

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED BRIDGE REPLACEMENT & REHABILITATION PROGRAM

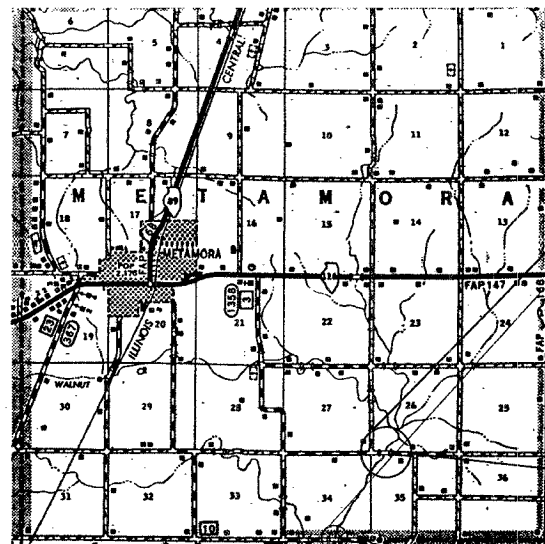
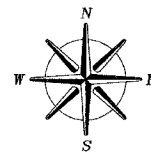
T.R. 145
SECTION 02-08143-00-BR
WOODFORD COUNTY
METAMORA ROAD DISTRICT
ILLINOIS PROJECT BROS-203(021)

JOB NO. C-94-027-06
CONTRACT NO. 89390
R. 2 W. OF THE 3RD P.M.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET
	1	WOODFORD	17	1

* Section 02-08143-00-BR
CONTRACT NO. 89390

- INDEX OF SHEETS**
- COVER SHEET
 - SCHEDULE OF QUANTITIES AND TYPICAL SECTIONS
 - PLAN AND PROFILES
 - ROADWAY CROSS SECTIONS
 - GENERAL PLAN AND ELEVATION OF BRIDGE
 - DECK BEAM DETAILS SPANS 1 & 3
 - DECK BEAM DETAILS SPAN 2
 - SUBSTRUCTURE - ABUTMENTS
 - SUBSTRUCTURE - PIERS
 - STEEL RAILING, TYPE S1
 - STORM WATER POLLUTION PREVENTION PLAN



SUMMARY OF QUANTITIES
CONSTRUCTION TYPE CODE: X080-2A

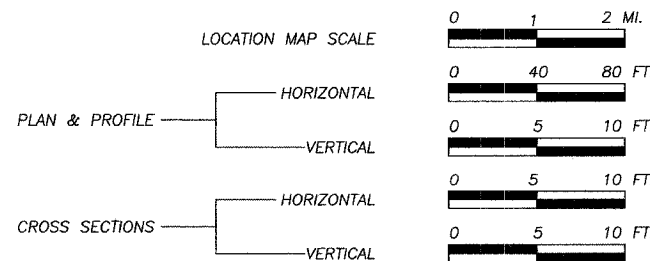
CODE NO.	ITEM	UNIT	QUANTITY
20200100	EARTH EXCAVATION	CU YD	1710
20400800	FURNISHED EXCAVATION	CU YD	1740
*25001000	SEEDING, CLASS 2 (SPECIAL)	ACRE	1.62
25100630	EROSION CONTROL BLANKET	SQ YD	444
28000200	EARTH EXCAVATION FOR EROSION CONTROL	CU YD	5
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	320
28000300	TEMPORARY DITCH CHECKS	EACH	12
28000400	PERIMETER EROSION BARRIER	FOOT	312
28000500	INLET AND PIPE PROTECTION	EACH	4
28200200	FILTER FABRIC	SQ YD	574
35101400	AGGREGATE BASE COURSE, TYPE B	TON	1730
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1
50200100	STRUCTURE EXCAVATION	CU YD	130
50300225	CONCRETE STRUCTURES	CU YD	41.5
50300300	PROTECTIVE COAT	SQ YD	348
50400405	PRECAST PRESTRESSED CONCRETE DECK BEAMS (21" DEPTH)	SQ FT	2775
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	4520
50900205	STEEL RAILING, TYPE S1	FOOT	202
51201600	FURNISHING STEEL PILES HP12X53	FOOT	936
51202700	DRIVING STEEL PILES	FOOT	936
51203600	TEST PILE STEEL HP12X53	EACH	2
51500100	NAME PLATES	EACH	1
54200220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	40
54200223	PIPE CULVERTS, CLASS D, TYPE 1 18"	FOOT	154
60107800	PIPE UNDERDRAINS 8"	FOOT	200
△ 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	125
△ 63100075	TRAFFIC BARRIER TERMINAL, TYPE 5A	EACH	4
△ *63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)	EACH	4
*63200305	STEEL PLATE BEAM GUARD RAIL REMOVAL	FOOT	320
67100100	MOBILIZATION	L. SUM	1
△ *78200455	BIDIRECTIONAL GUARD RAIL REFLECTORS	EACH	8
△ *78201000	TERMINAL MARKERS - DIRECT APPLIED	EACH	4
*XX004565	GROUTED RIPRAP	SQ YD	574

△ SPECIALTY ITEMS

OPERATES 24 Hours 365 Days
CALL JULIE 1-800-892-0123
WITH THE FOLLOWING:
COUNTY - WOODFORD
TOWNSHIP - METAMORA
SEC. & 1/4 SEC. NO. - SW 1/4 SEC. 26
48 Hours Before You Dig.
EXCLUDING SAT., SUN., & HOLIDAYS

- STANDARDS:
- 280001-02 TEMPORARY EROSION CONTROL SYSTEMS
 - 515001-02 NAME PLATE FOR BRIDGES
 - 630001-06 STEEL PLATE BEAM GUARD RAIL
 - 630301-03 SHOULDER WIDENING FOR TYPE 1 TRAFFIC BARRIER TERMINALS
 - 631026-02 TRAFFIC BARRIER TERMINAL, TYPE 5 AND 5A
 - 635006 -02 REFLECTOR AND TERMINAL MARKER PLACEMENT
 - 635011-01 REFLECTOR MARKER AND MOUNTING DETAILS
 - 701301-02 LANE CLOSURE 2 L, 2W, SHORT TIME OPERATIONS
 - 702001-06 TRAFFIC CONTROL DEVICES
 - BLR 21-6 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES

LOCATION MAP
TOTAL LENGTH OF SECTION = 1050.00 FEET (0.199 MILES)



PLANS PREPARED BY:

WENDLER ENGINEERING SERVICES

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

SCOTT A. BROWN
062-053649
DATE: APRIL 24, 2006
SCOTT A. BROWN
DIXON, ILLINOIS
ILLINOIS LICENSED PROFESSIONAL
ENGINEER NO. 062-053649
EXPIRES 11-30-2007

METAMORA ROAD DISTRICT

APPROVED 4-19-2006
James L. Schmitt
ROAD COMMISSIONER

WOODFORD COUNTY HIGHWAY DEPARTMENT

APPROVED 4/19/2006
Dennis Bachman
DENNIS BACHMAN, P.E.
WOODFORD COUNTY ENGINEER

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PASSED APRIL 24, 2006
John Laballe
DISTRICT 4 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR
BID BASED ON
LIMITED REVIEW APRIL 24, 2006
John Laballe
DEPUTY DIRECTOR OF HIGHWAYS,
REGION THREE ENGINEER

DESIGN: 350 ADT (20 YEAR); LOCAL ROAD; DESIGN SPEED - 45 MPH - 3R GUIDELINES

SCHEDULE OF QUANTITIES

AGGREGATE BASE COURSE, TYPE B

LOCATION	TON
STA. 10+00 TO STA. 13+85	702
STA. 14+86 TO STA. 20+50	1028
TOTAL	1730 TON

PIPE UNDERDRAINS 8"

LOCATION	FOOT
LT. STA. 12+00 TO LT. STA. 14+00	200
TOTAL	200 FOOT

EROSION CONTROL BLANKET (8' WIDTH)

LOCATION	SQ. YD.
LT. & RT. STA. 18+00 TO LT. & RT. STA. 20+50	444
TOTAL	444 SQ. YD.

TEMPORARY DITCH CHECKS

LOCATION	EACH
LT. & RT. STA. 13+50	2
LT. & RT. STA. 15+50	2
LT. & RT. STA. 17+00	2
LT. & RT. STA. 18+50	2
LT. & RT. STA. 19+25	2
LT. & RT. STA. 20+00	2
TOTAL	12 EACH

INLET AND PIPE PROTECTION

LOCATION	EACH
RT. STA. 10+05	1
LT. STA. 12+78	1
RT. STA. 16+01	1
LT. STA. 18+13	1
TOTAL	4 EACH

STEEL PLATE BEAM GUARDRAIL REMOVAL

LOCATION	FOOT
LT. & RT. STA. 13+32 TO LT. & RT. STA. 14+12	160
LT. & RT. STA. 14+51 TO LT. & RT. STA. 15+31	160
TOTAL	320 FOOT

BIDIRECTIONAL GUARD RAIL REFLECTORS

LOCATION	EACH
RT. STA. 13+13 TO RT. STA. 14+87	4058' CTS.
LT. STA. 13+86 TO LT. STA. 15+60	4058' CTS.
TOTAL	8 EACH

TERMINAL MARKERS - DIRECT APPLIED

LOCATION	EACH
RT. STA. 12+54.8	1
LT. STA. 13+27.5	1
RT. STA. 15+44.5	1
LT. STA. 16+17.2	1
TOTAL	4 EACH

TRAFFIC BARRIER TERMINAL, TYPE 5A

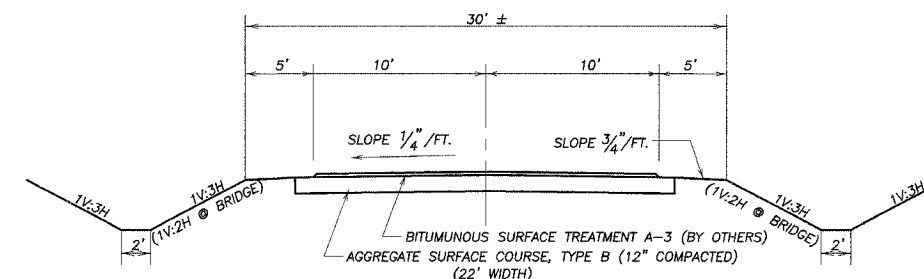
LOCATION	EACH
RT. STA. 13+67.32 TO RT. STA. 13+80.57	1
LT. STA. 13+77.51 TO LT. STA. 13+90.76	1
RT. STA. 14+81.24 TO RT. STA. 14+94.49	1
LT. STA. 14+91.43 TO LT. STA. 15+04.68	1
TOTAL	4 EACH

STEEL PLATE BEAM GUARD RAIL, TYPE "A"

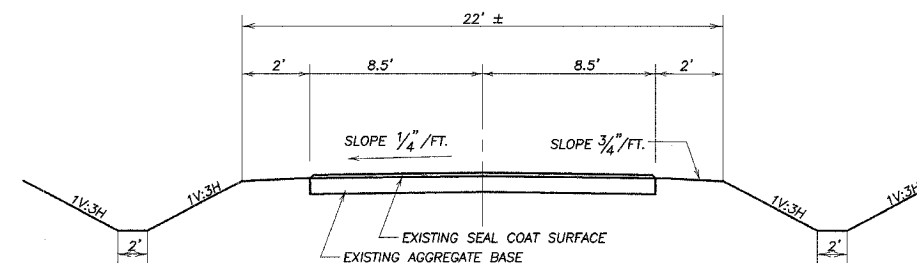
LOCATION	FOOT
RT. STA. 13+04.82 TO RT. STA. 13+67.32	62.5
LT. STA. 15+04.68 TO LT. STA. 15+67.18	62.5
TOTAL	125 FOOT

TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)

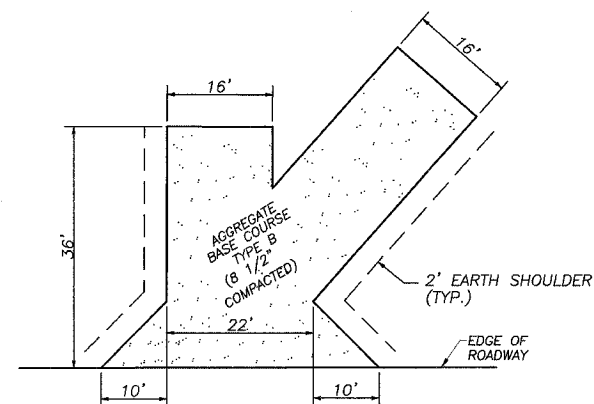
LOCATION	EACH
RT. STA. 12+54.82 TO RT. STA. 13+04.82	1
LT. STA. 13+27.51 TO LT. STA. 13+77.51	1
RT. STA. 14+94.49 TO RT. STA. 15+44.49	1
LT. STA. 15+67.18 TO LT. STA. 16+17.18	1
TOTAL	4 EACH



PROPOSED TYPICAL SECTION

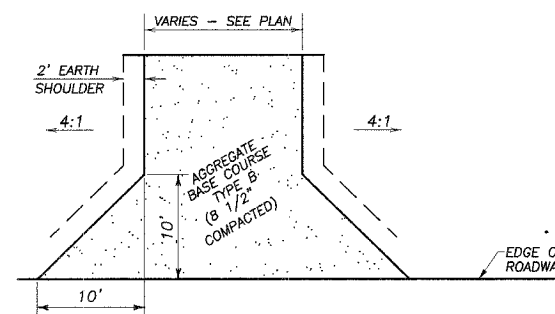


EXISTING TYPICAL SECTION



FIELD ENTRANCE DETAIL

F.E.L. STA. 13+10



FIELD ENTRANCE DETAIL

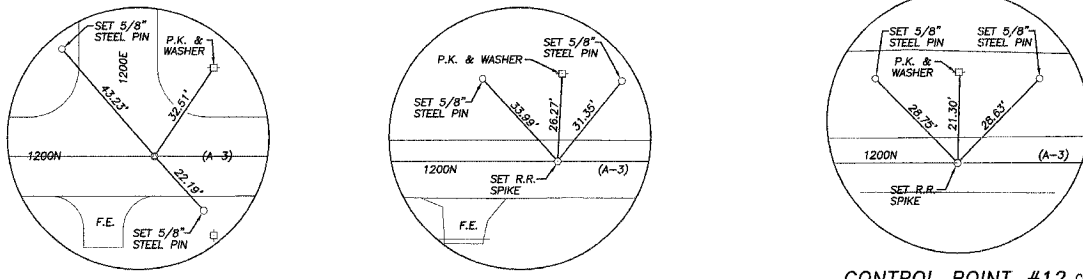
F.E.R. STA. 15+80 AND F.E.L. STA. 17+92

SCHEDULE OF QUANTITIES
TYPICAL SECTIONS
SECTION 02-08143-00-BR
METAMORA ROAD DISTRICT
WOODFORD COUNTY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	3	WOODFORD	17	3

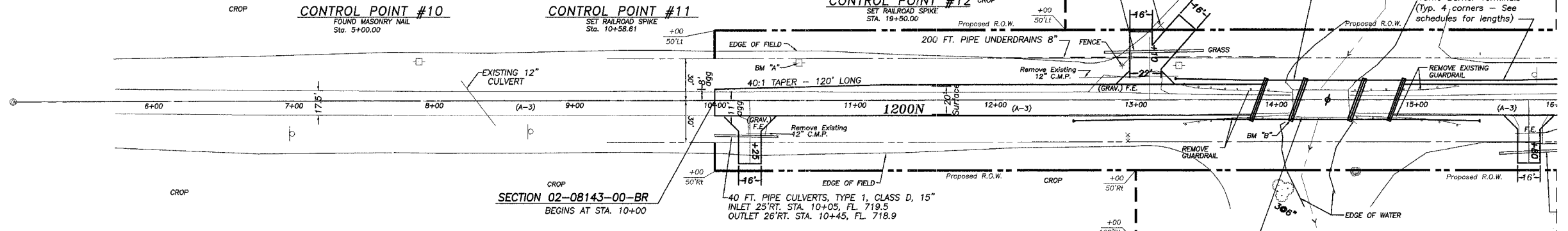
BENCHMARK INFORMATION

B.M. "A" - SET RAILROAD SPIKE IN SECOND POWER POLE WEST OF BRIDGE ON NORTH SIDE OF ROAD. ELEV = 722.75
 B.M. "B" - CHISELED "□" ON TOP OUTSIDE CORNER OF S.W. WINGWALL OF EXISTING STRUCTURE. ELEV = 721.45
 B.M. "C" - SET RAILROAD SPIKE IN FIRST POWER POLE EAST OF BRIDGE ON NORTH SIDE OF ROAD. ELEV = 720.93



PROPOSED STRUCTURE (SN 102-3203)

INCLUDES A THREE SPAN PRECAST PRESTRESSED DECK BEAM BRIDGE ON PILE BENT ABUTMENTS AND PIERS. 20' SKEW LT. AHEAD 100'-8" BK.-BK. ABUTS.



