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LIST OF STANDARDS

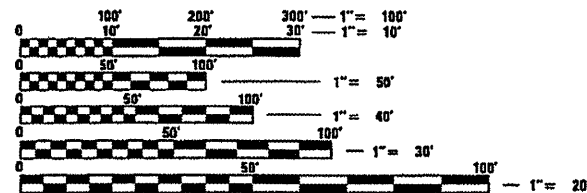
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001001-01	701006-02
280001-04	701101-01
420401-06	701901
515001-02	720006-01
630001-07	780001-01
630301-04	781001-02
631031-06	BLR 21-7
635006-02	

CADD STANDARDS

630101-D4
667101-D4

DESIGN DESIGNATION

MAJOR COLLECTOR (RURAL)
ADT = 1400 (2005)
PC = 92.6%
SU = 4.4%
MU = 3.0%



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

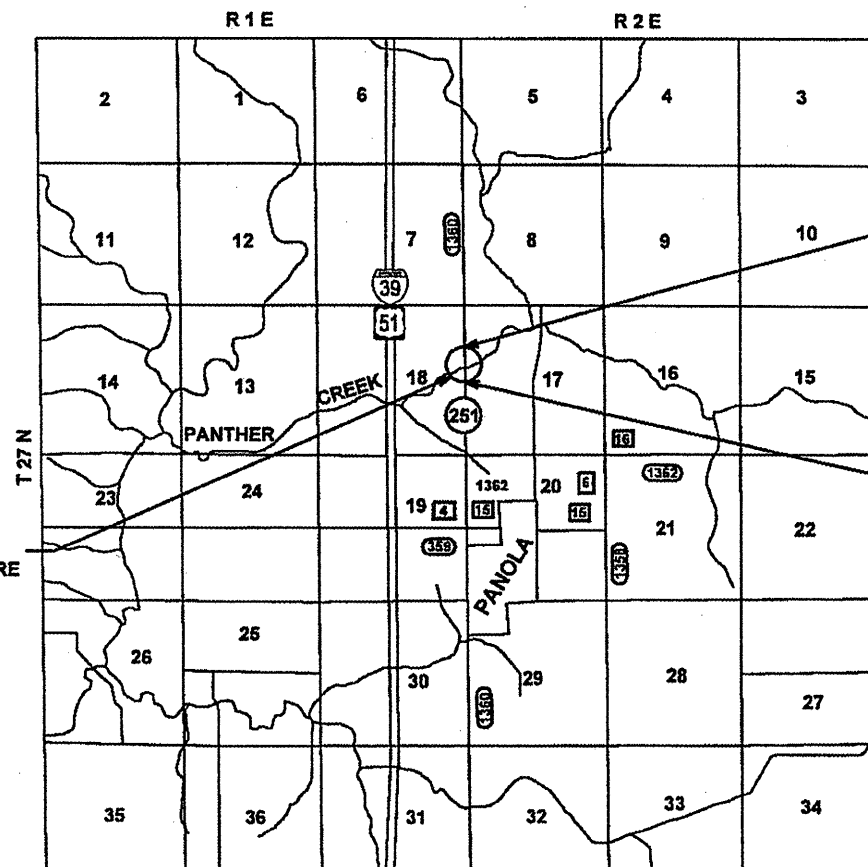
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: RICH DOTSON 309-671-3455
PROJECT MANAGER: CHRISTOPHER MAUSHARD 309-671-3464
CATALOG NO. 033133-00D
CONTRACT NO. 68530

EFK·Moen, LLC
Civil Engineering Design

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROPOSED
HIGHWAY PLANS

FAS ROUTE 1360 (IL 251)
SECTION 65 BR
PROJECT ACBRS-1360(104)
WOODFORD COUNTY
C-94-141-05



REMOVE AND REPLACE THE EXISTING STRUCTURE OVER PANTHER CREEK EXIST S.N. 102-0006 PROP S.N. 102-0081 AT STA 1116+87.00

NOT TO SCALE

GROSS LENGTH OF PROJECT = 739.00 FT (0.14 MILES)
NET LENGTH OF PROJECT = 739.00 FT (0.14 MILES)



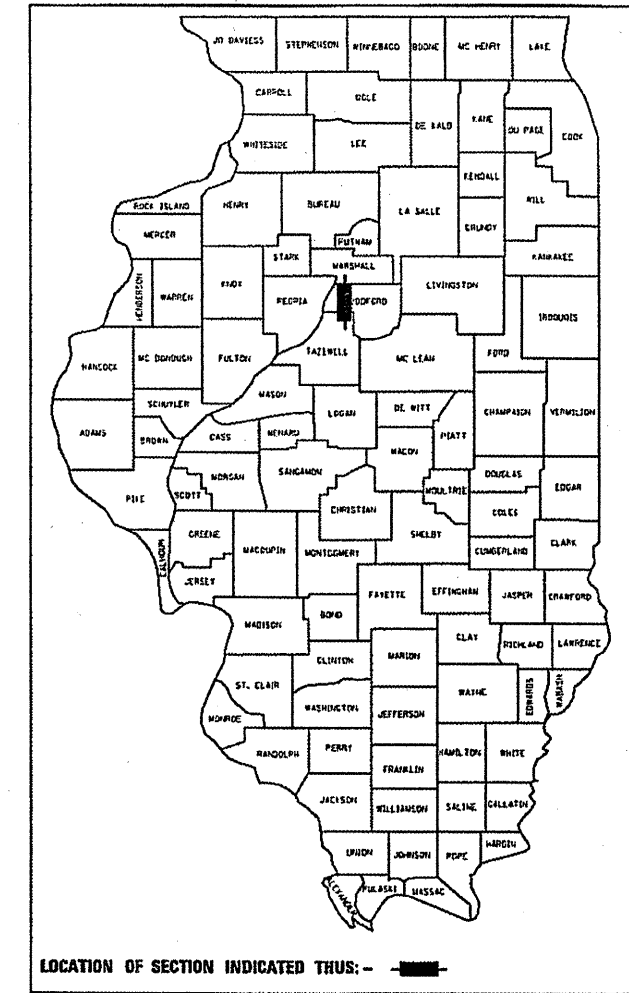
CL
3/13/2008
EXPIRES 11/30/2008



Shelley L. Dintelman
3/13/08
Expires: 11/30/09

F.A.S. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1360	65 BR	WOODFORD	39	1
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO. 68530	

D-94-109-05
+1
40



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *mm 20 08*

May 9, 20 08
Eric E. Harm
Interim ENGINEER OF DESIGN AND ENVIRONMENT

May 9, 20 08
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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 (f) AND 670.04 (e):
ALL OF THE TELEPHONE LINES PROVIDED SHALL HAVE UNPUBLISHED NUMBERS.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE USE(S):	BR. APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	
	HMA BINDER COURSE	HMA SURFACE COURSE
RAP % (MAX)**:	25% MAX.	15% MAX.
AC/PC	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.2% @ N=50	4.2% @ N=50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	N.A.	MIX D
FRICTION AGGREGATE	IL 19.0	IL 9.5 OR 12.5

** 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. STEEL GIRDER SALVAGE - THE EXISTING STEEL GIRDERS ARE TO BE SALVAGED AND SHALL REMAIN THE PROPERTY OF THE DEPARTMENT. SEE SPECIAL PROVISION.

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.

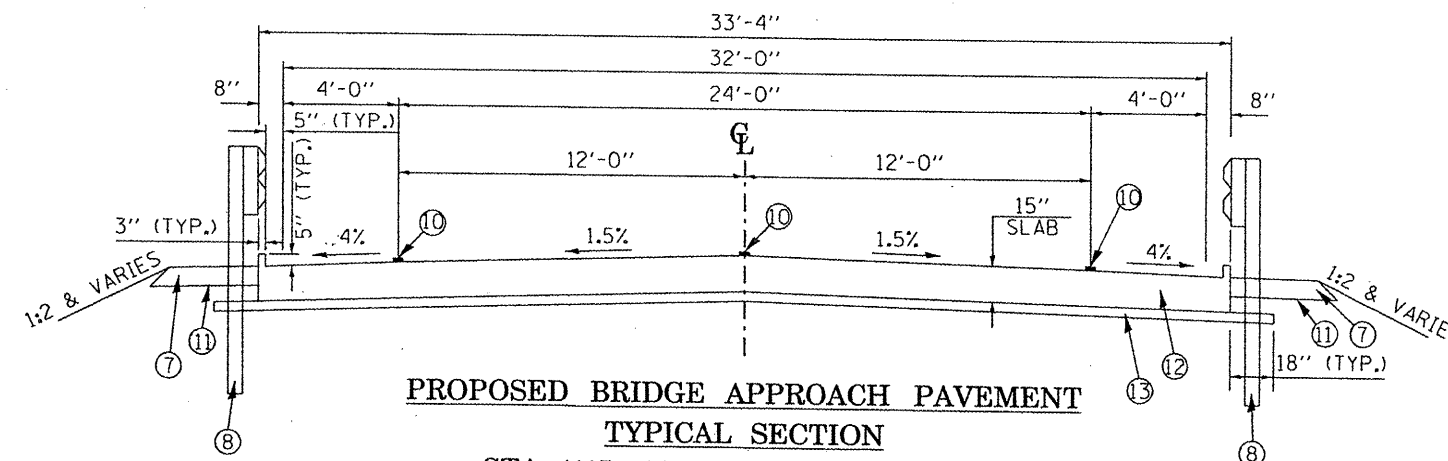
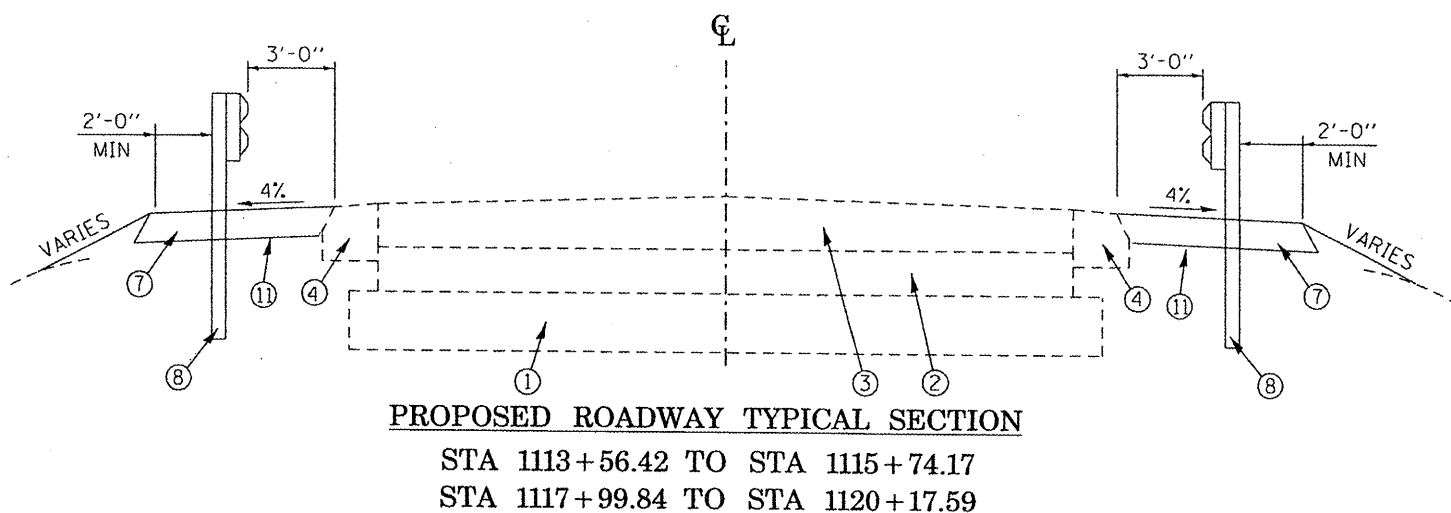
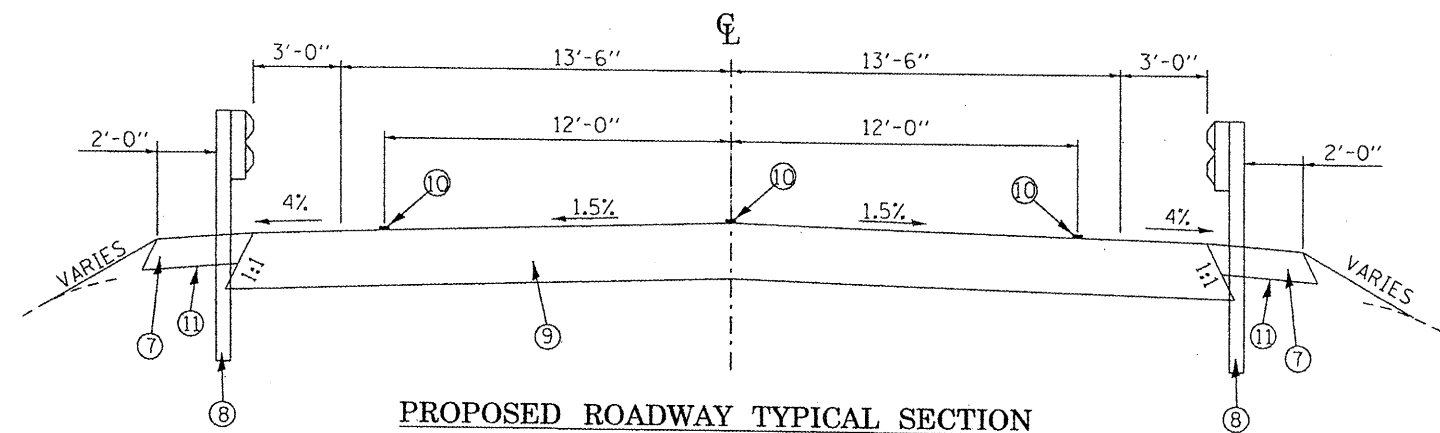
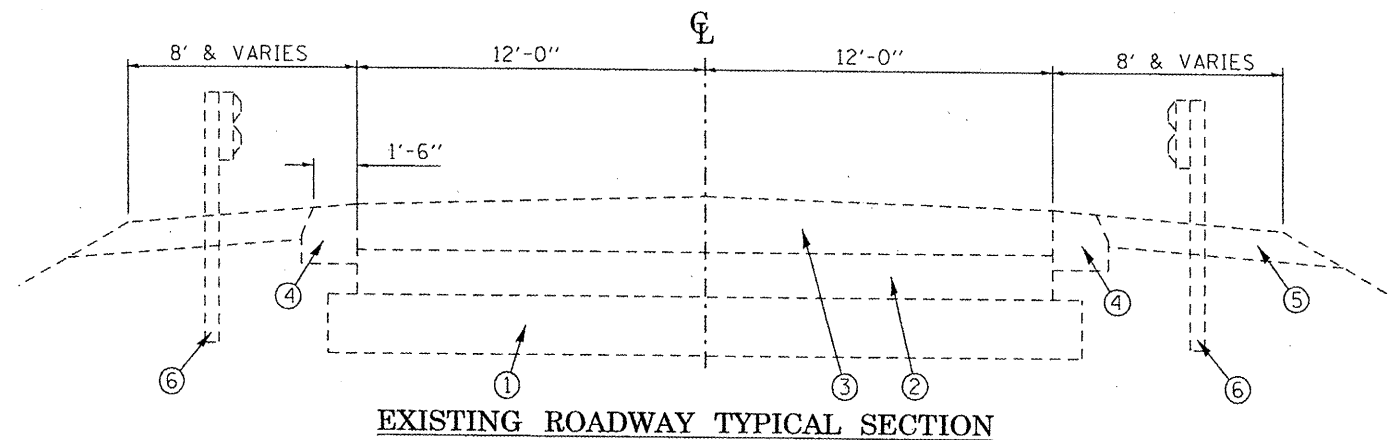
THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:

- 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 P10100
- COLOR PHOTOGRAPHS DEPICTING THE USE AREA
- BORROW AREA ENTRY AGREEMENT FORM - D4 P10101

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

EFK•Moen, LLC
Civil Engineering Design

FILE NAME :	USER NAME :	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	COMMITMENTS, GENERAL NOTES	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE :	DRAWN - MK	REVISED -			1360	65 BR	WOODFORD	39	2
	PLOT DATE :	CHECKED - SD	REVISED -			CONTRACT NO. 68530				
		DATE - 2/25/08	REVISED -			SCALE: N.T.S.				



- ① EXISTING SUB-BASE-GRANULAR, MATERIAL TYPE A
- ② EXISTING PCC BASE COURSE-9"
- ③ EXISTING +/- 10" BITUMINOUS RESURFACING
- ④ EXISTING BITUMINOUS SHOULDER
- ⑤ EXISTING AGGREGATE SHOULDER
- ⑥ EXISTING GUARDRAIL
- ⑦ PROPOSED GUARDRAIL AGGREGATE EROSION CONTROL 8" (TYPICAL SEE PLAN LOCATION)
- ⑧ PROPOSED STEEL PLATE BEAM GUARDRAIL (SEE PLAN LOCATION AND TYPE)
- ⑨ PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) * HMA MIX
- ⑩ PROPOSED PAVEMENT MARKING LINE, 4"
- ⑪ PROPOSED GEOTEXTILE FABRIC
- ⑫ PROPOSED BRIDGE APPROACH PAVEMENT
- ⑬ PROPOSED SUB-BASE GRANULAR MATERIAL TYPE A - 4"
(INCLUDED IN THE COST OF BRIDGE APPROACH PAVEMENT)

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

STA 1115+74.17 TO STA 1115+80.17
STA 1117+93.84 TO STA 1117+99.84

STA 1115+80.17 TO STA 1116+10.17
STA 1117+63.84 TO STA 1117+93.84
(REINFORCEMENT BARS NOT SHOWN
SEE STD. 420401 FOR DETAILS)

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Civil Engineering Design

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1360	BR 65	WOODFORD	39	4

CONTRACT NO. 68530

SCALE: N.T.S.

