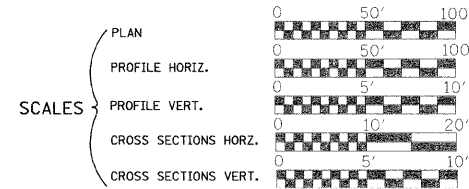


INDEX OF SHEETS **06-15-12 LETTING ITEM 228**

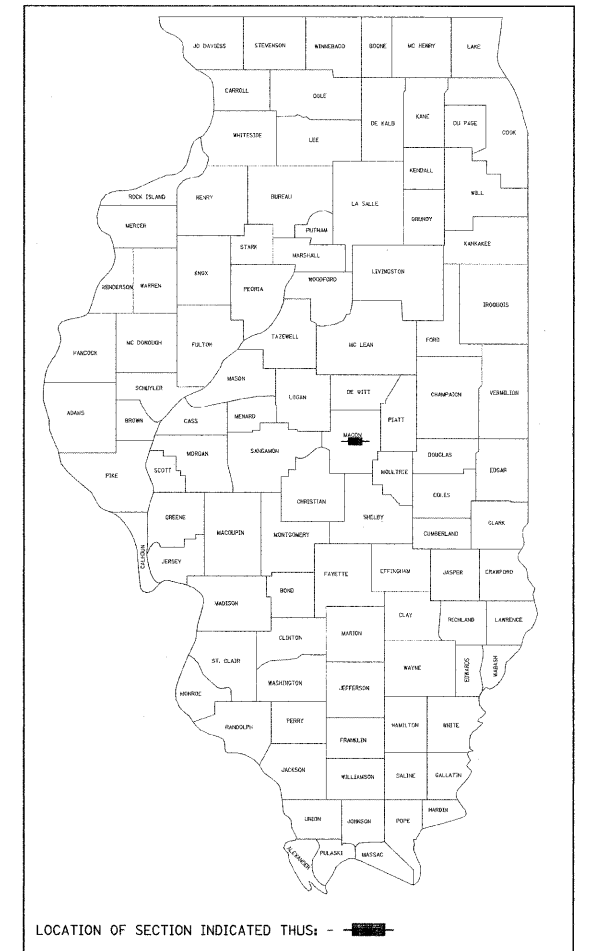
- 1 COVER SHEET
- 2 GENERAL NOTES
- 3-6 SUMMARY OF QUANTITIES
- 7 TYPICAL SECTIONS
- 8 PRIVATE ENTRANCE DETAILS
- 9-11 SCHEDULE OF QUANTITIES
- 12 CENTERLINE GEOMETRICS AND CONTROL TIES
- 13 PLAN AND PROFILE
- 14 R.O.W. AND CONST. EASEMENT PLAN
- 15-17 TRAFFIC CONTROL AND DETOUR PLAN
- 18 STORM WATER POLLUTION PREVENTION AND EROSION CONTROL PLAN
- 19 BGM SEWER PLAN AND PROFILE
- 20-21 BGM SANITARY SEWER DETAILS
- 22-27 SEWER BRIDGE PLANS
- 28-30 SEWER BRIDGE CROSS SECTIONS
- 31-49 ROADWAY BRIDGE PLANS
- 50-52 BORING LOGS
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
**PLANS FOR PROPOSED
LOCAL AGENCY IMPROVEMENT**

ROUTE NO.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
F.A.U. 7398	09-00905-00-BR	DECATUR	63	1
FED. ROAD DIST. NO.		ILLINOIS PROJECT: M-5169(046)		



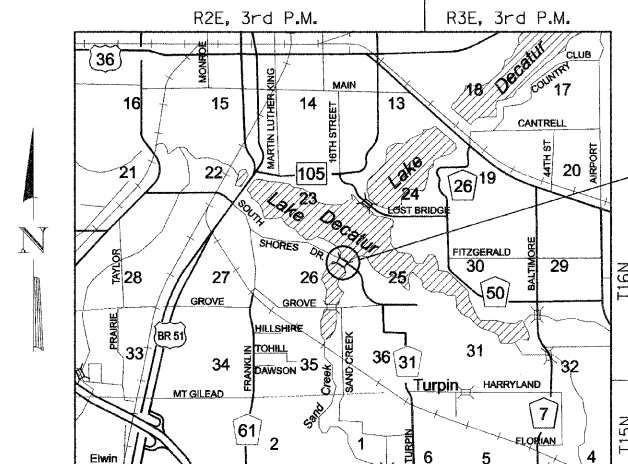
SURFACE TRANSPORTATION - URBAN PROGRAM
F.A.U. 7398, SOUTH SHORES DRIVE
OVER SAND CR. ARM OF LAKE DECATUR
SECTION 09-00905-00-BR
MACON COUNTY
CONTRACT NO. 95687
PROJ. M-5169(046)
JOB # C-97-085-10



SEE SHEET 2 FOR STANDARDS

ROADWAY CLASSIFICATION: MINOR ARTERIAL (URBAN)
2030 ADT = 3700
DESIGN SPEED: 40 MPH
VARIANCES GRANTED: NONE
COMMITMENTS: OPENING OF C.H.7 (BALTIMORE AVE.)

JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS
J.U.L.I.E. TELEPHONE NO. TOLL FREE 1-800-892-0123



PROJECT LOCATION
IMPROVEMENT BEGINS
STA. 84+27.00
IMPROVEMENT ENDS
STA. 96+12.00

EXIST. STR. NO. 058-6003
PROP. STR. NO. 058-6026

IMPROVEMENT CONSISTS OF THE REMOVAL OF A SINGLE SPAN CONCRETE DECK BEAM BRIDGE ON CONCRETE CLOSED ABUTMENTS WITH CONCRETE WINGWALLS, 0-0 DECK = ±24', BK.-BK. ABUTMENTS = ±49' AND THE CONSTRUCTION OF A TWO SPAN CIP CONCRETE DECK ON STEEL W27 BEAMS ON CONCRETE INTEGRAL ABUTMENTS AND CONCRETE PILE BENT PIER. TOTAL LENGTH = 132'-6" BK.-BK. ABUTMENTS, WIDTH = 47'-2" 0-0. PARAPETS AND NECESSARY APPROACH ROADWAY WORK.

LAYOUT



TOTAL AND NET LENGTH OF IMPROVEMENT 1185 FEET = 0.224 MILES

APPROVED	April 12, 2012	
	<i>Matthew C. Lovell</i>	CITY ENGINEER
PASSED	4-18, 2012	
	<i>Matthew C. Lovell</i>	DISTRICT SEVEN ENGINEER OF LOCAL ROADS & STREETS
RELEASING FOR BID BASED ON LIMITED REVIEW	4-18, 2012	
	<i>Roger L. Drabinski</i>	DEPUTY DIRECTOR OF HIGHWAYS, REGION FOUR ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



345 EAST ASH AVENUE, SUITE B
DECATUR, ILLINOIS 62526
PH. 217-875-4800



Keith W. Bentley

ILLINOIS PROFESSIONAL NO. 43789

4/12/2012
DATE

LIST OF STANDARDS

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 280001-06 TEMPORARY EROSION CONTROL SYSTEMS
- 420401-08 BRIDGE APPROACH PAVEMENT
- 482001-02 HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
- 515001-03 NAME PLATE FOR BRIDGES
- 542401-01 METAL END SECTION FOR PIPE CULVERTS
- 601101-01 CONCRETE HEADWALL FOR PIPE DRAIN
- 606001-04 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 630001-10 STEEL PLATE BEAM GUARDRAIL
- 631031-10 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 664001-02 CHAIN LINK FENCE
- 667101-02 PERMANENT SURVEY MARKERS
- 701901-02 TRAFFIC CONTROL DEVICES
- 780001-03 TYPICAL PAVEMENT MARKINGS
- BLR21-9 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS
- BLR22-7 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS (TWO-LANE TWO WAY RURAL TRAFFIC) (ROAD CLOSED TO THRU TRAFFIC)

PROJECT SPECIFIC GENERAL NOTES

1. ALL UTILITIES, SCHOOL DISTRICTS, MAIL SERVICE, LOCAL POLICE, AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.
2. NO WORK SHALL COMMENCE UNTIL THE PROPOSED TRAFFIC CONTROL AND DETOUR PLAN IS IN PLACE AND HAS BEEN APPROVED BY THE ENGINEER.
3. TREES THAT INTERFERE WITH THE CONSTRUCTION OPERATIONS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER. ANY TREE DUE TO ITS LOCATION AND DEEMED SUITABLE FOR SAVING BY THE ENGINEER SHALL BE PROTECTED DURING CLEARING AND SUBSEQUENT CONSTRUCTION OPERATIONS.
4. UTILITY LINES WERE PLOTTED FROM INFORMATION FURNISHED BY THE VARIOUS UTILITY COMPANIES INVOLVED AND THE ACCURACY SHOULD BE CONSIDERED APPROXIMATE ONLY.
5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATIONS OF ALL UNDERGROUND UTILITY FACILITIES. THE CONTRACTOR SHALL ALSO OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULES OF THE UTILITY COMPANIES FOR THEIR MARKING OF THE EXACT LOCATION.
6. UTILITY COMPANIES MAY BE ADJUSTING THEIR FACILITIES DURING CONSTRUCTION. THE CONTRACTOR SHALL COOPERATE WITH THESE ORGANIZATIONS WHILE THESE ADJUSTMENTS ARE BEING PERFORMED.
7. MAILBOXES SHALL REMAIN IN SERVICE AT ALL TIMES AND SHALL BE RELOCATED AS NECESSARY DURING CONSTRUCTION. FINAL LOCATIONS OF MAILBOXES SHALL BE DETERMINED BY THE ENGINEER, BUT SHOULD BE AS NEAR AS PRACTICAL TO THEIR ORIGINAL LOCATION, AND PLACED BEHIND THE PROPOSED HMA SHOULDERS. THIS WORK SHALL BE IN ACCORDANCE WITH THE PROVISIONS OF ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.
8. ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS SHALL BE INTERPRETED TO BE THE LATEST STANDARDS OF THE DEPARTMENT AS SHOWN ON THIS SHEET.
9. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THE PROJECT.
10. THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION.
11. BEFORE ORDERING PIPE CULVERTS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR THE EXACT LENGTHS.
12. ALL ENTRANCE CULVERT LENGTHS SHOWN IN THE PLANS WERE CALCULATED WITH THE ASSUMPTION THAT METAL PIPES AND METAL END SECTIONS WOULD BE USED.
13. THE CONTRACTOR SHALL DEVELOP A PLAN TO ACCOMPLISH THIS WORK AND MINIMIZE DISRUPTION OF ACCESS TO THE VARIOUS PROPERTY OWNERS WITHIN THE PROJECT LIMITS. THIS PLAN SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO START OF WORK. THE PAY ITEM AGGREGATE FOR TEMPORARY ACCESS HAS BEEN INCLUDED IN THE CONTRACT, SEE SPECIAL PROVISIONS.

14. THE FOLLOWING RATES OF APPLICATION HAVE BEEN ASSUMED IN CALCULATING PLAN QUANTITIES:

NITROGEN	90 LBS./ACRE
PHOSPHORUS	90 LBS./ACRE
POTASSIUM	90 LBS./ACRE
TEMP. EROSION CONTROL SEEDING	100 LBS./ACRE
AGGREGATE	2.02 TON/CU. YD.
STONE DUMPED RIPRAP	1.50 TON/CU. YD.
PORTLAND CEMENT	85 LBS./SQ. YD.
BIT. MATERIALS (PRIME COAT)	0.10 GAL./SQ. YD. (ON MOD. SOIL)
BIT. MATERIALS (PRIME COAT)	0.03 GAL./SQ. YD. (ON BIND. CSE.)
HMA BINDER COURSE	112 LBS./SQ. YD./INCH THICKNESS
HMA SURFACE COURSE	112 LBS./SQ. YD./INCH THICKNESS
ROCKFILL	1.89 TON/CU. YD.
PERENNIAL PLANTS, DAYLILIES (SPL)	100 PLANTS/UNIT

15. THE EXISTING PAVEMENT SHALL BE BROKEN AT LOCATIONS INDICATED ON THE PLAN AND PROFILE SHEET IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS. PAVEMENT BREAKING WILL NOT BE PAID FOR SEPERATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE COST OF FURNISHED EXCAVATION. THE DESIGNER HAS MADE NO PROVISIONS IN THE QUANTITY OF FURNISHED EXCAVATION FOR THE REPLACEMENT OF THE PAVEMENT THAT HAS BEEN INDICATED TO BE BROKEN AND TO REMAIN. IN THE AREAS MARKED FOR PAVEMENT REMOVAL THE DESIGNER HAS ASSUMED AN EXISTING PAVEMENT DEPTH OF 10" FOR FURNISHED EXCAVATION.
16. SEE SPECIAL PROVISIONS FOR 'PERENNIAL PLANTS, DAYLILIES' AND 'EROSION CONTROL BLANKET', ALONG WITH SEQUENCE 11 OF THE STORM WATER POLLUTION PREVENTION PLAN FOR SLOPE STABILIZATION PROCEDURES.
17. THE CONTRACTOR SHALL MAINTAIN SANITARY SEWER SERVICE AND WASTE WATER FLOW THROUGHOUT CONSTRUCTION AND AT ALL TIMES.
18. WHERE PROPOSED CONSTRUCTION ABUTS EXISTING APPURTENANCES, A SAW CUT SHALL BE MADE TO ACHIEVE A NEAT BUTT JOINT. ALL SAWED JOINTS FOR REMOVAL AND BUTT JOINTS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM BEING REMOVED OR CONSTRUCTED.
19. COST OF EXISTING CONCRETE CURB REMOVAL ALONG WEST SIDE OF DRIVEWAY STA. 91+80.13, RT. SHALL BE CONSIDERED INCLUDED IN THE COST OF DRIVEWAY PAVEMENT REMOVAL.

BITUMINOUS MIXTURE REQUIREMENTS

LOCATION	CH 7	CH 7
MIX USE	BINDER	SURFACE
AC/PG	PG 64-22	PG 64-22
RAP %	***	***
DESIGN VOIDS	4.0 @ N=70	4.0 @ N=70
MIXTURE COMPOSITION (GRAD. MIXTURE)	IL-19.0	IL-9.5
FRICTION	N/A	MIX C

*** TO BE DETERMINED BY CONTRACTOR (SEE SPECIAL PROVISION)

EARTHWORK SUMMARY

EARTH EXCAVATION = 1971 CU. YD.
CHANNEL EXCAVATION = 2495 CU. YD.
FURNISHED EXCAVATION = 7075 CU. YD.

FOR INFORMATION ONLY, NOT A PAY ITEM

MATERIAL REQUIRED FOR EMBANKMENT (FILL AREAS) = 8253 CU. YD.
MATERIAL REQUIRED FOR EMBANKMENT (PAVEMENT REMOVAL AREAS) = 300 CU. YD.
SUITABLE MATERIAL FOR EMBANKMENT = 1971 CU. YD.
UNSUITABLE MATERIAL (CHANNEL EXCAVATION FOR ROCKFILL) = 2495 CU. YD.
FURNISHED EXCAVATION = (8253 + 300) - 1971(0.75 SHRINKAGE) = 7075 CU. YD.



345 EAST ASH AVENUE, SUITE B
DECATUR, ILLINOIS 62526
PH. 217-875-4800

FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.U. RTE. 7398	SECTION 09-00905-00-BR	COUNTY MACON	TOTAL SHEETS 63	SHEET NO. 2	
	PLOT SCALE =	DRAWN - BKN	REVISED -			CONTRACT NO. 95687					
	PLOT DATE =	CHECKED - KWB	REVISED -			ILLINOIS FED. AID PROJECT					
SHEET NO. 1 OF 1 SHEETS											

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	SURFACE TRANSPORTATION URBAN (STU)	NON PARTICIPATING
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	244	244	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	253	253	
20100500	TREE REMOVAL, ACRES	ACRES	0.4	0.4	
20200100	EARTH EXCAVATION	CU YD	1971	1971	
* 20300100	CHANNEL EXCAVATION	CU YD	2495	2495	
20400800	FURNISHED EXCAVATION	CU YD	7075	7075	
Δ * 20800150	TRENCH BACKFILL	CU YD	36		36
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	4979	4979	
* 25100630	EROSION CONTROL BLANKET	SQ YD	1606	1606	
28000200	EARTH EXCAVATION FOR EROSION CONTROL	CU YD	8	8	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	60	60	
28000315	AGGREGATE DITCH CHECKS	TON	101	101	
28000400	PERIMETER EROSION BARRIER	FOOT	2262	2262	
28000500	INLET AND PIPE PROTECTION	EACH	4	4	
28100107	STONE RIPRAP, CLASS A4	SQ YD	1548	1548	
28200200	FILTER FABRIC	SQ YD	2165	2165	
30200650	PROCESSING MODIFIED SOIL 12"	SQ YD	2914	2914	
30201700	PORTLAND CEMENT	TON	124	124	
* 40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	971	971	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	438	438	
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	924	924	
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	300	300	
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	347	347	
44000100	PAVEMENT REMOVAL	SQ YD	1079	1079	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	544	544	

* DENOTES SPECIAL PROVISION
 Δ SPECIALTY ITEMS

URS
 345 EAST ASH AVENUE, SUITE B
 DECATUR, ILLINOIS 62526
 PH. 217-875-4800

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	PLOT SCALE =	DRAWN - BKN	REVISED -			SHEET NO. 1 OF 4 SHEETS		CONTRACT NO. 95687				
	PLOT DATE =	CHECKED - KWB	REVISED -			ILLINOIS FED. AID PROJECT						
		CHECKED - KWB	REVISED -									

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	SURFACE TRANSPORTATION URBAN (STU)	NON PARTICIPATING
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	2103	2103	
* 50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1	
50200100	STRUCTURE EXCAVATION	CU YD	87.8	71.2	16.6
50300225	CONCRETE STRUCTURES	CU YD	101.8	85.0	16.8
50300255	CONCRETE SUPERSTRUCTURE	CU YD	360.4	360.4	
50300260	BRIDGE DECK GROOVING	SQ YD	901	901	
50300280	CONCRETE ENCASEMENT	CU YD	56.5	43.4	13.1
50300300	PROTECTIVE COAT	SQ YD	1103	1103	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1	
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	14,690		14,690
50500505	STUD SHEAR CONNECTORS	EACH	3339	3339	
50800105	REINFORCEMENT BARS	POUND	6770		6770
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	98,730	95,950	2780
50800515	BAR SPLICERS	EACH	100	100	
51201600	FURNISHING STEEL PILES HP12X53	FOOT	709	565	144
51201800	FURNISHING STEEL PILES HP14X73	FOOT	424	384	40
51202305	DRIVING PILES	FOOT	1133	949	184
51203600	TEST PILE STEEL HP12X53	EACH	1	1	
51203800	TEST PILE STEEL HP14X73	EACH	2	1	1
51500100	NAME PLATES	EACH	1	1	
51603000	DRILLED SHAFT IN SOIL	CU YD	37.8		37.8
52100505	ANCHOR BOLTS, 5/8"	EACH	24		24
52100520	ANCHOR BOLTS, 1"	EACH	58	42	16
542D1063	PIPE CULVERTS, CLASS D, TYPE 2 18"	FOOT	199	199	
54215553	METAL END SECTIONS 18"	EACH	8	8	

* DENOTES SPECIAL PROVISION

△ SPECIALTY ITEMS

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		CHECKED - KWB	REVISIED -			7398	09-00905-00-BR	MACON	63	4	
		PLOT SCALE =	REVISIED -			CONTRACT NO. 95687					
		PLOT DATE =	REVISIED -			SHEET NO. 2 OF 4 SHEETS					
ILLINOIS FED. AID PROJECT											



345 EAST ASH AVENUE, SUITE B
 DECATUR, ILLINOIS 62526
 PH. 217-875-4800

SUMMARY OF QUANTITIES

	CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	SURFACE TRANSPORTATION URBAN (STU)	NON PARTICIPATING
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	60	60	
Δ *	59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	104.0		104.0
	60600605	CONCRETE CURB, TYPE B	FOOT	65	65	
Δ	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	962.5	962.5	
Δ	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	3	3	
Δ	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
	63200310	GUARDRAIL REMOVAL	FOOT	1242	1242	
	66700205	PERMANENT SURVEY MARKERS, TYPE 1	EACH	2	2	
	67100100	MOBILIZATION	L SUM	1	1	
	70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2	2	
Δ	78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	2370	2370	
Δ	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	3	3	
*	Z0004522	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6"	SQ YD	117	117	
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
*	Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	160	160	
Δ *	Z0047700	PUMPING STATION	L SUM	1	1	
Δ *	Z0056900	SANITARY SEWER 8"	FOOT	109	109	
Δ *	Z0059100	SANITARY SEWER, TYPE 1 30"	FOOT	286		286
Δ *	Z0060400	SANITARY SEWER, TYPE 2 30"	FOOT	337		337
*	Z0077700	WOOD FENCE TO BE REMOVED AND RE-ERECTED	FOOT	132	132	
Δ *	K0012995	PERENNIAL PLANTS, ORNAMENTAL TYPE, 5-GALLON POT	UNIT	58	58	
*	XZ054505	ROCK FILL (SPECIAL)	TON	11,132	11,132	
Δ *	X0322791	FILL EXISTING SANITARY SEWERS	CU YD	55.5	5.0	50.5
*	X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	108.3	108.3	
Δ *	X2500920	SEEDING, CLASS 1A (SPECIAL)	ACRE	0.7	0.7	

* DENOTES SPECIAL PROVISION

Δ SPECIALTY ITEMS



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 PH. 217-875-4800

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		CHECKED - KWB	REVISED -			7398	09-00905-00-BR	MACON	63	5	
		DRAWN - BKN	REVISED -			CONTRACT NO. 95687					
		CHECKED - KWB	REVISED -			SHEET NO. 3 OF 4 SHEETS					
				ILLINOIS FED. AID PROJECT							

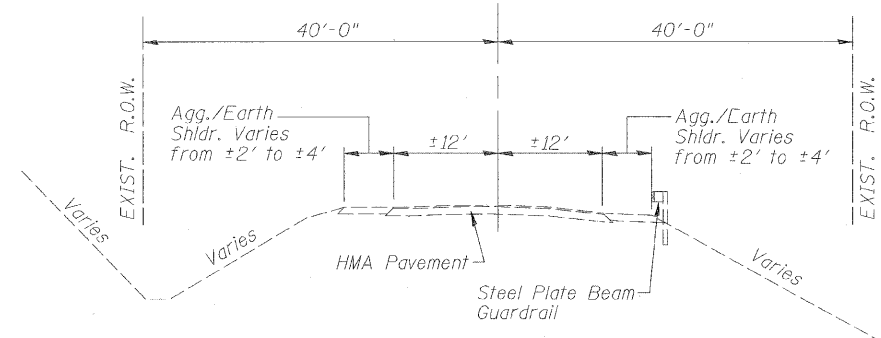
SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	SURFACE TRANSPORTATION URBAN (STU)	NON PARTICIPATING
* X2810808	STONE DUMPED RIPRAP, CLASS A4 (SPECIAL)	TON	2174	2174	
Δ * X6022810	MANHOLES, SANITARY, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	
Δ * X6022820	MANHOLES, SANITARY, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1		1
Δ * X6026054	SANITARY MANHOLES TO BE REMOVED	EACH	1		1
Δ * X6026055	SANITARY MANHOLE, SPECIAL	EACH	1		1
* X6050110	FILLING MANHOLES, SPECIAL	EACH	1	1	
X6640300	CHAIN LINK FENCE REMOVAL	FOOT	466	466	
Δ * X6640535	CHAIN LINK FENCE, 6' ATTACHED TO STRUCTURE	FOOT	41		41
* X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
* XX006345	TURBIDITY BARRIER	FOOT	1275	1275	
Δ * XX007506	SANITARY SERVICE CLEANOUT	EACH	3	3	
Δ * XX007540	SANITARY SEWER SERVICE 4"	FOOT	207	207	
Δ * XX007901	SANITARY SEWER REMOVAL, 30"	FOOT	330		330
Δ * XX008680	SANITARY FORCE MAIN, 1 1/2"	FOOT	103	103	
Δ * XX008681	SANITARY SEWER, PIPE COUPLING CONNECTION, 30"	L SUM	1		1
Δ * XX008682	POLYETHYLENE WRAP, 30"	FOOT	624		624

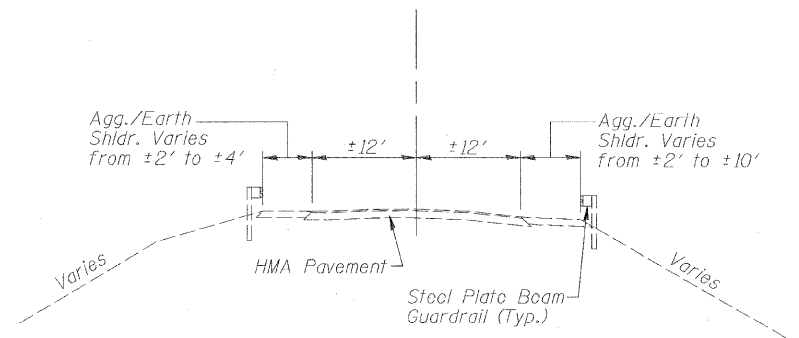
* DENOTES SPECIAL PROVISION
 Δ SPECIALTY ITEMS

URS
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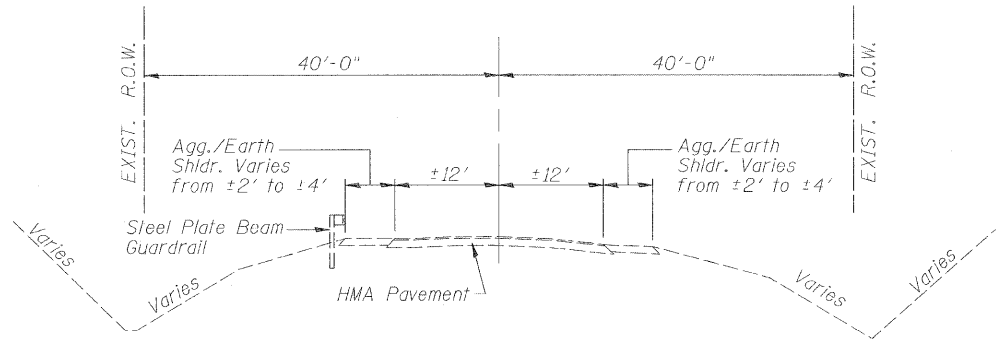
FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - KWB	REVISIONS -			7398	09-00905-00-BR	MACON	63	6
		PLOT SCALE =	REVISIONS -			CONTRACT NO. 95687				
		PLOT DATE =	REVISIONS -			ILLINOIS FED. AID PROJECT				
						SHEET NO. 4 OF 4 SHEETS				



EXISTING TYPICAL SECTION - WEST
Sta. 84+27 to Sta. 85+45

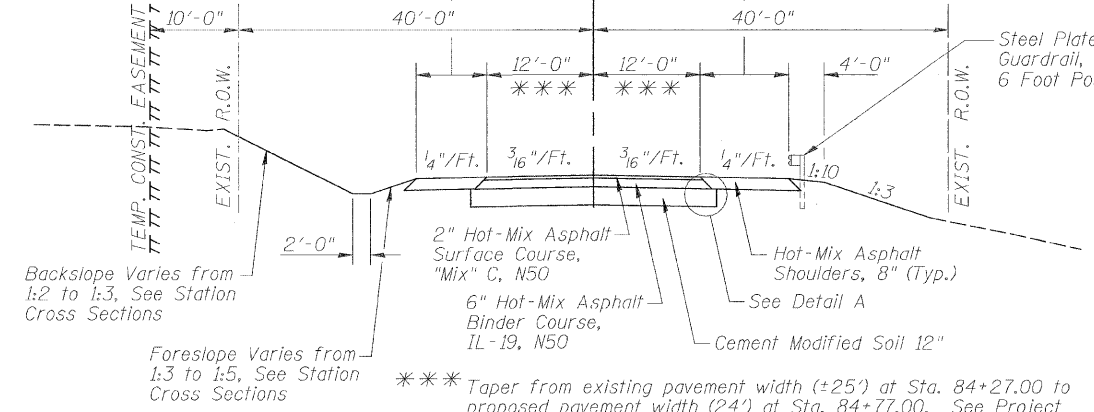


EXISTING TYPICAL SECTION - CAUSEWAY
Sta. 85+45 to 91+50

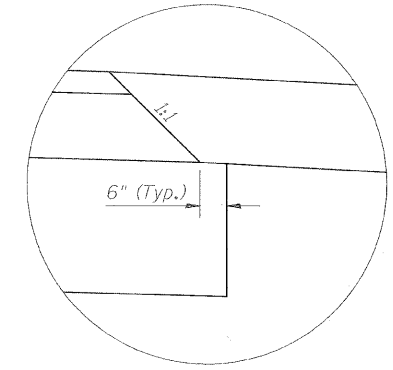


EXISTING TYPICAL SECTION - EAST
Sta. 91+50 to 96+12

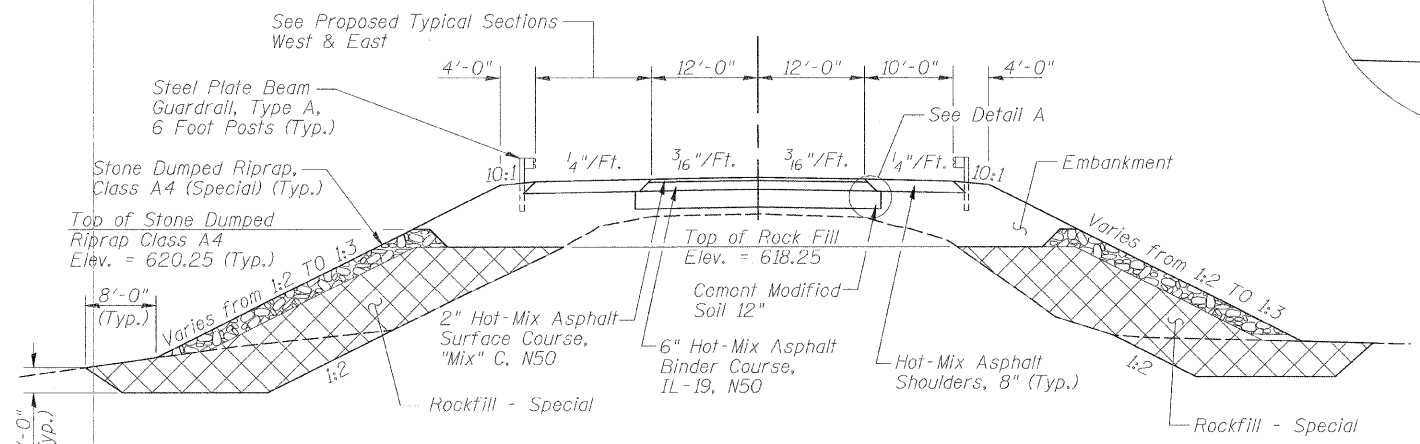
6'-0" Sta. 84+27.00
(25:1 Taper Sta. 84+27.00 to Sta. 84+77.00)
8'-0" Sta. 84+77.00 to Sta. 85+30.88
15'-0" Sta. 85+30.88 to Sta. 88+34.57
(8:1 Taper Sta. 88+34.57 to 88+74.57
10'-0" Sta. 88+74.57 to Sta. 88+90.57



PROPOSED TYPICAL SECTION - WEST
Sta. 84+27.00 to Sta. 88+90.57

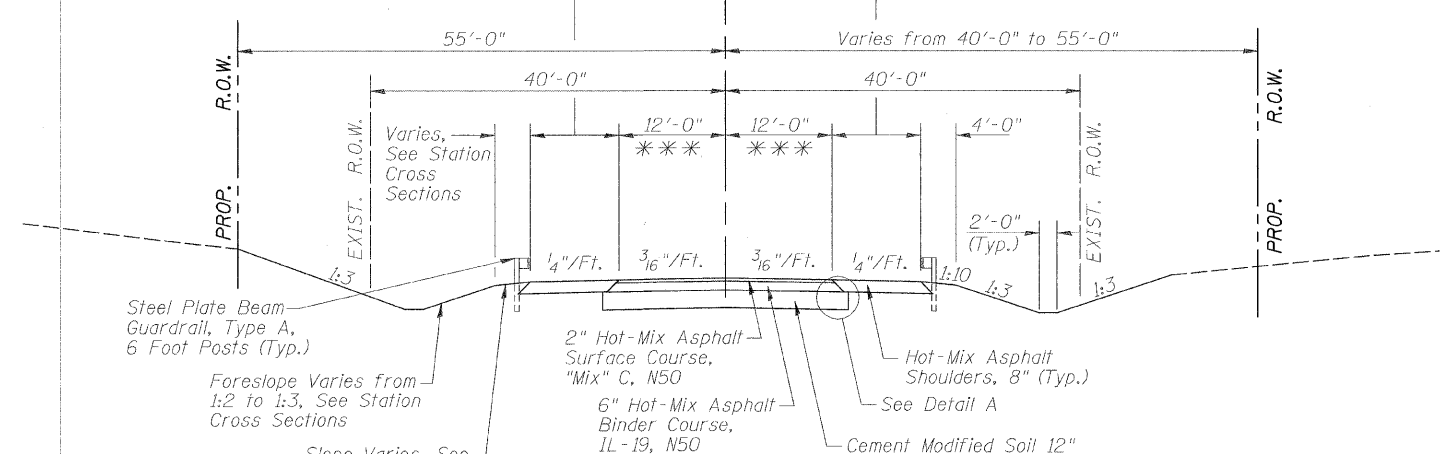


DETAIL A



PROPOSED TYPICAL SECTION - CAUSEWAY
Sta. 85+50 to Sta. 91+75

10'-0" Sta. 90+83.07 to Sta. 94+12.00
(40:1 Taper Sta. 94+12.00 to Sta. 96+12.00)
5'-0" Sta. 96+12.00



PROPOSED TYPICAL SECTION - EAST
Sta. 90+83.07 to Sta. 96+12.00

FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISED -
		CHECKED - KWB	REVISED -
		DRAWN - BKN	REVISED -
		CHECKED - KWB	REVISED -

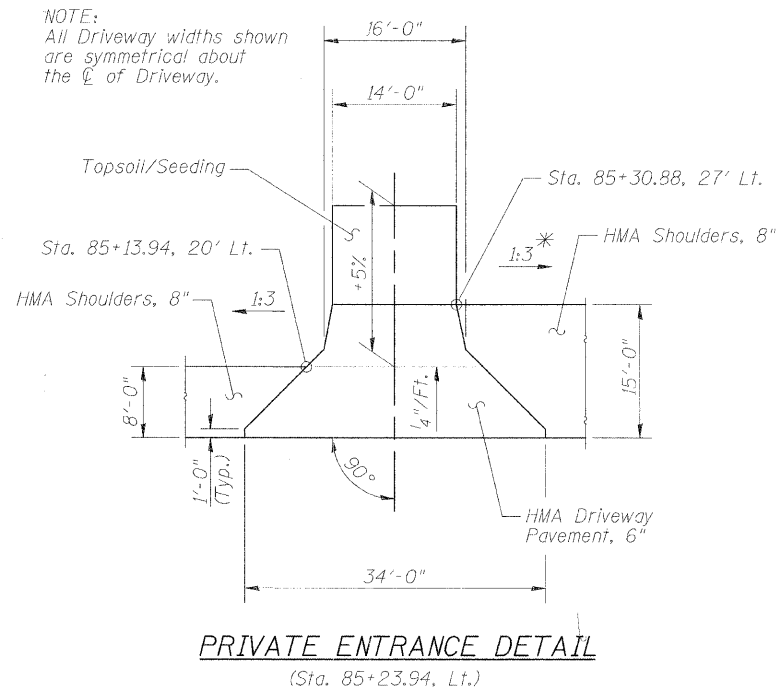
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS & PRIVATE ENTRANCE DETAILS

SHEET NO. 1 OF 1 SHEETS

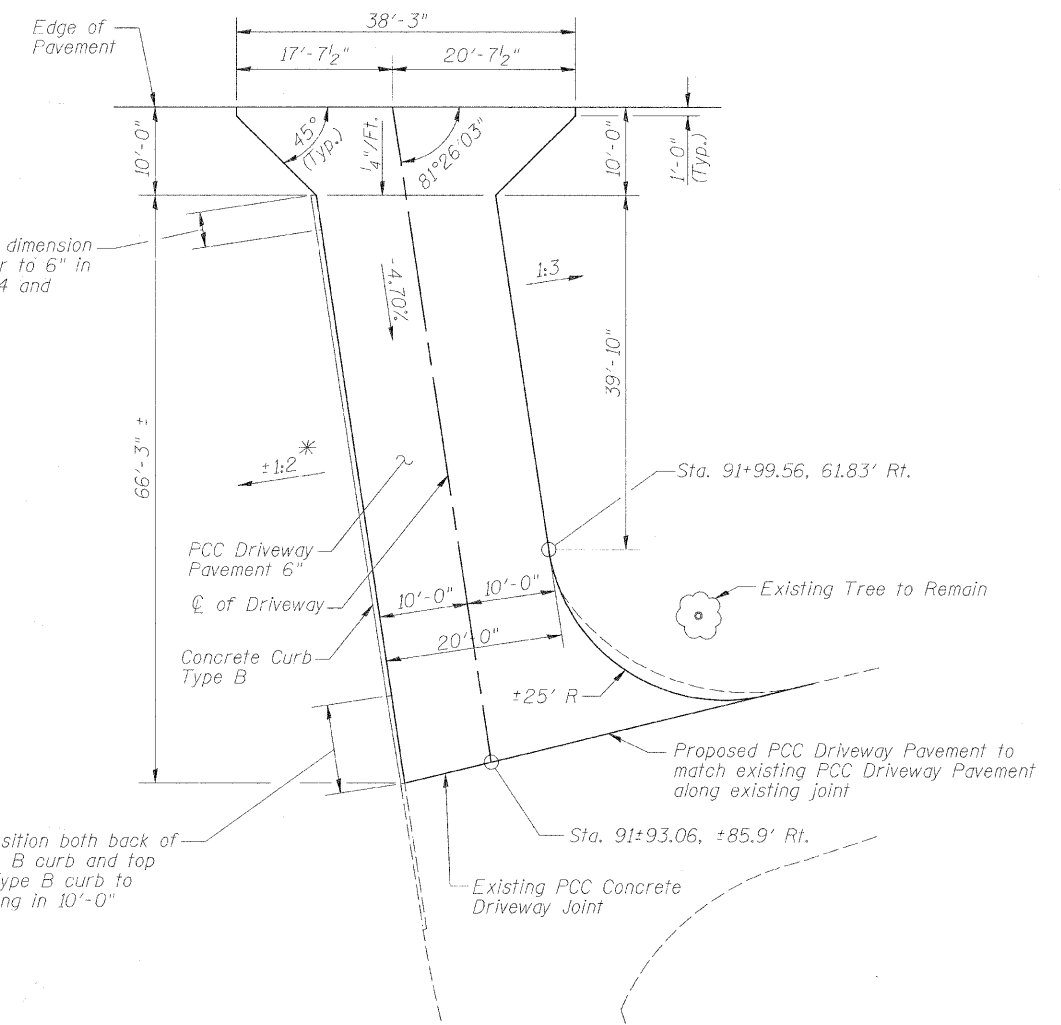
F.A.U. R.I.E. 7398	SECTION 09-00905-00-BR	COUNTY MACON	TOTAL SHEETS 63	SHEET NO. 7
			CONTRACT NO. 95687	
ILLINOIS FED. AID PROJECT				

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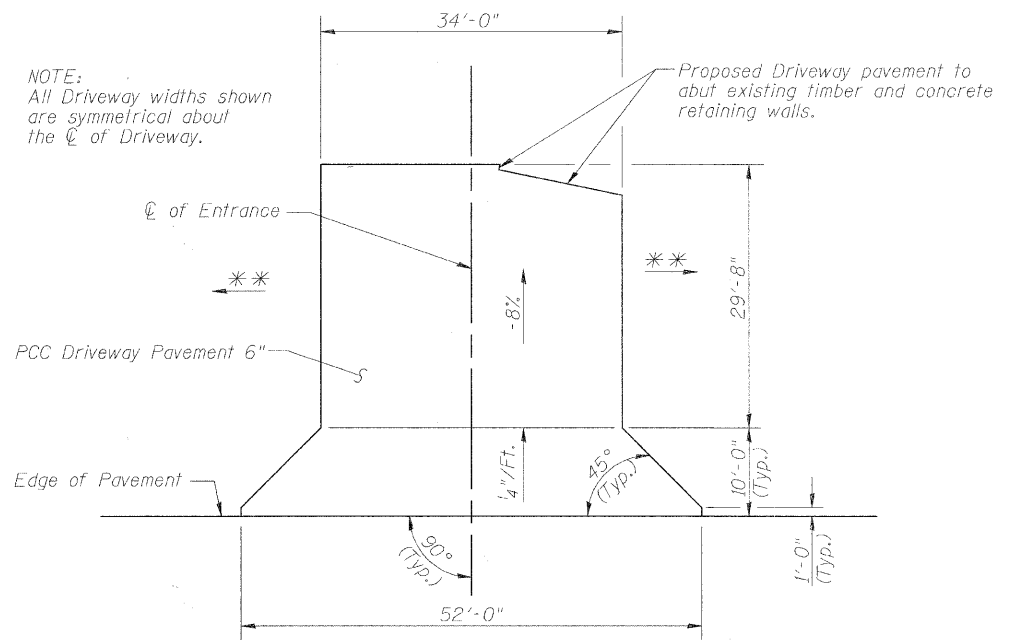
* Touchdown at Exist. Top of Bank. Maintain Exist. $\pm 1:2.5$ Embankment Slope beyond Top of Bank.

Transition Type B curb 'D' dimension from 0" at edge of shoulder to 6" in 4'-0". See Std. 606001-04 and Station Cross Section.



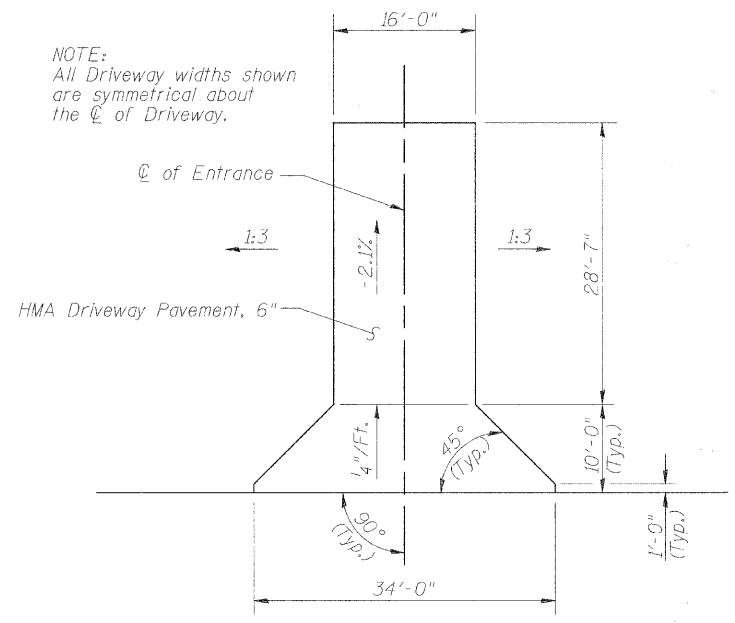
PRIVATE ENTRANCE DETAIL
(Sta. 91+80.13, Rt.)

* Touchdown at Exist. Top of Bank. Maintain Exist. $\pm 1:2.5$ Embankment Slope beyond Top of Bank.



PRIVATE ENTRANCE DETAIL
(Sta. 92+68.42, Lt.)

** Grade sideslopes according to break points in cross sections Sta. 92+40.00 and 93+00.00



PRIVATE ENTRANCE DETAIL
(Sta. 93+97.87, Lt.)

