

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
566	1(B-2)	SCOTT	77	1
FED. ROAD DIST. NO. 6	ILLINOIS	CONTRACT NO. 72B91		

D-96-012-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED STRUCTURE
REPLACEMENT PLANS**

FAP ROUTE 566 (IL 106)
SECTION 1(B-2)
BRIDGE REPLACEMENT
SCOTT COUNTY
C-96-055-08

PROJECT: ACF-0566(009)

INDEX OF SHEETS

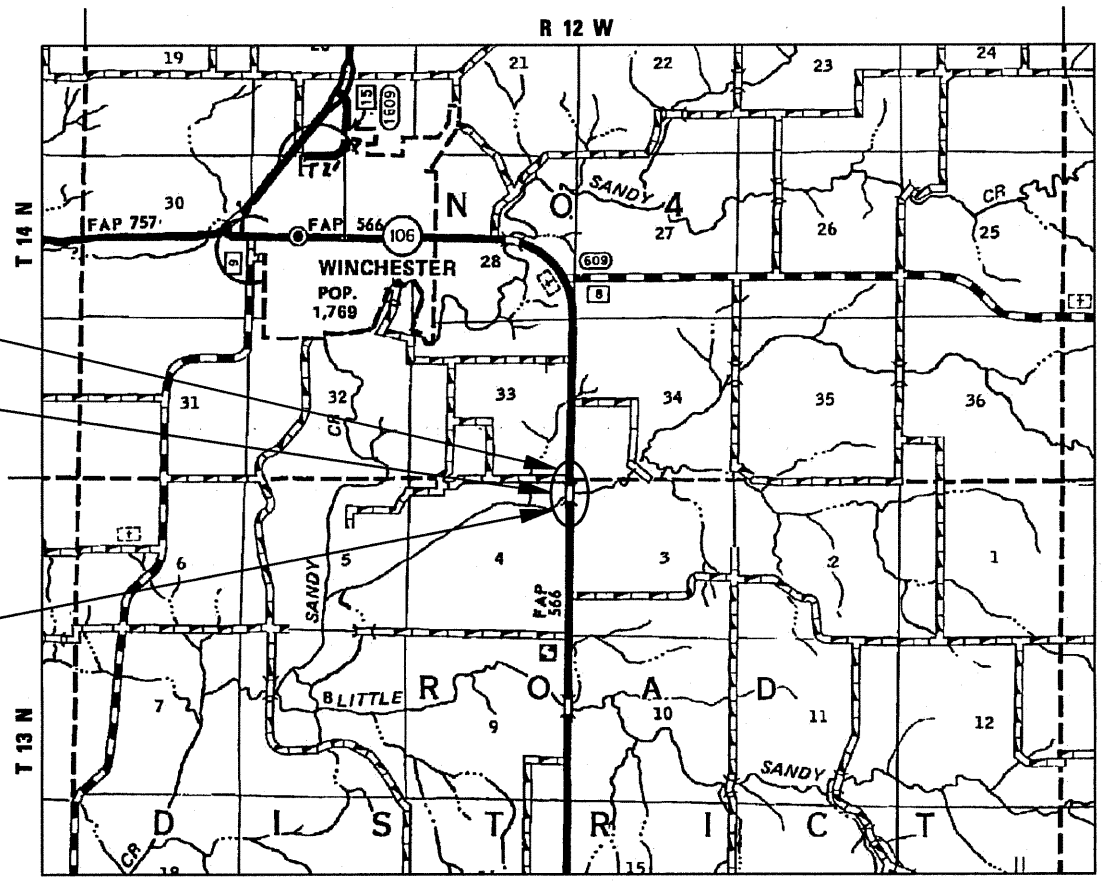
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HIGHWAY STANDARDS

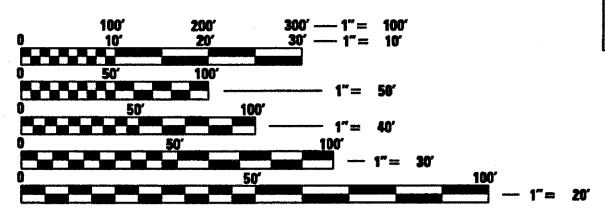
000001-05	542301-02	701201-03	701001-02
001001-02	542401-01	701306-02	701006-03
001006	606101-04	701321-10	701301-03
280001-05	609001-05	701326-03	701311-03
406201-01	630001-08	701901-01	
420401-08	631031-08	704001-06	
482001-02	635006-03	780001-02	
482011-03	635011-02	781001-03	
515001-03	666001-01	886001-01	
601101-01		BLR 21-8	



LOCATION OF SECTION INDICATED THUS: — ■ —



STA. 131+38.49 (15° SKEW - RT FWD) PROJECT INCLUDES REMOVAL OF EX TWO-SPAN BRIDGE (SN 086-0012) EX CONCRETE DECK BEAM WITH 5" CONCRETE WEARING SURFACE ON CLOSED ABUTMENTS, 73'-3" BK TO BK ABUTMENTS, 33'-0" OUT TO OUT; AND IT'S REPLACEMENT (SN 086-0505), A TWO-SPAN BRIDGE, CONCRETE DECK ON 42" PPC I-BEAMS, INTEGRAL ABUTMENTS, 140'-7" BK TO BK; 39'-2" OUT TO OUT.



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.

CALL JULIE. (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS)
48 Hours (2 working days) Before You Dig.
TOLL FREE: 1 (800) 882-0123

PROJECT ENGINEER: JOHN NEGANGARD (217) 782-6990
SENIOR SQUAD LEADER: VINCE MADONIA (217) 785-9046
CONTRACT NO. 72B91

NET LENGTH OF PROJECT = 1,380.00 FEET (0.261 MILES)
TOTAL LENGTH OF PROJECT = 1,380.00 FEET (0.261 MILES)
IL 106 (FAP 566) - ADT 1400 (2009), 1710 (2029)
91% PV, 6% SU, 5% MU

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED August 25, 2010
Ryan J. Dost
DEPUTY DIRECTOR OF HIGHWAYS, REGION 4 ENGINEER

October 1, 2010
Scott E. Still, P.E.
ACTIVE ENGINEER OF DESIGN AND ENVIRONMENT

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

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OF THE STATE OF ILLINOIS**

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HOELSCHER
ENGINEERING

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Fairview Heights, Illinois 62208
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JEFFREY S. ANTONIO
062-94890
LICENSED
PROFESSIONAL
ENGINEER
OF
ILLINOIS

DATE: 8-24-2010
LICENSE EXP. 11/30/2009

Rev.

GENERAL NOTES

1. THE STANDARDS AND REVISION NUMBERS LISTED SHALL APPLY TO THIS PROJECT.
2. THESE PLANS HAVE BEEN PREPARED USING STANDARD SYMBOLS AS INDICATED IN THESE PLANS, AND THEY SHALL TAKE PRECEDENCE OVER THOSE SHOWN ON STANDARD 000001 IF THERE IS A CONFLICT.
3. BEFORE ORDERING STORM SEWERS, INLETS, PIPE CULVERTS, PIPE DRAINS, AND MANHOLES, THE CONTRACTOR SHALL CONTACT THE ENGINEER AS TO THE EXACT LENGTH AND QUANTITY REQUIRED.
4. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
5. THE CONTRACTOR SHALL PROTECT UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, BY CONTACTING THE UTILITY COMPANY DIRECTLY.

IT IS UNDERSTOOD AND AGREED THAT THE CONTRACTOR HAS TAKEN THE FOREGOING INTO CONSIDERATION IN SUBMITTING HIS BID, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR ANY DELAYS OR INCONVENIENCES CAUSED BY THE SAME.

THE INFORMATION AND DATA SHOWN OR INDICATED ON THESE IMPROVEMENT PLANS WITH RESPECT TO EXISTING UNDERGROUND FACILITIES AND UTILITIES AT OR CONTIGUOUS TO THE SITE IS BASED ON INFORMATION AND DATA FURNISHED BY THE OWNERS OF SUCH UNDERGROUND FACILITIES AND UTILITIES OR BY OTHERS, FIELD MARKINGS OF FACILITIES IN CRITICAL AREAS MAY BE OBTAINED BY PROVIDING A MINIMUM OF 96 HOURS ADVANCE NOTICE TO THE RESIDENT ENGINEER SO THAT UTILITIES CAN BE GIVEN NOTICE. NO GUARANTEE IS IMPLIED AS TO THE ACCURACY OR COMPLETENESS OF ANY SUCH INFORMATION OR DATA; AND CONTRACTOR SHALL HAVE FULL RESPONSIBILITY FOR REVIEWING AND CHECKING ALL SUCH INFORMATION AND DATA, VERIFYING IF ANY CONFLICTS EXIST WITH THE PROPOSED WORK AND UNDERGROUND FACILITIES AND UTILITIES SHOWN OR INDICATED ON THE IMPROVEMENT PLANS; COORDINATION OF THE WORK WITH THE OWNERS OF SUCH UNDERGROUND FACILITIES AND UTILITIES DURING CONSTRUCTION, AND THE SAFETY AND PROTECTION OF ALL SUCH UNDERGROUND FACILITIES AND UTILITIES AND REPAIR ANY DAMAGE THERETO RESULTING FROM THE WORK AT HIS EXPENSE.

6. ALL UTILITIES TO BE RELOCATED BY OTHERS.
7. FULL DEPTH SAW CUTTING ON ALL EDGES FOR REMOVAL ITEMS SHALL BE INCLUDED IN THE COST OF THE REMOVAL ITEM AS INDICATED AND IN ACCORDANCE WITH SECTION 440 OF THE STANDARD SPECIFICATIONS.
8. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SANDBAGS PER BARRICADE.
9. ALL AREAS DISTURBED WITHIN OR BEYOND THE CONSTRUCTION LIMITS FOR ANY REASON SHALL BE SEEDED WITH CLASS 2 SEEDING, AS DIRECTED BY THE ENGINEER. NUTRIENTS SHALL CONFORM TO ARTICLE 250.04. FINAL SEEDING SHALL BE PERFORMED AS SOON AS POSSIBLE.
10. MULCH, AS APPLIED TO FINAL SEEDING (CLASS 2), SHALL CONFORM TO SECTION 251 OF THE STANDARD SPECIFICATIONS. MULCH UNLESS OTHERWISE PERMITTED BY THE ENGINEER, SHALL CONFORM TO METHOD 2 AS SPECIFIED IN ARTICLE 251.03 (b).
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FOLLOWING THE REQUIREMENTS OF AN NPDES STORM WATER PERMIT FOR CONSTRUCTION ACTIVITY FOR THIS PROJECT.
12. ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN. PRIOR TO THE APPROVAL AND USE OF THE PRODUCT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATE BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE A COPY OF THE MANUFACTURER'S RECOMMENDED INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.
13. THE DISTRICT'S NUCLEAR DENSITY SUPERVISOR SHALL BE CONTACTED UPON COMPLETION OF THE SUBGRADE AND PRIOR TO THE AGGREGATE BASE COURSE PLACEMENT TO DETERMINE THE NECESSITY OF THE SUBGRADE IMPROVEMENTS.
14. 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 OF BASE ON WHICH THE HMA MIXTURE IS PLACED.
15. THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.

GENERAL NOTES (CONT.)

16. ALL WORK AS SHOWN ON THESE PLANS SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIAL PROVISIONS PREPARED BY HOELSCHER ENGINEERING, P.C. ENTITLED "FAP ROUTE 566 (SANDY CREEK) SECTION 1(B)-2), CONTRACT NO. 72B91".
17. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR REESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS/HER OPERATIONS.
18. EXISTING RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE REMOVED PRIOR TO RESURFACING.

THE CONTRACTOR SHALL MAINTAIN ACCESS CONTROL AT ALL TIMES DURING CONSTRUCTION.

ALL SIGNS AND DELINEATORS CONFLICTING WITH TRAFFIC CONTROL OR CONSTRUCTION SHALL BE REMOVED AND REPLACED BY THE CONTRACTORS. THIS WORK WILL BE INCLUDED WITH THE COST FOR TRAFFIC CONTROL ON THE PROJECT. IN ADDITION, THE COST TO RELOCATE SIGNS DESIGNATED ON THE PLAN SHEETS WILL ALSO BE INCIDENTAL TO THE TRAFFIC CONTROL FOR THOSE AREAS.

COMMITMENTS

1. THE FIELD/RESIDENT ENGINEER SHALL CONTACT STUDIES AND PLANS COVERING ANY MAJOR PLAN CHANGES TO MAKE SURE NO PREVIOUS COMMITMENTS (NOT LISTED) WERE MADE AFFECTING THE DESIGN, AND TO ALLOW IMPROVED DESIGN FOR THE FUTURE.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FOLLOWING THE REQUIREMENTS OF AN NPDES STORMWATER PERMIT FOR CONSTRUCTION ACTIVITY FOR THIS PROJECT.
3. ALL COMMERCIAL AND PRIVATE ENTRANCES TO REMAIN OPEN AT ALL TIMES.

RATES OF APPLICATION TABLE	
AGGREGATE (SURFACE, BASE, SUBBASE, OR BACKFILL)	2.05 TONS/CU YD
STONE DUMPED RIPRAP	1.50 TON/CU YD
BITUMINOUS MATERIALS (PRIME COAT)	0.00038 TON/SQ YD
AGGREGATE (PRIME COAT)	0.002 TON/SQ YD
BITUMINOUS SURFACE/BINDER (112 LBS)	0.056 TON/SQ YD • IN
SEEDING AREA	
NITROGEN FERTILIZER NUTRIENT	90 LBS/ACRE
PHOSPHORUS FERTILIZER NUTRIENT	90 LBS/ACRE
POTASSIUM FERTILIZER NUTRIENT	90 LBS/ACRE
AGRICULTURAL GROUND LIMESTONE	2 TON/ACRE
MULCH	2 TON/ACRE

MIXTURE REQUIREMENTS

MIXTURE USE(S):	HMA SURFACE	HMA BINDER CSE	HMA LEVELING BINDER	HMA-BSE CSE WID. 10"	HMA SHOULDERS
PG:	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 58-22
DESIGN AIR VOIDS:	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50	2.0% @ N30
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 9.5 OR 12.5	IL 19.0	IL 9.5	IL 19.0	BAM
FRICITION AGGREGATE:	MIX C	N/A	N/A	N/A	N/A

DISTRICT SIX	
EXAMINED <u>August 9</u> 20 <u>10</u>	<i>Chris Walker</i>
OPERATIONS ENGINEER	
EXAMINED <u>August 13</u> 20 <u>10</u>	<i>Jim Felt</i>
PROJECT IMPLEMENTATION ENGINEER	
EXAMINED <u>August 6</u> 20 <u>10</u>	<i>SRMIL</i>
PROGRAM DEVELOPMENT ENGINEER	

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	80% FEDERAL / 20% STATE		TOTAL QUANTITY
			CONSTRUCTION CODE	BRIDGE	
			RDWY	0011	
			0004		
20100500	TREE REMOVAL, ACRES	ACRE	0.3		0.3
20200100	EARTH EXCAVATION	CU YD	7615		7615
20300100	CHANNEL EXCAVATION	CU YD	3,744		3,744
25000200	SEEDING, CLASS 2	ACRE	2.8		2.8
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	252		252
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	252		252
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	252		252
25000700	AGRICULTURAL GROUND LIMESTONE	TON	5.6		5.6
25100115	MULCH, METHOD 2	ACRE	2.8		2.8
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	280		280
28000400	PERIMETER EROSION BARRIER	FOOT	1,806		1,806
28001000	AGGREGATE (EROSION CONTROL)	TON	48		48
28100107	STONE RIPRAP, CLASS A4	SQ YD	3,611		3,611
28200200	FILTER FABRIC	SQ YD	3,611		3,611
31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	1,520		1,520
35101400	AGGREGATE BASE COURSE, TYPE B	TON	162		162
35600716	HOT-MIX ASPHALT BASE COURSE WIDENING, 10"	SQ YD	1,324		1,324
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	2.3		2.3
40600300	AGGREGATE (PRIME COAT)	TON	6		6
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	132		132
40600895	CONSTRUCTING TEST STRIP	EACH	1		1
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	193		193
40600990	TEMPORARY RAMP	SQ YD	201		201
40603080	HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N50	TON	3,503		3,503
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	284		284
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	208		208
42001500	P.C. CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT	SQ YD	18		18
44000100	PAVEMENT REMOVAL	SQ YD	748		748
44004250	PAVED SHOULDER REMOVAL	SQ YD	89		89
44000400	GUTTER REMOVAL	FOOT	1,076		1,076
48101200	AGGREGATE SHOULDERS, TYPE B	TON	77		77
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	173		173
48203100	HOT-MIX ASPHALT SHOULDERS	TON	125		125
50100100	REMOVAL OF EXISTING STRUCTURES	EACH		1	1
50105220	PIPE CULVERT REMOVAL	FOOT	50		50
50200100	STRUCTURE EXCAVATION	CU YD		325	325
50300225	CONCRETE STRUCTURES	CU YD		134.4	134.4
50300255	CONCRETE SUPERSTRUCTURES	CU YD		328.1	328.1

CODE NO.	ITEM	UNIT	80% FEDERAL / 20% STATE		TOTAL QUANTITY
			CONSTRUCTION CODE	BRIDGE	
			RDWY	0011	
			0004		
50300260	BRIDGE DECK GROOVING	SQ YD		531	531
50300280	CONCRETE ENCASEMENT	CU YD		7.5	7.5
50300300	PROTECTIVE COAT	SQ YD		680	680
50400905	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I BEAMS, 42"	FOOT		828.5	828.5
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND		102,420	102,420
50800515	BAR SPLICERS	EACH		771	771
51201600	FURNISHING STEEL PILES HP12X53	FOOT		500	500
51201900	FURNISHING STEEL PILES HP14X89	FOOT		250	250
51202305	DRIVING PILES	FOOT		750	750
51203600	TEST PILE STEEL HP12X53	EACH		2	2
51203900	TEST PILE STEEL HP14X89	EACH		1	1
51500100	NAME PLATES	EACH		1	1
542A1069	PIPE CULVERTS, CLASS A, TYPE 2 24"	FOOT	58		58
542D1069	PIPE CULVERTS, CLASS D, TYPE 2 24"	FOOT	177		177
54213669	PRECAST CONCRETE FLARED END SECTIONS 24"	EACH	2		2
54215547	METAL END SECTIONS 12"	EACH	2		2
* 54215559	METAL END SECTIONS 24"	EACH	4		4
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD		111.0	111.0
60100945	PIPE DRAINS 12"	FOOT	22		22
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT		155	155
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	13.6		13.6
60602500	CONCRETE GUTTER, TYPE A	FOOT	230		230
60900115	TYPE B INLET BOX, 609001	EACH	2		2
● 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS	FOOT	662.5		662.5
● 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4		4
* ● 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4		4
63200310	GUARDRAIL REMOVAL	FOOT	704		704
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	10		10
67100100	MOBILIZATION	L SUM	1.0		1.0
* 70101830	TRAFFIC CONTROL AND PROTECTION STANDARD BLR 21	L SUM	1.0		1.0
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1.0		1.0
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1.0		1.0
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1.0		1.0
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1.0		1.0
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	5		5
* 70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1		1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	511		511
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	168		168

* - INDICATES SPECIAL PROVISION FOR PAY ITEM

● Specialty Items

FILE NAME = et:\pw\work\p\ridot\laughlin\1\0238533\062891-shr-500.dgn	USER NAME = laughlin1	DESIGNED - E.R.O.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE. 566	SECTION 1(B-2)	COUNTY SCOTT	TOTAL SHEETS 77	SHEET NO. 3		
		DRAWN - R.A.W.	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 72B91			
		CHECKED - J.S.A.	REVISED -			FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT						
		DATE	REVISED -									

Rev.

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	80% FEDERAL / 20% STATE		TOTAL QUANTITY
			CONSTRUCTION CODE	RDWY BRIDGE	
			0004	0011	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	825		825
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	825		825
● 78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	3,990		3,990
● 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	14		14
* ● 78200410	GUARDRAIL MARKERS, TYPE A	EACH	12		12
* ● 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4		4
78300100	PAVEMENT MARKING REMOVAL	SQ FT	587		587
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	9		9
* Z0013798	CONSTRUCTION LAYOUT	L SUM	1.0		1.0
* Z0023600	FILLING EXISTING CULVERTS	EACH	1		1
* Z0029604	HEADWALL REMOVAL	EACH	2		2
* Z0030260	IMPACT ATTENUATORS TEMPORARY (FULLY RE-DIRECTIVE, NARROW), TEST LEVEL 3	EACH	2		2
* Z0030330	IMPACT ATTENUATORS RELOCATE (FULLY RE-DIRECTIVE), TEST LEVEL 3	EACH	2		2
* Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ FT		1100	1100
* X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD		161	161
X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION- LOCATION 1	EACH		1	1
* X5080600	MECHANICAL SPLICERS	EACH		24	24
X7050167	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT)	EACH	4		4
* X7200201	WIDTH RESTRICTION SIGNING	L SUM	1.0		1.0
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH		44	44

* - INDICATES SPECIAL PROVISION FOR PAY ITEM

● *specialty items*

Rev.

FILE NAME = et:\pw\work\p\ridot\laughlin\1\0228533\062891-sh-t-500.dgn	USER NAME = laughlin1	DESIGNED - E.R.O.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE. 566	SECTION 1(B-2)	COUNTY SCOTT	TOTAL SHEETS 77	SHEET NO. 4	
PLOT SCALE = 40.0000' / in.	CHECKED - J.S.A.	REVISED -	SCALE:			SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT			
PLOT DATE = Aug-26-2010 11:04:44AM	DATE -	REVISED -									

SCHEDULE OF QUANTITIES

PAVING SCHEDULE																		
				LEVELING BINDER (MACHINE METHOD), N50	HMA BINDER COURSE, IL 19.0, N 50	HMA SURFACE COURSE, MIX C, N50	INCIDENTAL HMA SURFACING	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	HMA BASE COURSE WIDENING, 10"	SUB-BASE GRANULAR MATERIAL, TY B	AGGREGATE BASE COURSE, TY B	HMA SHOULDERS, 6"	HMA SHOULDERS	AGGREGATE SHOULDERS, TY B	HMA SURF REM - BUTT JOINT	TEMP RAMP	
	Sta.	to	Sta.	Distance	TON	TON	TON	TON	TON	SQ YD	TON	TON	SQ YD	TON	TON	SQ YD	SQ YD	
Mainline	124+70.00		125+00.00	30.00		6		0.03	0.2							77	78	
	125+00.00		125+15.00	15.00		4		0.02	0.1									
	125+15.00		125+50.00	35.00	4	8		0.04	0.2									
	125+50.00		126+00.00	50.00	6	12		0.05	0.3									
	126+00.00		126+50.00	50.00	6	12		0.05	0.3									
	126+50.00		127+00.00	50.00	6	12		0.05	0.3	17								
	127+00.00		127+60.00	60.00	7	15		0.06	0.3	36								
	127+60.00		128+00.00	40.00	5	10		0.04	0.2	42								
	128+00.00		128+50.00	50.00	6	13		0.05	0.3	42								
	128+50.00		129+00.00	50.00	6	52		0.05	0.3	42								
	129+00.00		129+50.00	50.00	6	116		0.05	0.3	42						19		
	129+50.00		129+70.00	20.00	2	58		0.02	0.1	17								
	129+70.00		130+00.00	30.00	4	83		0.16	0.2	17	46							
	130+00.00		130+38.16	38.16	5	53		0.21		13	115							
	130+38.16		131+03.00	64.84						22	53							
	131+79.00		132+38.74	59.74						20	269							
	132+38.74		132+50.00	11.26	1	31		0.06		4	90							
	132+50.00		133+00.00	50.00	6	138		0.27		17	515							
	133+00.00		133+50.00	50.00	6	289		0.27		17	383							
	133+50.00		134+00.00	50.00	6	538		0.15	0.3	63	49					19		
	134+00.00		134+50.00	50.00	6	594		0.05	0.3	102								
	134+50.00		135+00.00	50.00	6	506		0.05	0.3	100								
	135+00.00		135+50.00	50.00	6	413		0.05	0.3	115								
	135+50.00		136+00.00	50.00	6	299		0.05	0.3	128								
	136+00.00		136+20.00	20.00	2	181		0.02	0.1	86								
	136+20.00		136+50.00	30.00	4	95		0.03	0.2	93								
	136+50.00		137+00.00	50.00	6	37		0.05	0.3	108							21	
	137+00.00		137+50.00	50.00	6	7		0.05	0.3	92							24	
	137+50.00		138+00.00	50.00	6			0.05	0.3	62								
	138+00.00		138+05.00	5.00	1	1		0.01	0.0	11								
	138+05.00		138+20.00	15.00		4		0.02	0.1	11								
	138+20.00		138+50.00	30.00		6		0.03	0.2	6						77	78	
Rt Shldr	124+70.00		126+60.00	190.00											8			
	126+60.00		127+20.00	60.00									4	3	2			
	127+20.00		129+00.00	180.00									100	13	7			
	129+00.00		130+28.00	128.00									50	9	5			
	132+44.00		135+58.00	314.00									19	22	13			
	135+58.00		136+15.00	57.00										4				
	136+15.00		136+64.00	49.00										3	2			
	136+64.00		137+25.00	61.00										4				
	137+25.00		138+22.00	97.00										4				
Lt Shldr	124+70.00		126+60.00	190.00											8			
	126+60.00		127+20.00	60.00										3	2			
	127+20.00		129+00.00	180.00										13	7			
	129+00.00		130+18.00	118.00										8	5			
	132+34.00		135+85.00	351.00										25	14			
	135+85.00		136+40.00	55.00										4				
	136+40.00		136+92.00	52.00										4	2			
	136+92.00		137+50.00	58.00										4				
	137+50.00		138+30.00	80.00										3				
Red Bridge Rd.	127+60.00	RT					111											
Entrances	135+61.50	RT	CE				68				87							
	135+92.00	LT	PE				29	0.17			75							
	TOTALS=				132	3,503	284	208	2.3	6.0	1,324	1,520	162	173	125	77	193	201

SCHEDULE OF QUANTITIES

REMOVAL SCHEDULE

	Sta.	to	Sta.	Distance	PAVEMENT REMOVAL SQ YD	GUTTER REMOVAL FOOT	PAVED SHLDR REM SQ YD	PIPE CULV REM FOOT
Mainline	129+90.00		130+50.00	60.00				
	130+50.00		131+03.00	53.00	153			
	131+79.00		132+20.00	41.00	118			
	132+20.00		133+67.40	147.40				
Rt Shldr	130+52.00		131+03.00	51.00			23	
	131+79.00		132+24.00	45.00			20	
	132+24.00		138+50.00	626.00		626		
Lt Shldr	130+48.00		131+03.00	55.00			24	
	131+79.00		132+28.00	49.00			22	
	134+00.00		138+50.00	450.00		450		
Red Bridge Rd.	127+60.00	RT			190			50
Entrances	135+61.50	RT	CE					
	135+92.00	LT	PE		286			
				TOTALS=	748	1,076	89	50

GUARDRAIL SCHEDULE

LOCATION				SPBGR, TY A, 6' POSTS	TRAF BAR TERM, TY 1 (SPCL)	TRAF BAR TERM, TY 6	TEMP TRAF BAR TERM, TY 1, SPCL, (TANGENT)	GUARDRAIL REMOVAL	
Sta	to	Sta		FOOT	EACH	EACH	EACH	FOOT	
128+42.80	to	128+67.80	LT, Stage 3		1				
128+67.80	to	130+05.30	LT, Stage 3	137.50					
129+80.30	to	130+05.30	LT, Stage 1				1		
130+05.30	to	130+48.44	LT, Stage 1			1			
129+65.00	to	133+17.00	LT, Stage 1					352	
132+18.86	to	132+62.00	LT, Stage 1			1			
132+62.00	to	132+87.00	LT, Stage 1				1		
132+62.00	to	134+74.50	LT, Stage 3	212.50					
134+74.50	to	134+99.50	LT, Stage 3		1				
128+14.90	to	128+39.90	RT, Stage 3		1				
128+39.90	to	130+14.90	RT, Stage 3	175.00					
129+89.90	to	130+14.90	RT, Stage 2				1		
130+14.90	to	130+58.04	RT, Stage 2			1			
129+65.00	to	133+17.00	RT, Stage 2					352	
132+28.46	to	132+71.60	RT, Stage 2			1			
132+71.60	to	132+96.60	RT, Stage 2				1		
132+71.60	to	134+09.10	RT, Stage 3	137.50					
134+09.10	to	134+34.10	RT, Stage 3		1				
				TOTAL=	662.5	4	4	4	704

GUTTER SCHEDULE

Sta	to	Sta		Length	Area (sf)	CLASS SI CONCRETE (OUTLET) CU YD	CONCRETE GUTTER TYPE A FOOT
136+36.70		136+64.00	RT	25.94	2.00	1.9	
136+64.00		137+20.00	RT		na	4.6	
137+20.00		138+50.00	RT	130.00			130
136+61.30		136+92.00	LT	33.30	2.00	2.5	
136+92.00		137+50.00	LT		na	4.6	
137+50.00		138+50.00	LT	100.00			100
				TOTALS=		13.6	230

EARTHWORK SCHEDULE

LOCATION			EARTH EXCAVATION CU YD	CHANNEL EXCAVATION CU YD	EARTH EXCAVATION & CHANNEL EXCAVATION ADJUSTMENT FOR SHRINKAGE CU YD	EMBANKMENT (FILL) CU YD	EARTH BALANCE WASTE (+) OR SHORTAGE (-) (FURNISHED EXCAVATION) CU YD	
PRE STAGE I								
124+50.00	to	130+60.00	27		20	0	20	
132+17.00	to	139+00.00	1,728		1,296	1,781	-485	
STAGE I								
124+50.00	to	130+69.24	848		636	761	-125	
132+17.00	to	139+00.00	3,816		2,862	2,140	722	
STAGE II								
124+50.00	to	130+69.24	1,066		800	599	201	
132+17.00	to	139+00.00	0		0	212	-212	
STAGE III								
124+50.00	to	130+69.24	0		0	0	0	
132+17.00	to	139+00.00	130		98	517	-420	
CHANNEL EXCAVATION								
00+00	to	2+00.00		3,741	2,806	3	2,803	
			TOTAL=	7,615	3,741	8,517	6,013	2,504

EARTH EMBANKMENT SHRINKAGE FACTOR = 25%

DRAINAGE SCHEDULE

LOCATION			PIPE DRAINS, 12"	PIPE CULV, CLASS A, TYPE 2, 24"	PIPE CULV, CLASS D, TYPE 2, 24"	METAL END SECTIONS 12"	METAL END SECTIONS 24"	PRECAST CONC FLARED END SECTION, 24"	TYPE B INLET BOX, 609001
Sta	to	Sta	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH
127+37.05	to	127+89.50	RT	58				2	
130+23.33			LT	11		1			1
130+32.97			RT	11		1			1
135+36.70	to	136+50.40	RT		89		2		
135+61.30	to	136+76.40	LT		88		2		
			TOTAL=	22	58	177	2	4	2

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PLOT SCALE : 2.0000' / IN.		CHECKED - J.S.A.	REVISED -
PLOT DATE : 9/17/2010		DATE -	REVISED -

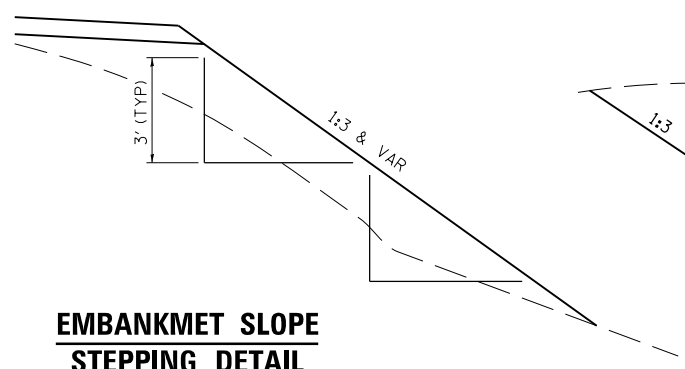
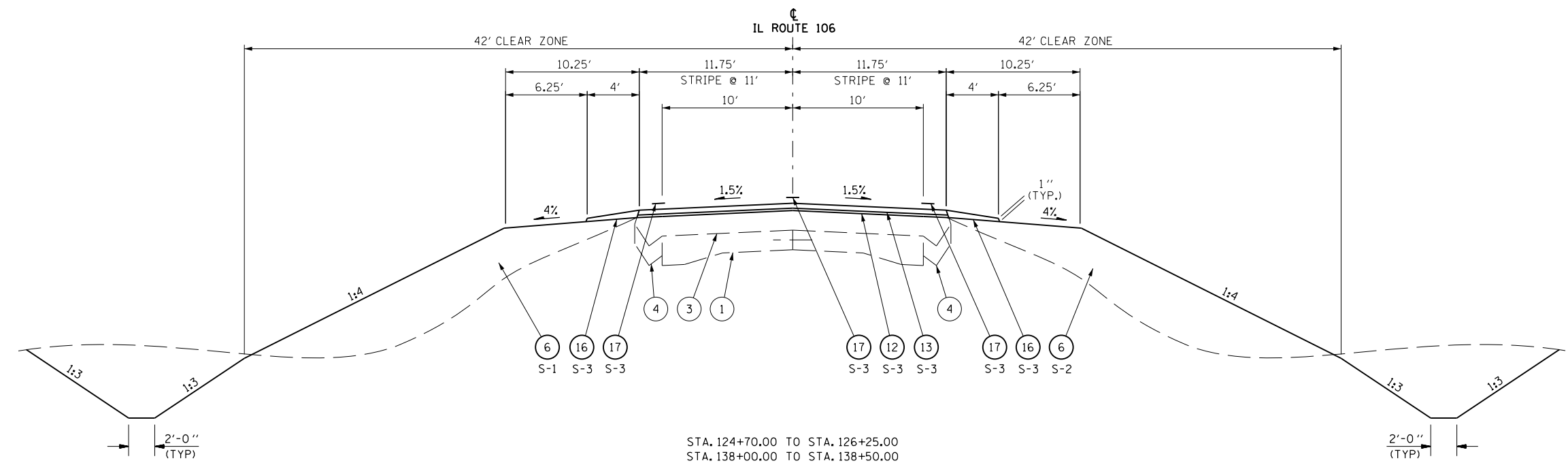
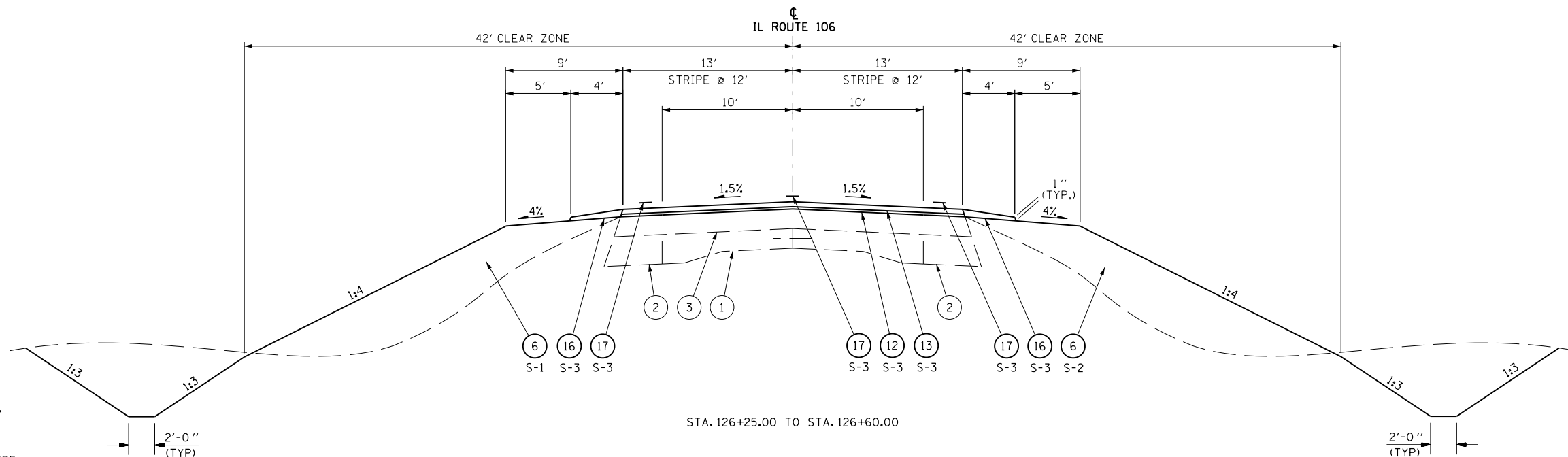
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	F.A.P. RTE. 566	SECTION 1(B-2)	COUNTY SCOTT	TOTAL SHEETS 77	SHEET NO. 6
						CONTRACT NO. 72891				
						FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

LEGEND

- ① EXIST. PCC PAVEMENT 9-6-9
- ② EXIST. HMA BASE CRSE WIDENING 9"
- ③ EXIST. HMA RESURFACING, 6"
- ④ EXIST. CONCRETE GUTTER, TYPE B
- ⑤ EXIST. HMA SHOULDERS, 12"
- ⑥ PROP. EARTHWORK (EXCAVATION & EMBANKMENT)
- ⑦ PROP. CONC. GUTTER, TY A (STD. 606101)
- ⑧ PROP. HMA BSE CRSE WIDENING, 10"
- ⑨ PROP. SUBBASE GRAN MATL, TY B, VAR DEPTH, 6" MIN.
- ⑩ PROP. BRIDGE APPROACH PAVEMENT (STD 420401)
- ⑪ PROP. HMA BINDER CRSE, IL 19.0, N50, VAR DEPTH (WHERE TOTAL PROP RESURF THICKNESS > 4 1/2"; 2 1/4" MIN. THICKNESS)
- ⑫ PROP. LEVELING BINDER (MACHINE METH), N50, 3/4" & VAR
- ⑬ PROP. HMA SURFACE CRSE, MIX C, N50, 1 1/2"
- ⑭ PROP. HMA SHOULDERS, 6"
- ⑮ PROP HMA SHOULDERS, 2 1/4" & VAR
- ⑯ PROP. AGGREGATE SHOULDERS, 2 1/4" & VAR
- ⑰ PROP. PAVEMENT MARKING - LINE 5"
- ⑱ PROP. HMA PVD SHOULDER REM
- ⑲ PROP. GUTTER REM
- ⑳ PROP. GUARDRAIL



EMBANKMENT SLOPE STEPPING DETAIL

FILE NAME =	USER NAME = laughl1n1	DESIGNED - E.R.O.	REVISED -
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	PLOT DATE = Aug-26-2010 11:17:12AM	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

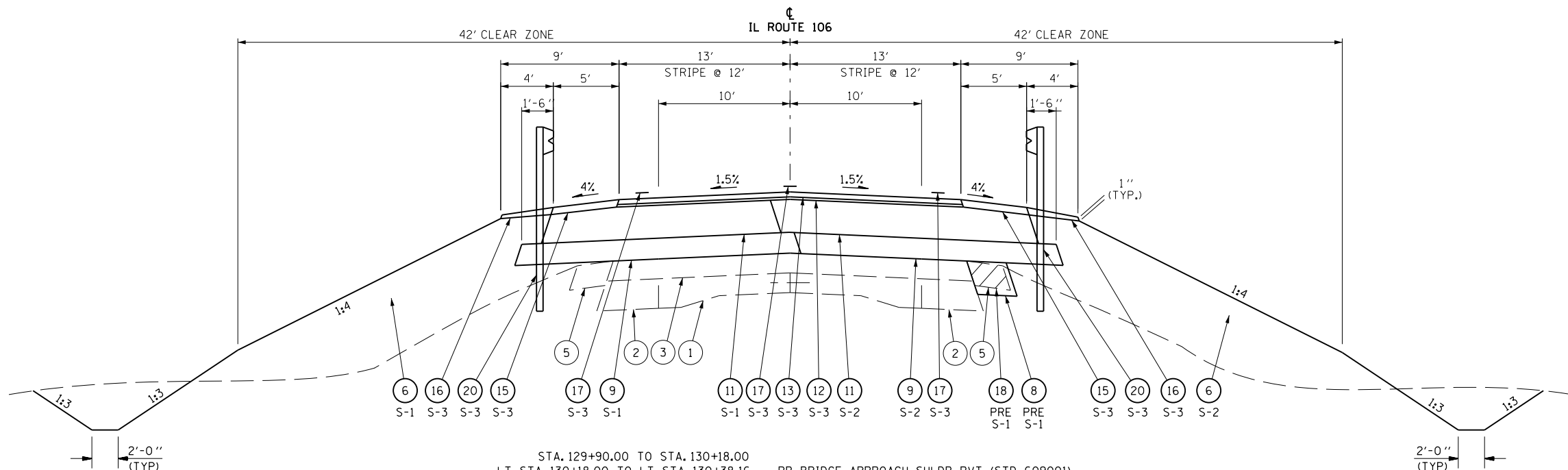
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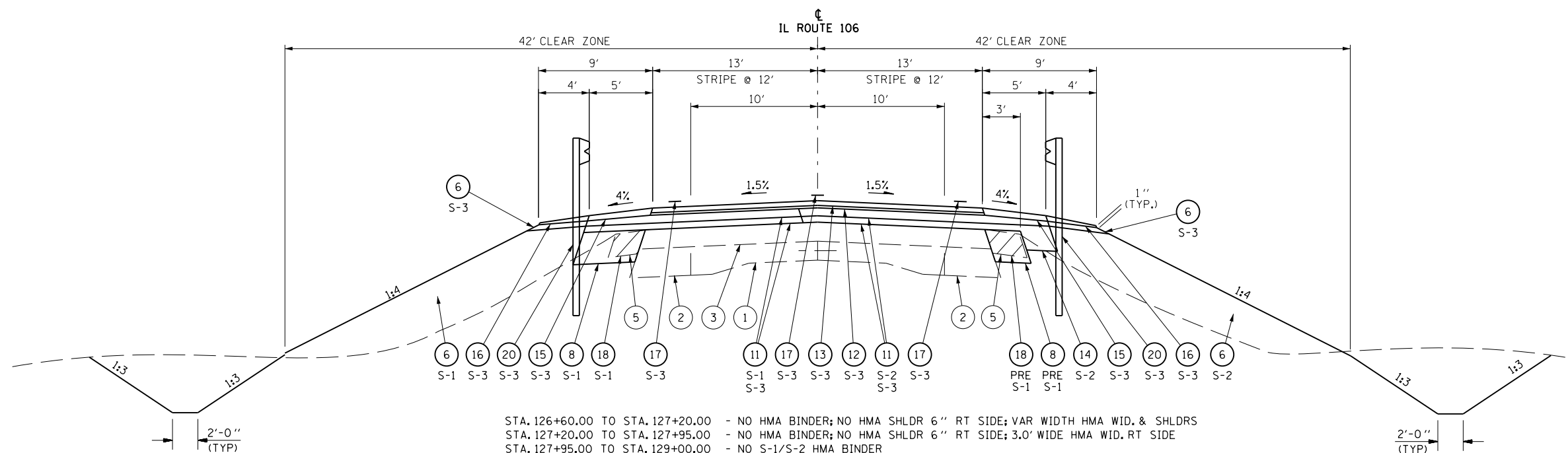
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
566	1(B-2)	SCOTT	77	7
CONTRACT NO. 72B91				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

LEGEND

- ① EXIST. PCC PAVEMENT 9'-6"-9
- ② EXIST. HMA BASE CRSE WIDENING 9"
- ③ EXIST. HMA RESURFACING, 6"
- ④ EXIST. CONCRETE GUTTER, TYPE B
- ⑤ EXIST. HMA SHOULDERS, 12"
- ⑥ PROP. EARTHWORK (EXCAVATION & EMBANKMENT)
- ⑦ PROP. CONC. GUTTER, TY A (STD. 606101)
- ⑧ PROP. HMA BSE CRSE WIDENING, 10"
- ⑨ PROP. SUBBASE GRAN MATL, TY B, VAR DEPTH, 6" MIN.
- ⑩ PROP. BRIDGE APPROACH PAVEMENT (STD 420401)
- ⑪ PROP. HMA BINDER CRSE, IL 19.0, N50, VAR DEPTH (WHERE TOTAL PROP RESURF THICKNESS > 4 1/2"; 2 1/4" MIN. THICKNESS)
- ⑫ PROP. LEVELING BINDER (MACHINE METH), N50, 3/4" & VAR
- ⑬ PROP. HMA SURFACE CRSE, MIX C, N50, 1 1/2"
- ⑭ PROP. HMA SHOULDERS, 6"
- ⑮ PROP. HMA SHOULDERS, 2 1/4" & VAR
- ⑯ PROP. AGGREGATE SHOULDERS, 2 1/4" & VAR
- ⑰ PROP. PAVEMENT MARKING - LINE 5"
- ⑱ PROP. HMA PVD SHOULDER REM
- ⑲ PROP. GUTTER REM
- ⑳ PROP. GUARDRAIL



