

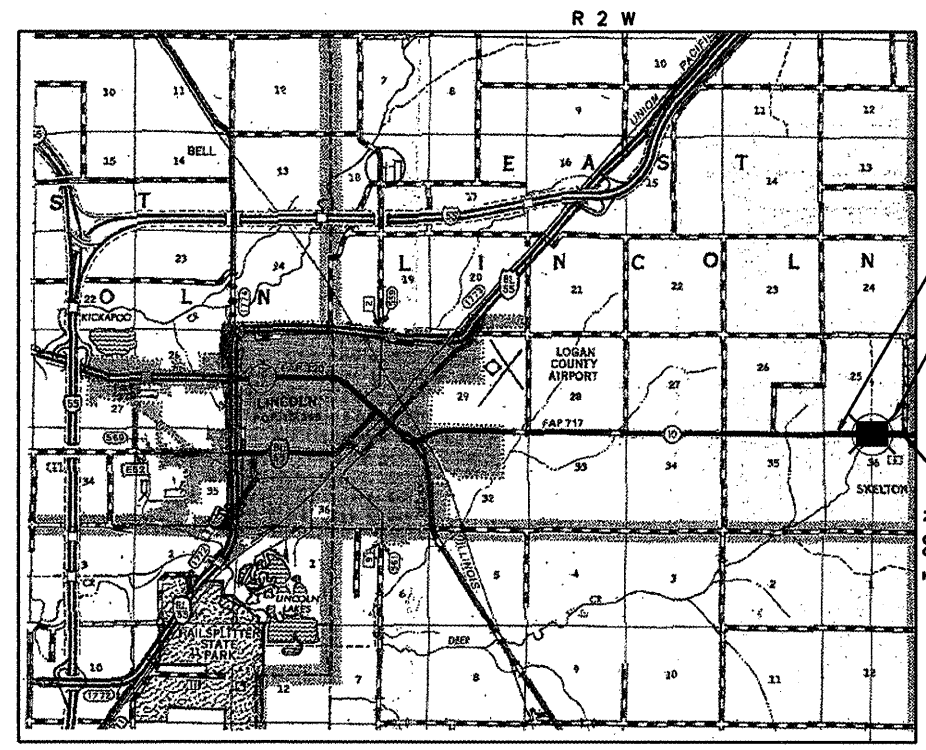
INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	GENERAL NOTES
3-9	SUMMARY OF QUANTITIES
10-11	SCHEDULE OF QUANTITIES
12-13	TYPICAL SECTIONS
14	ALIGNMENTS, TIES, & BENCHMARKS
15-16	STAGE I TRAFFIC
17-18	STAGE II TRAFFIC
19	TEMP. BRIDGE TRAFFIC SIGNAL LOOP DETAIL SHEET
20	PLAN SHEET 1
21	PROFILE SHEET 1
22	PLAN SHEET 2
23	PROFILE SHEET 2
24	PLAN SHEET 3
25	PROFILE SHEET 3
26	EROSION PROTECTION DETAILS
27	BRIDGE APPROACH SHOULDER PAVEMENT DRAIN DETAIL
28-30	RURAL ENTRANCE & MAILBOX TURNOUT DETAIL
31-35	STORMWATER POLLUTION PREVENTION PLAN
36	BRIDGE: GENERAL PLAN AND ELEVATION
37	BRIDGE: GENERAL DATA
38	BRIDGE: STAGE CONSTRUCTION DETAILS
39	BRIDGE: TEMPORARY CONCRETE BARRIER
40-43	BRIDGE: TOP OF SLAB ELEVATIONS
44	BRIDGE: SUPERSTRUCTURE
45	BRIDGE: SUPERSTRUCTURE DETAILS
46-47	BRIDGE: BRIDGE APPROACH SLAB
48	BRIDGE: CONCRETE PARAPET SLIPFORMING OPTION
49-50	BRIDGE: DIAPHRAGM DETAILS
51	BRIDGE: FRAMING PLAN
52	BRIDGE: PPC I-BEAM SPAN 1 & 3
53	BRIDGE: PPC I-BEAM SPAN 2
54	BRIDGE: PPC I-BEAM DETAILS SPAN 1 & 3
55	BRIDGE: PPC I-BEAM DETAILS SPAN 2
56	BRIDGE: WEST ABUTMENT
57	BRIDGE: EAST ABUTMENT
58	BRIDGE: PIER NO. 1 & 2
59	BRIDGE: BAR SPLICER ASSEMBLY DETAILS
60	BRIDGE: METAL SHELL PILE DETAILS
61-62	BRIDGE: SOIL BORINGS
63-71	CROSS SECTIONS
72-73	STREAM CROSS SECTIONS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
**PLANS FOR PROPOSED
BRIDGE REPLACEMENT**

F.A.P. ROUTE 717 (IL 10)
SECTION 109B-3
LOGAN COUNTY
DEER CREEK, 4.5 MILES EAST OF IL 121
C-96-535-07
PROJECT: ACBRF-0717(032)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	109B-3	LOGAN	73	1
		ILLINOIS	CONTRACT NO. 72A88	



PROPOSED PROJECT BEGINS STA. 301+87

PROPOSED INTEGRAL ABUTMENT P.P.C. I-BEAMS (COMPOSITE) 170'-0" BK-BK ABUTMENTS, 39'-2" O. TO O. DECK WIDTH F SHAPE PARAPETS 10° SKEW PROPOSED STR. NO. 054-0514 EXISTING STR. NO. 054-0012

PROPOSED PROJECT ENDS STA. 312+14

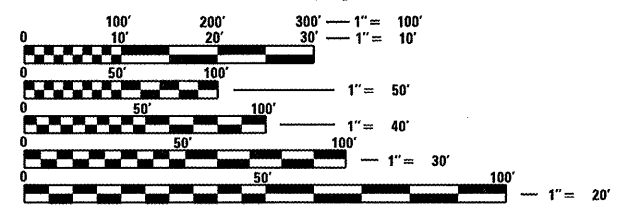
LOCATION MAP
NOT TO SCALE

ADT • 1,450 (2007); 1,800 (2030)
ZPV • 81%
ZSU • 9.5%
ZMU • 9.5%
TOWNSHIP • EAST LINCOLN
FUNCTIONAL CLASS • MINOR ARTERIAL (NON-URBAN)
CLASS II TRUCK ROUTE

GROSS LENGTH = 1027 FT. = 0.195 MILE
NET LENGTH = 1027 FT. = 0.195 MILE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS

001001-02	482006-03	630301-05	701006-03	701326-03
000001-05	515001-03	631031-08	701011-02	701901-01
001006	542401-01	635006-03	701201-03	704001-06
280001-05	542521-02	635011-02	701301-03	780001-02
420401-08	609001-05	666001-01	701306-02	781001-03
482001-02	630001-08	701001-02	701311-03	886001-01
	601101-01		701321-10	886006-01



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.

PROJECT ENGINEER: JOHN NEGANGARD (217) 782-6990
PROJECT MANAGER: VICTOR YOUNG (217) 557-7897
CONTRACT NO. 72A88

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

RYAN T. MUMM
ILLINOIS REGISTERED PROFESSIONAL ENGINEER NO. 062-059507
LICENSE EXPIRES 11-30-11



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *November 20, 2009*
Ryan T. Mumm
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

December 4, 2009
Charles J. Ingersoll
ENGINEER OF DESIGN AND ENVIRONMENT

December 4, 2009
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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ENGINEERING / ANALYSIS / MANAGEMENT



Rev.

PROPERTY OWNER ACCESS REQUIREMENT

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

GENERAL NOTES

- THE THICKNESS OF BITUMINOUS MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
- EXCEPT AS NOTED IN THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
- WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER OR AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
- SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET OR IN AN UNTILLABLE CONDITION. AREAS TO BE SEEDED SHALL BE DETERMINED BY THE ENGINEER AND SEEDED AS SOON AS POSSIBLE.
- FERTILIZER NUTRIENTS SHALL BE APPLIED TO BOTH THE SEEDED AREAS AND THE AREAS COVERED WITH EROSION CONTROL BLANKET.
- ALL SAW CUTS, NECESSARY TO COMPLETE THE WORK DETAILED IN THESE PLANS, SHALL BE INCLUDED IN THE COST FOR THE VARIOUS PAY ITEMS INVOLVED. THE MINIMUM SAW CUT DEPTH IN THE PAVEMENT SHALL BE 1/2" UNLESS OTHERWISE SPECIFIED IN A DETAIL SHOWN IN THE PLANS.
- UNLESS DIRECTED BY THE ENGINEER, PAVEMENT MARKING LINES SHALL NOT BE LAID DIRECTLY OVER A LONGITUDINAL CRACK OR JOINT NOR OVER A TAR OR ASPHALT PAINTED LINE. THE EDGE OF A CENTERLINE OR LANE LINE SHALL BE OFFSET A MINIMUM DISTANCE OF 2" FROM A LONGITUDINAL CRACK OR JOINT. EDGE LINES SHALL BE APPROXIMATELY 2" FROM THE EDGE LINE OF PAVEMENT. SEE SECTION 780 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
- ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OUTSIDE THE LIMITS OF RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST PER CUBIC YARD FOR EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUB-NUMBER LISTED IN THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
- IN ADDITION TO THE FIELD SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID IN THE WORK.
- THE EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR WILL REPLACE THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT, AND NO COMPENSATION WILL BE ALLOWED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE J.U.L.I.E. NUMBER IS 800-892-0123. A MINIMUM OF FORTY-EIGHT HOURS ADVANCE NOTICE IS REQUIRED.
- ALL ELEVATIONS SHOWN ON THE PLANS ARE BASED ON U.S.G.S. MEAN SEA LEVEL DATUM. ALL STATION AND OFFSET REFERENCES ARE TO THE ROADWAY CENTERLINE UNLESS OTHERWISE NOTED. THE STATE PLANE COORDINATE SYSTEM HAS BEEN USED FOR THE HORIZONTAL CONTROL.
- BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.
- ALL TREES, BRUSH, AND SHRUBS WITHIN THE CONSTRUCTION LIMITS WILL BE REMOVED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. TREES ALONG THE EDGE OF RIGHT OF WAY, OUTSIDE THE CONSTRUCTION LIMITS SHALL BE SAVED IF, IN THE OPINION OF THE ENGINEER, THEY DO NOT INTERFERE WITH CONSTRUCTION OPERATIONS. THE CONTRACTOR WILL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.

- THE LOCATION OF BURIED AND ABOVE GROUND UTILITIES ARE APPROXIMATE, AND ARE SHOWN FOR CONTRACTOR INFORMATIONAL USE ONLY, AND ARE NOT TO BE REFERENCED FOR CONSTRUCTION PURPOSES. THE IMPLIED PRESENCE OR OF UTILITIES IS NOT TO BE CONSTRUED BY THE OWNER, ENGINEER, CONTRACTOR, OR SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. BURIED AND ABOVE GROUND UTILITY LOCATIONS, IDENTIFICATION, AND MARKING ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR, REROUTING, DISCONNECTION, PROTECTION, ETC. OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER, SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS ASSOCIATED WITH BURIED AND ABOVE GROUND UTILITIES, REMAINS THE SOLE RESPONSIBILITY OF THE CONTRACTOR
- THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS.
- EXISTING PAVEMENT DAMAGED DUE TO THE CONTRACTOR'S OPERATIONS, AND NOT OTHERWISE NECESSARY TO REPLACE, SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.
- ALL SAW CUTS NECESSARY TO COMPLETE THE WORK AS DETAILED IN THESE PLANS. SHALL BE INCLUDED IN THE COST FOR THE VARIOUS PAY ITEMS INVOLVED.
- BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.
- PROTECTIVE COAT SHALL BE APPLIED TO THE SURFACE OF NEW CONCRETE ACCORDING TO SECTION 503 OF THE STANDARD SPECIFICATIONS.

RATES OF APPLICATION

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

HOT MIX ASPHALT MATERIALS (PRIME COAT)	0.00038 TON/SQ. YD. (ON BITUMINOUS)
HOT MIX ASPHALT MATERIALS (PRIME COAT)	0.001425 TON/SQ. YD. (ON AGG.)
HOT MIX ASPHALT	0.056 TON/SQ. YD. PER 1"
AGGREGATE MATERIAL	2.05 TONS/CU. YD.
RIPRAP	1.5 TONS/CU. YD.
NITROGEN FERTILIZER NUTRIENT	90 LBS./ACRE
PHOSPHOROUS FERTILIZER NUTRIENT	90 LBS./ACRE
POTASSIUM FERTILIZER NUTRIENT	90 LBS./ACRE
AGRICULTURAL LIMESTONE	2 TONS/ACRE
AGGREGATE PRIME COAT	0.002 TONS/SQ. YD.

COMMITMENTS

- THE RESIDENT ENGINEER SHALL CONTACT STUDIES & PLANS CONCERNING ANY MAJOR PLAN CHANGES TO MAKE SURE NO PREVIOUS COMMITMENTS (NOT LISTED) WERE MADE AFFECTING THE DESIGN AND TO ALLOW IMPROVEMENT IN THE DESIGN FOR FUTURE PROJECTS.
- 404 PERMIT

MIXTURE REQUIREMENTS

MIXTURE USE(S):	HOT MIX ASPHALT SURFACE COURSE MIX "C", NSO AND TEMPORARY RAMP	LEVELING BINDER (MACHINE METHOD), NSO	VAR. DEPTH BINDER	BASE COURSE WIDENING	HMA SHOULDERS
AC/PG:	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 58-22
DESIGN AIR VOIDS	4.0% N DESIGN = 50	4.0% N DESIGN = 50	4.0% N DESIGN = 50	4.0% N DESIGN = 50	2.0% N DESIGN = 30
MIXTURE COMPOSITION	IL 9.5 OR 12.5	IL 9.5 OR 12.5	IL 19.0	IL 19.0	BAM
FRICTION AGGREGATE	MIX C	N/A	N/A	N/A	N/A

DISTRICT SIX

EXAMINED Sept 22 2009
James J. Haas
 OPERATIONS ENGINEER

EXAMINED October 14 2009
James J. Haas
 PROGRAM IMPLEMENTATION ENGINEER

EXAMINED November 5 2009
JPULL
 PROGRAM DEVELOPMENT ENGINEER

USER NAME:	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE:	CHECKED -	REVISED -
PLOT DATE:	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	109B-3	LOGAN	73	2
CONTRACT NO. 72A88				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

LOCATION OF WORK				CONSTRUCTION TYPE CODE		
CODE NO.	ITEM	UNIT	90% FED. 10% STATE TOTAL QUANTITY	ROADWAY F.A.P. 717 1000-2A	STRUCTURE S.N. 054-0514 X081-2A	
20200100	EARTH EXCAVATION	CU YD	4746.4	4746.4		
20200300	EARTH EXCAVATION FOR EROSION CONTROL	CU YD	40	40		
31100100	SUB-BASE GRANULAR MATERIAL, TYPE A	TON	404.6	404.6		
* 20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	173.0		173.0	
25000200	SEEDING, CLASS 2	ACRE	0.85	0.85		
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	77	77		
25000500	PHOSPHOROUS FERTILIZER NUTRIENT	POUND	77	77		
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	77	77		
25000700	AGRICULTURAL GROUND LIMESTONE	TON	1.7	1.7		
25100115	MULCH, METHOD 2	ACRE	0.85	0.85		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	600.0	600.0		

* SEE SPECIAL PROVISIONS

USER NAME:	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES SHEET 1 OF 7	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	DRAWN -	REVISED -			717	I09B-3	LOGAN	73	3	
PLOT SCALE:	CHECKED -	REVISED -			CONTRACT NO. 72A88					
PLOT DATE:	DATE -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

LOCATION OF WORK				CONSTRUCTION TYPE CODE		
CODE NO.	ITEM	UNIT	80% FED. 20% STATE TOTAL QUANTITY	ROADWAY F.A.P. 717 I000-2A	STRUCTURE S.N. 054-0514 X081-2A	
* 28000400	PERIMETER EROSION BARRIER	FOOT	600	600		
28001000	AGGREGATE (EROSION CONTROL)	TON	40	40		
28100107	STONE RIPRAP, CLASS A4	SQ YD	3,478.0		3,478.0	
28200200	FILTER FABRIC	SQ YD	3,478.0		3,478.0	
35600716	HOT-MIX ASPHALT BASE COURSE WIDENING, 10"	SQ YD	927.8	927.8		
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	45.0	45.0		
* 40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	50.0	50.0		
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	1.5	1.5		
40600300	AGGREGATE (PRIME COAT)	TON	8.0	8.0		
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	89.4	89.4		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	160	160		
40600990	TEMPORARY RAMP	SQ YD	56.0	56.0		
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	1439.0	1439.0		

* SEE SPECIAL PROVISIONS

USER NAME:	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES SHEET 2 OF 7			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -					717	I09B-3	LOGAN	73	4
PLOT SCALE:	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 72A88				
PLOT DATE:	DATE -	REVISED -					FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

LOCATION OF WORK				CONSTRUCTION TYPE CODE		
CODE NO.	ITEM	UNIT	80% FED. 20% STATE TOTAL QUANTITY	ROADWAY F.A.P. 717 I000-2A	STRUCTURE S.N. 054-0514 X081-2A	
40603310 42001430 42001500	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) P.C. CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT	TON SQ YD	178.7 48	178.7		
		SQ YD	42.8	42.8		48
44000100	PAVEMENT REMOVAL	SQ YD	1009.8	1009.8		
48101200	AGGREGATE SHOULDERS, TYPE B	TON	340.7	340.7		
48203100	HOT-MIX ASPHALT SHOULDERS	TON	139	139		
* 50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1.0		1.0	
* 50105220	PIPE CULVERT REMOVAL	FOOT	24.0	24.0		
50200100	STRUCTURE EXCAVATION	CU YD	500.0		500.0	
50300100	FLOOR DRAINS	EACH	22.0		22.0	
50300225	CONCRETE STRUCTURES	CU YD	178.8		178.8	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	380.2		380.2	
50300260	BRIDGE DECK GROOVING	SQ YD	642.0		642.0	
50300280	CONCRETE ENCASMENT	CU YD	10.9		10.9	
50300300	PROTECTIVE COAT	SQ YD	823		823	

* SEE SPECIAL PROVISIONS

USER NAME:	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES SHEET 3 OF 7			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE:	DRAWN -	REVISED -					717	I09B-3	LOGAN	73	5
PLOT DATE:	CHECKED -	REVISED -		CONTRACT NO. 72A88							
	DATE -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Rev.

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

LOCATION OF WORK				CONSTRUCTION TYPE CODE		
CODE NO.	ITEM	UNIT	80% FED. 20% STATE TOTAL QUANTITY	ROADWAY F.A.P. 717 1000-2A	STRUCTURE S.N. 054-0514 X081-2A	
50400905	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 42 IN,	FOOT	999.0		999.0	
* 50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	106,630		106,630	
50800515	BAR SPLICERS	EACH	897		897	
* 51200958	FURNISHING METAL SHELL PILES 14" x 0.250"	FOOT	1,052.0		1,052.0	
* 51202305	DRIVING PILES	FOOT	1,052.0		1,052.0	
51203200	TEST PILE METAL SHELLS	EACH	4		4	
* 51205200	TEMPORARY SHEET PILING	SQ FT	1,984.0		1,984.0	
51500100	NAME PLATES	EACH	1		1	
* 54200643	PIPE CULVERTS, TYPE 1, CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 18"	FOOT	62.0	62.0		
* 54215547	METAL END SECTIONS 12"	EACH	4	4		
* 54215553	METAL END SECTIONS 18"	EACH	2	2		
* 59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	93.4		93.4	
* 60105000	PIPE DRAINS, CORRUGATED STEEL OR ALUMINUM ALLOY 12"	FOOT	40	40		

* SEE SPECIAL PROVISIONS

Rev.

USER NAME:	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES SHEET 4 OF 7	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	DRAWN -	REVISED -			717	109B-3	LOGAN	73	6	
PLOT SCALE:	CHECKED -	REVISED -			CONTRACT NO. 72A88					
PLOT DATE:	DATE -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

LOCATION OF WORK				CONSTRUCTION TYPE CODE		
CODE NO.	ITEM	UNIT	80% FED. 20% STATE TOTAL QUANTITY	ROADWAY F.A.P. 717 1000-2A	STRUCTURE S.N. 054-0514 X081-2A	
* 60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	128.0		128.0	
60900215	TYPE C INLET BOX, STANDARD 609001	EACH	4	4		
# * 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	750	750		
# * 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4		
# * 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4		
* 63200310	GUARDRAIL REMOVAL	FOOT	395.0	395.0		
* 66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	9	9		
* 67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	8		
67100100	MOBILIZATION	L SUM	1	1		
* 70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1		
* 70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1		
* 70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1		

* SEE SPECIAL PROVISIONS

SPECIALTY ITEMS

USER NAME:	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES SHEET 5 OF 7			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -		717	109B-3	LOGAN	73	7			
PLOT SCALE:	CHECKED -	REVISED -		CONTRACT NO. 72A88			FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
PLOT DATE:	DATE -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.					

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

LOCATION OF WORK				CONSTRUCTION TYPE CODE		
CODE NO.	ITEM	UNIT	80% FED. 20% STATE TOTAL QUANTITY	ROADWAY F.A.P. 717 1000-2A	STRUCTURE S.N. 054-0514 X081-2A	
* 70101205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL) ↗	EACH	1	1		
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	10	10		
* 70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1		
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	309	309		
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	35	35		
* 70400100	TEMPORARY CONCRETE BARRIER	FOOT	737.5	737.5		
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	737.5	737.5		
# 78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	2,311.0	2,311.0		
# * 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	13	13		
# * 78200410	GUARDRAIL MARKERS, TYPE A	EACH	16	16		
# * 78200520	BARRIER WALL MARKERS, TYPE B	EACH	6	6		
# * 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4		
* 78300100	PAVEMENT MARKING REMOVAL	SQ FT	2,061.0	2,061.0		
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	13	13		

* SEE SPECIAL PROVISIONS

SPECIALTY ITEMS

USER NAME:	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES SHEET 6 OF 7	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE:	DRAWN -	REVISED -			717	109B-3	LOGAN	73	8
PLOT DATE:	CHECKED -	REVISED -			CONTRACT NO. 72A88				
	DATE -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES

LOCATION OF WORK				CONSTRUCTION TYPE CODE		
CODE NO.	ITEM	UNIT	80% FED. 20% STATE TOTAL QUANTITY	ROADWAY F.A.P. 717 1000-2A	STRUCTURE S.N. 054-0514 X081-2A	
* X5080600	MECHANICAL SPLICERS	EACH	48		48	
* X0324744	REMOVAL OF EXISTING PRECAST CONCRETE UNITS	SQ FT	300.0	300.0		
* X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH	1		1	
* X5020502	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 2	EACH	1		1	
X7050167	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT	EACH	2	2		
* X7200201	WIDTH RESTRICTION SIGNING	L SUM	1	1		
* Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3	EACH	2	2		
* Z0030330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	2	2		
* Z0073100	TEMPORARY SHORING	EACH	1		1	
* Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.5	0.5	

* SEE SPECIAL PROVISIONS

Rev.

USER NAME:	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES SHEET 7 OF 7	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE:	DRAWN -	REVISED -			717	109B-3	LOGAN	73	9	
PLOT DATE:	CHECKED -	REVISED -			CONTRACT NO. 72A88					
	DATE -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

SCHEDULE OF QUANTITIES

GUARDRAIL REMOVAL 63200310			
LOCATION	STATION	TO STATION	FOOT
RT	305+29	306+52	123
LT	305+80	306+52	72
RT	307+78	308+78	100
LT	307+78	308+78	100
TOTAL			395

REMOVAL OF EXISTING PRECAST CONCRETE UNITS X0324744			
LOCATION	STATION	TO STATION	SQ FT
LT	306+52	306+72	75
RT	306+52	306+72	75
LT	307+58	307+78	75
RT	307+58	307+78	75
TOTAL			300

BUTT / JOINT RAMP SCHEDULE					
STATION	TO STATION	PAVEMENT WIDTH	DISTANCE	40600982 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (SQ YD)	40600990 TEMPORARY RAMP (SQ YD)
		(FEET)		(SQ YD)	(SQ YD)
301+87	301+92	24	5		14
301+87	302+17	24	30	80	
305+69	305+74	24	5		14
308+04	308+09	24	5		14
311+69	312+14	24	30	80	
312+09	312+14	24	5		14
TOTALS				160	56

PAVEMENT REMOVAL 44000100					
LOCATION	STATION	TO STATION	LENGTH FOOT	WIDTH FOOT	SO YD
	305+74	306+72	98	24	261.3
	307+58	308+04	46	24	122.7
RT	302+36	306+52	416	4	184.9
RT	307+78	310+64	286	4	127.1
RT	303+12	306+52	340	4	151.1
RT	307+78	311+44	366	4	162.7
TOTAL					1009.8

TEMPORARY CONCRETE BARRIER 70400100			
STAGE	STATION	TO STATION	FOOT
I	303+27.5	310+65	737.5
TOTAL			737.5

GUARDRAIL MARKERS, TYPE A 78200410			
LOCATION	STATION	TO STATION	EACH
LT	303+48	305+92	4
RT	302+70	305+87	4
LT	307+92	311+10	4
RT	307+85	310+28	4
TOTAL			16

TRAFFIC BARRIER TERMINAL, TYPE 6 63100085				
LOCATION	STATION	TO STATION	STAGE	EACH
LT	305+48	305+92	II	1
RT	305+43	305+87	I	1
LT	307+92	308+35	II	1
RT	307+85	308+29	I	1
TOTAL				4

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS 66600105		
LOCATION	STATION	EACH
RT 40'	303+35	1
RT 69.92'	305+33.21	1
RT 80'	306+00	1
RT 80'	307+95	1
RT 70'	307+95	1
RT 70'	308+78.75	1
LT 66.5'	310+32.00	1
LT 40'	310+87.00	1
RT 40'	311+15	1
TOTAL		9

RELOCATE TEMPORARY CONCRETE BARRIER 70400200			
STAGE	STATION	TO STATION	FOOT
II	303+27.5	310+65	737.5
TOTAL			737.5

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT 63100167			
LOCATION	STATION	TO STATION	EACH
LT	303+48.49	303+98.49	1
RT	302+70.21	303+20.21	1
LT	310+60.32	311+10.32	1
RT	309+78.98	310+28.98	1
TOTAL			4

TERMINAL MARKERS, DIRECT APPLIED 78201000		
LOCATION	STATION	EACH
LT	303+48	1
RT	302+70	1
LT	311+10	1
RT	310+29	1
TOTAL		4

TEMPORARY TRAFFIC BARRIER TERMINAL TYPE 1 (SPECIAL) TANGENT X7050167			
LOCATION	STATION	TO STATION	EACH
LT	304+98	305+48	1
LT	309+22.82	309+72.82	1
TOTAL			2

BARRIER WALL MARKERS, TYPE B 78200520			
LOCATION	STATION	TO STATION	EACH
LT	305+92	307+92	3
RT	305+87	307+85	3
TOTAL			6

STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS 63000001			
LOCATION	STATION	TO STATION	FOOT
LT	303+98.49	305+48.49	150
RT	303+20.21	305+45.21	225
LT	308+35.32	310+60.32	225
RT	308+28.98	309+78.98	150
TOTAL			750

STRIPING SCHEDULE									
STATION	TO STATION	LT/RT	70300100 SHORT TERM PAVEMENT MARKING (FOOT)	70301000 WORK ZONE PAVEMENT MARKING REMOVAL (SQ FT)	780001120 PAINT PAVEMENT MARKING - LINE 5"		78100100 RAISED REFLECTIVE PAVEMENT MARKER (EACH)	78300100 PAVEMENT MARKING REMOVAL (SQ FT)	78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL (EACH)
					WHITE (FOOT)	YELLOW (FOOT)			
301+87	312+14	-	309	35			13		13
301+87	312+14	-			1027	257		822	
301+87	312+14	-			1027			1239	
SUB-TOTALS					2054	257			
TOTALS			309	35	2311	13	2061	13	

USER NAME:	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES 1 OF 2			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE:	DRAWN -	REVISED -					717	I09B-3	LOGAN	73	10
PLOT DATE:	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 72A88				
	DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

SCHEDULE OF QUANTITIES

SEEDING SCHEDULE									
STATION	TO STATION	LT/RT	AREA	25000200 SEEDING CLASS 2	25000400 NITROGEN FERTILIZER NUTRIENT	25000500 PHOSPHORUS FERTILIZER NUTRIENT	25000600 POTASSIUM FERTILIZER NUTRIENT	25000700 AGRICULTURAL GROUND LIMESTONE	25100115 MULCH METHOD 2
			(SQ FT)	(ACRE)	(POUND)	(POUND)	(POUND)	(TON)	(ACRE)
303+35	303+92	LT	1,611	0.04	3.3	3.3	3.3	0.1	0.04
304+08	302+20	LT	7,411	0.17	15.3	15.3	15.3	0.3	0.17
303+35	305+95	RT	8,028	0.18	16.6	16.6	16.6	0.4	0.18
307+82	311+15	LT	9,381	0.22	19.4	19.4	19.4	0.4	0.22
307+60	311+15	RT	10,478	0.24	21.6	21.6	21.6	0.5	0.24
TOTAL				0.85	76.2	76.2	76.2	1.7	0.85
USE				0.85	77	77	77	1.7	0.85

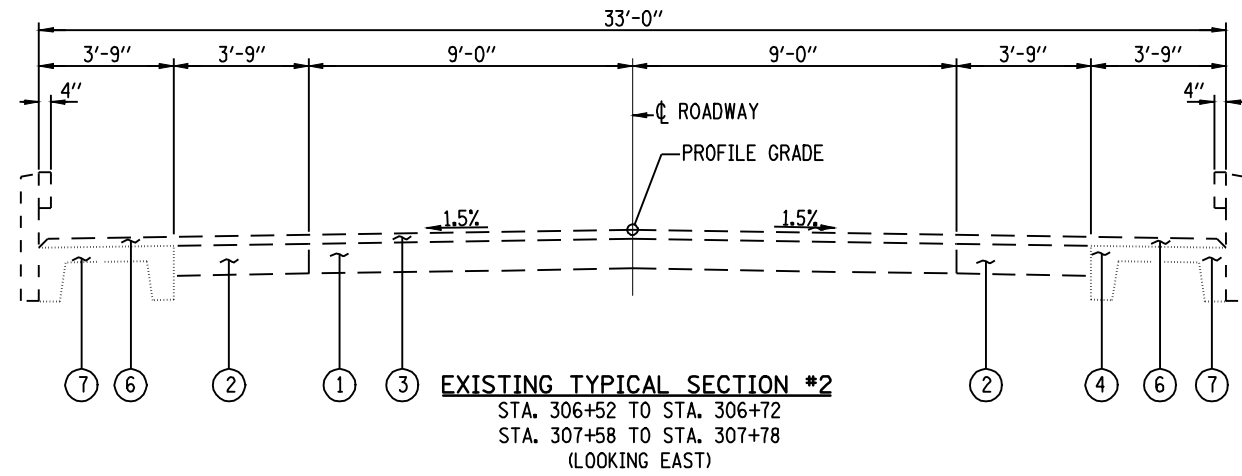
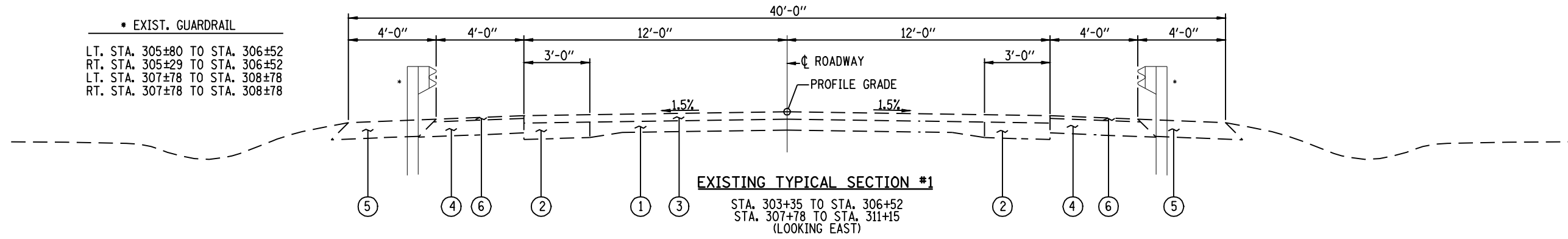
DRAINAGE SCHEDULE										
STATION	TO STATION	LT/RT	OFFSET	50105220 PIPE CULVERT REMOVAL	42001500 PCC BRIDGE APPROACH SHOULDER PAVEMENT	54200643 PIPE CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 18"	54215547 METAL END SECTIONS 12"	54215553 METAL END SECTIONS 18"	60105000 PIPE DRAINS CORRUGATED STEEL OR ALUMINUM ALLOY, 12"	60900215 TYPE C INLET BOX, STANDARD 609001
			(FOOT)	(FOOT)	(SQ YD)	(FOOT)	(EACH)	(EACH)	(FOOT)	(EACH)
305+66		LT					1		10	1
305+59		RT					1		10	1
308+19		LT					1		10	1
308+12		RT					1		10	1
303+73	304+27	LT	53			62		2		
305+54	305+78	LT		24						
305+55	305+71	RT			10.7					
305+61	305+77	LT			10.7					
308+01	308+17	RT			10.7					
308+07	308+23	LT			10.7					
				24	42.8	62	4	2	40	4

PAVING SCHEDULE																
STATION	TO STATION	LT/RT	PAVEMENT WIDTH	DISTANCE	AREA	40201000 AGGREGATE FOR TEMPORARY ACCESS	40200800 AGGREGATE SURFACE COURSE, TYPE B	48101500 AGGREGATE SHOULDERS, TYPE B, VAR. DEPTH	20201400 SUB-BASE GRANULAR MATERIAL, TYPE A	40600200 BITUMINOUS MATERIALS (PRIME COAT)	40600300 AGGREGATE (PRIME COAT)	35600716 HOT-MIX ASPHALT BASE COURSE, WIDENING, 10'	40603080 HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	40600625 LEVELING BINDER (MACHINE METHOD), N50	40603310 HOT-MIX ASPHALT SURFACE COURSE MIX "C", N50	48203100 HOT-MIX ASPHALT SHOULDERS
			(FEET)	(FEET)	(SQ YD)	(TON)	(TON)	(TON)	(TON)	(TON)	(TON)	(SQ YD)	(TON)	(TON)	(TON)	(TON)
PRE-STAGE I																
302+36	302+60	RT	5	24	13.3							13.3				1.7
302+60	306+52	RT	6	392	261.3							261.3				32.9
307+78	310+40	RT	6	262	174.7							174.7				22.0
310+40	310+64	RT	5	24	13.3							13.3				1.7
STAGE I, II, & III																
301+87	302+36	RT	4	49	21.8											2.7
310+64	312+14	RT	4	150	66.7											8.4
301+87	303+12	LT	4	125	55.6											7.0
303+12	303+38	LT	5	26	14.4							14.4				1.8
303+38	306+52	LT	6	314	209.3							209.3				26.4
307+78	311+20	LT	6	342	228.0							228.0				28.7
311+20	311+44	LT	5	24	13.3							13.3				1.7
311+44	312+14	LT	4	70	31.1											3.9
301+87	306+52	LT	4	465	206.7			48.6								
307+78	312+14	LT	4	436	193.8			120								
301+87	306+52	RT	4	465	206.7			46.7								
307+78	312+14	RT	4	436	193.8			125.4								
301+87	303+80		24	193	514.7				0.20	1.03			451.62	21.72	43.43	
303+80	305+74		36	194	776.0				0.29	1.55						
303+80	305+74		24	194	517.3				0.20	1.03			21.73	43.46		
308+04	310+70		36	266	1064.0				0.40	2.13		987.35				
308+04	310+70		24	266	709.3				0.27	1.42			29.79	59.58		
310+70	312+14		24	144	384.0				0.15	0.77			16.13	32.26		
305+74	306+04		40	30	133.3				201.36							
307+74	308+04		40	30	133.3				203.18							
ENTRANCES																
305+65		LT				50										
303+00		LT					45									
TOTAL						50	45	340.7	404.54	1.51	7.93	927.78	1438.97	89.4	178.7	138.96
USE						50	45	340.7	404.6	1.5	8.0	927.8	1439	89.4	178.7	139

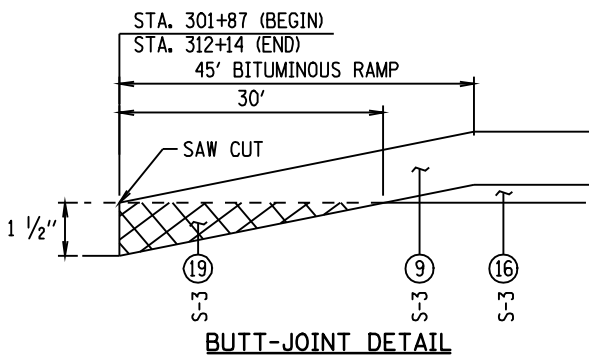
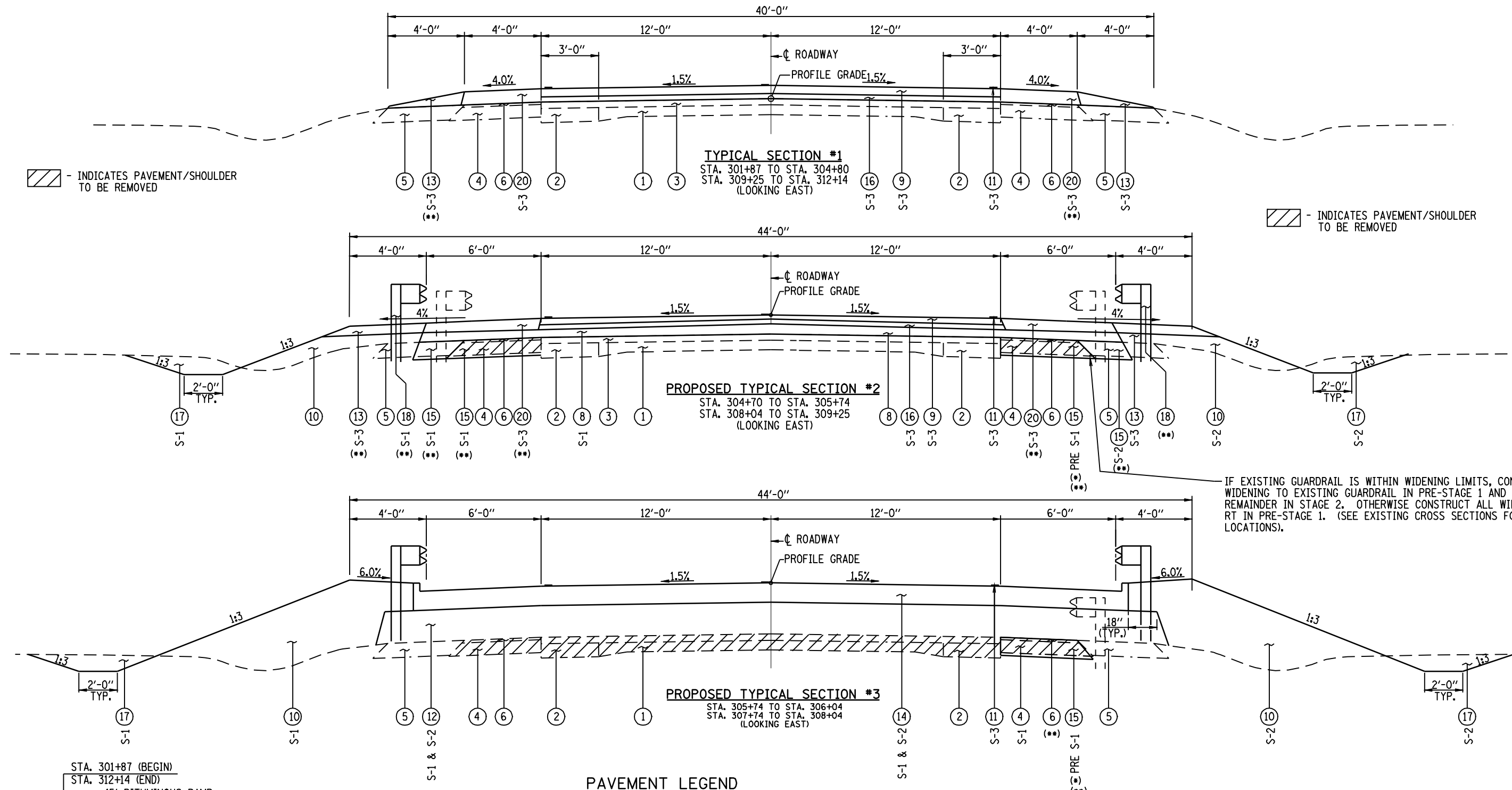
EARTH EXCAVATION SCHEDULE						
STATION	TO	STATION	20200100 EARTH EXCAVATION [CUT]	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT [FILL]	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
			(CU YD)	(CU YD)	(CU YD)	(CU YD)
PRE-STAGE I						
302+36		310+64	38.3	28.7	0	+28.7
BRIDGE OMISSION						
305+74		308+04	1843.3	1382.5	297.1	+1085.4
STAGE I						
301+87		312+50	323.7	242.8	1017.6	-774.8
BRIDGE OMISSION						
305+74		308+04	2312.9	1734.7	195.1	+1539.6
STAGE II						
301+87		312+50	228.2	171.2	884.0	-712.8
ENTRANCE STA. 304+00, LT						
303+96		304+08	0	0	418.9	-418.9
TOTALS			4746.4	3559.9	2812.7	+747.2
20400800 FURNISHED EXCAVATION (CU YD) = 0						

USER NAME:	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES 2 OF 2	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE:	DRAWN -	REVISED -			717	I09B-3	LOGAN	73	II	
PLOT DATE:	CHECKED -	REVISED -			CONTRACT NO. 72A88					
	DATE -	REVISED -			SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

* EXIST. GUARDRAIL
 LT. STA. 305±80 TO STA. 306±52
 RT. STA. 305±29 TO STA. 306±52
 LT. STA. 307±78 TO STA. 308±78
 RT. STA. 307±78 TO STA. 308±78



USER NAME: PLOT SCALE: PLOT DATE:	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS 1 OF 2	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -			717	I09B-3	LOGAN	73	I2
	CHECKED -	REVISED -			CONTRACT NO. 72A88				
	DATE -	REVISED -			SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

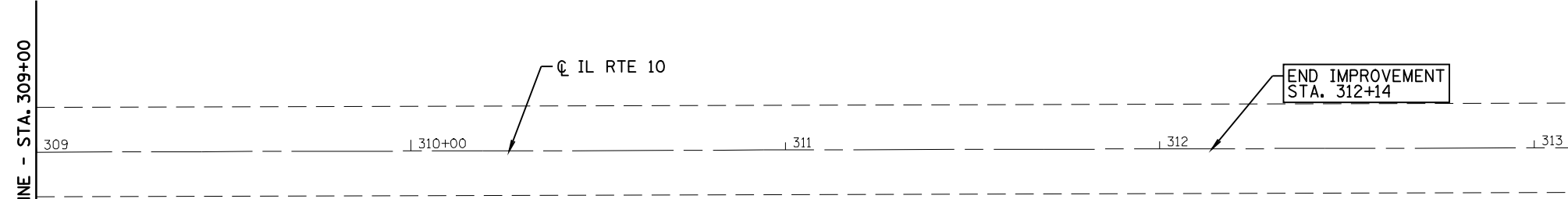
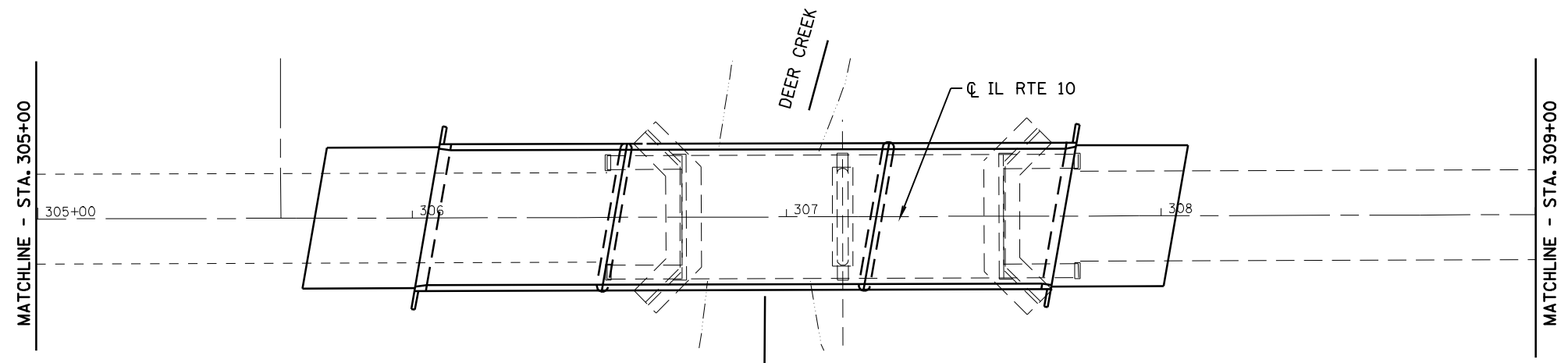
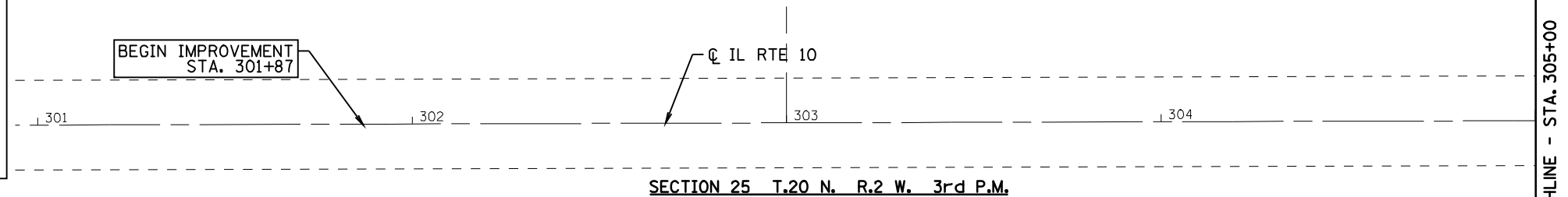
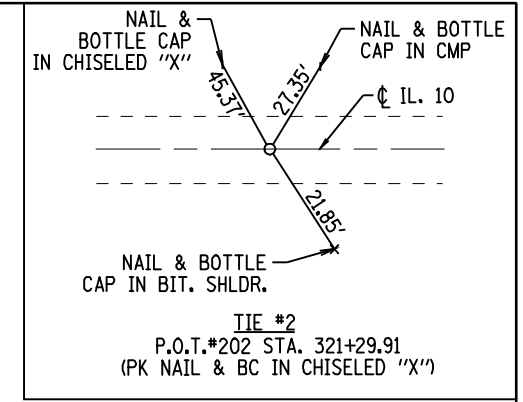
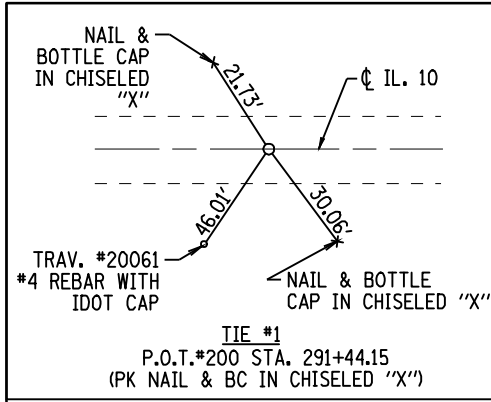


PAVEMENT LEGEND

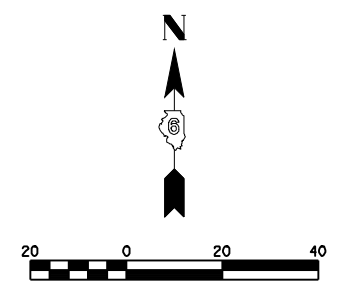
- 1. EXISTING P.C.C. PAVEMENT, VARIES 6"-9"
- 2. EXISTING HOT MIX ASPHALT WIDENING 9"
- 3. EXISTING HOT MIX ASPHALT OVERLAY 4"
- 4. EXISTING HOT MIX ASPHALT SHOULDER 8"
- 5. EXISTING AGGREGATE SHOULDER 9"
- 6. EXISTING HOT MIX SURFACE COURSE 1 1/2"
- 7. EXISTING PRECAST CONCRETE BRIDGE BEAM
- 8. PROPOSED HOT MIX ASPHALT BINDER COURSE (VAR. DEPTH)
- 9. PROPOSED HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50 (1 1/2" MIN.)
- 10. PROPOSED EARTH EMBANKMENT
- 11. PROPOSED PAVEMENT MARKING LINE - 5"
- 12. PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A (VARIABLE DEPTH)
- 13. PROPOSED AGGREGATE SHOULDERS, TYPE B (VAR. DEPTH)
- 14. PROPOSED CONCRETE BRIDGE APPROACH PAVEMENT
- 15. PROPOSED HOT MIX ASPHALT BASE COURSE, WIDENING 10"
- 16. PROPOSED LEVELING BINDER (MACHINE METHOD), N50 (3/4")
- 17. PROPOSED EARTH EXCAVATION
- 18. GUARDRAIL TEMPORARY/PERMANENT
- 19. PROPOSED HOT MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- 20. HOT MIX ASPHALT SHOULDER (VARIABLE DEPTH)

(*) PRIOR TO STARTING STAGE I, THE ENGINEER WILL EVALUATE THE EXISTING SHOULDER. WIDENING MAY BE OMITTED IF DETERMINED NOT NECESSARY BY THE ENGINEER
 (**) SEE PLAN SHEETS FOR LIMITS

USER NAME:	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS 2 OF 2				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE:	DRAWN -	REVISED -						717	109B-3	LOGAN	73	13
PLOT DATE:	CHECKED -	REVISED -		CONTRACT NO. 72A88				FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
	DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.				