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FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PRIVATE ENTRANCE DETAILS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEET'S	SHEET NO.	
		CHECKED - KWB	REVISD -			7398	09-00905-00-BR	MACON	63	8	
		DRAWN - BKN	REVISD -			CONTRACT NO. 95687					
		CHECKED - KWB	REVISD -			ILLINOIS FED. AID PROJECT					

Z0056900 SANITARY SEWER 8"	
LOCATION	FOOT
MH @ STA. 95+06, LT. 27' TO MH @ STA. 96+15, LT. 29'	109

Z0059100 SANITARY SEWER, TYPE 1 30"	
LOCATION	FOOT
MH @ STA. 92+28.82 LT. 36.6' TO MH @ STA. 95+04.82 LT. 36.6'	276
MH @ STA. 95+04.82 LT. 36.6' TO MH @ STA. 95+06 LT. 27'	10
TOTAL	286

Z0060400 SANITARY SEWER, TYPE 2 30"	
LOCATION	FOOT
STA. 88+98.92 LT. 19.55' ± TO STA. 89+04.84 LT. 19.55' ±	6
STA. 89+04.84 LT. 19.55' ± TO STA. 89+21.74 LT. 36.58'	24
STA. 89+21.74 LT. 36.58' TO STA. 92+28.82 LT. 36.58'	307
TOTAL	337

X0322791 FILL EXISTING SANITARY SEWERS	
LOCATION	CU YD
30" - STA. 92+28.82 LT. 26' TO STA. 95+06.82 LT. 27'	50.5
8" - STA. 92+29 LT. 26' TO STA. 96+15 LT. 29'	5.0
TOTAL	55.5

X6022810 MANHOLES, SANITARY, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	
LOCATION	EACH
STA. 96+15 LT. 29'	1

X6022820 MANHOLES, SANITARY, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	
LOCATION	EACH
STA. 95+05 LT. 36.58'	1

X6026054 SANITARY MANHOLES TO BE REMOVED	
LOCATION	EACH
STA. 92+28.82 LT. 26'	1

X6026055 SANITARY MANHOLE, SPECIAL	
LOCATION	EACH
STA. 92+28.82 LT. 36.58'	1

X6050110 FILLING MANHOLES, SPECIAL	
LOCATION	EACH
STA. 95+50 LT. 35'	1

X6640300 CHAIN LINK FENCE REMOVAL	
LOCATION	FOOT
STA. 91+69.90, 49.5' RT. TO STA. 96+58.14, 37.9' RT	466

XX007540 SANITARY SEWER SERVICE 4"	
LOCATION	FOOT
STA. 92+33 LT. 120.18' ± TO STA. 92+33 LT. 36.58'	84
STA. 93+84 LT. 92.18' ± TO STA. 93+84 LT. 36.58' ±	56
STA. 95+24 LT. 86' ± TO STA. 95+24 LT. 39' ± TO STA. 95+06 LT. 27' ±	67
TOTAL	207

XX007506 SANITARY SERVICE CLEANOUT	
LOCATION	EACH
STA. 92+33 LT. 120.18' ±	1
STA. 93+84 LT. 92.18' ±	1
STA. 95+24 LT. 86' ±	1
TOTAL	3

XX007901 SANITARY SEWER REMOVAL, 30"	
LOCATION	FOOT
STA. 88+98.92 LT. 19.55' ± TO STA. 92+28.82 LT. 26'	330

SANITARY FORCE MAIN, 1 1/2"	
LOCATION	FOOT
STA. 92+68.4 LT. 115.8'	103

SANITARY SEWER, PIPE COUPLING CONNECTION 30"	
LOCATION	L SUM
STA. 88+98.92 LT 19.55' ±	1

POLYETHYLENE WRAP, 30"	
LOCATION	FOOT
STA. 85+56 LT. 21' ± TO STA. 89+04.84 LT. 19.55'	349
MH @ STA. 92+28.82 LT. 36.58' TO MH @ STA. 95+04.82 LT. 36.58'	271
MH @ STA. 95+04.82 LT. 36.58' TO MH @ STA. 95+06 LT. 27' ±	4
TOTAL	624

Z0047700 PUMPING STATION	
LOCATION	EACH
STA. 92+68.4 LT. 115.8' ±	1

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FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A.I. SECTION COUNTY TOTAL SHEETS SHEET NO. RTE. 7398 09-00905-00-BR MACON 63 11
PLOT SCALE =	DRAWN - BKN	REVISED -	CONTRACT NO. 95687			
PLOT DATE =	CHECKED - KWB	REVISED -	ILLINOIS FED. AID PROJECT			

PI Sta 101+52.46
 NORTHING: 100017.650
 EASTING: 101392.980

PROP. CURVE DATA
 PI STA. = 101+52.46
 $\Delta = 62^\circ 26' 00''$ (RT)
 $D = 6^\circ 02' 50''$
 $R = 947.48'$
 $T = 574.19'$
 $L = 1,032.44'$
 $E = 160.41'$
 $e = 6.50\%$ (EXISTING, OBTAINED FROM 1940 PLANS)
 S.E. ATTAINED STA. 94+74.09 TO STA. 96+82.53
 P.C. STA. = 95+78.27
 P.T. STA. = 106+10.71

80+00 | 95+00

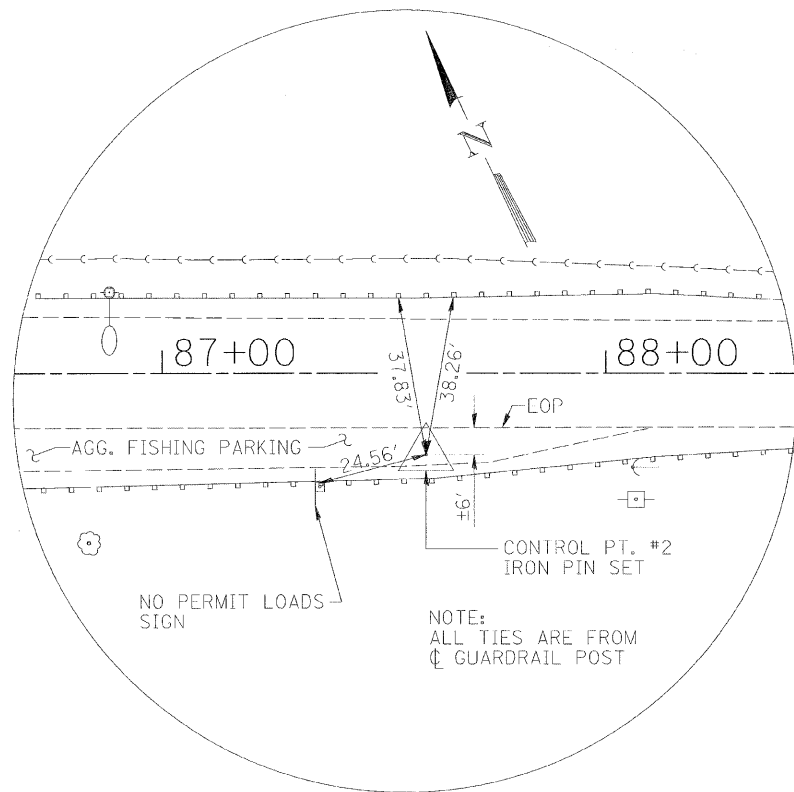
POT Sta 80+00.00
 NORTHING: 100018.769
 EASTING: 99240.521

PC Sta 95+78.27
 NORTHING: 100017.949
 EASTING: 100818.791

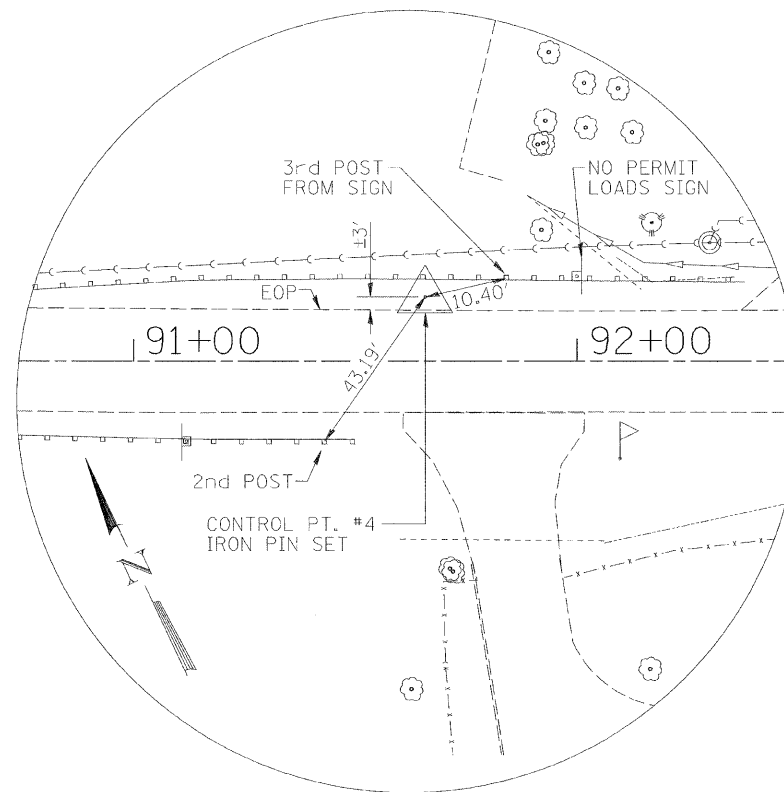
100+00

105+00

PT Sta 106+10.71
 NORTHING: 99508.508
 EASTING: 101658.440



TIE POINTS - CONTROL PT. #2
 NORTHING: 100000.000
 EASTING: 100000.000



TIE POINTS - CONTROL PT. #4
 NORTHING: 100032.706
 EASTING: 100406.250

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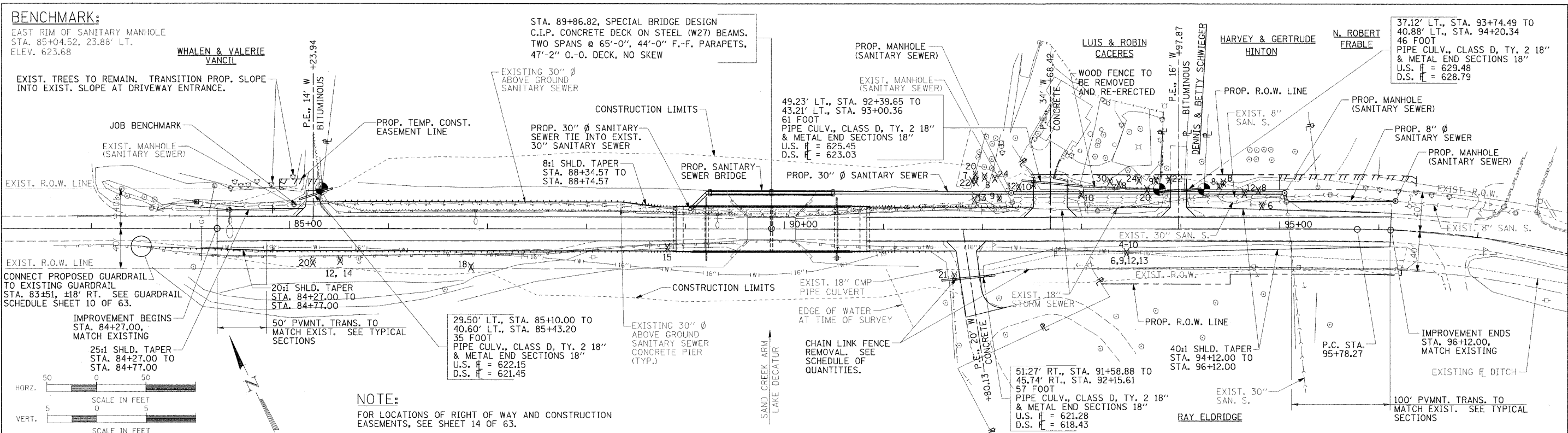
FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CENTERLINE GEOMETRICS AND CONTROL TIES	F.A.U. RTE. 7398	SECTION 09-00905-00-BR	COUNTY MACON	TOTAL SHEETS 63	SHEET NO. 12	
	PLOT SCALE =	DRAWN - BKN	REVISED -			SHEET NO. 1 OF 1 SHEETS		CONTRACT NO. 95687		ILLINOIS FED. AID PROJECT	
	PLOT DATE =	CHECKED - KWB	REVISED -								

BENCHMARK:

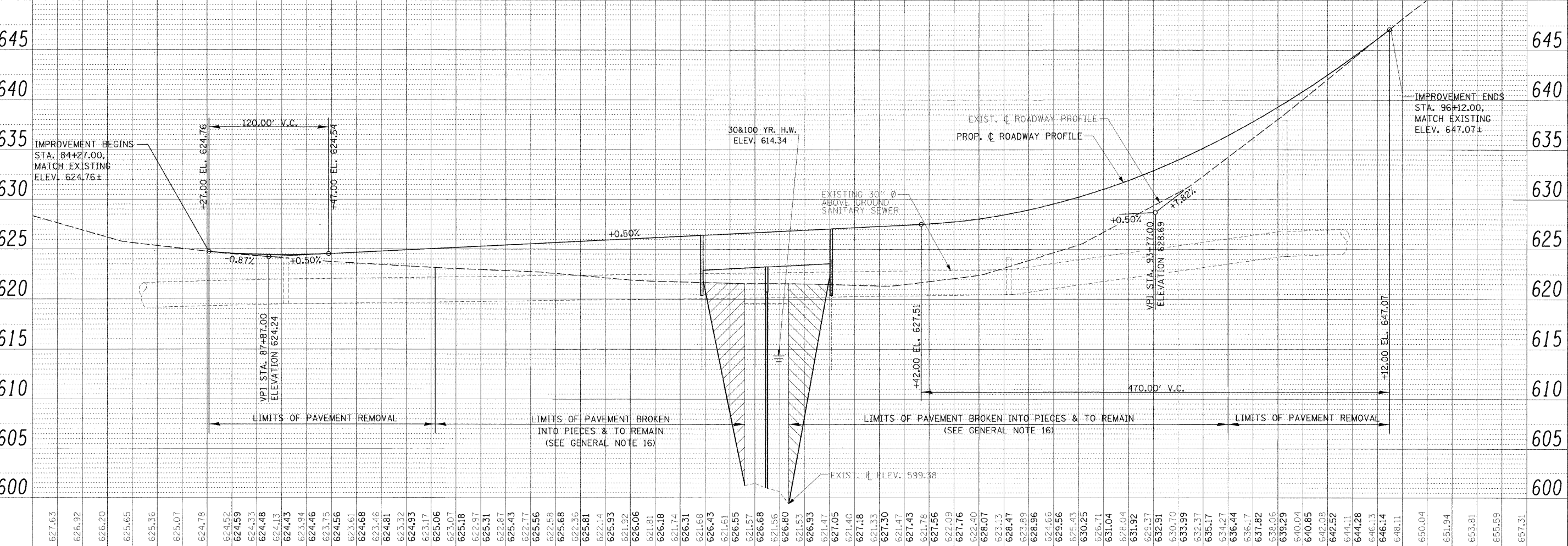
EAST RIM OF SANITARY MANHOLE
STA. 85+04.52, 23.88' LT.
ELEV. 623.68

WHALEN & VALERIE
VANCIL

EXIST. TREES TO REMAIN. TRANSITION PROP. SLOPE
INTO EXIST. SLOPE AT DRIVEWAY ENTRANCE.



NOTE:
FOR LOCATIONS OF RIGHT OF WAY AND CONSTRUCTION
EASEMENTS, SEE SHEET 14 OF 63.

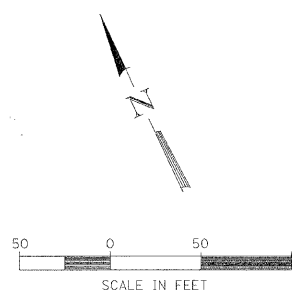
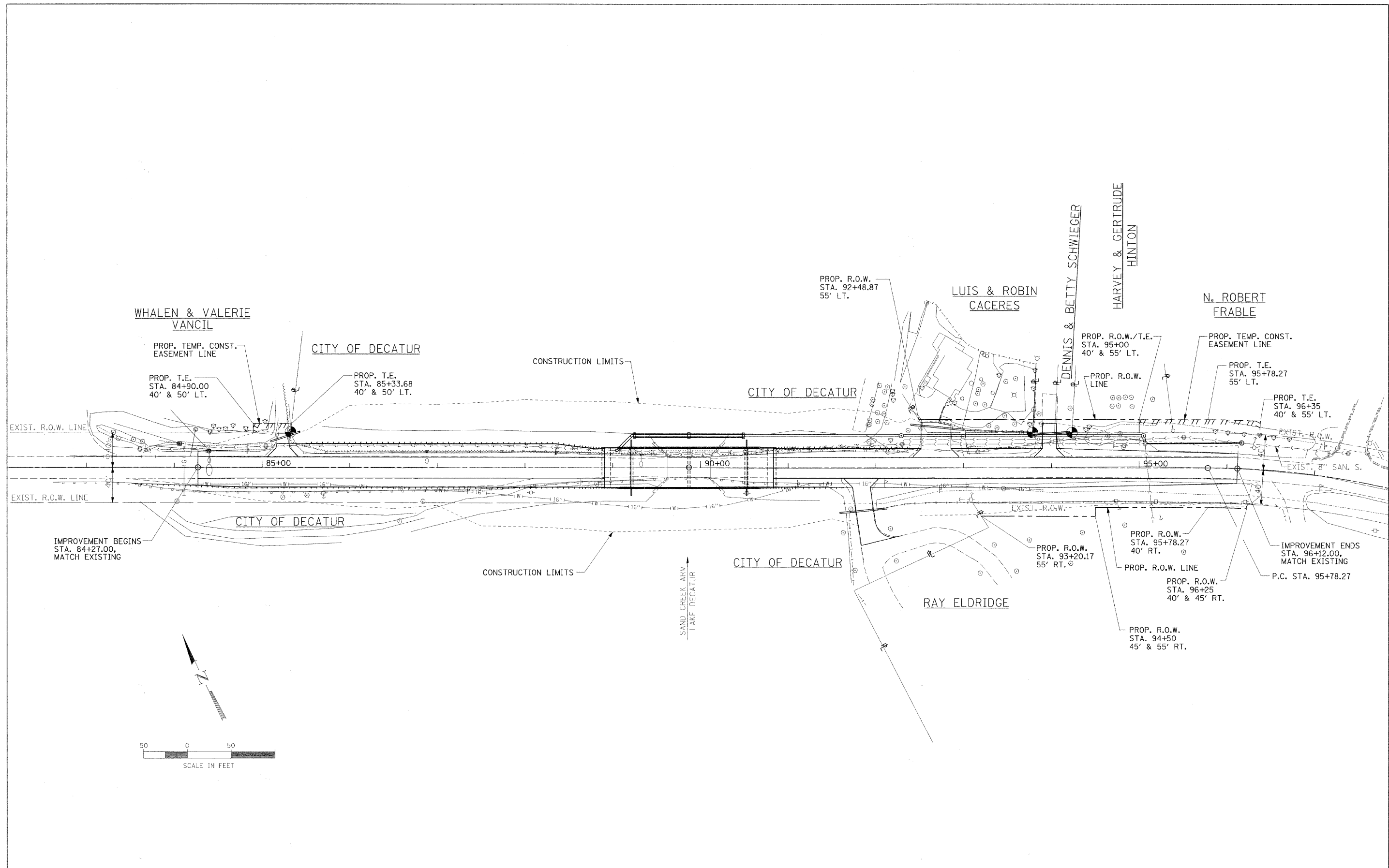


627.63	626.92	626.20	625.65	625.36	625.07	624.78	624.52	624.59	624.33	624.48	624.43	623.94	624.46	624.56	624.68	623.46	624.81	623.32	624.93	623.17	625.06	623.07	625.18	622.97	625.31	622.87	625.43	622.77	625.56	622.58	625.68	622.36	625.81	622.14	625.93	621.92	626.06	621.81	626.18	621.74	626.31	621.68	626.43	621.61	626.55	621.57	626.68	621.56	626.80	621.53	626.93	621.47	627.05	621.40	627.18	621.33	627.30	621.27	627.43	621.18	627.56	622.09	627.76	622.40	628.07	623.13	628.47	623.89	628.96	624.66	629.56	625.43	630.25	626.71	631.04	628.04	631.92	629.37	632.91	630.70	633.99	632.37	635.17	634.27	636.44	637.82	638.06	639.29	640.04	640.85	642.08	642.52	644.11	646.13	646.14	648.11	650.04	651.94	653.81	655.59	657.31
83+00										84+00					85+00					86+00					87+00					88+00					89+00					90+00					91+00					92+00					93+00					94+00					95+00					96+00																															

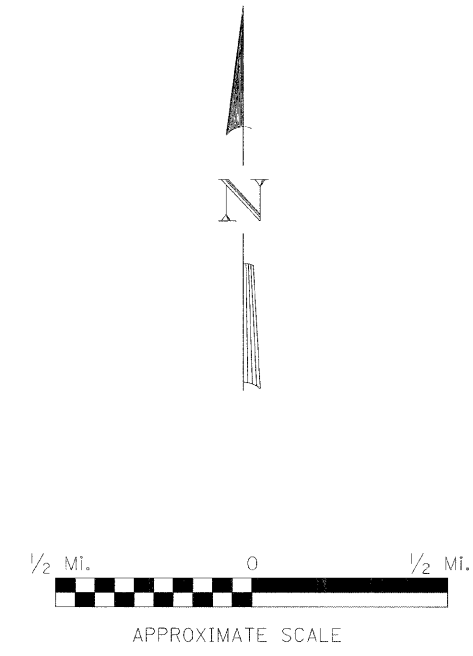
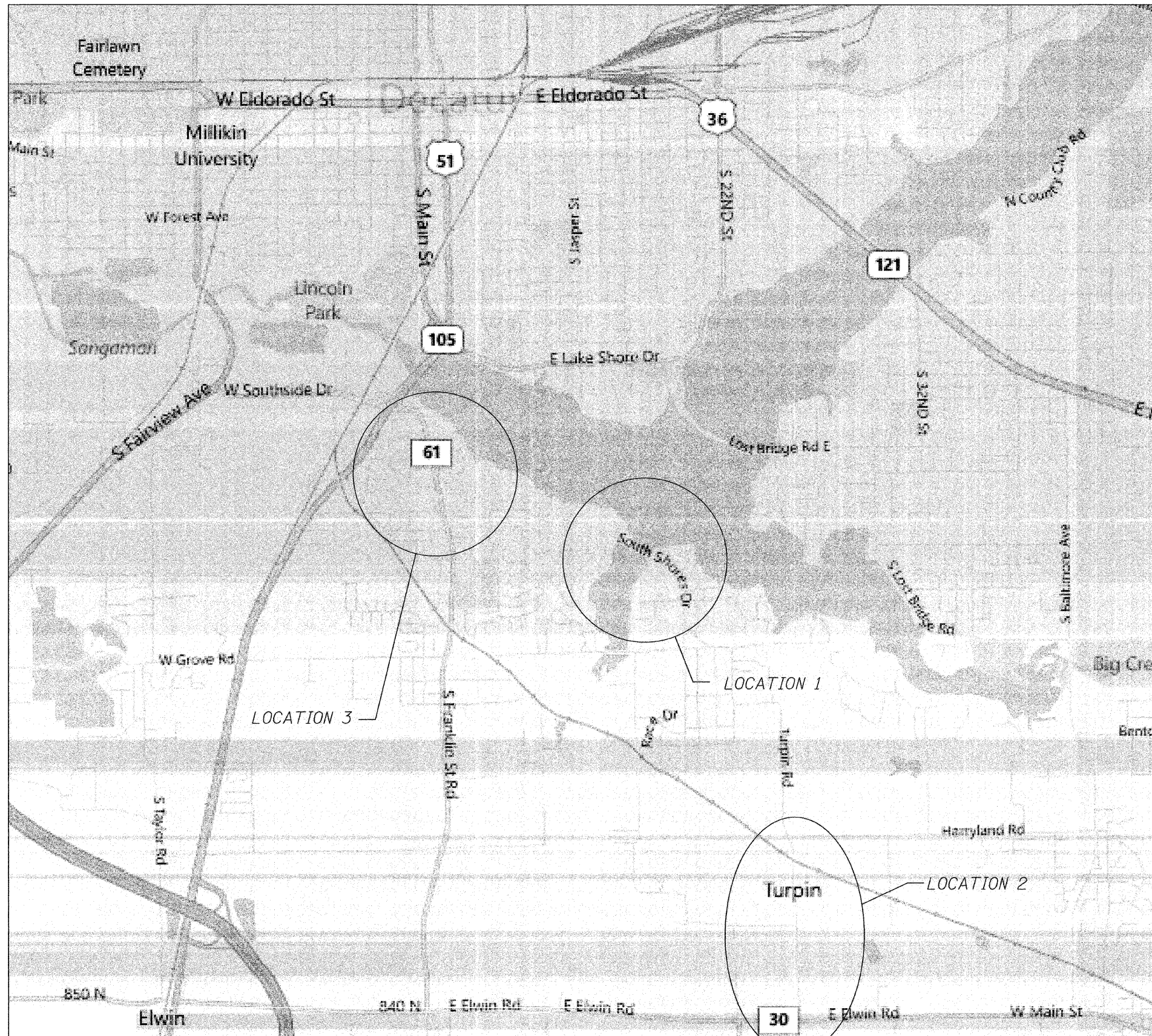
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE - SOUTH SHORES DRIVE OVER
SAND CREEK ARM OF LAKE DECATUR**

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -
FILE.L		DRAWN -	REVISED -
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -
	PLOT DATE = #DATE#	DATE -	REVISED -



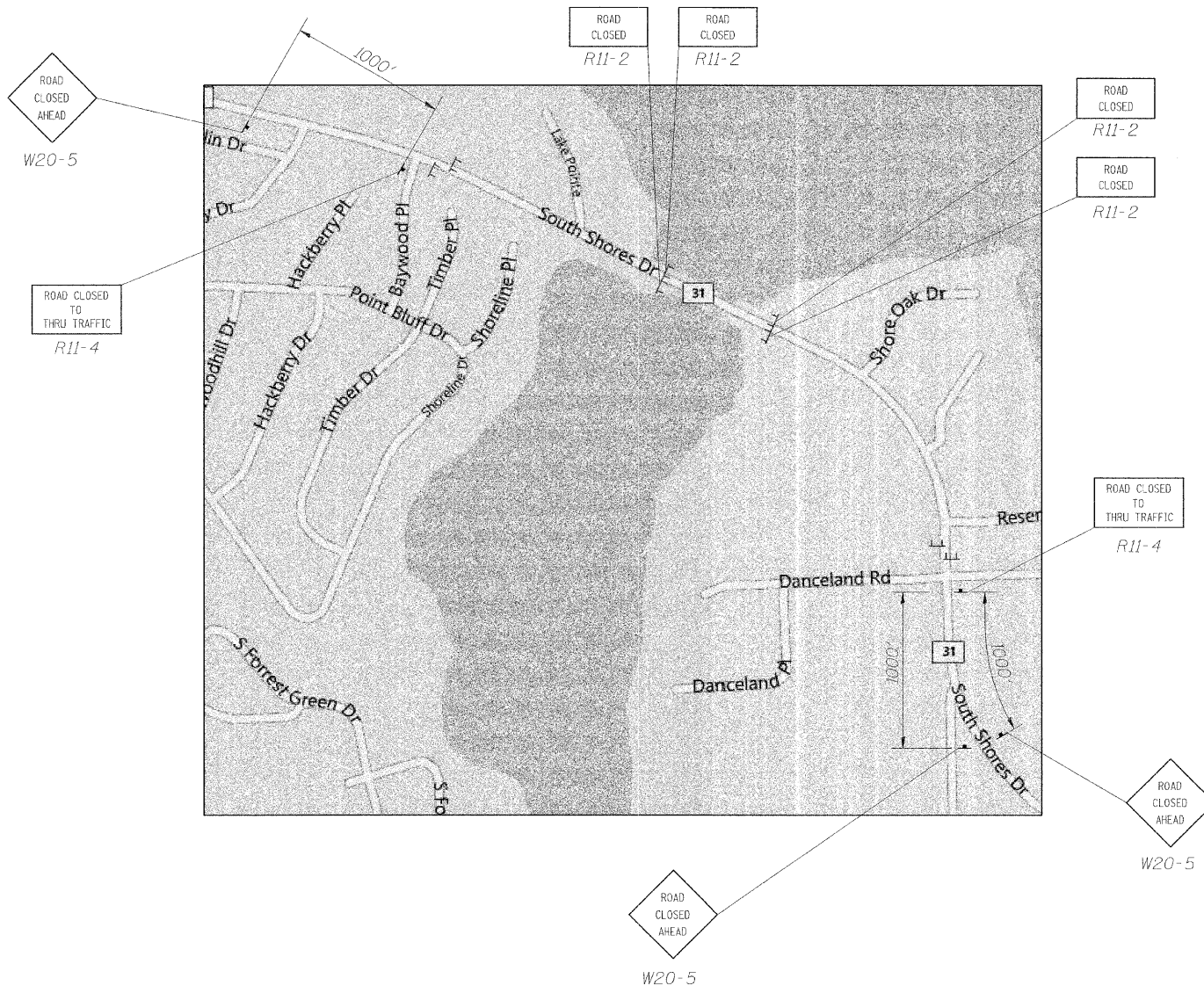
FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIGHT OF WAY AND CONSTRUCTION EASEMENT PLAN			F.A.U. RT#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	DRAWN -	REVISED -					7398	09-00905-00-BR	DECATUR	63	14
	PLOT DATE = #DATE#	CHECKED -	REVISED -					CONTRACT NO. 95687				
		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
					SCALE: AS SHOWN	SHEET 1 OF 1 SHEETS	STA. 84+90.00 TO STA. 96+35.00					



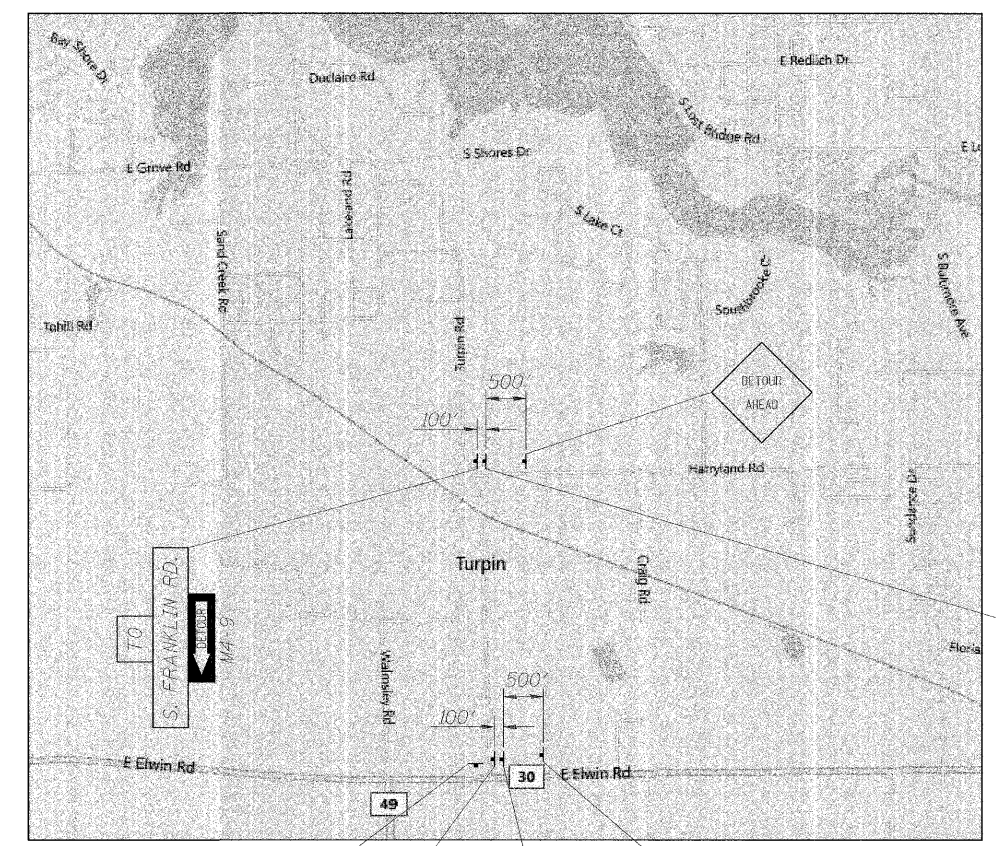
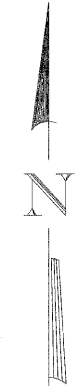
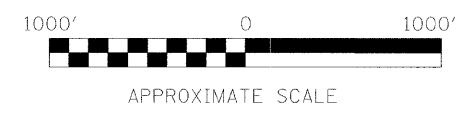
KEY MAP

URS
 345 EAST ASH AVENUE, SUITE B
 DECATUR, ILLINOIS 62526
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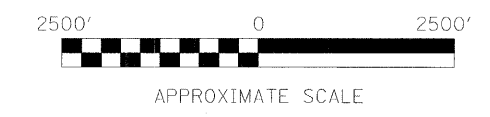
FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND DETOUR PLAN - KEY MAP	F.A.U. RTE. 7398	SECTION 09-00905-00-BR	COUNTY MACON	TOTAL SHEETS 63	SHEET NO. 15		
PLOT SCALE =	DRAWN - BKN	REVISED -	SHEET NO. 1 OF 3 SHEETS			CONTRACT NO. 95687		ILLINOIS FED. AID PROJECT				
PLOT DATE =	CHECKED - KWB	REVISED -										



LOCATION 1



LOCATION 2



NOTE:
 TWO WEEKS PRIOR TO ROAD CLOSURE, PLACE CHANGEABLE MESSAGE SIGN AT EACH END OF BRIDGE ALERTING MOTORISTS OF PENDING CLOSURE. SEE SPECIAL PROVISION FOR TRAFFIC CONTROL PLAN.

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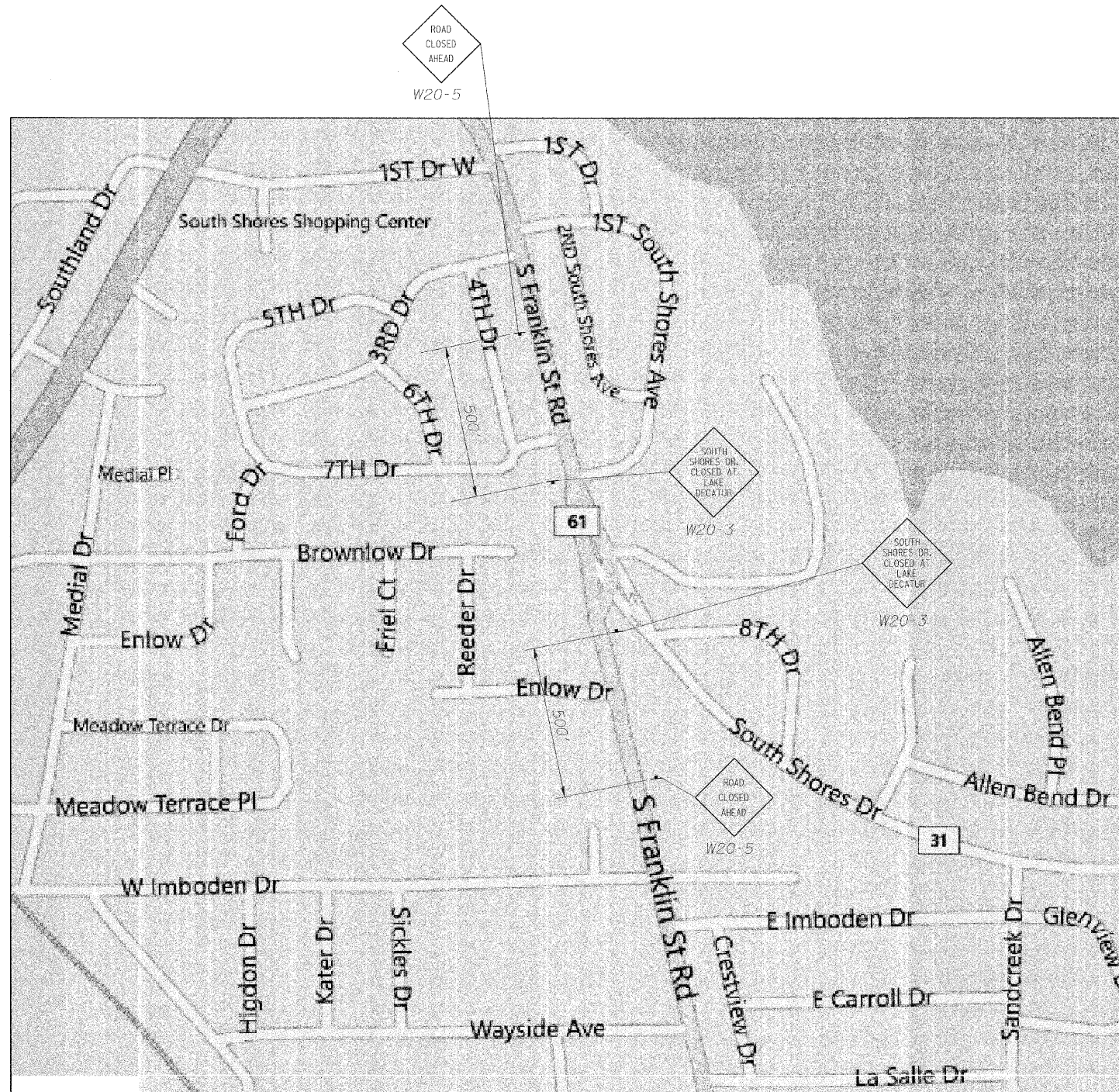
FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISED -
		CHECKED - KWB	REVISED -
		DRAWN - BKN	REVISED -
		CHECKED - KWB	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL AND DETOUR PLAN - LOCATIONS 1 AND 2

SHEET NO. 2 OF 3 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7398	09-00905-00-BR	MACON	63	16
CONTRACT NO. 95687			ILLINOIS FED. AID PROJECT	



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FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISED -
		CHECKED - KWB	REVISED -
		DRAWN - BKN	REVISED -
		CHECKED - KWB	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL AND DETOUR PLAN - LOCATION 3

SHEET NO. 3 OF 3 SHEETS

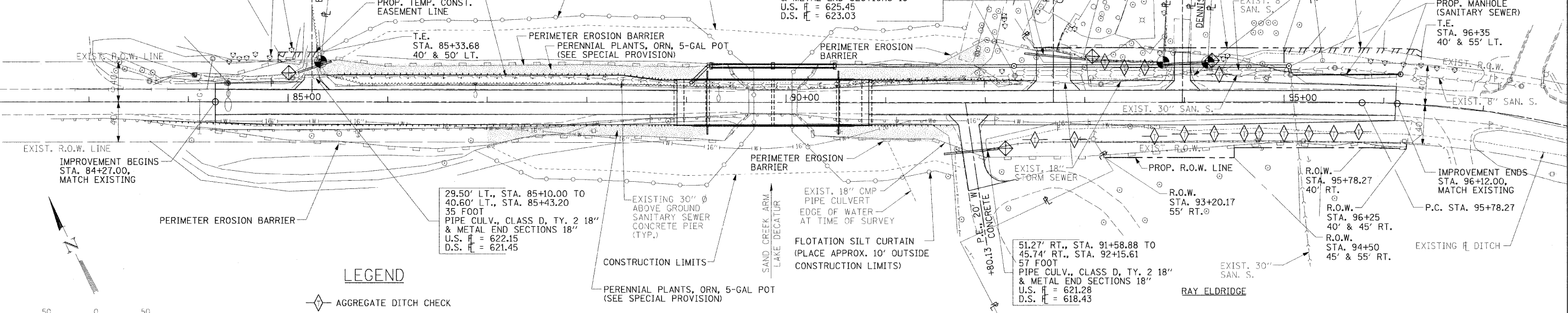
F.A.J. RTE. 7398	SECTION 09-00905-00-BR	COUNTY MACON	TOTAL SHEETS 63	SHEET NO. 17
CONTRACT NO. 95687				
ILLINOIS FED. AID PROJECT				

BENCHMARK:

EAST RIM OF SANITARY MANHOLE
STA. 85+04.52, 23.88' LT.
ELEV. 623.68

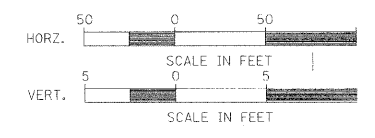
EXIST. TREES TO REMAIN. TRANSITION PROP. SLOPE INTO EXIST. SLOPE AT DRIVEWAY ENTRANCE.

T.E. STA. 84+90.00
40' & 50' LT.



LEGEND

- ◆ AGGREGATE DITCH CHECK
- ◆ INLET AND PIPE PROTECTION
- ▬ PERIMETER EROSION BARRIER
- FLOTATION SILT CURTAIN
- PERENNIAL PLANTS, ORNAMENTAL TYPE, 5-GALLON POT



SCHEDULE OF EROSION CONTROL QUANTITIES

SEEDING, CLASS 1A
ALL TOPSOIL AREAS OUTSIDE OF DAYLILY LIMITS.
TOTAL = 0.6 ACRES

EROSION CONTROL BLANKET
IF NECESSARY - SEE ITEM 12 IN DESCRIPTION OF INTENDED SEQUENCE FOR MAJOR CONSTRUCTION ACTIVITIES.
TOTAL = 1606 SQ. YD.

PERIMETER EROSION BARRIER
TOTAL = 2262 FOOT

TEMPORARY EROSION CONTROL SEEDING
100 LBS/ACRE X 0.6 ACRES = 60 POUNDS

AGGREGATE DITCH CHECKS
92+50, RT. = 12 TON 94+35, LT. = 20 TON
92+90, RT. = 17 TON 94+60, RT. = 2 TON
93+20, LT. = 5 TON 94+75, RT. = 2 TON
93+40, LT. = 5 TON 95+00, RT. = 2 TON
93+60, LT. = 6 TON 95+25, RT. = 3 TON
93+70, RT. = 7 TON 95+50, RT. = 5 TON
94+00, RT. = 4 TON 95+75, RT. = 8 TON
94+30, RT. = 3 TON
TOTAL = 101 TON

INLET AND PIPE PROTECTION
TOTAL = 4 EACH

EARTH EXCAVATION FOR EROSION CONTROL
TOTAL = 8 CU. YD.

TURBIDITY BARRIER (FLOTATION SILT CURTAIN)
TOTAL = 1275 FOOT

STONE RIPRAP, CLASS A4
PLACED AS SHOWN ON GENERAL PLAN AND ELEVATION, SHEET 1 OF 22.
TOTAL = 1548 SQ. YD.

STONE DUMPED RIPRAP, CLASS A4 (SPECIAL)
PLACED AS SHOWN IN CAUSEWAY EMBANKMENT CONSTRUCTION TYPICAL SECTION - THIS SHEET AND IN CROSS SECTIONS.
TOTAL = 2174 TON

FILTER FABRIC
AGG. DITCH CHECKS - PLACED AS SHOWN ON STD. 280001. ABUTMENT SLOPES - PLACED AS SHOWN ON GENERAL PLAN AND ELEVATION, SHEET 1 OF 22.
TOTAL = 2165 SQ. YD.

PERENNIAL PLANTS, ORN TY, 5-GAL POT
TOTAL = 58 UNITS

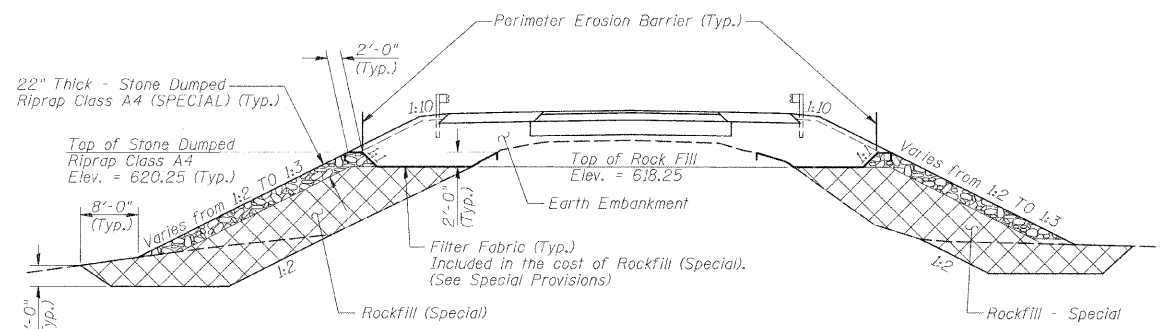
AGGREGATE FOR TEMPORARY ACCESS
P.E. LT. STA. 85+23.94 = 55 TON
P.E. RT. STA. 91+80.46 = 129 TON
P.E. LT. STA. 92+68.42 = 159 TON
P.E. LT. STA. 93+97.87 = 81 TON
VARIOUS LOCATIONS = 424 TON
TOTAL = 848 TON

COVERAGE IS FOR 3 APPLICATIONS AT VARIOUS STAGES OF CONSTRUCTION.

STORM WATER POLLUTION PREVENTION PLAN

DESCRIPTION OF INTENDED SEQUENCE FOR MAJOR CONSTRUCTION ACTIVITIES:

1. PLACEMENT AND MAINTENANCE OF TEMPORARY EROSION CONTROL ITEMS IN AREA AFFECTED BY NEW SANITARY SEWER PIPE AND SUBSTRUCTURE CONSTRUCTION, SUCH AS FLOTATION SILT CURTAIN, AGGREGATE DITCH CHECKS, TEMPORARY SEEDING AND OTHER MISCELLANEOUS EROSION CONTROL MEASURES.
2. CONSTRUCT NEW SANITARY SEWER BRIDGE SUBSTRUCTURE UNITS AND PIPE PIERS.
3. CONSTRUCT NEW SANITARY SEWER.
4. TIE NEW SANITARY SEWER INTO EXISTING SEWER AND REMOVE PORTIONS OF OLD, EXISTING AERIAL SEWER.
5. PLACEMENT OF REMAINING FLOTATION SILT CURTAIN.
6. REMOVAL OF EXISTING ROADWAY BRIDGE STRUCTURE.
7. EXCAVATION WILL BE COMPLETED ALONG THE ENTIRE LENGTH OF THE PROJECT TO REMOVE THE EXISTING ROADWAY AND PRIVATE ENTRANCES, TO REMOVE SHORELINE LAKEBED IN CAUSEWAY FOR ROCKFILL ANCHORING, AND TO GRADE THE PROPOSED DITCHES.
8. NECESSARY EMBANKMENT WILL BE PLACED ALONG THE ENTIRE LENGTH OF THE PROJECT FOR THE PROPOSED ROADWAY AND ROCKFILL AND RIPRAP WILL BE PLACED IN THE CAUSEWAY FOR SHORELINE PROTECTION.
9. PLACEMENT AND MAINTENANCE OF REMAINING TEMPORARY EROSION CONTROL ITEMS, SUCH AS PERIMETER EROSION BARRIER, AGGREGATE DITCH CHECKS, TEMPORARY SEEDING AND OTHER MISCELLANEOUS EROSION CONTROL MEASURES.
10. CONSTRUCT NEW BRIDGE SUBSTRUCTURE UNITS.
11. REMOVAL OF FLOTATION SILT CURTAIN AS DIRECTED BY THE ENGINEER.
12. PLACEMENT OF PERMANENT EROSION CONTROL ITEMS, INCLUDING RIPRAP, SEEDING AND PERENNIAL PLANTS. (PERENNIAL PLANTS AND ASSOCIATED MULCH MUST BE PLANTED IMMEDIATELY AFTER TOPSOIL GRADING AT THESE LOCATIONS. IF TOPSOIL INSTALLATION COMPLETION AT THESE LOCATIONS IS OUTSIDE OF PERENNIAL PLANT PLANTING TIMES, EROSION CONTROL BLANKET IS TO BE INSTALLED FOR TOPSOIL PROTECTION UNTIL PLANTING OCCURS).
13. CONSTRUCT NEW BRIDGE SUPERSTRUCTURE AND APPROACH ROADWAY.
14. REMOVE REMAINING TEMPORARY EROSION CONTROL ITEMS.
15. FINAL GRADING AND OTHER MISCELLANEOUS ITEMS.



CAUSEWAY EMBANKMENT CONSTRUCTION TYPICAL SECTION

SEQUENCE OF CAUSEWAY EMBANKMENT CONSTRUCTION

1. Construct Rockfill (Special) and outside 22 in. portion with Stone Dumped Riprap Class A4 to the elevations shown. Build 2 ft. berm of Stone Dumped Riprap with 1:1 slope as shown in typical section above.

The Rockfill (Special) shall be placed so as to minimize displacement of lake bed sediments. Rockfill (Special) shall not be dumped directly into Lake Decatur. Initially, Rock shall be dumped on the lake shore and dozed forward into Lake Decatur. Subsequent Rock shall be spread forward from previously placed Rock.

The Contractor shall monitor the edge of the Rockfill (Special) at all times. If a mudwave develops at the leading edge of the Rockfill (Special), the Contractor shall remove the mudwave as specified in the special provision for Rockfill (Special). Material removed from the lake shall be disposed of in accordance with item 3 of State of Illinois Environmental Protection Agency certification issued under Section 401 of the Clean Water Act.
2. Install Filter Fabric on top of Rockfill (Special). Anchor Filter Fabric into existing slope and into Stone Dumped Riprap berm as shown in typical section above.
3. Construct earth embankment to elevation 620.25 and install Perimeter erosion barrier. Perimeter erosion barrier shall transition from the Causeway at the top of Stone Dumped Riprap berm to the Construction Limits as shown in the plan. After Perimeter erosion barrier is in place, construct remainder of the earth embankment and proposed ditches as shown in the Station Cross Sections.

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -
#FILE#		DRAWN -	REVISED -
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -
	PLOT DATE = #DATE#	DATE -	REVISED -

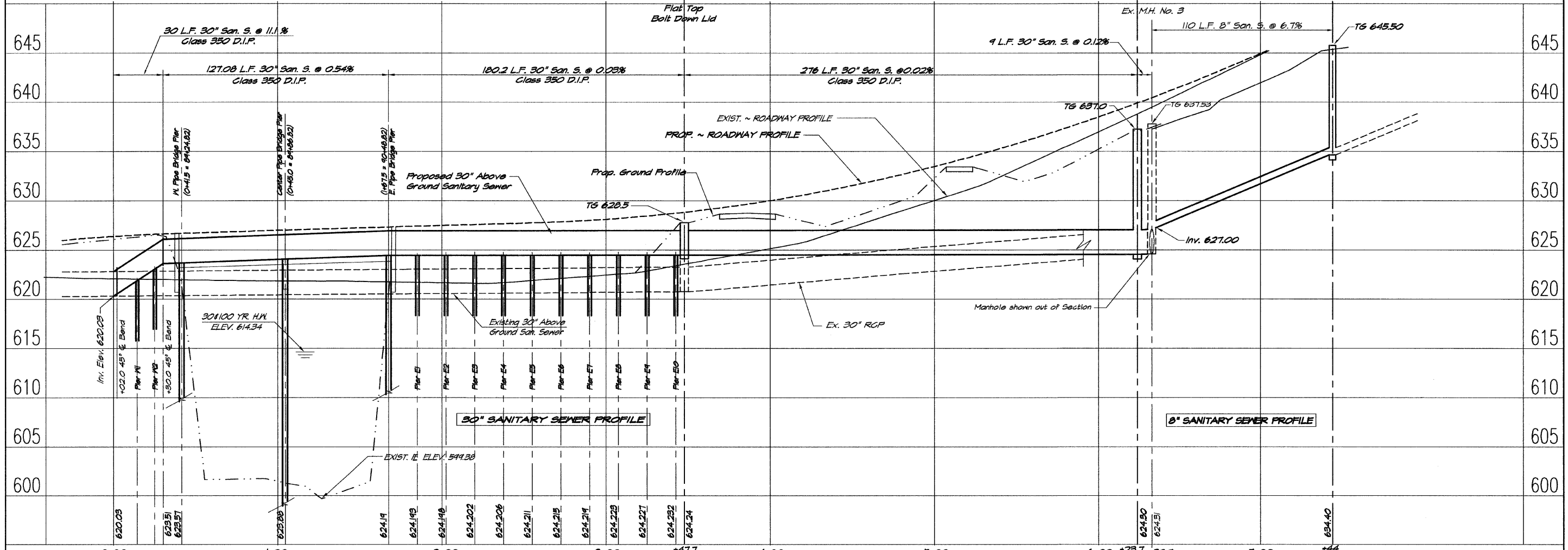
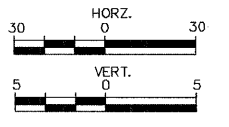
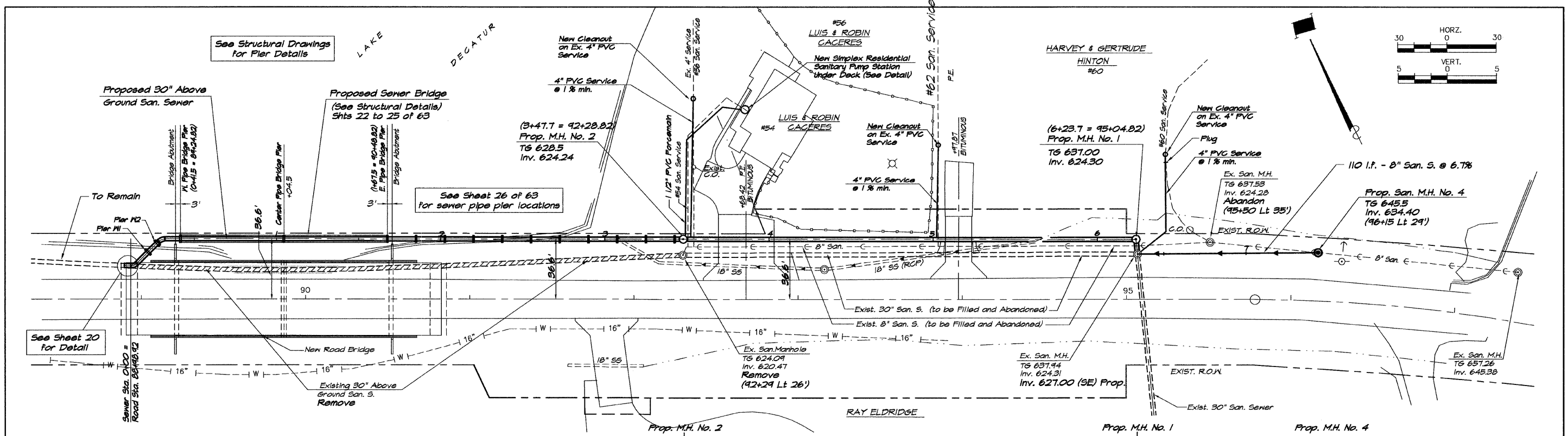
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STORM WATER POLLUTION PREVENTION PLAN

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7398	09-00905-00-BR	DECATUR	63	18
SCALE: AS SHOWN				SHEET 1 OF 1 SHEETS
STA. 84+27.00 TO STA. 96+12.00				ILLINOIS FED. AID PROJECT
CONTRACT NO. 95687				

PLAN	DATE	BY
SUBMITTED		
APPROVED		
NOTE BOOK		
NO. OF WAY CHECKED		
NO. OF ROADWAY CHECKED		
NO. OF STRUCTURE CHECKED		
NO. OF UTILITY CHECKED		

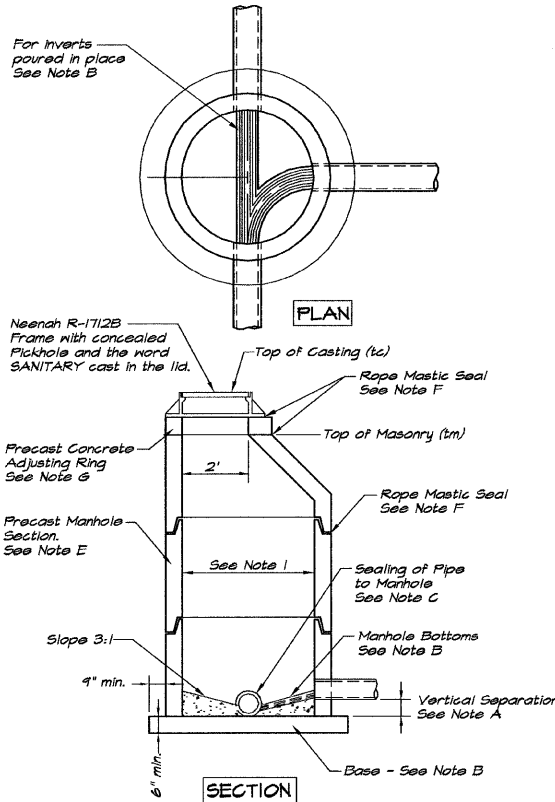
PROFILE	DATE	BY
SUBMITTED		
NOTED		
STRUCTURE		
INDICATED		
CHKD		



FILE NAME	USER NAME	DESIGNED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		SOUTH SHORES DRIVE OVER SAND CREEK ARM SANITARY PLAN AND PROFILE		F.A.U. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
\$FILEL\$	-\$USERS	CRH / BGM	2/16/12					7398	09-0905-00-BR	DECATUR	63	19
	PLOT SCALE	CHECKED	DATE			SCALE: 1"=30'		SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 95687		
	-\$SCALE\$	CRH	1/12/12							ILLINOIS FED. AID PROJECT		
	PLOT DATE	DATE	REVISED									

DATE	
BY	
DESIGNED	
CHECKED	
DATE	
NO.	
FILE NAME	

DATE	
BY	
DESIGNED	
CHECKED	
DATE	
NO.	
FILE NAME	



NOTE A:
For vertical separations greater than 2 feet use dropstack.

