

PLANS FOR PROPOSED FEDERAL-AID HIGHWAY BRIDGE PROGRAM

F.A.S. 1122 (C.H. 21) CHERRY VALLEY ROAD

SECTION 04-00206-00-BR

DEKALB COUNTY

ILLINOIS PROJECT BRS-1122(107)

JOB NO. C-93-030-06

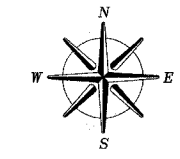
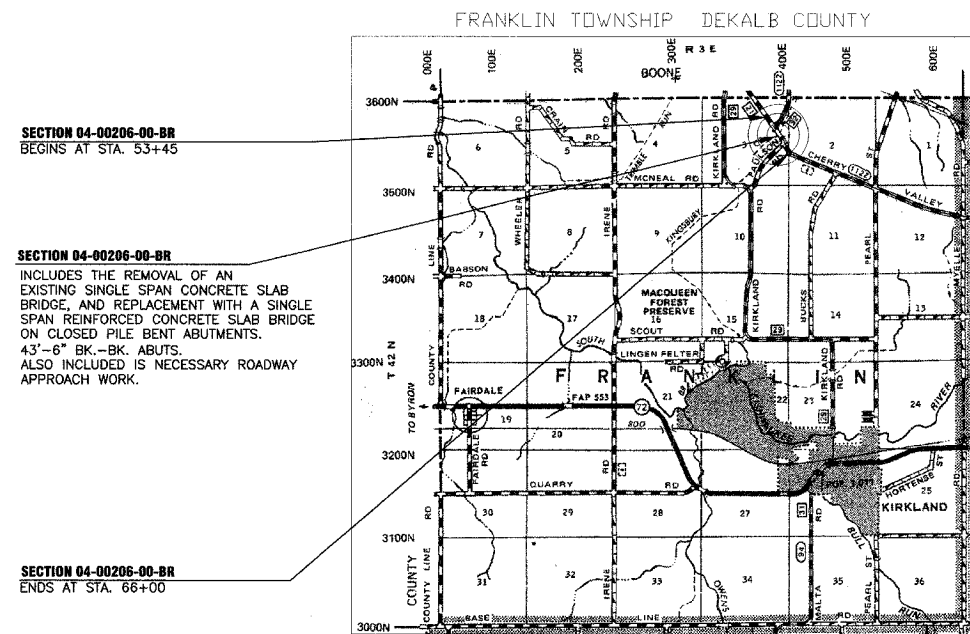
FAS ROUTE NO.	SEC	COUNTY	TOTAL SHEETS	SHEET NO.
—	*	DEKALB	21	1

ILLINOIS PROJECT BRS-1122(107)
* 04-00206-00-BR
CONTRACT NO. 87316



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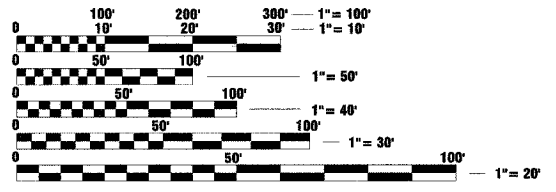
LOCATION MAP

GROSS LENGTH OF SECTION = 1255 FEET (0.24 MILE)
NET LENGTH OF SECTION = 1255 FEET (0.24 MILE)

DESIGN CRITERIA

ROADWAY	DESIGN CLASSIFICATION	ADT 2006	ADT 2026	DESIGN SPEED
CHERRY VALLEY	RURAL COLLECTOR	3950	4500	55
STONE QUARRY	LOCAL ROAD	600	700	55
PAULSON ROAD	LOCAL ROAD	75	100	30

RURAL FAPLHI GUIDELINES



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

CONTRACT NO. 87316



Scott A. Brown 9-26-07
Exp. 11-30-2007

PLANS PREPARED BY:
WENDLER ENGINEERING SERVICES

DIXON, ILLINOIS
SYCAMORE, ILLINOIS
PRINCETON, ILLINOIS
STERLING, ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 9/24 20 07
Wendler Engineering
COUNTY ENGINEER

PASSED 10/01 20 07
Kenneth E. Long
DISTRICT 3 ENGINEER OF LOCAL ROADS & STREETS

RELEASED FOR BID BASED ON LIMITED REVIEW 10/01 20 07
George E. Brown
DEPUTY DIRECTOR OF HIGHWAYS, REGION 2 ENGINEER

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OF THE STATE OF ILLINOIS**

SCHEDULE OF QUANTITIES

FAS ROUTE NO.	SEC	COUNTY	TOTAL SHEETS	SHEET NO.
-	*	DEKALB	21	3

ILLINOIS PROJECT BRS-1122(107)

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LOCATION	TON
STA 53+45 - STA 56+68	347
STA 57+12 - STA 66+00	650
STA 250+98 - STA 252+25	406
STA 100+12 - STA 101+00	159
TOTAL	1561 TON

LOCATION	TON
RT. STA. 60+96	35
LT. STA. 63+68	41
TOTAL	76 TON

LOCATION	TON
STA 53+45 - STA 56+68	0.96
STA 57+12 - STA 66+00	2.14
STA 250+98 - STA 252+25	0.97
STA 100+12 - STA 101+00	0.47
PAULSON ROAD OVERLAY	3.37
TOTAL	7.90 TON

LOCATION	SQ. YD.
STA 53+45 - STA 53+95	133
STA 65+50 - STA 66+00	133
STA 100+75 - STA 101+00	133
STA 250+96 - STA 251+48	133
TOTAL	532 SQ. YD.

LOCATION	TON
STA 53+45 - STA 56+68	323
STA 57+12 - STA 66+00	558
STA 250+98 - STA 252+25	152
STA 100+12 - STA 101+00	79
PAULSON ROAD OVERLAY	1141
TOTAL	2253 TON

LOCATION	TON
STA 53+45 - STA 56+68	125
STA 57+12 - STA 66+00	250
STA 250+98 - STA 252+25	89
STA 100+12 - STA 101+00	42
PAULSON ROAD OVERLAY	570
TOTAL	1065 TON

LOCATION	FOOT
STA 53+45 - STA 56+68	512
STA 57+12 - STA 66+00	1627
STA 250+98 - STA 252+25	293
STA 100+12 - STA 101+00	205
TOTAL	2637 FOOT

LOCATION	TON
LT. STA. 53+45 - RT. STA. 250+98	32
LT. STA. 250+97.80 - LT. STA. 56+68.25	35
LT. STA. 57+11.75 - LT. STA. 66+00	171
RT. STA. 53+45 - RT. STA. 54+75	34
RT. STA. 57+11.75 - RT. STA. 101+00	154
LT. STA. 101+00 - RT. STA. 66+00	54
RT. & LT. STA. 101+00 - STA. 137+50	208
TOTAL	689 TON

LOCATION	FOOT
F.E.R. STA. 61+00	42
F.E.L. STA. 63+68	42
TOTAL	84 FOOT

LOCATION	FOOT
RT. STA. 53+45 - RT. STA. 55+95	250
TOTAL	250 FOOT

LOCATION	FOOT
LT. STA. 251+81 TO RT. STA. 251+65	115
TOTAL	115 FOOT

LOCATION	FOOT
RT. STA. 54+49.5 TO RT. STA. 56+65	212.5
RT. STA. 57+25 TO RT. STA. 58+50	125
LT. STA. 57+25 TO LT. STA. 59+37.5	212.5
TOTAL	550 FOOT

LOCATION	EACH
RT. STA. 56+55 TO RT. STA. 56+68.25	1
LT. STA. 56+55 TO LT. STA. 56+68.25	1
RT. STA. 57+11.75 TO RT. STA. 57+25	1
LT. STA. 57+11.75 TO LT. STA. 57+25	1
TOTAL	4 EACH

LOCATION	EACH
RT. STA. 53+92.50 TO RT. STA. 54+42.50	1
RT. STA. 58+50 TO RT. STA. 59+00	1
LT. STA. 59+37.50 TO LT. STA. 59+87.50	1
TOTAL	3 EACH

LOCATION	EACH
LT. STA. 59+30 TO LT. STA. 59+55	1
TOTAL	1 EACH

LOCATION	FOOT
RT. STA. 55+55 TO RT. STA. 56+72	117
LT. STA. 55+83 TO LT. STA. 56+73	90
RT. STA. 57+05 TO RT. STA. 57+96	91
LT. STA. 57+06 TO LT. STA. 58+22	116
TOTAL	414 FOOT

LOCATION	SQ. FT.
LT. STA. 56+39 (RT TURN ARROW)	15.6
LT. STA. 58+03 (RT TURN ARROW)	15.6
LT. STA. 56+39 (STRAIGHT ARROW)	11.5
LT. STA. 58+03 (STRAIGHT ARROW)	11.5
TOTAL	54.2 SQ. FT.

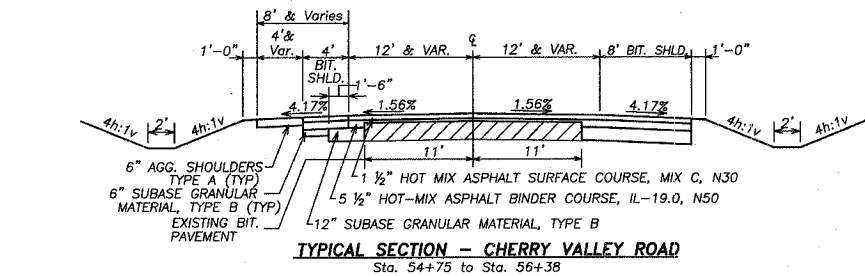
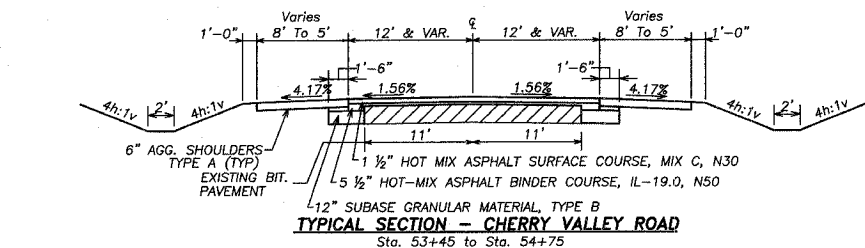
LOCATION	FOOT
STA. 53+45 - STA. 58+89 (SKIP DASH)	136
STA. 58+89 - STA. 64+12 (SKIP DASH)	131
STA. 68+89 - STA. 66+00	711
STA. 64+12 - STA. 66+00	188
STA. 250+98 - STA. 252+19	121
STA. 250+98 - STA. 252+19	121
TOTAL	1408 FOOT

LOCATION	FOOT
LT. STA. 53+45 - RT. STA. 250+98	225
LT. STA. 250+98 - LT. STA. 66+00	1189
RT. STA. 53+45 - RT. STA. 101+00	1066
LT. STA. 101+00 - RT. STA. 66+00	325
LT. STA. 54+81 (ISLAND)	17
LT. STA. 55+14 (ISLAND)	21
RT. STA. 63+39 (ISLAND)	17
TOTAL	2860 FOOT

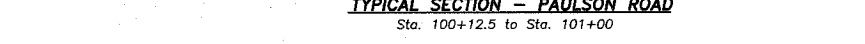
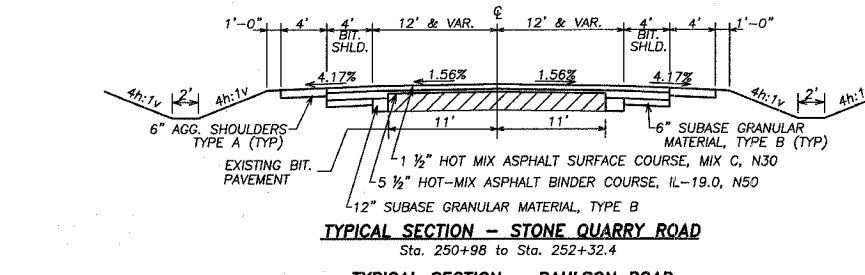
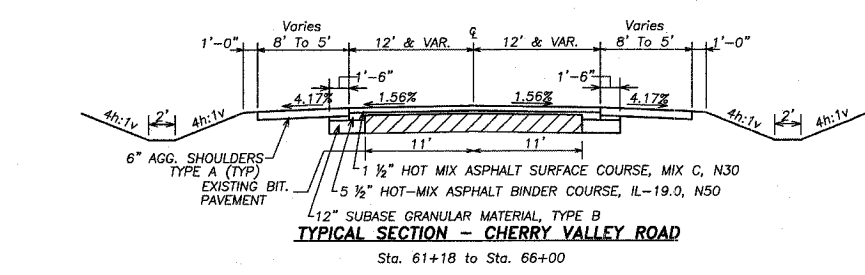
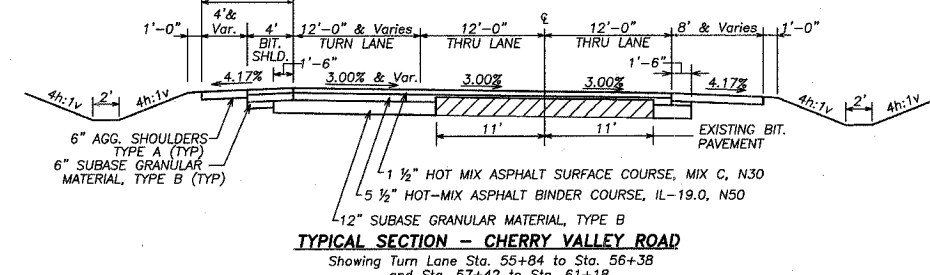
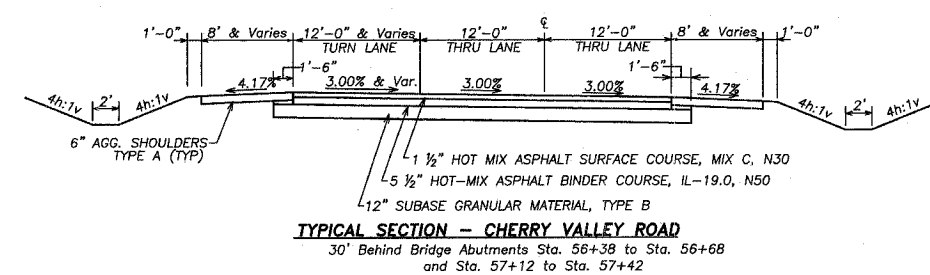
LOCATION	FOOT
LT. STA. 55+42 - LT. STA. 58+54	313
LT. STA. 58+54 - LT. STA. 61+19 (SKIP DASH)	66
LT. STA. 54+81 (ISLAND)	92
LT. STA. 55+14 (ISLAND)	187
RT. STA. 63+39 (ISLAND)	96
TOTAL	754 FOOT

LOCATION	FOOT
LT. STA. 54+81 (ISLAND)	12
LT. STA. 55+14 (ISLAND)	19
RT. STA. 63+39 (ISLAND)	12
TOTAL	43 FOOT

LOCATION	FOOT
RT. STA. 252+19	12
RT. STA. 252+07	27
RT. STA. 100+32	12
RT. STA. 100+43	27
TOTAL	78 FOOT



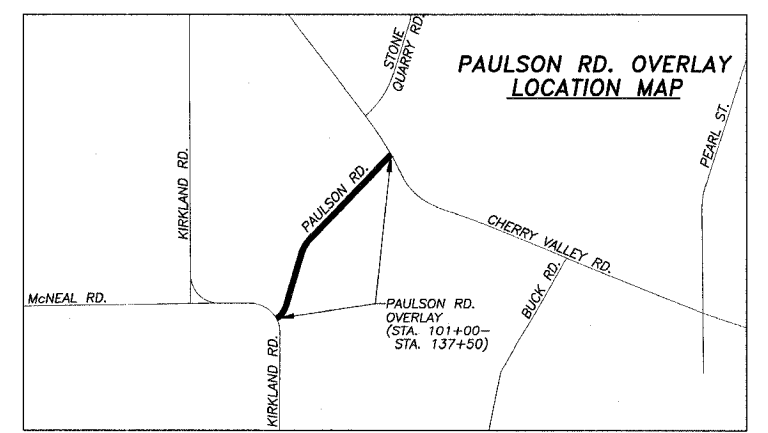
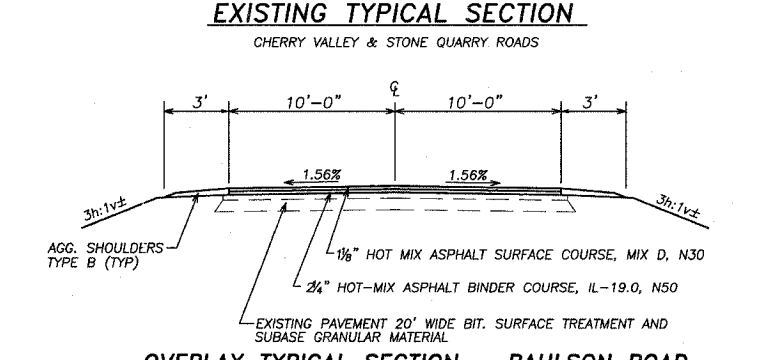
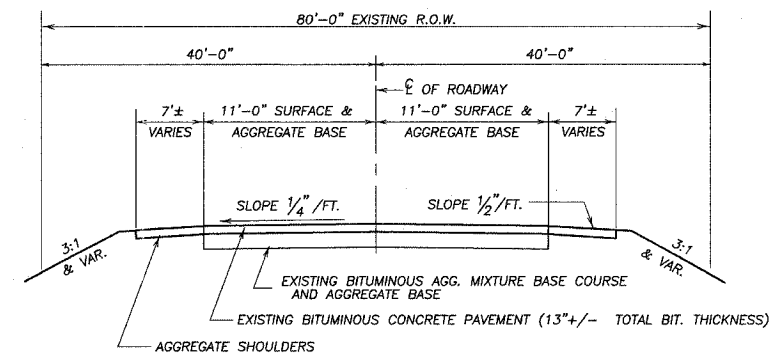
BRIDGE OMISSION STA. 56+68.25 to STA. 57+11.75



HOT-MIX ASPHALT CHART

	HMA BINDER	HMA SURFACE
PG GRADE	PG58-28	PG58-28
MAX % RAP ALLOWABLE**	25%	10%
DESIGN AIR VOIDS	4.0% @ N50	3.0% @ N30
MIXTURE COMPOSITION	IL 19.0	IL 9.5L
FRICTION AGGREGATE		MIXTURE C
DENSITY TEST METHOD	SEE SPECIAL PROVISIONS	

**IF RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.



SCHEDULE OF QUANTITIES TYPICAL SECTIONS SECTION 04-00206-00-BR CHERRY VALLEY ROAD DEKALB COUNTY

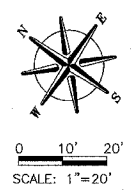
B.M. #1 COTTON SPINDEL IN FIRST POWER POLE (±39') WEST OF STONE QUARRY ROAD AND CHERRY VALLEY ROAD INTERSECTION. ELEV. 780.14