UTILITIES

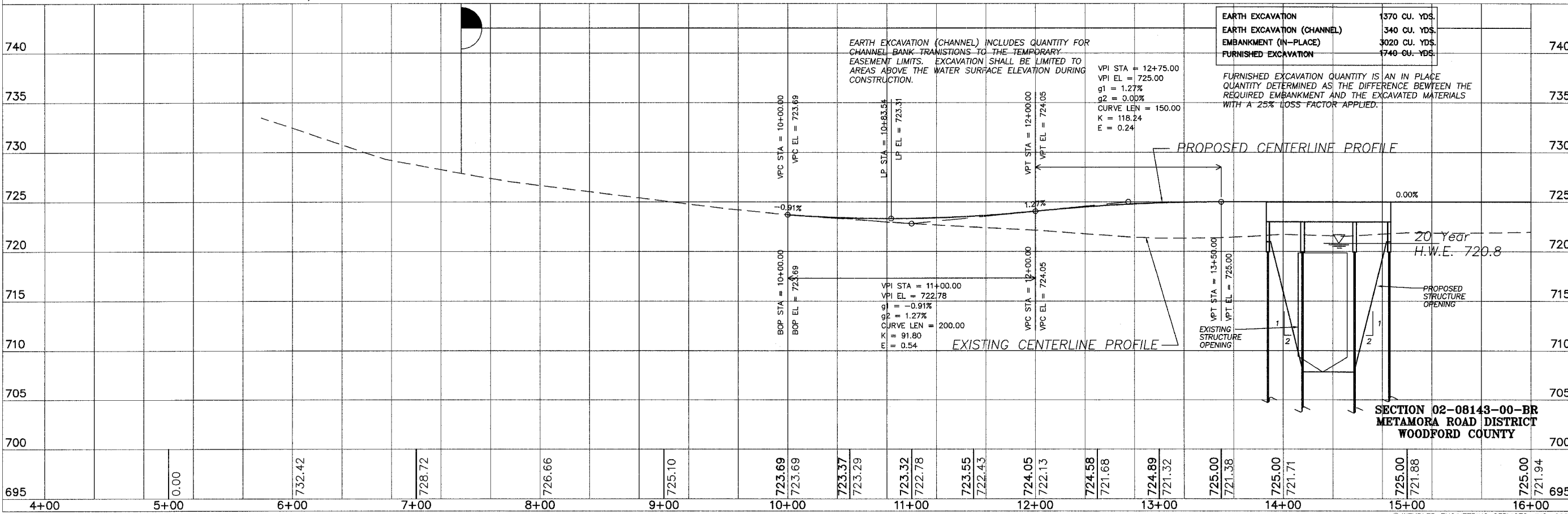
TELEPHONE: VERIZON 1-309-663-3140
 CABLE: MEDIACOM 1-800-874-2991
 POWER: AMEREN CILCO 300 LIBERTY ST. PEORIA, IL 1-888-672-5252

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.

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 INCLUDED WITH PRICE BID FOR EARTH EXCAVATION)

SCALES:
 1" = 40' HOR
 1" = 5' VER



EARTH EXCAVATION	1370 CU. YDS.
EARTH EXCAVATION (CHANNEL)	340 CU. YDS.
EMBANKMENT (IN-PLACE)	3020 CU. YDS.
FURNISHED EXCAVATION	1740 CU. YDS.

FURNISHED EXCAVATION QUANTITY IS IN PLACE QUANTITY DETERMINED AS THE DIFFERENCE BETWEEN THE REQUIRED EMBANKMENT AND THE EXCAVATED MATERIALS WITH A 25% LOSS FACTOR APPLIED.

SECTION 02-08143-00-BR
 METAMORA ROAD DISTRICT
 WOODFORD COUNTY

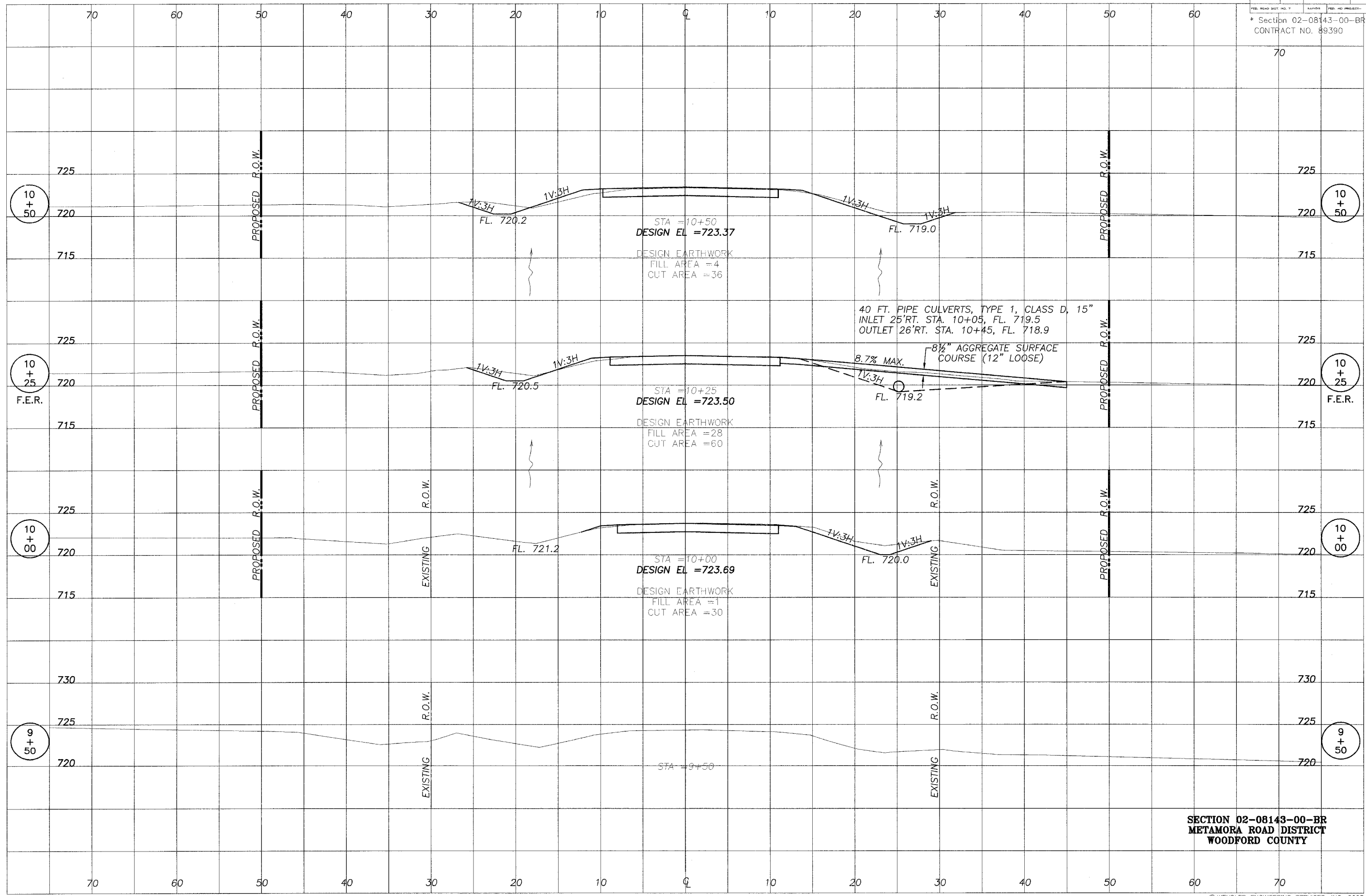
WENDLER ENGINEERING SERVICES, INC.
 Structural & Civil Engineers-Land Surveying-Environmental Services
 Illinois Professional Design Firm No. 184-000848

1968 - 2008
 AFTER 37 YEARS, WE'RE STILL "turning ideas... into reality!"

ROUTE NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
*	WOODFORD	17	5	

* Section 02-08143-00-BR
CONTRACT NO. 89390

ISSUING DATE
04/17/06



698 TIMBER CREEK ROAD - P.O. BOX 466 - DIXON, IL 61021 - 815-286-2261
28 E. MARION - SUITE 3 - PRINCETON, IL 61356 - 815-879-4731
1778 WEST STATE ST. - STAMFORD, IL 60178 - 815-885-5008
804 FREEMONT RD. - STERLING, IL 61081 - (615) 626-4428
E-MAIL: info@wendler.com

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



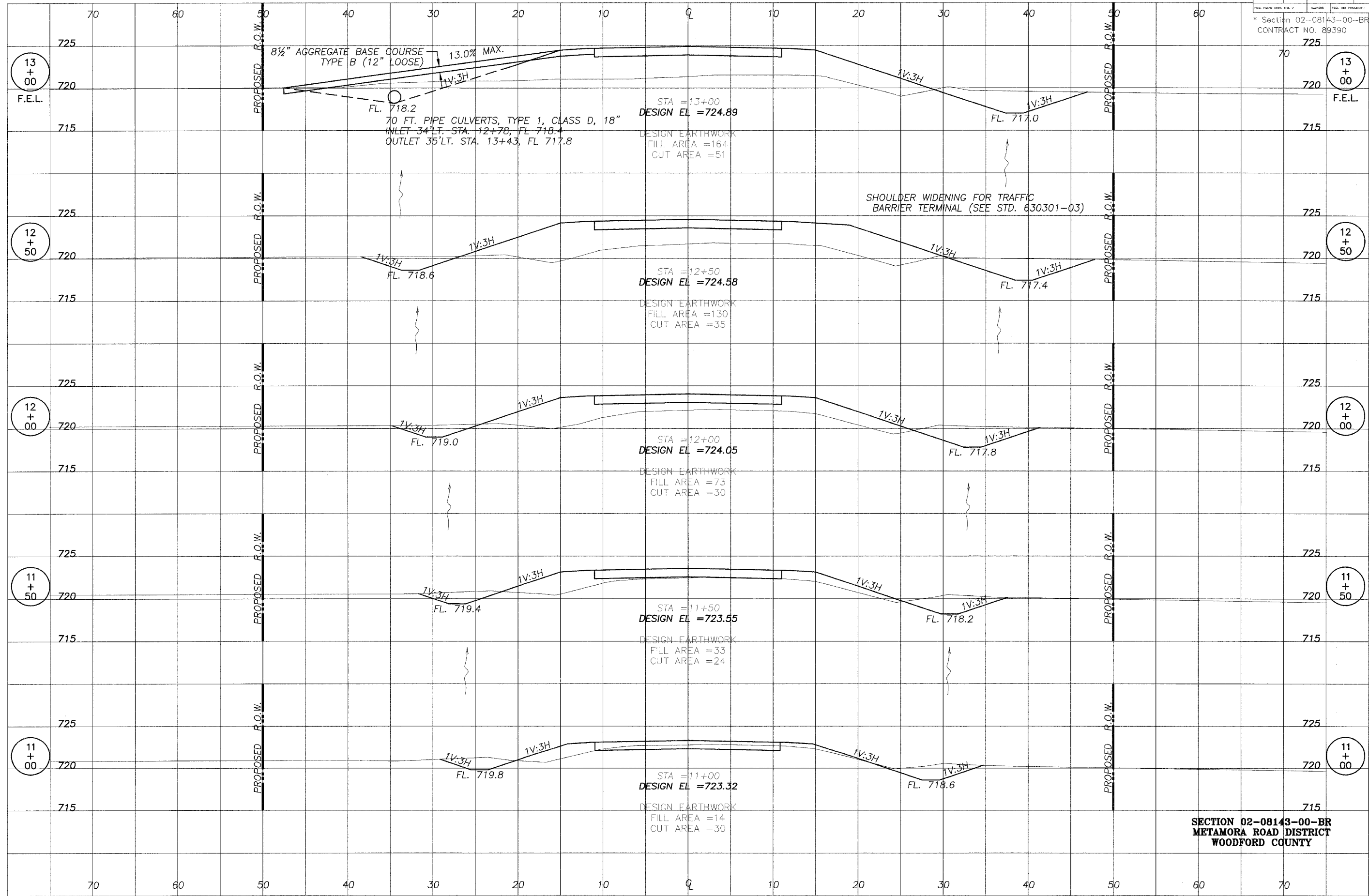
1968 - 2005
AFTER
37
YEARS,
WE'RE STILL
"Turning Ideas
...Into Reality!"

