAL ROAD
FUNCTIONAL CLASSIFICATION: COLLECTOR
DESIGN SPEED: 50 MPH
2006 ADT = 325

GENERAL NOTES

1. THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS, "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED JANUARY 1, 2007", AND SPECIAL PROVISIONS.

2. THE CONTRACTOR SHALL BE REQUIRED TO COMPLY WITH THE PROVISIONS OF THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) STORM WATER PERMIT AND IMPLEMENT THE EROSION CONTROL PLAN INCLUDED IN THESE PLANS, AS SPECIFIED IN ARTICLE 107.23, THE ENGINEER MUST GIVE PRIOR APPROVAL BEFORE DISTURBANCE OF ANY AREA CAN BEGIN.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATION, THE J.U.L.I.E. NUMBER IS 1-800-892-0123.

THE LOCATION OF ALL UTILITIES ARE BASED ON INFORMATION PROVIDED BY OTHERS AND ARE INTENDED TO BE APPROXIMATE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE HIS CONSTRUCTION ACTIVITIES WITH THE VARIOUS UTILITY OWNERS. ALL POTENTIAL CONFLICTS SHALL BE INVESTIGATED AND REMEDIAL ACTION TAKEN PRIOR TO INTERRUPTION OF THE CONTRACTOR'S PROGRESS.

ALL UTILITY FACILITIES THAT REQUIRE RELOCATION WITHIN COUNTY R.O.W. SHALL BE COMPLETED BY THE UTILITY COMPANY UNLESS OTHERWISE SHOWN ON THE PLANS.

4. IN ADDITION TO FIELD SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

5. ALL STATION AND OFFSET REFERENCES ARE TO THE SECTION LINE, WHICH IS ALSO THE PROPOSED ROADWAY CENTERLINE, UNLESS OTHERWISE NOTED. THE STATE PLANE COORDINATE SYSTEM HAS BEEN USED FOR THE HORIZONTAL CONTROL.

6. ALL ELEVATIONS SHOWN ON THE PLANS ARE BASED ON U.S.G.S. MEAN SEA LEVEL DATUM.

7. ANY REFERENCE WITHIN THESE PLANS TO A STANDARD SHALL BE INTERPRETED TO MEAN THE EDITION INDICATED BY THE SUB-NUMBER LISTED ON THE COVER SHEET OR THE COPY INCLUDED IN THESE PLANS.

8. THE RESIDENT ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE BITUMINOUS SURFACE COURSE.

9. CONTRACTOR SHALL ENSURE THAT POSITIVE DRAINAGE IS MAINTAINED FROM THE ROADWAY DITCHES TO THE CHANNEL. ANY EXTRA REQUIRED GRADING SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

10. GRADING SHALL BE DONE BY HAND AROUND LIGHT POLES, UTILITY POLES, SIGN POSTS, SHRUBS, TREES OR OTHER NATURAL OR MAN-MADE OBJECTS WHERE SHALLOW FILLS OR CUTS ARE ADJACENT TO THE ITEMS. IT IS THE INTENT THAT THE LIMITS OF CONSTRUCTION BE SUCH AS TO PRESERVE IN THE ORIGINAL STATE AS MUCH AREA AS POSSIBLE. THE DECISION AS TO ITEMS TO REMAIN IN PLACE SHALL BE DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THE REMOVAL OF EXISTING ENTRANCE CULVERTS SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

11. REMOVAL OF AGGREGATE MATERIAL AND OIL & CHIP BITUMINOUS MATERIAL SHALL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

12. SEEDING SHALL BE DONE ON ALL AREAS THAT ARE DISTURBED BY CONSTRUCTION OPERATIONS AS DIRECTED BY THE ENGINEER. SEEDING SHALL BE PAID FOR ONLY WITHIN THE PROPOSED RIGHT-OF-WAY OR EASEMENT LIMITS. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDED, AS DIRECTED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE. SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET OR IN AN UNTILLABLE CONDITION.

13. FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

BITUMINOUS CONCRETE SURFACE COURSE	112 LBS/SQ YD - IN
ALL AGGREGATE	2.05 TONS/CU YD
BITUMINOUS MATERIALS (PRIME COAT)	0.5 GAL/SQ YD
AGGREGATE (PRIME COAT)	6 LBS/SQ YD
SEEDING FERTILIZER RATIO (NIT:PHOS:POT)	90:90:90 LBS/ACRE
MULCH	2 TONS/ACRE
TEMPORARY EROSION CONTROL SEEDING	100 LBS/ACRE

14. ACCESS TO ALL ENTRANCES SHALL BE MAINTAINED AT ALL TIMES.

15. ONLY THOSE TREES APPROVED FOR REMOVAL BY THE ENGINEER SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES, PLANTS, AND WETLANDS FROM DAMAGE. ALL TREES AND STUMPS INDICATED ON THE PLANS FOR REMOVAL SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.

16. WHERE SECTION OR SUB-SECTION STONES OR PROPERTY MARKERS ARE ENCOUNTERED THE ENGINEER SHALL BE NOTIFIED BEFORE STONES ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND PRESERVE ALL PROPERTY MARKERS UNTIL AN AUTHORIZED SURVEYOR HAS WITNESSED OR REFERENCED THEIR LOCATION.

17. ALL PIPE CULVERTS SHALL BE PRECOATED GALVANIZED CORRUGATED STEEL PIPE.

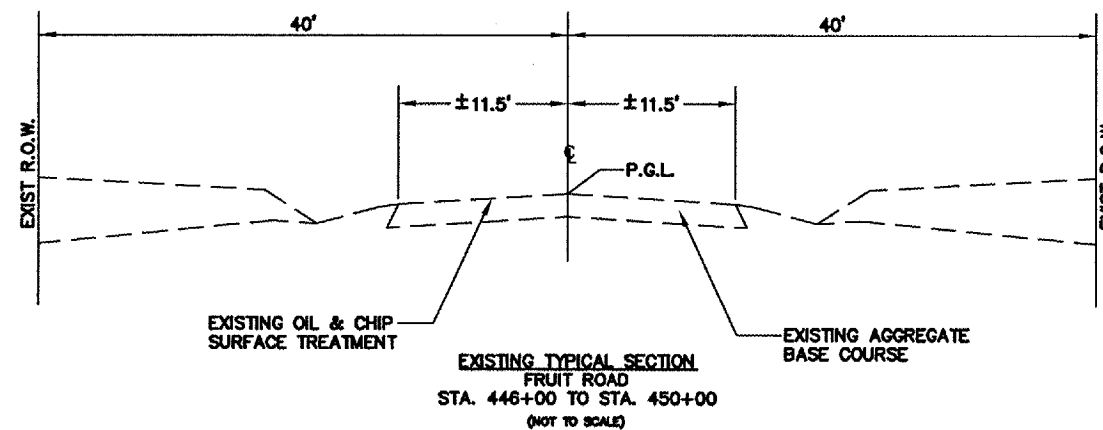
18. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

SUMMARY OF QUANTITIES			
ITEM NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNITS	72
20200100	EARTH EXCAVATION	CU YD	846
20400800	FURNISHED EXCAVATION	CU YD	384
25000200	SEEDING, CLASS 2	ACRE	0.5
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	45
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	45
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	45
25100120	MULCH, METHOD 2	TON	1
25100630	EROSION CONTROL BLANKET	SQ YD	314
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	50
28000300	TEMPORARY DITCH CHECKS	EACH	4
28000400	PERIMETER EROSION BARRIER	FOOT	300
28100107	STONE RIPRAP, CLASS A4	SQ YD	554
28200200	FILTER FABRIC	SQ YD	554
40200100	AGGREGATE SURFACE COURSE, TYPE A	TON	380
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	51
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1
50300225	CONCRETE STRUCTURES	CU YD	42.4
50300280	CONCRETE ENCASEMENT	CU YD	18.5
50400305	PRECAST PRESTRESSED CONCRETE DECK BEAMS (17" DEPTH)	SQ FT	2970
50800105	REINFORCEMENT BARS	POUND	5320
50901050	STEEL RAILING TYPE SM	FOOT	180
51201400	FURNISHING STEEL PILES HP10X42	FOOT	1240
51202305	DRIVING PILES	FOOT	1240
51203400	TEST PILE STEEL HP10X42	EACH	2
51500100	NAME PLATES	EACH	1
542C1069	PIPE CULVERT, CLASS C, TYPE 2, 24"	FOOT	36
58100200	WATERPROOFING MEMBRANE SYSTEM	SQ YD	330
58300100	PORTLAND CEMENT MORTAR FAIRING COURSE	FOOT	900
63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	4
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT)	EACH	4
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	6
67100100	MOBILIZATION	L SUM	1
70103700	TRAFFIC CONTROL COMPLETE	L SUM	1
78200410	GUARD RAIL MARKERS, TYPE A	EACH	8
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4
X5020501	UNDERWATER STRUCTURE EXCAV PROTECTION - LOCATION 1	EACH	1
X5020502	UNDERWATER STRUCTURE EXCAV PROTECTION - LOCATION 2	EACH	1

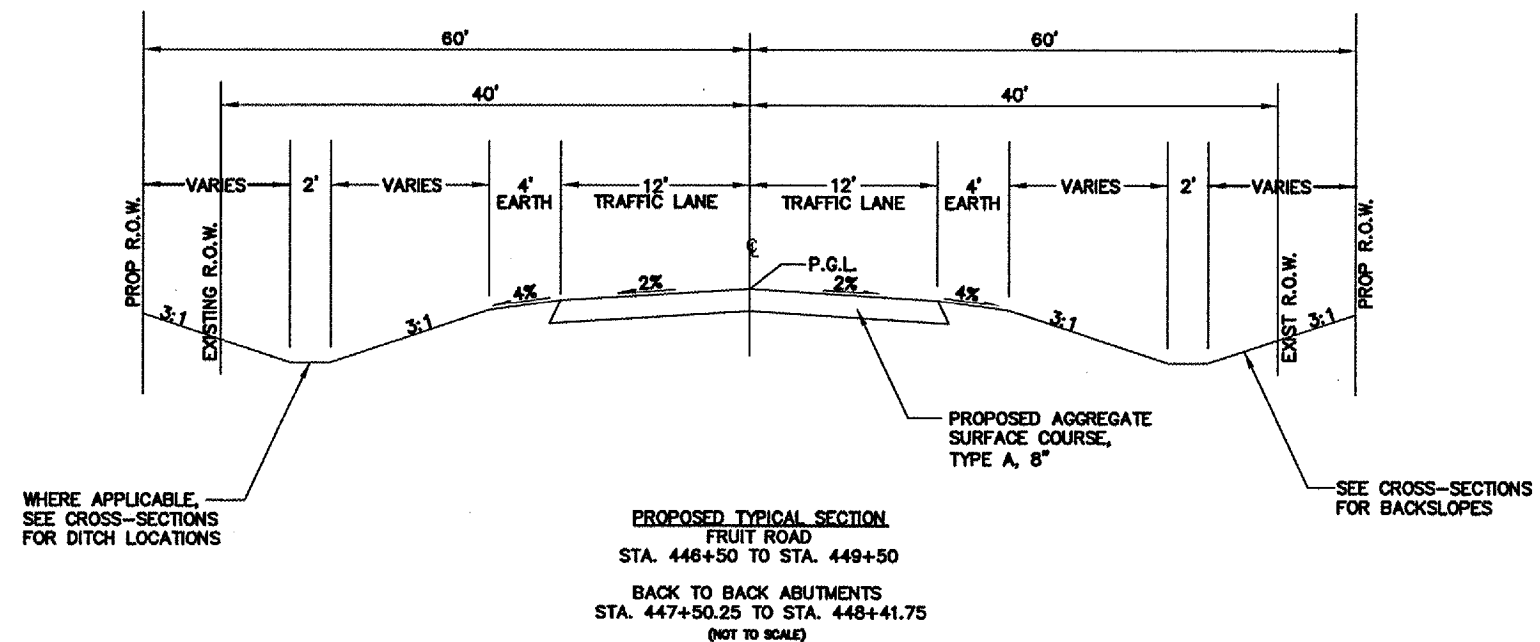
RTE. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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EXISTING SECTIONS



PROPOSED SECTIONS



REMOVAL SCHEDULE

LOCATION	REMOVE EXISTING STRUCTURE (EACH)	TREE REMOVAL (6 TO 15 UNITS DIAMETER) (UNITS)
	50100100	20100110
STA 447+63.19 TO STA 448+36.86	1	
STA 447+50.00, 60.00' LT TO STA 448+50.00, 60.00' LT		72
STA 449+73.44, 35.87' RT TO STA 450+07.43, 36.21' RT		
TOTAL	1	72

SEEDING SCHEDULE

LOCATION	SEEDING CLASS 1 (ACRE)	NITROGEN FERT NUTR (LB)	PHOSPHORUS FERT NUTR (LB)	POTASSIUM FERT NUTR (LB)	MULCH METHOD 2 (TON)
	25000200	25000400	25000400	25000600	25100120
STA 446+00 LT TO STA 447+82 LT	0.10	9.0	9.0	9.0	0.2
STA 446+00 RT TO STA 447+82 RT	0.10	9.0	9.0	9.0	0.2
STA 448+15 LT TO STA 450+00 LT	0.15	13.5	13.5	13.5	0.3
STA 448+15 RT TO STA 450+50 RT	0.15	13.5	13.5	13.5	0.3
TOTAL	0.5	45.0	45.0	45.0	1.0

TEMPORARY EROSION CONTROL SCHEDULE

LOCATION	TEMPORARY EROSION CONTROL SEEDING (LB)	PERIMETER EROSION BARRIER (FOOT)	TEMPORARY DITCH CHECKS (EACH)	EROSION CONTROL BLANKET (SQ YD)
	28000250	28000400	28000300	25100630
STA 446+00 LT TO STA 447+82 LT	10			
STA 446+00 RT TO STA 447+82 RT	10			
STA 446+00 LT TO STA 447+00 LT		100		
STA 446+00 RT TO STA 447+50 RT		150		
STA 448+15 LT TO STA 450+00 LT	15			
STA 448+50 RT TO STA 450+50 RT	15			
STA 448+30 LT TO STA 450+00 LT				170
STA 448+30 RT TO STA 449+74 RT				144
STA 448+50 LT			1	
STA 448+50 RT			1	
STA 449+50 LT			1	
STA 449+50 RT			1	
STA 450+00 RT TO STA 450+50 RT		50		
TOTAL	50	300	4	314

GUARDRAIL SCHEDULE

LOCATION	TRAFFIC BARRIER TERMINAL TYPE 6A (EACH)	TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (TANGENT) (EACH)	TERMINAL MARKER DIRECT APPLIED (EACH)	GUARD RAIL MARKERS TYPE A
	63100087	63100167	78201000	78200410
STA 446+57.75 LT TO STA 447+07.75 LT		1	1	
STA 447+07.75 LT TO STA 447+51.50 LT	1			1
STA 447+51.50 LT TO STA 448+40.50 LT				1
STA 448+40.50 LT TO STA 448+84.25 LT	1			1
STA 448+84.25 LT TO STA 449+34.25 LT		1	1	1
STA 446+57.75 RT TO STA 447+07.75 RT		1	1	1
STA 447+07.75 RT TO STA 447+51.50 RT	1			1
STA 447+51.50 RT TO STA 448+40.50 RT				1
STA 448+40.50 RT TO STA 448+84.25 RT	1			1
STA 448+84.25 RT TO STA 449+34.25 RT		1	1	
TOTAL	4	4	4	8

RIPRAP SCHEDULE

LOCATION	STONE RIPRAP CLASS A4 (SQ YD)	FILTER FABRIC W/ RIPRAP (SQ YD)
	28100107	28200200
STA 447+30 TO STA 448+39 (SUGAR FORK CREEK)	460	460
STA 448+10, 47' LT TO STA 448+40, 47' LT	47	47
STA 448+10, 45' RT TO STA 448+40, 45' RT	47	47
TOTAL	554	554

PIPE SCHEDULE

LOCATION	PIPE CULVERT CL. C, TYPE 2, 24" (FOOT)
	542C1069
STA 449+74, 38.7' RT TO STA 450+10, 38.0' RT	36
TOTAL	36

AGGREGATE SCHEDULE

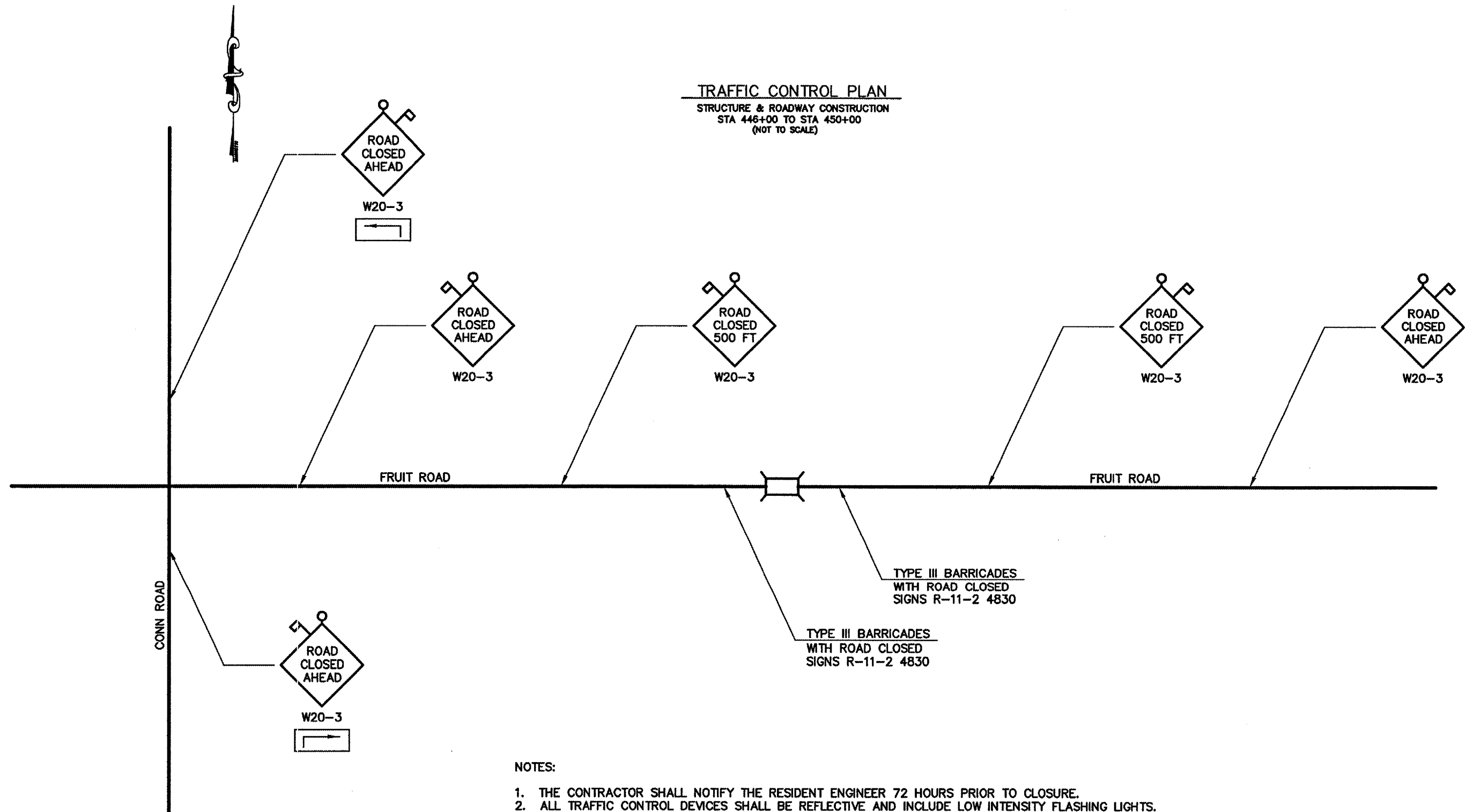
LOCATION	AGGREGATE SURFACE COURSE TYPE A, 8" (TON)
	40200100
FRUIT ROAD:	
STA 446+00.00 TO STA 447+50.25	185
STA 448+41.75 TO STA 450+00.00	195
TOTAL	380

