

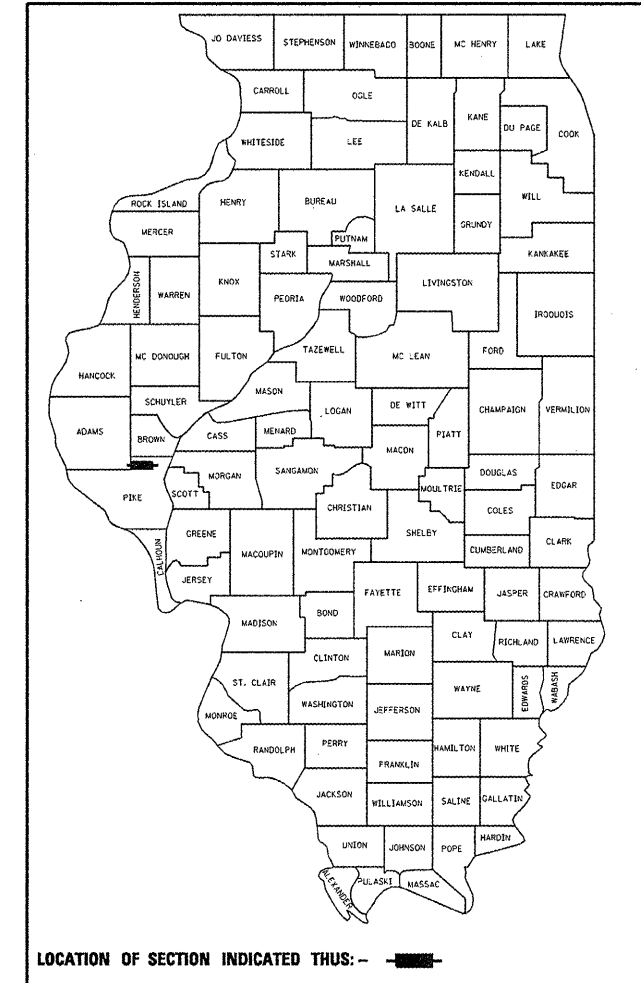
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED STRUCTURE
REPLACEMENT PLANS**

FAP ROUTE 745 (IL 104)
SECTION 108B-2
PROJECT: ACF-0745(163)
STRUCTURE REPLACEMENT - LIEHR CREEK
PIKE COUNTY
C-96-092-08

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-2	PIKE	64	1
FED. ROAD DIST. NO. 6		ILLINOIS	CONTRACT NO. 72981	

D-96-519-05



INDEX OF SHEETS

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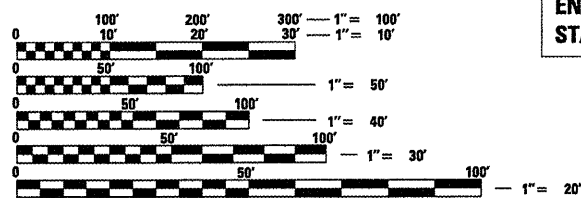
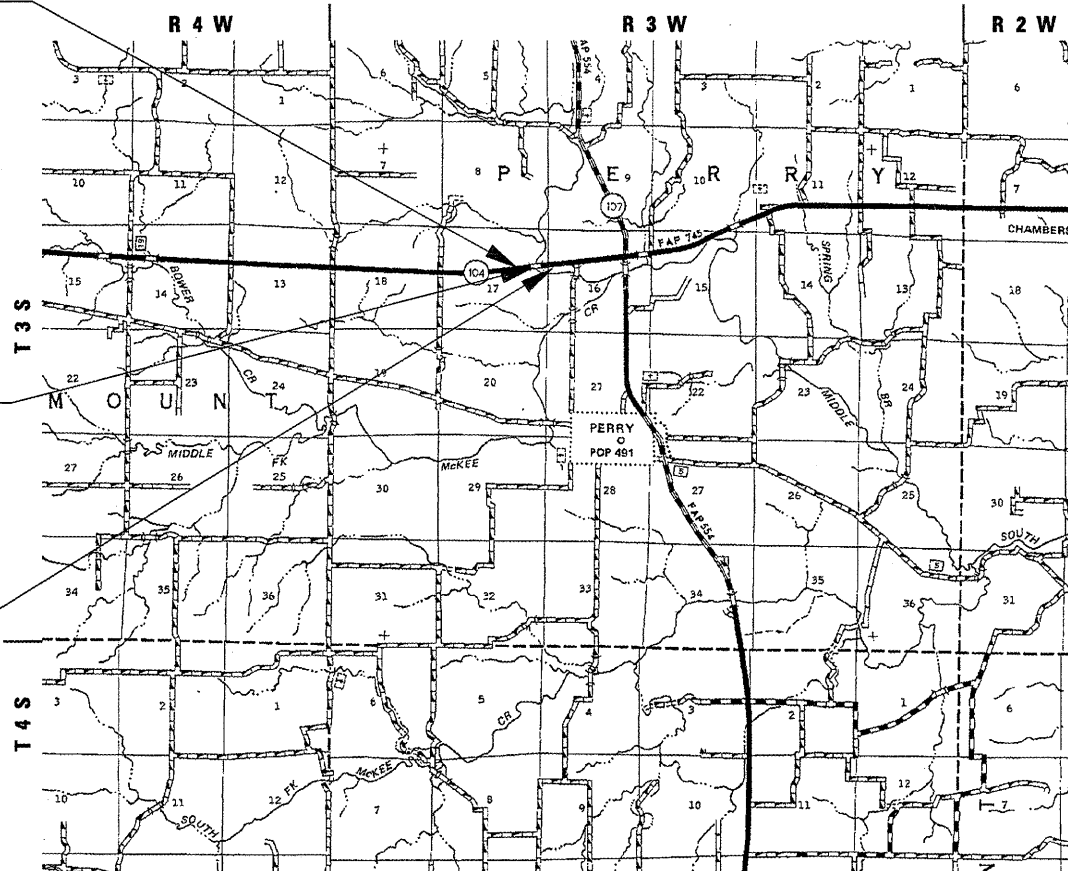
HIGHWAY STANDARDS

000001-06	609006-05	701201-04
001001-02	630001-09	701306-03
001006	631031-09	701321-11
280001-05	635006-03	701326-04
420401-08	635011-02	701901-01
515001-03	666001-01	704001-06
542401-01	701001-02	780001-02
	701006-03	781001-03

STA. 1945 + 29.60 PROJECT INCLUDES REMOVAL OF EXIST PRECAST CONCRETE DECK BEAM BRIDGE (SN 075-0030) AND REPLACEMENT WITH A SINGLE - SPAN BRIDGE WITH CONCRETE DECK ON PRECAST PRESTRESSED CONCRETE I-BEAMS ON OPEN ABUTMENTS; 39'-2" O TO O; 124'-0" BK TO BK OF ABUTMENT. (SN 075-0512)

BEGIN IMPROVEMENT
STA. 1940 + 60.00

END IMPROVEMENT
STA. 1950 + 75.00



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 J.U.L.I.E. (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS)
48 Hours (2 working days) Before You Dig.
TOLL FREE: 1 (800) 892-0123

PROJECT ENGINEER: MARK DUST (217) 785-0597
LEADER: MARK DUST (217) 785-0597
CONTRACT NO. 72981

APPROXIMATE SCALE: 0 1 2 MI

FAP 745 (IL 104)
FUNCTION CLASS = PRIMARY ARTERIAL
A.D.T. (2011) 800
SU (2011) 30
MU (2011) 120
PV (2011) 650
GROSS LENGTH = 1015.00 FT. = 0.192 MILE
NET LENGTH = 1015.00 FT. = 0.192 MILE

HE
HOELSCHER ENGINEERING
11 Executive Drive Suite 12
Fairview Heights, Illinois 62208
(618) 624-8610
(618) 624-8611 (fax)
2501 Chatham Road, Suite 120
Springfield, Illinois 62704
(217) 698-8610
(217) 698-8608 (fax)
115 North Hill Street
Champaign, Illinois 61820
(217) 351-8610
(217) 351-8611 (fax)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Sept 31 20 11
Roger A. Daskin
DEPUTY DIRECTOR OF HIGHWAYS, REGION 4 ENGINEER

Oct 14 20 11
Scott E. Stitt, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

Oct 14 20 11
Christine M. Reed, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

JEFFREY S. ANTONIO
PROFESSIONAL ENGINEER
ILLINOIS
DATE: 9-29-2011
LICENSE EXP. 11/30/2009

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 STARNDARD 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 1) REVIEWING AND CHECKING ALL SUCH INFORMATION AND DATA, VERIFYING IF ANY CONFLICTS EXIST WITH THE PROPOSED WORKED 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 745 (LIEHR CREEK) SECTION 108B-2, CONTRACT NO. 72981".
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.

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 LEVELING BINDER	HMA-BSE CSE WID. 10"	HMA SHOULDERS	
				BOTTOM LIFTS (6" SHLDR)	TOP LIFT
PG:	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 9.5 OR 12.5	IL 9.5	IL 19.0	IL 19.0	IL 9.5 OR 12.5
FRICTION AGGREGATE:	MIX C	N/A	N/A	N/A	N/A

DISTRICT SIX

EXAMINED August 19 20 11

Chris Walker

OPERATIONS ENGINEER

EXAMINED AUGUST 15 20 11

Tom F. L.

PROJECT IMPLEMENTATION ENGINEER

EXAMINED August 15 20 11

ARMLL

PROGRAM DEVELOPMENT ENGINEER

FILE NAME = P:\8807403-IL104 Over Liehr Creek\CADData\CADsheets\0672981-shr-gennote.dgn	USER NAME = default	DESIGNED -	REVISED -
PLOT SCALE = 40.0000' / IN.	CHECKED - JA	DATE - 6/13/11	REVISED -
PLOT DATE = 8/25/2011			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES AND COMMITMENTS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-2	PIKE	64	2
CONTRACT NO. 72981				
FED. ROAD DIST. NO. 6 [ILLINOIS] FED. AID PROJECT				

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	80% FEDERAL/20% STATE		TOTAL QUANTITY
			CONSTRUCTION CODE		
			RDWY	BRIDGE	
20100500	TREE REMOVAL, ACRES	ACRE	0.3		0.3
20200100	EARTH EXCAVATION	CU YD	4,051		4,051
20400800	FURNISHED EXCAVATION	CU YD	786		786
* 25000200	SEEDING, CLASS 2	ACRE	1.5		1.5
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	137		137
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	137		137
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	137		137
* 25000700	AGRICULTURAL GROUND LIMESTONE	TON	3.0		3.0
* 25100115	MULCH, METHOD 2	ACRE	1.5		1.5
28000200	EARTH EXCAVATION FOR EROSION CONTROL	CU YD	48		48
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	150		150
28000400	PERIMETER EROSION BARRIER	FOOT	734		734
28001000	AGGREGATE (EROSION CONTROL)	TON	124		124
28100107	STONE RIPRAP, CLASS A4	SQ YD	2,805	150	2,955
28200200	FILTER FABRIC	SQ YD	2,805	1,390	4,195
28401600	SLOPE MATTRESS, 18"	SQ YD		1,166	1,166
35600716	HOT-MIX ASPHALT BASE COURSE WIDENING, 10"	SQ YD	1,263		1,263
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	0.9		0.9
40600300	AGGREGATE (PRIME COAT)	TON	4.4		4.4
40600625	LEVELING BINDER (MACHINE METHOD) N50	TON	186		186
40600895	CONSTRUCTING TEST STRIP	EACH	1		1
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	160		160
40600990	TEMPORARY RAMP	SQ YD	108		108
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	183		183
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	32		32
42001500	P.C. CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT	SQ YD	22		22
44000100	PAVEMENT REMOVAL	SQ YD	352		352
44000400	GUTTER REMOVAL	FOOT	167		167
44004000	PAVED DITCH REMOVAL	FOOT	430		430
44004250	PAVED SHOULDER REMOVAL	SQ YD	313		313
48101200	AGGREGATE SHOULDERS, TYPE B	TON	80		80
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	193		193
48203100	HOT-MIX ASPHALT SHOULDERS	TON	178		178
50100100	REMOVAL OF EXISTING STRUCTURES	EACH		1	1
50105220	PIPE CULVERT REMOVAL	FOOT	30		30
50200100	STRUCTURE EXCAVATION	CU YD		436	436
50300225	CONCRETE STRUCTURES	CU YD		109.9	109.9
50300255	CONCRETE SUPERSTRUCTURE	CU YD		340.2	340.2
50300260	BRIDGE DECK GROOVING	SQ YD		469	469
50300280	CONCRETE ENCASEMENT	CU YD		6.6	6.6
50300300	PROTECTIVE COAT	SQ YD		865	865
50400745	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BULB T-BEAMS, 72"	FOOT		728.0	728.0
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND		2,670	2,670

* SPECIALTY ITEM

CODE NO.	ITEM	UNIT	80% FEDERAL/20% STATE		TOTAL QUANTITY
			CONSTRUCTION CODE		
			RDWY	BRIDGE	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND		77,410	77,410
50800515	BAR SPLICERS	EACH		640	640
51201900	FURNISHING STEEL PILES, HP14X89	FOOT		207	207
51500100	NAME PLATES	EACH		1	1
52100520	ANCHOR BOLTS, 1"	EACH		24	24
542A0217	PIPE CULVERT, CLASS A, TY 1, 12"	FOOT	22		22
54215547	METAL END SECTIONS, 12"	EACH	2		2
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD		65	65
60900215	TY C INLET BOX, 609001	EACH	2		2
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	800		800
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4		4
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4		4
63200310	GUARDRAIL REMOVAL	FOOT	1,152		1,152
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	10		10
67100100	MOBILIZATION	L SUM	1		1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1		1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1		1
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1		1
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1		1
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	10		10
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1		1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	306		306
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	100		100
70400100	TEMPORARY CONCRETE BARRIER	FOOT	500		500
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	475		475
* 78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	2,284		2,284
* 78100100	RAISED REFLECTIVE PAVEMENT MARKERS	EACH	9		9
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	10		10
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4		4
78300100	PAVEMENT MARKING REMOVAL	SQ FT	770		770
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	9		9
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH		22	22
Z0013798	CONSTRUCTION LAYOUT	L SUM	1		1
Z0029604	HEADWALL REMOVAL	EACH	1		1
* Z0030260	IMPACT ATTENUATORS TEMPORARY (FULLY RE-DIRECTIVE, NARROW), TEST LEVEL 3	EACH	2		2
* Z0030332	IMPACT ATTENUATORS RELOCATE (FULLY RE-DIRECTIVE, NARROW), TEST LEVEL 3	EACH	2		2
Z0046304	PIPE UNDERDRAINS FOR STRUCTURE, 4"	FOOT		191	191
* Z0065000	SETTING PILES IN ROCK	EACH		12	12
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ FT		2,253	2,253
X2070304	POROUS GRANULAR EMBANKMENT (SPECIAL)	CU YD		535	535
* X7200201	WIDTH RESTRICTION SIGNING	L SUM	1		1

USER NAME : sparksgv	DESIGNED -	REVISED -
PLLOT SCALE : 40.0000 1/2 in.	DRAWN -	REVISED -
PLLOT DATE : Sep-01-2011 08:58:03AM	CHECKED - JA	REVISED -
	DATE - 6/13/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.P. RTE. 745	SECTION 108B-2	COUNTY PIKE	TOTAL SHEETS 64	SHEET NO. 3
CONTRACT NO. 72981				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

PAVING SCHEDULE																	
LOCATION			BITUMINOUS MATERIAL (PRIME COAT)	AGGREGATE (PRIME COAT)	HMA BASE COURSE WIDENING, 10"	LEVELING BINDER (MACHINE METHOD), N50	HMA SURFACE COURSE, MIX "C", N50	BRIDGE APPROACH PAVEMENT	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	P.C. CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT	HMA SHOULDERS, 6"	HMA SHOULDERS	AGGREGATE SHOULDERS, TYPE B	HMA SURFACE REMOVAL-BUTT JOINT	TEMPORARY RAMP	RAISED REFLECTIVE PAVEMENT MARKERS	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
STA.	STA.		(TON)	(TON)	(SQ YD)	(TON)	(TON)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(TON)	(TON)	(SQ YD)	(SQ YD)	(EACH)	(EACH)
MAINLINE																	
1940+60.00	to	1940+90.00	0.03	0.2										80	54		
1940+90.00	to	1941+05.00	0.02	0.1													
1941+05.00	to	1944+80.20	0.4	2.0												5	5
1944+80.20	to	1944+86.20							16								
1944+86.20	to	1945+16.20															
1946+40.20	to	1946+70.20															
1946+70.20	to	1946+76.20															
1946+76.20	to	1950+30.00	0.4	1.9	393	71	79										
1950+30.00	to	1950+45.00	0.02	0.1	10	3	3										
1950+45.00	to	1950+75.00	0.03	0.2	17		7										
RT SHLD																	
1940+80.00	to	1941+30.00			28							4	2				
1941+30.00	to	1944+86.20			231							46	19				
1946+70.20	to	1946+86.20															
1946+86.20	to	1950+25.00			226							34	16				
1950+25.00	to	1950+75.00			28							5	2				
LT SHLD																	
1940+80.00	to	1944+86.20			181							90	50	22			
1946+70.20	to	1946+86.20															
1946+86.20	to	1950+25.00			151							75	34	17			
1950+25.00	to	1950+75.00										28	5	2			
TOTALS=			0.9	4.4	1,263	186	183	251	32	49	193	178	80	160	108	9	9

GUARDRAIL SCHEDULE								
LOCATION			STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	TERMINAL MARKERS-DIRECT APPLIED	GUARDRAIL MARKERS, TYPE A	GUARDRAIL REMOVAL
STA.	STA.		(FOOT)	(EACH)	(EACH)	(EACH)	(EACH)	(FOOT)
RT SHLD								
1940+83	to	1941+08						
1941+08	to	1944+58	350		1	1		3
1944+58	to	1945+01		1				
1943+56	to	1947+63						407
1946+55	to	1946+98		1				
1946+98	to	1948+23	125					2
1948+23	to	1948+48			1	1		
LT SHLD								
1943+08	to	1943+33			1	1		
1943+33	to	1944+58	125					2
1944+58	to	1945+01		1				
1940+80	to	1948+25						745
1946+55	to	1946+98		1				
1946+98	to	1948+98	200					3
1948+98	to	1949+23			1	1		
TOTALS=			800	4	4	4	10	1,152

TEMPORARY EROSION CONTROL SCHEDULE							
LOCATION				PERIMETER EROSION BARRIER	EARTH EXC FOR EROS CONTROL	AGGR (EROSION CONTROL)	
STA.	STA.	STA.		(FOOT)	(CU YD)	(TON)	
1941+07.00	23.7' LT	to	1943+50.00	121.5' LT	295		
1941+50.00	30.7' RT					7	
1942+00.00	32.9' RT					7	
1942+50.00	36.0' RT					7	
1943+00.00	37.6' RT					7	
1943+50.00	38.6' RT					7	
1944+00.00	39.7' RT					7	
1944+50.00	40.1' RT					7	
1945+00.00	40.6' RT					7	
1945+00.00	100.3' LT					6	
1945+18.00	103.1' LT				12	3	
1945+35.00	105.2' LT					6	
1945+40.00	112.1' LT	to	1946+07.80	89.1' RT	214		
1945+40.00	45.2' RT					7	
1945+60.00	47.9' RT				12	3	
1945+73.50	116.9' LT	to	1946+52.70	90.0' RT	225		
1945+80.00	51.3' RT					7	
1945+90.00	104.7' LT					6	
1946+17.50	97.5' LT				12	3	
1946+45.00	89.4' LT					6	
1946+50.00	80.3' RT					6	
1946+73.00	79.2' RT				12	3	
1946+95.00	76.5' RT					6	
1947+00.00	75.2' LT					6	
TOTALS=					734	48	124

REMOVAL SCHEDULE								
LOCATION			GUTTER REMOVAL	PAVED DITCH REMOVAL	HEADWALL REMOVAL	PIPE CULVERT REMOVAL	PAVED SHOULDER REMOVAL	PAVEMENT REMOVAL
STA.	STA.		(FOOT)	(FOOT)	(EACH)	(FOOT)	(SQ YD)	(SQ YD)
1943+85.00	to	1945+38.00					136	
1944+80.20	to	1945+38.00						180
1940+80.00	to	1945+10.00	RT	430				
1945+10.00			RT		1			
1945+10.00	to	1945+40.00	RT			30		
1946+21.00	to	1948+20.00					177	
1946+21.00	to	1946+76.20						172
1948+20.00	to	1948+91.00	RT	71				
1948+20.00	to	1949+16.00	LT	96				
TOTALS=			167	430	1	30	313	352

SEEDING SCHEDULE										
LOCATION			AREA LEFT	AREA RIGHT	SEEDING, CLASS 2	MULCH, METHOD 2	AGR GND LIMESTONE	NITROGEN FERT NUTRIENT	PHOSPH FERT NUTRIENT	POTASSIUM FERT NUTRIENT
STA.	STA.		(SQ FT)	(SQ FT)	(ACRE)	(ACRE)	(TON)	(POUND)	(POUND)	(POUND)
1940+60.00	to	1941+00.00	0	0	0.00	0.00	0.00	0	0	0
1941+00.00	to	1941+50.00	1,975	25	0.05	0.05	0.09	4	4	4
1941+50.00	to	1942+00.00	4,000	100	0.09	0.09	0.19	8	8	8
1942+00.00	to	1942+50.00	3,975	200	0.10	0.10	0.19	9	9	9
1942+50.00	to	1943+00.00	4,550	300	0.11	0.11	0.22	10	10	10
1943+00.00	to	1943+50.00	5,100	375	0.13	0.13	0.25	11	11	11
1943+50.00	to	1944+00.00	4,800	425	0.12	0.12	0.24	11	11	11
1944+00.00	to	1944+50.00	4,375	475	0.11	0.11	0.22	10	10	10
1944+50.00	to	1944+86.20	2,824	362	0.07	0.07	0.15	7	7	7
1944+86.20	to	1945+16.20	1,095	150	0.03	0.03	0.06	3	3	3
1946+86.00	to	1947+00.00	770	728	0.03	0.03	0.07	3	3	3
1947+00.00	to	1947+50.00	2,450	2,500	0.11	0.11	0.23	10	10	10
1947+50.00	to	1948+00.00	2,000	2,225	0.10	0.10	0.19	9	9	9
1948+00.00	to	1948+50.00	1,750	1,925	0.08	0.08	0.17	8	8	8
1948+50.00	to	1949+00.00	1,600	1,975	0.08	0.08	0.16	7	7	7
1949+00.00	to	1949+50.00	1,650	2,125	0.09	0.09	0.17	8	8	8
1949+50.00	to	1950+00.00	1,750	2,100	0.09	0.09	0.18	8	8	8
1950+00.00	to	1950+50.00	1,675	2,025	0.08	0.08	0.17	8	8	8
1950+50.00	to	1951+00.00	800	975	0.04	0.04	0.08	4	4	4
TOTALS=					1.5	1.5	3.0	137	137	137

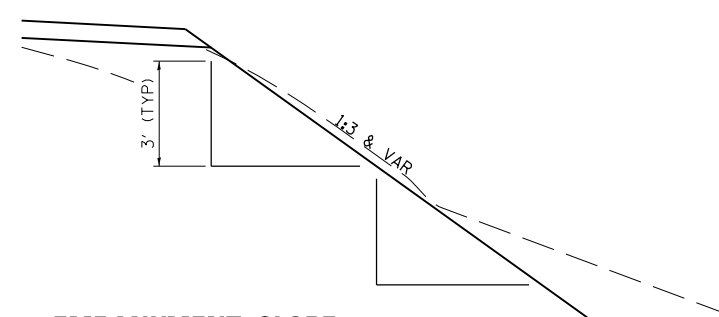
EARTHWORK SCHEDULE					
LOCATION		EARTH EXCAVATION	EARTH EXCAVATION ADJUSTMENT FOR SHRINKAGE	EMBANKMENT (FILL)	EARTH BALANCE WASTE (+) OR SHORTAGE (-) (FURNISHED EXCAVATION)
STA.	STA.	CU YD	CU YD	CU YD	CU YD
PRE-STAGE I					
1940+80.00	to	1945+16.20	89	67	0
1946+40.20	to	1950+75.00	91	68	212
STAGE I					
1940+80.00	to	1945+16.20	474	356	39
1946+40.20	to	1950+75.00	355	266	1,328
STAGE II					
1940+80.00	to	1945+16.20	740	555	970
1946+40.20	to	1950+75.00	494	371	1,215
CHANNEL					
00+00	to	2+10.00	1,808	1,356	60
TOTALS=			4,051	3,038	3,824
EARTH EMBANKMENT SHRINKAGE FACTOR = 25%					

TEMPORARY TRAFFIC CONTROL ITEM SCHEDULE						
LOCATION		TEMP CONC BARRIER	RELOCATE TEMP CONC BARRIER	IMPACT ATTEN TEMP (FULLY RE-DIRECT, NAR), TEST LEVEL 3 (EACH)	IMPACT ATTEN RELOC (FULLY RE-DIRECT, NAR), TEST LEVEL 3 (EACH)	
STA.	STA.	(FOOT)	(FOOT)	(EACH)	(EACH)	
1943+30.50	4.30' LT	to	1948+30.50	4.30' LT	500	
1943+43.00	5.25' RT	to	1948+18.00	4.75' RT	475	
1943+25.00	4.30' LT					
1943+38.00	5.25' RT					
1948+23.00	4.75' RT					
1948+35.00	4.30' LT					
TOTALS=		500	475	2	2	

TREE REMOVAL SCHEDULE					
LOCATION					TREE REM, ACRES
STA.	STA.	STA.	STA.	STA.	(ACRE)
1941+35.00	84' LT	to	1941+78.00	80' LT	0.01
1942+00.00	41' RT	to	1944+50.00	52' RT	0.03
1944+40.00	104' LT	to	1945+43.00	52' LT	0.11
1945+12.00	65' RT	to	1946+18.00	88' RT	0.07
1945+67.00	121' LT	to	1946+10.00	111' LT	0.02
1946+33.00	76' RT	to	1947+48.00	71' RT	0.05
1946+40.00	32' LT	to	1946+70.00	36' LT	0.01
TOTALS =					0.30

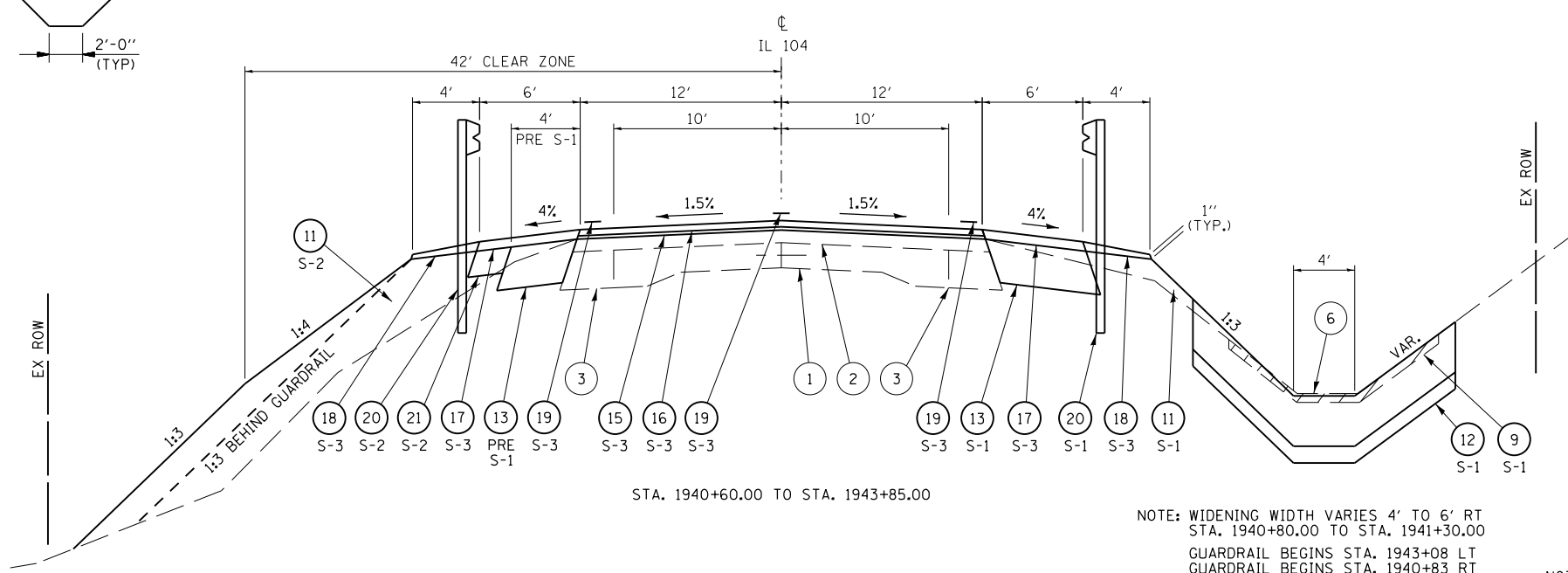
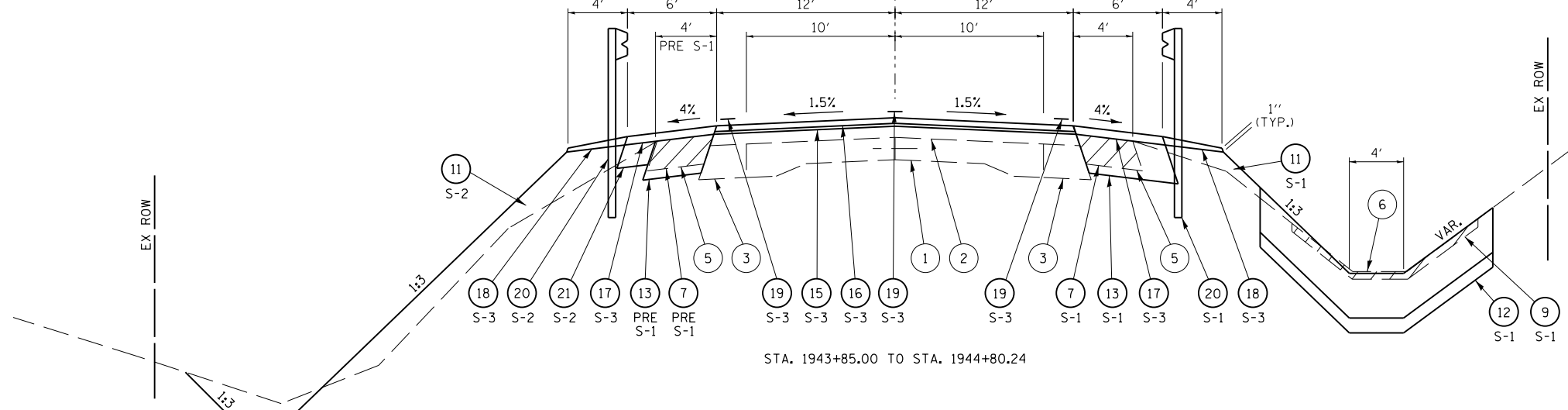
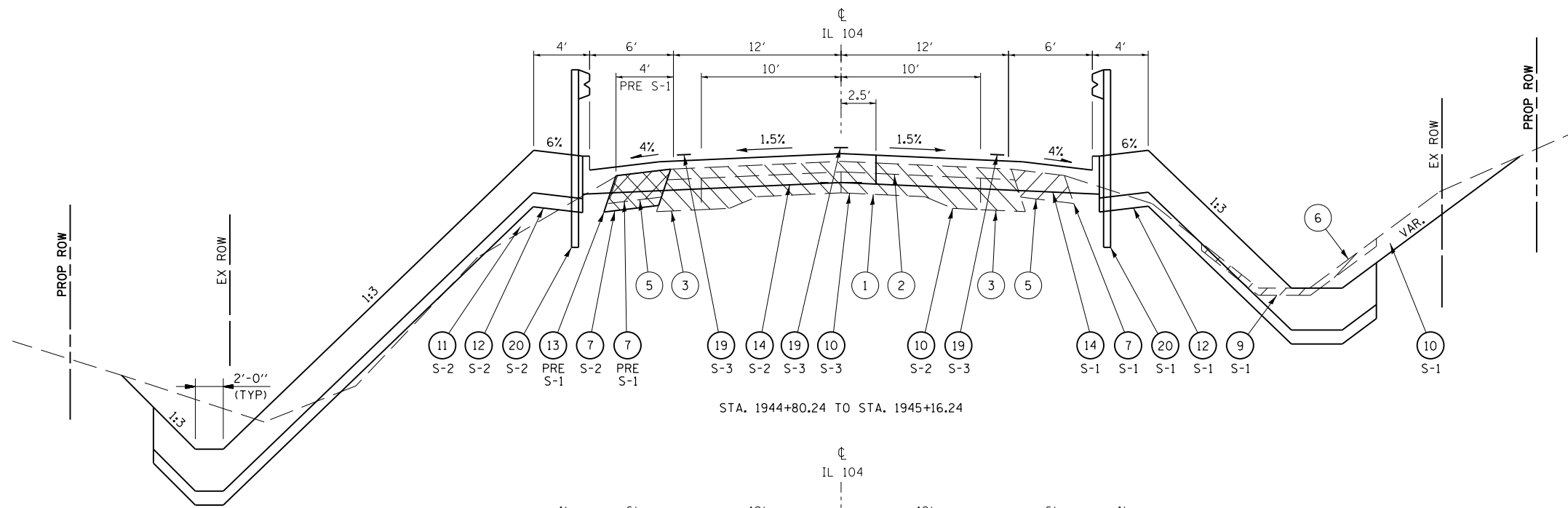
PAVEMENT MARKING SCHEDULE							

EMBANKMENT SLOPE STEPPING DETAIL



LEGEND

- 1 EXIST. PCC PAVEMENT 9-6-9
- 2 EXIST. HMA RESURFACING, 6"
- 3 EXIST. HMA BASE CSE WIDENING 9"
- 4 EXIST. CONCRETE GUTTER
- 5 EXIST. HMA SHOULDERS, 12"
- 6 EXIST. CONC. PAVED DITCH
- 7 PROP. PAVED SHOULDER REMOVAL
- 8 PROP. GUTTER REMOVAL
- 9 PROP. PAVED DITCH REMOVAL
- 10 PROP. PAVMENT REMOVAL
- 11 PROP. EARTHWORK (EXCAVATION & EMBANKMENT)
- 12 PROP. RIPRAP, CLASS A4
- 13 PROP. HMA BSE CRSE WIDENING, 10"
- 14 PROP. BRIDGE APPROACH PAVEMENT (STD 420401)
- 15 PROP. LEVELING BINDER (MACHINE METH), N50, 3/4" & VAR
- 16 PROP. HMA SURFACE CRSE, MIX C, N50, 1 1/2"
- 17 PROP. HMA SHOULDERS, 2 1/4"
- 18 PROP. AGGREGATE SHOULDERS, TYPE B
- 19 PROP. PAINT PAVEMENT MARKING - LINE 5"
- 20 PROP. GUARDRAIL
- 21 PROP. HMA SHOULDERS, 6"



NOTE: WIDENING WIDTH VARIES 4' TO 6' RT
 STA. 1940+80.00 TO STA. 1941+30.00
 GUARDRAIL BEGINS STA. 1943+08 LT
 GUARDRAIL BEGINS STA. 1940+83 RT

NOT TO SCALE

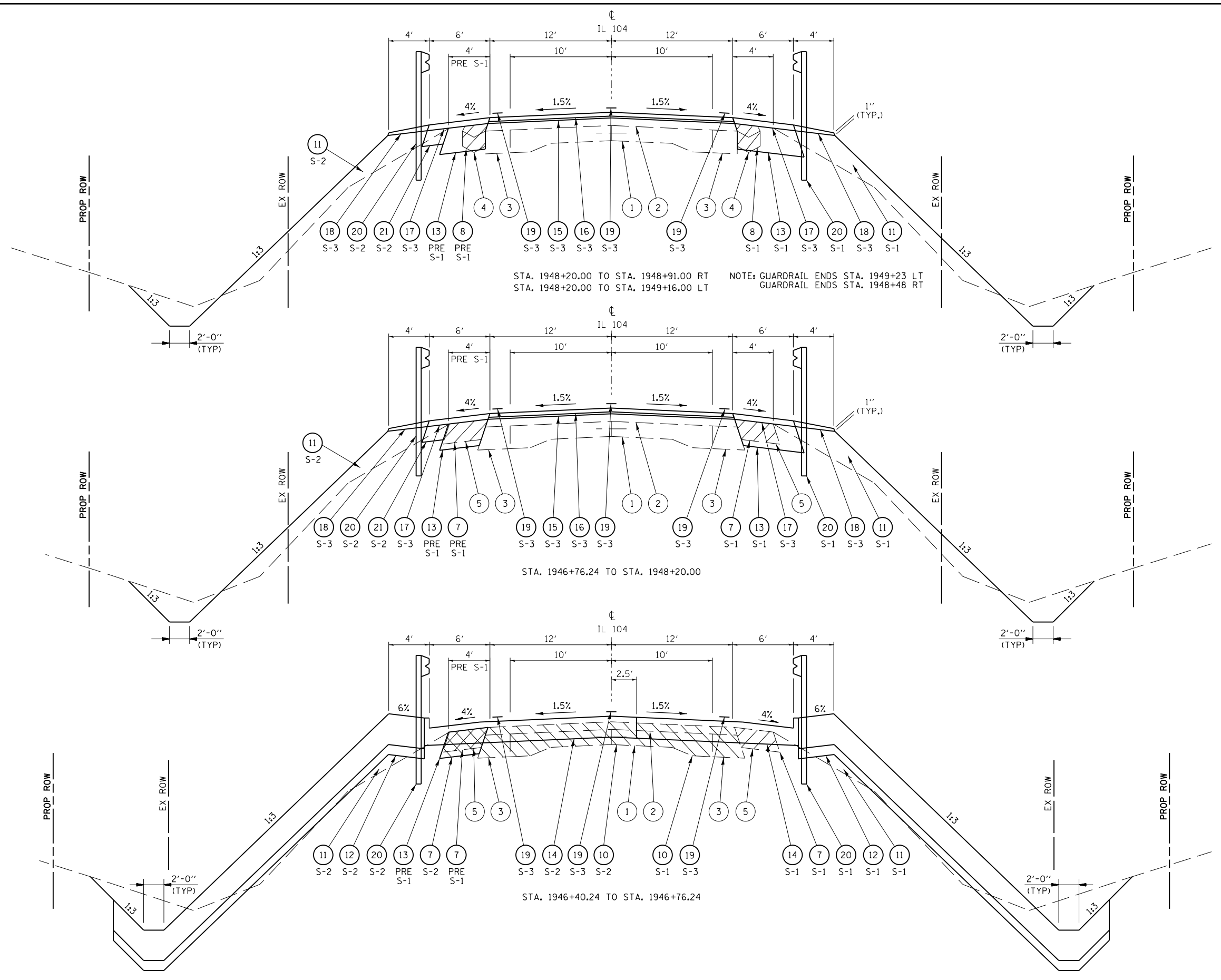
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

USER NAME = sparksgw	DESIGNED -	REVISED -
	DRAWN - AAD	REVISED -
PLOT SCALE = 10.0000' / in.	CHECKED - JA	REVISED -
PLOT DATE = Sep-01-2011 08:58:33AM	DATE - 6/13/11	REVISED -

SCALE: NONE	SHEET NO.	OF SHEETS	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-2	PIKE	64	5
CONTRACT NO. 72981				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



LEGEND

- ① EXIST. PCC PAVEMENT 9-6-9
- ② EXIST. HMA RESURFACING, 6"
- ③ EXIST. HMA BASE CRSE WIDENING 9"
- ④ EXIST. CONCRETE GUTTER
- ⑤ EXIST. HMA SHOULDERS, 12"
- ⑥ EXIST. CONC. PAVED DITCH
- ⑦ PROP. PAVED SHOULDER REMOVAL
- ⑧ PROP. GUTTER REMOVAL
- ⑨ PROP. PAVED DITCH REMOVAL
- ⑩ PROP. PAVMENT REMOVAL
- ⑪ PROP. EARTHWORK (EXCAVATION & EMBANKMENT)
- ⑫ PROP. RIPRAP, CLASS A4
- ⑬ PROP. HMA BSE CRSE WIDENING, 10"
- ⑭ PROP. BRIDGE APPROACH PAVEMENT (STD 420401)
- ⑮ PROP. LEVELING BINDER (MACHINE METH), N50, 3/4" & VAR
- ⑯ PROP. HMA SURFACE CRSE, MIX C, N50, 1 1/2"
- ⑰ PROP. HMA SHOULDERS, 2 1/4"
- ⑱ PROP. AGGREGATE SHOULDERS, TYPE B
- ⑲ PROP. PAINT PAVEMENT MARKING - LINE 5"
- ⑳ PROP. GUARDRAIL
- ㉑ PROP. HMA SHOULDERS, 6"

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

USER NAME = sparksgw	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000' / in.	CHECKED - JA	REVISED -
PLOT DATE = Sep-01-2011 08:58:33AM	DATE - 6/13/11	REVISED -

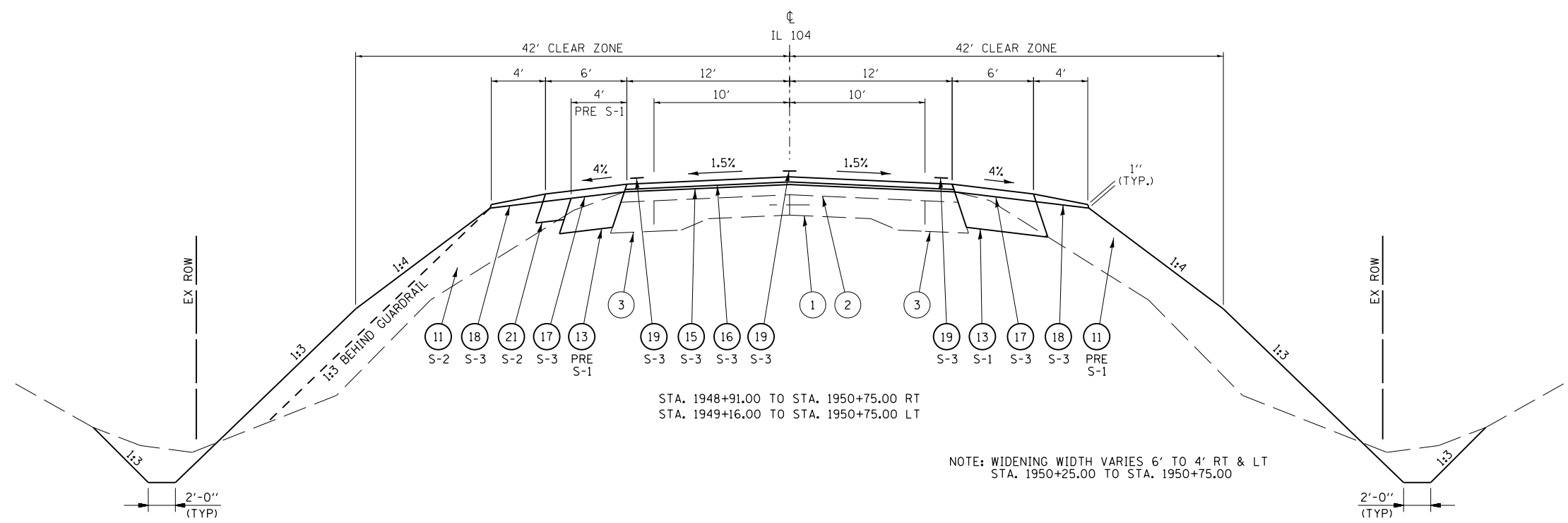
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-2	PIKE	64	6
CONTRACT NO. 72981				

