1-15-10 Letting, Item 074

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 68466		

D–94–048–05

INDEX OF SHEETS

LIST OF STANDARDS

000001–05	635006–03	704001–06
001001–02	635011–02	720001–01
280001–05	701006–03	720006–02
420401–08	701011–02	720011–01
515001–03	701306–02	780001–02
630001–08	701311–03	781001–03
630301–05	701321–10	601101–01
631011–06	701326–03	
631031–08	701901–01	

CADD STANDARDS

205001–D4	406101–D4	440001–D4	630101–D4	780001–D4
280001–D4	406301–D4	631011–D4	667101–D4	

DESIGN DESIGNATION

MAJOR COLLECTOR (RURAL)
ADT = 3100 (2010)
ADT = 3800 (2030)
PC = 94.2%
SU = 3.1%
MU = 2.7%

0 100′ 200′ 300′ — 1″= 100′
0 10′ 20′ 30′ — 1″= 10′
0 50′ 100′ — 1″= 50′
0 50′ 100′ — 1″= 40′
0 50′ 100′ — 1″= 30′
0 50′ 100′ — 1″= 20′

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

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

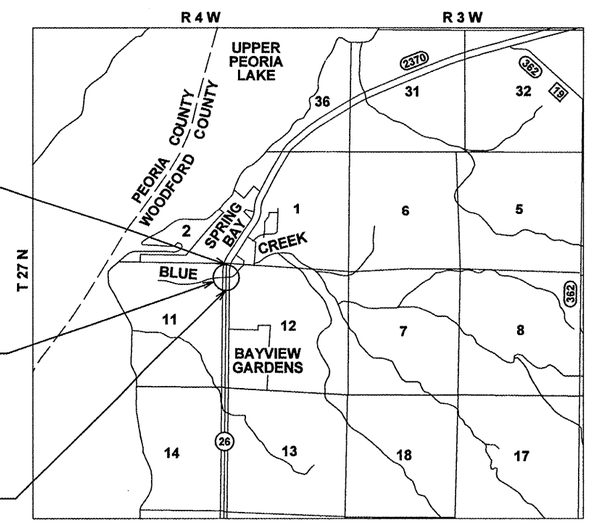
LICENSED STRUCTURAL ENGINEER
CHRIS LINNEMAN
081-006445
STATE OF ILLINOIS

10/8/2009
EXPIRES 11/30/2010
SHEETS 23-48

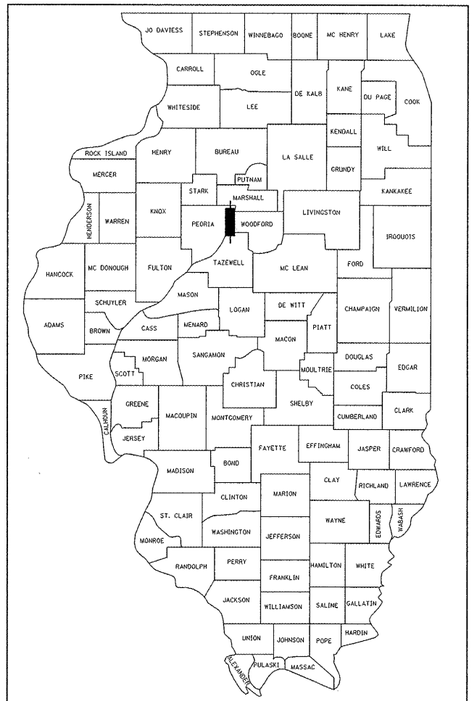
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

FAS ROUTE 2370 (IL 26)
SECTION 29BR–1
PROJECT ACBRS-2370(116)
WOODFORD COUNTY
C–94–054–05



NOT TO SCALE



LOCATION OF SECTION INDICATED THUS: –■–

LICENSED PROFESSIONAL ENGINEER
SHELLEY L. DINTELMAN
062-055901
STATE OF ILLINOIS

Shelley L. Dintelman 10/8/09
EXPIRES 11/30/09

GROSS LENGTH OF PROJECT = 1117.00 FT (0.21 MILES)
NET LENGTH OF PROJECT = 1117.00 FT (0.21 MILES)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 10/14/ 2009
J. E. Cowen
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

December 4, 2009
Charles J. Ingersoll
ENGINEER OF DESIGN AND ENVIRONMENT

December 4, 2009
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PROJECT ENGINEER: CHRISTOPHER MAUSHARD 309–671–3453
PROJECT MANAGER: CHRISTOPHER MAUSHARD 309–671–3453
CATALOG NO. 032681–01D
CONTRACT NO. 68466

EFK • Moen, LLC
Civil Engineering Design

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COMMITMENTS

COMMITMENTS ARE NOT TO BE ALTERED WITHOUT THE WRITTEN APPROVAL OF ALL PARTIES TO WHICH THE COMMITMENT WAS MADE.

NO COMMITMENTS HAVE BEEN INCURRED FOR THIS PROJECT.

GENERAL NOTES

1. UTILITIES - LOCATIONS / INFORMATION ON PLANS

   THE LOCATIONS OF THE EXISTING WATER MAINS, GAS MAINS, SEWERS, ELECTRIC POWER LINES, TELEPHONE LINES AND OTHER UTILITIES AS SHOWN ON THE PLANS ARE BASED ON CAREFUL FIELD INVESTIGATION AND THE BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. UNLESS ELEVATIONS ARE SHOWN --- ALL UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATION FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.

2. PLAN ELEVATIONS - U.S.G.S. MEAN SEA LEVEL DATUM

   ALL ELEVATIONS SHOWN ON THE PLANS ARE ESTABLISHED FROM U.S.G.S. MEAN SEA LEVEL DATUM.

3. ENGINEERS FIELD OFFICE

   ADD THE FOLLOWING SENTENCE TO THE END OF PARAGRAPH 670.02 (i) AND 670.04 (e):
   ALL OF THE TELEPHONE LINES PROVIDED SHALL HAVE UNPUBLISHED NUMBERS.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE USES(S):	HMA SURFACE COURSE	HMA BINDER COURSE	HMA BASE COURSE
RAP % (MAX)••:	15%	25%	25%
AC/PC	64-22	64-22	64-22
DESIGN AIR VOIDS:	4.0% @ N=50	4.0% @ N=50	4.0% @ N=50
MIXTURE COMPOSITION:	IL 9.5 OR 12.5	IL 19.0	IL 19.0
(GRADATION MIXTURE)			
FRICTION AGGREGATE	MIX D	N.A.	N.A.

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

PROJECT SPECIFIC GENERAL NOTE

1. THE LOCATION OF THE RIGHT OF WAY LINES SHOWN ON THESE PLANS WAS DETERMINED USING RIGHT OF WAY PLANS PROVIDED BY IDOT AND FROM THE LOCATIONS OF RIGHT OF WAY MARKERS FOUND IN THE FIELD. THE RIGHT OF WAY LINES WERE NOT DETERMINED BY ACTUAL BOUNDARY OR RIGHT OF WAY SURVEYS.

2. ALL PERMANENT SURVEY MARKERS THAT ARE PLACED WITHIN THE LIMITS OF THE PAVEMENT SHALL BE INSTALLED 1/4" BELOW THE FINISH GRADE OF THE PAVEMENT.

3. FOR THE DISK SET ON THE BRIDGE AT STA 261+74.75, 21 FT. RIGHT, THE ELEVATION SHALL BE RUN TO THE DISK, VERIFIED, STAMPED AND A MEMO SENT TO THE CHIEF OF SURVEYS/PLATS DETAILING THE LOCATION OF THE DISK AND THE ELEVATION.

ENVIRONMENTAL REVIEWS

PRIOR TO THE USE OF ANY PROPOSED BORROW AREAS, USE AREAS, (TEMPORARY ACCESS ROADS, DETOURS, RUN-AROUND, ETC.) AND/OR WASTE AREAS, THE CONTRACTOR SHALL FILE THE REQUIRED ENVIRONMENTAL RESOURCE REQUEST SURVEYS ACCORDING TO SECTION 107.22 OF THE STANDARD SPECIFICATIONS. THESE SURVEYS ARE REQUIRED IN ORDER FOR THE DEPARTMENT TO CONDUCT CULTURAL AND BIOLOGICAL RESOURCE SURVEYS FOR THE PROPOSED SITE.

PRIOR TO ANY WASTE MATERIALS BEING REMOVED FROM THE CONSTRUCTION SITE THE REQUIRED ENVIRONMENTAL RESOURCE SURVEYS WILL NEED TO BE OBTAINED AND FILED BY THE CONTRACTOR, EXCESS WASTED PRODUCTS REMOVED FROM THE CONSTRUCTION SITE SHALL BE DISPOSED OF AS REQUIRED IN SECTION 202.03 OF THE STANDARD SPECIFICATIONS.

ANY PROTRUDING METAL BARS SHALL BE REMOVED PRIOR TO THE DISPOSAL OF BROKEN CONCRETE AT APPROVED DISPOSAL SITES.

THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:
- BDE FORM 2289 (ENVIRONMENTAL SURVEY REQUEST)
- A LOCATION MAP SHOWING THE SIZE LIMITS AND LOCATION OF THE USE AREA
- SIGNED PROPERTY OWNER AGREEMENT FORM - D4 PI0100
- COLOR PHOTOGRAPHS DEPICTING THE USE AREA
- BORROW AREA ENTRY AGREEMENT FORM - D4 PI0101

PLEASE NOTE THAT A MINIMUM OF TWO WEEKS SHALL BE ALLOWED FOR THE DISTRICT TO OBTAIN THE REQUIRED ENVIRONMENTAL CLEARANCES.

STATUS OF UTILITIES

MEDIACOM COMMUNICATIONS

MR. DALE SHAVER
903 EAST HOWARD STREET
PONTIAC, IL 61764

ROUTE	OFFSET	LOCATION	TYPE OF UTILITY	TYPE OF CONFLICT	DISPOSITION
IL 26	28'LT.	263+15	POLE	EMBANKMENT	RELOCATE
IL 26	29.5'LT.	265+00	POLE	EMBANKMENT	RELOCATE

AT&T

MR. STEVE BATEMAN
2315 NORTH KNOXVILLE AVENUE
PEORIA, IL 61604

ROUTE	OFFSET	LOCATION	TYPE OF UTILITY	TYPE OF CONFLICT	DISPOSITION
IL 26	13'LT.	259+10 TO 261+10	BURIED CABLE	SHOULDER WORK	RELOCATE
IL 26	12'LT.	263+40 TO 267+10	BURIED CABLE	PAVEMENT REMOVAL	RELOCATE

AMERENCILCO

MR. JOSEPH GLAD
8420 NORTH UNIVERSITY STREET
PEORIA, IL 61615

ROUTE	OFFSET	LOCATION	TYPE OF UTILITY	TYPE OF CONFLICT	DISPOSITION
IL 26	28'LT.	263+15	POLE	EMBANKMENT	RELOCATE
IL 26	29.5'LT.	265+00	POLE	EMBANKMENT	RELOCATE

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	PLOT DATE = 10/1/2009	DATE - 10/1/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COMMITMENTS, GENERAL NOTES, ENVIRONMENTAL REVIEWS, STATUS OF UTILITIES

SCALE: N.T.S. | SHEET NO. 1 OF 1 SHEET

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	2
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

				ROADWAY FAS 2370 80% FEDERAL 20% STATE	STRUCTURE FAS 2370 80% FEDERAL 20% STATE
	SUMMARY OF QUANTITIES		TOTAL	CONSTRUCTION TYPE CODE	
CODE NO.	PAY ITEM	UNIT		1000-2A	X071-2A
20100500	TREE REMOVAL, ACRES	ACRE	0.1	0.1	
20200100	EARTH EXCAVATION	CU YD	74	74	
20200500	EARTH EXCAVATION (WIDENING)	CU YD	97	97	
20300100	CHANNEL EXCAVATION	CU YD	551	551	
20400800	FURNISH EXCAVATION	CU YD	1946	1946	
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	78		78
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	2260	2260	
25000210	SEEDING, CLASS 2A	ACRE	0.5	0.5	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	45	45	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	45	45	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	45	45	
25100115	MULCH, METHOD 2	ACRE	0.5	0.5	
28000305	TEMPORARY DITCH CHECKS	FOOT	141	141	
28000400	PERIMETER EROSION BARRIER	FOOT	1700	1700	
28000500	INLET AND PIPE PROTECTION	EACH	3	3	
28100805	STONE DUMPED RIPRAP, CLASS A3	TON	23		23
28100809	STONE DUMPED RIPRAP, CLASS A5	TON	963		963
28200200	FILTER FABRIC	SQ YD	717		717
31100300	SUBBASE GRANULAR MATERIAL, TYPE A 4"	SQ YD	1736	1736	
35501327	HOT-MIX ASPHALT BASE COURSE, 10 3/4"	SQ YD	1013	1013	
35600719	HOT-MIX ASPHALT BASE COURSE WIDENING, 10 3/4"	SQ YD	456	456	
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	91.5	91.5	
40600215	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	TON	4	4	
40600300	AGGREGATE (PRIME COAT)	TON	10.3	10.3	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	54	54	
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	194	194	
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	273	273	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	48	48	
44000100	PAVEMENT REMOVAL	SQ YD	1007	1007	
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	1793	1793	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50105220	PIPE CULVERT REMOVAL	FOOT	98	98	
50200100	STRUCTURE EXCAVATION	CU YD	185		185
50300225	CONCRETE STRUCTURES	CU YD	97.5		97.5
50300255	CONCRETE SUPERSTRUCTURE	CU YD	302.5		302.5
50300260	BRIDGE DECK GROOVING	SQ YD	726		726
50300280	CONCRETE ENCASEMENT	CU YD	5.5		5.5
50300300	PROTECTIVE COAT	SQ YD	909		909
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	2394		2394
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	83280		83280
50800515	BAR SPLICERS	EACH	721		721
51200958	FURNISHING METAL PILE SHELL 14" x 0.250"	FOOT	600		600
51200959	FURNISHING METAL PILE SHELL 14" x 0.312"	FOOT	666		666
51202305	DRIVING PILES	FOOT	1266		1266
51203200	TEST PILE METAL SHELLS	EACH	3		3
51205200	TEMPORARY SHEET PILING	SQ FT	1265		1265

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PLOT DATE = 10/06/2009 | DATE - 10/1/09 | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET NO. 1 OF 2 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	3
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

				ROADWAY FAS 2370 80% FEDERAL 20% STATE	STRUCTURE FAS 2370 80% FEDERAL 20% STATE
	SUMMARY OF QUANTITIES		TOTAL	CONSTRUCTION TYPE CODE	
CODE NO.	PAY ITEM	UNIT		1000-2A	X071-2A
51500100	NAME PLATES	EACH	1		1
52100520	ANCHOR BOLTS, 1"	EACH	36		36
542C1060	PIPE CULVERTS, CLASS C, TYPE 2 15"	FOOT	136	136	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	68		68
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	136		136
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	350	350	
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	2	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	3	3	
63200310	GUARDRAIL REMOVAL	FOOT	506	506	
* 63300725	STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)	FOOT	50	50	
66700205	PERMANENT SURVEY MARKER, TYPE 1	EACH	9	9	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	8	
67100100	MOBILIZATION	L SUM	1	1	
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1	
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1	
70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
70106700	TEMPORARY RUMBLE STRIP	EACH	6	6	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	462.5	462.5	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	412.5	412.5	
72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	26.75	26.75	
72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	26.75	26.75	
72900100	METAL POST - TYPE A	FOOT	48	48	
73000100	WOOD SIGN SUPPORT	FOOT	27.5	27.5	
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	3631	3631	
* 78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	3631	3631	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	20	20	
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	5	5	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	27	27	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	6	6	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	25	25	
X0301245	SHOULDER REMOVAL	SQ YD	882	882	
X0301512	GUARDRAIL AGGREGATE EROSION CONTROL	TON	359	359	
X0320678	TREE WHIP MIXTURE	EACH	56	56	
X5080600	MECHANICAL SPLICERS	EACH	36		36
X0322329	TIMBER CURB REMOVAL	FOOT	15	15	
X0325570	CHANGEABLE MESSAGE SIGN, SPECIAL	CAL DA	28	28	
X0712400	TEMPORARY PAVEMENT	SQ YD	239	239	
X0919000	TEMPORARY PAVEMENT REMOVAL	SQ YD	239	239	
X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH	1		1
X7016500	TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL)	EACH	1	1	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
* Z0030030	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1	1	
Z0030250	IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0030350	IMPACT ATTENUATOR, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	22		22

* SPECIALTY ITEM

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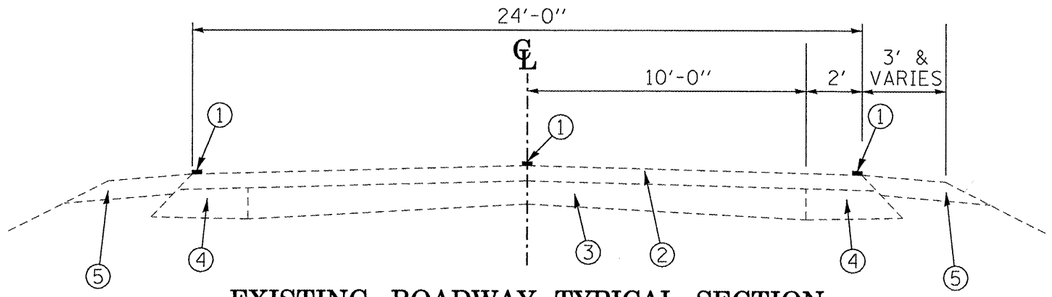
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

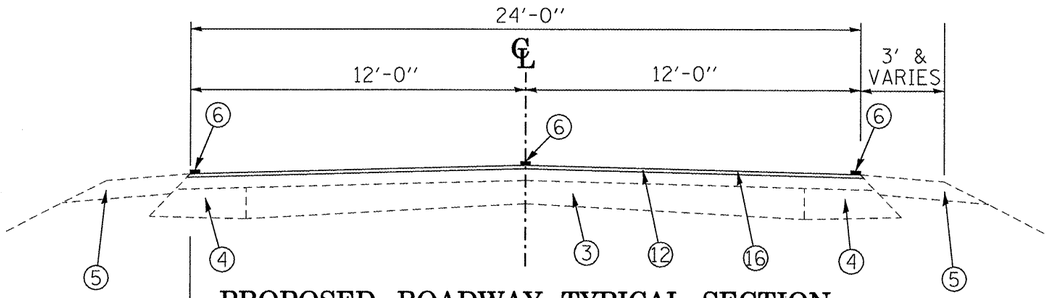
SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET NO. 2 OF 2 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	4
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

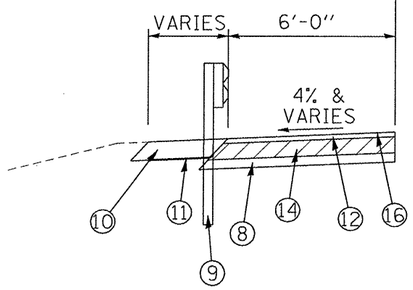


EXISTING ROADWAY TYPICAL SECTION
(INFORMATION FROM 1971 CONSTRUCTION PLANS)



PROPOSED ROADWAY TYPICAL SECTION

STA. 258+25.00 - STA. 259+75.06
STA. 267+00.00 - STA. 269+42.00



STA. 267+00.00 - STA. 268+28.46
(SEE SHEET 5 FOR PROPOSED GUARDRAIL LIMITS)

1. EXISTING PAVEMENT MARKINGS (TYP.)
2. EXISTING BITUMINOUS CONCRETE SURFACE, 6-1/2"
3. EXISTING BASE COURSE, 10" PCC PAVEMENT
4. EXISTING BASE COURSE WIDENING, 10"
5. EXISTING AGGREGATE SHOULDER
6. PROPOSED PAVEMENT MARKINGS
7. PROPOSED BRIDGE APPROACH PAVEMENT
8. PROPOSED SUBBASE GRANULAR MATERIAL, TYPE A, 4"
9. PROPOSED STEEL PLATE BEAM GUARDRAIL OR TRAFFIC BARRIER TERMINAL (TYP.)
10. PROPOSED GUARDRAIL AGGREGATE EROSION CONTROL - 8"
11. PROPOSED GEOTEXTILE FABRIC
12. PROPOSED HOT-MIX ASPHALT SURFACE, 1-1/2"
13. PROPOSED HOT-MIX ASPHALT BINDER COURSE, VARIES 2-1/4" TO 10-1/2"
14. PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 10-3/4"
15. PROPOSED HOT-MIX ASPHALT BASE COURSE, 10-3/4"
16. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1-1/2"
17. PROPOSED EMBANKMENT

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		DRAWN - JD	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: N.T.S. | SHEET NO. 1 OF 2 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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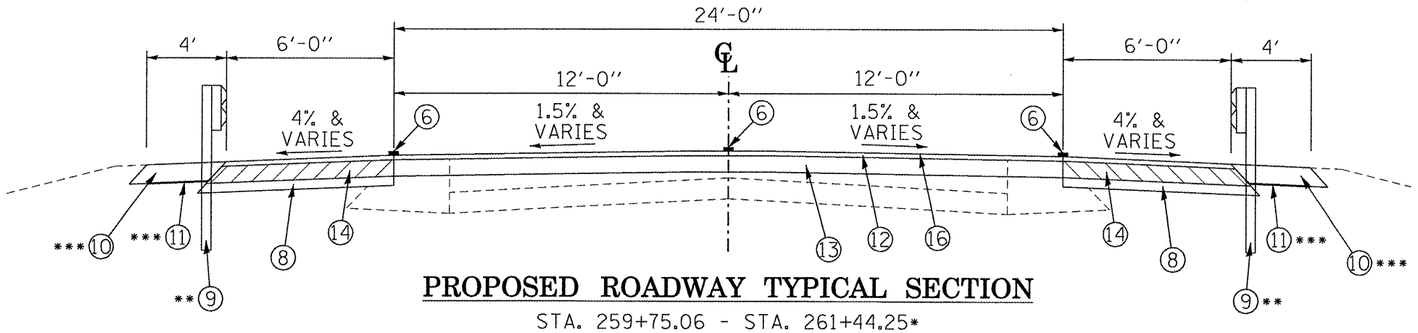
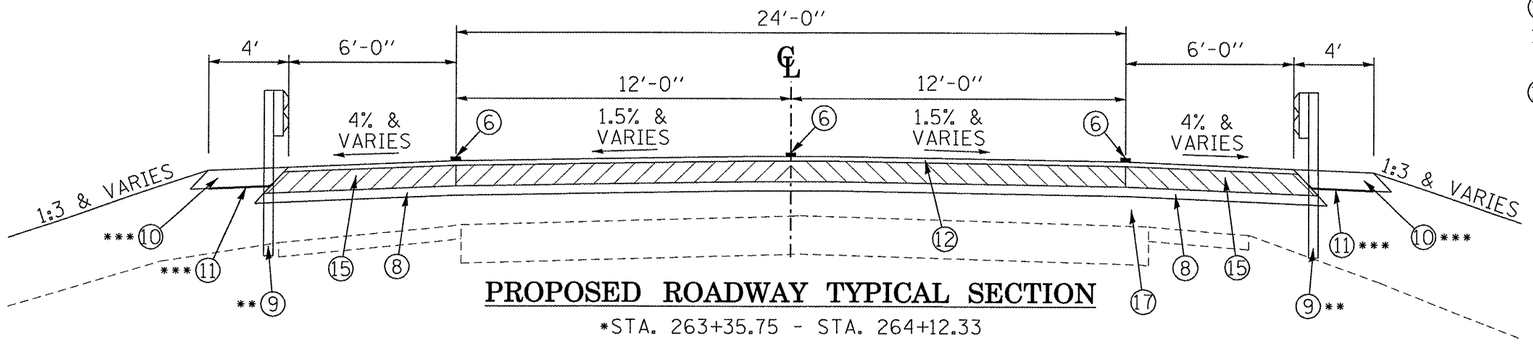


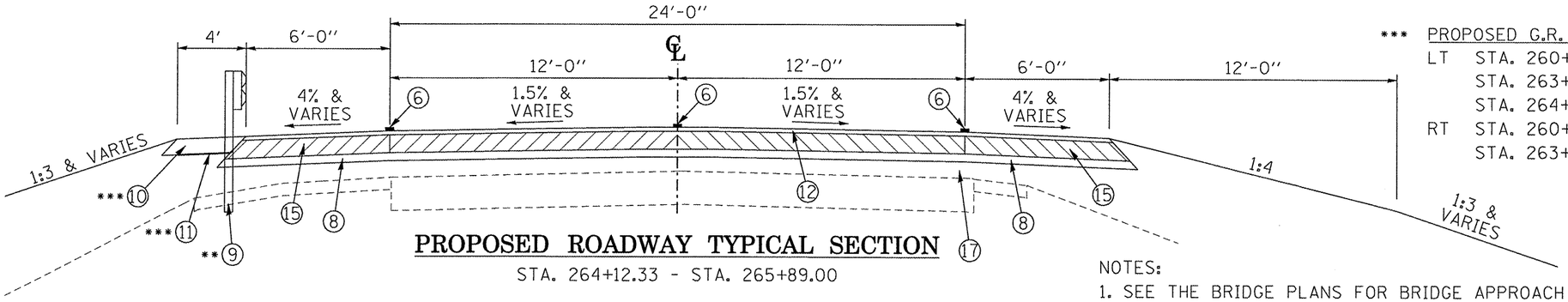
PROPOSED ROADWAY TYPICAL SECTION

STA. 259+75.06 - STA. 261+44.25*
STA. 265+89.00 - STA. 267+00.00
BRIDGE OMISSION FROM STA. 261+44.25 - STA. 263+35.75



PROPOSED ROADWAY TYPICAL SECTION

*STA. 263+35.75 - STA. 264+12.33



PROPOSED ROADWAY TYPICAL SECTION

STA. 264+12.33 - STA. 265+89.00

1. EXISTING PAVEMENT MARKINGS (TYP.)
2. EXISTING BITUMINOUS CONCRETE SURFACE, 6-1/2"
3. EXISTING BASE COURSE, 10" PCC PAVEMENT
4. EXISTING BASE COURSE WIDENING, 10"
5. EXISTING AGGREGATE SHOULDER
6. PROPOSED PAVEMENT MARKINGS
7. PROPOSED BRIDGE APPROACH PAVEMENT
8. PROPOSED SUBBASE GRANULAR MATERIAL, TYPE A, 4"
9. PROPOSED STEEL PLATE BEAM GUARDRAIL OR TRAFFIC BARRIER TERMINAL (TYP.)
10. PROPOSED GUARDRAIL AGGREGATE EROSION CONTROL - 8"
11. PROPOSED GEOTEXTILE FABRIC
12. PROPOSED HOT-MIX ASPHALT SURFACE, 1-1/2"
13. PROPOSED HOT-MIX ASPHALT BINDER COURSE, VARIES 2-1/4" TO 10-1/2"
14. PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 10-3/4"
15. PROPOSED HOT-MIX ASPHALT BASE COURSE, 10-3/4"
16. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1-1/2"
17. PROPOSED EMBANKMENT

* SEE STANDARD 420401 FOR ADDITIONAL DETAILS OF BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

** PROPOSED GUARDRAIL & TRAFFIC BARRIER
LT STA. 260+97.00 TO STA. 261+61.75
STA. 263+18.52 TO STA. 264+29.35
STA. 264+44.97 TO STA. 268+11.24
RT STA. 260+68.00 TO STA. 261+61.75
STA. 263+18.25 TO STA. 264+12.33

*** PROPOSED G.R. AGG. EROSION CONTROL - 8"
LT STA. 260+92.49 TO STA. 261+59.25
STA. 263+20.75 TO STA. 264+25.40
STA. 264+48.92 TO STA. 268+36.91
RT STA. 260+53.57 TO STA. 261+59.25
STA. 263+20.75 TO STA. 264+24.46

NOTES:
1. SEE THE BRIDGE PLANS FOR BRIDGE APPROACH SLAB DETAILS (STA. 261+44.25 - STA. 261+74.25 & STA. 263+05.75 - STA. 263+35.75)
2. SEE PLAN AND CROSS SECTIONS FOR TREATMENT OUTSIDE SHOULDER LIMITS
3. PAVEMENT REMOVAL STA. 261+38.25 TO STA. 261+90.02 & STA. 262+90.04 TO STA. 265+89.00

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FILE NAME = $FILE$	USER NAME = JD	DESIGNED -	REVISED -
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	PLOT SCALE = $SCALE$	CHECKED - SD	REVISED -
	PLOT DATE = 10/1/2009	DATE - 10/1/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: N.T.S. | SHEET NO. 2 OF 2 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	6
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAVEMENT

	LOCATION	PAVEMENT REMOVAL (SQ YD)	SHOULDER REMOVAL (SQ YD)	TIMBER CURB REMOVAL (FOOT)	SUBBASE GRANULAR MATERIAL, TYPE A 4" (SQ YD)	HMA BASE COURSE, 10 3/4" (SQ YD)	HMA BASE COURSE WIDENING, 10 3/4" (SQ YD)	HMA BINDER COURSE IL-19.0, N50 (TONS)	HMA SURFACE COURSE MIX "D", N50 (TONS)	HMA SURFACE REMOVAL 1-1/2" (SQ YD)
LT/RT	261+38.25 TO 261+90.02	143.2								
LT/RT	262+90.04 TO 265+89.00	863.4								
LT	259+20 TO 261+90.02		211.1							
LT	262+90.01 TO 268+39.93		390.1							
RT	260+72.78 TO 261+89.35		97.4							
RT	262+90.04 TO 264+45.55		88.9							
RT	264+61.49 TO 267+10		93.8							
RT	267+31 TO 267+39			15						
LT/RT	263+41.75 TO 265+89.00				1013.0	1013.0				
LT	259+20 TO 261+38.25				143.3		143.3			
LT	265+89 TO 267+28.46				55.7		55.7			
RT	259+20 TO 261+38.25				176.6		176.6			
RT	265+89 TO 267+10				79.6		79.6			
LT/RT	259+20 TO 261+44.25				74.8					
LT	263+35.75 TO 268+28.46				82.1					
RT	263+35.75 TO 267+10.00				62.4					
LT/RT	258+75.06 TO 261+38.25							108.8	96.7	
LT/RT	265+89 TO 267+00							84.7		
LT/RT	263+41.75 TO 269+42								175.6	
LT/RT	258+25 TO 261+44									851.3
LT/RT	265+89 TO 269+42									941.3
	TOTAL	1007	882	15	1688	1013	456	193.5	272.3	1793

EROSION CONTROL

	LOCATION	PERIMETER EROSION BARRIER FOOT	TEMPORARY DITCH CHECKS FOOT	INLET AND PIPE PROTECTION EACH
LT	259+20 TO 260+89	185		
LT	261+02 TO 261+89	104		
LT	262+90 TO 264+32	163		
LT	264+44 TO 268+43	423		
LT	264+66			1
RT	260+73 TO 261+89	120		
RT	262+90 TO 264+46	168		
RT	264+55 TO 267+69	323		
RT	264+70			1
RT	268+03			1
LT/RT	261+89	107		
LT/RT	262+90	107		
LT	261+55		10	
LT	265+26		10	
LT	265+45		10	
LT	265+56		10	
LT	265+68		10	
LT	266+00		10	
LT	266+50		10	
LT	267+00		10	
RT	263+80		10	
RT	265+50		8	
RT	265+90		8	
RT	266+50		10	
RT	266+75		10	
RT	267+00		15	
	TOTAL	1700	141	3

POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)

	LOCATION	TON	AGGREGATE (PRIME COAT) TON
LT/RT	263+41.75 TO 265+89.00	1.58	2.53
LT/RT	259+20 TO 261+38.25	0.50	0.80
RT	265+89 TO 267+10	0.12	0.20
LT	265+89 TO 268+28.46	0.09	0.14
LT/RT	261+38.25 TO 261+44.25	0.04	0.06
LT/RT	263+35.25 TO 263+41.75	0.04	0.06
LT/RT	259+20 TO 261+44.25	0.12	0.18
RT	263+35.75 TO 267+10	0.10	0.16
LT	263+35.75 TO 268+28.46	0.13	0.21
LT/RT	258+25 TO 261+38.25	0.36	1.73
LT/RT	263+41.75 TO 269+42	0.65	3.14
LT/RT	259+75.06 TO 261+38.25	0.14	0.65
LT/RT	265+89 TO 267+00	0.09	0.44
	TOTAL	4	10.3

BRIDGE APPROACH PAVEMENT CONNECTOR

LOCATION	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) (SQ YD)	SUBBASE GRANULAR MATERIAL, TYPE A 4" (SQ YD)
261+38.25 TO 261+44.25	24	24
263+35.75 TO 263+41.75	24	24
TOTAL	48	48

HMA SURFACE REMOVAL - BUTT JOINT

LOCATION		(SQ YD)
LT/RT	258+25 TO 258+35	26.7
LT/RT	269+25 TO 269+35	26.7
	TOTAL	54

SEEDING SCHEDULE

	LOCATION	SEEDING CL 2A (ACRES)	NITROGEN FERTILIZER NUTRIENT (LBS)	PHOSPHORUS FERTILIZER NUTRIENT (LBS)	POTASSIUM FERTILIZER NUTRIENT (LBS)	MULCH METHOD 2 (ACRES)
RT/LT	260+93 TO 267+10	0.5	45.0	45.0	45.0	0.5
TOTAL		0.5	45	45	45	0.5

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED TO CALCULATE THE PLAN QUANTITIES:

NITROGEN FERTILIZER NUTRIENT 90 LBS./ACRE
PHOSPHORUS FERTILIZER NUTRIENT 90 LBS./ACRE
POTASSIUM FERTILIZER NUTRIENT 90 LBS./ACRE

TEMPORARY TRAFFIC CONTROL

	LOCATION	TRAFFIC CONTROL AND PROTECTION STANDARD 701326 (L SUM)	STANDARD 701321 (EACH)	STANDARD 701306 (L SUM)	SPECIAL (L SUM)	BRIDGE TRAFFIC SIGNALS (EACH)	TEMPORARY RUMBLE STRIPS (EACH)	CHANGEABLE MESSAGE SIGN, SPECIAL (CAL DA)	TEMP. CONCRETE BARRIER (FOOT)	RELOCATE TEMP. CONC. BARRIER (FOOT)	IMPACT ATTENUATOR, TEMP. (NON-REDIRECTIVE), TEST LEVEL 3 (EACH)	IMPACT ATTENUATOR, RELOC. (NON-REDIRECTIVE), TEST LEVEL 3 (EACH)
RT/LT	258+25 TO 269+42	1	1	1	1	1					2	2
RT	241+99						1					
RT	246+99						1					
RT	251+99						1					
LT	270+56						1					
LT	272+56						1					
LT	274+56						1					
RT	258+25							14				
LT	269+42							14				
RT	259+45 TO 264+10								462.5			
LT	260+88 TO 264+09									412.5		
	TOTAL	1	1	1	1	1	6	28	462.5	412.5	2	2

TEMPORARY PAVEMENT

	LOCATION	TEMPORARY PAVEMENT REMOVAL (SQ YD)	TEMPORARY PAVEMENT (SQ YD)
LT	260+25 TO 261+90	84.3	84.3
LT	262+90 TO 266+00	154.0	154.0
	TOTAL	239	239

ENTRANCES

	LOCATION	AGGREGATE SURFACE COURSE, TYPE B (TONS)
LT	260+68.81	17.1
LT	264+40.94	31.7
RT	264+43.07	29.7
RT	267+86.60	13.1
	TOTAL	91.5

PAVEMENT MARKING SCHEDULE

LOCATION	TEMPORARY PAINT PAVEMENT MARKING LINE 4" (FOOT)	EPOXY PAVEMENT MARKING LINE 4" (FOOT)
258+25 TO 269+42	3631	3631
TOTAL	3631	3631

TREES

	LOCATION	TREE REMOVAL (ACRES)	TREE WHIP MIXTURE (EACH)
LT	258+25 TO 269+42	0.037	21
RT	258+25 TO 269+42	0.061	35
	TOTAL	0.1	56

PIPE CULVERTS

	LOCATION	15" CLASS C TYPE 2 (FOOT)	CULVERT REMOVAL (FOOT)
LT	264+08 TO 264+62	55	
RT	264+57 TO 264+68	41	
LT	264+08 TO 264+64		58
RT	267+59 TO 268+00	40	40
	TOTAL	136	98

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FILE NAME = #FILEL#
USER NAME = JD | PLOT SCALE = $SCALE$ | PLOT DATE = 10/8/2009
DESIGNED - | DRAWN - JD | CHECKED - SD | DATE - 10/1/09
REVISED - | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: N.T.S. | SHEET NO. 1 OF 2 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	7
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GUARDRAIL SCHEDULE

	LOCATION	GUARDRAIL REMOVAL (FOOT)	TRAFFIC BARRIER TERMINAL TYPE 6 (EACH)	TRAFFIC BARRIER TERMINAL TYPE 2 (EACH)	TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (TANGENT) (EACH)	IMPACT ATTENUATOR FDN, TL3 (EACH)	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS (FOOT)	STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS) (FOOT)	TERMINAL MARKER DIRECT APPLIED (EACH)	GUARDRAIL MARKER TYPE A (EACH)	GUARDRAIL AGGREGATE EROSION CONTROL (TON)
LT	261+01 TO 261+90	89									
LT	262+90 TO 264+29	139									
LT	264+50 TO 265+52	102									
RT	260+89 TO 261+89	100									
RT	262+90 TO 263+66	76									
LT	261+18 TO 261+62		1								
LT	263+18 TO 263+62		1								
RT	261+18 TO 261+62		1								
RT	263+18 TO 263+62		1								
LT	264+28 TO 264+29			1							
LT	264+45 TO 264+46			1							
LT	267+66 TO 268+11				1						
RT	260+68 TO 261+18				1						
RT	263+62 TO 264+12				1						
LT	260+97 TO 261+18					1					
LT	263+62 TO 264+12						50.0				
LT	264+63 TO 267+62						300.0				
LT	264+12 TO 264+28							25.0			
LT	264+46 TO 264+63							25.0			
LT	260+97								1		
LT	264+29								1		
LT	264+45								1		
LT	268+11								1		
RT	260+68								1		
RT	264+12								1		
LT	261+18 TO 261+62									2	
LT	263+18 TO 264+28									5	
LT	264+46 TO 267+62									16	
RT	261+18 TO 261+62									2	
RT	263+18 TO 263+62									2	
LT	260+92.50 TO 261+59.25										34.0
LT	263+20.75 TO 268+36.91										227.9
RT	260+53.57 TO 261+59.25										49.0
RT	263+20.75 TO 264+24.46										48.1
	TOTAL	506	4	2	3	1	350.0	50.0	6	27	359

PERMANENT SURVEY MARKER, TYPE 1

	OFFSET	LOCATION	EACH
LT/RT	0	POT STA 258+25	1
LT/RT	0	POT STA 261+00	1
LT	0.76	PI STA 264+09.49	1
LT/RT	0	PT STA 264+96.74	1
LT/RT	0	PC STA 266+79.10	1
LT	0.19	PI STA 266+98.55	1
LT/RT	0	PT STA 267+18.00	1
LT/RT	0	PC STA 267+65.95	1
RT	21	STA 261+74.75	1
		TOTAL	9

MISCELLANEOUS SCHEDULE

	ENGINEER'S FIELD OFFICE TYPE A (CAL MO)	MOBILIZATION (L SUM)	CONSTRUCTION LAYOUT (L SUM)
	8	1	1
TOTAL	8	1	1

SIGN REMOVAL AND REPLACEMENT

	LOCATION	REMOVE SIGN SIGN PANEL TYPE 1 (SQ FT)	RELOCATE SIGN SIGN PANEL TYPE 1 (SQ FT)	WOOD SIGN SUPPORT (FOOT)	METAL POST TYPE A (FOOT)
RT	261+55	6.25	6.25	13.5	
RT	261+61	6.0	6.0		24.0
LT	263+26	6.0	6.0		24.0
RT	263+43	8.5	8.5	14.0	
	TOTAL	26.75	26.75	27.5	48.0

RAISED REFLECTIVE PAVEMENT MARKERS

	LOCATION	RAISED REFLECTIVE PAVEMENT MARKER (EACH)	RAISED REFLECTIVE PAVEMENT MARKER BRIDGE (EACH)	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL (EACH)
LT/RT	258+41	1		1
LT/RT	258+81	1		1
LT/RT	259+22	1		1
LT/RT	259+61	1		1
LT/RT	260+02	1		1
LT/RT	260+42	1		1
LT/RT	260+80	1		1
LT/RT	261+21	1		1
LT/RT	261+61		1	1
LT/RT	262+03		1	1
LT/RT	262+42		1	1
LT/RT	262+81		1	1
LT/RT	263+20		1	1
LT/RT	263+62	1		1
LT/RT	263+99	1		1
LT/RT	264+42	1		1
LT/RT	264+80	1		1
LT/RT	265+22	1		1
LT/RT	265+60	1		1
LT/RT	266+02	1		1
LT/RT	266+40	1		1
LT/RT	266+82	1		1
LT/RT	267+20	1		1
LT/RT	268+01	1		1
LT/RT	268+81	1		1
	TOTAL	20	5	25

SCHEDULE OF EARTHWORK

		CHANNEL EXCAVATION	EARTH EXCAVATION WIDENING		EARTH EXCAVATION			FURNISH EXCAVATION	
	LOCATION	(CU YD)	(CU YD)	ADJUSTED FOR SHRINKAGE (CU YD)	(CU YD)	ADJUSTED FOR SHRINKAGE (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)	TOPSOIL FURNISH AND PLACE, 4" (SQ YD)
LT/RT	261+66 (+/-) TO 263+13 (+/-)	551							
LT/RT	258+25 TO 269+35		97	73			2075	-2002	
RT	261+00 TO 261+71.25								
RT	261+00 TO 268+00				74	56		56	
LT	260+93 TO 261+74.25								46.9
LT	263+05.75 TO 268+28								912.5
RT	260+93 TO 261+74.25								45.9
RT	263+05.75 TO 268+28								1254.5
	TOTAL	551	97	73	74	56	2075	-1946	2260

NOTE: SHRINKAGE CALCULATED USING 25% SHRINKAGE FACTOR (PER BDE MANUAL)

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FILE NAME = $FILE$	USER NAME = JD	DESIGNED - ___	REVISED - ___
		DRAWN - JD	REVISED - ___
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	PLOT DATE = $DATE$	DATE - 10/1/09	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: N.T.S. | SHEET NO. 2 OF 2 SHEETS

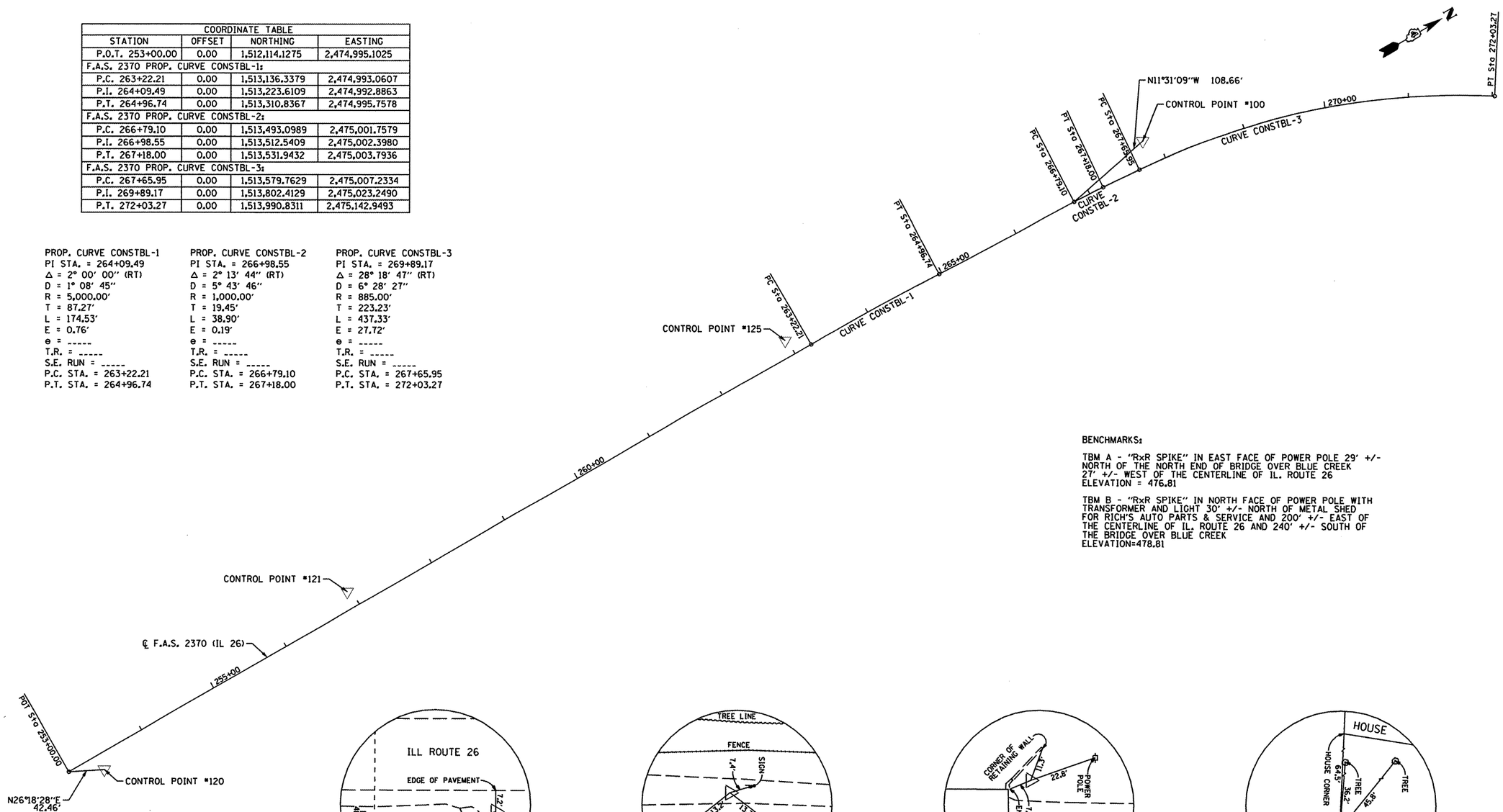
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	8
		CONTRACT NO. 68466		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

COORDINATE TABLE			
STATION	OFFSET	NORTHING	EASTING
P.O.T. 253+00.00	0.00	1,512,114.1275	2,474,995.1025
F.A.S. 2370 PROP. CURVE CONSTBL-1:			
P.C. 263+22.21	0.00	1,513,136.3379	2,474,993.0607
P.I. 264+09.49	0.00	1,513,223.6109	2,474,992.8863
P.T. 264+96.74	0.00	1,513,310.8367	2,474,995.7578
F.A.S. 2370 PROP. CURVE CONSTBL-2:			
P.C. 266+79.10	0.00	1,513,493.0989	2,475,001.7579
P.I. 266+98.55	0.00	1,513,512.5409	2,475,002.3980
P.T. 267+18.00	0.00	1,513,531.9432	2,475,003.7936
F.A.S. 2370 PROP. CURVE CONSTBL-3:			
P.C. 267+65.95	0.00	1,513,579.7629	2,475,007.2334
P.I. 269+89.17	0.00	1,513,802.4129	2,475,023.2490
P.T. 272+03.27	0.00	1,513,990.8311	2,475,142.9493

PROP. CURVE CONSTBL-1
PI STA. = 264+09.49
Δ = 2° 00' 00" (RT)
D = 1° 08' 45"
R = 5,000.00'
T = 87.27'
L = 174.53'
E = 0.76'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 263+22.21
P.T. STA. = 264+96.74

PROP. CURVE CONSTBL-2
PI STA. = 266+98.55
Δ = 2° 13' 44" (RT)
D = 5° 43' 46"
R = 1,000.00'
T = 19.45'
L = 38.90'
E = 0.19'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 266+79.10
P.T. STA. = 267+18.00

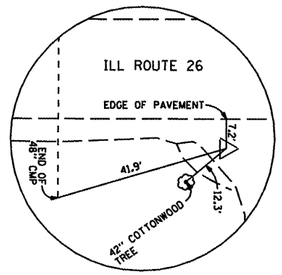
PROP. CURVE CONSTBL-3
PI STA. = 269+89.17
Δ = 28° 18' 47" (RT)
D = 6° 28' 27"
R = 885.00'
T = 223.23'
L = 437.33'
E = 27.72'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 267+65.95
P.T. STA. = 272+03.27



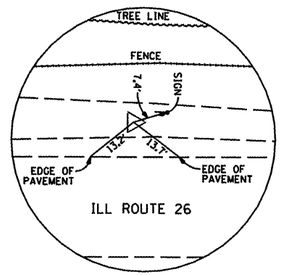
BENCHMARKS:

TBM A - "RxR SPIKE" IN EAST FACE OF POWER POLE 29' +/- NORTH OF THE NORTH END OF BRIDGE OVER BLUE CREEK 27' +/- WEST OF THE CENTERLINE OF IL. ROUTE 26
ELEVATION = 476.81

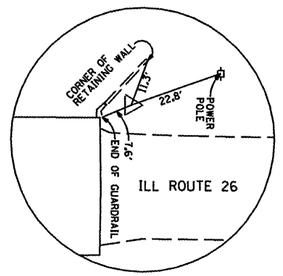
TBM B - "RxR SPIKE" IN NORTH FACE OF POWER POLE WITH TRANSFORMER AND LIGHT 30' +/- NORTH OF METAL SHED FOR RICH'S AUTO PARTS & SERVICE AND 200' +/- EAST OF THE CENTERLINE OF IL. ROUTE 26 AND 240' +/- SOUTH OF THE BRIDGE OVER BLUE CREEK
ELEVATION=478.81



CONTROL POINT #120
STA 253+38.02 18.89' RT.
N=1512152.1890
E=2475013.9200
Z=474.90



CONTROL POINT #121
STA 256+95.10 20.28' LT.
N=1512509.1850
E=2474974.0380
Z=474.36



CONTROL POINT #125
STA 262+97.48 19.47' LT.
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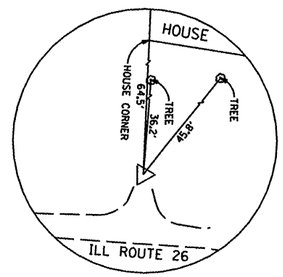
E=2474973.6370
Z=476.6900



CONTROL POINT #100
STA 267+83.20 28.70' LT.
N=1513599.5470
E=2474980.0570
Z=490.19

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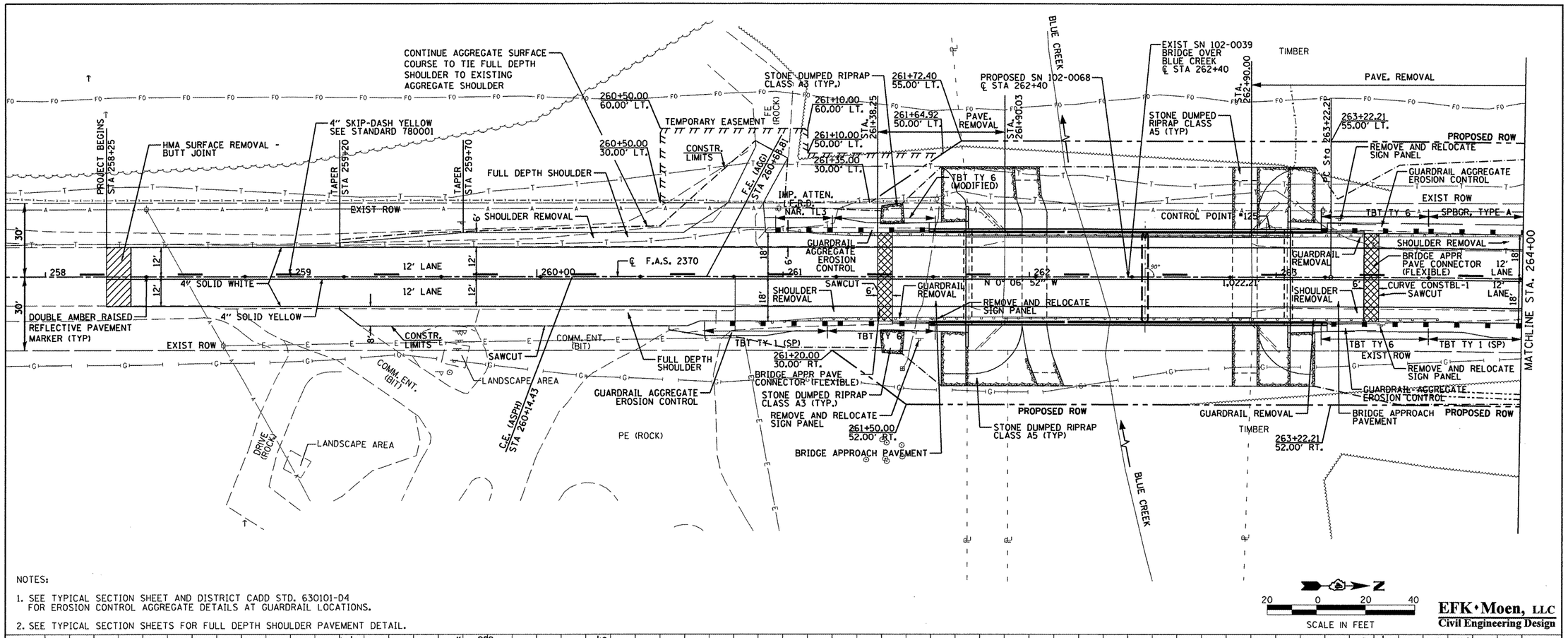
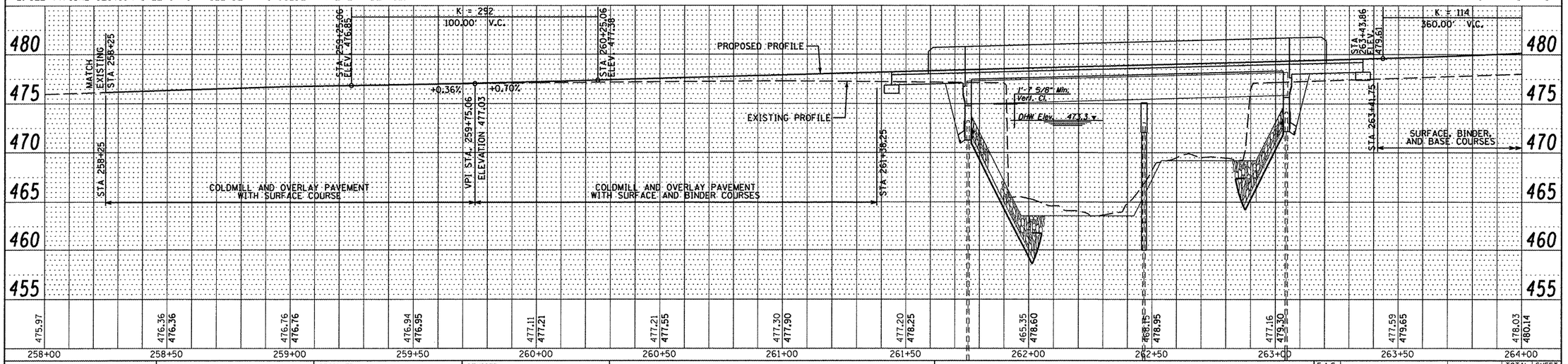
FILE NAME = $FILEL$	USER NAME = JD	DESIGNED - ---	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT, TIES AND BENCHMARKS
		DRAWN - JD	REVISED - ---		
	PLOT SCALE = $SCALE$	CHECKED - SD	REVISED - ---		SCALE: N.T.S. SHEET NO. 1 OF 1 SHEET
	PLOT DATE = 10/1/2009	DATE - 10/1/09	REVISED - ---		

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	9
		CONTRACT NO. 68466		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		



NOTES:

1. SEE TYPICAL SECTION SHEET AND DISTRICT CADD STD. 630101-D4 FOR EROSION CONTROL AGGREGATE DETAILS AT GUARDRAIL LOCATIONS.
2. SEE TYPICAL SECTION SHEETS FOR FULL DEPTH SHOULDER PAVEMENT DETAIL.