FILE NAME *	USER NAME *	DESIGNED -	REVISED -
		DRAWN - MK	REVISED -
		CHECKED - SD	REVISED -
		DATE - 2/25/08	REVISED -

APPROACH PAVEMENT		
LOCATION	BRIDGE APPROACH PAVEMENT (SQ YD)	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) (SQ YD)
1115+80.17 TO 1116+10.17	111	
1117+63.84 TO 1117+93.84	111	
1115+74.17 TO 1115+80.17		22
1117+93.84 TO 1117+99.84		22
TOTAL	222	44

PAVEMENT MARKING SCHEDULE		
LOCATION	TEMPORARY PAINT PAVEMENT MARKING LINE 4" (FOOT)	PAINT PAVEMENT MARKING LINE 4" (FOOT)
1115+74 TO 1118+00	511	511
TOTAL	511	511

PERIMETER EROSION BARRIER		
	LOCATION	FOOT
LT	1113+88 TO 1116+34	291
LT	1117+39 TO 1120+47	345
RT	1113+08 TO 1116+43	383
RT	1117+45 TO 1120+06	300
TOTAL		1319

GUARDRAIL SCHEDULE							
	LOCATION	REMOVAL LENGTH (FOOT)	GUARDRAIL MARKER TYPE A (EACH)	TRAFFIC BARRIER TERMINAL TYPE 6 (EACH)	TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (TANGENT) (EACH)	TERMINAL MARKER DIRECT APPLIED (EACH)	STEEL PLATE BEAM GUARDRAIL TYPE A (FOOT)
LT	1114+20 TO 1116+11	192					
LT	1117+55 TO 1120+46	292					
RT	1113+09 TO 1116+11	304					
RT	1117+54 TO 1119+45	192					
LT	1114+44 TO 1116+13		7				
LT	1117+61 TO 1119+68		9				
RT	1114+06 TO 1116+13		9				
RT	1117+61 TO 1119+30		7				
LT	1115+69 TO 1116+13			1			
LT	1117+61 TO 1118+05			1			
RT	1115+69 TO 1116+13			1			
RT	1117+61 TO 1118+05			1			
LT	1113+94 TO 1114+44				1		
LT	1119+68 TO 1120+18				1		
RT	1113+56 TO 1114+06				1		
RT	1119+30 TO 1119+80				1		
LT	1114+44 TO 1115+69						125.0
LT	1118+05 TO 1119+68						162.5
RT	1114+06 TO 1115+69						162.5
RT	1118+05 TO 1119+30						125.0
LT	1113+94					1	
LT	1120+18					1	
RT	1113+56					1	
RT	1119+80					1	
TOTAL		980	32	4	4	4	575.0

SCHEDULE OF EARTHWORK		
LOCATION	GRADING AND SHAPING SHOULDERS (UNIT)	TOPSOIL FURNISH AND PLACE, 4" (SQ YD)
LT	1113+88.00 TO 1116+10.17	222.2
RT	1113+53.00 TO 1116+10.17	257.2
LT	1117+63.84 TO 1120+20.00	256.2
RT	1117+63.84 TO 1120+00.00	236.2
LT	1113+50 TO 1116+10	38.7
LT	1117+64 TO 1120+20	10.8
RT	1113+50 TO 1116+10	16.2
RT	1117+64 TO 1120+00	69.3
TOTAL	972	135

GUARDRAIL AGGREGATE EROSION CONTROL		
LOCATION		(TON)
RT	1113+56.42 TO 1116+10.17	80.6
RT	1117+63.84 TO 1119+80.00	68.0
LT	1113+93.92 TO 1116+10.17	68.0
LT	1117+63.84 TO 1120+17.59	80.6
TOTAL		297

RAISED REFLECTIVE PAVEMENT MARKER		
LOCATION	RAISED REFLECTIVE PAVEMENT MARKER BRIDGE (EACH)	RAISED REFLECTIVE PAVEMENT MARKER (EACH)
1116+07	1	1
1116+87	1	1
1117+67	1	1
TOTAL	3	3

PAVEMENT REMOVAL	
LOCATION	PAVEMENT REMOVAL (SQ YD)
1115+74.17 TO 1116+06.47	98
1117+58.98 TO 1117+99.84	124
TOTAL	222

SEEDING SCHEDULE					
LOCATION	SEEDING CLASS 2A (ACRES)	NITROGEN FERTILIZER NUTRIENT (LBS)	PHOSPHORUS FERTILIZER NUTRIENT (LBS)	POTASSIUM FERTILIZER NUTRIENT (LBS)	MULCH METHOD 2 (ACRES)
RT/LT	1113+53 TO 1120+20	0.5	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

MISCELLANEOUS SCHEDULE					
ENGINEER'S FIELD OFFICE TYPE A (CAL MO)	MOBILIZATION (IL SUM)	TRAFFIC CONTROL AND PROTECTION STANDARD BLR 21 (IL SUM)	CONSTRUCTION LAYOUT (IL SUM)	CHANGEABLE MESSAGE SIGN SPECIAL (CAL DA)	
6	1	1	1	14	
TOTAL	6	1	1	14	

SHOULDER REMOVAL		
LOCATION		SHOULDER REMOVAL (SQ YD)
1113+93.92 TO 1116+04.48	LT	117
1113+56.42 TO 1116+06.47	RT	139
1117+59.02 TO 1120+17.59	LT	143
1117+58.95 TO 1119+80.09	RT	123
TOTAL		522

SURVEY MARKER SCHEDULE		
LOCATION	POINT TYPE	PERMANENT SURVEY MARKERS TYPE 1 (EACH)
1116+12.00	BRIDGE ABUTMENT	1
TOTAL		1

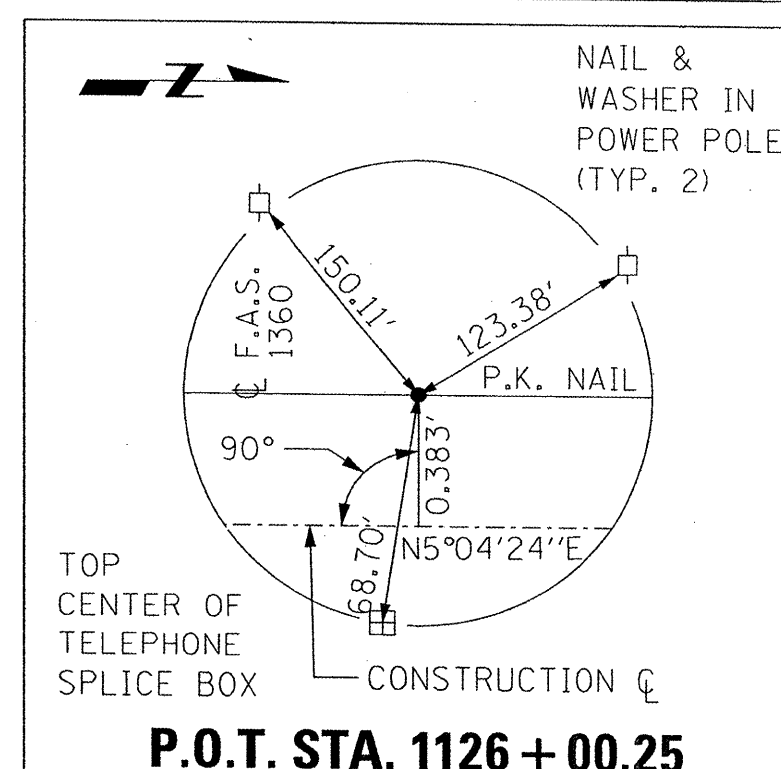
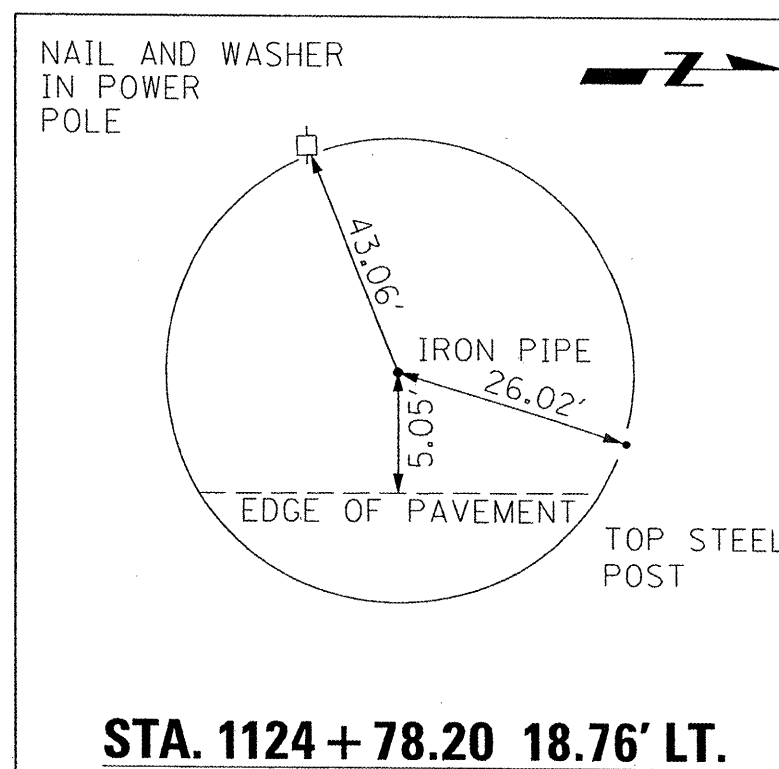
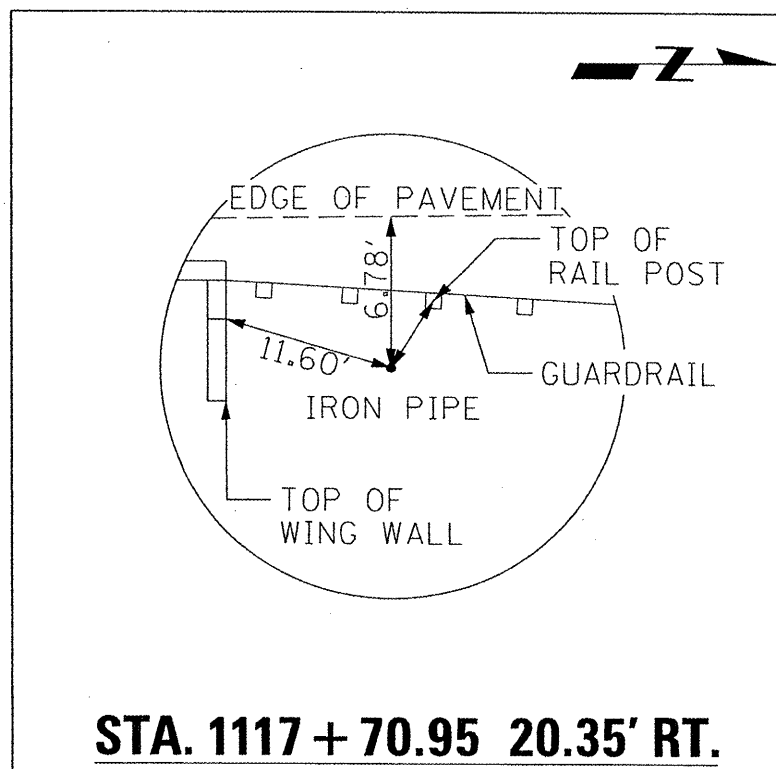
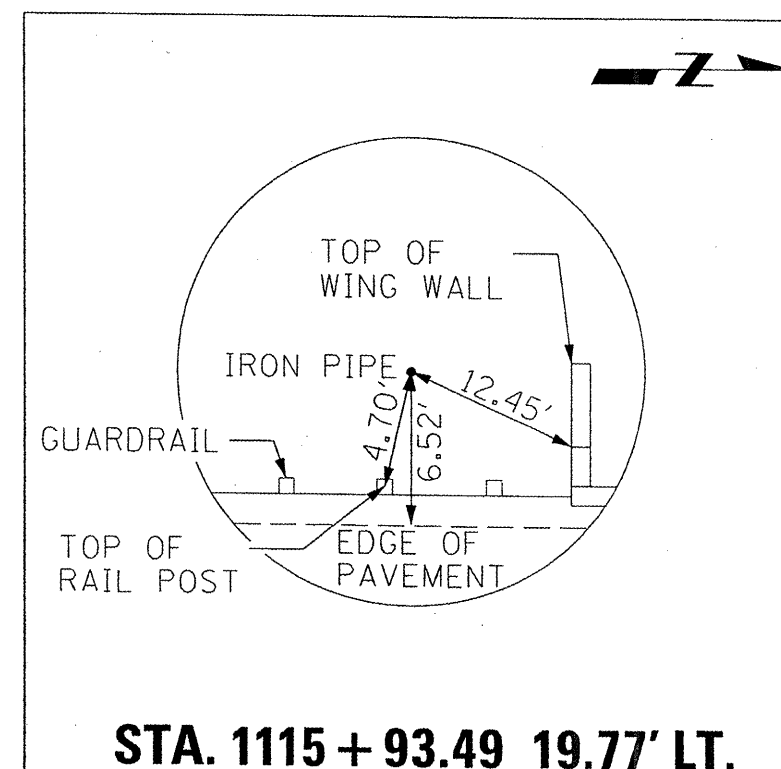
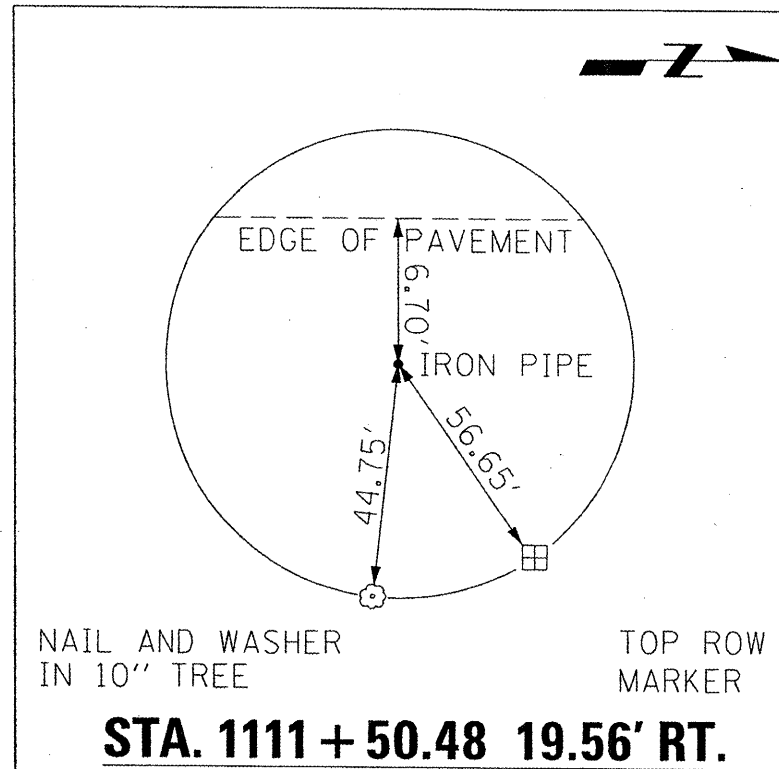
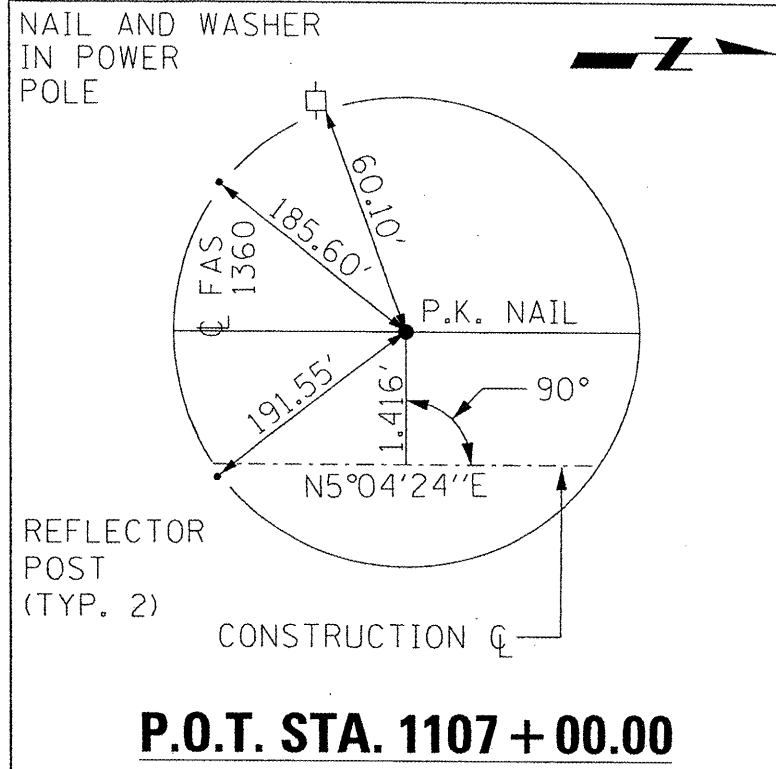
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		CHECKED - SD	REVISED -
		DATE - 3/12/08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES	
SCALE:	N.T.S.

F.A.S. RTE. 1360	SECTION BR 65	COUNTY WOODFORD	TOTAL SHEETS 39	SHEET NO. 5
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 68530		

EFK Moen, LLC
Civil Engineering Design



BENCHMARKS IL 251

B.M. #1 ELEV. 690.41'

B.M. #2 ELEV. 694.36'

R.R. SPIKE IN EAST SIDE OF POWER POLE.
STA. 1121+23, 63.6' LT

CHISELED SQUARE ON TOP OF SE WING SN 102-0005.
STA. 1116+06, 18.6' RT

FILE NAME *	USER NAME *	DESIGNED -	REVISED -
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		CHECKED - SD	REVISED -
		DATE - 2/25/08	REVISED -

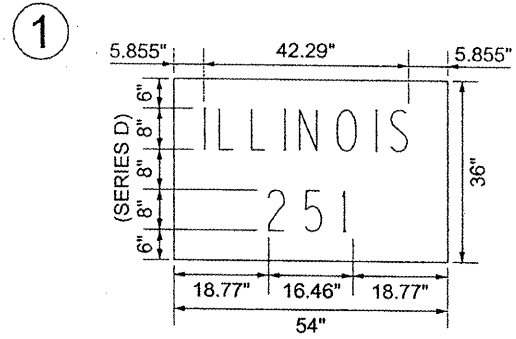
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REFERENCE, TIES AND BENCHMARKS