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TRAFFIC CONTROL PLAN

STRUCTURE & ROADWAY CONSTRUCTION
STA 446+00 TO STA 450+00
(NOT TO SCALE)



NOTES:

1. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER 72 HOURS PRIOR TO CLOSURE.
2. ALL TRAFFIC CONTROL DEVICES SHALL BE REFLECTIVE AND INCLUDE LOW INTENSITY FLASHING LIGHTS.
3. LOCATION OF TRAFFIC CONTROL DEVICES SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT.
4. THE CONTRACTOR SHALL MAINTAIN TEMPORARY ACCESS TO DRIVEWAYS AFFECTED BY CONSTRUCTION.
5. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.
6. TRAFFIC CONTROL SHALL CONFORM TO IDOT HIGHWAY STANDARDS: 702001-06, B.L.R. 21-6

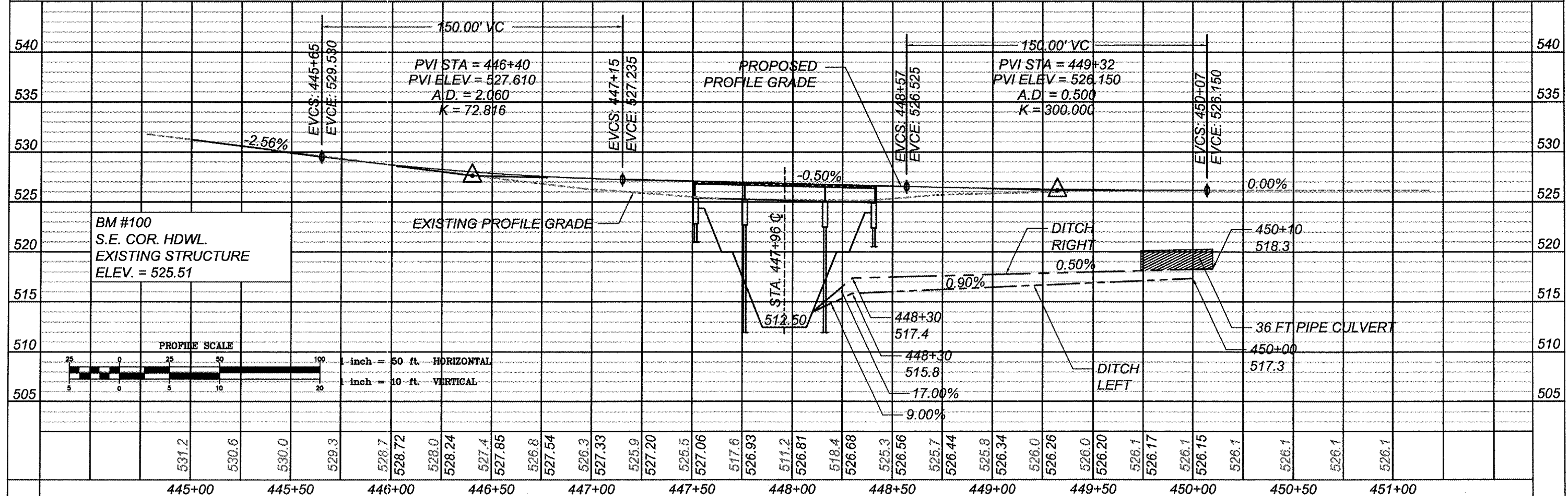
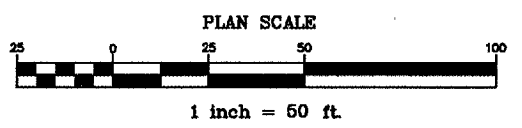
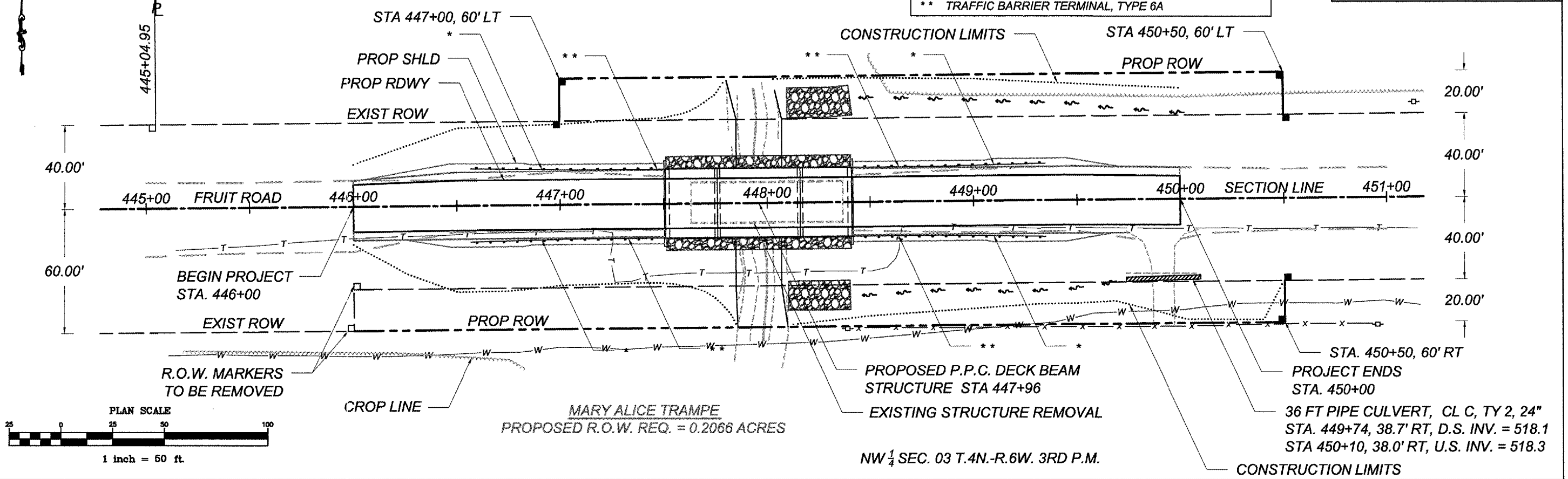
SE 1/4 SW 1/4 SEC. 34 T.5N.-R.6W. 3RD P.M.

FRANK J. ERNESTINE A. KURWICKI, TRUSTEES
PROPOSED R.O.W. REQ. = 0.1607 ACRES

LEGEND

- * TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL TANGENT
- ** TRAFFIC BARRIER TERMINAL, TYPE 6A

RTE. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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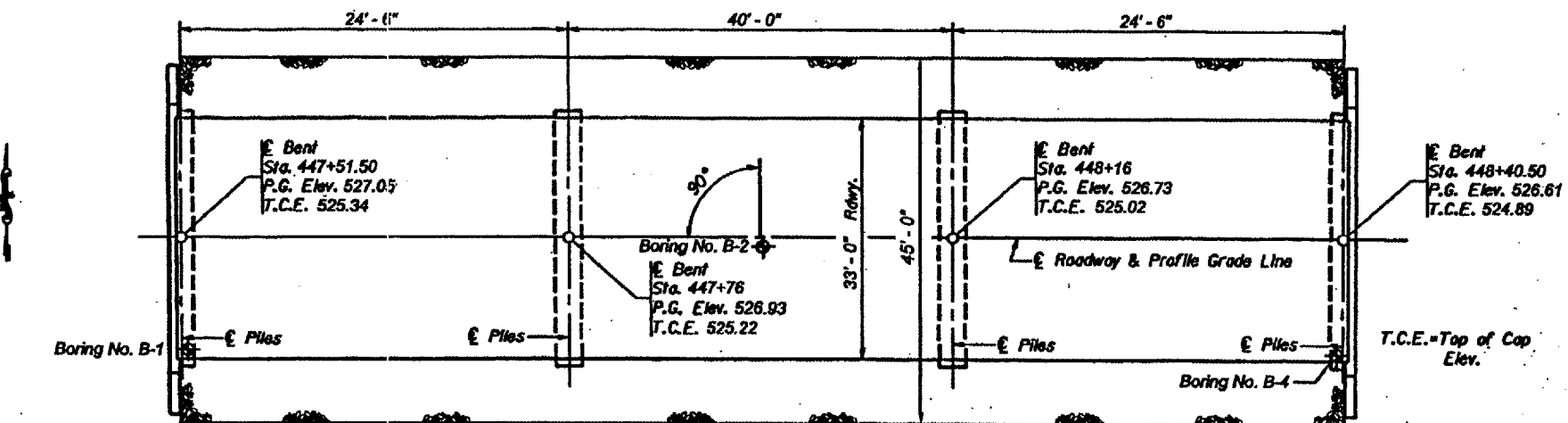
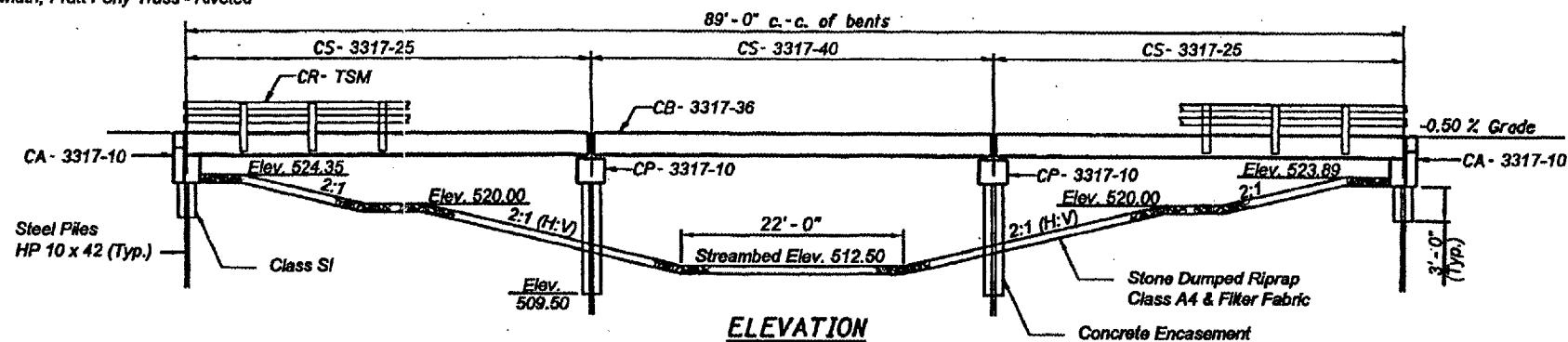
B.M. - On S.E. Headwall Corner of Existing Structure Elev 525.51

Existing Structure - S.N. 060-3045, Built in 1954, 4 Panels @ 70'-0" c. to c. end bearings, 20'-0" o. to o. width, Pratt Pony Truss - Riveted

Salvage - None

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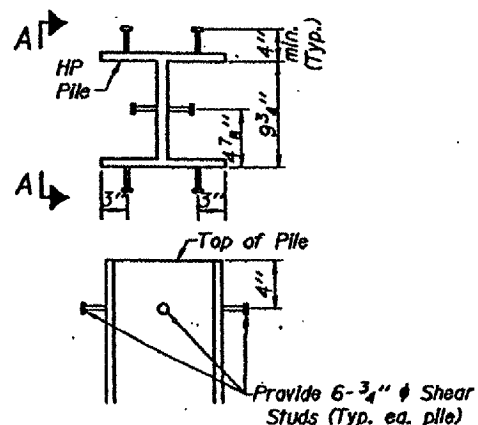
GENERAL NOTES

- The steel H-Piles shall be according to AASHTO M270 Grade 50.
- The Test Pile(s) shall be driven to 110 percent of the nominal required bearing indicated in the pile data information.
- See Special Provisions for boring logs.

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub.		Total
			Piers	Abuts.	
Removal of Existing Structures	Each	1		2	1
Hot Mix Asphalt	Ton	56			56
Waterproofing Membrane System	Sq. Yd.	330.1			330.1
Concrete Structures	Cu. Yd.		20.4	22	42.4
Precast Prestressed Concrete Deck Beams (17" Depth)	Sq. Ft.	2970			2970
Steel Railing, Type SM	Foot	180			180
Reinforcement Bars	Pound		2460	2860	5320
Furnishing Steel Piles HP 10x42	Foot		558	682	1240
Driving Piles	Foot		558	682	1240
Test Piles Steel HP 10x42	Each		1	1	2
Name Plates	Each			1	1
Concrete Encasement	Cu. Yd.		14.3	4.2	18.5
Portland Cement Mortar Fairing Course	Foot	900			900

PLAN



**VIEW A-A
PILE STUDS DETAIL**

Provide 3/4" granular or solid flux filled headed studs conforming to article 1006.32 of the standard specifications automatically end welded to piling. Cost shall be incidental to the cost of furnishing piles.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications - 17th ed.

LOADING HS20-44

Allow 25#/sq. ft. for future wearing surface.

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.09
Site Coefficient (S) = 1.5

PILE DATA (2-PIERS)

Pile Type & Size: HP 10 x 42
Nominal Required Bearing: 135 Tons
Allowable Resistance Available: 45 Tons
Estimated Pile Length: 62 Feet
Number of Production Piles: 9
Number of Test Piles: 1

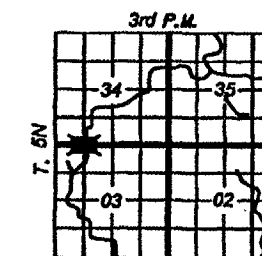
PILE DATA (2-ABUTS.)

Pile Type & Size: HP 10 x 42
Nominal Required Bearing: 75 Tons
Allowable Resistance Available: 25 Tons
Estimated Pile Length: 62 Feet
Number of Production Piles: 11
Number of Test Piles: 1

STATION 447+96
SUGAR FORK CREEK
SEC. 04-00176-00-BR BUILT 2007
ROAD DIST. 08
MADISON COUNTY
LOADING HS20
STR. NO. 060-3343

LETTERING FOR NAME PLATE

Locate Name Plate at Southwest Corner of Bridge (See Std. CN)



LOCATION SKETCH

WATERWAY INFORMATION

Drainage Area = 9.35 Sq Mi		Low Grade Elev. = 512.50 @ Sta. 447+96							
Flood Yr.	0	Opening C.F.S.	Sq. Ft.	Nat. H.W.E.	Head - Ft.	Headwater El.	Existing	Prop.	Existing
Design	20	1922	441	431	523.12	523.42	523.42	523.12	523.12
Base	100	2828	481	490	523.95	524.39	524.39	523.95	523.95
Overlapping									
Max. Calc.	500	3697		560					

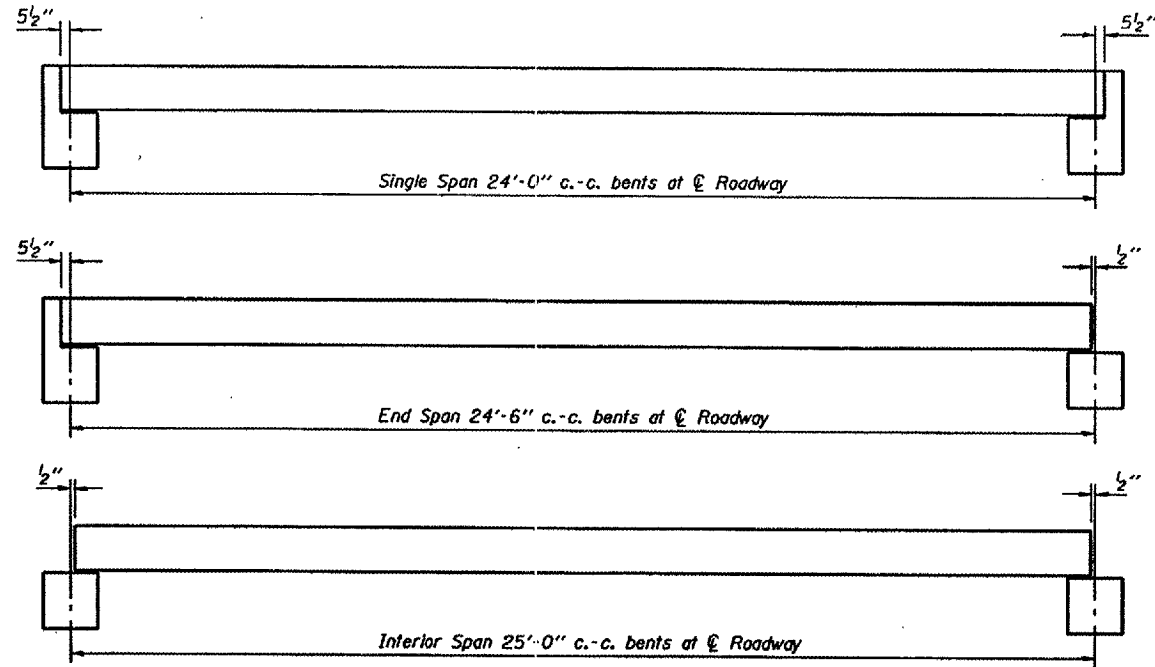
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- Standard CS-3317-40
- Standard CB-3317-36
- Standard CA-3317-10
- Standard CP-3317-10
- Standard CR-TSM
- Standard CN
- Standard CX-1

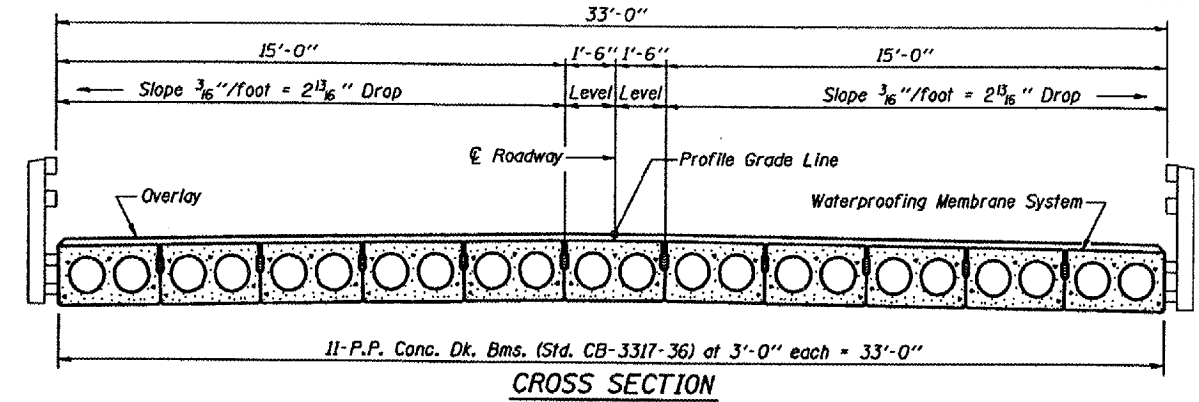
GENERAL PLAN & ELEVATION

ROUTE
OVER SUGAR FORK CREEK
SECTION 04-00176-00-BR
MADISON COUNTY
STATION 447+96

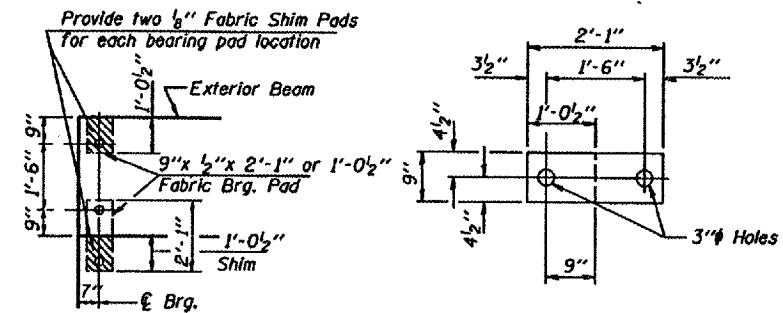
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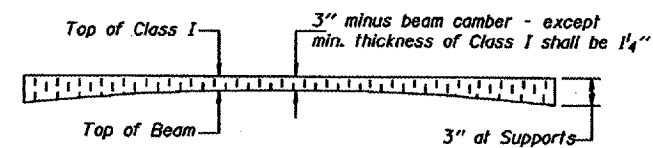
TYPICAL ELEVATIONS



