

08-02-13 LETTING ITEM 048

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

F.A.U. ROUTE 7706 (BUSINESS LOOP 55)
SECTION 23(B-1)
PROJECT ACM-7706(004)
LOGAN COUNTY
C-96-503-10

F.A.U. RTE. 7706	SECTION 23(B-1)	COUNTY LOGAN	TOTAL SHEETS 179	SHEET NO. 1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 72789		

FOR INDEX OF SHEETS, SEE SHEET NO. 2

D-96-521-03

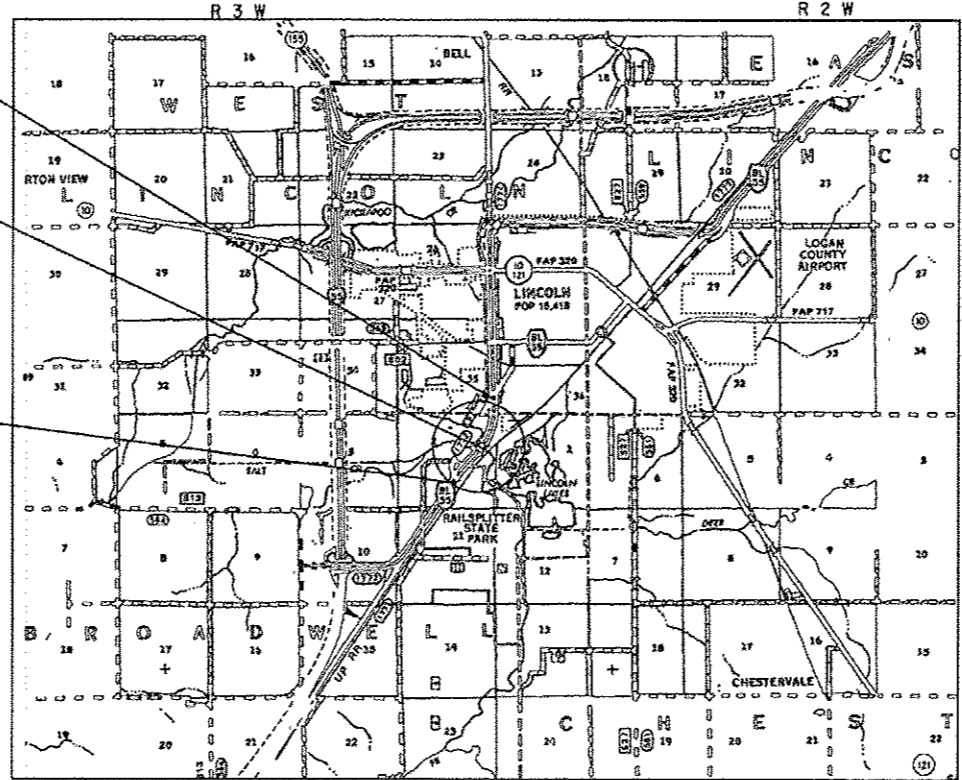


ADT = 5,200 (2012)
% SU = 8.1
% MU = 1.9
TOWNSHIPS = BROADWELL (T19N, R3W)
WEST LINCOLN (T20N, R3W)
FUNCTIONAL CLASSIFICATION = MINOR ARTERIAL

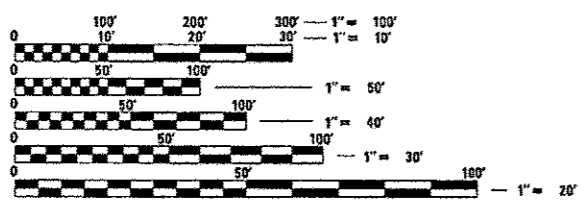
STA 73+00.00
BEGIN IMPROVEMENT
BEGIN PROJECT

STA 96+50.07 TO STA 102+35.96 (0° SKEW)
PROJECT INCLUDES REMOVAL AND REPLACEMENT OF
EXISTING SN 054-0005 OVER SALT CREEK WITH A
PROPOSED FIVE SPAN, 48" WEB PLATE GIRDER BRIDGE
587'-0 1/4" BK-TO-BK ABUTMENTS
89'-2" O-T-O CONCRETE DECK
PROPOSED SN 054-0512

STA 126+00.00
END IMPROVEMENT
END PROJECT



GROSS LENGTH OF PROJECT= 5,300.00 FEET = 1.004 MILES
NET LENGTH OF PROJECT= 5,300.00 FEET = 1.004 MILES



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

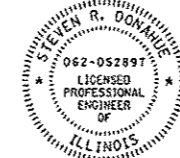
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: VINCE MADONIA, P.E. (217) 785-9046
TEAM ENGINEER: JAY EDWARDS (217) 785-5321

CONTRACT NO. 72789

PLANS PREPARED BY
HORNER & SHIFRIN, INC.
ENGINEERS

www.HornerShifrin.com
640 Pierce Boulevard, Suite 200 • O'Fallon, Illinois 62269
Phone: (618) 622-3040
Illinois Professional Design Firm No. 184-000435
License Expires 4/30/2015



Steven R. Donahue 5/23/13
Steven R. Donahue, P.E. Date
License Expires 11/30/2013

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED May 28 2013
Ryan D. Daken
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

June 28 2013
John D. Baranowski, P.E.
acting ENGINEER OF DESIGN AND ENVIRONMENT

June 28 2013
Omer Osman, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

PLOT SCALE = 40.0000 "/> IN.
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PLOT DRIVER = TR-V-800-1-Black-Hal-1.01
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USER NAME = bshifrin
LAST SAVED = 5/23/2013
PLOT DATE = 5/23/2013
PLOT TIME = 6:57:55 AM

INDEX OF SHEETS

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	HIGHWAY STANDARDS

MIXTURE DESIGNS

LOCATION:	BUSINESS LOOP 55	BUSINESS LOOP 55	BUSINESS LOOP 55
MIXTURE USE(S):	HMA BINDER COURSE / HMA BASE COURSE WIDENING	HMA SURFACE	LEVELING BINDER
PG:	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0 % @ N70	4.0 % @ N70	4.0 % @ N70
MIXTURE COMPOSITION:	19.0	9.5	9.5
FRICTION AGGREGATE:	N/A	MIX D	N/A

LOCATION:	SIDEROADS	BUSINESS LOOP 55	BUSINESS LOOP 55
MIXTURE USE(S):	INCIDENTAL HMA SURFACING	HMA SHOULDERS TOP LIFT PARKING AREA	HMA SHOULDERS LOWER LIFTS
PG:	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0 % @ N50	4.0 % @ N50	4.0 % @ N50
MIXTURE COMPOSITION:	9.5	9.5	19.0
FRICTION AGGREGATE:	MIX C	MIX C	N/A

IDOT HIGHWAY STANDARDS

000001-06	542401-01	635006-03	701901-02
001001-02	606001-05	635011-02	720001-01
001006	606006-02	642001-02	720006-03
280001-07	609006-05	666001-01	720011-01
442201-03	630001-10	668001-01	728001-01
482001-02	630201-06	701101-03	780001-03
515001-03	630301-06	701106-02	781001-03
542301-03	631031-11	701421-05	BLR 21-9
	601101-01		

COMMITMENTS

NONE

DISTRICT SIX	
EXAMINED <u>4/23</u>	20 <u>13</u>
<i>[Signature]</i>	
OPERATIONS ENGINEER	

EXAMINED <u>APRIL 26</u>	20 <u>13</u>
<i>[Signature]</i>	
PROJECT IMPLEMENTATION ENGINEER	

EXAMINED <u>May 3</u>	20 <u>13</u>
<i>[Signature]</i>	
PROGRAM DEVELOPMENT ENGINEER	

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FILE NAME =	USER NAME = jepettibone	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX, IDOT HIGHWAY STANDARDS, MIXTURE DESIGNS & COMMITMENTS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED -			7706	23(B-1)	LOGAN	179	2	
		PLOT SCALE = 48.0000' / IN.	CHECKED -			REVISED -	BUS. LOOP 55 OVER SALT CREEK		CONTRACT NO. 72789		
		PLOT DATE = 5/23/2013 10:39:22 AM	DATE -			REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

GENERAL NOTES

- WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER AND AUTHORIZED SURVEYOR, OR AGENT HAS WITNESSED, OR OTHERWISE REFERENCED THEIR LOCATION.
- EXISTING UNDERGROUND AND ABOVE-GRADE FACILITIES, STRUCTURES, AND UTILITIES HAVE BEEN PLOTTED ON THESE CONTRACT DOCUMENTS BASED UPON THE INFORMATION AND SURVEYS AVAILABLE AT THE TIME OF DRAWING PREPARATION. THE LOCATION OF THESE FEATURES MUST, THEREFORE, BE CONSIDERED APPROXIMATE ONLY. IN ADDITION, THERE MAY BE OTHER FACILITIES, STRUCTURES, AND UTILITIES WHICH DID NOT EXIST (OR THE EXISTENCE OF WHICH WAS NOT KNOWN) AT THE TIME OF DRAWING PREPARATION. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR(S) TO HAVE ALL EXISTING FACILITIES, STRUCTURES, AND UTILITIES LOCATED IN THE FIELD PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITY; AND TO PROTECT ALL SUCH EXISTING FEATURES (EXCEPT THOSE SPECIFICALLY NOTED FOR REMOVAL OR DEMOLITION) DURING CONSTRUCTION.
- THE THICKNESS OF BITUMINOUS MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
- FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

BITUMINOUS CONCRETE BASE COURSE	0.056	TON/SO YD/IN
BITUMINOUS CONCRETE SURFACE COURSE	0.056	TON/SO YD/IN
LIME (LIME MODIFIED SOILS)	0.02	TON/SO YD
WATER (LIME MODIFIED SOILS)	0.007	UNIT/SO YD
AGGREGATE (SURFACE, BASE, & BACKFILL)	2.05	TON/CU YD
BITUMINOUS MATERIALS:		
PRIME COAT FOR BITUMINOUS CONCRETE:		
- ON PAVEMENT	0.0002	TON/SO YD
- ON AGGREGATE	0.002	TON/SO YD
- ON COLD MILLED SURFACE	0.0004	TON/SO YD
- FOG COAT ON NEW BINDER	0.00012	TON/SO YD
AGGREGATE (PRIME COAT)		
- ON EXISTING PAVEMENT	0.002	TON/SO YD
- ON COLD MILLED SURFACE	0.002	TON/SO YD
- FOG COAT ON NEW BINDER	0.001	TON/SO YD
BITUMINOUS SURFACE TREATMENTS:		
- PRIME COAT	0.002	TON/SO YD
- COVER & SEAL COAT	0.002	TON/SO YD
- COVER SEAL AGGREGATE	0.0125	TON/SO YD
- SEAL COAT AGGREGATE	0.0125	TON/SO YD
RIP RAP	1.5	TON/CU YD
SEEDING, CLASS 2	200	LB/ACRE
TEMPORARY EROSION CONTROL SEEDING	100	LB/ACRE
NITROGEN FERTILIZER NUTRIENT	90	LB/ACRE
PHOSPHORUS FERTILIZER NUTRIENT	90	LB/ACRE
POTASSIUM FERTILIZER NUTRIENT	90	LB/ACRE
MULCH	2	TON/ACRE
- TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. GENERALLY, TREES OUTSIDE THE CLEAR ZONE, AND WHICH DO NOT INTERFERE WITH CONSTRUCTION, SHALL NOT BE DISTURBED.
- TRENCH BACKFILL REQUIRED FOR STORM SEWER, SANITARY SEWER, OR WATER MAINS SHALL ONLY BE PLACED UP TO ONE FOOT BELOW THE FINAL GRADE IN AREAS HAVING A PROPOSED GRASS OR SOD SURFACE.
- ALL CULVERT EXTENSIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH METHOD II AS SPECIFIED IN ARTICLE 542.05 OF THE STANDARD SPECIFICATIONS. PRIOR TO EXTENDING ANY CULVERT, THE ENTIRE LENGTH OF THE EXISTING CULVERT SHALL BE CLEANED OF ALL EARTH AND DEBRIS BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE EXTENSION.
- CONNECTING OF NEW OR EXISTING STORM SEWER TO NEW OR EXISTING INLETS OR MANHOLES SHALL BE MADE IN A MANNER WHICH RESULTS IN A NEAT AND WATERTIGHT JOINT. WHEN PLACED THROUGH THE WALL OF AN INLET OR MANHOLE, STORM SEWER PIPE SHALL BE PLACED OR CUT FLUSH WITH THE FACE OF THE WALL AND DRESSED WITH MORTAR TO PROVIDE A SMOOTH ROUNDED OR BEVELED EDGE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES OF THE THE STORM SEWERS OR STRUCTURES INVOLVED.

- FORMS FOR COMBINATION CONCRETE CURB AND GUTTER AND CONCRETE GUTTER TYPE A SHALL BE OF METAL ONLY, EXCEPT THAT WOOD FORMS MAY BE USED ON SHORT RADIUS CURVES.
- IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16, THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 107.16 REGARDLESS IF TRACK MOUNTED OR WHEELED.
- THE BOUNDARIES OF ALL CURB & GUTTER REMOVAL, PAVEMENT REMOVAL, AND PATCHES WILL BE MADE USING A CONCRETE SAW. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB & GUTTER REMOVAL, PAVEMENT REMOVAL, AND / OR PATCHING.
- THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.
- FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SANDBAGS PER BARRICADE.
- BEFORE ORDERING STORM SEWERS, CATCH BASINS, PIPE CULVERTS, PIPE DRAINS, MANHOLES, AND BOX CULVERTS, THE CONTRACTOR SHALL CONTACT THE ENGINEER AS TO THE EXACT LENGTH AND QUANTITY REQUIRED.
- THE STATE PLANE COORDINATE SYSTEM HAS BEEN USED FOR THE HORIZONTAL CONTROL.
- ALL ELEVATIONS SHOWN ON THE PLANS ARE BASED ON U.S.G.S. MEAN SEA LEVEL DATUM.
- SEEDING SHALL BE DONE ON ALL AREAS THAT ARE DISTURBED BY CONSTRUCTION OPERATIONS AS DIRECTED BY THE ENGINEER. SEEDING SHALL BE PAID FOR ONLY WITHIN THE PROPOSED RIGHT-OF-WAY OR EASEMENT LIMITS. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDDED AS DIRECTED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.
- ALL OPENINGS IN PRECAST STRUCTURES, INCLUDING BOX CULVERTS, SHALL BE PRECAST TO THE PROPER SIZE, THIS INCLUDES OPENINGS FOR PIPE STRUCTURES AND MANHOLE OPENINGS. COSTS FOR THESE OPENINGS AND THE CONNECTIONS SHALL BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEM FOR THE STRUCTURES INVOLVED.
- ALL DRAINAGE STRUCTURES SHALL BE DELIVERED TO THE PROJECT SITE WITHOUT SILT, DEBRIS, OR OTHER SUCH OBSTRUCTIONS AT THE TIME OF FINAL INSPECTION. THE CLEANING OF THESE DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE VARIOUS PAY ITEMS INVOLVED.
- THE ENGINEER SHALL BE CONTACTED AND PRIOR APPROVAL OBTAINED FOR ANY TREE REMOVAL BEYOND THE LIMITS/LOCATIONS INCLUDED IN THE PLANS.
- IF SO DIRECTED BY THE ENGINEER, DITCHES ADJACENT TO EMBANKMENTS SHALL BE CONSTRUCTED PRIOR TO STARTING THE CONSTRUCTION OF THE EMBANKMENT FILL. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR COMPLYING WITH THIS REQUIREMENT.
- THE REMOVAL AND DISPOSAL OF EXISTING RIGHT OF WAY MARKERS THAT NO LONGER REPRESENT THE LIMITS OF STATE RIGHT OF WAY WILL BE REMOVED. REMOVAL AND DISPOSAL OF SAID RIGHT OF WAY MARKERS IS INCLUDED IN THE COST OF EARTH EXCAVATION.
- THE COST FOR REMOVAL AND DISPOSAL OF EXISTING OIL & CHIP PAVEMENT IS INCLUDED IN THE COST OF EARTH EXCAVATION. THIS MATERIAL MAY BE USED IN FILLS OR EMBANKMENTS SUBJECT TO THE REQUIREMENTS OF ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.

- THE FOLLOWING AGENCIES SHALL BE NOTIFIED FOURTEEN (14) CALENDAR DAYS PRIOR TO ANY ROAD CLOSURES ON THE PROJECT OR AT OTHER TIMES WHEN CONSTRUCTION MAY IMPEDE THEIR SERVICES.

ACTING WARDEN DON GOLDEN LOGAN CORRECTIONAL CENTER 1096 1350 STREET LINCOLN, IL 62656 (217) 735-5581	WARDEN MELODY HEWLETT LINCOLN CORRECTIONAL CENTER 1098 1350 STREET LINCOLN, IL 62656 (217) 735-5411
MR. ROBERT BAGBY, SUPERINTENDENT LINCOLN COMMUNITY HIGH SCHOOL 1050 PRJMM ROAD LINCOLN, IL 62656 (217) 732-4131	MR. BAILEY CLIMER, SUPERINTENDENT WEST LINCOLN BROADWELL GRADE SCHOOL 2695 WOODLAWN ROAD LINCOLN, IL 62656 (217) 732-2630
MR. DANIEL FULSCHER, DIRECTOR LINCOLN-LOGAN EMERGENCY SERVICES 911 PEKIN STREET LINCOLN, IL 62656 (217) 732-9491	CHIEF CHAD LETTERLE LINCOLN RURAL FIRE PROTECTION DISTRICT 914 WOODLAWN ROAD LINCOLN, IL 62656 (217) 732-6697
CHIEF MARK MILLER CITY OF LINCOLN FIRE DEPARTMENT 700 BROADWAY LINCOLN, IL 62656 (217) 732-9491	MR. BRET AUKAMP LOGAN COUNTY ENGINEER 529 SOUTH MCLEAN STREET LINCOLN, IL 62656 (217) 732-3059
THE HONORABLE KEITH SNYDER CITY OF LINCOLN P.O. BOX 509 LINCOLN, IL 62656 (217) 735-2815	ILLINOIS DEPARTMENT OF NATURAL RESOURCES RON WILLMORE, SITE SUPERVISOR EDWARD MADIGAN STATE PARK 1019 1310 STREET LINCOLN, IL 62656 (217) 732-1552
ILLINOIS STATE POLICE (DISTRICT 9) 801 SOUTH 7TH STREET, SUITE 100-M SPRINGFIELD, IL 62703 (217) 786-7107	LOGAN COUNTY FARM BUREAU 120 SOUTH MCLEAN LINCOLN, IL 62656 (217) 732-7326
LINCOLN POST MASTER 102 SOUTH MCLEAN LINCOLN, IL 62656-9998 (217) 732-4912	CHARLES COSBY BROADWELL TOWNSHIP ROAD COMMISSIONER R.R. #1 ELKHART, IL 62634 (217) 947-2790
MIKE FASSERO IDOT MAINTENANCE FIELD ENGINEER 126 EAST ASH STREET SPRINGFIELD, IL 62704-4792 (217) 785-0289	MARSHALL METACALF IDOT TRAFFIC OPERATIONS ENGINEER 126 EAST ASH STREET SPRINGFIELD, IL 62704-4792 (217) 785-0289
KEN GREENSLATE CITY OF LINCOLN CHIEF OF POLICE 911 PEKIN STREET LINCOLN, IL 62656 (217) 732-2151	STEVE SILTMAN LOGAN CO. PARAMEDICS ASSOC. DIRECTOR 1300 NORTH POSTVILLE DRIVE LINCOLN, IL 62656 (217) 732-2212
STEVEN NICHOLS LOGAN CO. SHERIFF'S DEPARTMENT 911 PEKIN STREET LINCOLN, IL 62656 (217) 732-4159	DAN FULSHER LOGAN CO. EMERGENCY MANAGEMENT AGENCY DIRECTOR 911 PEKIN STREET LINCOLN, IL 62656 (217) 732-9491

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES

LAST SAVED: 5/23/2013
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PLOT DRIVER: TR-V08aaf-Black-Hof.cpl

FILE NAME: \\N08103\Cad\T1_Plan\002_0672709-She-C	USER NAME: jpeppibone	DESIGNED: -	REVISED: -	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE: 5/23/2013 2:08:10 PM	DATE: -	REVISION: -	FED. ROAD DIST. NO.				ILLINOIS	FED. AID PROJECT			

140

SUMMARY OF QUANTITIES

URBAN

CODE NO	ITEM	UNIT	TOTAL	CONSTRUCTION CODE	
				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE
				ROADWAY 0004	BRIDGE 0011
				F. A. U. 7706	SN 054-0512
20100500	TREE REMOVAL, ACRES	ACRE	6.25	6.25	
20200100	EARTH EXCAVATION	CU YD	23685	23685	
20800150	TRENCH BACKFILL	CU YD	1260	1260	
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	6815	6815	
* 25000200	SEEDING, CLASS 2	ACRE	13.5	13.5	
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	1221	1221	
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	1221	1221	
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	1221	1221	
* 25000700	AGRICULTURAL GROUND LIMESTONE	TON	27	27	
25100115	MULCH, METHOD 2	ACRE	25.75	25.75	
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	6255	6255	
28000200	EARTH EXCAVATION FOR EROSION CONTROL	CU YD	16	16	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1350	1350	
28000400	PERIMETER EROSION BARRIER	FOOT	5986	5986	

* SPECIALTY ITEM

LAST SAVED : 5/23/2013
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PLOT SCALE : 40.0000 / IN.	CHECKED -	REVISED -	REVISED -					7706	23(B-1)	LOGAN	179	4
PLOT DATE : 5/23/2013 4:31:30 PM	DATE -	REVISED -	REVISED -		BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789				
					SCALE: NONE	SHEET NO. 1 OF 10 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			

URBAN

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL	CONSTRUCTION CODE	
				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE
				ROADWAY 0004	BRIDGE 0011
				F. A. U. 7706	SN 054-0512
28000500	INLET AND PIPE PROTECTION	EACH	7	7	
28001000	AGGREGATE (EROSION CONTROL)	TON	87	87	
28100109	STONE RIPRAP, CLASS A5	SQ YD	5175		5175
28100805	STONE DUMPED RIPRAP, CLASS A3	TON	404	404	
28100807	STONE DUMPED RIPRAP, CLASS A4	TON	1525	1525	
28200200	FILTER FABRIC	SQ YD	10281	3855	6426
31100700	SUBBASE GRANULAR MATERIAL, TYPE A 8"	SQ YD	9136	9136	
31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	824	824	
31101900	SUBBASE GRANULAR MATERIAL, TYPE C	TON	623	623	
35501327	HOT-MIX ASPHALT BASE COURSE, 10 3/4"	SQ YD	9222	9222	
35600719	HOT-MIX ASPHALT BASE COURSE WIDENING, 10 3/4"	SQ YD	2598	2598	
40200100	AGGREGATE SURFACE COURSE, TYPE A	TON	1062	1062	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	14.5	14.5	
40600300	AGGREGATE (PRIME COAT)	TON	107	107	

• SPECIALTY ITEM

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PLOT DATE = 5/23/2013 4:31:31 PM	DATE -		REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES	
SCALE: NONE	SHEET NO. 2 OF 10 SHEETS
STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23B-D	LOGAN	179	5
BUS. LOOP 55 OVER SALT CREEK		CONTRACT NO. 72789		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

URBAN

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL	CONSTRUCTION CODE	
				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE
				ROADWAY 0004	BRIDGE 0011
				F. A. U. 7706	SN 054-0512
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	2073	2073	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	325	325	
40600990	TEMPORARY RAMP	SQ YD	68	68	
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	2130	2130	
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	2687	2687	
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	145	145	
42001300	PROTECTIVE COAT	SQ YD	1288	1288	
44000100	PAVEMENT REMOVAL	SQ YD	3026	3026	
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	1059	1059	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	4681	4681	
44001980	CONCRETE BARRIER REMOVAL	FOOT	2238	2238	
44200132	PAVEMENT PATCHING, TYPE II, 11 INCH	SQ YD	100	100	
44201781	CLASS D PATCHES, TYPE III, 11 INCH	SQ YD	73	73	
44201783	CLASS D PATCHES, TYPE IV, 11 INCH	SQ YD	205	205	

* SPECIALTY ITEM

LAST SAVED * 5/23/2013
PEN TABLE * 18-hatc.tbl
PLOT DRIVER * TR-93.pdf
u:\061031\Corr\TV_Plane\003.0672709-2ht-50.dgn

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		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -
PLOT SCALE * 49.0288 ' / IN.			
PLOT DATE * 5/23/2013 4:31:01 PM			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET NO. 3 OF 10 SHEETS STA. TO STA.

F.A.U. RTE. 7706	SECTION 231B-11	COUNTY LOGAN	TOTAL SHEETS 179	SHEET NO. 6
BUS. LOOP 55 OVER SALT CREEK		CONTRACT NO. 72789		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

URBAN

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL	CONSTRUCTION CODE	
				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE
				ROADWAY 0004	BRIDGE 0011
				F. A. U. 7706	SN 054-0512
48101498	AGGREGATE SHOULDERS, TYPE B 4"	SO YD	3178	3178	
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SO YD	7497	7497	
48203051	HOT-MIX ASPHALT SHOULDERS, 13 1/2"	SO YD	1841	1841	
48203100	HOT-MIX ASPHALT SHOULDERS	TON	1827	1827	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50104650	SLOPE WALL REMOVAL	SO YD	480	480	
50200100	STRUCTURE EXCAVATION	CU YD	362		362
50300100	FLOOR DRAINS	EACH	9		9
50300225	CONCRETE STRUCTURES	CU YD	1022.9		1022.9
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1750.3		1750.3
50300260	BRIDGE DECK GROOVING	SO YD	5975		5975
50300280	CONCRETE ENCASEMENT	CU YD	11.9		11.9
50300300	PROTECTIVE COAT	SO YD	6636		6636
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1

• SPECIALTY ITEM

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PLOT DATE = 5/23/2013 4:31:31 PM	DATE -	REVISED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET NO. 4 OF 10 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-II)	LOGAN	179	7
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

URBAN

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL	CONSTRUCTION CODE	
				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE
				ROADWAY 0004	BRIDGE 0011
				F. A. U. 7706	SN 054-0512
50500505	STUD SHEAR CONNECTORS	EACH	15264		15264
50800105	REINFORCEMENT BARS	POUND	102580		102580
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	660440		660440
50800515	BAR SPLICERS	EACH	1822		1822
51201600	FURNISHING STEEL PILES HP12X53	FOOT	1408		1408
51202305	DRIVING PILES	FOOT	1408		1408
51203600	TEST PILE STEEL HP12X53	EACH	2		2
51500100	NAME PLATES	EACH	1		1
51603000	DRILLED SHAFT IN SOIL	CU YD	291.4		291.4
51604000	DRILLED SHAFT IN ROCK	CU YD	302.1		302.1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	92		92
52000208	FINGER PLATE EXPANSION JOINT, 3"	FOOT	86		86
52000600	FABRIC REINFORCED ELASTOMERIC TROUGH	FOOT	90		90
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	12		12

• SPECIALTY ITEM

LAST SAVED : 5/23/2013
 PEN TABLE : 18-Half.tbl
 PLOT DRIVER : Tr-VSPLOT-Black-Half.plt

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PLOT SCALE : 40.0000 1/ IN.	CHECKED -	REVISED -	7706					2348-1)	LOGAN	179	8	
PLOT DATE : 5/23/2013 4:31:01 PM	DATE -	REVISED -	BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789						
			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT									

SCALE: NONE SHEET NO. 5 OF 10 SHEETS STA. TO STA.

URBAN

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL	CONSTRUCTION CODE	
				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE
				ROADWAY 0004	BRIDGE 0011
				0004	0011
				F. A. U. 7706	SN 054-0512
5210030	ELASTOMERIC BEARING ASSEMBLY, TYPE III	EACH	12		12
52100520	ANCHOR BOLTS, 1"	EACH	48		48
52100530	ANCHOR BOLTS, 1 1/4"	EACH	96		96
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	2	2	
54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	2	2	
54215547	METAL END SECTIONS 12"	EACH	3	3	
54215559	METAL END SECTIONS 24"	EACH	3	3	
542A0217	PIPE CULVERTS, CLASS A, TYPE 1 12"	FOOT	30	30	
542A1075	PIPE CULVERTS, CLASS A, TYPE 2 30"	FOOT	130	130	
542D0229	PIPE CULVERTS, CLASS D, TYPE 1 24"	FOOT	50	50	
542D1069	PIPE CULVERTS, CLASS D, TYPE 2 24"	FOOT	12	12	
55100300	STORM SEWER REMOVAL 8"	FOOT	70	70	
55100500	STORM SEWER REMOVAL 12"	FOOT	701	701	
55100700	STORM SEWER REMOVAL 15"	FOOT	700	700	

* SPECIALTY ITEM

LAST SAVED: 5/23/2013 4:31:32 PM
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 PLOT DRIVER: TR-YEDef-Black-NoPlot

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
SCALE: NONE	SHEET NO. 6 OF 10 SHEETS	STA.	TO STA.

F. A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-D)	LOGAN	179	9
BUS. LOOP 55 OVER SALT CREEK		CONTRACT NO. 72789		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

URBAN

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL	CONSTRUCTION CODE	
				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE
				ROADWAY	BRIDGE
				RURAL	RURAL
				F. A. U. 7706	SN 054-0512
55100900	STORM SEWER REMOVAL 18"	FOOT	495	495	
55101200	STORM SEWER REMOVAL 24"	FOOT	257	257	
58700300	CONCRETE SEALER	SQ FT	1974		1974
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	155		155
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	9	9	
60105000	PIPE DRAINS, CORRUGATED STEEL OR ALUMINUM ALLOY 12"	FOOT	30	30	
60107600	PIPE UNDERDRAINS 4"	FOOT	2967	2967	
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	209	209	
60500040	REMOVING MANHOLES	EACH	9	9	
60500060	REMOVING INLETS	EACH	26	26	
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6. 24	FOOT	3730.5	3730.5	
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	2937.5	2937.5	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	

*SPECIALTY ITEM

LAST SAVED : 5/23/2013
 PEN TABLE : VB-Half.tbl
 PLOT DRIVER : TR-Y&mf-B&mf-Half.plt

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		DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET NO. 7 OF 10 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	10
BUS. LOOP 55 OVER SALT CREEK		CONTRACT NO. 72789		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES

URBAN

CODE NO	ITEM	UNIT	TOTAL	CONSTRUCTION CODE	
				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE
				ROADWAY	BRIDGE
				RURAL F. A. U. 7706	RURAL SN 054-0512
63200310	GUARDRAIL REMOVAL	FOOT	1602	1602	
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	8187	8187	
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	19	19	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	24	24	
67100100	MOBILIZATION	L SUM	1	0.4	0.6
70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	L SUM	1	1	
70101830	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	L SUM	1	0.4	0.6
* 72000100	SIGN PANEL - TYPE 1	SQ FT	74	74	
72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	73	73	
* 73000100	WOOD SIGN SUPPORT	FOOT	149	149	
73700100	REMOVE GROUND MOUNTED SIGN SUPPORT	EACH	10	10	
* 78004200	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LETTERS AND SYMBOL	SQ FT	140.4	140.4	
* 78004220	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 5"	FOOT	4607	4607	
* 78004230	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6"	FOOT	138	138	

*SPECIALTY ITEM

LAST SAVED : 5/23/2013
 PEN TABLE : VB-hq(f.tbl)
 PLOT DRIVER : TR-YB-hq-f.B-lack-hq.f.plt

SUMMARY OF QUANTITIES

URBAN

CONSTRUCTION CODE	
80% FEDERAL 20% STATE	80% FEDERAL 20% STATE
ROADWAY 0004	BRIDGE 0011
F. A. U. 7706	SN 054-0512

CODE NO	ITEM	UNIT	TOTAL		
* 78004250	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 12"	FOOT	3117	3117	
* 78004280	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 24"	FOOT	49	49	
* 78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	50 FT	9.2	9.2	
* 78009005	MODIFIED URETHANE PAVEMENT MARKING - LINE 5"	FOOT	31589	31589	
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	600	600	
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	587	587	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	385	385	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	34	34	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
	78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	112	112	
	X0323716 ACCESS GATE, DOUBLE, 30 FOOT	EACH	2	2	
	X0324058 OUTLET SPECIAL	EACH	1	1	
	X0326911 TRANSVERSE DRAINS COMPLETE	EACH	1	1	
	X2040805 FURNISHED EXCAVATION, SPECIAL	CU YD	40960	40960	

* SPECIALTY ITEM

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: NONE SHEET NO. 9 OF 10 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	12
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72709	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

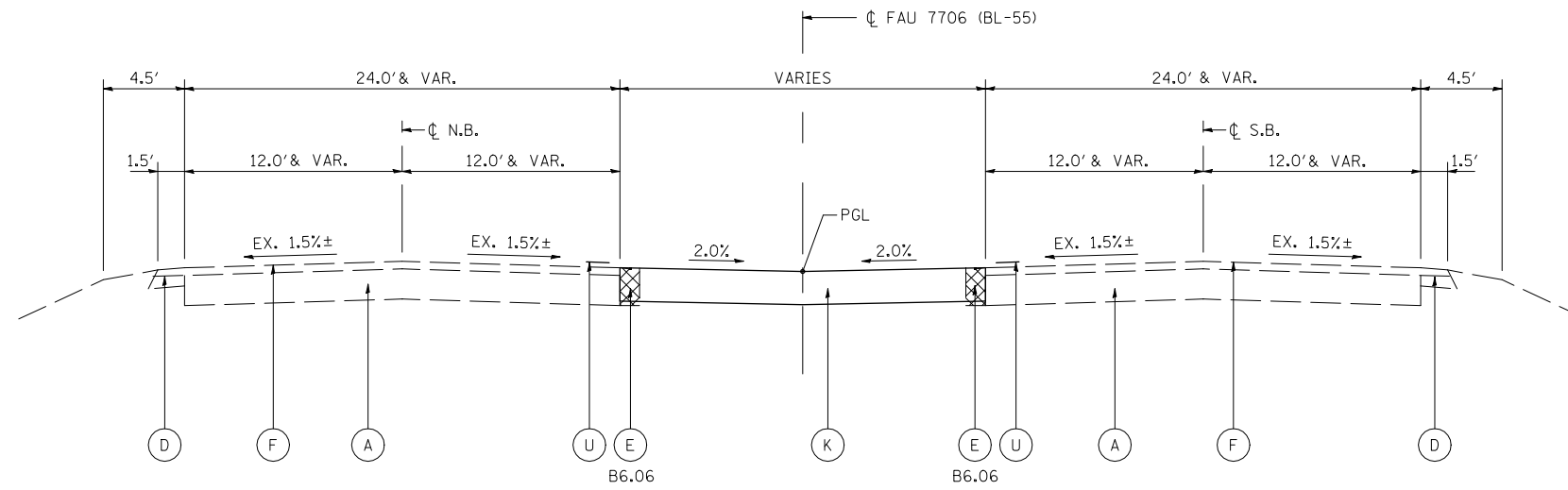
SUMMARY OF QUANTITIES

URBAN

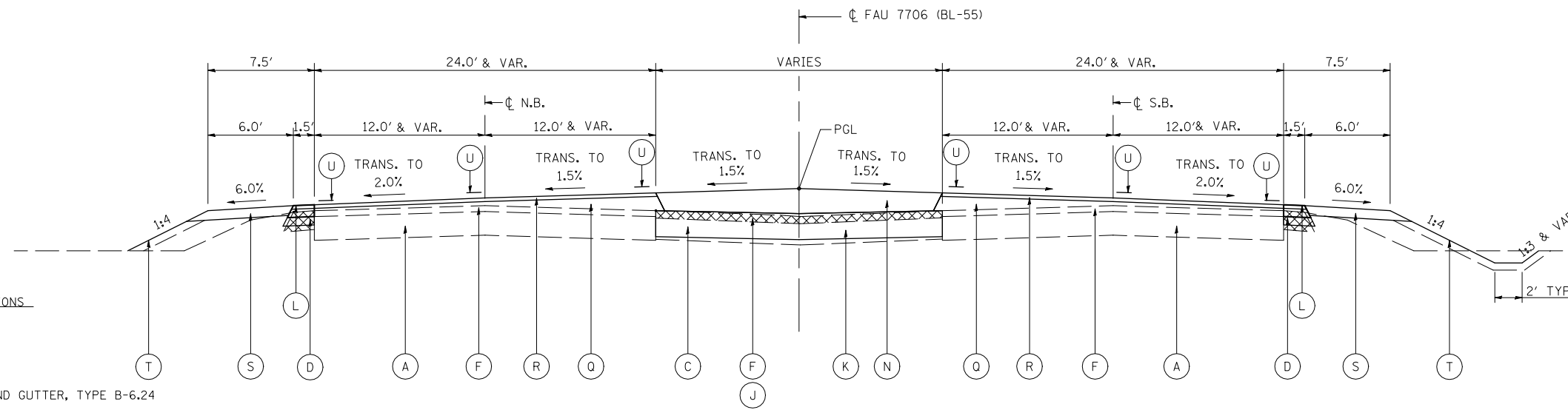
CODE NO	ITEM	UNIT	TOTAL	CONSTRUCTION CODE	
				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE
				ROADWAY 0004	BRIDGE 0011
				0004 F. A. U. 7706	0011 SN 054-0512
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SO YD	2338	2338	
X5210150	HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 400K	EACH	36		36
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	335		335
X6060097	CLASS-S1 CONCRETE (OUTLET), SPECIAL	CU YD	10	10	
X6090320	TYPE D INLET BOX, STANDARD 609006 (SPECIAL)	EACH	2	2	
X6100230	TYPE F INLET BOX, STANDARD 610001 (SPECIAL)	EACH	1	1	
* X7830072	GROOVING FOR RECESSED PAVEMENT MARKING 6"	FOOT	31147	31147	
* X7830074	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	600	600	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.4	0.6
Z0016702	DETOUR SIGNING	L SUM	1	1	
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	6		6
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	260		260
+ Z0076600	TRAINEES	Hour	2,000	1,000	1,000
+ Z0076604	TRAINEES, TRAINING PROGRAM GRADUATE	Hour	2,000	1,000	1,000

* SPECIALTY ITEM
+ 0092 14

LAST SAVER : 5/23/2013
 PLOT TABLE : 18x11x11
 PLOT DRIVER : 18x11x11



STA. 73+00.00 - 73+50.00



STA. 73+50.00 - 74+26.53

LEGEND FOR FAU 7706 (BL-55) TYPICAL SECTIONS

- A EXISTING PCC PAVEMENT, 10"
- B EXISTING PCC BASE COURSE, 10"
- C EXISTING AGGREGATE BASE COURSE, 9"
- D EXISTING HMA SHOULDERS, 8"
- E EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- F EXISTING HMA SURFACE, 3"±
- G EXISTING HMA SURFACE, 6"±
- H EXISTING CONCRETE BARRIER W/ GLARE SCREEN
- I PROPOSED SUBBASE GRANULAR MATERIAL, TYPE A 8"
- J PROPOSED HMA SURFACE REMOVAL, 3"
- K PROPOSED HMA BASE COURSE / WIDENING, 10 3/4"
- L PROPOSED HMA SHOULDERS, 8"
- M PROPOSED HMA SHOULDERS, 13.5"
- N PROPOSED HMA SHOULDERS, VAR. DEPTH
- O PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- P PROPOSED HMA CONCRETE BINDER COURSE, IL 19.0, N70, VAR. DEPTH (2 1/4" MIN.)
- Q PROPOSED LEVELING BINDER (MACHINE METHOD), N70, VAR. DEPTH (1" MINIMUM)
- R PROPOSED HMA CONCRETE SURFACE COURSE, MIX D, N70, 1.5"
- S PROPOSED AGGREGATE SHOULDERS, TYPE B, 4"
- T PROPOSED TOP SOIL PLACEMENT 4"
- U PROPOSED PAVEMENT MARKING, LINE 5"
- V PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE C VAR. DEPTH
- W PROPOSED PIPE UNDERDRAINS 4"
- X PROPOSED PIPE UNDERDRAINS 4" (SPECIAL)

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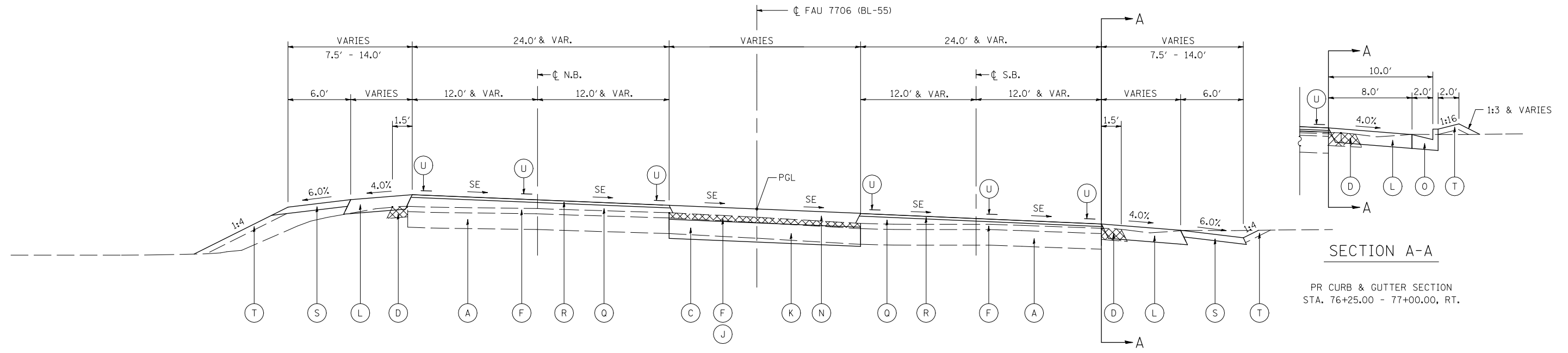
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

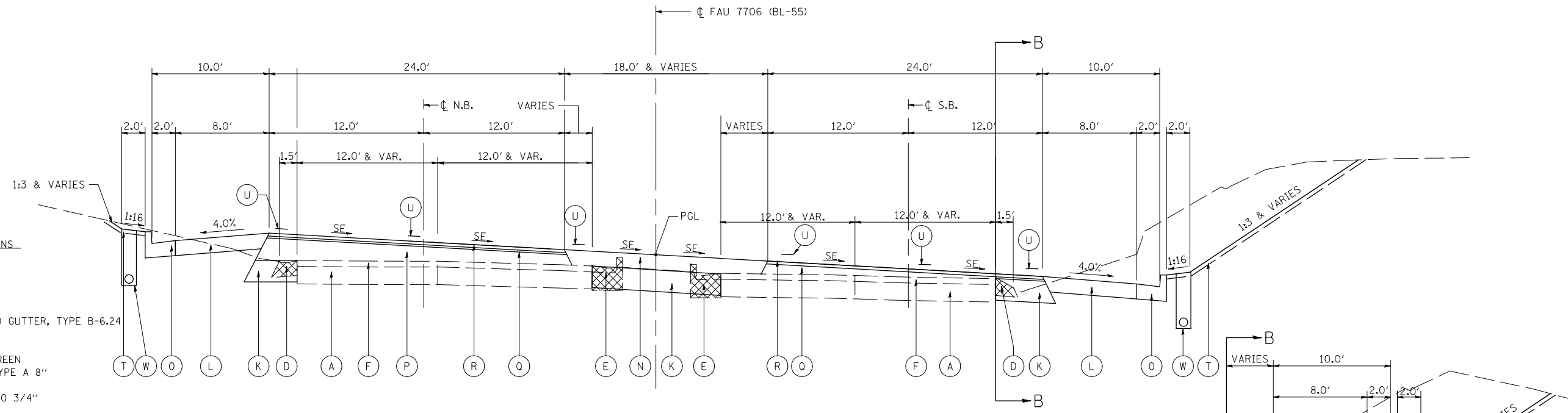
TYPICAL SECTIONS

SCALE: NONE SHEET NO. 1 OF 10 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	14
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



STA. 74+26.53 - 76+28.22 - SE TRANSITION
 STA. 76+28.22 - 77+00.00 - FULL SE = 2.80%



STA. 77+00.00 - 84+27.50 - FULL SE = 2.80%

LEGEND FOR FAU 7706 (BL-55) TYPICAL SECTIONS

- A EXISTING PCC PAVEMENT, 10"
- B EXISTING PCC BASE COURSE, 10"
- C EXISTING AGGREGATE BASE COURSE, 9"
- D EXISTING HMA SHOULDERS, 8"
- E EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- F EXISTING HMA SURFACE, 3"±
- G EXISTING HMA SURFACE, 6"±
- H EXISTING CONCRETE BARRIER W/ GLARE SCREEN
- I PROPOSED SUBBASE GRANULAR MATERIAL, TYPE A 8"
- J PROPOSED HMA SURFACE REMOVAL, 3"
- K PROPOSED HMA BASE COURSE / WIDENING, 10 3/4"
- L PROPOSED HMA SHOULDERS, 8"
- M PROPOSED HMA SHOULDERS, 13.5"
- N PROPOSED HMA SHOULDERS, VAR. DEPTH
- O PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- P PROPOSED HMA CONCRETE BINDER COURSE, IL 19.0, N70, VAR. DEPTH (2 1/4" MIN.)
- Q PROPOSED LEVELING BINDER (MACHINE METHOD), N70, VAR. DEPTH (1" MINIMUM)
- R PROPOSED HMA CONCRETE SURFACE COURSE, MIX D, N70, 1.5"
- S PROPOSED AGGREGATE SHOULDERS, TYPE B, 4"
- T PROPOSED TOP SOIL PLACEMENT 4"
- U PROPOSED PAVEMENT MARKING, LINE 5"
- V PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE C VAR. DEPTH
- W PROPOSED PIPE UNDERDRAINS 4"
- X PROPOSED PIPE UNDERDRAINS 4" (SPECIAL)

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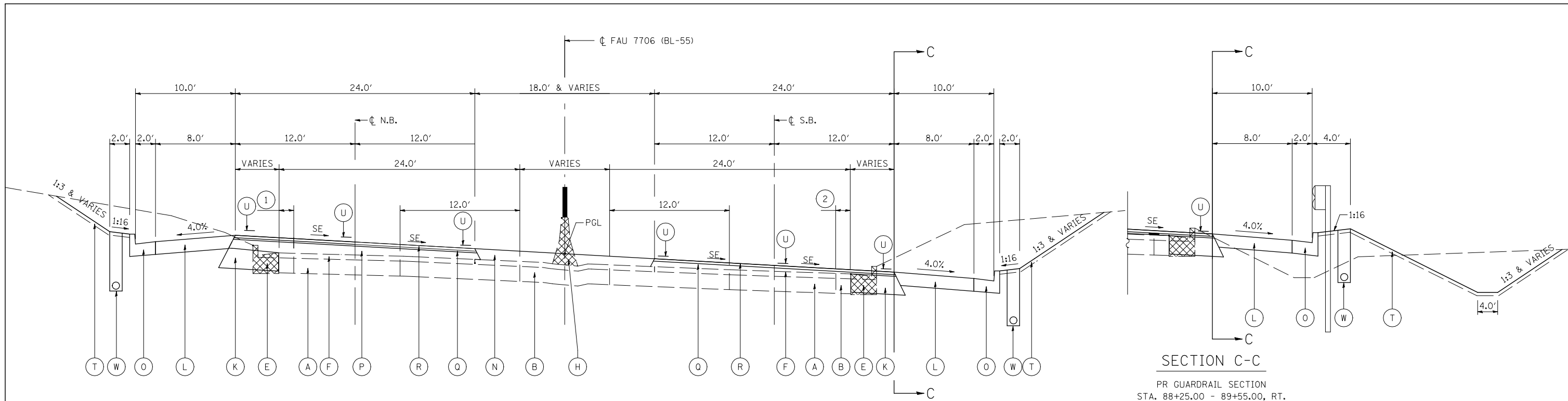
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: NONE SHEET NO. 2 OF 10 SHEETS STA. TO STA.

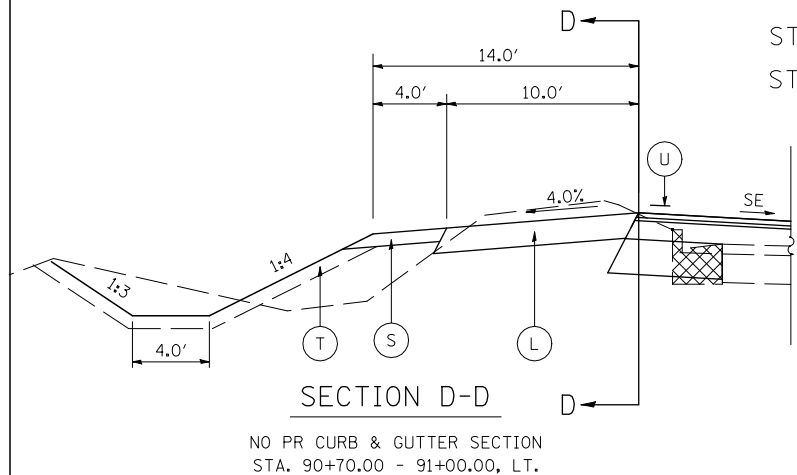
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	15
BUS. LOOP 55 OVER SALT CREEK		CONTRACT NO. 72789		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



SECTION C-C
PR GUARDRAIL SECTION
STA. 88+25.00 - 89+55.00, RT.

STA. 84+27.50 - 85+14.00 - FULL SE = 2.80%
STA. 85+14.00 - 89+55.00 - FULL SE = 2.80%

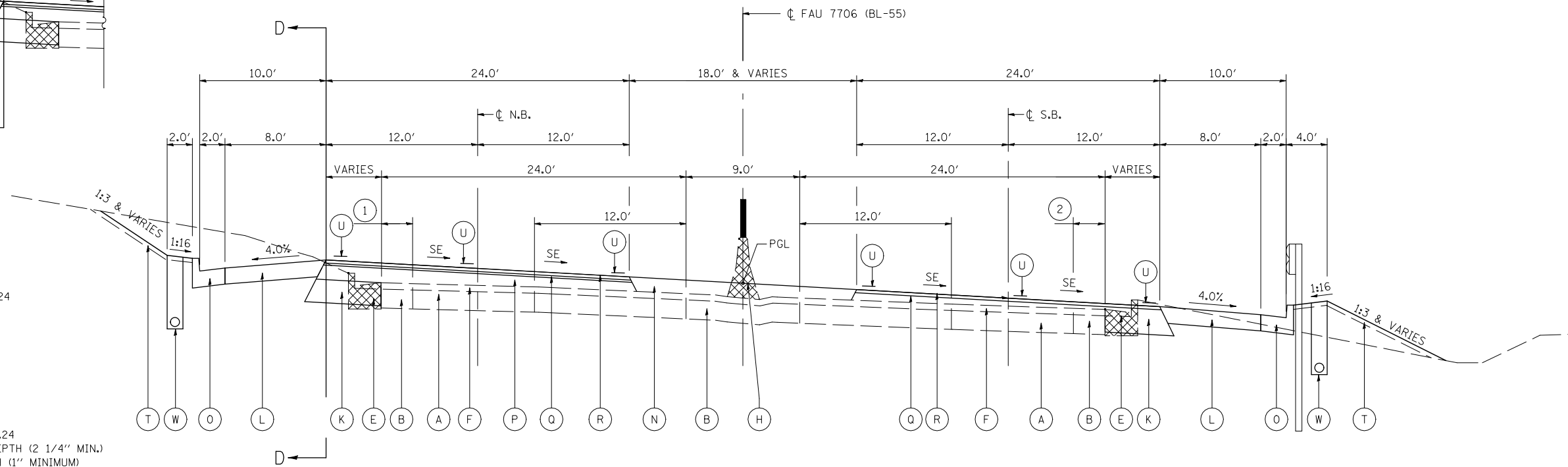
- NOTES:
 (1) VARIES FROM 0.0' AT STA. 81+93.00 TO 2.5' AT STA. 90+06.00
 (2) VARIES FROM 0.0' AT STA. 81+87.00 TO 2.5' AT STA. 89+93.93



SECTION D-D
NO PR CURB & GUTTER SECTION
STA. 90+70.00 - 91+00.00, LT.