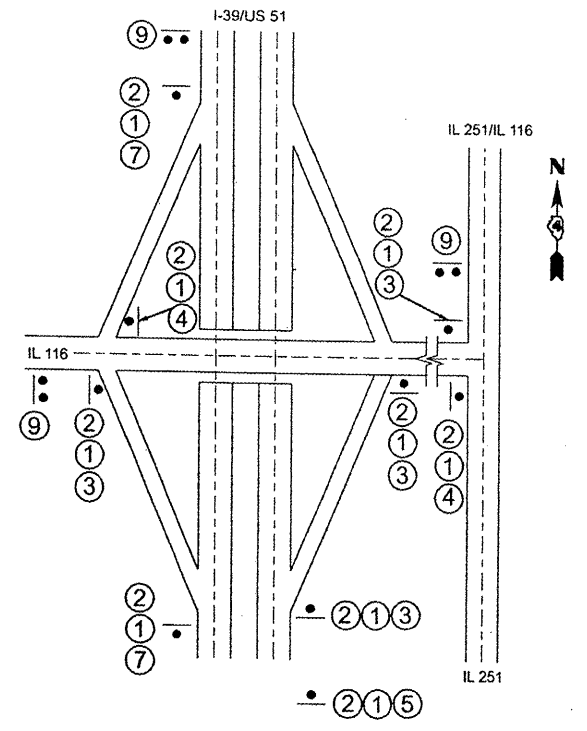
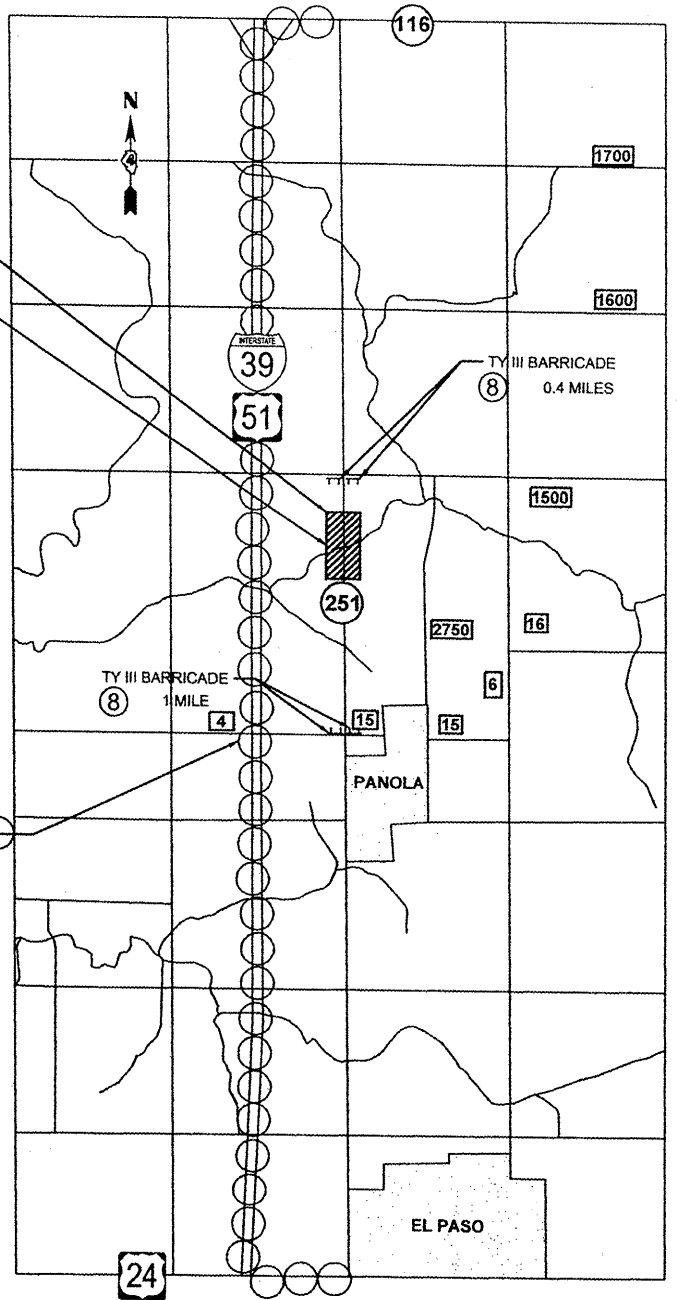
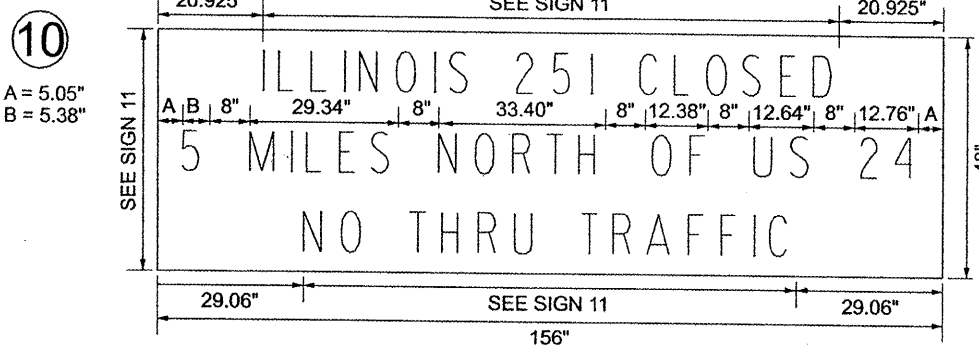
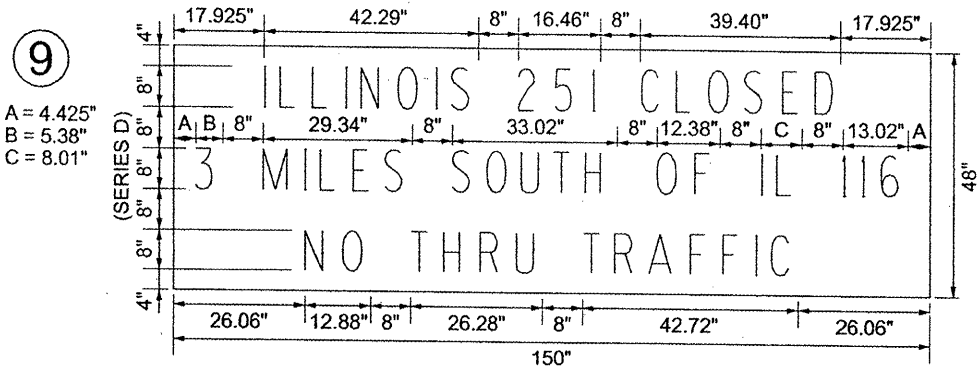
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1360	BR 65	WOODFORD	39	6
CONTRACT NO. 68530				

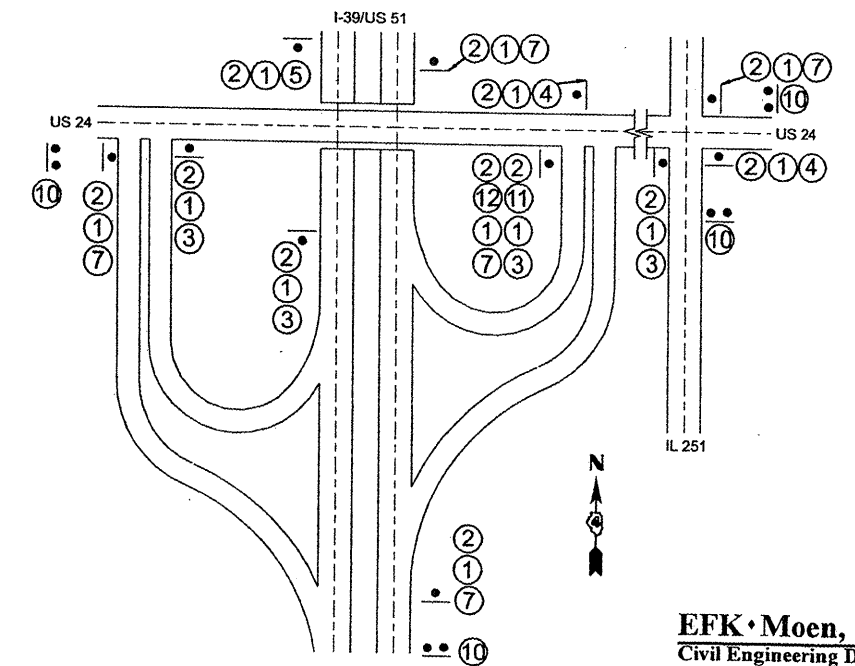
EFK Moen, LLC
Civil Engineering Design



PROJECT LOCATION
STA 1113+08.00 TO STA 1120+47.00
ROAD CLOSURE SHALL BE
ACCORDING TO STD. BLR 21-7



- ① ILLINOIS 251 54" X 36" 20 SIGNS
- ② DETOUR 30" X 15" 20 SIGNS M4-8
- ③ → 30" X 18" 8 SIGNS M6-1
- ④ ← 30" X 18" 4 SIGNS M6-1
- ⑤ ↗ 30" X 18" 2 SIGNS M5-1
- ⑥ ↖ 30" X 18" 0 SIGNS M5-1
- ⑦ ↑ 30" X 18" 6 SIGNS M6-3
- ⑧ ROAD CLOSED 60" X 30" 2 SIGNS R11-3a
MILES AHEAD LOCAL TRAFFIC ONLY
ONE SIGN WILL READ 0.4 MILES
ONE SIGN WILL READ 1 MILE
- ⑨ ILLINOIS 251 CLOSED 150" X 48" 3 SIGNS
3 MILES SOUTH OF IL 116
NO THRU TRAFFIC
- ⑩ ILLINOIS 251 CLOSED 156" X 48" 4 SIGNS
5 MILES NORTH OF US 24
NO THRU TRAFFIC
- ⑪ NORTH 30" X 15" 1 SIGN M3-1
- ⑫ SOUTH 30" X 15" 1 SIGN M3-3



CONTACTS FOR CLOSURE

THE FOLLOWING ORGANIZATIONS SHALL BE NOTIFIED SEVEN (7) DAYS PRIOR TO THE CLOSING OF IL ROUTE 251.

- | | | |
|---|--|---|
| POSTMASTER JERRY BASSI
UNITED STATES POST OFFICE
401 WEST FRONT STREET
EL PASO, IL 61738
PHONE (309) 527-4220 | POSTMASTER LARRY MILES
UNITED STATES POST OFFICE
160 WEST 5TH STREET
MINONK, IL 61760
PHONE (309) 432-2848 | SUPERINTENDENT JAMES MILLER
EL PASO-GRIDLEY CUSD #11
97 WEST FIFTH STREET
EL PASO, IL 61738
PHONE (309) 527-4410 |
| CAPTAIN DEAN KENNEDY
ILLINOIS STATE POLICE
1265 LOURDES ROAD
METAMORA, IL 61548
PHONE (309) 383-2133 | CHIEF JEFF PRICE
EL PASO POLICE DEPARTMENT
540 EAST MAIN STREET
EL PASO, IL 61738
PHONE (309) 527-5340 | SHERIFF JIM PIERCEALL
WOODFORD COUNTY
SHERIFF DEPARTMENT
111 EAST COURT STREET
EUREKA, IL 61530
PHONE (309) 467-2375 |
| FIRE CHIEF DALE UPHOFF
EL PASO FIRE
PROTECTION DISTRICT
P.O. BOX 56
EL PASO, IL 61738
PHONE (309) 527-2555 | CAPTAIN JOHN LONGMAN
EL PASO EMERGENCY SQUAD
P.O. BOX 194
EL PASO, IL 61738
PHONE (309) 527-6145 | MR. DENNIS BACHMAN
WOODFORD COUNTY ENGINEER
301 SOUTH MAIN ST
ROANOKE, IL 61561
PHONE (309) 923-2891 |

DETOUR PLAN

THE WORK INCLUDED IN SECTION 65 BR CONSISTS OF REMOVING AND REPLACING THE EXISTING STRUCTURE. THIS REPLACEMENT WILL REQUIRE FAS 1360 (IL 251) TO BE DETOURED.

THE DETOUR WILL CONSIST OF:
IL 116 - 0.5 MILES
I 39 - 8.0 MILES
US 24 - 0.5 MILES
TOTAL - 9.0 MILES (ADVERSE TRAVEL DISTANCE 0.9 MILES)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

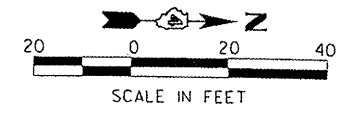
CONTACTS FOR CLOSURE, DETOUR PLAN
IL 251 DETOUR SIGNING

F.A.S. RTE. 1360	SECTION 65 BR	COUNTY WOODFORD	TOTAL SHEETS 39	SHEET NO. 7
CONTRACT NO. 68530				

EFK Moen, LLC
Civil Engineering Design

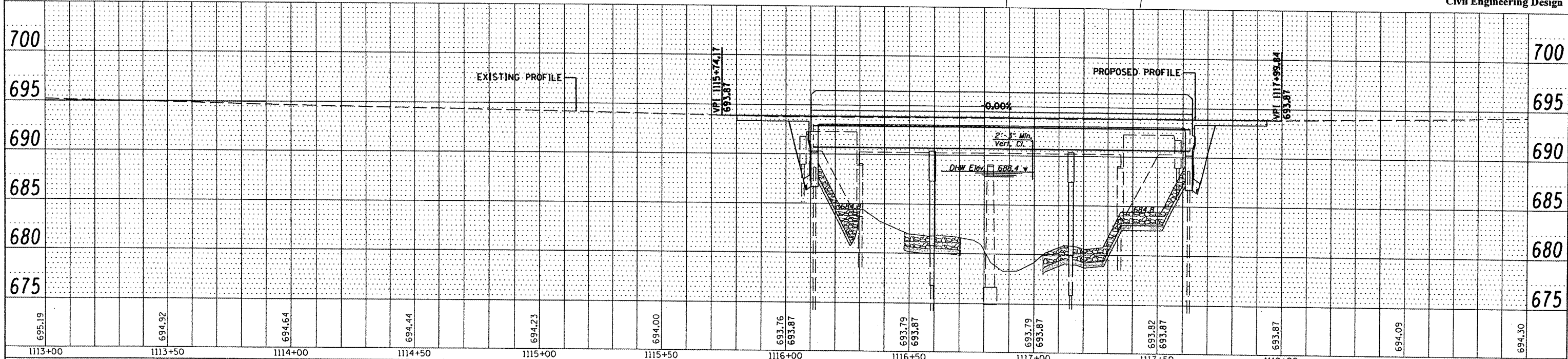
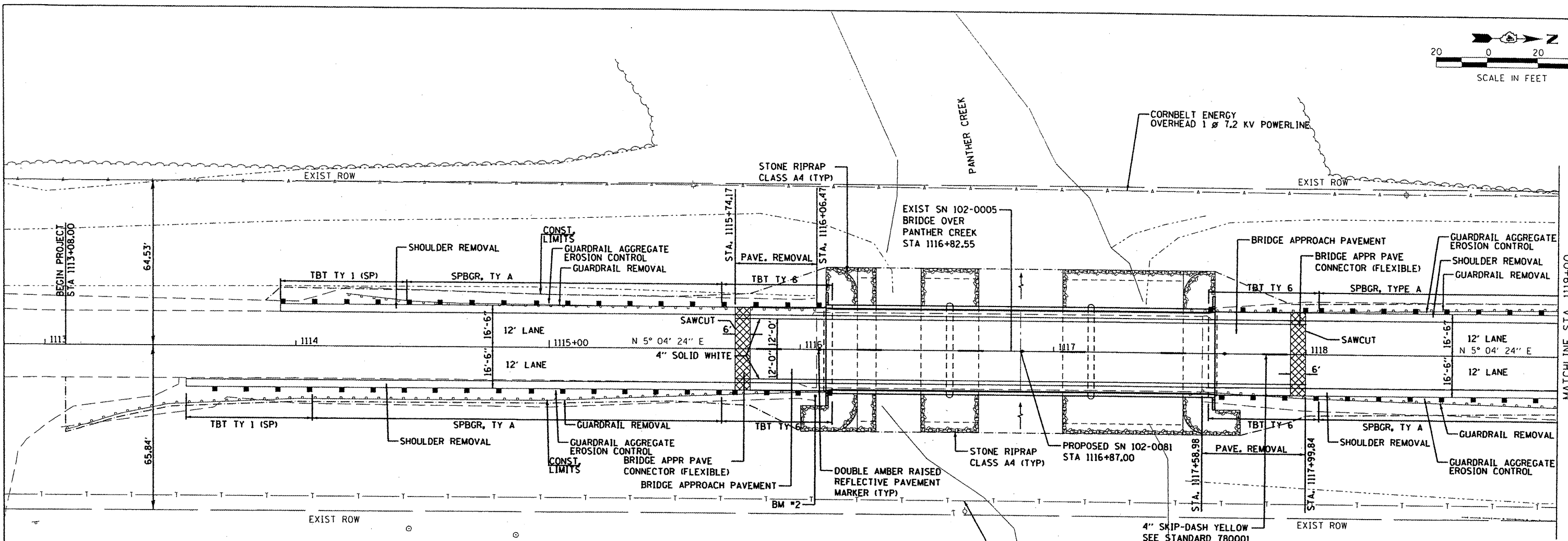
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		CHECKED - SD	REVISED -
		DATE - 2/25/08	REVISED -

SCALE: N.T.S.



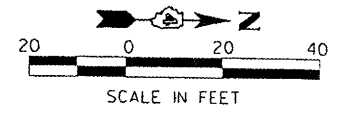
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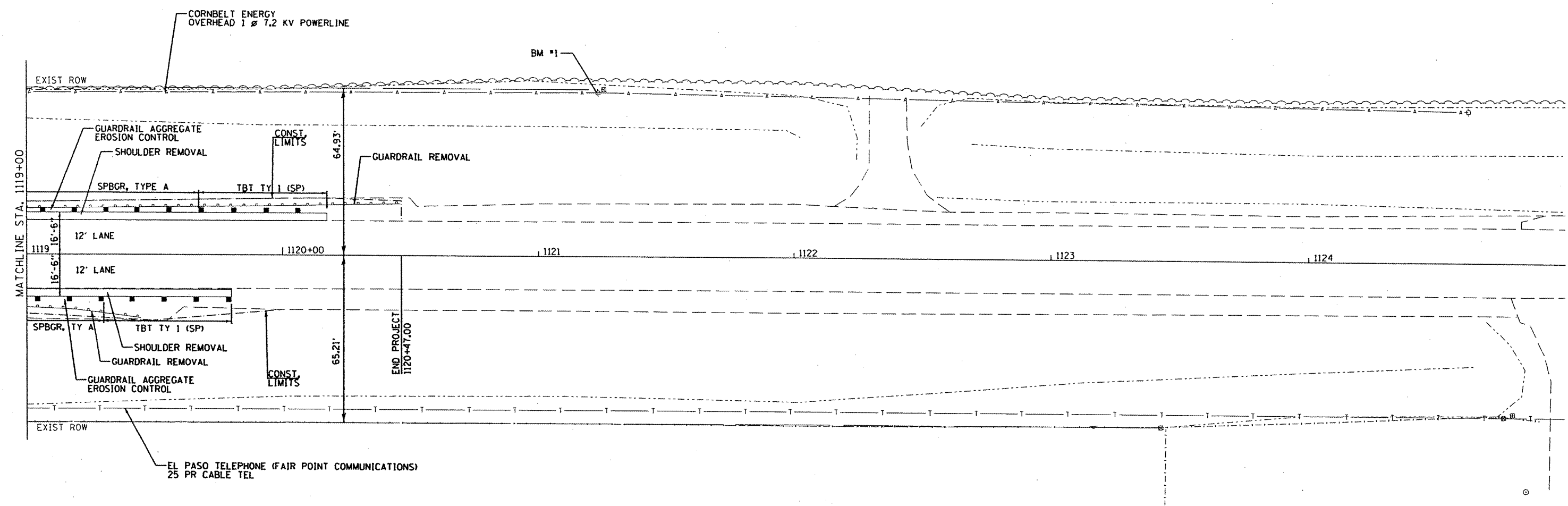
EFK Moen, LLC
Civil Engineering Design

FILE NAME =	USER NAME =	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE				F.A.S. RTE. 1360	SECTION 65 BR	COUNTY WOODFORD	TOTAL SHEETS 39	SHEET NO. 8
PLOT SCALE =	CHECKED - SD	REVISED -	REVISED -		SCALE: 1" = 20'	SHEET NO. 1 OF 2 SHEETS	STA. 1113+00.00 TO STA. 1119+00.00	CONTRACT NO. 68530					
PLOT DATE =	DATE - 2/25/08	REVISED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS TURNpike PROJECT								