SCALE IN FEET

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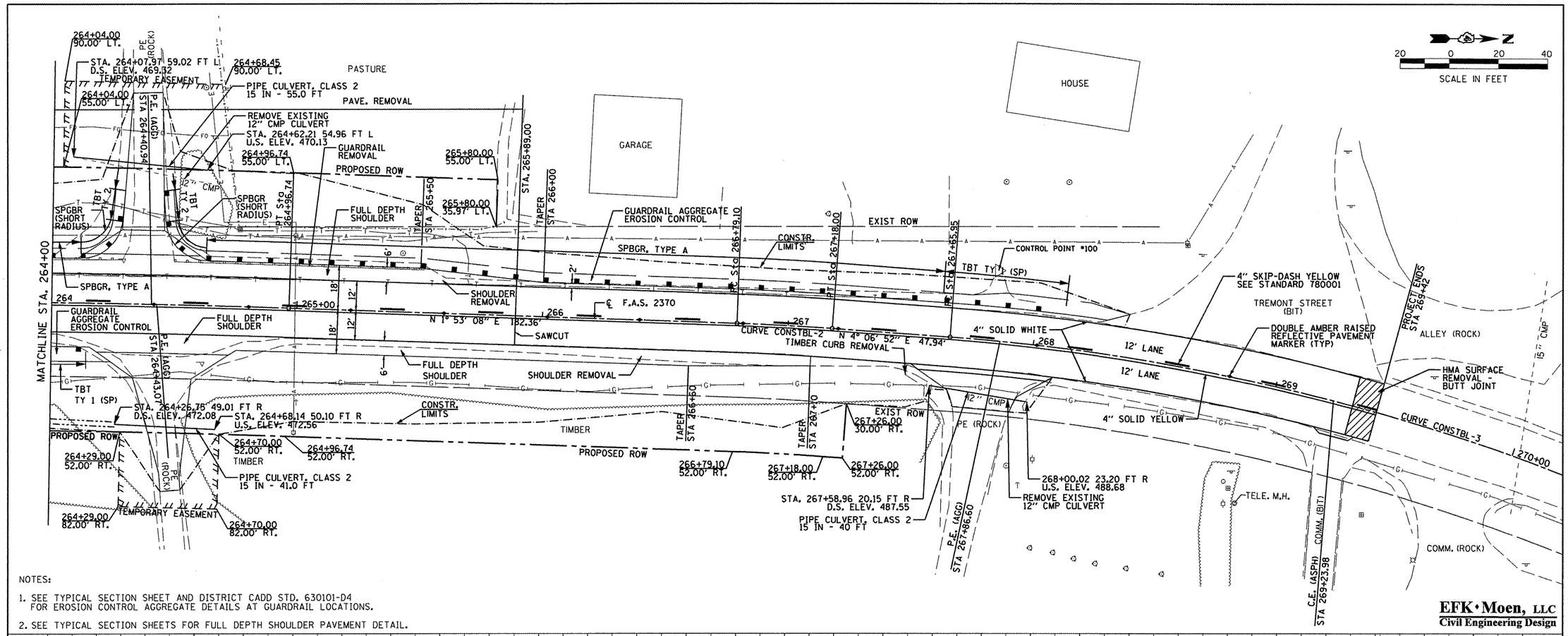
FILE NAME = $FILEL$	USER NAME = JD	DESIGNED -	REVISED -
		DRAWN - JD	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SD	REVISED -
	PLOT DATE = $DATE$	DATE - 10/1/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PLOT

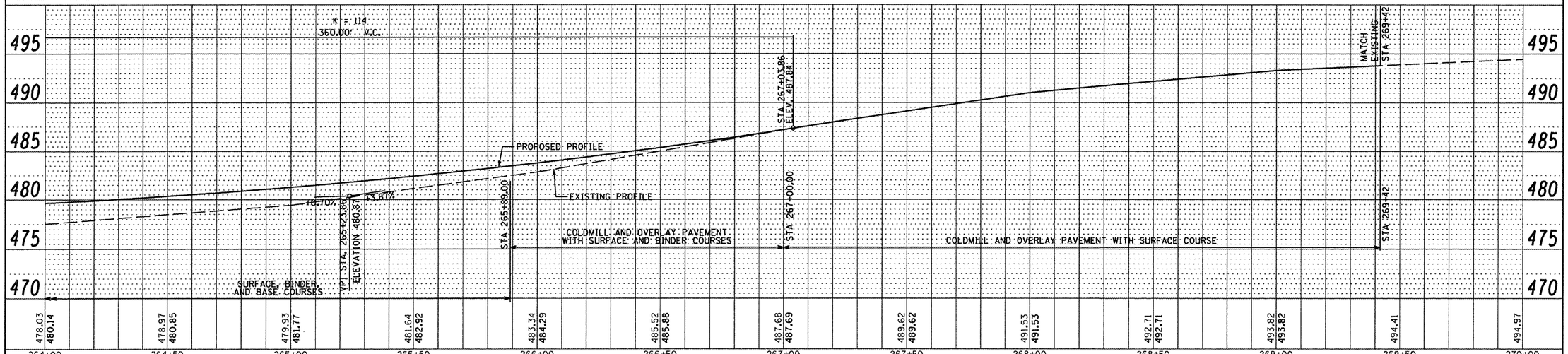
SCALE: 1" = 20' | SHEET NO. 1 OF 2 SHEETS | STA. 258+00.00 TO STA. 264+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	10
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:

1. SEE TYPICAL SECTION SHEET AND DISTRICT CADD STD. 630101-D4 FOR EROSION CONTROL AGGREGATE DETAILS AT GUARDRAIL LOCATIONS.
2. SEE TYPICAL SECTION SHEETS FOR FULL DEPTH SHOULDER PAVEMENT DETAIL.



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Civil Engineering Design

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		DRAWN - JD	REVISED - ___
	PLOT SCALE = #SCALE#	CHECKED - SD	REVISED - ___
	PLOT DATE = #DATE#	DATE - 10/1/09	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

SCALE: 1" = 20' | SHEET NO. 2 OF 2 SHEETS | STA. 264+00.00 TO STA. 270+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	11
		CONTRACT NO. 68466		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

TEMPORARY BRIDGE TRAFFIC SIGNAL NOTES (STAGES 1, 1A, 2, AND 2A)

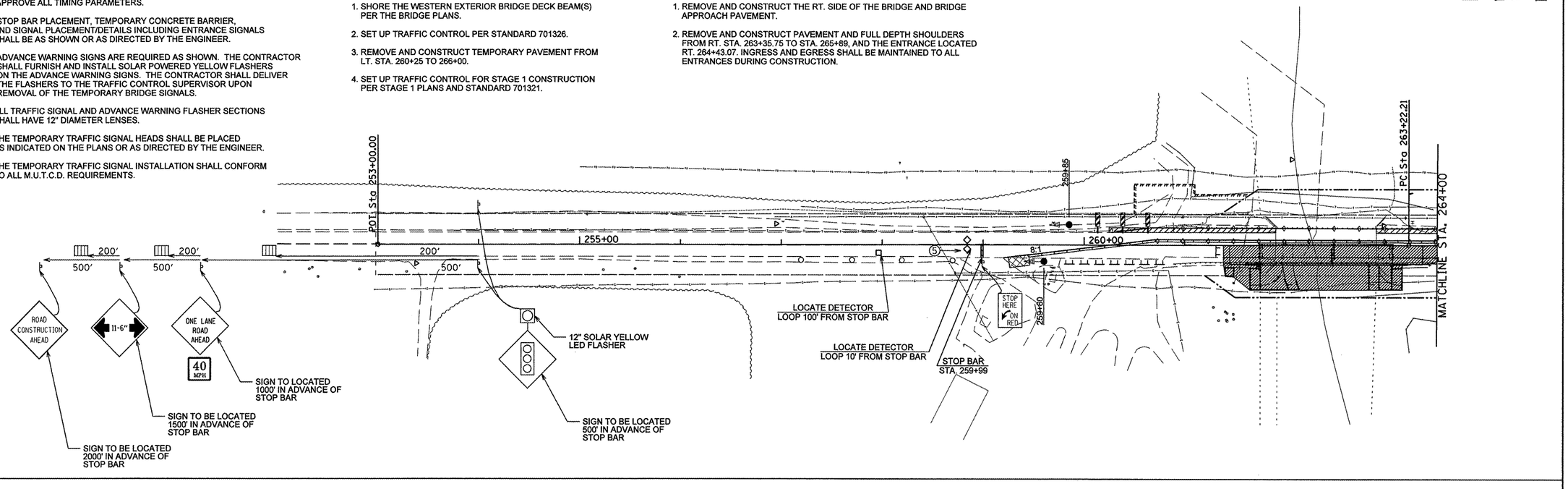
1. THREE PHASE SIGNAL OPERATION. THE TRAFFIC ENGINEER SHALL APPROVE ALL TIMING PARAMETERS.
2. STOP BAR PLACEMENT, TEMPORARY CONCRETE BARRIER, AND SIGNAL PLACEMENT/DETAILS INCLUDING ENTRANCE SIGNALS SHALL BE AS SHOWN OR AS DIRECTED BY THE ENGINEER.
3. ADVANCE WARNING SIGNS ARE REQUIRED AS SHOWN. THE CONTRACTOR SHALL FURNISH AND INSTALL SOLAR POWERED YELLOW FLASHERS ON THE ADVANCE WARNING SIGNS. THE CONTRACTOR SHALL DELIVER THE FLASHERS TO THE TRAFFIC CONTROL SUPERVISOR UPON REMOVAL OF THE TEMPORARY BRIDGE SIGNALS.
4. ALL TRAFFIC SIGNAL AND ADVANCE WARNING FLASHER SECTIONS SHALL HAVE 12" DIAMETER LENSES.
5. THE TEMPORARY TRAFFIC SIGNAL HEADS SHALL BE PLACED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
6. THE TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL CONFORM TO ALL M.U.T.C.D. REQUIREMENTS.

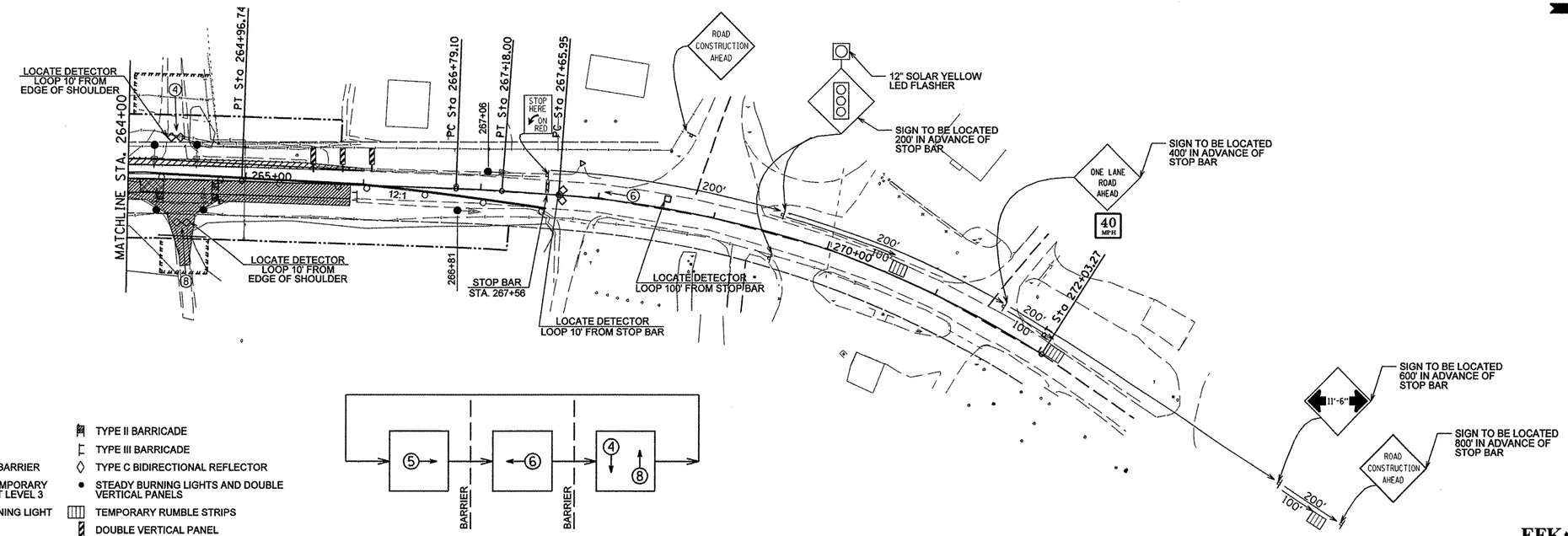
PRIOR TO STAGE 1
(SEQUENCE OF CONSTRUCTION / APPLICATIONS)

1. SHORE THE WESTERN EXTERIOR BRIDGE DECK BEAM(S) PER THE BRIDGE PLANS.
2. SET UP TRAFFIC CONTROL PER STANDARD 701326.
3. REMOVE AND CONSTRUCT TEMPORARY PAVEMENT FROM LT. STA. 260+25 TO 266+00.
4. SET UP TRAFFIC CONTROL FOR STAGE 1 CONSTRUCTION PER STAGE 1 PLANS AND STANDARD 701321.

STAGE 1 CONSTRUCTION
(SEQUENCE OF CONSTRUCTION / APPLICATIONS)

1. REMOVE AND CONSTRUCT THE RT. SIDE OF THE BRIDGE AND BRIDGE APPROACH PAVEMENT.
2. REMOVE AND CONSTRUCT PAVEMENT AND FULL DEPTH SHOULDERS FROM RT. STA. 263+35.75 TO STA. 265+89, AND THE ENTRANCE LOCATED RT. 264+43.07. INGRESS AND EGRESS SHALL BE MAINTAINED TO ALL ENTRANCES DURING CONSTRUCTION.





SYMBOLS:

- WORK AREA
- TRAFFIC SIGNAL
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DRUM WITH STEADY BURNING LIGHT
- DETECTOR LOOP
- SIGN
- TYPE II BARRICADE
- TYPE III BARRICADE
- TYPE C BIDIRECTIONAL REFLECTOR
- STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS
- TEMPORARY RUMBLE STRIPS
- DOUBLE VERTICAL PANEL

PHASING FOR TEMPORARY TRAFFIC SIGNAL

EFK•Moen, LLC
Civil Engineering Design

FILE NAME = $FILEL$	USER NAME = JD	DESIGNED - ___	REVISED - ___
		DRAWN - JD	REVISED - ___
	PLOT SCALE = $SCALE$	CHECKED - SD	REVISED - ___
	PLOT DATE = $DATE$	DATE - 10/1/09	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

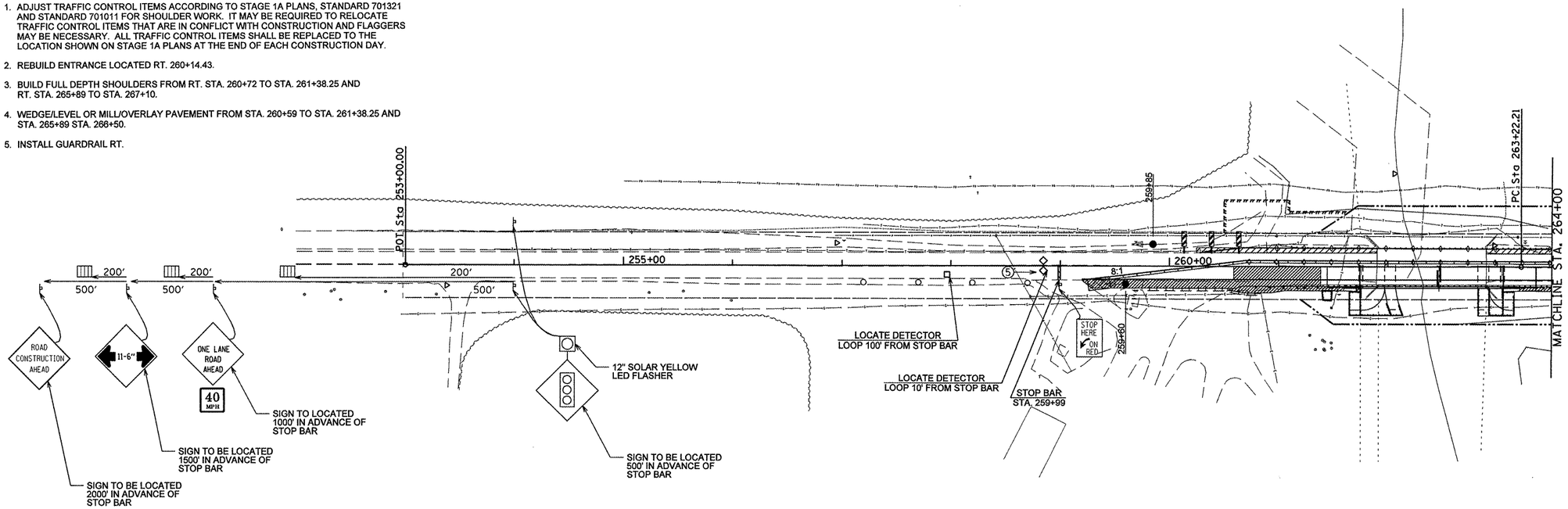
STAGE 1 PLANS

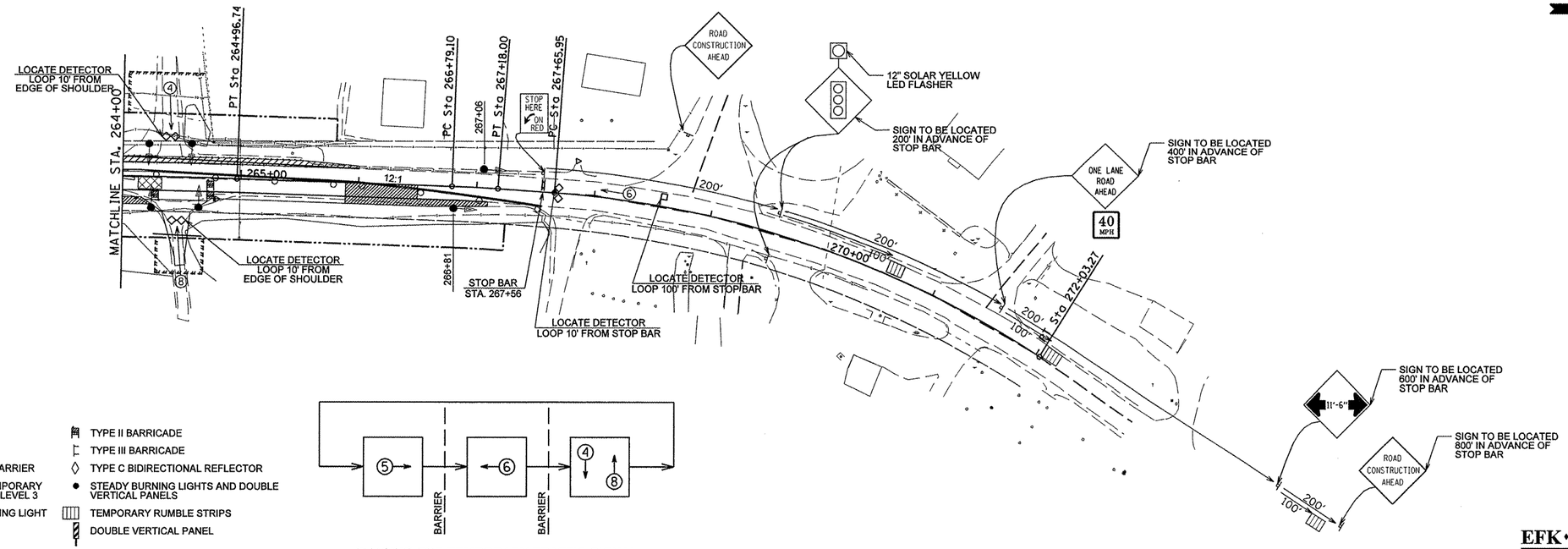
SCALE: 1" = 50' | SHEET NO. 1 OF 5 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	12
		CONTRACT NO. 68466		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STAGE 1A CONSTRUCTION
(SEQUENCE OF CONSTRUCTION / APPLICATIONS)

1. ADJUST TRAFFIC CONTROL ITEMS ACCORDING TO STAGE 1A PLANS, STANDARD 701321 AND STANDARD 701011 FOR SHOULDER WORK. IT MAY BE REQUIRED TO RELOCATE TRAFFIC CONTROL ITEMS THAT ARE IN CONFLICT WITH CONSTRUCTION AND FLAGGERS MAY BE NECESSARY. ALL TRAFFIC CONTROL ITEMS SHALL BE REPLACED TO THE LOCATION SHOWN ON STAGE 1A PLANS AT THE END OF EACH CONSTRUCTION DAY.
2. REBUILD ENTRANCE LOCATED RT. 260+14.43.
3. BUILD FULL DEPTH SHOULDERS FROM RT. STA. 260+72 TO STA. 261+38.25 AND RT. STA. 265+89 TO STA. 267+10.
4. WEDGE/LEVEL OR MILL/OVERLAY PAVEMENT FROM STA. 260+59 TO STA. 261+38.25 AND STA. 265+89 STA. 266+50.
5. INSTALL GUARDRAIL RT.





SYMBOLS:

- WORK AREA
- TRAFFIC SIGNAL
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DRUM WITH STEADY BURNING LIGHT
- DETECTOR LOOP
- SIGN
- TYPE II BARRICADE
- TYPE III BARRICADE
- TYPE C BIDIRECTIONAL REFLECTOR
- STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS
- TEMPORARY RUMBLE STRIPS
- DOUBLE VERTICAL PANEL

PHASING FOR TEMPORARY TRAFFIC SIGNAL

EFK•Moen, LLC
Civil Engineering Design

FILE NAME = $FILEL$	USER NAME = JD	DESIGNED -	REVISED -
		DRAWN - JD	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SD	REVISED -
	PLOT DATE = 10/5/2009	DATE - 10/1/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

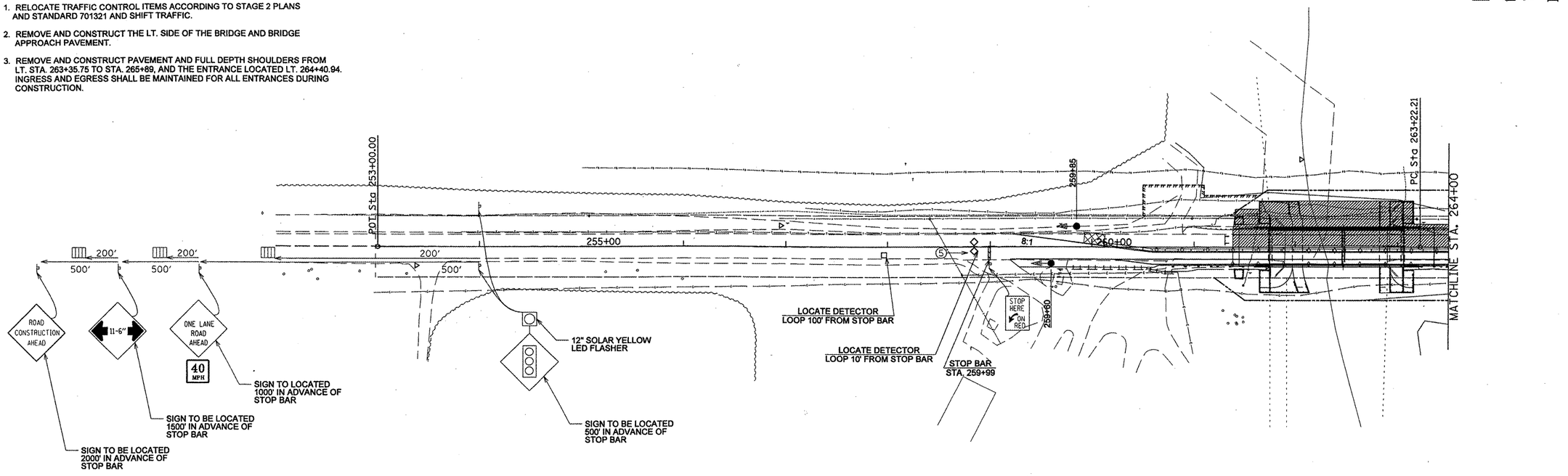
STAGE 1A PLANS

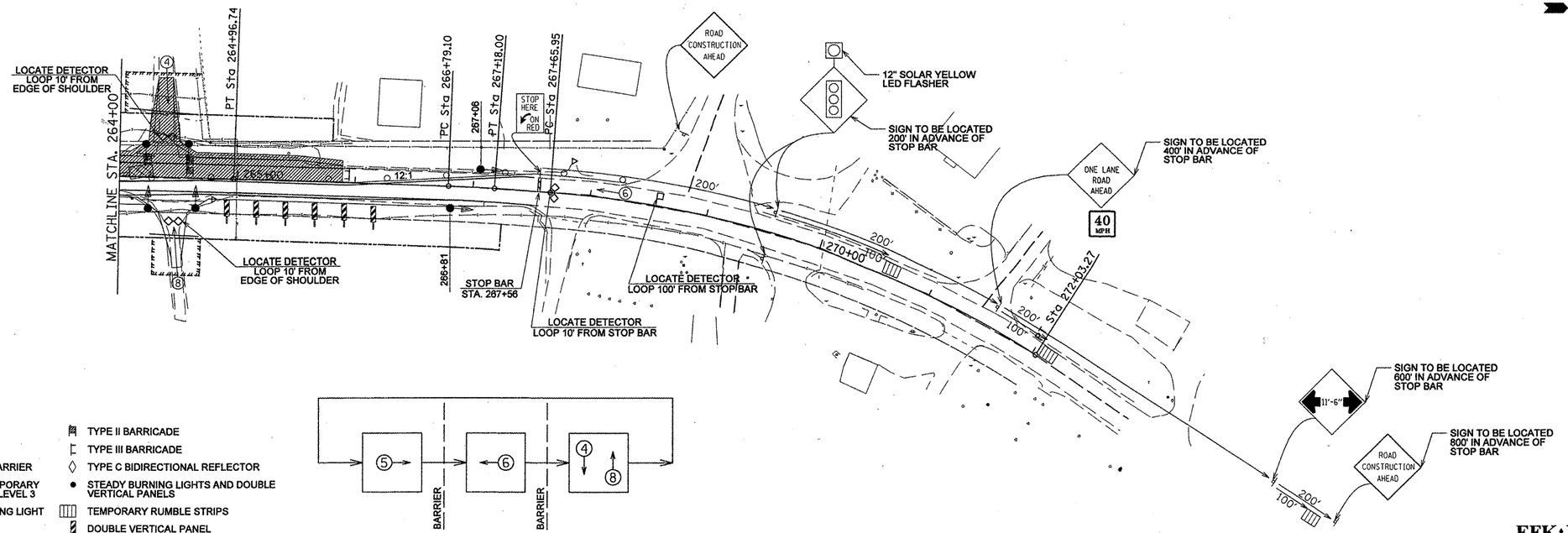
SCALE: 1" = 50' | SHEET NO. 2 OF 5 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	13
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STAGE 2 CONSTRUCTION
(SEQUENCE OF CONSTRUCTION / APPLICATIONS)

1. RELOCATE TRAFFIC CONTROL ITEMS ACCORDING TO STAGE 2 PLANS AND STANDARD 701321 AND SHIFT TRAFFIC.
2. REMOVE AND CONSTRUCT THE LT. SIDE OF THE BRIDGE AND BRIDGE APPROACH PAVEMENT.
3. REMOVE AND CONSTRUCT PAVEMENT AND FULL DEPTH SHOULDERS FROM LT. STA. 263+35.75 TO STA. 265+89, AND THE ENTRANCE LOCATED LT. 264+40.94. INGRESS AND EGRESS SHALL BE MAINTAINED FOR ALL ENTRANCES DURING CONSTRUCTION.





SYMBOLS:

- WORK AREA
- TRAFFIC SIGNAL
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DRUM WITH STEADY BURNING LIGHT
- DETECTOR LOOP
- SIGN
- TYPE II BARRICADE
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- TYPE C BIDIRECTIONAL REFLECTOR
- STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS
- TEMPORARY RUMBLE STRIPS
- DOUBLE VERTICAL PANEL

PHASING FOR TEMPORARY TRAFFIC SIGNAL

EFK·Moen, LLC
Civil Engineering Design

FILE NAME = $FILE$	USER NAME = JD	DESIGNED - ___	REVISED - ___
		DRAWN - JD	REVISED - ___
	PLOT SCALE = $SCALE$	CHECKED - SD	REVISED - ___
	PLOT DATE = 10/8/2009	DATE - 10/1/09	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

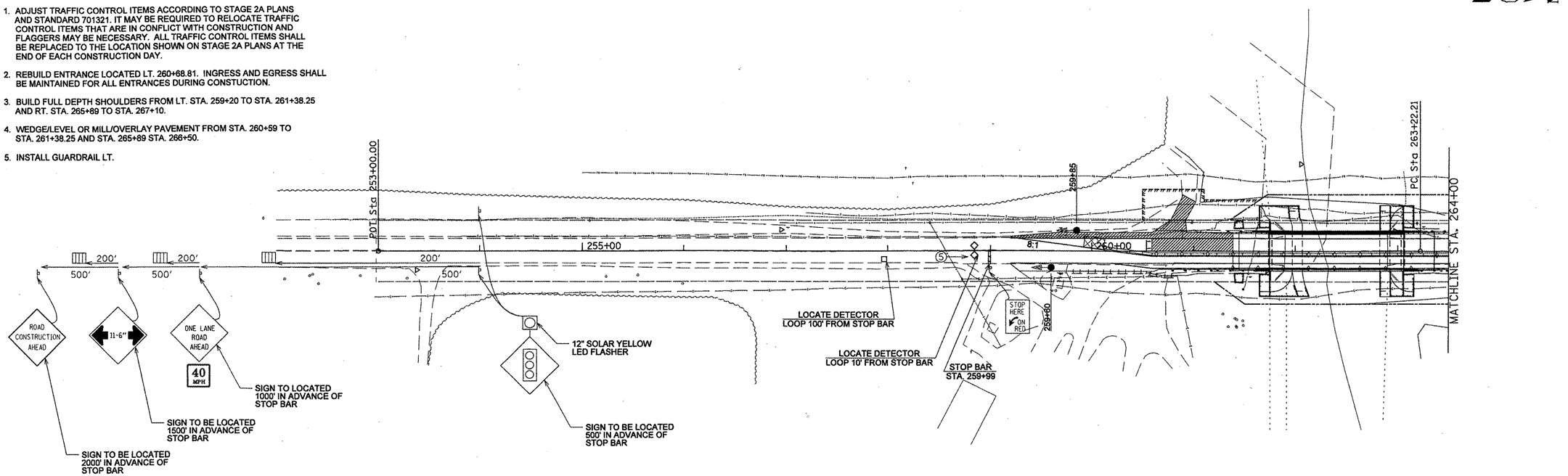
STAGE 2 PLANS

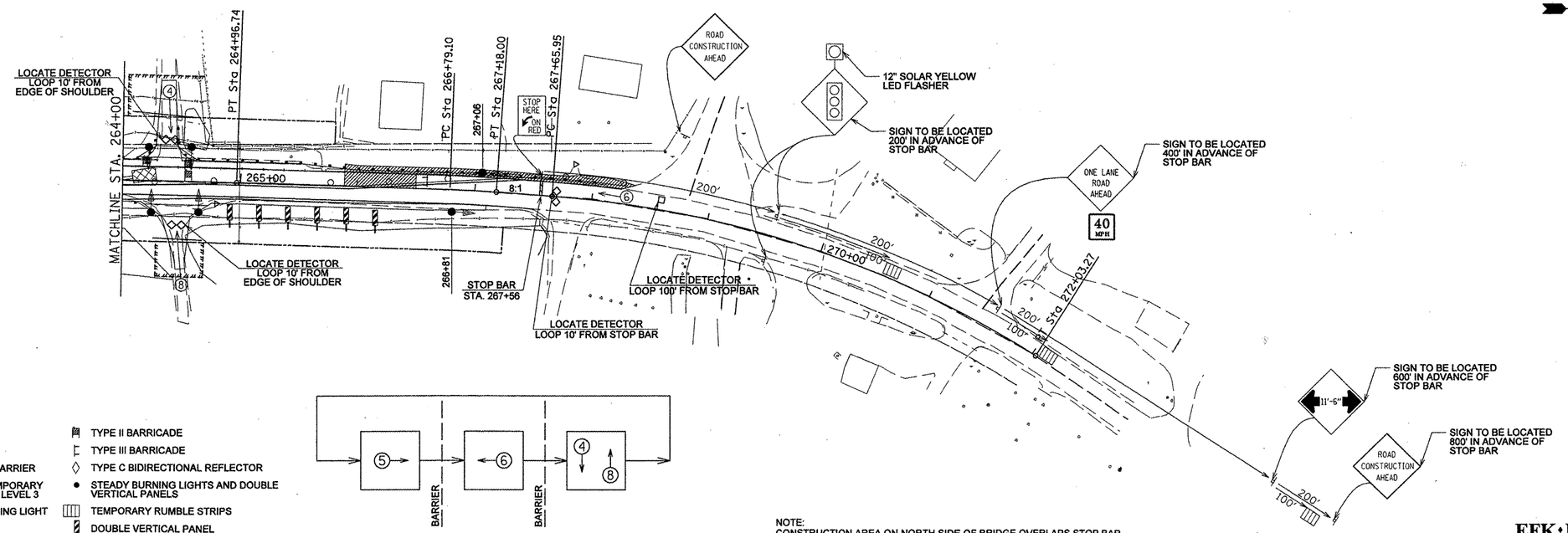
SCALE: 1" = 50' | SHEET NO. 3 OF 5 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	14
		CONTRACT NO. 68466		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STAGE 2A CONSTRUCTION
(SEQUENCE OF CONSTRUCTION / APPLICATIONS)

1. ADJUST TRAFFIC CONTROL ITEMS ACCORDING TO STAGE 2A PLANS AND STANDARD 701321. IT MAY BE REQUIRED TO RELOCATE TRAFFIC CONTROL ITEMS THAT ARE IN CONFLICT WITH CONSTRUCTION AND FLAGGERS MAY BE NECESSARY. ALL TRAFFIC CONTROL ITEMS SHALL BE REPLACED TO THE LOCATION SHOWN ON STAGE 2A PLANS AT THE END OF EACH CONSTRUCTION DAY.
2. REBUILD ENTRANCE LOCATED LT. 260+68.81. INGRESS AND EGRESS SHALL BE MAINTAINED FOR ALL ENTRANCES DURING CONSTUCTION.
3. BUILD FULL DEPTH SHOULDERS FROM LT. STA. 259+20 TO STA. 261+38.25 AND RT. STA. 265+89 TO STA. 267+10.
4. WEDGE/LEVEL OR MILL/OVERLAY PAVEMENT FROM STA. 260+59 TO STA. 261+38.25 AND STA. 265+89 STA. 266+50.
5. INSTALL GUARDRAIL LT.





SYMBOLS:

- WORK AREA
- TRAFFIC SIGNAL
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DRUM WITH STEADY BURNING LIGHT
- DETECTOR LOOP
- SIGN
- TYPE II BARRICADE
- TYPE III BARRICADE
- TYPE C BIDIRECTIONAL REFLECTOR
- STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS
- TEMPORARY RUMBLE STRIPS
- DOUBLE VERTICAL PANEL

PHASING FOR TEMPORARY TRAFFIC SIGNAL

NOTE:
CONSTRUCTION AREA ON NORTH SIDE OF BRIDGE OVERLAPS STOP BAR.
CONSIDER USING FLAGGER.

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Civil Engineering Design

FILE NAME = $FILE$	USER NAME = JD	DESIGNED -	REVISED -
		DRAWN - JD	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SD	REVISED -
	PLOT DATE = 10/8/2009	DATE - 10/1/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

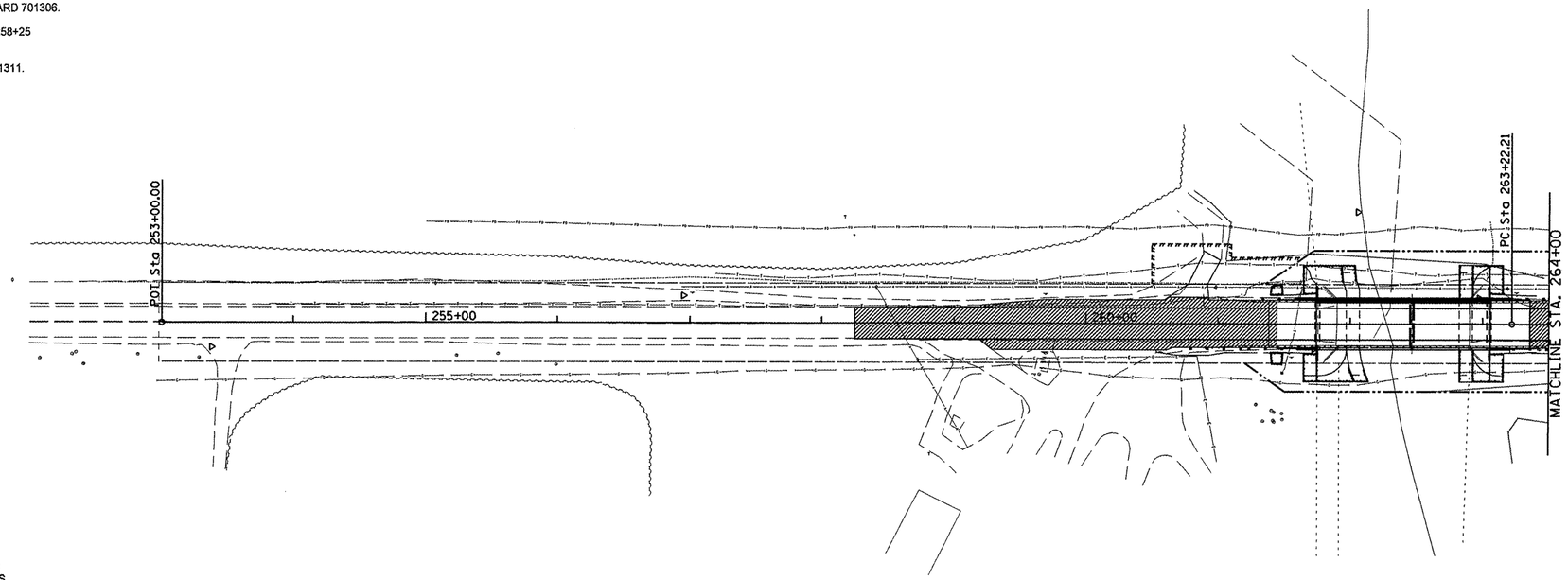
STAGE 2A PLANS

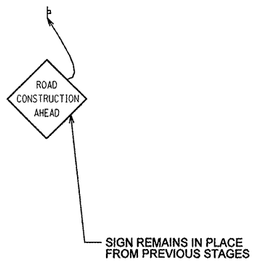
SCALE: 1" = 50' | SHEET NO. 4 OF 5 SHEETS

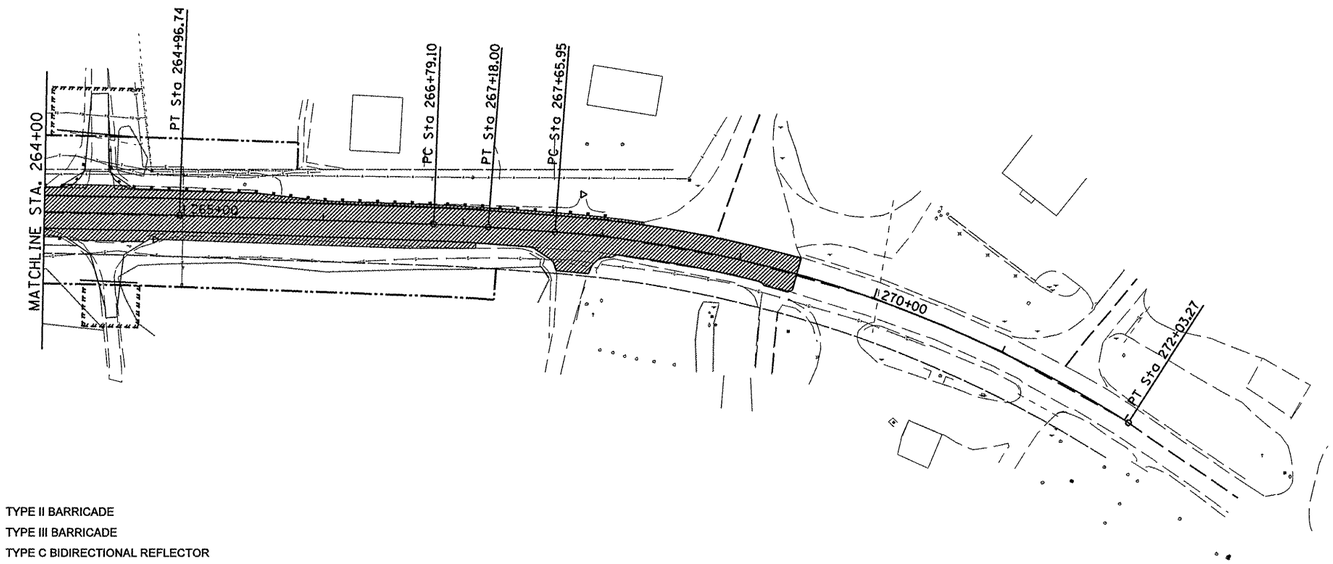
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	15
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STAGE 3 CONSTRUCTION
(SEQUENCE OF CONSTRUCTION / APPLICATIONS)

1. SET UP TRAFFIC CONTROL ITEMS ACCORDING TO STANDARD 701306.
2. WEDGE/LEVEL OR MILL/OVERLAY PAVEMENT FROM STA. 258+25 TO STA. 261+44.25 AND STA. 263+35.75 TO 269+35.
3. SET UP TRAFFIC CONTROL ACCORDING TO STANDARD 701311.
4. FINAL STRIPE PAVEMENT.