LEGEND FOR FAU 7706 (BL-55) TYPICAL SECTIONS

- A EXISTING PCC PAVEMENT, 10"
- B EXISTING PCC BASE COURSE, 10"
- C EXISTING AGGREGATE BASE COURSE, 9"
- D EXISTING HMA SHOULDERS, 8"
- E EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- F EXISTING HMA SURFACE, 3"±
- G EXISTING HMA SURFACE, 6"±
- H EXISTING CONCRETE BARRIER W/ GLARE SCREEN
- I PROPOSED SUBBASE GRANULAR MATERIAL, TYPE A 8"
- J PROPOSED HMA SURFACE REMOVAL, 3"
- K PROPOSED HMA BASE COURSE / WIDENING, 10 3/4"
- L PROPOSED HMA SHOULDERS, 8"
- M PROPOSED HMA SHOULDERS, 13.5"
- N PROPOSED HMA SHOULDERS, VAR. DEPTH
- O PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- P PROPOSED HMA CONCRETE BINDER COURSE, IL 19.0, N70, VAR. DEPTH (2 1/4" MIN.)
- Q PROPOSED LEVELING BINDER (MACHINE METHOD), N70, VAR. DEPTH (1" MINIMUM)
- R PROPOSED HMA CONCRETE SURFACE COURSE, MIX D, N70, 1.5"
- S PROPOSED AGGREGATE SHOULDERS, TYPE B, 4"
- T PROPOSED TOP SOIL PLACEMENT 4"
- U PROPOSED PAVEMENT MARKING, LINE 5"
- V PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE C VAR. DEPTH
- W PROPOSED PIPE UNDERDRAINS 4"
- X PROPOSED PIPE UNDERDRAINS 4" (SPECIAL)



STA. 89+55.00 - 91+00.00 - FULL SE = 2.80%

- NOTES:
 (1) VARIES FROM 0.0' AT STA. 81+93.00 TO 2.5' AT STA. 90+06.00
 (2) VARIES FROM 0.0' AT STA. 81+87.00 TO 2.5' AT STA. 89+93.93

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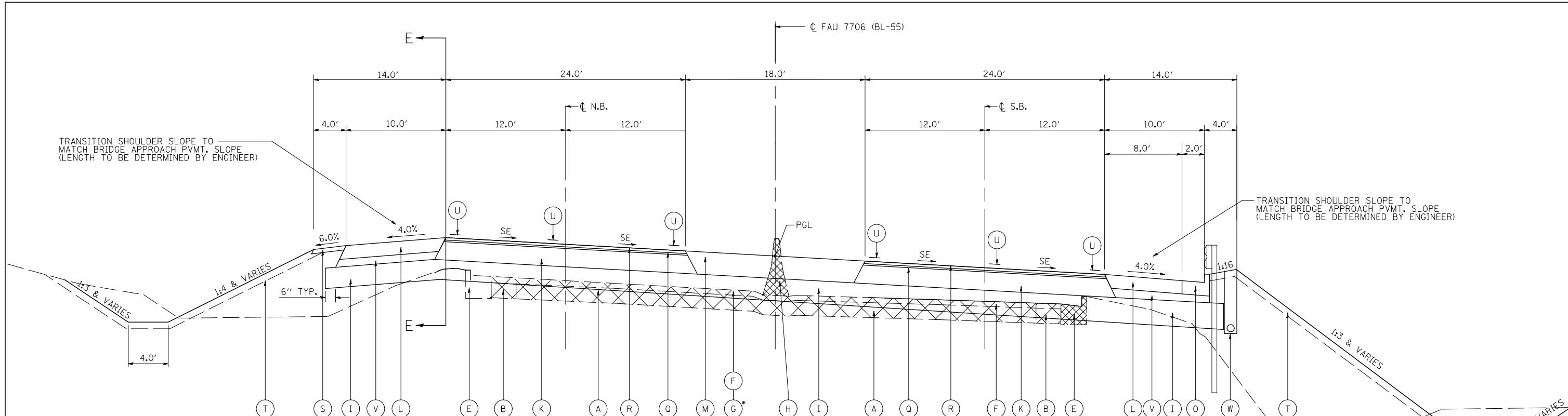
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: NONE SHEET NO. 3 OF 10 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	16
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



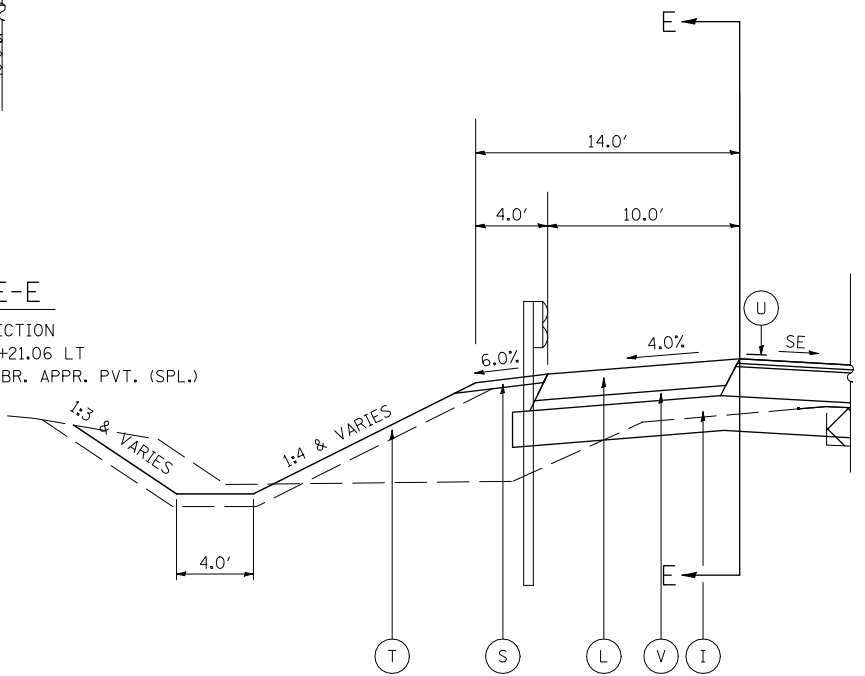
STA. 91+00.00 - 95+80.00 - FULL SE = 2.80%
 STA. 95+80.00 - 96+20.57 - FULL SE = 2.80% - STRUCTURE REMOVAL/EMBANKMENT AREA
 STA. 96+20.57 - 96+50.57 - BRIDGE APPROACH PAVEMENTS (SPECIAL) - FULL SE = 2.80%
 STA. 96+50.57 - 102+35.46 - BRIDGES (SEE STRUCTURE DETAILS)
 * STA. 102+35.46 - 102+65.46 - BRIDGE APPROACH PAVEMENTS (SPECIAL) - FULL SE = 2.80%
 * STA. 102+65.46 - 103+10.00 - FULL SE = 2.80% - STRUCTURE REMOVAL/EMBANKMENT AREA
 * STA. 103+10.00 - 104+54.36 - FULL SE = 2.80%
 STA. 104+54.36 - 106+56.05 - SE TRANSITION

LEGEND FOR FAU 7706 (BL-55) TYPICAL SECTIONS

- A EXISTING PCC PAVEMENT, 10"
- B EXISTING PCC BASE COURSE, 10"
- C EXISTING AGGREGATE BASE COURSE, 9"
- D EXISTING HMA SHOULDERS, 8"
- E EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- F EXISTING HMA SURFACE, 3"±
- G EXISTING HMA SURFACE, 6"±
- H EXISTING CONCRETE BARRIER W/ GLARE SCREEN
- I PROPOSED SUBBASE GRANULAR MATERIAL, TYPE A 8"
- J PROPOSED HMA SURFACE REMOVAL, 3"
- K PROPOSED HMA BASE COURSE / WIDENING, 10 3/4"
- L PROPOSED HMA SHOULDERS, 8"
- M PROPOSED HMA SHOULDERS, 13.5"
- N PROPOSED HMA SHOULDERS, VAR. DEPTH
- O PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- P PROPOSED HMA CONCRETE BINDER COURSE, IL 19.0, N70, VAR. DEPTH (2 1/4" MIN.)
- Q PROPOSED LEVELING BINDER (MACHINE METHOD), N70, VAR. DEPTH (1" MINIMUM)
- R PROPOSED HMA CONCRETE SURFACE COURSE, MIX D, N70, 1.5"
- S PROPOSED AGGREGATE SHOULDERS, TYPE B, 4"
- T PROPOSED TOP SOIL PLACEMENT 4"
- U PROPOSED PAVEMENT MARKING, LINE 5"
- V PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE C VAR. DEPTH
- W PROPOSED PIPE UNDERDRAINS 4"
- X PROPOSED PIPE UNDERDRAINS 4" (SPECIAL)

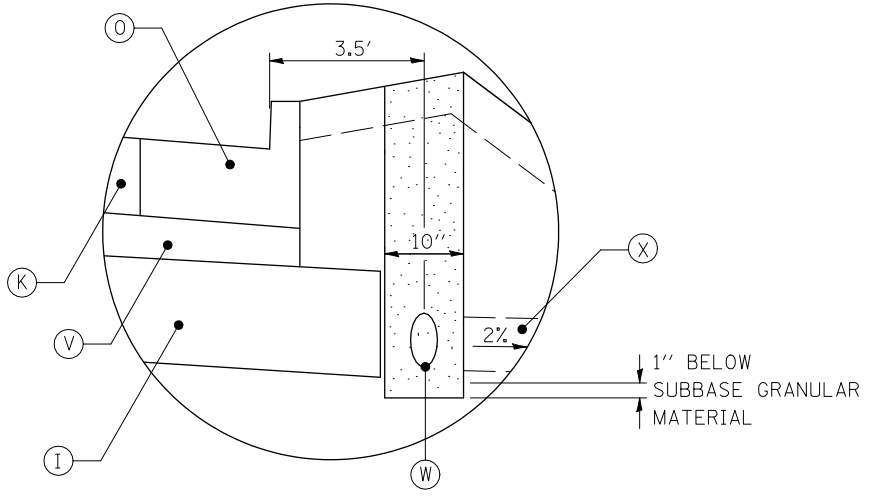
SECTION E-E

PR GUARDRAIL SECTION
 STA. 94+25.00 - 96+21.06 LT
 STA. 96+21.06 - 96+51.09 LT - BR. APPR. PVT. (SPL.)



SECTION E-E

PR GUARDRAIL SECTION
 NO EXISTING CURB & GUTTER
 STA. 102+64.98 - 106+50.00, LT.



PIPE UNDERDRAIN DETAIL

STA 80+00.00 - 90+31.37 LT
 STA 80+00.00 - 96+20.00 RT
 STA 102+66.00 - 106+56.00 RT

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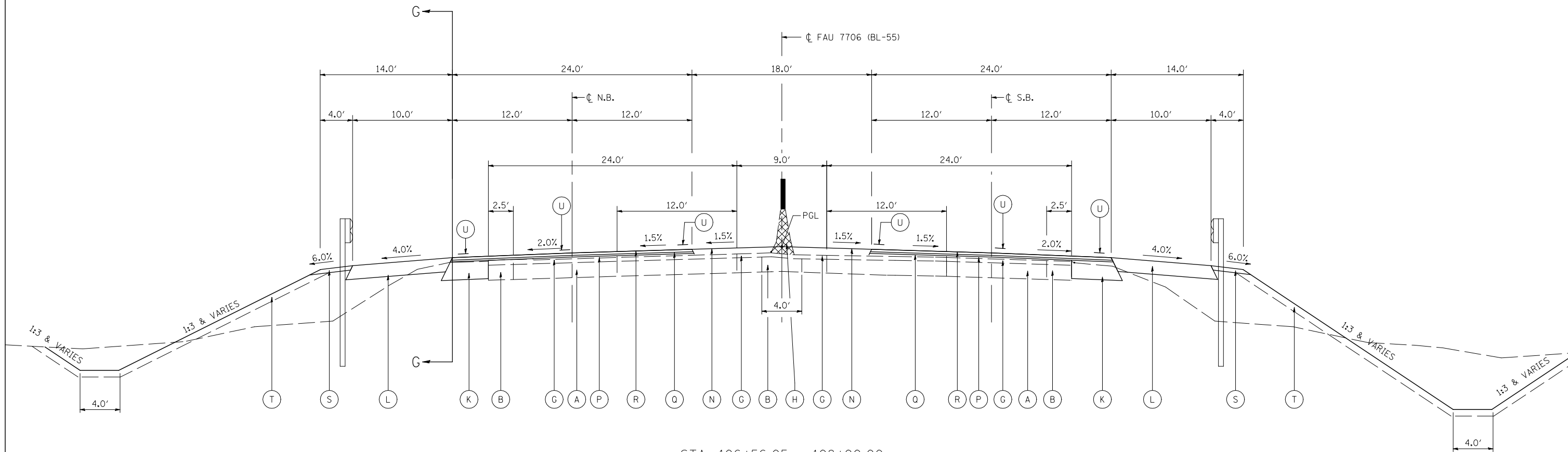
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

SCALE: NONE SHEET NO. 4 OF 10 SHEETS STA. TO STA.

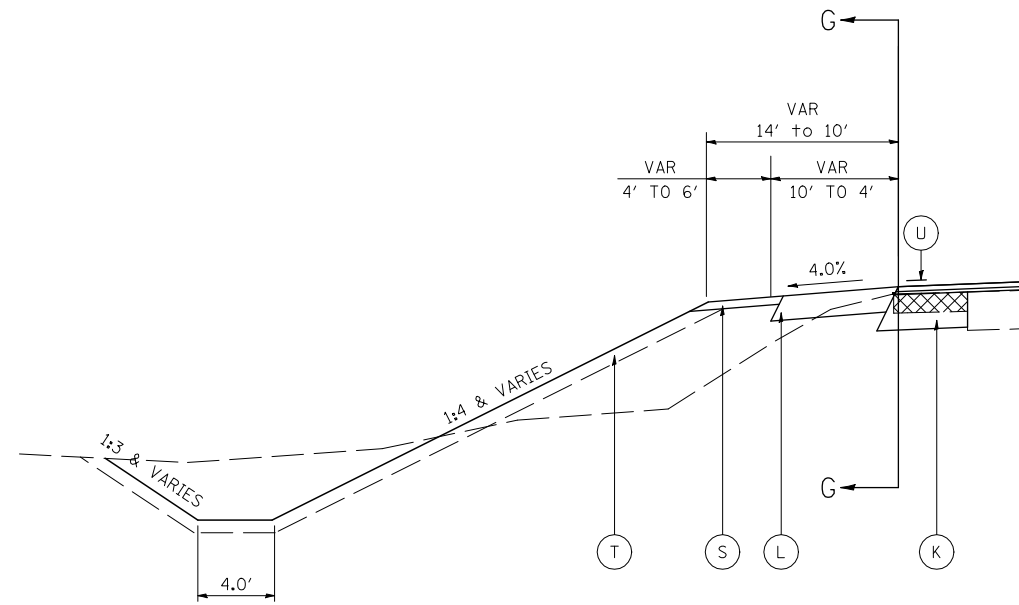
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	17
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



STA. 106+56.05 - 108+00.00

LEGEND FOR FAU 7706 (BL-55) TYPICAL SECTIONS

- A EXISTING PCC PAVEMENT, 10"
- B EXISTING PCC BASE COURSE, 10"
- C EXISTING AGGREGATE BASE COURSE, 9"
- D EXISTING HMA SHOULDERS, 8"
- E EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- F EXISTING HMA SURFACE, 3"±
- G EXISTING HMA SURFACE, 6"±
- H EXISTING CONCRETE BARRIER W/ GLARE SCREEN
- I PROPOSED SUBBASE GRANULAR MATERIAL, TYPE A 8"
- J PROPOSED HMA SURFACE REMOVAL, 3"
- K PROPOSED HMA BASE COURSE / WIDENING, 10 3/4"
- L PROPOSED HMA SHOULDERS, 8"
- M PROPOSED HMA SHOULDERS, 13.5"
- N PROPOSED HMA SHOULDERS, VAR. DEPTH
- O PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- P PROPOSED HMA CONCRETE BINDER COURSE, IL 19.0, N70, VAR. DEPTH (2 1/4" MIN.)
- Q PROPOSED LEVELING BINDER (MACHINE METHOD), N70, VAR. DEPTH (1" MINIMUM)
- R PROPOSED HMA CONCRETE SURFACE COURSE, MIX D, N70, 1.5"
- S PROPOSED AGGREGATE SHOULDERS, TYPE B, 4"
- T PROPOSED TOP SOIL PLACEMENT 4"
- U PROPOSED PAVEMENT MARKING, LINE 5"
- V PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE C VAR. DEPTH
- W PROPOSED PIPE UNDERDRAINS 4"
- X PROPOSED PIPE UNDERDRAINS 4" (SPECIAL)



NO PR GUARDRAIL SECTION
STA. 106+50.00 - 108+00.00, LT.

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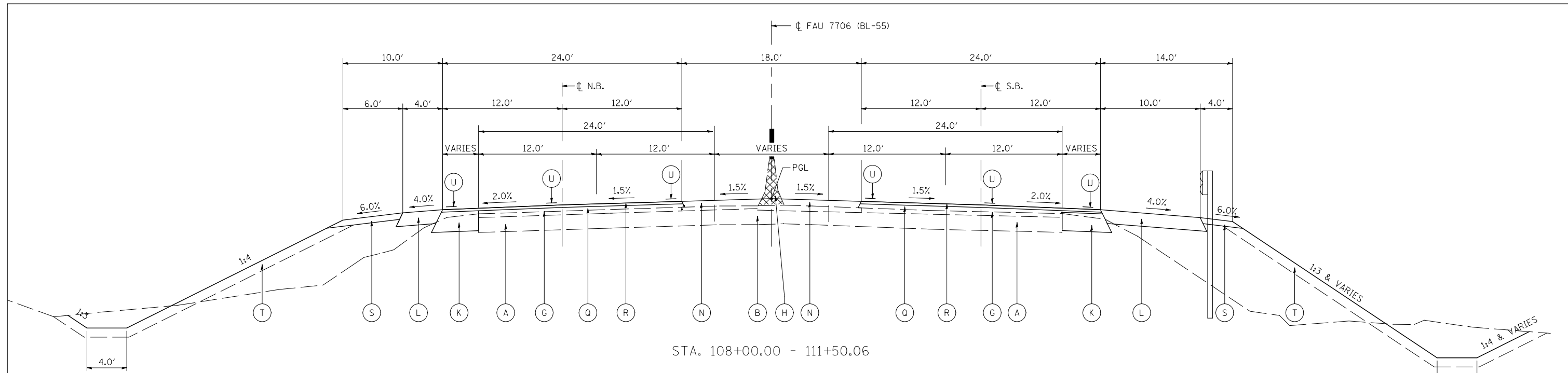
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

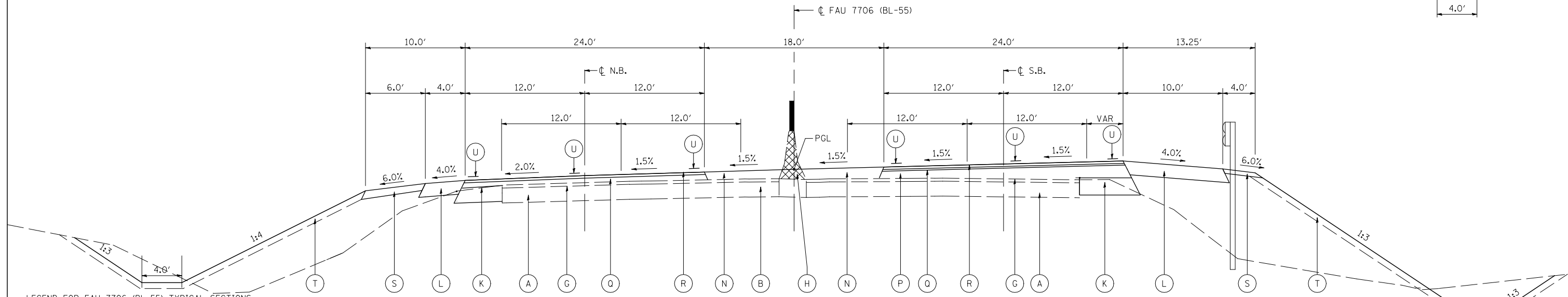
TYPICAL SECTIONS

SCALE: NONE SHEET NO. 5 OF 10 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	18
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



STA. 108+00.00 - 111+50.06



STA. 111+50.06 - 113+09.02 - SE TRANSITION
 STA. 113+09.02 - 113+88.00 - FULL SE = R.C.

LEGEND FOR FAU 7706 (BL-55) TYPICAL SECTIONS

- A EXISTING PCC PAVEMENT, 10"
- B EXISTING PCC BASE COURSE, 10"
- C EXISTING AGGREGATE BASE COURSE, 9"
- D EXISTING HMA SHOULDERS, 8"
- E EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- F EXISTING HMA SURFACE, 3"±
- G EXISTING HMA SURFACE, 6"±
- H EXISTING CONCRETE BARRIER W/ GLARE SCREEN
- I PROPOSED SUBBASE GRANULAR MATERIAL, TYPE A 8"
- J PROPOSED HMA SURFACE REMOVAL, 3"
- K PROPOSED HMA BASE COURSE / WIDENING, 10 3/4"
- L PROPOSED HMA SHOULDERS, 8"
- M PROPOSED HMA SHOULDERS, 13.5"
- N PROPOSED HMA SHOULDERS, VAR. DEPTH
- O PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- P PROPOSED HMA CONCRETE BINDER COURSE, IL 19.0, N70, VAR. DEPTH (2 1/4" MIN.)
- Q PROPOSED LEVELING BINDER (MACHINE METHOD), N70, VAR. DEPTH (1" MINIMUM)
- R PROPOSED HMA CONCRETE SURFACE COURSE, MIX D, N70, 1.5"
- S PROPOSED AGGREGATE SHOULDERS, TYPE B, 4"
- T PROPOSED TOP SOIL PLACEMENT 4"
- U PROPOSED PAVEMENT MARKING, LINE 5"
- V PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE C VAR. DEPTH
- W PROPOSED PIPE UNDERDRAINS 4"
- X PROPOSED PIPE UNDERDRAINS 4" (SPECIAL)

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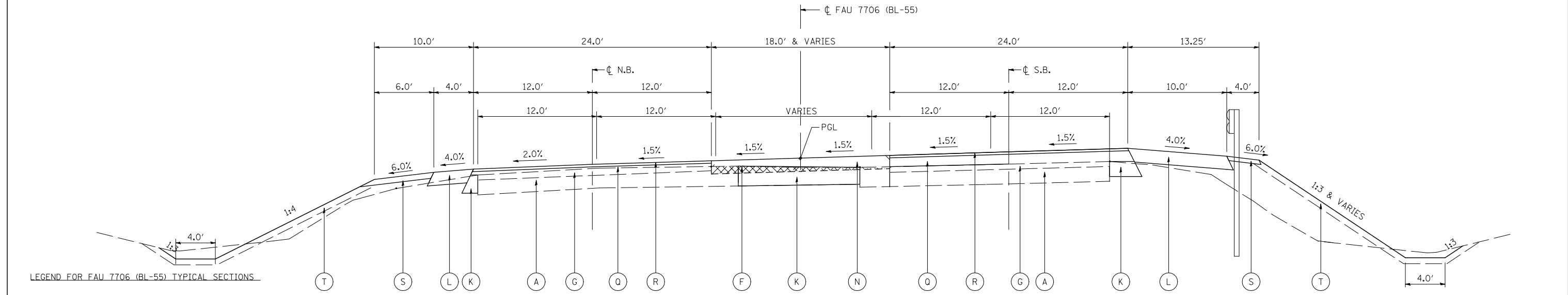
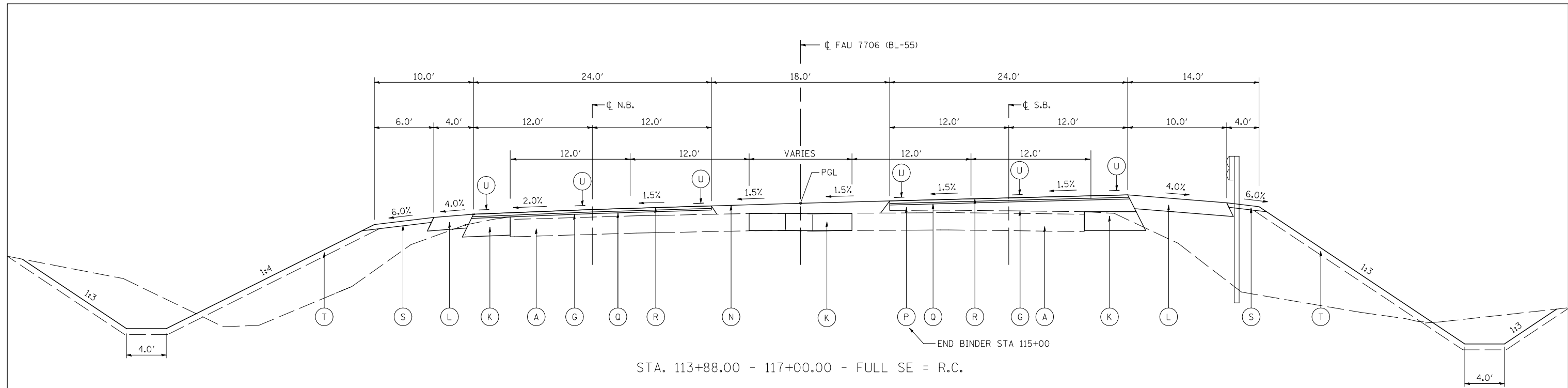
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

SCALE: NONE SHEET NO. 6 OF 10 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	19
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



LEGEND FOR FAU 7706 (BL-55) TYPICAL SECTIONS

- A EXISTING PCC PAVEMENT, 10"
- B EXISTING PCC BASE COURSE, 10"
- C EXISTING AGGREGATE BASE COURSE, 9"
- D EXISTING HMA SHOULDERS, 8"
- E EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- F EXISTING HMA SURFACE, 3"±
- G EXISTING HMA SURFACE, 6"±
- H EXISTING CONCRETE BARRIER W/ GLARE SCREEN
- I PROPOSED SUBBASE GRANULAR MATERIAL, TYPE A 8"
- J PROPOSED HMA SURFACE REMOVAL, 3"
- K PROPOSED HMA BASE COURSE / WIDENING, 10 3/4"
- L PROPOSED HMA SHOULDERS, 8"
- M PROPOSED HMA SHOULDERS, 13.5"
- N PROPOSED HMA SHOULDERS, VAR. DEPTH
- O PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- P PROPOSED HMA CONCRETE BINDER COURSE, IL 19.0, N70, VAR. DEPTH (2 1/4" MIN.)
- Q PROPOSED LEVELING BINDER (MACHINE METHOD), N70, VAR. DEPTH (1" MINIMUM)
- R PROPOSED HMA CONCRETE SURFACE COURSE, MIX D, N70, 1.5"
- S PROPOSED AGGREGATE SHOULDERS, TYPE B, 4"
- T PROPOSED TOP SOIL PLACEMENT 4"
- U PROPOSED PAVEMENT MARKING, LINE 5"
- V PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE C VAR. DEPTH
- W PROPOSED PIPE UNDERDRAINS 4"
- X PROPOSED PIPE UNDERDRAINS 4" (SPECIAL)

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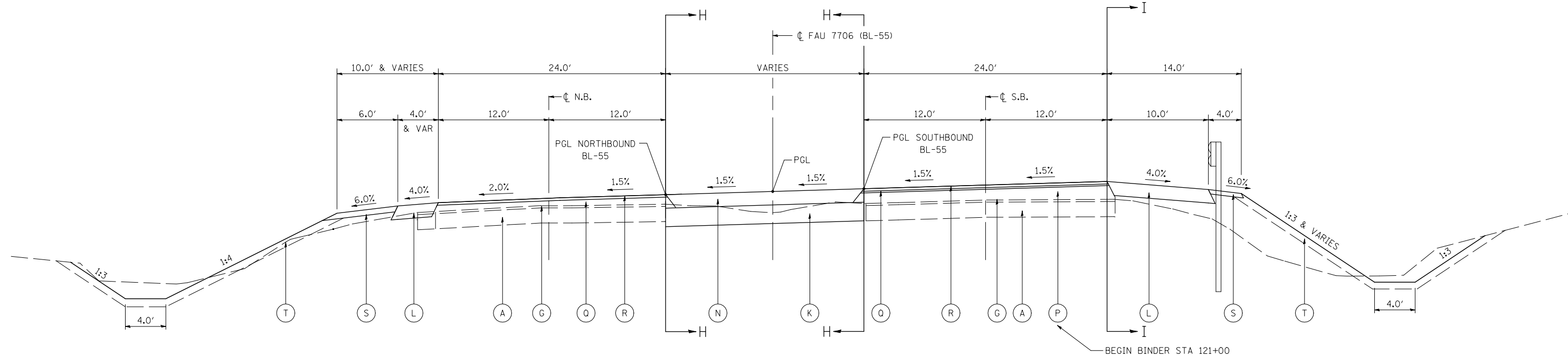
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

SCALE: NONE SHEET NO. 7 OF 10 SHEETS STA. TO STA.

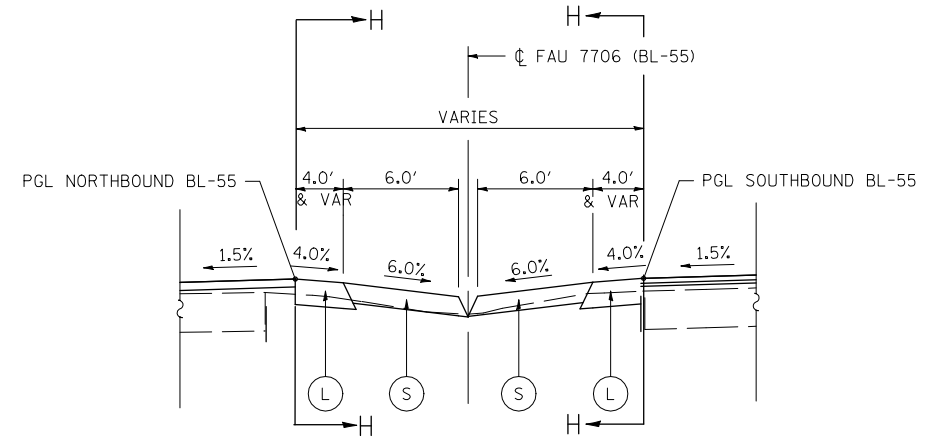
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7706	23(B-1)	LOGAN	179	20
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



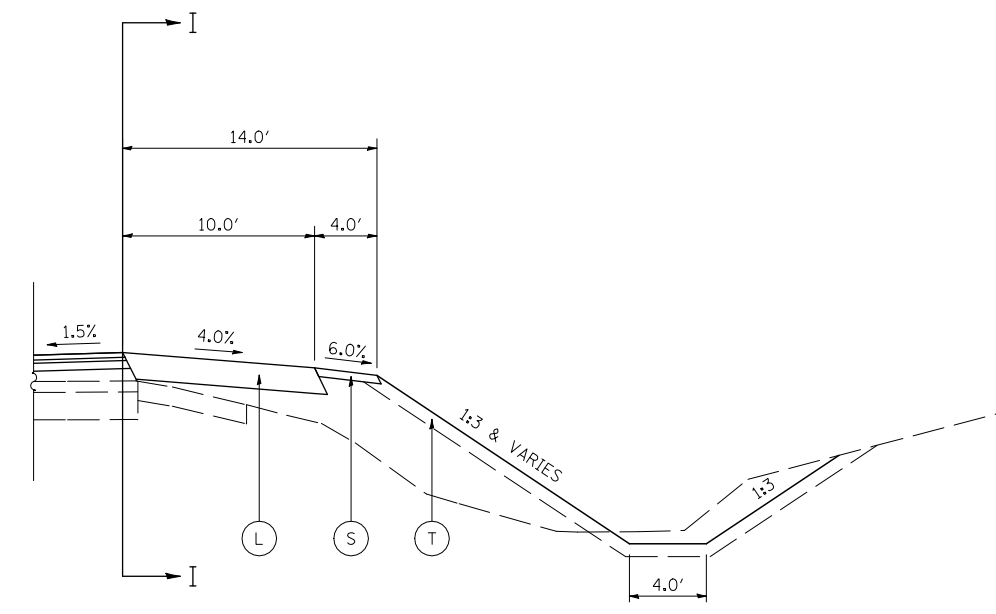
STA. 120+35.00 - 122+70.00±
 STA. 122+70.00± - 123+35.00± - INTERSECTION,
 STA. 123+35.00± - 124+50.00± - PR 4' & VAR. WIDTH HMA. SHLDS (8''), & AGG. SHLDS. - SEE PLAN VIEW

LEGEND FOR FAU 7706 (BL-55) TYPICAL SECTIONS

- A EXISTING PCC PAVEMENT, 10"
- B EXISTING PCC BASE COURSE, 10"
- C EXISTING AGGREGATE BASE COURSE, 9"
- D EXISTING HMA SHOULDERS, 8"
- E EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- F EXISTING HMA SURFACE, 3"±
- G EXISTING HMA SURFACE, 6"±
- H EXISTING CONCRETE BARRIER W/ CLARE SCREEN
- I PROPOSED SUBBASE GRANULAR MATERIAL, TYPE A 8"
- J PROPOSED HMA SURFACE REMOVAL, 3"
- K PROPOSED HMA BASE COURSE / WIDENING, 10 3/4"
- L PROPOSED HMA SHOULDERS, 8"
- M PROPOSED HMA SHOULDERS, 13.5"
- N PROPOSED HMA SHOULDERS, VAR. DEPTH
- O PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- P PROPOSED HMA CONCRETE BINDER COURSE, IL 19.0, N70, VAR. DEPTH (2 1/4" MIN.)
- Q PROPOSED LEVELING BINDER (MACHINE METHOD), N70, VAR. DEPTH (1" MINIMUM)
- R PROPOSED HMA CONCRETE SURFACE COURSE, MIX D, N70, 1.5"
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- T PROPOSED TOP SOIL PLACEMENT 4"
- U PROPOSED PAVEMENT MARKING, LINE 5"
- V PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE C VAR. DEPTH
- W PROPOSED PIPE UNDERDRAINS 4"
- X PROPOSED PIPE UNDERDRAINS 4" (SPECIAL)



SECTION H-H
 NO RAISED MEDIAN
 STA. 123+35.00 - 126+00.00



SECTION I-I
 NO GUARDRAIL SECTION
 STA. 122+00.00 - 123+35.00 RT
 STA. 123+35.00 - 124+50.00 RT - SHLD. WIDTHS VARY
 SEE PLAN VIEW

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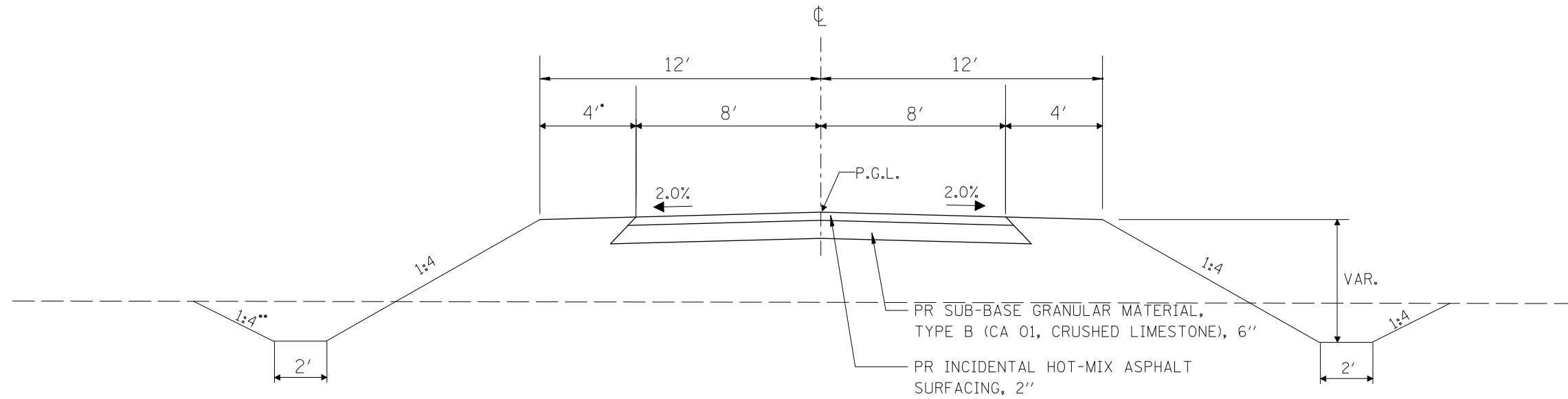
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

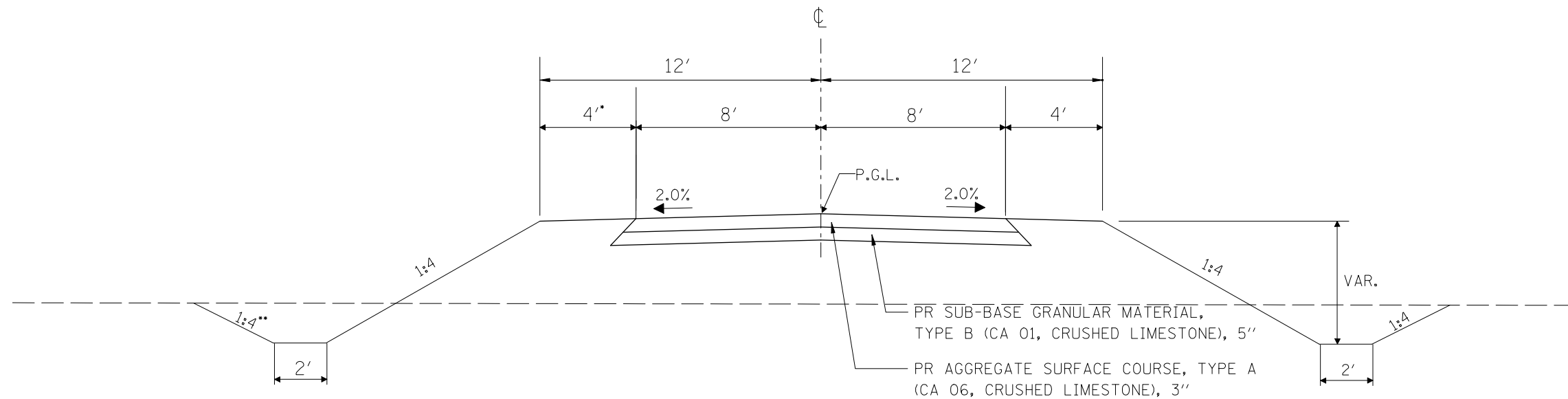
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	21
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



ACCESS ROAD

STA 50+33.00 TO STA 53+00.00



ACCESS ROAD

STA 53+00.00 TO STA 57+00.00

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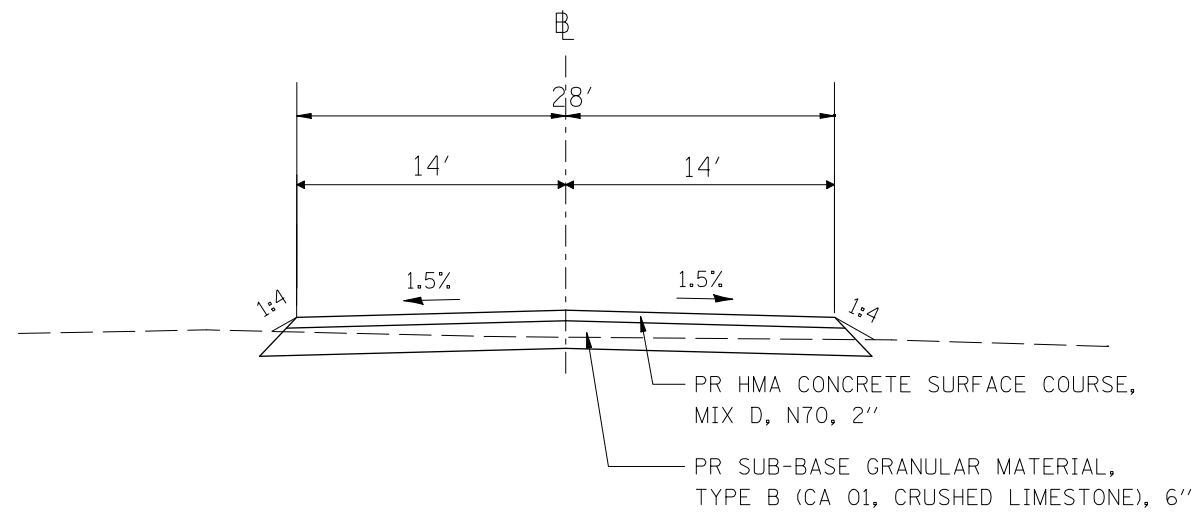
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

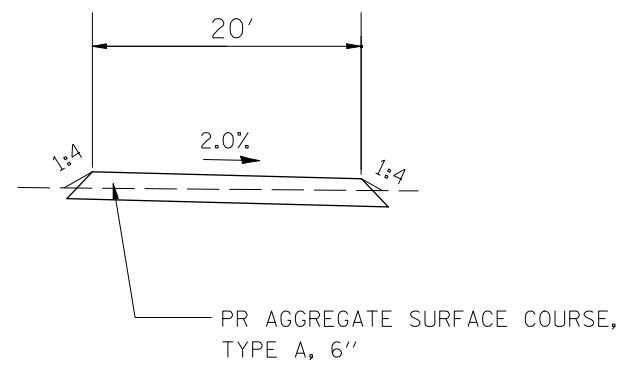
TYPICAL SECTIONS

SCALE: NONE SHEET NO. 9 OF 10 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	22
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

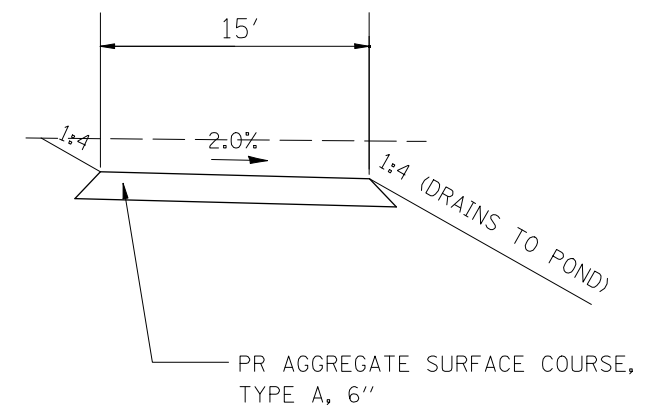


POND PARKING LOT ENTRANCE



SHARED USE PATH

ADJACENT TO PARKING LOT (FACING NORTH)



SHARED USE PATH

ADJACENT TO POND

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: NONE SHEET NO. 10 OF 10 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	23
BUS. LOOP 55 OVER SALT CREEK		CONTRACT NO. 72789		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PAVING SCHEDULE

LOCATION	SUBBASE GRANULAR MATERIAL, TYPE A 8 INCH	SUBBASE GRANULAR MATERIAL, TYPE B	SUBBASE GRANULAR MATERIAL, TYPE C	HOT-MIX ASPHALT BASE COURSE 10 3/4 IN	HOT-MIX ASPHALT BASE COURSE WIDENING, 10 3/4 IN	HOT-MIX ASPHALT BINDER COURSE 1L-19, NTO	HOT-MIX ASPHALT SURFACE COURSE, MIX D, NTO	INCIDENTAL HOT-MIX ASPHALT SURFACING	AGGREGATE SURFACE COURSE, TYPE A	BITUMINOUS MATERIALS, PRIME COAT	AGGREGATE, PRIME COAT	LEVELING BINDER (MACHINE METHOD), NTO	AGGREGATE SHOULDERS, TYPE B, 4 INCH	HOT-MIX ASPHALT SHOULDERS, 8 INCH	HOT-MIX ASPHALT SHOULDERS, 15 1/2 INCH	HOT-MIX ASPHALT SHOULDERS	HOT-MIX ASPHALT SURFACE REMOVAL, 3 INCH	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT	TEMPORARY RAMP	SHOULDER RUMBLE STRIPS, 16 INCH	
	SQ YD	TON	TON	SQ YD	SQ YD	TON	TON	TON	TON	TON	TON	TON	SQ YD	SQ YD	SQ YD	TON	SQ YD	SQ YD	SQ YD	FOOT	
Business Loop 55 over Salt Creek																					
73+00.00 TO 91+00.00				2027	1456	1231	1072			4.1	38.5	861	351	2754		1059	621	165	25	3100	
91+00.00 TO 96+20.57	5220		356	2839			236			1.9	15.4	157	242	1042	1041					1042	
102+65.46 TO 106+56.05	3916		267	2130			177			1.3	11.4	118	186	771	800					782	
106+56.05 TO 126+00.00				1348	1142	899	1068			4.2	39.6	937	2399	2930		768	438	160	24	3263	
Broadwell																					
8+81.89 TO 9+71.16				231				22		0.2	0.4								5		
10+29.98 TO 11+37.51				407				36		0.2	0.8								7		
Access Rd																					
50+33.00 TO 53+00.00		212						67		0.0	0.2										
53+00.00 TO 56+67.90		197							113												
1050th Ave																					
69+04.16 TO 69+66.08				240				20		0.2	0.5								7		
Pond Parking Lot		415					134			2.4											
Pond Parking Lot North Field Entrance									37												
Pond Parking Lot South Field Entrance									38												
Shared Use Path									531												
Large Pond Shared Use Path Option									343												
TOTAL	9136	824	623	9222	2598	2130	2687	145	1062	14.5	106.8	2073	3178	7497	1841	1827	1059	325	68	8187	
Small Pond Shared Use Path Option									203		PAY 107										

Note: Small Pond Option shown for informational purposes

GUARDRAIL SCHEDULE

LOCATION	SIDE	GUARDRAIL REMOVAL	STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS	GUARDRAIL MARKERS TYPE A	TRAFFIC BARRIER TERMINAL		TERMINAL MARKER DIRECT APPLIED
					TYPE 1 (SPECIAL) TANGENT	TYPE 6	
		FOOT	FOOT	EACH	EACH	EACH	EACH
Business Loop 55 over Salt Creek							
88+31.12 TO 88+81.12	RT				1		1
88+31.12 TO 96+39.27	RT			9			
88+81.12 TO 95+93.62	LT		712.5				
91+75.00 TO 95+79.34	RT	404					
92+13.91 TO 95+85.89	LT	372					
94+18.62 TO 94+68.62	LT				1		1
94+18.62 TO 96+39.27	LT			4			
94+68.62 TO 95+93.62	RT		125.0				
95+93.62 TO 96+39.27	LT					1	
95+93.62 TO 96+39.27	RT					1	
102+46.77 TO 102+92.42	LT					1	
102+46.77 TO 102+92.42	RT					1	
102+46.77 TO 106+54.92	LT			6			
102+46.77 TO 121+29.92	RT			15			
102+92.42 TO 106+04.92	LT		312.5				
102+92.42 TO 120+79.92	RT		1787.5				
103+00.89 TO 109+99.60	LT	699					
103+06.85 TO 104+34.22	RT	127					
106+04.92 TO 106+54.92	LT				1		1
120+79.92 TO 121+29.92	RT				1		1
TOTAL		1602	2937.5	34	4	4	4

PATCHING SCHEDULE

LOCATION	SIDE	PAVEMENT PATCHING TYPE II, 11 INCH	CLASS D PATCHES	
			TYPE III, 11 INCH	TYPE IV, 11 INCH
		SQ YD	SQ YD	SQ YD
Business Loop 55 over Salt Creek		100		
85+12	LT		17	
86+76	LT		17	
88+39	LT		17	
90+69	LT/RT		22	
112+89	RT			33
122+48	LT/RT			172
TOTAL		100	73	205

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULES OF QUANTITIES
PAVING, GUARDRAIL, & PATCHING

SCALE: NONE SHEET NO. 1 OF 5 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	24
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

EARTHWORK SCHEDULE									
LOCATION	EARTH EXCAVATION	EXCAVATION TO BE USED IN EMBANKMENT ADJUSTED FOR 20% SHRINKAGE	ROADWAY CROSS-SECTION EMBANKMENT			FURNISHED EXCAVATION, SPECIAL - EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	EMBANKMENT FROM POND SITE		TOPSOIL EXCAVATION AND PLACEMENT
			TOTAL	RESTRICTED (ALLOWABLE)	UNRESTRICTED (MINIMUM)		RESTRICTED (AVAILABLE)	UNRESTRICTED (AVAILABLE)	
	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
Business Loop 55 over Salt Creek									
73+00 TO 78+00	552	442	159	0	159	282			86
78+00 TO 84+00	1946	1557	26	0	26	1532			231
84+00 TO 90+00	7667	6134	235	152	83	5898			807
90+00 TO 96+00	2712	2170	20447	15097	5350	-18277			1046
96+00 TO 102+00	4640	3712	6178	5522	656	-2466			335
102+00 TO 108+00	3882	3106	20912	14618	6294	-17807			1488
108+00 TO 114+00	825	660	7858	3837	4021	-7198			907
114+00 TO 120+00	977	782	3337	1477	1860	-2556			677
120+00 TO 126+00	485	388	735	0	735	-369			309
SUBTOTAL	23686	18951	59887	40703	19184	-40961			5886
	PAY 23685					PAY 40960			
Parking Lot and Small Pond Option	39335	31468	341			31127	22855	8272	928 (4)
TOTAL						-9834 (2)			6814 PAY 6815
Parking Lot and Large Pond Option	60478	48382	383			47999 (3)	36839	11160	1292

- NOTES:
- 1) TOTAL EARTH EXCAVATION QUANTITY CALCULATED FOR ROADWAY ONLY. POND INFORMATION SHOWN FOR INFORMATIONAL PURPOSES
 - 2) AFTER CONSTRUCTION OF THE SMALL POND, APPROXIMATELY 9,830 CU YD OF ADDITIONAL FILL IS NEEDED. THIS FILL CAN BE UNRESTRICTED OR RESTRICTED
 - 3) THE LARGE POND OPTION PROVIDES AN ADDITIONAL 16,872 CU YD OF FILL FOR THE ROADWAY EMBANKMENT (2,888 CU YD OF UNRESTRICTED MATERIAL, 13,984 CU YD OF RESTRICTED MATERIAL). SEE THE SPECIAL PROVISION FURNISHED EXCAVATION (SPECIAL) FOR ADDITIONAL INFORMATION
 - 4) TOPSOIL SHALL BE PLACED AT THE POND LOCATION ABOVE THE PATH WHERE THE RESTRICTED SOIL IS EXPOSED.