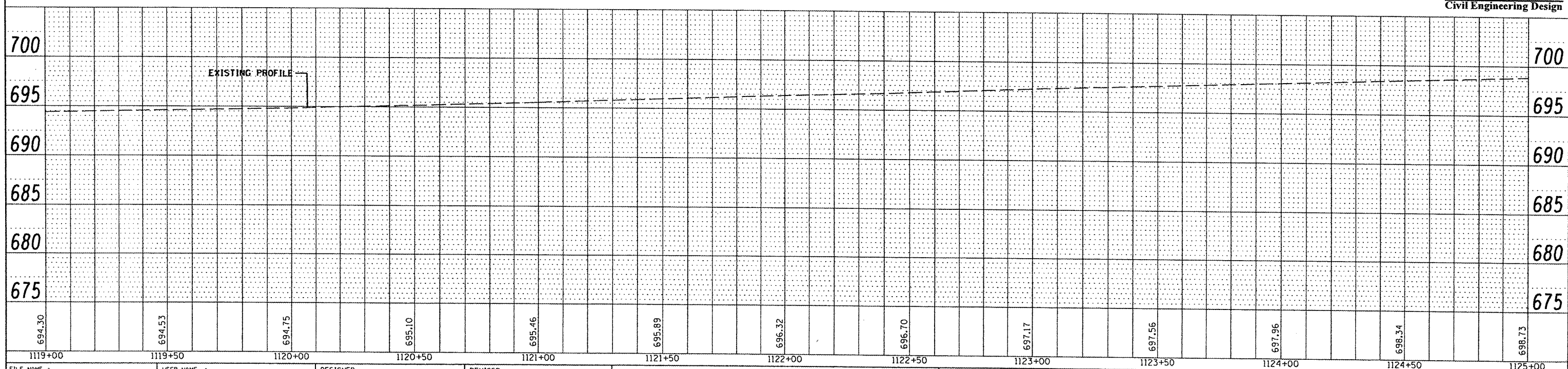


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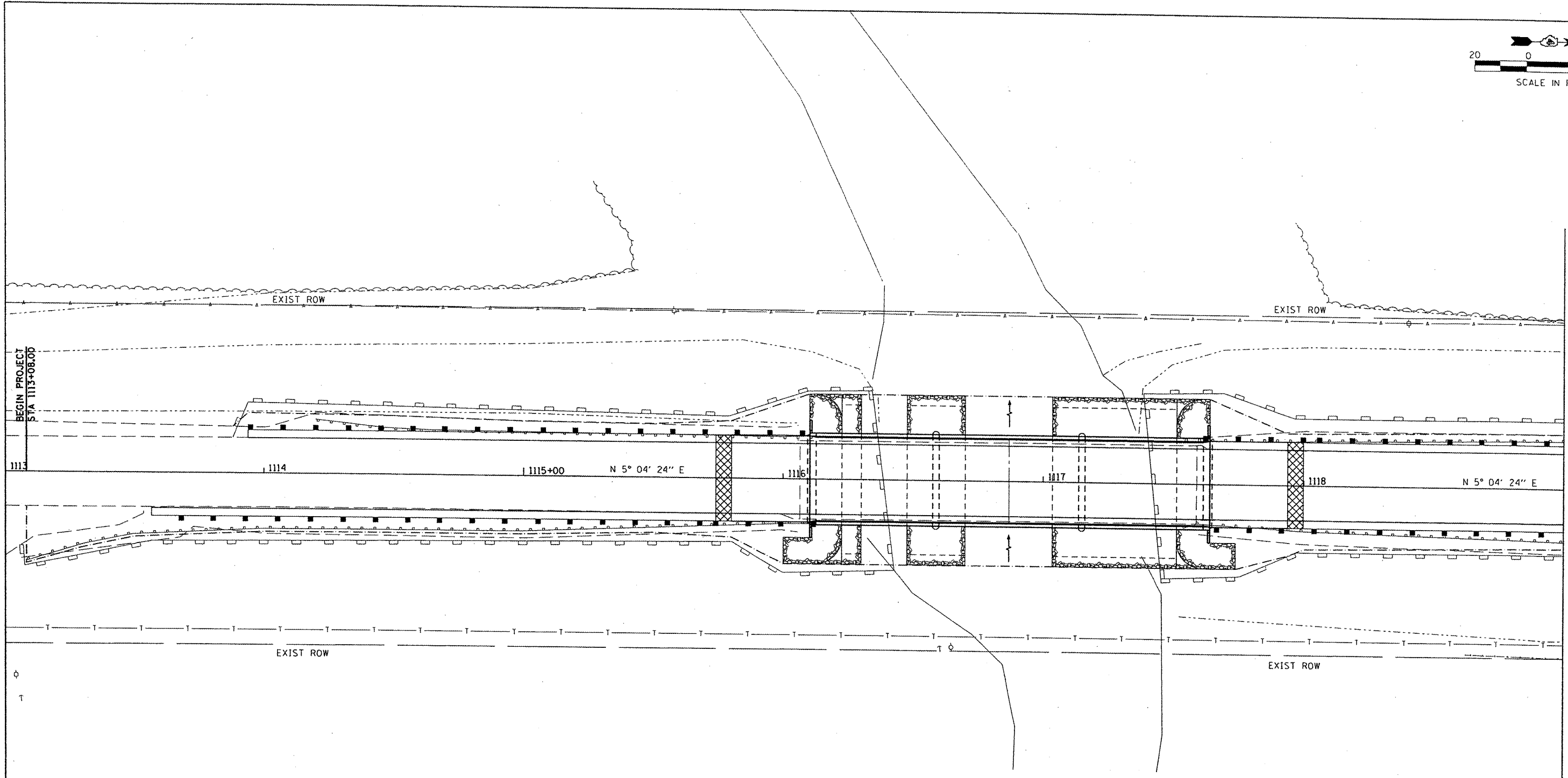
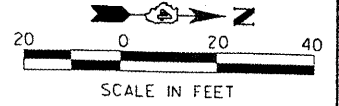
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DESIGNED	
DRAWN	
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DATE	
REVISION	
NO.	



EFK Moen, LLC
Civil Engineering Design



FILE NAME =	USER NAME =	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - JD	REVISED -			1360	65 BR	WOODFORD	39	9	
		CHECKED - SD	REVISED -			SCALE: 1" = 20' SHEET NO. 2 OF 2 SHEETS STA. 1119+00.00 TO STA. 1125+00.00					
		DATE - 2/25/08	REVISED -			CONTRACT NO. 68530					



TEMPORARY EROSION CONTROL

— — — — — PERIMETER EROSION BARRIER

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

FILE NAME :	USER NAME :	DESIGNED -	REVISED -
		DRAWN - MK	REVISED -
		CHECKED - SD	REVISED -
		DATE - 2/25/08	REVISED -

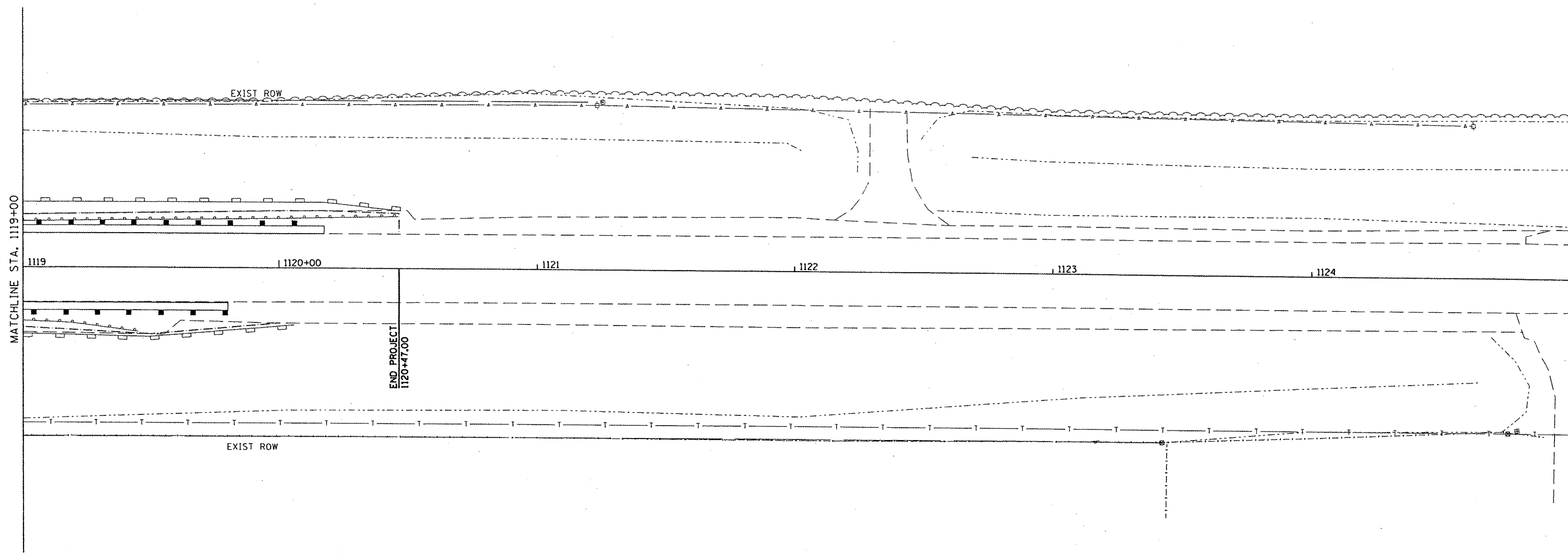
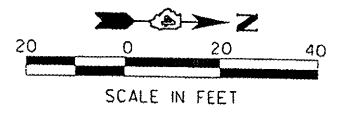
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL PLAN

SCALE: 1" = 20' SHEET NO. 1 OF 2 SHEETS STA. 1113+00.00 TO STA. 1119+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1360	65 BR	WOODFORD	39	10
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				CONTRACT NO. 68530

EFK·Moen, LLC
 Civil Engineering Design



TEMPORARY EROSION CONTROL

—■—■—■—■— PERIMETER EROSION BARRIER

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 :	USER NAME :	DESIGNED -	REVISED -
		DRAWN - MK	REVISED -
		CHECKED - SD	REVISED -
		DATE - 2/25/08	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL PLAN

SCALE: 1" = 20' SHEET NO. 2 OF 2 SHEETS | STA. 1119+00.00 TO STA. 1125+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1360	65 BR	WOODFORD	39	11
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68530	

B.M. # 43 on N.E. Wing Wall of Bridge 15' Rt. Sta. 1117+37 Elev. 689.42
 Existing Structure - Two Span R.C. Deck Girder Bridge with Reinforced
 Concrete Abutments & Pier, Superstructure & portions of Substructure
 to be removed as shown on plans by the Bridge Contractor.

STATE OF ILLINOIS
 DEPARTMENT OF PUBLIC WORKS & BUILDINGS
 DIVISION OF HIGHWAYS

This portion of embankment back
 fill by bridge contractor after
 bent is in place.

Scale	1" = 10'
Sheet No.	12
Date	11-5-59
Project	F-77(10)

GENERAL NOTES

Class X Concrete shall be used throughout.
 The concrete floor slab shall be finished in
 accordance with Article 51.19 of the Standard Specifi-
 cations.

The Slope Wall shall be reinforced with woven
 wire fabric, 6" x 6" mesh, #4 wires, weighing 55 # per
 100 Sq. Ft.

Rivets 3/4" Open holes 1/2" unless noted.
 Structural Steel shall conform to A 57-51 speci-
 fications A-36.

Anchor bolts shall be set before riveting a.s.
 phragms over supports.

All bolsters, rockers, bearing plates, shim plates,
 lead plates, pintles, and anchor bolts shall be fabricat-
 ed and set in accordance with Article 51.5 of the Standard
 Specifications and are included in quantity of Struc-
 tural Steel. Est. Weight = 4,760 #.

Expansion guards shall be fabricated and set
 in accordance with Article 51.13(d) of the Standard
 Specifications, and are included in quantity of Struc-
 tural Steel.

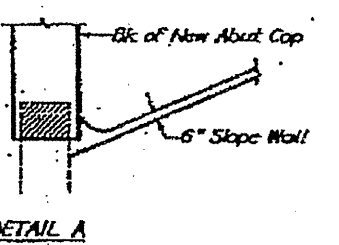
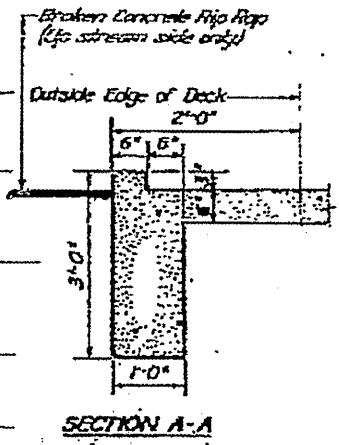
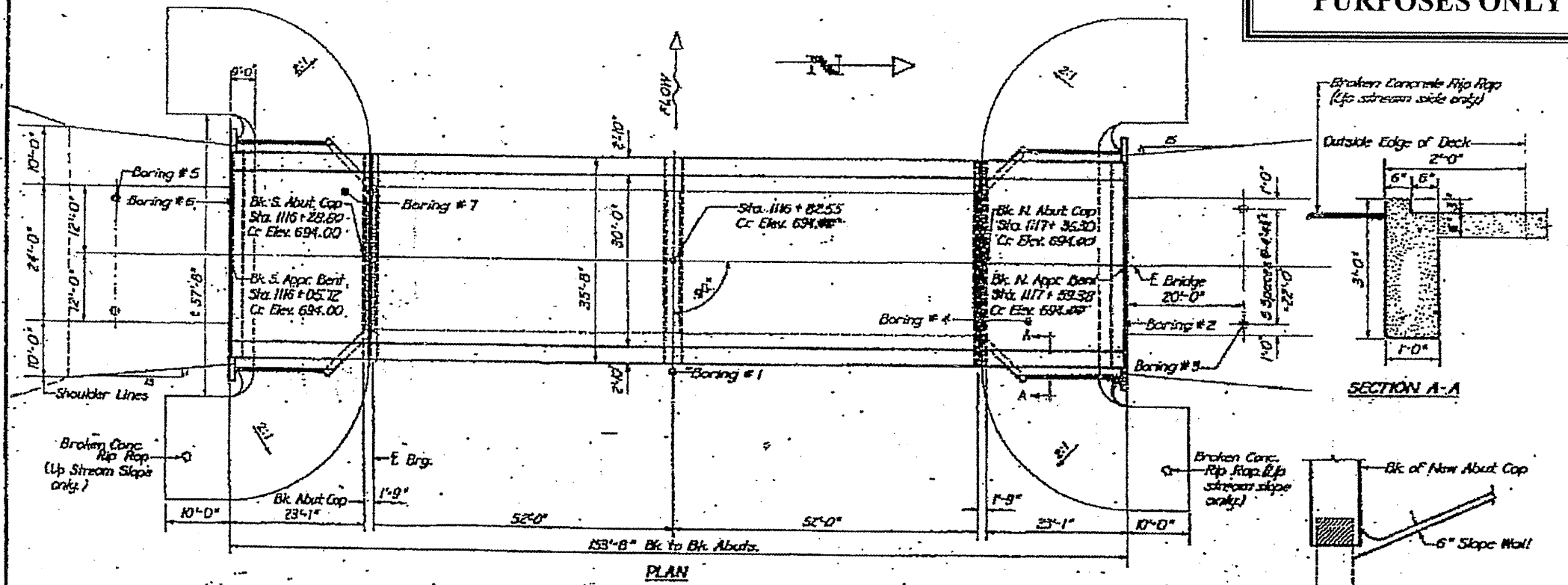
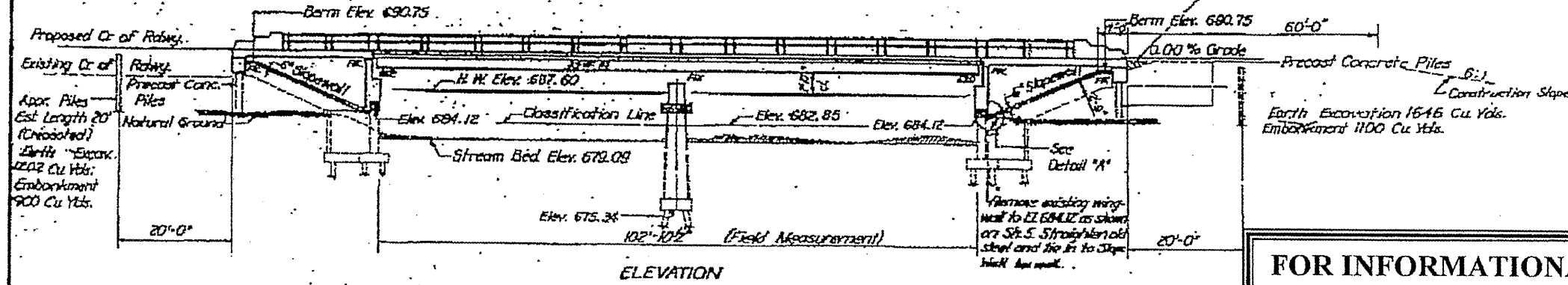
Except as otherwise provided, all Structural
 Steel shall receive one shop coat of red lead paint,
 and two field coats of aluminum paint. See Articles
 56.1 to 56.5 inclusive of the Standard Specifications.

All paint shall be furnished and applied by
 the Contractor.

The Contractor shall drive one concrete test
 pile in a permanent location of the site as directed
 by the Engineer before ordering the remaining
 piles.

Coarse aggregate which is to be used in
 embankments must be absolutely free of chert, flint, lignite,
 lignite and soft sandstone.