B.M. #2 CHISELED SQUARE TOP OF NORTHEAST WINGWALL OF EXISTING BRIDGE. ELEV. 784.51

B.M. #3 COTTON SPINDEL IN FIRST POWER POLE WEST OF BRIDGE. ELEV. 782.90

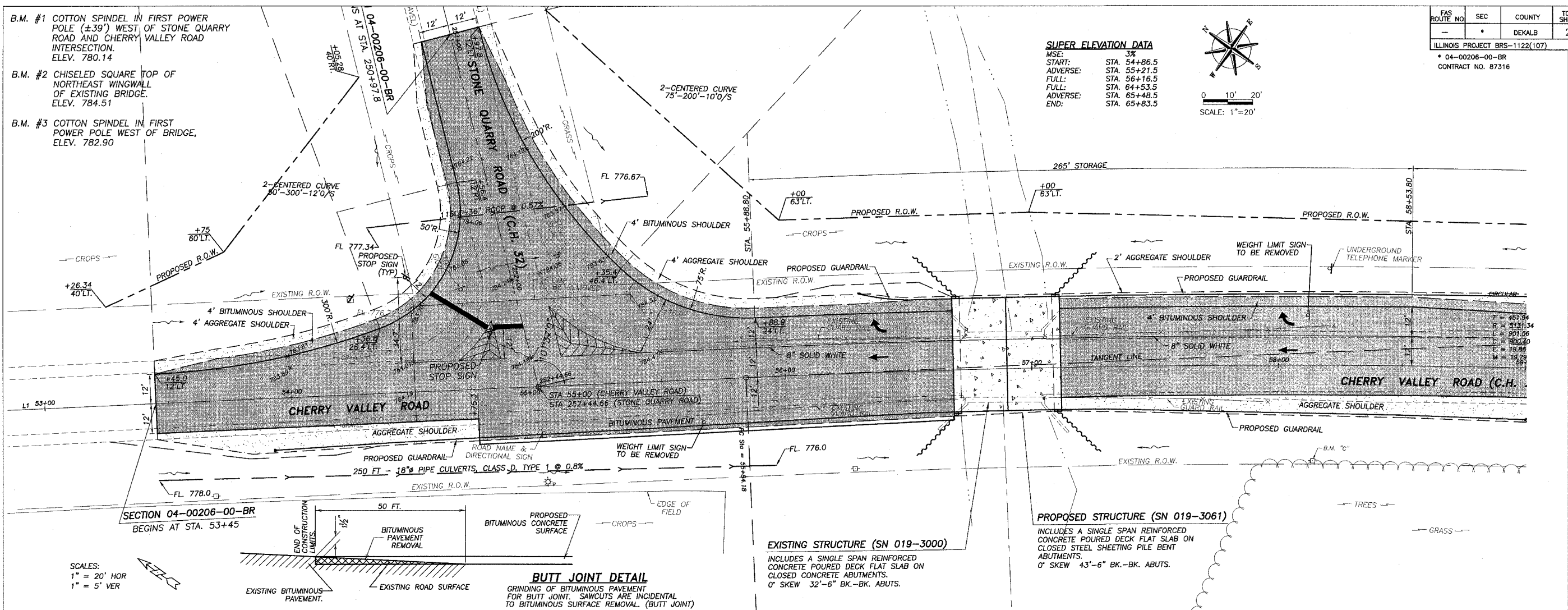
SUPER ELEVATION DATA

MSE:	3%
START:	STA. 54+86.5
ADVERSE:	STA. 55+21.5
FULL:	STA. 56+16.5
ADVERSE:	STA. 64+53.5
END:	STA. 65+83.5



FAS ROUTE NO.	SEC	COUNTY	TOTAL SHEETS	SHEET NO.
04-00206-00-BR		DEKALB	21	4

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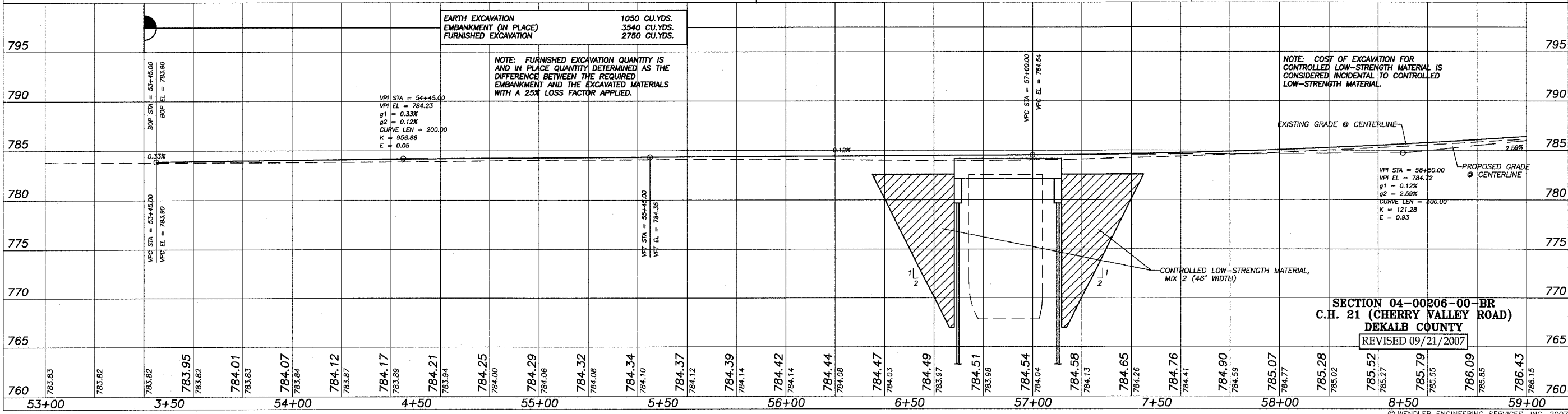


SCALES:
 1" = 20' HOR
 1" = 5' VER

BUTT JOINT DETAIL
 GRINDING OF BITUMINOUS PAVEMENT FOR BUTT JOINT. SAWCUTS ARE INCIDENTAL TO BITUMINOUS SURFACE REMOVAL. (BUTT JOINT)

EXISTING STRUCTURE (SN 019-3000)
 INCLUDES A SINGLE SPAN REINFORCED CONCRETE POURED DECK FLAT SLAB ON CLOSED CONCRETE ABUTMENTS.
 0° SKEW 32'-6" BK.-BK. ABUTS.

PROPOSED STRUCTURE (SN 019-3061)
 INCLUDES A SINGLE SPAN REINFORCED CONCRETE POURED DECK FLAT SLAB ON CLOSED STEEL SHEETING PILE BENT ABUTMENTS.
 0° SKEW 43'-6" BK.-BK. ABUTS.



SECTION 04-00206-00-BR
C.H. 21 (CHERRY VALLEY ROAD)
DEKALB COUNTY
 REVISED 09/21/2007

698 TIMBER CREEK ROAD - P.O. BOX 486 - DIXON, IL 61021 - 815-288-2261
 28 E. MARION - SUITE 3 - PRINCETON, IL 61356 - 815-879-4731
 1778 WEST STATE ST. - SYCAMORE, IL 60178 - 815-895-5008
 804 FREEMONT RD. - STERLING, IL 61081 - (815) 626-4428
 E-MAIL: info@wendlerengineering.com

WENDLER ENGINEERING SERVICES, INC.
 Structural & Civil Engineers - Land Surveying - Environmental Services
 Illinois Professional Design Firm No. 184-000848

1968 - 2007
 AFTER
39
 YEARS
 WE'RE STILL
 "Turning Ideas
 - Into Reality!"

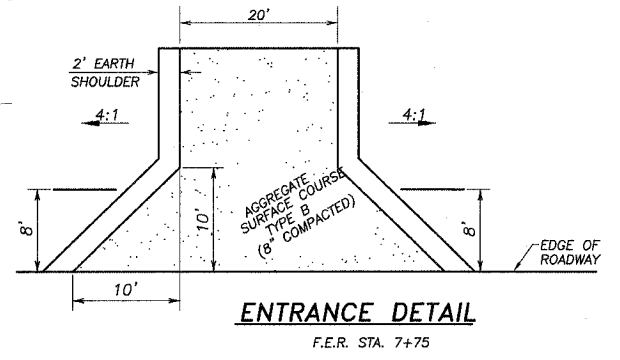
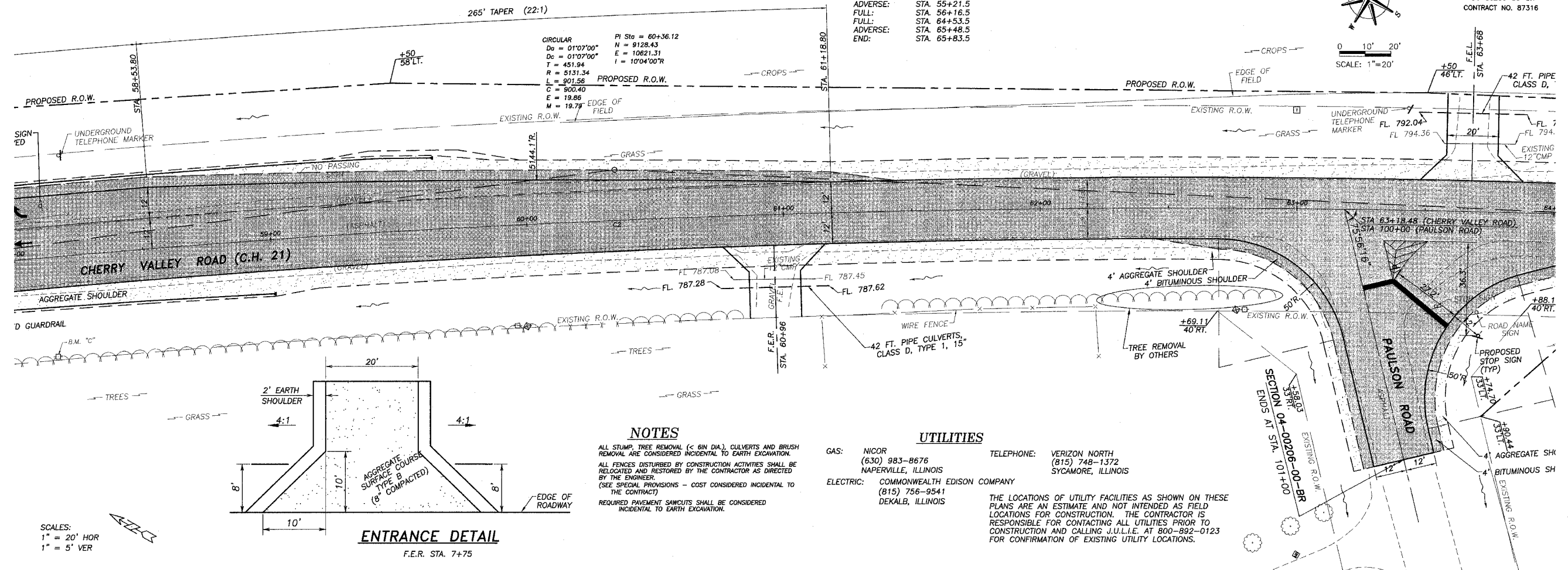
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-	*	DEKALB	21	5

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SUPER ELEVATION DATA
 MSE: 3%
 START: STA. 54+86.5
 ADVERSE: STA. 55+21.5
 FULL: STA. 56+16.5
 FULL: STA. 64+53.5
 ADVERSE: STA. 65+48.5
 END: STA. 65+83.5

CIRCULAR PI Sta = 60+36.12
 Do = 01'07"00" N = 9128.43
 Dc = 01'07"00" E = 10621.31
 T = 451.94 I = 10'04"00"R
 L = 901.56
 C = 900.40
 E = 19.85
 M = 18.79'

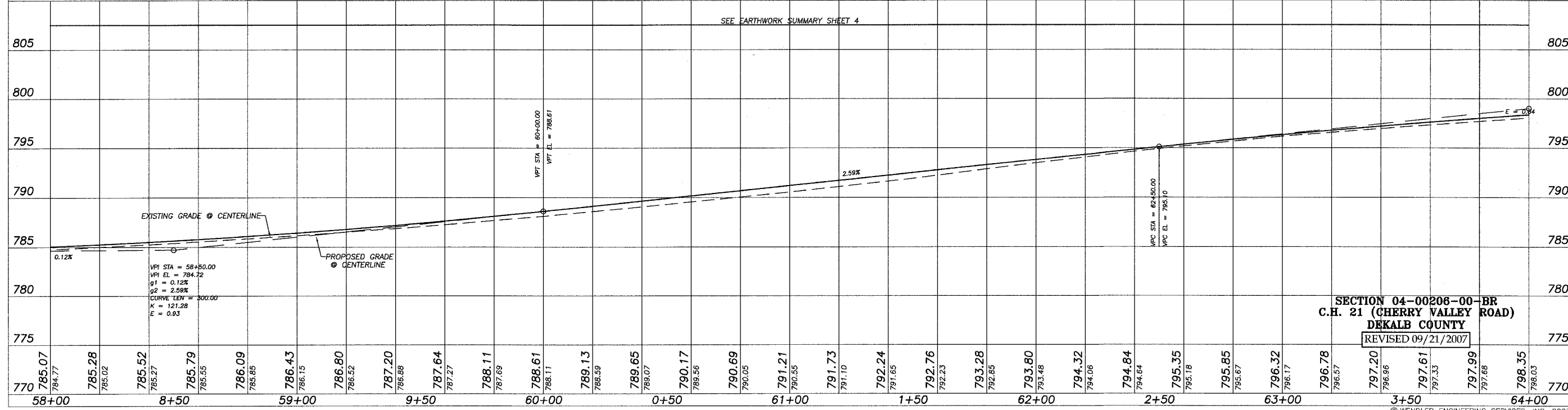


NOTES
 ALL STUMP, TREE REMOVAL (< 6IN DIA.), CULVERTS AND BRUSH REMOVAL ARE CONSIDERED INCIDENTAL TO EARTH EXCAVATION.
 ALL FENCES DISTURBED BY CONSTRUCTION ACTIVITIES SHALL BE RELOCATED AND RESTORED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER.
 (SEE SPECIAL PROVISIONS - COST CONSIDERED INCIDENTAL TO THE CONTRACT)
 REQUIRED PAVEMENT SAWCUTS SHALL BE CONSIDERED INCIDENTAL TO EARTH EXCAVATION.

UTILITIES
 GAS: NICOR (630) 983-8676 NAPERVILLE, ILLINOIS
 ELECTRIC: COMMONWEALTH EDISON COMPANY (815) 756-9541 DEKALB, ILLINOIS
 TELEPHONE: VERIZON NORTH (815) 748-1372 SYCAMORE, ILLINOIS

THE LOCATIONS OF UTILITY FACILITIES AS SHOWN ON THESE PLANS ARE AN ESTIMATE AND NOT INTENDED AS FIELD LOCATIONS FOR CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL UTILITIES PRIOR TO CONSTRUCTION AND CALLING J.U.L.I.E. AT 800-892-0123 FOR CONFIRMATION OF EXISTING UTILITY LOCATIONS.

SCALES:
 1" = 20' HOR
 1" = 5' VER



SECTION 04-00206-00-BR
 C.H. 21 (CHERRY VALLEY ROAD)
 DEKALB COUNTY
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DATE	
DESCRIPTION	

888 TIMBER CREEK ROAD - P.O. BOX 486 - DIVON, IL 61021 - 815-288-2261
 28 E. MARION - SUITE 3 - PRINCETON, IL 61356 - 815-879-4731
 1778 WEST STATE ST. - SYCAMORE, IL 60178 - 815-895-5008
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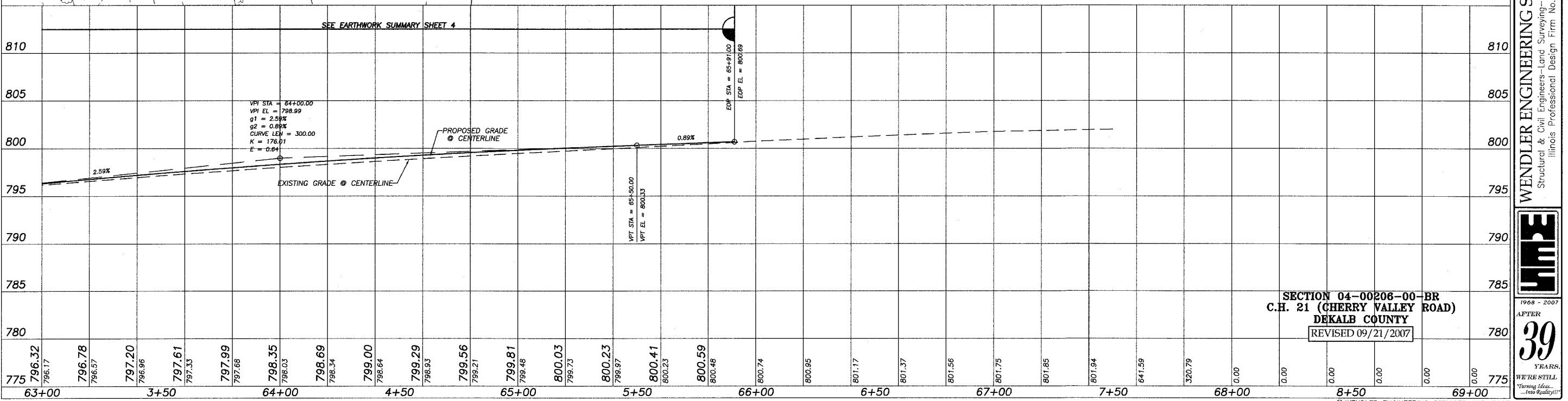
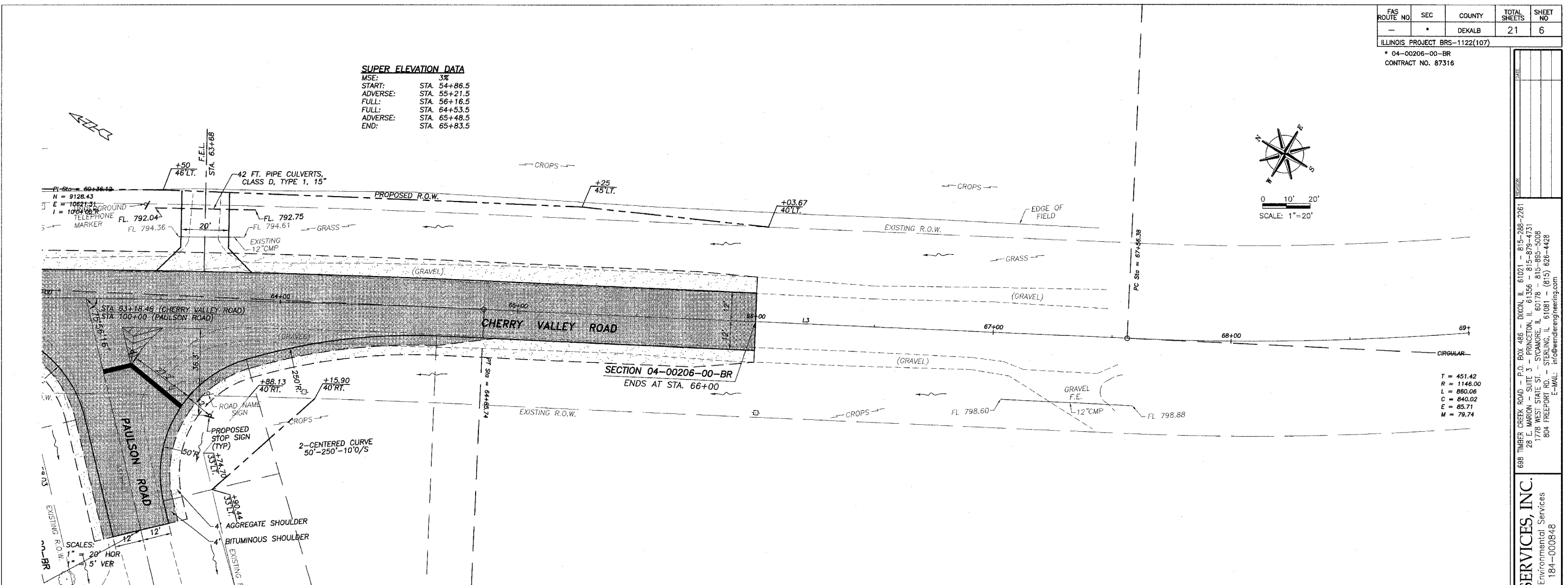
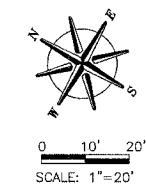