COMBINATION CONCRETE CURB AND GUTTER SCHEDULE					
LOCATION	SIDE	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	CLASS SI CONCRETE (OUTLET) SPECIAL	OUTLET SPECIAL	PROTECTIVE COAT
Business Loop 55 over Salt Creek					
76+12.50 TO 79+58.69	RT	365.0			122
76+90.00 TO 79+41.32	LT	284.0			95
79+75.00 TO 90+41.47	LT	1096.0			365
79+90.02 TO 87+99.14	RT	809.5			270
87+99.14 TO 88+28.78	RT		4.6		17
88+28.78 TO 94+87.54	RT	659.0			220
90+41.47 TO 90+65.47	LT		5.4		23
94+91.00 TO 96+20.57	RT			1	4
94+94.46 TO 96+20.57	RT	126.5			42
102+65.46 TO 106+56.05	RT	390.5			130
TOTAL		3730.5	10.0	1	1288

HMA SURFACE REMOVAL VARIABLE DEPTH SCHEDULE				
LOCATION	WIDTH	STATION - STATION DISTANCE	SUM OF WIDTHS	HMA SURFACE REMOVAL, VARIABLE DEPTH
Business Loop 55 over Salt Creek				
74+00 9.5' LT TO 32.9' LT	23.5	-	-	-
75+00 14.5' LT TO 32.8' LT	18.3	100	41.8	232
76+00 0' LT TO 0' LT	0.0	100	18.3	102
75+00 0' RT TO 0' RT	0.0	-	-	-
76+00 21.7' RT TO 32.7' RT	11.0	100	11.0	61
77+00 16.4' RT TO 31.7' RT	15.3	100	26.3	146
78+00 16.6' RT TO 30.1' RT	14.0	100	29.3	163
79+00 23.1' RT TO 28.7' RT	5.6	100	19.6	109
80+00 23.3' RT TO 29.0' RT	5.8	100	11.4	63
81+00 27.1' RT TO 28.3' RT	1.3	100	7.1	39
82+00 19.8' RT TO 28.0' RT	8.2	100	9.5	53
83+00 0' RT TO 0' RT	0.0	100	8.2	46
84+00 0' RT TO 0' RT	0.0	-	-	-
85+00 23.1' RT TO 28.7' RT	5.6	100	5.6	31
86+00 0' RT TO 0' RT	0.0	100	5.6	31
88+00 0' RT TO 0' RT	0.0	-	-	-
89+00 24.9' RT TO 28.7' RT	3.8	100	3.8	21
90+00 0' RT TO 0' RT	0.0	100	3.8	21
108+00 0' LT TO 0' LT	0.0	-	-	-
109+00 8.9' LT TO 29.6' LT	20.7	100	20.7	115
110+00 0' LT TO 0' LT	0.0	100	20.7	115
108+00 0' RT TO 0' RT	0.0	-	-	-
109+00 24.1' RT TO 29.0' RT	4.9	100	4.9	27
110+00 0' RT TO 0' RT	0.0	100	4.9	27
114+00 0' LT TO 0' LT	0.0	-	-	-
115+00 8.8' LT TO 19.1' LT	10.3	100	10.3	57
116+00 0' LT TO 0' LT	0.0	100	10.3	57
117+00 8.9' LT TO 30.4' LT	21.6	100	21.6	120
118+00 8.9' LT TO 31.5' LT	22.6	100	44.2	246
119+00 15.8' LT TO 24.1' LT	8.5	100	31.1	173
120+00 0' LT TO 0' LT	0.0	100	8.5	47
121+00 16.9' LT TO 25.4' LT	8.5	100	8.5	47
122+00 17.9' LT TO 30.7' LT	12.8	100	21.3	118
123+00 0' LT TO 0' LT	0.0	100	12.8	71
TOTAL				2338

ACCESS GATE SCHEDULE	
LOCATION	ACCESS GATE, DOUBLE, 30 FOOT
Access Rd 50+68	1
Pond Parking Lot	1
TOTAL	2

SIGNING SCHEDULE					
LOCATION	SIDE	TYPE	LEGEND	SIGN PANEL TYPE I	WOOD SIGN SUPPORT
				SQ FT	FOOT
Business Loop 55 over Salt Creek					
79+30	65' LT	R1-1	"STOP"	6	15
80+00	55' RT	R6-3	"DIVIDED HIGHWAY"	5	
		R1-1	"STOP"	6	15
		R6-3	"DIVIDED HIGHWAY"	5	
90+40	48' LT	R2-1	"SPEED LIMIT 45"	5	15
90+40	48' RT	R2-1	"SPEED LIMIT 45"	5	15
94+20	48' RT	-	"SALT CREEK"	6	14
103+10	49' LT	-	"SALT CREEK"	6	14
123+25	56' RT	R1-1	"STOP"	6	15
		R6-3a	"DIVIDED HIGHWAY"	5	
124+00	52' RT	R2-1	"SPEED LIMIT 55"	5	15
124+00	52' LT	R2-1	"SPEED LIMIT 45"	5	15
129+00	52' LT	W3-5	"SPEED REDUCTION" (45)	9	16
TOTAL				74	149

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES			
EARTHWORK, COMBINATION CONCRETE CURB AND GUTTER, ACCESS GATE, SIGNING, & HMA SURFACE REMOVAL VARIABLE DEPTH			
SCALE: NONE	SHEET NO. 2 OF 5 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	25
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

STORM SEWER REMOVAL SCHEDULE								
LOCATION	TRENCH BACKFILL	STORM SEWER REMOVAL					REMOVING MANHOLES	REMOVING INLETS
		8 IN	12 IN	15 IN	18 IN	24 IN		
	CU YD	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH
Business Loop 55 over Salt Creek								
83+39.00 TO 83+39.00	2.1		6					
83+39.00 TO 85+13.00	107.6				173			
85+11.00 TO 85+13.00	10.6		28					
85+13.00 TO 85+13.00	2.0		6					
85+13.00 TO 85+13.00	2.1		4					
85+13.00 TO 86+73.00	98.9				158			
85+13.00 TO 86+77.00	97.1			165				
86+73.00 TO 86+73.00	1.7		5					
86+73.00 TO 88+39.00	105.3				164			
86+75.00 TO 86+77.00	7.0		28					
86+77.00 TO 86+77.00	1.7		8					
86+77.00 TO 88+40.00	97.1			164				
88+23.00 TO 88+39.00	8.1			17				
88+38.00 TO 88+40.00	7.2		28					
88+39.00 TO 90+71.00	175.8					229		
88+40.00 TO 88+40.00	0.8		3					
88+40.00 TO 90+23.00	113.6			184				
89+93.00 TO 90+22.00	12.9	35						
90+22.00 TO 90+23.00	2.3		5					
90+23.00 TO 90+45.00	7.3		32					
90+23.00 TO 90+45.00	8.1			32				
90+68.00 TO 90+69.00	16.1		34					
90+71.00 TO 90+86.00	11.4					28		
92+08.00 TO 92+09.00	13.2		28					
92+09.00 TO 92+09.00	5.9		22					
93+23.00 TO 93+25.00	15.3		57					
93+83.00 TO 93+84.00	10.4		28					
93+84.00 TO 93+84.00	6.7		22					
95+28.00 TO 95+30.00	8.4		35					
95+34.00 TO 95+36.00	15.0		35					
95+36.00 TO 95+40.00	13.1			44				
95+72.00 TO 95+75.00	8.2		32					
103+33.00 TO 104+95.00	45.9		162					
104+95.00 TO 90+22.00	11.1	35						
104+95.00 TO 104+97.00	24.3		62					
104+95.00 TO 105+26.00	11.3		31					
112+82.00 TO 112+91.00	25.4			94				
83+39.00	8.1					1	1	
85+11.00	2.7						1	
85+13.00	16.6					2	2	
86+73.00	8.3					1	1	
86+75.00	2.7						1	
86+77.00	8.9					1	1	
88+23.00	3.9						1	
88+38.00	2.8						1	
88+40.00	14.1					2	1	
90+22.00	11.2					1	1	
90+68.00	4.6						1	
90+69.00	4.7						1	
90+71.00	5.4					1		
92+08.00	3.7						1	
92+09.00	5.8						1	
93+23.00	3.7						1	
93+83.00	2.6						1	
93+84.00	5.3						1	
95+28.00	4.0						1	
95+34.00	4.0						1	
95+36.00	5.1						1	
95+72.00	5.1						1	
104+95.00	7.9						2	
112+91.00	7.4						2	
TOTAL	1259.6	70	701	700	495	257	9	26
	USE 1260							

CONCRETE REMOVAL SCHEDULE					
LOCATION	SIDE	PAVEMENT REMOVAL	COMBINATION CURB AND GUTTER REMOVAL	CONCRETE BARRIER REMOVAL	SLOPE WALL REMOVAL
		SQ YD	FOOT	FOOT	SQ YD
Business Loop 55 over Salt Creek					
73+00.67 TO 73+98.92	RT		104		
73+00.67 TO 73+99.50	LT		103		
76+36.90 TO 79+25.60	RT		286		
76+99.24 TO 79+35.97	LT		242		
76+99.48 TO 79+35.97	RT		241		
77+03.26 TO 79+28.12	LT		227		
79+27.89 TO 79+96.80	LT	133			
79+48.94 TO 79+95.05	RT	67			
79+86.23 TO 84+19.21	LT		436		
79+86.23 TO 84+19.79	RT		436		
79+95.31 TO 93+00.00	RT		1305		
79+99.46 TO 93+00.00	LT		1301		
84+28.00 TO 95+83.00	LT/RT			1155	
91+00.00 TO 93+00.00	LT/RT	1381			
95+87.00 TO 96+08.00	-				230
102+79.00 TO 102+99.00	-				250
103+05.00 TO 113+88.00	LT/RT			1083	
105+00.00 TO 106+56.05	LT/RT	1135			
122+66.49 TO 123+28.56	RT	168			
122+75.48 TO 123+31.64	LT/RT	142			
TOTAL		3026	4681	2238	480

SIGN REMOVAL SCHEDULE					
LOCATION	SIDE	TYPE	LEGEND	REMOVE SIGN PANEL TYPE I	REMOVE GROUND MOUNTED SIGN SUPPORT
				SQ FT	EACH
Business Loop 55 over Salt Creek					
79+42	56' LT	R1-1	"STOP"	6	1
		R6-3	"DIVIDED HIGHWAY"	5	
79+86	45' RT	R1-1	"STOP"	6	1
		R6-3	"DIVIDED HIGHWAY"	5	
90+42	41' RT	R2-1	"SPEED LIMIT 55"	5	1
90+55	34' LT	R2-1	"SPEED LIMIT 45"	5	1
94+21	39' RT	-	"SALT CREEK"	6	1
103+12	36' LT	-	"SALT CREEK"	6	1
113+88	0' LT	OM-3L		3	1
114+47	1' LT	R4-7	"KEEP RIGHT"	5	1
		OM1-1		2	
		OM1-1		2	
122+10	111' RT	R1-1	"STOP"	6	1
123+25	48' RT	R1-1	"STOP"	6	1
		R6-3a	"DIVIDED HIGHWAY"	5	
TOTAL				73	10

TREE REMOVAL SCHEDULE		
LOCATION	TREE REMOVAL	
	ACRE	
Business Loop 55 over Salt Creek		
78+00.00 TO 84+00.00	0.01	
84+00.00 TO 90+00.00	0.94	
90+00.00 TO 96+00.00	1.51	
96+00.00 TO 102+00.00	1.55	
102+00.00 TO 108+00.00	1.45	
108+00.00 TO 114+00.00	0.45	
114+00.00 TO 120+00.00	0.25	
120+00.00 TO 124+50.00	0.01	
TOTAL	6.17	
	PAY 6.25	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES			
STORM SEWER REMOVAL, CONCRETE REMOVAL, SIGN REMOVAL, & TREE REMOVAL			
SCALE: NONE	SHEET NO. 4 OF 5 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	27
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SEEDING SCHEDULE										
LOCATION		SIDE	SEEDING, CLASS 2	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	AGRICULTURAL GROUND LIMESTONE	MULCH METHOD 2	TEMPORARY EROSION CONTROL SEEDING	
			ACRE	POUND	POUND	POUND	TON	ACRE	POUND	
Business Loop 55 over Salt Creek										
74+00.00	TO	78+00.00	LT	0.05	5	5	5	0.1	0.11	5
74+00.00	TO	78+00.00	RT	0.08	7	7	7	0.2	0.15	8
78+00.00	TO	84+00.00	LT	0.16	14	14	14	0.3	0.25	16
78+00.00	TO	84+00.00	RT	0.26	23	23	23	0.5	0.41	26
84+00.00	TO	90+00.00	LT	0.54	49	49	49	1.1	0.54	54
84+00.00	TO	90+00.00	RT	0.65	59	59	59	1.3	0.91	65
90+00.00	TO	96+00.00	LT	0.52	47	47	47	1.0	0.92	52
90+00.00	TO	96+00.00	RT	1.21	109	109	109	2.4	2.42	121
96+00.00	TO	102+00.00	LT	1.15	104	104	104	2.3	2.24	115
96+00.00	TO	102+00.00	RT	0.97	87	87	87	1.9	1.94	97
102+00.00	TO	108+00.00	LT	1.34	121	121	121	2.7	2.68	134
102+00.00	TO	108+00.00	RT	1.20	108	108	108	2.4	2.40	120
108+00.00	TO	114+00.00	LT	0.70	63	63	63	1.4	1.41	70
108+00.00	TO	114+00.00	RT	1.10	99	99	99	2.2	2.20	110
114+00.00	TO	120+00.00	LT	0.55	50	50	50	1.1	1.10	55
114+00.00	TO	120+00.00	RT	0.60	54	54	54	1.2	1.21	60
120+00.00	TO	124+50.00	LT	0.22	20	20	20	0.4	0.45	22
120+00.00	TO	124+50.00	RT	0.40	36	36	36	0.8	0.80	40
Parking Lot with Large Pond Option										
				1.84	166	166	166	3.7	3.68	184
TOTAL				13.54	1221	1221	1221	27.0	25.82	1354
				PAY 13.50				PAY 25.75	PAY 1350	
Parking Lot with Small Pond Option										
				1.53	138	138	138	3.1	3.05	153

Note: Small Pond Option shown for Informational purposes

AGGREGATE (EROSION CONTROL) SCHEDULE			
LOCATION	SIDE	TYPE	AGGREGATE (EROSION CONTROL)
			TON
Business Loop 55 over Salt Creek			
88+90	RT	Extruding	4
89+68	RT	Extruding	4
90+50	RT	Extruding	4
91+30	RT	Extruding	4
91+98	LT	Extruding	4
92+45	RT	Flush	3
94+31	RT	Flush	3
95+00	LT	Extruding	4
95+50	RT	Flush	3
95+75	LT	Extruding	4
96+50	LT	Extruding	4
98+44	RT	Flush	3
98+64	LT	Extruding	4
100+27	LT	Extruding	4
100+36	RT	Extruding	4
102+87	RT	Extruding	4
103+00	LT	Flush	3
104+66	RT	Flush	3
105+00	LT	Flush	3
107+00	RT	Flush	3
110+00	RT	Flush	3
113+00	RT	Flush	3
116+00	RT	Flush	3
119+00	RT	Flush	3
122+05	RT	Flush	3
TOTAL			87

INLET AND PIPE PROTECTION SCHEDULE		
LOCATION	OFFSET	INLET AND PIPE PROTECTION
		EACH
Business Loop 55 over Salt Creek		
94+91.50	40' RT	1
96+30.00	32' RT	1
102+35.00	180' LT	1
102+56.00	32' RT	1
104+95.00	32' RT	1
115+46.00	96' LT	1
122+44.00	70' LT	1
TOTAL		7

EARTH EXCAVATION FOR EROSION CONTROL SCHEDULE			
LOCATION	SIDE	TYPE	EARTH EXCAVATION FOR EROSION CONTROL
			CU YD
Business Loop 55 over Salt Creek			
92+36	RT	Sed. Basin	4
94+40	RT	Sed. Basin	4
98+34	RT	Sed. Basin	4
122+14	RT	Sed. Basin	4
TOTAL			16

RIPRAP SCHEDULE						
LOCATION		SIDE	STONE RIPRAP, CLASS A5	STONE DUMPED RIPRAP		FILTER FABRIC
				CLASS A3	CLASS A4	
			TON	TON	TON	SO YD
Business Loop 55 over Salt Creek						
88+35	TO	91+34	RT		356	711
90+88	TO	98+68	LT		650	1300
94+57	TO	94+97	RT		86	171
98+50	TO	98+64	RT		9	19
100+22	TO	102+79	LT		200	399
100+31	TO	102+96	RT		189	377
104+91	TO	105+00	RT		35	70
105+12	TO	110+92	RT			808
Bridge Abutments and Piers		LT/RT	5175	404		6426
TOTAL				5175	404	1525
						10281

PERIMETER EROSION BARRIER SCHEDULE				
LOCATION		SIDE	PERIMETER EROSION BARRIER	FOOT
Business Loop 55 over Salt Creek				
76+00	TO	79+00	LT	304
80+00	TO	82+00	LT	202
80+00	TO	82+00	RT	197
88+00	TO	88+11	RT	11
91+34	TO	94+56	RT	312
98+60	TO	99+14	RT	63
98+66	TO	99+15	LT	52
99+74	TO	101+55	LT	220
99+82	TO	100+37	RT	60
101+75	TO	115+37	LT	1418
104+98	TO	121+85	RT	1813
115+54	TO	122+38	LT	679
122+50	TO	126+00	LT	350
123+01	TO	126+00	RT	305
TOTAL				5986

HEAVY DUTY EROSION CONTROL BLANKET SCHEDULE					
LOCATION		SIDE	HEAVY DUTY EROSION CONTROL BLANKET		
			SO YD	TON	TON
Business Loop 55 over Salt Creek					
82+00	TO	88+00	RT	2454	
82+00	TO	91+00	LT	3474	
95+00	TO	97+00	LT	266	
102+28	TO	102+42	LT	12	
115+36	TO	115+35	LT	15	
122+36	TO	122+51	LT	17	
122+38	TO	122+54	RT	17	
TOTAL				6255	

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SCHEDULES OF QUANTITIES			
SEEDING, RIPRAP, AGGREGATE (EROSION CONTROL), INLET AND PIPE PROTECTION, PERIMETER EROSION BARRIER, EARTH EXCAVATION FOR EROSION CONTROL, & HEAVY DUTY EROSION CONTROL BLANKET			
SCALE: NONE	SHEET NO. 5 OF 5 SHEETS	STA.	TO STA.

F.A.U. RE. 7706	SECTION 23(B-1)	COUNTY LOGAN	TOTAL SHEETS 179	SHEET NO. 28
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

BENCHMARK #25 : CHISELED SQUARE IN NORTHEAST
 WINGWALL OF SN 054-0005
 OVER SALT CREEK
 ELEVATION = 561.89



PROP. CURVE ARO01-2
 PI STA. = 56+27.81
 $\Delta = 61^\circ 50' 49''$ (RT)
 $D = 68^\circ 38' 44''$
 $R = 83.47'$
 $T = 50.00'$
 $L = 90.10'$
 $E = 13.83'$
 $e = N/A$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 $P.C. STA. = 55+77.81$
 $P.T. STA. = 56+67.90$

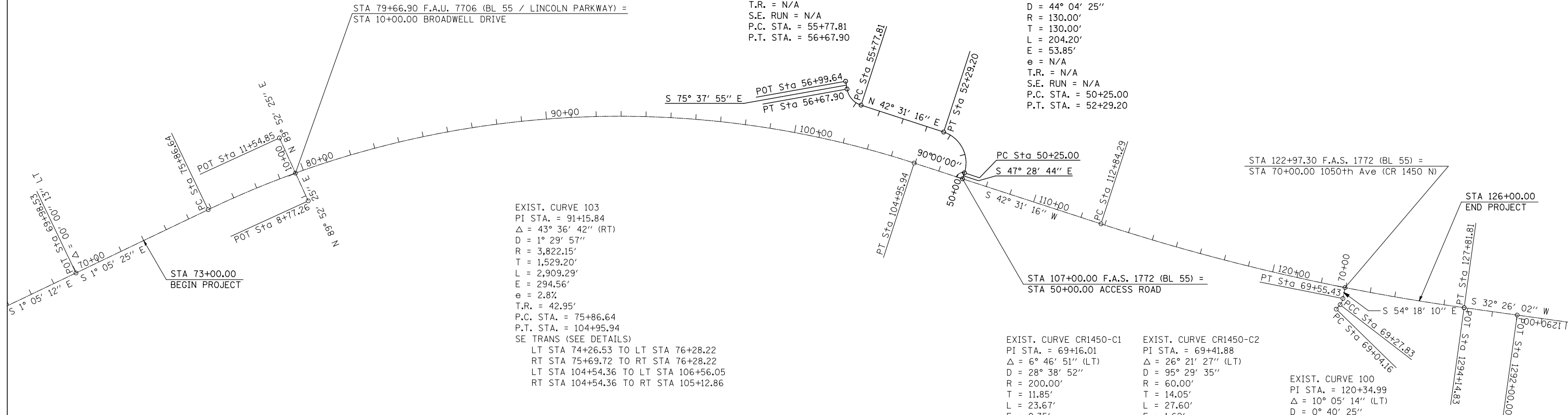
PROP. CURVE ARO01-1
 PI STA. = 51+55.00
 $\Delta = 90^\circ 00' 00''$ (LT)
 $D = 44^\circ 04' 25''$
 $R = 130.00'$
 $T = 130.00'$
 $L = 204.20'$
 $E = 53.85'$
 $e = N/A$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 $P.C. STA. = 50+25.00$
 $P.T. STA. = 52+29.20$

EXIST. CURVE 103
 PI STA. = 91+15.84
 $\Delta = 43^\circ 36' 42''$ (RT)
 $D = 1^\circ 29' 57''$
 $R = 3,822.15'$
 $T = 1,529.20'$
 $L = 2,909.29'$
 $E = 294.56'$
 $e = 2.8\%$
 $T.R. = 42.95'$
 $P.C. STA. = 75+86.64$
 $P.T. STA. = 104+95.94$
 SE TRANS (SEE DETAILS)
 LT STA 74+26.53 TO LT STA 76+28.22
 RT STA 75+69.72 TO RT STA 76+28.22
 LT STA 104+54.36 TO LT STA 106+56.05
 RT STA 104+54.36 TO RT STA 105+12.86

EXIST. CURVE CR1450-C1
 PI STA. = 69+16.01
 $\Delta = 6^\circ 46' 51''$ (LT)
 $D = 28^\circ 38' 52''$
 $R = 200.00'$
 $T = 11.85'$
 $L = 23.67'$
 $E = 0.35'$
 $e = N/A$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 $P.C. STA. = 69+04.16$
 $P.C.C. STA. = 69+27.83$

EXIST. CURVE CR1450-C2
 PI STA. = 69+41.88
 $\Delta = 26^\circ 21' 27''$ (LT)
 $D = 95^\circ 29' 35''$
 $R = 60.00'$
 $T = 14.05'$
 $L = 27.60'$
 $E = 1.62'$
 $e = N/A$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 $P.C. STA. = 69+27.83$
 $P.T. STA. = 69+55.43$

EXIST. CURVE 100
 PI STA. = 120+34.99
 $\Delta = 10^\circ 05' 14''$ (LT)
 $D = 0^\circ 40' 25''$
 $R = 8,505.95'$
 $T = 750.70'$
 $L = 1,497.52'$
 $E = 33.06'$
 $e = RC (1.5\%)$
 $T.R. = 47.66'$
 $P.C. STA. = 112+84.29$
 $P.T. STA. = 127+81.81$
 SE TRANS (SEE DETAILS)
 RT STA 111+50.06 TO RT STA 113+09.02
 RT STA 127+57.08 TO RT STA 129+16.04



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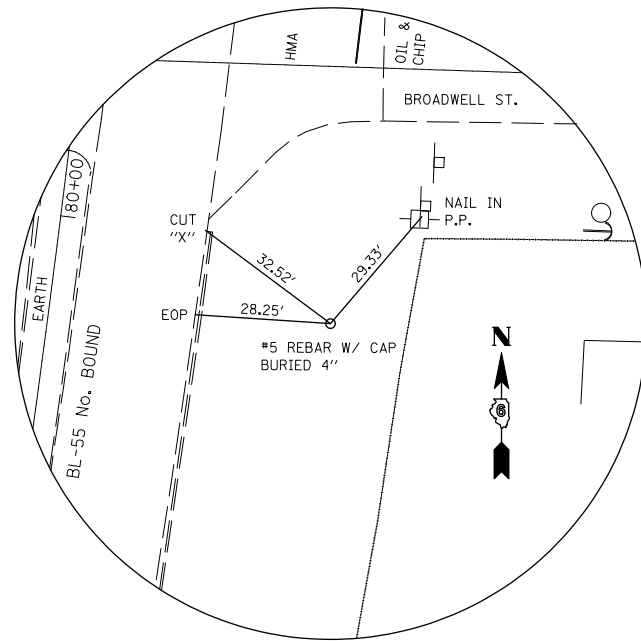
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 DEPARTMENT OF TRANSPORTATION**

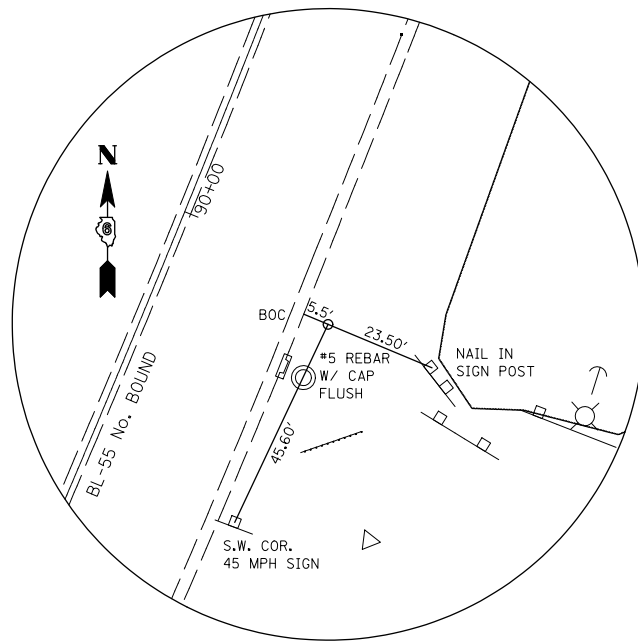
ALIGNMENT, TIES & BENCHMARKS

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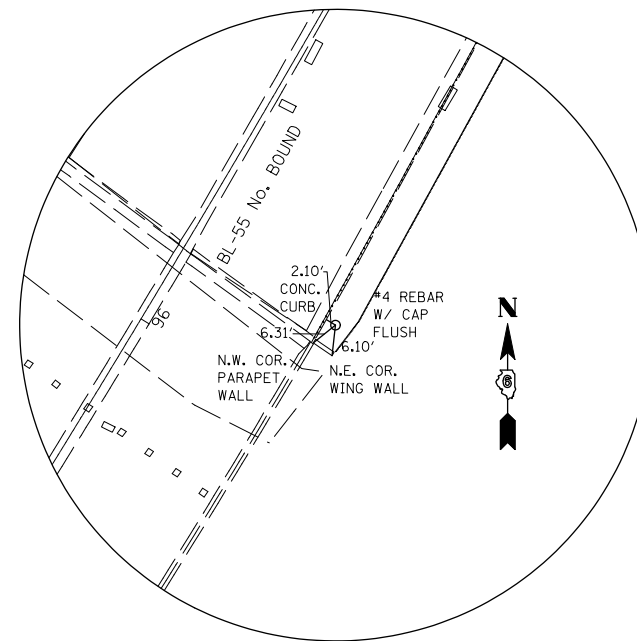
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	29
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



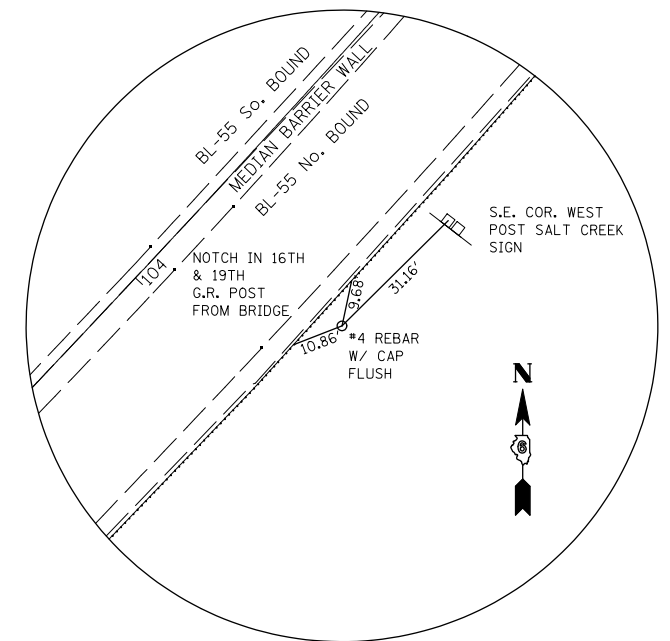
HORIZONTAL TIE
 N 1,264,263.6770
 E 2,514,744.6510
 STATION 80+15.10
 OFFSET 58.59' LEFT



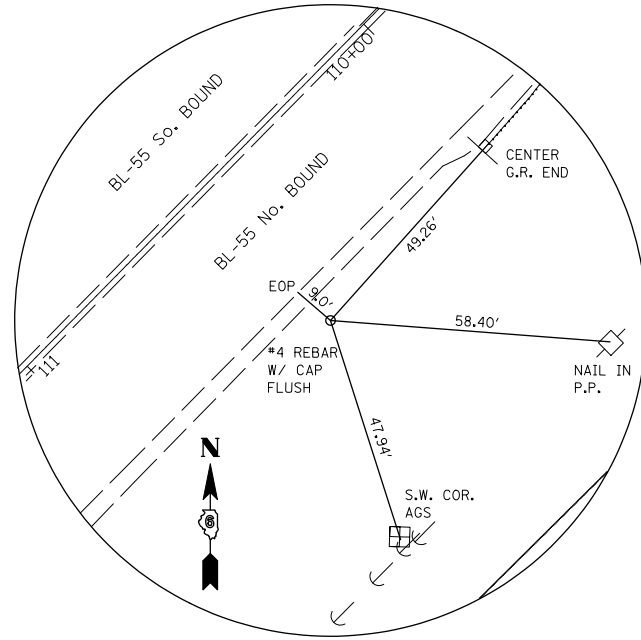
HORIZONTAL TIE
 N 1,263,288.6200
 E 2,514,500.8110
 STATION 90+10.41
 OFFSET 36.51' LEFT



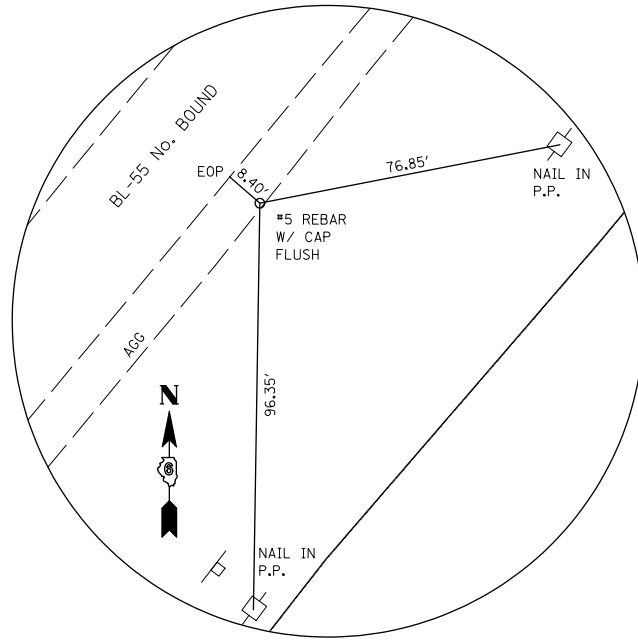
HORIZONTAL TIE
 N 1,262,766.1450
 E 2,514,261.2330
 STATION 95+80.36
 OFFSET 35.42' LEFT



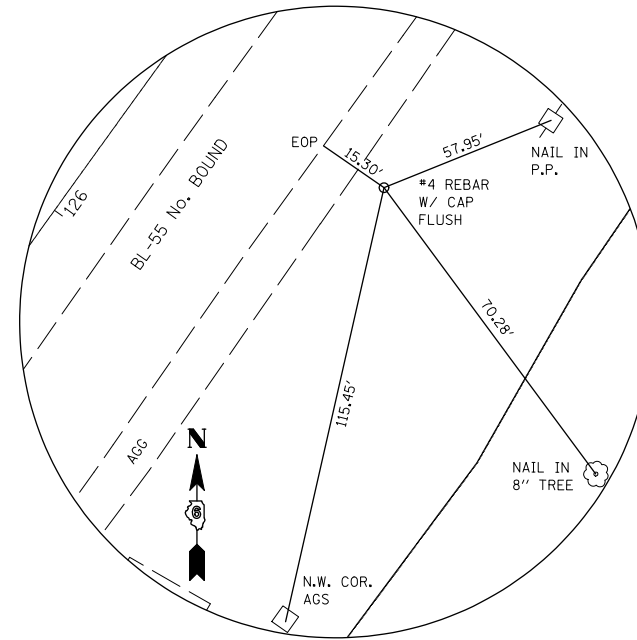
HORIZONTAL TIE
 N 1,262,104.1200
 E 2,513,805.0350
 STATION 103+78.11
 OFFSET 38.31' LEFT



HORIZONTAL TIE
 N 1,261,607.6240
 E 2,513,352.3140
 STATION 110+48.85
 OFFSET 38.37' LEFT



HORIZONTAL TIE
 N 1,260,938.3520
 E 2,512,776.1220
 STATION 119+35.34
 OFFSET 41.26' LEFT



HORIZONTAL TIE
 N 1,260,432.6740
 E 2,512,422.4990
 STATION 125+55.86
 OFFSET 52.90' LEFT

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 PLOT DRIVER = TR-18pdf-Block-Half.plt

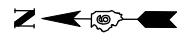
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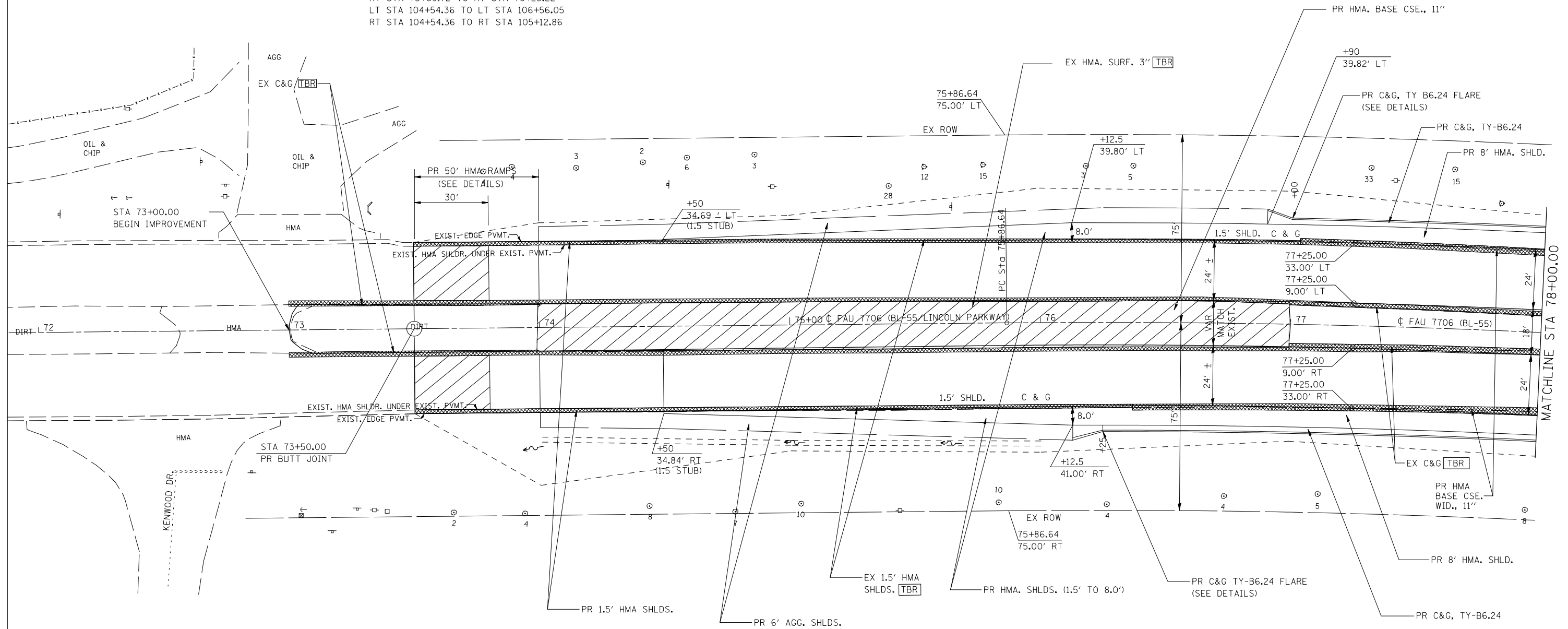
ALIGNMENT, TIES & BENCHMARKS

SCALE: NONE SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	30
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	



EXIST. CURVE 103
 PI STA. = 91+15.84
 $\Delta = 43^\circ 36' 42''$ (RT)
 $D = 1^\circ 29' 57''$
 $R = 3,822.15'$
 $T = 1,529.20'$
 $L = 2,909.29'$
 $E = 294.56'$
 $e = 2.8\%$
 $T.R. = 42.95'$
 P.C. STA. = 75+86.64
 P.T. STA. = 104+95.94
 SE TRANS (SEE DETAILS)
 LT STA 74+26.53 TO LT STA 76+28.22
 RT STA 75+69.72 TO RT STA 76+28.22
 LT STA 104+54.36 TO LT STA 106+56.05
 RT STA 104+54.36 TO RT STA 105+12.86



LAST SAVED = 5/23/2013
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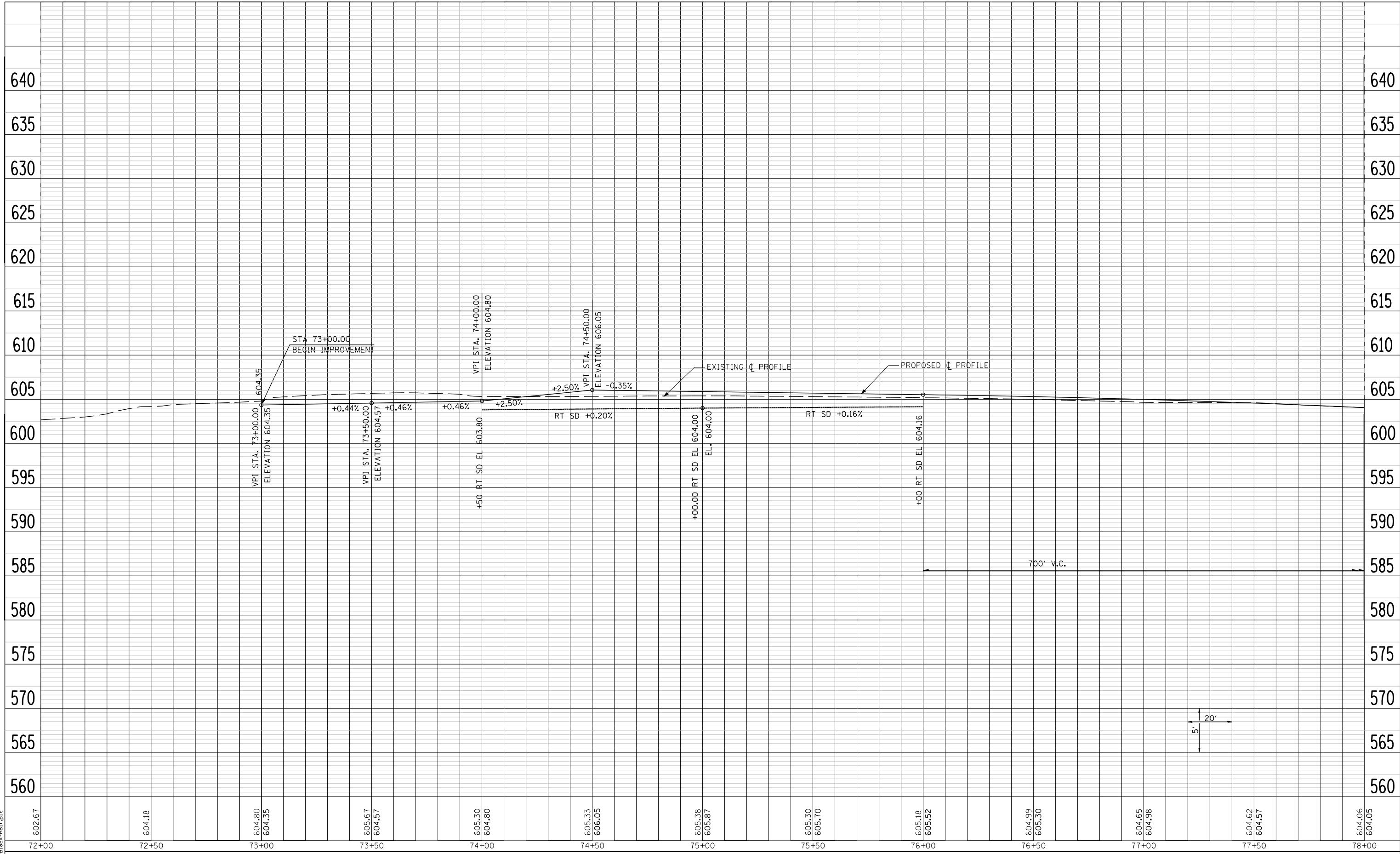
PLAN - BUSINESS LOOP 55

SCALE: 1" = 20' SHEET NO. 1 OF 9 SHEETS STA. 72+00 TO STA. 78+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	31
BUS. LOOP 55 OVER SALT CREEK		CONTRACT NO. 72789		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
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	NOTE BOOK NO.		
	CADD FILE NAME		



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 PLOT DRIVER = Trx8pdf-Black-HaIf.plt

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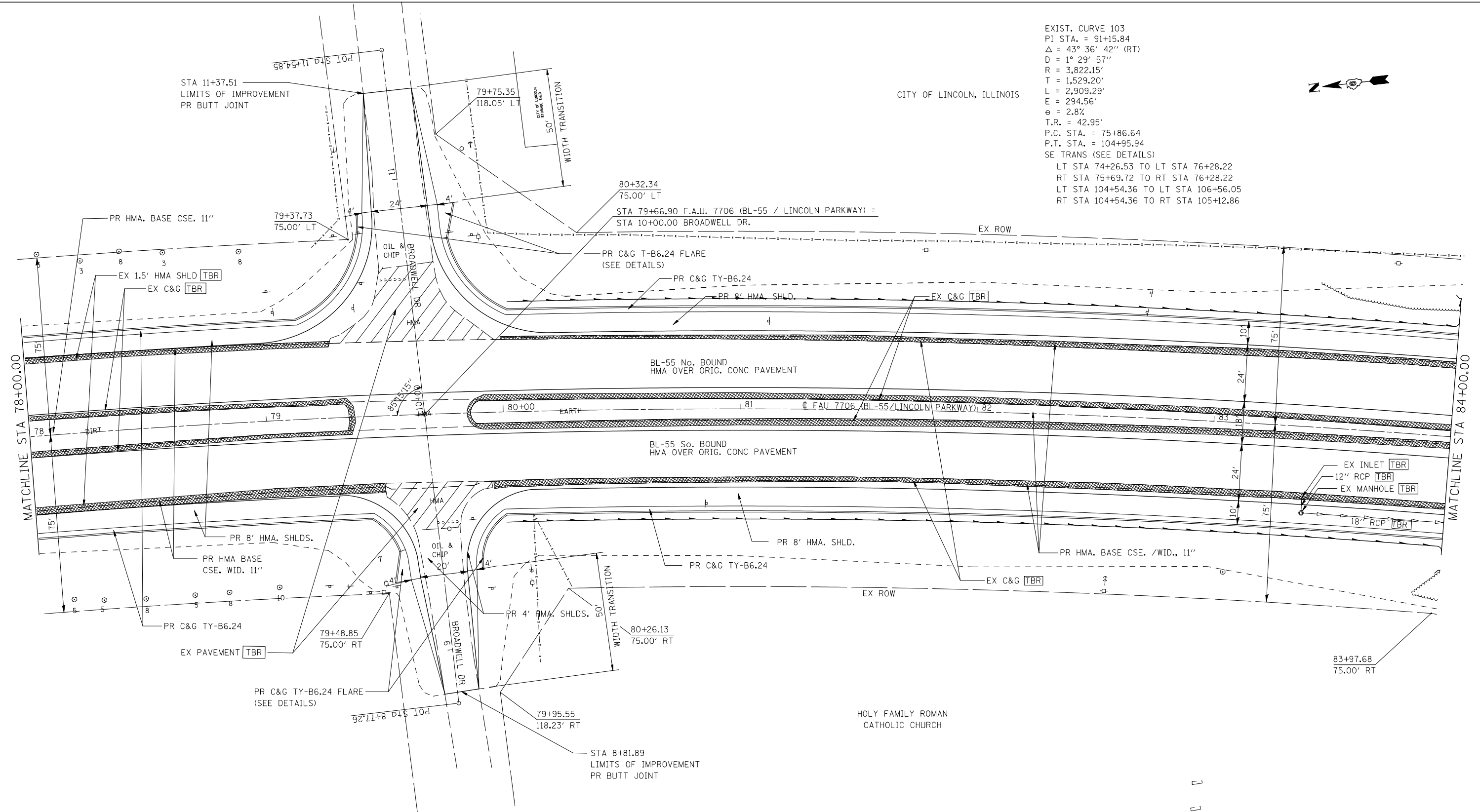
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PROFILE - BUSINESS LOOP 55			
SCALE: 1" = 20'	SHEET NO. 1 OF 9 SHEETS	STA. 72+00.00	TO STA. 78+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	32
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

CITY OF LINCOLN, ILLINOIS

EXIST. CURVE 103
 PI STA. = 91+15.84
 $\Delta = 43^\circ 36' 42''$ (RT)
 $D = 1^\circ 29' 57''$
 $R = 3,822.15'$
 $T = 1,529.20'$
 $L = 2,909.29'$
 $E = 294.56'$
 $e = 2.8\%$
 $T.R. = 42.95'$
 P.C. STA. = 75+86.64
 P.T. STA. = 104+95.94
 SE TRANS (SEE DETAILS)
 LT STA 74+26.53 TO LT STA 76+28.22
 RT STA 75+69.72 TO RT STA 76+28.22
 LT STA 104+54.36 TO LT STA 106+56.05
 RT STA 104+54.36 TO RT STA 105+12.86



NOTE: SEE SHEET
 "PROFILE - BROADWELL DRIVE"
 FOR PROFILE VIEW

STA 83+87 TO STA 84+00
 PR TREE REMOVAL = 0.01 AC
 NOTE:
 1) TREE REMOVAL AREA COMPUTED
 FROM CONSTRUCTION LIMITS TO
 CONSTRUCTION LIMITS
 FOR MEASUREMENT OF PAYMENT
 2) SAVE AS MANY TREES AS
 POSSIBLE.

LAST SAVED = 5/23/2013
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

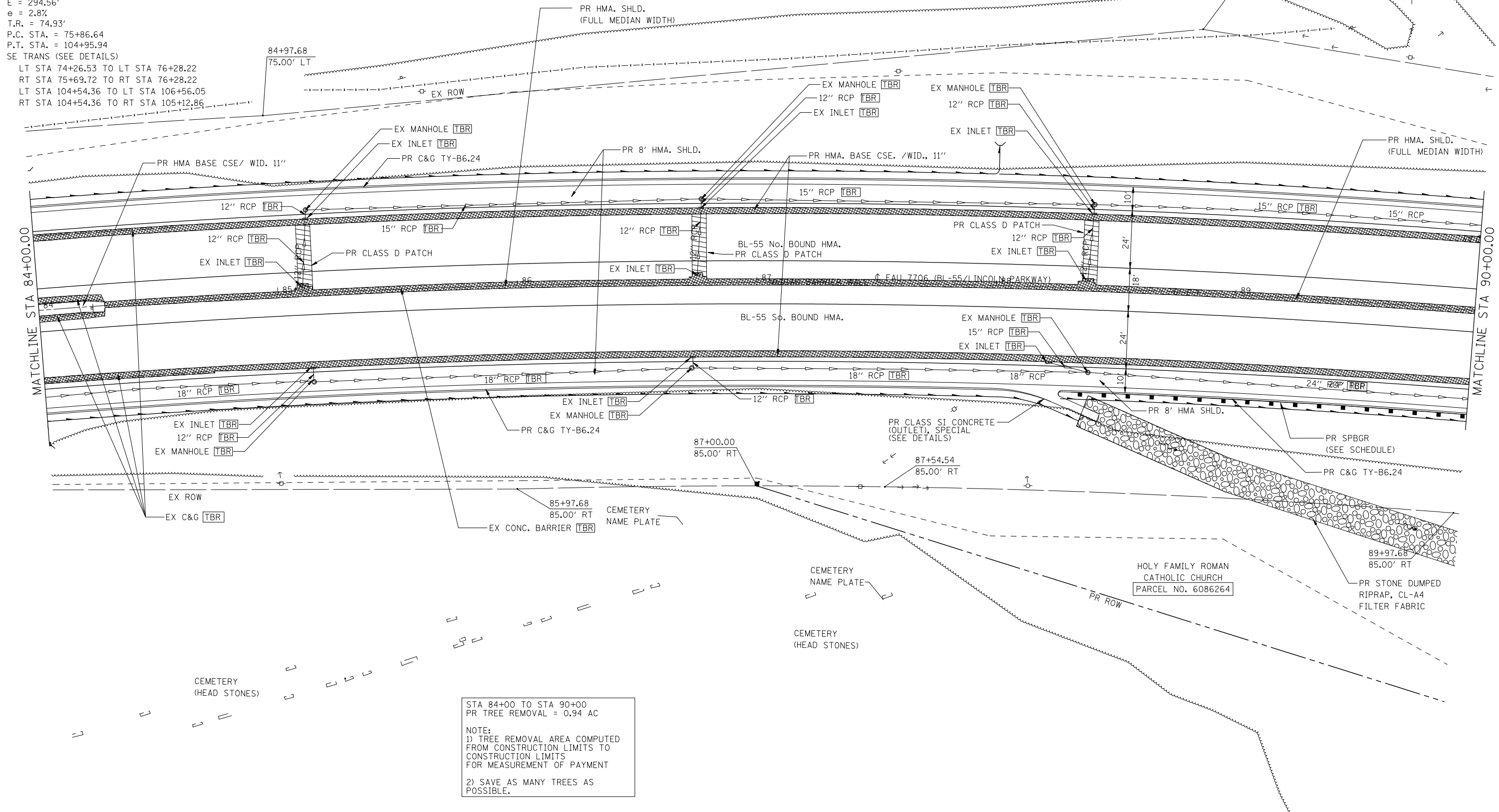
PLAN - BUSINESS LOOP 55

SCALE: 1" = 20' SHEET NO. 2 OF 9 SHEETS STA. 78+00 TO STA. 84+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	33
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

EXIST. CURVE 103
 PI STA. = 91+15.84
 $\Delta = 43^\circ 36' 42''$ (RT)
 $D = 1^\circ 29' 57''$
 $R = 3,822.15'$
 $T = 1,529.20'$
 $L = 2,909.29'$
 $E = 294.56'$
 $e = 2.8\%$
 $T.R. = 74.93'$
 P.C. STA. = 75+86.64
 P.T. STA. = 104+95.94
 SE TRANS (SEE DETAILS)

LT STA 74+26.53 TO LT STA 76+28.22
 RT STA 75+69.72 TO RT STA 76+28.22
 LT STA 104+54.36 TO LT STA 106+56.05
 RT STA 104+54.36 TO RT STA 105+12.86



STA 84+00 TO STA 90+00
 PR TREE REMOVAL = 0.94 AC

NOTE:
 1) TREE REMOVAL AREA COMPUTED FROM CONSTRUCTION LIMITS TO CONSTRUCTION LIMITS FOR MEASUREMENT OF PAYMENT
 2) SAVE AS MANY TREES AS POSSIBLE.

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

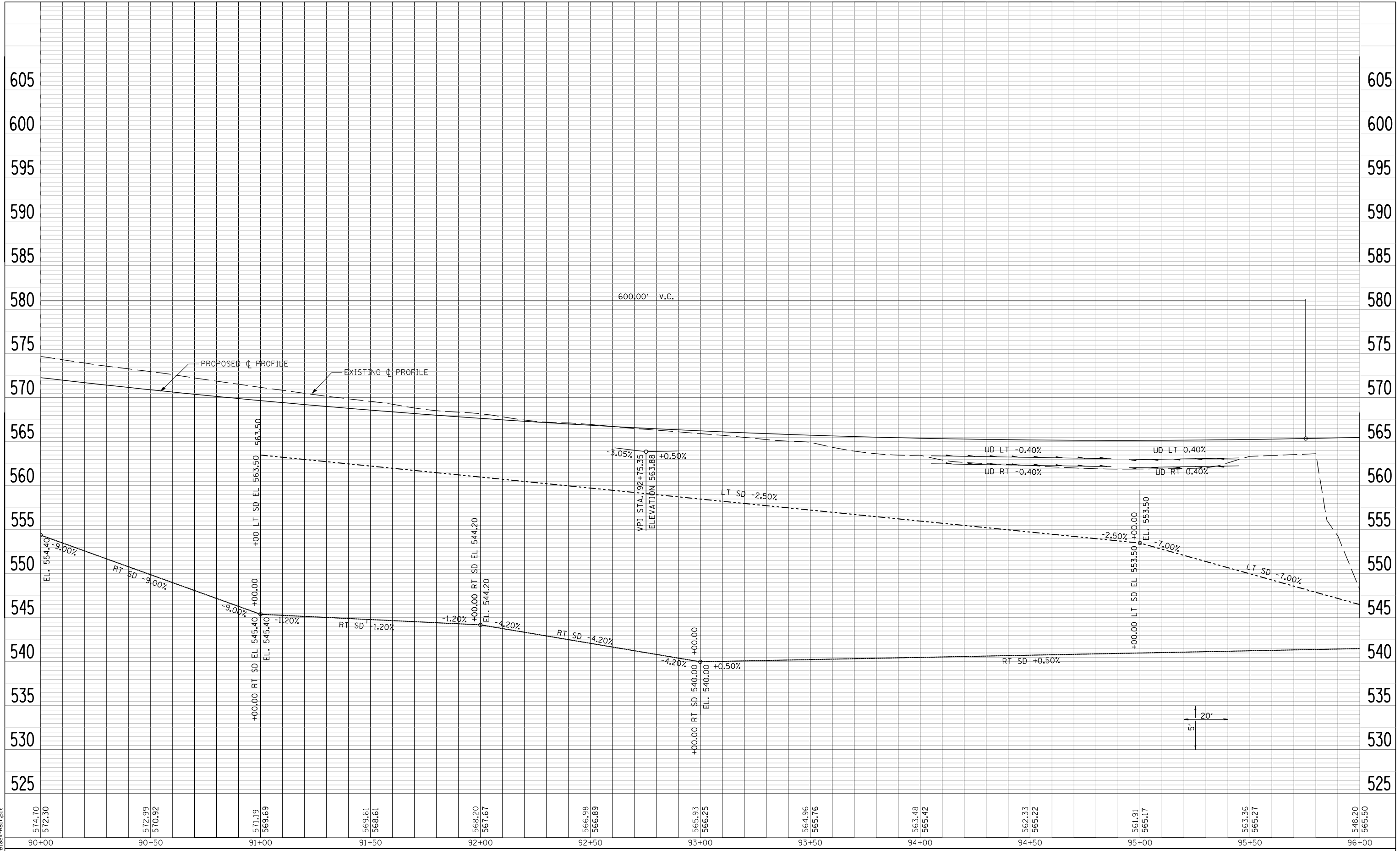
PLAN - BUSINESS LOOP 55

SCALE: 1" = 20' SHEET NO. 3 OF 9 SHEETS STA. 84+00 TO STA. 90+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	35
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
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	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	CADD FILE NAME		



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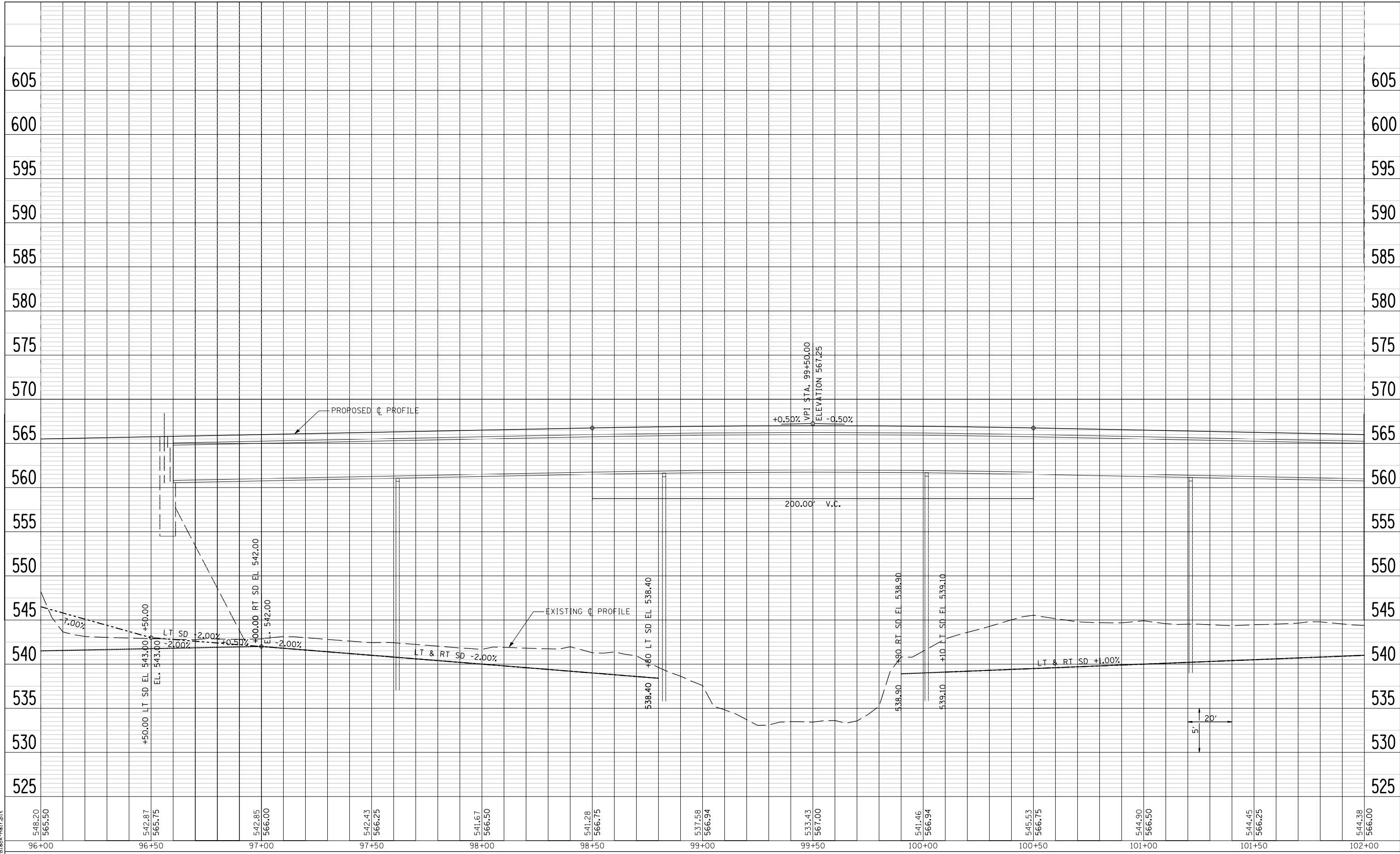
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PROFILE - BUSINESS LOOP 55	
SCALE: 1" = 20'	SHEET NO. 4 OF 9 SHEETS
STA. 90+00.00 TO STA. 96+00.00	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	38
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	NO. _____		
	NOTE BOOK		
	NO. _____		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOT AT THIS OFFICE		
	NO. _____		



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

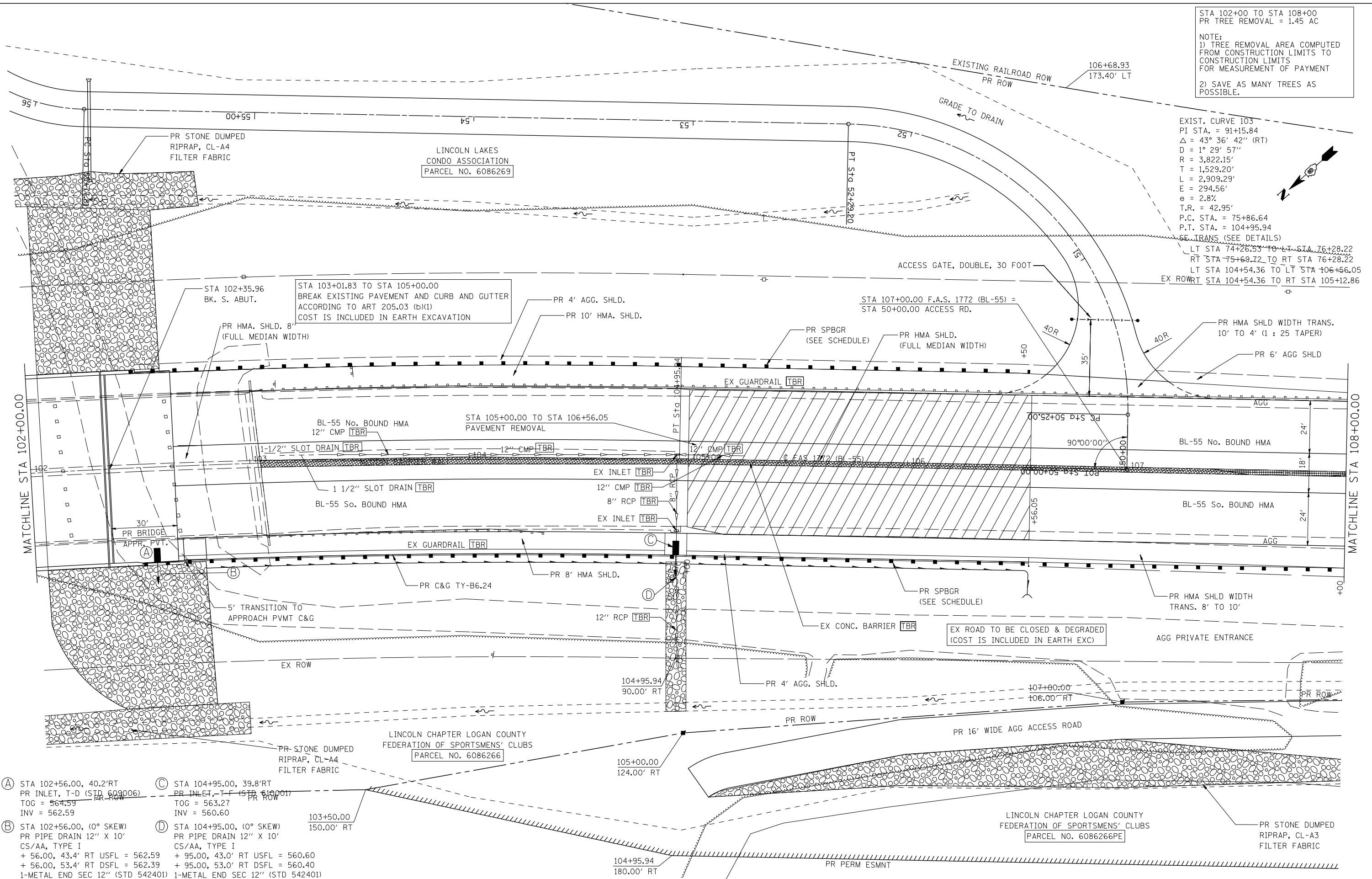
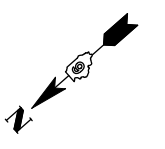
PROFILE - BUSINESS LOOP 55			
SCALE: 1" = 20'	SHEET NO. 5 OF 9 SHEETS	STA. 96+00.00	TO STA. 102+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	40
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

STA 102+00 TO STA 108+00
PR TREE REMOVAL = 1.45 AC

NOTE:
1) TREE REMOVAL AREA COMPUTED FROM CONSTRUCTION LIMITS TO CONSTRUCTION LIMITS FOR MEASUREMENT OF PAYMENT
2) SAVE AS MANY TREES AS POSSIBLE.