FOR INFORMATIONAL
 PURPOSES ONLY

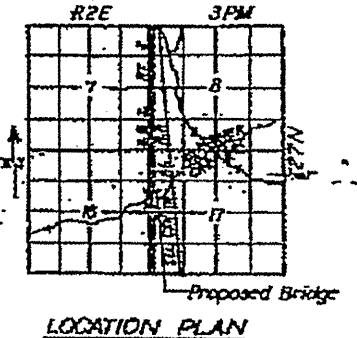


TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Channel Excavation	Cu Yds.		250	250
Earth Excavation	Cu Yds.		2293	2293
Removal of Existing Structure	Each	1		1
Expansion Earth, 1/2\"/>				

STATION 1116+82.55
 BULKY 195 BY
 STATE OF ILLINOIS
 S.B.T. RT 2 SEC. 65-BR
 PROJECT F-77(10)
 LOADING H20-55G
 NAME PLATE LETTERING
 See Standard 2115

WATERWAY INFORMATION
 Drainage Area ----- 23,200 Acres.
 Required Opening (100 Yr Flood) ----- 830 Sq. Ft.
 Present Opening ----- 565 Sq. Ft.
 Proposed Opening ----- 840 Sq. Ft.
 Low Water Elev. 681.85
 High Water Elev. 687.60



GENERAL PLAN AND ELEVATION
 PROJECT F-77(10)
 PANTHER CREEK
 S.B.T. RT 2 SEC. 65-BR
 WOODFORD COUNTY
 STA. 1116+82.55

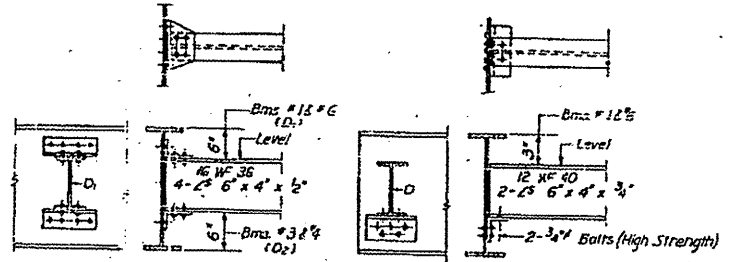
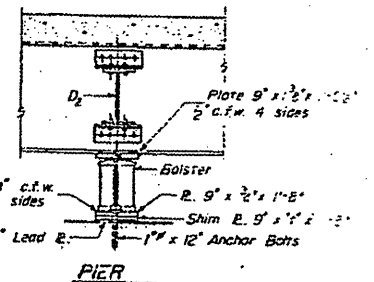
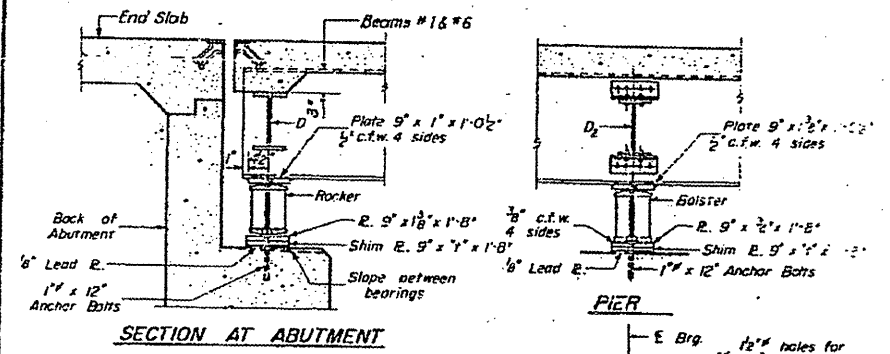
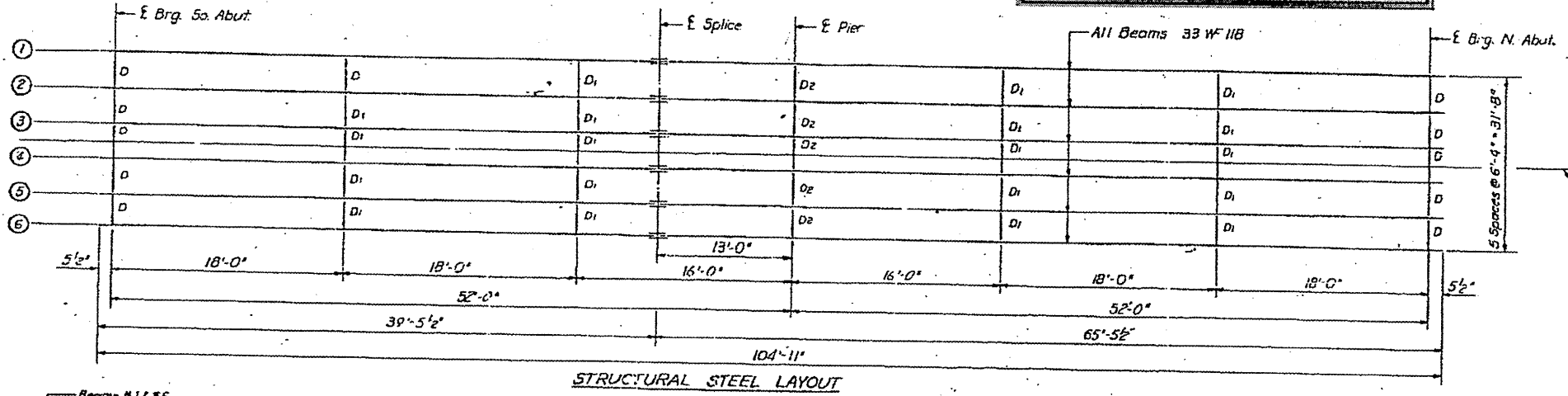
DESIGNED: *Arthur H. Cook*
 CHECKED: *Joseph P. Cotto*
 DRAWN: *W. J. Purinton*
 DATE: *11-5-59*

DESIGN STRESSES
 f_c = 1400 p.s.i. Super & Sub
 f_s = 75 p.s.i. Flyg.
 f_s = 20,000 p.s.i. Rein.
 f_s = 20,000 p.s.i. Struct.
 n = 10
 LOADING H20-55G-44

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

**FOR INFORMATIONAL
PURPOSES ONLY**

PROJECT NO.	SECTION	SHEET	TOTAL SHEETS
105-BR	WOOD FORD	17	7
SHEET NO. 3			
9 SHEETS			



THEORETICAL GRADE ELEVATIONS

Location	Spans 1 & 4	Spans 2 & 3
Crown	694.00	694.00
Beams 1 & 6		693.00
Beams 2 & 5		693.03
Beams 3 & 4		693.09
Edge of Curb	693.81	693.81

ELEVATION TOP OF BEAMS

	Bms 1 & 6	Bms 2 & 5	Bms 3 & 4
E Brq. N & S Abut.	693.25	693.36	693.43
E Splice	693.19	693.30	693.37
E Brq. Pier	693.20	693.31	693.38

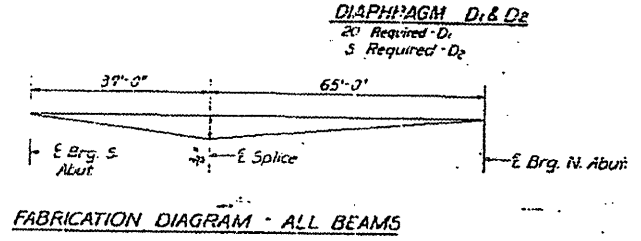
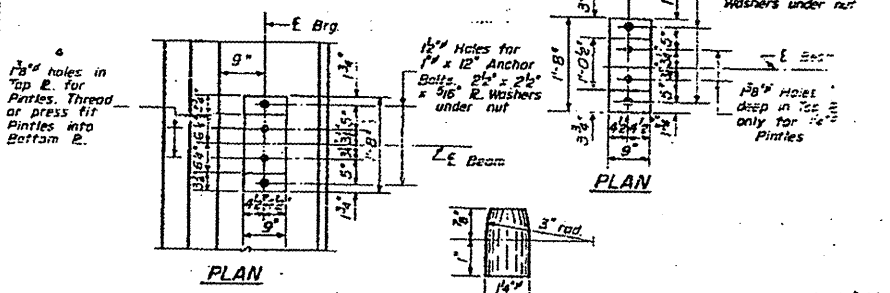
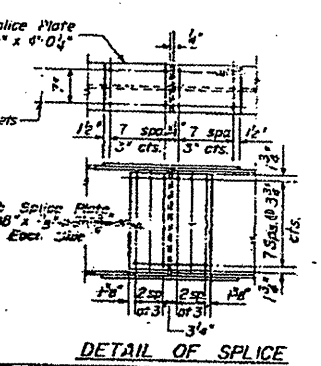
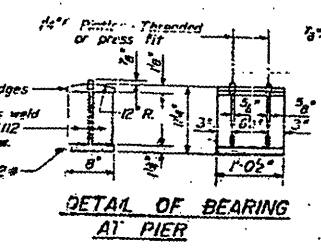
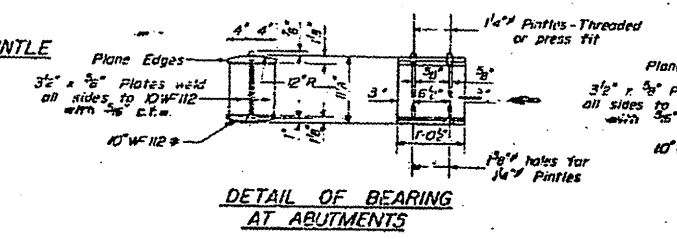


TABLE OF "I" DIMENSIONS

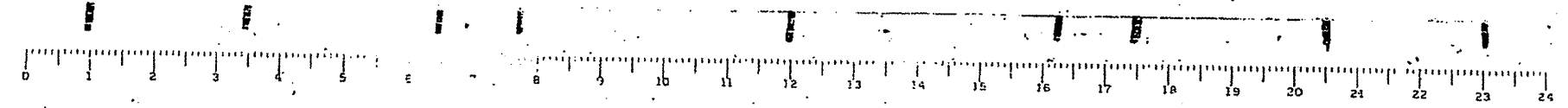
	Bms 1 & 6	Bms 2 & 5	Bms 3 & 4
E Brq. N & S Abut.	0	16"	19"
E Pier	0	16"	7"

DESIGNED *Charles R. Beck*
CHECKED *Joseph Beck*
DRAWN *W. D. Sausaman*
DATE *11-25-59*

MAP *S 1922*
EXAMINED *W. B. Beck*
PASSED *E. J. Shuck*
APPROVED *W. B. Beck*



STRUCTURAL STEEL
S. B. I. RT. 2 SEC 65-BR
WOODFORD COUNTY
STA. 1116 ± 82.65

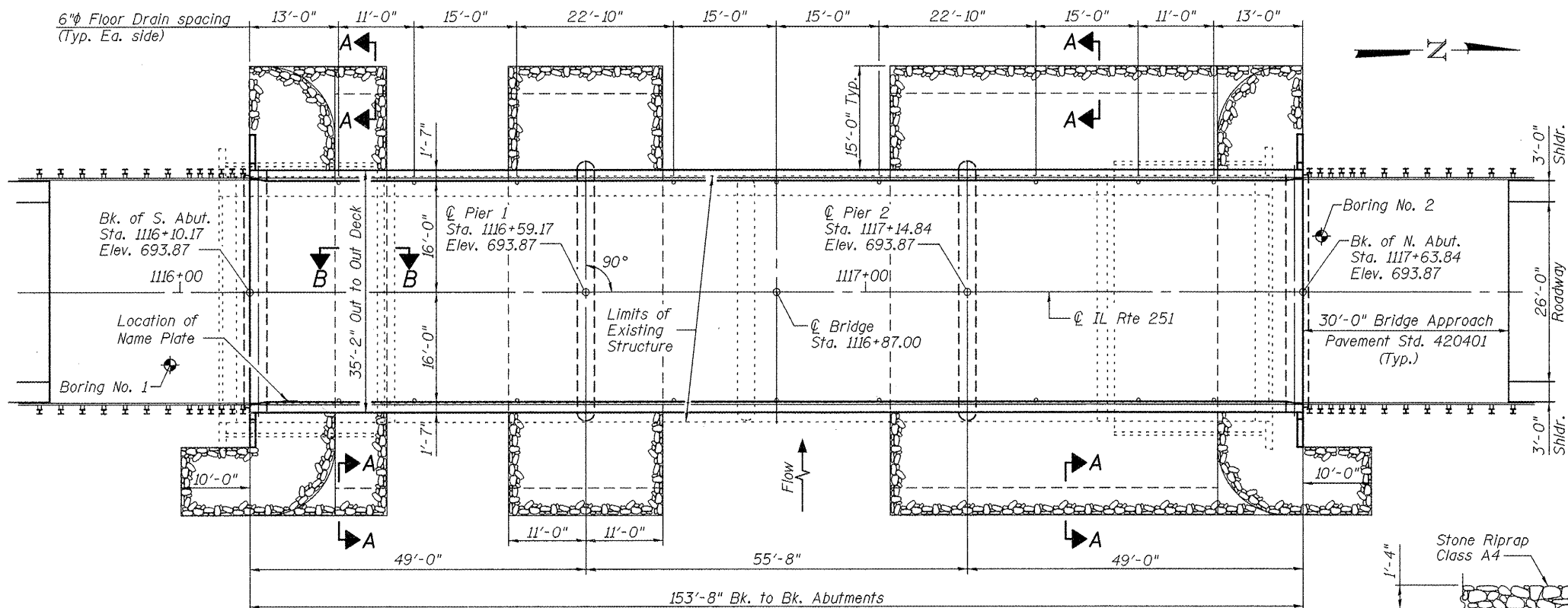
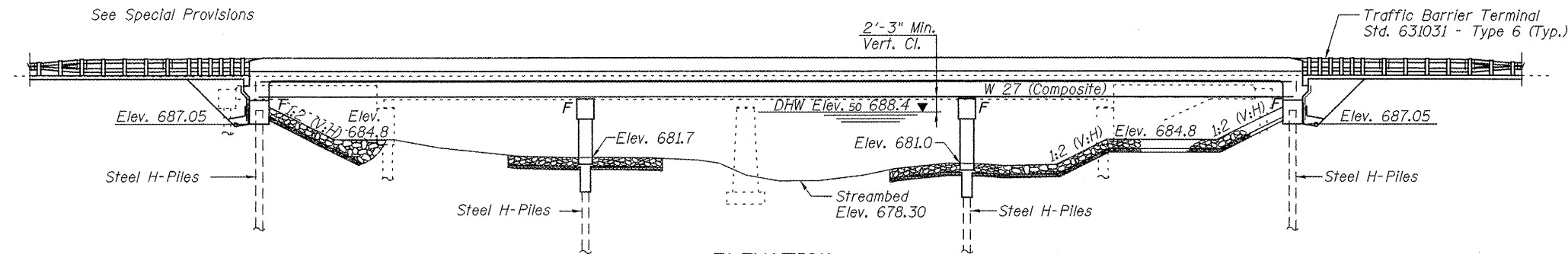


B.M.- Chisled "□" on top of southeast wingwall of S.N. 102-0005. Elev. 694.36.
 Existing Structure- S.N. 102-0005. Built as S.B.I. Route 2, Section 65-BR in 1963. Four span 153'-8" back to back approach bents, 35'-8" out to out supported on pile bents and solid wall pier. Spans 1 and 4 R.C. slab, spans 2 and 3 noncomposite R.C. deck on rolled steel beams. Road to be closed and traffic detoured during construction.
 Salvage- See Special Provisions

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAS 1360	65-BR	WOODFORD	39	14
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

Contract # 68530



TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.		72	72
Stone Riprap, Class A4	Ton		677	677
Filter Fabric	Sq. Yd.		733	733
Removal of Existing Structures	Each		1	1
Slope Wall Removal	Sq. Yd.		216.9	216.9
Structure Excavation	Cu. Yd.		222.4	222.4
Floor Drains	Each	18		18
Concrete Structures	Cu. Yd.		83.4	83.4
Concrete Superstructure	Cu. Yd.	182.3		182.3
Bridge Deck Grooving	Sq. Yd.	512.2		512.2
Concrete Encasement	Cu. Yd.		15.4	15.4
Protective Coat	Sq. Yd.	675.1		675.1
Furnishing and Erecting Structural Steel	L. Sum			1
Stud Shear Connectors	Each	2610		2610
Reinforcement Bars, Epoxy Coated	Pound	42,610	9040	51,650
Bar Splicers	Each	66		66
Furnishing Steel Piles HP12x53	Foot		1326	1326
Driving Piles	Foot		1326	1326
Test Pile Steel HP12x53	Each		2	2
Name Plates	Each	1		1
Anchor Bolts, 1"	Each	48		48
Geocomposite Wall Drain	Sq. Yd.		52	52
Pipe Underdrains for Structures 4"	Foot		110	110
Underwater Structure Excavation Protection - Location 1	Each		1	1
Underwater Structure Excavation Protection - Location 2	Each		1	1

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft)	S. Abutment	Pier 1	Pier 2	N. Abutment
	687.1	674.1	673.4	687.1

WATERWAY INFORMATION

Existing Low Grade Elev. 693.75 @ Sta. 1116+00
 Proposed Low Grade Elev. 693.87 @ Sta. 1116+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	10	1777	718	797	687.5	0.2	0.2	687.7	687.7
Base	50	2700	824	921	688.4	0.3	0.3	688.7	688.7
Overtopping	100	3087	860	962	688.7	0.4	0.3	689.1	689.0
Max. Calc.	500	4007	946	1061	689.4	0.5	0.4	689.9	689.8

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW

APPROVED
 For Structural Adequacy Only

Ralph E. Anderson
 Engineer of Bridges & Structures



4/15/2008
 EXPIRES 11/30/2009

LOADING HS20-44

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

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications - 17th ed.

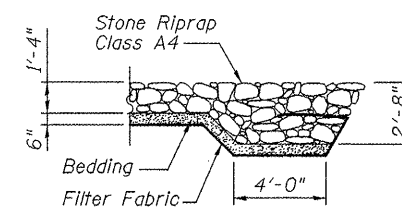
DESIGN STRESSES

FIELD UNITS

$f_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)
 $f_y = 50,000$ psi (M270 Gr. 50W)

SEISMIC DATA

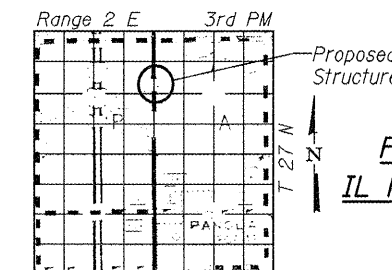
Seismic Performance Category (SPC) = A
 Bedrock Acceleration Coefficient (A) = 0.043 g
 Site Coefficient (S) = 1.2



SECTION A-A



PROFILE GRADE



LOCATION SKETCH

INDEX OF SHEETS

1. General Plan & Elevation
2. General Data
3. Top of Slab Elevations (1 of 2)
4. Top of Slab Elevations (2 of 2)
5. Superstructure
6. Superstructure Details
7. Diaphragm Details
8. Structural Steel
9. Structural Steel Details
10. Bearings Details
11. South Abutment
12. North Abutment
13. Pier 1
14. Pier 2
15. Steel H-Pile Details
16. Bar splicer Assembly Details
17. Cantilever Forming Brackets
18. Soil Boring Log (1 of 2)
19. Soil Boring Log (2 of 2)

GENERAL PLAN & ELEVATION
 F.A.S. ROUTE 1360 SEC. 65-BR
 IL ROUTE 251 OVER PANTHER CREEK
 WOODFORD COUNTY
 STATION 1116+87.00
 STRUCTURE NO. 102-0081

EFK Moen, LLC
 Civil Engineering Design

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 2 19 SHEETS
FAS 1360	65-BR	WOODFORD	39	15	
PROJ. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract # 68530

GENERAL NOTES

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

Calculated weight of Structural Steel = 91,300 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 (IL Modified). 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.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. 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.

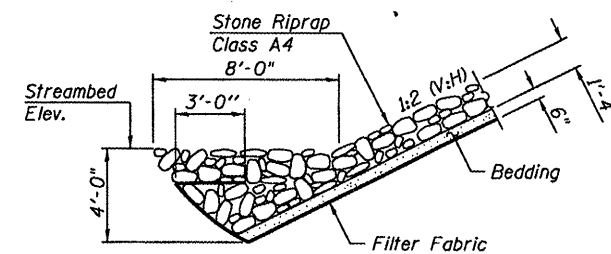
The Contractor shall drive test piles to 110% of the Nominal Required Bearing specified in the pile data information in production locations of the substructures indicated or approved by the Engineer before ordering the remainder of piles.

All construction joints shall be bonded.

The Contractor is advised that the existing steel superstructure is a continuous structure and removal must be done in a proper sequence, possibly with falsework support.