NOTE B:
Manholes may have poured in place, precast, or precast bottoms with preformed invert. The manhole bases shall be precast with connection opening specifically designed to accommodate the pipe connection stub and gasket. Poured bases shall have a diameter exceeding the manhole outside diameter by a minimum of 18". On poured in place or precast bottoms without inverts the invert shall be formed by laying the sewer through the manhole. The bottom shall then be shaped as shown in the Standard and the upper half of the sewer carefully removed. All manholes where the pipe size changes, or where there are change in direction, the invert of the manhole shall be shaped with concrete fill to accomplish the change in elevation, diameter and or direction by easy curves.

NOTE C:
Method of sealing connection sewer pipe to manhole shall be approved by the engineer and shall be such as to provide a watertight junction eliminating all infiltration around the pipe. Mortar shall not be used.

NOTE D:
No manhole steps are to be precast into the manhole.

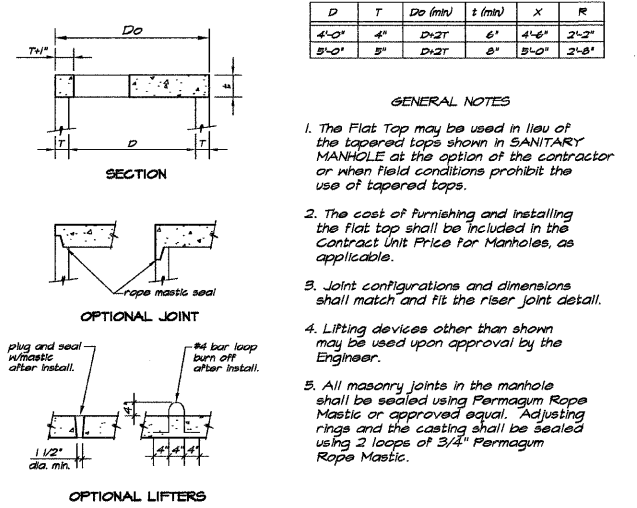
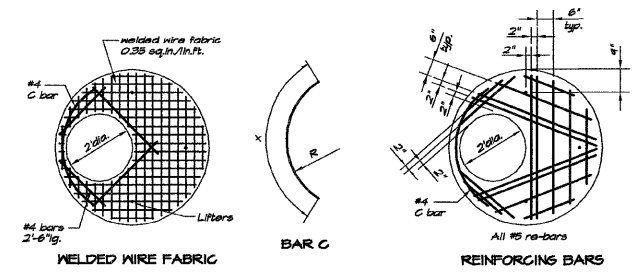
NOTE E:
Precast manhole sections shall be required. Poured in place manholes may be allowed if requested in writing and approved.

NOTE F:
All masonry joints in the structure shall be sealed using Fernagum Rope Mastic or approved equal. Adjusting rings and the casting shall be sealed using 2 loops of 3/4" Fernagum or mastic.

NOTE G:
Final upward adjustment to grade shall be made using precast concrete adjusting rings. If the required adjustment is 16" or greater, additional manhole sections shall be installed below the cone, except where noted.
Downward adjustment shall be accomplished by removing existing masonry units and adjusting to final grade as outlined above.

NOTE H:
Entire excavation to be backfilled with trench backfill material, if any edge of excavation is within 2 feet of any paved surface.

NOTE I:
For pipes less than 18", 4' diameter manhole shall be used. For pipes 24" to 42", 5' diameter manhole shall be used.

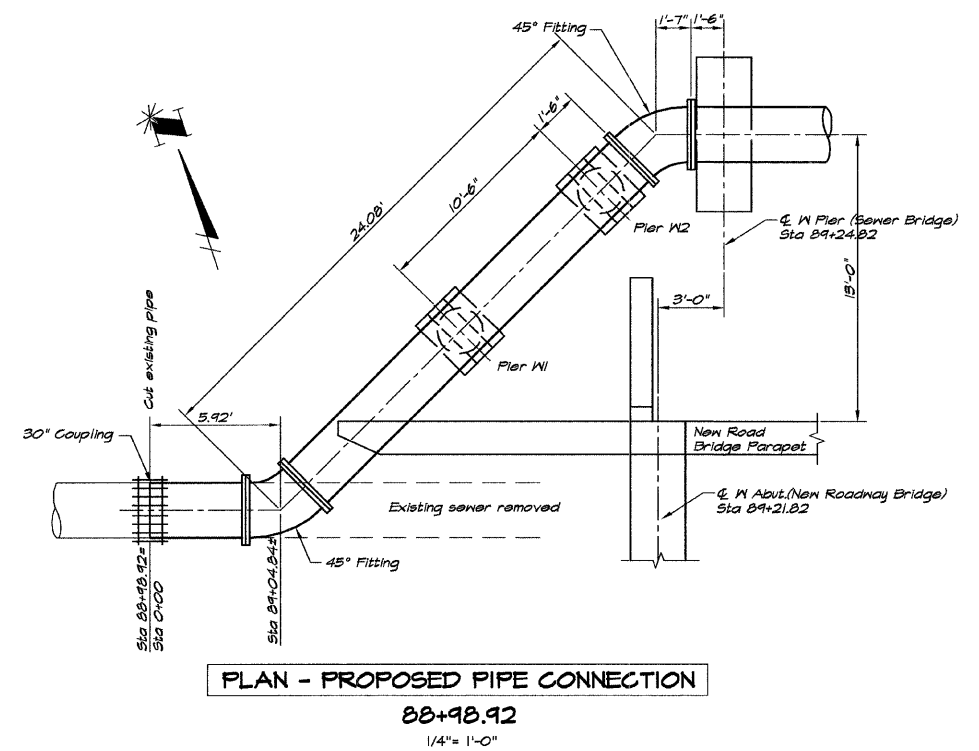


GENERAL NOTES

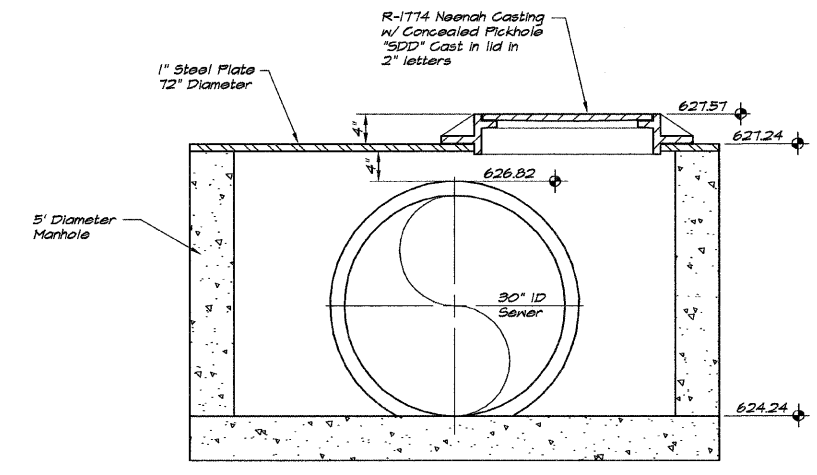
- The Flat Top may be used in lieu of the tapered tops shown in SANITARY MANHOLE at the option of the contractor or when field conditions prohibit the use of tapered tops.
- The cost of furnishing and installing the flat top shall be included in the Contract Unit Price for Manholes, as applicable.
- Joint configurations and dimensions shall match and fit the riser joint detail.
- Lifting devices other than shown may be used upon approval by the Engineer.
- All masonry joints in the manhole shall be sealed using Fernagum Rope Mastic or approved equal. Adjusting rings and the casting shall be sealed using 2 loops of 3/4" Fernagum Rope Mastic.

PRECAST FLAT TOP

STANDARD DESIGN SANITARY MANHOLE



PLAN - PROPOSED PIPE CONNECTION
88+98.92
1/4" = 1'-0"



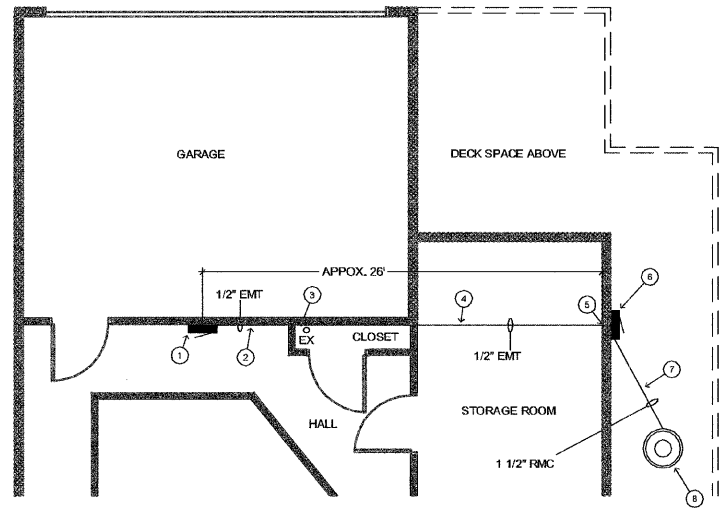
MANHOLE DETAIL
42+28.82 Lt 36'
1" = 1'-0"

NOTES

- Construction shall be in accordance with Standard Specifications for water and Sewer Construction in Illinois, Edition 6.
- 8" sewer shall be SDR 21 PVC, ASTM D-3034.
- 30" sewer shall be Class 350 DIP, AWWA C151, Mechanical Joint and Push-on Joint as noted.
- Manholes shall be tested for tightness in accordance with ASTM C-969 or ASTM C-1244, latest edition.
- 8" and 30" sewers shall be tested and televised for acceptance using Method A, Exfiltration of Air Under Pressure, Deflection for Flexible & Thermoplastic Pipe (8" only), and Method E. Televising as specified in Article 31-1.12 of the Standard Specifications for Water and Sewer Construction in Illinois.

FILE NAME =	USER NAME = \$USER\$	DESIGNED - CRH / BGM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH SHORES DRIVE OVER SAND CREEK ARM SANITARY SEWER STANDARD DETAILS	F.A.U. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = \$DATE\$	CHECKED - CRH	REVISED -			SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 95687		
		DATE - 1/12/12	REVISED -			ILLINOIS FED. AID PROJECT				

DATE	
BY	
PLAN	
SURVEYED	
ALIGNED	
FLATTENED	
CHECKED	
BY	
DATE	
NOTE BOOK	
NO.	
FILE NAME	



GENERAL NOTES

- ELECTRICAL CONTRACTOR TO PROVIDE ALL CONDUIT AND WIRING FROM PANEL TO PUMP.

KEYED NOTES

- EXISTING MAIN PANEL. REMOVE EXISTING 8 SPACE SUBPANEL BELOW AND REPLACE WITH NEW 100A, 12 SPACE SQUARE D QO LOAD CENTER. ALL LOADS ON CURRENT SUBPANEL ARE TO BE RE-CIRCUITED TO THE NEW LOAD CENTER.
- RUN CONDUIT TIGHT TO WALL TO THE CLOSET. PAINT CONDUIT WHITE WHERE EXPOSED IN HALL.
- RUN CONDUIT UP TO CEILING AND BEHIND PIPE WITHIN CLOSET KEEPING CLOSE TO THE WALL AND CEILING.
- RUN CONDUIT TIGHT TO CEILING.
- PENETRATE THROUGH CONCRETE WALL. SEAL PENETRATION.

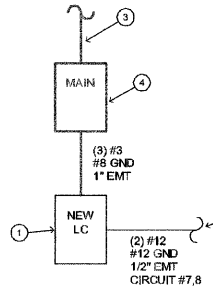
KEYED NOTES

- RUN CONDUIT DOWN WALL TO NEW 240V SINGLE PHASE REMOTE MOUNTED SIMPLEX CONTROL PANEL. ALL CONDUIT EXPOSED TO THE EXTERIOR IS TO BE RMC. CONTRACTOR TO INSTALL PUMP PANEL (PROVIDED W/PUMP) ON CONCRETE WALL.
- PROVIDE CONDUIT UNDERGROUND. CONDUIT SEAL AND WIRING TO PUMP. PROVIDE ALL TERMINATIONS.
- NEW 24" SIMPLEX GRINDER PUMP PACKAGE UNDER DECK. REFER TO CIVIL PLANS FOR LOCATION.

B-1 ELECTRICAL POWER PLAN
SCALE: NONE

KEYED NOTES

- NEW 100A, 12 SPACE SQUARE D QO LOAD CENTER FEED FROM MAIN PANEL. ALL LOADS ON CURRENT SUBPANEL ARE TO BE RE-CIRCUITED TO THE NEW LOAD CENTER. LOAD CENTER TO BE MODEL Q0112L125G.
- POWER RUN TO NEW 24" SIMPLEX GRINDER PUMP PACKAGE.
- EXISTING 200 A FEED.
- EXISTING MAIN PANEL.



A-1 ONE-LINE DIAGRAM
SCALE: NONE

NEW LOAD CENTER		
SERVICE: 240/120V, 1PH, 3W MAIN: 100A MLO		
AMPACITY: 125A SPACES: 12		
COPPER BUS MOUNTING: SURFACE		
RATING: 10K AIC EQUIP GROUND BAR		
SQUARE D QO LOADCENTER (Q0112L125G) OR EQUAL		
CKT NO	CKT BKR	DIRECTORY
1	20/1	SPARE
2	40/2	PUMPS FOR LAWN SPRINKLER SYSTEM
3		
4	20/1	CIRCUIT FOR IRON
5	20/1	HOIST
6	15/1	DECK RECEPTACLE
7	20/2	SIMPLEX GRINDER PUMP
8		
9	20/1	SPARE
10	20/1	SPARE
11	20/1	SPARE
12	20/1	SPARE

GENERAL NOTES

- PAINT LOAD CENTER WHITE.

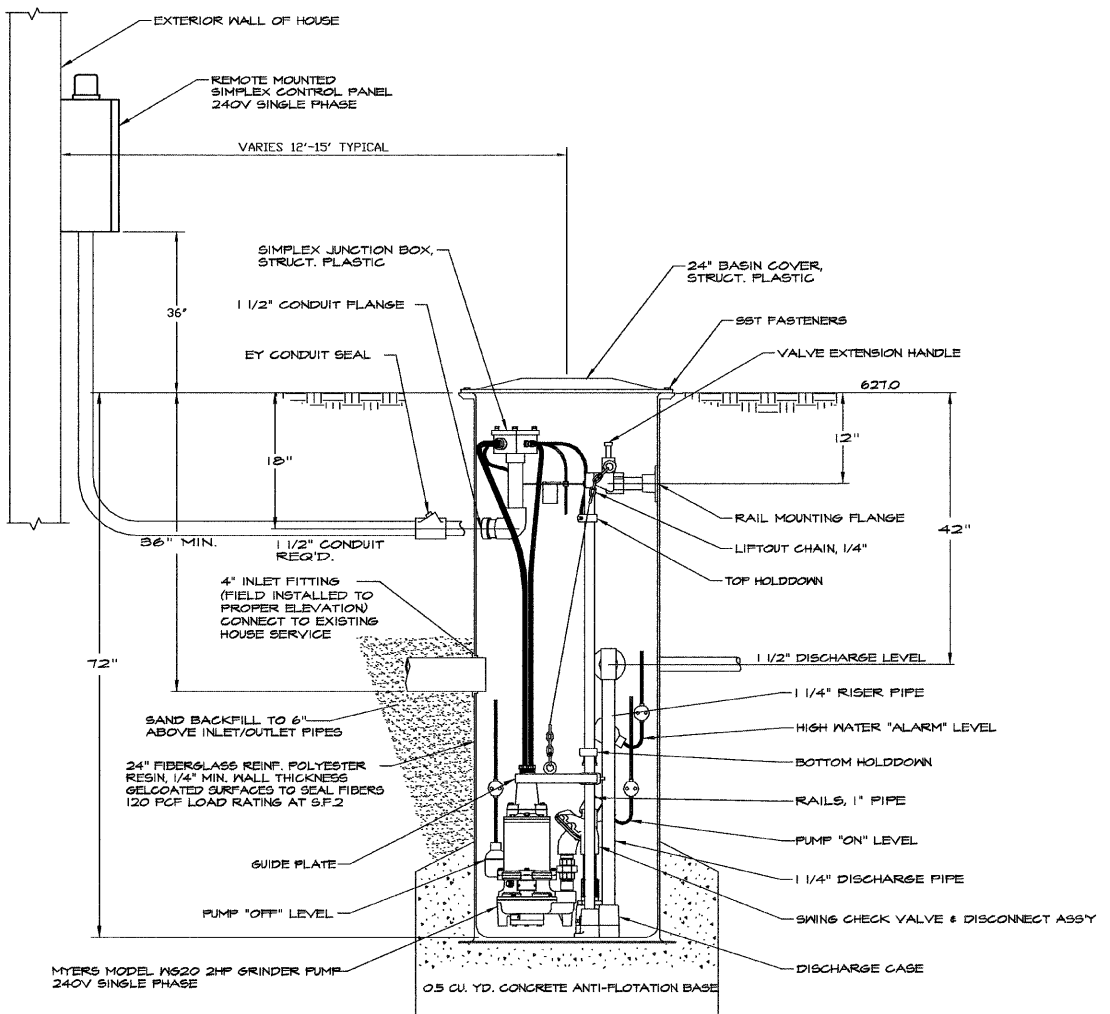
A-4 LOAD CENTER SCHEDULE
SCALE: NONE

EXISTING MAIN PANEL					
SERVICE: 240/120V, 1PH, 3W SPACES: 30 MAIN: 200A MCB					
AMPACITY: 225A MOUNTING: SURFACE					
RATING: SQUARE D QO LOADCENTER SIZE: 20"Wx5.75"Dx...H					
DIRECTORY	CKT BKR	CKT NO	CKT NO	CKT BKR	DIRECTORY
LOAD CENTER	00/2	1	2	40/2	LOAD
		3	4		
LOAD	30/2	5	6	40/2	LOAD
		7	8		
LOAD	20/2	9	10	20/1	LOAD
		11	12	15/1	LOAD
LOAD	20/1	13	14	20/1	LOAD
LOAD	15/1	15	16	20/1	LOAD
LOAD	20/1	17	18	20/1	LOAD
LOAD	20/1	19	20	20/1	LOAD
LOAD	20/1	21	22	20/1	LOAD
LOAD	20/1	23	24	20/1	LOAD
LOAD	20/1	25	26	20/1	LOAD
LOAD	20/1	27	28	20/1	LOAD
LOAD	20/1	29	30	20/1	LOAD

GENERAL NOTES

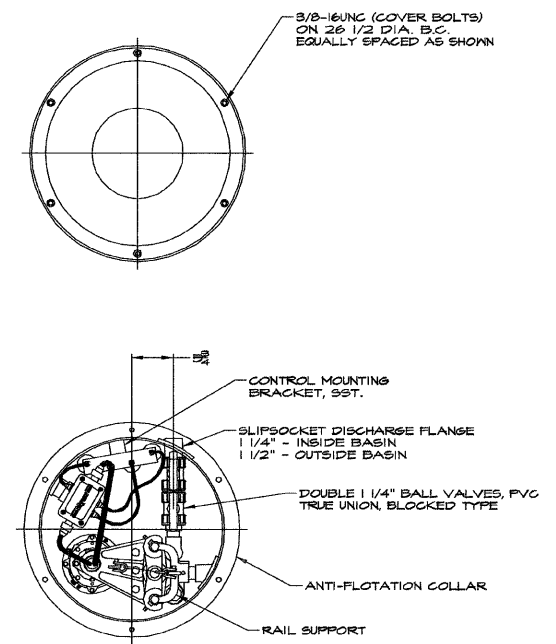
- VERIFY WHICH BREAKER FEEDS THE EXISTING SUBPANEL. REMOVE AND REPLACE WITH A 100 A BREAKER FOR NEW LOAD CENTER.

E-4 PANEL SCHEDULE
SCALE: NONE



24" SIMPLEX GRINDER PUMP PACKAGE WITH REMOTE MOUNTED CONTROL PANEL

MYERS PUMP MODEL W620
1"=1'-0"



ELECTRICAL BASIC MATERIALS & METHODS

WORK SHALL CONFORM TO NATIONAL ELECTRIC CODE, 2011, NFPA 70

BASIC MATERIALS AND METHODS:

- COORDINATE ALL WORK WITH OTHER TRADES.
- CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL EXISTING CONDITIONS.
- ALL CONDUIT ROUTING SHOWN IS APPROXIMATE. CONTRACTOR SHALL DETERMINE EXACT ROUTE, AND PROVIDE ANY CONDUIT FITTINGS, OFFSETS, BENDS, PULL BOXES, SUPPORTS, ETC. AS NECESSARY TO INSTALL A COMPLETE CONDUIT RUN.
- COORDINATE ALL SYSTEM AND POWER OUTAGES AND SHUTDOWNS WITH OWNER.
- CONTRACTOR SHALL PROVIDE ANY NECESSARY PERMITS AND/OR INSPECTIONS.

WIRING METHODS:

- WIRING INSTALLED BELOW GRADE SHALL BE TYPE RMC CONDUIT.
- RUN MINIMUM #12 INSULATED GROUND WITH ALL CIRCUITS.

CONDUIT:

- ALL INTERIOR CONDUIT IS TO BE EMT.
- ALL EXTERIOR CONDUIT, BOTH ABOVE AND BELOW GROUND, IS TO BE RMC.

CONDUCTORS:

- GENERAL USE CONDUCTORS (BUILDING WIRE) SHALL BE NEC TYPE THHN/THWN OR XHHW, ALL LISTED FOR GENERAL USE AT A MAXIMUM OF 600 VOLTS. CONDUCTORS SHALL BE ANNEALED, UNCOATED COPPER WIRE.
- MINIMUM WIRE SIZE SHALL BE 12 AWG. CONDUCTORS 8 AWG AND LARGER SHALL BE STRANDED.

IDENTIFICATION:

- PROVIDE ENGRAVED LAMINATED PLASTIC PLATES TO IDENTIFY ALL PANELS, SERVICE EQUIPMENT, SAFETY SWITCHES, ETC.
- CONTROL AND SIGNAL WIRES AND CABLES SHALL BE TAGGED IN ALL PULL AND JUNCTION BOXES, ALL WIREWAYS, AND WHEN TERMINATED. EACH WIRE SHALL BE IDENTIFIED WITH A WRAPAROUND NUMBER WIRE MARKER.
- LABEL ALL BREAKER SPACES IN BRANCH CIRCUIT PANELBOARDS WITH ADHESIVE NUMBERS. PLACE LABELS ADJACENT TO BREAKERS, BUT NOT DIRECTLY ON BREAKERS.

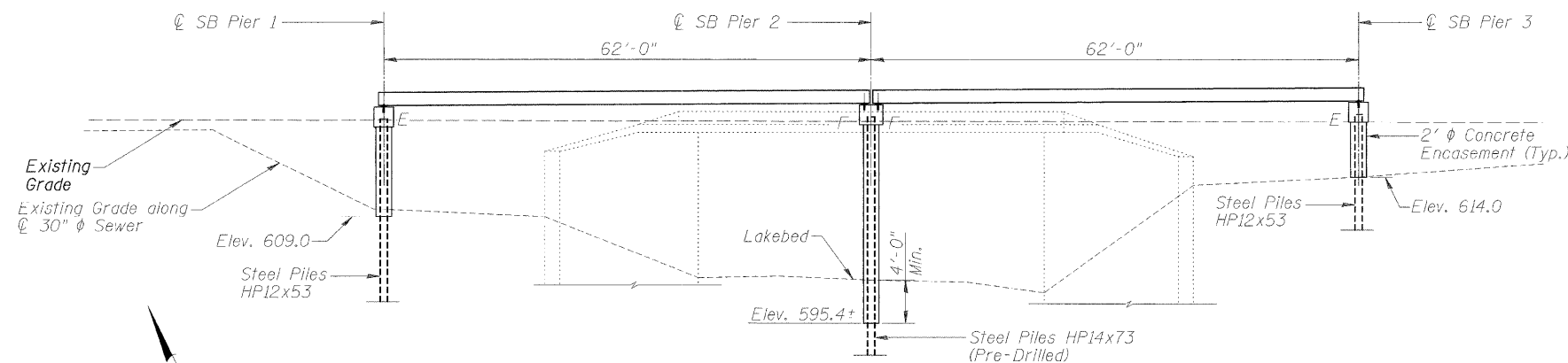
INSPECTION AND TESTS:

- SYSTEM SHALL BE TESTED FOR SHORTS AND GROUNDS.
- ALL HOT WIRES, IF SHORTED OR GROUNDED, SHALL BE REMOVED AND REPLACED, IF TROUBLE IS WITHIN CONDUITS.

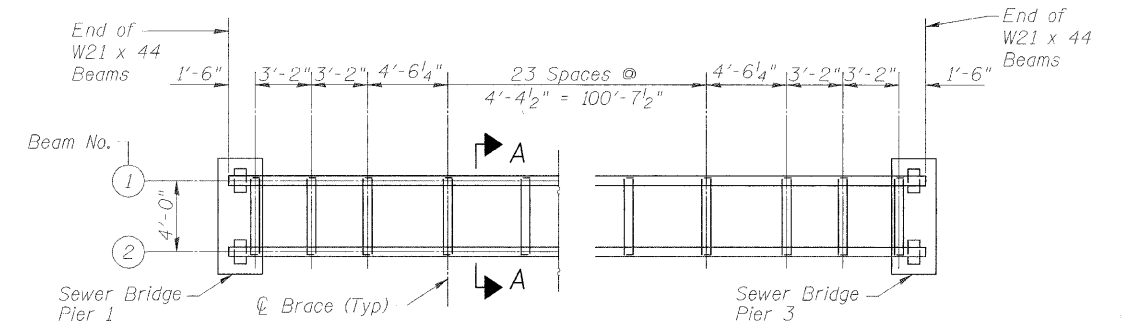
LEGEND

- EX EXISTING.
- PANELBOARD, SURFACE MOUNTED.

A-5 ELECTRICAL NOTES AND LEGEND
SCALE: NONE



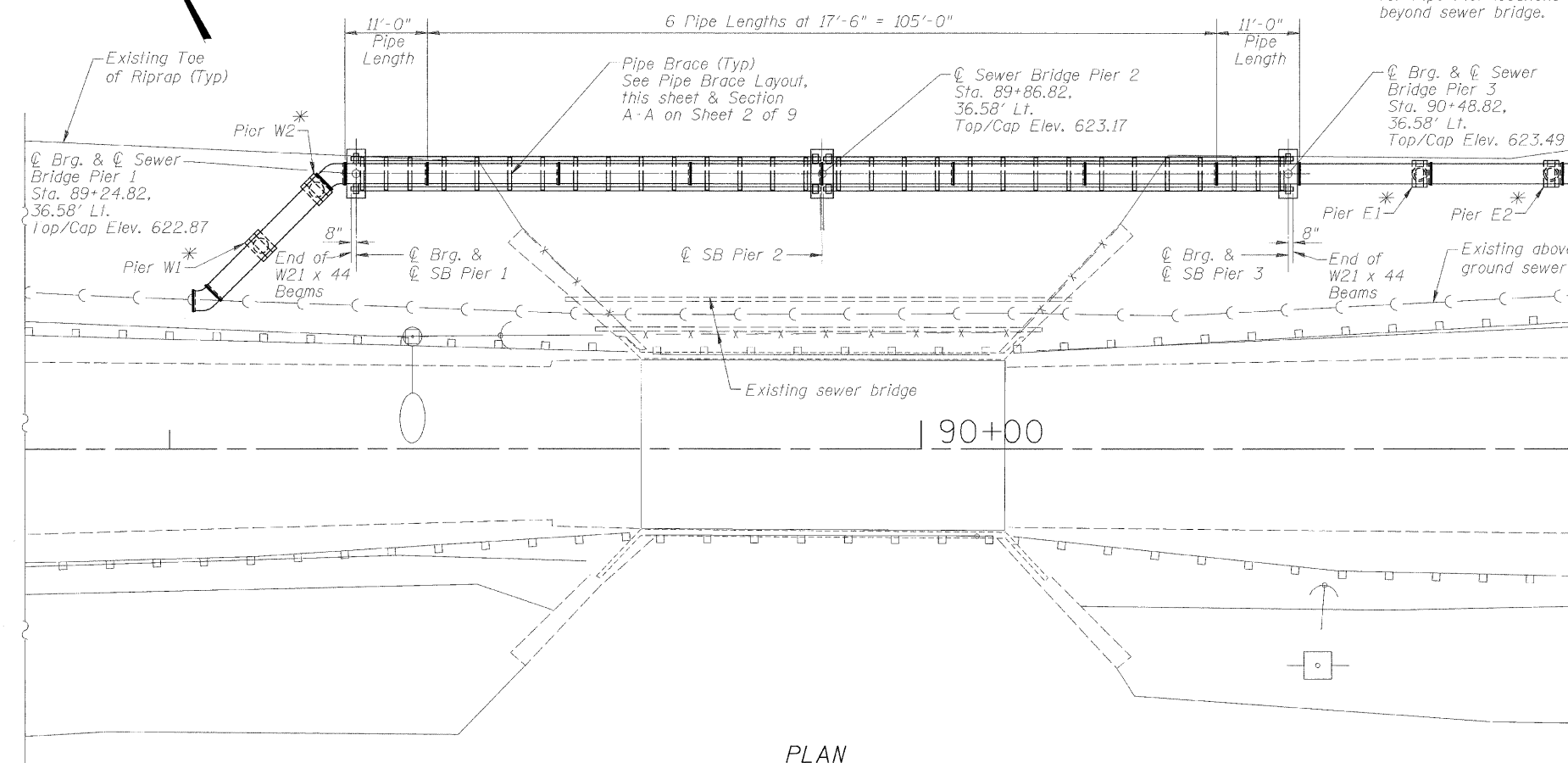
ELEVATION



PIPE BRACE LAYOUT
For Section A-A, see Sheet 3 of 3.

GENERAL NOTES

1. Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts (in painted areas and ASTM A325 Type 3 in unpainted areas). Bolts 5/8"-in. ϕ in slotted holes as shown
2. Calculated weight of Structural Steel Sewer Bridge = 14,690 lbs.
3. All structural steel shall be AASHTO M 270 Grade 50W.
4. No field welding is permitted except as specified in the contract documents.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
7. All structural steel and exposed surfaces of bearings within a distance of 6 ft. each way from the substructure units shall be painted as specified in Section 506 of the Standard Specifications.
8. Side braces shall be set initially as shown. After pipe is in place, side braces shall be adjusted such that pipe bears on all braces and sewer has uniform slope of 0.005 ft./ft.
9. If actual pipe laying length differs from 17'-6" (as shown), Contractor shall be responsible for adjusting brace spacing to prevent conflict with pipe joints. Spacing of braces shall not be increased unless approved by the Engineer.
10. Top of sewer bridge pier cap elevations are based on bracing shown in Section A-A. Actual elevations should be based on shop drawing dimensions to obtain sewer inverts shown.



PLAN

DESIGN STRESSES
FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)
 $f_y = 50,000$ psi (Structural Steel)
 AASHTO M270 Grade 50W)



DATE: April 12, 2012
 Keith W. Bentley
 KEITH W. BENTLEY
 ILL. STRUCTURAL NO. 4777

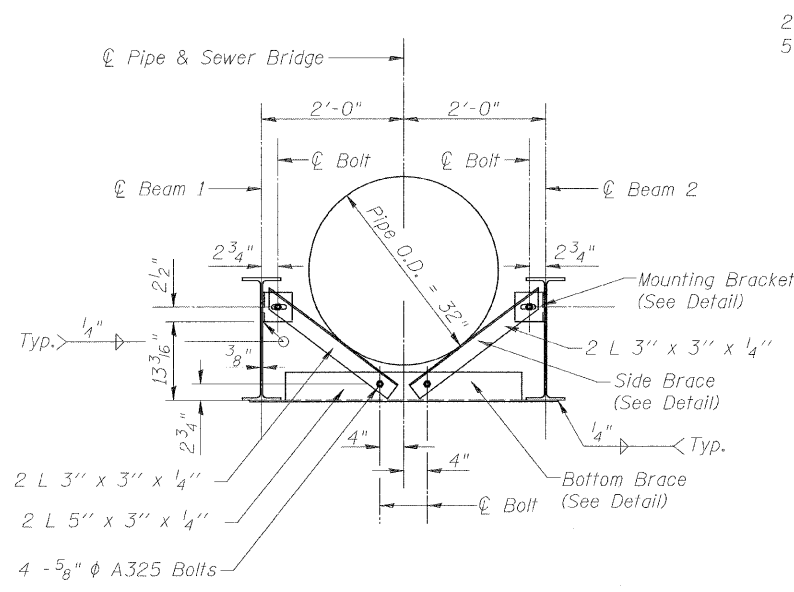
INDEX OF SHEETS

1. Sanitary Sewer Bridge Plan and Elevation
2. Sanitary Sewer Bridge Details
3. Sanitary Sewer Bridge Details - Pipe Walk Preventer and Screen
4. Sanitary Sewer Bridge Substructure Details
5. Sanitary Sewer Pipe Support Details
6. Sanitary Sewer Pipe Support Details
7. Cross Sections at Sanitary Sewer Pipe Supports
8. Cross Sections at Sanitary Sewer Pipe Supports
9. Cross Sections at Sanitary Sewer Pipe Supports



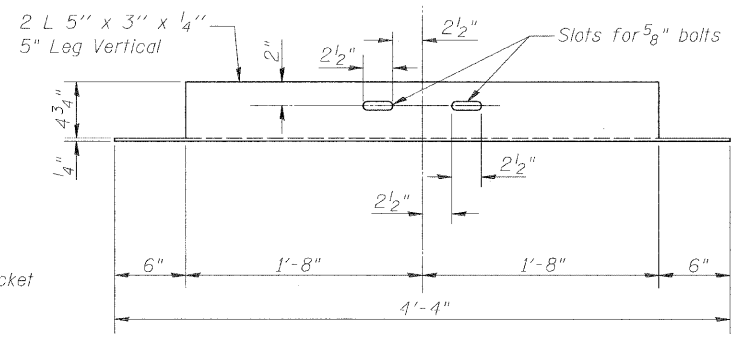
345 EAST ASH AVENUE, SUITE B
 DECATUR, ILLINOIS 62526
 PH. 217-875-4800

FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SANITARY SEWER BRIDGE PLAN AND ELEVATION	F.A.U. RTE. 7398	SECTION 09-00905-00-BR	COUNTY MACON	TOTAL SHEETS 63	SHEET NO. 22	
PLOT SCALE =	DRAWN - BKN	CHECKED - KWB	REVISD -			SHEET NO. 1 OF 9 SHEETS		CONTRACT NO. 95687		ILLINOIS FED. AID PROJECT	
PLOT DATE =	CHECKED - KWB	REVISD -	REVISD -								

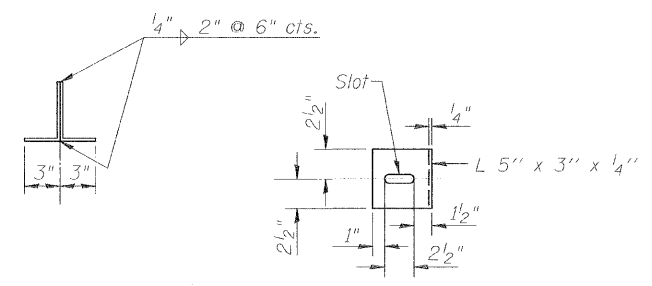


SECTION A-A

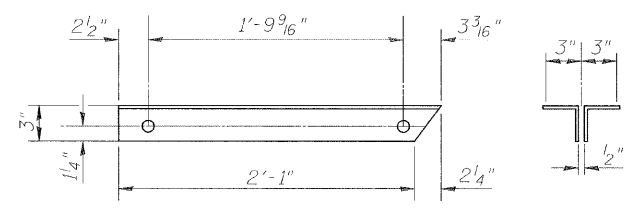
Notes:
 Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
 Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
 Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
 Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
 All bearing plates and pintles shall conform to the requirements of AASHTO M 270 Grade 50W.



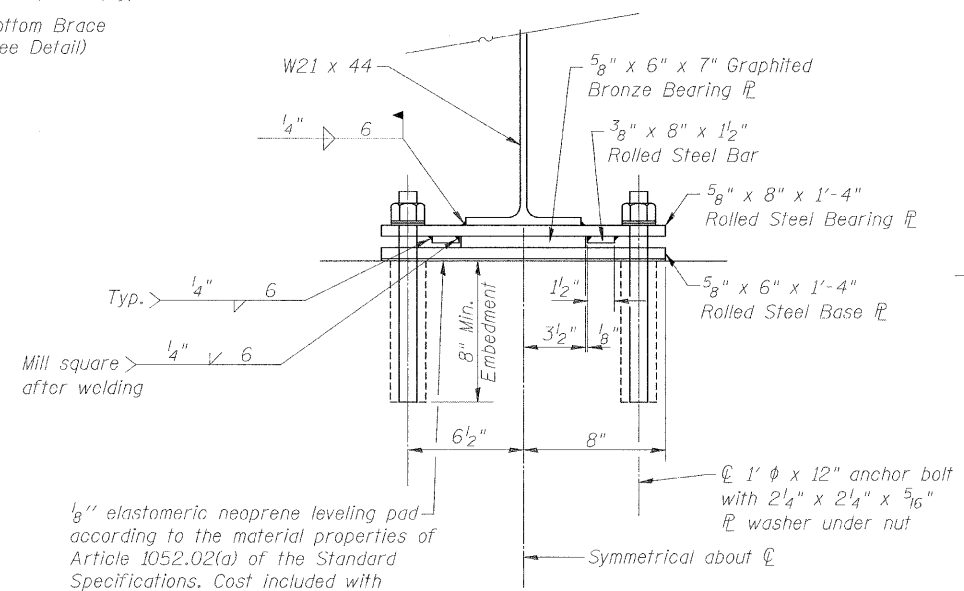
BOTTOM BRACE



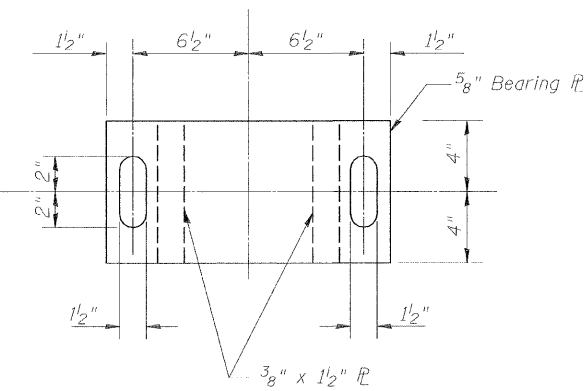
MOUNTING BRACKET



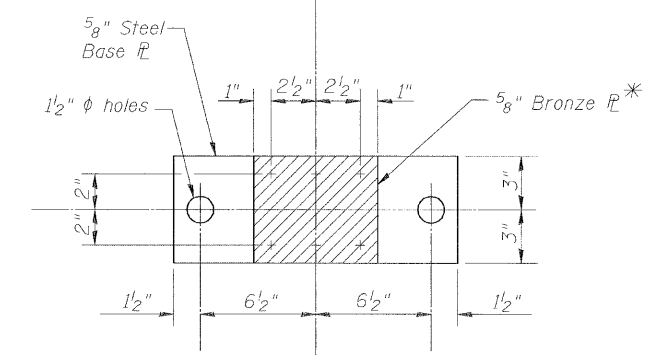
SIDE BRACE



EXPANSION END - BEARING ASSEMBLY

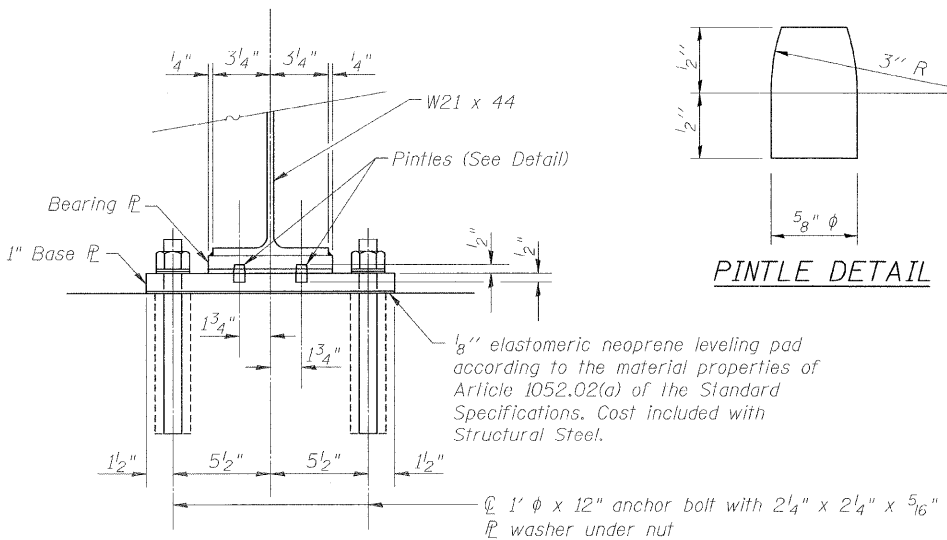


EXPANSION END - BEARING PLATE

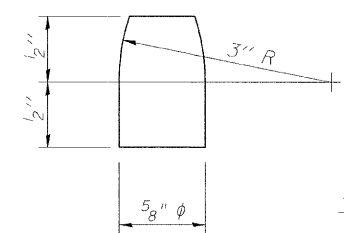


EXPANSION END - BASE PLATE

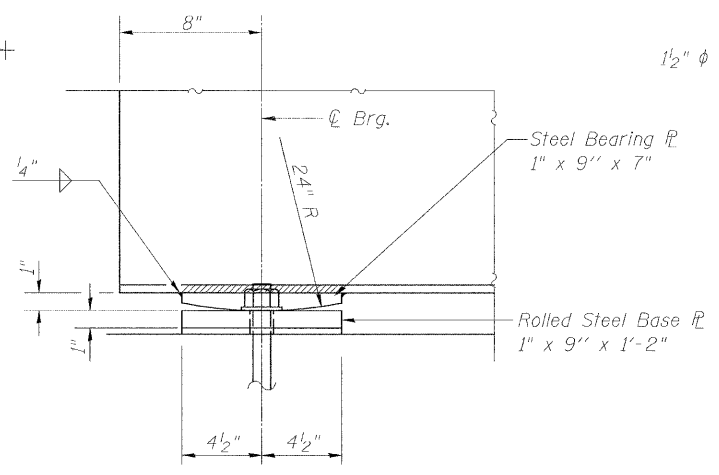
* Drill 5/8" Bronze Plate and Top 5/8" Base Plate with 3/8" Turned Bolts with countersunk heads. Cost included in Furnishing and Erecting Structural Steel.



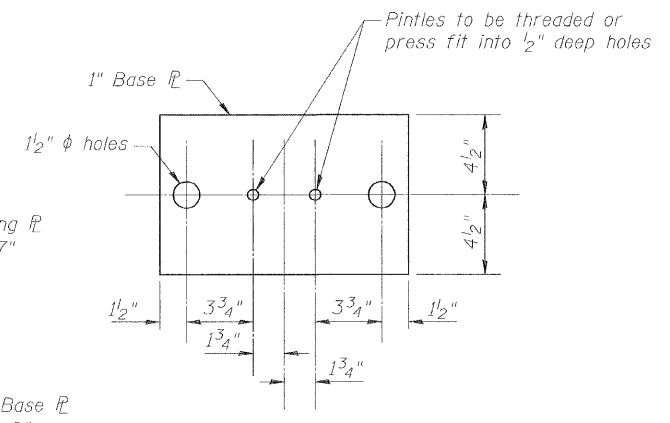
FIXED END - BEARING ASSEMBLY



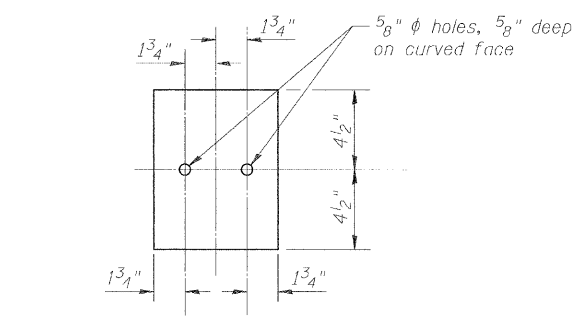
PINTLE DETAIL



SIDE VIEW



FIXED END - BASE PLATE

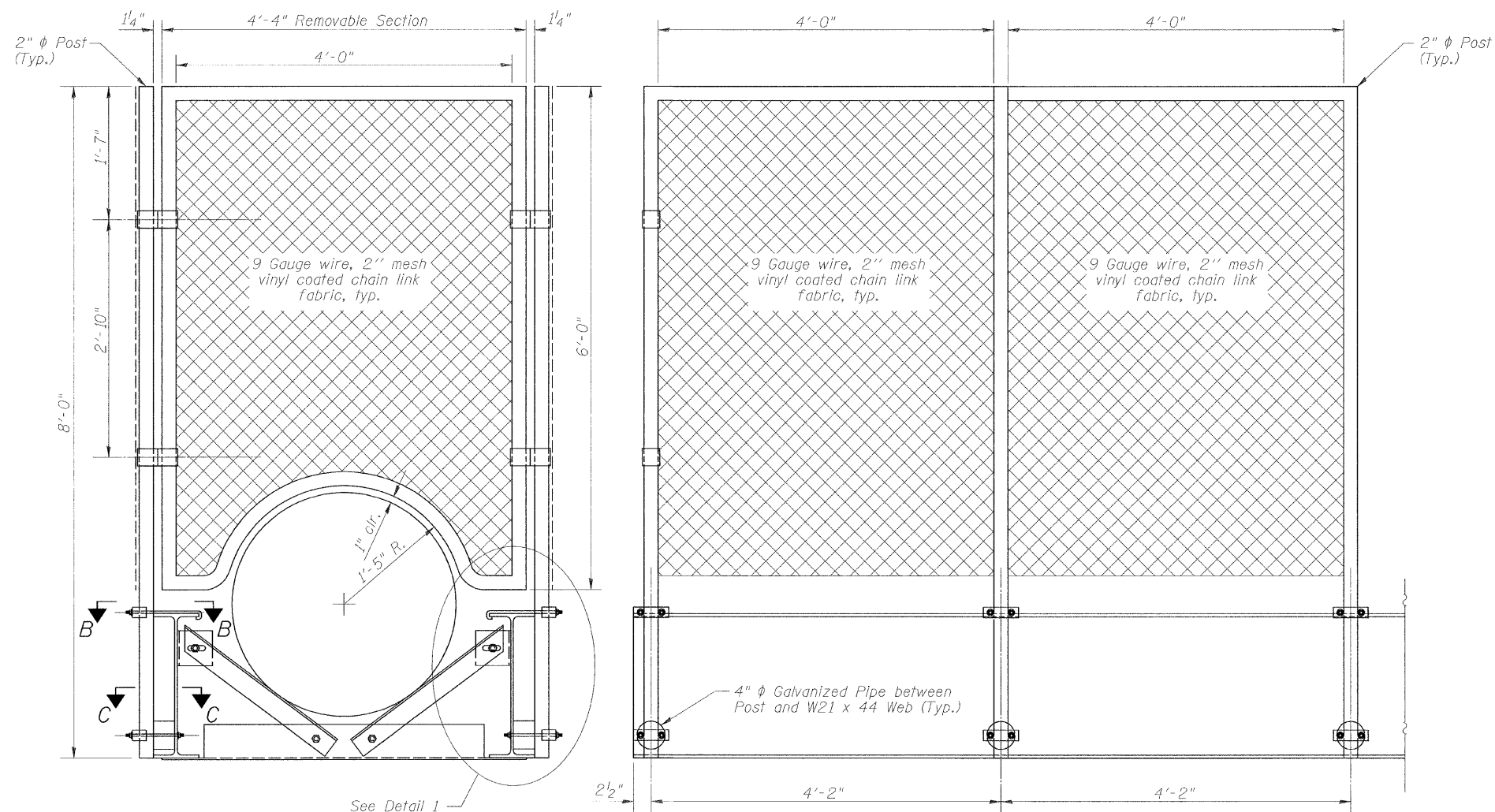


FIXED END - BEARING PLATE

URS

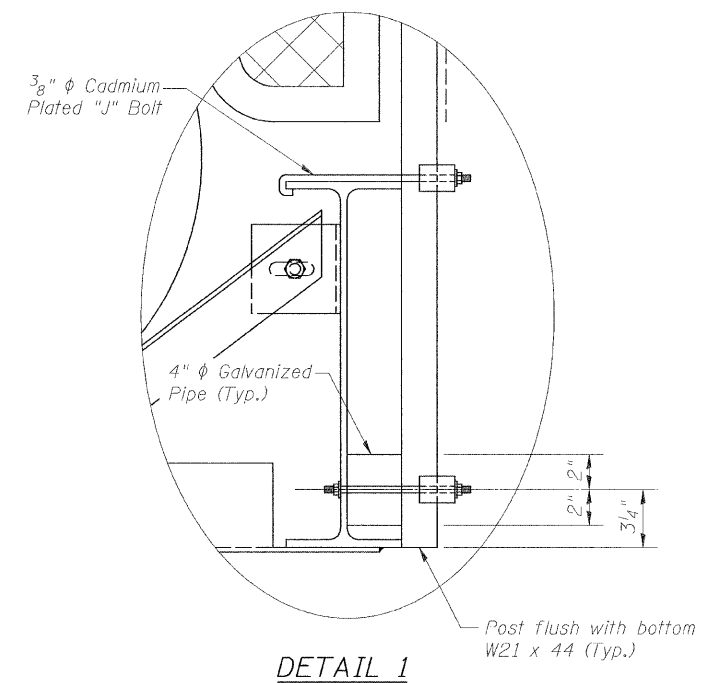
345 EAST ASH AVENUE, SUITE B
 DECATUR, ILLINOIS 62526
 PH. 217-875-4800

FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SANITARY SEWER BRIDGE DETAILS	F.A.U. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE =	CHECKED - KWB	REVISIONS -	7398			09-00905-00-BR	MACON	63	23	
PLOT DATE =	DRAWN - BKN	REVISIONS -	CONTRACT NO. 95687							
	CHECKED - KWB	REVISIONS -	ILLINOIS FED. AID PROJECT							



PIPE WALK PREVENTER - END VIEW
(Typ. Ea. End of Sewer Bridge)

PIPE WALK PREVENTER - SIDE VIEW
(Typ. Ea. Side & Ea. End of Sewer Bridge)

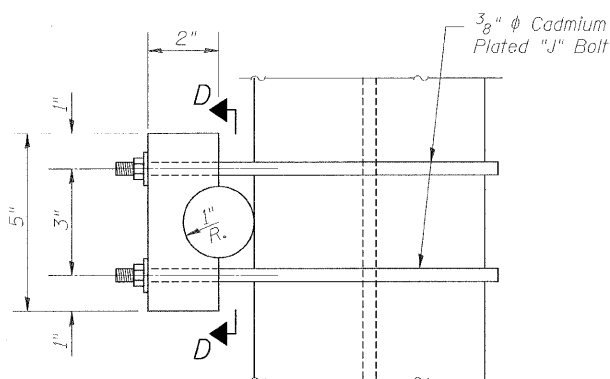


DETAIL 1

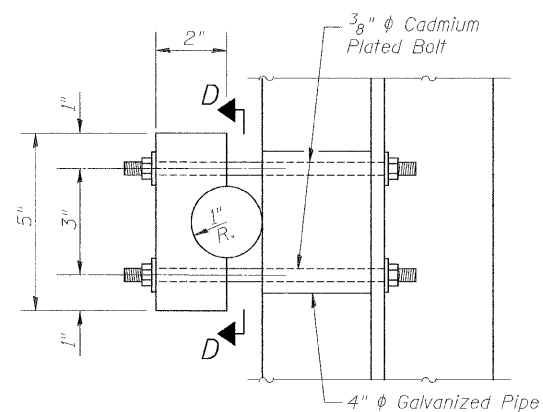
Notes:
The chain link fabric shall be black vinyl coated and conform to the requirements of Article 1006.27(a)(1)d of the Standard Specifications.