EXIST. CURVE 103
PI STA. = 91+15.84
 $\Delta = 43^\circ 36' 42''$ (RT)
D = 1° 29' 57"
R = 3,822.15'
T = 1,529.20'
L = 2,909.29'
E = 294.56'
e = 2.8%
T.R. = 42.95'
P.C. STA. = 75+86.64
P.T. STA. = 104+95.94
SE TRANS. (SEE DETAILS)
LT STA 74+26.53 TO LT STA 76+28.22
RT STA 75+69.12 TO RT STA 76+28.22
LT STA 104+54.36 TO LT STA 106+56.05
EX ROW RT STA 104+54.36 TO RT STA 105+12.86



- (A) STA 102+56.00, 40.2' RT
PR INLET, T-D (STD 609006)
TOG = 564.59
INV = 562.59
- (B) STA 102+56.00, (0° SKEW)
PR PIPE DRAIN 12" X 10"
CS/AA, TYPE I
+ 56.00, 43.4' RT USFL = 562.59
+ 56.00, 53.4' RT DSFL = 562.39
1-METAL END SEC 12" (STD 542401)
- (C) STA 104+95.00, 39.8' RT
PR INLET, T-F (STD 610001)
TOG = 563.27
INV = 560.60
- (D) STA 104+95.00, (0° SKEW)
PR PIPE DRAIN 12" X 10"
CS/AA, TYPE I
+ 95.00, 43.0' RT USFL = 560.60
+ 95.00, 53.0' RT DSFL = 560.40
1-METAL END SEC 12" (STD 542401)

LAST SAVED = 5/23/2013 10:39:57 AM
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 PLOT DRIVER = TR-18pdf-Block-Half.plt

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PLOT SCALE = 40.0000' / IN.		CHECKED - VJM	REVISED -
PLOT DATE = 5/23/2013 10:39:57 AM		DATE - 08/2007	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

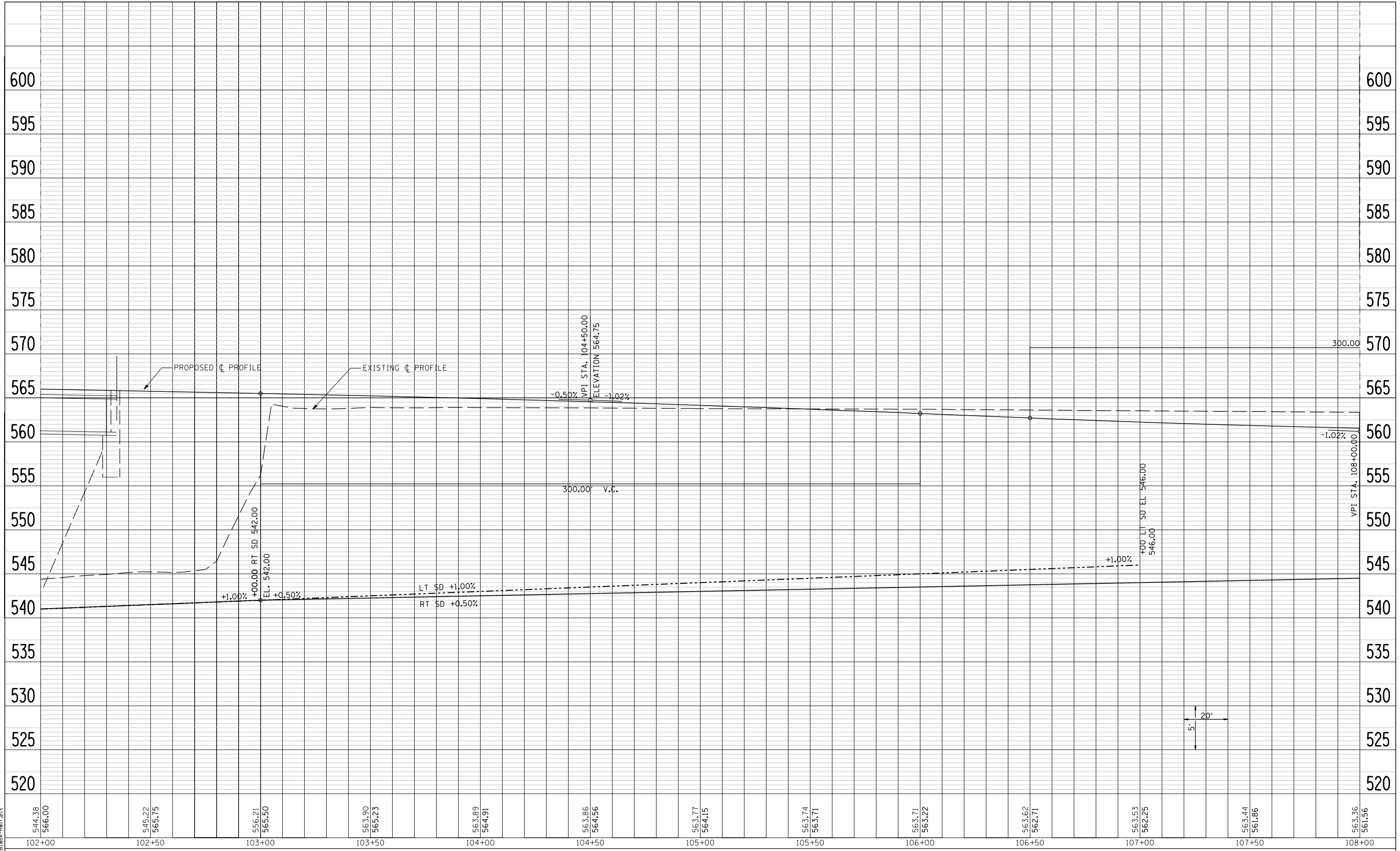
PLAN - BUSINESS LOOP 55

SCALE: 1" = 20' SHEET NO. 6 OF 9 SHEETS STA. 102+00 TO STA. 108+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	41
BUS. LOOP 55 OVER SALT CREEK		CONTRACT NO. 72789		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOT AT THIS CHKD		
	NOTE BOOK NO.		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOT AT THIS CHKD		
	NOTE BOOK NO.		
	CADD FILE NAME		



LAST SAVED = 5/23/2013
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 PLOT DRIVER = Trx8pdf-Black-HaIf.plt

FILE NAME =	USER NAME = jepettibone	DESIGNED -	REVISED -
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		CHECKED -	REVISED -
		DATE -	REVISED -
PLOT SCALE = 40.0000' / IN.			
PLOT DATE = 5/23/2013 10:39:59 AM			

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PROFILE - BUSINESS LOOP 55

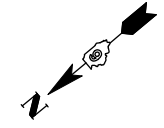
SCALE: 1" = 20' SHEET NO. 6 OF 9 SHEETS STA. 102+00.00 TO STA. 108+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	42
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

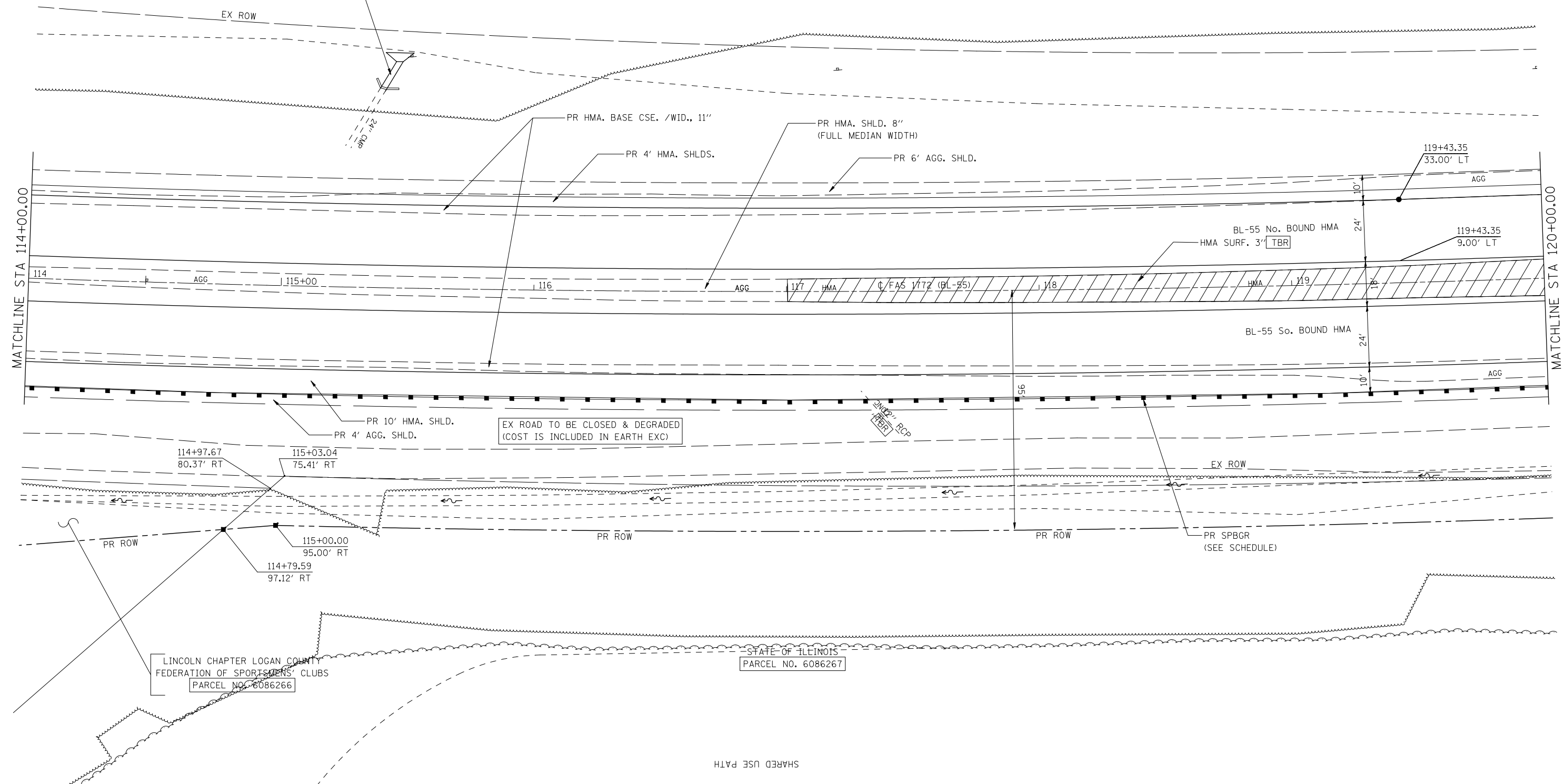
EXIST. CURVE 100
 PI STA. = 120+34.99
 $\Delta = 10^\circ 05' 14''$ (LT)
 $D = 0^\circ 40' 25''$
 $R = 8,505.95'$
 $T = 750.70'$
 $L = 1,497.52'$
 $E = 33.06'$
 $e = RC (1.5\%)$
 $T.R. = 47.66'$
 P.C. STA. = 112+84.29
 P.T. STA. = 127+81.81
 SE TRANS (SEE DETAILS)
 RT STA 111+50.06 TO RT STA 113+09.02
 RT STA 127+57.08 TO RT STA 129+16.04

STA 114+00 TO STA 120+00
 PR TREE REMOVAL = 0.24 AC

NOTE:
 1) TREE REMOVAL AREA COMPUTED FROM CONSTRUCTION LIMITS TO CONSTRUCTION LIMITS FOR MEASUREMENT OF PAYMENT
 2) SAVE AS MANY TREES AS POSSIBLE.



STA 115+41.93
 LT EXTENSION
 12' - PIPE CULVERTS, CLASS D, TYPE 2, 24"
 MATCH EXISTING FLOW LINE AND SLOPE
 24" METAL END SECTION



LINCOLN CHAPTER LOGAN COUNTY
 FEDERATION OF SPORTSMEN'S CLUBS
 PARCEL NO. 6086266

STATE OF ILLINOIS
 PARCEL NO. 6086267

LAST SAVED = 5/23/2013
 PEN TABLE = 08-HA-143
 PLOT DRIVER = TR-18pdf-Block-Half.plt

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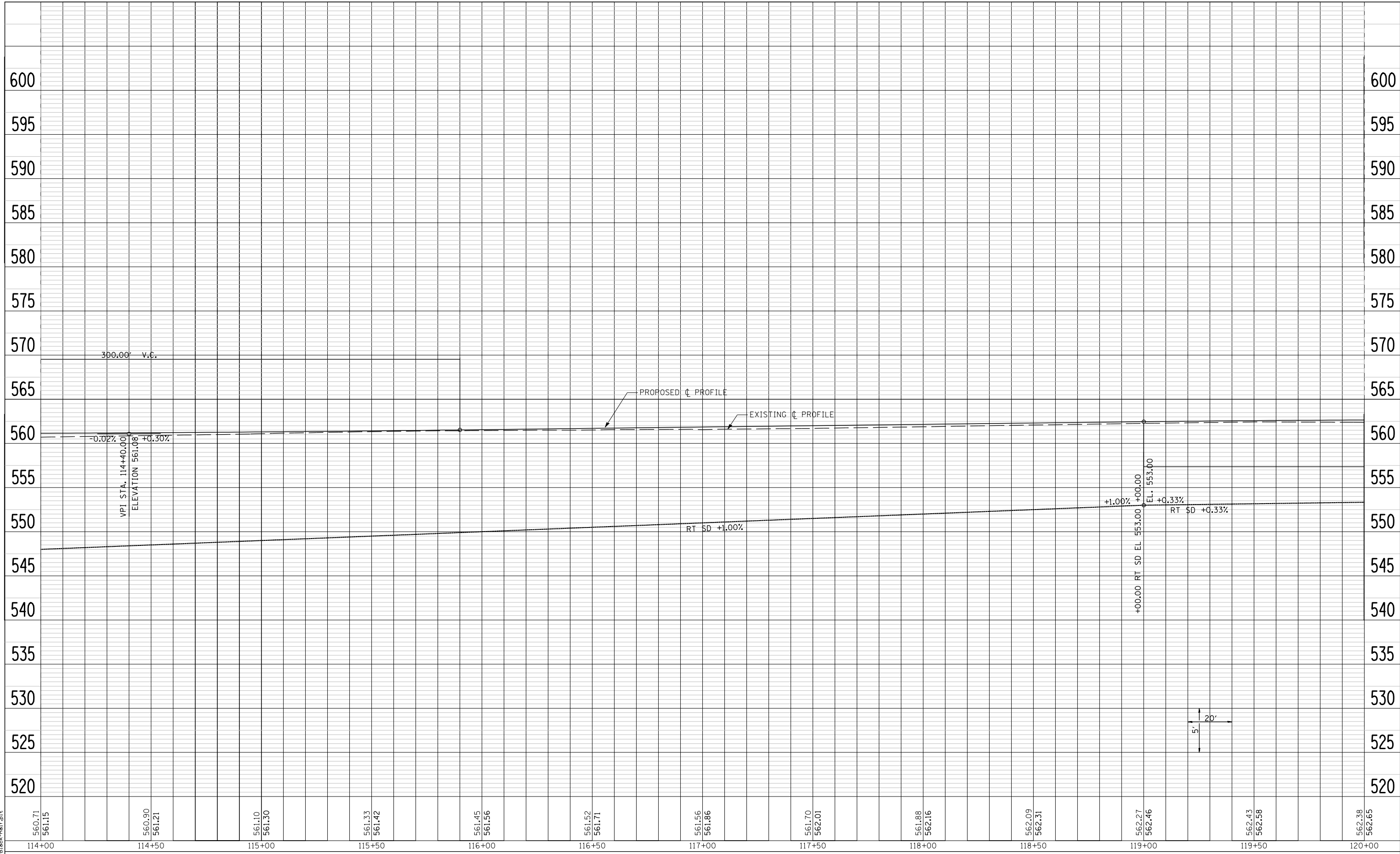
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PLAN - BUSINESS LOOP 55
 SCALE: 1" = 20'
 SHEET NO. 8 OF 9 SHEETS
 STA. 114+00 TO STA. 120+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	45
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOT AT THIS OFFICE		
	NOTE BOOK NO.		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOT AT THIS OFFICE		
	NOTE BOOK NO.		
	CADD FILE NAME		



LAST SAVED = 5/23/2013
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 PLOT DRIVER = Trx8pdf-black-HaIf.plt

FILE NAME =	USER NAME = jepettibone	DESIGNED -	REVISED -
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PLOT DATE = 5/23/2013 10:40:02 AM		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

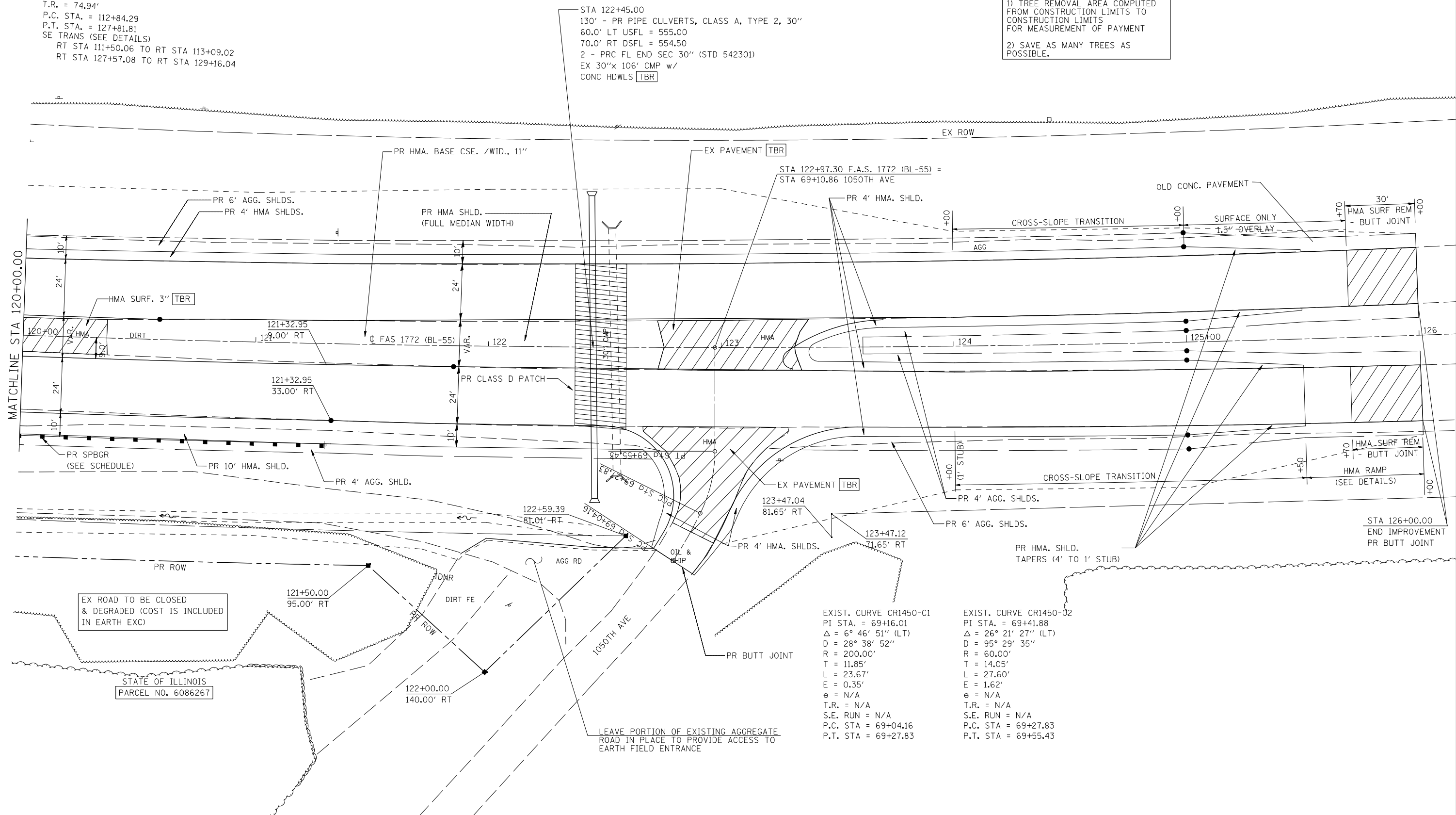
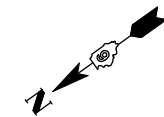
PROFILE - BUSINESS LOOP 55	
SCALE: 1" = 20'	SHEET NO. 8 OF 9 SHEETS
STA. 114+00.00 TO STA. 120+00.00	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	46
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

EXIST. CURVE 100
 PI STA. = 120+34.99
 $\Delta = 10^\circ 05' 14''$ (LT)
 $D = 0^\circ 40' 25''$
 $R = 8,505.95'$
 $T = 750.70'$
 $L = 1,497.52'$
 $E = 33.06'$
 $e = RC (1.5\%)$
 $T.R. = 74.94'$
 P.C. STA. = 112+84.29
 P.T. STA. = 127+81.81
 SE TRANS (SEE DETAILS)
 RT STA 111+50.06 TO RT STA 113+09.02
 RT STA 127+57.08 TO RT STA 129+16.04

STA 120+00 TO STA 124+50
 PR TREE REMOVAL = 0.01 AC

NOTE:
 1) TREE REMOVAL AREA COMPUTED FROM CONSTRUCTION LIMITS TO CONSTRUCTION LIMITS FOR MEASUREMENT OF PAYMENT
 2) SAVE AS MANY TREES AS POSSIBLE.



EXIST. CURVE CR1450-C1
 PI STA. = 69+16.01
 $\Delta = 6^\circ 46' 51''$ (LT)
 $D = 28^\circ 38' 52''$
 $R = 200.00'$
 $T = 11.85'$
 $L = 23.67'$
 $E = 0.35'$
 $e = N/A$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 P.C. STA = 69+04.16
 P.T. STA = 69+27.83

EXIST. CURVE CR1450-D2
 PI STA. = 69+41.88
 $\Delta = 26^\circ 21' 27''$ (LT)
 $D = 95^\circ 29' 35''$
 $R = 60.00'$
 $T = 14.05'$
 $L = 27.60'$
 $E = 1.62'$
 $e = N/A$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 P.C. STA = 69+27.83
 P.T. STA = 69+55.43

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

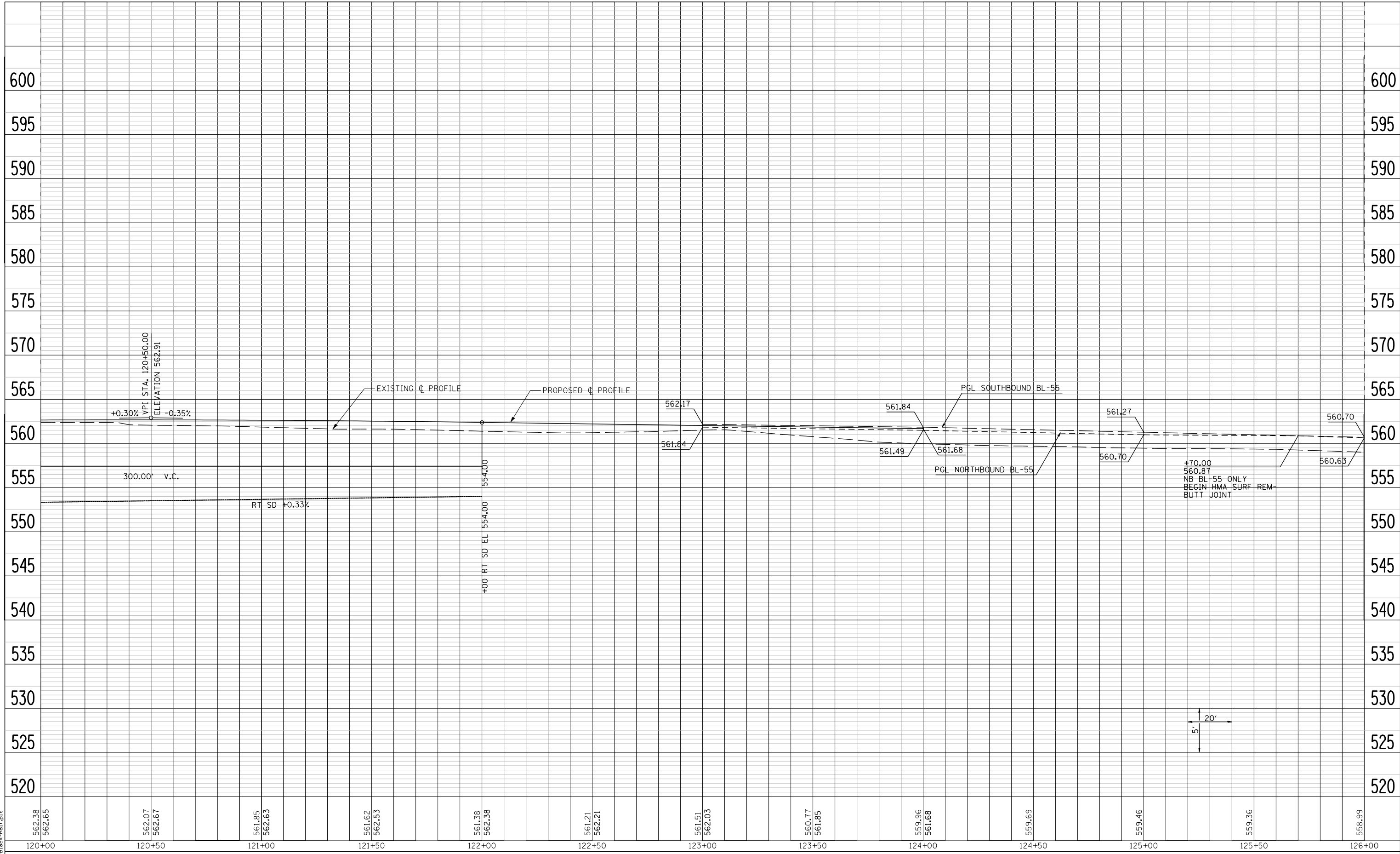
PLAN - BUSINESS LOOP 55

SCALE: 1" = 20' SHEET NO. 9 OF 9 SHEETS STA. 120+00 TO STA. 126+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	47
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOT AT THIS OFFICE		
	NOTE BOOK NO.		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
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	NOTE BOOK NO.		
	CADD FILE NAME		



LAST SAVED = 5/23/2013
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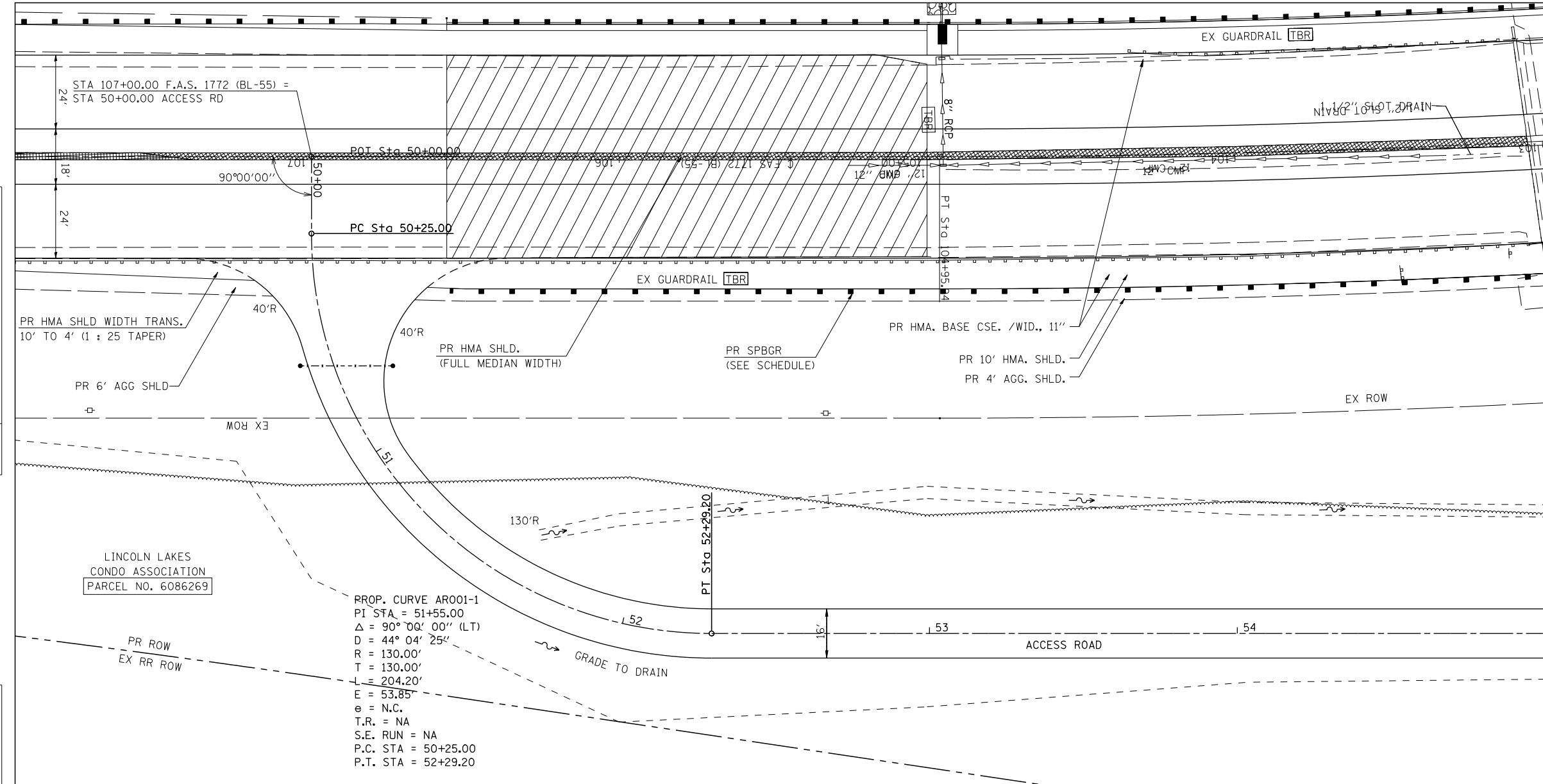
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PROFILE - BUSINESS LOOP 55	
SCALE: 1" = 20'	SHEET NO. 9 OF 9 SHEETS
STA. 120+00.00 TO STA. 126+00.00	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	48
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

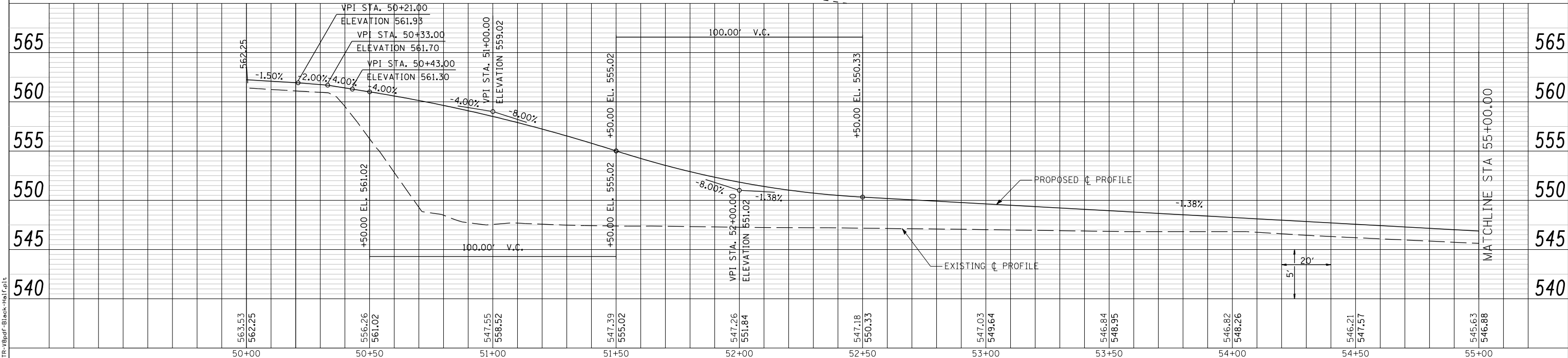
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	PLOTTED	
	CHECKED	
	BY	
	NO. BOOK	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO. BOOK	
	NO.	



MATCHLINE STA 55+00.00

PROP. CURVE AR001-1
 PI STA = 51+55.00
 $\Delta = 90^\circ 00' 00''$ (LT)
 R = 130.00'
 T = 130.00'
 L = 204.20'
 E = 53.85'
 $\theta =$ N.C.
 T.R. = NA
 S.E. RUN = NA
 P.C. STA = 50+25.00
 P.T. STA = 52+29.20



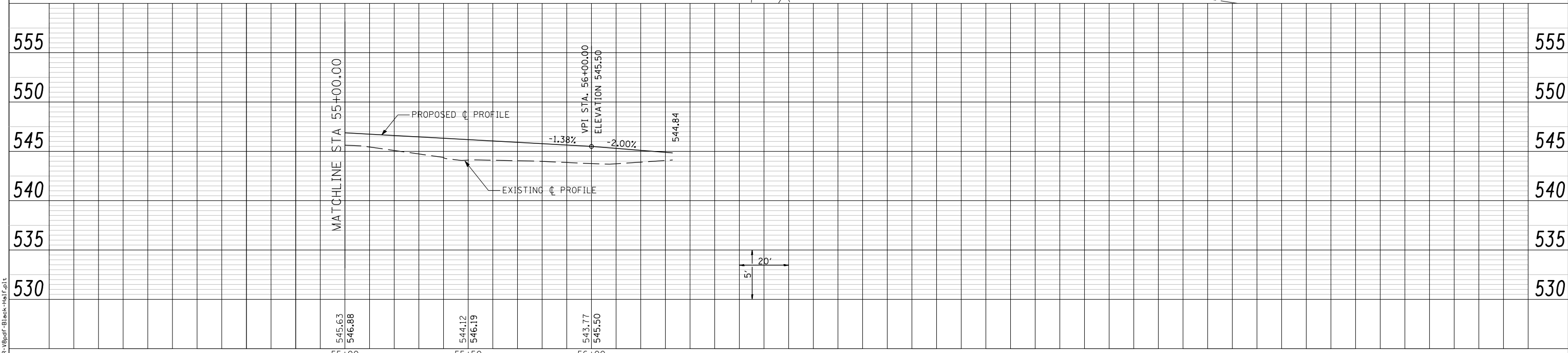
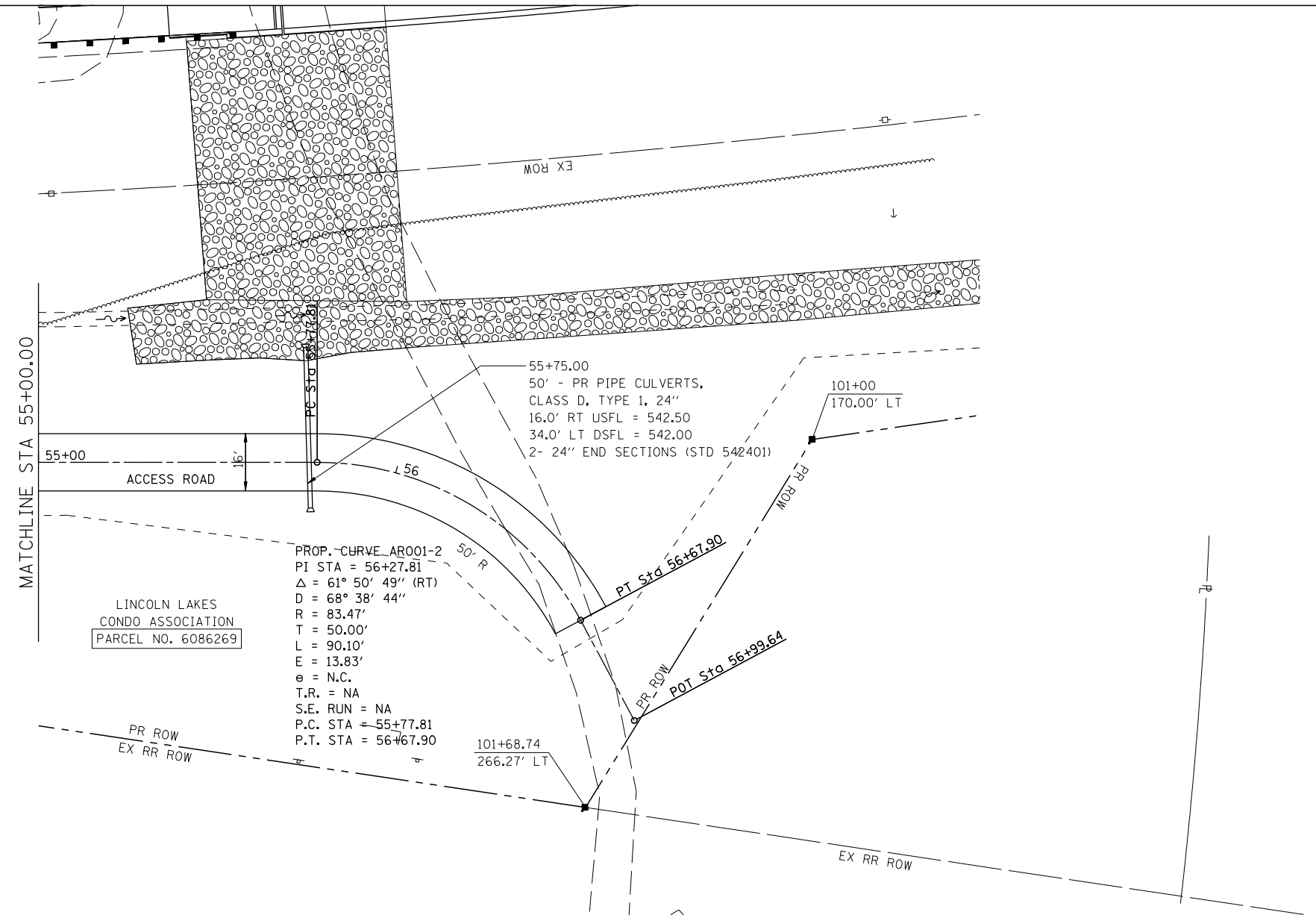
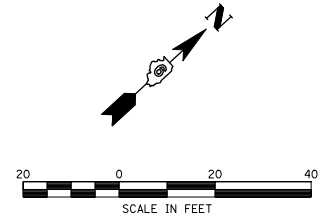
MATCHLINE STA 55+00.00

LAST SAVED = 5/23/2013 10:40:08 AM
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 PLOT DRIVER = IR-28pdf-Black-HaIF.plt

FILE NAME =	USER NAME = jepettibone	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN & PROFILE - ACCESS ROAD			F.A.U. RTE. = 7706	SECTION = 23(B-1)	COUNTY = LOGAN	TOTAL SHEETS = 179	SHEET NO. = 50
DRAWN -	CHECKED -	REVISED -	REVISED -		SCALE: 1"=20'	SHEET NO. 1 OF 2 SHEETS	STA 50+00 TO STA 55+00	BUS. LOOP 55 OVER SALT CREEK CONTRACT NO. 72789				
PLOT SCALE = 40.0000' / IN.	DATE -	REVISED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
PLOT DATE = 5/23/2013 10:40:08 AM		REVISED -	REVISED -									

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	AT		
	FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	AT		
	FILE NAME		
	NO.		



LAST SAVED = 5/23/2013
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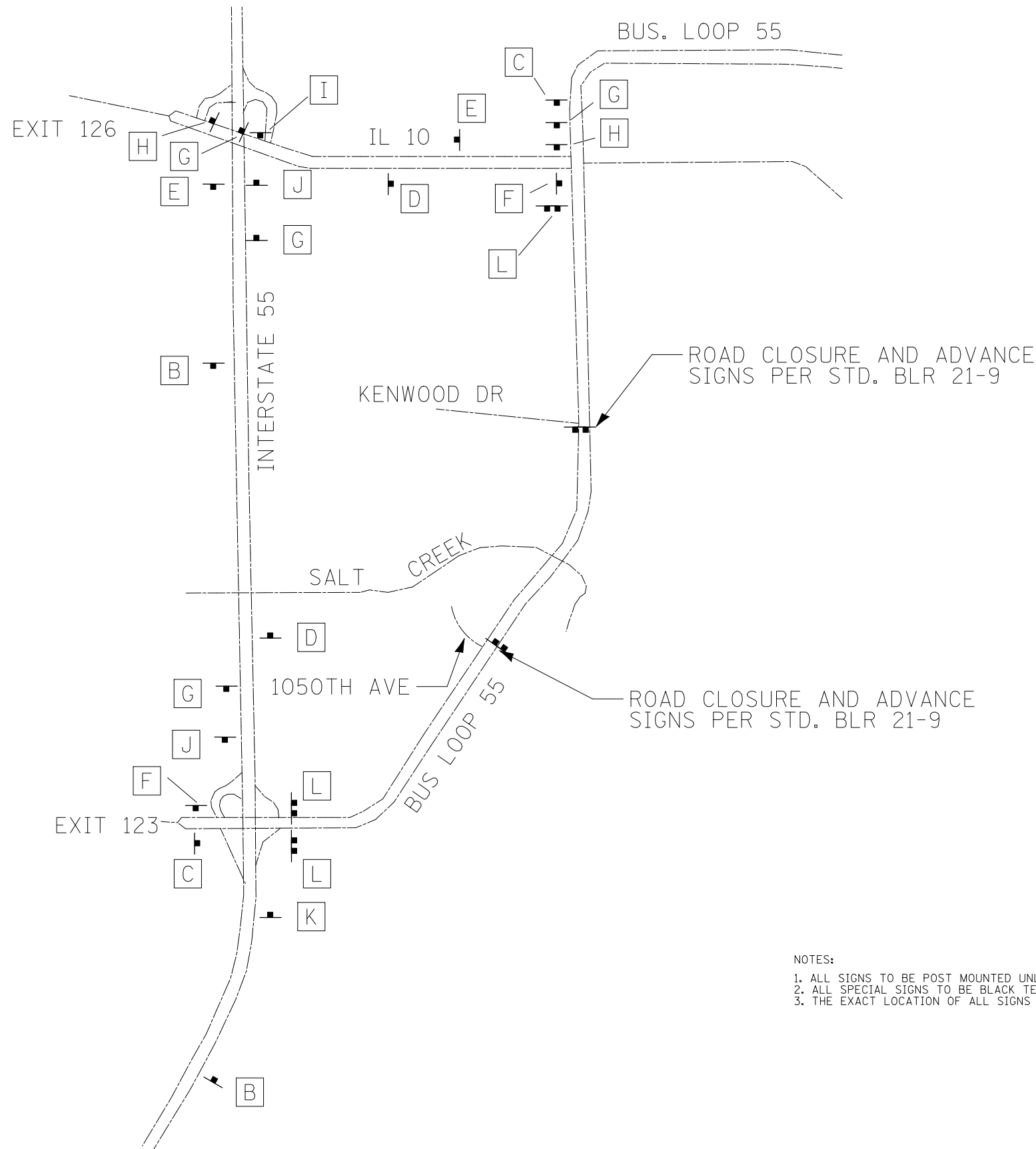
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		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN & PROFILE - ACCESS ROAD

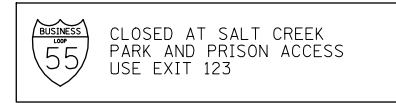
SCALE: 1"=20' SHEET NO. 2 OF 2 SHEETS STA 55+00 TO STA 56+70

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	51
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	



NOTES:
 1. ALL SIGNS TO BE POST MOUNTED UNLESS OTHERWISE NOTED
 2. ALL SPECIAL SIGNS TO BE BLACK TEXT ON ORANGE BACKGROUND
 3. THE EXACT LOCATION OF ALL SIGNS TO BE AS DIRECTED BY THE ENGINEER

SPECIAL SIGNS



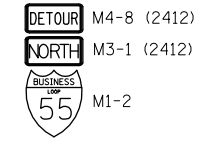
SIGN "A"
NOT USED

SIGN "B"
LOCATION: I-55 SB - 1 MILE NORTH OF EXIT 123
I-55 NB - 1 MILE SOUTH OF EXIT 123

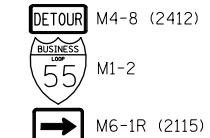


SIGN "C"
LOCATION: (1) BUS. LOOP 55 - 1 MILE NORTH OF IL 10
(2) BUS. LOOP 55 - 500' WEST OF WEST RAMP JCT. EXIT 123

STANDARD SIGNS



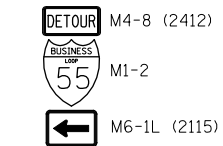
SIGN "D"
LOCATION: (1) I-55 NB - 1000' NORTH OF EXIT 123
(2) IL 10 EB - 500' EAST OF EXIT 126



SIGN "H"
LOCATION: (1) BUS. LOOP 55 SB - 500' NORTH OF IL 10
(2) IL 10 WB - 200' EAST OF SB RAMP JUNCTION



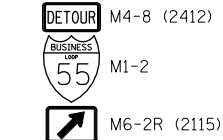
SIGN "E"
LOCATION: (1) IL 10 WB - 500' WEST OF BUS. LOOP 55
(2) I-55 SB - 1000' SOUTH OF EXIT 126



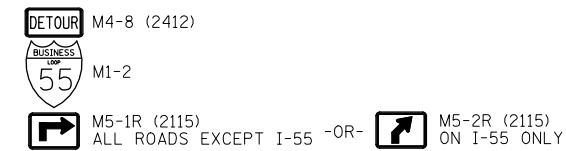
SIGN "I"
LOCATION: END OF I-55 NB EXIT RAMP AT EXIT 126



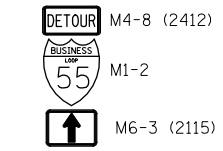
SIGN "F"
LOCATION: (1) IL 10 EB - PLACE AT INTERSECTION
(2) I-55 SB RAMP AT EXIT 123 - PLACE AT INTERSECTION



SIGN "J"
LOCATION: (1) I-55 NB - 1000' SOUTH OF EXIT 126
(2) I-55 SB - 1000' NORTH OF EXIT 123



SIGN "G"
LOCATION: (1) I-55 NB - 1500' SOUTH OF EXIT 126
(2) BUS. LOOP 55 SB - 1000' NORTH OF IL 10
(3) IL 10 WB - EAST SIDE OF STRUCTURE OVER I-55
(4) I-55 SB - 1500' NORTH OF EXIT 123



SIGN "K"
LOCATION: I-55 NB - 500' SOUTH OF EXIT 123



SIGN "L"
LOCATION: (1) BUS. LOOP 55 SB - 1 MILE NORTH OF ROAD CLOSURE
(2) BUS. LOOP 55 NB LT SIDE - 1 MILE SOUTH OF ROAD CLOSURE
(3) BUS. LOOP 55 NB RT SIDE - 1 MILE SOUTH OF ROAD CLOSURE
MOUNT ON TYPE III BARRICADES

LAST SAVED = 5/16/2013
 PEN TABLE = 10-N41C143
 PLOT DRIVER = TR-18pdf-Block-Half.plt

FILE NAME =	USER NAME = jepettibone	DESIGNED -	REVISED -
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PLOT SCALE = 4.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 5/23/2013 10:40:11 AM		DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DETOUR PLAN

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	52
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

STORM WATER POLLUTION PREVENTION PLAN

Route: F. A. U. 7706 Marked: BUSINESS LOOP 55
 Section: 23(B-1) Project No.:
 County: LOGAN Contract No.: 72789
 Starting Station: 73+00.00 (Longitude: 89°23' 11" W Latitude: 40°08' 15" N)
 Ending Station: 124+50.00 (Longitude: 89°23' 41" W Latitude: 40°07' 32" N)

Starting Station: 73+00.00
 Ending Station: 124+50.00

This plan has been prepared to comply with the provision of the NPDES Permit Number ILR10_____ issued by the Illinois Environmental Protection Agency for storm water discharges from construction site activities.

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

 (Signature)

 (Date)

 (Title)

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

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

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

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

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

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

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

SITE DESCRIPTION

Description of Construction Activity:

1. The proposed project consists of replacing the bridge for Business Loop 55 over Salt Creek just southwest of Lincoln with a similar single bridge. The project will be constructed on existing alignment, and will include reconstruction / resurfacing of approx. 1.0 mi of BL 55.
2. Construction consists of grading, constructing bridges / culverts, HMA pavement, widening, HMA resurfacing, combination concrete curb & gutter, placing aggregate shoulders and other miscellaneous work to complete improvements to the proposed roadways.

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

1. Tree removal will be completed to clear approximately 6.25 acres of wooded land.
2. Excavation will be completed along the entire length to grade out for proposed roadway ditches and waterways.
3. Excavation will also be completed in proposed cut sections to lower the existing ground elevation to meet the proposed roadway grade/vertical alignment.
4. Embankment will be completed in fill areas to raise the existing ground elevation to meet the proposed roadway foreslope and backslope.
5. Drainage structures will be installed before and/or during the construction of the excavation and embankment to allow proper drainage across the proposed four lane facility.
6. Placement, maintenance, removal and proper clean-up of temporary erosion control, such as erosion control fence, hay or straw bale ditch checks, riprap ditch checks, sediment basins, temporary seeding, etc.
7. Placement of permanent erosion control, such as riprap ditch lining, riprap stilling basins, riprap dry dams, excelsior blanket, seeding, etc.
8. Final grading, paving and other miscellaneous items.

Area of Construction Site:

The total drainage area entering and including the construction site is estimated to be approx. 0.06 sq miles in which 13.8 acres will be disturbed by excavation, grading or other activities.

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

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

Drainage Tributaries Receiving Water from this Construction Site:

1. Salt Creek

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

STORM WATER POLLUTION PREVENTION PLAN

SCALE: NONE SHEET NO. 1 OF 15 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	53
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

CONTROLS - EROSION CONTROLS AND SEDIMENT CONTROLS

Description of Stabilization Practices at the Beginning of Construction:

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

Description of Stabilization Practices During Construction:

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

(f) Construction equipment shall be stored and fueled only at designated locations. All necessary measures shall be taken to contain any fuel or pollution run-off in compliance with EPA water quality regulations. Leaking equipment or supplies shall be immediately repaired or removed from the site.

(g) Qualified Personnel shall inspect the project at least every seven days and within 24 hours of the end of a storm that is 0.5 inch or greater as noted in BDE 2342.

(h) Sediment collected during construction by the various temporary erosion control systems shall be disposed of on the site on a regular basis as directed by the Engineer.

(i) The temporary erosion control systems shall be removed as directed by the Engineer after use is no longer needed or no longer functioning. The costs of this removal shall be included in the unit bid price for the temporary erosion control system. No additional compensation will be allowed.

Description of Structural Practices After Final Grading:

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

Maintenance after Construction:

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

DOCUMENTATION

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

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

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

STORM WATER POLLUTION PREVENTION PLAN

SCALE: NONE SHEET NO. 2 OF 15 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	54
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACTOR CERTIFICATION STATEMENT

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

Route: FAU 7706 Marked: BUSINESS LOOP 55
 Section: 23(B-1) Project No.: _____
 County: LOGAN Contract No.: 72789

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

In addition, I have read and understand all of the information and requirements stated in the SWPPP for the above mentioned project; I have received copies of all appropriate maintenance procedures; and, I have provided all documentation required to be in compliance with the Permit ILR10 and SWPPP and will provide timely updates to these documents as necessary.