STA. 129+90.00 TO STA. 130+18.00 - PR BRIDGE APPROACH SHLDR PVT (STD 609001)
 LT STA. 130+18.00 TO LT STA. 130+38.16 - PR BRIDGE APPROACH SHLDR PVT (STD 609001)
 RT STA. 130+18.00 TO RT STA. 130+28.00 - PR BRIDGE APPROACH SHLDR PVT (STD 609001)
 RT STA. 130+28.00 TO RT STA. 130+39.24 - PR BRIDGE APPROACH SHLDR PVT (STD 609001)
 STA. 132+38.74 TO STA. 133+15.00 - EXIST GUTTER INSTEAD OF HMA SHLDR LT & RT SIDE
 STA. 133+15.00 TO STA. 133+65.00 - EXIST GUTTER INSTEAD OF HMA SHLDR LT & RT SIDE

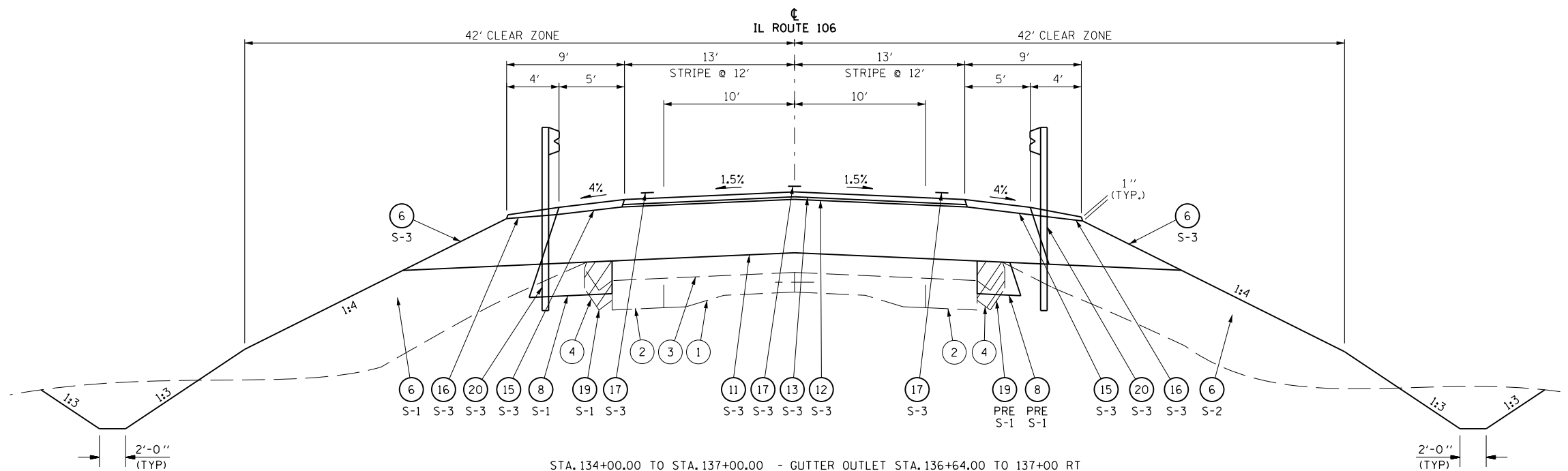


STA. 126+60.00 TO STA. 127+20.00 - NO HMA BINDER; NO HMA SHLDR 6" RT SIDE; VAR WIDTH HMA WID. & SHLDRS
 STA. 127+20.00 TO STA. 127+95.00 - NO HMA BINDER; NO HMA SHLDR 6" RT SIDE; 3.0' WIDE HMA WID. RT SIDE
 STA. 127+95.00 TO STA. 129+00.00 - NO S-1/S-2 HMA BINDER
 STA. 129+00.00 TO STA. 129+40.00 - NO HMA SHLDR REMOVAL OR HMA WID. LT SIDE
 STA. 129+40.00 TO STA. 129+90.00 - NO HMA SHLDR REMOVAL OR HMA WID. LT SIDE
 STA. 133+65.00 TO STA. 134+00.00 - EXIST GUTTER REMOVAL INSTEAD OF HMA SHLDR REMOVAL LT & RT SIDE

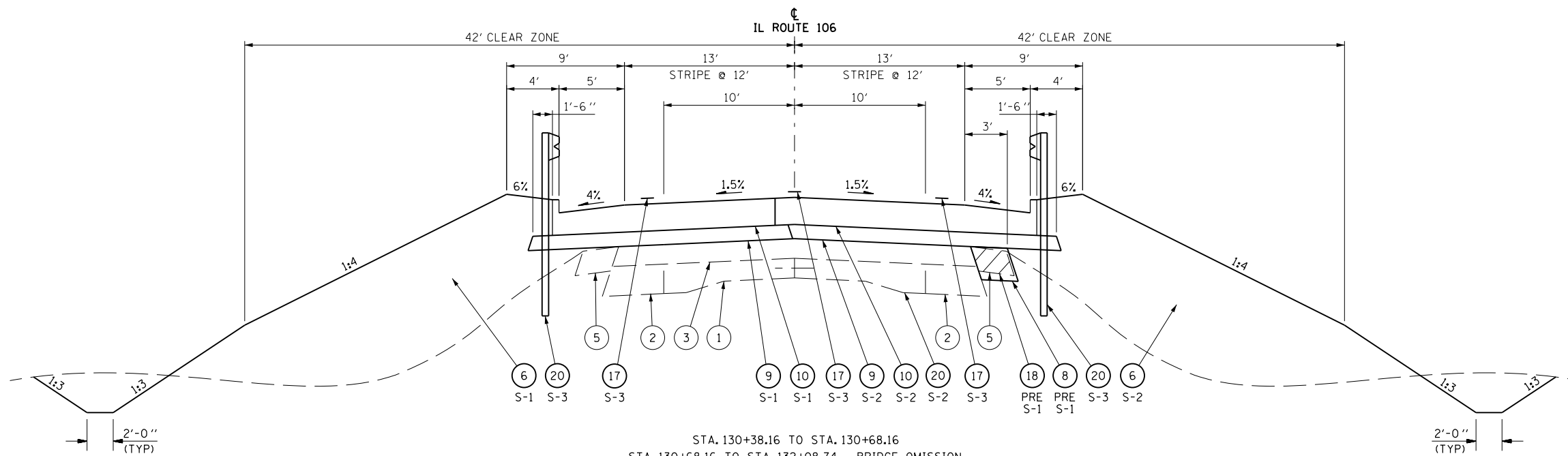
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PLOT SCALE = 10.0000' / in.		CHECKED - J.S.A.	REVISED -		CONTRACT NO. 72B91							
PLOT DATE = Aug-26-2010 11:17:13AM		DATE -	REVISED -		FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT							

LEGEND

- ① EXIST. PCC PAVEMENT 9-6-9
- ② EXIST. HMA BASE CSE WIDENING 9"
- ③ EXIST. HMA RESURFACING, 6"
- ④ EXIST. CONCRETE GUTTER, TYPE B
- ⑤ EXIST. HMA SHOULDERS, 12"
- ⑥ PROP. EARTHWORK (EXCAVATION & EMBANKMENT)
- ⑦ PROP. CONC. GUTTER, TY A (STD. 606101)
- ⑧ PROP. HMA BSE CRSE WIDENING, 10"
- ⑨ PROP. SUBBASE GRAN MATL, TY B, VAR DEPTH, 6" MIN.
- ⑩ PROP. BRIDGE APPROACH PAVEMENT (STD 420401)
- ⑪ PROP. HMA BINDER CRSE, IL 19.0, N50, VAR DEPTH (WHERE TOTAL PROP RESURF THICKNESS > 4 1/2"; 2 1/4" MIN. THICKNESS
- ⑫ PROP. LEVELING BINDER (MACHINE METH), N50, 3/4" & VAR
- ⑬ PROP. HMA SURFACE CRSE, MIX C, N50, 1 1/2"
- ⑭ PROP. HMA SHOULDERS, 6"
- ⑮ PROP. HMA SHOULDERS, 2 1/4" & VAR
- ⑯ PROP. AGGREGATE SHOULDERS, 2 1/4" & VAR
- ⑰ PROP. PAVEMENT MARKING - LINE 5"
- ⑱ PROP. HMA PVD SHOULDER REM
- ⑲ PROP. GUTTER REM
- ⑳ PROP. GUARDRAIL



STA. 134+00.00 TO STA. 137+00.00 - GUTTER OUTLET STA. 136+64.00 TO 137+00.00 RT
 GUTTER OUTLET STA. 137+09.00 TO 137+45.00 LT
 TY A GUTTER BEGINS RT STA. 137+00.00, LT STA. 137+45.00



STA. 130+38.16 TO STA. 130+68.16
 STA. 130+68.16 TO STA. 132+08.74 - BRIDGE OMISSION
 STA. 132+08.74 TO STA. 132+38.74

NOTE: PROP. PAVEMENT REMOVAL RATHER THAN RUBBLIZING PAVEMENT STA. 130+50.00 TO STA. 130+68.16 AND STA. 132+08.74 TO STA. 132+20.00

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		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

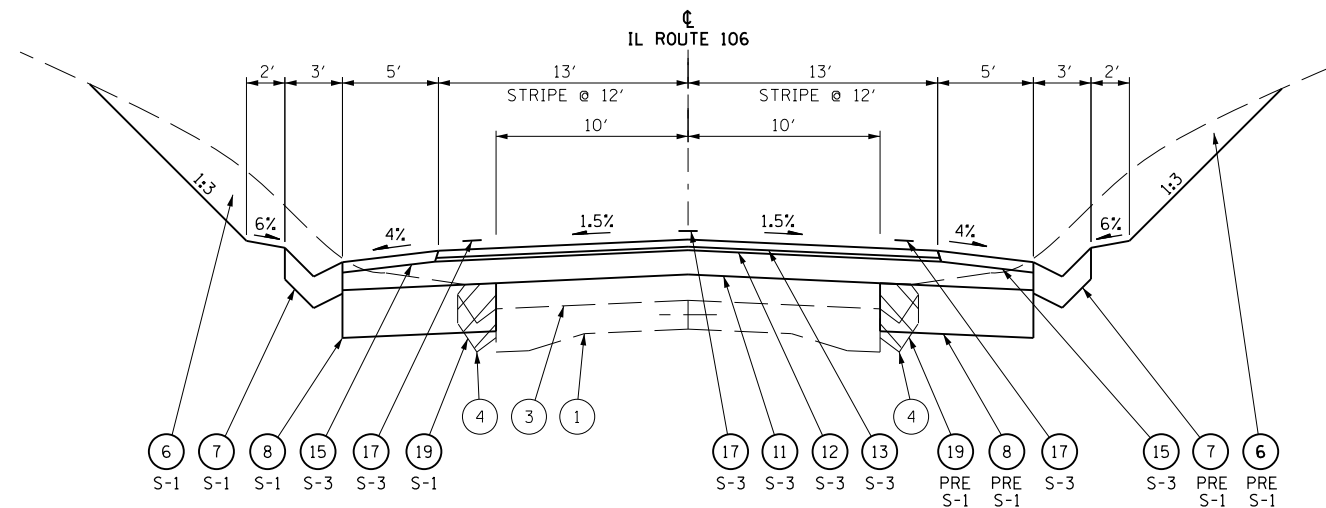
TYPICAL SECTIONS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
566	1(B-2)	SCOTT	77	9
CONTRACT NO. 72B91				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

LEGEND

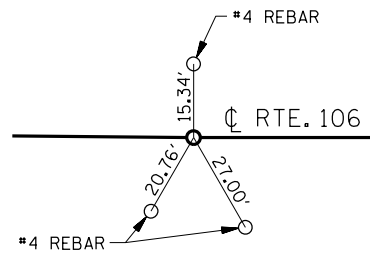
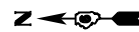
- ① EXIST. PCC PAVEMENT 9-6-9
- ② EXIST. HMA BASE CSE WIDENING 9"
- ③ EXIST. HMA RESURFACING, 6"
- ④ EXIST. CONCRETE GUTTER, TYPE B
- ⑤ EXIST. HMA SHOULDERS, 12"
- ⑥ PROP. EARTHWORK (EXCAVATION & EMBANKMENT)
- ⑦ PROP. CONC. GUTTER, TY A (STD. 606101)
- ⑧ PROP. HMA BSE CRSE WIDENING, 10"
- ⑨ PROP. SUBBASE GRAN MATL, TY B, VAR DEPTH, 6" MIN.
- ⑩ PROP. BRIDGE APPROACH PAVEMENT (STD 420401)
- ⑪ PROP. HMA BINDER CRSE, IL 19.0, N50, VAR DEPTH (WHERE TOTAL PROP RESURF THICKNESS > 4 1/2"; 2 1/4" MIN. THICKNESS)
- ⑫ PROP. LEVELING BINDER (MACHINE METH), N50, 3/4" & VAR
- ⑬ PROP. HMA SURFACE CRSE, MIX C, N50, 1 1/2"
- ⑭ PROP. HMA SHOULDERS, 6"
- ⑮ PROP HMA SHOULDERS, 2 1/4" & VAR
- ⑯ PROP. AGGREGATE SHOULDERS, 2 1/4" & VAR
- ⑰ PROP. PAVEMENT MARKING - LINE 5"
- ⑱ PROP. HMA PVD SHOULDER REM
- ⑲ PROP. GUTTER REM
- ⑳ PROP. GUARDRAIL



STA. 137+00.00 TO STA. 138+50.00 - SHLDR TAPERS 5.0' TO 1.0' STA. 137+25.00 RT TO 138+22.20 RT
 - SHLDR TAPERS 5.0' TO 1.0' STA. 137+50.00 LT TO 138+30.00 LT

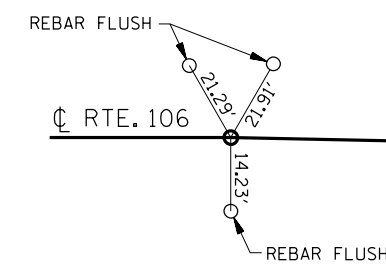
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PLOT DATE = Aug-26-2010 11:17:13AM		DATE -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

TIE NO. 1

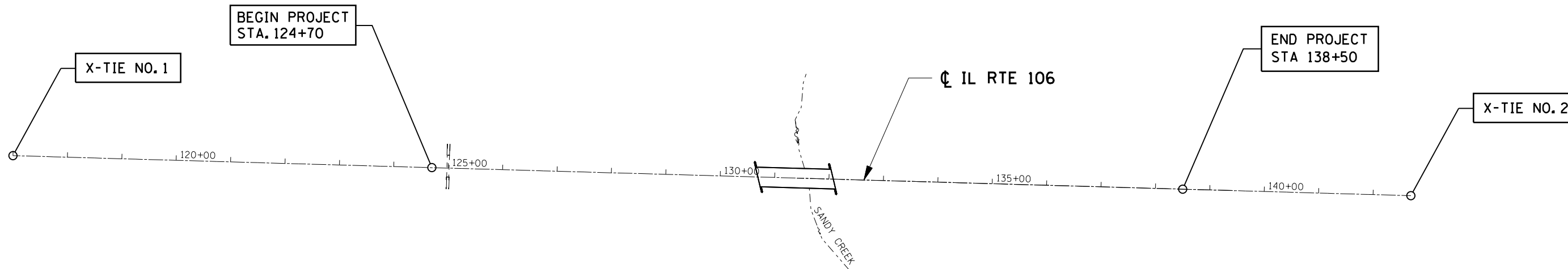


P.I. STA. 117+00.00
P.K. NAIL IN CHISELED "X"

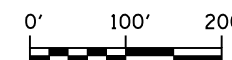
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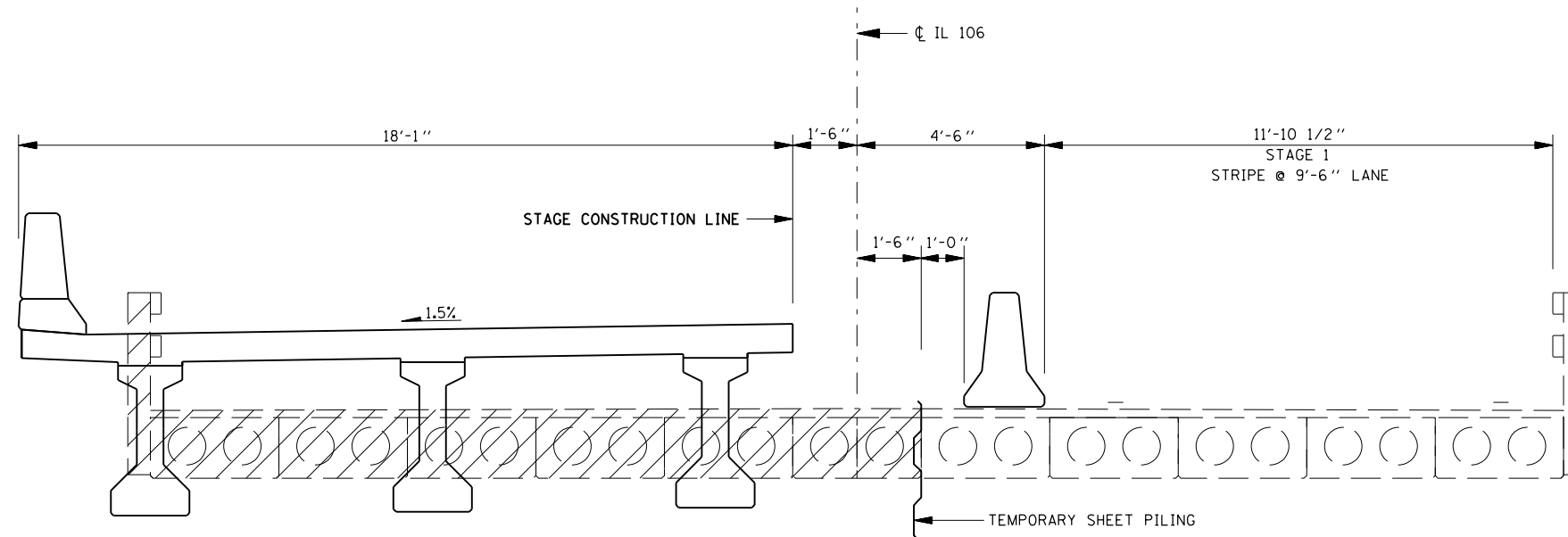
P.I. STA. 142+69.50
P.K. NAIL IN CHISELED "X"



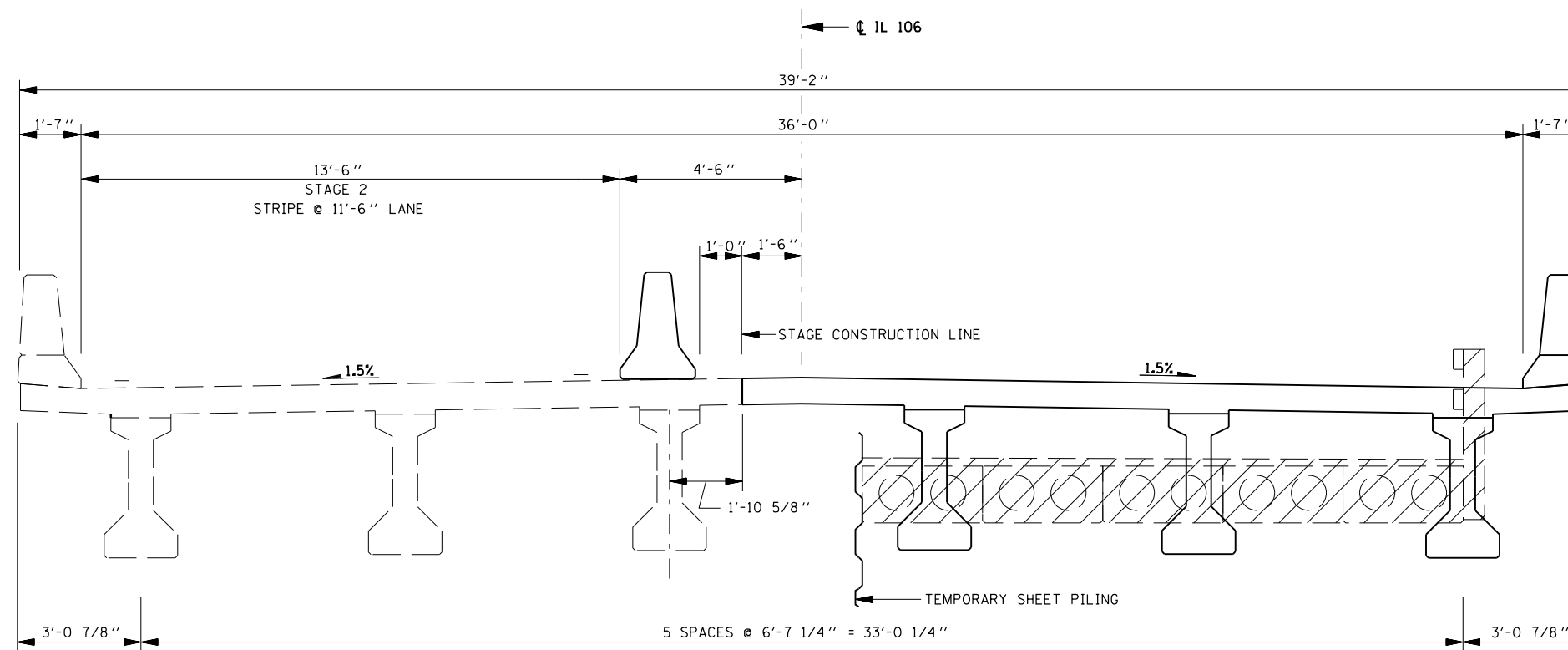
B.M. 500 SET CHISELED 'd' " S. END OF EX CONCRETE HEADWALL @ STA. 125+00 ELEV. 487.45	B.M. 501 SET CHISELED 'd' " NW ABUTMENT SN 086+0012@ STA. 131+02.5, 16.8' RT ELEV. 484.00	B.M. I DISTINCTIVE POINT ON NE WINGWALL OF BRIDGE OVER IL RTE 106 ± STA. 131+42 ELEV. 484.88	B.M. H PK NAIL IN N. GATE POST, W. SIDE IL RTE 106 @ HILL FROM FA 566 ELEV. 525.21
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PLOT SCALE = 200.0000' / in.	CHECKED - J.S.A.	REVISED -	REVISED -		SCALE: 1" = 100'	SHEET NO. OF	SHEETS	STA.	TO STA.	CONTRACT NO. 72B91		
PLOT DATE = Aug-26-2010 11:17:18AM	DATE -	REVISED -	REVISED -		FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT							



MAINTENANCE OF TRAFFIC - STAGE 1



MAINTENANCE OF TRAFFIC - STAGE 2

FILE NAME =	USER NAME = laughlinc1	DESIGNED - E.R.O.	REVISED -
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	PLOT SCALE = 4.0000' / in.	CHECKED - J.S.A.	REVISED -
	PLOT DATE = Aug-26-2010 11:17:22AM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
BRIDGE STAGING DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
566	1(B-2)	SCOTT	77	12
CONTRACT NO. 72B91				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

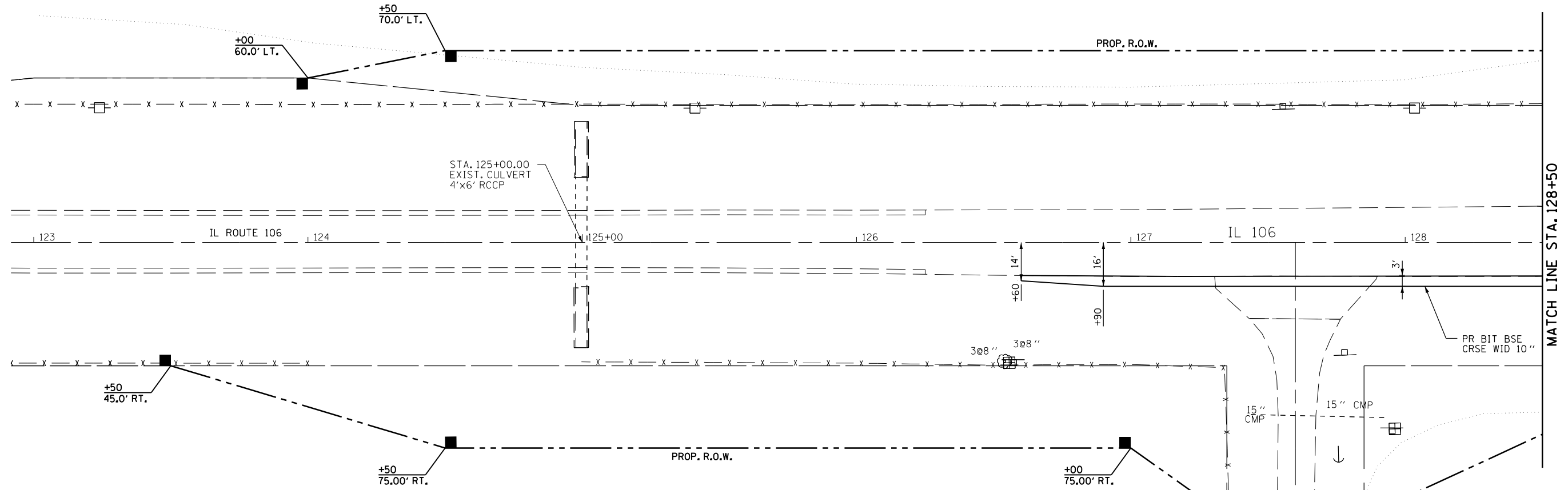
PRE-STAGE I SEQUENCE OF CONSTRUCTION

1. REMOVE EXISTING CONCRETE GUTTER AND HMA SHOULDERS AND CONSTRUCT HMA BASE COURSE WIDENING AS SHOWN ON THE PLANS, USING TRAFFIC CONTROL & PROTECTION STANDARD 701326. PERFORM TREE REMOVAL AND CLEARING, AND EARTH EXCAVATION AND EMBANKMENT ON RIGHT SIDE AS SHOWN ON THE PLANS AND CROSS SECTIONS.



SW 1/4 SECTION 34, T14N, R12W, 3RD PM

6258196
MARJORIE GIDNEY & ROBERTA JACKSON



GENERAL NOTES

1. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL P.E.'S, C.E.'S, AND RED BRIDGE ROAD AT ALL TIMES.
2. ACCESS MUST BE PROVIDED TO ALL F.E.'S AS REQUIRED BY THE PROPERTY OWNER.

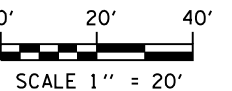
6258196
MARJORIE GIDNEY & ROBERTA JACKSON

SE 1/4 SECTION 33, T14N, R12W, 3RD PM

LEGEND

- SIGN
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY
- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- LOOP DETECTORS

NOTE: THESE ARE OFFSETS FOR FINAL SURFACES;
ADJUST FOR THICKNESS OF TOTAL MATERIAL
PER 1:1 SLOPE.



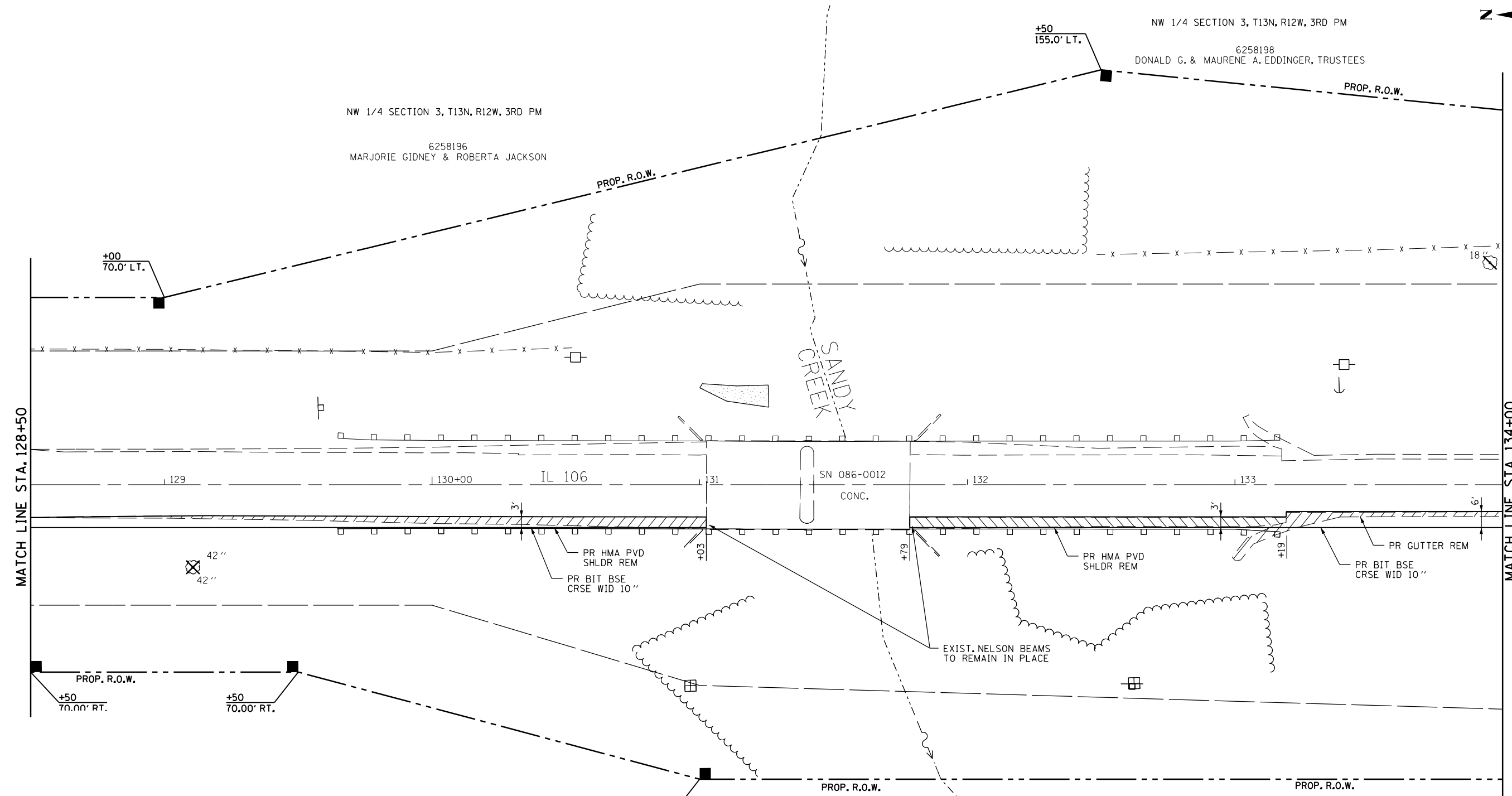
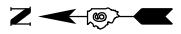
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	PLOT SCALE = 40.0000' / in.	CHECKED - J.S.A.	REVISED -
	PLOT DATE = Aug-26-2010 11:17:27AM	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**









**MOT PLAN (PRE-STAGE I)
STA. 124 + 70 TO STA. 128 + 50**

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

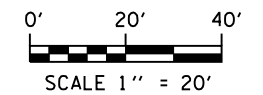
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
566	1(B-2)	SCOTT	77	13
CONTRACT NO. 72B91				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



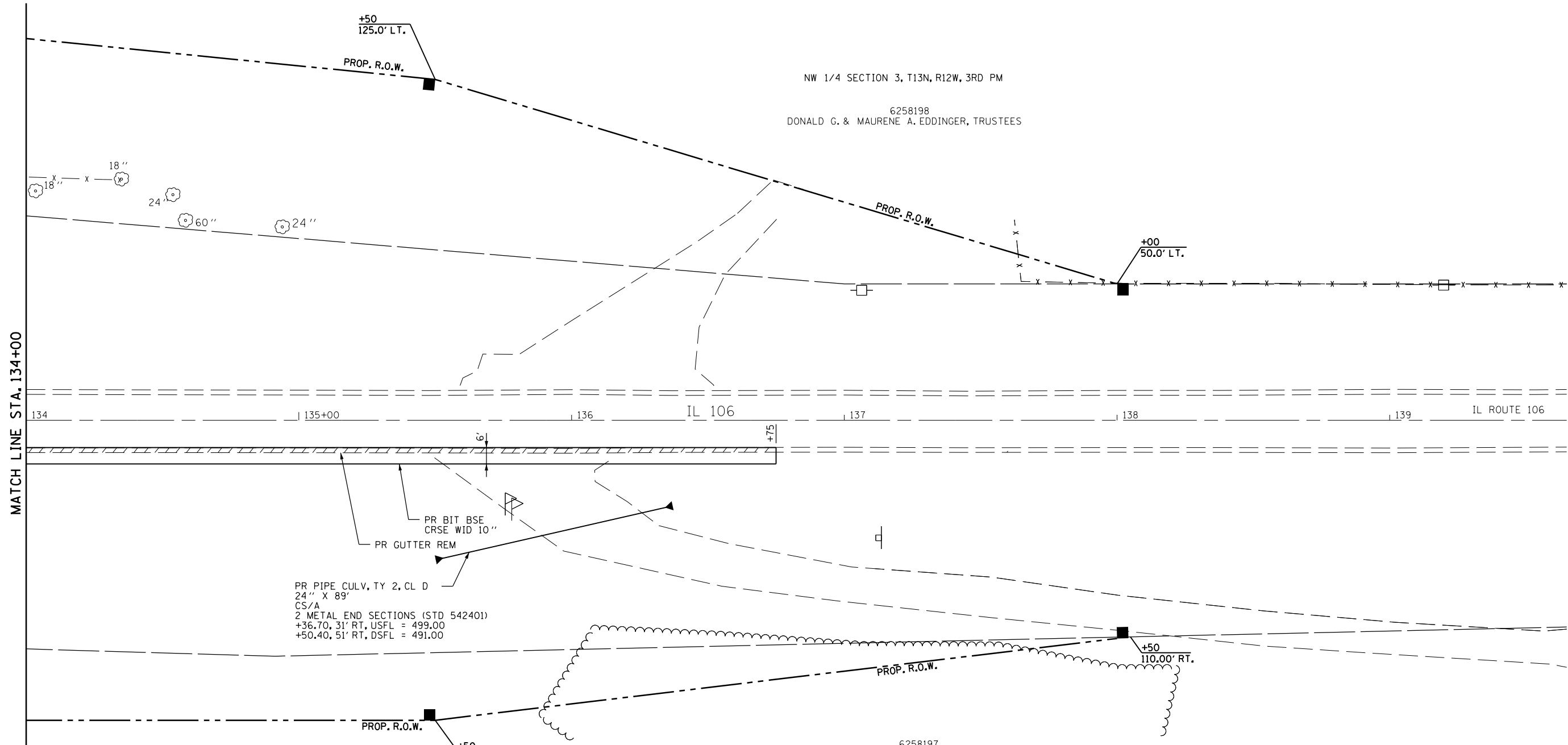
LEGEND

-  SIGN
-  DRUM WITH STEADY BURNING LIGHT
-  TRAFFIC SIGNAL
-  TEMPORARY CONCRETE BARRIER
-  IMPACT ATTENUATOR, TEMPORARY
-  DIRECTION OF TRAFFIC
-  TYPE III BARRICADE
-  LOOP DETECTORS

NOTE: THESE ARE OFFSETS FOR FINAL SURFACES;
ADJUST FOR THICKNESS OF TOTAL MATERIAL
PER 1:1 SLOPE.



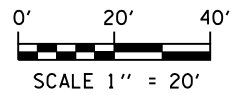
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PLOT DATE = Aug-26-2010 11:17:32AM	DATE -	REVISED -	SCALE:		SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 72B91					
					FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT							



LEGEND

- SIGN
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY
- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- LOOP DETECTORS

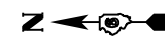
NOTE: THESE ARE OFFSETS FOR FINAL SURFACES;
ADJUST FOR THICKNESS OF TOTAL MATERIAL
PER 1:1 SLOPE.



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	PLOT SCALE = 40.0000' / in.	CHECKED - J.S.A.	REVISED -					566	1(B-2)	SCOTT	77	15
PLOT DATE = Aug-26-2010 11:17:37AM	DATE -	REVISED -	SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 72B91						
					FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT							

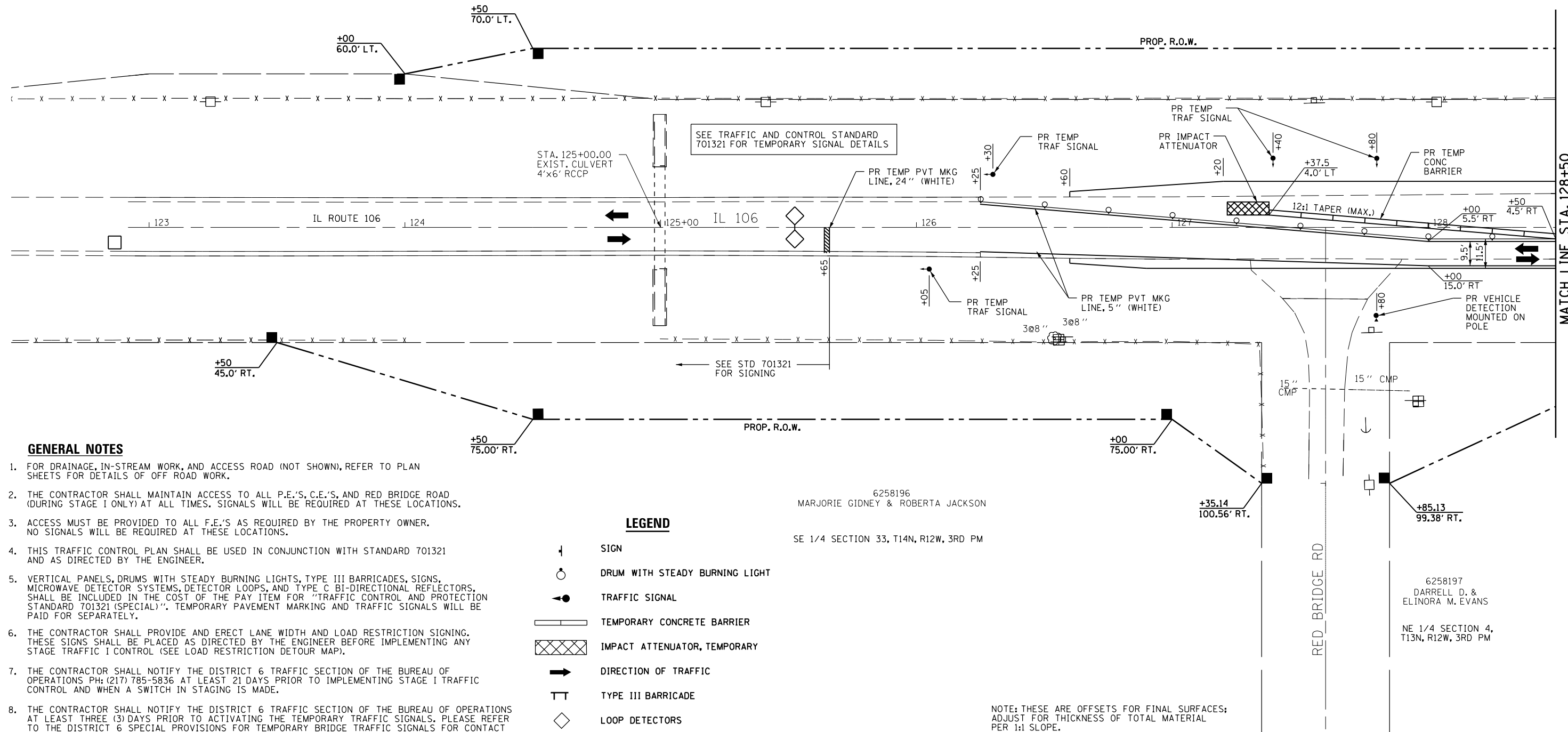
STAGE I SEQUENCE OF CONSTRUCTION

1. REMOVE EXISTING PAVEMENT WIDENING, INSTALL HMA BASE COURSE WIDENING 10" AS SHOWN ON THESE PLANS. UTILIZE TRAFFIC CONTROL & PROTECTION STANDARD 701326.
2. SET UP TEMPORARY TRAFFIC CONTROL USING THESE PLANS IN CONJUNCTION WITH TRAFFIC CONTROL & PROTECTION STANDARD 701321.
3. INSTALL TEMPORARY TRAFFIC SIGNALS AND LOOP DETECTORS AT LOCATIONS SHOWN ON THE PLANS.
4. PLACE TEMPORARY CONCRETE BARRIER AND PAVEMENT MARKING IN ACCORDANCE WITH THESE PLANS FOR STAGE I CONSTRUCTION.
5. REMOVE ANY CONFLICTING PAVEMENT MARKINGS, AND PLACE TEMPORARY CONCRETE BARRIER AND PAVEMENT MARKING IN ACCORDANCE WITH THESE PLANS FOR STAGE I CONSTRUCTION.
6. INSTALL SOIL PROTECTION SYSTEM PRIOR TO ANY EXCAVATION.
7. COMPLETE STAGE I CONSTRUCTION WORK, PAVEMENT REMOVAL, WIDENING, DRAINAGE WORK, BRIDGE APPROACH PAVEMENTS, AND STAGE I STRUCTURAL WORK AS SHOWN IN THESE PLANS. SEE MAINTENANCE OF TRAFFIC SECTIONS FOR BRIDGE STAGING DETAILS.
8. CONSTRUCT HMA BINDER COURSES AS SHOWN FOR TEMPORARY PROFILE.



SW 1/4 SECTION 34, T14N, R12W, 3RD PM

6258196
MARJORIE GIDNEY & ROBERTA JACKSON



GENERAL NOTES

1. FOR DRAINAGE, IN-STREAM WORK, AND ACCESS ROAD (NOT SHOWN), REFER TO PLAN SHEETS FOR DETAILS OF OFF ROAD WORK.
2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL P.E.'S, C.E.'S, AND RED BRIDGE ROAD (DURING STAGE I ONLY) AT ALL TIMES. SIGNALS WILL BE REQUIRED AT THESE LOCATIONS.
3. ACCESS MUST BE PROVIDED TO ALL F.E.'S AS REQUIRED BY THE PROPERTY OWNER. NO SIGNALS WILL BE REQUIRED AT THESE LOCATIONS.
4. THIS TRAFFIC CONTROL PLAN SHALL BE USED IN CONJUNCTION WITH STANDARD 701321 AND AS DIRECTED BY THE ENGINEER.
5. VERTICAL PANELS, DRUMS WITH STEADY BURNING LIGHTS, TYPE III BARRICADES, SIGNS, MICROWAVE DETECTOR SYSTEMS, DETECTOR LOOPS, AND TYPE C BI-DIRECTIONAL REFLECTORS, SHALL BE INCLUDED IN THE COST OF THE PAY ITEM FOR "TRAFFIC CONTROL AND PROTECTION STANDARD 701321 (SPECIAL)". TEMPORARY PAVEMENT MARKING AND TRAFFIC SIGNALS WILL BE PAID FOR SEPARATELY.
6. THE CONTRACTOR SHALL PROVIDE AND ERECT LANE WIDTH AND LOAD RESTRICTION SIGNING. THESE SIGNS SHALL BE PLACED AS DIRECTED BY THE ENGINEER BEFORE IMPLEMENTING ANY STAGE TRAFFIC I CONTROL (SEE LOAD RESTRICTION DETOUR MAP).
7. THE CONTRACTOR SHALL NOTIFY THE DISTRICT 6 TRAFFIC SECTION OF THE BUREAU OF OPERATIONS PH: (217) 785-5836 AT LEAST 21 DAYS PRIOR TO IMPLEMENTING STAGE I TRAFFIC CONTROL AND WHEN A SWITCH IN STAGING IS MADE.
8. THE CONTRACTOR SHALL NOTIFY THE DISTRICT 6 TRAFFIC SECTION OF THE BUREAU OF OPERATIONS AT LEAST THREE (3) DAYS PRIOR TO ACTIVATING THE TEMPORARY TRAFFIC SIGNALS. PLEASE REFER TO THE DISTRICT 6 SPECIAL PROVISIONS FOR TEMPORARY BRIDGE TRAFFIC SIGNALS FOR CONTACT INFORMATION.