B.M.
CHISELED "X" ON S.E. ABUTMENT.
BRIDGE OVER DEER CREEK, 16.53' RT
STA. 307+58.41, ELEVATION 590.62

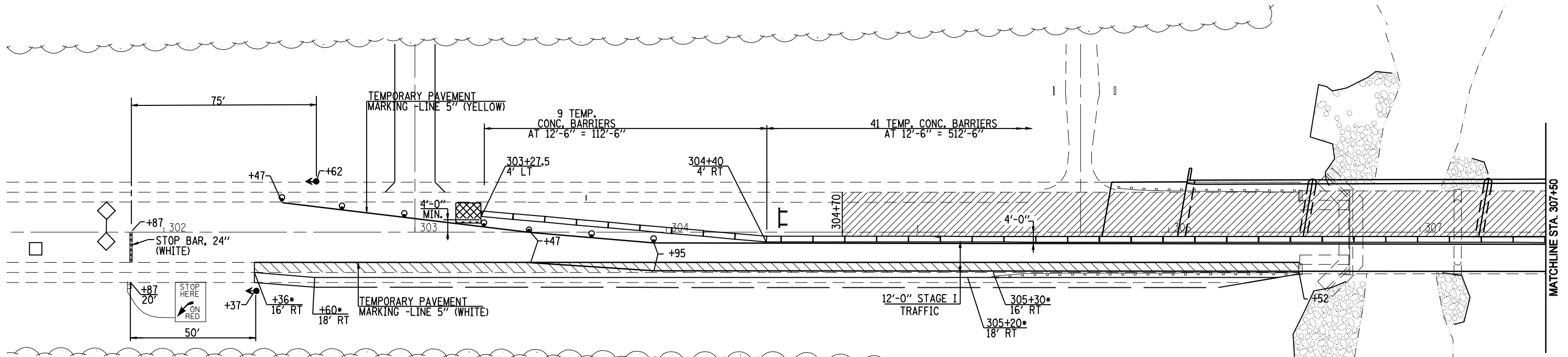


USER NAME:	DESIGNED -	REVISED -
PLOT SCALE:	DRAWN -	REVISED -
PLOT DATE:	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ALIGNMENT, TIES, AND BENCHMARKS			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	I09B-3	LOGAN	73	14
CONTRACT NO. 72A88				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STAGE I TRAFFIC

GENERAL NOTES

- DRAINAGE, IN-STREAM WORK, AND ACCESS ROAD NOT SHOWN REFER TO PLAN SHEETS FOR DETAIL.
- CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ENTRANCES AT ALL TIMES.
- THIS TRAFFIC CONTROL PLAN SHALL BE USED IN CONJUNCTION WITH STANDARD 701321-10 AND AS DIRECTED BY THE ENGINEER.
- VERTICAL PANELS, DRUMS WITH STEADY BURNING LIGHTS, TYPE III BARRICADES, SIGNS, TRAFFIC SIGNALS, MICROWAVE DETECTOR SYSTEMS, DETECTOR LOOPS, TEMPORARY PAVEMENT MARKING, REMOVAL OF ANY CONFLICTING PAVEMENT MARKINGS, AND TYPE C BIDIRECTIONAL REFLECTORS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)".
- THE CONTRACTOR SHALL PROVIDE AND ERECT W12-I102 48X48(O) LANE WIDTH SIGNS. THESE SIGNS SHALL BE PLACED AS DIRECTED BY THE ENGINEER BEFORE IMPLEMENTING ANY STAGE TRAFFIC CONTROL.
- THE CONTRACTOR SHALL NOTIFY THE DISTRICT 6 TRAFFIC SECTION OF THE BUREAU OF OPERATIONS (PH: 785-5836) AT LEAST ONE WEEK PRIOR TO IMPLEMENTING ANY STAGE TRAFFIC CONTROL AND WHEN EVER A SWITCH IN STAGING IS MADE.
- THE CONTRACTOR SHALL NOTIFY THE DISTRICT 6 TRAFFIC SECTION OF THE BUREAU OF OPERATIONS AT LEAST THREE (3) DAYS PRIOR TO ACTIVATING THE TEMPORARY TRAFFIC SIGNALS. PLEASE REFER TO THE DISTRICT 6 SPECIAL PROVISIONS FOR TEMPORARY BRIDGE TRAFFIC SIGNALS FOR CONTACT INFORMATION.

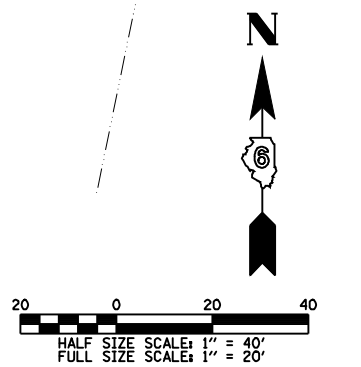
NOTE:
SEE "PROFILES" FOR TEMPORARY RAMP PLACED THIS STAGE.

SUGGESTED STAGE CONSTRUCTION SEQUENCE

STAGE I

- REMOVE HMA SHOULDER, AND CONSTRUCT HMA BASE COURSE WIDENING 10" STA. 303+40 RT TO STA. 310+50 RT. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701326
- ERECT TRAFFIC CONTROL FOR STAGE I UTILIZING THESE PLANS IN CONJUNCTION WITH STANDARD 701321.
- PLACE TEMPORARY BARRIER AND PAVEMENT MARKING IN ACCORDANCE WITH THESE PLANS FOR STAGE I CONSTRUCTION.
- LOCATE TEMPORARY TRAFFIC SIGNALS AS SHOWN ON THESE PLANS. INSTALL LOOP DETECTORS.
- DRIVE SHEET PILING PRIOR TO EXCAVATION.
- COMPLETE STAGE I CONSTRUCTION WORK, PAVEMENT REMOVAL, WIDENING, GUARDRAIL REMOVAL & REPLACEMENT, DRAINAGE WORK, TERMINAL SECTIONS, TEMPORARY RAMPS AND STAGE I STRUCTURAL WORK FOR STRUCTURE NO 054-0514 AS SHOWN IN THESE PLANS.

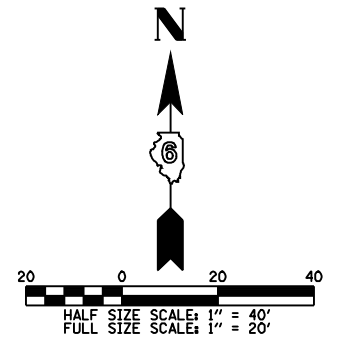
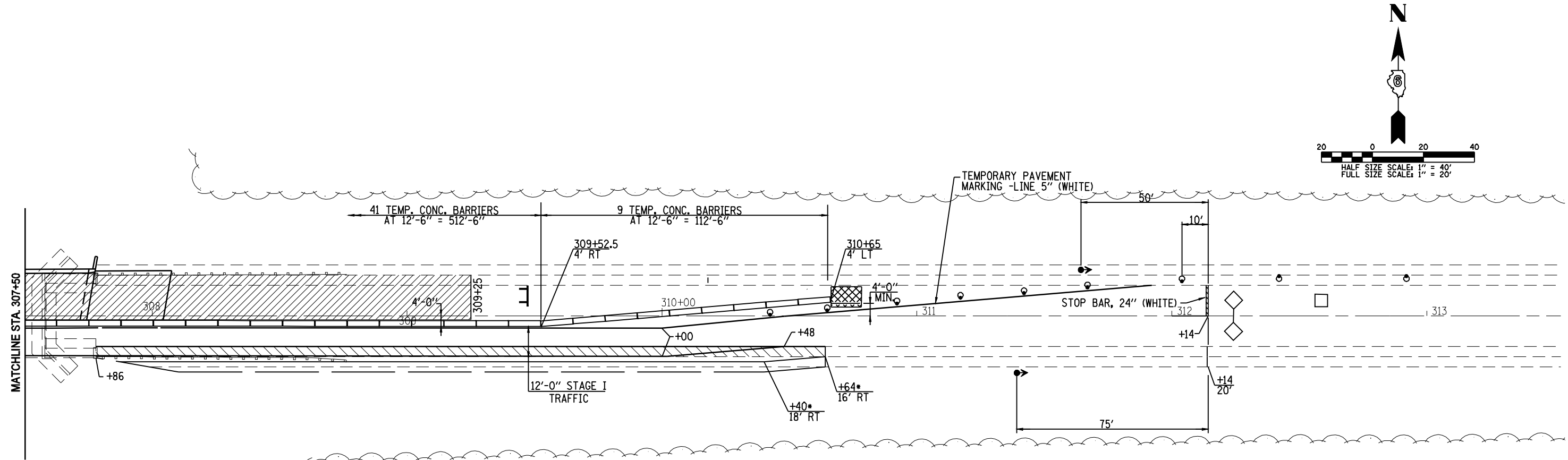
* CONSTRUCT BASE COURSE WIDE ENOUGH TO SATISFY THIS OFFSET FOR FINAL LIFT



LEGEND









- EXISTING HMA SHOULDER/PAVEMENT REMOVAL AND PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 10" *
- BRIDGE WORK AREA 304+70 to 309+25
- IMPACT ATTENUATOR
- TEMP. CONCRETE BARRIER
- TYPE III BARRICADE
- DRUM WITH STEADY BURNING LIGHT
- INDUCTION LOOP DETECTOR
- TRAFFIC SIGNAL

USER NAME: DESIGNED - DRAWN - PLOT SCALE: PLOT DATE:	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE I TRAFFIC			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -					717	109B-3	LOGAN	73	15
	CHECKED -	REVISED -		CONTRACT NO. 72A88							
	DATE -	REVISED -		SCALE:	SHEET NO. 1 OF 2 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



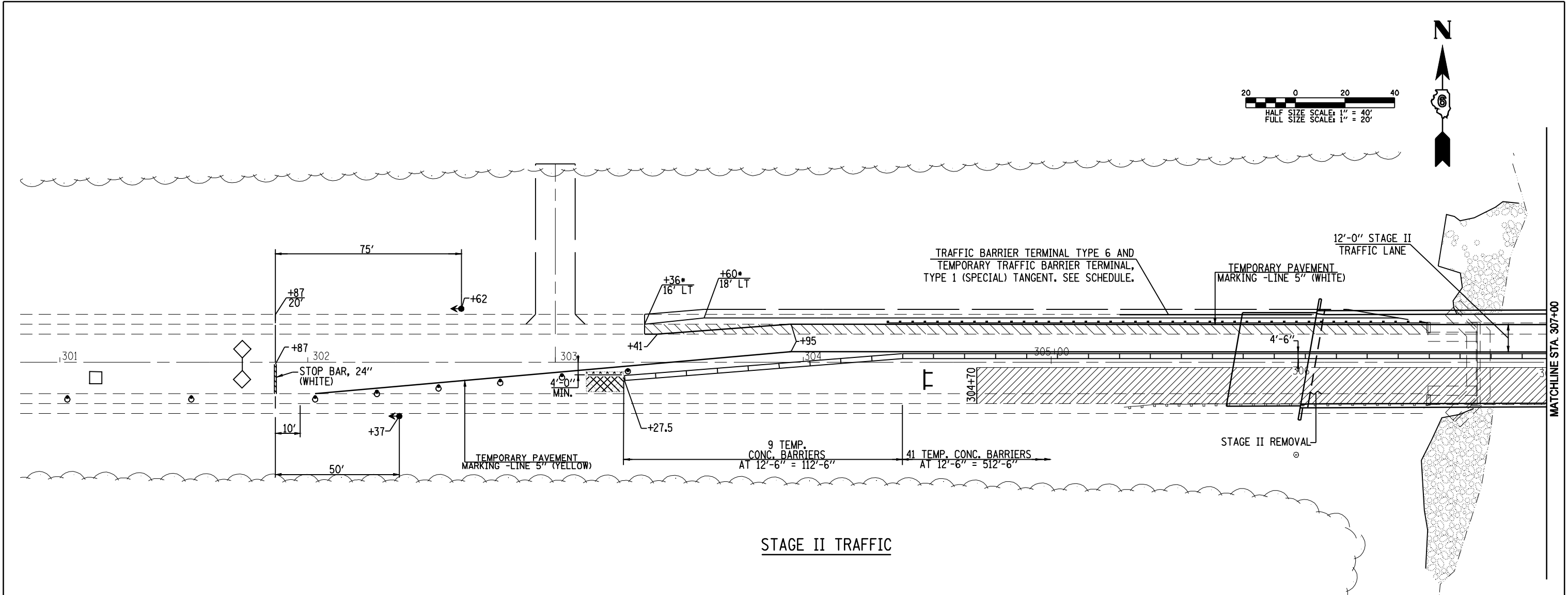
STAGE I TRAFFIC

LEGEND

-  EXISTING HMA SHOULDER/PAVEMENT REMOVAL AND PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 10' *
-  BRIDGE WORK AREA 304+70 to 309+25
-  IMPACT ATTENUATOR
-  TEMP. CONCRETE BARRIER
-  TYPE III BARRICADE
-  DRUM WITH STEADY BURNING LIGHT
-  INDUCTION LOOP DETECTOR
-  TRAFFIC SIGNAL

* CONSTRUCT BASE COURSE WIDE ENOUGH TO SATISFY THIS OFFSET FOR FINAL LIFT

	USER NAME:	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE I TRAFFIC			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED -					717	109B-3	LOGAN	73	16	
	PLOT SCALE:	CHECKED -	REVISED -		CONTRACT NO. 72A88								
	PLOT DATE:	DATE -	REVISED -		SCALE:	SHEET NO. 2 OF 2 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT			



STAGE II TRAFFIC

GENERAL NOTES

- DRAINAGE, IN-STREAM WORK, AND ACCESS ROAD NOT SHOWN REFER TO PLAN SHEETS FOR DETAIL.
- CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ENTRANCES AT ALL TIMES.
- THIS TRAFFIC CONTROL PLAN SHALL BE USED IN CONJUNCTION WITH STANDARD 701321-10 AND AS DIRECTED BY THE ENGINEER.
- VERTICAL PANELS, DRUMS WITH STEADY BURNING LIGHTS, TYPE III BARRICADES, SIGNS, TRAFFIC SIGNALS, MICROWAVE DETECTOR SYSTEMS, DETECTOR LOOPS, TEMPORARY PAVEMENT MARKING, REMOVAL OF ANY CONFLICTING PAVEMENT MARKINGS, AND TYPE C BIDIRECTIONAL REFLECTORS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)".
- THE CONTRACTOR SHALL PROVIDE AND ERECT W12-1102 48X48(O) LANE WIDTH SIGNS. THESE SIGNS SHALL BE PLACED AS DIRECTED BY THE ENGINEER BEFORE IMPLEMENTING ANY STAGE TRAFFIC CONTROL.
- THE CONTRACTOR SHALL NOTIFY THE DISTRICT 6 TRAFFIC SECTION OF THE BUREAU OF OPERATIONS (PH: 785-5836) AT LEAST ONE WEEK PRIOR TO IMPLEMENTING ANY STAGE TRAFFIC CONTROL AND WHEN EVER A SWITCH IN STAGING IS MADE.
- THE CONTRACTOR SHALL NOTIFY THE DISTRICT 6 TRAFFIC SECTION OF THE BUREAU OF OPERATIONS AT LEAST THREE (3) DAYS PRIOR TO ACTIVATING THE TEMPORARY TRAFFIC SIGNALS. PLEASE REFER TO THE DISTRICT 6 SPECIAL PROVISIONS FOR TEMPORARY BRIDGE TRAFFIC SIGNALS FOR CONTACT INFORMATION.

SUGGESTED STAGE CONSTRUCTION SEQUENCE

STAGE II

- ERECT TRAFFIC CONTROL FOR STAGE II.
- REMOVE EXISTING BRIDGE, PAVEMENT, GUARDRAIL REMOVAL & REPLACEMENT INCLUDING TERMINALS, DRAINAGE WORK, REMOVE AND REPLACE FIELD ENTRANCE, AND STAGE 2 STRUCTURAL WORK AS SHOWN IN THESE PLANS.

STAGE III (FINAL)

- REMOVE TEMPORARY TRAFFIC CONTROL DEVICES FOR STAGE 2 CONSTRUCTION INCLUDING TEMPORARY BARRIERS AND TEMPORARY PAVEMENT MARKINGS.
- PLACE TRAFFIC CONTROL MEASURES AS REQUIRED BY STANDARD 701306.
- COMPLETE RESURFACING AS SHOWN IN THESE PLANS.
- FINAL STRIPING, SEEDING, AND MISCELLANEOUS CLEANUP.

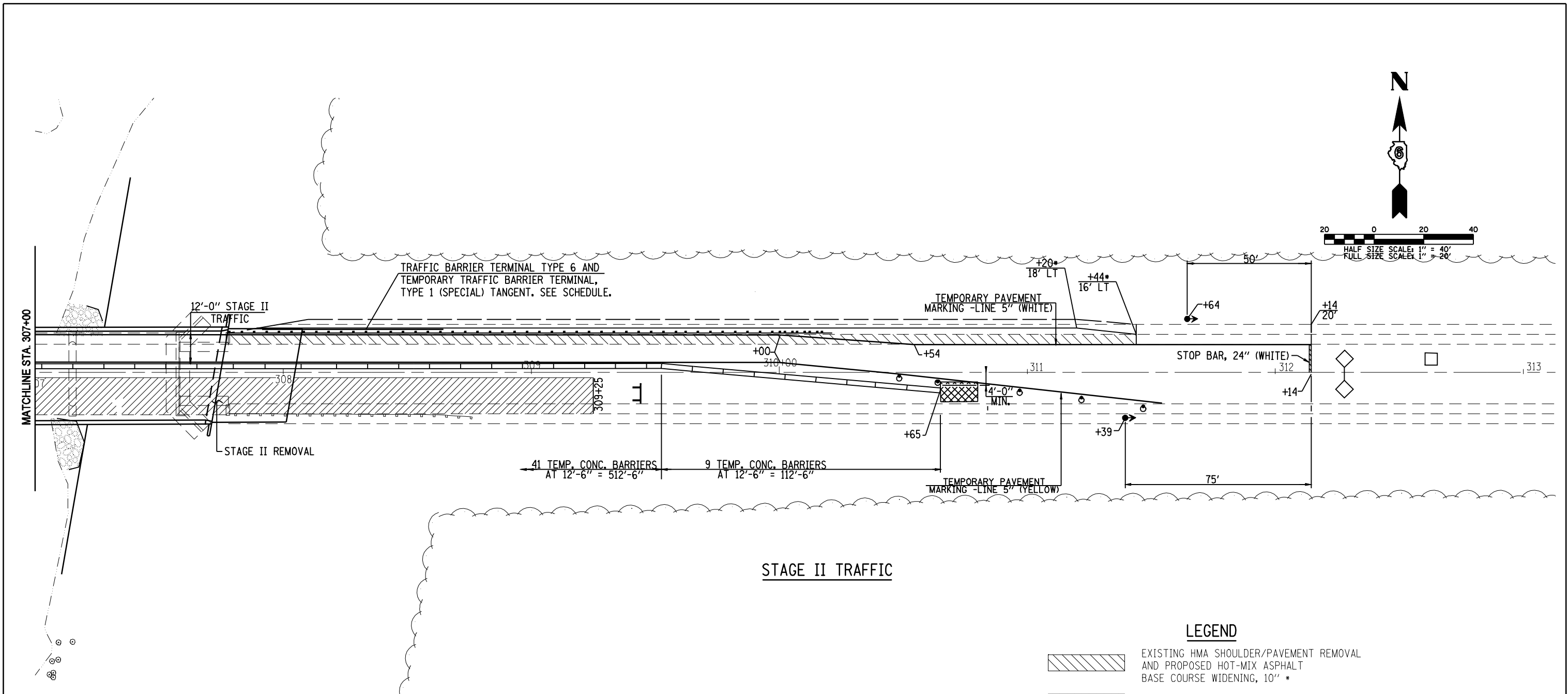
NOTE:
SEE "PROFILES" FOR TEMPORARY RAMP PLACED THIS STAGE.

LEGEND

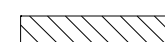
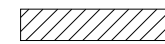
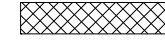





- EXISTING HMA SHOULDER/PAVEMENT REMOVAL AND PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 10' *
- BRIDGE WORK AREA 304+70 TO 309+25
- IMPACT ATTENUATOR
- TEMP. CONCRETE BARRIER
- TYPE III BARRICADE
- DRUM WITH STEADY BURNING LIGHT
- INDUCTION LOOP DETECTOR
- TRAFFIC SIGNAL

* CONSTRUCT BASE COURSE WIDE ENOUGH TO SATISFY THIS OFFSET FOR FINAL LIFT

USER NAME: DESIGNED - DRAWN - PLOT SCALE: PLOT DATE:	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE II TRAFFIC				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -						717	109B-3	LOGAN	73	17
	CHECKED -	REVISED -		CONTRACT NO. 72A88					FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT
	DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.					

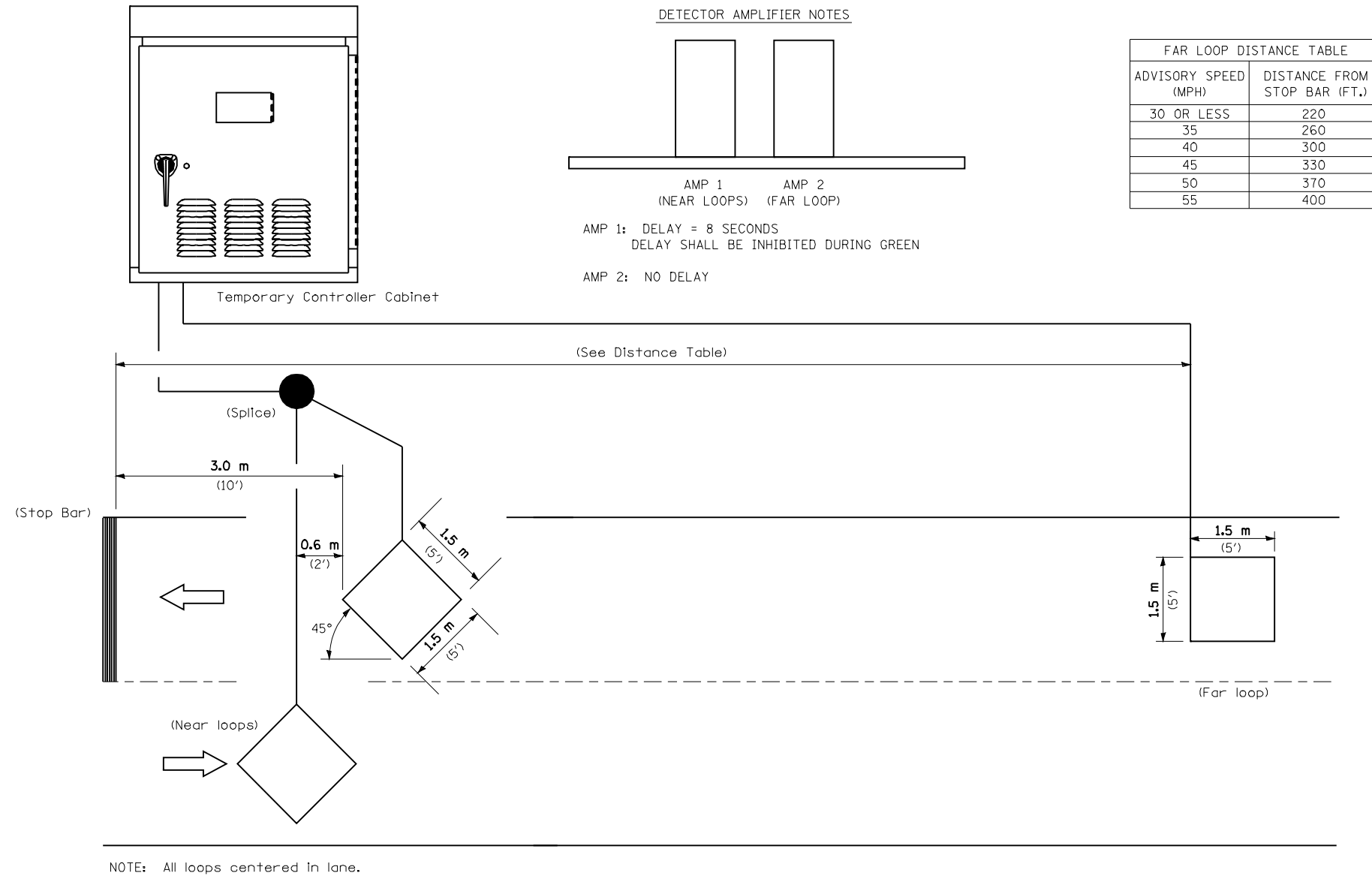


LEGEND

-  EXISTING HMA SHOULDER/PAVEMENT REMOVAL AND PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 10" *
-  BRIDGE WORK AREA 304+70 to 309+25
-  IMPACT ATTENUATOR
-  TEMP. CONCRETE BARRIER
-  TYPE III BARRICADE
-  DRUM WITH STEADY BURNING LIGHT
-  INDUCTION LOOP DETECTOR
-  TRAFFIC SIGNAL

* CONSTRUCT BASE COURSE WIDE ENOUGH TO SATISFY THIS OFFSET FOR FINAL LIFT

USER NAME: PLOT SCALE: PLOT DATE:	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE II TRAFFIC			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -					717	109B-3	LOGAN	73	18
	CHECKED -	REVISED -		CONTRACT NO. 72A88							
	DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	



INDUCTION LOOP DETECTOR

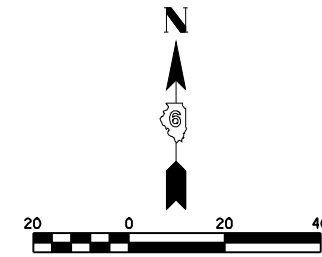
8006DET05.DGN

USER NAME:	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE:	CHECKED -	REVISED -
PLOT DATE:	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

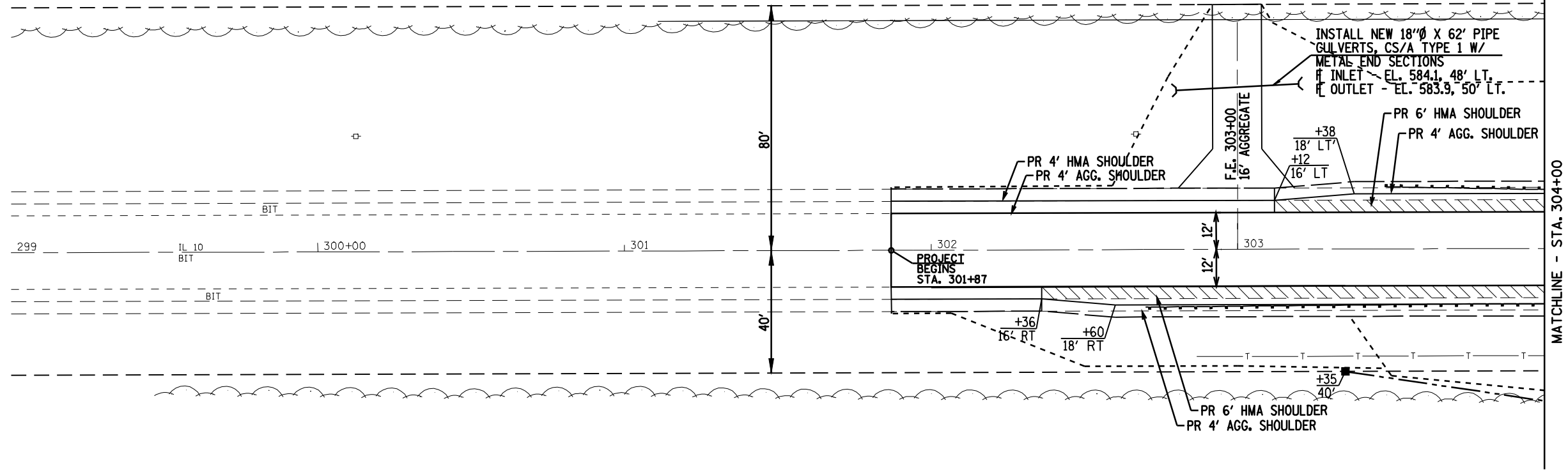
**TEMPORARY BRIDGE TRAFFIC SIGNAL
LOOP PLACEMENT DETAIL SHEET**

SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			717	I09B-3	LOGAN	73	19
			CONTRACT NO. 72A88				
			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SECTION 25 T.20 N. R.2 W. 3rd P.M.

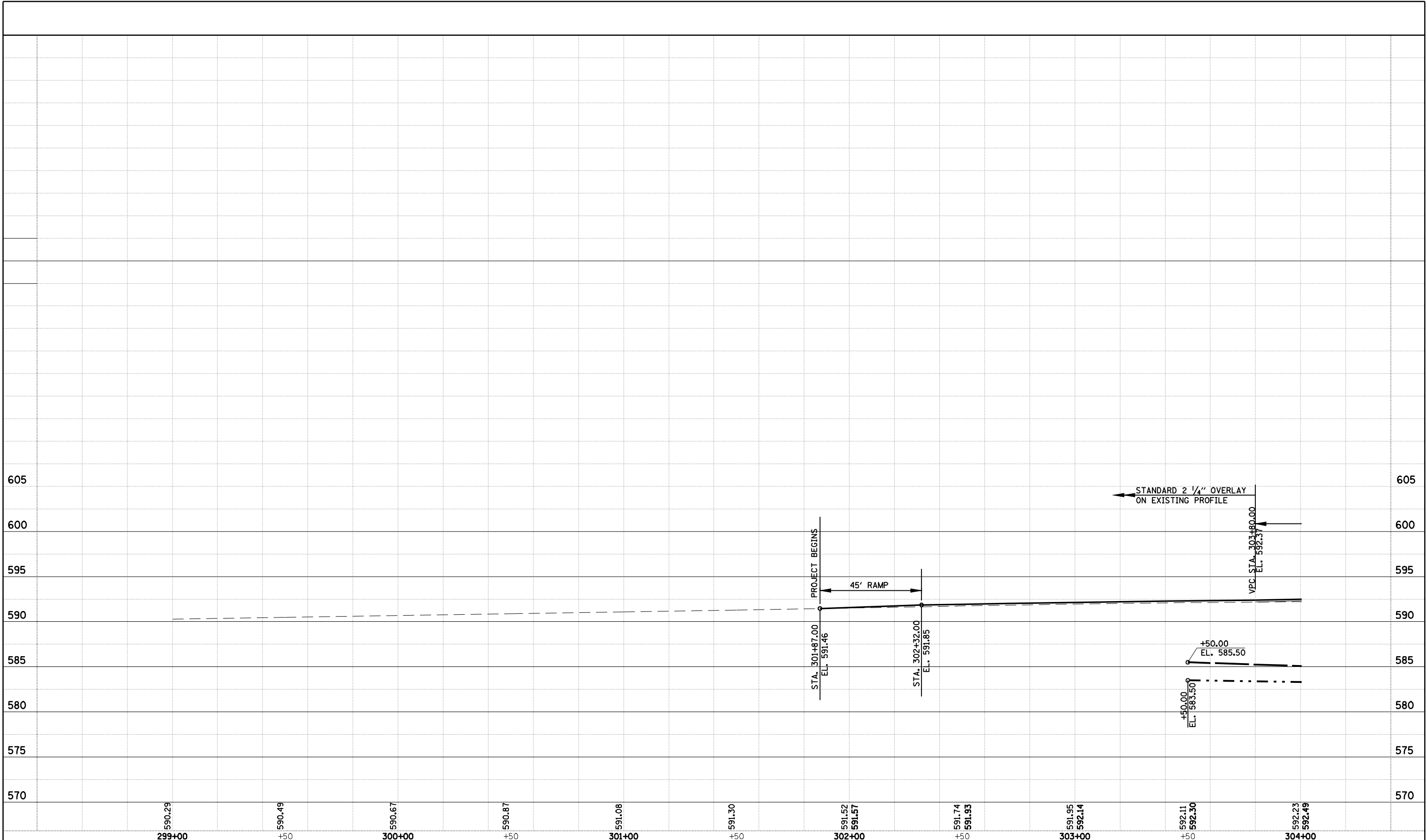
LINCOLN FARM CORP.



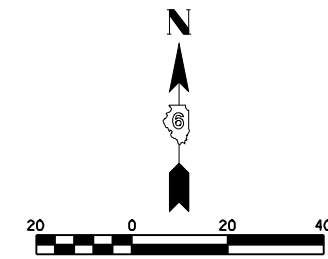
ARTHUR D. ROHRER TRUST ETAL
PARCEL NO. 6137102

SECTION 30 T.20 N. R.2 W. 3rd P.M.

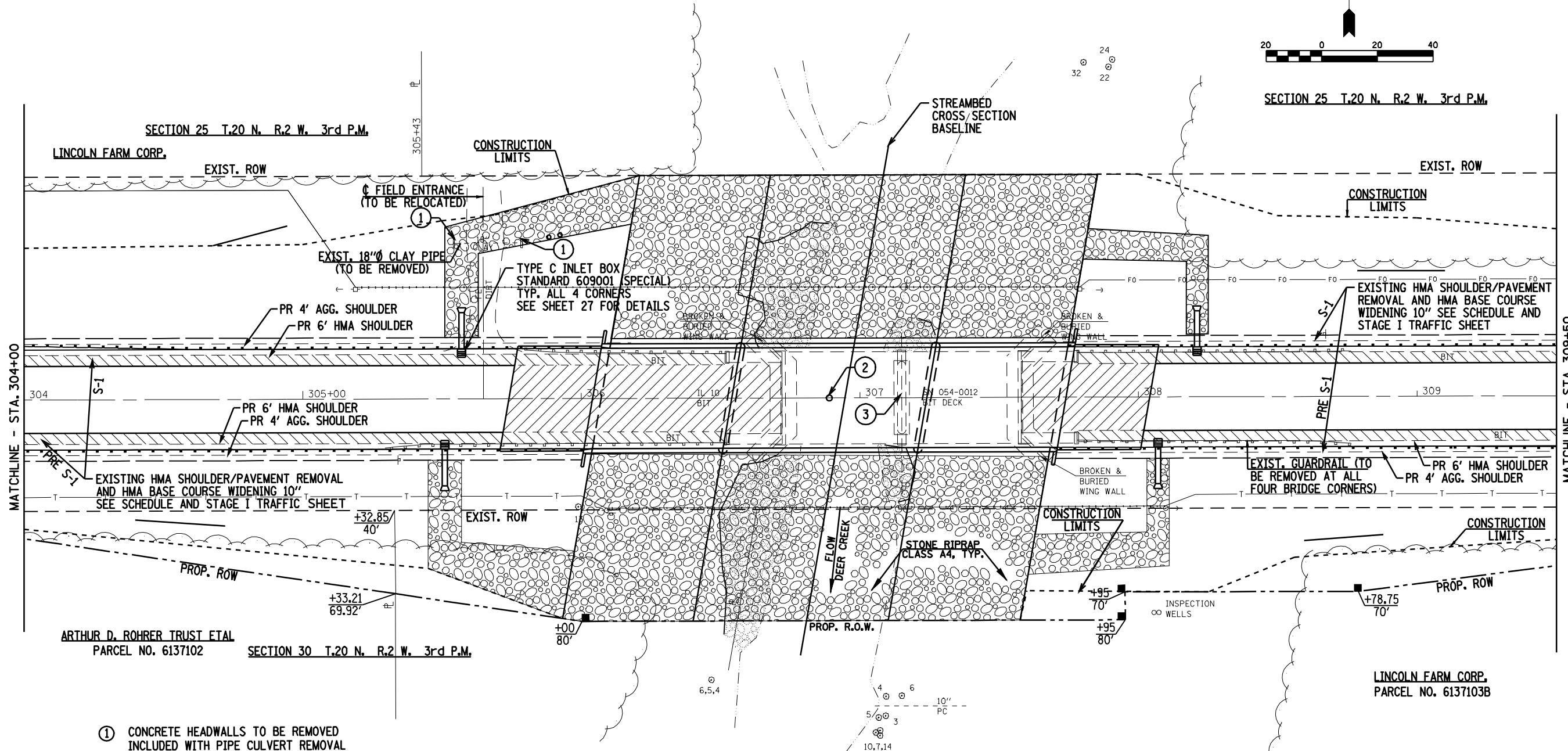
USER NAME: PLOT SCALE: PLOT DATE:	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET STA. 299+00 TO STA. 304+00		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -		717	I09B-3	LOGAN	73	20		
	CHECKED -	REVISED -		CONTRACT NO. 72A88						
	DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT



USER NAME: PLOT SCALE: PLOT DATE:	DESIGNED - DRAWN - CHECKED - DATE -	REVISED - REVISED - REVISED - REVISED -	SODEMANN AND ASSOCIATES, INC. STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROFILE SHEET STA. 299+00 TO STA. 304+00	F.A.P. RTE. 717 SECTION 109B-3 COUNTY LOGAN TOTAL SHEETS 73 SHEET NO. 21	CONTRACT NO. 72A88 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
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SECTION 25 T.20 N. R.2 W. 3rd P.M.



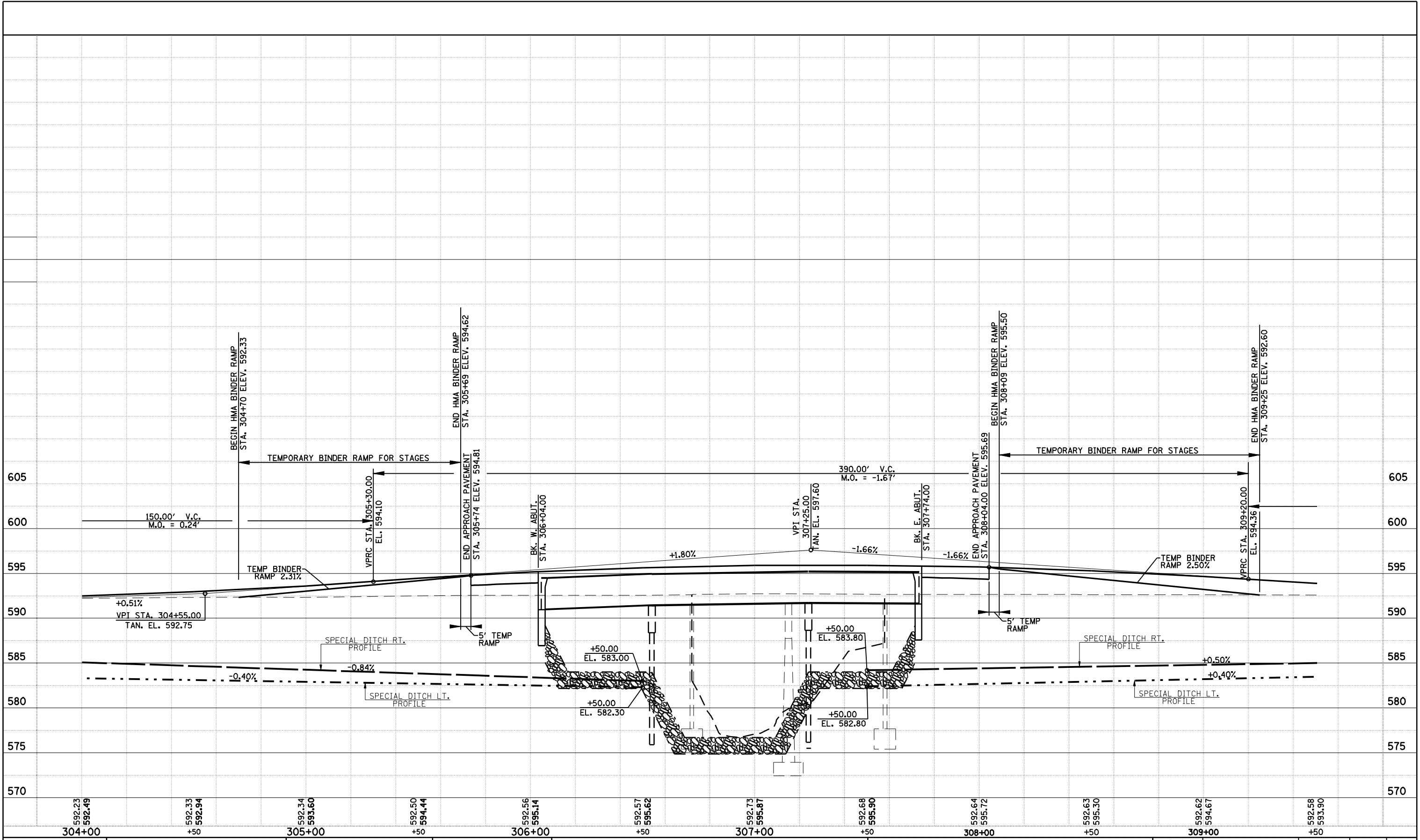
- ① CONCRETE HEADWALLS TO BE REMOVED INCLUDED WITH PIPE CULVERT REMOVAL
- ② STA. 306+89 - \dot{C} RDWY. AT \dot{C} STRUCTURE PROPOSED STRUCTURE: THREE SPAN PRECAST PRESTRESSED CONCRETE BEAM BRIDGE SUPPORTING AN 8" CONCRETE DECK WITH INTEGRAL CONCRETE ABUTMENTS AND SOLID CONCRETE PIERS. 170'-0" BK.-BK. ABUTMENTS, 36'-0" CLEAR DECK WIDTH, 39'-2" OUT TO OUT OF PARAPET, 10° SKEW LT. FORWARD.
- ③ EXISTING STRUCTURE NO. 054-0012 TO BE REMOVED AND REPLACED WITH PROPOSED STRUCTURE NO. 054-0514, UNDER STAGED CONSTRUCTION, SEE DETAILS

USER NAME:	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE:	CHECKED -	REVISED -
PLOT DATE:	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN SHEET STA. 304+00 TO STA. 309+50			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	I09B-3	LOGAN	73	22
CONTRACT NO. 72A88				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



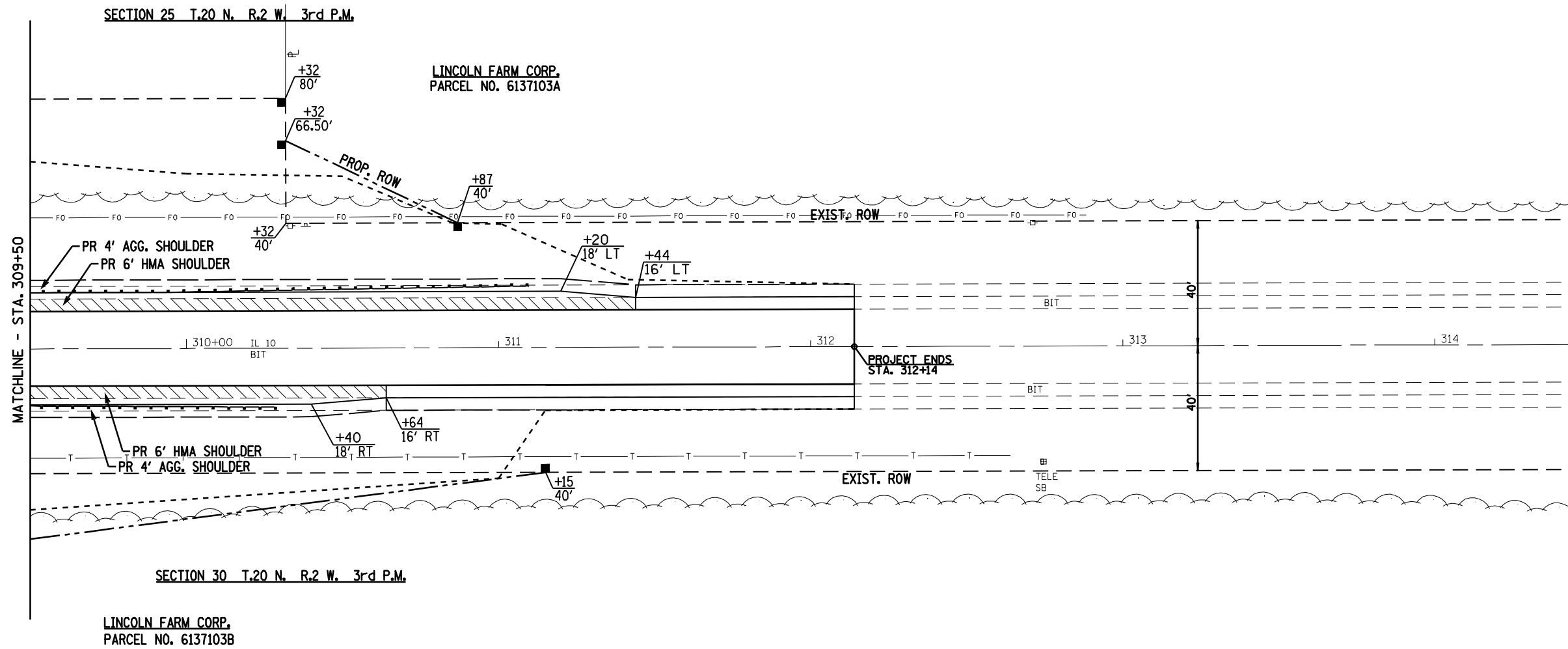
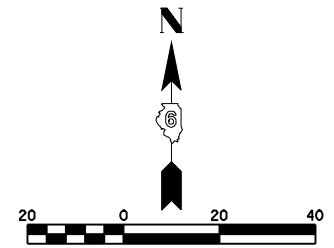
592.23 592.49	592.33 592.94	592.34 593.60	592.50 594.44	592.56 595.14	592.57 595.62	592.73 595.87	592.68 595.90	592.64 595.72	592.63 595.30	592.62 594.67	592.58 593.90
304+00	+50	305+00	+50	306+00	+50	307+00	+50	308+00	+50	309+00	+50

USER NAME:	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE:	CHECKED -	REVISED -
PLOT DATE:	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROFILE SHEET
STA. 304+00 TO STA. 309+50**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	I09B-3	LOGAN	73	23
CONTRACT NO. 72A88				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



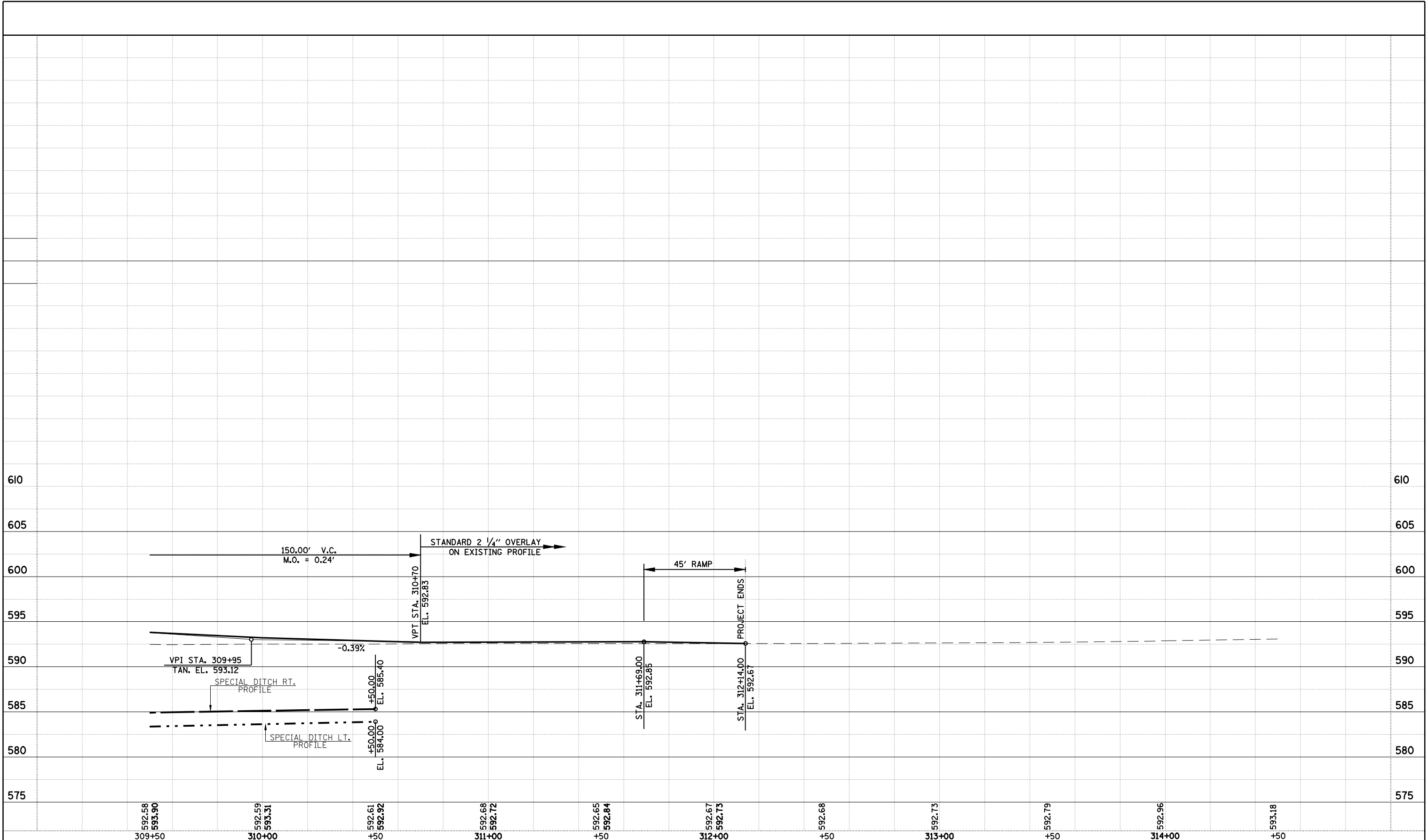
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	DRAWN -	REVISED -
PLOT SCALE:	CHECKED -	REVISED -
PLOT DATE:	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAN SHEET
STA. 309+50 TO STA. 314+50**

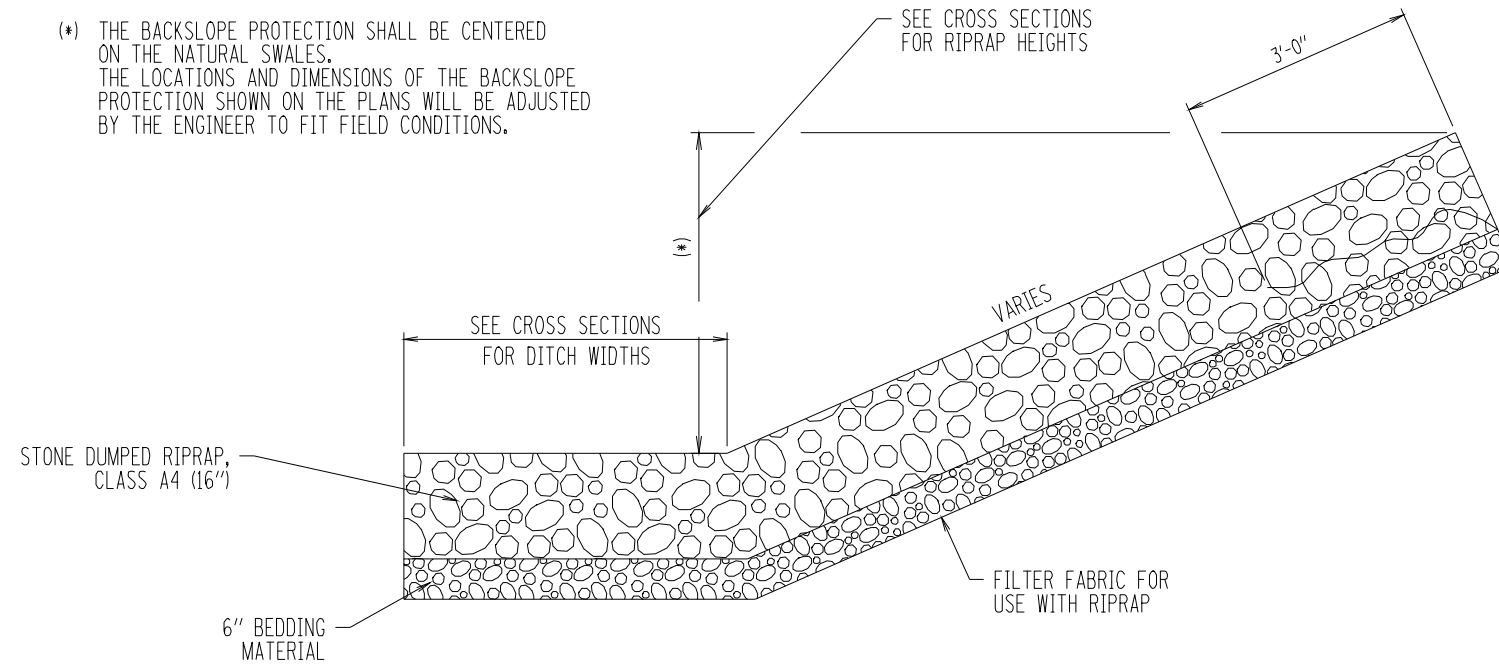
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	I09B-3	LOGAN	73	24
CONTRACT NO. 72A88				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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



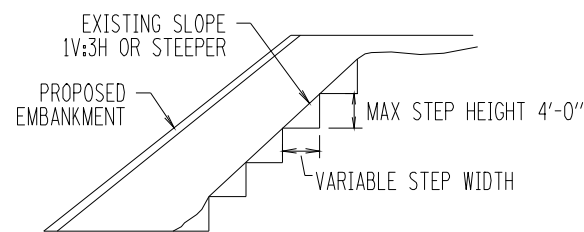
592.58 593.90 309+50	592.59 593.31 310+00	592.61 592.92 +50	592.68 592.72 311+00	592.65 592.84 +50	592.67 592.73 312+00	592.68 +50	592.73 313+00	592.79 +50	592.96 314+00	593.18 +50	575			
USER NAME:		DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				PROFILE SHEET STA. 309+50 TO STA. 314+50		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE:		DRAWN -	REVISED -					717	109B-3	LOGAN	73	25		
PLOT DATE:		CHECKED -	REVISED -					CONTRACT NO. 72A88						
		DATE -	REVISED -					SCALE:	SHEET NO. 2 OF 2 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

(*) THE BACKSLOPE PROTECTION SHALL BE CENTERED ON THE NATURAL SWALES. THE LOCATIONS AND DIMENSIONS OF THE BACKSLOPE PROTECTION SHOWN ON THE PLANS WILL BE ADJUSTED BY THE ENGINEER TO FIT FIELD CONDITIONS.