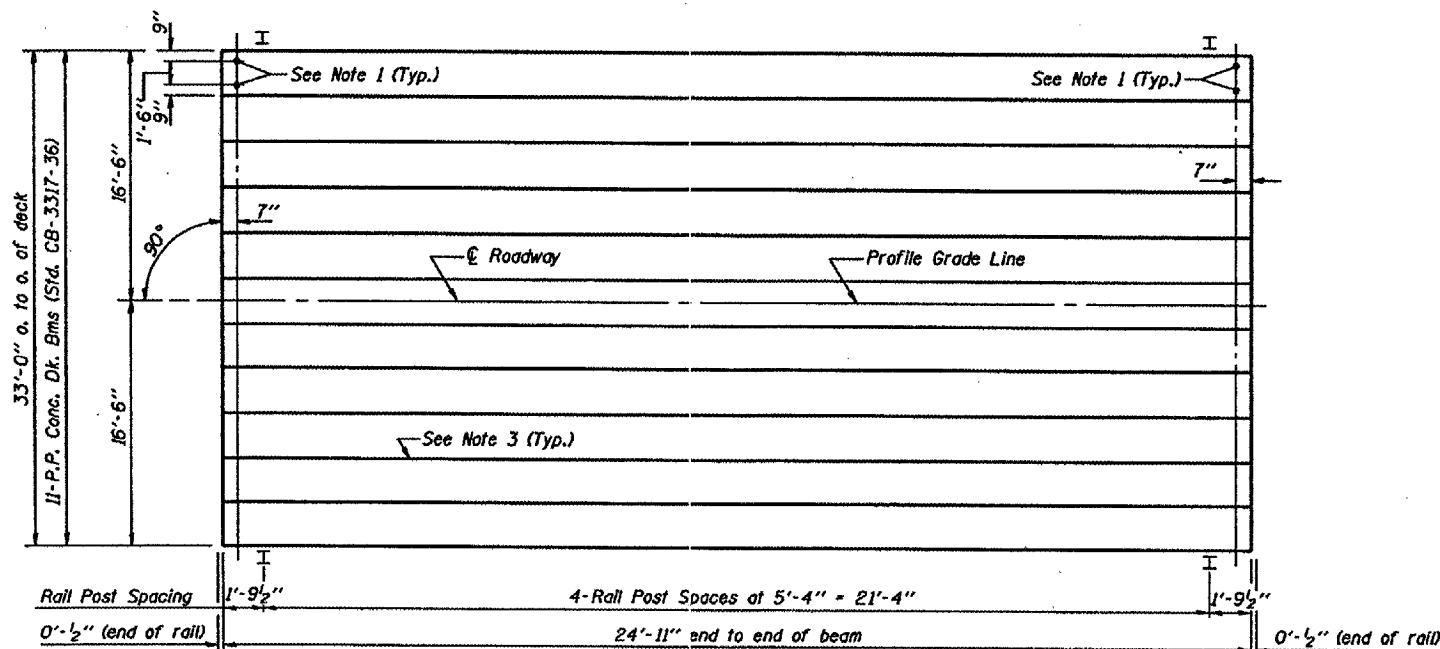
CROSS SECTION



1/2" FABRIC BRG. PAD DETAILS



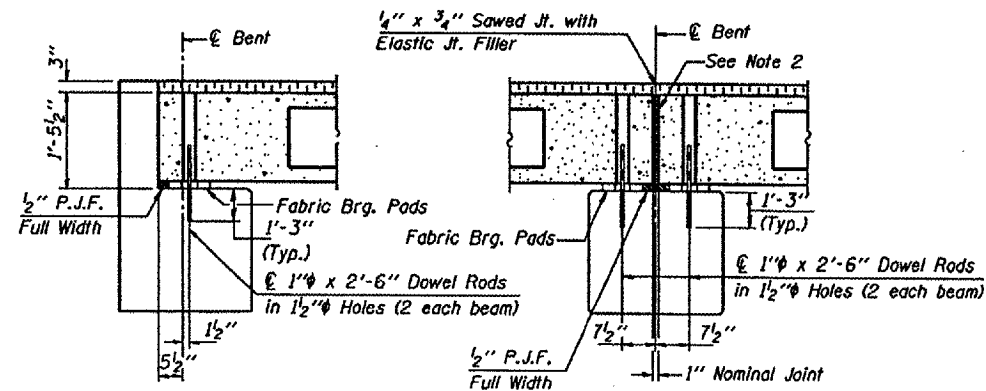
PROFILE OF OVERLAY



PLAN

NOTES

1. After beams have been erected, holes shall be drilled into substructure and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure min. 24 hrs. prior to grouting the shear keys.
2. Nominal 1" joint at â Pier shall be filled with non-shrink grout.
3. Longitudinal keys shall be grouted.



SECTION AT ABUTS.
(Along â Beams)

SECTION AT PIERS
(Along â Beams)

QUANTITIES FOR ONE SPAN

P.P. Conc. Dk. Bm. 17" Dp.	825 Sq. Ft.
Steel Rolling	50 Ft.
Waterproofing Membrane System	91.7 Sq. Yds.
Portland Cement Mortar	250 Ft.
Fairing Course	

Note: Quantity of overlay for one span = 14.9 Tons

P.P.C. DECK BEAM SUPERSTRUCTURE			
33' RDWY.	17" BMS.	25' SPAN	0° SKEW
STANDARD CS-3317-25			

Illinois Department of Transportation

PASSED APRIL 4, 2005

Theresa J. [Signature]

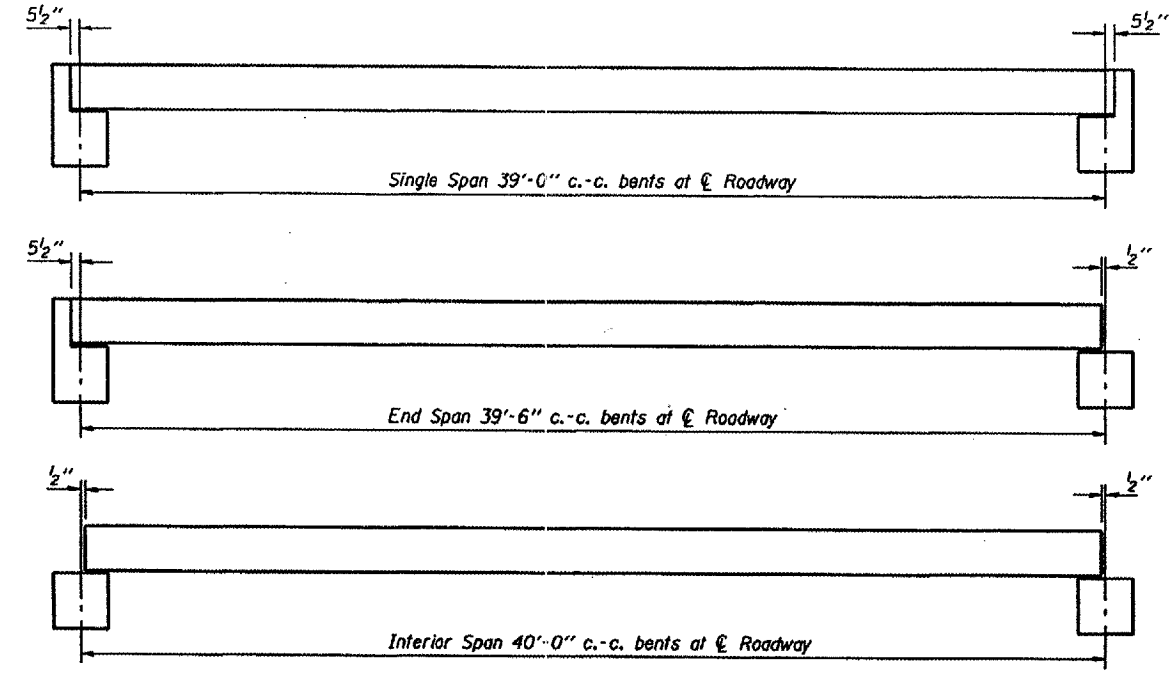
Engineer of Bridge Design

APPROVED APRIL 4, 2005

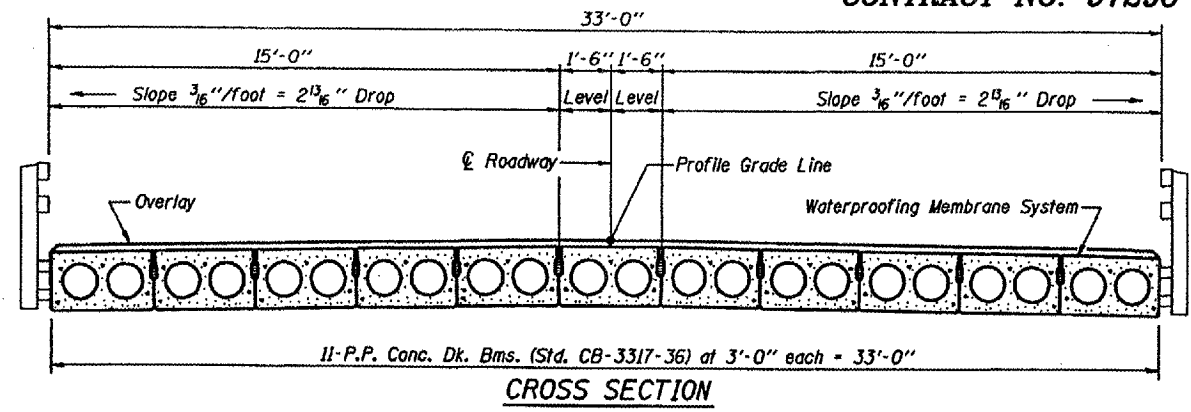
Ralph E. [Signature]

Engineer of Bridges and Structures

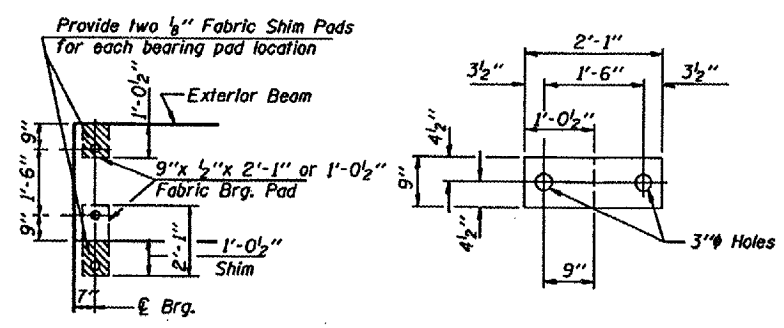
CONTRACT NO. 97296



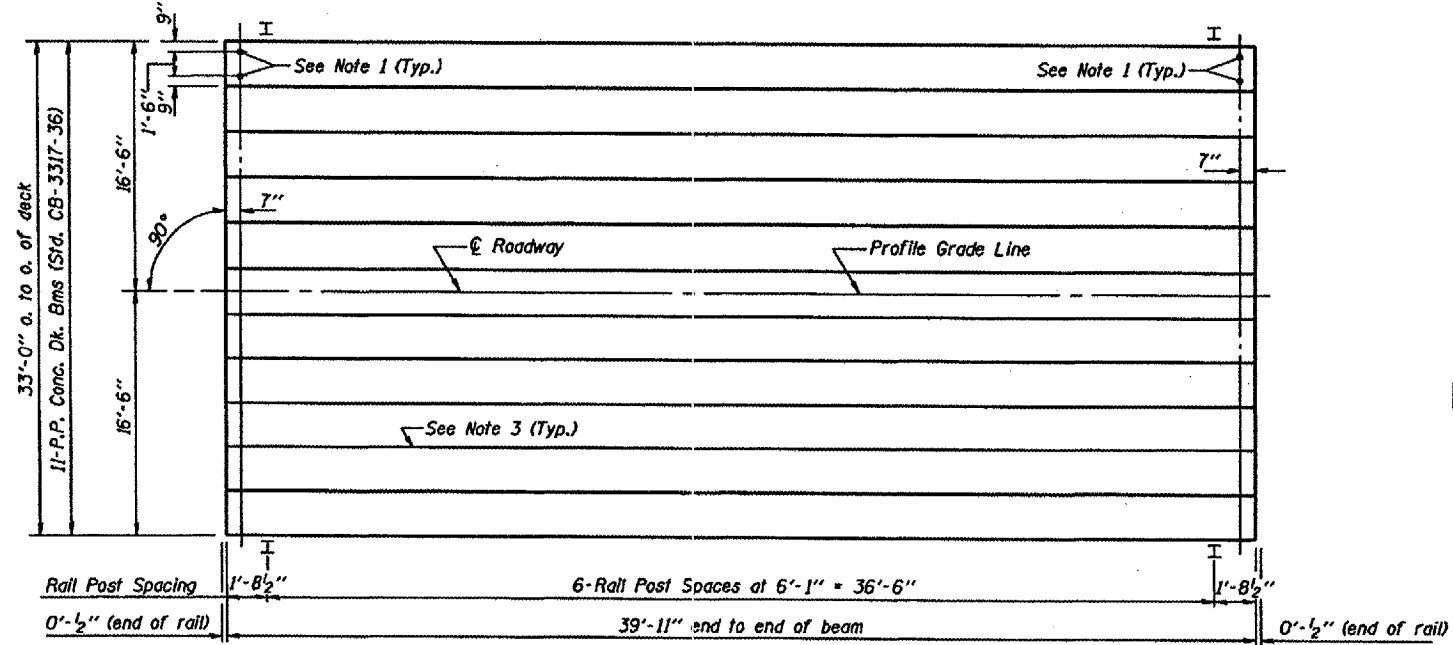
TYPICAL ELEVATIONS



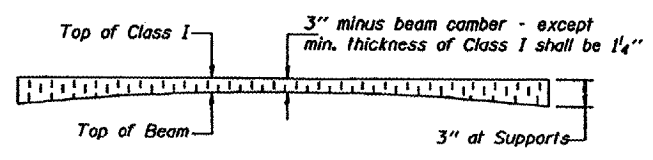
CROSS SECTION



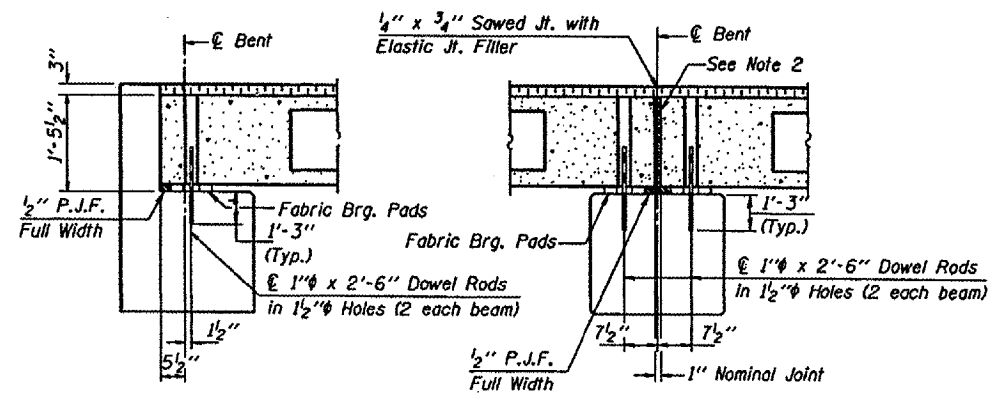
1/2" FABRIC BRG. PAD DETAILS



PLAN



PROFILE OF OVERLAY



SECTION AT ABUTS. (Along \bar{C} Beams)

SECTION AT PIERS (Along \bar{C} Beams)

NOTES

1. After beams have been erected, holes shall be drilled into substructure and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure min. 24 hrs. prior to grouting the shear keys.
2. Nominal 1" joint at \bar{C} Pier shall be filled with non-shrink grout.
3. Longitudinal keys shall be grouted.

QUANTITIES FOR ONE SPAN

P.P. Conc. Dk. Bm. 17" Dp.	1320 Sq. Ft.
Steel Railing	80 Ft.
Waterproofing Membrane System	146.7 Sq. Yds.
Portland Cement Mortar	400 Ft.
Fairing Course	

Note: Quantity of overlay for one span = 20.6 Tons

P.P.C. DECK BEAM SUPERSTRUCTURE			
33' RDWY.	17" BMS.	40' SPAN	0° SKEW
STANDARD CS-3317-40			

Illinois Department of Transportation

PASSED APRIL 4, 2005

Theresa J. Nemes

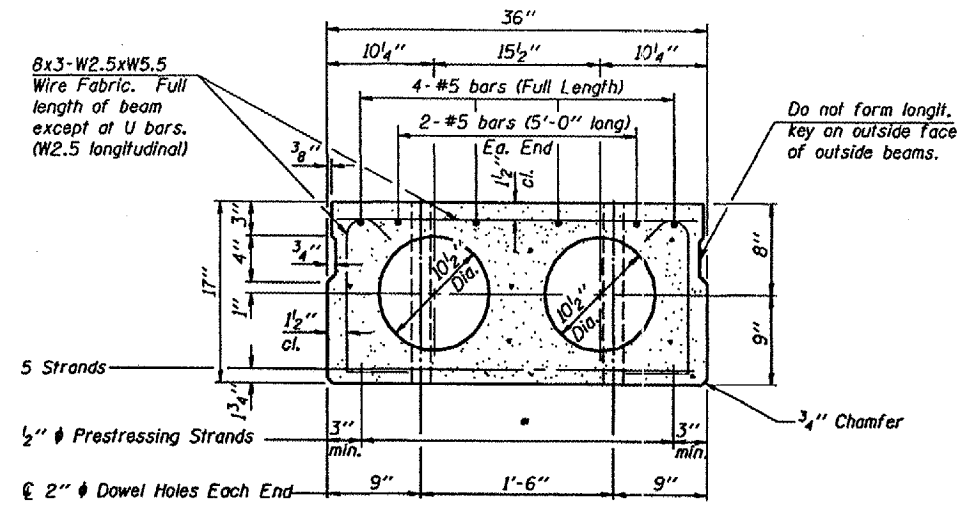
Engineer of Bridge Design

APPROVED APRIL 4, 2005

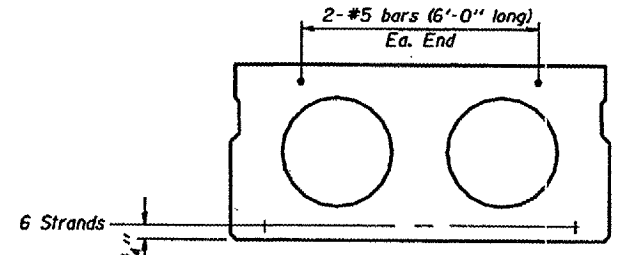
Robert E. Anderson

Engineer of Bridges and Structures

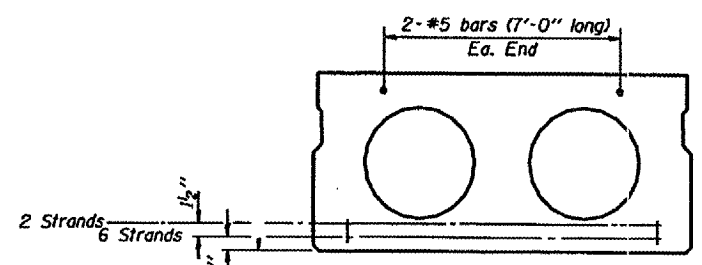
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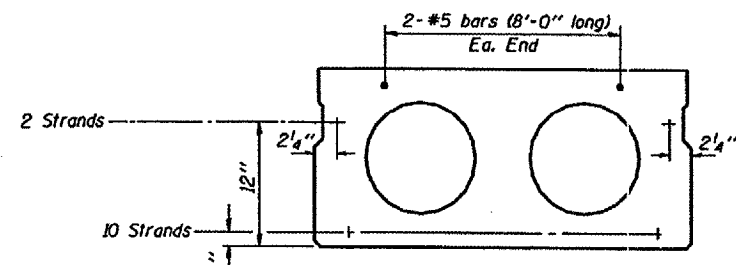
CROSS SECTION
(25' SPAN)



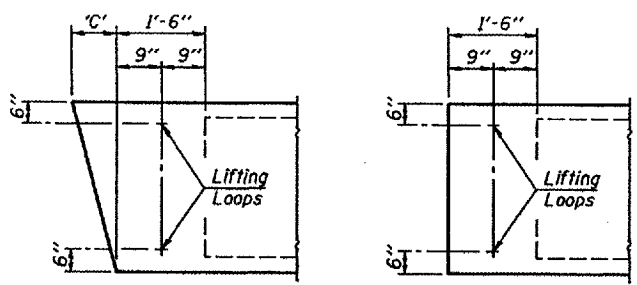
CROSS SECTION
(30' SPAN)



CROSS SECTION
(35' SPAN)



CROSS SECTION
(40' SPAN)



END BLOCK DETAILS

Each beam shall have four Lifting Loops, two at each end of beam cast in locations shown above. Loops shall be burned off after beams have been erected.