NOT TO SCALE

LEGEND

- ① EXIST. PCC PAVEMENT 9-6-9
- ② EXIST. HMA RESURFACING, 6"
- ③ EXIST. HMA BASE CSE WIDENING 9"
- ④ EXIST. CONCRETE GUTTER
- ⑤ EXIST. HMA SHOULDERS, 12"
- ⑥ EXIST. CONC. PAVED DITCH
- ⑦ PROP. PAVED SHOULDER REMOVAL
- ⑧ PROP. GUTTER REMOVAL
- ⑨ PROP. PAVED DITCH REMOVAL
- ⑩ PROP. PAVMENT REMOVAL
- ⑪ PROP. EARTHWORK (EXCAVATION & EMBANKMENT)
- ⑫ PROP. RIPRAP, CLASS A4
- ⑬ PROP. HMA BSE CRSE WIDENING, 10"
- ⑭ PROP. BRIDGE APPROACH PAVEMENT (STD 420401)
- ⑮ PROP. LEVELING BINDER (MACHINE METH), N50, 3/4" & VAR
- ⑯ PROP. HMA SURFACE CRSE, MIX C, N50, 1 1/2"
- ⑰ PROP. HMA SHOULDERS, 2 1/4"
- ⑱ PROP. AGGREGATE SHOULDERS, TYPE B
- ⑲ PROP. PAINT PAVEMENT MARKING - LINE 5"
- ⑳ PROP. GUARDRAIL
- ㉑ PROP. HMA SHOULDERS, 6"



NOTE: WIDENING WIDTH VARIES 6' TO 4' RT & LT
STA. 1950+25.00 TO STA. 1950+75.00

NOT TO SCALE

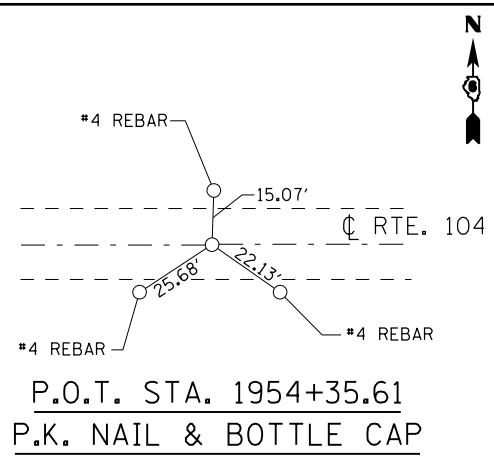
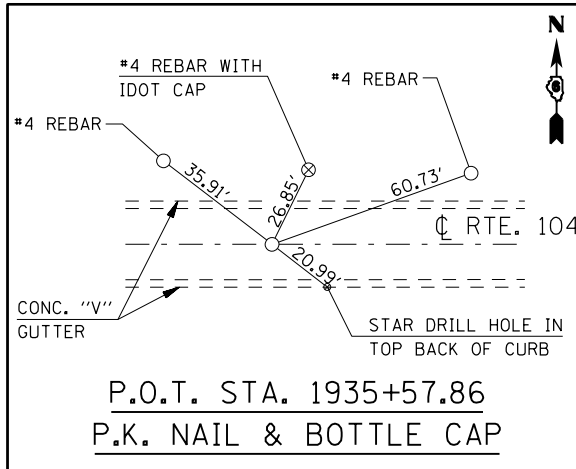
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	DRAWN -	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

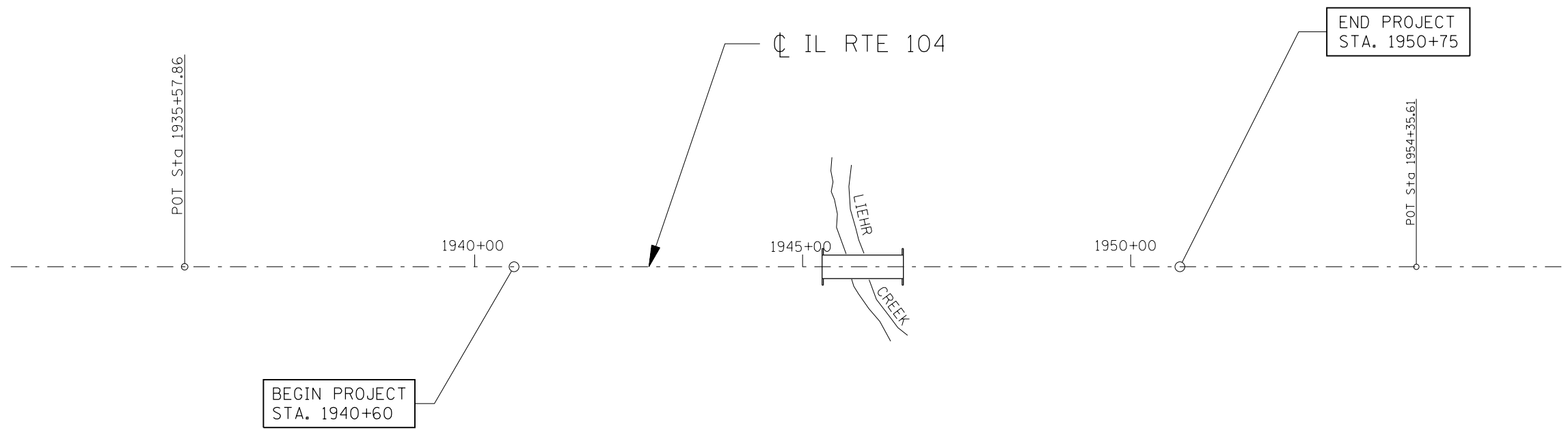
TYPICAL SECTIONS			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-2	PIKE	64	7
CONTRACT NO. 72981				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

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B.M. DA 1
CHISELED "D" ON TOP OF
NORTH WINGWALL OF EAST
ABUTMENT OF BRIDGE #075-0030
STA. 1946+25, 18' LT. ELEV. 523.27



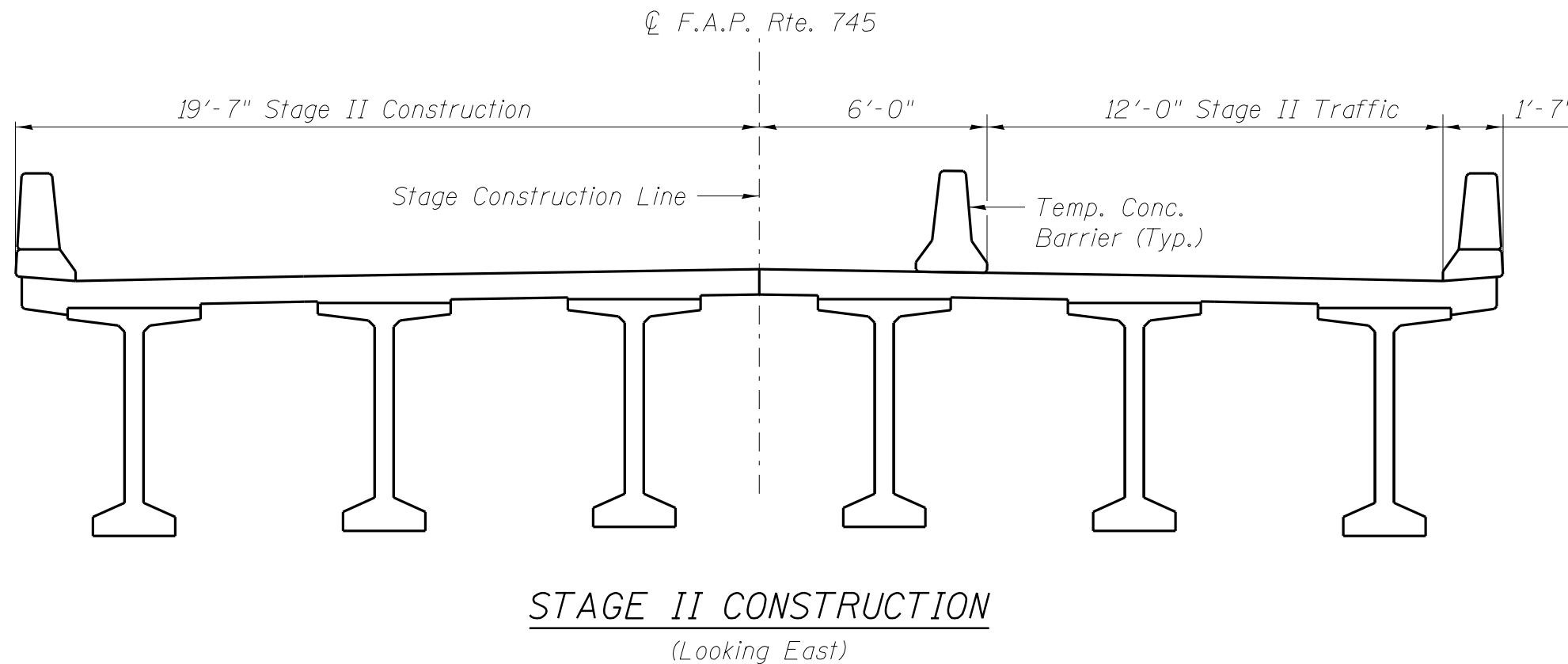
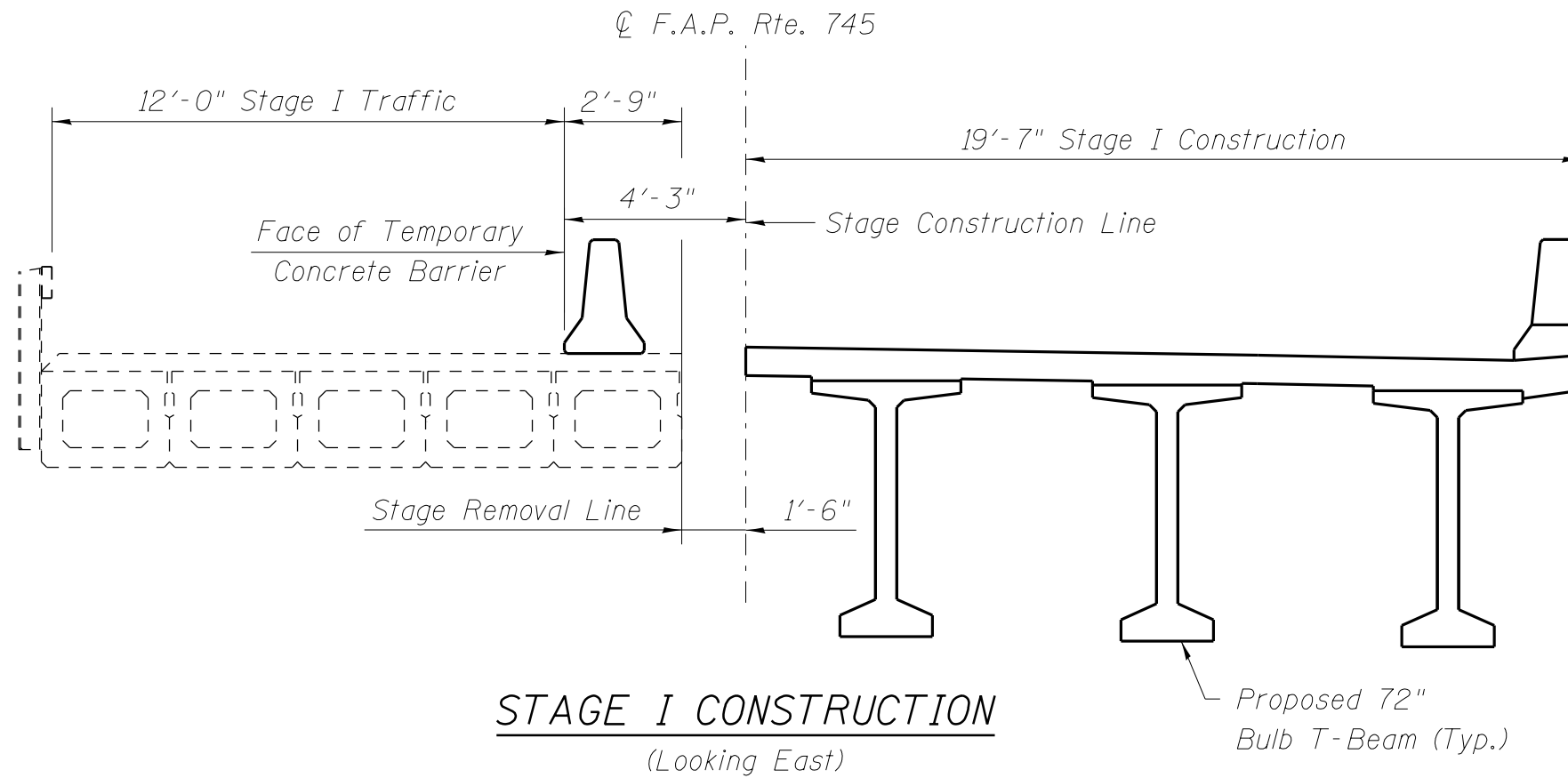
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	DRAWN -	REVISED -
PLOT SCALE = 200.0000' / in.	CHECKED - JA	REVISED -
PLOT DATE = Sep-01-2011 08:58:37AM	DATE - 6/13/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES & BENCHMARKS

SCALE: 1" = 100' SHEET NO. OF SHEETS STA. TO STA.

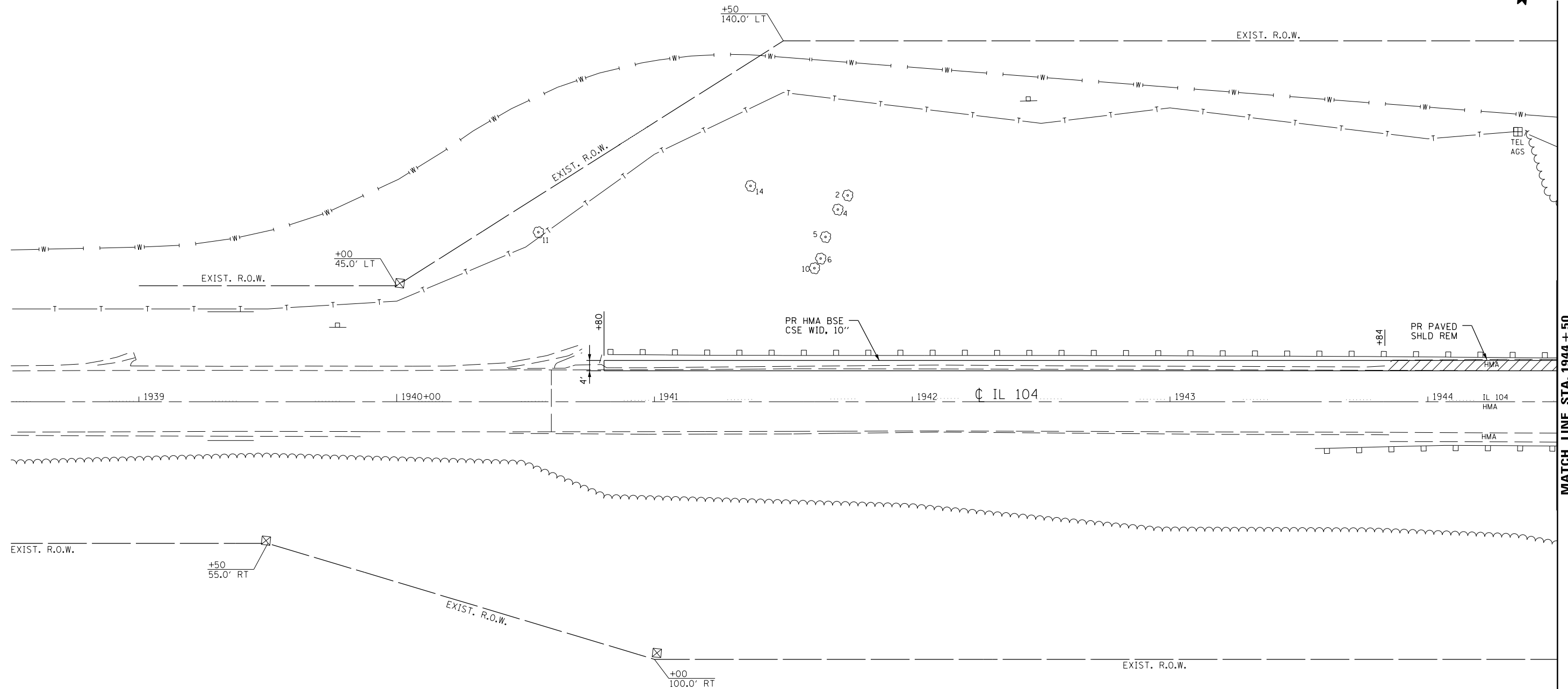
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-2	PIKE	64	8
CONTRACT NO. 72981				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



USER NAME = sparksgw PLOT SCALE = 4.0000' / in. PLOT DATE = Sep-01-2011 08:58:40AM	DESIGNED - DRAWN - CHECKED - JA DATE - 6/13/11	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC - BRIDGE IL 104 OVER LIEHR CREEK	F.A.P. RTE. 745 SECTION 108B-2 COUNTY PIKE TOTAL SHEETS 64 SHEET NO. 9 CONTRACT NO. 72981
SCALE: SHEET NO. OF SHEETS STA. TO STA.				FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT	

PRE-STAGE I SEQUENCE OF CONSTRUCTION

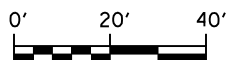
1. REMOVE EXISTING HMA SHOULDERS AND GUTTER AND CONSTRUCT HMA BASE COURSE WIDENING AS SHOWN ON THE PLANS, USING TRAFFIC CONTROL & PROTECTION STANDARD 701326. PERFORM TREE REMOVAL AND CLEARING, AND STAGE I EARTH EXCAVATION AND EMBANKMENT AS SHOWN ON THE PLANS AND CROSS SECTIONS.



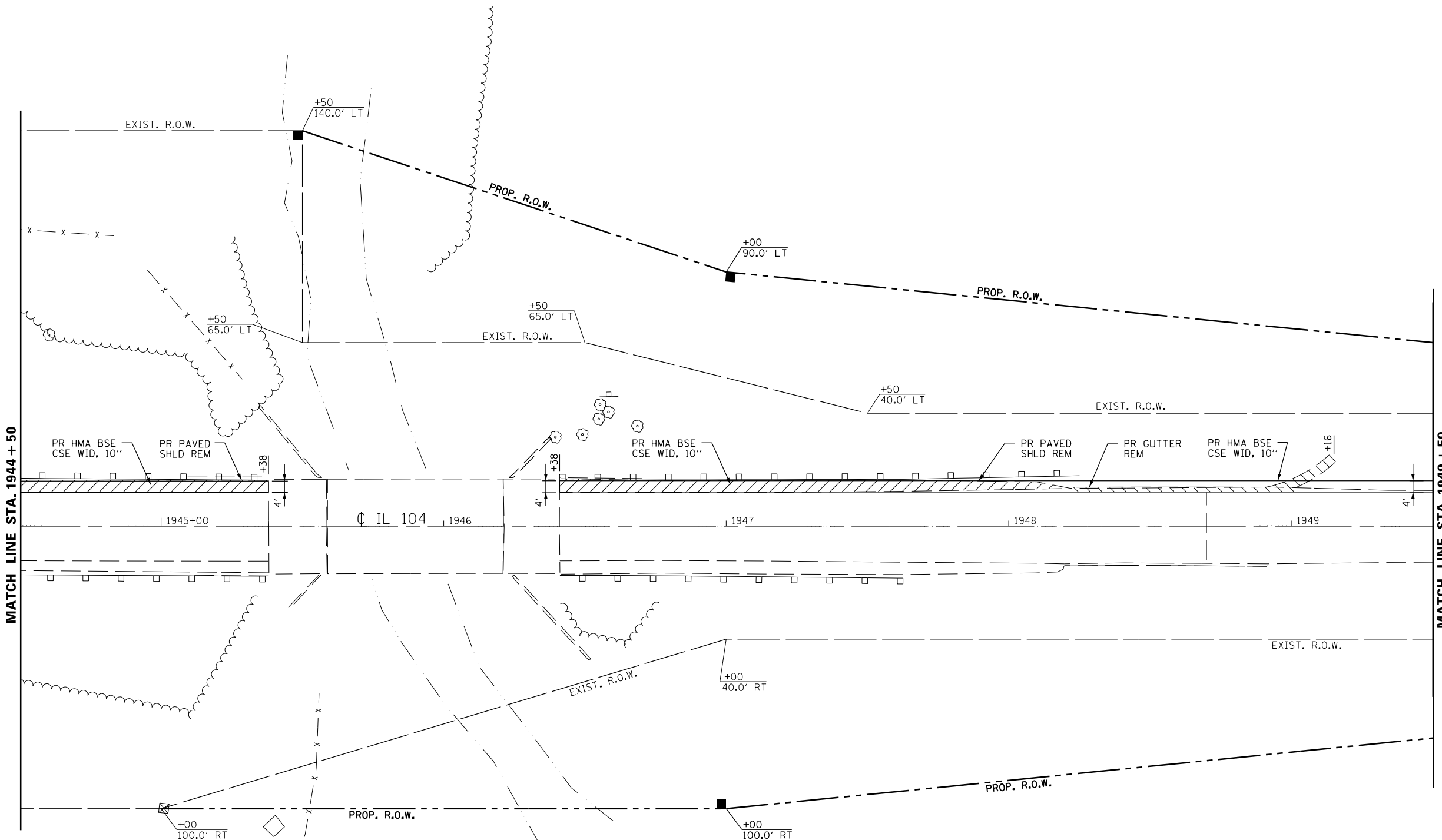
- SIGN
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY
- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- LOOP DETECTORS

GENERAL NOTES

1. ACCESS MUST BE PROVIDED TO ALL F.E.'S AS REQUIRED BY THE PROPERTY OWNER.
2. THESE ARE OFFSETS FOR FINAL SURFACES; ADJUST FOR THICKNESS OF TOTAL MATERIAL PER 1:1 SLOPE.



USER NAME = sparksgw PLOT SCALE = 40.0000' / in. PLOT DATE = Sep-01-2011 08:58:44AM	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC, PRE-STAGE I STA. 1938 + 50 TO STA. 1944 + 50	F.A.P. RTE. = 745	SECTION = 108B-2	COUNTY = PIKE	TOTAL SHEETS = 64	SHEET NO. = 10
	DRAWN -	REVISIED -			CONTRACT NO. 72981				
CHECKED - JA DATE - 6/13/11	REVISIED - REVISIED -	SCALE: SHEET NO. OF SHEETS STA. TO STA.			FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

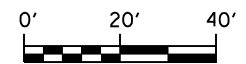


LEGEND

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

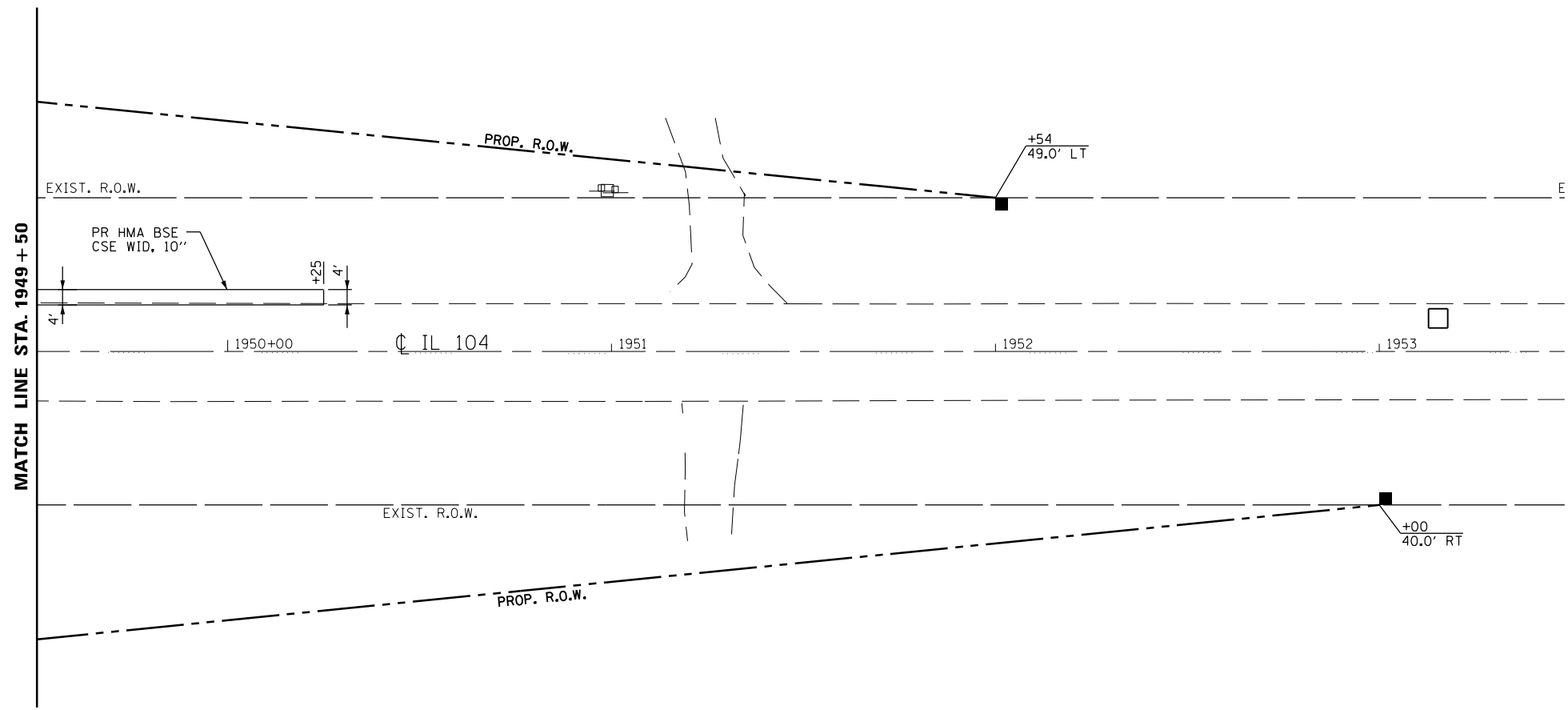
GENERAL NOTES

1. ACCESS MUST BE PROVIDED TO ALL F.E.'S AS REQUIRED BY THE PROPERTY OWNER.
2. THESE ARE OFFSETS FOR FINAL SURFACES; ADJUST FOR THICKNESS OF TOTAL MATERIAL PER 1:1 SLOPE.



USER NAME = sparksgw PLOT SCALE = 40.0000' / in. PLOT DATE = Sep-01-2011 08:58:48AM	DESIGNED - DRAWN - CHECKED - JA DATE - 6/13/11	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC, PRE-STAGE I STA. 1944 + 50 TO STA. 1949 + 50	F.A.P. RTE. 745 SECTION 108B-2 COUNTY PIKE TOTAL SHEETS 64 SHEET NO. 11 CONTRACT NO. 72981
			SCALE:	SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT

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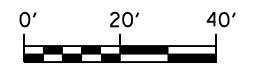


LEGEND

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

GENERAL NOTES

1. ACCESS MUST BE PROVIDED TO ALL F.E.'S AS REQUIRED BY THE PROPERTY OWNER.
2. THESE ARE OFFSETS FOR FINAL SURFACES; ADJUST FOR THICKNESS OF TOTAL MATERIAL PER 1:1 SLOPE.

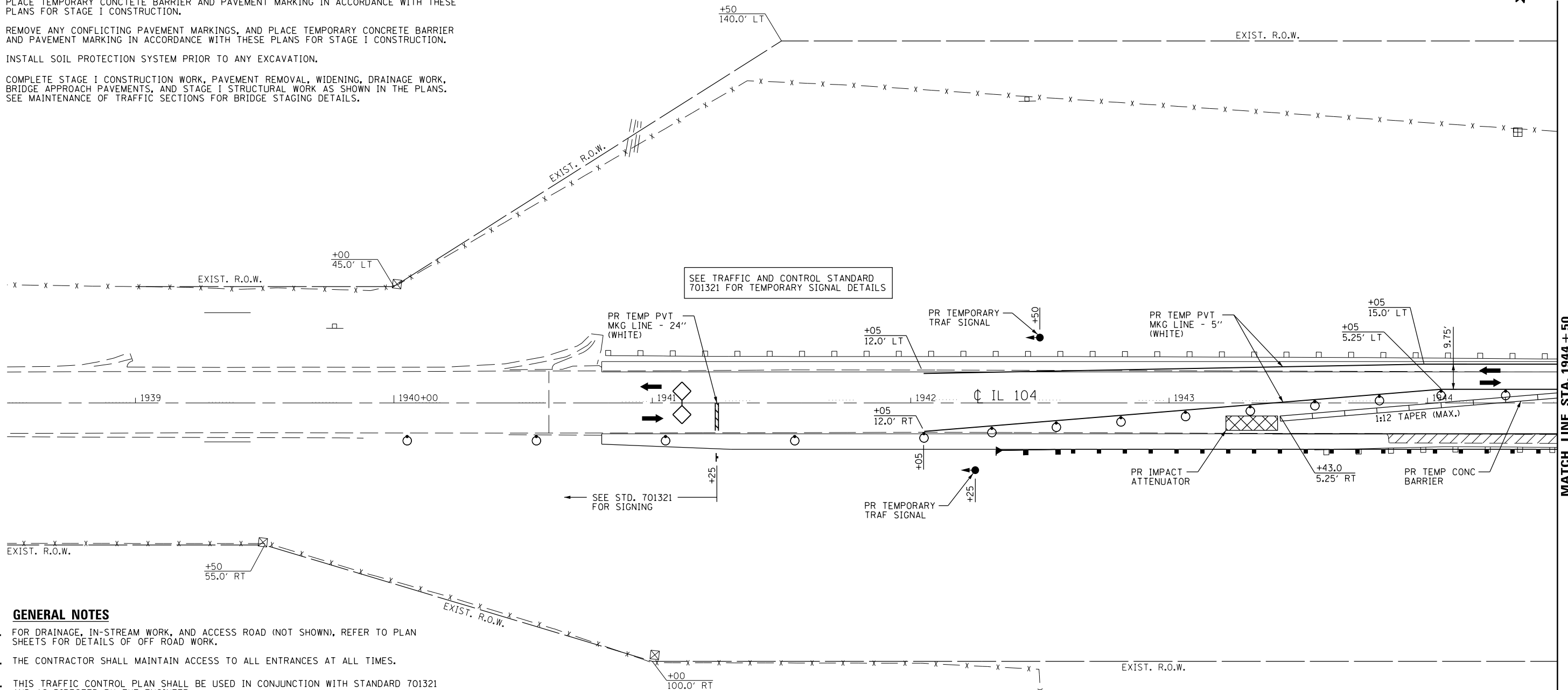


	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC, PRE-STAGE I STA. 1949 + 50 TO STA. 1953 + 50	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 40.0000' / in.	CHECKED - JA	REVISED -			745	108B-2	PIKE	64	12	
	PLOT DATE = Sep-01-2011 08:58:52AM	DATE - 6/13/11	REVISED -			CONTRACT NO. 72981					
						FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

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STAGE I SEQUENCE OF CONSTRUCTION

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



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 ENTRANCES AT ALL TIMES.
3. THIS TRAFFIC CONTROL PLAN SHALL BE USED IN CONJUNCTION WITH STANDARD 701321 AND AS DIRECTED BY THE ENGINEER.
4. 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.
5. 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).
6. 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.
7. 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.
8. THESE ARE OFFSETS FOR FINAL SURFACES; ADJUST FOR THICKNESS OF TOTAL MATERIAL PER 1:1 SLOPE.

LEGEND

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

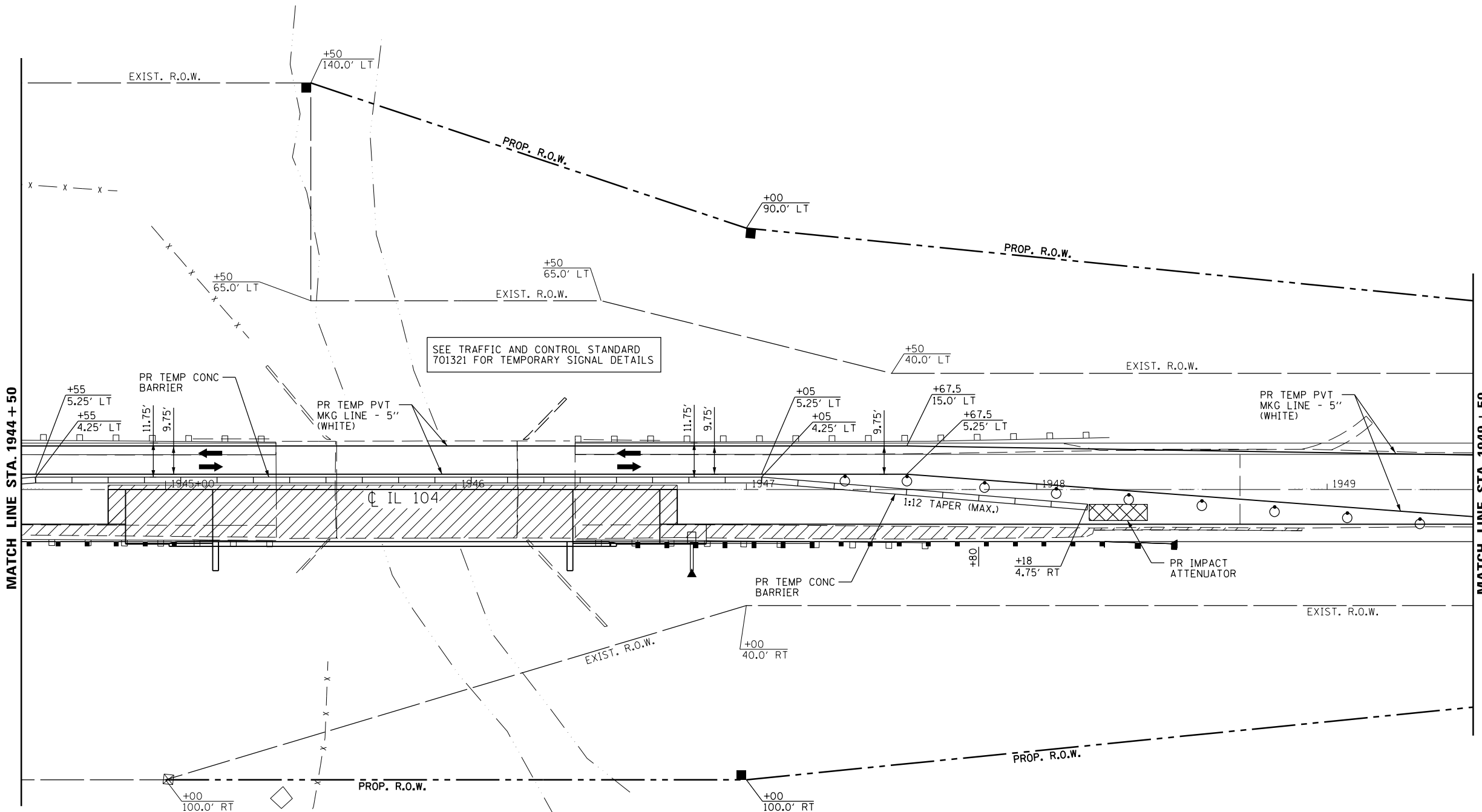
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**









**MAINTENANCE OF TRAFFIC, STAGE I
STA. 1938 + 50 TO STA. 1944 + 50**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-2	PIKE	64	13
CONTRACT NO. 72981			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

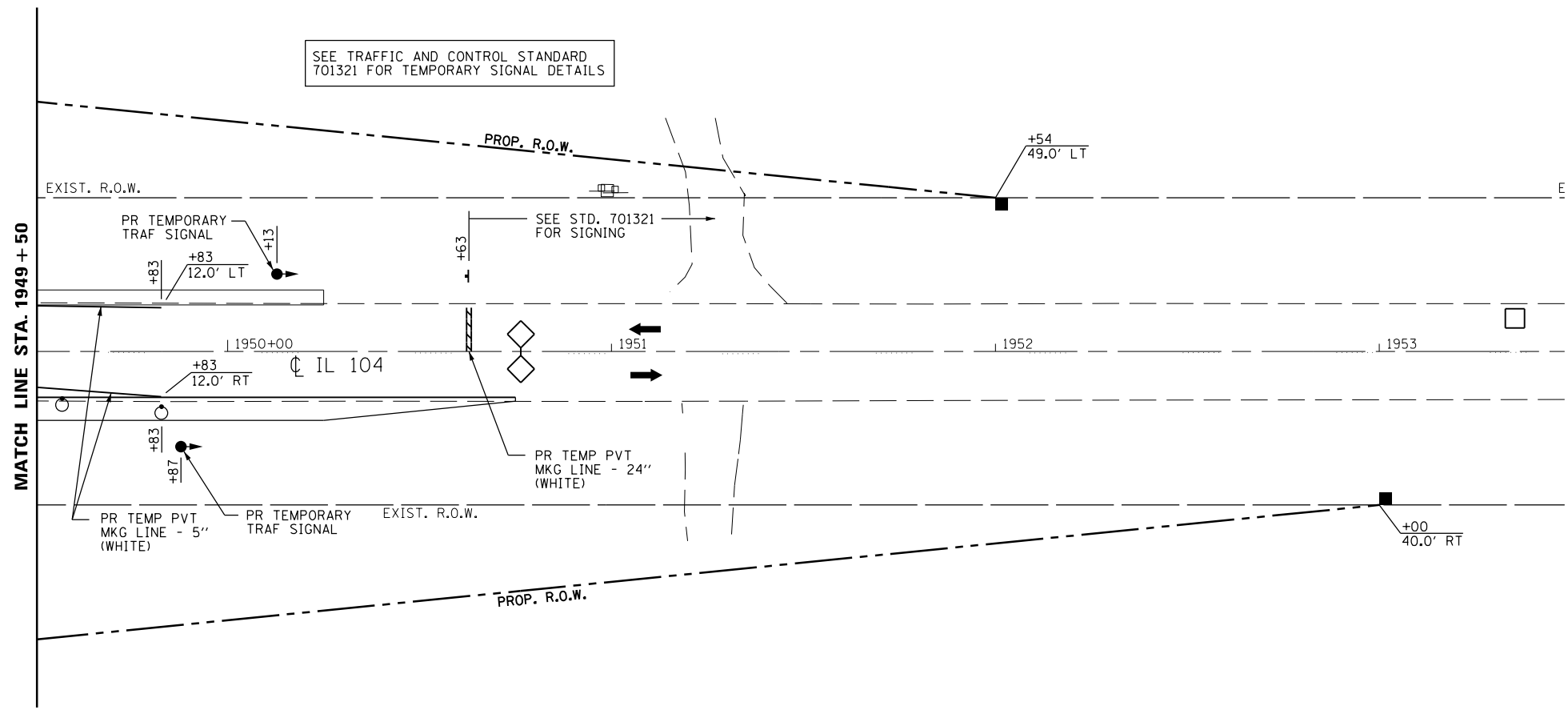
GENERAL NOTES

1. ACCESS MUST BE PROVIDED TO ALL F.E.'S AS REQUIRED BY THE PROPERTY OWNER.
2. THESE ARE OFFSETS FOR FINAL SURFACES; ADJUST FOR THICKNESS OF TOTAL MATERIAL PER 1:1 SLOPE.



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			SCALE:	SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT









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SEE TRAFFIC AND CONTROL STANDARD 701321 FOR TEMPORARY SIGNAL DETAILS

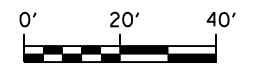
SEE STD. 701321 FOR SIGNING

LEGEND

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

GENERAL NOTES

1. ACCESS MUST BE PROVIDED TO ALL F.E.'S AS REQUIRED BY THE PROPERTY OWNER.
2. THESE ARE OFFSETS FOR FINAL SURFACES; ADJUST FOR THICKNESS OF TOTAL MATERIAL PER 1:1 SLOPE.



	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC, STAGE I STA. 1949 + 50 TO STA. 1953 + 50	F.A.P. RTE. 745	SECTION 108B-2	COUNTY PIKE	TOTAL SHEETS 64	SHEET NO. 15
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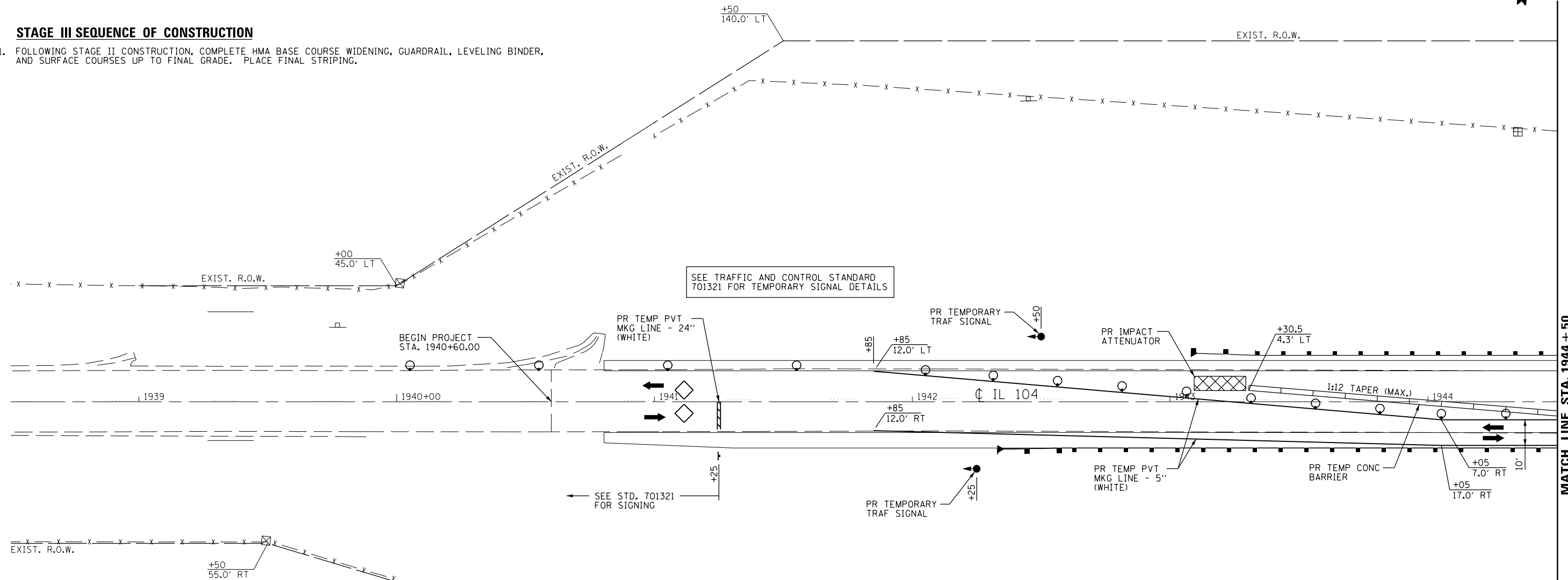
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STAGE II SEQUENCE OF CONSTRUCTION

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, SHOULDERS, DRAINAGE ITEMS, BRIDGE APPROACH PAVEMENTS, AND STAGE II STRUCTURAL WORK AS SHOWN ON THE PLANS.

STAGE III SEQUENCE OF CONSTRUCTION

1. FOLLOWING STAGE II CONSTRUCTION, COMPLETE HMA BASE COURSE WIDENING, GUARDRAIL, LEVELING BINDER, AND SURFACE COURSES UP TO FINAL GRADE. PLACE FINAL STRIPING.