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 YEARS.
 WE'RE STILL
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FAS ROUTE NO.	SEC	COUNTY	TOTAL SHEETS	SHEET NO.
—	—	DEKALB	21	6

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 START: STA. 54+86.5
 ADVERSE: STA. 55+21.5
 FULL: STA. 56+16.5
 FULL: STA. 64+53.5
 ADVERSE: STA. 65+48.5
 END: STA. 65+83.5



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DEKALB COUNTY
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DATE: _____

688 TIMBER CREEK ROAD - P.O. BOX 486 - DIXON, IL 61021 - 815-288-2281
 28 E. WILSON ST. - PRINCETON, IL 61356 - 815-879-4731
 178 W. HESLER ST. - ST. CHARLES, IL 61081 - 815-888-3428
 804 PLEFFORT RD. - ST. LOUIS, MO 63105 - 314-861-4428
 E-MAIL: info@wendlerengineering.com

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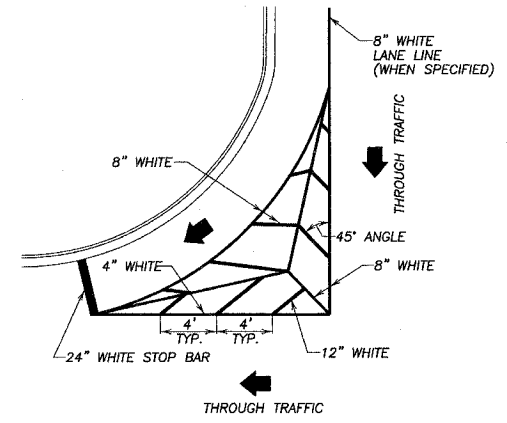
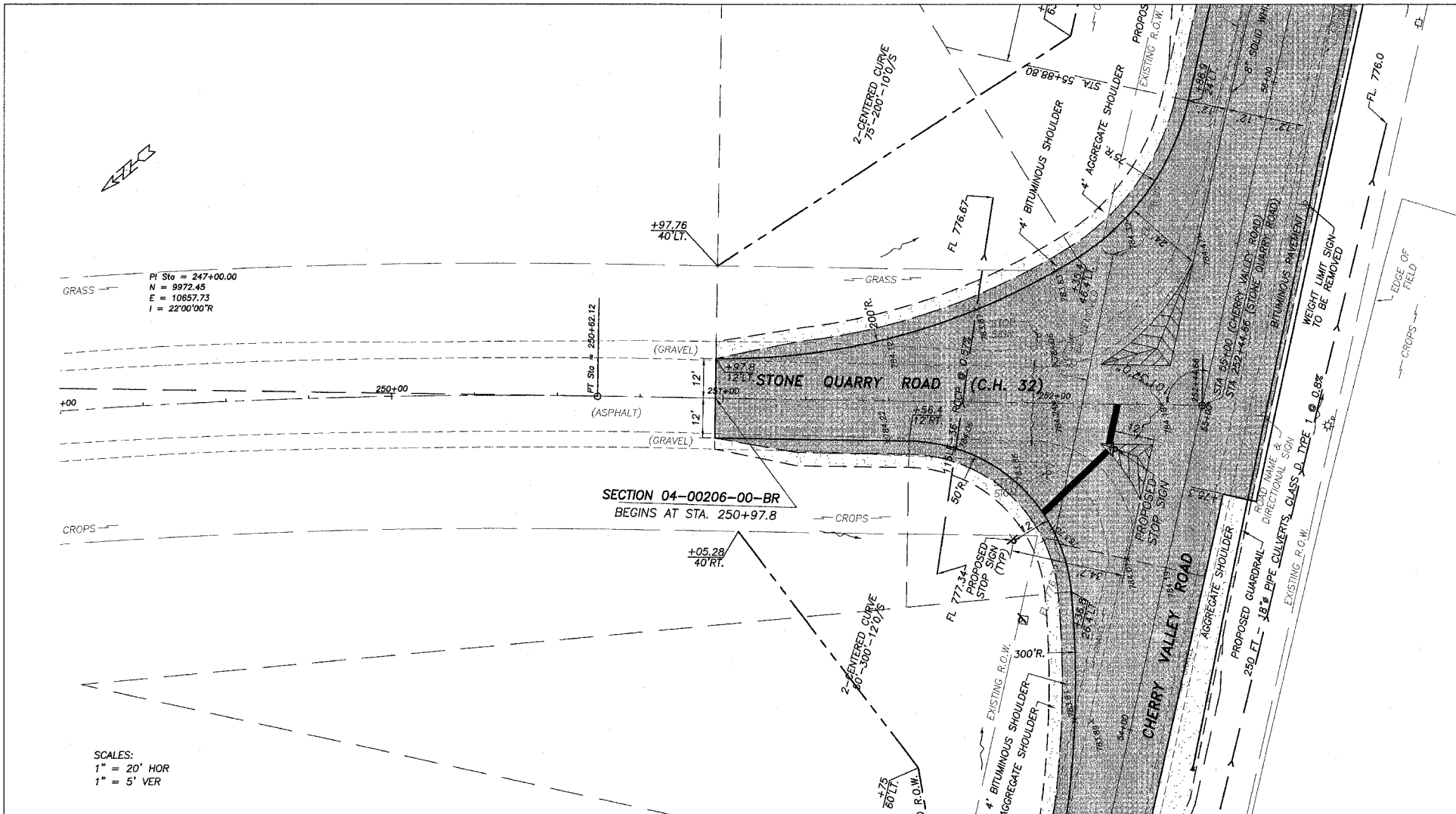
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ILLINOIS PROJECT BRS-1122(107)
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0 10' 20'
 SCALE: 1"=20'

EXISTING STRUCTURE (SN)
 INCLUDES A SINGLE SPAN REINFORCED CONCRETE CURVED BOX FLAT SLAB 0' SKEW 32'-6" BK-BK ABUTTS.



TYPICAL MARKING FOR PAINTED ISLANDS

SCALES:
 1" = 20' HOR
 1" = 5' VER

Station	760	765	770	775	780	785	790	795
249+00								
9+50								
250+00								
0+50								
251+00								
1+50								
252+00								
2+50								
253+00								
3+50								
254+00								
4+50								
255+00								

EARTH EXCAVATION 80 CU.YDS.
 EMBANKMENT (IN PLACE) 580 CU.YDS.
 FURNISHED EXCAVATION 520 CU.YDS.

BOP STA = 250+97.80
 VPI STA = 251+25.00
 VPI EL = 784.37
 g1 = 0.88%
 g2 = -0.23%
 CURVE LEN = 50.00
 K = 45.18
 E = 0.07

VFC STA = 251+75.00
 VPI STA = 251+99.03
 LP STA = 251+99.03
 LP EL = 784.23

VPI STA = 252+00.00
 VPI EL = 784.20
 g1 = -0.23%
 g2 = -0.24%
 CURVE LEN = 50.00
 K = 106.02
 E = 0.03

VPI STA = 252+32.66
 VPI EL = 784.28
 g1 = 0.24%
 g2 = 0.05%
 CURVE LEN = 0.00

SECTION 04-00206-00
 C.H. 32 (STONE QUARRY ROAD)
 DEKALB COUNTY

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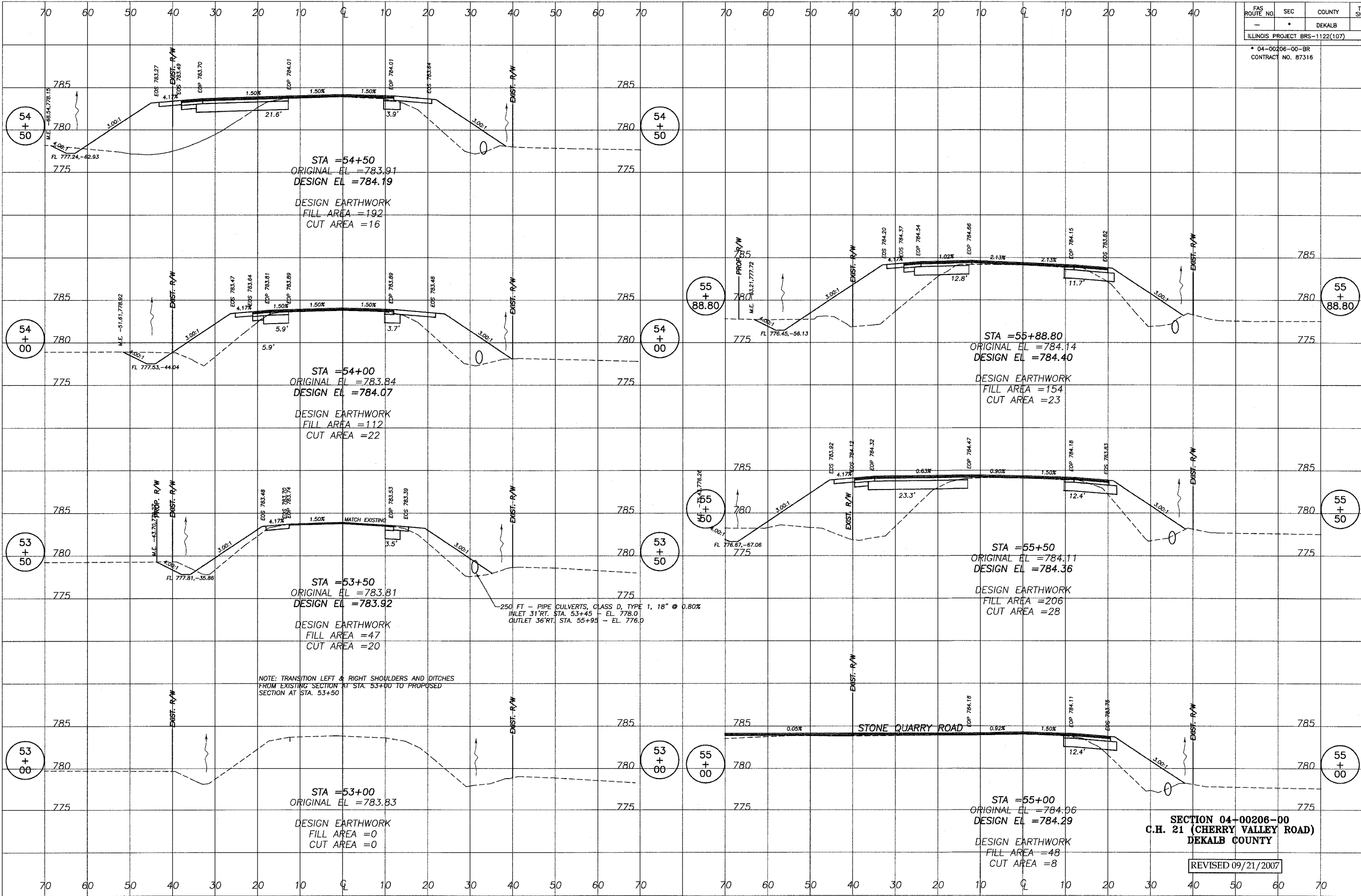
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-	*	DEKALB	21	9

ILLINOIS PROJECT BRS-1122(107)
 * 04-00206-00-BR
 CONTRACT NO. 87316



688 TIMBER CREEK ROAD - P.O. BOX 486 - DIXON, IL 61021 - 815-288-2261
 28 E. MARION - SUITE 3 - PRINCETON, IL 61356 - 815-879-4731
 1778 WEST STATE ST. - SYCAMORE, IL 60178 - 815-895-5008
 804 FREEMONT RD. - STERLING, IL 61081 - (815) 626-4428
 E-MAIL: info@wendlereng.com

WENDLER ENGINEERING SERVICES, INC.
 Structural & Civil Engineers-Land Surveying-Environmental Services
 Illinois Professional Design Firm No. 184-000848

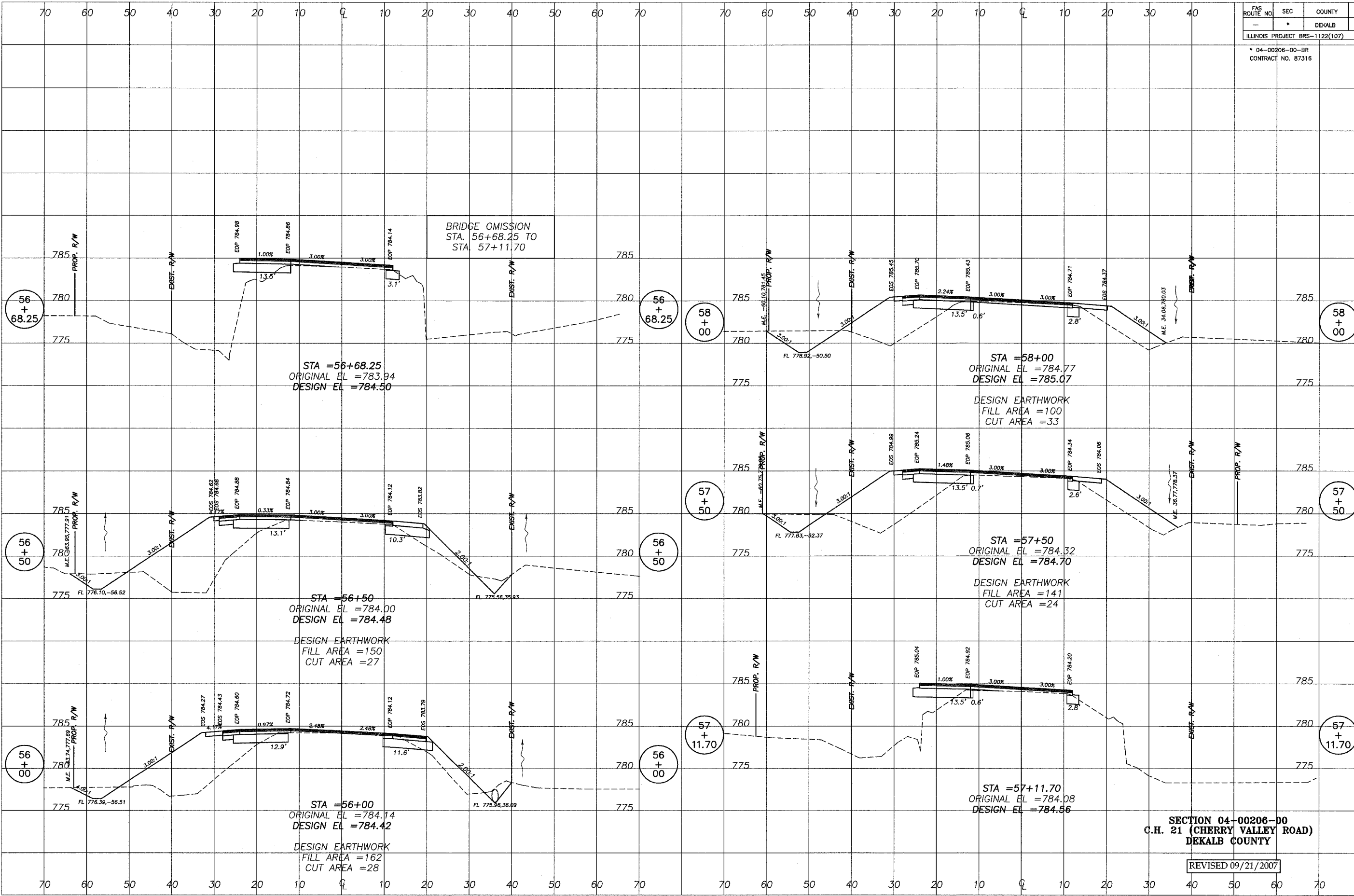
1968-2007
 AFTER
39
 YEARS
 WE'RE STILL
 "Turning Ideas Into Reality!"