DIMENSION 'C'

Skew Angle 'D'	0°	5°	10°	15°	20°	25°	30°
Dimension 'C' (Inches)	0	3/8	6 3/8	9 5/8	13 3/8	16 3/4	20 3/4

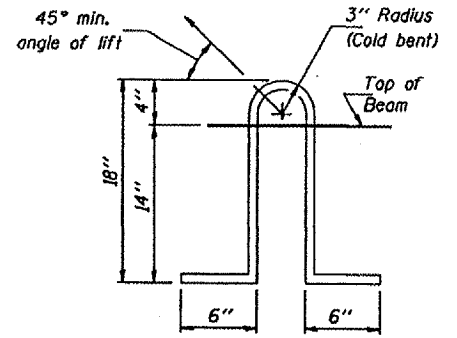
* TRANSVERSE STRAND PLACEMENT GUIDELINES

1. Place strands symmetrically about centerline of beam.
2. The minimum distance from center to center of strands in all directions shall be 2".
3. The minimum clearance from strand to dowel hole shall be 1/2".
4. The minimum clearance from strand to void shall be 1 1/2".

Vertical placement of strands shall not be adjusted to satisfy the above guidelines.

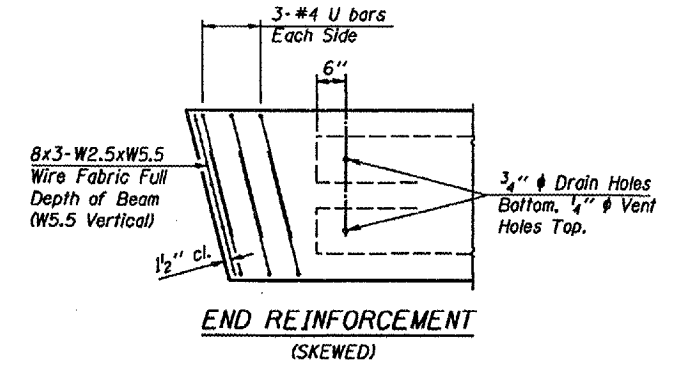
NOTES

1. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270.
2. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 square inches.
3. Reinforcement bars shall conform to the requirements of AASHTO M-31 or M-322, Grade 60.
4. Rail Post anchor devices shall be cast into outside beam as elsewhere specified.
5. When a Waterproofing Membrane System is specified, the top surface of the beams shall be screeded with a straightedge and finished with a hand float. The finished surface shall be free of depressions or high spots with sharp corners and the top edge of keys shall be rounded or chamfered a minimum of 1/4".
6. Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between the top of the beam and the bottom edge of the key.

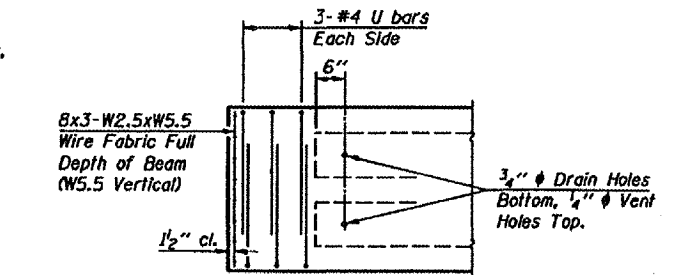


LIFTING LOOP DETAIL

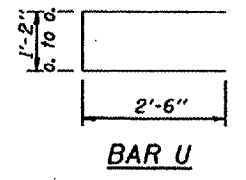
Lifting loops shall be 2 1/2 #270 kst strands, as shown. Alternate approved lifting devices are also acceptable.



END REINFORCEMENT
(SKEWED)



END REINFORCEMENT
(RIGHT ANGLE)



BAR U

MIN. BAR LAP

*5 bars = 1'-8"

DESIGN STRESSES

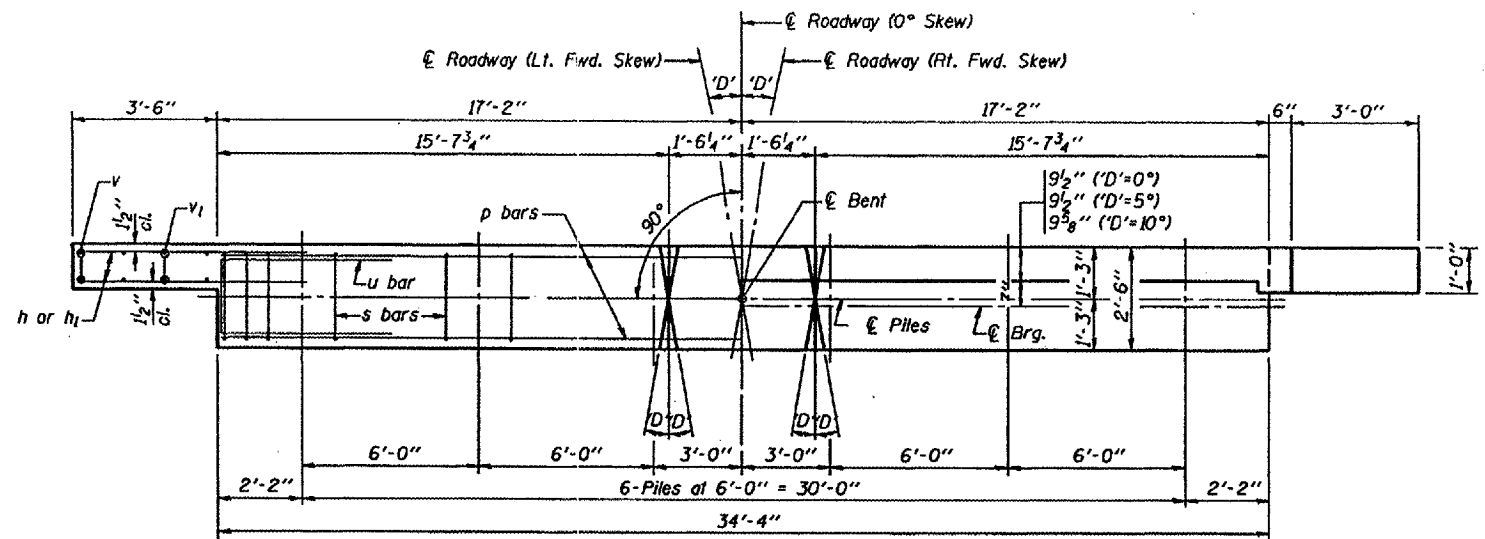
- $f'_c = 5,000$ p.s.i.
- $f'_d = 4,000$ p.s.i.
- $f'_s = 270,000$ p.s.i. (1/2" # Strand)
- $f'_d = 201,960$ p.s.i. (1/2" # Strand)
- $f_y = 60,000$ p.s.i.

Illinois Department of Transportation
 PASSED APRIL 4, 2005
 Engineer of Bridge Design
 APPROVED APRIL 4, 2005
 Engineer of Bridges and Structures

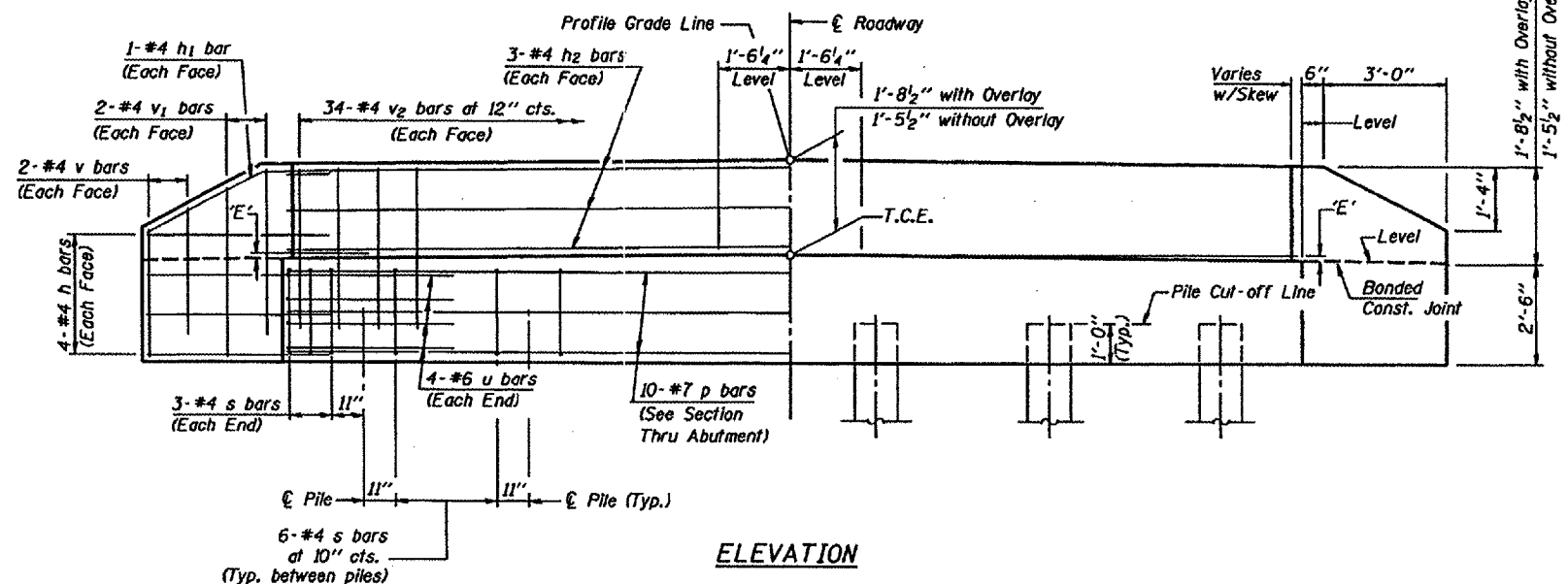
NOTE
 The std. reinf. and dimensions shown on the 25' span cross section is typical for all spans, except as shown.

P.P.C. DECK BEAM DETAILS
 33' ROADWAY | 17" x 36" BEAMS
 STANDARD CB-3317-36

CONTRACT NO. 97296



PLAN
(D'=Designated Skew Angle)



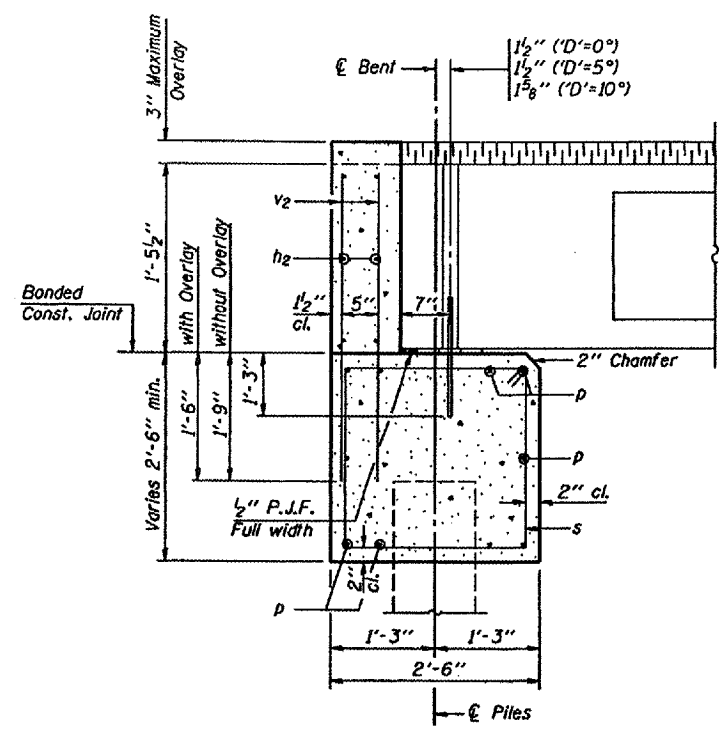
ELEVATION

DIMENSION 'E'

GRADE	'D'=0°		'D'=5°		'D'=10°	
	UPGRADE END	DOWNGRADE END	UPGRADE END	DOWNGRADE END	UPGRADE END	DOWNGRADE END
0%	2 7/8"	2 7/8"	2 7/8"	2 7/8"	2 7/8"	2 7/8"
Over 0% to 1%	2 7/8"	2 7/8"	2 7/8"	3"	2 3/4"	3"
Over 1% to 2%	2 7/8"	2 7/8"	2 5/8"	3 1/8"	2 3/8"	3 3/8"
Over 2% to 3%	2 7/8"	2 7/8"	2 1/2"	3 3/8"	2 1/8"	3 3/4"
Over 3% to 4%	2 7/8"	2 7/8"	2 3/8"	3 1/2"	1 3/4"	4"

NOTES

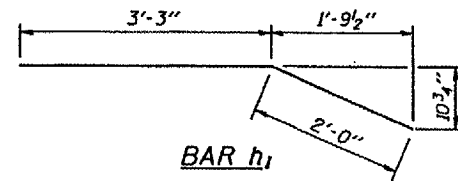
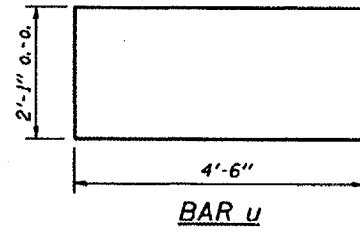
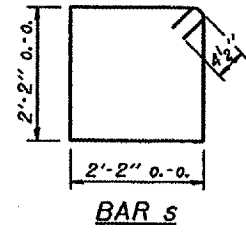
- The Backwall and the portion of the Wingwalls above the bonded construction joint shall be cast against the in-place beam.
- Reinforcement bars shall conform to the requirements of A.A.S.H.T.O. M-31 or M-322, Grade 60.
- Space reinforcement in cap to miss anchor bolts.



SECTION THRU ABUTMENT
(At Right Angles)

BILL OF MATERIAL FOR ONE ABUTMENT

Bar	No.	Size	Length	Shape
h	16	#4	5'-0"	—
h1	4	#4	5'-3"	—
h2	6	#4	34'-0"	—
p	10	#7	34'-0"	—
s	36	#4	9'-5"	□
u	8	#6	11'-1"	□
v	8	#4	2'-6"	—
v1	8	#4	3'-5"	—
v2	68	#4	3'-1"	—
Concrete Structures			11.0 Cu. Yds.	
Reinforcement Bars			1430 Lb.	



MAXIMUM PILE LOADS

SPAN	TONS
25'	25
30'	25
35'	25
40'	25

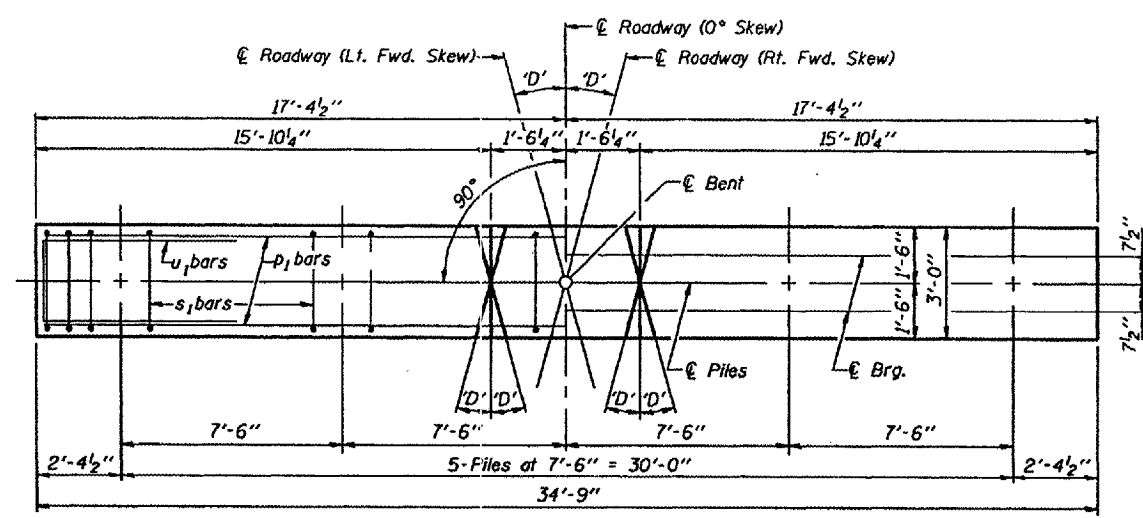
DESIGN STRESSES

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi

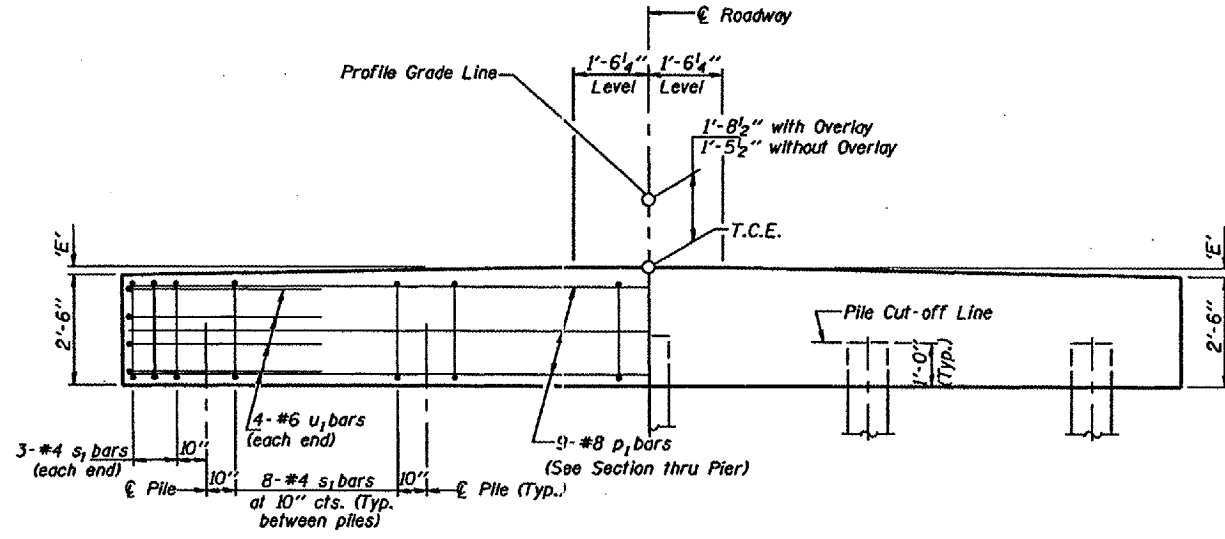
Illinois Department of Transportation
PASSED APRIL 4, 2005
Theresa S. Romagosa
Engineer of Bridge Design
APPROVED APRIL 4, 2005
Ralph E. Anderson
Engineer of Bridges and Structures