SEE TRAFFIC AND CONTROL STANDARD 701321 FOR TEMPORARY SIGNAL DETAILS

SEE STD. 701321 FOR SIGNING

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 ENTRANCES AT ALL TIMES.
3. THIS TRAFFIC CONTROL PLAN SHALL BE USED IN CONJUNCTION WITH STANDARD 701321 AND AS DIRECTED BY THE ENGINEER.
4. 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.
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8. THESE ARE OFFSETS FOR FINAL SURFACES; ADJUST FOR THICKNESS OF TOTAL MATERIAL PER 1:1 SLOPE.

LEGEND

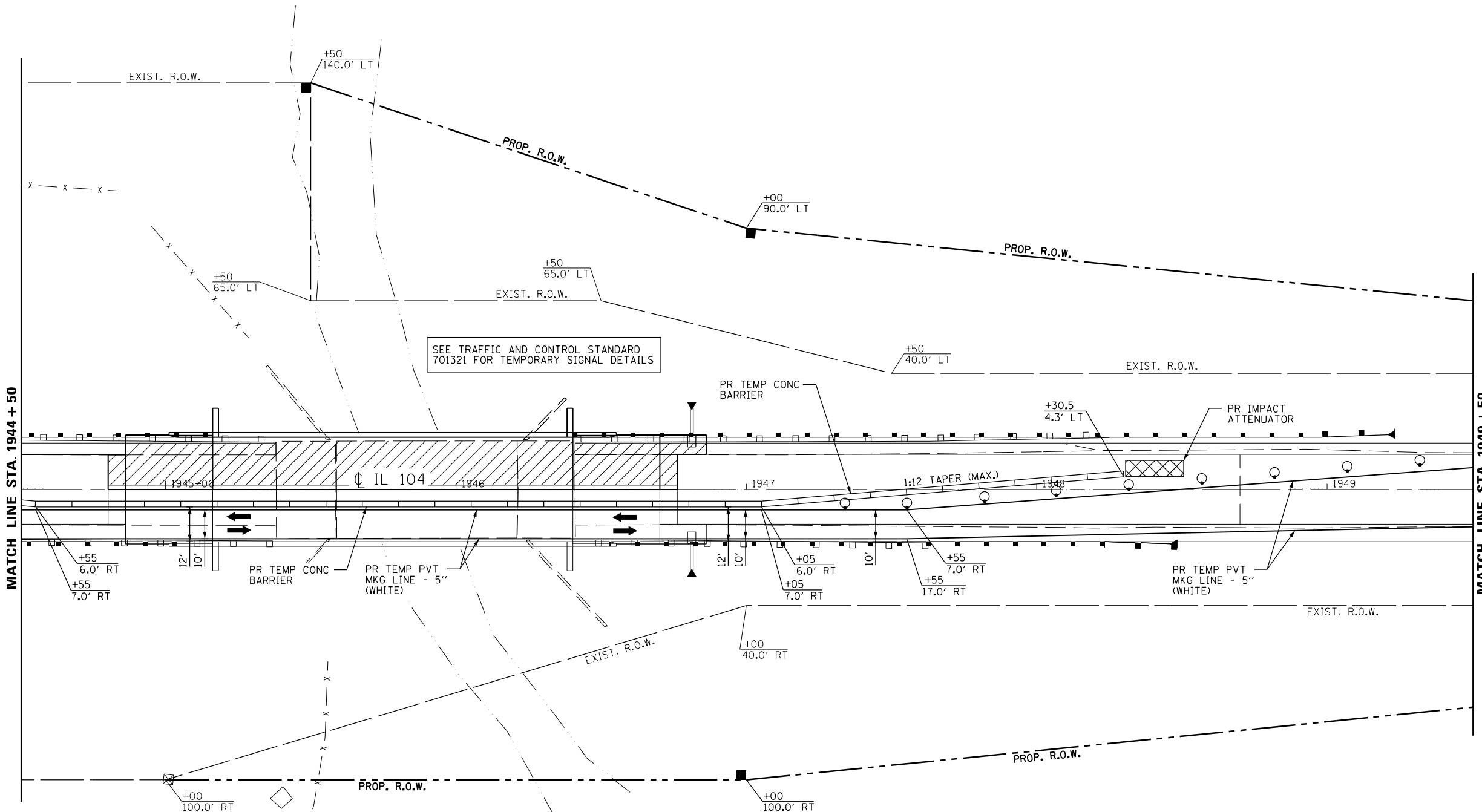
- ⊥ SIGN
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- ▬ TEMPORARY CONCRETE BARRIER
- ▨ IMPACT ATTENUATOR, TEMPORARY
- ➔ DIRECTION OF TRAFFIC
- ⊥ TYPE III BARRICADE
- ◇ LOOP DETECTORS



MATCH LINE STA. 1944 + 50

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											745	108B-2	PIKE	64	16
						SCALE: SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 72981					
											FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

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LEGEND

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

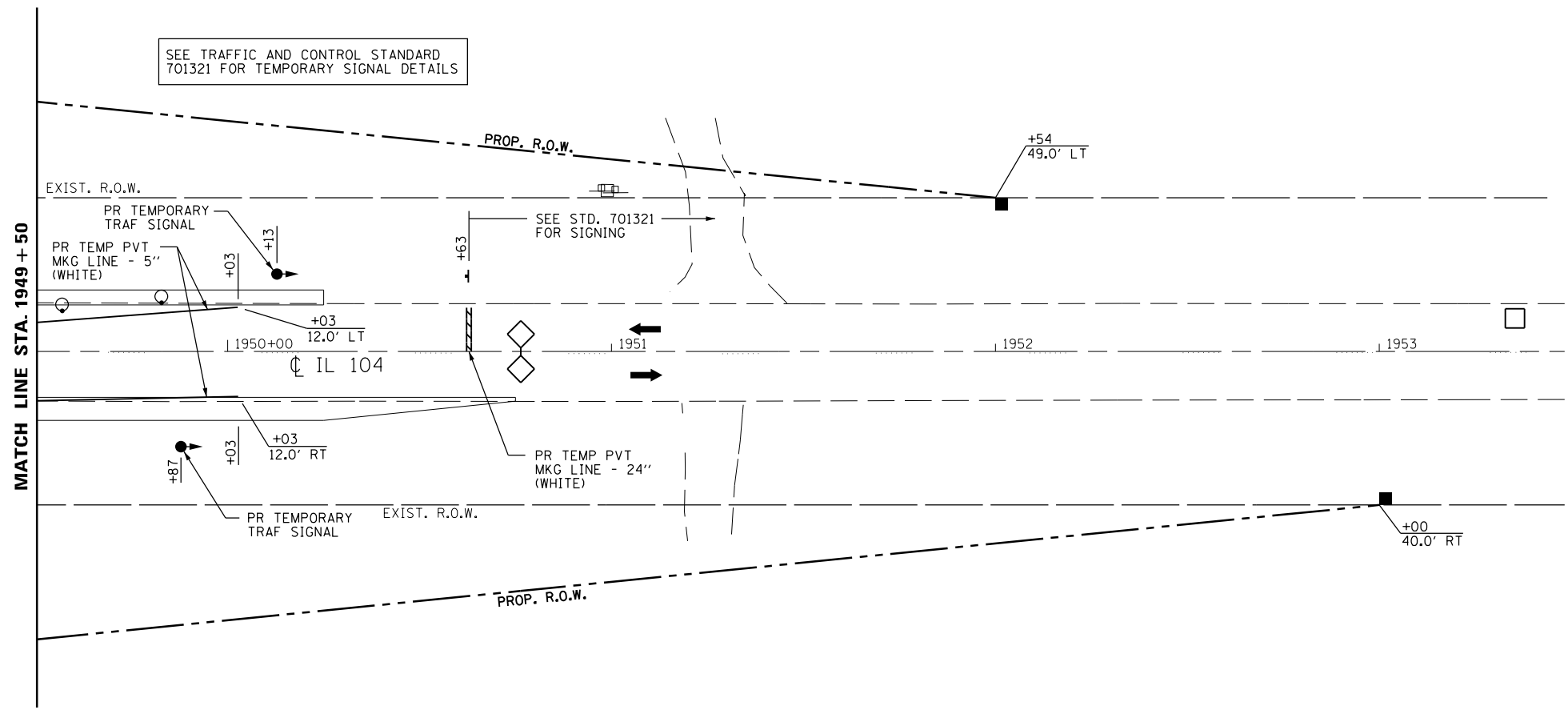
GENERAL NOTES

1. ACCESS MUST BE PROVIDED TO ALL F.E.'S AS REQUIRED BY THE PROPERTY OWNER.
2. THESE ARE OFFSETS FOR FINAL SURFACES; ADJUST FOR THICKNESS OF TOTAL MATERIAL PER 1:1 SLOPE.



	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC, STAGE II STA. 1944 + 50 TO STA. 1949 + 50	F.A.P. RTE. 745	SECTION 108B-2	COUNTY PIKE	TOTAL SHEETS 64	SHEET NO. 17
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




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SEE TRAFFIC AND CONTROL STANDARD 701321 FOR TEMPORARY SIGNAL DETAILS

SEE STD. 701321 FOR SIGNING

LEGEND

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

GENERAL NOTES

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



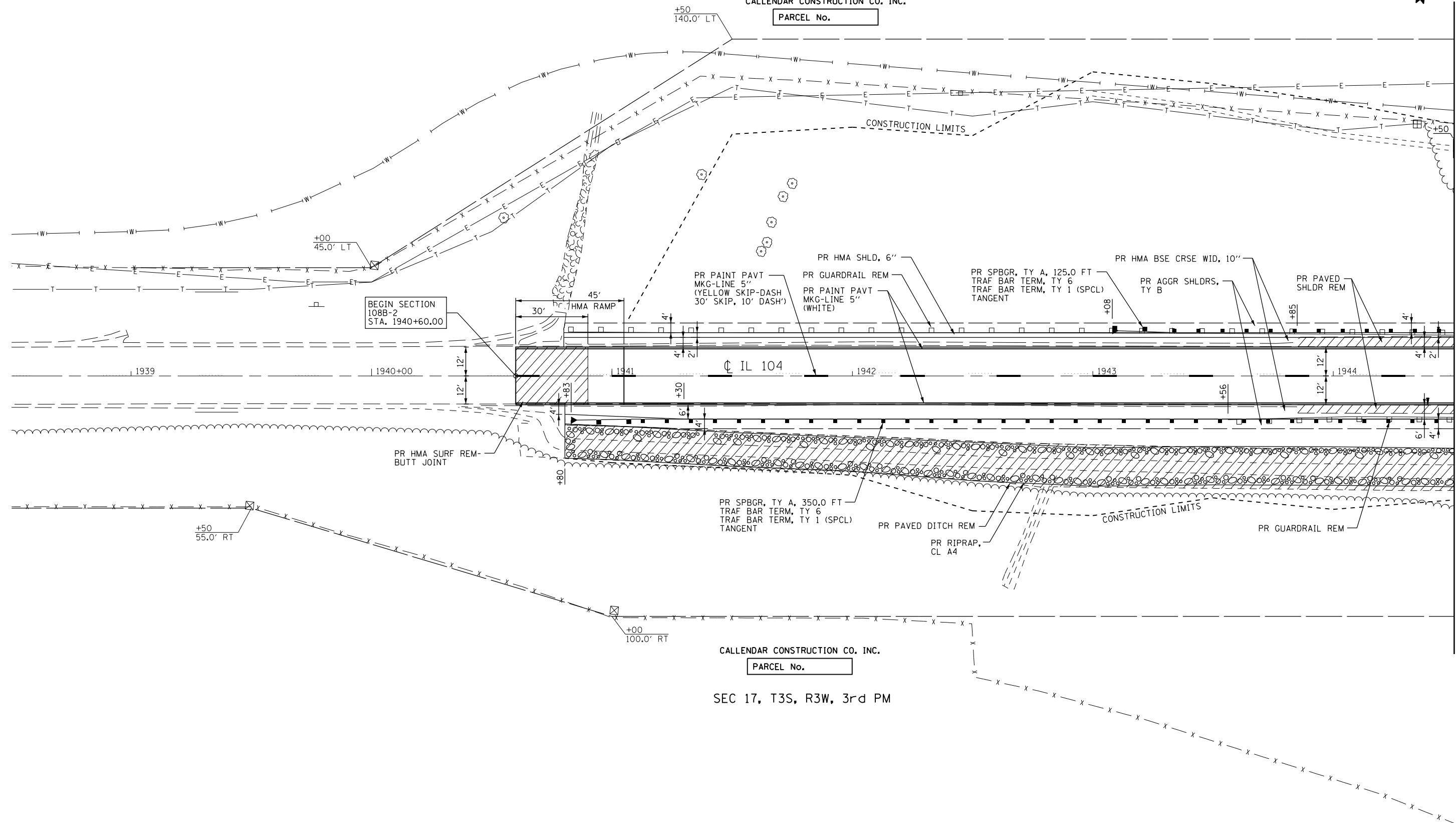
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SEC 17, T3S, R3W, 3rd PM

CALENDAR CONSTRUCTION CO. INC.

PARCEL No.

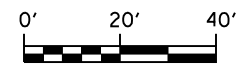


MATCH LINE STA. 1944 + 50

CALENDAR CONSTRUCTION CO. INC.

PARCEL No.

SEC 17, T3S, R3W, 3rd PM



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
STA. 1940 + 60 TO STA. 1944 + 50

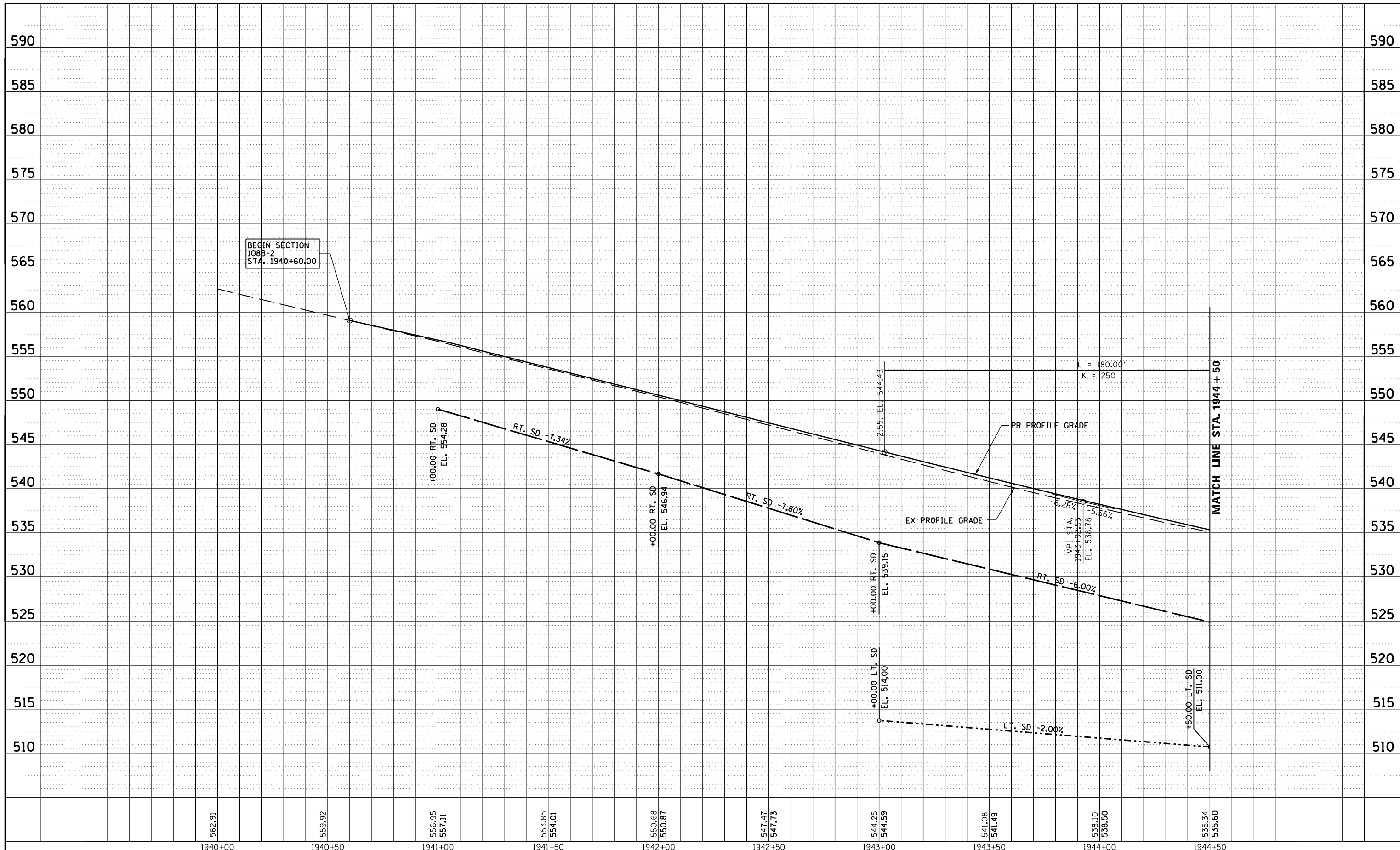
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745	108B-2	PIKE	64	19
CONTRACT NO. 72981				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

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	NOTE BOOK		
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	NO.		
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	NO.		

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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROFILE SHEET
STA. 1940 + 60 TO STA. 1944 + 50**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-2	SANGAMON	64	20
				CONTRACT NO. 72981
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



SEC 17, T3S, R3W, 3rd PM

CALLENDAR CONSTRUCTION CO. INC.

PARCEL No.

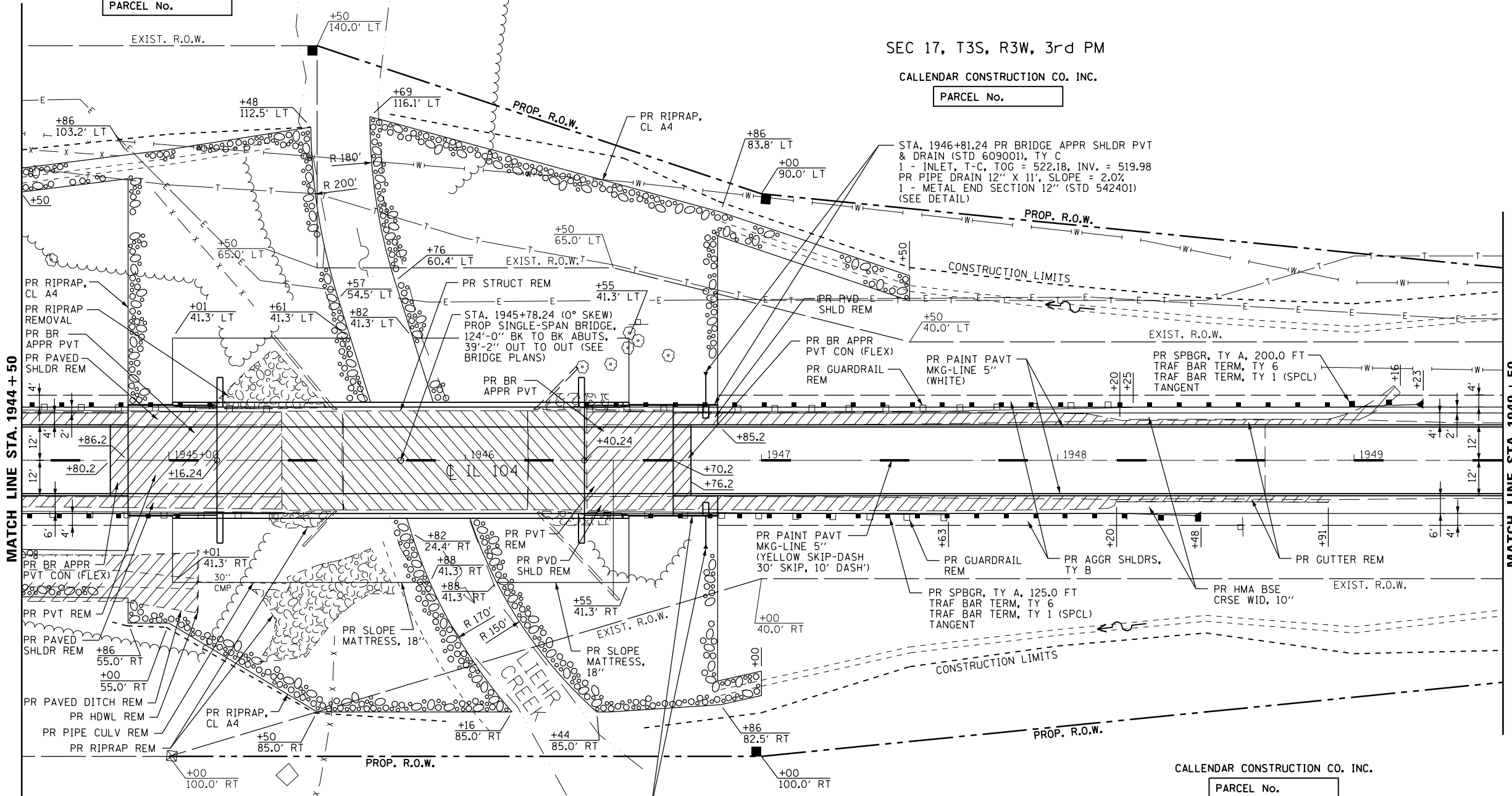
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CALLENDAR CONSTRUCTION CO. INC.

PARCEL No.

MATCH LINE STA. 1944 + 50

MATCH LINE STA. 1949 + 50



CALLENDAR CONSTRUCTION CO. INC.

PARCEL No.

SEC 17, T3S, R3W, 3rd PM

CALLENDAR CONSTRUCTION CO. INC.

PARCEL No.

SEC 17, T3S, R3W, 3rd PM

STA. 1946+81.24 PR BRIDGE APPR SHLDR PVT & DRAIN (STD 609001), TY C
 1 - INLET, T-C, TOG = 522.18, INV. = 519.98
 PR PIPE DRAIN 12" X 11", SLOPE = 2.0%
 1 - METAL END SECTION 12" (STD 542401)
 (SEE DETAIL)

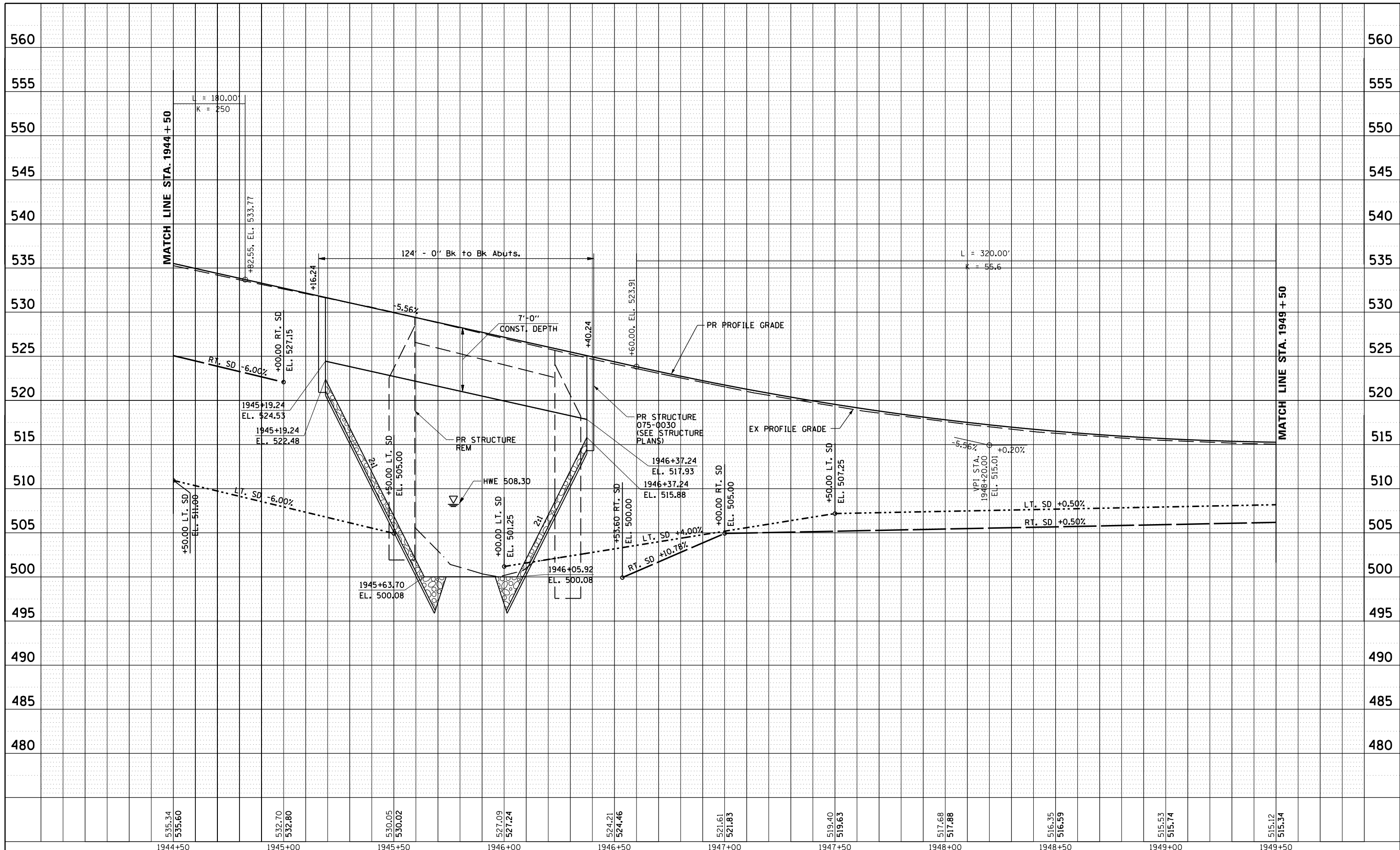


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DATE - 6/13/11	REVISD -	SCALE:		SHEET NO.	OF SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT	

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	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	CARD FILE NAME		

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	NOTE BOOK NO.		
	CARD FILE NAME		

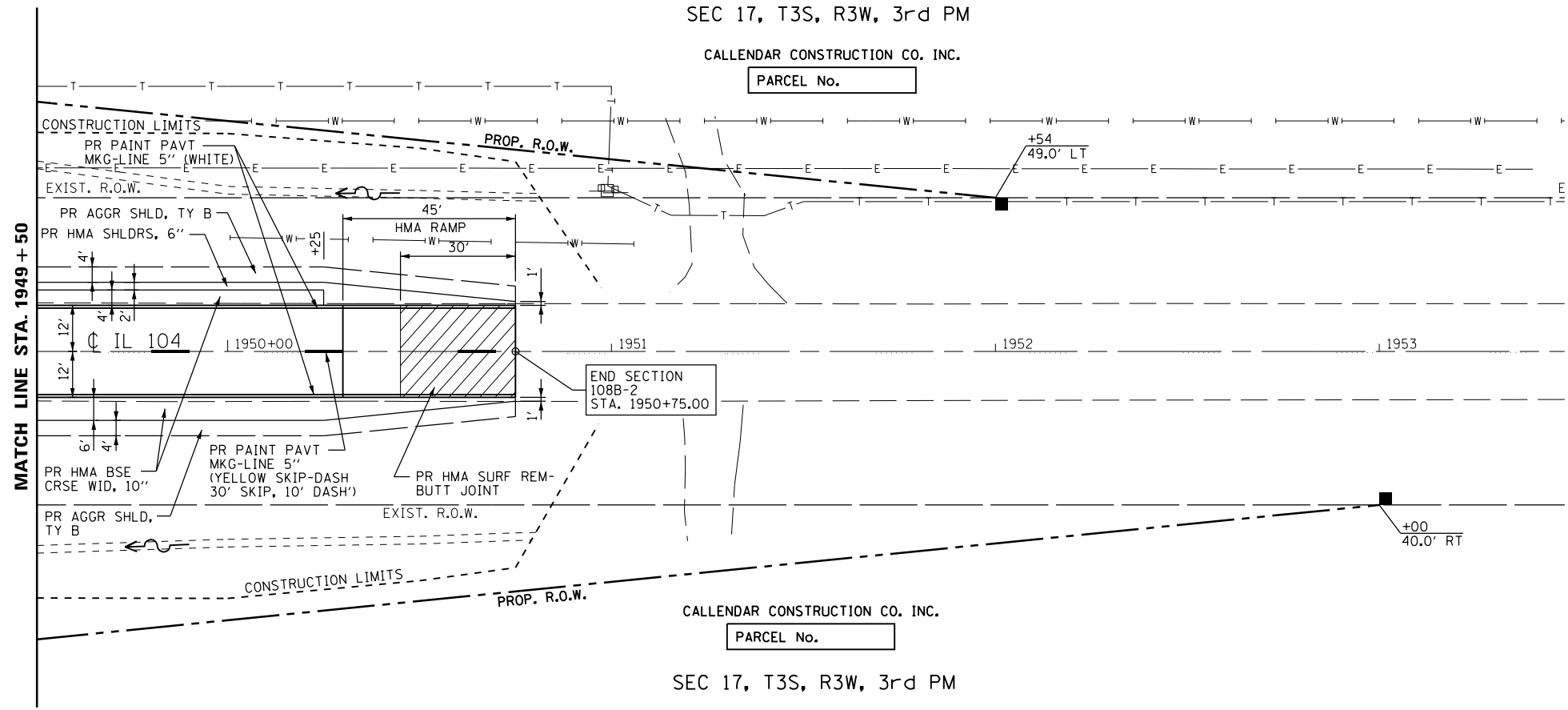


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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PROFILE SHEET			
STA. 1943 + 00 TO STA. 1949 + 00			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-2	SANGAMON	64	22
CONTRACT NO. 72981				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



SEC 17, T3S, R3W, 3rd PM

CALENDAR CONSTRUCTION CO. INC.

PARCEL No.

CALENDAR CONSTRUCTION CO. INC.

PARCEL No.

SEC 17, T3S, R3W, 3rd PM

MATCH LINE STA. 1949 + 50

END SECTION
108B-2
STA. 1950+75.00

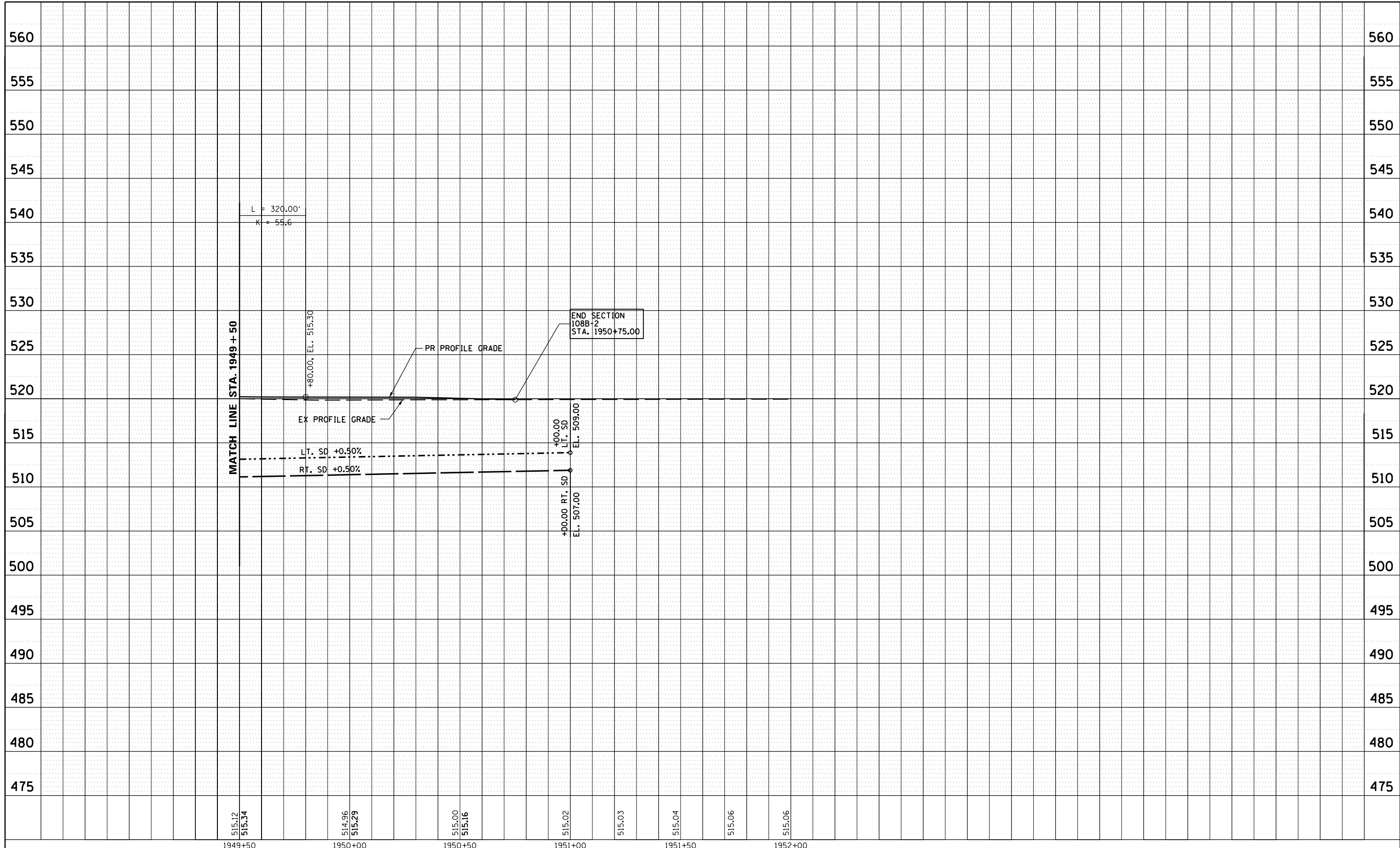


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	DRAWN -	REVISED -				745	108B-2	PIKE	64	23
CHECKED - JA DATE - 6/13/11	REVISED -	REVISED -	SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT CONTRACT NO. 72981		

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	STRUCTURE		
	NOT AT THIS OFFICE		
NO.			



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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROFILE SHEET
STA. 1949 + 50 TO STA. 1950 + 75**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-2	SANGAMON	64	24
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 72981	

Bench Mark: DA 1, Chiseled square on top of north wingwall of east abutment of S.N. 075-0030, Sta. 1946+25, 18' Lt., Elev. 523.27.

Existing Structure: S.N. 075-0030 originally built in 1934 as SBI 107, Section 108B. In 1972, the superstructure was replaced with PPC deck beams as SBI 105, Section 108, BR-1. The existing structure is a single span, PPC deck beam bridge supported on closed abutments on spread footings keyed into rock. The back to back of abutments measures 63'-0" and the deck measures 33'-0" out to out. The deck has a 5" concrete overlay. There are no utilities attached to the structure.

Structure is to be removed and replaced using stage construction. One lane of traffic to be maintained at all times.

No Salvage

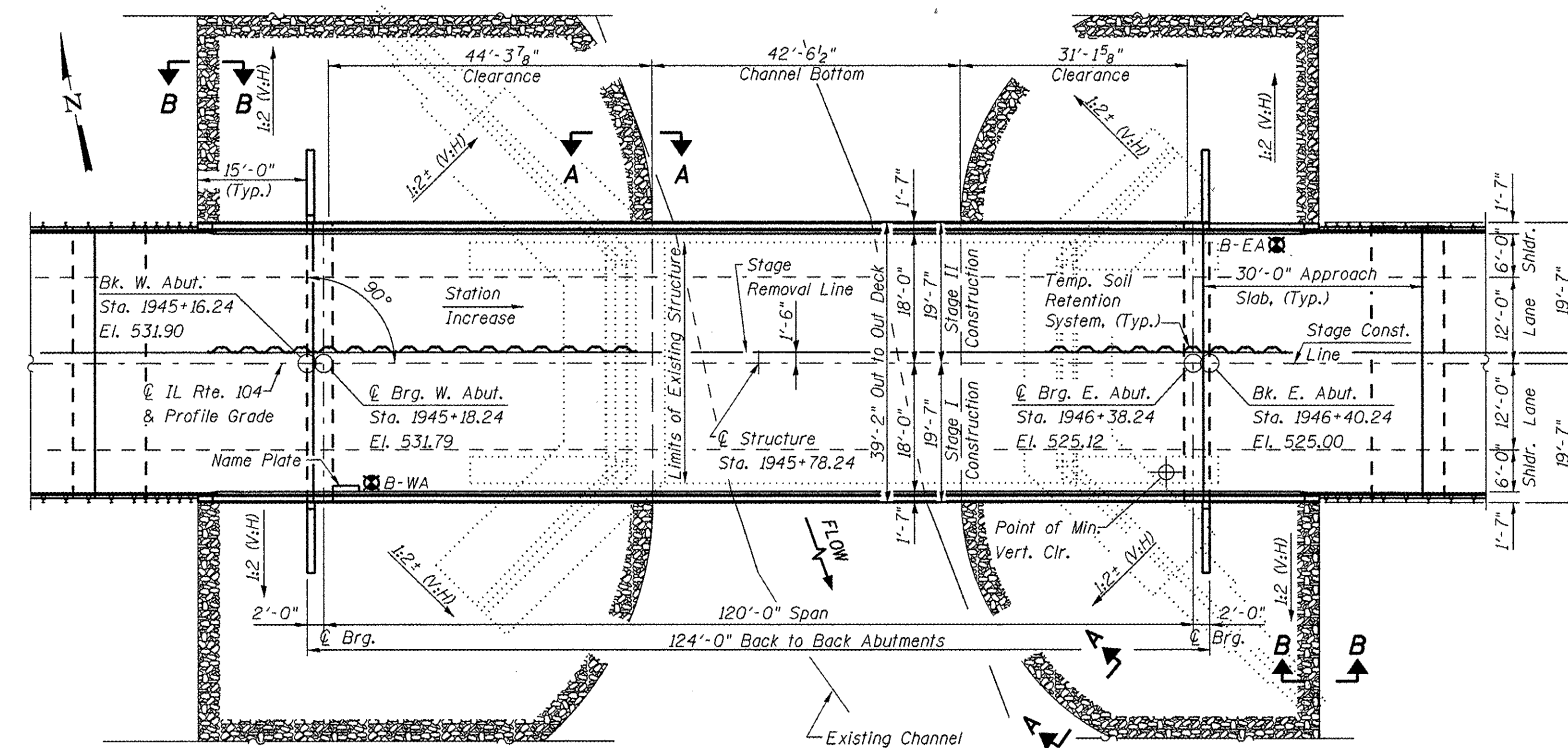
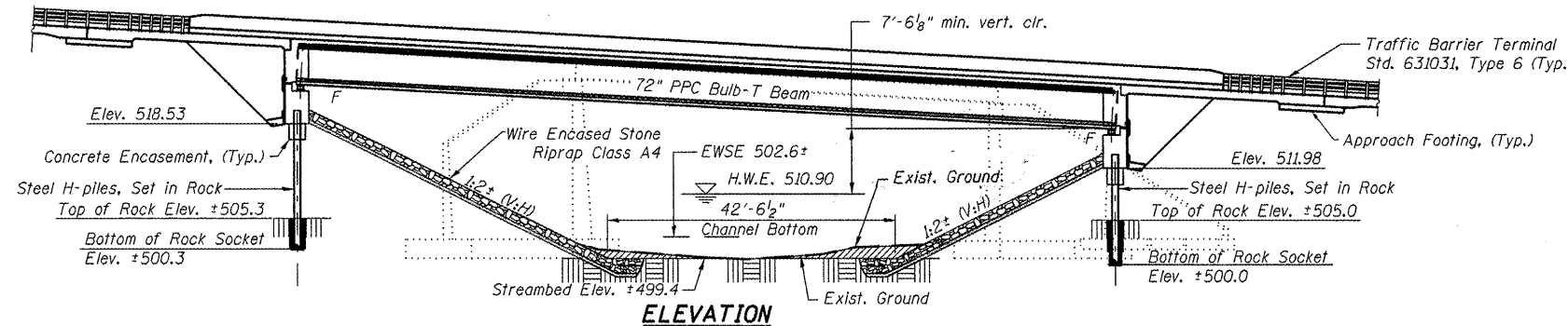
APPROVED
For Structural Adequacy Only
Curtis M. Watkins
Engineer of Bridges & Structures

STATION 1945+78.24
BUILT 20 BY
STATE OF ILLINOIS
F.A.P. 745 SECTION 108B-2
LOADING HL-93
STRUCTURE NO. 075-0512

NAME PLATE
See Std. 515001

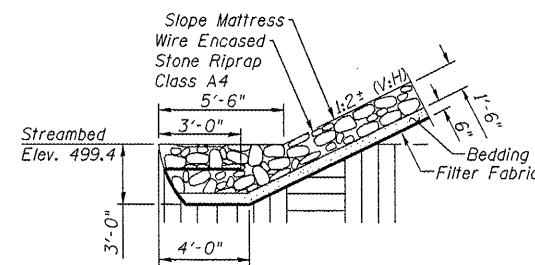
INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Stage Construction Details
4. Temporary Concrete Barrier
5. Top of Slab Elevations (1 of 2)
6. Top of Slab Elevations (2 of 2)
7. Top of Approach Slab Elev.
8. Superstructure
9. Superstructure Details
10. Diaphragm Details
11. Approach Slab Details (1 of 2)
12. Approach Slab Details (2 of 2)
13. Framing Plan
14. 72" PPC Bulb-T Beam
15. 72" PPC Bulb-T Beam Details
16. West Abutment Details
17. East Abutment Details
18. Bearing Details
19. Bar Splicer Assembly & Mechanical Splicer Details
20. HP Pile Details
21. Wingwall Extension Details
22. Soil Boring Logs

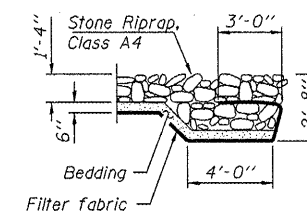


Note: See Roadway Plans for Riprap Quantities Beyond Bridge Cones

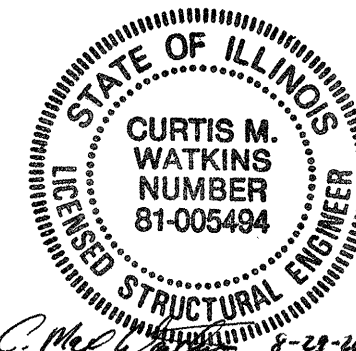
PLAN



SECTION A-A



SECTION B-B



Curtis M. Watkins Date 8-29-2011
Illinois Licensed Structural Engineer No. 5494
License Expires 30-Nov.-2012

DESIGN SPECIFICATIONS
AASHTO LRFD Bridge Design Specifications
5th Edition with 2010 Interim Revisions

DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 36,000$ psi (M270 Grade 36)

PRECAST PRESTRESSED UNITS

$f'_c = 7,000$ psi
 $f'_{ci} = 6,000$ psi
 $f'_s = 270,000$ psi ($\frac{1}{2}$ " low lax. strands)
 $f_{si} = 201,960$ psi ($\frac{1}{2}$ " low lax. strands)

LOADING HL-93

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

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_D) = 0.147g
Design Spectral Acceleration at 0.2 sec. (S_0) = 0.348g
Soil Site Class = C

DESIGN SCOUR ELEVATION TABLE

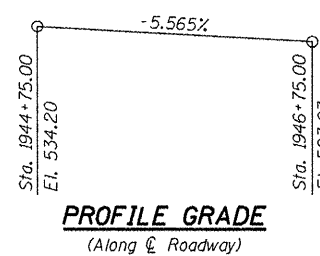
Design Scour Elevation (ft.)	W. Abut.	E. Abut.
	518.53	511.98

WATERWAY INFORMATION

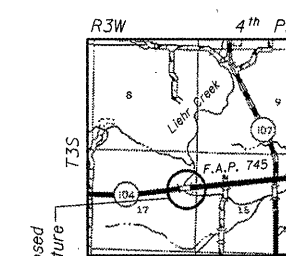
Flood	Freq. Yr.	Q	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	10	2545	500	520	508.6	0.3	0.4	509.0	509.0
Base	100	4160	640	690	510.9	0.6	0.7	511.5	511.5
Overtop Exist.	>500								
Overtop Prop.	>500								
Max. Calc.	500	6775	810	920	513.6	1.3	1.3	514.9	514.9

10 Year Velocity through Existing Bridge = 5.67 fps
10 Year Velocity through Proposed Bridge = 5.28 fps

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PROFILE GRADE
(Along ϕ Roadway)



LOCATION SKETCH

GENERAL PLAN
ILLINOIS ROUTE 104 OVER
LIEHR CREEK
F.A.P. RTE. 745 SECTION 108B-2
PIKE COUNTY
STATION 1945+78.24
STRUCTURE NO. 075-0512

FILE NAME = IL104 Over Liehr Creek.dgn	USER NAME =	DESIGNED - CMW	REVISED -
		CHECKED - SAL	REVISED -
		DRAWN - TJW	REVISED -
		CHECKED - SAL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
F.A.P.-745 (IL 104) OVER LIEHR CREEK - S.N. 075-0512
SHEET NO. 1 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-2	PIKE	64	25

CONTRACT NO. 72981
FED. ROAD DIST. NO. 6 [ILLINOIS] FED. AID PROJECT

GENERAL NOTES

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

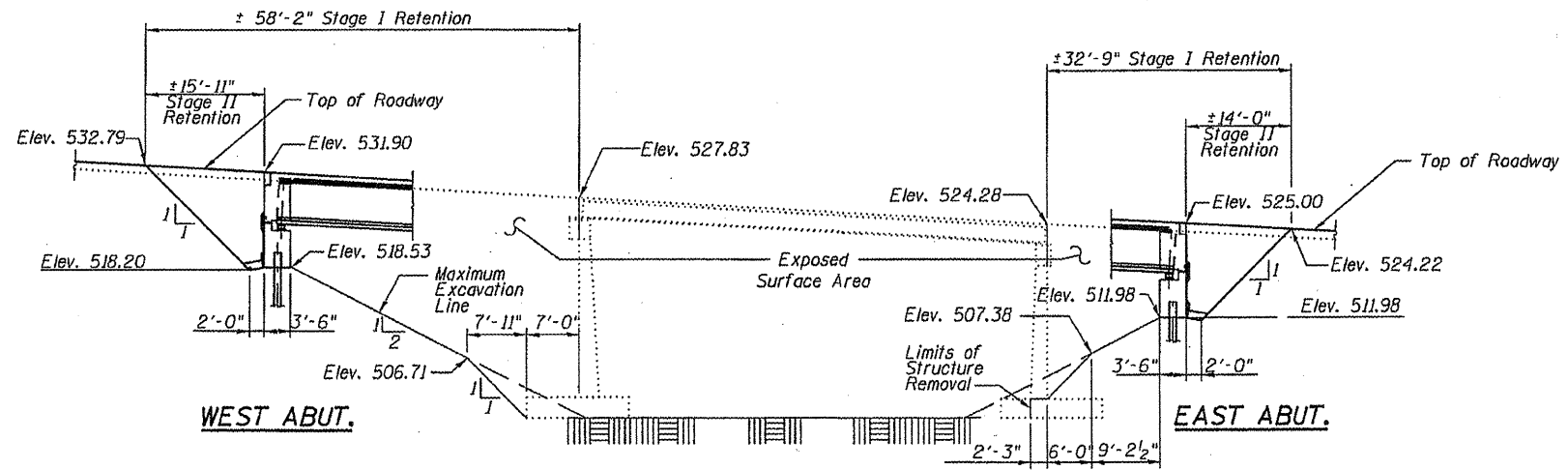
Reinforcement bars designated (E) shall be epoxy coated.