SYMBOLS:

- WORK AREA
- TRAFFIC SIGNAL
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DRUM WITH STEADY BURNING LIGHT
- DETECTOR LOOP
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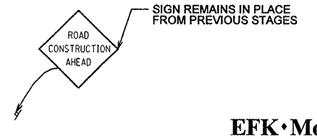
- STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS
- TEMPORARY RUMBLE STRIPS
- DOUBLE VERTICAL PANEL



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Civil Engineering Design

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		DRAWN - JD	REVISED -
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	PLOT DATE = 10/5/2009	DATE - 10/1/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 3 PLANS

SCALE: 1" = 50' | SHEET NO. 5 OF 5 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	16
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

N

20 0 20 40

SCALE IN FEET

CULTIVATED

TIMBER

TIMBER

TEMPORARY EASEMENT

FE (ROCK)

PROPOSED ROW

EXIST ROW

258 259 260+00 261 262

N 0° 06' 52" W

1,022.21'

90°

263

PC Sta 263+22.22

MATCHLINE STA. 264+00

EXIST ROW

COMM. ENT. (BIT)

COMM. ENT. (BIT)

LANDSCAPE AREA

DRIVE (ROCK)

LANDSCAPE AREA

PE (ROCK)

PROPOSED ROW

TIMBER

TEMPORARY EROSION CONTROL

PERIMETER EROSION BARRIER

TEMPORARY DITCH CHECK

INLET AND PIPE PROTECTION

NOTE:

PERMANENT EROSION CONTROL IS SEED AND MULCH. SEE CROSS-SECTIONS AND SCHEDULE OF QUANTITIES FOR LOCATIONS.

EFK·Moen, LLC
Civil Engineering Design

FILE NAME = $FILE$	USER NAME = JD	DESIGNED -	REVISED -
		DRAWN - JD	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SD	REVISED -
	PLOT DATE = 10/1/2009	DATE - 10/1/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

SCALE: 1" = 20' | SHEET NO. 1 OF 2 SHEETS | STA. 258+00.00 TO STA. 264+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	17
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

N

20 0 20 40

SCALE IN FEET

MATCHLINE STA. 264+00

TEMPORARY EASEMENT

PE (ROCK)

PASTURE

HOUSE

GARAGE

PROPOSED ROW

12" CMP

PT Sta 264+96.74

PRC STA 267+84.38

EXIST ROW

PC Sta 266+79.10

PT STA 267+88.67

PC Sta 267+18.00

PC Sta 267+65.95

TREMONT STREET (BIT)

ALLEY (ROCK)

15" CMP

264

265+00

266

267

268

269

270+00

N 1° 53' 08" E 182.36'

N 4° 06' 52" E 47.94'

TIMBER

PROPOSED ROW

TIMBER

PE (ROCK)

TEMPORARY EASEMENT

12" CMP

PE (ROCK)

EXIST ROW

TELE. M.H.

COMM. (BIT)

COMM. (ROCK)

SBC TELEPHONE BUILDING

GREASE TRAP

TEMPORARY EROSION CONTROL

PERIMETER EROSION BARRIER

TEMPORARY DITCH CHECK

INLET AND PIPE PROTECTION

NOTE:

PERMANENT EROSION CONTROL IS SEED AND MULCH. SEE CROSS-SECTIONS AND SCHEDULE OF QUANTITIES FOR LOCATIONS.

EFK•Moen, LLC
Civil Engineering Design

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		DRAWN - JD	REVISED - ___
	PLOT SCALE = $SCALE$	CHECKED - SD	REVISED - ___
	PLOT DATE = 10/1/2009	DATE - 10/1/09	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

SCALE: 1" = 20' | SHEET NO. 2 OF 2 SHEETS | STA. 264+00.00 TO STA. 270+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	18
		CONTRACT NO. 68466		

FED. ROAD DIST. NO. _ | ILLINOIS | FED. AID PROJECT

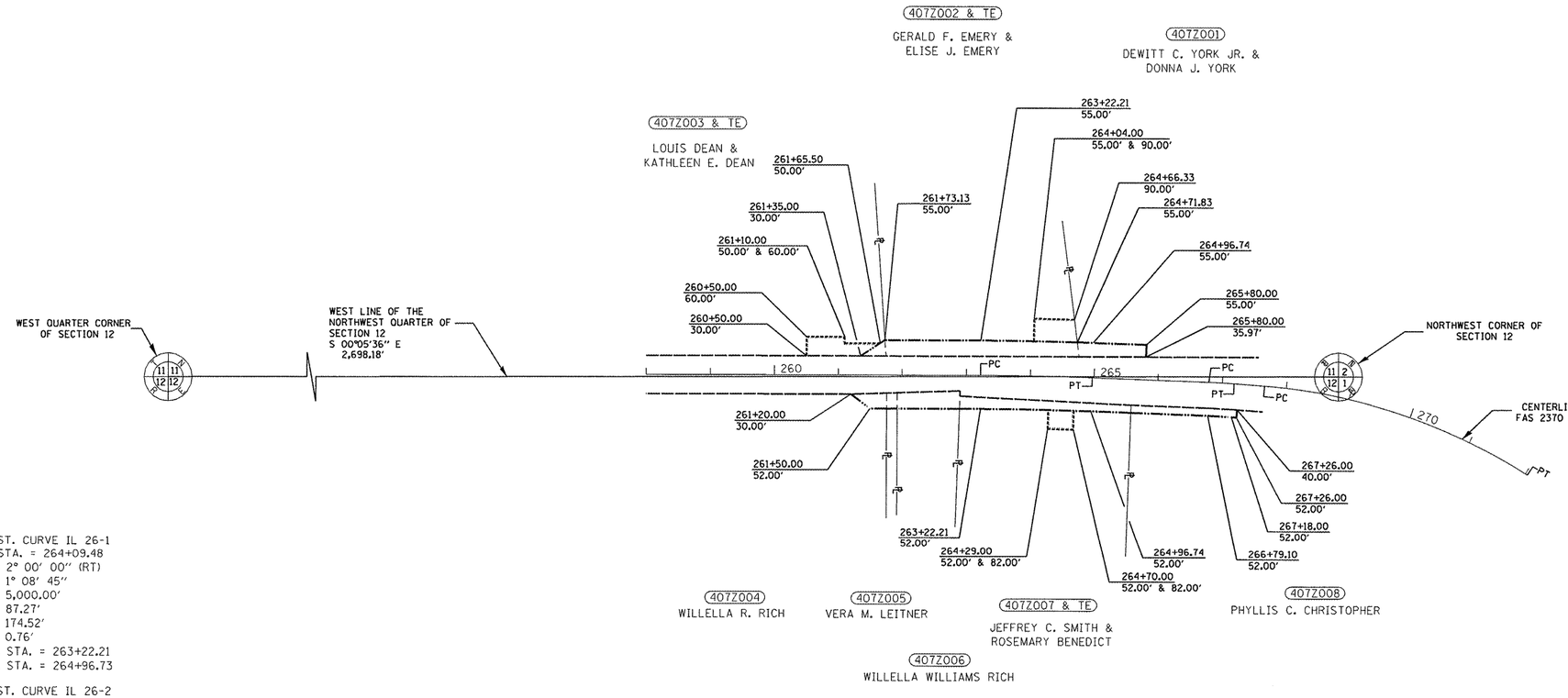
LEGEND

EXISTING RIGHT OF WAY LINE

PROPOSED RIGHT OF WAY LINE

PROPOSED TEMPORARY EASEMENT LINE

T 27 N, R 4 W 3RD PM



EXIST. CURVE IL 26-1
PI STA. = 264+09.48
Δ = 2° 00' 00" (RT)
D = 1° 08' 45"
R = 5,000.00'
T = 87.27'
L = 174.52'
E = 0.76'
P.C. STA. = 263+22.21
P.T. STA. = 264+96.73

EXIST. CURVE IL 26-2
PI STA. = 266+98.54
Δ = 2° 13' 43" (RT)
D = 5° 43' 46"
R = 1,000.00'
T = 19.45'
L = 38.90'
E = 0.19'
P.C. STA. = 266+79.09
P.T. STA. = 267+17.99

EXIST. CURVE IL 26-3
PI STA. = 269+89.17
Δ = 28° 18' 49" (RT)
D = 6° 28' 27"
R = 885.00'
T = 223.23'
L = 437.34'
E = 27.72'
P.C. STA. = 267+65.94
P.T. STA. = 272+03.28

For Old R.O.W. see File 26 Sheet 4

Platfile 200 (26) (4A)

(IL 26) Catalog No.032469-00

FILE NAME = $FILE1$	USER NAME = JD	DESIGNED - ---	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIGHT-OF-WAY PLAN
		DRAWN - ---	REVISED - ---		
	PLOT SCALE = $SCALE$	CHECKED - ---	REVISED - ---		
	PLOT DATE = 10/1/2009	DATE - 10/1/09	REVISED - ---		

SCALE: 1" = 100' | SHEET NO. 1 OF 1 SHEET | STA. 260+50.00 TO STA. 267+20.00

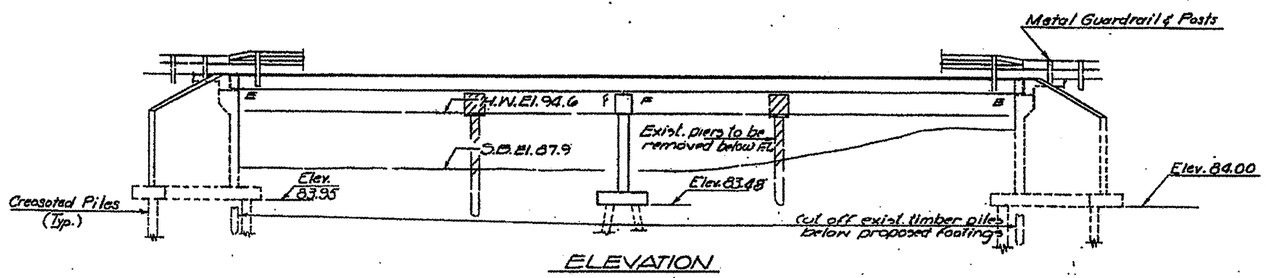
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	19
		CONTRACT NO. 68466		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

S.M.: Top of bolt on W. side of wood guard rail pile
S.W. corner of bridge painted orange=Ird El. 100.00
Exist. Structure - Sta. 262+40, Built 1937 on FA. 12, FA 168
Sec. C9BR-1-15d. Superstructure - Cont. WF beam.
Substructure - Conc. Cap Pier on timber piles and conc. abut on timber piles, to be removed by Contractor at time of construction
No Salvage
Temp. bridge - Detour run around of job site.

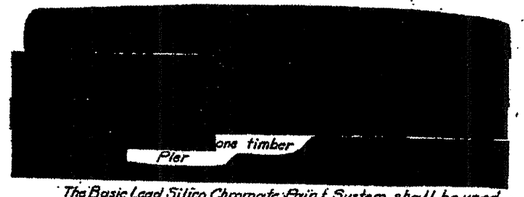
STATE OF ILLINOIS

STATE DIST. NO.	FED. ROAD	COUNTY	TOTAL SHEETS	SHEET NO.
S. N. A. P. N. 168	29 BR	WOODFORD	12	5
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

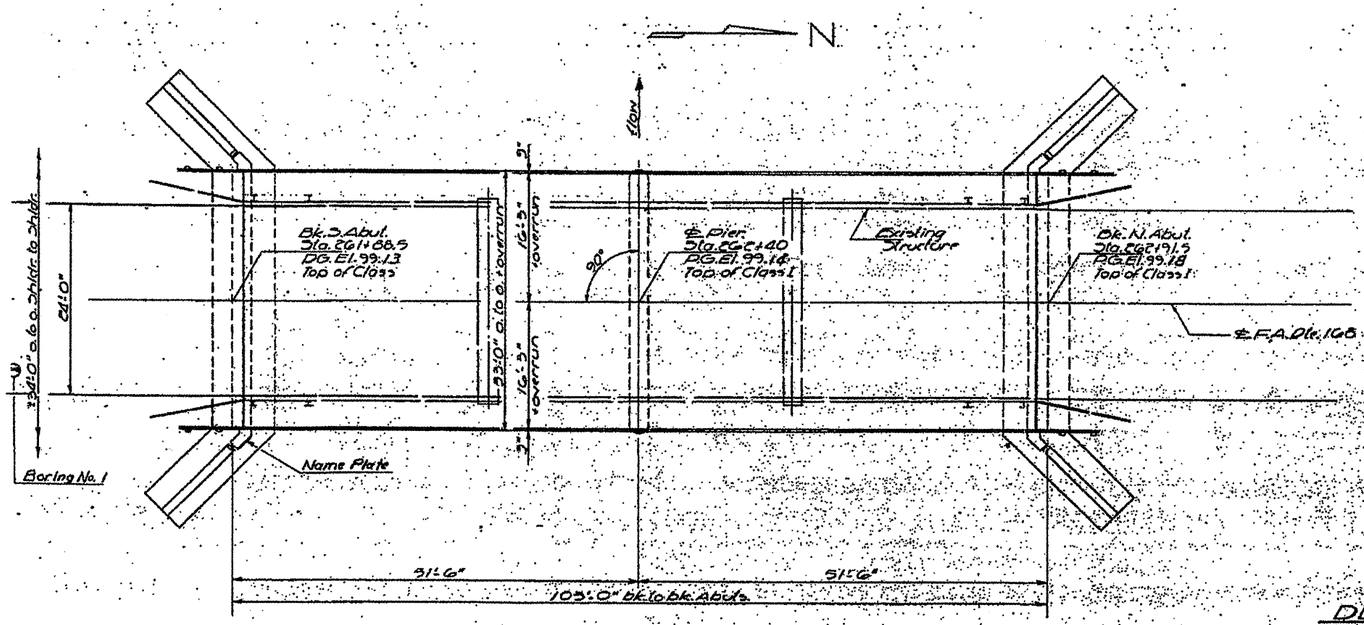
SHEET NO. 1
6 SHEETS



ELEVATION



The Basic Lead Silico Chromate Paint System shall be used for shop painting of structural steel.
The back of the abutment wall and the back of wing wall shall be waterproofed from top of footing to 6" below grade line.



FOR INFORMATIONAL PURPOSES ONLY

TOTAL BILL OF MATERIAL

Item	Unit	Super.	Sub.	Total
Class X Concrete	Cu. Yds.		196.3	196.3
P.P.C. Deck Beams (21")	Sq. Ft.	3293		3293
Steel Railing Type N	Lin. Ft.	200		200
Reinforcement Bars	Lbs.		13,100	13,100
Removal of Existing Structures	Each			1
Coal Tar Interlayer Protective Coat	Sq. Yds.	57.3		57.3
Bituminous Concrete Surf. Co. C.I.	Tons	57		57
Structural Steel	Lbs.	2780		2780
Creosoted Piles (20.1' to 38')	Lin. Ft.		1,782	1,782
Test Piles (Timber)	Each		1	1
Structure Excavation	Cu. Yds.		60	60
Name Plates	Each		1	1
Preformed J.T. Sealer 2½"	Lin. Ft.	66		66

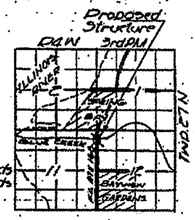
* This includes cutting off existing timber piles in the existing abut. below proposed abut. footing. Excavation for abutments shall be incidental to removal of existing structures.

DESIGN STRESSES

FIELD UNITS
f'c = 1400 psi - Super
f'c = 1000 psi - Sub.
fs = 20,000 psi - Reinf.
Vc = 75 psi - Footings
n = 10

PRECAST PRESTRESSED UNITS
f'c = 5000 psi
f'ci = 4000 psi
f's = 240,000 psi - 7ø½" strands
f'si = 173,600 psi - 7ø½" strands
Allow 25% f's for rel. N.S.

LOADING H S20-44



LOCATION SKETCH

STATE OF ILLINOIS
220

F.A. RTE. 168 OVER BLUE CREEK
F.A. ROUTE 168
SECTION C9BR
WOODFORD COUNTY
STATION 262+40

DESIGNED	Sal. Fatara
CHECKED	W. Haring
DRAWN	F. Coffin
CHECKED	S.F. W.H.

SEPTEMBER 15, 1971
EXAMINED
PASSED
APPROVED

STATION 262+40
BUILT 1937 BY
STATE OF ILLINOIS
F.A. RT. 168 SEC 29BR
LOADING H S 20

NAME PLATE
See Std. 2113

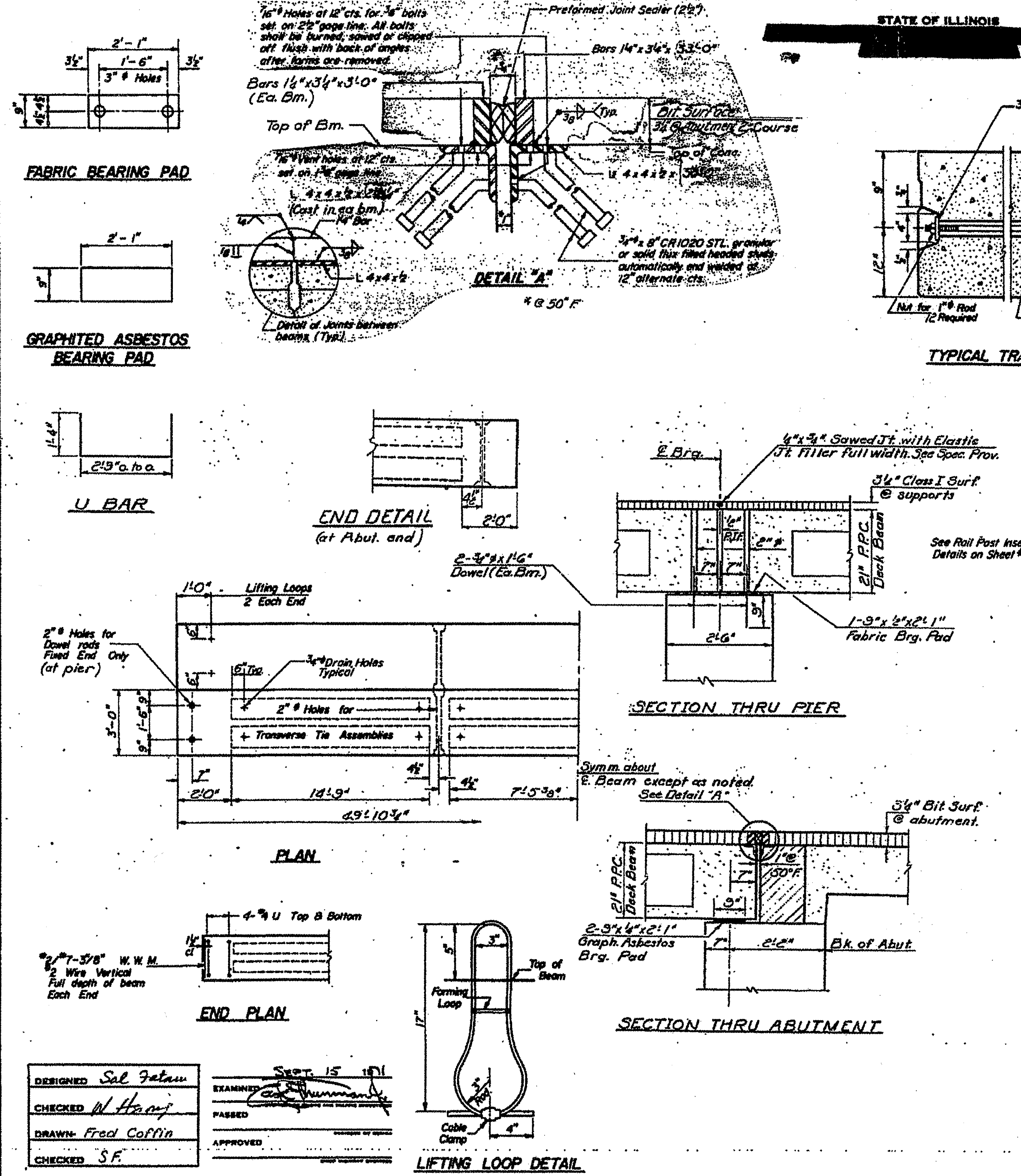
WATERWAY INFORMATION
Drainage Area ——— 6261 Acres
Character —
Present Opening ——— 360 Sq. Ft.
Req'd. Opening ——— 530 Sq. Ft.
Prop. Opening ——— 530 Sq. Ft.
Q (100) = 3700 c.f.s.
Created Head = .05'

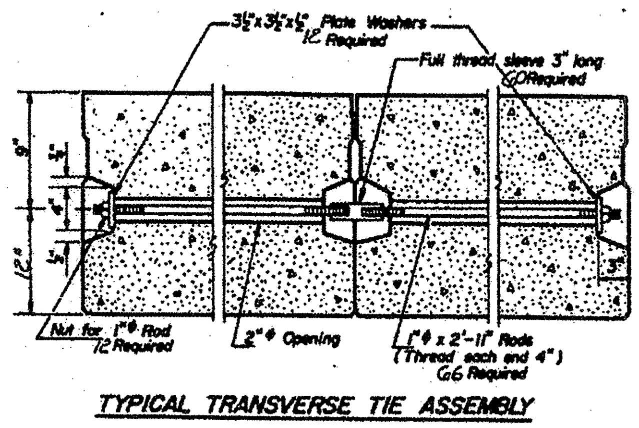
Rev. 10-15-71 W.H. R.G. Elev.

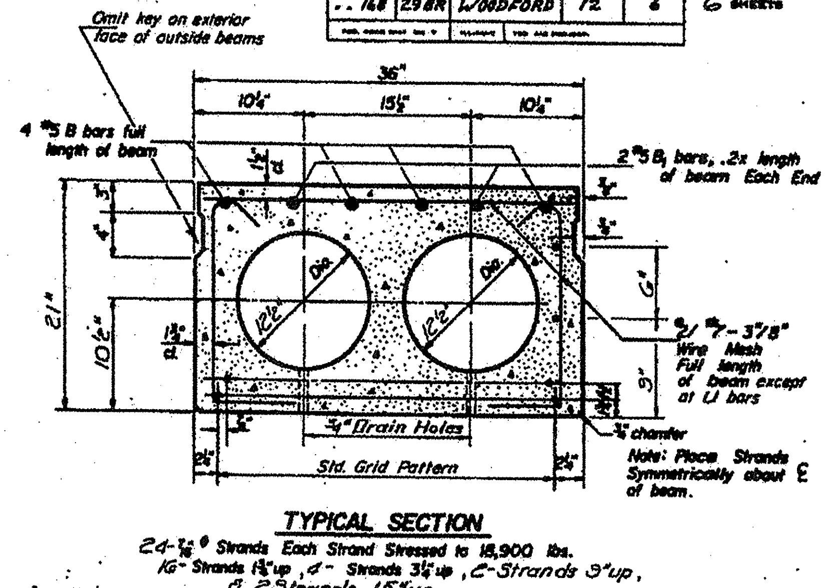
STATE OF ILLINOIS
[redacted]

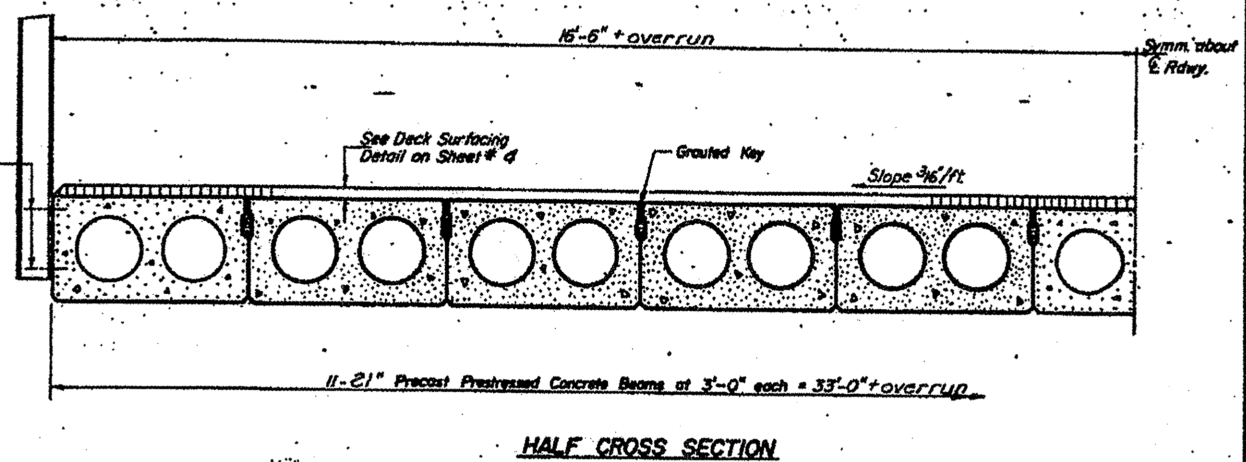
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
168	29 BR	WOODFORD	72	6

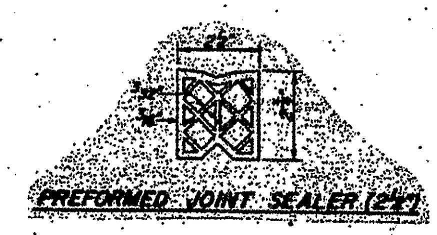
SHEET NO. C
6 SHEETS











FOR INFORMATIONAL PURPOSES ONLY

GENERAL NOTES

Prestressing steel shall be non-galvanized high strength, stress-relieved 7-wire strand. The nominal diameter shall be 7/16" and the nominal cross-sectional area shall be 0.109 sq. in..

Lifting loops shall be 5/8" diameter, 6x19 class wire rope with fiber core and shall have a minimum ultimate tensile strength of 23000 lbs.

The 1" ϕ rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside beam shall be filled with grout after transverse tie assembly is in place.

Longitudinal shear keys shall be packed with a very dry mix of 2:1 sand and P.C. mortar.

After beams have been erected, holes for the dowel anchors shall be drilled into the sub-structure and the anchor dowels shall be grouted in place.

Dowel rods shall be A.S.T.M. A-306 or A.S.T.M. A-615. Transverse tie rods shall be A.S.T.M. A-306, Grade 70-80.

After fabrication the transverse tie assemblies (tie rods, nuts, washers and sleeves) shall be hot-dipped galvanized in accordance with A.S.T.M. Designation: A153.

Cost of reinforcement and accessories cast into the beam, of bearing pads, of armor angles, and of grouting longitudinal shear keys is included in unit price bid for "Precast Prestressed Concrete Deck Beams."

BILL OF MATERIAL

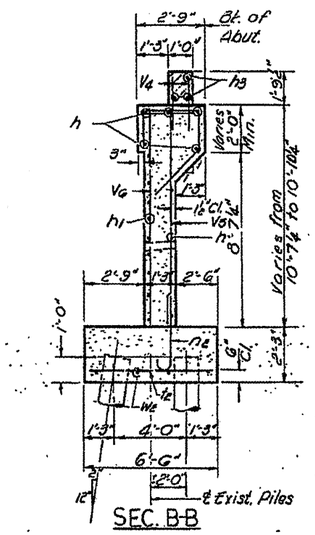
Precast Prestressed Concrete Deck Beams (21")	Sq. Ft.	3293

SUPERSTRUCTURE
F.A. RT. 168, SEC. 29 BR
WOODFORD COUNTY
STA. 262+40

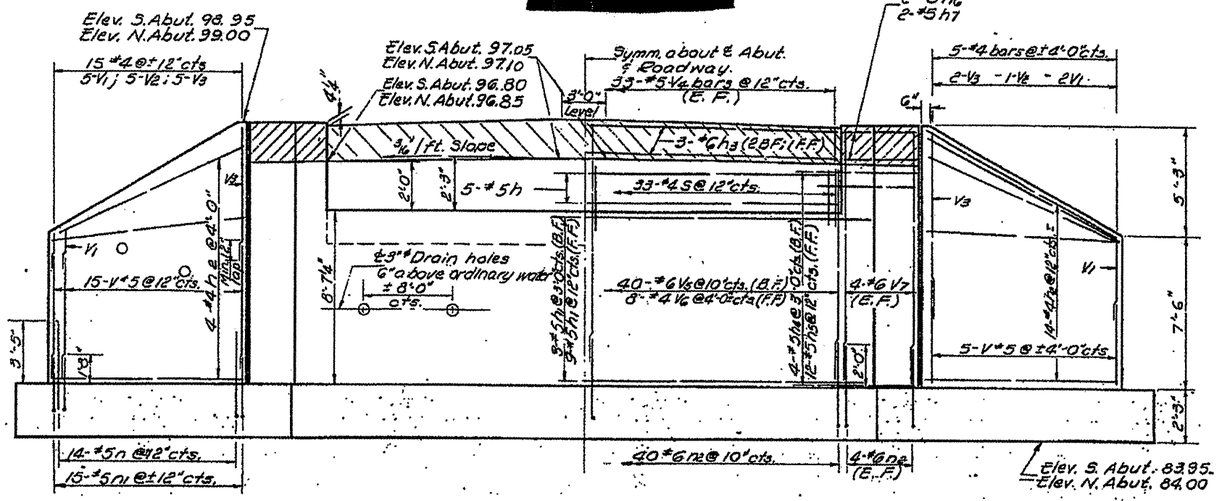
STATE OF ILLINOIS
[redacted]

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 168	29BR	WOODFORD	12	9
FED. ROAD DIST. NO. 9	ILLINOIS	FED. AID PROJECT		

SHEET NO. 5
6 SHEETS



SEC. B-B

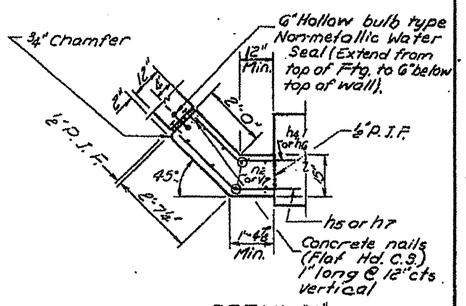


ELEVATION

REINFORCEMENT BACK FACE

Hatched area to be poured after superstructure is in place.

REINFORCEMENT FRONT FACE

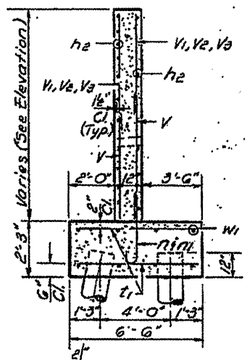


DETAIL "A"

2 ABUTMENTS

BILL OF MATERIAL

Bar	No	Size	Length	Shape
h	10	#5	33'-3"	
h1	24	#5	36'-0"	
h2	72	#4	14'-6"	
h3	6	#6	33'-3"	
h4	16	#5	4'-5"	
h5	48	#5	5'-3"	
h6	8	#5	2'-10"	
h7	8	#5	3'-4"	
n	56	#5	5'-9"	
n1	60	#5	4'-0"	
n2	112	#6	4'-5"	
S	66	#5	8'-6"	
t1	120	#4	6'-3"	
t2	84	#7	6'-3"	
V	80	#5	4'-6"	
V1	28	#4	6'-0"	
V2	24	#4	7'-9"	
V3	28	#4	9'-6"	
V4	132	#5	3'-0"	
V5	80	#6	10'-6"	
V6	16	#4	10'-6"	
V7	32	#6	12'-6"	
W1	32	#5	19'-0"	
W2	8	#5	35'-6"	
Class X Concrete			Cu. Yds.	1538
Reinforcement Bars			Lbs.	10230
Creosoted Piles			Lin. Ft.	1364

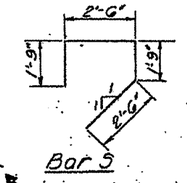


SEC. A-A

DESIGNED	Sal Fatani
CHECKED	W Heinz
DRAWN	F. Mercado
CHECKED	S.F.

SEPT. 15

EXAMINED	
PASSED	
APPROVED	

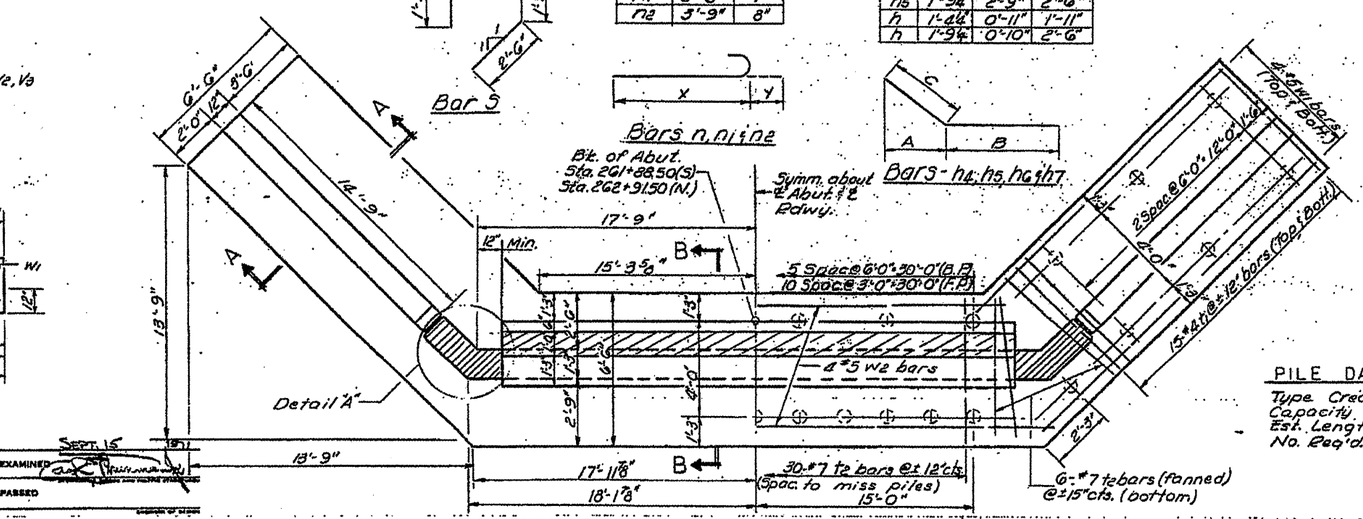


Bar	X	Y
n	5'-2"	7"
n1	3'-5"	7"
n2	3'-9"	8"

Bars n, n1, n2

Bar	A	B	C
h4	1'-4¼"	2'-6"	1'-11"
h5	1'-9¾"	2'-9"	2'-6"
h	1'-4¼"	0'-11"	1'-11"
h	1'-9¾"	0'-10"	2'-6"

Bars - h4, h5, h6 & h7



DIMENSIONS

REINFORCEMENT & PILE LAYOUT

PLAN

B.P. = Back Piles
F.P. = Front Piles

PILE DATA

Type Creosoted
Capacity 20 Tons
Est. Length ___ 22'
No. Req'd. ___ 62

FOR INFORMATIONAL PURPOSES ONLY

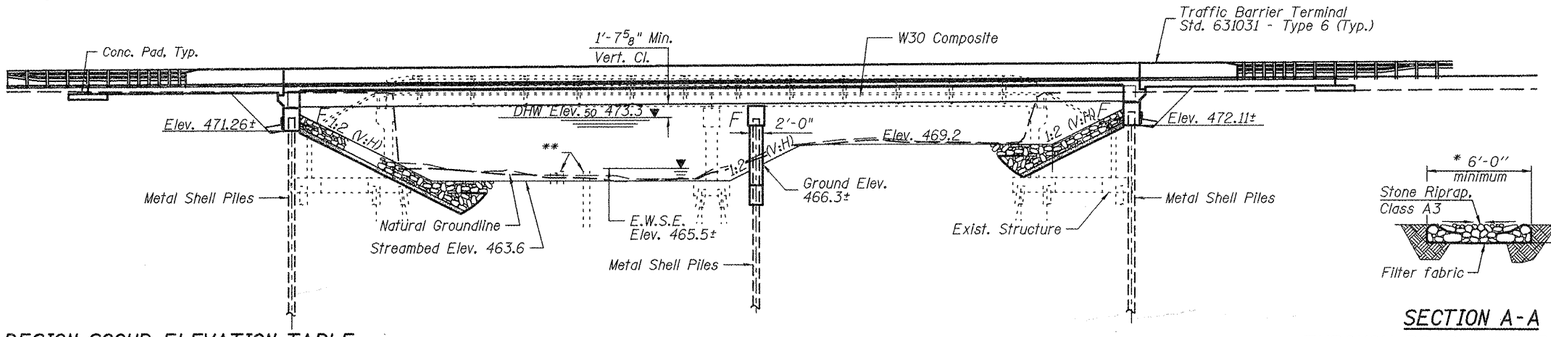
ABUTMENTS
F.A. RT. 168 SEC. 29 B.R.
WOODFORD COUNTY —
STA. 262+40.00

Benchmark: RR Spike in powerpole north of S.N. 102-0039 northwest wingwall. (Sta. ±263+20.89, Offset 26.6' Left) Elev. 476.76.

Existing Structure: S.N. 102-0039. Built in 1974 as F.A.S. Route 2370, Section 29-BR at Station 262+40. Existing structure consists of two simple symmetrical spans of PPC deck beams. The back to back of abutment length is 103'-0" and the out to out bridge width is 33'-0" plus overrun (steel bridge rail). Structure is supported on pile bent abutments and a solid shaft pier. Existing structure to be removed and replaced using stage construction.

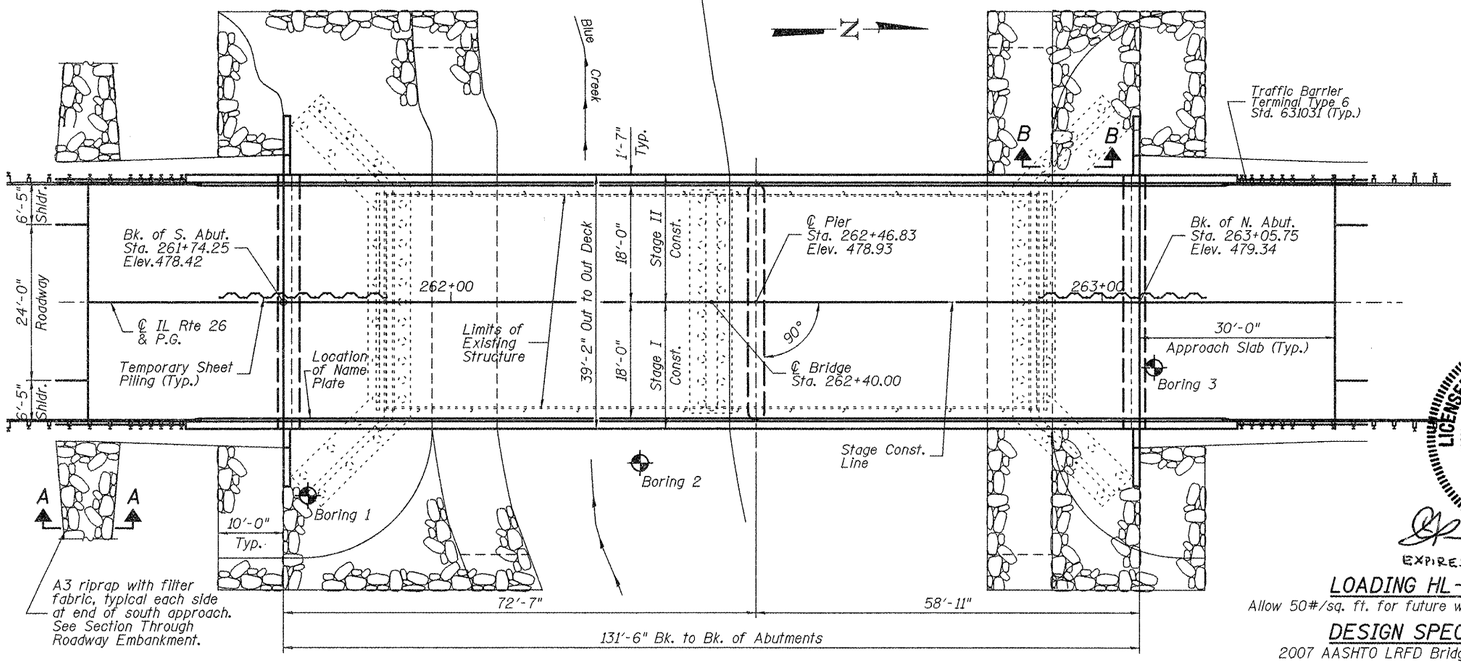
No Salvage.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION

**Timber piling/Stone remnants of older structure.



PLAN

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	S. Abut.	Pier	N. Abut.
	471.26	450.70	472.16

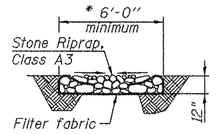
WATERWAY INFORMATION

Exist. Low Grade Elev. 477.05 @ Sta. 261+88±
Drainage Area = 10.65 mi.² Prop. Low Grade Elev. 478.00 @ Sta. 261+74±

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	2190	376	486	470.8	0.3	0.2	471.1	471.0
Design	50	3720	603	766	473.3	0.6	0.5	473.8	473.8
Base	100	4430	692	880	474.2	0.8	0.8	475.0	475.0
Max. Calc.	500	6220	743	1010	476.0	1.6	0.7	477.6	476.7

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW/CDL

SECTION A-A THROUGH ROADWAY EMBANKMENT

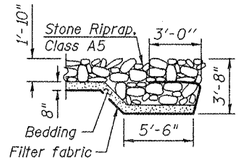


* Provides drainage down embankment from bridge appr. slab.

TOTAL BILL OF MATERIAL

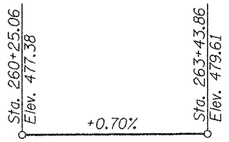
ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.		78	78
Stone Dumped Riprap, Class A3	Ton		23	23
Stone Dumped Riprap, Class A5	Ton		963	963
Filter Fabric	Sq. Yd.		717	717
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		185	185
Concrete Structures	Cu. Yd.		97.5	97.5
Concrete Superstructure	Cu. Yd.	302.5		302.5
Bridge Deck Grooving	Sq. Yd.	726		726
Concrete Encasement	Cu. Yd.		5.5	5.5
Protective Coat	Sq. Yd.	909		909
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	2394		2394
Reinforcement Bars, Epoxy Coated	Pound	69,750	13,530	83,280
Bar Splicers	Each	631	90	721
Furnishing Metal Shell Piles 14"x0.250"	Foot		600	600
Furnishing Metal Shell Piles 14"x0.312"	Foot		666	666
Driving Piles	Foot		1266	1266
Test Pile Metal Shells	Each		3	3
Temporary Sheet Piling	Sq. Ft.		1265	1265
Name Plates	Each	1		1
Anchor Bolt, 1"	Each	36		36
Geocomposite Wall Drain	Sq. Yd.		68	68
Pipe Underdrains for Structures, 4"	Foot		136	136
Mechanical Splice	Each		36	36
Underwater Structure Excavation Protection, Location 1	Each		1	1
Asbestos Bearing Pad Removal	Each			22

STONE RIPRAP FLANK DETAIL

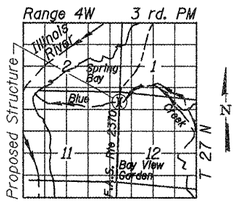


PROFILE GRADE

(along ℄ Roadway)



LOCATION SKETCH



INDEX OF SHEETS

LICENSED STRUCTURAL ENGINEER
CHRIS LINNEMAN
081-006445
STATE OF ILLINOIS
10/30/2009
EXPIRES 11/30/2010

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

LOADING HL-93

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

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications with 2008 Interims

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50W)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.109g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.170g
Soil Site Class = D

GENERAL PLAN & ELEVATION
IL ROUTE 26 OVER BLUE CREEK
F.A.S. ROUTE 2370 SEC. 29BR-1
WOODFORD COUNTY
STATION 262+40.00
STRUCTURE NO. 102-0068

EFK·Moen, LLC
Civil Engineering Design
331 Salem Place
Suite 225
Fairview Heights, IL 62208
Phone 618-206-4250
Fax 618-206-4253

SHEET NO. 1	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	2370	29BR-1	WOODFORD	73	23
			CONTRACT NO. 68466		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts $\frac{7}{8}$ in. ϕ. holes $\frac{15}{16}$ in. ϕ. unless otherwise noted.

Calculated weight of Structural Steel = 117,380 lbs.

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

No field welding is permitted except as specified in the contract documents.

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

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Those areas shall be primed in the shop with a Department approved zinc rich primer. No field painting shall be required. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".

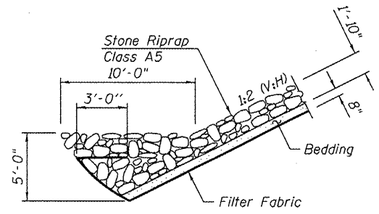
Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.

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

The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.

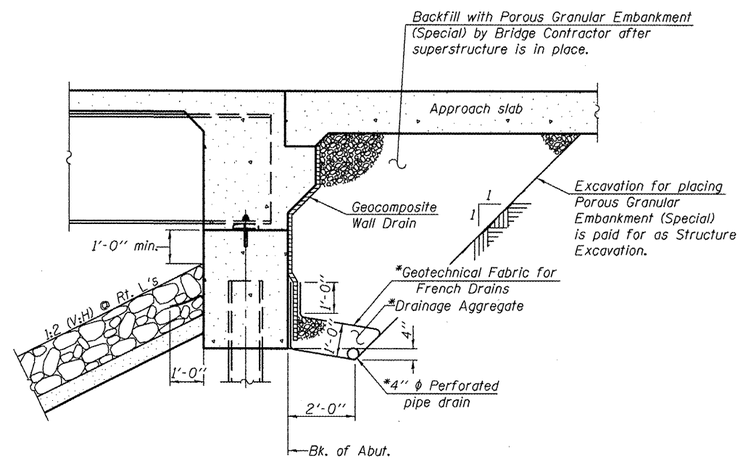
Slipforming of the parapets is not allowed.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION B-B

See Sheet 1 for Section Cut



SECTION THRU INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. L's)

*Included in the cost of Pipe Underdrains for Structures.

Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

STATION 262+40.00
BUILT 20 BY
STATE OF ILLINOIS
F.A.S. RTE. 2370 SEC. 29BR-1
LOADING HL-93
STRUCTURE NO. 102-0068

NAME PLATE

See Std. 515001

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW

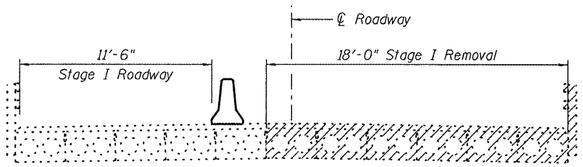
GENERAL DATA

STRUCTURE NO. 102-0068

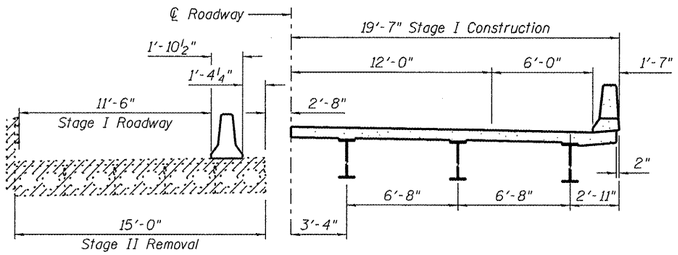
EFK•Moen, LLC
Civil Engineering Design
331 Salem Place
Suite 225
Fairview Heights, IL 62208
Phone 618-206-4250
Fax 618-206-4253

SHEET NO. 2	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	2370	29BR-1	WOODFORD	76	24
			CONTRACT NO. 68466		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

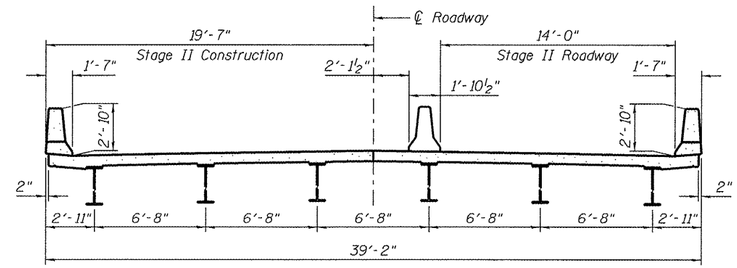
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



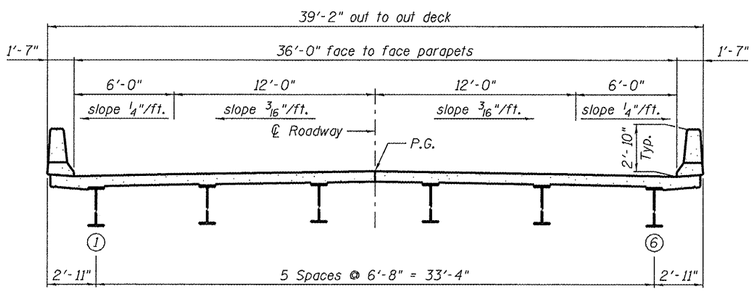
STAGE I REMOVAL



STAGE I CONSTRUCTION



STAGE II CONSTRUCTION



FINAL SECTION

Notes:
For details of Temporary Concrete Barrier, see sheet 5 of 25.
For quantity and location of Temporary Construction Barrier, see Roadway Plans.
All staging cross section are looking North.
Hatched area indicates Removal of Existing Structure.