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

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

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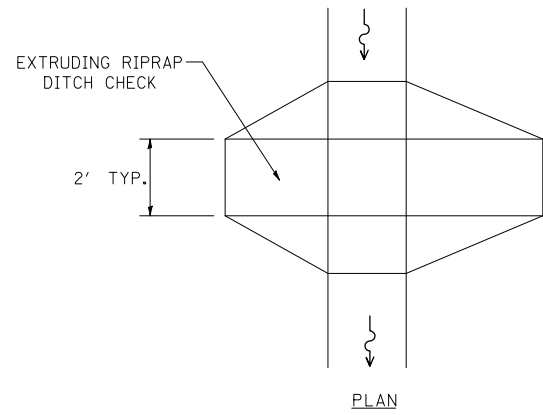
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

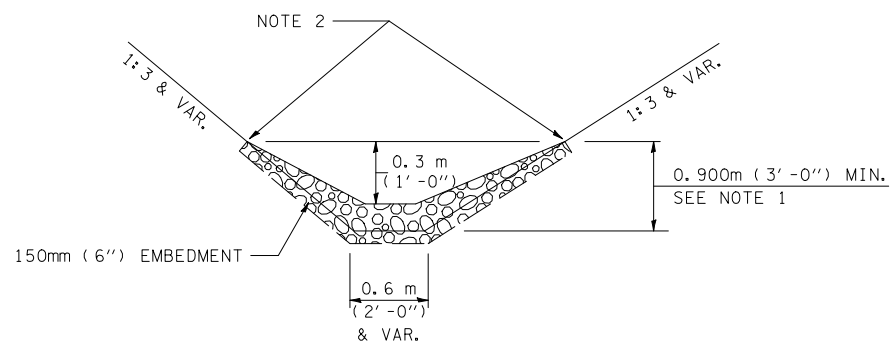
STORM WATER POLLUTION PREVENTION PLAN

SCALE: NONE SHEET NO. 3 OF 15 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	55
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



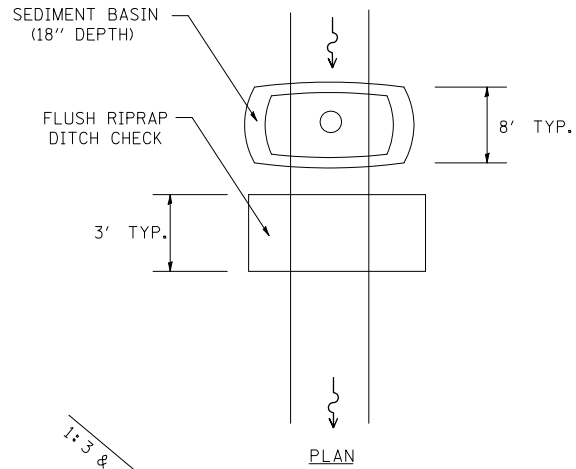
PLAN



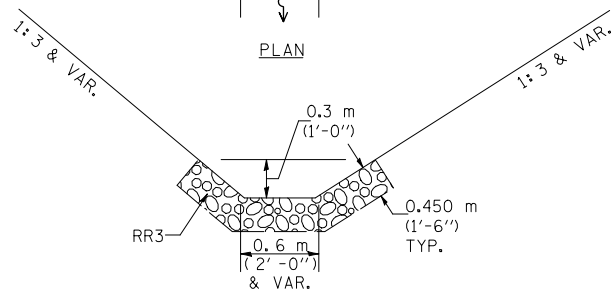
ELEVATION

OPTION 1

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



PLAN



ELEVATION

OPTION 2

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

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

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

NOTE 2: ENDS SHALL BE TIED INTO SLOPES.

LEGEND FOR STORM WATER POLLUTION PREVENTION PLAN

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

GENERAL NOTES:

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

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

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

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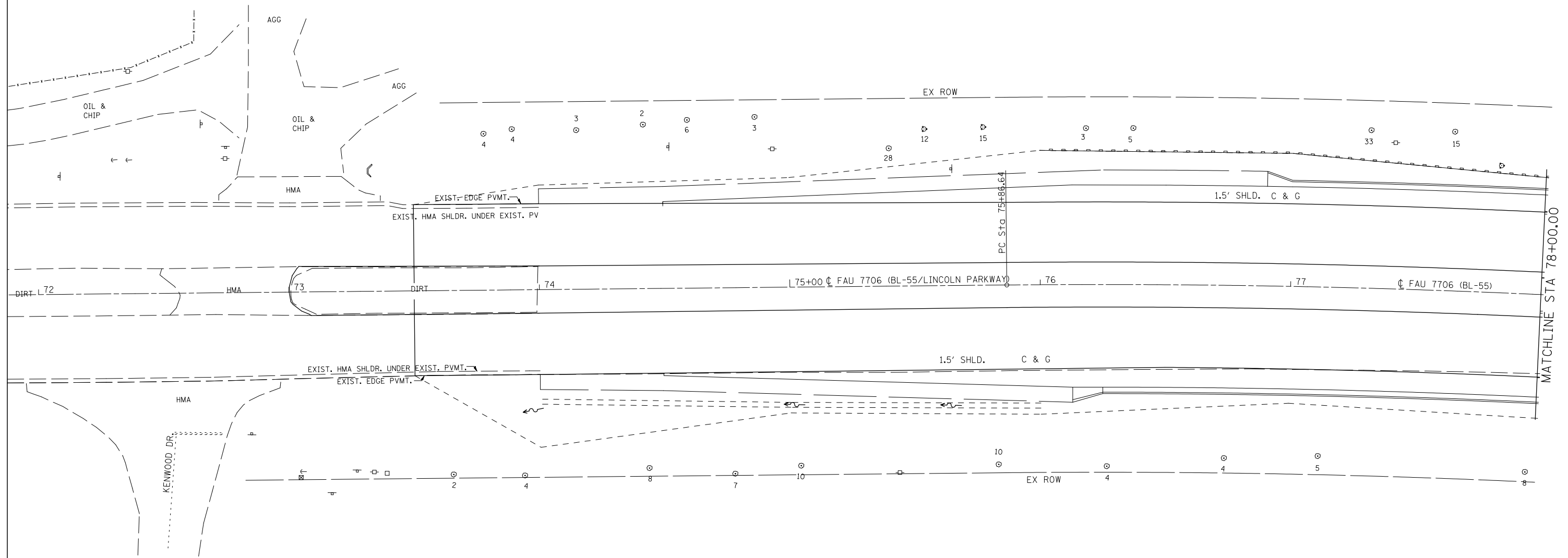
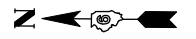
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		DATE - APRIL 5, 1999	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STORM WATER POLLUTION PREVENTION PLAN

SCALE: NONE SHEET NO. 4 OF 15 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	56
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



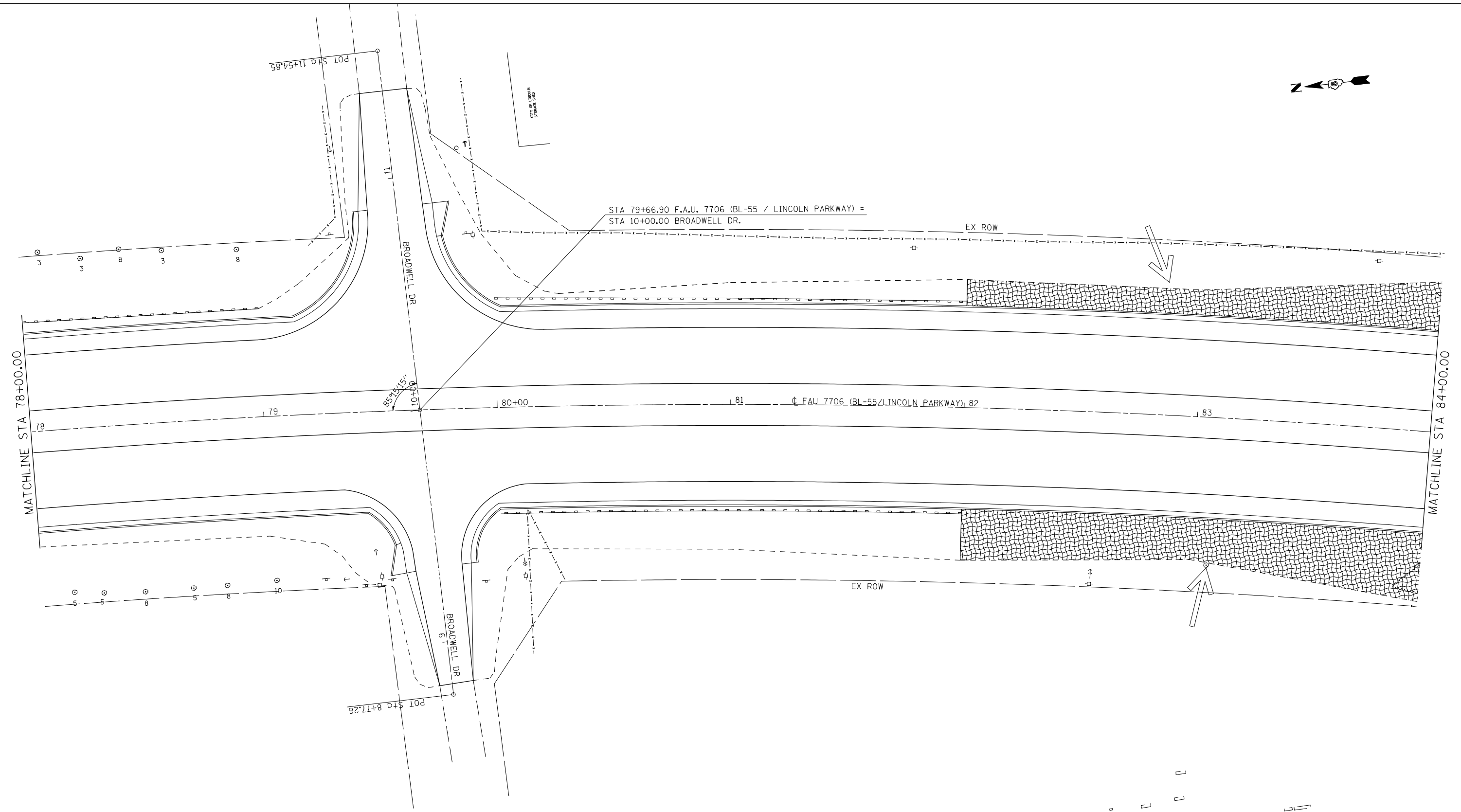
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN			
SCALE: 1" = 20'	SHEET NO. 5 OF 15 SHEETS	STA. 72+00	TO STA. 78+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	57
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



CEMETERY
(HEAD STONES)

STA 83+87 TO STA 84+00
PR TREE REMOVAL = AC

NOTE:
1) TREE REMOVAL AREA COMPUTED
FROM R.O.W. LINE TO R.O.W. LINE
FOR MEASUREMENT OF PAYMENT

2) SAVE AS MANY TREES AS
POSSIBLE.

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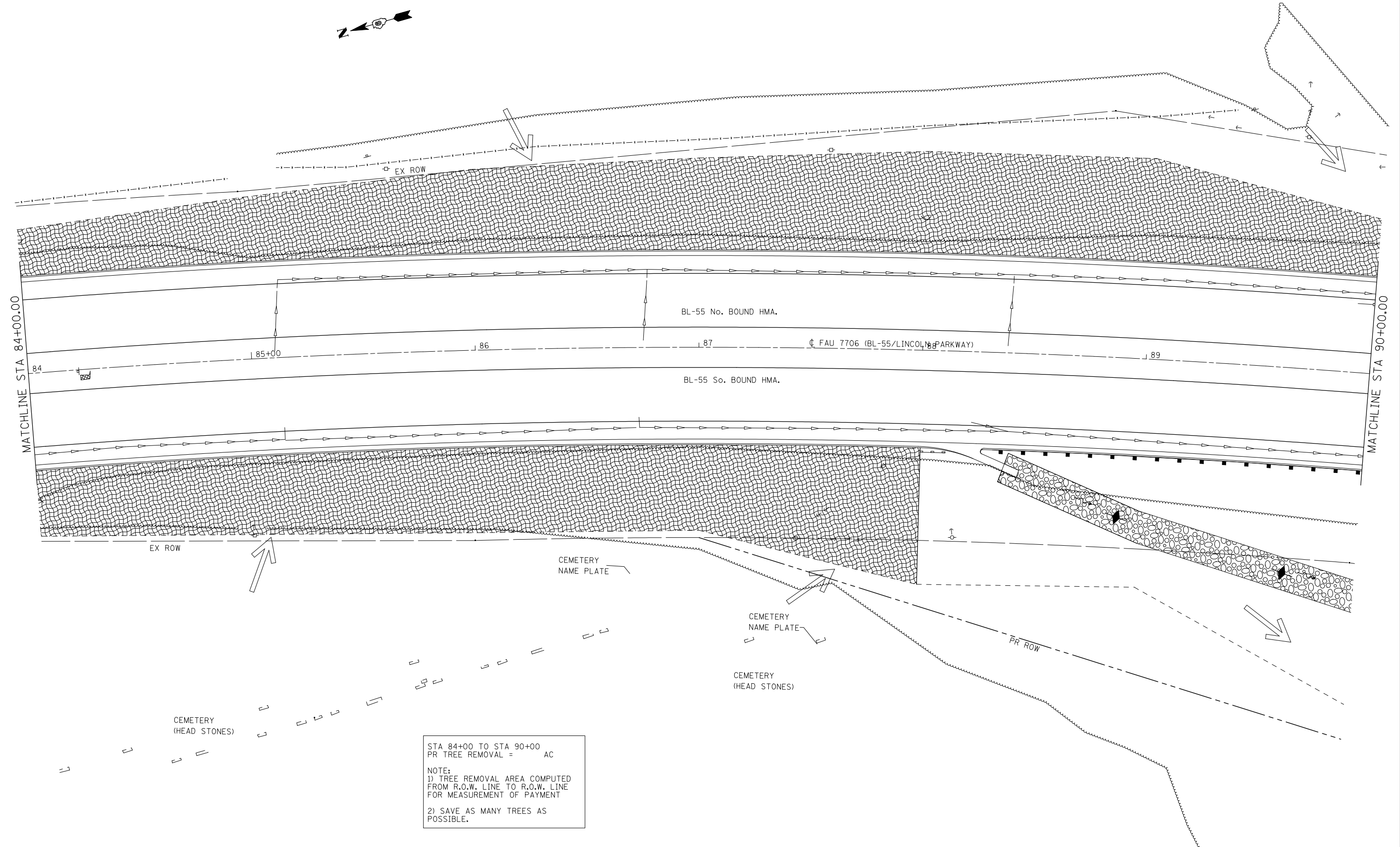
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STORMWATER POLLUTION PREVENTION PLAN

SCALE: 1" = 20' SHEET NO. 6 OF 15 SHEETS STA. 78+00 TO STA. 84+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	58
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



STA 84+00 TO STA 90+00
PR TREE REMOVAL = AC

NOTE:
1) TREE REMOVAL AREA COMPUTED FROM R.O.W. LINE TO R.O.W. LINE FOR MEASUREMENT OF PAYMENT
2) SAVE AS MANY TREES AS POSSIBLE.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

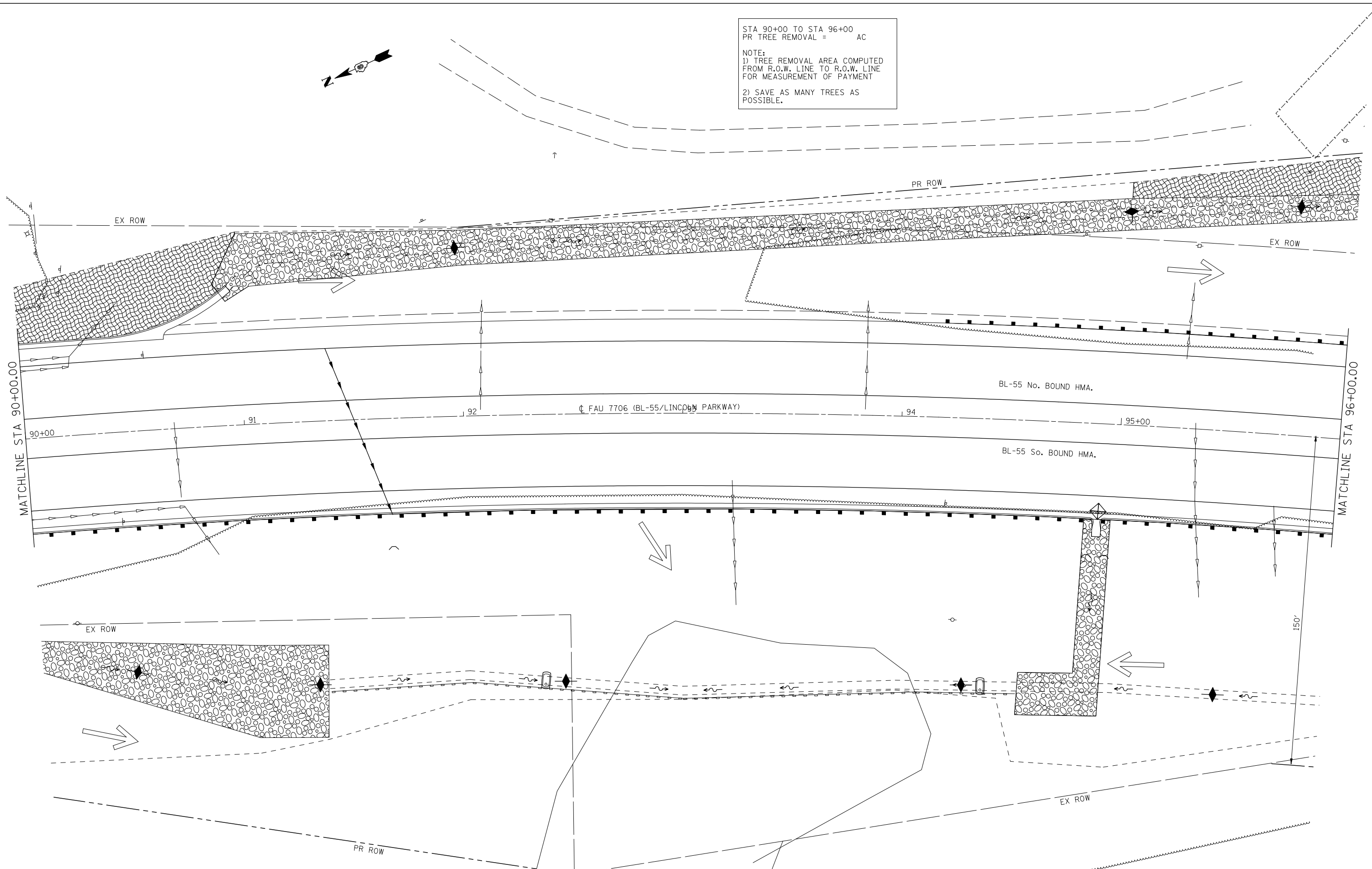
STORMWATER POLLUTION PREVENTION PLAN

SCALE: 1" = 20' SHEET NO. 7 OF 15 SHEETS STA. 84+00 TO STA. 90+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	59
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

STA 90+00 TO STA 96+00
 PR TREE REMOVAL = AC

NOTE:
 1) TREE REMOVAL AREA COMPUTED
 FROM R.O.W. LINE TO R.O.W. LINE
 FOR MEASUREMENT OF PAYMENT
 2) SAVE AS MANY TREES AS
 POSSIBLE.



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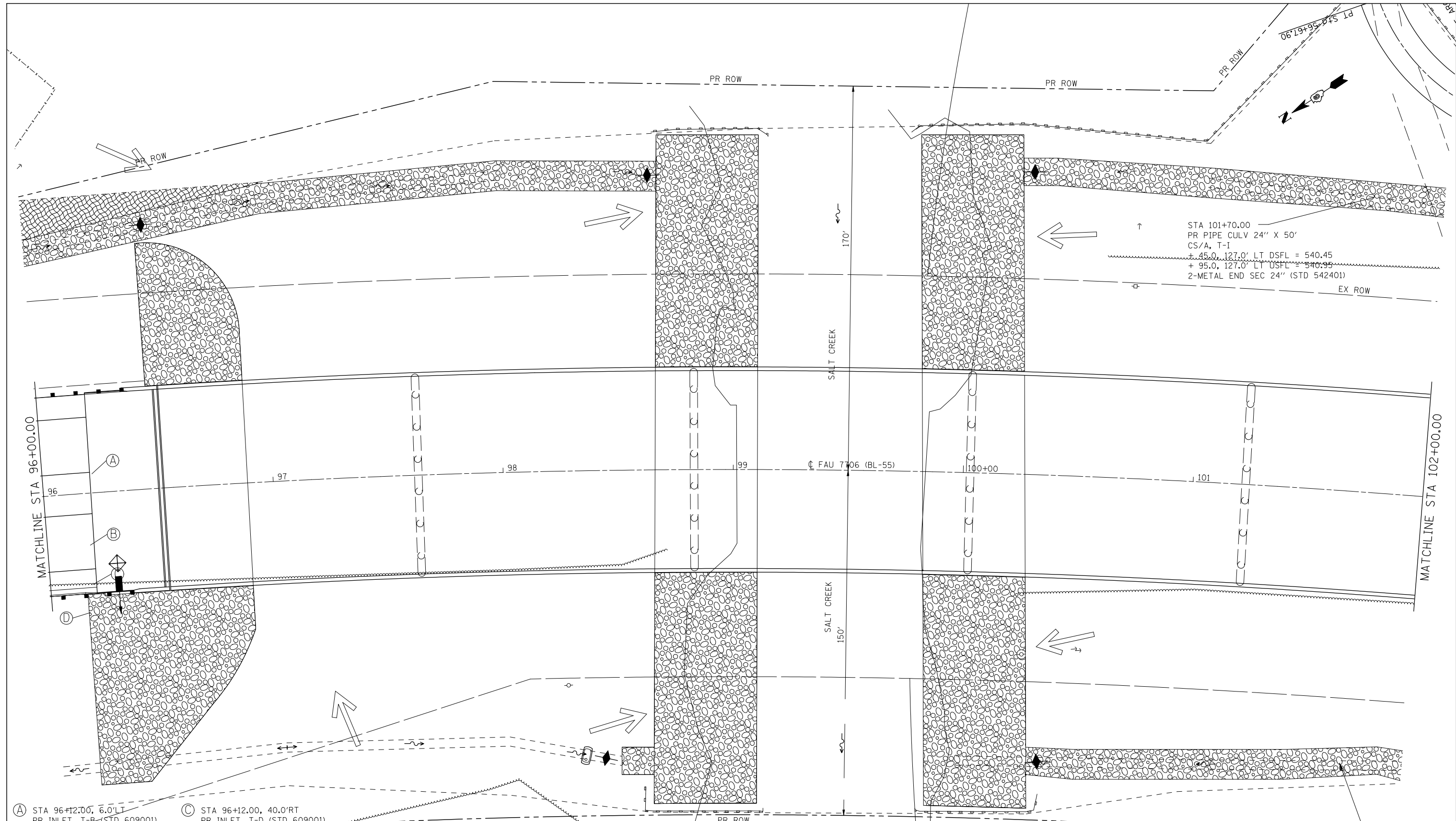
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

STORMWATER POLLUTION PREVENTION PLAN

SCALE: 1" = 20' SHEET NO. 8 OF 15 SHEETS STA. 90+00 TO STA. 96+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	60
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



- A** STA 96+12.00, 6.0' LT
 PR INLET, T-B (STD 609001)
 TOG = _____
 INV = _____
- B** STA 96+12.00, (0° SKEW)
 PR STORM SEWER 12" X 42.0'
 RCCP, TYPE I
 + 12.00, 5.0' LT USFL = _____
 + 12.00, 37.0' RT DSFL = _____
- C** STA 96+12.00, 40.0' RT
 PR INLET, T-D (STD 609001)
 TOG = _____
 INV = _____
- D** STA 96+12.00, (0° SKEW)
 PR PIPE DRAIN 12" X 10'
 CS/A, TYPE I
 + 12.00, 43.0' RT USFL = _____
 + 12.00, 53.0' RT DSFL = _____
 1-METAL END SEC 12" (STD 542401)

STA 96+00 TO STA 102+00
 PR TREE REMOVAL = _____ AC

NOTE:
 1) TREE REMOVAL AREA COMPUTED FROM R.O.W. LINE TO R.O.W. LINE FOR MEASUREMENT OF PAYMENT
 2) SAVE AS MANY TREES AS POSSIBLE.

STA 101+70.00
 PR PIPE CULV 24" X 50'
 CS/A, T-I
 + 45.0, 119.0' RT DSFL = 540.45
 + 95.0, 119.0' RT USFL = 540.95
 2-METAL END SEC 24" (STD 542401)

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

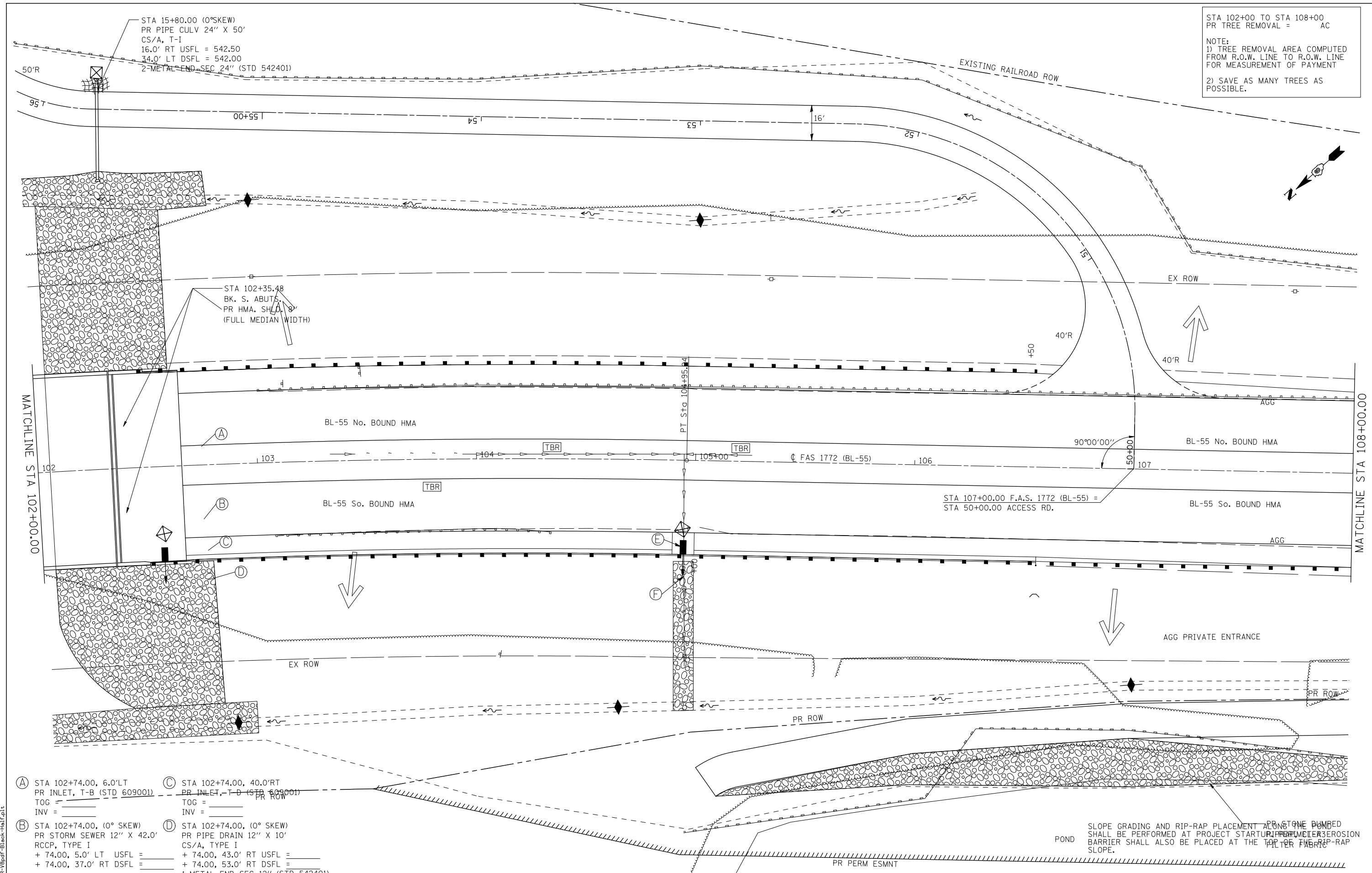
STORMWATER POLLUTION PREVENTION PLAN

SCALE: 1" = 20' SHEET NO. 9 OF 15 SHEETS STA. 96+00 TO STA. 102+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	61
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

STA 102+00 TO STA 108+00
 PR TREE REMOVAL = AC

NOTE:
 1) TREE REMOVAL AREA COMPUTED FROM R.O.W. LINE TO R.O.W. LINE FOR MEASUREMENT OF PAYMENT
 2) SAVE AS MANY TREES AS POSSIBLE.



STA 15+80.00 (0°SKEW)
 PR PIPE CULV 24" X 50'
 CS/A, T-I
 16.0' RT USFL = 542.50
 34.0' LT DSFL = 542.00
 2-METAL END SEC 24" (STD 542401)

STA 102+35.48
 BK. S. ABUTS.
 PR HMA. SH. 8'
 (FULL MEDIAN WIDTH)

STA 107+00.00 F.A.S. 1772 (BL-55) =
 STA 50+00.00 ACCESS RD.

- (A) STA 102+74.00, 6.0' LT
 PR INLET, T-B (STD 609001)
 TOG = _____
 INV = _____
- (B) STA 102+74.00, (0° SKEW)
 PR STORM SEWER 12" X 42.0'
 RCCP, TYPE I
 + 74.00, 5.0' LT USFL = _____
 + 74.00, 37.0' RT DSFL = _____
- (C) STA 102+74.00, 40.0' RT
 PR INLET, T-D (STD 609001)
 TOG = _____
 INV = _____
- (D) STA 102+74.00, (0° SKEW)
 PR PIPE DRAIN 12" X 10'
 CS/A, TYPE I
 + 74.00, 43.0' RT USFL = _____
 + 74.00, 53.0' RT DSFL = _____
 1-METAL END SEC 12" (STD 542401)

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		DATE - 08/2007	REVISED -

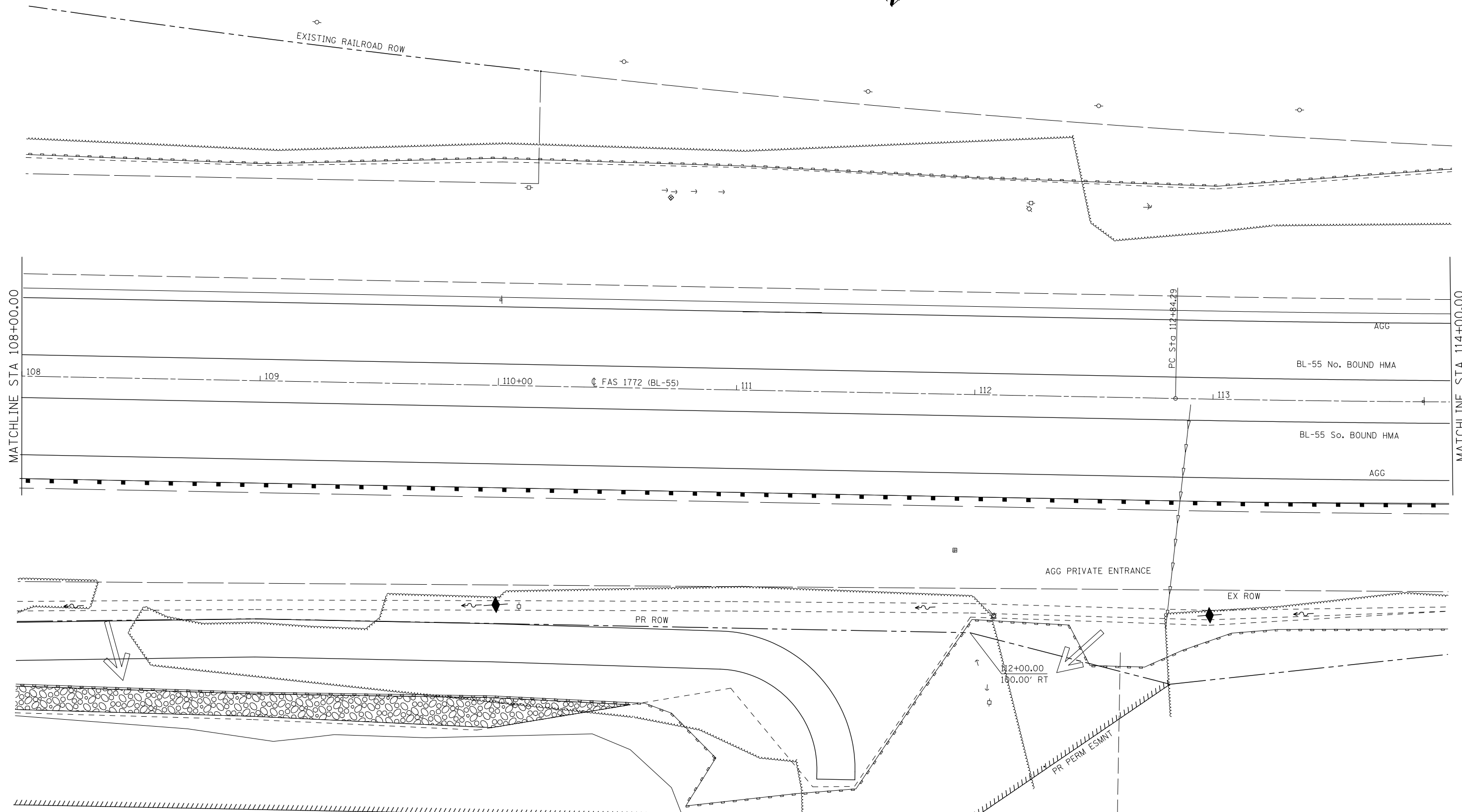
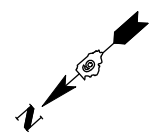
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

STORMWATER POLLUTION PREVENTION PLAN			
SCALE: 1" = 20'	SHEET NO. 10 OF 15 SHEETS	STA. 102+00	TO STA. 108+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	62
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

STA 108+00 TO STA 114+00
PR TREE REMOVAL = AC

NOTE:
1) TREE REMOVAL AREA COMPUTED
FROM R.O.W. LINE TO R.O.W. LINE
FOR MEASUREMENT OF PAYMENT
2) SAVE AS MANY TREES AS
POSSIBLE.



LAST SAVED = 5/23/2013
PEN TABLE = 08/14/13
PLOT DRIVER = TR-18pdf-Block-Half.plt

FILE NAME =	USER NAME = jepettibone	DESIGNED - JCN	REVISED -
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	PLOT DATE = 5/23/2013 10:40:37 AM	DATE - 08/2007	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

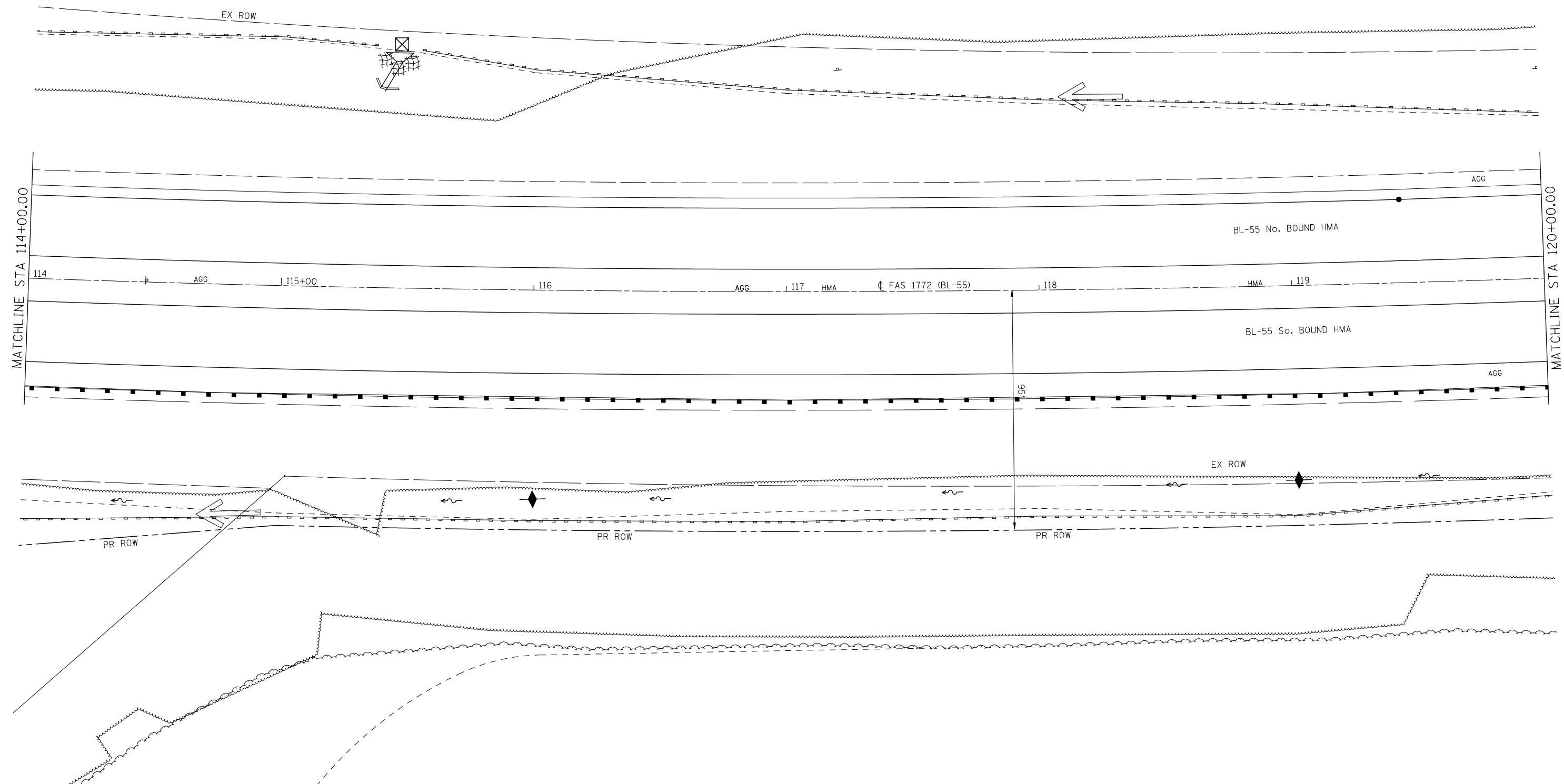
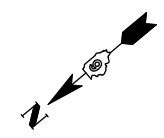
STORMWATER POLLUTION PREVENTION PLAN

SCALE: 1" = 20' SHEET NO. 11 OF 15 SHEETS STA. 108+00 TO STA. 114+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	63
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

STA 114+00 TO STA 120+00
 PR TREE REMOVAL = AC

NOTE:
 1) TREE REMOVAL AREA COMPUTED
 FROM R.O.W. LINE TO R.O.W. LINE
 FOR MEASUREMENT OF PAYMENT
 2) SAVE AS MANY TREES AS
 POSSIBLE.



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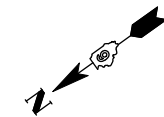
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

STORMWATER POLLUTION PREVENTION PLAN

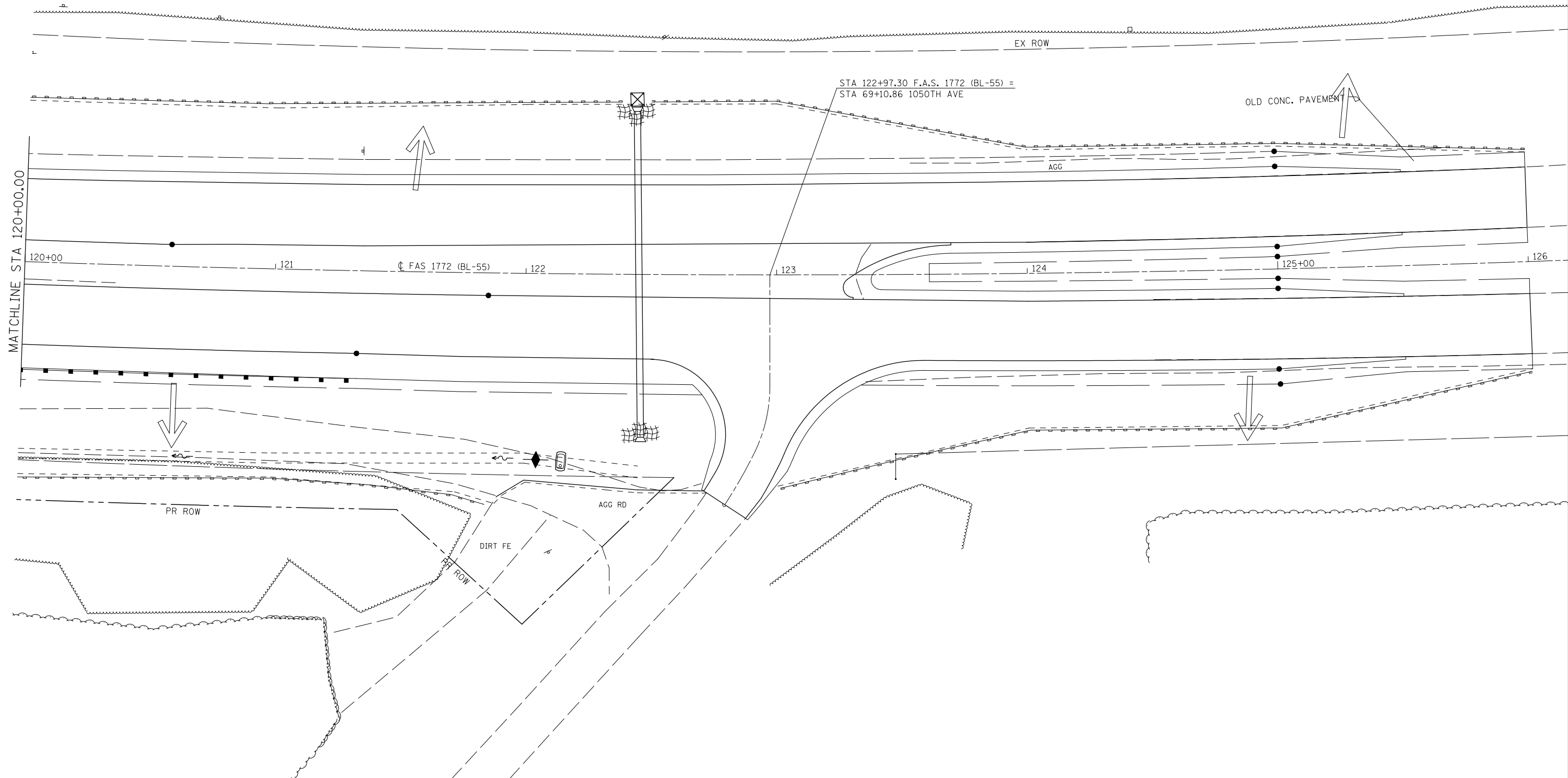
SCALE: 1" = 20' SHEET NO. 12 OF 15 SHEETS STA. 114+00 TO STA. 120+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	64
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



STA 120+00 TO STA 122+
 PR TREE REMOVAL = AC

NOTE:
 1) TREE REMOVAL AREA COMPUTED
 FROM R.O.W. LINE TO R.O.W. LINE
 FOR MEASUREMENT OF PAYMENT
 2) SAVE AS MANY TREES AS
 POSSIBLE.



LAST SAVED = 5/23/2013
 PEN TABLE = 081414141
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

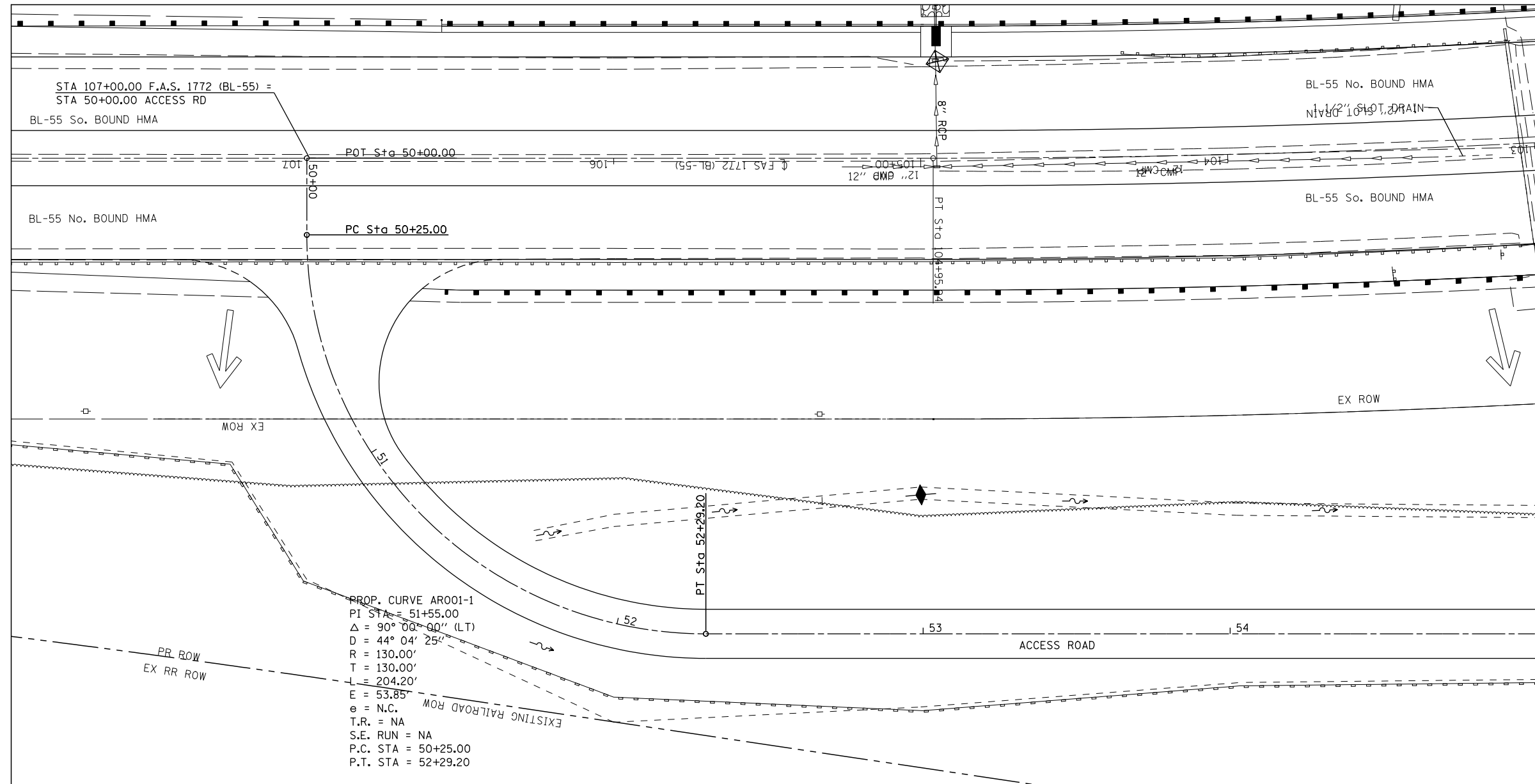
STORMWATER POLLUTION PREVENTION PLAN

SCALE: 1" = 20' SHEET NO. 13 OF 15 SHEETS STA. 120+00 TO STA. 126+00

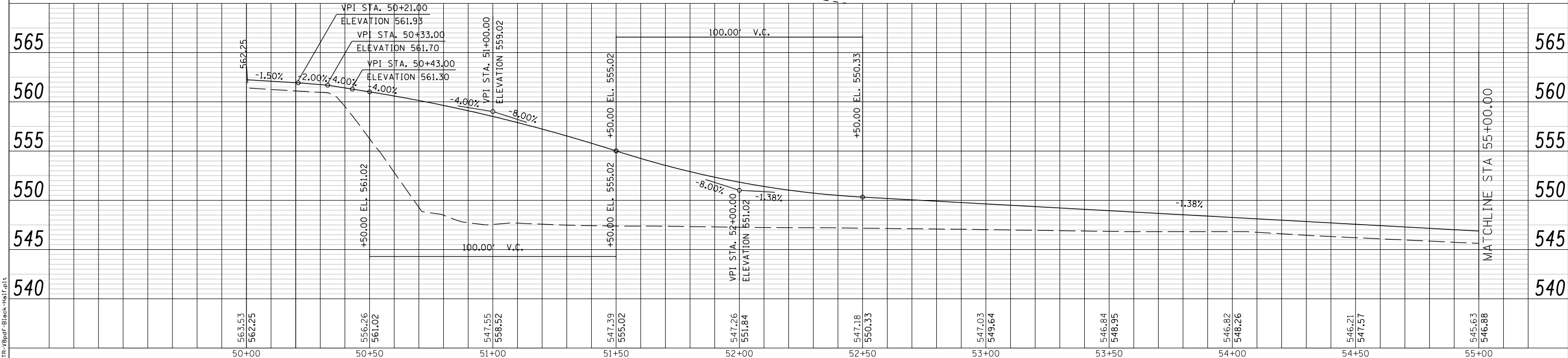
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	65
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	CADD FILE NAME		



PROP. CURVE AR001-1
 PI STA = 51+55.00
 $\Delta = 90^\circ 00' 00''$ (LT)
 $R = 130.00'$
 $T = 130.00'$
 $L = 204.20'$
 $E = 53.85'$
 $\theta = N.C.$
 T.R. = NA
 S.E. RUN = NA
 P.C. STA = 50+25.00
 P.T. STA = 52+29.20



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 PLOT DRIVER = Tr-20pdf-Black-HaIF.plt

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		DATE -	REVISED -

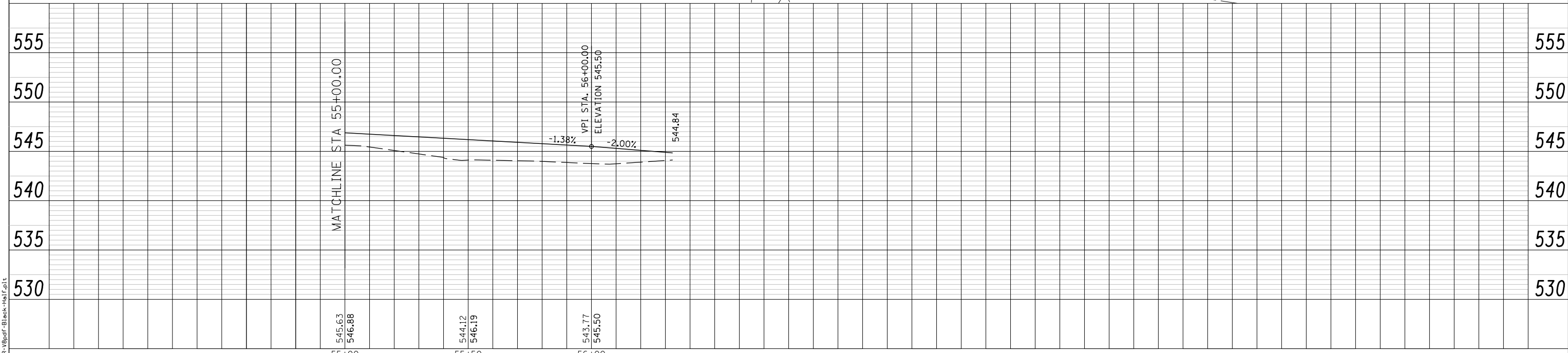
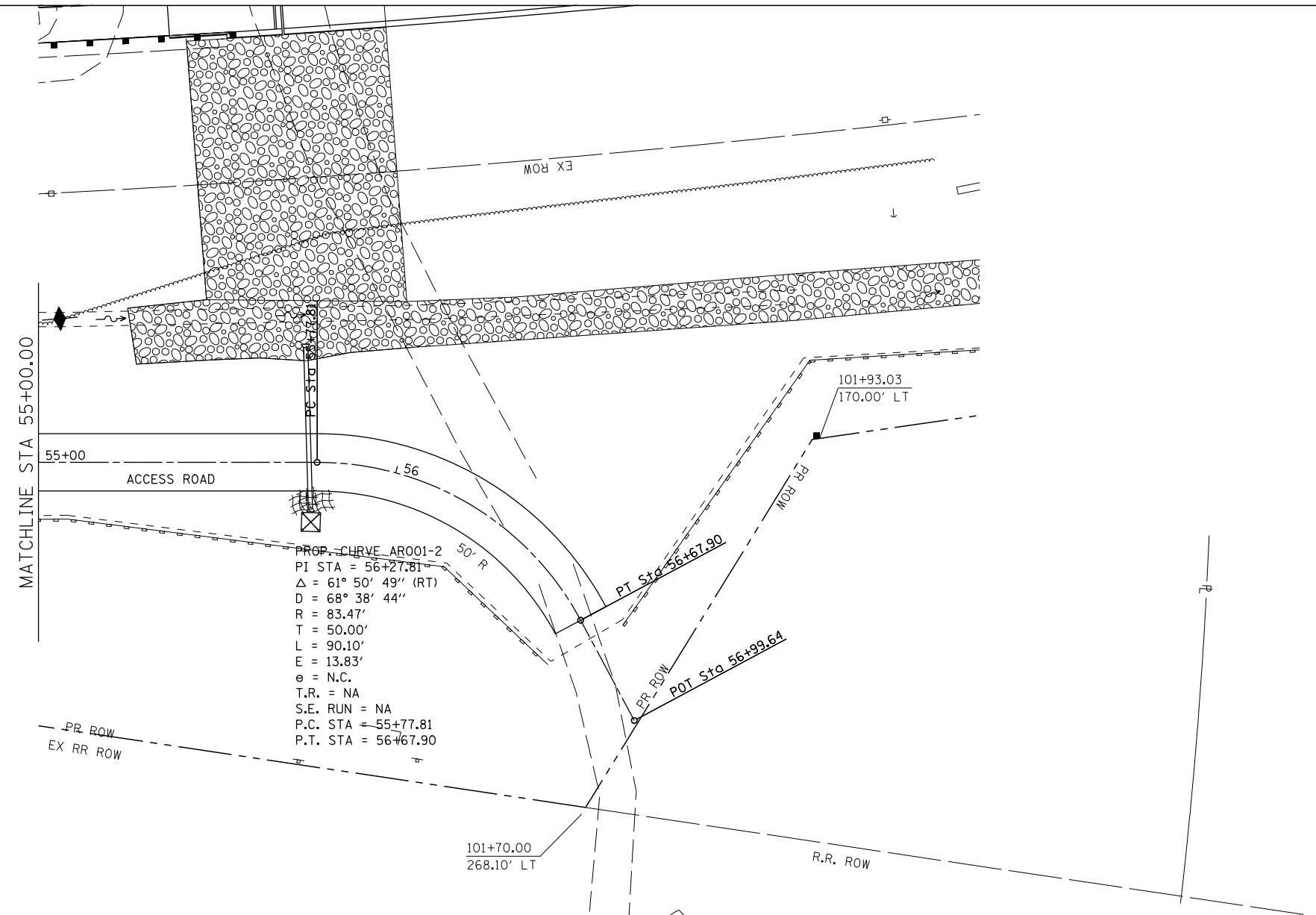
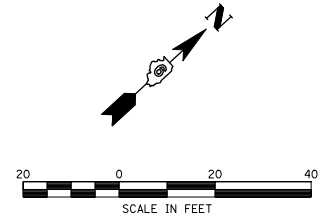
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

STORMWATER POLLUTION PREVENTION PLAN
 SCALE: 1"=20' SHEET NO. 14 OF 15 SHEETS STA 50+00 TO STA 55+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	173	66
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	AT		
	CADD FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NO.		