LEGEND

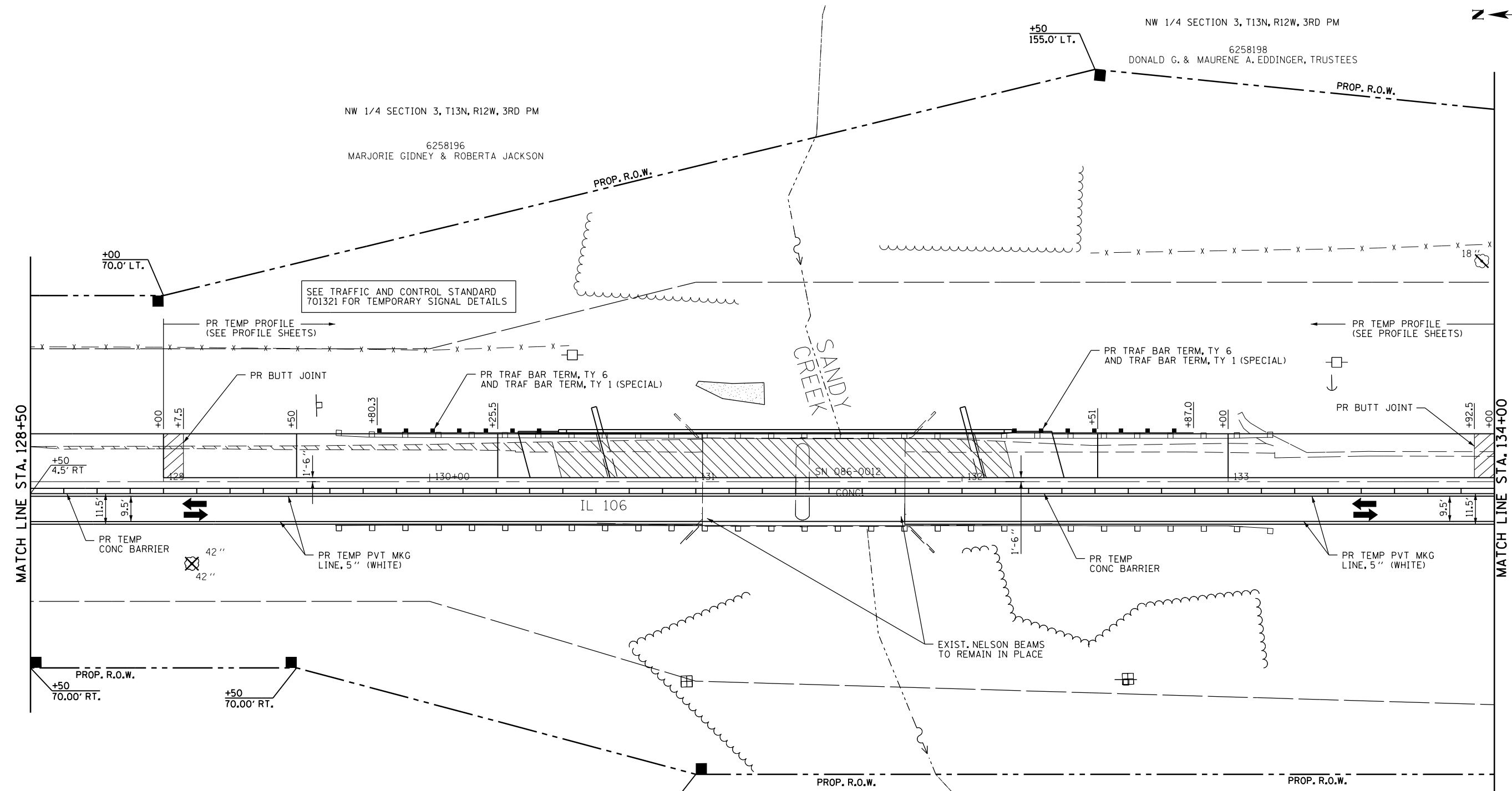
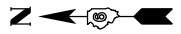
- SIGN
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY
- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- LOOP DETECTORS

6258196
MARJORIE GIDNEY & ROBERTA JACKSON

SE 1/4 SECTION 33, T14N, R12W, 3RD PM

NOTE: THESE ARE OFFSETS FOR FINAL SURFACES; ADJUST FOR THICKNESS OF TOTAL MATERIAL PER 1:1 SLOPE.

FILE NAME =	USER NAME = laughlinr1	DESIGNED - E.R.O.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MOT PLAN (STAGE I) STA. 124 + 70 TO STA. 128 + 50	F.A.P. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p\d02\laughlinr1\d0238533\0672891-sh1-mot04.dgn	DRAWN - R.A.W.	REVISED -	566			14B-2)	SCOTT	77	16	
PLOT SCALE = 40.0000' / in.	CHECKED - J.S.A.	REVISED -	CONTRACT NO. 72B91							
PLOT DATE = Aug-26-2010 11:17:42AM	DATE -	REVISED -	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT							



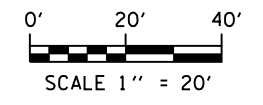
MATCH LINE STA. 128+50

MATCH LINE STA. 134+00

LEGEND

- ↑ SIGN
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- ▬ TEMPORARY CONCRETE BARRIER
- ▨ IMPACT ATTENUATOR, TEMPORARY
- ➔ DIRECTION OF TRAFFIC
- TT TYPE III BARRICADE
- ◇ LOOP DETECTORS

NOTE: THESE ARE OFFSETS FOR FINAL SURFACES;
ADJUST FOR THICKNESS OF TOTAL MATERIAL
PER 1:1 SLOPE.



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MOT PLAN (STAGE I)
STA. 128 + 50 TO STA. 134 + 00**

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

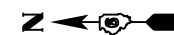
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
566	1(B-2)	SCOTT	77	17
CONTRACT NO. 72B91				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

STAGE II SEQUENCE OF CONSTRUCTION

1. REMOVE ALL CONFLICTING PAVEMENT MARKINGS AND RELOCATE TEMPORARY CONCRETE BARRIER AND ATTENUATORS AND PUT IN PLACE OTHER TRAFFIC CONTROL MEASURES FOR STAGE II CONSTRUCTION AS REQUIRED USING TRAFFIC CONTROL & PROTECTION STANDARD 701321.
2. COMPLETE ALL STAGE II CONSTRUCTION WORK-PAVEMENT, GUARDRAIL, SHOULDERS, DRAINAGE ITEMS, BRIDGE APPROACH PAVEMENTS, AND STAGE II STRUCTURAL WORK SHOWN ON THE PLANS.
3. CONSTRUCT HMA BINDER COURSE AND SUBBASE GRANULAR MATERIAL FOR TEMPORARY PROFILE.

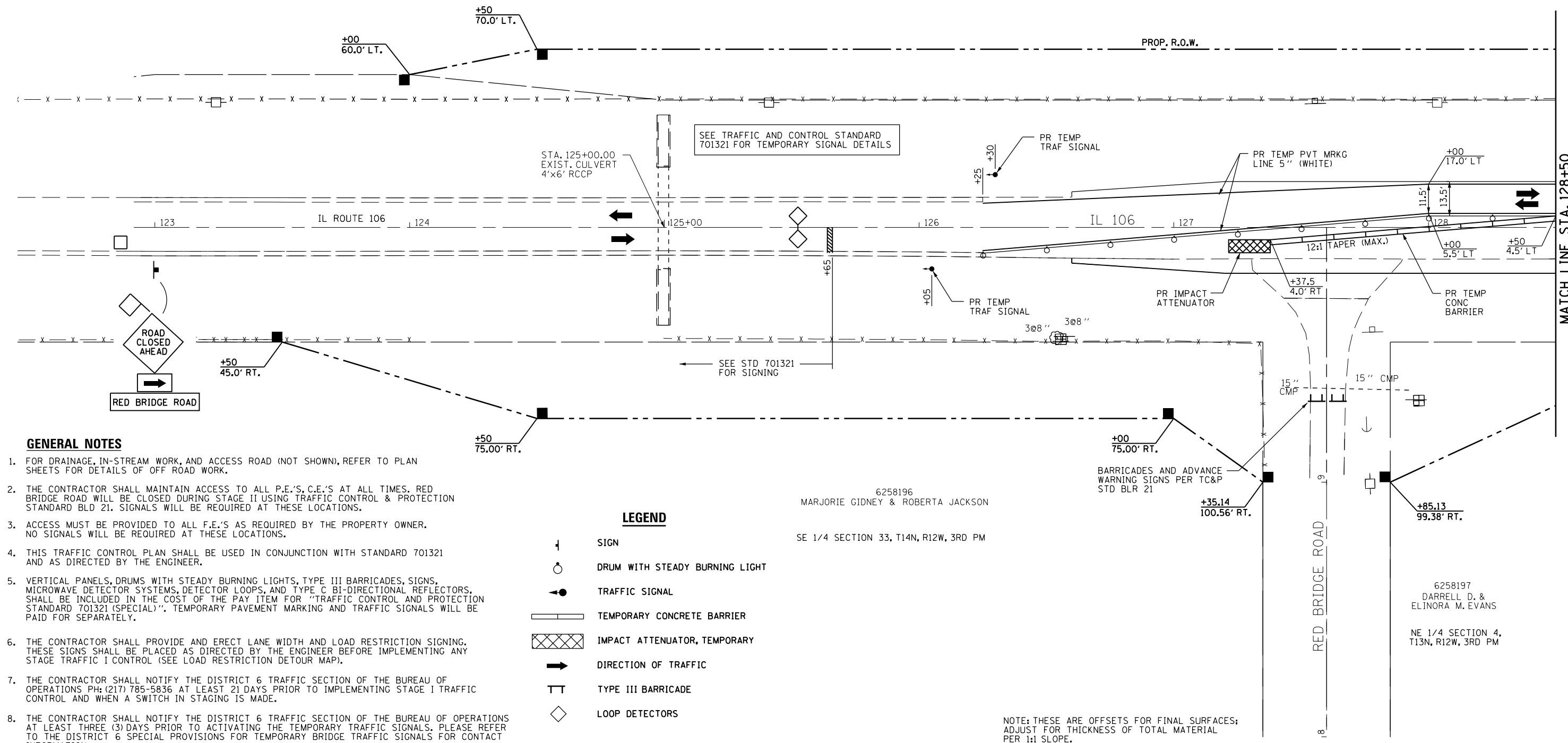
STAGE III SEQUENCE OF CONSTRUCTION

1. FOLLOWING STAGE II CONSTRUCTION, COMPLETE BRIDGE APPROACH SHOULDERS, INLETS, HMA SHOULDERS, GUARDRAIL, ENTRANCES, AND HMA BINDER, LEVELING BINDER, AND SURFACE COURSES UP TO FINAL GRADE. PLACE FINAL STRIPING.



SW 1/4 SECTION 34, T14N, R12W, 3RD PM

6258196
MARJORIE GIDNEY & ROBERTA JACKSON



GENERAL NOTES

1. FOR DRAINAGE, IN-STREAM WORK, AND ACCESS ROAD (NOT SHOWN), REFER TO PLAN SHEETS FOR DETAILS OF OFF ROAD WORK.
2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL P.E.'S, C.E.'S AT ALL TIMES. RED BRIDGE ROAD WILL BE CLOSED DURING STAGE II USING TRAFFIC CONTROL & PROTECTION STANDARD BLD 21. SIGNALS WILL BE REQUIRED AT THESE LOCATIONS.
3. ACCESS MUST BE PROVIDED TO ALL F.E.'S AS REQUIRED BY THE PROPERTY OWNER. NO SIGNALS WILL BE REQUIRED AT THESE LOCATIONS.
4. THIS TRAFFIC CONTROL PLAN SHALL BE USED IN CONJUNCTION WITH STANDARD 701321 AND AS DIRECTED BY THE ENGINEER.
5. VERTICAL PANELS, DRUMS WITH STEADY BURNING LIGHTS, TYPE III BARRICADES, SIGNS, MICROWAVE DETECTOR SYSTEMS, DETECTOR LOOPS, AND TYPE C BI-DIRECTIONAL REFLECTORS, SHALL BE INCLUDED IN THE COST OF THE PAY ITEM FOR "TRAFFIC CONTROL AND PROTECTION STANDARD 701321 (SPECIAL)". TEMPORARY PAVEMENT MARKING AND TRAFFIC SIGNALS WILL BE PAID FOR SEPARATELY.
6. THE CONTRACTOR SHALL PROVIDE AND ERECT LANE WIDTH AND LOAD RESTRICTION SIGNING. THESE SIGNS SHALL BE PLACED AS DIRECTED BY THE ENGINEER BEFORE IMPLEMENTING ANY STAGE TRAFFIC I CONTROL (SEE LOAD RESTRICTION DETOUR MAP).
7. THE CONTRACTOR SHALL NOTIFY THE DISTRICT 6 TRAFFIC SECTION OF THE BUREAU OF OPERATIONS PH: (217) 785-5836 AT LEAST 21 DAYS PRIOR TO IMPLEMENTING STAGE I TRAFFIC CONTROL AND WHEN A SWITCH IN STAGING IS MADE.
8. THE CONTRACTOR SHALL NOTIFY THE DISTRICT 6 TRAFFIC SECTION OF THE BUREAU OF OPERATIONS AT LEAST THREE (3) DAYS PRIOR TO ACTIVATING THE TEMPORARY TRAFFIC SIGNALS. PLEASE REFER TO THE DISTRICT 6 SPECIAL PROVISIONS FOR TEMPORARY BRIDGE TRAFFIC SIGNALS FOR CONTACT INFORMATION.

LEGEND

- ↑ SIGN
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- ▬ TEMPORARY CONCRETE BARRIER
- ▨ IMPACT ATTENUATOR, TEMPORARY
- ➔ DIRECTION OF TRAFFIC
- TT TYPE III BARRICADE
- ◇ LOOP DETECTORS

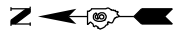
6258196
MARJORIE GIDNEY & ROBERTA JACKSON

SE 1/4 SECTION 33, T14N, R12W, 3RD PM

BARRICADES AND ADVANCE WARNING SIGNS PER TC&P STD BLR 21

NOTE: THESE ARE OFFSETS FOR FINAL SURFACES; ADJUST FOR THICKNESS OF TOTAL MATERIAL PER 1:1 SLOPE.

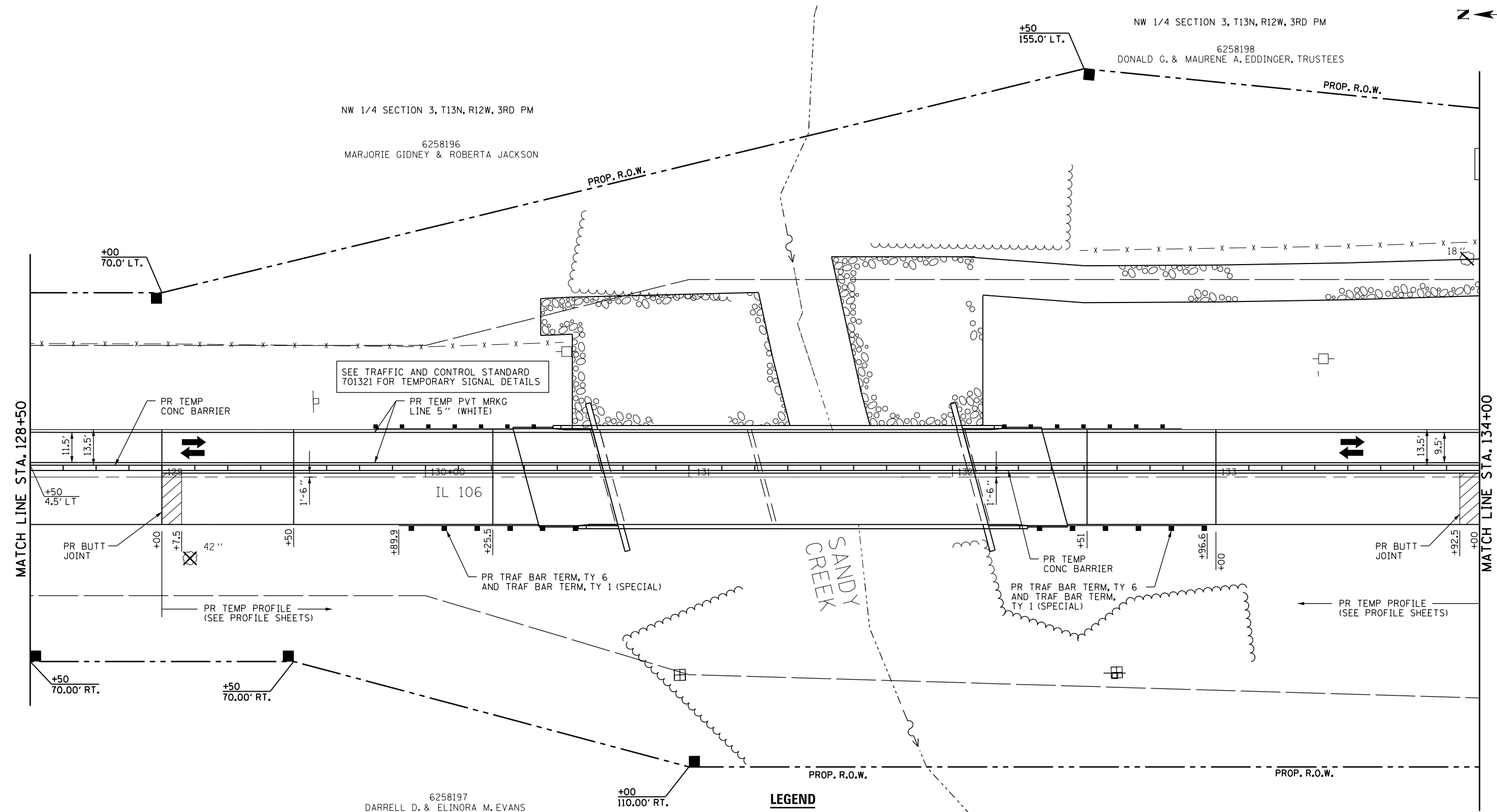
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et:\pw\work\p\d01\laughlinc1\11d0238533\0672891-sh1-mot07.dgn	DRAWN - R.A.W.	REVISED -	566			1(B-2)	SCOTT	77	19	
PLOT SCALE = 40.0000' / in.	CHECKED - J.S.A.	REVISED -	CONTRACT NO. 72B91							
PLOT DATE = Aug-26-2010 11:17:57AM	DATE -	REVISED -	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT							



NW 1/4 SECTION 3, T13N, R12W, 3RD PM
 6258198
 DONALD G. & MAURENE A. EDDINGER, TRUSTEES

NW 1/4 SECTION 3, T13N, R12W, 3RD PM
 6258196
 MARJORIE GIDNEY & ROBERTA JACKSON

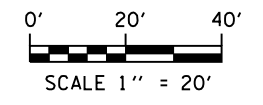
NE 1/4 SECTION 4, T13N, R12W, 3RD PM
 6258197
 DARRELL D. & ELINORA M. EVANS



SEE TRAFFIC AND CONTROL STANDARD
 701321 FOR TEMPORARY SIGNAL DETAILS

- LEGEND**
- ↑ SIGN
 - DRUM WITH STEADY BURNING LIGHT
 - ←● TRAFFIC SIGNAL
 - ▬ TEMPORARY CONCRETE BARRIER
 - ▨ IMPACT ATTENUATOR, TEMPORARY
 - ➔ DIRECTION OF TRAFFIC
 - TT TYPE III BARRICADE
 - ◇ LOOP DETECTORS

NOTE: THESE ARE OFFSETS FOR FINAL SURFACES;
 ADJUST FOR THICKNESS OF TOTAL MATERIAL
 PER 1:1 SLOPE.



FILE NAME =	USER NAME = laughlinc1	DESIGNED - E.R.O.	REVISED -
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	PLOT SCALE = 40.0000' / in.	CHECKED - J.S.A.	REVISED -
	PLOT DATE = Aug-26-2010 11:18:02AM	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**MOT PLAN (STAGE II)
 STA. 128 + 50 TO STA. 134 + 00**

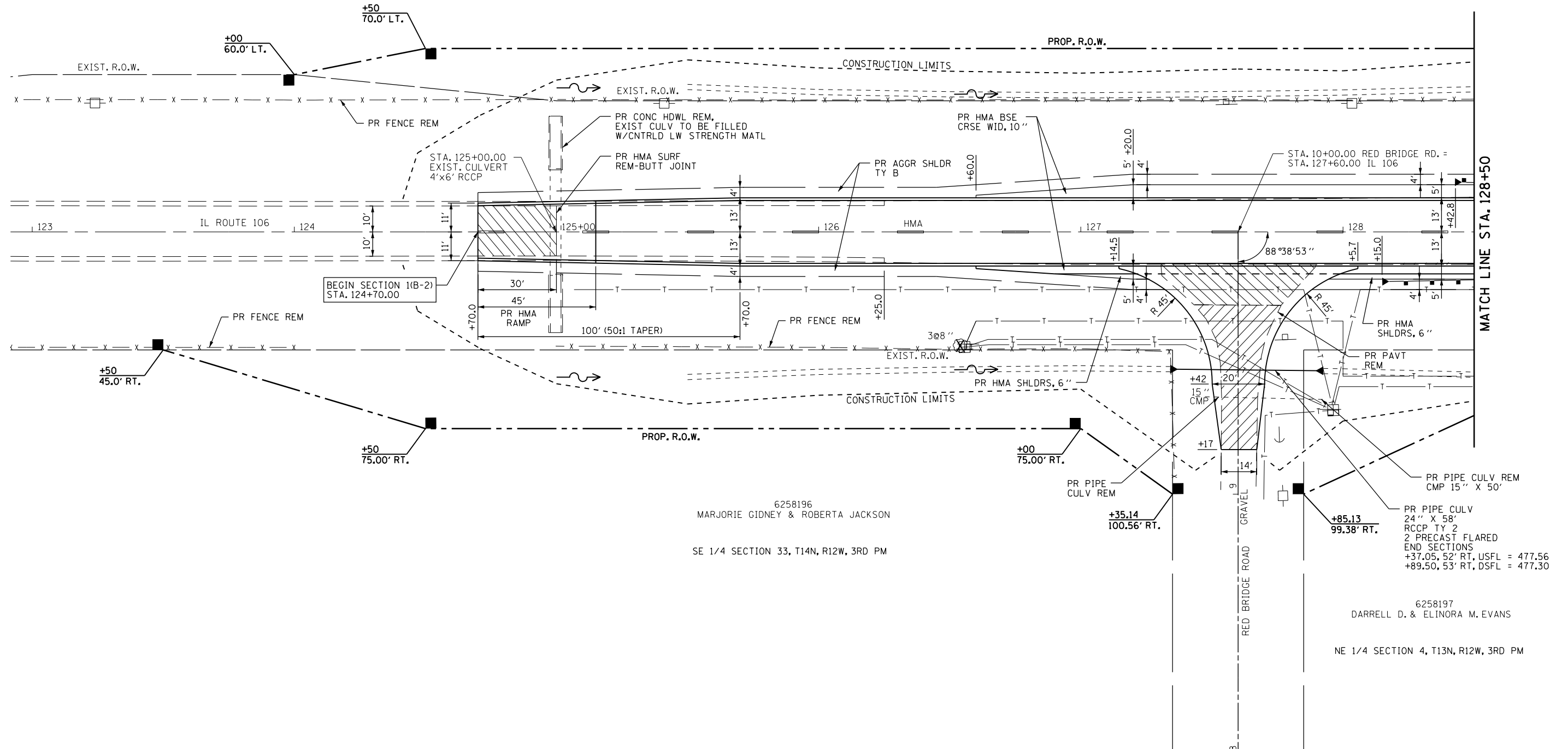
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
566	1(B-2)	SCOTT	77	20
CONTRACT NO. 72B91				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



SW 1/4 SECTION 34, T14N, R12W, 3RD PM

6258196
MARJORIE GIDNEY & ROBERTA JACKSON



6258196
MARJORIE GIDNEY & ROBERTA JACKSON

SE 1/4 SECTION 33, T14N, R12W, 3RD PM

6258197
DARRELL D. & ELINORA M. EVANS
NE 1/4 SECTION 4, T13N, R12W, 3RD PM

FILE NAME =	USER NAME = laughlinc1	DESIGNED - E.R.O.	REVISED -
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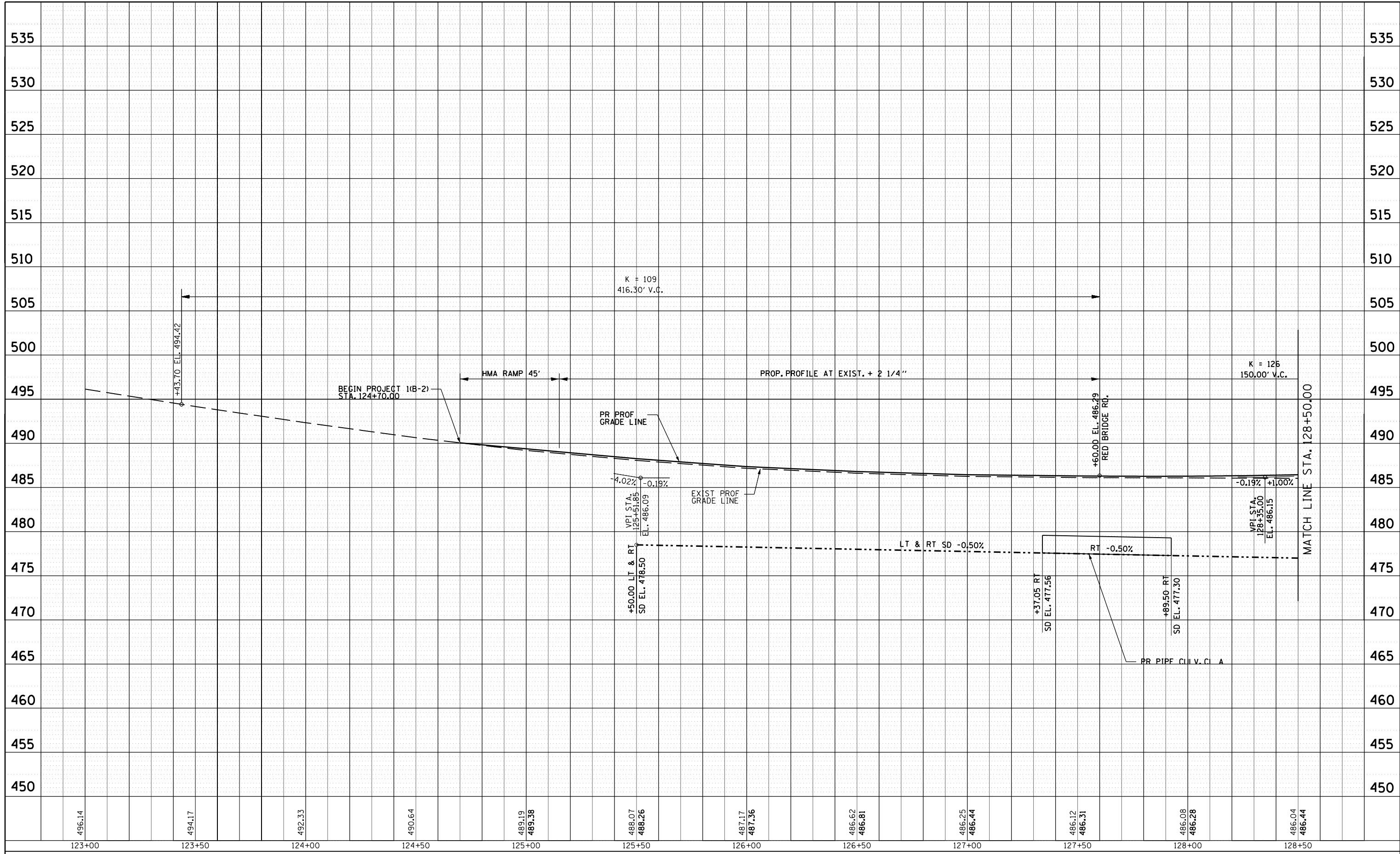
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN SHEET			
STA. 124 + 70 TO STA. 128 + 50			
SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
566	1(B-2)	SCOTT	77	22
CONTRACT NO. 72B91				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILE NAME	
	NO.	

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



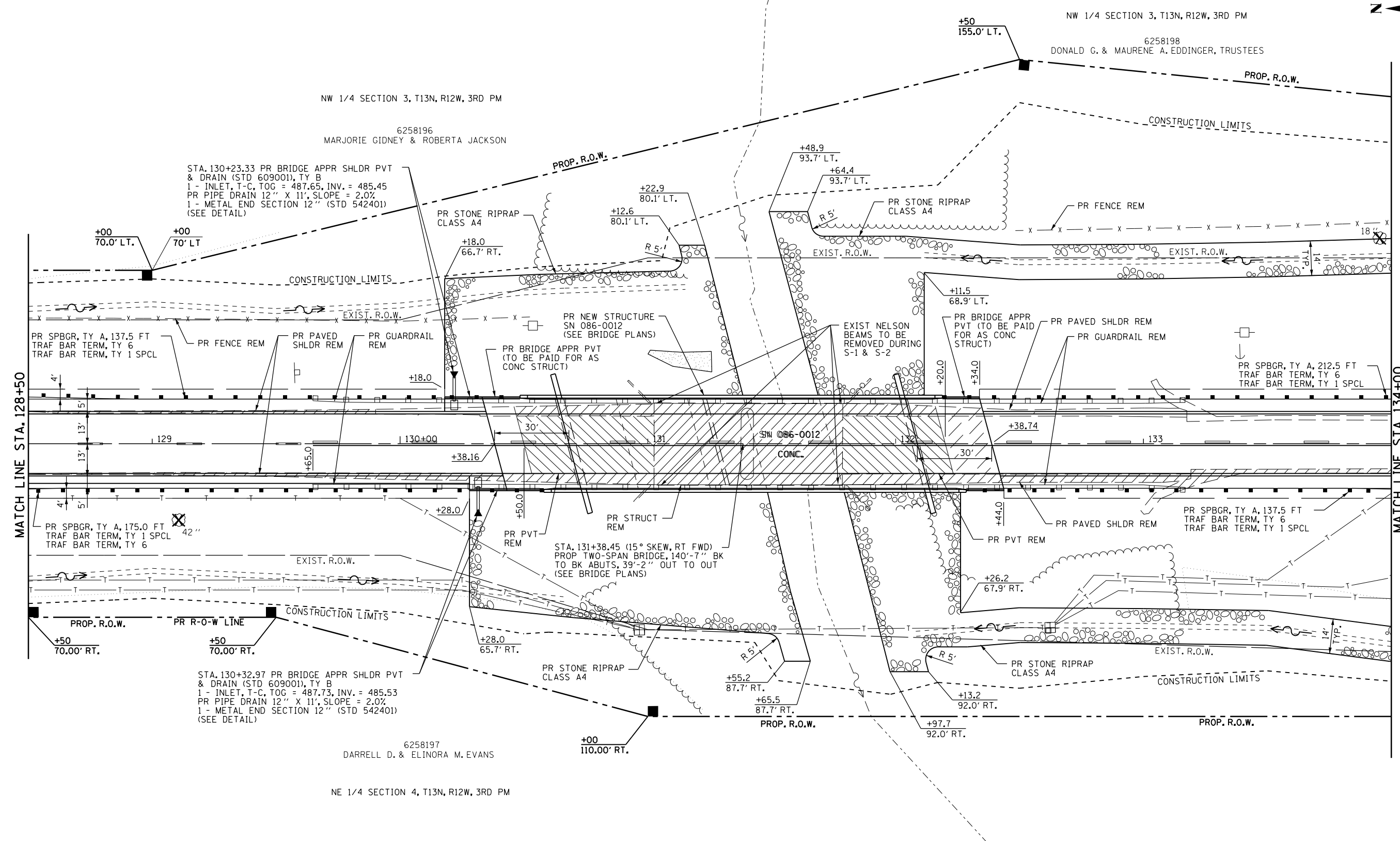
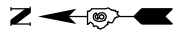
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROFILE SHEET - IL RTE 106
STA. 124 + 70 TO STA. 128 + 50**

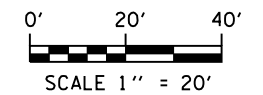
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
566	1(B-2)	SCOTT	77	23
CONTRACT NO. 72B91				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



MATCH LINE STA. 128+50

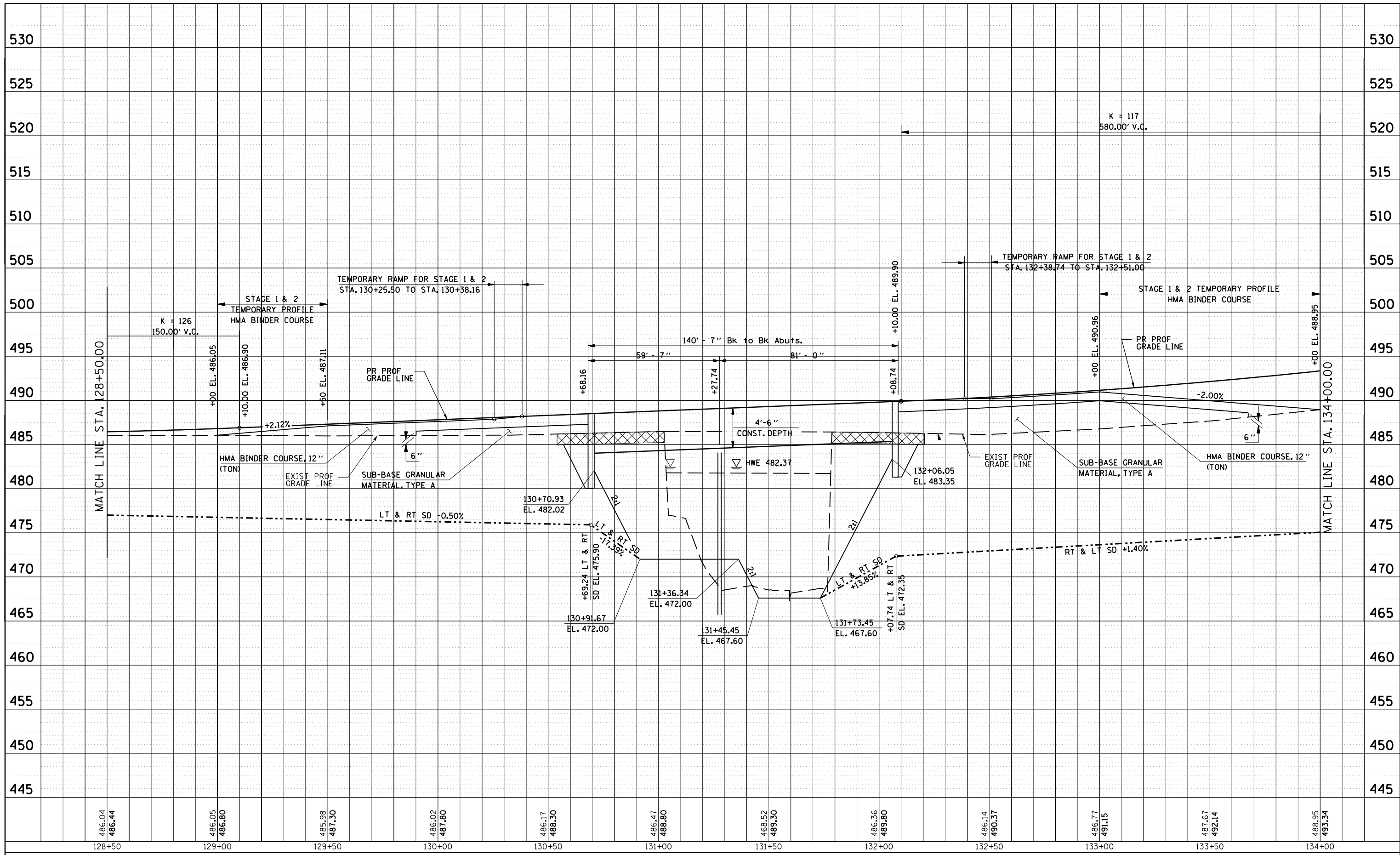
MATCH LINE STA. 134+00



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	PLOT SCALE = 40.0000' / in.	CHECKED - J.S.A.	REVISED -		SCALE:	SHEET NO. OF	SHEETS	STA. TO STA.	566	1(B-2)	SCOTT	77	24
	PLOT DATE = Aug-26-2010 11:18:23AM	DATE -	REVISED -		CONTRACT NO. 72B91	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT							

PLAN	SURVEYED	DATE
	PLOTTED	BY
	CHECKED	
	ALIGNED	
	FILED	
	NO. _____	
	FILE NAME	

PROFILE	SURVEYED	DATE
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	STRUCTURE	
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	CHKD	
	NO. _____	



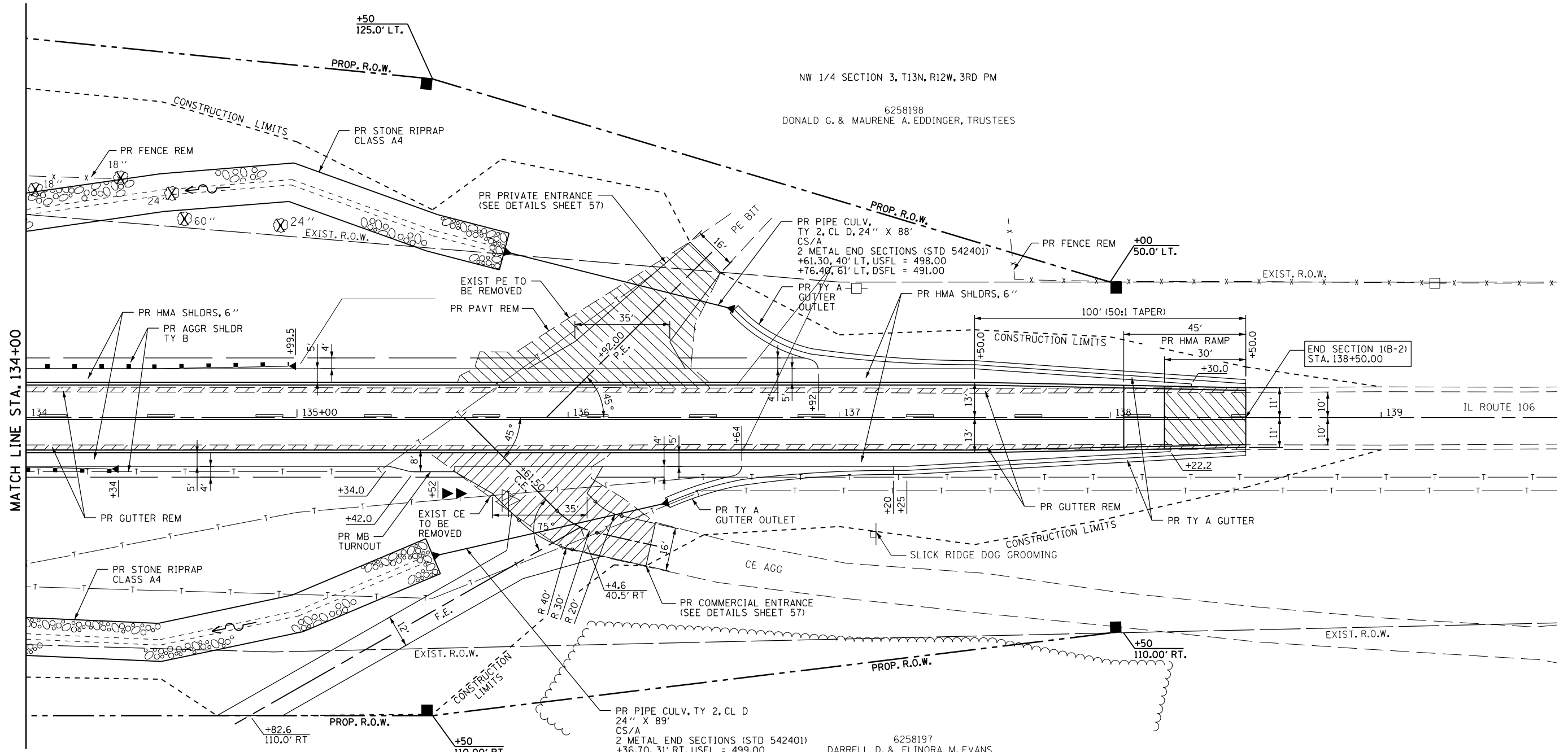
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROFILE SHEET - IL RT 106
STA. 128 + 50 TO STA. 134 + 00**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
566	1(B-2)	SCOTT	77	25
CONTRACT NO. 72B91				
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

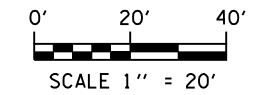


MATCH LINE STA. 134+00

6258197
DARRELL D. & ELINORA M. EVANS
NE 1/4 SECTION 4, T13N, R12W, 3RD PM

NW 1/4 SECTION 3, T13N, R12W, 3RD PM
6258198
DONALD G. & MAURENE A. EDDINGER, TRUSTEES

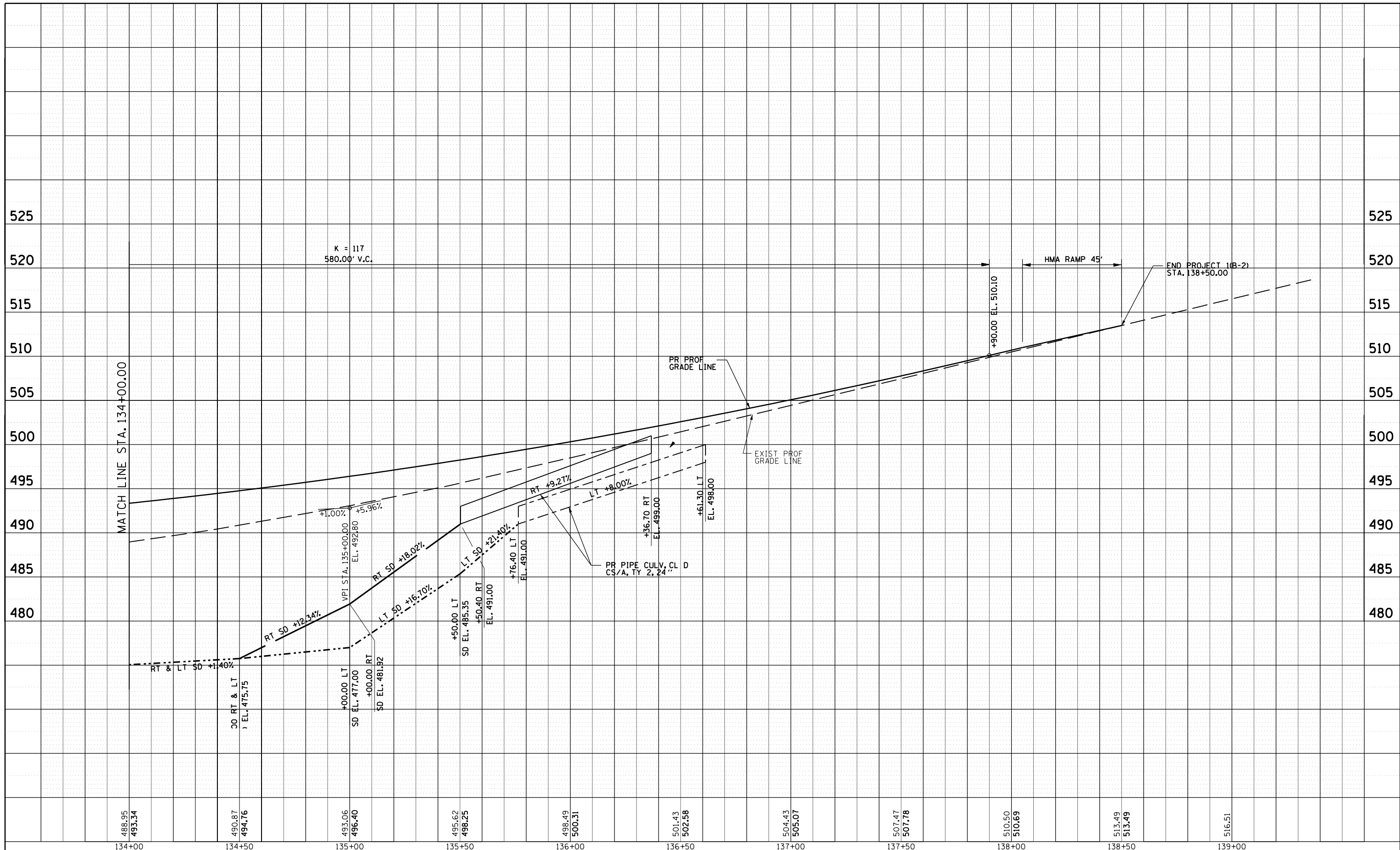
6258197
DARRELL D. & ELINORA M. EVANS
NE 1/4 SECTION 4, T13N, R12W, 3RD PM



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	PLOT SCALE = 40.0000' / in.	CHECKED - J.S.A.	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 72B91				
PLOT DATE = Aug-26-2010 11:18:33AM	DATE -	DATE -	REVISED -	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT								

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILE NAME		
	NO.		