STAGE CONSTRUCTION DETAILS (1 OF 2)

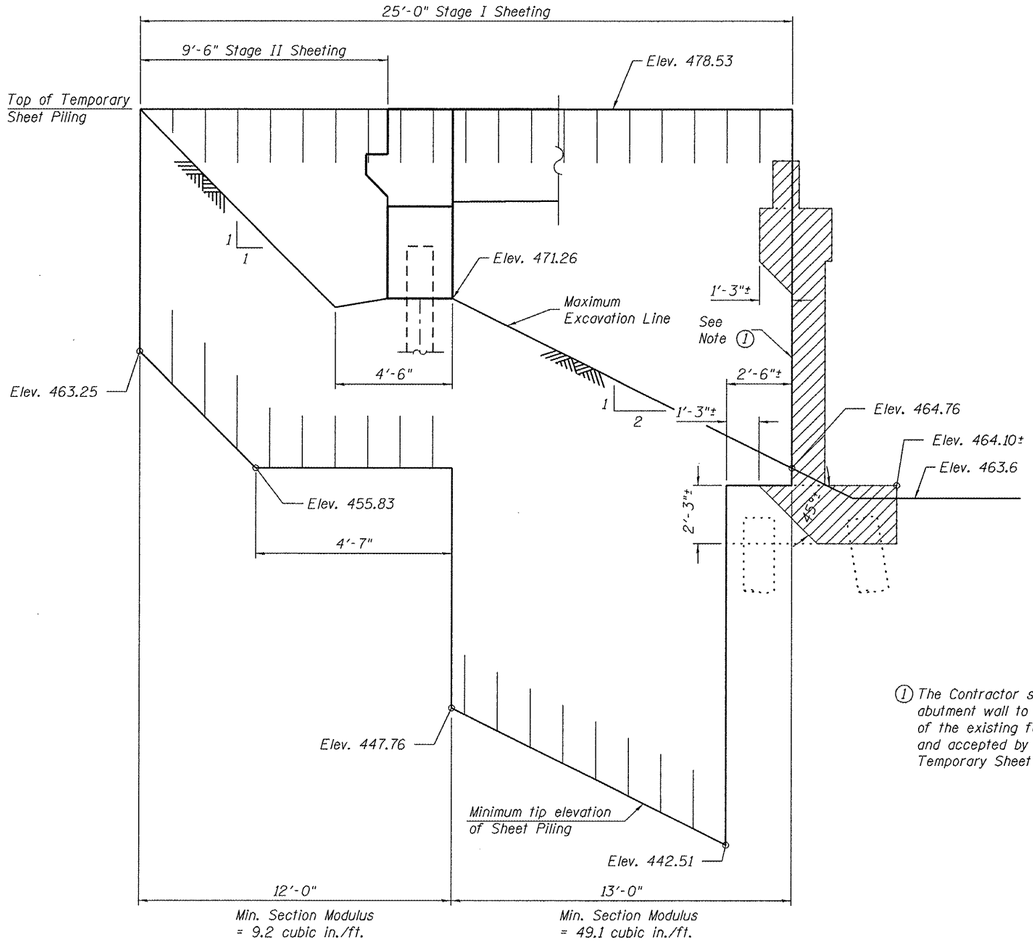
STRUCTURE NO. 102-0068

DESIGNED	CTW
CHECKED	CDL
DRAWN	CTW
CHECKED	CDL

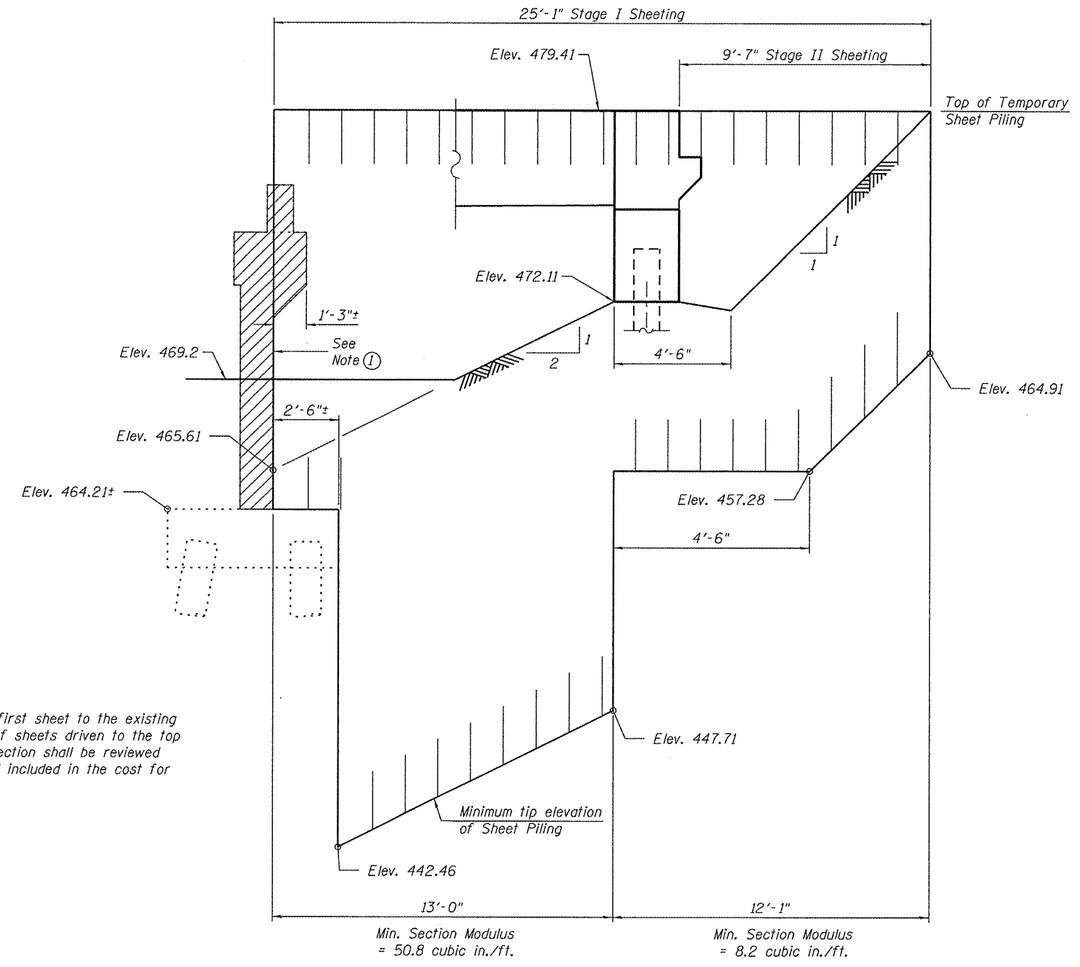
EFK•Moen, LLC
Civil Engineering Design
331 Salem Place
Suite 225
Fairview Heights, IL 62208
Phone 618-206-4250
Fax 618-206-4253

SHEET NO. 3	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	2370	29BR-1	WOODFORD	76	25
			CONTRACT NO. 68466		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SOUTH ABUTMENT



NORTH ABUTMENT

(1) The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.

Note:
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

TEMPORARY SHEET PILING AND EXCAVATION/REMOVALS AT ABUTMENTS

STAGE CONSTRUCTION DETAILS (2 OF 2)
STRUCTURE NO. 102-0068

DESIGNED	SEC
CHECKED	CDL
DRAWN	DP
CHECKED	CTW

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331 Salem Place
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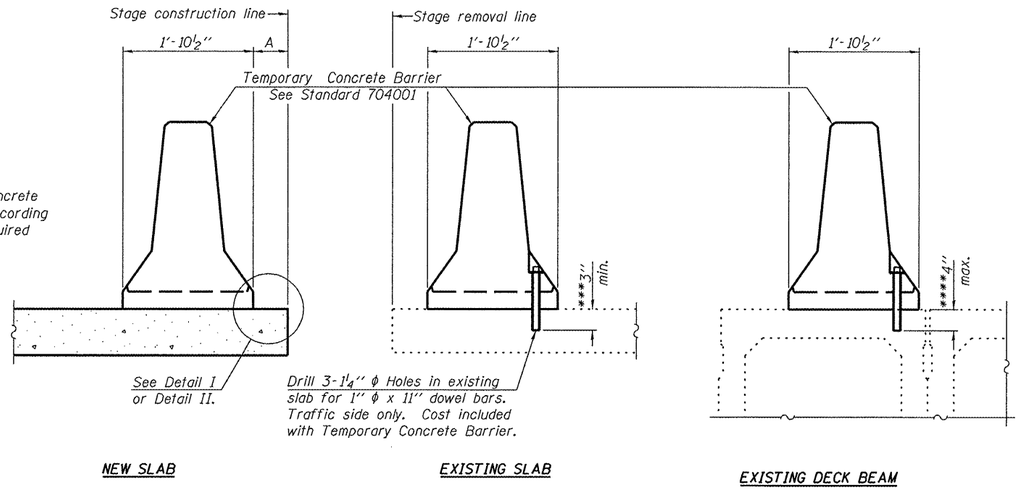
Fairview Heights, IL 62208
Phone 618-206-4250
Fax 618-206-4253

SHEET NO. 4	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	2370	29BR-1	WOODFORD	76	26
			CONTRACT NO. 68466		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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"x7"x10" steel ℄ to the top layer of couplers with 2-⅝" ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x 10" steel ℄ to the concrete slab or concrete wearing surface with 2-⅝" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

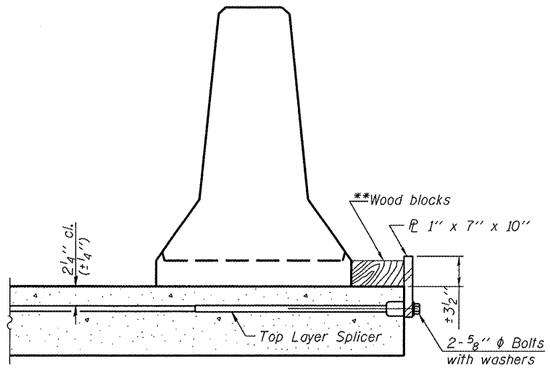
Cost of anchorage is included with Temporary Concrete Barrier.

The 1" x 7" x 10" 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.

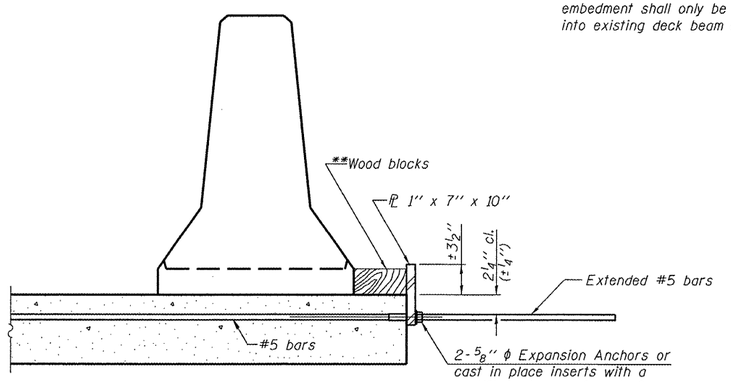
SECTIONS THRU SLAB OR DECK BEAM

*** 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.

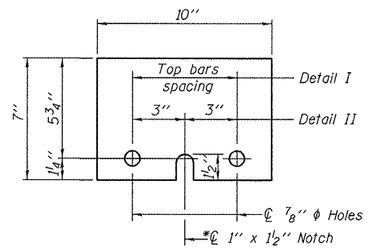


DETAIL I



DETAIL II

**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.



STEEL RETAINER ℄ 1" x 7" x 10"

* Required only with Detail II

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
STRUCTURE NO. 102-0068

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW/CDL

R-27 10-1-08

EFK•Moen, LLC
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Fairview Heights, IL 62208
Phone 618-206-4250
Fax 618-206-4253

SHEET NO. 5	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	2370	29BR-1	WOODFORD	76	27
			CONTRACT NO. 68466		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. South Abut.	261+74.25	-16.67	478.14	478.14
C.L. South Abut.	261+75.50	-16.67	478.15	478.15
A	261+85.50	-16.67	478.22	478.27
B	261+95.50	-16.67	478.29	478.39
C	262+05.50	-16.67	478.36	478.47
D	262+15.50	-16.67	478.43	478.53
E	262+25.50	-16.67	478.50	478.57
F	262+35.50	-16.67	478.57	478.60
C.L. Pier 1	262+46.83	-16.67	478.65	478.65
G	262+56.83	-16.67	478.72	478.71
H	262+66.83	-16.67	478.79	478.79
I	262+76.83	-16.67	478.86	478.87
J	262+86.83	-16.67	478.93	478.94
K	262+96.83	-16.67	479.00	479.00
C.L. North Abut.	263+04.50	-16.67	479.05	479.05
Bk. North Abut.	263+05.75	-16.67	479.06	479.06

GIRDER 2

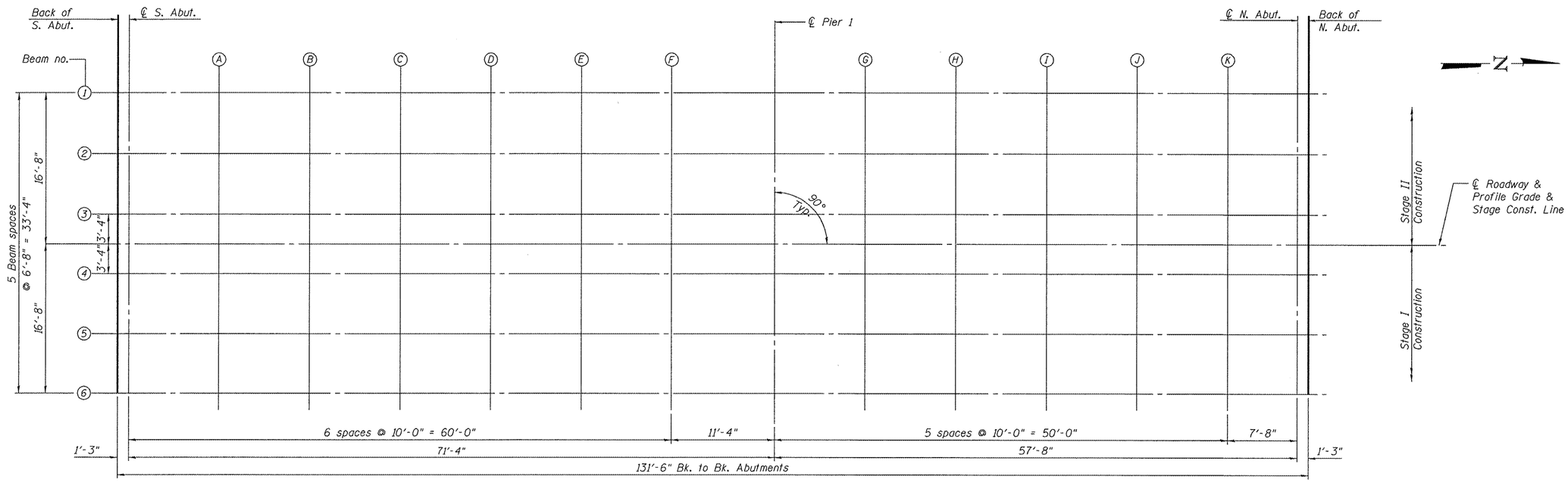
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. South Abut.	261+74.25	-10.00	478.27	478.27
C.L. South Abut.	261+75.50	-10.00	478.28	478.28
A	261+85.50	-10.00	478.35	478.40
B	261+95.50	-10.00	478.42	478.51
C	262+05.50	-10.00	478.49	478.59
D	262+15.50	-10.00	478.56	478.65
E	262+25.50	-10.00	478.63	478.70
F	262+35.50	-10.00	478.70	478.73
C.L. Pier 1	262+46.83	-10.00	478.77	478.77
G	262+56.83	-10.00	478.84	478.84
H	262+66.83	-10.00	478.91	478.92
I	262+76.83	-10.00	478.98	479.00
J	262+86.83	-10.00	479.05	479.07
K	262+96.83	-10.00	479.12	479.13
C.L. North Abut.	263+04.50	-10.00	479.18	479.18
Bk. North Abut.	263+05.75	-10.00	479.19	479.19

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. South Abut.	261+74.25	-3.33	478.37	478.37
C.L. South Abut.	261+75.50	-3.33	478.38	478.38
A	261+85.50	-3.33	478.45	478.50
B	261+95.50	-3.33	478.52	478.61
C	262+05.50	-3.33	478.59	478.70
D	262+15.50	-3.33	478.66	478.76
E	262+25.50	-3.33	478.73	478.80
F	262+35.50	-3.33	478.80	478.83
C.L. Pier 1	262+46.83	-3.33	478.88	478.88
G	262+56.83	-3.33	478.95	478.94
H	262+66.83	-3.33	479.02	479.02
I	262+76.83	-3.33	479.09	479.10
J	262+86.83	-3.33	479.16	479.17
K	262+96.83	-3.33	479.23	479.24
C.L. North Abut.	263+04.50	-3.33	479.28	479.28
Bk. North Abut.	263+05.75	-3.33	479.29	479.29

℄ ROADWAY & PROFILE GRADE & STAGE CONST.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. South Abut.	261+74.25	0.00	478.42	478.42
C.L. South Abut.	261+75.50	0.00	478.43	478.43
A	261+85.50	0.00	478.50	478.56
B	261+95.50	0.00	478.57	478.67
C	262+05.50	0.00	478.64	478.75
D	262+15.50	0.00	478.71	478.81
E	262+25.50	0.00	478.78	478.85
F	262+35.50	0.00	478.85	478.88
C.L. Pier 1	262+46.83	0.00	478.93	478.93
G	262+56.83	0.00	479.00	479.00
H	262+66.83	0.00	479.07	479.07
I	262+76.83	0.00	479.14	479.15
J	262+86.83	0.00	479.21	479.23
K	262+96.83	0.00	479.28	479.29
C.L. North Abut.	263+04.50	0.00	479.33	479.33
Bk. North Abut.	263+05.75	0.00	479.34	479.34



PLAN

TOP OF SLAB ELEVATIONS (1 OF 2)
STRUCTURE NO. 102-0068

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW/CDL

E-S 10-1-08

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Civil Engineering Design
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SHEET NO. 6	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	2370	29BR-1	WOODFORD	76	28
			CONTRACT NO. 68466		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER 4

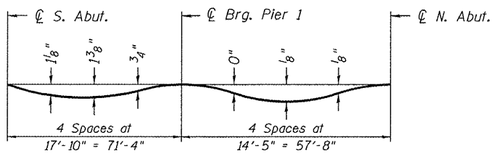
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. South Abut.	261+74.25	3.33	478.37	478.37
C.L. South Abut.	261+75.50	3.33	478.38	478.38
A	261+85.50	3.33	478.45	478.50
B	261+95.50	3.33	478.52	478.61
C	262+05.50	3.33	478.59	478.70
D	262+15.50	3.33	478.66	478.76
E	262+25.50	3.33	478.73	478.80
F	262+35.50	3.33	478.80	478.83
C.L. Pier 1	262+46.83	3.33	478.88	478.88
G	262+56.83	3.33	478.95	478.94
H	262+66.83	3.33	479.02	479.02
I	262+76.83	3.33	479.09	479.10
J	262+86.83	3.33	479.16	479.17
K	262+96.83	3.33	479.23	479.24
C.L. North Abut.	263+04.50	3.33	479.28	479.28
Bk. North Abut.	263+05.75	3.33	479.29	479.29

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. South Abut.	261+74.25	10.00	478.27	478.27
C.L. South Abut.	261+75.50	10.00	478.28	478.28
A	261+85.50	10.00	478.35	478.40
B	261+95.50	10.00	478.42	478.51
C	262+05.50	10.00	478.49	478.59
D	262+15.50	10.00	478.56	478.65
E	262+25.50	10.00	478.63	478.70
F	262+35.50	10.00	478.70	478.73
C.L. Pier 1	262+46.83	10.00	478.77	478.77
G	262+56.83	10.00	478.84	478.84
H	262+66.83	10.00	478.91	478.92
I	262+76.83	10.00	478.98	479.00
J	262+86.83	10.00	479.05	479.07
K	262+96.83	10.00	479.12	479.13
C.L. North Abut.	263+04.50	10.00	479.18	479.18
Bk. North Abut.	263+05.75	10.00	479.19	479.19

GIRDER 6

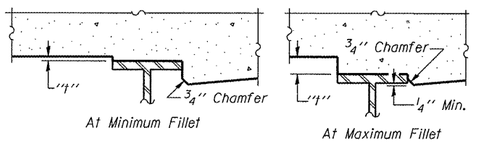
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. South Abut.	261+74.25	16.67	478.14	478.14
C.L. South Abut.	261+75.50	16.67	478.15	478.15
A	261+85.50	16.67	478.22	478.27
B	261+95.50	16.67	478.29	478.39
C	262+05.50	16.67	478.36	478.47
D	262+15.50	16.67	478.43	478.53
E	262+25.50	16.67	478.50	478.57
F	262+35.50	16.67	478.57	478.60
C.L. Pier 1	262+46.83	16.67	478.65	478.65
G	262+56.83	16.67	478.72	478.71
H	262+66.83	16.67	478.79	478.79
I	262+76.83	16.67	478.86	478.87
J	262+86.83	16.67	478.93	478.94
K	262+96.83	16.67	479.00	479.00
C.L. North Abut.	263+04.50	16.67	479.05	479.05
Bk. North Abut.	263+05.75	16.67	479.06	479.06



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown above and on sheet 6 of 25.



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

FILLET HEIGHTS

TOP OF SLAB ELEVATIONS (2 OF 2)

STRUCTURE NO. 102-0068

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW/CDL

E-S 10-1-08

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SHEET NO. 7	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	2370	29BR-1	WOODFORD	76	29
			CONTRACT NO. 68466		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	261+44.25	-18.00	477.90
A1	261+54.25	-18.00	477.97
A2	261+64.25	-18.00	478.04
Bk. S. Abut.	261+74.25	-18.00	478.11

SOUTH WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	261+44.25	-12.00	478.03
A1	261+54.25	-12.00	478.10
A2	261+64.25	-12.00	478.17
Bk. S. Abut.	261+74.25	-12.00	478.24

SOUTH C.L. ROADWAY & P.G. & STAGE CONST. LINE

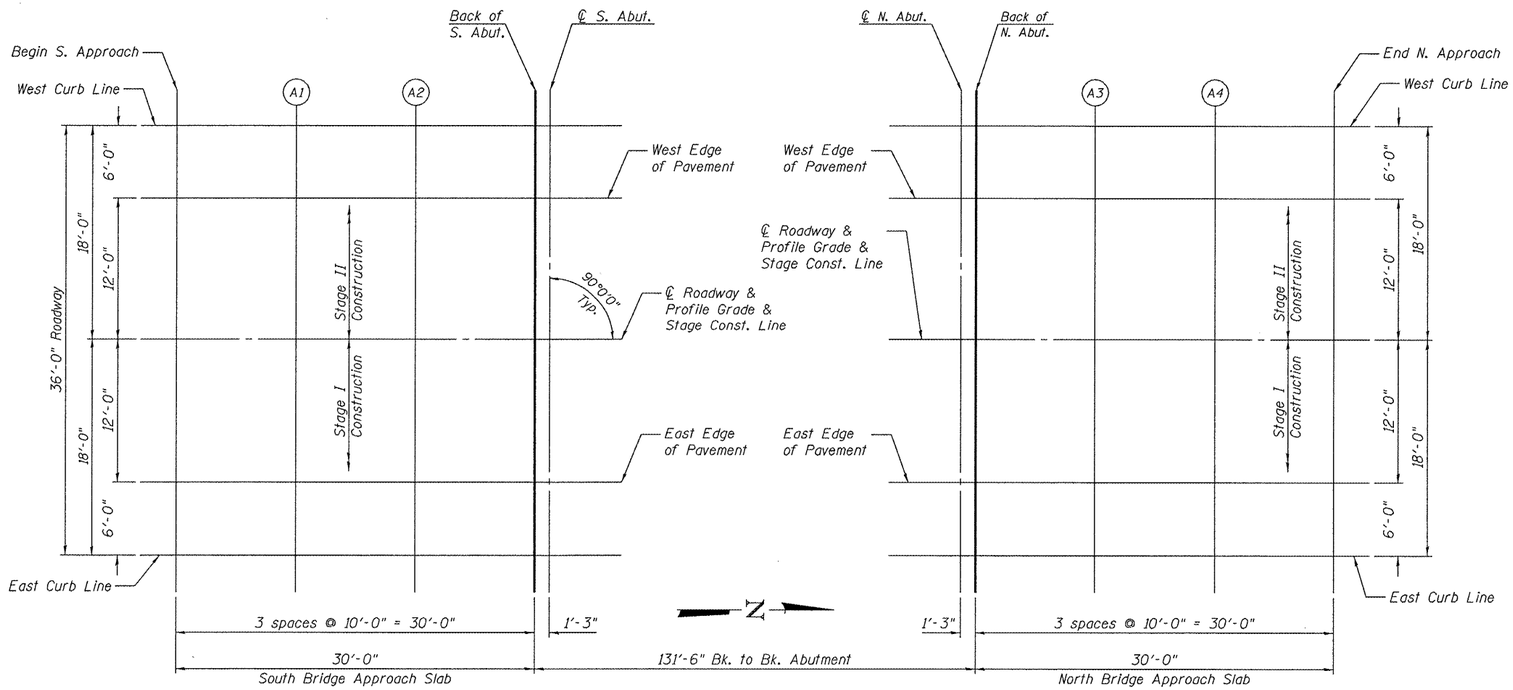
Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	261+44.25	0.00	478.21
A1	261+54.25	0.00	478.28
A2	261+64.25	0.00	478.35
Bk. S. Abut.	261+74.25	0.00	478.42

SOUTH EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	261+44.25	12.00	478.03
A1	261+54.25	12.00	478.10
A2	261+64.25	12.00	478.17
Bk. S. Abut.	261+74.25	12.00	478.24

SOUTH EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	261+44.25	18.00	477.90
A1	261+54.25	18.00	477.97
A2	261+64.25	18.00	478.04
Bk. S. Abut.	261+74.25	18.00	478.11



PLAN

NORTH WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. N. Abut.	263+05.75	-18.00	479.03
A3	263+15.75	-18.00	479.10
A4	263+25.75	-18.00	479.17
N. End of North Appr. Slab	263+35.75	-18.00	479.24

NORTH WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. N. Abut.	263+05.75	-12.00	479.15
A3	263+15.75	-12.00	479.22
A4	263+25.75	-12.00	479.29
N. End of North Appr. Slab	263+35.75	-12.00	479.36

NORTH C.L. ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations
Bk. N. Abut.	263+05.75	0.00	479.34
A3	263+15.75	0.00	479.41
A4	263+25.75	0.00	479.48
N. End of North Appr. Slab	263+35.75	0.00	479.55

NORTH EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. N. Abut.	263+05.75	12.00	479.15
A3	263+15.75	12.00	479.22
A4	263+25.75	12.00	479.29
N. End of North Appr. Slab	263+35.75	12.00	479.36

NORTH EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. N. Abut.	263+05.75	18.00	479.03
A3	263+15.75	18.00	479.10
A4	263+25.75	18.00	479.17
N. End of North Appr. Slab	263+35.75	18.00	479.24

TOP OF APPROACH SLAB ELEVATIONS

STRUCTURE NO. 102-0068

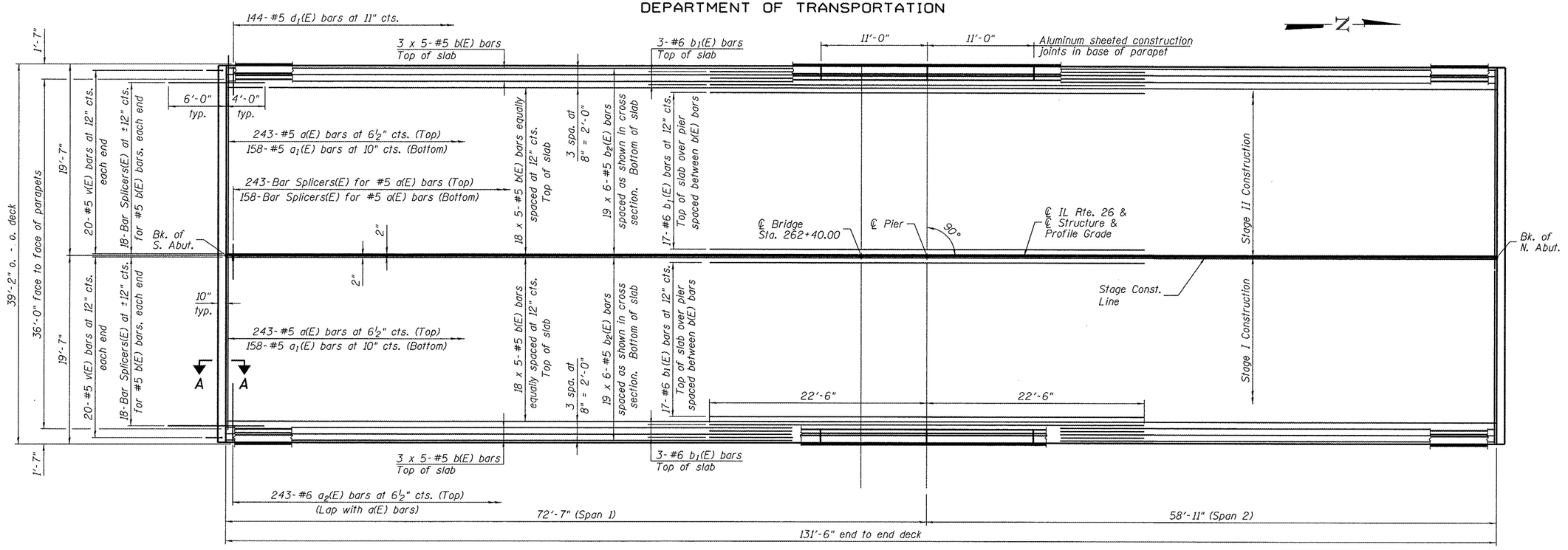
DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW/CDL

E-AS 10-1-08

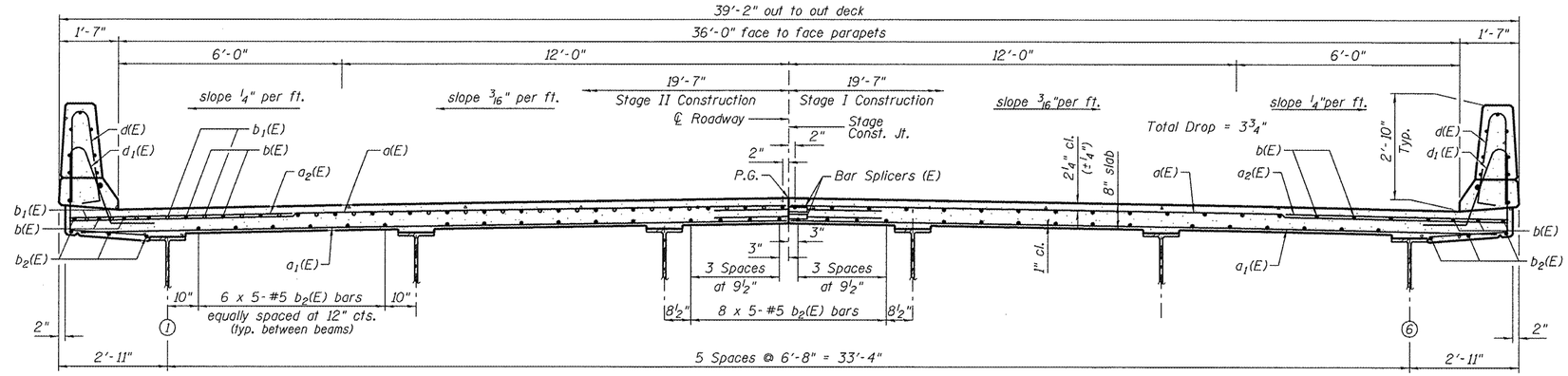
EFK•Moen, LLC
Civil Engineering Design
331 Salem Place
Suite 225
Fairview Heights, IL 62208
Phone 618-206-4250
Fax 618-206-4253

SHEET NO. 8	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	2370	29BR-1	WOODFORD	76	30
			CONTRACT NO. 68466		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN



NEAR PIER

CROSS SECTION
(Looking North)

NEAR MIDSPAN

Notes:
See Sheet 10 of 25 for superstructure details, parapet details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 10 of 25 for parapet reinforcement.
See Sheet 11 of 25 for Section A-A.

MIN. BAR LAP
#5 Bar = 2'-2"

SUPERSTRUCTURE
STRUCTURE NO. 102-0068

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW/CDL

EFK•Moen, LLC
Civil Engineering Design
331 Salem Place Suite 225 Fairview Heights, IL 62208
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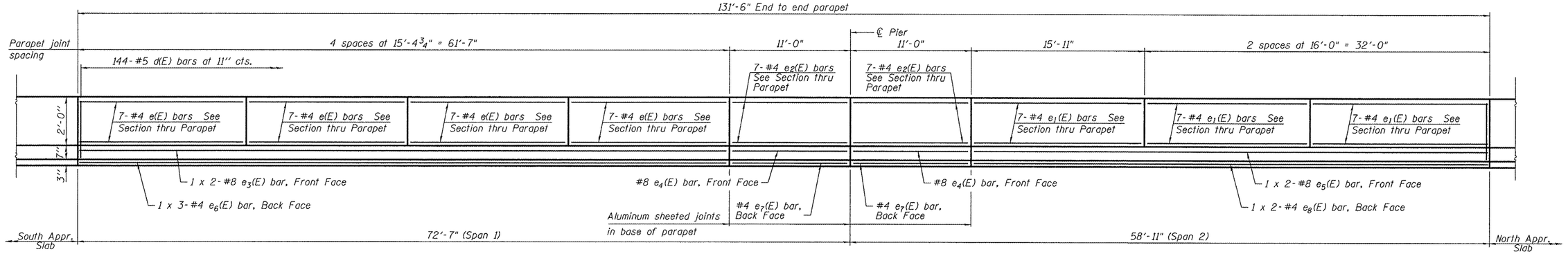
SHEET NO. 9
26 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	31
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

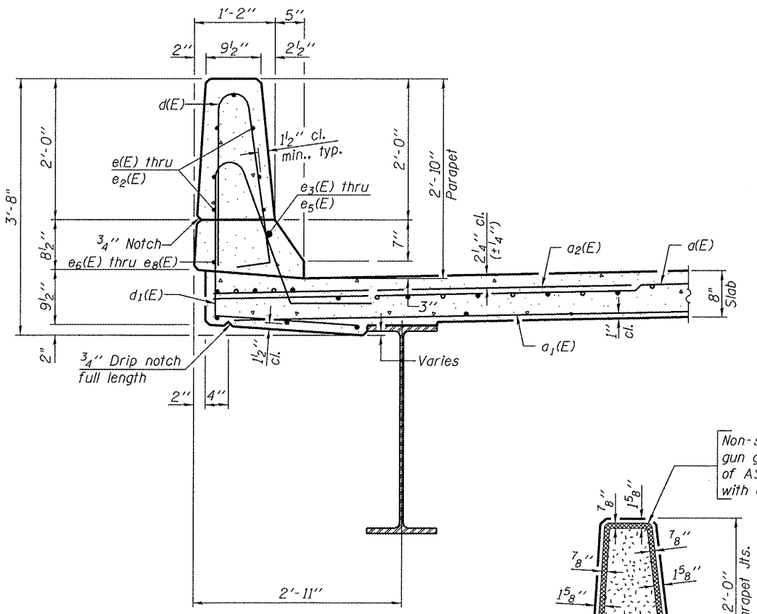
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



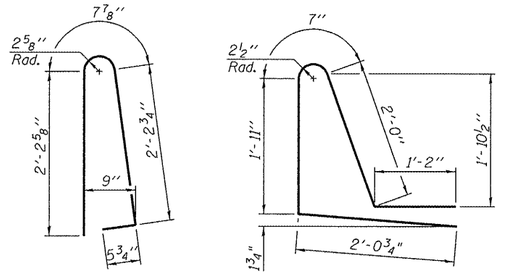
INSIDE ELEVATION OF PARAPET

MINIMUM BAR LAP

(Parapet)
#4 bar = 1'-4"
#8 bar = 3'-5"

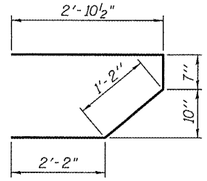


SECTION THRU PARAPET

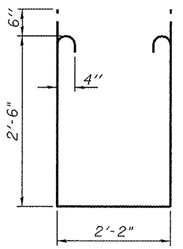


BAR d(E)

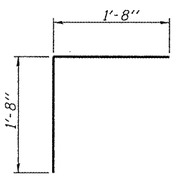
BAR d1(E)



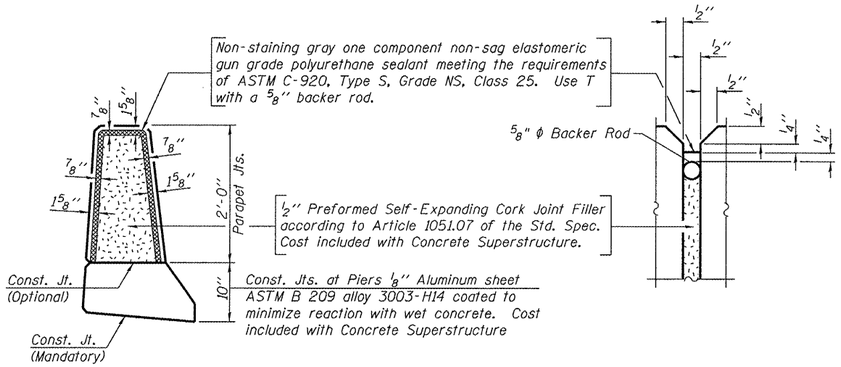
BAR s(E)



BAR s1(E)



BAR v(E)



PARAPET JOINT DETAILS

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	486	#5	19'-2"	——
a1(E)	316	#5	18'-10"	——
a2(E)	486	#6	6'-0"	——
b(E)	210	#5	28'-0"	——
b1(E)	40	#6	45'-0"	——
b2(E)	228	#5	23'-9"	——
d(E)	288	#5	5'-7"	⌊
d1(E)	288	#5	7'-9"	L
e(E)	56	#4	15'-2"	——
e1(E)	42	#4	15'-8"	——
e2(E)	28	#4	10'-9"	——
e3(E)	4	#8	32'-5"	——
e4(E)	4	#8	10'-9"	——
e5(E)	4	#8	25'-7"	——
e6(E)	6	#4	21'-4"	——
e7(E)	4	#4	10'-9"	——
e8(E)	4	#4	24'-6"	——
m(E)	8	#6	19'-3"	——
m1(E)	12	#6	19'-3"	——
m2(E)	24	#6	8'-3"	——
m3(E)	8	#6	6'-4"	——
m4(E)	4	#6	2'-6"	——
m5(E)	4	#6	2'-11"	——
s(E)	88	#5	6'-9"	⊐
s1(E)	80	#4	8'-4"	⊔
v(E)	80	#5	3'-4"	⌐
Reinforcement Bars, Epoxy Coated		Pound	43,250	
Concrete Superstructure		Cu. Yds.	185.2	

Bars indicated thus 1 x 2-#5 etc. indicates 1 line of bars with 2 lengths per line.

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 102-0068

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW/CDL

S-1-D 10-1-08

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Civil Engineering Design
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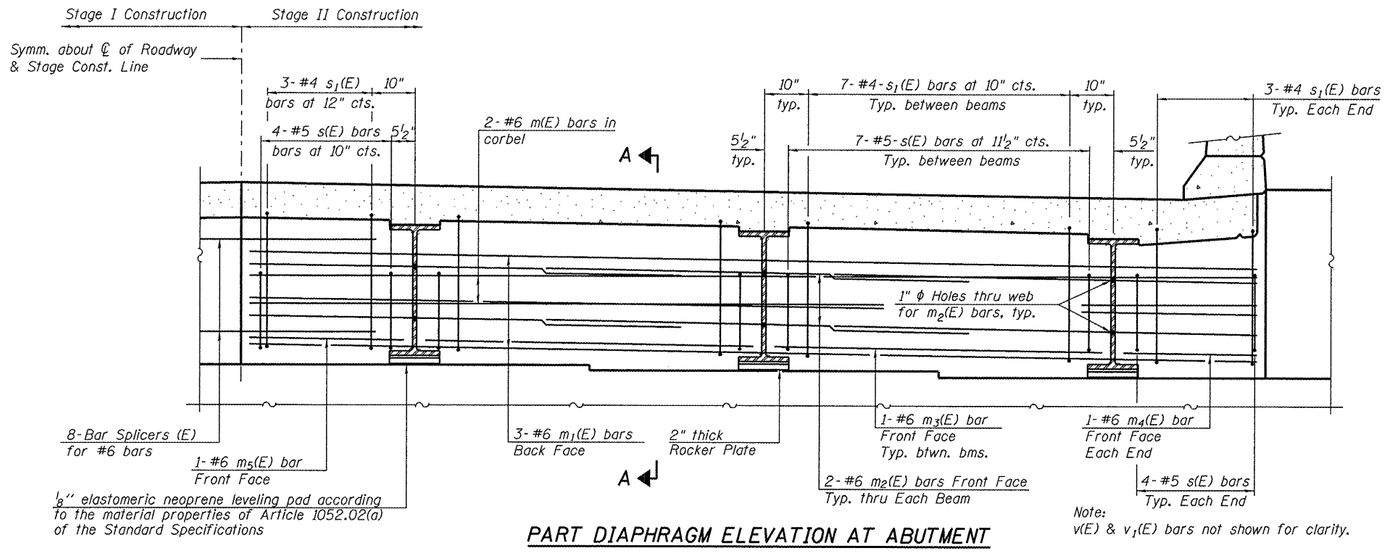
Fax 618-206-4253

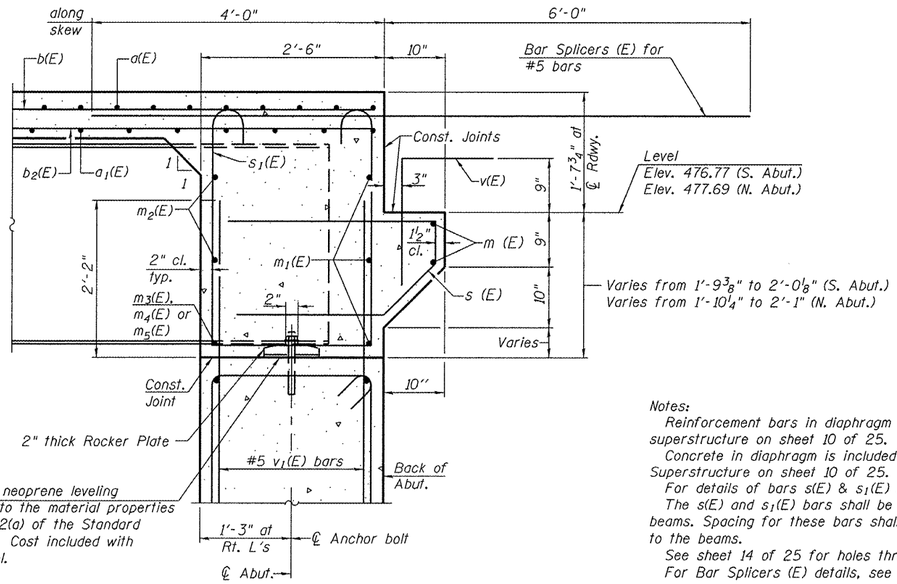
SHEET NO. 10	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	2370	29BR-1	WOODFORD	76	32
			CONTRACT NO. 68466		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Note:
v(E) & v_1(E) bars not shown for clarity.

PART DIAPHRAGM ELEVATION AT ABUTMENT



SECTION A-A

Dimensions at right angles to abutment, except as shown.

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 10 of 25.
Concrete in diaphragm is included with Concrete Superstructure on sheet 10 of 25.
For details of bars s(E) & s_1(E) see sheet 10 of 25.
The s(E) and s_1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
See sheet 14 of 25 for holes thru web for m_2(E) bars.
For Bar Splicers (E) details, see sheet 21 of 25.

MIN. BAR LAP

#6 bar = 2'-9"

DESIGNED	CTW
CHECKED	SEC
DRAWN	DP
CHECKED	SEC

SI-DS1 10-1-08

DIAPHRAGM DETAILS
STRUCTURE NO. 102-0068

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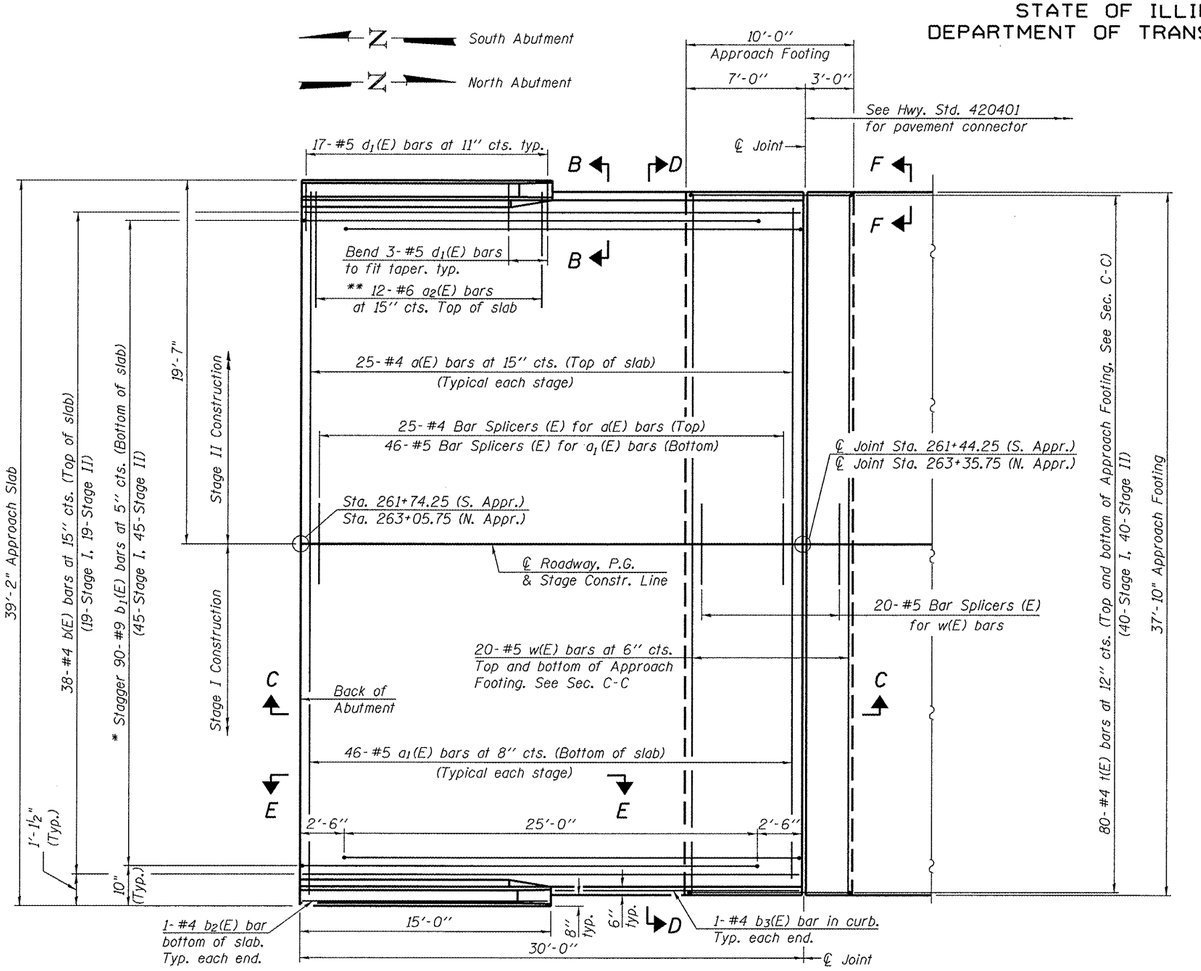
SHEET NO. 11
26 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	33
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

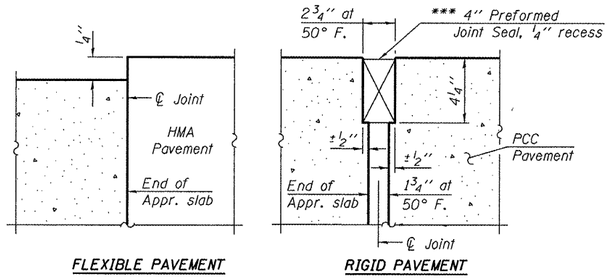


PLAN

* Tilt #9 $b_1(E)$ bars as required to maintain clearance.
** Alternate with d(E) bars, typ. ea. parapet.