All posts, railing, splices, anchor devices and bent plates shall be painted using one of the two following paint systems:
1. Inorganic Zinc-rich/Waterborne Acrylic for shop and field applications.
2. Organic Zinc-rich/Epoxy/Urethane for full shop application.

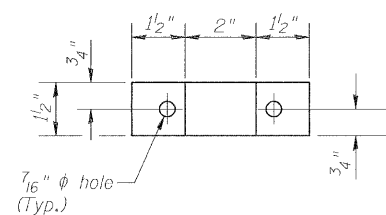
Finish paint color shall be N1 - Black.



VIEW B-B



VIEW C-C



VIEW D-D

BILL OF MATERIAL

Item	Unit	Total
Chain Link Fence, 6' Attached to Structure	Foot	41

URS

345 EAST ASH AVENUE, SUITE B
DECATUR, ILLINOIS 62526
PH. 217-875-4800

FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISED -
		CHECKED - KWB	REVISED -
		DRAWN - BKN	REVISED -
		CHECKED - KWB	REVISED -

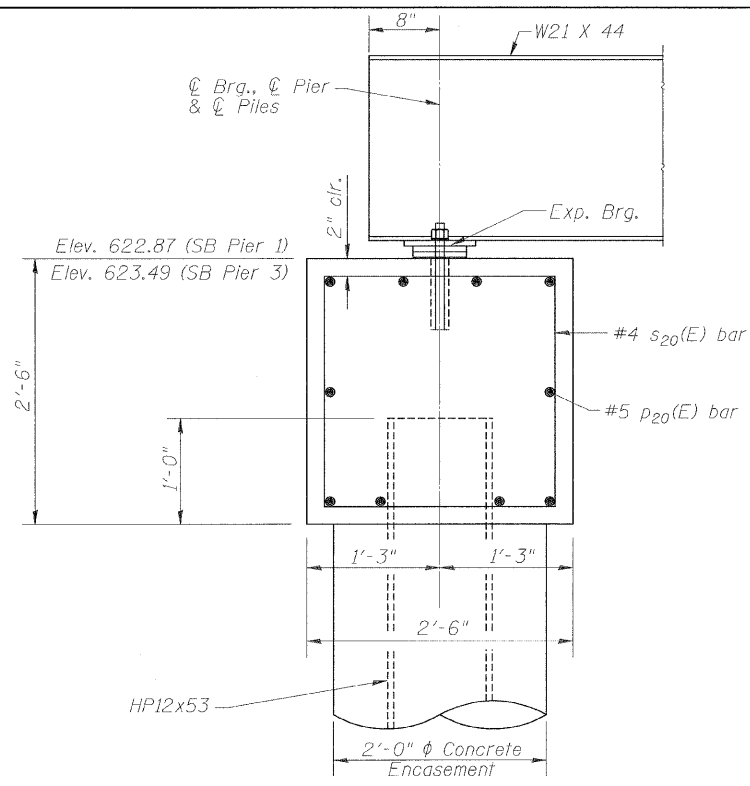
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SANITARY SEWER BRIDGE DETAILS - PIPE WALK
PREVENTER AND SCREEN**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
T398	09-00905-00-BR	MACON	63	24
			CONTRACT NO. 95687	

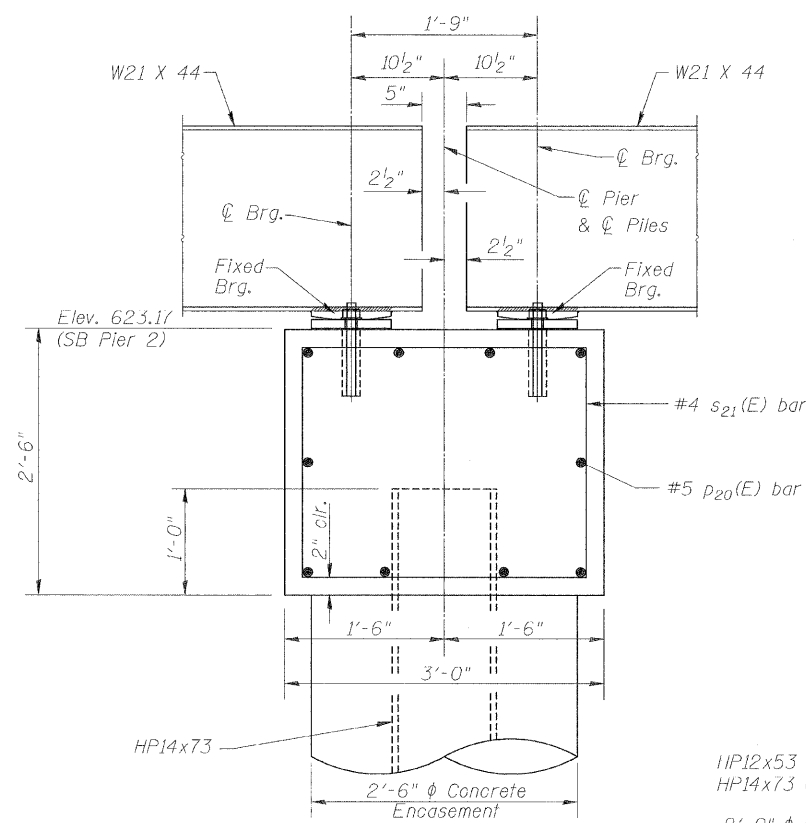
SHEET NO. 3 OF 9 SHEETS

ILLINOIS FED. AID PROJECT

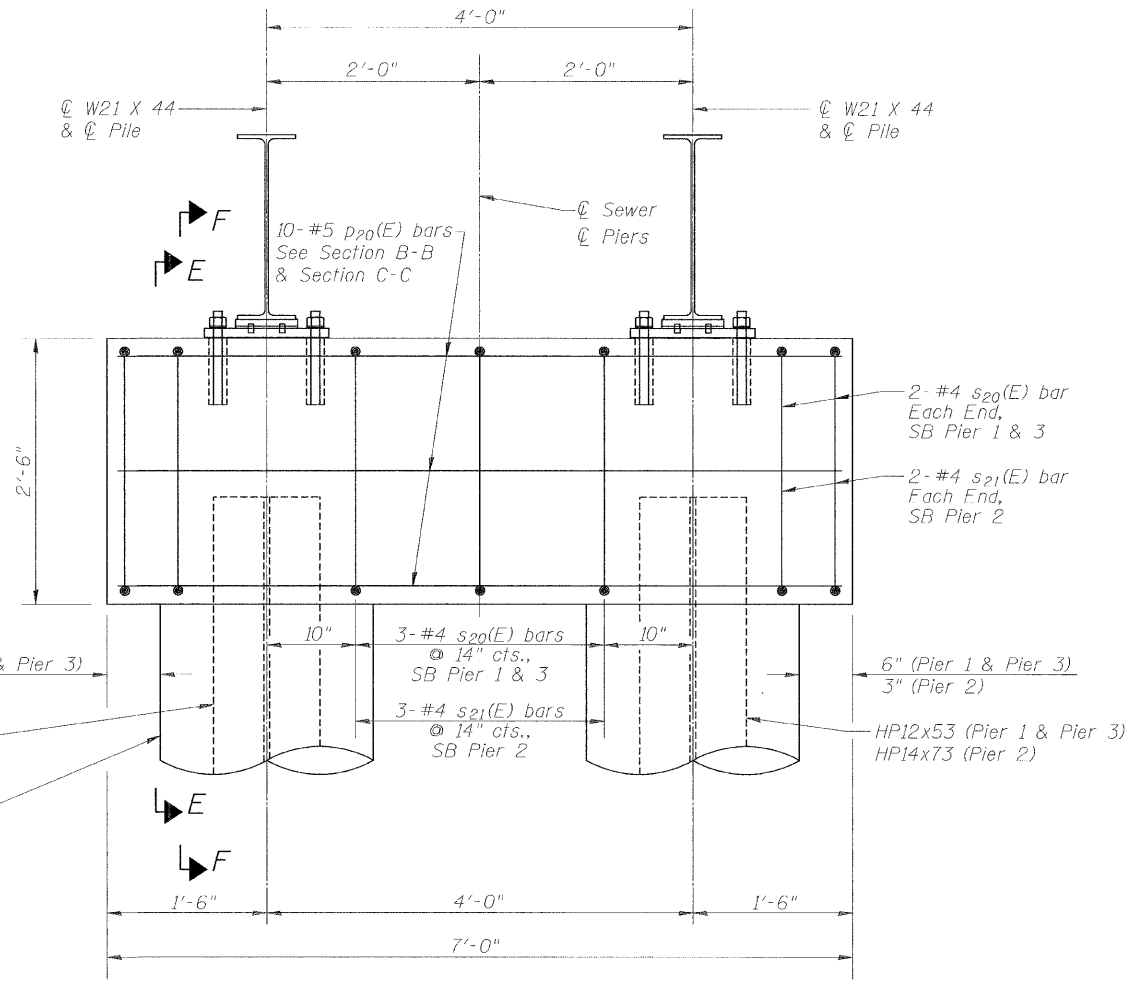


**SECTION E-E
SEWER BRIDGE PIER 1
& SEWER BRIDGE PIER 3**

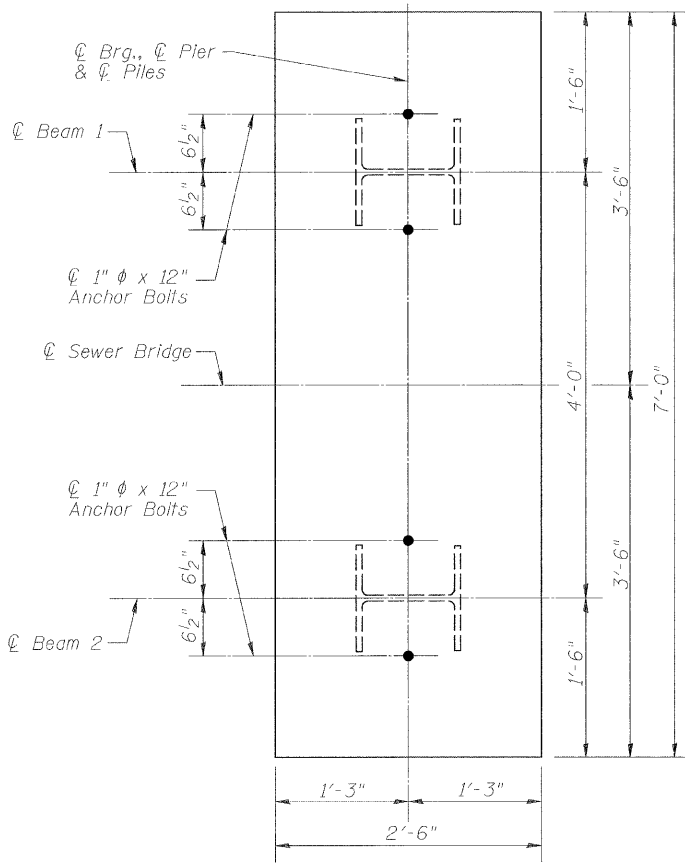
(Looking North @ Pier 1, Looking South @ Pier 3)



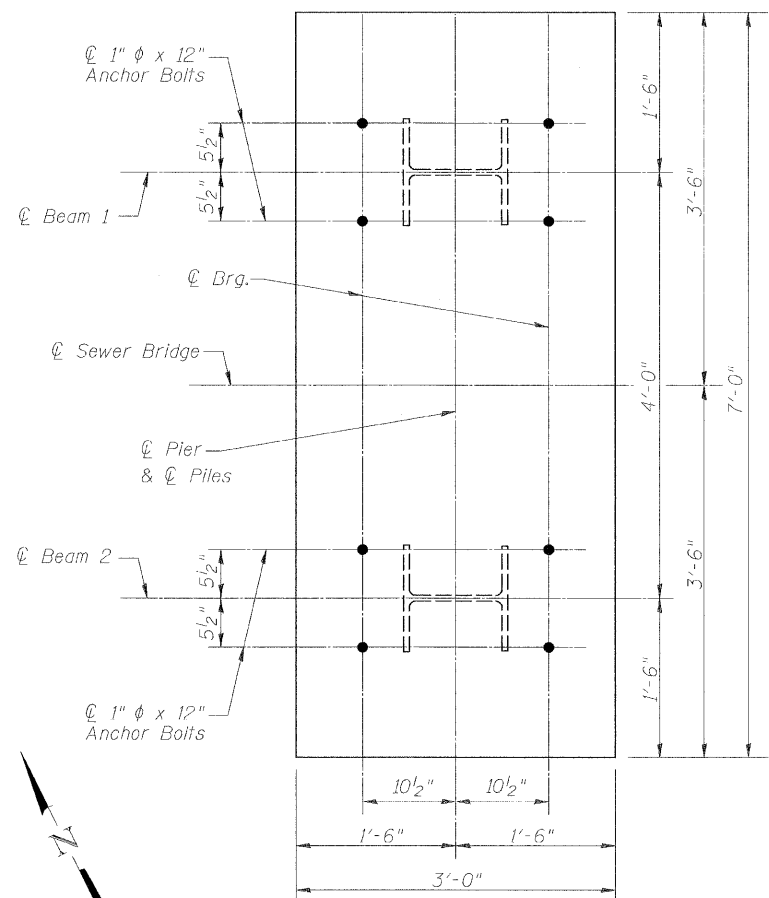
**SECTION F-F
SEWER BRIDGE PIER 2**



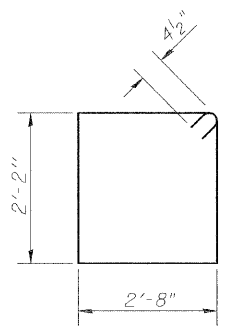
**ELEVATION
SEWER BRIDGE PIER 1,
SEWER BRIDGE PIER 2,
& SEWER BRIDGE PIER 3**



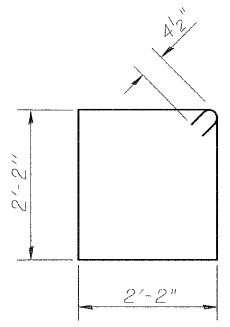
**ANCHOR BOLT LAYOUT
SEWER BRIDGE PIER 1
& SEWER BRIDGE PIER 3**



**ANCHOR BOLT LAYOUT
SEWER BRIDGE PIER 2**



BAR s21(E)



BAR s20(E)

PILE DATA - SB PIER 1

Type: Steel HP12x53
Nominal Required Bearing: 37 kips
Factored Resistance Available: 20 kips
Est. Length: 36'-0"
No. Production Piles: 2
No. Test Piles: 0

PILE DATA - SB PIER 2

Type: HP 14x73
Nominal Required Bearing: 132 Kips
Factored Resistance Available: 73 Kips
Est. Length: 40'-0"
No. Production Piles: 1
No. Test Piles: 1

Pre-drill to elevation 582.0. Cost included in Driving Piles (See Special Provisions).
Install Piles to capacity shown or to a minimum tip elevation of 581.67, whichever is lower.

PILE DATA - SB PIER 3

Type: Steel HP12x53
Nominal Required Bearing: 69 kips
Factored Resistance Available: 38 kips
Est. Length: 36'-0"
No. Production Piles: 2
No. Test Piles: 0

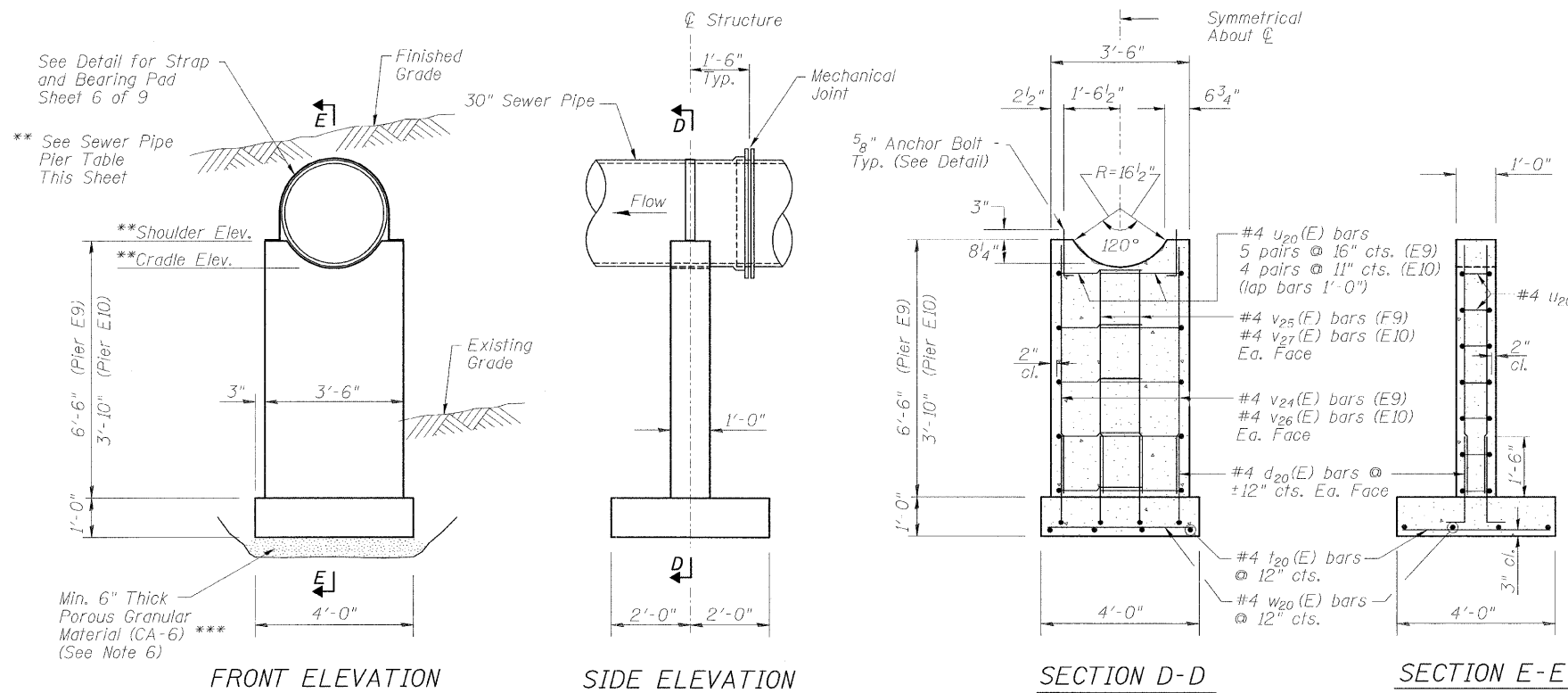
Note:
For Boring Logs, see Roadway Bridge Plans, sheets 20-22.

**SEWER BRIDGE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
p20(E)	30	#5	6'-2"	
s20(E)	14	#4	9'-5"	□
s21(E)	7	#4	10'-5"	□
Concrete Structures		Cu. Yd.	5.2	
Reinforcement Bars, Epoxy Coated		Pound	330	
Furnishing Steel Piles HP12x53		Foot	144	
Furnishing Steel Piles HP14x73		Foot	40	
Furnishing & Erecting Structural Steel		Pound	14,690	
Driving Piles		Foot	184	
Test Pile Steel HP14x73		Each	1	
Concrete Encasement		Cu. Yd.	13.1	
Anchor Bolts, 1"		Each	16	



345 EAST ASH AVENUE, SUITE B
DECATUR, ILLINOIS 62526
PH. 217-875-4800



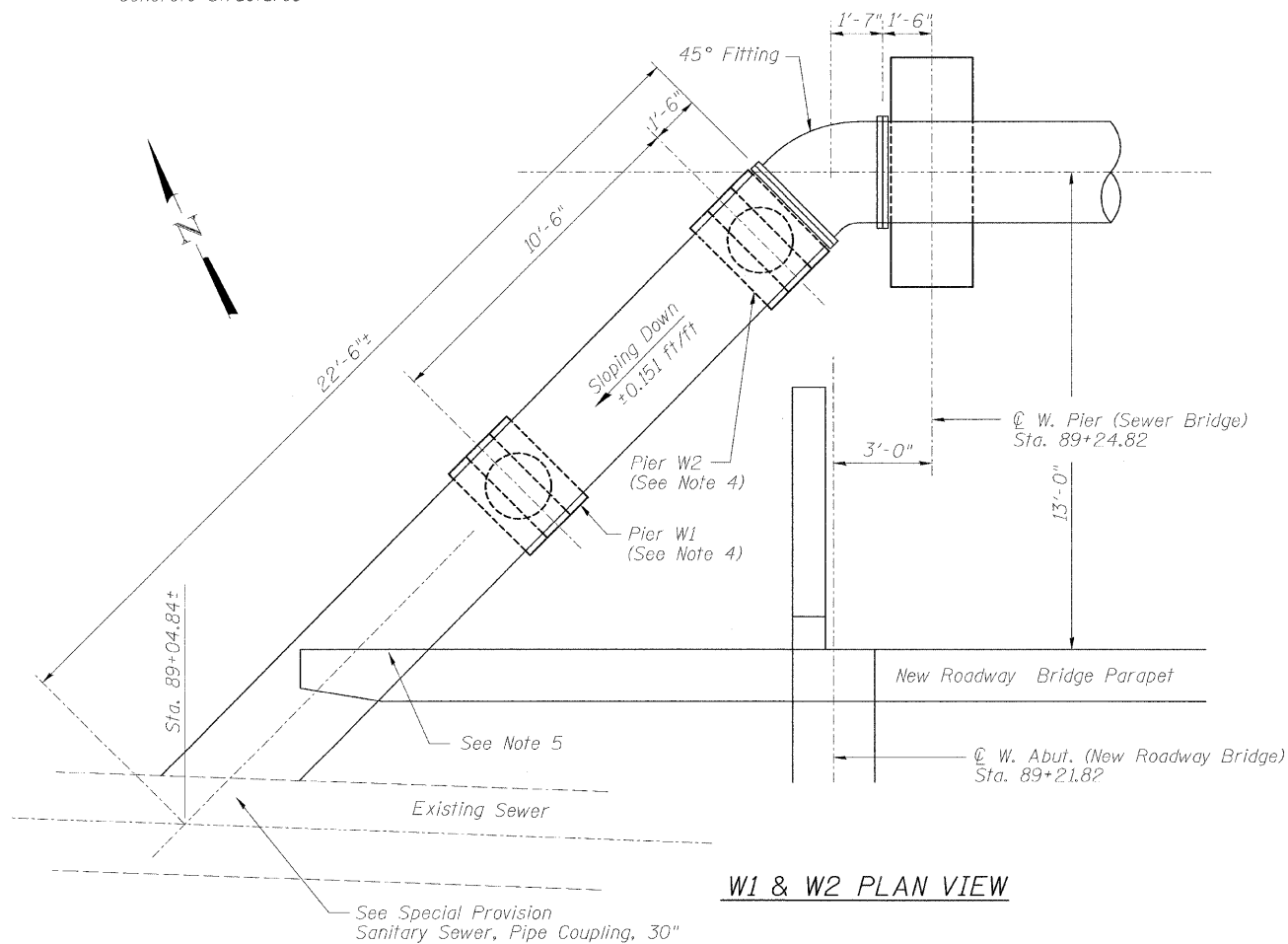
PIER E9 - E10

SEWER PIPE PIER TABLE

Pier	Station	Offset (ft.)	Invert Elevation	Cradle Elevation	Shoulder Elevation
W1*	89+12.13	-26.978	621.50	621.42	622.11
W2*	89+19.56	-34.403	623.09	623.01	623.69
E1	90+66.32	-36.583	624.19	624.11	624.80
E2	90+83.82	-36.583	624.20	624.12	624.80
E3	91+01.32	-36.583	624.20	624.12	624.81
E4	91+18.82	-36.583	624.21	624.13	624.81
E5	91+36.32	-36.583	624.21	624.13	624.82
E6	91+53.82	-36.583	624.22	624.14	624.82
E7	91+71.32	-36.583	624.22	624.14	624.83
E8	91+88.82	-36.583	624.23	624.15	624.83
E9	92+06.32	-36.583	624.23	624.15	624.84
E10	92+23.82	-36.583	624.24	624.16	624.84

* Provide slope of 0.151 ft/ft across cradle (See Note 4)

*** Included in Cost of Concrete Structures



Notes:

- Invert to ground distance varies. For actual cross sections see Sheets 7 through 9 of 9.
- Elevations at top of pier shall be adjusted to obtain proposed sewer invert shown on profile.
- If actual pipe laying length differs from 17'-6" (as shown), Contractor shall be responsible for adjusting pipe pier locations.
- Pipe layout, fitting dimensions, and pipe slope shall be confirmed by the Contractor before constructing Piers W1 and W2.
- Lay out connector sewer pipe so that pipe passes under approach slab parapet and does not conflict with guardrail posts.
- CA-6 Base Material shall be per Art. 1004.04 of the Standard Specifications and shall be compacted to the satisfaction of the Engineer.

URS

345 EAST ASH AVENUE, SUITE B
 DECATUR, ILLINOIS 62526
 PH. 217-875-4800

FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - KWB	REVISED -
		CHECKED - DCS	REVISED -
		DRAWN - DCS	REVISED -
		CHECKED - KWB	REVISED -

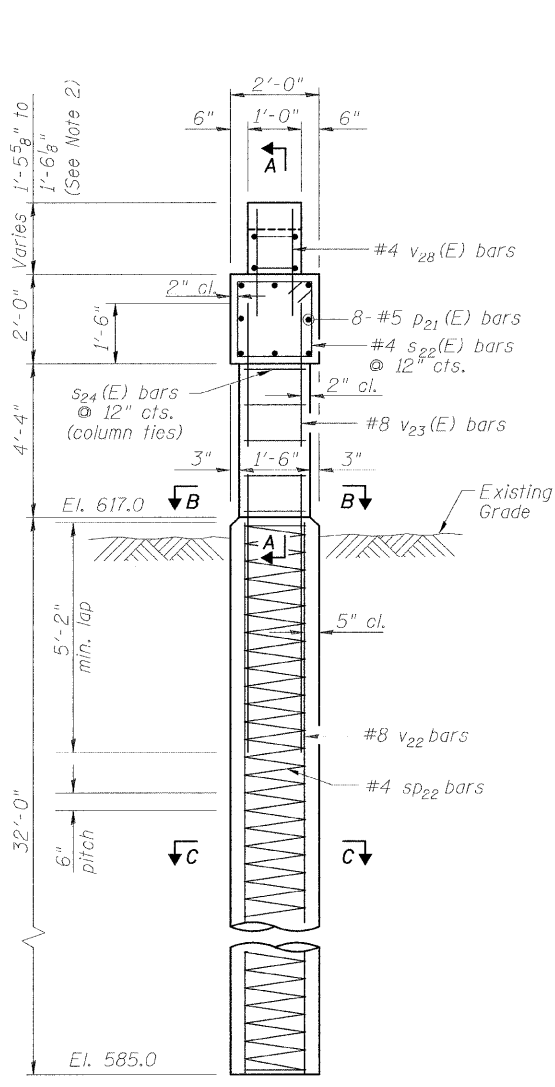
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SANITARY SEWER PIPE SUPPORT DETAILS

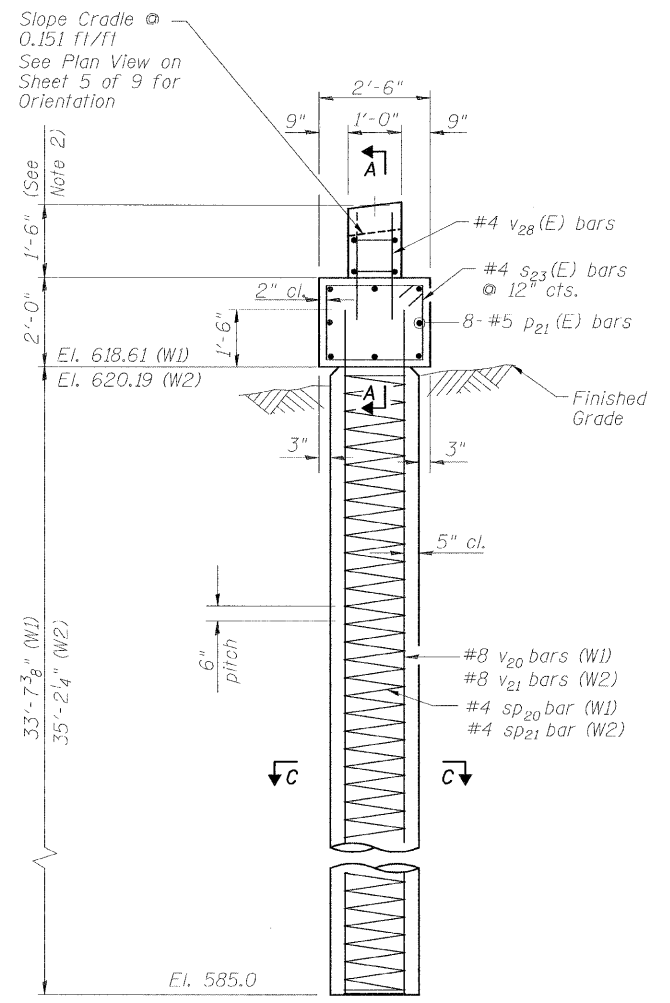
SHEET NO. 5 OF 9 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7398	09-00905-00-BR	MACON	63	26
				CONTRACT NO. 95687

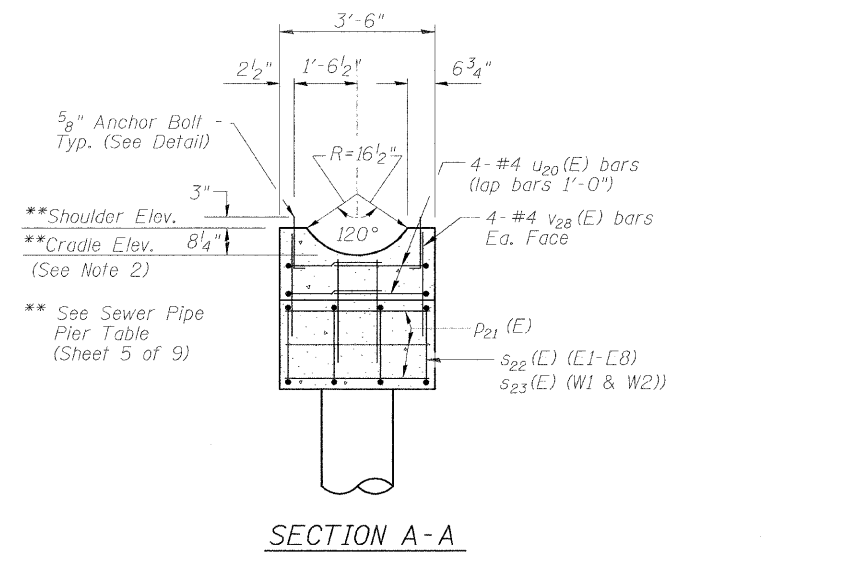
ILLINOIS FED. AID PROJECT



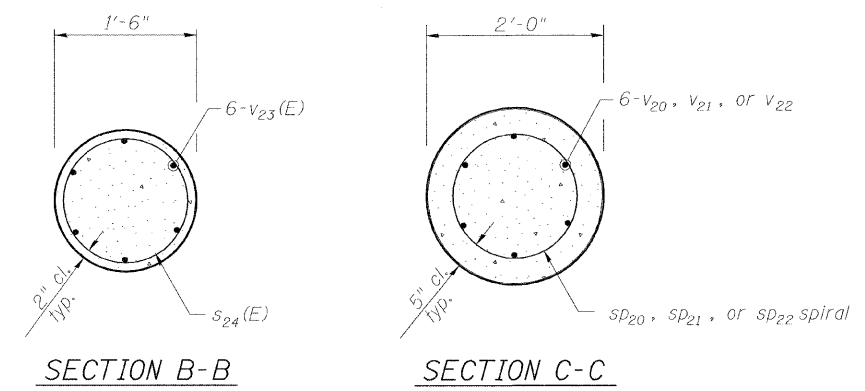
**ELEVATION
PIER E1 - E8**



**ELEVATION
PIER W1 - W2**



SECTION A-A



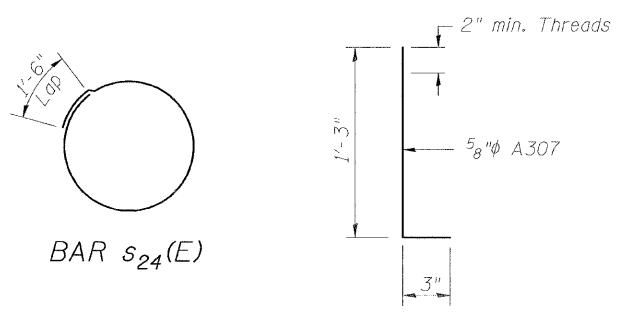
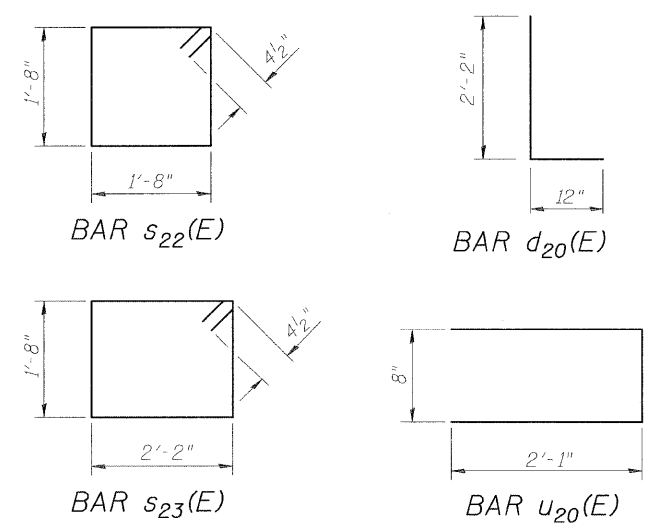
SECTION B-B

SECTION C-C

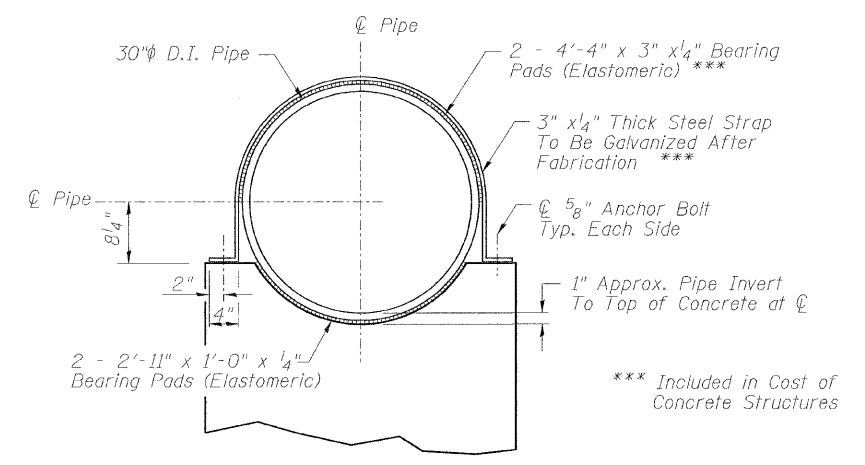
**SEWER PIPE PIERS
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
d ₂₀ (E)	16	#4	3'-2"	┌
p ₂₁ (E)	80	#5	3'-2"	—
s ₂₂ (E)	32	#4	7'-5"	□
s ₂₃ (E)	8	#4	8'-5"	□
s ₂₄ (E)	40	#4	5'-2"	○
* SP ₂₀	1	#4	33'-5"	WWM
* SP ₂₁	1	#4	35'-0"	WWM
* SP ₂₂	8	#4	31'-10"	WWM
t ₂₀ (E)	8	#4	3'-8"	—
u ₂₀ (E)	58	#4	4'-10"	┌
v ₂₀	6	#8	35'-2"	—
v ₂₁	6	#8	36'-9"	—
v ₂₂	48	#8	31'-10"	—
v ₂₃ (F)	48	#8	11'-0"	—
v ₂₄ (E)	4	#4	6'-4"	—
v ₂₅ (E)	4	#4	5'-7"	—
v ₂₆ (E)	4	#4	3'-8"	—
v ₂₇ (F)	4	#4	2'-11"	—
v ₂₈ (E)	80	#4	2'-4"	—
w ₂₀ (E)	8	#4	3'-8"	—
Concrete Structures		Cu. Yd.	11.6	
Drilled Shafts in Soil		Cu. Yd.	37.8	
Structure Excavation		Cu. Yd.	16.6	
Reinforcement Bars		Pound	6,770	
Reinforcement Bars, Epoxy Coated		Pound	2,450	
Anchor Bolts 5/8"φ		Each	24	

* Length is height of spiral.



ANCHOR BOLT DETAIL

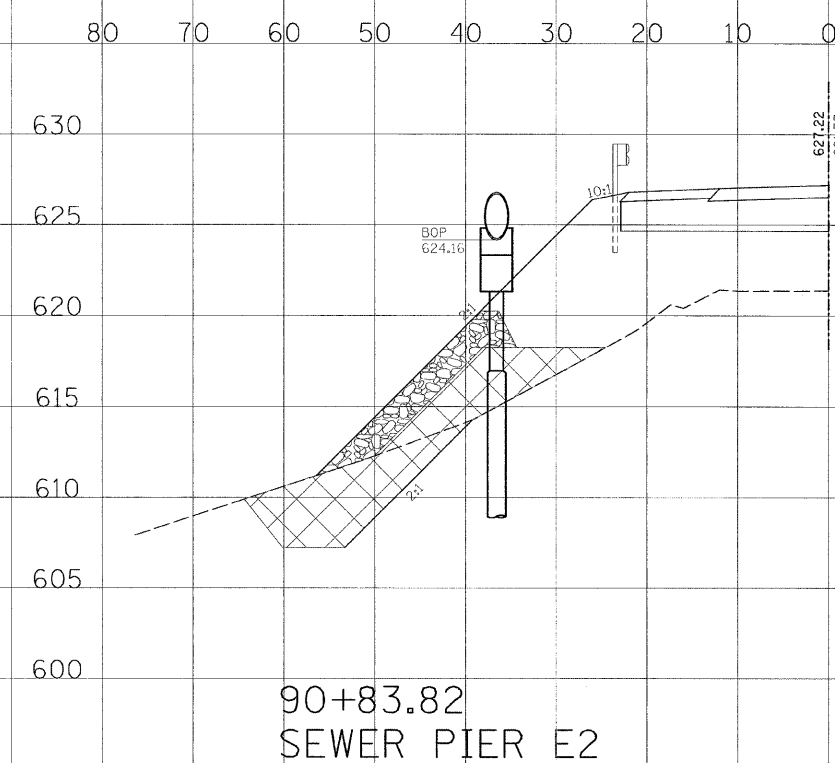
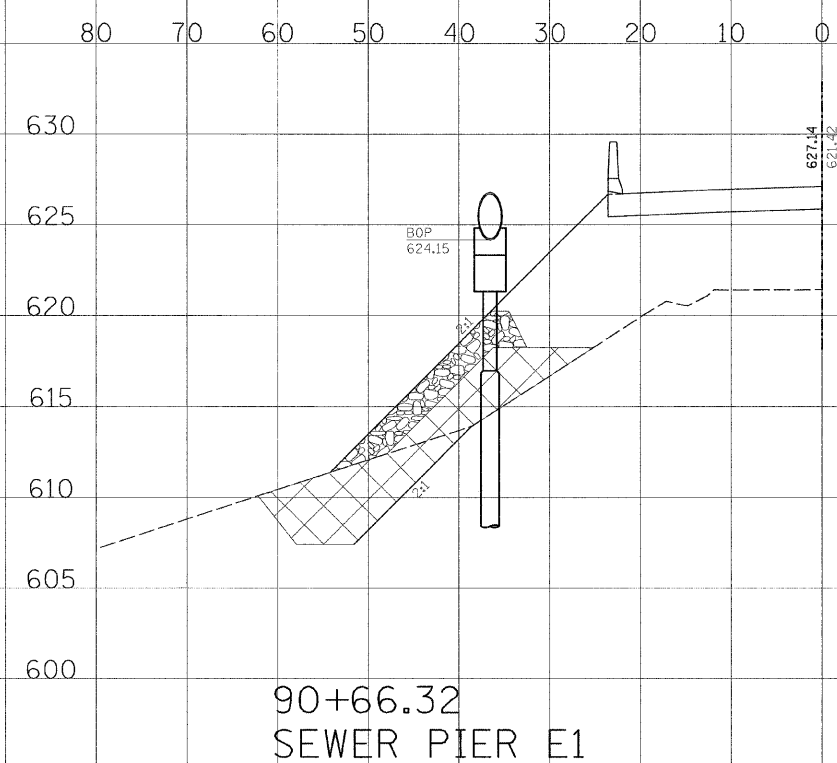
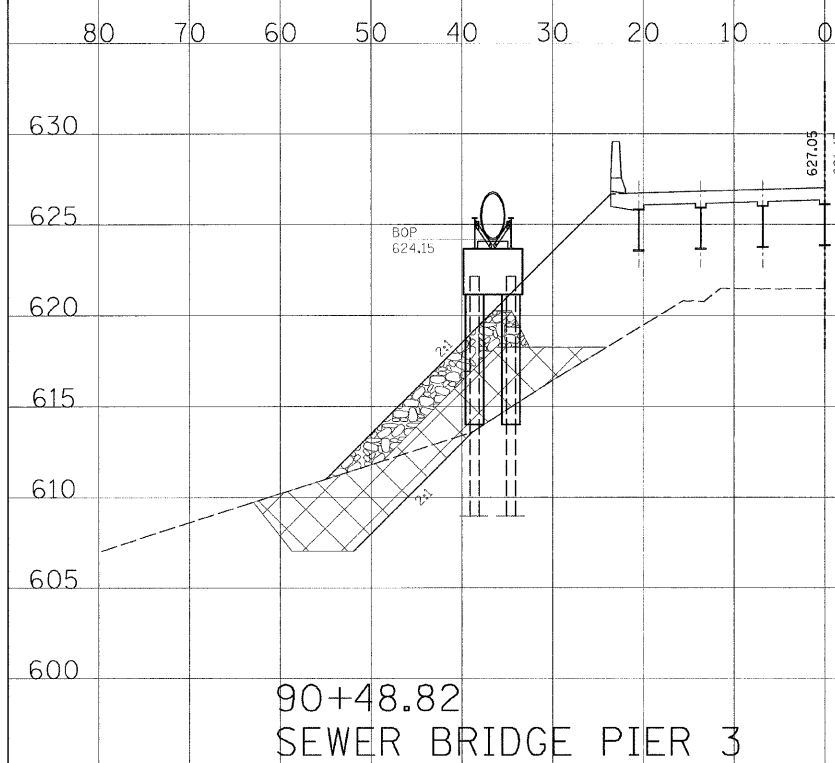
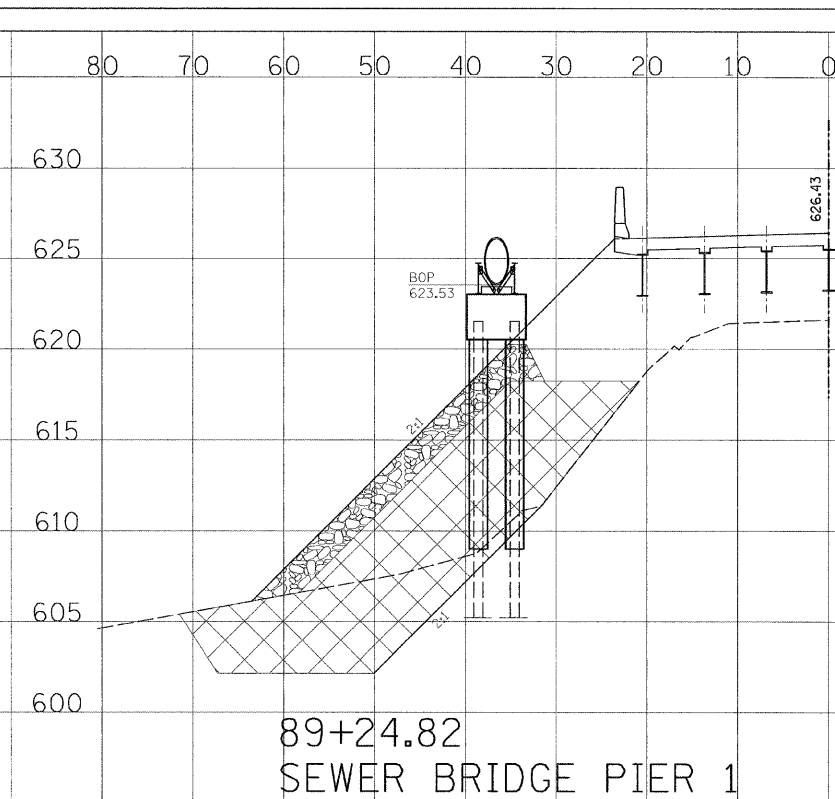
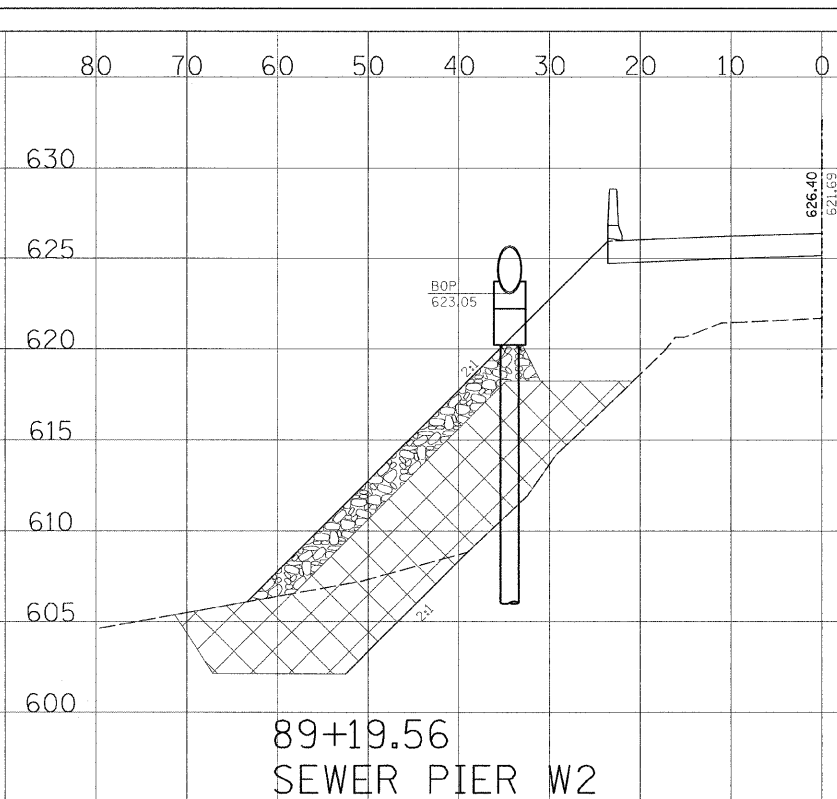
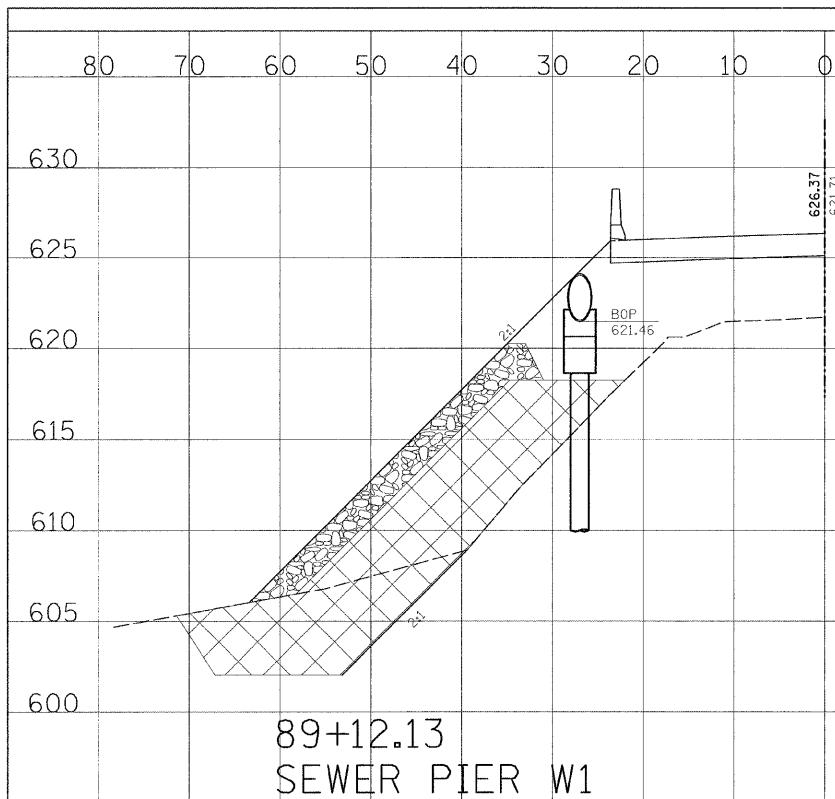