SPECIAL EROSION PROTECTION

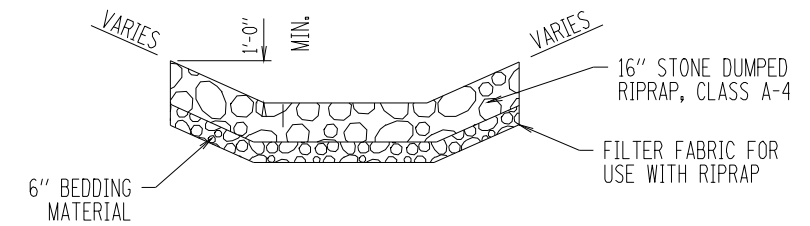
LIMITS OF THE RIPRAP ARE DETERMINED IN THE FIELD BY THE ENGINEER.



EXISTING 1V:3H OR STEEPER SLOPES SHALL BE STEPPED PRIOR TO PLACING NEW EMBANKMENT.

TYPICAL FILLSLOPE STEPPING DETAIL

NOTE: THIS EXCAVATION REQUIRED FOR BENCHING THE PROPOSED EMBANKMENT INTO THE EXISTING SLOPE WILL NOT BE MEASURED FOR PAYMENT BUT SHALL BE CONSIDERED AS A REQUIREMENT AND THE COST INCLUDED IN THE CONTRACT UNIT BID PRICE PER CUBIC YARD FOR "EARTH EXCAVATION" OF THE MATERIAL MEASURED FOR PAYMENT IN ACCORDANCE WITH SECTION 202 OF THE STANDARD SPECIFICATIONS.

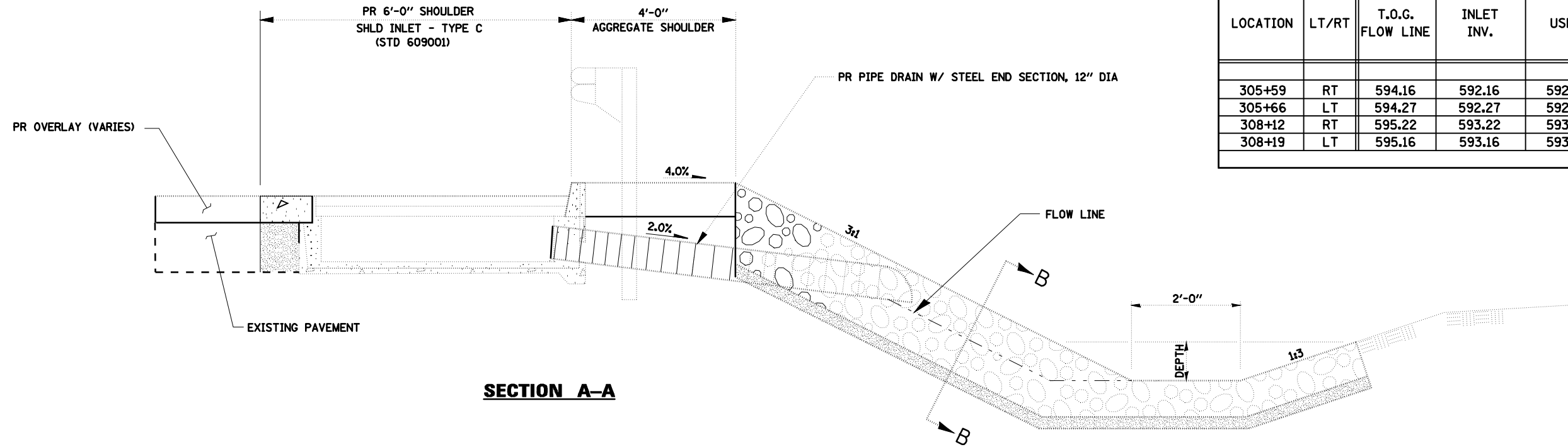


TYPICAL STONE DUMPED RIPRAP - DITCH LINING

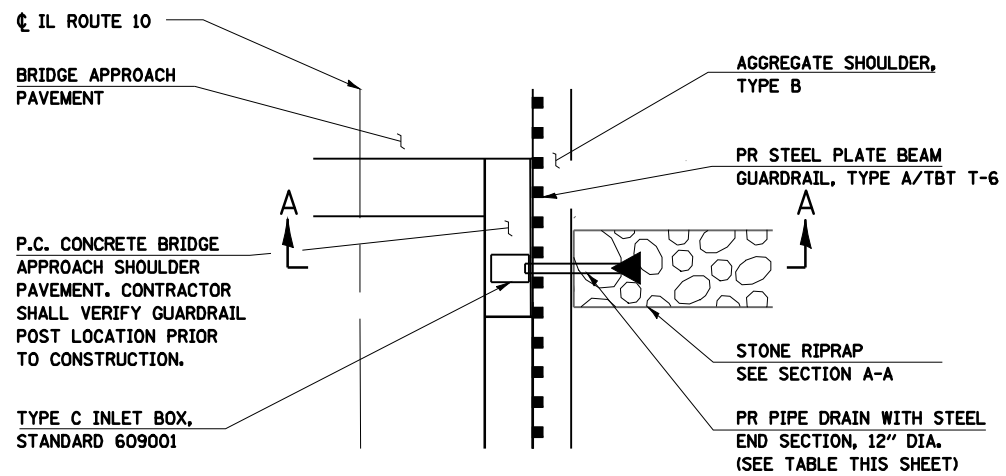
(SEE CROSS SECTIONS FOR LIMITS)

USER NAME: PLOT SCALE: PLOT DATE:	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION PROTECTION DETAILS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -					717	I09B-3	LOGAN	73	26
	CHECKED -	REVISED -		CONTRACT NO. 72A88			FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
	DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.			

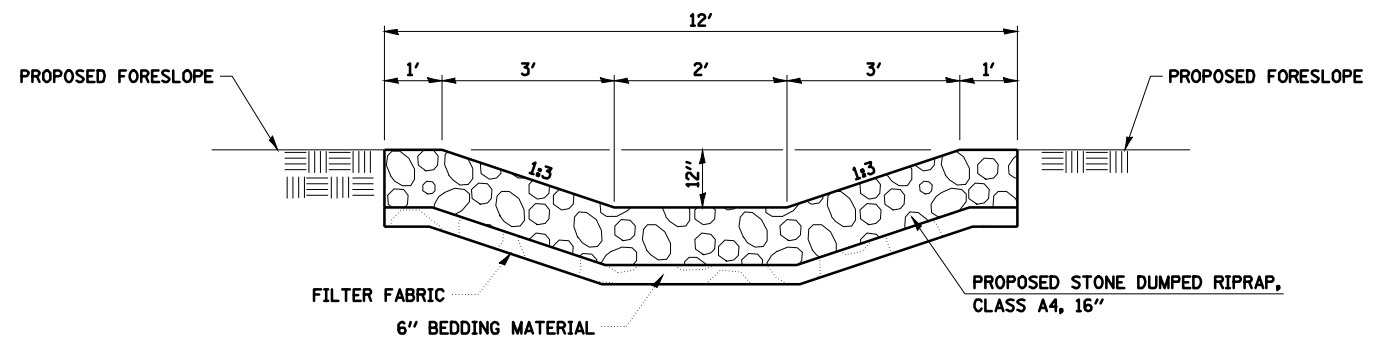
BRIDGE APPROACH SHOULDER DRAINS					
LOCATION	LT/RT	T.O.G. FLOW LINE	INLET INV.	USPC	DSFL
305+59	RT	594.16	592.16	592.23	592.03
305+66	LT	594.27	592.27	592.34	592.14
308+12	RT	595.22	593.22	593.29	593.29
308+19	LT	595.16	593.16	593.23	593.03



SECTION A-A



PLAN



SECTION B-B

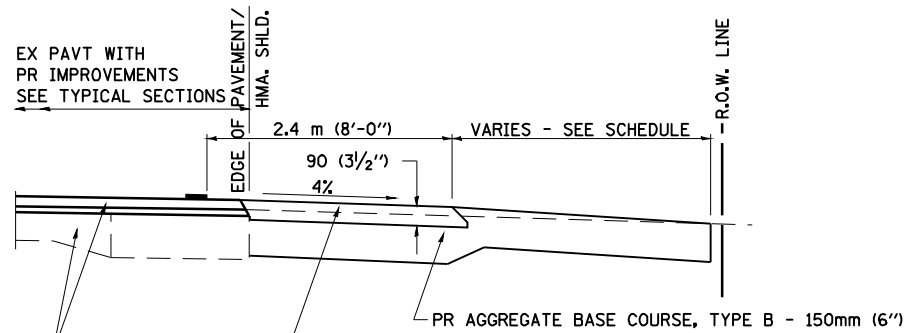
NOTE:
SEE STD 609001 FOR BRIDGE APPROACH SHOULDER DRAIN DETAILS IN ADDITION TO DETAILS ON THIS SHEET.

8006DET04.DGN	USER NAME:	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE:	CHECKED -	REVISED -
	PLOT DATE:	DATE -	REVISED -

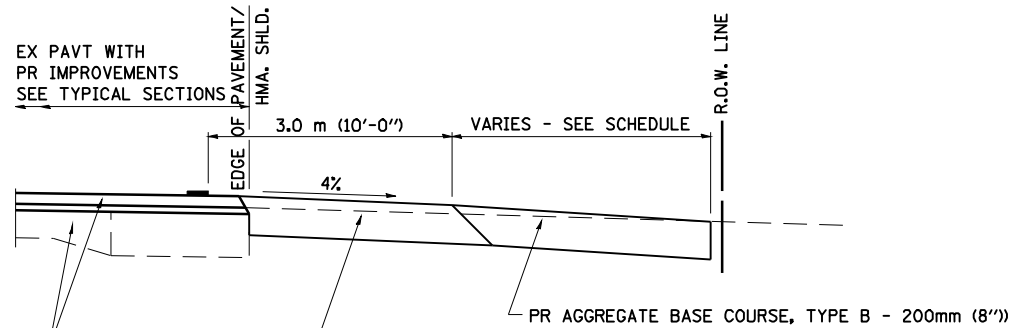
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SHOULDER
PAVEMENT DRAIN DETAIL

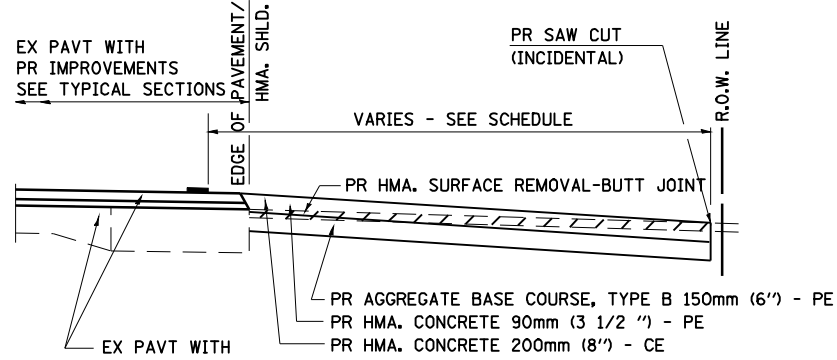
SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
					717	I09B-3	LOGAN	73	27
					CONTRACT NO. 72A88				
					FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



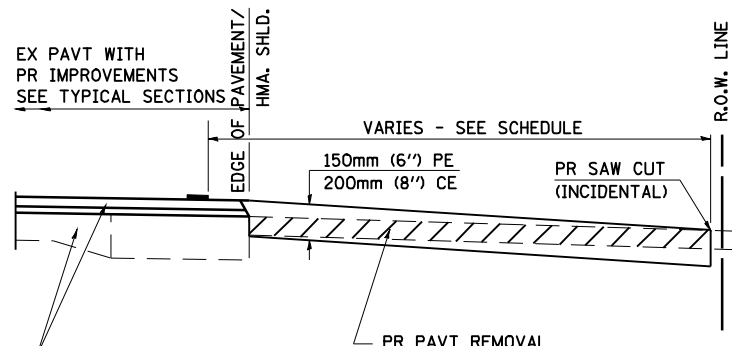
SECTION A-A FOR EX EARTH/AGGREGATE FE & PE



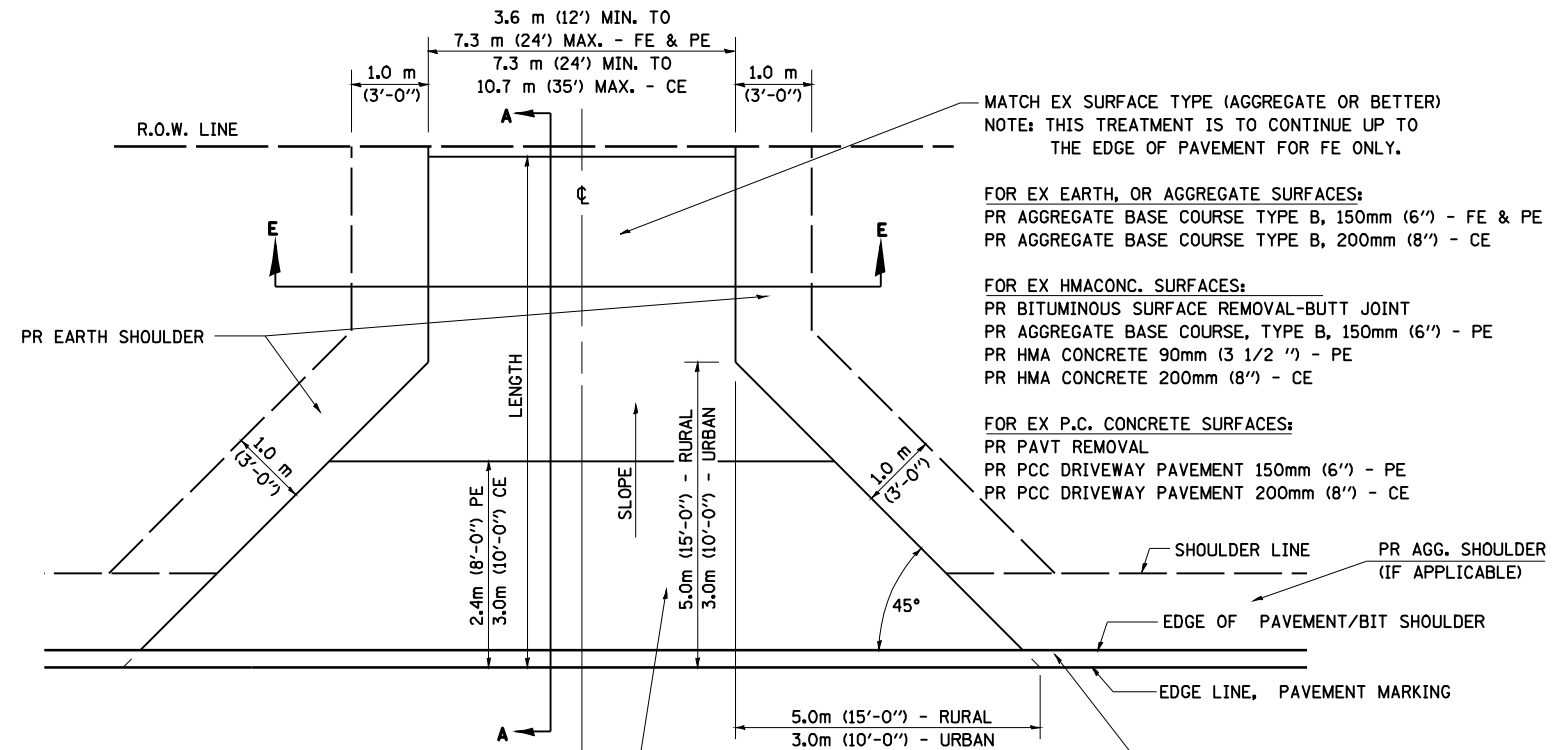
SECTION A-A FOR EX EARTH/AGGREGATE CE



SECTION A-A FOR EX HMA PE & CE



SECTION A-A FOR EX P.C. CONC. PE & CE



FOR EX EARTH, AGGREGATE, OR HMA CONC SURFACES:
 PR HMA SURFACE REMOVAL-BUTT JOINT (IF APPLICABLE)
 PR AGGREGATE BASE COURSE TYPE B 150mm (6") - FE
 PR AGGREGATE BASE COURSE TYPE B, 150mm (6") &
 PR HMA CONCRETE 90mm (3 1/2 ") - PE
 PR HMA CONCRETE 200mm (8") - CE

FOR P.C. CONCRETE SURFACES:
 PR PAVT REMOVAL
 PR PCC DRIVEWAY PAVT 150mm (6") - PE
 PR PCC DRIVEWAY PAVT 200mm (8") - CE

GENERAL NOTES:

THE RESIDENT ENGINEER WILL DETERMINE THE EXACT TYPE OF IMPROVEMENT TO BE COMPLETED FOR ALL ENTRANCES, SIDEROADS AND MAILBOX TURNOUTS ON THIS PROJECT.

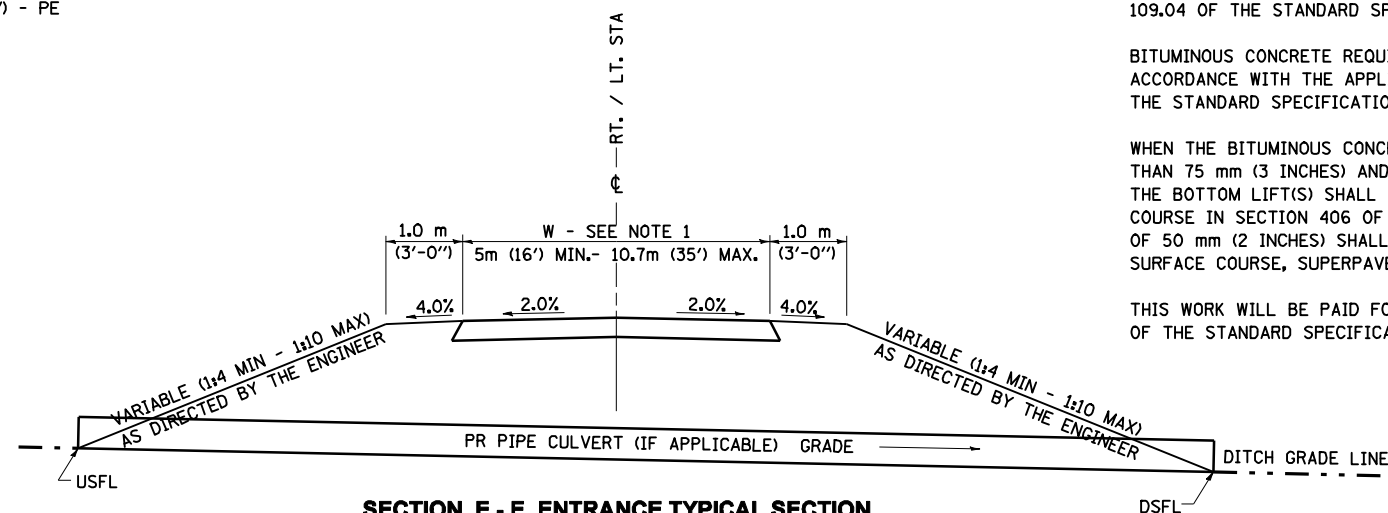
THE PLAN DETAILS AND SCHEDULES SHOULD BE USED AS A GUIDE FOR THE ENGINEER TO IMPLEMENT THE FINAL DESIGN. THE ENGINEER MAY DECIDE TO SALVAGE PORTIONS OF THE EXISTING ENTRANCE PAVEMENT STRUCTURE; THEREFORE, REDUCING PAY ITEM QUANTITIES. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS REDUCTION IN QUANTITIES.

ANY WORK THE ENGINEER REQUIRES WHICH IS NOT COVERED BY A PAY ITEM CONTAINED IN THE PLANS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

BITUMINOUS CONCRETE REQUIRED TO CONSTRUCT THE ENTRANCES SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 406 AND 408 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

WHEN THE BITUMINOUS CONCRETE PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 75 mm (3 INCHES) AND REQUIRE PLACEMENT IN MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF BITUMINOUS BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 50 mm (2 INCHES) SHALL MEET THE REQUIREMENTS OF BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE.

THIS WORK WILL BE PAID FOR IN ACCORDANCE WITH SECTIONS 351, 358, 408, 423 AND 440 OF THE STANDARD SPECIFICATIONS.



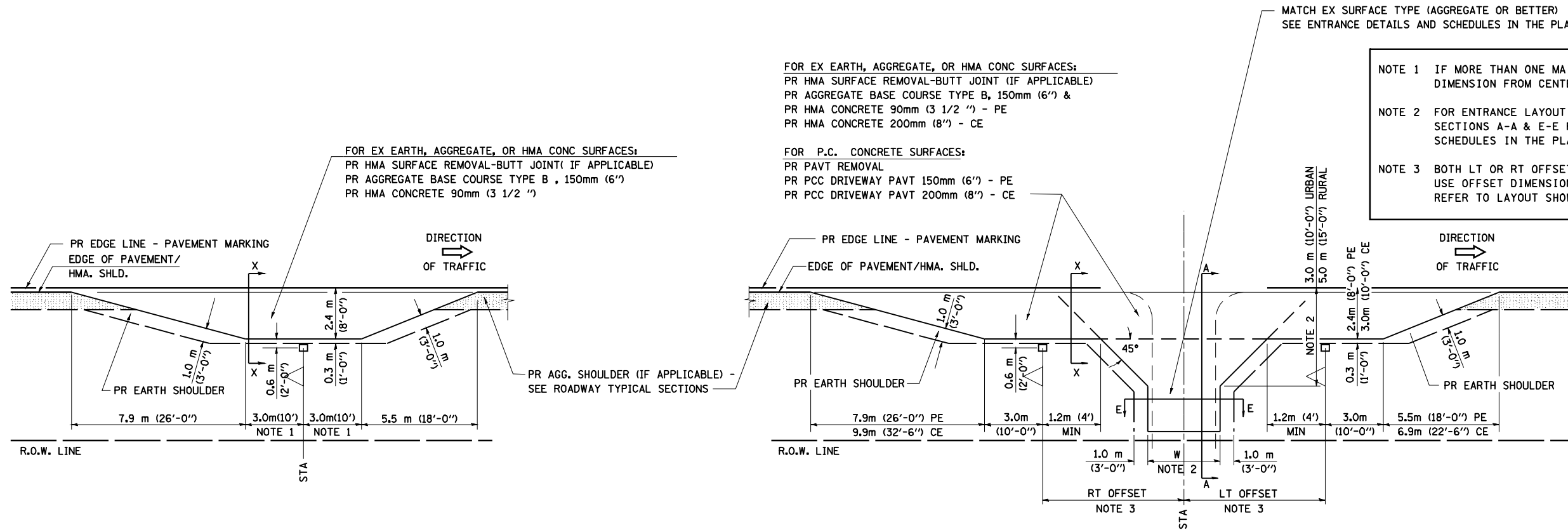
SECTION E - E ENTRANCE TYPICAL SECTION

NOTE 1: WIDTH OF ENTRANCE MAY BE INCREASED AT THE PIPE CULVERT DUE TO THE DITCHLINE BEING LOCATED IN THE ENTRANCE FLARE AREA.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

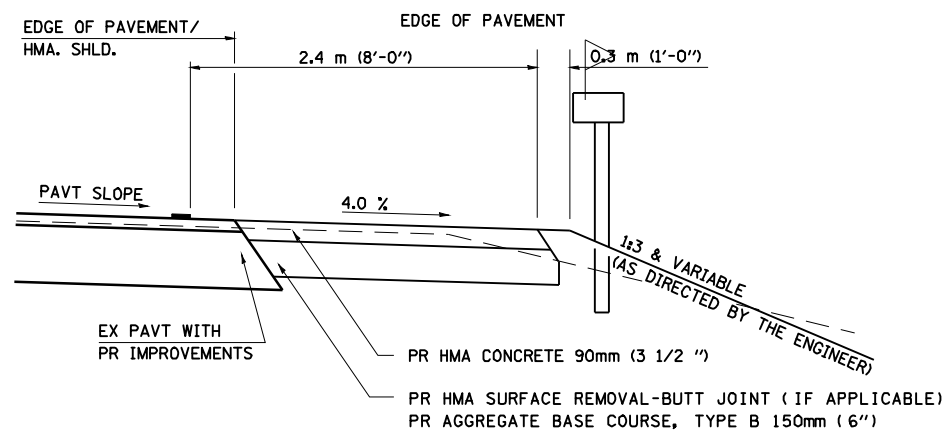
3RMRURAL.DGN	USER NAME:	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR RURAL ENTRANCE & MAILBOX TURNOUT		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE:	DRAWN -	REVISED -				717	109B-3	LOGAN	73	28
	PLOT DATE:	CHECKED -	REVISED -				CONTRACT NO. 72A88				
		DATE -	REVISED -				SCALE:	SHEET NO. 1 OF 3 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

DETAILS OF MAILBOX TURNOUTS

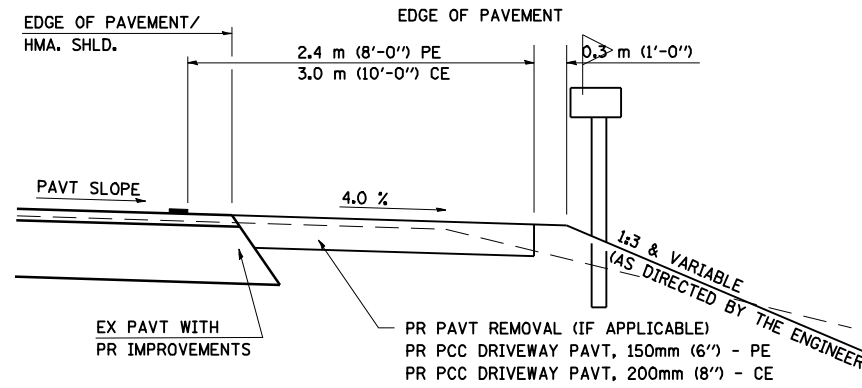


PLAN - MAILBOX TURNOUTS

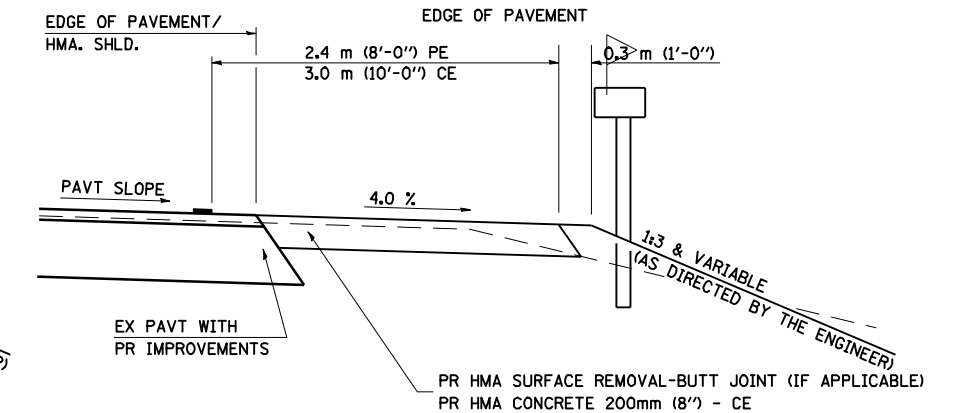
PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



SECTION X-X THRU MAILBOX TURNOUT ALSO APPLIES TO MAILBOX TURNOUTS COMBINED WITH EX EARTH, AGGREGATE, OR HMA PE & FE



SECTION X-X THRU MAILBOX TURNOUT COMBINED WITH EX CONC PE OR CE



SECTION X-X THRU MAILBOX TURNOUT COMBINED WITH EX EARTH, AGGREGATE, OR HMA CE

3RMRURAL.DGN	USER NAME:	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR RURAL ENTRANCE & MAILBOX TURNOUT		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE:	DRAWN -	REVISED -				717	109B-3	LOGAN	73	29
	PLOT DATE:	CHECKED -	REVISED -				CONTRACT NO. 72A88				
		DATE -	REVISED -				SCALE:	SHEET NO. 2 OF 3 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

ENTRANCE IMPROVEMENT SCHEDULE FOR RURAL/URBAN "3R" PROJECTS													
LOCATION	TYPE OF ENTRANCE	EX MATERIAL TYPE	WIDTH	RT OFFSET	LT OFFSET	LENGTH (FROM EDGE LINE TO LIMITS OF IMPROVEMENT)	PR BIT. CONC. THICKNESS	BIT. SURF. REM. (V. D.)	PAVEMENT REMOVAL	AGGREGATE BASE COURSE, TYPE B	INCIDENTAL BIT. SURF.	P. C. C. DRIVEWAY PAVEMENT	P. C. C. DRIVEWAY PAVEMENT
(LT/(STA) + RT)	(FE/PE/CE/MB)	(EARTH/AGG./BIT./P.C.C.)	FT	FT	FT	FT	IN	SO YD	SO YD	TON	TON	SQ YD	SQ YD
LT STA. 304+00	FE	AGGREGATE	16		18	59				45			
TOTAL =													

3RMRURAL.DGN	USER NAME:	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES FOR RURAL ENTRANCE & MAILBOX TURNOUT	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE:	DRAWN -	REVISED -			717	109B-3	LOGAN	73	30
	PLOT DATE:	CHECKED -	REVISED -			CONTRACT NO. 72A88				
		DATE -	REVISED -			SCALE:	SHEET NO. 3 OF 3 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

STORM WATER POLLUTION PREVENTION PLAN

Route: F.A.P. Route 717 Marked: IL 10
 Section: 109B-3 Project No.:
 County: Logan Contract No.: 72A88

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

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

Roger A. Driskell
 (Signature)

11/5/09
 (Date)

Rejin A. Enjean
 (Title)

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

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

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

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

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

The special provisions Temporary Seeding, Temporary Erosion Control Seeding, and Temporary Erosion Control additionally supplement this plan.

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

SITE DESCRIPTION

Description of Construction Activity:

1. The proposed project consists of removal and replacement of the existing bridge spanning Deer Creek on IL 10 approximately 5 miles east of Lincoln in Logan County, and will include reconstruction / resurfacing of approx. 0.2 mi. of IL 10.
2. Construction consists of grading, constructing bridges, HMA pavement, widening, HMA resurfacing, placing aggregate shoulders and other miscellaneous work to complete improvements to the proposed roadways.

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

1. Tree removal will be completed to clear approximately 0.3 acres of wooded land.
2. Excavation will be completed along the entire length to grade out for proposed roadway ditches and waterways.
3. Excavation will also be completed in proposed cut sections to lower the existing ground elevation to meet the proposed roadway grade/vertical alignment.
4. Embankment will be completed in fill areas to raise the existing ground elevation to meet the proposed roadway foreslope and backslope.
5. Drainage structures will be installed before and/or during the construction of the excavation and embankment to allow proper drainage across the proposed two lane facility.
6. Placement, maintenance, removal and proper clean-up of temporary erosion control, such as erosion control fence, hay or straw bale ditch checks, riprap ditch checks, sediment basins, temporary seeding, etc.
7. Placement of permanent erosion control, such as riprap ditch lining, riprap stilling basins, riprap dry dams, excelsior blanket, seeding, etc.
8. Final grading, paving and other miscellaneous items.

Area of Construction Site:

The total drainage area entering and including the construction site is estimated to be approx. 0.005 sq miles in which 0.85 acres will be disturbed by excavation, grading or other activities.

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

1. Estimated run-off coefficients are contained in the project drainage study which were utilized for proposed placement of the temporary erosion control systems.
2. Information on the soils within the site was obtained from field reviews which were utilized for proposed placement of the temporary erosion control systems.
3. Site maps indicating drainage patterns and approximate slopes were contained in the project design report, USGS drainage maps, project drainage study, and project plan documents were all utilized for proposed placement of the temporary erosion control systems.

Drainage Tributaries Receiving Water from this Construction Site:

1. Deer Creek

SWPPLAN.DGN	USER NAME:	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STORM WATER POLLUTION PREVENTION PLAN			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -		717	109B-3	LOGAN	73	31			
	PLOT SCALE:	CHECKED -	REVISED -		CONTRACT NO. 72A88							
	PLOT DATE:	DATE -	REVISED -		SCALE:	SHEET NO. 1 OF 4 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTROLS - EROSION CONTROLS AND SEDIMENT CONTROLS

Description of Stabilization Practices at the Beginning of Construction:

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

Description of Stabilization Practices During Construction:

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

- (f) Construction equipment shall be stored and fueled only at designated locations. All necessary measures shall be taken to contain any fuel or pollution run-off in compliance with EPA water quality regulations. Leaking equipment or supplies shall be immediately repaired or removed from the site.
- (g) The Resident Engineer shall inspect the project daily during activities and weekly or after large rains during the winter shutdown period. The project shall additionally be inspected by the Construction Field Engineer on a bi-weekly basis to determine that erosion control efforts are in place and effective and if other control work is necessary.
- (h) Sediment collected during construction by the various temporary erosion control systems shall be disposed of on the site on a regular basis as directed by the Engineer. The cost of this maintenance will be paid for in accordance with Article 109.04 of the Standard Specifications.
- (i) The temporary erosion control systems shall be removed as directed by the Engineer after use is no longer needed or no longer functioning. The costs of this removal shall be included in the unit bid price for the temporary erosion control system. No additional compensation will be allowed.

Description of Structural Practices After Final Grading:

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

Maintenance after Construction:

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

DOCUMENTATION

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

Illinois Environmental Protection Agency
 Division of Water Pollution Control
 2200 Churchill Road, P.O. Box 19276
 Springfield, IL 62794-9276
 Attn: Compliance Assurance Section

SWPPLAN.DGN	USER NAME:	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STORM WATER POLLUTION PREVENTION PLAN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED -			717	109B-3	LOGAN	73	32	
	PLOT SCALE:	CHECKED -	REVISED -			CONTRACT NO. 72A88					
	PLOT DATE:	DATE -	REVISED -			SCALE:	SHEET NO. 2 OF 4 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

CONTRACTOR CERTIFICATION STATEMENT

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

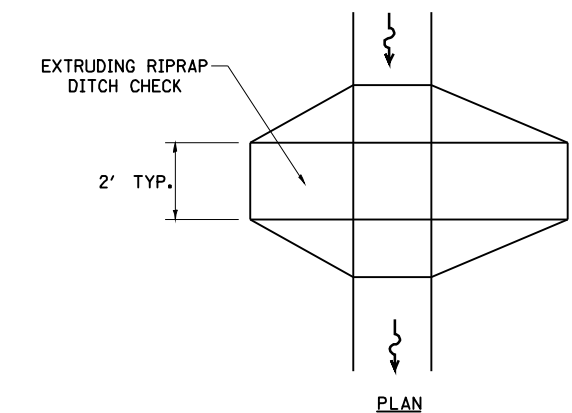
Route: F. A. P. Route 717 Marked: IL 10
 Section: 109B-3 Project No.: _____
 County: Logan Contract No.: 72A88

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

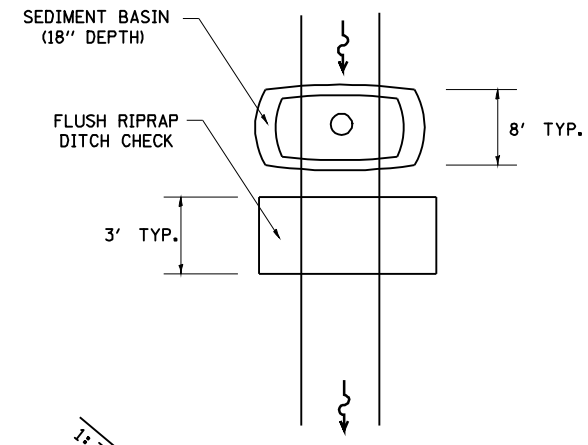
Signature _____ Date _____
 Title _____
 Name of Firm _____
 Street Address _____
 City, State, Zip _____
 Phone Number _____

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

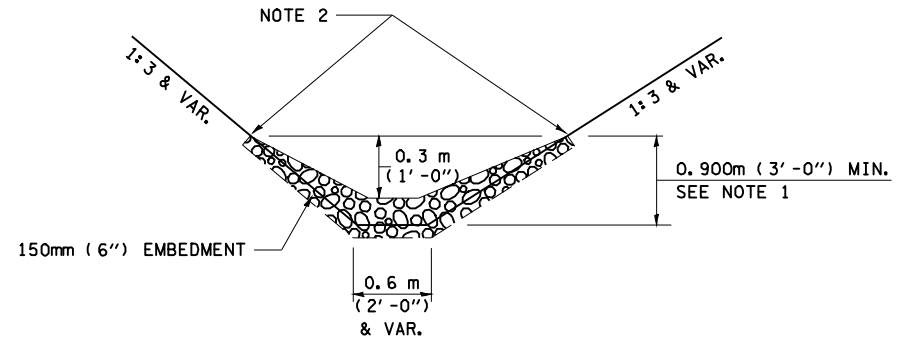
SWPPLAN.DGN	USER NAME:	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STORM WATER POLLUTION PREVENTION PLAN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE:	DRAWN -	REVISED -			717	109B-3	LOGAN	73	33
	PLOT DATE:	CHECKED -	REVISED -			CONTRACT NO. 72A88				
		DATE -	REVISED -			SCALE:	SHEET NO. 3 OF 4 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT



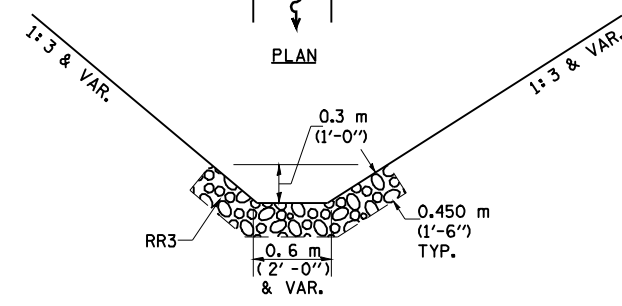
PLAN



PLAN



ELEVATION
OPTION 1
(EXTRUDING DITCH CHECK)
RECOMMENDED FOR AREAS
W/ RIPRAP DITCH LINING



ELEVATION
OPTION 2
(FLUSH DITCH CHECK)
RECOMMENDED FOR AREAS
W/O RIPRAP DITCH LINING

STONE DUMPED RIPRAP DITCH CHECK
(TYPICAL & OPTIONS 1 & 2
AS DIRECTED BY THE ENGINEER)

- NOTE 1: RIPRAP SHALL EXTEND FAR ENOUGH UP THE SLOPES TO ALLOW 0.3m (1') OVERTOPPING TO AVOID ERODING AROUND THE EDGES OF THE RIPRAP.
- NOTE 2: ENDS SHALL BE TIED INTO SLOPES.

LEGEND FOR STORM WATER POLLUTION PREVENTION PLAN

ITEM	SYMBOL
AGGREGATE (EROSION CONTROL) [STONE DUMPED RIPRAP DITCH CHECKS: Height = 0.6m (2')]]	
TEMPORARY DITCH CHECKS	
INLET PIPE PROTECTION (I&PP)	
PERIMETER EROSION BARRIER	
EARTH EXCAVATION FOR EROSION CONTROL (SEDIMENT BASINS)	
PRESERVE EXISTING TREES, WOODLANDS, AND UNDERSTORY (OUTSIDE CONSTRUCTION LIMITS)	
ITEM PLACED AT BEGINNING OF CONSTRUCTION (Requirement)	
ITEM PLACED AS DIRECTED BY ENGINEER (When required by situation)	
DIRECTION OF OVERLAND FLOW	
STONE RIPRAP, CLASS A4	
SEEDING, CLASS 2	

GENERAL NOTES:
All items shall be constructed as shown on this sheet, on Standard 280001, and as directed by the Engineer.

The symbology on the STORM WATER POLLUTION PREVENTION PLAN sheets does not represent the size or quantity of bales, for number of bales refer to details and notes shown on this sheet and/or as directed by the Engineer.

THE CONTRACTOR SHALL INSTALL DITCH CHECKS AS DIRECTED BY THE ENGINEER. IF THE ENGINEER ELECTS TO UTILIZE FLUSH RIPRAP DITCH CHECKS IN LIEU OF TEMPORARY DITCH CHECKS AS SHOWN ON THE FOLLOWING PLAN SHEETS, THE SPACING SHOULD BE DOUBLED.

SWPPLAN.DGN

USER NAME:	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE:	CHECKED -	REVISED -
PLOT DATE:	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

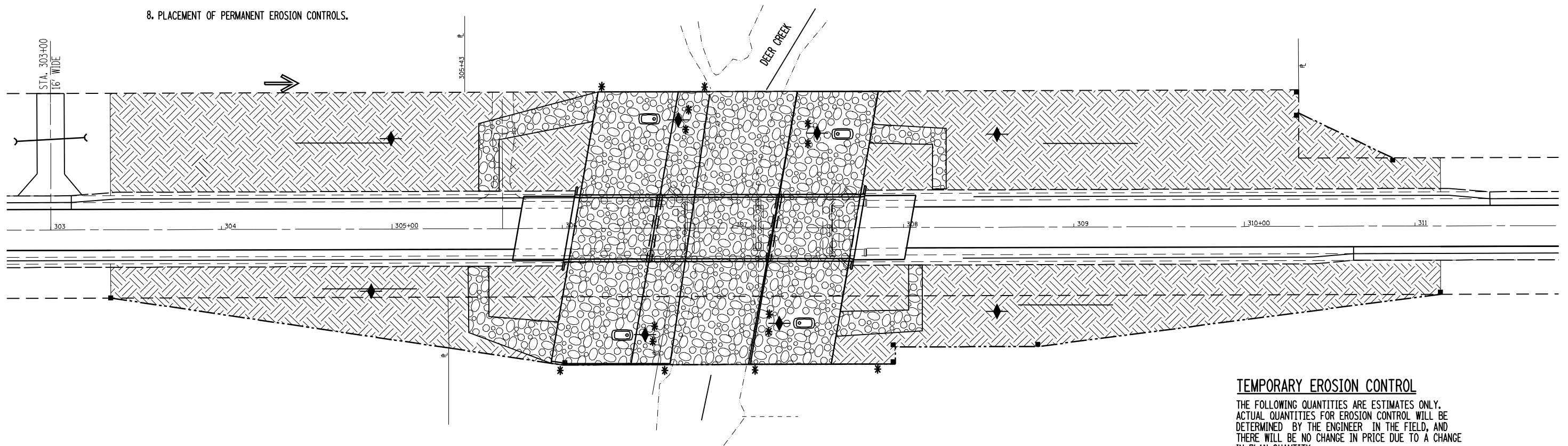
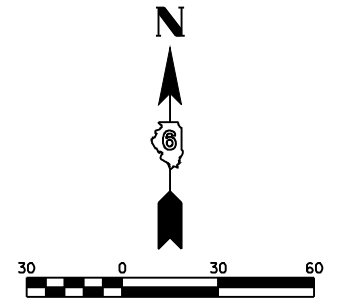
**STORM WATER POLLUTION
PREVENTION PLAN**

SCALE: SHEET NO. 4 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	I09B-3	LOGAN	73	34
CONTRACT NO. 72A88				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

INTENDED SEQUENCE

1. PLACEMENT OF PERIMETER EROSION CONTROL BARRIER, AND AGGREGATE (EROSION CONTROL) ITEMS PRIOR TO COMMENCEMENT OF ANY WORK. SEE STANDARD 28001.
2. STAGED REMOVAL OF THE EXISTING STRUCTURE.
3. STAGED CONSTRUCTION OF THE NEW SUB STRUCTURE.
4. STAGED CONSTRUCTION OF THE NEW SUPERSTRUCTURE.
5. THE PLACEMENT AND MAINTENANCE OF TEMPORARY EROSION CONTROLS.
6. FINAL GRADING AND SHAPING INCLUDING PLACEMENT OF AGGREGATE BASE COURSE & BITUMINOUS SURFACE.
7. REMOVAL & PROPER CLEAN UP OF TEMPORARY EROSION CONTROLS.
8. PLACEMENT OF PERMANENT EROSION CONTROLS.



TEMPORARY EROSION CONTROL

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

TEMPORARY EROSION CONTROL BILL OF MATERIALS		
ITEM	UNIT	TOTALS
TEMPORARY EROSION CONTROL SEEDING	POUND	600
PERIMETER EROSION BARRIER	FOOT	600
AGGREGATE (EROSION CONTROL)	TON	40
EARTH EXCAVATION (EROSION CONTROL)	CY	40

USER NAME:	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE:	CHECKED -	REVISED -
PLOT DATE:	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STORMWATER POLLUTION
PREVENTION PLAN**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	109B-3	LOGAN	73	35
CONTRACT NO. 72A88				
SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

Bench Mark: Chiseled "x" on S.E. Abut., Bridge over Deer Creek, 16.53' Rt. Sta. 307+58.41 El. 590.62

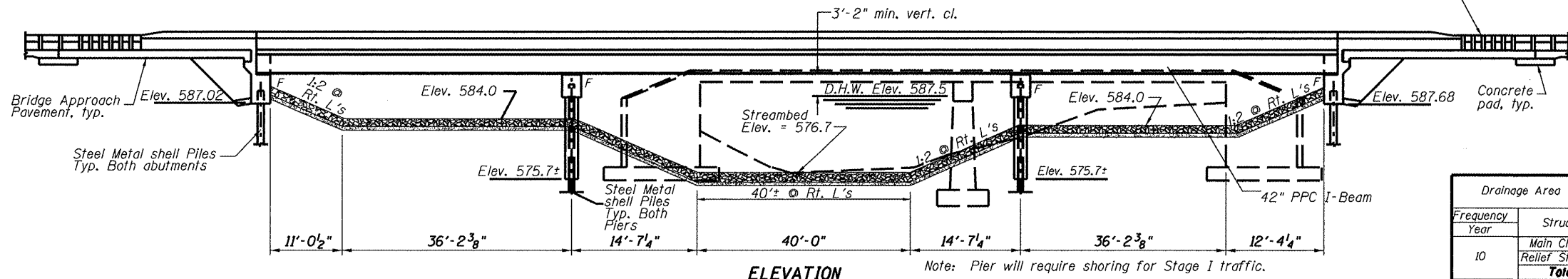
Existing Structure: The existing structure, S.N. 054-0012, was originally constructed in 1930. In 1970 the existing reinforced concrete T-beams were removed and replaced with PPC deck beams and the abutments and piers were widened. In 2000, nine deteriorated deck beams were removed and replaced in kind. Channel excavation and placement of riprap was completed in 2002. The structure is a two span bridge with a back to back length of 86'-0" along ℓ and an out to out width of 33'-0" constructed with no skew. The superstructure consists of eleven PPC deck beams, 3" wide by 21" deep in both spans. The deck has a 2" bituminous wearing surface. The substructure is composed of reinforced concrete closed abutments and solid wall hammer head pier on timber piling. There are no attached utilities. Structure to be removed and replaced utilizing Stage Construction.