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



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PLOT DATE = Aug-26-2010 11:18:37AM		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROFILE SHEET - IL RT 106
STA. 134 + 00 TO STA. 138 + 50**

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

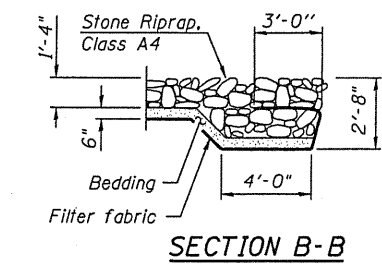
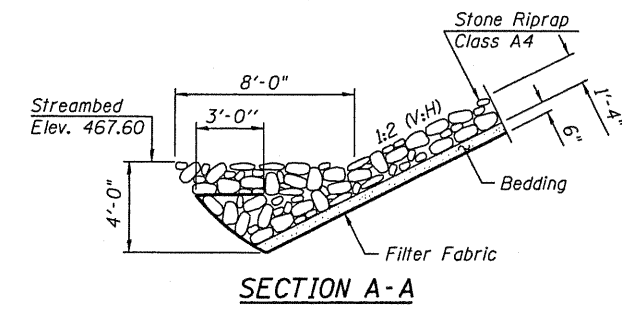
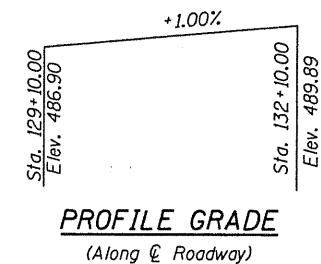
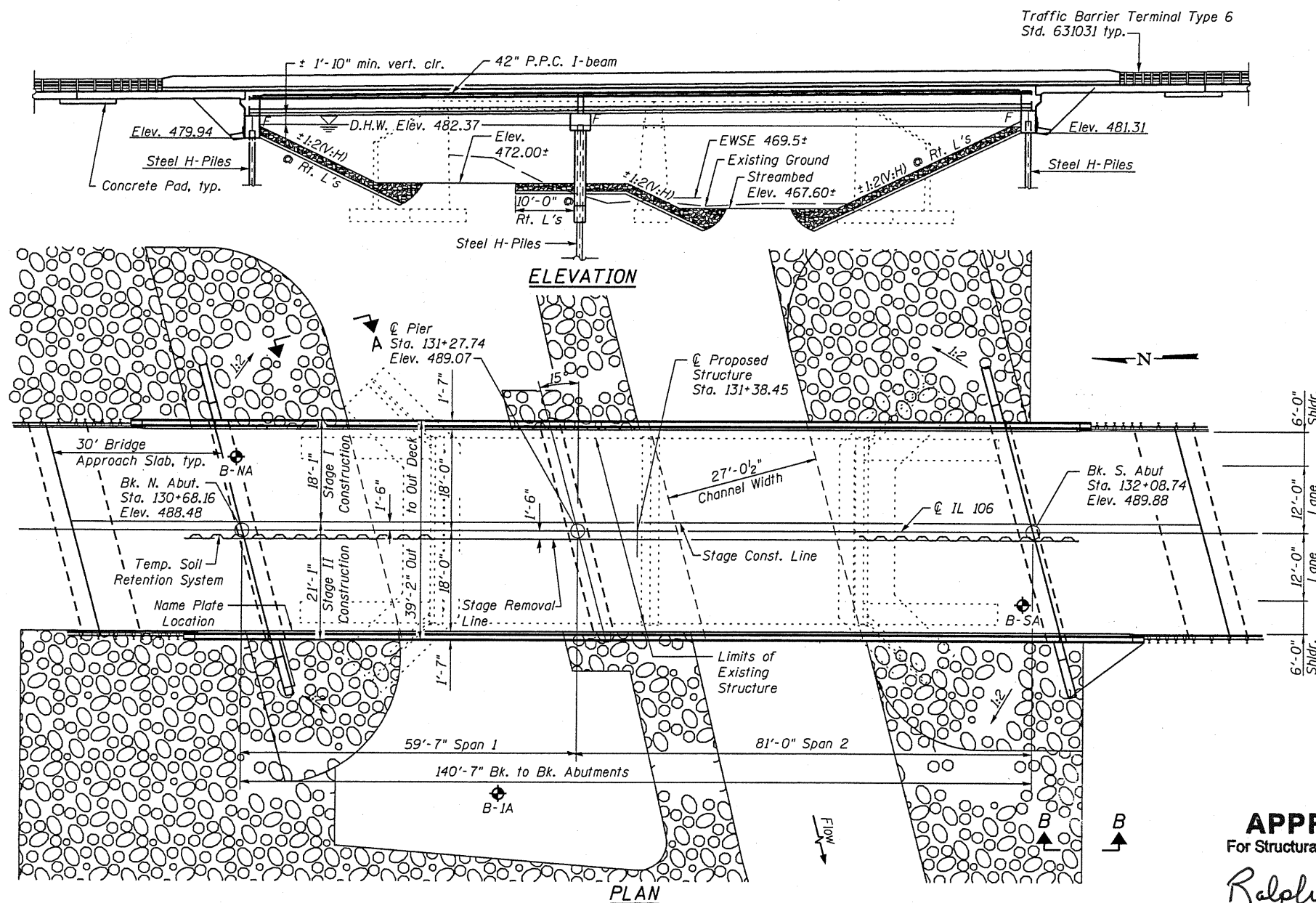
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
566	1(B-2)	SCOTT	77	27
CONTRACT NO. 72B91				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

Bench Mark: #501 Square Cut in NW Abutment S.N. 086-0012 Station 131+02.5, 16.8' Rt., Elevation 484.00

Existing Structure: S.N. 086-0012 built in 1934 as FA-566 Section 1-BR-1 at Sta. 131+42, 2 RCDG spans at 38'-1" each with a 24'-0" roadway, closed abutments, and a solid pier. In 1979 the bridge was widened with 2 simple span PPC deck beams with pier and abutment cap modifications. The substructure consists of closed abutments on spread footings and a solid pier on a spread footing. The Bk. To Bk. dimension measures 76'-1 5/8" while the O.-O. width measures 33'-0". The deck has a 5" concrete overlay that was placed in 2001. The structure is to be replaced using stage construction.

Salvage existing Temporary Steel Support System.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



21-Aug-2010
STATE OF ILLINOIS
CURTIS M. WATKINS
LICENSED STRUCTURAL ENGINEER
NUMBER 81-005494
Expires 30-Nov-2010

DESIGN SPECIFICATIONS
2007 AASHTO LRFD Bridge Design Specifications with 2008 and 2009 Interims

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

PRECAST PRESTRESSED UNITS
f'c = 7,000 psi
f'ci = 6,000 psi
fs = 270,000 psi (1/2" φ low lax strands)
fsi = 201,960 psi (1/2" φ low lax strands)

DESIGN STRESSES
FIELD UNITS
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)

SEISMIC DATA
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.150g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.263g
Soil Site Class = D

APPROVED
For Structural Adequacy Only
Ralph E. Anderson (P.E.)
Engineer of Bridges & Structures

DESIGN SCOUR ELEVATION TABLE

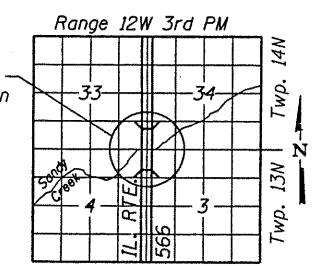
Design Scour Elevation (ft.)	N. Abut.	Pier 1	S. Abut.
	479.94	454.9	481.31

WATERWAY INFORMATION

Drainage Area = 24 Sq. Mi. Low Grade Elev. 486.80 @ Sta. 130+00

Flood	Freq. Yr.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.		
		Exist.	Prop.		Exist.	Prop.	Exist.	Prop.	
Design	10	3652	690	1123	481.1	1.2	0.4	482.3	481.6
Base	100	6859	802	1328	482.8	3.2	1.3	486.0	484.0
Overtopping									
Max. Calc.	500	9386	869	1450	483.7	3.1	1.5	486.8	485.3

10 Yr. Velocity through Existing Bridge = 6.53 fps
10 Yr. Velocity through Proposed Bridge = 2.99 fps



STATION 131+38.45
BUILT 20 BY
STATE OF ILLINOIS
F.A.P. RT. 566
SEC. 1(B-2)
LOADING HL93
STRUCTURE NO. 086-0505

NAME PLATE
See Std. 515001

DESIGNED	C.M.W.
CHECKED	J.S.A.
DRAWN	T.J.W.
CHECKED	C.M.W.

GENERAL PLAN & ELEVATION
F.A.P. 566 (IL 106) OVER
SANDY CREEK
SECTION 1 (B-2)
SCOTT COUNTY
STRUCTURE NO. 086-0505
STATION 131+38.45

SHEET NO. 1 OF 26 SHEETS	F.A.P. RTE. 566	SECTION 1(B-2)	COUNTY SCOTT	TOTAL SHEETS 77	SHEET NO. 28
CONTRACT NO. 72B91					
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

GENERAL NOTES

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Layout of Slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.

Reinforcement bars designated (E) shall be epoxy coated.

The Contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the Superstructure.

If the Contractor's procedure for existing beam removal or placement of new beams involves placement of heavy equipment on the existing beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, sealed by an Illinois Licensed Structural Engineer, verifying the structural adequacy of the beams for the proposed loads. Cost included with removal of Existing Structures.

Slipforming of the concrete parapet is not allowed.

In lieu of the hammer selection criteria and use of the FHWA Modified Gates formula specified in Section 512 of the Standard Specifications, the Contractor shall conduct a wave equation analysis to establish the driving criteria at all pile foundations which specify a nominal required bearing above 600 kips. The analysis and calculations shall be submitted to the Engineer for approval.

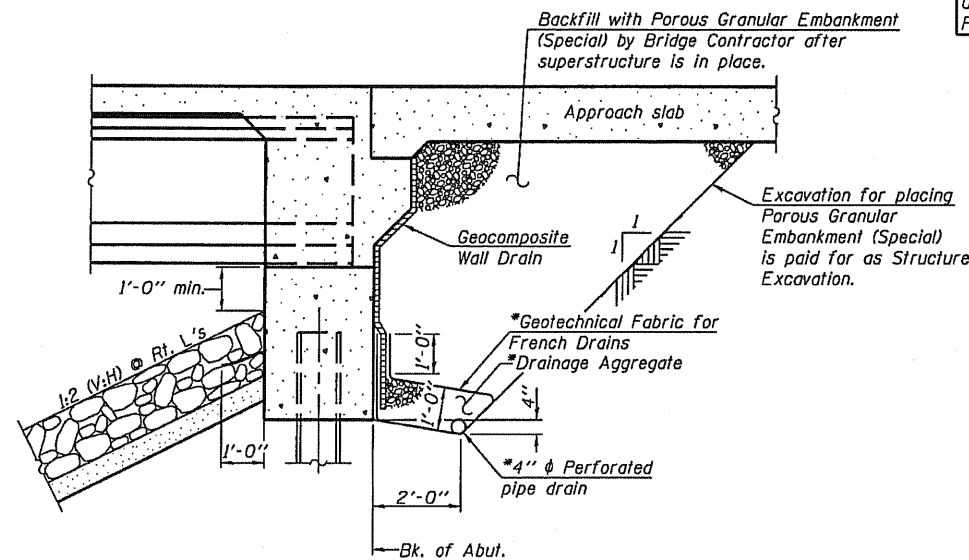
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each	-	-	1
Porous Granular Embankment, (Special)	Cu. Yd.	-	161	161
Structure Excavation	Cu. Yd.	-	325	325
Pipe Underdrains for Structures, 4"	Foot	-	155	155
Geocomposite Wall Drain	Sq. Yd.	-	111	111
Stone Riprap, Class A4	Sq. Yd.	-	1409	1409
Filter Fabric	Sq. Yd.	-	1409	1409
Concrete Superstructure	Cu. Yd.	328.1	-	328.1
Concrete Structures	Cu. Yd.	-	134.4	134.4
Protective Coat	Sq. Yd.	680	-	680
Concrete Encasement	Cu. Yd.	-	7.5	7.5
Furnishing and Erecting Precast Prestressed Concrete I Beams, 42"	Foot	828.5	-	828.5
Reinforcement Bars, Epoxy Coated	Pound	86,760	15,660	102,420
Temporary Soil Retention System	Sq. Ft.	-	1106	1106
Name Plates	Each	1	-	1
Bridge Deck Grooving	Sq. Yd.	531	-	531
Bar Splicers	Each	704	67	771
Furnishing Steel Piles HP12x53	Foot	-	500	500
Furnishing Steel Piles HP14x89	Foot	-	250	250
Driving Piles	Foot	-	750	750
Test Pile Steel HP12x53	Each	-	2	2
Test Pile Steel HP14x89	Each	-	1	1
Mechanical Splicers	Each	-	24	24
Asbestos Bearing Pad Removal	Each	44	-	44
Underwater Structure Excavation Protection - Location 1	Each	-	1	1

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Stage Construction Details
4. Temporary Concrete Barrier
5. Top of Slab Elevations
6. Top of Slab Elevations
7. Top of North Approach Slab Elevations
8. Top of South Approach Slab Elevations
9. Superstructure
10. Superstructure Details
11. Diaphragm Details
12. Diaphragm Details
13. Framing Plan
14. Span 1-42" PPC I-Beam
15. Span 1 Beam Details
16. Span 2-42" PPC I-Beam
17. Span 2 Beam Details
18. North Abutment
19. South Abutment
20. Pier
21. Bridge Approach Slab Details
22. Bridge Approach Slab Details
23. HP-Pile Details
24. Bar-Splicer Assembly Details
25. Soil Boring Logs
26. Soil Boring Logs



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

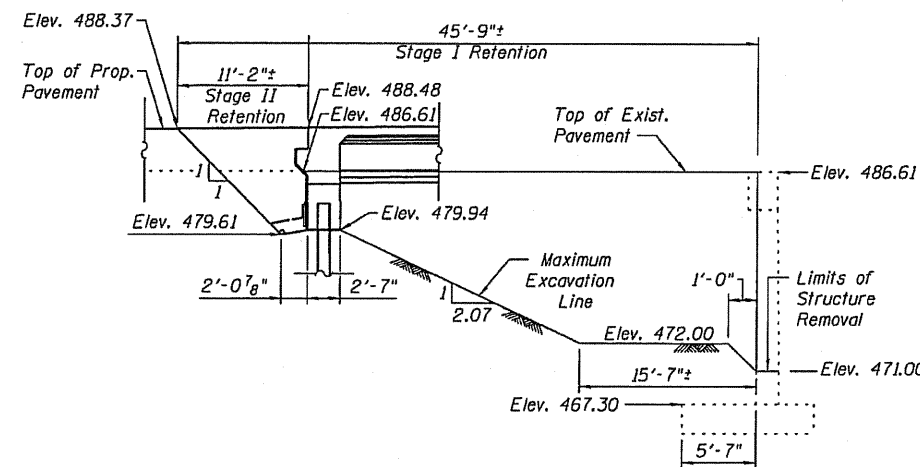
*Included in the cost of Pipe Underdrains for Structures, 4".

Note:

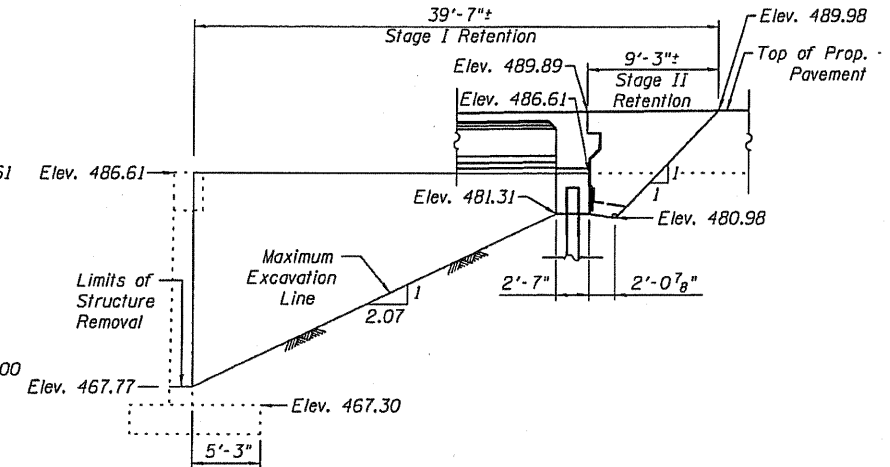
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 60110).

DESIGNED	C.M.W.
CHECKED	J.S.A.
DRAWN	T.J.W.
CHECKED	C.M.W.

HE
HOELSCHER ENGINEERING
Fairview Heights, IL
Springfield, IL
Champaign, IL



TEMPORARY SOIL RETENTION SYSTEM-N. ABUT.
(Looking East)



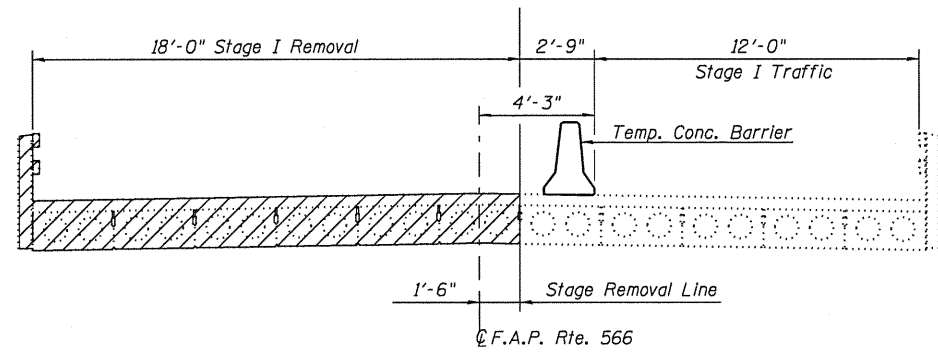
TEMPORARY SOIL RETENTION SYSTEM-S. ABUT.
(Looking East)

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.
All horizontal dimensions are given along centerline of roadway.

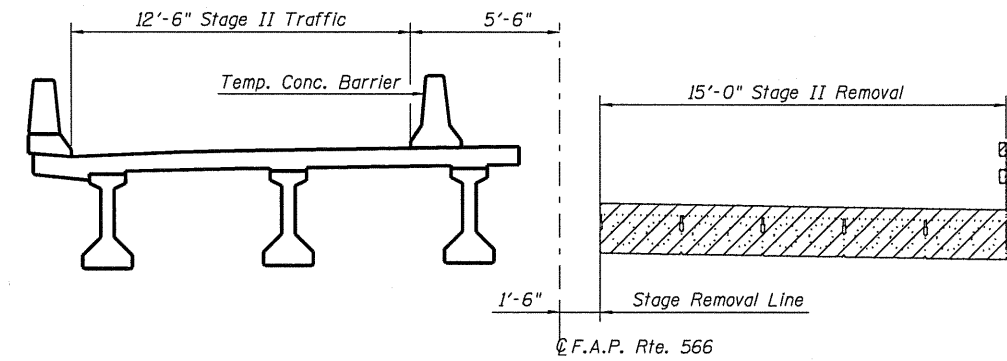
GENERAL DATA
STRUCTURE NO. 086-0505

SHEET NO. 2 of 26 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	CONTRACT NO. 72B91				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT					

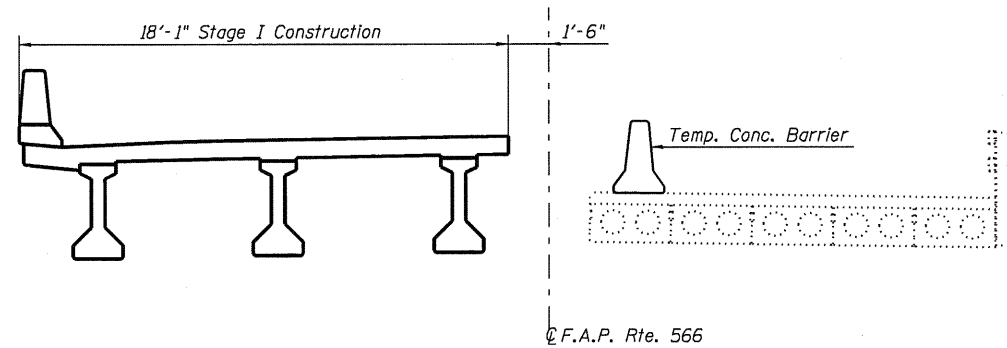
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



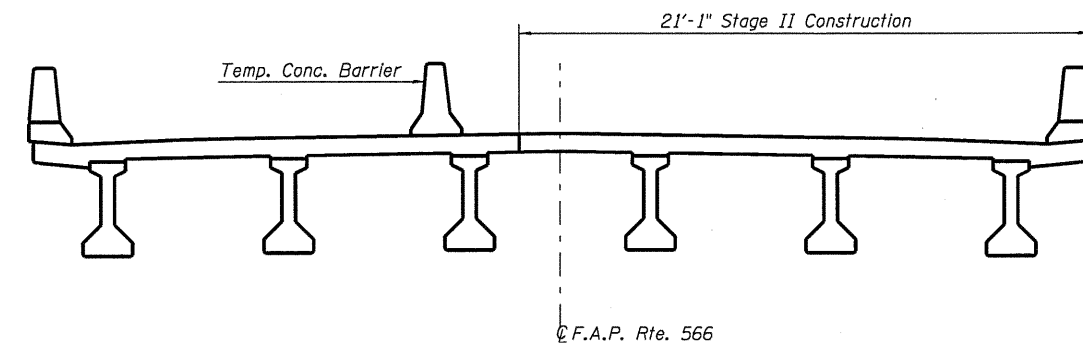
STAGE I REMOVAL



STAGE II REMOVAL



STAGE I CONSTRUCTION



STAGE II CONSTRUCTION

Note:

All cross sections are looking South.


See sheet 4 of 26 for Temporary Concrete Barrier Details.

Hatched area indicates removal of existing structures.

For quantity of Temporary Concrete Barrier, see roadway plans.

Removal of existing bridge railing and bituminous wearing surface is included with Removal of Existing Structures.

DESIGNED	C.M.W.
CHECKED	J.S.A.
DRAWN	T.J.W.
CHECKED	C.M.W.

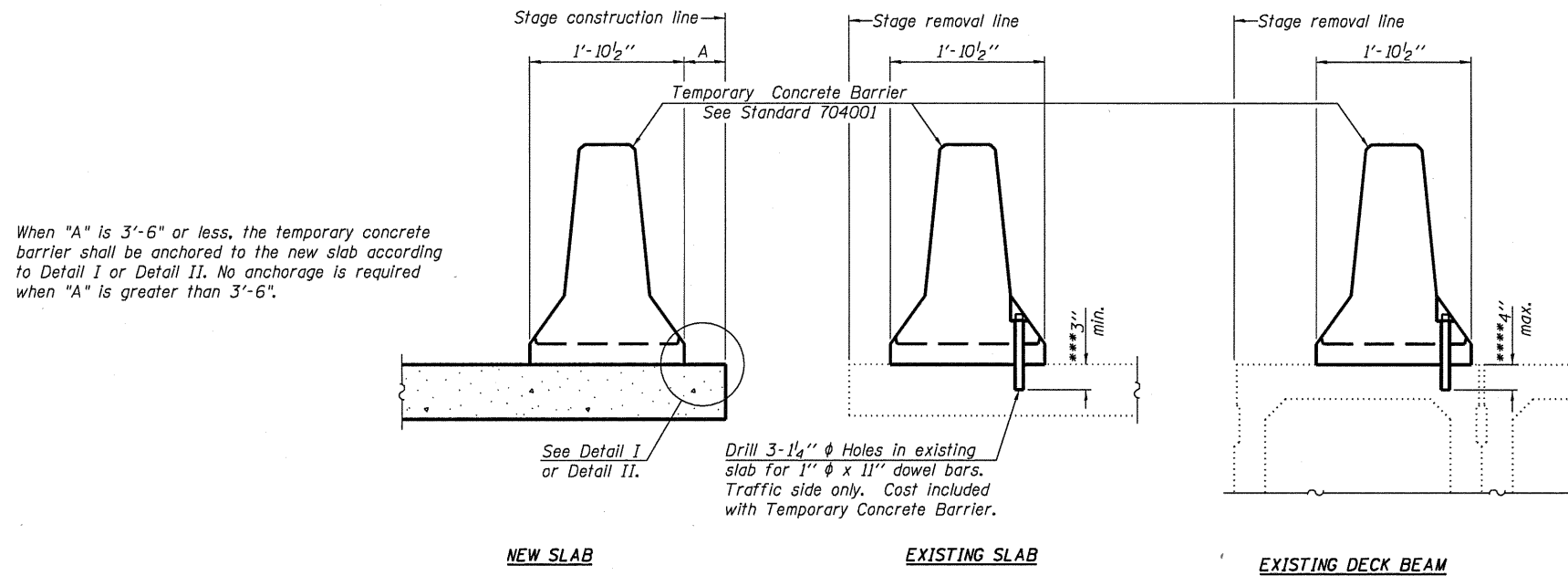


**HOELSCHER
ENGINEERING**
Fairview Heights, IL
Springfield, IL
Champaign, IL

**STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 086-0505**

SHEET NO. 3 of 26 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	566	1(B-2)	SCOTT	77	30
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT		
CONTRACT NO. 72B91					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTIONS THRU SLAB OR DECK BEAM

NOTES

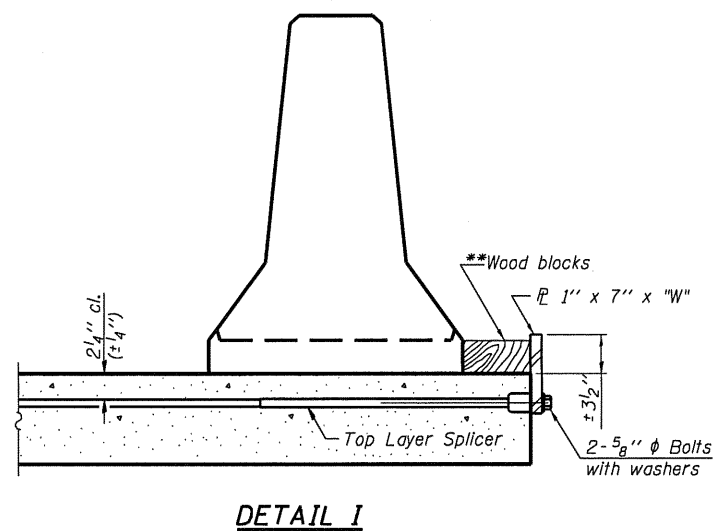
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x W" steel \bar{P} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x W" steel \bar{P} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

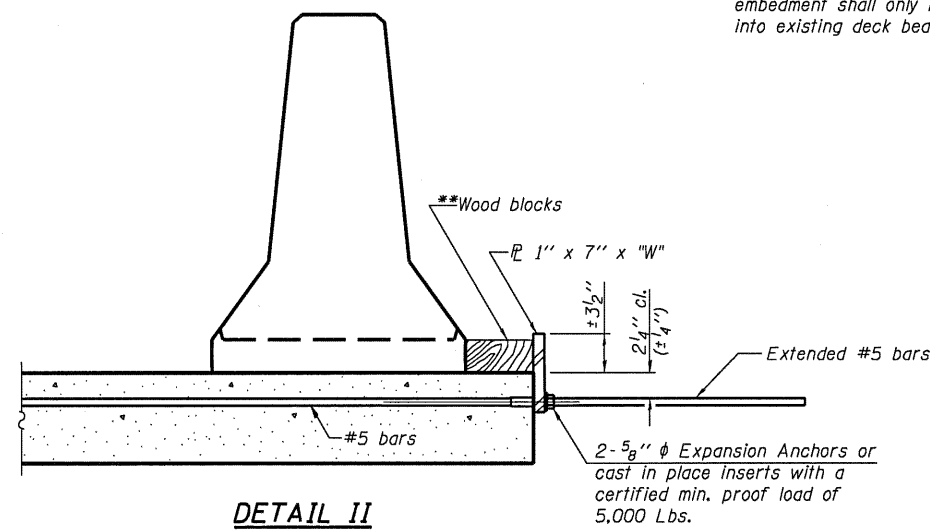
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



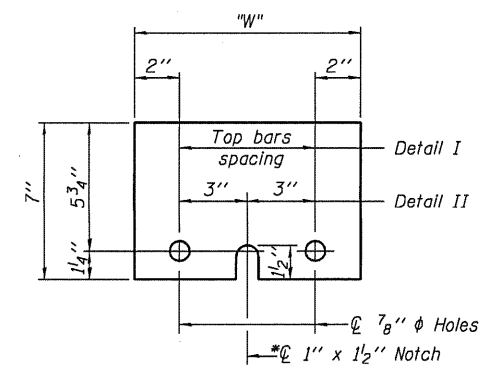
DETAIL I



DETAIL II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"



STEEL RETAINER \bar{P} 1" x 7" x W"

* Required only with Detail II

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
STRUCTURE NO. 086-0505

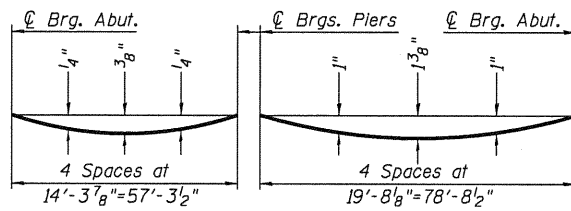
DESIGNED	C.M.W.
CHECKED	J.S.A.
DRAWN	T.J.W.
CHECKED	C.M.W.

HOELSCHER ENGINEERING
Fairview Heights, IL
Springfield, IL
Champaign, IL

R-27 7-1-10

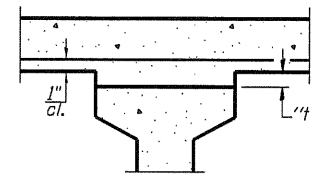
SHEET NO. 4 of 26 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	566	1(B-2)	SCOTT	77	31
FED. ROAD DIST. NO.			ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 72B91					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

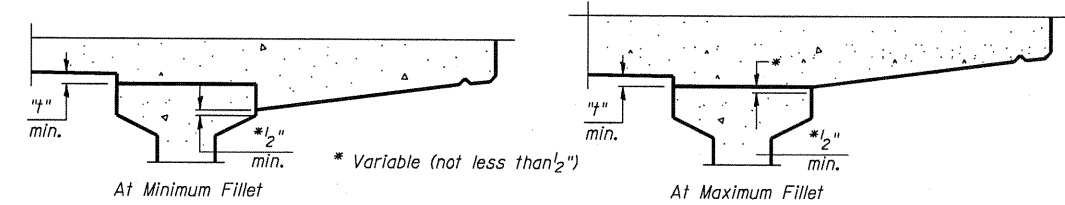


DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete, excluding beams).

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 below and on Sheet 6.



INTERIOR BEAMS



EXTERIOR BEAMS

To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown below and on Sheet 6, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

FILLET HEIGHTS

BEAM 1

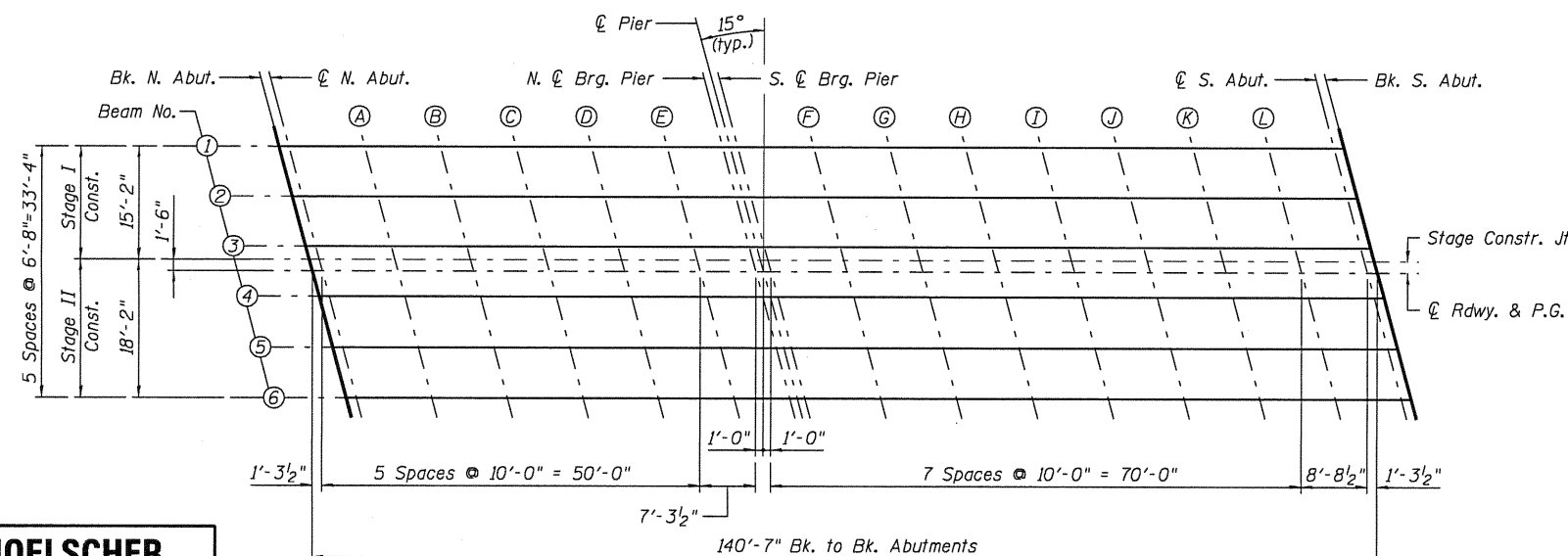
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	130+63.69	-16.67	488.15	488.15
☉ Brg. N. Abut.	130+64.98	-16.67	488.16	488.16
A	130+74.98	-16.67	488.26	488.27
B	130+84.98	-16.67	488.36	488.39
C	130+94.98	-16.67	488.46	488.49
D	131+04.98	-16.67	488.56	488.58
E	131+14.98	-16.67	488.66	488.67
☉ Brg. Pier. Sp. 1	131+22.27	-16.67	488.73	488.73
☉ Pier	131+23.27	-16.67	488.74	488.74
☉ Brg. Pier Sp. 2	131+24.27	-16.67	488.75	488.75
F	131+34.27	-16.67	488.85	488.89
G	131+44.27	-16.67	488.95	489.03
H	131+54.27	-16.67	489.05	489.15
I	131+64.27	-16.67	489.15	489.26
J	131+74.27	-16.67	489.25	489.35
K	131+84.27	-16.67	489.35	489.42
L	131+94.27	-16.67	489.45	489.49
☉ Brg. S. Abut.	132+02.98	-16.67	489.54	489.54
Bk. S. Abut.	132+04.27	-16.67	489.55	489.55

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	130+65.48	-10.00	488.29	488.29
☉ Brg. N. Abut.	130+66.77	-10.00	488.31	488.31
A	130+76.77	-10.00	488.41	488.42
B	130+86.77	-10.00	488.51	488.53
C	130+96.77	-10.00	488.61	488.64
D	131+06.77	-10.00	488.71	488.73
E	131+16.77	-10.00	488.81	488.82
☉ Brg. Pier. Sp. 1	131+24.06	-10.00	488.88	488.88
☉ Pier	131+25.06	-10.00	488.89	488.89
☉ Brg. Pier Sp. 2	131+26.06	-10.00	488.90	488.90
F	131+36.06	-10.00	489.00	489.04
G	131+46.06	-10.00	489.10	489.18
H	131+56.06	-10.00	489.20	489.30
I	131+66.06	-10.00	489.30	489.41
J	131+76.06	-10.00	489.40	489.50
K	131+86.06	-10.00	489.50	489.58
L	131+96.06	-10.00	489.60	489.64
☉ Brg. S. Abut.	132+04.77	-10.00	489.69	489.69
Bk. S. Abut.	132+06.06	-10.00	489.70	489.70

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	130+67.27	-3.33	488.42	488.42
☉ Brg. N. Abut.	130+68.56	-3.33	488.43	488.43
A	130+78.56	-3.33	488.53	488.54
B	130+88.56	-3.33	488.63	488.66
C	130+98.56	-3.33	488.73	488.76
D	131+08.56	-3.33	488.83	488.85
E	131+18.56	-3.33	488.93	488.94
☉ Brg. Pier. Sp. 1	131+25.85	-3.33	489.00	489.00
☉ Pier	131+26.85	-3.33	489.01	489.01
☉ Brg. Pier Sp. 2	131+27.85	-3.33	489.02	489.02
F	131+37.85	-3.33	489.12	489.16
G	131+47.85	-3.33	489.22	489.30
H	131+57.85	-3.33	489.32	489.43
I	131+67.85	-3.33	489.42	489.54
J	131+77.85	-3.33	489.52	489.63
K	131+87.85	-3.33	489.62	489.70
L	131+97.85	-3.33	489.72	489.76
☉ Brg. S. Abut.	132+06.56	-3.33	489.81	489.81
Bk. S. Abut.	132+07.85	-3.33	489.82	489.82



PLAN

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 086-0505**

DESIGNED	C.M.W.
CHECKED	J.S.A.
DRAWN	T.J.W.
CHECKED	C.M.W.

HOELSCHER ENGINEERING
Fairview Heights, IL
Springfield, IL
Champaign, IL

SHEET NO. 5 of 26 SHEETS	F.A.P. RTE. 566	SECTION 1(B-2)	COUNTY SCOTT	TOTAL SHEETS 77	SHEET NO. 32
	CONTRACT NO. 72B91				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	130+67.76	-1.50	488.45	488.45
☉ Brg. N. Abut.	130+69.05	-1.50	488.46	488.46
A	130+79.05	-1.50	488.56	488.58
B	130+89.05	-1.50	488.66	488.69
C	130+99.05	-1.50	488.76	488.79
D	131+09.05	-1.50	488.86	488.89
E	131+19.05	-1.50	488.96	488.97
☉ Brg. Pier. Sp. 1	131+26.34	-1.50	489.03	489.03
☉ Pier	131+27.34	-1.50	489.04	489.04
☉ Brg. Pier Sp. 2	131+28.34	-1.50	489.05	489.05
F	131+38.34	-1.50	489.15	489.20
G	131+48.34	-1.50	489.25	489.34
H	131+58.34	-1.50	489.35	489.46
I	131+68.34	-1.50	489.45	489.57
J	131+78.34	-1.50	489.55	489.66
K	131+88.34	-1.50	489.65	489.73
L	131+98.34	-1.50	489.75	489.79
☉ Brg. S. Abut.	132+07.05	-1.50	489.84	489.84
Bk. S. Abut.	132+08.34	-1.50	489.85	489.85

☉ RDWY. & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	130+68.16	0.00	488.48	488.48
☉ Brg. N. Abut.	130+69.45	0.00	488.49	488.49
A	130+79.45	0.00	488.59	488.61
B	130+89.45	0.00	488.69	488.72
C	130+99.45	0.00	488.79	488.82
D	131+09.45	0.00	488.89	488.91
E	131+19.45	0.00	488.99	489.00
☉ Brg. Pier. Sp. 1	131+26.74	0.00	489.06	489.06
☉ Pier	131+27.74	0.00	489.07	489.07
☉ Brg. Pier Sp. 2	131+28.74	0.00	489.08	489.08
F	131+38.74	0.00	489.18	489.23
G	131+48.74	0.00	489.28	489.36
H	131+58.74	0.00	489.38	489.49
I	131+68.74	0.00	489.48	489.60
J	131+78.74	0.00	489.58	489.69
K	131+88.74	0.00	489.68	489.76
L	131+98.74	0.00	489.78	489.82
☉ Brg. S. Abut.	132+07.45	0.00	489.87	489.87
Bk. S. Abut.	132+08.74	0.00	489.88	489.88

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	130+69.05	3.33	488.43	488.43
☉ Brg. N. Abut.	130+70.34	3.33	488.45	488.45
A	130+80.34	3.33	488.55	488.56
B	130+90.34	3.33	488.65	488.67
C	131+00.34	3.33	488.75	488.78
D	131+10.34	3.33	488.85	488.87
E	131+20.34	3.33	488.95	488.96
☉ Brg. Pier. Sp. 1	131+27.63	3.33	489.02	489.02
☉ Pier	131+28.63	3.33	489.03	489.03
☉ Brg. Pier Sp. 2	131+29.63	3.33	489.04	489.04
F	131+39.63	3.33	489.14	489.18
G	131+49.63	3.33	489.24	489.32
H	131+59.63	3.33	489.34	489.44
I	131+69.63	3.33	489.44	489.55
J	131+79.63	3.33	489.54	489.64
K	131+89.63	3.33	489.64	489.72
L	131+99.63	3.33	489.74	489.78
☉ Brg. S. Abut.	132+08.34	3.33	489.83	489.83
Bk. S. Abut.	132+09.63	3.33	489.84	489.84


BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	130+70.84	10.00	488.35	488.35
☉ Brg. N. Abut.	130+72.13	10.00	488.36	488.36
A	130+82.13	10.00	488.46	488.48
B	130+92.13	10.00	488.56	488.59
C	131+02.13	10.00	488.66	488.69
D	131+12.13	10.00	488.76	488.78
E	131+22.13	10.00	488.86	488.87
☉ Brg. Pier. Sp. 1	131+29.42	10.00	488.93	488.93
☉ Pier	131+30.42	10.00	488.94	488.94
☉ Brg. Pier Sp. 2	131+31.42	10.00	488.95	488.95
F	131+41.42	10.00	489.05	489.10
G	131+51.42	10.00	489.15	489.23
H	131+61.42	10.00	489.25	489.36
I	131+71.42	10.00	489.35	489.47
J	131+81.42	10.00	489.45	489.56
K	131+91.42	10.00	489.55	489.63
L	132+01.42	10.00	489.65	489.69
☉ Brg. S. Abut.	132+10.13	10.00	489.74	489.74
Bk. S. Abut.	132+11.42	10.00	489.75	489.75

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	130+72.63	16.67	488.24	488.24
☉ Brg. N. Abut.	130+73.92	16.67	488.25	488.25
A	130+83.92	16.67	488.35	488.36
B	130+93.92	16.67	488.45	488.47
C	131+03.92	16.67	488.55	488.58
D	131+13.92	16.67	488.65	488.67
E	131+23.92	16.67	488.75	488.76
☉ Brg. Pier. Sp. 1	131+31.21	16.67	488.82	488.82
☉ Pier	131+32.21	16.67	488.83	488.83
☉ Brg. Pier Sp. 2	131+33.21	16.67	488.84	488.84
F	131+43.21	16.67	488.94	488.98
G	131+53.21	16.67	489.04	489.12
H	131+63.21	16.67	489.14	489.24
I	131+73.21	16.67	489.24	489.35
J	131+83.21	16.67	489.34	489.44
K	131+93.21	16.67	489.44	489.51
L	132+03.21	16.67	489.54	489.58
☉ Brg. S. Abut.	132+11.92	16.67	489.63	489.63
Bk. S. Abut.	132+13.21	16.67	489.64	489.64

DESIGNED	C.M.W.
CHECKED	J.S.A.
DRAWN	T.J.W.
CHECKED	C.M.W.



HOELSCHER ENGINEERING
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Springfield, IL
Champaign, IL

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 086-0505

SHEET NO. 6 of 26 SHEETS	F.A.P. RTE. 566	SECTION 1(B-2)	COUNTY SCOTT	TOTAL SHEETS 77	SHEET NO. 33
	CONTRACT NO. 72B91				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Slab	130+32.34	-18.00	487.82
A	130+42.34	-18.00	487.92
B	130+52.34	-18.00	488.02
Bk. of N. Abut.	130+62.34	-18.00	488.12

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Slab	130+34.94	-12.00	487.96
A	130+44.94	-12.00	488.06
B	130+54.94	-12.00	488.16
Bk. of N. Abut.	130+64.94	-12.00	488.26

STAGE CONSTRUCTION JONT

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Slab	130+37.76	-1.50	488.15
A	130+47.76	-1.50	488.25
B	130+57.76	-1.50	488.35
Bk. of N. Abut.	130+67.76	-1.50	488.45

℄ RDWY. & P.G.

