

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

**PROPOSED
HIGHWAY PLANS**

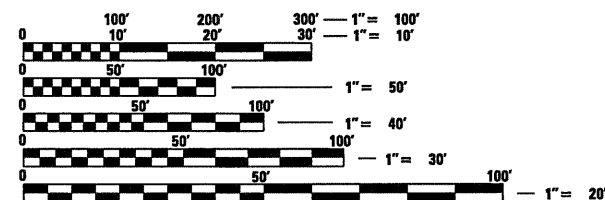
**FAU 8159 (FR I-55)
SECTION 110X-3VB-4
PROJECT: ACM-8159(001)
SANGAMON COUNTY
C-96-503-09**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

**DESIGN DESIGNATION
FAU 8159 (FR I-55)**

TWO-LANE MINOR ARTERIAL

**EXISTING ADT = 1200 (2008)
PROJECTED ADT = 1620 (2028)
% PU = 96.0%
% SU = 2.0%
% MU = 2.0%**

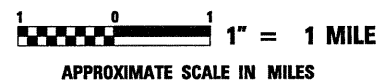
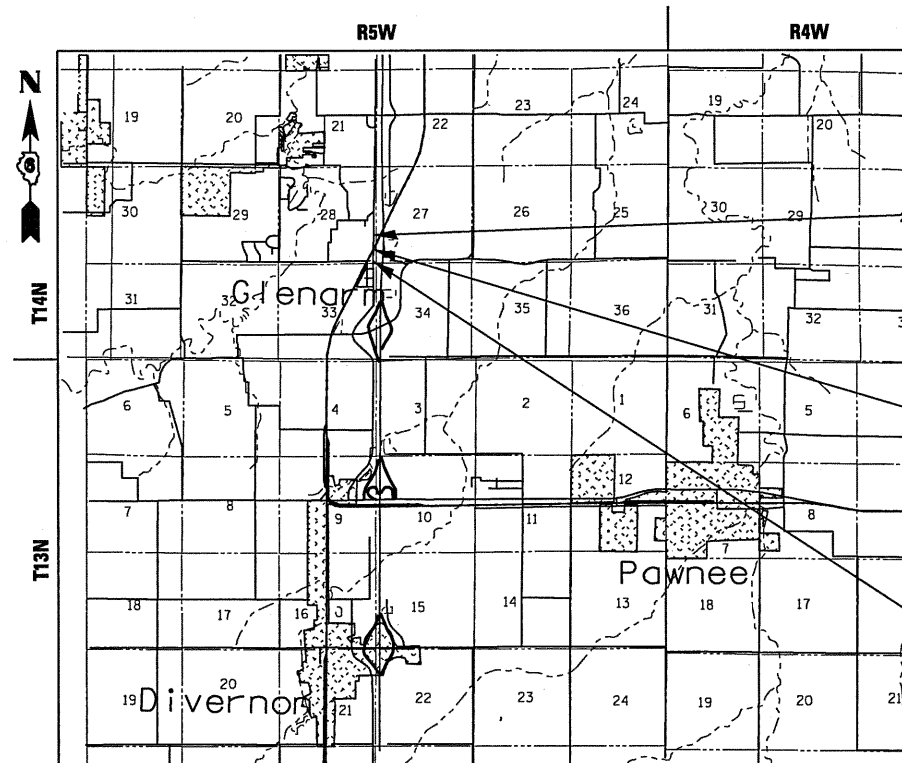


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

**PROJECT ENGINEER: SAL MADONIA (217) 782-4761
SQUAD LEADER: MARCUS BRUCE (217) 524-0946**

CONTRACT NO. 72692



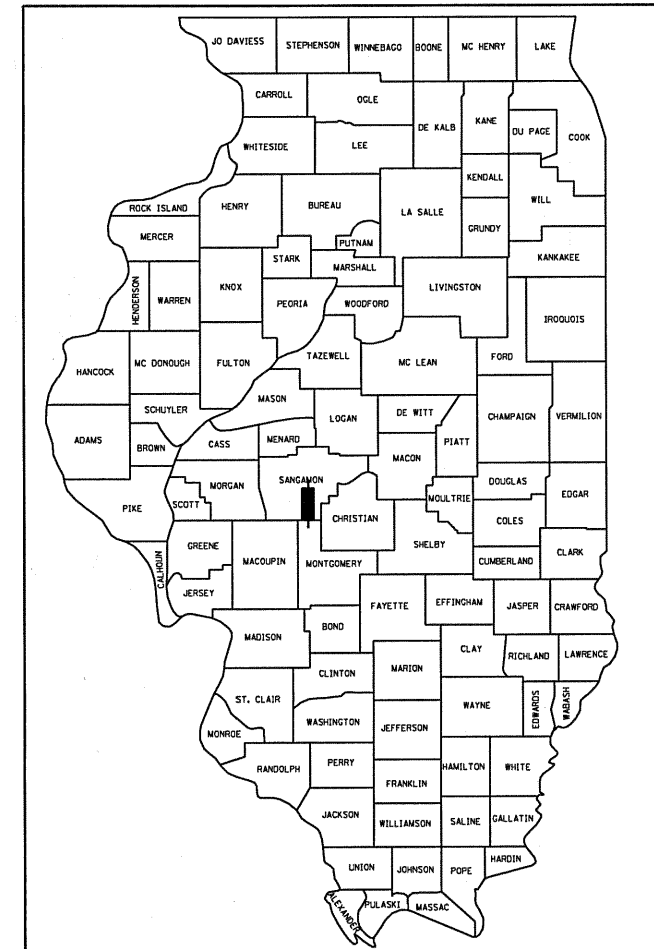
**PROJECT BEGINS
STATION 359 + 75.00**

**SECTION 110X-3VB-4 INCLUDES
TOTAL STRUCTURE REPLACEMENT
ON THE I-55 FRONTAGE
ROAD FOR EXISTING S.N. 084-0005
OVER THE I.C. RAILROAD
@ STATION 373 + 14.72
SKEW = 30° RT. FWD.
(PROPOSED SN 084-0517)**

**PROJECT ENDS
STATION 384 + 00.00**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8159	110X-3VB-4	SANGAMON	78	1
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO. 72692	

D-96-567-02



LOCATION OF SECTION INDICATED THUS: - [black rectangle] -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Aug. 13 2010
Reg. 2. Winkel
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 1 2010
Scott E. Stitt, P.E.
ASSISTANT ENGINEER OF DESIGN AND ENVIRONMENT

October 1 2010
Christine M. Reedler
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

BLANK, WESSELINK, COOK & ASSOCIATES
ENGINEERS - CONSULTANTS
DECATUR, ILLINOIS



Charles W. Guthrie, Jr.
CHARLES W. GUTHRIE, JR., P.E.
DATE August 11 2010
EXPIRES NOVEMBER 30, 2011

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

**TOTAL LENGTH OF PROJECT = 2425 FEET = 0.459 MILES
NET LENGTH OF PROJECT = 2425 FEET = 0.459 MILES**

INDEX OF SHEETS

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2	INDEX OF SHEETS AND HIGHWAY STANDARDS
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HIGHWAY STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
420401-00	BRIDGE APPROACH PAVEMENT CONNECTOR
442201-03	CLASS C AND D PATCHES
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
515001-03	NAME PLATE FOR BRIDGES
542301-02	PRECAST REINFORCED CONCRETE FLARED END SECTION
542401-01	METAL END SECTION FOR PIPE CULVERTS
602401-02	MANHOLE TYPE A
609001-05	BRIDGE APPROACH SHOULDER PAVEMENT AND DRAIN
630001-08	STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-08	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
665001-02	WOVEN WIRE FENCE
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5M) AWAY
701006-03	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5M) TO 24" (600MM) FROM PAVEMENT EDGE
701901-01	TRAFFIC CONTROL DEVICES
BLR 21-8	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

DISTRICT SIX			
EXAMINED <u>August 13</u>	20	<u>10</u>	
<i>Chris Walker</i>			
OPERATIONS ENGINEER			
EXAMINED <u>AUGUST 11</u>	20	<u>10</u>	
<i>Tommy Z. L.</i>			
PROJECT IMPLEMENTATION ENGINEER			
EXAMINED <u>August 13</u>	20	<u>10</u>	
<i>ARML</i>			
PROGRAM DEVELOPMENT ENGINEER			

FILE NAME = *FILEL*	USER NAME = #USER*	DESIGNED - CWG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS AND HIGHWAY STANDARDS	F.A.U. RTE. 8159	SECTION 110X-3VB-4	COUNTY SANGAMON	TOTAL SHEETS 78	SHEET NO. 2
	PLOT SCALE = #SCALE*	DRAWN - BWC	REVISED -		SCALE:					
	PLOT DATE = #DATE*	CHECKED - RMD	REVISED -		SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 72692
		DATE - 02/09/09	REVISED -							

GENERAL NOTES

1. WHERE SECTION OR SUB-SECTION MARKERS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED AGENT OR LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE J.U.L.I.E. NUMBER IS 800-892-0123.

THE LOCATION OF ALL UTILITIES ARE BASED ON INFORMATION PROVIDED BY OTHERS AND ARE INTENDED TO BE APPROXIMATE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE HIS CONSTRUCTION ACTIVITIES WITH THE VARIOUS UTILITY OWNERS. ALL POTENTIAL CONFLICTS SHALL BE INVESTIGATED AND REMEDIAL ACTION TAKEN PRIOR TO INTERRUPTION OF THE CONTRACTOR'S PROGRESS. ALL UTILITIES AND PRIVATELY OWNED STREET LIGHTS AND SIGNS THAT REQUIRE RELOCATION SHALL BE MOVED BY OTHERS.
3. WHERE PROPOSED CONSTRUCTION ABUTS EXISTING APPURTENANCES, A SAW CUT SHALL BE MADE TO ACHIEVE A NEAT BUTT JOINT. SAW CUTS WILL NOT BE PAID FOR SEPARATELY. COST OF SAW CUTS SHALL BE INCLUDED IN THE TYPE OF WORK ENCOUNTERED.
4. IN ADDITION TO FIELD SURVEYS AND AERIAL SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
5. EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION SHALL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL REPLACE THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.
6. THE THICKNESS OF HMA MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MIXTURE IS PLACED.
7. ALL ELEVATIONS SHOWN ON THE PLANS ARE BASED ON NAVD 88 DATUM.
8. THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE LOCAL RAILROAD CONTACT IS:

JOHN M. HENRIKSEN
17641 SOUTH ASHLAND AVE.
HOMEWOOD, IL 60430
(708) 332-3557

SPECIAL ATTENTION IS CALLED TO ARTICLE 107.12 REGARDING RAILROAD FLAGGERS. THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE RAILROAD FLAGGER CONTACT IS:

MR. TOM TUCKER
2800 LIVERNOIS RD.
TROY, MI 48083
(248) 740-6227

MIXTURE REQUIREMENTS

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT.

LOCATION(S):	FR I-55/PALM ROAD	FR I-55/PALM ROAD	FR I-55/PALM ROAD	FR I-55/PALM ROAD
MIXTURE USE(S):	HMA BINDER	HMA SURFACE	HMA SHOULDERS 6"	FLEXIBLE BRIDGE CONNECTOR
PG:	PG64-22	PG64-22	PG58-22	PG64-22
DESIGN AIR VOIDS:	4.0% @ N50	4.0% @ N50	2.0% @ N30	4.0% @ N50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 19.0	IL 9.5 OR 12.5	BAM	IL 19.0
FRICTION AGGREGATE:	N/A	N/A	N/A	N/A

9. THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING THE PLAN QUANTITIES:

- A. PRIMING OF CONCRETE AND BITUMINOUS BASES
BITUMINOUS MATERIAL (PRIME COAT) 0.00038 tons/sq yd
- B. PRIMING OF AGGREGATE BASES (SUB-BASE)
BITUMINOUS MATERIAL (PRIME COAT) 0.001425 tons/sq yd
- C. FERTILIZER (SEEDING)
NITROGEN 90 lb/acre
PHOSPHORUS 90 lb/acre
POTASSIUM 90 lb/acre
- D. MULCH METHOD 2 2 tons/acre

10. THE FOLLOWING DENSITIES HAVE BEEN USED IN CALCULATING THE PLAN QUANTITIES:

- HMA PAVEMENT 112 lb/in/sq yd
GRANULAR MATERIALS 2.05 tons/cu yd
BITUMINOUS MATERIAL (PRIME COAT) 0.0038 tons/gal
RIPRAP 1.50 tons/yd

11. FOR INFORMATIONAL PURPOSES ONLY, AN EARTH SHRINKAGE FACTOR OF 0.25 WAS APPLIED TO EARTHWORK COMPUTATIONS.
12. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION, AS INDICATED BY THE SUB-NUMBER LISTED IN THE INDEX OF SHEETS, OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
13. ACCESS TO ALL PROPERTIES SHALL BE MAINTAINED DURING CONSTRUCTION ACTIVITIES.
14. BEFORE ORDERING PIPE CULVERTS, PIPE DRAINS, AND MANHOLES, THE CONTRACTOR SHALL CONTACT THE ENGINEER AS TO THE EXACT LENGTH AND QUANTITY REQUIRED.
15. TREES NOT MARKED FOR REMOVAL SHALL BE CONSIDERED AS DESIGNATED TO BE SAVED AND SHALL BE PROTECTED UNDER THE PROVISIONS OF ARTICLE 201.05.
16. ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
17. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.
18. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.
19. THE DISTRICT BUREAU OF OPERATIONS SHALL BE NOTIFIED AT LEAST 14 DAYS PRIOR TO PLACEMENT OF FINAL PAVEMENT MARKINGS, PHONE (217) 782-7314.
20. WHEN REQUIRED BY ARTICLE 420.18, A PROTECTIVE COAT SHALL BE APPLIED TO CONCRETE PAVEMENT, GUTTER FLAGS, CURB SURFACES AND OTHER CONCRETE APPURTENANCES ADJACENT TO THE PAVEMENT.
21. SEEDING SHALL BE DONE ON ALL AREAS THAT ARE DISTURBED BY CONSTRUCTION OPERATIONS AS DIRECTED BY THE ENGINEER. SEEDING SHALL BE PAID FOR ONLY WITHIN THE PROPOSED RIGHT-OF-WAY OR EASEMENT LIMITS. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDED, AS DIRECTED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE. SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET OR IN AN UNTILLABLE CONDITION. SEEDING, CLASS 2 SHALL BE USED ON AREAS FLATTER THAN 3:1, SEEDING CLASS 3 SHALL BE USED ON AREAS 3:1 AND STEEPER.
22. GUARDRAIL MARKERS SHALL NOT BE ATTACHED TO PROPOSED "TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL" RAIL ELEMENTS. MARKERS IN THE AREA OF THE TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL SHALL BE MOUNTED ON THE NEAREST POST.
23. IF THE CONTRACTOR REQUESTS OLD PLANS THEY SHALL CONTACT THE PROJECT ENGINEER OR TEAM ENGINEER AS SHOWN ON THE COVER SHEET TO HAVE THEM AVAILABLE FOR REVIEW.

COMMITMENTS

CONTACT STUDIES AND PLANS ON ANY MAJOR PLAN CHANGES PRIOR TO MAKING CHANGE.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8159	110X-3VB-4	SANGAMON	78	3
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 72692	

DECATUR, ILLINOIS

ENGINEERS - CONSULTANTS

BLANK, WESSELINK, COOK & ASSOCIATES

URBAN

PAY CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY STP 80% FEDERAL 20% STATE 0011
2010010	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	1228
2010020	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	187
20200100	EARTH EXCAVATION	CU YD	510
20400800	FURNISHED EXCAVATION	CU YD	6720
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	176.8
25000200	SEEDING, CLASS 2	ACRE	1.00
25000300	SEEDING, CLASS 3	ACRE	1.25
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	204
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	204
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	204
2510015	MULCH, METHOD 2	ACRE	1.00
25100630	EROSION CONTROL BLANKET	SO YD	5591
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	225
28000315	AGGREGATE DITCH CHECKS	TON	1
28000400	PERIMETER EROSION BARRIER	FOOT	4347
28000500	INLET AND PIPE PROTECTION	EACH	3
28100107	STONE RIPRAP, CLASS A4	SO YD	422
28200200	FILTER FABRIC	SO YD	422
31100500	SUB-BASE GRANULAR MATERIAL, TYPE A 6"	SO YD	244
31101900	SUB-BASE GRANULAR MATERIAL, TYPE C	TON	128
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	46
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	4
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	511
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	623
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SO YD	42
42001500	P.C. CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT	SO YD	16
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SO YD	3764
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SO YD	519
44000400	GUTTER REMOVAL	FOOT	3514
Z0004552	APPROACH SLAB REMOVAL	SO YD	106
44004000	PAVED DITCH REMOVAL	FOOT	13
44200144	PAVEMENT PATCHING, TYPE II, 12 INCH	SO YD	100

URBAN

PAY CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY STP 80% FEDERAL 20% STATE 0011
48101200	AGGREGATE SHOULDERS, TYPE B	TON	728
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SO YD	1824
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1
50102400	CONCRETE REMOVAL	CU YD	11
50157300	PROTECTIVE SHIELD	SO YD	602
50200100	STRUCTURE EXCAVATION	CU YD	424
50300225	CONCRETE STRUCTURES	CU YD	256
50300255	CONCRETE SUPERSTRUCTURE	CU YD	498.4
50300260	BRIDGE DECK GROOVING	SO YD	1249
50300280	CONCRETE ENCASEMENT	CU YD	4.2
50300300	PROTECTIVE COAT	SO YD	1625
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1
50500505	STUD SHEAR CONNECTORS	EACH	3402
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	158,980
50800515	BAR SPLICERS	EACH	76
51100100	SLOPE WALL 4 INCH	SO YD	516
51201500	FURNISHING STEEL PILES HPI0X57	FOOT	702
51201600	FURNISHING STEEL PILES HPI2X53	FOOT	1560
51202305	DRIVING PILES	FOOT	2262
51204650	PILE SHOES	EACH	60
51500100	NAME PLATES	EACH	1
52100520	ANCHOR BOLTS, 1"	EACH	48
54213447	END SECTIONS 12"	EACH	4
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	2
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	1
550A0050	STORM SEWERS, CLASS A, TYPE 112"	FOOT	360
550A0160	STORM SEWERS, CLASS A, TYPE 136"	FOOT	29
55100500	STORM SEWER REMOVAL 12"	FOOT	133
55100700	STORM SEWER REMOVAL 15"	FOOT	24
55101200	STORM SEWER REMOVAL 24"	FOOT	17
55201300	STORM SEWERS JACKED IN PLACE, 36"	FOOT	93
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	136

• DENOTES SPECIALTY ITEM

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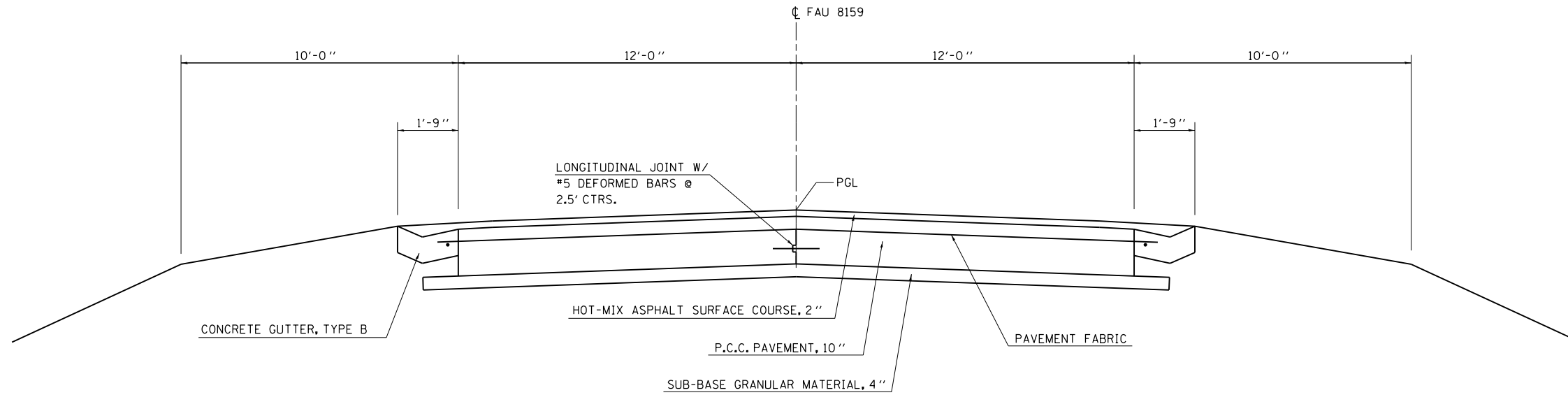
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET NO. 1 OF 2 SHEETS STA. TO STA.

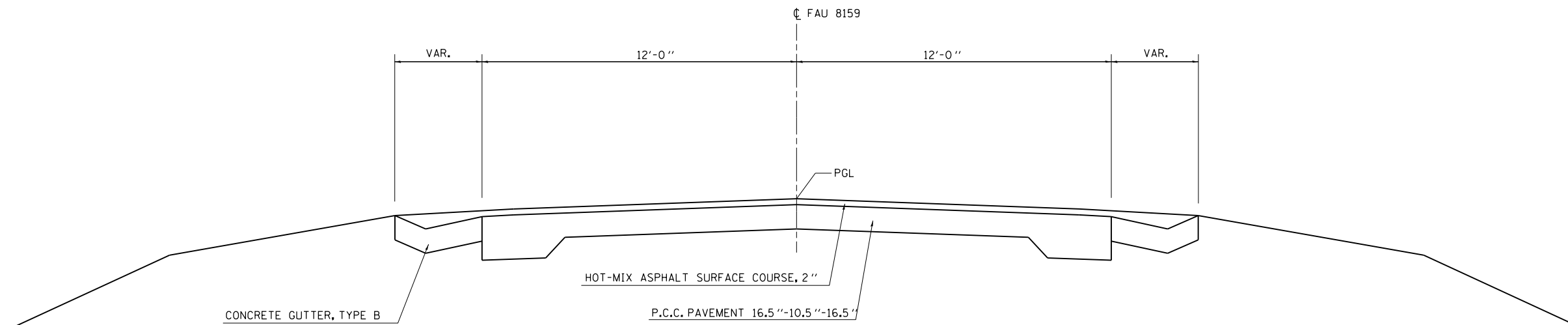
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8159	110X-3VB-4	SANGAMON	78	4
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 72692	

Rev.



EXISTING TYPICAL SECTION – FAU 8159

STA. 368+02.79 TO STA. 370+61.57
 STA. 375+38.36 TO STA. 378+16.31



EXISTING TYPICAL SECTION – FAU 8159

(APPROACH PAVEMENT)
 (STD. 1908 R, METHOD 1)
 STA. 370+61.57 TO STA. 370+81.57
 STA. 375+18.36 TO STA. 375+38.36

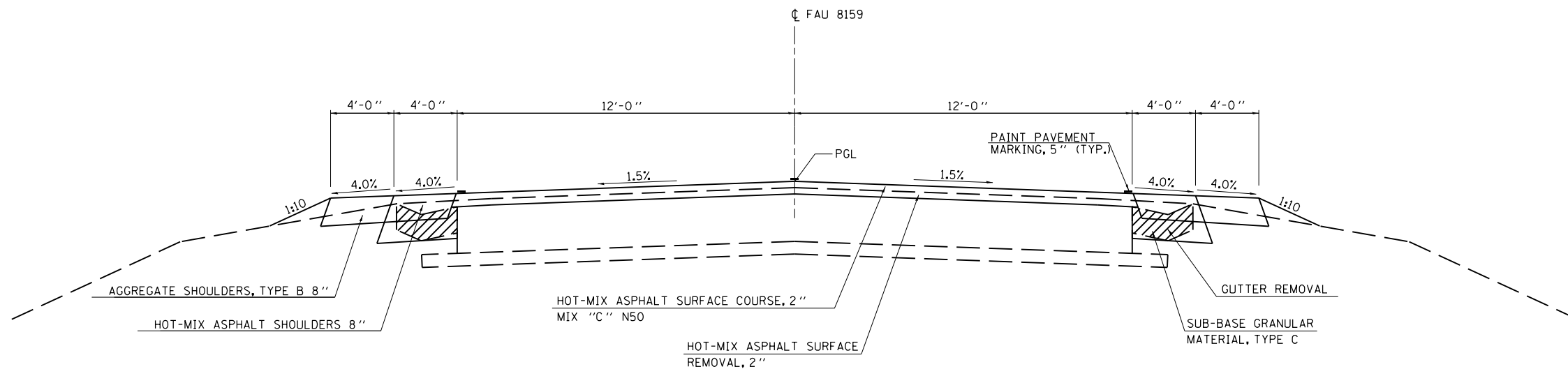
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

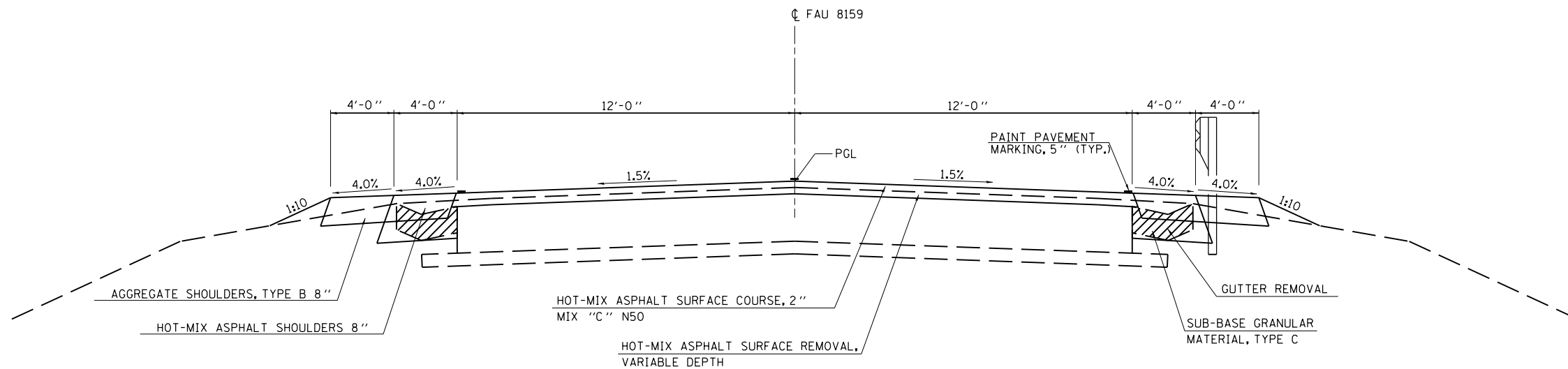
SCALE: SHEET NO. 1 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8159	110X-3VB-4	SANGAMON	78	6
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 72692	



PROPOSED TYPICAL SECTION – FAU 8159

STA. 359+75.00 TO STA. 363+94.09
 STA. 382+11.89 TO STA. 384+00.00



PROPOSED TYPICAL SECTION – FAU 8159

STA. 363+94.09 TO STA. 369+04.16
 STA. 377+23.12 TO STA. 382+11.89

GUARDRAIL STATIONING
 STA. 362+06.59 TO STA. 371+37.24 RT
 STA. 374+81.24 TO STA. 382+11.89 RT

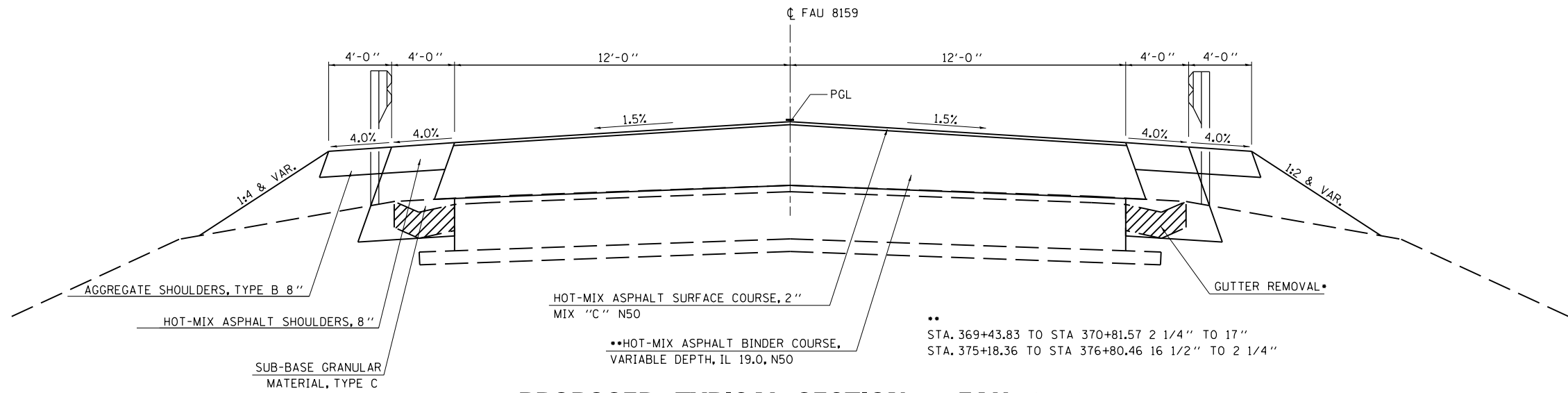
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		CHECKED - RMD	REVISED -
		DATE - 02/09/09	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: SHEET NO. 2 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8159	110X-3VB-4	SANGAMON	78	7
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 72692	

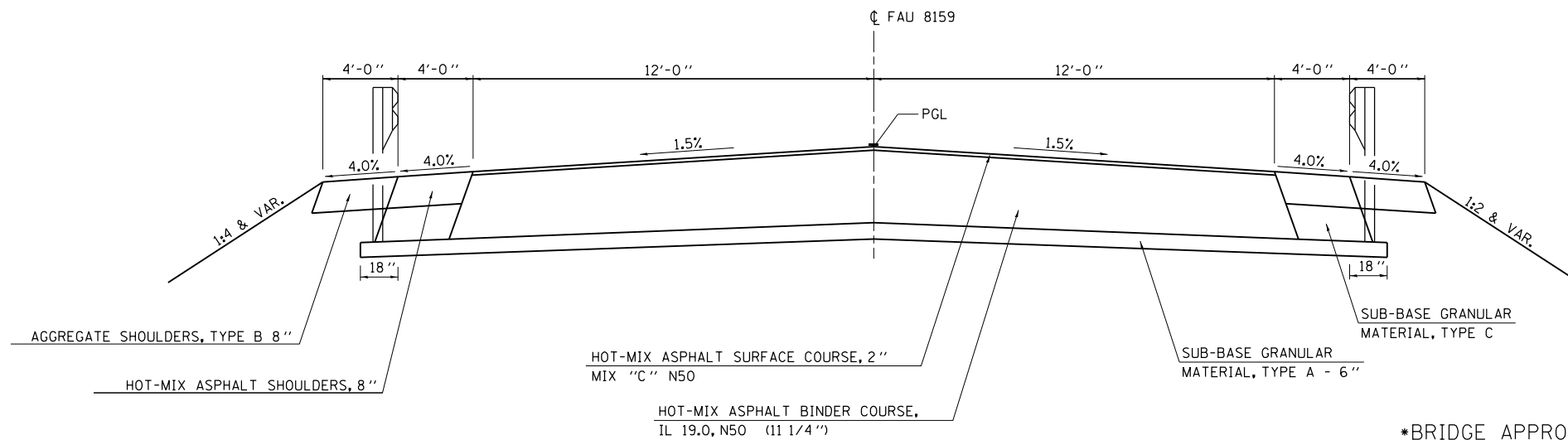


PROPOSED TYPICAL SECTION – FAU 8159

STA. 369+04.16 TO STA. 370+81.57
 STA. 375+18.36 TO STA. 377+23.12

GUARDRAIL STATIONING
 STA. 369+50.61 TO STA. 371+18.76 LT
 STA. 374+62.76 TO STA. 377+43.41 LT

*GUTTER REMOVAL
 STA. 369+04.16 TO STA. 369+85.17
 STA. 376+17.84 TO STA. 377+23.12



PROPOSED TYPICAL SECTION – FAU 8159

*STA. 370+81.57 TO STA. 371+13.00
 *STA. 374+87.00 TO STA. 375+18.36

*BRIDGE APPROACH PAVEMENT
 STA. 371+13.00 TO STA. 371+43.00
 STA. 374+57.00 TO STA. 374+87.00

FILE NAME =	USER NAME = laughlinr1	DESIGNED - CWG	REVISED -
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PLOT DATE = Aug-12-2010 11:48:34AM		DATE - 02/09/09	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: SHEET NO. 3 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8159	110X-3VB-4	SANGAMON	78	8
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 72692	

TREE REMOVAL (6 TO 15 UNITS DIAMETER)

Table with columns: STATION, OFFSET, UNITS. Lists tree removal details for stations 369+75.24 to 371+11.84.

TREE REMOVAL (6 TO 15 UNITS DIAMETER)

Table with columns: STATION, OFFSET, UNITS. Lists tree removal details for stations 371+12.08 to 375+35.92.

TREE REMOVAL (6 TO 15 UNITS DIAMETER)

Table with columns: STATION, OFFSET, UNITS. Lists tree removal details for stations 370+56.84 to 374+45.41.

TREE REMOVAL (OVER 15 UNITS DIAMETER)

Table with columns: STATION, OFFSET, UNITS. Lists tree removal details for stations 370+14.32 to 371+17.86.

EROSION CONTROL BLANKET

Table with columns: LOCATION, STATION TO, STATION, OFFSET, SQ YD. Lists erosion control blanket details for stations 370+00.00 to 376+50.00.

AGGREGATE DITCH CHECKS

Table with columns: STATION, OFFSET, TON. Lists aggregate ditch check details for station 373+19.32.

PERIMETER EROSION BARRIER

Table with columns: LOCATION, STATION TO, STATION, OFFSET, FOOT. Lists perimeter erosion barrier details for stations 359+75.00 to 375+50.00.

INLET AND PIPE PROTECTION

Table with columns: STATION, OFFSET, EACH. Lists inlet and pipe protection details for stations 373+30.59 to 375+48.99.

STONE RIPRAP, CLASS A4

Table with columns: LOCATION, STATION TO, STATION, OFFSET, SQ YD. Lists stone riprap details for stations 9+87.00 to 375+02.14.

FILTER FABRIC

Table with columns: LOCATION, STATION TO, STATION, OFFSET, SQ YD. Lists filter fabric details for stations 9+87.00 to 375+02.14.

SUB-BASE GRANULAR MATERIAL, TYPE A, 6"

Table with columns: LOCATION, STATION TO, STATION, SQ YD. Lists sub-base granular material details for stations 370+81.57 to 375+18.36.

SUB-BASE GRANULAR MATERIAL, TYPE C

Table with columns: LOCATION, STATION TO, STATION, OFFSET, TON. Lists sub-base granular material details for stations 369+04.16 to 374+87.00.

AGGREGATE SURFACE COURSE, TYPE B

Table with columns: LOCATION, STATION TO, STATION, OFFSET, TON. Lists aggregate surface course details for station 10+00.00.

BITUMINOUS MATERIALS (PRIME COAT)

Table with columns: LOCATION, STATION TO, STATION, OFFSET, TON. Lists bituminous materials details for stations 369+43.83 to 374+87.00.

HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50

Table with columns: LOCATION, STATION TO, STATION, OFFSET, TON. Lists hot-mix asphalt binder details for stations 369+43.83 to 375+18.36.

HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50

Table with columns: LOCATION, STATION TO, STATION, OFFSET, TON. Lists hot-mix asphalt surface course details for stations 359+75.00 to 374+93.00.

BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

Table with columns: LOCATION, STATION TO, STATION, OFFSET, SQ YD. Lists bridge approach pavement connector details for stations 371+07.00 to 374+93.00.

P.C. CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT

Table with columns: LOCATION, STATION TO, STATION, OFFSET, SQ YD. Lists P.C. concrete bridge approach shoulder pavement details for stations 370+93.76 to 374+96.24.

HOT-MIX ASPHALT SURFACE REMOVAL, 2"

Table with columns: LOCATION, STATION TO, STATION, OFFSET, SQ YD. Lists hot-mix asphalt surface removal details for stations 359+75.00 to 378+16.31.

HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH

Table with columns: LOCATION, STATION TO, STATION, OFFSET, SQ YD. Lists hot-mix asphalt surface removal details for stations 368+02.79 to 378+16.31.

GUTTER REMOVAL

Table with columns: LOCATION, STATION TO, STATION, OFFSET, FOOT. Lists gutter removal details for stations 369+04.16 to 376+17.84.

APPROACH SLAB REMOVAL

Table with columns: LOCATION, STATION TO, STATION, OFFSET, SQ YD. Lists approach slab removal details for stations 370+61.57 to 375+18.36.

EARTHWORK

Table with columns: LOCATION, EARTH EXCAVATION (CU YD), EARTH EXCAV. ADJUSTED FOR SHRINKAGE (CU YD), EMBANKMENT (FILL) (CU YD), EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD). Lists earthwork details for station FR I-55.

*AN EARTH SHRINKAGE FACTOR OF 0.25 IS APPLIED

SEEDING, FERTILIZERS AND MULCH

Table with columns: STATION TO, STATION, OFFSET, SEEDING CLASS 2 (ACRE), SEEDING CLASS 3 (ACRE), NITROGEN FERTILIZER (POUND), PHOSPHORUS FERTILIZER (POUND), POTASSIUM FERTILIZER (POUND), MULCH, METHOD 2 (ACRE), TEMPORARY EROSION CONTROL SEEDING (POUND). Lists seeding, fertilizer, and mulch details for stations 359+75.00 to 362+50.00.

PAVED DITCH REMOVAL

Table with 5 columns: LOCATION, STATION TO, STATION, OFFSET, FOOT. Row 1: IL CENTRAL RR, 9+87.00, 10+00.00, RT, 13

AGGREGATE SHOULDERS, TYPE B

Table with 5 columns: LOCATION, STATION TO, STATION, OFFSET, TON. Rows for FR I-55 at various stations, total 830

HOT-MIX ASPHALT SHOULDERS, 8"

Table with 5 columns: LOCATION, STATION TO, STATION, OFFSET, SQ YD. Rows for FR I-55 at various stations, total 1824

CONCRETE REMOVAL

Table with 5 columns: LOCATION, STATION TO, STATION, OFFSET, CU YD. Rows for FR I-55 at various stations, total 11

END SECTIONS, 12"

Table with 5 columns: LOCATION, STATION, OFFSET, EACH. Rows for FR I-55 at various stations, total 4

PRECAST REINFORCED CONCRETE FLARED END SECTIONS, 12"

Table with 5 columns: LOCATION, STATION, OFFSET, EACH. Rows for FR I-55 at various stations, total 2

PRECAST REINFORCED CONCRETE FLARED END SECTIONS, 36"

Table with 5 columns: LOCATION, STATION, OFFSET, EACH. Row for FR I-55 at 373+18.98, 74.9' RT, 1

STORM SEWERS, CLASS A, TYPE 1, 12"

Table with 5 columns: LOCATION, STATION TO, STATION, OFFSET, FOOT. Rows for FR I-55 at various stations, total 360

STORM SEWERS, CLASS A, TYPE 1, 36"

Table with 5 columns: LOCATION, STATION TO, STATION, OFFSET, FOOT. Row for FR I-55 at 372+95.41, 373+18.98, RT, 29

STORM SEWER REMOVAL 12"

Table with 5 columns: LOCATION, STATION TO, STATION, OFFSET, FOOT. Rows for FR I-55 at various stations, total 133

STORM SEWER REMOVAL 15"

Table with 5 columns: LOCATION, STATION TO, STATION, OFFSET, FOOT. Row for FR I-55 at 373+38.55, 373+56.79, LT, 24

STORM SEWER REMOVAL 24"

Table with 5 columns: LOCATION, STATION TO, STATION, OFFSET, FOOT. Row for FR I-55 at 373+45.59, 373+56.79, LT, 17

STORM SEWERS JACKED IN PLACE, CLASS B 36"

Table with 5 columns: LOCATION, STATION TO, STATION, OFFSET, FOOT. Row for FR I-55 at 372+95.41, 373+38.55, LT&RT, 93

CONCRETE HEADWALL FOR PIPE DRAINS

Table with 5 columns: LOCATION, STATION, OFFSET, EACH. Rows for FR I-55 at various stations, total 4

PIPE DRAINS 12"

Table with 5 columns: LOCATION, STATION, OFFSET, FOOT. Rows for FR I-55 at various stations, total 30

MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID

Table with 5 columns: LOCATION, STATION, OFFSET, EACH. Rows for FR I-55 at various stations, total 2

MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID

Table with 5 columns: LOCATION, STATION, OFFSET, EACH. Row for FR I-55 at 373+38.55, 23.7' LT, 1

MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID

Table with 5 columns: LOCATION, STATION, OFFSET, EACH. Row for FR I-55 at 373+45.59, 26.1' LT, 1

MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID

Table with 5 columns: LOCATION, STATION, OFFSET, EACH. Row for FR I-55 at 372+95.41, 58.1' RT, 1

REMOVING MANHOLES

Table with 5 columns: LOCATION, STATION, OFFSET, EACH. Row for FR I-55 at 373+56.79, 13.9' LT, 1

TYPE B INLET BOX, STANDARD 609001

Table with 5 columns: LOCATION, STATION, OFFSET, EACH. Rows for FR I-55 at various stations, total 4

STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS

Table with 5 columns: LOCATION, STATION TO, STATION, OFFSET, FOOT. Rows for FR I-55 at various stations, total 1737.5

TRAFFIC BARRIER TERMINAL, TYPE 6

Table with 5 columns: LOCATION, STATION TO, STATION, OFFSET, EACH. Rows for FR I-55 at various stations, total 4

TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT)

Table with 5 columns: LOCATION, STATION TO, STATION, OFFSET, EACH. Rows for FR I-55 at various stations, total 4

GUARDRAIL REMOVAL

Table with 5 columns: LOCATION, STATION TO, STATION, OFFSET, FOOT. Rows for FR I-55 at various stations, total 1067

WOVEN WIRE FENCE, 4'

Table with 5 columns: LOCATION, STATION TO, STATION, OFFSET, FOOT. Rows for FR I-55 at various stations, total 886

WOVEN WIRE FENCE REMOVAL

Table with 5 columns: LOCATION, STATION TO, STATION, OFFSET, FOOT. Rows for FR I-55 at various stations, total 761

PAINT PAVEMENT MARKING - LINE 5"

Table with 5 columns: LOCATION, STATION TO, STATION, OFFSET, FOOT. Row for FR I-55 at 359+75.00, 384+00.00, LT&RT, 8169

RAISED REFLECTIVE PAVEMENT MARKER

Table with 5 columns: LOCATION, STATION TO, STATION, OFFSET, TWO WAY AMBER. Row for FR I-55 at 359+75.00, 383+75.00, -, 31

GUARDRAIL MARKERS & BARRIER WALL MARKERS

Table with 5 columns: LOCATION, STATION TO, STATION, OFFSET, GUARDRAIL MARKERS, BARRIER WALL MARKERS. Rows for FR I-55 at various stations, total 26 and 8

TERMINAL MARKER - DIRECT APPLIED

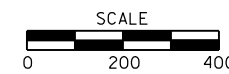
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PIPE DRAIN REMOVAL

Table with 5 columns: LOCATION, STATION TO, STATION, OFFSET, FOOT. Rows for FR I-55 at various stations, total 127

STORM SEWER TO BE FILLED

Table with 5 columns: LOCATION, STATION TO, STATION, CU YD. Rows for FR I-55 at various stations, total 14

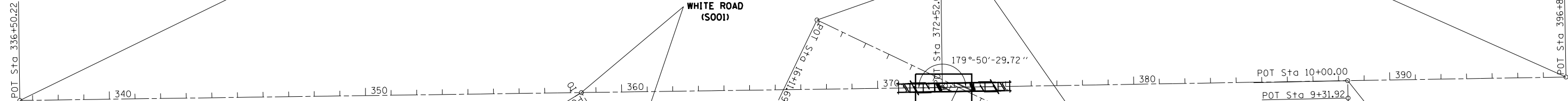


I-55 FRONTAGE ROAD (E001)

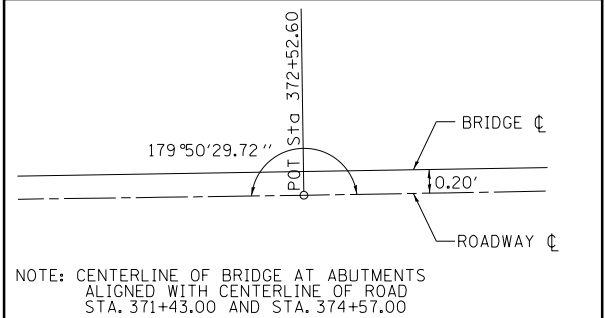
ILLINOIS CENTRAL RAILROAD (R001)

WHITE ROAD (S001)

JUDD STREET (S002)



EXIST. CURVE 6031
 PI STA. = 8+47.17
 $\Delta = 57^\circ 36' 15''$ (RT)
 $D = 35^\circ 02' 18''$
 $R = 163.52'$
 $T = 89.91'$
 $L = 164.40'$
 $E = 23.09'$
 P.C. STA. = 7+57.26
 P.T. STA. = 9+21.67



INSET

"GLENARM 1960" - STANDARD BRASS TABLET IN CONCRETE POST, FLUSH W/GROUND 0.5 FEET SOUTH OF METAL WITNESS POST. TO REACH MONUMENT GO 0.85 MILES EAST ON OLD ROUTE 66 FROM THE INTERSECTION OF CENTER OF GLENARM OVERPASS BRIDGE OVER I-55, MONUMENT IS ON NORTH SIDE OF ROAD.