DESIGN SCOUR ELEVATION TABLE

DESIGN SCOUR ELEVATION (ft.)	WEST ABUT.	PIER 1	PIER 2	EAST ABUT.
	587	568.8	568.8	587

STATION 306+89.00
 BUILT 20... BY
 STATE OF ILLINOIS
 F.A.P. RT. 717 SEC. 109(B-3)
 LOADING HL-93
 STRUCTURE NO. 054-0514

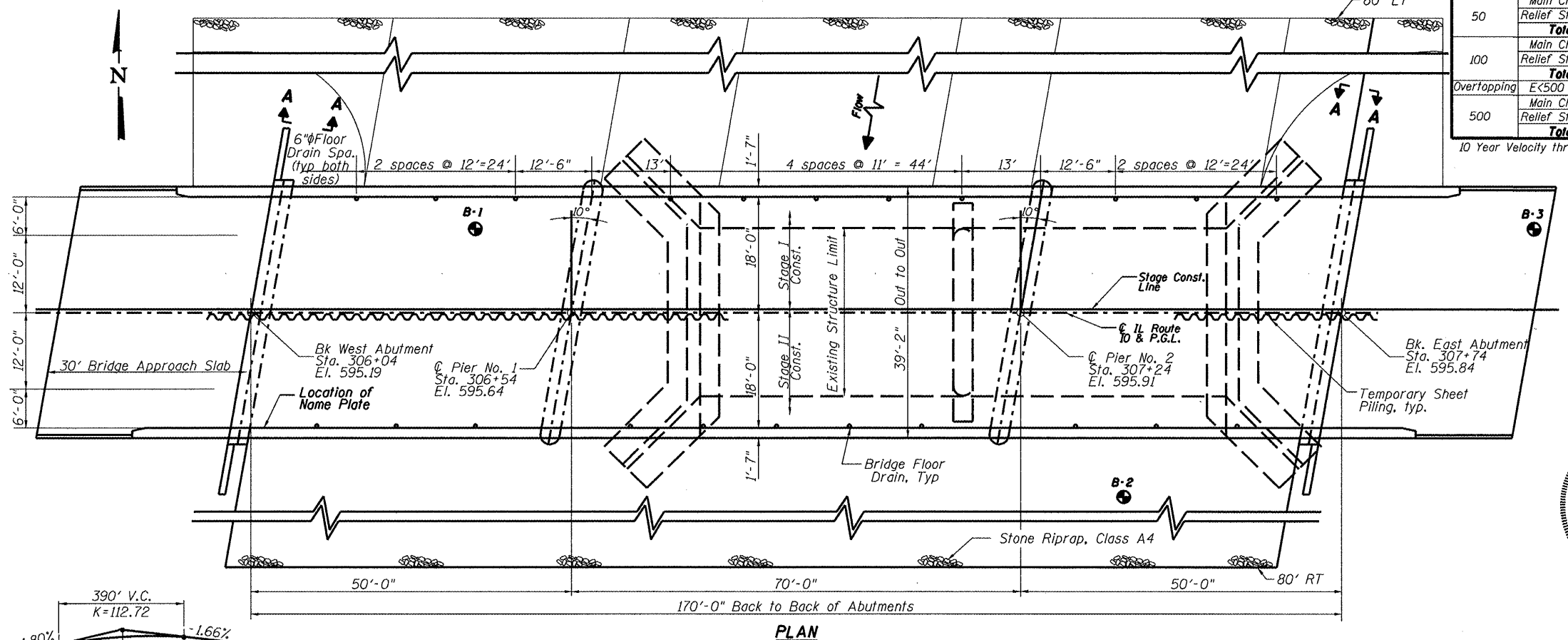
NAME PLATE
 See Std. 515001



WATERWAY INFORMATION

Frequency Year	Structure	Discharge		Waterway Opening (ft ²)		Natural Created Head (ft.)		Headwater Elev.			
		Existing	Proposed	Existing	Proposed	H.W.E.	Existing	Proposed	Existing	Proposed	
10	Main Channel	2,775	2,853	430	812	587.0	2.3	1.8	589.21	588.74	
	Relief Structure	575	497	57	57	587.0	2.4	1.0	589.36	587.92	
	Total	3,350	3,350	487	869	...	...	...	...	...
50	Main Channel	4,213	4,944	467	897	587.5	2.3	1.9	589.85	589.46	
	Relief Structure	629	508	66	66	587.5	2.3	1.4	589.80	588.92	
	Total	4,842	5,452	533	963	...	...	...	...	...
100	Main Channel	4,383	4,760	480	925	587.7	2.4	1.9	590.10	589.63	
	Relief Structure	679	549	69	69	587.7	2.3	1.6	589.97	589.35	
	Total	5,062	5,309	549	994	...	...	...	...	...
Overtopping		E < 500 Yr. \circ Bridge & < 50 Yr. \circ Box P < 500 Yr.									
500	Main Channel	5,235	5,197	692	991	588.2	2.3	1.8	590.46	589.92	
	Relief Structure	680	375	76	76	588.2	2.3	1.8	590.40	589.96	
	Total	5,915	5,572	768	1,067	...	...	...	...	...

10 Year Velocity through Existing Bridge = 4.92 fps 10 Year Velocity through Proposed Bridge = 3.09 fps



APPROVED
 For Structural Adequacy Only

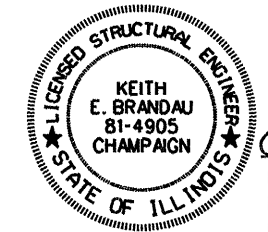
Ralph E. Anderson (TVD)
 Engineer of Bridges & Structures

LOADING HL-93

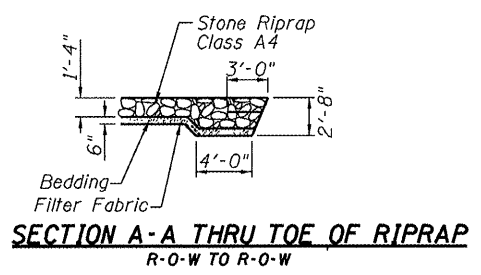
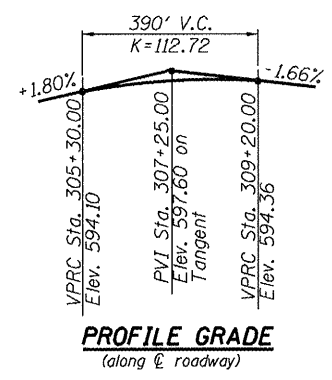
Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications with 2008 Interims



Keith E. Brandau 11/4/09
 KEITH E. BRANDAU DATE
 LICENSED STRUCTURAL ENGINEER NO. 081-4905
 LICENSE EXPIRES 11/30/10

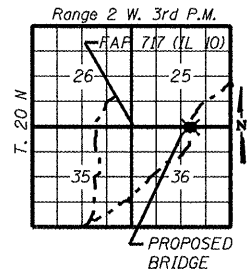


DESIGN STRESSES

- FIELD UNITS**
 $f'_c = 3,500$ psi (Concrete)
 $f_y = 60,000$ psi (Reinforcement)
- PRECAST PRESTRESSED UNITS**
 $f'_c = 6,000$ psi
 $f'_{ci} = 5,000$ psi
 $f'_s = 270,000$ psi (1/2" ϕ low lax. strands)
 $f'_{si} = 201,960$ psi (1/2" ϕ low lax. strands)

SEISMIC DATA

Seismic Performance Category (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.10g
 Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.17g
 Soil Site Class = C



GENERAL PLAN & ELEVATION
IL ROUTE 10 OVER DEER CREEK
F.A.P. ROUTE 717 SECTION 109(B-3)
LOGAN COUNTY STATION 306+89
STRUCTURE NO. 054-0514

USER NAME:	DESIGNED - RTM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			GENERAL PLAN AND ELEVATION			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE:	DRAWN - MSD	REVISED -							717	109B-3	LOGAN	73	36
PLOT DATE:	CHECKED - KEB	REVISED -	SCALE: SHEET NO. 1 OF 27 SHEETS STA. TO STA.			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 72A88				
	DATE -	REVISED -	SODEMANN AND ASSOCIATES, INC.						87100				

GENERAL NOTES

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

The 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.

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

If the Contractor's procedure for existing beam removal or placement of new beams involves placement of heavy equipment on the existing beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, sealed by an Illinois Licensed Structural Engineer, verifying the structural adequacy of the beams for the proposed loads. Cost included with Removal of Existing Structures.

The steel beam shown in the optional parapet slipforming details on sheet 13 of 27 is conceptual only. All appropriate details for the overhang and concrete parapet on sheet 13 of 27 shall be applied to the details for the concrete beams on the subject contract if the Contractor elects to utilize the slipforming option.

Underwater structure excavation protection - Location 1 shall be at Pier No. 1.

Underwater structure excavation protection - Location 2 shall be at Pier No. 2.

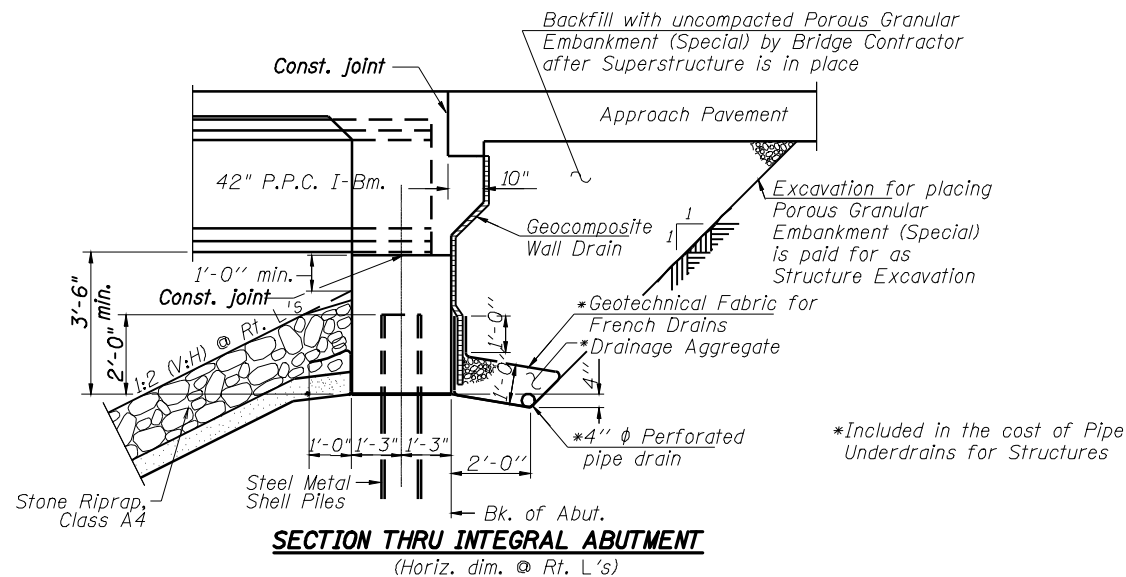
Temporary shoring of the existing pier shall occur prior to beginning Removal of Existing Structures and shall be in accordance with the Special Provisions.

TOTAL BILL OF MATERIAL

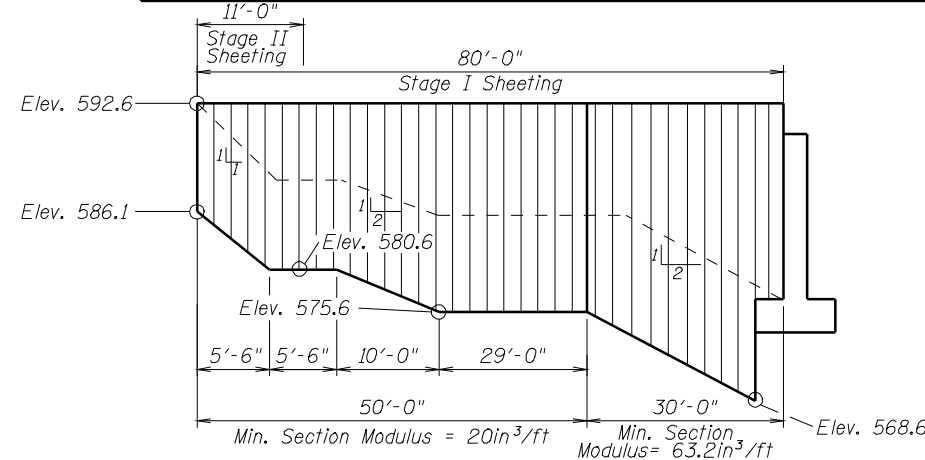
ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each	-	-	1
Porous Granular Embankment, Special	Cu. yd.	-	173	173
Structure Excavation	Cu. yd.	-	500	500
Pipe Underdrains for Structures 4"	Foot	-	128	128
Geocomposite Wall Drain	Sq. Yd.	-	93.4	93.4
Stone Riprap, Class A4	Sq. Yd.	-	3478	3478
Filter Fabric	Sq. Yd.	-	3478	3478
Concrete Superstructure	Cu. yd.	380.2	-	380.2
Concrete Structures	Cu. yd.	-	178.8	178.8
Protective Coat	Sq. Yd.	823	-	823
Concrete Encasement	Cu. yd.	-	10.9	10.9
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 42in.	Foot	999	-	999
Reinforcement Bars, Epoxy Coated	Pound	91,250	15,380	106,630
Temporary Sheet Piling	Sq. Ft.	-	1,984	1,984
Name Plates	Each	1	-	1
Bridge Deck Grooving	Sq. Yd.	642	-	642
Bar Splicers	Each	745	152	897
Furnishing Metal Shell Piles, 14" x 0.25"	Foot	-	1052	1052
Driving Piles	Foot	-	1052	1052
Test Pile Metal Shells	Each	-	4	4
Floor Drains	Each	22	-	22
Underwater Structure Excavation Protection - Location 1	Each	-	1	1
Underwater Structure Excavation Protection - Location 2	Each	-	1	1
Mechanical Splicers	Each	-	48	48
Temporary Shoring	Each	-	1	1

INDEX OF SHEETS

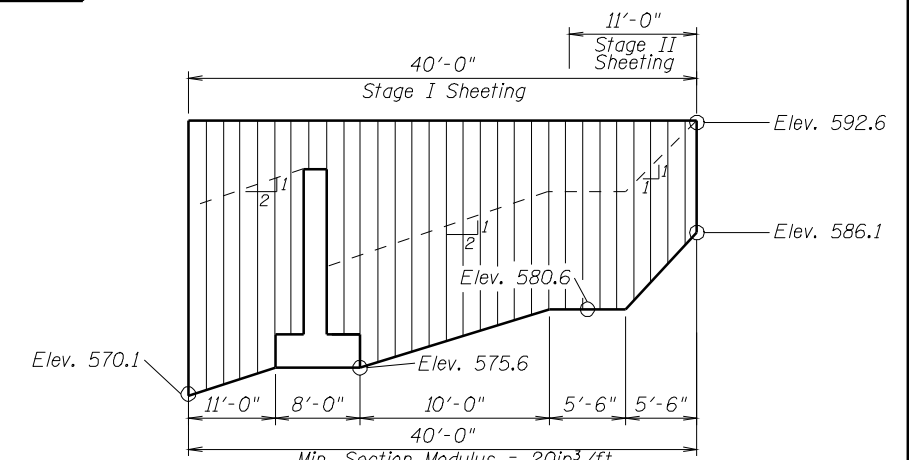
1. General Plan and Elevation
2. General Data
3. Stage Construction Details
4. Temporary Concrete Barrier
- 5-6. Top of Slab Elevations
7. Top of West Approach Pavement Elevations
8. Top of East Approach Pavement Elevations
9. Superstructure
10. Superstructure Details
- 11-12. Bridge Approach Slab Details
13. Concrete Parapet Slipforming Option
- 14-15. Diaphragm Details
16. Framing Plan
17. 42" PPC I-Beam Span 1 & 3
18. 42" PPC I-Beam Span 2
19. 42" PPC I-Beam Details Span 1 & 3
20. 42" PPC I-Beam Details Span 2
21. West Abutment
22. East Abutment
23. Piers 1 & 2
24. Bar Splicer Assembly Details
25. Metal Shell Pile Details
- 26-27. Soil Boring Logs



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



ELEVATION - WEST ABUTMENT
(Along Roadway @)



ELEVATION - EAST ABUTMENT
(Along Roadway @)

TEMPORARY SHEET PILING DETAILS FOR STAGE CONSTRUCTION

Hard driving may be encountered during the sheet piling installation. The contractor shall provide the appropriate driving equipment for the soil conditions indicated on the boring logs.

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

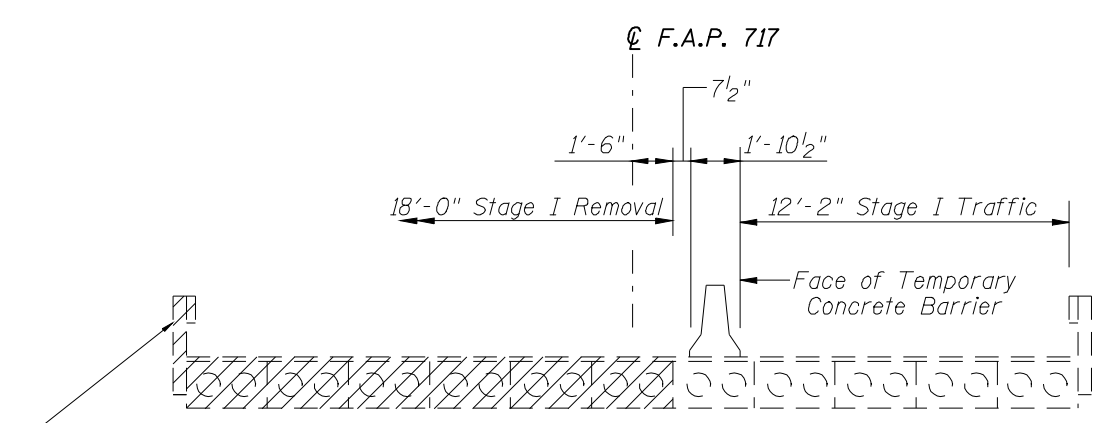
The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of the sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.

TEMPORARY SHEET PILING

West Abutment = 1,369 Sq.Ft. (615 Sq.Ft. Min. $S_x = 63.2 \text{ in}^3/\text{ft}$, 754 Sq.Ft. Min. $S_x = 20 \text{ in}^3/\text{ft}$)
East Abutment = 615 Sq.Ft. (Min. $S_x = 20 \text{ in}^3/\text{ft}$)
Total = 1,984 Sq. Ft.

GENERAL DATA STRUCTURE NO. 054-0514

USER NAME:	DESIGNED - RTM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				GENERAL DATA SHEET				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE:	DRAWN - MSD	REVISED -									717	109B-3	LOGAN	73	37
PLOT DATE:	CHECKED - KEB	REVISED -									CONTRACT NO. 72A88				
	DATE -	REVISED -									FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

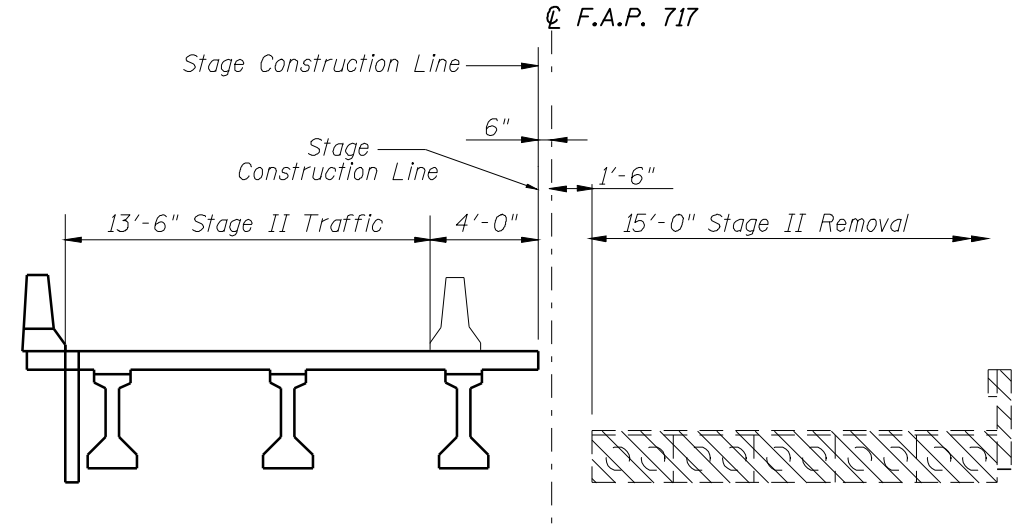


Removal of Existing Steel Bridge Rail is included in Removal of Existing Structures, typ.

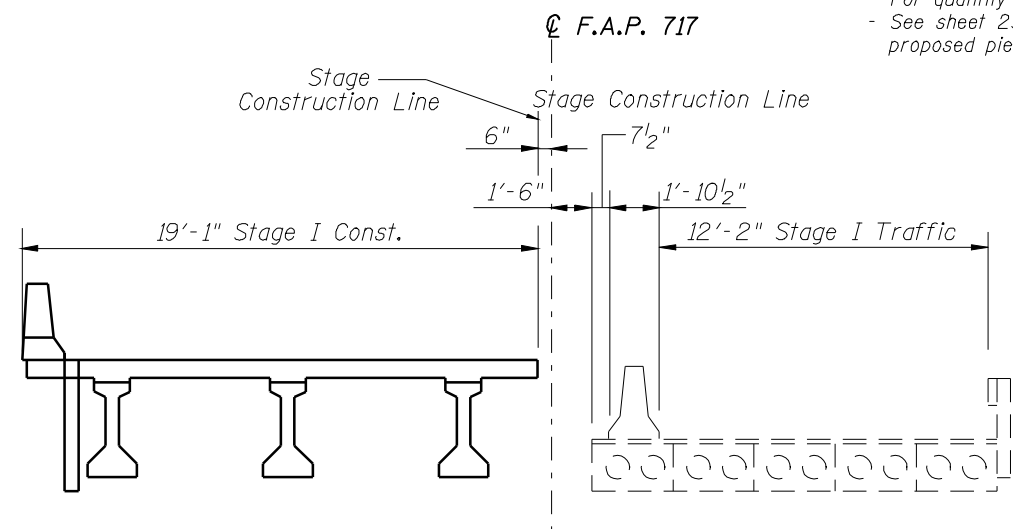
STAGE I REMOVAL

NOTES:

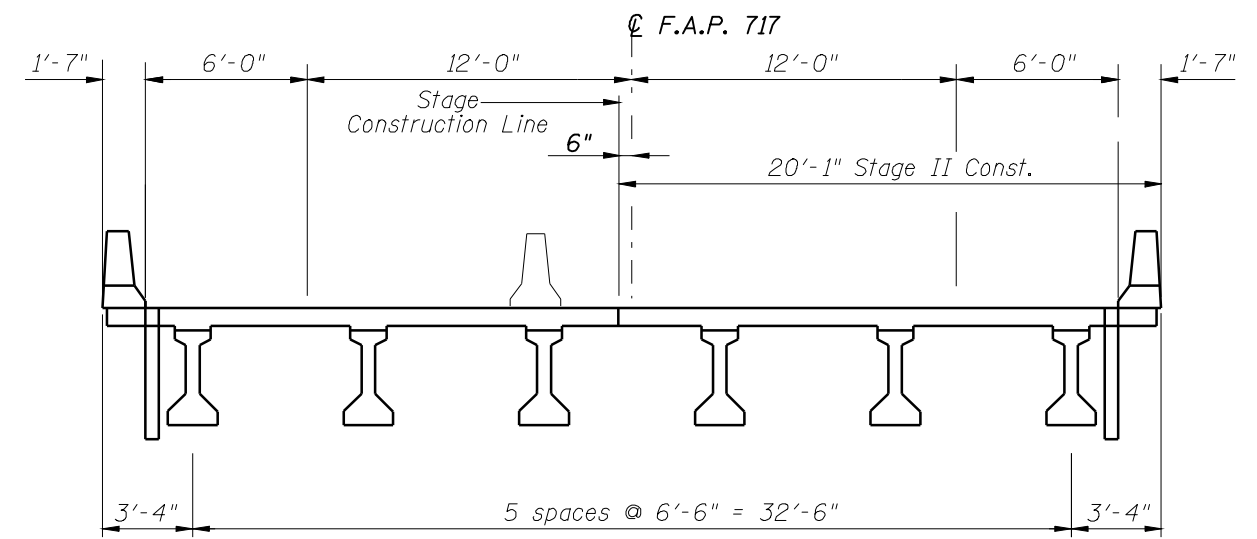
- All cross sections are looking east.
- See sheet 4 of 27 for Temporary Concrete Barrier Details.
- Hatched area indicates removal of existing structures.
- For quantity of Temporary Concrete Barrier, see roadway plans.
- See sheet 23 of 27 for location of stage construction line for proposed pier location.



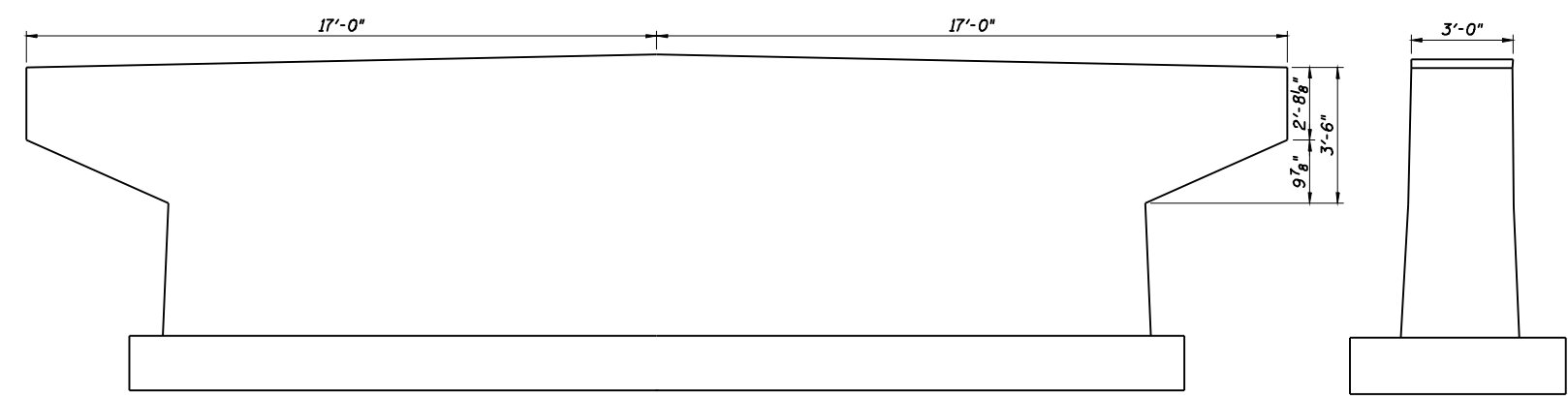
STAGE II REMOVAL



STAGE I CONSTRUCTION



STAGE II CONSTRUCTION



ELEVATION

END VIEW

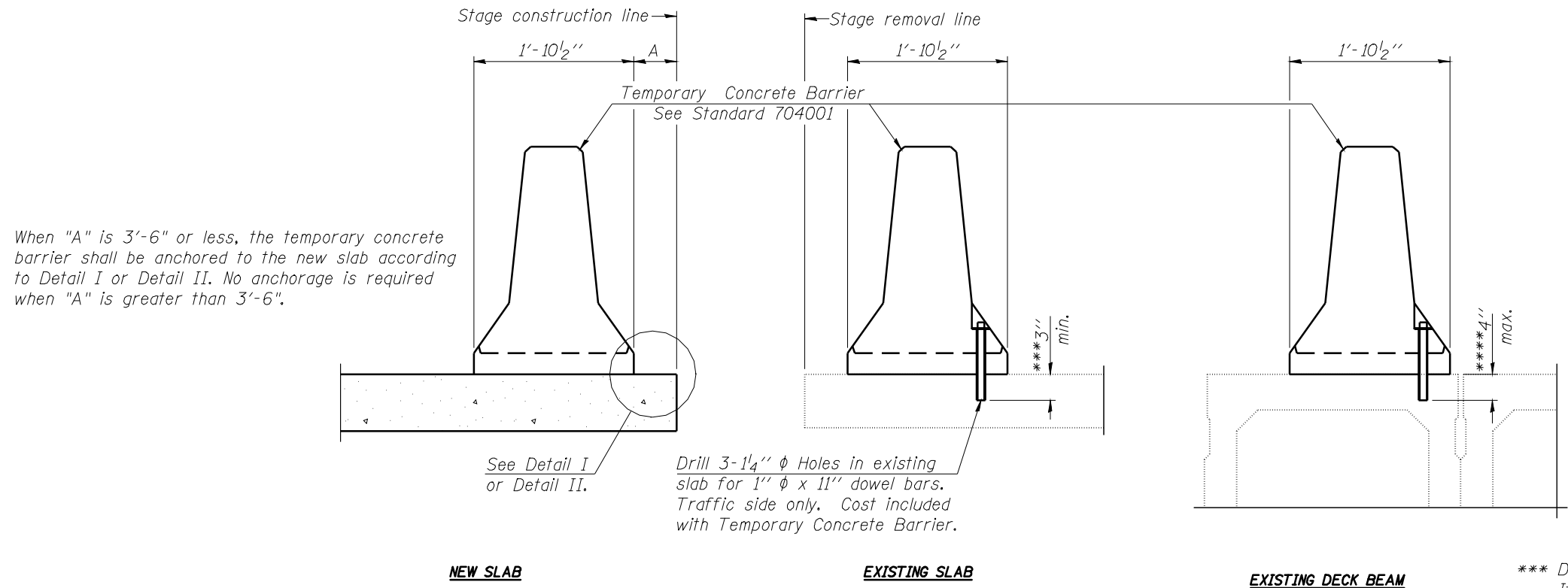
EXISTING PIER

NOTES:

- The Contractor shall provide Temporary Shoring of the Existing Pier. See Special Provisions.
- Dimensions taken from existing plans. Field Verify all dimensions prior to start of construction/shoring

**STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 054-0514**

USER NAME: PLOT SCALE: PLOT DATE:	DESIGNED - RTM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE CONSTRUCTION DETAILS			F.A.P. RTE. 717	SECTION 109B-3	COUNTY LOGAN	TOTAL SHEETS 73	SHEET NO. 38
	DRAWN - MSD	REVISED -					CONTRACT NO. 72A88				
	CHECKED - KEB	REVISED -		SCALE:	SHEET NO. 3 OF 27 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
	DATE -	REVISED -									



NOTES

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

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x 10" steel \bar{P} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

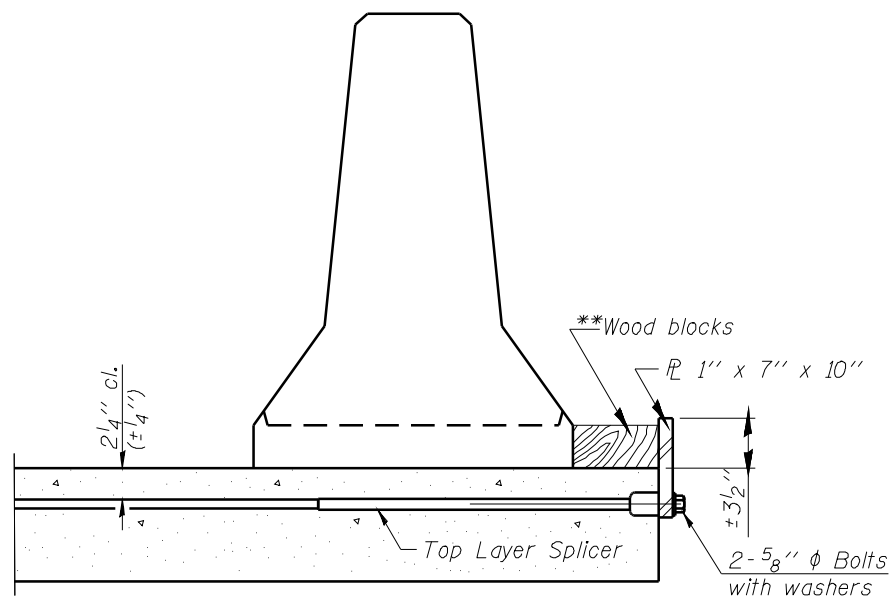
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

Drill 3-1/4" ϕ Holes in existing slab for 1" ϕ x 11" dowel bars. Traffic side only. Cost included with Temporary Concrete Barrier.

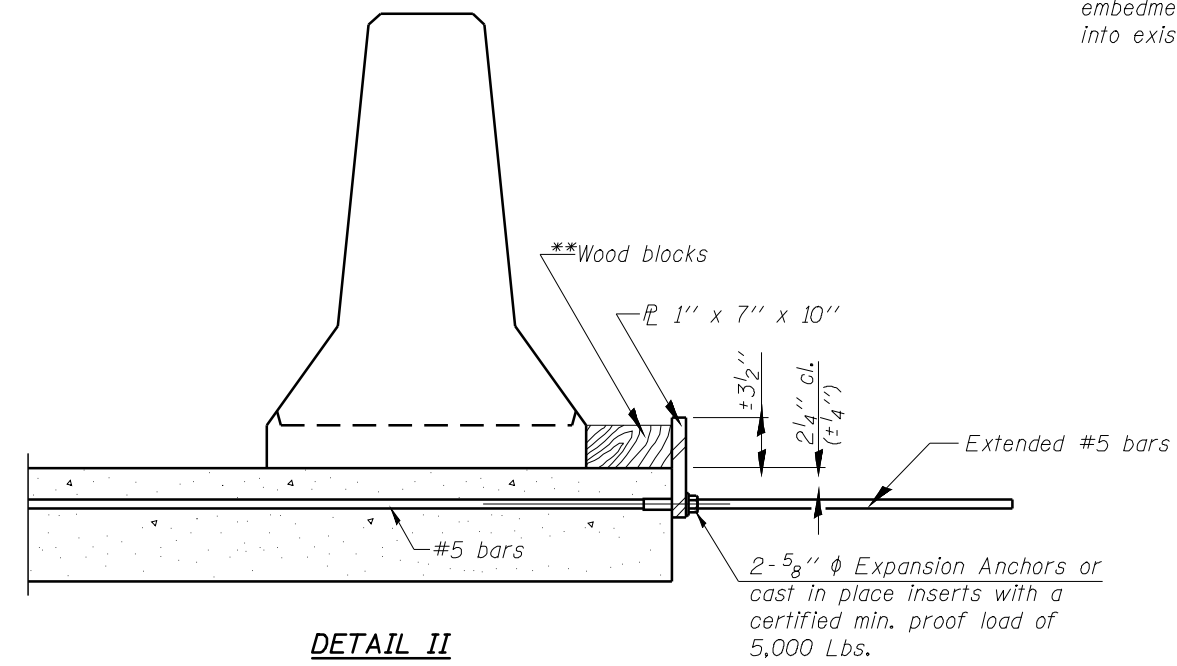
*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.

SECTIONS THRU SLAB OR DECK BEAM

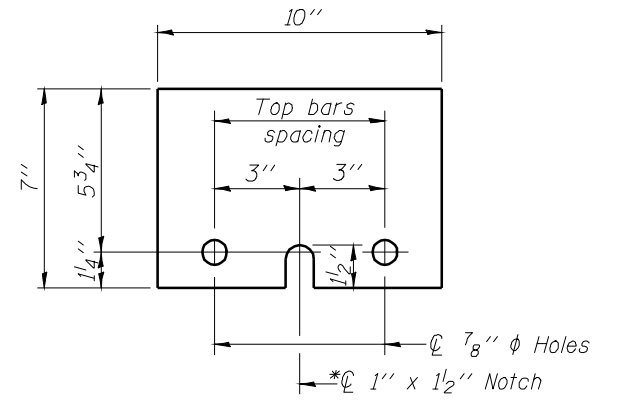


DETAIL I



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.

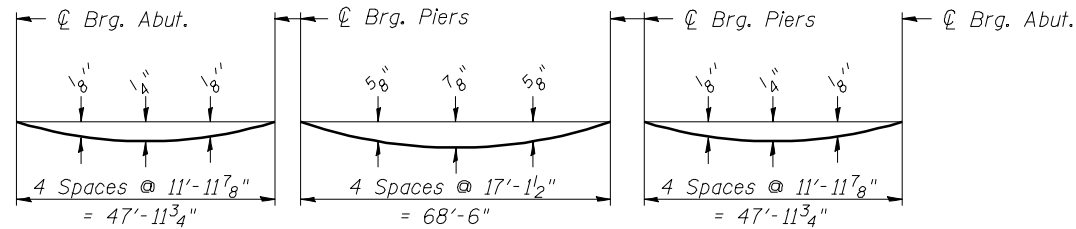


STEEL RETAINER 1" x 7" x 10"

* Required only with Detail II

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION STRUCTURE NO. 054-0514

USER NAME: PLOT SCALE: PLOT DATE:	DESIGNED - RTM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	DRAWN - MSD	REVISED -					717	109B-3	LOGAN	73	39	
	CHECKED - KEB	REVISED -		SCALE: SHEET NO. 4 OF 27 SHEETS STA. TO STA.			CONTRACT NO. 72A88		FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT
	DATE -	REVISED -										



DEAD LOAD DEFLECTION DIAGRAM

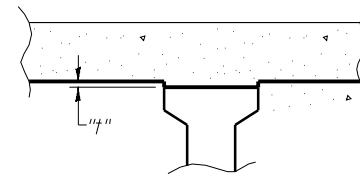
(Includes weight of concrete only.)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below and on sheet 6 of 27

BEAM 1

LOCATION	STATION	OFFSET		THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. Of W. Abut	306+06.87	16.25	Lt.	594.95	594.95
Cl. W. Abut	306+08.13	16.25	Lt.	594.96	594.96
A	306+18.13	16.25	Lt.	595.07	595.08
B	306+28.13	16.25	Lt.	595.16	595.18
C	306+38.13	16.25	Lt.	595.25	595.27
D	306+48.13	16.25	Lt.	595.33	595.34
W. Cl. Brg. Pier 1	306+56.12	16.25	Lt.	595.39	595.39
Cl. Pier 1	306+56.87	16.25	Lt.	595.39	595.39
E. Cl. Brg. Pier 1	306+57.62	16.25	Lt.	595.40	595.40
E	306+67.62	16.25	Lt.	595.46	595.49
F	306+77.62	16.25	Lt.	595.51	595.57
G	306+87.62	16.25	Lt.	595.56	595.63
H	306+97.62	16.25	Lt.	595.59	595.66
I	307+07.62	16.25	Lt.	595.62	595.68
J	307+17.62	16.25	Lt.	595.64	595.67
W. Cl. Brg. Pier 2	307+26.12	16.25	Lt.	595.63	595.63
Cl. Pier 2	307+26.87	16.25	Lt.	595.64	595.64
E. Cl. Brg. Pier 2	307+27.62	16.25	Lt.	595.64	595.64
K	307+37.62	16.25	Lt.	595.64	595.65
L	307+47.62	16.25	Lt.	595.63	595.64
M	307+57.62	16.25	Lt.	595.61	595.62
N	307+67.62	16.25	Lt.	595.58	595.59
Cl. E. Abut	307+75.60	16.25	Lt.	595.56	595.56
Bk. Of E. Abut	307+76.87	16.25	Lt.	595.55	595.55



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below and on sheet 6 of 27, minus slab thickness, equals the fillet heights "t" above top flange of beams.

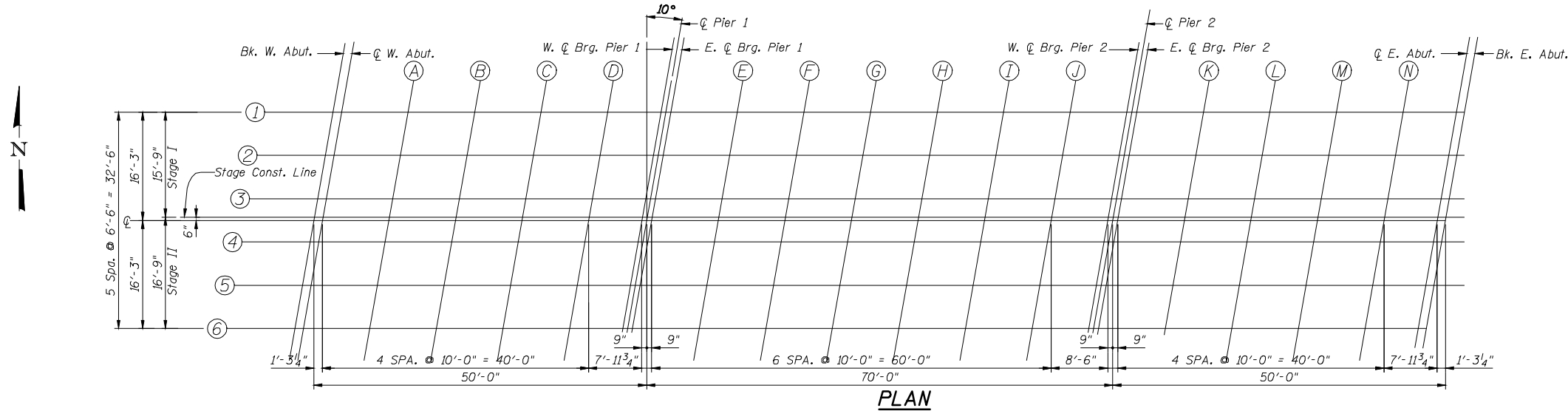
FILLET HEIGHTS

BEAM 2

LOCATION	STATION	OFFSET		THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. Of W. Abut	306+05.72	9.75	Lt.	595.06	595.06
Cl. W. Abut	306+06.99	9.75	Lt.	595.07	595.07
A	306+16.99	9.75	Lt.	595.18	595.19
B	306+26.99	9.75	Lt.	595.28	595.29
C	306+36.99	9.75	Lt.	595.37	595.38
D	306+46.99	9.75	Lt.	595.45	595.46
W. Cl. Brg. Pier 1	306+54.97	9.75	Lt.	595.50	595.50
Cl. Pier 1	306+55.72	9.75	Lt.	595.51	595.51
E. Cl. Brg. Pier 1	306+56.47	9.75	Lt.	595.51	595.51
E	306+66.47	9.75	Lt.	595.58	595.61
F	306+76.47	9.75	Lt.	595.63	595.69
G	306+86.47	9.75	Lt.	595.68	595.74
H	306+96.47	9.75	Lt.	595.71	595.78
I	307+06.47	9.75	Lt.	595.74	595.80
J	307+16.47	9.75	Lt.	595.76	595.79
W. Cl. Brg. Pier 2	307+24.97	9.75	Lt.	595.77	595.77
Cl. Pier 2	307+25.72	9.75	Lt.	595.76	595.76
E. Cl. Brg. Pier 2	307+26.47	9.75	Lt.	595.76	595.76
K	307+36.47	9.75	Lt.	595.76	595.77
L	307+46.47	9.75	Lt.	595.75	595.77
M	307+56.47	9.75	Lt.	595.74	595.75
N	307+66.47	9.75	Lt.	595.71	595.72
Cl. E. Abut	307+74.45	9.75	Lt.	595.68	595.68
Bk. Of E. Abut	307+75.72	9.75	Lt.	595.68	595.68

BEAM 3

LOCATION	STATION	OFFSET		THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. Of W. Abut	306+04.57	3.25	Lt.	595.14	595.14
Cl. W. Abut	306+05.84	3.25	Lt.	595.16	595.16
A	306+15.84	3.25	Lt.	595.27	595.28
B	306+25.84	3.25	Lt.	595.37	595.38
C	306+35.84	3.25	Lt.	595.46	595.47
D	306+45.84	3.25	Lt.	595.54	595.55
W. Cl. Brg. Pier 1	306+53.82	3.25	Lt.	595.60	595.60
Cl. Pier 1	306+54.57	3.25	Lt.	595.60	595.60
E. Cl. Brg. Pier 1	306+55.32	3.25	Lt.	595.61	595.61
E	306+65.32	3.25	Lt.	595.67	595.70
F	306+75.32	3.25	Lt.	595.73	595.78
G	306+85.32	3.25	Lt.	595.77	595.84
H	306+95.32	3.25	Lt.	595.81	595.88
I	307+05.32	3.25	Lt.	595.84	595.90
J	307+15.32	3.25	Lt.	595.86	595.89
W. Cl. Brg. Pier 2	307+23.82	3.25	Lt.	595.87	595.87
Cl. Pier 2	307+24.57	3.25	Lt.	595.87	595.87
E. Cl. Brg. Pier 2	307+25.32	3.25	Lt.	595.86	595.86
K	307+35.32	3.25	Lt.	595.86	595.87
L	307+45.32	3.25	Lt.	595.86	595.87
M	307+55.32	3.25	Lt.	595.84	595.86
N	307+65.32	3.25	Lt.	595.82	595.82
Cl. E. Abut	307+73.30	3.25	Lt.	595.79	595.79
Bk. Of E. Abut	307+74.57	3.25	Lt.	595.79	595.79



**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 054-0514**

USER NAME:	DESIGNED - RTM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		TOP OF SLAB ELEVATIONS SHEET 1 OF 4			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE:	DRAWN - MSD	REVISED -						717	109B-3	LOGAN	73	40
PLOT DATE:	CHECKED - KEB	REVISED -						CONTRACT NO. 72A88				
	DATE -	REVISED -						FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STAGE CONSTRUCTION LINE

LOCATION	STATION	OFFSET		THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. Of W. Abut	306+04.09	0.50	Lt.	595.18	595.18
Cl. W. Abut	306+05.36	0.50	Lt.	595.20	595.20
A	306+15.36	0.50	Lt.	595.31	595.32
B	306+25.36	0.50	Lt.	595.41	595.42
C	306+35.36	0.50	Lt.	595.50	595.51
D	306+45.36	0.50	Lt.	595.58	595.59
W. Cl. Brg. Pier 1	306+53.34	0.50	Lt.	595.64	595.64
Cl. Pier 1	306+54.09	0.50	Lt.	595.64	595.64
E. Cl. Brg. Pier 1	306+54.84	0.50	Lt.	595.65	595.65
E	306+64.84	0.50	Lt.	595.71	595.74
F	306+74.84	0.50	Lt.	595.77	595.82
G	306+84.84	0.50	Lt.	595.82	595.88
H	306+94.84	0.50	Lt.	595.85	595.92
I	307+04.84	0.50	Lt.	595.88	595.94
J	307+14.84	0.50	Lt.	595.90	595.93
W. Cl. Brg. Pier 2	307+23.34	0.50	Lt.	595.91	595.91
Cl. Pier 2	307+24.09	0.50	Lt.	595.91	595.91
E. Cl. Brg. Pier 2	307+24.84	0.50	Lt.	595.92	595.92
K	307+34.84	0.50	Lt.	595.90	595.91
L	307+44.84	0.50	Lt.	595.90	595.91
M	307+54.84	0.50	Lt.	595.88	595.90
N	307+64.84	0.50	Lt.	595.86	595.87
Cl. E. Abut	307+72.82	0.50	Lt.	595.83	595.83
Bk. Of E. Abut	307+74.09	0.50	Lt.	595.83	595.83

CL ROADWAY AND PGL

LOCATION	STATION	OFFSET		THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. Of W. Abut	306+04.00	0		595.19	595.19
Cl. W. Abut	306+05.27	0		595.20	595.20
A	306+15.27	0		595.31	595.32
B	306+25.27	0		595.41	595.43
C	306+35.27	0		595.50	595.52
D	306+45.27	0		595.59	595.59
W. Cl. Brg. Pier 1	306+53.25	0		595.64	595.64
Cl. Pier 1	306+54.00	0		595.65	595.65
E. Cl. Brg. Pier 1	306+54.75	0		595.66	595.66
E	306+64.75	0		595.72	595.75
F	306+74.75	0		595.78	595.83
G	306+84.75	0		595.82	595.89
H	306+94.75	0		595.86	595.93
I	307+04.75	0		595.89	595.94
J	307+14.75	0		595.91	595.94
W. Cl. Brg. Pier 2	307+23.25	0		595.92	595.92
Cl. Pier 2	307+24.00	0		595.92	595.92
E. Cl. Brg. Pier 2	307+24.75	0		595.92	595.92
K	307+34.75	0		595.91	595.92
L	307+44.75	0		595.91	595.92
M	307+54.75	0		595.89	595.91
N	307+64.75	0		595.87	595.88
Cl. E. Abut	307+72.73	0		595.84	595.84
Bk. Of E. Abut	307+74.00	0		595.84	595.84

BEAM 4

LOCATION	STATION	OFFSET		THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. Of W. Abut	306+03.43	3.25	Rt.	595.13	595.13
Cl. W. Abut	306+04.70	3.25	Rt.	595.15	595.15
A	306+14.70	3.25	Rt.	595.26	595.27
B	306+24.70	3.25	Rt.	595.36	595.37
C	306+34.70	3.25	Rt.	595.45	595.46
D	306+44.70	3.25	Rt.	595.53	595.54
W. Cl. Brg. Pier 1	306+52.68	3.25	Rt.	595.59	595.59
Cl. Pier 1	306+53.43	3.25	Rt.	595.60	595.60
E. Cl. Brg. Pier 1	306+54.18	3.25	Rt.	595.60	595.60
E	306+64.18	3.25	Rt.	595.67	595.70
F	306+74.18	3.25	Rt.	595.72	595.78
G	306+84.18	3.25	Rt.	595.77	595.84
H	306+94.18	3.25	Rt.	595.81	595.88
I	307+04.18	3.25	Rt.	595.84	595.89
J	307+14.18	3.25	Rt.	595.86	595.89
W. Cl. Brg. Pier 2	307+22.68	3.25	Rt.	595.87	595.87
Cl. Pier 2	307+23.43	3.25	Rt.	595.87	595.87
E. Cl. Brg. Pier 2	307+24.18	3.25	Rt.	595.87	595.87
K	307+34.18	3.25	Rt.	595.86	595.87
L	307+44.18	3.25	Rt.	595.86	595.87
M	307+54.18	3.25	Rt.	595.84	595.86
N	307+64.18	3.25	Rt.	595.82	595.83
Cl. E. Abut	307+72.16	3.25	Rt.	595.79	595.79
Bk. Of E. Abut	307+73.43	3.25	Rt.	595.79	595.79

BEAM 5

LOCATION	STATION	OFFSET		THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. Of W. Abut	306+02.28	9.75	Rt.	595.02	595.02
Cl. W. Abut	306+03.55	9.75	Rt.	595.03	595.03
A	306+13.55	9.75	Rt.	595.14	595.15
B	306+23.55	9.75	Rt.	595.24	595.26
C	306+33.55	9.75	Rt.	595.34	595.35
D	306+43.55	9.75	Rt.	595.42	595.43
W. Cl. Brg. Pier 1	306+51.53	9.75	Rt.	595.48	595.48
Cl. Pier 1	306+52.28	9.75	Rt.	595.49	595.49
E. Cl. Brg. Pier 1	306+53.03	9.75	Rt.	595.49	595.49
E	306+63.03	9.75	Rt.	595.56	595.59
F	306+73.03	9.75	Rt.	595.61	595.67
G	306+83.03	9.75	Rt.	595.66	595.73
H	306+93.03	9.75	Rt.	595.70	595.77
I	307+03.03	9.75	Rt.	595.73	595.79
J	307+13.03	9.75	Rt.	595.76	595.79
W. Cl. Brg. Pier 2	307+21.53	9.75	Rt.	595.77	595.77
Cl. Pier 2	307+22.28	9.75	Rt.	595.77	595.77
E. Cl. Brg. Pier 2	307+23.03	9.75	Rt.	595.77	595.77
K	307+33.03	9.75	Rt.	595.76	595.77
L	307+43.03	9.75	Rt.	595.76	595.77
M	307+53.03	9.75	Rt.	595.74	595.76
N	307+63.03	9.75	Rt.	595.72	595.73
Cl. E. Abut	307+71.01	9.75	Rt.	595.70	595.70
Bk. Of E. Abut	307+72.28	9.75	Rt.	595.69	595.69

BEAM 6

LOCATION	STATION	OFFSET		THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. Of W. Abut	306+01.13	16.25	Rt.	594.88	594.88
Cl. W. Abut	306+02.40	16.25	Rt.	594.89	594.89
A	306+12.40	16.25	Rt.	595.01	595.02
B	306+22.40	16.25	Rt.	595.11	595.12
C	306+32.40	16.25	Rt.	595.20	595.22
D	306+42.40	16.25	Rt.	595.29	595.30
W. Cl. Brg. Pier 1	306+50.38	16.25	Rt.	595.35	595.35
Cl. Pier 1	306+51.13	16.25	Rt.	595.35	595.35
E. Cl. Brg. Pier 1	306+51.88	16.25	Rt.	595.36	595.36
E	306+61.88	16.25	Rt.	595.43	595.46
F	306+71.88	16.25	Rt.	595.48	595.54
G	306+81.88	16.25	Rt.	595.53	595.60
H	306+91.88	16.25	Rt.	595.58	595.64
I	307+01.88	16.25	Rt.	595.61	595.66
J	307+11.88	16.25	Rt.	595.63	595.66
W. Cl. Brg. Pier 2	307+20.38	16.25	Rt.	595.64	595.64
Cl. Pier 2	307+21.13	16.25	Rt.	595.64	595.64
E. Cl. Brg. Pier 2	307+21.88	16.25	Rt.	595.64	595.64
K	307+31.88	16.25	Rt.	595.64	595.65
L	307+41.88	16.25	Rt.	595.63	595.65
M	307+51.88	16.25	Rt.	595.62	595.64
N	307+61.88	16.25	Rt.	595.60	595.61
Cl. E. Abut	307+69.87	16.25	Rt.	595.58	595.58
Bk. Of E. Abut	307+71.13	16.25	Rt.	595.57	595.57

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 054-0514**

USER NAME:	DESIGNED - RTM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				TOP OF SLAB ELEVATIONS SHEET 2 OF 4				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE:	DRAWN - MSD	REVISED -									717	109B-3	LOGAN	73	41
PLOT DATE:	CHECKED - KEB	REVISED -									CONTRACT NO. 72A88				
	DATE -	REVISED -									SCALE:	SHEET NO. 6 OF 27 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	305+77.17	18' LT	594.54
A	305+87.17	18' LT	594.67
B	305+97.17	18' LT	594.80
Bk. of W. Abut.	306+07.17	18' LT	594.91

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	305+76.12	12' LT	594.65
A	305+86.12	12' LT	594.78
B	305+96.12	12' LT	594.91
Bk. of W. Abut.	306+06.12	12' LT	595.03

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	305+74.09	0.5' LT	594.80
A	305+84.09	0.5' LT	594.94
B	305+94.09	0.5' LT	595.06
Bk. of W. Abut.	306+04.09	0.5' LT	595.18

Q ROADWAY & P.G.L.