SECTION 04-00206-00
 C.H. 21 (CHERRY VALLEY ROAD)
 DEKALB COUNTY
 REVISED 09/21/2007

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FAS ROUTE NO.	SEC	COUNTY	TOTAL SHEETS	SHEET NO
-	*	DEKALB	21	10
ILLINOIS PROJECT BRS-1122(107)				

* 04-00206-00-BR
CONTRACT NO. 87316



**SECTION 04-00206-00
C.H. 21 (CHERRY VALLEY ROAD)
DEKALB COUNTY**

REVISED 09/21/2007

DATE
REVISION
* 04-00206-00-BR
CONTRACT NO. 87316

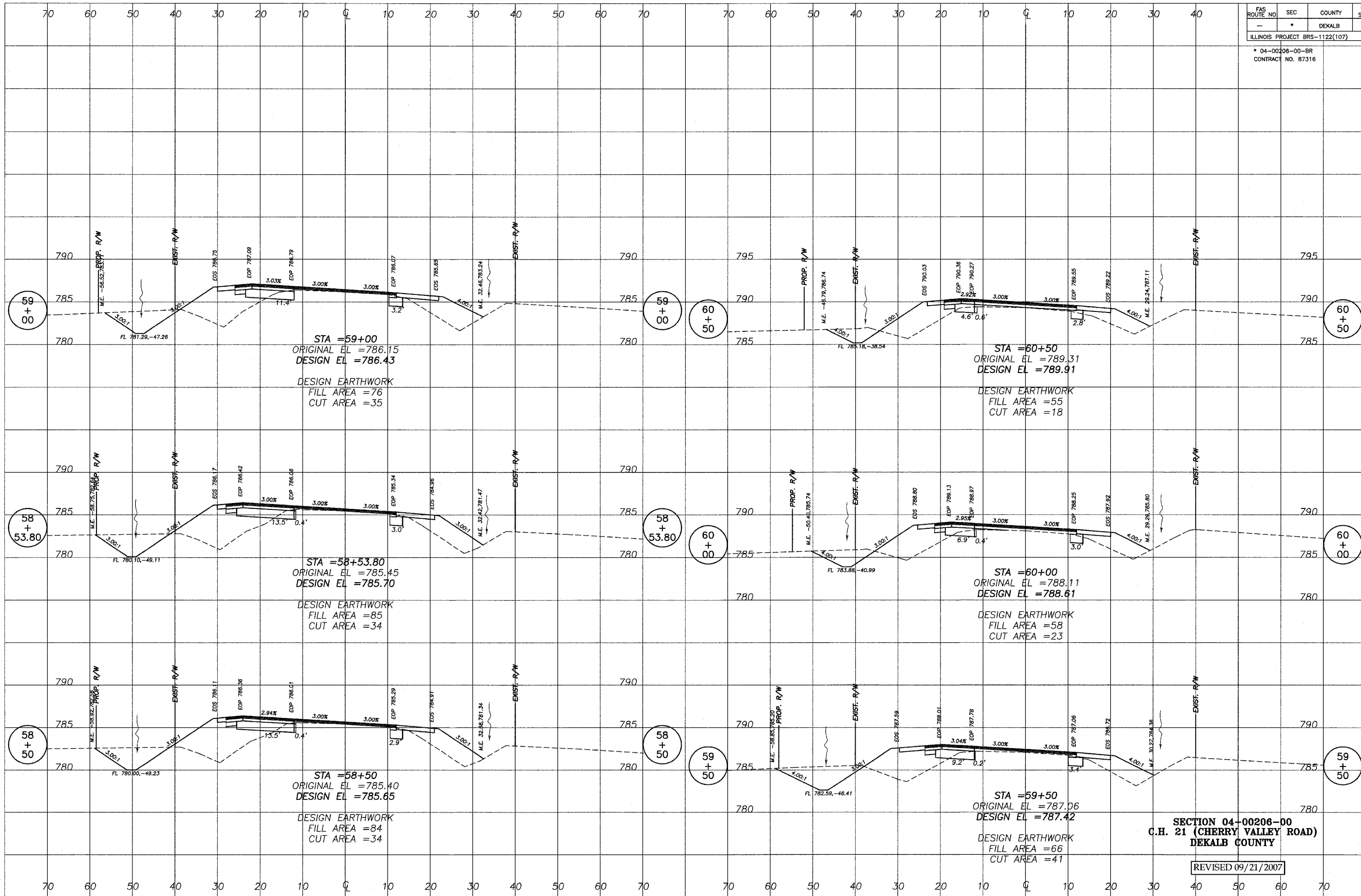
698 TIMBER CREEK ROAD - P.O. BOX 486 - DIXON, IL 61021 - 815-288-2261
28 E. MARION - SUITE 3 - PRINCETON, IL 61356 - 815-879-4731
1778 WEST STATE ST. - SYCAMORE, IL 60178 - 815-895-5008
804 FREEDPORT RD. - STERLING, IL 61081 - (815) 626-4428
E-MAIL: info@wendlerengineering.com

WENDLER ENGINEERING SERVICES, INC.
Structural & Civil Engineers-Land Surveying-Environmental Services
Illinois Professional Design Firm No. 184-000848

1968 - 2007
AFTER
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YEARS.
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Into Reality!"

FAS ROUTE NO.	SEC	COUNTY	TOTAL SHEETS	SHEET NO.
-	*	DEKALB	21	11
ILLINOIS PROJECT BRS-1122(107)			DATE	

* 04-00206-00-BR
CONTRACT NO. 87316



**SECTION 04-00206-00
C.H. 21 (CHERRY VALLEY ROAD)
DEKALB COUNTY**

REVISED 09/21/2007

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Structural & Civil Engineers—Land Surveying—Environmental Services
Illinois Professional Design Firm No. 184-000848



6855 TIMBER CREEK ROAD - P.O. BOX 486 - DIXON, IL 61021 - 615-298-2261
28 E. MARION SUITE 3 - PRINCETON, IL 61356 - 815-619-4731
1178 WEST STATE ST. - STURDIVANT, IL 61776 - 815-695-5086
804 FREEDOM E-WALK - info@wenservices.com

FAS ROUTE NO.	SEC	COUNTY	TOTAL SHEETS	SHEET NO.
-	*	DEKALB	21	12

ILLINOIS PROJECT BRS-1122(107)
 * 04-00206-00-BR
 CONTRACT NO. 87316

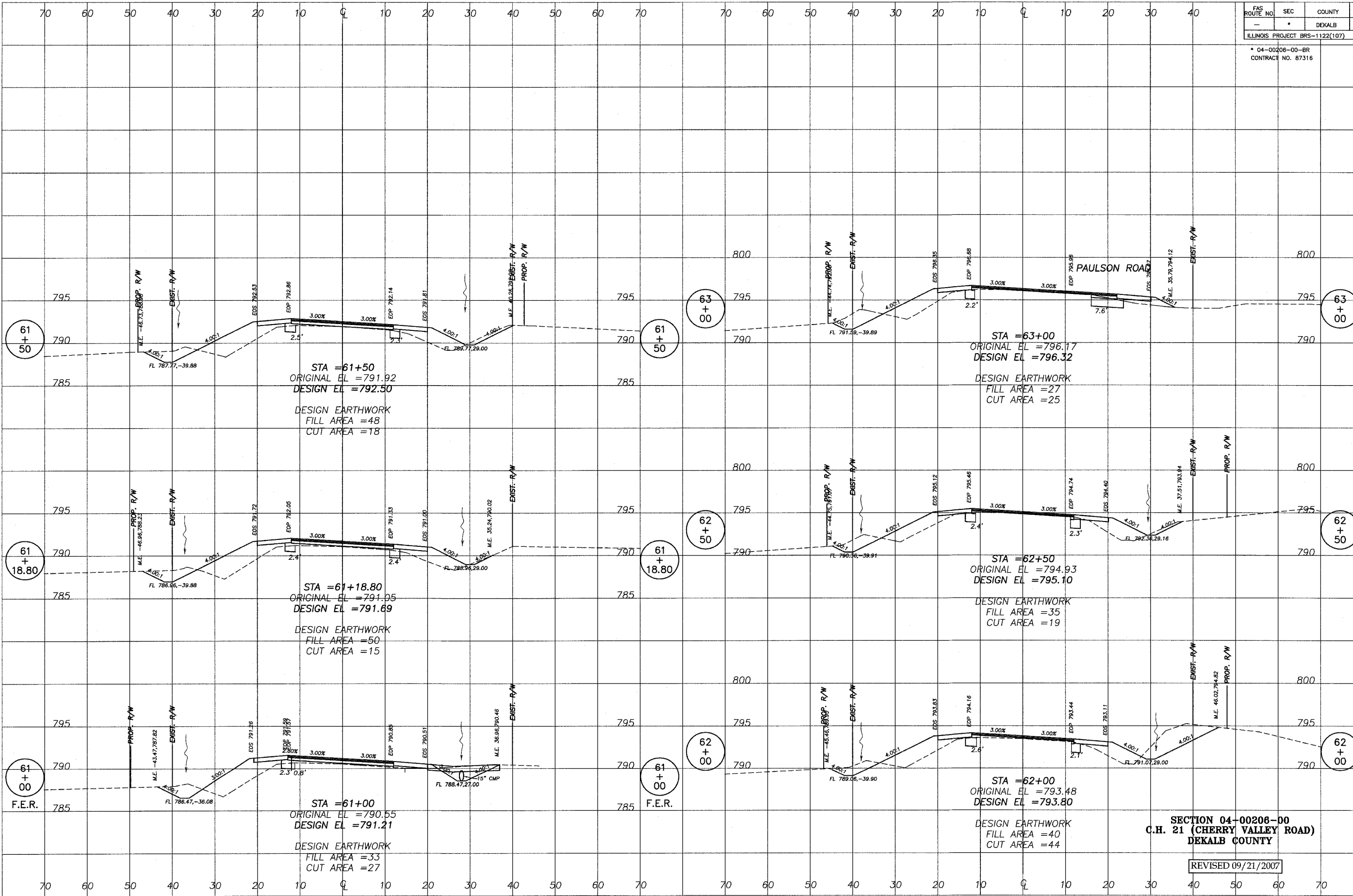
DATE	BY

698 TIMBER CREEK ROAD - P.O. BOX 486 - DIXON, IL 61021 - 815-286-2261
 28 E. MARION - SUITE 3 - PRINCETON, IL 61356 - 815-879-4737
 1778 WEST STATE ST. - SYCAMORE, IL 60178 - 815-895-5008
 804 FREEPORT RD. - STERLING, IL 61081 - (815) 626-4428
 E-MAIL: info@wendlerengineering.com

WENDLER ENGINEERING SERVICES, INC.
 Structural & Civil Engineers-Land Surveying-Environmental Services
 Illinois Professional Design Firm No. 184-000848



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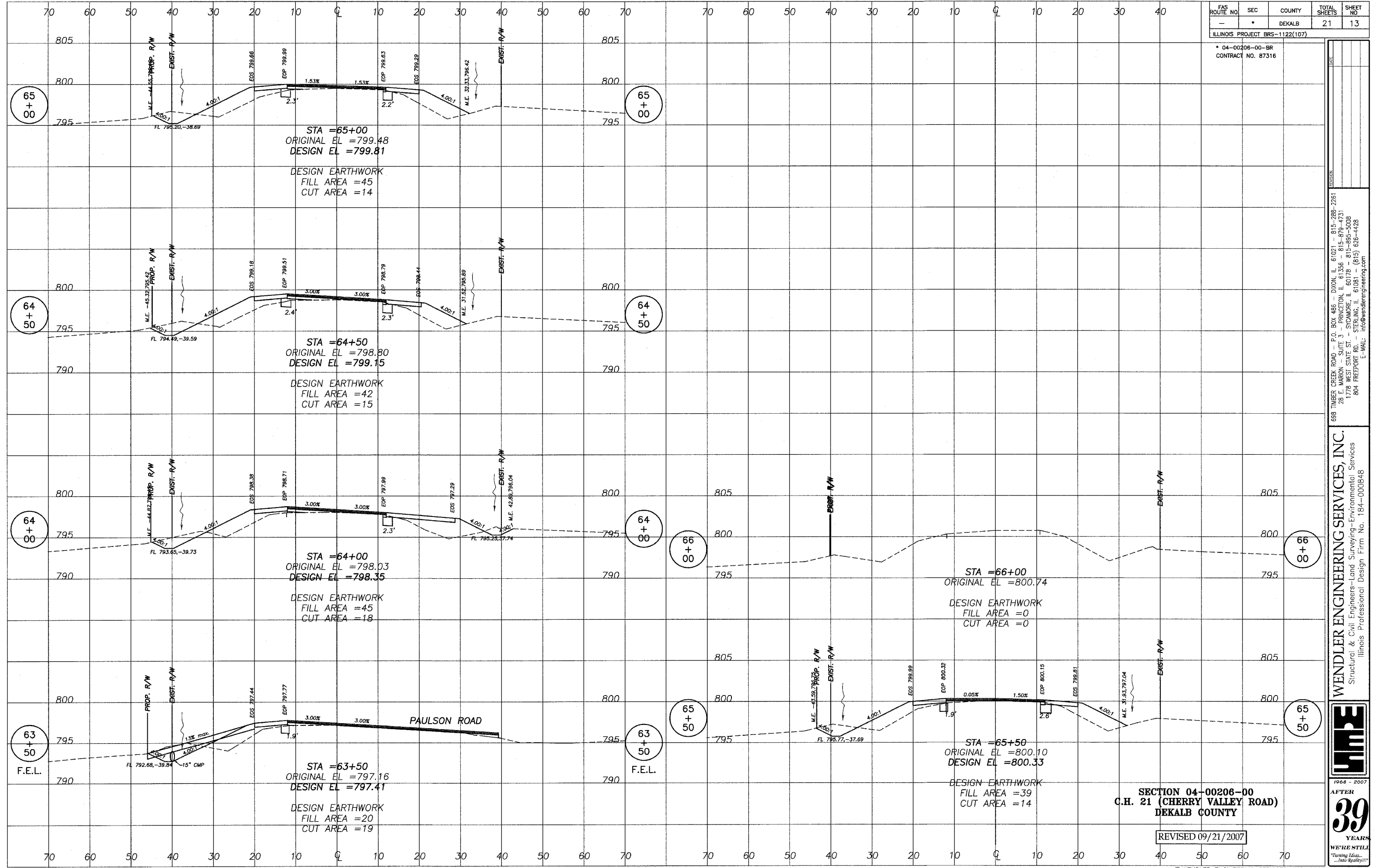


SECTION 04-00206-00
C.H. 21 (CHERRY VALLEY ROAD)
DEKALB COUNTY

REVISED 09/21/2007

FAS ROUTE NO	SEC	COUNTY	TOTAL SHEETS	SHEET NO
-	*	DEKALB	21	13

ILLINOIS PROJECT BRS-1122(107)
 * 04-00206-00-BR
 CONTRACT NO. 87316



698 TIMBER CREEK ROAD - P.O. BOX 466 - DIXON, IL 61021 - 815-288-2261
 28 E. MARION SUITE 3 - PRINCETON, IL 61356 - 815-679-4731
 1178 WEST STATE ST. - STAMFORD, IL 61178 - 815-993-5006
 804 FREEPORT - STAMFORD, IL 61086 - 815-628-4428
 E-MAIL: info@wendlerengineering.com

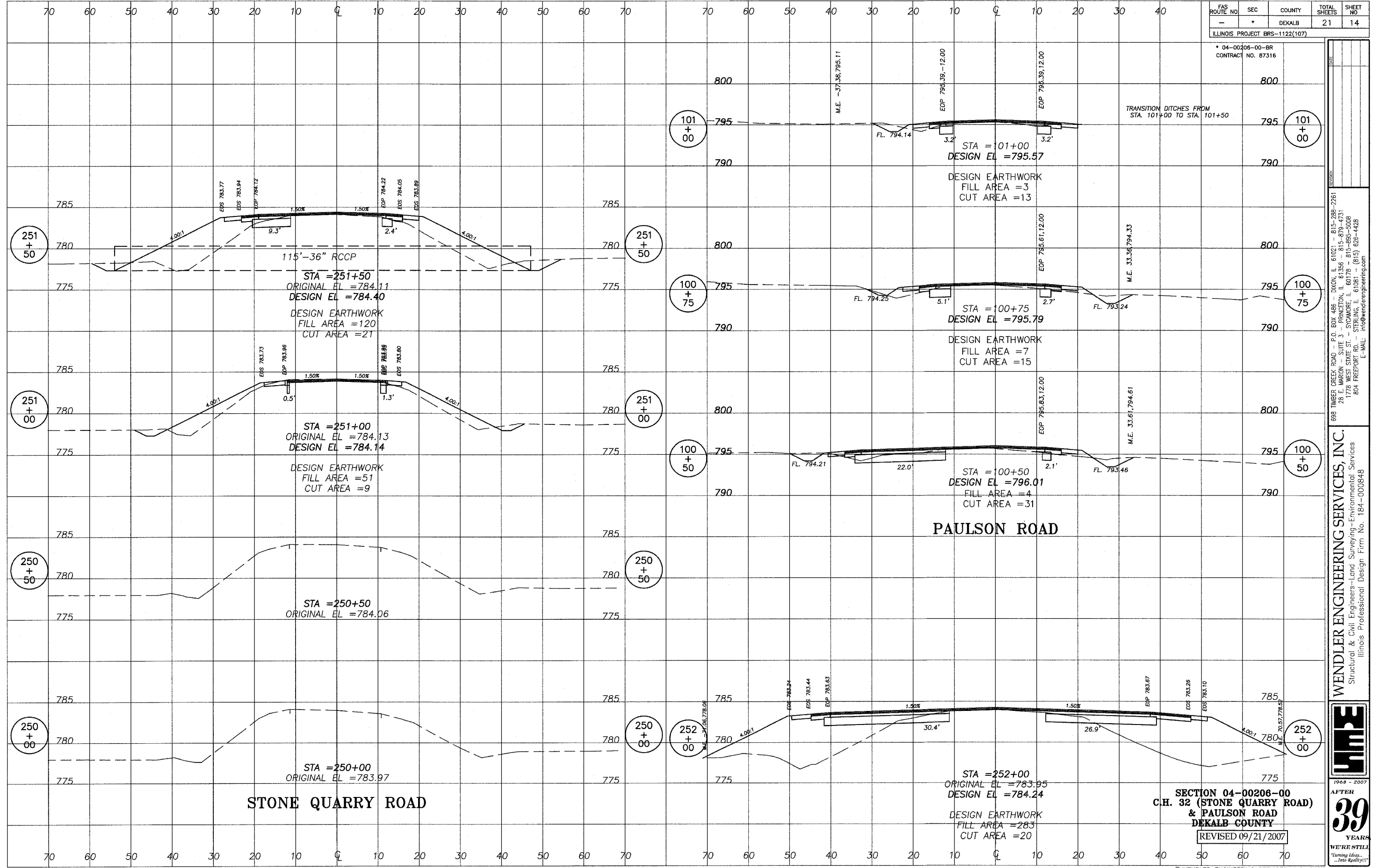
WENDLER ENGINEERING SERVICES, INC.
 Structural & Civil Engineers—Land Surveying—Environmental Services
 Illinois Professional Design Firm No. 184-000848



1968 - 2007
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39
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FAS ROUTE NO	SEC	COUNTY	TOTAL SHEETS	SHEET NO
-	*	DEKALB	21	14

ILLINOIS PROJECT BRS-1122(107)
 * 04-00206-00-BR
 CONTRACT NO. 87316



998 TIMBER CREEK ROAD - P.O. BOX 486 - DIXON, IL 61021 - 815-288-2261
 78 E. MARION SUITE 3 - PRINCETON, IL 61356 - 815-679-4731
 178 WEST STATE ST. - CHAMPAIGN, IL 61820 - 815-559-5006
 804 FREEMAN - STERLING, IL 61081 - 815-628-4428
 E-MAIL: info@wendlerengineering.com

WENDLER ENGINEERING SERVICES, INC.
 Structural & Civil Engineers-Land Surveying-Environmental Services
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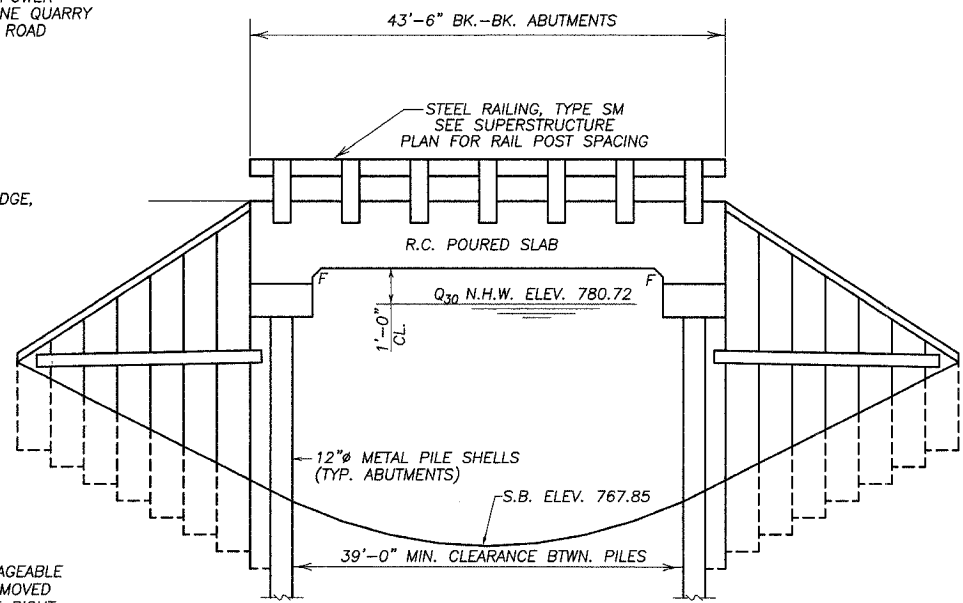
1968 - 2007
 AFTER
39
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 "Turning Ideas...
 ...into Reality!"