STRAP AND BEARING PAD DETAIL

URS
345 EAST ASH AVENUE, SUITE B
DECATUR, ILLINOIS 62526
PH. 217-875-4800

DATE	_____
BY	_____
REVISIONS	_____
FINAL SURVEY	_____
NOTE BOOK	_____
AREAS CHECKED	_____

DATE	_____
BY	_____
REVISIONS	_____
ORIGINAL SURVEY	_____
NOTE BOOK	_____
AREAS CHECKED	_____



SCALE
VERT.: 1" = 5'
HORZ.: 1" = 10'

FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - KWB	REVISED -
#FIL.EI#		DRAWN - BKN	REVISED -
		CHECKED - KWB	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

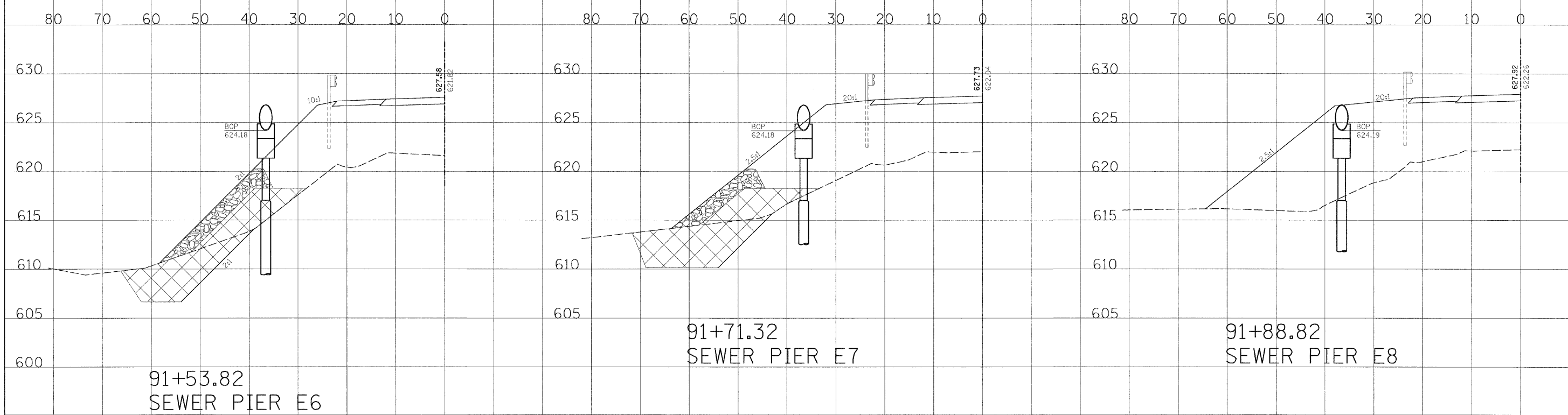
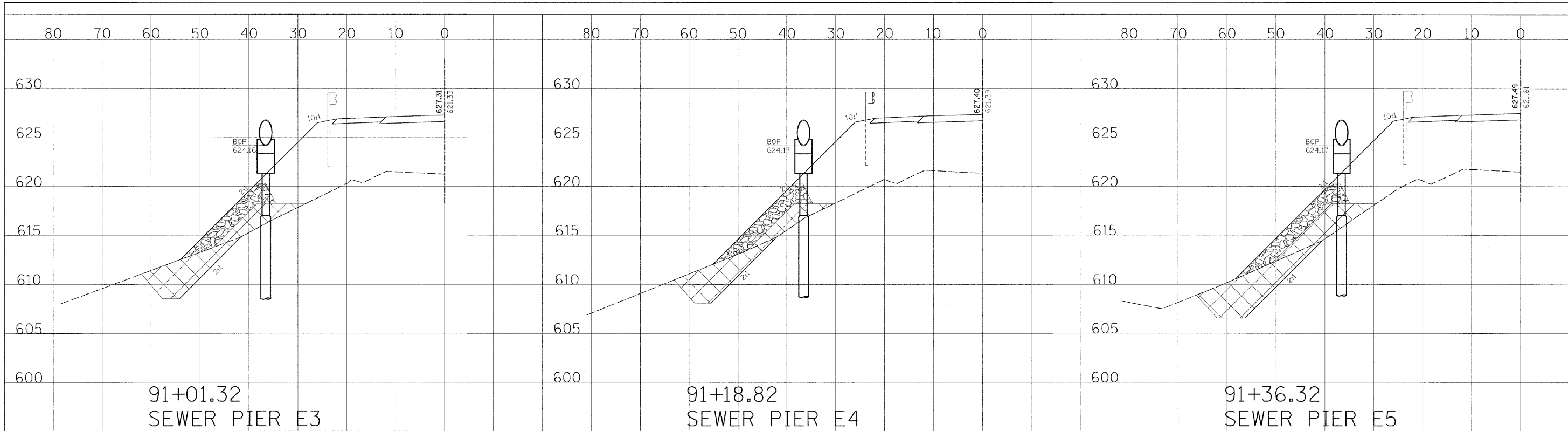
CROSS SECTIONS AT SANITARY SEWER PIPE SUPPORTS

SCALE: AS SHOWN SHEET NO. 1 OF 3 SHEETS STA. 89+12.13 TO STA. 90+83.82

RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
FAU 7398	09-00905-00-BR	DECATUR	6.3	28
CONTRACT NO. 95687				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT:				

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

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

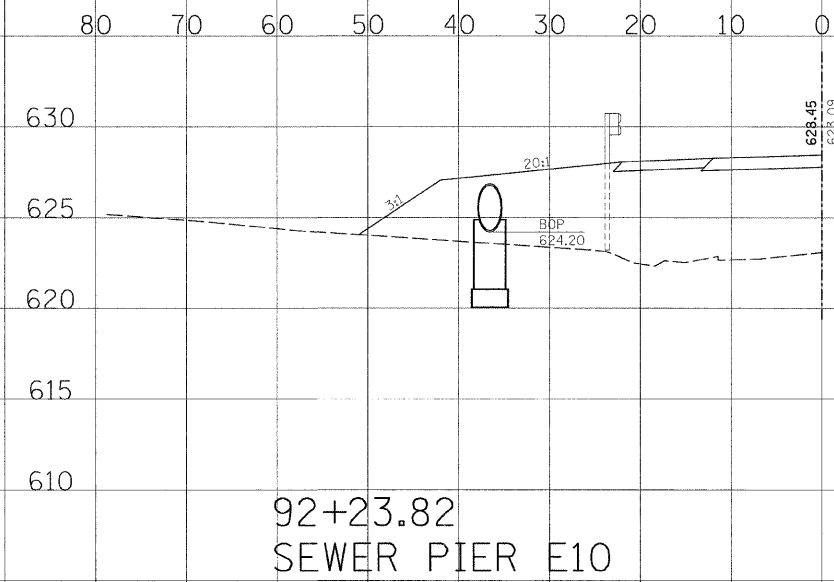
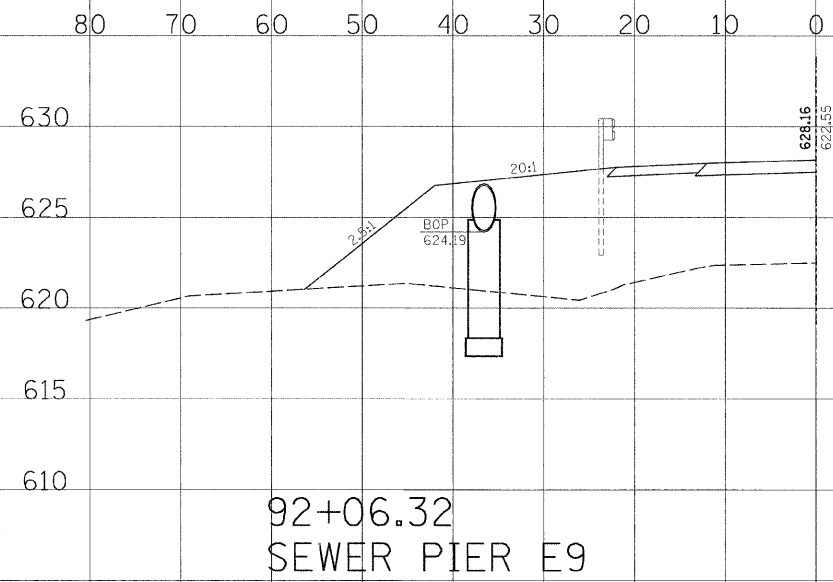


SCALE
VERT.: 1" = 5'
HORZ.: 1" = 10'

FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - KWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS AT SANITARY SEWER PIPE SUPPORTS	RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN - BKN	REVISED -			FAU 7398	09-00905-00-BR	DECATUR	63	29	
PLOT SCALE = \$SCALE#		CHECKED - KWB	REVISED -			CONTRACT NO. 95687					
PLOT DATE = \$DATE#		DATE -	REVISED -			SCALE: AS SHOWN	SHEET NO. 2 OF 3 SHEETS	STA. 91+01.32 TO STA. 91+88.82	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT#		

FINAL SURVEY	SURVEYED	DATE
NOTE BOOK	NOTED	BY
NO.	TEMPLATE	
	AREAS	
	CHECKED	

ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	NOTED	BY
NO.	TEMPLATE	
	AREAS	
	CHECKED	



SCALE
VERT.: 1" = 5'
HORZ.: 1" = 10'

FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - KWB	REVISED - ---
#FILE#		DRAWN - BKN	REVISED - ---
	PLOT SCALE = #SCALE#	CHECKED - KWB	REVISED - ---
	PLOT DATE = #DATE#	DATE -	REVISED - ---

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS AT SANITARY SEWER PIPE SUPPORTS

SCALE: AS SHOWN SHEET NO. 3 OF 3 SHEETS STA. 92+06.32 TO STA. 92+23.82

RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
FAU 7398	09-00905-00-BR	DECATUR	63	30
CONTRACT NO. 95687				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT:				

Bench Mark: East Rim of Sanitary Manhole Sta. 85+04.52, 23.88' Lt., Elev. = 623.68

Existing structure S.N. 058-6003 was originally constructed in 1909. It was reconstructed in 1965 when the original superstructure was replaced with PPC deck beams. The PPC deck beams have since been overlaid with bituminous concrete. Structure consists of reinforced concrete closed abutments with concrete wingwalls. The abutments appear to be gravity type and it is not known if they are supported by piles. Structure length is 49 feet and the width is 24 feet. The distance face to face abutment breastwalls is 44 feet, measured at the bottom of Lake Decatur. A 30" dia. ductile iron sanitary sewer pipe spans the existing opening on the North side of the existing structure. The sanitary sewer pipe is supported by a pair of W21x44 steel beams which are supported on the north wingwalls of the existing structure. The existing structure is to be removed and replaced. The existing roadway will be closed during construction.

No salvage.

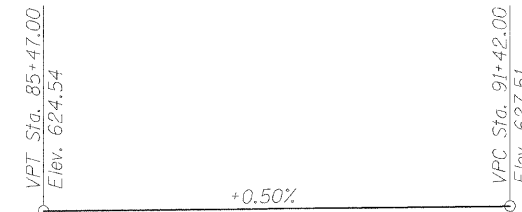
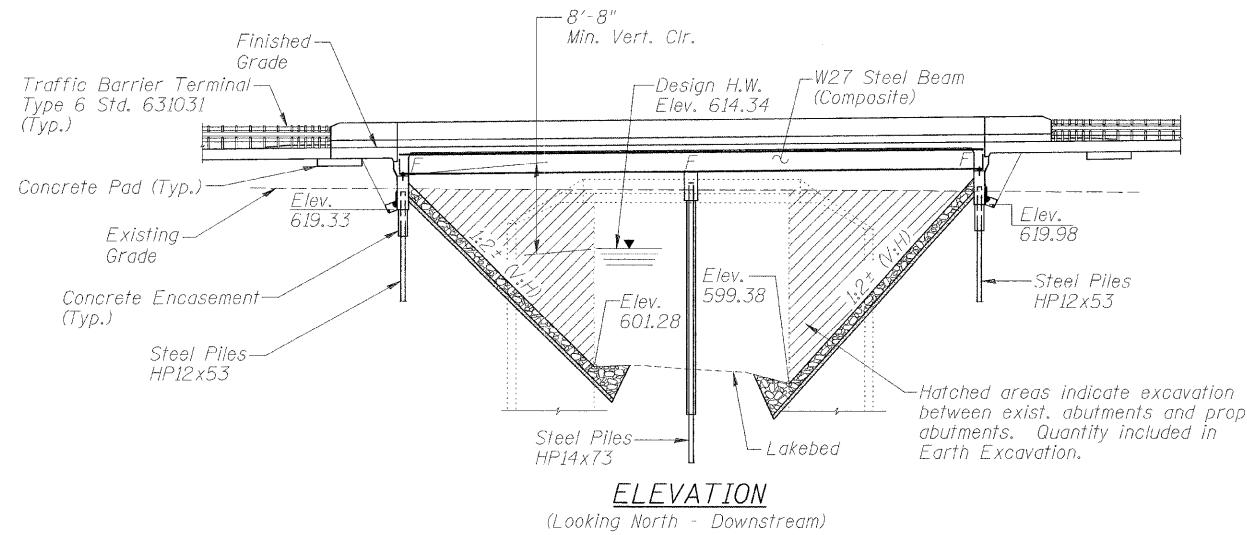
WATERWAY INFORMATION

Drainage Area = 16.7 Sq. Mi.		Existing Low Grade Elev. 621.33 @ Sta. 91+00.00		Proposed Low Grade Elev. 623.25 @ Sta. 86+50.00					
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head-Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	10	2730	500	918	614.33	0.47	0.14	614.80	614.47
Base	30	3690	495	915	614.34	0.89	0.26	615.23	614.60
Overtopping	100	4860	488	910	614.34	1.61	0.45	615.95	614.79
Max. Calc.	500	6640	494	901	614.36	3.37	0.85	617.73	615.21

30 Yr. Velocity = 7.46 fps (Existing) and 4.03 fps (Proposed)

DESIGN SCOUR ELEVATION TABLE

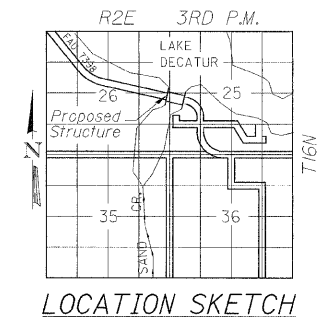
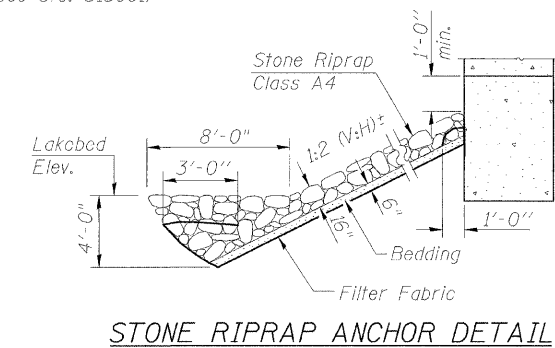
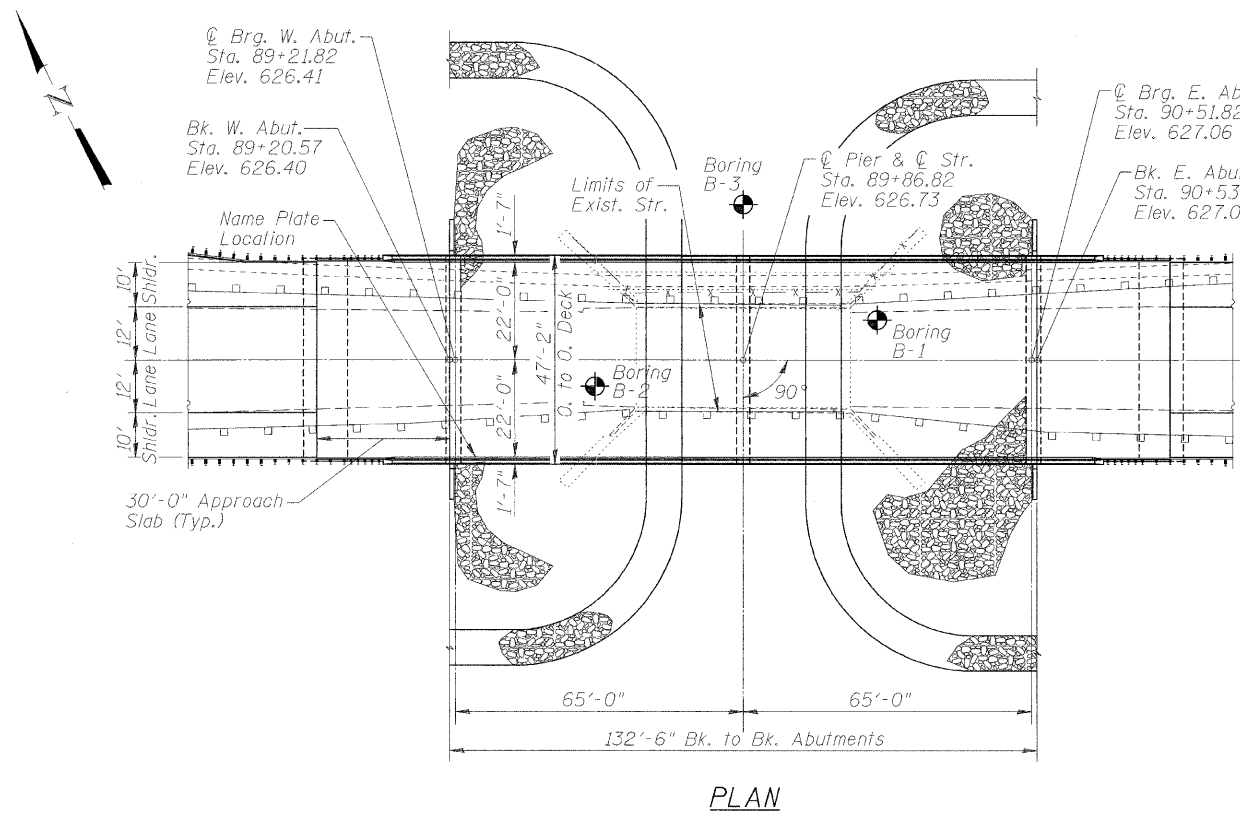
Design Scour Elevation (ft.)	W. Abut.	Pier	E. Abut.
	619.33	594.1	619.98



SAND CREEK ARM - LAKE DECATUR
BUILT 2012 BY
CITY OF DECATUR
SECTION 09-00905-00-BR
STA. 89+86.82
STR. NO. 058-6026 LOADING HL-93

NAME PLATE
(See Std. 515001)

DESIGN SPECIFICATIONS
2010 AASHTO LRFD Bridge Design Specifications, 5th Edition with 2010 Interim Revisions
LOADING HL 93
Allow 50#/sq. ft. for future wearing surface.
DESIGN STRESSES
FIELD UNITS
f_c = 3,500 psi
f_y = 60,000 psi (reinforcement)
f_y = 50,000 psi (Structural Steel)
AASHTO M270 Grade 50W
SEISMIC DATA
Seismic Performance Zone (SPZ) = 2
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.155g
Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.285g
Soil Site Class = D



GENERAL PLAN & ELEVATION
FAU 7398 (SOUTH SHORES DRIVE) OVER
SAND CREEK ARM OF LAKE DECATUR
SECTION 09-00905-00-BR
MACON COUNTY
STATION 89+86.82
STRUCTURE NO. 058-6026

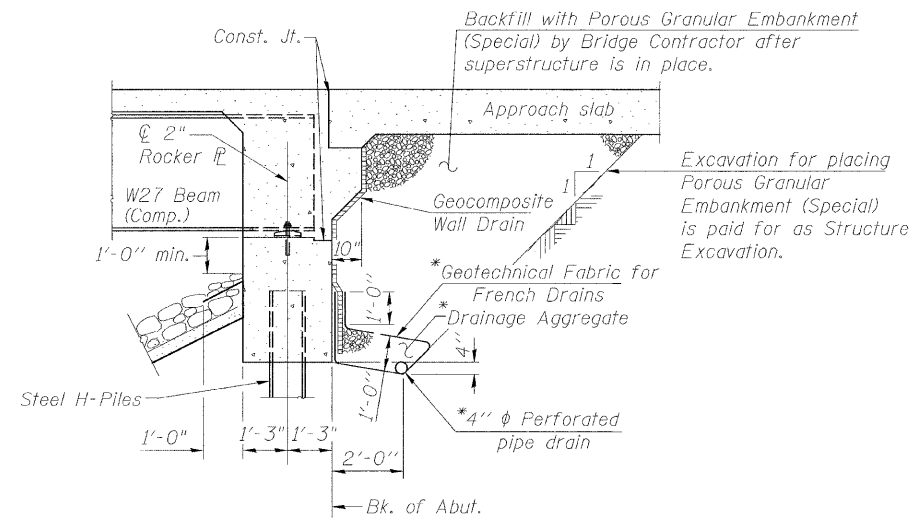


DATE: April 12, 2012
Keith W. Benting
KEITH W. BENTING
ILL. STRUCTURAL NO. 4777

"I CERTIFY THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THIS BRIDGE DESIGN IS STRUCTURALLY ADEQUATE FOR THE DESIGN LOADING SHOWN ON THE PLANS. THE DESIGN IS AN ECONOMICAL ONE FOR THE STYLE OF STRUCTURE AND COMPLIES WITH REQUIREMENTS OF THE CURRENT AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES."

URS
345 EAST ASH AVENUE, SUITE B
DECATUR, ILLINOIS 62526
PH. 217-875-4800

FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISOR -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION STRUCTURE NO. 058-6026	F.A.U. RT# = 7398	SECTION = 09-00905-00-BR	COUNTY = MACON	TOTAL SHEETS = 63	SHEET NO. = 31	
	PLOT SCALE =	CHECKED - KWB	REVISOR -								
	PLOT DATE =	DRAWN - BKN	REVISOR -								
		CHECKED - KWB	REVISOR -								



*Included in the cost of Pipe Underdrains for Structures.

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)

SECTION THRU INTEGRAL ABUTMENT

GENERAL NOTES

- 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 existing beams when developing construction procedures for the removal and replacement of this structure.
- A Regional Permit (RP #38) has been issued by the USACE for this project and the conditions of that permit must be adhered to (See Special Provisions for Permit Conditions).
- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts (in painted areas and ASTM 325 Type 3 in unpainted areas). Bolts 7/8"-in. ϕ , holes 15/16" -in. ϕ , unless otherwise noted.
- Calculated weight of Structural Steel Roadway Bridge = 172,910 lbs.
- All structural steel shall be AASHTO M 270 Grade 50W.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Bearing seal surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.
- Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
- Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure.
- The Contractor shall drive 2 Test Piles to 110% of the nominal required bearing specified in production locations, (one at the West Abutment, and one at the Pier as directed by the Engineer before ordering the remainder of the piles.

BILL OF MATERIAL

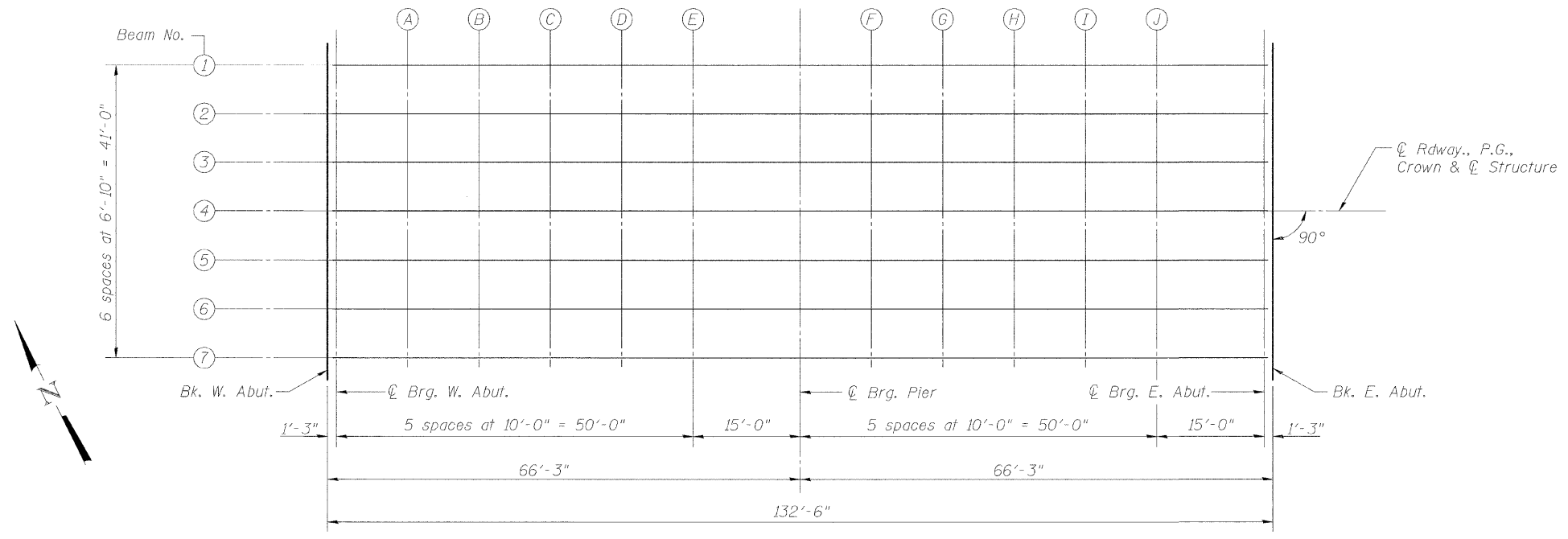
ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		1548	1548
Filter Fabric	Sq. Yd.		1548	1548
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		71.2	71.2
Concrete Structures	Cu. Yd.		85.0	85.0
Concrete Superstructure	Cu. Yd.	360.4		360.4
Bridge Deck Grooving	Sq. Yd.	901		901
Concrete Encasement	Cu. Yd.		43.4	43.4
Protective Coat	Sq. Yd.	1103		1103
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	3339		3339
Reinforcement Bars, Epoxy Coated	Pound	84,590	11,360	95,950
Bar Splicers	Each	100		100
Furnishing Steel Piles HP12x53	Foot		565	565
Furnishing Steel Piles HP14x73	Foot		384	384
Driving Piles	Foot		949	949
Test Pile Steel HP12x53	Each		1	1
Test Pile Steel HP14x73	Each		1	1
Name Plates	Each	1		1
Anchor Bolts, 1"	Each		42	42
Geocomposite Wall Drain	Sq. Yd.		60	60
Porous Granular Embankment (Special)	Cu. Yd.		108.3	108.3
Pipe Underdrains for Structures 4"	Foot		160	160

INDEX OF SHEETS

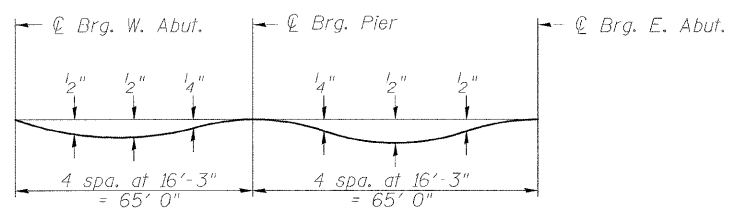
- General Plan and Elevation
- General Notes, Bill of Material, Index of Sheets & Abut. Section
- Top of Slab Elevations
- Top of Slab Elevations
- Top of Approach Slab Elevations
- Superstructure
- Superstructure Details
- Integral Abutment Diaphragm Details
- Bridge Approach Slab Details - Sheet 1 of 2
- Bridge Approach Slab Details - Sheet 2 of 2
- Structural Steel
- Structural Steel Details
- West Abutment
- East Abutment
- Pier
- HP Pile Details
- Bar Splicer Assembly and Mechanical Splicer Details
- Cantilever Forming Brackets
- Concrete Parapet Slipforming Option
- Soil Boring Log - Boring B-1
- Soil Boring Log - Boring B-2
- Soil Boring Log - Boring B-3

URS
345 EAST ASH AVENUE, SUITE B
DECATUR, ILLINOIS 62526
PH. 217-875-4800

FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISOR -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES, BILL OF MATERIAL, INDEX OF SHEETS & ABUT. SECTION STRUCTURE NO. 058-6026	F.A.U. RTE. = 7398	SECTION = 09-00905-00-BR	COUNTY = MACON	TOTAL SHEETS = 63	SHEET NO. = 32	
PLOT SCALE =	DRAWN - BKN	REVISOR -	SHEET NO. 2 OF 22 SHEETS								
PLOT DATE =	CHECKED - KWB	REVISOR -	ILLINOIS FED. AID PROJECT								
			CONTRACT NO. 95687								

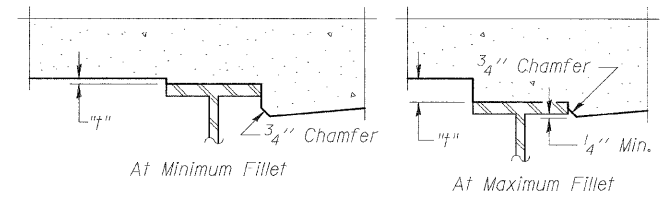


PLAN



DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections shown on sheets 3 and 4 of 22.



To determine "f": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 3 and 4 of 22, minus slab thickness, equals the fillet heights "f" above top flange of beams.

FILLET HEIGHTS

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	89+20.57	-20.50	626.04	626.04
W. Abut. ζ Brg.	89+21.82	-20.50	626.05	626.05
A	89+31.82	-20.50	626.10	626.12
B	89+41.82	-20.50	626.15	626.18
C	89+51.82	-20.50	626.20	626.23
D	89+61.82	-20.50	626.25	626.28
E	89+71.82	-20.50	626.30	626.31
ζ Brg. Pier	89+86.82	-20.50	626.37	626.37
F	89+96.82	-20.50	626.42	626.43
G	90+06.82	-20.50	626.47	626.49
H	90+16.82	-20.50	626.52	626.56
I	90+26.82	-20.50	626.57	626.61
J	90+36.82	-20.50	626.62	626.65
E. Abut. ζ Brg.	90+51.82	-20.50	626.70	626.70
Bk. E. Abut.	90+53.07	-20.50	626.71	626.71

URS
345 EAST ASH AVENUE, SUITE B
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BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	89+20.57	-13.67	626.18	626.18
W. Abut. C Brg.	89+21.82	-13.67	626.19	626.19
A	89+31.82	-13.67	626.24	626.27
B	89+41.82	-13.67	626.29	626.33
C	89+51.82	-13.67	626.34	626.39
D	89+61.82	-13.67	626.39	626.43
E	89+71.82	-13.67	626.44	626.46
C Brg. Pier	89+86.82	-13.67	626.51	626.51
F	89+96.82	-13.67	626.56	626.57
G	90+06.82	-13.67	626.61	626.64
H	90+16.82	-13.67	626.66	626.71
I	90+26.82	-13.67	626.71	626.76
J	90+36.82	-13.67	626.76	626.80
E. Abut. C Brg.	90+51.82	-13.67	626.84	626.84
Bk. E. Abut.	90+53.07	-13.67	626.85	626.85

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	89+20.57	-6.83	626.29	626.29
W. Abut. C Brg.	89+21.82	-6.83	626.30	626.30
A	89+31.82	-6.83	626.35	626.38
B	89+41.82	-6.83	626.40	626.45
C	89+51.82	-6.83	626.45	626.50
D	89+61.82	-6.83	626.50	626.54
E	89+71.82	-6.83	626.55	626.57
C Brg. Pier	89+86.82	-6.83	626.63	626.63
F	89+96.82	-6.83	626.68	626.69
G	90+06.82	-6.83	626.73	626.76
H	90+16.82	-6.83	626.78	626.83
I	90+26.82	-6.83	626.83	626.88
J	90+36.82	-6.83	626.88	626.92
E. Abut. C Brg.	90+51.82	-6.83	626.95	626.95
Bk. E. Abut.	90+53.07	-6.83	626.96	626.96

BEAM 4, C Rdway., P.G., Crown & C Structure

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	89+20.57	0.00	626.40	626.40
W. Abut. C Brg.	89+21.82	0.00	626.41	626.41
A	89+31.82	0.00	626.46	626.49
B	89+41.82	0.00	626.51	626.56
C	89+51.82	0.00	626.56	626.61
D	89+61.82	0.00	626.61	626.65
E	89+71.82	0.00	626.66	626.68
C Brg. Pier	89+86.82	0.00	626.73	626.73
F	89+96.82	0.00	626.78	626.80
G	90+06.82	0.00	626.83	626.87
H	90+16.82	0.00	626.88	626.93
I	90+26.82	0.00	626.93	626.99
J	90+36.82	0.00	626.98	627.02
E. Abut. C Brg.	90+51.82	0.00	627.06	627.06
Bk. E. Abut.	90+53.07	0.00	627.07	627.07

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	89+20.57	6.83	626.29	626.29
W. Abut. C Brg.	89+21.82	6.83	626.30	626.30
A	89+31.82	6.83	626.35	626.38
B	89+41.82	6.83	626.40	626.45
C	89+51.82	6.83	626.45	626.50
D	89+61.82	6.83	626.50	626.54
E	89+71.82	6.83	626.55	626.57
C Brg. Pier	89+86.82	6.83	626.63	626.63
F	89+96.82	6.83	626.68	626.69
G	90+06.82	6.83	626.73	626.76
H	90+16.82	6.83	626.78	626.83
I	90+26.82	6.83	626.83	626.88
J	90+36.82	6.83	626.88	626.92
E. Abut. C Brg.	90+51.82	6.83	626.95	626.95
Bk. E. Abut.	90+53.07	6.83	626.96	626.96

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	89+20.57	13.67	626.18	626.18
W. Abut. C Brg.	89+21.82	13.67	626.19	626.19
A	89+31.82	13.67	626.24	626.27
B	89+41.82	13.67	626.29	626.33
C	89+51.82	13.67	626.34	626.39
D	89+61.82	13.67	626.39	626.43
E	89+71.82	13.67	626.44	626.46
C Brg. Pier	89+86.82	13.67	626.51	626.51
F	89+96.82	13.67	626.56	626.57
G	90+06.82	13.67	626.61	626.64
H	90+16.82	13.67	626.66	626.71
I	90+26.82	13.67	626.71	626.76
J	90+36.82	13.67	626.76	626.80
E. Abut. C Brg.	90+51.82	13.67	626.84	626.84
Bk. E. Abut.	90+53.07	13.67	626.85	626.85

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	89+20.57	20.50	626.04	626.04
W. Abut. C Brg.	89+21.82	20.50	626.05	626.05
A	89+31.82	20.50	626.10	626.12
B	89+41.82	20.50	626.15	626.18
C	89+51.82	20.50	626.20	626.23
D	89+61.82	20.50	626.25	626.28
E	89+71.82	20.50	626.30	626.31
C Brg. Pier	89+86.82	20.50	626.37	626.37
F	89+96.82	20.50	626.42	626.43
G	90+06.82	20.50	626.47	626.49
H	90+16.82	20.50	626.52	626.56
I	90+26.82	20.50	626.57	626.61
J	90+36.82	20.50	626.62	626.65
E. Abut. C Brg.	90+51.82	20.50	626.70	626.70
Bk. E. Abut.	90+53.07	20.50	626.71	626.71



345 EAST ASH AVENUE, SUITE B
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FACE OF NORTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	88+90.57	-22.00	625.86
K	89+00.57	-22.00	625.91
L	89+10.57	-22.00	625.96
Back W. Abut.	89+20.57	-22.00	626.01
Back E. Abut.	90+53.07	-22.00	626.67
M	90+63.07	-22.00	626.72
N	90+73.07	-22.00	626.77
End E. Appr. Slab	90+83.07	-22.00	626.82

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	88+90.57	-12.00	626.07
K	89+00.57	-12.00	626.12
L	89+10.57	-12.00	626.17
Back W. Abut.	89+20.57	-12.00	626.21
Back E. Abut.	90+53.07	-12.00	626.88
M	90+63.07	-12.00	626.93
N	90+73.07	-12.00	626.98
End E. Appr. Slab	90+83.07	-12.00	627.03

℄ Rdway., P.G., Crown & ℄ Structure

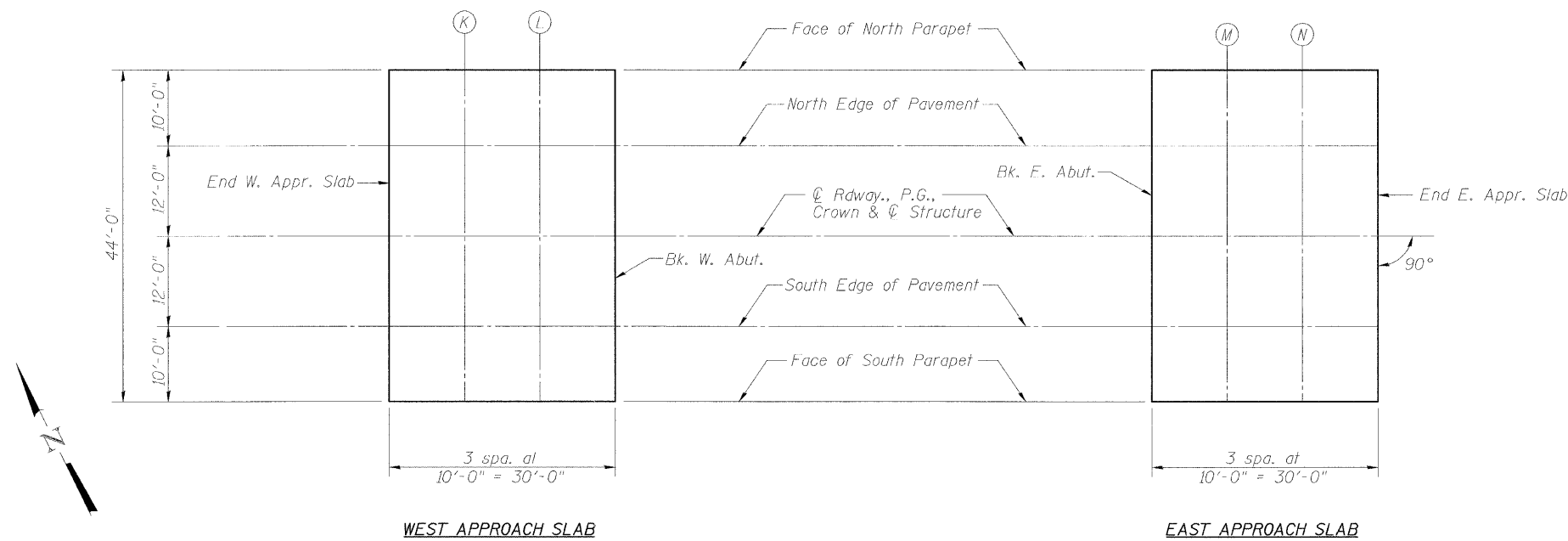
Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	88+90.57	0.00	626.25
K	89+00.57	0.00	626.30
L	89+10.57	0.00	626.35
Back W. Abut.	89+20.57	0.00	626.40
Back E. Abut.	90+53.07	0.00	627.07
M	90+63.07	0.00	627.12
N	90+73.07	0.00	627.17
End E. Appr. Slab	90+83.07	0.00	627.22

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	88+90.57	12.00	626.07
K	89+00.57	12.00	626.12
L	89+10.57	12.00	626.17
Back W. Abut.	89+20.57	12.00	626.21
Back E. Abut.	90+53.07	12.00	626.88
M	90+63.07	12.00	626.93
N	90+73.07	12.00	626.98
End E. Appr. Slab	90+83.07	12.00	627.03

FACE OF SOUTH PARAPET

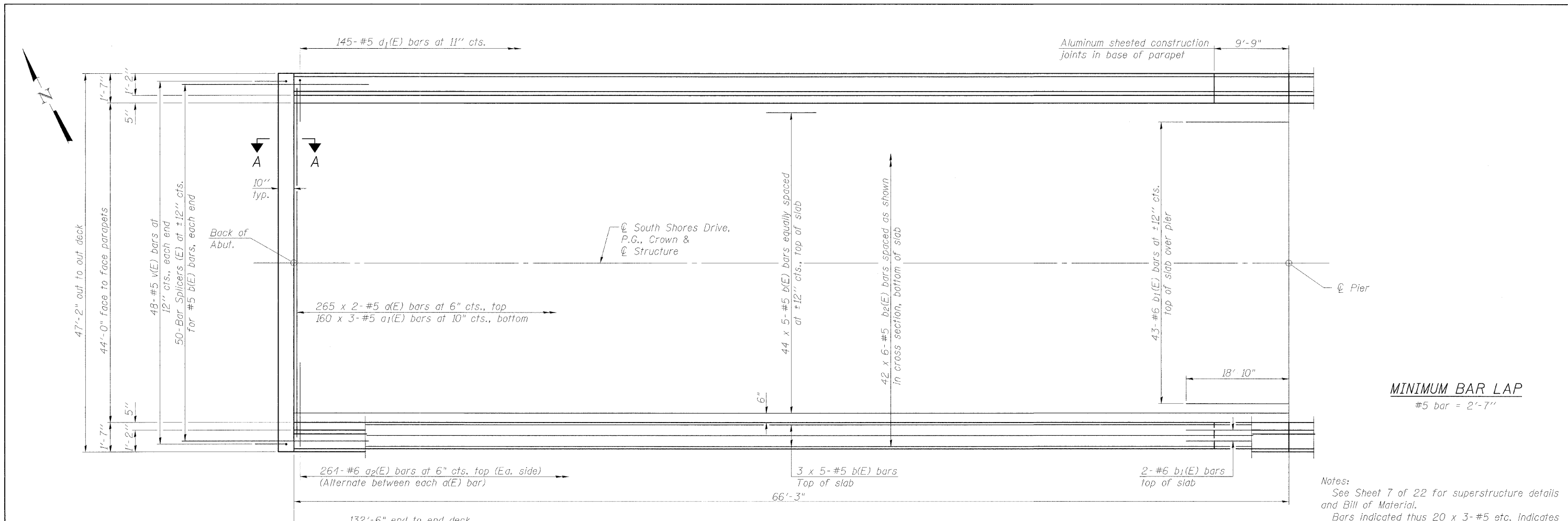
Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	88+90.57	22.00	625.86
K	89+00.57	22.00	625.91
L	89+10.57	22.00	625.96
Back W. Abut.	89+20.57	22.00	626.01
Back E. Abut.	90+53.07	22.00	626.67
M	90+63.07	22.00	626.72
N	90+73.07	22.00	626.77
End E. Appr. Slab	90+83.07	22.00	626.82



PLAN

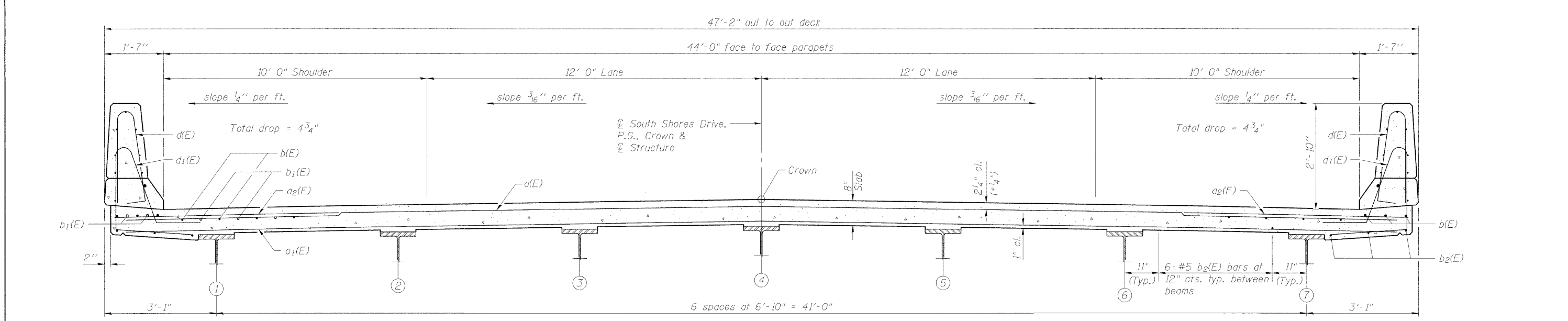
URS
 345 EAST ASH AVENUE, SUITE B
 DECATUR, ILLINOIS 62526
 PH. 217-875-4800

FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF APPROACH SLAB ELEVATIONS STRUCTURE NO. 058-6026	F.A.U. RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		CHECKED - KWB	REVISD -			7398	09-00905-00-BR	MACON	63	35	
		PLOT SCALE =	REVISD -			CONTRACT NO. 95687					
		PLOT DATE =	REVISD -			ILLINOIS FED. AID PROJECT					



PARTIAL PLAN

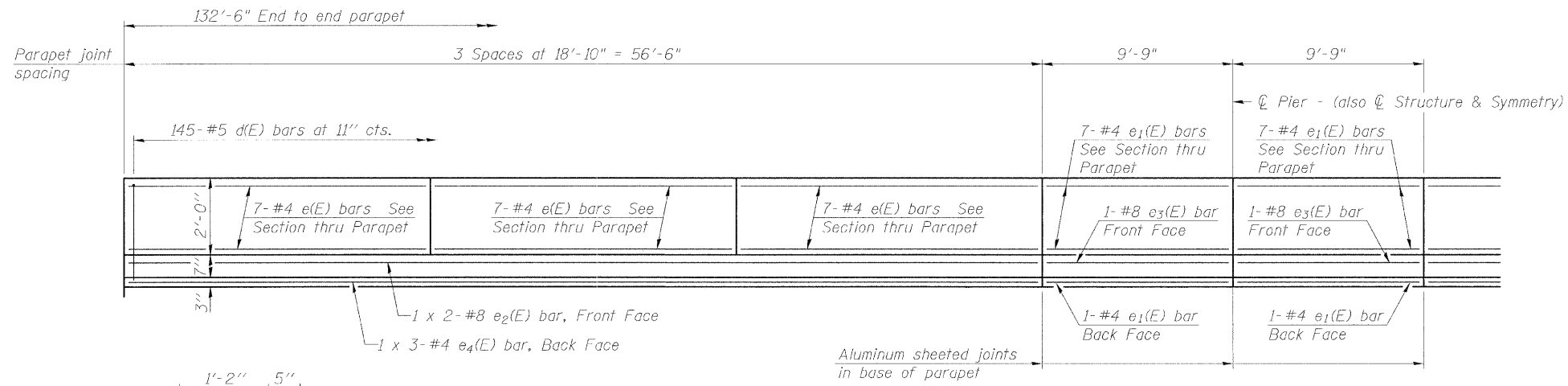
Notes:
 See Sheet 7 of 22 for superstructure details and Bill of Material.
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 See Sheet 7 of 22 for parapet reinforcement.
 See Sheet 8 of 22 for Section A-A.