BM EB*1 - CHISELED SQUARE ON TOP OF CONCRETE HEADWALL, TO REACH BENCHMARK GO 0.78 MILES EAST ON OLD ROUTE 66 FROM THE INTERSECTION OF CENTER OF GLENARM OVERPASS BRIDGE AND I-55 TO BURTLE LANE, THEN 0.1 MILES WESTERLY ALONG BURTLE LANE. BENCHMARK IS ON EAST HEADWALL OF CULVERT ON THE SOUTH SIDE OF ROAD. (ELEVATION=601.621)

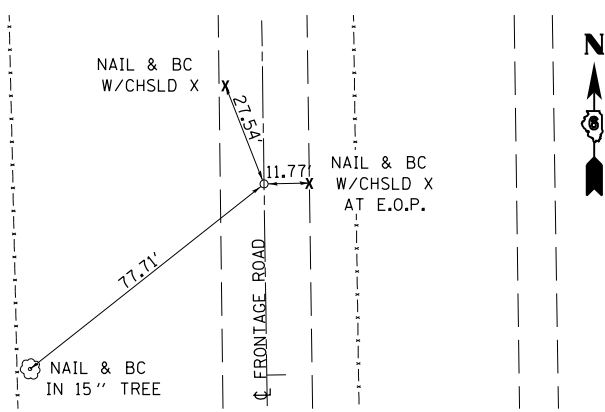
BM EB*2 - PK NAIL WITH BOTTLE CAP TO REACH BENCHMARK GO 0.78 MILES EAST ON OLD ROUTE 66 FROM THE INTERSECTION OF CENTER OF GLENARM OVERPASS BRIDGE AND I-55 TO BURTLE LANE, THEN 0.3 MILES WESTERLY ALONG BURTLE LANE. BENCHMARK IS ON NORTH EDGE OF PAVEMENT, WHERE ROAD DEAD ENDS. (ELEVATION=604.223)

BM EB*3 - CHISELED SQUARE ON TOP OF OLD CONCRETE FOUNDATION, TO REACH BENCHMARK GO 0.85 MILES NORTH FROM THE INTERSECTION OF OLD ROUTE 66 AND WEST FRONTAGE ROAD. BENCHMARK IS ON WEST SIDE OF ROAD. (ELEVATION=602.805)

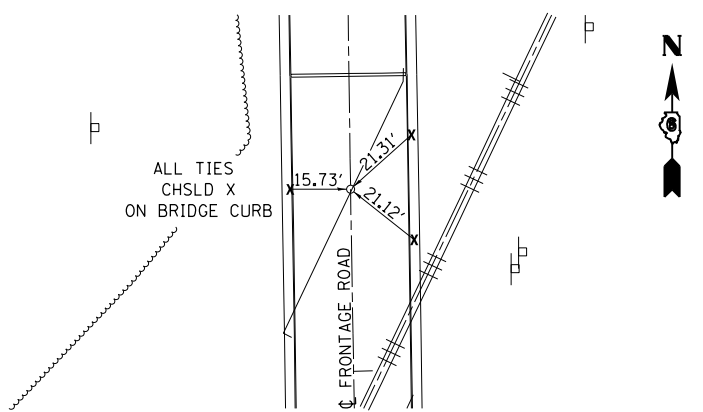
BM EB*4 - CHISELED SQUARE ON TOP CENTER OF S.E. WINGWALL STR# 084-0005, (RAILROAD OVERPASS BRIDGE) TO REACH BENCHMARK GO 1.03 MILES NORTH FROM THE INTERSECTION OF OLD ROUTE 66 AND WEST FRONTAGE ROAD. (ELEVATION=627.136)

BM EB*7 - CHISELED SQUARE ON TOP S.W. CORNER OF CONCRETE UTILITY VAULT, TO REACH BENCHMARK GO 1.3 MILES NORTH FROM THE INTERSECTION OF OLD ROUTE 66 AND WEST FRONTAGE ROAD, BENCHMARK IS ON WEST SIDE OF ROAD, ± 75' SOUTH OF WHITE ROAD. (ELEVATION=600.240)

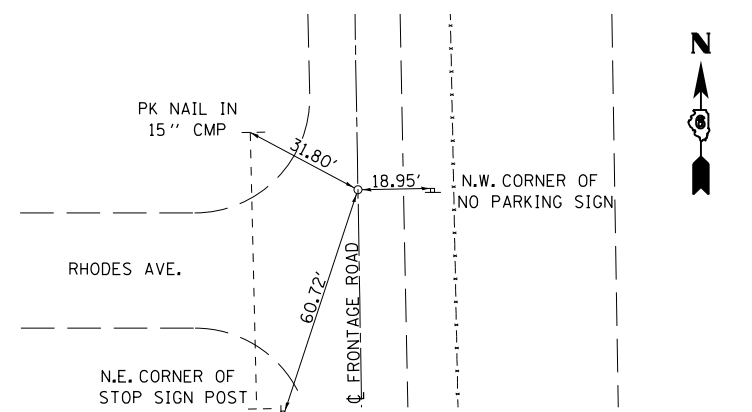
BM EB*8 - CHISELED SQUARE ON TOP CENTER OF WEST HEADWALL, 2' x 2' CONCRETE BOX CULVERT, TO REACH BENCHMARK GO 1.5 MILES NORTH FROM THE INTERSECTION OF OLD ROUTE 66 AND WEST FRONTAGE ROAD. (ELEVATION=597.253)



P.O.T. 336 + 50.22
PK NAIL W/BC



P.O.T. 372 + 52.60
STARDRILL HOLE IN BRIDGE DECK



P.O.T. 396 + 88.03
PK NAIL W/BC

DECATUR, ILLINOIS

ENGINEERS - CONSULTANTS

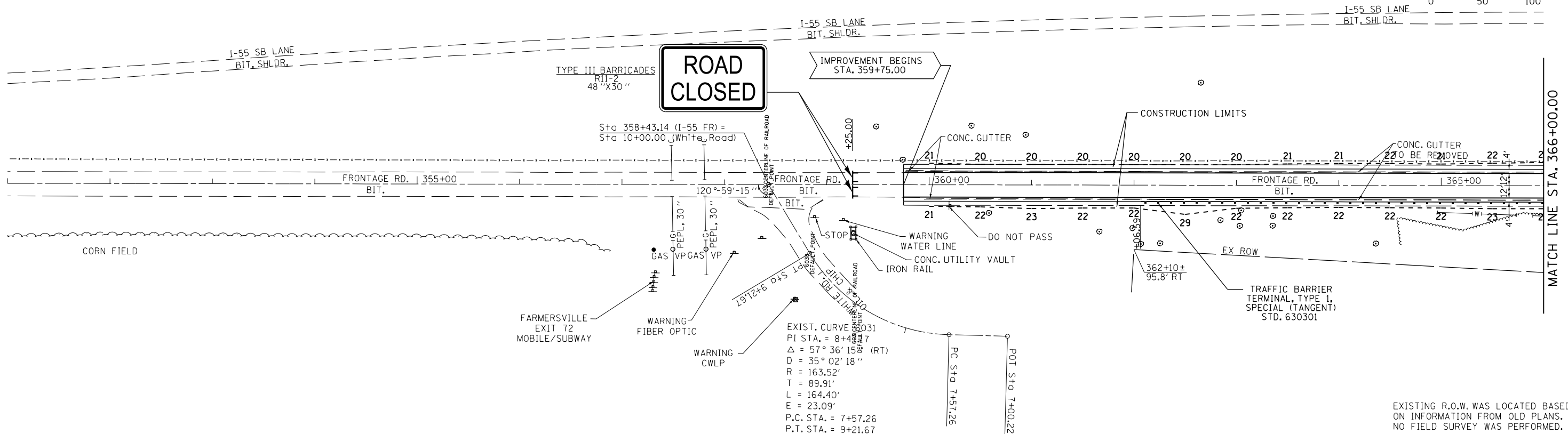
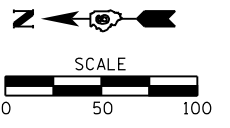
BLANK, WESSELINK, COOK & ASSOCIATES

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		DATE - 02/09/09	REVISED -

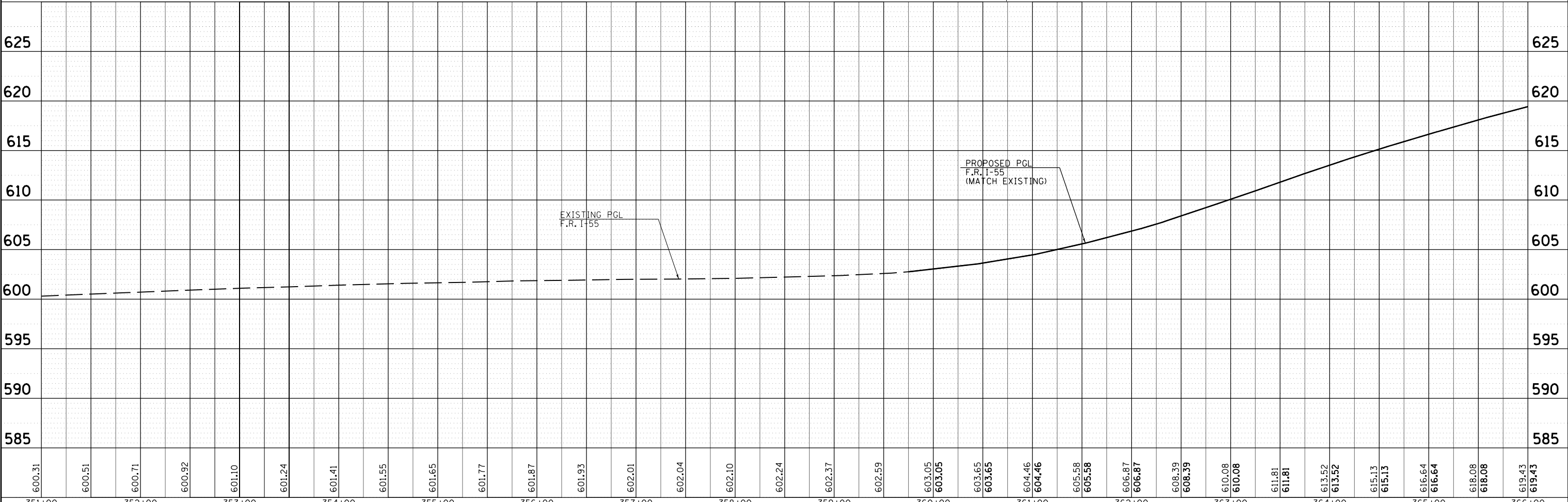
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ALIGNMENT, TIES, & BENCHMARKS			
SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8159	110X-3VB-4	SANGAMON	78	11
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 72692	



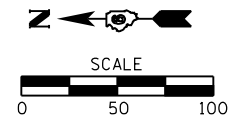
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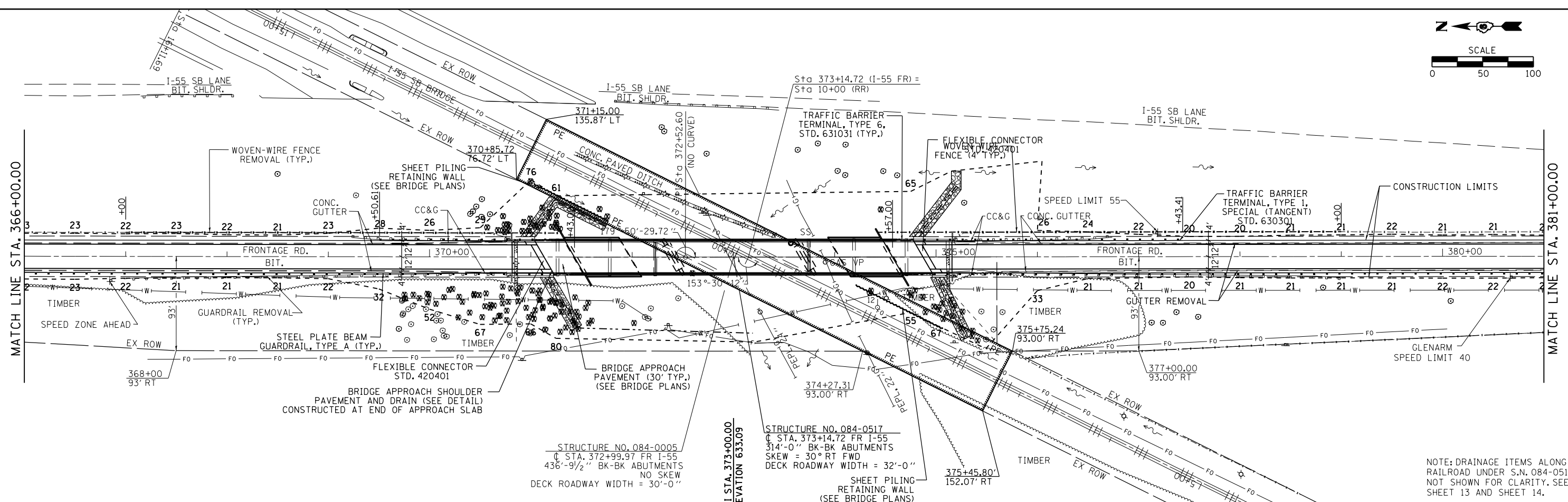
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	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
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	BY	
	NO.	

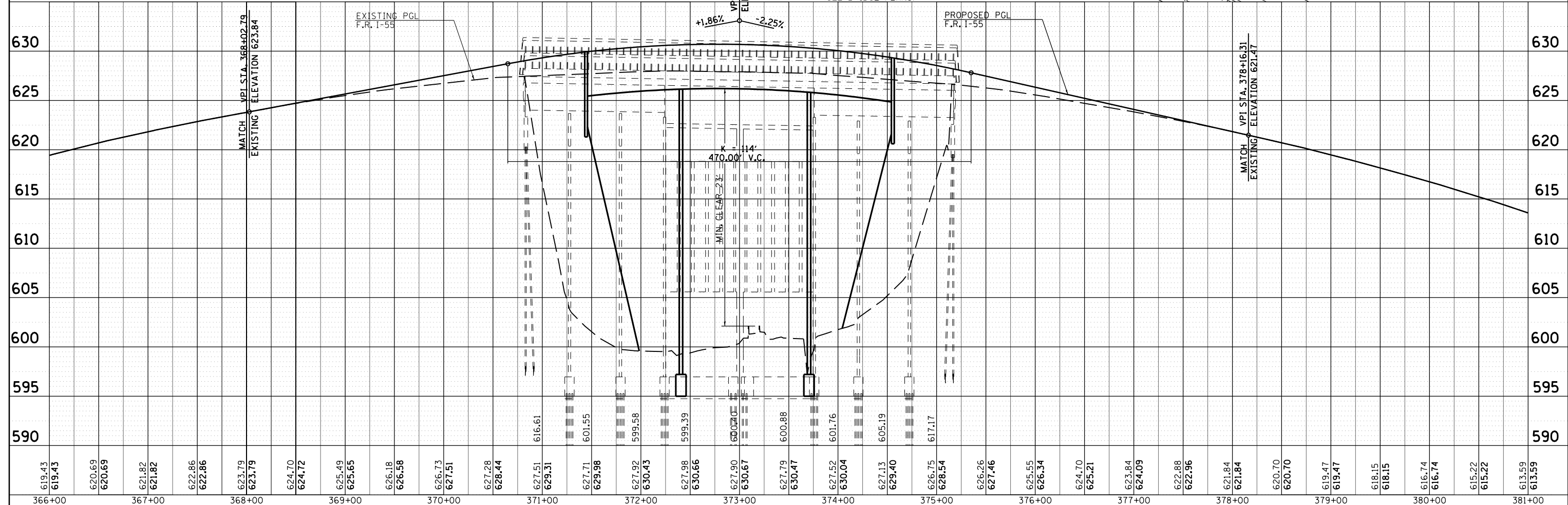
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c:\pwork\pwork\laughl1nr1\0232385\0672692-sht-plnprf.dgn	DRAWN - BWC	REVISED -	8159			110X-3VB-4	SANGAMON	78	12	
PLOT SCALE = 100.0000' / 1" .	CHECKED - RMD	REVISED -	CONTRACT NO. 72692							
PLOT DATE = Aug-12-2010 11:49:21AM	DATE - 02/09/09	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



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	ALIGNED		
	FILED		
	NO. _____		
	FILE NAME _____		



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		CHECKED - RMD	REVISED -
		DATE - 02/09/09	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

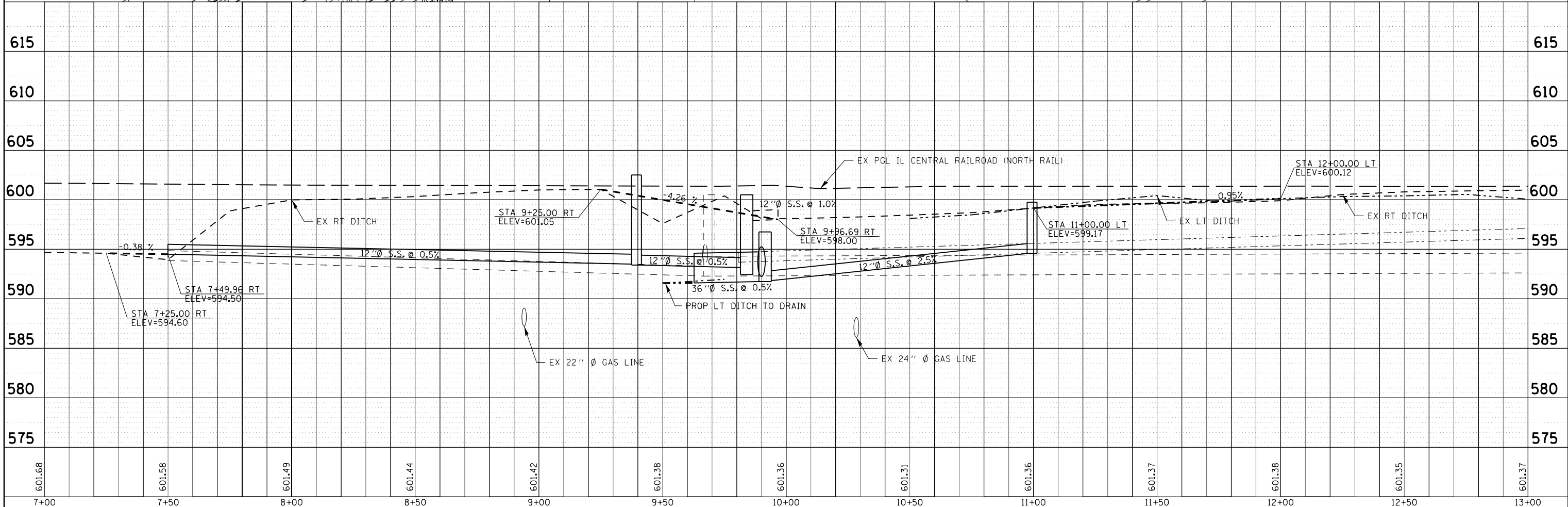
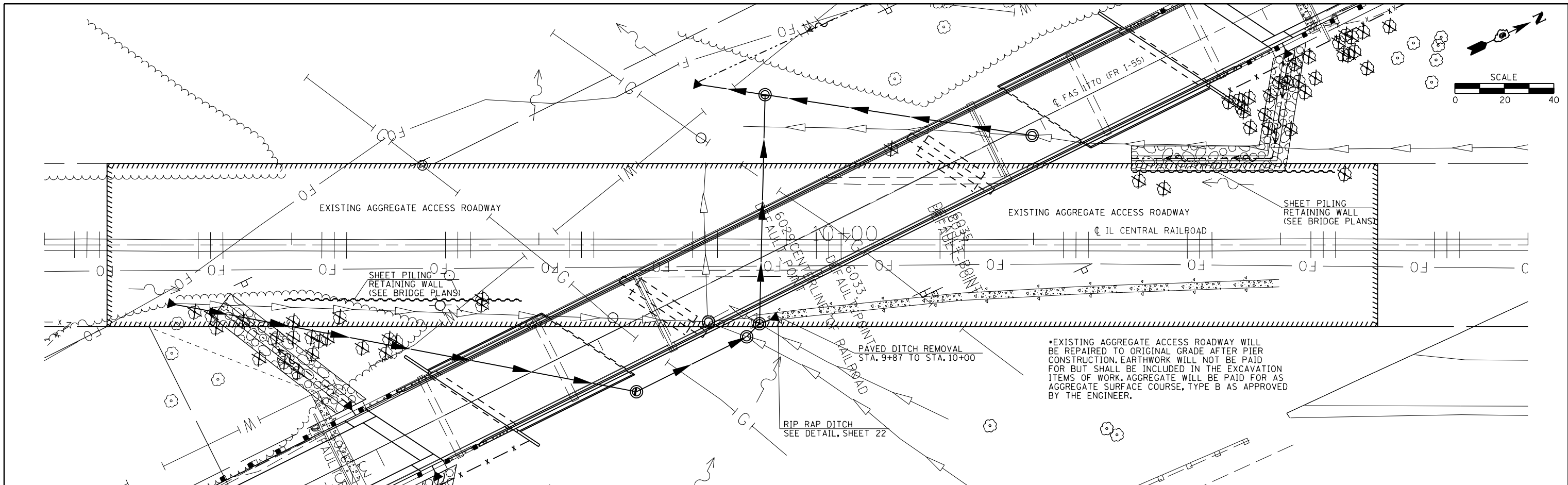
FR I-55 WEST

SCALE: SHEET NO. 2 OF 3 SHEETS STA. 366+00.00 TO STA. 381+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8159	110X-3VB-4	SANGAMON	78	13
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 72692		

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PLOT DATE = Aug-12-2010 11:49:42AM		DATE - 02/09/09	REVISED -			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STORM WATER POLLUTION PREVENTION PLAN

Route: FAU 8159
 Section: 110X-3VB-4
 County: Sangamon

Marked: FR I-55 West (PALM ROAD)
 Project No.: NA
 Contract No.: 72692

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

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

Regis D. Miller (Signature) 5/13/10 (Date)
Regis Fow Enyica (Title)

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

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

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

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

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

The special provision Temporary Erosion Control additionally supplement this plan.

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

SITE DESCRIPTION

Description of Construction Activity:

1. The proposed project consists of replacement of the I-55 Frontage Road bridge over the IL Central Railroad near Glenarm, Illinois.
2. Construction consists of embankment, grading, constructing storm sewers, resurfacing, guardrail construction, and bridge reconstruction.

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

1. Drainage structures will be installed before and/or during the construction of the excavation and embankment to allow proper drainage across the proposed roadways.
2. Placement, maintenance, removal and proper clean-up of temporary erosion control, such as erosion control fence, riprap ditch checks, sediment basins, temporary seeding, etc.
3. Placement of permanent erosion control, erosion control blanket, seeding, etc.
4. Final grading, paving and other miscellaneous items.

Area of Construction Site:

The total drainage area entering and including the construction site is estimated to be 25 acres in which 2.25 acres will be disturbed by excavation, grading or other activities.

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

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

Drainage Tributaries Receiving Water from this Construction Site:

1. Sugar Creek

BLANK, WESELINK, COOK & ASSOCIATES ENGINEERS - CONSULTANTS DECATUR, ILLINOIS

FILE NAME =	USER NAME = #USER#	DESIGNED - CWG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STORM WATER POLLUTION PREVENTION PLAN			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#		DRAWN - BWC	REVISED -					8159	110X-3VB-4	SANGAMON	78	17
		CHECKED - RMD	REVISED -		CONTRACT NO. 72692							
		PLOT SCALE = #SCALE#	REVISED -		SCALE:	SHEET NO. 1 OF 5 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			
		PLOT DATE = #DATE#	REVISED -									

CONTROLS - EROSION CONTROLS AND SEDIMENT CONTROLS

Description of Stabilization Practices at the Beginning of Construction:

1. The area between the existing and proposed right-of-way/temporary easement boundaries and limits of the project will be improved and managed for the purposes of controlling erosion within the area, reducing water flow by temporary diversion and minimizing siltation into the construction zone, and establishing vegetative cover which will become permanent vegetation and act as an erosion barrier. Work at the beginning of construction will consist of the following:

- (a) Areas of existing vegetation (woods and grasslands) outside the proposed construction slope limits shall be identified for preserving and shall be protected from mowing, brush cutting, tree removal and other activities which would be detrimental to their maintenance and development.
- (b) Dead, diseased, or unsuitable vegetation within the site shall be removed as directed by the Engineer, along with required tree removal.
- (c) As soon as reasonable access is available (such as trees cleared) to all locations where water drains away from the project, sediment basins, riprap ditch checks, temporary ditch checks, and/or erosion control fence shall be installed as called out in this plan and directed by the Engineer.
- (d) Bare and sparsely vegetated ground in highly erodible areas as determined by the Engineer shall be temporarily seeded at the beginning of construction where no construction activities are immediately expected as stated in the special provision "Temporary Erosion Control Seeding".
- (e) Immediately after tree removal is completed in certain areas which are highly erodible areas as determined by the Engineer, the areas shall be temporarily seeded where no construction activities are immediately expected as stated in the special provision "Temporary Erosion Control Seeding".
- (f) At locations where a significant amount of water drains into the construction zone from outside areas (adjacent landowners), erosion control fence, temporary ditch checks, or riprap ditch checks will be utilized to locally divert water, reduce flow rates, and collect outside siltation inside the right-of-way line. Erosion control items will not be allowed to be installed to cause flooding to upstream private property which could cause crop damages or other undesirable conditions.

- 2. Establishment of these temporary erosion control measures will have additional benefits to the project. Desirable grass seed will become established in these areas and will spread seeds onto the construction site until permanent seeding/mowing and overseeding can be complete.
- 3. A third benefit of these filter areas is that they will begin to provide a screen and buffer. They will help protect the construction site from winds and excess sun and mitigate construction noise and dust.

Description of Stabilization Practices During Construction:

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

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

(g) The Resident Engineer shall inspect the project daily during activities and weekly or after large rains during the winter shutdown period. The project shall additionally be inspected by the Construction Field Engineer on a bi-weekly basis to determine that erosion control efforts are in place and effective and if other control work is necessary.

(h) Sediment collected during construction by the various temporary erosion control systems shall be disposed of on the site on a regular basis as directed by the Engineer. The cost of this maintenance will be paid for in accordance with Article 109.04 of the Standard Specifications.

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

Description of Structural Practices After Final Grading:

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

Maintenance after Construction:

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

DOCUMENTATION

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

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

FILE NAME =	USER NAME = laughl1nr1	DESIGNED - CWG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STORM WATER POLLUTION PREVENTION PLAN			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p1dot\laughl1nr1\0232385\0672692-sh1-SWPP.dgn	DRAWN - BWC	REVISED -	8159					110X-3VB-4	SANGAMON	78	18	
PLOT SCALE = 100.00' / in.	CHECKED - RMD	REVISED -	CONTRACT NO. 72692									
PLOT DATE = Aug-12-2010 11:50:09AM	DATE - 02/09/09	REVISED -	SCALE:		SHEET NO. 2 OF 5 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

CONTRACTOR CERTIFICATION STATEMENT

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

Route: FAU 8159 _____ Marked: _____

Section: 110X-3VB-4 _____ Project No.: NA _____

County: Sangamon _____ Contract No.: 72692 _____

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

Signature _____ Date _____

Title _____

Name of Firm _____

Street Address _____

City, State, Zip _____

Phone Number _____

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

FILE NAME = c:\pwwork\pwwork\laughlin\0232385\0672692-sh1-SWPP.dgn	USER NAME = laughlinr1	DESIGNED - CWG	REVISED - -
		DRAWN - BWC	REVISED - -
		CHECKED - RMD	REVISED - -
		DATE - 02/09/09	REVISED - -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STORM WATER POLLUTION PREVENTION PLAN

SCALE: _____ SHEET NO. 3 OF 5 SHEETS STA. _____ TO STA. _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8159	110X-3VB-4	SANGAMON	78	19
CONTRACT NO. 72692				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

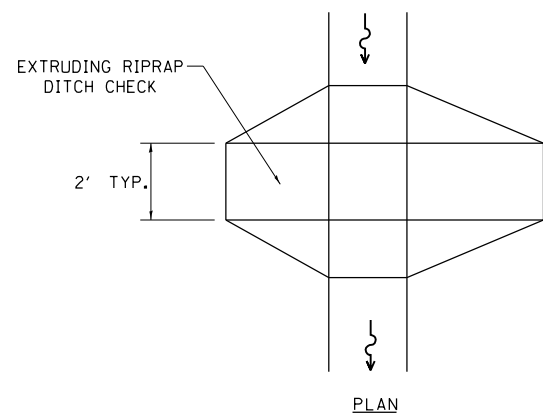
LEGEND FOR STORM WATER POLLUTION PREVENTION PLAN

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

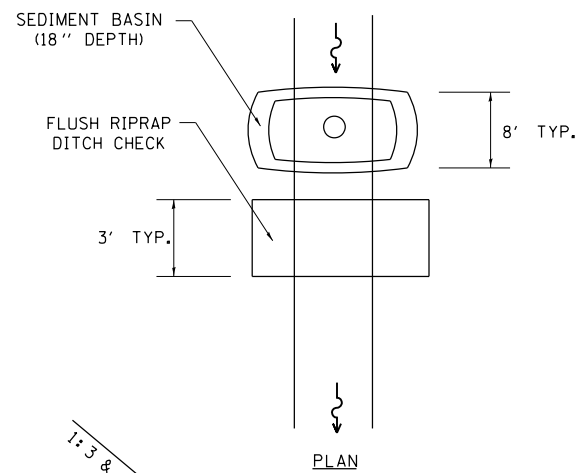
GENERAL NOTES:

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

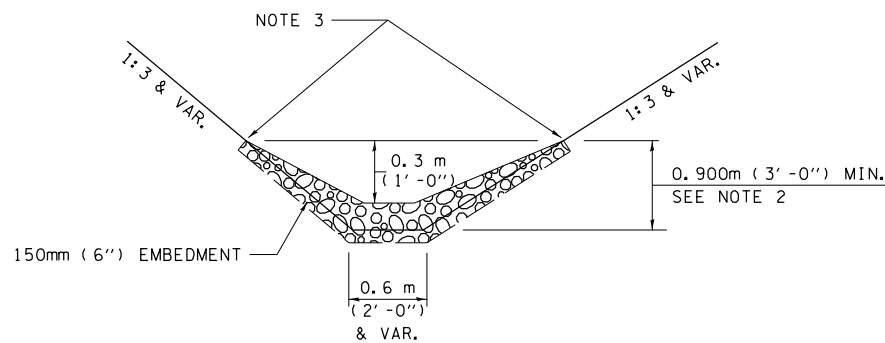
THE CONTRACTOR SHALL INSTALL DITCH CHECKS AS DIRECTED BY THE ENGINEER. IF THE ENGINEER ELECTS TO UTILIZE FLUSH RIPRAP DITCH CHECKS IN LIEU OF TEMPORARY DITCH CHECKS AS SHOWN ON THE FOLLOWING PLAN SHEETS, THE SPACING SHOULD BE DOUBLED.



PLAN



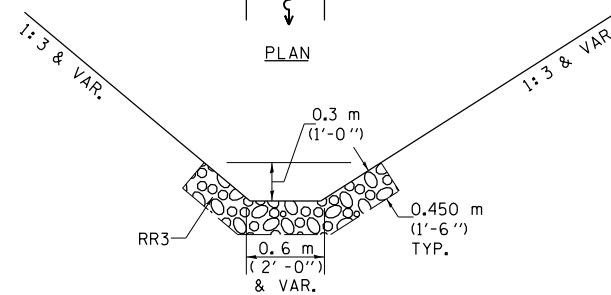
PLAN



ELEVATION

OPTION 1

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



ELEVATION

OPTION 2

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

STONE DUMPED RIPRAP DITCH CHECK

(TYPICAL & OPTIONS 1 & 2
AS DIRECTED BY THE ENGINEER)

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

NOTE 2: ENDS SHALL BE TIED INTO SLOPES.

FILE NAME =	USER NAME = laughlinc1	DESIGNED - CWG	REVISED -
et:\pwork\pwork\laughlinc1\0232385\0672692-sh-t-SWPP.dgn		DRAWN - BWC	REVISED -
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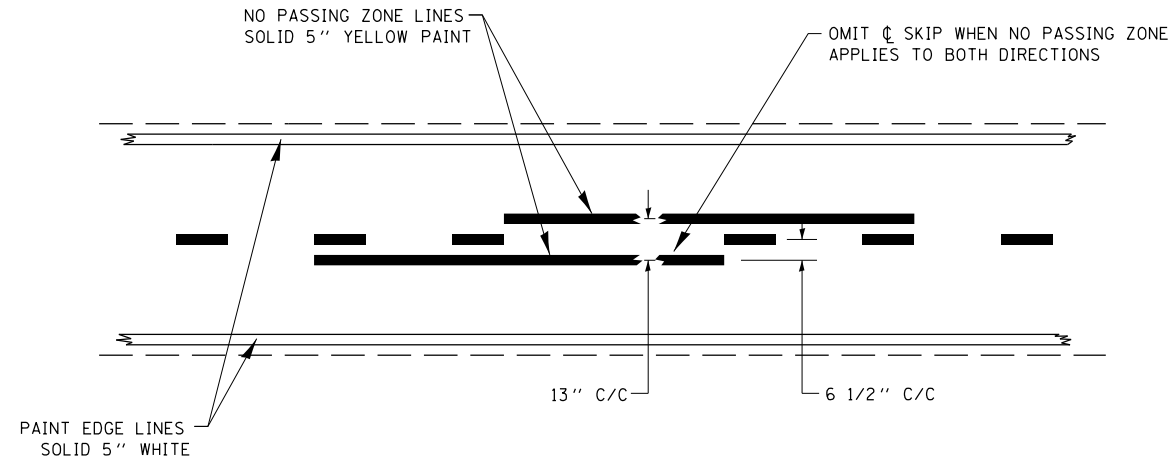
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STORM WATER POLLUTION PREVENTION PLAN

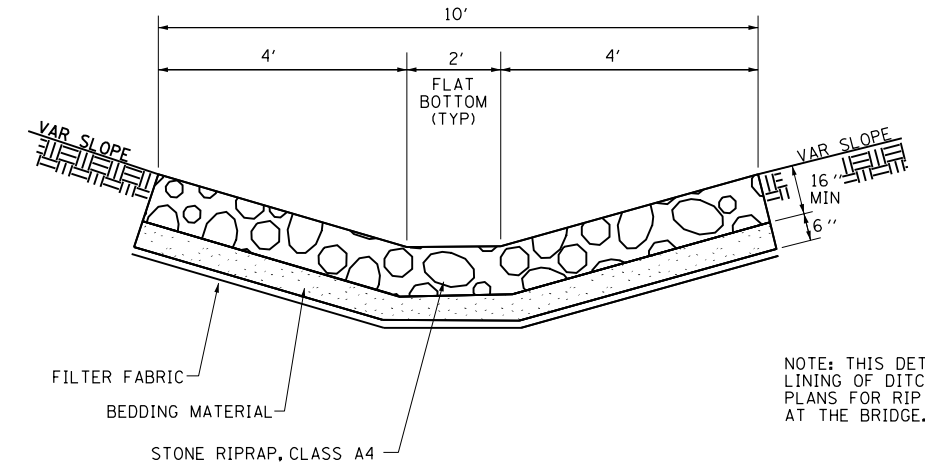
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8159	110X-3VB-4	SANGAMON	78	20
CONTRACT NO. 72692				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

"NO PASSING ZONES" ARE TO BE FIELD VERIFIED BY THE BUREAU OF OPERATIONS.



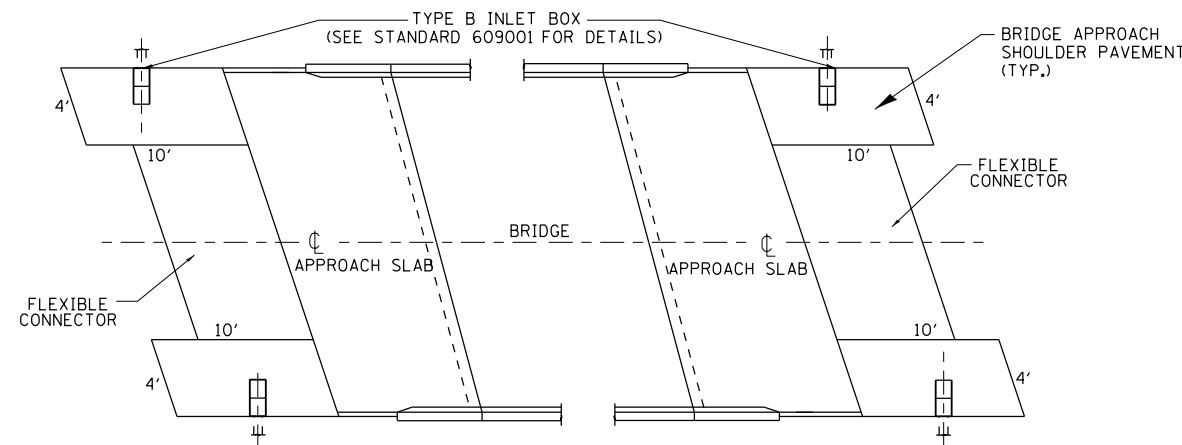
PAVEMENT MARKING



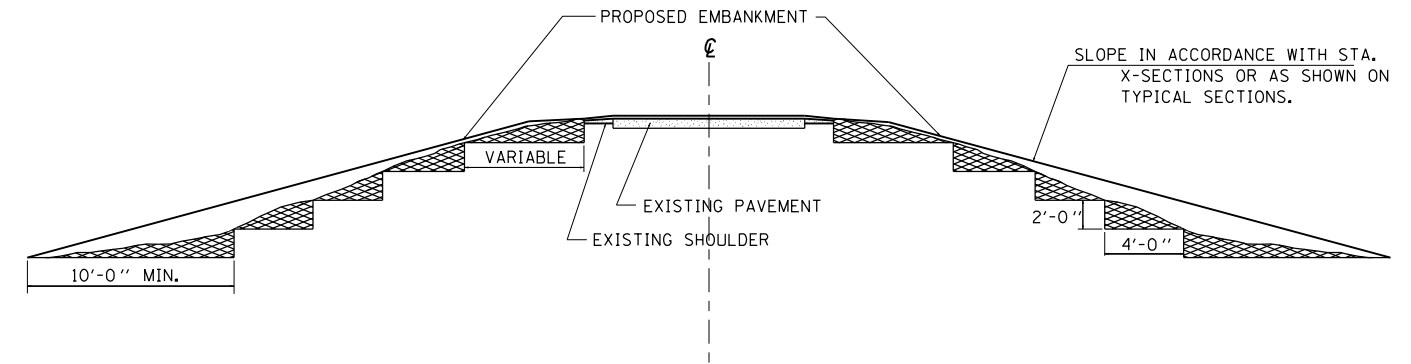
NOTE: THIS DETAIL IS FOR RIP RAP LINING OF DITCHES. SEE BRIDGE PLANS FOR RIP RAP PROTECTION AT THE BRIDGE.

DETAIL OF STONE RIPRAP, CLASS A4

APPROXIMATE STATION 9+87 TO 10+00



APPROACH SHOULDER PAVEMENT & DRAIN



MATERIAL TO BE REMOVED AND REPLACED IN THE EMBANKMENT IN ACCORDANCE WITH ART. 205.04 OF THE STANDARD SPECIFICATION. COST TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF THIS WORK.

TYPICAL CROSS SECTION SHOWING STEP CONSTRUCTION ON EXISTING FILL

FILE NAME =	USER NAME = laughlrm1	DESIGNED - CWG	REVISED -
ei:\pwork\pwork\laughlrm1\10232385\0672692-shd-details.dgn		DRAWN - BWC	REVISED -
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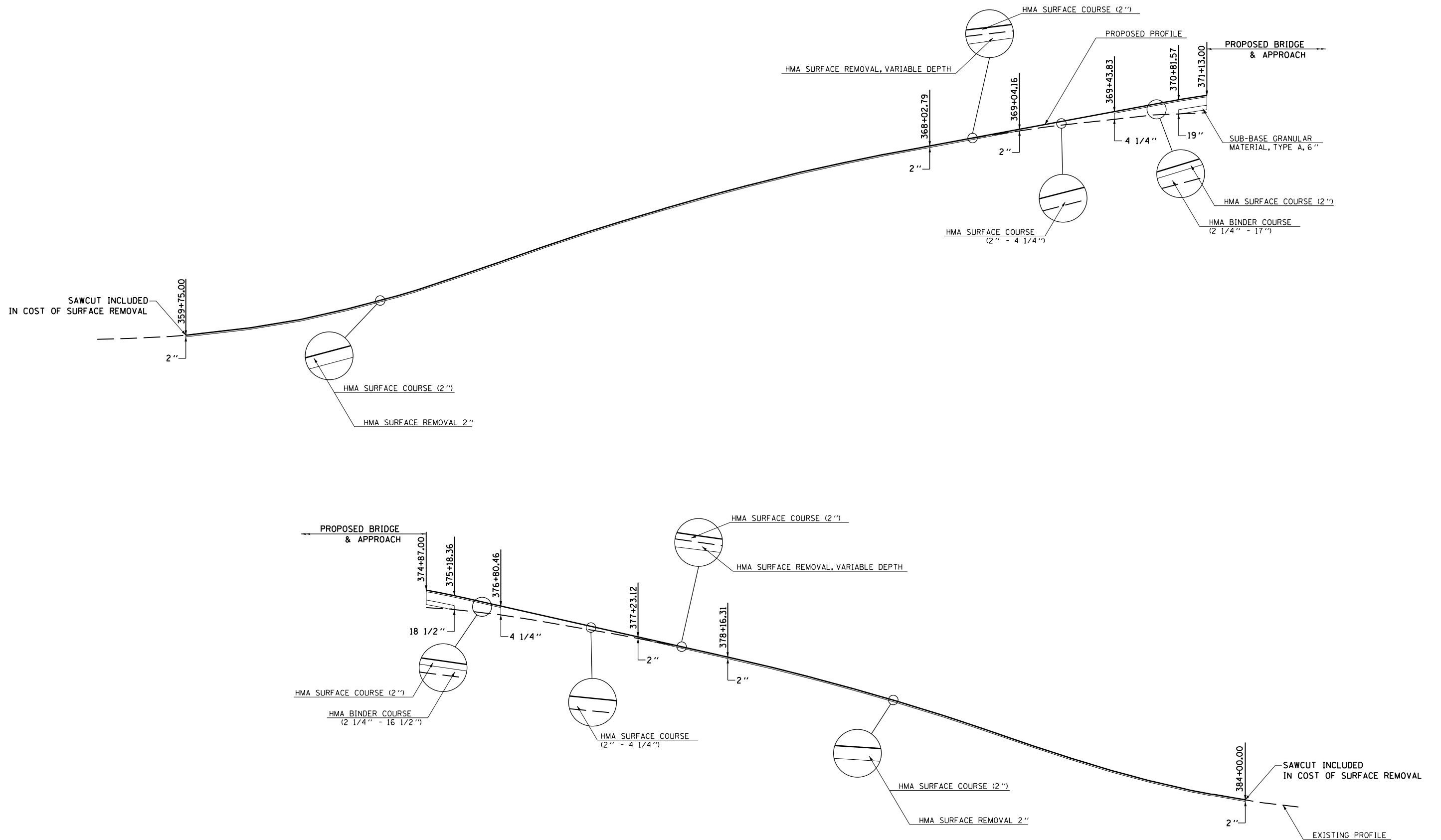
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY DETAILS

SCALE: SHEET NO. 1 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8159	110X-3VB-4	SANGAMON	78	22
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 72692	

DETAIL OF PROFILE CHANGE, FR 155



DECATUR, ILLINOIS

ENGINEERS - CONSULTANTS

BLANK, WESSELINK, COOK & ASSOCIATES

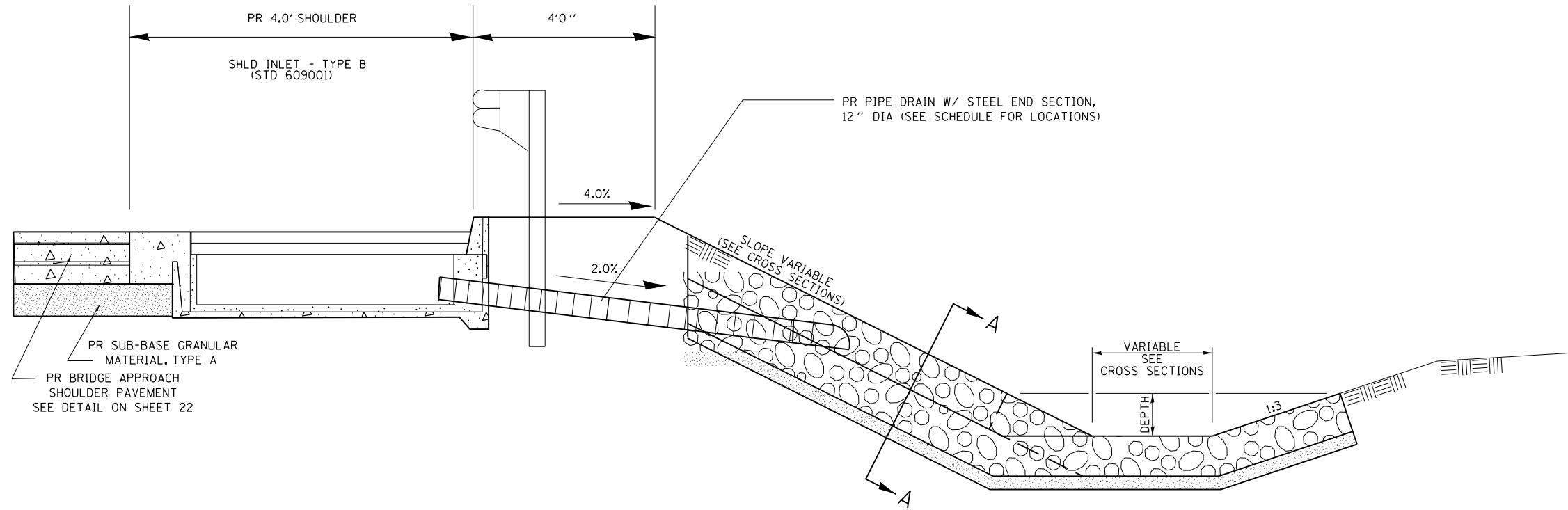
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

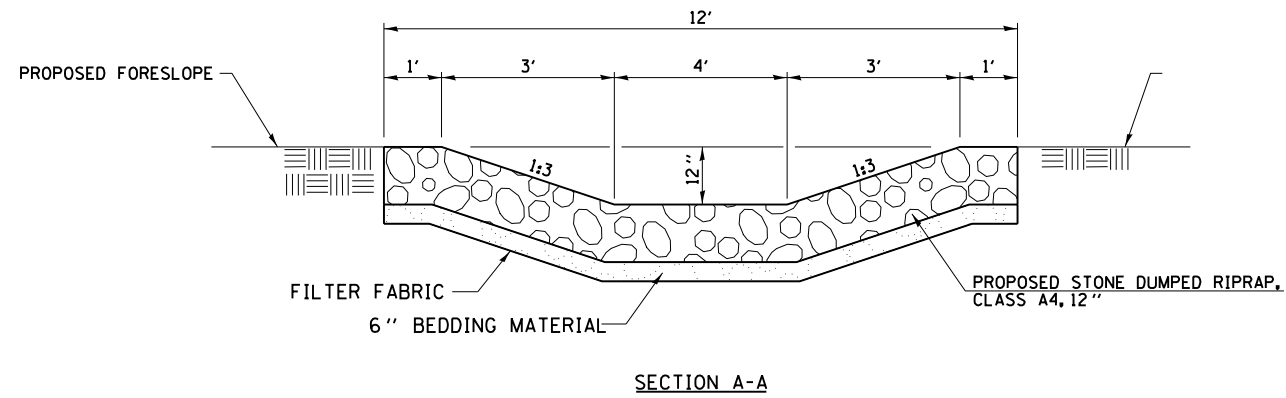
ROADWAY DETAILS

SCALE: SHEET NO. 2 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8159	110X-3VB-4	SANGAMON	78	23
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 72692	



PIPE DRAIN OUTLET DETAIL



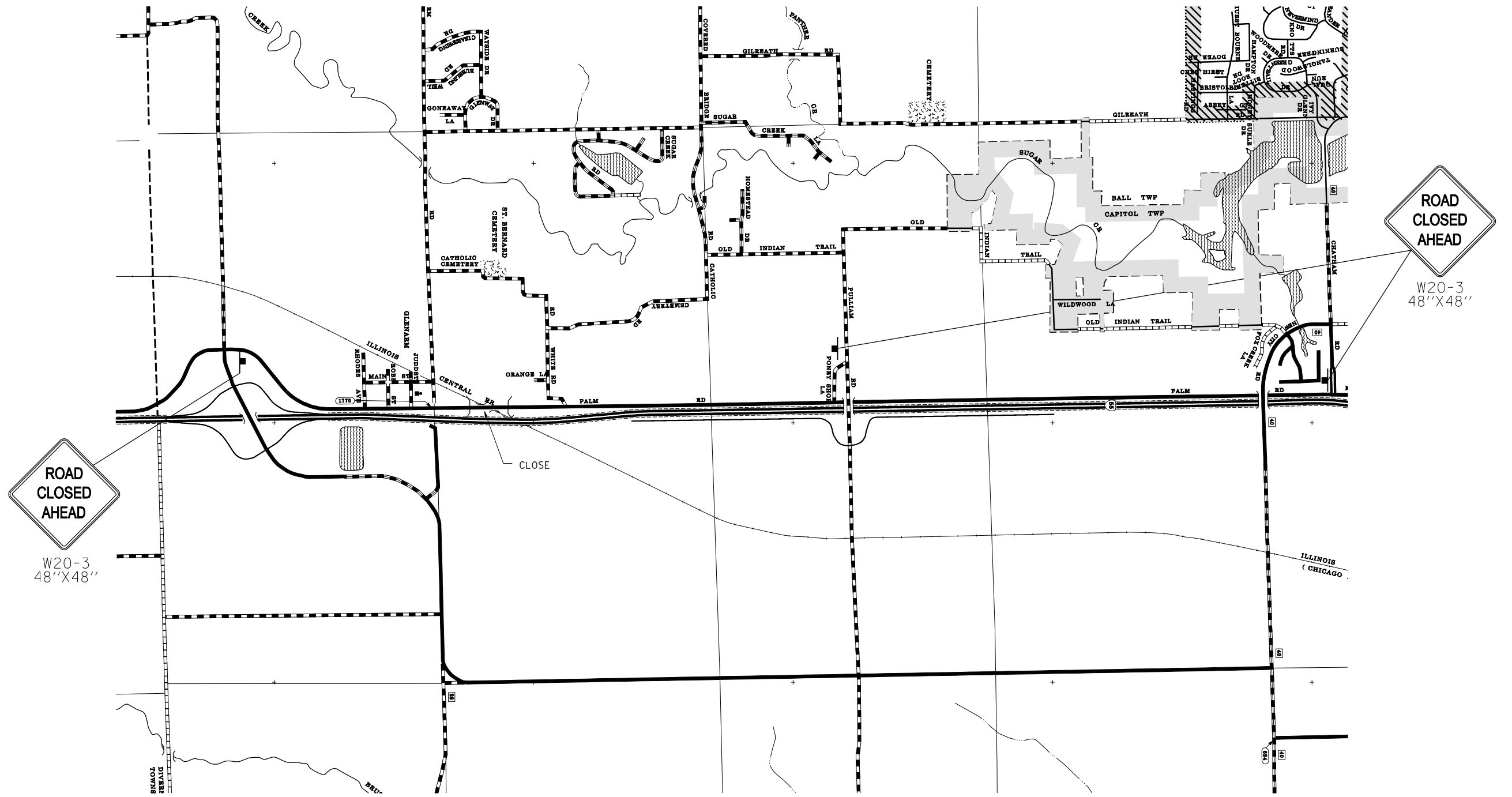
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY DETAILS

SCALE: SHEET NO. 3 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8159	110X-3VB-4	SANGAMON	78	24
CONTRACT NO. 72692				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



ADVANCED ROAD CLOSURE SIGNING

NOTE:
ADVANCED ROAD CLOSURE SIGNING WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION STANDARD BLR-21.