SECTION 04-00206-00
 C.H. 32 (STONE QUARRY ROAD)
 & PAULSON ROAD
 DEKALB COUNTY
 REVISED 09/21/2007

B.M. #1 COTTON SPINDEL IN FIRST POWER POLE (±39') WEST OF STONE QUARRY ROAD AND CHERRY VALLEY ROAD INTERSECTION. ELEV. 780.14

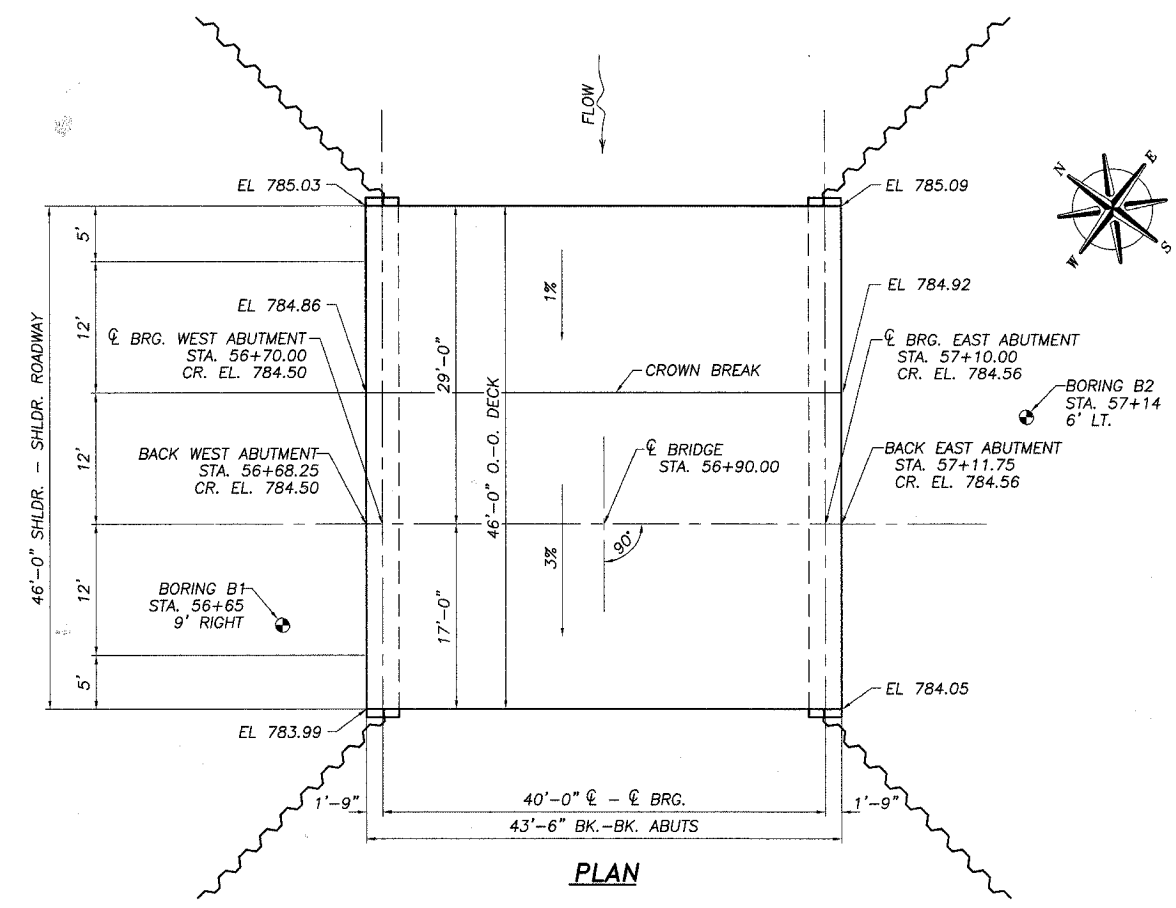
B.M. #2 CHISELED SQUARE TOP OF NORTHEAST WINGWALL OF EXISTING BRIDGE. ELEV. 784.51

B.M. #3 COTTON SPINDEL IN FIRST POWER POLE WEST OF BRIDGE, ELEV. 782.90



ELEVATION

SALVAGE : ALL ITEMS DEEMED SALVAGEABLE SHALL BE CAREFULLY REMOVED AND STOCKPILED ON THE RIGHT OF WAY FOR THE COUNTY TO PICK UP.



PLAN

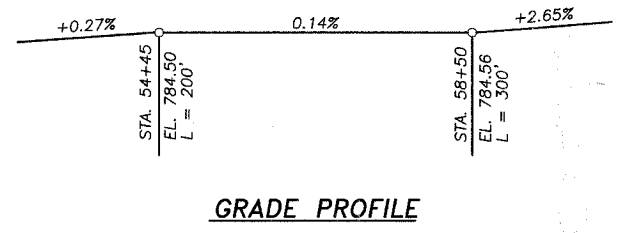
WATERWAY INFORMATION

DRAINAGE AREA= 11.67 SQ.MI.		LOW GRADE ELEV. 783.81 AT STA. 53+50							
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	30	2912	386	515	780.02	1.41	0.70	781.43	780.72
BASE	100	3850	441	555	780.54	3.46	3.24	784.00	783.78
MAX. CALC.	500	5050	441	555	781.12	2.88	2.88	784.00	784.00

DESIGN STRESSES

f_c = 3500 P.S.I.
 f_s = 60,000 P.S.I. (REINFORCEMENT)

DESIGN SPECIFICATIONS 2002 AASHTO (ALLOWED FOR 25 P.S.F. FOR FUTURE WEARING SURFACE.)
LOADING HS 20-44

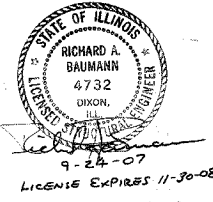


GRADE PROFILE

KINGSBURY CREEK
 BUILT 2007 BY
 DEKALB COUNTY
 SECTION 04-00206-00-BR
 STATION 56+90
 STR. NO. 019-3061 LOADING HS 20-44

LETTERING FOR NAME PLATE

SEE STD. 515001



GENERAL NOTES

REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31, M-42 OR M-53, GRADE 60.

PROTECTIVE COAT HAS BEEN INCLUDED FOR THE TOP OF DECK AND THE EAST AND WEST EDGES OF THE DECK TO THE DRIPNOTCH.

THE 3/4" STRUCTURAL STEEL PLATES AT EACH END OF THE DECK ARE INCLUDED FOR PAYMENT PER POUND OF FURNISHING AND ERECTING STRUCTURAL STEEL. AFTER FABRICATION, ALL SURFACES OF THE STEEL PLATES SHALL BE GIVEN ONE SHOP COAT OF PAINT SPECIFIED FOR STRUCTURAL STEEL.

THE CONTRACTOR SHALL DRIVE ONE 12" METAL PILE SHELL TEST PILE IN A PERMANENT LOCATION AT THE WEST ABUTMENT AS DIRECTED BY THE ENGINEER BEFORE ORDERING THE REMAINDER OF PILES.

THE CONTRACTOR SHALL MAKE ALLOWANCE FOR THE DEFLECTION OF FORMS, SHRINKAGE AND SETTLEMENT OF FALSEWORK, IN ADDITION TO ALLOWANCE FOR DEAD LOAD DEFLECTION.

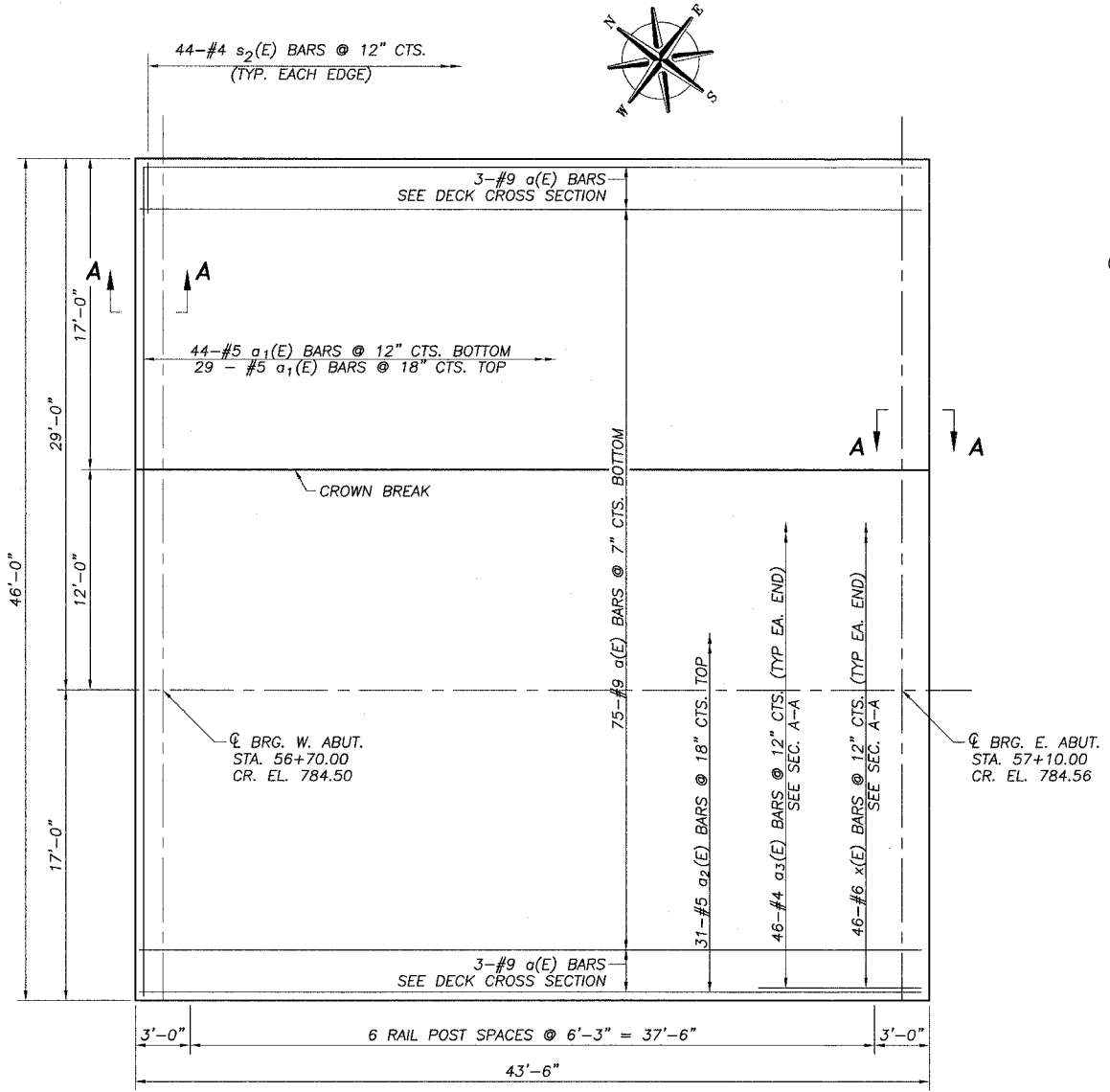
BILL OF MATERIAL

BRIDGE

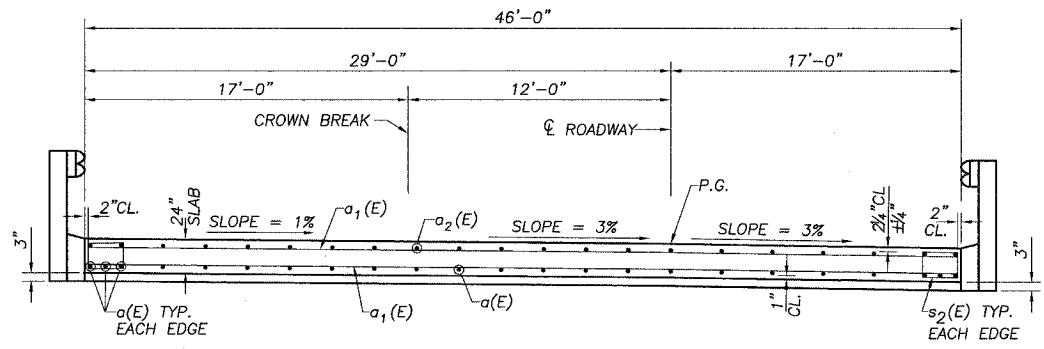
ITEM	UNIT	SUPERSTR.	SUBSTR.	TOTAL
CONCRETE SUPERSTRUCTURES	CU. YD.	152.6		152.6
CONCRETE STRUCTURES	CU. YD.		25.4	25.4
FURN. AND ERECTING STRUCTURAL STEEL	LBS.	1769	4826	6595
REINFORCEMENT BARS, EPOXY COATED	POUND	20320	3140	23460
PROTECTIVE COAT	SQ. YD.	242		242
NAME PLATES	EACH	1		1
STEEL RAILING TYPE SM	FOOT	87		87
FURNISHING METAL PILE SHELL - 12"Ø	FOOT		583	583
TEST PILE, METAL PILE SHELL - 12"Ø	EACH		1	1
STEEL SHEET PILING	SQ. FT.		3550	3550
HARDWARE	POUND		3084	3084
BRIDGE DECK GROOVING	SQ. YD.	222		222
DRIVING PILES	FOOT		583	583

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

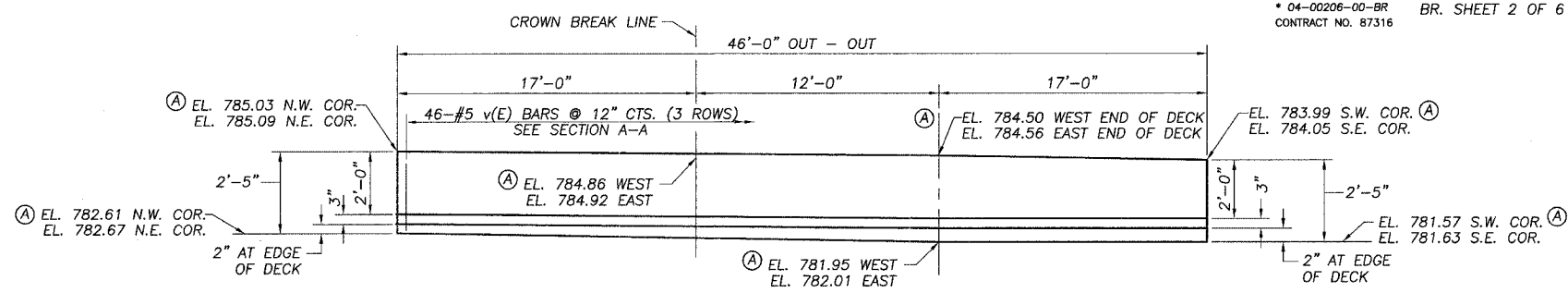
GENERAL PLAN AND ELEVATION
SECTION 04-00206-00-BR
CHERRY VALLEY ROAD
DEKALB COUNTY
SN 019-3061



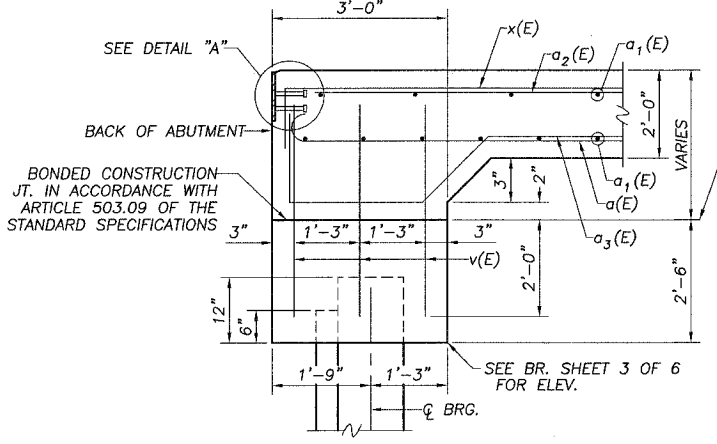
PLAN



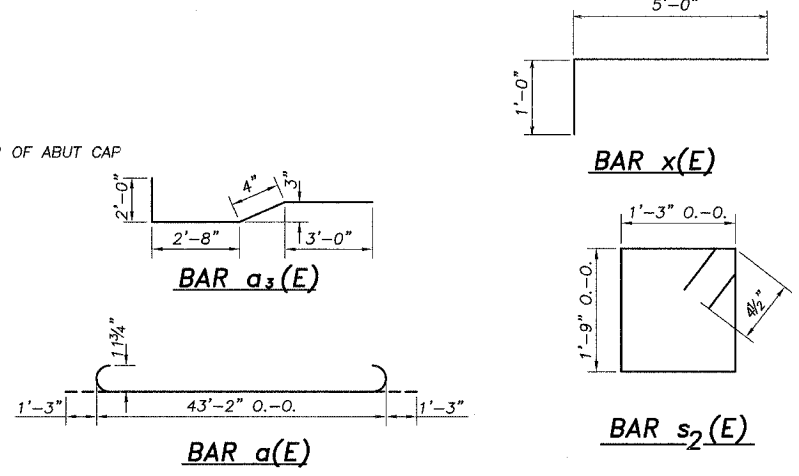
CROSS SECTION THRU DECK



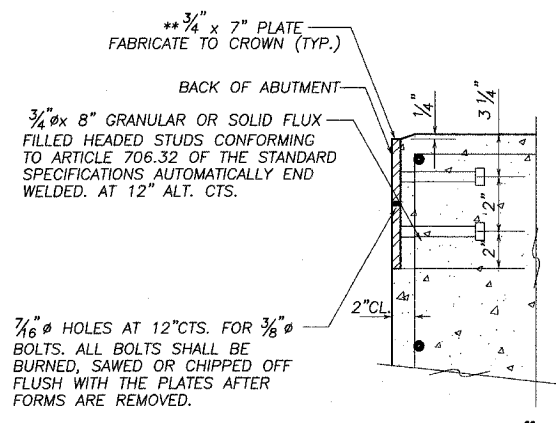
CROSS SECTION AT ABUTMENTS
(ELEVATIONS ARE AT BACK OF ABUTMENT)



SEC. A-A



** FURNISH IN THREE LENGTHS. MAXIMUM SPACE BETWEEN INSTALLED SEGMENTS SHALL BE 3/16". SEAL SPACE WITH SILICONE SEALANT SUITABLE FOR STRUCTURAL STEEL.