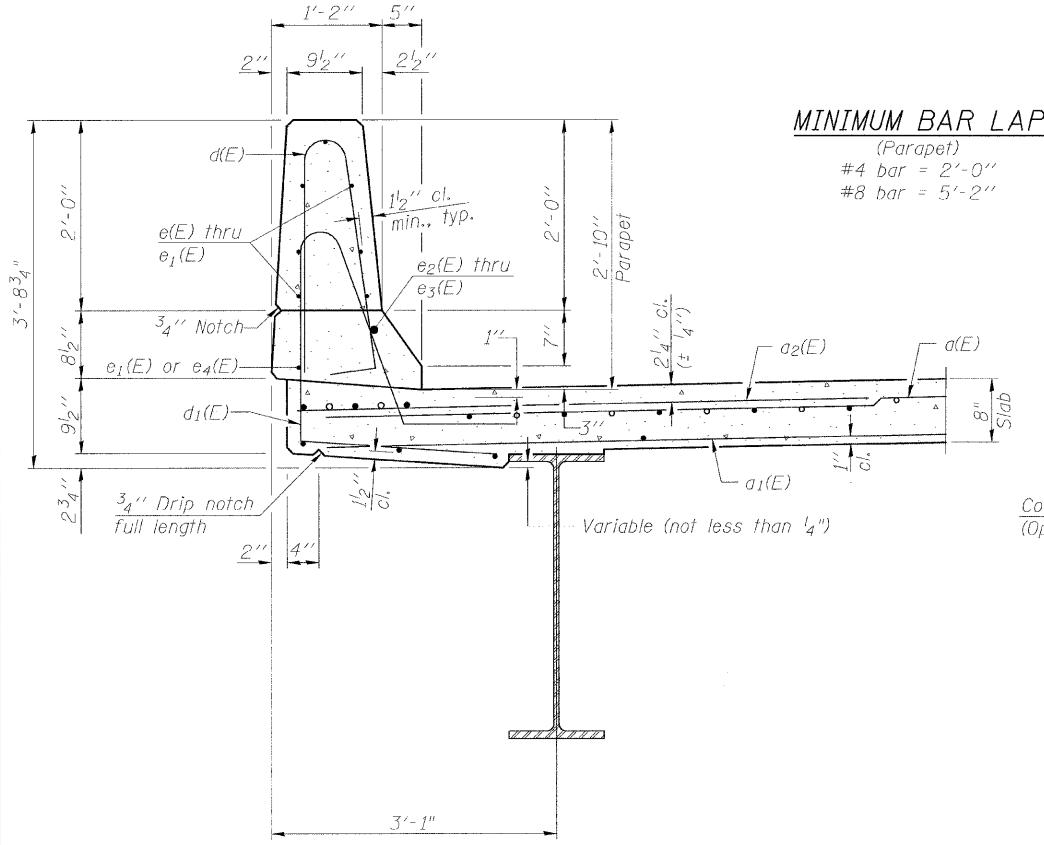
CROSS SECTION
(Looking East)

URS
 345 EAST ASH AVENUE, SUITE B
 DECATUR, ILLINOIS 62526
 PH. 217-875-4800

FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE STRUCTURE NO. 058-6026	F.A.U. R.T.E. 1398	SECTION 09-00905-00-BR	COUNTY MACON	TOTAL SHEETS 63	SHEET NO. 36
PLOT SCALE =	DRAWN - BKN	REVISD -	ILLINOIS FED. AID PROJECT							
PLOT DATE =	CHECKED - KWB	REVISD -	CONTRACT NO. 95687							

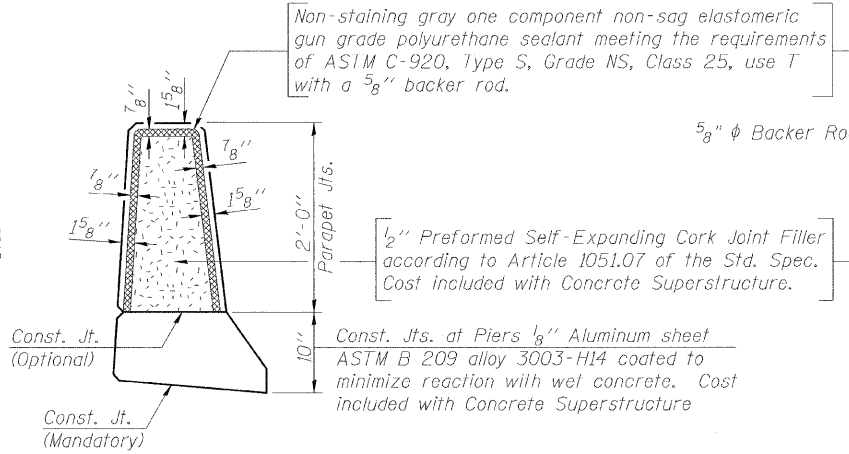


INSIDE ELEVATION OF PARAPET



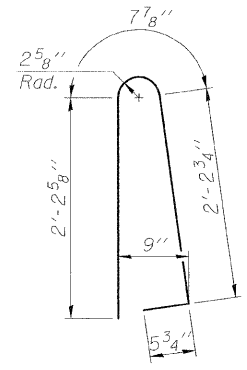
SECTION THRU PARAPET

MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"

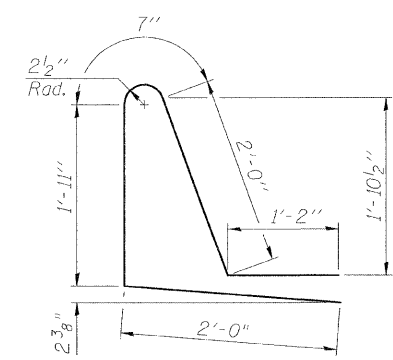


PARAPET JOINT DETAILS

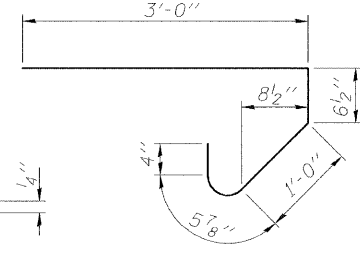
Notes:
The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Society of Protective Coatings Spec. SSPC-SP1 prior to painting.
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.



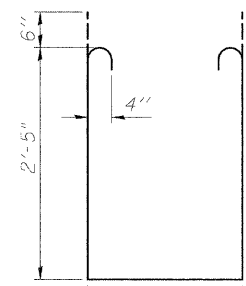
BAR d(E)



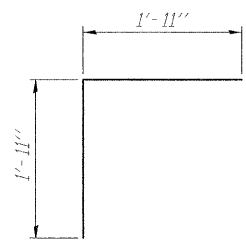
BAR d1(E)



BAR s(E)



BAR s1(E)



BAR v(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	530	#5	21'-7"	—
a1(E)	480	#5	17'-3"	—
a2(E)	528	#6	6'-6"	—
b(E)	250	#5	28'-7"	—
b1(E)	47	#6	37'-8"	—
b2(E)	252	#5	24'-3"	—
d(E)	290	#5	5'-7"	U
d1(E)	290	#5	7'-8"	U
e(E)	84	#4	18'-6"	—
e1(E)	32	#4	9'-5"	—
e2(E)	8	#8	30'-8"	—
e3(E)	4	#8	9'-5"	—
e4(E)	12	#4	20'-1"	—
m(E)	10	#6	46'-10"	—
m1(E)	28	#6	10'-2"	—
m2(E)	12	#6	6'-6"	—
m3(E)	4	#6	2'-11"	—
s(E)	96	#5	5'-5"	U
s1(E)	84	#4	8'-0"	U
v(E)	96	#5	3'-10"	U
Reinforcement Bars, Epoxy Coated		Pound	52,680	
Concrete Superstructure		Cu. Yds.	218.5	

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

S-I-D 7-1-10

FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISED -
		CHECKED - KWB	REVISED -
		DRAWN - BKN	REVISED -
		CHECKED - KWB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

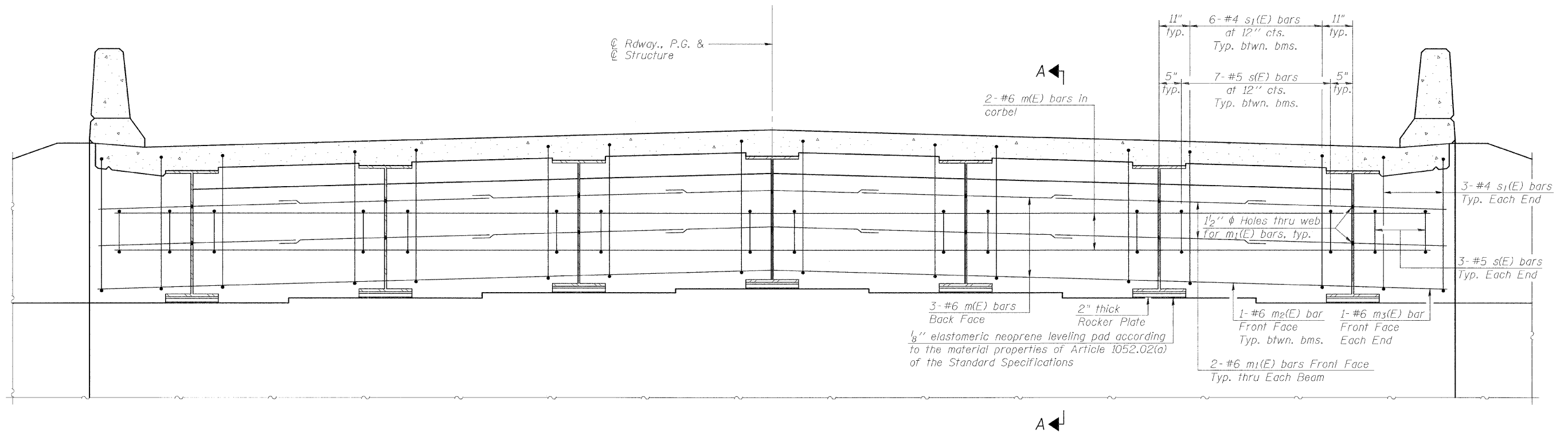
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 058-6026

SHEET NO. 7 OF 22 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7398	09-00905-00-BR	MACON	63	37
CONTRACT NO. 95687				

ILLINOIS FED. AID PROJECT

URS
345 EAST ASH AVENUE, SUITE B
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PH. 217-875-4800



DIAPHRAGM ELEVATION AT ABUTMENT

Notes:

Reinforcement bars in diaphragm are billed with superstructure on sheet 7 of 22.

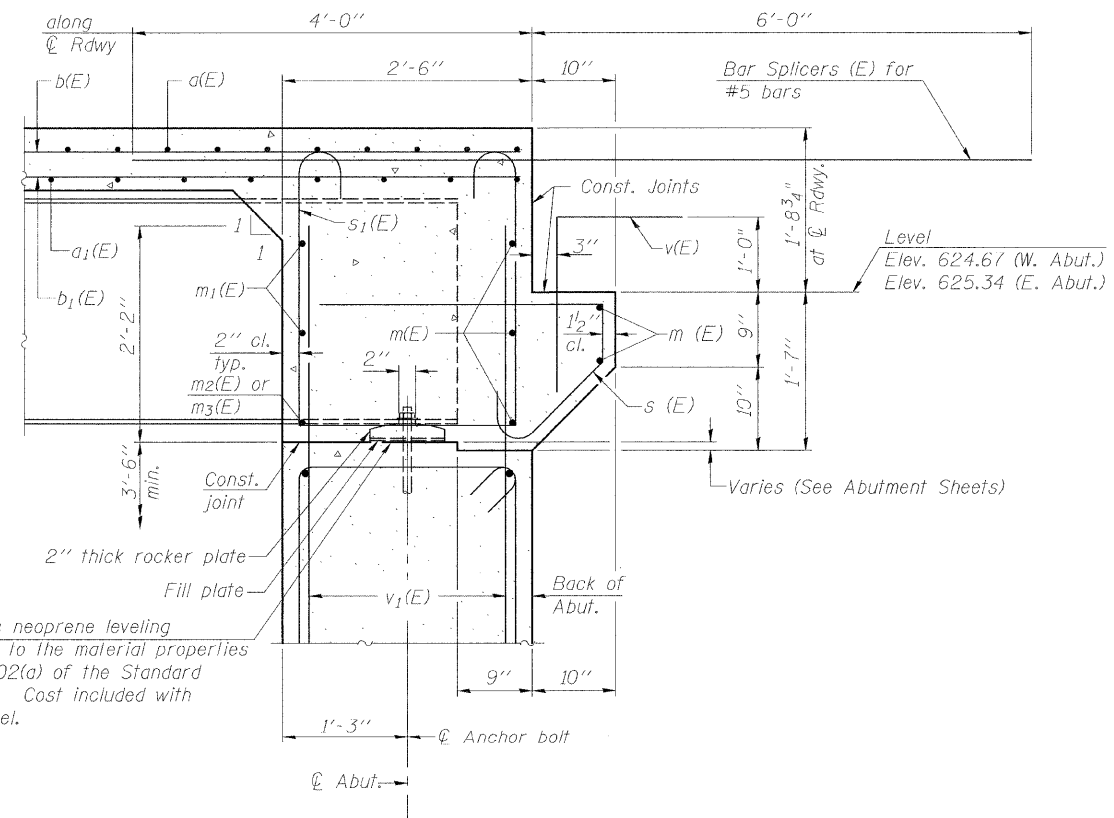
Concrete in diaphragm is included with Concrete Superstructure on sheet 7 of 22.

For details of bars s(E) & s₁(E) see sheet 7 of 22.

The s(E) and s₁(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

MIN. BAR LAP

#6 bar = 3'-4"



SECTION A-A

URS

345 EAST ASH AVENUE, SUITE B
 DECATUR, ILLINOIS 62526
 PH. 217-875-4800

FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISED -
		CHECKED - KWB	REVISED -
		DRAWN - BKN	REVISED -
		CHECKED - KWB	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

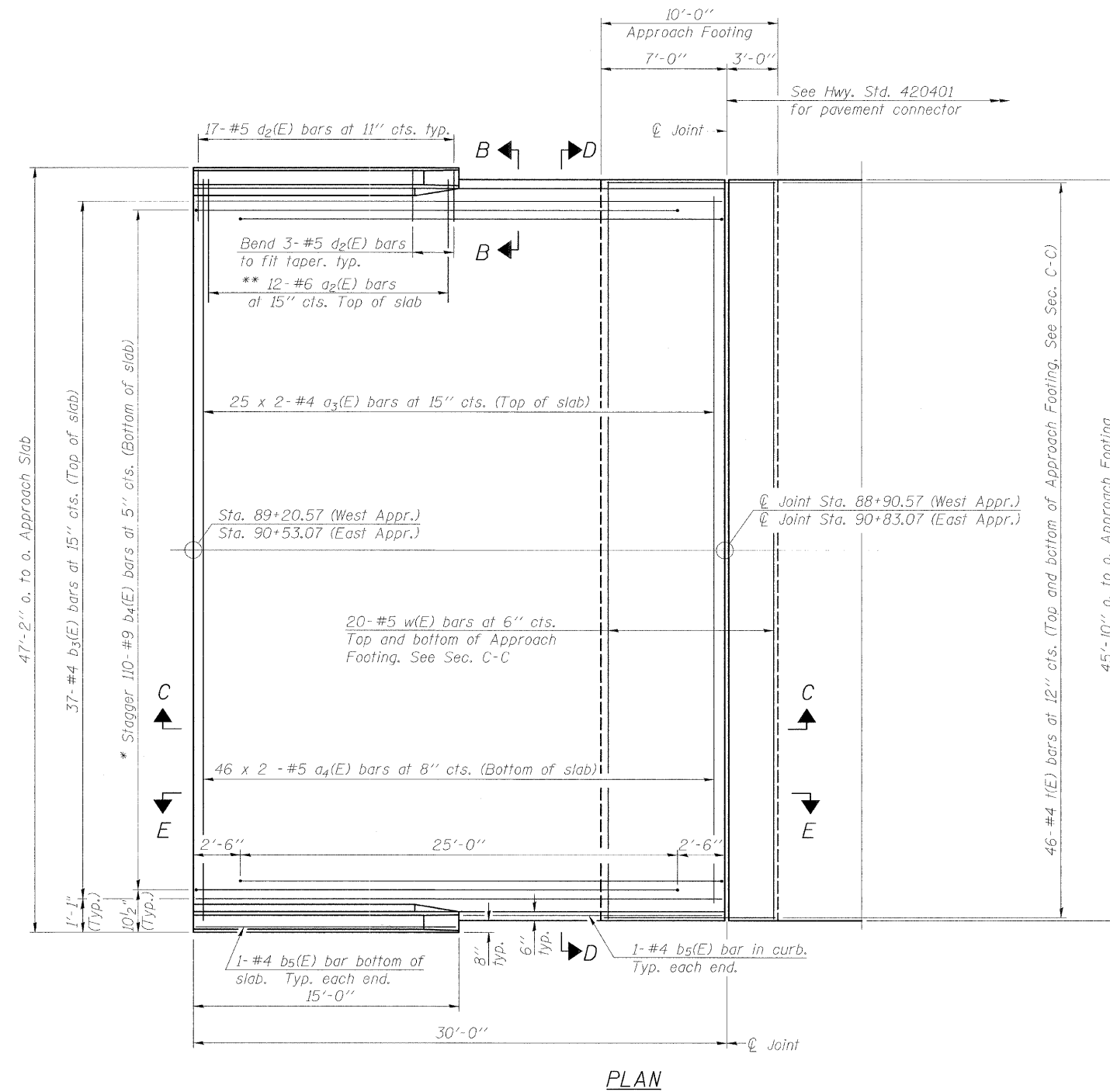
INTEGRAL ABUTMENT DIAPHRAGM DETAILS
 STRUCTURE NO. 058-6026

F.A.U. RTE. 7398	SECTION 09-00905-00-BR	COUNTY MACON	TOTAL SHEETS 63	SHEET NO. 38
				CONTRACT NO. 95687

SHEET NO. 8 OF 22 SHEETS

ILLINOIS FED. AID PROJECT

Notes:
See sheet 10 of 22 for Sections C-C & D-D and View E-E.
a₃(E) and a₄(E) bar spacings measured along C.R.

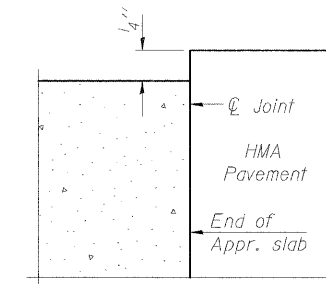


PLAN

* Tilt #9 b₄(E) bars as required to maintain clearance.
** Space between a₃(E) bars, typ. ea. parapet.

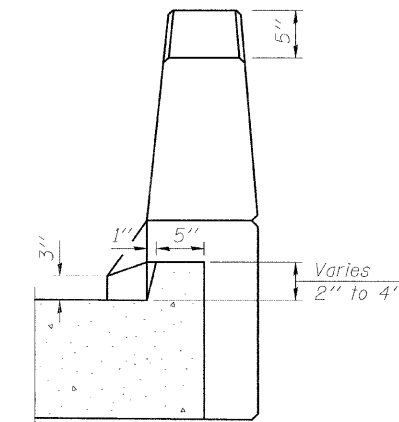
MINIMUM BAR LAP

#4 bar = 2'-0"
#5 bar = 2'-6"



FLEXIBLE PAVEMENT

DETAIL A

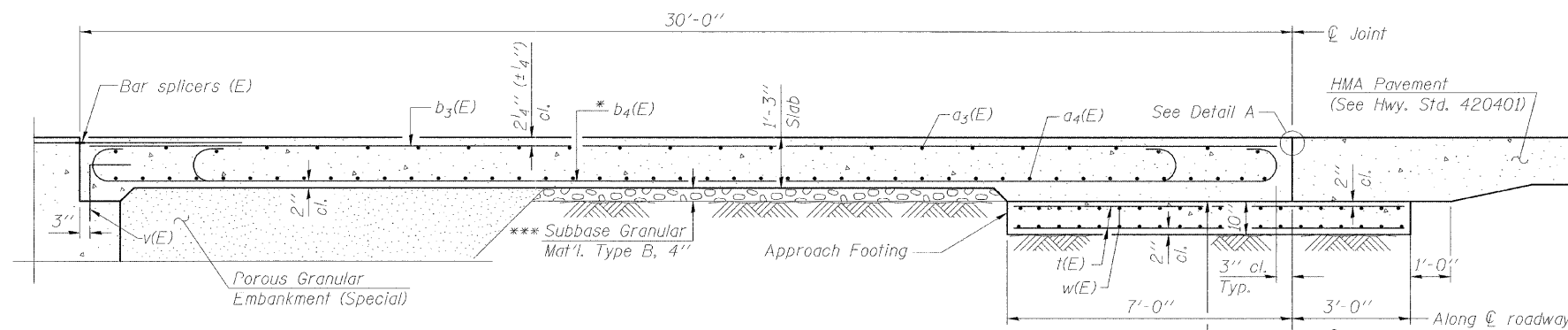


VIEW B-B

BA-0

7-1-10

FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS (SHEET 1 OF 2) STRUCTURE NO. 058-6026	F.A.U. RTF. 7398	SECTION 09-00905-00-BR	COUNTY MACON	TOTAL SHEETS 63	SHEET NO. 39	
PLOT SCALE =	DRAWN - BKN	CHECKED - KWB	REVISED -			CONTRACT NO. 95687					
PLOT DATE =	CHECKED - KWB	REVISED -	REVISED -			ILLINOIS FED. AID PROJECT					
SHEET NO. 9 OF 22 SHEETS.											



SECTION C-C

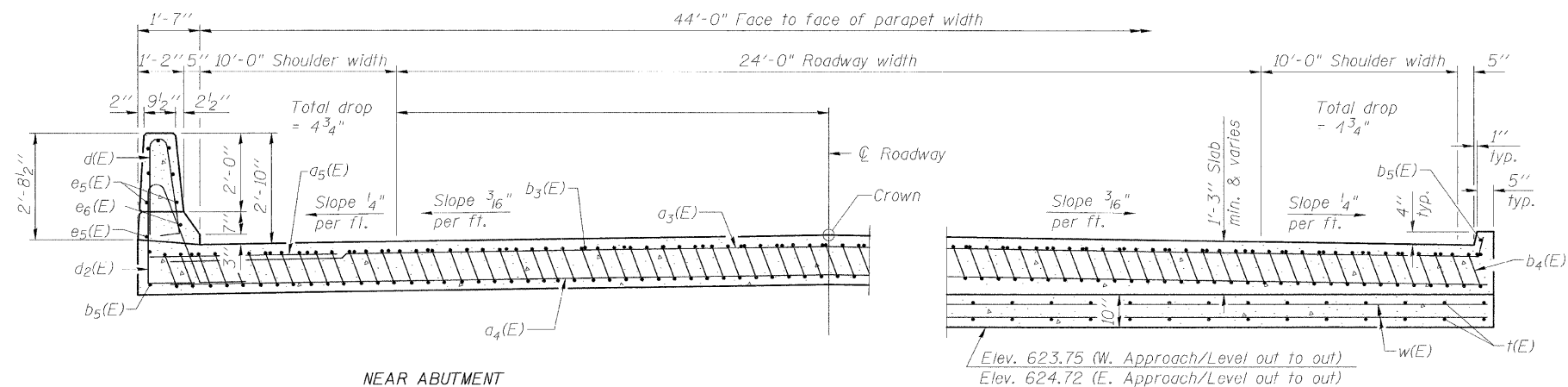
* Till #9 b₄(E) bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.

*** 10 mil. Polyethylene bond breaker on steel trowel finish

Notes:

See sheet 9 of 22 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 7 of 22.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 For bar splicer details, see sheet 17 of 22.
 Cost of excavation for approach footing included with Concrete Structures.
 For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 22.
 For additional parapet details, see sheet 7 of 22.

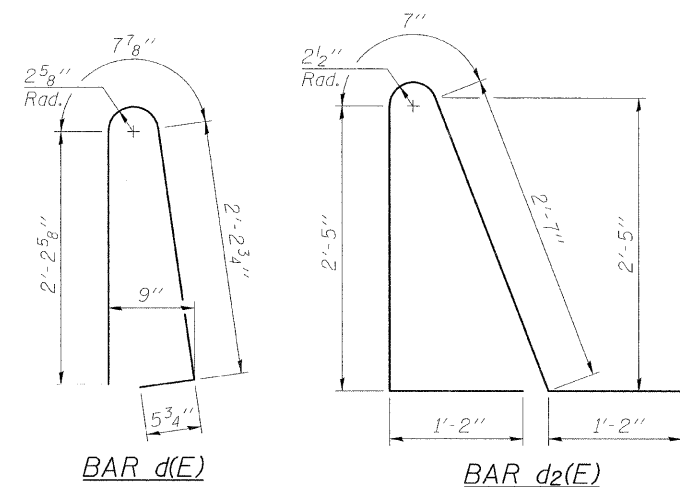


NEAR ABUTMENT

SECTION D-D

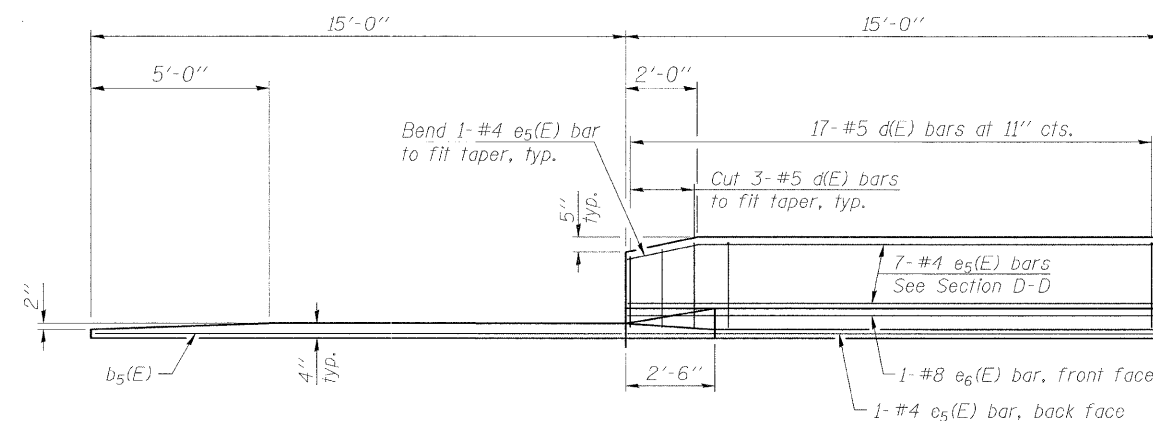
(See Plan for dimensions not shown)

AT APPROACH FOOTING



BAR d(E)

BAR d₂(E)



VIEW E-E

BAR a₃(E)

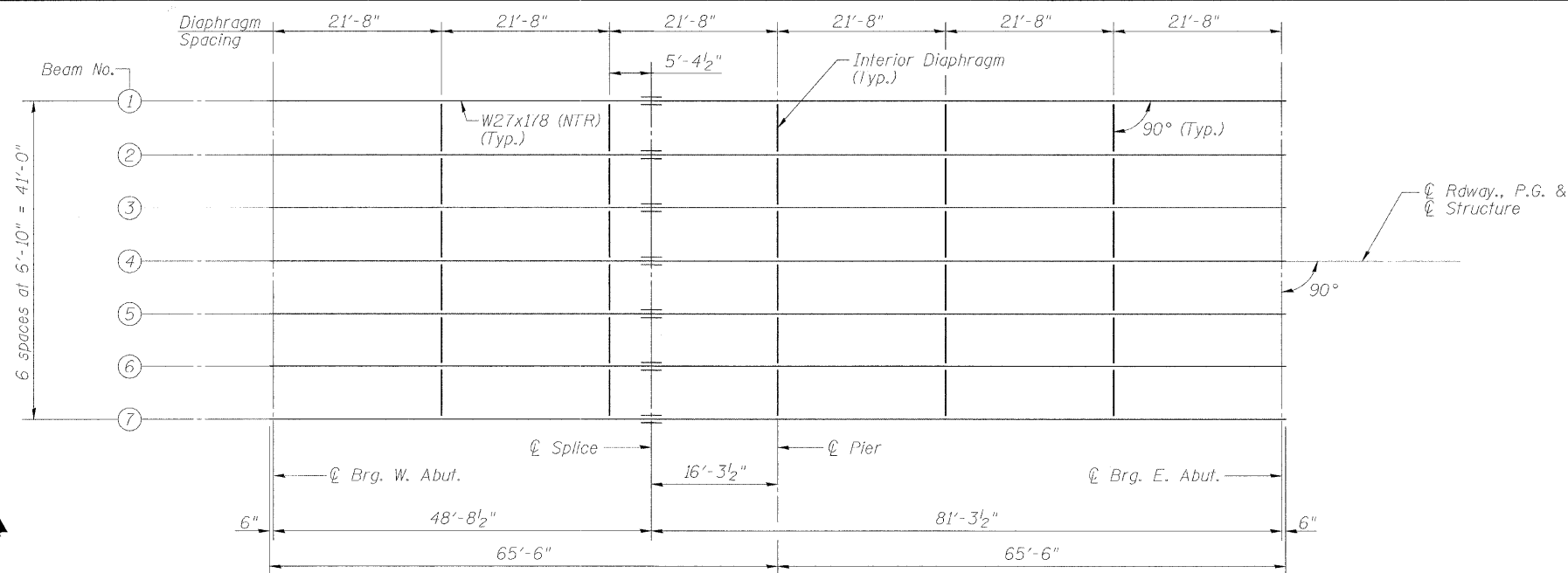
BAR b₄(E)

**TWO APPROACHES
BILL OF MATERIAL**

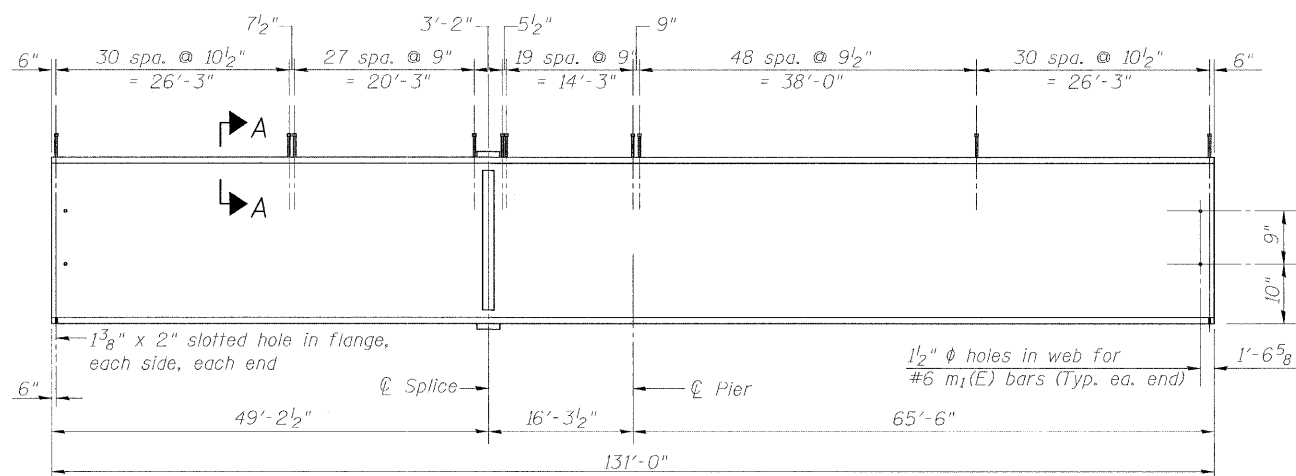
Bar	No.	Size	Length	Shape
a ₂ (E)	48	#6	6'-6"	—
a ₃ (E)	100	#4	24'-1"	—
a ₄ (E)	184	#5	24'-0"	—
b ₃ (E)	74	#4	29'-8"	—
b ₄ (E)	220	#9	29'-9"	—
b ₅ (E)	8	#4	14'-8"	—
d(E)	68	#5	5'-7"	—
d ₂ (E)	68	#5	7'-11"	—
e ₅ (E)	32	#4	14'-8"	—
e ₆ (E)	4	#8	14'-8"	—
t(E)	184	#4	9'-8"	—
w(E)	80	#5	45'-6"	—
Concrete Superstructure		Cu. Yd.	141.9	
Concrete Structures		Cu. Yd.	28.3	
Reinforcement Bars, Epoxy Coated		Pound	36,900	

BA-0

7-1-10



PLAN



ELEVATION

TOP OF BEAM ELEVATIONS

(For Fabrication Only)

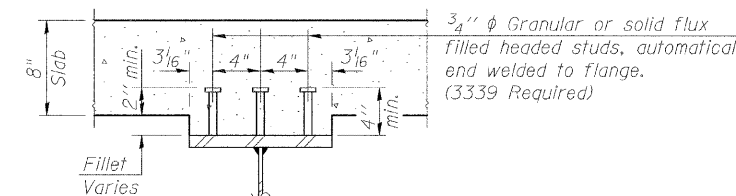
	℄ Brg. W. Abut.	℄ Splice	℄ Pier	℄ Brg. E. Abut.
Beam 1	625.324	625.509	625.602	625.974
Beam 2	625.467	625.657	625.749	626.117
Beam 3	625.585	625.776	625.868	626.235
Beam 4	625.692	625.882	625.975	626.342
Beam 5	625.585	625.776	625.868	626.235
Beam 6	625.467	625.657	625.749	626.117
Beam 7	625.324	625.509	625.602	625.974

INTERIOR GIRDER REACTION TABLE

	Abut.	Pier
R _{DC1}	(k) 22.6	75.0
R _{DC2}	(k) 3.1	10.5
R _{DW}	(k) 7.7	25.5
R _{℄ + IM}	(k) 72.0	120.4
R _{Total}	(k) 105.4	231.4

Notes:

Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2. All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods. All structural steel beams shall conform to the requirements of AASHTO M 270 Grade 50W.



SECTION A-A

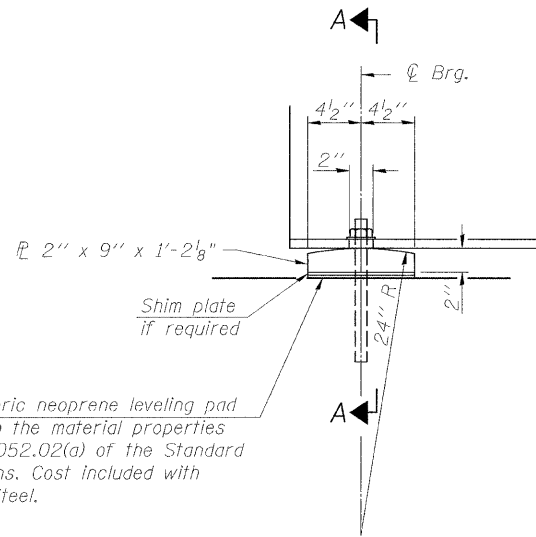
INTERIOR GIRDER MOMENT TABLE		
	0.4 Sp. 1 or 0.6 Sp. 2	Pier
I _s	(in ⁴) 7020	7020
I _e (n)	(in ⁴) 18310	
I _e (3n)	(in ⁴) 13083	
I _e (cr)	(in ⁴)	9046
S _s	(in ³) 505	505
S _e (n)	(in ³) 736	
S _e (3n)	(in ³) 658	
S _e (cr)	(in ³)	568
DC1	(k/ft) 0.925	0.925
M _{DC1}	(k) 275.4	483.5
DC2	(k/ft) 0.129	0.129
M _{DC2}	(k) 38.4	67.4
DW	(k/ft) 0.314	0.314
M _{DW}	(k) 93.5	164.1
M _{℄ + IM}	(k) 738.3	710.6
M _u (Strength I)	(k) 1824.5	2178.4
℄M _n	(k) 3378.5	2211.8
f _s DC1	(ksi) 6.54	11.49
f _s DC2	(ksi) 0.70	1.42
f _s DW	(ksi) 1.71	3.47
f _s (℄ + IM)	(ksi) 12.04	15.01
f _s (Service II)	(ksi) 24.60	35.89
0.95R _n F _{yf}	(ksi) 47.5	47.5
f _s (Total)(Strength I)	(ksi)	47.61
℄F _n	(ksi)	50.0
V _f	(k)	25.2

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).
 I_e(n), S_e(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to short-term composite live loads (in⁴ and in³).
 I_e(3n), S_e(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in⁴ and in³).
 I_e(cr), S_e(cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite dead loads (in⁴ and in³).
 DC1: Un-factored non-composite dead load (kips/ft.).
 M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
 DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
 M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
 DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
 M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
 M_{℄ + IM}: Un-factored live load moment plus dynamic load allowance (impact) ((kip ft.).
 M_u (Strength I): Factored design moment (kip-ft.).
 1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{℄ + IM}

℄M_n: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).
 f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
 M_{DC1} / S_{nc}
 f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
 M_{DC2} / S_e(3n) or M_{DC2} / S_e(cr) as applicable.
 f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
 M_{DW} / S_e(3n) or M_{DW} / S_e(cr) as applicable.
 f_s (℄ + IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).
 M_{℄ + IM} / S_e(n) or M_{℄ + IM} / S_e(cr) as applicable.
 f_s (Service II): Sum of stresses as computed below (ksi).
 f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (℄ + IM)
 0.95R_nF_{yf}: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
 f_s (Total)(Strength I): Sum of stresses as computed below (ksi).
 1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (℄ + IM)
 ℄F_n: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7.2 (ksi).
 V_f: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.



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 DECATUR, ILLINOIS 62526
 PH. 217-875-4800

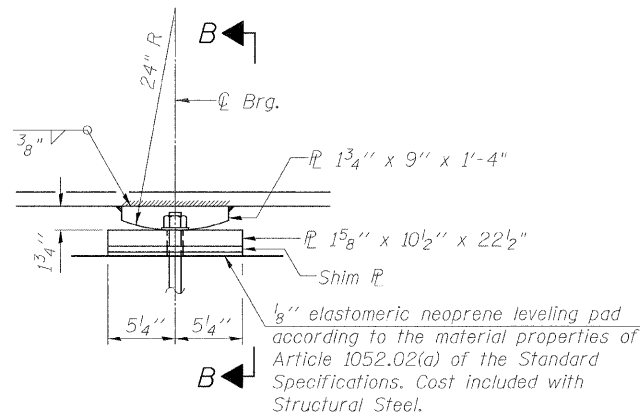


ELEVATION AT ABUTMENT

1/8" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Structural Steel.

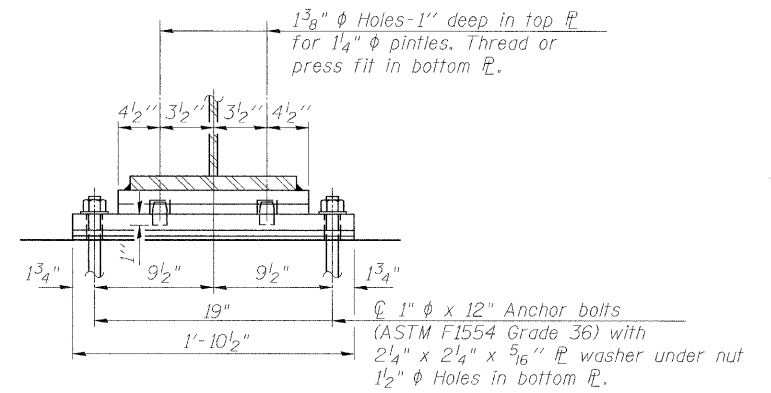
1" x 12" anchor bolts with 2 1/4" x 2 1/4" x 5/16" washer under nut. 1 3/8" x 2" slotted hole in flange. 1/2" holes in bearing plate.

SECTION A-A



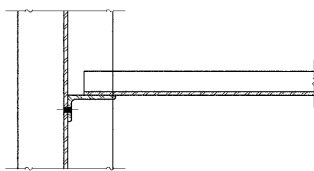
ELEVATION AT PIER

FIXED BEARING

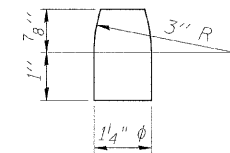


SECTION B-B

FIXED BEARING



SECTION C-C



PINTLE

Notes:

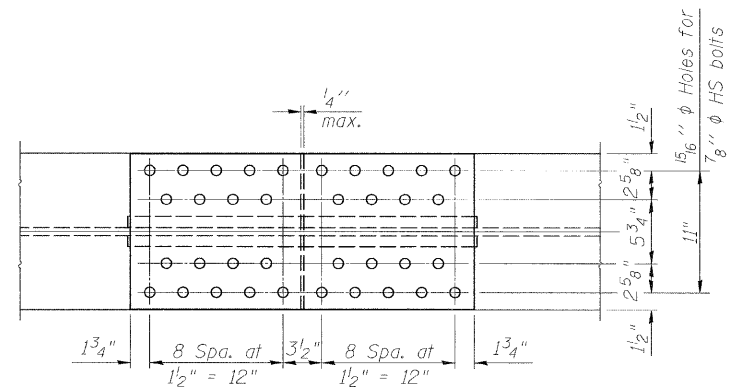
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of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

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

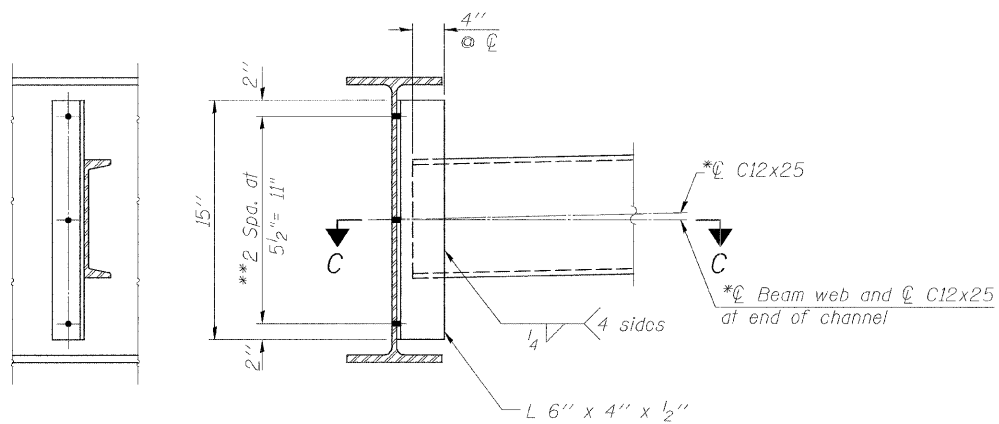
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

All bearing plates and pintles shall conform to the requirements of AASHTO M 270 Grade 50W.



TOP & BOTTOM VIEW



INTERIOR DIAPHRAGM

Note:

Two hardened washers required for each set of oversized holes.

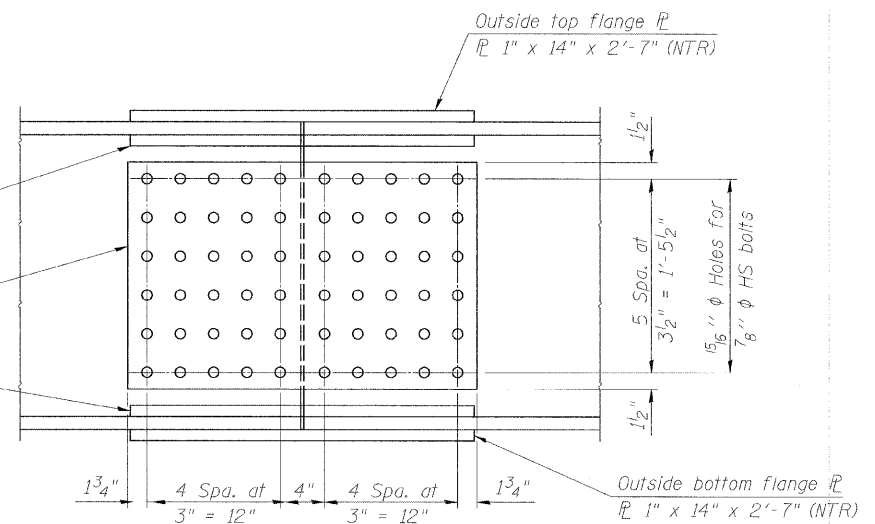
*Alternate channels (C12x30) are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section.

The alternate, if utilized, shall be provided at no additional cost to the Department.

**3/4" HS bolts, 15/16" holes

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	42



ELEVATION

SPLICE DETAIL

(7 Required)

Notes:

Splice plates shall conform to the requirements of AASHTO M 270 Grade 50W.

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

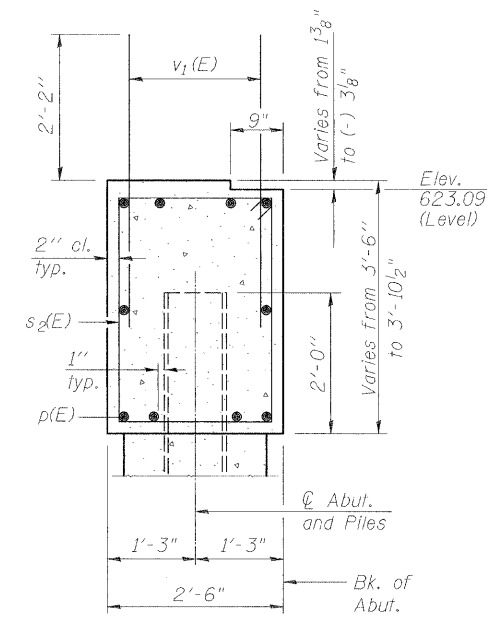
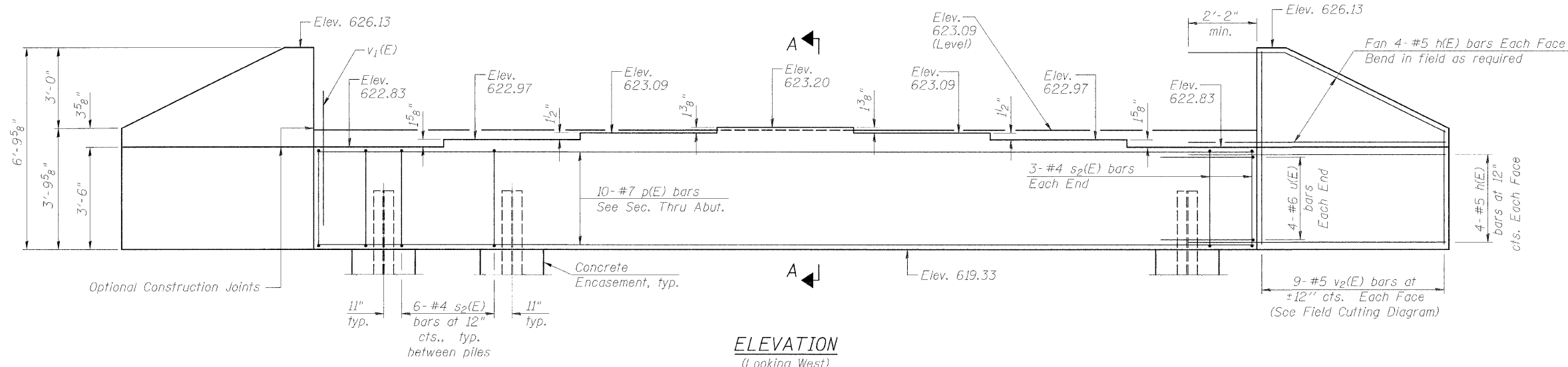
URS

345 EAST ASH AVENUE, SUITE B
 DECATUR, ILLINOIS 62526
 PH. 217-875-4800

FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL STEEL DETAILS STRUCTURE NO. 058-6026	F.A.U. R.T.E. 7398	SECTION 09-00905-00-BR	COUNTY MACON	TOTAL SHEETS 63	SHEET NO. 42
PLOT SCALE =	DRAWN - BKN	CHECKED - KWB	REVISIONS -			SHEET NO. 12 OF 22 SHEETS	CONTRACT NO. 95687			
PLOT DATE =	CHECKED - KWB	REVISIONS -	REVISIONS -			ILLINOIS FED. AID PROJECT				

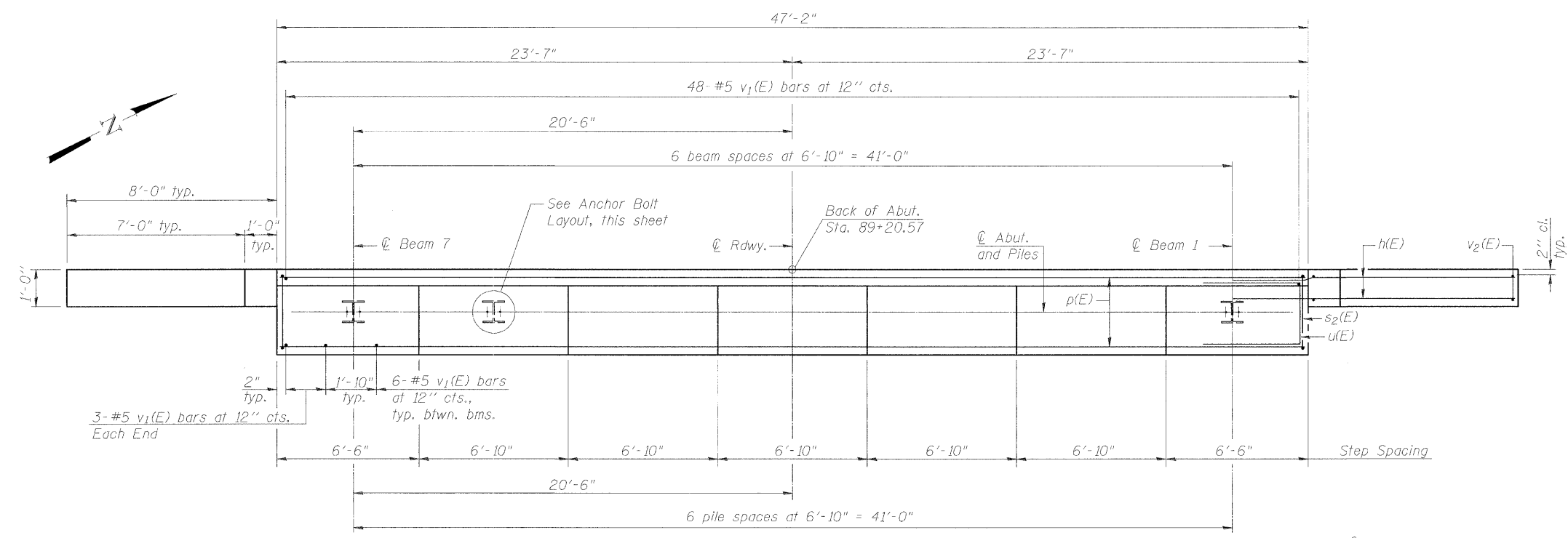
Notes:

Pour steps monolithically with cap.
 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.