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Slab	130+38.16	0.00	488.18
A	130+48.16	0.00	488.28
B	130+58.16	0.00	488.38
Bk. of N. Abut.	130+68.16	0.00	488.48

WEST EDGE OF PAVEMENT

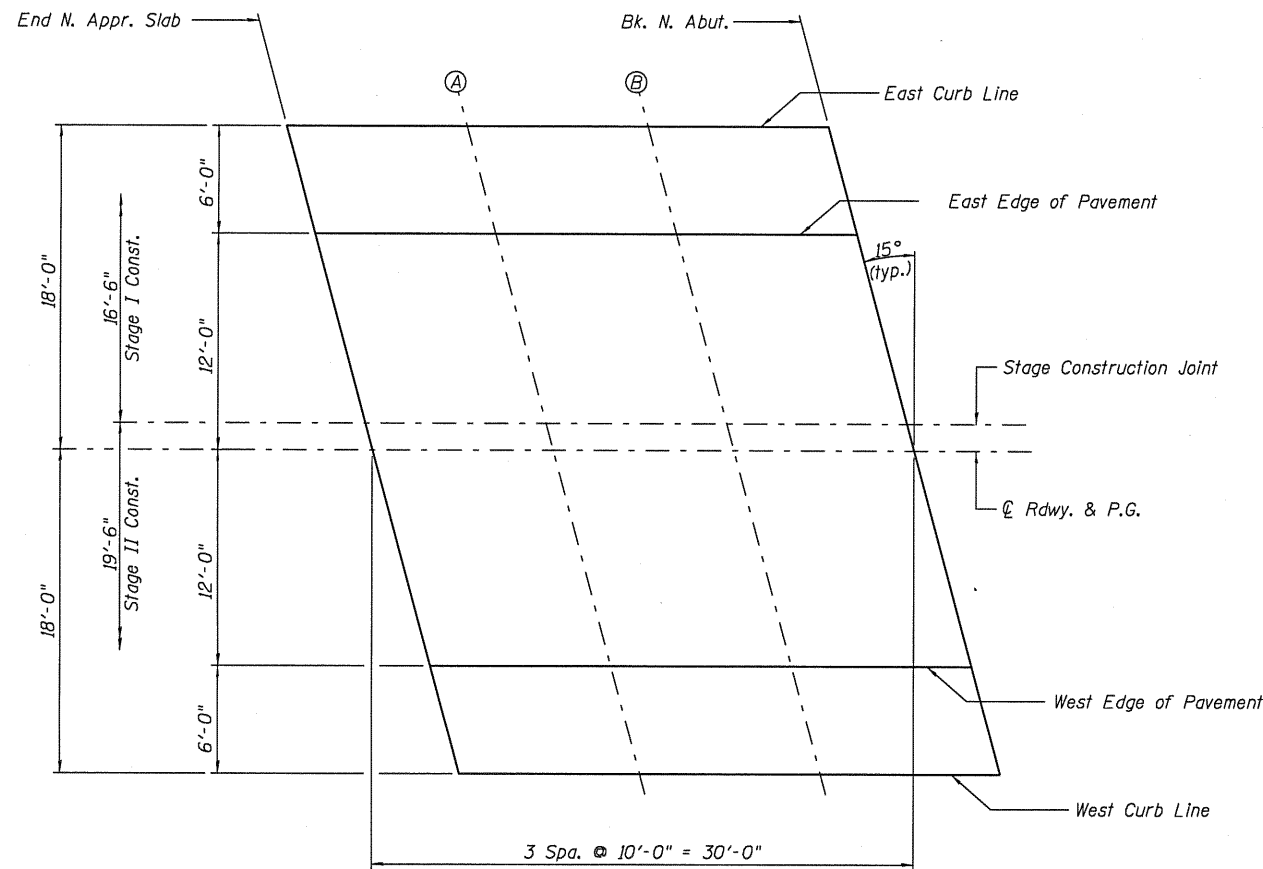
Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Slab	130+41.38	12.00	488.02
A	130+51.38	12.00	488.12
B	130+61.38	12.00	488.22
Bk. of N. Abut.	130+71.38	12.00	488.32

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Slab	130+42.98	18.00	487.92
A	130+52.98	18.00	488.02
B	130+62.98	18.00	488.12
Bk. of N. Abut.	130+72.98	18.00	488.22

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 086-0505

SHEET NO. 7 of 26 SHEETS	F.A.P. RTE. 566	SECTION 1(B-2)	COUNTY SCOTT	TOTAL SHEETS 77	SHEET NO. 34
	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 72B91	



PLAN

DESIGNED	C.M.W.
CHECKED	J.S.A.
DRAWN	T.J.W.
CHECKED	C.M.W.

HOELSCHER ENGINEERING
Fairview Heights, IL
Springfield, IL
Champaign, IL

E-AS

7-1-10

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. of S. Abut.	132+03.92	-18.00	489.53
A	132+13.92	-18.00	489.63
B	132+23.92	-18.00	489.73
End S. Appr. Slab	132+33.92	-18.00	489.83

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. of S. Abut.	132+05.52	-12.00	489.67
A	132+15.52	-12.00	489.77
B	132+25.52	-12.00	489.87
End S. Appr. Slab	132+35.52	-12.00	489.97

STAGE CONSTRUCTION JONT

Location	Station	Offset	Theoretical Grade Elevations
Bk. of S. Abut.	132+08.34	-1.50	489.87
A	132+18.34	-1.50	489.97
B	132+28.34	-1.50	490.07
End S. Appr. Slab	132+38.34	-1.50	490.17

¢ RDWY. & P.G.

Location	Station	Offset	Theoretical Grade Elevations
Bk. of S. Abut.	132+08.74	0.00	489.89
A	132+18.74	0.00	489.99
B	132+28.74	0.00	490.09
End S. Appr. Slab	132+38.74	0.00	490.19

WEST EDGE OF PAVEMENT

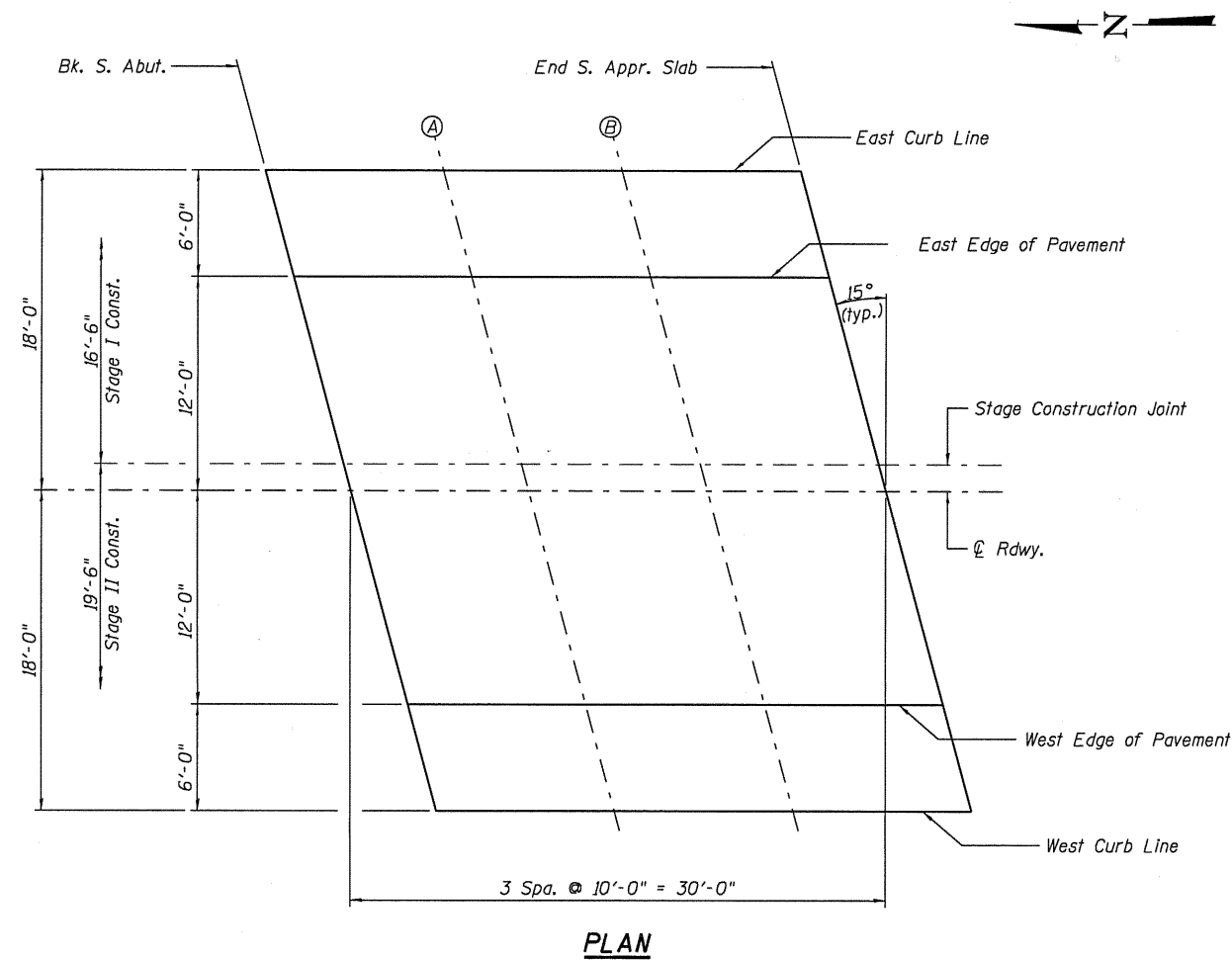
Location	Station	Offset	Theoretical Grade Elevations
Bk. of S. Abut.	132+11.94	12.00	489.73
A	132+21.94	12.00	489.83
B	132+31.94	12.00	489.93
End S. Appr. Slab	132+41.94	12.00	490.03

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. of S. Abut.	132+13.56	18.00	489.63
A	132+23.56	18.00	489.73
B	132+33.56	18.00	489.83
End S. Appr. Slab	132+43.56	18.00	489.93

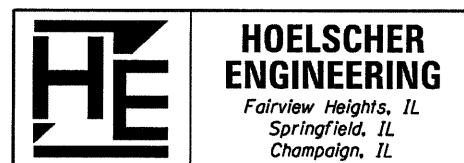
TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 086-0505

SHEET NO. 8 of 26 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	566	1(B-2)	SCOTT	77	35
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT		
CONTRACT NO. 72B91					



PLAN

DESIGNED	C.M.W.
CHECKED	J.S.A.
DRAWN	T.J.W.
CHECKED	C.M.W.



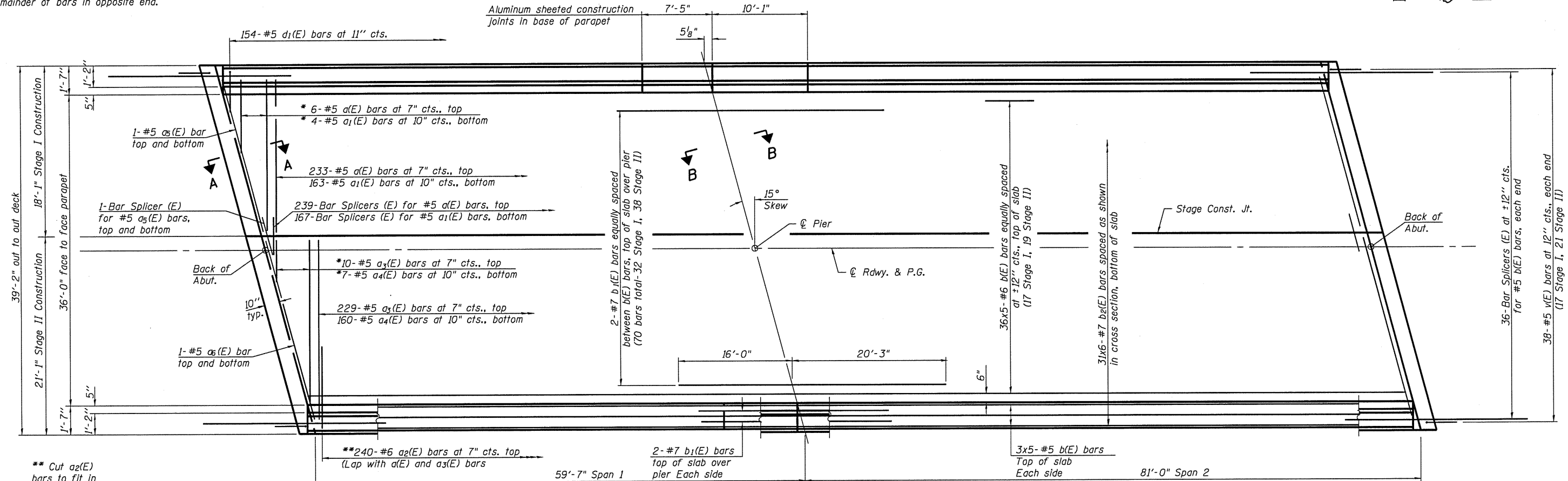
E-AS

7-1-10

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DEPARTMENT OF TRANSPORTATION



*Order a(E), a₁(E), a₃(E) and a₄(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

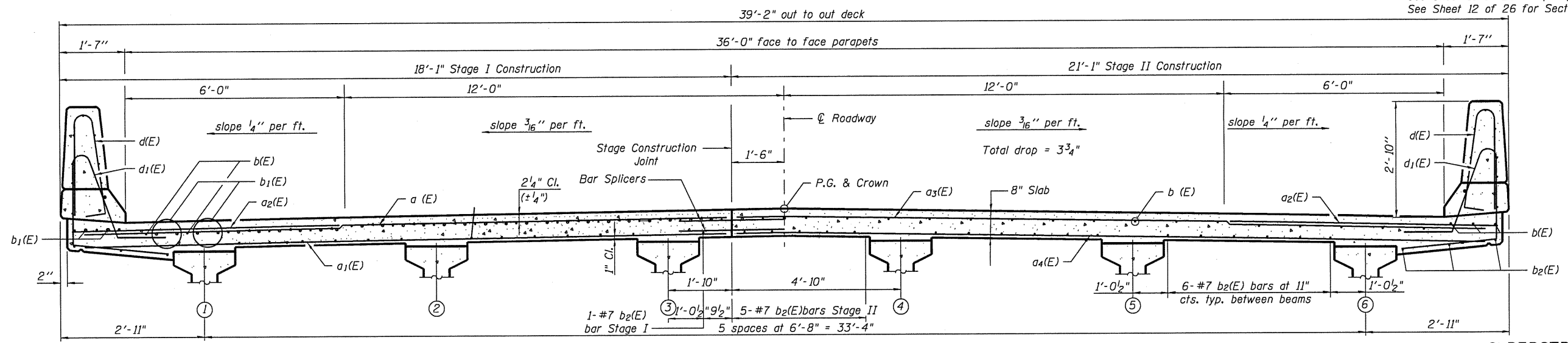


PLAN

** Cut a₂(E) bars to fit in the field as required at the acute corners of the decks.

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

Notes:
See Sheet 10 of 26 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 10 of 26 for parapet reinforcement.
See Sheet 12 of 26 for Sections A-A and B-B.



CROSS SECTION
(Looking South)

SUPERSTRUCTURE
STRUCTURE NO. 086-0505

DESIGNED	C.M.W.
CHECKED	J.S.A.
DRAWN	T.J.W.
CHECKED	C.M.W.

P11-2-R 7-1-10

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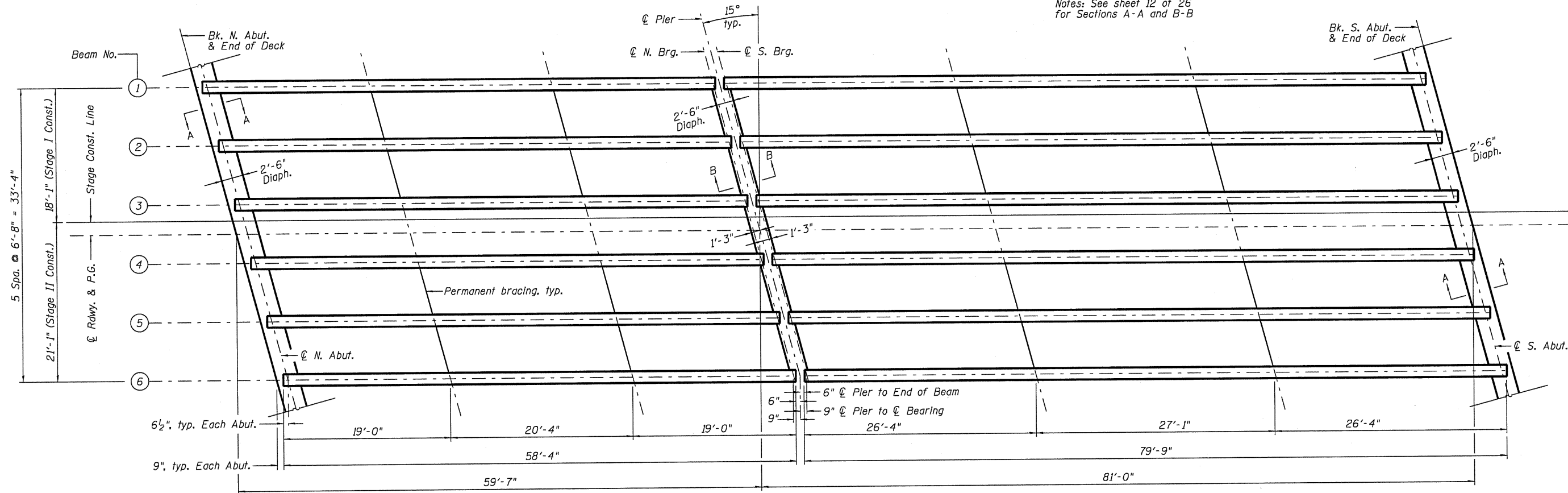
NEAR PIER

NEAR MIDSPAN

SHEET NO. 9 of 26 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	566	1(B-2)	SCOTT	77	36
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT		
CONTRACT NO. 72B91					

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Notes: See sheet 12 of 26
for Sections A-A and B-B



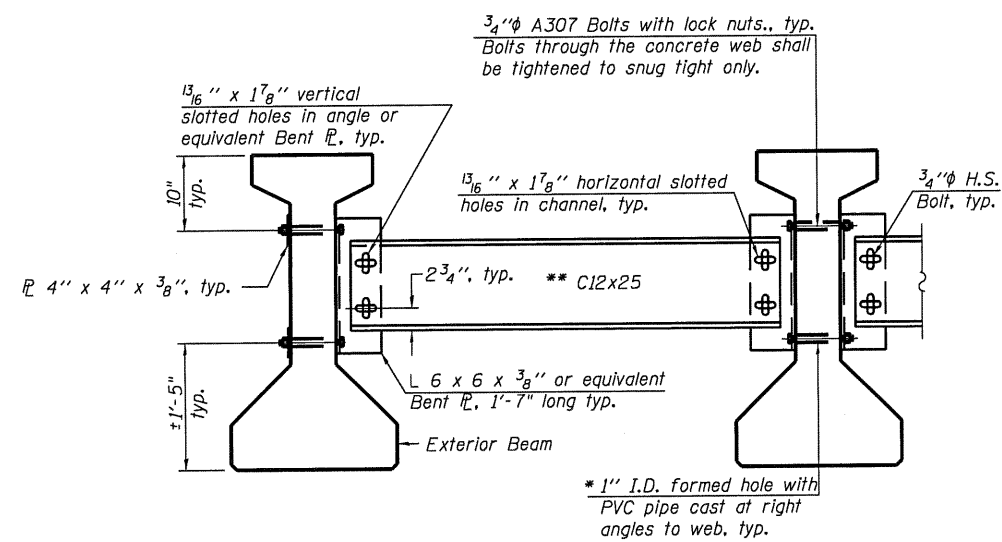
FRAMING PLAN

- I : Non-composite moment of inertia of beam section (in.⁴).
- I' : Composite moment of inertia of beam section (in.⁴).
- S_b : Non-composite section modulus for the bottom fiber of the prestressed beam (in.³).
- S_b' : Composite section modulus for the bottom fiber of the prestressed beam (in.³).
- S_t : Non-composite section modulus for the top fiber of the prestressed beam (in.³).
- S_t' : Composite section modulus for the top fiber of the prestressed beam (in.³).
- $DC1$: 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.).
- $M_L + IM$: Un-factored live load moment plus dynamic load allowance (Impact) (kip-ft.).

	0.4 Sp. 1	Pier	0.6 Sp. 2
I	(in. ⁴) 90,956	-	90,956
I'	(in. ⁴) 288,697	-	288,697
S_b	(in. ³) 5,153	-	5,153
S_b'	(in. ³) 9,026	-	9,026
S_t	(in. ³) 3,736	-	3,736
S_t'	(in. ³) 28,823	-	28,823
$DC1$	(k/ft.) 1.16	-	1.16
M_{DC1}	(k) 478	-	903
$DC2$	(k/ft.) 0.15	0.15	0.15
M_{DC2}	(k) 21	87	70
DW	(k/ft.) 0.33	0.33	0.33
M_{DW}	(k) 46	192	155
$M_L + IM$	(k) 682	835	954

	N. Abut.	Pier - Span 1	Pier - Span 2	S. Abut.
R_{DC1}	(k) 33.4	33.4	45.9	45.9
R_{DC2}	(k) 2.7	6.0	7.2	4.8
R_{DW}	(k) 5.3	11.8	14.1	9.4
$R_L + IM$	(k) 87.6	101.9	111.2	96.2
R_{Total}	(k) 129.0	153.1	178.4	156.3

* The total R_{DC2} , R_{DW} and $R_L + IM$ are assumed to be distributed evenly to each bearing line at a pier regardless of the span ratios. The bearing design at a pier is based on the maximum reactions of either span.



**PERMANENT BRACING DETAIL FOR
42'' PPC I-BEAMS**

- Notes:
- All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted. Two hardened washers are required for each set of oversized holes.
 - All holes shall be $15/16$ " ϕ unless otherwise noted. $5/16$ " x 3" x 3" plate washers are required over all slotted holes.
 - All bolts shall be galvanized according to AASHTO M232. Bracing shall be installed as beams are erected and tightened as soon as possible during erection.
 - Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete I-Beams.

- * Fabricator shall locate to miss strands within permissible tolerances.
- ** Alternate C12x30 channels are permitted to facilitate material acquisition.

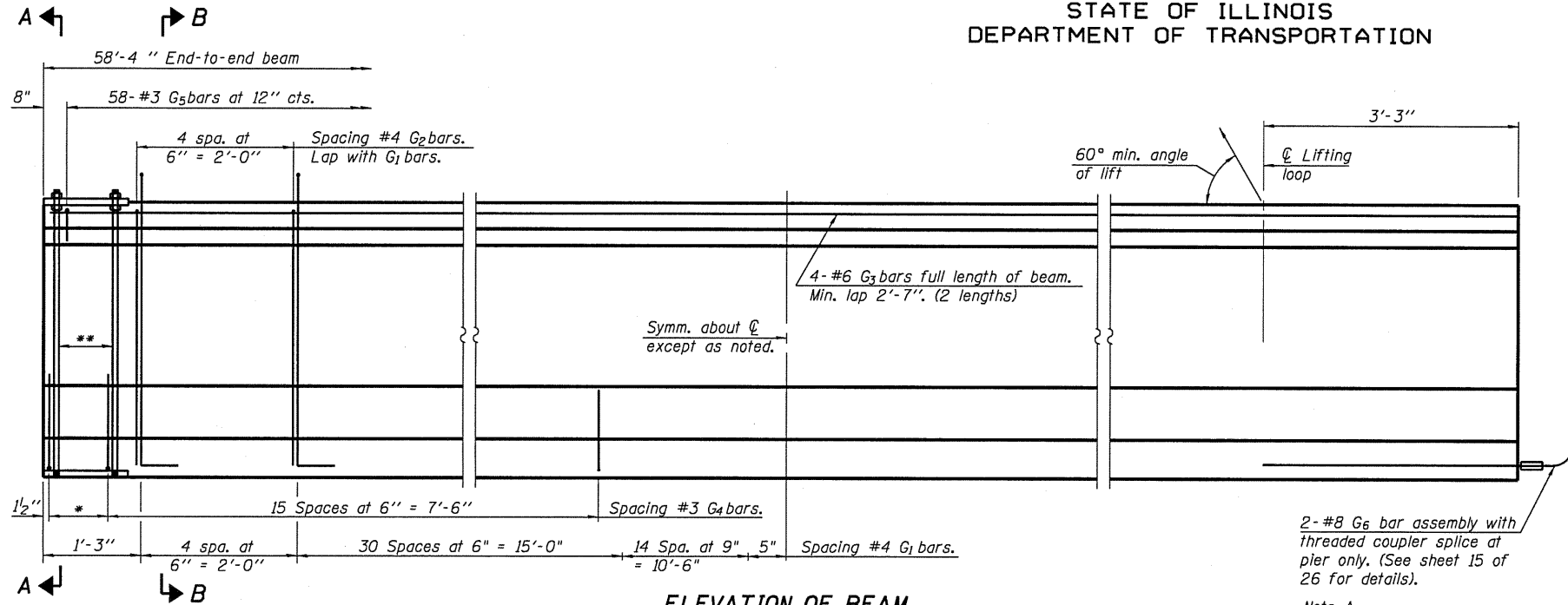
DESIGNED	C.M.W.
CHECKED	J.S.A.
DRAWN	T.J.W.
CHECKED	C.M.W.

HOELSCHER ENGINEERING
Fairview Heights, IL
Springfield, IL
Champaign, IL

**FRAMING PLAN
STRUCTURE NO. 086-0505**

SHEET NO. 13 of 26 SHEETS	F.A.P. RTE. 566	SECTION 1(B-2)	COUNTY SCOTT	TOTAL SHEETS 77	SHEET NO. 40
	CONTRACT NO. 72B91				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

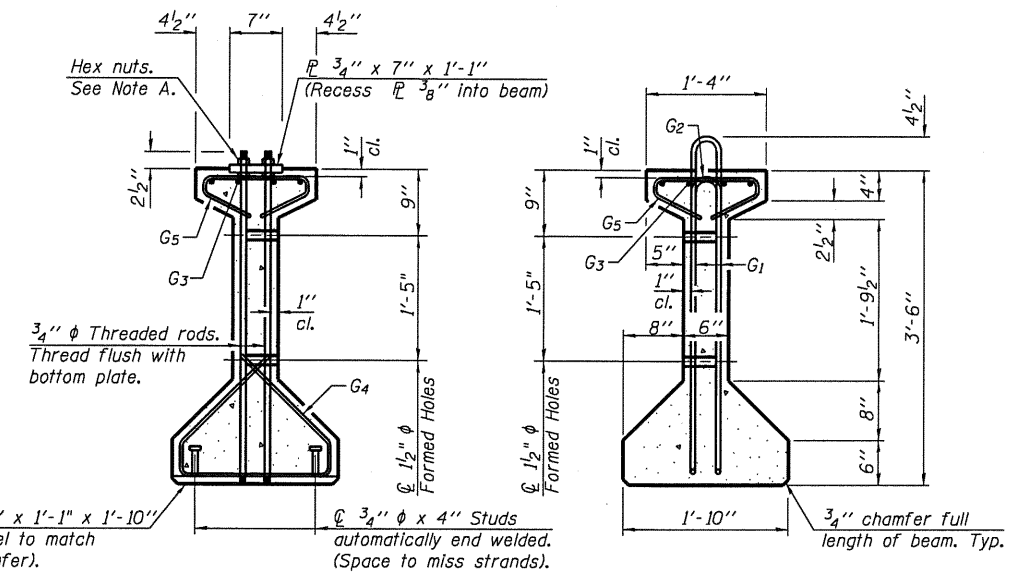


ELEVATION OF BEAM
(Showing reinforcement & dimensions)

*3 spaces at 3" = 9".
**4-3/4" ϕ threaded dowel rods at 3" cts., Each Face.

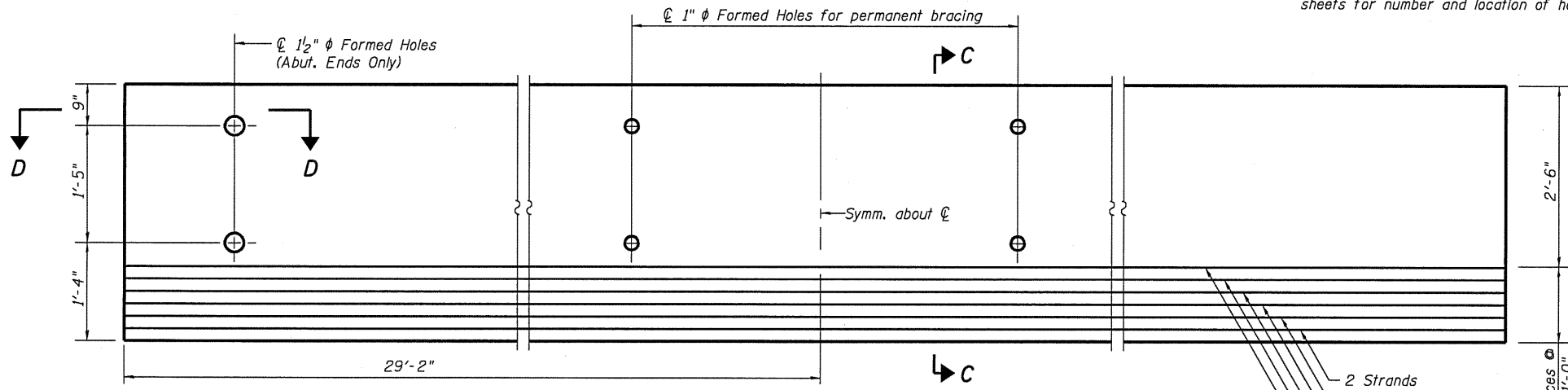
2-#8 G6 bar assembly with threaded coupler splice at pier only. (See sheet 15 of 26 for details).
Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.

****See Details on sheet 13 of 23 sheets for number and location of holes

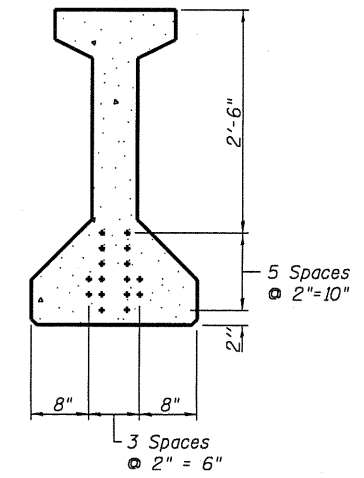


SECTION A-A

SECTION B-B



ELEVATION OF BEAM
(Showing prestressing steel)



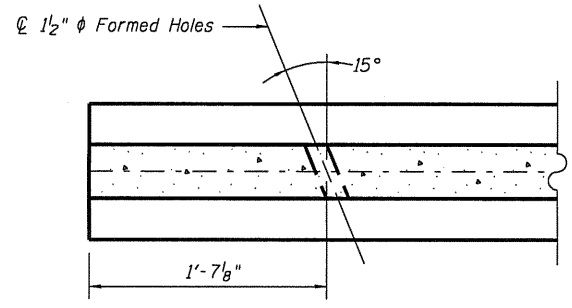
SECTION C-C

*****BAR LIST
ONE BEAM ONLY**

Bar	No.	Size	Length	Shape
G1	98	#4	8'-5"	⊓
G2	10	#4	6'-8"	⊓
G3	8	#6	30'-6"	⊓
G4	38	#3	4'-11"	⊓
G5	58	#3	2'-6"	⊓
G6	2	#8	6'-6"	⊓

***For information only

Notes:
See sheet 15 of 26 for additional details and Bill of Material.
Required release strength, f'cl, shall be 6000 psi.



SECTION D-D

DESIGNED	C.M.W.
CHECKED	J.S.A.
DRAWN	T.J.W.
CHECKED	C.M.W.

HOELSCHER ENGINEERING
Fairview Heights, IL
Springfield, IL
Champaign, IL

**SPAN 1
42" PPC I-BEAM
STRUCTURE NO. 086-0505**

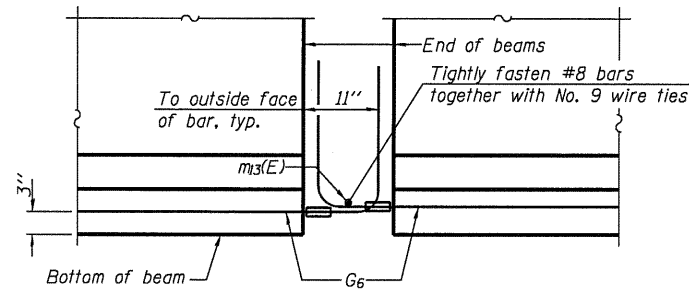
SHEET NO. 14 of 26 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	566	1(B-2)	SCOTT	77	41
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 72B91	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

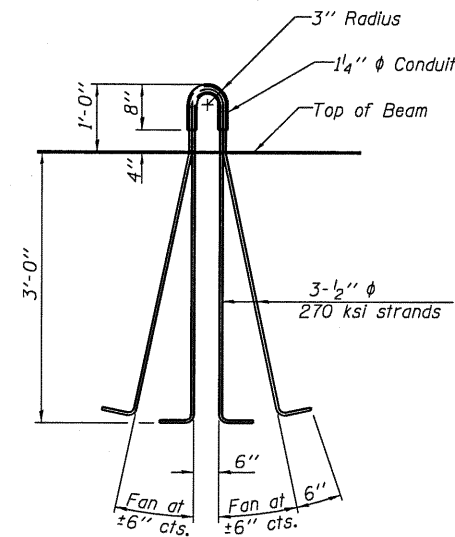
NOTES

Inserts for $\frac{3}{4}$ " ϕ threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be $\frac{1}{2}$ " and the nominal cross-sectional area shall be 0.153 sq. in.

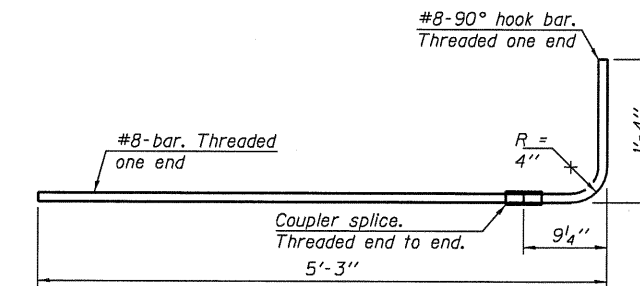
Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions). A minimum $2\frac{1}{2}$ " ϕ lifting pin shall be used to engage the lifting loops during handling. Tilt G_6 bars when necessary to maintain $1\frac{1}{2}$ " clearance. The top and bottom plates shall be AASHTO M270 Grade 50. The bottom plates and studs shall be galvanized according to AASHTO M111. Top plates and threaded rods need not be galvanized. Threaded rods shall be ASTM F 1554 Grade 55. The G_6 bar assembly shall have the threaded ends oversized to ensure no reduction in cross sectional area after threading. The coupler splice shall be capable of developing 125 percent of the yield strength of the reinforcement bar.



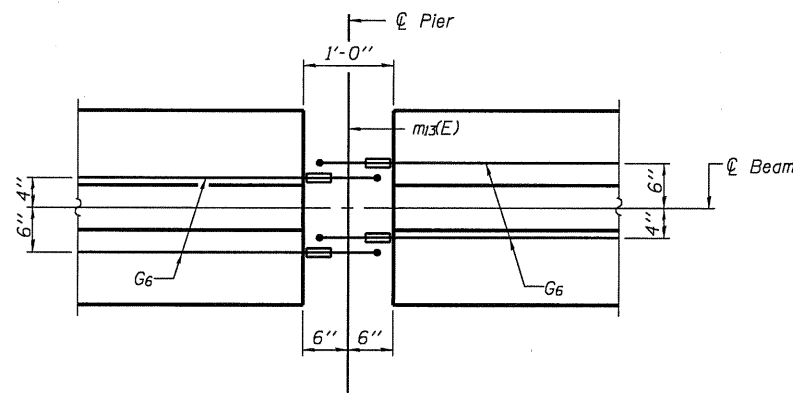
ELEVATION OF BEAM AT PIER



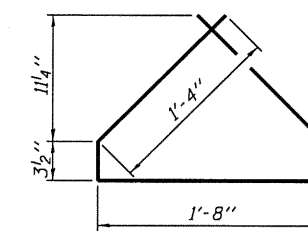
LIFTING LOOP DETAIL



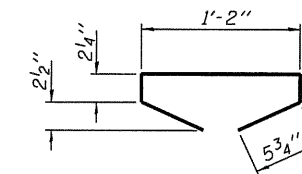
G6 BAR ASSEMBLY



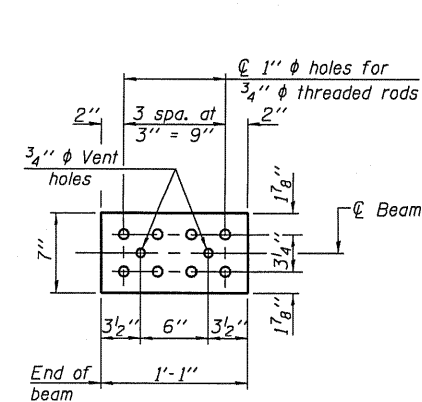
PLAN OF BEAM AT PIER



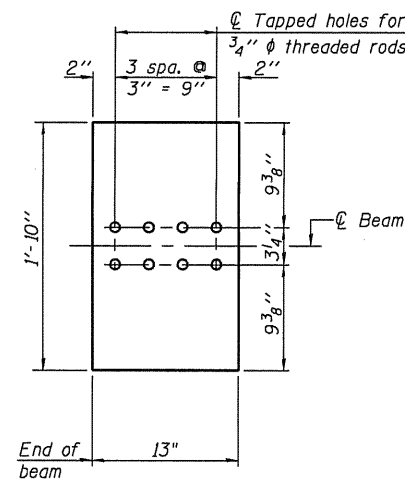
BAR G4



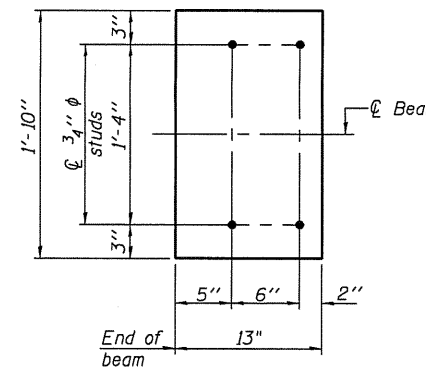
BAR G5



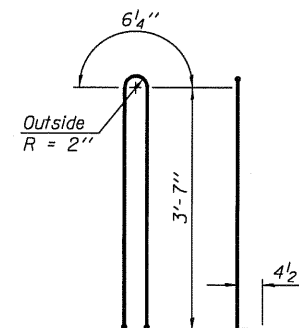
TOP PLATE



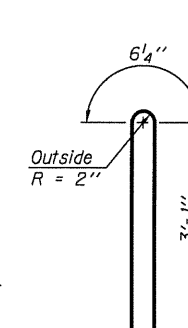
BOTTOM PLATE
(Showing threaded rods)



BOTTOM PLATE
(Showing studs)



BAR G1



BAR G2

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 42"	Ft.	350.0

42" PPC I-BEAM DETAILS
STRUCTURE NO. 086-0505

DESIGNED	C.M.W.
CHECKED	J.S.A.
DRAWN	T.J.W.
CHECKED	C.M.W.

HE **HOELSCHER ENGINEERING**
Fairview Heights, IL
Springfield, IL
Champaign, IL

See bearing details for pintle hole locations when required.

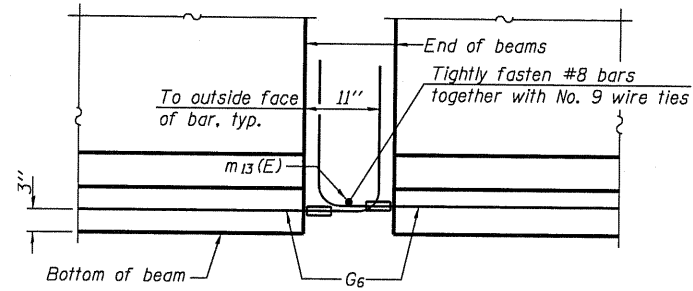
SHEET NO. 15 of 26 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	566	1(B-2)	SCOTT	77	42
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 72B91	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

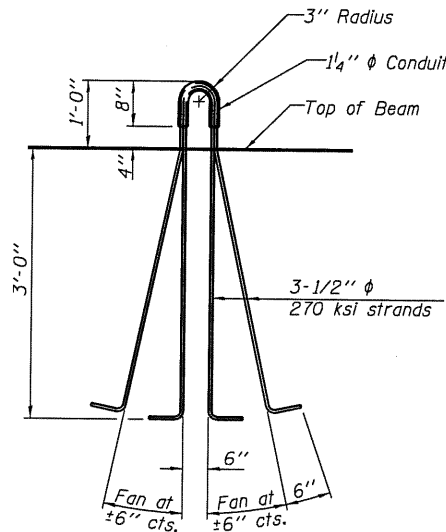
NOTES

Inserts for 3/4" ϕ threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in.

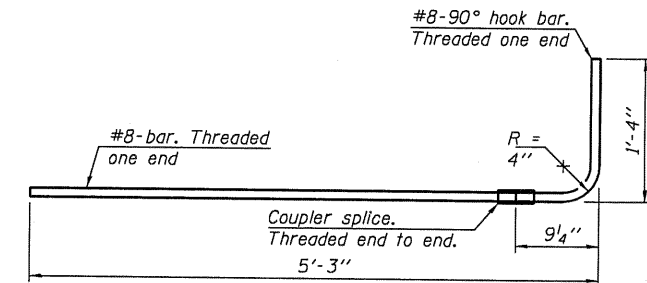
Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions). A minimum 2 1/2" ϕ lifting pin shall be used to engage the lifting loops during handling. Tilt G₆ bars when necessary to maintain 1/2" clearance. The top and bottom plates shall be AASHTO M270 Grade 50. The bottom plates and studs shall be galvanized according to AASHTO M111. Top plates and threaded rods need not be galvanized. Threaded rods shall be ASTM F 1554 Grade 55. The G₆ bar assembly shall have the threaded ends oversized to ensure no reduction in cross sectional area after threading. The coupler splice shall be capable of developing 125 percent of the yield strength of the reinforcement bar.



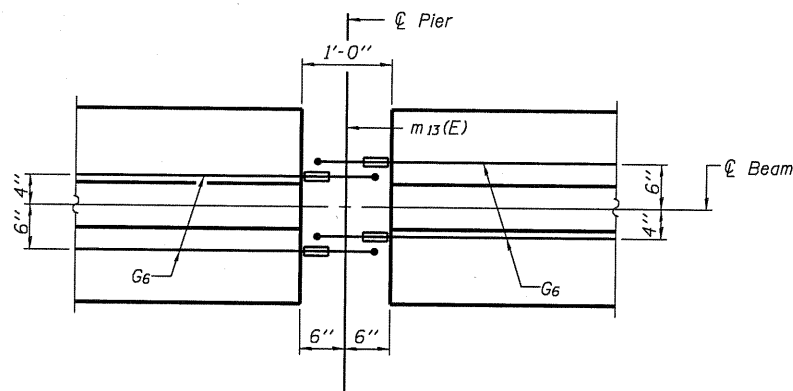
ELEVATION OF BEAM AT PIER



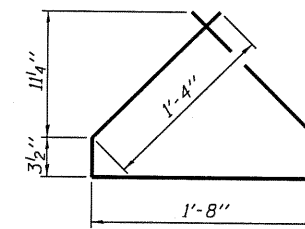
LIFTING LOOP DETAIL



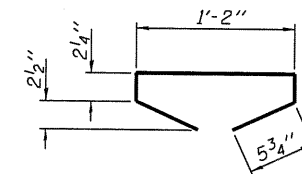
G₆ BAR ASSEMBLY



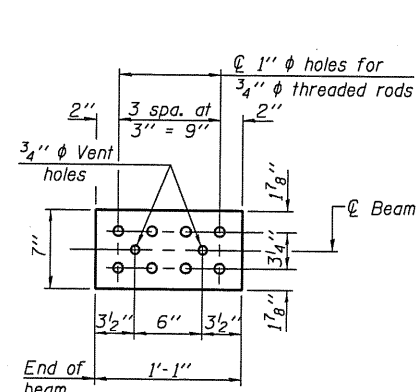
PLAN OF BEAM AT PIER



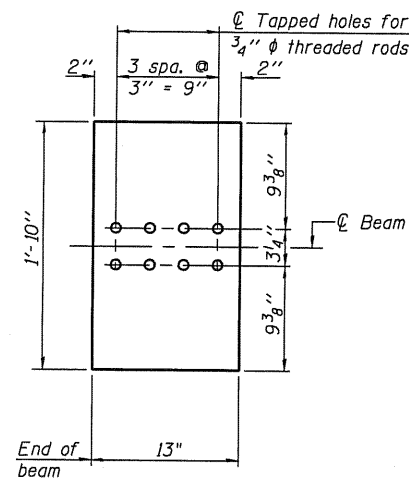
BAR G₄



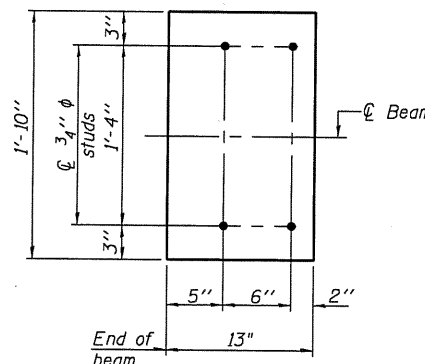
BAR G₅



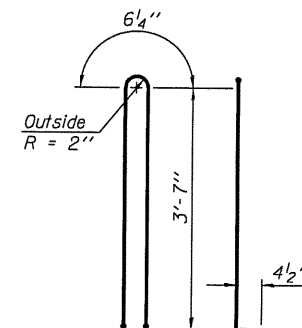
TOP PLATE



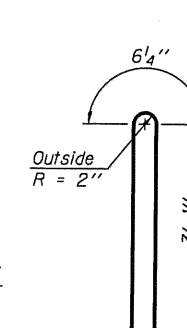
BOTTOM PLATE
(Showing threaded rods)



BOTTOM PLATE
(Showing studs)



BAR G₁



BAR G₂

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 42"	Ft.	478.5

**SPAN 2
42" PPC I-BEAM DETAILS
STRUCTURE NO. 086-0505**

DESIGNED	C.M.W.
CHECKED	J.S.A.
DRAWN	T.J.W.
CHECKED	C.M.W.