SECTION 02-08143-00-BR
METAMORA ROAD DISTRICT
WOODFORD COUNTY

ROUTE NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
		WOODFORD	17	6

* Section 02-08143-00-BR
CONTRACT NO. 89390

DATE: 04/17/06



DATE	04/17/06
SCALE	
REVISION	

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 - 815-685-6008
 804 FREERPORT RD. - STERLING, IL 61081 - (815) 626-4428
 E-MAIL: info@wendler.com

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



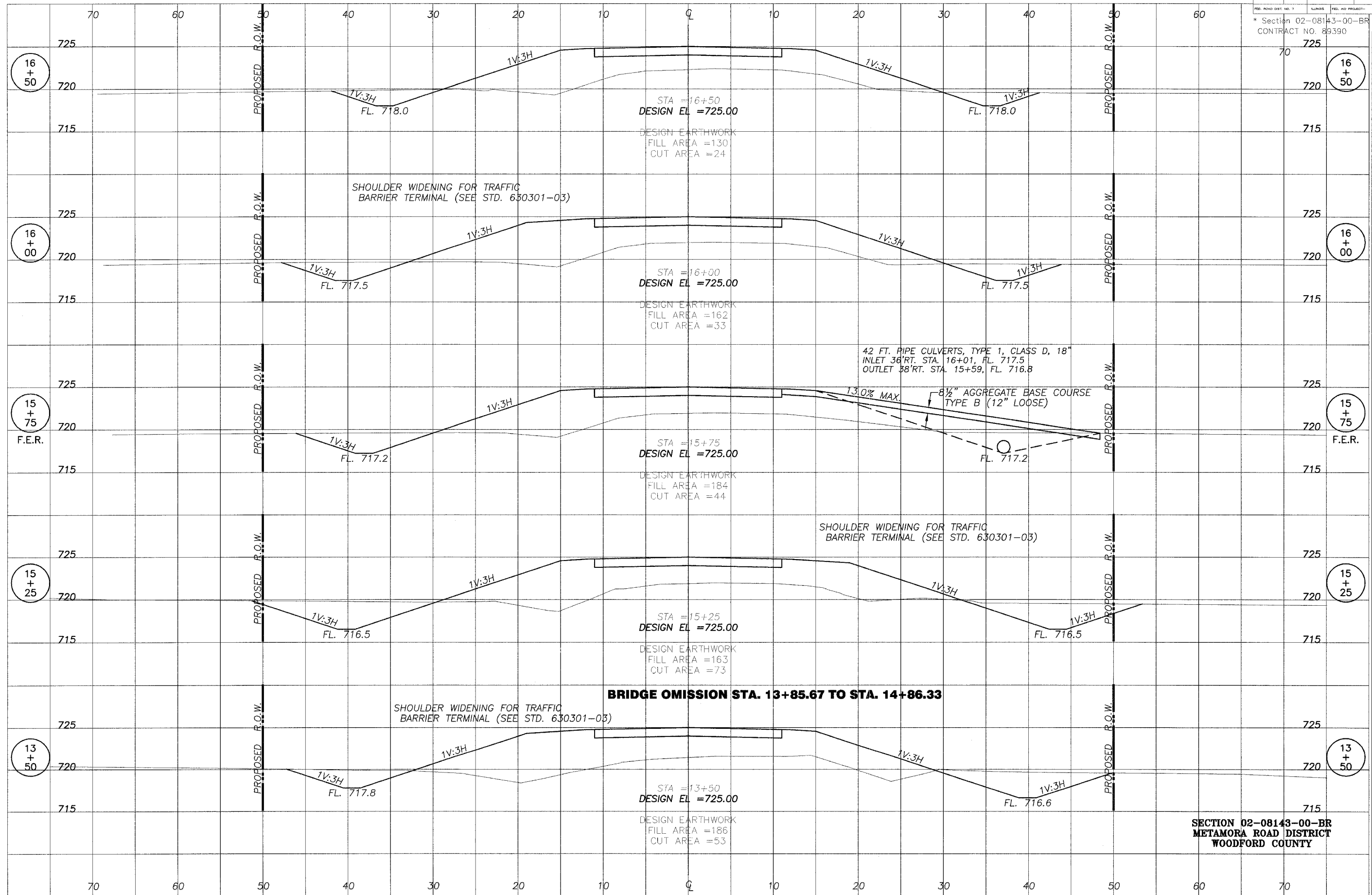
1968 - 2005
 AFTER
37
 YEARS
 WE'RE STILL
 "Turning Ideas
 Into Reality!"

**SECTION 02-08143-00-BR
 METAMORA ROAD DISTRICT
 WOODFORD COUNTY**

PROJECT NO.	SECTION	COUNTY	SHEET	TOTAL SHEETS
17	7	WOODFORD	17	7

* Section 02-08143-00-BR
CONTRACT NO. 89390

DATE: 04/12/06



688 TIMBER CREEK ROAD - P.O. BOX 466 - DIXON, IL 61021 - 815-288-2261
28 E. MARION SUITE 3 - PRINCETON, IL 61356 - 815-679-4731
1778 WEST STATE ST. - STAMFORD, IL 60178 - 815-685-5006
804 FREEMONT RD. - STERLING, IL 61081 - (615) 628-4428
E-MAIL: info@wendler.com

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



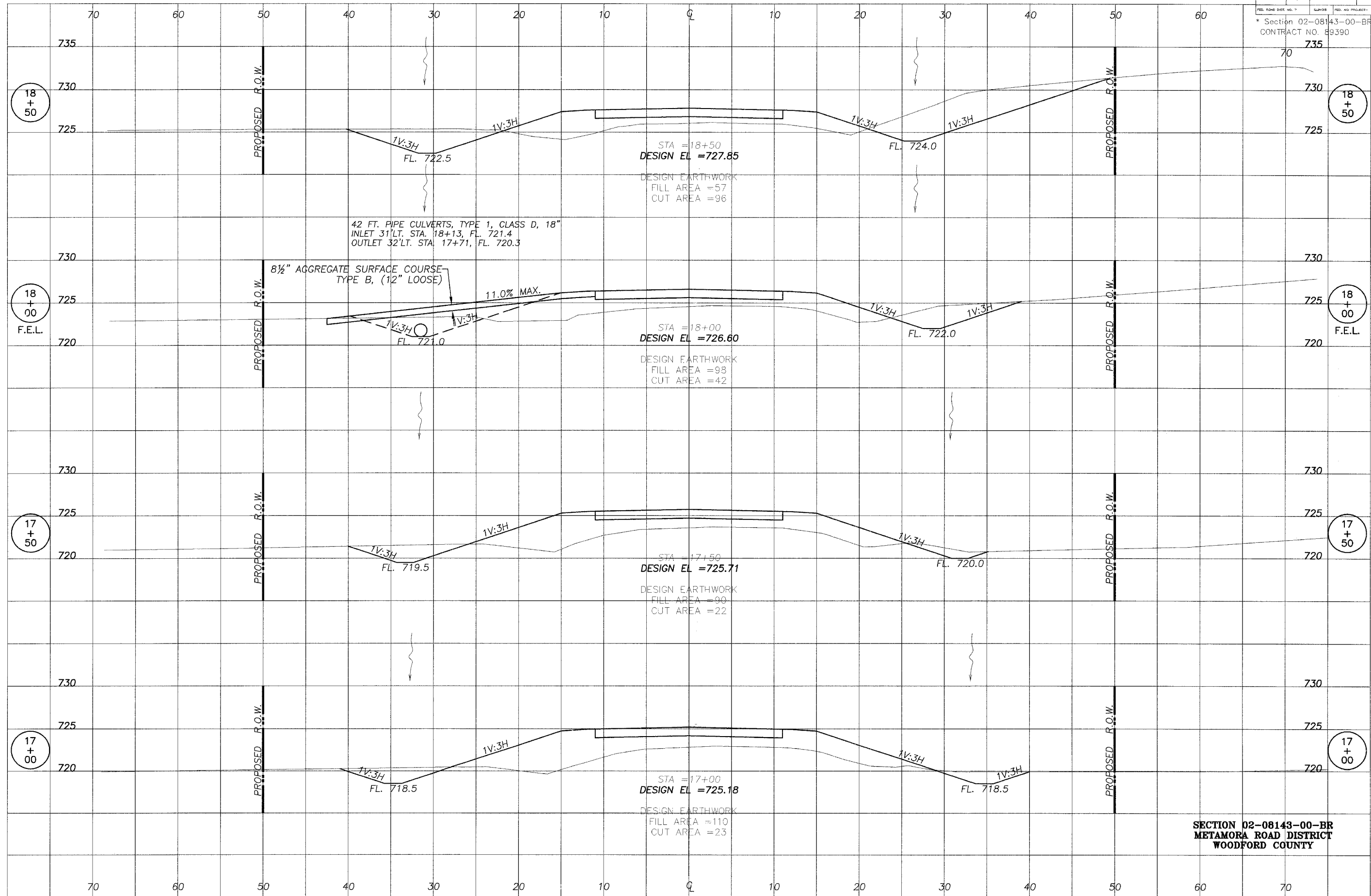
1968 - 2005
AFTER
37
YEARS
WE'RE STILL
Turning Ideas
...into Reality!!!

SECTION 02-08143-00-BR
METAMORA ROAD DISTRICT
WOODFORD COUNTY

ROUTE NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
17	43	WOODFORD	17	8

* Section 02-08143-00-BR
CONTRACT NO. 89390

DATE: 04/13/06



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. - STAMFORD, IL 60178 - 815-885-5008
 804 FREEMONT RD. - STERLING, IL 61081 - (815) 626-4428
 E-MAIL: info@wendler.net

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

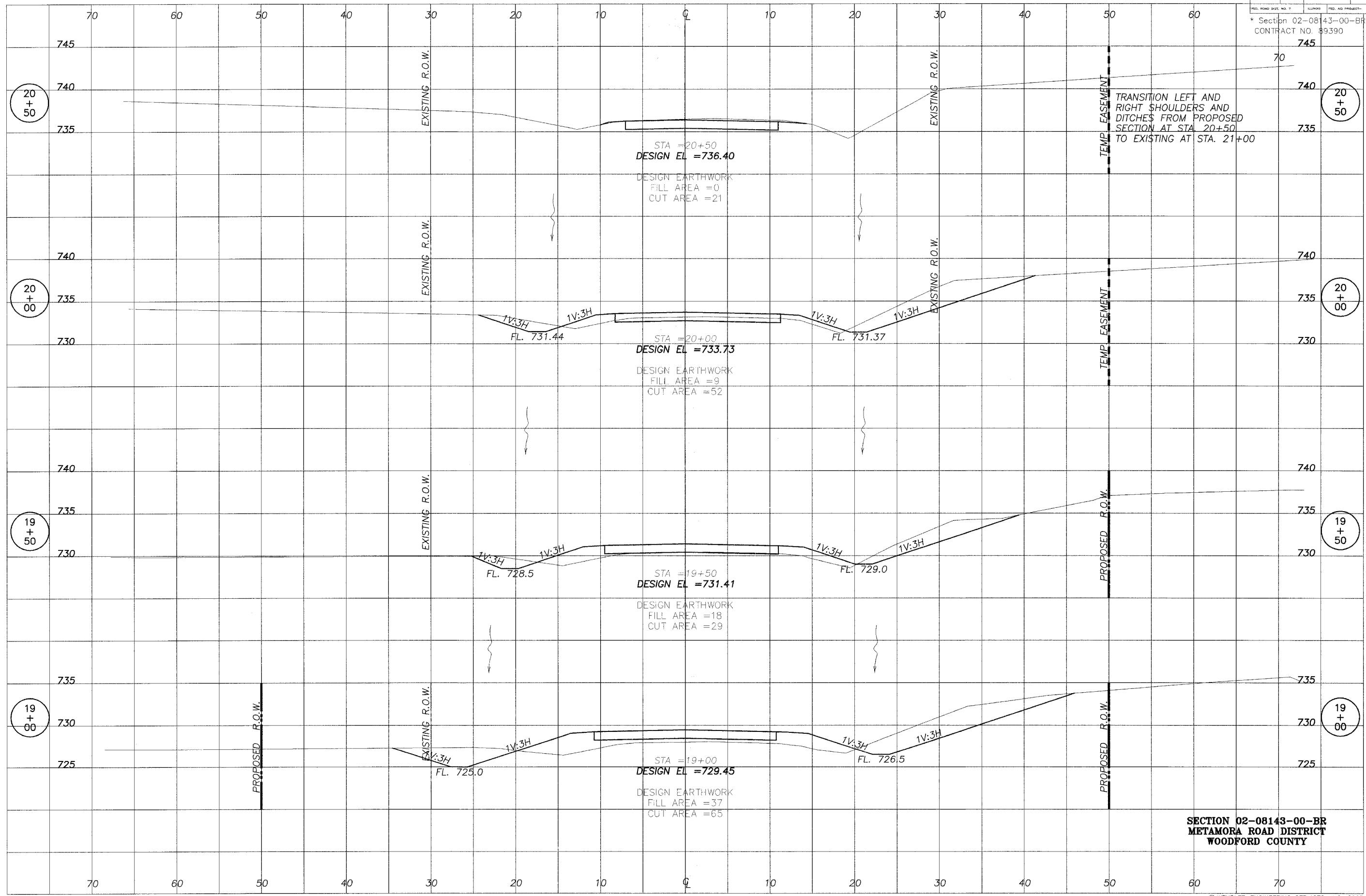
1968 - 2005
37
 YEARS
 WE'RE STILL
 Turning Ideas
 Into Reality

SECTION 02-08143-00-BR
 METAMORA ROAD DISTRICT
 WOODFORD COUNTY

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET TOTAL
17	43-00	WOODFORD	17	9

* Section 02-08143-00-BR
 CONTRACT NO. 89390

DRAWING DATE
 04/08/06



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. - STAMFORD, IL 60178 - 815-885-5006
 804 FREEPORT RD. - STERLING, IL 61081 - (615) 626-4428
 E-MAIL: info@wendler.com

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



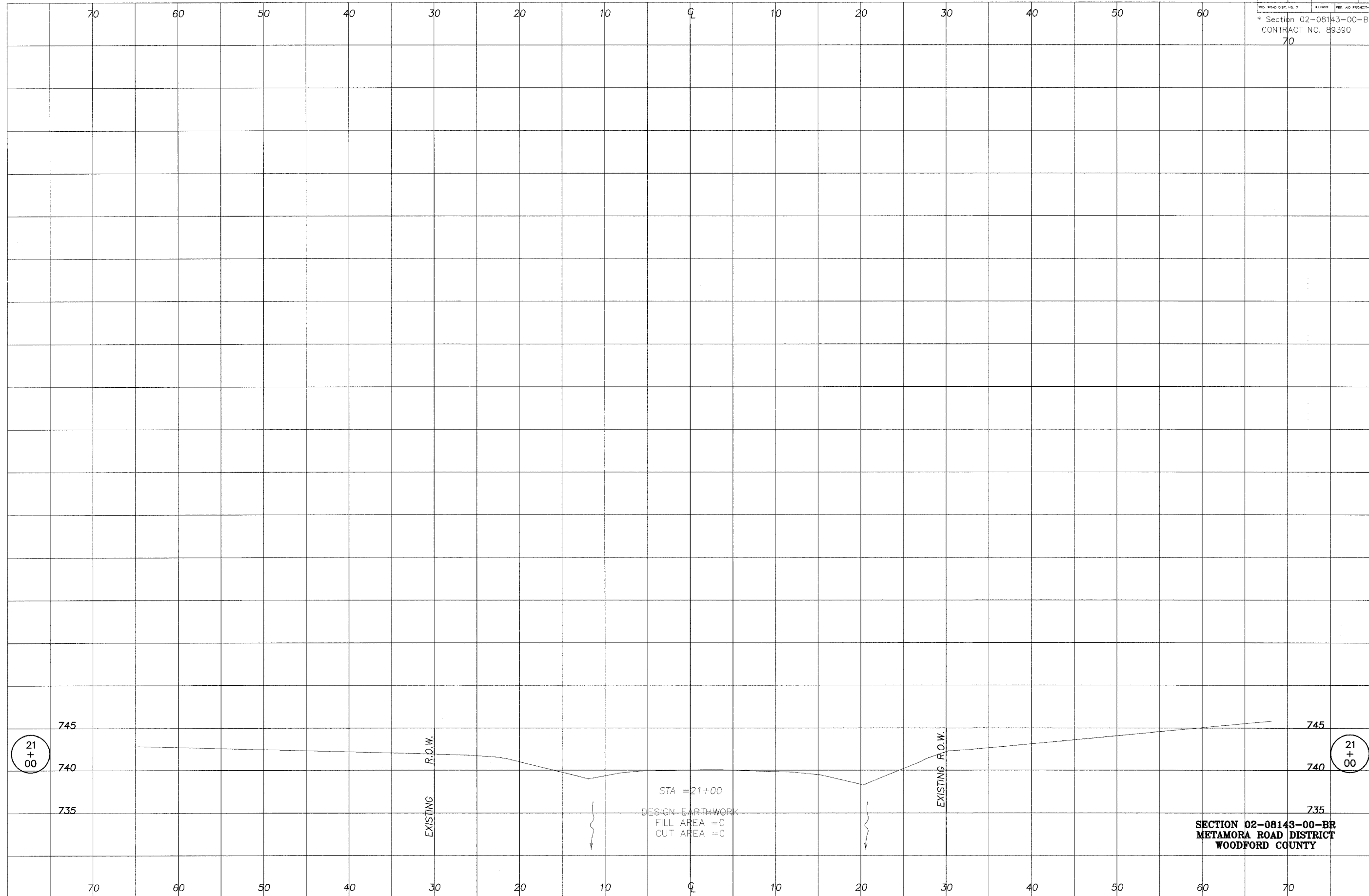
1968 - 2005
 AFTER
37
 YEARS,
 WE'RE STILL
 "Turning Ideas
 ... Into Reality!"