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

The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

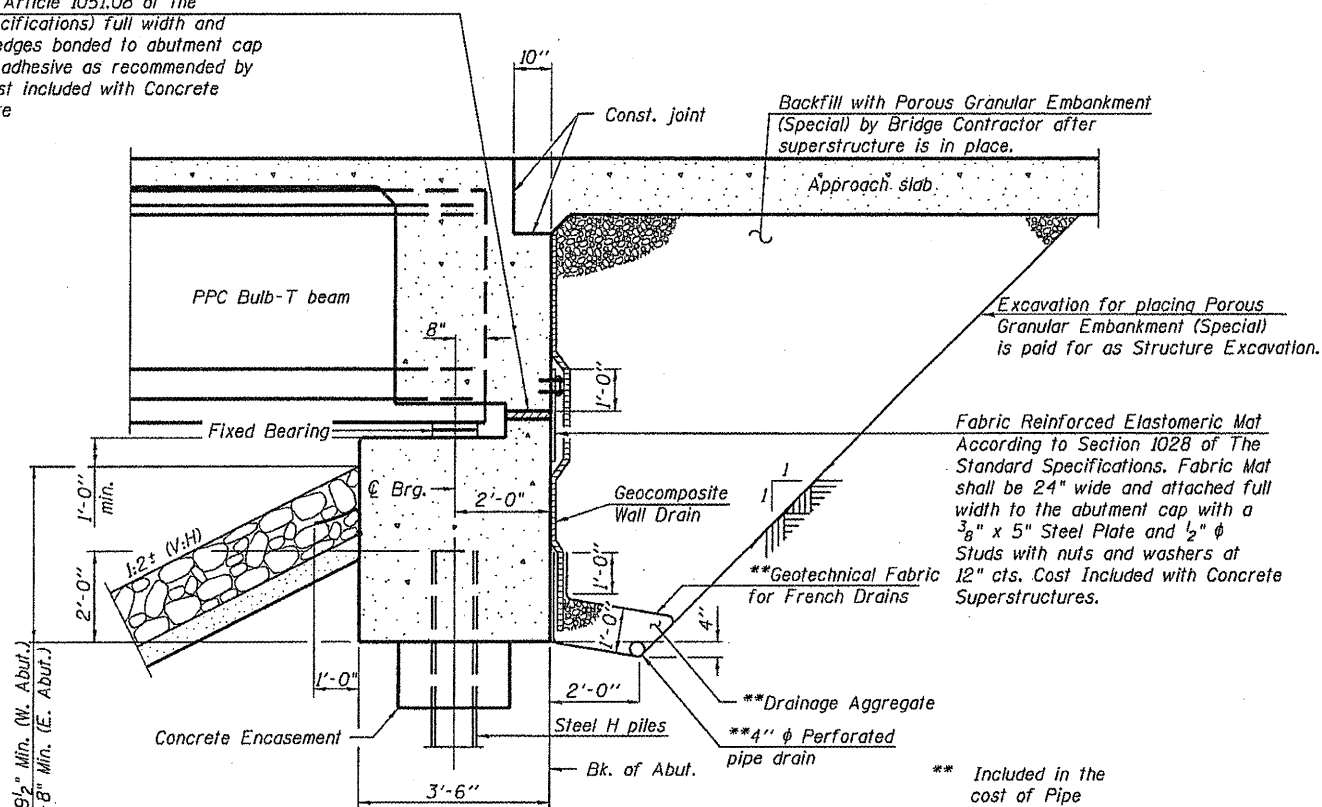
A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

Slipforming of Parapets is not allowed.



TEMPORARY SOIL RETENTION SYSTEM
(Looking North)

2" PJF (per Article 1051.08 of the Standard Specifications) Full width and vertically at edges bonded to abutment cap with suitable adhesive as recommended by supplier. Cost included with Concrete Superstructure



SECTION THRU SEMI-INTEGRAL ABUTMENT (MODIFIED)

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 slope at exterior ditches. The pipes shall drain into Concrete Headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

TOTAL BILL OF MATERIAL

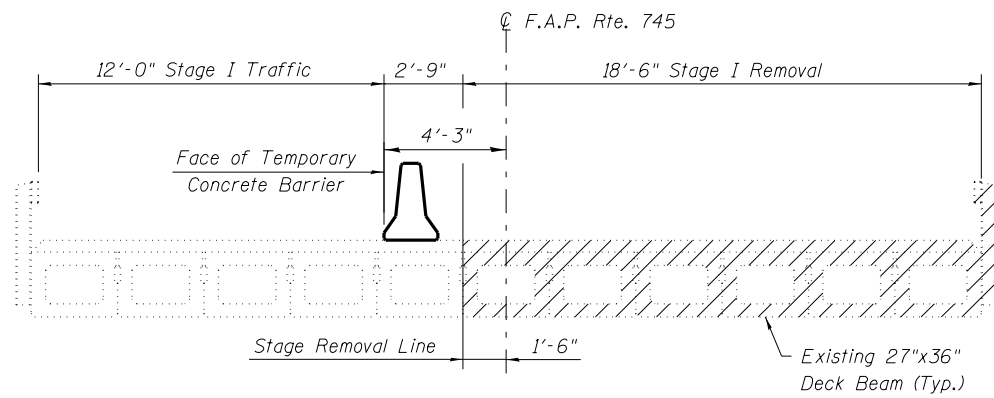
ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.	-	535	535
Stone RipRap, Class A4	Ton	-	150	150
Slope Mattress, 18"	Sq. Yd.	-	1166	1166
Filter Fabric	Sq. Yd.	-	1390	1390
Removal of Existing Structures	Each	1	-	1
Structure Excavation	Cu. Yd.	-	436	436
Concrete Structures	Cu. Yd.	-	109.9	109.9
Concrete Superstructure	Cu. Yd.	340.2	-	340.2
Bridge Deck Grooving	Sq. Yd.	469	-	469
Concrete Encasement	Cu. Yd.	-	6.6	6.6
Protective Coat	Sq. Yd.	865	-	865
Furnishing and Erecting Structural Steel	Pound	2,670	-	2,670
Furnishing and Erecting Precast Prestressed Concrete Bulb T-Beams, 72"	Foot	728.0	-	728.0
Reinforcement Bars, Epoxy Coated	Pound	67,180	10,230	77,410
Bar Splicers	Each	608	32	640
Furnishing Steel Piles, HP14x89	Foot	-	207	207
Name Plates	Each	1	-	1
Anchor Bolts, 1"	Each	-	24	24
Geocomposite Wall Drain	Sq. Yd.	-	65	65
Pipe Underdrains for Structure, 4"	Foot	-	191.0	191.0
Asbestos Bearing Pad Removal	Each	22	-	22
Setting Piles in Rock	Each	-	12.0	12.0
Temporary Soil Retention System	Sq. Ft.	-	2,253	2,253

* Slope Mattress to be used on stream side of wingwalls. Stone RipRap to be placed in areas behind wingwalls. See Roadway Plans for further details.

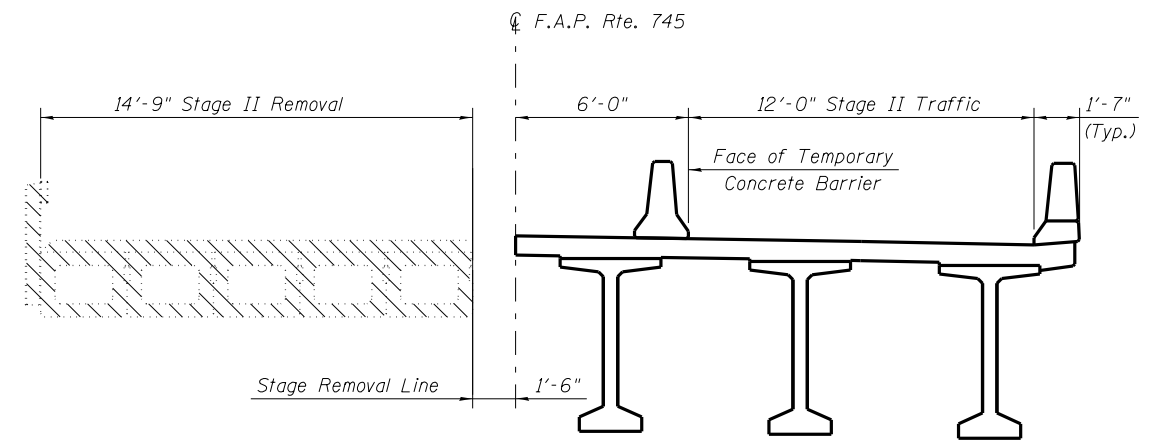
** Included in the cost of Pipe Underdrains for Structures.

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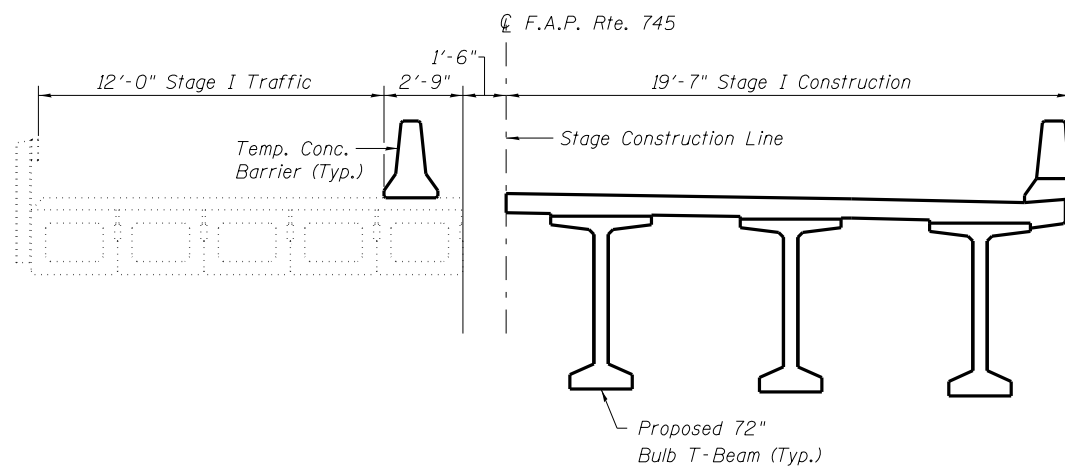
FILE NAME = IL104 over Liehr Creek.dgn	USER NAME =	DESIGNED - CMW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL DATA F.A.P.-745 (IL 104) OVER LIEHR CREEK - S.N.075-0512	F.A.P. RTE. 745	SECTION 10BB-2	COUNTY PIKE	TOTAL SHEETS 64	SHEET NO. 26
	CHECKED - SAL	REVISOR -				CONTRACT NO. 72981				
	DRAWN - TJW	REVISOR -				FED. RD. DIST. NO. 6 ILLINOIS FED. AID PROJECT				
	CHECKED - SAL	REVISOR -				SHEET NO. 2 OF 22 SHEETS				



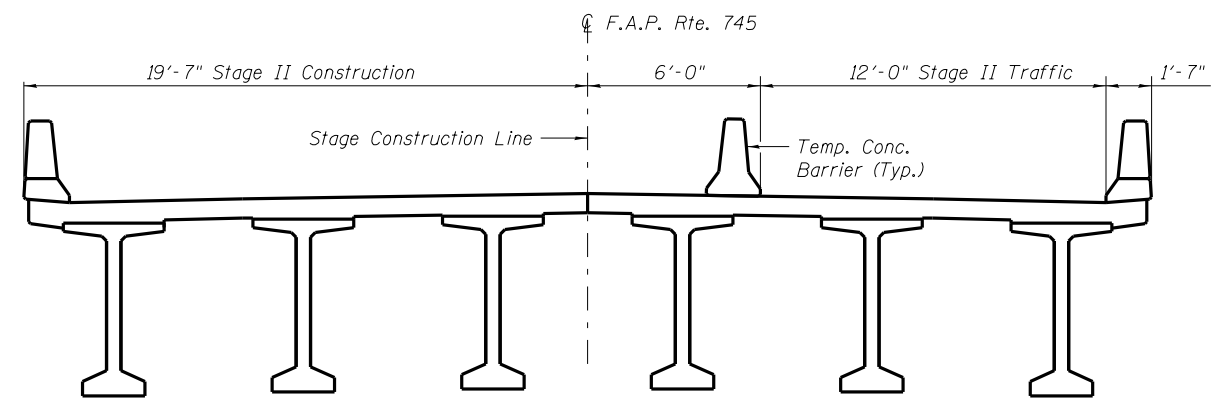
STAGE I REMOVAL
(Looking East)



STAGE II REMOVAL
(Looking East)



STAGE I CONSTRUCTION
(Looking East)



STAGE II CONSTRUCTION
(Looking East)

Note:
See sheet 4 of 20 for Temporary Concrete Barrier Details.
Hatched area indicates removal of existing structures.
For quantity of Temporary Concrete Barrier, see roadway plans.
Removal of Existing railing and wearing surface is included in the cost of Removal of Existing Structures.

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FILE NAME = IL104 Over Liehr Creek.dgn	USER NAME =	DESIGNED - CMW	REVISED -
		CHECKED - SAL	REVISED -
	PLOT SCALE =	DRAWN - TJW	REVISED -
	PLOT DATE =	CHECKED - SAL	REVISED -

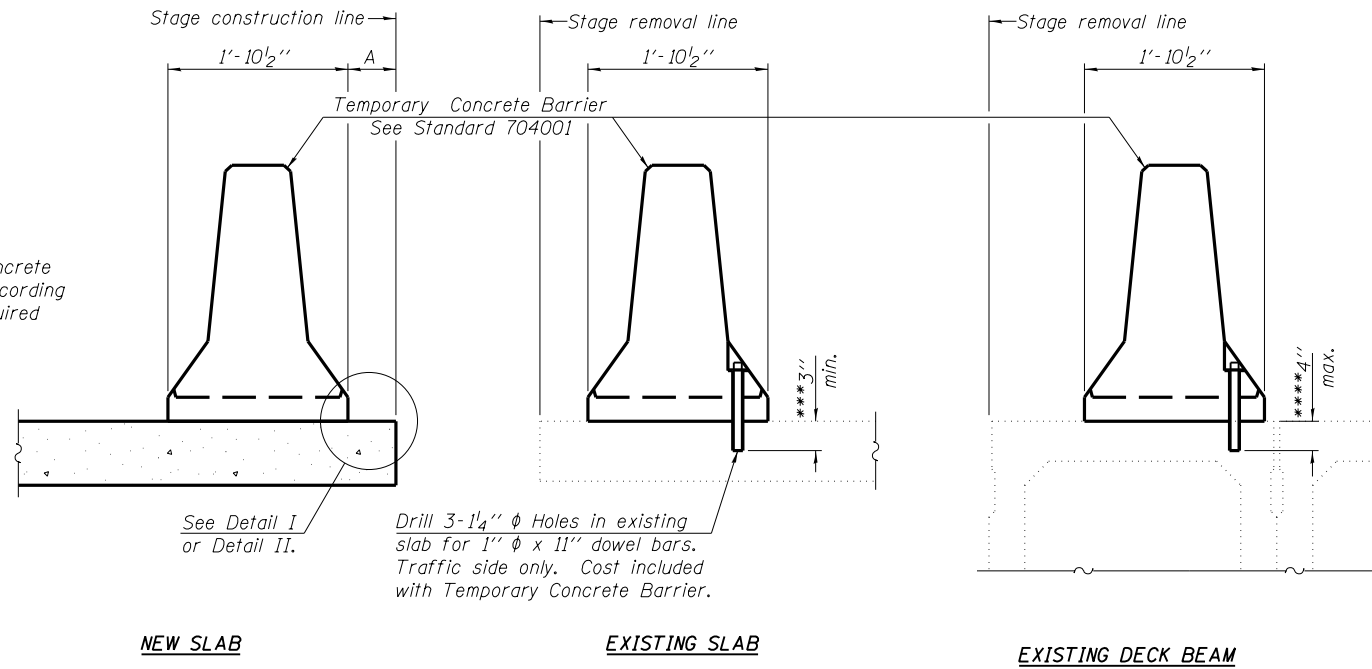
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS
F.A.P.-745 (IL 104) OVERL LIEHR CREEK - S.N. 075-512**

SHEET NO. 3 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-2	PIKE	64	27
CONTRACT NO. 72981				
FED. RD. DIST. NO. 6 ILLINOIS FED. AID PROJECT				

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



NOTES

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

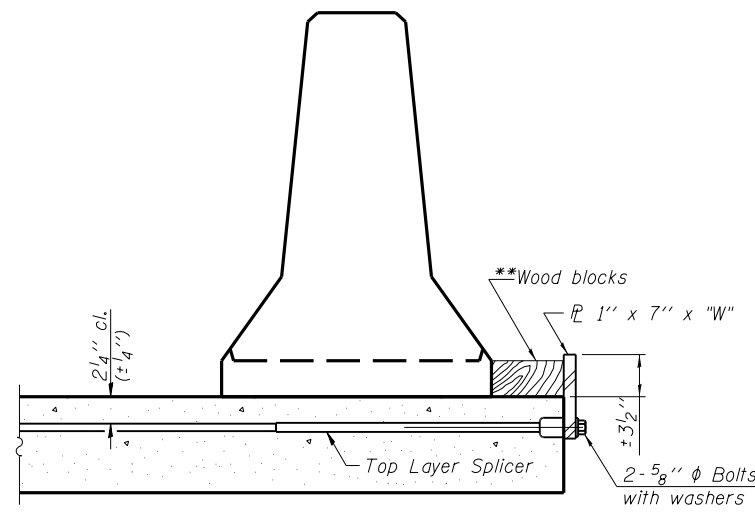
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel PL to the concrete slab or concrete wearing surface with 2-5/8" phi Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

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.

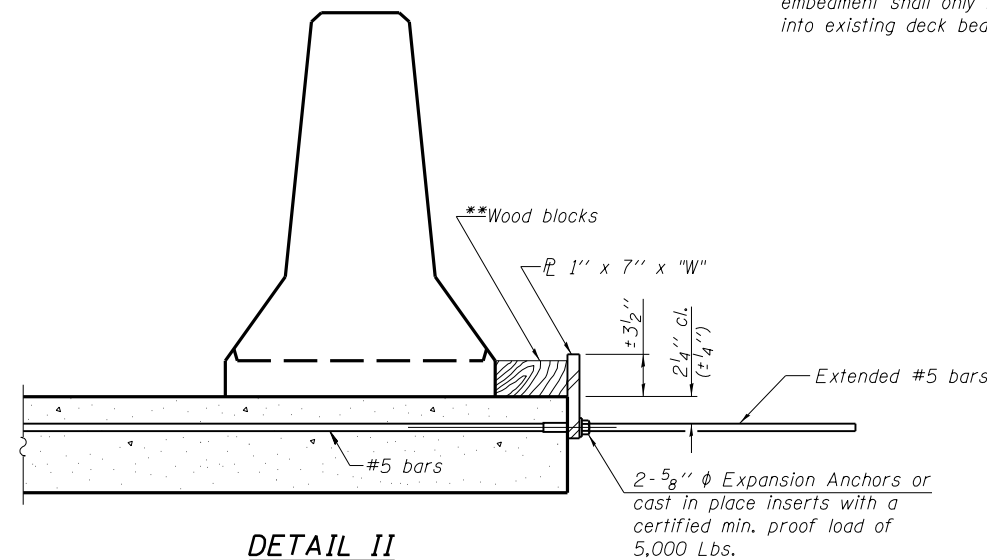
SECTIONS THRU SLAB OR DECK BEAM

*** 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.

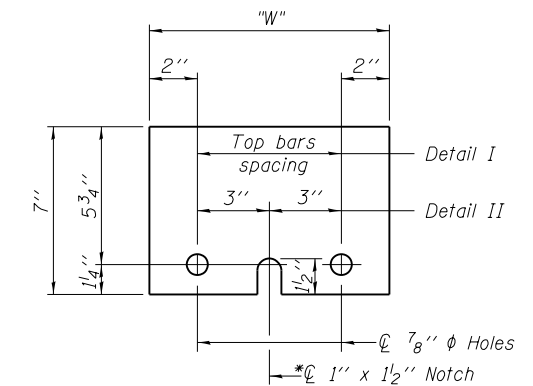
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER PL 1" x 7" x "W"

* Required only with Detail II

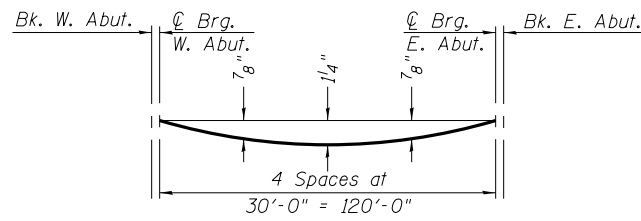
** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"

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Springfield, IL
Champaign, IL

R-27 7-1-10

FILE NAME = IL104 Over Liehr Creek.dgn	USER NAME =	DESIGNED - CMW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION F.A.P.-745 (IL 104) OVER LIEHR CREEK - S.N. 075-0512	F.A.P. RTE. = 745	SECTION = 108B-2	COUNTY = PIKE	TOTAL SHEETS = 64	SHEET NO. = 28	
	PLOT SCALE =	CHECKED - SAL	REVISED -			CONTRACT NO. 72981					
	PLOT DATE =	DRAWN - TJW	REVISED -			SHEET NO. 4 OF 22 SHEETS					
		CHECKED - SAL	REVISED -			FED. RD. DIST. NO. 6 ILLINOIS FED. AID PROJECT					

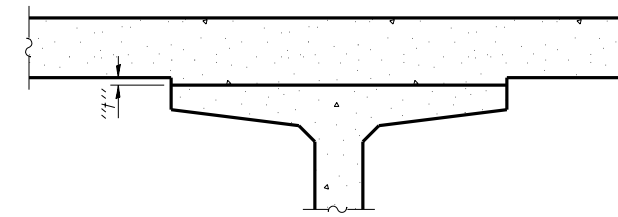


DEAD LOAD DEFLECTION DIAGRAM

(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 of 22.



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" show below and on sheet 6 of 22, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

FILLET HEIGHTS

BEAM 1

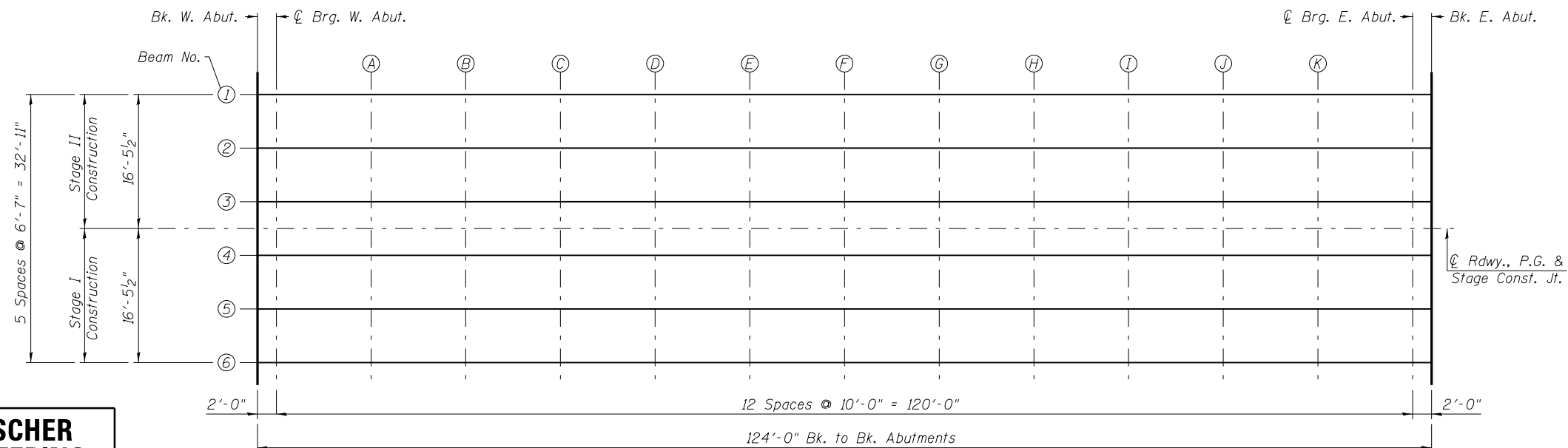
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1945+16.24	-16.458	531.62	531.62
☉ Brg. W. Abut.	1945+18.24	-16.458	531.51	531.51
A	1945+28.24	-16.458	530.96	530.99
B	1945+38.24	-16.458	530.40	530.47
C	1945+48.24	-16.458	529.84	529.94
D	1945+58.24	-16.458	529.29	529.40
E	1945+68.24	-16.458	528.73	528.86
F	1945+78.24	-16.458	528.17	528.31
G	1945+88.24	-16.458	527.62	527.75
H	1945+98.24	-16.458	527.06	527.18
I	1946+08.24	-16.458	526.51	526.60
J	1946+18.24	-16.458	525.95	526.01
K	1946+28.24	-16.458	525.39	525.43
☉ Brg. E. Abut.	1946+38.24	-16.458	524.84	524.84
Bk. E. Abut.	1946+40.24	-16.458	524.72	524.72

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1945+16.24	-9.875	531.75	531.75
☉ Brg. W. Abut.	1945+18.24	-9.875	531.64	531.64
A	1945+28.24	-9.875	531.08	531.12
B	1945+38.24	-9.875	530.53	530.59
C	1945+48.24	-9.875	529.97	530.07
D	1945+58.24	-9.875	529.41	529.53
E	1945+68.24	-9.875	528.86	528.99
F	1945+78.24	-9.875	528.30	528.44
G	1945+88.24	-9.875	527.74	527.88
H	1945+98.24	-9.875	527.19	527.31
I	1946+08.24	-9.875	526.63	526.73
J	1946+18.24	-9.875	526.07	526.14
K	1946+28.24	-9.875	525.52	525.55
☉ Brg. E. Abut.	1946+38.24	-9.875	524.96	524.96
Bk. E. Abut.	1946+40.24	-9.875	524.85	524.85

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1945+16.24	-3.292	531.85	531.85
☉ Brg. W. Abut.	1945+18.24	-3.292	531.74	531.74
A	1945+28.24	-3.292	531.19	531.22
B	1945+38.24	-3.292	530.63	530.70
C	1945+48.24	-3.292	530.07	530.17
D	1945+58.24	-3.292	529.52	529.64
E	1945+68.24	-3.292	528.96	529.09
F	1945+78.24	-3.292	528.40	528.54
G	1945+88.24	-3.292	527.85	527.98
H	1945+98.24	-3.292	527.29	527.41
I	1946+08.24	-3.292	526.73	526.83
J	1946+18.24	-3.292	526.18	526.25
K	1946+28.24	-3.292	525.62	525.66
☉ Brg. E. Abut.	1946+38.24	-3.292	525.06	525.06
Bk. E. Abut.	1946+40.24	-3.292	524.95	524.95



FRAMING PLAN

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☉ RDWY., P.G.L. & STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1945+16.24	0.000	531.90	531.90
☉ Brg. W. Abut.	1945+18.24	0.000	531.79	531.79
A	1945+28.24	0.000	531.24	531.27
B	1945+38.24	0.000	530.68	530.75
C	1945+48.24	0.000	530.12	530.22
D	1945+58.24	0.000	529.57	529.69
E	1945+68.24	0.000	529.01	529.14
F	1945+78.24	0.000	528.45	528.59
G	1945+88.24	0.000	527.90	528.03
H	1945+98.24	0.000	527.34	527.46
I	1946+08.24	0.000	526.79	526.88
J	1946+18.24	0.000	526.23	526.30
K	1946+28.24	0.000	525.67	525.71
☉ Brg. E. Abut.	1946+38.24	0.000	525.12	525.12
Bk. E. Abut.	1946+40.24	0.000	525.00	525.00

BEAM 4

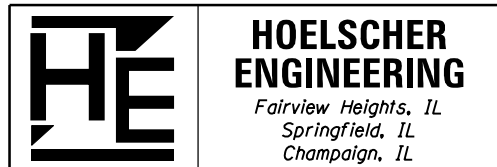
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1945+16.24	3.292	531.85	531.85
☉ Brg. W. Abut.	1945+18.24	3.292	531.74	531.74
A	1945+28.24	3.292	531.19	531.22
B	1945+38.24	3.292	530.63	530.70
C	1945+48.24	3.292	530.07	530.17
D	1945+58.24	3.292	529.52	529.64
E	1945+68.24	3.292	528.96	529.09
F	1945+78.24	3.292	528.40	528.54
G	1945+88.24	3.292	527.85	527.98
H	1945+98.24	3.292	527.29	527.41
I	1946+08.24	3.292	526.73	526.83
J	1946+18.24	3.292	526.18	526.25
K	1946+28.24	3.292	525.62	525.66
☉ Brg. E. Abut.	1946+38.24	3.292	525.06	525.06
Bk. E. Abut.	1946+40.24	3.292	524.95	524.95

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1945+16.24	9.875	531.75	531.75
☉ Brg. W. Abut.	1945+18.24	9.875	531.64	531.64
A	1945+28.24	9.875	531.08	531.12
B	1945+38.24	9.875	530.53	530.59
C	1945+48.24	9.875	529.97	530.07
D	1945+58.24	9.875	529.41	529.53
E	1945+68.24	9.875	528.86	528.99
F	1945+78.24	9.875	528.30	528.44
G	1945+88.24	9.875	527.74	527.88
H	1945+98.24	9.875	527.19	527.31
I	1946+08.24	9.875	526.63	526.73
J	1946+18.24	9.875	526.07	526.14
K	1946+28.24	9.875	525.52	525.55
☉ Brg. E. Abut.	1946+38.24	9.875	524.96	524.96
Bk. E. Abut.	1946+40.24	9.875	524.85	524.85

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1945+16.24	16.458	531.62	531.62
☉ Brg. W. Abut.	1945+18.24	16.458	531.51	531.51
A	1945+28.24	16.458	530.96	530.99
B	1945+38.24	16.458	530.40	530.47
C	1945+48.24	16.458	529.84	529.94
D	1945+58.24	16.458	529.29	529.40
E	1945+68.24	16.458	528.73	528.86
F	1945+78.24	16.458	528.17	528.31
G	1945+88.24	16.458	527.62	527.75
H	1945+98.24	16.458	527.06	527.18
I	1946+08.24	16.458	526.50	526.60
J	1946+18.24	16.458	525.95	526.01
K	1946+28.24	16.458	525.39	525.43
☉ Brg. E. Abut.	1946+38.24	16.458	524.84	524.84
Bk. E. Abut.	1946+40.24	16.458	524.72	524.72



NORTH EDGE OF SHOULDER

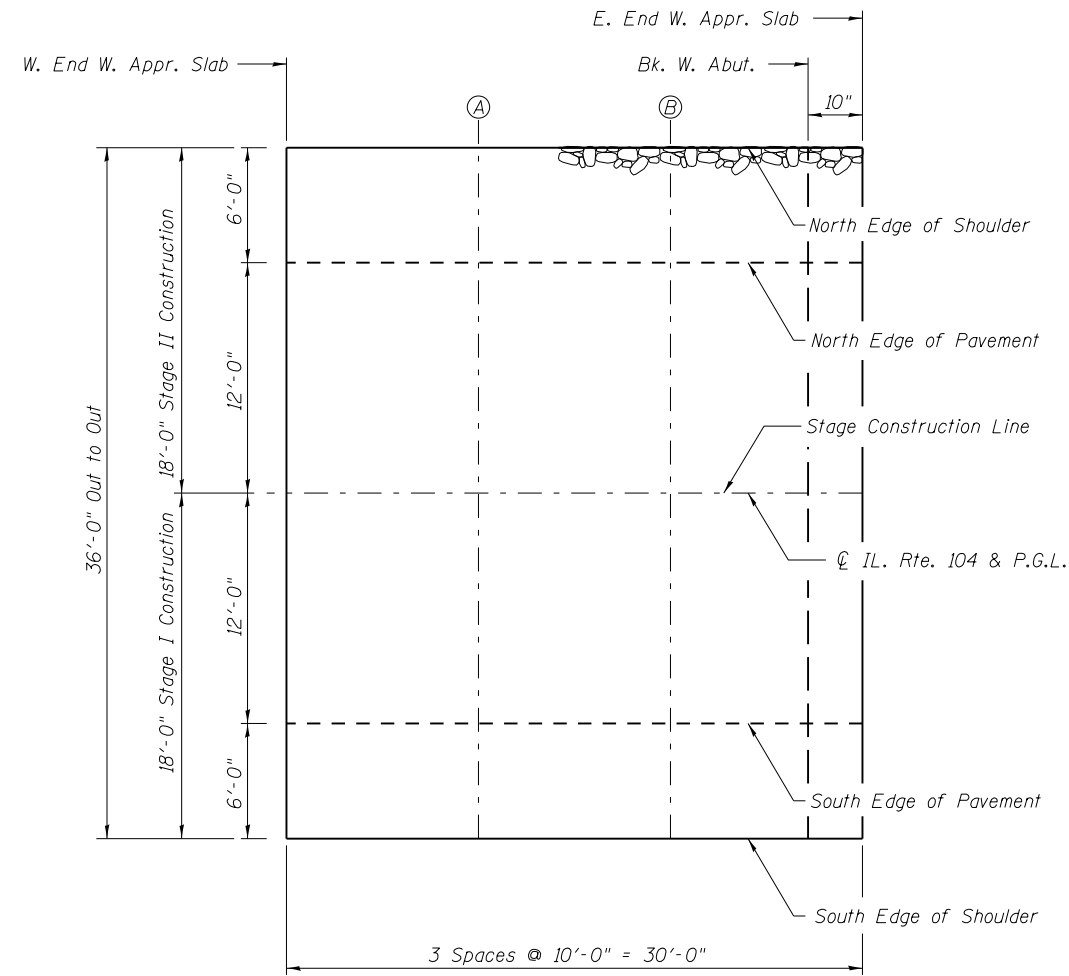
Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Slab	1944+87.07	-18.000	533.22
A	1944+97.07	-18.000	532.66
B	1945+07.07	-18.000	532.10
E. End W. Appr. Slab	1945+17.07	-18.000	531.55
W. End E. Appr. Slab	1946+39.41	-18.000	524.74
C	1946+49.41	-18.000	524.18
D	1946+59.41	-18.000	523.63
E. End E. Appr. Slab	1946+69.41	-18.000	523.07

NORTH EDGE OF PAVEMENT

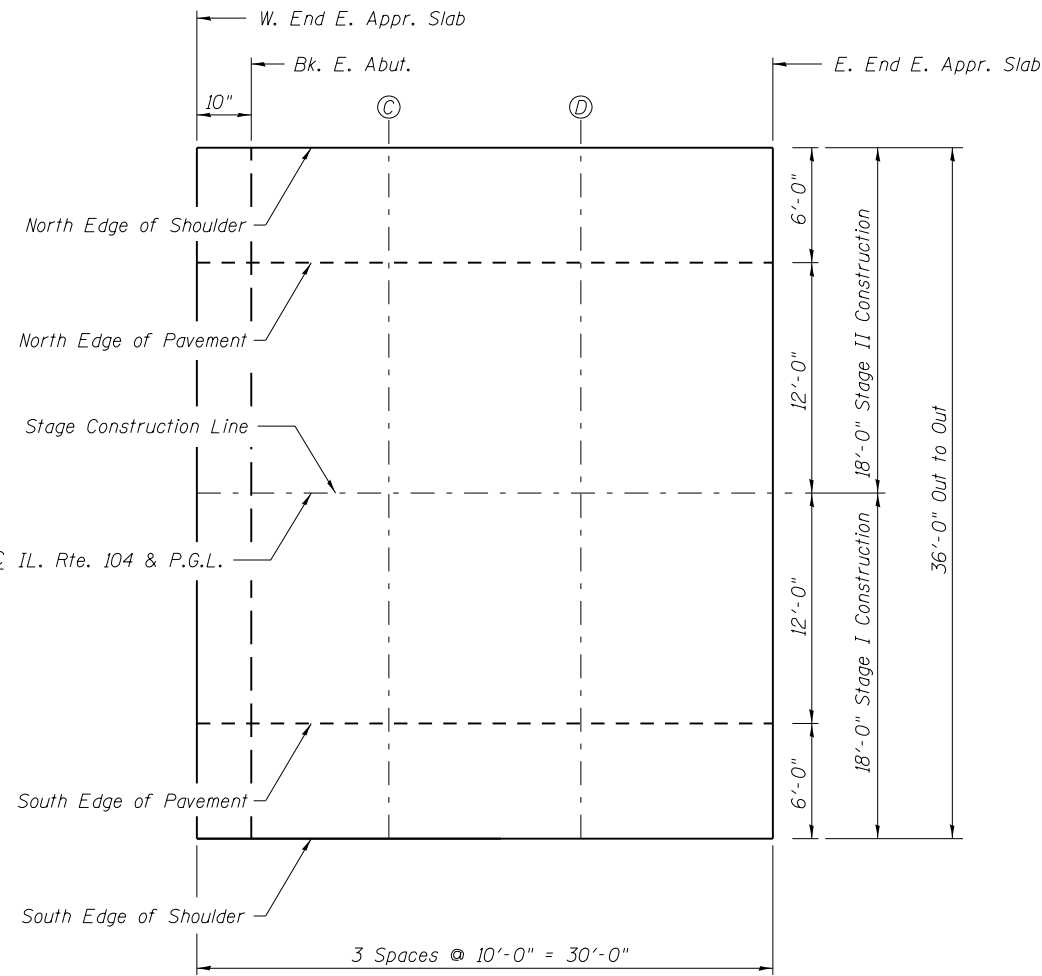
Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Slab	1944+87.07	-12.000	533.34
A	1944+97.07	-12.000	532.78
B	1945+07.07	-12.000	532.23
E. End W. Appr. Slab	1945+17.07	-12.000	531.67
W. End E. Appr. Slab	1946+39.41	-12.000	524.86
C	1946+49.41	-12.000	524.31
D	1946+59.41	-12.000	523.75
E. End E. Appr. Slab	1946+69.41	-12.000	523.19

CL ROADWAY, PGL & STAGE CONST. LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Slab	1944+87.07	0.000	533.53
A	1944+97.07	0.000	532.97
B	1945+07.07	0.000	532.42
E. End W. Appr. Slab	1945+17.07	0.000	531.86
W. End E. Appr. Slab	1946+39.41	0.000	525.05
C	1946+49.41	0.000	524.49
D	1946+59.41	0.000	523.94
E. End E. Appr. Slab	1946+69.41	0.000	523.38



PLAN



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Slab	1944+87.07	12.000	533.34
A	1944+97.07	12.000	532.78
B	1945+07.07	12.000	532.23
E. End W. Appr. Slab	1945+17.07	12.000	531.67
W. End E. Appr. Slab	1946+39.41	12.000	524.86
C	1946+49.41	12.000	524.31
D	1946+59.41	12.000	523.75
E. End E. Appr. Slab	1946+69.41	12.000	523.11

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Slab	1944+87.07	18.000	533.22
A	1944+97.07	18.000	532.66
B	1945+07.07	18.000	532.10
E. End W. Appr. Slab	1945+17.07	18.000	531.55
W. End E. Appr. Slab	1946+39.41	18.000	524.74
C	1946+49.41	18.000	524.18
D	1946+59.41	18.000	523.63
E. End E. Appr. Slab	1946+69.41	18.000	523.07

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FILE NAME = IL104 over Liehr Creek.dgn	USER NAME =	DESIGNED - CMW	REVISED -
		CHECKED - SAL	REVISED -
		DRAWN - TJW	REVISED -
		CHECKED - SAL	REVISED -