P.P.C. DECK BEAMS
PILE BENT ABUTMENT
33' RDWY. 17" BMS. 'D'=0°, 5° OR 10°
STANDARD CA-3317-10

CONTRACT NO. 97296



PLAN
(D = Designated Skew Angle)



ELEVATION

DIMENSION 'E'

GRADE	D=0°		D=5°		D=10°	
	UPGRADE END	DOWNGRADE END	UPGRADE END	DOWNGRADE END	UPGRADE END	DOWNGRADE END
0%	2 7/8"	2 7/8"	2 7/8"	2 7/8"	2 7/8"	2 7/8"
Over 0% to 1%	2 7/8"	2 7/8"	2 7/8"	3"	2 3/4"	3"
Over 1% to 2%	2 7/8"	2 7/8"	2 5/8"	3 1/8"	2 3/8"	3 3/8"
Over 2% to 3%	2 7/8"	2 7/8"	2 5/8"	3 3/8"	2 3/8"	3 3/4"
Over 3% to 4%	2 7/8"	2 7/8"	2 3/8"	3 1/2"	1 3/4"	4"

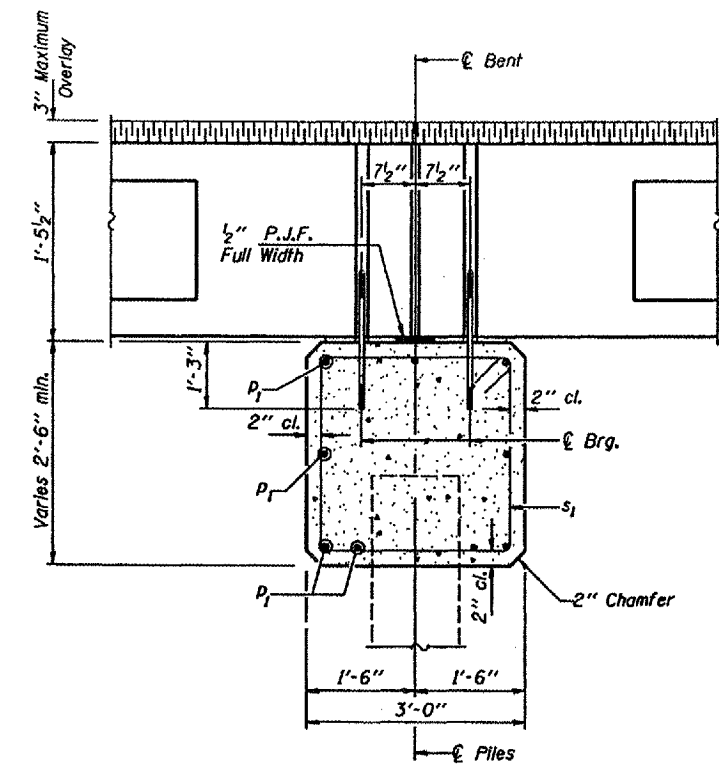
MAXIMUM PILE LOADS

SPAN	TONS
25'	32
30'	37
35'	41
40'	45

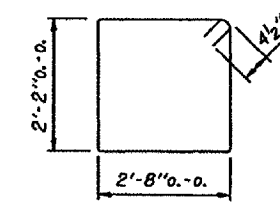
Longer of Either Span Supported by Pier.

DESIGN STRESSES

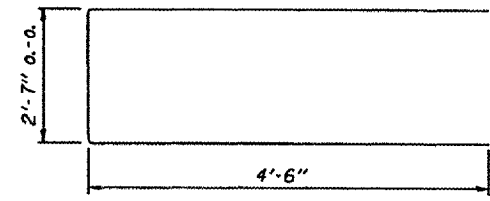
f'c = 3,500 psi
fy = 60,000 psi



SECTION THRU PIER
(At Right Angles)



BAR s₁



BAR u₁

BILL OF MATERIAL FOR ONE PIER

Bar	No.	Size	Length	Shape
p ₁	9	#8	34'-5"	—
s ₁	38	#4	10'-5"	□
u ₁	8	#6	11'-7"	▭
Concrete Structures			10.2	Cu. Yds.
Reinforcement Bars			1230	Lb.

NOTE

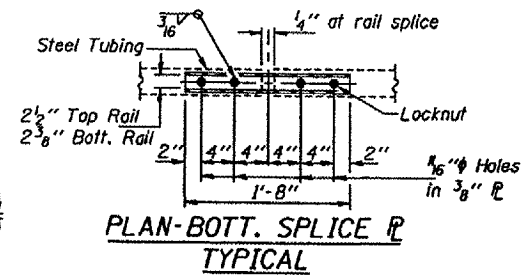
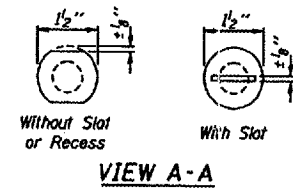
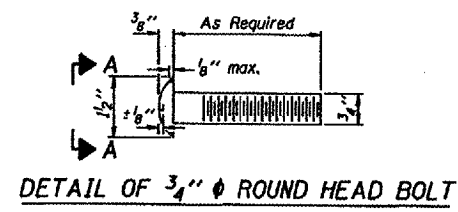
Reinforcement bars shall conform to the requirements of A.A.S.H.T.O. M-31 or M-322, Grade 60.

P.P.C. DECK BEAMS		
PILE BENT PIER		
33' RDWY.	17" BMS.	D=0°, 5° OR 10°
STANDARD CP-3317-10		

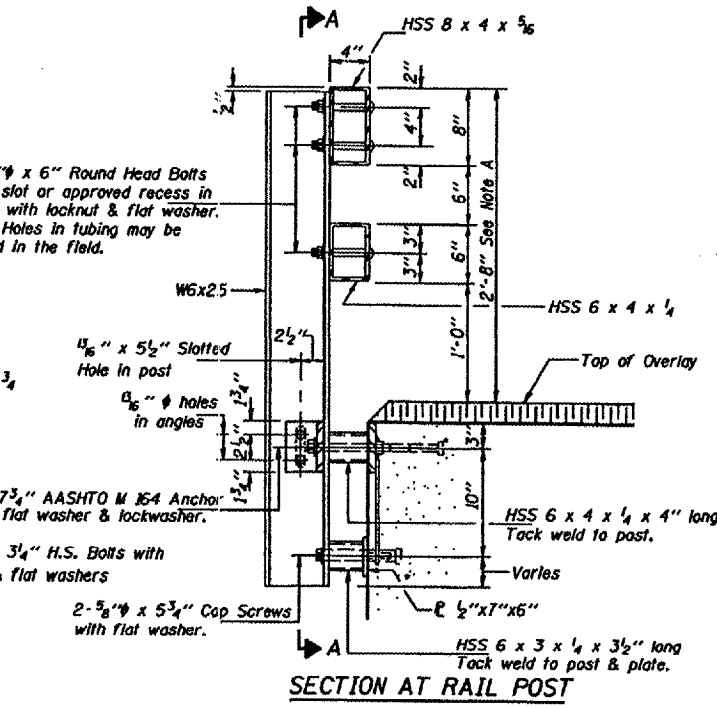
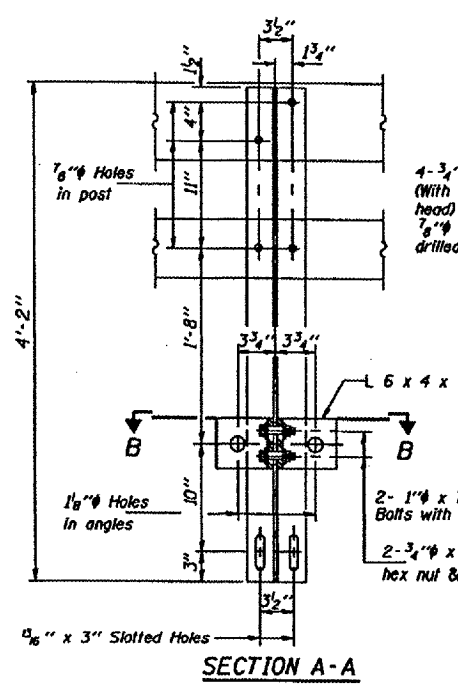
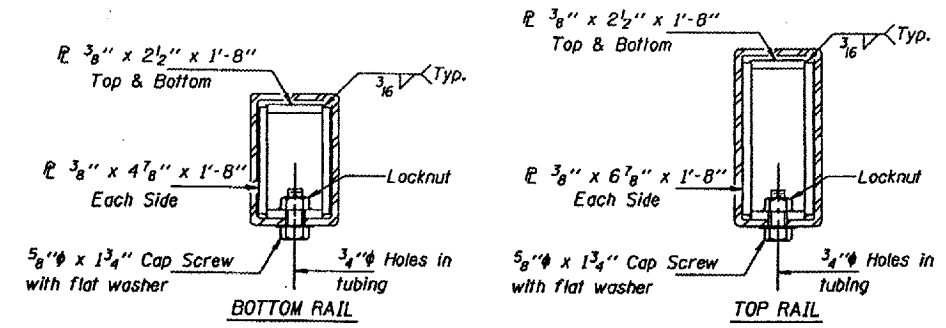
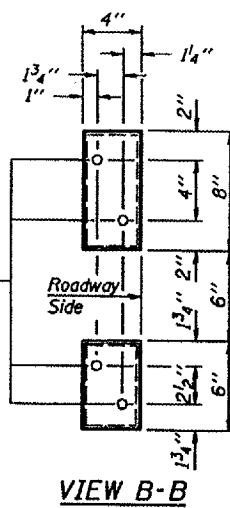
Illinois Department of Transportation

PASSED APRIL 4, 2005
Thomas S. Nungesser
 Engineer of Bridge Design

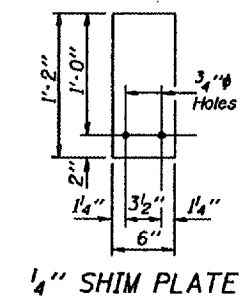
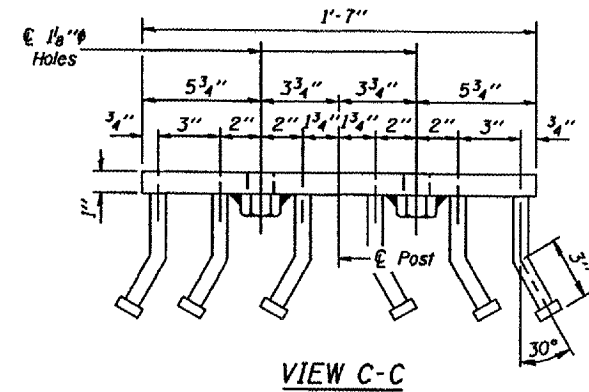
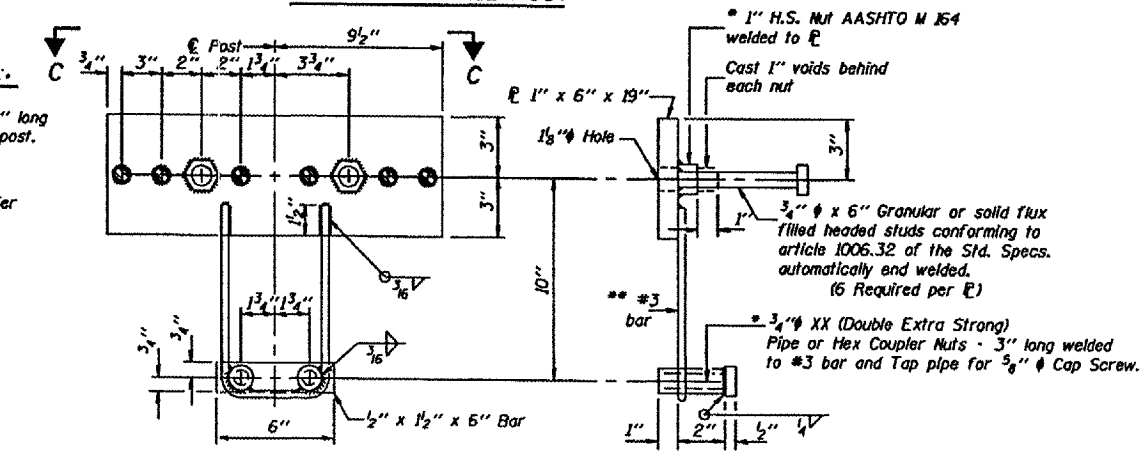
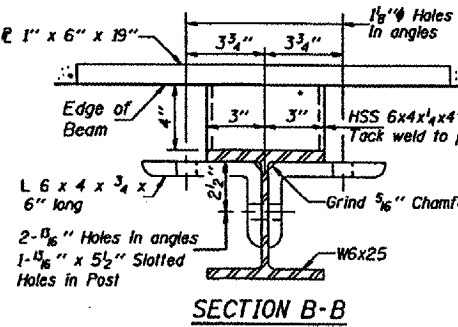
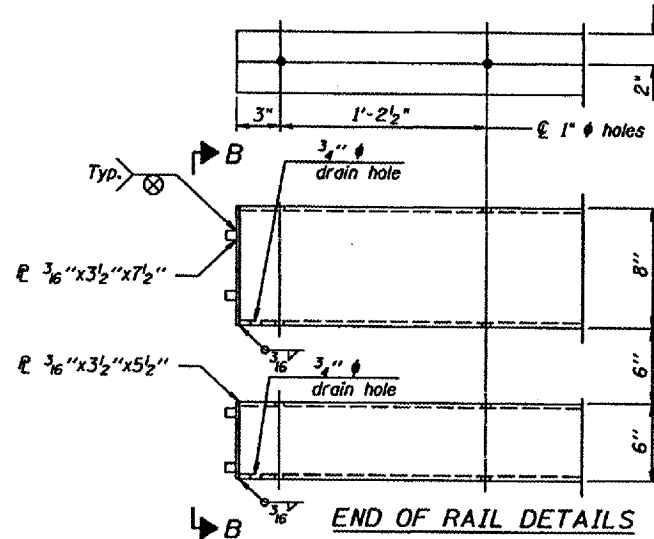
APPROVED APRIL 4, 2005
Ralph E. Anderson
 Engineer of Bridges and Structures



4 - 5/8" reduced base welded studs. Provide 4 - 5/8" washers and self-locking nuts or nuts and jam nuts for guardrail connection shown on Std. 631032



Note A: Where no overlay is to be provided, adjust top of rail to lay parallel to grade 2'-10" max. above top of beam



NOTES

Hollow structural steel tubing shall conform to the requirements of ASTM designation A 500 Grade B Structural Steel Tubing and shall meet the longitudinal CVN requirements of 15 ft-lbs at 0° F.

All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36 except posts and angles shall conform to AASHTO M 270, Grade 50.

Bolts, cap screws, and nuts shall conform to the requirements of ASTM designation A 307 except for high strength bolts, nuts and washers noted which shall conform to AASHTO M 164.

All bolts, nuts, cap screws, washers and lock washers shall be galvanized according to AASHTO M 232.

All posts, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385. Galvanized rail shall not be painted.

Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot for STEEL RAILING, TYPE SM.

All field drilled holes shall be coated with an approved zinc rich paint before erection.

For multi-span bridges, sufficient 1/4" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost included with STEEL BRIDGE RAIL, TYPE SM.

The 1/2" x 7" x 6" plates that come in contact with concrete shall receive two coats of asphalt paint conforming to Section 1060.07 Type II or place 1/8" fabric bearing pads between the plates and concrete.

The 3/4" high strength bolts used to connect the 6 x 4 x 3/4 angles to the post shall be tightened according to Article 505.04(FX2) of the Standard Specifications. The 1" high strength bolts connecting the angles to the concrete shall be tightened to a snug fit and given an additional 1/2 turn. The 5/8" cap screws in bottom of posts shall be tightened to a snug fit only.

The Maximum allowable rail post spacing shall be 6'-3".

Illinois Department of Transportation

PASSED APRIL 4, 2005

Theresa J. Nema (Signature)

Engineer of Bridge Design

APPROVED APRIL 4, 2005

Ralph C. (Signature)

Engineer of Bridges and Structures

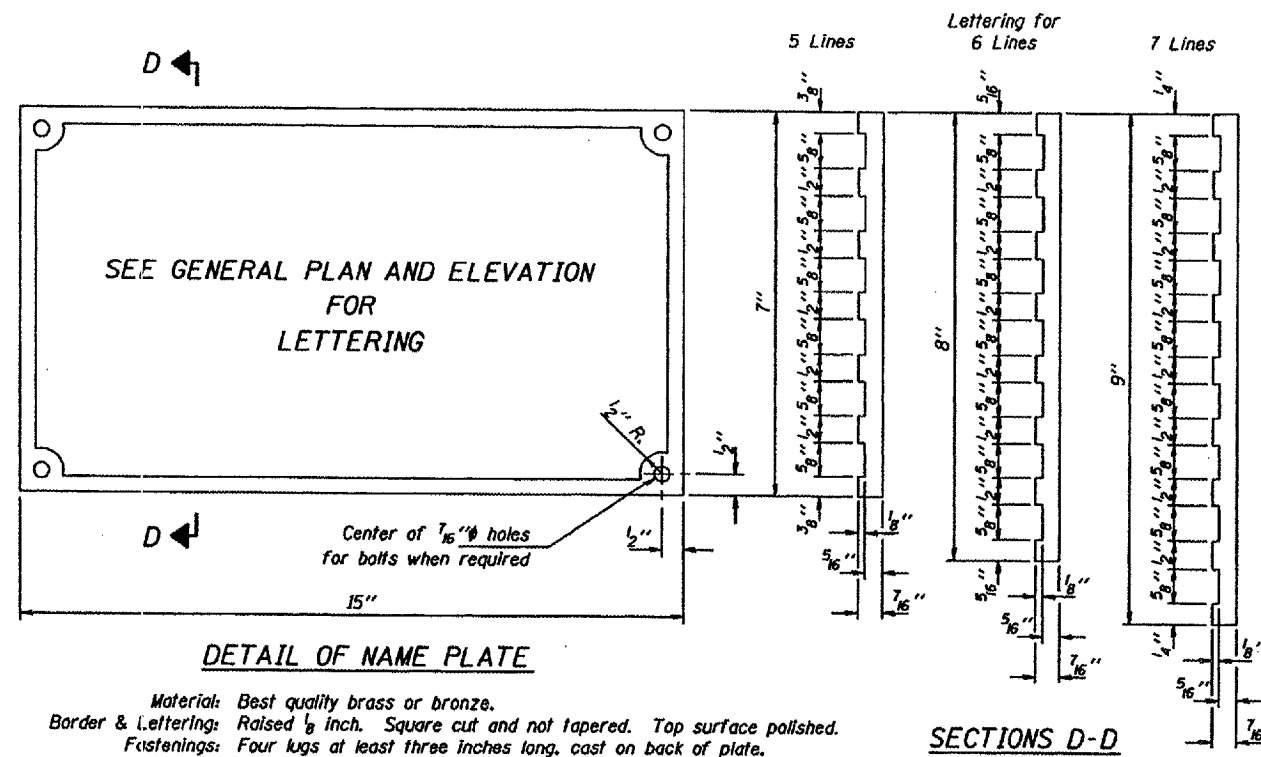
ANCHOR DEVICE

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

** Whenever the lower insert assemblies interfere with strand locations, the #3 bars shall be cut and adjusted in order to allow raising or lowering of the lower inserts. Maximum adjustment not to exceed 1/2".