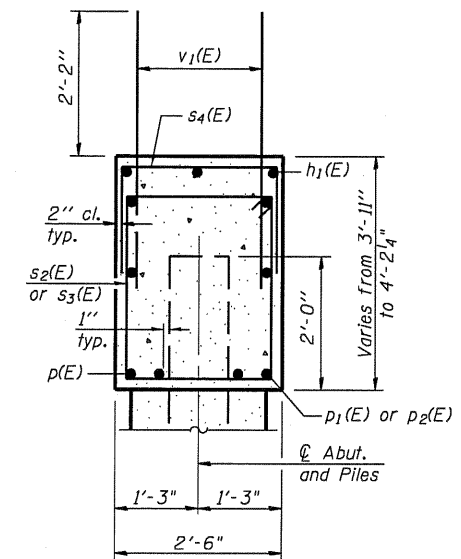
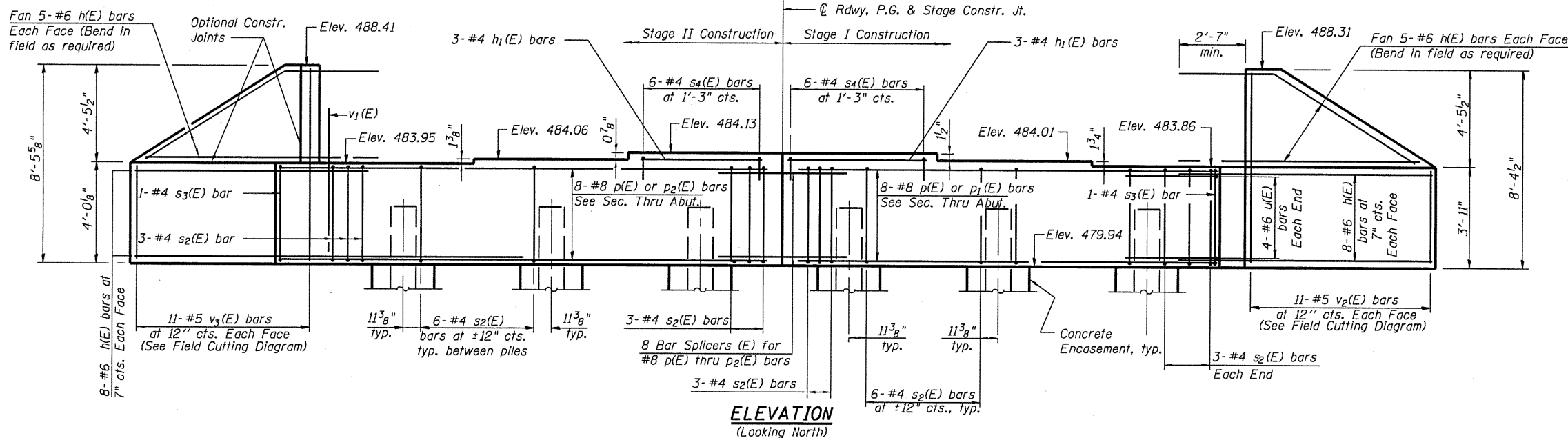
HOELSCHER ENGINEERING
Fairview Heights, IL
Springfield, IL
Champaign, IL

See bearing details for pintle hole locations when required.

SHEET NO. 17 of 26 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	566	1(B-2)	SCOTT	77	44
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT		
CONTRACT NO. 72B91					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
Pour steps monolithically with cap.



SEC. THRU ABUT.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	52	#6	13'-5"	—
h1(E)	6	#4	6'-5"	—
p(E)	16	#8	20'-0"	—
p1(E)	8	#8	19'-3"	—
p2(E)	8	#8	20'-7"	—
s2(E)	36	#4	12'-3"	□
s3(E)	2	#4	12'-5"	□
s4(E)	12	#4	6'-6"	□
u(E)	8	#6	9'-5"	┌
v1(E)	77	#5	4'-4"	—
v2(E)	11	#5	11'-9"	—
v3(E)	11	#5	11'-11"	—
Structure Excavation		Cu. Yd.	153	
Concrete Structures		Cu. Yd.	20.0	
Reinforcement Bars, Epoxy Coated		Pound	3840	
Furnishing - Piles, HP 12x53		Foot	265	
Driving Piles		Foot	265	
Test Pile, HP 12x53		Each	1	
Concrete Encasement		Cu. Yd.	2.1	

For details of Bar Splicers, see sheet 24 of 26.
For details of piles and Concrete Encasement, see sheet 23 of 26.

NORTH ABUTMENT
STRUCTURE NO. 086-0505

PILE DATA

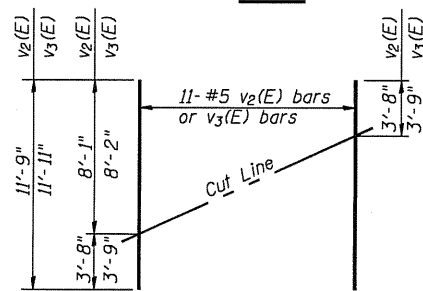
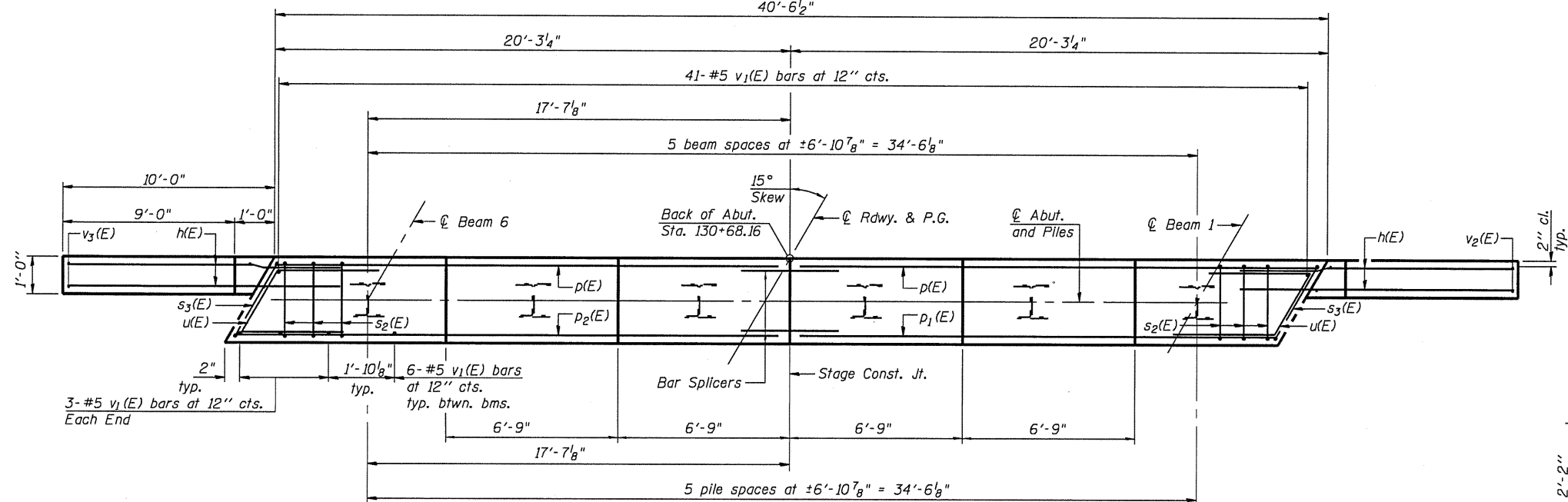
Type: HP 12x53
Nominal Required Bearing: 419 kips
Factored Resistance Available: 202 kips
Est. Length: 53 ft.
No. Production Piles: 5 piles
No. Test Piles: 1 pile

Piles shall be driven through 18" diameter precored holes extending to elevation 475' according to Article 512.09(c) of the Standard Specifications. Cost included in driving piles.

DESIGNED	C.M.W.
CHECKED	J.S.A.
DRAWN	T.J.W.
CHECKED	C.M.W.

HOELSCHER ENGINEERING
Fairview Heights, IL
Springfield, IL
Champaign, IL

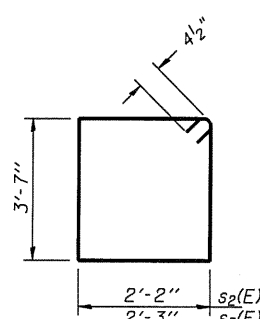
PLAN



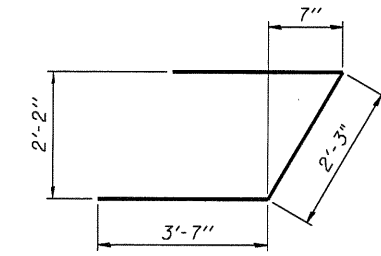
FIELD CUTTING DIAGRAM

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

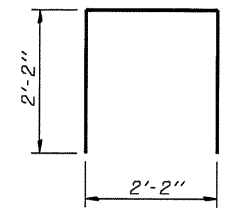
BARS s2(E) & s3(E)



BAR u(E)



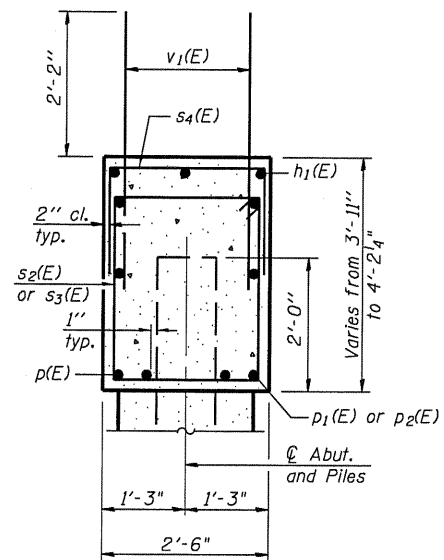
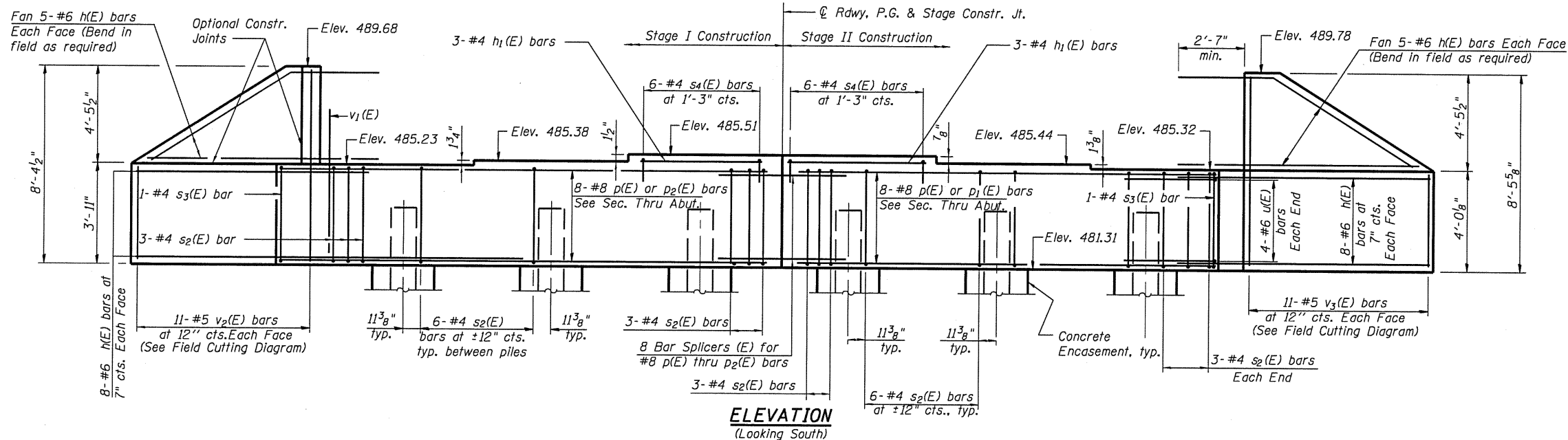
BAR s4(E)



SHEET NO. 18 of 26 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	566	1(B-2)	SCOTT	77	45
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 72B91	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
Pour steps monolithically with cap.



SEC. THRU ABUT.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	52	#6	13'-5"	—
h1(E)	6	#4	6'-5"	—
p(E)	16	#8	20'-0"	—
p1(E)	8	#8	19'-3"	—
p2(E)	8	#8	20'-7"	—
s2(E)	36	#4	12'-3"	□
s3(E)	2	#4	12'-5"	□
s4(E)	12	#4	6'-6"	□
u(E)	8	#6	9'-5"	┘
v1(E)	77	#5	4'-4"	—
v2(E)	11	#5	11'-9"	—
v3(E)	11	#5	11'-11"	—

Structure Excavation	Cu. Yd.	114
Concrete Structures	Cu. Yd.	20.0
Reinforcement Bars, Epoxy Coated	Pound	3840
Furnishing - Piles, HP 12x53	Foot	235
Driving Piles	Foot	235
Test Pile, HP 12x53	Each	1
Concrete Encasement	Cu. Yd.	2.1

For details of Bar Splicers, see sheet 24 of 26.
For details of piles and Concrete Encasement, see sheet 23 of 26.

SOUTH ABUTMENT
STRUCTURE NO. 086-0505

SHEET NO.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
19 of 26 SHEETS	566	1(B-2)	SCOTT	77	46
FED. ROAD DIST. NO.			ILLINOIS	FED. AID PROJECT	
			CONTRACT NO. 72B91		

PILE DATA

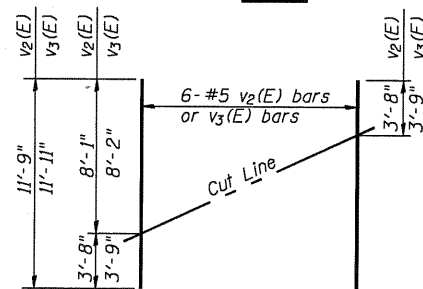
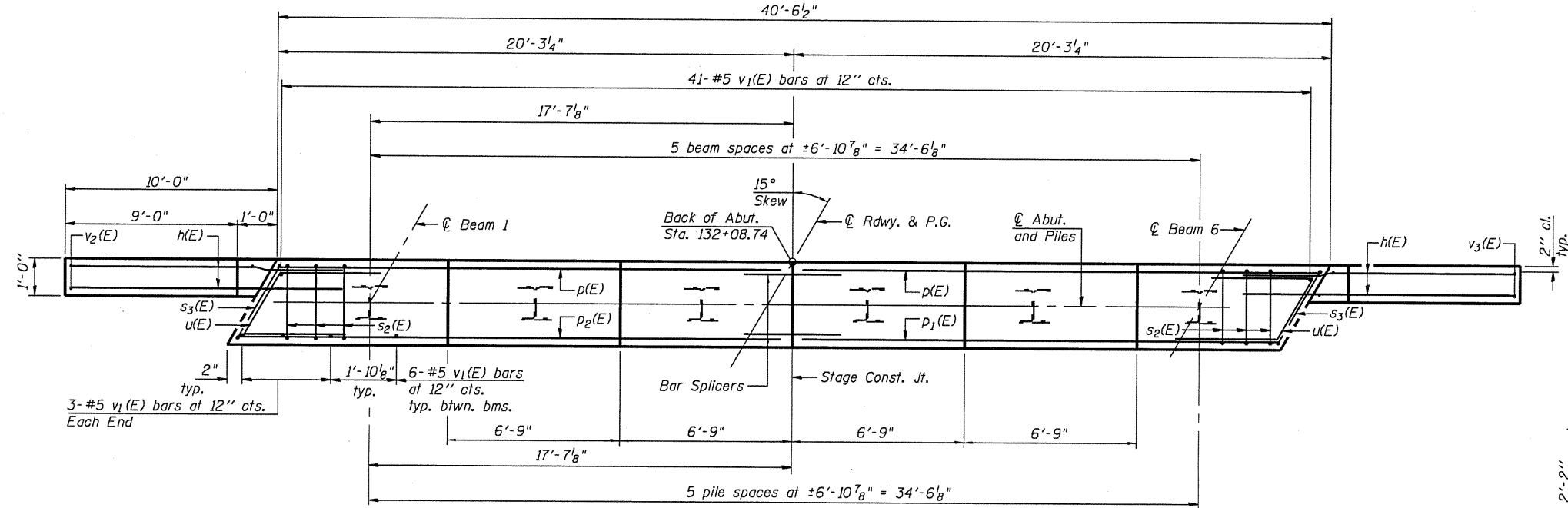
Type: HP 12x53
Nominal Required Bearing: 419 kips
Factored Resistance Available: 214 kips
Est. Length: 47 ft.
No. Production Piles: 5 piles
No. Test Piles: 1 pile

Piles shall be driven through 18" diameter precored holes extending to elevation 475' according to Article 512.09(c) of the Standard Specifications. Cost included in driving piles.

DESIGNED	C.M.W.
CHECKED	J.S.A.
DRAWN	T.J.W.
CHECKED	C.M.W.

HOELSCHER ENGINEERING
Fairview Heights, IL
Springfield, IL
Champaign, IL

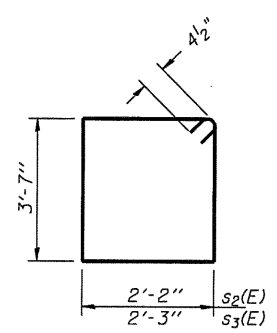
PLAN



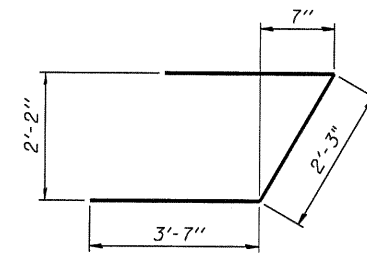
FIELD CUTTING DIAGRAM

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

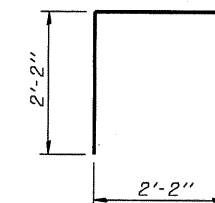
BARS s2(E) & s3(E)



BAR u(E)

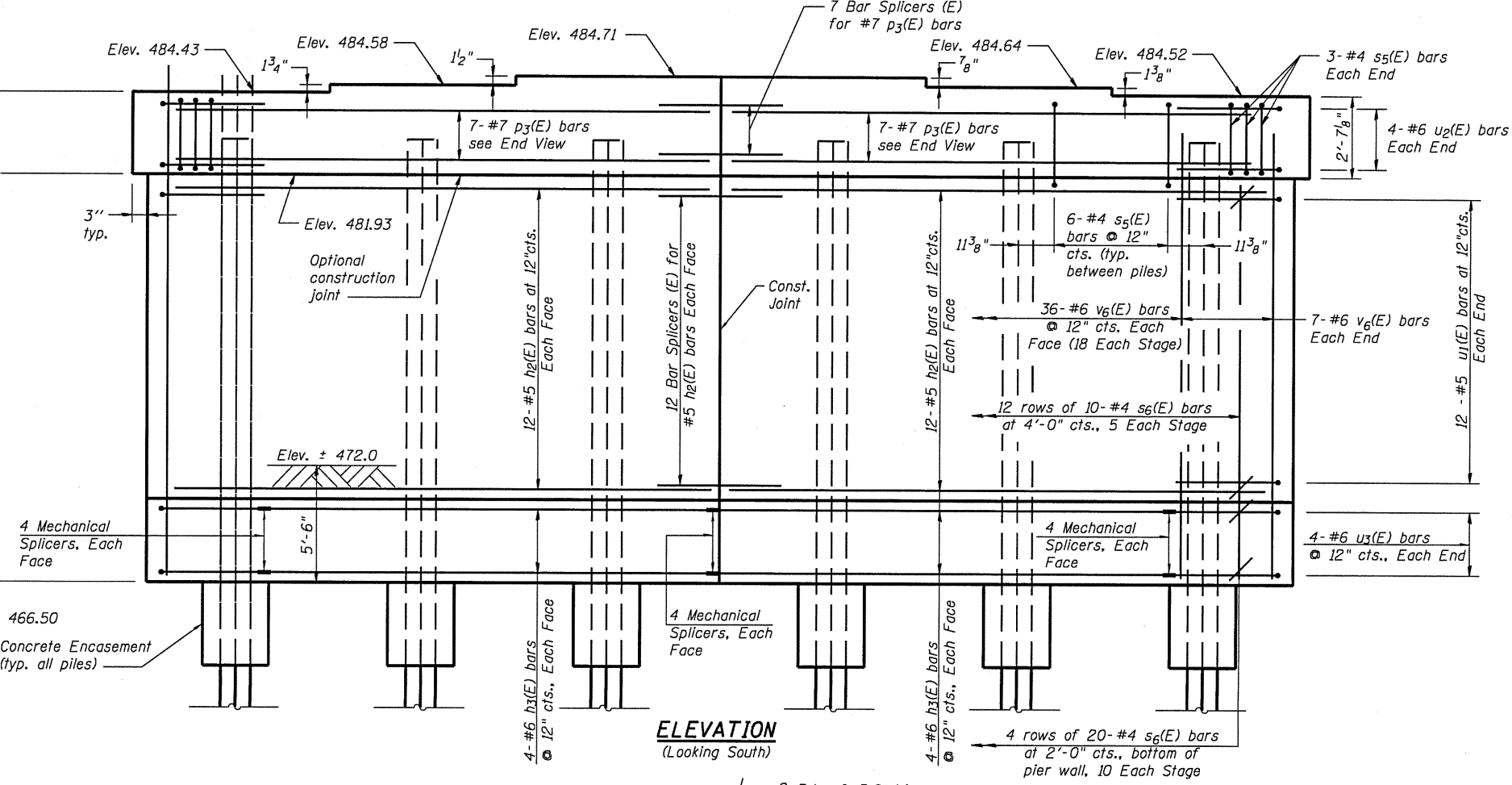
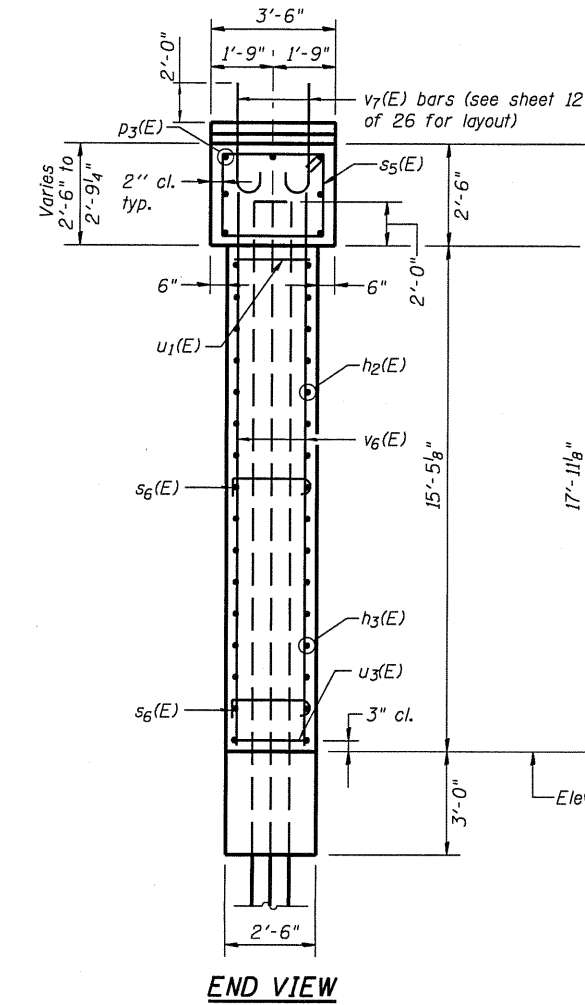
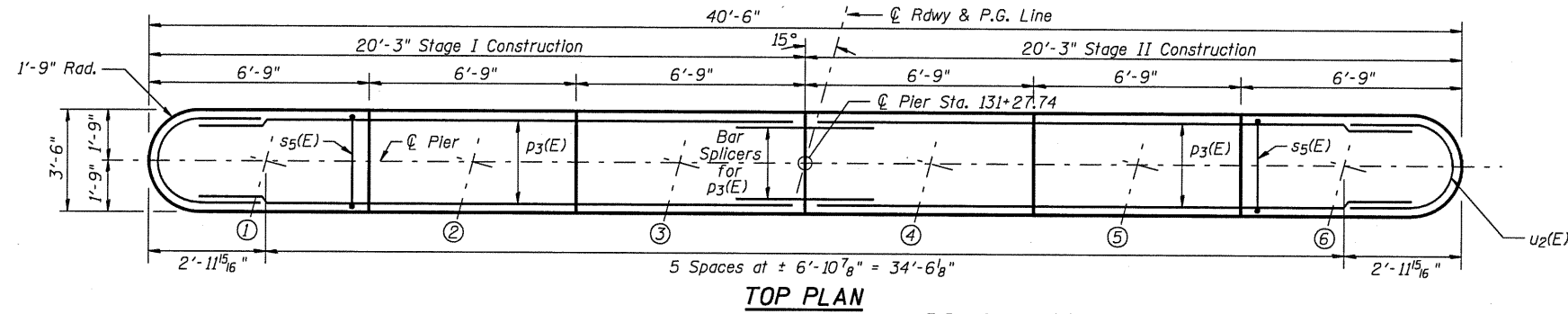


BAR s4(E)



Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 23 of 26.

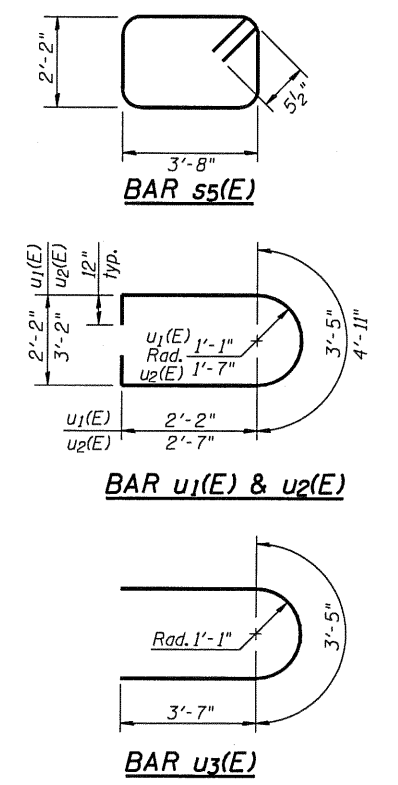
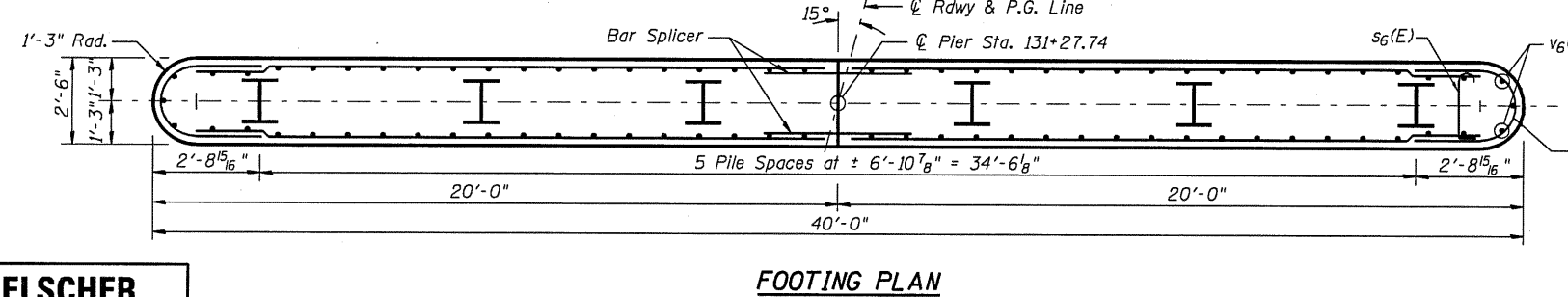
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION



PILE DATA
 Type: HP 14x89
 Nominal Required Bearing: 705 kips
 Factored Resistance Available: 375 kips
 Est. Length: 50 ft.
 No. Production Piles: 5 piles
 No. Test Piles: 1 pile

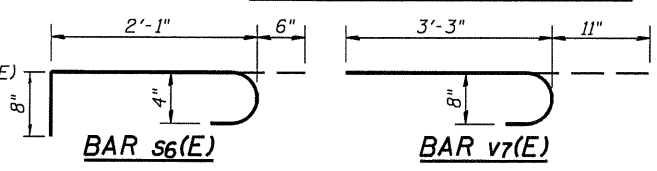
DESIGNED	C.M.W.
CHECKED	J.S.A.
DRAWN	T.J.W.
CHECKED	C.M.W.

HOELSCHER ENGINEERING
 Fairview Heights, IL
 Springfield, IL
 Champaign, IL



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h ₂ (E)	48	#5	18'-7"	—
h ₃ (E)	16	#6	15'-2"	—
p ₃ (E)	14	#7	18'-4"	—
s ₅ (E)	36	#4	10'-7"	□
s ₆ (E)	200	#4	3'-3"	J
u ₁ (E)	24	#5	9'-9"	U
u ₂ (E)	8	#6	12'-1"	U
u ₃ (E)	8	#6	10'-7"	U
v ₆ (E)	86	#6	17'-0"	—
v ₇ (E)	32	#8	4'-2"	J
Structure Excavation		Cu. Yd.	58	
Concrete Structures		Cu. Yd.	70.6	
Reinforcement Bars, Epoxy Coated		Pound	7,980	
Furnishing Steel Piles, HP 14x89		Foot	250	
Driving Piles		Foot	250	
Test Pile, Steel HP 14x89		Each	1	
Concrete Encasement		Cu Yd	3.3	
Underwater Structure Exc. Protection Loc. 1		Each	1	

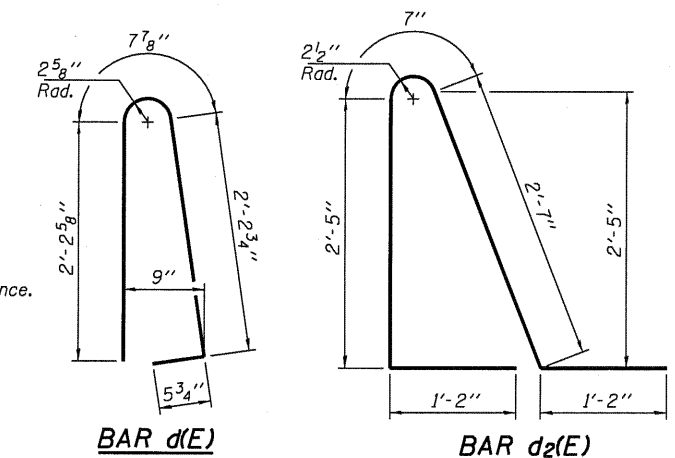
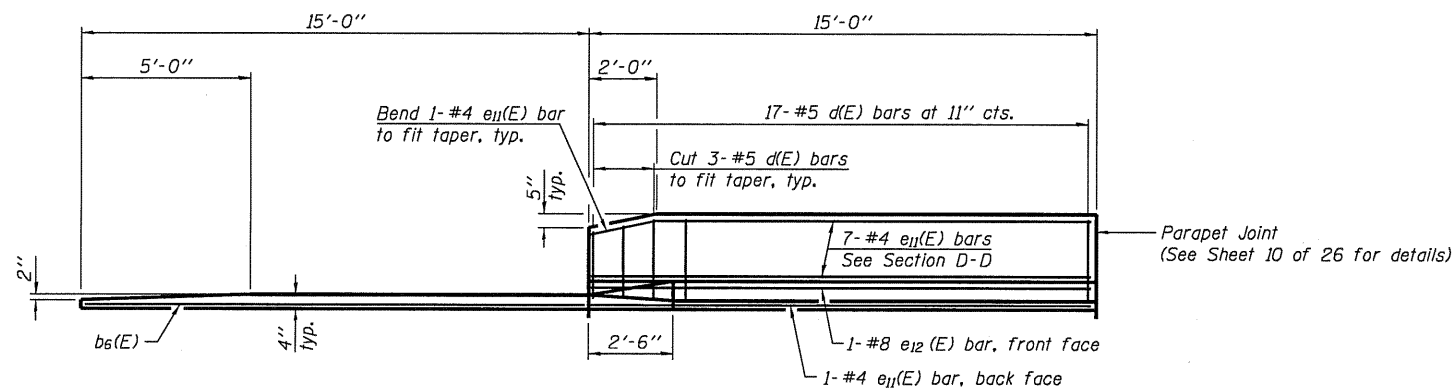
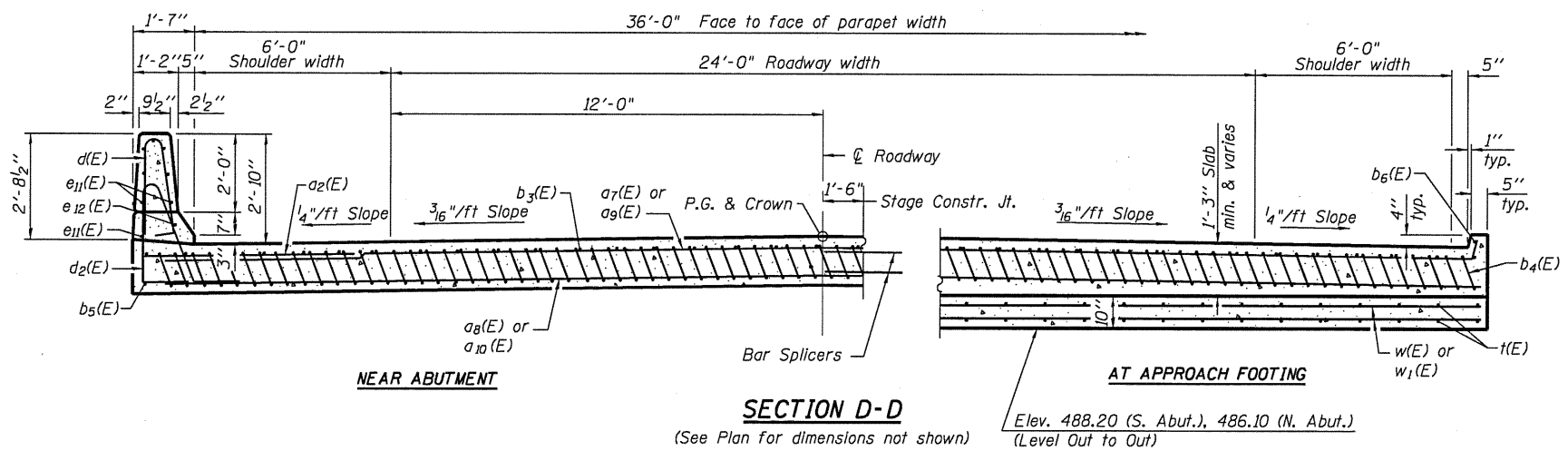
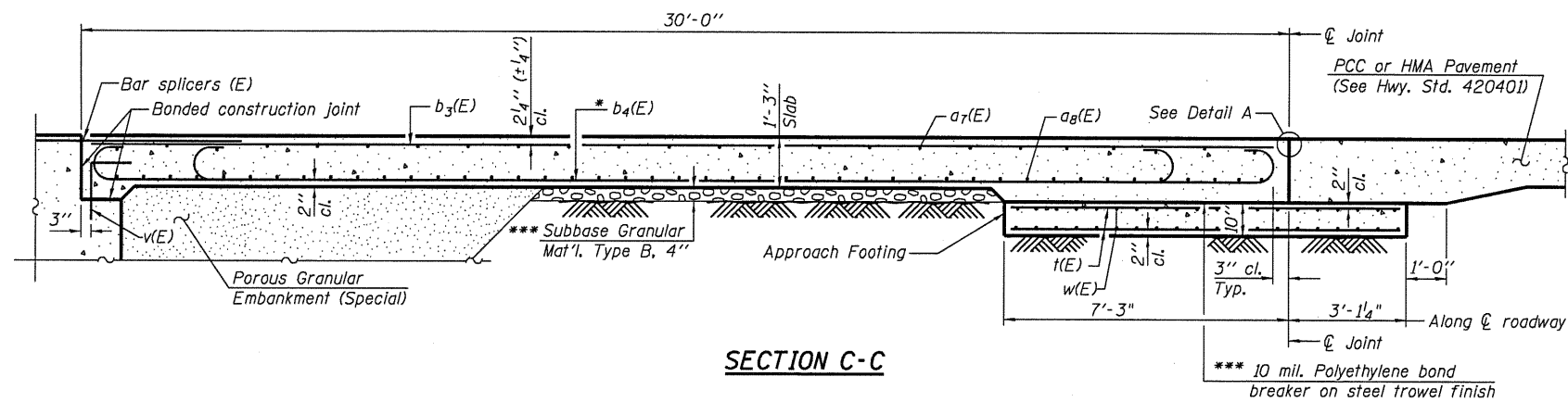


PIER STRUCTURE NO. 086-0505

SHEET NO. 20 of 26 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	566	1(B-2)	SCOTT	77	47
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT		
CONTRACT NO. 72B91					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
See sheet 21 of 26 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 10 of 26.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 24 of 26.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 26.
For additional parapet details, see sheet 10 of 26.



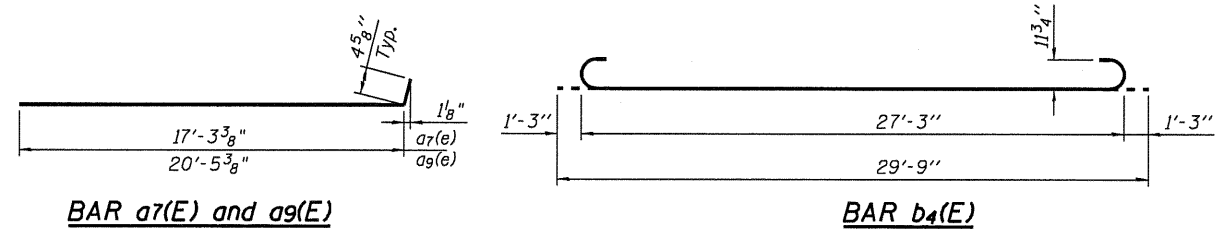
* Tilt #9 b4(E) bars as required to maintain clearance.
*** Cost included with Concrete Superstructure.

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a2(E)	48	#6	6'-6"	—
a7(E)	50	#4	17'-10"	—
a8(E)	92	#5	17'-8"	—
a9(E)	50	#4	20'-10"	—
a10(E)	92	#5	20'-10"	—
b3(E)	60	#4	29'-8"	—
b4(E)	180	#9	29'-9"	—
b5(E)	4	#4	14'-8"	—
b6(E)	4	#4	14'-4"	—
d(E)	68	#5	5'-7"	U
d2(E)	68	#5	7'-11"	U
e11(E)	32	#4	14'-8"	—
e12(E)	4	#8	14'-8"	—
f(E)	164	#4	10'-0"	—
w(E)	80	#5	17'-8"	—
w1(E)	80	#5	20'-10"	—
Concrete Superstructure		Cu. Yd.	120.1	
Concrete Structures		Cu. Yd.	23.8	
Reinforcement Bars, Epoxy Coated		Pound	30,660	

DESIGNED	C.M.W.
CHECKED	J.S.A.
DRAWN	T.J.W.
CHECKED	C.M.W.

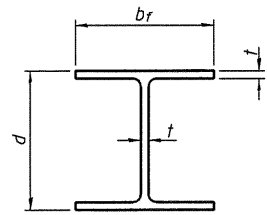
HOELSCHER ENGINEERING
Fairview Heights, IL
Springfield, IL
Champaign, IL



(Sheet 2 of 2)
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 086-0505

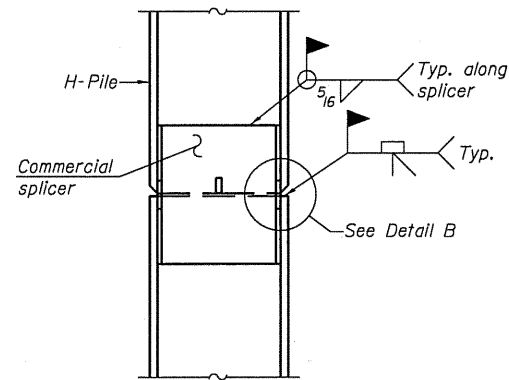
SHEET NO. 22 of 26 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	566	1(B-2)	SCOTT	77	49
FED. ROAD DIST. NO.			ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 72B91					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

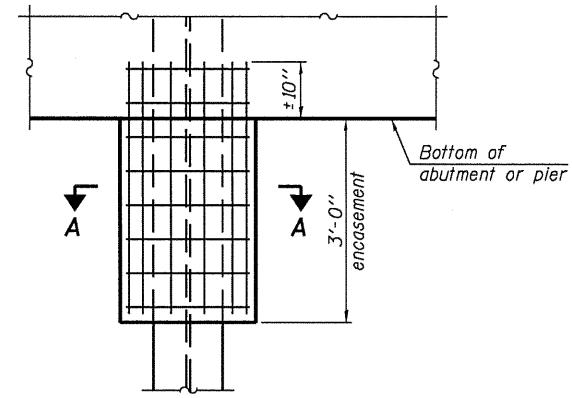


STEEL PILE TABLE

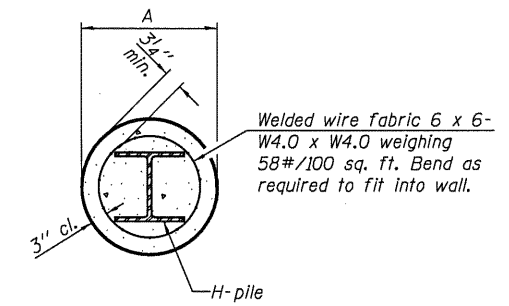
Designation	Depth d	Flange width b _f	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53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



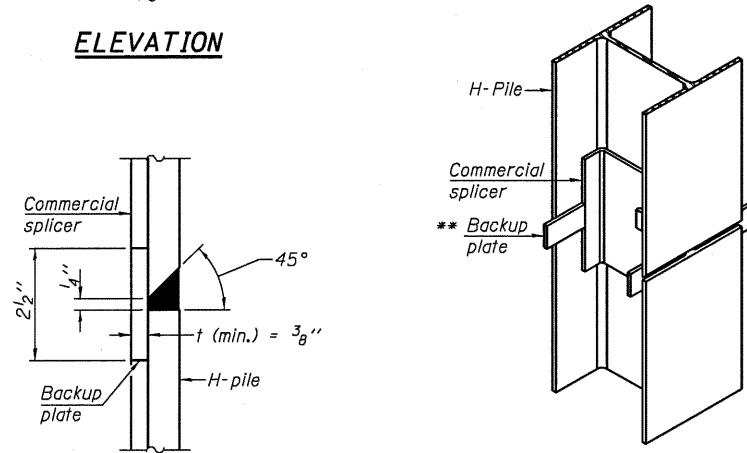
ELEVATION



SECTION A-A

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

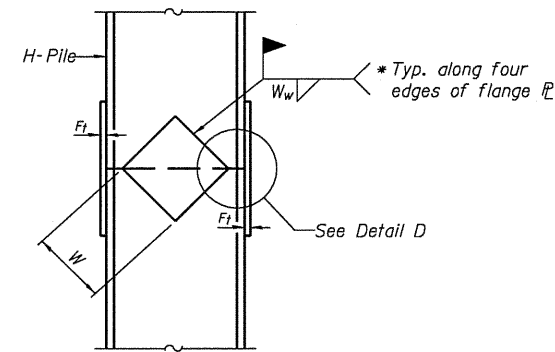
PILE ENCASEMENT



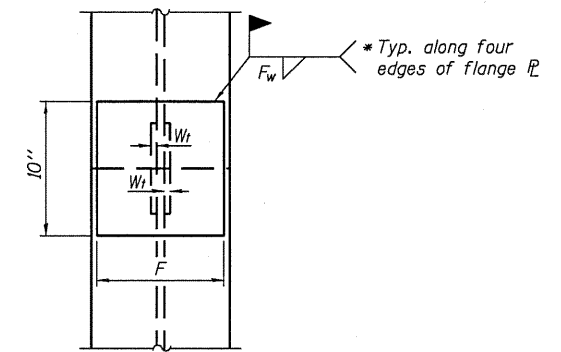
ISOMETRIC VIEW

DETAIL "B"

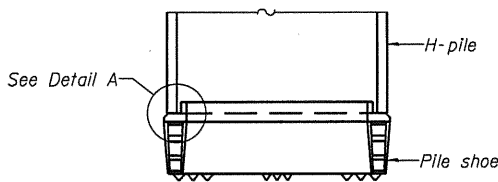
WELDED COMMERCIAL SPLICE



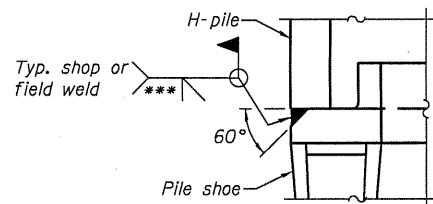
ELEVATION



END VIEW

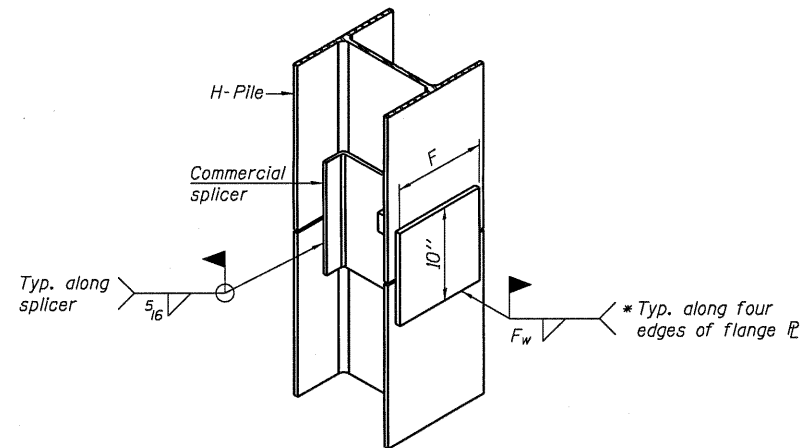


ELEVATION



DETAIL A

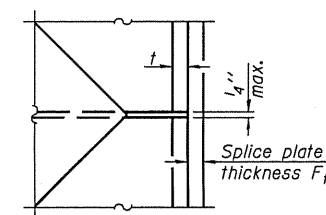
H-PILE SHOE ATTACHMENT



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 1/2"	1 1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5 1/2"	1 1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5 1/2"	1 1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5 1/2"	1 1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5 1/2"	1 1/2"
x74	10"	7/8"	1/16"	6 1/2"	5 1/2"	1 1/2"
x63	10"	5/8"	1/2"	6 1/2"	1 1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1 1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1 1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1 1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1 1/2"	3/8"

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

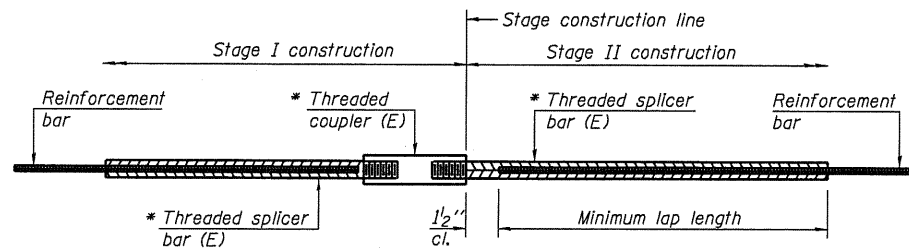
HP PILE DETAILS
STRUCTURE NO. 086-0505

DESIGNED	C.M.W.
CHECKED	J.S.A.
DRAWN	T.J.W.
CHECKED	C.M.W.