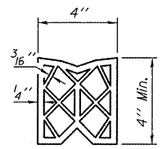
Notes:
See sheet 13 of 25 for Sections C-C & D-D and View E-E.
d(E), $a_1(E)$, and w(E) bar spacings measured parallel to ℄ Rdwy.

*** Cost included with Concrete Superstructure.

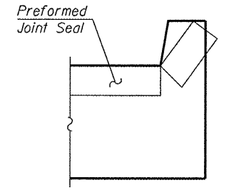


FLEXIBLE PAVEMENT
RIGID PAVEMENT

DETAIL A

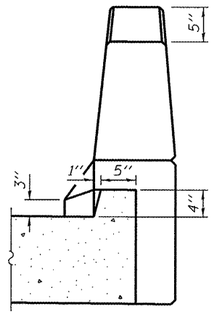


PREFORMED JOINT SEAL



VIEW F-F

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



VIEW B-B
(Exit ends only)

BRIDGE APPROACH SLAB DETAILS (1 OF 2)
STRUCTURE NO. 102-0068

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW/CDL

BA-0 10-31-08

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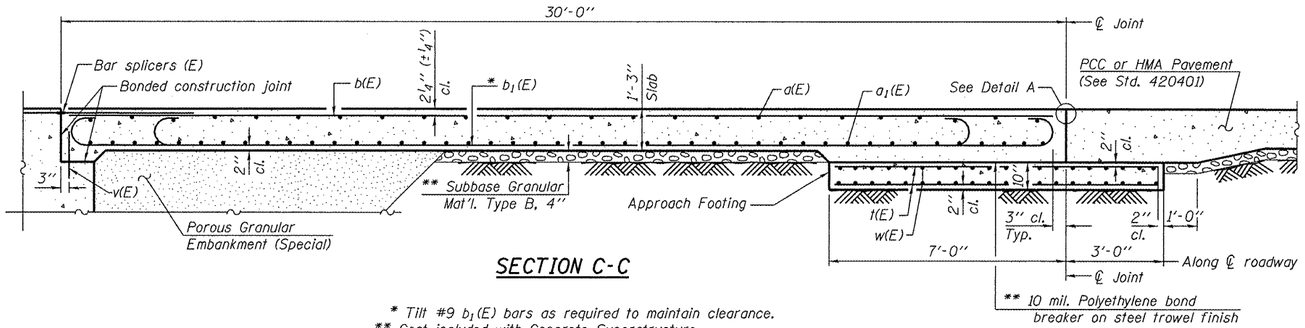
SHEET NO. 12	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	2370	29BR-1	WOODFORD	76	34
			CONTRACT NO. 68466		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

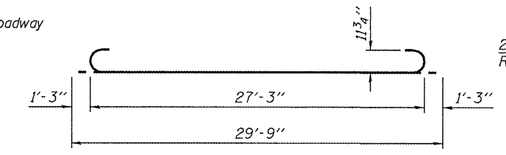
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
See sheet 12 of 25 for Detail A.
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v(E) bar details, see sheet 11 of 25.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 21 of 25.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 25.

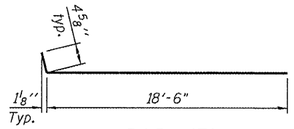


SECTION C-C

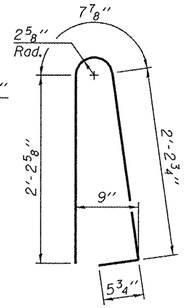
* Tilt #9 $b_1(E)$ bars as required to maintain clearance.
** Cost included with Concrete Superstructure.



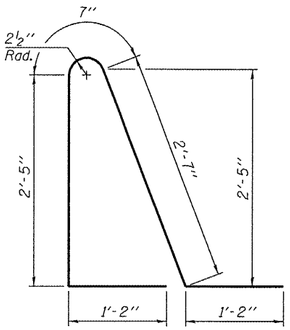
BAR $b_1(E)$



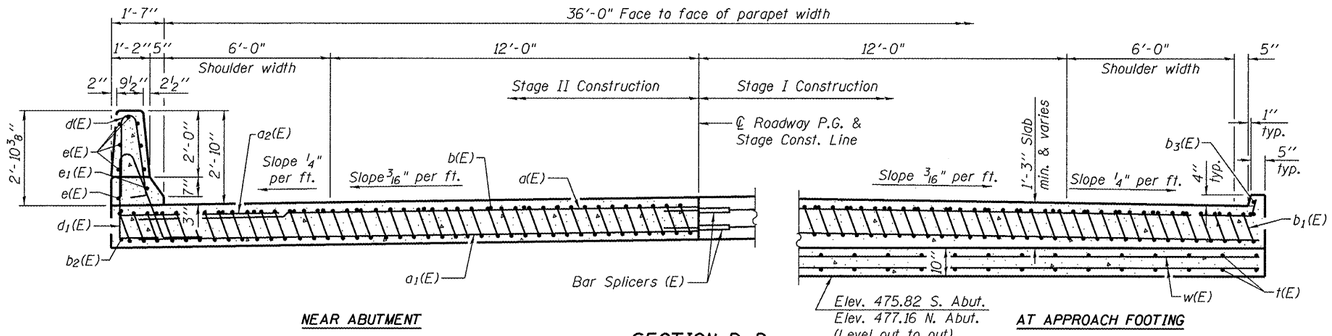
BAR a(E)



BAR d(E)



BAR $d_1(E)$



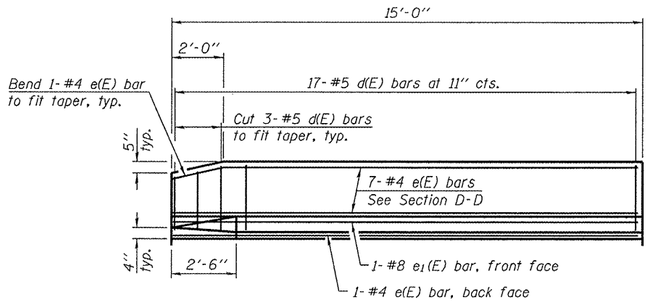
NEAR ABUTMENT

AT APPROACH FOOTING

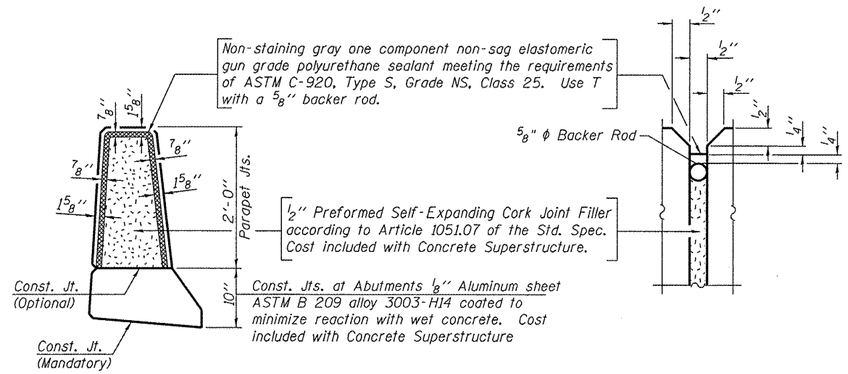
SECTION D-D
(See Plan for dimensions not shown)

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	100	#4	18'-11"	
$a_1(E)$	184	#5	18'-8"	
$a_2(E)$	48	#6	6'-0"	
b(E)	76	#4	29'-8"	
$b_1(E)$	180	#9	29'-9"	
$b_2(E)$	4	#4	14'-8"	
$b_3(E)$	4	#4	14'-4"	
d(E)	68	#5	5'-7"	
$d_1(E)$	68	#5	7'-11"	
e(E)	32	#4	14'-8"	
$e_1(E)$	4	#8	14'-8"	
t(E)	156	#4	9'-8"	
w(E)	160	#5	18'-8"	
Concrete Superstructure			Cu. Yd.	117.3
Concrete Structures			Cu. Yd.	23.4
Reinforcement Bars, Epoxy Coated			Pound	30630



VIEW E-E



PARAPET JOINT DETAILS

BRIDGE APPROACH SLAB DETAILS (2 OF 2)
STRUCTURE NO. 102-0068

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW/CDL

BA-0 10-31-08

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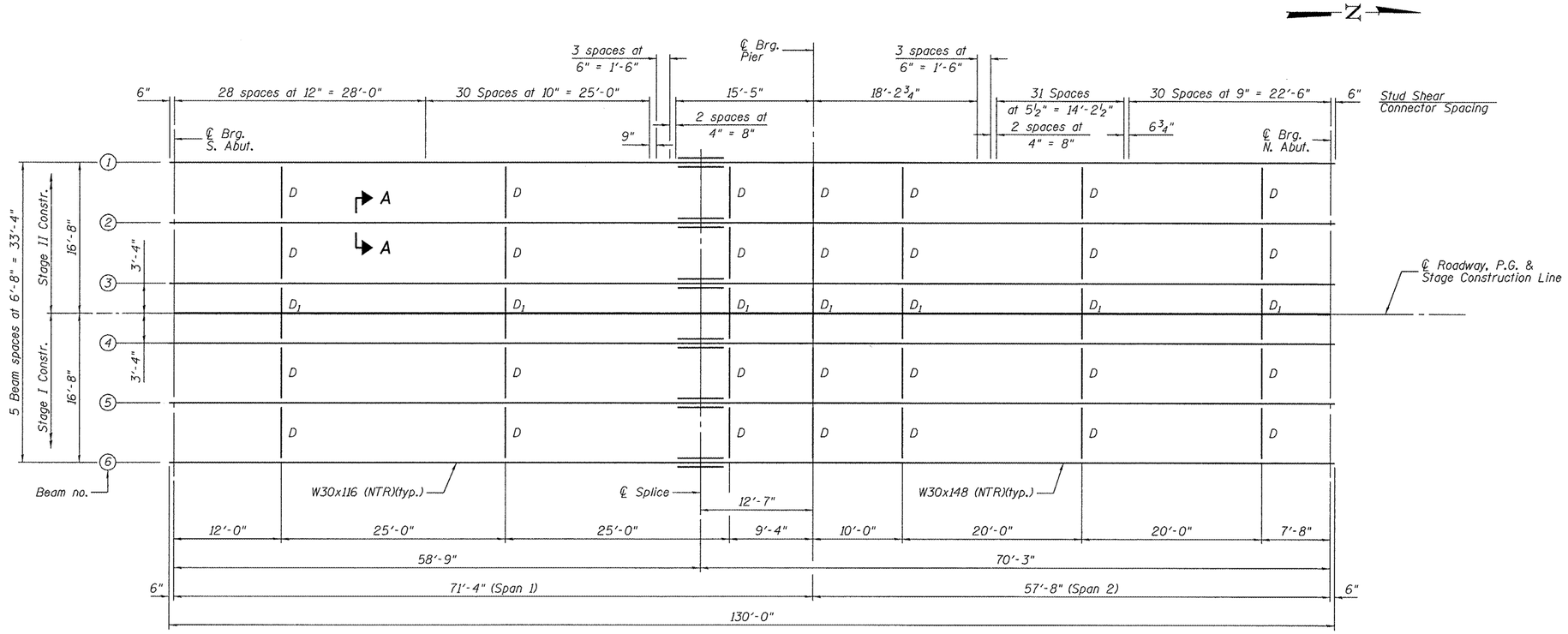
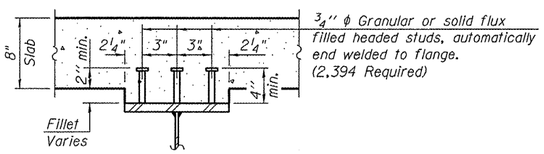
SHEET NO. 13	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	2370	29BR-1	WOODFORD	76	35
			CONTRACT NO. 68466		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

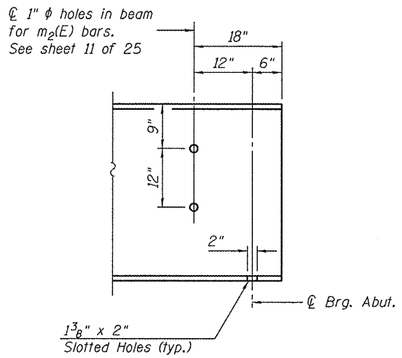


FRAMING PLAN

(All structural steel shall be AASHTO M270 Grade 50W, unless noted otherwise)



SECTION A-A



END OF BEAM ELEVATION

Notes:
All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

Load carrying components designated with "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

DESIGNED	CTW
CHECKED	PMM
DRAWN	DP
CHECKED	CDL

STRUCTURAL STEEL
STRUCTURE NO. 102-0068

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Civil Engineering Design
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SHEET NO. 14	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	2370	29BR-1	WOODFORD	76	36
			CONTRACT NO. 68466		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1	Pier	0.6 Sp. 2
I_s	(in^4)	4930	6680	6680
$I_c(n)$	(in^4)	12741	-	16016
$I_c(3n)$	(in^4)	9436	-	11747
S_s	(in^3)	328.6	435.6	435.6
$S_c(n)$	(in^3)	472.8	-	606.2
$S_c(3n)$	(in^3)	429.1	-	548.5
Z	(in^3)	-	500	-
DC1	(k/')	0.84	0.87	0.87
M_{DC1}	('k)	311	476	149
DC2	(k/')	0.15	0.15	0.15
M_{DC2}	('k)	63	71	31
DW	(k/')	0.30	0.30	0.30
M_{DW}	('k)	126	143	63
M_{L+IM}	('k)	785	524	643
M_u (Strength I)	('k)	2030	1815	1445
* $\phi_f M_n$, $\phi_f M_{nc}$	('k)	2313	2083	3176
f_s DC1	(ksi)	11.4	13.1	4.1
f_s DC2	(ksi)	1.8	2.0	0.7
f_s DW	(ksi)	3.5	3.9	1.4
f_s 1.3(L+IM)	(ksi)	25.9	18.8	16.6
f_s (Service II)	(ksi)	42.5	37.8	22.7
V_f	(k)	15.4		15.1

* Compact sections

INTERIOR GIRDER REACTION TABLE				
		S. Abut.	Pier	N. Abut.
R_{DC1}	(k)	23.3	69.0	17.0
R_{DC2}	(k)	4.4	11.9	3.1
R_{DW}	(k)	8.7	23.8	6.2
R_{L+IM}	(k)	72.7	102.9	68.2
R_{Total}	(k)	109.1	207.6	94.5

TOP OF BEAM ELEVATIONS				
Location	℄ Brg. S. Abut.	℄ Splice	℄ Brg. Pier	℄ Brg. N. Abut.
Beam 1 & 6	477.44	477.77	477.91	478.34
Beam 2 & 5	477.57	477.90	478.04	478.47
Beam 3 & 4	477.67	478.01	478.14	478.57

For fabrication use only.

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads ($in.^4$ and $in.^3$).

$I_c(n)$, $S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) due to short-term composite live loads ($in.^4$ and $in.^3$).

$I_c(3n)$, $S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

Z: Plastic Section Modulus of the steel section in non-composite areas. Omit line in Moment Table if not used in design calculations ($in.^3$).

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.).

M_u (Strength I): Factored design moment (kip-ft.).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

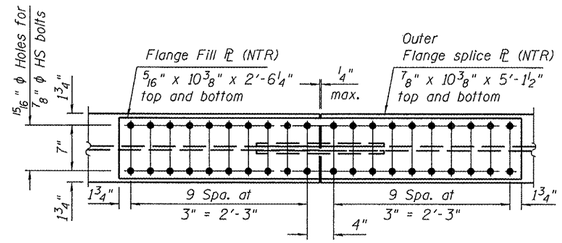
$\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).

$\phi_f M_{nc}$: Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).

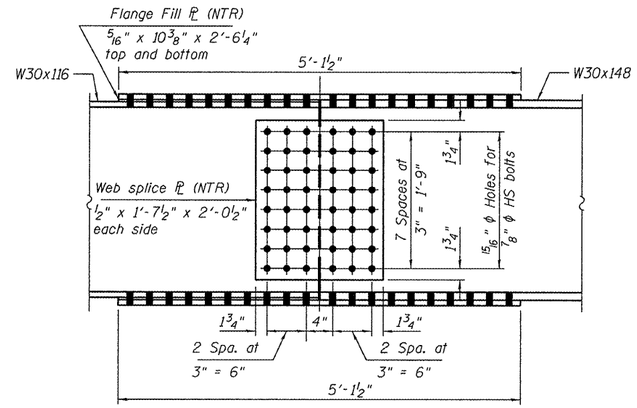
f_s (Service II): Sum of stresses as computed from the moments below (ksi).
$M_{DC1} + M_{DC2} + M_{DW} + 1.3\ M_{L+IM}$

f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

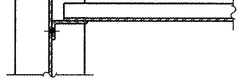
V_f: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.



PLAN



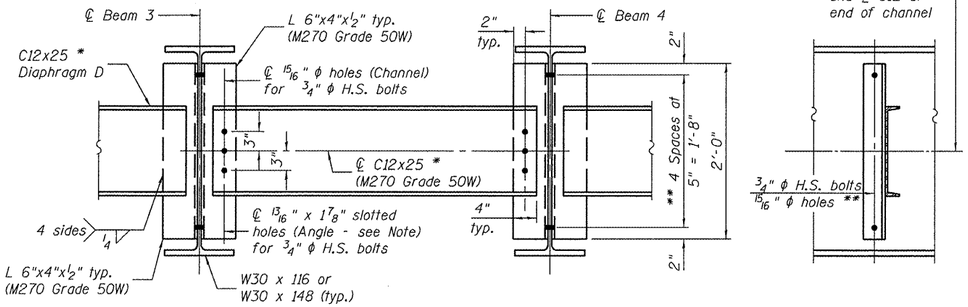
ELEVATION

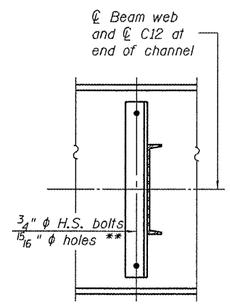


SECTION A-A

SPLICE DETAIL
(6 Required)

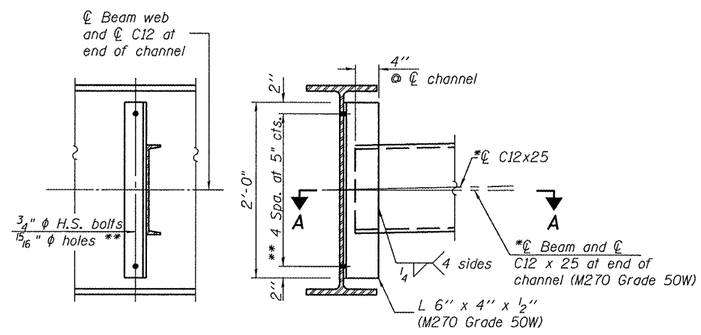
Note:
All bolts shall be AASHTO M164 Type 3 (ASTM A325).





INTERIOR DIAPHRAGM D1
(7 Required)

Note:
Two hardened washers are required for each slotted hole or set of oversized holes.
Provide $13/16$" x $1\ 7/8$" long slotted vertical holes in outstanding leg of diaphragm connection angles of Diaphragm D1 at Beams 3 and 4. Bolts in slots shall be finger tight until the second stage pour is complete and fully tightened after completion of the deck pour for Stage II Construction. Position slots so bolts start at one end with no concrete load and finish near the opposite end under deck load, allowing maximum displacement without laterally stressing main members.



INTERIOR DIAPHRAGM D
(28 Required)

Note:
Two hardened washers required for each set of oversized holes.
*Alternate channel C12x30 is permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section.
The alternate, if utilized, shall be provided at no additional cost to the Department.
**3/4" ϕ HS bolts, 15/16" ϕ holes (Beam), 15/16" ϕ holes (Angles)

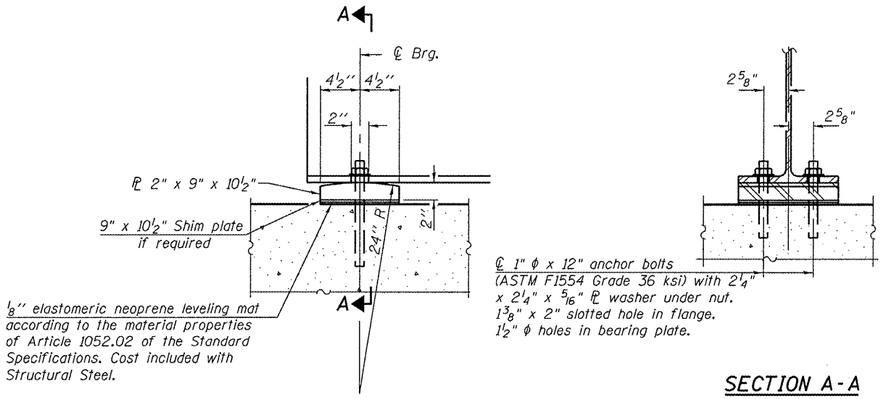
DESIGNED	CTW
CHECKED	PMM
DRAWN	DP
CHECKED	CDL

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 102-0068

EFK•Moen, LLC
Civil Engineering Design
331 Salem Place Suite 225 Fairview Heights, IL 62208
Phone 618-206-4250 Fax 618-206-4253

SHEET NO. 15	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	2370	29BR-1	WOODFORD	76	37
			CONTRACT NO. 68466		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

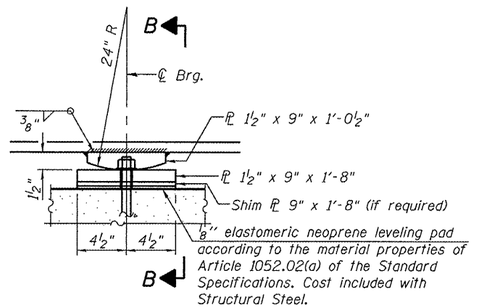
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



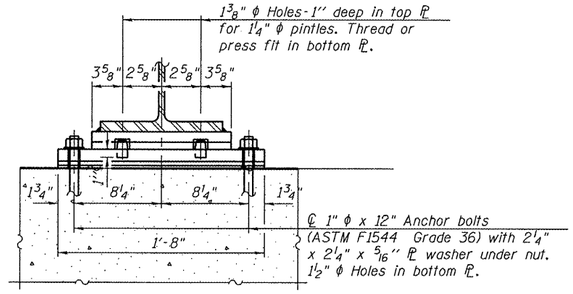
ELEVATION AT ABUTMENT

SECTION A-A

FIXED BEARING
12 Required

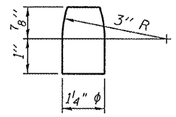


ELEVATION AT PIER



SECTION B-B

FIXED BEARING
6 Required



PINTLE

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
All bearing plates and pintles shall be AASHTO M270 Grade 50W.

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1 "	Each	36

BEARING DETAILS
STRUCTURE NO. 102-0068

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW/CDL

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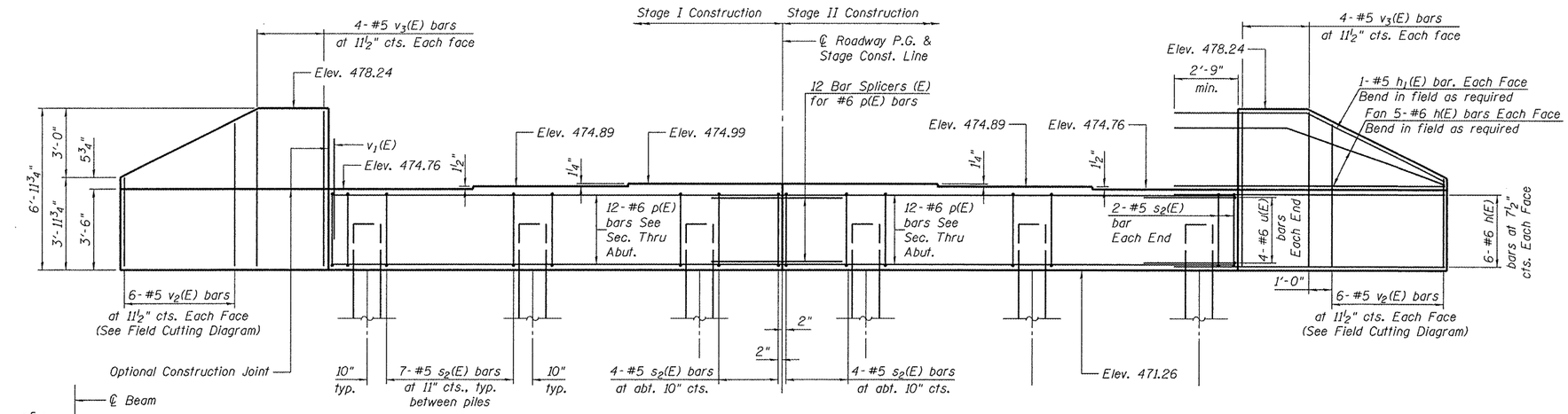
Civil Engineering Design
331 Salem Place
Suite 225
Fairview Heights, IL 62208
Phone 618-206-4250
Fax 618-206-4253

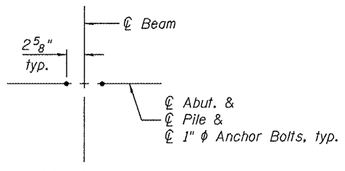
SHEET NO. 16	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	2370	29BR-1	WOODFORD	76	38
			CONTRACT NO. 68466		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Note: Pour steps monolithically with cap.

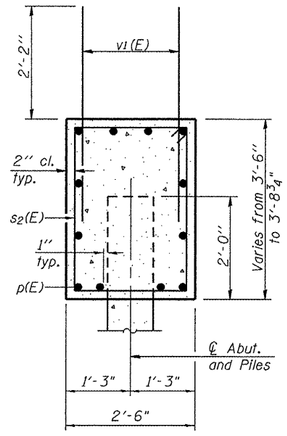
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



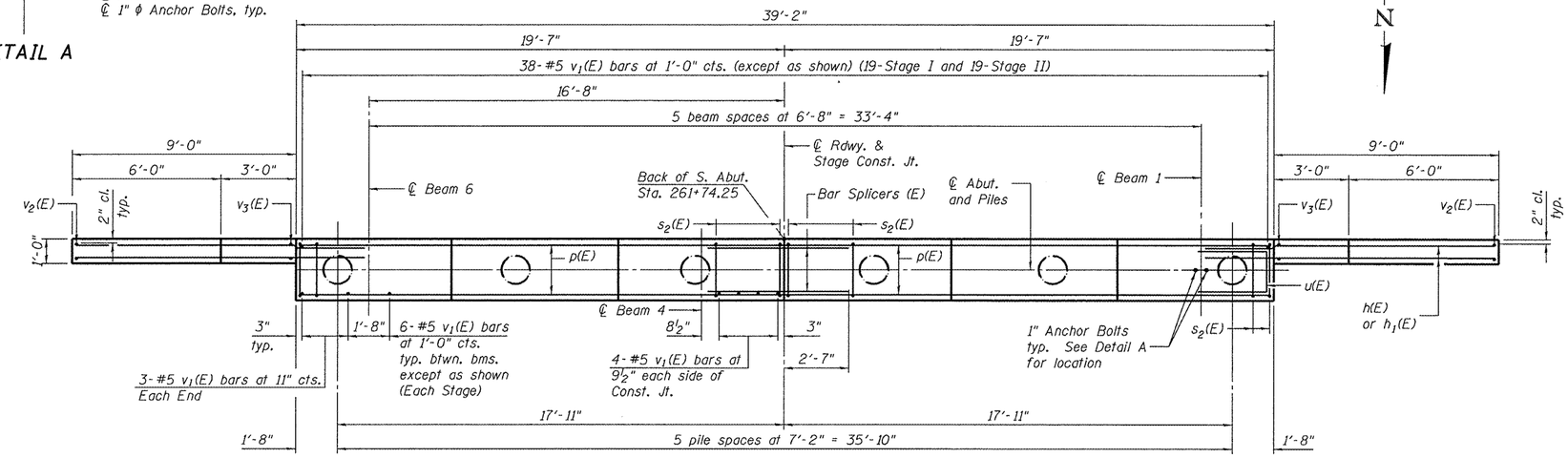
ELEVATION



DETAIL A



SEC. THRU ABUT.



PLAN

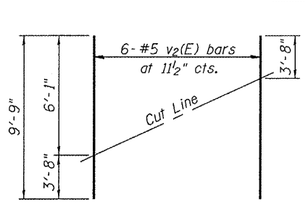
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	44	#6	12'-0"	——
h_1(E)	4	#5	12'-4"	——
p(E)	24	#6	19'-3"	——
s_2(E)	40	#5	11'-7"	□
u(E)	8	#6	7'-7"	⌐
v_1(E)	76	#5	4'-4"	——
v_2(E)	12	#5	9'-9"	——
v_3(E)	16	#5	6'-7"	——
Structure Excavation		Cu. Yd.	74	
Concrete Structures		Cu. Yd.	17.1	
Reinforcement Bars, Epoxy Coated		Pound	2690	
Furnishing Metal Shell Piles 14"x 0.250"		Foot	285	
Driving Piles		Foot	285	
Test Pile Metal Shells		Each	1	

For details of Bar Splicers, see sheet 21 of 25.
For details of piles, see sheet 20 of 25.

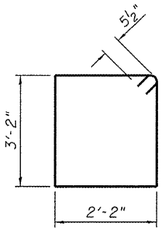
PILE DATA

Type: Metal Shell - 14 in. dia. x 0.25 in. walls
Nominal Required Bearing: 413 kips
Factored Resistance Available: 207 kips
Est. Length: 57 ft.
No. Production Piles: 5
No. Test Piles: 1

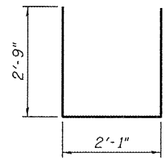


FIELD CUTTING DIAGRAM

Order v_2(E) full length. Cut as shown and use remainder of bars in opposite face.



BAR s_2(E)



BAR u(E)

SOUTH ABUTMENT
STRUCTURE NO. 102-0068

DESIGNED	CTW
CHECKED	SEC
DRAWN	DP
CHECKED	SEC

A1-0 10-1-08

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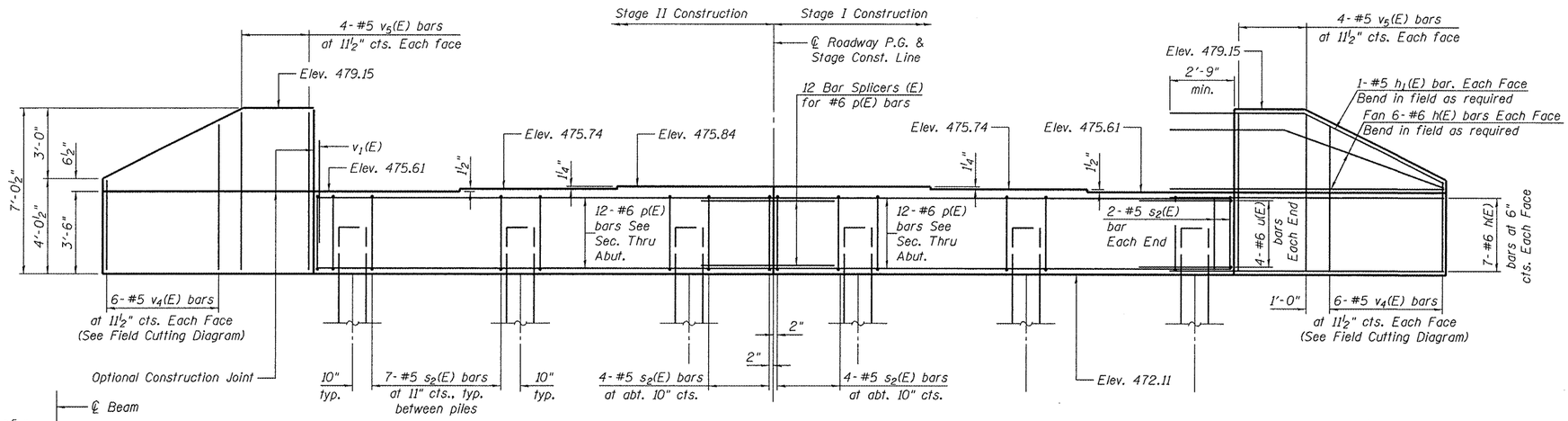
Civil Engineering Design
331 Salem Place Suite 225 Fairview Heights, IL 62208
Phone 618-206-4250 Fax 618-206-4253

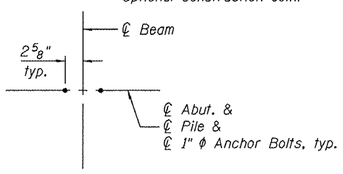
SHEET NO. 17	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	2370	29BR-1	WOODFORD	76	39
			CONTRACT NO. 68466		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Note: Pour steps monolithically with cap.

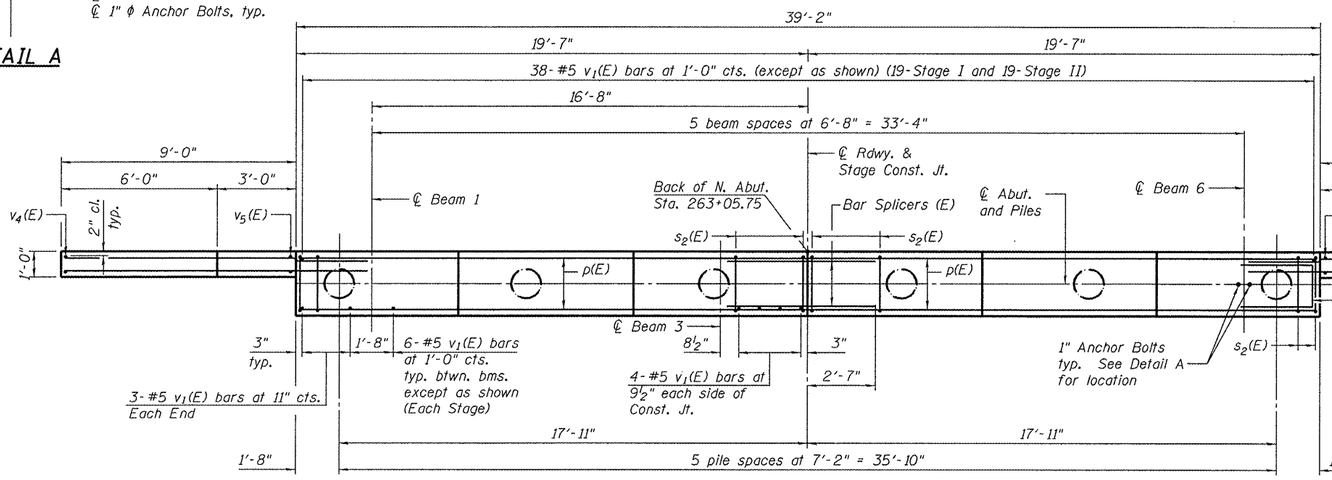
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



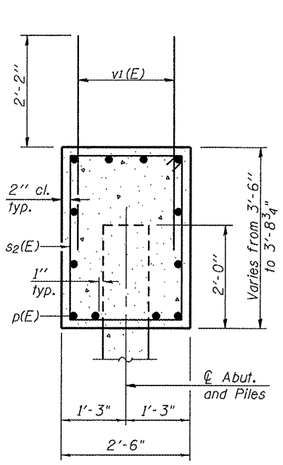
ELEVATION



DETAIL A



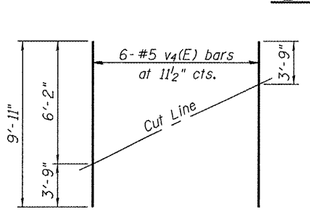
PLAN



SEC. THRU ABUT.

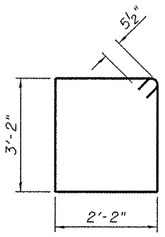
PILE DATA

Type: Metal Shell - 14 in. dia. x 0.25 in. walls
Nominal Required Bearing: 368 kips
Factored Resistance Available: 184 kips
Est. Length: 63 ft.
No. Production Piles: 5
No. Test Piles: 1

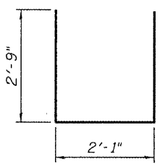


FIELD CUTTING DIAGRAM

Order v_4(E) full length. Cut as shown and use remainder of bars in opposite face.



BAR s_2(E)



BAR u(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	52	#6	12'-0"	——
h_1(E)	4	#5	12'-4"	——
p(E)	24	#6	19'-3"	——
s_2(E)	40	#5	11'-7"	□
u(E)	8	#6	7'-7"	⊐
v_1(E)	76	#5	4'-4"	——
v_4(E)	12	#5	9'-11"	——
v_5(E)	16	#5	6'-8"	——
Structure Excavation		Cu. Yd.	65	
Concrete Structures		Cu. Yd.	17.2	
Reinforcement Bars, Epoxy Coated		Pound	2840	
Furnishing Metal Shell Piles 14"x 0.250"		Foot	315	
Driving Piles		Foot	315	
Test Pile Metal Shells		Each	1	

For details of Bar Splicers, see sheet 21 of 25.
For details of piles, see sheet 20 of 25.

NORTH ABUTMENT
STRUCTURE NO. 102-0068

DESIGNED	CTW
CHECKED	SEC
DRAWN	DP
CHECKED	SEC

AI-0 10-1-08

EFK•Moen, LLC
Civil Engineering Design
331 Salem Place
Suite 225
Fairview Heights, IL 62208
Phone 618-206-4250
Fax 618-206-4253

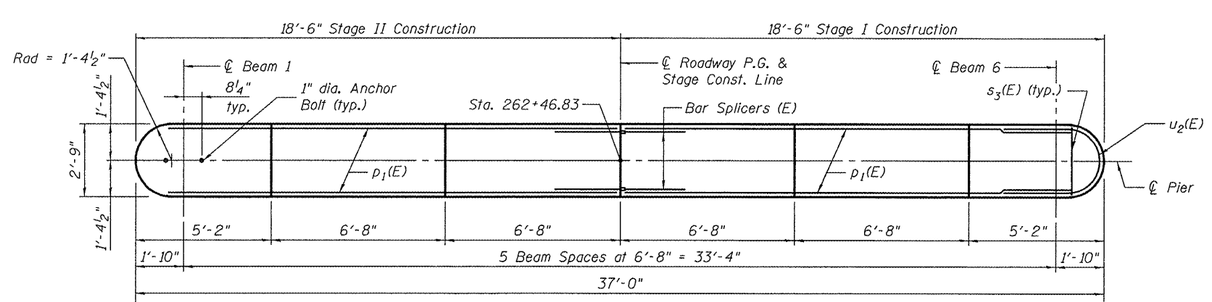
SHEET NO. 18	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	2370	29BR-1	WOODFORD	76	40
			CONTRACT NO. 68466		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

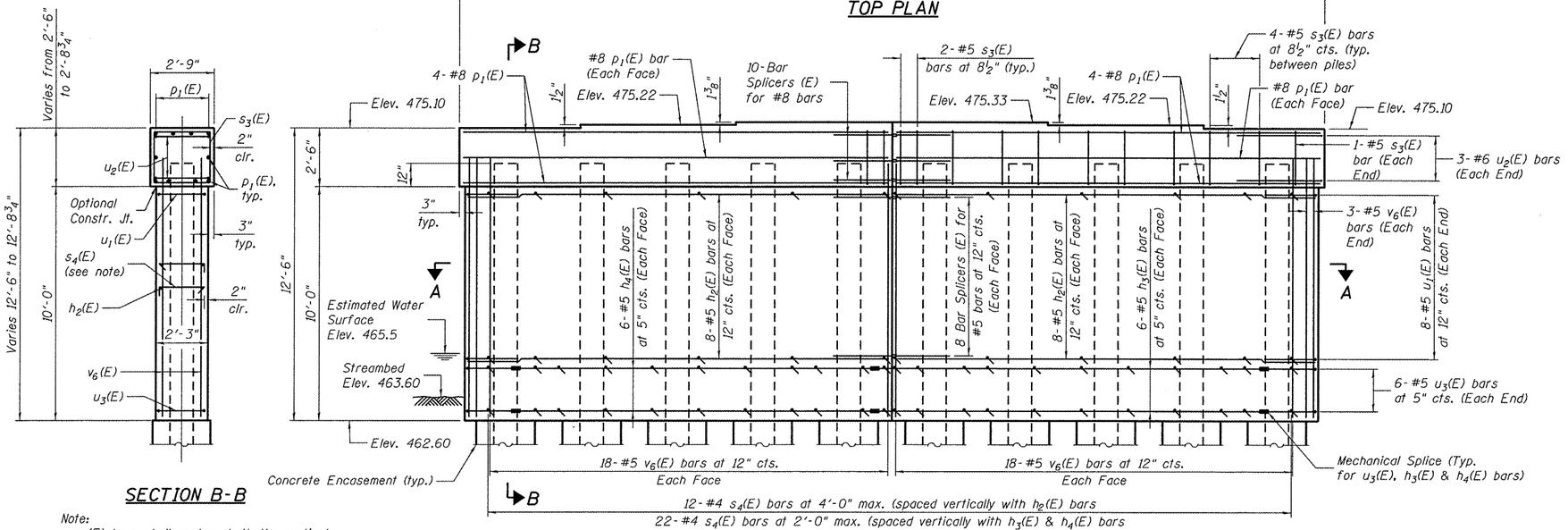
PILE DATA

Type: 14" Metal Shell with 0.312" walls
Nominal Required Bearing: 513 kips
Factored Resistance Available: 231 kips
Est. Length: 74'
No. Production Piles: 9
No. Test Piles: 1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



TOP PLAN

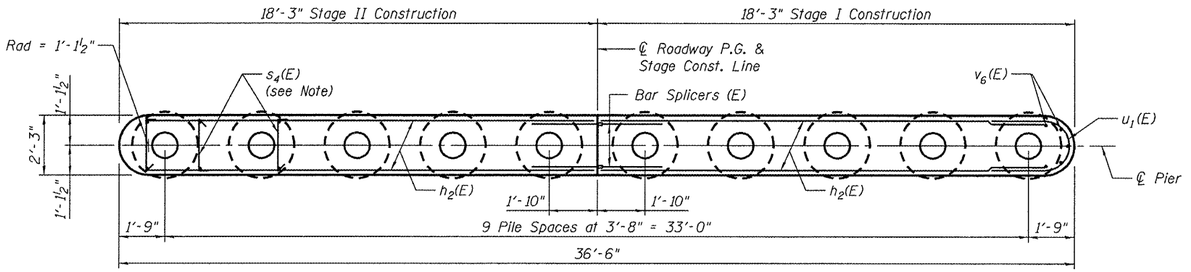


SECTION B-B

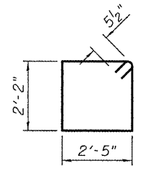
Note:
$s_4(E)$ bars shall enclose both the vertical and horizontal reinforcing bars. The position of the 90 and 135 degree hooked ends shall be alternated between adjacent bars as shown, both vertically and horizontally.

ELEVATION
(Looking North)

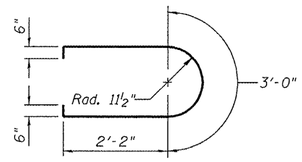
Notes:
For details of Bar Splicers, see sheet 21 of 25.
For details of piles and Concrete Encasement, see sheet 20 of 25.



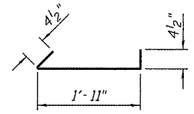
SECTION A-A



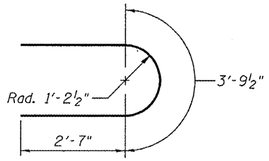
BARS $s_3(E)$



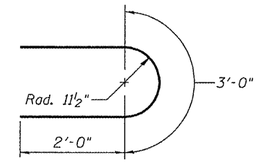
BAR $u_1(E)$



BAR $s_4(E)$



BAR $u_2(E)$



BAR $u_3(E)$

MIN. BAR LAP

#5 Bar = 3'-0"
#6 Bar = 3'-7"

PIER
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h_2(E)$	32	#5	17'-0"	
$h_3(E)$	12	#5	16'-0"	
$h_4(E)$	12	#5	14'-3"	
$p_1(E)$	20	#8	17'-0"	
$s_3(E)$	38	#5	10'-1"	
$s_4(E)$	228	#4	2'-8"	
$u_1(E)$	16	#5	8'-4"	
$u_2(E)$	6	#6	9'-0"	
$u_3(E)$	12	#5	7'-0"	
$v_6(E)$	78	#5	11'-1"	
Structure Excavation		Cu. Yd.	46	
Concrete Structures		Cu. Yd.	39.8	
Reinforcement Bars, Epoxy Coated		Pound	3870	
Furnishing Metal Shell Piles 14"x 0.312"		Foot	666	
Driving Piles		Foot	666	
Test Pile Metal Shells		Each	1	
Concrete Encasement		Cu. Yd.	5.5	
Mechanical Splice		Each	36	
Underwater Structure Excavation Protection		Each	1	

PIER
STRUCTURE NO. 102-0068

DESIGNED	SEC
CHECKED	CDL
DRAWN	DP
CHECKED	CDL

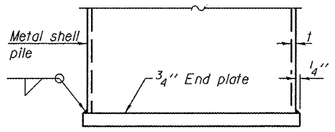
EFK•Moen, LLC
Civil Engineering Design
331 Salem Place
Suite 225
Fairview Heights, IL 62208
Phone 618-206-4250
Fax 618-206-4253

SHEET NO. 19	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	2370	29BR-1	WOODFORD	76	41
			CONTRACT NO. 68466		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

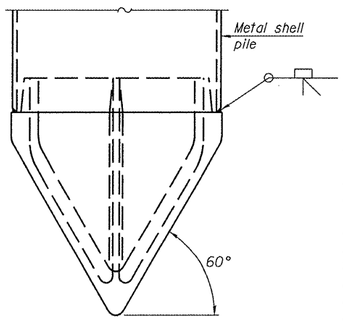
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE TABLE

Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd^3/ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361



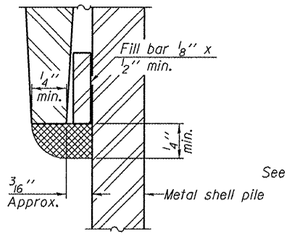
END PLATE ATTACHMENT



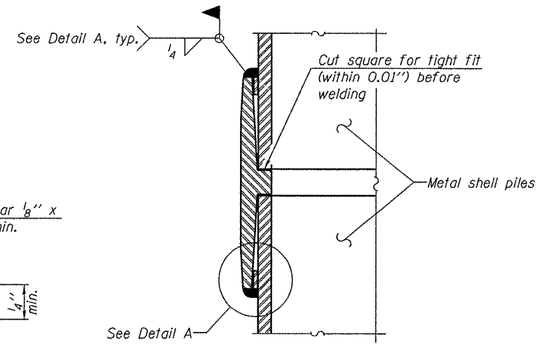
Note A:
When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld.

METAL SHELL PILE SHOE ATTACHMENT

(See Note A)

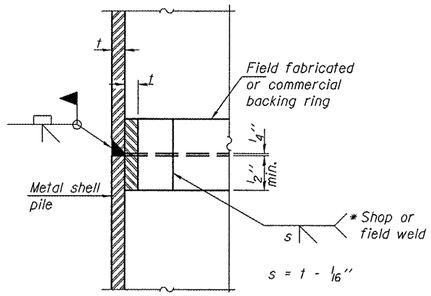


DETAIL A



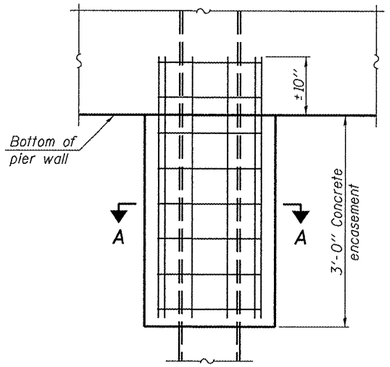
Notes:
The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.

WELDED COMMERCIAL SPLICE

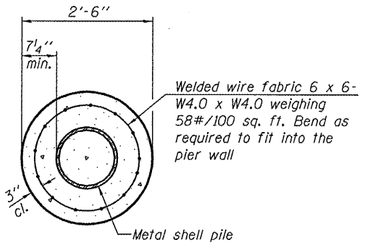


COMPLETE PENETRATION WELD SPLICE

* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



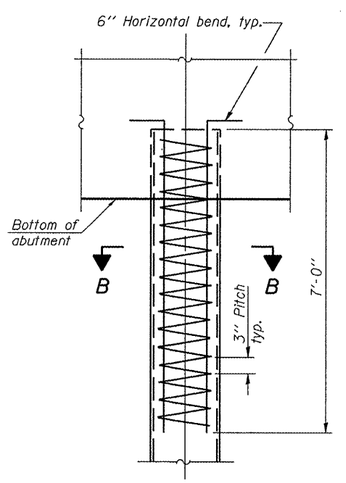
ELEVATION



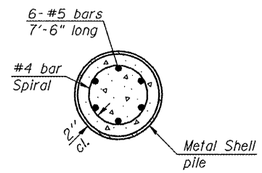
SECTION A-A

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

CONCRETE ENCASEMENT AT PIERS



ELEVATION



SECTION B-B

METAL SHELL REINFORCEMENT AT ABUTMENTS

Note:
The metal shell piles shall be according to ASTM A 252 Grade 3.