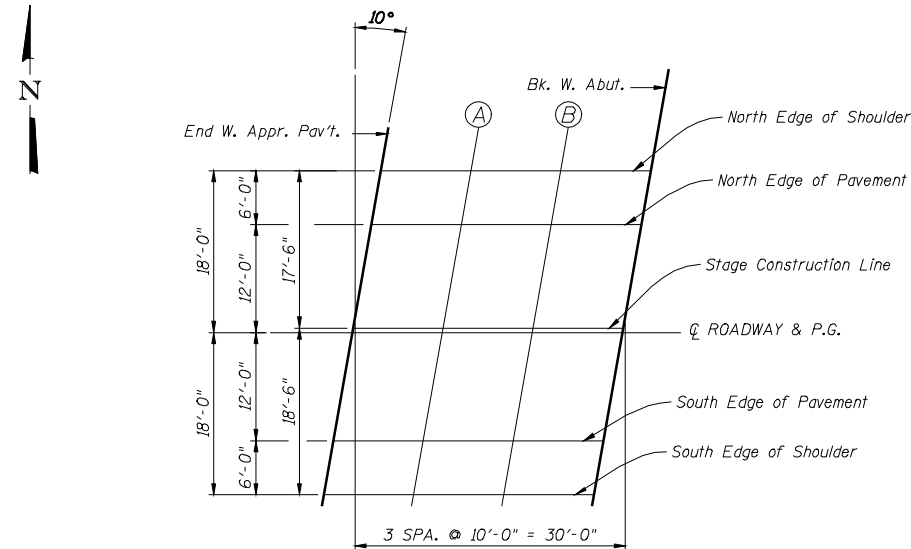
Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	305+74.00	0	594.81
A	305+84.00	0	594.94
B	305+94.00	0	595.07
Bk. of W. Abut.	306+04.00	0	595.19

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	305+71.88	12' RT	594.59
A	305+81.88	12' RT	594.73
B	305+91.88	12' RT	594.86
Bk. of W. Abut.	306+01.88	12' RT	594.98

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	305+70.83	18' RT	594.45
A	305+80.83	18' RT	594.59
B	305+90.83	18' RT	594.72
Bk. of W. Abut.	306+00.83	18' RT	594.84



PLAN

**TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 054-0514**

USER NAME: PLOT SCALE: PLOT DATE:	DESIGNED - RTM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS SHEET 3 OF 4			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	DRAWN - MSD	REVISED -					717	109B-3	LOGAN	73	42	
	CHECKED - KEB	REVISED -		SCALE:			SHEET NO. 7 OF 27 SHEETS	STA. TO STA.	CONTRACT NO. 72A88			
	DATE -	REVISED -		FED. ROAD DIST. NO.			ILLINOIS	FED. AID PROJECT				

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
Bk. of E. Abut.	307+77.17	18' LT	595.51
A	307+87.17	18' LT	595.47
B	307+97.17	18' LT	595.42
End E. Appr. Pav't.	308+07.17	18' LT	595.36

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. of E. Abut.	307+76.12	12' LT	595.64
A	307+86.12	12' LT	595.60
B	307+96.12	12' LT	595.55
End E. Appr. Pav't.	308+06.12	12' LT	595.49

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. of E. Abut.	307+74.09	0.5' LT	595.83
A	307+84.09	0.5' LT	595.79
B	307+94.09	0.5' LT	595.74
End E. Appr. Pav't.	308+04.09	0.5' LT	595.68

Q ROADWAY & P.G.L.

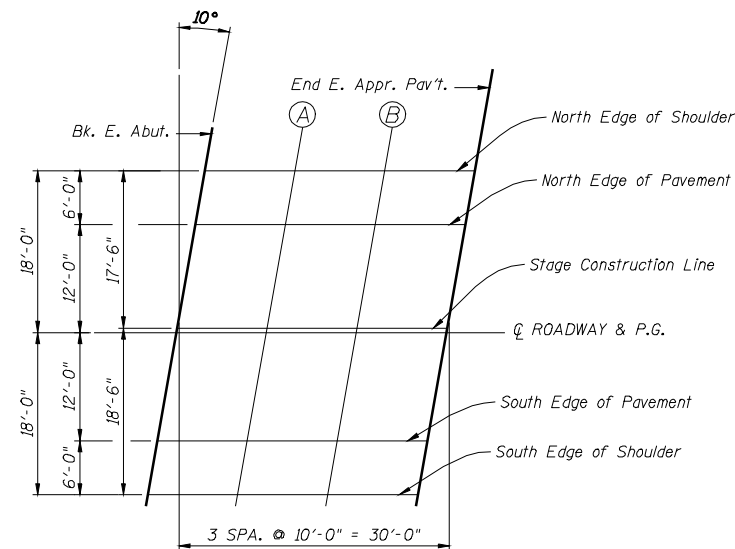
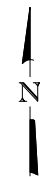
Location	Station	Offset	Theoretical Grade Elevations
Bk. of E. Abut.	307+74.00	0	595.84
A	307+84.00	0	595.80
B	307+94.00	0	595.75
End E. Appr. Pav't.	308+04.00	0	595.69

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. of E. Abut.	307+71.88	12' RT	595.66
A	307+81.88	12' RT	595.62
B	307+91.88	12' RT	595.57
End E. Appr. Pav't.	308+01.88	12' RT	595.51

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
Bk. of E. Abut.	307+70.83	18' RT	595.54
A	307+80.83	18' RT	595.50
B	307+90.83	18' RT	595.45
End E. Appr. Pav't.	308+00.83	18' RT	595.40

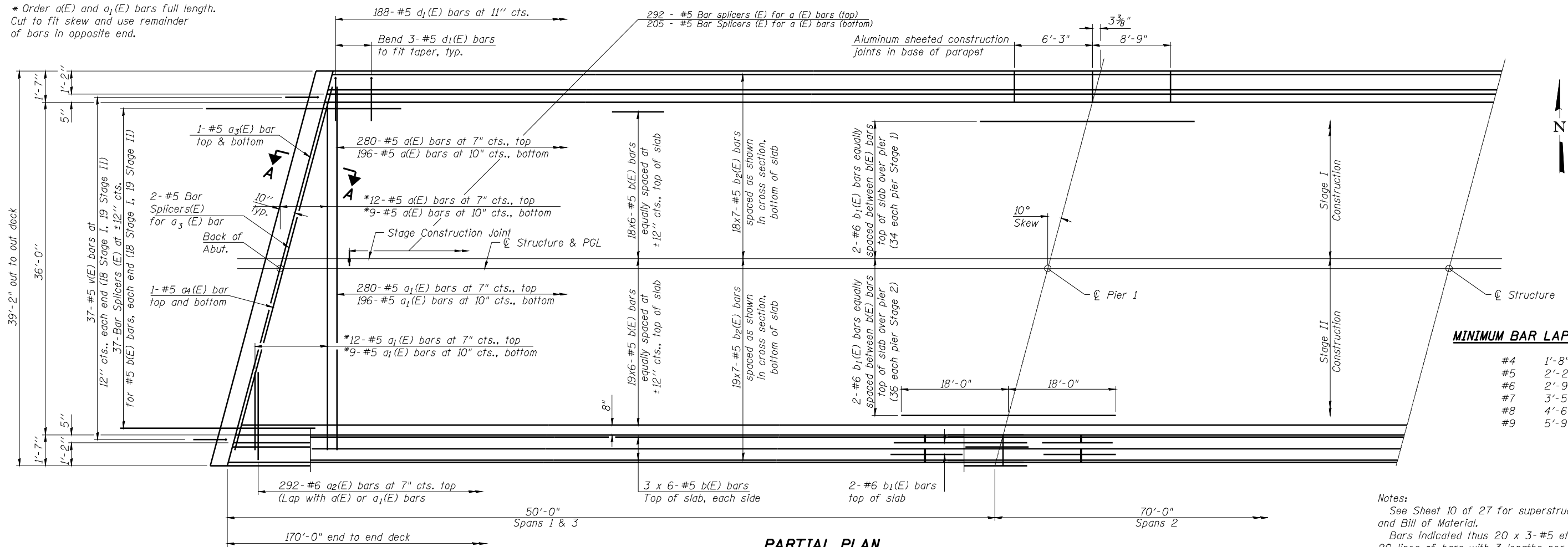


PLAN

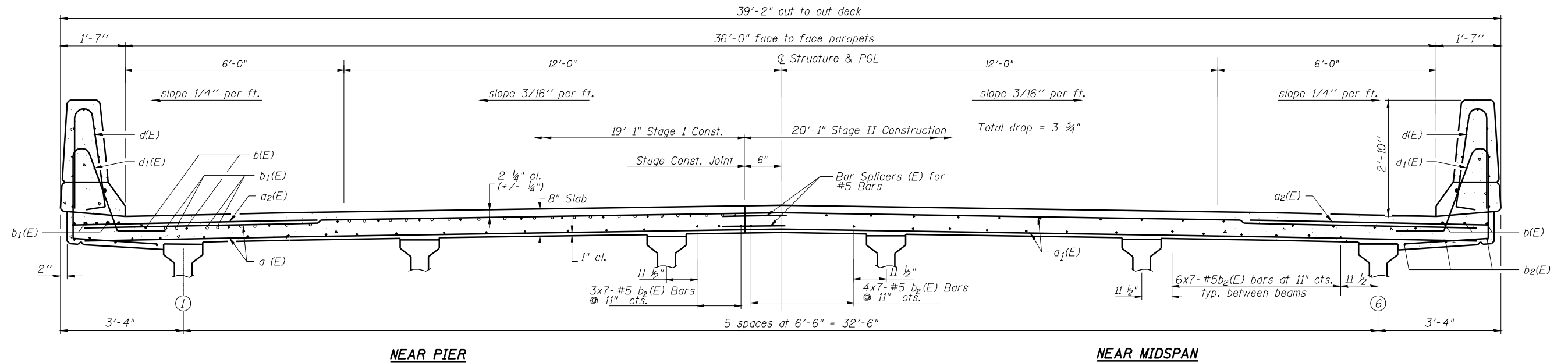
**TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 054-0514**

USER NAME: PLOT SCALE: PLOT DATE:	DESIGNED - RTM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS SHEET 4 OF 4			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - MSD	REVISED -					717	109B-3	LOGAN	73	43
	CHECKED - KEB	REVISED -		SCALE: SHEET NO. 8 OF 27 SHEETS STA. TO STA.			CONTRACT NO. 72A88		ILLINOIS		FED. AID PROJECT
	DATE -	REVISED -		FED. 717 DIST. NO.							

* Order a(E) and a₁(E) bars full length.
Cut to fit skew and use remainder
of bars in opposite end.



Notes:
See Sheet 10 of 27 for superstructure details
and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates
20 lines of bars with 3 lengths per line.
See Sheet 10 of 27 for parapet reinforcement.



CROSS SECTION
(Looking East)

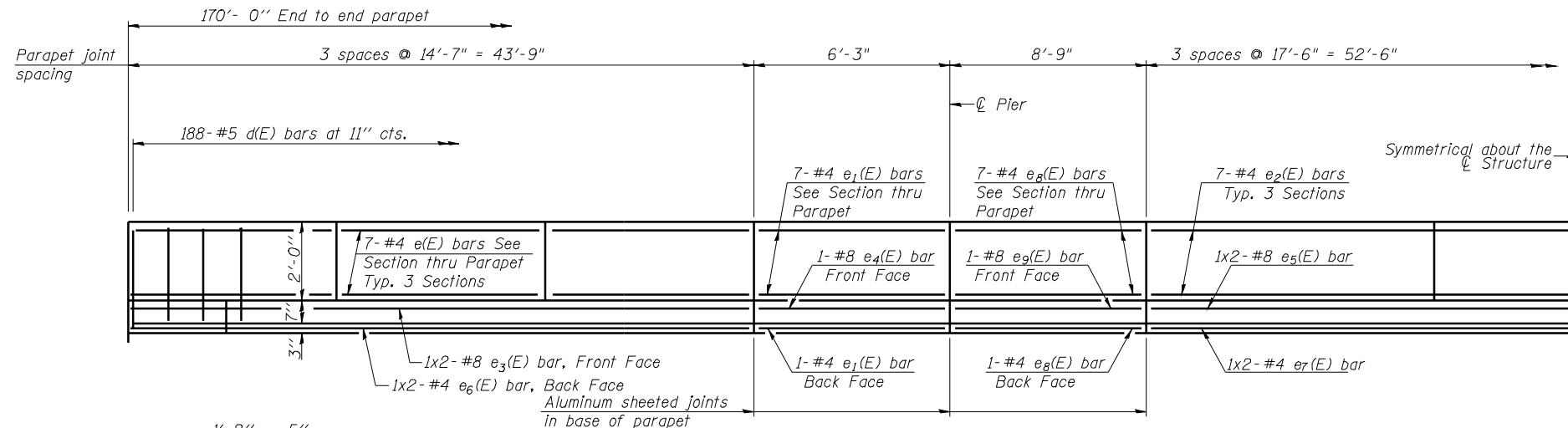
**SUPERSTRUCTURE
STRUCTURE NO. 054-0514**

USER NAME:	DESIGNED - RTM	REVISED -
	DRAWN - MSD	REVISED -
PLOT SCALE:	CHECKED - KEB	REVISED -
PLOT DATE:	DATE -	REVISED -

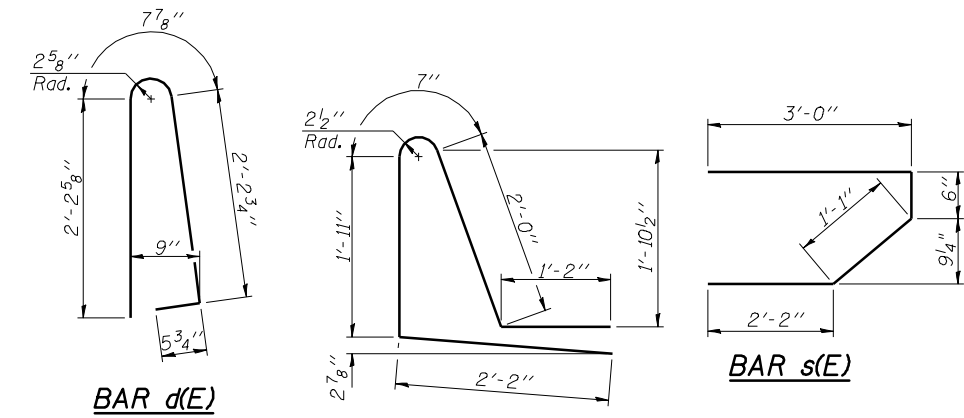
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUPERSTRUCTURE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	I09B-3	LOGAN	73	44
CONTRACT NO. 72A88				
SCALE:	SHEET NO. 9 OF 27 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS
				FED. AID PROJECT



INSIDE ELEVATION OF PARAPET



BAR d(E)

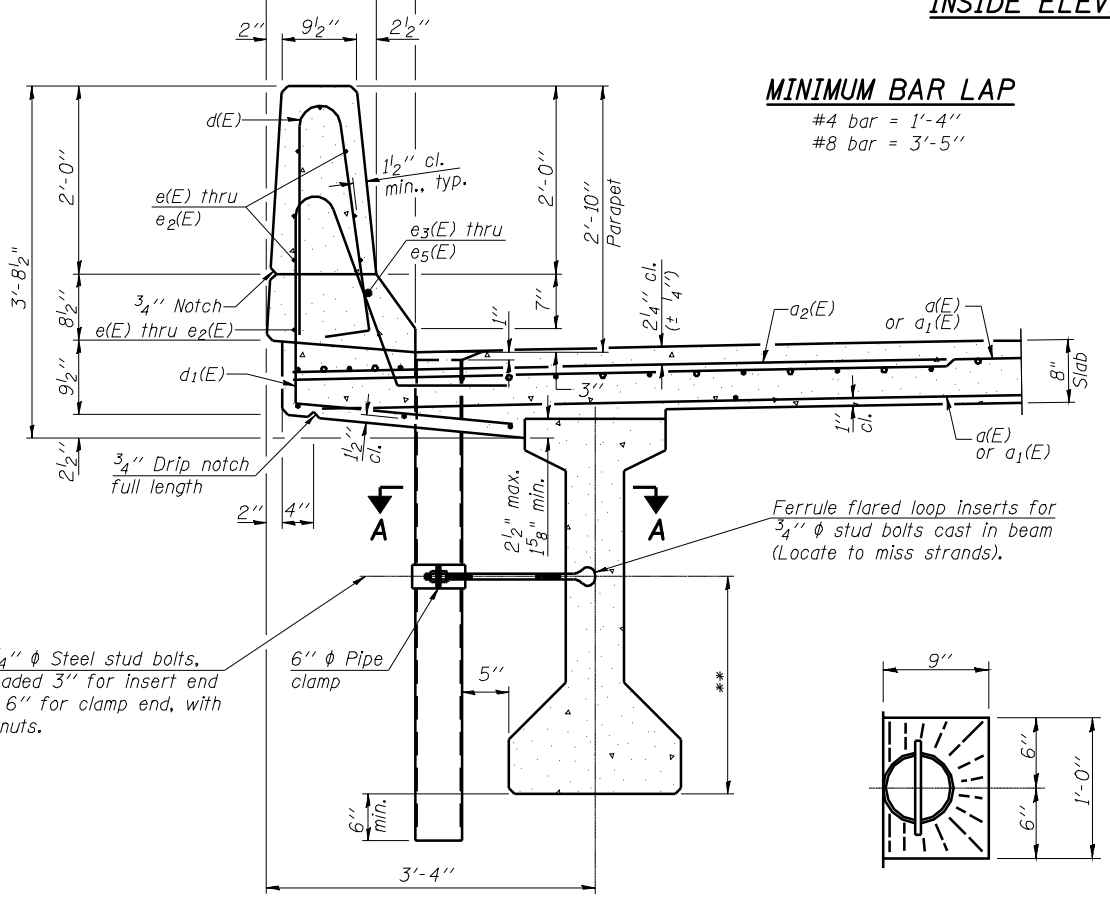
BAR d1(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	497	#5	18'-6"	—
a1(E)	497	#5	19'-6"	—
a2(E)	584	#6	6'-0"	—
a3(E)	4	#5	18'-9"	—
a4(E)	4	#5	19'-9"	—
b(E)	258	#5	30'-6"	—
b1(E)	148	#6	36'-0"	—
b2(E)	259	#5	26'-6"	—
d(E)	376	#5	5'-7"	⌒
d1(E)	376	#5	7'-10"	⌒
e(E)	84	#4	14'-3"	—
e1(E)	32	#4	5'-11"	—
e2(E)	42	#4	17'-2"	—
e3(E)	8	#8	23'-11"	—
e4(E)	4	#8	5'-11"	—
e5(E)	4	#8	28'-4"	—
e6(E)	8	#8	22'-9"	—
e7(E)	4	#8	27'-1"	—
e8(E)	32	#4	8'-5"	—
e9(E)	4	#8	8'-5"	—
m(E)	10	#6	19'-0"	—
m1(E)	10	#6	20'-0"	—
m2(E)	24	#6	8'-9"	—
m3(E)	24	#6	4'-3"	—
m4(E)	10	#6	2'-1"	—
m5(E)	32	#4	5'-10"	—
m6(E)	12	#8	5'-10"	—
m7(E)	16	#4	2'-4"	—
s(E)	74	#5	6'-9"	⌒
s1(E)	62	#4	10'-10"	⌒
s2(E)	50	#4	11'-0"	⌒
v(E)	74	#5	3'-4"	⌒
Reinforcement Bars, Epoxy Coated			Lbs.	60,100
Concrete Superstructure			Cu. Yds.	260.1
Bar Splicers			Each	745

Bars indicated thus 1 x 3 - #5 etc. indicates 1 line of bars with 3 lengths per line.

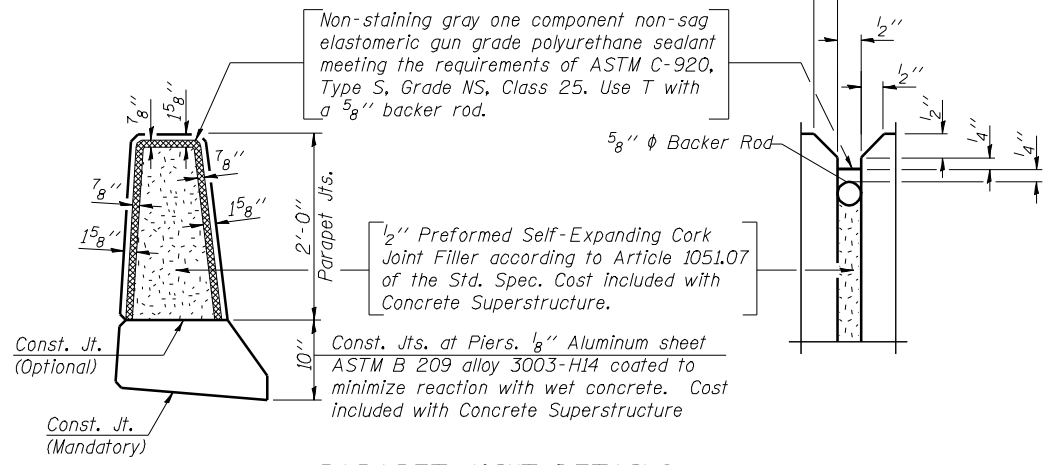
SUPERSTRUCTURE DETAILS STRUCTURE NO. 054-0514



SECTION THRU PARAPET

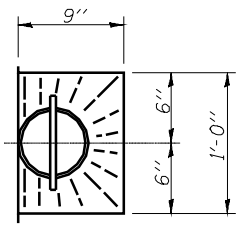
MINIMUM BAR LAP

#4 bar = 1'-4"
#8 bar = 3'-5"

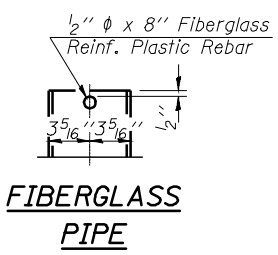


PARAPET JOINT DETAILS

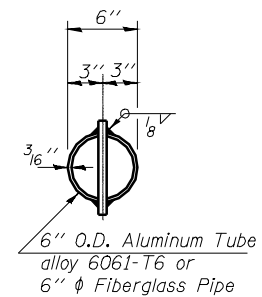
Notes:
Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
The exterior surfaces of the floor drains shall be coated or pigmented by the manufacturer with a color that matches the concrete.
The clamping device and inserts shall be galvanized according to AASHTO M 232.



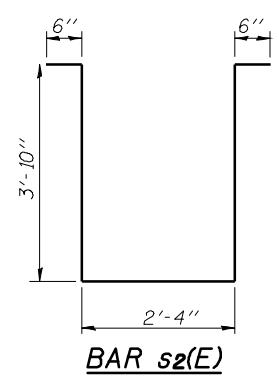
TOP PLAN



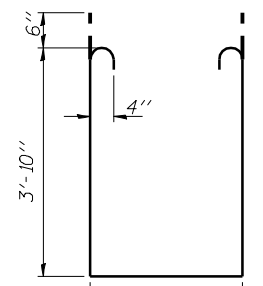
FIBERGLASS PIPE



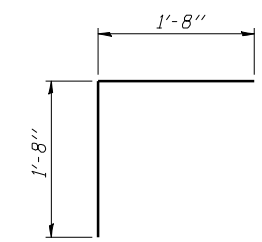
TOP PLAN (Showing Aluminum Tube)



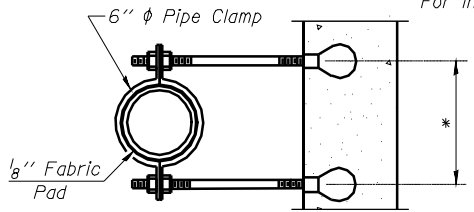
BAR s2(E)



BAR s1(E)

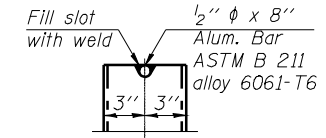


BAR v(E)



SECTION A-A

*Dimension as required by Pipe Clamp



ALUMINUM TUBE

USER NAME:	DESIGNED - RTM	REVISED -
PLOT SCALE:	DRAWN - MSD	REVISED -
PLOT DATE:	CHECKED - KEB	REVISED -
	DATE -	REVISED -

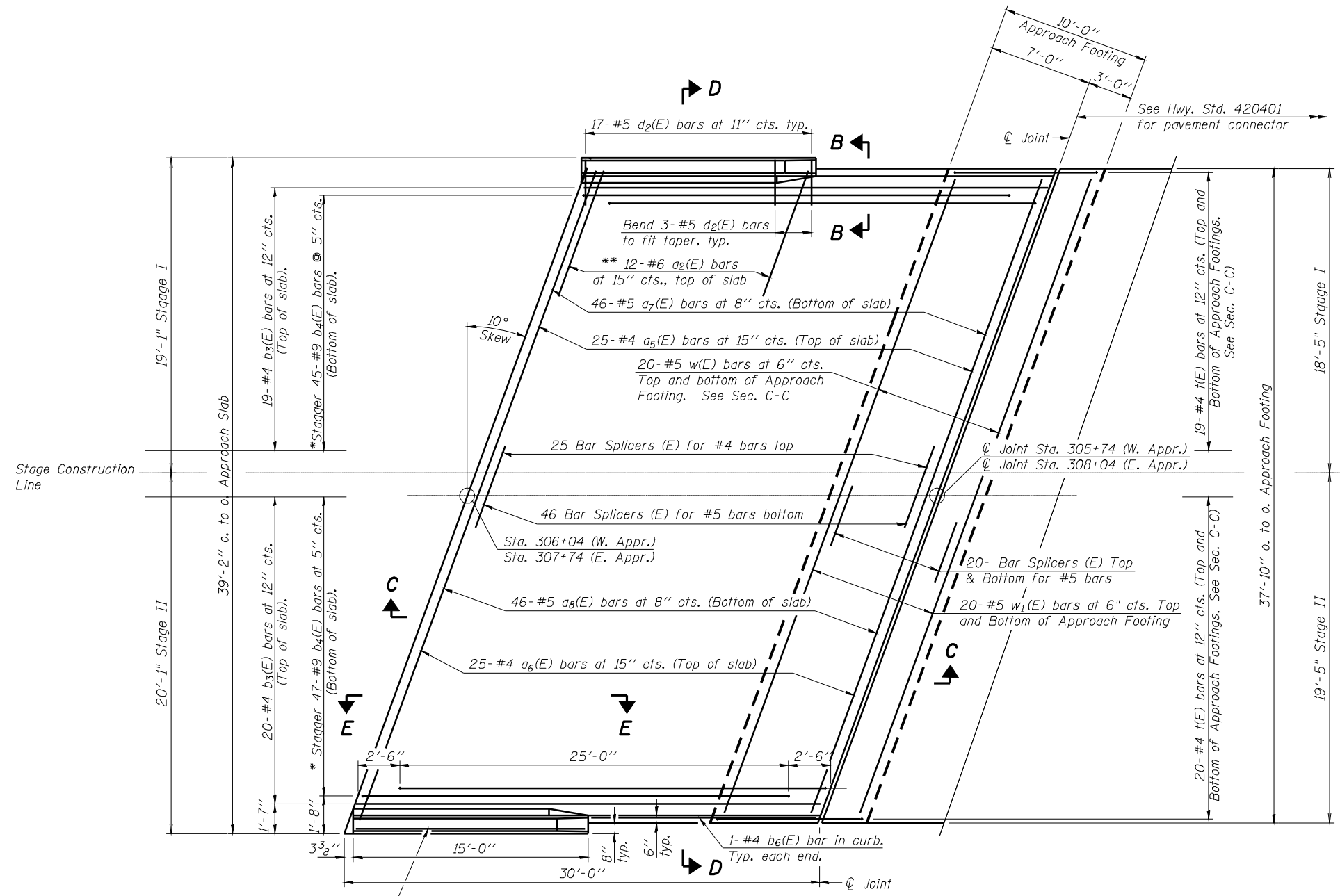
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS

SCALE: SHEET NO. 10 OF 27 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	109B-3	LOGAN	73	45
CONTRACT NO. 72A88				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

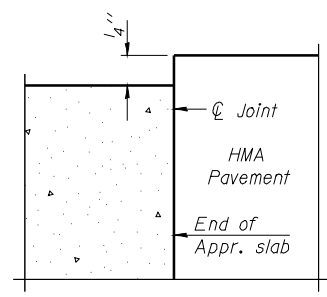
Notes:
See sheet 12 of 27 for Sections C-C & D-D and View E-E.
 $a_2(E)$, $a_5(E)$, $a_6(E)$, $a_7(E)$, and $a_8(E)$ bar spacings measured parallel to ϕ Rdwy.



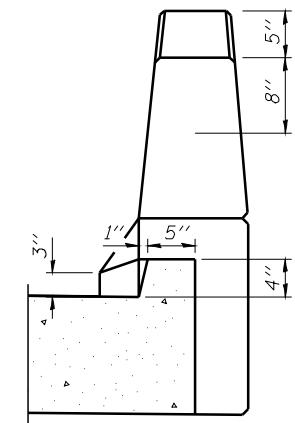
PLAN

* Tilt #9 $b_4(E)$ bars as required to maintain clearance.
** Alternate with $a_5(E)$ & $a_6(E)$ bars, typ. each parapet.

The East Approach Slab is shown above. The West Approach Slab is identical by 180° rotation about the centerline of the bridge.



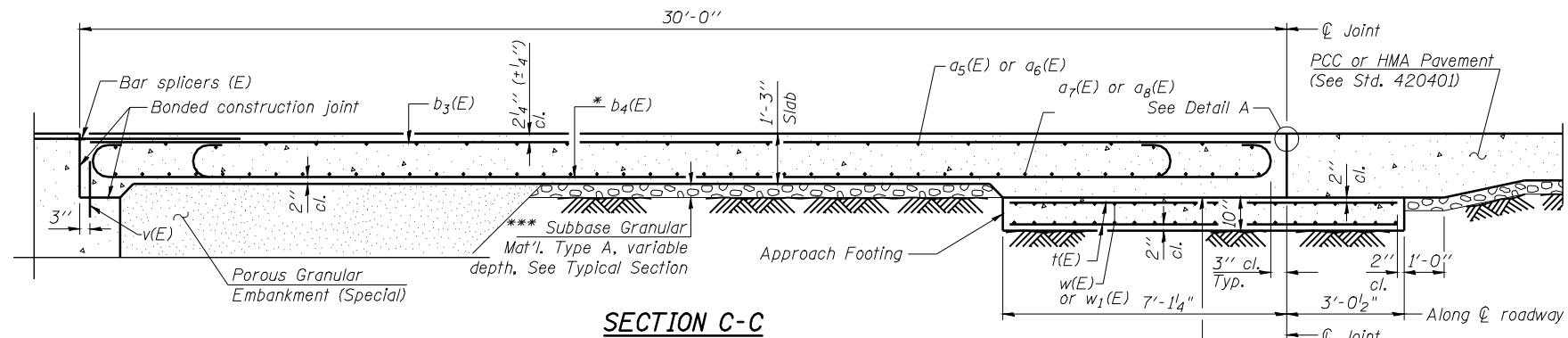
**FLEXIBLE PAVEMENT
DETAIL A**



VIEW B-B

**BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 054-0514**

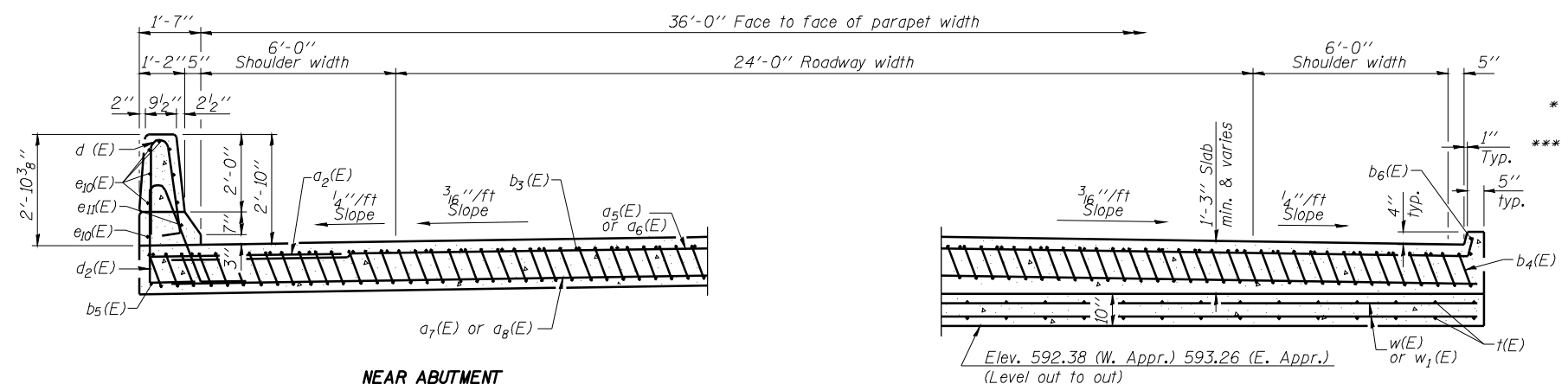
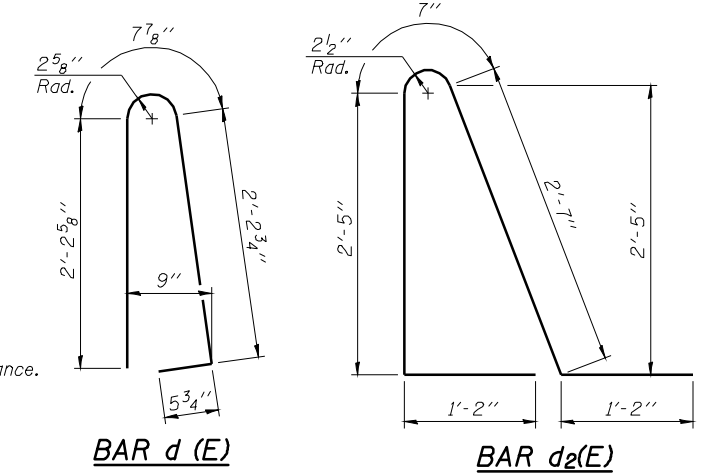
USER NAME: PLOT SCALE: PLOT DATE:	DESIGNED - RTM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			BRIDGE APPROACH SLAB DETAILS SHEET 1 OF 2			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - MSD	REVISED -							717	109B-3	LOGAN	73	46
	CHECKED - KEB	REVISED -							CONTRACT NO. 72A88				
	DATE -	REVISED -							FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
			SCALE: SHEET NO. 11 OF 27 SHEETS STA. TO STA.										



SECTION C-C

Notes:
 See sheet 11 of 27 for Detail A and View B-B.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet 10 of 27.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 For bar splicer details, see sheet 24 of 27.
 Cost of excavation for approach footing included with Concrete Structures.
 For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 27.

Note:
 Approach footing shall be constructed on undisturbed existing pavement. Cost included with Concrete Structures.



NEAR ABUTMENT

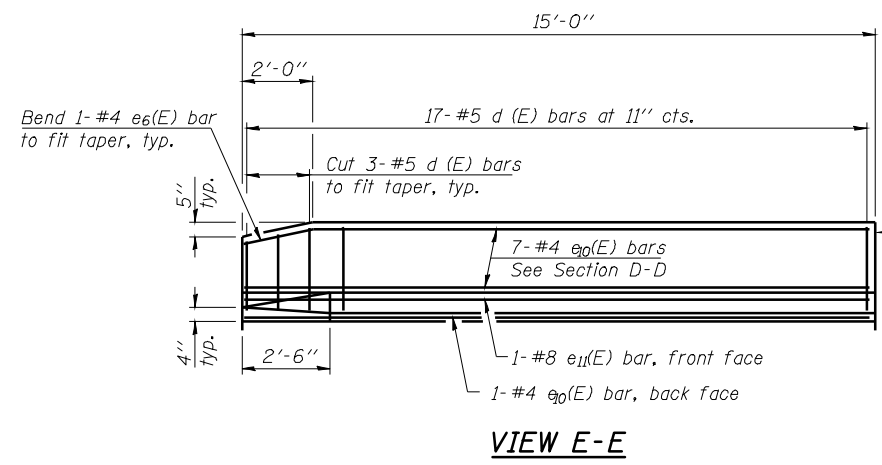
SECTION D-D

AT APPROACH FOOTING

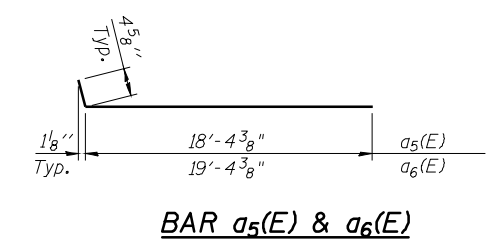
* Tilt #9 b₄(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.

**TWO APPROACHES
 BILL OF MATERIAL**

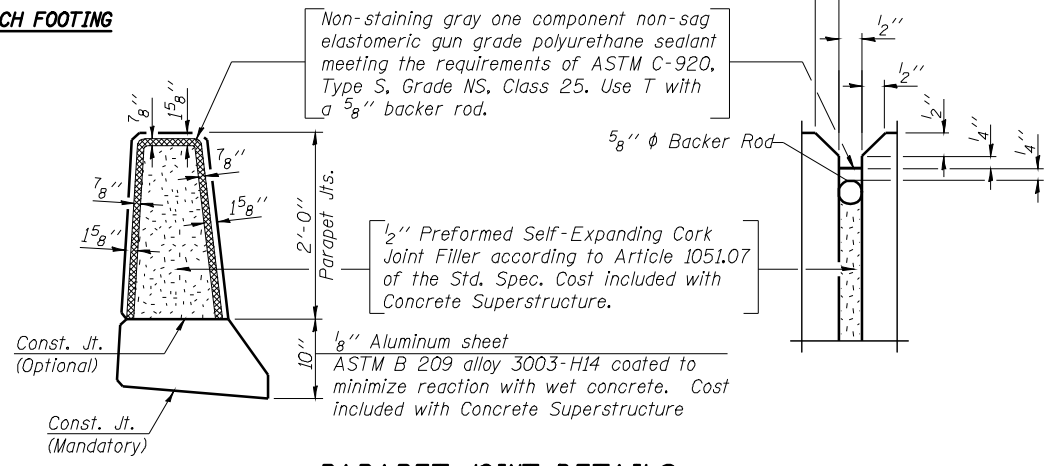
Bar	No.	Size	Length	Shape
a ₂ (E)	48	#6	6'-0"	—
a ₅ (E)	50	#4	18'-9"	—
a ₆ (E)	50	#4	19'-9"	—
a ₇ (E)	92	#5	18'-4"	—
a ₈ (E)	92	#5	19'-4"	—
b ₃ (E)	78	#4	29'-8"	—
b ₄ (E)	184	#9	29'-9"	—
b ₅ (E)	4	#4	14'-8"	—
b ₆ (E)	4	#4	14'-4"	—
d(E)	68	#5	5'-7"	—
d ₂ (E)	68	#5	7'-11"	—
e ₁₀ (E)	32	#4	14'-8"	—
e ₁₁ (E)	4	#8	14'-8"	—
t(E)	156	#4	9'-9"	—
w(E)	80	#5	18'-4"	—
w ₁ (E)	80	#5	19'-4"	—
Concrete Superstructure	Cu. Yd.		120.1	
Concrete Structures	Cu. Yd.		23.8	
Reinforcement Bars, Epoxy Coated	Pound		31,150	



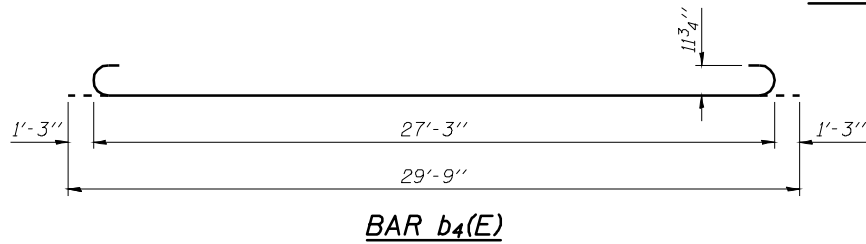
VIEW E-E



BAR a₅(E) & a₆(E)



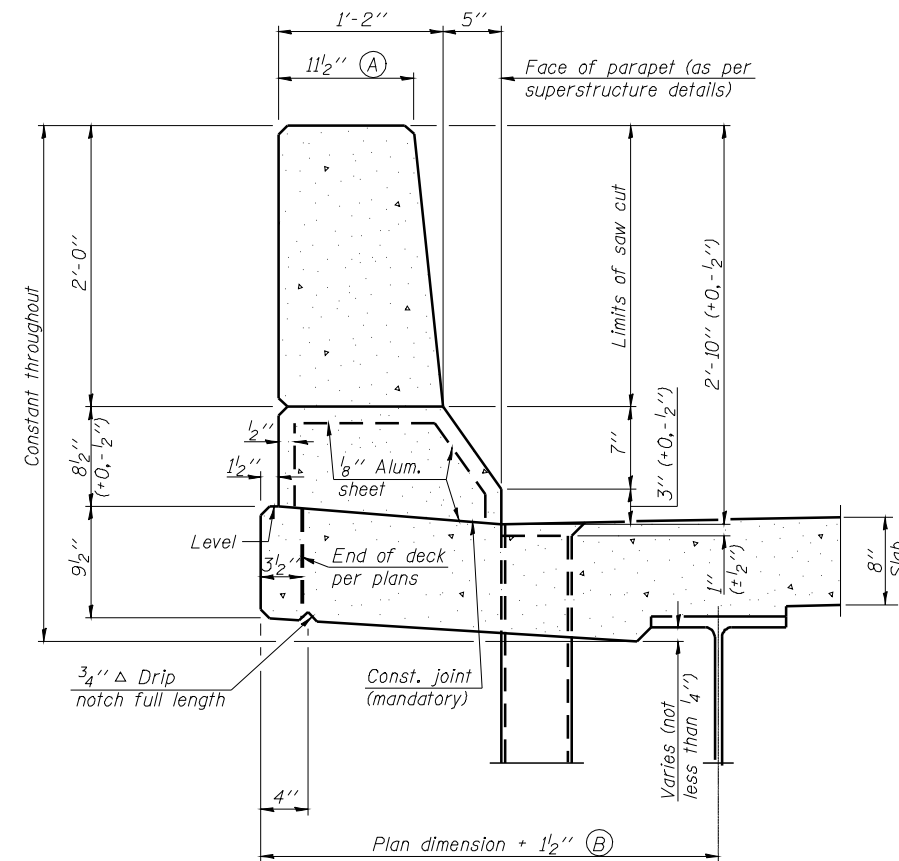
PARAPET JOINT DETAILS



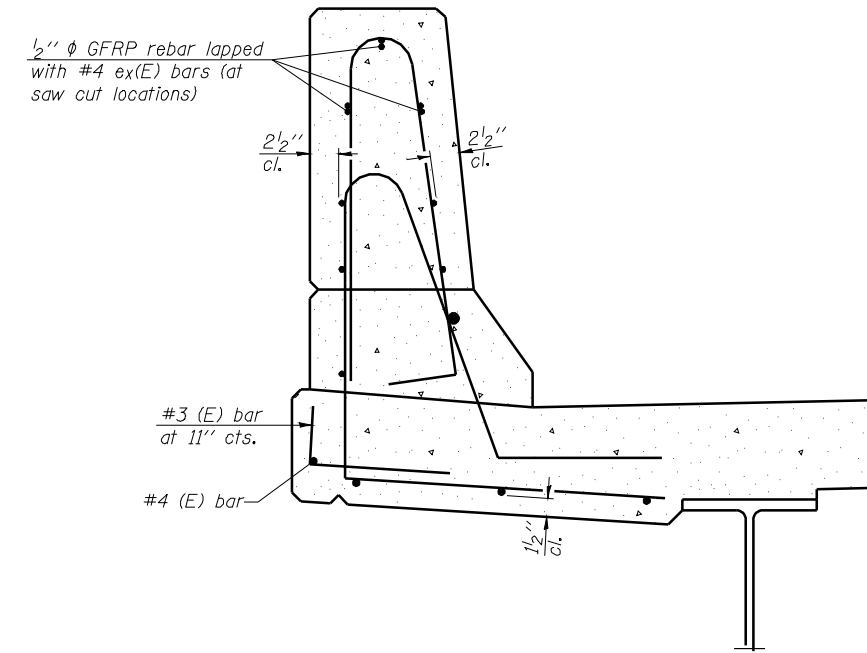
BAR b₄(E)

**BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 054-0514**

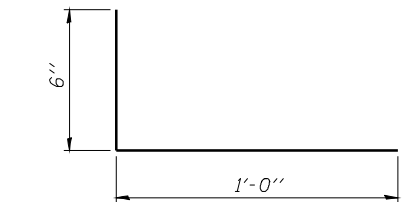
USER NAME:	DESIGNED - RTM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		BRIDGE APPROACH SLAB DETAILS SHEET 2 OF 2			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE:	DRAWN - MSD	REVISED -						717	109B-3	LOGAN	73	47
PLOT DATE:	CHECKED - KEB	REVISED -						CONTRACT NO. 72A88				
	DATE -	REVISED -						FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



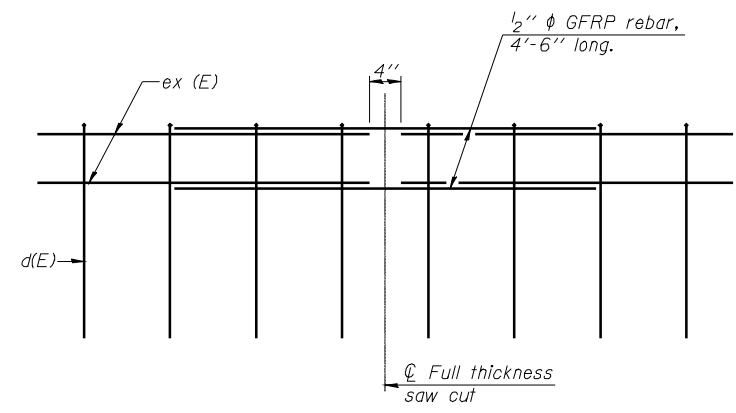
SECTION
(Showing dimensions)



SECTION
(Showing reinforcement clearances for slip forming and additional reinforcement bars)



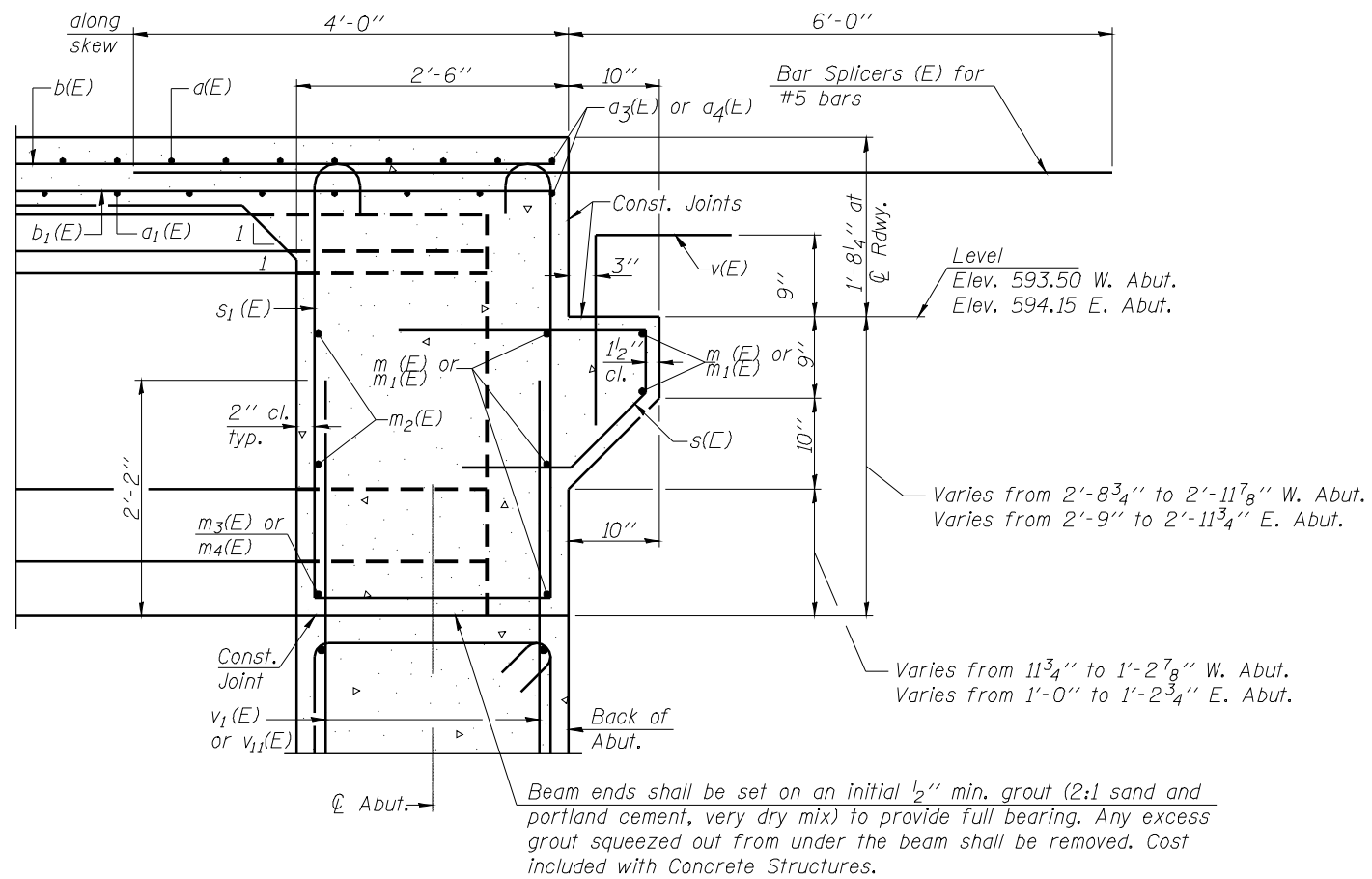
#3 (E) BAR



GFRP REBAR STIFFENING DETAIL
(Place as shown in parapet section at each parapet joint location.)