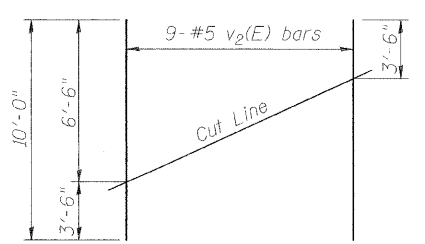
ELEVATION
(Looking West)

SEC. A-A

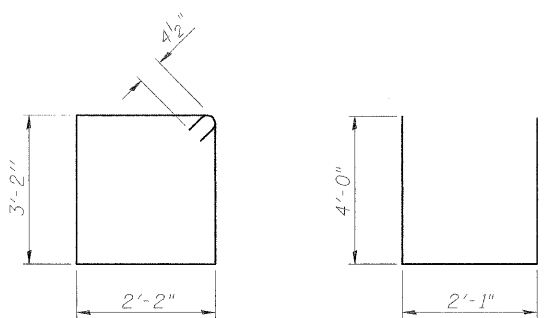


PLAN

PILE DATA
 Type: Steel HP12x53
 Nominal Required Bearing: 285 kips
 Factored Resistance Available: 157 kips
 Est. Length: 44'-0"
 No. Production Piles: 6
 No. Test Piles: 1

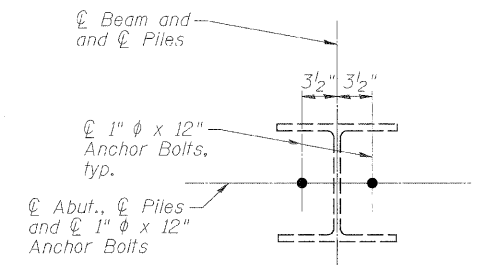


FIELD CUTTING DIAGRAM



BAR s2(E)

BAR u(E)



ANCHOR BOLT LAYOUT

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	32	#5	10'-8"	—
p(E)	10	#7	46'-10"	—
s2(E)	42	#4	11'-5"	□
u(E)	8	#6	10'-1"	□
v1(E)	90	#5	4'-4"	—
v2(E)	18	#5	10'-0"	—
Structure Excavation		Cu. Yd.	44.3	
Concrete Structures		Cu. Yd.	19.4	
Reinforcement Bars, Epoxy Coated		Pound	2350	
Furnishing Steel Piles HP12x53		Foot	264	
Driving Piles		Foot	264	
Test Pile Steel HP12x53		Each	1	
Concrete Encasement		Cu. Yd.	2.35	

For details of Bar Splicers, see sheet 17 of 22.
 For details of piles and Concrete Encasement, see sheet 16 of 22.

AI-0

7-1-10

FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISED -
		CHECKED - KWB	REVISED -
		DRAWN - BKN	REVISED -
		CHECKED - KWB	REVISED -

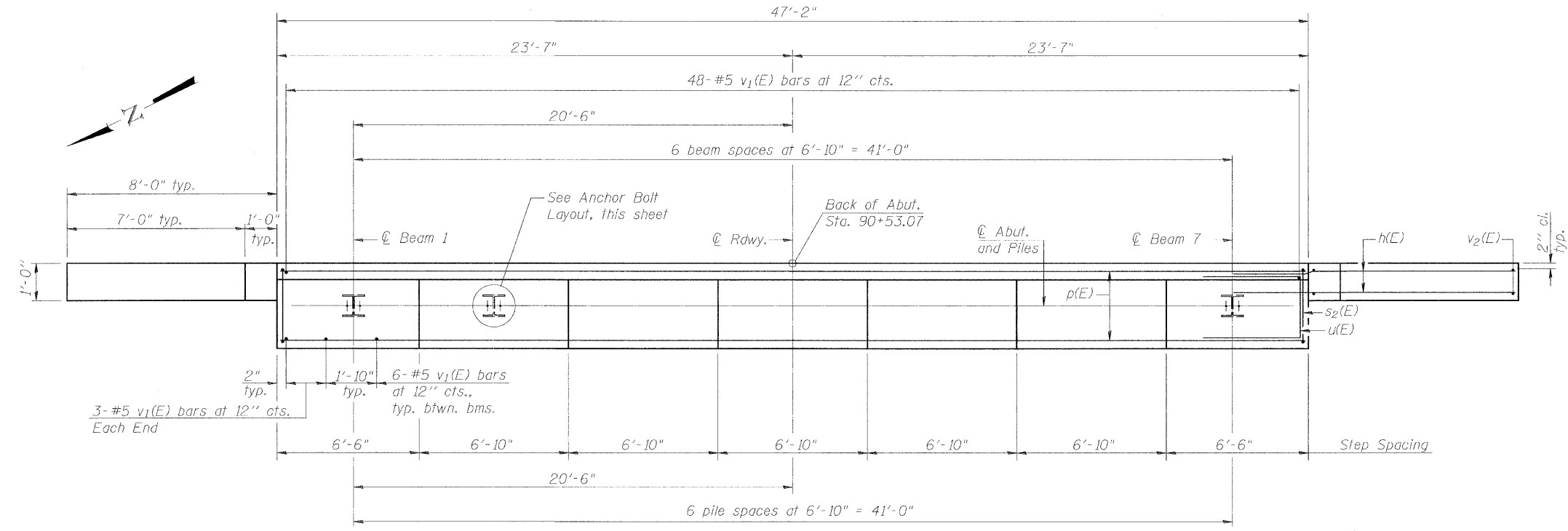
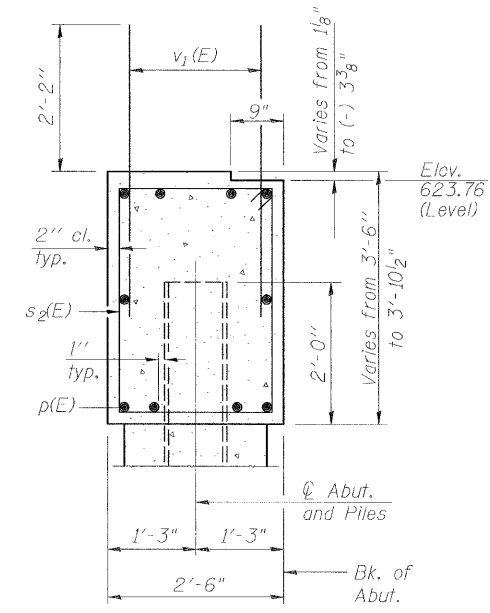
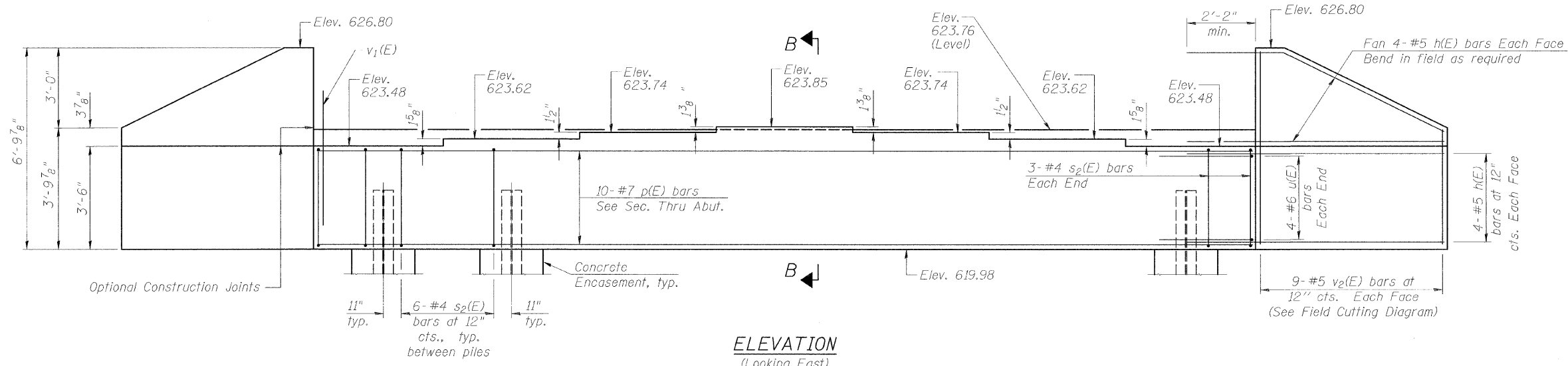
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
STRUCTURE NO. 058-6026
 SHEET NO. 13 OF 22 SHEETS

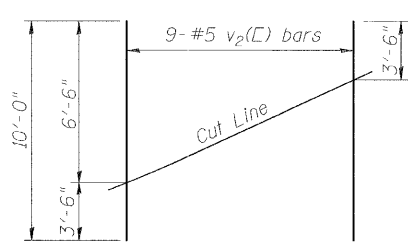
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7398	09-00905-00-BR	MACON	63	43
			CONTRACT NO. 05687	

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 DECATUR, ILLINOIS 62526
 PH. 217-875-4800

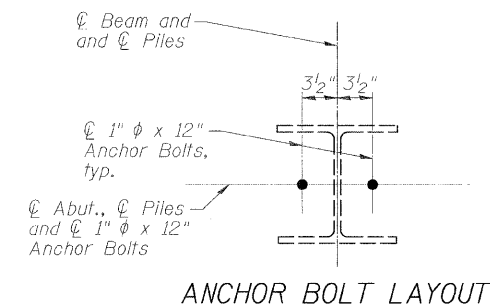
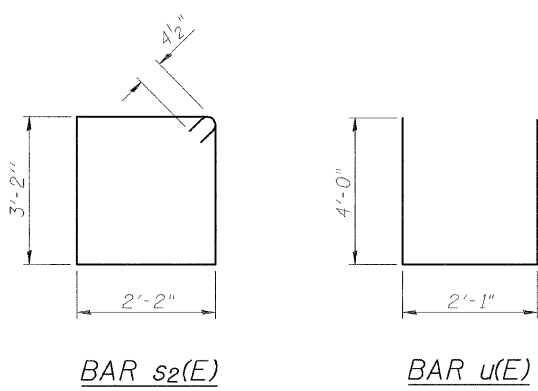
Notes:
Pour steps monolithically with cap.



PILE DATA
Type: Steel HP12x53
Nominal Required Bearing: 285 kips
Factored Resistance Available: 157 kips
Est. Length: 43'-0"
No. Production Piles: 7



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



SEC. B-B

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	32	#5	10'-8"	—
p(E)	10	#7	46'-10"	—
s2(E)	42	#4	11'-5"	U
u(E)	8	#6	10'-1"	T
v1(E)	90	#5	4'-4"	—
v2(E)	18	#5	10'-0"	—
Structure Excavation		Cu. Yd.	26.9	
Concrete Structures		Cu. Yd.	19.4	
Reinforcement Bars, Epoxy Coated		Pound	2350	
Furnishing Steel Piles HP12x53		Foot	301	
Driving Piles		Foot	301	
Concrete Encasement		Cu. Yd.	2.35	

For details of Bar Splicers, see sheet 17 of 22.
For details of piles and Concrete Encasement, see sheet 16 of 22.

AI-O 7-1-10

FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISD -
		CHECKED - KWB	REVISD -
		DRAWN - BKN	REVISD -
		CHECKED - KWB	REVISD -

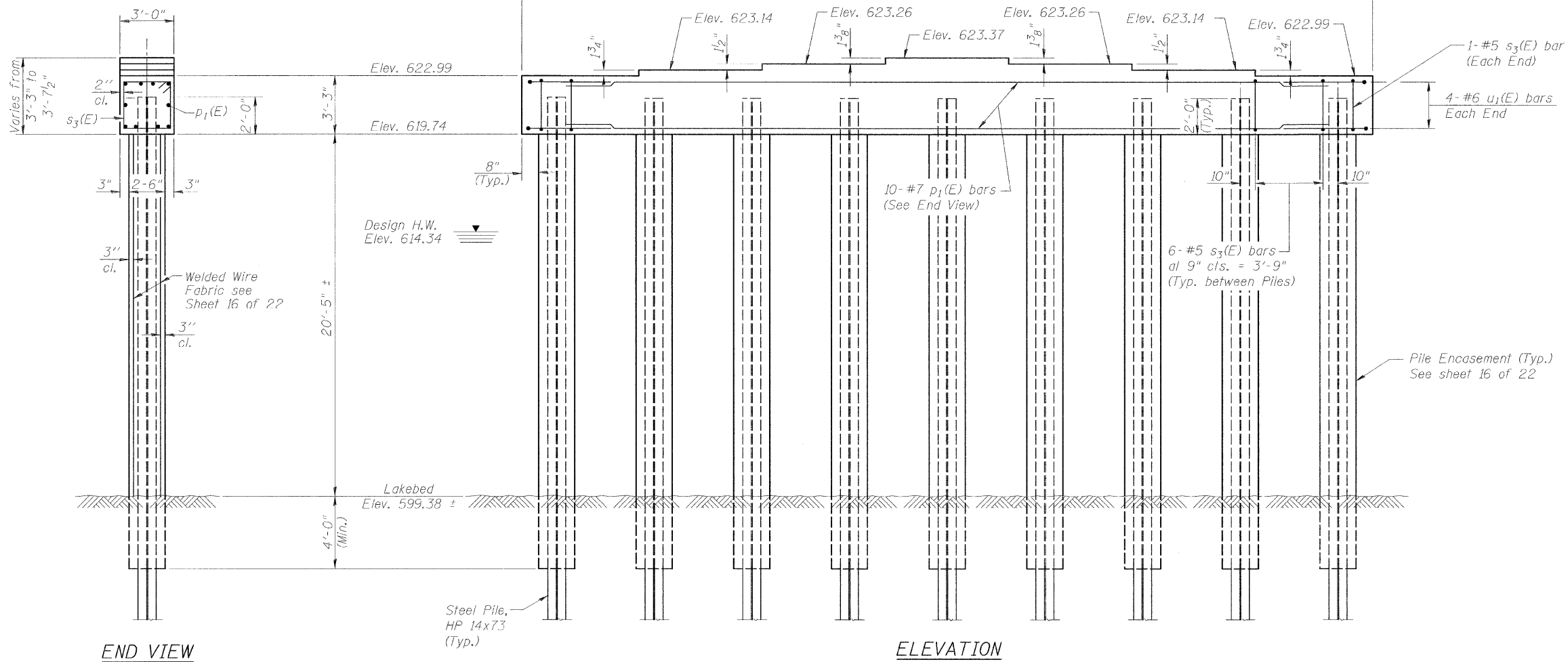
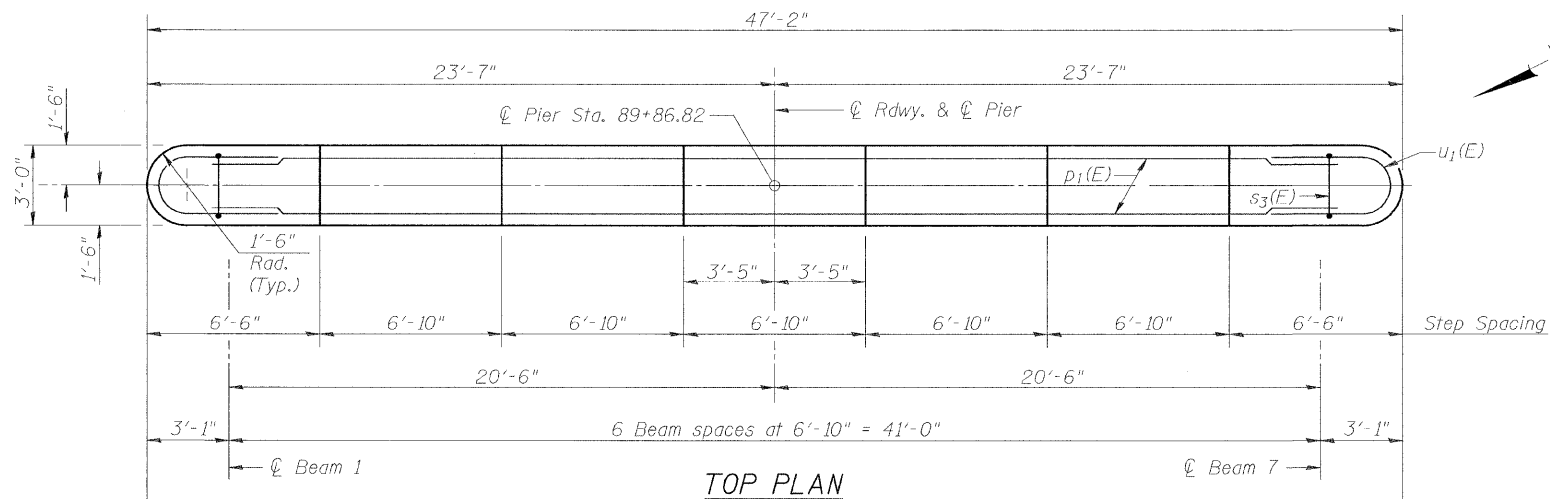
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EAST ABUTMENT
STRUCTURE NO. 058-6026**
SHEET NO. 14 OF 22 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7398	09-00905-00 BR	MACON	63	44
				CONTRACT NO. 95687

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345 EAST ASH AVENUE, SUITE B
DECATUR, ILLINOIS 62526
PH. 217-875-4800

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 16 of 22.
 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 concrete encasements are underwater, concrete shall be tremied under water into forms according to article 503.08 of the standard specifications to an elevation of 1'-0" above the water line at the time of construction.
 Cofferdams are not required for this work.

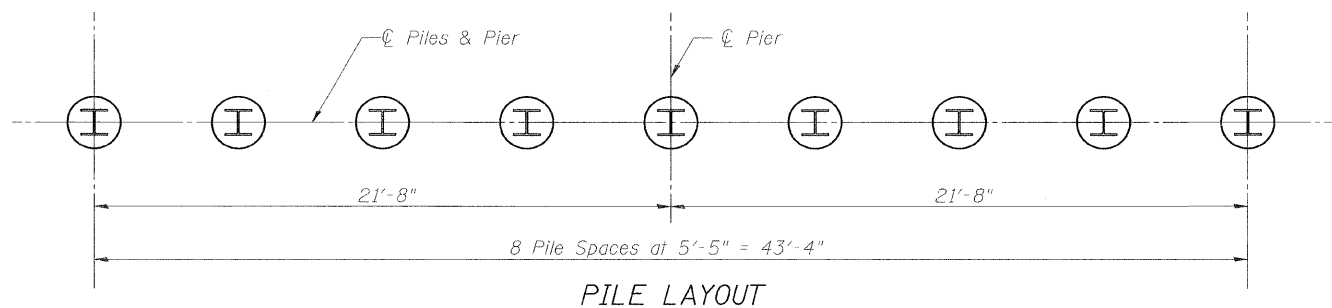


END VIEW

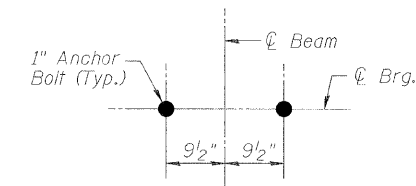
ELEVATION
 (Looking East)

PILE DATA

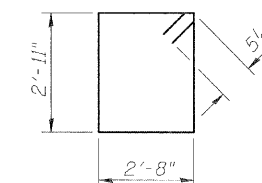
Type: HP 14x73
 Nominal Required Bearing: 398 Kips
 Factored Resistance Available: 219 Kips
 Est. Length: 48'-0"
 No. Production Piles: 8
 No. Test Piles: 1
 Pre-drill to elevation 580.0. Cost included in Driving Piles (See Special Provisions).
 Install Piles to capacity shown or to a minimum tip elevation of 578.0, whichever is lower.



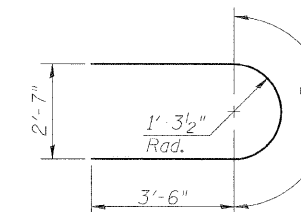
PILE LAYOUT



ANCHOR BOLT LAYOUT



BAR s₃(E)



BAR u₁(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
p ₁ (E)	10	#7	44'-2"	—
s ₃ (E)	50	#5	12'-1"	□
u ₁ (E)	8	#6	11'-1"	U
Concrete Structures		Cu. Yd.	17.9	
Reinforcement Bars, Epoxy Coated		Pound	1670	
Furnishing Steel Piles HP 14x73		Foot	384	
Driving Piles		Foot	384	
Test Pile Steel HP 14x73		Each	1	
Concrete Encasement		Cu. Yd.	38.7	

URS

345 EAST ASH AVENUE, SUITE B
 DECATUR, ILLINOIS 62526
 PH. 217-875-4800

PC-1 7-1-10

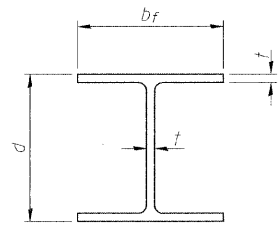
FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISD -	F.A.U. RTE. =	SECTION =	COUNTY =	TOTAL SHEETS =	SHEET NO. =
		CHECKED - KWB	REVISD -	7398	09-00905-00-BR	MACON	63	45
		PLOT SCAI F =	REVISD -					CONTRACT NO. 95687
		DRAWN - BKN	REVISD -					
		CHECKED - KWB	REVISD -					

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PIER
 STRUCTURE NO. 058-6026

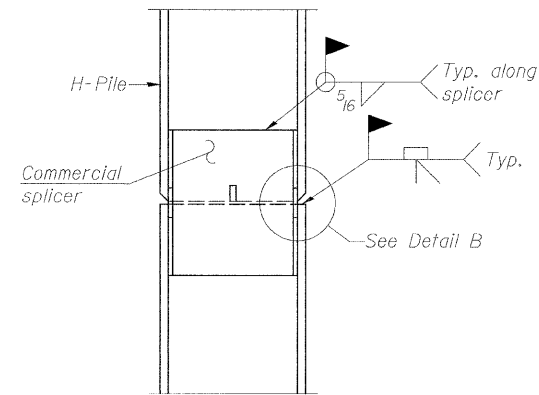
SHEET NO. 15 OF 22 SHEETS

ILLINOIS FED. AID PROJECT

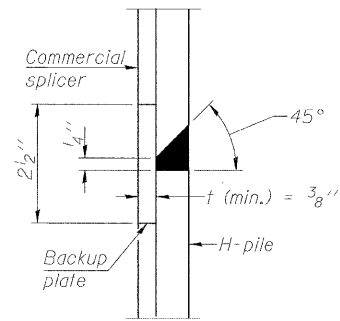


STEEL PILE TABLE

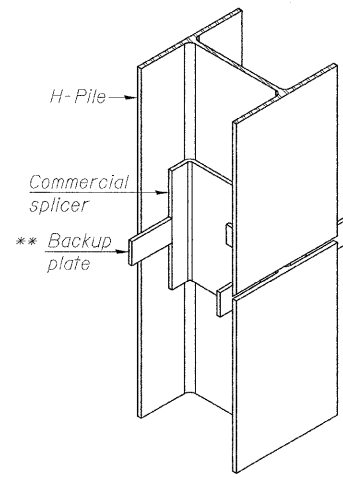
Designation	Depth d	Flange width b _f	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 1/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"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



ELEVATION

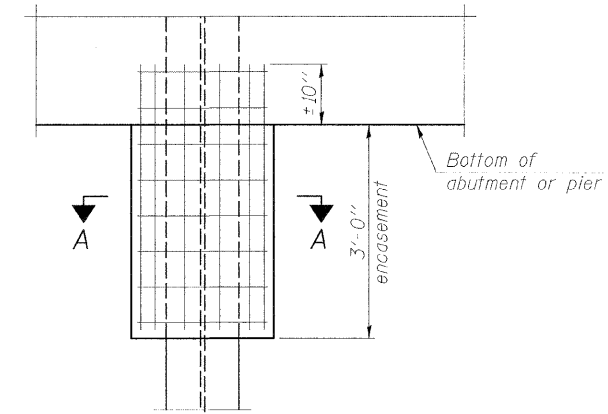


DETAIL "B"



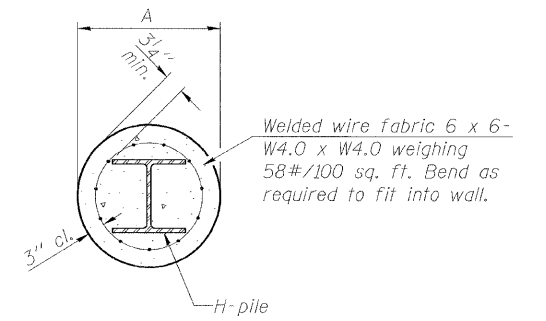
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



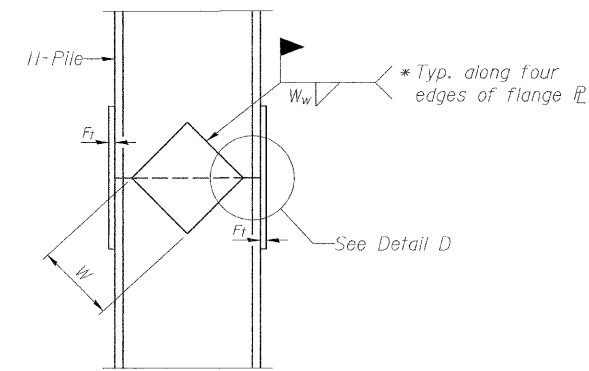
ELEVATION

PILE ENCASEMENT

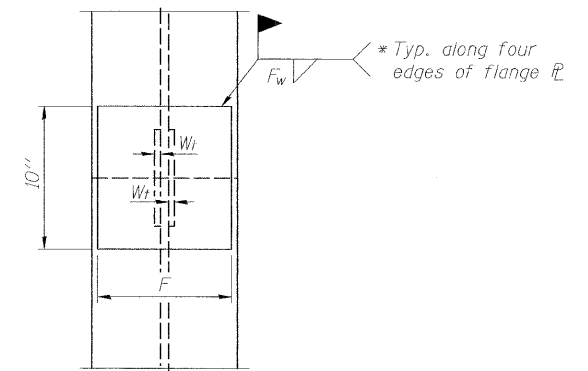


SECTION A-A

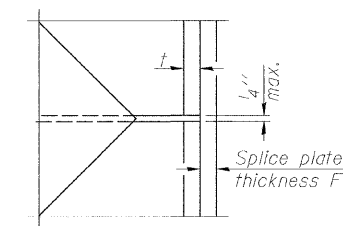
Note:
Forms for encasement may be omitted when soil conditions permit.



ELEVATION



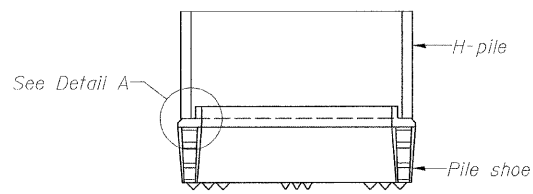
END VIEW



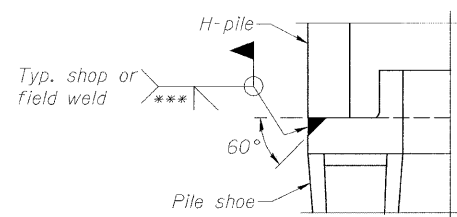
DETAIL D

WELDED PLATE FIELD SPLICE

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

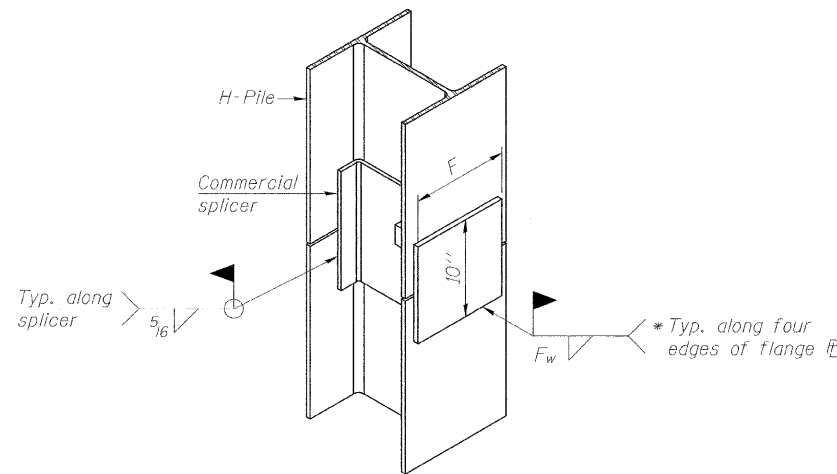


ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

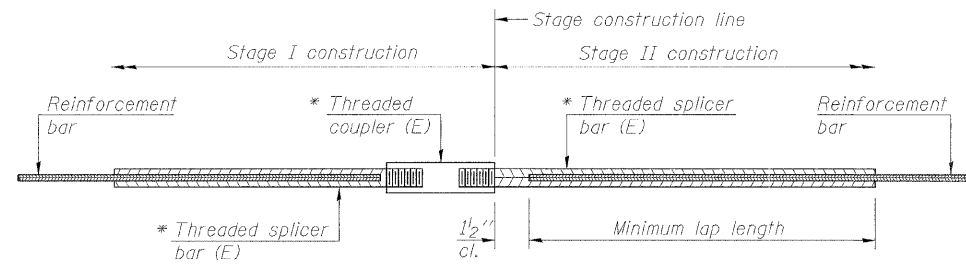
- * Interrupt welds 1/4" from end of web and/or each flange.
- ** Remove portions of backup plates that extend outside the flanges.
- *** Weld size per pile shoe manufacturer (5/16" min.).

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

F-HP 7-1-10

FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HP PILE DETAILS STRUCTURE NO. 058-6026	F.A.U. RTE. 7398	SECTION 09-0905-00-BR	COUNTY MACON	TOTAL SHEETS 63	SHEET NO. 46
PLOT SCALE =	DRAWN - BKN	REVISED -	SHEET NO. 16 OF 22 SHEETS			CONTRACT NO. 95687				
PLOT DATE =	CHECKED - KWB	REVISED -	ILLINOIS FED. AID PROJECT							

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345 EAST ASH AVENUE, SUITE B
DECATUR, ILLINOIS 62526
PH. 217-875-4800



STANDARD BAR SPLICER ASSEMBLY

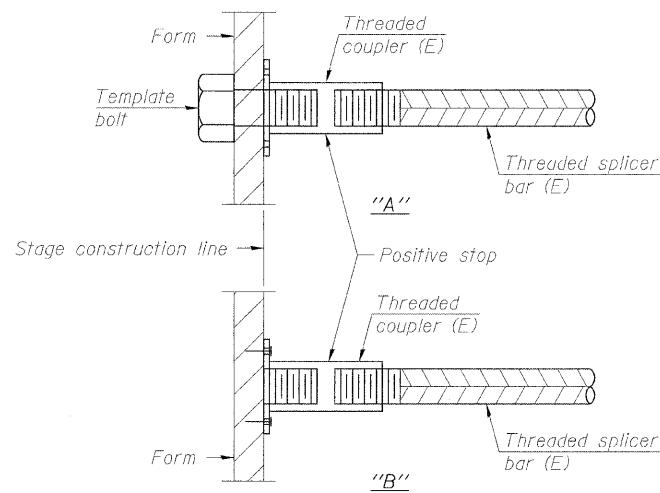
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- 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
- Table 5: Epoxy bar, Top bar lap, Class B

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

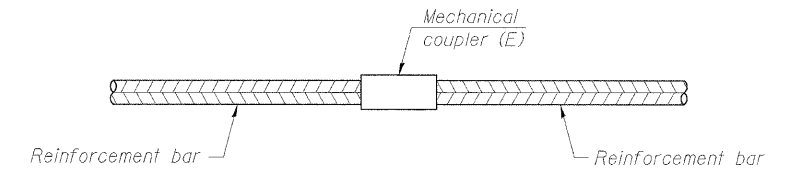
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length



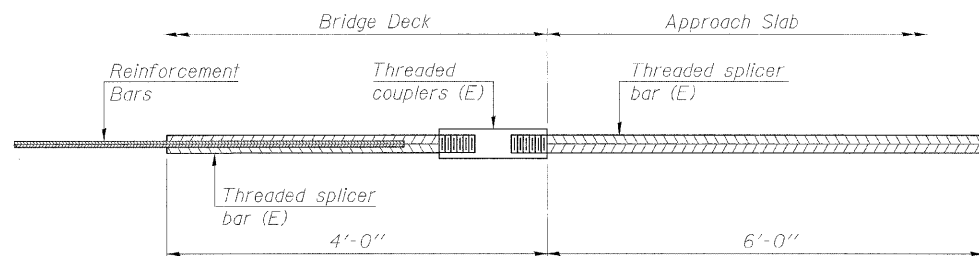
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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

No. required = 100

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.

BSD-1

7-1-10

FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - WJP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS STRUCTURE NO. 058-6026	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN - BKN	REVISED -			7398	09-00905-00-BR	MACON	63	47
PLOT DATE =	CHECKED - KWB	REVISED -		SHEET NO. 17 OF 22 SHEETS		ILLINOIS FED. AID PROJECT CONTRACT NO. 95687				

URS

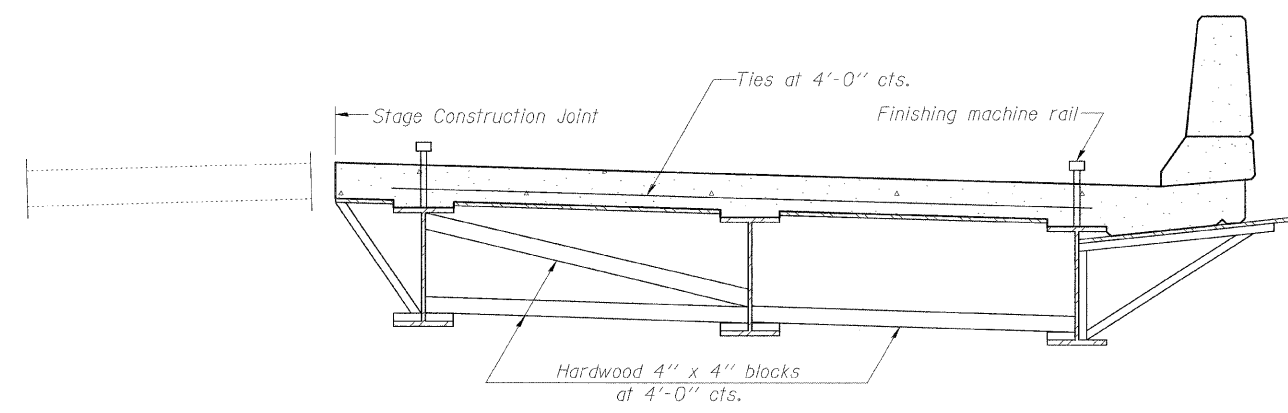
345 EAST ASH AVENUE, SUITE B
 DECATUR, ILLINOIS 62526
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When cantilever forming brackets are used, the work shall be done according to Article 503.06(b) of the Standard Specifications, except as modified below and in the details shown on this sheet.

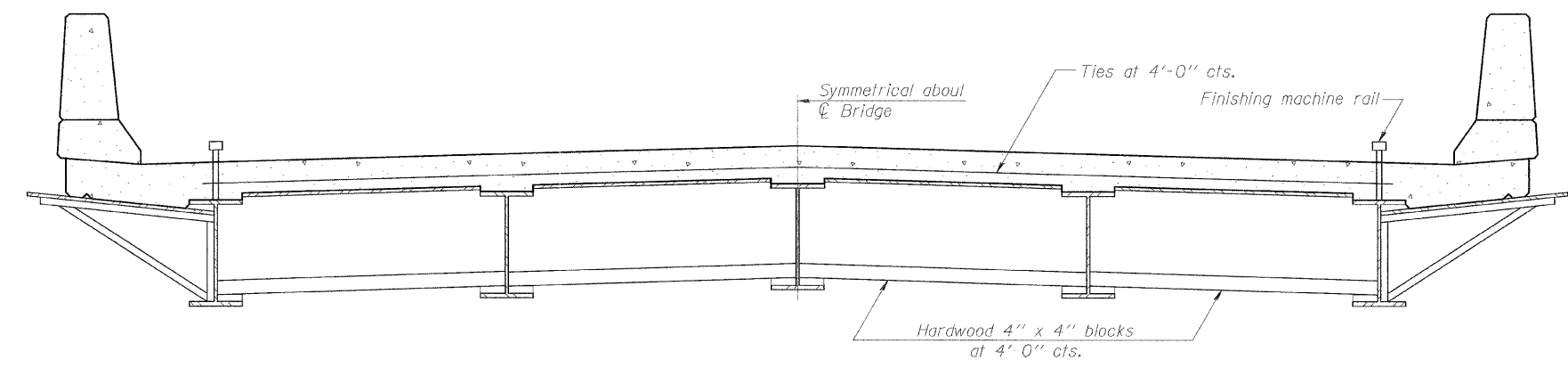
The finishing machine rails shall be placed on the top flange of the exterior beams.

The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.

For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.



**FORM BRACES FOR
STAGE CONSTRUCTION**



**FORM BRACES FOR
STANDARD CONSTRUCTION**

SB-1

7-1-10

FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISED -
		CHECKED - KWB	REVISED -
		DRAWN - BKN	REVISED -
		CHECKED - KWB	REVISED -

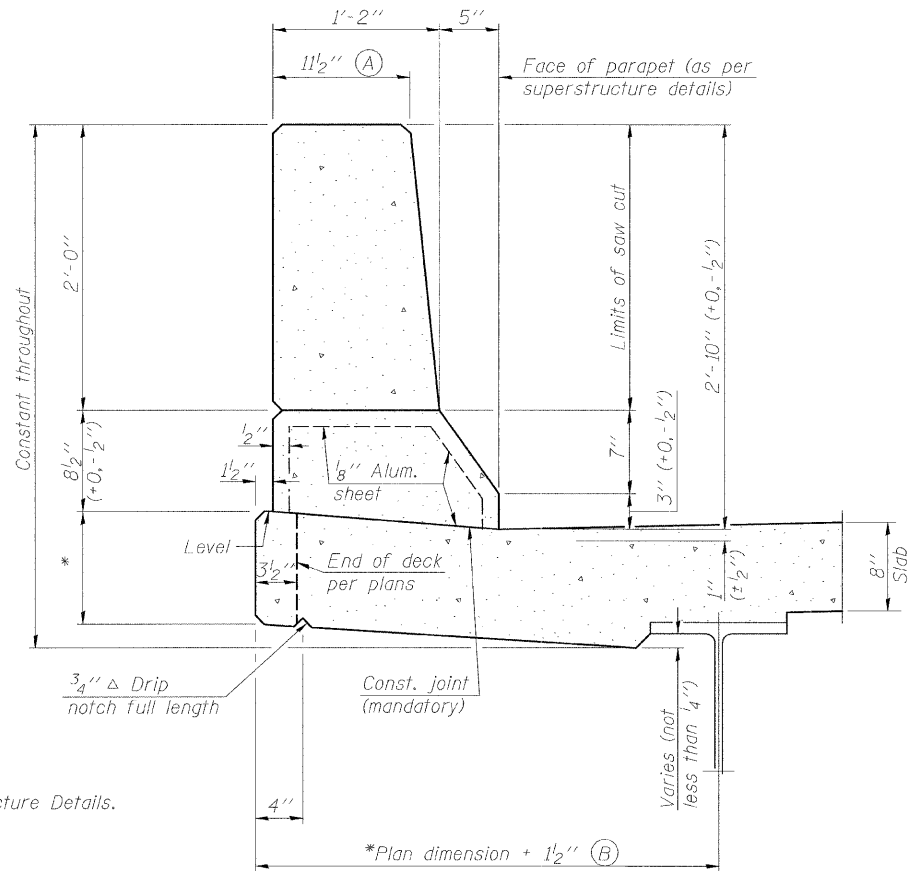
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CANTILEVER FORMING BRACKETS FOR SUPERSTRUCTURES WITH
W27 BEAMS AND SMALLER STRUCTURE NO. 058-6026**

SHEET NO. 18 OF 22 SHEETS

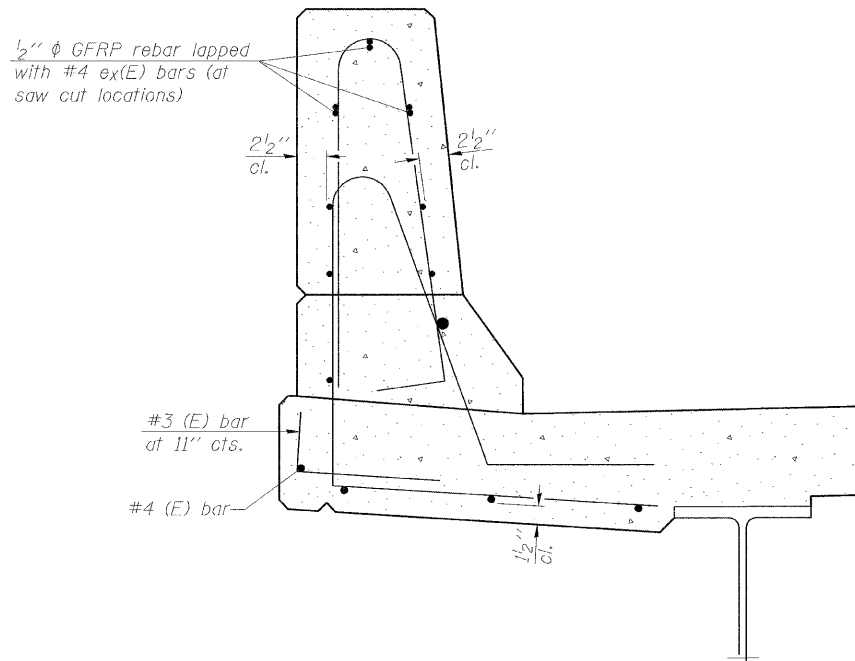
F.A.U. RTE. 7398	SECTION 09-00905-00-BR	COUNTY MACON	TOTAL SHEETS 63	SHEET NO. 48
			CONTRACT NO. 95687	
ILLINOIS FED. AID PROJECT				

URS
345 EAST ASH AVENUE, SUITE B
DECATUR, ILLINOIS 62526
PH. 217-875-4800

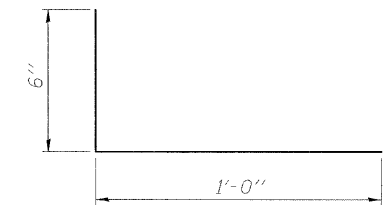


SECTION
(Showing dimensions)

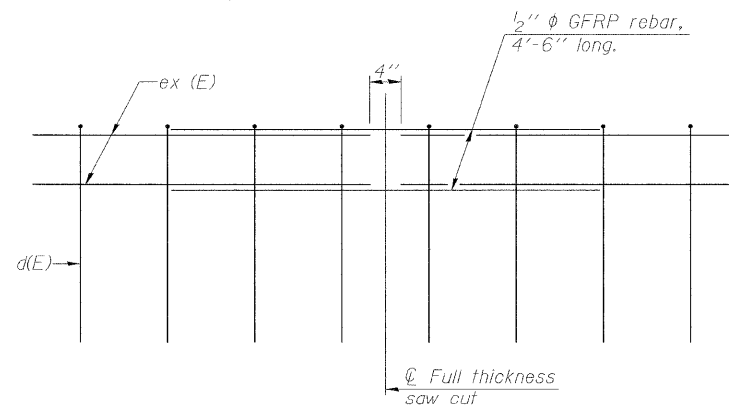
* See Superstructure Details.



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.)

GENERAL NOTES
All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. of parapet.
Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler.
Steel superstructure shown. Other superstructure types similar.