METAL SHELL PILE DETAILS
STRUCTURE NO. 102-0068

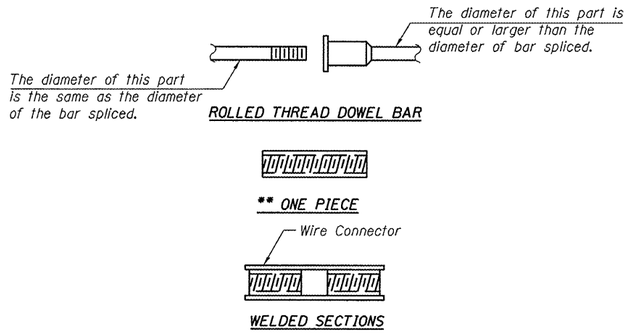
DESIGNED	CTW				
CHECKED	CDL				
DRAWN	DP				
CHECKED	CTW/CDL				

F-MS 10-1-08

EFK•Moen, LLC
Civil Engineering Design
331 Salem Place
Suite 225
Fairview Heights, IL 62208
Phone 618-206-4250
Fax 618-206-4253

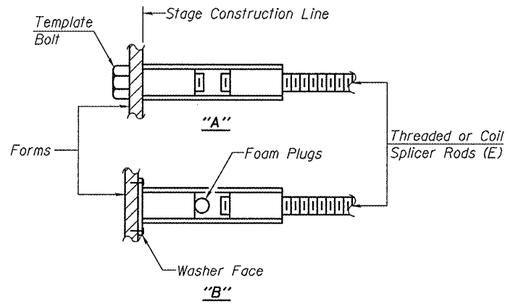
SHEET NO. 20	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	2370	29BR-1	WOODFORD	76	42
			CONTRACT NO. 68466		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BAR SPLICER ASSEMBLY ALTERNATIVES

**Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



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.

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

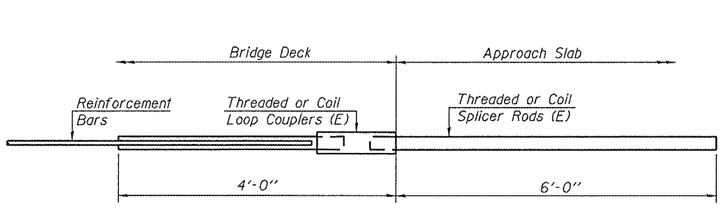
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

① Minimum Capacity (Tension in kips) = 1.25 x fy x A_t

② Minimum *Pull-out Strength (Tension in kips) = 0.66 x fy x A_t

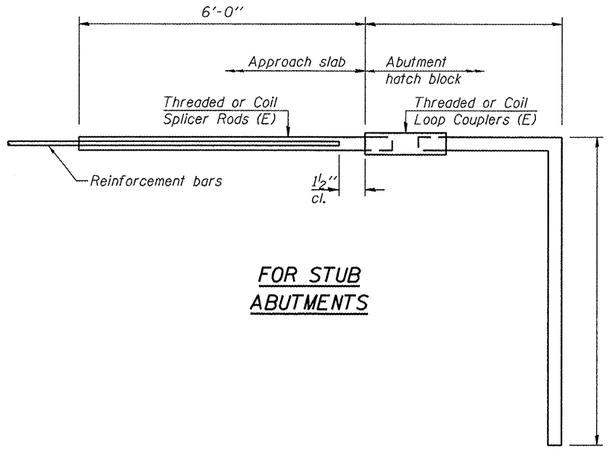
Where fy = Yield strength of lapped reinforcement bars in ksi.
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-2"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



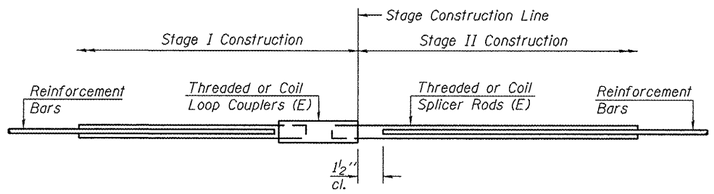
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 72



FOR STUB ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required =



STANDARD

Bar Size	No. Assemblies Required	Location
#5	401	Deck
#6	16	Diaphragms
#4	50	Appr. Slab
#5	92	Appr. Slab
#5	40	Appr. Footing
#6	24	Abutment
#5	16	Pier
#8	10	Pier

BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 102-0068

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW/CDL

BSD-1 10-1-08

EFK•Moen, LLC
Civil Engineering Design
331 Salem Place
Suite 225
Fairview Heights, IL 62208
Phone 618-206-4250
Fax 618-206-4253

SHEET NO. 21	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	2370	29BR-1	WOODFORD	76	43
			CONTRACT NO. 68466		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 6/30/08

ROUTE FAS 2370 (IL 26) DESCRIPTION IL 26 over Blue Creek@ S. edge of Spring Bay LOGGED BY SCI(BCR)

SECTION 29BR-1 LOCATION NW ¼, SEC. 12, TWP. 27N, RNG. 4W, 3rd PM, Latitude N40° 49' 09.5", Longitude W89° 31' 18.9"

COUNTY Woodford DRILLING METHOD CME 750 W/ HSA HAMMER TYPE Automatic

STRUCT. NO. 102-0039(exist) 102-0068(prop)
Station 262+40

BORING NO. 1 (S. Abut)
Station 261+78
Offset 36.00ft RT
Ground Surface Elev. 470.30 ft

Surface Water Elev. ft
Stream Bed Elev. 459.60 ft

Groundwater Elev.:
First Encounter 454.3 ft
Upon Completion 454.8 ft
After 19 Hrs. 454.1 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Fill: Medium Stiff, Brown SILTY LOAM
	4			
	5	0.9	20	
	5	S		
466.80				
	1			Stiff to Medium Stiff, Brown SILTY CLAY LOAM
-5	2	1.3	19	
	2	P		
				becomes dark brown
	1			
	2	0.8	16	
	2	S		
462.30				
	1			Soft, Dark Brown SANDY CLAY LOAM
	2	0.4	12	
-10	2	S		
459.80				
	2			Loose, Brown, Fine-Coarse SAND tr. fine gravel
458.55				
	4	0.5	10	Medium Stiff, Brown SANDY LOAM
	3	S		
	2			
456.05				
	5		10	Medium Dense, Brown,Fine-Coarse, SAND w/ some silt, clay & fine gravel
-15	6			
	3			
	8			
	10			grades to trace coarse gravel
451.30				
	10			
	7		15	
-20	8			
449.80				Medium Dense, Brown SANDY LOAM w/ tr. fine gravel (continued)
	2			
	3			Loose, Brown, Medium-Coarse SAND w/ some fine gravel
	4			
447.30				
	2			Loose, Brown, Fine-Coarse, SAND w/ some silt, clay & fine gravel, tr. coarse gravel
-25	6			
444.80				
	1			Loose, Brown, Medium-Coarse SAND w/ tr. fine gravel
	2			
	7			
442.30				
	5			Medium Dense, Brown, Fine-Coarse, SAND w/ tr. fine gravel & tr. to some silt & clay
	6			
-30	7			
438.30				
				Medium Dense, Brown, Medium-Coarse SAND w/ tr. fine gravel
	5			
	13			
-35	16			
433.30				
				Medium Dense to Very Dense, Brown, Fine-Medium SAND w/ tr. fine gravel
	4			
	9			
-40	16			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 6/30/08

ROUTE FAS 2370 (IL 26) DESCRIPTION IL 26 over Blue Creek@ S. edge of Spring Bay LOGGED BY SCI(BCR)

SECTION 29BR-1 LOCATION NW ¼, SEC. 12, TWP. 27N, RNG. 4W, 3rd PM, Latitude N40° 49' 09.5", Longitude W89° 31' 18.9"

COUNTY Woodford DRILLING METHOD CME 750 W/ HSA HAMMER TYPE Automatic

STRUCT. NO. 102-0039(exist) 102-0068(prop)
Station 262+40

BORING NO. 1 (S. Abut)
Station 261+78
Offset 36.00ft RT
Ground Surface Elev. 470.30 ft

Surface Water Elev. ft
Stream Bed Elev. 459.60 ft

Groundwater Elev.:
First Encounter 454.3 ft
Upon Completion 454.8 ft
After 19 Hrs. 454.1 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Medium Dense to Very Dense, Brown, Fine-Medium SAND w/ tr. fine gravel (continued)
	6			
	12			
-45	20			
	7			
	18			
-50	37			
416.30				
	19			Very Dense to Dense, Grayish-Brown, Fine SAND
	52			
-55	91			
	11			
	18			
-60	39			
	5			Very Dense to Dense, Grayish-Brown, Fine SAND (continued)
	13			
-65	31			
	9			
	13			
400.80				
-70	19			Dense, Brown, Fine-Coarse SAND w/ trace coarse gravel
398.30				
	14			Very Dense, Brown, Fine-Medium SAND w/ trace fine gravel
	36			
-75	52			
	19			
	46			
-80	47			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW/CDL

BORING LOGS (1 OF 5)
STRUCTURE NO. 102-0068

EFK•Moen, LLC
Civil Engineering Design
331 Salem Place
Suite 225
Fairview Heights, IL 62208
Phone 618-206-4250
Fax 618-206-4253

SHEET NO. 22
26 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	44
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 3 of 3

Date 6/30/08

ROUTE FAS 2370 (IL 26) DESCRIPTION IL 26 over Blue Creek@ S. edge of Spring Bay LOGGED BY SCI(BCR)

SECTION 29BR-1 LOCATION NW ¼, SEC. 12, TWP. 27N, RNG. 4W, 3rd PM, Latitude N40° 49' 09.5", Longitude W89° 31' 18.9"

COUNTY Woodford DRILLING METHOD CME 750 W/ HSA HAMMER TYPE Automatic

STRUCT. NO. 102-0039(exist) 102-0068(prop)
Station 262+40

BORING NO. 1 (S. Abut)
Station 261+78
Offset 36.00ft RT
Ground Surface Elev. 470.30 ft

Surface Water Elev. ft
Stream Bed Elev. 459.60 ft

Groundwater Elev.:
First Encounter 454.3 ft
Upon Completion 454.8 ft
After 19 Hrs. 454.1 ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Very Dense, Brown, Fine-Medium SAND w/ trace fine gravel (continued)				
386.30		21		
Very Dense, Brown, Fine-Medium SAND w/ coarse gravel & cobbles	-85	63 111		
383.80				
Gray CLAYSHALE		41 100@6"		14
	-90	31 100@5"		13
becomes dark gray		35 100@5"		12
375.88				
End of Boring	-95			
	-100			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 3

Date 6/24/08

ROUTE FAS 2370 (IL 26) DESCRIPTION IL 26 over Blue Creek@ S. edge of Spring Bay LOGGED BY SCI(BCR)

SECTION 29BR-1 LOCATION NW ¼, SEC. 12, TWP. 27N, RNG. 4W, 3rd PM, Latitude N40° 49' 10.0", Longitude W89° 31' 19.2"

COUNTY Woodford DRILLING METHOD CME 750 W/HSA & Rotary HAMMER TYPE Automatic

STRUCT. NO. 102-0039(exist) 102-0068(prop)
Station 262+40

BORING NO. 2 (PIER)
Station 262+29
Offset 25.00ft RT
Ground Surface Elev. 460.50 ft

Surface Water Elev. 460.50 ft
Stream Bed Elev. 459.60 ft

Groundwater Elev.:
First Encounter 450.5 ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Coarse SAND, GRAVELS, COBBLES and BOULDERS				
459.50				
Loose to Medium Dense, Brown SANDY LOAM		4		
		4 5		6
grades to trace coarse gravel		4		
	-5	6 7		6
455.00				
Medium Dense, Brown, Coarse SAND some fine gravel w/ tr. silt/clay		4		
		8 6		9
452.50				
Very soft, Brown SANDY CLAY w/ tr. fine gravel		1		
		1 1	0.2 B	15
	▼-10			
450.00				
Loose, Brown SANDY LOAM (fine to coarse sand, some silt, clay & fine gravel)		3		
		4 3		13
447.50				
Loose, Brown, Coarse SAND some fine gravel		3		
		3 3		
begin mud rotary drilling	-15			
445.00				
Dense, Fine to Coarse GRAVEL w/ tr. fine to cse sand		8		
		21 15		
		2		
441.50		7		
Medium Dense, Brown, Fine to Medium SAND w/ trace fine gravel	-20	9 13		

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
440.00				
Medium Dense, Brown, Fine to Coarse SAND w/ some fine gravel		2		
		6 8		
		8		
return to auger drilling				
		3		
		10 8		
grades to trace coarse gravel	-25			
		3		
		6 9		
grades to trace fine gravel				
		8		
431.00		13		
Loose to Medium Dense, Brown, Fine to Medium SAND	-30	10		
		2		
		5 7		
	-35			
		1		
		2 6		
	-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW/CDL

BORING LOGS (2 OF 5)
STRUCTURE NO. 102-0068

EFK•Moen, LLC
Civil Engineering Design
331 Salem Place
Suite 225
Fairview Heights, IL 62208
Phone 618-206-4250
Fax 618-206-4253

SHEET NO. 23
26 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	45
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 2 of 3

Date 6/24/08

ROUTE FAS 2370 (IL 26) DESCRIPTION IL 26 over Blue Creek@ S. edge of Spring Bay LOGGED BY SCI(BCR)

SECTION 29BR-1 LOCATION NW ¼, SEC. 12, TWP. 27N, RNG. 4W, 3rd PM, Latitude N40° 49' 10.0", Longitude W89° 31' 19.2"

COUNTY Woodford DRILLING METHOD CME 750 W/HSA & Rotary HAMMER TYPE Automatic

STRUCT. NO. 102-0039(exist) 102-0068(prop)
Station 262+40

BORING NO. 2 (PIER)
Station 262+29
Offset 25.00ft RT
Ground Surface Elev. 460.50 ft

Surface Water Elev. 460.50 ft
Stream Bed Elev. 459.60 ft

Groundwater Elev.:
First Encounter 450.5 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Loose to Medium Dense, Brown, Fine to Medium SAND (continued)
	8			
-45	18 21			
				becomes finer grained
	10			
-50	20 24			
	7			
-55	15 18			
403.50				Dense to Very Dense, Brown, Fine to Coarse SAND w/ trace fine gravel
	7			
-60	15 22			
				Dense to Very Dense, Brown, Fine to Coarse SAND w/ trace fine gravel (continued)
-65				
	10			
-70	24 45			
385.50 -75				Very Dense, GRAVELS, COBBLES & possible BOULDERS
	29			
-80	50 21			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 3 of 3

Date 6/24/08

ROUTE FAS 2370 (IL 26) DESCRIPTION IL 26 over Blue Creek@ S. edge of Spring Bay LOGGED BY SCI(BCR)

SECTION 29BR-1 LOCATION NW ¼, SEC. 12, TWP. 27N, RNG. 4W, 3rd PM, Latitude N40° 49' 10.0", Longitude W89° 31' 19.2"

COUNTY Woodford DRILLING METHOD CME 750 W/HSA & Rotary HAMMER TYPE Automatic

STRUCT. NO. 102-0039(exist) 102-0068(prop)
Station 262+40

BORING NO. 2 (PIER)
Station 262+29
Offset 25.00ft RT
Ground Surface Elev. 460.50 ft

Surface Water Elev. 460.50 ft
Stream Bed Elev. 459.60 ft

Groundwater Elev.:
First Encounter 450.5 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Gray CLAYSHALE
	31			
	100@8"		14	
-85	37			Auger refusal @ 84.5'
375.00	100@5"		15	End of Boring
-90				
-95				
-100				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW/CDL

BORING LOGS (3 OF 5)
STRUCTURE NO. 102-0068

EFK•Moen, LLC
Civil Engineering Design
331 Salem Place
Suite 225
Fairview Heights, IL 62208
Phone 618-206-4250
Fax 618-206-4253

SHEET NO. 24	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	2370	29BR-1	WOODFORD	76	46
			CONTRACT NO. 68466		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 6/26/08

ROUTE FAS 2370 (IL 26) DESCRIPTION IL 26 over Blue Creek@ S. edge of Spring Bay LOGGED BY SCI(BCR)

SECTION 29BR-1 LOCATION NW ¼, SEC. 12, TWP. 27N, RNG. 4W, 3rd PM, Latitude N40° 49' 10.8", Longitude W89° 31' 19.3"

COUNTY Woodford DRILLING METHOD CME 750 W/HSA HAMMER TYPE Automatic

STRUCT. NO. 102-0039(exist) 102-0068(prop)
Station 262+40
BORING NO. 3 (N. Abut)
Station 263+08
Offset 10.00ft RT
Ground Surface Elev. 477.00 ft

Surface Water Elev. ft
Stream Bed Elev. 459.60 ft
Groundwater Elev.:
First Encounter 454.0 ft
Upon Completion 454.5 ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
476.25				Asphalt Pavement 9"
	4			Fill: Medium Dense, Brown, Fine to Medium SANDY LOAM w/ trace fine gravel
	5	1.3	11	
	9	P		
474.00				Fill: Medium Dense, Brown, Fine to Medium SAND w/ trace fine gravel
	2			
	12		7	
-5	14			
471.50				Fill: Medium Dense, Brown, Fine to Medium SANDY LOAM w/ trace fine gravel
	4			
470.00	11		10	
	8			Fill: Gray SILTY CLAY LOAM
469.00				Fill: Stiff, Dark Brown SILTY CLAY LOAM
	1			
	2	1.5	24	
-10	4	P		
466.50				Fill: Loose, Brown, Fine to Medium SANDY LOAM w/ trace fine gravel
	3			
465.00	3	1.8	20	
	4	P		Fill: Stiff, Dark Brown SILTY CLAY LOAM
464.00				Medium Stiff, Brown SANDY CLAY
	0			
	2	0.6	55	
-15	3	S		
	1			
	1	0.5	15	
	2	S		
459.00				Very Loose, Brown SANDY LOAM
	1			
	2		11	
-20	2			
456.50				Very Loose, Brown SANDY LOAM (continued)
	4			Loose to Medium Dense, Brown, Fine to Coarse SAND w/ trace fine gravel, silt & clay
	5		11	
	10			
	3			
	5			
-25	5			
				grades to some fine gravel
	6			
	6			
	7			
				coarse sand content increases
	3			
	3			
-30	4			
	3			
	5			
-35	7			
	4			
	9			grades to trace fine gravel
-40	12			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 6/26/08

ROUTE FAS 2370 (IL 26) DESCRIPTION IL 26 over Blue Creek@ S. edge of Spring Bay LOGGED BY SCI(BCR)

SECTION 29BR-1 LOCATION NW ¼, SEC. 12, TWP. 27N, RNG. 4W, 3rd PM, Latitude N40° 49' 10.8", Longitude W89° 31' 19.3"

COUNTY Woodford DRILLING METHOD CME 750 W/HSA HAMMER TYPE Automatic

STRUCT. NO. 102-0039(exist) 102-0068(prop)
Station 262+40
BORING NO. 3 (N. Abut)
Station 263+08
Offset 10.00ft RT
Ground Surface Elev. 477.00 ft

Surface Water Elev. ft
Stream Bed Elev. 459.60 ft
Groundwater Elev.:
First Encounter 454.0 ft
Upon Completion 454.5 ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Loose to Medium Dense, Brown, Fine to Coarse SAND w/ trace fine gravel, silt & clay (continued)
435.00				Medium Dense, Brown, Fine to Medium SAND
	2			
	7			
-45	9			
				grades to trace fine gravel
	4			
	8			
-50	11			
425.00				Medium Dense, Brown, Fine to Coarse SAND w/ some fine gravel
	5			
	7			
-55	11			
420.00				Medium Dense to Very Dense, Brown, Fine to Medium SAND w/ trace fine gravel
	6			
	15			
-60	24			
				Medium Dense to Very Dense, Brown, Fine to Medium SAND w/ trace fine gravel (continued)
	3			grades to finer sand
	6			
-65	12			
	4			
	8			
-70	18			
				grades to trace fine gravel
	5			
	14			grades to finer sand
-75	25			
	9			No recovery, possible gravels, cobbles & sand
	21			
-80	31			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW/CDL

BORING LOGS (4 OF 5)
STRUCTURE NO. 102-0068

EFK • Moen, LLC
Civil Engineering Design
331 Salem Place
Suite 225
Fairview Heights, IL 62208
Phone 618-206-4250
Fax 618-206-4253

SHEET NO. 25
26 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	47
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 6/26/08

ROUTE FAS 2370 (IL 26) DESCRIPTION IL 26 over Blue Creek@ S. edge of Spring Bay LOGGED BY SCI(BCR)

SECTION 29BR-1 LOCATION NW ¼, SEC. 12, TWP. 27N, RNG. 4W, 3rd PM.
Latitude N40° 49' 10.8", Longitude W89° 31' 19.3"

COUNTY Woodford DRILLING METHOD CME 750 W/HSA HAMMER TYPE Automatic

STRUCT. NO. 102-0039(exist) 102-0068(prop)
Station 262+40

BORING NO. 3 (N. Abut)
Station 263+08
Offset 10.00ft RT
Ground Surface Elev. 477.00 ft

Surface Water Elev. ____ ft
Stream Bed Elev. 459.60 ft

Groundwater Elev.:
First Encounter 454.0 ft ▼
Upon Completion 454.5 ft ▽
After ____ Hrs. ____ ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Medium Dense to Very Dense, Brown, Fine to Medium SAND w/ trace fine gravel (continued)				
	-85			
391.00				
Cobbles, Gravel & Sand				
augers rattling on possible cobbles, gravel & sand		14		
		41		
	-90	90		
easier drilling @ 92'				
383.50				
Gray CLAYSHALE				
hard drilling @ 93.5'		42		
	-95	100@3"		14
Auger refusal @ 96.5'				
		34		
379.75		100@3"		13
End of Boring				
	-100			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW/CDL

BORING LOGS (5 OF 5)
STRUCTURE NO. 102-0068

EFK•Moen, LLC
Civil Engineering Design
331 Salem Place
Suite 225
Fairview Heights, IL 62208
Phone 618-206-4250
Fax 618-206-4253

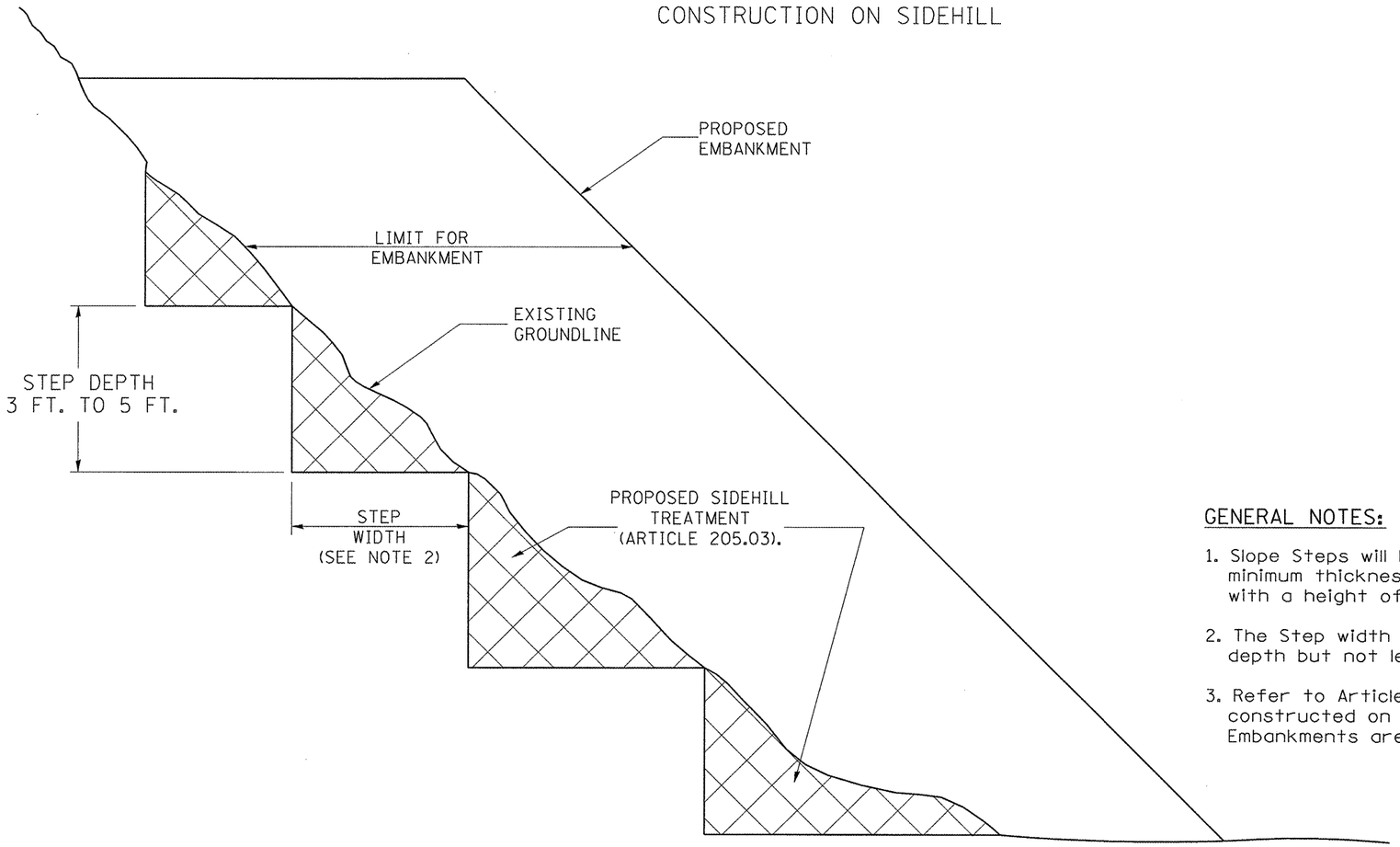
SHEET NO. 26	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	2370	29BR-1	WOODFORD	76	48
			CONTRACT NO. 68466		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68466

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	49
STA. 258+25.00		TO STA.269+35.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SLOPE STEPS DETAIL

TYPICAL CROSS-SECTION EMBANKMENT CONSTRUCTION ON SIDEHILL



GENERAL NOTES:

1. Slope Steps will be required for all 12(300) minimum thickness "silver fills" and on a fills with a height of 10'(3.0m).
2. The Step width shall be twice the Step depth but not less than 6 feet.
3. Refer to Article 205.03 for Embankment to be constructed on Hillside or Slopes, or if existing Embankments are to be widened.

DESIGNER NOTE:

1. EACH PROJECT SHOULD BE REVIEWED INDEPENDENTLY FOR TREATMENT REQUIRED.
2. REFER TO THIS DETAIL WITH NOTE ON APPLICABLE TYPICAL SECTIONS.

REPLACEMENT MATERIAL:

STANDARD EMBANKMENT (IN ACCORDANCE WITH 205 OF THE STANDARD SPECIFACATION).

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

DATE	REVISIONS	BY
1-1-97	RENUM. L-5.03, NEW REVISION BOX, REVISED TITLE BOX, REVISED GENERAL NOTES.	T.P.
10-16-06	REVISED TO 2007 SPEC.	M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

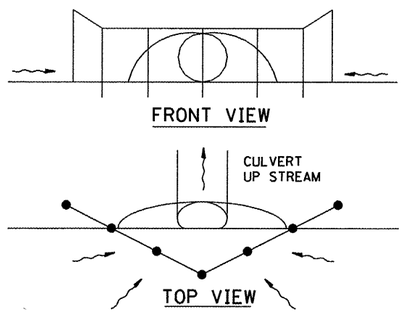
SLOPE STEPS DETAIL

CADD STD. NO. 205001-D4
SCALE: NOT DRAWN TO SCALE
DRAWN BY CADD
CHECKED BY

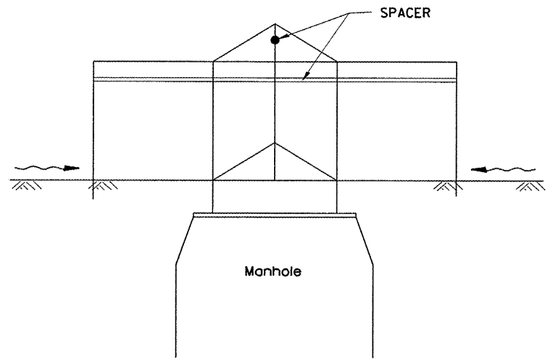
205001-D4

CONTRACT NO. 68466

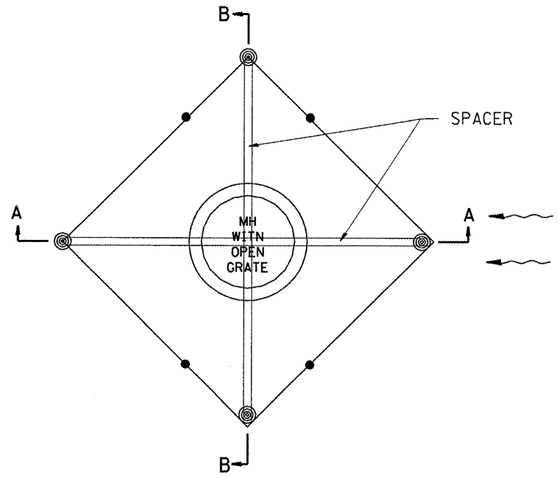
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	50
STA. 258+25.00		TO STA.269+35.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



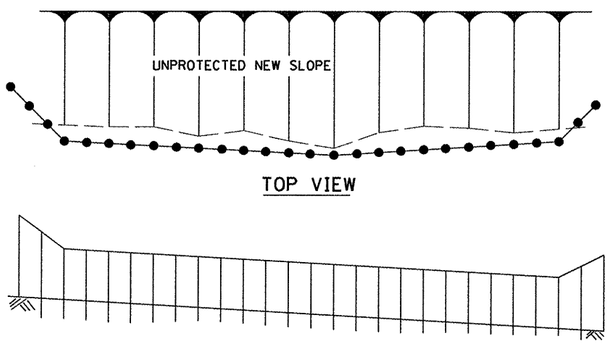
UPSTREAM PIPE CULVERT EROSION CONTROL



SIDE VIEW
A-A

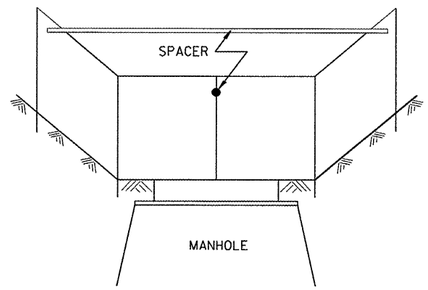


TOP VIEW



TOP VIEW

FRONT VIEW



Front View
B-B

EROSION CONTROL
AT
OPEN GRATE MAN HOLE

Designer NOTES:
1. Designer to modify this Special Detail sheet, as needed, for inclusion in plans.
2. Include Highway Standard 280001 "TEMPORARY EROSION CONTROL SYSTEM."

GENERAL NOTES:

1. This work shall be performed in accordance with Sections 280 & 1081, of the Standard Specifications.
2. Additional Timber or Metal Post shall be installed, as needed.

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

DATE	REVISIONS	BY
1-1-97	RENUM. A-12.05, NEW REVISION BOX	T.P.
3-11-03	ELIMINATED SILT FENCE DITCH CHECK	M.M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION

SPECIAL DETAIL SHEET

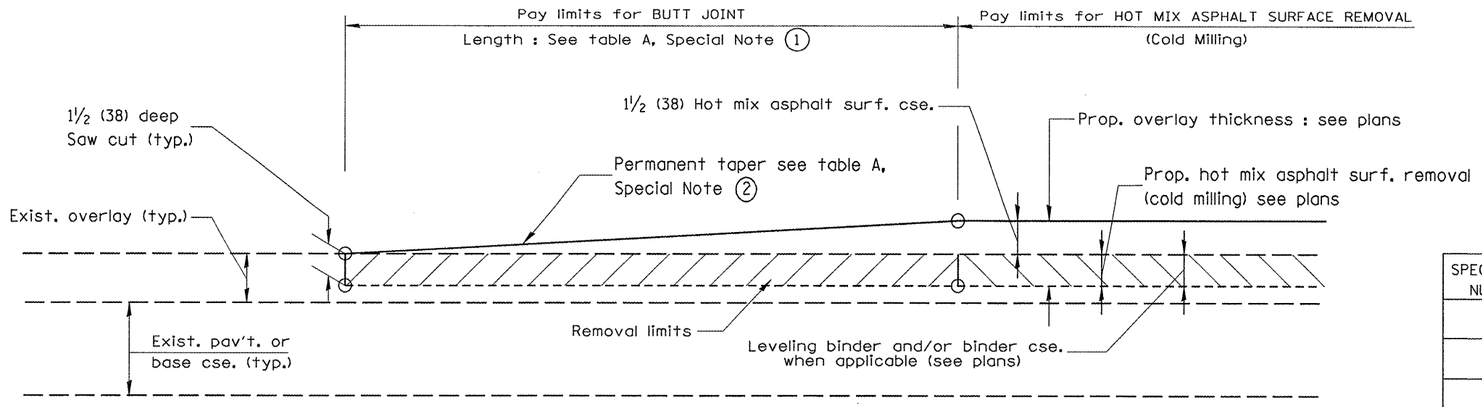
TYPICAL APPLICATION
OF
SILT FILTER FENCE

CADD DETAIL 280001-D4 DRAWN BY CADD
SCALE: NOT DRAWN TO SCALE CHECKED BY

280001-D4

CONTRACT NO. 68466

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	51
STA. 258+25.00		TO STA.269+35.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

TABLE A

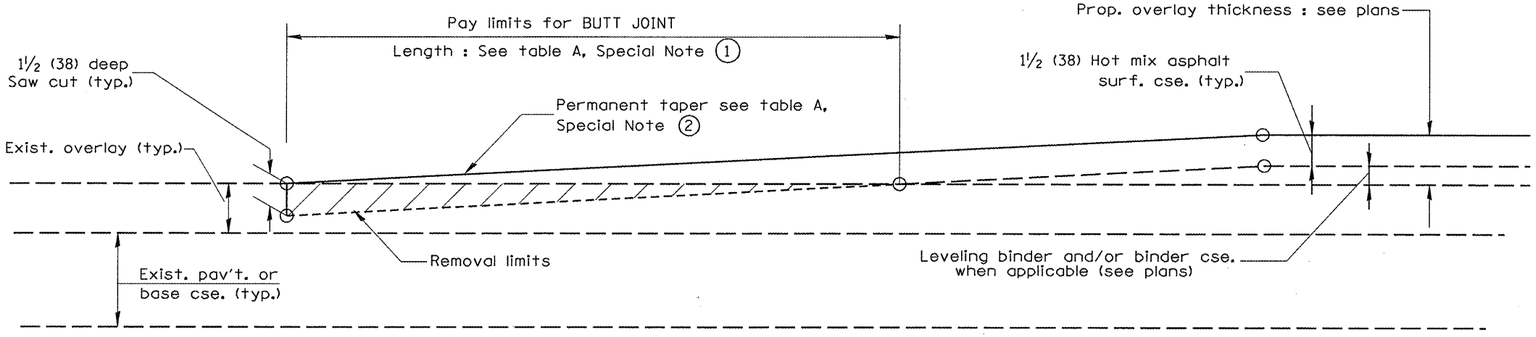
(LENGTHS AND TAPER RATES)

SPECIAL NOTE NUMBER	ELEMENT	MAINLINE INTERSTATES & 4-LANE EXPRESSWAYS	ALL OTHERS
(1)	LENGTH OF BUTT JOINT	60'(18.0 m)	30'(9.0 m)
(2)	PERMANENT TAPER RATE	1:480	1:240
(3)	TEMPORARY RAMP TAPER RATE	1:80	1:40
(4)	TEMPORARY RAMP LENGTH	10'(3.0 m)	5'(1.5 m)
(5)	LENGTH OF BUTT JOINT	10'(3.0 m)	10'(3.0 m)

GENERAL NOTES

1. The work shall be done in accordance with Article 406.08 and the Special Provision for Butt Joints.
2. The pavement surface to be removed may be either bituminous or P.C. concrete. The work shall be performed in accordance with Article 440.04 and the Special Provisions for Butt Joints.
3. The saw cut joints shall be primed just prior to the placing of bituminous material. The work will be in accordance with the applicable portions of Article 406.05.

DESIGNER NOTES:
1. Include District Special Provision for Butt Joints & for Hot Mix Asphalt Removal (Cold Milling).
2. The butt joints pay item includes the saw cut & temporary ramp. Payment for the Butt Joint applies whether or not the project features Hot Mix Asphalt Removal (Cold Milling).



CASE 2 : NO HOT MIX ASHALT SURFACE REMOVAL (COLD MILLING)

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

DATE	REVISIONS	BY
1-1-97	RENUM. C-23.01, NEW REVISION BOX	T.P.
4-1-97	CORRECTION TO DEPTH	J.A.
9-15-05	REVISED DESIGNER NOTE	M.M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

BUTT JOINTS

CADD STD NO. 406101-D4 SHEET 1 OF 3

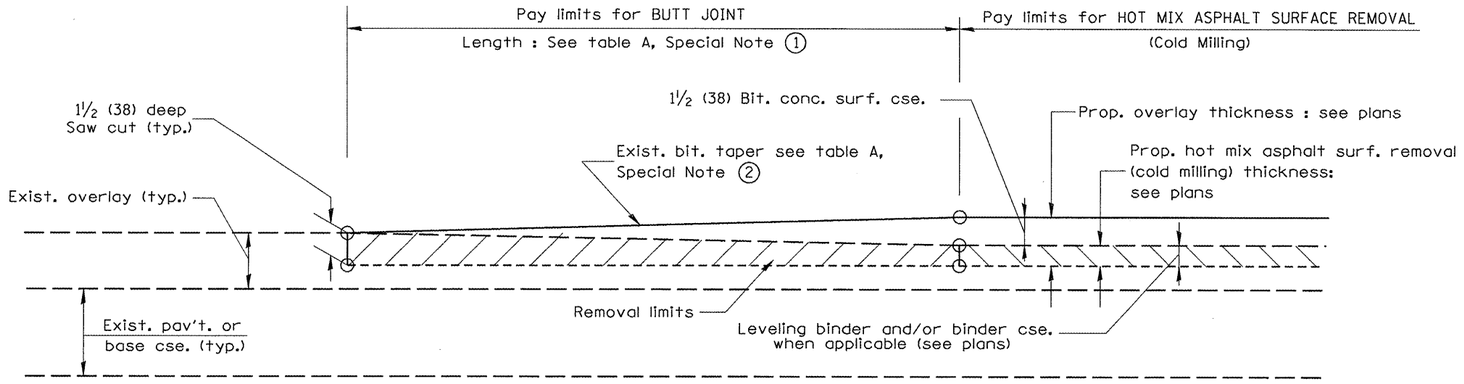
SCALE: NOT DRAWN TO SCALE DRAWN BY CADD

DATE CHECKED BY

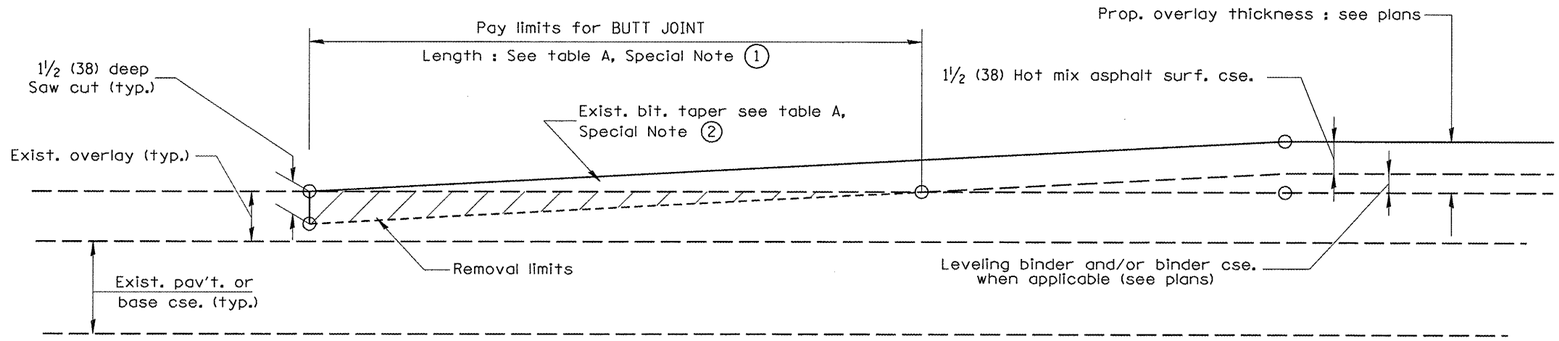
406101-D4 (1)

CONTRACT NO. 68466

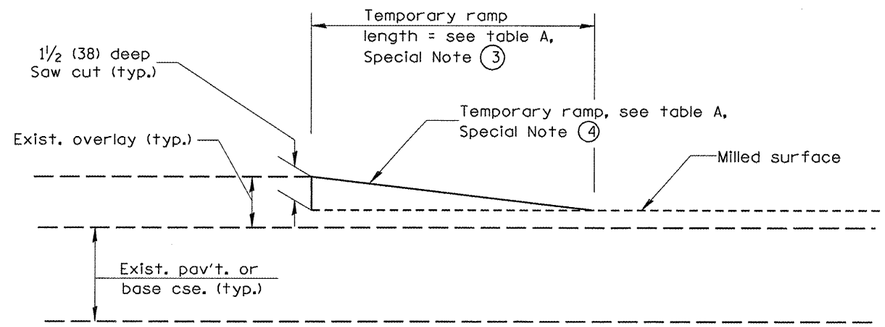
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	52
STA. 258+25.00		TO STA.269+35.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



CASE 3 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING) TIE-IN TO EXISTING BITUMINOUS TAPER



CASE 4 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING) TIE-IN TO EXISTING BITUMINOUS TAPER



DETAIL TEMPORARY RAMP

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

BUTT JOINTS

CADD STD NO. 406101-D4 SHEET 2 OF 3

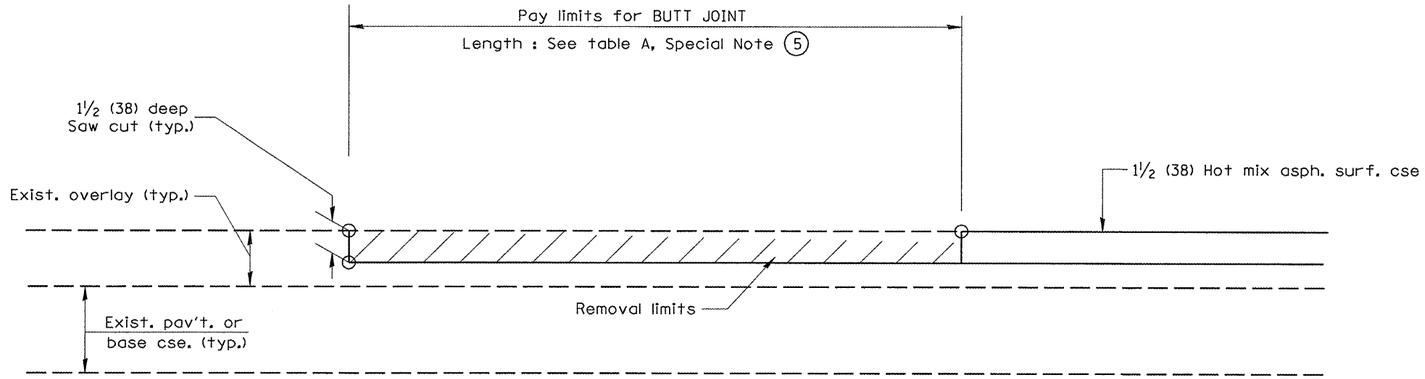
SCALE: NOT DRAWN TO SCALE DRAWN BY CADD

CHECKED BY

406101-D4 (2)

CONTRACT NO. 68466

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	53
STA. 258+25.00		TO STA.269+35.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



CASE 5 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

BUTT JOINTS

CADD STD NO. 406101-D4 SHEET 3 OF 3

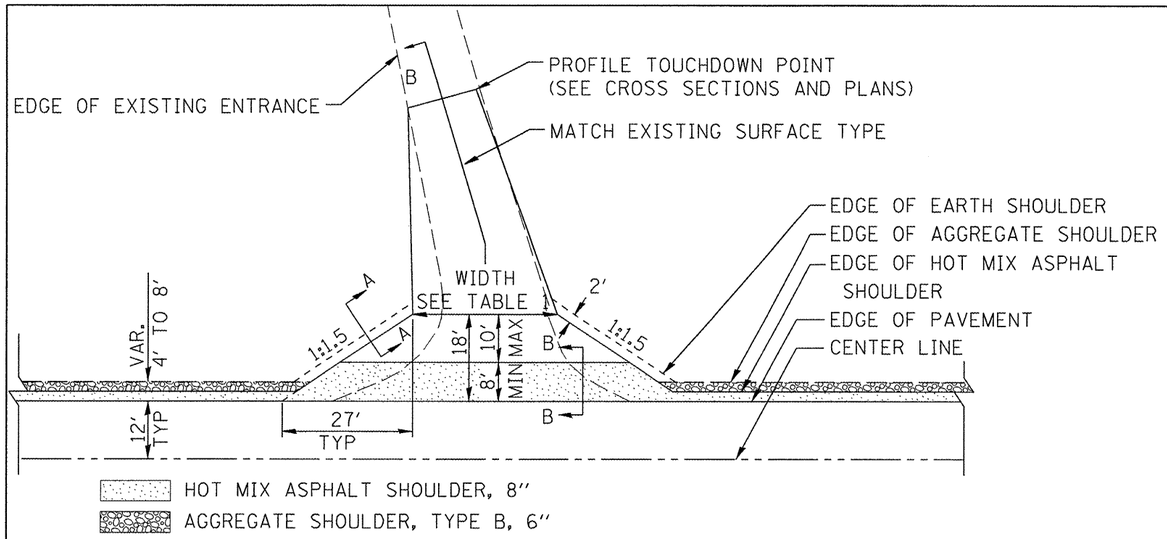
SCALE: NOT DRAWN TO SCALE DRAWN BY CADD

CHECKED BY

406101-D4 (3)

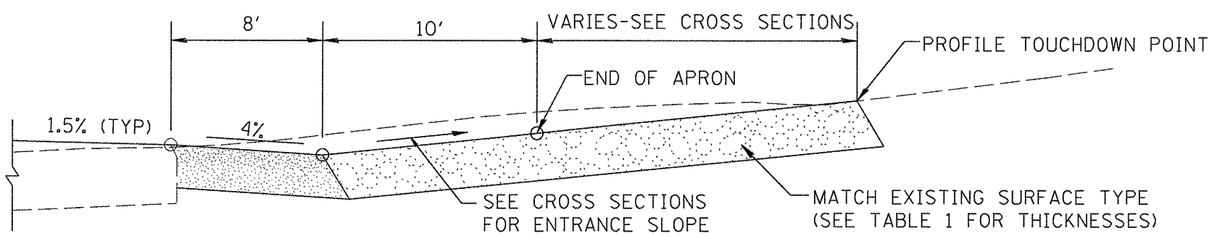
CONTRACT NO. 68466

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	54
STA. 258+25.00		TO STA.269+35.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN

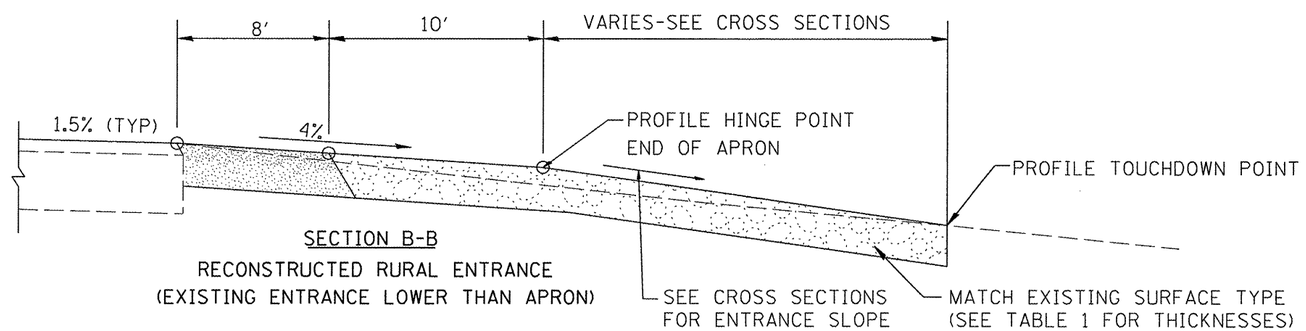
COMMERCIAL / FARM-RELATED ENTRANCE



SECTION B-B

RECONSTRUCTED RURAL ENTRANCE

(EXISTING ENTRANCE HIGHER THAN APRON)



SECTION B-B

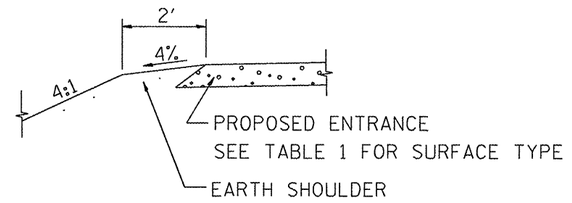
RECONSTRUCTED RURAL ENTRANCE

(EXISTING ENTRANCE LOWER THAN APRON)

TABLE 1

RURAL ENTRANCE DESIGN

ELEMENT	NON-COMMERCIAL		NON-COMMERCIAL W/ LARGE FARM EQUIPMENT		COMMERCIAL			
					1-WAY OPERATION		2-WAY OPERATION	
WIDTH (W)	12'(3.6m) Min.	24'(7.2m) Max.	20' (6.1m)Max.	30' (9.0m)Max.	14'(4.3m) Min.	24'(7.2m) Max.	24'(7.2m) Min.	35'(10.7m) Max.
FLARE	1:1.5							
MAX. GRADE (G)	12%		12%		10%			
SURFACE TYPE								
INCIDENTAL HOT MIX ASPHALT SURFACING	6"		—		8"			
AGGREGATE SURFACE COURSE	6"		8"		8"			
PCC DRIVEWAY PAVEMENT	6"		—		7"			



SECTION A-A

SHOULDER TREATMENT FOR RURAL ENTRANCES

GENERAL NOTES

1. ENTRANCES SHALL SLOPE AWAY FROM THE PAVEMENT AT A RATE EQUAL TO THE SHOULDER SLOPE FOR A MINIMUM DISTANCE OF 8'.

2. A MINIMUM 8' PAVED SHOULDER SHALL BE CONSTRUCTED BETWEEN LOCATIONS WHERE THE RURAL ENTRANCE IS LESS THAN 50' FROM AN ADJACENT SIDEROAD, ENTRANCE OR MAILBOX TURNOUT.