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 054-0514

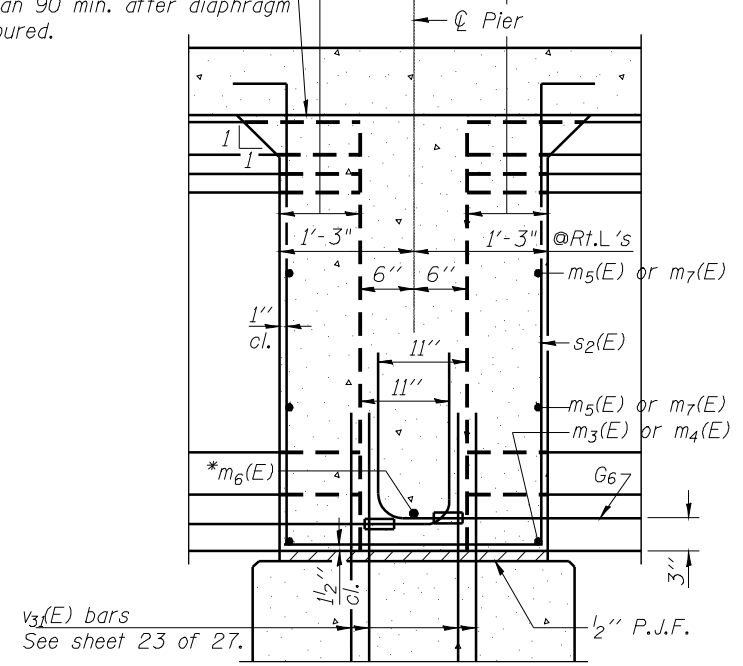
USER NAME: PLOT SCALE: PLOT DATE:	DESIGNED - RTM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE PARAPET SLIPFORMING OPTION			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - MSD	REVISED -					717	109B-3	LOGAN	73	48
	CHECKED - KEB	REVISED -		SCALE: SHEET NO. 13 OF 27 SHEETS STA. TO STA.			CONTRACT NO. 72A88				
	DATE -	REVISED -					FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SECTION A-A
Dimensions at right angles to abutment, except as shown.

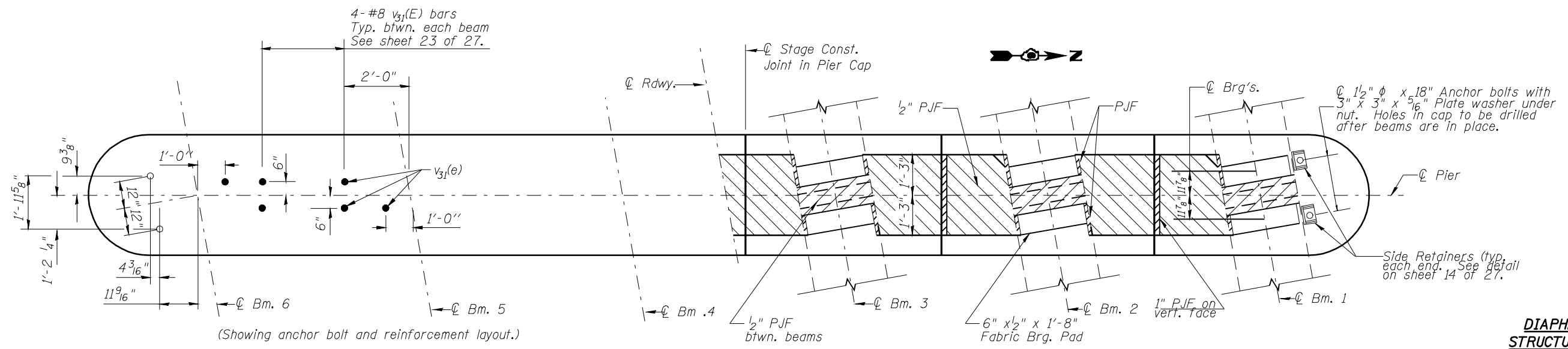
Pour diaphragm flush with bott. of slab. Concrete in slab above this line shall be placed not less than 45 min. nor more than 90 min. after diaphragm has been poured.

Roofing felt shall be bonded to side of beam embedded into diaphragm.



SECTION B-B
Dimensions along centerline of beam, except as shown.

* Tightly fasten the #8 bars together with No. 9 wire ties.

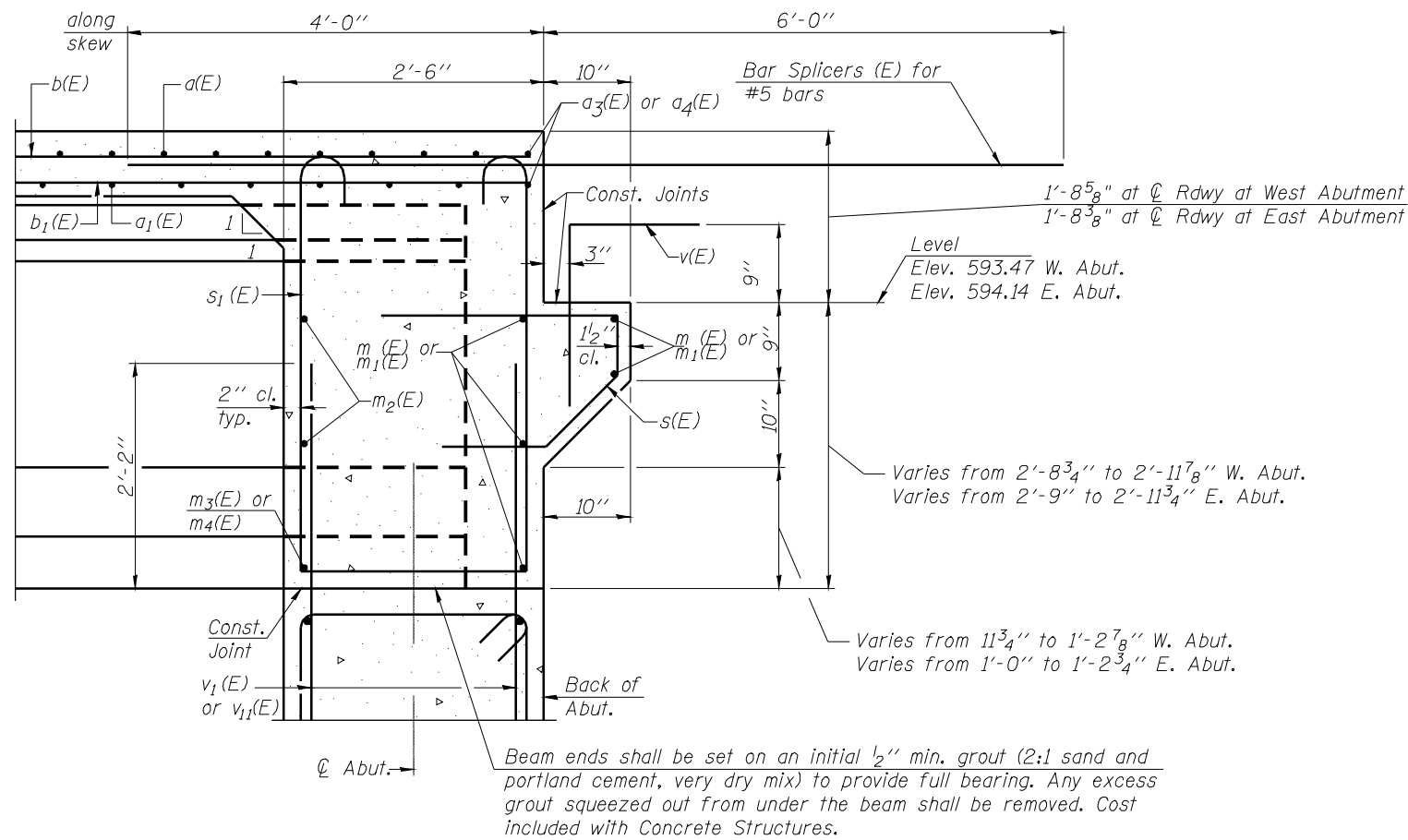


PLAN AT PIER

(Showing bearing pad and P.J.F. details.)

DIAPHRAGM DETAILS
STRUCTURE NO. 054-0514

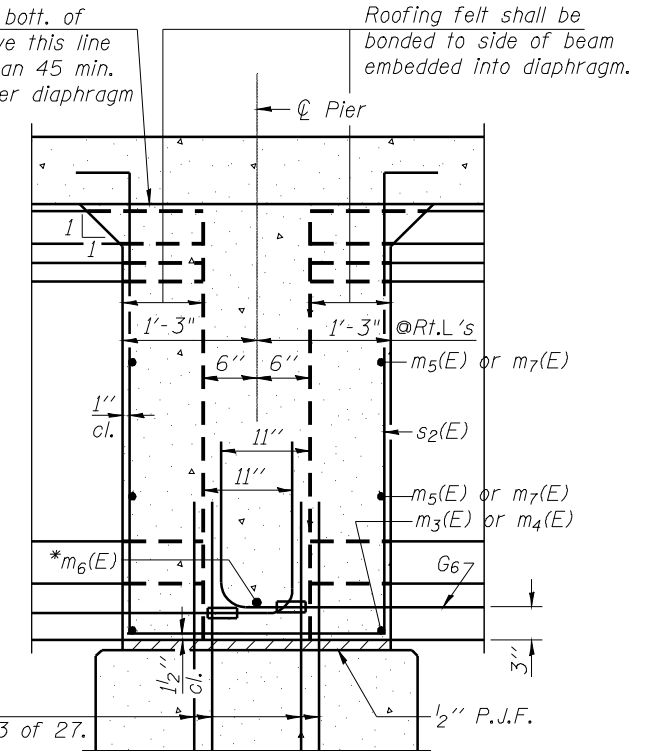
USER NAME:	DESIGNED - RTM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			DIAPHRAGM DETAILS SHEET 2 OF 2			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE:	DRAWN - MSD	REVISED -							717	109B-3	LOGAN	73	50
PLOT DATE:	CHECKED - KEB	REVISED -							CONTRACT NO. 72A88				
	DATE -	REVISED -							FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
			SCALE: SHEET NO. 15 OF 27 SHEETS STA. TO STA.										



SECTION A-A

Dimensions at right angles to abutment, except as shown.

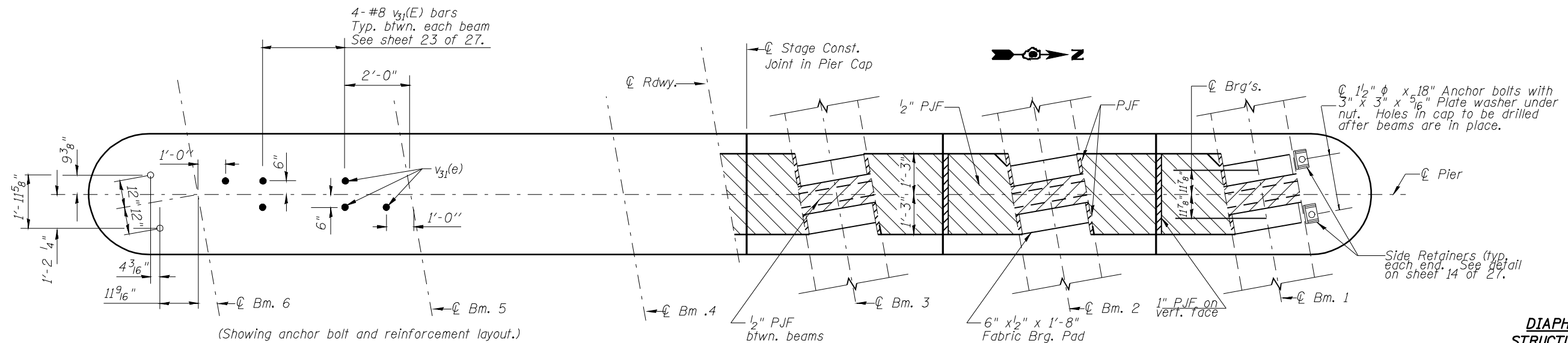
Pour diaphragm flush with bott. of slab. Concrete in slab above this line shall be placed not less than 45 min. nor more than 90 min. after diaphragm has been poured.



SECTION B-B

Dimensions along centerline of beam, except as shown.

* Tightly fasten the #8 bars together with No. 9 wire ties.



PLAN AT PIER

(Showing bearing pad and P.J.F. details.)

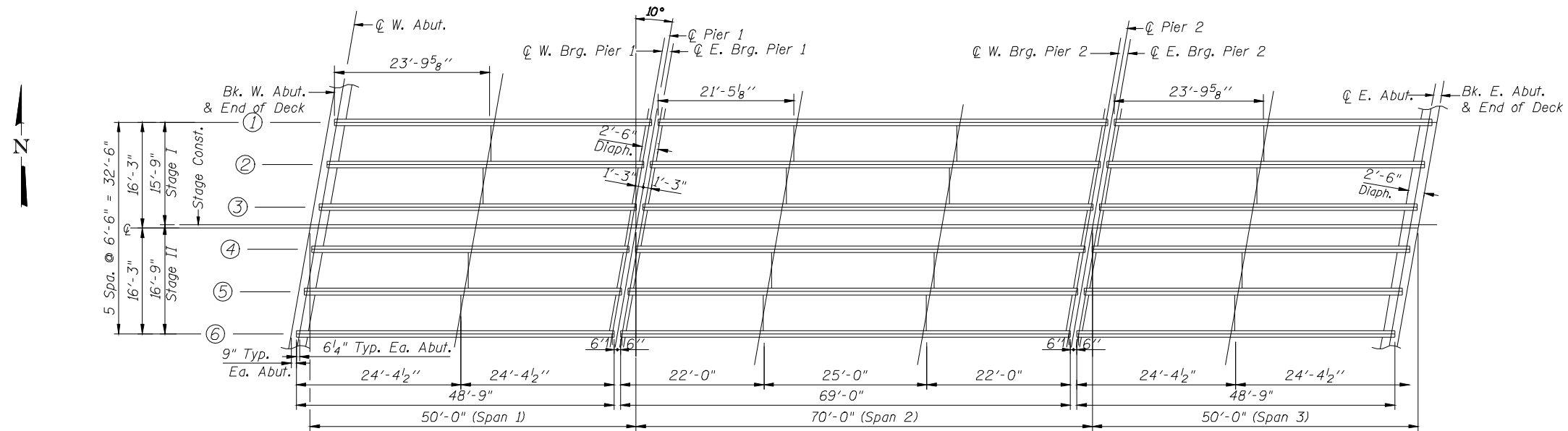
**DIAPHRAGM DETAILS
STRUCTURE NO. 054-0514**

USER NAME:	DESIGNED - RTM	REVISED -
	DRAWN - MSD	REVISED -
PLOT SCALE:	CHECKED - KEB	REVISED -
PLOT DATE:	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DIAPHRAGM DETAILS
SHEET 2 OF 2**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
717	I09B-3	LOGAN	73	50	
CONTRACT NO. 72A88					
SCALE:	SHEET NO. 15 OF 27 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT



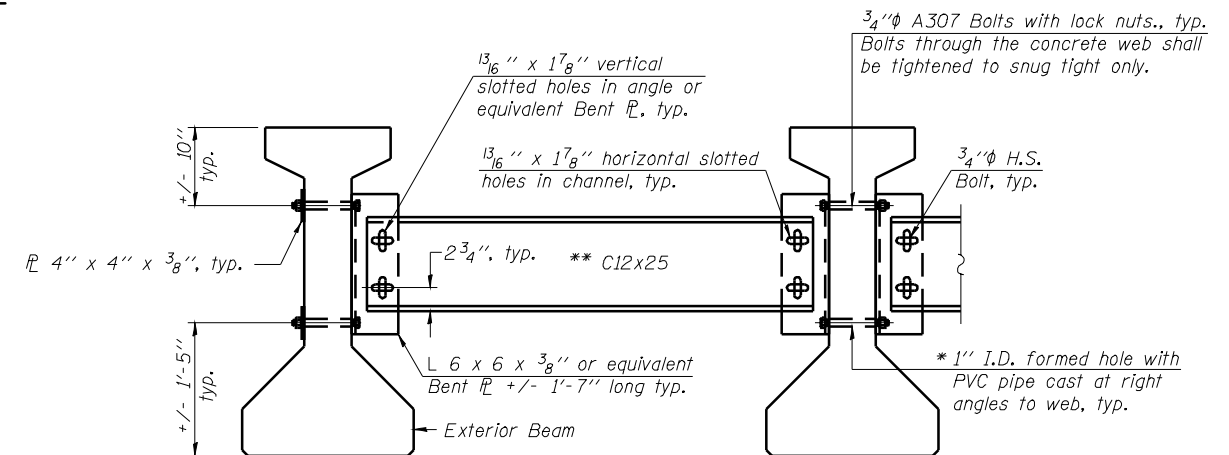
FRAMING PLAN

- I: Non-composite moment of inertia of beam section (in.⁴).
- I': Composite moment of inertia of beam section (in.⁴).
- S_b: Non-composite section modulus for the bottom fiber of the prestressed beam (in.³).
- S_b': Composite section modulus for the bottom fiber of the prestressed beam (in.³).
- S_t: Non-composite section modulus for the top fiber of the prestressed beam (in.³).
- S_t': Composite section modulus for the top fiber of the prestressed beam (in.³).
- 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 + IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

	0.4 Sp. 1 0.6 Sp. 3	Pier 1 or 2	0.5 Sp. 2
I	(in ⁴) 90,956	-	90,956
I'	(in ⁴) 282,060	-	282,060
S _b	(in ³) 5153	-	5153
S _b '	(in ³) 8822	-	8822
S _t	(in ³) 3736	-	3736
S _t '	(in ³) 28,130	-	28,130
DC1	(k/ft) 1.16	-	1.16
M _{DC1}	(k) 330.8	-	670.5
DC2	(k/ft) 0.15	0.15	0.15
M _{DC2}	(k) 20.4	56.0	35.9
DW	(k/ft) 0.325	0.325	0.325
M _{DW}	(k) 44.2	121.3	77.8
M _{L + IM}	(k) 538.3	551.4	617.3

HL93 Loading	Abut.	Pier 1 Span 1 Pier 2 Span 3	Pier 1 Span 2 Pier 2 Span 2
R _{DC1}	(k) 28.3	28.3	40.6
* R _{DC2}	(k) 2.5	5.3	5.3
* R _{DW}	(k) 5.4	11.4	11.4
* R _{L + IM}	(k) 64.6	50.2	50.2
R _{Total}	(k) 100.8	95.2	107.5

* The total R_{DC2}, R_{DW} and R_{L + IM} are assumed to be distributed evenly to each bearing line at a pier regardless of the span ratios. The bearing design at a pier is based on the maximum reactions of either span.



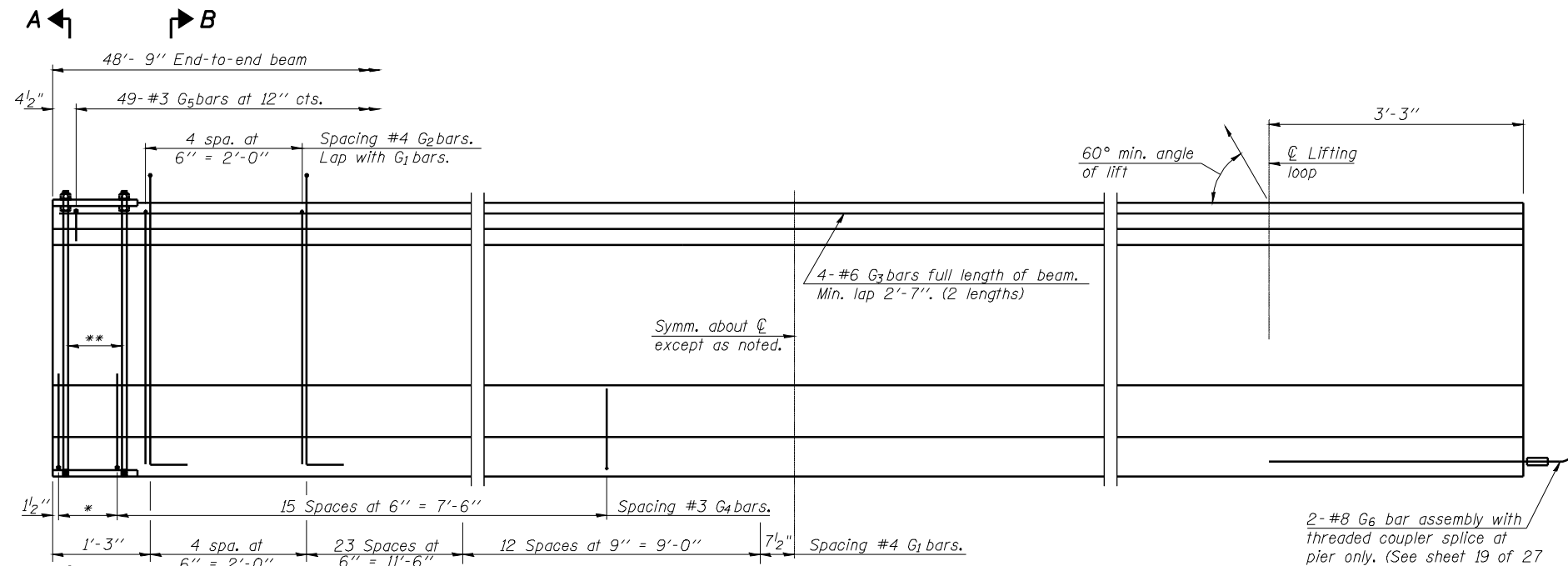
- Notes:
- All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.
 - Two hardened washers are required for each set of oversized holes.
 - All holes shall be 15/16" φ unless otherwise noted.
 - 5/16" x 3" x 3" plate washers are required over all slotted holes.
 - All bolts shall be galvanized according to AASHTO M232.
 - Bracing shall be installed as beams are erected and tightened as soon as possible during erection.

- * Fabricator shall locate to miss strands within permissible tolerances.
- ** Alternate C12x30 channels are permitted to facilitate material acquisition. The alternate, if utilized, shall be provided at no extra cost to the Department. Cost of permanent bracing is included with Furnishing and Erecting PPC I-Beams, 42"

PERMANENT BRACING DETAILS

**FRAMING PLAN
STRUCTURE NO. 054-0514**

USER NAME:	DESIGNED - RTM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FRAMING PLAN			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE:	DRAWN - MSD	REVISED -					717	I09B-3	LOGAN	73	51
PLOT DATE:	CHECKED - KEB	REVISED -		SCALE: SHEET NO. 16 OF 27 SHEETS STA. TO STA.			CONTRACT NO. 72A88				
	DATE -	REVISED -					FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

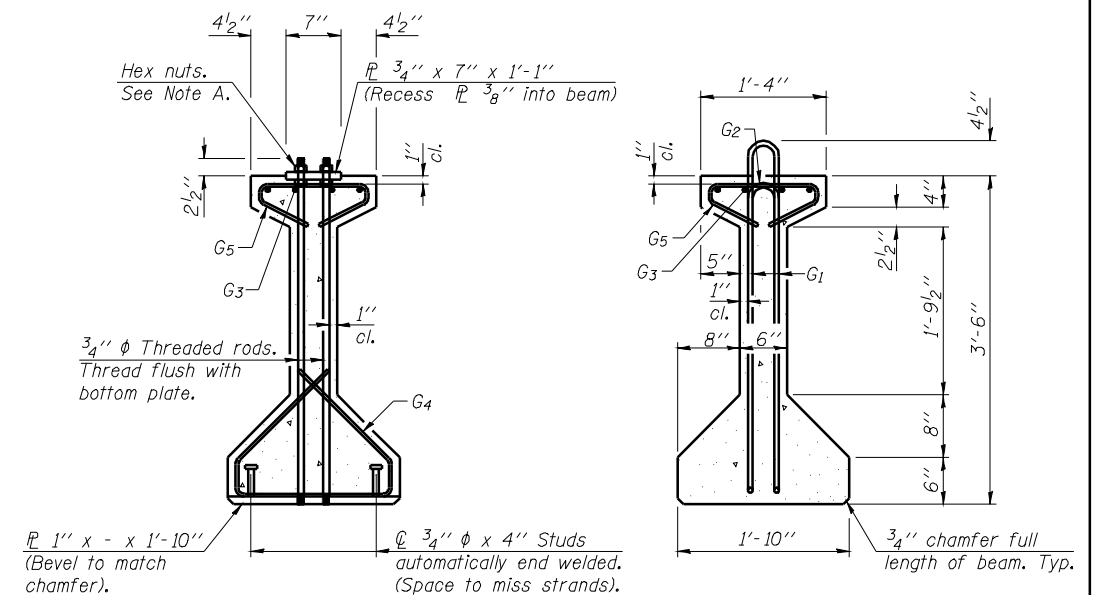


ELEVATION OF BEAM
(Showing reinforcement & dimensions)

*3 spaces at 3" = 9".
 **4-3/4" φ threaded dowel rods at 3' cts., Each Face.
 *** see details on sheet 16 of 27 for number and location of holes.

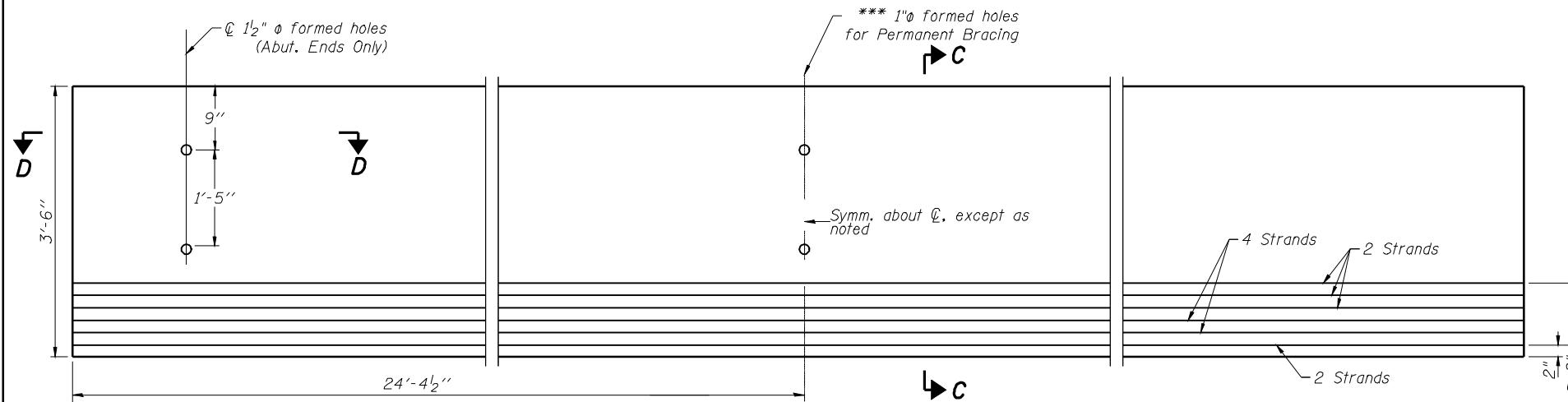
2-#8 G6 bar assembly with threaded coupler splice at pier only. (See sheet 19 of 27 for details).

Note A:
 Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.

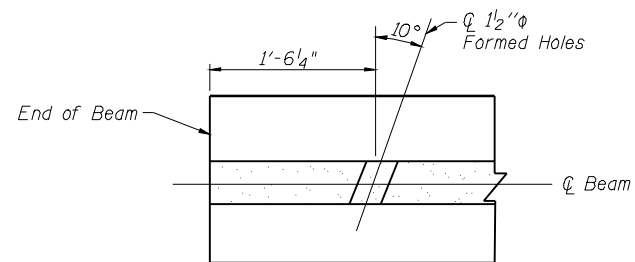


SECTION A-A

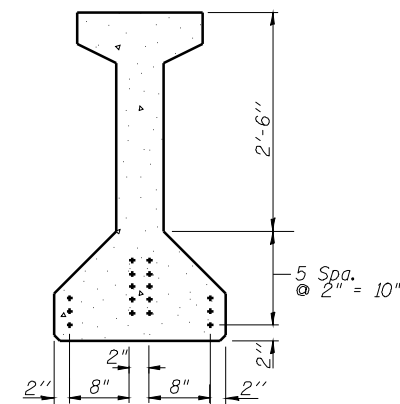
SECTION B-B



ELEVATION OF BEAM
(Showing prestressing steel)



SECTION D-D



SECTION C-C

*****BAR LIST
ONE BEAM ONLY**

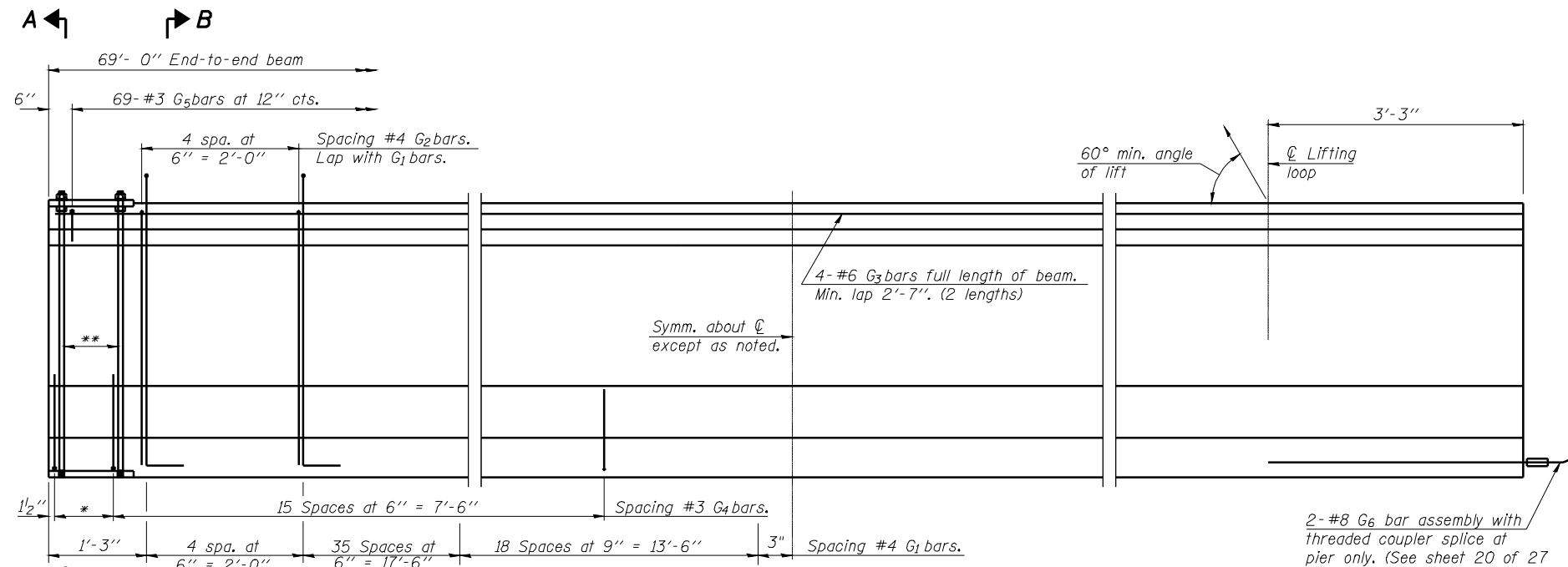
Bar	No.	Size	Length	Shape
G ₁	81	#4	8'-5"	⊏
G ₂	10	#4	6'-8"	⊏
G ₃	8	#6	25'-8"	⊏
G ₄	38	#3	4'-11"	⊏
G ₅	49	#3	2'-6"	⊏
G ₆	2	#8	6'-6"	⊏

***For information only

Notes:
 See sheet 19 of 27 for additional details and Bill of Material.
 Required release strength, f'ci, shall be 5000 psi.

**SPAN 1 & 3
42" PPC I-BEAM
STRUCTURE NO. 054-0514**

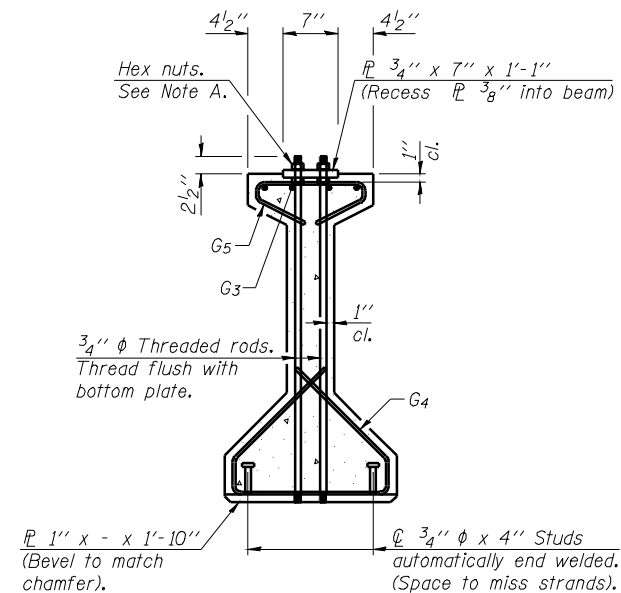
USER NAME:	DESIGNED - RTM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SPAN 1 & 3 42" PPC I-BEAM			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE:	DRAWN - MSD	REVISED -		717	109B-3	LOGAN	73	52			
PLOT DATE:	CHECKED - KEB	REVISED -		SCALE: SHEET NO. 17 OF 27 SHEETS STA. TO STA.			CONTRACT NO. 72A88				
	DATE -	REVISED -		FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT					



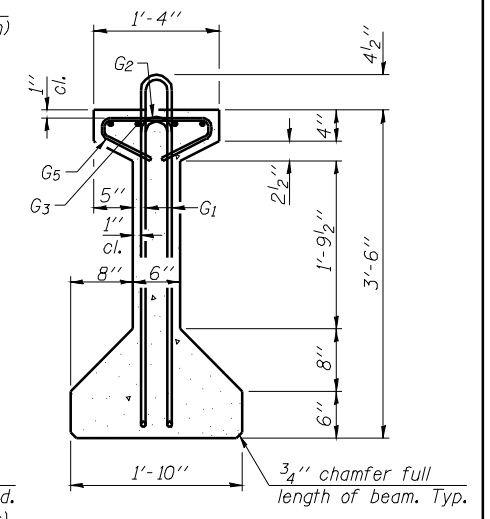
ELEVATION OF BEAM
(Showing reinforcement & dimensions)

*3 spaces at 3" = 9"
 **4-3/4" φ threaded dowel rods at 3' cts., Each Face.
 *** see details on sheet 16 of 27 for number and location of holes.

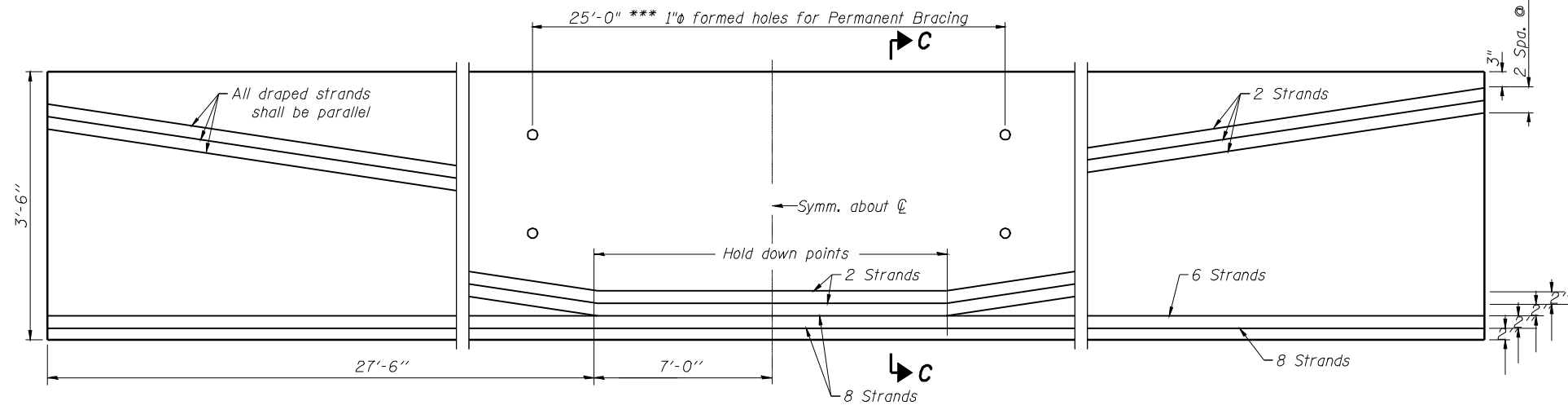
2-#8 G6 bar assembly with threaded coupler splice at pier only. (See sheet 20 of 27 for details).
 Note A:
 Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.



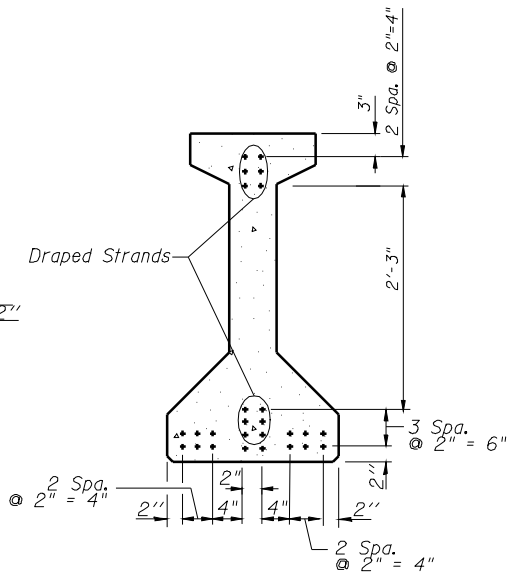
SECTION A-A



SECTION B-B



ELEVATION OF BEAM
(Showing prestressing steel)



SECTION C-C

*****BAR LIST
ONE BEAM ONLY**

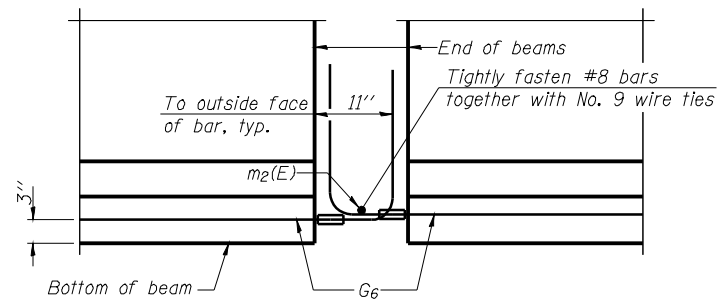
Bar	No.	Size	Length	Shape
G ₁	117	#4	8'-5"	⊏
G ₂	10	#4	6'-8"	⊏
G ₃	8	#6	35'-9"	⊏
G ₄	38	#3	4'-11"	⊏
G ₅	69	#3	2'-6"	⊏
G ₆	4	#8	6'-6"	⊏

***For information only

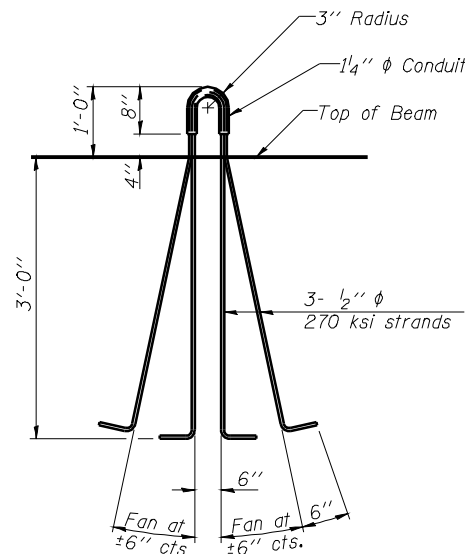
Notes:
 See sheet 20 of 27 for additional details and Bill of Material.
 Required release strength, f'ci, shall be 5000 psi.

**SPAN 2
42" PPC I-BEAM
STRUCTURE NO. 054-0514**

USER NAME:	DESIGNED - RTM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SPAN 2 42" PPC I-BEAM		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE:	DRAWN - MSD	REVISED -		717	I09B-3	LOGAN	73	53		
PLOT DATE:	CHECKED - KEB	REVISED -		CONTRACT NO. 72A88						
	DATE -	REVISED -		FED. ROAD DIST. NO.			ILLINOIS	FED. AID PROJECT		
				SCALE:	SHEET NO. 18 OF 27 SHEETS	STA. TO STA.				

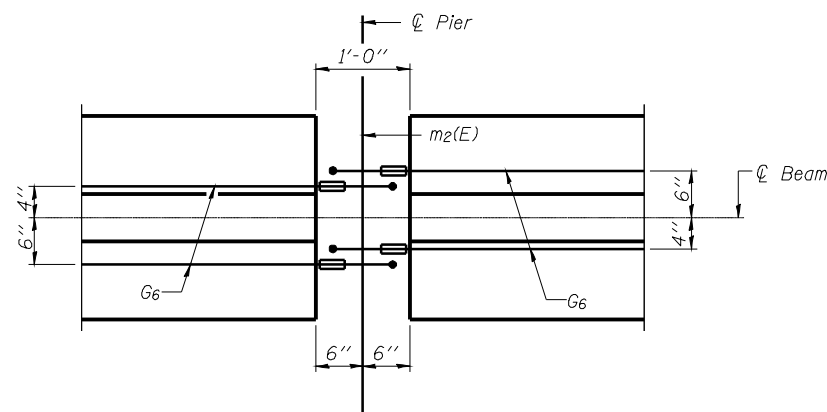


ELEVATION OF BEAM AT PIER

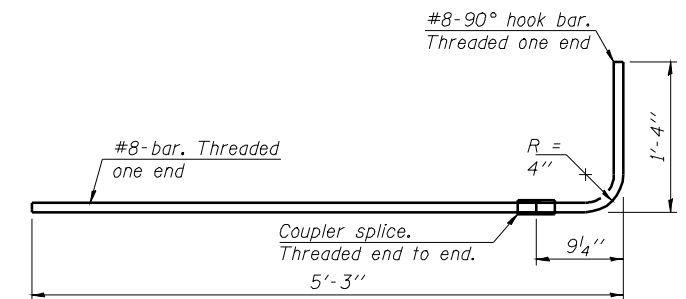


LIFTING LOOP DETAIL

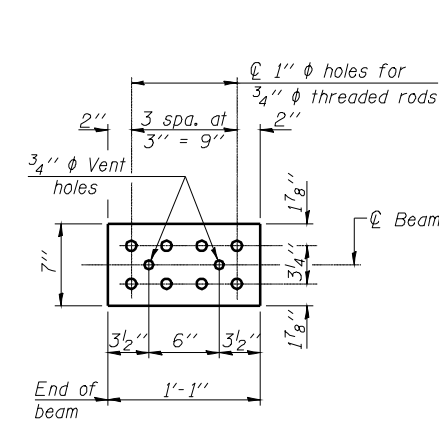
NOTES
 Inserts for 3/4" phi threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions). A minimum 2 1/2" phi lifting pin shall be used to engage the lifting loops during handling. Tilt G6 bars when necessary to maintain 1 1/2" clearance. The top and bottom plates shall be AASHTO M270 Grade 50. The bottom plates and studs shall be galvanized according to AASHTO M111. Threaded rods shall be ASTM F 1554 Grade 55. The G6 bar assembly shall have the threaded ends oversized to ensure no reduction in cross sectional area after threading. The coupler splice shall be capable of developing 125 percent of the yield strength of the reinforcement bar.



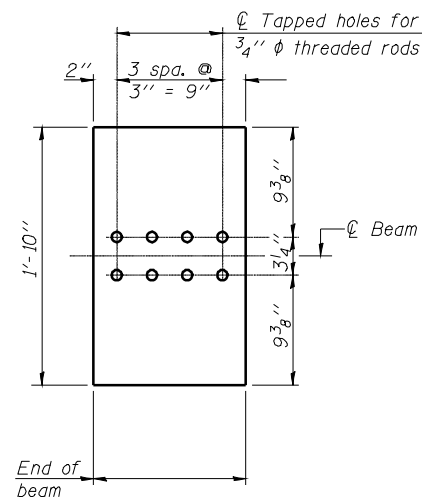
PLAN OF BEAM AT PIER



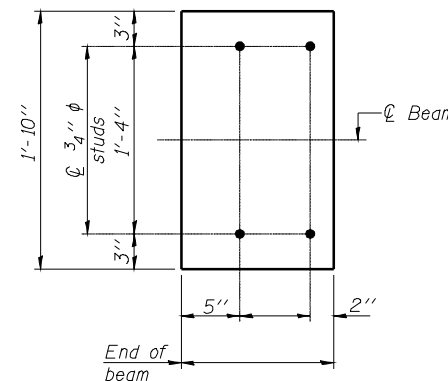
G6 BAR ASSEMBLY



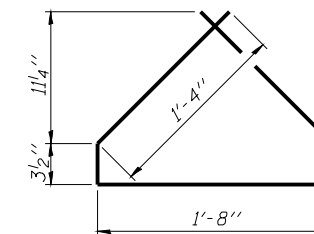
TOP PLATE



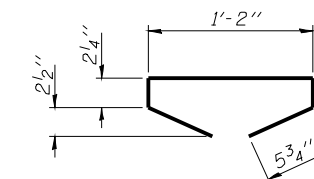
BOTTOM PLATE (Showing threaded rods)



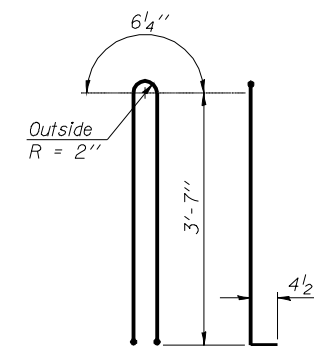
BOTTOM PLATE (Showing studs)



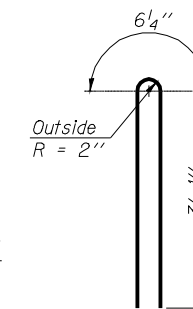
BAR G4



BAR G5



BAR G1



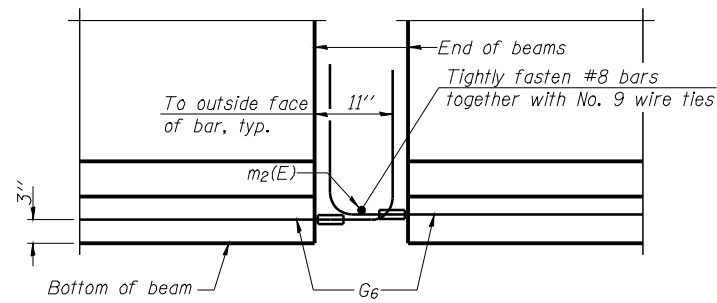
BAR G2

BILL OF MATERIAL

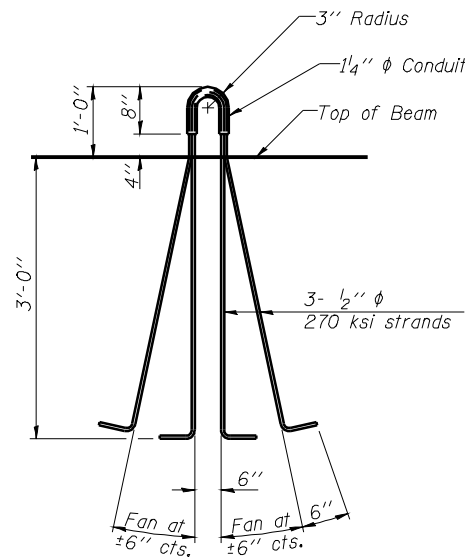
Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 42"	Ft.	585

**SPANS 1 & 3
 42" PPC I-BEAM DETAILS
 STRUCTURE NO. 054-0514**

USER NAME:	DESIGNED - RTM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SPANS 1 & 3 42" PPC I-BEAM DETAILS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE:	DRAWN - MSD	REVISED -					717	109B-3	LOGAN	73	54
PLOT DATE:	CHECKED - KEB	REVISED -					CONTRACT NO. 72A88				
	DATE -	REVISED -					FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

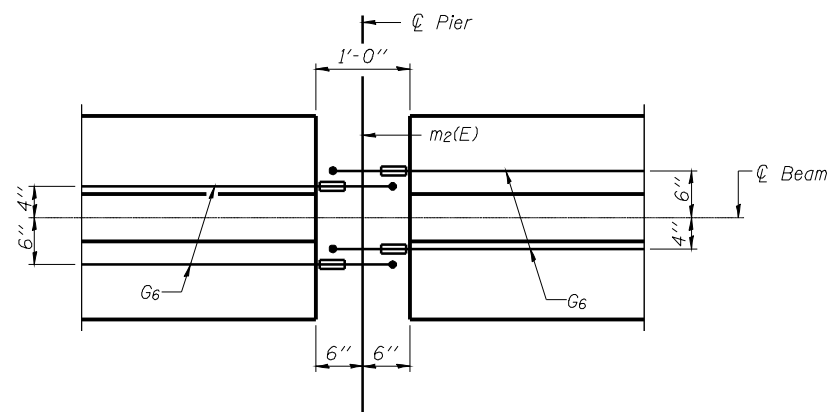


ELEVATION OF BEAM AT PIER

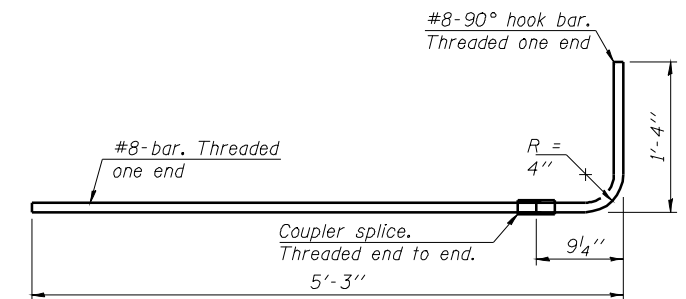


LIFTING LOOP DETAIL

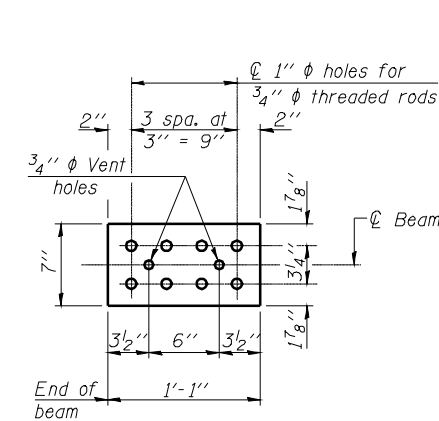
NOTES
 Inserts for 3/4" ϕ threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in.
 Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions). A minimum 2 1/2" ϕ lifting pin shall be used to engage the lifting loops during handling. Tilt G₆ bars when necessary to maintain 1 1/2" clearance. The top and bottom plates shall be AASHTO M270 Grade 50. The bottom plates and studs shall be galvanized according to AASHTO M111. Threaded rods shall be ASTM F 1554 Grade 55. The G₆ bar assembly shall have the threaded ends oversized to ensure no reduction in cross sectional area after threading. The coupler splice shall be capable of developing 125 percent of the yield strength of the reinforcement bar.