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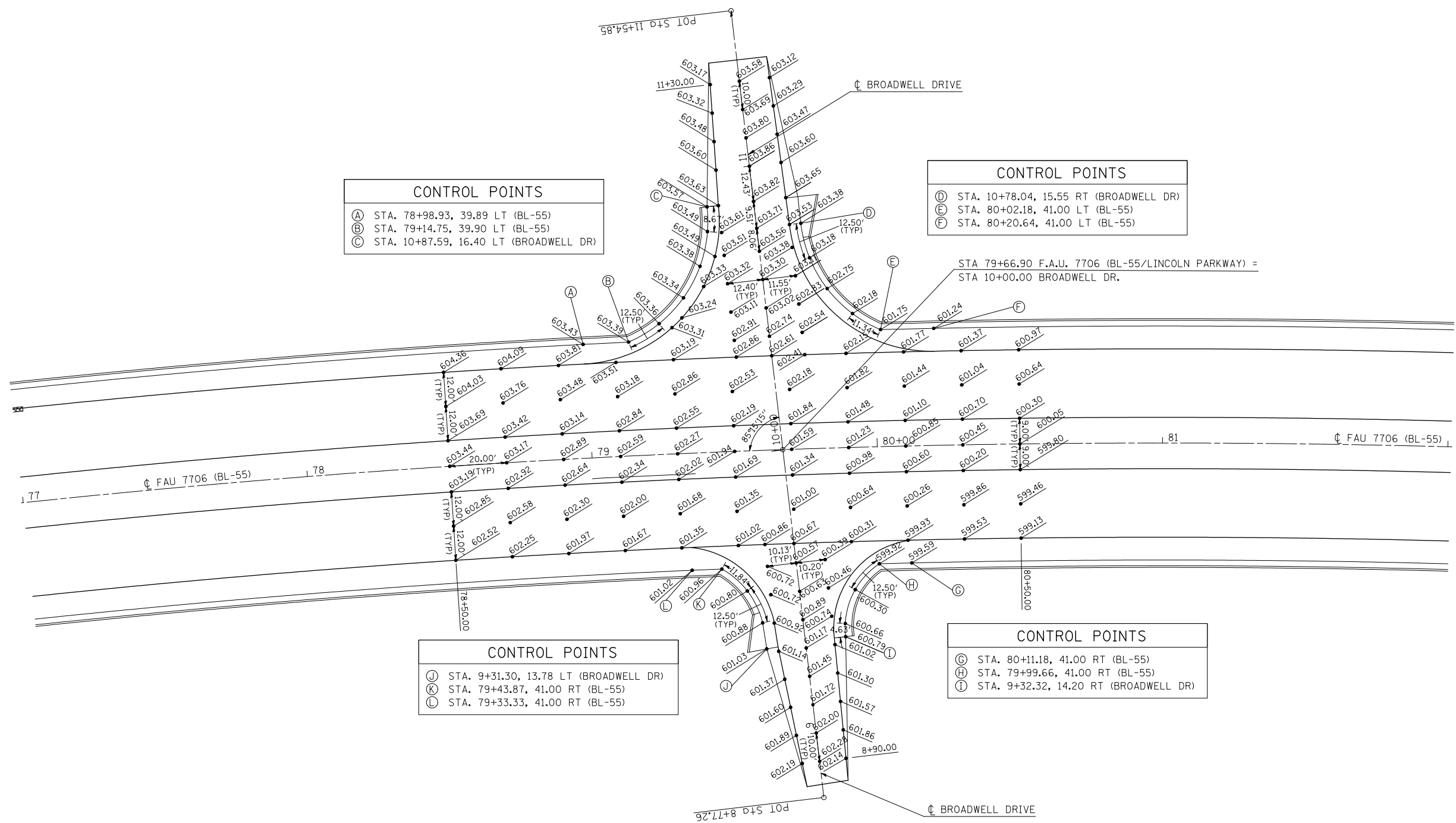
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		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

STORMWATER POLLUTION PREVENTION PLAN

SCALE: 1"=20' SHEET NO. 15 OF 15 SHEETS STA 55+00 TO STA 56+67.90

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	173	67
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	



CONTROL POINTS	
(A)	STA. 78+98.93, 39.89 LT (BL-55)
(B)	STA. 79+14.75, 39.90 LT (BL-55)
(C)	STA. 10+87.59, 16.40 LT (BROADWELL DR)

CONTROL POINTS	
(D)	STA. 10+78.04, 15.55 RT (BROADWELL DR)
(E)	STA. 80+02.18, 41.00 LT (BL-55)
(F)	STA. 80+20.64, 41.00 LT (BL-55)

CONTROL POINTS	
(J)	STA. 9+31.30, 13.78 LT (BROADWELL DR)
(K)	STA. 79+43.87, 41.00 RT (BL-55)
(L)	STA. 79+33.33, 41.00 RT (BL-55)

CONTROL POINTS	
(G)	STA. 80+11.18, 41.00 RT (BL-55)
(H)	STA. 79+99.66, 41.00 RT (BL-55)
(I)	STA. 9+32.32, 14.20 RT (BROADWELL DR)

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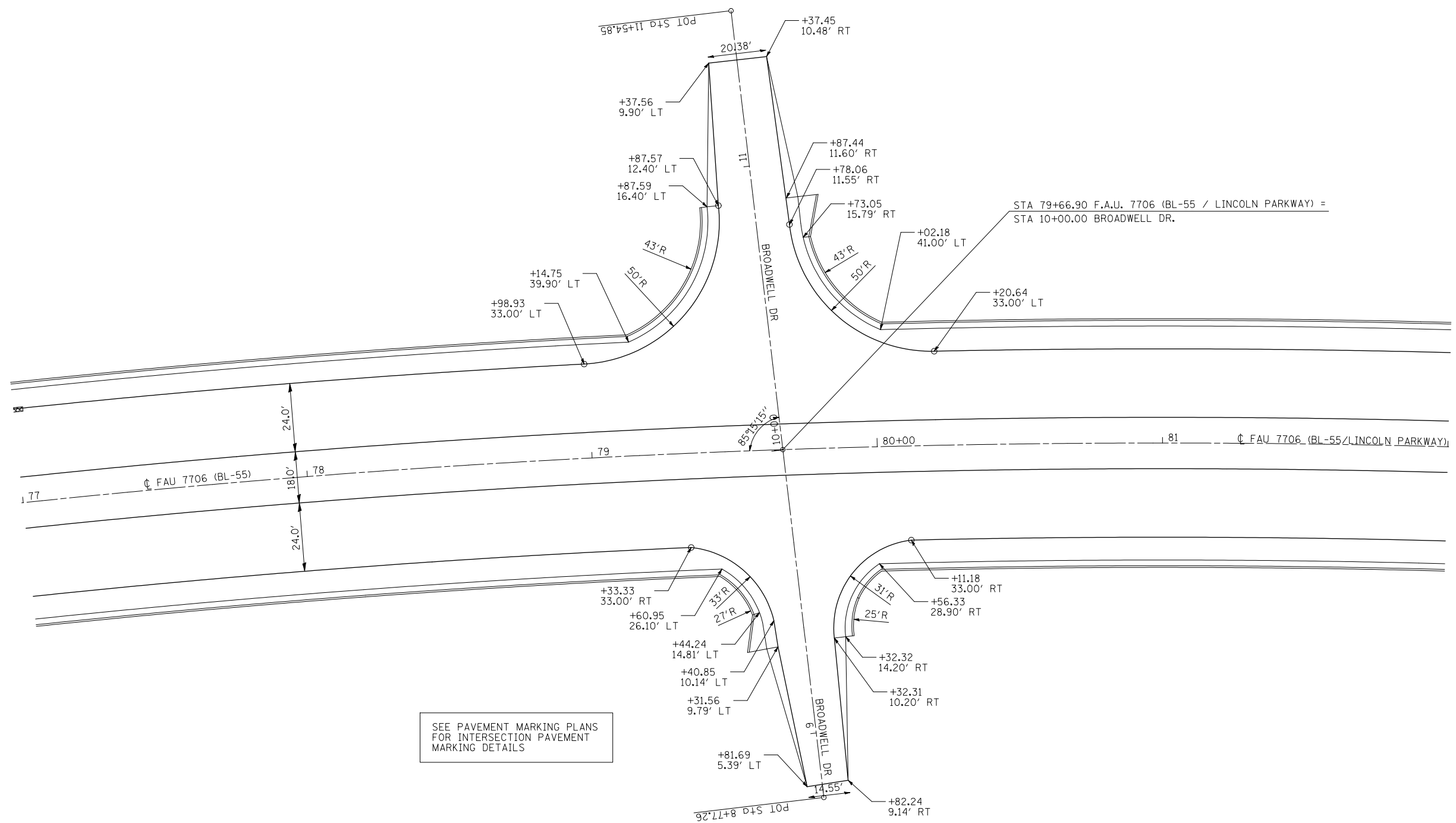
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

INTERSECTION ELEVATION DETAIL - BROADWELL DR.

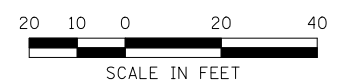
SCALE: 1" = 20' SHEET NO. 1 OF 1 SHEETS STA. TO STA.



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	68
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	



SEE PAVEMENT MARKING PLANS FOR INTERSECTION PAVEMENT MARKING DETAILS



LAST SAVED = 5/23/2013
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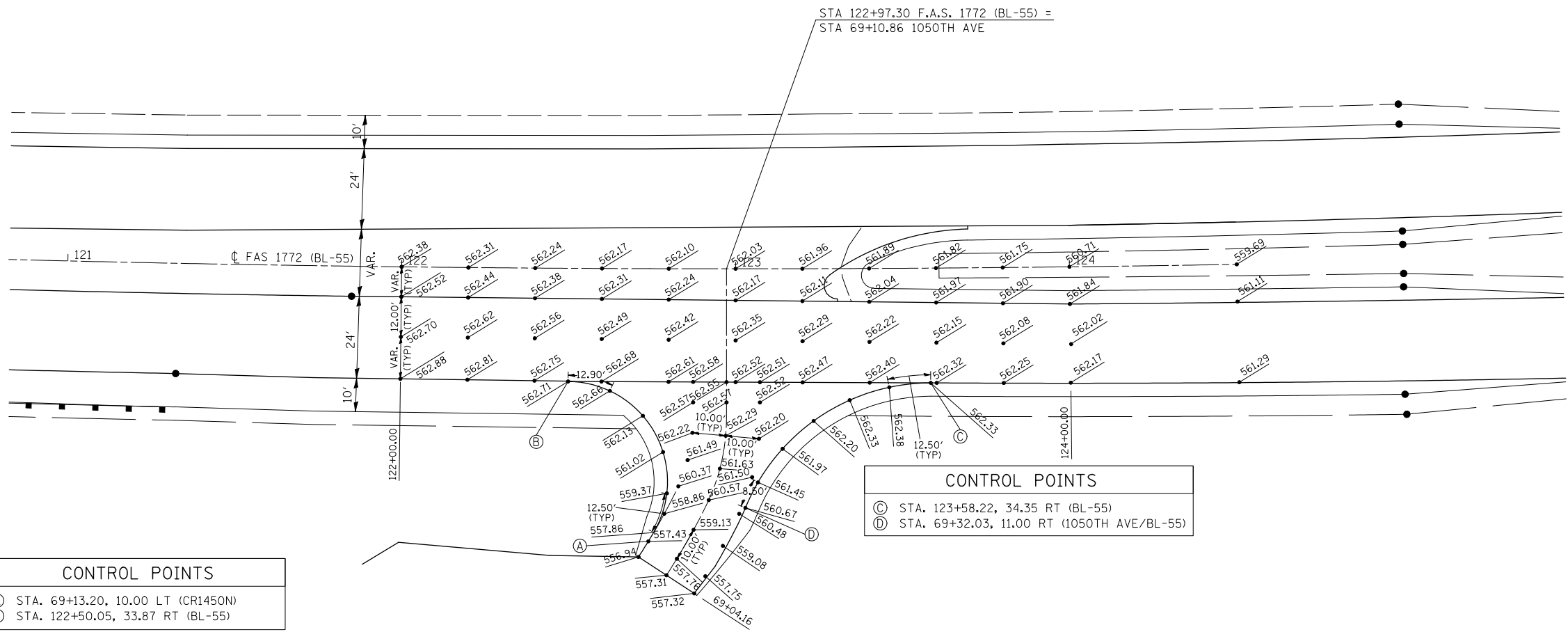
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PLOT DATE = 5/23/2013 10:40:45 AM		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

INTERSECTION LAYOUT DETAIL - BROADWELL DR.

SCALE: 1" = 20' SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	69
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



CONTROL POINTS	
(A)	STA. 69+13.20, 10.00 LT (CR1450N)
(B)	STA. 122+50.05, 33.87 RT (BL-55)

CONTROL POINTS	
(C)	STA. 123+58.22, 34.35 RT (BL-55)
(D)	STA. 69+32.03, 11.00 RT (1050TH AVE/BL-55)



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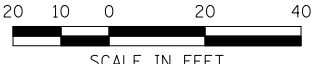
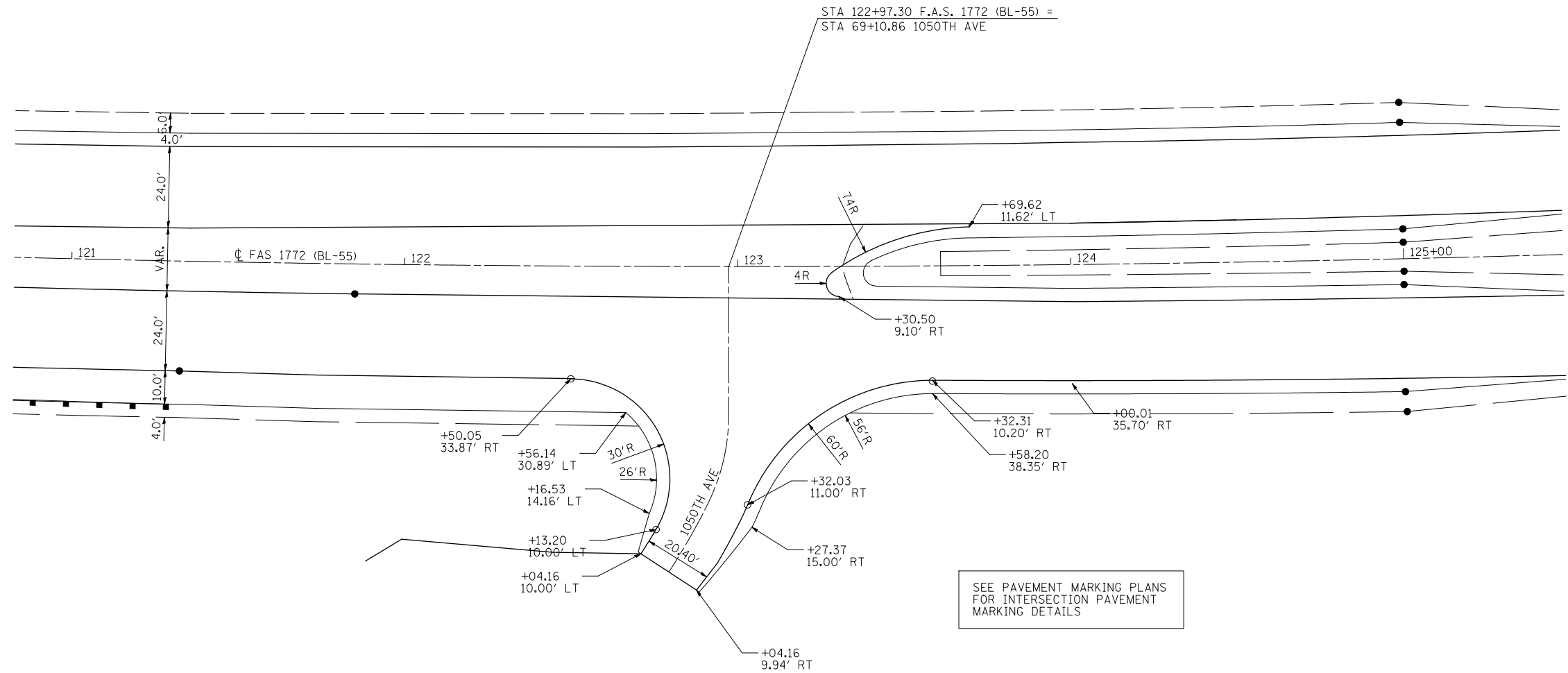
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PLOT SCALE = 40.0000' / IN.			
PLOT DATE = 5/23/2013 10:40:46 AM			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSECTION ELEVATION DETAIL - 1050TH AVE

SCALE: 1" = 20' SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	70
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



LAST SAVED = 5/23/2013
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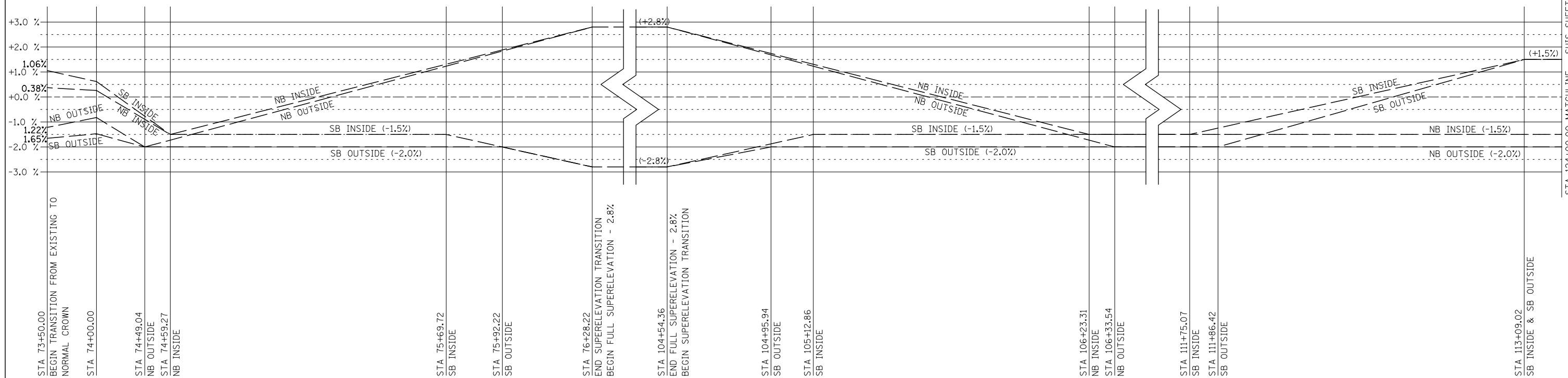
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

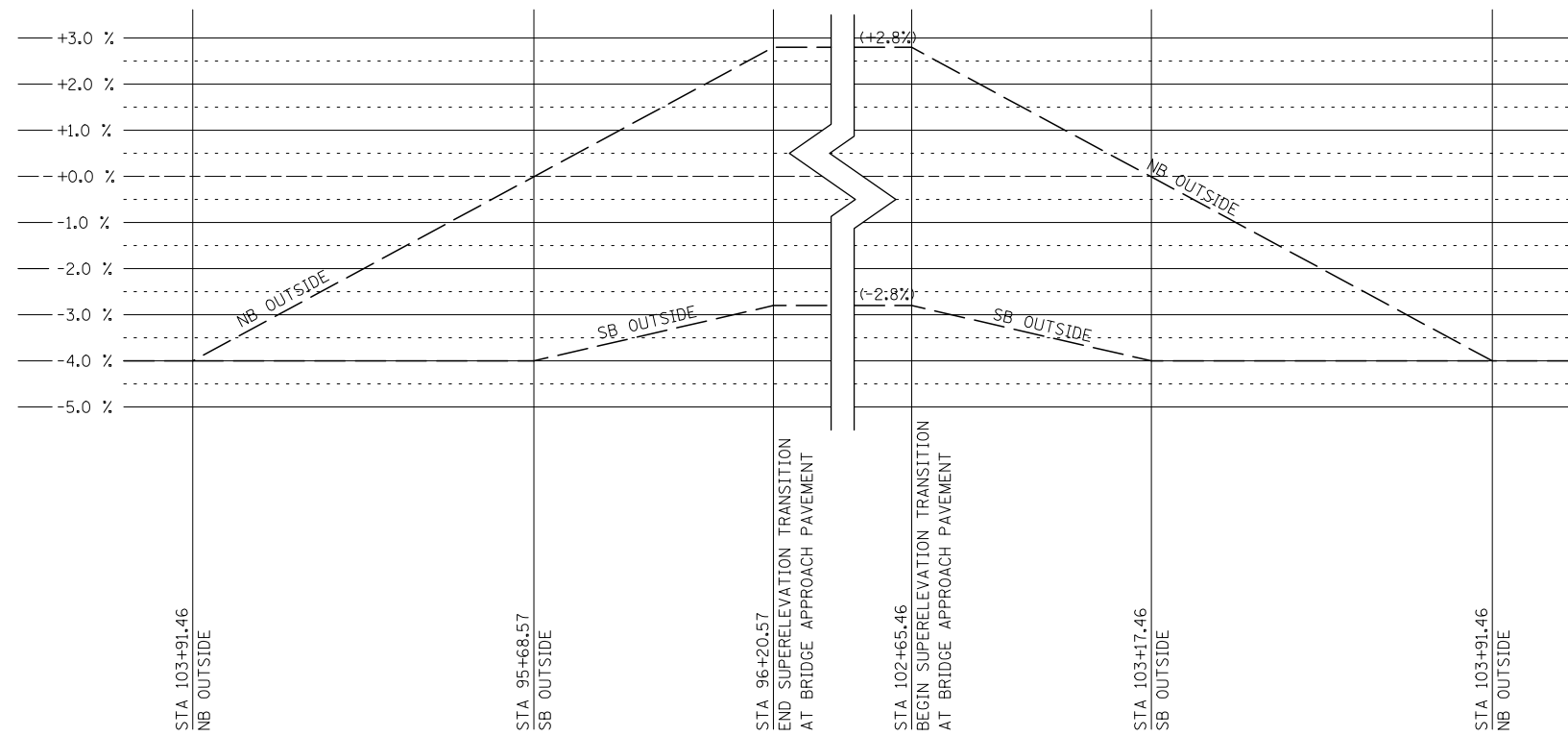
INTERSECTION LAYOUT DETAIL - 1050TH AVE

SCALE: 1" = 20' SHEET NO. 1 OF 1 SHEETS STA. TO STA.

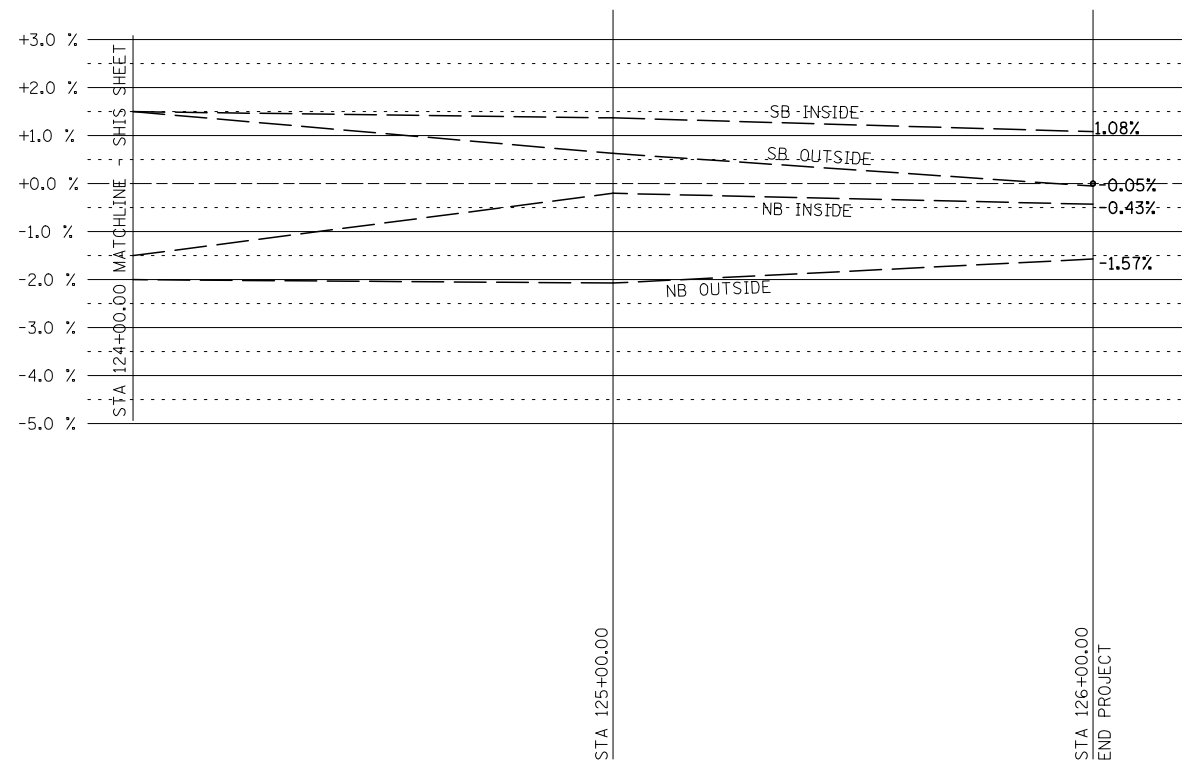
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	71
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



MAINLINE SUPERELEVATION DETAIL



SHOULDER SUPERELEVATION DETAIL



MAINLINE SUPERELEVATION DETAIL (CONTINUED)

LAST SAVED = 5/21/2013
 PEN TABLE = 061413131
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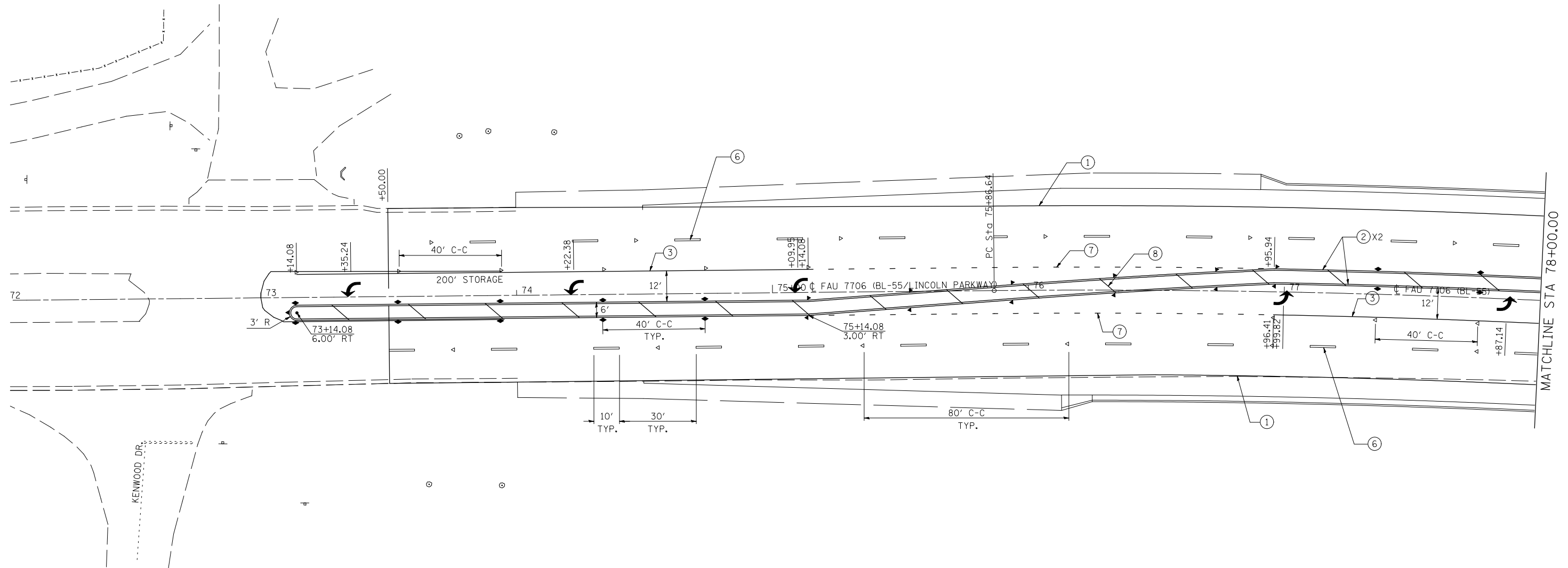
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERELEVATION DETAILS			
SCALE: 1"=20'	SHEET NO. 1 OF 1 SHEETS	STA. 74+00.00 TO STA. 124+50.00	

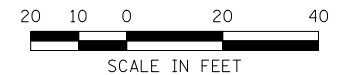
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	72
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PAVEMENT MARKING LEGEND

- ① PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (WHITE, SOLID)
- ② PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (YELLOW, SOLID)
- ③ PR MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (WHITE, SOLID)
- ④ PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (WHITE, SKIP-DASH)
- ⑤ PR MODIFIED URETHANE PAVEMENT MARKING - LINE 12" (YELLOW, SOLID @ 30' CTS)
- ⑥ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 5" (WHITE, SKIP-DASH)
- ⑦ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6" (WHITE, SKIP-DASH) (2'-6" SPACING)
- ⑧ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 12" (YELLOW, SOLID @ 30' CTS)
- ⑨ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 24" (WHITE, SOLID)
- ↖ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LETTERS & SYMBOLS (WHITE, LARGE ARROWS)
- PR RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
- ▶ PR RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
- ◆ PR RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

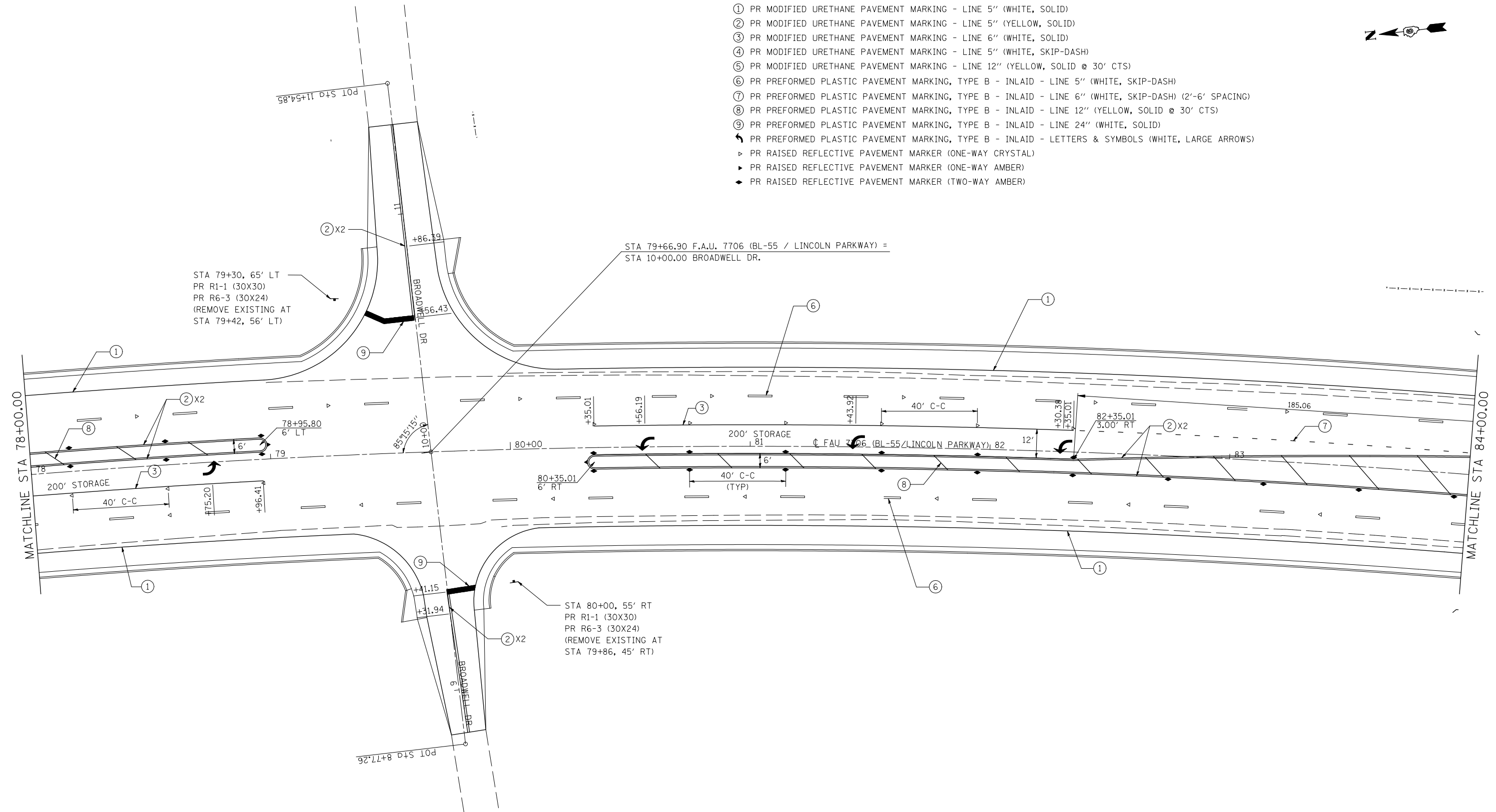
PAVEMENT MARKING DETAILS

SCALE: 1" = 20' SHEET NO. 1 OF 9 SHEETS STA. 72+00.00 TO STA. 78+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	73
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PAVEMENT MARKING LEGEND

- ① PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (WHITE, SOLID)
- ② PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (YELLOW, SOLID)
- ③ PR MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (WHITE, SOLID)
- ④ PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (WHITE, SKIP-DASH)
- ⑤ PR MODIFIED URETHANE PAVEMENT MARKING - LINE 12" (YELLOW, SOLID @ 30' CTS)
- ⑥ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 5" (WHITE, SKIP-DASH)
- ⑦ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6" (WHITE, SKIP-DASH) (2'-6" SPACING)
- ⑧ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 12" (YELLOW, SOLID @ 30' CTS)
- ⑨ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 24" (WHITE, SOLID)
- ↖ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LETTERS & SYMBOLS (WHITE, LARGE ARROWS)
- PR RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
- PR RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
- ◆ PR RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)



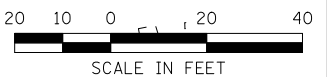
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING DETAILS

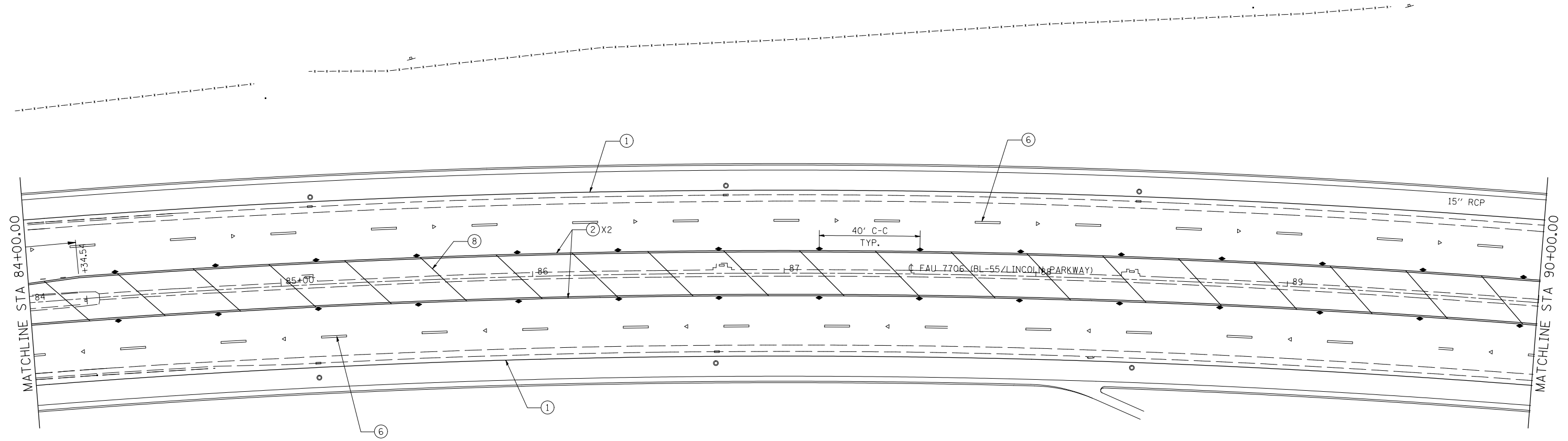
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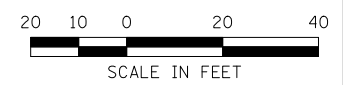
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	74
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PAVEMENT MARKING LEGEND

- ① PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (WHITE, SOLID)
- ② PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (YELLOW, SOLID)
- ③ PR MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (WHITE, SOLID)
- ④ PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (WHITE, SKIP-DASH)
- ⑤ PR MODIFIED URETHANE PAVEMENT MARKING - LINE 12" (YELLOW, SOLID @ 30' CTS)
- ⑥ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 5" (WHITE, SKIP-DASH)
- ⑦ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6" (WHITE, SKIP-DASH) (2'-6' SPACING)
- ⑧ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 12" (YELLOW, SOLID @ 30' CTS)
- ⑨ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 24" (WHITE, SOLID)
- ↖ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LETTERS & SYMBOLS (WHITE, LARGE ARROWS)
- ▷ PR RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
- ▶ PR RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
- ◆ PR RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

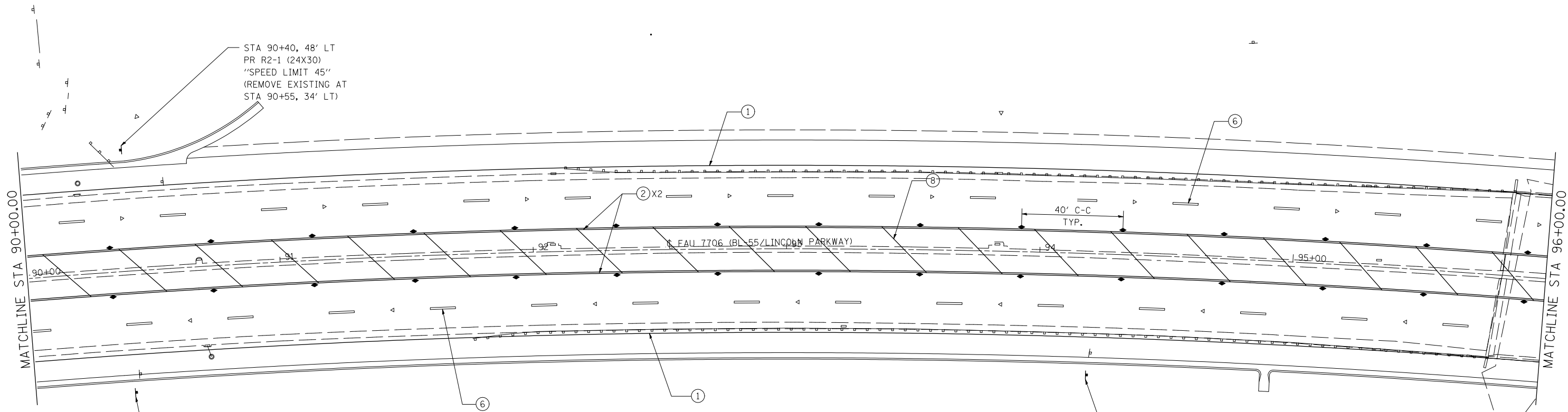
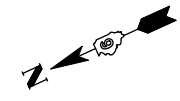
PAVEMENT MARKING DETAILS

SCALE: 1" = 20' SHEET NO. 3 OF 9 SHEETS STA. 84+00.00 TO STA. 90+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	75
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

PAVEMENT MARKING LEGEND

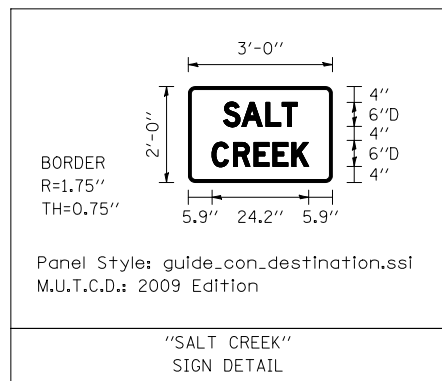
- ① PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (WHITE, SOLID)
- ② PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (YELLOW, SOLID)
- ③ PR MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (WHITE, SOLID)
- ④ PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (WHITE, SKIP-DASH)
- ⑤ PR MODIFIED URETHANE PAVEMENT MARKING - LINE 12" (YELLOW, SOLID @ 30' CTS)
- ⑥ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 5" (WHITE, SKIP-DASH)
- ⑦ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6" (WHITE, SKIP-DASH) (2'-6" SPACING)
- ⑧ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 12" (YELLOW, SOLID @ 30' CTS)
- ⑨ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 24" (WHITE, SOLID)
- ↖ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LETTERS & SYMBOLS (WHITE, LARGE ARROWS)
- PR RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
- PR RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
- ◆ PR RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)



STA 90+40, 48' LT
PR R2-1 (24X30)
"SPEED LIMIT 45"
(REMOVE EXISTING AT
STA 90+55, 34' LT)

STA 90+40, 48' RT
PR R2-1 (24X30)
"SPEED LIMIT 45"
(REMOVE EXISTING
"SPEED LIMIT 55" AT
STA 90+42, 41' RT)

STA 94+20, 48' RT
"SALT CREEK"
(SEE DETAIL)
(REMOVE EXISTING AT
STA 94+21, 39' RT)



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING DETAILS		
SCALE: 1" = 20'	SHEET NO. 4 OF 9 SHEETS	STA. 90+00.00 TO STA. 96+00.00

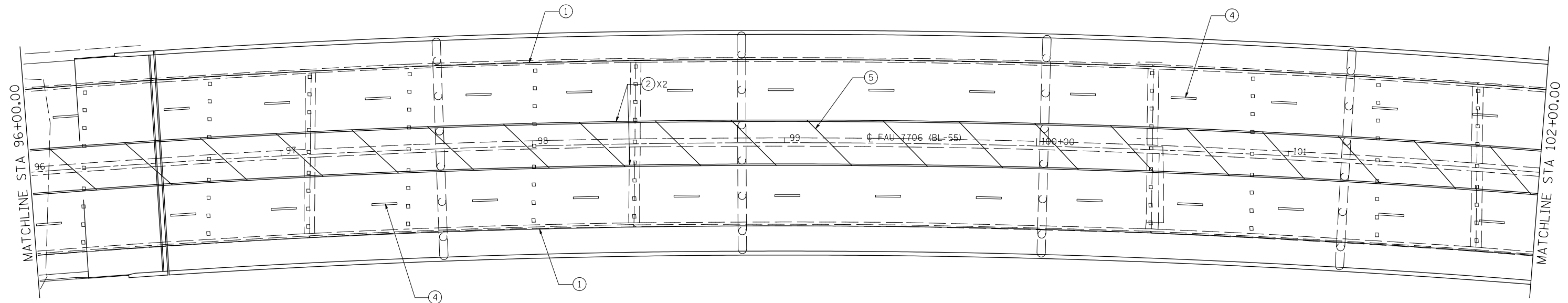
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	76
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PAVEMENT MARKING LEGEND

- ① PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (WHITE, SOLID)
- ② PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (YELLOW, SOLID)
- ③ PR MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (WHITE, SOLID)
- ④ PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (WHITE, SKIP-DASH)
- ⑤ PR MODIFIED URETHANE PAVEMENT MARKING - LINE 12" (YELLOW, SOLID @ 30' CTS)
- ⑥ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 5" (WHITE, SKIP-DASH)
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- ⑧ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 12" (YELLOW, SOLID @ 30' CTS)
- ⑨ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 24" (WHITE, SOLID)
- ↖ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LETTERS & SYMBOLS (WHITE, LARGE ARROWS)
- PR RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
- ▶ PR RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
- ◆ PR RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)

NOTE:

ALL PAVEMENT MARKINGS ON THE PROPOSED STRUCTURE AND APPROACH PAVEMENTS SHALL BE URETHANE.



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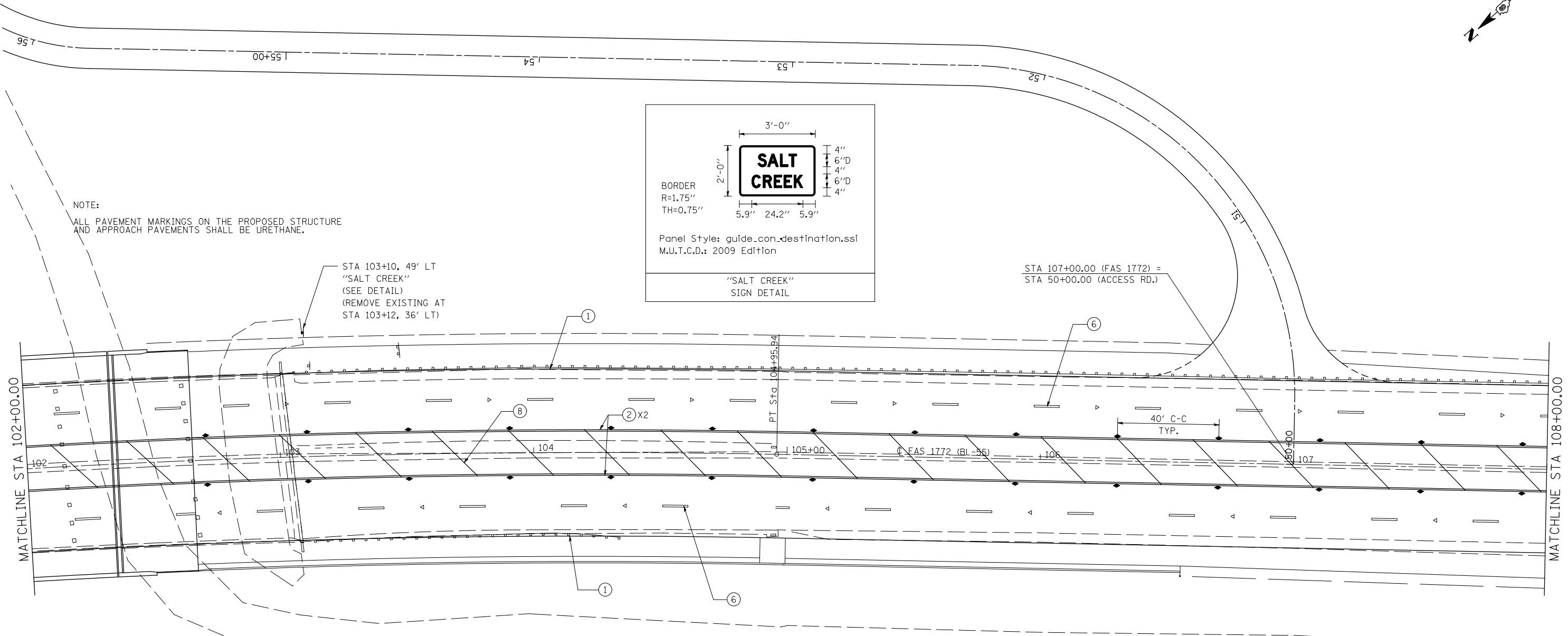
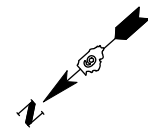
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

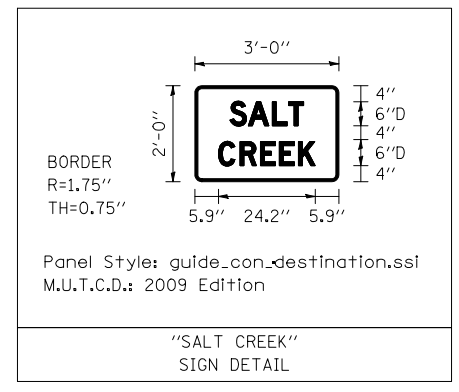
PAVEMENT MARKING DETAILS

SCALE: 1" = 20' SHEET NO. 5 OF 9 SHEETS STA. 96+00.00 TO STA. 102+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	77
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



NOTE:
ALL PAVEMENT MARKINGS ON THE PROPOSED STRUCTURE AND APPROACH PAVEMENTS SHALL BE URETHANE.