HOELSCHER ENGINEERING
Fairview Heights, IL
Springfield, IL
Champaign, IL

SHEET NO. 23 of 26 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	566	1(B-2)	SCOTT	77	50
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT		
CONTRACT NO. 72B91					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STANDARD BAR SPLICER ASSEMBLY

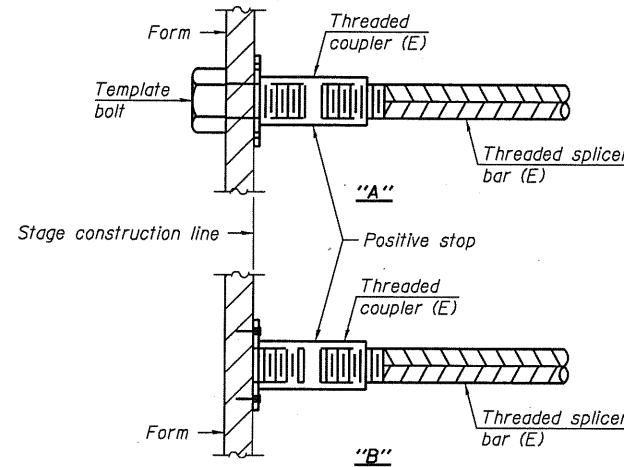
Bar size to be spliced	Minimum Lap Lengths				
	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Top bar lap, Class B

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

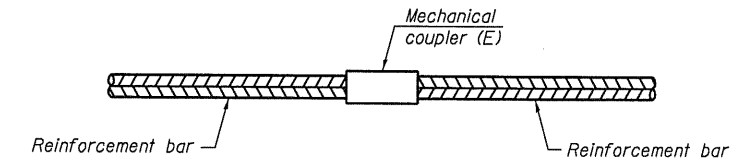
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Slab	#5	410	4
Approach Slab	#5	172	4
Approach Slab	#4	50	4
Abuts	#8	16	4
Pier	#7	7	4
Pier	#5	24	4
Abut Diaphragm	#6	14	3
Pier Diaphragm	#4	4	3
Pier Diaphragm	#6	2	3



INSTALLATION AND SETTING METHODS

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

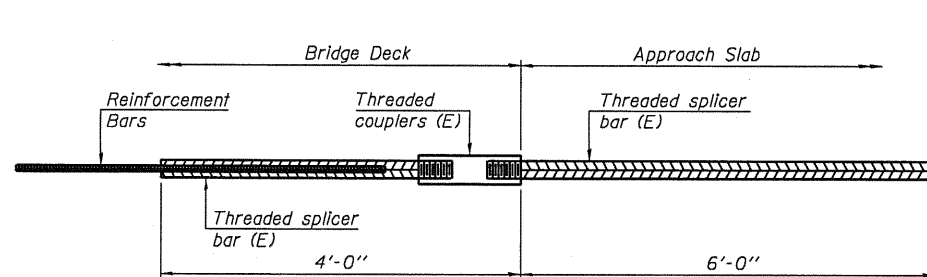


STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
Pier Wall	#6	24

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.



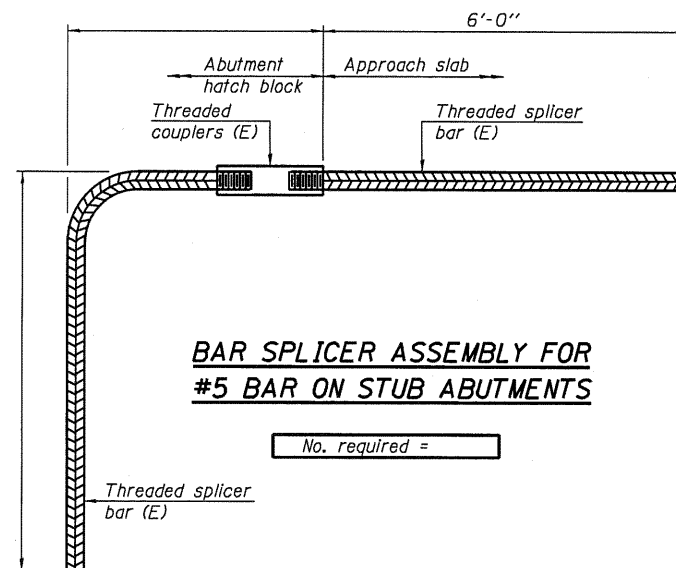
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 72

DESIGNED	C.M.W.
CHECKED	J.S.A.
DRAWN	T.J.W.
CHECKED	C.M.W.

HE
HOELSCHER ENGINEERING
 Fairview Heights, IL
 Springfield, IL
 Champaign, IL

BSD-1 7-1-10



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 086-0505**

SHEET NO. 24 of 26 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	566	1(B-2)	SCOTT	77	51
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT		
CONTRACT NO. 72B91					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SOIL BORING LOG

Page 1 of 2

Date 3/16/09

ROUTE FAP 566 DESCRIPTION IL 106 Over Sandy Creek LOGGED BY M. Tappan

SECTION 1(B-2) LOCATION NW 1/4, SEC. 3, TWP. 13 N, RNG. 12 W, 4 PM

COUNTY Scott DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 086-0505 (Pr)
086-0012 (Ex)
Station 131+38

BORING NO. 1 NA North Abut.
Station 130+67
Offset 13.0ft LT
Ground Surface Elev. 486.1 ft

DEPTH (ft)	B	U	M	Surface Water Elev.	DEPTH (ft)	B	U	M
TEST	CS	CS	CS	Stream Bed Elev.	TEST	CS	CS	CS
H	Qu	Qu	Qu	Groundwater Elev.:	H	Qu	Qu	Qu
S				First Encounter	S			
				Washed				
				After				
				Plugged				
				Hrs.				
0				486.7	0			
1				467.7	1			
2					2			
3	1.1	21			3	0.2	29	
4	B				4	B		
5					5			
6					6			
7					7			
8					8			
9					9			
10					10			
11					11			
12	0.8	11			12			
13	B				13			
14					14			
15					15			
16					16			
17					17			
18					18			
19					19			
20					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 Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T208) BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

Page 2 of 2

Date 3/16/09

ROUTE FAP 566 DESCRIPTION IL 106 Over Sandy Creek LOGGED BY M. Tappan

SECTION 1(B-2) LOCATION NW 1/4, SEC. 3, TWP. 13 N, RNG. 12 W, 4 PM

COUNTY Scott DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 086-0505 (Pr)
086-0012 (Ex)
Station 131+38

BORING NO. 1 NA North Abut.
Station 130+67
Offset 13.0ft LT
Ground Surface Elev. 486.1 ft

DEPTH (ft)	B	U	M	Surface Water Elev.	DEPTH (ft)	B	U	M
TEST	CS	CS	CS	Stream Bed Elev.	TEST	CS	CS	CS
H	Qu	Qu	Qu	Groundwater Elev.:	H	Qu	Qu	Qu
S				First Encounter	S			
				Washed				
				After				
				Plugged				
				Hrs.				
0				488.7	0			
1				467.7	1			
2					2			
3					3			
4					4			
5					5			
6					6			
7	0.7	15			7	0.7	15	
8	B				8	B		
9					9			
10					10			
11					11			
12					12			
13					13			
14					14			
15					15			
16					16			
17					17			
18					18			
19					19			
20					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 Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T208) BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

Page 2 of 1

Date 3/19/09

ROUTE FAP 566 DESCRIPTION IL 106 Over Sandy Creek LOGGED BY M. Tappan

SECTION 1(B-2) LOCATION NW 1/4, SEC. 3, TWP. 13 N, RNG. 12 W, 4 PM

COUNTY Scott DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 086-0505 (Pr)
086-0012 (Ex)
Station 131+38

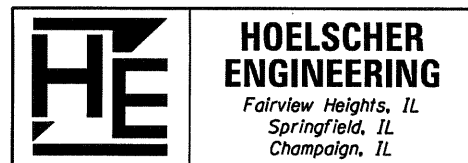
BORING NO. 1A
Station 131+14
Offset 47.0ft RT
Ground Surface Elev. 480.5 ft

DEPTH (ft)	B	U	M	Surface Water Elev.	DEPTH (ft)	B	U	M
TEST	CS	CS	CS	Stream Bed Elev.	TEST	CS	CS	CS
H	Qu	Qu	Qu	Groundwater Elev.:	H	Qu	Qu	Qu
S				First Encounter	S			
				Washed				
				After				
				Plugged				
				Hrs.				
0				468.7	0			
1				467.7	1			
2					2			
3					3			
4					4			
5					5			
6					6			
7					7			
8					8			
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15					15			
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18					18			
19					19			
20					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 Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T208) BBS, from 137 (Rev. 8-99)

SOIL BORING LOGS
STRUCTURE NO. 086-0505

DESIGNED	C.M.W.
CHECKED	J.S.A.
DRAWN	T.J.W.
CHECKED	C.M.W.



SHEET NO. 25 of 26 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	566	1(B-2)	SCOTT	77	52
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT		
			CONTRACT NO. 72B91		

STORM WATER POLLUTION PREVENTION PLAN

Route: FAP 566 Marked: IL 106
 Section: 1 (B-2) Project No.:
 County: SCOTT Contract No.: 72B91

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.

Raymond J. Dillm 8/25/10
 (Signature) (Date)

Region Four Engineer
 (Title)

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

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

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

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

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

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

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

SITE DESCRIPTION

- Description of Construction Activity:
1. The proposed project consists of replacing one bridge on IL 106 (FAP 566) south of Winchester with a larger bridge. The project will require raising the existing roadway profile at the bridge approximately 3.5 feet, and will include resurfacing of approximately 0.25 miles of existing IL 106.
 2. Construction consists of grading, constructing new bridge, private entrances, HMA pavement, widening, HMA resurfacing, conc. gutter, placing aggregate shoulders and other miscellaneous work to complete improvements to the proposed roadways.

- Description of Intended Sequence of Major Construction Activities Which Will Disturb Earth and Lead to Possible Erosion for Major Portions of the Construction Site:
1. Tree removal will be completed to clear approximately 0.3 acres of wooded land.
 2. Excavation will be completed along the entire length to grade out for proposed roadway ditches.
 3. Excavation will also be completed in proposed cut sections to lower the existing ground elevation to meet the proposed roadway grade/vertical alignment.
 4. Embankment will be completed in fill areas to raise the existing ground elevation to meet the proposed roadway foreslope and backslope.
 5. Drainage structures will be installed before and/or during the construction of the excavation and embankment to allow proper drainage across the proposed two lane facility.
 6. Placement, maintenance, removal and proper clean-up of temporary erosion control, such as erosion control fence, riprap ditch checks, sediment basins, temporary seeding, etc.
 7. Placement of permanent erosion control, such as riprap ditch lining, seeding, etc.
 8. Final grading, paving and other miscellaneous items.

Area of Construction Site:
 The total drainage area entering and including the construction site is estimated to be approx. 24 sq miles in which 2.8 acres will be disturbed by excavation, grading or other activities.

- Other Reports, Studies and Plans which Aid in the Development of this Storm Water Pollution Prevention Plan as Referenced Documents:
1. None.

- Drainage Tributaries Receiving Water from this Construction Site:
1. Little Sandy Creek.

FILE NAME = SWPPLAN.DGN	USER NAME = default	DESIGNED - E.R.O.	REVISED - AUG 2007 (JCN)	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STORM WATER POLLUTION PREVENTION PLAN				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PI:\8807402-105 over Sandy creek\CADDData\CADD sheets\0672B91.sht.swpplan.dgn	DRAWN - BAO	CHECKED - JCN	REVISED -		566	(B-2)	SCOTT	77	54				
PLOT SCALE = 40.000' / 1" IN.	DATE - APRIL 5, 1999	CHECKED - JCN	REVISED -		CONTRACT NO. 72B91								
PLOT DATE = 8/25/2010	DATE - APRIL 5, 1999	CHECKED - JCN	REVISED -		FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT								

CONTROLS - EROSION CONTROLS AND SEDIMENT CONTROLS

Description of Stabilization Practices at the Beginning of Construction:

1. The area between the existing and proposed right-of-way/temporary easement boundaries and limits of the project will be improved and managed for the purposes of controlling erosion within the area, reducing water flow by temporary diversion and minimizing siltation into the construction zone, and establishing vegetative cover which will become permanent vegetation and act as an erosion barrier. Work at the beginning of construction will consist of the following:
 - (a) Areas of existing vegetation (woods and grasslands) outside the proposed construction slope limits shall be identified for preserving and shall be protected from mowing, brush cutting, tree removal and other activities which would be detrimental to their maintenance and development.
 - (b) Dead, diseased, or unsuitable vegetation within the site shall be removed as directed by the Engineer, along with required tree removal.
 - (c) As soon as reasonable access is available (such as trees cleared) to all locations where water drains away from the project, sediment basins, riprap ditch checks, temporary ditch checks, and/or erosion control fence shall be installed as called out in this plan and directed by the Engineer.
 - (d) Bare and sparsely vegetated ground in highly erodible areas as determined by the Engineer shall be temporarily seeded at the beginning of construction where no construction activities are immediately expected as stated in the special provision "Temporary Erosion 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 spread operation has moved to a new location, final grading shall be completed within fourteen days. If grading is not completed within fourteen days, all major earth moving operations will be stopped, as directed by the Engineer, until disturbed areas are final graded and seeded.
 - (e) Excavated areas and embankments shall be permanently seeded when final graded. If not, they shall be temporarily seeded as stated in the special provision "Temporary Erosion 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 = c:\pwwork\pwwork\loughlin\1\0238533\0672891_sht.swpplan.dgn	USER NAME = loughlin1	DESIGNED - E.R.O.	REVISED - AUG 2007 (JCN)	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STORM WATER POLLUTION PREVENTION PLAN			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40.000' / in.	CHECKED - JSVA.	REVISED -		SCALE:	SHEET NO. OF	SHEETS	STA.	TO STA.	566	1(B-2)	SCOTT
SWPPLAN.DGN	PLOT DATE = Aug-26-2010 11:19:23AM	DATE - APRIL 5, 1999	REVISED -							CONTRACT NO. 72B91		
								FED. ROAD DIST. NO. 6 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 _____.

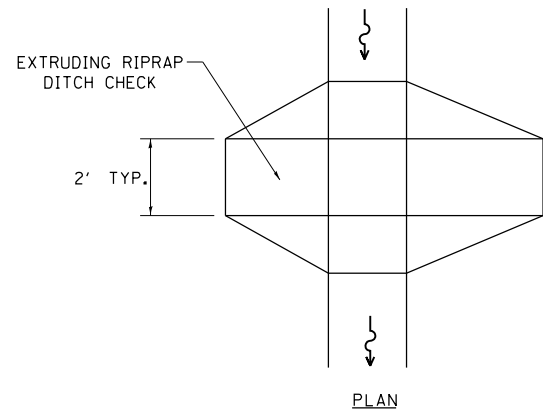
Route: _____ Marked: _____
 Section: _____ Project No.: _____
 County: _____ Contract No.: _____

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.

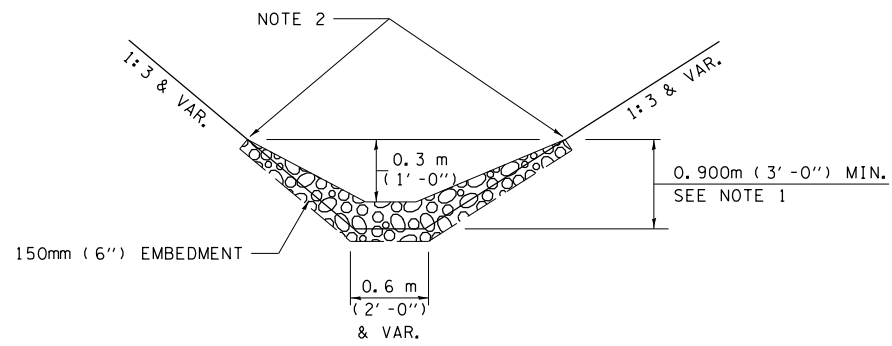
Signature _____ Date _____
 Title _____
 Name of Firm _____
 Street Address _____
 City, State, Zip _____
 Phone Number _____

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\0238533\0672B91_sht.swpplan.dgn	USER NAME = laughlinr1	DESIGNED - E.R.O.	REVISED - AUG 2007 (JCN)	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STORM WATER POLLUTION PREVENTION PLAN			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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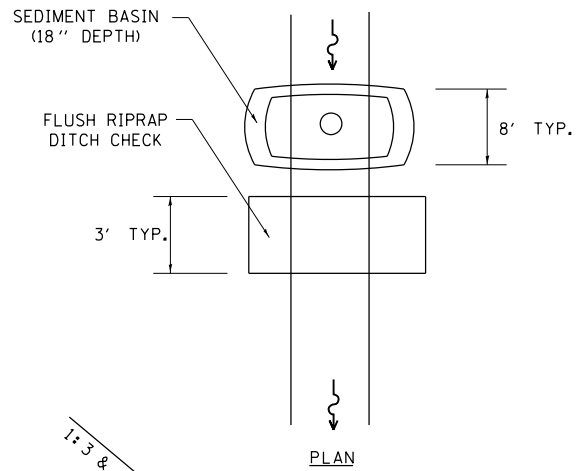
PLAN



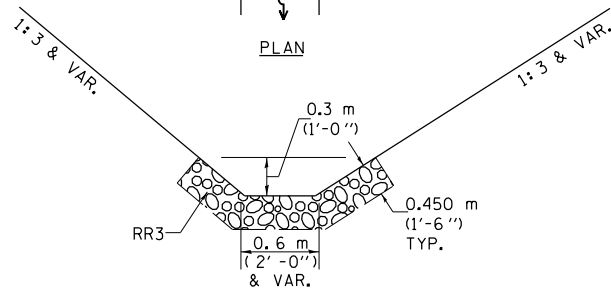
ELEVATION

OPTION 1

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



PLAN



ELEVATION

OPTION 2

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

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

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

NOTE 2: ENDS SHALL BE TIED INTO SLOPES.

LEGEND FOR STORM WATER POLLUTION PREVENTION PLAN	
ITEM	SYMBOL
AGGREGATE (EROSION CONTROL) [STONE DUMPED RIPRAP DITCH CHECKS: Height = 0.6m (2')]	
TEMPORARY DITCH CHECKS	
INLET PIPE PROTECTION (I&PP)	
EROSION CONTROL FENCE	
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 symbology on the STORM WATER POLLUTION PREVENTION PLAN sheets does not represent the size or quantity of bales, for number of bales refer to details and notes shown on this sheet and/or as directed by the Engineer.

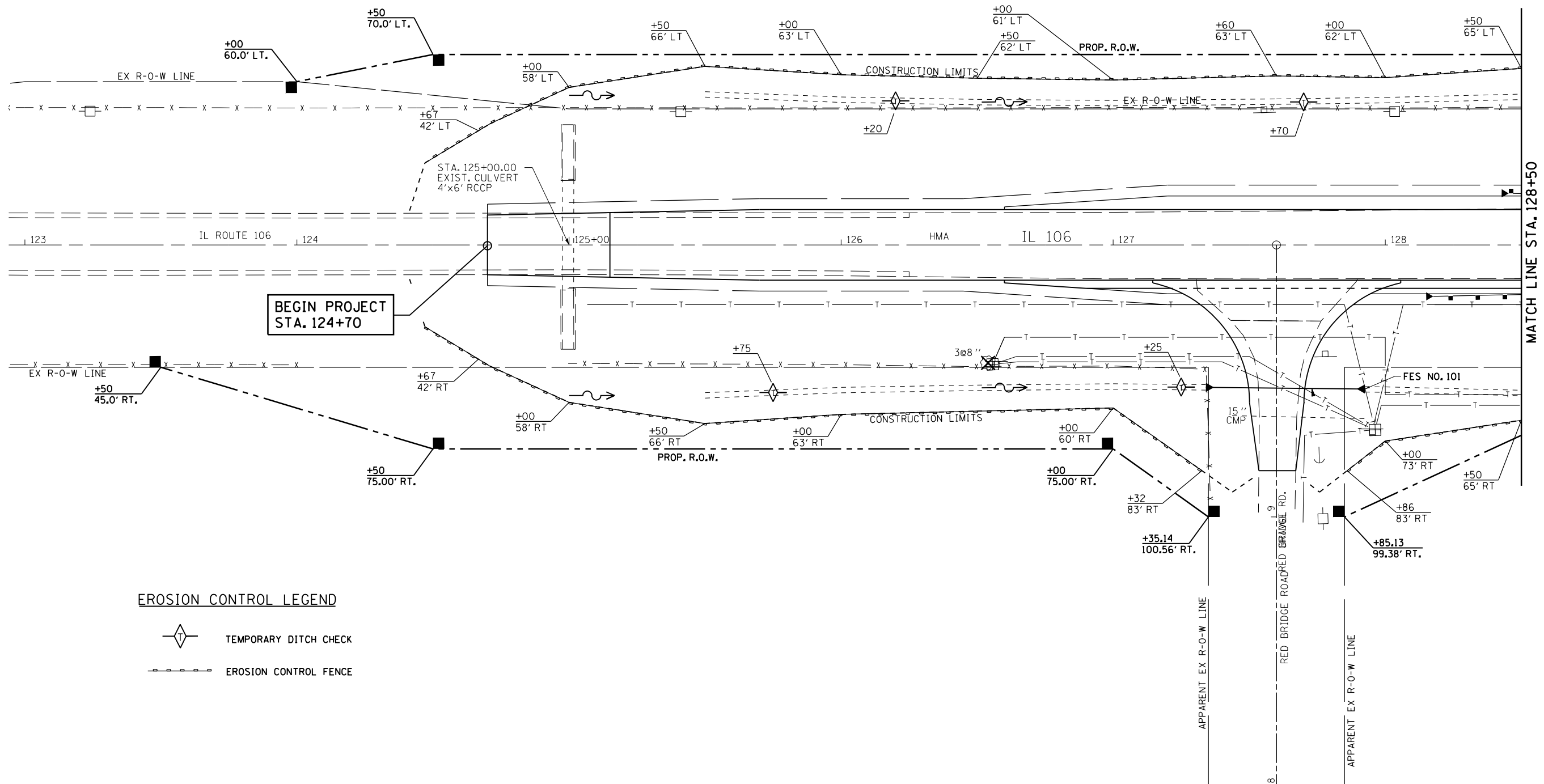
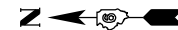
THE CONTRACTOR SHALL INSTALL DITCH CHECKS AS DIRECTED BY THE ENGINEER. IF THE ENGINEER ELECTS TO UTILIZE FLUSH RIPRAP DITCH CHECKS IN LIEU OF TEMPORARY DITCH CHECKS AS SHOWN ON THE FOLLOWING PLAN SHEETS, THE SPACING SHOULD BE DOUBLED.

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		DRAWN - RAQW.	REVISED -
		CHECKED - JCSVA.	REVISED -
		DATE - APRIL 5, 1999	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**



STORM WATER POLLUTION PREVENTION PLAN			
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
566	1(B-2)	SCOTT	77	57
CONTRACT NO. 72B91				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



BEGIN PROJECT
STA. 124+70

EROSION CONTROL LEGEND

-  TEMPORARY DITCH CHECK
-  EROSION CONTROL FENCE



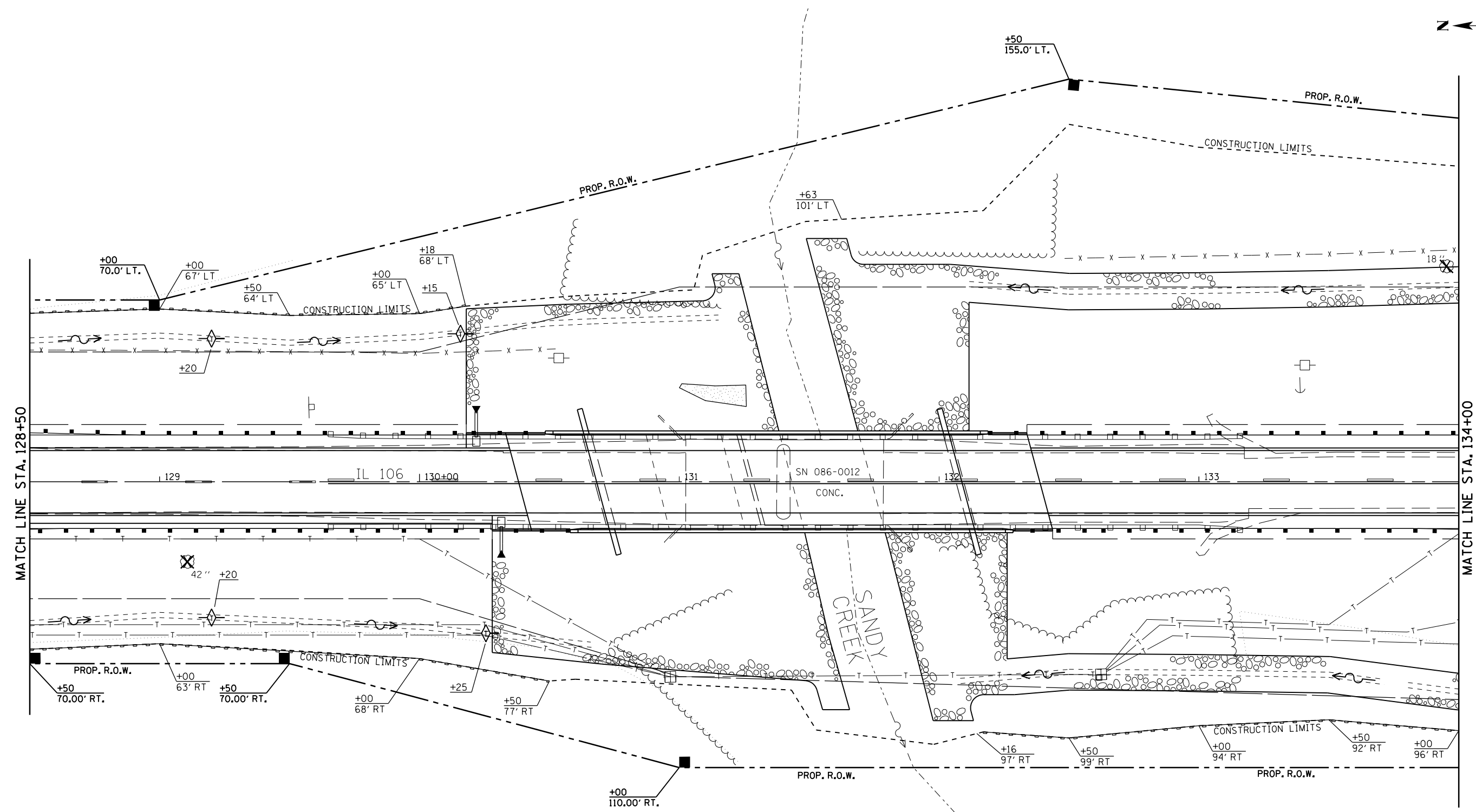
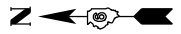
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**



**EROSION CONTROL PLAN
STA. 124 + 70 TO STA. 128 + 50**

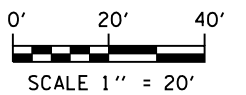
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566	1(B-2)	SCOTT	77	58
CONTRACT NO. 72B91				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



EROSION CONTROL LEGEND

-  TEMPORARY DITCH CHECK
-  EROSION CONTROL FENCE

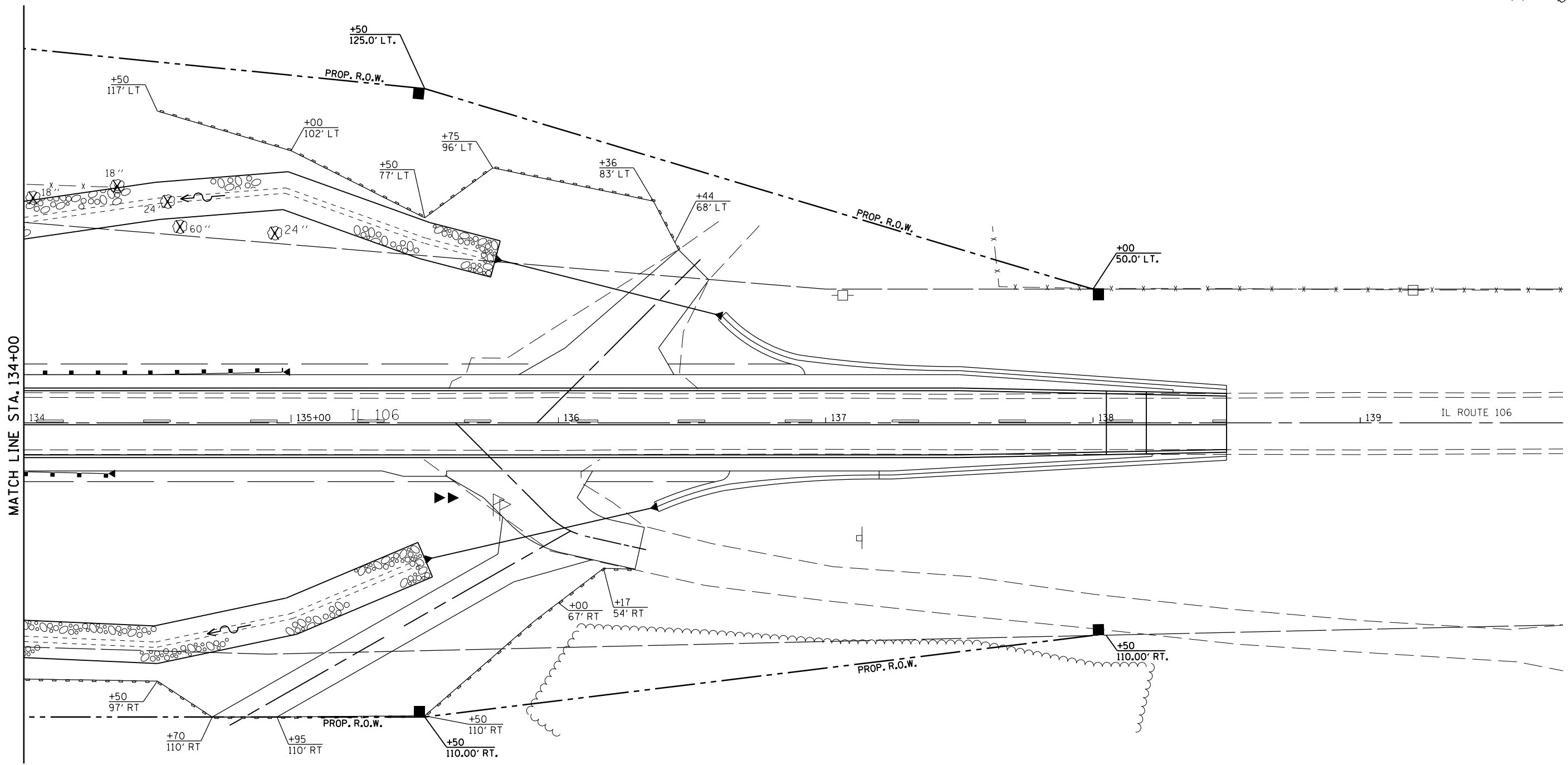


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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**



EROSION CONTROL PLAN			
STA. 128 + 50 TO STA. 134 + 00			
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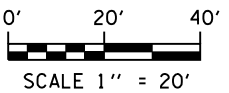
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566	1(B-2)	SCOTT	77	59
CONTRACT NO. 72B91				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



MATCH LINE STA. 134+00

EROSION CONTROL LEGEND

-  TEMPORARY DITCH CHECK
-  EROSION CONTROL FENCE



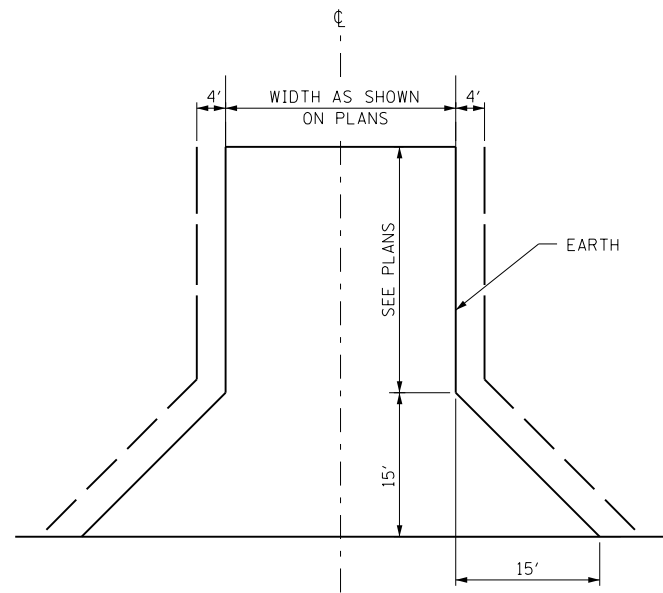
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

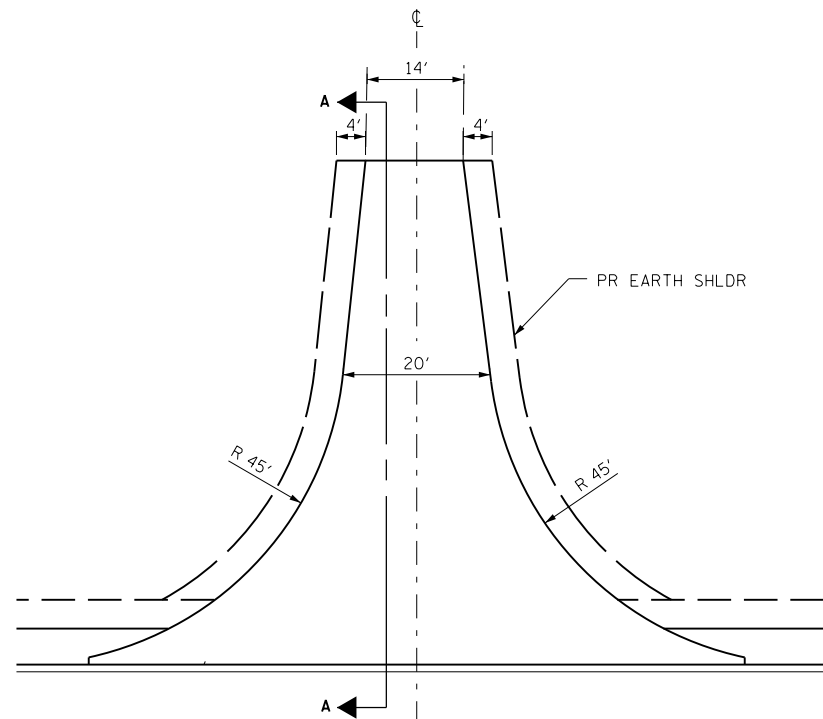
**EROSION CONTROL PLAN
STA. 134 + 00 TO STA. 138 + 50**

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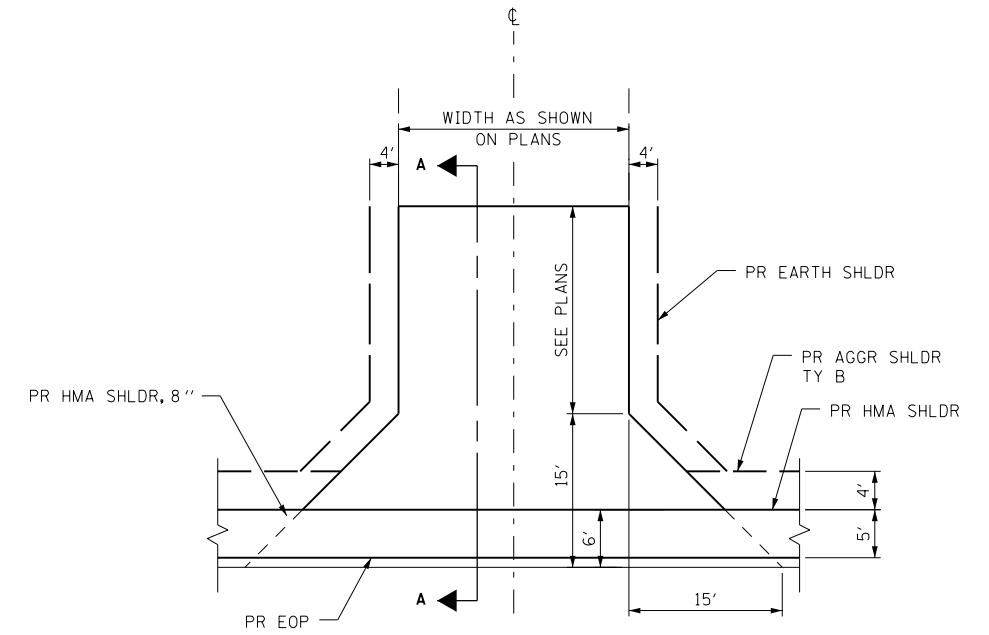
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CONTRACT NO. 72B91				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



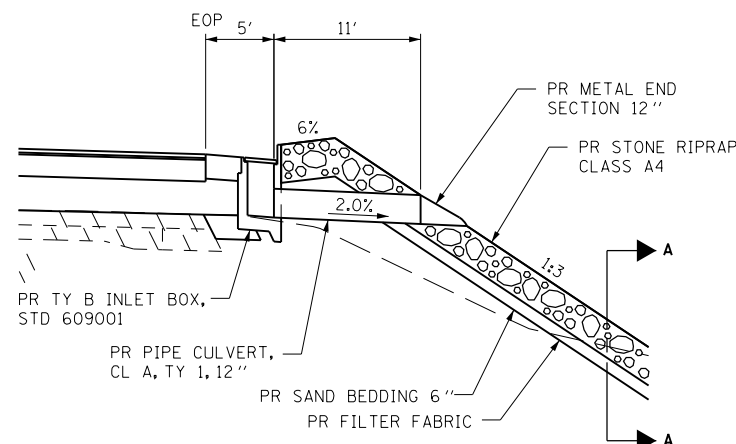
**FIELD ENTRANCE
DETAILS
PLAN VIEW**



**SIDEROAD DETAILS
RED BRIDGE RD.
PLAN VIEW**

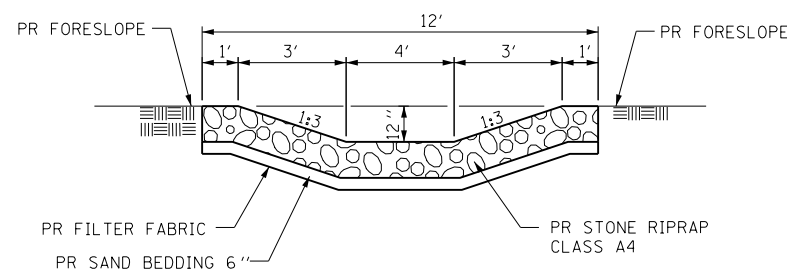


**COMMERCIAL AND PRIVATE
ENTRANCE DETAILS
PLAN VIEW**

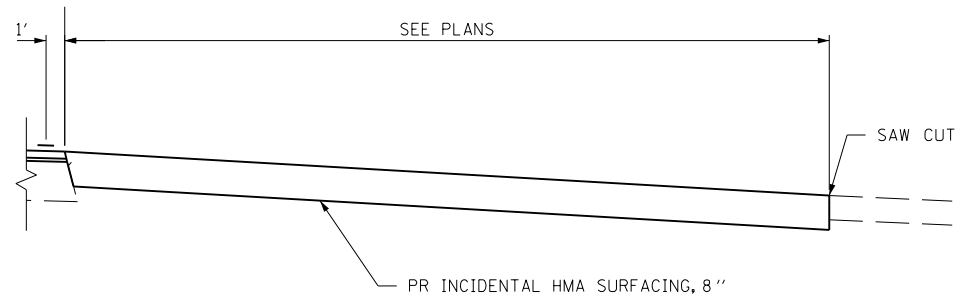


**APPROACH SHOULDER
DRAIN DETAIL**

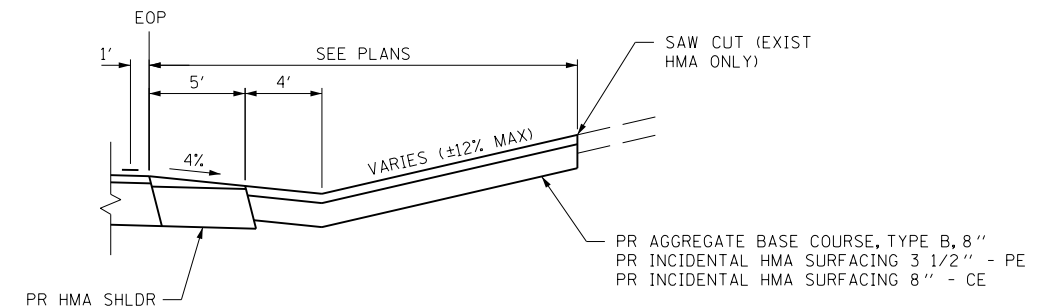
STA. 130+23.33 LT
STA. 130+32.97 RT



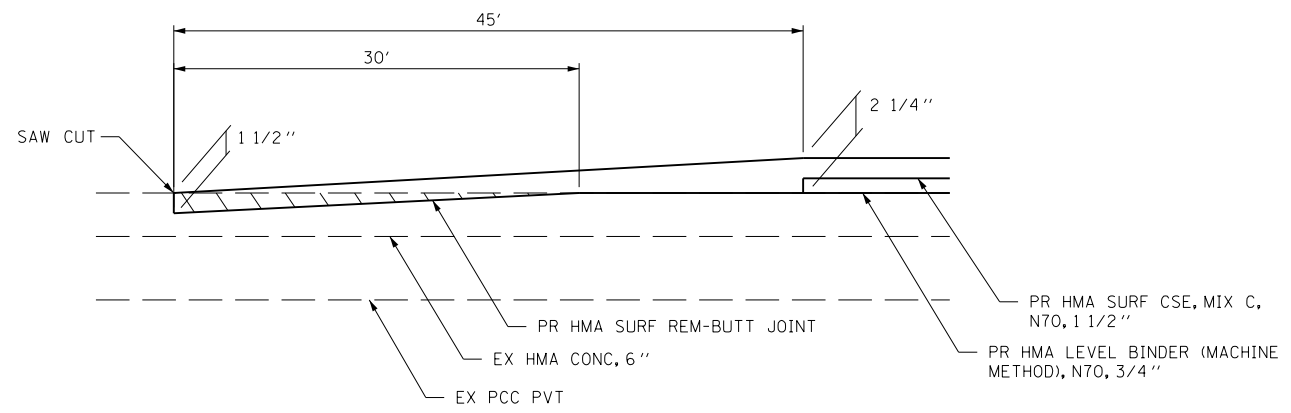
SECTION A-A



SECTION A-A



SECTION A-A



BUT JOINT DETAIL

STA. 124+70 TO STA. 125+15
STA. 138+05 TO STA. 138+50

GENERAL NOTES:

THE RESIDENT ENGINEER WILL DETERMINE THE EXACT TYPE OF IMPROVEMENT TO BE COMPLETED FOR ALL ENTRANCES, SIDEROADS AND MAILBOX TURNOUTS ON THIS PROJECT.