3. A TAPER RATE OF 5:1 IS DESIRABLE WHEN TRANSITING FROM THE RURAL ENTRANCE WIDTH SHOWN IN TABLE 1, TO THE EXISTING ENTRANCE WIDTH.

DATE	REVISIONS	BY
1-1-97	RENUM. C-103.06, NEW REVISION BOX	T.P.
7-1-97	REVISE DESIGNER NOTES	J.A.
1-17-03	ADJUST DESIGN, CHANGE ENTRANCE	JATR
9-15-05	RADIUS FOR FLARE	M.M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

RURAL ENTRANCES FOR "3R" PROJECTS

SHEET 1 OF 2

CADD STD NO. 406301-D4

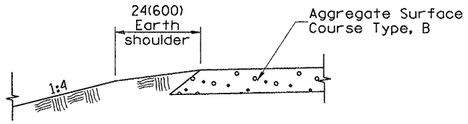
SCALE: NOT DRAWN TO SCALE — DRAWN BY CADD

DATE — CHECKED BY: T. PICKERING

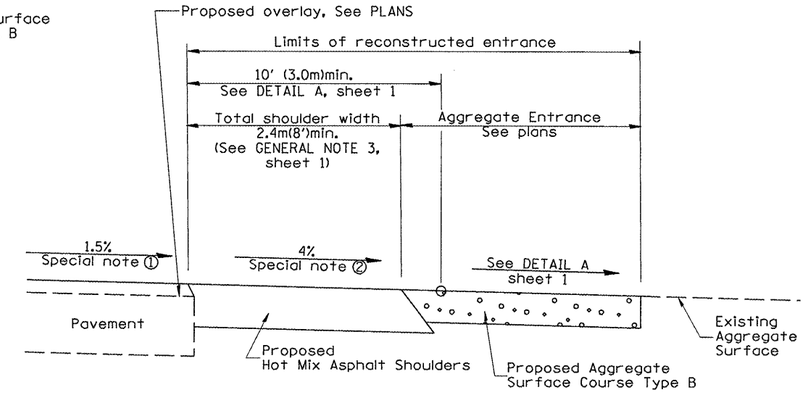
406301-D4(1)

CONTRACT NO. 68466

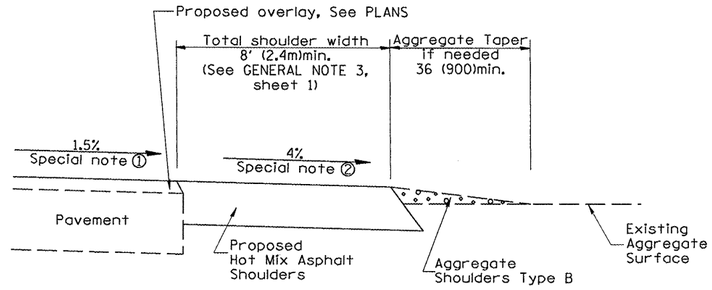
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	55
STA. 258+25.00		TO STA. 269+35.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



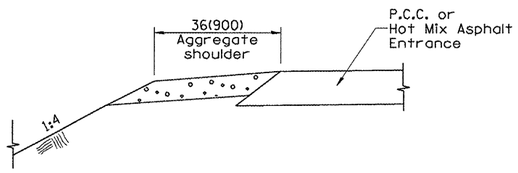
SECTION A-A
SHOULDER TREATMENT FOR AGGREGATE ENTRANCES



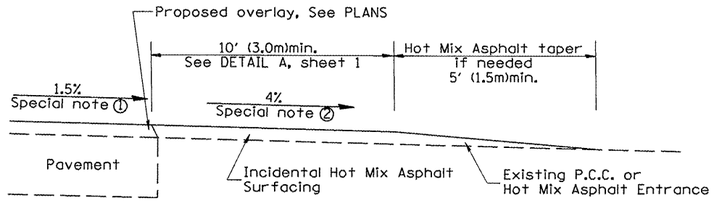
SECTION B-B
RECONSTRUCTED AGGREGATE ENTRANCE



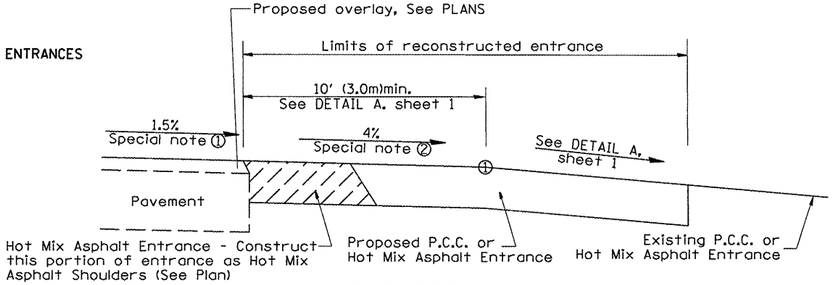
SECTION B-B
EXISTING AGGREGATE ENTRANCE



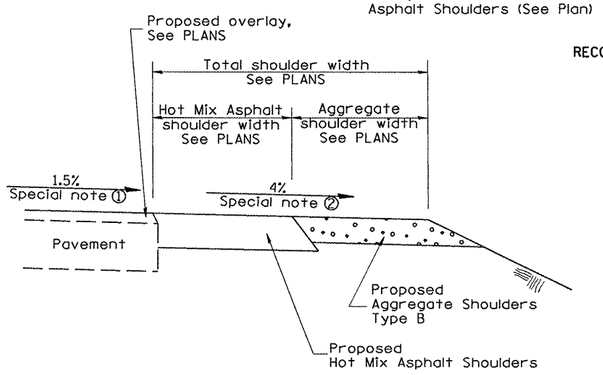
SECTION C-C
SHOULDER TREATMENT FOR P.C.C. OR HOT MIX ASPHALT ENTRANCES



SECTION D-D
EXISTING P.C.C. OR HOT MIX ASPHALT ENTRANCE



SECTION D-D
RECONSTRUCTED P.C.C. OR HOT MIX ASPHALT ENTRANCE



SECTION E-E
MAINLINE SHOULDER TREATMENT

SPECIAL NOTES

① The mainline pavement cross-slope is 1.5% for tangent alignment. See PLANS for cross-slope on superelevated horizontal curves.

② The shoulder slope shall control the entrance profile for a distance of 10' (3.0m) minimum from the pavement edge. The shoulder cross-slope is 4% for tangent alignment. Through superelevated curves, the maximum pavement-shoulder breakover should not be greater than 10% for shoulders 6' (1.8m) and wider and 12% for shoulders 4' (1.2m) and less. Where 12' (366cm) paved shoulders are provided, the breakover should be at the edge of the paved shoulder rather than at the pavement edge.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

RURAL ENTRANCES FOR "3R" PROJECTS

SHEET 2 OF 2

CADD STD NO. 406301-D4

SCALE: NOT DRAWN TO SCALE

DRAWN BY CADD

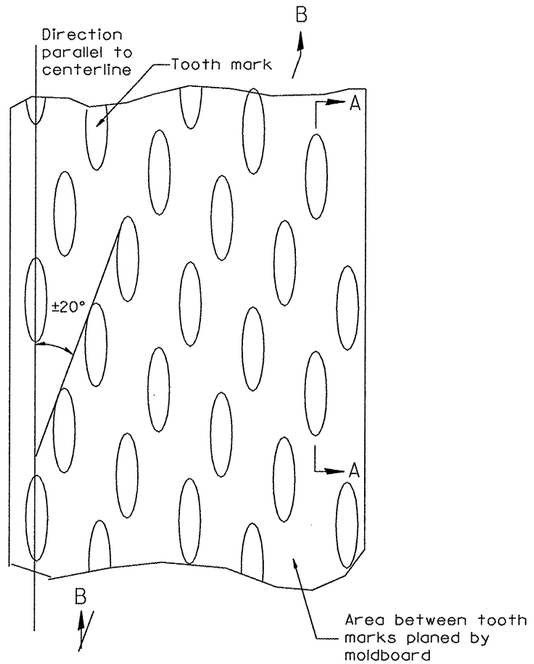
CHECKED BY: T. PICKERING

406301-D4(2)

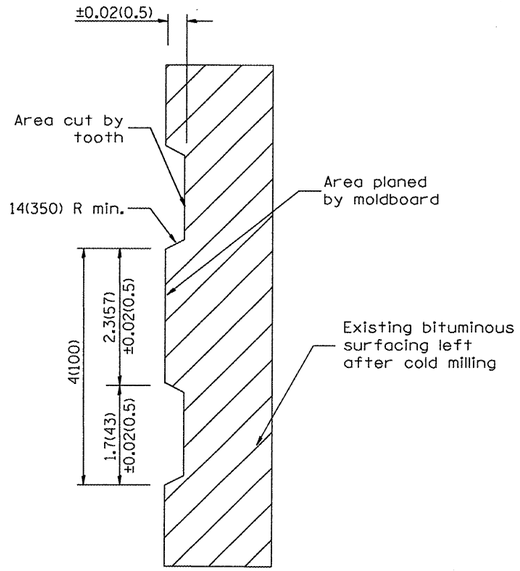
CONTRACT NO. 68466

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	56
STA. 258+25.00		TO STA.269+35.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

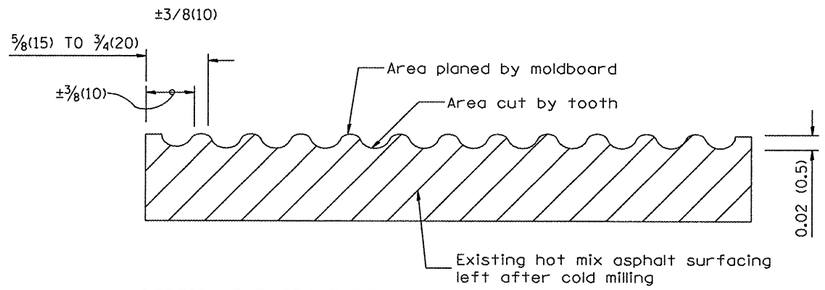
DESIGNER NOTE
1. INCLUDE DISTRICT SPECIAL PROVISION, IF APPLICABLE.



PLAN



SECTION A-A



SECTION B-B PROJECTED
PERPENDICULAR TO CENTERLINE

General notes:

1. Coldmilling shall consist of two processes: Cutting with carbide teeth mounted on a rotating drum, and planing with a moldboard mounted immediately behind the cutting drum.
2. Other similar patterns will be acceptable if they consist of a smooth, flat, planed surface interspersed with a pattern of discontinuous longitudinal striations.

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

DATE	REVISIONS	BY
1- 1-97	RENUM. C-104.01, NEW REVISION BOX	T. P.
4-20-98	REMOVED MILLING DETAIL FROM STD.	J. A.
9-08-98	CORRECT NOTE LEADER PLACEMENT	R. W.
10-16-06	REVISED TO 2007 SPEC.	M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

CADD STD NO. 440001-D4

SCALE: NOT DRAWN TO SCALE — DRAWN BY CADD

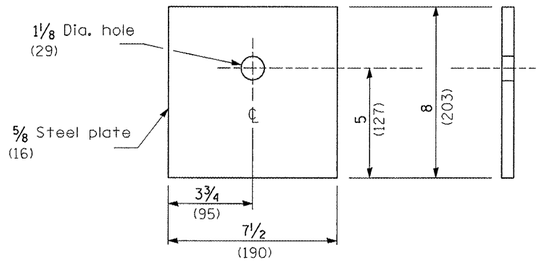
DATE — CHECKED BY

440001-D4

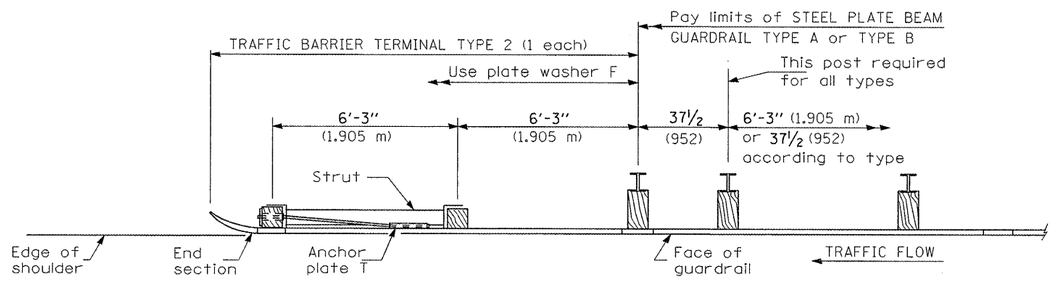
DESIGNER NOTE: This CADD Standard was created because the State Standard was not corrected to show the proper height (31") for new installations.
1. Use this CADD Standard for new guardrail installations requiring a Type 2 end section.
2. Use the State Standard 631011 when removing and re-erecting existing guardrail.
3. Delete this CADD Standard when State Standard 631011 is corrected and reissued

CONTRACT NO. 68466

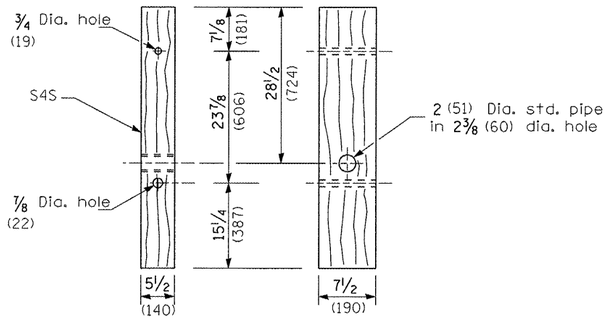
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	57
STA. 258+25.00	TO STA.269+35.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



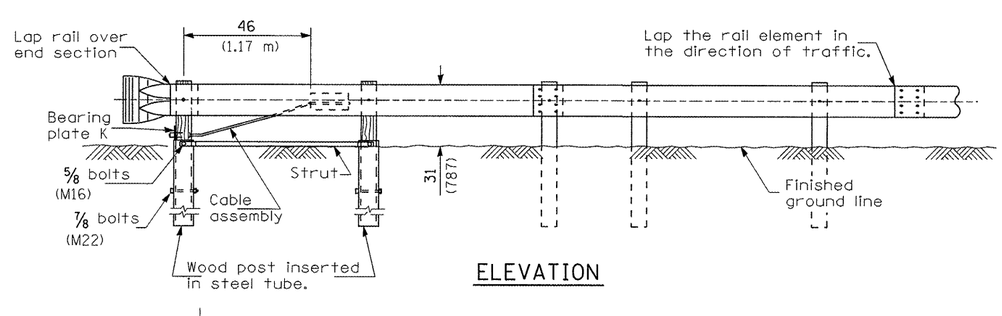
BEARING PLATE K



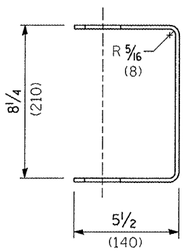
PLAN



WOOD POST

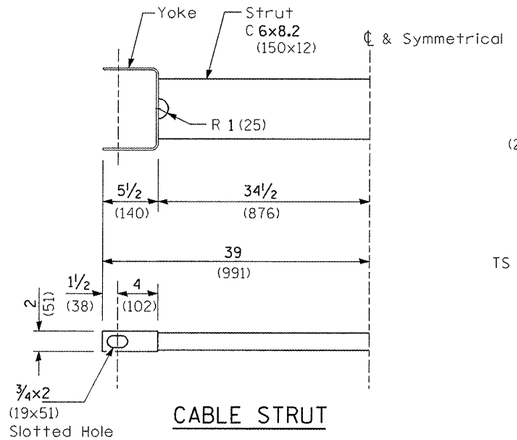


ELEVATION

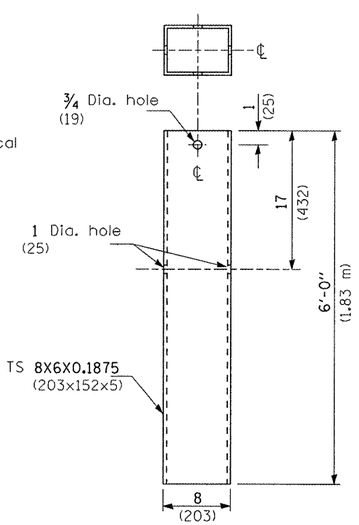


YOKE

⅜ (5) thick steel



CABLE STRUT



STEEL TUBE

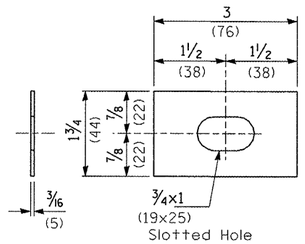


PLATE WASHER F

GENERAL NOTES

See Standard 630001 for details of guardrail not shown.

The bearing plate K shall be held in position by (2) two eight penny nails driven into the post and bent over the top of the plate.

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

DATE	REVISIONS	BY
3-1-07	NEW DETAIL	RJD

ILLINOIS DEPARTMENT OF TRANSPORTATION

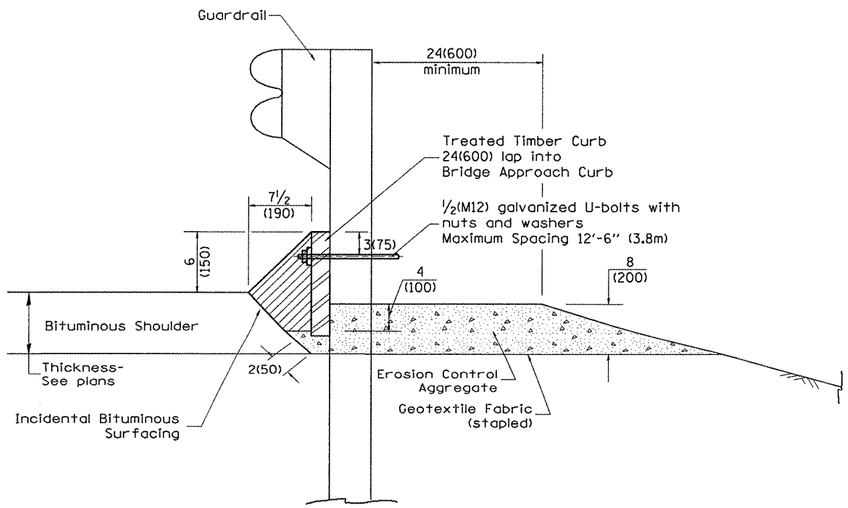
DISTRICT CADD STANDARD

TRAFFIC BARRIER TERMINAL, TYPE 2

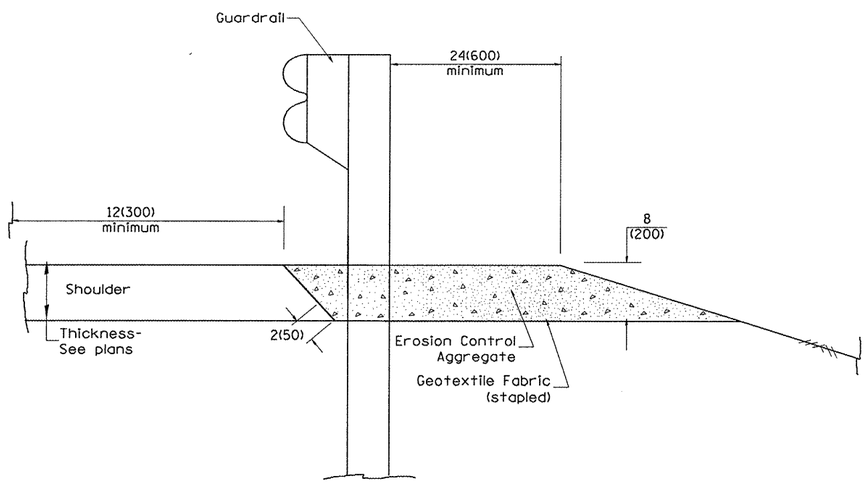
CADD STD. 631011-D4
SCALE: NOT DRAWN TO SCALE
DRAWN BY: CADD
DATE
CHECKED BY

631011-D4

DESIGNER NOTE:
1. Use EROSION CONTROL CURB at guardrail installations where grades are equal to or greater than 1% and at inlets. [Include District Special Provision]
2. Use GUARDRAIL AGGREGATE EROSION CONTROL at guardrail installations where grades are less than 1% [Include District Special Provision]
3. Include State Standards 609001, 609006 or 610001 if applicable.
4. Include the following District Cadd Standards as needed: Slope Drains for Exposed Pipes; Slope Drains for Buried Pipes; Seepage Collars for Buried Pipes; Seepage Collars for Exposed Pipes; Concrete Thrust Blocks and Pipe Elbow.
5. Include District Special Provision "Aggregate Quality" for projects located in the Western Area of the District - approx. dividing line is IL 97.



TYPICAL SECTION WITH EROSION CONTROL CURB



TYPICAL SECTION WITHOUT EROSION CONTROL CURB

CONTRACT NO. 68466

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	58
STA. 258+25.00		TO STA.269+35.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES: EROSION CONTROL CURB

1. This work shall consist of grading as needed, installing hardware and treated timber boards, furnishing and placing mastic material and incidental bituminous surfacing in front of Steel Plate Beam Guardrail in accordance with Plan Details.

2. Timber shall be treated in accordance with Article 1007.12. All preservatives specified in the article will be allowed. Waterborne preservatives "asa" and "cca" shall have a minimum retention of 0.40 lbs./cu. ft. (6.4 kg/m³)

GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL

1. This work shall consist of grading as needed, furnishing and installing geotextile fabric and staples, and furnishing, placing and shaping crushed aggregate around and behind Steel Plate Beam Guardrail posts in accordance with Plan Details.

2. Before placing the aggregate and the Geotextile Fabric, weeds and grass shall be removed from the area to be covered.

3. After the area has been prepared, and in a dry condition, the Geotextile fabric shall be placed with a 12(300) minimum overlap. A knife cut for guardrail post installation is necessary.

4. The aggregate shall be deposited, compacted and shaped by either mechanical or hand methods, in a manner reasonably true to line and grade.

5. The Contractor shall have the option of placing the guardrail before or after the Geotextile Fabric and Aggregate are in place. If the guardrail is placed after the Geotextile Fabric and Aggregate, then any voids must be filled and the aggregate returned to line and grade.

6. Materials shall meet the following requirements:

   A. The crushed aggregate shall be CA1 gradation in accordance with Article 1004.01(c) of the Standard Specifications.

   B. The Geotextile Fabric shall be nonwoven fabric in accordance with Article 1080.02 of the Standard Specifications.

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

DATE	REVISIONS	BY
1-1-97	RENUM. C-22.01, NEW REVISION BOX	T.P.
3-1-97	CORRECT STD. NUMBERS IN NOTES PG. 2	J.A.
11-3-00	CORRECTION TO NOTES	M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

GUARDRAIL EROSION CONTROL TREATMENTS

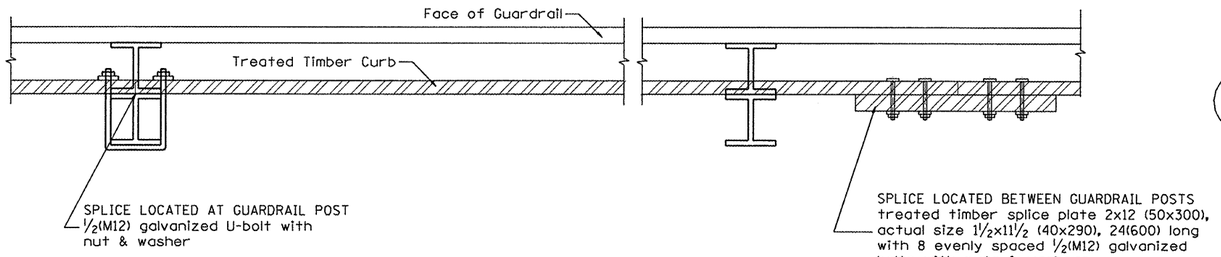
CADD STD NO. 630101-D4(1)
SCALE: NOT DRAWN TO SCALE

SHEET 1 OF 2
DRAWN BY CADD
CHECKED BY

630101-D4(1)

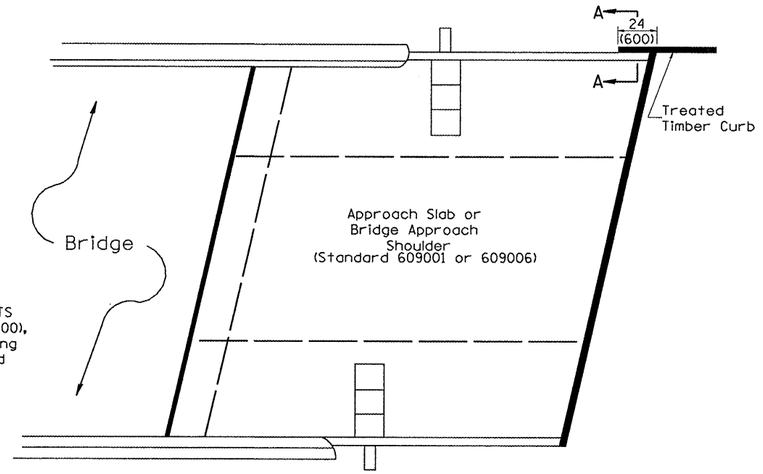
CONTRACT NO. 68466

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	59
STA. 258+25.00		TO STA.269+35.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



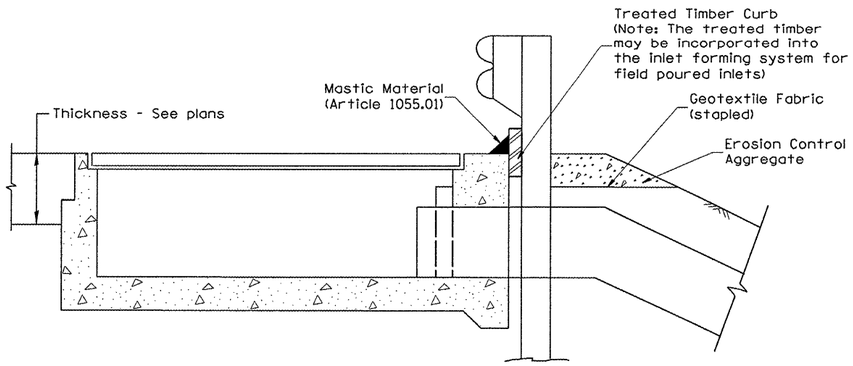
DETAIL A

(Typical Treated Timber Splices)

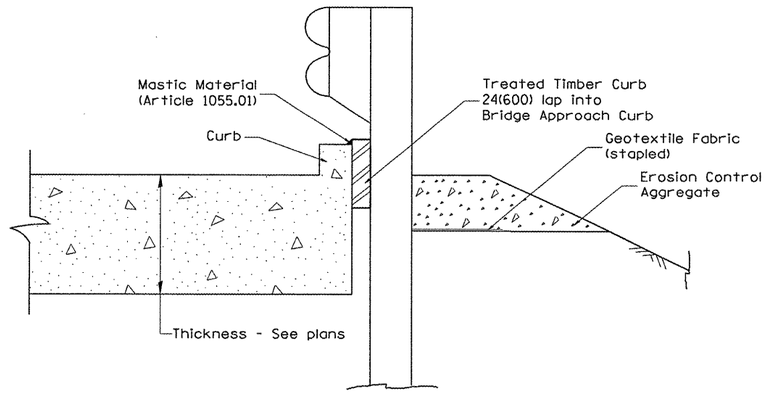


PLAN VIEW

APPROACH SLAB OR BRIDGE APPROACH SHOULDER
(STANDARD 609001 or 609006)



TYPICAL SECTION WITH EROSION CONTROL CURB
AT INLETS TYPE E & F (STANDARD 610001)



SECTION A-A

TYPICAL SECTION WITH EROSION CONTROL CURB
AT BRIDGE APPROACH CURB
(STANDARD 609001 OR 609006)

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

GUARDRAIL EROSION
CONTROL TREATMENTS

CADD STD NO. 630101-D4(2)

SCALE: NOT DRAWN TO SCALE

SHEET 2 OF 2

DRAWN BY CADD

CHECKED BY

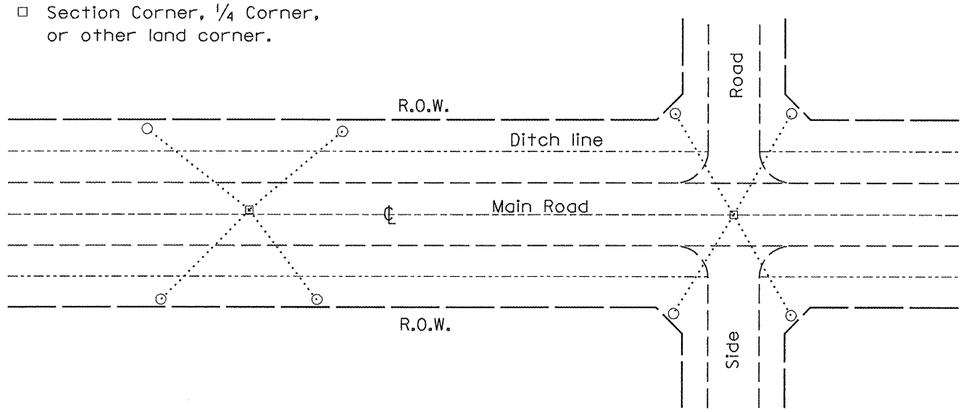
630101-D4(2)

CONTRACT NO. 68466

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29 BR-1	WOODFORD	76	60
STA. 258+25.00	TO STA. 269+35.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PERMANENT SURVEY TIES

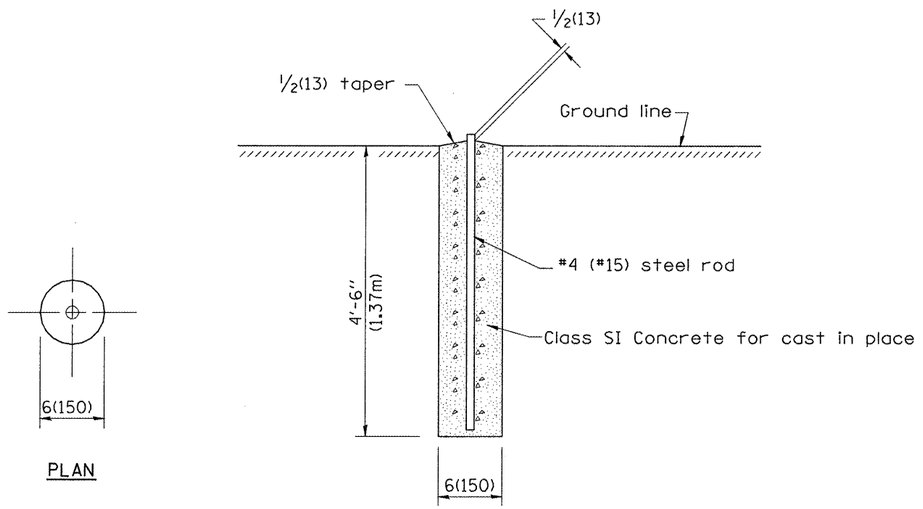
○ Permanent Survey Tie
□ Section Corner, 1/4 Corner, or other land corner.



TYPICAL APPLICATION

GENERAL NOTES

1. The marker shall be cast in place of Class SI Concrete.
2. Tie marker shall be installed after the final seeding has been completed unless otherwise specified by the Engineer.
3. The tie distances to the section corner shall be measured and recorded by the IDOT Chief of Surveys.

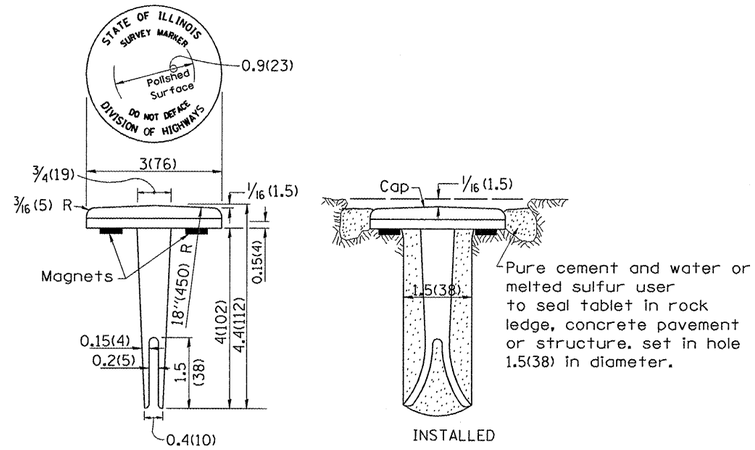


PLAN

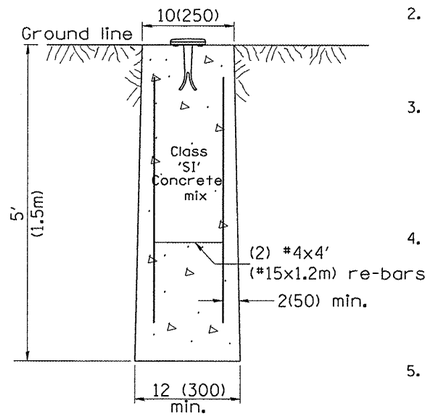
SECTION

DESIGNER NOTE:
1. ADD DISTRICT SPECIAL PROVISION.
2. MODIFIES STATE STD 667101 TO CALL FOR "BRONZE" TABLET.

PERMANENT SURVEY MARKERS



BRONZE TABLET - No Scale
TYPE I



MARKER CAST IN PLACE
TYPE II

GENERAL NOTES

1. All type II markers shall be cast in place, and precast markers will not be allowed.
2. Two permanent magnets, each having a diameter of 3/4 (19) and a thickness of 1/4 (6), or equivalent, shall beattached to the underside of the tablet with an approved epoxy bonding agent.
3. The location of the markers shall be in accordance with the plans in general, the markers will be placed at the P.T.'s and P.C.'s of horizontal curves and spaces along the tangents in a way that a minimum of two markers are alway inter-visible, and not to exceed 1000' (300m).
4. The markers shall be placed under the direction of the Engineer and shall be installed in a workmanlike manner in order that there will be no further settlement or horizontal shifting. The monuments shall be placed in a way that the survey point will fall within the portion of the plaque provided for that purpose.
5. The project designation, the centerline station, the survey point, and the elevation shall be permanently marked by the use of metal dies after marker has been installed.

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

DATE	REVISIONS	BY
1-1-97	RENUM. D-3.01, NEW REVISION BOX	T.P.
	ADD DESIGNER NOTE, REVISED TITLE BOX	
7-7-98	ADD DESIGNER NOTE	J.A.
5-24-06	REMOVED GEN. NOTE UNDER TIES	M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

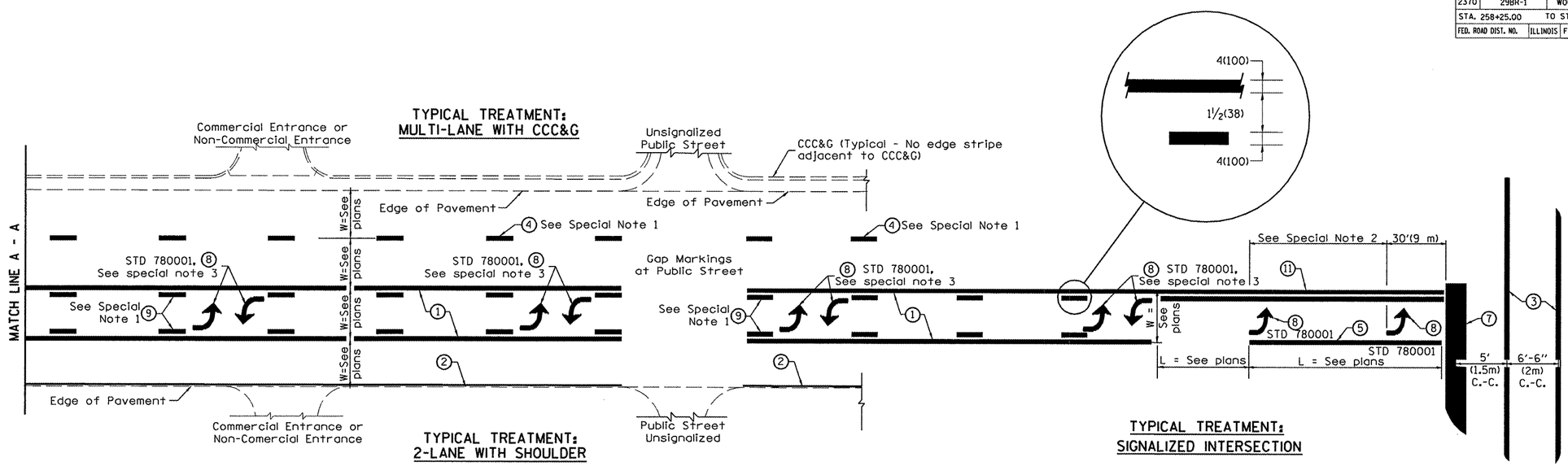
PERMANENT SURVEY TIE
&
PERMANENT SURVEY MARKERS TY.I - TY.II

CADD STD. NO. 667101-D4
SCALE: NOT DRAWN TO SCALE
DRAWN BY CADD
CHECKED BY

667101-D4

CONTRACT NO. 68466

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	61
STA. 258+25.00		TO STA. 269+35.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



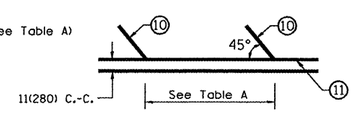
FLUSH PAVED MEDIAN: TWO-WAY LEFT TURN LANE WITH ONE-WAY LEFT TURN LANE AT SIGNALIZED INTERSECTION

DESIGNER NOTES:
1. Include State Standard 780001 (Typical Pavement Markings)

TYPICAL PAVEMENT MARKING LEGEND

(Note: This is a District Standard Legend. Some elements may not apply to specific project.)

1. 4(100) Solid (Yellow)
2. 4(100) Solid (White)
3. 2-6(150) Crosswalk @ 6'-6" (2m)min C.-C. (White)
   2-8(200) Crosswalk @ 6'-6" (2m)min C.-C. (White) (When traffic signals are present.)
4. 6(150) Skip-Dash (White) 10' (3.05m) 30' (9.14m) 10' (3.05m) (See Special Note 1)
5. 8(200) Solid (White)
6. 12(300) Diagonal (White) (Item 6 is shown on Std. 780001)
7. 24(600) Stop Bar (White)
8. Letters & Arrows 33' (10m) (See Std. 780001 and Special Notes 2 & 3)
9. 4(100) Skip-Dash (Yellow) 10' (3.05m) 30' (9.14m) 10' (3.05m) (See Special Note 1)
10. 12(300) Diagonal (Yellow) (See Table A)
11. 4(100) Double Solid (Yellow)



SPECIAL NOTES

1. Skip-Dash markings will be centered between both ends of city blocks and shall be placed in alignment transversly across the pavement.
2. The following shall apply to arrows located in one-way left turn lanes:
   A. A minimum of two (2) arrows is required.
   B. The maximum spacing between arrows is 80' (24 m).
   C. Arrows shall be evenly spaced if three (3) or more are required.
3. The following shall apply to arrow pairs located in two-way left turn lanes:
   A. A minimum of two (2) arrow pairs is required.
   B. The maximum spacing between arrow pairs is 200' (61 m).
   C. Arrow pairs shall be evenly spaced if three (3) or more are required.
   D. The spacing between Bi Directional Left Turn Arrows is 33' (10 m).

GENERAL NOTES

1. Refer to State Standard 780001 for additional Pavement Markings including letters & arrows.
2. See Plans for Pavement Markings adjacent to curbed islands and medians, and through lane reductions.

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

DATE	REVISIONS	BY
1-1-97	RENUM. F-8.03, NEW REVISION BOX	T.P.
2-7-97	ADD BI DIRECTIONAL DIMENSION	J.A.
10-97	CORRECT BI DIRECTIONAL DIMENSION	J.A.
8-02	ADD CROSSWALK DMNS. WITH T.S.	M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

TYPICAL PAVEMENT MARKINGS

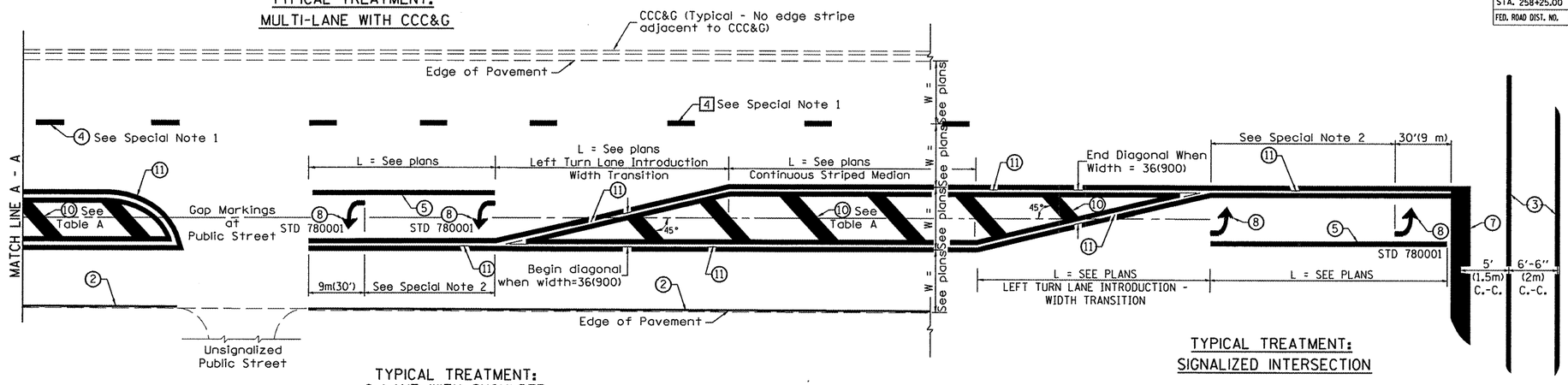
CADD STANDARD 780001-D4
SCALE: NOT DRAWN TO SCALE
SHEET 1 OF 2
DRAWN BY CADD
CHECKED BY

780001-D4 (1)

CONTRACT NO. 68466

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	62
STA. 258+25.00		TO STA.269+35.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL TREATMENT:
MULTI-LANE WITH CCC&G



TYPICAL TREATMENT:
2-LANE WITH SHOULDER

TYPICAL MEDIAN TRANSITIONS

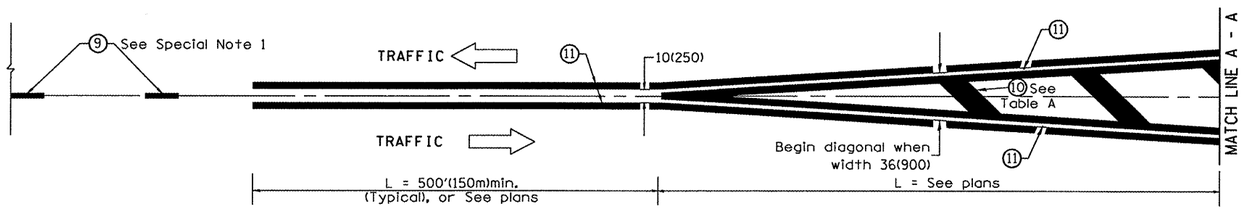
TYPICAL TREATMENT:
SIGNALIZED INTERSECTION

FLUSH PAVED MEDIAN: RESTRICTED LEFT TURN LANE

TABLE A

RECOMMENDED SPACING BETWEEN DIAGONAL LINES

SPEED LIMIT RANGE	CONTINUOUS	INTERSECTION CHANNELIZATION (Includes Width Transitions for Median and Left Turn Lane Introductions)
Less Than 30 mph (50 km/h)	50' (15m)	15' (5m)
30 - 45 mph (50 - 70 km/h)	75' (23m)	20' (6m)
Over 45 mph (70 km/h)	150' (46m)	30' (9m)



MEDIAN INTRODUCTION - WIDTH TRANSITIONS

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

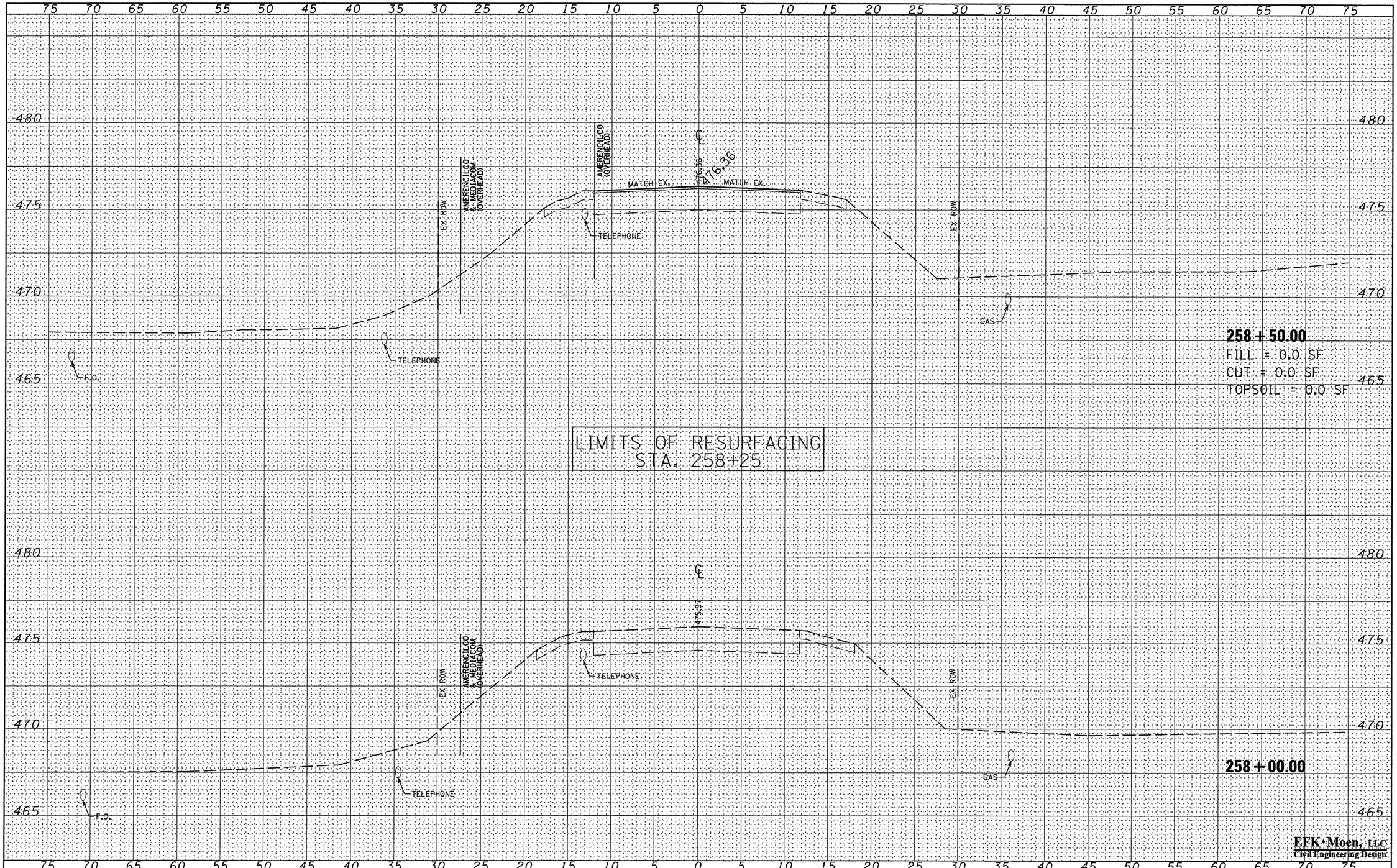
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