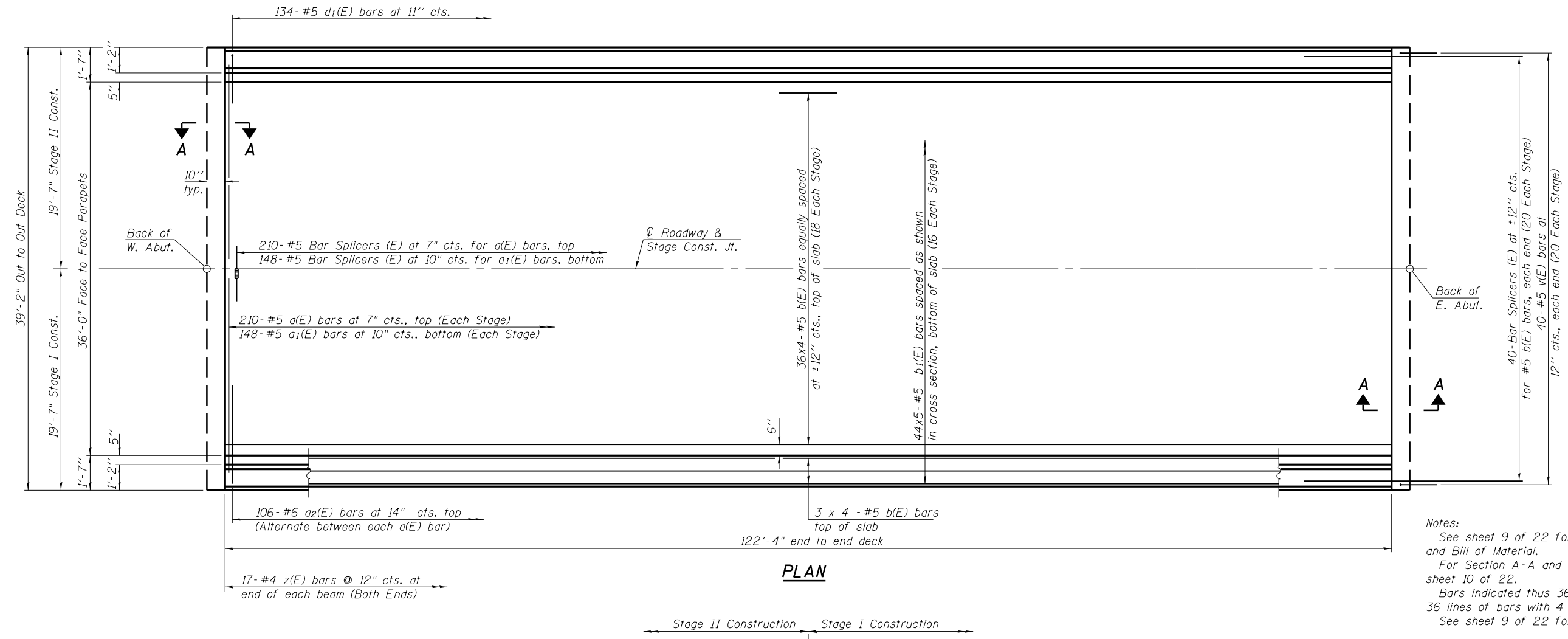
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF APPROACH SLAB ELEVATIONS
F.A.P.-745 (IL 104) OVER LIEHR CREEK - S.N. 075-0512**

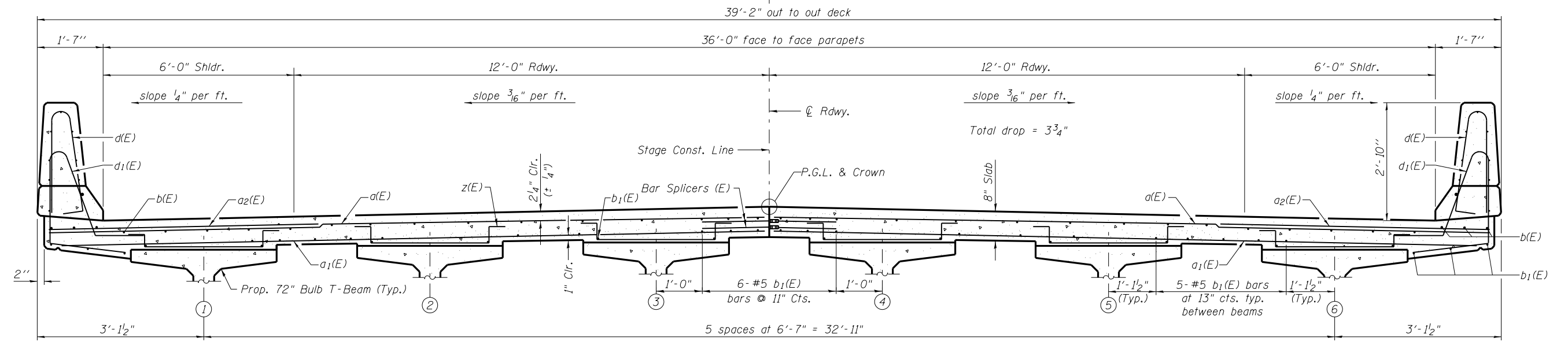
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-2	PIKE	64	31
CONTRACT NO. 72981				

SHEET NO. 7 OF 22 SHEETS

FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT



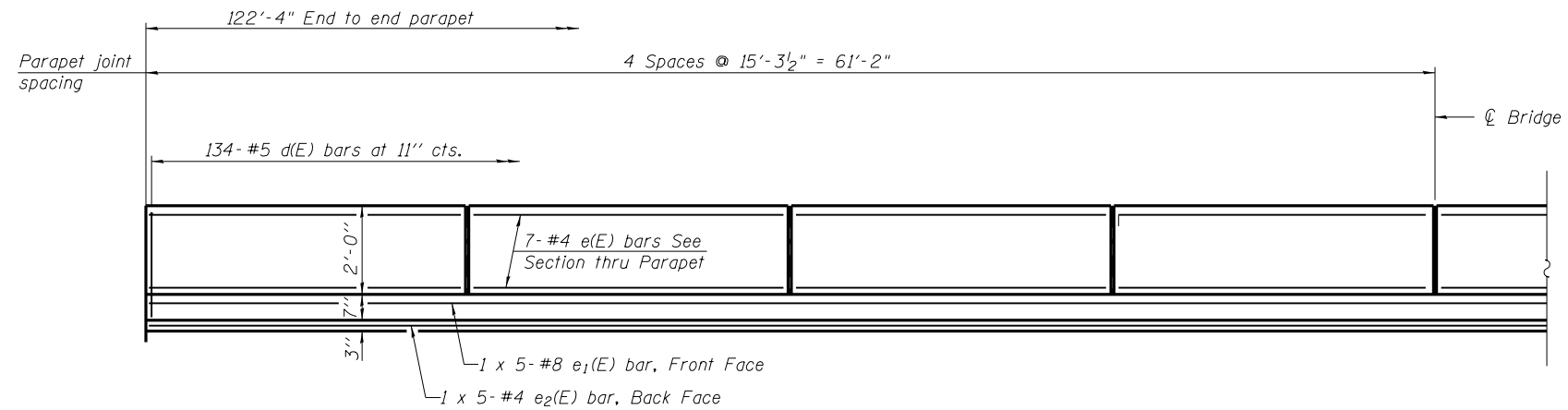
Notes:
 See sheet 9 of 22 for superstructure details and Bill of Material.
 For Section A-A and diaphragm details see sheet 10 of 22.
 Bars indicated thus 36 x 4-#5 etc. indicates 36 lines of bars with 4 lengths per line.
 See sheet 9 of 22 for parapet reinforcement.



MINIMUM BAR LAP
 #5 = 2'-7" (Deck)

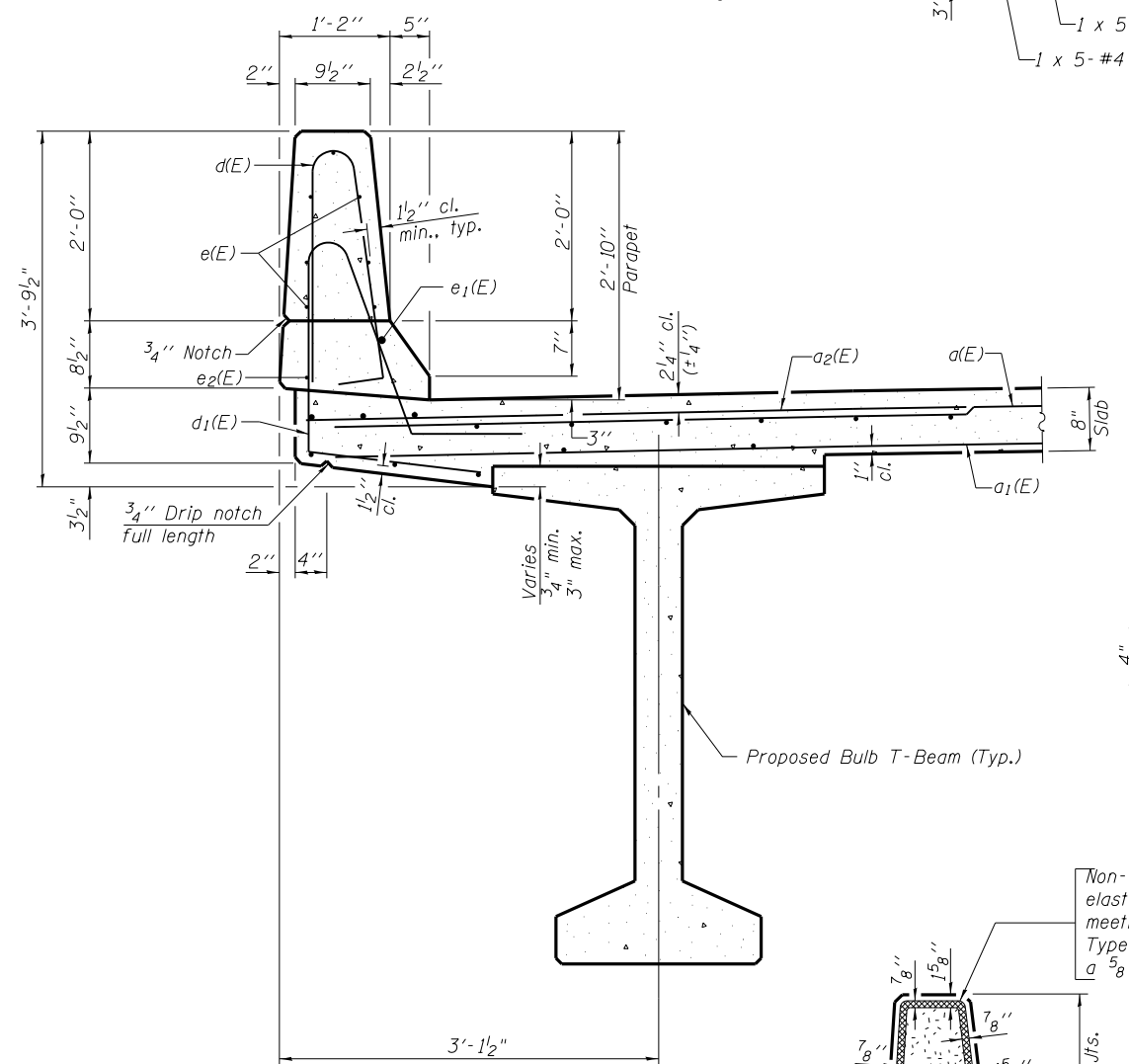
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 Springfield, IL
 Champaign, IL

FILE NAME = IL104 over Liehr Creek.dgn	USER NAME =	DESIGNED - CMW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE F.A.P.-745 (IL 104) OVER LIEHR CREEK - S.N. 075-0512	F.A.P. RTE. 745	SECTION 108B-2	COUNTY PIKE	TOTAL SHEETS 64	SHEET NO. 32
		CHECKED - SAL	REVISED -			CONTRACT NO. 72981				
		DRAWN - TJW	REVISED -			SHEET NO. 8 OF 22 SHEETS				
		CHECKED - SAL	REVISED -			FED. RD. DIST. NO. 6 ILLINOIS FED. AID PROJECT				

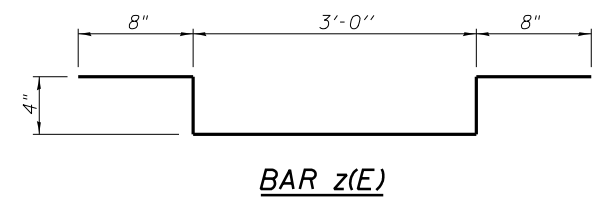


INSIDE ELEVATION OF PARAPET
(Symmetrical About C Bridge)

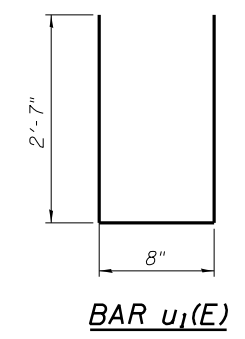
MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"



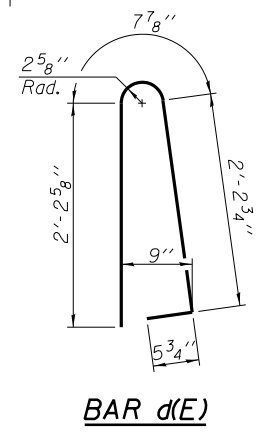
SECTION THRU PARAPET



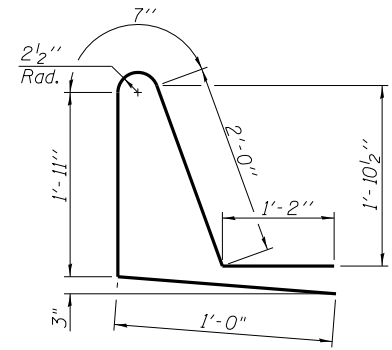
BAR z(E)



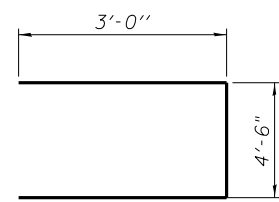
BAR u1(E)



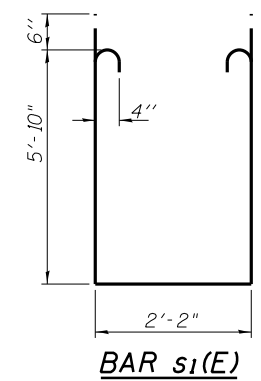
BAR d(E)



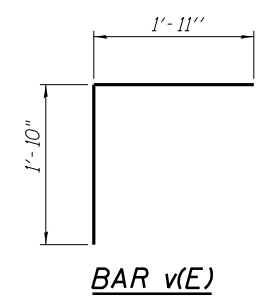
BAR d1(E)



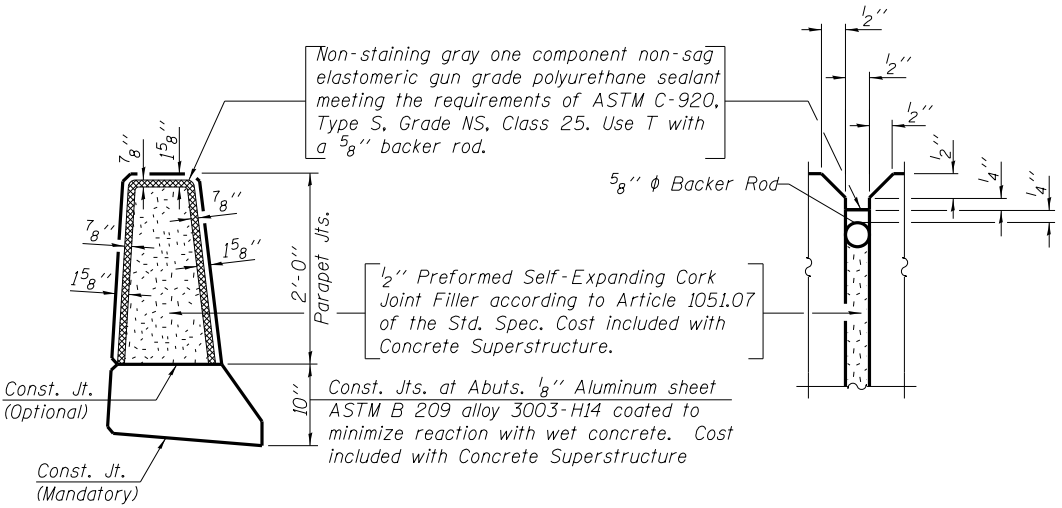
BAR s(E)



BAR s1(E)



BAR v(E)



PARAPET JOINT DETAILS

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	420	#5	19'-2"	—
a1(E)	296	#5	19'-0"	—
a2(E)	212	#6	6'-6"	—
b(E)	168	#5	32'-6"	—
b1(E)	220	#5	26'-6"	—
d(E)	268	#5	5'-7"	⏏
d1(E)	268	#5	6'-8"	⏏
e(E)	112	#4	15'-0"	—
e1(E)	10	#8	28'-7"	—
e2(E)	10	#4	26'-1"	—
m(E)	20	#6	19'-2"	—
m1(E)	12	#6	7'-9"	—
m2(E)	10	#6	5'-0"	—
m3(E)	4	#6	2'-3"	—
s(E)	36	#5	10'-6"	⏏
s1(E)	26	#4	14'-10"	⏏
u1(E)	80	#4	5'-10"	U
v(E)	80	#5	3'-9"	Γ
z(E)	204	#4	5'-0"	⏏
Reinforcement Bars, Epoxy Coated			Lbs.	36,350
Concrete Superstructure			Cu. Yds.	214.2
Bar Splicers			Each	386

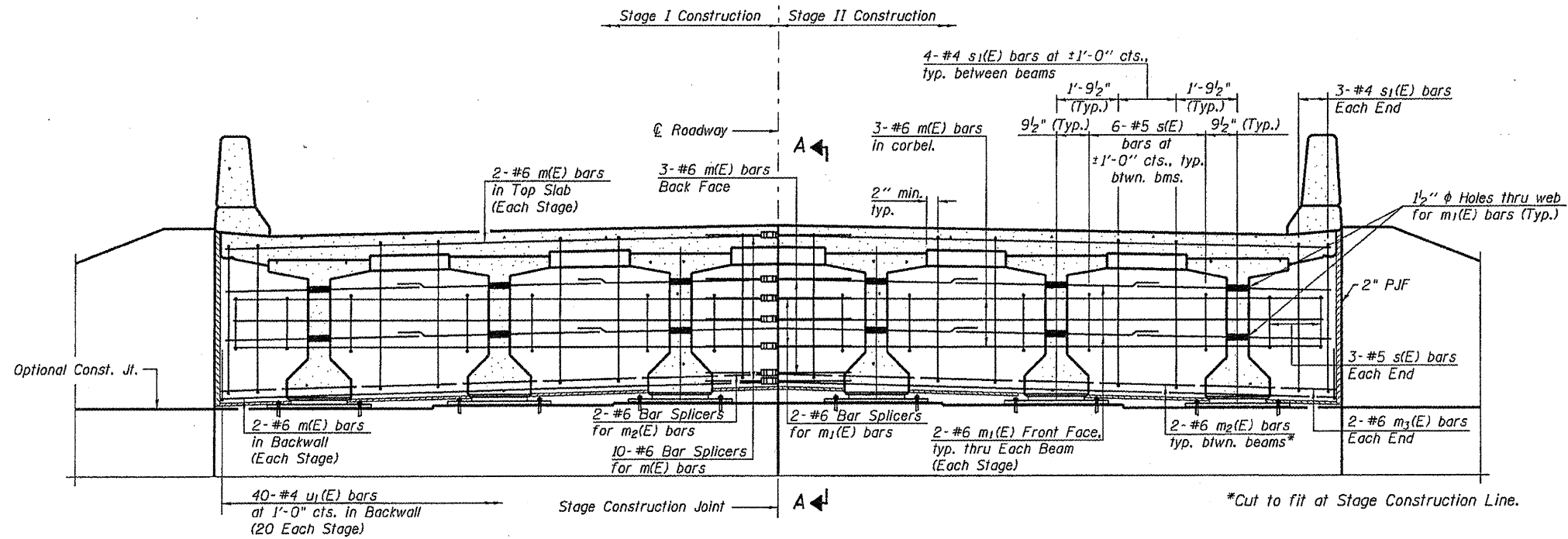
Bars indicated thus 1 x 5-#8 etc. indicates 1 line of bars with 5 lengths per line.

FILE NAME = IL104 over Liehr Creek.dgn	USER NAME =	DESIGNED - CMW	REVISED -
		CHECKED - SAL	REVISED -
	PLOT SCALE =	DRAWN - TJW	REVISED -
	PLOT DATE =	CHECKED - SAL	REVISED -

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DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
F.A.P.-745 (IL 104) OVER LIEHR CREEK - S.N. 075-0512

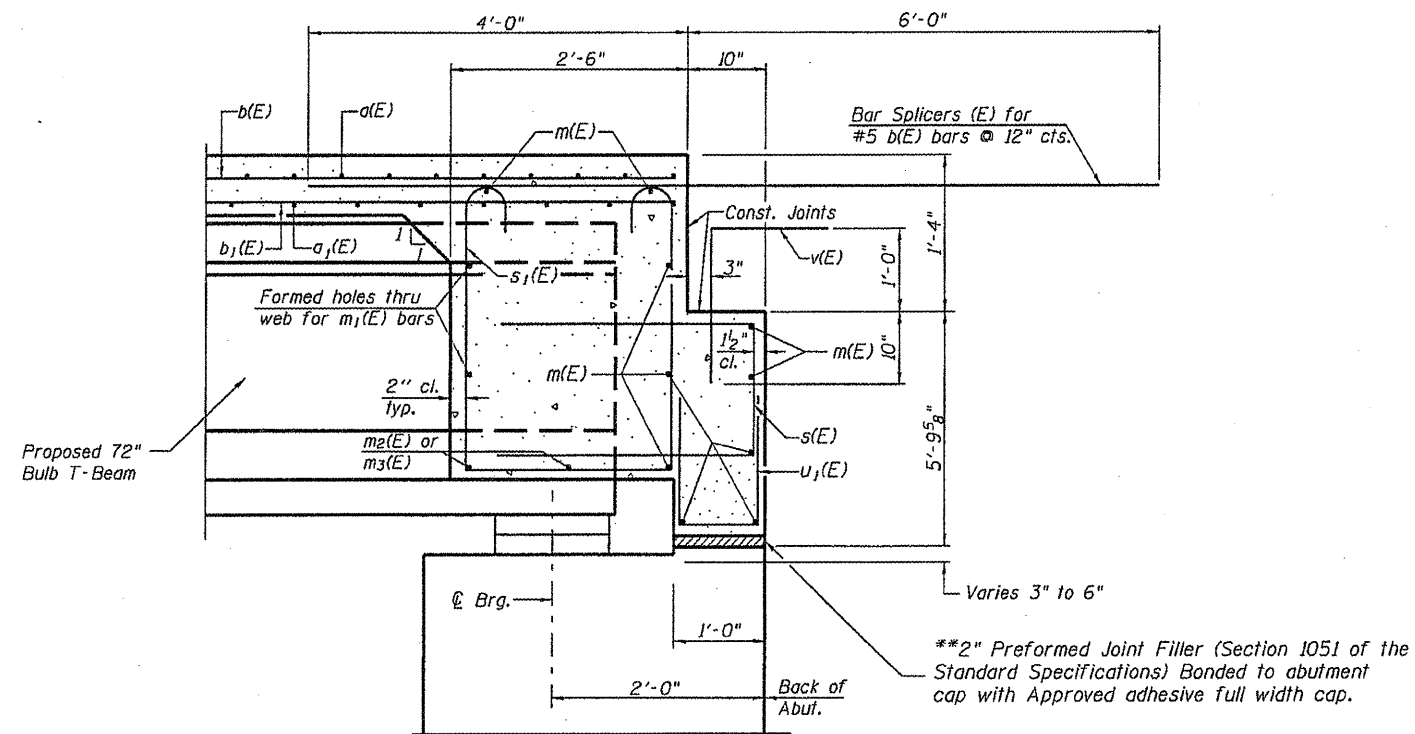
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-2	PIKE	64	33
				CONTRACT NO. 72981
SHEET NO. 9 OF 22 SHEETS				
FED. RD. DIST. NO. 6 ILLINOIS FED. AID PROJECT				



DIAPHRAGM ELEVATION AT WEST ABUTMENT
(Looking West, East Abutment Similar)

MIN. BAR LAP
#6 bar = 3'-4"

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 9 of 22.
Concrete in diaphragm is included with Concrete Superstructure on sheet 9 of 22.
Concrete in backwall is included with Concrete Structures on sheet 9 of 22.
For details of bars s(E), s₁(E), v(E) & u₁(E) see sheet 9 of 22.
The s(E) and s₁(E) bars shall be placed parallel to the beams.

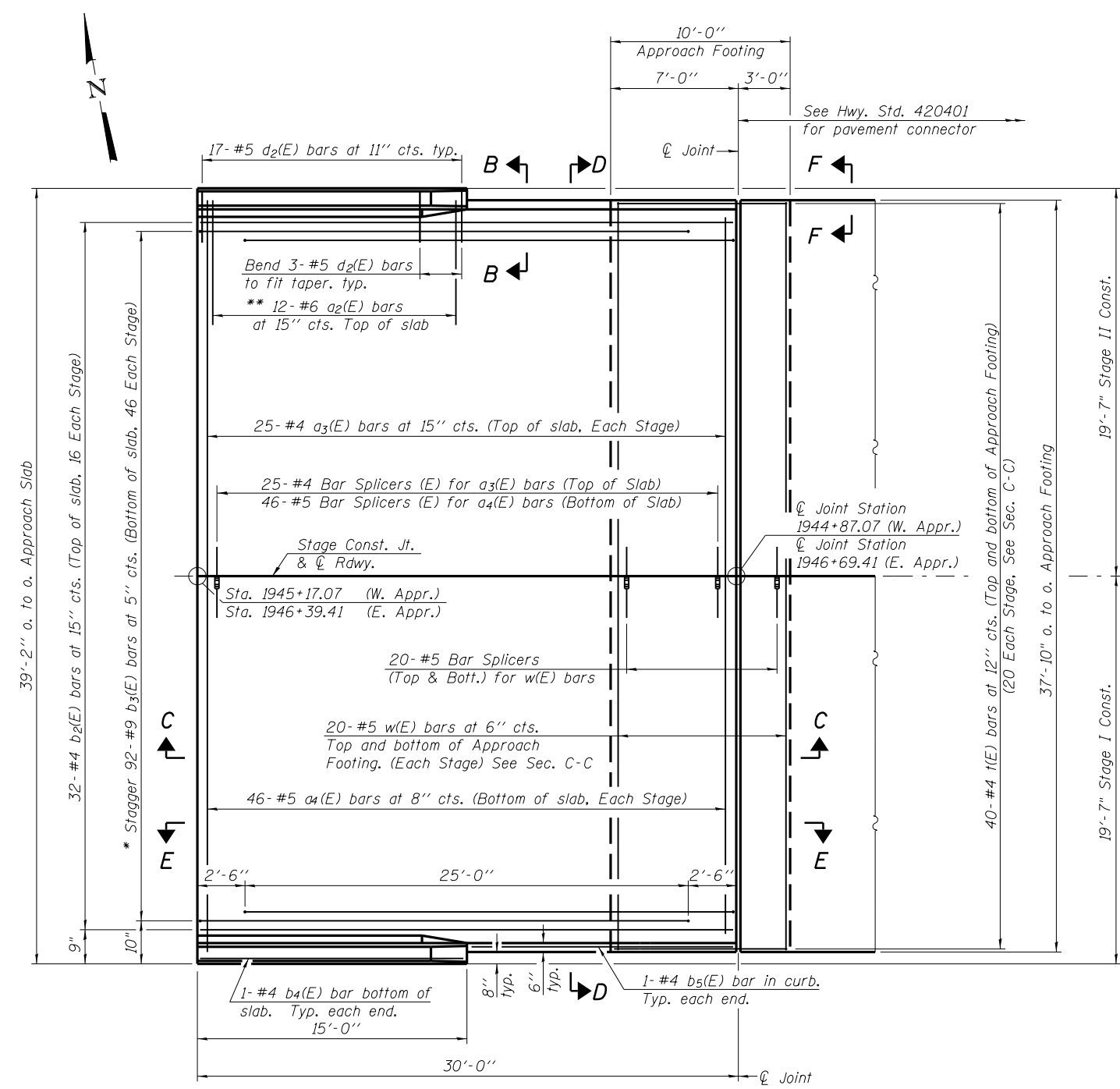


SECTION A-A

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Champaign, IL

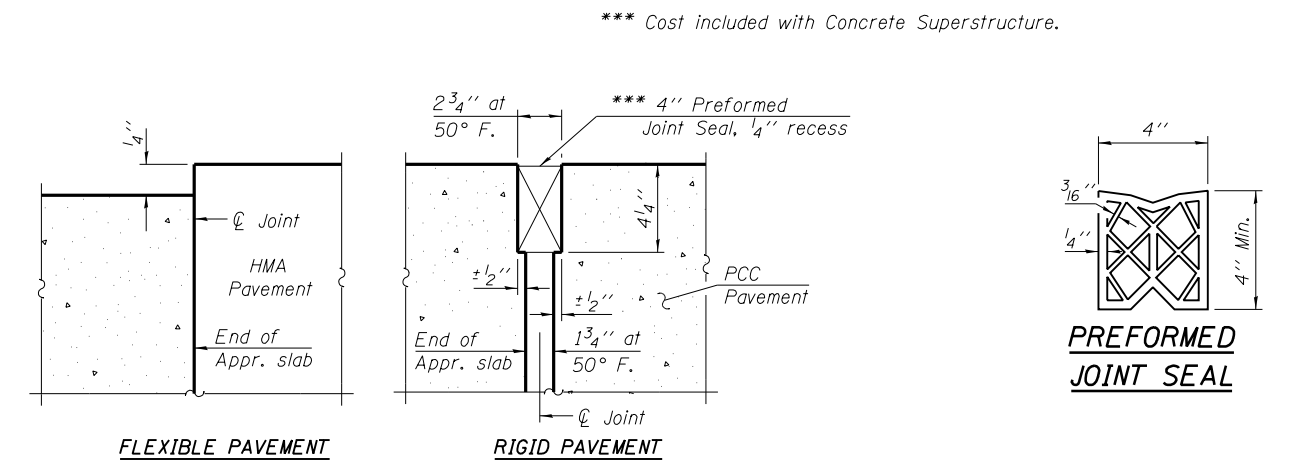
FILE NAME = IL104 over Liehr Creek/dgn	USER NAME =	DESIGNED - CMW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DIAPHRAGM DETAILS F.A.P.-745 (IL 104) OVER LIEHR CREEK - S.N. 075-0512	F.A.P. SECTION COUNTY TOTAL SHEETS SHEET NO.	
		CHECKED - SAL	REVISED -			745 108B-2 PIKE 64 34	
		DRAWN - TJW	REVISED -			CONTRACT NO. 72981	
		CHECKED - SAL	REVISED -			FED. RD. DIST. NO. 6 ILLINOIS FED. AID PROJECT	
					SHEET NO. 10 OF 22 SHEETS		

Notes:
See sheet 12 of 22 for Sections C-C & D-D and View E-E.
a₃(E) and a₄(E) bar spacings measured along \varnothing Rdwy.

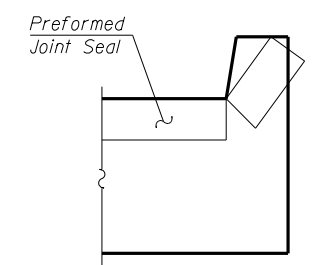


EAST APPROACH PLAN
(West Approach Similar)

* Tilt #9 b₃(E) bars as required to maintain clearance.
** Space between a₃(E) bars, typ. ea. parapet.

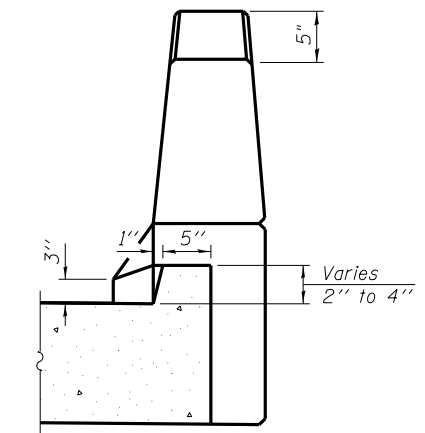


DETAIL A



VIEW F-F

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



VIEW B-B

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Champaign, IL

BA-0 7-1-10

(Sheet 1 of 2)

FILE NAME = IL104 over Liehr Creek.dgn	USER NAME =	DESIGNED - CMW	REVISED -
		CHECKED - SAL	REVISED -
	PLOT SCALE =	DRAWN - TJW	REVISED -
	PLOT DATE =	CHECKED - SAL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS
F.A.P.-745 (IL 104) OVER LIEHR CREEK - S.N. 075-0512

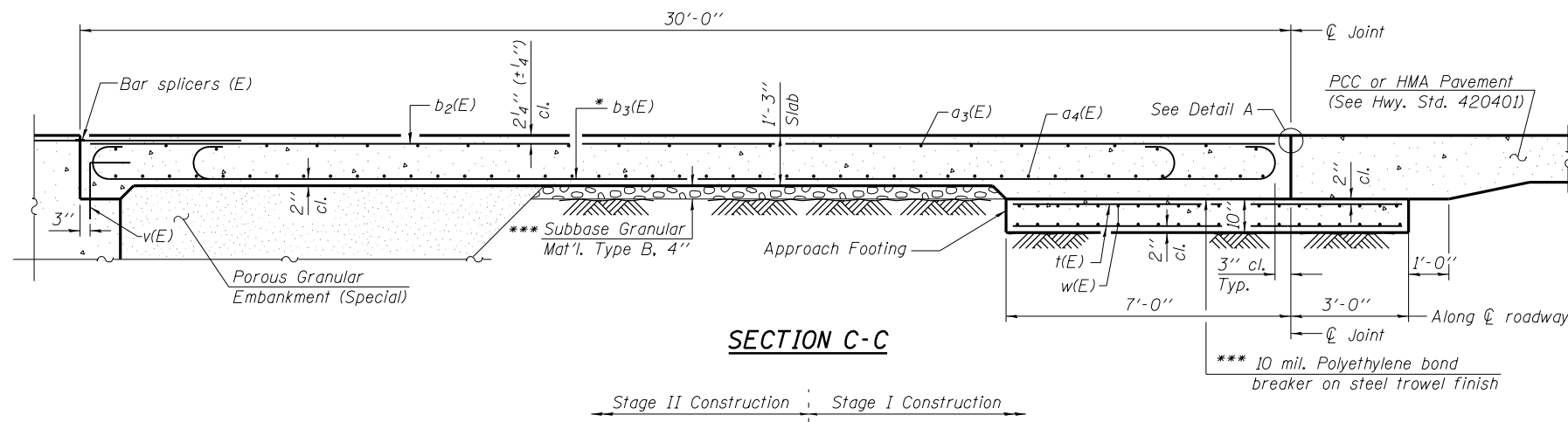
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-2	PIKE	64	35
CONTRACT NO. 72981				

SHEET NO. 11 OF 22 SHEETS

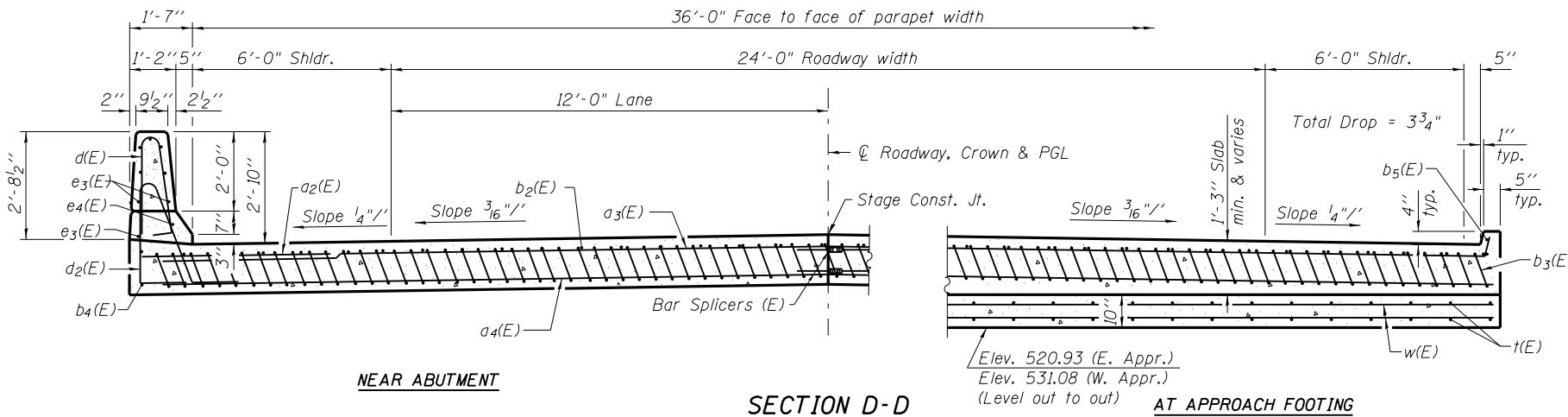
FED. RD. DIST. NO. 6 ILLINOIS FED. AID PROJECT

Notes:

See sheet 11 of 22 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 9 of 22.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 For bar splicer details, see sheet 19 of 22.
 Cost of excavation for approach footing included with Concrete Structures.
 For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 22.
 For additional parapet details, see sheet 9 of 22.



SECTION C-C

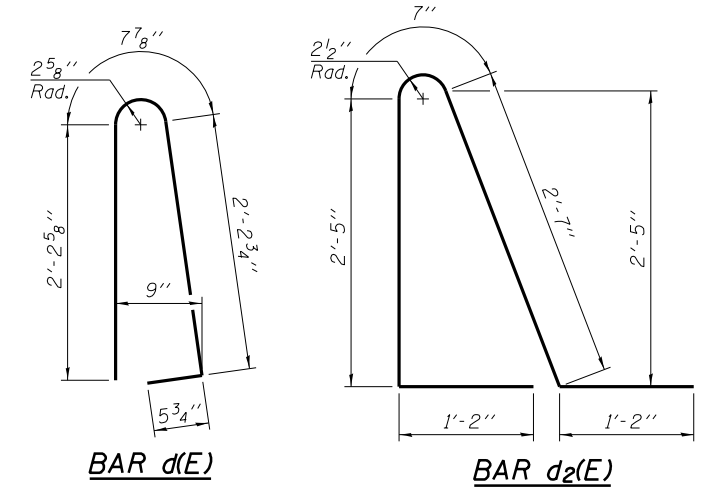


NEAR ABUTMENT

SECTION D-D

AT APPROACH FOOTING

(See Plan for dimensions not shown)

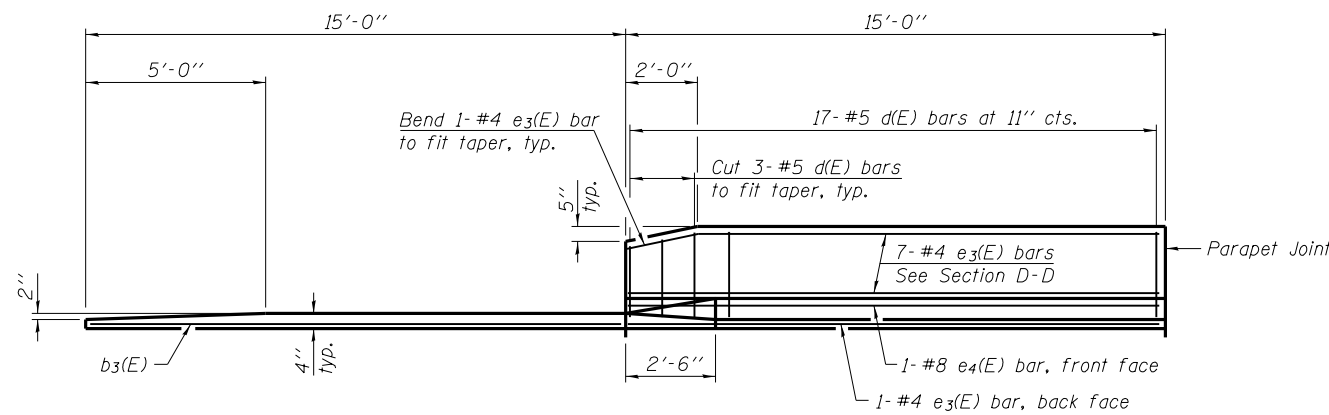


BAR d(E)

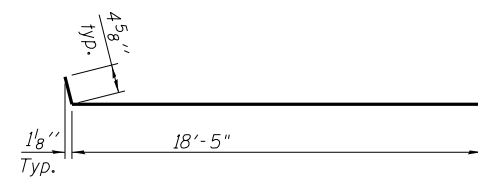
BAR d2(E)

* Tilt #9 b3(E) bars as required to maintain clearance.

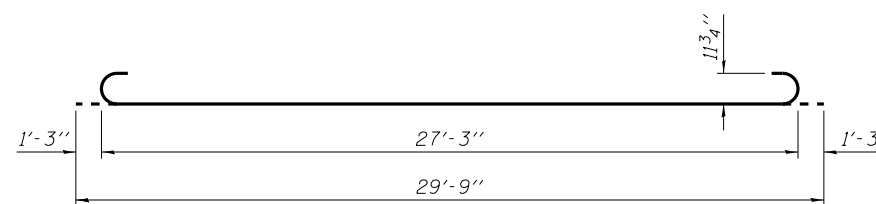
*** Cost included with Concrete Superstructure.



VIEW E-E



BAR a3(E)



BAR b3(E)

TWO APPROACHES
 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a2(E)	48	#6	6'-6"	—
a3(E)	100	#4	18'-10"	—
a4(E)	184	#5	18'-6"	—
b2(E)	64	#4	29'-8"	—
b3(E)	184	#9	29'-9"	—
b4(E)	4	#4	14'-8"	—
b5(E)	4	#4	14'-6"	—
d(E)	68	#5	5'-7"	—
d2(E)	68	#5	7'-11"	—
e3(E)	32	#4	14'-8"	—
e4(E)	4	#8	14'-8"	—
t(E)	160	#4	9'-8"	—
w(E)	160	#5	18'-9"	—
Concrete Superstructure		Cu. Yd.	126.0	
Concrete Structures		Cu. Yd.	12.2	
Reinforcement Bars, Epoxy Coated		Pound	30,830	
Bar Splicers		Each	222	

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BA-0 7-1-10

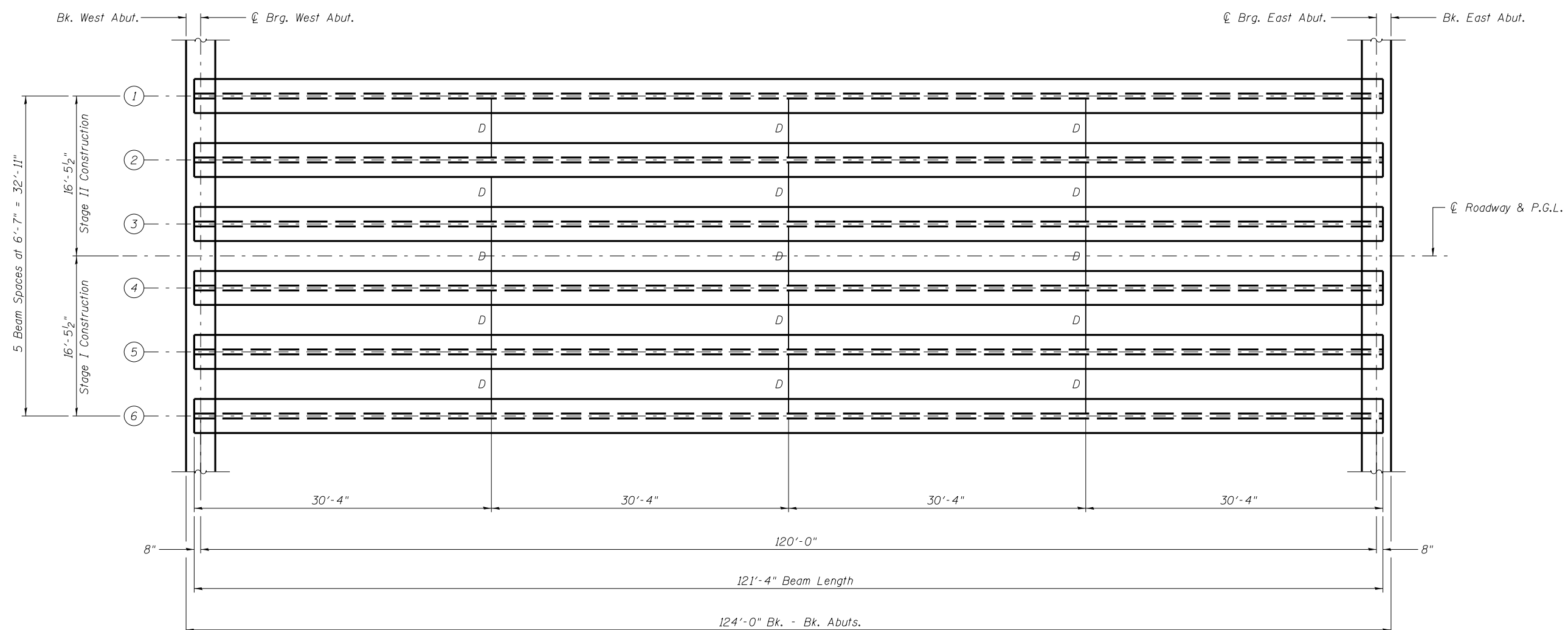
FILE NAME = IL104 over Liehr Creek.dgn	USER NAME =	DESIGNED - CMW	REVISED -
		CHECKED - SAL	REVISED -
		DRAWN - TJW	REVISED -
		CHECKED - SAL	REVISED -

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 DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS
 F.A.P.-745 (IL 104) OVER LIEHR CREEK - S.N. 075-0512

SHEET NO. 12 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-2	PIKE	64	36
CONTRACT NO. 72981				
FED. RD. DIST. NO. 6 ILLINOIS FED. AID PROJECT				



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.).