FILE NAME =	USER NAME = laughlinr1	DESIGNED - CWG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ADVANCED ROAD CLOSURE SIGNING			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pwwork\pwwork\laughlinr1\0232385\0672692-sht-AdvancedClosSign.dgn		DRAWN - BWC	REVISED -		SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	8159	110X-3VB-4	SANGAMON	78	25
		CHECKED - RMD	REVISED -					CONTRACT NO. 72692					
		DATE - 02/09/09	REVISED -					ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

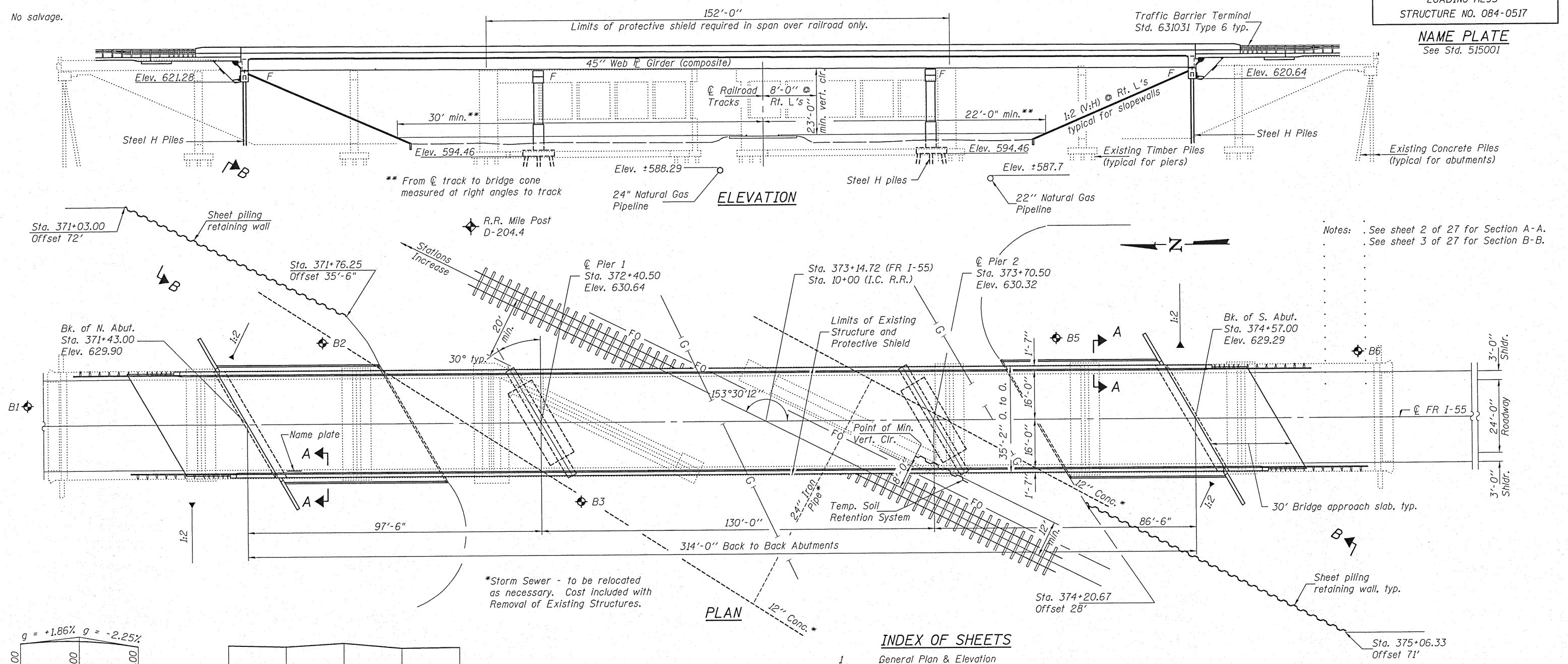
Bench Mark: BM EB#4, Chiseled "□" on existing SE wingwall. Sta. 375+16.102. 18.54' left. Elev. 627.136.

Existing Structure: S.N. 084-0005, originally built in 1955 as F.A. Route 5, Section 110-X-3-VB-VF(3). The existing structure has nine spans (three continuous 3-span wide flange units) and measures 436'-9 1/2" back to back of abutment and 35'-8" out to out of bridge deck. The existing structure is to be removed and replaced. Traffic to be detoured during construction.

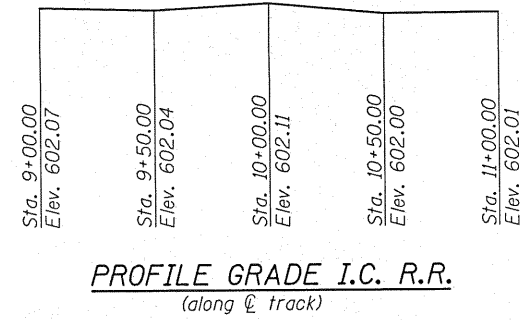
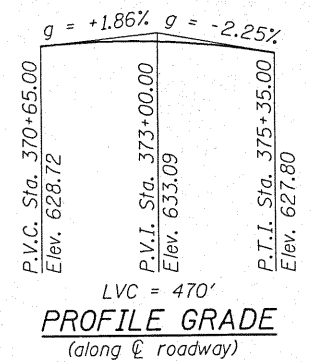
No salvage.

STATION 373+14.72
BUILT 20 BY
STATE OF ILLINOIS
F.A.U. RTE. 8159 SEC. 110X-3VB-4
LOADING HL93
STRUCTURE NO. 084-0517

NAME PLATE
See Std. 515001



Notes: See sheet 2 of 27 for Section A-A.
See sheet 3 of 27 for Section B-B.



LOADING HL-93
Allow 50#/sq. ft. for future wearing surface.

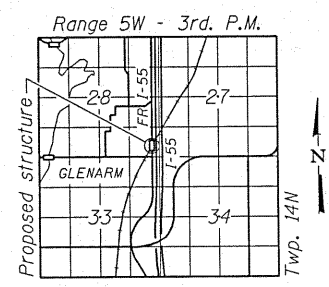
DESIGN SPECIFICATIONS
2007 AASHTO LRFD Bridge Design Specifications with 2009 Interims

DESIGN STRESSES
FIELD UNITS
f_c' = 3,500 psi
f_y = 60,000 psi (reinforcement)
f_y = 50,000 psi (M270 Grade 50W)

SEISMIC DATA
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration @ 1.0 sec. (SD1) = 0.115 g
Design Spectral Acceleration @ 0.2 sec. (SDS) = 0.228 g
Soil Site Class = C

INDEX OF SHEETS

- 1 General Plan & Elevation
- 2 General Data
- 3 Sheet Piling Retaining Wall Details
- 4-7 Top of Slab Elevations
- 8 Top of North Approach Slab Elevations
- 9 Top of South Approach Slab Elevations
- 10 Superstructure
- 11 Superstructure Details
- 12 Diaphragm Details
- 13-14 Bridge Approach Slab Details
- 15 Structural Steel
- 16 Structural Steel Details
- 17 Bearing Details
- 18 North Abutment
- 19 South Abutment
- 20 Pier 1
- 21 Pier 2
- 22 Concrete Removal
- 23 Bar Splicer Assembly Details
- 24 Concrete Parapet Slip Forming Option
- 25 Steel H Pile Details
- 26-27 Soil Boring Logs



LOCATION SKETCH

GENERAL PLAN & ELEVATION
FR I-55 (PALM ROAD) OVER
ILLINOIS CENTRAL RAILROAD
F.A.U. RTE. 8159 - SEC. 110X-3VB-4
SANGAMON COUNTY
STATION 373+14.72
STRUCTURE NO. 084-0517

DESIGNED: *John R. Benoit*
CHECKED: *David J. Reigel*
DRAWN: h.t. duong
CHECKED: *NRB/MDR*

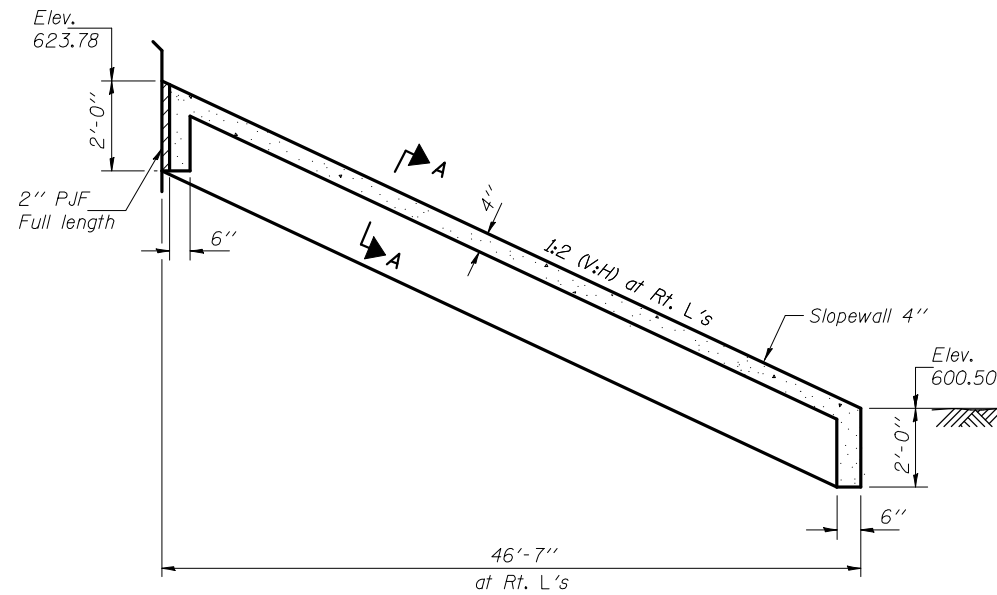
EXAMINED: *Thomas J. Anderson*
PASSED: *Robert E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES



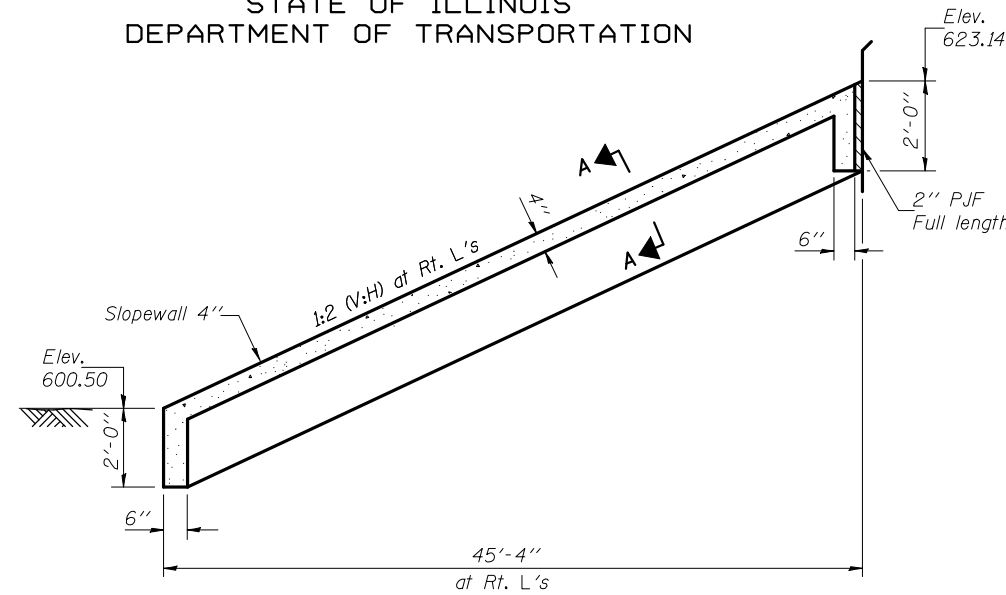
EXPIRES 11-30-2010

SHEET NO. 1	F.A.U. RTE. 8159	SECTION 110X-3VB-4	COUNTY SANGAMON	TOTAL SHEETS 78	SHEET NO. 26
27 SHEETS	CONTRACT NO. 72692			ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



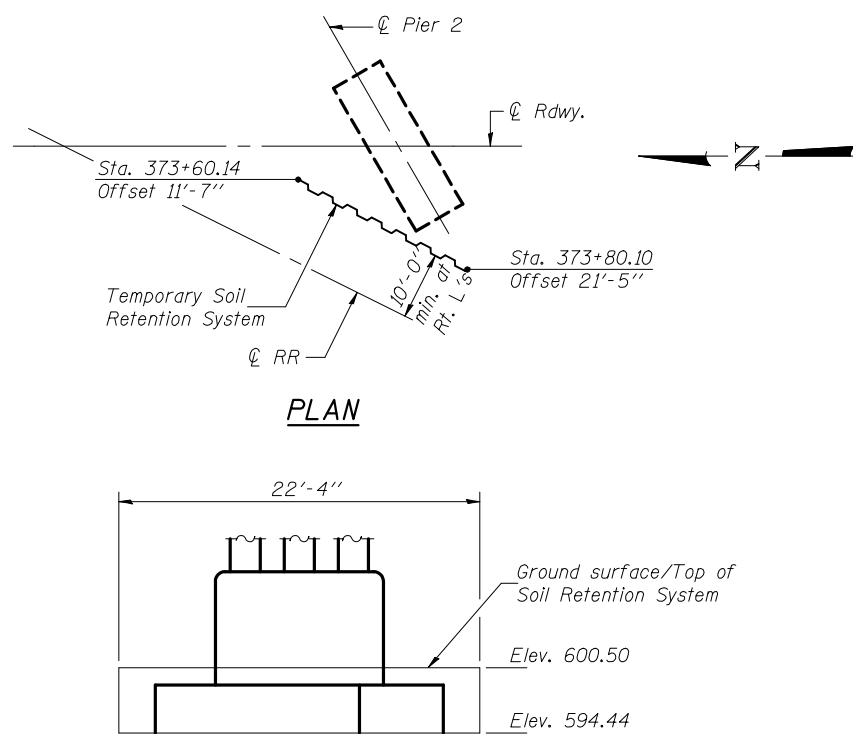
CONCRETE SLOPEWALL AT NORTH ABUT.



CONCRETE SLOPEWALL AT SOUTH ABUT.

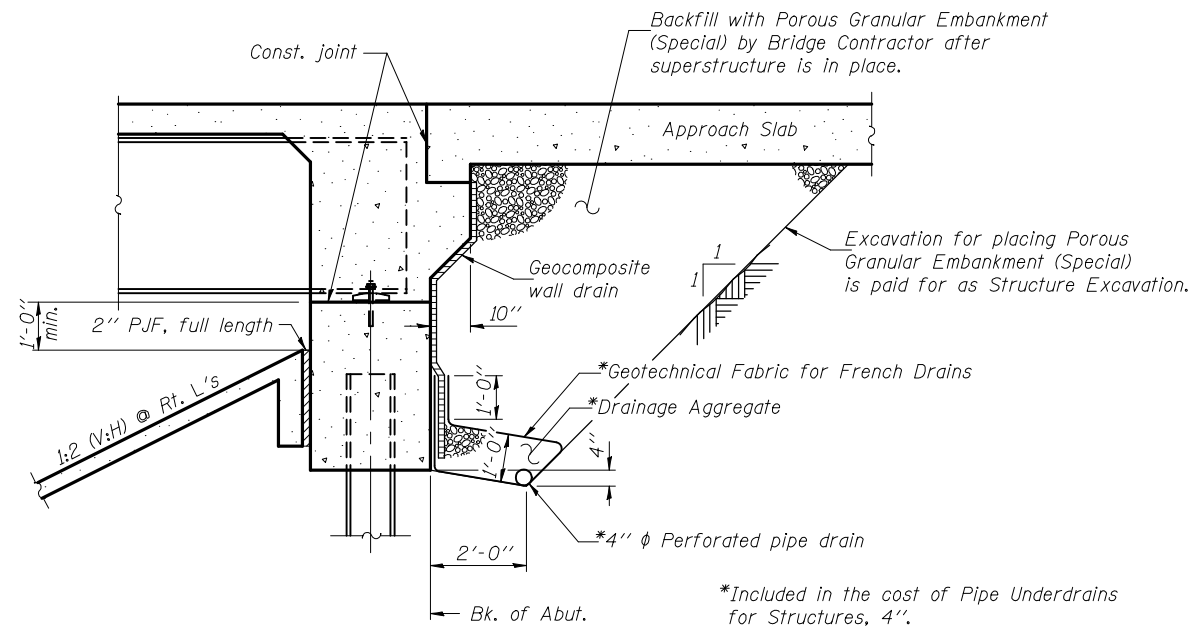
GENERAL NOTES

Fasteners shall be AASHTO M164 Type 3. Bolts 7/8" ϕ , holes 15/16" ϕ , unless otherwise noted.
 Calculated weight of Structural Steel = 391310 lbs.
 All structural steel shall be AASHTO M 270 Grade 50W. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".
 No field welding is permitted except as specified in the contract documents.
 Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
 Reinforcement bars designated (E) shall be epoxy coated.
 Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
 The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
 Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.
 The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
 Sloewall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.



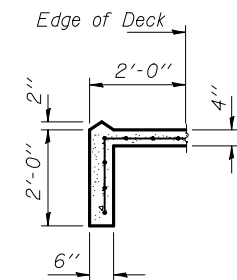
PLAN

ELEVATION
(Looking East)



SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. at Rt. L's)

All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 60110).



SECTION A-A

Notes:
 Structure excavation shall not take place within 10'-0" of centerline of track.
 Concrete removal shall not take place within 10'-0" of centerline of track. See limits of concrete removal on sheet 22 of 27.
 A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.		176.8	176.8
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		424	424
Concrete Structures	Cu. Yd.		256.0	256.0
Concrete Superstructure	Cu. Yd.	498.4		498.4
Bridge Deck Grooving	Sq. Yd.	1249		1249
Concrete Encasement	Cu. Yd.		4.2	4.2
Protective Coat	Sq. Yd.	1625		1625
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	3402		3402
Reinforcement Bars, Epoxy Coated	Pound	119360	39620	158980
Bar Splicers	Each	76		76
Sloewall 4"	Sq. Yd.		516	516
Furnishing Steel Piles HP10x57	Foot		702	702
Furnishing Steel Piles HP12x53	Foot		1560	1560
Driving Piles	Foot		2262	2262
Pile Shoes	Each		60	60
Temporary Soil Retention System	Sq. Ft.		135	135
Permanent Steel Sheet Piling	Sq. Ft.		3291	3291
Name Plates	Each	1		1
Anchor Bolts 1" ϕ	Each		48	48
Geocomposite Wall Drain	Sq. Yd.		136	136
Pipe Underdrains for Structures, 4"	Foot		390	390
Protective Shield	Sq. Yd.	602		602

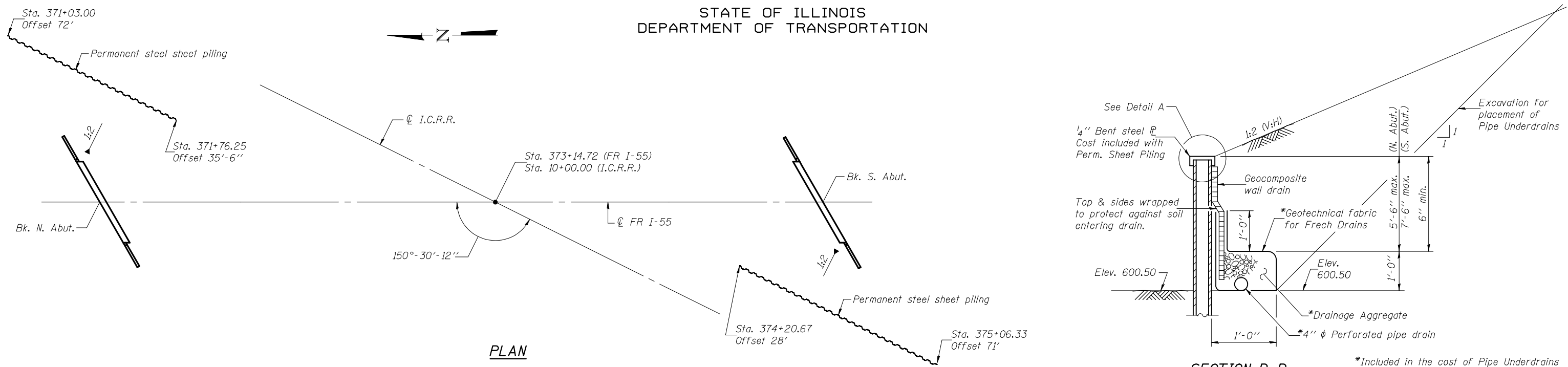
GENERAL DATA
STRUCTURE NO. 084-0517

DESIGNED Nicholas R. Barnett
 CHECKED Michael D. Rolape
 DRAWN h.t. duong
 CHECKED NRB/MDR

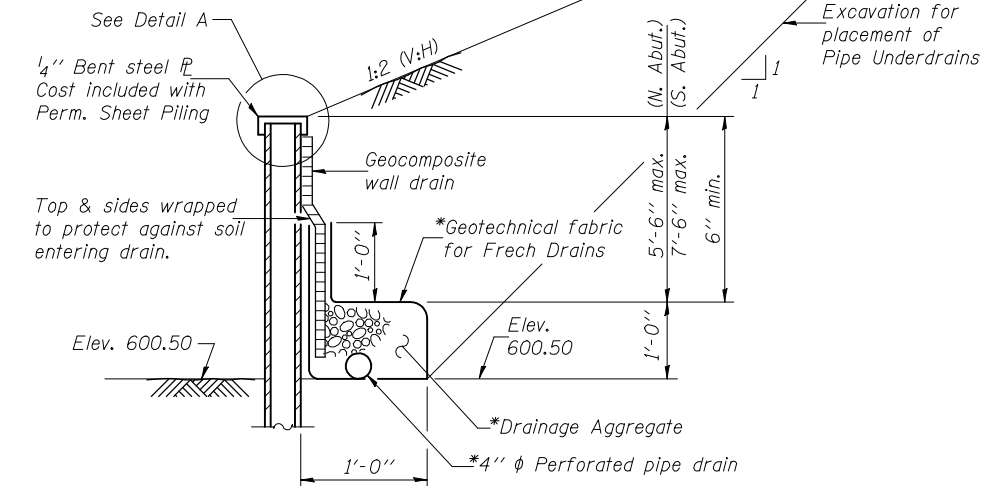
September 17, 2018
 EXAMINED Thomas J. Domagala
 PASSED Ralph E. Anderson
 ENGINEER OF BRIDGE DESIGN
 ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. 2 27 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	8159	110X-3VB-4	SANGAMON	78	27
CONTRACT NO. 72692					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

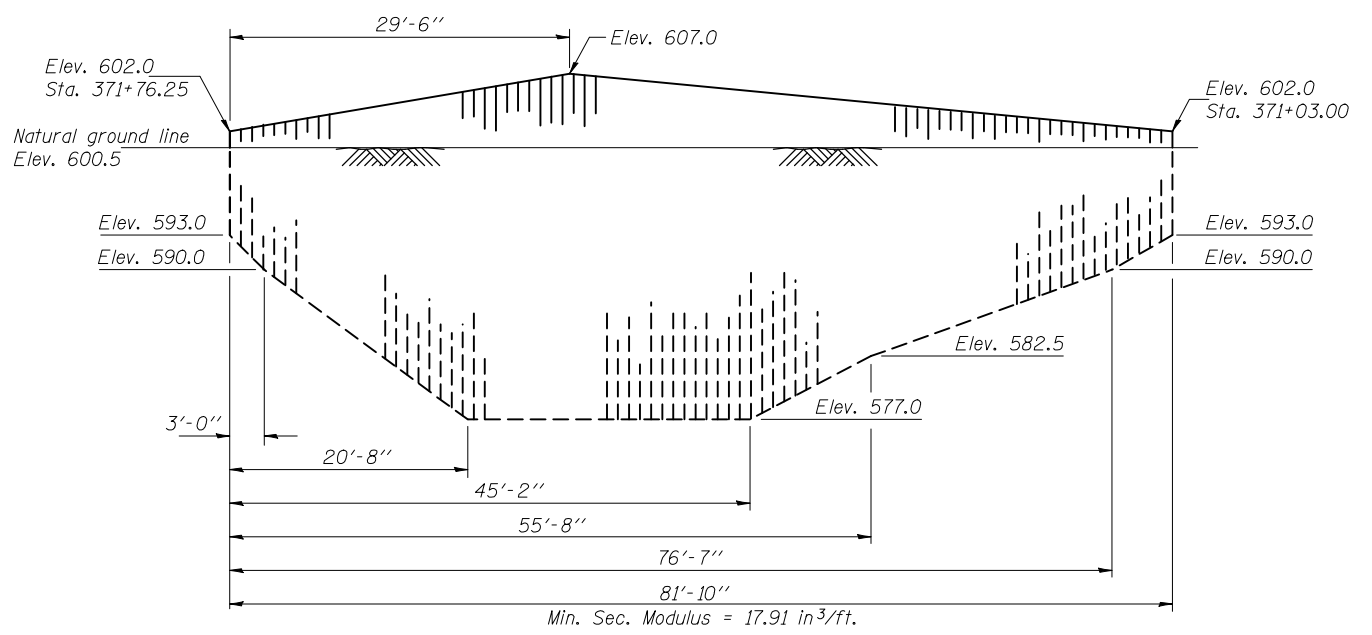


PLAN

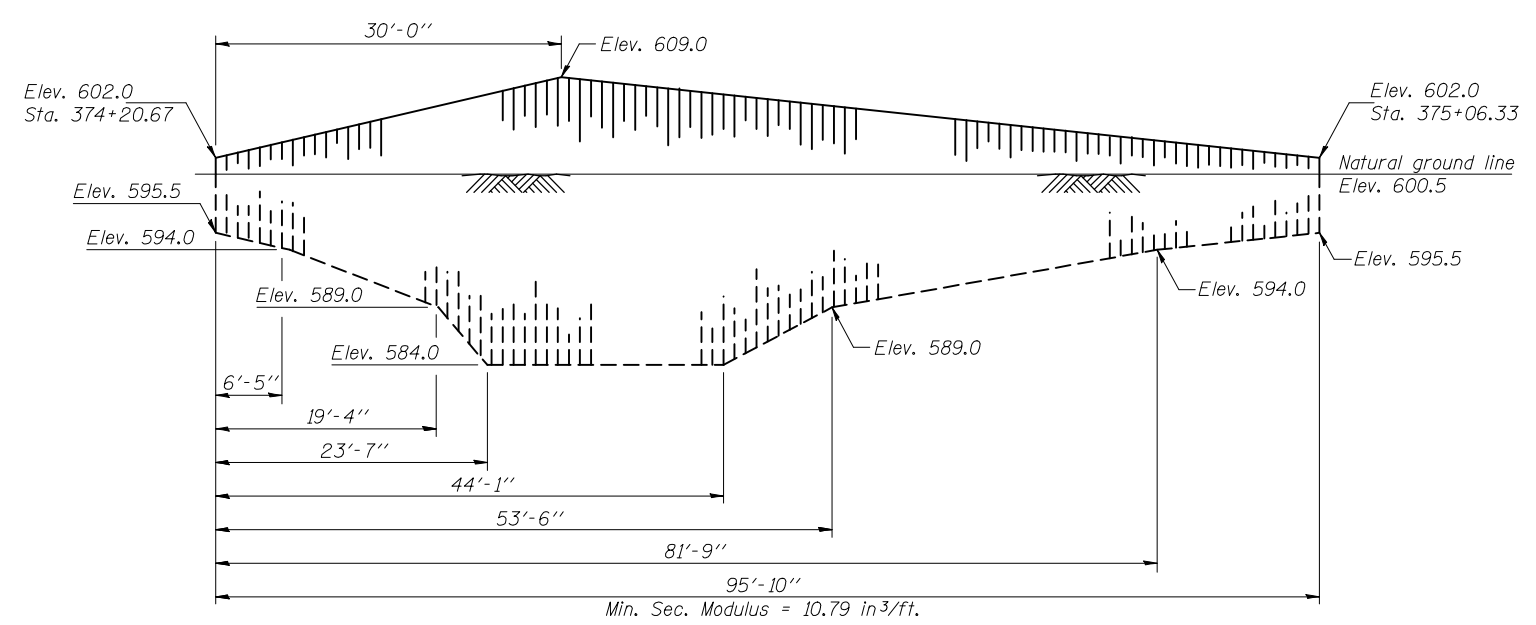


SECTION B-B

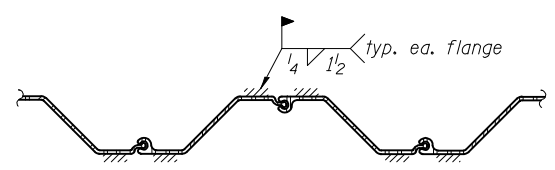
*Included in the cost of Pipe Underdrains
for Structures, 4".



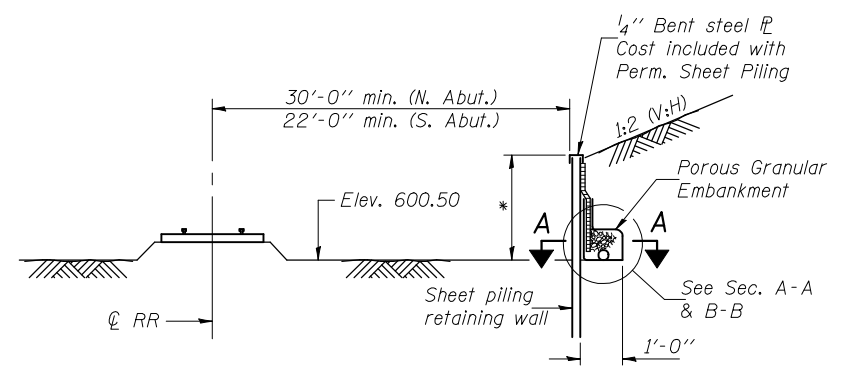
ELEVATION - PERMANENT SHEET PILING AT NORTH ABUT.



ELEVATION - PERMANENT SHEET PILING AT SOUTH ABUT.

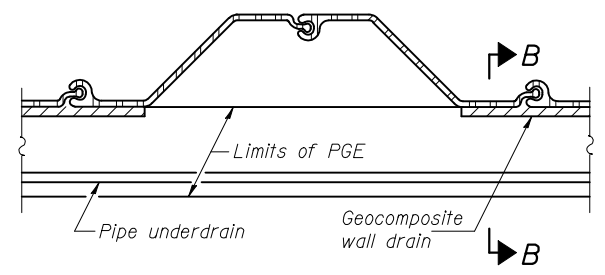


SECTION C-C

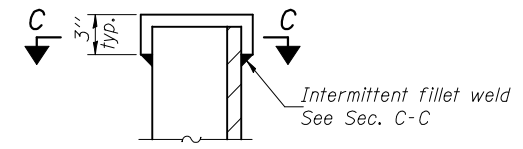


CROSS SECTION

*6'-6" max. (N. Abut.)
*8'-6" max. (S. Abut.)



SECTION A-A



DETAIL A

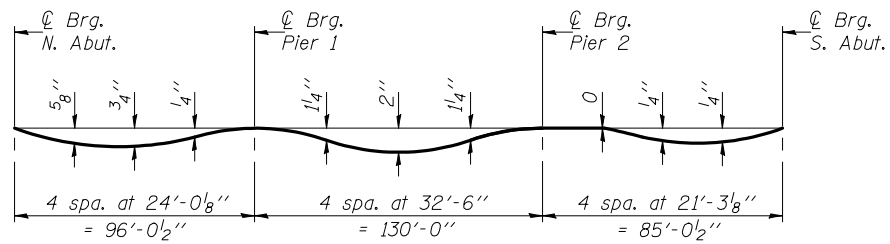
SHEET PILING RETAINING WALL DETAILS
STRUCTURE NO. 084-0517

DESIGNED	Nicholas R. Barnett
CHECKED	Michael D. Rolape
DRAWN	h.t. duong
CHECKED	NRB/MDR

EXAMINED	September 17, 2018
PASSED	Thomas J. Domagala ENGINEER OF BRIDGE DESIGN
	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. 3 27 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	8159	110X-3VB-4	SANGAMON	78	28
CONTRACT NO. 72692					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

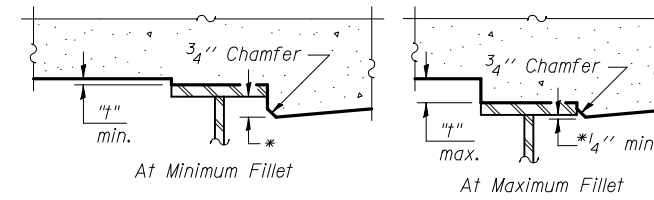


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

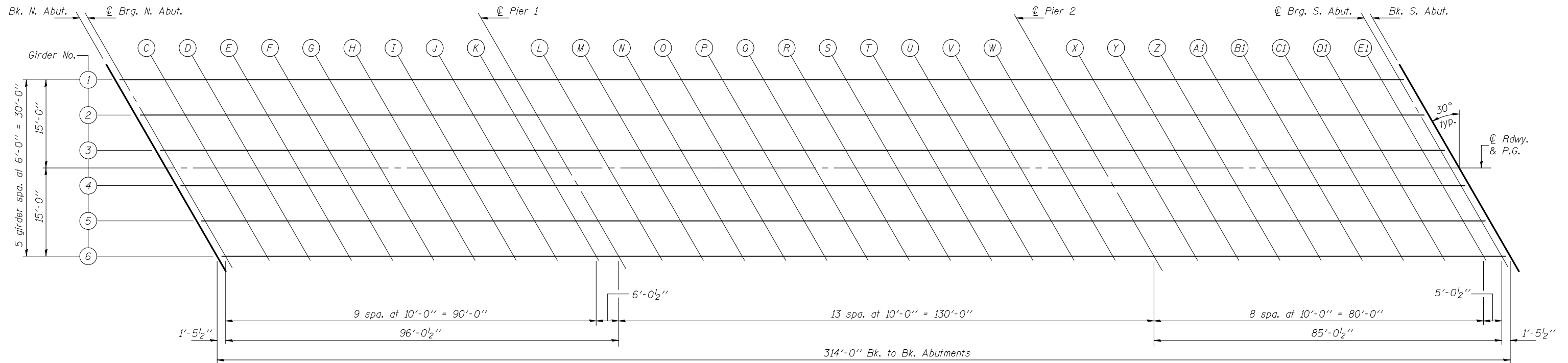
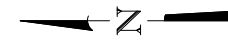
Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 5, 6 & 7 of 27.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at the intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 5, 6 & 7 of 27, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

DESIGNED	Nicholas R. Barnett
CHECKED	Michael D. Rolape
DRAWN	h.t. duong
CHECKED	NRB/MDR

EXAMINED	September 17, 2010
PASSED	Thomas J. Domagalick ENGINEER OF BRIDGE DESIGN
	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 084-0517**

SHEET NO. 4 27 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	8159	110X-3VB-4	SANGAMON	78	29
CONTRACT NO. 72692					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut	37134.34	-15.00	629.55	629.55
CL Brg. N. Abut	37135.78	-15.00	629.57	629.57
C	37145.78	-15.00	629.69	629.71
D	37155.78	-15.00	629.80	629.84
E	37165.78	-15.00	629.90	629.95
F	37175.78	-15.00	629.99	630.05
G	37185.78	-15.00	630.08	630.13
H	37195.78	-15.00	630.15	630.19
I	37205.78	-15.00	630.22	630.24
J	37215.78	-15.00	630.28	630.29
K	37225.78	-15.00	630.33	630.33
CL Pier 1	37231.84	-15.00	630.36	630.36
L	37241.84	-15.00	630.39	630.42
M	37251.84	-15.00	630.42	630.48
N	37261.84	-15.00	630.44	630.53
O	37271.84	-15.00	630.45	630.56
P	37281.84	-15.00	630.45	630.58
Q	37291.84	-15.00	630.44	630.60
R	37301.84	-15.00	630.42	630.58
S	37311.84	-15.00	630.40	630.53
T	37321.84	-15.00	630.36	630.48
U	37331.84	-15.00	630.32	630.42
V	37341.84	-15.00	630.27	630.33
W	37351.84	-15.00	630.21	630.24
CL Pier 2	37361.84	-15.00	630.14	630.14
X	37371.84	-15.00	630.06	630.06
Y	37381.84	-15.00	629.97	629.97
Z	37391.84	-15.00	629.88	629.88
A1	37401.84	-15.00	629.77	629.79
B1	37411.84	-15.00	629.66	629.68
C1	37421.84	-15.00	629.54	629.56
D1	37431.84	-15.00	629.41	629.43
E1	37441.84	-15.00	629.27	629.28
CL Brg. S. Abut	37446.90	-15.00	629.20	629.20
Bk. S. Abut	37448.34	-15.00	629.17	629.17

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut	37137.80	-9.00	629.70	629.70
CL Brg. N. Abut	37139.25	-9.00	629.72	629.72
C	37149.25	-9.00	629.84	629.86
D	37159.25	-9.00	629.94	629.99
E	37169.25	-9.00	630.04	630.10
F	37179.25	-9.00	630.13	630.19
G	37189.25	-9.00	630.21	630.27
H	37199.25	-9.00	630.29	630.32
I	37209.25	-9.00	630.35	630.37
J	37219.25	-9.00	630.41	630.42
K	37229.25	-9.00	630.45	630.46
CL Pier 1	37235.30	-9.00	630.48	630.48
L	37245.30	-9.00	630.51	630.54
M	37255.30	-9.00	630.53	630.60
N	37265.30	-9.00	630.55	630.64
O	37275.30	-9.00	630.56	630.67
P	37285.30	-9.00	630.55	630.69
Q	37295.30	-9.00	630.54	630.70
R	37305.30	-9.00	630.52	630.68
S	37315.30	-9.00	630.49	630.63
T	37325.30	-9.00	630.46	630.58
U	37335.30	-9.00	630.41	630.51
V	37345.30	-9.00	630.36	630.42
W	37355.30	-9.00	630.29	630.33
CL Pier 2	37365.30	-9.00	630.22	630.22
X	37375.30	-9.00	630.14	630.14
Y	37385.30	-9.00	630.05	630.05
Z	37395.30	-9.00	629.95	629.96
A1	37405.30	-9.00	629.84	629.86
B1	37415.30	-9.00	629.73	629.75
C1	37425.30	-9.00	629.60	629.63
D1	37435.30	-9.00	629.47	629.49
E1	37445.30	-9.00	629.33	629.33
CL Brg. S. Abut	37450.36	-9.00	629.25	629.25
Bk. S. Abut	37451.80	-9.00	629.23	629.23

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut	37141.27	-3.00	629.84	629.84
CL Brg. N. Abut	37142.71	-3.00	629.85	629.85
C	37152.71	-3.00	629.97	629.99
D	37162.71	-3.00	630.07	630.12
E	37172.71	-3.00	630.17	630.22
F	37182.71	-3.00	630.26	630.31
G	37192.71	-3.00	630.33	630.39
H	37202.71	-3.00	630.40	630.44
I	37212.71	-3.00	630.47	630.48
J	37222.71	-3.00	630.52	630.53
K	37232.71	-3.00	630.56	630.57
CL Pier 1	37238.77	-3.00	630.58	630.58
L	37248.77	-3.00	630.61	630.64
M	37258.77	-3.00	630.63	630.70
N	37268.77	-3.00	630.65	630.74
O	37278.77	-3.00	630.65	630.76
P	37288.77	-3.00	630.64	630.78
Q	37298.77	-3.00	630.63	630.79
R	37308.77	-3.00	630.61	630.77
S	37318.77	-3.00	630.58	630.71
T	37328.77	-3.00	630.54	630.65
U	37338.77	-3.00	630.49	630.58
V	37348.77	-3.00	630.43	630.49
W	37358.77	-3.00	630.36	630.39
CL Pier 2	37368.77	-3.00	630.29	630.29
X	37378.77	-3.00	630.20	630.20
Y	37388.77	-3.00	630.11	630.11
Z	37398.77	-3.00	630.01	630.02
A1	37408.77	-3.00	629.90	629.92
B1	37418.77	-3.00	629.78	629.80
C1	37428.77	-3.00	629.65	629.68
D1	37438.77	-3.00	629.52	629.53
E1	37448.77	-3.00	629.37	629.38
CL Brg. S. Abut	37453.82	-3.00	629.29	629.29
Bk. S. Abut	37455.27	-3.00	629.27	629.27

DESIGNED *Nicholas R. Barnett*
 CHECKED *Michael D. Rolape*
 DRAWN *h.t. duong*
 CHECKED *NRB/MDR*

September 17, 2018
 EXAMINED *Thomas J. Demagala*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Ralph E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 084-0517

SHEET NO. 5	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	8159	110X-3VB-4	SANGAMON	78	30
CONTRACT NO. 72692					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut	37143.00	0.00	629.90	629.90
CL Brg. N. Abut	37144.44	0.00	629.92	629.92
C	37154.44	0.00	630.03	630.06
D	37164.44	0.00	630.14	630.18
E	37174.44	0.00	630.23	630.29
F	37184.44	0.00	630.32	630.37
G	37194.44	0.00	630.39	630.45
H	37204.44	0.00	630.46	630.50
I	37214.44	0.00	630.52	630.54
J	37224.44	0.00	630.57	630.58
K	37234.44	0.00	630.62	630.62
CL Pier 1	37240.50	0.00	630.64	630.64
L	37250.50	0.00	630.66	630.70
M	37260.50	0.00	630.68	630.74
N	37270.50	0.00	630.69	630.79
O	37280.50	0.00	630.70	630.81
P	37290.50	0.00	630.69	630.83
Q	37300.50	0.00	630.67	630.83
R	37310.50	0.00	630.65	630.81
S	37320.50	0.00	630.62	630.76
T	37330.50	0.00	630.58	630.69
U	37340.50	0.00	630.52	630.62
V	37350.50	0.00	630.47	630.53
W	37360.50	0.00	630.40	630.43
CL Pier 2	37370.50	0.00	630.32	630.32
X	37380.50	0.00	630.24	630.23
Y	37390.50	0.00	630.14	630.14
Z	37400.50	0.00	630.04	630.04
A1	37410.50	0.00	629.93	629.94
B1	37420.50	0.00	629.81	629.83
C1	37430.50	0.00	629.68	629.7
D1	37440.50	0.00	629.54	629.56
E1	37450.50	0.00	629.39	629.40
CL Brg. S. Abut	37455.56	0.00	629.31	629.31
Bk. S. Abut	37457.00	0.00	629.29	629.29

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut	37144.73	3.00	629.88	629.88
CL Brg. N. Abut	37146.18	3.00	629.89	629.89
C	37156.18	3.00	630.00	630.03
D	37166.18	3.00	630.11	630.15
E	37176.18	3.00	630.20	630.25
F	37186.18	3.00	630.28	630.34
G	37196.18	3.00	630.36	630.41
H	37206.18	3.00	630.43	630.46
I	37216.18	3.00	630.48	630.50
J	37226.18	3.00	630.53	630.54
K	37236.18	3.00	630.57	630.58
CL Pier 1	37242.23	3.00	630.60	630.60
L	37252.23	3.00	630.62	630.65
M	37262.23	3.00	630.64	630.70
N	37272.23	3.00	630.65	630.74
O	37282.23	3.00	630.65	630.76
P	37292.23	3.00	630.64	630.78
Q	37302.23	3.00	630.62	630.78
R	37312.23	3.00	630.60	630.76
S	37322.23	3.00	630.56	630.70
T	37332.23	3.00	630.52	630.64
U	37342.23	3.00	630.47	630.56
V	37352.23	3.00	630.41	630.47
W	37362.23	3.00	630.34	630.37
CL Pier 2	37372.23	3.00	630.26	630.26
X	37382.23	3.00	630.17	630.17
Y	37392.23	3.00	630.08	630.07
Z	37402.23	3.00	629.97	629.98
A1	37412.23	3.00	629.86	629.88
B1	37422.23	3.00	629.74	629.76
C1	37432.23	3.00	629.61	629.63
D1	37442.23	3.00	629.47	629.48
E1	37452.23	3.00	629.32	629.32
CL Brg. S. Abut	37457.29	3.00	629.24	629.24
Bk. S. Abut	37458.73	3.00	629.22	629.22

DESIGNED *Nicholas R. Barnett*
 CHECKED *Michael D. Rolape*
 DRAWN *h.t. duong*
 CHECKED *NRB/MDR*

September 17, 2018
 EXAMINED *Thomas J. Domagalicki*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Ralph E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 084-0517

SHEET NO. 6	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	8159	110X-3VB-4	SANGAMON	78	31
27 SHEETS					
CONTRACT NO. 72692					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut	37148.20	9.00	629.82	629.82
CL Brg. N. Abut	37149.64	9.00	629.84	629.84
C	37159.64	9.00	629.95	629.97
D	37169.64	9.00	630.05	630.09
E	37179.64	9.00	630.14	630.19
F	37189.64	9.00	630.22	630.27
G	37199.64	9.00	630.29	630.34
H	37209.64	9.00	630.35	630.39
I	37219.64	9.00	630.41	630.43
J	37229.64	9.00	630.46	630.47
K	37239.64	9.00	630.49	630.50
CL Pier 1	37245.70	9.00	630.51	630.51
L	37255.70	9.00	630.54	630.57
M	37265.70	9.00	630.55	630.61
N	37275.70	9.00	630.56	630.65
O	37285.70	9.00	630.55	630.67
P	37295.70	9.00	630.54	630.68
Q	37305.70	9.00	630.52	630.68
R	37315.70	9.00	630.49	630.65
S	37325.70	9.00	630.46	630.59
T	37335.70	9.00	630.41	630.53
U	37345.70	9.00	630.35	630.45
V	37355.70	9.00	630.29	630.35
W	37365.70	9.00	630.22	630.25
CL Pier 2	37375.70	9.00	630.14	630.14
X	37385.70	9.00	630.05	630.04
Y	37395.70	9.00	629.95	629.94
Z	37405.70	9.00	629.84	629.85
A1	37415.70	9.00	629.72	629.74
B1	37425.70	9.00	629.60	629.62
C1	37435.70	9.00	629.47	629.49
D1	37445.70	9.00	629.32	629.34
E1	37455.70	9.00	629.17	629.18
CL Brg. S. Abut	37460.75	9.00	629.09	629.09
Bk. S. Abut	37462.20	9.00	629.07	629.07

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut	37151.66	15.00	629.75	629.75
CL Brg. N. Abut	37153.10	15.00	629.77	629.77
C	37163.10	15.00	629.87	629.90
D	37173.10	15.00	629.97	630.01
E	37183.10	15.00	630.06	630.11
F	37193.10	15.00	630.13	630.19
G	37203.10	15.00	630.20	630.26
H	37213.10	15.00	630.26	630.30
I	37223.10	15.00	630.32	630.34
J	37233.10	15.00	630.36	630.37
K	37243.10	15.00	630.39	630.40
CL Pier 1	37249.16	15.00	630.41	630.41
L	37259.16	15.00	630.43	630.46
M	37269.16	15.00	630.44	630.50
N	37279.16	15.00	630.45	630.54
O	37289.16	15.00	630.44	630.56
P	37299.16	15.00	630.43	630.56
Q	37309.16	15.00	630.40	630.56
R	37319.16	15.00	630.37	630.53
S	37329.16	15.00	630.33	630.47
T	37339.16	15.00	630.28	630.40
U	37349.16	15.00	630.22	630.32
V	37359.16	15.00	630.16	630.22
W	37369.16	15.00	630.08	630.11
CL Pier 2	37379.16	15.00	630.00	630.00
X	37389.16	15.00	629.90	629.90
Y	37399.16	15.00	629.80	629.80
Z	37409.16	15.00	629.69	629.70
A1	37419.16	15.00	629.57	629.59
B1	37429.16	15.00	629.44	629.47
C1	37439.16	15.00	629.31	629.33
D1	37449.16	15.00	629.16	629.18
E1	37459.16	15.00	629.01	629.01
CL Brg. S. Abut	37464.22	15.00	628.93	628.93
Bk. S. Abut	37465.66	15.00	628.90	628.90

DESIGNED *Nicholas R. Barnett*
 CHECKED *Michael D. Rolape*
 DRAWN *h.t. duong*
 CHECKED *NRB/MDR*

September 17, 2018
 EXAMINED *Thomas J. Domagala*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Ralph E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 084-0517

SHEET NO. 7	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	8159	110X-3VB-4	SANGAMON	78	32
27 SHEETS		CONTRACT NO. 72692			
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
North End of N. Appr.	37103.76	-16.00	629.10
A	37113.76	-16.00	629.25
B	37123.76	-16.00	629.39
South End of N. Appr.	37133.76	-16.00	629.52

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
North End of N. Appr.	37106.07	-12.00	629.22
A	37116.07	-12.00	629.37
B	37126.07	-12.00	629.50
South End of N. Appr.	37136.07	-12.00	629.63

℄ ROADWAY & PROFILE GRADE

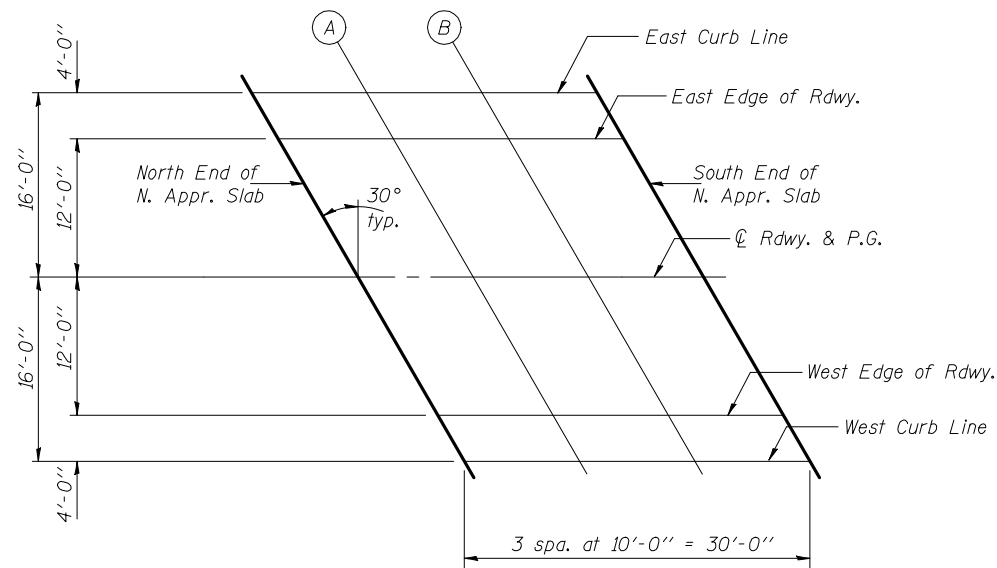
Location	Station	Offset	Theoretical Grade Elevations
North End of N. Appr.	37113.00	0.00	629.51
A	37123.00	0.00	629.65
B	37133.00	0.00	629.78
South End of N. Appr.	37143.00	0.00	629.90