DETAIL "A"

NOTE: AFTER FABRICATION ALL SURFACES OF THE STEEL PLATES SHALL BE GIVEN ONE SHOP COAT OF PAINT SPECIFIED FOR STRUCTURAL STEEL. NO FIELD PAINTING REQUIRED.

BILL OF MATERIAL - SUPERSTRUCTURE

BAR	NO.	SIZE	LENGTH	SHAPE
a(E)	81	#9	45'-8"	U
a1(E)	73	#5	45'-8"	—
a2(E)	31	#5	43'-2"	—
a3(E)	92	#4	8'-0"	U
s2(E)	88	#4	6'-9"	□
v(E)	276	#5	4'-0"	—
x(E)	92	#6	6'-0"	U
CONCRETE SUPERSTRUCTURES			CU. YD.	152.6
REINFORCEMENT BARS EPOXY COATED			LBS.	20320
PROTECTIVE COAT			SQ. YD.	242
BRIDGE DECK GROOVING			SQ. YD.	222
FURNISHING AND ERECTING STRUCTURAL STEEL			LBS.	1769

* INCLUDES END OF DECK PLATES AND STUDS
 REINFORCEMENT BARS INDICATED (E) SHALL BE EPOXY COATED.

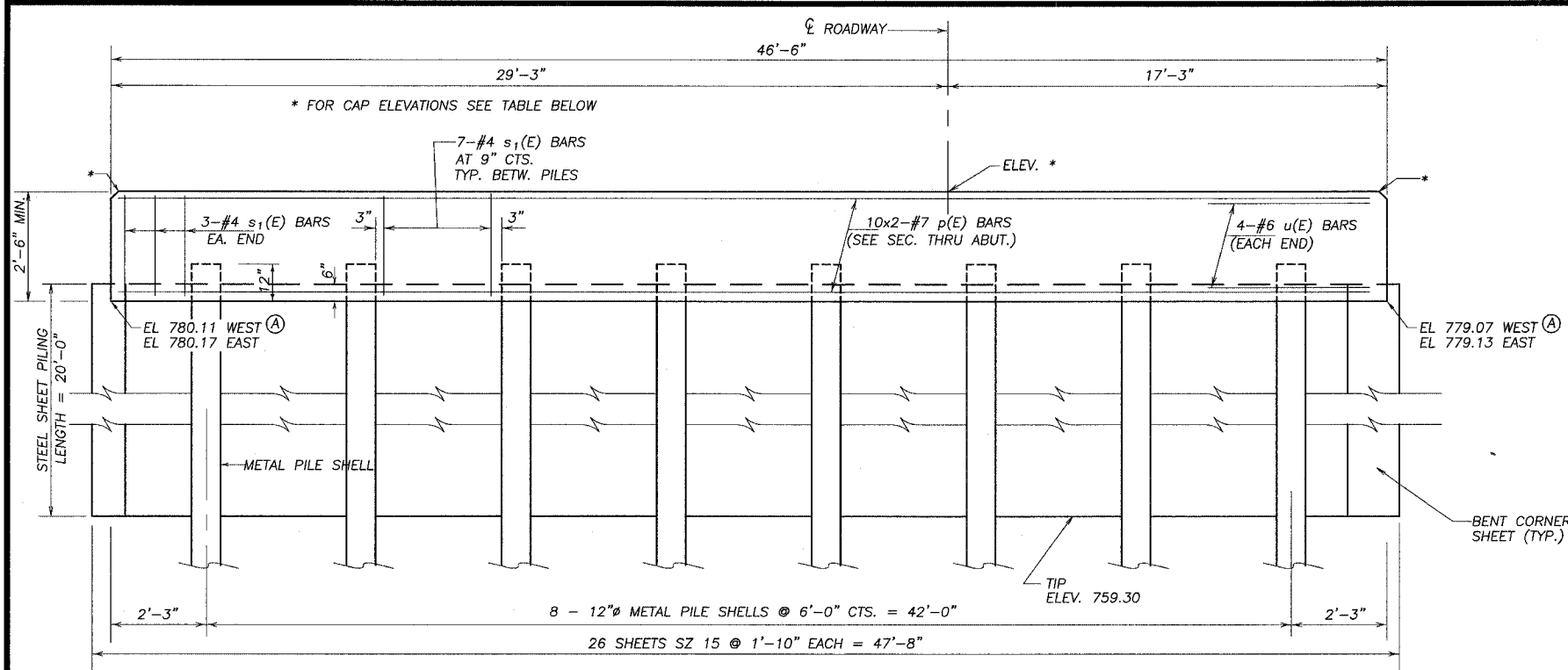
SUPERSTRUCTURE
 SECTION 04-00206-00-BR
 CHERRY VALLEY ROAD
 DEKALB COUNTY
 S.N. 019-3061

FAS ROUTE NO.	SEC	COUNTY	TOTAL SHEETS	SHEET NO.
—	*	DEKALB	21	17

ILLINOIS PROJECT BR-1122(107)

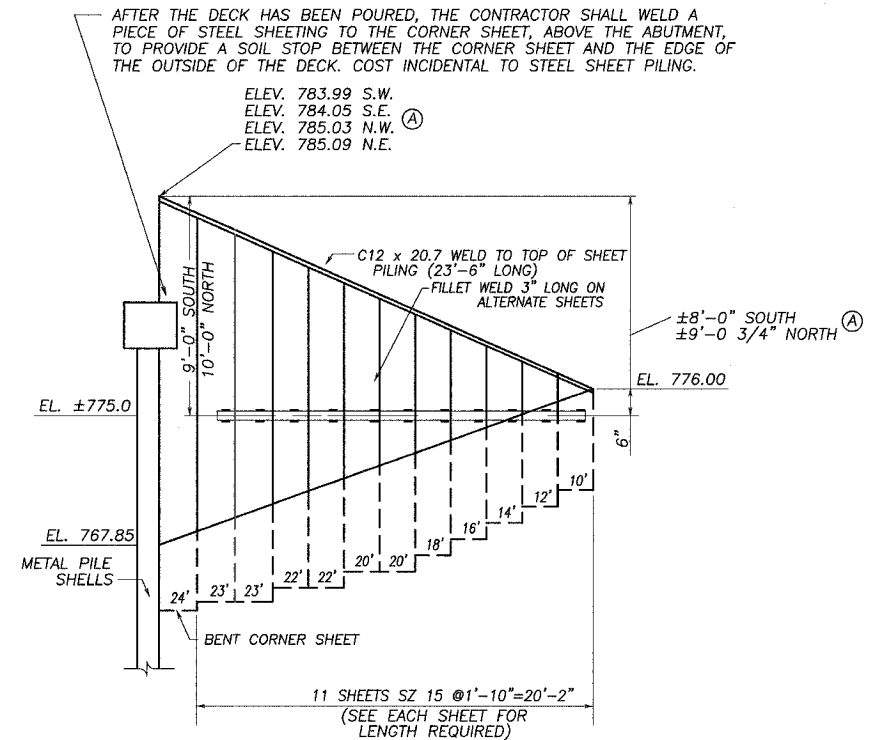
* 04-00206-00-BR BR. SHEET 3 OF 6

CONTRACT NO. 87316

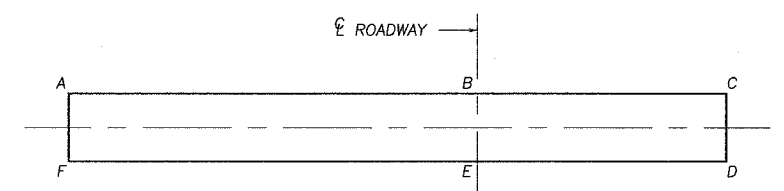


ELEVATION

ALL HORIZONTAL DIMENSIONS ARE ALONG CENTERLINE OF CAP
*FOR CAP ELEVATIONS, SEE TABLE BELOW



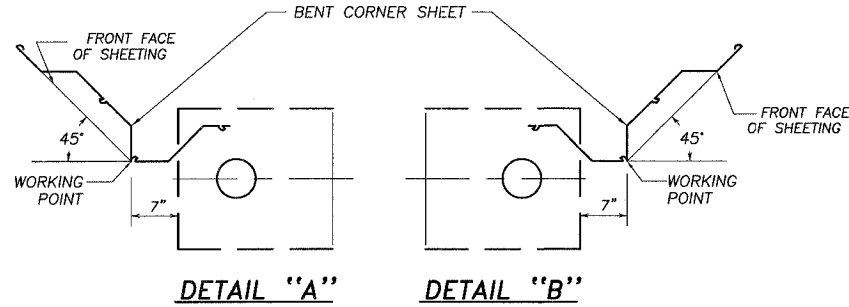
WINGWALL ELEVATION



EAST ABUTMENT SHOWN, WEST ABUTMENT OPPOSITE

LOCATION	ELEV.	A	B	C	D	E	F
EAST ABUT.	782.67	782.01	781.63	781.63	782.01	782.67	
WEST ABUT.	782.61	781.95	781.57	781.57	781.95	782.61	

ELEVATION TOP OF ABUTMENT CAP (LOOKING EAST)



BILL OF MATERIAL - ABUTMENTS

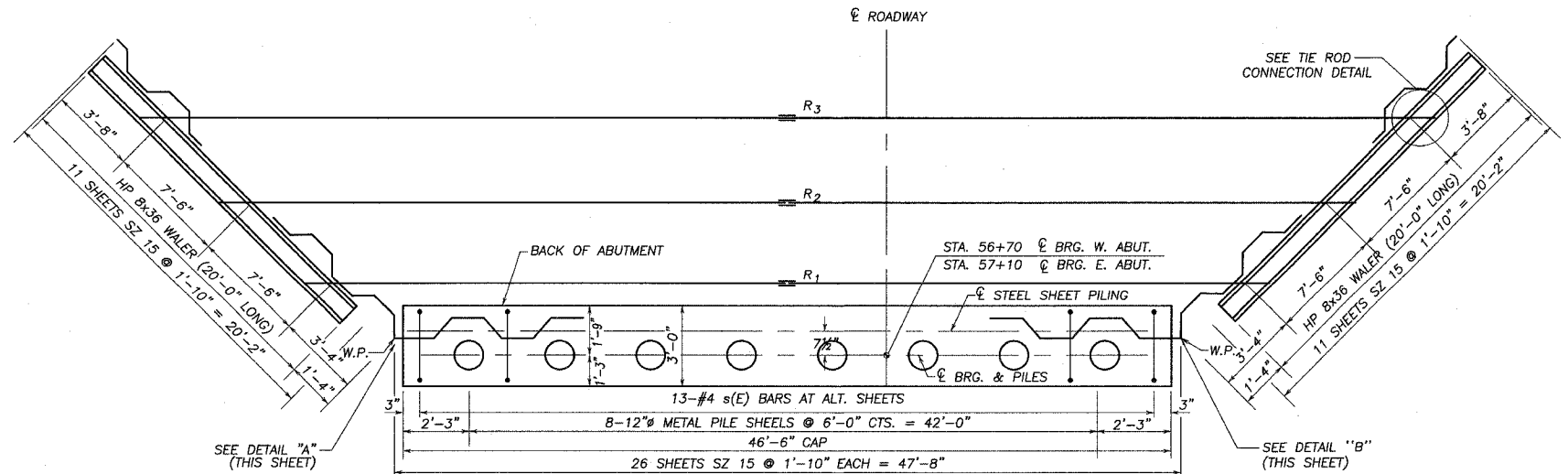
BAR	NO.	SIZE	LENGTH	SHAPE
p(E)	40	#7	24'-9"	—
s(E)	26	#4	6'-10"	□
s1(E)	110	#4	9'-9"	□
u(E)	16	#6	11'-7"	□

CONCRETE STRUCTURES	CU. YD.	25.4
REINFORCEMENT BARS, EPOXY COATED	LBS.	3140
FURNISHING METAL PILE SHELLS - 12"	FOOT	583
TEST PILE METAL PILE SHELLS - 12"	EACH	1
STEEL SHEET PILING	SQ. FT.	3550
HARDWARE	LBS.	3084
FURNISHING AND ERECTING STRUCTURAL STEEL*	LBS.	4826

REINFORCEMENT BARS INDICATED (E) SHALL BE EPOXY COATED.
* INCLUDES WALERS & CHANNELS

PILE DATA

TYPE : 12"Ø METAL PILE SHELLS
CAPACITY : 80 KIPS MINIMUM
NO. REQUIRED : 7+1 TEST PILE - WEST ABUT.
8 EAST ABUT.
EST. LENGTH: 41' WEST ABUT.
37' EAST ABUT.
MIN. PENETRATION 15' BELOW STEAMBED

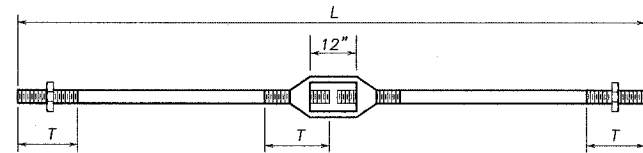


PLAN

EAST ABUTMENT LOOKING EAST
WEST ABUTMENT SIMILAR

9-21-07 REVISED CAP ELEVATIONS

SUBSTRUCTURE - ABUTMENTS
SECTION 04-00206-00-BR
CHERRY VALLEY ROAD
DEKALB COUNTY
S.N. 019-3061



ROD DETAILS

ROD DETAILS & DIMENSIONS

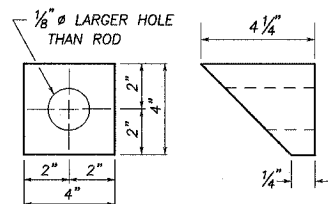
RODS	SIZE	NO.	L	T	TURN-BUCKLE	EACH ROD		
						BEVELED WASHERS	NUT	
						SIZE	NO.	
R ₁	1 3/4" ø	2	64'-6"	12"	1 3/4" ø	4"x4"x *	2	2
R ₂	1 1/2" ø	2	75'-0"	12"	1 1/2" ø	4"x4"x *	2	2
R ₂	1 1/4" ø	2	85'-6"	12"	1 1/4" ø	4"x4"x *	2	2

* SEE DETAIL THIS SHEET

BILL OF HARDWARE

ITEM	NO.	SIZE
ROD R ₁	2	1 3/4" x 64'-6"
ROD R ₂	2	1 1/2" x 75'-0"
ROD R ₃	2	1 1/4" x 85'-6"
BEVELED WASHERS	12	4"x4"x *
NUTS FOR RODS	4	1 3/4", 1 1/2", 1 1/4"
TURNBUCKLES	2	1 3/4", 1 1/2", 1 1/4"

* SEE DETAIL THIS SHEET



BEVELED WASHER DETAIL
(12 REQUIRED)

SUBSTRUCTURE NOTES

AFTER THE ABUTMENT PILES ARE IN PLACE, THE CONTRACTOR SHALL START STEEL SHEET PILE DRIVING OPERATIONS WITH A BENT CORNER SHEET AT THE LOCATION SHOWN, OR BY MAKING AN ACCURATE LAYOUT OF THE WALL BEFORE STARTING, SO THAT ALL SHEETS, WALERS AND RODS WILL FIT AS PLANNED.

AFTER THE DECK HAS BEEN POURED, THE CONTRACTOR SHALL WELD A PIECE OF STEEL SHEETING TO THE CORNER SHEET, ABOVE THE ABUTMENT, TO PROVIDE A SOIL STOP BETWEEN THE CORNER SHEET AND THE EDGE OF THE OUTSIDE DECK. COST SHALL BE INCIDENTAL TO STEEL SHEET PILING.

HARDWARE ITEMS SHALL BE HOT-DIPPED GALVANIZED AND ARE INCLUDED FOR PAYMENT PER POUND OF HARDWARE. ALL OTHER MATERIAL AND LABOR REQUIRED FOR THE INSTALLATION OF HARDWARE SHALL BE INCIDENTAL TO THE CONTRACT.

AFTER THE WING SHEET PILING IS IN PLACE, HOLES SHALL BE DRILLED (NOT BURNT) IN THE WING SHEETING AND WALERS FOR PASSAGE OF TIERODS.

WALERS & CHANNEL SECTIONS ARE ALL INCLUDED FOR PAYMENT PER POUND OF FURNISHING AND ERECTING STRUCTURAL STEEL. WALERS SHALL HAVE 3/8 INCH DRAINAGE HOLES AT 24 INCH CTS. ALONG CENTERLINE OF WEB.

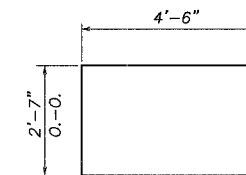
ALL RODS, NUTS, WASHERS, AND WALERS SHALL BE IN PLACE AND PROPERLY SECURED BEFORE BACKFILLING SHALL BEGIN.

BACKFILL SHALL BE PLACED BEHIND THE ABUTMENT AFTER THE SUPERSTRUCTURE HAS BEEN POURED AND THE FALSEWORK REMOVED. SEE ARTICLE 502.10 OF THE STANDARD SPECIFICATIONS.

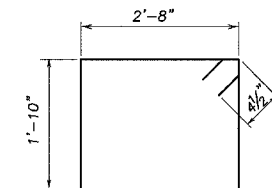
ALL EXPOSED WALERS, CHANNELS, STEEL PILING, STEEL SHEET PILING, AND HARDWARE SHALL BE PAINTED ACCORDING TO THE SPECIAL PROVISIONS FOR CLEANING AND PAINTING NEW METAL STRUCTURES. THE INTERMEDIATE COAT MAY BE APPLIED IN THE SHOP.

THE COLOR OF THE FINAL FINISH COAT SHALL BE REDDISH BROWN, MUNSELL NO. 25 TR 3/4 OR AS APPROVED BY THE ENGINEER.