TYPICAL PAVEMENT MARKINGS

CADD STANDARD 780001-D4
SCALE: NOT DRAWN TO SCALE

SHEET 2 OF 2
DRAWN BY CADD
CHECKED BY

780001-D4 (2)



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

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

EFK·Moen, LLC
Civil Engineering Design

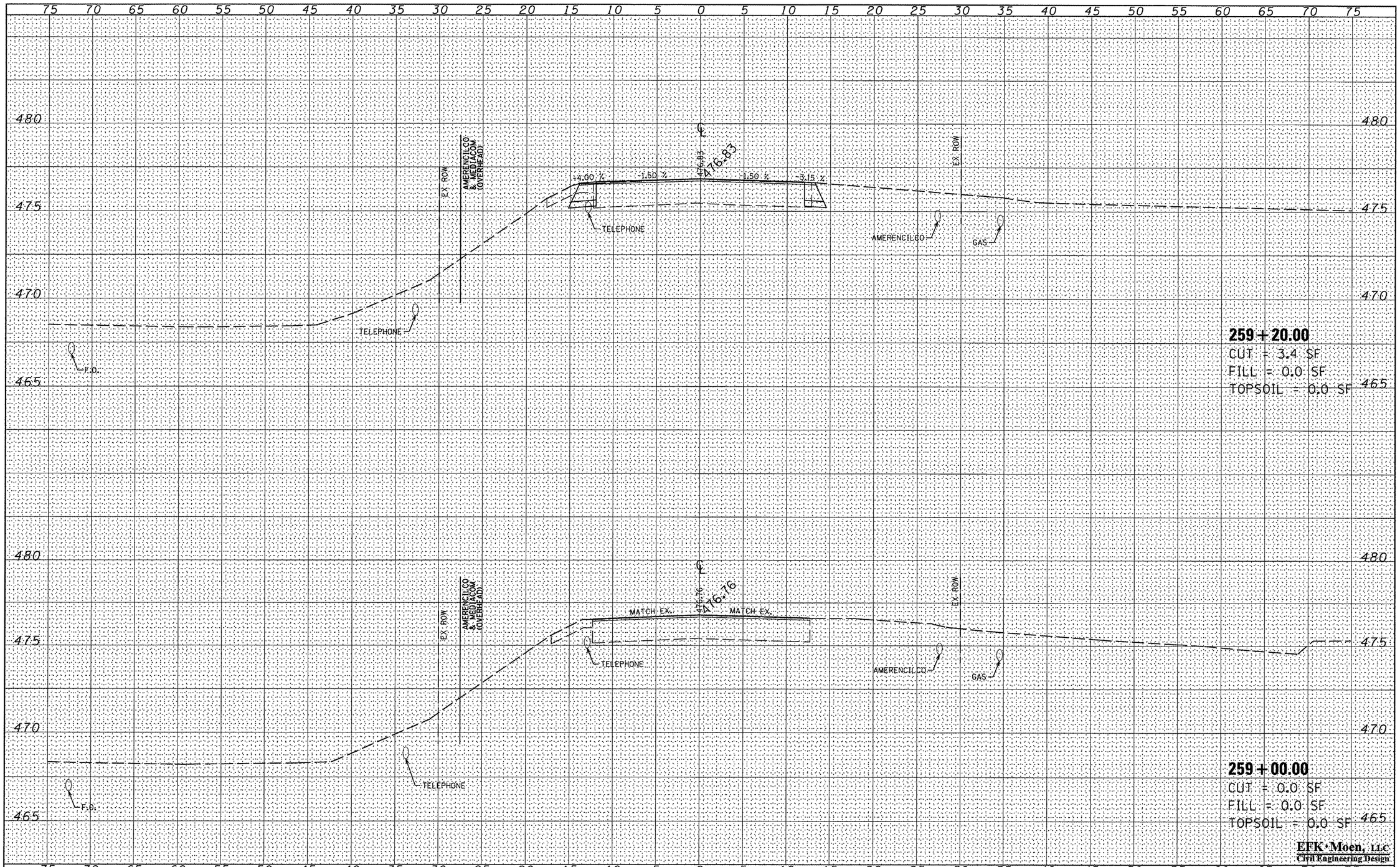
FILE NAME = $FILEL$	USER NAME = JD	DESIGNED -	REVISED -
		DRAWN - JD	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SD	REVISED -
	PLOT DATE = 10/1/2009	DATE - 10/1/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 2.5'V : 5'H | SHEET NO. 1 OF 14 SHEETS | STA. 258+00.00 TO STA. 258+50.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	63
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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

EFK·Moen, LLC
Civil Engineering Design

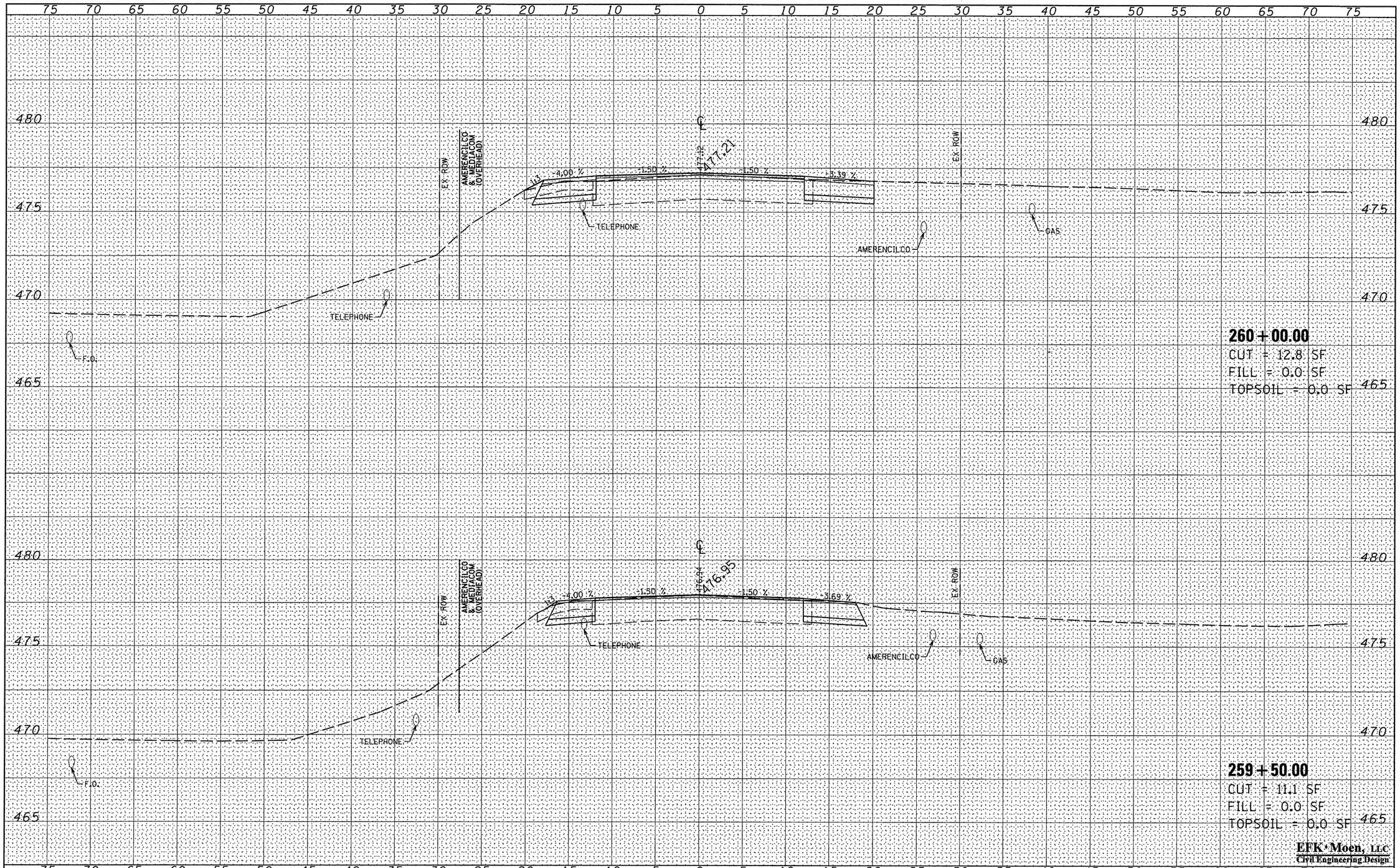
FILE NAME = #FILE1#	USER NAME = JD	DESIGNED -	REVISED -
		DRAWN - JD	REVISED -
	PLOT SCALE = #SCALE#	CHECKED - SD	REVISED -
	PLOT DATE = 10/1/2009	DATE - 10/1/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 2.5'V : 5'H | SHEET NO. 2 OF 14 SHEETS | STA. 259+00.00 TO STA. 259+20.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	64
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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

EFK·Moen, LLC
Civil Engineering Design

FILE NAME = $FILEL$	USER NAME = JD	DESIGNED -	REVISED -
		DRAWN - JD	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SD	REVISED -
	PLOT DATE = 10/1/2009	DATE - 10/1/09	REVISED -

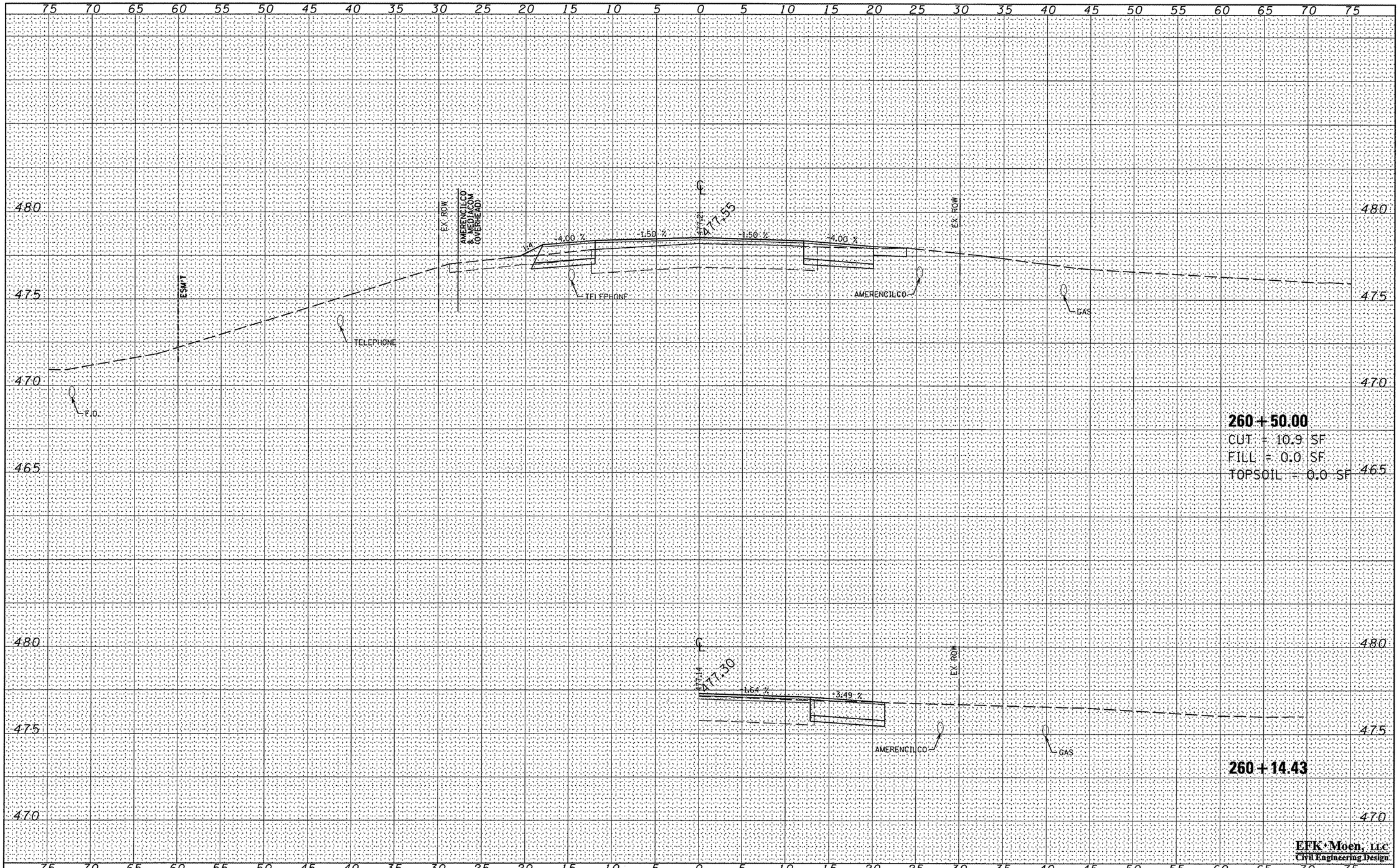
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 2.5'V : 5'H | SHEET NO. 3 OF 14 SHEETS | STA. 259+50.00 TO STA. 260+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	65
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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



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

EFK·Moen, LLC
Civil Engineering Design

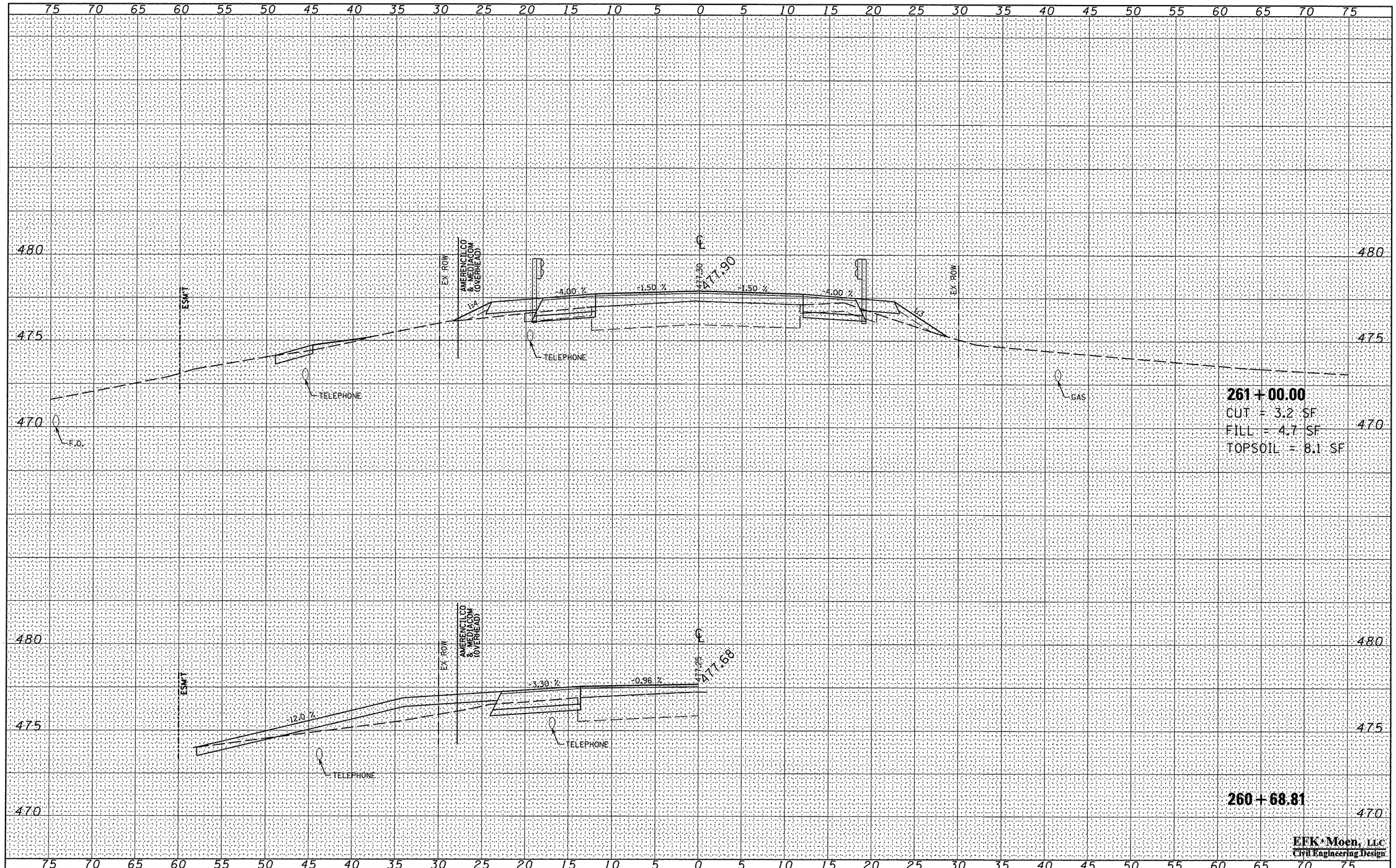
FILE NAME = $FILEL$	USER NAME = JD	DESIGNED -	REVISED -
		DRAWN - JD	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SD	REVISED -
	PLOT DATE = 10/1/2009	DATE - 10/1/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 2.5'V : 5'H | SHEET NO. 4 OF 14 SHEETS | STA. 260+14.43 TO STA. 260+50.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	66
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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

EFK·Moen, LLC
Civil Engineering Design

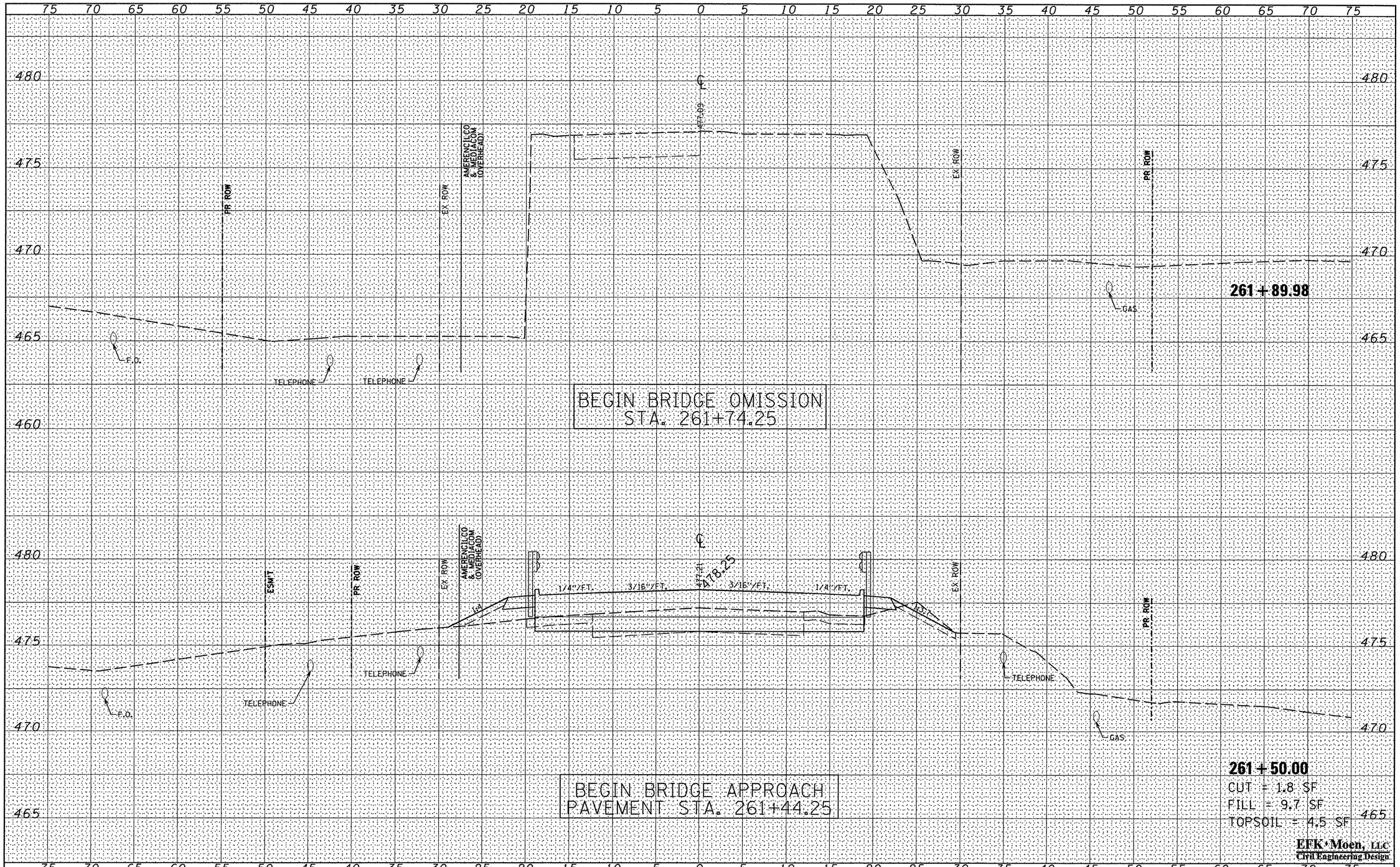
FILE NAME = #FILEL#	USER NAME = JD	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - JD	REVISED -	
	PLOT SCALE = #SCALE#	CHECKED - SD	REVISED -	
	PLOT DATE = 10/1/2009	DATE - 10/1/09	REVISED -	

CROSS SECTIONS

SCALE: 2.5'V : 5'H | SHEET NO. 5 OF 14 SHEETS | STA. 260+68.81 TO STA. 261+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	67
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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



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

EFK•Moen, LLC
Civil Engineering Design

FILE NAME = $FILEL$	USER NAME = JD	DESIGNED -	REVISED -
		DRAWN - JD	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SD	REVISED -
	PLOT DATE = 10/1/2009	DATE - 10/1/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 2.5'V ; 5'H | SHEET NO. 6 OF 14 SHEETS | STA. 261+50.00 TO STA. 261+89.98

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	68
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

END BRIDGE APPROACH
PAVEMENT STA. 263+35.75

END BRIDGE OMISSION
STA. 263+05.75

263+50.00
CUT = 8.1 SF
FILL = 166.9 SF
TOPSOIL = 18.1 SF

262+90.27

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

EFK·Moen, LLC
Civil Engineering Design

FILE NAME = $FILEL$	USER NAME = JD	DESIGNED -	REVISED -
		DRAWN - JD	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SD	REVISED -
	PLOT DATE = 10/1/2009	DATE - 10/1/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 2.5'V : 5'H | SHEET NO. 7 OF 14 SHEETS | STA. 262+90.27 TO STA. 263+50.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	69
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

485
480
475
470
465

ESW'T
MATCHLINE 'A'
F.O.
PR ROW
EX ROW
AMEREN/CILCO & MEDIACOM (OVERHEAD)
-12.0 %
-4.00 %
-1.58 %
479.90
480.70
TELEPHONE
TELEPHONE
TELEPHONE
MATCHLINE 'A'
15" CLASS C TYPE 2 PIPE CULVERT

264 + 40.94

℄
-4.00 %
-1.50 %
476.03
480.14
1:3
TELEPHONE
F.O.
TELEPHONE
GAS
ATLT
PR ROW
EX ROW

264 + 00.00
CUT = 2.3 SF
FILL = 205.1 SF
TOPSOIL = 16.3 SF

EFK·Moen, LLC
Civil Engineering Design

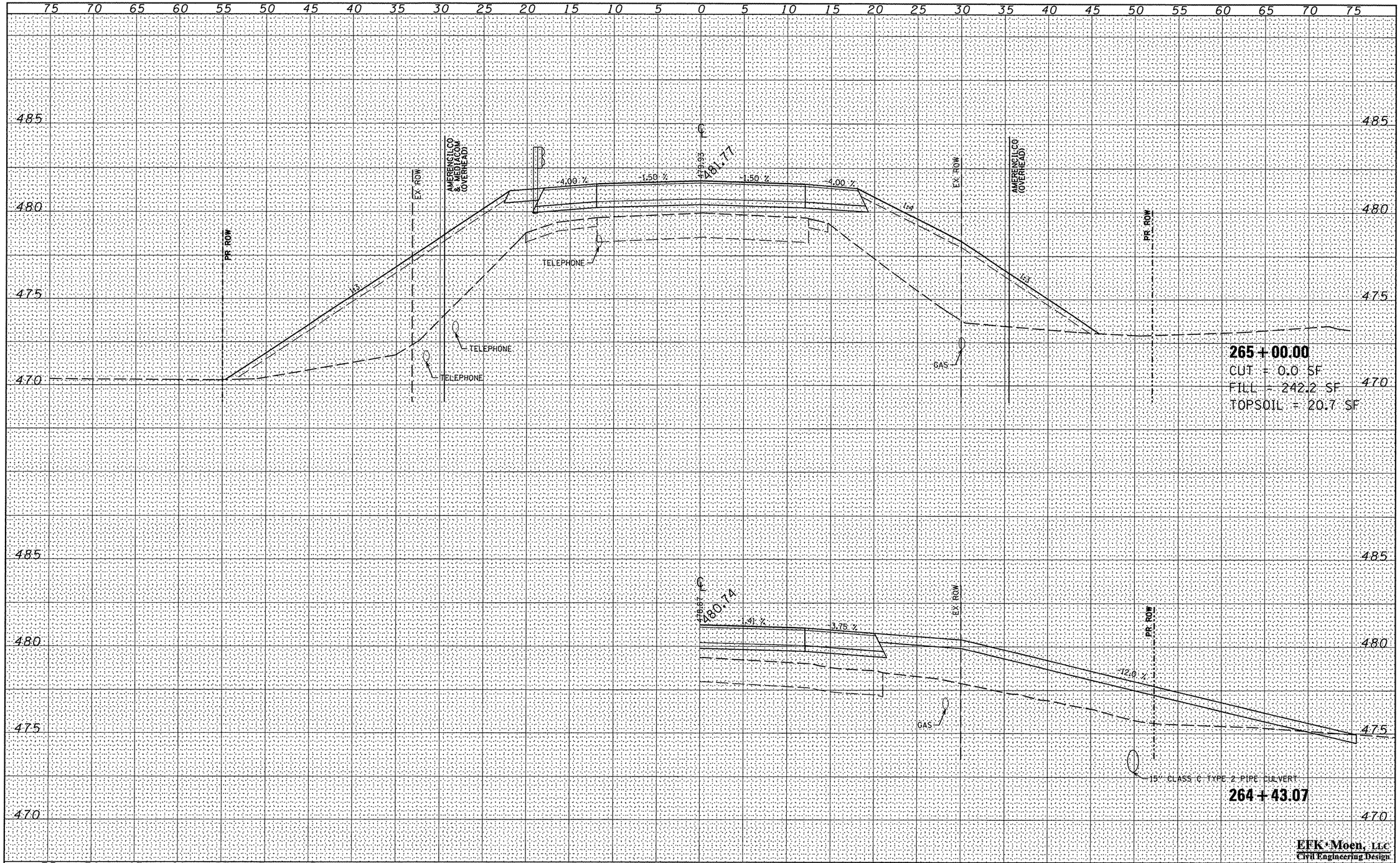
FILE NAME =	USER NAME = JD	DESIGNED -	REVISED -
$FILEL$		DRAWN - JD	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SD	REVISED -
	PLOT DATE = 10/1/2009	DATE - 10/1/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 2.5'V : 5'H | SHEET NO. 8 OF 14 SHEETS | STA. 264+00.00 TO STA. 264+40.94

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	70
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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

EFK·Moen, LLC
Civil Engineering Design

FILE NAME = #FILE1$	USER NAME = JD	DESIGNED -	REVISED -
		DRAWN - JD	REVISED -
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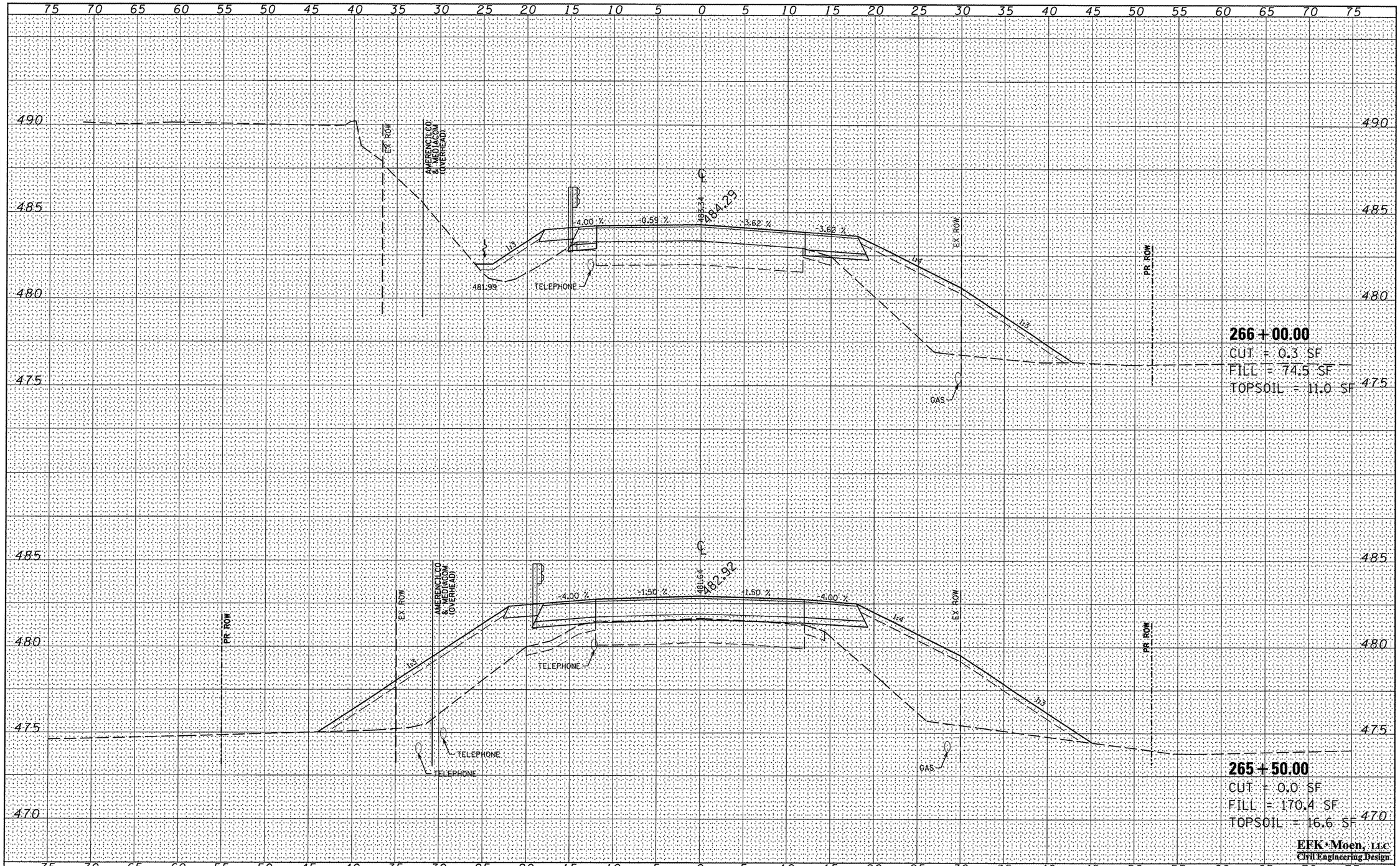
	PLOT DATE = 10/1/2009	DATE - 10/1/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 2.5'V : 5'H | SHEET NO. 9 OF 14 SHEETS | STA. 264+43.07 TO STA. 265+00.00

P.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	71
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY	BY	DATE
NOTE BOOK		
NO.		

ORIGINAL SURVEY	BY	DATE
NOTE BOOK		
NO.		

SURVEYED
PLOTTED
TOPSOIL
AREAS
AREAS CHECKED

EEK·Moen, LLC
Civil Engineering Design

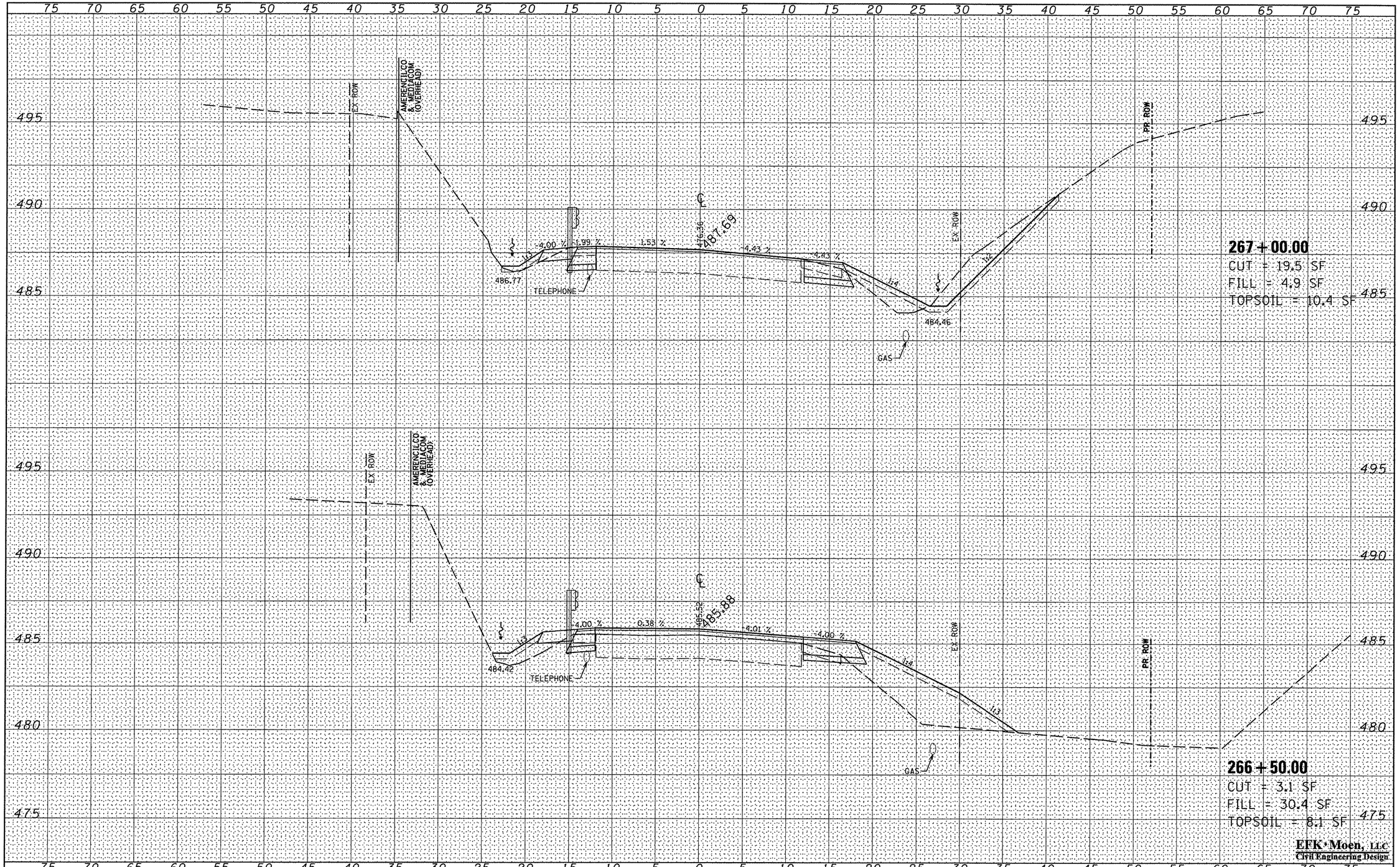
FILE NAME = $FILE1$	USER NAME = JD	DESIGNED -	REVISED -
		DRAWN - JD	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SD	REVISED -
	PLOT DATE = 10/1/2009	DATE - 10/1/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 2.5'V : 5'H | SHEET NO. 10 OF 14 SHEETS | STA. 265+50.00 TO STA. 266+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	72
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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

EFK·Moen, LLC
Civil Engineering Design

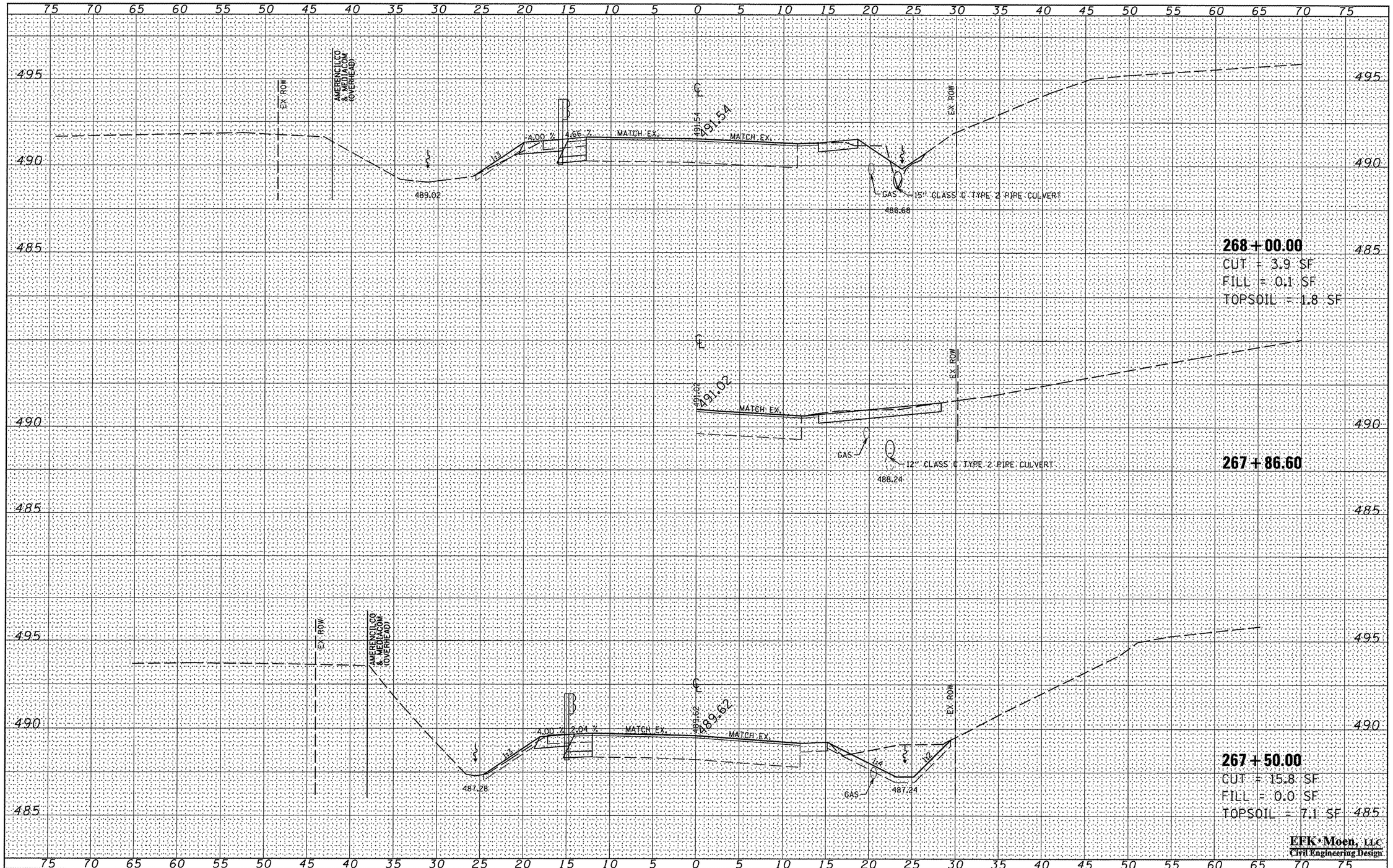
FILE NAME = $FILEL$	USER NAME = JD	DESIGNED -	REVISED -
		DRAWN - JD	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SD	REVISED -
	PLOT DATE = 10/1/2009	DATE - 10/1/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 2.5'V : 5'H | SHEET NO. 11 OF 14 SHEETS | STA. 266+50.00 TO STA. 267+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	73
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



BY	DATE

FINAL SURVEY: SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED; NOTE BOOK; NO.

ORIGINAL SURVEY: SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED; NOTE BOOK; NO.

EFK•Moen, LLC
Civil Engineering Design

FILE NAME = $FILEL$	USER NAME = JD	DESIGNED -	REVISED -
		DRAWN - JD	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SD	REVISED -
	PLOT DATE = 10/1/2009	DATE - 10/1/09	REVISED -

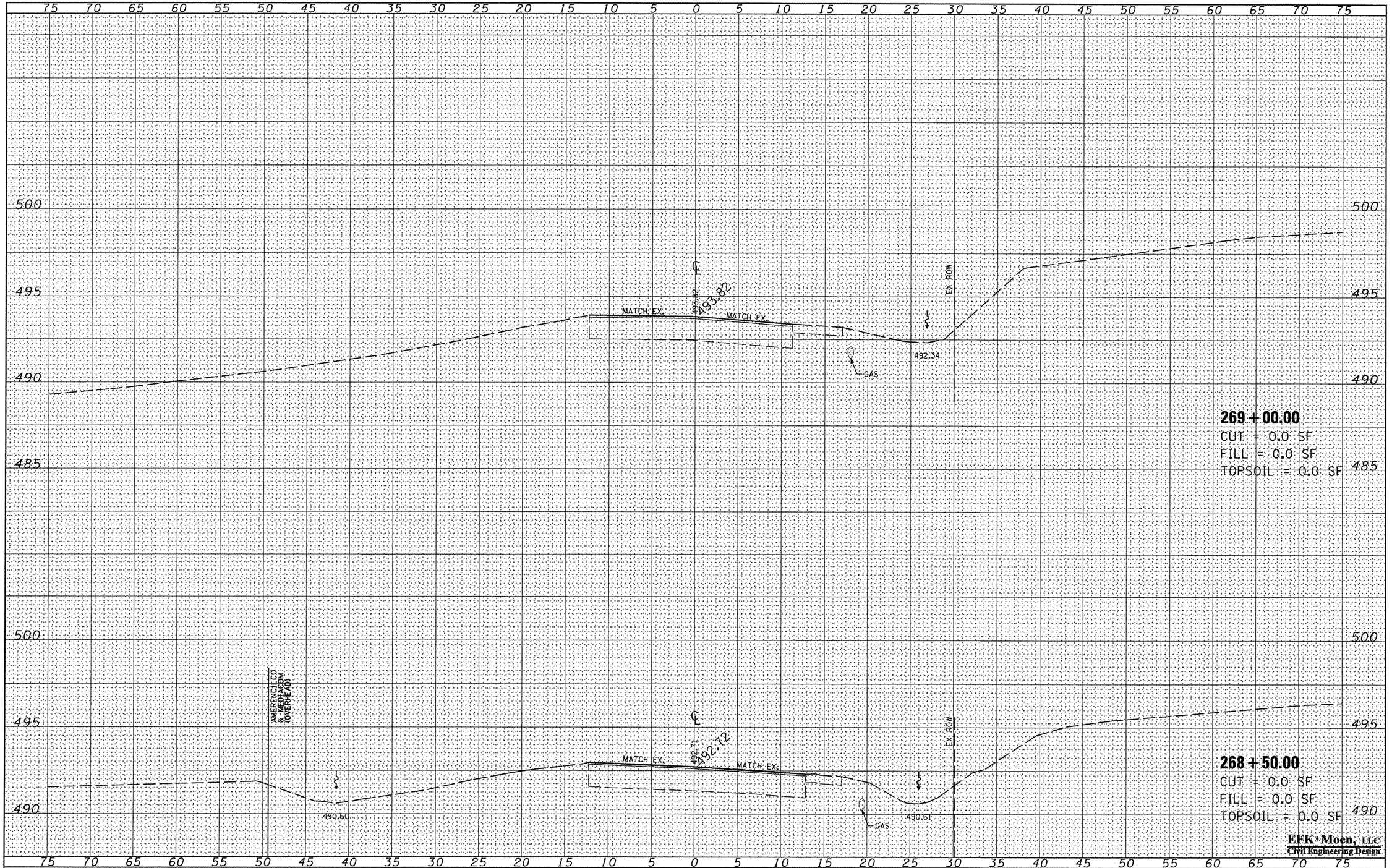
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 2.5'V : 5'H | SHEET NO. 12 OF 14 SHEETS | STA. 267+50.00 TO STA. 268+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	74
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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



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

EFK·Moen, LLC
Civil Engineering Design

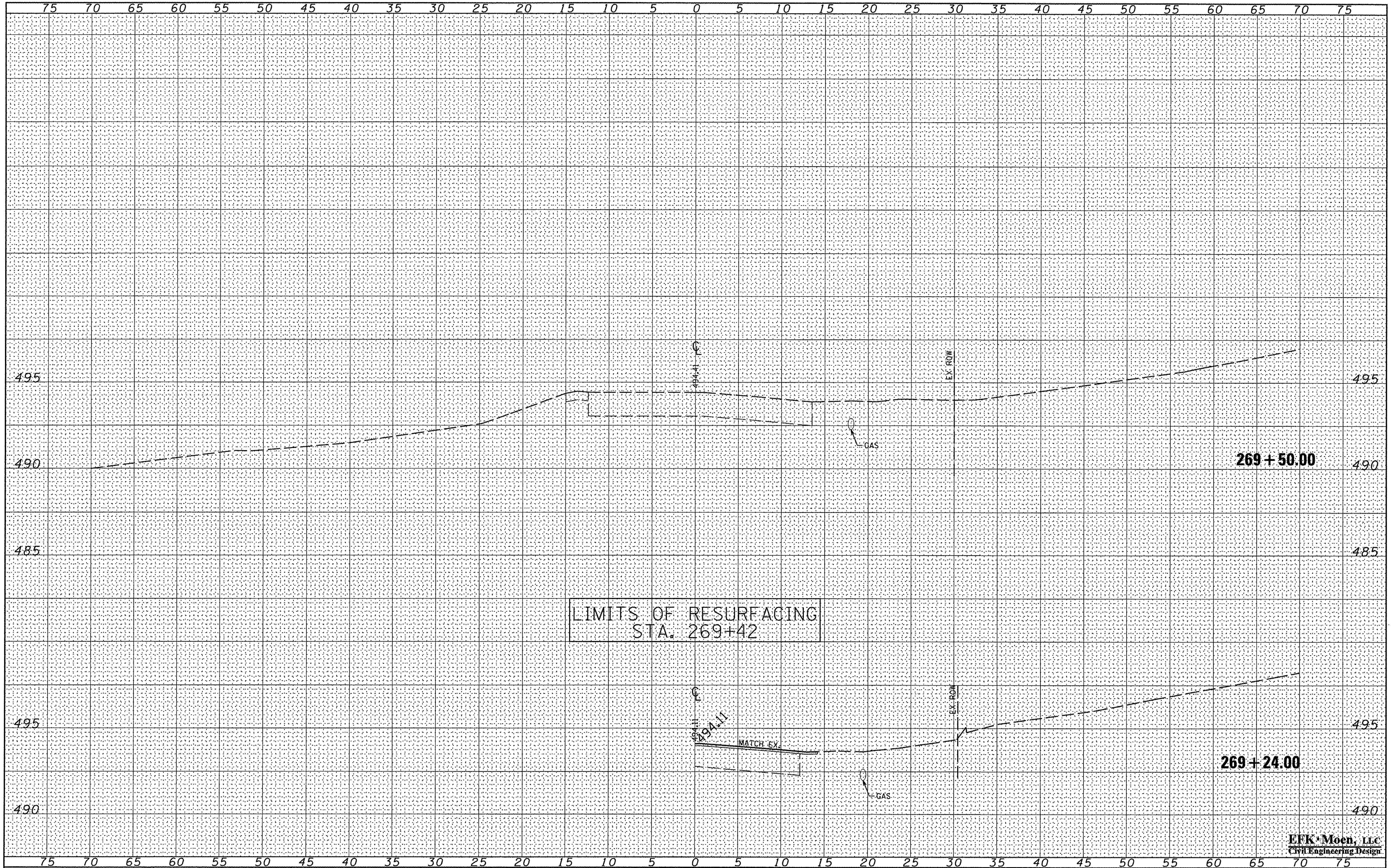
FILE NAME =	USER NAME = JD	DESIGNED -	REVISED -
#FILEL#		DRAWN - JD	REVISED -
	PLOT SCALE = #SCALE#	CHECKED - SD	REVISED -
	PLOT DATE = 10/1/2009	DATE - 10/1/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 2.5'V : 5'H | SHEET NO. 13 OF 14 SHEETS | STA. 268+50.00 TO STA. 269+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	75
		CONTRACT NO. 68466		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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

FILE NAME = $FILEL$	USER NAME = JD	DESIGNED -	REVISED -
		DRAWN - JD	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SD	REVISED -
	PLOT DATE = 10/1/2009	DATE - 10/1/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 2.5'V : 5'H | SHEET NO. 14 OF 14 SHEETS | STA. 269+24.00 TO STA. 269+50.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	29BR-1	WOODFORD	76	76

CONTRACT NO. 68466

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