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
North End of N. Appr.	37119.93	12.00	629.42
A	37129.93	12.00	629.55
B	37139.93	12.00	629.68
South End of N. Appr.	37149.93	12.00	629.80

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
North End of N. Appr.	37122.24	16.00	629.37
A	37132.24	16.00	629.50
B	37142.24	16.00	629.62
South End of N. Appr.	37152.24	16.00	629.74



PLAN

DESIGNED	Nicholas R. Barnett
CHECKED	Michael D. Rolape
DRAWN	h.t. duong
CHECKED	NRB/MDR

EXAMINED	September 17, 2018
PASSED	Thomas J. Demagala ENGINEER OF BRIDGE DESIGN
	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 084-0517

SHEET NO. 8	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	8159	110X-3VB-4	SANGAMON	78	33
27 SHEETS	CONTRACT NO. 72692				
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST CURB LINE

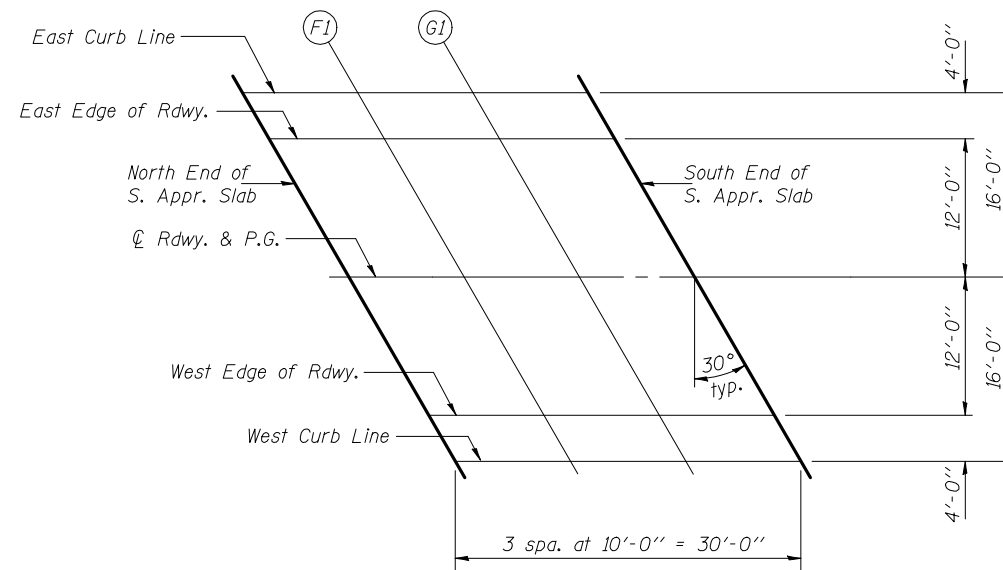
Location	Station	Offset	Theoretical Grade Elevations
North End of S. Appr.	37447.76	-16.00	629.16
F1	37457.76	-16.00	629.01
G1	37467.76	-16.00	628.85
South End of S. Appr.	37477.76	-16.00	628.68

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
North End of S. Appr.	37450.07	-12.00	629.21
F1	37460.07	-12.00	629.06
G1	37470.07	-12.00	628.89
South End of S. Appr.	37480.07	-12.00	628.72

☉ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
North End of S. Appr.	37457.00	0.00	629.29
F1	37467.00	0.00	629.13
G1	37477.00	0.00	628.96
South End of S. Appr.	37487.00	0.00	628.78



PLAN

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
North End of S. Appr.	37463.93	12.00	628.99
F1	37473.93	12.00	628.83
G1	37483.93	12.00	628.65
South End of S. Appr.	37493.93	12.00	628.47

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
North End of S. Appr.	37466.24	16.00	628.87
F1	37476.24	16.00	628.70
G1	37486.24	16.00	628.52
South End of S. Appr.	37496.24	16.00	628.34

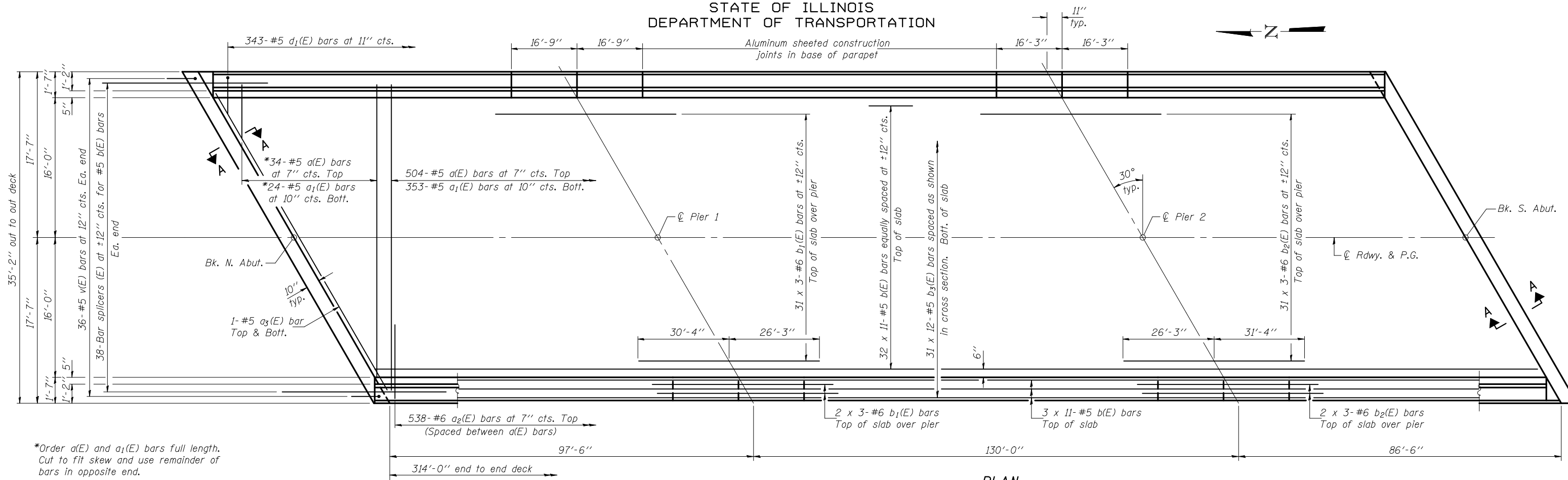
TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 084-0517

DESIGNED	Nicholas R. Barnett
CHECKED	Michael D. Rolape
DRAWN	h.t. duong
CHECKED	NRB/MDR

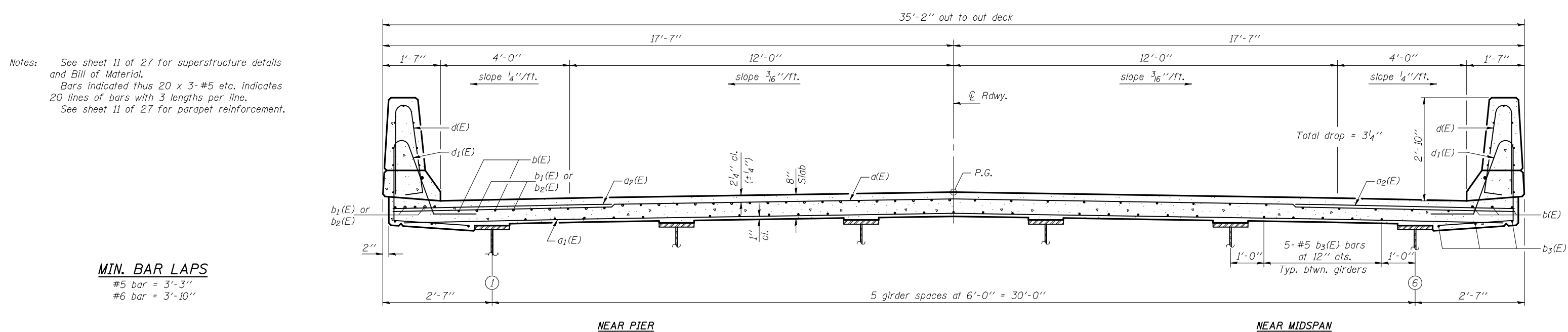
EXAMINED	September 17, 2018
PASSED	Thomas J. Domagalick ENGINEER OF BRIDGE DESIGN
	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. 9	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	8159	110X-3VB-4	SANGAMON	78	34
27 SHEETS	CONTRACT NO. 72692				
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN



CROSS SECTION
(Looking south)

Notes: See sheet 11 of 27 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See sheet 11 of 27 for parapet reinforcement.

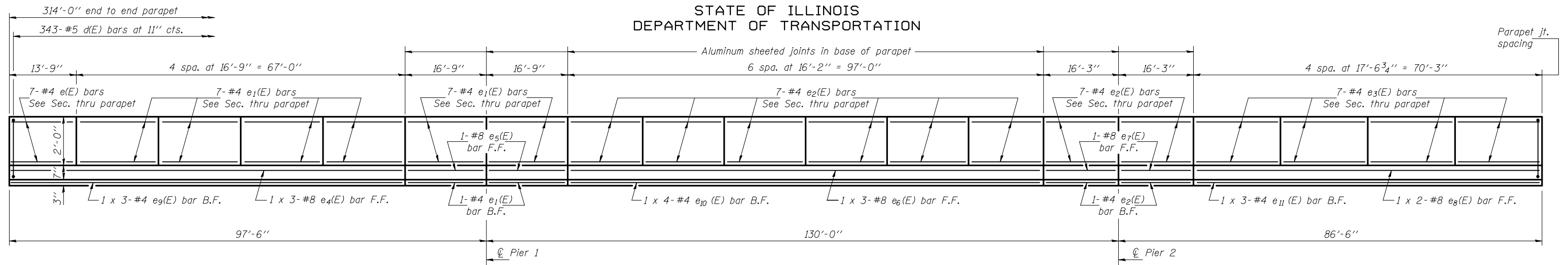
MIN. BAR LAPS
#5 bar = 3'-3"
#6 bar = 3'-10"

DESIGNED	Nicholas R. Barnett	EXAMINED	September 17, 2010 <i>Thomas J. Demagala</i> ENGINEER OF BRIDGE DESIGN
CHECKED	Michael D. Rolape	PASSED	<i>Ralph E. Anderson</i> ENGINEER OF BRIDGES AND STRUCTURES
DRAWN	h.t. duong		
CHECKED	NRB/MDR		

**SUPERSTRUCTURE
STRUCTURE NO. 084-0517**

SHEET NO. 10 27 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	8159	110X-3VB-4	SANGAMON	78	35
CONTRACT NO. 72692					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

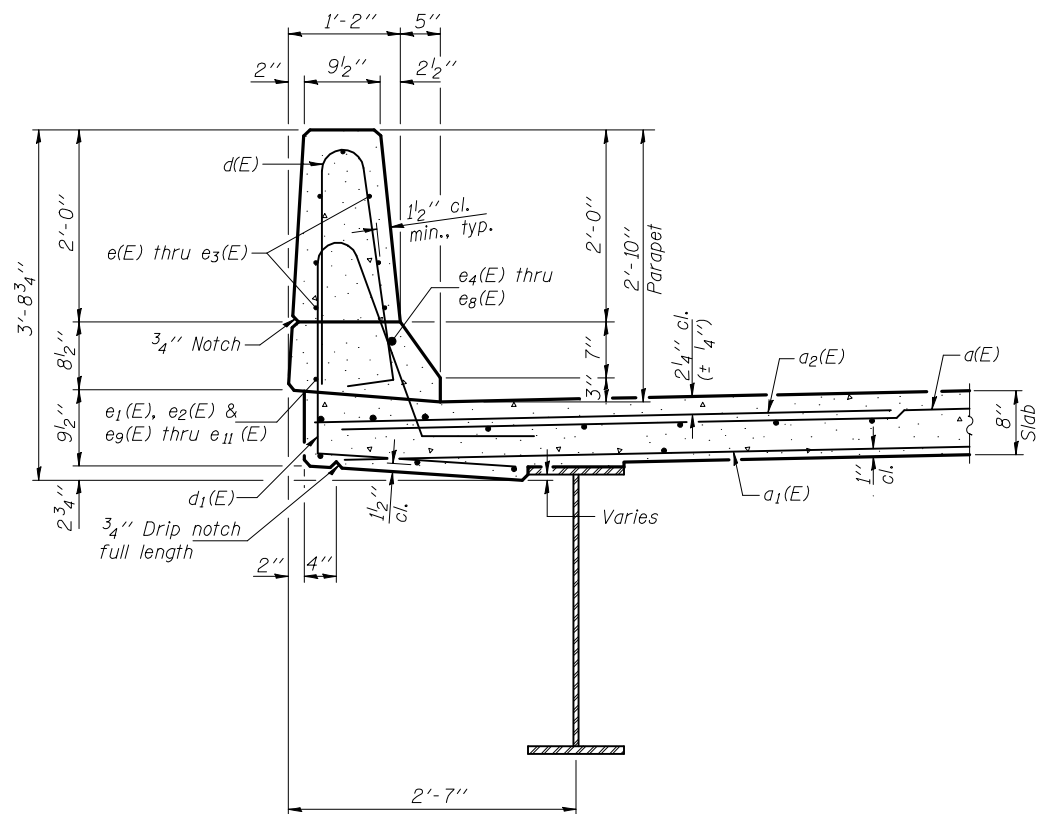


INSIDE ELEVATION OF PARAPET

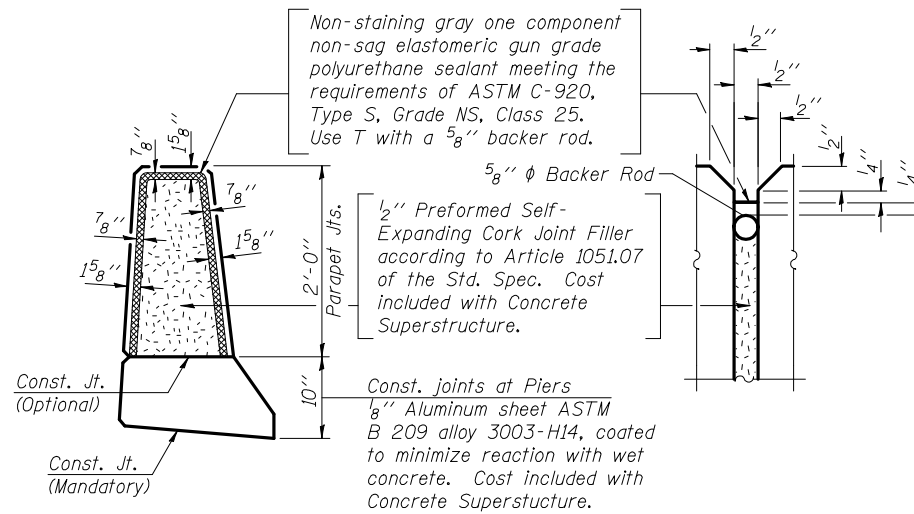
SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	538	#5	34'-7"	—
a1(E)	377	#5	32'-10"	—
a2(E)	1076	#6	6'-6"	—
a3(E)	4	#5	37'-11"	—
b(E)	418	#5	31'-6"	—
b1(E)	105	#6	21'-5"	—
b2(E)	105	#6	21'-9"	—
b3(E)	372	#5	29'-2"	—
d(E)	686	#5	5'-7"	⌒
d1(E)	686	#5	7'-2"	⌒
e(E)	14	#4	13'-6"	—
e1(E)	88	#4	16'-6"	—
e2(E)	116	#4	15'-11"	—
e3(E)	56	#4	17'-3"	—
e4(E)	6	#8	30'-4"	—
e5(E)	4	#8	16'-6"	—
e6(E)	6	#8	35'-10"	—
e7(E)	4	#8	16'-0"	—
e8(E)	4	#8	37'-7"	—
e9(E)	6	#4	28'-2"	—
e10(E)	8	#4	25'-9"	—
e11(E)	6	#4	24'-8"	—
m(E)	20	#6	22'-1"	—
m1(E)	8	#6	8'-2"	—
m2(E)	16	#6	10'-10"	—
m3(E)	10	#6	6'-9"	—
m4(E)	4	#6	2'-9"	—
s(E)	72	#5	6'-10"	⌒
s1(E)	62	#4	12'-6"	⌒
v(E)	72	#5	3'-10"	⌒
Reinforcement Bars, Epoxy Coated		Pound	91560	
Concrete Superstructure		Cu. Yds.	388.4	

Bars indicated thus 1 x 3- #4 etc. indicates 1 line of bars with 3 lengths per line.

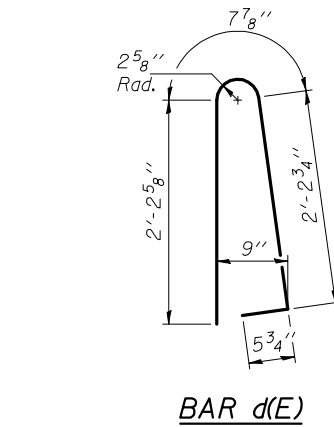


SECTION THRU PARAPET

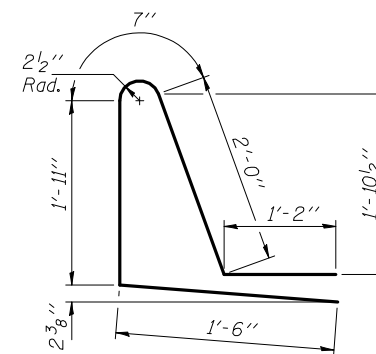


PARAPET JOINT DETAILS

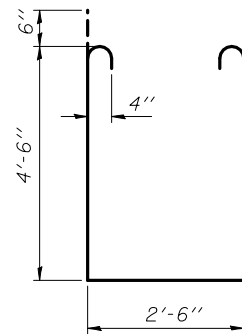
MIN. BAR LAPS
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"



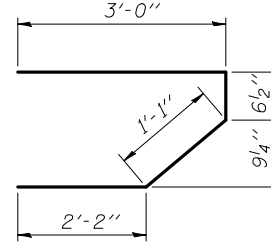
BAR d(E)



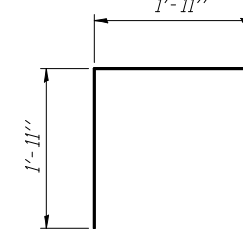
BAR d1(E)



BAR s1(E)



BAR s(E)



BAR v(E)

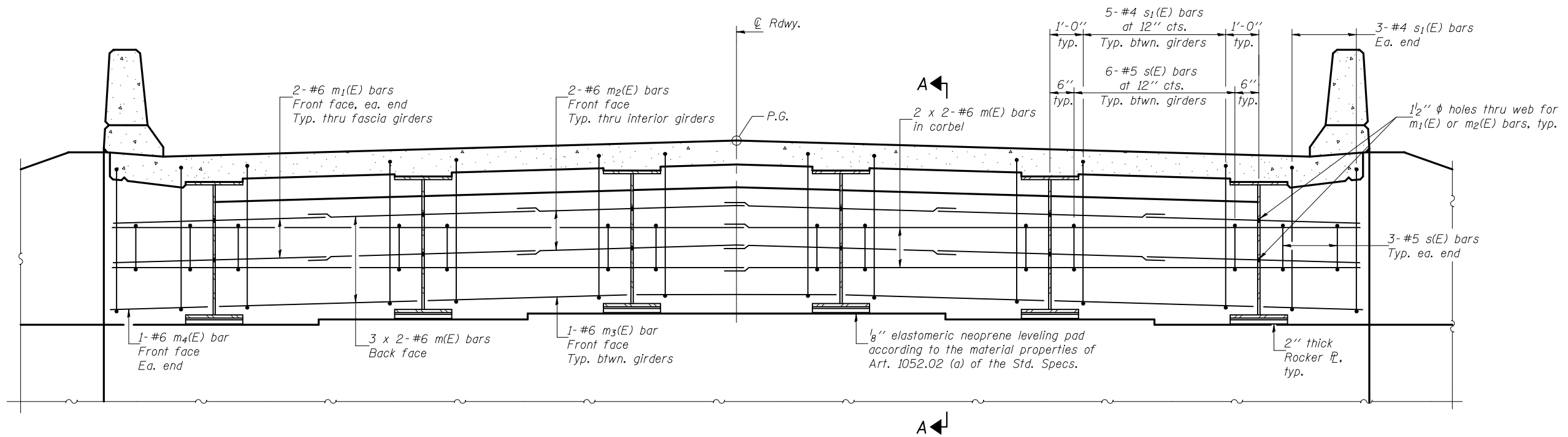
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 084-0517

DESIGNED Nicholas R. Barnett
CHECKED Michael D. Rolape
DRAWN h.t. duong
CHECKED NRB/MDR

September 17, 2010
EXAMINED Thomas J. Domagalick
PASSED Ralph E. Anderson

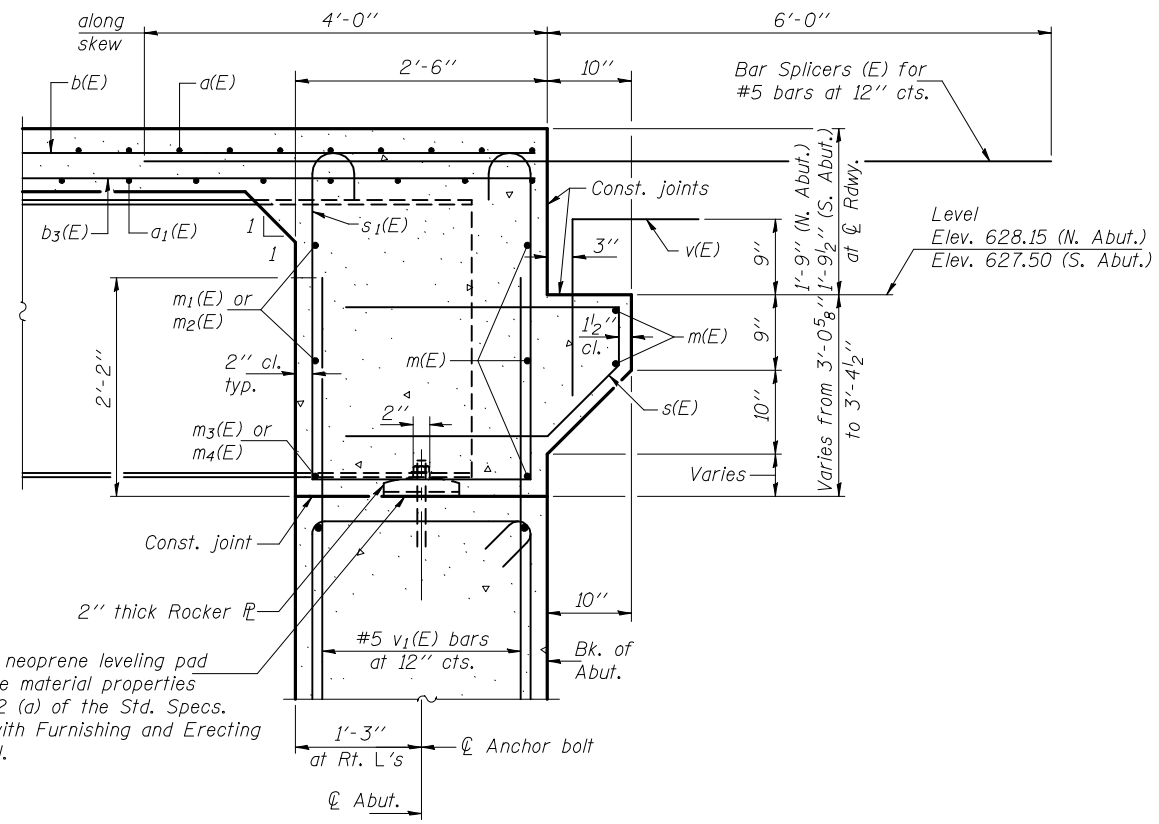
SHEET NO. 11 27 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	8159	110X-3VB-4	SANGAMON	78	36
CONTRACT NO. 72692					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



DIAPHRAGM ELEVATION AT SOUTH ABUTMENT
(Looking South - North abutment similar)

Notes: Reinforcement bars in diaphragm are billed with superstructure on sheet 11 of 27.
Concrete in diaphragm is included with Concrete Superstructure on sheet 11 of 27.
For details of bars s(E) & s1(E) see sheet 11 of 27.
See sheet 16 of 27 for holes thru web for m2(E) bars.
For bar splicer (E) details see sheet 23 of 27.
The s(E) & s1(E) bars shall be placed parallel to the girders, spacing for these bars shall be at right angles to the girders.



SECTION A-A

MIN. BAR LAP
#6 bar = 3'-10"

DESIGNED	Nicholas R. Barnett
CHECKED	Michael D. Rolape
DRAWN	h.t. duong
CHECKED	NRB/MDR

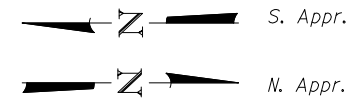
September 17, 2010
 EXAMINED *Thomas J. Demagala*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Ralph E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

DIAPHRAGM DETAILS
STRUCTURE NO. 084-0517

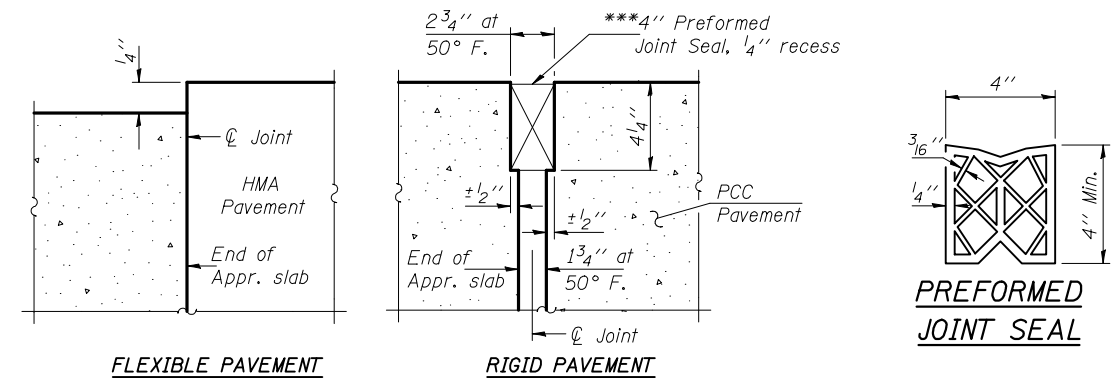
SHEET NO. 12 27 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	8159	110X-3VB-4	SANGAMON	78	37
CONTRACT NO. 72692					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

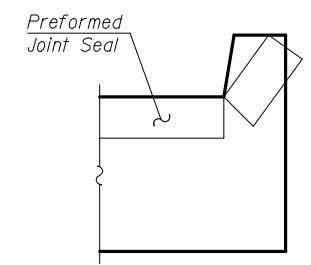
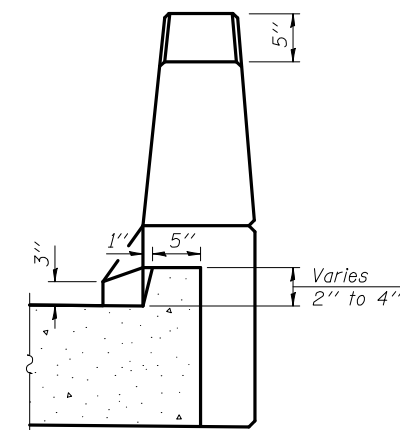
Notes:
See sheet 14 of 27 for Sections C-C & D-D and View E-E.
a₁₀₀ (E) and a₁₀₁ (E) bar spacings measured along \varnothing Rdwy.



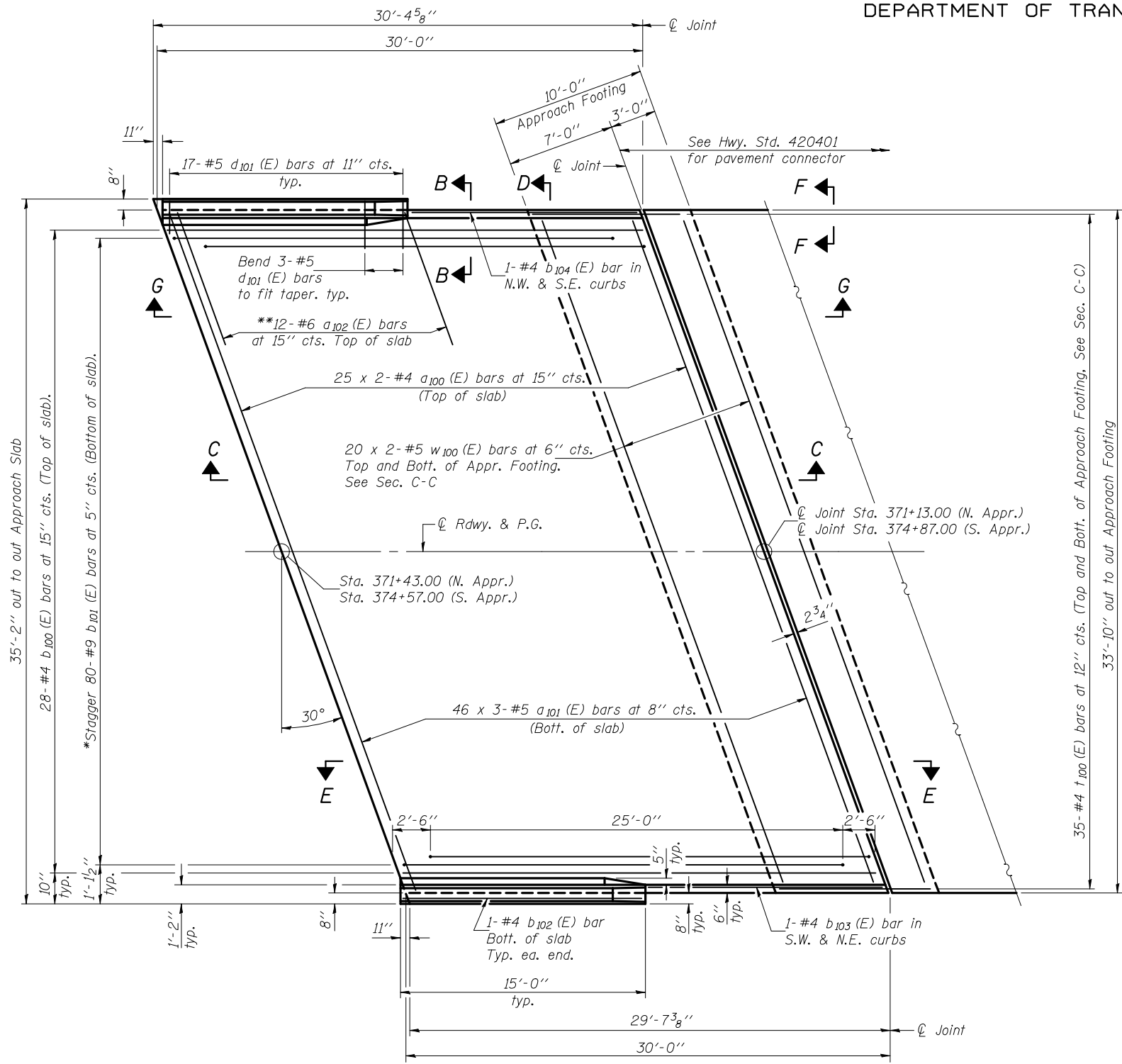
*** Cost included with Concrete Superstructure.



DETAIL A



Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.



*Tilt #9 b₁₀₁ (E) bars as required to maintain clearance.
**Space between a₁₀₀ (E) bars, typ. each parapet.

MIN. BAR LAPS
#4 bar = 2'-7"
#5 bar = 3'-3"

DESIGNED	Nicholas R. Barnett
CHECKED	Michael D. Rolape
DRAWN	h.t. duong
CHECKED	NRB/MDR

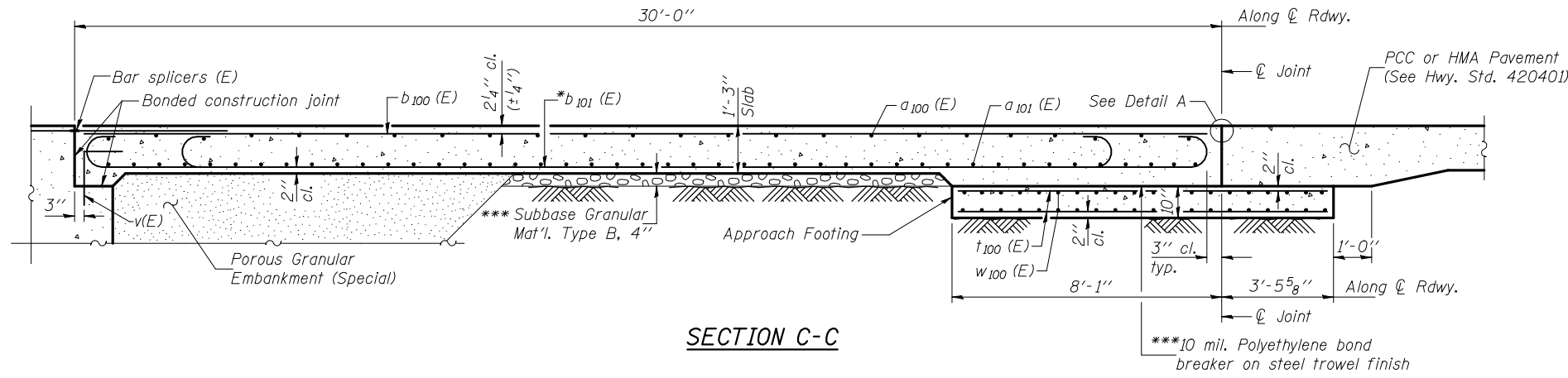
EXAMINED	September 17, 2010
PASSED	Thomas J. Demagala ENGINEER OF BRIDGE DESIGN
	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 084-0517

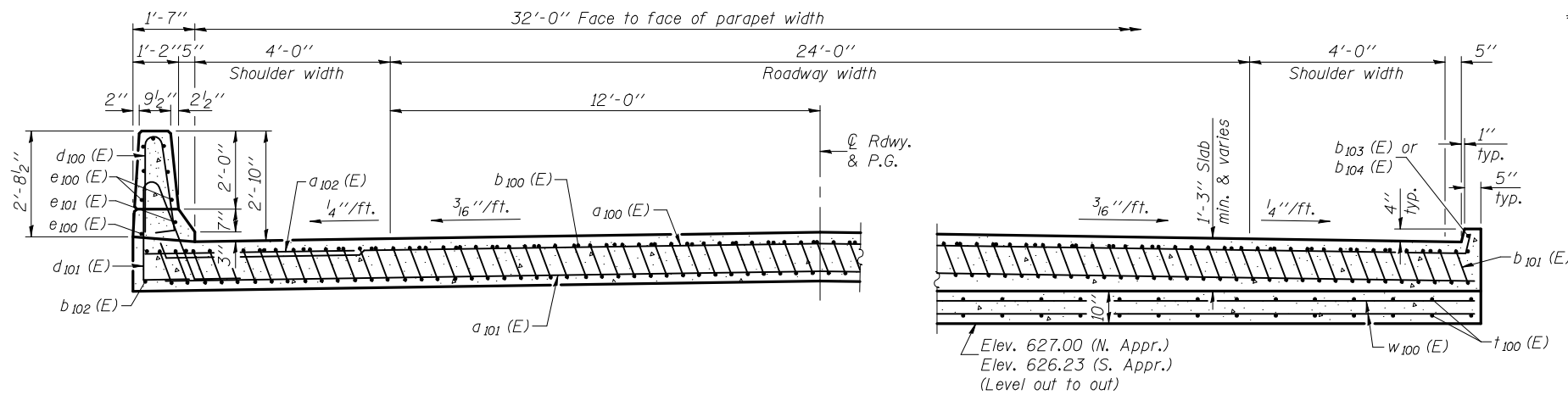
SHEET NO. 13 27 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	8159	110X-3VB-4	SANGAMON	78	38
CONTRACT NO. 72692					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
See sheet 13 of 27 for Detail A and View B-B.
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v(E) bar details, see sheet 11 of 27.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 23 of 27.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 27.
For additional parapet details, see sheet 11 of 27.



SECTION C-C

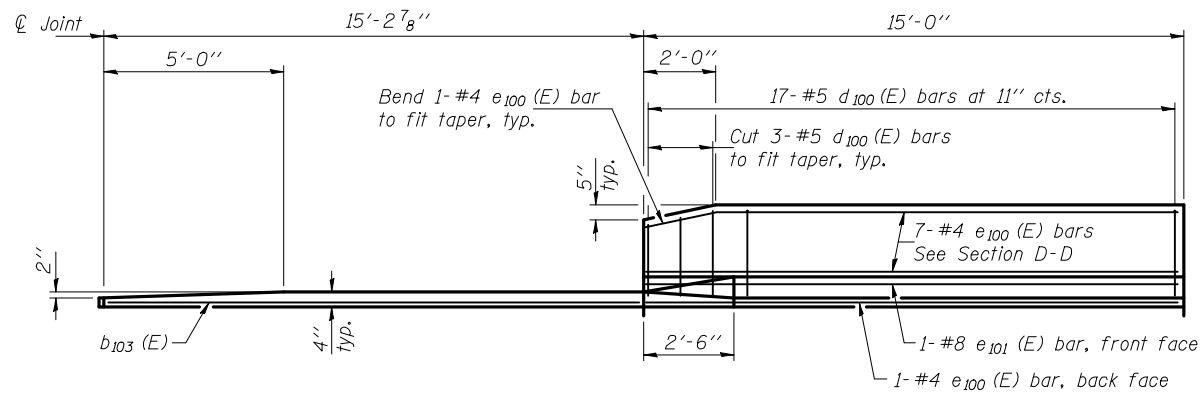


NEAR ABUTMENT

SECTION D-D

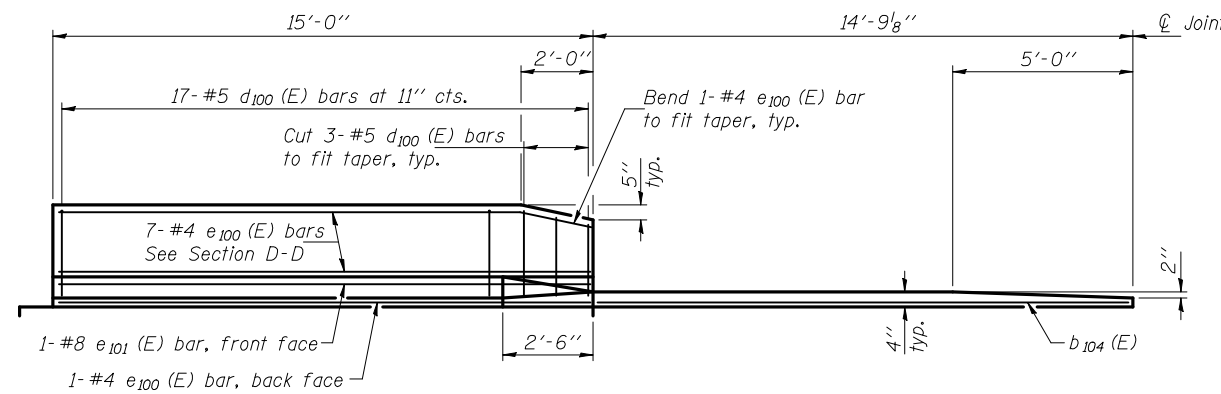
(See Plan for dimensions not shown)

AT APPROACH FOOTING



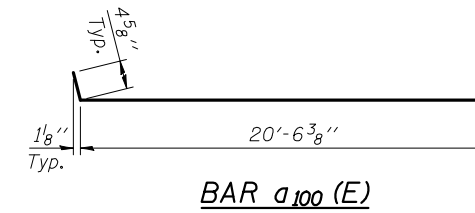
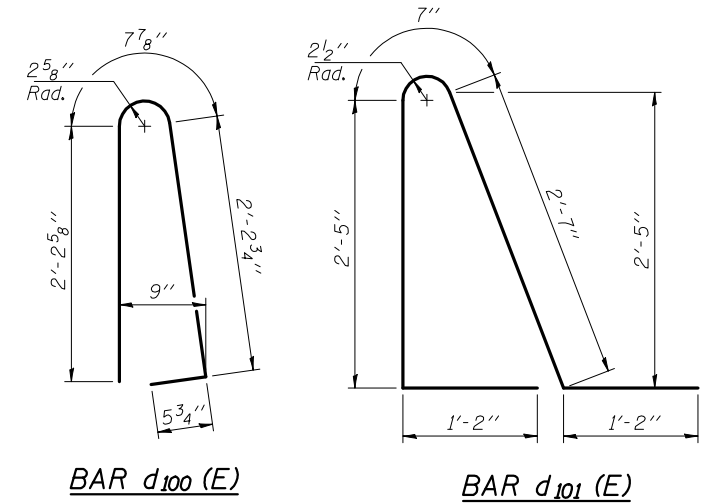
VIEW E-E

(West dimensions at S. Appr.; East dimensions at N. Appr.)
(Dimensions measured along inside of curb)



VIEW G-G

(East dimensions at S. Appr.; West dimensions at N. Appr.)
(Dimensions measured along inside of curb)

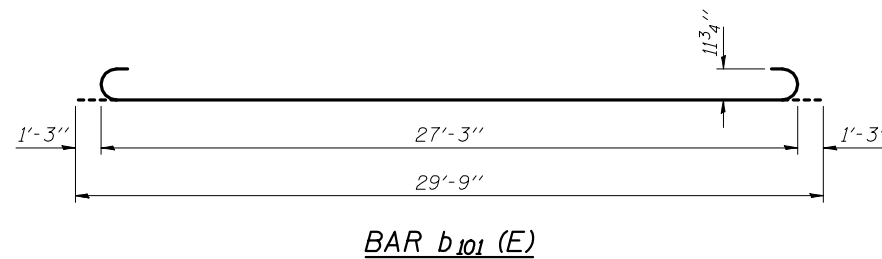


TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a ₁₀₀ (E)	100	#4	20'-11"	—
a ₁₀₁ (E)	276	#5	15'-1"	—
a ₁₀₂ (E)	48	#6	6'-6"	—
b ₁₀₀ (E)	56	#4	29'-8"	—
b ₁₀₁ (E)	160	#9	29'-9"	U
b ₁₀₂ (E)	4	#4	14'-8"	—
b ₁₀₃ (E)	2	#4	14'-11"	—
b ₁₀₄ (E)	2	#4	14'-4"	—
d ₁₀₀ (E)	68	#5	5'-7"	U
d ₁₀₁ (E)	68	#5	7'-11"	U
e ₁₀₀ (E)	32	#4	14'-8"	—
e ₁₀₁ (E)	4	#8	14'-8"	—
t ₁₀₀ (E)	140	#4	11'-2"	—
w ₁₀₀ (E)	80	#5	21'-0"	—
Concrete Superstructure		Cu. Yd.	110.0	
Concrete Structures		Cu. Yd.	24.1	
Reinforcement Bars, Epoxy Coated		Pound	27800	

DESIGNED Nicholas R. Barnett
CHECKED Michael D. Rolape
DRAWN h.t. duong
CHECKED NRB/MDR

September 17, 2018
EXAMINED Thomas J. Domagalick
PASSED Ralph E. Anderson

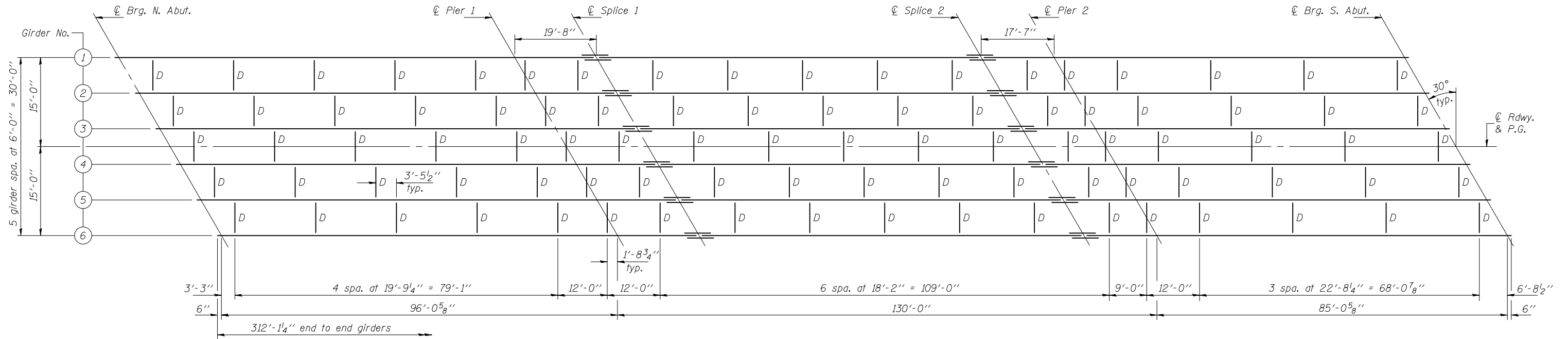
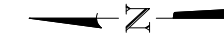


BAR b₁₀₁ (E)

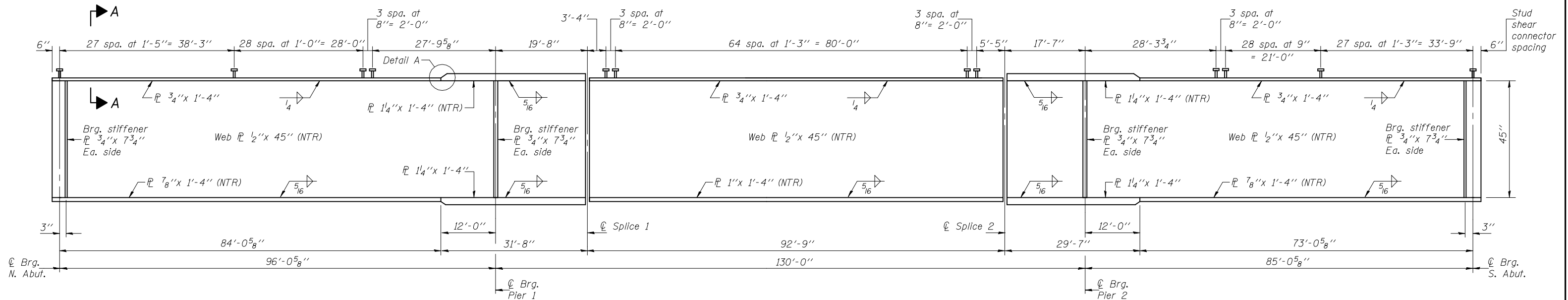
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 084-0517

SHEET NO. 14 27 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	8159	110X-3VB-4	SANGAMON	78	39
CONTRACT NO. 72692					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



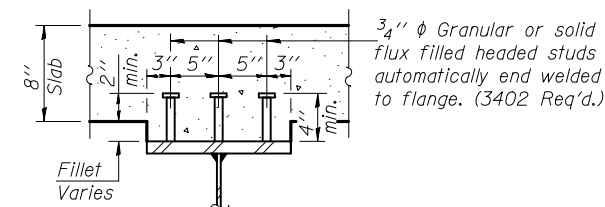
PLAN



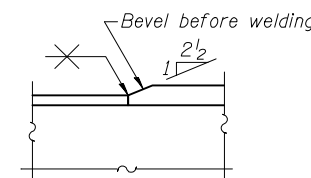
GIRDER ELEVATION

All structural steel shall be AASHTO M 270 Grade 50W.

Notes: All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods. Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.