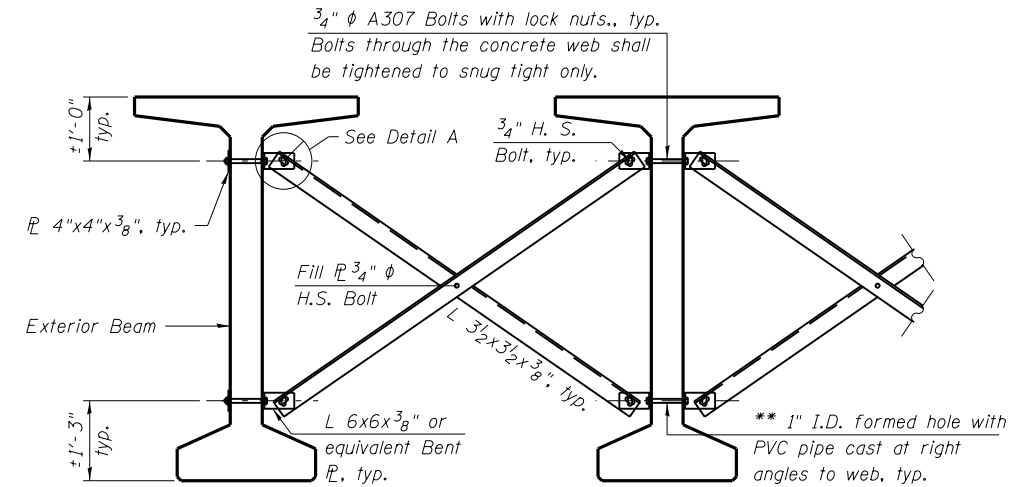
INTERIOR BEAM MOMENT TABLE		
		0.5 Span
<i>I</i>	(in. ⁴)	545,894
<i>I'</i>	(in. ⁴)	1,003,015
<i>S_b</i>	(in. ³)	14,915.0
<i>S_b'</i>	(in. ³)	19,558.5
<i>S_t</i>	(in. ³)	15,421.0
<i>S_t'</i>	(in. ³)	48,414.9
<i>DC1</i>	(k/')	1.50
<i>M_{DC1}</i>	(k')	2,700
<i>DC2</i>	(k/')	0.15
<i>M_{DC2}</i>	(k')	270
<i>DW</i>	(k/')	0.30
<i>M_{DW}</i>	(k')	540
<i>M_{L + IM}</i>	(k')	2,160.0

INTERIOR BEAM REACTION TABLE		
		Abuts.
* <i>R_{DC1}</i>	(k)	136.0
<i>R_{DC2}</i>	(k)	9.0
<i>R_{DW}</i>	(k)	18.0
* <i>R_{L + IM}</i>	(k)	115.6
* <i>R_{Total}</i>	(k)	278.6

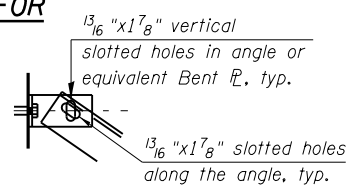
* The total *R_{DC1}*, *R_{L + IM}* and *R_{Total}* include Reaction from Approach Slab.

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 Bulb T-Beams.


** Fabricator shall locate to miss strands within permissible tolerances.



PERMANENT BRACING DETAIL "D" FOR BULB-T BEAMS



DETAIL A


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FILE NAME = IL104 over Liehr Creek.dgn	USER NAME =	DESIGNED - CMW	REVISED -
		CHECKED - SAL	REVISED -
	PLOT SCALE =	DRAWN - TJW	REVISED -
	PLOT DATE =	CHECKED - SAL	REVISED -

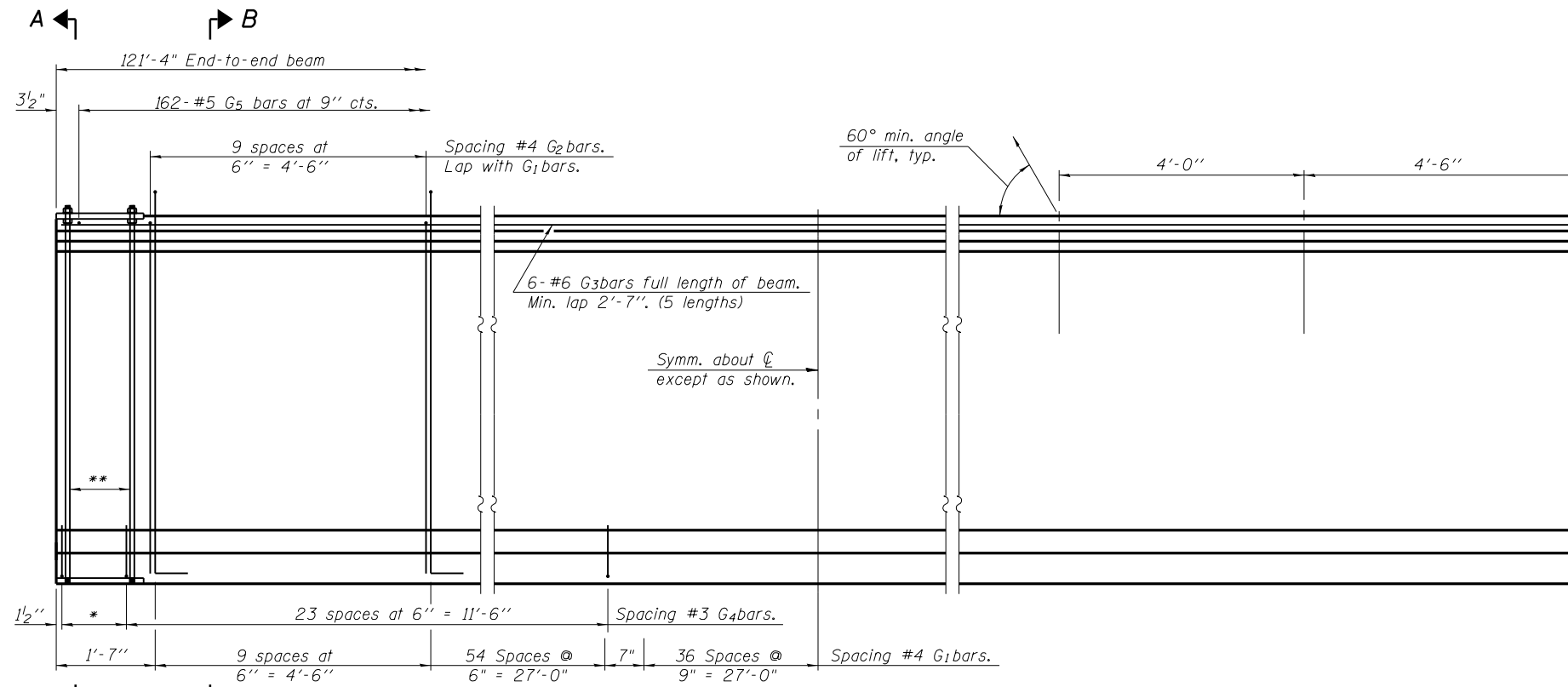
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
F.A.P.-745 (IL 104) OVER LIEHR CREEK - S.N. 075-0512

SHEET NO. 13 OF 22 SHEETS

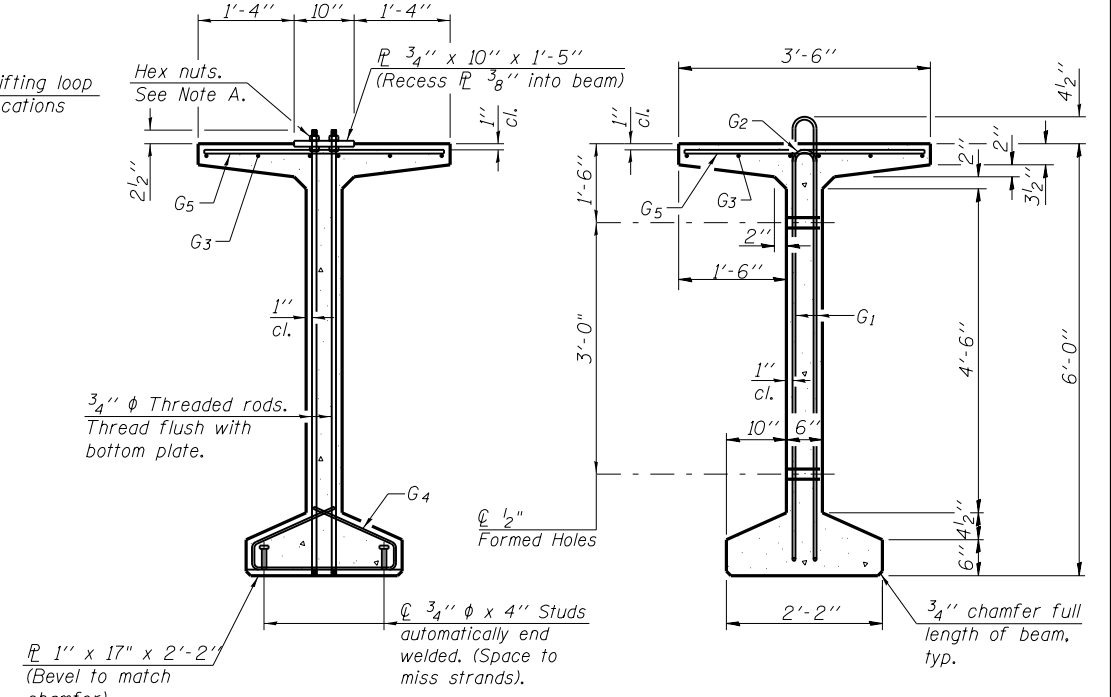
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-2	PIKE	64	37
CONTRACT NO. 72981				

FED. RD. DIST. NO. 6 ILLINOIS FED. AID PROJECT



ELEVATION OF BEAM
(Showing reinforcement & dimensions)

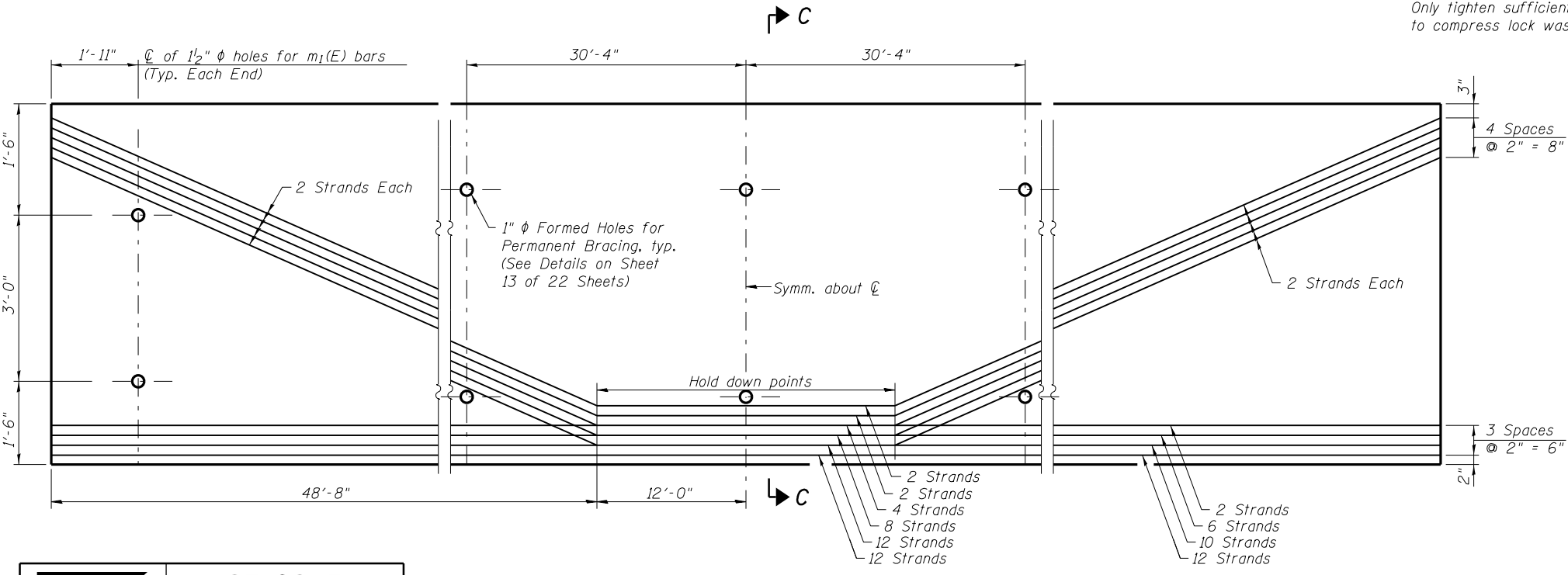
* 4 spaces at 3/4" = 1'-1".
** 5-3/4" φ threaded dowel rods at 3/4" cts., each face.



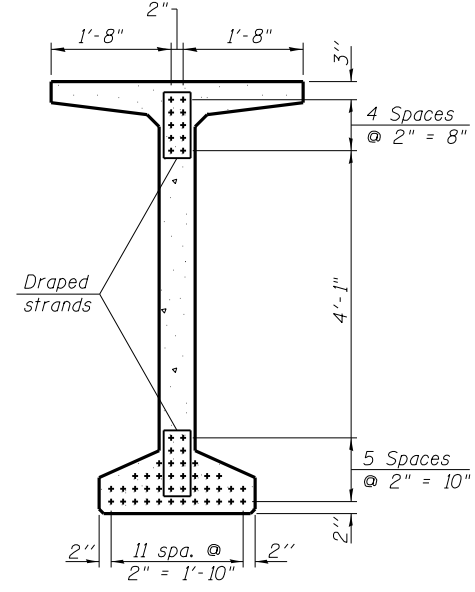
SECTION A-A

SECTION B-B

Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.



ELEVATION OF BEAM
(Showing prestressing steel)



SECTION C-C

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

Bar	No.	Size	Length	Shape
G ₁	203	#4	13'-5"	⊏
G ₂	20	#4	11'-8"	⊏
G ₃	30	#6	26'-6"	—
G ₄	56	#3	4'-11"	⊏
G ₅	103	#5	3'-4"	—

***For information only
Notes:
See sheet 15 of 22 for additional details and Bill of Material.
Required release strength, f'ci, shall be 6,000 psi.

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PBT-4-72

7-1-10

FILE NAME = IL104 over Liehr Creek.dgn	USER NAME =	DESIGNED - CMW	REVISED -
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		DRAWN - TJW	REVISED -
		CHECKED - SAL	REVISED -

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DEPARTMENT OF TRANSPORTATION

72" PPC BULB T-BEAM
F.A.P.-745 (IL 104) OVER LIEHR CREEK - S.N. 075-0512

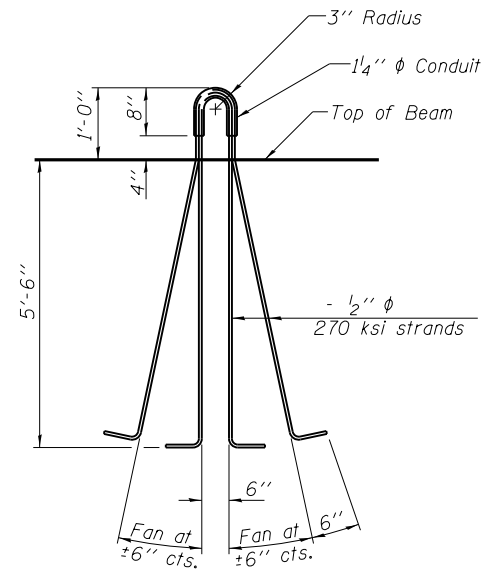
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-2	PIKE	64	38
CONTRACT NO. 72981				

SHEET NO. 14 OF 22 SHEETS

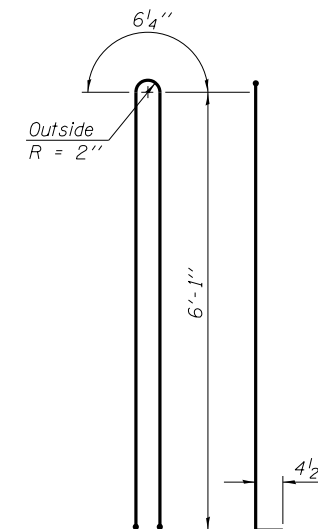
FED. RD. DIST. NO. 6 ILLINOIS FED. AID PROJECT

NOTES

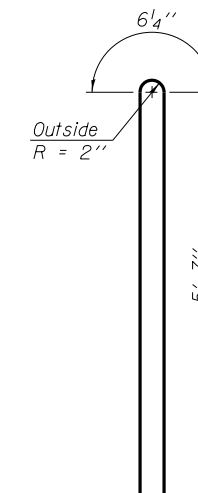
Inserts for $\frac{3}{4}$ " ϕ threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams.
 Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be $\frac{1}{2}$ " 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 be capable of developing 125 percent of the yield strength of the grade 60 reinforcement bar components. The assembly shall allow completion of the splice without turning of the hook bar. The hook bar shall be threaded such that the entire coupler can be threaded onto the hook bar.
 Beams requiring G_6 bar assemblies shall not be released from the fabricator until they have attained 45 days of age or older.



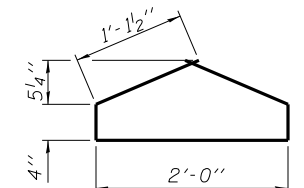
LIFTING LOOP DETAIL



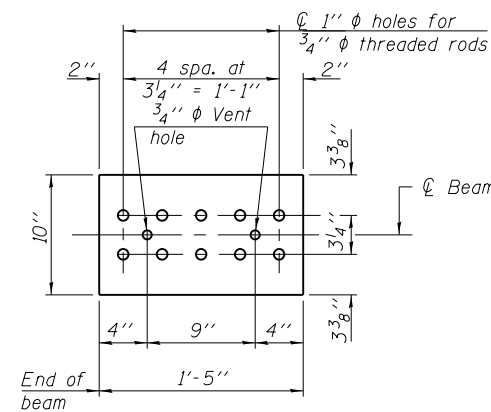
BAR G1



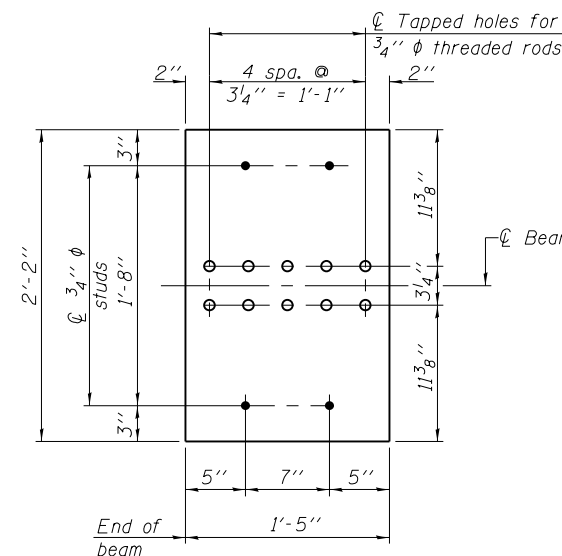
BAR G2



BAR G4



TOP PLATE



BOTTOM PLATE

See bearing details for pintle hole locations when required.

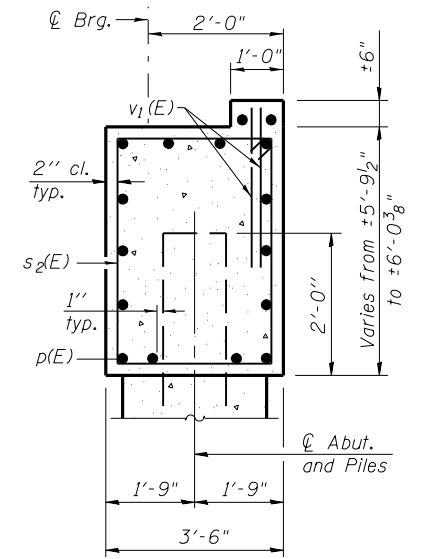
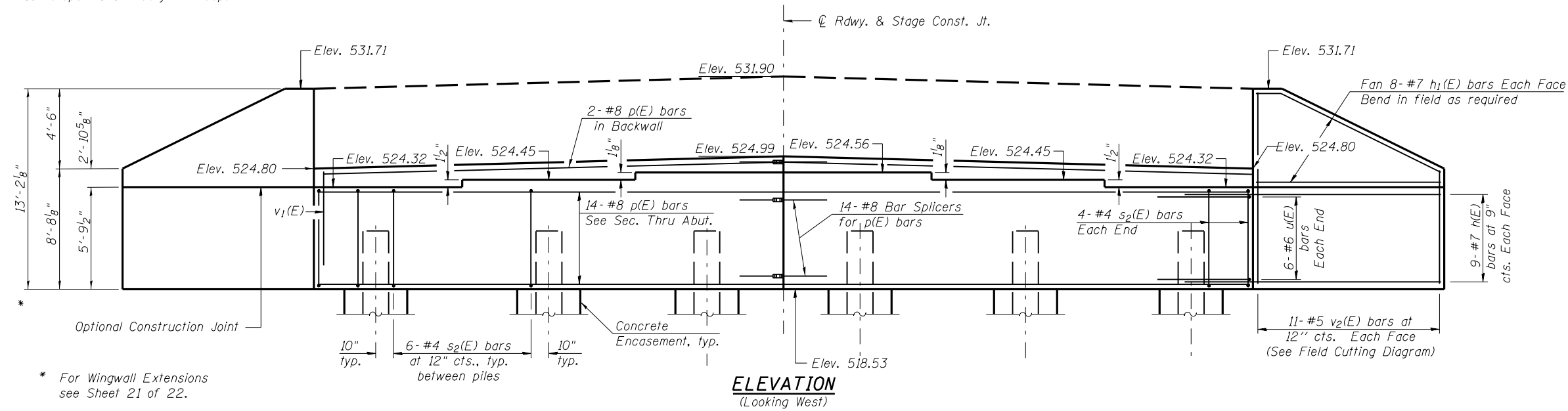
BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Bulb T-Beams, 72"	Ft.	728

PBT-4-72D 1-28-11

FILE NAME = IL104 over Liehr Creek.dgn	USER NAME =	DESIGNED - CMW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	72" PPC BULB T-BEAM DETAILS F.A.P.-745 (IL 104) OVER LIEHR CREEK - S.N. 075-0512	F.A.P. RTE. = 745	SECTION = 108B-2	COUNTY = PIKE	TOTAL SHEETS = 64	SHEET NO. = 39	
	PLOT SCALE =	CHECKED - SAL	REVISED -			CONTRACT NO. 72981					
	PLOT DATE =	DRAWN - TJW	REVISED -			SHEET NO. 15 OF 22 SHEETS					
		CHECKED - SAL	REVISED -			FED. RD. DIST. NO. 6 ILLINOIS FED. AID PROJECT					

Notes:
Pour steps monolithically with cap.



SEC. THRU ABUT.

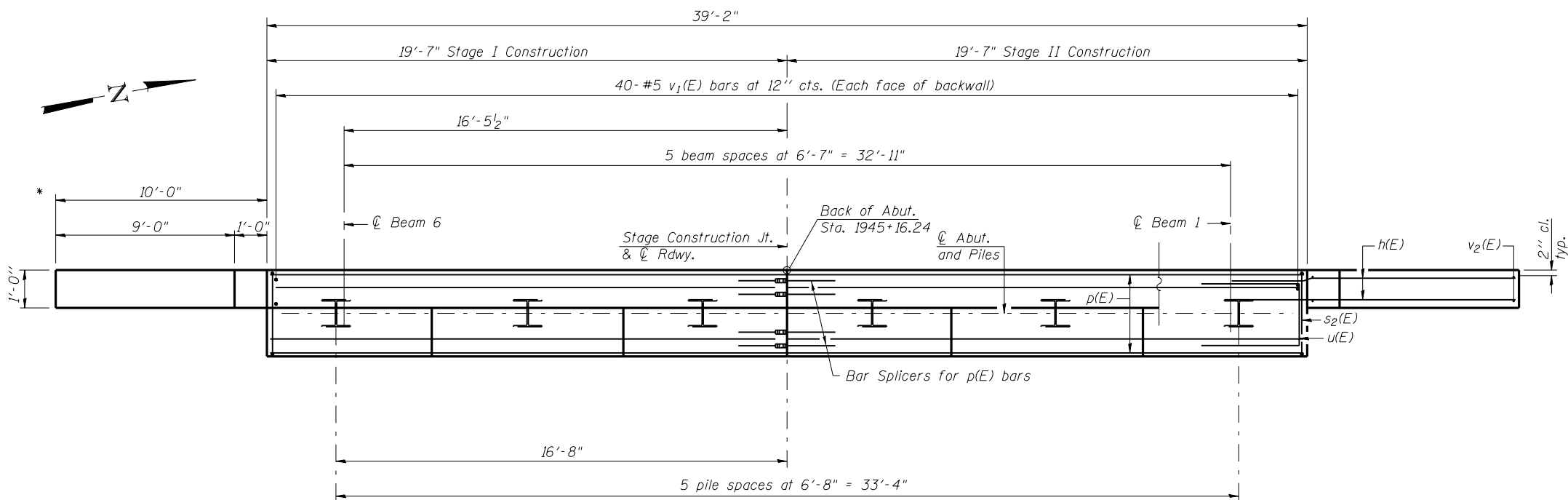
BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
h(E)	36	#7	12'-5"	—	
h1(E)	32	#7	9'-10"	—	
p(E)	32	#8	19'-4"	—	
s2(E)	38	#4	18'-0"	□	
u(E)	12	#6	10'-3"	—	
v1(E)	80	#5	2'-0"	—	
v2(E)	22	#5	21'-6"	—	
** Structure Excavation				Cu. Yd.	221
Concrete Structures				Cu. Yd.	38.8
Reinforcement Bars, Epoxy Coated				Pound	4510
Furnishing Steel Piles, HP14x89				Foot	123
Setting Piles in Rock				Each	6
Concrete Encasement				Cu. Yd.	3.3
Bar Splicers				Each	16

** Quantity Includes subtotal for Wingwall Extensions.

For details of Bar Splicers, see sheet 19 of 22. For details of piles and Concrete Encasement, see sheet 20 of 22.

** Quantity Includes subtotal for Wingwall Extensions.

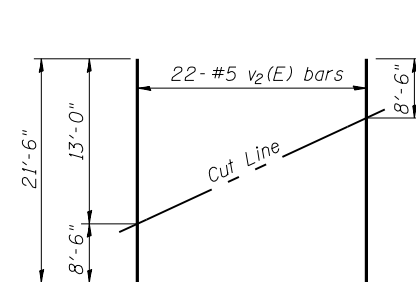


PLAN

PILE DATA

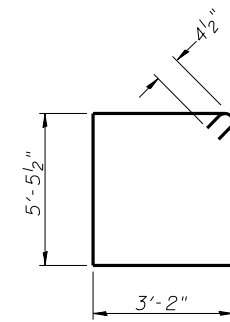
Type: Steel HP 14x89
Nominal Required Bearing: Set in Rock
Factored Resistance Available: 300 K
Est. Length: 20'-6"
No. Production Piles: 6
No. Test Piles: 0
Est. Top of Rock Elev. = 505.3
Rock Socket Depth = 5'-0"
Rock Socket Diameter = 30"

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

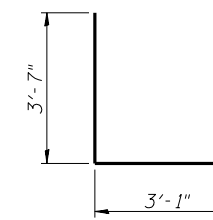


FIELD CUTTING DIAGRAM

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



BAR s2(E)



BAR u(E)

FILE NAME = IL104 over Liehr Creek.dgn	USER NAME =	DESIGNED - CMW	REVISED -
		CHECKED - SAL	REVISED -
	PLOT SCALE =	DRAWN - TJW	REVISED -
	PLOT DATE =	CHECKED - SAL	REVISED -

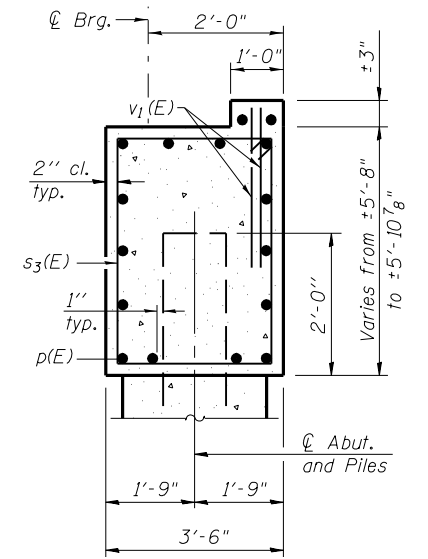
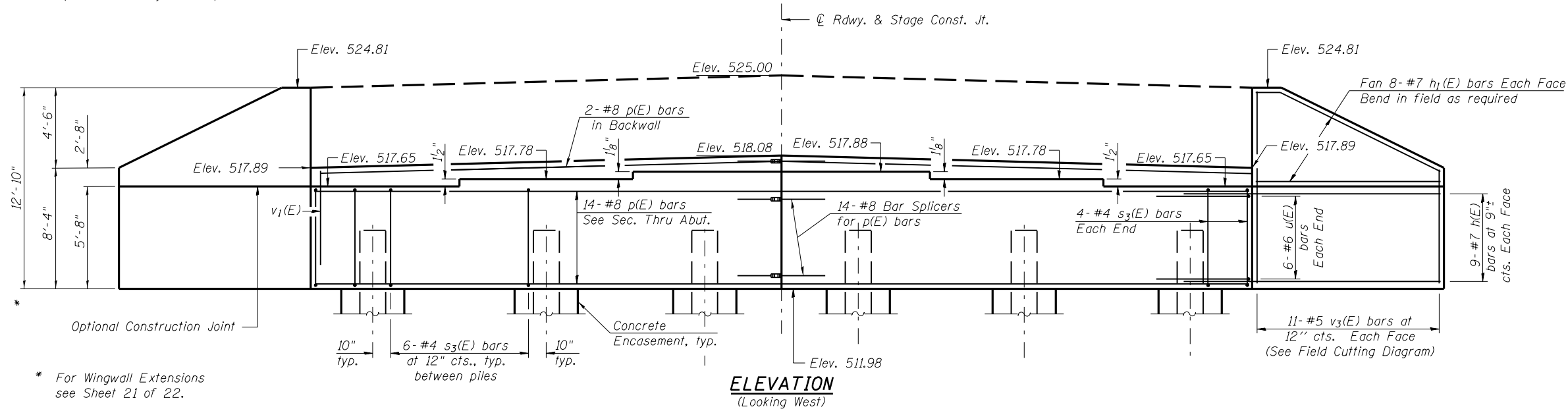
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT DETAILS
F.A.P.-745 (IL 104) OVER LIEHR CREEK - S.N. 075-0512

SHEET NO. 16 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-2	PIKE	64	40
CONTRACT NO. 72981				
FED. RD. DIST. NO. 6 ILLINOIS FED. AID PROJECT				

Notes:
Pour steps monolithically with cap.



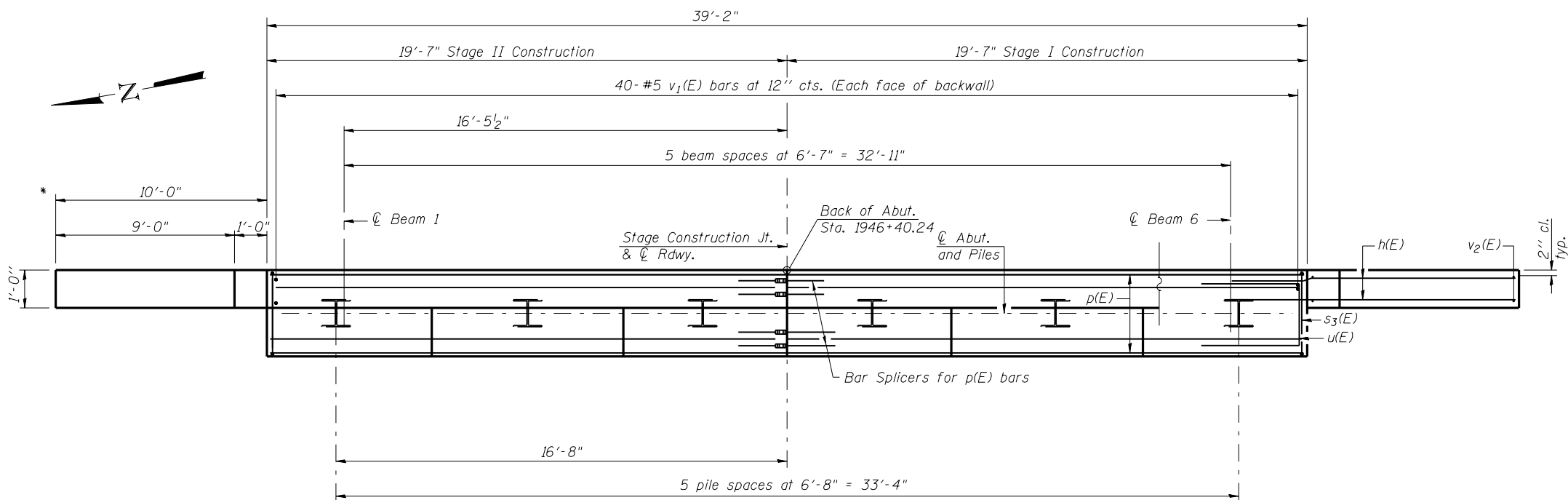
SEC. THRU ABUT.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	36	#7	12'-5"	—
h ₁ (E)	32	#7	9'-10"	—
p(E)	32	#8	19'-4"	—
s ₃ (E)	38	#4	17'-8"	□
u(E)	12	#6	10'-3"	—
v ₁ (E)	80	#5	2'-0"	—
v ₂ (E)	22	#5	20'-10"	—
** Structure Excavation		Cu. Yd.	215	
Concrete Structures		Cu. Yd.	37.5	
Reinforcement Bars, Epoxy Coated		Pound	4490	
Furnishing Steel Piles, HP14x89		Foot	84	
Setting Piles in Rock		Each	6	
Concrete Encasement		Cu. Yd.	3.3	
Bar Splicers		Each	16	

** Quantity Includes subtotal for Wingwall Extensions.

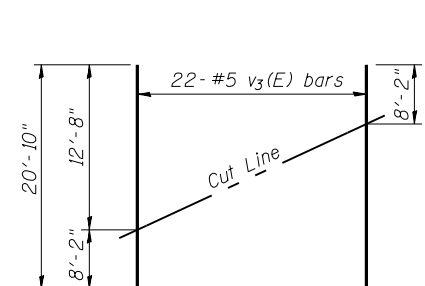
For details of Bar Splicers, see sheet 19 of 22. For details of piles and Concrete Encasement, see sheet 20 of 22.



PLAN

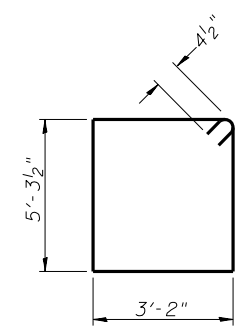
PILE DATA

Type: Steel HP 14x89
Nominal Required Bearing: Set in Rock
Factored Resistance Available: 300 K
Est. Length: 14'-0"
No. Production Piles: 6
No. Test Piles: 0
Est. Top of Rock Elev. = 505.0
Rock Socket Depth = 5'-0"
Rock Socket Diameter = 30"

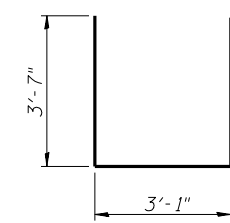


FIELD CUTTING DIAGRAM

Order v₃(E) full length. Cut as shown and use remainder of bars in opposite face.



BAR s₃(E)



BAR u(E)

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

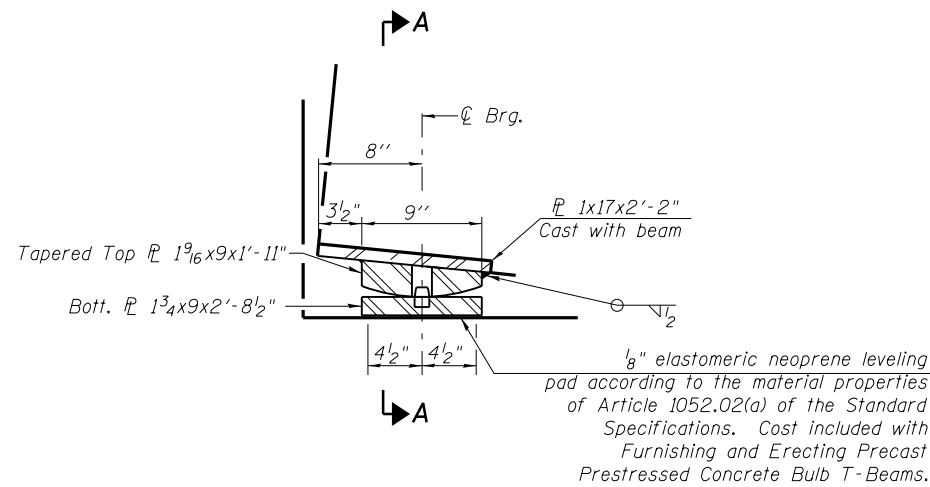
FILE NAME = IL104 over Liehr Creek.dgn	USER NAME =	DESIGNED - CMW	REVISED -
		CHECKED - SAL	REVISED -
	PLOT SCALE =	DRAWN - TJW	REVISED -
	PLOT DATE =	CHECKED - SAL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

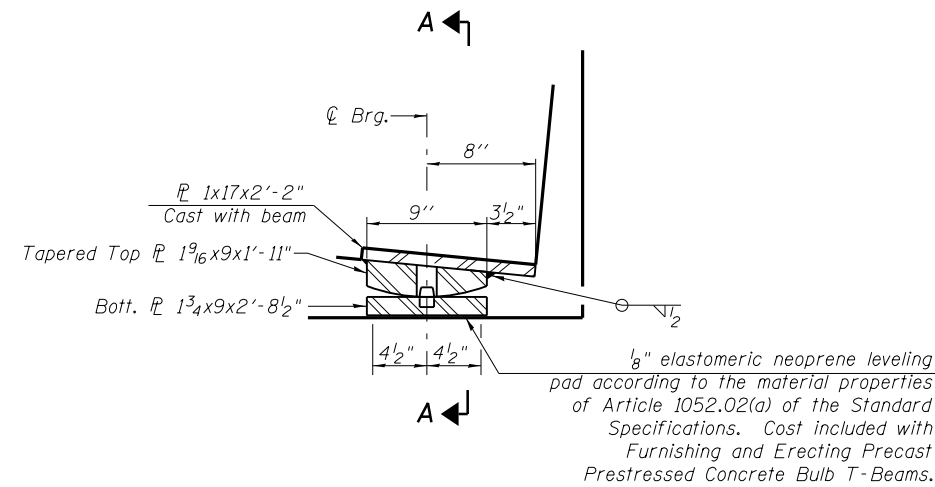
EAST ABUTMENT DETAILS
F.A.P.-745 (IL 104) OVER LIEHR CREEK - S.N. 075-0512

SHEET NO. 17 OF 22 SHEETS

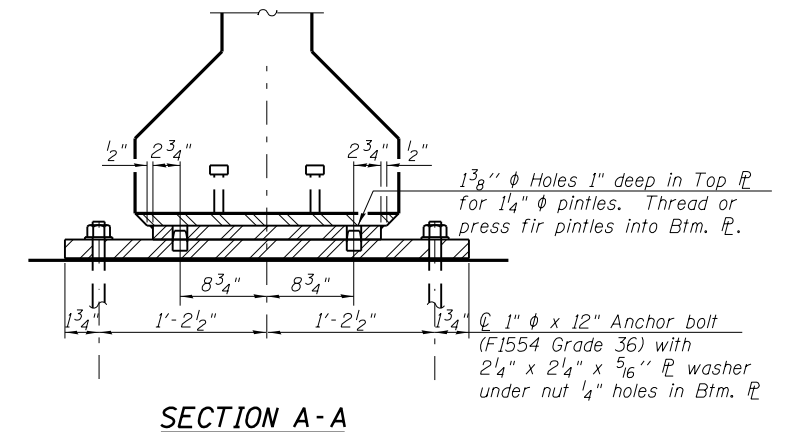
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-2	PIKE	64	41
CONTRACT NO. 72981				
FED. RD. DIST. NO. 6 ILLINOIS FED. AID PROJECT				



SECTION AT WEST ABUT. LOOKING NORTH

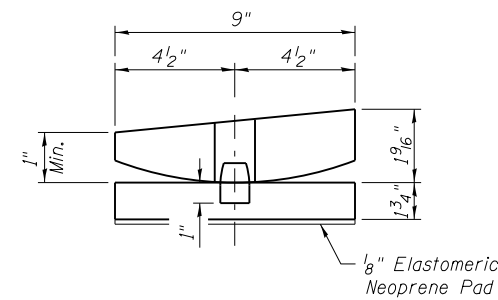


SECTION AT EAST ABUT. LOOKING NORTH

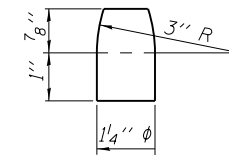


SECTION A-A

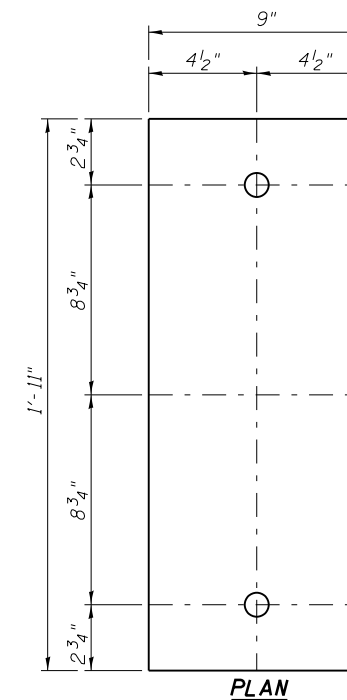
FIXED BEARING



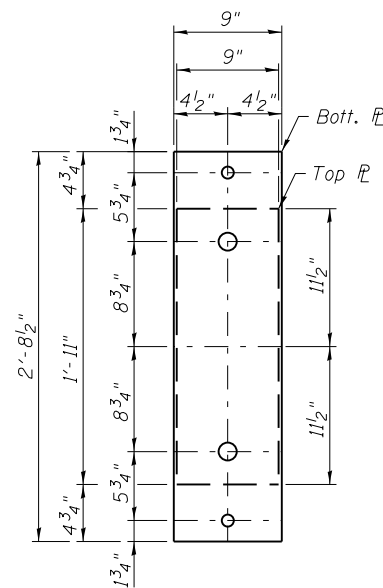
BEARING ASSEMBLY



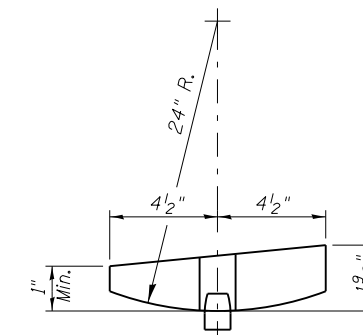
PINTLE



PLAN



PLAN OF TOP & BOTTOM PLATES



ELEVATION

TAPERED PLATE
(1 9/16" x 9" x 1'-11")

Notes:

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

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

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

See sheet 15 of 22 for additional details of plate cast with beam.