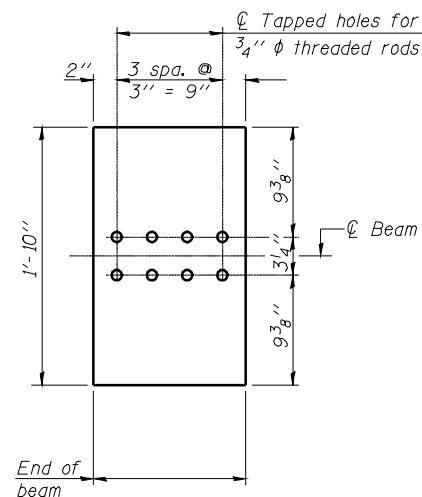
PLAN OF BEAM AT PIER



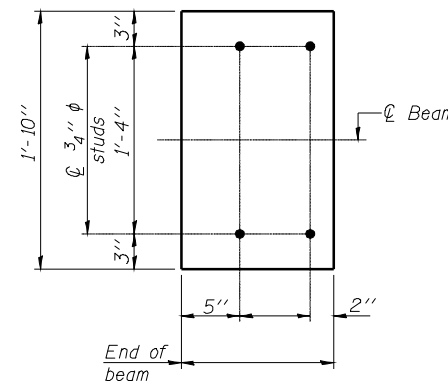
G6 BAR ASSEMBLY



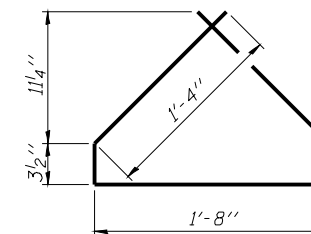
TOP PLATE



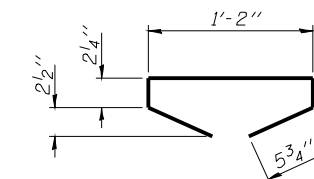
BOTTOM PLATE
(Showing threaded rods)



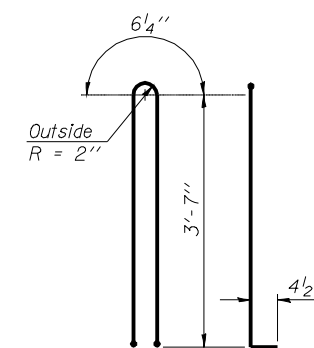
BOTTOM PLATE
(Showing studs)



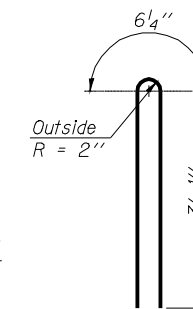
BAR G4



BAR G5



BAR G1



BAR G2

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 42"	Ft.	414

**SPAN 2
42" PPC I-BEAM DETAILS
STRUCTURE NO. 054-0514**

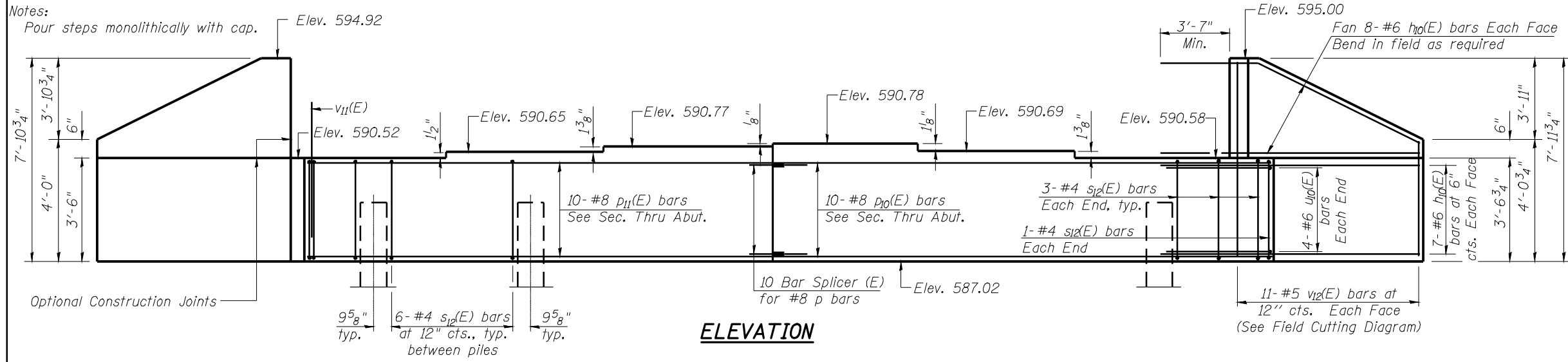
USER NAME:	DESIGNED - RTM	REVISED -
	DRAWN - MSD	REVISED -
PLOT SCALE:	CHECKED - KEB	REVISED -
PLOT DATE:	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

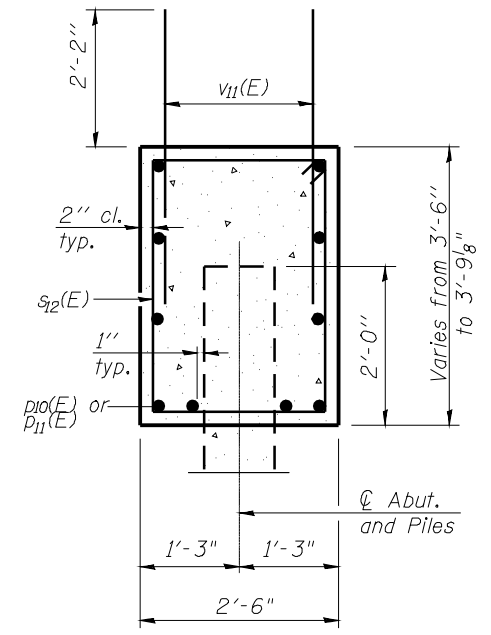
**SPAN 2
42" PPC I-BEAM DETAILS**

SCALE: SHEET NO. 20 OF 27 SHEETS STA. TO STA.

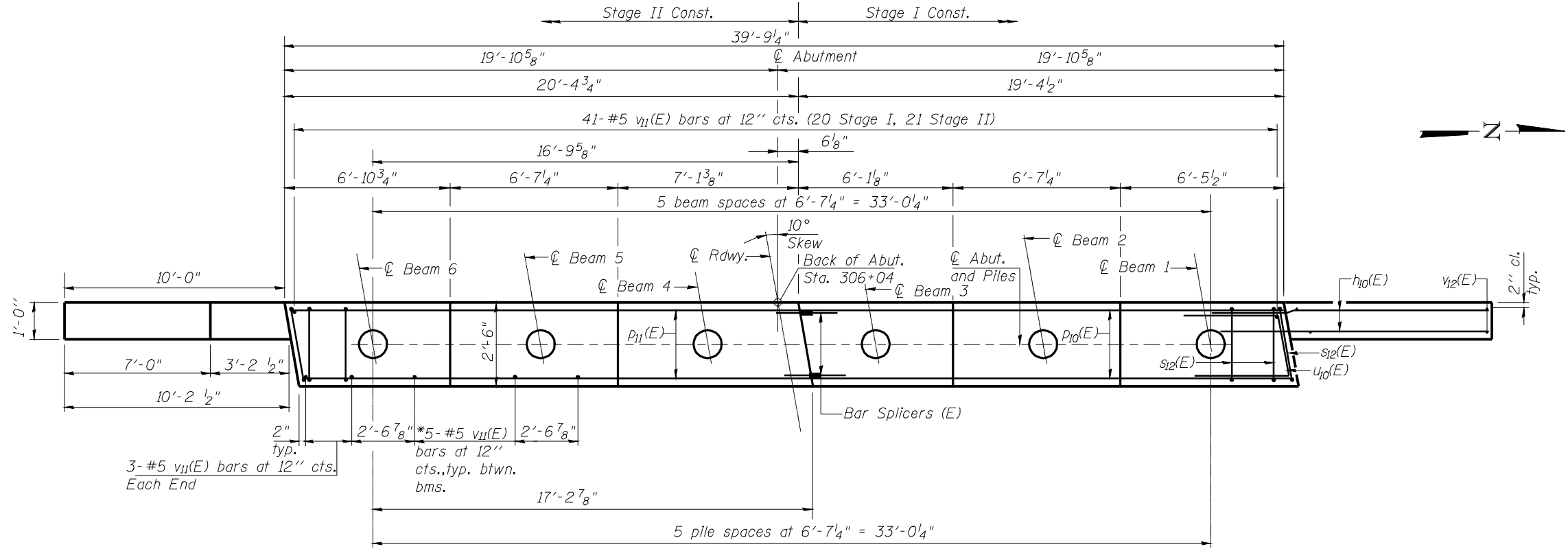
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	I09B-3	LOGAN	73	55
CONTRACT NO. 72A88				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



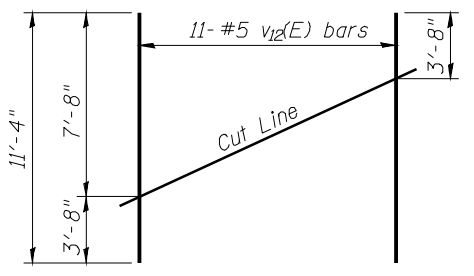
ELEVATION



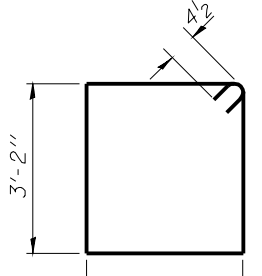
SEC. THRU ABUT.



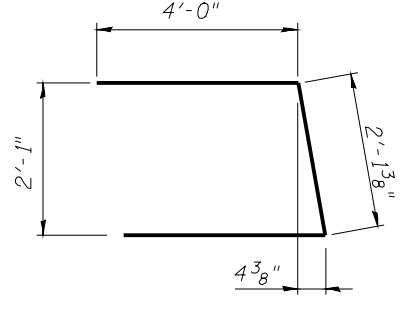
PLAN



FIELD CUTTING DIAGRAM



BARS s12(E)



BAR u10(E)

PILE DATA

Type: Metal Shell 14 in. dia. x 0.25 in. walls
 Nominal Required Bearing: 320 kips
 Factored Resistance Available: 160 kips
 Est. Length: 32 ft.
 No. Production Piles: 5
 No. Test Piles: 1

*Between beams 3 and 4 provide:
 2 - v11(E) in Stage I and
 3 - v11(E) in Stage II

NOTES:

The contractor shall limit the pile hammer size selected considering the relatively high soil strengths indicated in the borings and avoid overdriving the piles beyond their nominal required bearing to prevent pile damage during driving.

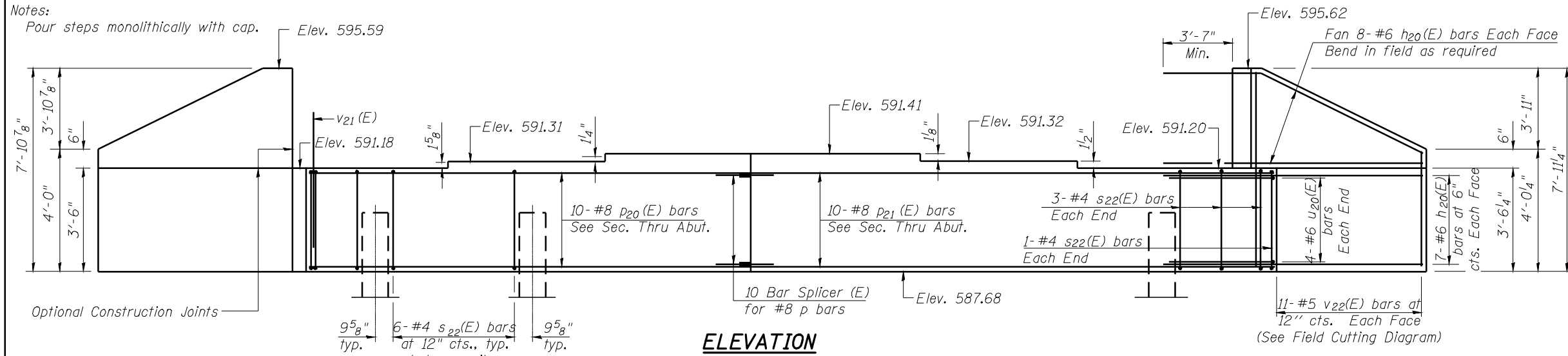
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10(E)	60	#6	13'-7"	—
p10(E)	10	#8	19'-0"	—
p11(E)	10	#8	20'-0"	—
s12(E)	38	#4	11'-5"	□
u10(E)	8	#6	10'-1"	┘
v11(E)	72	#5	4'-4"	—
v12(E)	22	#5	11'-4"	—
Structure Excavation		Cu. Yd.	113.9	
Concrete Structures		Cu. Yd.	18.0	
Reinforcement Bars, Epoxy Coated		Pound	3,260	
Furnishing Metal Shell Piles, 14" x 0.250"		Foot	160	
Driving Piles		Foot	160	
Test Pile Metal Shells		Each	1	
Bar Splicers		Each	10	

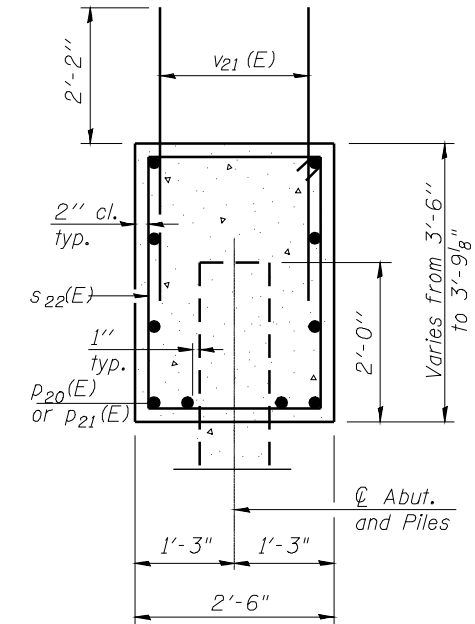
For details of Bar Splicers, see sheet 24 of 27.
 For details of piles, see sheet 25 of 27.

**WEST ABUTMENT
 STRUCTURE NO. 054-0514**

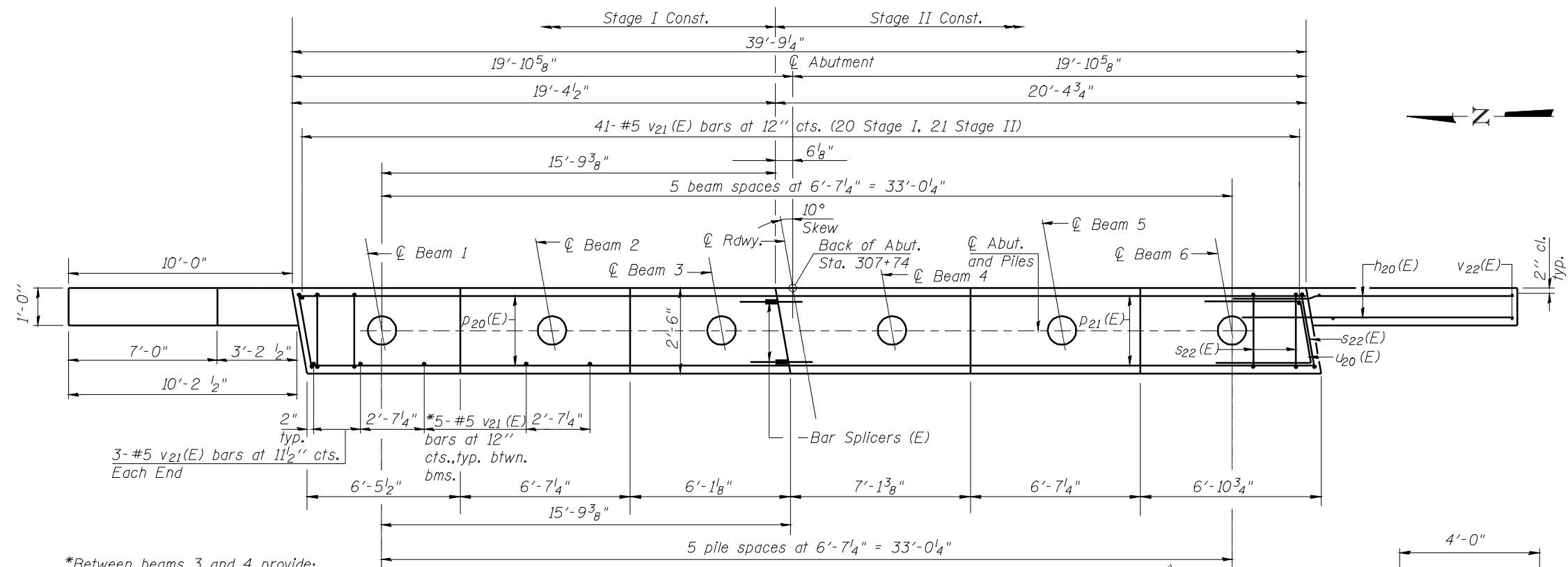
USER NAME:	DESIGNED - RTM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		WEST ABUTMENT		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE:	DRAWN - MSD	REVISED -					717	109B-3	LOGAN	73	56
PLOT DATE:	CHECKED - KEB	REVISED -					CONTRACT NO. 72A88				
	DATE -	REVISED -					FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



ELEVATION

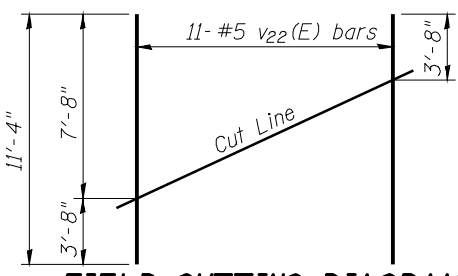


SEC. THRU ABUT.



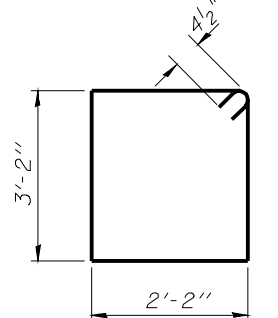
PLAN

PILE DATA
Type: Metal Shell 14 in. dia. x 0.25 in. walls
Nominal Required Bearing: 320 kips
Factored Resistance Available: 160 kips
Est. Length: 38 ft.
No. Production Piles: 5
No. Test Piles: 1

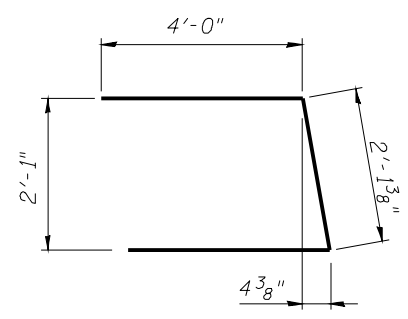


FIELD CUTTING DIAGRAM

Order v₂₂(E) full length. Cut as shown and use remainder of bars in opposite face.



BARS s₂₂(E)



BAR u₂₀(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h ₂₀ (E)	60	#6	13'-7"	—
p ₂₀ (E)	10	#8	19'-0"	—
p ₂₁ (E)	10	#8	20'-0"	—
s ₂₂ (E)	38	#4	11'-5"	□
u ₂₀ (E)	8	#6	10'-1"	┘
v ₂₁ (E)	72	#5	4'-4"	—
v ₂₂ (E)	22	#5	11'-4"	—
Structure Excavation		Cu. Yd.	113.9	
Concrete Structures		Cu. Yd.	18.0	
Reinforcement Bars, Epoxy Coated		Pound	3,260	
Furnishing Metal Shell Piles, 14" x 0.250"		Foot	190	
Driving Piles		Foot	190	
Test Pile Metal Shells		Each	1	
Bar Splicers		Each	10	

For details of Bar Splicers, see sheet 24 of 27.
For details of piles, see sheet 25 of 27.

NOTES:

The contractor shall limit the pile hammer size selected considering the relatively high soil strengths indicated in the borings and avoid overdriving the piles beyond their nominal required bearing to prevent pile damage during driving.

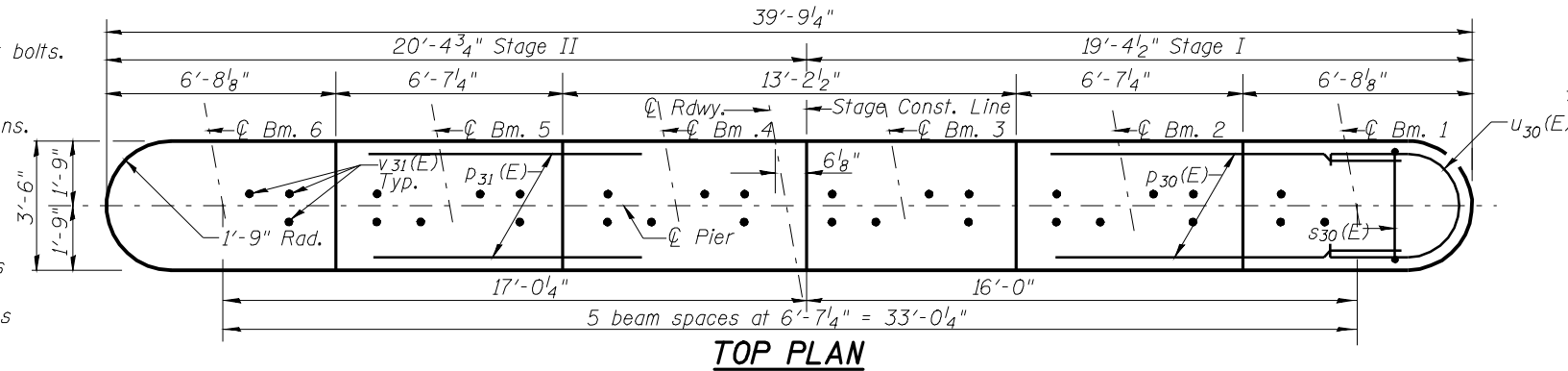
EAST ABUTMENT STRUCTURE NO. 054-0514

USER NAME:	DESIGNED - RTM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		EAST ABUTMENT			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE:	DRAWN - MSD	REVISED -						717	109B-3	LOGAN	73	57
PLOT DATE:	CHECKED - KEB	REVISED -						CONTRACT NO. 72A88				
	DATE -	REVISED -						SCALE:	SHEET NO. 22 OF 27 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 25 of 27.
 See Sheet 15 of 27 for anchor bolt locations.

PILE DATA

Type: Metal Shell 14 in. dia x 0.25 in. walls
 Pier 1: Nominal Required Bearing: 416 kips
 Pier 1: Factored Resistance Available: 166 kips
 Pier 2: Nominal Required Bearing: 362 kips
 Pier 2: Factored Resistance Available: 166 kips
 Est. Length: 43 ft. Pier 1, 35 ft. Pier 2
 No. Production Piles: 18
 No. Test Piles: 2, 1 at each pier



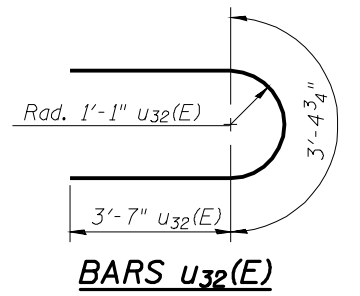
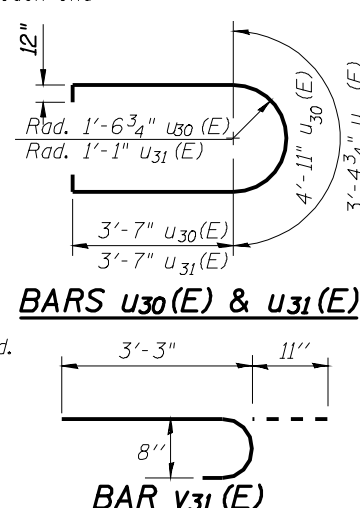
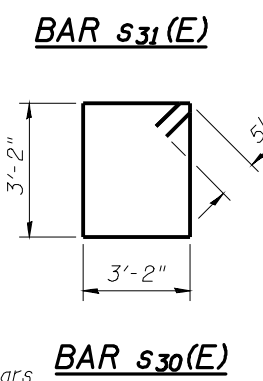
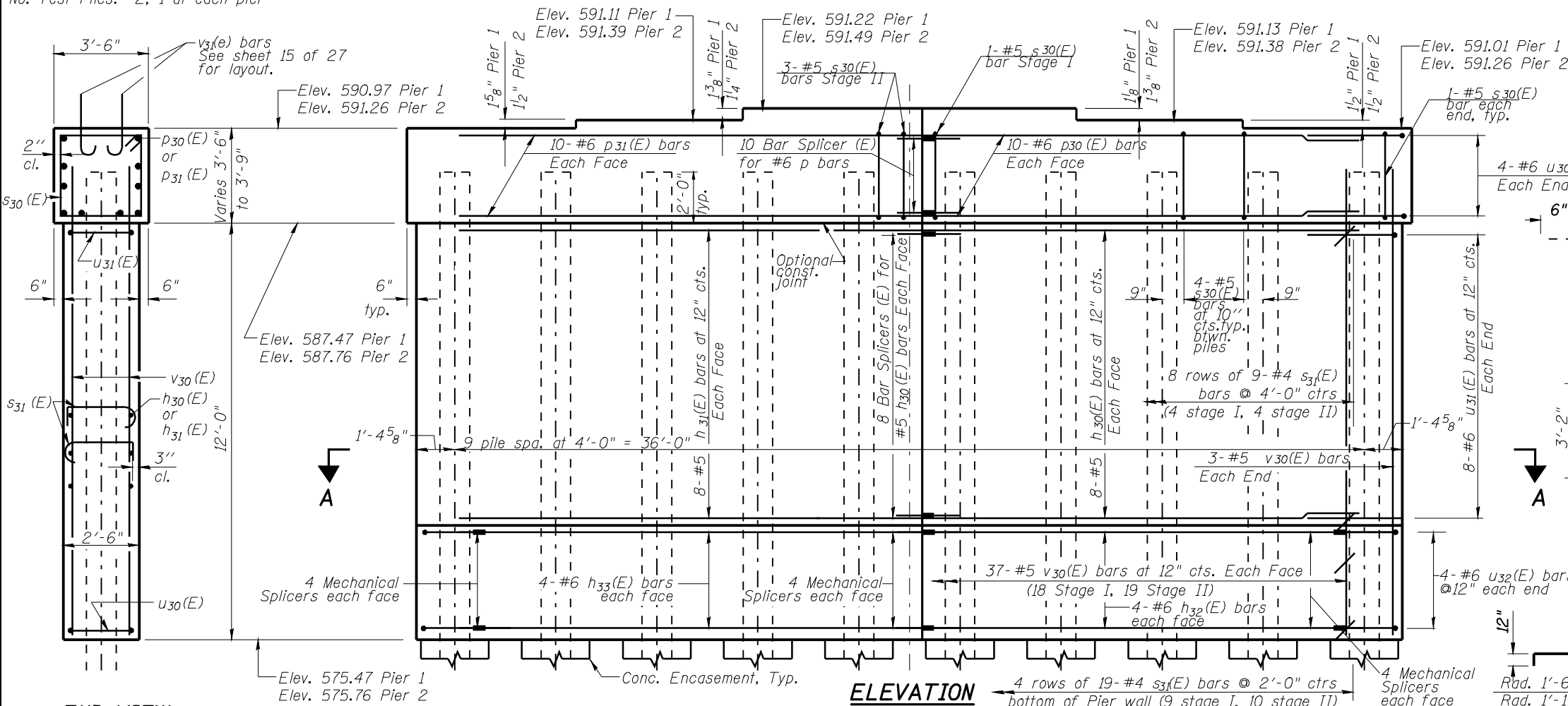
NOTES:

The contractor shall limit the pile hammer size selected considering the relatively high soil strengths indicated in the borings and avoid overdriving the piles beyond their nominal required bearing to prevent pile damage during driving.

If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

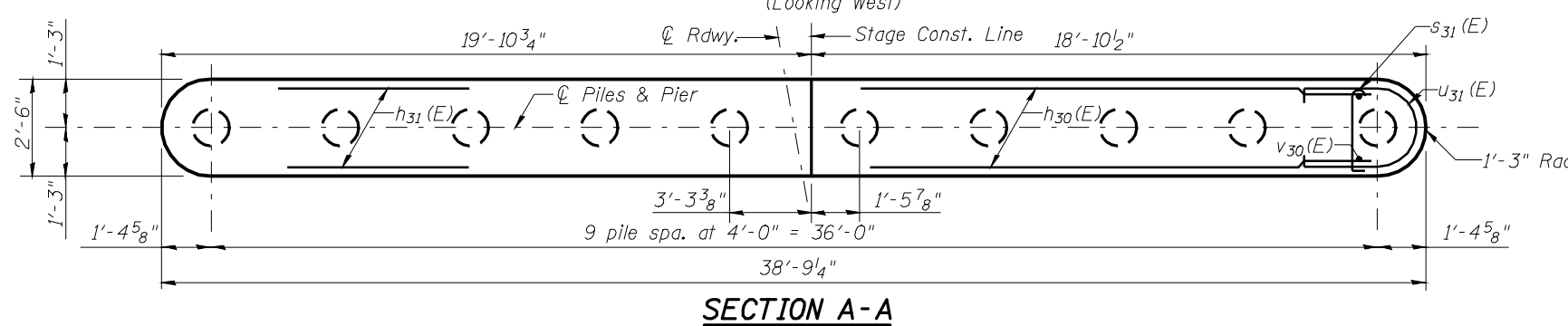
BILL OF MATERIAL - 2 PIERS

Bar	No.	Size	Length	Shape
h ₃₀ (E)	32	#5	17'-4"	—
h ₃₁ (E)	32	#5	18'-4"	—
h ₃₂ (E)	16	#6	14'-0"	—
h ₃₃ (E)	16	#6	15'-0"	—
p ₃₀ (E)	20	#6	17'-10"	—
p ₃₁ (E)	20	#6	18'-10"	—
s ₃₀ (E)	76	#5	13'-7"	□
s ₃₁ (E)	296	#4	3'-3"	J
u ₃₀ (E)	16	#6	14'-1"	U
u ₃₁ (E)	32	#6	12'-7"	U
u ₃₂ (E)	16	#6	10'-7"	U
v ₃₀ (E)	160	#5	14'-0"	—
v ₃₁ (E)	60	#8	4'-2"	J
Structure Excavation		Cu. Yd.	272	
Concrete Structures		Cu. Yd.	119.0	
Reinforcement Bars, Epoxy Coated		Pound	8,860	
Furnishing Metal Shell Piles, 14" x 0.250"		Foot	702	
Driving Piles		Foot	702	
Test Pile, Metal Shell		Each	2	
Concrete Encasement		Cu. Yd.	10.9	
Bar Splicers		Each	52	
Mechanical Splicers		Each	48	
Underwater structure excavation protection - Location 1		Each	1	
Underwater structure excavation protection - Location 2		Each	1	

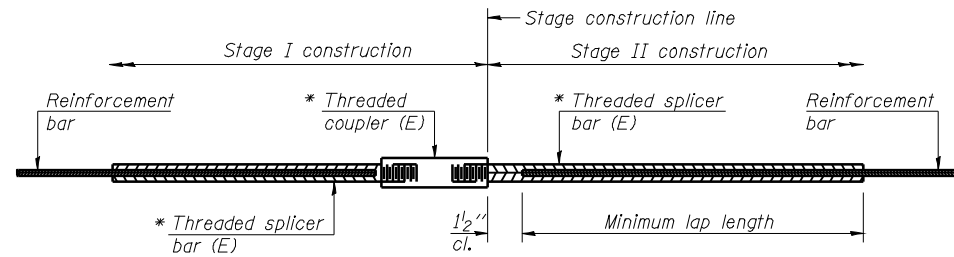


PIERS NUMBER 1 AND 2
 STRUCTURE NO. 054-0514

END VIEW



USER NAME:	DESIGNED - RTM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		PIERS NUMBER 1 AND 2			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - MSD	REVISED -						717	109B-3	LOGAN	73	58
PLOT SCALE:	CHECKED - KEB	REVISED -						CONTRACT NO. 72A88				
PLOT DATE:	DATE -	REVISED -						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



STANDARD BAR SPLICER ASSEMBLY

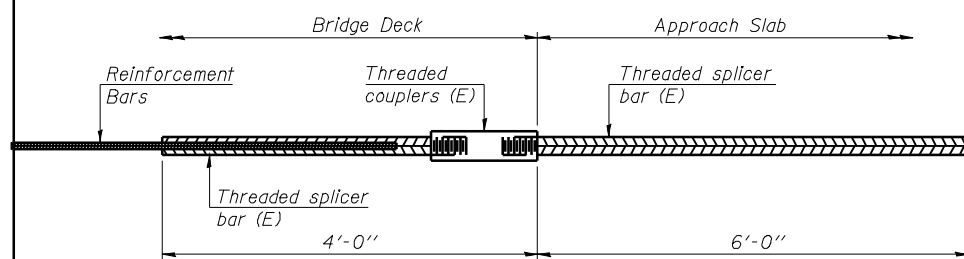
Minimum Lap Lengths				
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

Table 1: Black bar, 0.8 Class C
 Table 2: Black bar, Top bar lap, 0.8 Class C
 Table 3: Epoxy bar, 0.8 Class C
 Table 4: Epoxy bar, Top bar lap, 0.8 Class C

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

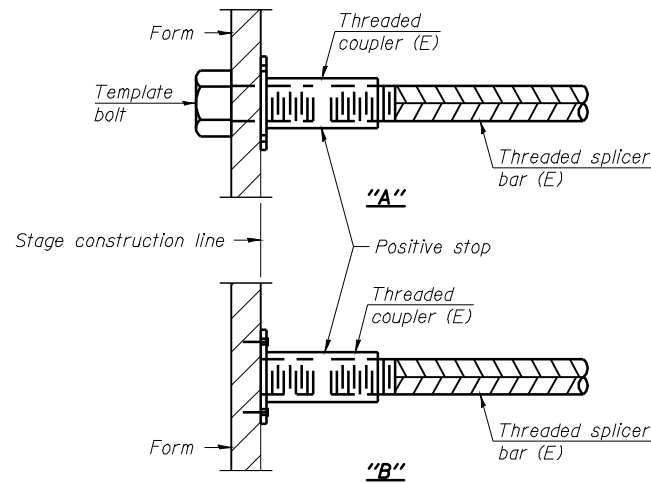
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Abutment Diaphragm	#6	16	Table 3
Slab	#5	296	Table 4
Slab	#5	205	Table 3
Approach Slab	#4	50	Table 4
Pier Diaphragm	#4	8	Table 3
Approach Slab	#5	92	Table 3
Approach Slab footing	#5	80	Table 4
Pier Diaphragm	#6	4	Table 3
Piers	#6	20	Table 4
Piers	#5	32	Table 4
Abutments	#8	20	Table 4



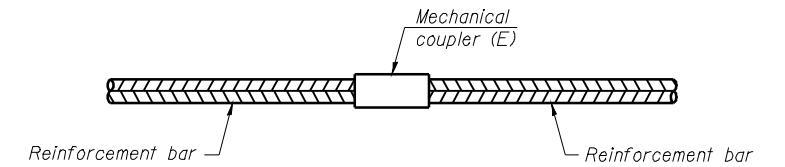
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 74



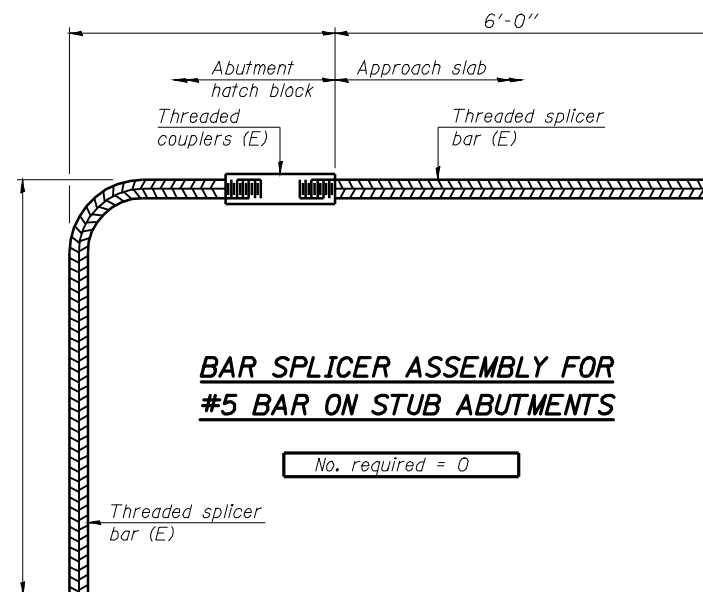
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
Pier Walls	#6	48



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 0

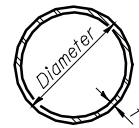
NOTES

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

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO.054-0514**

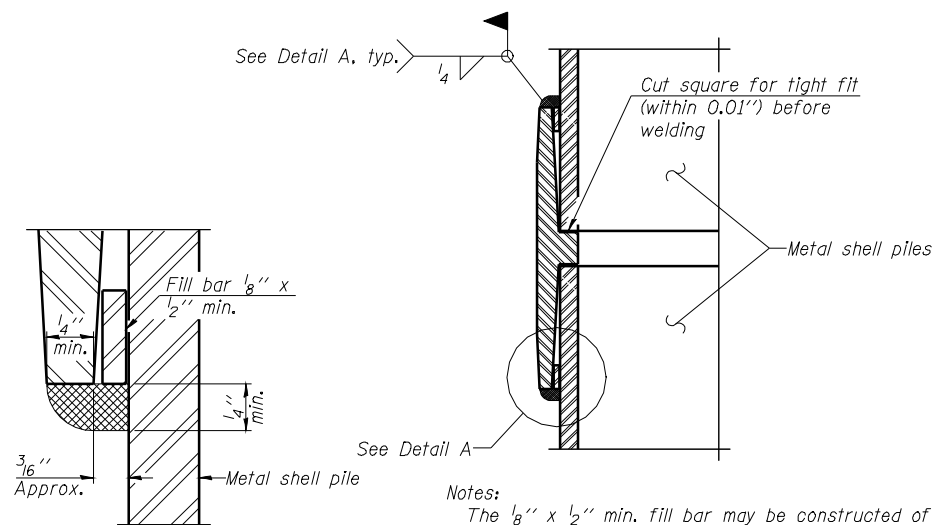
BSD-1 11-1-09	USER NAME:	DESIGNED - RTM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BAR SPLICER ASSEMBLY DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE:	DRAWN - MSD	REVISED -			717	I09B-3	LOGAN	73	59
	PLOT DATE:	CHECKED - KEB	REVISED -			CONTRACT NO. 72A88				
	DATE -	DATE -	REVISED -			SCALE:	SHEET NO. 24 OF 27 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS

F.A.P. ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	109B-3	LOGAN	73	49
FED. ROAD DIST. NO.	ILLINOIS	PROJECT		



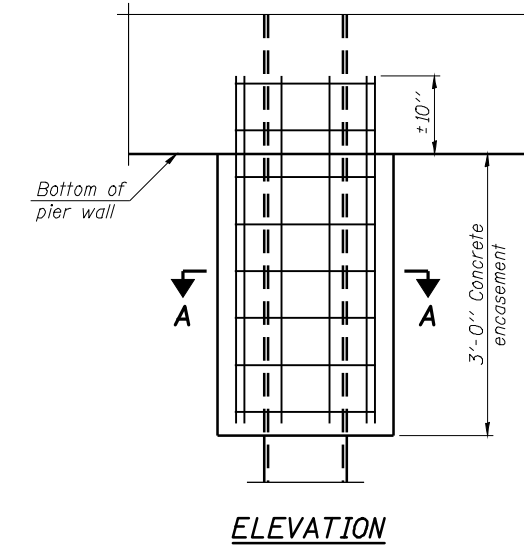
METAL SHELL PILE TABLE

Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361

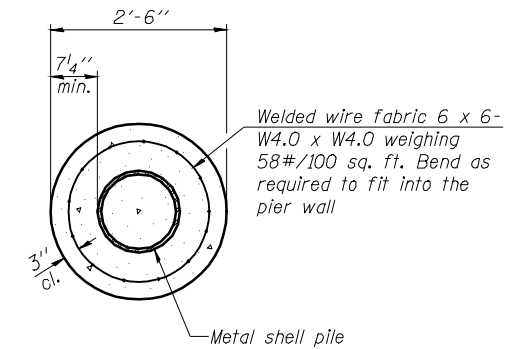


DETAIL A

Notes:
The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.



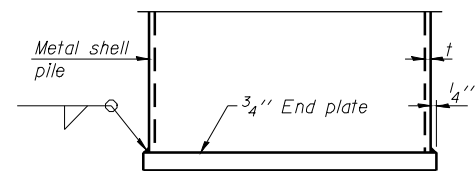
ELEVATION



SECTION A-A

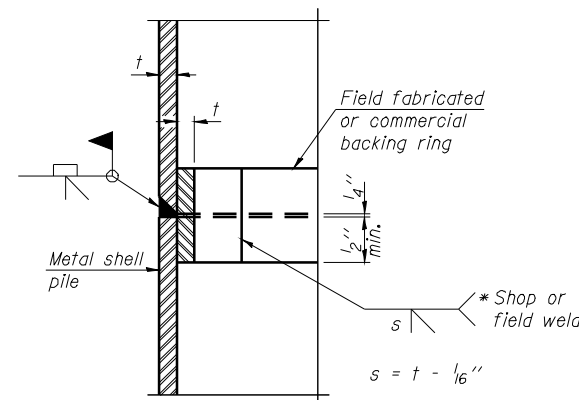
Note:
Forms for encasement may be omitted when soil conditions permit.

CONCRETE ENCASEMENT AT PIERS



END PLATE ATTACHMENT

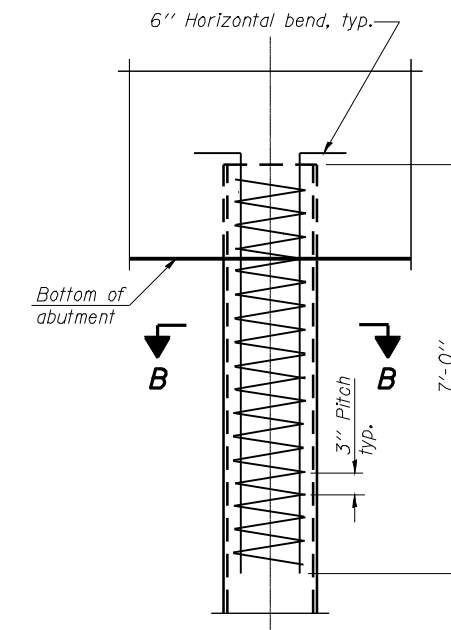
WELDED COMMERCIAL SPLICE



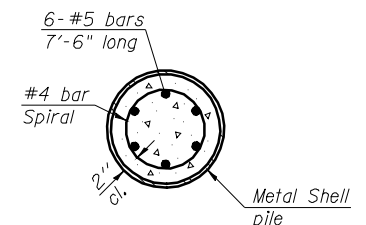
COMPLETE PENETRATION WELD SPLICE

* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.

Note:
The metal shell piles shall be according to ASTM A 252 Grade 3.

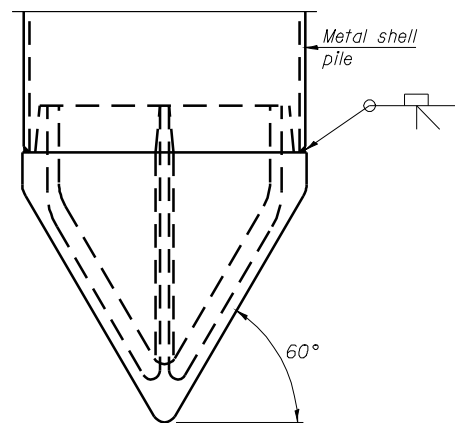


ELEVATION



SECTION B-B

METAL SHELL REINFORCEMENT AT ABUTMENTS



METAL SHELL PILE SHOE ATTACHMENT

(See Note A)

Note A:
When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld.