SECTION A-A



DETAIL A

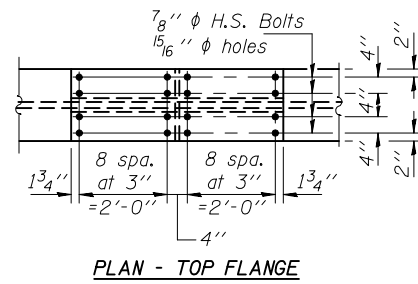
DESIGNED	Nicholas R. Barnett
CHECKED	Michael D. Rolape
DRAWN	h.t. duong
CHECKED	NRB/MDR

September 17, 2010
 EXAMINED *Thomas J. Domagala*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Ralph E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

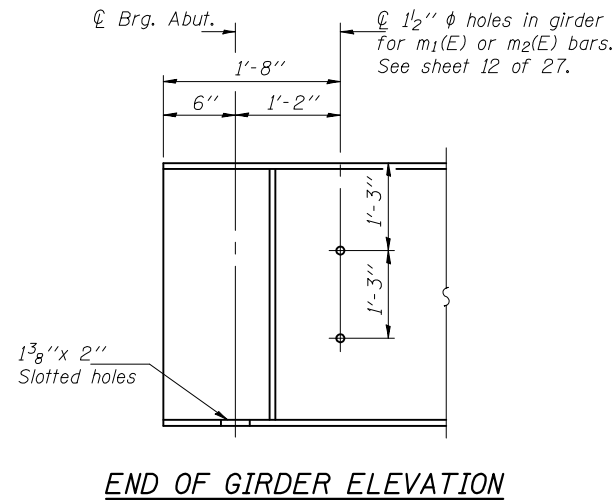
STRUCTURAL STEEL
STRUCTURE NO. 084-0517

SHEET NO. 15 27 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	8159	110X-3VB-4	SANGAMON	78	40
CONTRACT NO. 72692					
ILLINOIS FED. AID PROJECT					

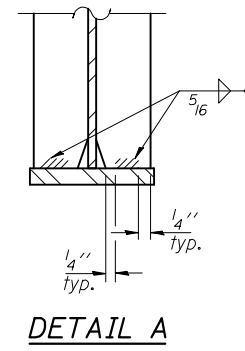
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



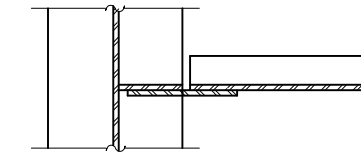
PLAN - TOP FLANGE



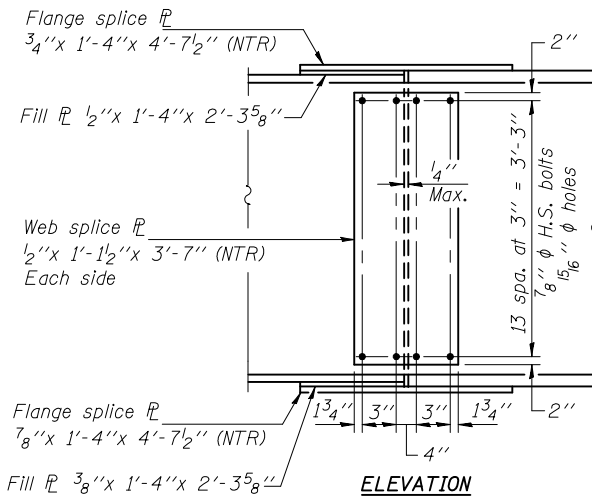
END OF GIRDER ELEVATION



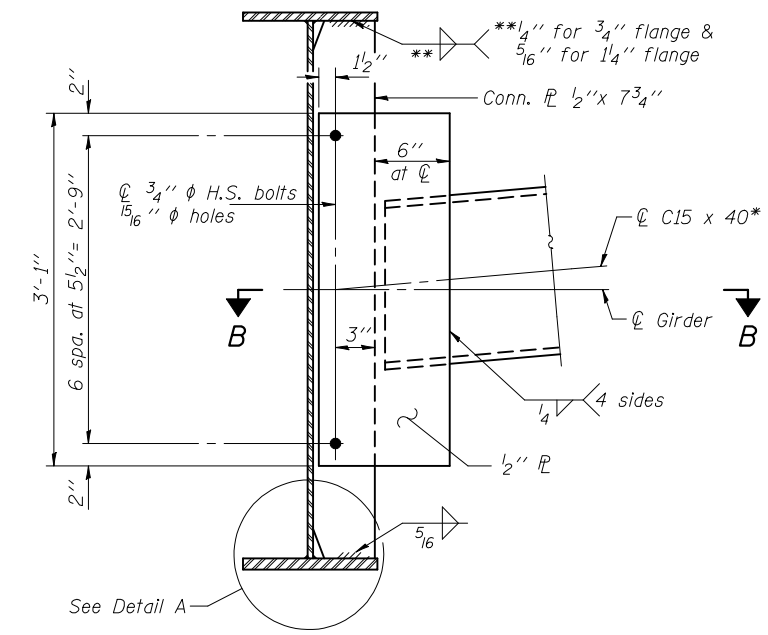
DETAIL A



SECTION B-B

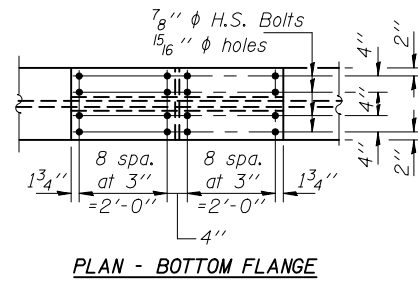


ELEVATION



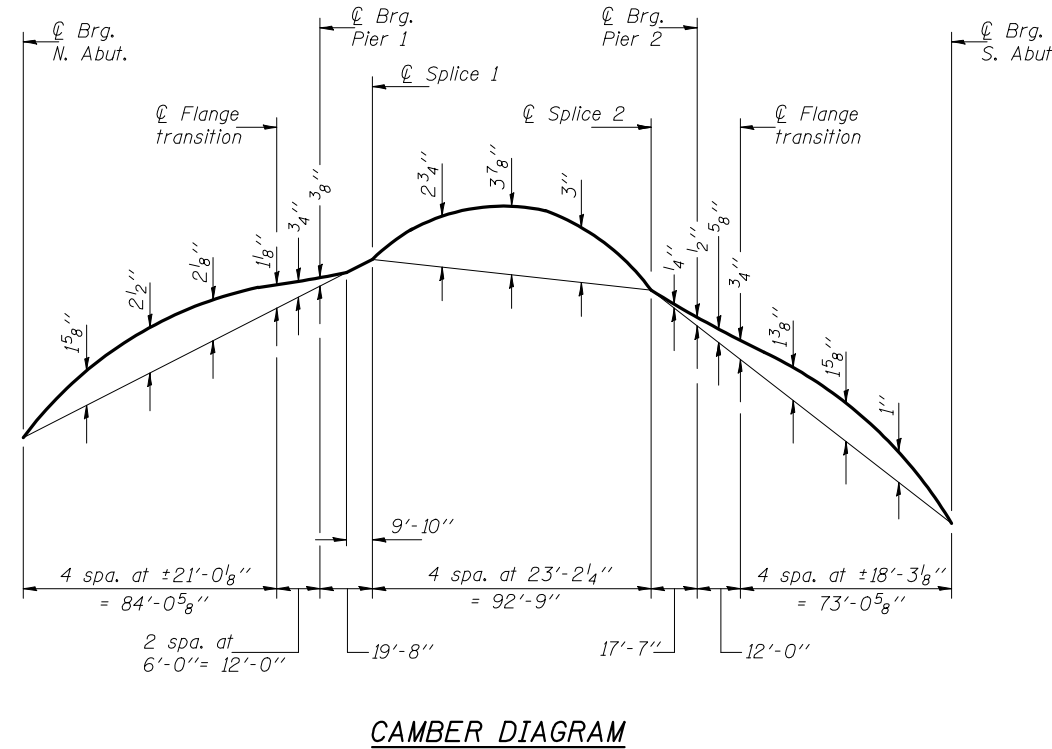
DIAPHRAGM D
(90 Required)

*Alternate channels C15x50 are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized shall be provided at no extra cost to the Department.



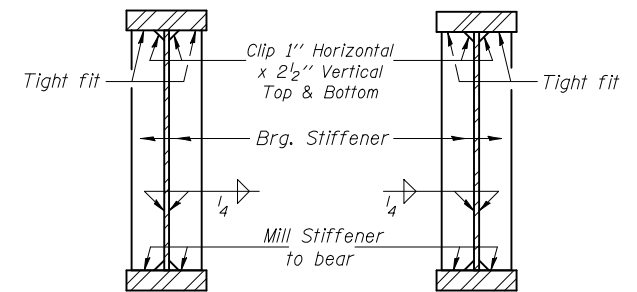
PLAN - BOTTOM FLANGE

SPLICE DETAIL



CAMBER DIAGRAM

Notes: Load carrying components designated "NTR" shall conform to the requirements for Notch Toughness, Zone 2.
Two hardened washers shall be required for all oversized holes in diaphragms.
Omit connecting plates on exterior side of exterior girder.



SECTION AT PIER

SECTION AT ABUTMENT

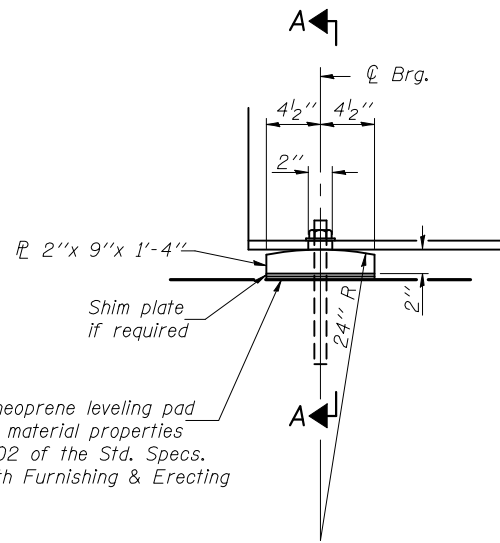
DESIGNED	Nicholas R. Barnett
CHECKED	Michael D. Rolape
DRAWN	h.t. duong
CHECKED	NRB/MDR

EXAMINED	September 17, 2010 <i>Thomas J. Domagalicki</i> ENGINEER OF BRIDGE DESIGN
PASSED	<i>Ralph E. Anderson</i> ENGINEER OF BRIDGES AND STRUCTURES

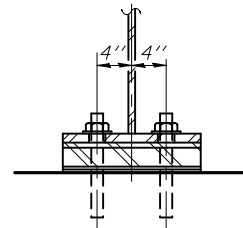
STRUCTURAL STEEL DETAILS
STRUCTURE NO. 084-0517

SHEET NO. 16 27 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	8159	110X-3VB-4	SANGAMON	78	41
CONTRACT NO. 72692					
ILLINOIS FED. AID PROJECT					

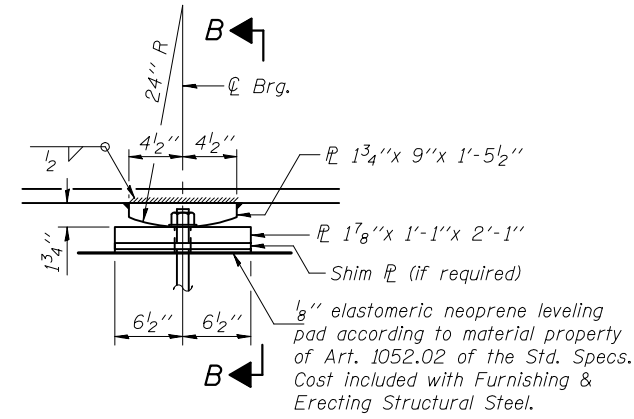
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



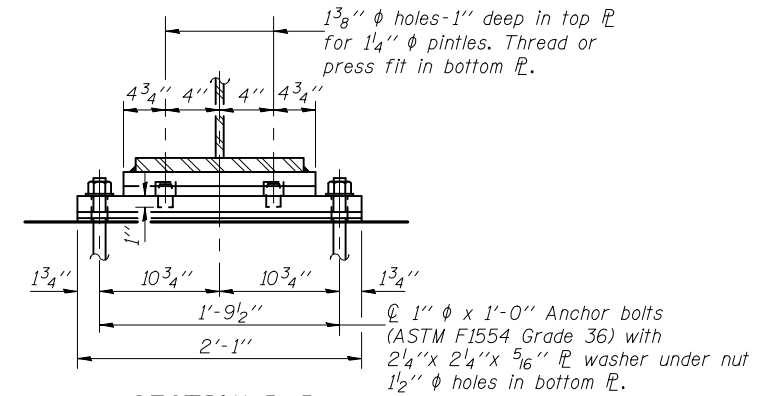
ELEVATION AT ABUTMENT



SECTION A-A



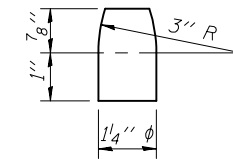
ELEVATION AT PIER



SECTION B-B

FIXED BEARING
(12 Required)

FIXED BEARING
(12 Required)



PINTLE

Notes:

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

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

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

All bearing plates and pintles shall be AASHTO M270 Grade 50W.

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

INTERIOR GIRDER MOMENT TABLE						
	0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.6 Sp. 3	
I_s	(in ⁴)	17399	25193	18369	25193	17399
$I_c(n)$	(in ⁴)	40882	—	43864	—	40882
$I_c(3n)$	(in ⁴)	29940	—	31847	—	29940
S_s	(in ³)	776	1061	849	1061	776
$S_c(n)$	(in ³)	1051	—	1144	—	1051
$S_c(3n)$	(in ³)	958	—	1044	—	958
DC1	(k/')	0.810	0.867	0.818	0.867	0.810
M _{DC1}	(k)	426.6	1179.8	615.2	1062.9	279.7
DC2	(k/')	0.150	0.150	0.150	0.150	0.150
M _{DC2}	(k)	95.9	175.5	149.6	159.1	66.6
DW	(k/')	0.300	0.300	0.300	0.300	0.300
M _{DW}	(k)	191.8	350.9	299.2	318.3	133.1
M _{ℓ + Imp}	(k)	1095.8	1033.5	1296.8	1002.7	957.2
M _u (Strength I)	(k)	2858.5	4029.1	3674.1	3759.7	2307.6
φ _r M _n	(k)	5305.7	—	5683.9	—	5305.7
f _s DC1	(ksi)	6.6	13.3	8.7	12.0	4.3
f _s DC2	(ksi)	1.2	2.0	1.7	1.8	0.8
f _s DW	(ksi)	2.4	4.0	3.4	3.6	1.7
f _s 1.3(ℓ+I)	(ksi)	16.3	15.2	17.7	14.7	14.2
f _s (Service II)	(ksi)	26.5	34.5	31.5	32.1	21.0
f _s (Total)(Strength I)	(ksi)	—	45.6	—	42.5	—
V _r	(k)	30.0	—	26.5	—	29.5

- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) due to short-term composite live loads (in⁴ and in³).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads (in⁴ and in³).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- M_{ℓ + Imp}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- M_u (Strength I): Factored design moment (kip-ft.).
- φ_rM_n: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).
- f_s (Service II): Sum of stresses as computed from the moments below (ksi).
- f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
- V_r: Factored shear range computed according to Article 6.10.10.

INTERIOR GIRDER REACTION TABLE HL93 Loading					
	N. Abut.	Pier 1	Pier 2	S. Abut.	
R _{DC1}	(k)	26.7	106.8	100.7	22.0
R _{DC2}	(k)	5.4	18.9	17.9	4.5
R _{DW}	(k)	10.8	37.8	35.7	9.0
R _{ℓ + Imp}	(k)	84.5	141.7	138.6	81.1
R _{Total}	(k)	127.4	305.2	292.9	116.6

SHIM PLATE THICKNESS

Location	N. Abut.	Pier 1	Pier 2	S. Abut.
Girder 1	—	—	—	1/4"
Girder 2	—	—	—	1/8"
Girder 3	1/4"	—	—	5/8"
Girder 4	—	1/4"	3/8"	—
Girder 5	1/8"	—	—	—
Girder 6	—	—	—	—

*TOP OF GIRDER WEB ELEVATIONS

Location	ℓ Brg. N. Abut.	ℓ Brg. Pier 1	ℓ Splice 1	ℓ Splice 2	ℓ Brg. Pier 2	ℓ Brg. S. Abut.
Girder 1	628.78	629.48	629.59	629.42	629.28	628.41
Girder 2	628.93	629.60	629.65	629.46	629.36	628.46
Girder 3	629.06	629.70	629.75	629.53	629.43	628.50
Girder 4	629.10	629.72	629.76	629.51	629.40	628.45
Girder 5	629.05	629.63	629.67	629.39	629.28	628.30
Girder 6	628.98	629.53	629.56	629.26	629.14	628.14

*For fabrication use only.

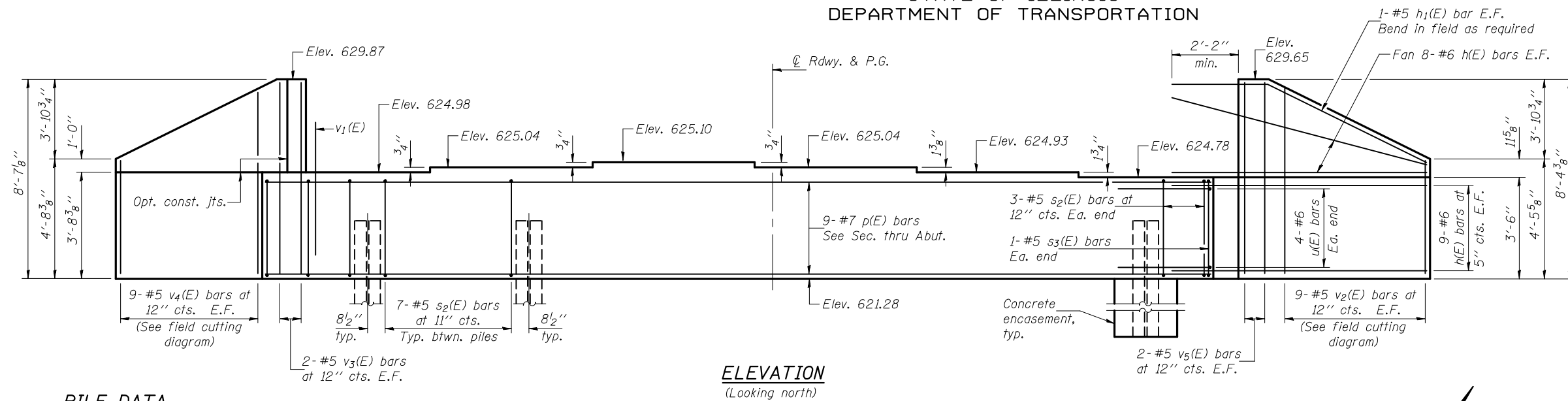
DESIGNED Nicholas R. Barnett
CHECKED Michael D. Rolape
DRAWN h.t. duong
CHECKED NRB/MDR

September 17, 2018
EXAMINED Thomas J. Domagala
PASSED Ralph E. Anderson

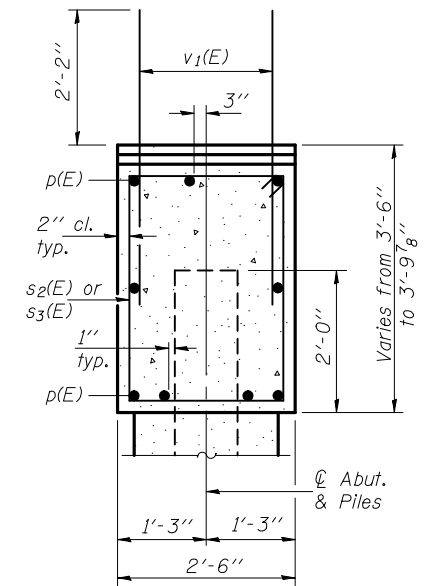
BEARING DETAILS
STRUCTURE NO. 084-0517

SHEET NO. 17	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	8159	110X-3VB-4	SANGAMON	78	42
CONTRACT NO. 72692					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



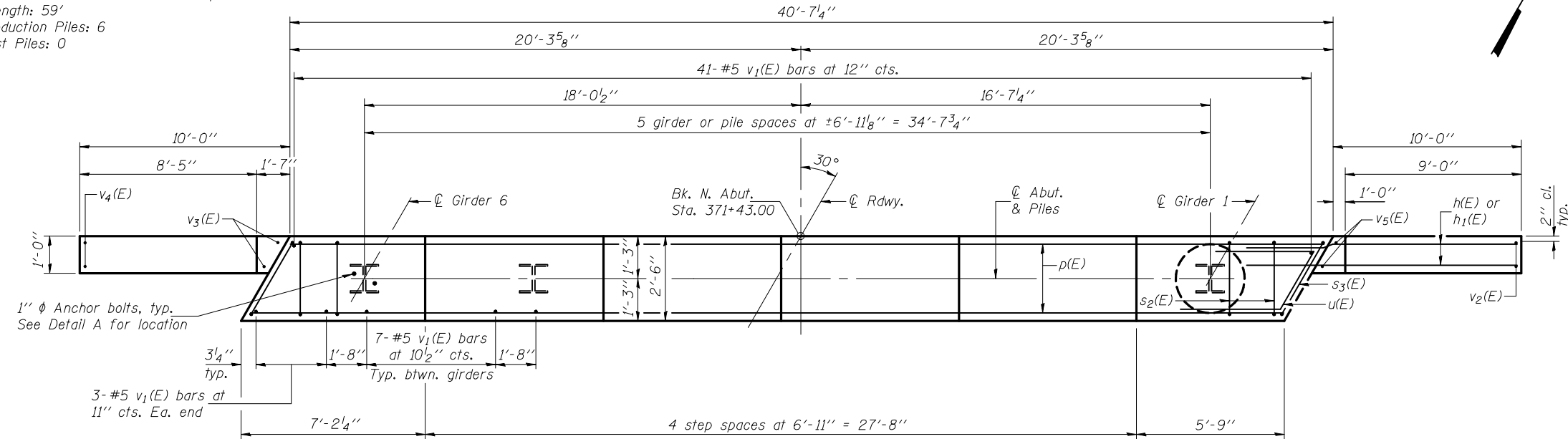
ELEVATION
(Looking north)



SEC. THRU ABUT.

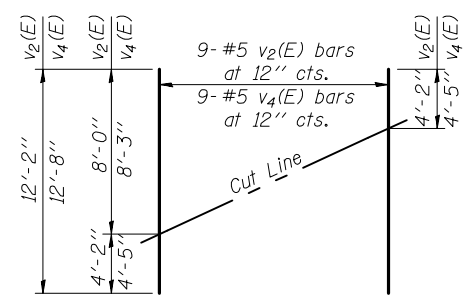
PILE DATA

Type: Steel HP10x57 with Pile Shoes
Nominal Required Bearing: 454 Kips
Factored Resistance Available: 227 Kips
Est. Length: 59'
No. Production Piles: 6
No. Test Piles: 0



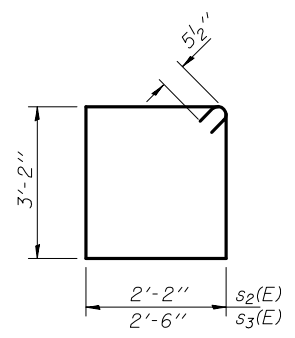
PLAN

Notes: Four steps monolithically with cap.
For details of bar splicers, see sheet 23 of 27.
For details of piles and concrete encasement, see sheet 25 of 27.

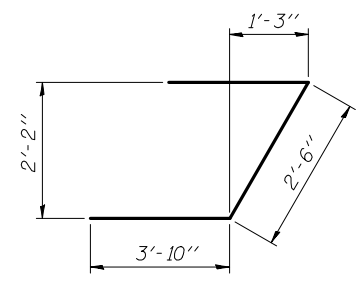


FIELD CUTTING DIAGRAM

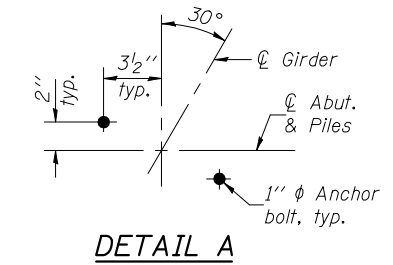
Order v2(E) & v4(E) full length.
Cut as shown and use remainder of bars in opposite face.



BARS s2(E) & s3(E)



BAR u(E)



DETAIL A

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	68	#6	12'-9"	—
h1(E)	4	#5	13'-6"	—
p(E)	9	#7	40'-3"	—
s2(E)	41	#5	11'-7"	□
s3(E)	2	#5	12'-3"	□
u(E)	8	#6	10'-2"	┘
v1(E)	82	#5	4'-4"	—
v2(E)	9	#5	12'-2"	—
v3(E)	4	#5	8'-4"	—
v4(E)	9	#5	12'-8"	—
v5(E)	4	#5	8'-1"	—
Structure Excavation	Cu. Yd.		94	
Concrete Structures	Cu. Yd.		18.9	
Reinforcement Bars, Epoxy Coated	Pound		3410	
Furnishing Steel Piles HP10x57	Foot		354	
Driving Piles	Foot		354	
Pile Shoes	Each		6	
Concrete Encasement	Cu. Yd.		2.1	
Anchor Bolts, 1" φ	Each		12	

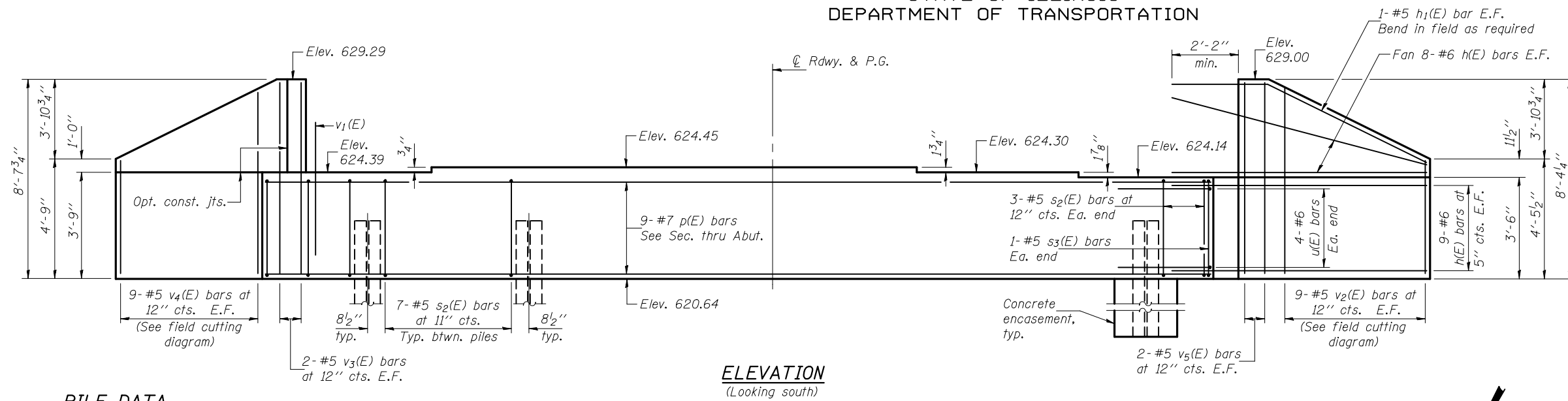
**NORTH ABUTMENT
STRUCTURE NO. 084-0517**

DESIGNED	Nicholas R. Barnett
CHECKED	Michael D. Rolape
DRAWN	h.t. duong
CHECKED	NRB/MDR

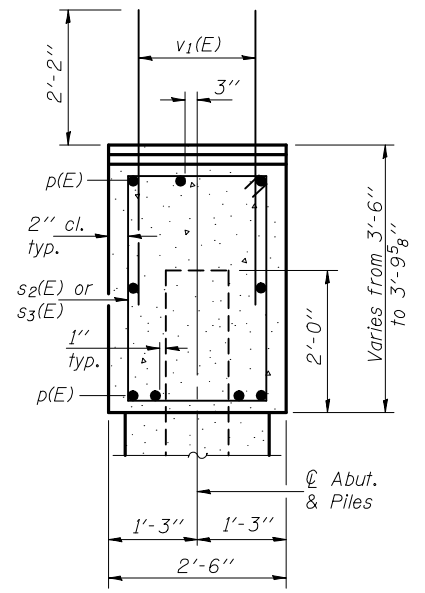
EXAMINED	September 17, 2018
PASSED	Thomas J. Domagala ENGINEER OF BRIDGE DESIGN
	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. 18 27 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	8159	110X-3VB-4	SANGAMON	78	43
			CONTRACT NO. 72692		
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



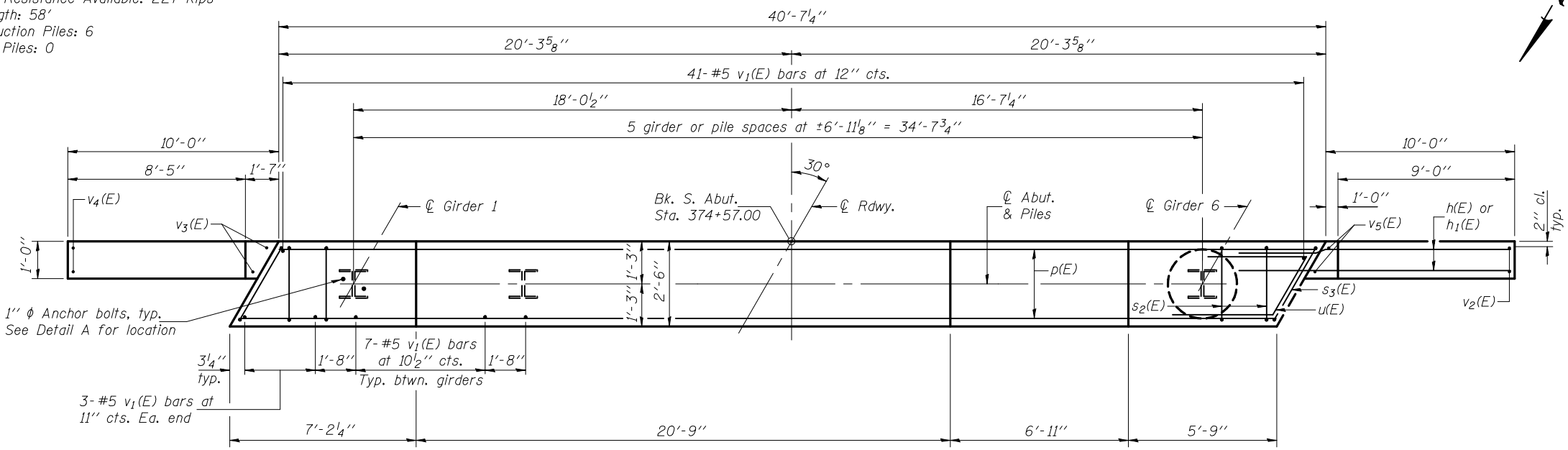
ELEVATION
(Looking south)



SEC. THRU ABUT.

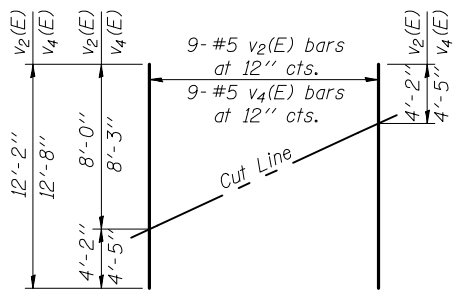
PILE DATA

Type: Steel HP10x57 with Pile Shoes
Nominal Required Bearing: 454 Kips
Factored Resistance Available: 227 Kips
Est. Length: 58'
No. Production Piles: 6
No. Test Piles: 0



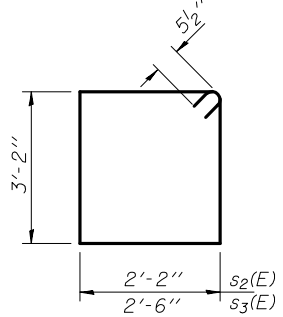
PLAN

Notes: Four steps monolithically with cap.
For details of bar splicers, see sheet 23 of 27.
For details of piles and concrete encasement, see sheet 25 of 27.

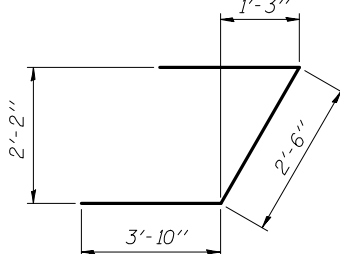


FIELD CUTTING DIAGRAM

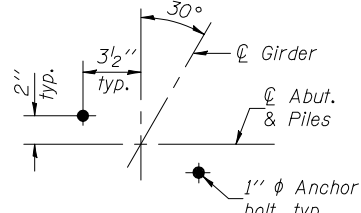
Order v₂(E) & v₄(E) full length.
Cut as shown and use remainder of bars in opposite face.



BARS s₂(E) & s₃(E)



BAR u(E)



DETAIL A

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	68	#6	12'-9"	—
h ₁ (E)	4	#5	13'-6"	—
p(E)	9	#7	40'-3"	—
s ₂ (E)	41	#5	11'-7"	□
s ₃ (E)	2	#5	12'-3"	□
u(E)	8	#6	10'-2"	┘
v ₁ (E)	82	#5	4'-4"	—
v ₂ (E)	9	#5	12'-2"	—
v ₃ (E)	4	#5	8'-4"	—
v ₄ (E)	9	#5	12'-8"	—
v ₅ (E)	4	#5	8'-1"	—
Structure Excavation	Cu. Yd.		94	
Concrete Structures	Cu. Yd.		19.0	
Reinforcement Bars, Epoxy Coated	Pound		3410	
Furnishing Steel Piles HP10x57	Foot		348	
Driving Piles	Foot		348	
Pile Shoes	Each		6	
Concrete Encasement	Cu. Yd.		2.1	
Anchor Bolts, 1" φ	Each		12	

**SOUTH ABUTMENT
STRUCTURE NO. 084-0517**

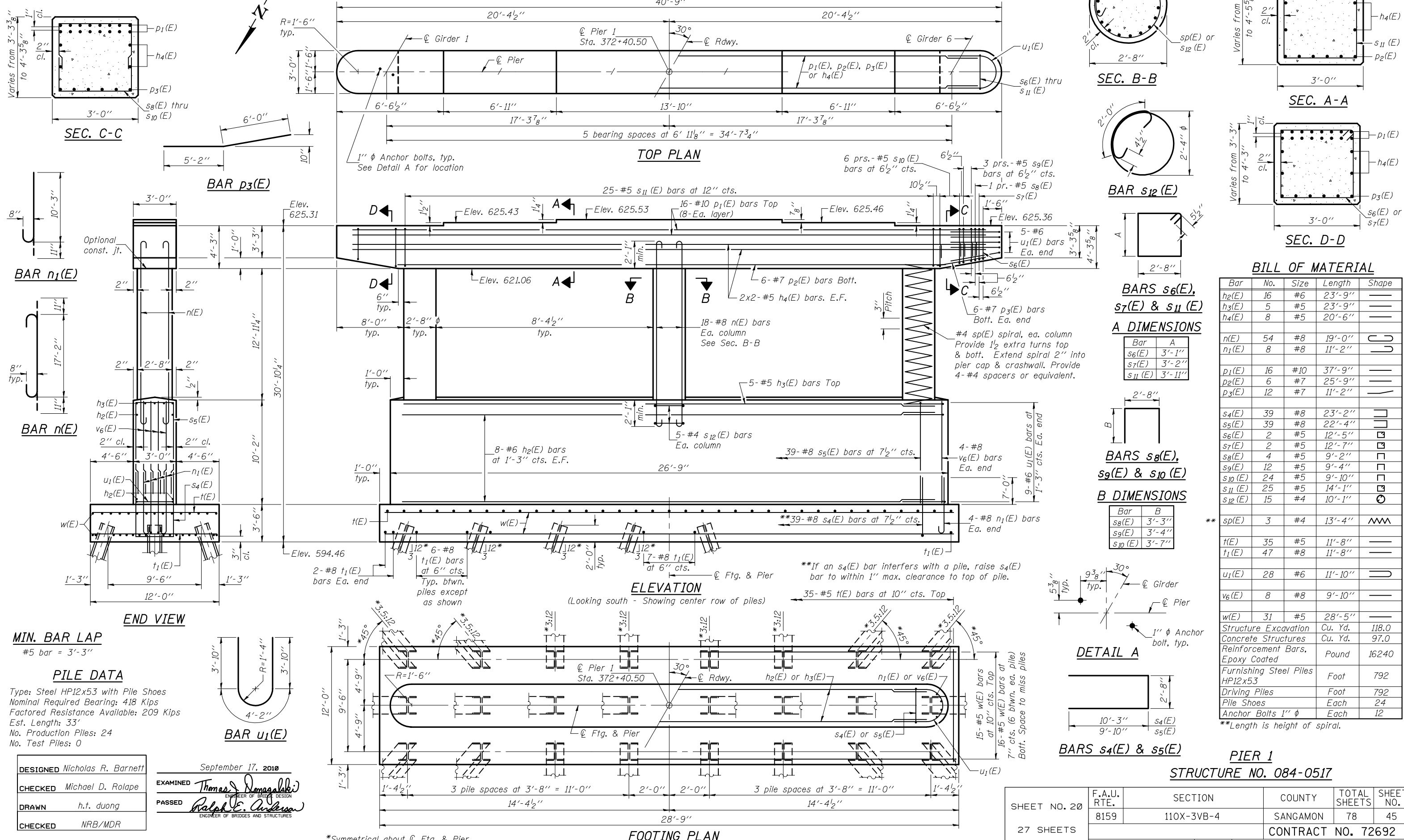
DESIGNED	Nicholas R. Barnett
CHECKED	Michael D. Rolape
DRAWN	h.t. duong
CHECKED	NRB/MDR

EXAMINED	September 17, 2018
PASSED	Thomas J. Domagala ENGINEER OF BRIDGE DESIGN
	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. 19 27 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	8159	110X-3VB-4	SANGAMON	78	44
CONTRACT NO. 72692					
ILLINOIS FED. AID PROJECT					

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

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h2(E)	16	#6	23'-9"	—
h3(E)	5	#5	23'-9"	—
h4(E)	8	#5	20'-6"	—
n(E)	54	#8	19'-0"	U
n1(E)	8	#8	11'-2"	U
p1(E)	16	#10	37'-9"	—
p2(E)	6	#7	25'-9"	—
p3(E)	12	#7	11'-2"	—
s4(E)	39	#8	23'-2"	U
s5(E)	39	#8	22'-4"	U
s6(E)	2	#5	12'-5"	□
s7(E)	2	#5	12'-7"	□
s8(E)	4	#5	9'-2"	□
s9(E)	12	#5	9'-4"	□
s10(E)	24	#5	9'-10"	□
s11(E)	25	#5	14'-1"	□
s12(E)	15	#4	10'-1"	○
sp(E)	3	#4	13'-4"	W
t(E)	35	#5	11'-8"	—
t1(E)	47	#8	11'-8"	—
u1(E)	28	#6	11'-10"	U
v6(E)	8	#8	9'-10"	—
w(E)	31	#5	28'-5"	—

Structure Excavation Cu. Yd. 118.0
 Concrete Structures Cu. Yd. 97.0
 Reinforcement Bars, Epoxy Coated Pound 16240
 Furnishing Steel Piles HP12x53 Foot 792
 Driving Piles Foot 792
 Pile Shoes Each 24
 Anchor Bolts 1" φ Each 12

**Length is height of spiral.

MIN. BAR LAP
 #5 bar = 3'-3"

PILE DATA

Type: Steel HP12x53 with Pile Shoes
 Nominal Required Bearing: 418 Kips
 Factored Resistance Available: 209 Kips
 Est. Length: 33'
 No. Production Piles: 24
 No. Test Piles: 0

DESIGNED	Nicholas R. Barnett
CHECKED	Michael D. Rolape
DRAWN	h.t. duong
CHECKED	NRB/MDR

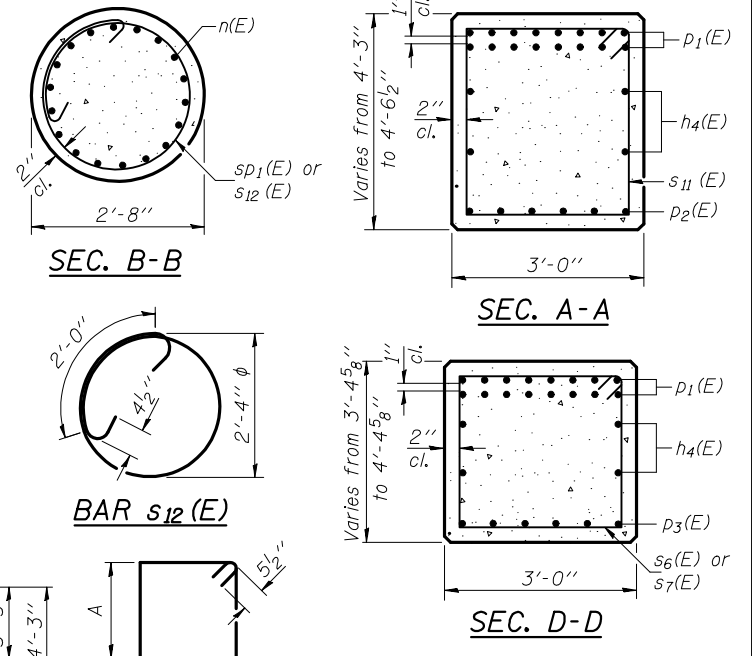
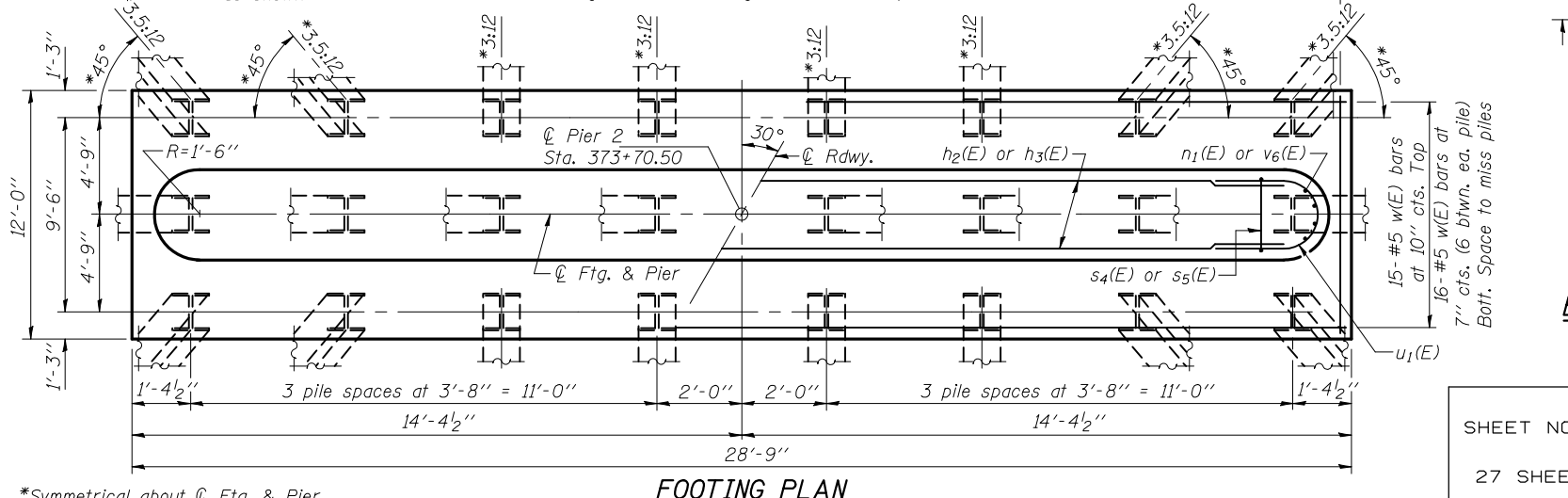
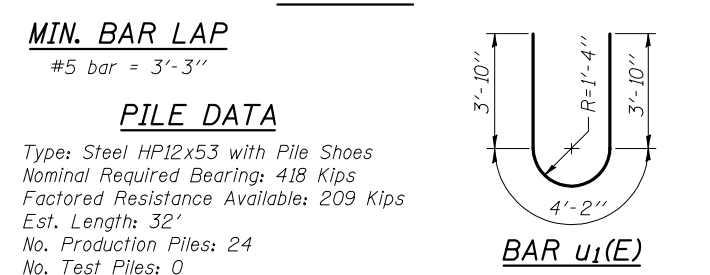
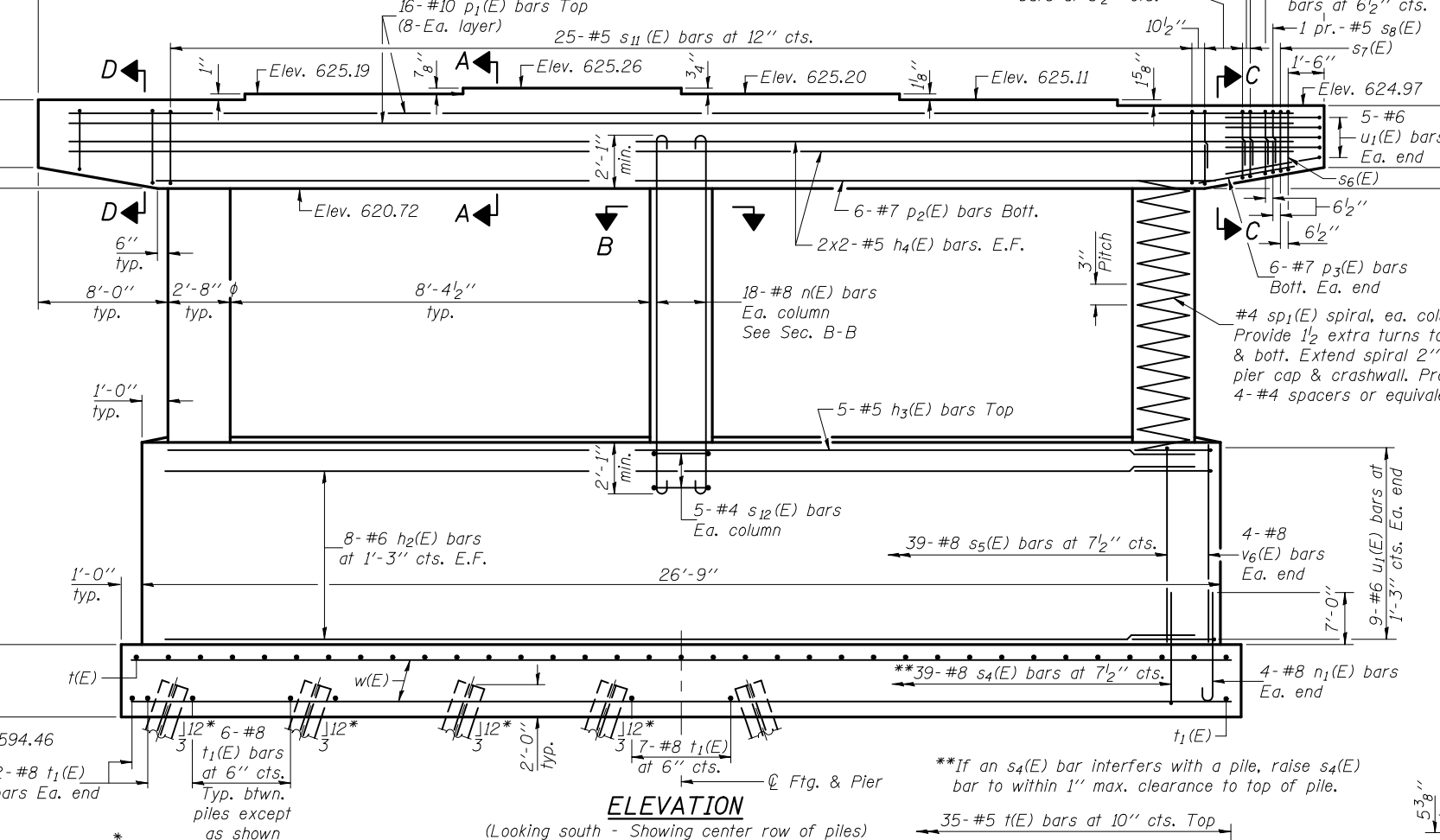
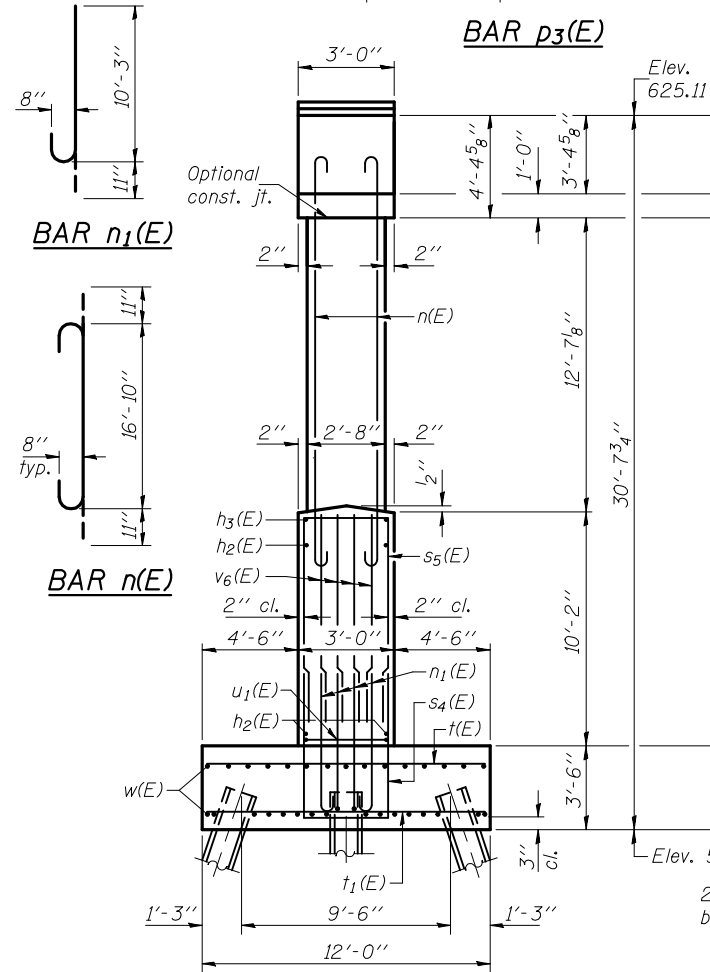
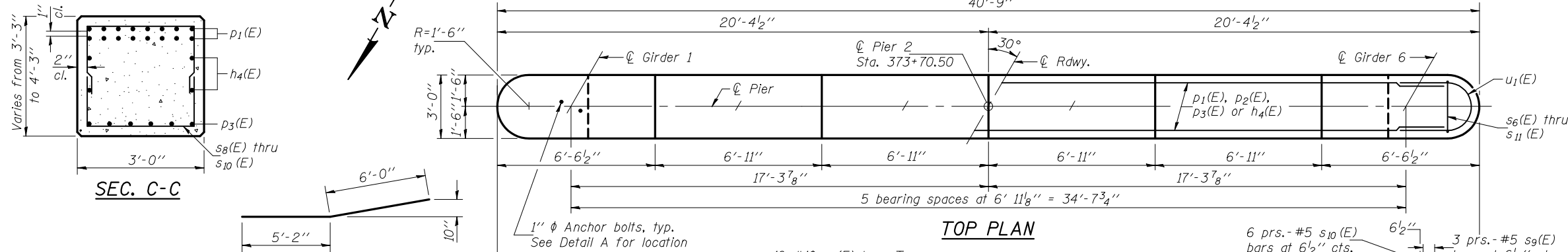
EXAMINED	September 17, 2018
THOMAS J. DOMAGALSKI	ENGINEER OF BRIDGE DESIGN
PASSED	ROBERT E. ANDERSON
	ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. 20	F.A.U. RTE. 8159	SECTION 110X-3VB-4	COUNTY SANGAMON	TOTAL SHEETS 78	SHEET NO. 45
27 SHEETS	CONTRACT NO. 72692			ILLINOIS FED. AID PROJECT	