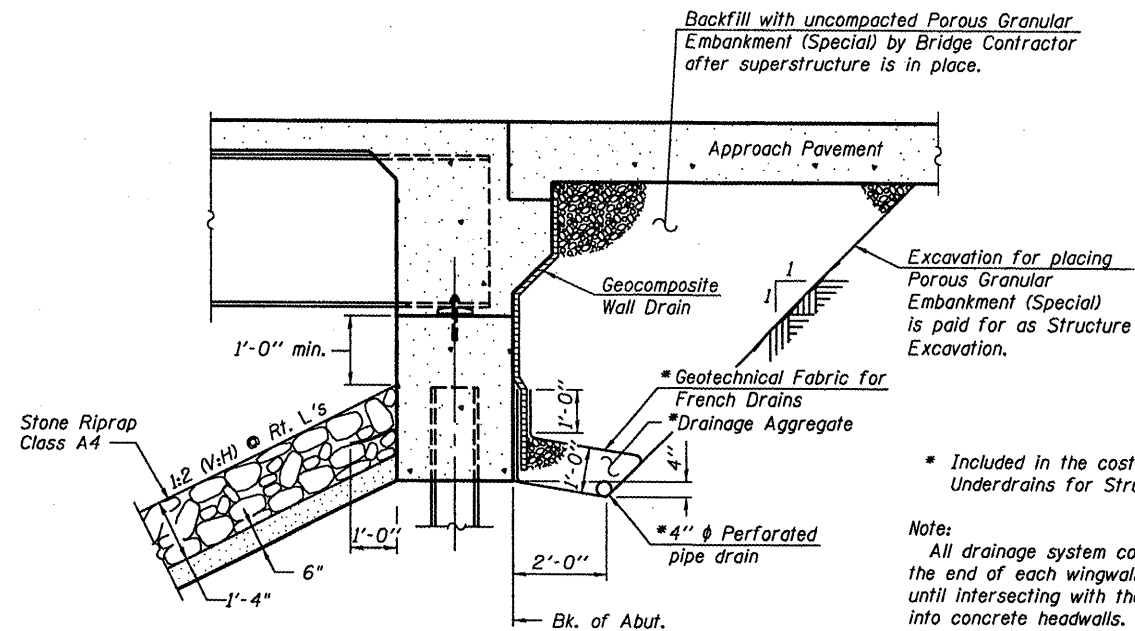
The Steel H-piles shall be according to AASHTO M270 Grade 50.

Slipforming of the parapets is not allowed.



SECTION B-B

See Sheet 1 for Section Cut.



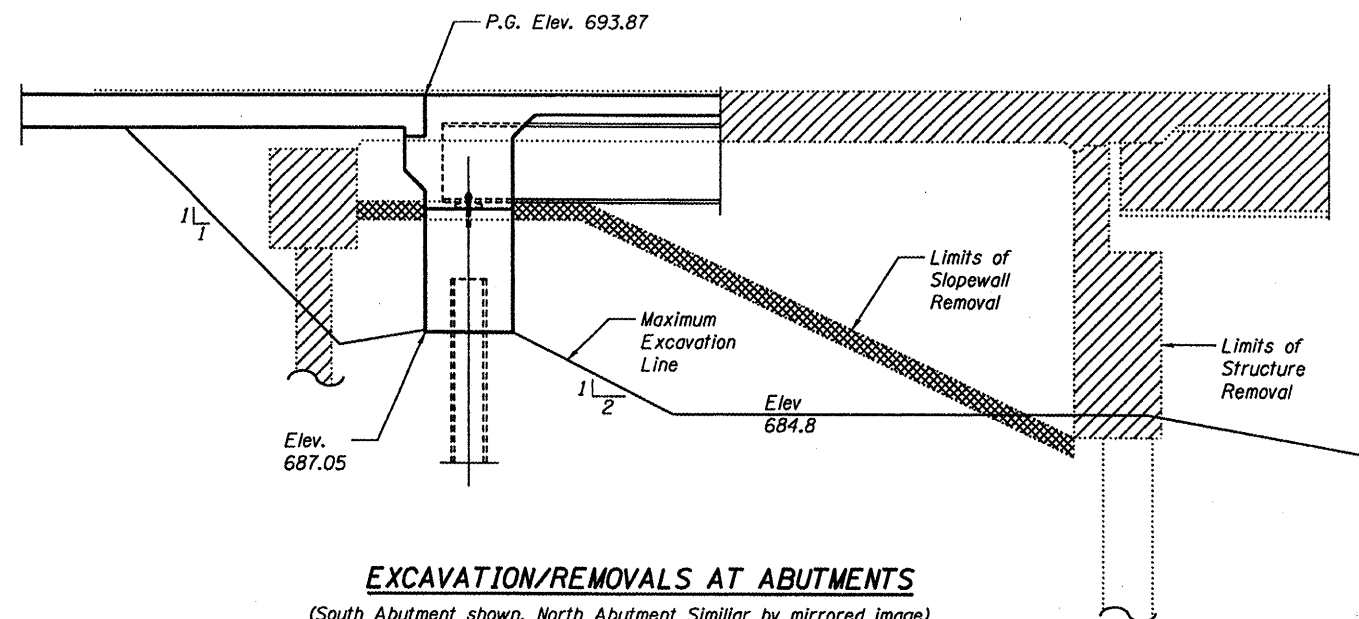
SECTION THRU INTEGRAL ABUTMENT

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

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

Note:

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



EXCAVATION/REMOVALS AT ABUTMENTS

(South Abutment shown, North Abutment Similar by mirrored image)

STATION 1116 + 87.00
BUILT 20 BY
STATE OF ILLINOIS
F.A.S. RTE. 1360 SEC. 65-BR
LOADING HS20-44
STRUCTURE NO. 102-0081

NAME PLATE
See Std. 515001

GENERAL DATA
F.A.S. ROUTE 1360 SEC. 65-BR
IL ROUTE 251 OVER PANTHER CREEK
WOODFORD COUNTY
STATION 1116+87.00
STRUCTURE NO. 102-0081

EFK•Moen, LLC
Civil Engineering Design

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. FAS 1360	SECTION 65-BR	COUNTY WOODFORD	TOTAL SHEETS 39	SHEET NO. 16	SHEET NO. 3 19 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract # 68530

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. S. ABUT.	1116+10.167	-15.000	693.620	693.620
⊖ BRG. S. ABUT.	1116+11.417	-15.000	693.620	693.620
A	1116+21.417	-15.000	693.620	693.641
B	1116+31.417	-15.000	693.620	693.650
C	1116+41.417	-15.000	693.620	693.644
D	1116+51.417	-15.000	693.620	693.628
⊖ BRG. PIER 1	1116+59.167	-15.000	693.620	693.620
E	1116+69.167	-15.000	693.620	693.627
F	1116+79.167	-15.000	693.620	693.637
G	1116+89.167	-15.000	693.620	693.641
H	1116+99.167	-15.000	693.620	693.633
I	1117+09.167	-15.000	693.620	693.622
⊖ BRG. PIER 2	1117+14.833	-15.000	693.620	693.620
J	1117+24.833	-15.000	693.620	693.632
K	1117+34.833	-15.000	693.620	693.646
L	1117+44.833	-15.000	693.620	693.649
M	1117+54.833	-15.000	693.620	693.637
⊖ BRG. N. ABUT.	1117+62.583	-15.000	693.620	693.620
BK. N. ABUT.	1117+63.833	-15.000	693.620	693.620

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. S. ABUT.	1116+10.167	-9.000	693.730	693.730
⊖ BRG. S. ABUT.	1116+11.417	-9.000	693.730	693.730
A	1116+21.417	-9.000	693.730	693.751
B	1116+31.417	-9.000	693.730	693.760
C	1116+41.417	-9.000	693.730	693.753
D	1116+51.417	-9.000	693.730	693.738
⊖ BRG. PIER 1	1116+59.167	-9.000	693.730	693.730
E	1116+69.167	-9.000	693.730	693.736
F	1116+79.167	-9.000	693.730	693.747
G	1116+89.167	-9.000	693.730	693.750
H	1116+99.167	-9.000	693.730	693.743
I	1117+09.167	-9.000	693.730	693.732
⊖ BRG. PIER 2	1117+14.833	-9.000	693.730	693.730
J	1117+24.833	-9.000	693.730	693.741
K	1117+34.833	-9.000	693.730	693.756
L	1117+44.833	-9.000	693.730	693.759
M	1117+54.833	-9.000	693.730	693.747
⊖ BRG. N. ABUT.	1117+62.583	-9.000	693.730	693.730
BK. N. ABUT.	1117+63.833	-9.000	693.730	693.730

GIRDER 3

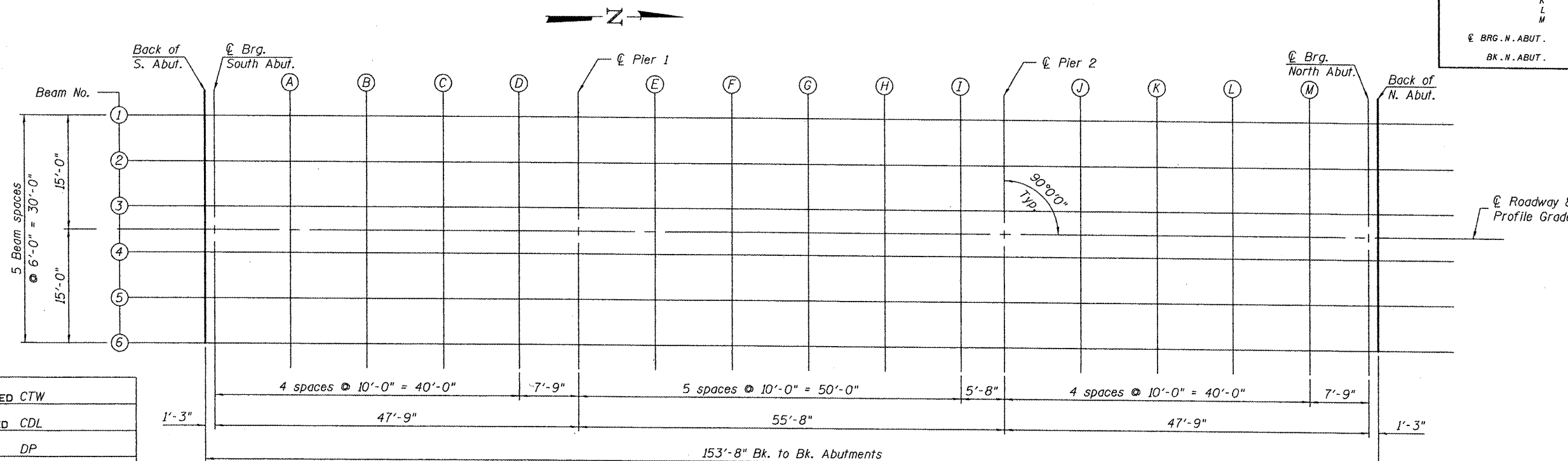
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. S. ABUT.	1116+10.167	-3.000	693.823	693.823
⊖ BRG. S. ABUT.	1116+11.417	-3.000	693.823	693.823
A	1116+21.417	-3.000	693.823	693.845
B	1116+31.417	-3.000	693.823	693.854
C	1116+41.417	-3.000	693.823	693.847
D	1116+51.417	-3.000	693.823	693.831
⊖ BRG. PIER 1	1116+59.167	-3.000	693.823	693.823
E	1116+69.167	-3.000	693.823	693.830
F	1116+79.167	-3.000	693.823	693.841
G	1116+89.167	-3.000	693.823	693.844
H	1116+99.167	-3.000	693.823	693.837
I	1117+09.167	-3.000	693.823	693.825
⊖ BRG. PIER 2	1117+14.833	-3.000	693.823	693.823
J	1117+24.833	-3.000	693.823	693.835
K	1117+34.833	-3.000	693.823	693.850
L	1117+44.833	-3.000	693.823	693.853
M	1117+54.833	-3.000	693.823	693.840
⊖ BRG. N. ABUT.	1117+62.583	-3.000	693.823	693.823
BK. N. ABUT.	1117+63.833	-3.000	693.823	693.823

⊖ RDWY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. S. ABUT.	1116+10.167	0.000	693.870	693.870
⊖ BRG. S. ABUT.	1116+11.417	0.000	693.870	693.870
A	1116+21.417	0.000	693.870	693.891
B	1116+31.417	0.000	693.870	693.900
C	1116+41.417	0.000	693.870	693.894
D	1116+51.417	0.000	693.870	693.878
⊖ BRG. PIER 1	1116+59.167	0.000	693.870	693.870
E	1116+69.167	0.000	693.870	693.877
F	1116+79.167	0.000	693.870	693.888
G	1116+89.167	0.000	693.870	693.891
H	1116+99.167	0.000	693.870	693.883
I	1117+09.167	0.000	693.870	693.872
⊖ BRG. PIER 2	1117+14.833	0.000	693.870	693.870
J	1117+24.833	0.000	693.870	693.882
K	1117+34.833	0.000	693.870	693.896
L	1117+44.833	0.000	693.870	693.900
M	1117+54.833	0.000	693.870	693.887
⊖ BRG. N. ABUT.	1117+62.583	0.000	693.870	693.870
BK. N. ABUT.	1117+63.833	0.000	693.870	693.870

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. S. ABUT.	1116+10.167	3.000	693.823	693.823
⊖ BRG. S. ABUT.	1116+11.417	3.000	693.823	693.823
A	1116+21.417	3.000	693.823	693.845
B	1116+31.417	3.000	693.823	693.854
C	1116+41.417	3.000	693.823	693.847
D	1116+51.417	3.000	693.823	693.831
⊖ BRG. PIER 1	1116+59.167	3.000	693.823	693.823
E	1116+69.167	3.000	693.823	693.830
F	1116+79.167	3.000	693.823	693.841
G	1116+89.167	3.000	693.823	693.844
H	1116+99.167	3.000	693.823	693.837
I	1117+09.167	3.000	693.823	693.825
⊖ BRG. PIER 2	1117+14.833	3.000	693.823	693.823
J	1117+24.833	3.000	693.823	693.835
K	1117+34.833	3.000	693.823	693.850
L	1117+44.833	3.000	693.823	693.853
M	1117+54.833	3.000	693.823	693.840
⊖ BRG. N. ABUT.	1117+62.583	3.000	693.823	693.823
BK. N. ABUT.	1117+63.833	3.000	693.823	693.823

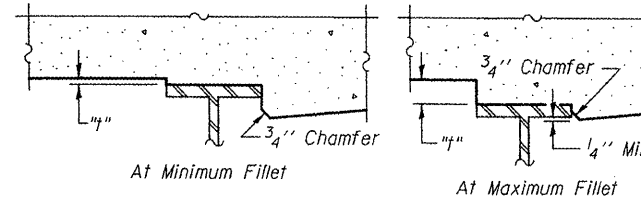


DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW

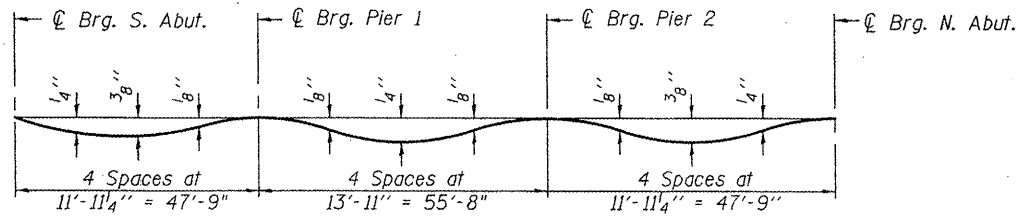
PLAN

TOP OF SLAB ELEVATIONS (1 OF 2)
F.A.S. ROUTE 1360 SEC. 65-BR
IL ROUTE 251 OVER PANTHER CREEK
WOODFORD COUNTY
STATION 1116+87.00
STRUCTURE NO. 102-0081

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ROUTE NO.	SECTION	COUNTY	SHEETS	DATE	SHEET NO.
FAS 1360	65-BR	WOODFORD	39	17	19
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		
Contract # 68530					



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 below.

To determine "f": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 3 and 4 of 19, minus slab thickness, equals the fillet heights "f" above top flange of beams.

FILLET HEIGHTS

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. S. ABUT.	1116+10.167	9.000	693.730	693.730
☉ BRG. S. ABUT.	1116+11.417	9.000	693.730	693.730
A	1116+21.417	9.000	693.730	693.751
B	1116+31.417	9.000	693.730	693.760
C	1116+41.417	9.000	693.730	693.753
D	1116+51.417	9.000	693.730	693.738
☉ BRG. PIER 1	1116+59.167	9.000	693.730	693.730
E	1116+69.167	9.000	693.730	693.736
F	1116+79.167	9.000	693.730	693.747
G	1116+89.167	9.000	693.730	693.750
H	1116+99.167	9.000	693.730	693.743
I	1117+09.167	9.000	693.730	693.732
☉ BRG. PIER 2	1117+14.833	9.000	693.730	693.730
J	1117+24.833	9.000	693.730	693.741
K	1117+34.833	9.000	693.730	693.756
L	1117+44.833	9.000	693.730	693.759
M	1117+54.833	9.000	693.730	693.747
☉ BRG. N. ABUT.	1117+62.583	9.000	693.730	693.730
BK. N. ABUT.	1117+63.833	9.000	693.730	693.730

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. S. ABUT.	1116+10.167	15.000	693.620	693.620
☉ BRG. S. ABUT.	1116+11.417	15.000	693.620	693.620
A	1116+21.417	15.000	693.620	693.641
B	1116+31.417	15.000	693.620	693.650
C	1116+41.417	15.000	693.620	693.644
D	1116+51.417	15.000	693.620	693.628
☉ BRG. PIER 1	1116+59.167	15.000	693.620	693.620
E	1116+69.167	15.000	693.620	693.627
F	1116+79.167	15.000	693.620	693.637
G	1116+89.167	15.000	693.620	693.641
H	1116+99.167	15.000	693.620	693.633
I	1117+09.167	15.000	693.620	693.622
☉ BRG. PIER 2	1117+14.833	15.000	693.620	693.620
J	1117+24.833	15.000	693.620	693.632
K	1117+34.833	15.000	693.620	693.646
L	1117+44.833	15.000	693.620	693.649
M	1117+54.833	15.000	693.620	693.637
☉ BRG. N. ABUT.	1117+62.583	15.000	693.620	693.620
BK. N. ABUT.	1117+63.833	15.000	693.620	693.620

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BEG. S. APPR.	1115+80.167	-12.000	693.68	693.68
APPR. 1	1115+90.167	-12.000	693.68	693.68
APPR. 2	1116+00.167	-12.000	693.68	693.68
BK. S. ABUT.	1116+10.167	-12.000	693.68	693.68
BK. N. ABUT.	1117+63.833	-12.000	693.68	693.68
APPR. 3	1117+73.833	-12.000	693.68	693.68
APPR. 4	1117+83.833	-12.000	693.68	693.68
END N. APPR.	1117+93.833	-12.000	693.68	693.68

☉ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BEG. S. APPR.	1115+80.167	0.000	693.870	693.870
APPR. 1	1115+90.167	0.000	693.870	693.870
APPR. 2	1116+00.167	0.000	693.870	693.870
BK. S. ABUT.	1116+10.167	0.000	693.870	693.870
BK. N. ABUT.	1117+63.833	0.000	693.870	693.870
APPR. 3	1117+73.833	0.000	693.870	693.870
APPR. 4	1117+83.833	0.000	693.870	693.870
END N. APPR.	1117+93.833	0.000	693.870	693.870