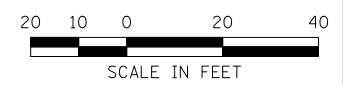


MATCHLINE STA 102+00.00

MATCHLINE STA 108+00.00

PAVEMENT MARKING LEGEND

- ① PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (WHITE, SOLID)
- ② PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (YELLOW, SOLID)
- ③ PR MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (WHITE, SOLID)
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- ⑧ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 12" (YELLOW, SOLID @ 30' CTS)
- ⑨ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 24" (WHITE, SOLID)
- PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LETTERS & SYMBOLS (WHITE, LARGE ARROWS)
- ▶ PR RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
- ▶ PR RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
- ◆ PR RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

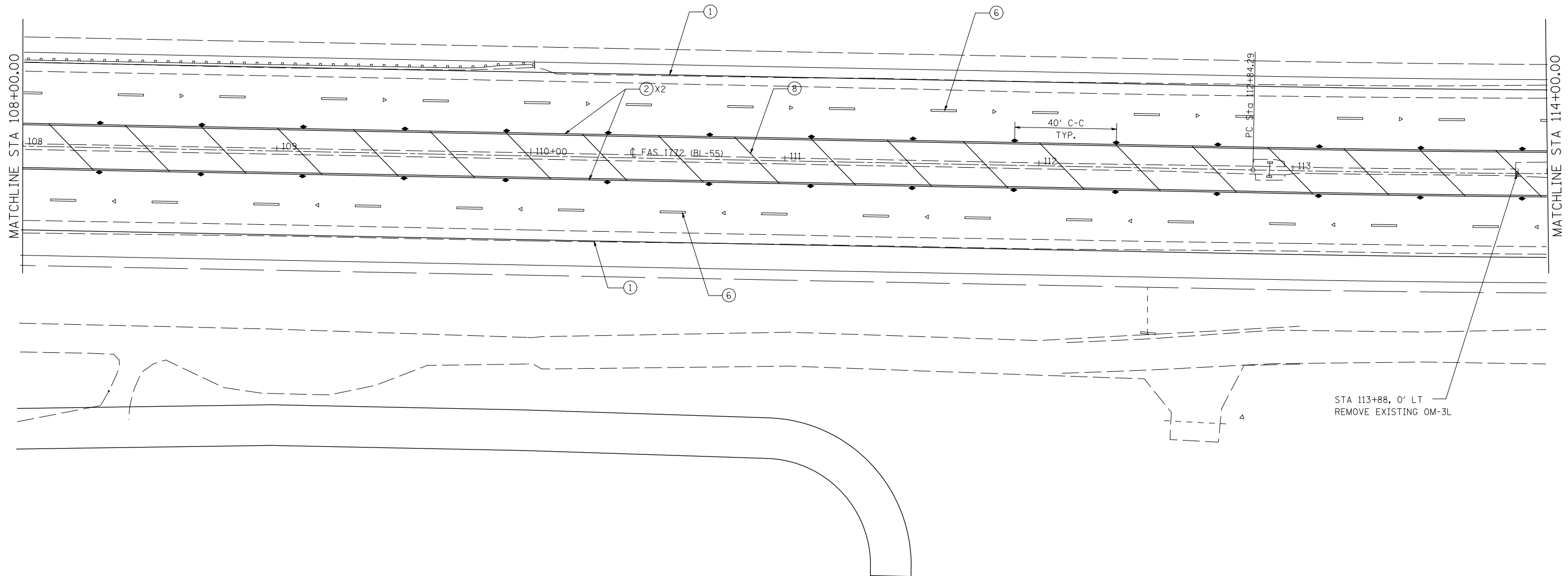
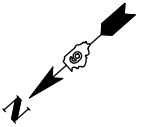
PAVEMENT MARKING DETAILS

SCALE: 1" = 20' SHEET NO. 6 OF 9 SHEETS STA. 102+00.00 TO STA. 108+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	78
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PAVEMENT MARKING LEGEND

- ① PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (WHITE, SOLID)
- ② PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (YELLOW, SOLID)
- ③ PR MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (WHITE, SOLID)
- ④ PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (WHITE, SKIP-DASH)
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- ⑨ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 24" (WHITE, SOLID)
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- ▷ PR RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
- ▶ PR RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
- ◆ PR RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING DETAILS

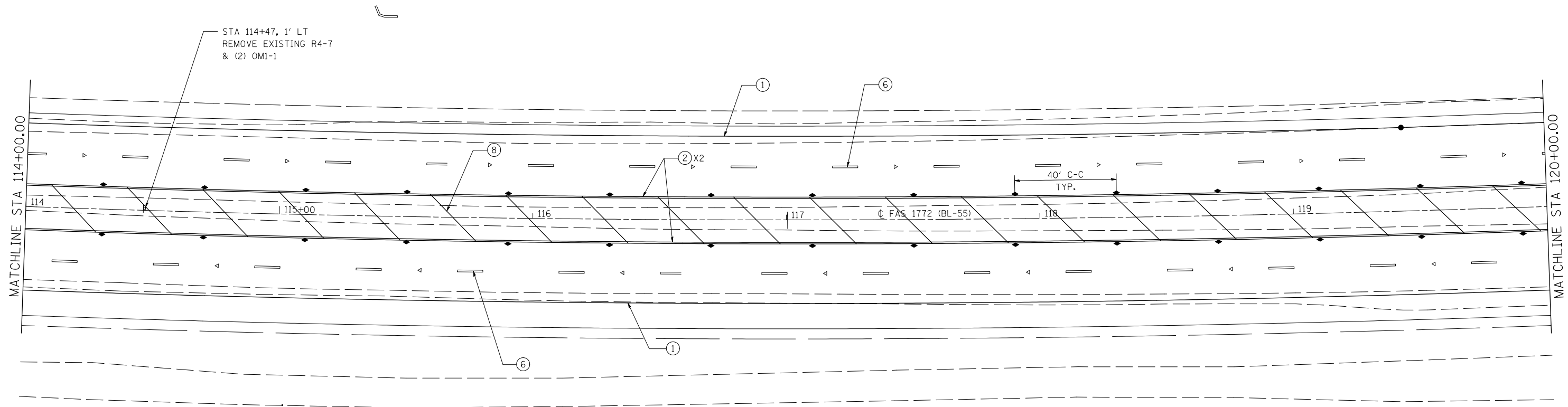
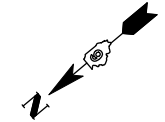
SCALE: 1" = 20' SHEET NO. 7 OF 9 SHEETS STA. 108+00.00 TO STA. 114+00.00



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	79
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

PAVEMENT MARKING LEGEND

- ① PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (WHITE, SOLID)
- ② PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (YELLOW, SOLID)
- ③ PR MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (WHITE, SOLID)
- ④ PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (WHITE, SKIP-DASH)
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- ⑨ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 24" (WHITE, SOLID)
- ↖ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LETTERS & SYMBOLS (WHITE, LARGE ARROWS)
- ▴ PR RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
- ▾ PR RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
- ◆ PR RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

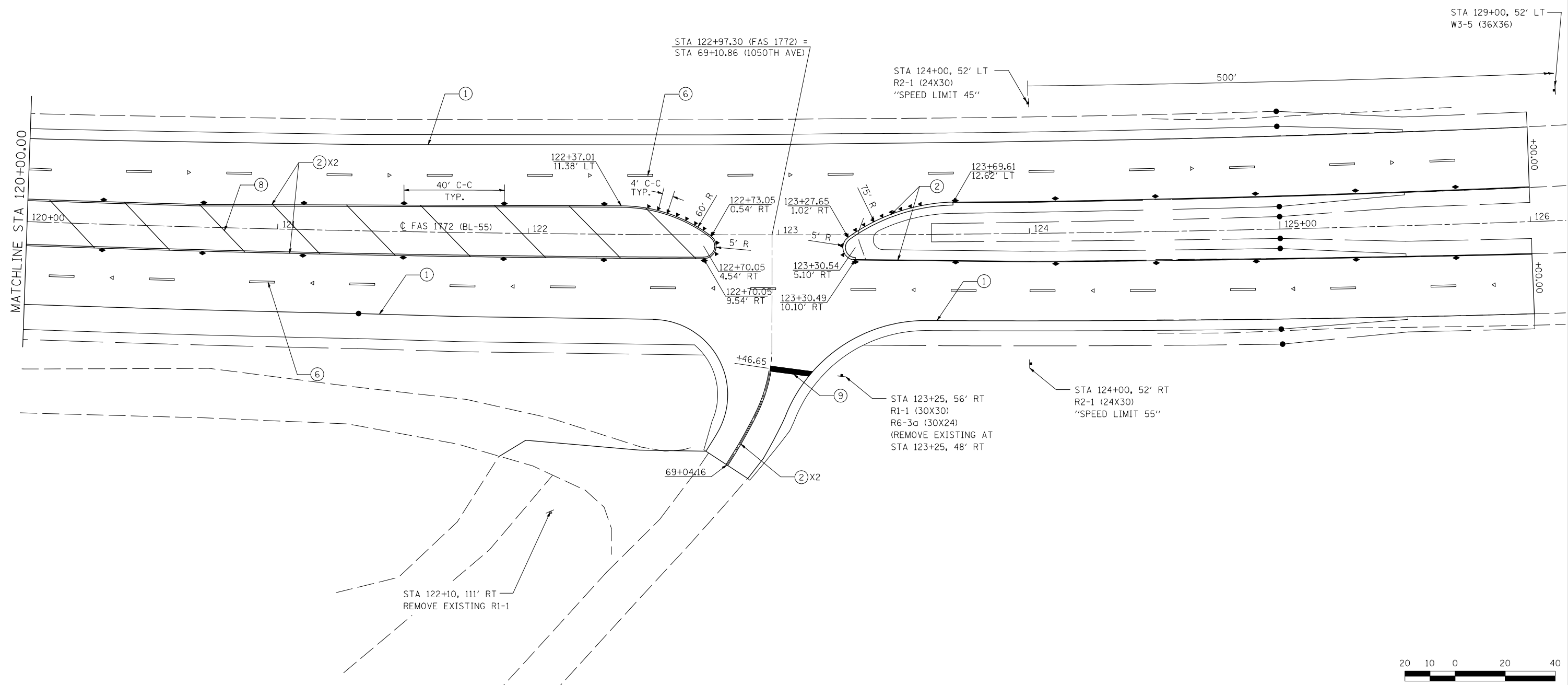
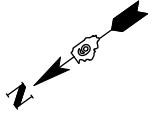
PAVEMENT MARKING DETAILS

SCALE: 1" = 20' SHEET NO. 8 OF 9 SHEETS STA. 114+00.00 TO STA. 120+00.00

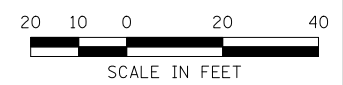
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	80
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PAVEMENT MARKING LEGEND

- ① PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (WHITE, SOLID)
- ② PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (YELLOW, SOLID)
- ③ PR MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (WHITE, SOLID)
- ④ PR MODIFIED URETHANE PAVEMENT MARKING - LINE 5" (WHITE, SKIP-DASH)
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- ⑨ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 24" (WHITE, SOLID)
- ↖ PR PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LETTERS & SYMBOLS (WHITE, LARGE ARROWS)
- ▷ PR RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)
- ▶ PR RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY AMBER)
- ◆ PR RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)



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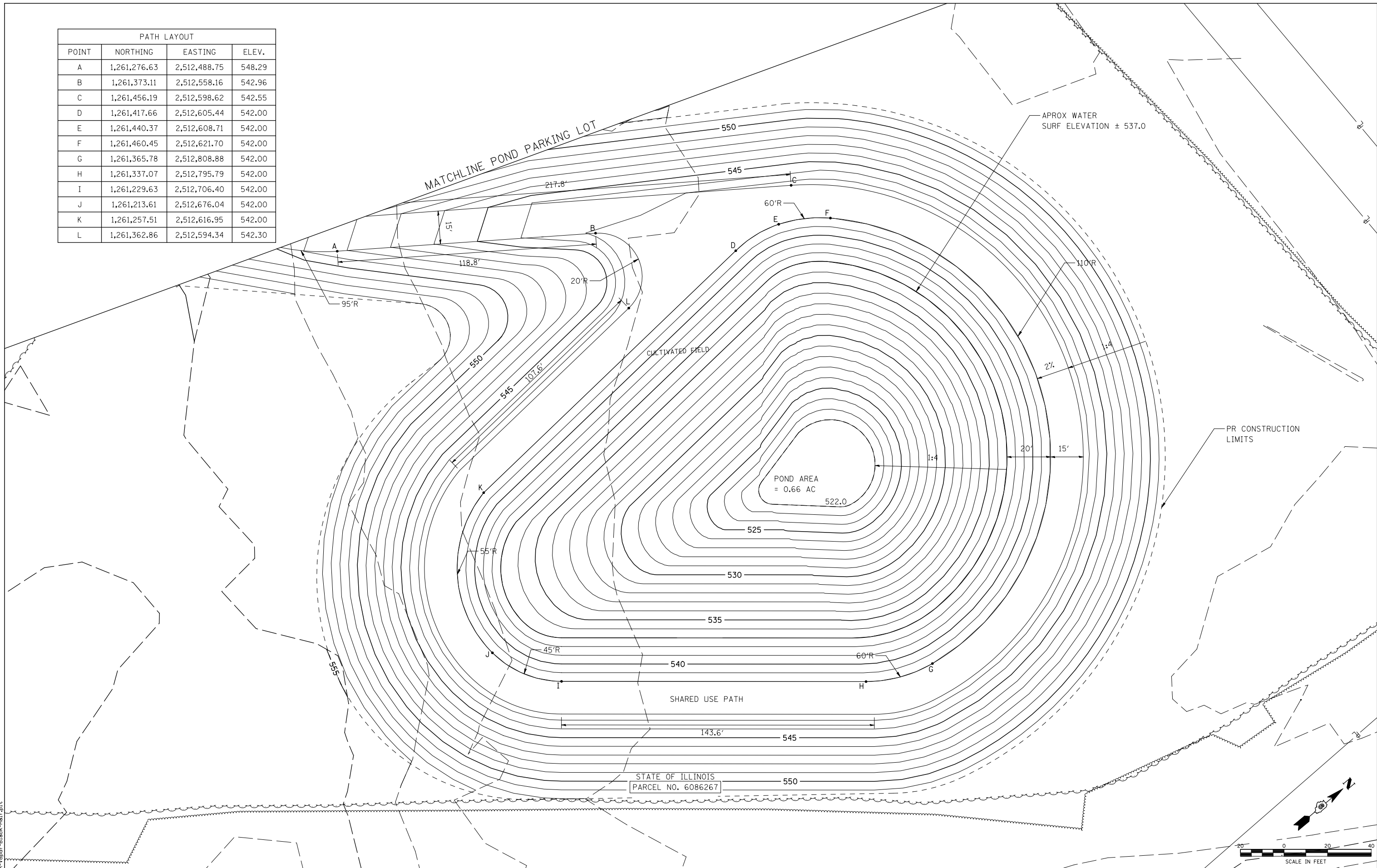
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING DETAILS

SCALE: 1" = 20' SHEET NO. 9 OF 9 SHEETS STA. 120+00.00 TO STA. 126+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	81
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO. 72789	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PATH LAYOUT			
POINT	NORTHING	EASTING	ELEV.
A	1,261,276.63	2,512,488.75	548.29
B	1,261,373.11	2,512,558.16	542.96
C	1,261,456.19	2,512,598.62	542.55
D	1,261,417.66	2,512,605.44	542.00
E	1,261,440.37	2,512,608.71	542.00
F	1,261,460.45	2,512,621.70	542.00
G	1,261,365.78	2,512,808.88	542.00
H	1,261,337.07	2,512,795.79	542.00
I	1,261,229.63	2,512,706.40	542.00
J	1,261,213.61	2,512,676.04	542.00
K	1,261,257.51	2,512,616.95	542.00
L	1,261,362.86	2,512,594.34	542.30



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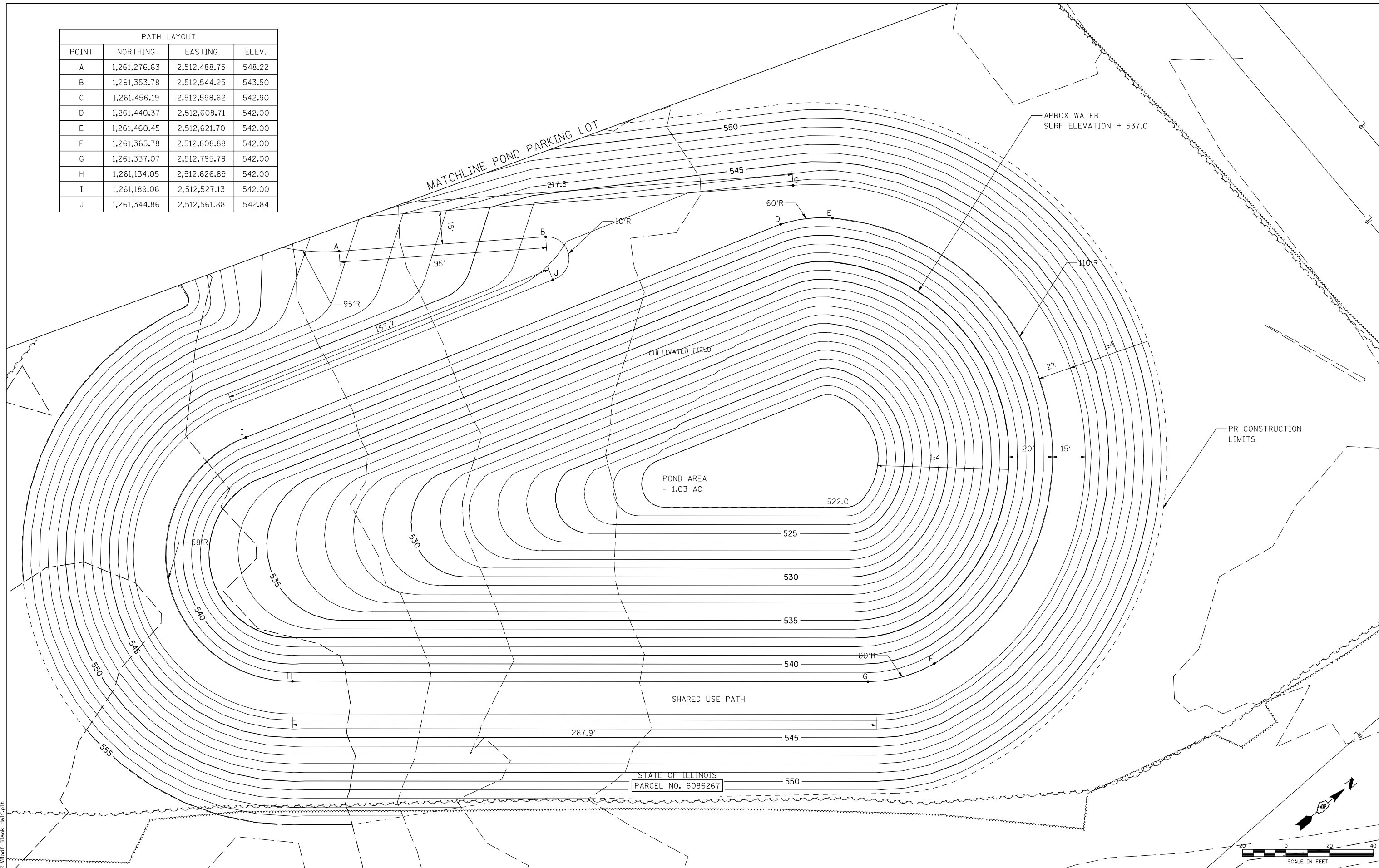
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PLAN - SMALL POND OPTION

SCALE: 1"=20' SHEET NO. 2 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	83
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO.	
ILLINOIS FED. AID PROJECT				

PATH LAYOUT			
POINT	NORTHING	EASTING	ELEV.
A	1,261,276.63	2,512,488.75	548.22
B	1,261,353.78	2,512,544.25	543.50
C	1,261,456.19	2,512,598.62	542.90
D	1,261,440.37	2,512,608.71	542.00
E	1,261,460.45	2,512,621.70	542.00
F	1,261,365.78	2,512,808.88	542.00
G	1,261,337.07	2,512,795.79	542.00
H	1,261,134.05	2,512,626.89	542.00
I	1,261,189.06	2,512,527.13	542.00
J	1,261,344.86	2,512,561.88	542.84



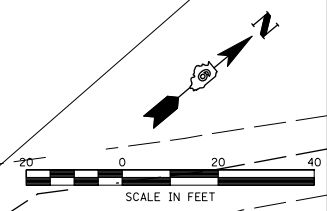
LAST SAVED = 5/16/2013
 PEN TABLE = 09-HALF (14)
 PLOT DRIVER = TR-100pbf-Block-Half.plt

FILE NAME =	USER NAME = jepettibone	DESIGNED -	REVISED -
i:\06103\cad\l\plans\022.D672789-Sht-Details-Pond-Large-Option.dgn		DRAWN -	REVISED -
PLOT SCALE = 40.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 5/23/2013 10:41:01 AM		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN - LARGE POND OPTION
 SCALE: 1"=20' SHEET NO. 3 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7706	23(B-1)	LOGAN	179	84
BUS. LOOP 55 OVER SALT CREEK			CONTRACT NO.	
ILLINOIS FED. AID PROJECT				



Bench Mark: Chsd "□" in NE wingwall of bridge on Business Loop 55, Elev. 561.89.

Existing Structure: S.N. 054-0005 was built in 1942 as F.A. Route 5 at Salt Creek, 0.3 miles southwest of Lincoln. In 1963, S.N. 054-0005 had partial parapet repair. In 1975, the structure was widened and the deck was replaced. Existing structure consists of fifteen spans, 724' long, 67' wide out-to-out. The substructure consist of precast pile bent piers and solid stem piers supported by timber piles. Structure carries BL-55 over Salt Creek and sits on a horizontal curve and is generally well aligned with the creek. The existing pavement is four 12' lanes separated by barrier and median with variable shoulders including curb and gutter. Roadway will be closed during construction.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DATE	SHEET NO.
F.A.U. 7706	23(B)-1	LOGAN	179	85
FED. ROAD DIST. NO. 7	BL-55	FED. AID PROJECT-		

Contract #72789

INDEX OF SHEETS

1. General Plan
2. General Data
3. Footing Layout
- 4.-11. Top of Slab Elevations
- 12.-13. Top of Approach Pavement Elevations
- 14.-16. Superstructure
- 17.-18. Superstructure Details
19. Bridge Approach Slab
20. Bridge Approach Slab Details
- 21.-24. Expansion Joint Details
25. Drainage Scupper Details
26. Structural Steel
- 27.-29. Structural Steel Details
- 30.-32. Bearing Details
33. North Abutment
34. South Abutment
- 35.-36. Abutment Details
37. Pier 1
38. Pier 1 Details
39. Pier 2
40. Pier 2 Details
41. Pier 3
42. Pier 3 Details
43. Pier 4
44. Pier 4 Details
45. Steel H-Pile Details
46. Bar Splicer Assembly Details
- 47.-52. Boring Logs

LOADING HL-93

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

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications

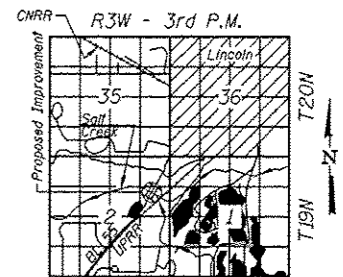
DESIGN STRESSES

FIELD UNITS

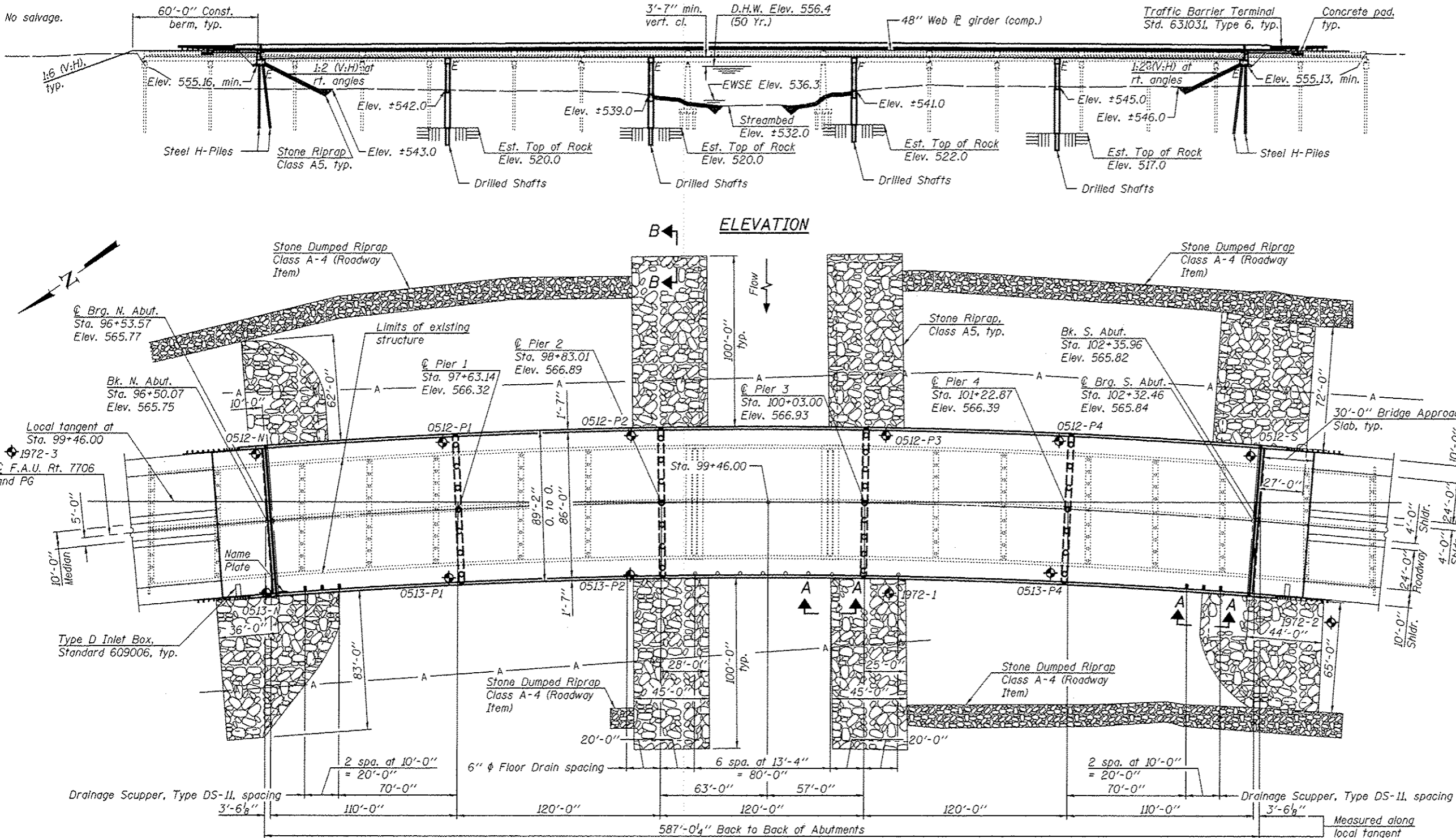
- f'c = 3,500 psi
- fy = 60,000 psi (Reinforcement)
- fy = 50,000 psi (M270 Grade 50W)

SEISMIC DATA

- Seismic Performance Zone (SPZ) = 1
- Bedrock Acceleration Coefficient (A) = 0.045g
- Site Coefficient (S) = 1.0



LOCATION SKETCH



DESIGNED	JJD
CHECKED	EML
DRAWN	JJD
CHECKED	EML

STATION 99+46.00
BUILT 201 BY
STATE OF ILLINOIS
F.A.U. RT. 7706 - SEC. 23(B)-1
LOADING HL-93
STR. NO. 054-0512

NAME PLATE
See Std. 515001

APPROVED
For Structural Adequacy Only

Eric Lagemann
Engineer of Bridges & Structures

PLAN



Eric Lagemann 6/21/13 Mary Coombe Blokorf
Expires 11/30/2014
Sheets 1 thru 32
Expires 11/30/2014
Sheets 33 thru 44

HORNER & SHIFRIN, INC.
ENGINEERS

GENERAL PLAN
BL-55 OVER SALT CREEK
F.A.U. ROUTE 7706 - SECTION 23(B)-1
LOGAN COUNTY
STATION 99+46.00
STRUCTURE NO. 054-0512

Note: @ bearing at abutments and @ piers are radial to @ F.A.U. Route 7706.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 7706	23(B-1)	LOGAN	179	86
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 2
52 SHEETS

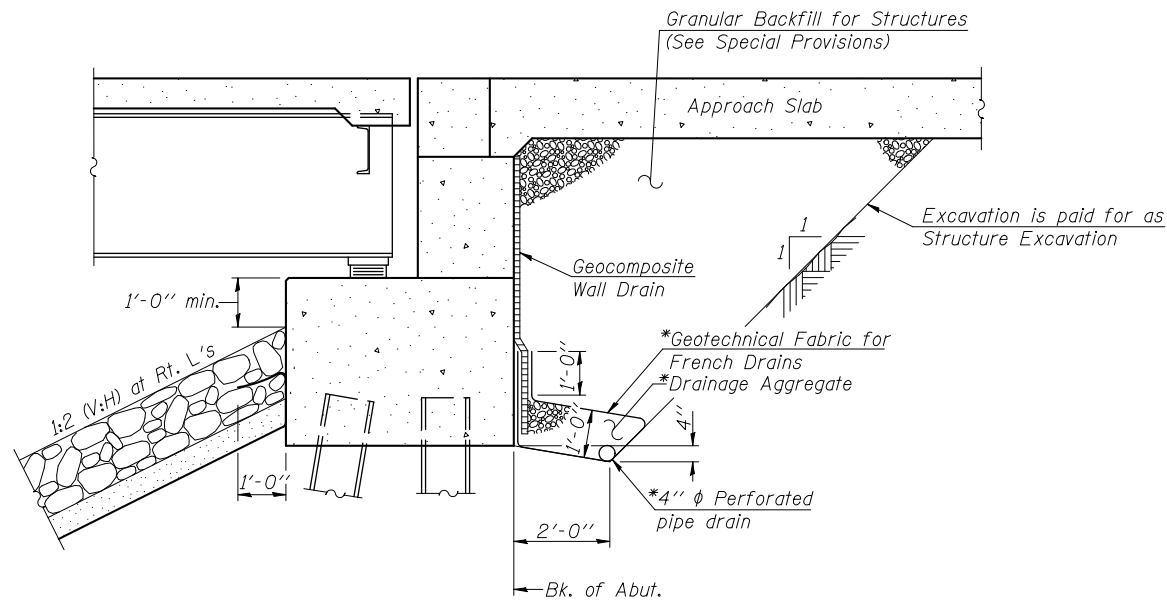
Contract #72789

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts in painted areas and ASTM A325 Type 3 in unpainted areas. Bolts $\frac{3}{4}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.
 Calculated weight of structural steel = 1,604,400 AASHTO M270 Grade 50W
 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.
 If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
 Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
 Concrete Sealer shall be applied to the designated areas of the abutments.
 The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
 All structural steel and exposed surfaces of bearings within a distance of 10 ft. each way from the deck joints shall be painted as specified in Section 506 of the Standard Specifications.
 Layout of the 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.
 Slip forming of the parapets is not allowed.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.		5,175	5,175
Filter Fabric	Sq. Yd.		6,426	6,426
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		362	362
Floor Drains	Each	9		9
Concrete Structures	Cu. Yd.		1,022.9	1,022.9
Concrete Superstructure	Cu. Yd.	1,750.3		1,750.3
Bridge Deck Grooving	Sq. Yd.	5,975		5,975
Concrete Encasement	Cu. Yd.		11.9	11.9
Protective Coat	Sq. Yd.	6,636		6,636
Furnishing and Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	15,264		15,264
Reinforcement Bars	Pound		102,580	102,580
Reinforcement Bars, Epoxy Coated	Pound	489,100	171,340	660,440
Bar Splicers	Each		1,822	1,822
Furnishing Steel Piles HP12x53	Foot		1,408	1,408
Driving Piles	Foot		1,408	1,408
Test Pile Steel HP12x53	Each		2	2
Name Plates	Each	1		1
Drilled Shaft in Soil	Cu. Yd.		291.4	291.4
Drilled Shaft in Rock	Cu. Yd.		302.1	302.1
Preformed Joint Strip Seal	Foot	92		92
Finger Plate Expansion Joint, 3"	Foot	86		86
Fabric Reinforced Elastomeric Trough	Foot	90		90
Elastomeric Bearing Assembly, Type II	Each	12		12
Elastomeric Bearing Assembly, Type III	Each	12		12
Anchor Bolts, 1"	Each	48		48
Anchor Bolts, 1 1/4"	Each	96		96
Concrete Sealer	Sq. Ft.		1,974	1,974
Geocomposite Wall Drain	Sq. Yd.		155	155
Drainage Scuppers, DS-II	Each	6		6
Pipe Underdrains for Structures 4"	Foot		260	260
High Load Multi-Rotational Bearings, Guided Expansion, 400k	Each	36		36
Granular Backfill for Structures	Cu. Yd.		335	335

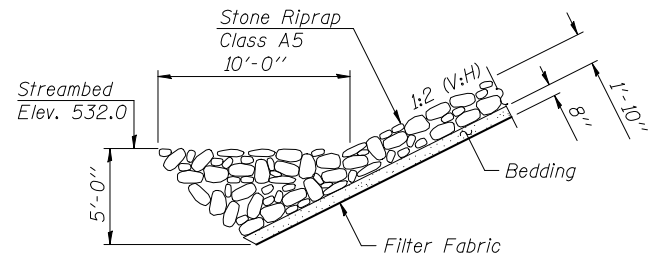


SECTION THRU PILE SUPPORTED
STUB ABUTMENT
(Horiz. dim. @ Rt. L's)

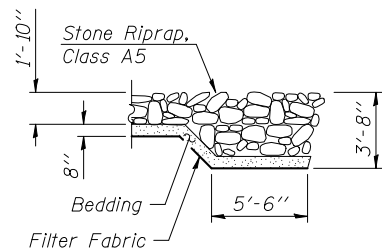
*Included in the cost of Pipe Underdrains for Structures.
(See Special Provisions)

Note:

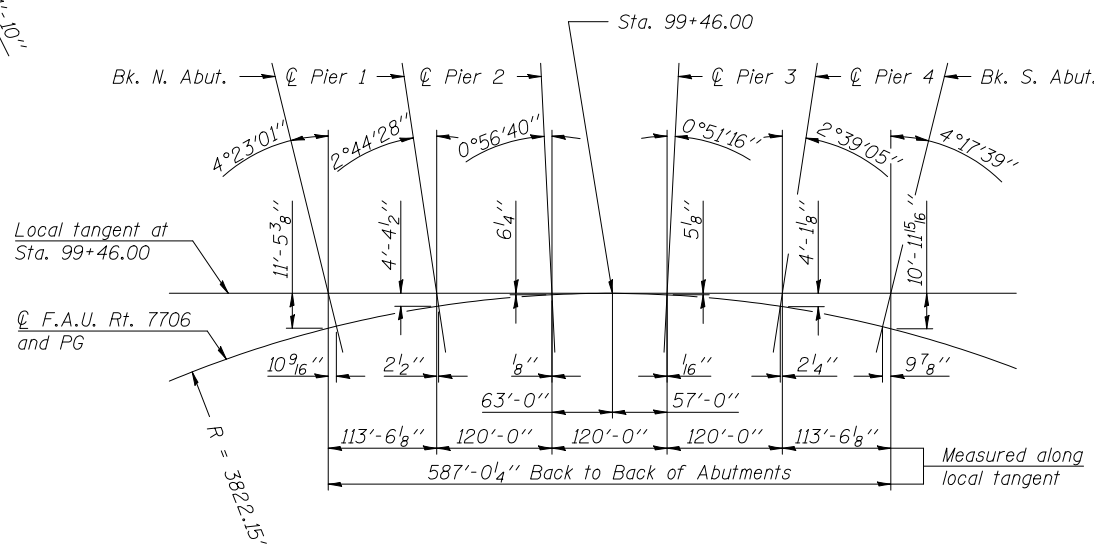
All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls or 2'-0" from the end of the wingwalls when the wings are parallel to the abutment. The pipe shall extend under the wingwall, if necessary, until intersecting the side slopes. The pipes shall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



SECTION A-A



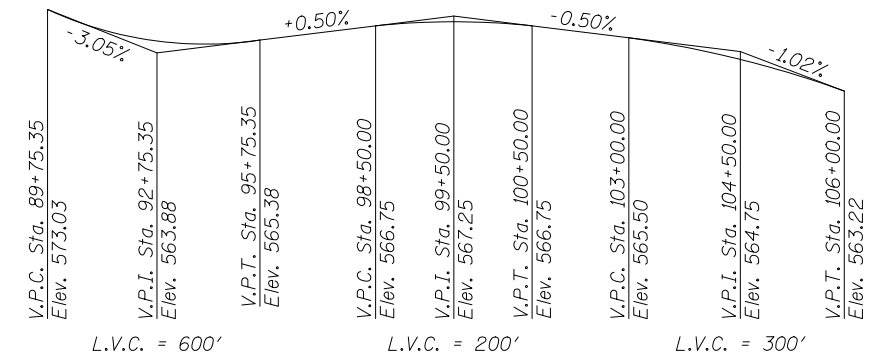
SECTION B-B



OFFSET SKETCH

CURVE DATA

$\Delta = 43^{\circ}36'42''$
 $D = 1^{\circ}29'57''$
 $T = 1,529.20'$
 $L = 2,909.30'$
 $E = 294.56'$
 $R = 3,822.15'$
 $S.E. = 2.8\%$
 $P.C. = \text{Sta. } 75+86.64$
 $P.T. = \text{Sta. } 104+95.94$
 $P.I. = \text{Sta. } 91+15.84$



PROFILE GRADE
(Along \bar{C} F.A.U. Rt. 7760)

WATERWAY INFORMATION

Drainage Area = 854.0 Sq. Mi. Low Grade Elev. 560.6 ft. @ Sta. 113+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	16,898	7,974	6,800	553.7	0.5	0.5	554.2	554.2
Base	50	25,296	9,819	8,252	556.4	0.7	0.7	557.1	557.1
Overtopping	100	28,844	10,501	8,789	557.4	0.7	0.8	558.1	558.2
Max. Calc.	500	37,275	11,684	9,451	559.0	1.2	1.4	560.2	560.4

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	N. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	S. Abut.
	556.6	521.0	522.0	522.0	519.0	556.7

DESIGNED	JJD
CHECKED	EML
DRAWN	JJD
CHECKED	EML

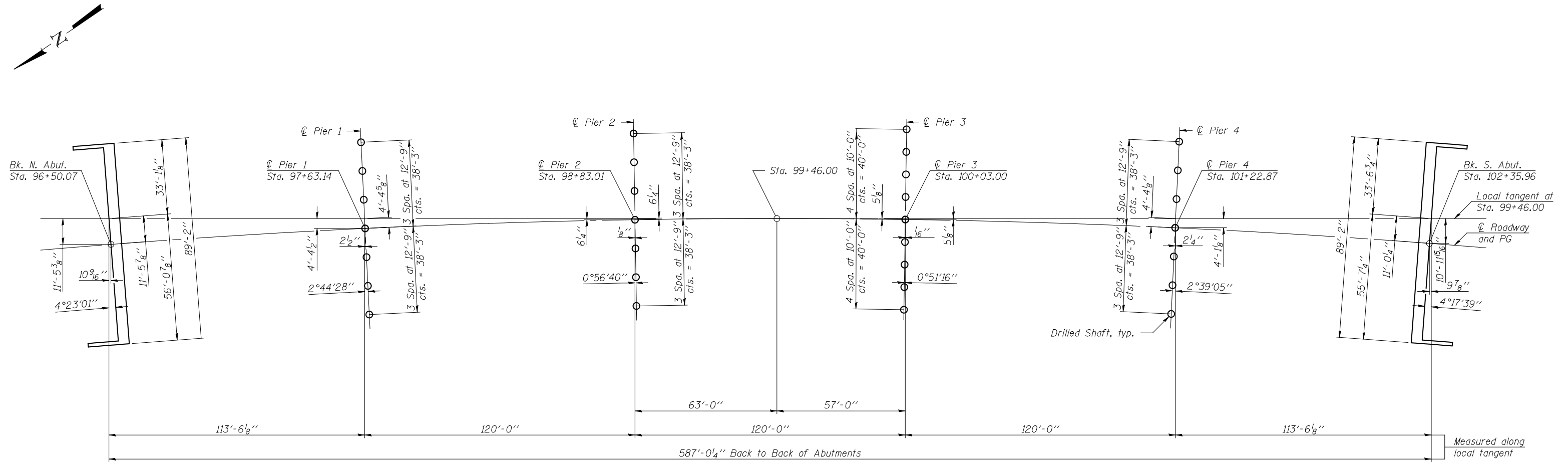
HORNER & SHIFRIN, INC.
ENGINEERS

GENERAL DATA
 BL-55 OVER SALT CREEK
 F.A.U. ROUTE 7706 - SECTION 23(B-1)
 LOGAN COUNTY
 STATION 99+46.00
 STRUCTURE NO. 054-0512

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.U. 7706	SECTION 23(B-1)	COUNTY LOGAN	TOTAL SHEETS 179	SHEET NO. 87	SHEET NO. 3 52 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT-	

Contract #72789



FOOTING LAYOUT

DESIGNED	JJD
CHECKED	EML
DRAWN	JJD
CHECKED	EML

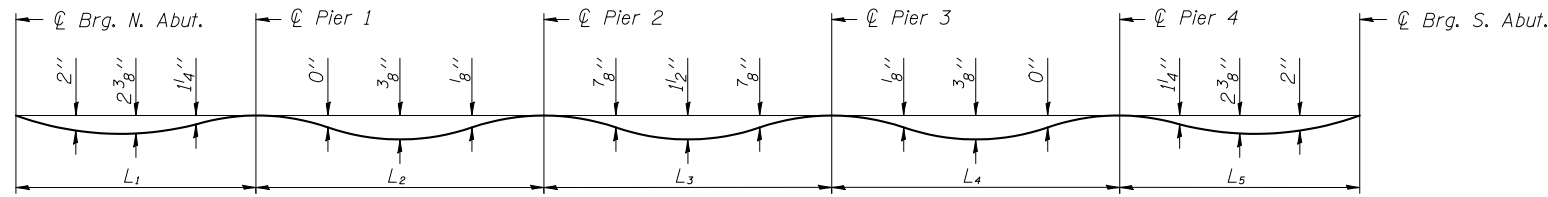
**HORNER &
SHIFRIN, INC.**
ENGINEERS

FOOTING LAYOUT
F.A.U. ROUTE 7706 - SECTION 23(B-1)
LOGAN COUNTY
STATION 99+46.00
STRUCTURE NO. 054-0512

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 4 52 SHEETS
F.A.U. 7706	23(B-1)	LOGAN	179	88	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

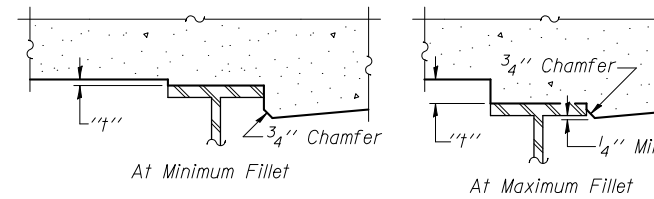
Contract #72789



DEAD LOAD DEFLECTION DIAGRAM

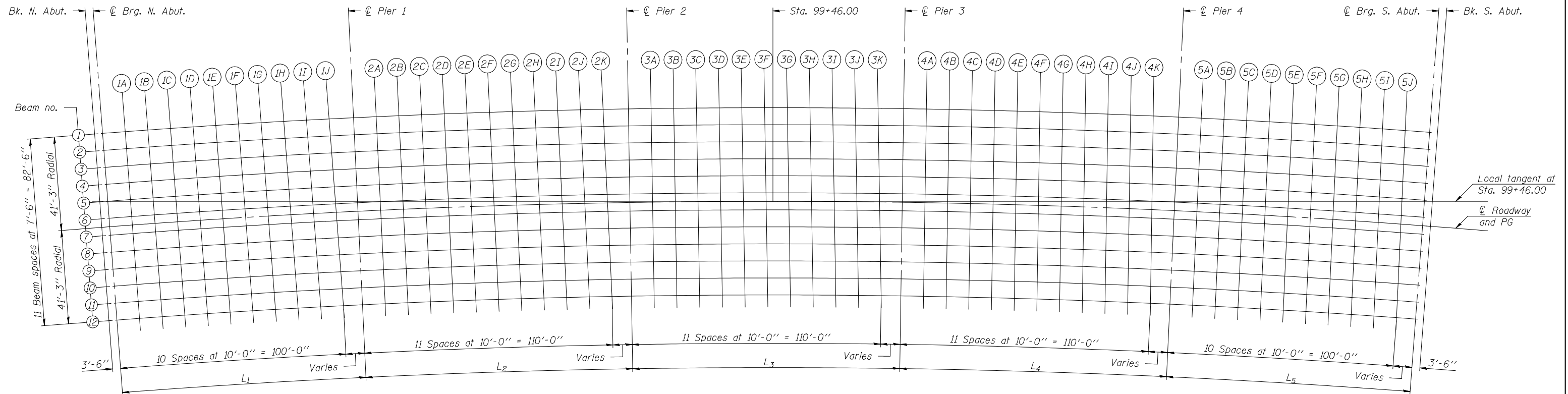
(Includes weight of concrete only.)

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 5-11 of 52.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 5-11 of 52, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

Notes:
See sheet 27 of 52 for span dimensions.
Horizontal dimensions are given along centerline of individual beams.

DESIGNED	JJD
CHECKED	EML
DRAWN	JJD
CHECKED	EML

HORNER & SHIFRIN, INC.
ENGINEERS

TOP OF SLAB ELEVATIONS
F.A.U. ROUTE 7706 - SECTION 23(B-1)
LOGAN COUNTY
STATION 99+46.00
STRUCTURE NO. 054-0512

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 7706	23(B-1)	LOGAN	179	89
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 5
52 SHEETS

Contract #72789

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	96+50.11	-41.25	566.91	566.91
⊕ Brg. N. Abut.	96+53.57	-41.25	566.93	566.93
1A	96+63.46	-41.25	566.98	567.05
1B	96+73.36	-41.25	567.03	567.17
1C	96+83.25	-41.25	567.07	567.26
1D	96+93.14	-41.25	567.12	567.34
1E	97+03.04	-41.25	567.17	567.40
1F	97+12.93	-41.25	567.22	567.43
1G	97+22.82	-41.25	567.27	567.44
1H	97+32.72	-41.25	567.32	567.45
1I	97+42.61	-41.25	567.37	567.45
1J	97+52.50	-41.25	567.42	567.45
⊕ Pier 1	97+63.14	-41.25	567.47	567.47
2A	97+73.03	-41.25	567.52	567.51
2B	97+82.93	-41.25	567.57	567.56
2C	97+92.82	-41.25	567.62	567.62
2D	98+02.71	-41.25	567.67	567.69
2E	98+12.61	-41.25	567.72	567.75
2F	98+22.50	-41.25	567.77	567.80
2G	98+32.39	-41.25	567.82	567.85
2H	98+42.29	-41.25	567.87	567.90
2I	98+52.18	-41.25	567.92	567.93
2J	98+62.07	-41.25	567.96	567.97
2K	98+71.97	-41.25	568.00	568.00
⊕ Pier 2	98+83.01	-41.25	568.04	568.04
3A	98+92.90	-41.25	568.07	568.09
3B	99+02.80	-41.25	568.10	568.14
3C	99+12.69	-41.25	568.12	568.19
3D	99+22.58	-41.25	568.14	568.24
3E	99+32.48	-41.25	568.15	568.27
3F	99+42.37	-41.25	568.15	568.28
3G	99+52.26	-41.25	568.15	568.28
3H	99+62.16	-41.25	568.15	568.26
3I	99+72.05	-41.25	568.14	568.22
3J	99+81.94	-41.25	568.13	568.18
3K	99+91.84	-41.25	568.11	568.13
⊕ Pier 3	100+03.00	-41.25	568.08	568.08
4A	100+12.89	-41.25	568.06	568.05
4B	100+22.79	-41.25	568.02	568.03
4C	100+32.68	-41.25	567.98	568.00
4D	100+42.57	-41.25	567.94	567.96
4E	100+52.47	-41.25	567.89	567.93
4F	100+62.36	-41.25	567.84	567.88
4G	100+72.25	-41.25	567.79	567.82
4H	100+82.15	-41.25	567.74	567.76
4I	100+92.04	-41.25	567.69	567.70
4J	101+01.93	-41.25	567.65	567.64
4K	101+11.83	-41.25	567.60	567.58
⊕ Pier 4	101+22.87	-41.25	567.54	567.54
5A	101+32.76	-41.25	567.49	567.52
5B	101+42.66	-41.25	567.44	567.51
5C	101+52.55	-41.25	567.39	567.51
5D	101+62.44	-41.25	567.34	567.51
5E	101+72.34	-41.25	567.29	567.50
5F	101+82.23	-41.25	567.24	567.47
5G	101+92.12	-41.25	567.19	567.41
5H	102+02.02	-41.25	567.14	567.34
5I	102+11.91	-41.25	567.10	567.24
5J	102+21.80	-41.25	567.05	567.13
⊕ Brg. S. Abut.	102+32.46	-41.25	566.99	566.99
Bk. S. Abut.	102+35.92	-41.25	566.98	566.98

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	96+50.10	-33.75	566.70	566.70
⊕ Brg. N. Abut.	96+53.57	-33.75	566.72	566.72
1A	96+63.48	-33.75	566.77	566.84
1B	96+73.39	-33.75	566.82	566.95
1C	96+83.31	-33.75	566.86	567.05
1D	96+93.22	-33.75	566.91	567.13
1E	97+03.13	-33.75	566.96	567.18
1F	97+13.04	-33.75	567.01	567.22
1G	97+22.96	-33.75	567.06	567.23
1H	97+32.87	-33.75	567.11	567.24
1I	97+42.78	-33.75	567.16	567.24
1J	97+52.69	-33.75	567.21	567.24
⊕ Pier 1	97+63.14	-33.75	567.26	567.26
2A	97+73.05	-33.75	567.31	567.30
2B	97+82.96	-33.75	567.36	567.35
2C	97+92.88	-33.75	567.41	567.41
2D	98+02.79	-33.75	567.46	567.48
2E	98+12.70	-33.75	567.51	567.54
2F	98+22.61	-33.75	567.56	567.59
2G	98+32.53	-33.75	567.61	567.64
2H	98+42.44	-33.75	567.66	567.69
2I	98+52.35	-33.75	567.71	567.72
2J	98+62.26	-33.75	567.75	567.76
2K	98+72.18	-33.75	567.79	567.79
⊕ Pier 2	98+83.01	-33.75	567.83	567.83
3A	98+92.92	-33.75	567.86	567.88
3B	99+02.83	-33.75	567.89	567.93
3C	99+12.75	-33.75	567.91	567.98
3D	99+22.66	-33.75	567.93	568.03
3E	99+32.57	-33.75	567.94	568.06
3F	99+42.48	-33.75	567.94	568.07
3G	99+52.40	-33.75	567.94	568.07
3H	99+62.31	-33.75	567.94	568.05
3I	99+72.22	-33.75	567.93	568.01
3J	99+82.13	-33.75	567.92	567.97
3K	99+92.05	-33.75	567.90	567.92
⊕ Pier 3	100+03.00	-33.75	567.87	567.87
4A	100+12.91	-33.75	567.85	567.84
4B	100+22.82	-33.75	567.81	567.82
4C	100+32.74	-33.75	567.77	567.79
4D	100+42.65	-33.75	567.73	567.75
4E	100+52.56	-33.75	567.68	567.72
4F	100+62.47	-33.75	567.63	567.67
4G	100+72.39	-33.75	567.58	567.61
4H	100+82.30	-33.75	567.53	567.55
4I	100+92.21	-33.75	567.48	567.48
4J	101+02.12	-33.75	567.43	567.43
4K	101+12.04	-33.75	567.38	567.37
⊕ Pier 4	101+22.87	-33.75	567.33	567.33
5A	101+32.78	-33.75	567.28	567.31
5B	101+42.69	-33.75	567.23	567.30
5C	101+52.61	-33.75	567.18	567.30
5D	101+62.52	-33.75	567.13	567.30
5E	101+72.43	-33.75	567.08	567.29
5F	101+82.34	-33.75	567.03	567.25
5G	101+92.26	-33.75	566.98	567.20
5H	102+02.17	-33.75	566.93	567.12
5I	102+12.08	-33.75	566.88	567.03
5J	102+21.99	-33.75	566.84	566.91
⊕ Brg. S. Abut.	102+32.46	-33.75	566.78	566.78
Bk. S. Abut.	102+35.93	-33.75	566.77	566.77

DESIGNED	EML
CHECKED	JJD
DRAWN	JJD
CHECKED	EML

HORNER & SHIFRIN, INC.
ENGINEERS

TOP OF SLAB ELEVATIONS
F.A.U. ROUTE 7706 - SECTION 23(B-1)
LOGAN COUNTY
STATION 99+46.00
STRUCTURE NO. 054-0512

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 6 52 SHEETS
F.A.U. 7706	23(B-1)	LOGAN	179	90	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72789

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	96+50.09	-26.25	566.49	566.49
⊕ Brg. N. Abut.	96+53.57	-26.25	566.51	566.51
1A	96+63.50	-26.25	566.56	566.63
1B	96+73.43	-26.25	566.61	566.74
1C	96+83.37	-26.25	566.66	566.84
1D	96+93.30	-26.25	566.70	566.92
1E	97+03.23	-26.25	566.75	566.97
1F	97+13.16	-26.25	566.80	567.01
1G	97+23.09	-26.25	566.85	567.02
1H	97+33.02	-26.25	566.90	567.03
1I	97+42.96	-26.25	566.95	567.03
1J	97+52.89	-26.25	567.00	567.03
⊕ Pier 1	97+63.14	-26.25	567.05	567.05
2A	97+73.07	-26.25	567.10	567.09
2B	97+83.00	-26.25	567.15	567.14
2C	97+92.94	-26.25	567.20	567.20
2D	98+02.87	-26.25	567.25	567.27
2E	98+12.80	-26.25	567.30	567.33
2F	98+22.73	-26.25	567.35	567.38
2G	98+32.66	-26.25	567.40	567.43
2H	98+42.59	-26.25	567.45	567.48
2I	98+52.53	-26.25	567.50	567.51
2J	98+62.46	-26.25	567.54	567.55
2K	98+72.39	-26.25	567.58	567.58
⊕ Pier 2	98+83.01	-26.25	567.62	567.62
3A	98+92.94	-26.25	567.65	567.67
3B	99+02.87	-26.25	567.68	567.72
3C	99+12.81	-26.25	567.70	567.77
3D	99+22.74	-26.25	567.72	567.82
3E	99+32.67	-26.25	567.73	567.85
3F	99+42.60	-26.25	567.73	567.86
3G	99+52.53	-26.25	567.73	567.86
3H	99+62.46	-26.25	567.73	567.83
3I	99+72.40	-26.25	567.72	567.80
3J	99+82.33	-26.25	567.71	567.76
3K	99+92.26	-26.25	567.69	567.71
⊕ Pier 3	100+03.00	-26.25	567.66	567.66
4A	100+12.93	-26.25	567.64	567.63
4B	100+22.86	-26.25	567.60	567.61
4C	100+32.80	-26.25	567.56	567.58
4D	100+42.73	-26.25	567.52	567.54
4E	100+52.66	-26.25	567.47	567.50
4F	100+62.59	-26.25	567.42	567.46
4G	100+72.52	-26.25	567.37	567.40
4H	100+82.45	-26.25	567.32	567.34
4I	100+92.39	-26.25	567.27	567.27
4J	101+02.32	-26.25	567.22	567.22
4K	101+12.25	-26.25	567.17	567.16
⊕ Pier 4	101+22.87	-26.25	567.12	567.12
5A	101+32.80	-26.25	567.07	567.10
5B	101+42.73	-26.25	567.02	567.09
5C	101+52.67	-26.25	566.97	567.09
5D	101+62.60	-26.25	566.92	567.09
5E	101+72.53	-26.25	566.87	567.07
5F	101+82.46	-26.25	566.82	567.04
5G	101+92.39	-26.25	566.77	566.99
5H	102+02.32	-26.25	566.72	566.91
5I	102+12.26	-26.25	566.67	566.81
5J	102+22.19	-26.25	566.62	566.70
⊕ Brg. S. Abut.	102+32.46	-26.25	566.57	566.57
Bk. S. Abut.	102+35.94	-26.25	566.56	566.56

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	96+50.09	-18.75	566.28	566.28
⊕ Brg. N. Abut.	96+53.57	-18.75	566.30	566.30
1A	96+63.52	-18.75	566.35	566.41
1B	96+73.47	-18.75	566.40	566.52
1C	96+83.42	-18.75	566.45	566.61
1D	96+93.37	-18.75	566.50	566.69
1E	97+03.33	-18.75	566.54	566.74
1F	97+13.28	-18.75	566.59	566.78
1G	97+23.23	-18.75	566.64	566.79
1H	97+33.18	-18.75	566.69	566.80
1I	97+43.13	-18.75	566.74	566.81
1J	97+53.08	-18.75	566.79	566.82
⊕ Pier 1	97+63.14	-18.75	566.84	566.84
2A	97+73.09	-18.75	566.89	566.88
2B	97+83.04	-18.75	566.94	566.93
2C	97+92.99	-18.75	566.99	566.99
2D	98+02.94	-18.75	567.04	567.05
2E	98+12.90	-18.75	567.09	567.11
2F	98+22.85	-18.75	567.14	567.17
2G	98+32.80	-18.75	567.19	567.22
2H	98+42.75	-18.75	567.24	567.26
2I	98+52.70	-18.75	567.29	567.30
2J	98+62.65	-18.75	567.33	567.33
2K	98+72.60	-18.75	567.38	567.37
⊕ Pier 2	98+83.01	-18.75	567.41	567.41
3A	98+92.96	-18.75	567.44	567.46
3B	99+02.91	-18.75	567.47	567.51
3C	99+12.86	-18.75	567.49	567.56
3D	99+22.81	-18.75	567.51	567.60
3E	99+32.77	-18.75	567.52	567.63
3F	99+42.72	-18.75	567.52	567.64
3G	99+52.67	-18.75	567.52	567.63
3H	99+62.62	-18.75	567.52	567.61
3I	99+72.57	-18.75	567.51	567.58
3J	99+82.52	-18.75	567.50	567.54
3K	99+92.47	-18.75	567.48	567.50
⊕ Pier 3	100+03.00	-18.75	567.45	567.45
4A	100+12.95	-18.75	567.43	567.42
4B	100+22.90	-18.75	567.39	567.39
4C	100+32.85	-18.75	567.35	567.36
4D	100+42.80	-18.75	567.31	567.33
4E	100+52.76	-18.75	567.26	567.29
4F	100+62.71	-18.75	567.21	567.24
4G	100+72.66	-18.75	567.16	567.18
4H	100+82.61	-18.75	567.11	567.12
4I	100+92.56	-18.75	567.06	567.06
4J	101+02.51	-18.75	567.01	567.00
4K	101+12.46	-18.75	566.96	566.95
⊕ Pier 4	101+22.87	-18.75	566.91	566.91
5A	101+32.82	-18.75	566.86	566.89
5B	101+42.77	-18.75	566.81	566.88
5C	101+52.72	-18.75	566.76	566.87
5D	101+62.67	-18.75	566.71	566.86
5E	101+72.63	-18.75	566.66	566.84
5F	101+82.58	-18.75	566.61	566.81
5G	101+92.53	-18.75	566.56	566.75
5H	102+02.48	-18.75	566.51	566.68
5I	102+12.43	-18.75	566.46	566.59
5J	102+22.38	-18.75	566.41	566.48
⊕ Brg. S. Abut.	102+32.46	-18.75	566.36	566.36
Bk. S. Abut.	102+35.94	-18.75	566.35	566.35

DESIGNED	EML
CHECKED	JJD
DRAWN	JJD
CHECKED	EML



TOP OF SLAB ELEVATIONS
F.A.U. ROUTE 7706 - SECTION 23(B-1)
LOGAN COUNTY
STATION 99+46.00
STRUCTURE NO. 054-0512

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 7706	23(B-1)	LOGAN	179	91
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 7
52 SHEETS