PIER 1
STRUCTURE NO. 084-0517

Notes: Space reinforcement in cap to miss anchor bolts.
Four steps monolithically with cap.
For details of piles, see sheet 25 of 27.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BARS s6(E), s7(E) & s11(E)

Bar	A
s6(E)	3'-1"
s7(E)	3'-2"
s11(E)	3'-11"

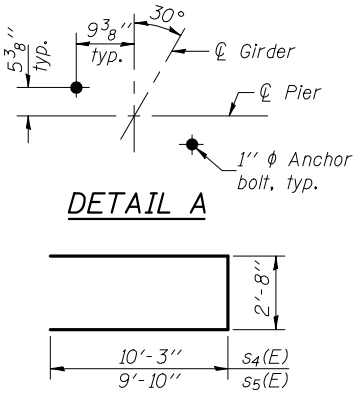
BARS s8(E), s9(E) & s10(E)

Bar	B
s8(E)	3'-3"
s9(E)	3'-4"
s10(E)	3'-7"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h2(E)	16	#6	23'-9"	—
h3(E)	5	#5	23'-9"	—
h4(E)	8	#5	20'-6"	—
n(E)	54	#8	18'-8"	U
n1(E)	8	#8	11'-2"	U
p1(E)	16	#10	37'-9"	—
p2(E)	6	#7	25'-9"	—
p3(E)	12	#7	11'-2"	—
s4(E)	39	#8	23'-2"	U
s5(E)	39	#8	22'-4"	U
s6(E)	2	#5	12'-5"	□
s7(E)	2	#5	12'-7"	□
s8(E)	4	#5	9'-2"	□
s9(E)	12	#5	9'-4"	□
s10(E)	24	#5	9'-10"	□
s11(E)	25	#5	14'-1"	□
s12(E)	15	#4	10'-1"	○
** sp1(E)	3	#4	13'-0"	W
t(E)	35	#5	11'-8"	—
t1(E)	47	#8	11'-8"	—
u1(E)	28	#6	11'-10"	U
v6(E)	8	#8	9'-10"	—
w(E)	31	#5	28'-5"	—
Structure Excavation			Cu. Yd.	118.0
Concrete Structures			Cu. Yd.	97.0
Reinforcement Bars, Epoxy Coated			Pound	16560
Furnishing Steel Piles HP12x53			Foot	768
Driving Piles			Foot	768
Pile Shoes			Each	24
Anchor Bolts 1" φ			Each	12

**Length is height of spiral.



BARS s4(E) & s5(E)

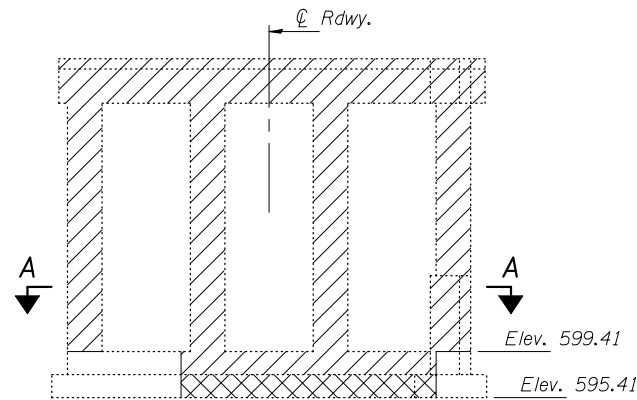
PIER 2
STRUCTURE NO. 084-0517

DESIGNED Nicholas R. Barnett
CHECKED Michael D. Rolape
DRAWN h.t. duong
CHECKED NRB/MDR

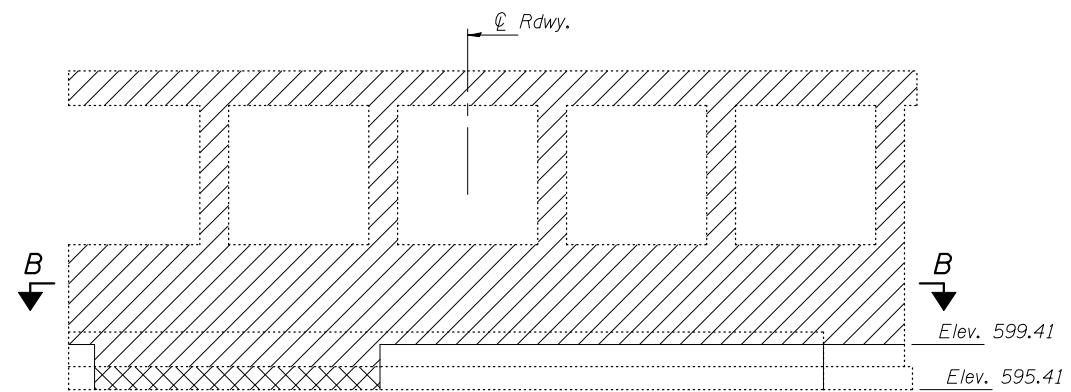
September 17, 2010
EXAMINED Thomas J. Domagala
PASSED Ralph E. Anderson

SHEET NO. 21	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
27 SHEETS	8159	110X-3VB-4	SANGAMON	78	46
CONTRACT NO. 72692					

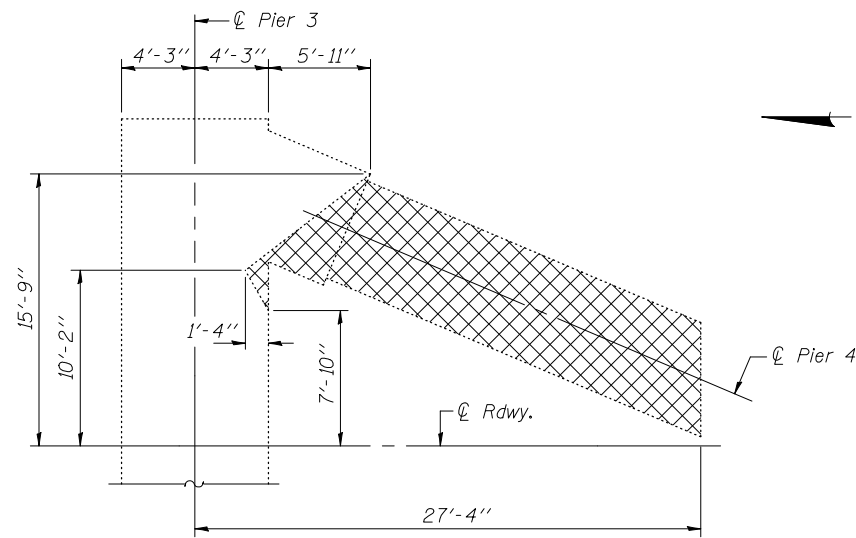
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



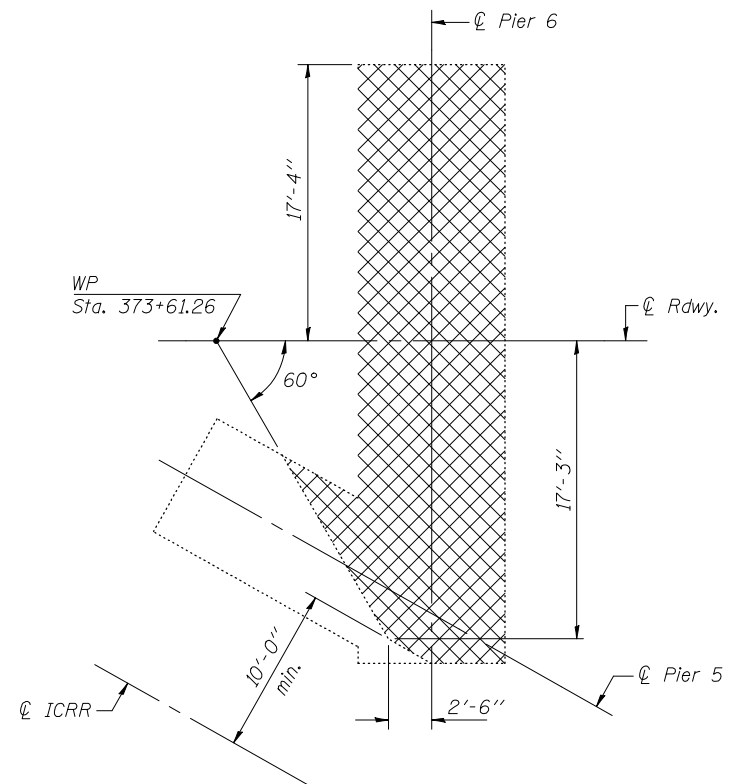
ELEVATION - EXISTING PIER 6
(Looking South)
(Pier 3 similar - Looking North)



ELEVATION - EXISTING PIER 4
(Looking South)
(Pier 5 similar - Looking North)



SECTION B-B - EXISTING PIERS 3 & 4



SECTION A-A - EXISTING PIERS 5 & 6

Notes: Cost of concrete removal is included with Removal of Existing Structures.
Dimensions of concrete removal may be varied in the field to maintain the limits of structure excavation as directed by the Engineer.
Concrete removal shall not take place within 10'-0" of centerline of track.

- LEGEND**
- Limits of concrete removal.
 - Limits of concrete removal in footing.

DESIGNED	Nicholas R. Barnett
CHECKED	Michael D. Rolape
DRAWN	h.t. duong
CHECKED	NRB/MDR

September 17, 2018

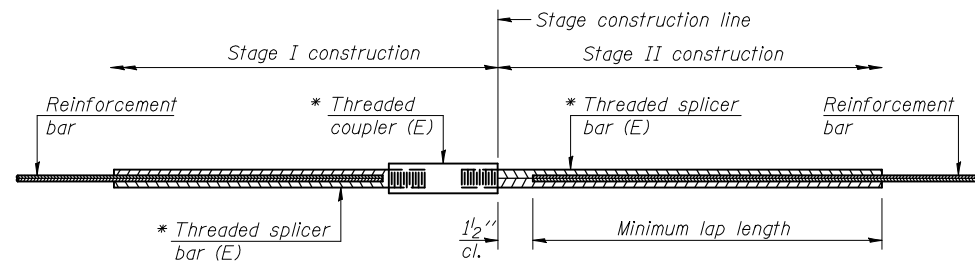
EXAMINED *Thomas J. Domagalicki*
ENGINEER OF BRIDGE DESIGN

PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

CONCRETE REMOVAL DETAILS
STRUCTURE NO. 084-0517

SHEET NO. 22 27 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	8159	110X-3VB-4	SANGAMON	78	47
CONTRACT NO. 72692					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STANDARD BAR SPLICER ASSEMBLY

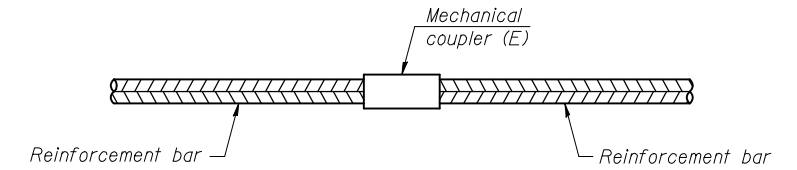
Minimum Lap Lengths				
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

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

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

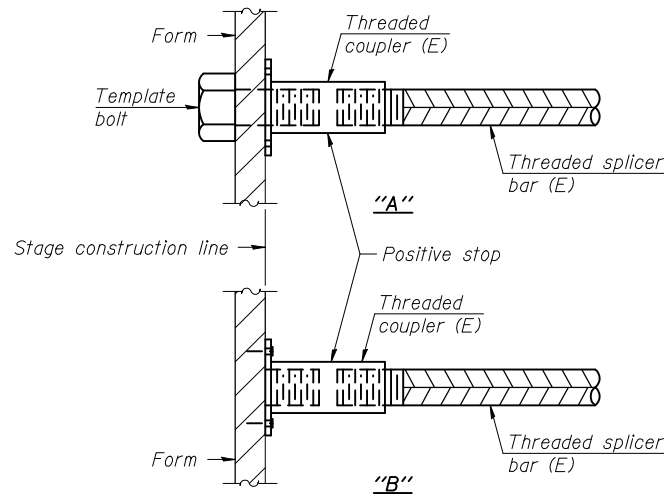
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

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



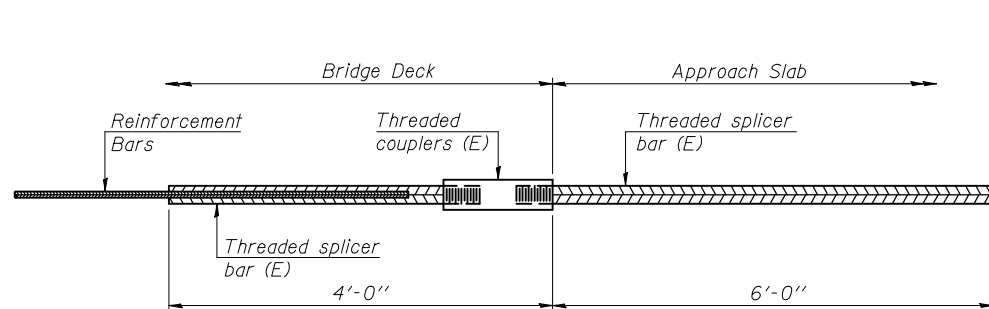
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



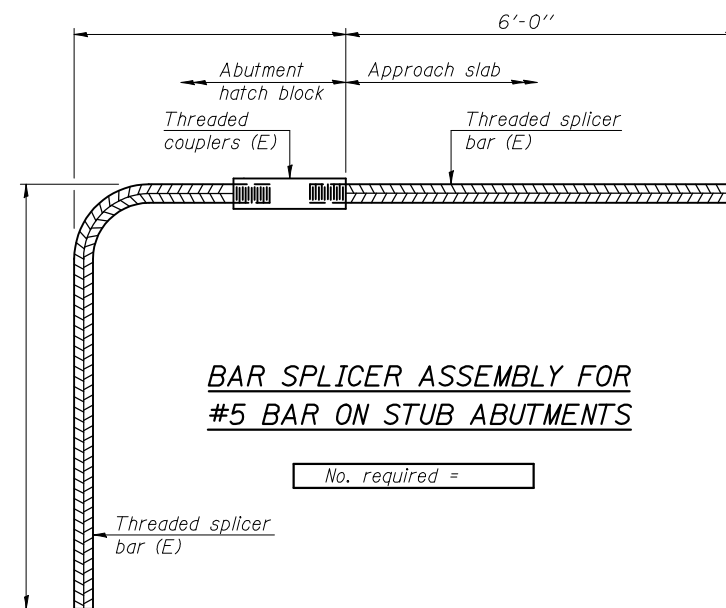
INSTALLATION AND SETTING METHODS

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



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

No. required = 76



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 084-0517**

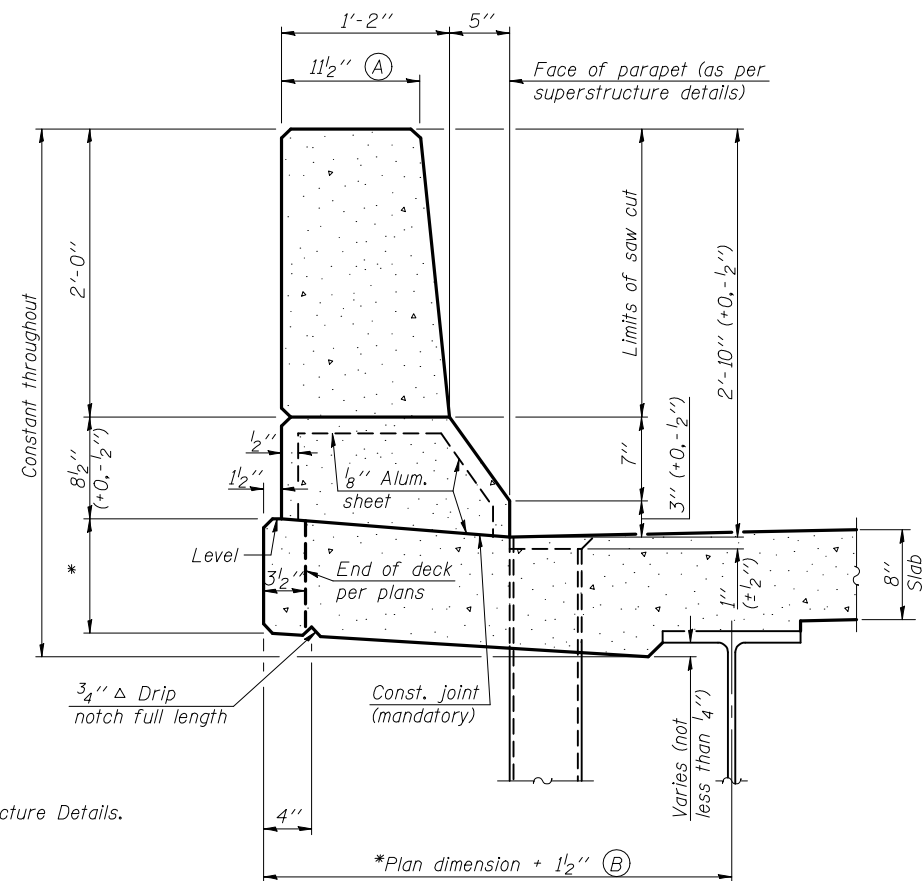
DESIGNED *Nicholas R. Barnett*
CHECKED *Michael D. Rolape*
DRAWN *h.t. duong*
CHECKED *NRB/MDR*

September 17, 2010
EXAMINED *Thomas J. Domagalick*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

BSD-1 11-1-09

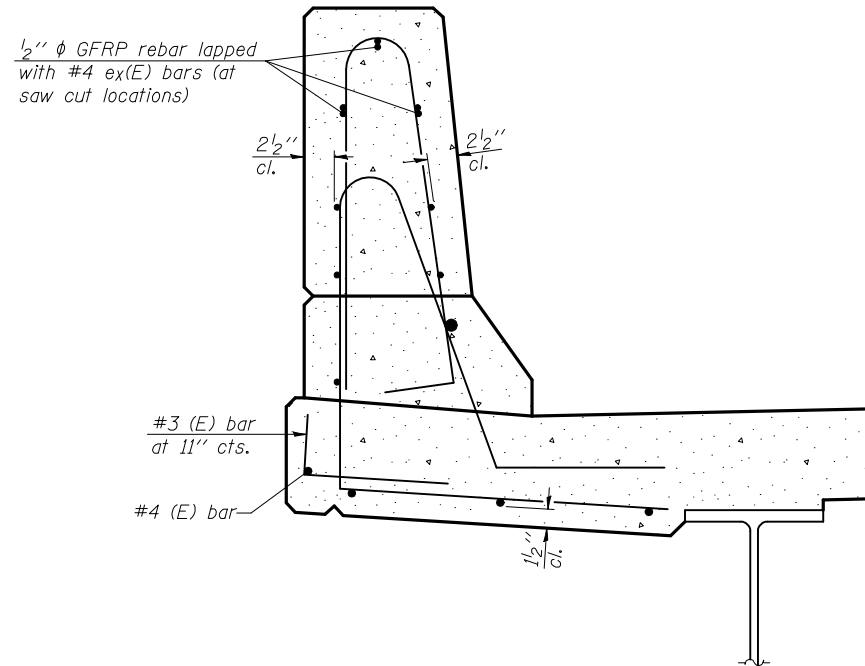
SHEET NO. 23 27 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	8159	110X-3VB-4	SANGAMON	78	48
CONTRACT NO. 72692					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



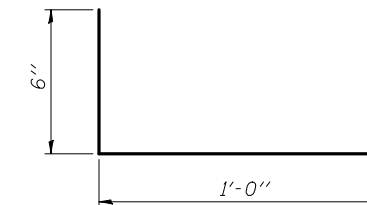
SECTION
(Showing dimensions)

* See Superstructure Details.

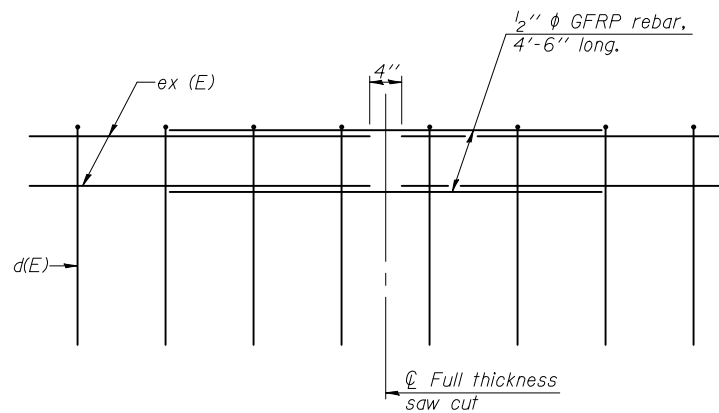


SECTION
(Showing reinforcement clearances for slip forming and additional reinforcement bars)

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



#3 (E) BAR



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

**CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 084-0517**

DESIGNED	Nicholas R. Barnett
CHECKED	Michael D. Rolape
DRAWN	h.t. duong
CHECKED	NRB/MDR

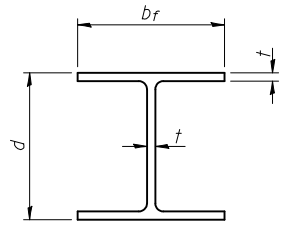
EXAMINED	September 17, 2018	Thomas J. Domagalaki
PASSED		Ralph E. Anderson

SFP-34

11-1-09

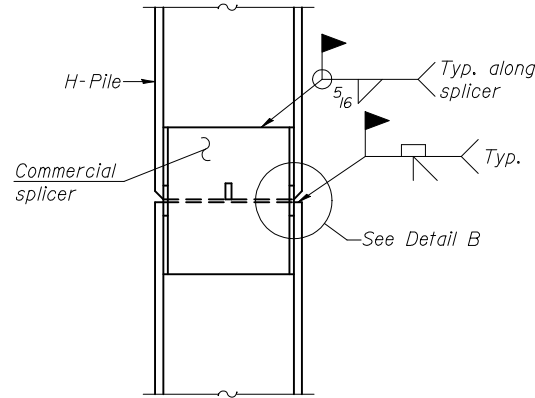
SHEET NO. 24 27 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	8159	110X-3VB-4	SANGAMON	78	49
CONTRACT NO. 72692					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

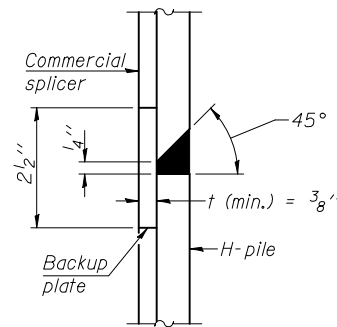


STEEL PILE TABLE

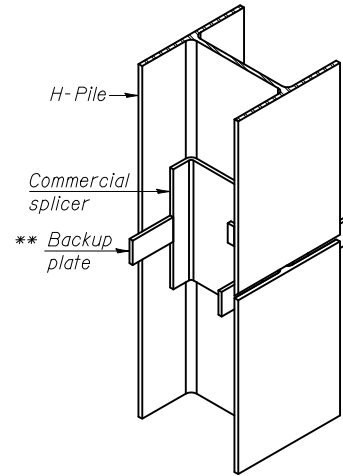
Designation	Depth d	Flange width b _f	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"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



ELEVATION

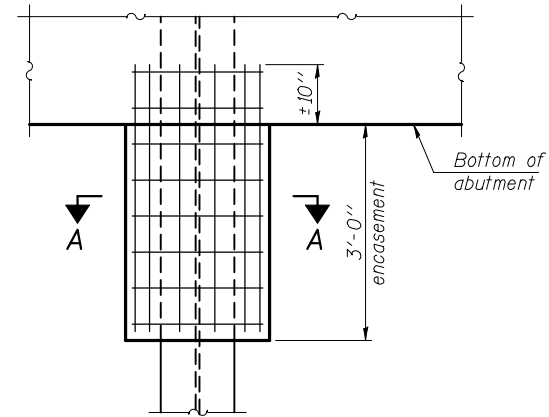


DETAIL "B"



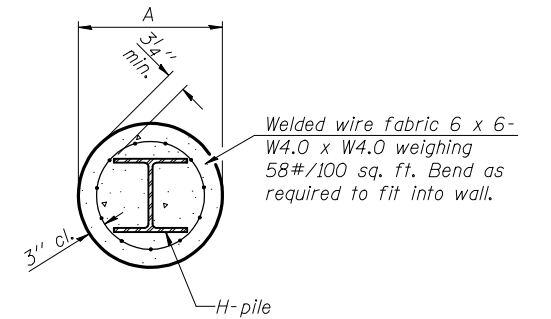
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



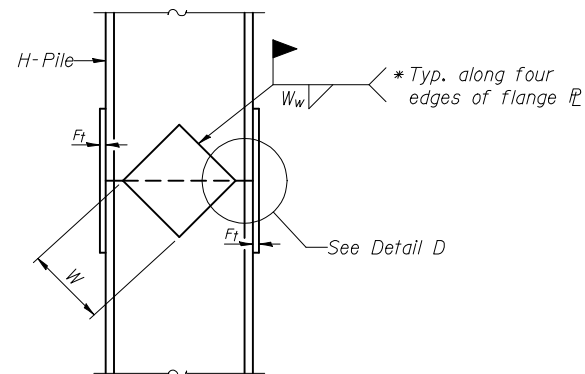
ELEVATION

PILE ENCASEMENT

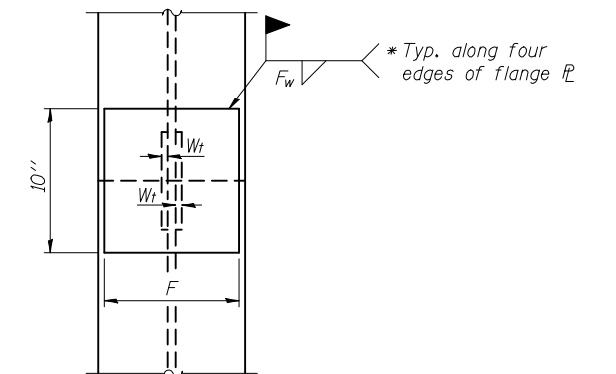


Note:
Forms for encasement may be omitted when soil conditions permit.

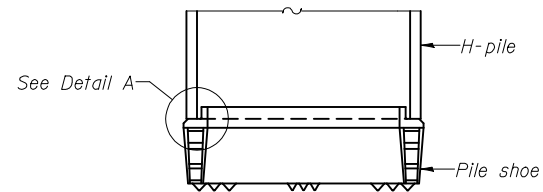
SECTION A-A



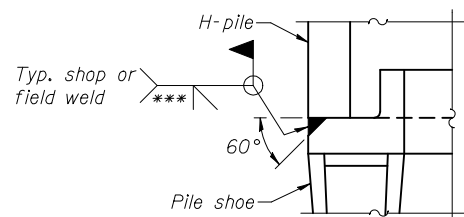
ELEVATION



END VIEW

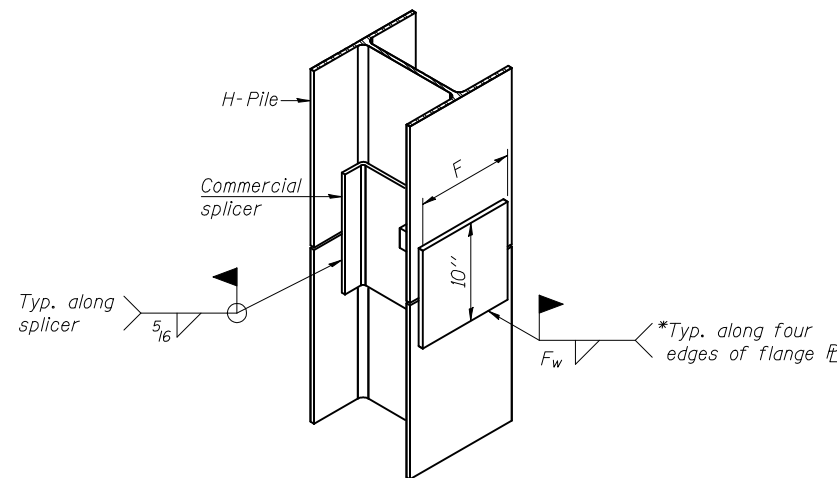


ELEVATION



DETAIL A

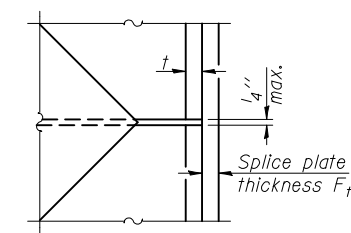
H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

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



DETAIL D

WELDED PLATE FIELD SPLICE

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

HP PILE DETAILS
STRUCTURE NO. 084-0517

DESIGNED	Nicholas R. Barnett
CHECKED	Michael D. Rolape
DRAWN	h.t. duong
CHECKED	NRB/MDR

EXAMINED	September 17, 2010 Thomas J. Domagala ENGINEER OF BRIDGE DESIGN
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

F-HP 7-1-10

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

SHEET NO. 25 27 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	8159	110X-3VB-4	SANGAMON	78	50
CONTRACT NO. 72692					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation SOIL BORING LOG Page 1 of 2
 Division of Highways DOT District 1
 ROUTE FAU 8159 (FR 1-55) DESCRIPTION The West Frontage Road of I-55 over the ICRR at Glenasm LOGGED BY M. Metcalf Date 7/2/04

SECTION (84-3HB-2H-2A(110X-3VB)) LOCATION SE 14, SEC. 28, TWP. 14 N, RNG. 5 W, 3 PM
 COUNTY Sangamon DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 084-0005 Ex 084-0517 Pr Station 372+99.97
 BORING NO. 1 N. Abut Station 370+69.6
 Offset 7.08 LL Ground Surface Elev. 627.7 ft

DEPTH (ft)	SOIL DESCRIPTION	TESTS	REMARKS
0	Brown and Dark Brown Mottled Moist SILTY CLAY (FILL)		
0	Brown and Grey Moist SILTY CLAY (Till) (FILL)		
1		1.9	22
3		B	
604.70	Brownish Grey Moist SILT (FILL) Poor Recovery		
0		1.0	22
2		P	
602.70 -28	V. Dark Grey Moist SILTY CLAY LOAM		
1		0.7	26
2		B	
609.70	Grey Moist SILTY CLAY		
1		0.8	22
2		B	
617.70 -10	Brown Moist SILTY CLAY (Till) (FILL)		
1		1.5	17
3		B	
5			
614.70	Brown Moist Mixed SILTY CLAY (Till) (FILL) and SILT (FILL)		
1		1.5	24
2		B	
4			
612.70 -16	Brown Moist SILTY CLAY (FILL)		
1		1.9	23
2		B	
4			
609.70	Brown Moist V. Weathered LOAM (Till) (FILL)		
1		1.2	19
2		B	
4			
607.70 -20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
 Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Sealing
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T208) BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation SOIL BORING LOG Page 2 of 2
 Division of Highways DOT District 1
 ROUTE FAU 8159 (FR 1-55) DESCRIPTION The West Frontage Road of I-55 over the ICRR at Glenasm LOGGED BY M. Metcalf Date 7/2/04

SECTION (84-3HB-2H-2A(110X-3VB)) LOCATION SE 14, SEC. 28, TWP. 14 N, RNG. 5 W, 3 PM
 COUNTY Sangamon DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 084-0005 Ex 084-0517 Pr Station 372+99.97
 BORING NO. 1 N. Abut Station 370+69.6
 Offset 7.08 LL Ground Surface Elev. 627.7 ft

DEPTH (ft)	SOIL DESCRIPTION	TESTS	REMARKS
0	Grey V. Moist V. Weathered SILTY CLAY (Till) (continued)		
0	Grey Moist CLAY LOAM (Till) (continued)		
596.70	Grey Crystalline LIMESTONE		
595.70	Brown and Grey V. Moist LOAM (Till)		
0		100	
1		B	
2			
584.70	Auger Refusal - Adjusted Sample Increment - Boring Completed		
0		1.0	20
1		B	
2			
581.70	Grey Moist CLAY LOAM (Till)		
0		3.8	9
4		B	
11			
50			
4		6.6	8
19		B	
22			
58			
7		1.5	11
28		B	
35			
60			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
 Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Sealing
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T208) BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation SOIL BORING LOG Page 1 of 1
 Division of Highways DOT District 1
 ROUTE FAU 8159 (FR 1-55) DESCRIPTION The West Frontage Road of I-55 over the ICRR at Glenasm LOGGED BY M. Metcalf Date 6/28/04

SECTION (84-3HB-2H-2A(110X-3VB)) LOCATION SE 14, SEC. 28, TWP. 14 N, RNG. 5 W, 3 PM
 COUNTY Sangamon DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 084-0005 Ex 084-0517 Pr Station 372+99.97
 BORING NO. 2 Pier 1 Station 371+67.6
 Offset 23.08 LL Ground Surface Elev. 630.7 ft

DEPTH (ft)	SOIL DESCRIPTION	TESTS	REMARKS
0	Brownish Grey Moist SILTY CLAY w/Cinders (FILL)		
0	SILTY CLAY (Till) (continued)		
4		3.0	11
8		B	
13			
677.70	Brown and Grey Moist SILTY CLAY (Till) w/Limestone Clasts		
1		4.0	10
2		B	
2			
0.5		8-12	
28			
695.70 -6	Disturbed Sample		
0		7.0	9
2		B	
1.0			
26			
692.70	Yellow-Brown Moist SILTY CLAY w/Black Oxidation Spots		
1		7.7	9
1		B	
0.8			
29			
690.70 -10	Brownish Grey Moist SILT w/Black Oxidation Spots, Lenses		
1		4.5	10
2		B	
25			
687.70	Grey Moist SILTY CLAY		
0		4	
1		0.9	26
2		B	
685.70 -36	SILTY CLAY (Till)		
1		10	
16			
17			
684.70	Grey V. Moist V. Weathered SILTY CLAY (Till)		
0		100	
1		B	
0.9			
26			
682.70	Brown and Grey Mottled		
1		1.8	13
2		B	
4			
680.70	Free Water		
0			
1			
4			
678.70 -40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
 Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Sealing
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T208) BBS, form 137 (Rev. 8-99)

SOIL BORING LOGS
STRUCTURE NO. 084-0517

SHEET NO. 26 27 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	8159	110X-3VB-4	SANGAMON	78	51
			CONTRACT NO. 72692		
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation
Division of Highways
SOIL BORING LOG
Page 1 of 1
Date 6/29/04

ROUTE FAU 8159 (FR 1-55) DESCRIPTION The West Frontage Road of I-55 over the ICRR at Glenarm LOGGED BY M. Metcalf

SECTION 084-3HB-2I-28(110X-3VB) LOCATION SE 14, SEC. 28, TWP. 14 N, RNG. 5 W, 3 PM

COUNTY Sangamon DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 084-0005 Ex
Station 372+99.97

BORING NO. 3 Pier 2
Station 372+99.97
Offset 25.0 ft
Ground Surface Elev. 596.0 ft

DEPTH (ft)	LOG	TEST	REMARKS	DEPTH (ft)	LOG	TEST	REMARKS
0			Surface Water Elev. N/A ft	0			Stream Bed Elev. N/A ft
0			Groundwater Elev.: First Encounter 582.0 ft Upon Completion 583.0 ft After 24 Hrs. 590.0 ft	0			
0			Grey and Brown Moist SILTY CLAY	0			Grey Dry CLAY LOAM (TII)
4				4			9.2 8
10				10			S-12
25				25			
26				26			
27				27			
28				28			
29				29			
30				30			
31				31			
32				32			
33				33			
34				34			
35				35			
36				36			
37				37			
38				38			
39				39			
40				40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T208) BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
SOIL BORING LOG
Page 1 of 1
Date 6/30/04

ROUTE FAU 8159 (FR 1-55) DESCRIPTION The West Frontage Road of I-55 over the ICRR at Glenarm LOGGED BY M. Metcalf

SECTION 084-3HB-2I-28(110X-3VB) LOCATION SE 14, SEC. 28, TWP. 14 N, RNG. 5 W, 3 PM

COUNTY Sangamon DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 084-0005 Ex
Station 372+99.97

BORING NO. 5 Pier 3-4
Station 374+10.6
Offset 23.0 ft
Ground Surface Elev. 603.3 ft

DEPTH (ft)	LOG	TEST	REMARKS	DEPTH (ft)	LOG	TEST	REMARKS
0			Surface Water Elev. N/A ft	0			Stream Bed Elev. N/A ft
0			Groundwater Elev.: First Encounter 586.8 ft Upon Completion 577.8 ft After 312 Hrs. 594.8 ft	0			
0			Grey and Brown Moist SILTY CLAY LOAM (FII)	0			Grey and Brown Moist SILTY CLAY (TII) (continued)
2				2			0 0.3 18
4				4			0 B
5				5			
6				6			
7				7			6.2 10
8				8			
9				9			
10				10			
11				11			
12				12			
13				13			
14				14			
15				15			
16				16			
17				17			
18				18			
19				19			
20				20			
21				21			
22				22			
23				23			
24				24			
25				25			
26				26			
27				27			
28				28			
29				29			
30				30			
31				31			
32				32			
33				33			
34				34			
35				35			
36				36			
37				37			
38				38			
39				39			
40				40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T208) BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
SOIL BORING LOG
Page 1 of 2
Date 6/29/04

ROUTE FAU 8159 (FR 1-55) DESCRIPTION The West Frontage Road of I-55 over the ICRR at Glenarm LOGGED BY M. Metcalf

SECTION 084-3HB-2I-28(110X-3VB) LOCATION SE 14, SEC. 28, TWP. 14 N, RNG. 5 W, 3 PM

COUNTY Sangamon DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 084-0005 Ex
Station 372+99.97

BORING NO. 6 S. Abut
Station 375+08.6
Offset 30.0 ft
Ground Surface Elev. 622.6 ft

DEPTH (ft)	LOG	TEST	REMARKS	DEPTH (ft)	LOG	TEST	REMARKS
0			Surface Water Elev. N/A ft	0			Stream Bed Elev. N/A ft
0			Groundwater Elev.: First Encounter 583.6 ft Upon Completion 582.6 ft After 24 Hrs. 596.6 ft	0			
0			Grey Moist SILTY (FII) w/Bleed Oxidation Spots	0			Brown and Grey Moist SILTY CLAY (FII) (continued)
1				1			2 1.3 29
2				2			4 B
3				3			
4				4			
5				5			
6				6			
7				7			
8				8			
9				9			
10				10			
11				11			
12				12			
13				13			
14				14			
15				15			
16				16			
17				17			
18				18			
19				19			
20				20			
21				21			
22				22			
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30				30			
31				31			
32				32			
33				33			
34				34			
35				35			
36				36			
37				37			
38				38			
39				39			
40				40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T208) BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
SOIL BORING LOG
Page 2 of 2
Date 6/29/04

ROUTE FAU 8159 (FR 1-55) DESCRIPTION The West Frontage Road of I-55 over the ICRR at Glenarm LOGGED BY M. Metcalf

SECTION 084-3HB-2I-28(110X-3VB) LOCATION SE 14, SEC. 28, TWP. 14 N, RNG. 5 W, 3 PM

COUNTY Sangamon DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 084-0005 Ex
Station 372+99.97

BORING NO. 6 S. Abut
Station 375+08.6
Offset 30.0 ft
Ground Surface Elev. 622.6 ft

DEPTH (ft)	LOG	TEST	REMARKS	DEPTH (ft)	LOG	TEST	REMARKS
0			Surface Water Elev. N/A ft	0			Stream Bed Elev. N/A ft
0			Groundwater Elev.: First Encounter 583.6 ft Upon Completion 582.6 ft After 24 Hrs. 596.6 ft	0			
0			Brown and Grey Moist SILTY CLAY (continued)	0			
1				1			
2				2			
3				3			
4				4			
5				5			
6				6			
7				7			
8				8			
9				9			
10				10			
11				11			
12				12			
13				13			
14				14			
15				15			
16				16			
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20				20			
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32				32			
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40				40			

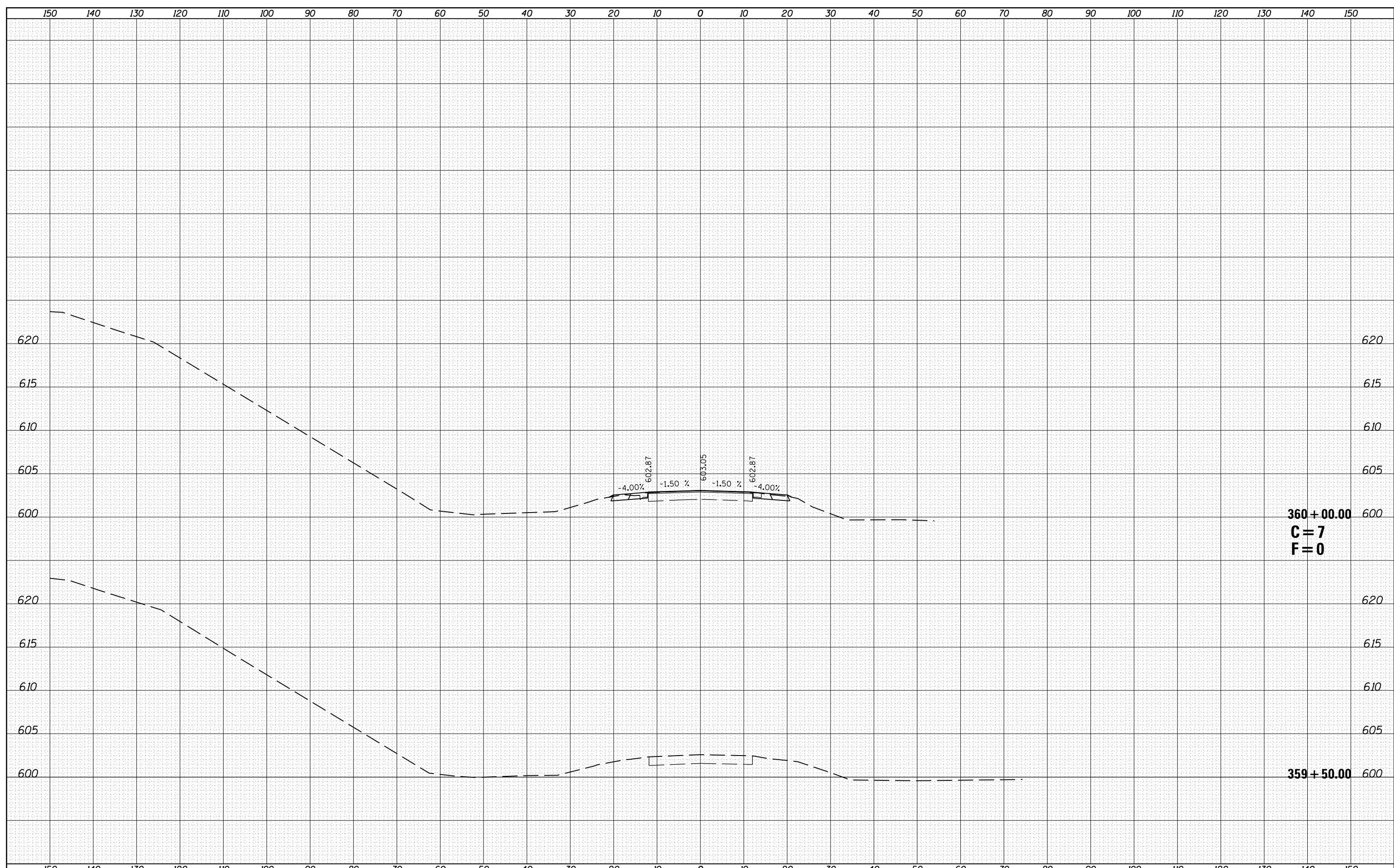
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T208) BBS, form 137 (Rev. 8-99)

SOIL BORING LOGS
STRUCTURE NO. 084-0517

SHEET NO. 27 27 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	8159	110X-3VB-4	SANGAMON	78	52
			CONTRACT NO. 72692		
ILLINOIS FED. AID PROJECT					

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

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

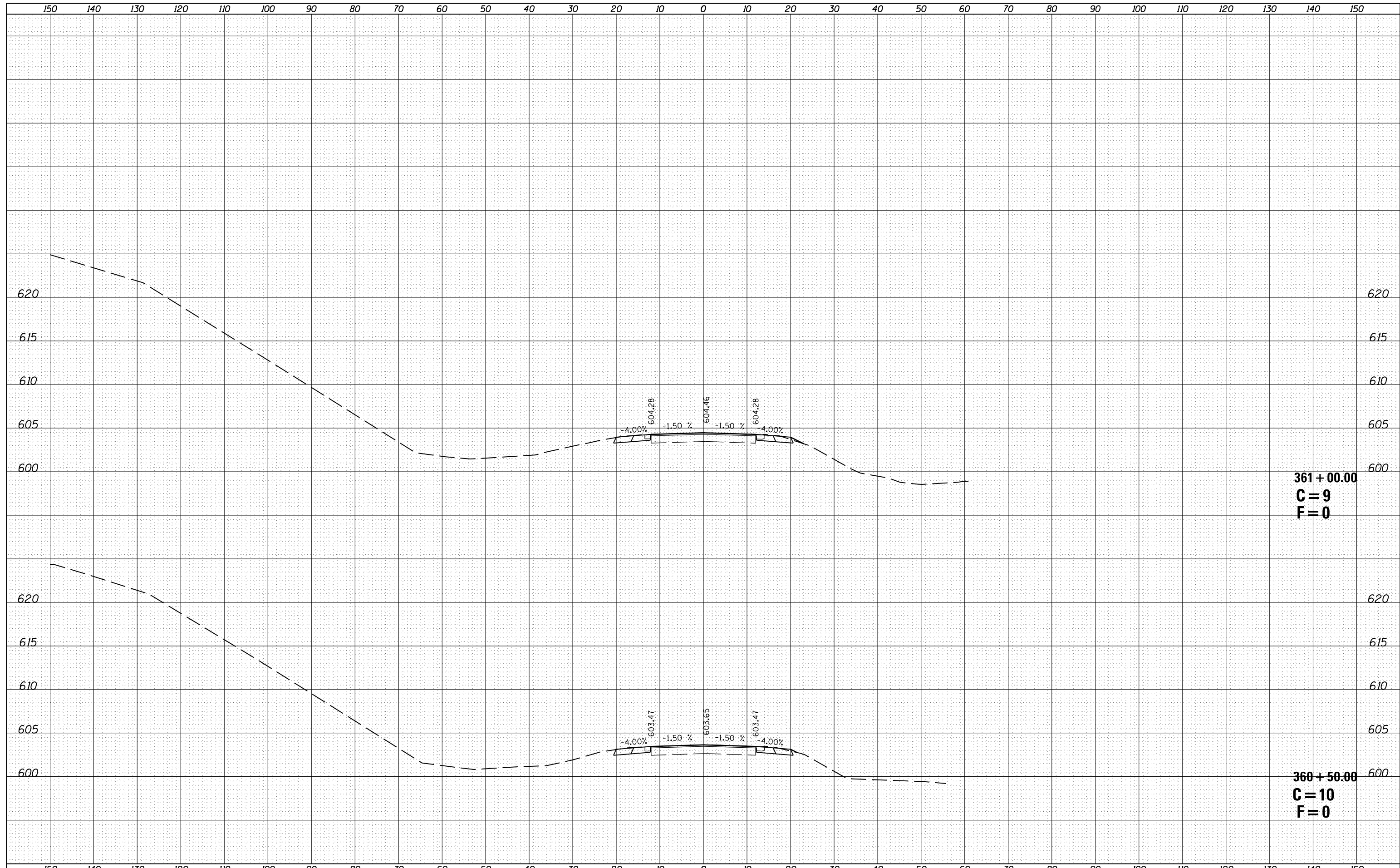


360+00.00
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F = 0

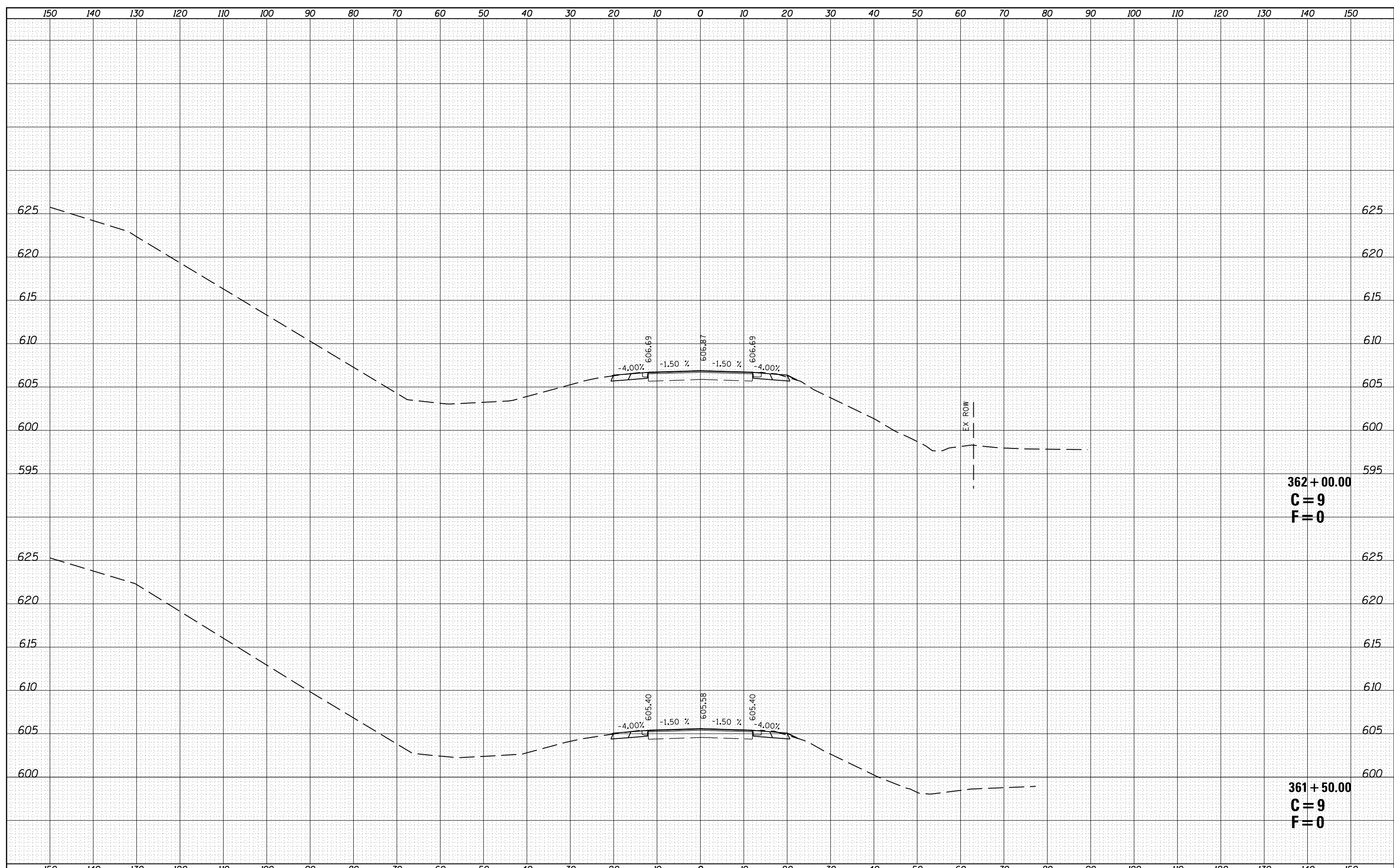
359+50.00

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
FINAL SURVEY NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
ORIGINAL SURVEY NO.	



FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FR I-55 WEST																	
c:\pwork\pwork\laughlinr1\d0232385\0672692-ht-E001xssht.dgn	DRAWN -	REVISED -			SCALE:	SHEET NO. 2 OF 26 SHEETS	STA. 360+50.00 TO 361+00.00															
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -			<table border="1"> <tr><td>F.A.U. RTE.</td><td>SECTION</td><td>COUNTY</td><td>TOTAL SHEETS</td><td>SHEET NO.</td></tr> <tr><td>8159</td><td>110X-3VB-4</td><td>SANGAMON</td><td>78</td><td>54</td></tr> <tr><td colspan="3"></td><td>CONTRACT NO.</td><td>72692</td></tr> </table>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	8159	110X-3VB-4	SANGAMON	78	54				CONTRACT NO.	72692
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS		SHEET NO.																	
8159	110X-3VB-4	SANGAMON	78	54																		
			CONTRACT NO.	72692																		
PLOT DATE = Aug-12-2010 11:52:05AM	DATE -	REVISED -		ILLINOIS FED. AID PROJECT																		



BY	DATE

BY	DATE

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 DESIGNED -
 DRAWN -
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 CHECKED -
 PLOT DATE = Aug-12-2010 11:52:06AM

REVISIED -
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 REVISIED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

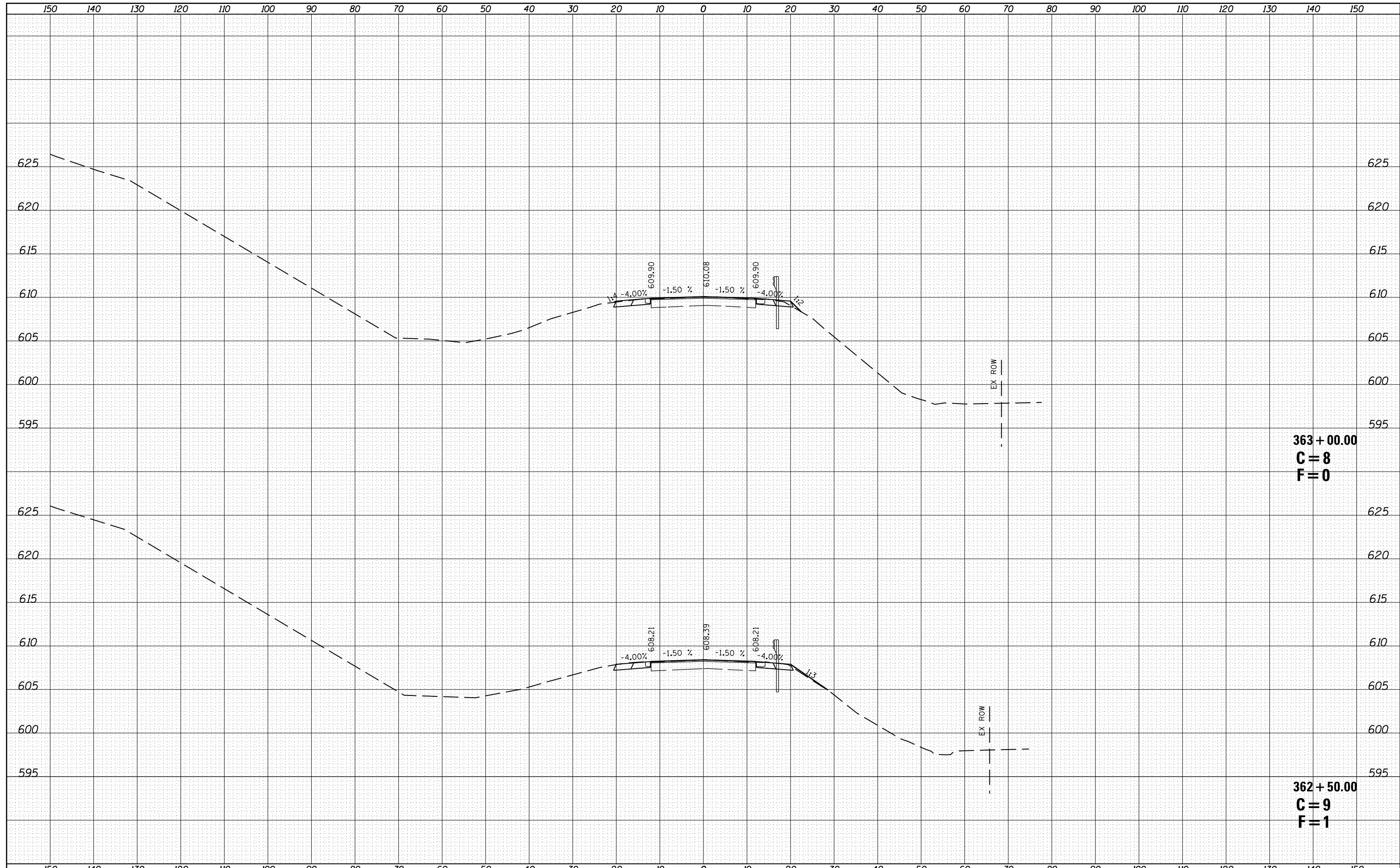
FR I-55 WEST

SCALE: SHEET NO. 3 OF 26 SHEETS STA. 361+50.00 STA. 362+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8159	110X-3VB-4	SANGAMON	78	55
CONTRACT NO. 72692			ILLINOIS FED. AID PROJECT	

DATE	
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SURVEYED	
PLOTTED	
TEMPLATE	
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FINAL SURVEY	
NOTE BOOK	
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DATE	
BY	
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AREAS	
CHECKED	
ORIGINAL SURVEY	
NOTE BOOK	
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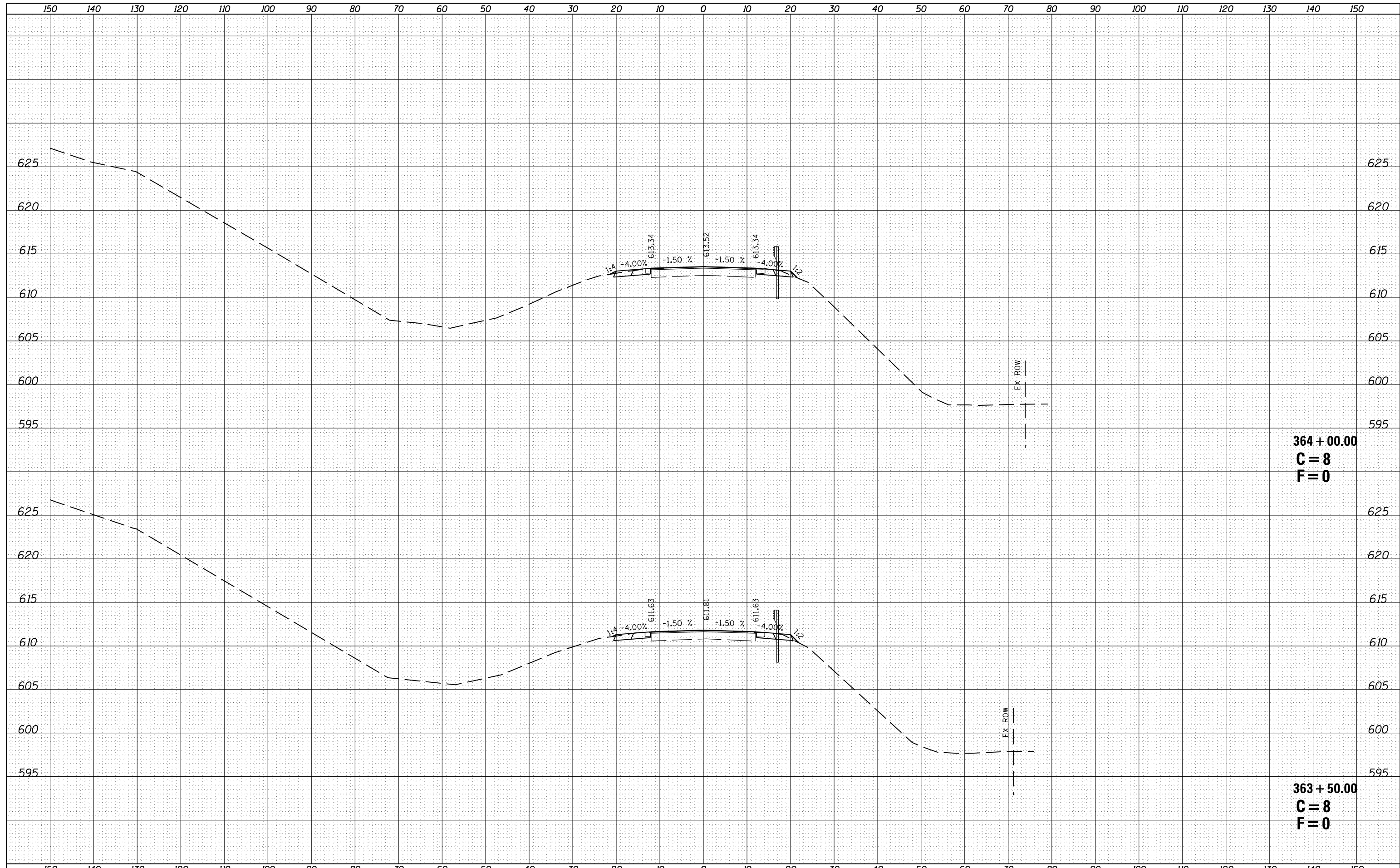
363 + 00.00
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F = 0

362 + 50.00
C = 9
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PLOT DATE = Aug-12-2010 11:52:06AM		DATE -	REVISED -		SCALE:	SHEET NO. 4 OF 26 SHEETS	STA. 362+50.00 STA. 363+00.00	ILLINOIS FED. AID PROJECT			

DATE	
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SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
FINAL SURVEY	
NOTE BOOK	
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DATE	
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SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
ORIGINAL SURVEY	
NOTE BOOK	
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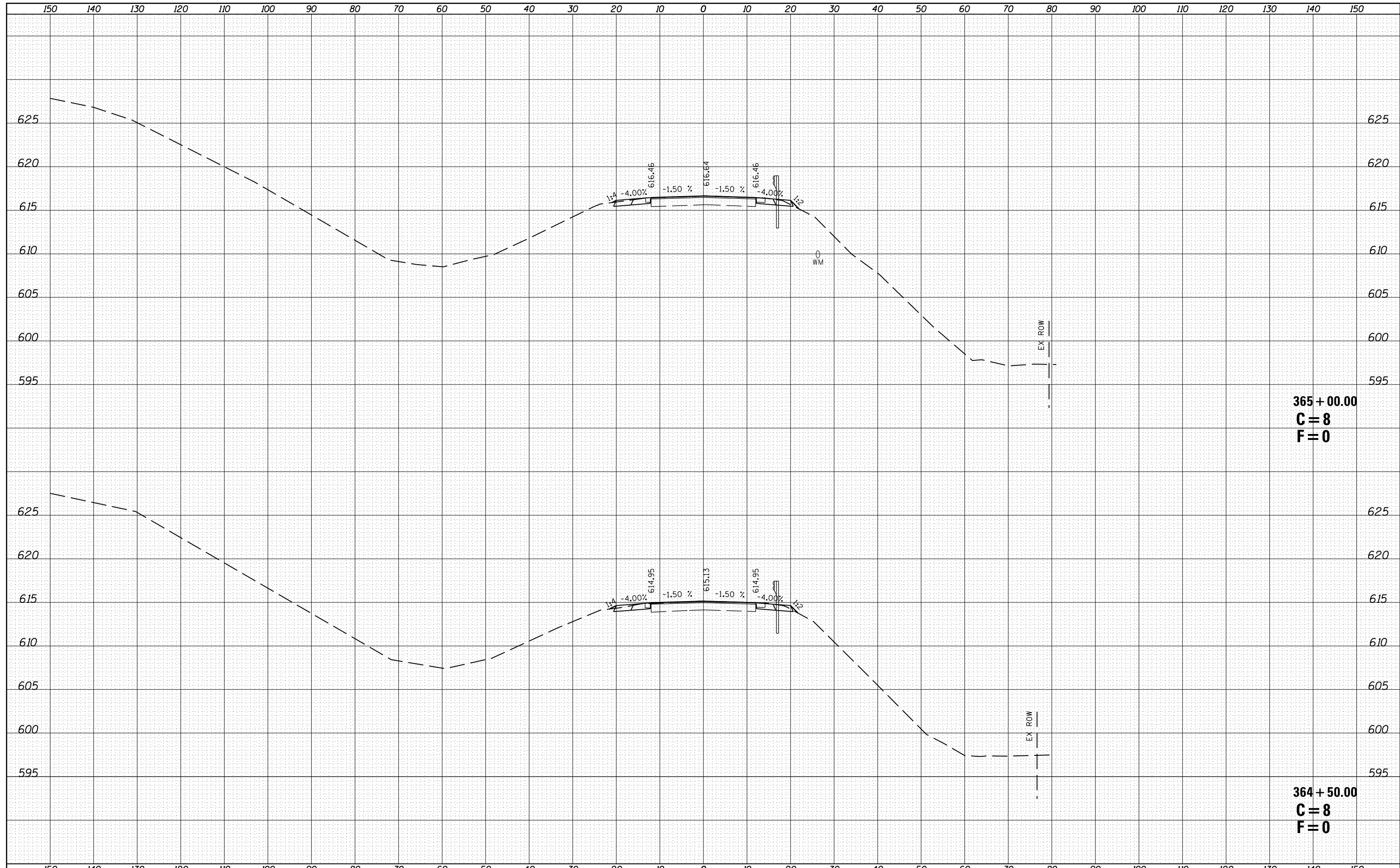
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F = 0

363 + 50.00
C = 8
F = 0

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PLOT DATE = Aug-12-2010 11:52:07AM		DATE -	REVISED -		SCALE:	SHEET NO. 5 OF 26 SHEETS	STA. 363+50.00 STA. 364+00.00	ILLINOIS FED. AID PROJECT			

DATE	
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SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
FINAL SURVEY	
NOTE BOOK	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
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ORIGINAL SURVEY	
NOTE BOOK	
NO.	



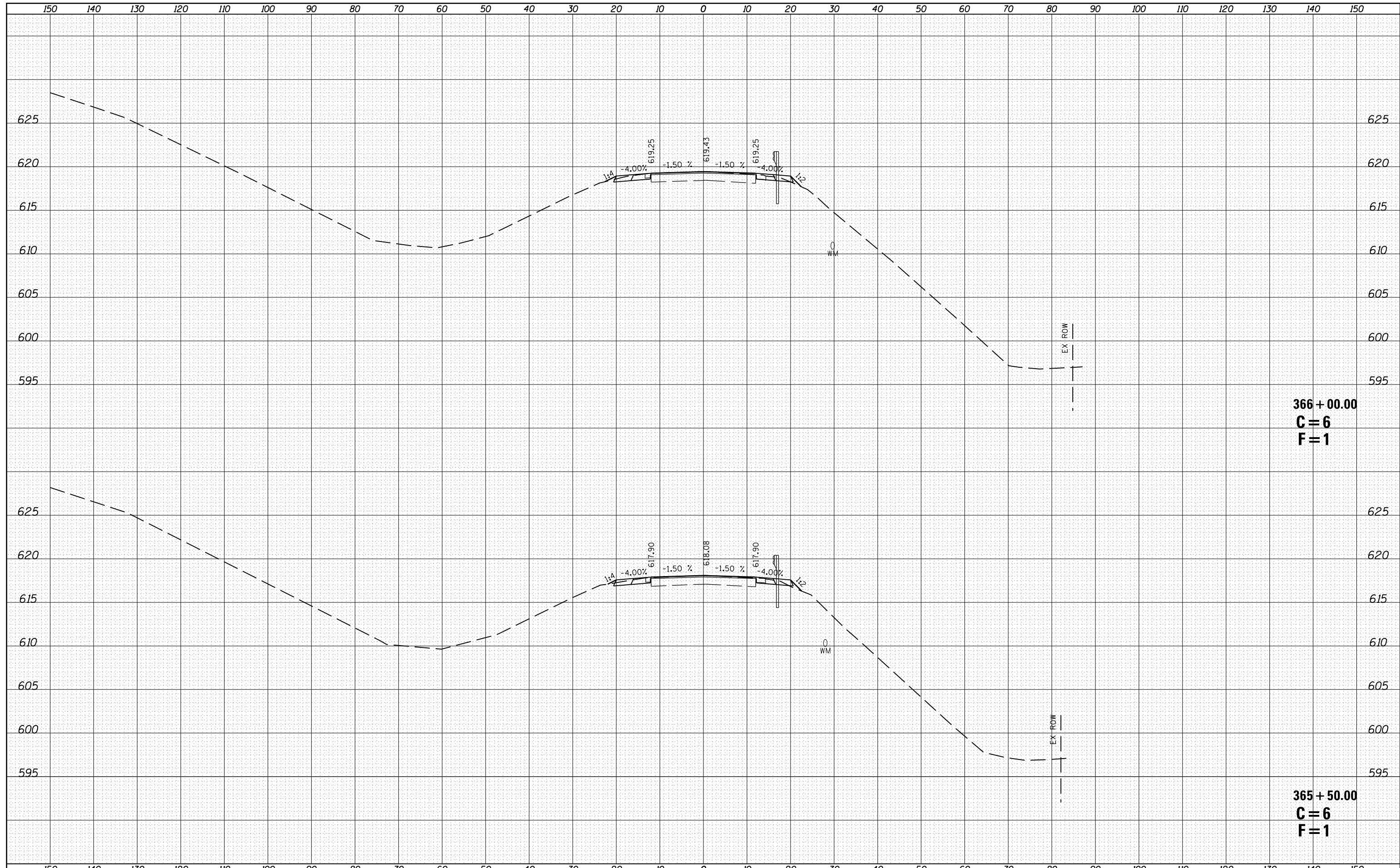
365 + 00.00
C = 8
F = 0

364 + 50.00
C = 8
F = 0

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es:\pw_work\p1dot\laughl1nr1\d0232385\0672692-sh1-E001xssht.dgn		DRAWN -	REVISED -		8159	110X-3VB-4	SANGAMON	78	58		
PLOT SCALE = 20.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 72692						
PLOT DATE = Aug-12-2010 11:52:08AM		DATE -	REVISED -		SCALE:	SHEET NO. 6 OF 26 SHEETS	STA. 364+50.00 STA. 365+00.00	ILLINOIS FED. AID PROJECT			

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

DATE	
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED



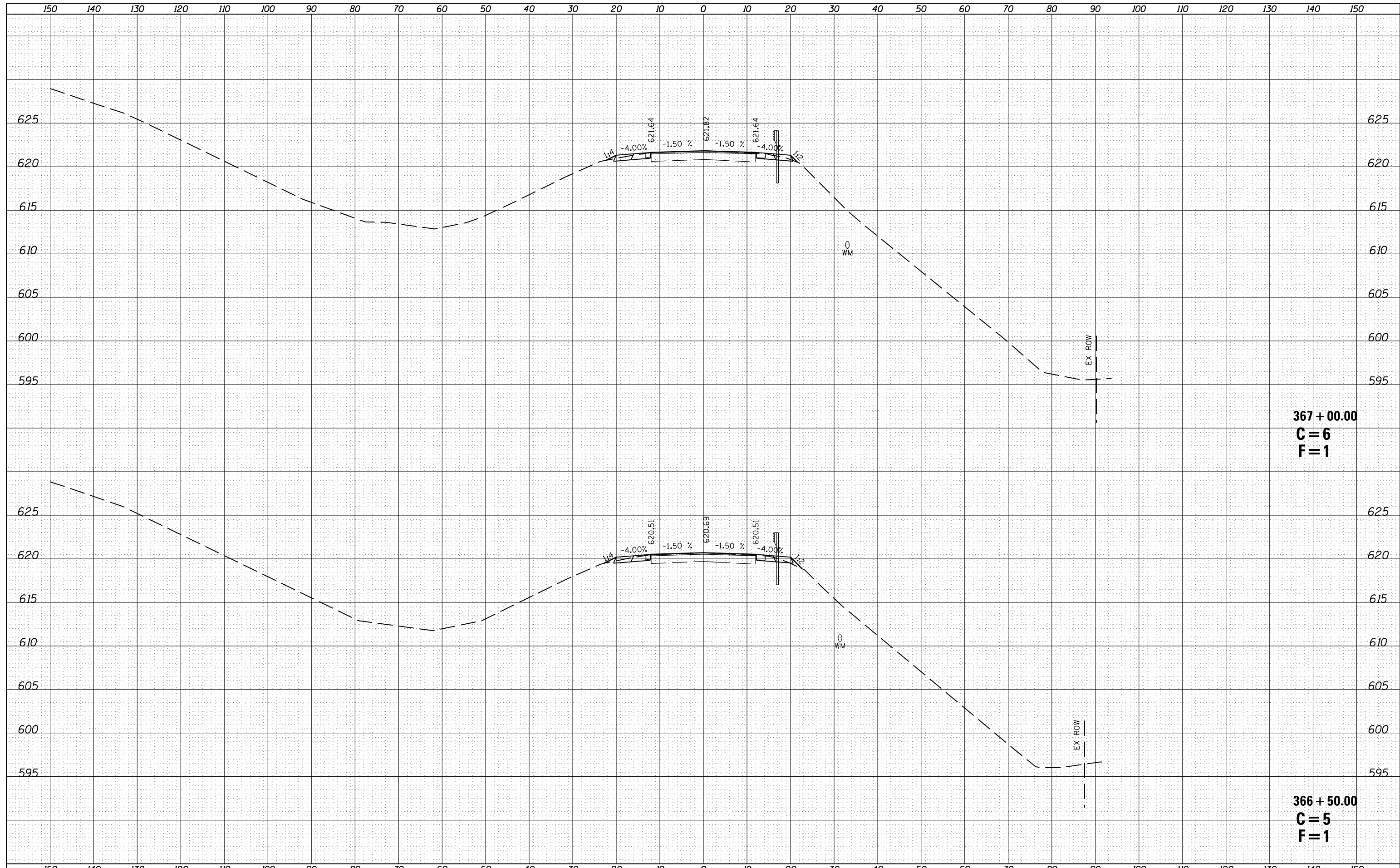
366 + 00.00
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F = 1

365 + 50.00
C = 6
F = 1

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PLOT SCALE = 20.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 72692						
PLOT DATE = Aug-12-2010 11:52:09AM		DATE -	REVISED -		SCALE:	SHEET NO. 7 OF 26 SHEETS	STA. 365+50.00 STA. 366+00.00	ILLINOIS FED. AID PROJECT			

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

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



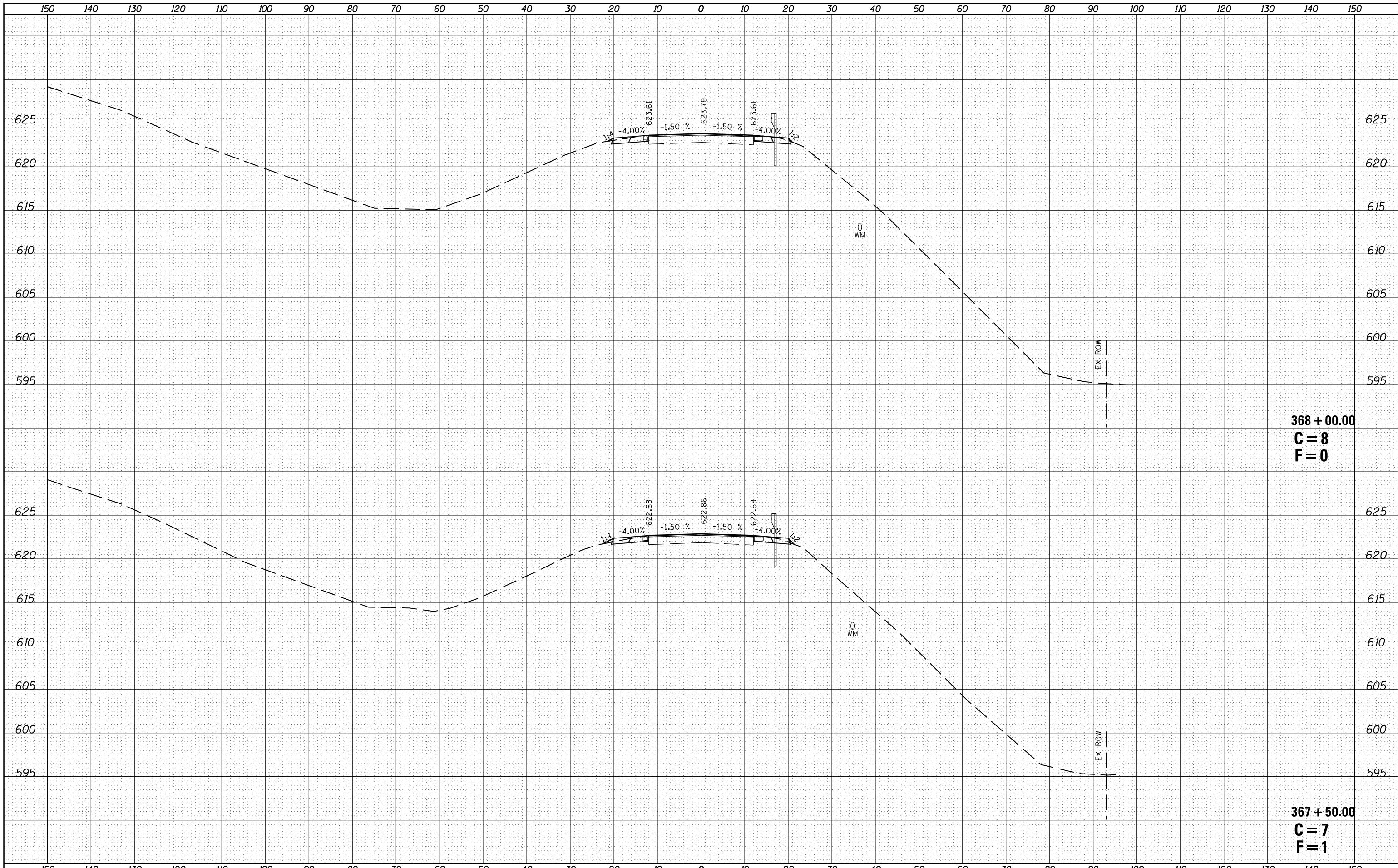
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366 + 50.00
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PLOT SCALE = 20.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 72692						
PLOT DATE = Aug-12-2010 11:52:10AM		DATE -	REVISED -		SCALE:	SHEET NO. 8 OF 26 SHEETS	STA. 366+50.00 STA. 367+00.00	ILLINOIS FED. AID PROJECT			

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

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



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 DATE -

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

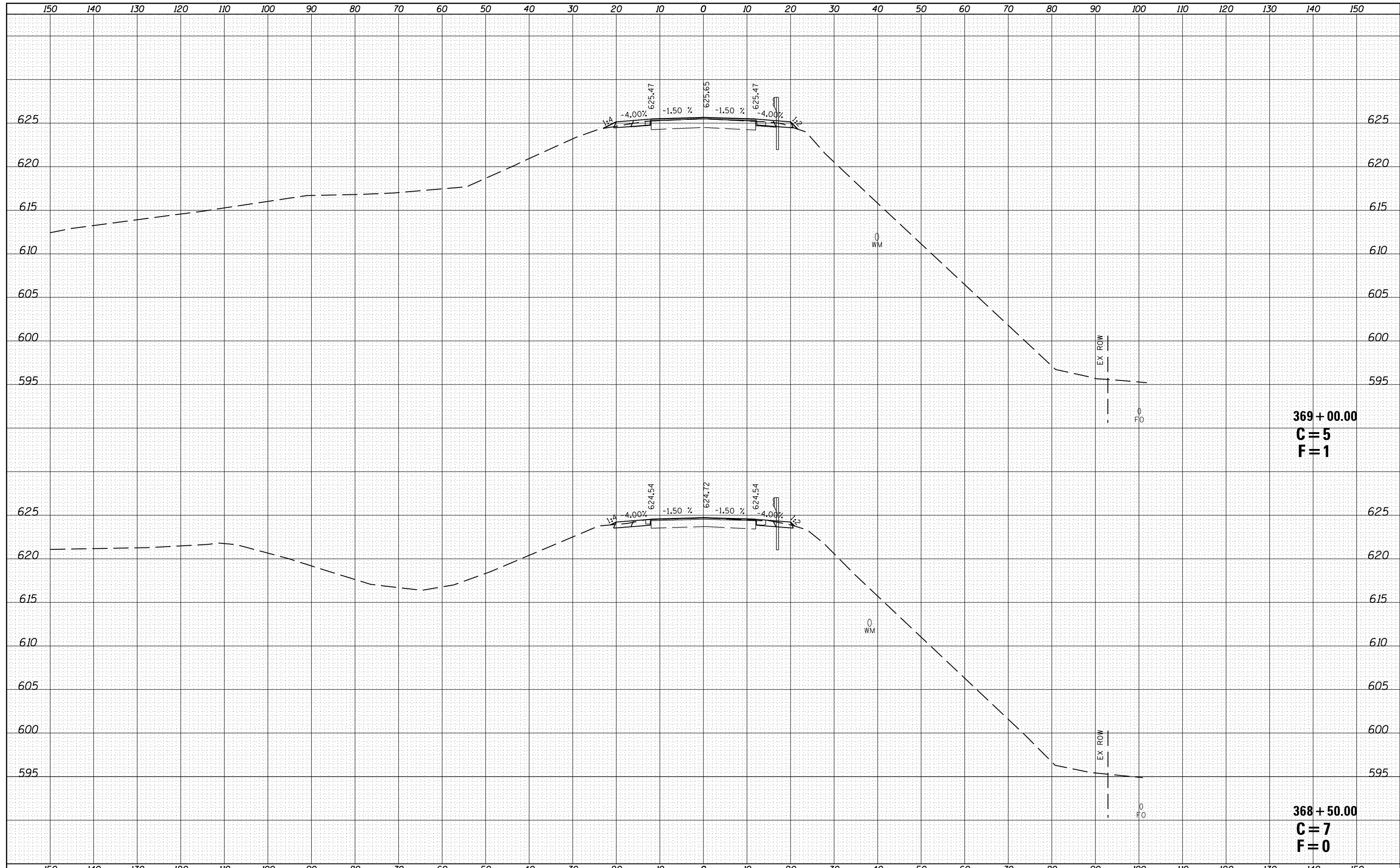
FR I-55 WEST

SCALE: SHEET NO. 9 OF 26 SHEETS STA. 367+50.00 STA. 368+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8159	110X-3VB-4	SANGAMON	78	61
			CONTRACT NO. 72692	
ILLINOIS FED. AID PROJECT				

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



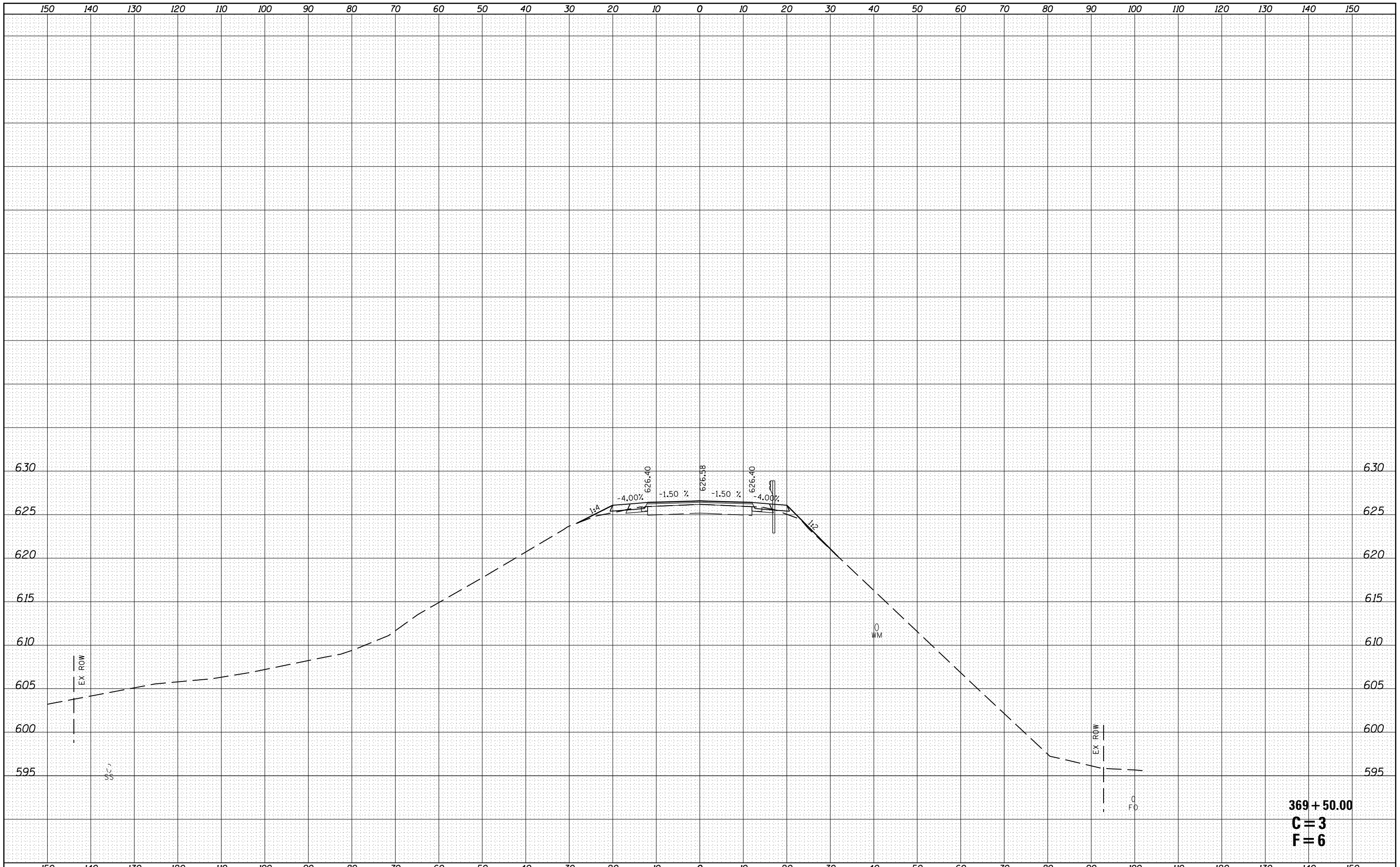
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F = 1

368 + 50.00
C = 7
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		CHECKED -	REVISED -		CONTRACT NO. 72692						
		DATE -	REVISED -		SCALE:	SHEET NO. 10 OF 26 SHEETS	STA. 368+50.00 STA. 369+00.00	ILLINOIS FED. AID PROJECT			

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

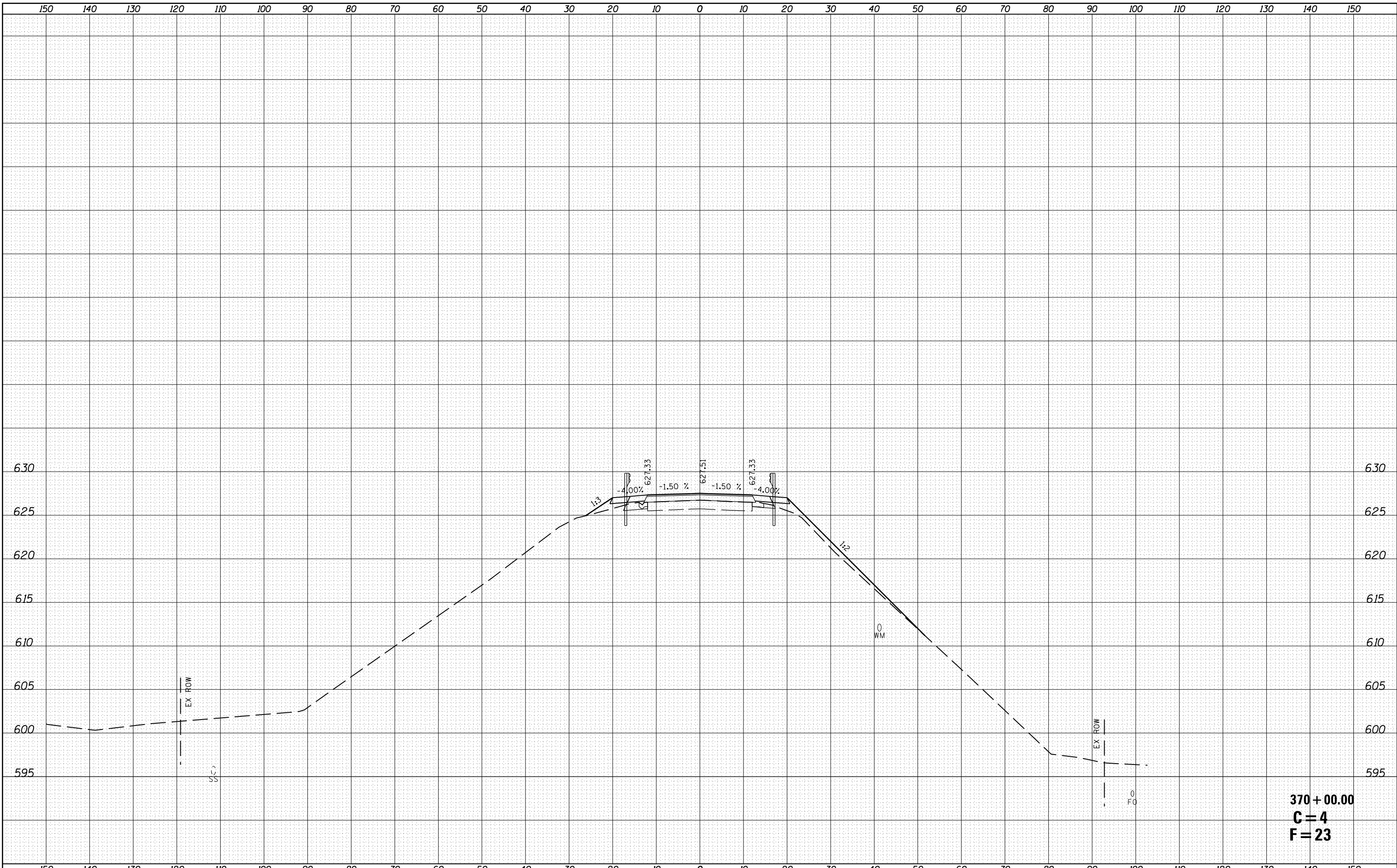
BY	DATE
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED



369 + 50.00
C = 3
F = 6

BY	DATE

BY	DATE



370 + 00.00
C = 4
F = 23

FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -
es:\pwork\pwidot\laughlinr1\d0232385\0672692-sht-E001xsst.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

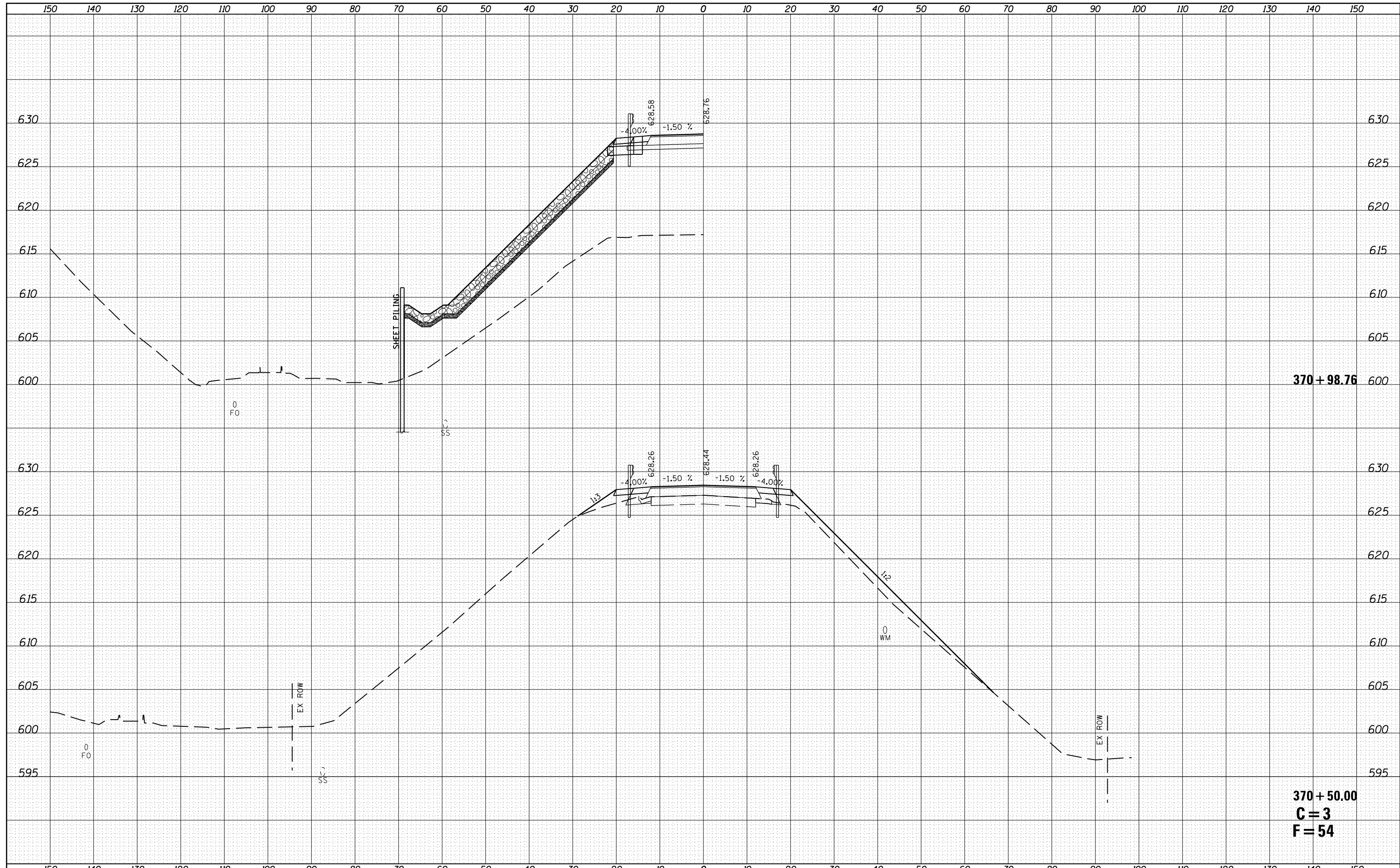
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FR I-55 WEST			
SCALE:	SHEET NO. 12 OF 26 SHEETS	STA. 370+00.00 STA.	370+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8159	110X-3VB-4	SANGAMON	78	64
			CONTRACT NO.	72692
ILLINOIS FED. AID PROJECT				

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

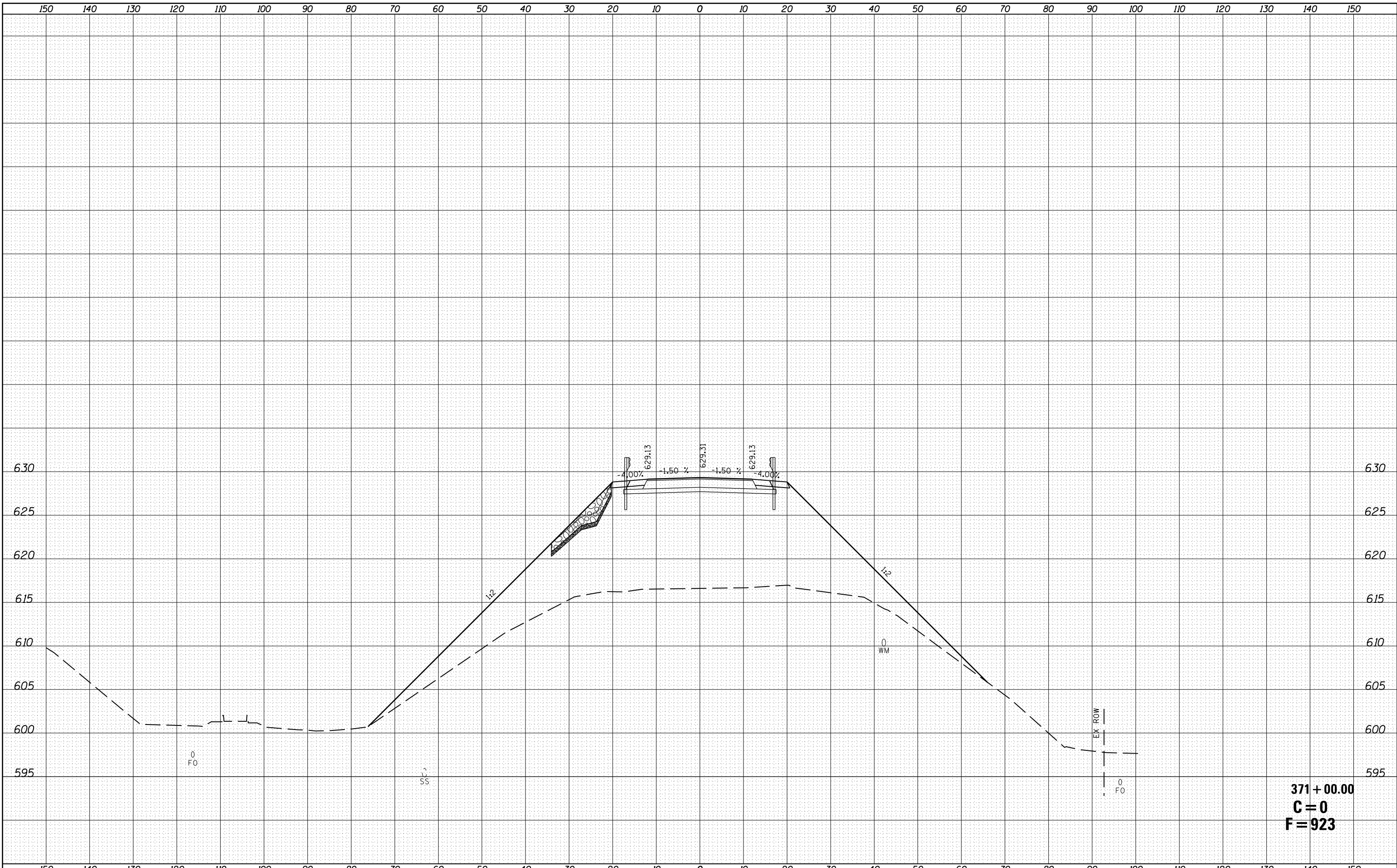
DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