BITUMINOUS CONCRETE REQUIRED TO CONSTRUCT THE ENTRANCES SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 406 AND 408 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

WHEN THE BITUMINOUS CONCRETE PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 75 mm (3 INCHES) AND REQUIRE PLACEMENT IN MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF BITUMINOUS BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 50 mm (2 INCHES) SHALL MEET THE REQUIREMENTS OF BITUMINOUS SURFACE COURSE, SUPERPAVE.

FILE NAME =	USER NAME = laughlir1	DESIGNED - E.R.O.	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

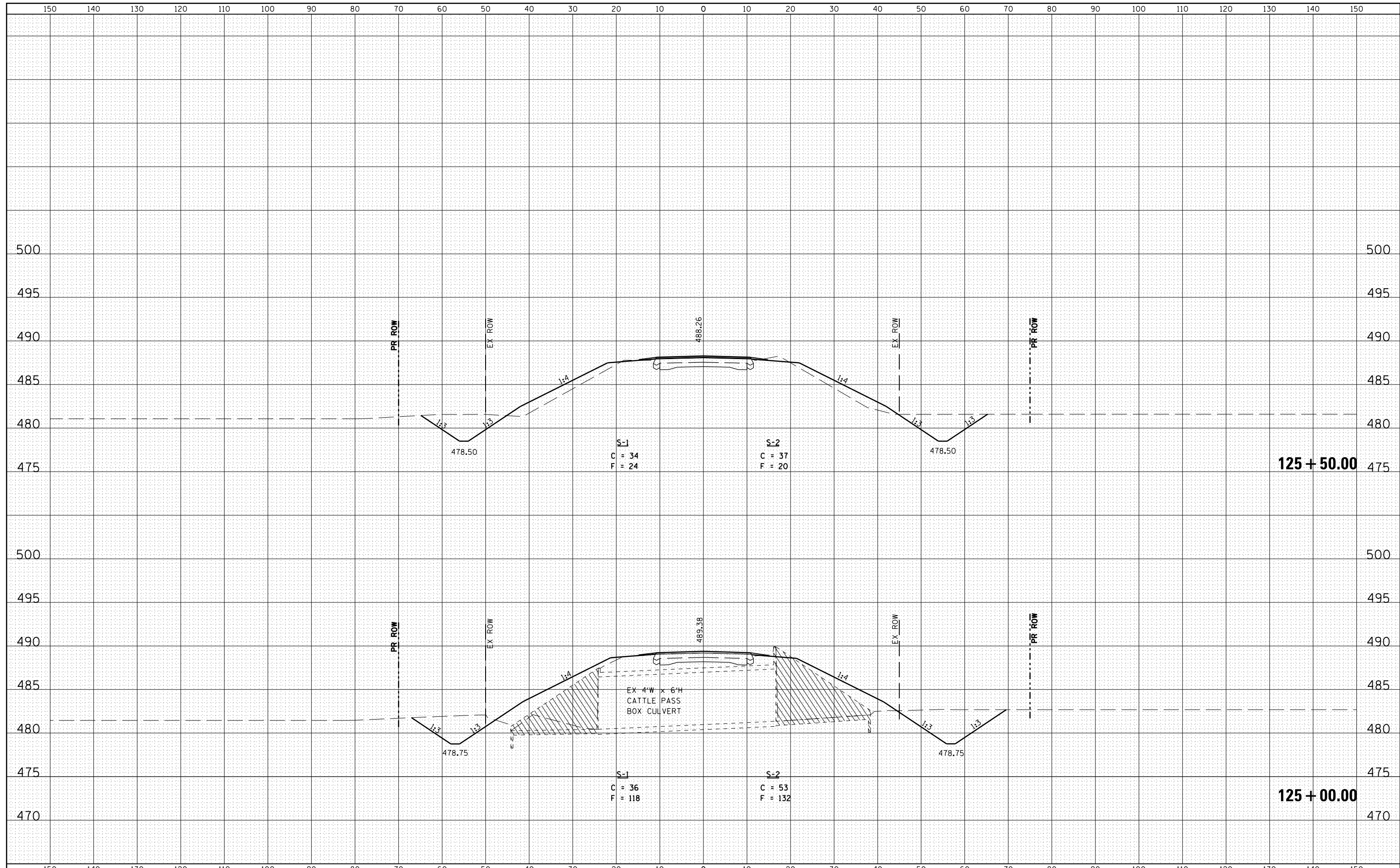
**ENTRANCE, SIDEROAD, BUTT JOINT, AND
APPROACH SHOULDER DRAIN DETAILS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
566	1(B-2)	SCOTT	77	61
CONTRACT NO. 72B91				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

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

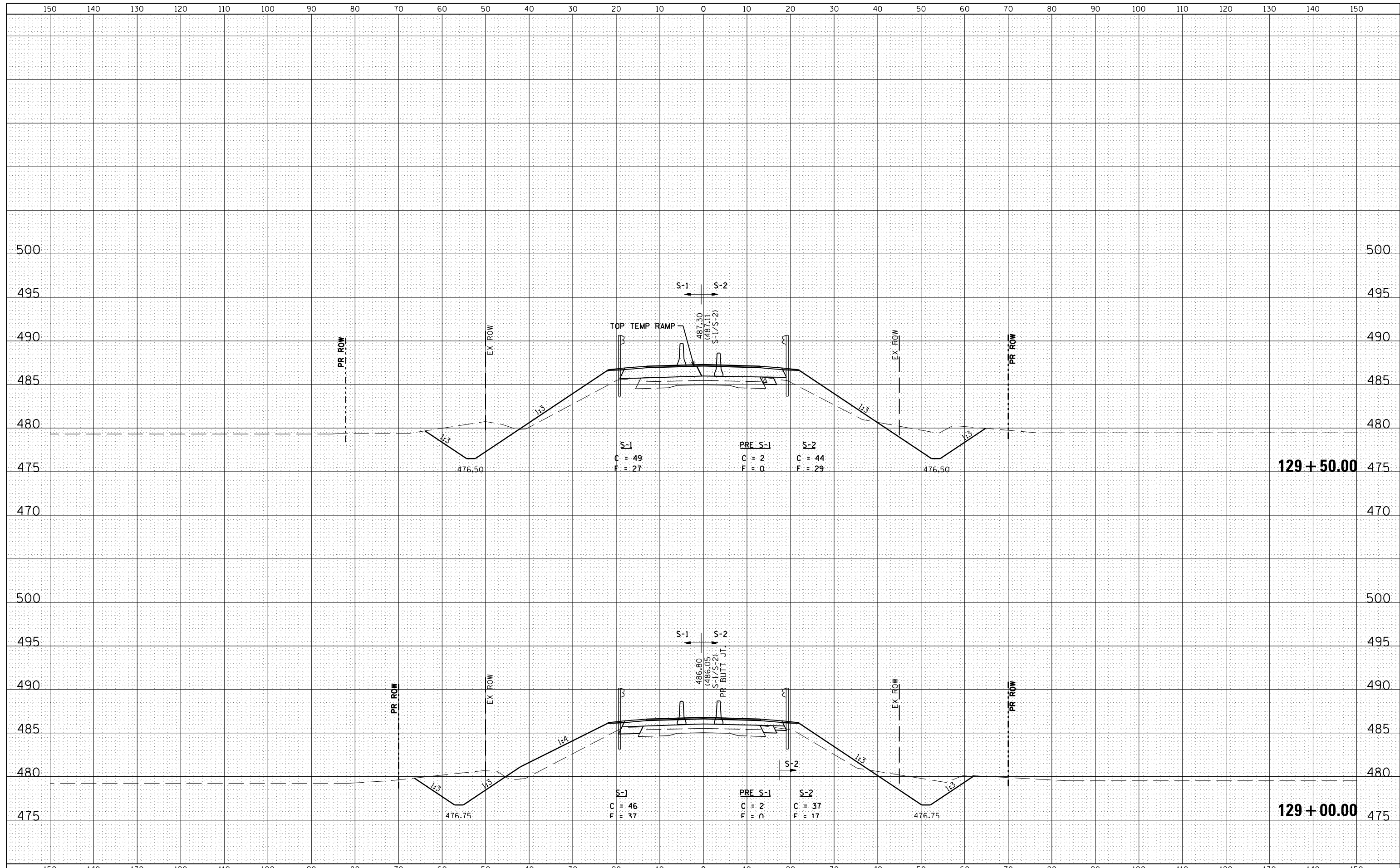
DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED



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

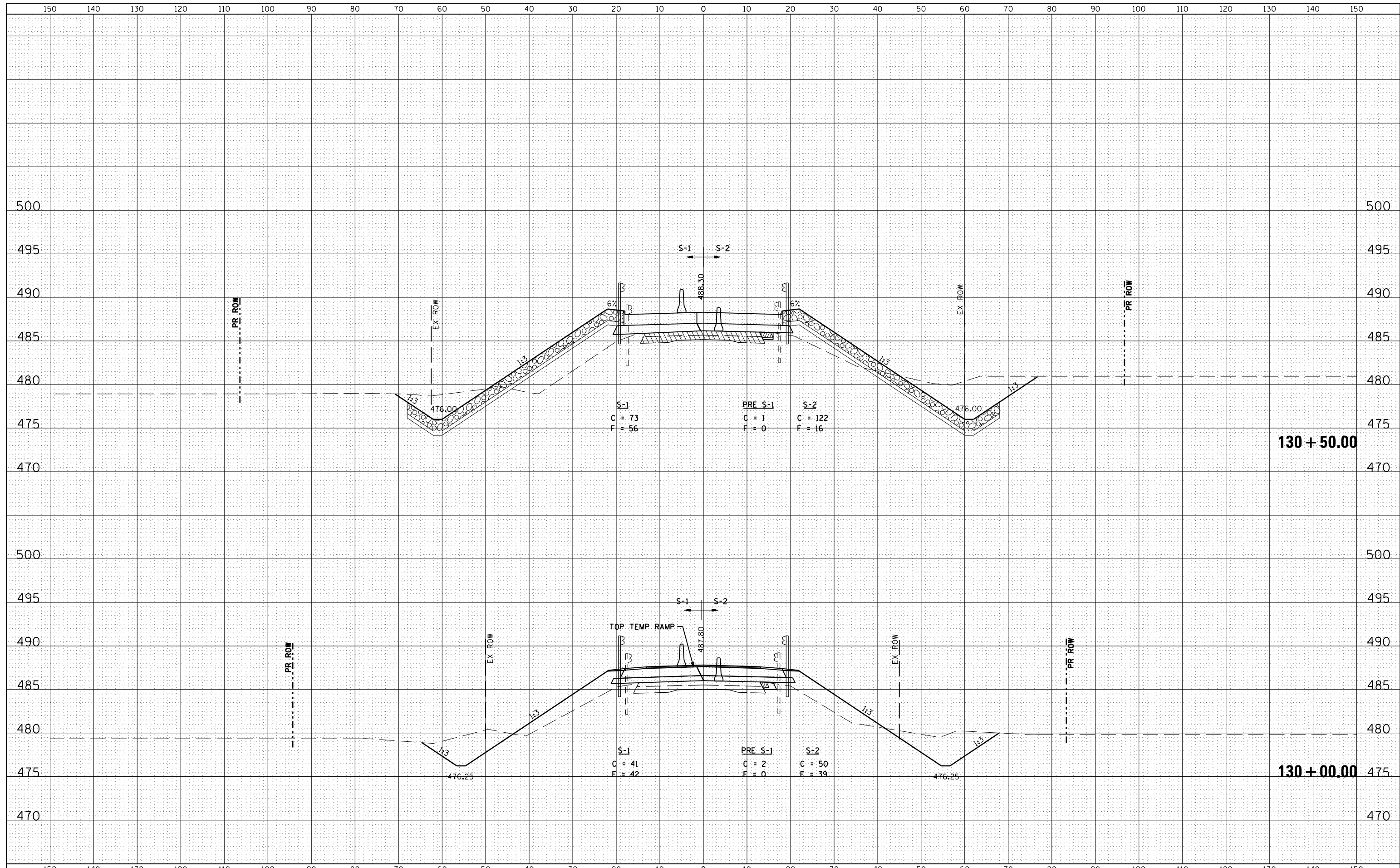
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SURVEYED	
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DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

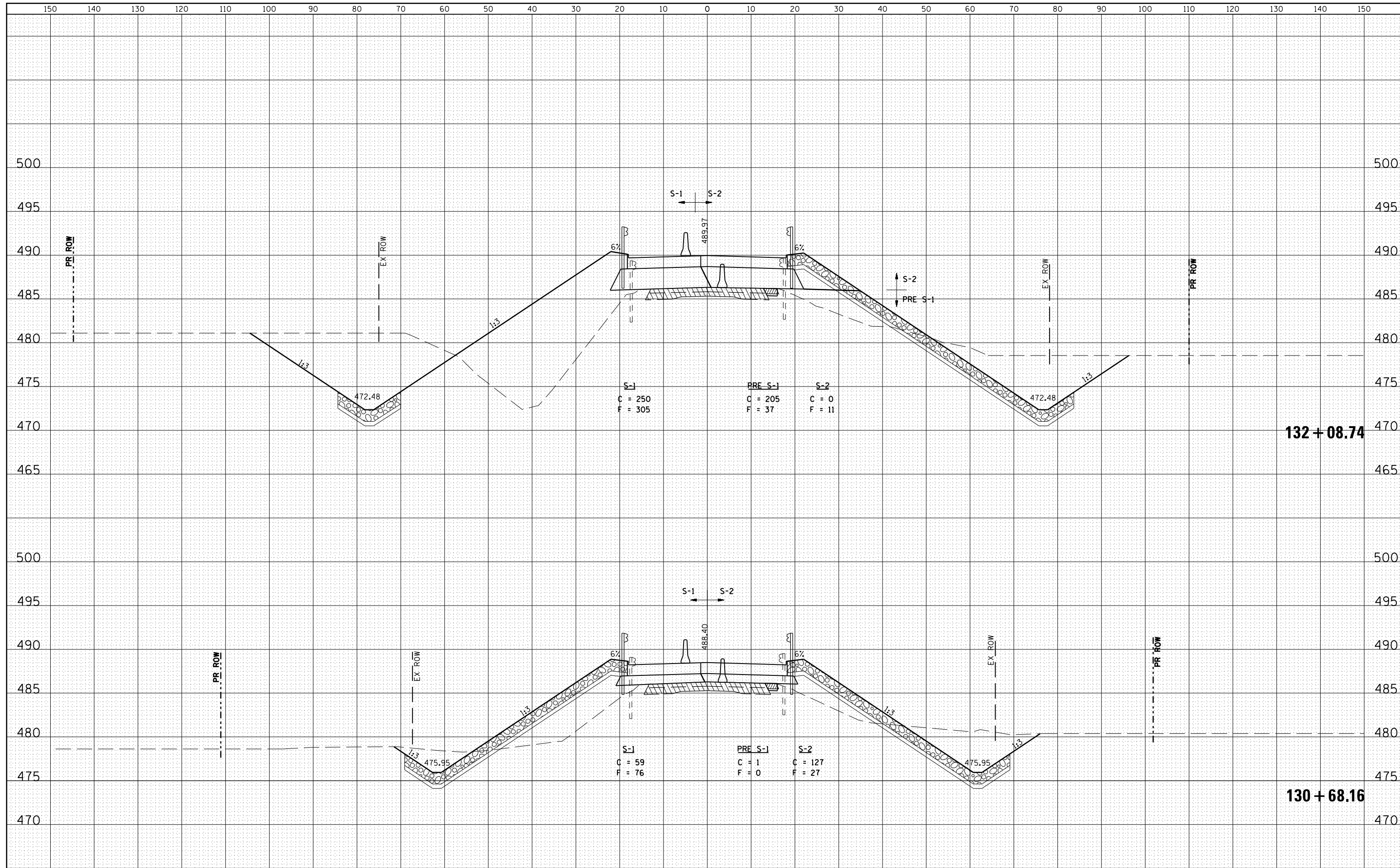
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NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED



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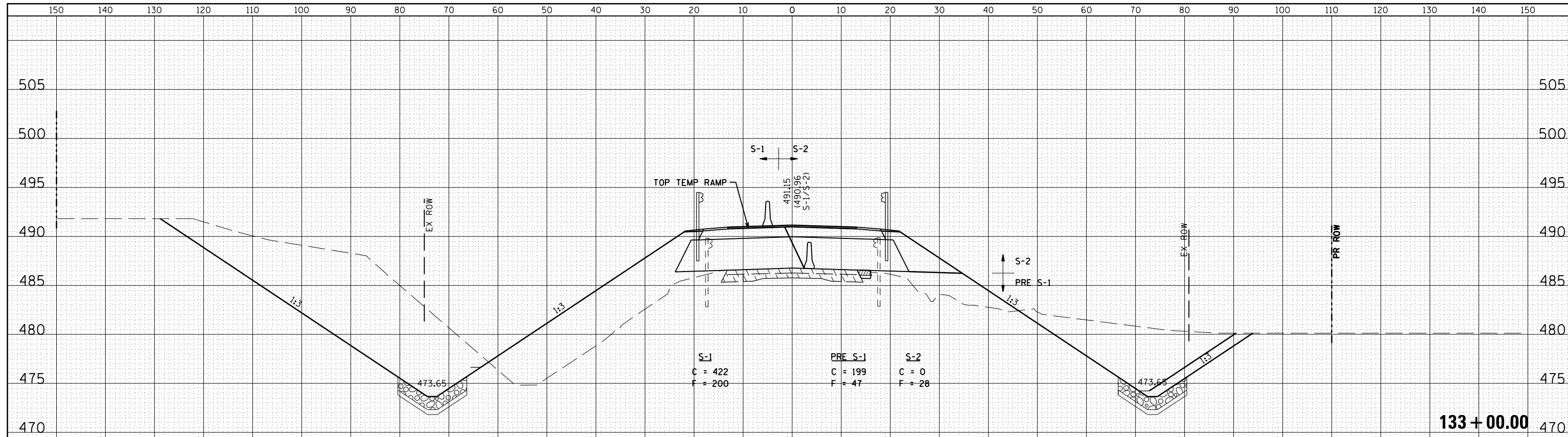
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BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

DATE	
BY	
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NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

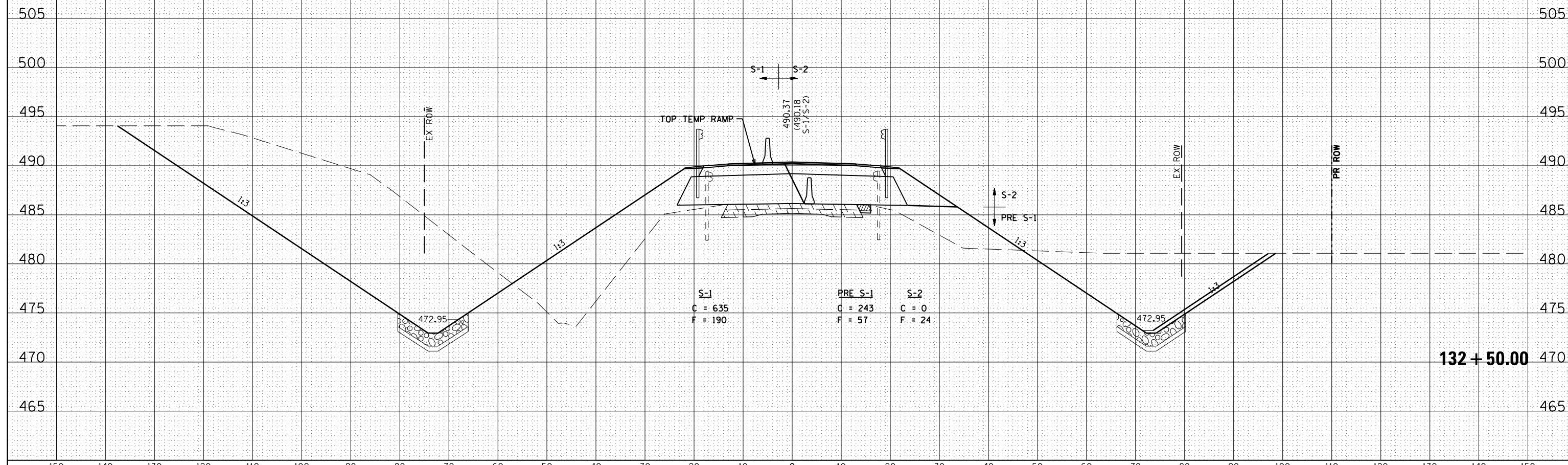


FILE NAME =	USER NAME = laughl1nr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS IL ROUTE 106			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pw_work\p1dot\laughl1nr1\d0238533\0672891-sh1-X5sh.t.dgn		DRAWN -	REVISED -		566	I(B2)	SCOTT	77	69			
PLOT SCALE = 20.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 72B91							
PLOT DATE = Aug-26-2010 11:20:17AM		DATE -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. 130+69.04 STA.	132+07.74	ILLINOIS FED. AID PROJECT			

DATE	
BY	
SURVEYED	
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TEMPLATE	
NOTE BOOK	
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NO.	

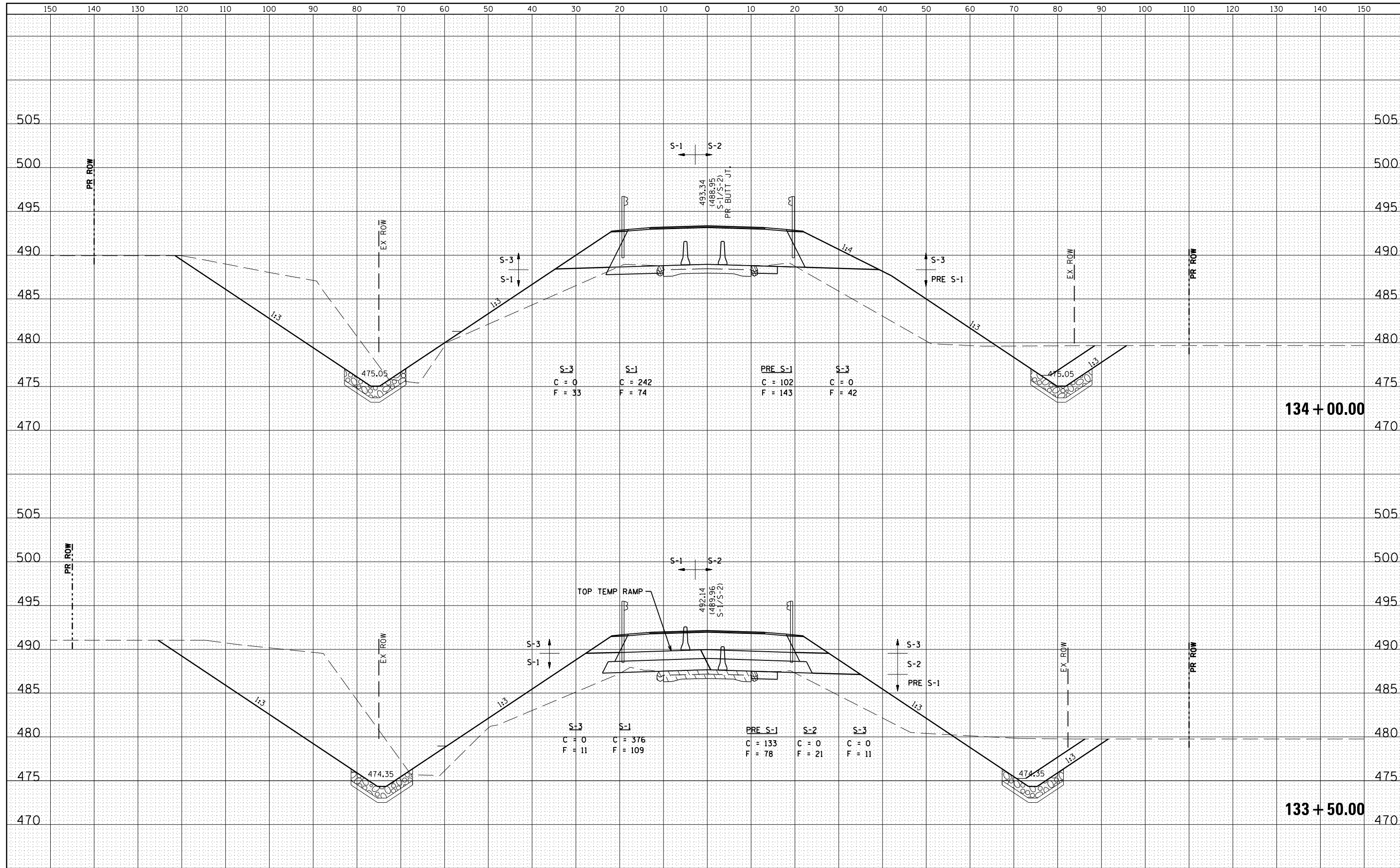


DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
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DATE	
BY	
FINAL SURVEY	
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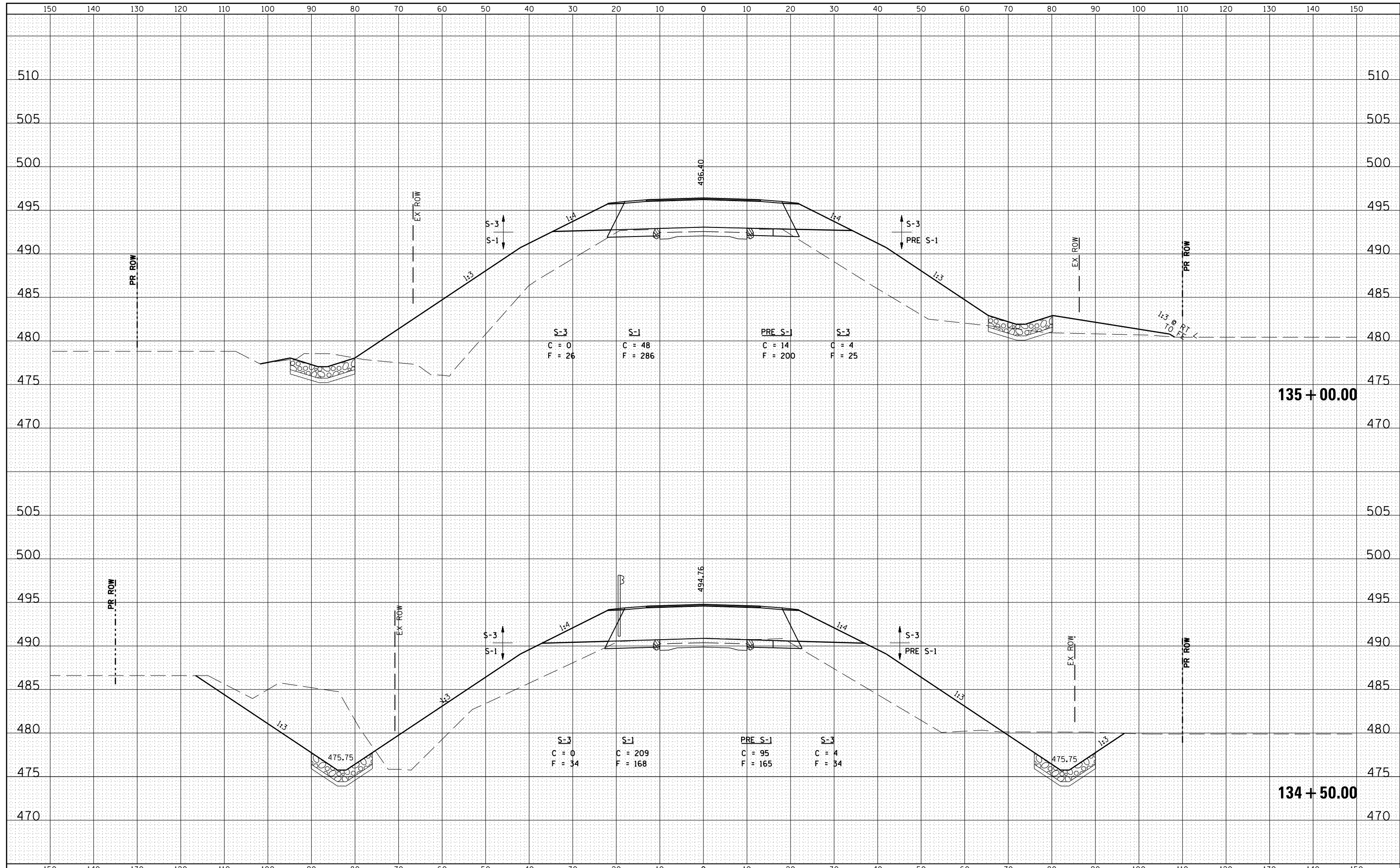
DATE	
BY	
ORIGINAL SURVEY	
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FILE NAME =	USER NAME = laughl1nr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS IL ROUTE 106			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pw_work\pwidot\laughl1nr1\d0238533\0672891-sht-X5sht.dgn		DRAWN -	REVISED -		566	I(B2)	SCOTT	77	71			
PLOT SCALE = 20.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 72B91							
PLOT DATE = Aug-26-2010 11:20:18AM		DATE -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. 133+50.00 STA. 134+00.00	ILLINOIS FED. AID PROJECT				

DATE	
BY	
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NOTE BOOK	
AREAS CHECKED	

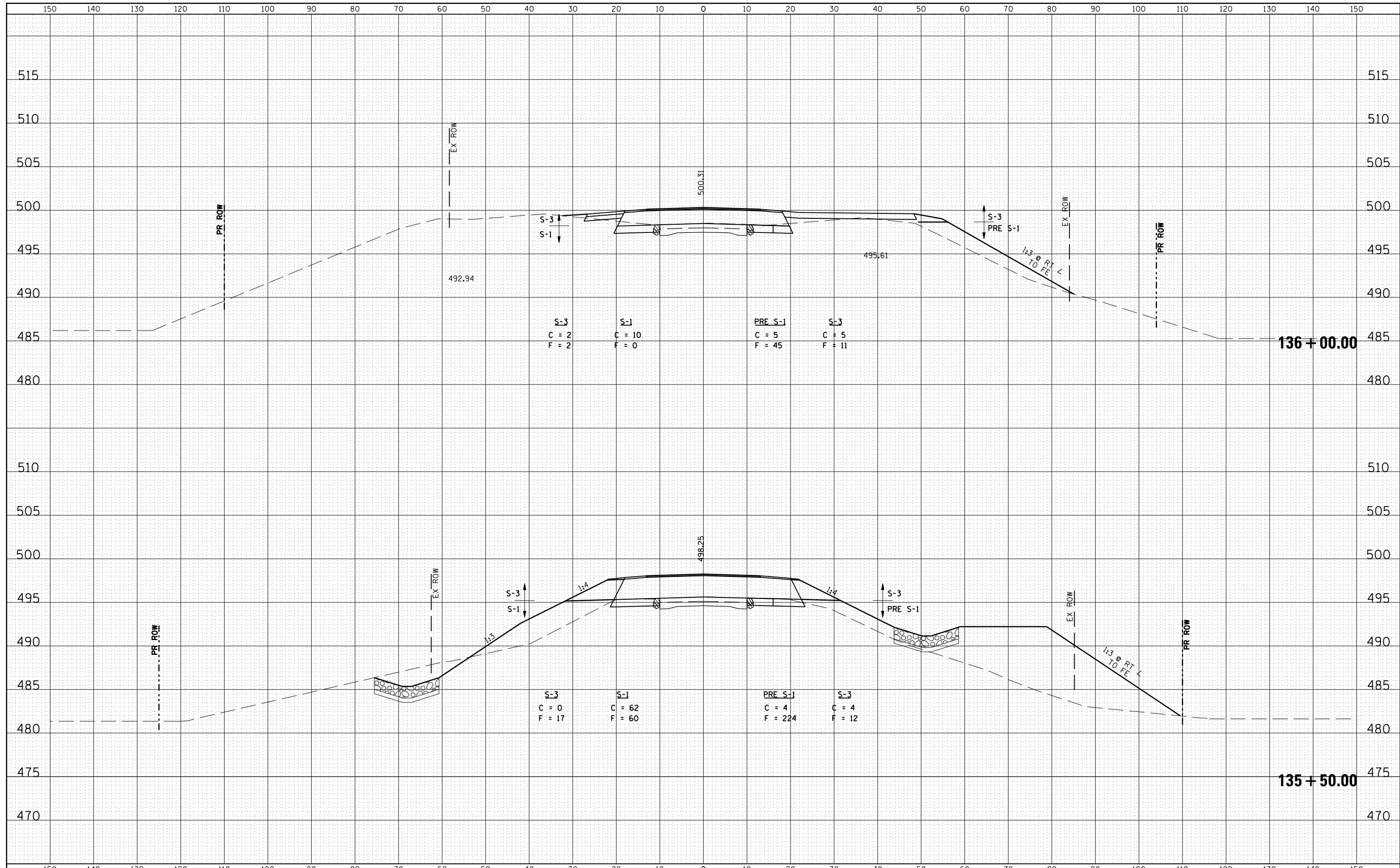
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NOTE BOOK	
AREAS CHECKED	



FILE NAME =	USER NAME = laughl1nr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS IL ROUTE 106			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pw_work\pwidot\laughl1nr1\d0238533\0672891-sh1-X5sh.t.dgn		DRAWN -	REVISED -		566	I(B2)	SCOTT	77	72			
PLOT SCALE = 20.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 72B91							
PLOT DATE = Aug-26-2010 11:20:19AM		DATE -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. 134+50.00 STA. 135+00.00	ILLINOIS FED. AID PROJECT				

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

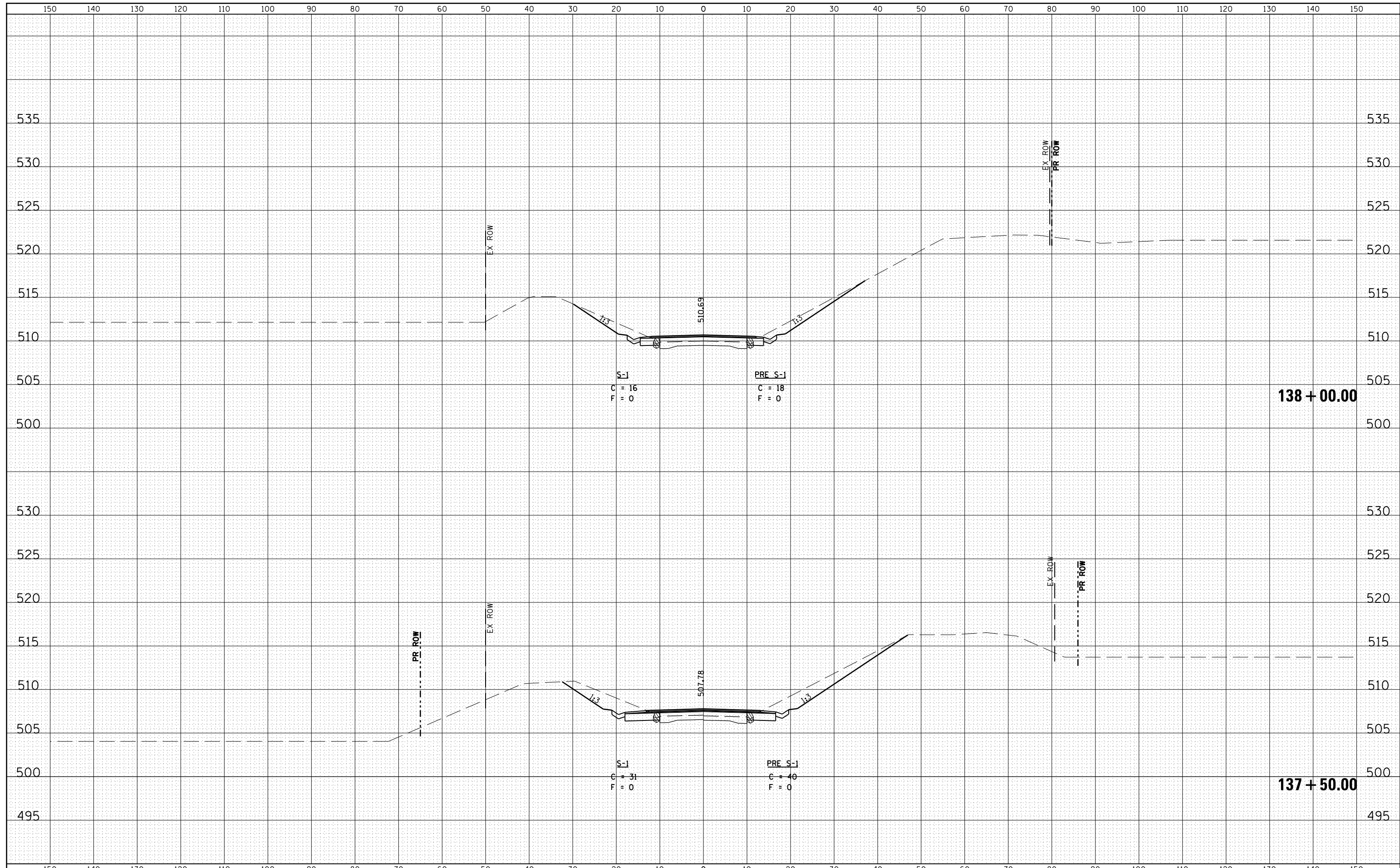
DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED



FILE NAME =	USER NAME = laughl1nr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS IL ROUTE 106			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pw_work\pwidot\laughl1nr1\d0238533\0672891-sh1-X5sh.t.dgn	PLOT SCALE = 20.0000' / in.	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	566	I(B2)	SCOTT	77	73
PLOT DATE = Aug-26-2010 11:20:20AM	DATE -	CHECKED -	REVISED -		STA. 135+50.00 STA.	136+00.00	CONTRACT NO. 72B91		ILLINOIS FED. AID PROJECT			
		REVISIED -	REVISED -									

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

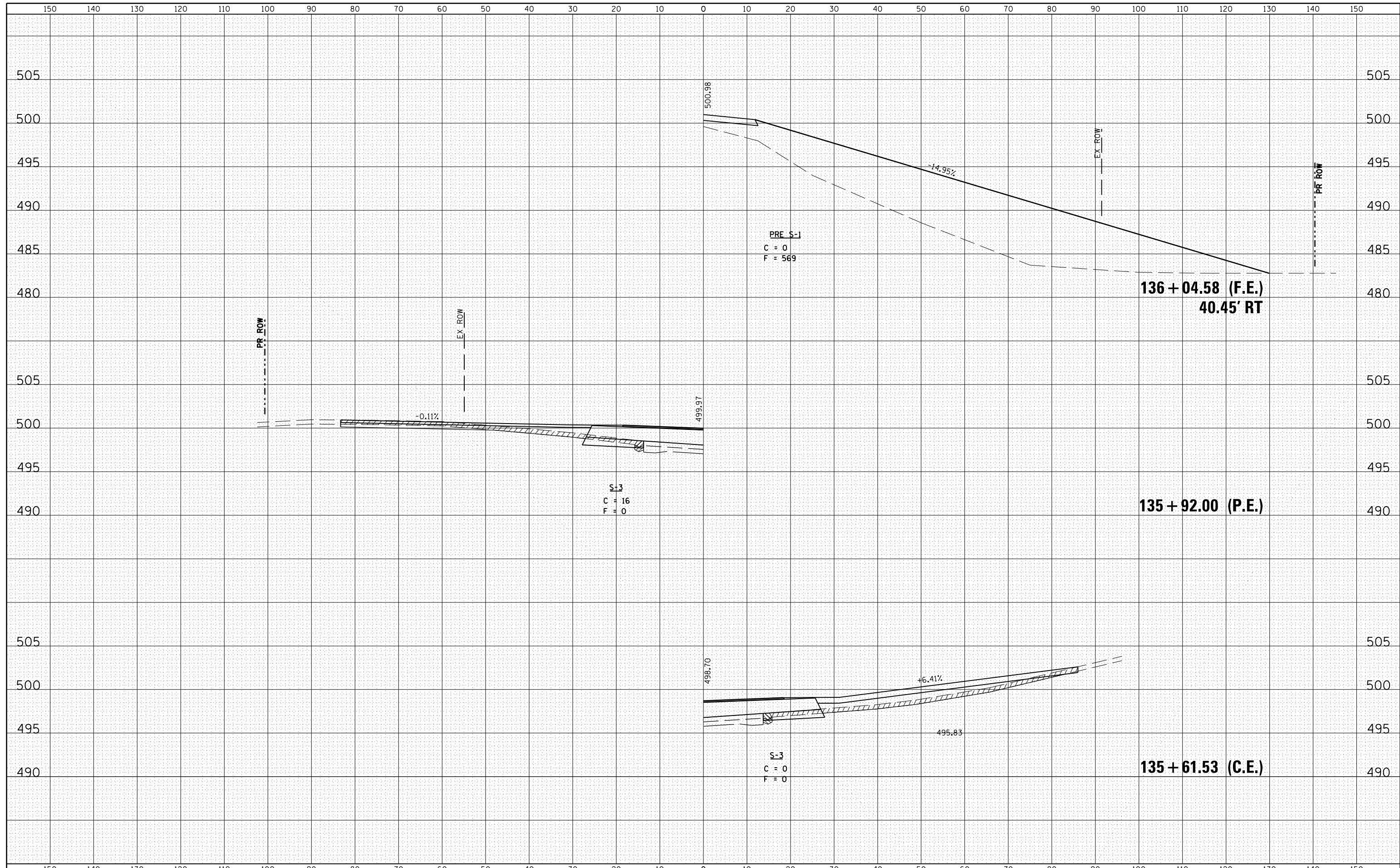
DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED



FILE NAME =	USER NAME = laughl1nr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS IL ROUTE 106			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pw_work\pwidot\laughl1nr1\d0238533\0672891-sh1-X5sh.t.dgn		DRAWN -	REVISED -		566	I(B2)	SCOTT	77	75			
PLOT SCALE = 20.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 72B91							
PLOT DATE = Aug-26-2010 11:20:21AM		DATE -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. 137+50.00 STA. 138+00.00	ILLINOIS FED. AID PROJECT				

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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	AREAS CHECKED

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



FILE NAME =	USER NAME = laughl1nr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ENTRANCE AND CROSSROAD SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pw\work\pwidot\laughl1nr1\d0238533\0672891-sht-X5sh.t.dgn	DRAWN -	REVISED -	566			I(B2)	SCOTT	77	77	
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 72B91							
PLOT DATE = Aug-26-2010 11:20:22AM	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
SCALE:						SHEET NO.	OF	SHEETS	STA.	TO STA.