SECTION 02-08143-00-BR
 METAMORA ROAD DISTRICT
 WOODFORD COUNTY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	WOODFORD	17	10

FED. ROAD DIST. NO. 7
 * Section 02-08143-00-BR
 CONTRACT NO. 89390
 70

DATE: 04/14/06



STA = 21+00
 DESIGN EARTHWORK
 FILL AREA = 0
 CUT AREA = 0

SECTION 02-08143-00-BR
 METAMORA ROAD DISTRICT
 WOODFORD COUNTY

688 TIMBER CREEK ROAD - P.O. BOX 466 - DIXON, IL 61021 - 815-288-2261
 28 E. MARION - SUITE 3 - PRINCETON, IL 61356 - 815-679-4731
 178 WEST STATE ST. - STAMFORD, IL 61178 - 815-897-4308
 604 FREEDOM RD. - E-MIL - 61811 - (815) 628-4428
 E-MAIL: info@wendler.com

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



1968 - 2008
 AFTER
37
 YEARS
 WE'RE STILL
 "Turning Ideas
 ...into Reality!"

BM #A: R. R. SPIKE IN SECOND POWER POLE WEST OF BRIDGE
NORTH SIDE OF ROAD
ELEV. 722.75
BM #B: CHISELED "C" TOP OF OUTSIDE CORNER OF S.W. WINGWALL
ELEV. 721.45
BM #C: R. R. SPIKE IN FIRST POWER POLE
EAST OF BRIDGE
NORTH SIDE OF ROAD
ELEV. 720.93

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
		WOODFORD	17	11
SHEETS				

* Section 02-08143-00-BR
CONTRACT NO. 89390

GENERAL NOTES

AFTER THE EXISTING STRUCTURE IS REMOVED ANY SHAPING REQUIRED IN THE CHANNEL UNDER THE BRIDGE TO CONFORM TO THE ELEVATION VIEW SHALL BE CONSIDERED INCIDENTAL TO THE EARTH EXCAVATION QUANTITY.

THE CONTRACTOR SHALL DRIVE A STEEL HP 12x53 TEST PILE IN A PERMANENT LOCATION AT THE WEST ABUTMENT AND PIER 2 AS DIRECTED BY THE ENGINEER BEFORE ORDERING THE REMAINDER OF PILES.

BACKFILLING OF ABUTMENTS SHALL NOT BE DONE UNTIL THE DECK BEAMS ARE IN PLACE AND THE DOWELS ARE GROUTED AND CURED.

A CALCIUM NITRITE CORROSION INHIBITOR, AS COVERED IN THE SPECIAL PROVISIONS, SHALL BE USED IN THE CONCRETE FOR THE PRECAST CONCRETE BRIDGE SLABS.

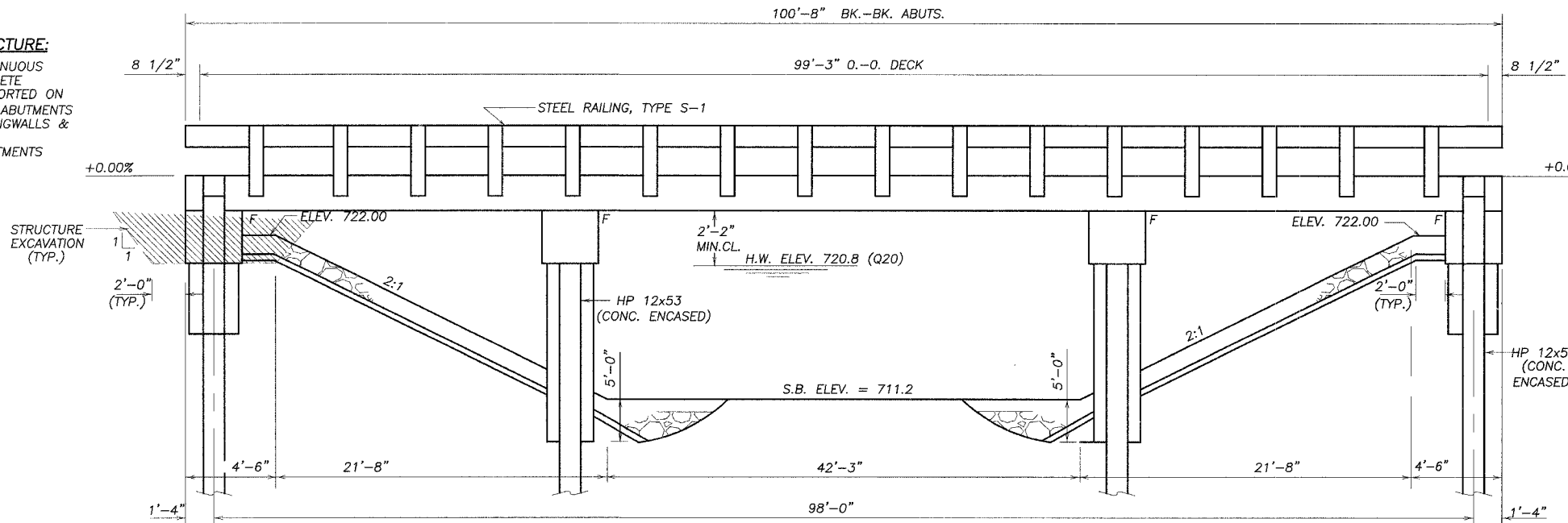
BROKEN CONCRETE FROM THE EXISTING STRUCTURE MEETING THE REQUIREMENTS OF ARTICLE 1005.02 OF THE STANDARD SPECIFICATIONS MAY BE USED IN THE GROUTED RIPRAP.

EXISTING STRUCTURE:

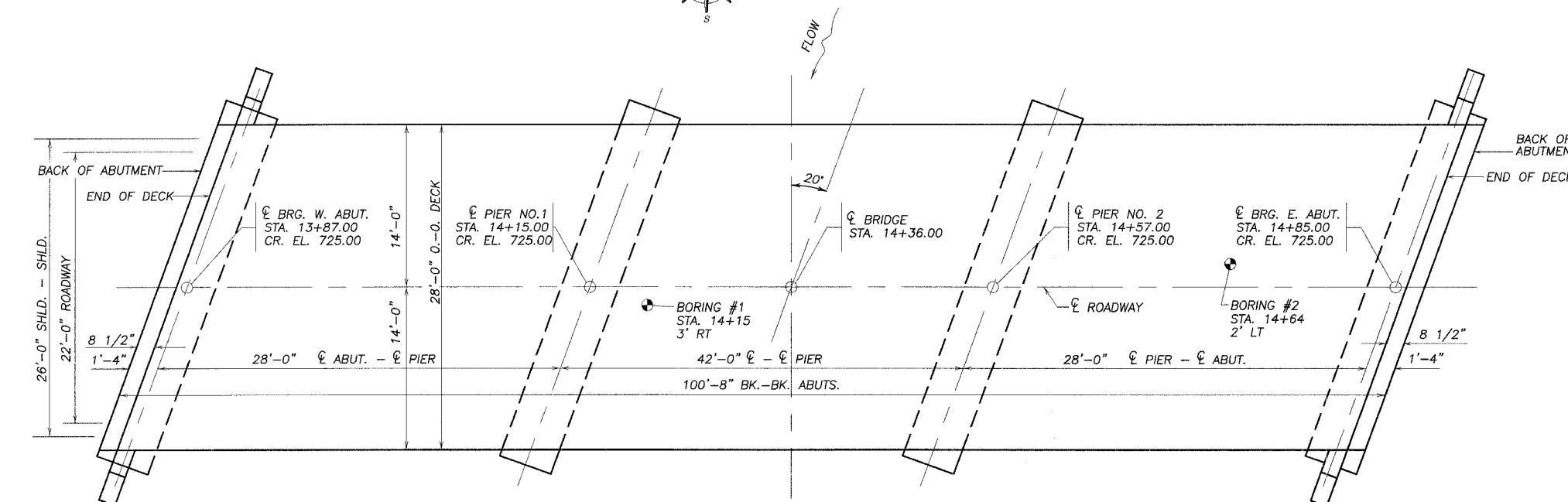
SINGLE SPAN CONTINUOUS REINFORCED CONCRETE BRIDGE SLAB SUPPORTED ON CLOSED CONCRETE ABUTMENTS WITH CONCRETE WINGWALLS & RAILING.
±40" BK.-BK. ABUTMENTS

SALVAGE:

NONE



ELEVATION



PLAN

ITEM	UNIT	BRIDGE	
		SUPERSTR.	SUBSTR.
REMOVAL OF EXISTING STRUCTURES	each		1
CONCRETE STRUCTURES	cu. yd.		41.5
PRECAST PRESTRESSED CONCRETE DECK BEAMS - 21"	sq. ft.	2775	2775
REINFORCEMENT BARS, EPOXY COATED	pound		4520
STEEL RAILING, TYPE S-1	ft.	200	200
FURNISHING STEEL PILES HP 12x53	ft.		936
DRIVING STEEL PILES	ft.		936
TEST PILE, STEEL HP 12x53	each		2
NAME PLATES	each		1
GROUTED RIPRAP	sq. yd.		574
FILTER FABRIC	sq. yd.		574
STRUCTURE EXCAVATION	cu. yd.		130
PROTECTIVE COAT	sq. yd.	348	348

DESIGN STRESSES

PRECAST UNITS	FIELD POURED UNITS
f'c = 5000 PSI	f'c = 3500 PSI
f'cl = 4000 PSI	fy = 60,000 PSI (REINFORCEMENT)
fy = 60,000 PSI (REINFORCEMENT)	Fy = 36,000 PSI (HARDWARE)

DESIGN SPECIFICATIONS 2002 AASHTO
(ALLOWED FOR 25 PSF FOR FUTURE WEARING SURFACE.)

LOADING HS 20

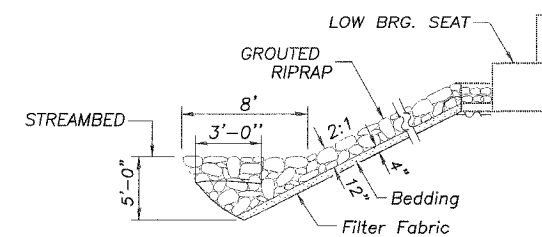
WATERWAY INFORMATION

DRAINAGE AREA = 22.4 SQ.MI.		LOW GRADE ELEV. 725.0		AT STA. 14+36					
FLOOD	FREQ. YR.	Q. C.M.S.	OPENING FT ²		HEAD FT		HEADWATER EL.		
			EXIST.	PROP.	EXIST.	PROP.	EXIST.	PROP.	
DESIGN	20	1975	388	426	720.3	1.4	0.5	721.7	720.8
BASE	100	3000	388	502	720.8	1.6	1.0	722.4	721.8
OVERTOPPING									
MAX. CALC.	500	3950	388	582	721.2	1.7	1.5	722.9	722.7

WALNUT CREEK
BUILT 2006 BY
WOODFORD COUNTY
SECTION 02-08143-00-BR
STA. 14+36.00
STR. NO. 102-3203 LOADING HS 20

LETTERING FOR NAME PLATE

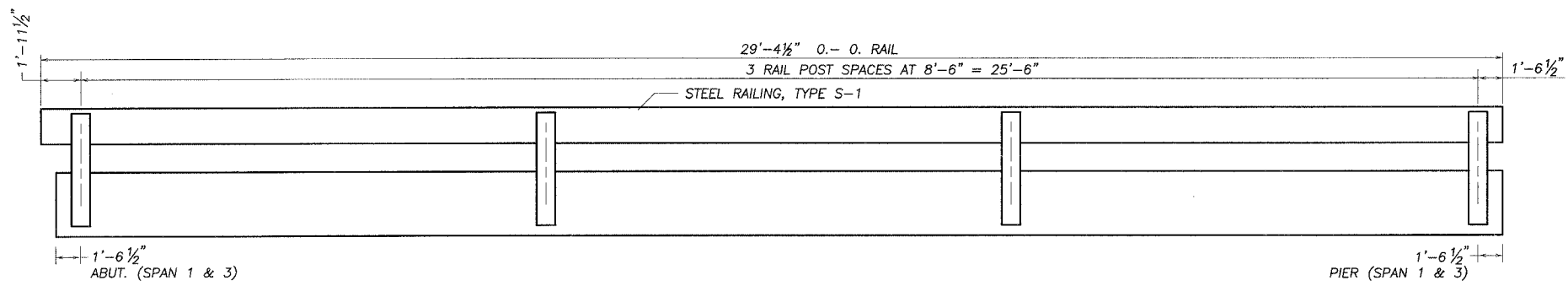
SEE STD. 515001



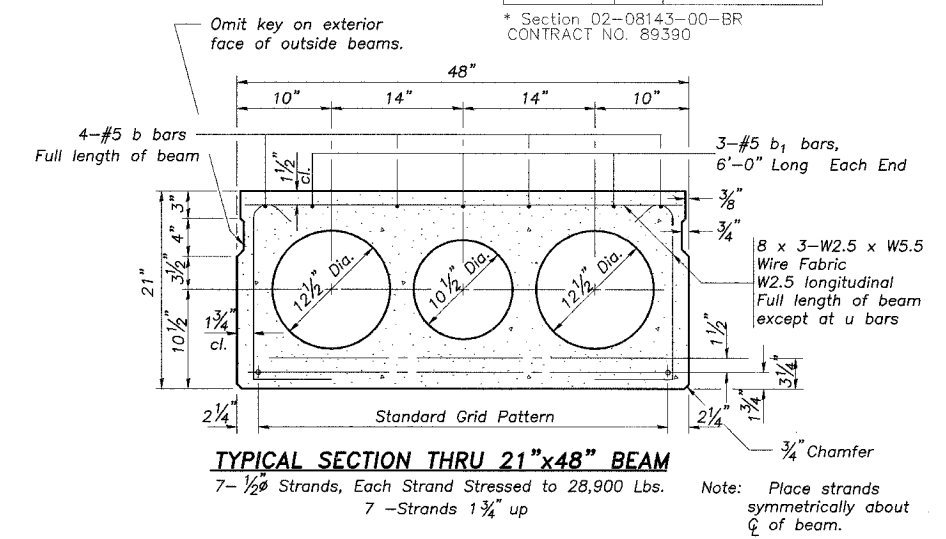
RIPRAP PROTECTION DETAIL

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

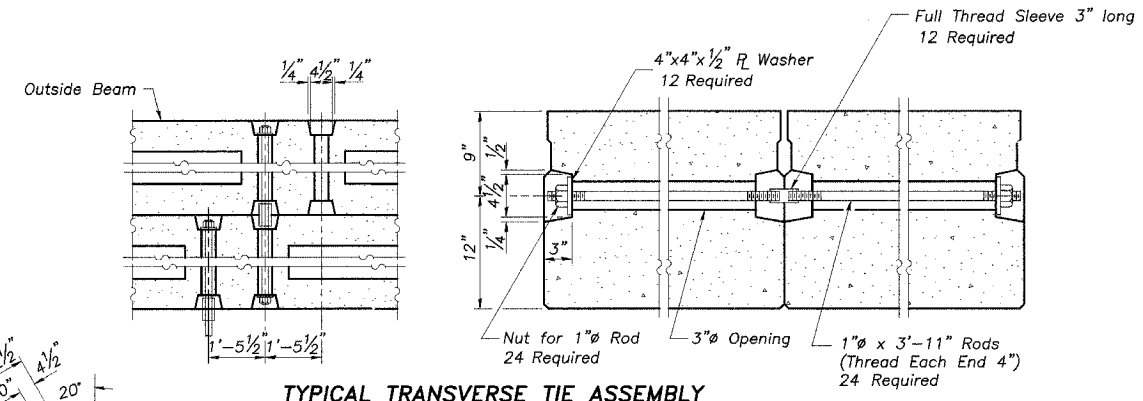
**GENERAL PLAN AND ELEVATION
SECTION 02-08143-00-BR
METAMORA ROAD DISTRICT
WOODFORD COUNTY**