SFP-34

7-1-10

FILE NAME =	USER NAME = Brian K. Nicholson	DESIGNED - MJP	REVISED -
		CHECKED - KWB	REVISED -
		DRAWN - BKN	REVISED -
		CHECKED - KWB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 058-6026

SHEET NO. 19 OF 22 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7598	09-00905-00-BR	MACON	63	49
CONTRACT NO. 95687				
ILLINOIS FED. AID PROJECT				

URS

345 EAST ASH AVENUE, SUITE B
DECATUR, ILLINOIS 62526
PH. 217-875-4800

SOIL BORING LOG

Date 06/30/2009

ROUTE _____ DESCRIPTION SKS No. 911640
Bridge Borings - South Shores Dr. over Sand Creek LOGGED BY T. Mathias / A.L. / E.K.
SECTION _____ LOCATION Macon County, Illinois SEC. 25 TWP. 16N RNG. 2E PM
COUNTY Macon DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Safety Hammer

STRUCT. NO. 058-6003 Station _____	D E P T H	B L O W S	U C S Qu	M O I S T T	Surface Water Elev. 51.5 ft	Stream Bed Elev. 599.6 ft	Groundwater Elev.: First Encounter 591.6 ft Upon Completion Washed 616.1 ft	D E P T H	B L O W S	U C S Qu	M O I S T T
Oil & Chip											
SILTY CLAY LOAM - Dk Gray, moist, low-med. plasticity, tr sand, tr gravel A-6	2.0							3	9	7.0	
SILTY CLAY LOAM - Dk Brown moist, firm, low plasticity, tr sand, tr gravel A-6	4.5	1.0	8.7					1		7.7	
SILTY CLAY - Mottled Dk Brown-Brown, moist, firm, low plasticity, tr sand, tr gravel A-6	9.5	2.4	5.7					1		6.1	
SILTY CLAY LOAM - Dk Gray, moist, firm, low plasticity, tr sand, tr gravel A-6	10							2		6.1	
SAND - Gray, moist, loose, med.-coarse, tr gravel A-1-b	15							3		7.3	
SILTY CLAY LOAM - Dk Gray, moist, hard, low plasticity, tr sand, tr gravel A-6	19	7.3	5.8					4		5.7	
SANDY CLAY LOAM - Gray, moist, hard, low plasticity, tr gravel A-6	21							6		5.1	
SILTY CLAY LOAM - Gray, moist, hard, low plasticity, tr sand, tr gravel A-6	25	7.3	5.2					7		5.2	
SILTY CLAY LOAM - Gray, moist, hard, low plasticity, tr sand, tr gravel A-6	30							11		5.1	
SANDY CLAY LOAM - Gray, moist, hard, low plasticity, tr gravel A-6	35							19		5.1	
SILTY CLAY LOAM - Gray, moist, hard, low plasticity, tr sand, tr gravel A-6	40							21		5.1	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS 137 (3/01)

SOIL BORING LOG

Date 06/30/2009

ROUTE _____ DESCRIPTION SKS No. 911640
Bridge Borings - South Shores Dr. over Sand Creek LOGGED BY T. Mathias / A.L. / E.K.
SECTION _____ LOCATION Macon County, Illinois SEC. 25 TWP. 16N RNG. 2E PM
COUNTY Macon DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Safety Hammer

STRUCT. NO. 058-6003 Station _____	D E P T H	B L O W S	U C S Qu	M O I S T T	Surface Water Elev. 521.5 ft	Stream Bed Elev. 599.6 ft	Groundwater Elev.: First Encounter 591.6 ft Upon Completion Washed 616.1 ft	D E P T H	B L O W S	U C S Qu	M O I S T T
SILTY CLAY LOAM - Gray, moist, hard, low plasticity, tr sand, tr gravel A-6	5.0										
Depth N = Blows 42.5 ft. 60N = 5" 45.0 ft. 60N = 5" 48.0 ft. 60N = 3" 50.0 ft. 60N = 6"											
SANDY CLAY LOAM - Gray, moist, firm, low plasticity, tr sand, tr gravel A-6	6.0	6.0	4.0								
SANDY CLAY LOAM - Gray, moist, firm, low plasticity, tr sand, tr gravel A-6	10.0	6.0	4.7								
SANDY CLAY LOAM - Gray, moist, firm, low plasticity, tr sand, tr gravel A-6	15.0	6.0	4.3								
SANDY CLAY LOAM - Gray, moist, firm, low plasticity, tr sand, tr gravel A-6	20.0	6.0	5.9								
END OF BORING @ 51.0 FT. BORING BACKFILLED WITH SPOIL & CAPPED WITH CONCRETE CYLINDER UPON COMPLETION	51.0										

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS 137 (3/01)

SOIL BORING LOG

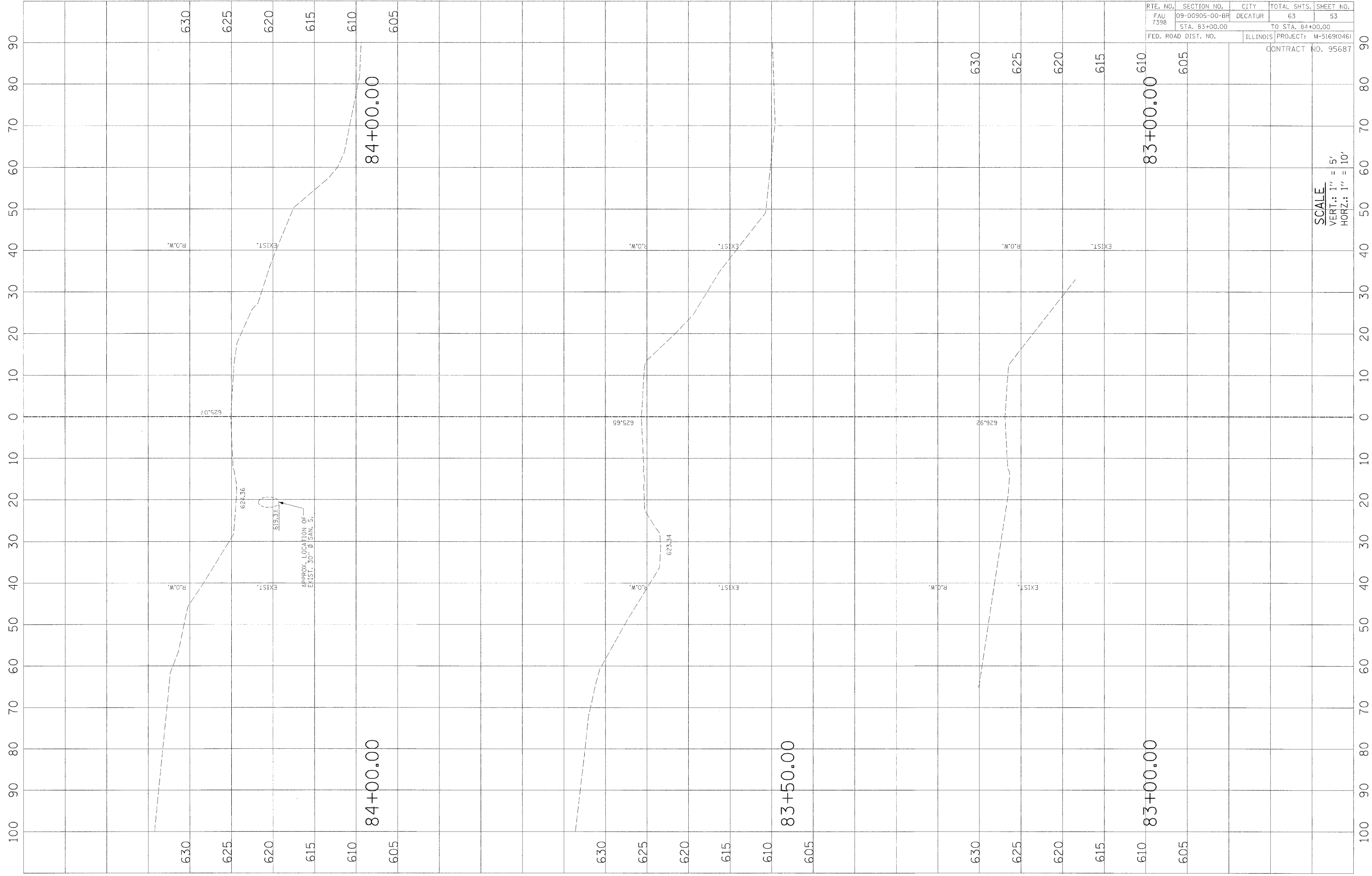
ROUTE _____ DESCRIPTION BRIDGE BORING LOGGED BY EK, WJ, CM
SECTION _____ LOCATION SOUTH SHORES DR. OVER SAND CREEK ARM OF LAKE DECATUR
COUNTY MACON STRUCTURE NO. _____ (Exist) _____ (Prop.) _____
BORING NO. B-3 DRILLING METHOD HOLLOW STEM HAMMER TYPE 140# SAFETY HAMMER

Station	Offset	Ground Surface Elev.	SOIL DESCRIPTION	DEPTH (ft.)	BLOCS Qu (tsf)	UCS (%)	SOIL DESCRIPTION	DEPTH (ft.)	BLOCS Qu (tsf)	UCS (%)
89+86.82	36' RT.	N/A (ft.)	12' WATER				REFUSAL			
				5				5		
				10				10		
				15		27.5		15		
			SILTY CLAY LOAM - A-6 Dark Gray, moist, soft, medium plasticity, trace sand, trace gravel - firm	15	1	29.4		15		
				20		30.8		20		
			- wash water added SAND - A-1-b Gray, saturated, medium dense, medium- coarse, little gravel	20	8	8.3		20		
				25		8.4		25		
			- very dense	25		7.2		25		
			- wash water added SAND - A-1-b Gray, saturated, medium dense, medium- coarse, little gravel	25	60-3"	6.4		25		
				30				30		
			SILTY CLAY LOAM - A-6 Gray, moist, hard, low plasticity, trace sand, trace gravel - sand lenses	30				30		
			END OF BORING @ 27.5 FT. (AUGER)							

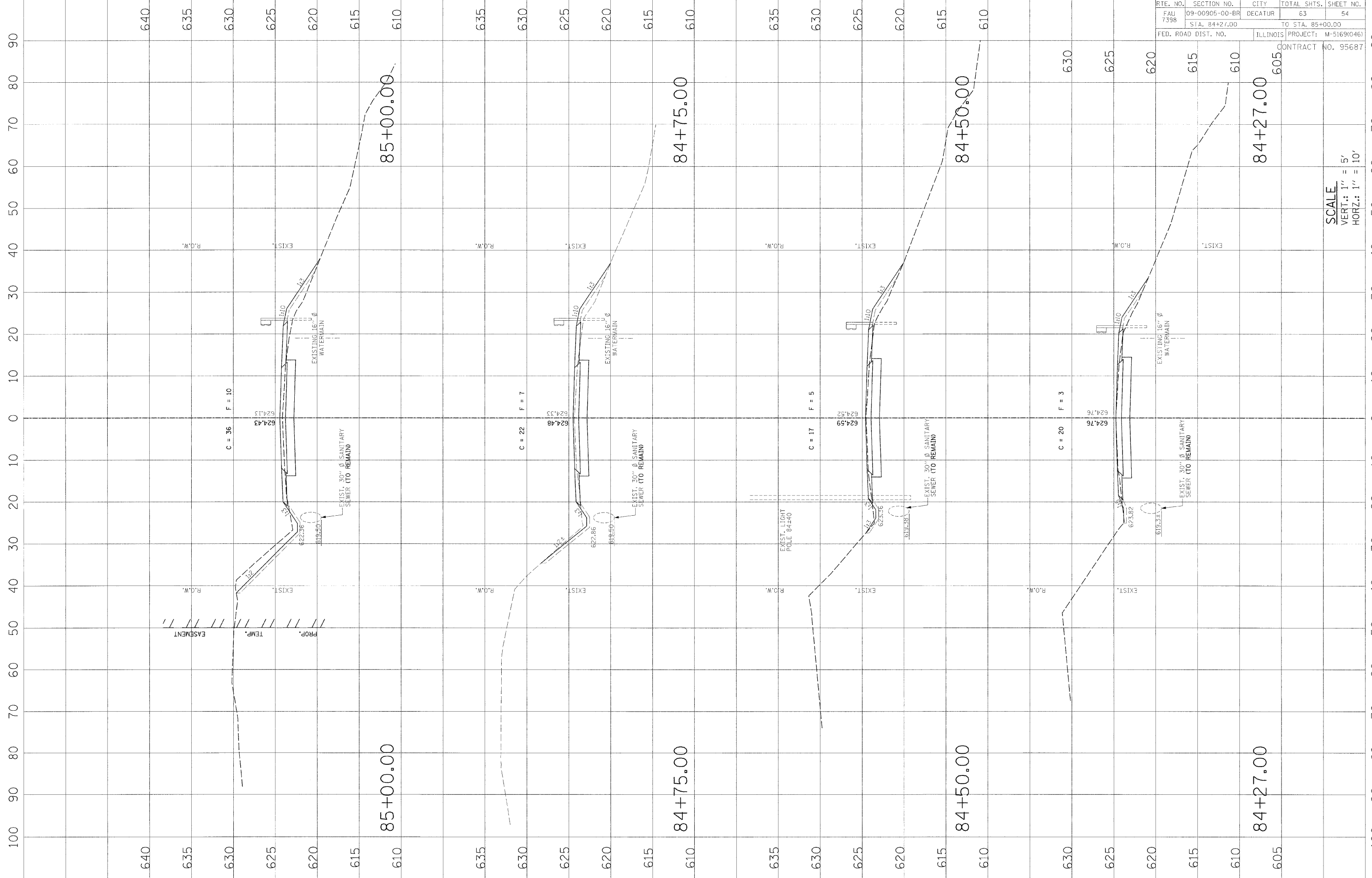
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)
BBS 137 (9/05)

URS
345 EAST ASH AVENUE, SUITE B
DECATUR, ILLINOIS 62526
PH. 217-875-4800

RTE. NO.	SECTION NO.	CITY	TOTAL SHTS.	SHEET NO.
FAU 7398	09-00905-00-BR	DECATUR	63	53
STA. 83+00.00			TO STA. 84+00.00	
FED. ROAD DIST. NO.		ILLINOIS PROJECT:	M-5169(046)	
			CONTRACT NO. 95687	

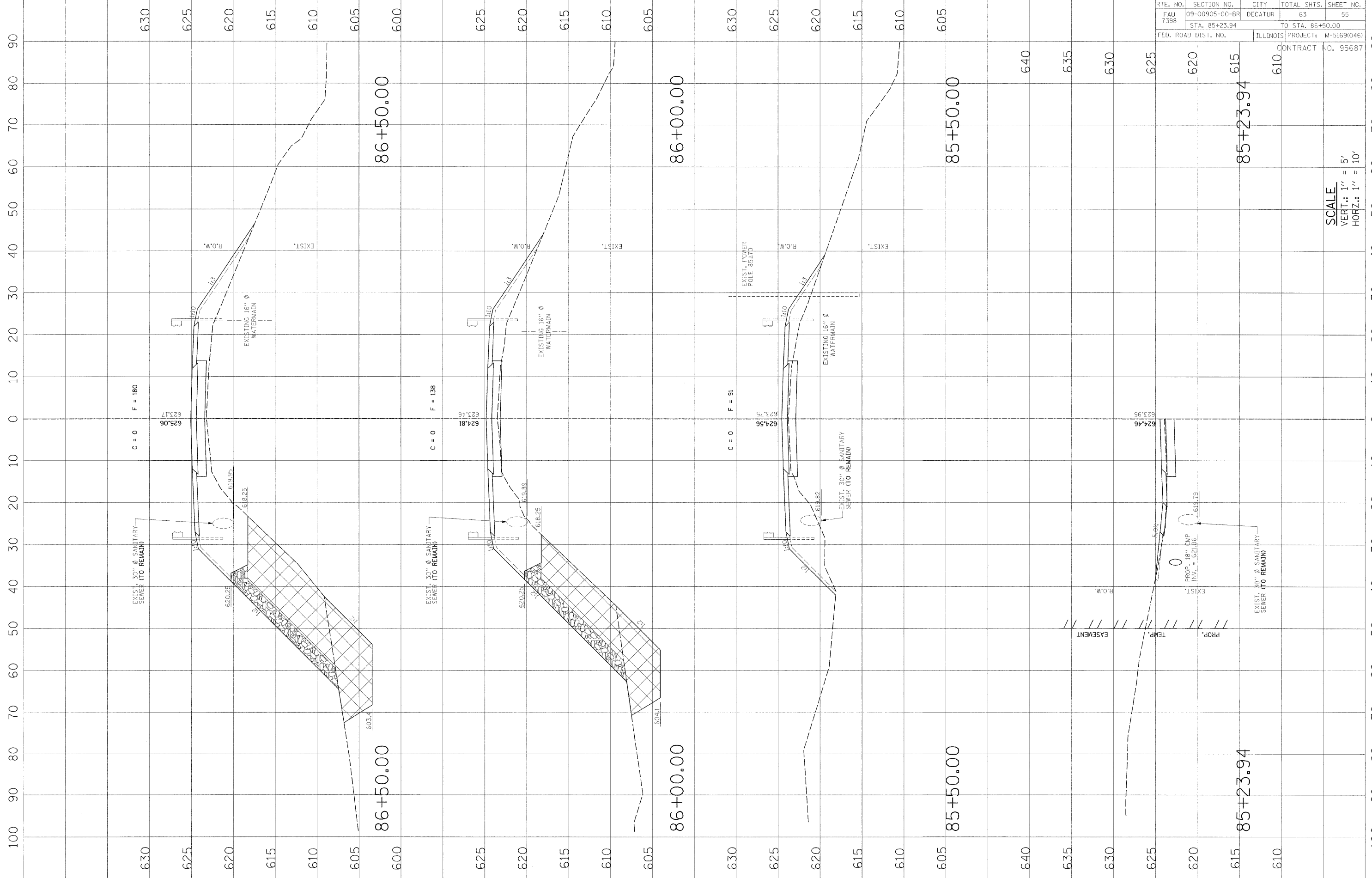


SCALE
 VERT.: 1" = 5'
 HORZ.: 1" = 10'



RTE. NO.	SECTION NO.	CITY	TOTAL SHTS.	SHEET NO.
FAU 7398	09-00905-00-BR	DECATUR	63	54
STA. 84+27.00		TO STA. 85+00.00		
FED. ROAD DIST. NO.		ILLINOIS PROJECT: M-5169(046)	CONTRACT NO. 95687	

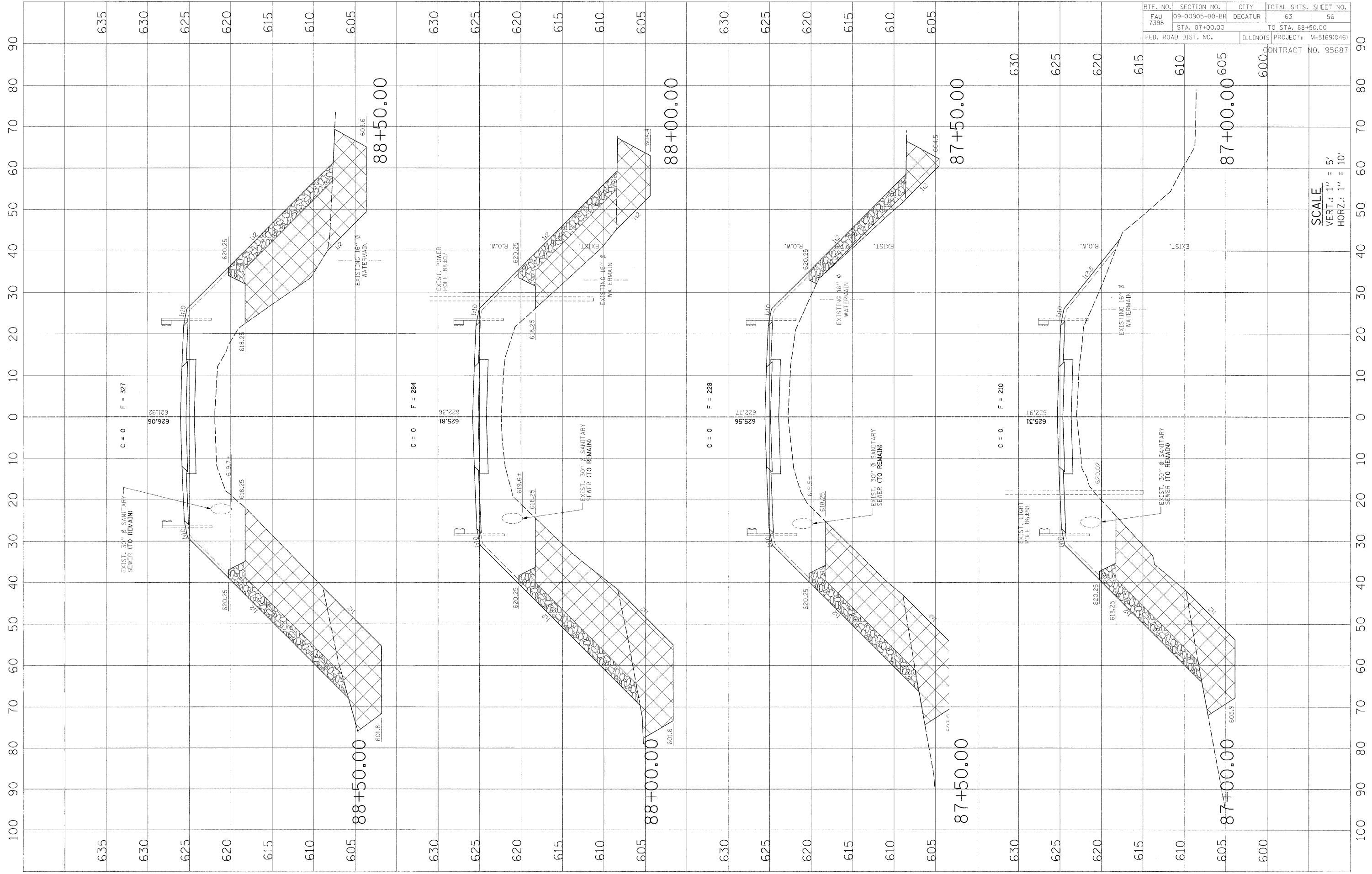
SCALE
 VERT.: 1" = 5'
 HORZ.: 1" = 10'



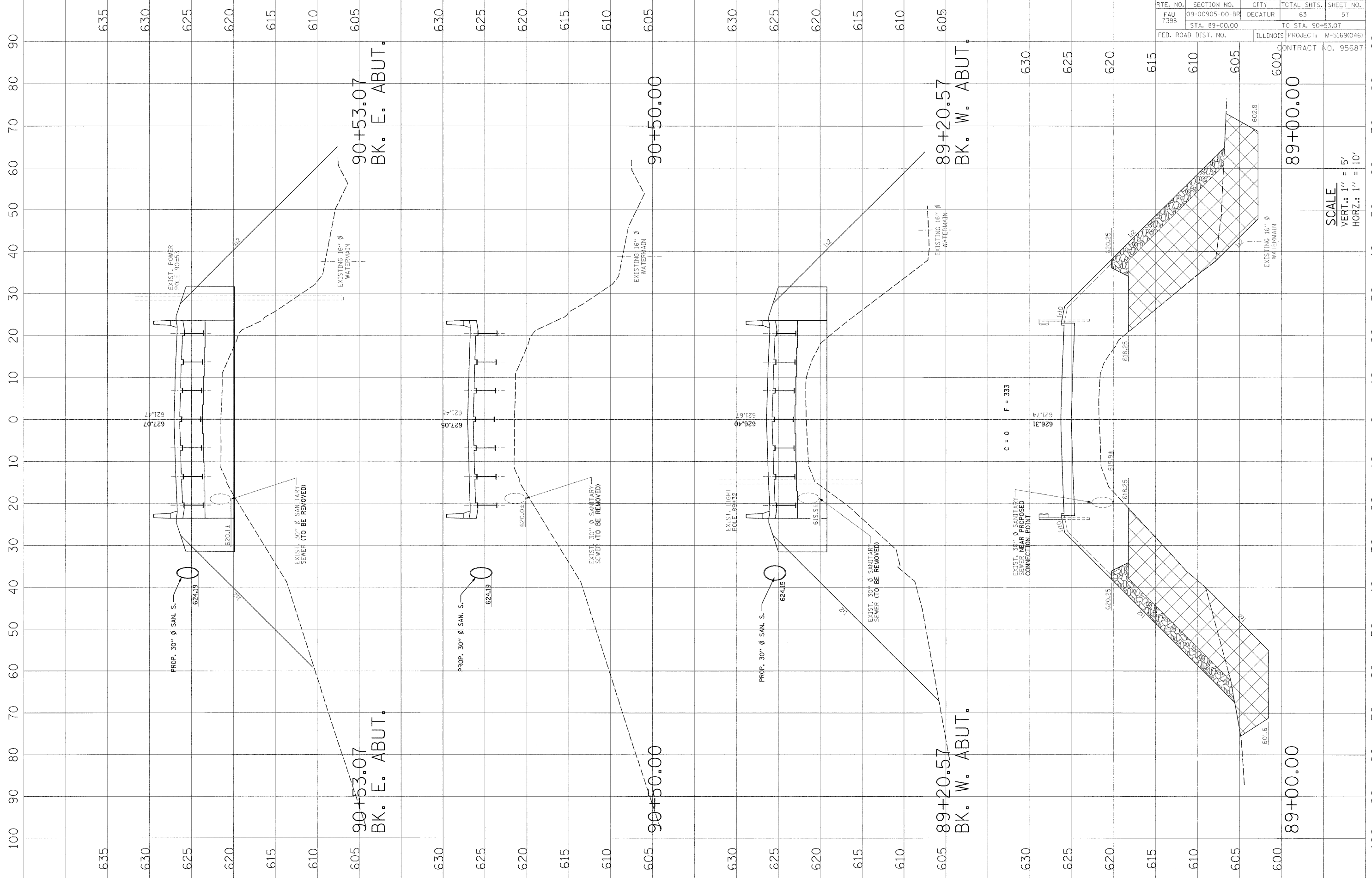
RTE. NO.	SECTION NO.	CITY	TOTAL SHTS.	SHEET NO.
FAU 7398	09-00905-00-BR	DECATUR	63	55
STA. 85+23.94		TO STA. 86+50.00		
FED. ROAD DIST. NO.	ILLINOIS PROJECT: M-5169(046)		CONTRACT NO. 95687	

SCALE
 VERT.: 1" = 5'
 HORZ.: 1" = 10'

RTE. NO.	SECTION NO.	CITY	TOTAL SHTS.	SHEET NO.
FAU 7398	09-00905-00-BR	DECATUR	63	56
STA. 87+00.00		TO STA. 88+50.00		
FED. ROAD DIST. NO.	ILLINOIS PROJECT: M-5169(046)		CONTRACT NO. 95687	

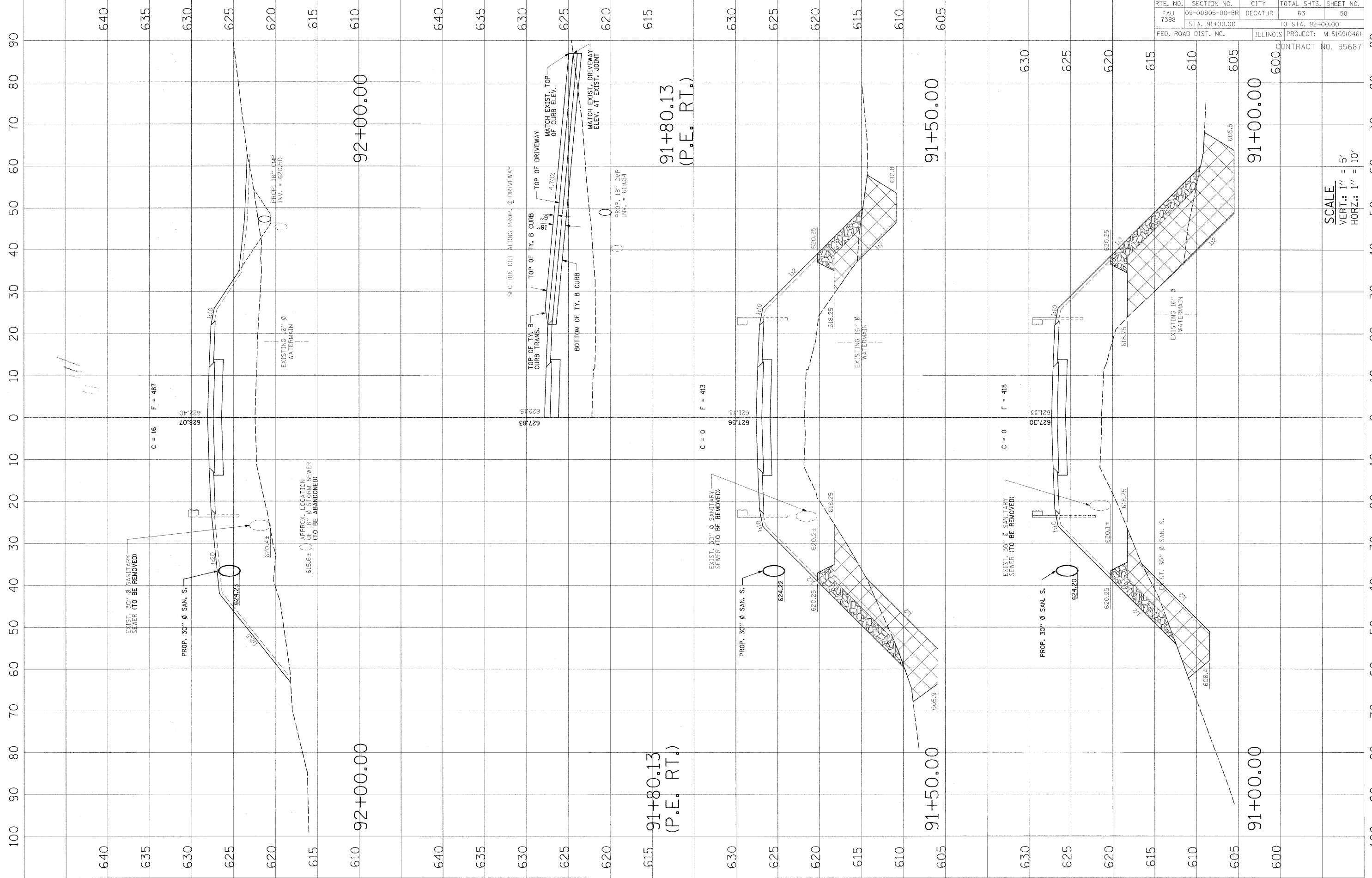


SCALE
 VERT.: 1" = 5'
 HORZ.: 1" = 10'



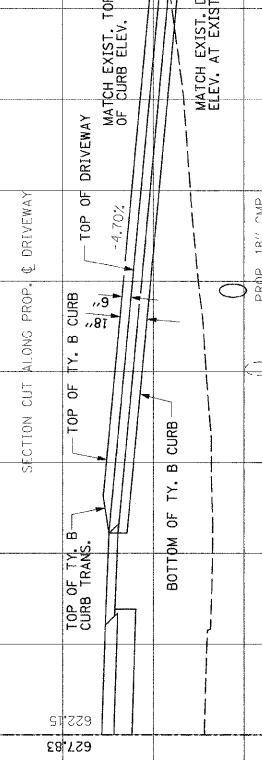
RTE. NO.	SECTION NO.	CITY	TOTAL SHTS.	SHEET NO.
FAU 7398	09-00905-00-BR	DECATUR	63	57
STA. 89+00.00		TO STA. 90+53.07		
FED. ROAD DIST. NO.	ILLINOIS PROJECT: M-5169(046)		CONTRACT NO. 95687	

SCALE
 VERT.: 1" = 5'
 HORZ.: 1" = 10'



RT. NO.	SECTION NO.	CITY	TOTAL SHTS.	SHEET NO.
FAU 7398	09-00905-00-BR	DECATUR	63	58
STA. 91+00.00		TO STA. 92+00.00		
FED. ROAD DIST. NO.		ILLINOIS PROJECT: M-5169(046)	CONTRACT NO. 95687	

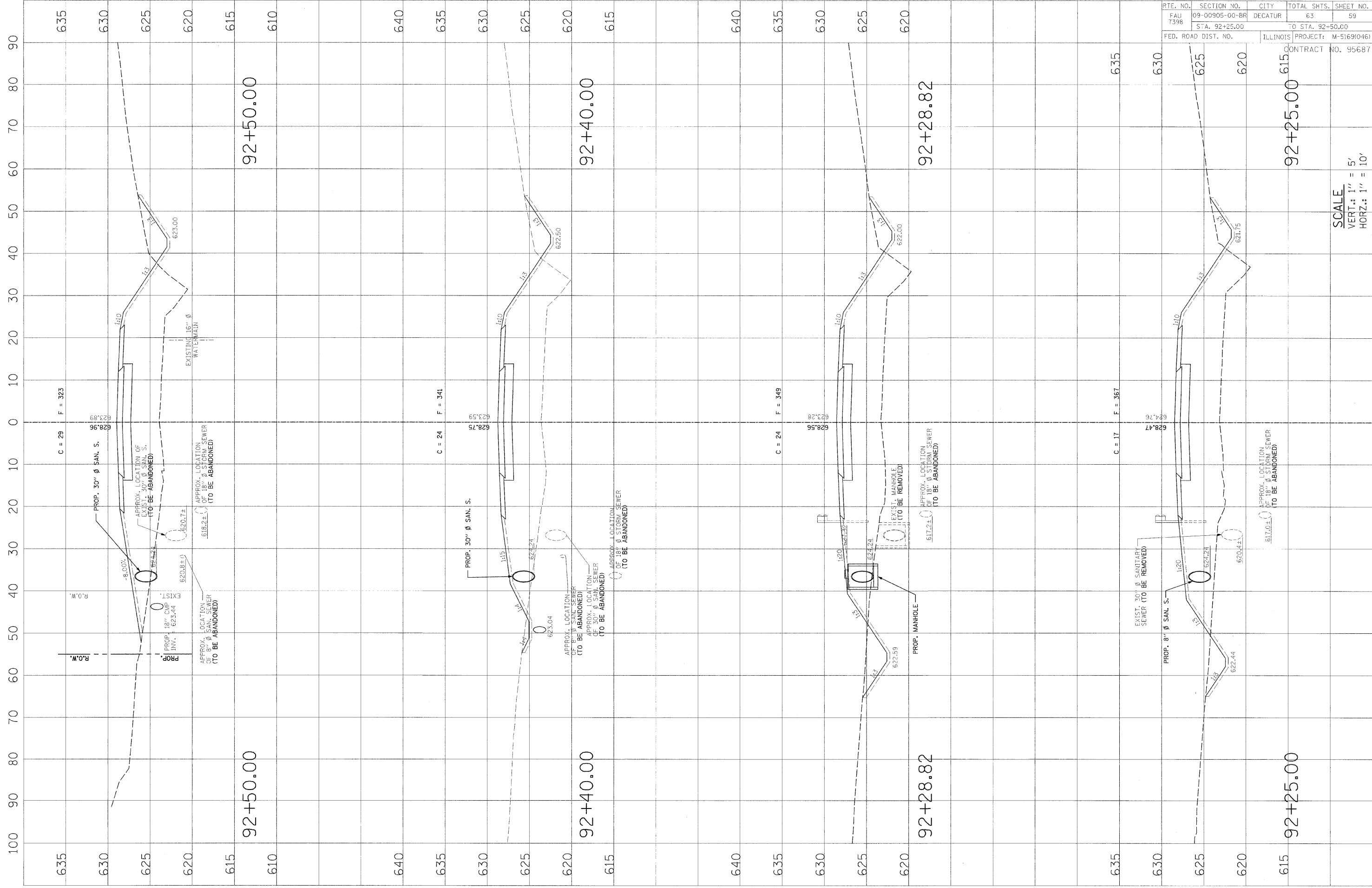
SCALE
 VERT.: 1" = 5'
 HORZ.: 1" = 10'



91+80.13
 (P.E. RT.)

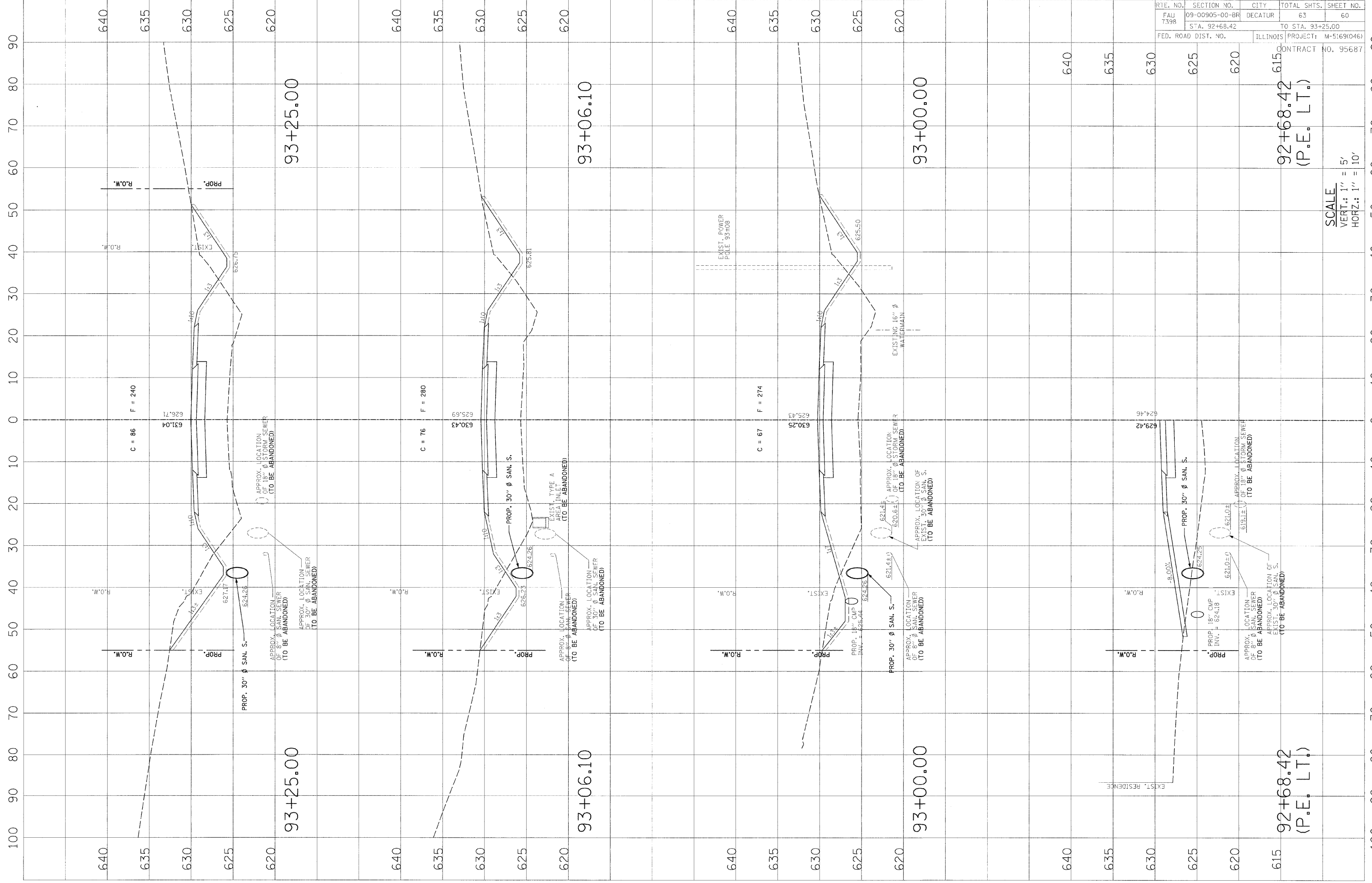
91+50.00

91+00.00



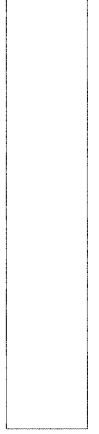
RTE. NO.	SECTION NO.	CITY	TOTAL SHTS.	SHEET NO.
FAU 7398	09-00905-00-BR	DECATUR	63	59
STA. 92+25.00		TO STA. 92+50.00		
FED. ROAD DIST. NO.	ILLINOIS PROJECT: M-5169(046)		CONTRACT NO. 95687	

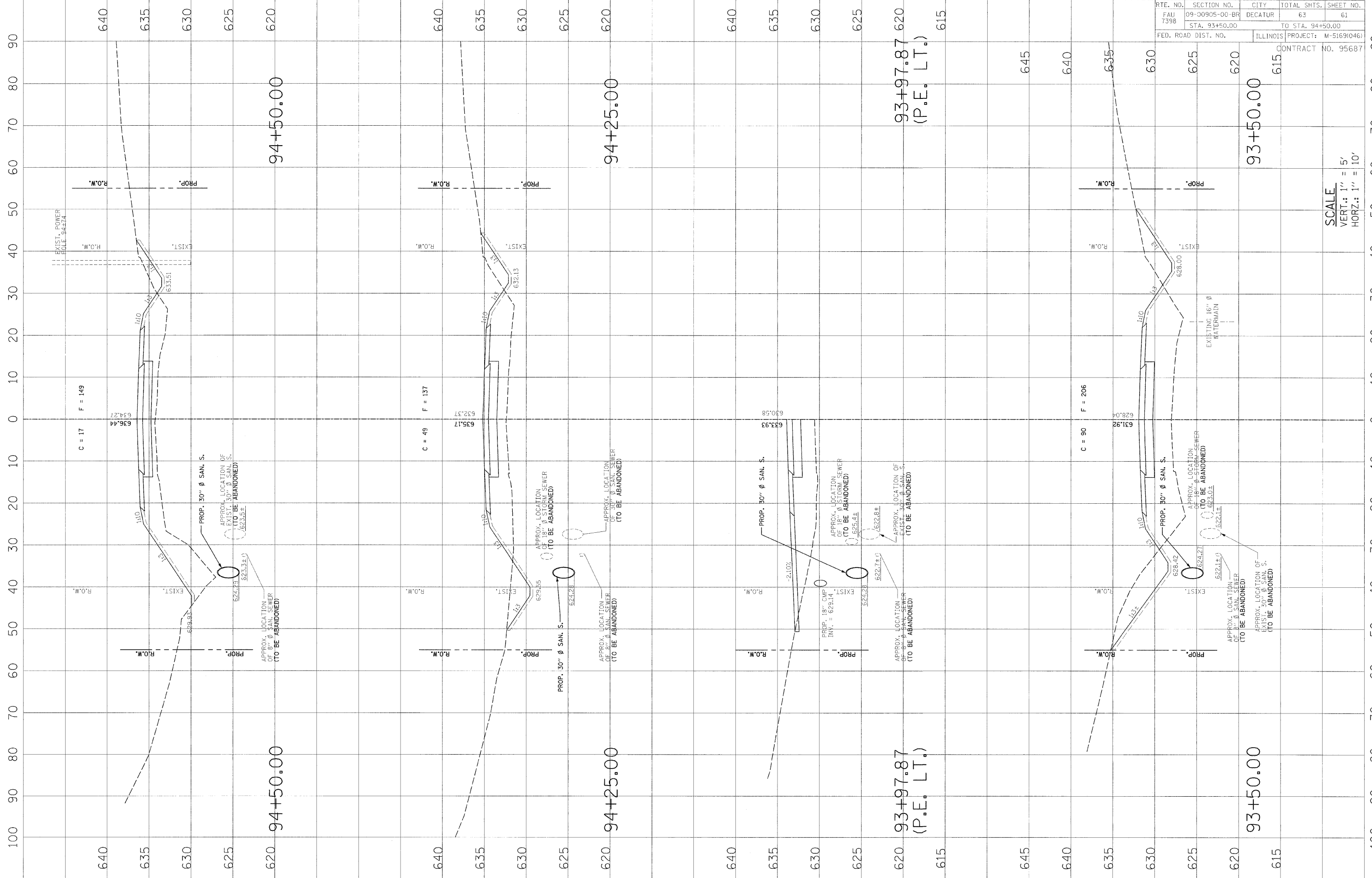
SCALE
 VERT.: 1" = 5'
 HORZ.: 1" = 10'



RTE. NO.	SECTION NO.	CITY	TOTAL SHTS.	SHEET NO.
FAU 7398	09-00905-00-BR	DECATUR	63	60
STA. 92+68.42		TO STA. 93+25.00		
FED. ROAD DIST. NO.	ILLINOIS PROJECT: M-5169(046)		CONTRACT NO. 95687	

SCALE
 VERT.: 1" = 5'
 HORZ.: 1" = 10'

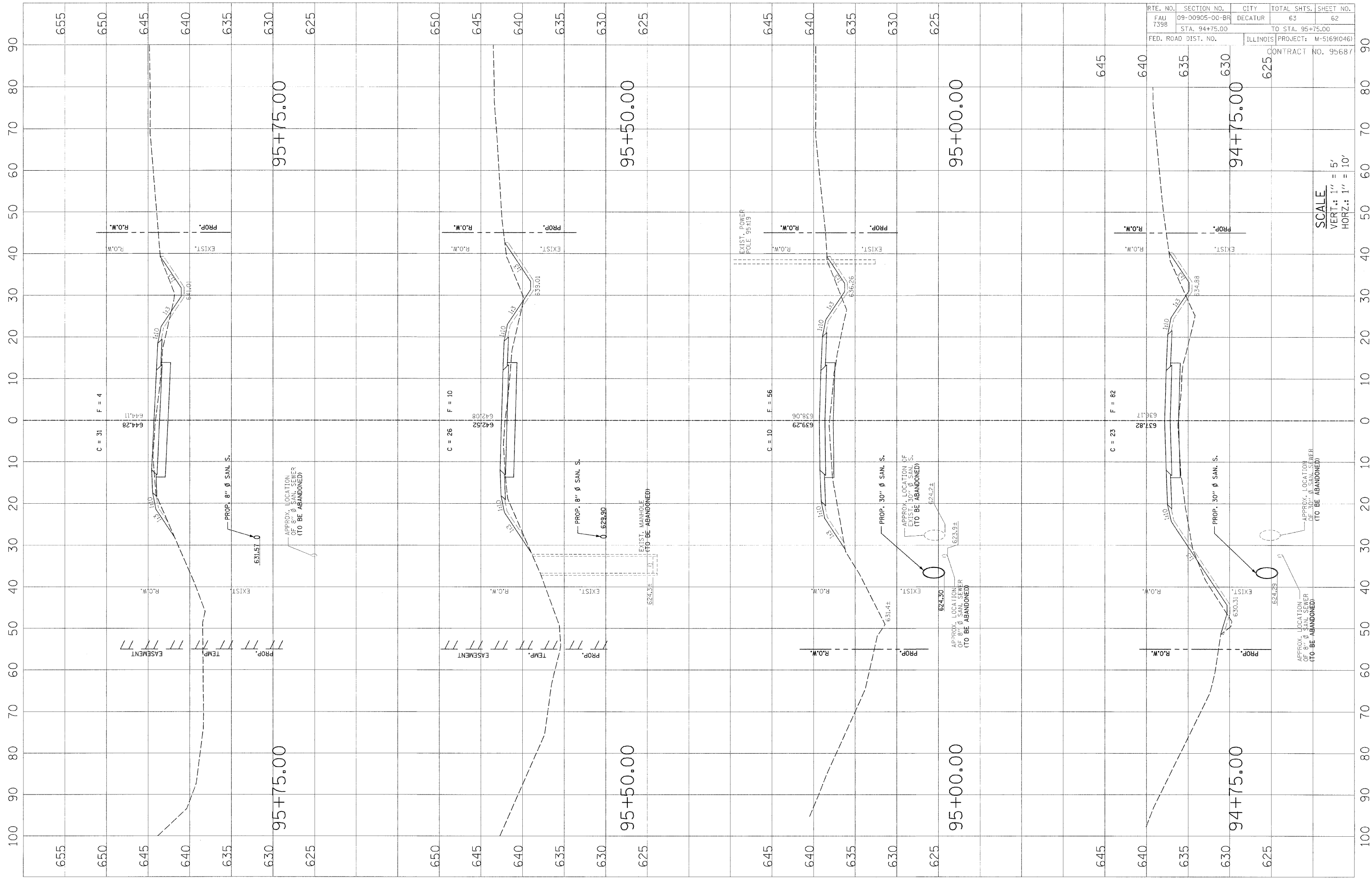




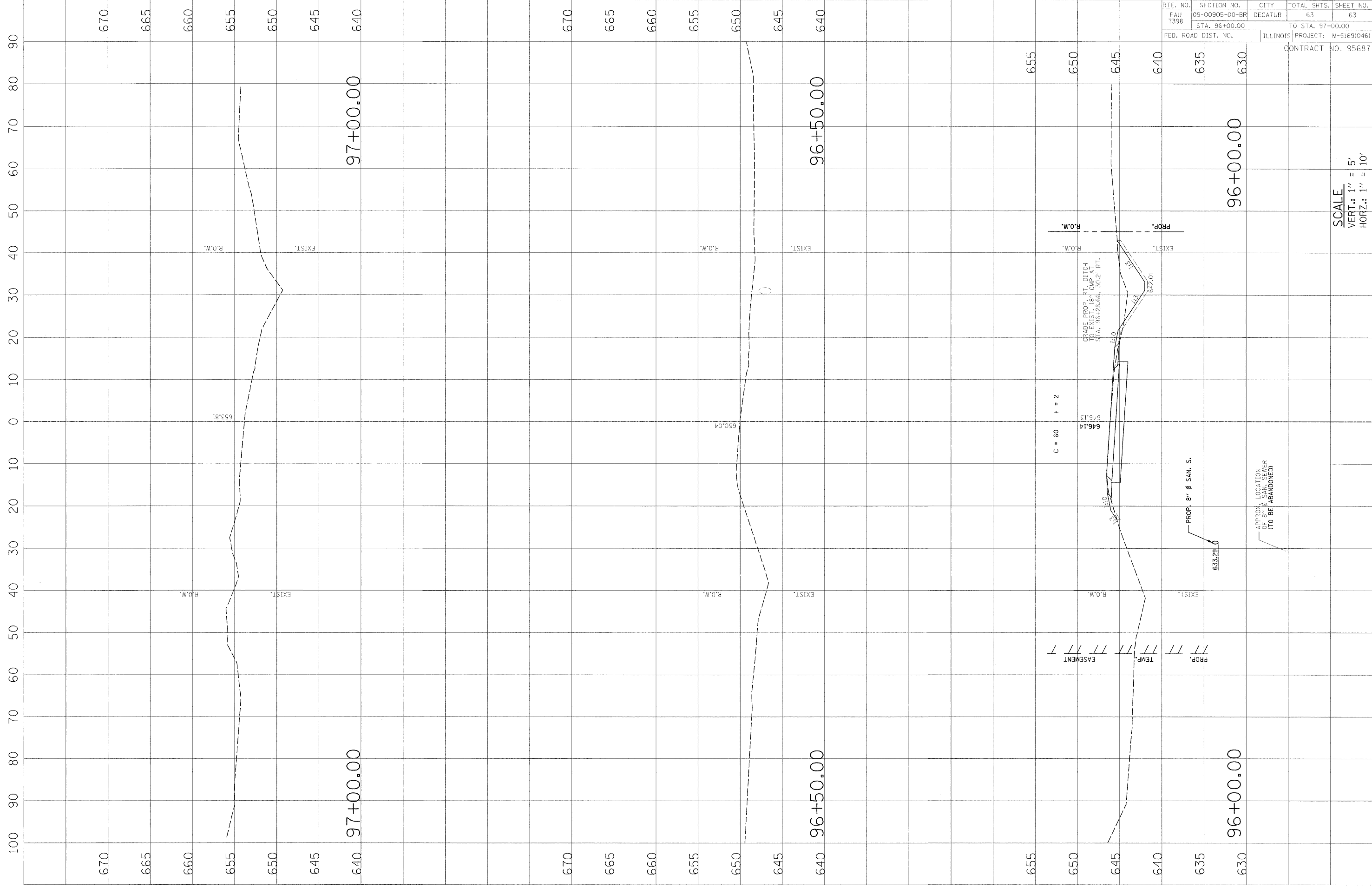
RTE. NO.	SECTION NO.	CITY	TOTAL SHTS.	SHEET NO.
FAU 7398	09-00905-00-BR	DECATUR	63	61
STA. 93+50.00		TO STA. 94+50.00		
FED. ROAD DIST. NO.		ILLINOIS PROJECT: M-5169(046)		
		CONTRACT NO. 95687		

SCALE
 VERT.: 1" = 5'
 HORZ.: 1" = 10'

RTE. NO.	SECTION NO.	CITY	TOTAL SHTS.	SHEET NO.
FAU 7398	09-00905-00-BR	DECATUR	63	62
STA. 94+75.00		TO STA. 95+75.00		
FED. ROAD DIST. NO.	ILLINOIS PROJECT: M-5169(046)		CONTRACT NO. 95687	



SCALE
 VERT.: 1" = 5'
 HORIZ.: 1" = 10'



RTE. NO.	SECTION NO.	CITY	TOTAL SHTS.	SHEET NO.
FAU 7398	09-00905-00-BR	DECATUR	63	63
STA. 96+00.00			TO STA. 97+00.00	
ILLINOIS PROJECT: M-5169(D46)		CONTRACT NO. 95687		

SCALE
 VERT.: 1" = 5'
 HORZ.: 1" = 10'

GRADE PROP. RT. DITCH
 TO EXIST. 18' CMP AT
 STA. 96+28.66, 30.2' RT.

C = 60 F = 2

PROP. 8" Ø SAN. S.
 533.29 0

APPROX. LOCATION
 OF 8" Ø SAN. SEWER
 (TO BE ABANDONED)

TEMP. EASEMENT

PROP. TEMP.