**METAL SHELL PILE DETAILS
IL ROUTE 10 OVER DEER CREEK
F.A.P. ROUTE 717 SECTION 109(B-3)
LOGAN COUNTY STATION 306+89
STRUCTURE NO. 054-0514**

USER NAME:	DESIGNED - RTM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	METAL SHELL PILE DETAILS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE:	DRAWN - MSD	REVISED -					717	109B-3	LOGAN	73	60
PLOT DATE:	CHECKED - KEB	REVISED -		SCALE: SHEET NO. 25 OF 27 SHEETS STA. TO STA.			CONTRACT NO. 72A88		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		
	DATE -	REVISED -									

F.A.P. ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	109B-3	LOGAN	73	50
FED. ROAD DIST. NO.	ILLINOIS	PROJECT		

Page 1 of 2

Date 3/12/08

SOIL BORING LOG

ROUTE FAP 717 (IL 10) DESCRIPTION IL 10 over Deer Creek LOGGED BY M. Tappan

SECTION 109B-3 LOCATION SE 1/4, SEC. 25, TWP. 20N, RNG. 2W, 3 PM

COUNTY Logan DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO.	STATION	BORING NO.	STATION	Offset	Ground Surface Elev.	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After	hrs.	Plugged	ft.	(ft)	(in)	(%)	(%)	(%)	(%)
054-0514	307+24	1 W. Abut	306+39	13.08 LT	592.4	578.3	577.0													
<p>Gray Moist SILTY CLAY (FI) w/ some CA-R</p> <p>Gray Wet SANDY GRAVEL (continued)</p> <p>Gray Med SANDY GRAVEL Washed</p> <p>Brown and Dk Gray Moist SILTY CLAY (FI)</p> <p>Washed</p> <p>V. Dk Gray Moist SILTY CLAY (FI)</p> <p>V. Dk Gray Moist SILTY CLAY (FI)</p> <p>V. Dk Gray Moist SILTY CLAY (FI)</p> <p>Gray Wet SANDY GRAVEL</p> <p>Gray Wet Coarse Sand Free Water</p> <p>Gray Med to Coarse SANDY GRAVEL</p> <p>Washed</p>																				

The Unconfined Compressive Strengths (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated) Abbreviations W.O.R - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T295) BBS, from 137 (Rev. 8-99)

Page 2 of 2

Date 3/12/08

SOIL BORING LOG

ROUTE FAP 717 (IL 10) DESCRIPTION IL 10 over Deer Creek LOGGED BY M. Tappan

SECTION 109B-3 LOCATION SE 1/4, SEC. 25, TWP. 20N, RNG. 2W, 3 PM

COUNTY Logan DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO.	STATION	BORING NO.	STATION	Offset	Ground Surface Elev.	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After	hrs.	Plugged	ft.	(ft)	(in)	(%)	(%)	(%)	(%)
054-0514	307+24	1 W. Abut	306+39	13.08 LT	592.4	578.3	577.0													
<p>Gray Wet SANDY GRAVEL (continued)</p> <p>Boring Completed</p> <p>Gray Moist CLAY LOAM Till Washed Drilled Hard</p> <p>Washed</p> <p>Washed</p> <p>Washed</p>																				

The Unconfined Compressive Strengths (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated) Abbreviations W.O.R - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T295) BBS, from 137 (Rev. 8-99)

Page 1 of 2

Date 3/13/08

SOIL BORING LOG

ROUTE FAP 717 (IL 10) DESCRIPTION IL 10 over Deer Creek LOGGED BY M. Tappan

SECTION 109B-3 LOCATION SE 1/4, SEC. 25, TWP. 20N, RNG. 2W, 3 PM

COUNTY Logan DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO.	STATION	BORING NO.	STATION	Offset	Ground Surface Elev.	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After	hrs.	Plugged	ft.	(ft)	(in)	(%)	(%)	(%)	(%)
054-0514	307+24	2 Pier	307+40	28.08 RT	586.6	579.3	577.9													
<p>Gray Moist SILTY CLAY</p> <p>Gray SANDY GRAVEL</p> <p>Gray Med to Coarse SANDY GRAVEL</p> <p>Gray Moist CLAY LOAM Till Drilled Hard</p> <p>Washed</p> <p>Gray Med SANDY GRAVEL Washed</p> <p>Med in Coarse Washed</p>																				

The Unconfined Compressive Strengths (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated) Abbreviations W.O.R - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T295) BBS, from 137 (Rev. 8-99)

SOIL BORINGS 1
IL ROUTE 10 OVER DEER CREEK
F.A.P. ROUTE 717 SECTION 109(B-3)
LOGAN COUNTY STATION 306+89
STRUCTURE NO. 054-0514

USER NAME:	DESIGNED - RTM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORINGS 1 OF 2	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE:	DRAWN - MSD	REVISED -			717	109B-3	LOGAN	73	61	
PLOT DATE:	CHECKED - KEB	REVISED -			CONTRACT NO. 72A88					
	DATE -	REVISED -			FED. ROAD DIST. NO.	ILLINOIS	PROJECT			

F.A.P. ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	109B-3	LOGAN	73	51
FED. ROAD DIST. NO.	ILLINOIS PROJECT			

Page 2 of 2

SOIL BORING LOG

ROUTE FAP 717 (IL 10) DESCRIPTION IL 10 over Deer Creek LOGGED BY M. Tappen
 SECTION 109 B-3 LOCATION SE 1/4, SEC. 26, TWP. 20N, RNG. 2W, 3 PM
 COUNTY Logan DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 054-0514 Station 307+24
 BORING NO. 2 Pler Station 307+40
 Offset 29.0 ft
 Ground Surface Elev. 580.0 ft

DEPTH (ft)	DIAMETER (in)	SOIL TYPE	MOISTURE (%)	UCS (psi)	WATER CONTENT (%)	LABORATORY TESTS
0	10 3/4	Gray Moist CLAY LOAM Till				
8	10 3/4	Washed				
20	10 3/4	Washed				
37	10 3/4	Gray Moist Clay Loam Till				
40	10 3/4	Washed				
11	10 3/4	Washed				
521.50		Boring Completed				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
 Abbreviations W.O.H - Sampler Advanced by Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

Page 1 of 2

SOIL BORING LOG

ROUTE FAP 717 (IL 10) DESCRIPTION IL 10 over Deer Creek LOGGED BY M. Tappen
 SECTION 109 B-3 LOCATION SE 1/4, SEC. 26, TWP. 20N, RNG. 2W, 3 PM
 COUNTY Logan DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 054-0514 Station 307+24
 BORING NO. 3 E. Abut Station 308+PM
 Offset 13.0 ft
 Ground Surface Elev. 582.5 ft

DEPTH (ft)	DIAMETER (in)	SOIL TYPE	MOISTURE (%)	UCS (psi)	WATER CONTENT (%)	LABORATORY TESTS
0	10 3/4	V. DK Gray Moist SILTY CLAY				
1	10 3/4	Gray Med SANDY GRAVEL				
2	10 3/4	Gray Fine to Med Gravel				
4	10 3/4	Gray Med SANDY GRAVEL				
7	10 3/4	Washed				
10	10 3/4	Washed				
13	10 3/4	Gray Wet SAND LOAM				
27	10 3/4	DK Gray Moist SILTY CLAY LOAM w/ Med Sand Seams				
34	10 3/4	Gray Med SANDY GRAVEL				
47	10 3/4	Gray Moist CLAY LOAM Till (Drilled Hard)				
50	10 3/4	Washed				
524.50		Boring Completed				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
 Abbreviations W.O.H - Sampler Advanced by Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

Page 2 of 2

SOIL BORING LOG

ROUTE FAP 717 (IL 10) DESCRIPTION IL 10 over Deer Creek LOGGED BY M. Tappen
 SECTION 109 B-3 LOCATION SE 1/4, SEC. 26, TWP. 20N, RNG. 2W, 3 PM
 COUNTY Logan DRILLING METHOD HSA HAMMER TYPE 140# Auto

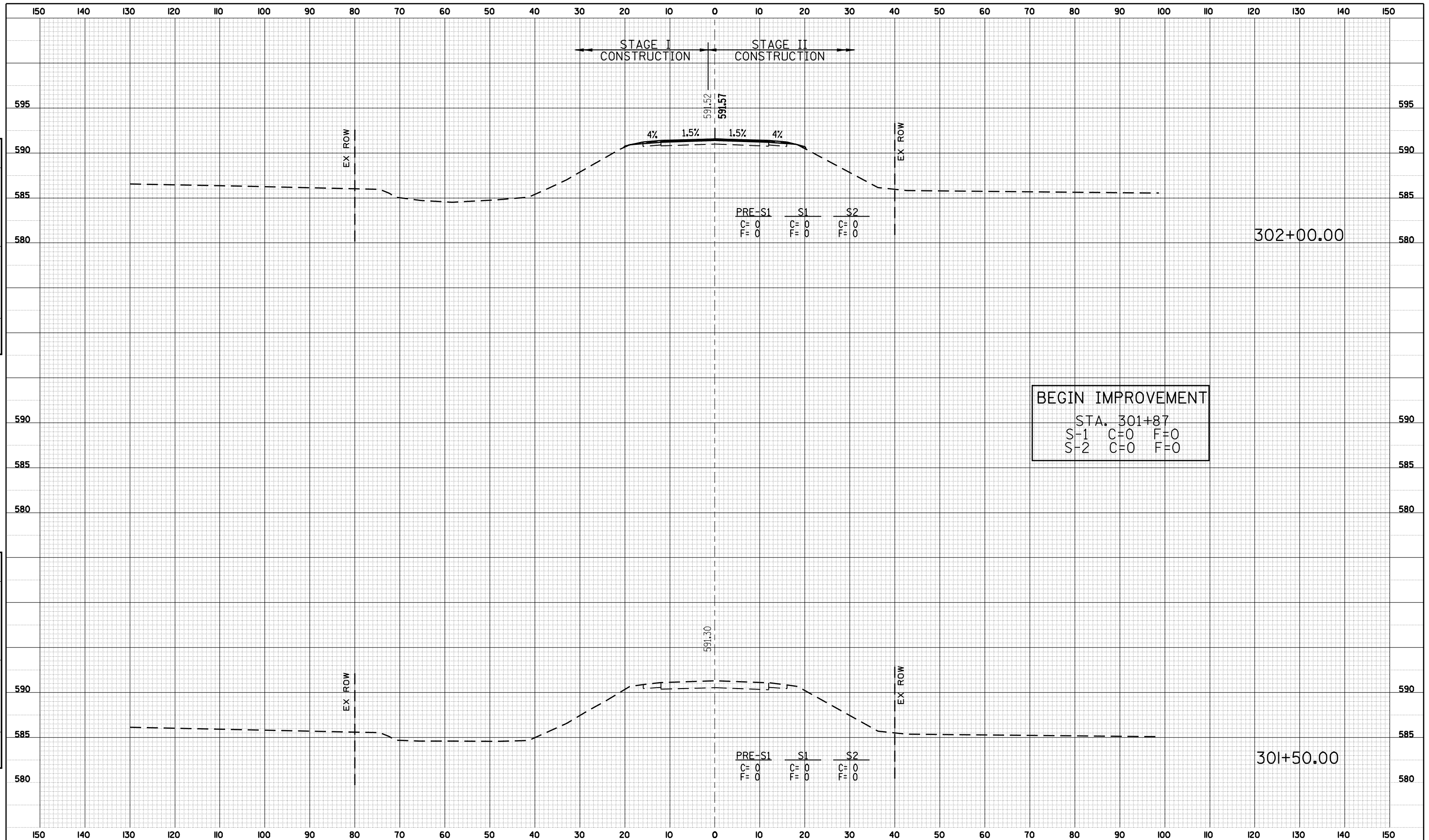
STRUCT. NO. 054-0514 Station 307+24
 BORING NO. 3 E. Abut Station 308+04
 Offset 13.0 ft
 Ground Surface Elev. 582.5 ft

DEPTH (ft)	DIAMETER (in)	SOIL TYPE	MOISTURE (%)	UCS (psi)	WATER CONTENT (%)	LABORATORY TESTS
0	10 3/4	Gray Moist CLAY LOAM Till (Drilled Hard)				
37	10 3/4	Washed				
45	10 3/4	Washed				
50	10 3/4	Washed				
13	10 3/4	Washed				
32	10 3/4	Washed				
44	10 3/4	Washed				
21	10 3/4	Washed				
532.50		Boring Completed				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
 Abbreviations W.O.H - Sampler Advanced by Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

SOIL BORINGS 2
IL ROUTE 10 OVER DEER CREEK
F.A.P. ROUTE 717 SECTION 109(B-3)
LOGAN COUNTY STATION 306+89
STRUCTURE NO. 054-0514

USER NAME:	DESIGNED - RTM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORINGS 2 OF 2			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE:	DRAWN - MSD	REVISED -					717	109B-3	LOGAN	73	62	
PLOT DATE:	CHECKED - KEB	REVISED -					CONTRACT NO. 72A88					
	DATE -	REVISED -					FED. ROAD DIST. NO.	ILLINOIS PROJECT				



DATE	
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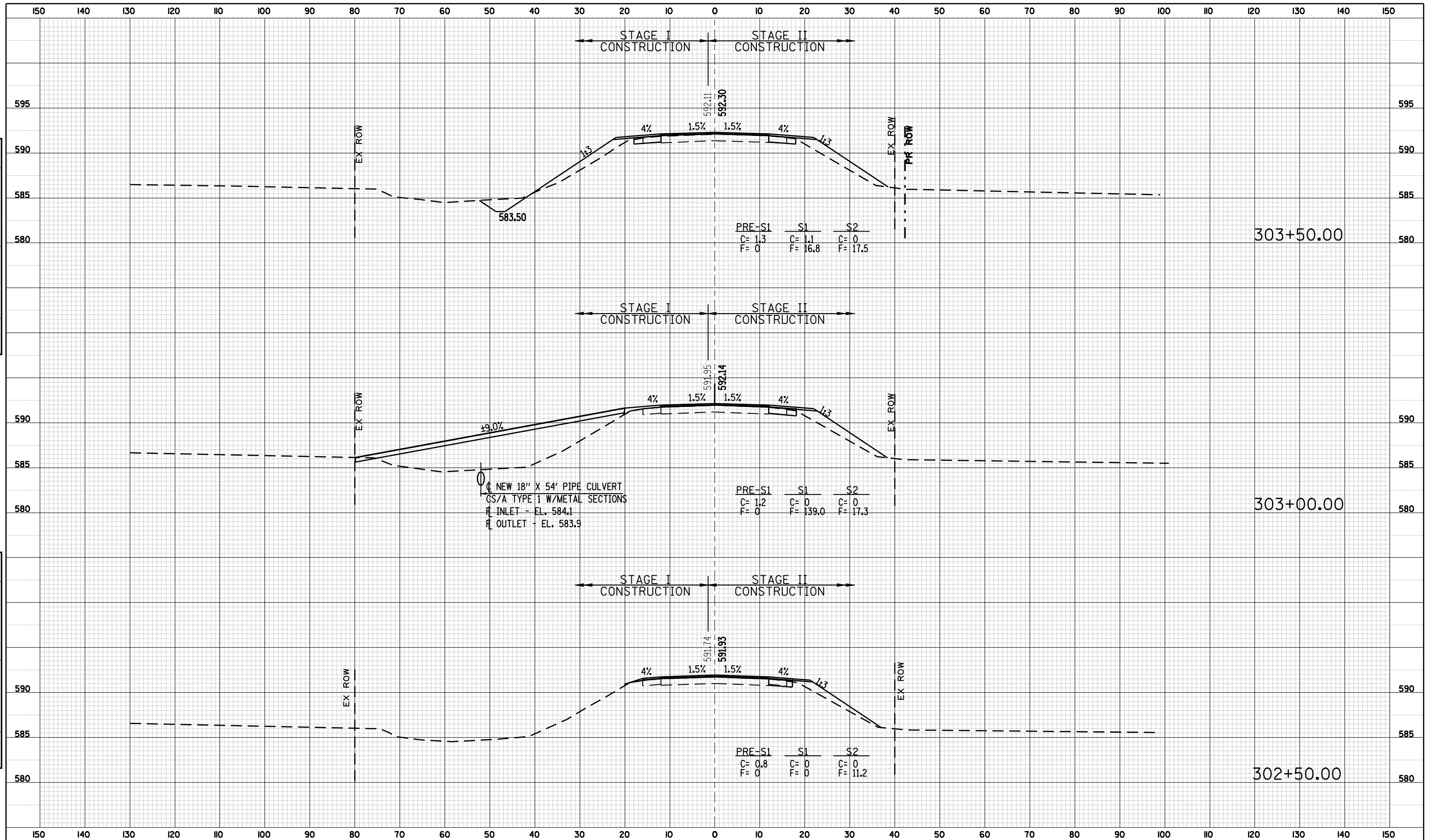
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NOTES	
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USER NAME:	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE:	CHECKED -	REVISED -
PLOT DATE:	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	I09B-3	LOGAN	73	63
CONTRACT NO. 72A88				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY

DATE	
BY	
REVISIONS	
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ORIGINAL SURVEY

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USER NAME:	DESIGNED -	REVISED -
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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

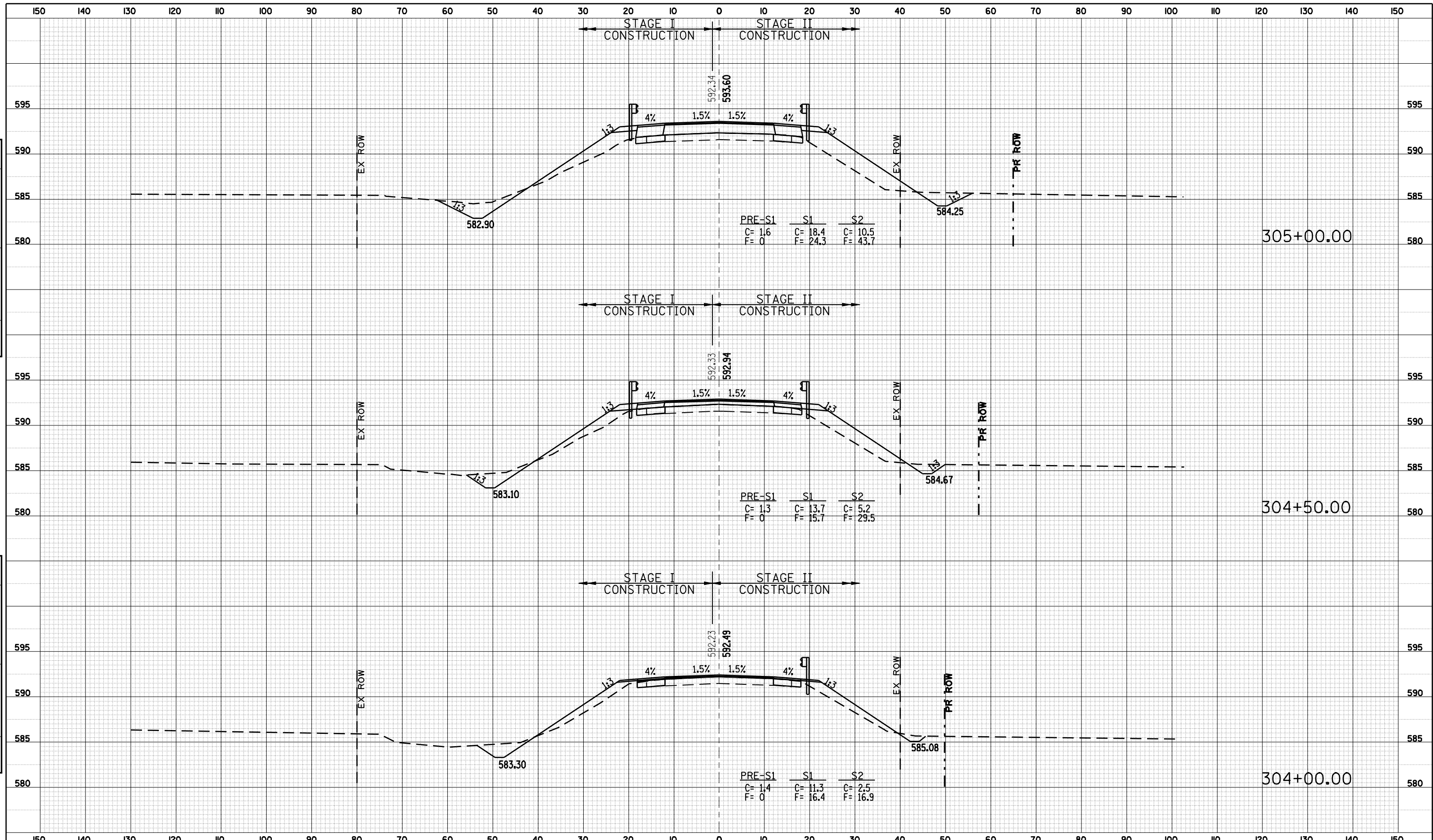
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SCALE:	SHEET NO. OF SHEETS	STA. TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	I09B-3	LOGAN	73	64
CONTRACT NO. 72A88				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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FINAL SURVEY	
NOTE BOOK	
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NOTE BOOK	
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USER NAME:	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE:	CHECKED -	REVISED -
PLOT DATE:	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

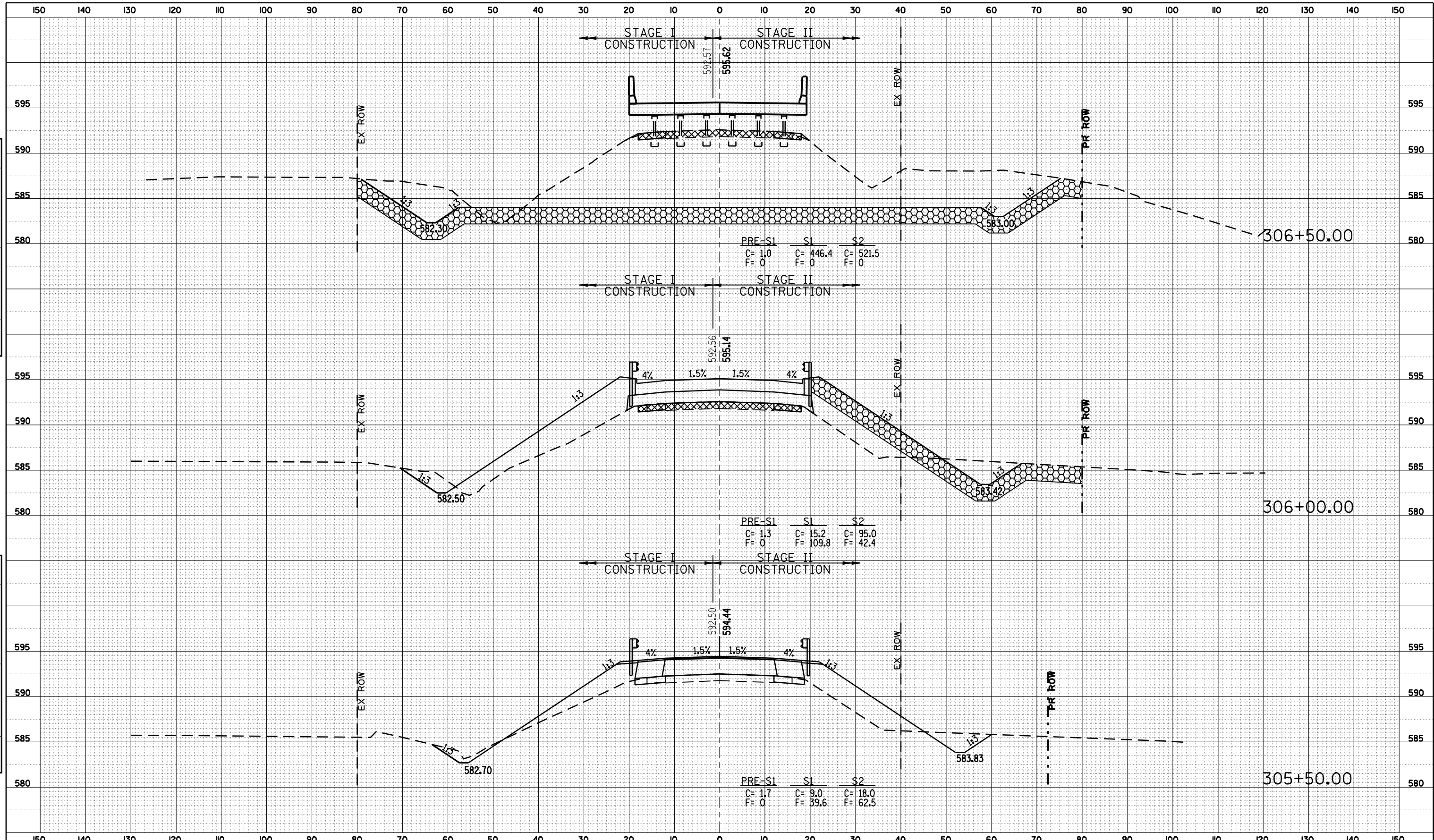
CROSS SECTION SHEET

SCALE:	SHEET NO. OF SHEETS	STA. TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	I09B-3	LOGAN	73	65
CONTRACT NO. 72A88				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

ORIGINAL SURVEY
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 NOTE BOOK NO. _____
 AREAS CHECKED: _____



USER NAME:	DESIGNED -	REVISED -
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PLOT DATE:	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

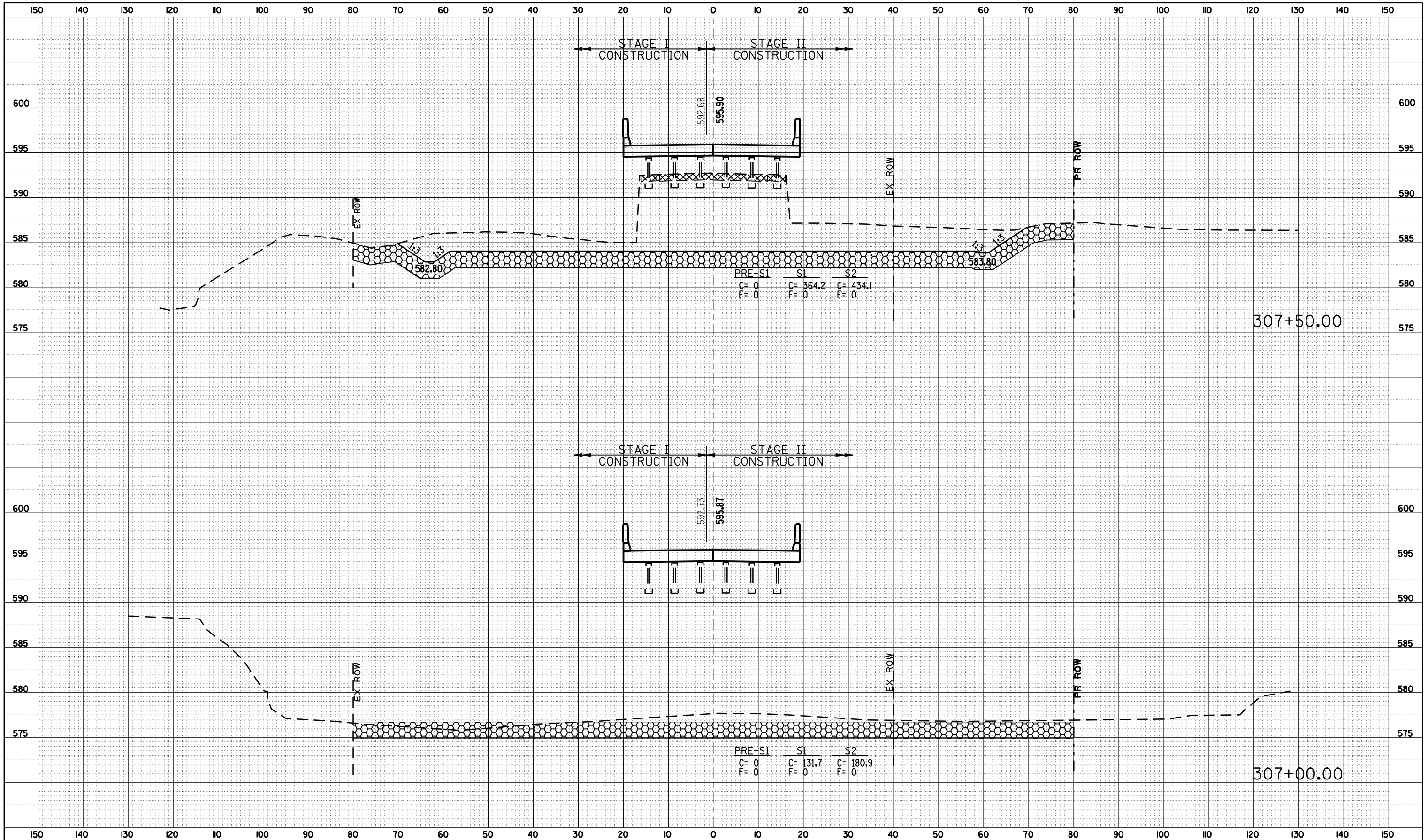
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SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____

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717	109B-3	LOGAN	73	66
CONTRACT NO. 72A88				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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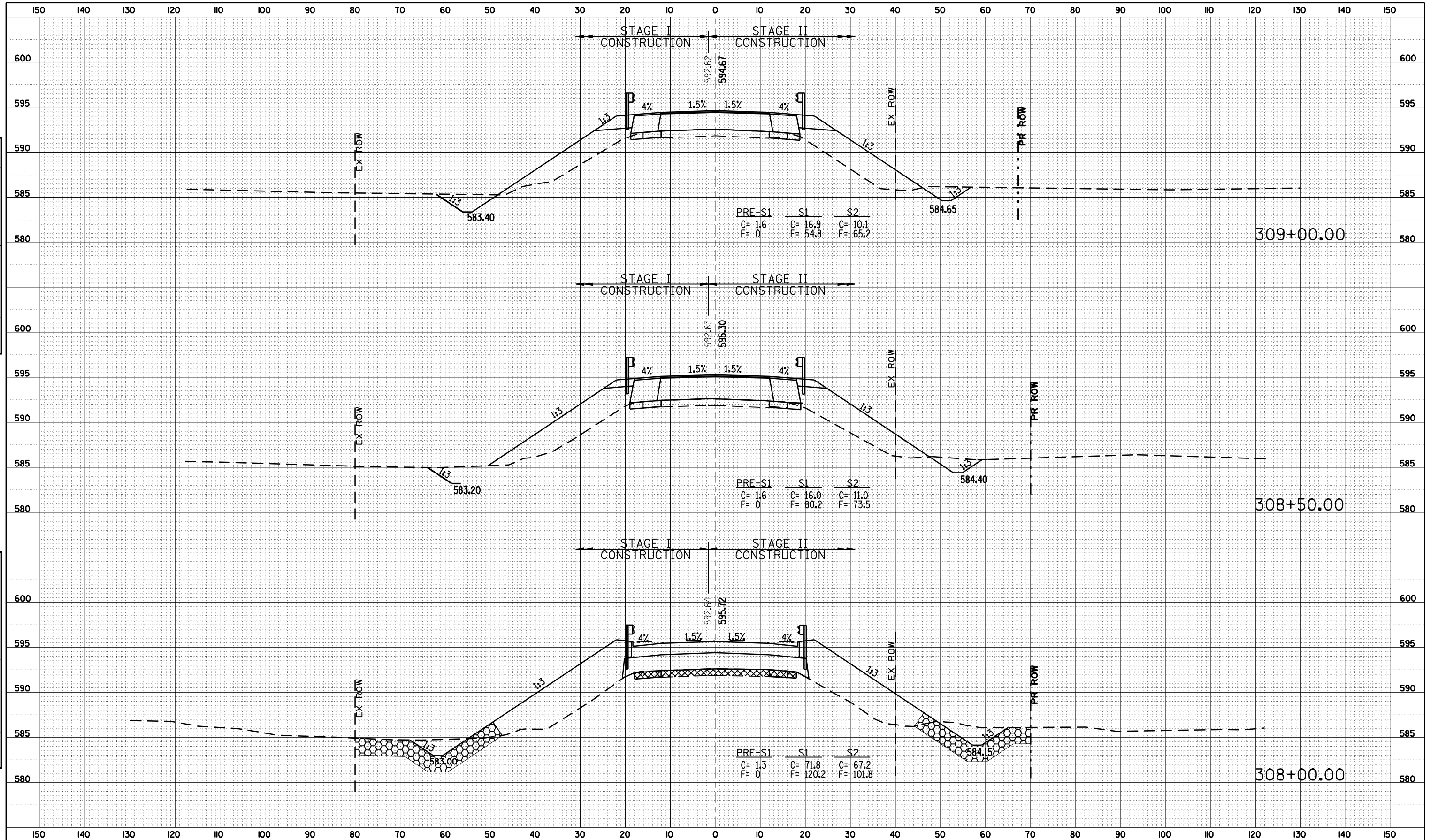
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTION SHEET

SCALE:	SHEET NO. OF SHEETS	STA. TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	I09B-3	LOGAN	73	67
CONTRACT NO. 72A88				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



DATE	
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FINAL SURVEY	
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NOTE BOOK	
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AREAS CHECKED	

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BY	
ORIGINAL SURVEY	
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TEMPLATE	
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AREAS CHECKED	

USER NAME:	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE:	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

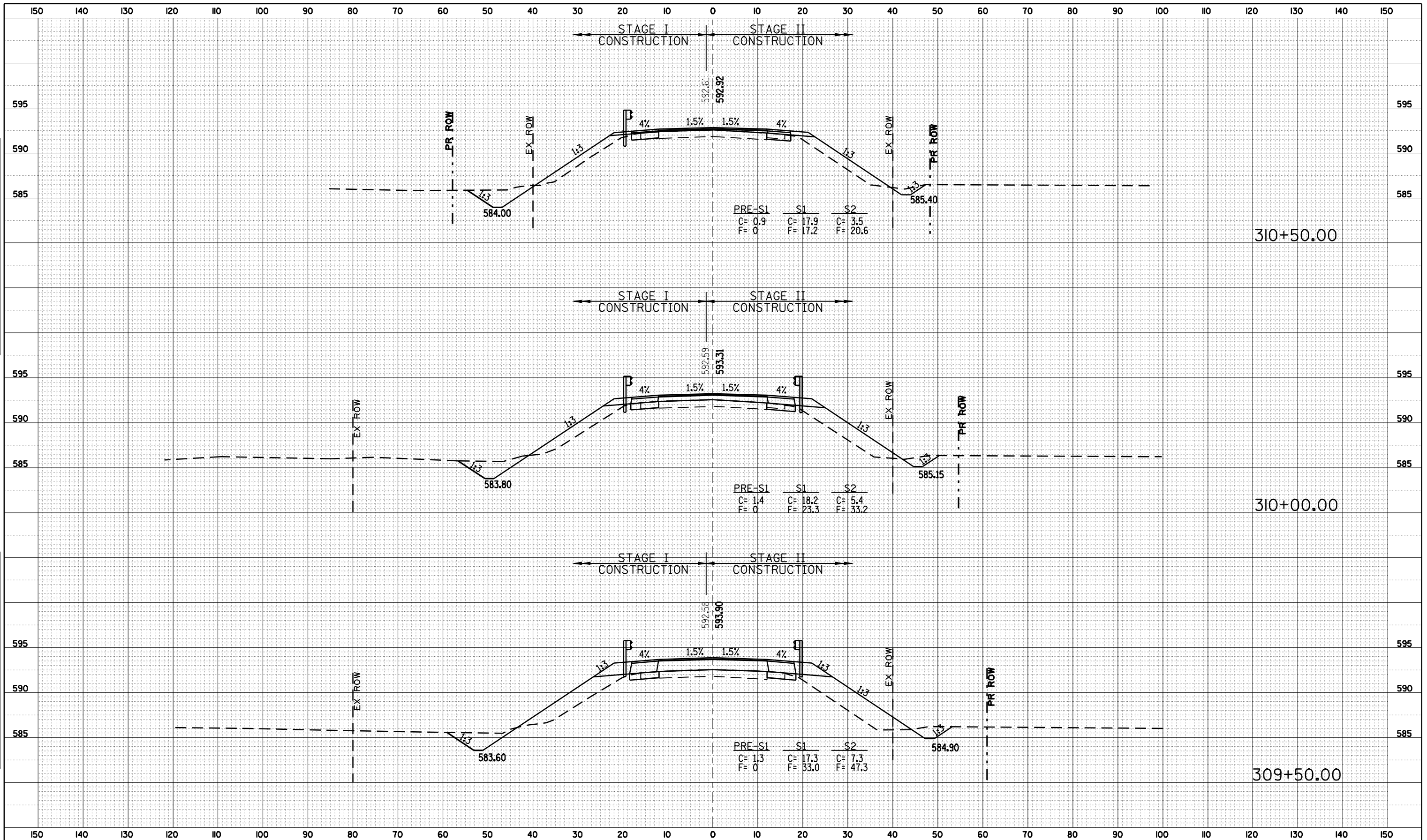
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SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	I09B-3	LOGAN	73	68
CONTRACT NO. 72A88				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DATE	
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REVISIONS	
PLotted	
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AREAS	
CHECKED	
FINAL SURVEY	
NOTE BOOK	
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DATE	
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REVISIONS	
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ORIGINAL SURVEY	
NOTE BOOK	
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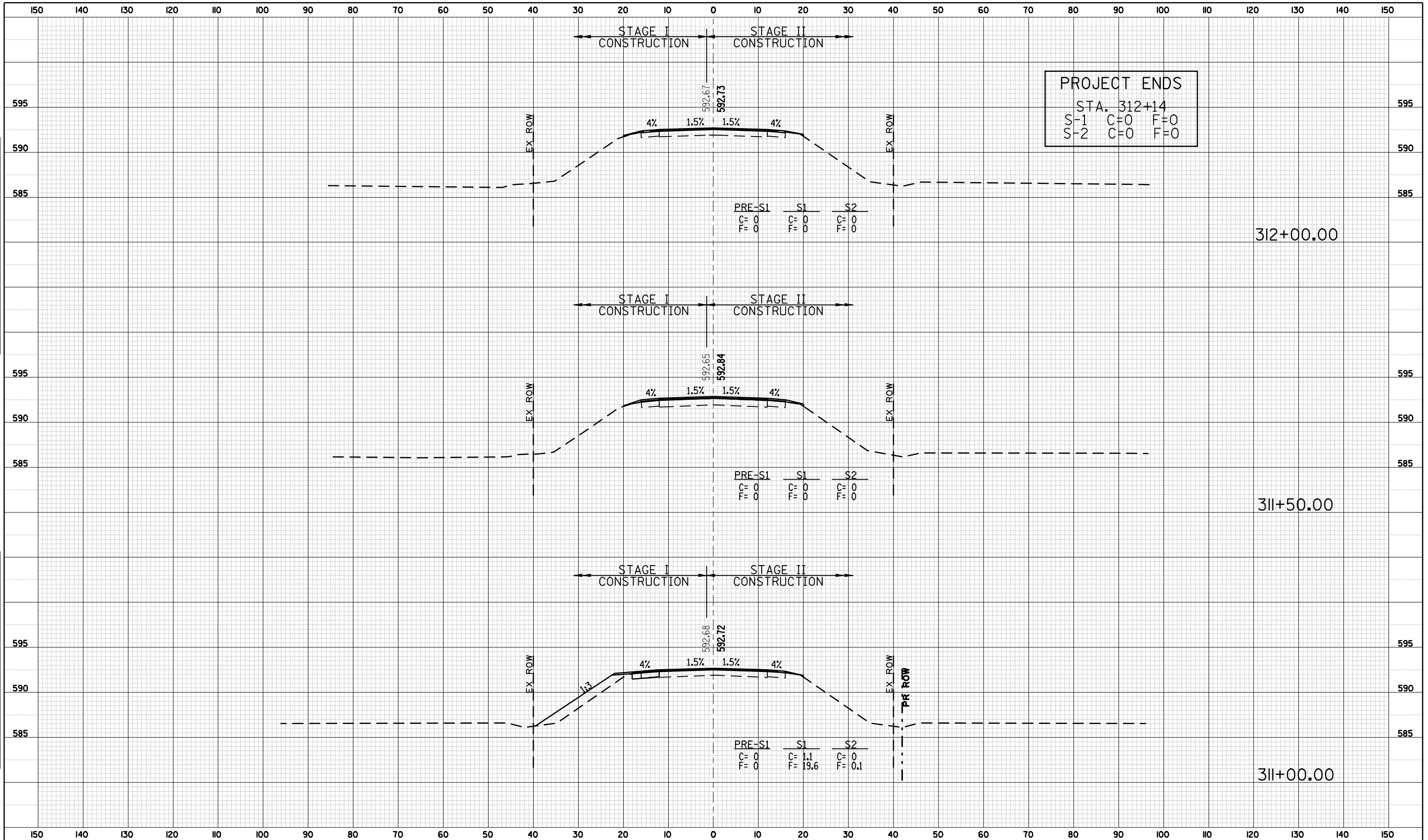
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PLOT DATE:	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTION SHEET

SCALE:	SHEET NO. OF SHEETS	STA. TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	109B-3	LOGAN	73	69
CONTRACT NO. 72A88				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

DATE	
BY	
REVISIONS	
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ORIGINAL SURVEY	
NOTE BOOK	
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USER NAME:	DESIGNED -	REVISED -
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PLOT SCALE:	CHECKED -	REVISED -
PLOT DATE:	DATE -	REVISED -

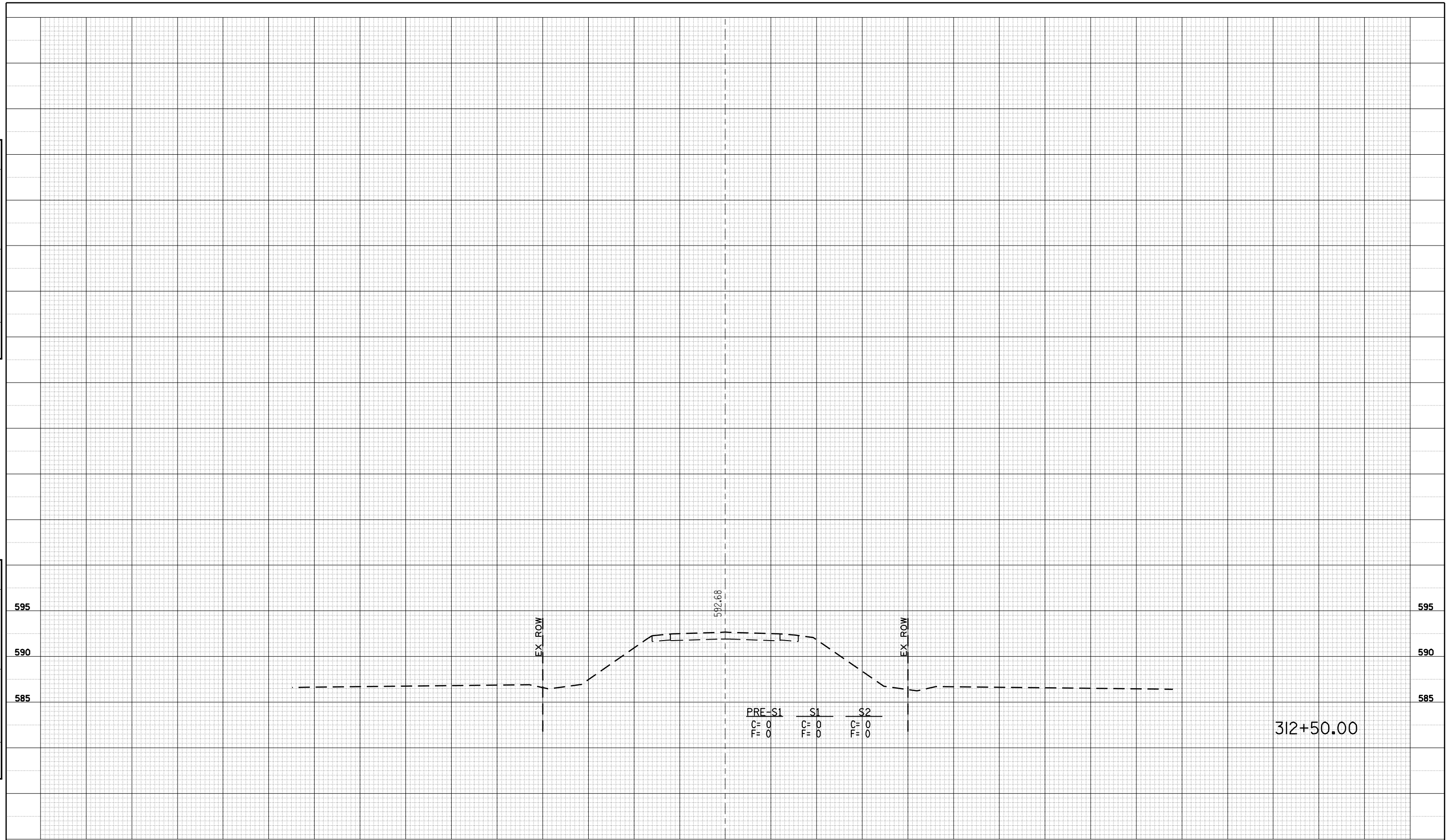
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	109B-3	LOGAN	73	70
CONTRACT NO. 72A88				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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



USER NAME:	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE:	CHECKED -	REVISED -
PLOT DATE:	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

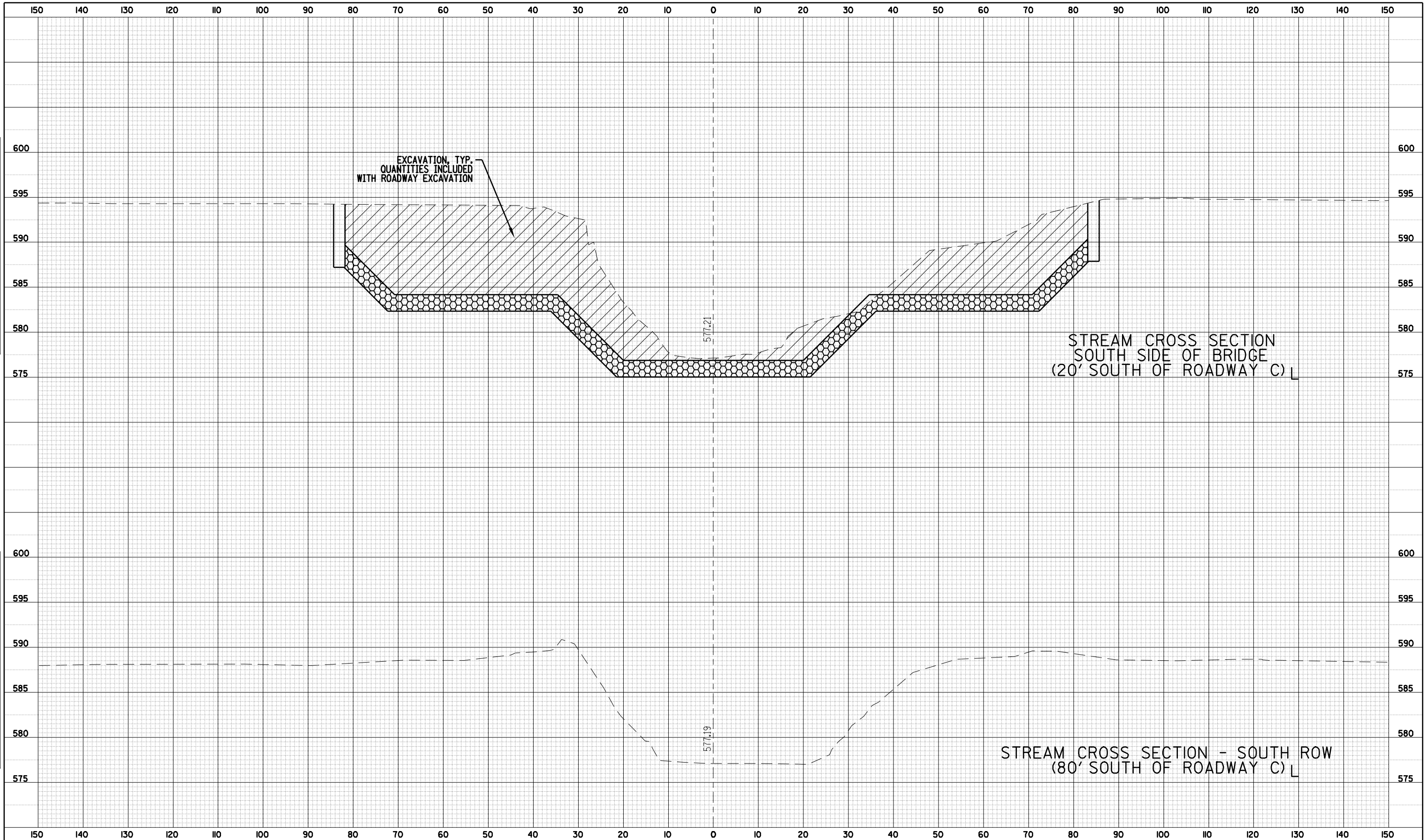
CROSS SECTION SHEET

SCALE:	SHEET NO. OF SHEETS	STA. TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	I09B-3	LOGAN	73	71
CONTRACT NO. 72A88				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DATE	
BT	
FINAL SURVEY	REVISIONS
NO. _____	DATE _____
NOTE BOOK	TEMP. DATE
NO. _____	AREAS CHECKED
	AREAS CHECKED

DATE	
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ORIGINAL SURVEY	REVISIONS
NO. _____	DATE _____
NOTE BOOK	TEMP. DATE
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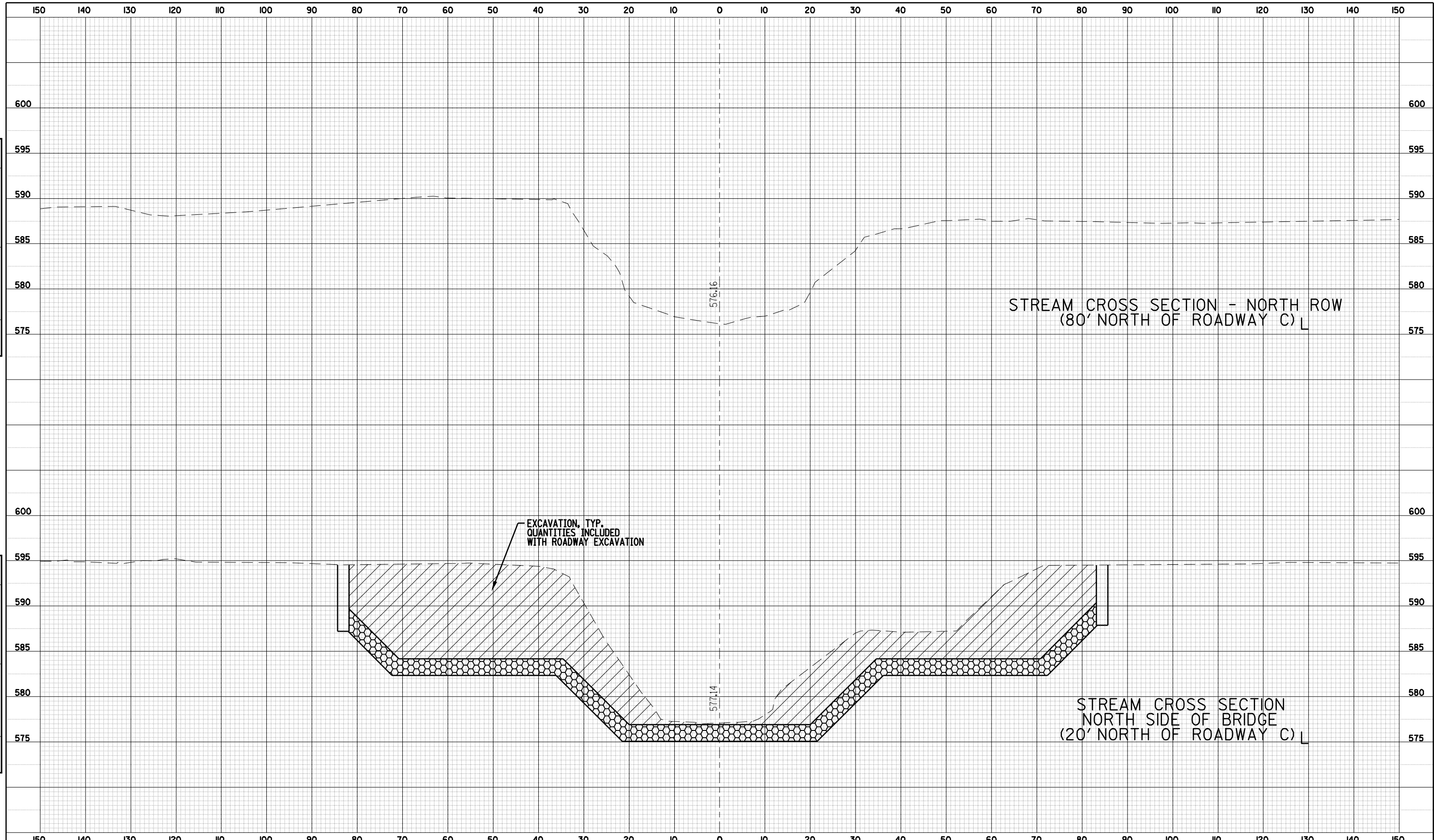
STREAM CROSS SECTION
SOUTH SIDE OF BRIDGE
(20' SOUTH OF ROADWAY C) L

STREAM CROSS SECTION - SOUTH ROW
(80' SOUTH OF ROADWAY C) L

USER NAME:	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STREAM CROSS SECTION SHEET 1 OF 2		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE:	DRAWN -	REVISED -		717	I09B-3	LOGAN	73	72		
PLOT DATE:	CHECKED -	REVISED -		CONTRACT NO. 72A88			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	
	DATE -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.				

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



USER NAME:	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE:	CHECKED -	REVISED -
PLOT DATE:	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STREAM CROSS SECTION SHEET 2 OF 2

SCALE:	SHEET NO. OF SHEETS	STA. TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	I09B-3	LOGAN	73	73
CONTRACT NO. 72A88				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		