All (embedded and separate) bearing plates, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Structural Steel	Pound	2,670
Anchor Bolts, 1 Inch	Each	24

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Champaign, IL

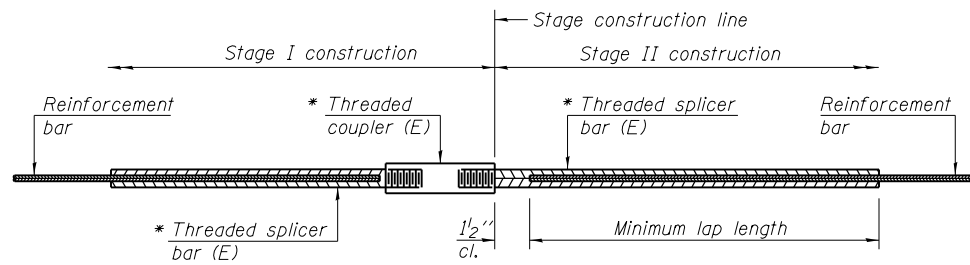
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		CHECKED - SAL	REVISED -
	PLOT SCALE =	DRAWN - TJW	REVISED -
	PLOT DATE =	CHECKED - SAL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
F.A.P.-745 (IL 104) OVER LIEHR CREEK - S.N. 075-0512

SHEET NO. 18 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-2	PIKE	64	42
CONTRACT NO. 72981				
FED. RD. DIST. NO. 6 ILLINOIS FED. AID PROJECT				



STANDARD BAR SPLICER ASSEMBLY

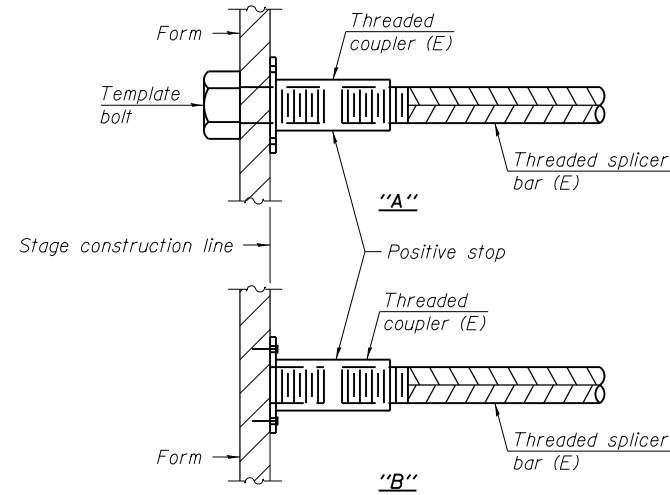
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- 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 1/2" + thread length

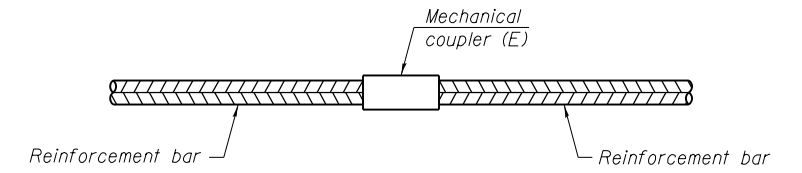
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck (Top)	#5	210	Table 4
Deck (Bottom)	#5	148	Table 3
Approach (Top)	#4	50	Table 4
Approach (Bottom)	#5	132	Table 3
Approach (Top)	#5	40	Table 4
Abutments	#8	32	Table 3
Diaphragm	#6	28	Table 3



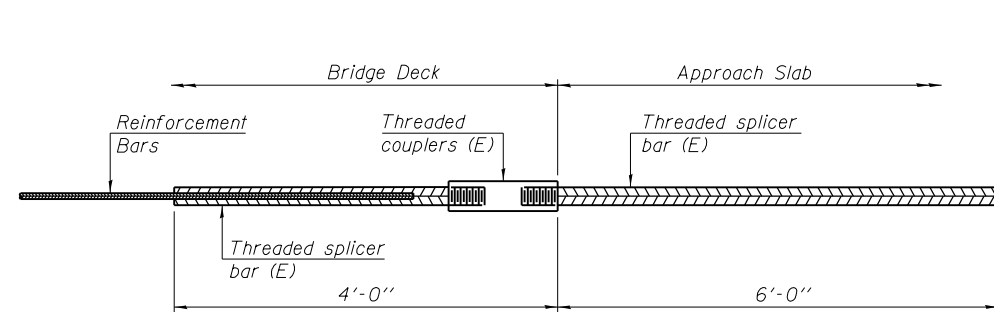
INSTALLATION AND SETTING METHODS

"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.

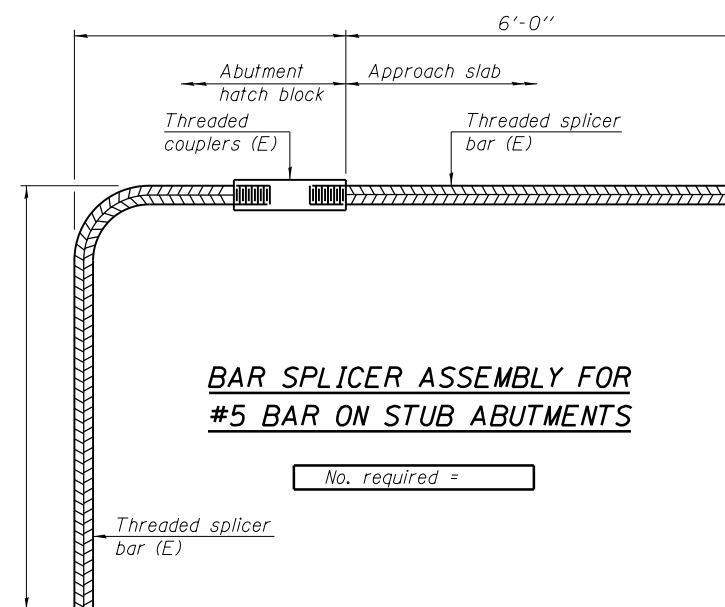


STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

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 Springfield, IL
 Champaign, IL

No. required = 80

- 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.

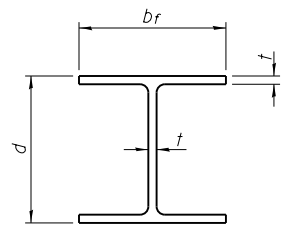
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		CHECKED - SAL	REVISED -
		DRAWN - TJW	REVISED -
		CHECKED - SAL	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 F.A.P.-745 (IL 104) OVER LIEHR CREEK - S.N. 075-0512

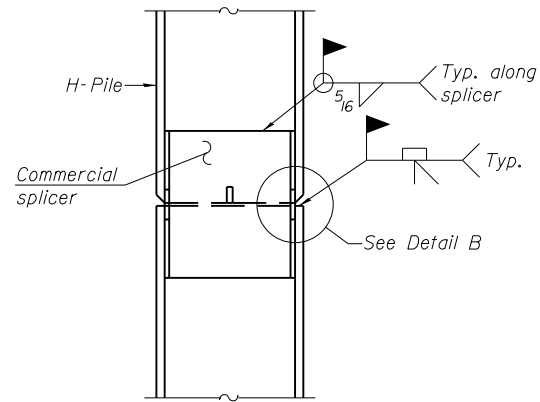
SHEET NO. 19 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-2	PIKE	64	43
CONTRACT NO. 72981				
FED. RD. DIST. NO. 6 ILLINOIS FED. AID PROJECT				

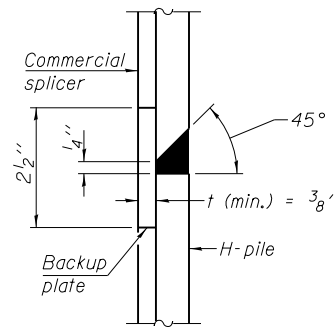


STEEL PILE TABLE

Designation	Depth d	Flange width br	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"

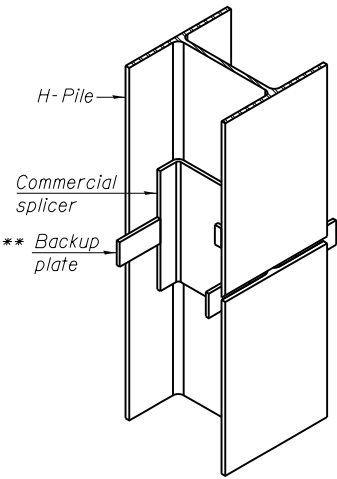


ELEVATION

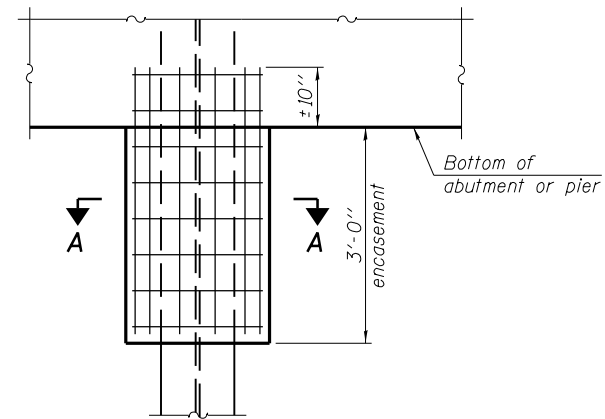


DETAIL "B"

WELDED COMMERCIAL SPLICE

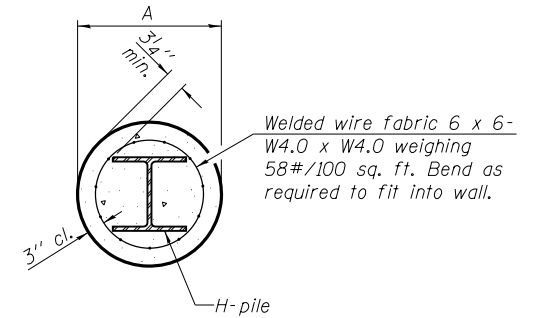


ISOMETRIC VIEW



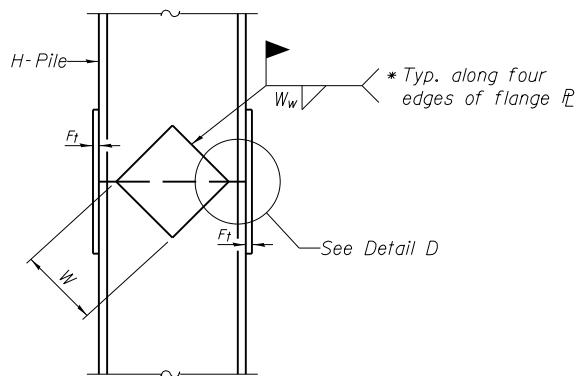
ELEVATION

PILE ENCASEMENT

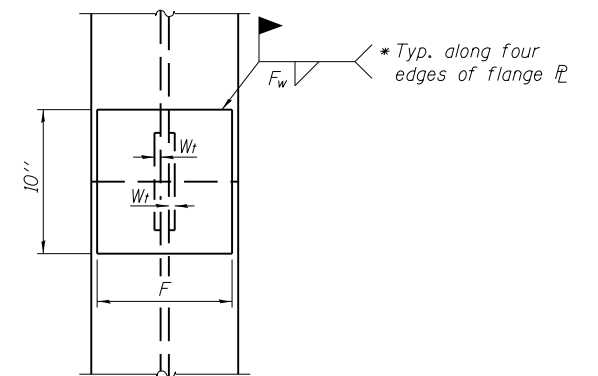


SECTION A-A

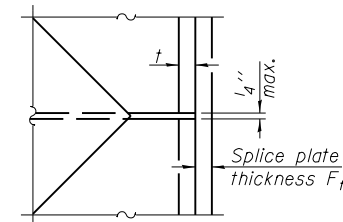
Note:
Forms for encasement may be omitted when soil conditions permit.



ELEVATION



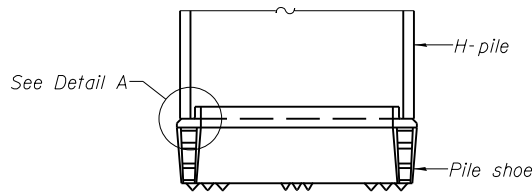
END VIEW



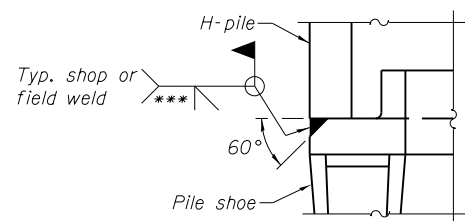
DETAIL D

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

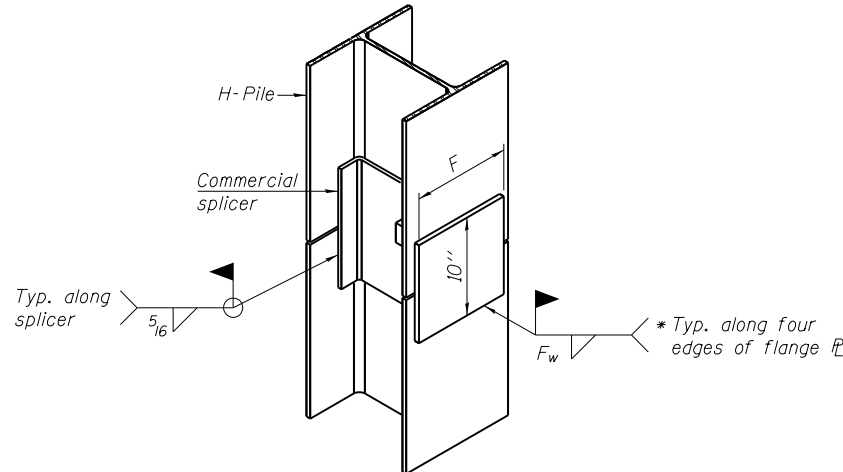


ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

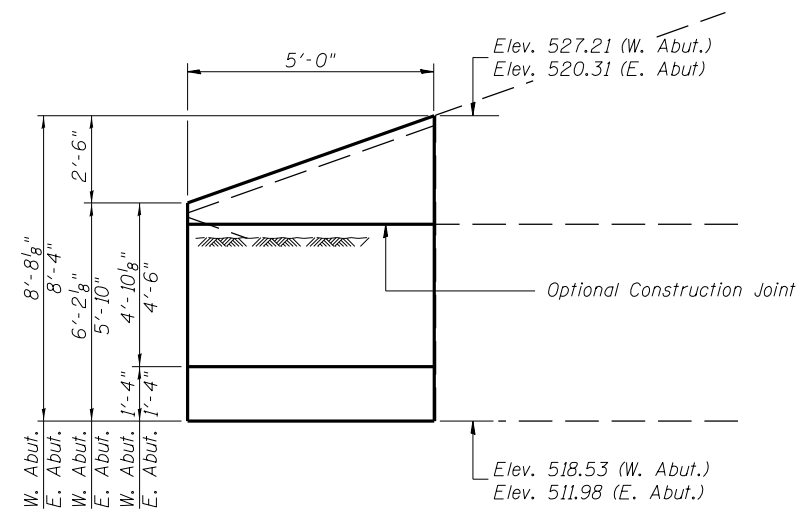
- * Interrupt welds 1/4" from end of web and/or each flange.
- ** Remove portions of backup plates that extend outside the flanges.
- *** Weld size per pile shoe manufacturer (5/16" min.).

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

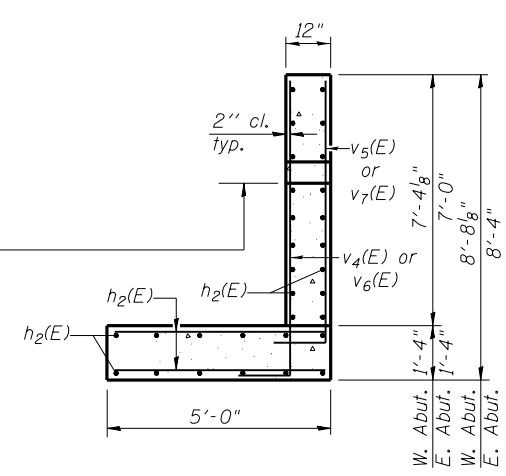
HOELSCHER ENGINEERING
Fairview Heights, IL
Springfield, IL
Champaign, IL

F-HP 7-1-10

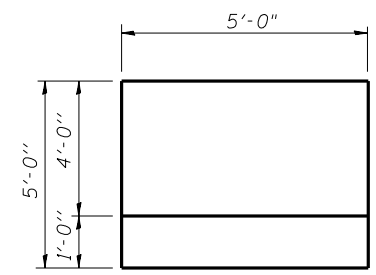
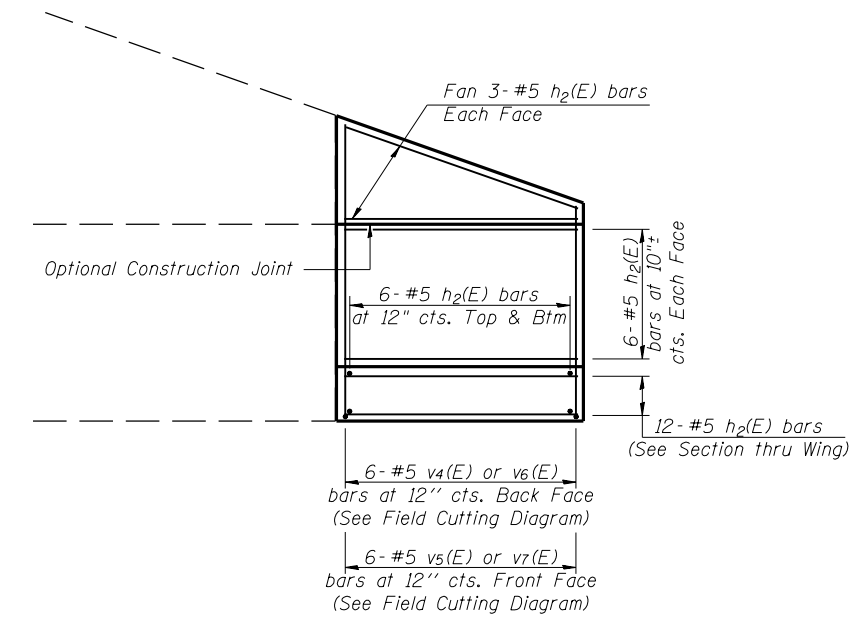
FILE NAME = IL104 over Liehr Creek.dgn	USER NAME =	DESIGNED - CMW	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HP PILE DETAILS F.A.P.-745 (IL 104) OVER LIEHR CREEK - S.N. 075-0512	F.A.P. RTE. = 745	SECTION = 108B-2	COUNTY = PIKE	TOTAL SHEETS = 64	SHEET NO. = 44	
	PLOT SCALE =	DRAWN - TJW	REVISIONS -			CONTRACT NO. 72981					
	PLOT DATE =	CHECKED - SAL	REVISIONS -			SHEET NO. 20 OF 22 SHEETS					
FED. RD. DIST. NO. 6 ILLINOIS FED. AID PROJECT											



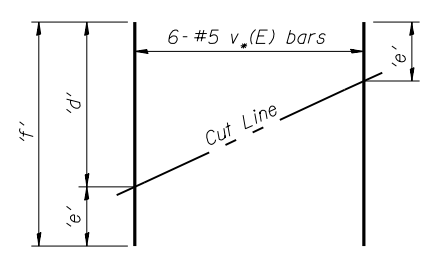
ELEVATION



SECTION THRU WING

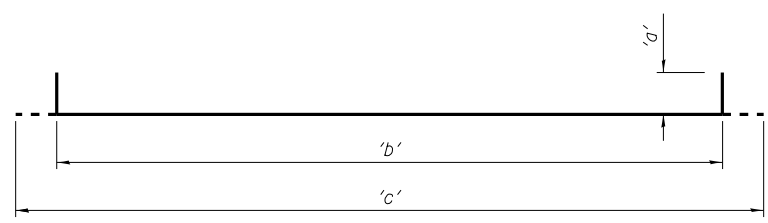


PLAN



FIELD CUTTING DIAGRAM

Order $v_4(E)$ full length. Cut as shown and use remainder of bars in opposite wingwall. Dimensions shown are after bending, see chart to the right.



BAR $v_4(E)$

Dimension	Back Bars		Front Bars	
	$v_4(E)$	$v_6(E)$	$v_5(E)$	$v_7(E)$
a	1'-8"	1'-8"	1'-8"	1'-8"
b	14'-6"	13'-10"	12'-8"	12'-0"
c	17'-10"	17'-2"	16'-0"	15'-4"
d	8'-6"	8'-2"	7'-7"	7'-3"
e	6'-0"	5'-8"	5'-1"	4'-9"
f	14'-6"	13'-10"	12'-8"	12'-0"

BILL OF MATERIAL

(West Abutment, 2 Wings)

Bar	No.	Size	Length	Shape
$h_2(E)$	84	#5	4'-8"	—
$v_4(E)$	6	#5	17'-10"	—
$v_5(E)$	6	#5	16'-0"	—
Concrete Structures			Cu. Yd.	4.8
Reinforcement Bars, Epoxy Coated			Pound	620

BILL OF MATERIAL

(East Abutment, 2 Wings)

Bar	No.	Size	Length	Shape
$h_2(E)$	84	#5	4'-8"	—
$v_6(E)$	6	#5	17'-2"	—
$v_7(E)$	6	#5	15'-4"	—
Concrete Structures			Cu. Yd.	4.6
Reinforcement Bars, Epoxy Coated			Pound	610

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

STORM WATER POLLUTION PREVENTION PLAN

Route: FAP 745 Marked: IL 104
 Section: 108B-2 Project No.:
 County: PIKE Contract No.: 72981

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.

Regin D. Drake
 (Signature)

August 31, 2011
 (Date)

Regin D. Drake
 (Title)

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

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

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

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

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

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

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

SITE DESCRIPTION

Description of Construction Activity:

1. The proposed project consists of replacing the bridge on FAP 745 (IL 104) approximately 1.5 miles northwest of Perry. The project will the existing alignment and will include reconstruction / resurfacing of approx. 0.200 mi of FAP 745 (IL 104).
2. Construction consists of grading, constructing bridge, HMA pavement, widening, HMA resurfacing, 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 0.30 acres of wooded land.
2. Excavation will be completed along the entire length to grade out for proposed roadway ditches and waterways.
3. Excavation will also be completed in proposed cut sections to lower the existing ground elevation to meet the proposed roadway grade/vertical alignment.
4. Embankment will be completed in fill areas to raise the existing ground elevation to meet the proposed roadway foreslope and backslope.
5. Placement, maintenance, removal and proper clean-up of temporary erosion control, such as erosion control fence, hay or straw bale ditch checks, riprap ditch checks, sediment basins, temporary seeding, etc.
6. Placement of permanent erosion control, such as riprap ditch lining, seeding, etc.
7. 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. 12.4 sq miles in which 1.5 acres will be disturbed by excavation, grading or other activities.

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

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

Drainage Tributaries Receiving Water from this Construction Site:

Liehr Creek

SWPPLAN.DGN	USER NAME = default	DESIGNED -	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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	PLOT DATE = 8/25/2011	CHECKED - JCN JA	REVISED -		CONTRACT NO. 72981								
	DATE - 6/13/11	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	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
 1021 North Grand Ave. East
 Springfield, IL 62702
 Attn: Compliance Assurance Section

SWPPLAN.DGN	USER NAME = sparksgw	DESIGNED -	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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		DATE - 6/13/11	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	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 _____.

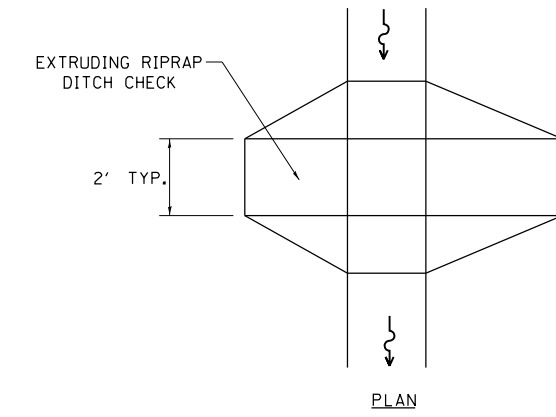
Route: _____ Marked: _____
 Section: _____ Project No.: _____
 County: _____ Contract No.: _____

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.

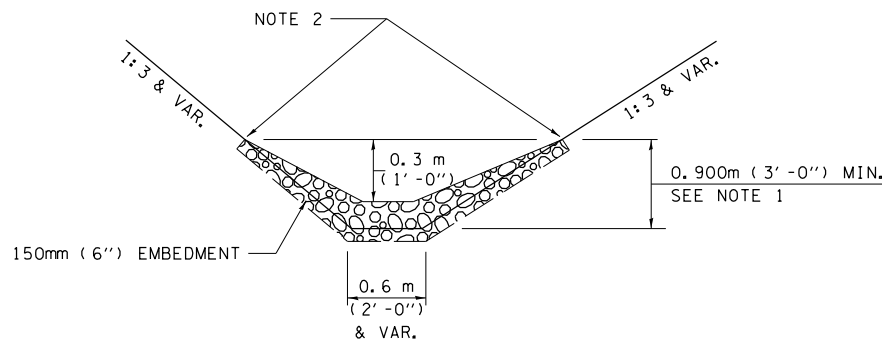
Signature _____ Date _____
 Title _____
 Name of Firm _____
 Street Address _____
 City, State, Zip _____
 Phone Number _____

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.

SWPPLAN.DGN	USER NAME = sparksgw	DESIGNED -	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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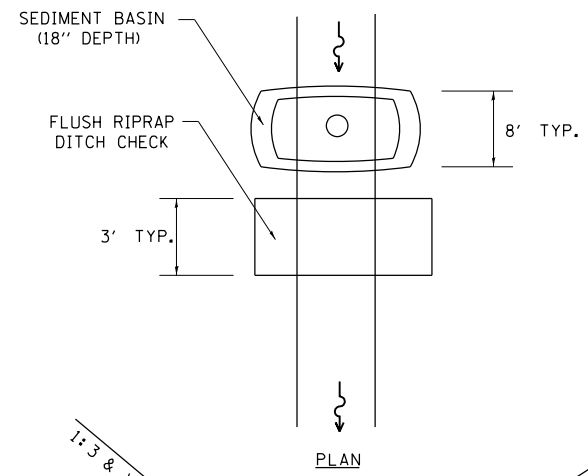
PLAN



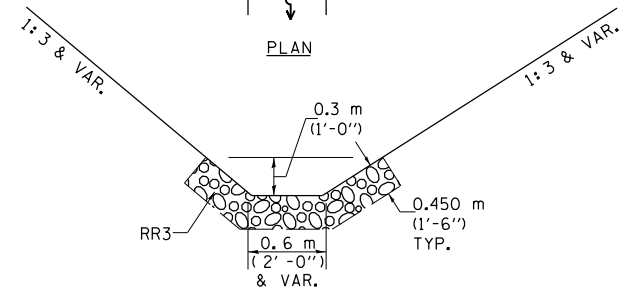
ELEVATION

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	

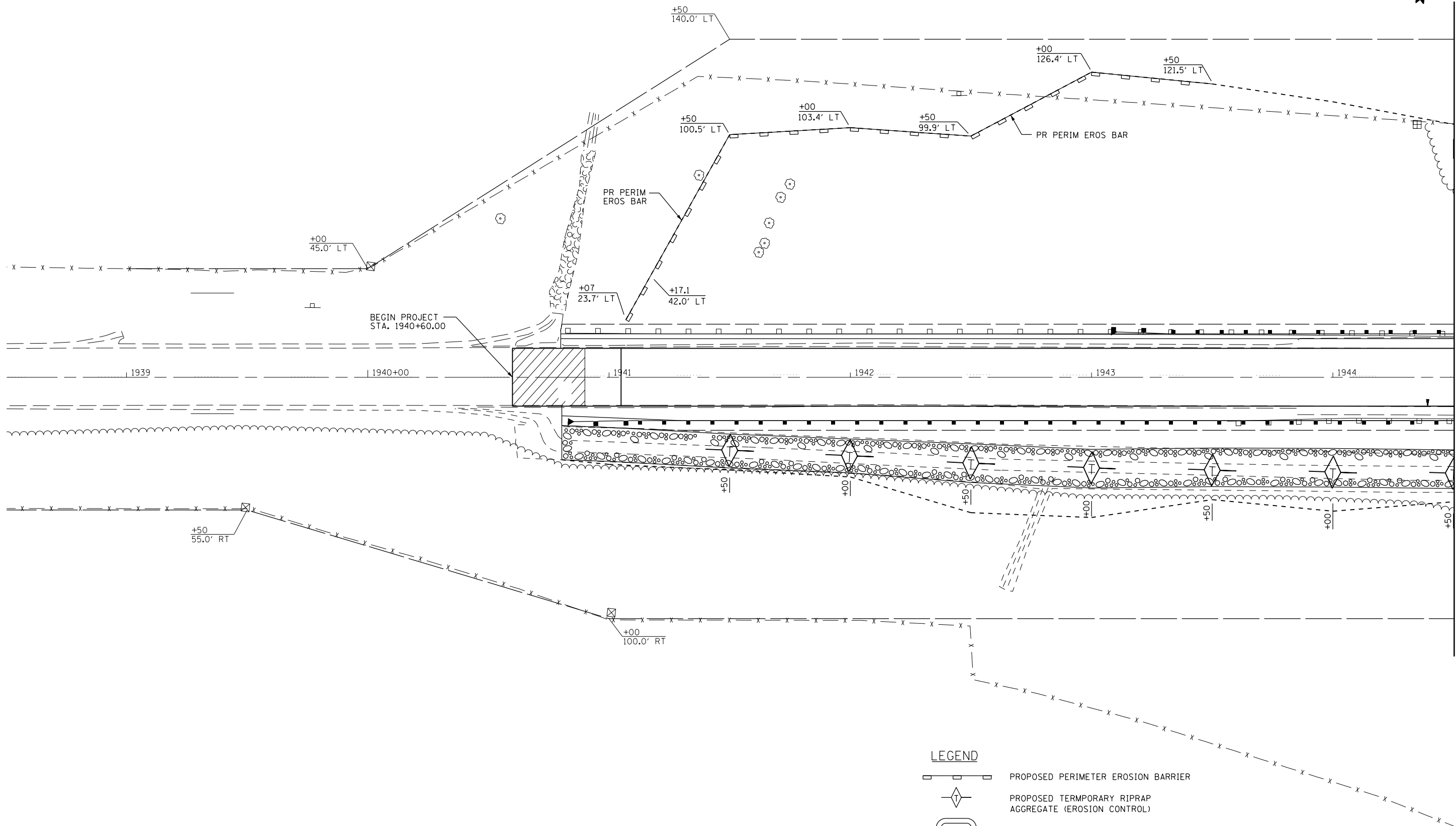
GENERAL NOTES:

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.

SWPPLAN.DGN	USER NAME = sparksgw	DESIGNED -	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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		DATE - 6/13/11	REVISED -					FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



LEGEND

- PROPOSED PERIMETER EROSION BARRIER
- PROPOSED TEMPORARY RIPRAP AGGREGATE (EROSION CONTROL)
- PROPOSED SEDIMENT BASIN



USER NAME = sparksgw	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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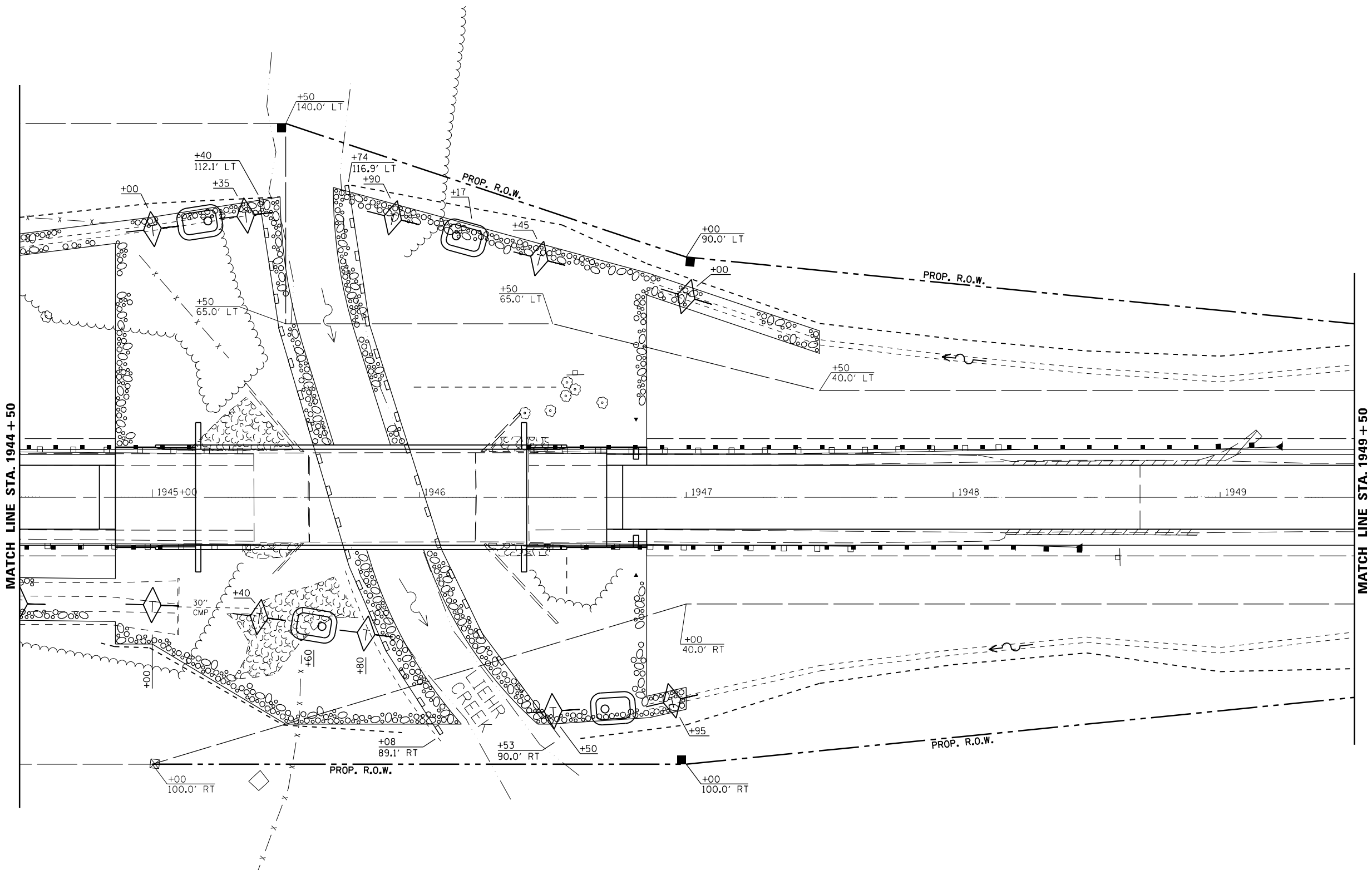
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL PLAN
STA. 1940 + 60 TO 1944 + 50**




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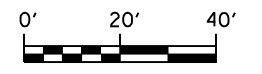
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CONTRACT NO. 72981				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

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LEGEND

-  PROPOSED PERIMETER EROSION BARRIER
-  PROPOSED TEMPORARY RIPRAP AGGREGATE (EROSION CONTROL)
-  PROPOSED SEDIMENT BASIN



USER NAME = sparksgw	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

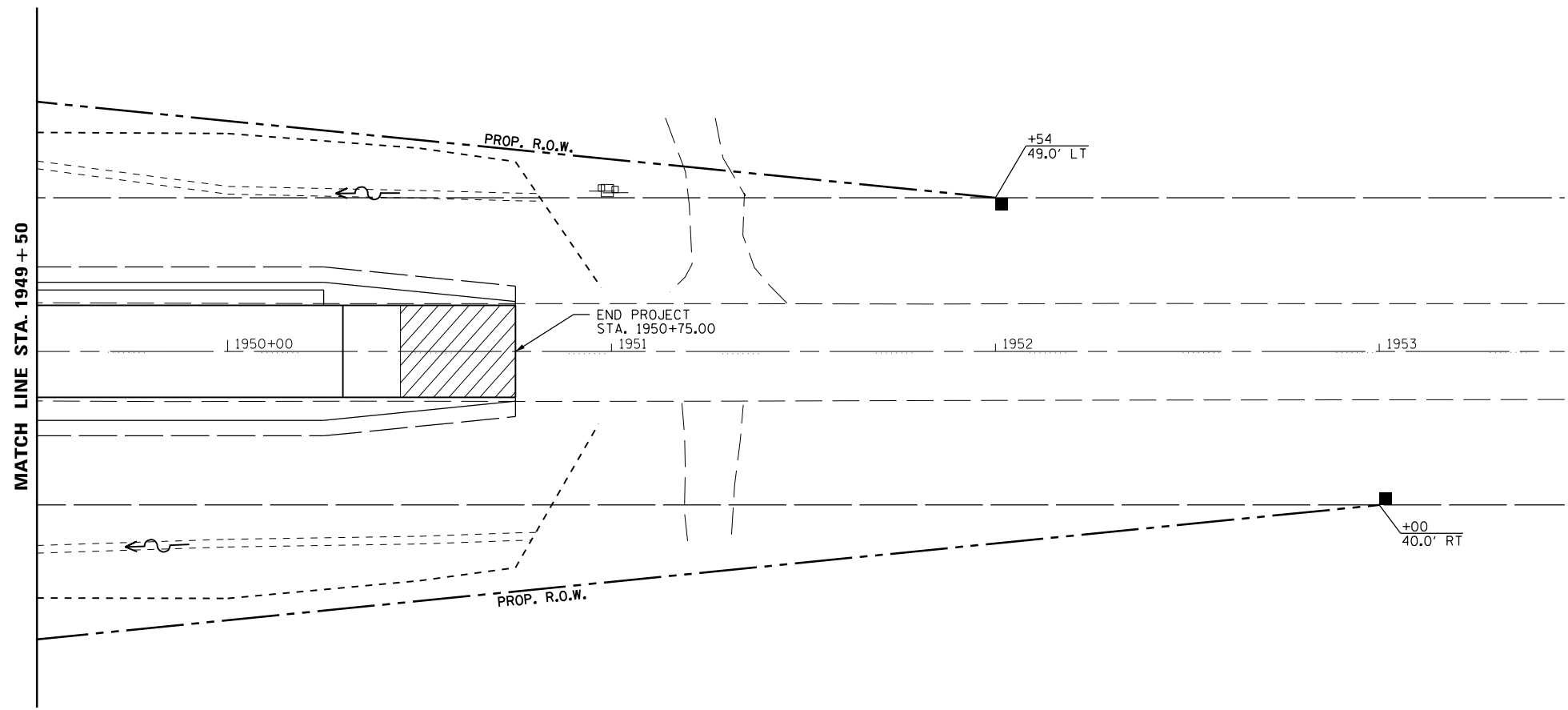
**EROSION CONTROL PLAN
STA. 1944 + 50 TO 1949 + 50**

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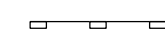


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 72981				

FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT

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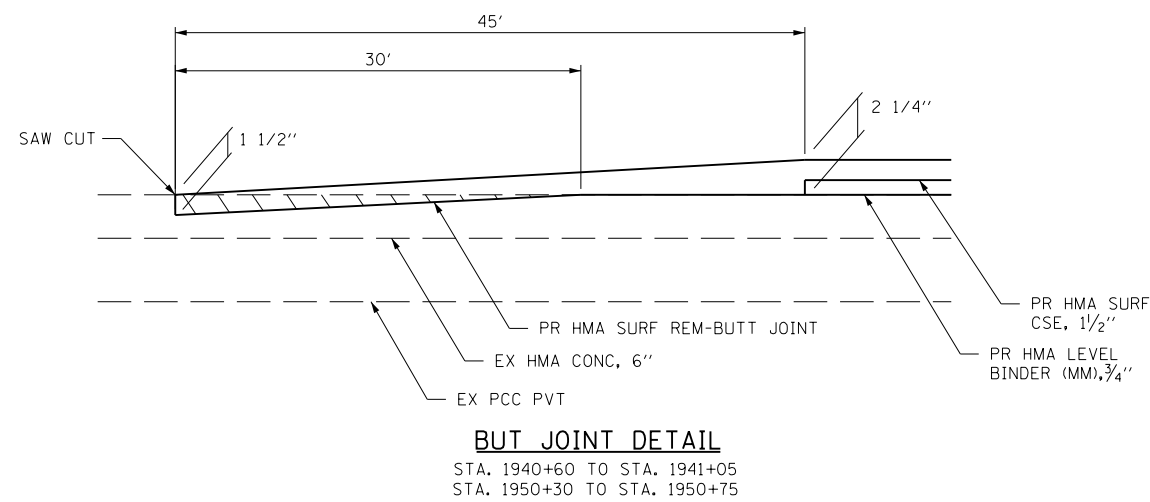


LEGEND

-  PROPOSED PERIMETER EROSION BARRIER
-  PROPOSED TEMPORARY RIPRAP AGGREGATE (EROSION CONTROL)
-  PROPOSED SEDIMENT BASIN