370 + 98.76

370 + 50.00
C = 3
F = 54

FILE NAME =	USER NAME = laughl1nr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FR I-55 WEST		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pwork\pwork\laughl1nr1\d0232385\0672692-sh1-E001xssht.dgn		DRAWN -	REVISED -		8159	110X-3VB-4	SANGAMON	78	65		
PLOT SCALE = 20.0000' / in.		CHECKED -	REVISED -		SCALE: SHEET NO. 13 OF 26 SHEETS STA. 370+50.00 STA. 370+98.76			CONTRACT NO. 72692			
PLOT DATE = Aug-12-2010 11:52:14AM		DATE -	REVISED -		ILLINOIS FED. AID PROJECT						



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

DATE	
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

371 + 00.00
C = 0
F = 923

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

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



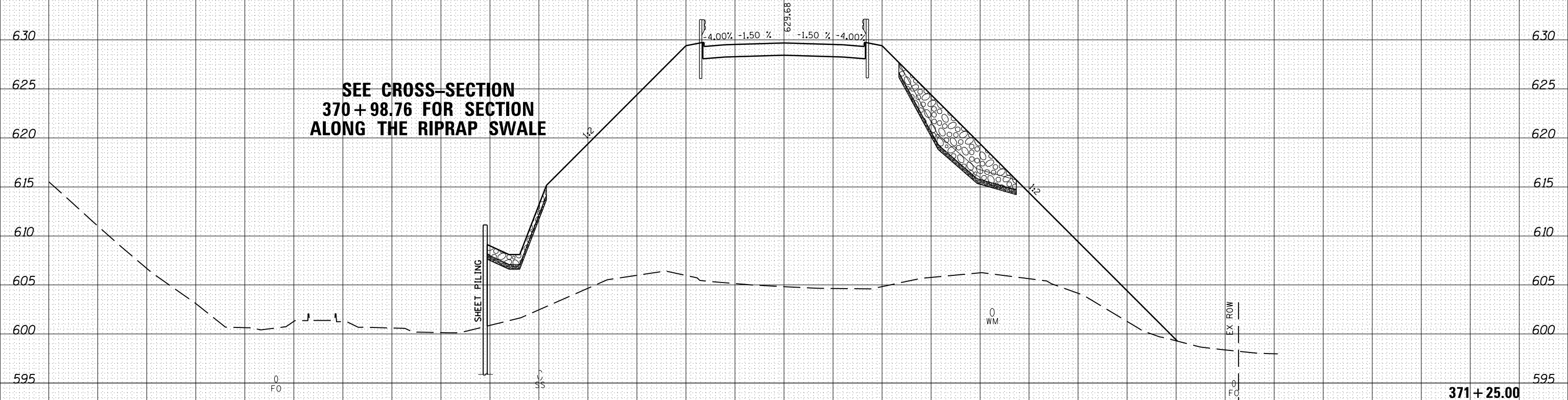
FILE NAME =	USER NAME = laughl1nr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FR I-55 WEST		F.A.U. RTE. 8159	SECTION 110X-3VB-4	COUNTY SANGAMON	TOTAL SHEETS 78	SHEET NO. 67	
c:\pw_work\pwidthot\laughl1nr1\d0232385\0672692-sh1-E001xsst.dgn	PLT SCALE = 20.0000' / in.	DRAWN -	REVISED -		SCALE:	SHEET NO. 15 OF 26 SHEETS	STA. 371+17.24	371+17.24	ILLINOIS FED. AID PROJECT			
	PLT DATE = Aug-12-2010 11:52:16AM	CHECKED -	REVISED -						CONTRACT NO. 72692			
		DATE -	REVISED -									

BY	DATE
FINISHED SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

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

**BRIDGE OMISSION
STA. 371+43 TO STA 374+57**

**SEE CROSS-SECTION
370+98.76 FOR SECTION
ALONG THE RIPRAP SWALE**

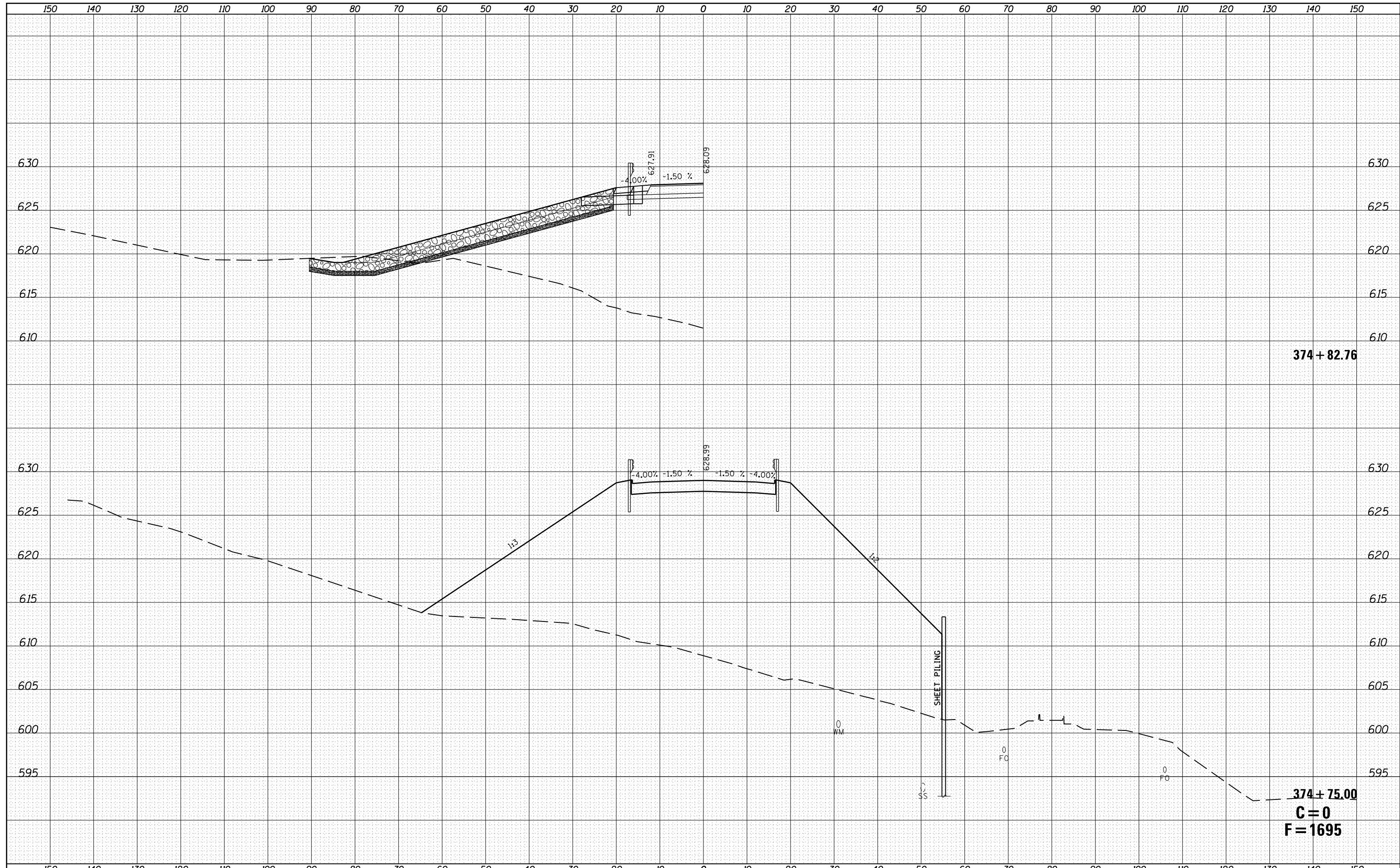


**371+25.00
C = 0
F = 2139**

FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p align="center">FR I-55 WEST</p>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\laughlinr1\d0232385\0672692-shr-E001xsst.dgn	DRAWN -	REVISED -	8159			110X-3VB-4	SANGAMON	78	68	
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 72692							
PLOT DATE = Aug-23-2010 11:26:52AM	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
SCALE:		SHEET NO. 16 OF 26 SHEETS		STA. 371+25.00	371+25.00					

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FINAL SURVEY	
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NOTE BOOK	
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374 + 82.76

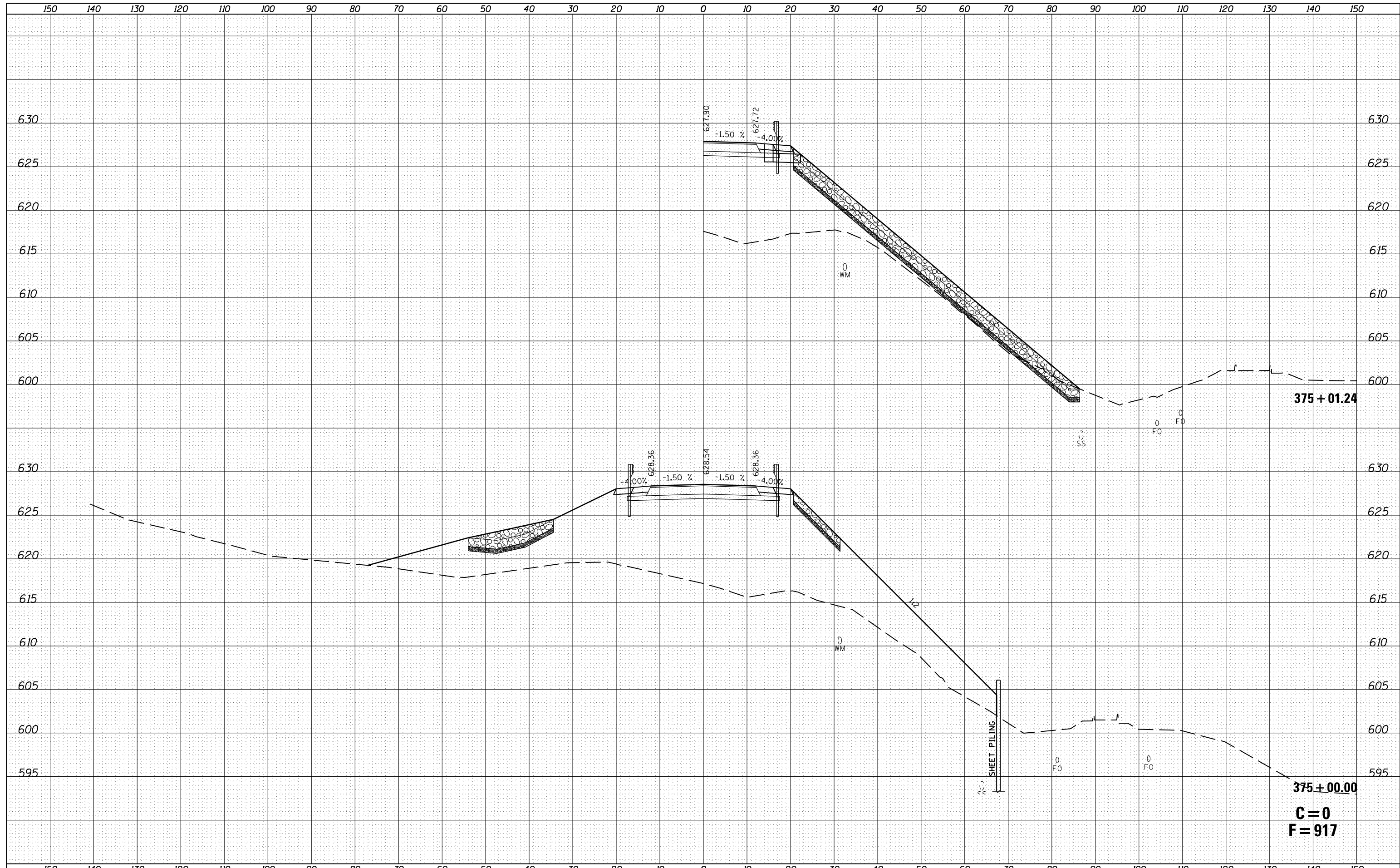
374 + 75.00

C = 0
F = 1695

FILE NAME =	USER NAME = laughl1nr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FR I-55 WEST		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pw_work\pwidot\laughl1nr1\d0232385\0672692-sht-E001xsst.dgn		DRAWN -	REVISED -		8159	110X-3VB-4	SANGAMON	78	69		
PLOT SCALE = 20.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 72692						
PLOT DATE = Aug-12-2010 11:52:18AM		DATE -	REVISED -		SCALE:	SHEET NO. 17 OF 26 SHEETS	STA. 374+75.00 STA. 374+82.76	ILLINOIS FED. AID PROJECT			

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FINAL SURVEY	
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FILE NAME =
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USER NAME = laughlinr1
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 PLOT SCALE = 20.0000' / in.
 PLOT DATE = Aug-12-2010 11:52:19AM

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

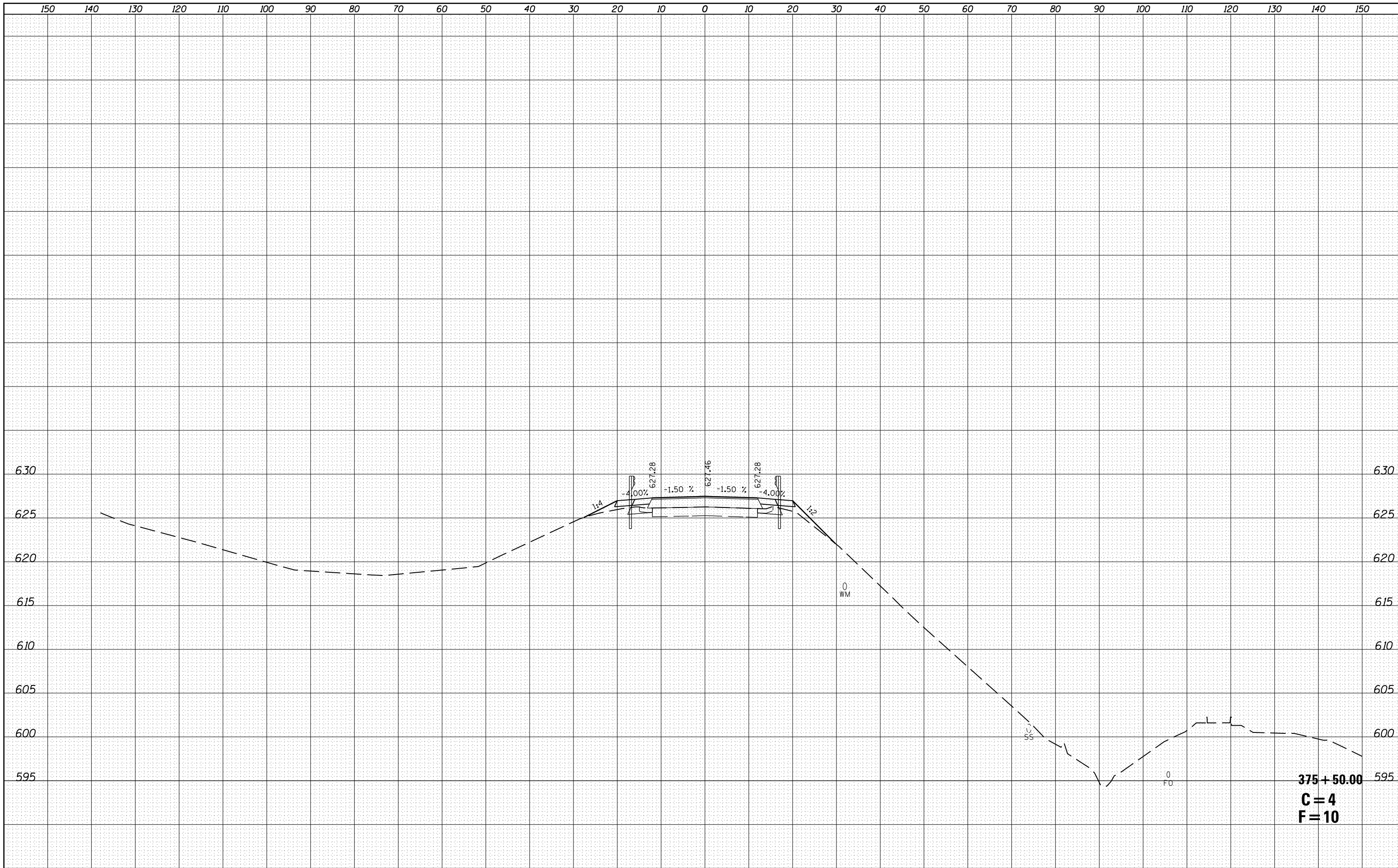
FR I-55 WEST

SCALE: SHEET NO. 18 OF 26 SHEETS STA. 375+00.00 STA. 375+01.24

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8159	110X-3VB-4	SANGAMON	78	70
CONTRACT NO. 72692			ILLINOIS FED. AID PROJECT	

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

BY	DATE
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
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	CHECKED

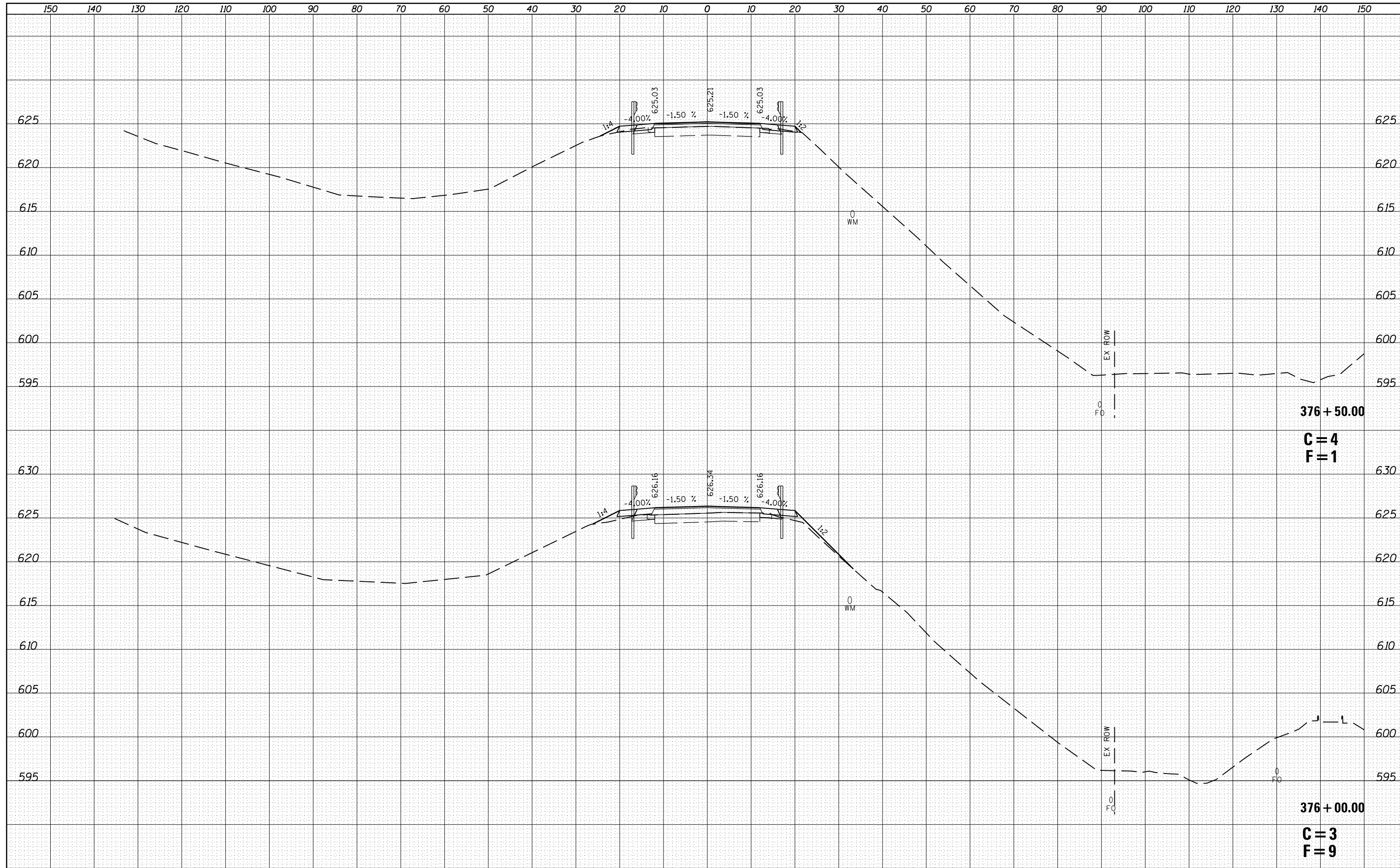


375 + 50.00
C = 4
F = 10

FILE NAME =	USER NAME = laughl1nr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FR I-55 WEST			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwork\laughl1nr1\d0232385\0672692-1\1-101\1101\1101.dgn	PLT - E001xssht.dgn	DRAWN -	REVISED -		8159	110X-3VB-4	SANGAMON	78	71			
	PLT SCALE = 20.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 72692							
	PLT DATE = Aug-12-2010 11:52:21AM	DATE -	REVISED -		SCALE:	SHEET NO. 19 OF 26 SHEETS	STA. 375+50.00 STA.	375+50.00	ILLINOIS FED. AID PROJECT			

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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
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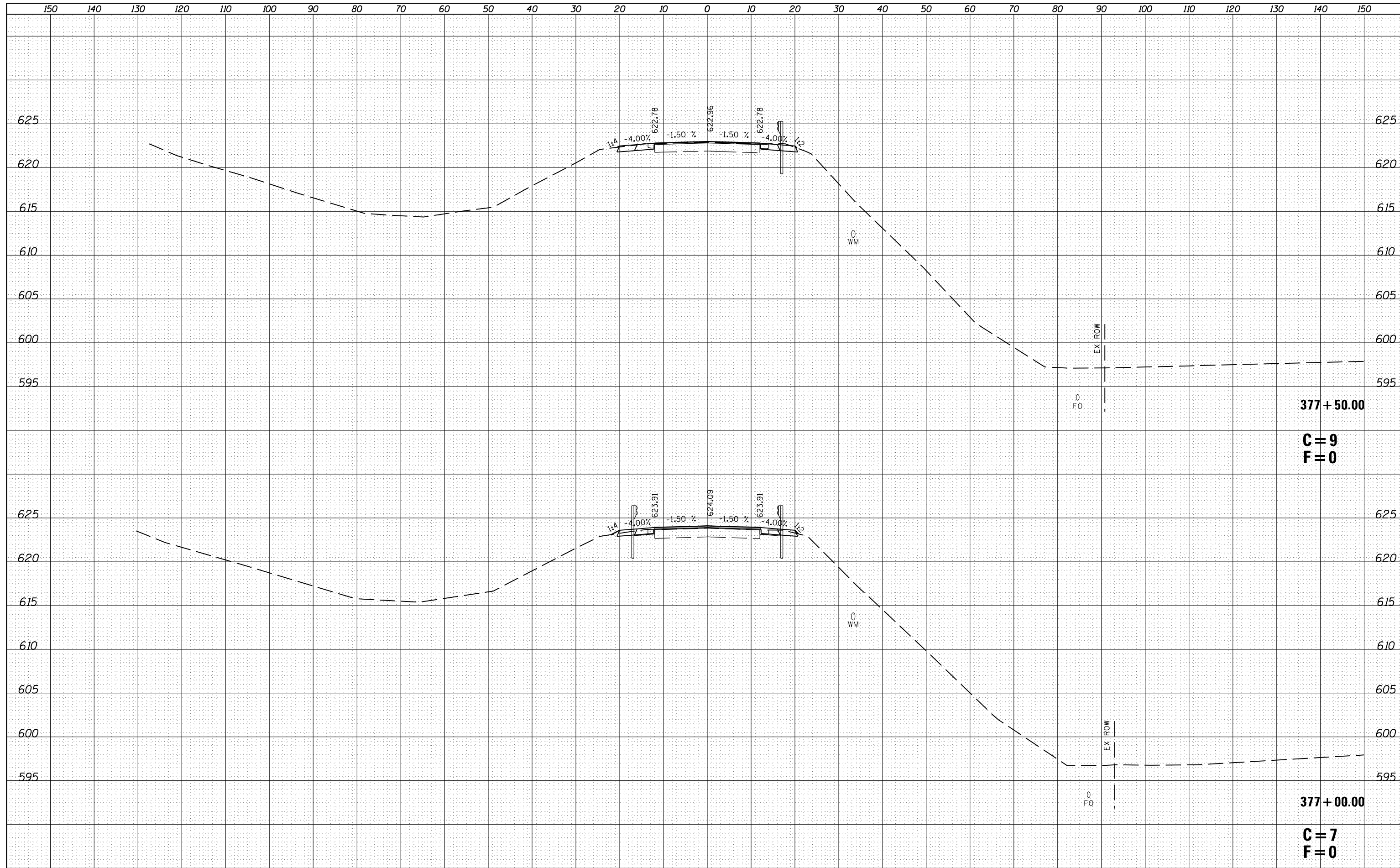
DATE	
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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FILE NAME =	USER NAME = laughl1nr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FR I-55 WEST		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pwork\pwork\laughl1nr1\d0232385\0672692-sh1-E001xsst.dgn	DRAWN -	REVISED -	8159				110X-3VB-4	SANGAMON	78	72	
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 72692								
PLOT DATE = Aug-12-2010 11:52:22AM	DATE -	REVISED -	SCALE:		SHEET NO. 20 OF 26 SHEETS	STA. 376+00.00 STA. 376+50.00	ILLINOIS FED. AID PROJECT				

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NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
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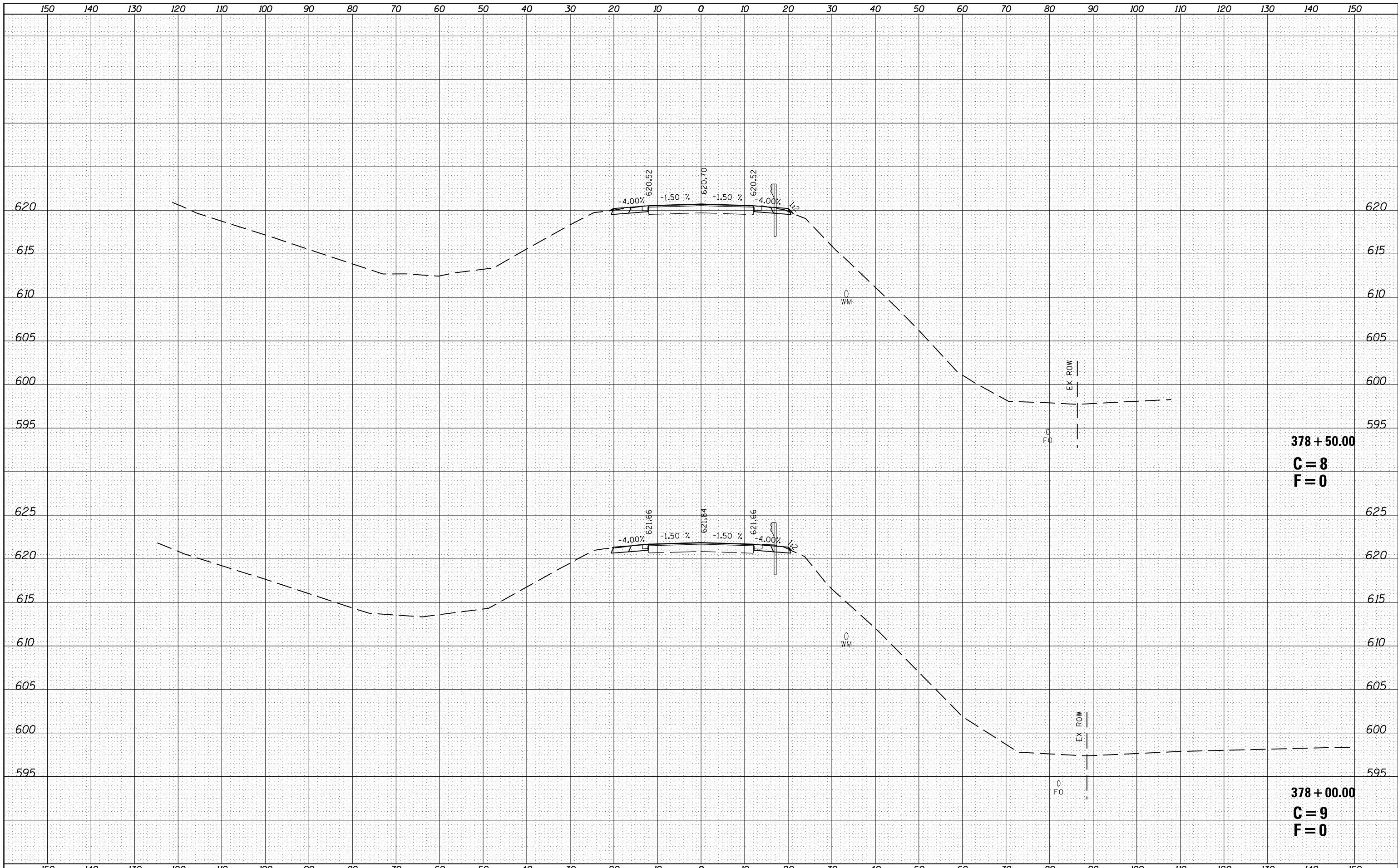
377 + 50.00
C = 9
F = 0

377 + 00.00
C = 7
F = 0

FILE NAME =	USER NAME = laughl1nr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FR I-55 WEST		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pw_work\pwidot\laughl1nr1\d0232385\0672692-sh1-E001xssht.dgn		DRAWN -	REVISED -		8159	110X-3VB-4	SANGAMON	78	73		
		CHECKED -	REVISED -		SCALE:			SHEET NO. 21 OF 26 SHEETS		STA. 377+00.00 STA. 377+50.00	
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT						

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ORIGINAL SURVEY	
NOTE BOOK	
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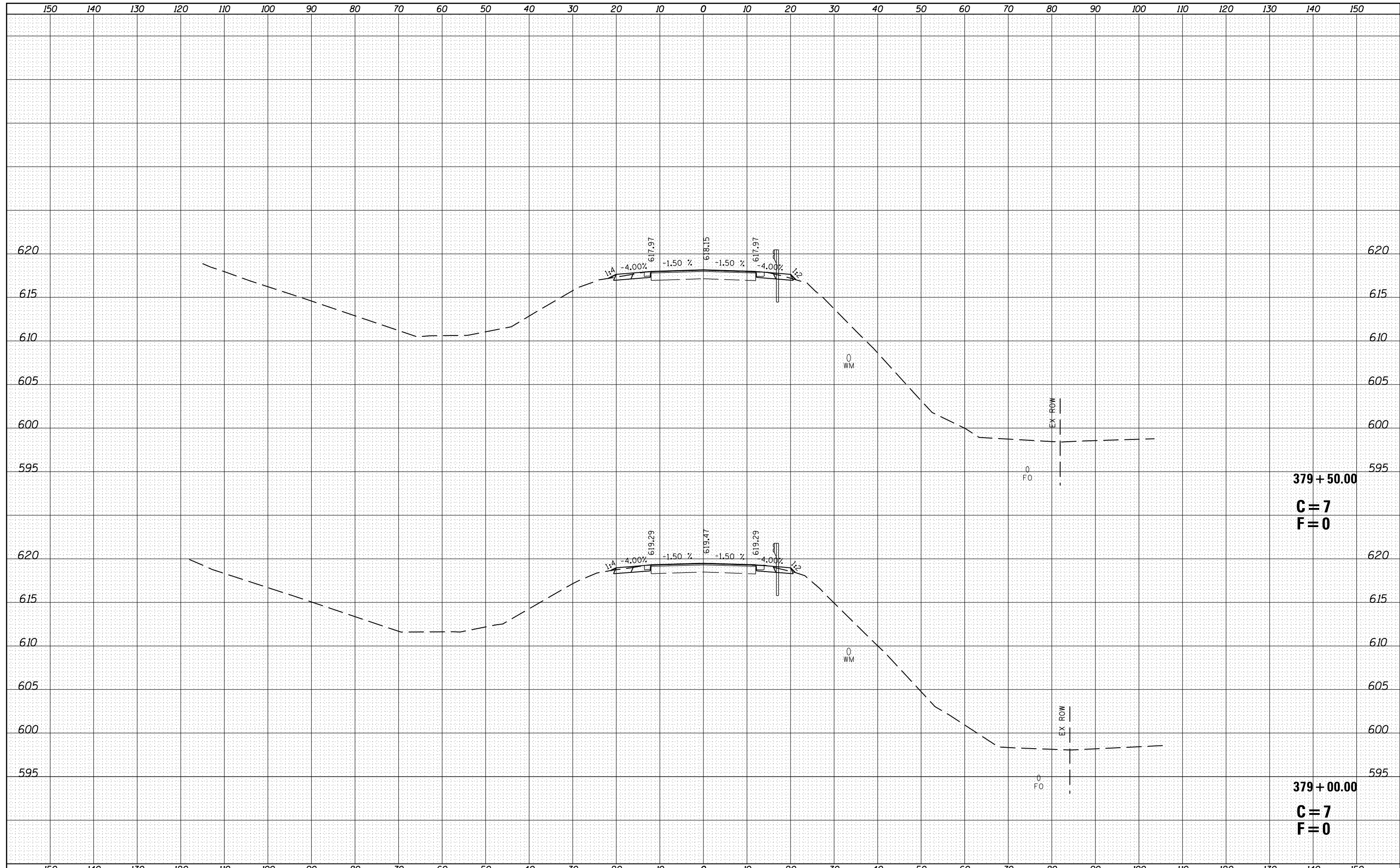
378 + 50.00
C = 8
F = 0

378 + 00.00
C = 9
F = 0

FILE NAME =	USER NAME = laughl1nr1	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FR I-55 WEST		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pw\work\p1dot\laughl1nr1\d0232385\0672692-shr-E001xsst.dgn		DRAWN -	REVISIED -		8159	110X-3VB-4	SANGAMON	78	74		
PLOT SCALE = 20.0000' / in.		CHECKED -	REVISIED -		SCALE: SHEET NO. 22 OF 26 SHEETS STA. 378+00.00 STA. 378+50.00		CONTRACT NO. 72692				
PLOT DATE = Aug-12-2010 11:52:23AM		DATE -	REVISIED -		ILLINOIS FED. AID PROJECT						

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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED



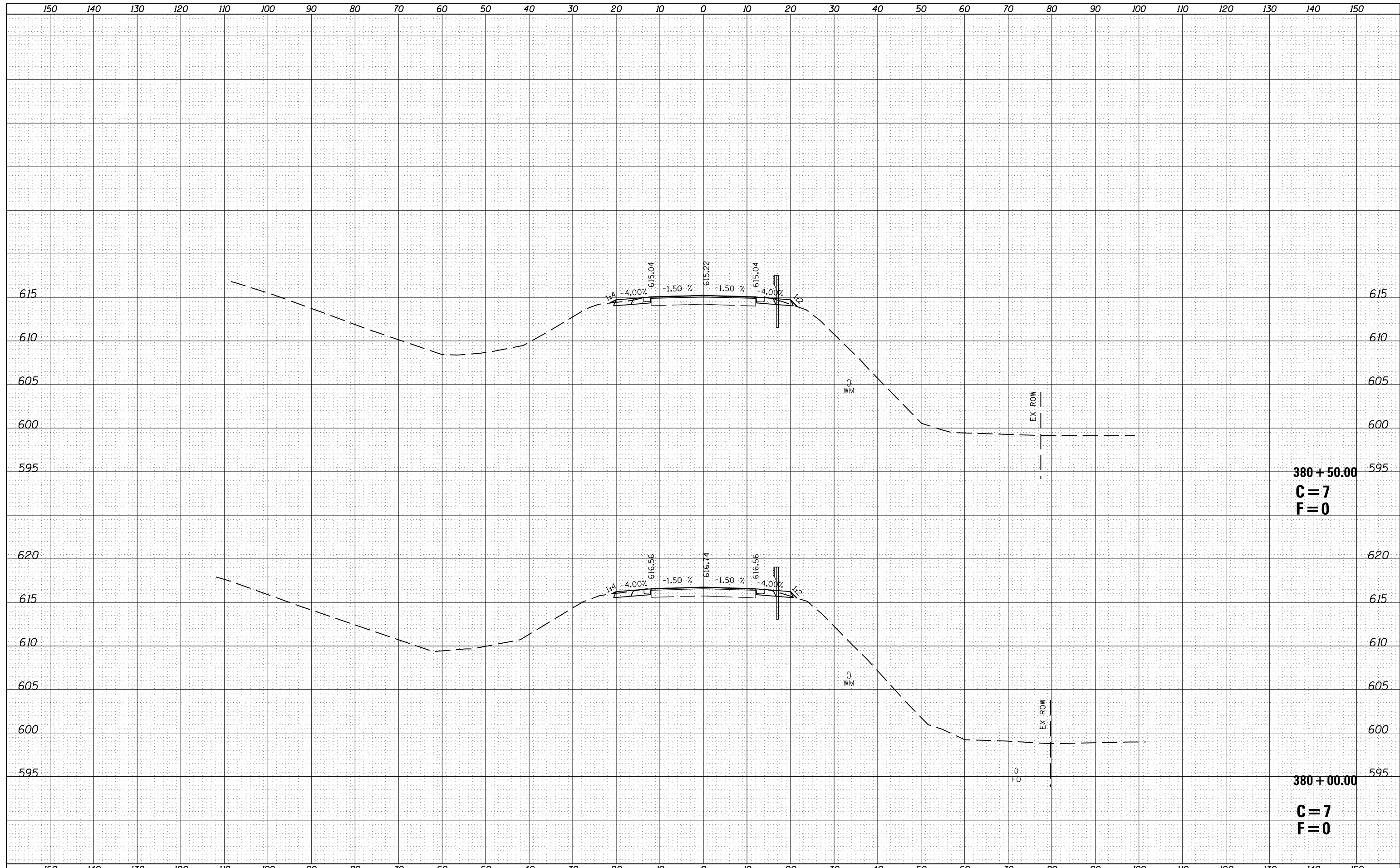
379 + 50.00
C = 7
F = 0

379 + 00.00
C = 7
F = 0

FILE NAME =	USER NAME = laughl1nr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FR I-55 WEST		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pw_work\pwidot\laughl1nr1\d0232385\0672692-sh1-E001xssht.dgn		DRAWN -	REVISED -		8159	110X-3VB-4	SANGAMON	78	75		
PLOT SCALE = 20.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 72692						
PLOT DATE = Aug-12-2010 11:52:24AM		DATE -	REVISED -		SCALE:	SHEET NO. 23 OF 26 SHEETS	STA. 379+00.00 STA. 379+50.00	ILLINOIS FED. AID PROJECT			

DATE	
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PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
FINAL SURVEY	
NOTE BOOK	
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TEMPLATE	
AREAS	
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ORIGINAL SURVEY	
NOTE BOOK	
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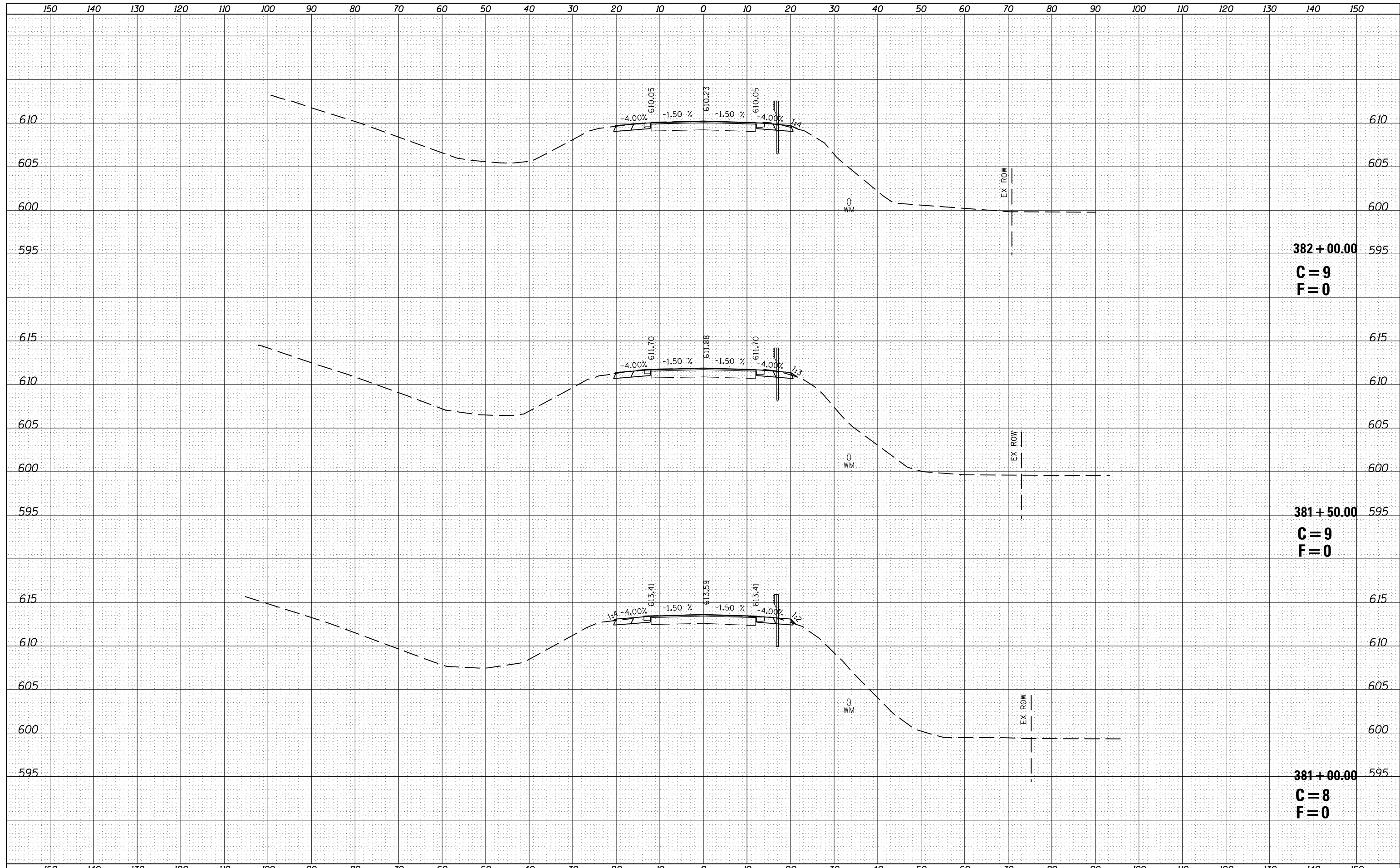
380 + 50.00
C = 7
F = 0

380 + 00.00
C = 7
F = 0

FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FR I-55 WEST		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
es:\pwork\pwork\laughlinr1\d0232385\0672692-ht-E001xssht.dgn	PLT SCALE = 20.0000' / in.	DRAWN -	REVISED -		8159	110X-3VB-4	SANGAMON	78	76	CONTRACT NO. 72692		
PLT DATE = Aug-12-2010 11:52:25AM	DATE -	CHECKED -	REVISED -		SCALE:	SHEET NO. 24 OF 26 SHEETS	STA. 380+00@0STA.	380+50.00	ILLINOIS FED. AID PROJECT			
		REVIS	REVIS									

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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

DATE	
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED



382+00.00
C = 9
F = 0

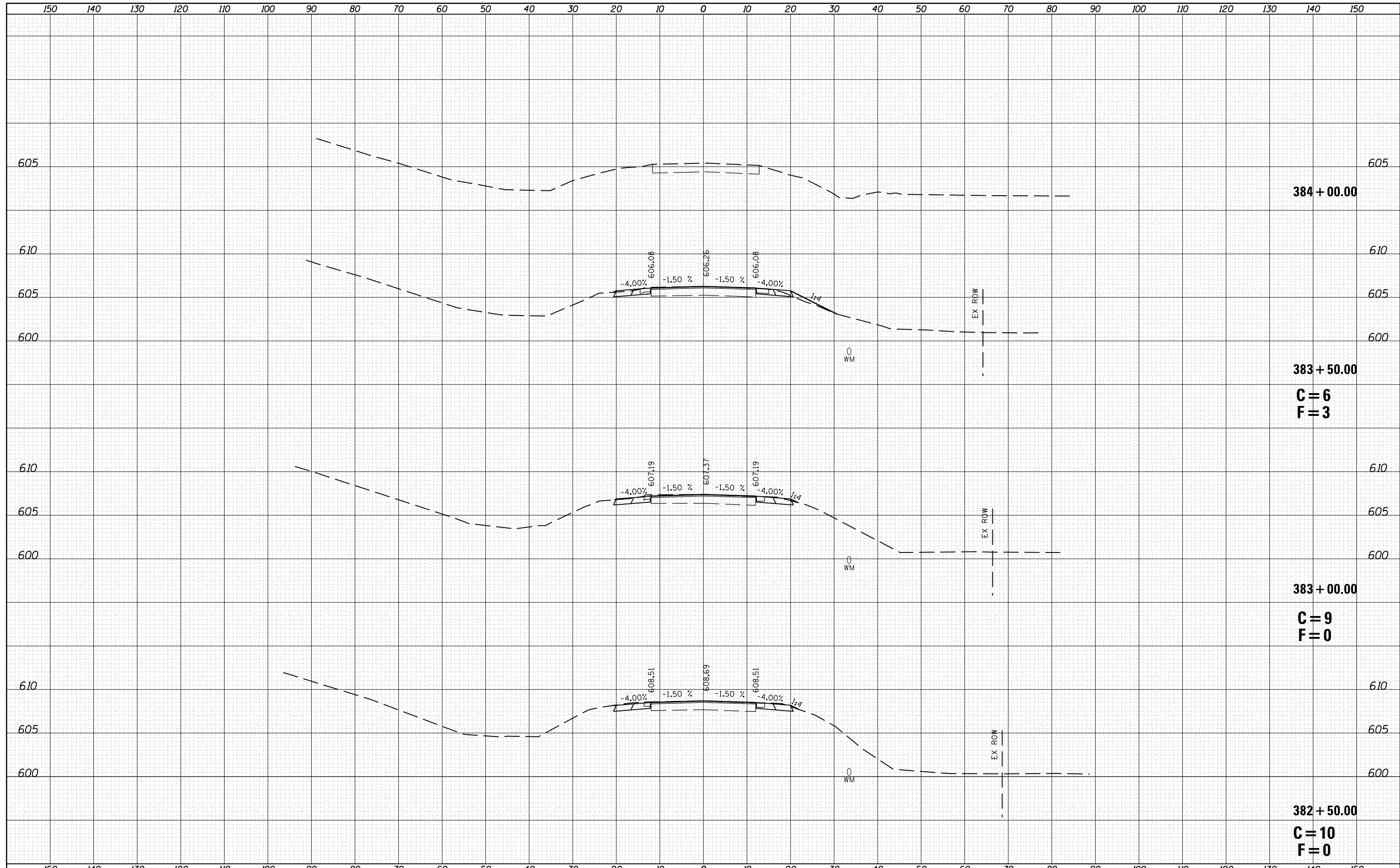
381+50.00
C = 9
F = 0

381+00.00
C = 8
F = 0

FILE NAME =	USER NAME = laughl1nr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FR I-55 WEST		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pw\work\p\dot\laughl1nr1\d0232385\0672692-sh1-E001xssht.dgn	PLT SCALE = 20.0000' / in.	DRAWN -	REVISED -		8159	110X-3VB-4	SANGAMON	78	77		
PLT DATE = Aug-12-2010 11:52:26AM	DATE -	CHECKED -	REVISED -		SCALE: SHEET NO. 25 OF 26 SHEETS STA. 381+00.00 STA. 382+00.00		CONTRACT NO. 72692		ILLINOIS FED. AID PROJECT		
		DATE -	REVISED -								

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BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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	AREAS CHECKED



FILE NAME =	USER NAME = laughl1nr1	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FR I-55 WEST		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
es:\pw_work\pwidot\laughl1nr1\d0232385\0672692-sh1-E001xssht.dgn		DRAWN -	REVISIED -		8159	110X-3VB-4	SANGAMON	78	78			
		CHECKED -	REVISIED -		SCALE:			SHEET NO. 26 OF 26 SHEETS	STA. 382+50.00 STA.	384+00.00	CONTRACT NO. 72692	
		DATE -	REVISIED -		ILLINOIS FED. AID PROJECT							