EAST EDGE OF PAVEMENT

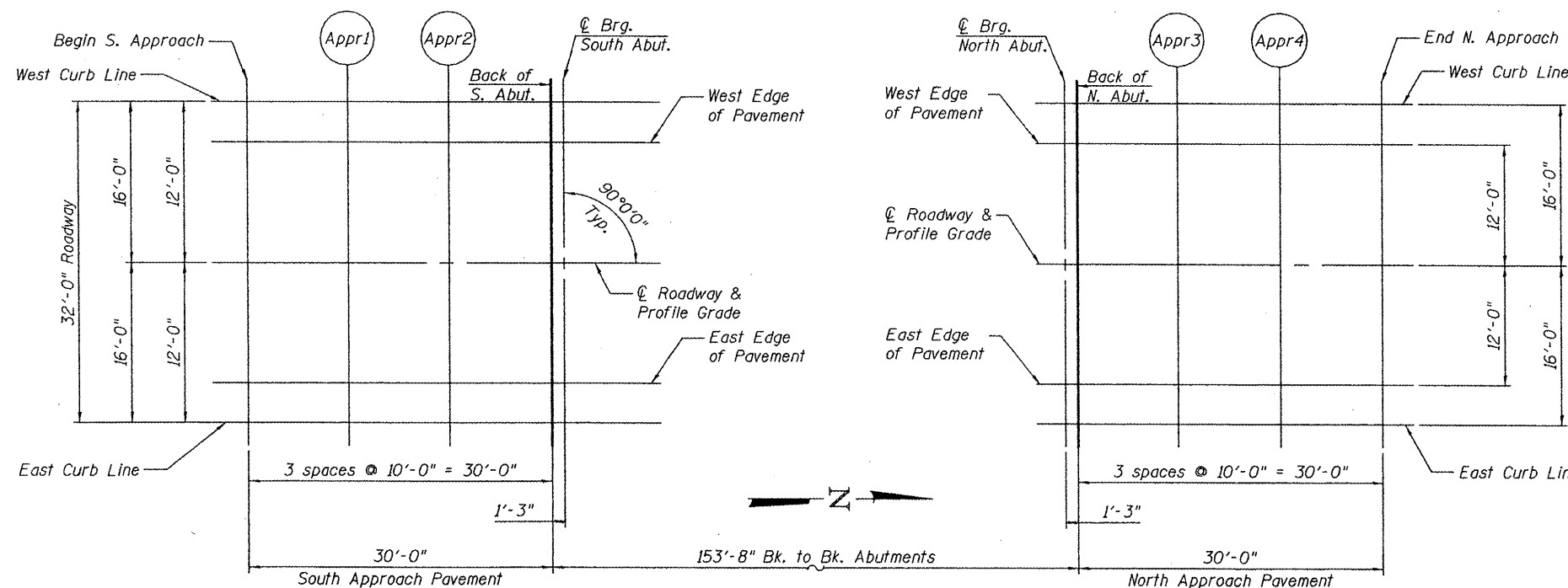
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BEG. S. APPR.	1115+80.167	12.000	693.68	693.68
APPR. 1	1115+90.167	12.000	693.68	693.68
APPR. 2	1116+00.167	12.000	693.68	693.68
BK. S. ABUT.	1116+10.167	12.000	693.68	693.68
BK. N. ABUT.	1117+63.833	12.000	693.68	693.68
APPR. 3	1117+73.833	12.000	693.68	693.68
APPR. 4	1117+83.833	12.000	693.68	693.68
END N. APPR.	1117+93.833	12.000	693.68	693.68

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BEG. S. APPR.	1115+80.167	-16.000	693.600	693.600
APPR. 1	1115+90.167	-16.000	693.600	693.600
APPR. 2	1116+00.167	-16.000	693.600	693.600
BK. S. ABUT.	1116+10.167	-16.000	693.600	693.600
BK. N. ABUT.	1117+63.833	-16.000	693.600	693.600
APPR. 3	1117+73.833	-16.000	693.600	693.600
APPR. 4	1117+83.833	-16.000	693.600	693.600
END N. APPR.	1117+93.833	-16.000	693.600	693.600

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BEG. S. APPR.	1115+80.167	16.000	693.600	693.600
APPR. 1	1115+90.167	16.000	693.600	693.600
APPR. 2	1116+00.167	16.000	693.600	693.600
BK. S. ABUT.	1116+10.167	16.000	693.600	693.600
BK. N. ABUT.	1117+63.833	16.000	693.600	693.600
APPR. 3	1117+73.833	16.000	693.600	693.600
APPR. 4	1117+83.833	16.000	693.600	693.600
END N. APPR.	1117+93.833	16.000	693.600	693.600



PLAN OF APPROACH PAVEMENTS

DESIGNED CTW
CHECKED CDL
DRAWN DP
CHECKED CTW

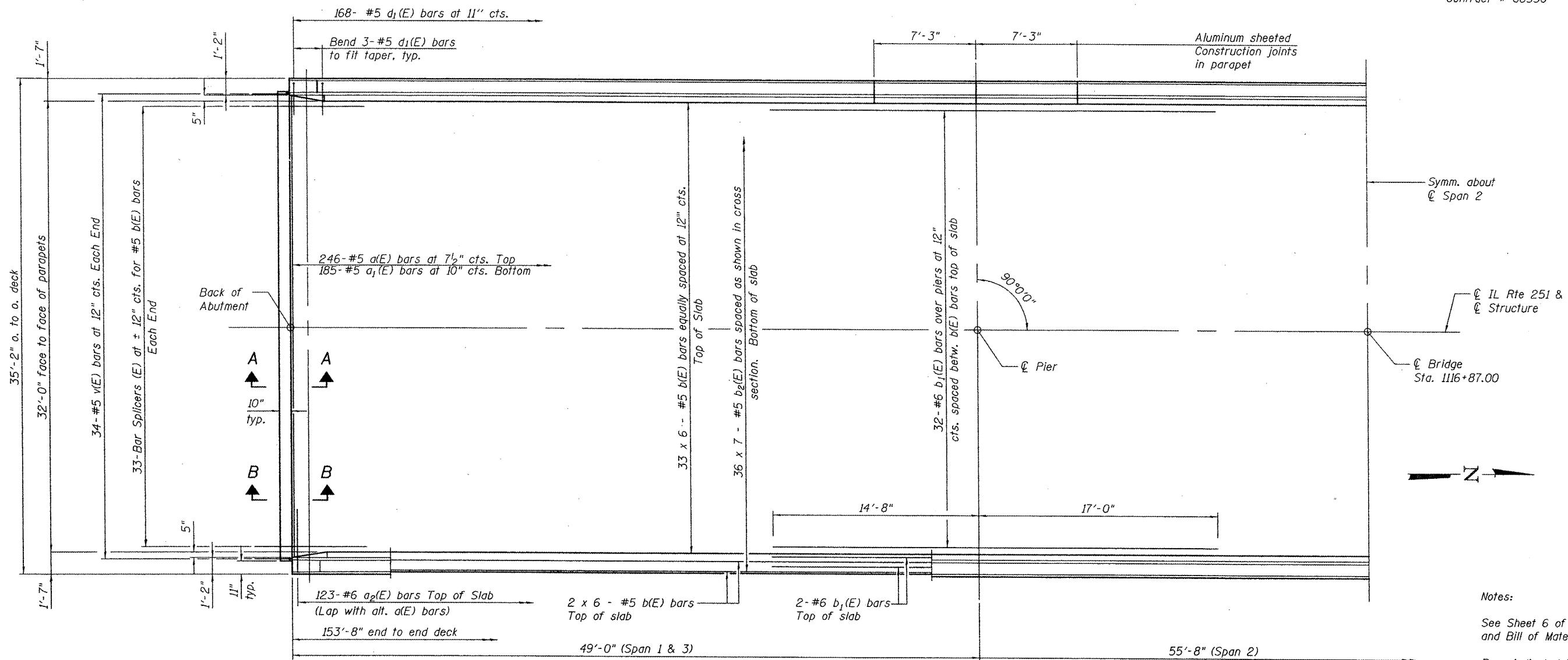
TOP OF SLAB ELEVATIONS (2 OF 2)
F.A.S. ROUTE 1360 SEC. 65-BR
IL ROUTE 251 OVER PANTHER CREEK
WOODFORD COUNTY
STATION 1116+87.00
STRUCTURE NO. 102-0081

EFK•Moen, LLC
Civil Engineering Design

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. FAS 1360	SECTION 65-BR	COUNTY WOODFORD	SHEETS 39	SHEET NO. 18	SHEET NO. 5 19 SHEETS
FED. FOND DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract # 68530



HALF PLAN

Notes:

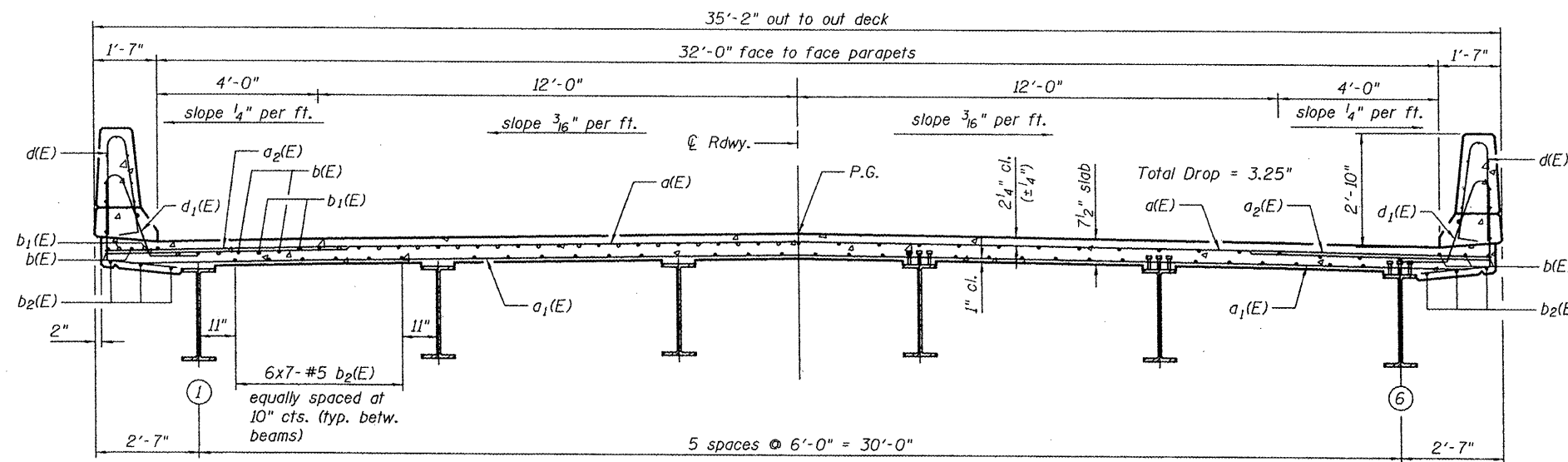
See Sheet 6 of 19 for superstructure details and Bill of Material.

Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

See Sheet 6 of 19 for parapet reinforcement.

For bar splicer details see sheet 16 of 19.

See Sheet 7 of 19 for Section A-A and B-B.



CROSS SECTION
(Looking North)

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW

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

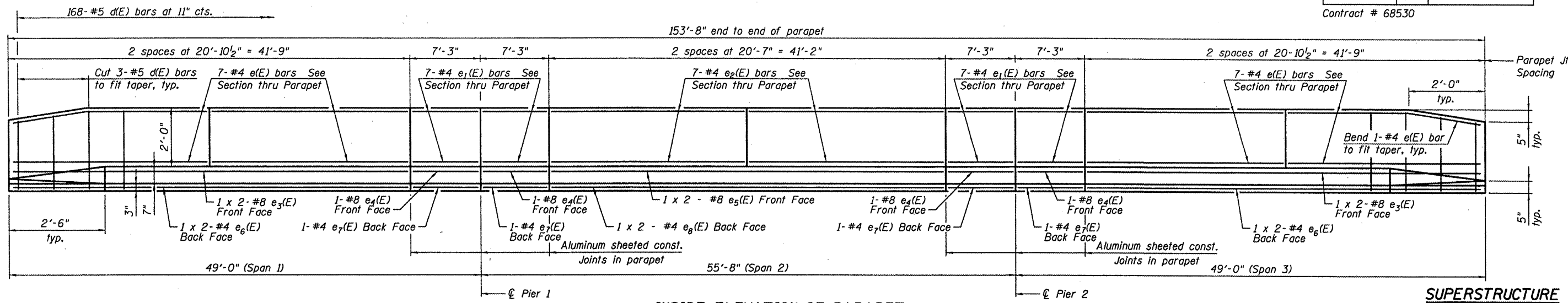
SUPERSTRUCTURE
F.A.S. ROUTE 1360 SEC. 65-BR
IL ROUTE 251 OVER PANTHER CREEK
WOODFORD COUNTY
STATION 1116+87.00
STRUCTURE NO. 102-0081

EFK•Moen, LLC
Civil Engineering Design

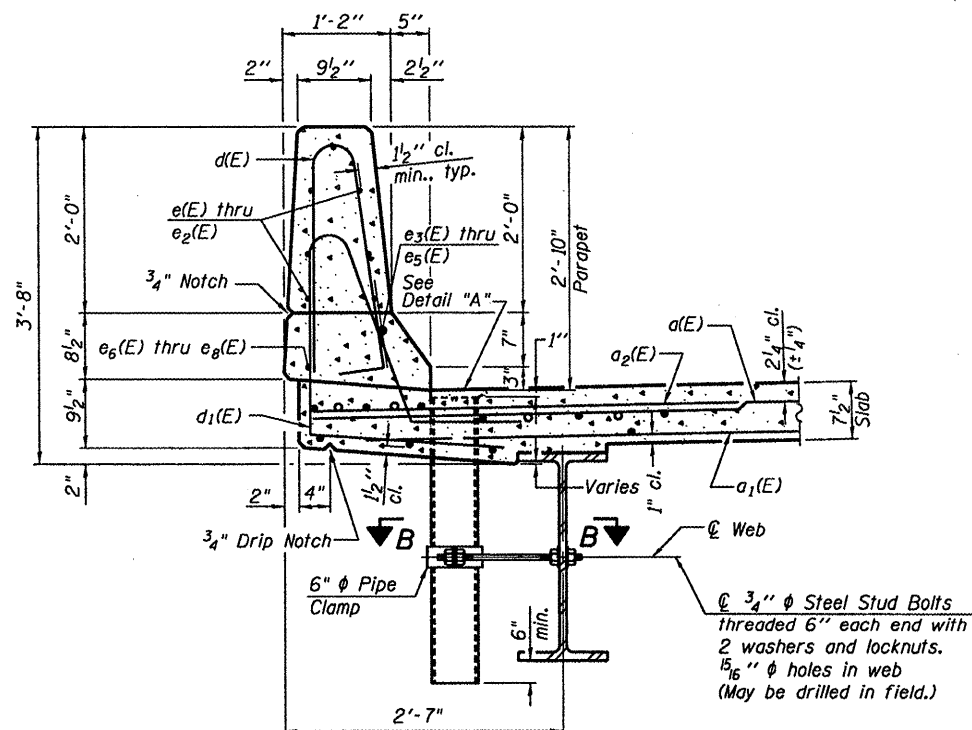
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	POST MILES	SHEET	SHEET NO.
FAS 1360	65-BR	WOODFORD	39	19	19 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT	

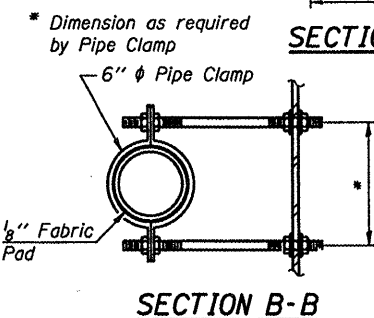
Contract # 68530



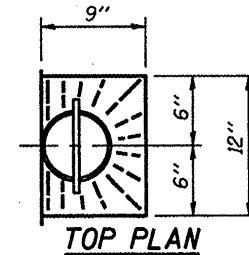
INSIDE ELEVATION OF PARAPET



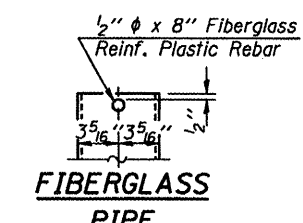
SECTION THRU PARAPET



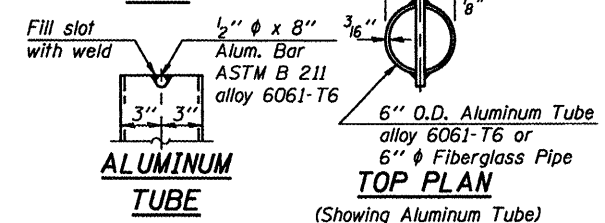
SECTION B-B



TOP PLAN



FIBERGLASS PIPE

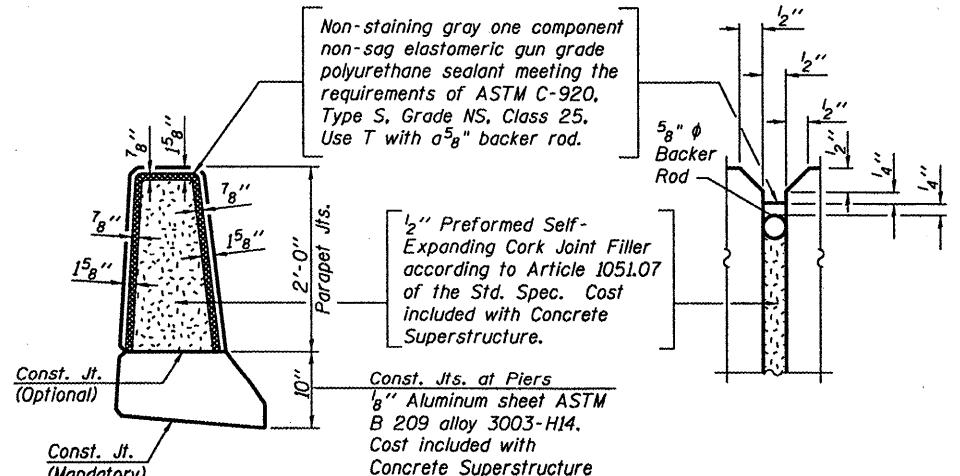


ALUMINUM TUBE

TOP PLAN (Showing Aluminum Tube)

MINIMUM BAR LAPS

#8 bar = 3'-5"
#4 bar = 1'-4"



PARAPET JOINT DETAILS

Notes:
Drains shall be located clear of all diaphragms.
Floor Drains need not be painted.
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