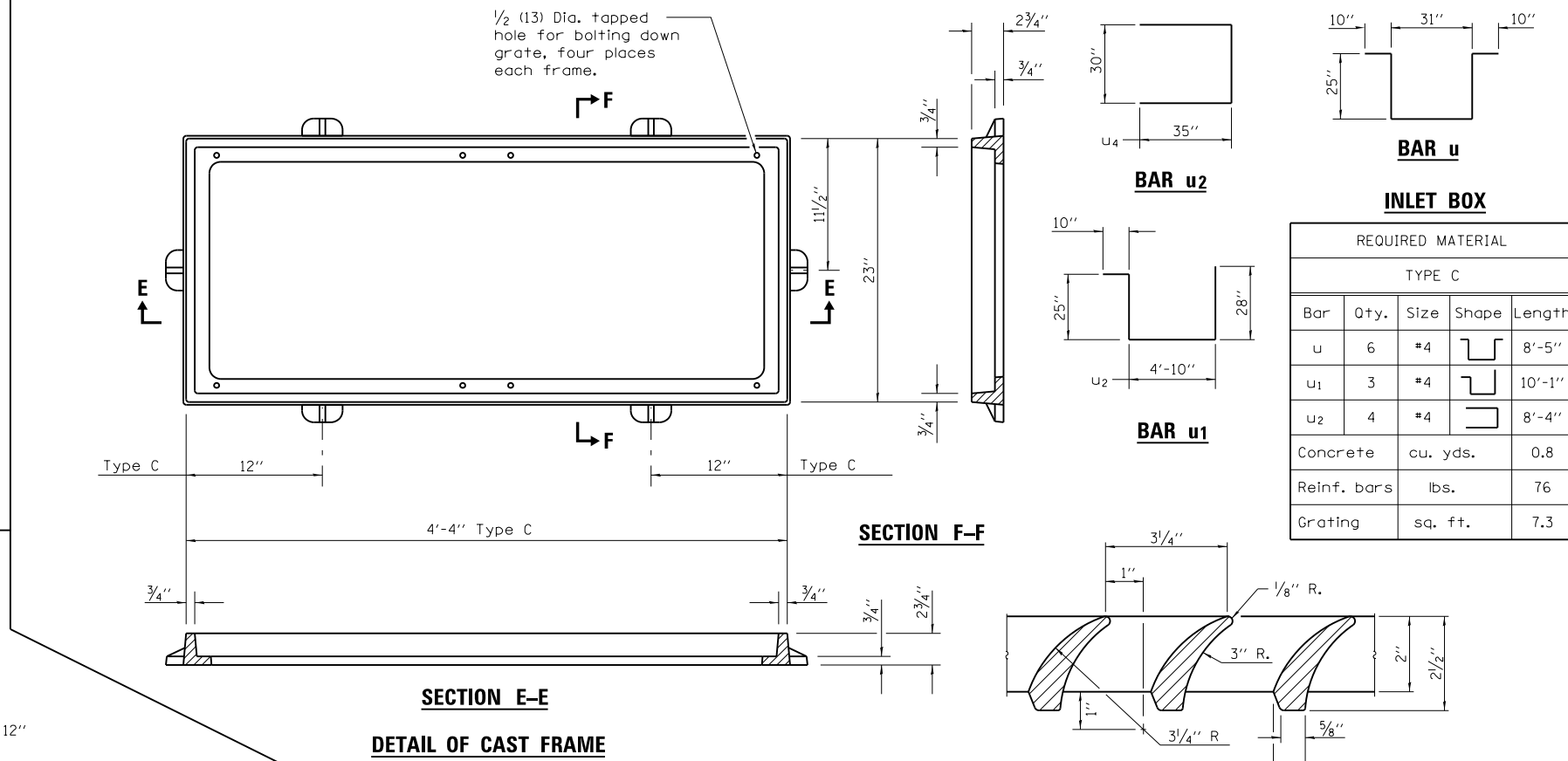


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BUT JOINT DETAIL

STA. 1940+60 TO STA. 1941+05
STA. 1950+30 TO STA. 1950+75



SECTION E-E

DETAIL OF CAST FRAME

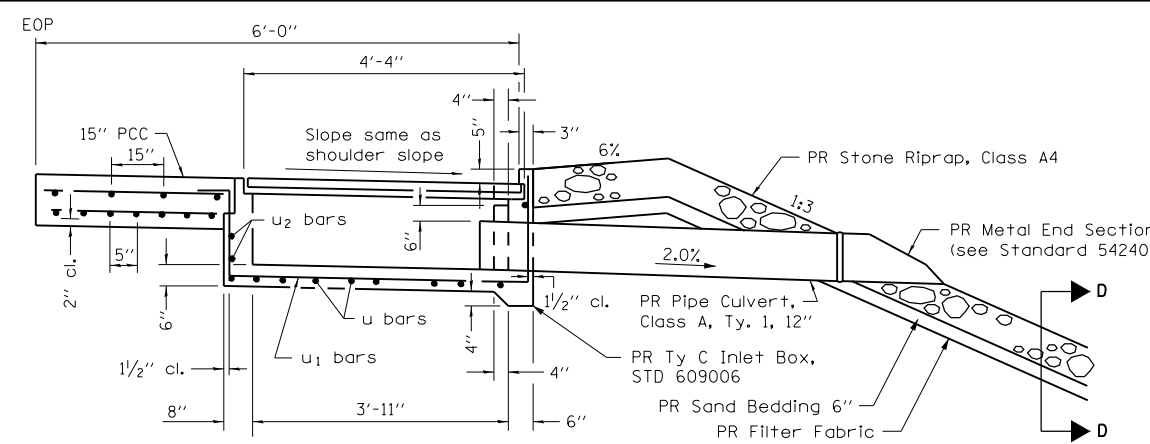
BAR u2

BAR u1

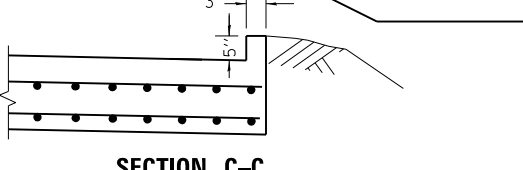
BAR u

INLET BOX

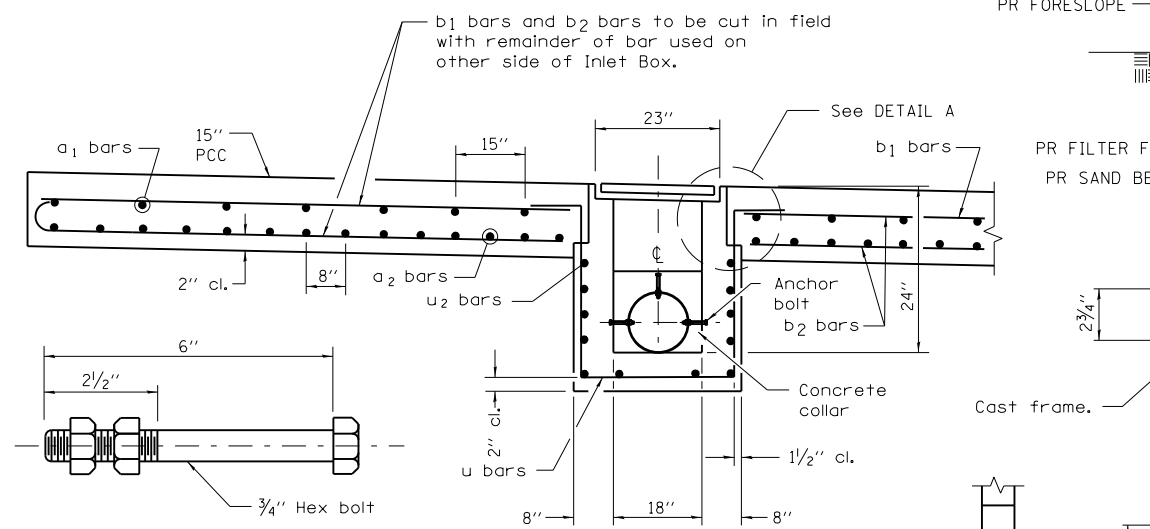
REQUIRED MATERIAL				
TYPE C				
Bar	Qty.	Size	Shape	Length
u	6	#4	U	8'-5"
u1	3	#4	U	10'-1"
u2	4	#4	U	8'-4"
Concrete	cu. yds.			0.8
Reinf. bars	lbs.			76
Grating	sq. ft.			7.3



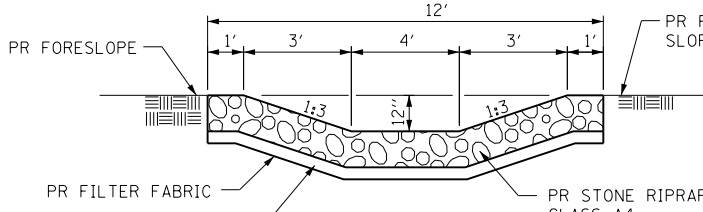
SECTION B-B



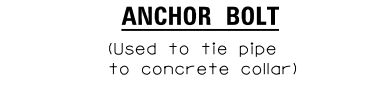
SECTION C-C



SECTION A-A



SECTION D-D

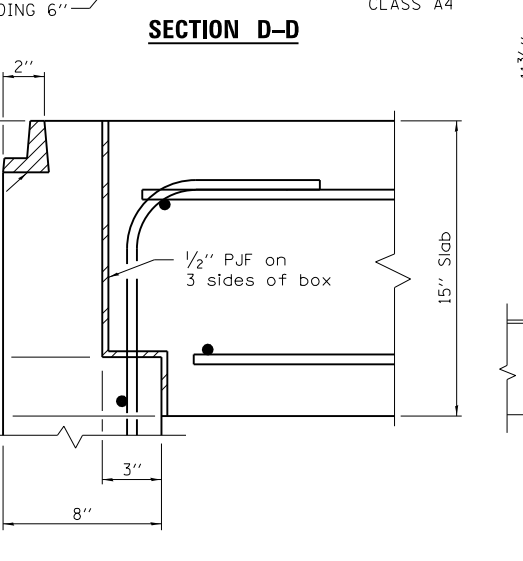


ANCHOR BOLT

(Used to tie pipe to concrete collar)

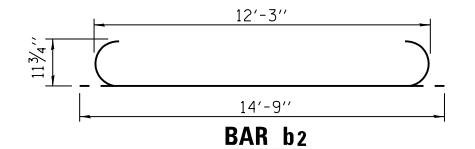
INLET TYPE	SHOULDER WIDTH	O-O GRATING FRAME	INLET BOX INSIDE WIDTH	INLET BOX INSIDE LENGTH
Type C	6'	4'-4"	3'-11"	18"

BOX OUTLET WHEN PRECAST

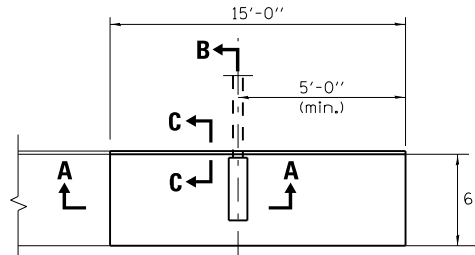


DETAIL A

REQUIRED MATERIAL				
APPROACH SHLDR PVT				
Bar	Qty.	Size	Shape	Length
a1	13	#4	—	5'-9"
a2	31	#5	—	5'-9"
b1	5	#4	—	14'-9"
b2	15	#9	U	14'-9"
Concrete	cu. yds.			3.9
Reinf. bars	lbs.			1,038

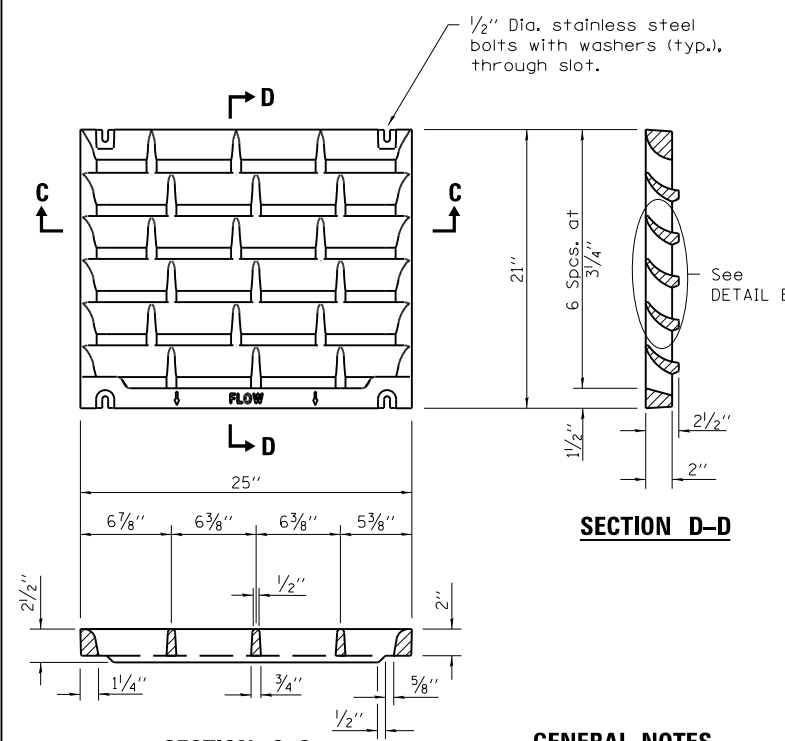


BAR b2



TYPICAL DETAIL PLAN APPROACH SHOULDER & DRAIN DETAIL

STA. 1946+81.24 LT
STA. 1946+81.24 RT



SECTION D-D

SECTION C-C
DETAIL OF CAST GRATE

Type C requires 2 grates

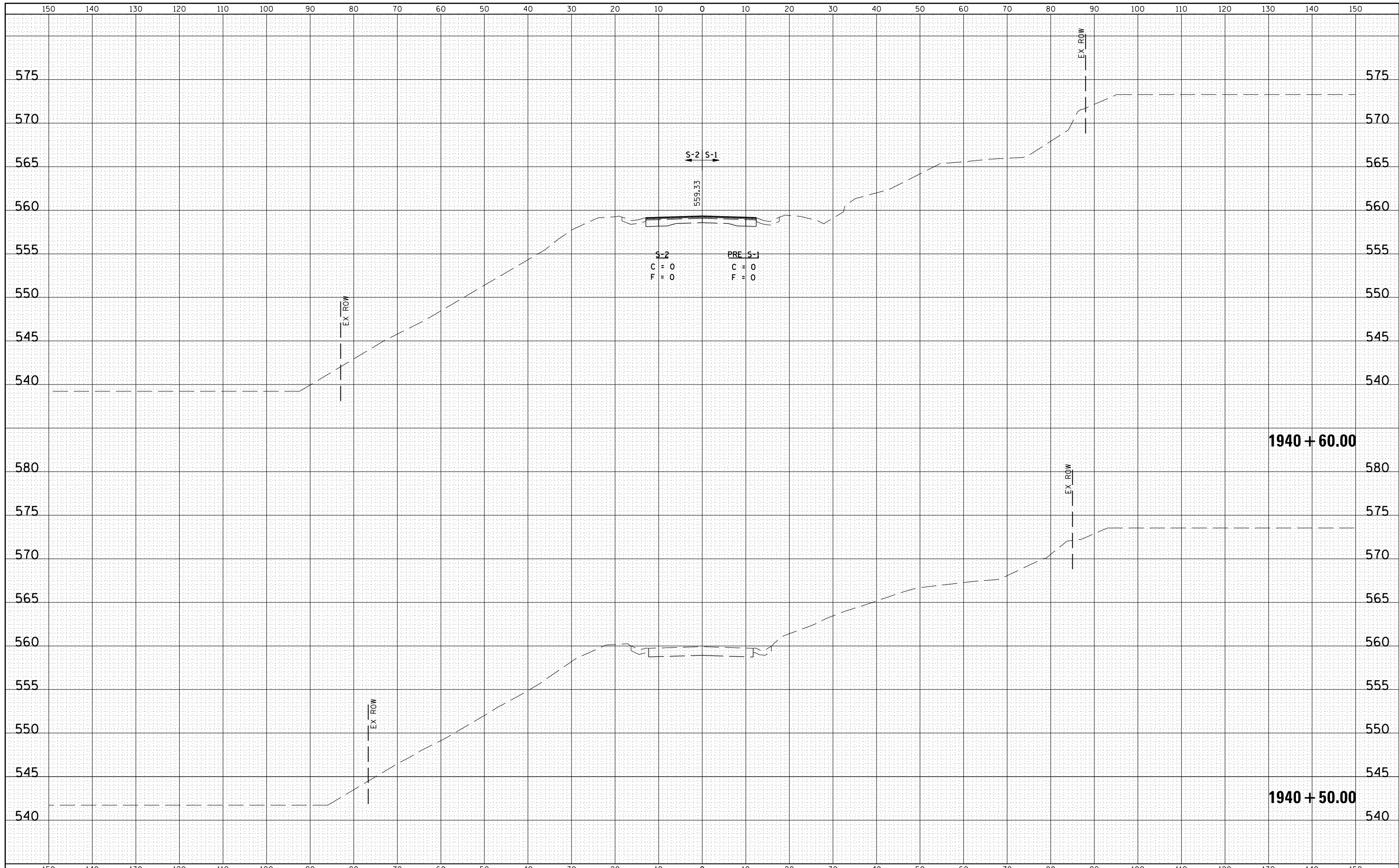
GENERAL NOTES

All exposed edges of the inlet, except the upper perimeter, shall be beveled 3/4 (20).

All dimensions are in inches (millimeters) unless otherwise shown.

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		CHECKED - J.S.A.	REVISED -
		DATE - 8/17/09	REVISED -

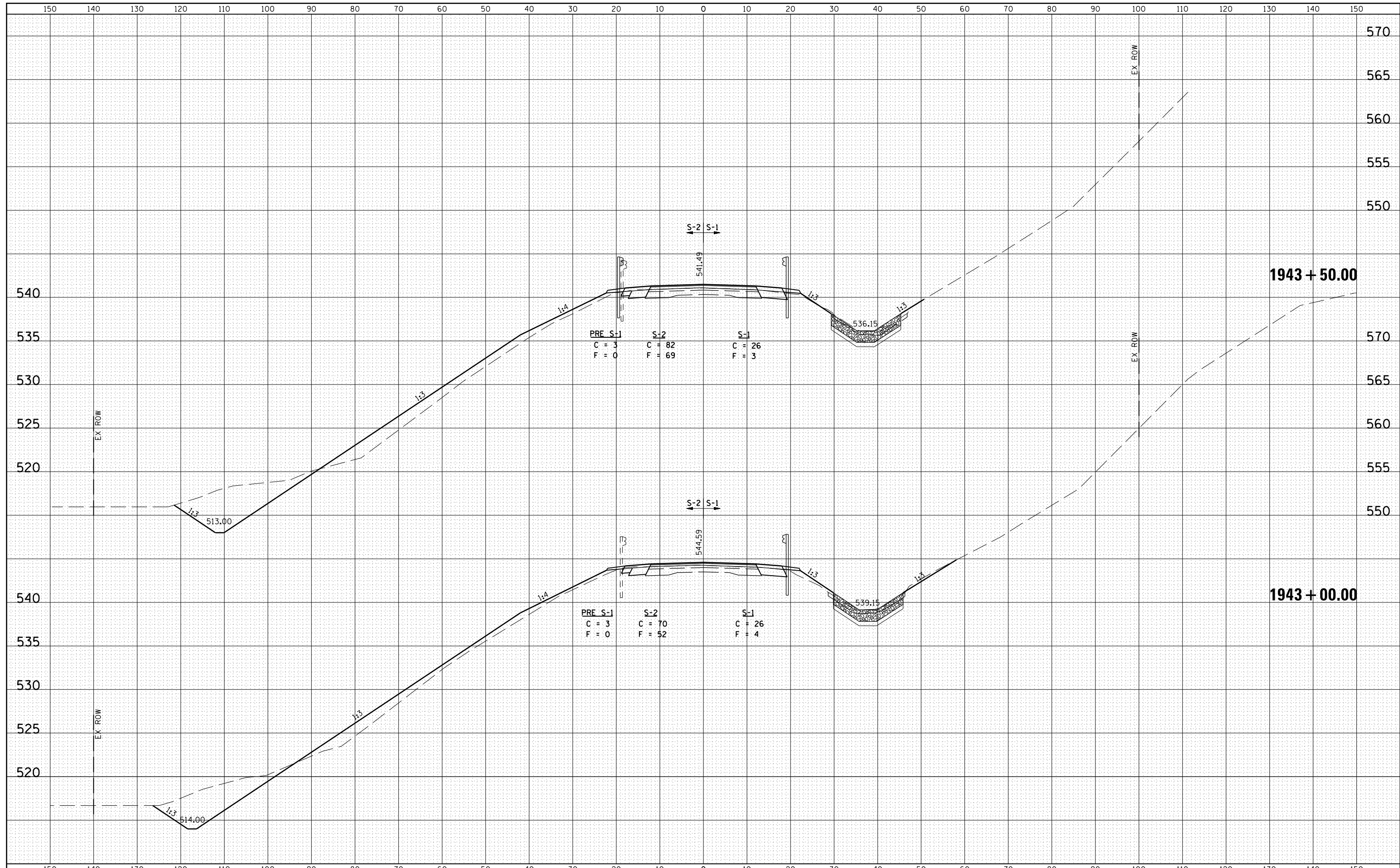
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL ROUTE 104 CROSS SECTIONS			
SCALE:	SHEET NO.	OF SHEETS	STA. 1940+50.00 TO STA. 1940+60.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-2	PIKE	64	55
				CONTRACT NO. 72981
ILLINOIS FED. AID PROJECT				

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STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

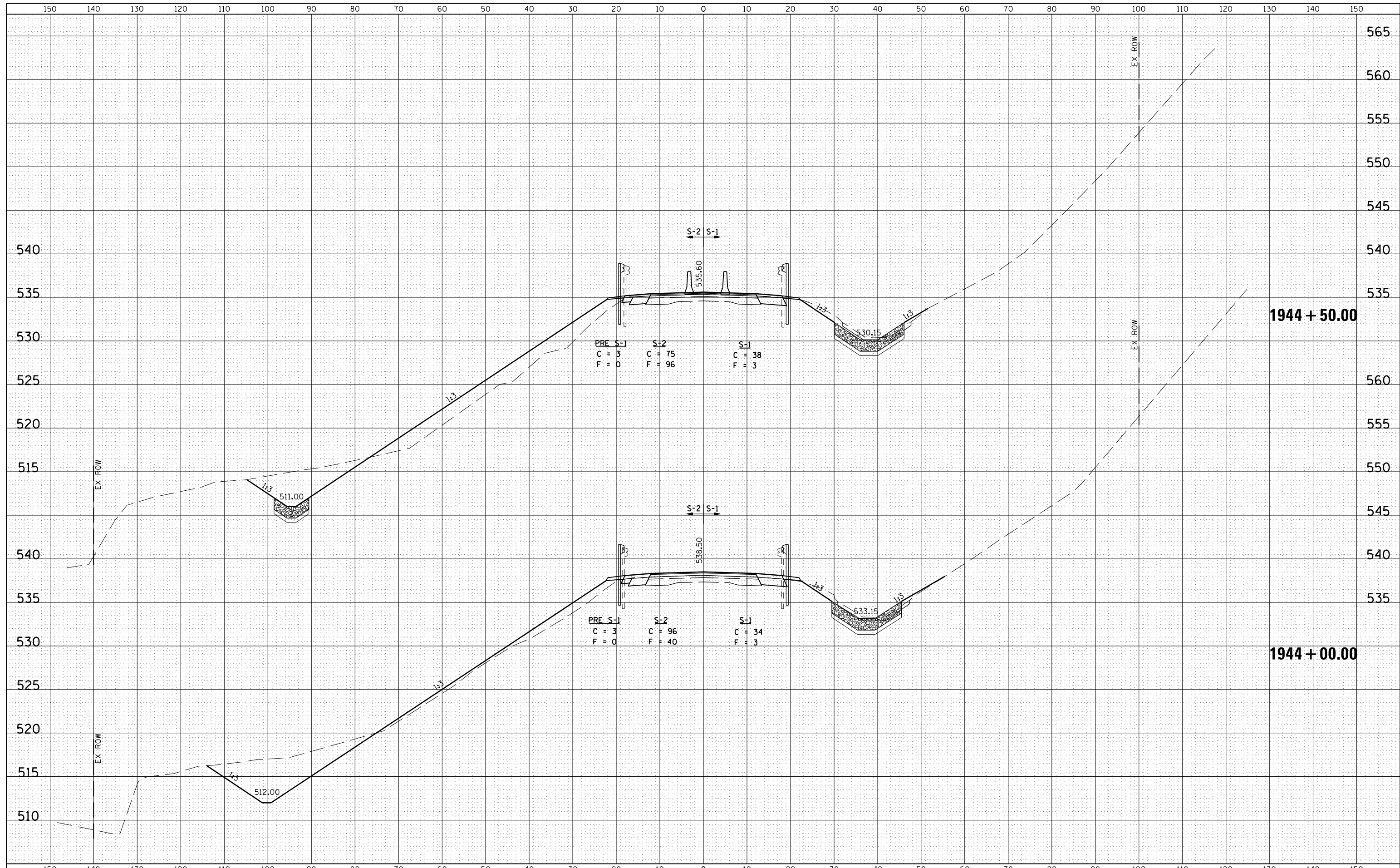
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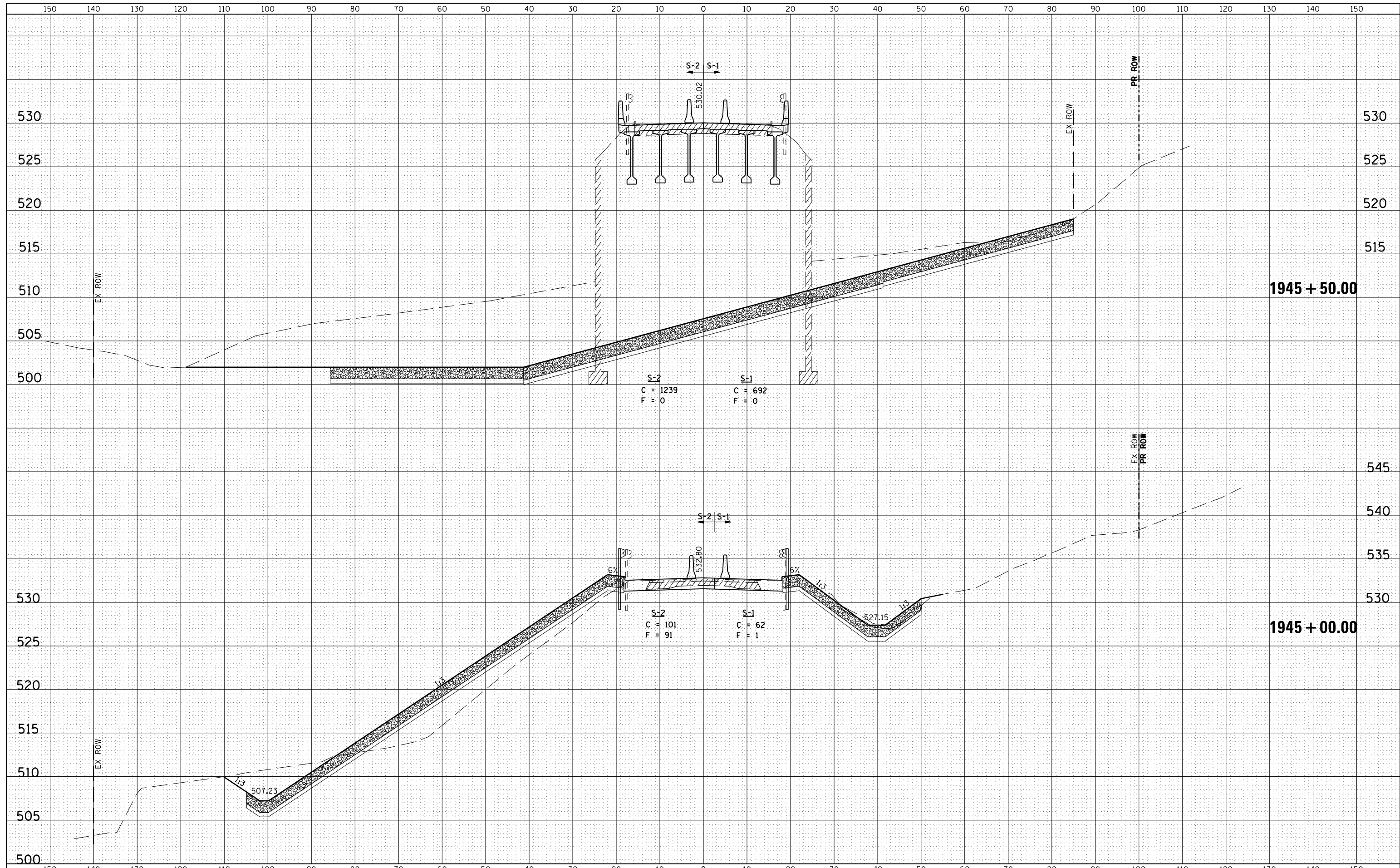
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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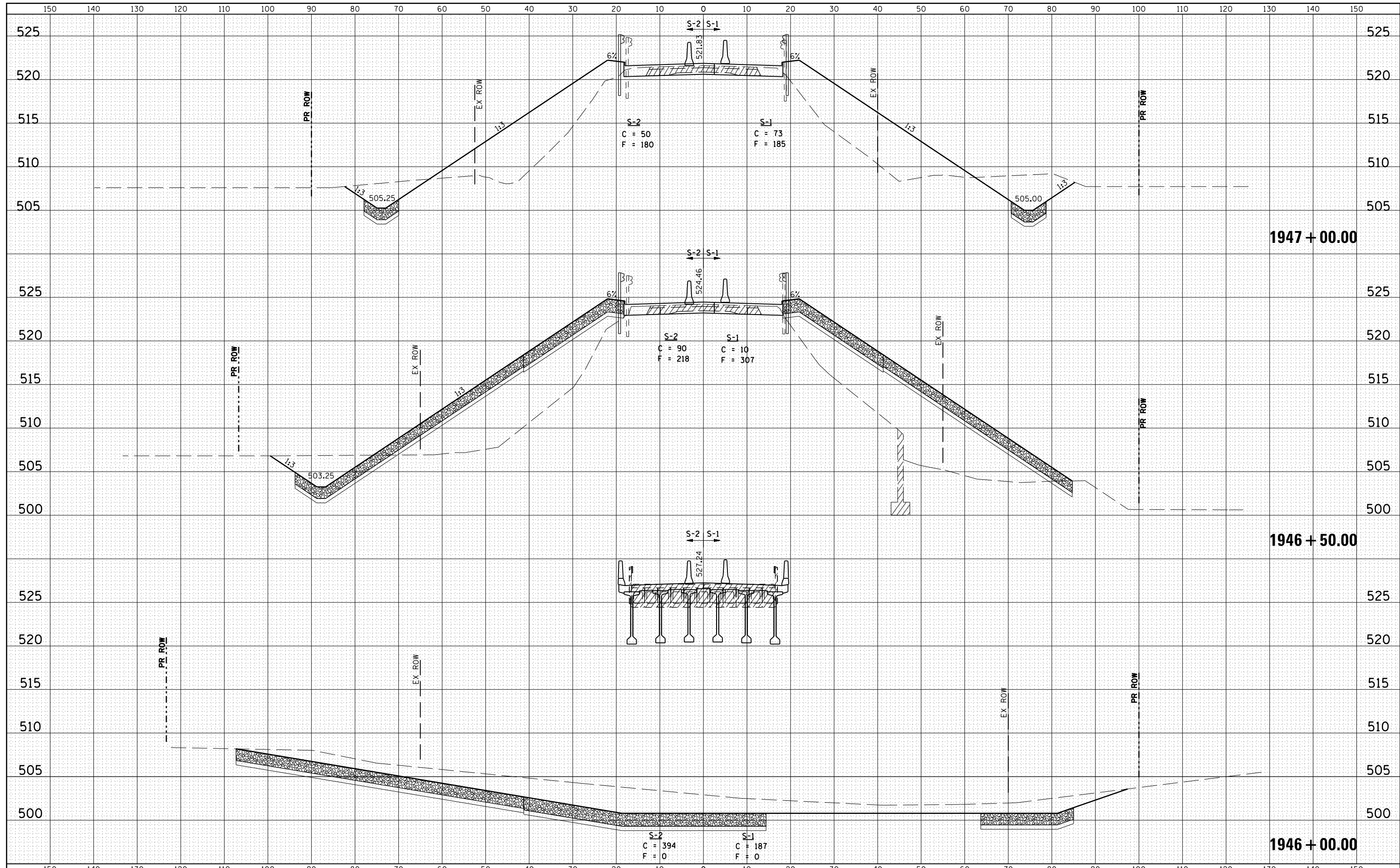
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PLOT DATE = Sep-01-2011 09:00:25AM					DATE - 8/17/09	SCALE:	SHEET NO.	OF SHEETS	STA. 1945+00.00 TO STA. 1947+00.00			

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		DATE - 8/17/09	REVISED -

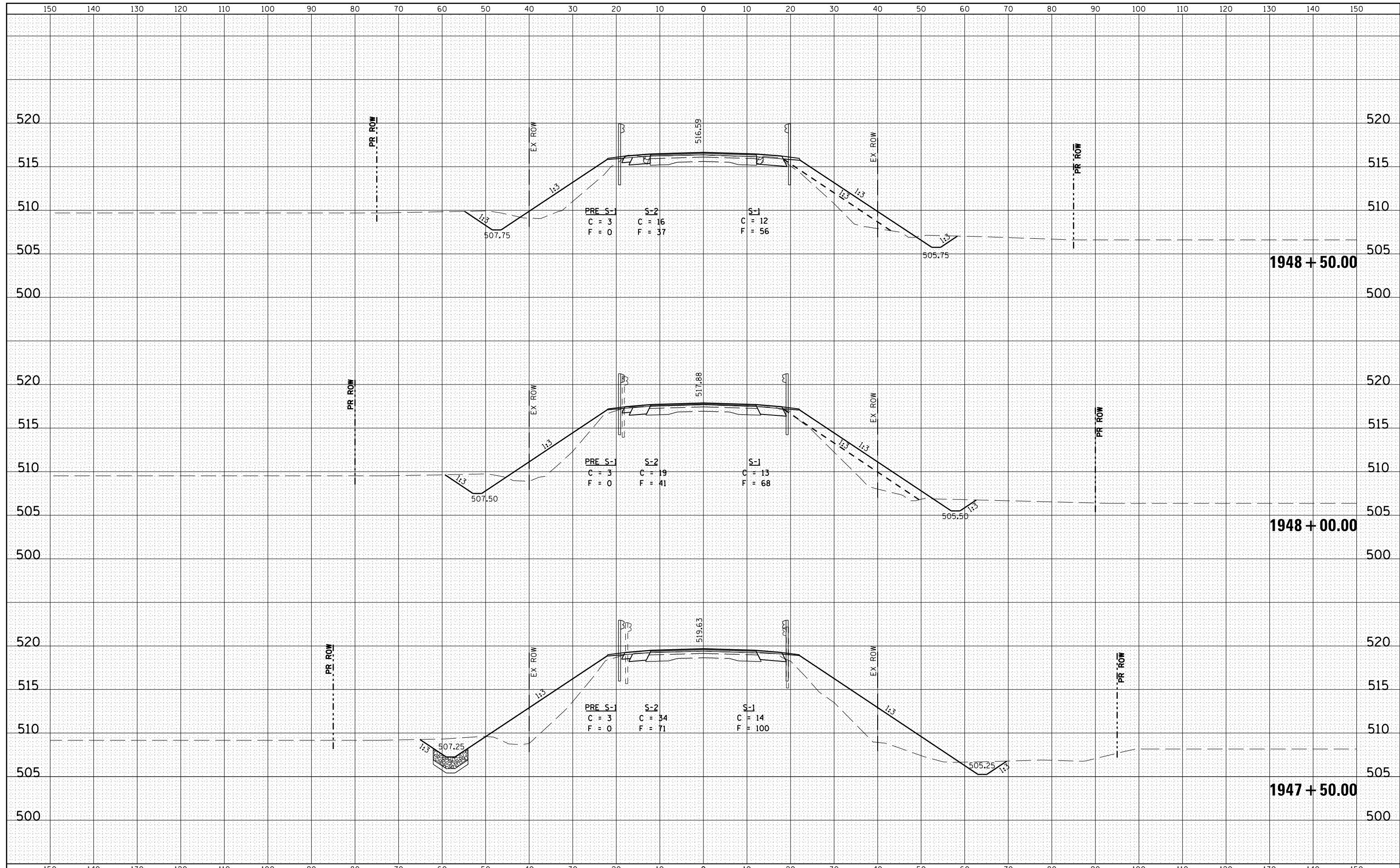
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL ROUTE 104 CROSS SECTIONS			
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ILLINOIS FED. AID PROJECT				

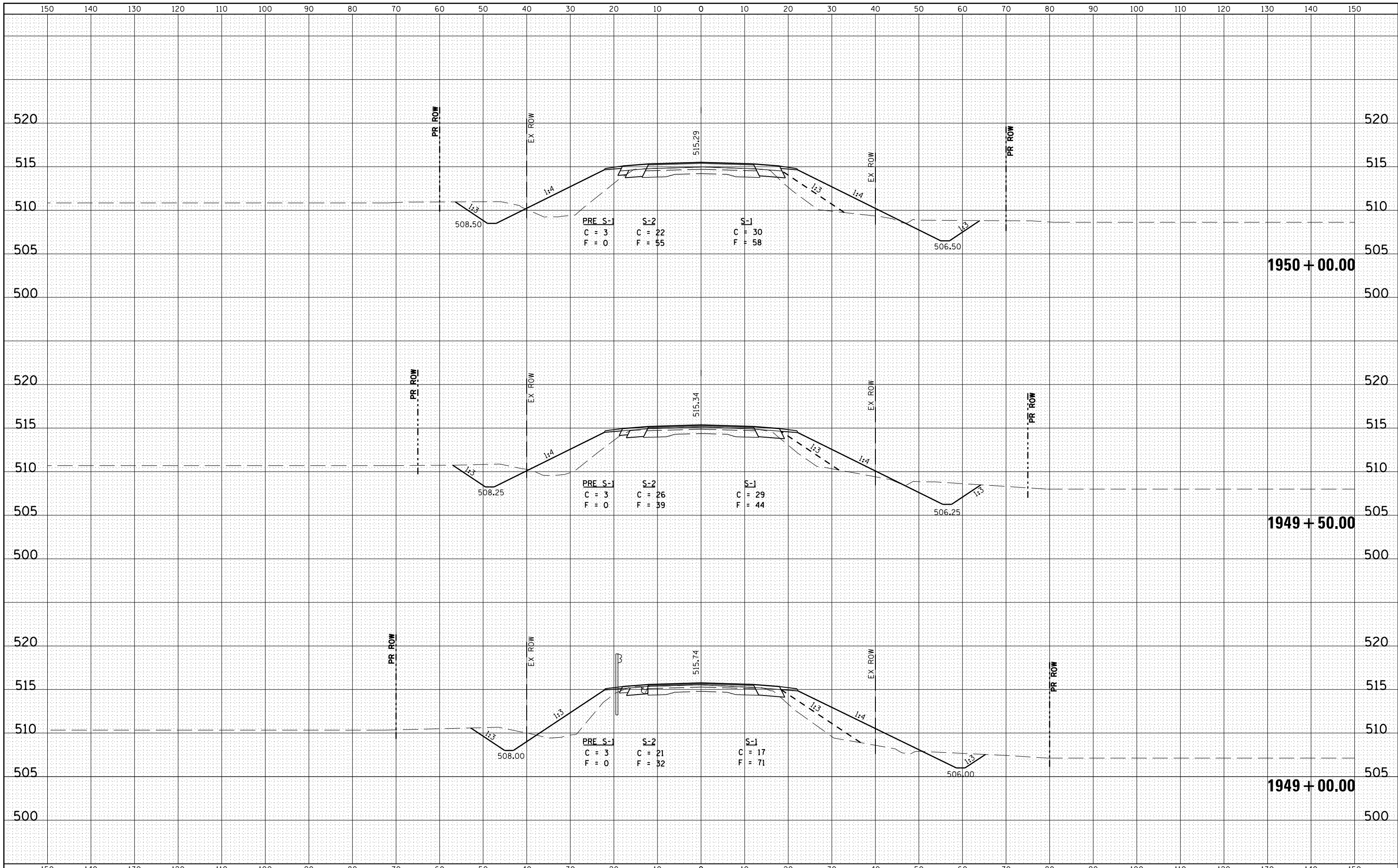
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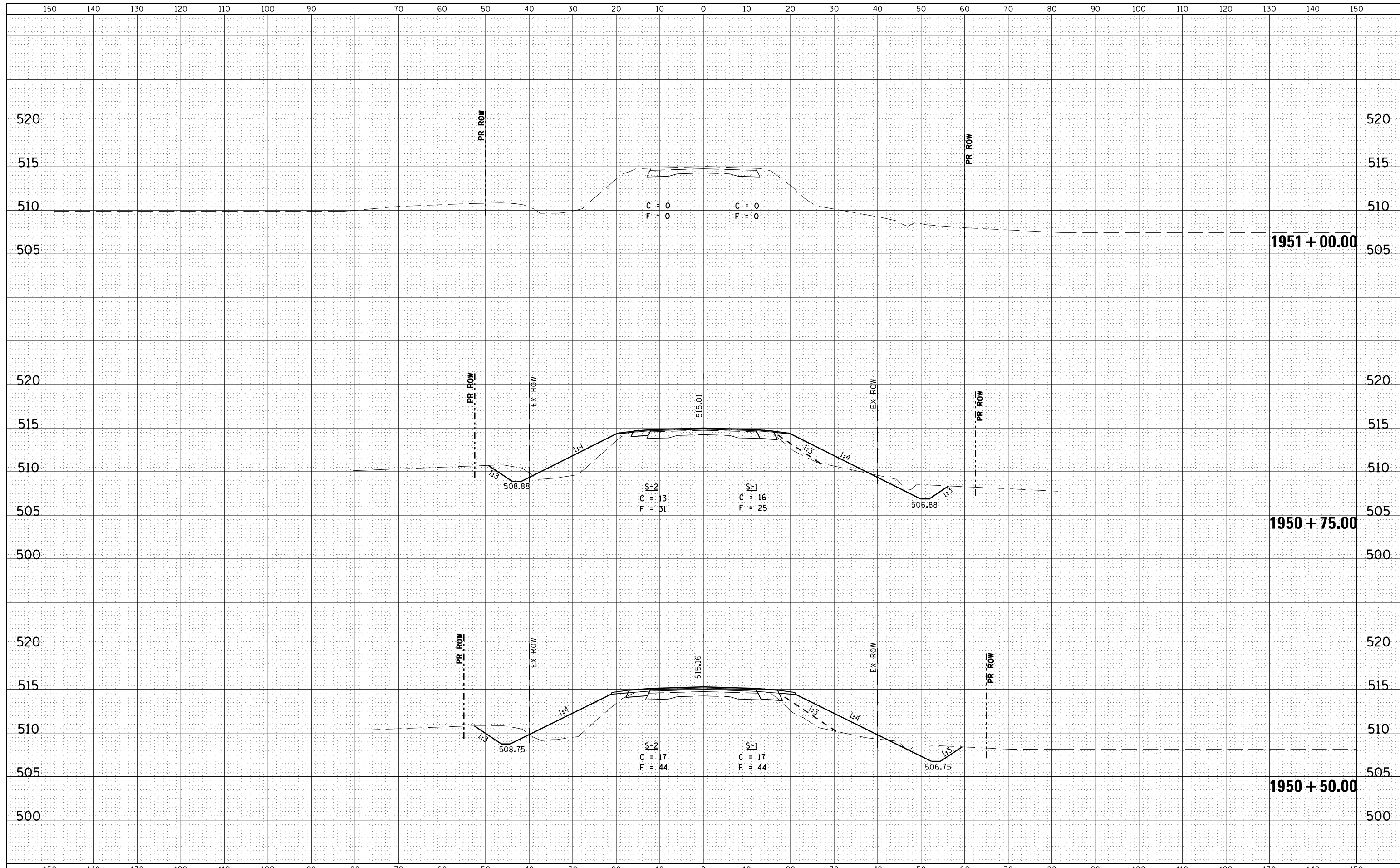
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