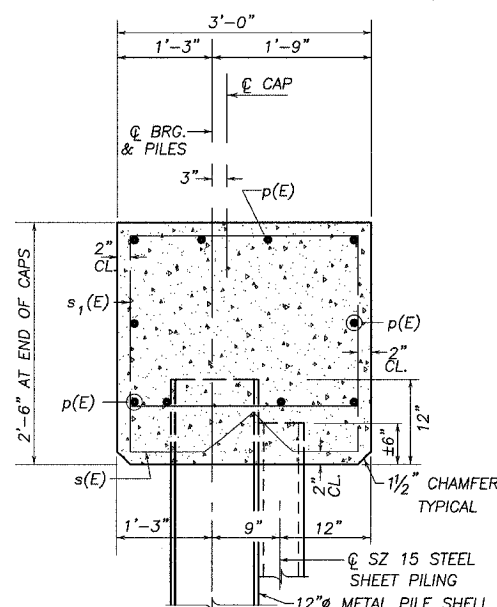
STEEL SHEET PILING SHALL BE NEW SZ 15 OR APPROVED EQUAL PILING WITH AN EFFECTIVE SECTION MODULUS EQUAL TO OR GREATER THAN 10.9 IN.³/FT. SEE SPECIAL PROVISION FOR "PERMANENT STEEL SHEET PILING."



BAR u(E)

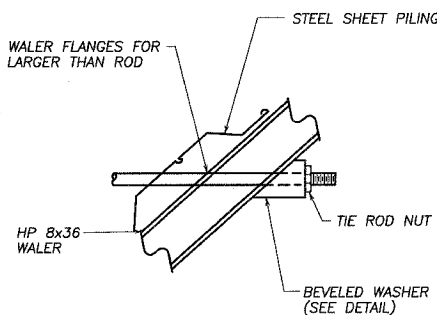


BAR s₁(E)

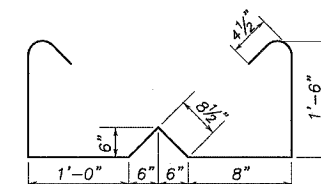


SEC. THRU ABUT.
(AT RIGHT ANGLES)

DRILL HOLES THROUGH WALER FLANGES FOR TIE RODS 1/8" LARGER THAN ROD BELOW WEB.

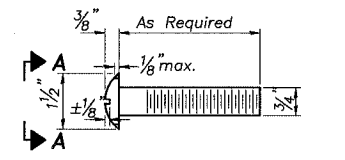


TYPICAL TIE ROD CONNECTION DETAIL

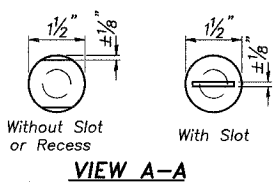


BAR s(E)

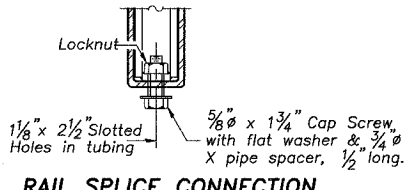
ABUTMENT DETAILS
SECTION 04-00206-00-BR
CHERRY VALLEY ROAD
DEKALB COUNTY
SN 019-3061



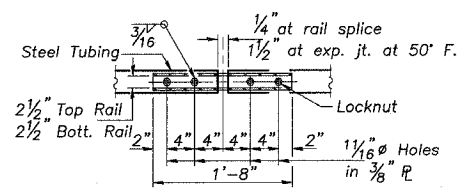
DETAIL OF 3/4" ROUND HEAD BOLT



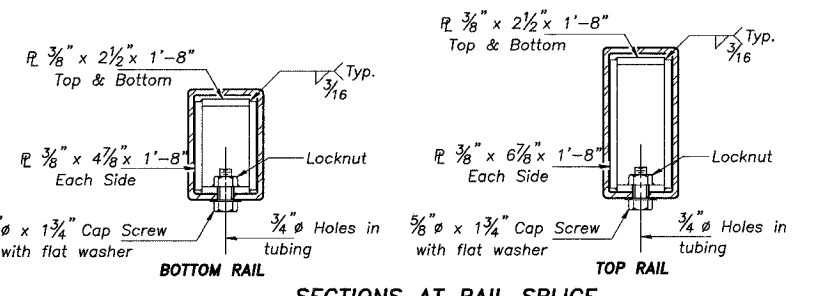
VIEW A-A



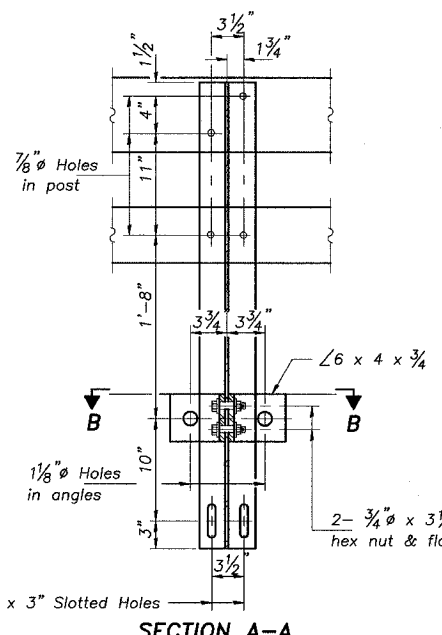
RAIL SPLICE CONNECTION AT EXPANSION JT.



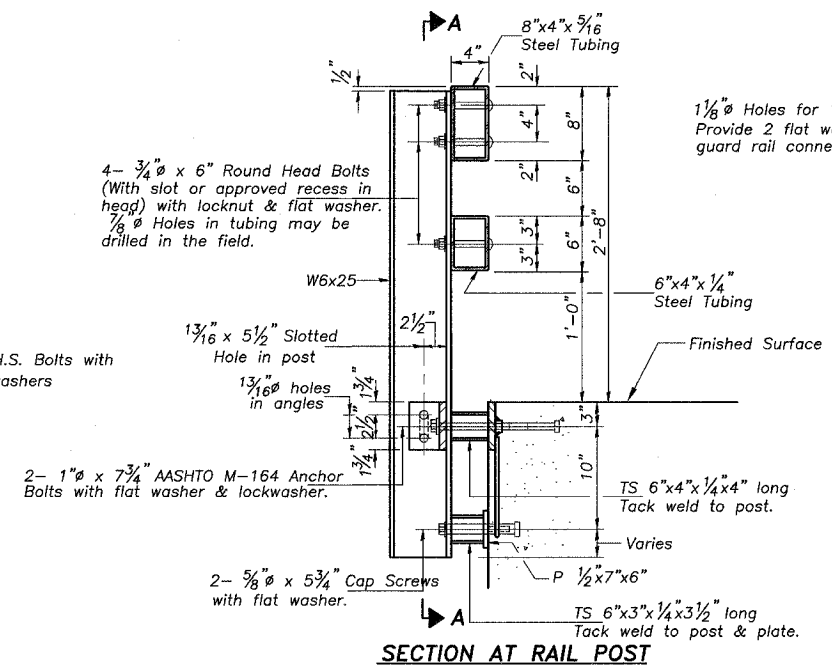
PLAN-BOTT. SPLICE P TYPICAL



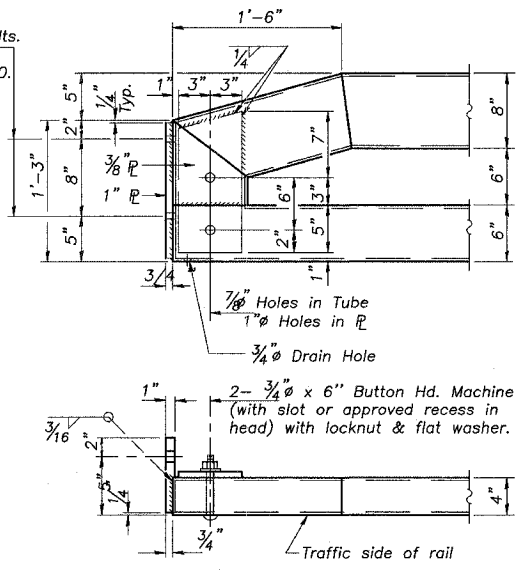
SECTIONS AT RAIL SPLICE



SECTION A-A



SECTION AT RAIL POST



END OF RAIL DETAILS

GENERAL NOTES

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

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

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

All bolts, nuts, cap screws, washers and lock washers shall be galvanized in accordance with AASHTO M-232.

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

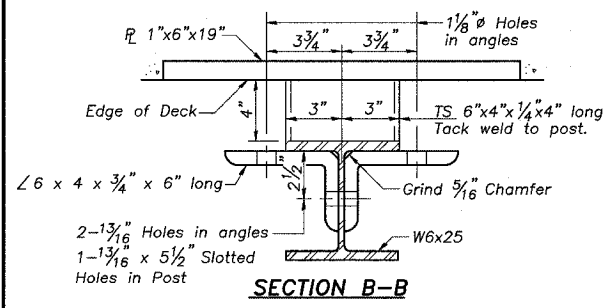
Railing shall be in accordance with Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot for STEEL BRIDGE RAIL, TYPE SM.

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

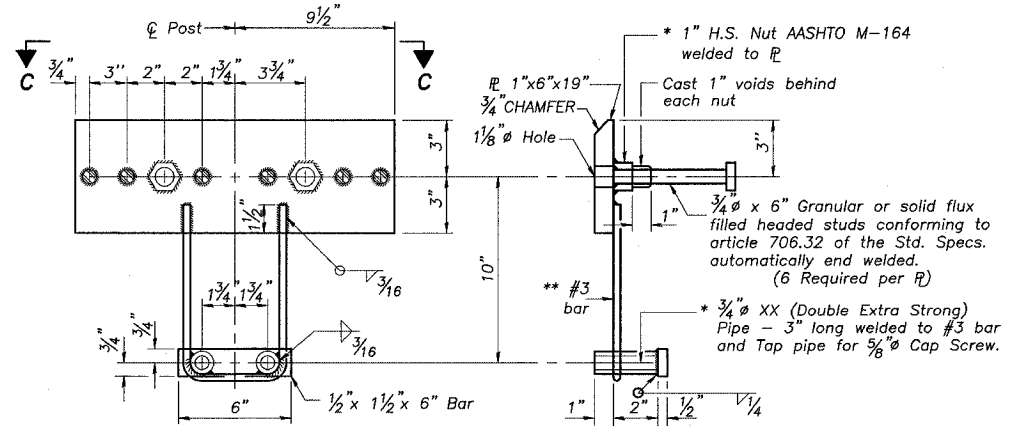
For multi-span PPC Deck bridges, sufficient 1/4" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost incidental to STEEL BRIDGE RAIL, TYPE SM.

Bolts located at expansion joint shall be provided with locknuts and shall be tightened only to a point that will allow railing movement.

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



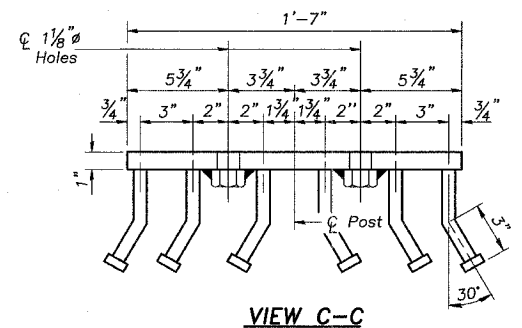
SECTION B-B



ANCHOR DEVICE

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

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

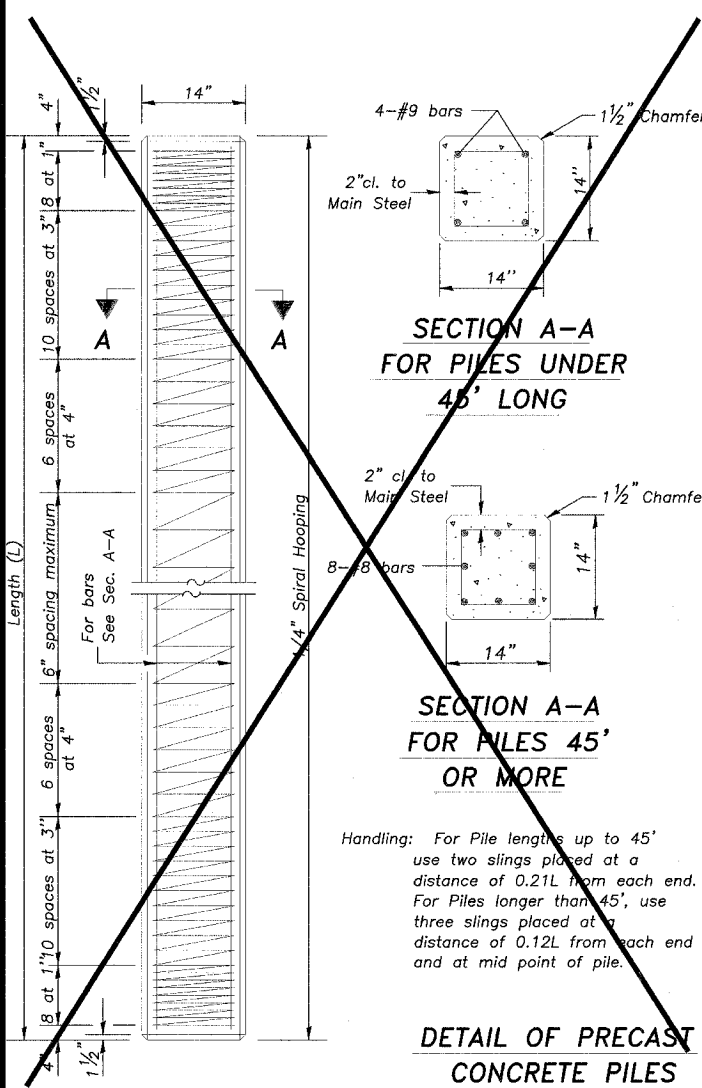


VIEW C-C

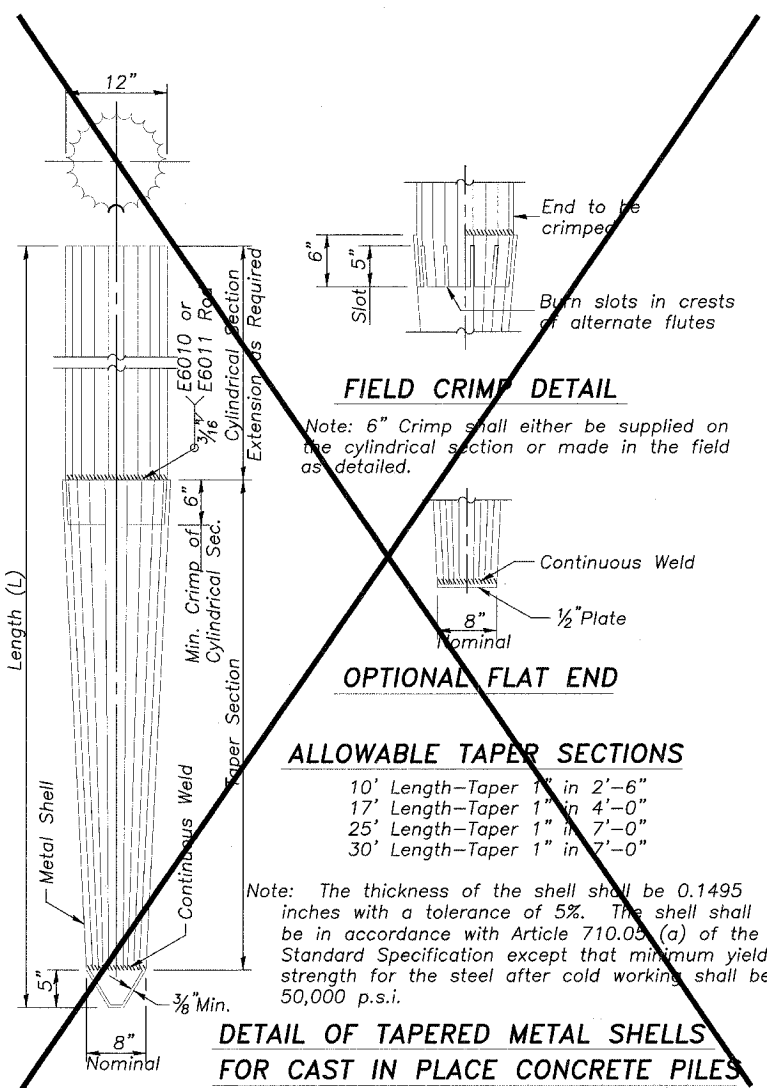
BILL OF MATERIAL

Item	Unit	Quantity
Steel Bridge Rail, Type SM	Foot	87

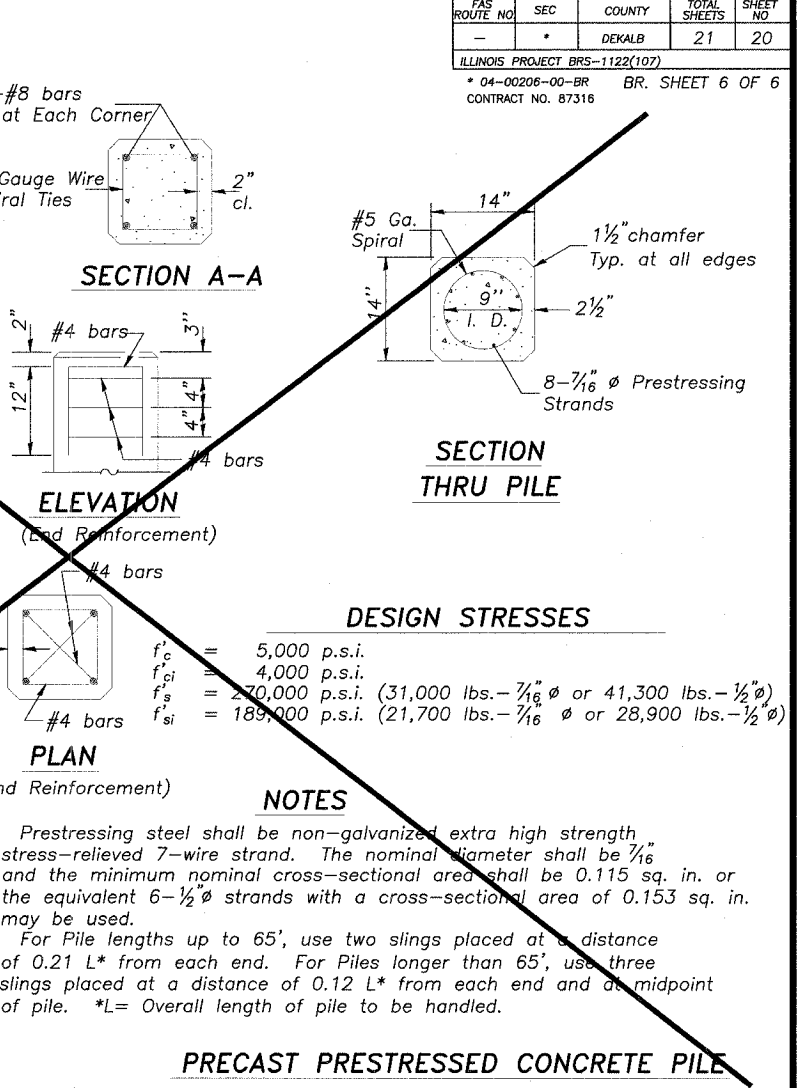
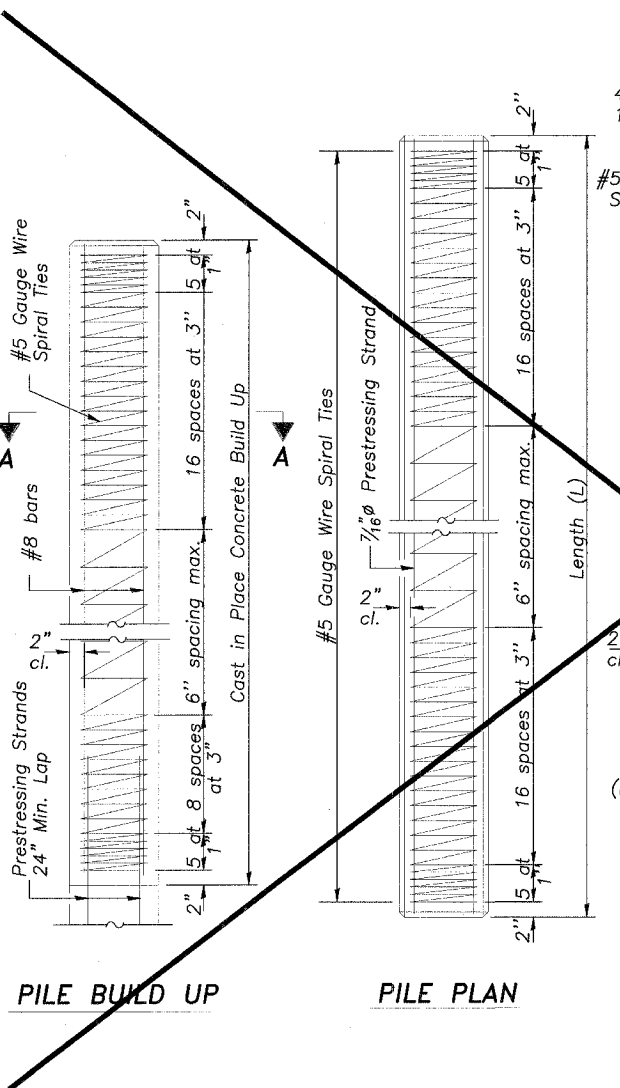
TYPE SM
STEEL BRIDGE RAIL SIDE MOUNTED
SECTION 04-00206-00-BR
CHERRY VALLEY ROAD
DEKALB COUNTY
SN 019-3061