Contract #72789

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	96+50.08	-11.25	566.07	566.07
⊕ Brg. N. Abut.	96+53.57	-11.25	566.09	566.09
1A	96+63.54	-11.25	566.14	566.20
1B	96+73.51	-11.25	566.19	566.31
1C	96+83.48	-11.25	566.24	566.40
1D	96+93.45	-11.25	566.29	566.48
1E	97+03.42	-11.25	566.34	566.53
1F	97+13.39	-11.25	566.39	566.57
1G	97+23.36	-11.25	566.44	566.58
1H	97+33.34	-11.25	566.48	566.59
1I	97+43.31	-11.25	566.53	566.60
1J	97+53.28	-11.25	566.58	566.61
⊕ Pier 1	97+63.14	-11.25	566.63	566.63
2A	97+73.11	-11.25	566.68	566.67
2B	97+83.08	-11.25	566.73	566.72
2C	97+93.05	-11.25	566.78	566.78
2D	98+03.02	-11.25	566.83	566.84
2E	98+12.99	-11.25	566.88	566.90
2F	98+22.96	-11.25	566.93	566.96
2G	98+32.93	-11.25	566.98	567.01
2H	98+42.91	-11.25	567.03	567.05
2I	98+52.88	-11.25	567.08	567.09
2J	98+62.85	-11.25	567.13	567.13
2K	98+72.82	-11.25	567.17	567.16
⊕ Pier 2	98+83.01	-11.25	567.20	567.20
3A	98+92.98	-11.25	567.23	567.25
3B	99+02.95	-11.25	567.26	567.30
3C	99+12.92	-11.25	567.28	567.35
3D	99+22.89	-11.25	567.30	567.39
3E	99+32.86	-11.25	567.31	567.41
3F	99+42.83	-11.25	567.31	567.43
3G	99+52.80	-11.25	567.31	567.42
3H	99+62.78	-11.25	567.31	567.40
3I	99+72.75	-11.25	567.30	567.37
3J	99+82.72	-11.25	567.29	567.33
3K	99+92.69	-11.25	567.27	567.29
⊕ Pier 3	100+03.00	-11.25	567.24	567.24
4A	100+12.97	-11.25	567.22	567.21
4B	100+22.94	-11.25	567.18	567.18
4C	100+32.91	-11.25	567.14	567.15
4D	100+42.88	-11.25	567.10	567.12
4E	100+52.85	-11.25	567.05	567.07
4F	100+62.82	-11.25	567.00	567.02
4G	100+72.79	-11.25	566.95	566.97
4H	100+82.77	-11.25	566.90	566.91
4I	100+92.74	-11.25	566.85	566.85
4J	101+02.71	-11.25	566.80	566.79
4K	101+12.68	-11.25	566.75	566.74
⊕ Pier 4	101+22.87	-11.25	566.70	566.70
5A	101+32.84	-11.25	566.65	566.68
5B	101+42.81	-11.25	566.60	566.67
5C	101+52.78	-11.25	566.55	566.66
5D	101+62.75	-11.25	566.50	566.65
5E	101+72.72	-11.25	566.45	566.63
5F	101+82.69	-11.25	566.40	566.60
5G	101+92.66	-11.25	566.35	566.54
5H	102+02.64	-11.25	566.30	566.47
5I	102+12.61	-11.25	566.25	566.38
5J	102+22.58	-11.25	566.20	566.27
⊕ Brg. S. Abut.	102+32.46	-11.25	566.15	566.15
Bk. S. Abut.	102+35.95	-11.25	566.14	566.14

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	96+50.07	-3.75	565.86	565.86
⊕ Brg. N. Abut.	96+53.57	-3.75	565.88	565.88
1A	96+63.56	-3.75	565.93	565.99
1B	96+73.55	-3.75	565.98	566.10
1C	96+83.54	-3.75	566.03	566.19
1D	96+93.53	-3.75	566.08	566.26
1E	97+03.52	-3.75	566.13	566.32
1F	97+13.51	-3.75	566.18	566.35
1G	97+23.50	-3.75	566.23	566.37
1H	97+33.49	-3.75	566.28	566.38
1I	97+43.48	-3.75	566.33	566.39
1J	97+53.47	-3.75	566.38	566.40
⊕ Pier 1	97+63.14	-3.75	566.42	566.42
2A	97+73.13	-3.75	566.47	566.46
2B	97+83.12	-3.75	566.52	566.51
2C	97+93.11	-3.75	566.57	566.57
2D	98+03.10	-3.75	566.62	566.63
2E	98+13.09	-3.75	566.67	566.69
2F	98+23.08	-3.75	566.72	566.75
2G	98+33.07	-3.75	566.77	566.80
2H	98+43.06	-3.75	566.82	566.84
2I	98+53.05	-3.75	566.87	566.88
2J	98+63.04	-3.75	566.92	566.92
2K	98+73.03	-3.75	566.96	566.95
⊕ Pier 2	98+83.01	-3.75	566.99	566.99
3A	98+93.00	-3.75	567.02	567.04
3B	99+02.99	-3.75	567.05	567.09
3C	99+12.98	-3.75	567.07	567.14
3D	99+22.97	-3.75	567.09	567.18
3E	99+32.96	-3.75	567.10	567.20
3F	99+42.95	-3.75	567.10	567.22
3G	99+52.94	-3.75	567.10	567.21
3H	99+62.93	-3.75	567.10	567.19
3I	99+72.92	-3.75	567.09	567.16
3J	99+82.91	-3.75	567.08	567.12
3K	99+92.90	-3.75	567.06	567.07
⊕ Pier 3	100+03.00	-3.75	567.03	567.03
4A	100+12.99	-3.75	567.01	567.00
4B	100+22.98	-3.75	566.97	566.97
4C	100+32.97	-3.75	566.93	566.94
4D	100+42.96	-3.75	566.89	566.91
4E	100+52.95	-3.75	566.84	566.86
4F	100+62.94	-3.75	566.79	566.81
4G	100+72.93	-3.75	566.74	566.76
4H	100+82.92	-3.75	566.69	566.70
4I	100+92.91	-3.75	566.64	566.64
4J	101+02.90	-3.75	566.59	566.58
4K	101+12.89	-3.75	566.54	566.53
⊕ Pier 4	101+22.87	-3.75	566.49	566.49
5A	101+32.86	-3.75	566.44	566.47
5B	101+42.85	-3.75	566.39	566.46
5C	101+52.84	-3.75	566.34	566.45
5D	101+62.83	-3.75	566.29	566.44
5E	101+72.82	-3.75	566.24	566.42
5F	101+82.81	-3.75	566.19	566.38
5G	101+92.80	-3.75	566.14	566.33
5H	102+02.79	-3.75	566.09	566.25
5I	102+12.78	-3.75	566.04	566.16
5J	102+22.77	-3.75	565.99	566.05
⊕ Brg. S. Abut.	102+32.46	-3.75	565.94	565.94
Bk. S. Abut.	102+35.96	-3.75	565.93	565.93

DESIGNED	EML
CHECKED	JJD
DRAWN	JJD
CHECKED	EML

HORNER & SHIFRIN, INC.
ENGINEERS

TOP OF SLAB ELEVATIONS
F.A.U. ROUTE 7706 - SECTION 23(B-1)
LOGAN COUNTY
STATION 99+46.00
STRUCTURE NO. 054-0512

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 8 52 SHEETS
F.A.U. 7706	23(B-1)	LOGAN	179	92	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72789

☉ ROADWAY AND PROFILE GRADE

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	96+50.07	0.00	565.75	565.75
☉ Brg. N. Abut.	96+53.57	0.00	565.77	565.77
1A	96+63.57	0.00	565.82	565.89
1B	96+73.57	0.00	565.87	565.99
1C	96+83.57	0.00	565.92	566.08
1D	96+93.57	0.00	565.97	566.16
1E	97+03.57	0.00	566.02	566.21
1F	97+13.57	0.00	566.07	566.25
1G	97+23.57	0.00	566.12	566.27
1H	97+33.57	0.00	566.17	566.28
1I	97+43.57	0.00	566.22	566.28
1J	97+53.57	0.00	566.27	566.30
☉ Pier 1	97+63.14	0.00	566.32	566.32
2A	97+73.14	0.00	566.37	566.36
2B	97+83.14	0.00	566.42	566.41
2C	97+93.14	0.00	566.47	566.46
2D	98+03.14	0.00	566.52	566.53
2E	98+13.14	0.00	566.57	566.59
2F	98+23.14	0.00	566.62	566.64
2G	98+33.14	0.00	566.67	566.69
2H	98+43.14	0.00	566.72	566.74
2I	98+53.14	0.00	566.77	566.77
2J	98+63.14	0.00	566.81	566.81
2K	98+73.14	0.00	566.85	566.85
☉ Pier 2	98+83.01	0.00	566.89	566.89
3A	98+93.01	0.00	566.92	566.93
3B	99+03.01	0.00	566.94	566.98
3C	99+13.01	0.00	566.97	567.03
3D	99+23.01	0.00	566.98	567.07
3E	99+33.01	0.00	566.99	567.10
3F	99+43.01	0.00	567.00	567.11
3G	99+53.01	0.00	567.00	567.11
3H	99+63.01	0.00	567.00	567.08
3I	99+73.01	0.00	566.99	567.05
3J	99+83.01	0.00	566.97	567.01
3K	99+93.01	0.00	566.95	566.97
☉ Pier 3	100+03.00	0.00	566.93	566.93
4A	100+13.00	0.00	566.90	566.90
4B	100+23.00	0.00	566.87	566.87
4C	100+33.00	0.00	566.83	566.84
4D	100+43.00	0.00	566.78	566.80
4E	100+53.00	0.00	566.74	566.76
4F	100+63.00	0.00	566.69	566.71
4G	100+73.00	0.00	566.64	566.65
4H	100+83.00	0.00	566.59	566.59
4I	100+93.00	0.00	566.54	566.53
4J	101+03.00	0.00	566.49	566.48
4K	101+13.00	0.00	566.44	566.42
☉ Pier 4	101+22.87	0.00	566.39	566.39
5A	101+32.87	0.00	566.34	566.36
5B	101+42.87	0.00	566.29	566.35
5C	101+52.87	0.00	566.24	566.34
5D	101+62.87	0.00	566.19	566.33
5E	101+72.87	0.00	566.14	566.31
5F	101+82.87	0.00	566.09	566.28
5G	101+92.87	0.00	566.04	566.22
5H	102+02.87	0.00	565.99	566.15
5I	102+12.87	0.00	565.94	566.06
5J	102+22.87	0.00	565.89	565.95
☉ Brg. S. Abut.	102+32.46	0.00	565.84	565.84
Bk. S. Abut.	102+35.96	0.00	565.82	565.82

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	96+50.07	3.75	565.65	565.65
☉ Brg. N. Abut.	96+53.57	3.75	565.67	565.67
1A	96+63.58	3.75	565.72	565.78
1B	96+73.59	3.75	565.77	565.89
1C	96+83.60	3.75	565.82	565.98
1D	96+93.61	3.75	565.87	566.05
1E	97+03.62	3.75	565.92	566.11
1F	97+13.63	3.75	565.97	566.14
1G	97+23.64	3.75	566.02	566.16
1H	97+33.65	3.75	566.07	566.17
1I	97+43.66	3.75	566.12	566.18
1J	97+53.67	3.75	566.17	566.19
☉ Pier 1	97+63.14	3.75	566.21	566.21
2A	97+73.15	3.75	566.26	566.25
2B	97+83.16	3.75	566.31	566.30
2C	97+93.17	3.75	566.36	566.36
2D	98+03.18	3.75	566.41	566.42
2E	98+13.19	3.75	566.46	566.48
2F	98+23.20	3.75	566.51	566.54
2G	98+33.21	3.75	566.56	566.59
2H	98+43.22	3.75	566.61	566.63
2I	98+53.23	3.75	566.66	566.67
2J	98+63.24	3.75	566.71	566.71
2K	98+73.25	3.75	566.75	566.74
☉ Pier 2	98+83.01	3.75	566.78	566.78
3A	98+93.02	3.75	566.81	566.83
3B	99+03.03	3.75	566.84	566.88
3C	99+13.04	3.75	566.86	566.92
3D	99+23.05	3.75	566.88	566.96
3E	99+33.06	3.75	566.89	566.99
3F	99+43.07	3.75	566.89	567.01
3G	99+53.08	3.75	566.89	567.00
3H	99+63.09	3.75	566.89	566.98
3I	99+73.10	3.75	566.88	566.95
3J	99+83.11	3.75	566.87	566.91
3K	99+93.12	3.75	566.85	566.86
☉ Pier 3	100+03.00	3.75	566.82	566.82
4A	100+13.01	3.75	566.80	566.79
4B	100+23.02	3.75	566.76	566.76
4C	100+33.03	3.75	566.72	566.73
4D	100+43.04	3.75	566.68	566.70
4E	100+53.05	3.75	566.63	566.65
4F	100+63.06	3.75	566.58	566.60
4G	100+73.07	3.75	566.53	566.55
4H	100+83.08	3.75	566.48	566.49
4I	100+93.09	3.75	566.43	566.43
4J	101+03.10	3.75	566.38	566.37
4K	101+13.11	3.75	566.33	566.32
☉ Pier 4	101+22.87	3.75	566.28	566.28
5A	101+32.88	3.75	566.23	566.26
5B	101+42.89	3.75	566.18	566.24
5C	101+52.90	3.75	566.13	566.24
5D	101+62.91	3.75	566.08	566.23
5E	101+72.92	3.75	566.03	566.21
5F	101+82.93	3.75	565.98	566.17
5G	101+92.94	3.75	565.93	566.12
5H	102+02.95	3.75	565.88	566.04
5I	102+12.96	3.75	565.83	565.95
5J	102+22.97	3.75	565.78	565.84
☉ Brg. S. Abut.	102+32.46	3.75	565.73	565.73
Bk. S. Abut.	102+35.96	3.75	565.72	565.72

DESIGNED	EML
CHECKED	JJD
DRAWN	JJD
CHECKED	EML



TOP OF SLAB ELEVATIONS
F.A.U. ROUTE 7706 - SECTION 23(B-1)
LOGAN COUNTY
STATION 99+46.00
STRUCTURE NO. 054-0512

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 7706	23(B-1)	LOGAN	179	93
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 9
52 SHEETS

Contract #72789

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	96+50.06	11.25	565.44	565.44
⊕ Brg. N. Abut.	96+53.57	11.25	565.46	565.46
1A	96+63.60	11.25	565.51	565.57
1B	96+73.63	11.25	565.56	565.68
1C	96+83.66	11.25	565.61	565.77
1D	96+93.69	11.25	565.66	565.84
1E	97+03.72	11.25	565.71	565.90
1F	97+13.75	11.25	565.76	565.93
1G	97+23.78	11.25	565.81	565.95
1H	97+33.81	11.25	565.86	565.96
1I	97+43.84	11.25	565.91	565.97
1J	97+53.87	11.25	565.96	565.98
⊕ Pier 1	97+63.14	11.25	566.00	566.00
2A	97+73.17	11.25	566.05	566.04
2B	97+83.20	11.25	566.10	566.09
2C	97+93.23	11.25	566.15	566.15
2D	98+03.26	11.25	566.20	566.21
2E	98+13.29	11.25	566.25	566.27
2F	98+23.32	11.25	566.30	566.33
2G	98+33.35	11.25	566.35	566.38
2H	98+43.38	11.25	566.41	566.42
2I	98+53.41	11.25	566.45	566.46
2J	98+63.44	11.25	566.50	566.50
2K	98+73.46	11.25	566.54	566.54
⊕ Pier 2	98+83.01	11.25	566.57	566.57
3A	98+93.04	11.25	566.60	566.62
3B	99+03.07	11.25	566.63	566.67
3C	99+13.10	11.25	566.65	566.71
3D	99+23.13	11.25	566.67	566.75
3E	99+33.16	11.25	566.68	566.78
3F	99+43.19	11.25	566.68	566.79
3G	99+53.22	11.25	566.68	566.79
3H	99+63.25	11.25	566.68	566.77
3I	99+73.28	11.25	566.67	566.73
3J	99+83.31	11.25	566.66	566.69
3K	99+93.33	11.25	566.64	566.65
⊕ Pier 3	100+03.00	11.25	566.61	566.61
4A	100+13.03	11.25	566.59	566.58
4B	100+23.06	11.25	566.55	566.55
4C	100+33.09	11.25	566.51	566.52
4D	100+43.12	11.25	566.47	566.49
4E	100+53.15	11.25	566.42	566.44
4F	100+63.18	11.25	566.37	566.39
4G	100+73.21	11.25	566.32	566.34
4H	100+83.24	11.25	566.27	566.27
4I	100+93.27	11.25	566.22	566.21
4J	101+03.30	11.25	566.17	566.16
4K	101+13.32	11.25	566.12	566.11
⊕ Pier 4	101+22.87	11.25	566.07	566.07
5A	101+32.90	11.25	566.02	566.05
5B	101+42.93	11.25	565.97	566.03
5C	101+52.96	11.25	565.92	566.03
5D	101+62.99	11.25	565.87	566.02
5E	101+73.02	11.25	565.82	566.00
5F	101+83.05	11.25	565.77	565.96
5G	101+93.08	11.25	565.72	565.90
5H	102+03.11	11.25	565.67	565.83
5I	102+13.14	11.25	565.62	565.74
5J	102+23.17	11.25	565.57	565.63
⊕ Brg. S. Abut.	102+32.46	11.25	565.52	565.52
Bk. S. Abut.	102+35.97	11.25	565.51	565.51

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	96+50.05	18.75	565.23	565.23
⊕ Brg. N. Abut.	96+53.57	18.75	565.25	565.25
1A	96+63.62	18.75	565.30	565.36
1B	96+73.67	18.75	565.35	565.47
1C	96+83.72	18.75	565.40	565.56
1D	96+93.77	18.75	565.45	565.63
1E	97+03.82	18.75	565.50	565.69
1F	97+13.87	18.75	565.55	565.72
1G	97+23.92	18.75	565.60	565.74
1H	97+33.96	18.75	565.65	565.75
1I	97+44.01	18.75	565.70	565.76
1J	97+54.06	18.75	565.75	565.77
⊕ Pier 1	97+63.14	18.75	565.79	565.79
2A	97+73.19	18.75	565.84	565.83
2B	97+83.24	18.75	565.89	565.88
2C	97+93.29	18.75	565.94	565.94
2D	98+03.34	18.75	565.99	566.00
2E	98+13.39	18.75	566.05	566.06
2F	98+23.44	18.75	566.10	566.12
2G	98+33.49	18.75	566.15	566.17
2H	98+43.53	18.75	566.20	566.21
2I	98+53.58	18.75	566.24	566.25
2J	98+63.63	18.75	566.29	566.29
2K	98+73.68	18.75	566.33	566.33
⊕ Pier 2	98+83.01	18.75	566.36	566.36
3A	98+93.06	18.75	566.39	566.41
3B	99+03.11	18.75	566.42	566.46
3C	99+13.16	18.75	566.44	566.50
3D	99+23.21	18.75	566.46	566.54
3E	99+33.26	18.75	566.47	566.57
3F	99+43.31	18.75	566.47	566.58
3G	99+53.36	18.75	566.47	566.58
3H	99+63.40	18.75	566.47	566.56
3I	99+73.45	18.75	566.46	566.52
3J	99+83.50	18.75	566.45	566.48
3K	99+93.55	18.75	566.43	566.44
⊕ Pier 3	100+03.00	18.75	566.40	566.40
4A	100+13.05	18.75	566.38	566.37
4B	100+23.10	18.75	566.34	566.34
4C	100+33.15	18.75	566.30	566.31
4D	100+43.20	18.75	566.26	566.28
4E	100+53.25	18.75	566.21	566.23
4F	100+63.30	18.75	566.16	566.18
4G	100+73.35	18.75	566.11	566.12
4H	100+83.39	18.75	566.06	566.06
4I	100+93.44	18.75	566.01	566.00
4J	101+03.49	18.75	565.96	565.95
4K	101+13.54	18.75	565.91	565.90
⊕ Pier 4	101+22.87	18.75	565.86	565.86
5A	101+32.92	18.75	565.81	565.84
5B	101+42.97	18.75	565.76	565.82
5C	101+53.02	18.75	565.71	565.81
5D	101+63.07	18.75	565.66	565.81
5E	101+73.12	18.75	565.61	565.78
5F	101+83.17	18.75	565.56	565.75
5G	101+93.22	18.75	565.51	565.69
5H	102+03.26	18.75	565.46	565.62
5I	102+13.31	18.75	565.41	565.52
5J	102+23.36	18.75	565.36	565.42
⊕ Brg. S. Abut.	102+32.46	18.75	565.31	565.31
Bk. S. Abut.	102+35.98	18.75	565.30	565.30

DESIGNED	EML
CHECKED	JJD
DRAWN	JJD
CHECKED	EML

HORNER & SHIFRIN, INC.
ENGINEERS

TOP OF SLAB ELEVATIONS
F.A.U. ROUTE 7706 - SECTION 23(B-1)
LOGAN COUNTY
STATION 99+46.00
STRUCTURE NO. 054-0512

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 10 52 SHEETS
F.A.U. 7706	23(B-1)	LOGAN	179	94	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72789

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	96+50.05	26.25	565.02	565.02
⊕ Brg. N. Abut.	96+53.57	26.25	565.04	565.04
1A	96+63.64	26.25	565.09	565.16
1B	96+73.71	26.25	565.14	565.27
1C	96+83.78	26.25	565.19	565.36
1D	96+93.85	26.25	565.24	565.44
1E	97+03.92	26.25	565.29	565.49
1F	97+13.98	26.25	565.34	565.53
1G	97+24.05	26.25	565.39	565.54
1H	97+34.12	26.25	565.44	565.55
1I	97+44.19	26.25	565.49	565.55
1J	97+54.26	26.25	565.54	565.56
⊕ Pier 1	97+63.14	26.25	565.58	565.58
2A	97+73.21	26.25	565.63	565.62
2B	97+83.28	26.25	565.68	565.68
2C	97+93.35	26.25	565.73	565.73
2D	98+03.42	26.25	565.79	565.80
2E	98+13.49	26.25	565.84	565.86
2F	98+23.55	26.25	565.89	565.92
2G	98+33.62	26.25	565.94	565.97
2H	98+43.69	26.25	565.99	566.01
2I	98+53.76	26.25	566.03	566.04
2J	98+63.83	26.25	566.08	566.08
2K	98+73.90	26.25	566.12	566.12
⊕ Pier 2	98+83.01	26.25	566.15	566.15
3A	98+93.08	26.25	566.18	566.20
3B	99+03.15	26.25	566.21	566.25
3C	99+13.22	26.25	566.23	566.30
3D	99+23.29	26.25	566.25	566.34
3E	99+33.36	26.25	566.26	566.37
3F	99+43.42	26.25	566.26	566.39
3G	99+53.49	26.25	566.26	566.38
3H	99+63.56	26.25	566.26	566.36
3I	99+73.63	26.25	566.25	566.32
3J	99+83.70	26.25	566.24	566.28
3K	99+93.77	26.25	566.22	566.23
⊕ Pier 3	100+03.00	26.25	566.19	566.19
4A	100+13.07	26.25	566.17	566.16
4B	100+23.14	26.25	566.13	566.13
4C	100+33.21	26.25	566.09	566.11
4D	100+43.28	26.25	566.05	566.07
4E	100+53.35	26.25	566.00	566.03
4F	100+63.41	26.25	565.95	565.98
4G	100+73.48	26.25	565.90	565.92
4H	100+83.55	26.25	565.85	565.86
4I	100+93.62	26.25	565.80	565.80
4J	101+03.69	26.25	565.75	565.74
4K	101+13.76	26.25	565.70	565.69
⊕ Pier 4	101+22.87	26.25	565.65	565.65
5A	101+32.94	26.25	565.60	565.63
5B	101+43.01	26.25	565.55	565.62
5C	101+53.08	26.25	565.50	565.61
5D	101+63.15	26.25	565.45	565.61
5E	101+73.22	26.25	565.40	565.59
5F	101+83.28	26.25	565.35	565.55
5G	101+93.35	26.25	565.30	565.50
5H	102+03.42	26.25	565.25	565.42
5I	102+13.49	26.25	565.20	565.32
5J	102+23.56	26.25	565.15	565.21
⊕ Brg. S. Abut.	102+32.46	26.25	565.10	565.10
Bk. S. Abut.	102+35.98	26.25	565.09	565.09

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	96+50.04	33.75	564.81	564.81
⊕ Brg. N. Abut.	96+53.57	33.75	564.83	564.83
1A	96+63.66	33.75	564.88	564.95
1B	96+73.75	33.75	564.93	565.06
1C	96+83.84	33.75	564.98	565.15
1D	96+93.93	33.75	565.03	565.23
1E	97+04.02	33.75	565.08	565.28
1F	97+14.10	33.75	565.13	565.32
1G	97+24.19	33.75	565.18	565.33
1H	97+34.28	33.75	565.23	565.34
1I	97+44.37	33.75	565.28	565.34
1J	97+54.46	33.75	565.33	565.35
⊕ Pier 1	97+63.14	33.75	565.37	565.37
2A	97+73.23	33.75	565.42	565.41
2B	97+83.32	33.75	565.47	565.47
2C	97+93.41	33.75	565.53	565.53
2D	98+03.50	33.75	565.58	565.59
2E	98+13.59	33.75	565.63	565.65
2F	98+23.67	33.75	565.68	565.71
2G	98+33.76	33.75	565.73	565.76
2H	98+43.85	33.75	565.78	565.80
2I	98+53.94	33.75	565.82	565.84
2J	98+64.03	33.75	565.87	565.87
2K	98+74.12	33.75	565.91	565.91
⊕ Pier 2	98+83.01	33.75	565.94	565.94
3A	98+93.10	33.75	565.97	565.99
3B	99+03.19	33.75	566.00	566.04
3C	99+13.28	33.75	566.02	566.09
3D	99+23.37	33.75	566.04	566.13
3E	99+33.46	33.75	566.05	566.16
3F	99+43.54	33.75	566.05	566.17
3G	99+53.63	33.75	566.05	566.17
3H	99+63.72	33.75	566.05	566.14
3I	99+73.81	33.75	566.04	566.11
3J	99+83.90	33.75	566.03	566.07
3K	99+93.99	33.75	566.01	566.02
⊕ Pier 3	100+03.00	33.75	565.98	565.98
4A	100+13.09	33.75	565.96	565.95
4B	100+23.18	33.75	565.92	565.92
4C	100+33.27	33.75	565.88	565.90
4D	100+43.36	33.75	565.84	565.86
4E	100+53.45	33.75	565.79	565.82
4F	100+63.53	33.75	565.74	565.77
4G	100+73.62	33.75	565.69	565.71
4H	100+83.71	33.75	565.64	565.65
4I	100+93.80	33.75	565.59	565.59
4J	101+03.89	33.75	565.54	565.53
4K	101+13.98	33.75	565.49	565.47
⊕ Pier 4	101+22.87	33.75	565.44	565.44
5A	101+32.96	33.75	565.39	565.42
5B	101+43.05	33.75	565.34	565.41
5C	101+53.14	33.75	565.29	565.40
5D	101+63.23	33.75	565.24	565.40
5E	101+73.32	33.75	565.19	565.38
5F	101+83.40	33.75	565.14	565.34
5G	101+93.49	33.75	565.09	565.29
5H	102+03.58	33.75	565.04	565.21
5I	102+13.67	33.75	564.99	565.11
5J	102+23.76	33.75	564.94	565.00
⊕ Brg. S. Abut.	102+32.46	33.75	564.89	564.89
Bk. S. Abut.	102+35.99	33.75	564.88	564.88

DESIGNED	EML
CHECKED	JJD
DRAWN	JJD
CHECKED	EML



TOP OF SLAB ELEVATIONS
F.A.U. ROUTE 7706 - SECTION 23(B-1)
LOGAN COUNTY
STATION 99+46.00
STRUCTURE NO. 054-0512

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 11 52 SHEETS
F.A.U. 7706	23(B-1)	LOGAN	179	95	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72789

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	96+50.03	41.25	564.60	564.60
⊕ Brg. N. Abut.	96+53.57	41.25	564.62	564.62
1A	96+63.68	41.25	564.67	564.74
1B	96+73.79	41.25	564.72	564.85
1C	96+83.90	41.25	564.77	564.94
1D	96+94.01	41.25	564.82	565.02
1E	97+04.12	41.25	564.87	565.07
1F	97+14.22	41.25	564.92	565.11
1G	97+24.33	41.25	564.97	565.12
1H	97+34.44	41.25	565.02	565.13
1I	97+44.55	41.25	565.07	565.13
1J	97+54.66	41.25	565.12	565.14
⊕ Pier 1	97+63.14	41.25	565.16	565.16
2A	97+73.25	41.25	565.21	565.20
2B	97+83.36	41.25	565.27	565.26
2C	97+93.47	41.25	565.32	565.32
2D	98+03.58	41.25	565.37	565.38
2E	98+13.69	41.25	565.42	565.44
2F	98+23.79	41.25	565.47	565.50
2G	98+33.90	41.25	565.52	565.55
2H	98+44.01	41.25	565.57	565.59
2I	98+54.12	41.25	565.62	565.63
2J	98+64.23	41.25	565.66	565.66
2K	98+74.34	41.25	565.70	565.70
⊕ Pier 2	98+83.01	41.25	565.73	565.73
3A	98+93.12	41.25	565.76	565.78
3B	99+03.23	41.25	565.79	565.83
3C	99+13.34	41.25	565.81	565.88
3D	99+23.45	41.25	565.83	565.92
3E	99+33.56	41.25	565.84	565.95
3F	99+43.66	41.25	565.84	565.96
3G	99+53.77	41.25	565.84	565.96
3H	99+63.88	41.25	565.84	565.93
3I	99+73.99	41.25	565.83	565.90
3J	99+84.10	41.25	565.82	565.85
3K	99+94.21	41.25	565.80	565.81
⊕ Pier 3	100+03.00	41.25	565.77	565.77
4A	100+13.11	41.25	565.75	565.74
4B	100+23.22	41.25	565.71	565.71
4C	100+33.33	41.25	565.67	565.69
4D	100+43.44	41.25	565.63	565.65
4E	100+53.55	41.25	565.58	565.61
4F	100+63.65	41.25	565.53	565.56
4G	100+73.76	41.25	565.48	565.50
4H	100+83.87	41.25	565.43	565.44
4I	100+93.98	41.25	565.38	565.37
4J	101+04.09	41.25	565.32	565.32
4K	101+14.20	41.25	565.27	565.26
⊕ Pier 4	101+22.87	41.25	565.23	565.23
5A	101+32.98	41.25	565.18	565.21
5B	101+43.09	41.25	565.13	565.20
5C	101+53.20	41.25	565.08	565.19
5D	101+63.31	41.25	565.03	565.19
5E	101+73.42	41.25	564.98	565.17
5F	101+83.52	41.25	564.93	565.13
5G	101+93.63	41.25	564.88	565.07
5H	102+03.74	41.25	564.83	564.99
5I	102+13.85	41.25	564.78	564.90
5J	102+23.96	41.25	564.73	564.78
⊕ Brg. S. Abut.	102+32.46	41.25	564.68	564.68
Bk. S. Abut.	102+36.00	41.25	564.67	564.67

DESIGNED	EML
CHECKED	JJD
DRAWN	JJD
CHECKED	EML



TOP OF SLAB ELEVATIONS
F.A.U. ROUTE 7706 - SECTION 23(B-1)
LOGAN COUNTY
STATION 99+46.00
STRUCTURE NO. 054-0512

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't	96+20.94	-43.00	566.81
A	96+30.83	-43.00	566.86
B	96+40.71	-43.00	566.91
S. End N. Appr. Pav't.	96+50.60	-43.00	566.96

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't	96+20.85	-33.00	566.53
A	96+30.77	-33.00	566.58
B	96+40.68	-33.00	566.63
S. End N. Appr. Pav't.	96+50.60	-33.00	566.68

☉ ROADWAY AND PROFILE GRADE

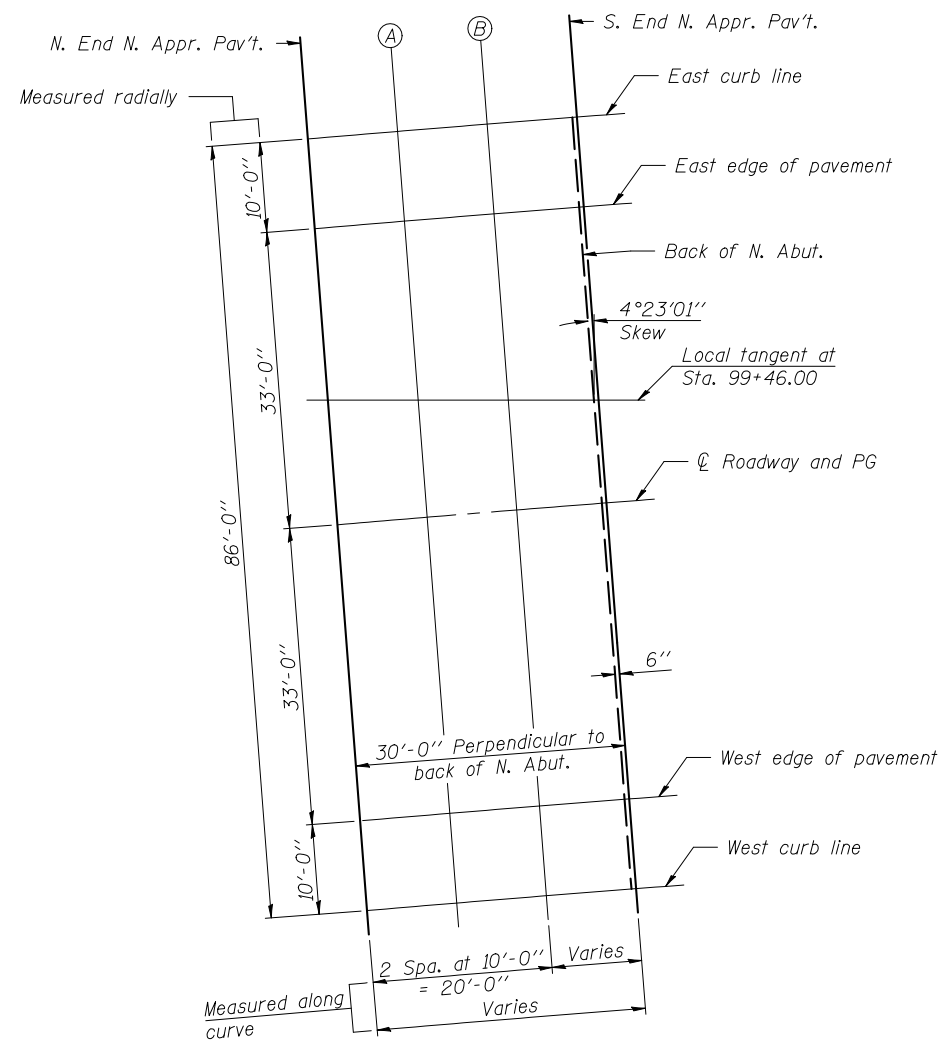
Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't	96+20.57	0.00	565.61
A	96+30.57	0.00	565.66
B	96+40.57	0.00	565.71
S. End N. Appr. Pav't.	96+50.57	0.00	565.76

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't	96+20.28	33.00	564.68
A	96+30.37	33.00	564.73
B	96+40.46	33.00	564.78
S. End N. Appr. Pav't.	96+50.54	33.00	564.83

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't	96+20.19	43.00	564.40
A	96+30.31	43.00	564.45
B	96+40.42	43.00	564.50
S. End N. Appr. Pav't.	96+50.54	43.00	564.55



PLAN

Note:
Horizontal dimensions are given along ☉ individual location.

DESIGNED	EML
CHECKED	JJD
DRAWN	JJD
CHECKED	EML

HORNER & SHIFRIN, INC.
ENGINEERS

TOP OF NORTH APPROACH
PAVEMENT ELEVATIONS
F.A.U. ROUTE 7706 - SECTION 23(B-1)
LOGAN COUNTY
STATION 99+46.00
STRUCTURE NO. 054-0512

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 13 52 SHEETS
F.A.U. 7706	23(B-1)	LOGAN	179	97	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72789

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Pav't	102+35.43	-43.00	567.03
A	102+45.32	-43.00	566.98
B	102+55.20	-43.00	566.93
S. End S. Appr. Pav't.	102+65.09	-43.00	566.88

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Pav't	102+35.43	-33.00	566.75
A	102+45.35	-33.00	566.70
B	102+55.26	-33.00	566.65
S. End S. Appr. Pav't.	102+65.18	-33.00	566.60

☉ ROADWAY AND PROFILE GRADE

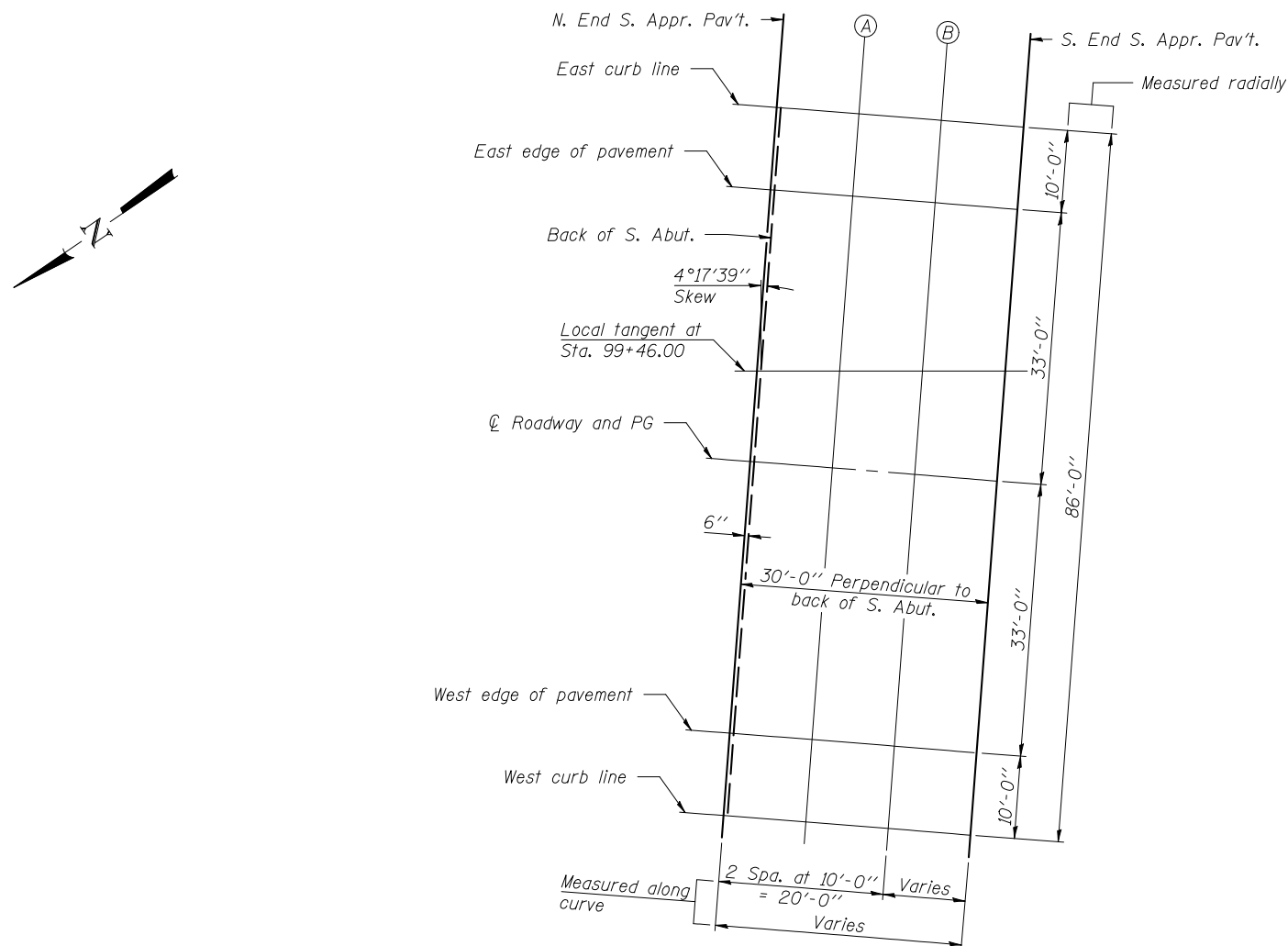
Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Pav't	102+35.46	0.00	565.82
A	102+45.46	0.00	565.77
B	102+55.46	0.00	565.72
S. End S. Appr. Pav't.	102+65.46	0.00	565.67

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Pav't	102+35.49	33.00	564.90
A	102+45.57	33.00	564.85
B	102+55.66	33.00	564.80
S. End S. Appr. Pav't.	102+65.75	33.00	564.75

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Pav't	102+35.49	43.00	564.62
A	102+45.61	43.00	564.57
B	102+55.72	43.00	564.52
S. End S. Appr. Pav't.	102+65.84	43.00	564.47



PLAN

Note:
Horizontal dimensions are given along ☉ individual location.

DESIGNED	EML
CHECKED	JJD
DRAWN	JJD
CHECKED	EML

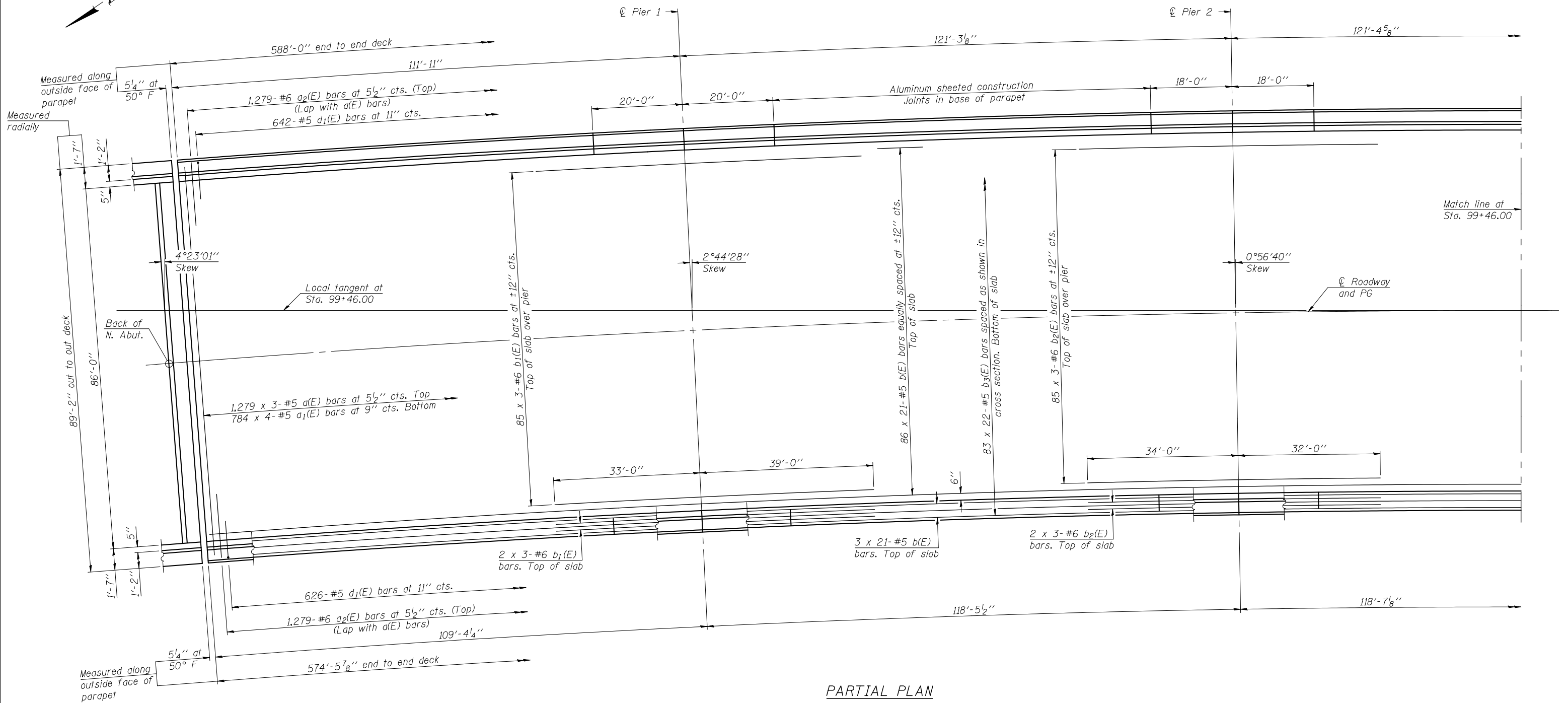
HORNER & SHIFRIN, INC.
ENGINEERS

TOP OF SOUTH APPROACH
PAVEMENT ELEVATIONS
F.A.U. ROUTE 7706 - SECTION 23(B-1)
LOGAN COUNTY
STATION 99+46.00
STRUCTURE NO. 054-0512

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
F.A.U. 7706	23(B-1)	LOGAN	179	98	52 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72789



PARTIAL PLAN

DESIGNED	JJD
CHECKED	EML
DRAWN	JJD
CHECKED	EML

MINIMUM BAR LAP
 #5 bar = 3'-3"
 #6 bar = 3'-10"
 #7 bar = 5'-2"

Notes:

See sheet 18 of 52 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 15 of 52 for spans 3 thru 5.

See sheets 17 and 18 of 52 for parapet reinforcement.

The "a" bars are placed radially.

The "b" bars are placed concentrically.

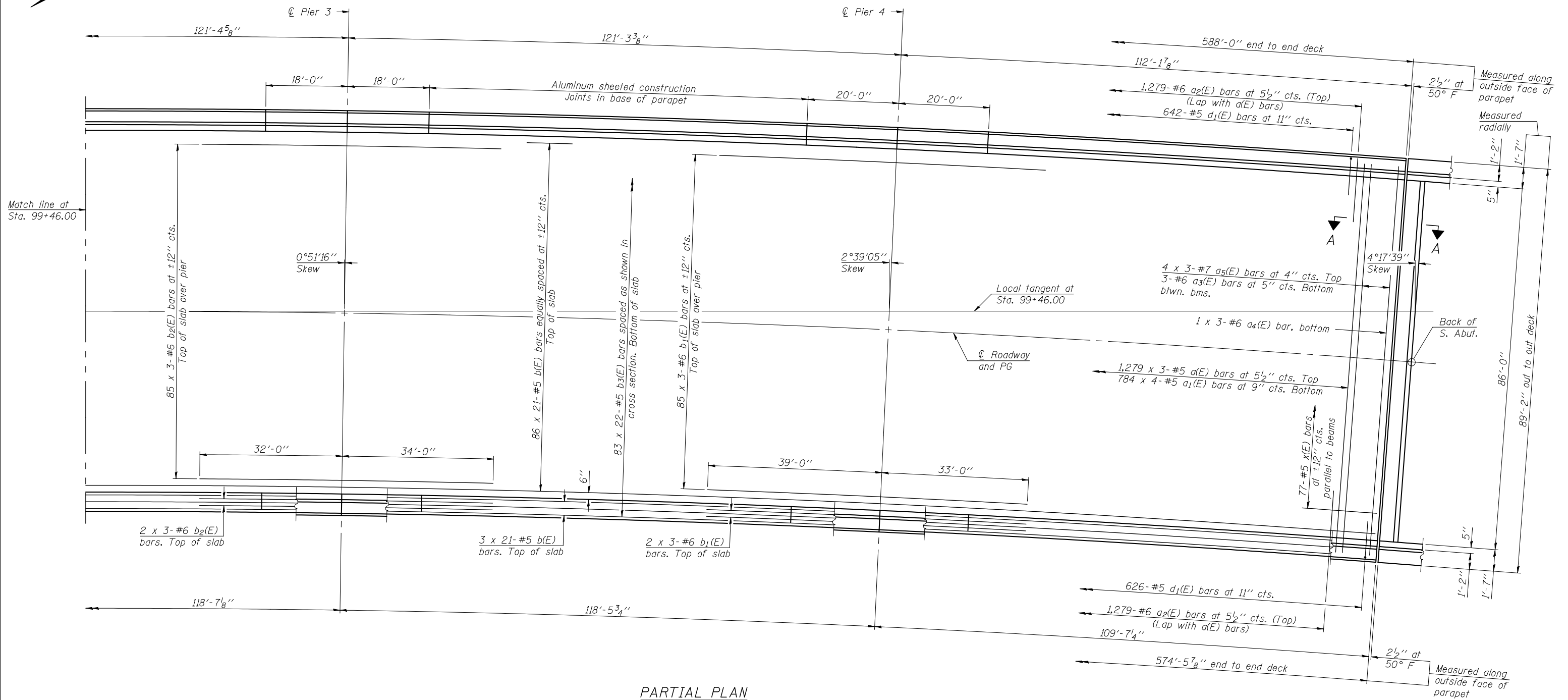
**HORNER &
SHIFRIN, INC.
ENGINEERS**

SUPERSTRUCTURE
 F.A.U. ROUTE 7706 - SECTION 23(B-1)
 LOGAN COUNTY
 STATION 99+46.00
 STRUCTURE NO. 054-0512

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
F.A.U. 7706	23(B-1)	LOGAN	179	99	52 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #72789



PARTIAL PLAN

DESIGNED	JJD
CHECKED	EML
DRAWN	JJD
CHECKED	EML

MINIMUM BAR LAP
 #5 bar = 3'-3"
 #6 bar = 3'-10"
 #7 bar = 5'-2"

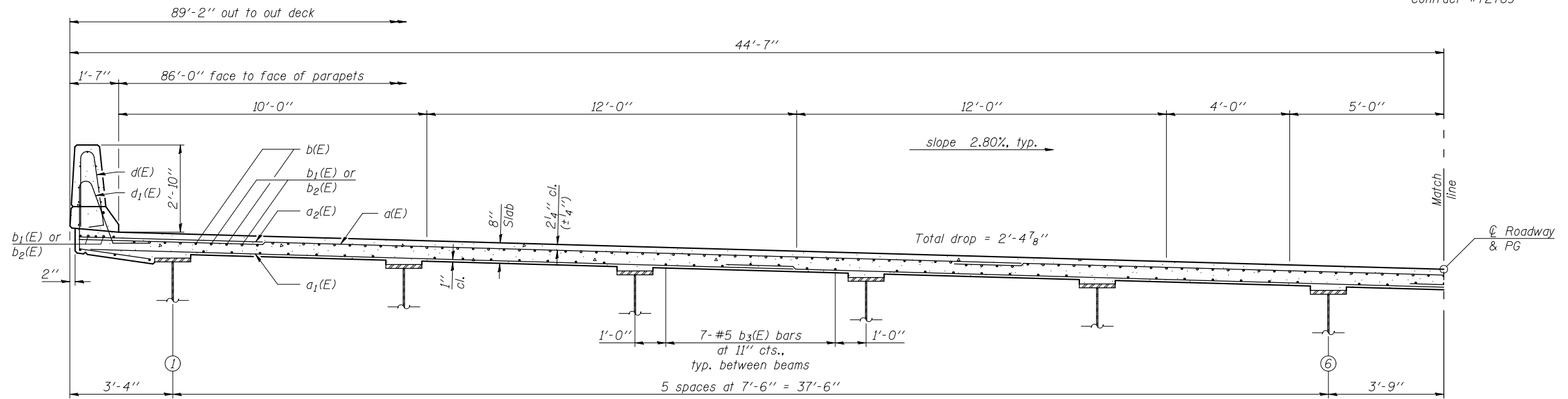
**HORNER &
SHIFRIN, INC.**
ENGINEERS

SUPERSTRUCTURE
 F.A.U. ROUTE 7706 - SECTION 23(B-1)
 LOGAN COUNTY
 STATION 99+46.00
 STRUCTURE NO. 054-0512

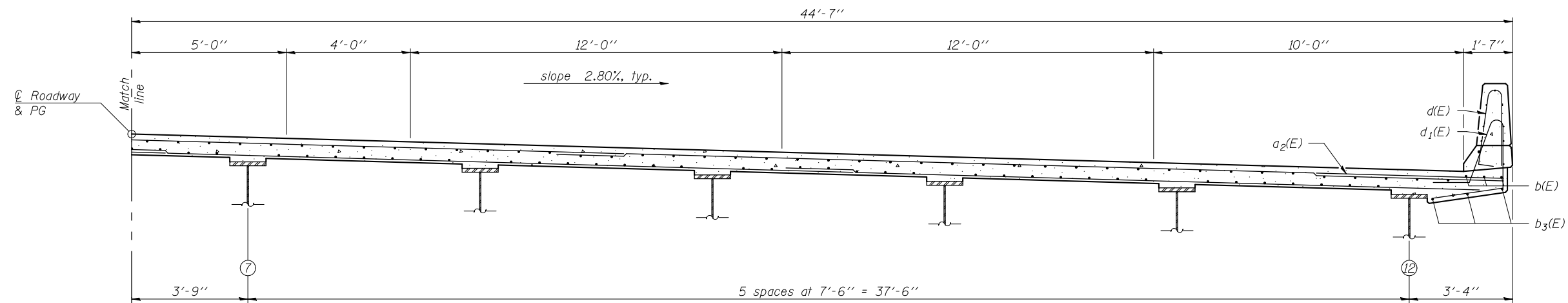
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 16 52 SHEETS
F.A.U. 7706	23(B-1)	LOGAN	179	100	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

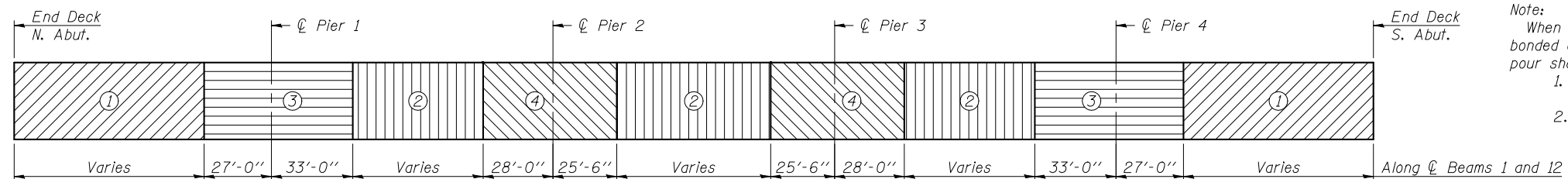
Contract #72789



NEAR PIER
PART CROSS SECTION
(Looking South)



NEAR MIDSPAN
PART CROSS SECTION
(Looking South)



Note:
When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:
1. At least 72 hours shall have elapsed from the end of the previous pour.
2. The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.

DESIGNED	JJD
CHECKED	EML
DRAWN	JJD
CHECKED	EML

SLAB POURING SEQUENCE



SUPERSTRUCTURE
F.A.U. ROUTE 7706 - SECTION 23(B-1)
LOGAN COUNTY
STATION 99+46.00
STRUCTURE NO. 054-0512