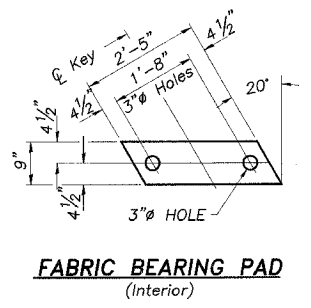
ELEVATION



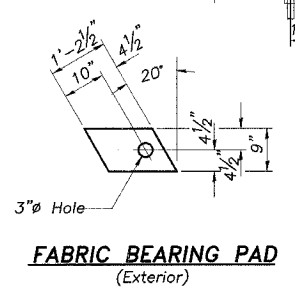
TYPICAL SECTION THRU 21" x 48" BEAM



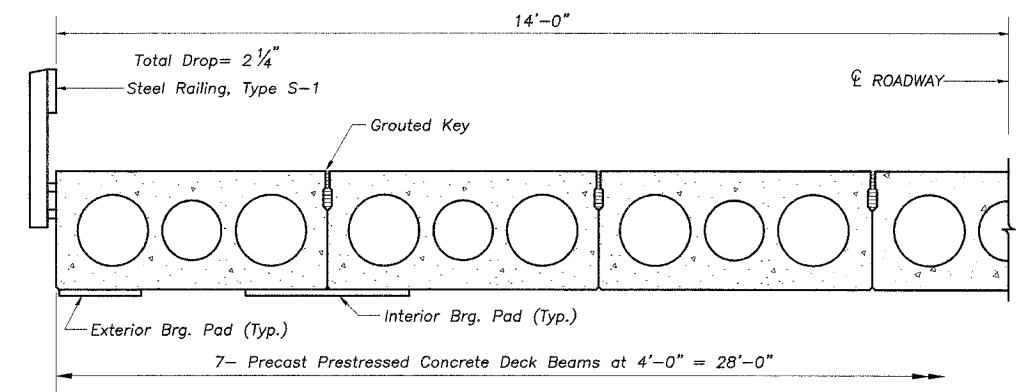
TYPICAL TRANSVERSE TIE ASSEMBLY



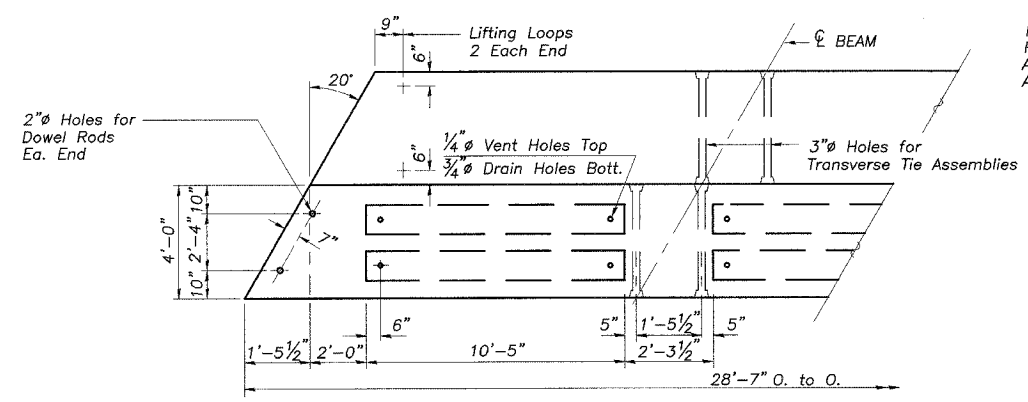
FABRIC BEARING PAD (Interior)



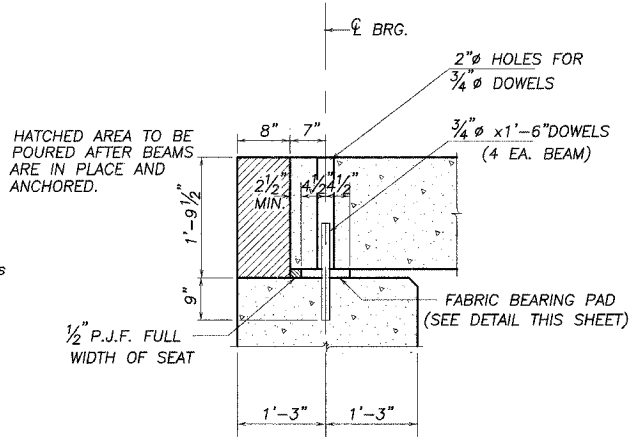
FABRIC BEARING PAD (Exterior)



HALF CROSS SECTION



PLAN



SECTION THRU ABUTMENTS

AT RT. L'S

SUPERSTRUCTURE NOTES

PRESTRESSING STEEL SHALL BE UNCOATED HIGH STRENGTH, STRESS-RELIEVED 7-WIRE STRAND, GRADE 270. THE NOMINAL DIAMETER SHALL BE 1/2" AND THE NOMINAL CROSS-SECTIONAL AREA SHALL BE 0.153 SQ. IN.

LIFTING LOOPS SHALL BE 2 - 1/2" DIAMETER - 270 KSI STRANDS, AS SHOWN. EACH BEAM SHALL HAVE FOUR LIFTING LOOPS, TWO CAST IN EACH END. LOOPS SHALL BE BURNED OFF AFTER DECK BEAMS HAVE BEEN ERECTED.

KEYWAY SURFACES SHALL BE CLEANED TO REMOVE FORM OIL OR OTHER BOND BREAKING MATERIAL PRIOR TO SHIPMENT OF THE BEAMS. CLEANING SHALL BE DONE BY SANDBLASTING THE KEYWAY AREAS BETWEEN TOP OF THE BEAM AND THE BOTTOM EDGE OF THE KEY.

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

THE BEARING SEAT SURFACES SHALL BE ADJUSTED BY SHIMMING TO ASSURE FIRM AND EVEN BEARING. TWO 1/8" FABRIC ADJUSTING SHIMS OF THE DIMENSIONS OF THE EXTERIOR BEARING PAD SHALL BE PROVIDED FOR EACH BEARING.

REQUIRED RELEASE STRENGTH, F'CI, SHALL BE 4000 P.S.I.

AN EQUAL SUBSTITUTION OF THE LOW-RELAXATION STRANDS FOR THE STRESS-RELIEVED STRANDS WILL BE PERMITTED.

THE 1" DIAMETER RODS IN THE TRANSVERSE TIE ASSEMBLY SHALL BE TIGHTENED TO A SNUG FIT AND THE THREADS SET. POCKETS THAT RECEIVE A TRANSVERSE TIE BAR ON THE OUTSIDE EDGE SHALL BE FILLED WITH GROUT AFTER THE TRANSVERSE TIE ASSEMBLY IS IN PLACE.

ALL TRANSVERSE TIE-ASSEMBLIES (NUTS, BOLTS, AND WASHERS) SHALL BE HOT-DIPPED GALVANIZED.

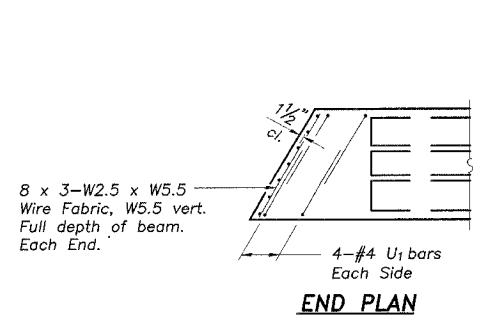
AFTER THE DECK BEAMS HAVE BEEN SET, 1 1/4" DIAMETER HOLES SHALL BE DRILLED INTO THE BRIDGE SUB-STRUCTURE AND THE DOWEL RODS GROUTED IN PLACE, AND ALLOWED TO CURE A MINIMUM OF 24 HOURS PRIOR TO GROUTING THE SHEAR KEYS ON THE DECK.

LONGITUDINAL SHEAR KEYS AND DOWEL HOLES SHALL BE FILLED WITH AN APPROVED NON-SHINK GROUT.

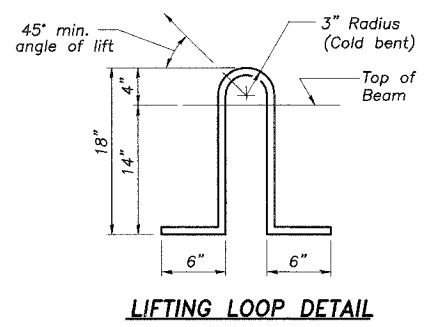
PROTECTIVE COAT QUANTITY IS INCLUDED FOR THE TOP SURFACE OF THE DECK BEAMS AND THE OUTSIDE FACES OF THE DECK.

A CALCIUM NITRITE CORROSION INHIBITOR, AS COVERED IN THE SPECIAL PROVISIONS, SHALL BE USED IN THE CONCRETE FOR THE PRECAST PRESTRESSED CONCRETE DECK BEAMS.

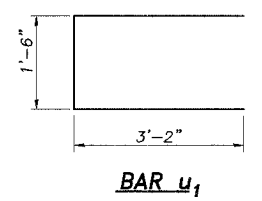
THE CUT STRANDS AT EACH BEAM END SHALL BE GIVEN TWO COATS OF ZINC DUST SPRAY OR PAINT MEETING THE REQUIREMENTS OF ASTM A 780. THE ZINC DUST SPRAY OR PAINT SHALL BE APPLIED BEFORE CORROSION APPEARS AND ALLOWED TO DRY ACCORDING TO THE MANUFACTURERS SPECIFICATIONS PRIOR TO ANOTHER COAT OF ZINC. A CONCRETE SEALER MEETING THE REQUIREMENTS OF SECTION 567 OF THE STANDARD SPECIFICATIONS SHALL BE APPLIED TO THE EXTERIOR FACE AND 9" IN ON THE UNDERSIDE OF THE FASCIA BEAMS. THE SEALER SHALL BE APPLIED AFTER VISIBLE CRACK GROWTH HAS SUBSIDED. THIS WORK SHALL BE PERFORMED BY THE PRODUCER AND INCLUDED WITH THE CAST OF THE BEAM.