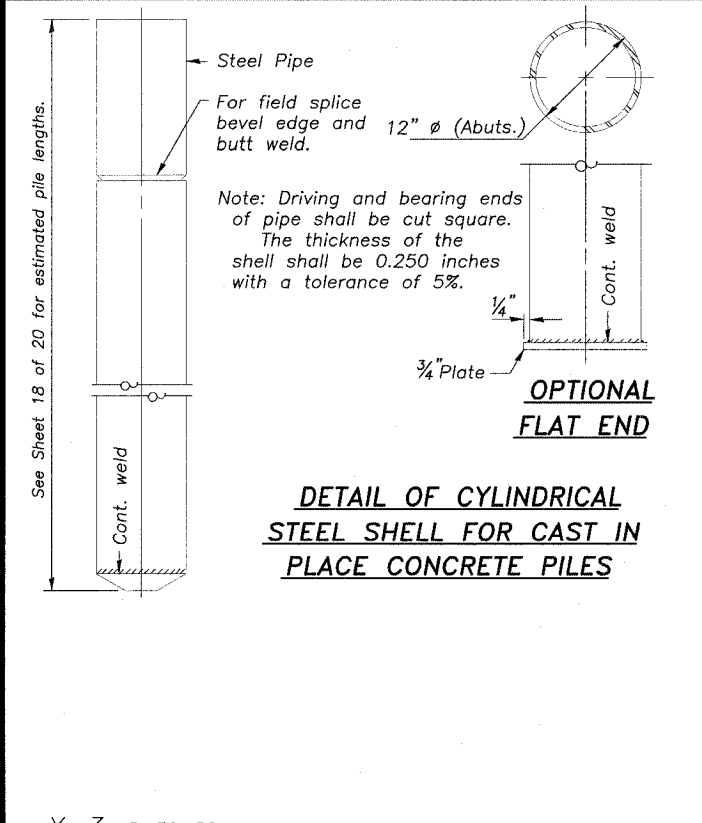
DETAIL OF PRECAST CONCRETE PILES



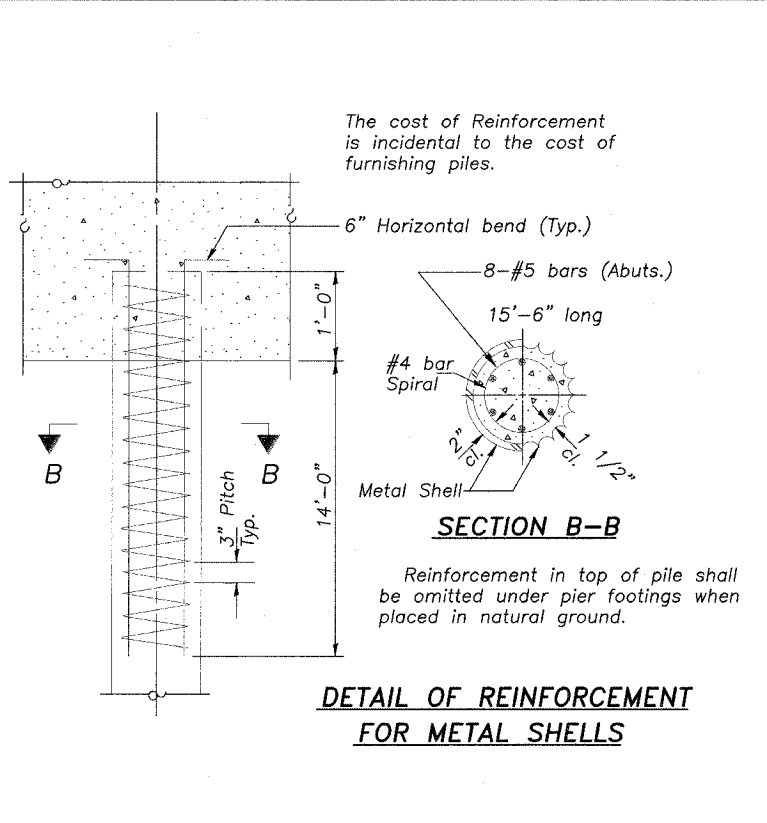
DETAIL OF TAPERED METAL SHELLS FOR CAST IN PLACE CONCRETE PILES



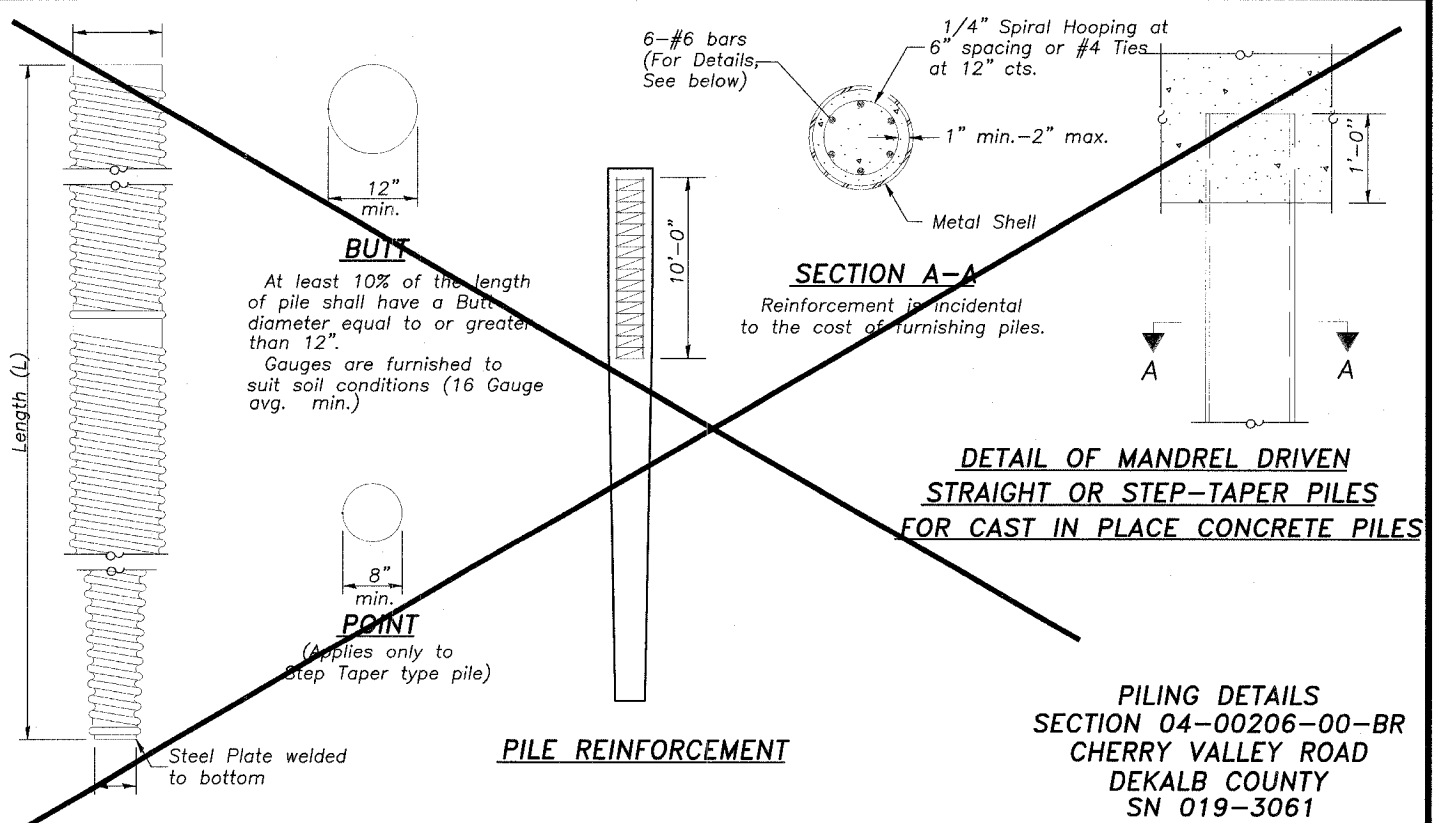
PRECAST PRESTRESSED CONCRETE PILE



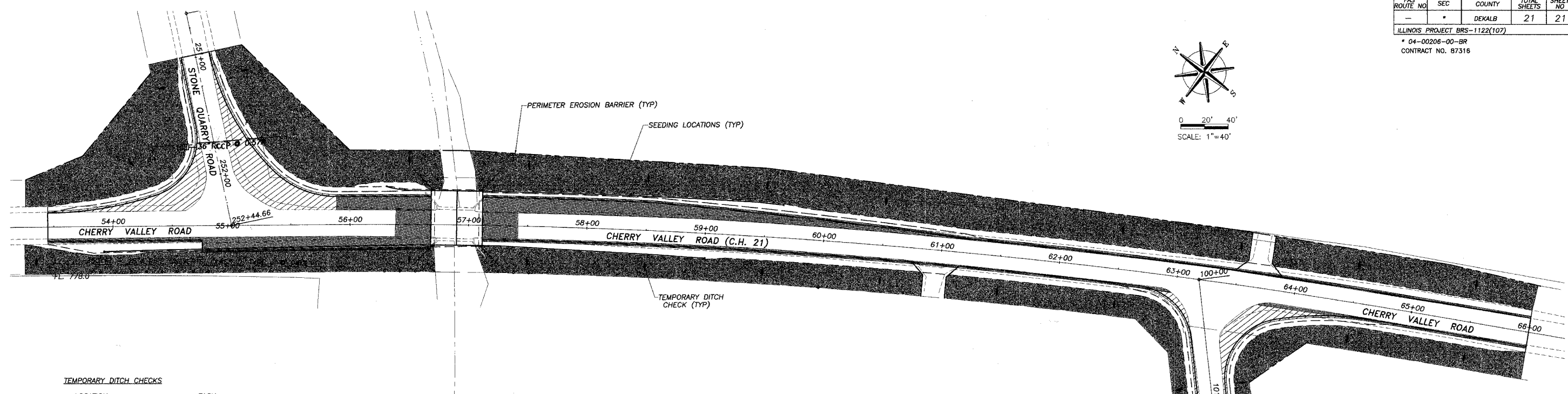
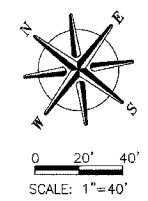
DETAIL OF CYLINDRICAL STEEL SHELL FOR CAST IN PLACE CONCRETE PILES



DETAIL OF REINFORCEMENT FOR METAL SHELLS



PILING DETAILS SECTION 04-00206-00-BR CHERRY VALLEY ROAD DEKALB COUNTY SN 019-3061



TEMPORARY DITCH CHECKS

LOCATION	EACH
RT. STA. 53+35	1
LT. STA. 54+16	1
LT. & RT. STA. 251+19	2
LT. & RT. STA. 56+50	2
LT. & RT. STA. 57+50	2
LT. & RT. STA. 58+50	2
LT. & RT. STA. 59+50	2
LT. & RT. STA. 60+50	2
LT. & RT. STA. 61+50	2
LT. & RT. STA. 62+50	2
LT. STA. 63+50	1
LT. & RT. STA. 64+50	2
LT. & RT. STA. 65+50	2
LT. & RT. STA. 100+90	2
TOTAL	25 EACH

AREAS OF CONSTRUCTION SITE:

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 3.18 ACRES OF WHICH 3.18 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING AND OTHER ACTIVITIES.

CONTROLS : EROSION CONTROLS AND SEDIMENT CONTROL DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION

1. THE DRAWINGS, SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, PROTECTION OF TREES, PRESERVATION OF MATURE VEGETATION AND OTHER APPROPRIATE MEASURES AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.

- a) AREAS OF EXISTING VEGETATION (WOOD AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED BY THE ENGINEER FOR PRESERVING AND SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES.
- b) DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER, ALONG WITH REQUIRED TREE REMOVAL.
- c) AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, TEMPORARY DITCH CHECKS AND PERIMETER EROSION BARRIER SHALL BE INSTALLED AS CALLED OUT IN THIS PLAN AND DIRECTED BY THE ENGINEER.
- d) BARE AND SPARSELY VEGETATED GROUND IN HIGH ERODABLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE BEGINNING OF CONSTRUCTION WHERE NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN DAYS.
- e) IMMEDIATELY AFTER STRUCTURE REMOVAL IS COMPLETED, AREAS WHICH ARE HIGHLY ERODABLE AS DETERMINED BY THE ENGINEER, SHALL BE TEMPORARILY SEEDED WHEN NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN DAYS.

f) AT LOCATIONS WHERE A SIGNIFICANT AMOUNT OF WATER DRAINS INTO THE CONSTRUCTION ZONE FROM OUTSIDE AREAS (ADJACENT LANDOWNERS), TEMPORARY DITCH CHECKS WILL BE UTILIZED TO LOCALLY DIVERT WATER, REDUCE FLOW RATES, AND COLLECT OUTSIDE SILTATION INSIDE OF THE RIGHT OF WAY LINE.

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

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION

1. DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS SHALL BE PROTECTED. THE CONTRACTOR SHALL NOT USE THESE AREAS FOR STAGING (EXCEPT AS DESCRIBED ON THE PLANS OR DIRECTED BY THE ENGINEER), PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS, OR OTHER CONSTRUCTION RELATED ACTIVITIES.

- o) WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.
- d) EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN TWENTY-ONE DAYS.
- c) AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER

- i) PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.
- ii) TEMPORARILY SEED ERODABLE BARE EARTH ON A WEEKLY BASIS TO MINIMIZE THE AMOUNT OF ERODABLE SURFACE AREA WITHIN THE CONTRACT LIMITS.
- iii) CONSTRUCT ROADSIDE DITCHES AND PROVIDE TEMPORARY DITCH CHECKS.
- iv) TEMPORARILY DIVERT WATER AROUND PROPOSED CULVERT/BRIDGE 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, PLACING PERMANENT EROSION CONTROL SUCH AS RIPRAP, DITCH LINING AND CONDUCTING FINAL SHAPING TO THE SLOPES.

e) EXCAVATED AREAS AND EMBANKMENT SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR 14 DAYS.

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

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

g) SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR EARTH EXCAVATION.

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

DESCRIPTION OF PRACTICES AFTER FINAL GRADING

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.

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.

MAINTENANCE AFTER CONSTRUCTION

1) CONSTRUCTION IS COMPLETE AFTER ACCEPTANCE BY I.D.O.T. FINAL INSPECTION. MAINTENANCE UP TO THIS DATE WILL BE BY THE CONTRACTOR.

MISCELLANEOUS

- 1. PERIMETER EROSION CONTROL SHALL BE LOCATED AT LOCATIONS DIRECTED BY THE ENGINEER AND PLACED IN ACCORDANCE WITH STANDARD 280001.
- 2. TEMPORARY EROSION CONTROL SEEDING SHALL BE APPLIED AT A RATE OF 100 LBS./ACRES.
- 3. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS, AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE CONSIDERED INCIDENTAL FOR EARTH EXCAVATION.
- 4. ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN. THE CONTRACTOR SHALL PROVIDE MANUFACTURER INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.

NOTE: ALL ITEMS SHALL BE CONSTRUCTED AS SHOWN ON STANDARD 28001 AND AS DIRECTED BY THE ENGINEER. MAINTENANCE AND CLEANING OF THE EROSION CONTROL ITEMS SHALL BE INCLUDED IN THE RESPECTIVE EROSION CONTROL PAY ITEM.

STORM WATER POLLUTION PREVENTION PLAN

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

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

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

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

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

- 1. REMOVAL OF THE EXISTING BRIDGE STRUCTURE
- 2. EXCAVATION AND EMBANKMENT WILL BE COMPLETED ALONG THE JOB SITE TO GRADE OUT FOR THE ROADWAY ALIGNMENT AND CONSTRUCT EMBANKMENT AND DITCHES.
- 3. CONSTRUCTION OF NEW BRIDGE STRUCTURE.
- 4. PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL, SUCH AS PERIMETER EROSION CONTROL BARRIER, TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION, TEMPORARY SEEDING, ETC.
- 5. FINAL GRADING, PAVING AND OTHER MISCELLANEOUS ITEMS.
- 6. PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS RIPRAP DITCH AND EROSION CONTROL BLANKET, SEEDING, ETC.

DEKALB COUNTY HIGHWAY DEPARTMENT
 APPROVED 9/24, 2007
William Lorence, P.E.
 WILLIAM LORENCE, P.E.
 DEKALB COUNTY ENGINEER

STORM WATER POLLUTION PREVENTION PLAN
SECTION 04-00206-00-BR
CHERRY VALLEY ROAD
DEKALB COUNTY
S.N. 019-3061