STEEL BRIDGE RAIL, TYPE SM

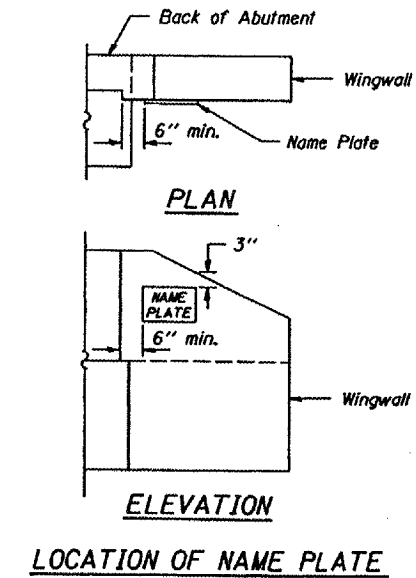
STANDARD CR-TSM



DETAIL OF NAME PLATE

Material: Best quality brass or bronze.
 Border & Lettering: Raised $\frac{1}{8}$ inch. Square cut and not tapered. Top surface polished.
 Fastenings: Four lugs at least three inches long, cast on back of plate.

SECTIONS D-D



LOCATION OF NAME PLATE

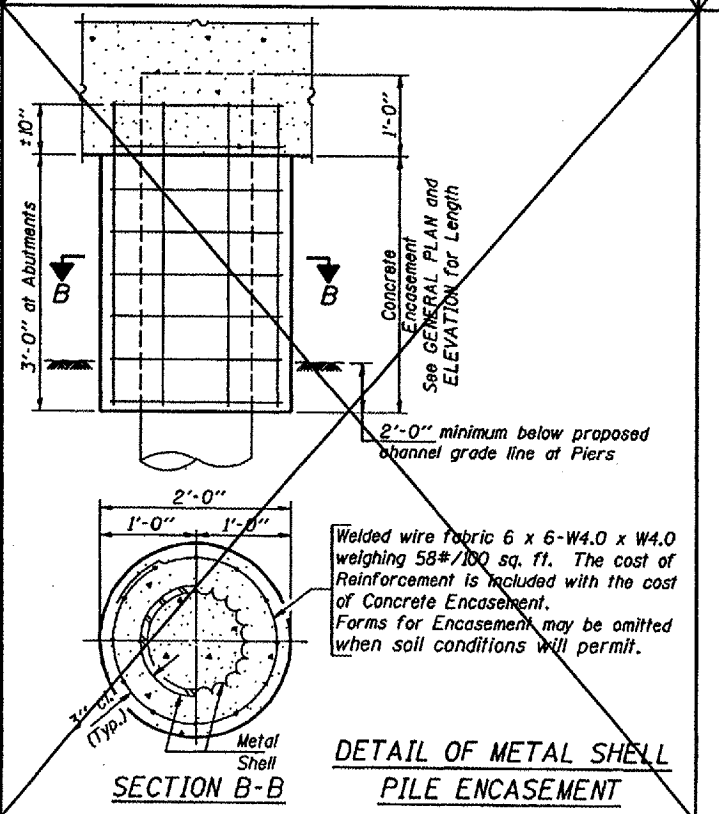
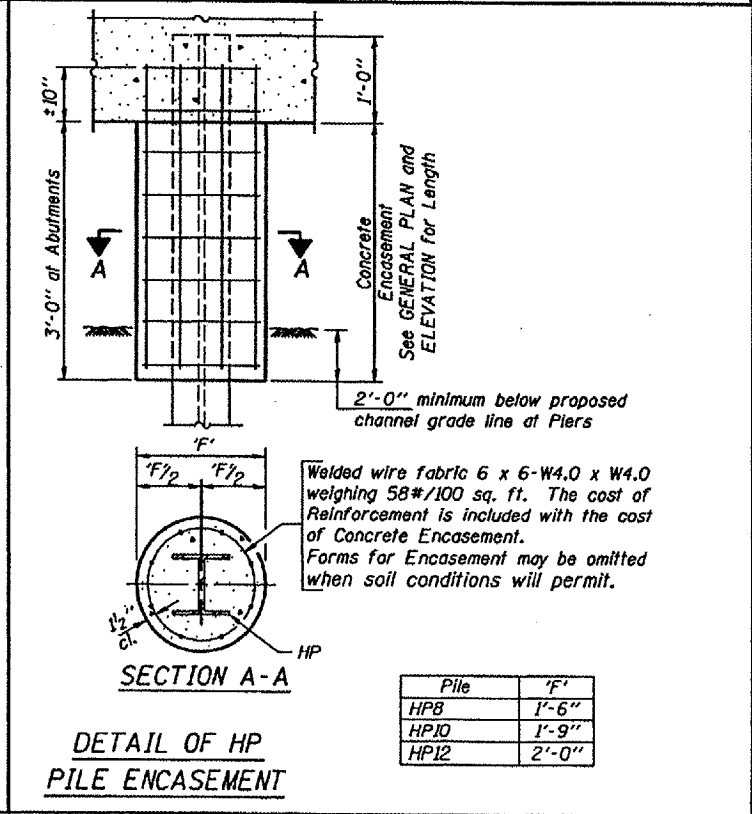
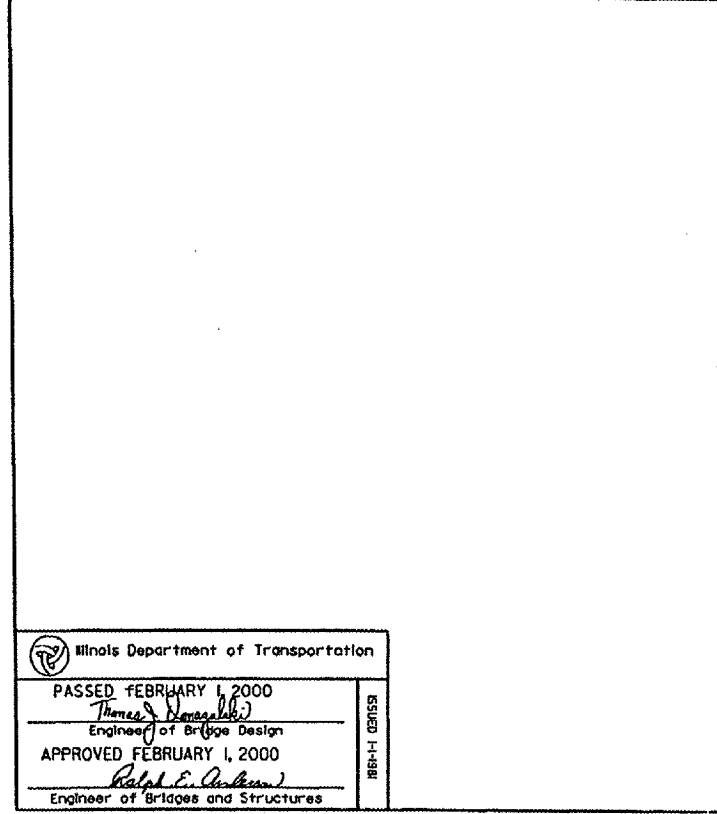
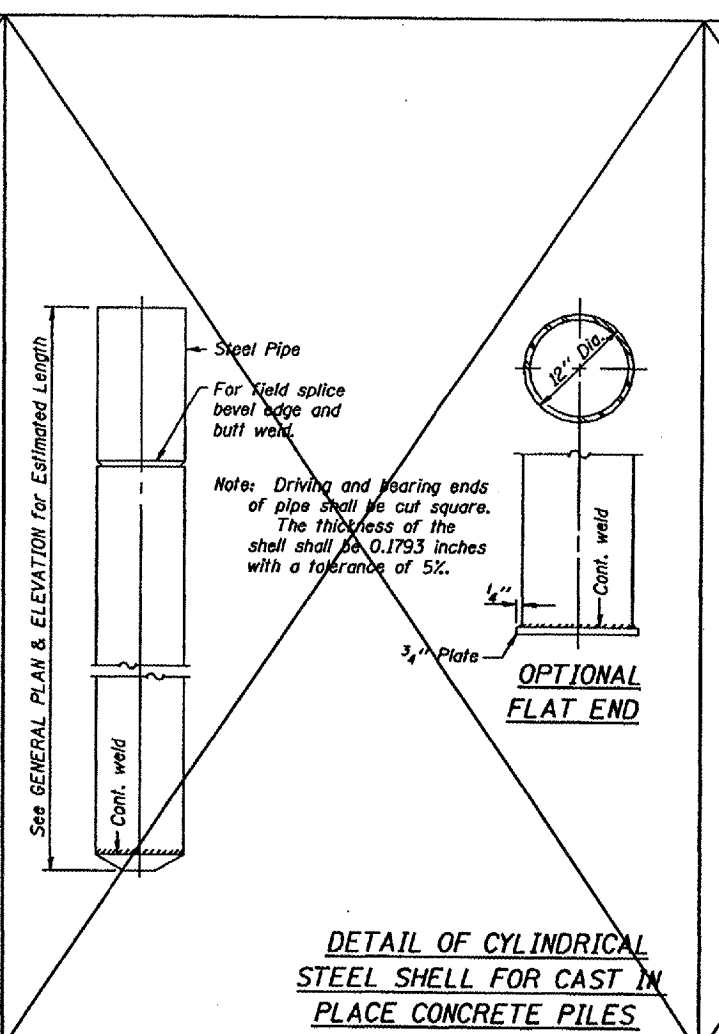
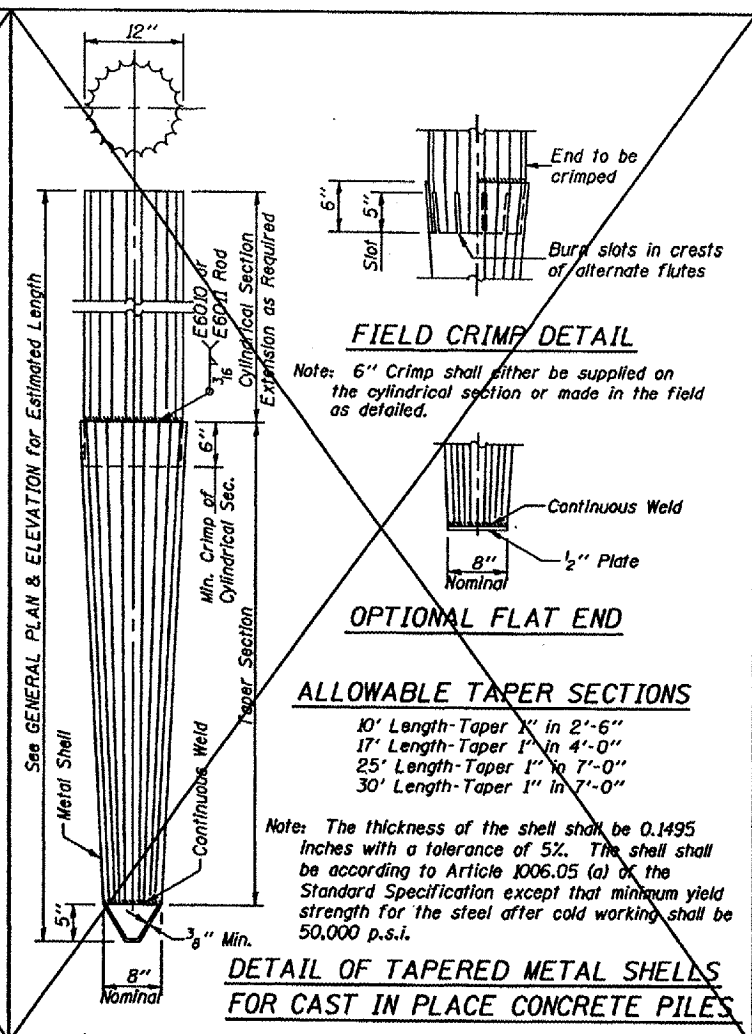
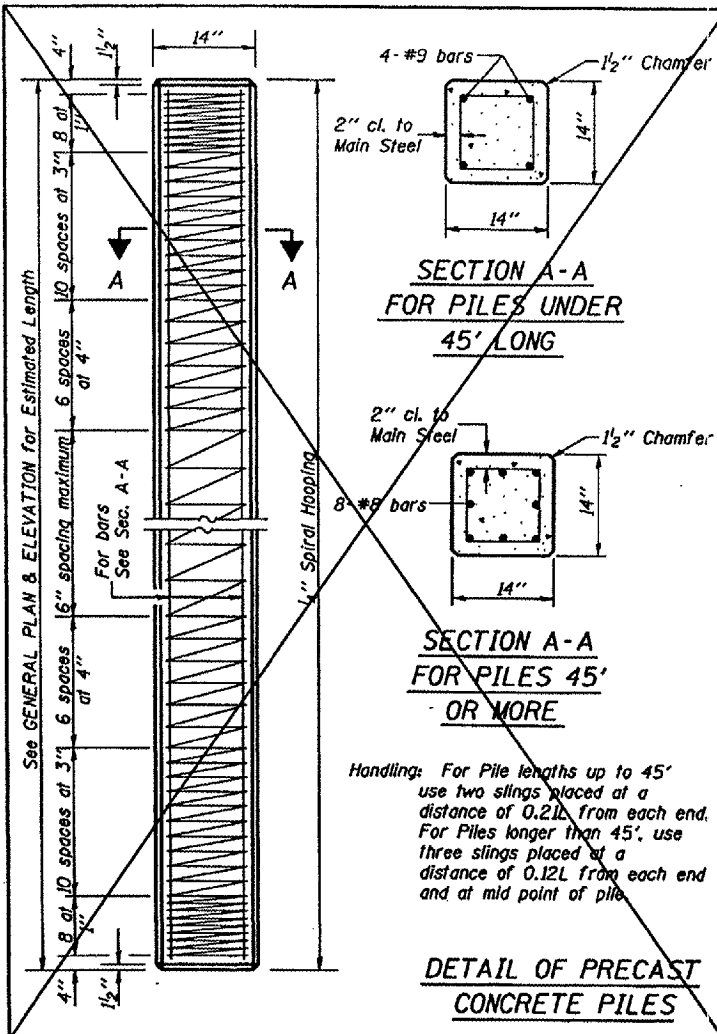
Illinois Department of Transportation
 PASSED APRIL 4, 2005
 Thomas J. Romagosa
 Engineer of Bridge Design
 APPROVED APRIL 4, 2005
 Ralph E. Anderson
 Engineer of Bridges and Structures

NAME PLATE
 STANDARD CN

CONTRACT NO. 97296

Reinforcement cage shall be omitted when Concrete Encasement is provided.

The cost of Reinforcement is included with the Cost of Furnishing Piles.



QUANTITIES/FT. OF ENCASEMENT (STEEL PILES)

Pile Size	Item	Quantity
HP8	Concrete Encasement	0.063 C.Y.
HP10	Concrete Encasement	0.086 C.Y.
HP12	Concrete Encasement	0.112 C.Y.

(METAL SHELL PILES)

Pile Size	Item	Quantity
12" Dia.	Concrete Encasement	0.087 C.Y.

PILE DETAILS

STANDARD CX-1

Illinois Department of Transportation

PASSED FEBRUARY 1, 2000

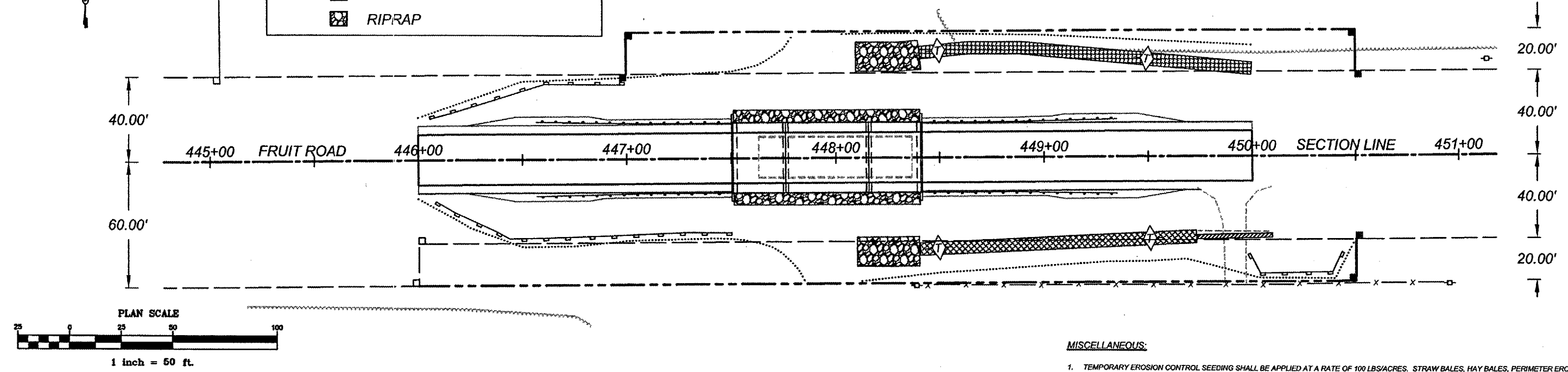
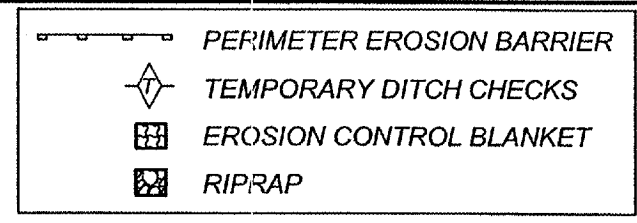
Thomas J. Donaghy
Engineer of Bridge Design

APPROVED FEBRUARY 1, 2000

Ralph E. Anderson
Engineer of Bridges and Structures

RTE. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 766	04-00176-00-BR	MADISON	26	17

CONTRACT NO. 97296



DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED, THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING, PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS, OR OTHER CONSTRUCTION RELATED ACTIVITIES, (EXCEPT AS DESCRIBED IN THE PLANS AND DIRECTED BY THE ENGINEER).

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

AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER:

1. PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.
2. TEMPORARILY SEED ERODABLE BARE EARTH ON A WEEKLY BASIS TO MINIMIZE THE AMOUNT OF ERODABLE SURFACE AREA WITHIN THE CONTRACT LIMITS.
3. CONSTRUCT ROADSIDE DITCHES AND PROVIDE TEMPORARY EROSION CONTROL SYSTEMS.
4. CONTINUE BUILDING UP THE EMBANKMENT TO THE PROPOSED GRADE WHILE AT THE SAME TIME PLACING EROSION CONTROL MEASURES.

EXCAVATED AREAS AND EMBANKMENT SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING, IF NOT, THEY SHALL BE TEMPORARILY SEEDED IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR 7 DAYS.

CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR OTHER POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.

THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT DAILY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/4 INCH OR GREATER OR EQUIVALENT SNOWFALL AND DURING THE WINTER SHUTDOWN PERIOD. THE PROJECT SHALL ADDITIONALLY BE INSPECTED BY THE CONSTRUCTION FIELD ENGINEER ON A BI-WEEKLY BASIS TO DETERMINE THAT EROSION CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.

SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED FROM THE SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE WILL BE FOR ACCORDING TO ARTICLE 109.04.

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

DESCRIPTION OF PRACTICES AFTER FINAL GRADING:

TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS ARE SEEDED AND ESTABLISHED.

ONCE PERMANENT EROSION CONTROL SYSTEMS, AS PROPOSED IN THE PLANS, ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RESEEDED.

MAINTENANCE AFTER CONSTRUCTION:

CONSTRUCTION IS COMPLETE AFTER ACCEPTANCE BY MADISON COUNTY FINAL INSPECTION. MAINTENANCE UP TO THIS DATE WILL BE BY THE CONTRACTOR.

STORM WATER POLLUTION PREVENTION PLAN (SWPPP):

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

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

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

THE CONTRACTOR SHALL INSTALL PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A TIME FRAME SPECIFIED HEREIN AND AS DIRECTED BY THE ENGINEER, THEREFORE MINIMIZING THE AMOUNT OF AREA SUSCEPTIBLE TO EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING. THE ENGINEER WILL DETERMINE IF ANY TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS, WHICH ARE NOT INCLUDED IN THIS PLAN SHALL BE ADDED. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN STANDARD 280001 OF THE PLANS. SECTION 280, TEMPORARY EROSION CONTROL, OF THE STANDARD SPECIFICATIONS ADDITIONALLY SUPPLEMENTS THIS PLAN.

SITE DESCRIPTION OF CONSTRUCTION ACTIVITY:

1. THE PROJECT CONSISTS OF REPLACING AN EXISTING SINGLE SPAN PRATT PONY TRUSS BRIDGE WITH A 3-SPAN PRECAST PRESTRESSED CONCRETE DECK BEAM BRIDGE ON STEEL PLUNG AND CONCRETE SUB-STRUCTURE ON FRUIT ROAD APPROXIMATELY 3.0 MILES NORTHEAST OF MARINE, ILLINOIS.
2. CONSTRUCTION INCLUDES REPLACING THE EXISTING BRIDGE, EARTH EXCAVATION, EMBANKMENT, TREE REMOVAL, PIPE CULVERT, RIPRAP, AND RECONSTRUCTING 400 FEET OF ROADWAY.

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

1. ESTABLISH EROSION CONTROLS AS NEEDED, INCLUDING, BUT NOT LIMITED TO, PERIMETER EROSION BARRIER, TEMPORARY DITCH CHECKS, AND RIPRAP.
2. ISOLATED TREE REMOVAL AS SHOWN ON THE SCHEDULE. TREES TO REMAIN WILL BE PROTECTED FROM DAMAGE.
3. REMOVE EXISTING STRUCTURE, PERFORM CHANNEL EXCAVATION AND CONSTRUCT LOW-WATER CROSSING IF DESIRED.
4. PERFORM EARTH EXCAVATION AND EMBANKMENT NECESSARY TO CONSTRUCT BRIDGE ABUTMENTS AND PIERS.
5. PLACE RIPRAP UNDER BRIDGE AND PLACE DECK, FINISH BRIDGE.
6. CONTINUE ROADWAY EMBANKMENT PLACEMENT AND FINAL GRADE EMBANKMENTS.
7. INSTALL CULVERTS DURING EXCAVATION AND OTHER MISCELLANEOUS ITEMS.
8. PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS RIPRAP DITCHES AND EROSION CONTROL BLANKET.
9. PLACE AGGREGATE FOR ROADWAY AND PRIVATE ENTRANCES.
10. PERFORM FINAL SEEDING AND MULCHING.

AREA OF CONSTRUCTION SITE:

1. THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 1.25 ACRES OF WHICH 1.05 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING AND OTHER ACTIVITIES.

OTHER REPORT STUDIES AND PLANS WHICH AID IN THE DEVELOPMENT OF THE SWPPP PLAN AS REFERENCED DOCUMENTS:

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

MISCELLANEOUS:

1. TEMPORARY EROSION CONTROL SEEDING SHALL BE APPLIED AT A RATE OF 100 LBS/ACRES. STRAW BALES, HAY BALES, PERIMETER EROSION BARRIER AND SILT FENCES WILL NOT BE PERMITTED FOR TEMPORARY OR PERMANENT DITCH CHECKS. DITCH CHECKS SHALL BE COMPOSED OF AGGREGATE, SILT PANELS, ROLLED EXCELSIOR, URETHANE FOAM/GEOTEXTILE (SILT WEDGES), AND/OR ANY OTHER MATERIAL APPROVED BY THE EROSION AND SEDIMENT CONTROL COORDINATOR.
2. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS, AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.
3. 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.
4. ALL ITEMS SHALL BE CONSTRUCTED AS SHOWN ON STANDARD 280001 AND AS DIRECTED BY THE ENGINEER. MAINTENANCE AND CLEANING OF THE EROSION CONTROL ITEMS SHALL BE INCLUDED IN THE RESPECTIVE EROSION CONTROL PAY ITEM.
5. LAYOUT OF EROSION CONTROL MEASURES MAY BE ADJUSTED IN FIELD BY ENGINEER FOR VARYING CONDITIONS.

DRAINAGE TRIBUTARIES AND SENSITIVE AREAS RECEIVING RUNOFF:

ROADSIDE DITCHES AND SITE RUNOFF ARE CONTRIBUTED TO SUGAR FORK CREEK, A TRIBUTARY OF KASKASKIA RIVER.

EROSION AND SEDIMENT CONTROLS:

1. THE DRAWINGS, SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, PROTECTION OF TREES, PRESERVATION OF MATURE VEGETATION, AND OTHER APPROPRIATE MEASURES AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 1 DAY AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.

- (a) AREAS OF EXISTING VEGETATION (WOOD AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED BY THE ENGINEER FOR PRESERVING AND SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES.
- (b) DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER, ALONG WITH REQUIRED TREE REMOVAL.
- (c) AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION, AND PERIMETER EROSION BARRIER SHALL BE INSTALLED AS CALLED OUT IN THIS PLAN AND DIRECTED BY THE ENGINEER.
- (d) BARE AND SPARSELY VEGETATED GROUND IN HIGH ERODABLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE BEGINNING OF CONSTRUCTION WHERE NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN DAYS.
- (e) IMMEDIATELY AFTER TREE REMOVAL IS COMPLETED AREAS WHICH ARE HIGHLY ERODABLE AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED WHEN NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN DAYS.
- (f) AT LOCATIONS WHERE A SIGNIFICANT AMOUNT OF WATER DRAINS INTO THE CONSTRUCTION ZONE FROM OUTSIDE AREAS (ADJACENT LANDOWNERS), TEMPORARY DITCH CHECKS WILL BE UTILIZED TO LOCALLY DIVERT WATER, REDUCE FLOW RATES, AND COLLECT OUTSIDE SILTATION INSIDE THE RIGHT-OF-WAY-LINE.

2. ESTABLISHMENT OF THESE TEMPORARY EROSION CONTROL MEASURES WILL HAVE ADDITIONAL BENEFITS TO THE PROJECT, DESIRABLE GRASS SEED WILL BECOME ESTABLISHED IN THESE AREAS AND WILL SPREAD SEEDS ON TO THE CONSTRUCTION SITE UNTIL PERMANENT SEEDING/MOWING AND OVERSEEDING CAN BE COMPLETED.

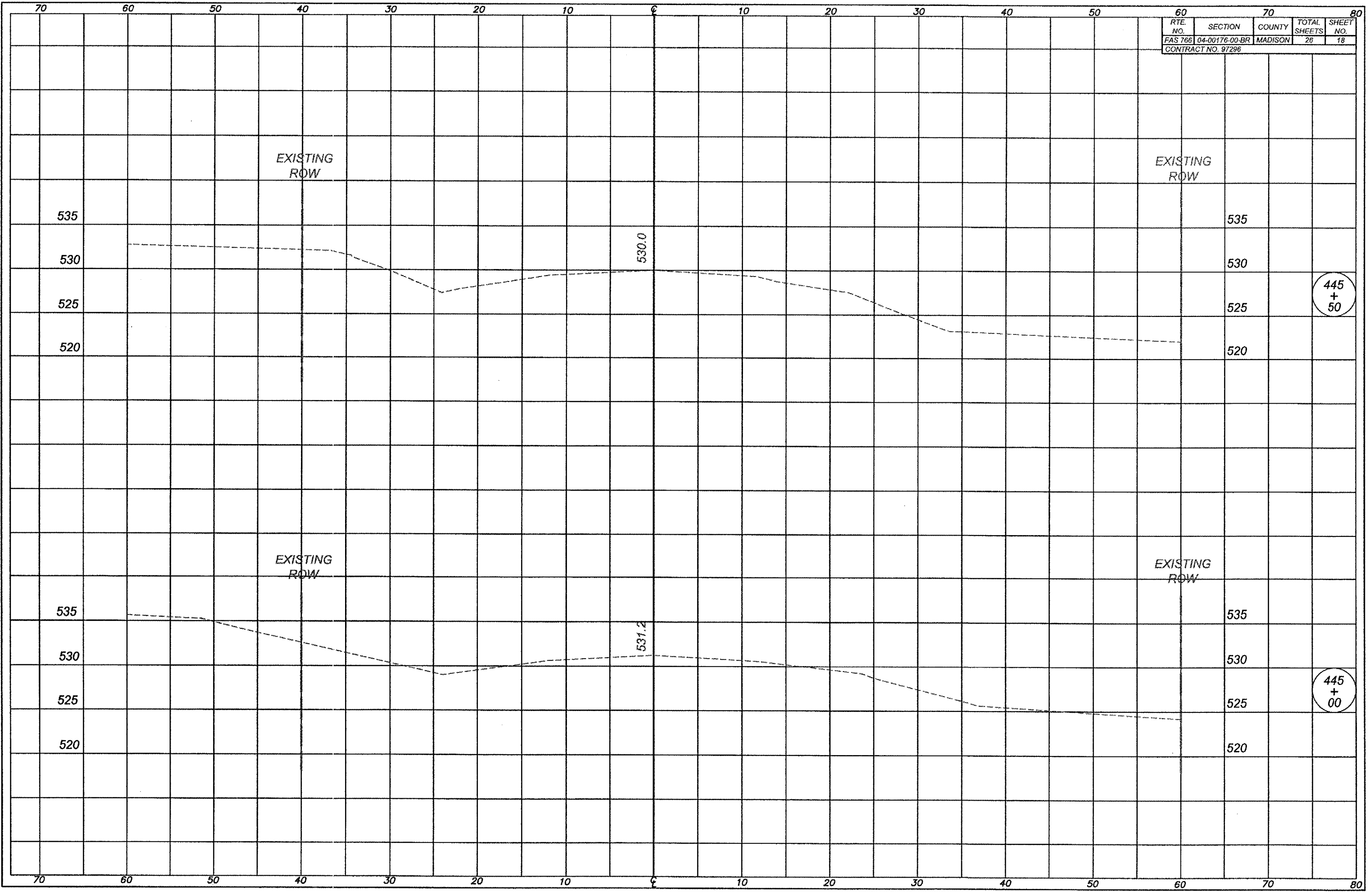
THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.

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

David Street
COUNTY ENGINEER

1-23-07
DATE

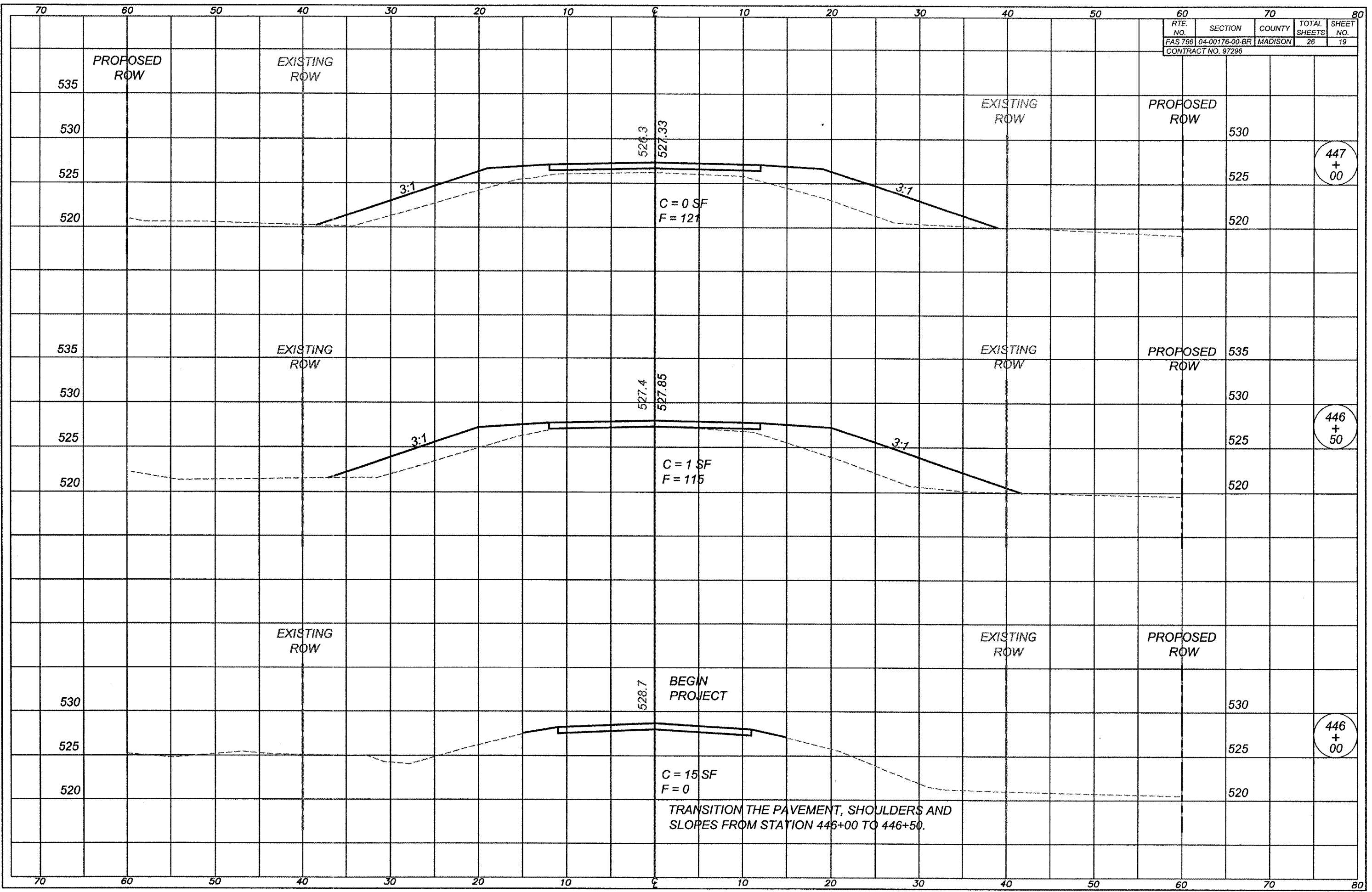
RTE. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 766	04-00176-00-BR	MADISON	26	18
CONTRACT NO. 97296				



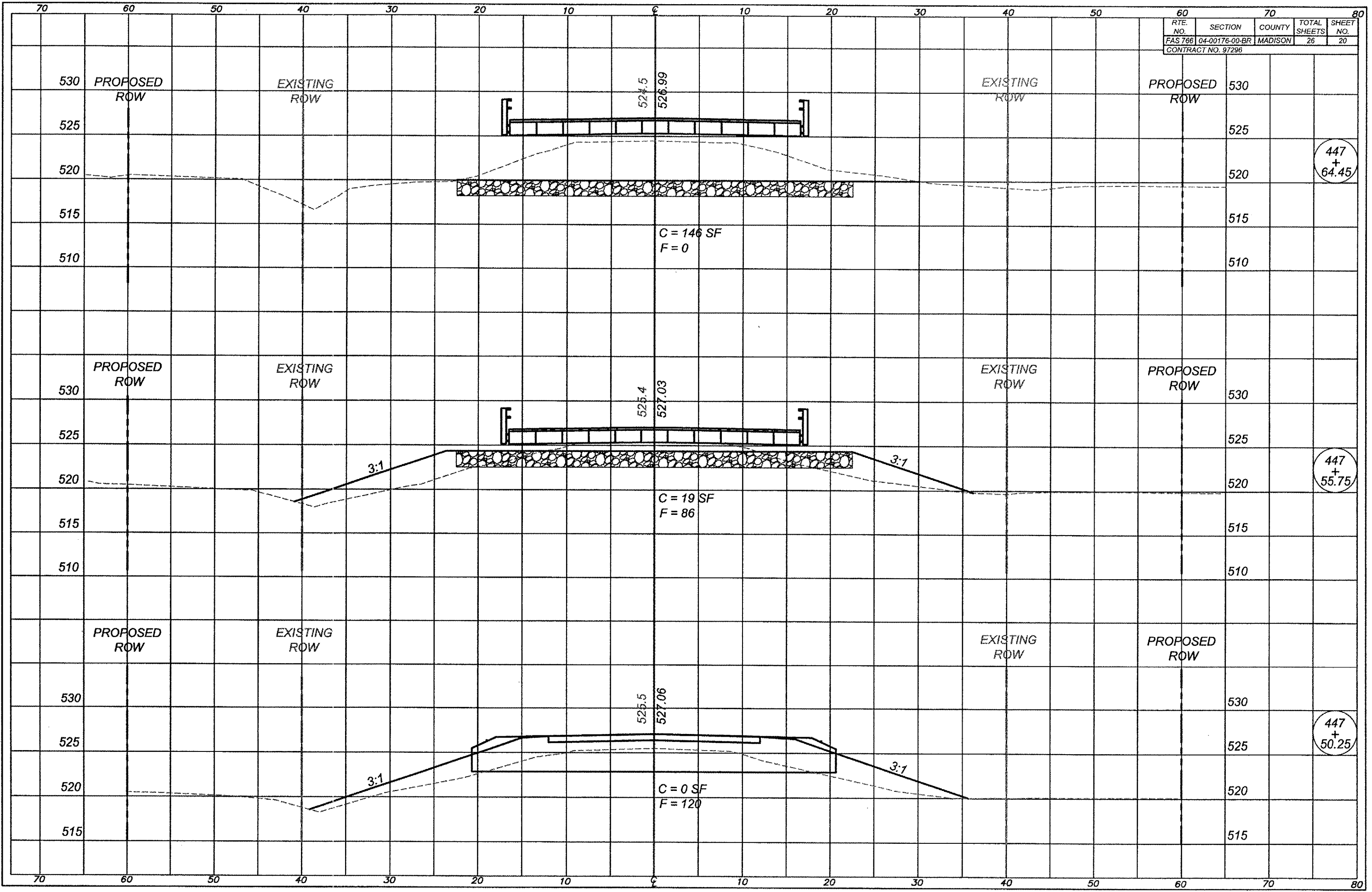
445
+
50

445
+
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RTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 766	04-00176-00-BR	MADISON	26	19
CONTRACT NO. 97296				