END PLAN



LIFTING LOOP DETAIL

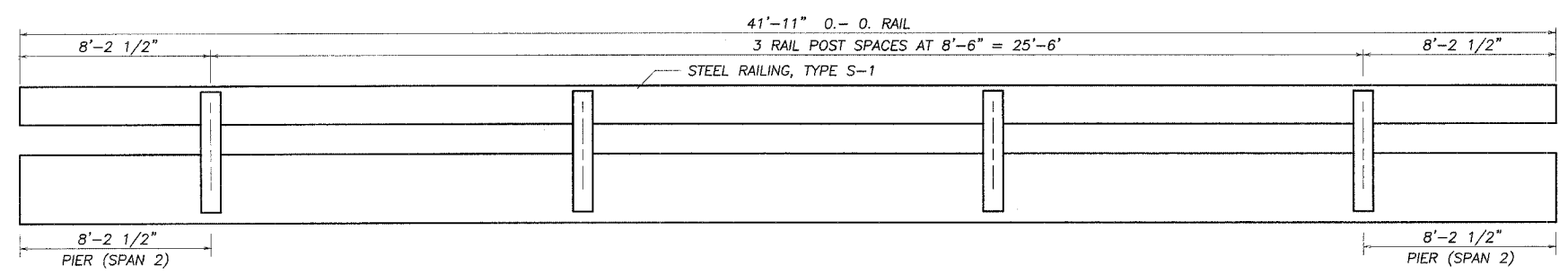


BAR u1

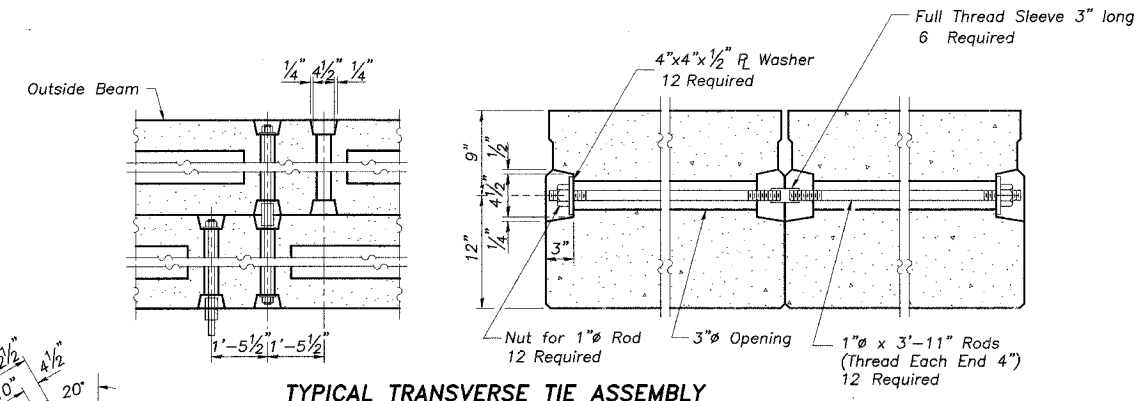
BILL OF MATERIAL - SUPERSTRUCTURE

ITEM	UNIT	QUANTITY
PRECAST PRESTRESSED CONCRETE DECK BEAMS (21")	SQ. FT.	1601
PROTECTIVE COAT	SQ. YD.	200

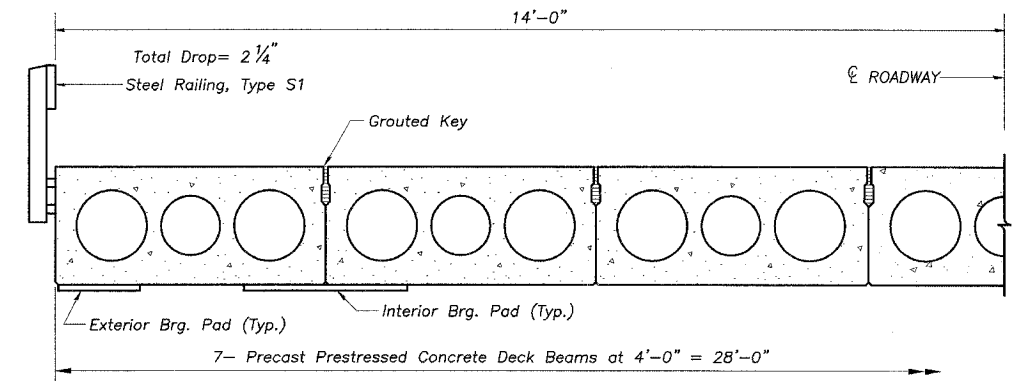
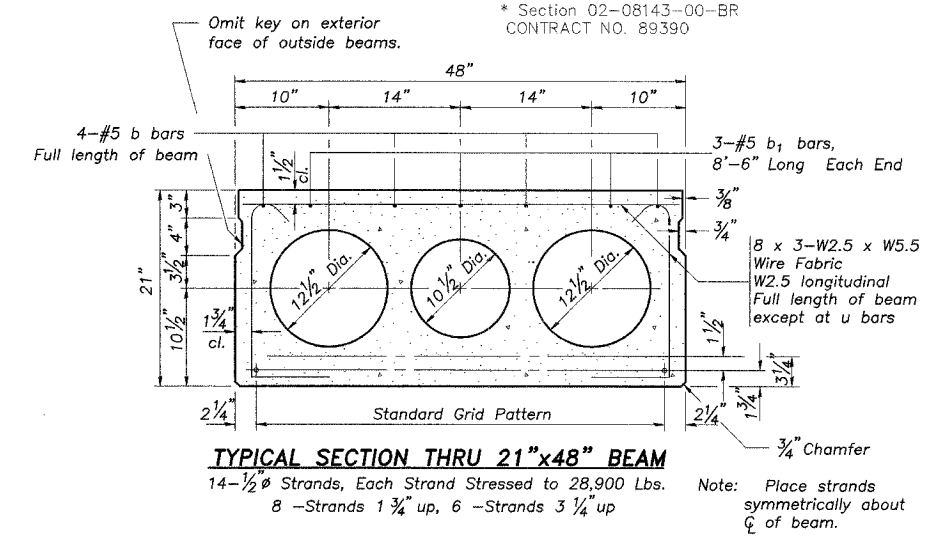
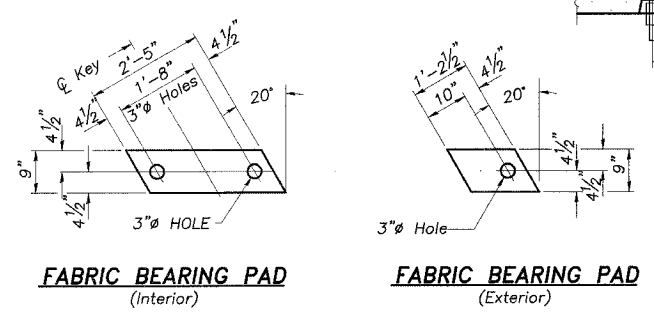
SUPERSTRUCTURE SPANS 1 & 3
SECTION 02-08143-00-BR
METAMORA ROAD DISTRICT
WOODFORD COUNTY



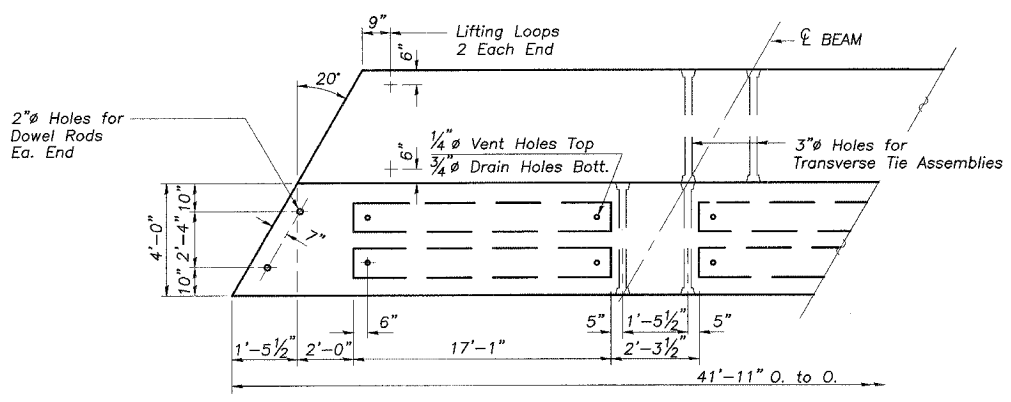
ELEVATION



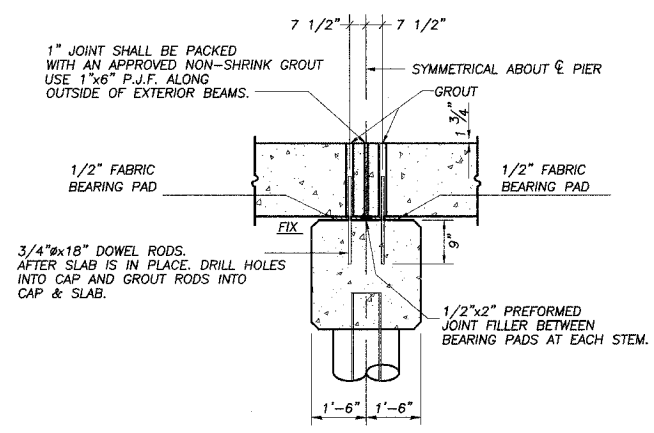
TYPICAL TRANSVERSE TIE ASSEMBLY



HALF CROSS SECTION



PLAN



SECTION THRU PIERS

SUPERSTRUCTURE NOTES

PRESTRESSING STEEL SHALL BE UNCOATED HIGH STRENGTH, STRESS-RELIEVED 7-WIRE STRAND, GRADE 270. THE NOMINAL DIAMETER SHALL BE 1/2" AND THE NOMINAL CROSS-SECTIONAL AREA SHALL BE 0.153 SQ. IN.

LIFTING LOOPS SHALL BE 2 - 1/2" DIAMETER - 270 KSI STRANDS, AS SHOWN. EACH BEAM SHALL HAVE FOUR LIFTING LOOPS, TWO CAST IN EACH END. LOOPS SHALL BE BURNED OFF AFTER DECK BEAMS HAVE BEEN ERECTED.

KEYWAY SURFACES SHALL BE CLEANED TO REMOVE FORM OIL OR OTHER BOND BREAKING MATERIAL PRIOR TO SHIPMENT OF THE BEAMS. CLEANING SHALL BE DONE BY SANDBLASTING THE KEYWAY AREAS BETWEEN TOP OF THE BEAM AND THE BOTTOM EDGE OF THE KEY.

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

THE BEARING SEAT SURFACES SHALL BE ADJUSTED BY SHIMMING TO ASSURE FIRM AND EVEN BEARING. TWO 1/8" FABRIC ADJUSTING SHIMS OF THE DIMENSIONS OF THE EXTERIOR BEARING PAD SHALL BE PROVIDED FOR EACH BEARING.

REQUIRED RELEASE STRENGTH, F'CI, SHALL BE 4000 P.S.I.

AN EQUAL SUBSTITUTION OF THE LOW-RELAXATION STRANDS FOR THE STRESS-RELIEVED STRANDS WILL BE PERMITTED.

THE 1" DIAMETER RODS IN THE TRANSVERSE TIE ASSEMBLY SHALL BE TIGHTENED TO A SNUG FIT AND THE THREADS SET. POCKETS THAT RECEIVE A TRANSVERSE TIE BAR ON THE OUTSIDE EDGE SHALL BE FILLED WITH GROUT AFTER THE TRANSVERSE TIE ASSEMBLY IS IN PLACE.

ALL TRANSVERSE TIE-ASSEMBLIES (NUTS, BOLTS, AND WASHERS) SHALL BE HOT-DIPPED GALVANIZED.

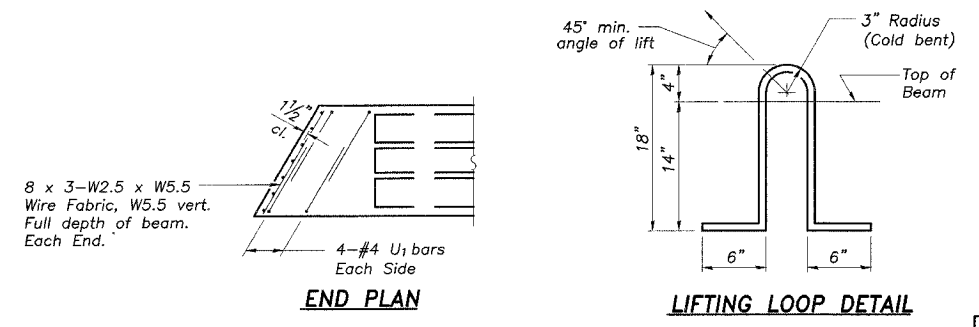
AFTER THE DECK BEAMS HAVE BEEN SET, 1 1/4" DIAMETER HOLES SHALL BE DRILLED INTO THE BRIDGE SUB-STRUCTURE AND THE DOWEL RODS GROUTED IN PLACE, AND ALLOWED TO CURE A MINIMUM OF 24 HOURS PRIOR TO GROUTING THE SHEAR KEYS ON THE DECK.

LONGITUDINAL SHEAR KEYS AND DOWEL HOLES SHALL BE FILLED WITH AN APPROVED NON-SHRINK GROUT.

PROTECTIVE COAT QUANTITY IS INCLUDED FOR THE TOP SURFACE OF THE DECK BEAMS AND THE OUTSIDE FACES OF THE DECK.

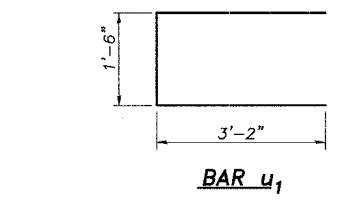
A CALCIUM NITRITE CORROSION INHIBITOR, AS COVERED IN THE SPECIAL PROVISIONS, SHALL BE USED IN THE CONCRETE FOR THE PRECAST PRESTRESSED CONCRETE DECK BEAMS.

THE CUT STRANDS AT EACH BEAM END SHALL BE GIVEN TWO COATS OF ZINC DUST SPRAY OR PAINT MEETING THE REQUIREMENTS OF ASTM A 780. THE ZINC DUST SPRAY OR PAINT SHALL BE APPLIED BEFORE CORROSION APPEARS AND ALLOWED TO DRY ACCORDING TO THE MANUFACTURERS SPECIFICATIONS PRIOR TO ANOTHER COAT OF ZINC. A CONCRETE SEALER MEETING THE REQUIREMENTS OF SECTION 587 OF THE STANDARD SPECIFICATIONS SHALL BE APPLIED TO THE EXTERIOR FACE AND 9" IN ON THE UNDERSIDE OF THE FASCIA BEAMS. THE SEALER SHALL BE APPLIED AFTER VISIBLE CRACK GROWTH HAS SUBSIDED. THIS WORK SHALL BE PERFORMED BY THE PRODUCER AND INCLUDED WITH THE CAST OF THE BEAM.



END PLAN

LIFTING LOOP DETAIL



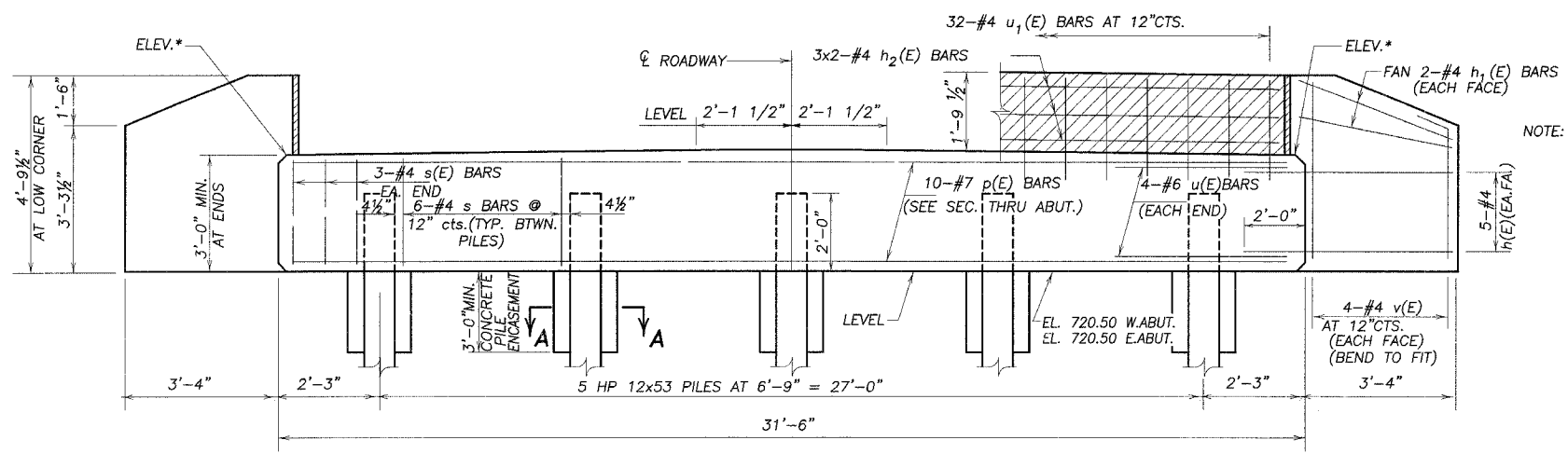
BAR u1

BILL OF MATERIAL - SUPERSTRUCTURE

ITEM	UNIT	QUANTITY
PRECAST PRESTRESSED CONCRETE DECK BEAMS (21")	SQ. FT.	1174
PROTECTIVE COAT	SQ. YD.	148

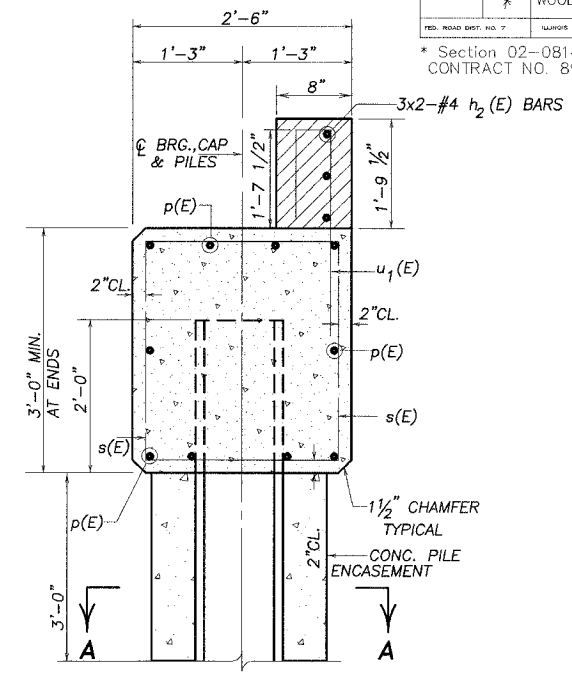
SUPERSTRUCTURE SPAN 2
SECTION 02-08143-00-BR
METAMORA ROAD DISTRICT
WOODFORD COUNTY

* Section 02-08143-00-BR
CONTRACT NO. 89390

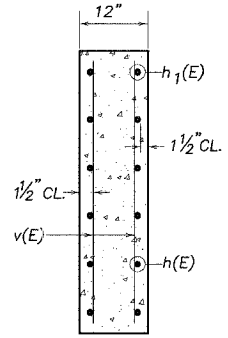


ELEVATION-ABUTMENTS
* FOR CAP ELEVATIONS SEE TABLE BELOW

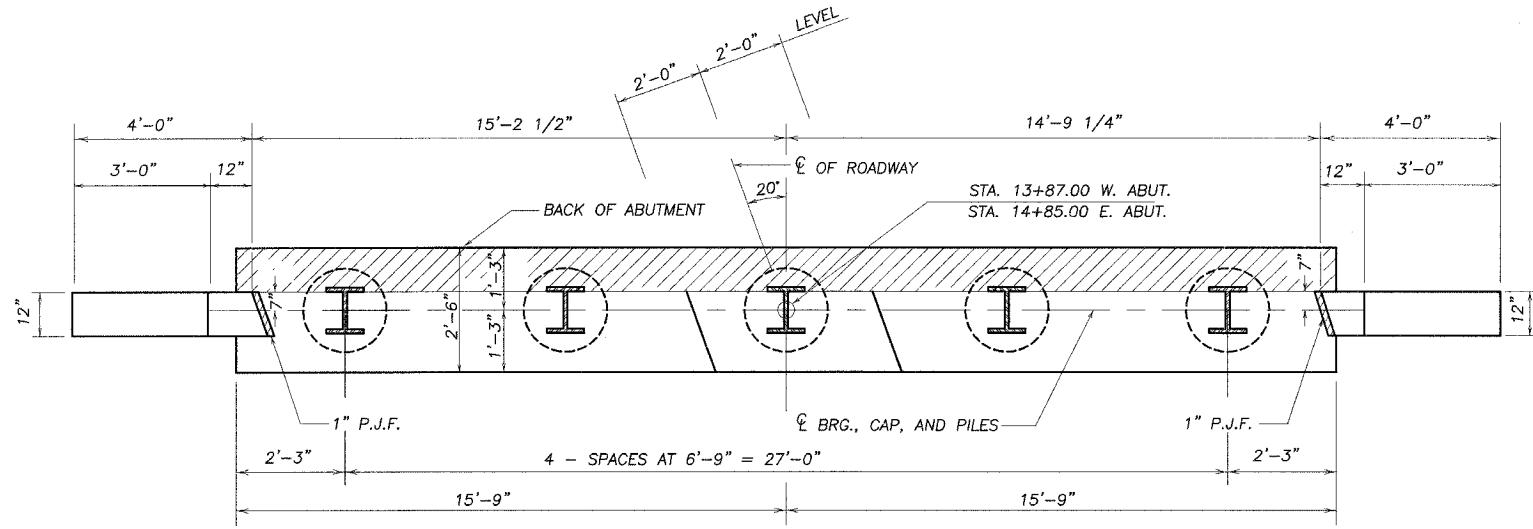
NOTE: WINGWALLS ABOVE TOP OF CAP SHALL NOT BE POURED UNTIL THE DECK BEAMS ARE IN PLACE AND DOWELS SET.
HATCHED AREAS TO BE POURED AFTER DECK IS IN PLACE.
P.J.F. SHALL BE ATTACHED TO THE CONCRETE WITH AN APPROVED ADHESIVE OR CAST WITH CONCRETE NAILS EXTENDING INTO THE NEW CONCRETE.



SEC. THRU ABUT.



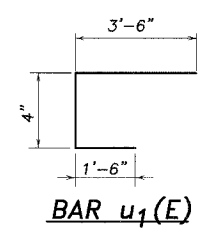
SECTION THRU WINGWALL



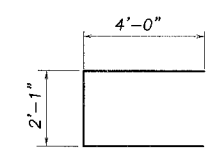
PLAN-ABUTMENTS

MIN. BAR LAP

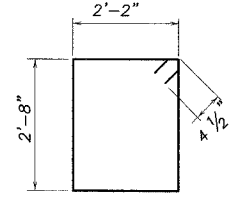
#4	2'-0"
#6	2'-7"
#7	4'-4"



BAR u1(E)



BAR s(E)

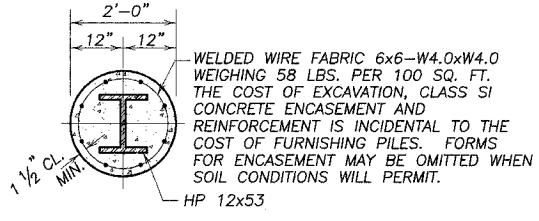


BAR v(E)

BILL OF MATERIAL - 2 ABUTMENTS

BAR	NO.	SIZE	LENGTH	SHAPE
h(E)	40	#4	5'-2"	—
h1(E)	16	#4	3'-8"	—
h2(E)	12	#4	16'-8"	—
p(E)	20	#7	31'-2"	—
s(E)	60	#4	10'-5"	□
u(E)	16	#6	10'-1"	□
u1(E)	64	#4	5'-4"	□
v(E)	32	#4	4'-7"	—
CONCRETE STRUCTURES			cu. yd.	23.2
REINFORCEMENT BARS, EPOXY CTD.			pound	2570
FURNISHING STEEL PILES HP12x53			ft	468
DRIVING STEEL PILES			ft	468
TEST PILE STEEL, HP12x53			EACH	1

6x2 INDICATES 6 LINES OF BARS WITH 2 LENGTHS PER LINE
BARS DESIGNATED (E) SHALL BE EPOXY COATED.

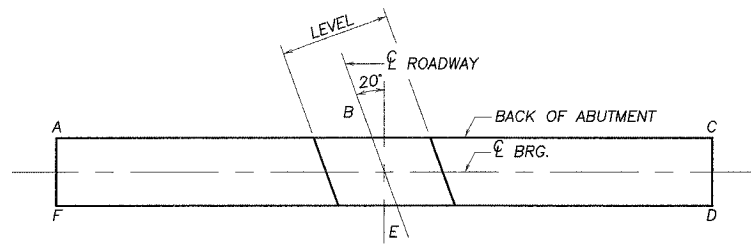


SECTION A-A
CONCRETE PILE ENCASEMENT

PILE DATA-ABUTMENTS

TYPE	STEEL HP 12x53 PILES
CAPACITY	REFUSAL
NO. REQUIRED	9+1 TEST PILE AT WEST ABUT.
EST. LENGTH	52 ft

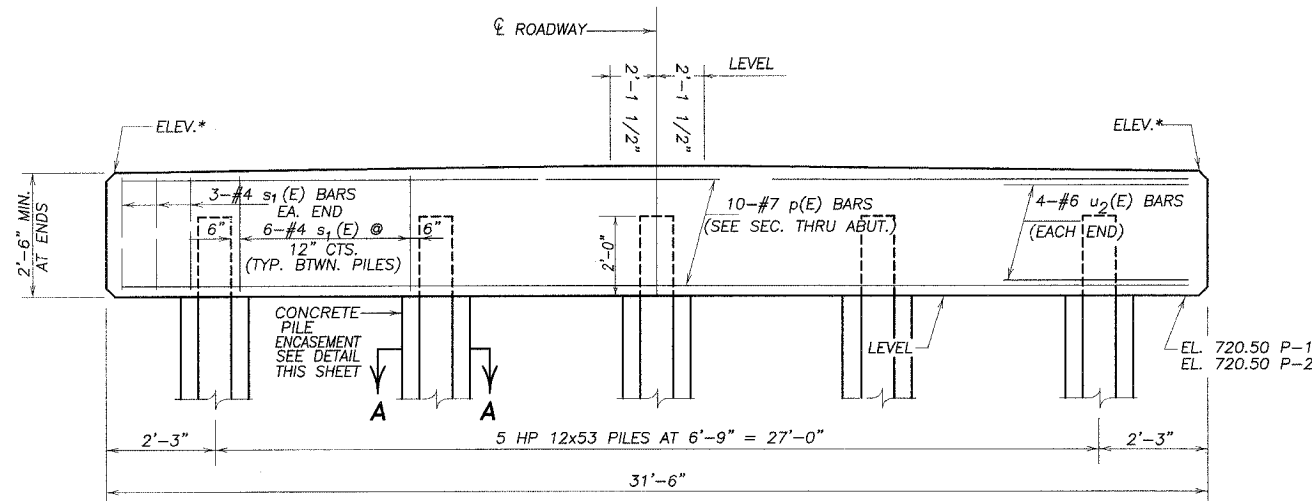
PILING QUANTITY INCLUDES 9 PILES AT 52 FEET
PILING LENGTH FOR TEST PILE PAID FOR WITH TEST PILE
MINIMUM 15 ft PENETRATION BELOW STREAMBED ELEVATION
SEE SPECIFICATIONS FOR BORING LOG DATA



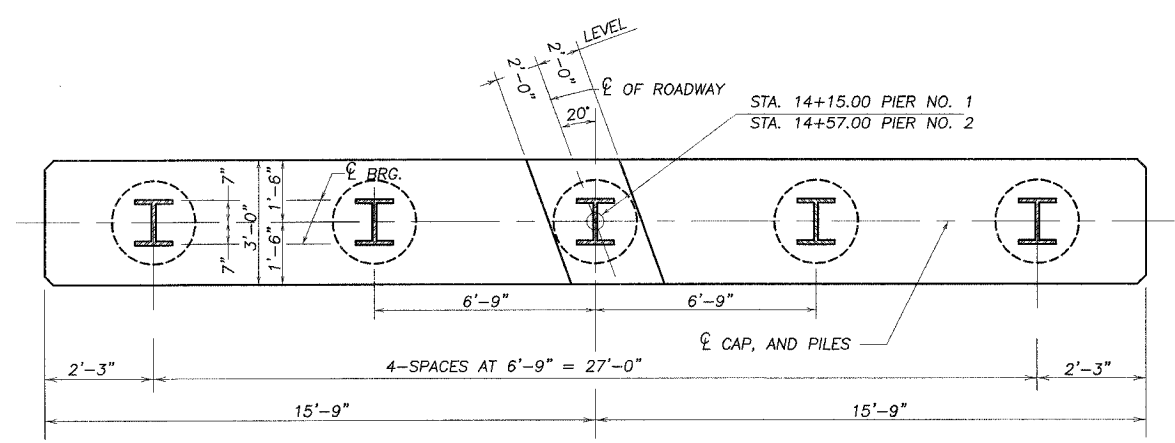
LOCATION	ELEV.	A	B	C	D	E	F
WEST ABUT.		723.02	723.21	723.00	723.02	723.21	723.00
EAST ABUT.		723.02	723.21	723.00	723.02	723.21	723.00

ELEVATION TOP OF ABUTMENTS

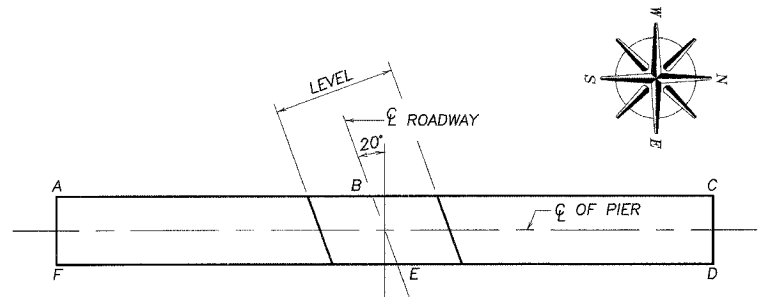
SUBSTRUCTURE - ABUTMENTS
SECTION 02-08143-00-BR
METAMORA ROAD DISTRICT
WOODFORD COUNTY



ELEVATION-PIERS
* FOR CAP ELEVATIONS SEE TABLE BELOW

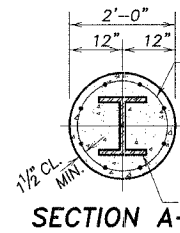
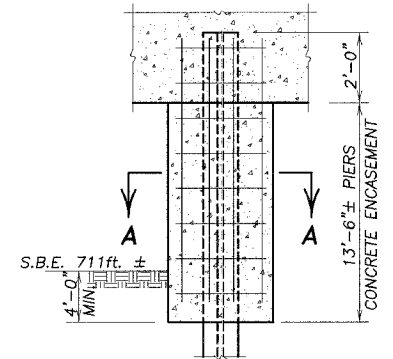


PLAN-PIERS



LOCATION	ELEV.	A	B	C	D	E	F
PIER NO. 1		723.02	723.21	723.00	723.02	723.21	723.00
PIER NO. 2		723.02	723.21	723.00	723.02	723.21	723.00

ELEVATION TOP OF PIERS

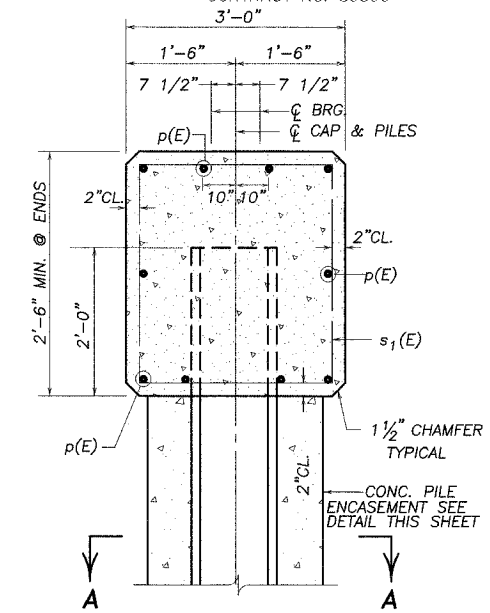


SECTION A-A
CONCRETE PILE ENCASEMENT

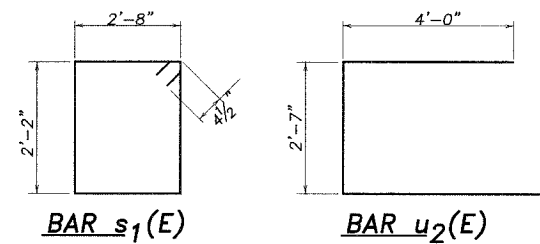
PILE DATA-PIERS

TYPE	STEEL HP 12x53 PILES
CAPACITY	REFUSAL
NO. REQUIRED	9+1 Test Pile @ Pier 2
EST. LENGTH	52'