RTE. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 97296				

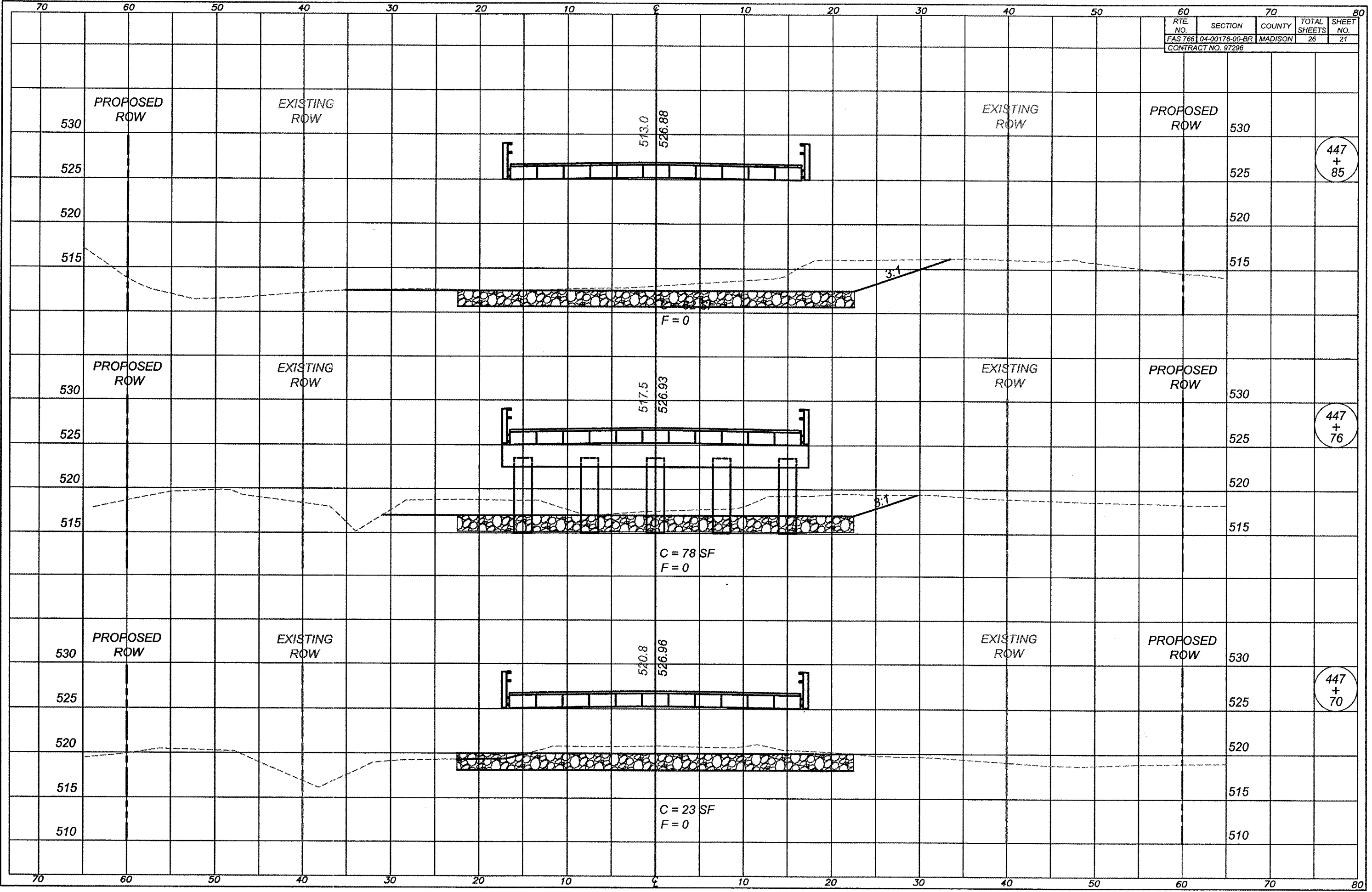


447
+
64.45

447
+
55.75

447
+
50.25

RTE. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 97296				

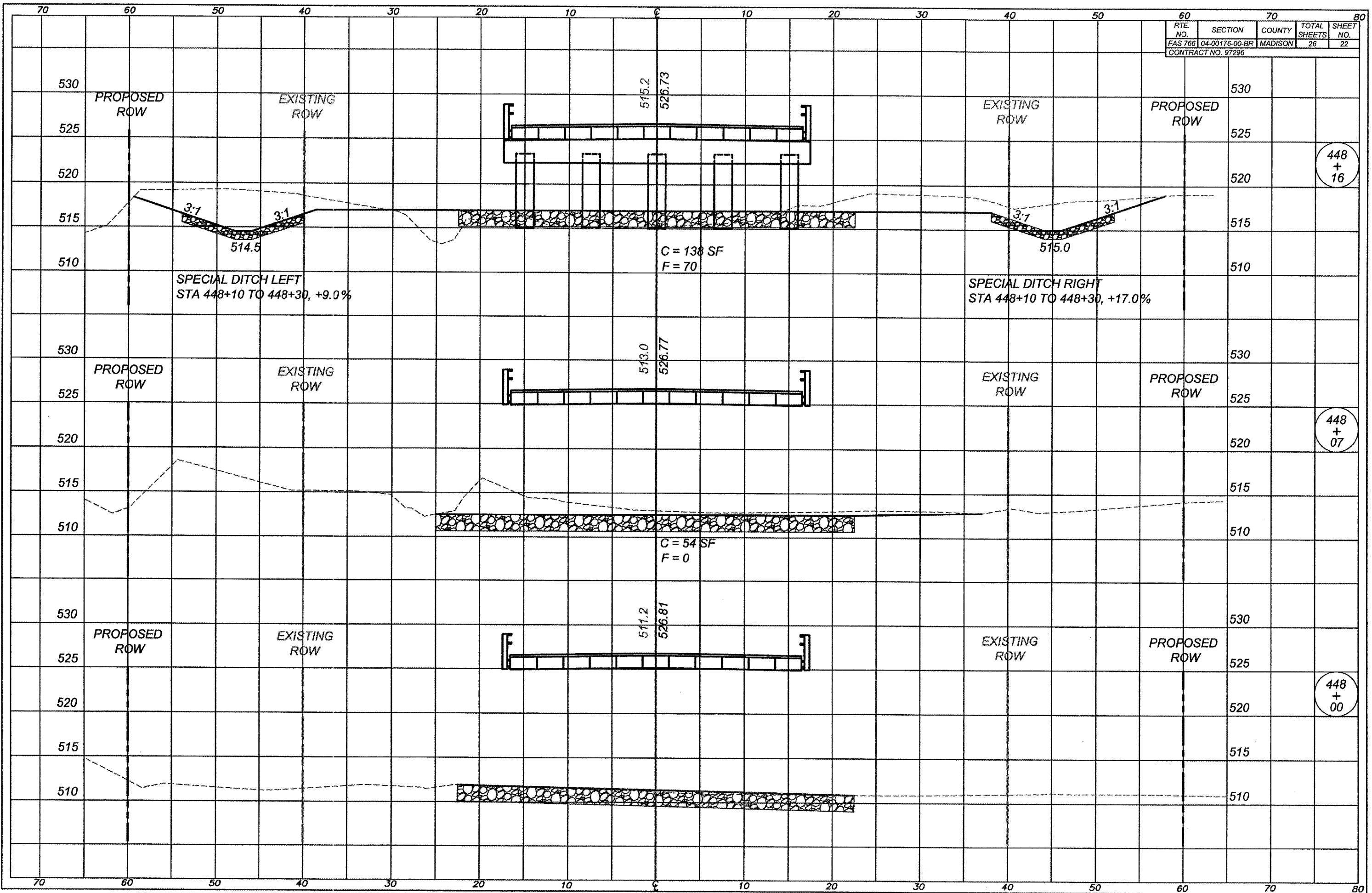


447
+
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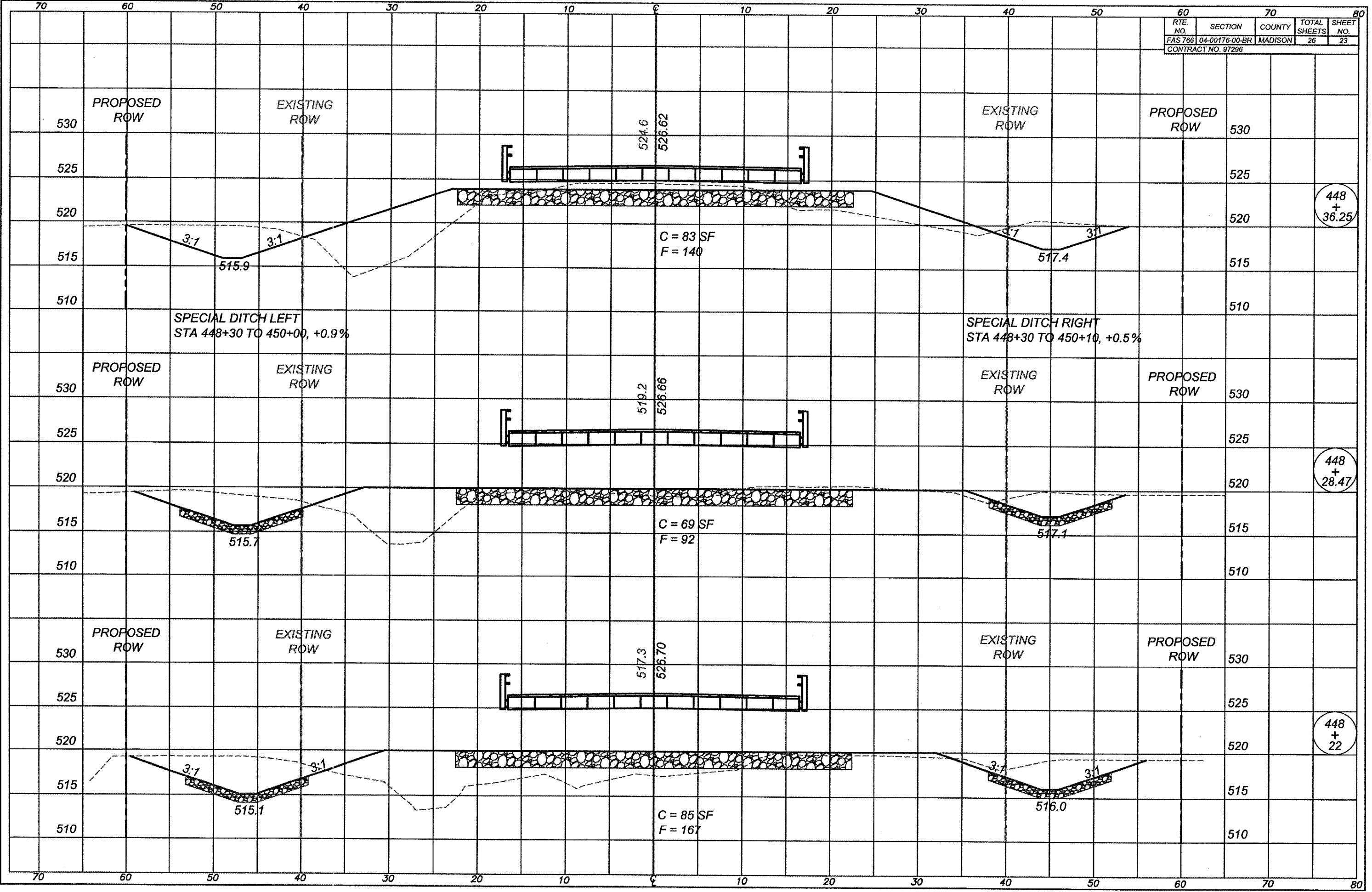
447
+
76

447
+
70

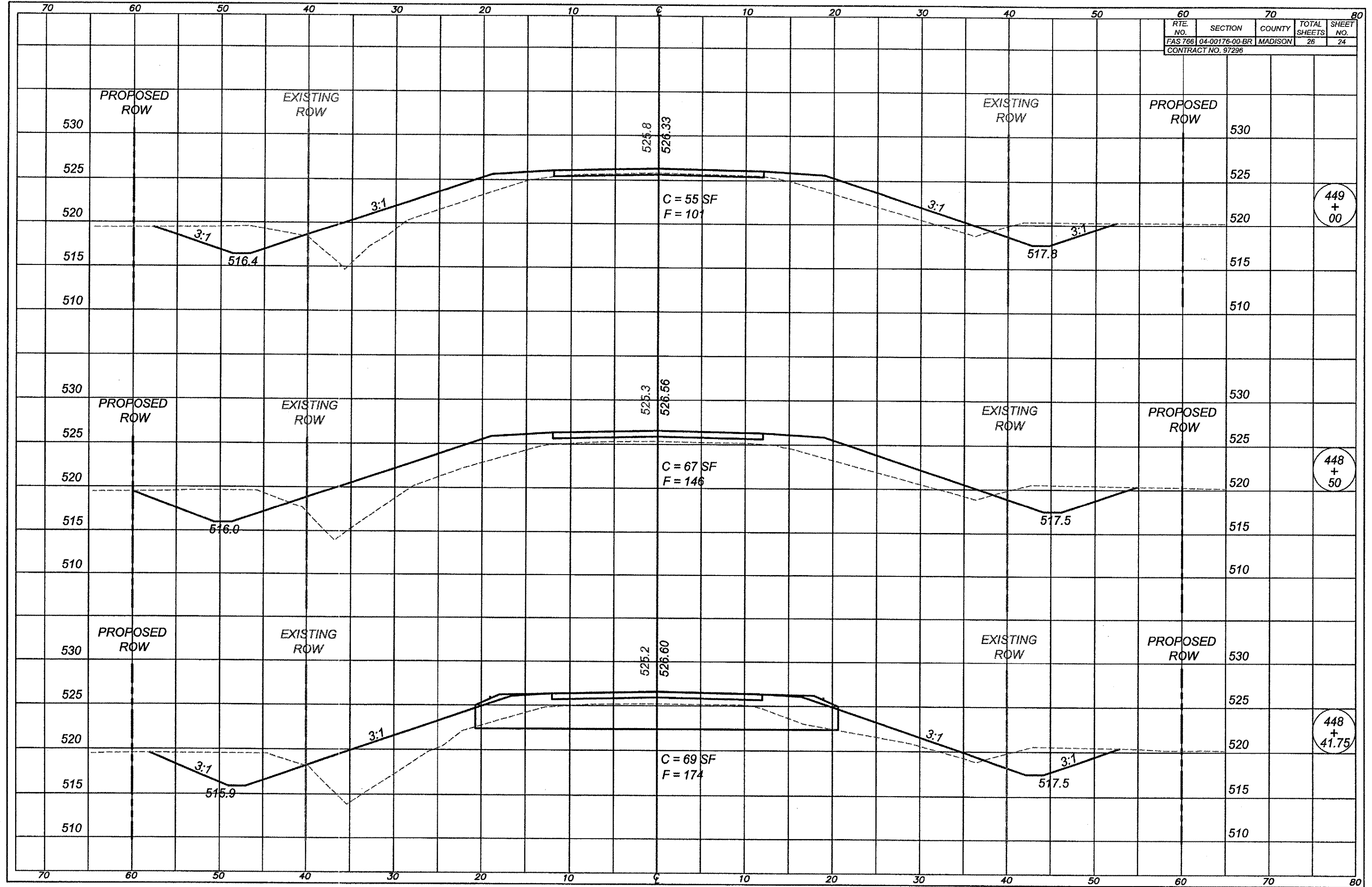
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CONTRACT NO. 97296				



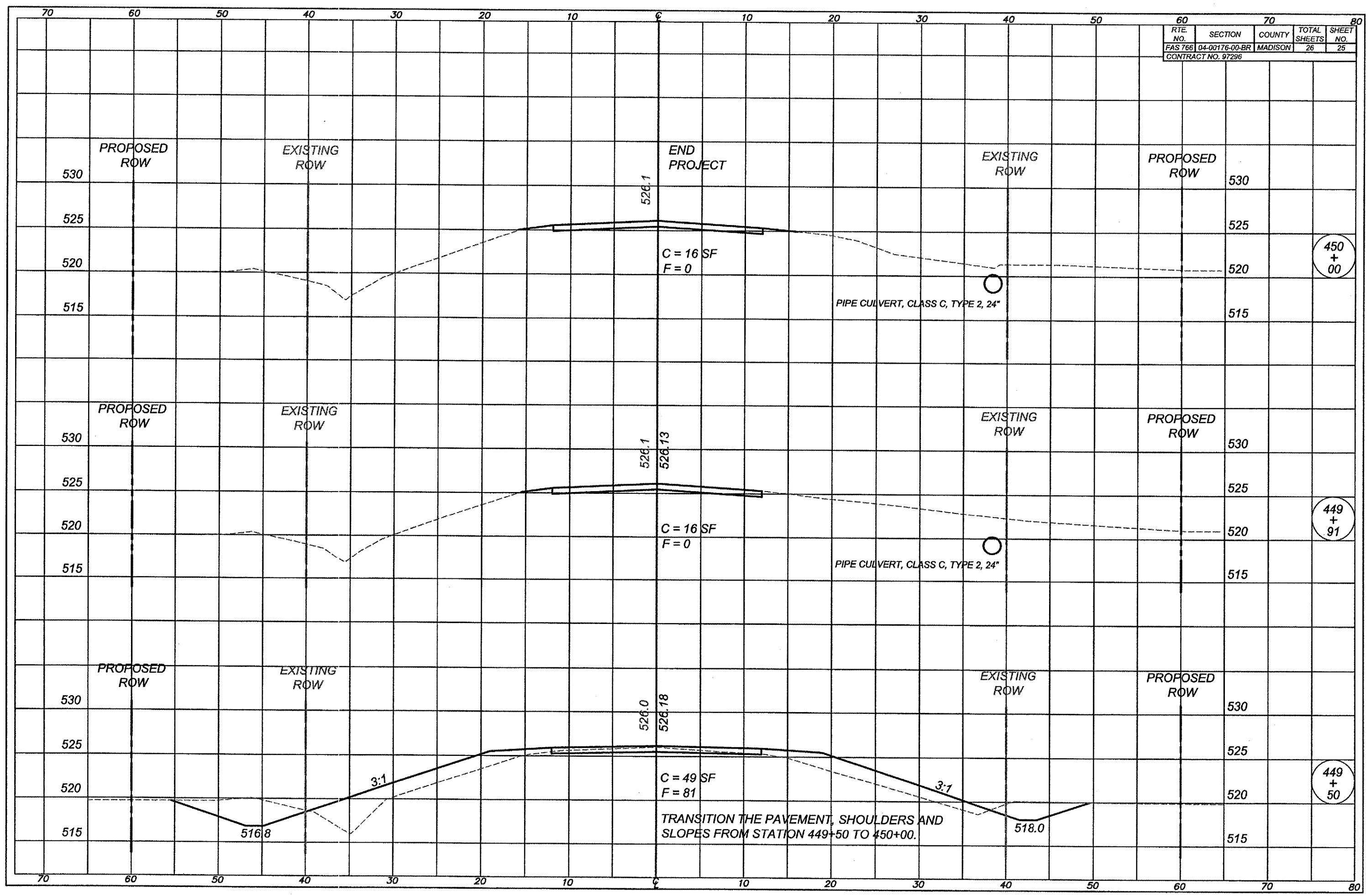
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FAS 766	04-00176-00-BR	MADISON	26	23
CONTRACT NO. 97296				



RTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 786	04-00176-00-BR	MADISON	26	24
CONTRACT NO. 97296				



RTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 766	04-00176-00-BR	MADISON	26	25
CONTRACT NO. 97296				



450
+
00

449
+
91

449
+
50

END PROJECT

C = 16 SF
F = 0

C = 16 SF
F = 0

C = 49 SF
F = 81

TRANSITION THE PAVEMENT, SHOULDERS AND SLOPES FROM STATION 449+50 TO 450+00.

PIPE CULVERT, CLASS C, TYPE 2, 24"

PIPE CULVERT, CLASS C, TYPE 2, 24"

3:1

3:1

516.8

518.0

526.1

526.1

526.13

526.0

526.18

RTE. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 766	04-00176-00-BR	MADISON	26	26
CONTRACT NO. 97296				