PILING QUANTITY INCLUDES 9 PILES AT 52 FEET
PILING LENGTH FOR TEST PILE PAID FOR WITH TEST PILE
MINIMUM 15 ft PENETRATION BELOW STREAMBED ELEVATION
SEE SPECIFICATIONS FOR BORING LOG DATA



SEC. THRU PIERS



BAR s1(E)

BAR u2(E)

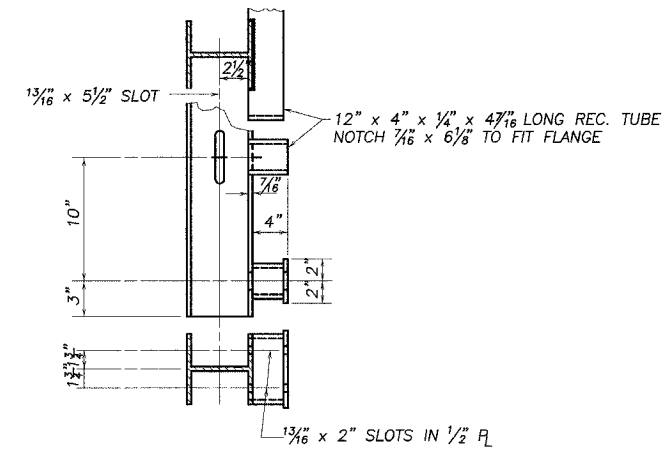
BILL OF MATERIAL - 2 PIERS

BAR	NO.	SIZE	LENGTH	SHAPE
p(E)	20	#7	31'-2"	—
s1(E)	60	#4	10'-5"	□
u2(E)	16	#6	10'-7"	▭
CONCRETE STRUCTURES			CU. YD.	18.3
REINFORCEMENT BARS, EPOXY CTD.			POUNDS	1950
FURNISHING STEEL PILES HP 12x53			FT	468
DRIVING STEEL PILES			FT	468
TEST PILE STEEL HP 12x53			EACH	1

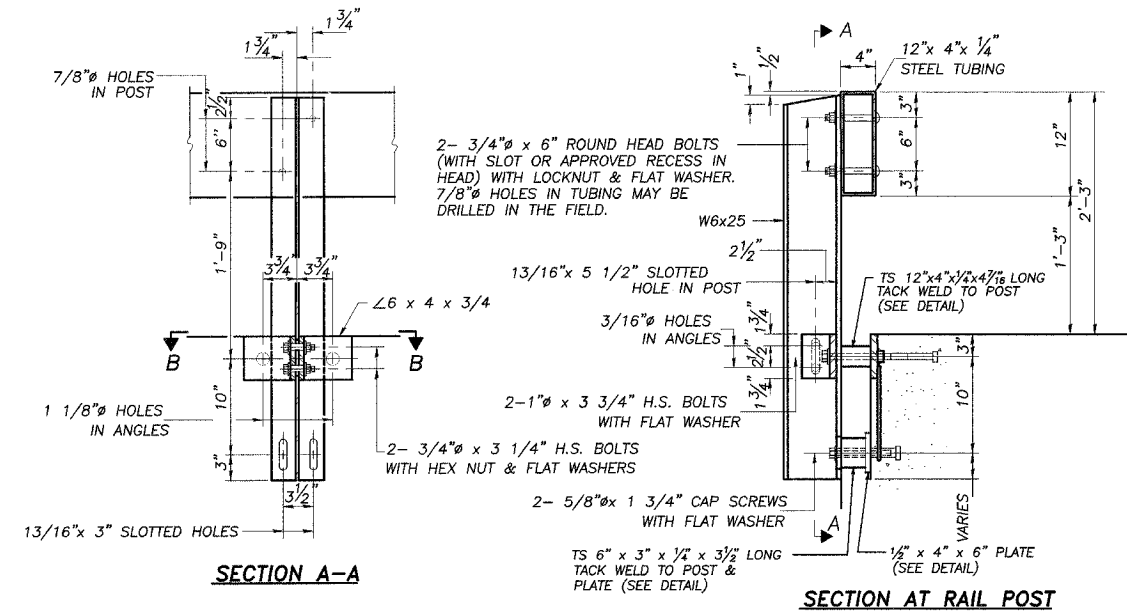
BARS DESIGNATED (E) SHALL BE EPOXY COATED.

SUBSTRUCTURE - PIERS
SECTION 02-08143-00-BR
METAMORA ROAD DISTRICT
WOODFORD COUNTY

* Section 02-08143-00-BR
CONTRACT NO. 89390

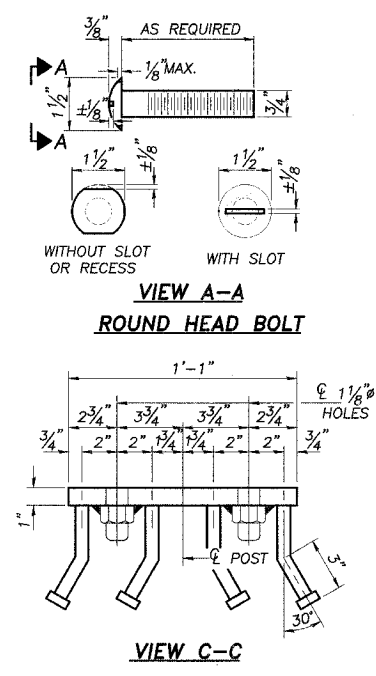


SPACER DETAIL



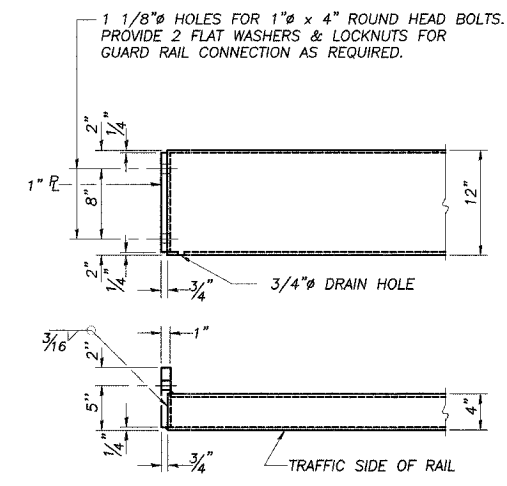
SECTION A-A

SECTION AT RAIL POST



**VIEW A-A
ROUND HEAD BOLT**

VIEW C-C

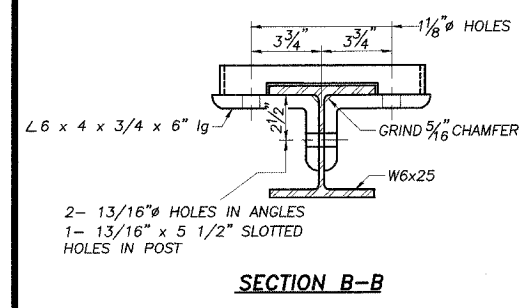


END OF RAIL DETAILS

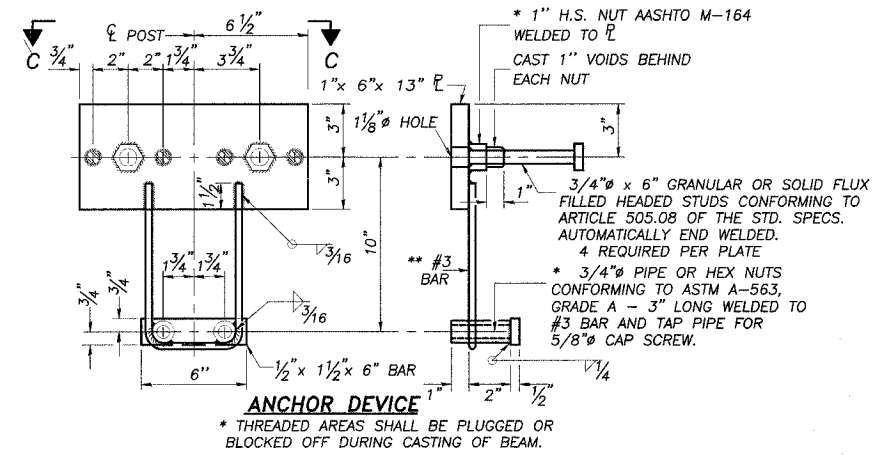
NOTES

Follow 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 lineal foot for STEEL RAILING, TYPE S-1.
All field drilled holes shall be coated with an approved zinc rich paint before erection.
The lower portion of the post flange in contact with concrete shall receive two coats of asphalt paint conforming to Section 1060.07 Type II or place 1/8" fabric bearing pad between the post and concrete.
The 3/4" high strength bolts used to connect the 6 x 4 x 3/4 angles to the post shall be tightened in accordance with Article 507.04(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.

** 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".

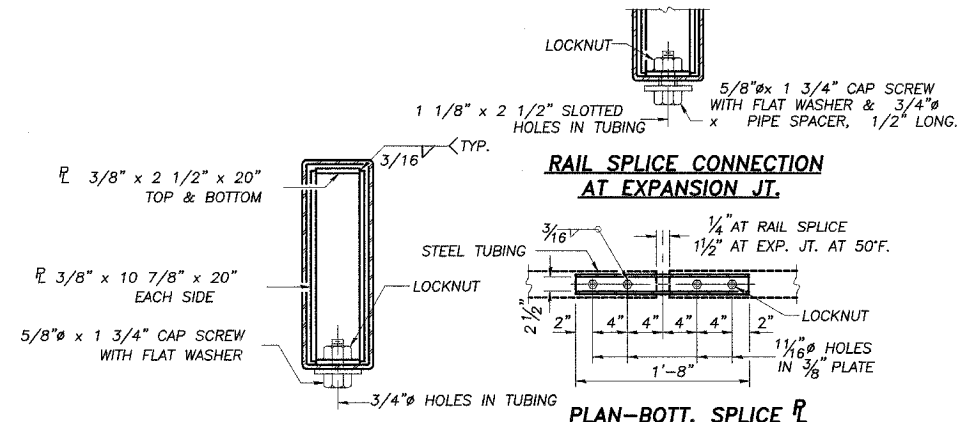


SECTION B-B



ANCHOR DEVICE

* THREADED AREAS SHALL BE PLUGGED OR BLOCKED OFF DURING CASTING OF BEAM.



**RAIL SPLICE CONNECTION
AT EXPANSION JT.**

SECTIONS AT RAIL SPLICE

**PLAN-BOTT. SPLICE
TYPICAL**

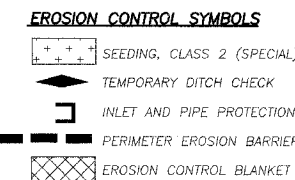
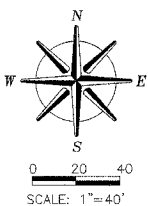
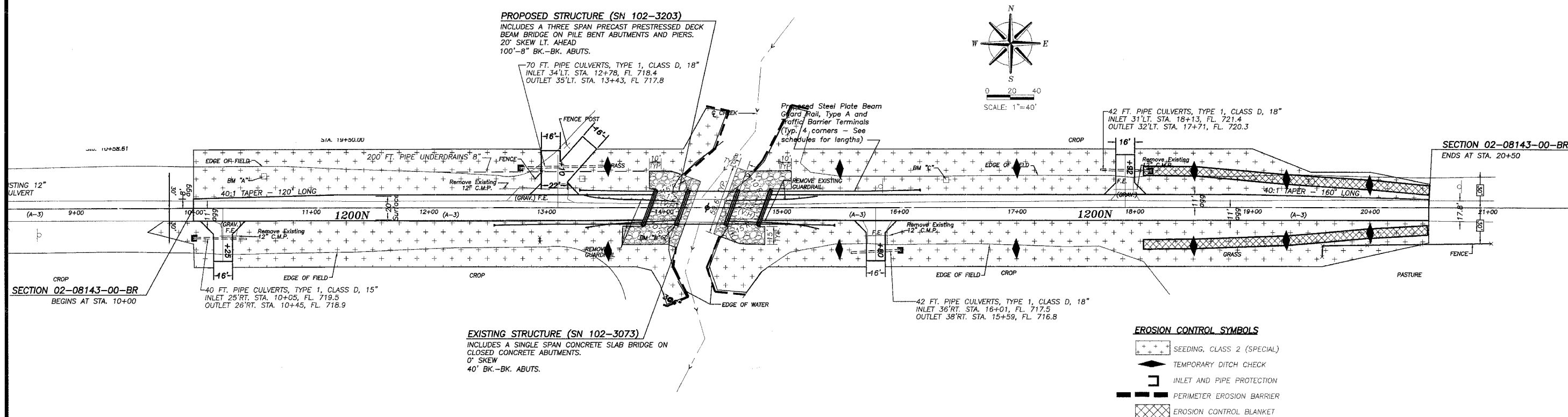
BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type S1	FOOT	202

STEEL RAILING TYPE S1
SECTION 02-08143-00-BR
METAMORA ROAD DISTRICT
WOODFORD COUNTY

ROUTE NO.	SECTION	COUNTY	SHEET	TOTAL SHEETS
	* 02-08143-00-BR	WOODFORD	17	17
DESIGN NO.	DATE	SCALE	DRAWN BY	
			FEL. AD. PROJECT	

* Section 02-08143-00-BR
CONTRACT NO. 89390



AREAS OF CONSTRUCTION SITE:

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 2.5 ACRES OF WHICH 2.5 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) IF ENCOUNTERED - DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER, ALONG WITH REQUIRED TREE REMOVAL.

c) AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION, AND PERIMETER EROSION BARRIER SHALL BE INSTALLED AS CALLED OUT IN THIS PLAN AND DIRECTED BY THE ENGINEER.

d) BARE AND SPARSELY VEGETATED GROUND IN HIGH ERODABLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE BEGINNING OF CONSTRUCTION WHERE NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN DAYS.

e) IMMEDIATELY AFTER 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.

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.

i) 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.

b) 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 EROSION CONTROL SYSTEMS.

iv. BUILD NECESSARY EMBANKMENT AT CULVERT LOCATIONS AND THEN EXCAVATE AND PLACE CULVERT.

v. 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.

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

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. EROSION CONTROL SHALL BE LOCATED AS PER PLANS AND 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 280001 AND AS DIRECTED BY THE ENGINEER. MAINTENANCE OF THE EROSION CONTROL ITEMS SHALL BE INCLUDED IN THE RESPECTIVE EROSION CONTROL PAY ITEM.

STORM WATER POLLUTION PREVENTION PLAN

THE FOLLOWING 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 THE STANDARDS.

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 SUPERSTRUCTURE
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 SUPERSTRUCTURE.
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. GRADING OF ABANDONED ROADWAY AREAS.
6. FINAL GRADING, PAVING AND OTHER MISCELLANEOUS ITEMS.
7. PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS RIPRAP DITCH AND EROSION CONTROL BLANKET, SEEDING, ETC.

SEE SPECIAL PROVISIONS

WOODFORD COUNTY HIGHWAY DEPARTMENT

APPROVED _____ 200__

DENNIS BACHMAN, P.E.
WOODFORD COUNTY ENGINEER

STORM WATER POLLUTION PREVENTION PLAN
SECTION 02-08143-00-BR
METAMORA ROAD DISTRICT
WOODFORD COUNTY