SUPERSTRUCTURE
BILL OF MATERIAL

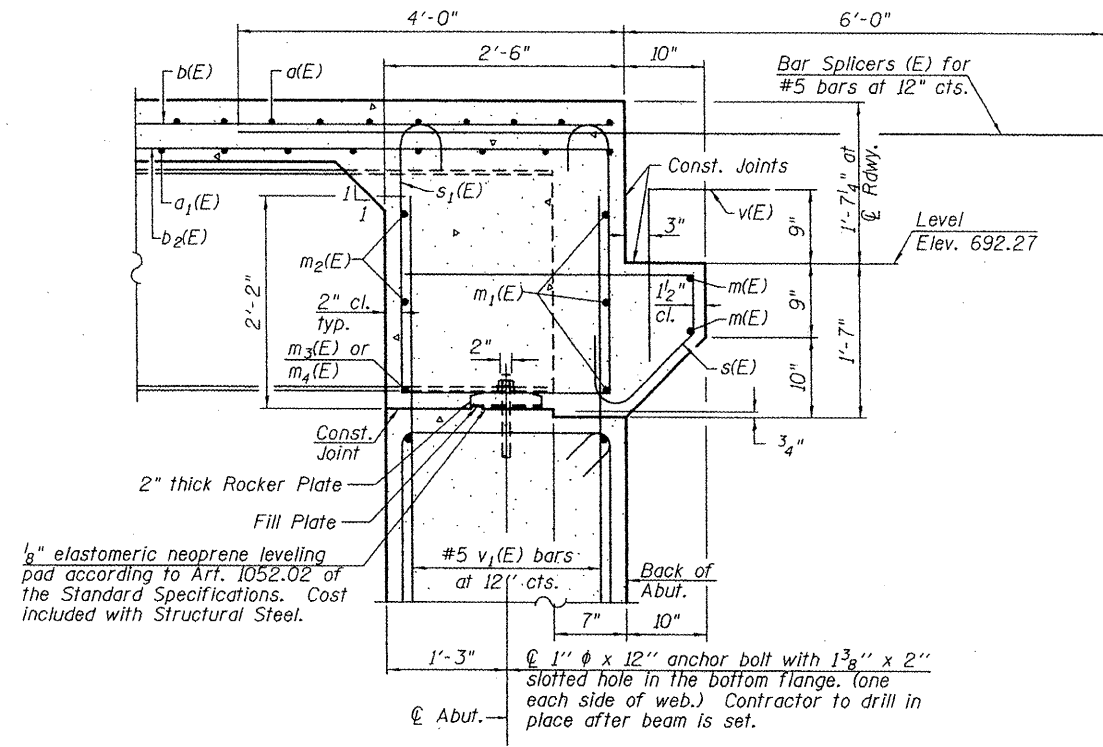
Bar	No.	Size	Length	Shape
d(E)	246	#5	34'-7"	—
a1(E)	185	#5	33'-2"	—
a2(E)	246	#6	6'-0"	—
b(E)	222	#5	27'-5"	—
b1(E)	72	#6	31'-8"	—
b2(E)	252	#5	23'-10"	—
d(E)	336	#5	5'-7"	⌒
d1(E)	336	#5	7'-5"	⌒
e(E)	56	#4	20'-7"	—
e1(E)	56	#4	7'-0"	—
e2(E)	28	#4	20'-4"	—
e3(E)	8	#8	22'-6"	—
e4(E)	8	#8	7'-0"	—
e5(E)	4	#8	22'-2"	—
e6(E)	8	#4	21'-5"	—
e7(E)	8	#4	7'-0"	—
e8(E)	4	#4	21'-2"	—
m(E)	4	#6	33'-4"	—
m1(E)	6	#6	34'-10"	—
m2(E)	24	#6	8'-9"	—
m3(E)	10	#6	5'-8"	—
m4(E)	4	#6	2'-3"	—
s(E)	82	#5	5'-6"	⌒
s1(E)	72	#4	8'-6"	⌒
v(E)	68	#5	3'-4"	⌒
Reinforcement Bars, Epoxy Coated			Pound	42,610
Concrete Superstructure			Cu. Yds.	182.3

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

SUPERSTRUCTURE DETAILS
F.A.S. ROUTE 1360 SEC. 65-BR
IL ROUTE 251 OVER PANTHER CREEK
WOODFORD COUNTY
STATION 1116+87.00
STRUCTURE NO. 102-0081

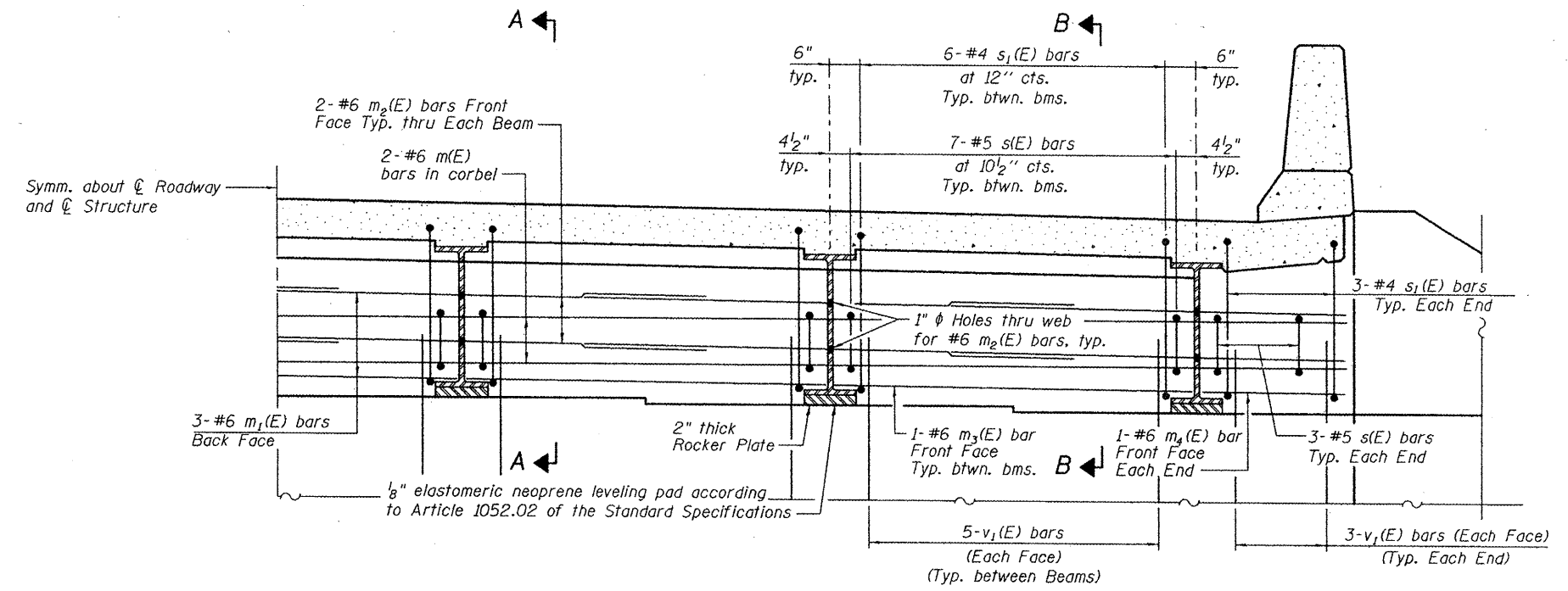
EFK Moen, LLC
Civil Engineering Design

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CHECKED	CDL
DRAWN	DP
CHECKED	CTW

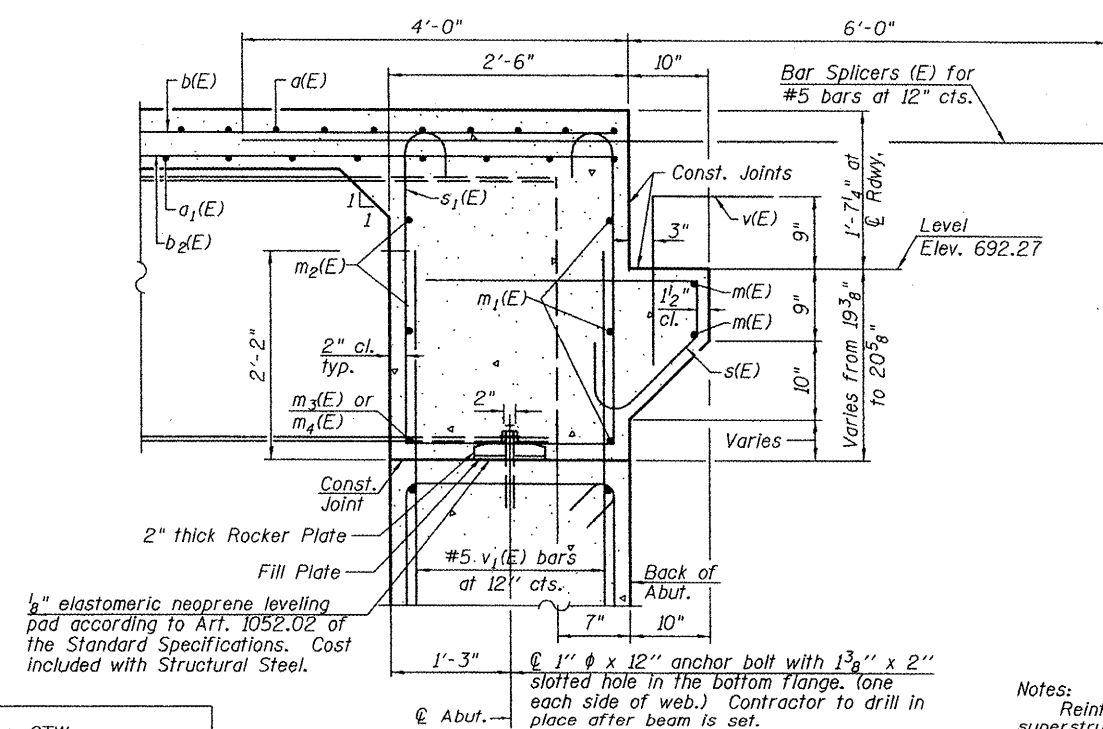


SECTION A-A

(Bearing Seats at Beams 3 and 4)
Dimensions at right angles to abutment, except as shown.



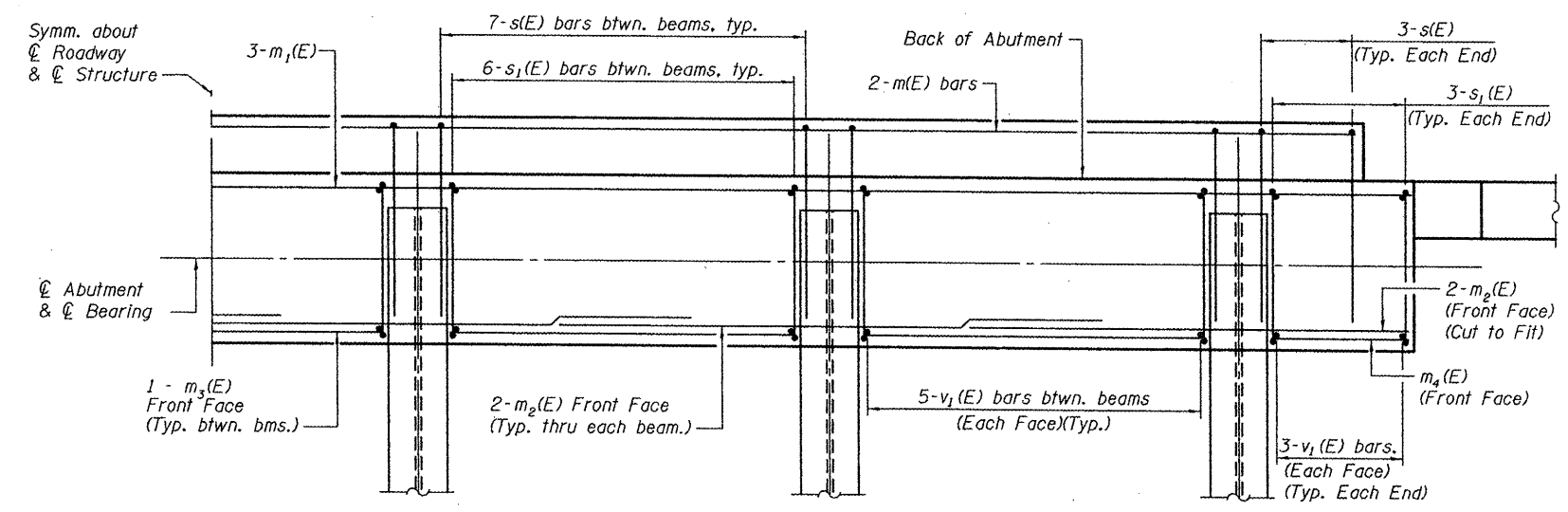
DIAPHRAGM ELEVATION AT ABUTMENTS



SECTION B-B

(Bearing Seats at Beams 1, 2, 5 and 6)
Dimensions at right angles to abutment, except as shown.

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW



DIAPHRAGM PLAN AT ABUTMENTS

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 6 of 19.
Concrete in diaphragm is included with Concrete Superstructure on sheet 6 of 19.
For details of bars s(E) & s1(E) see sheet 6 of 19.
The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
For Anchor bolt details see sheet 10 of 19.
For bar splicer details see sheet 16 of 19.

MIN. BAR LAP
#6 BAR = 2'-9"

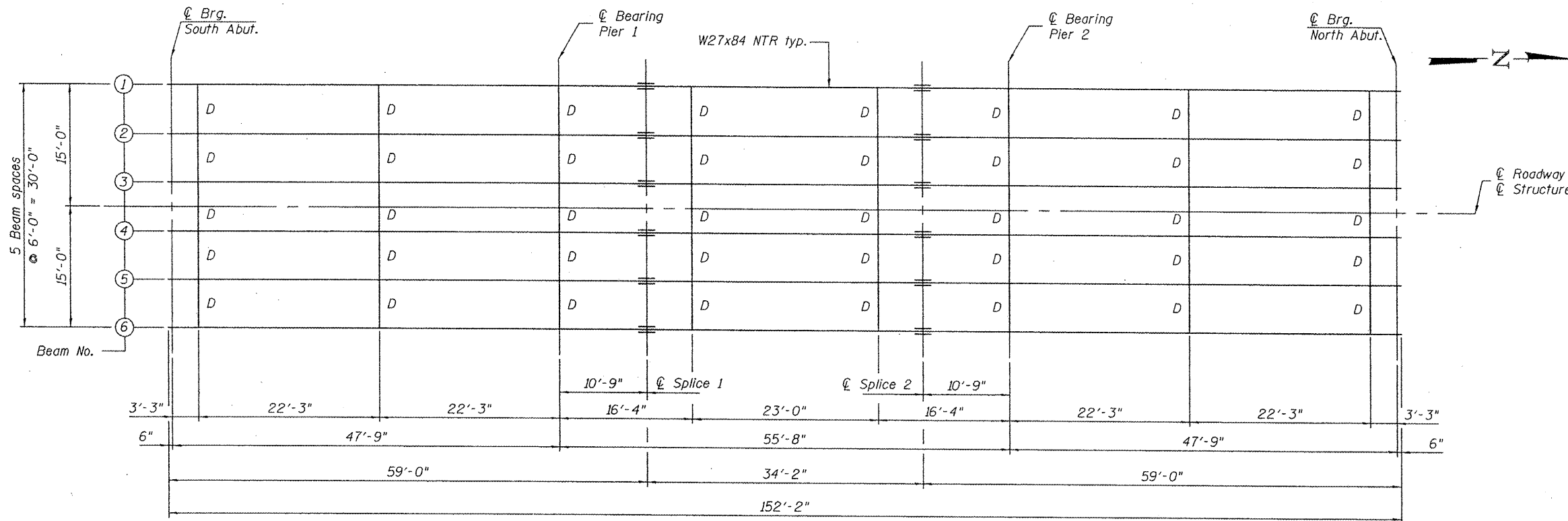
DIAPHRAGM DETAILS
F.A.S. ROUTE 1360 SEC. 65-BR
IL ROUTE 251 OVER PANTHER CREEK
WOODFORD COUNTY
STATION 1116+87.00
STRUCTURE NO. 102-0081

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 1360	65-BR	WOODFORD	39	21
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

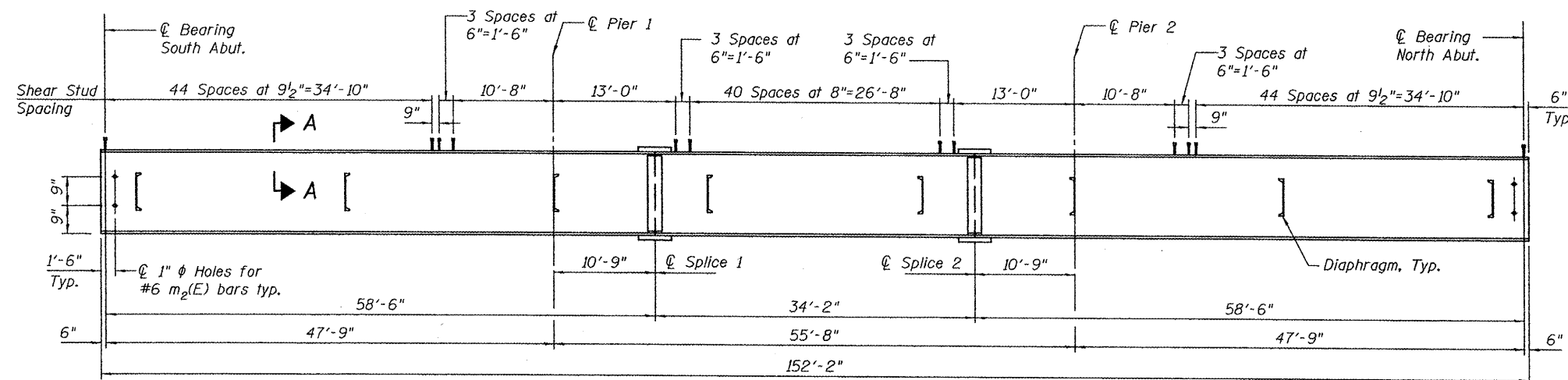
SHEET NO. 8
19 SHEETS

Contract # 68530



FRAMING PLAN

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



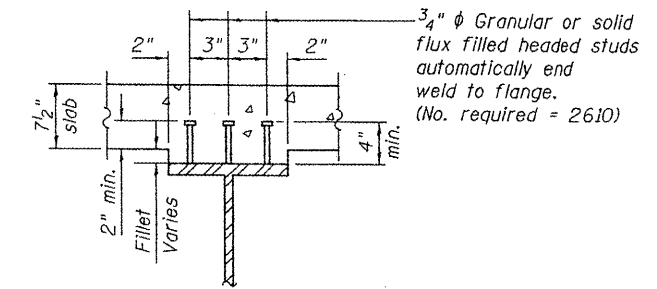
ELEVATION

All beams W27x84 and splice plates shall be AASHTO M270 Grade 50W and shall meet Notch Toughness Requirements

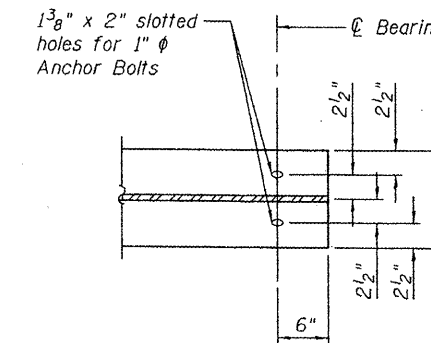
Note:
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

For remainder of structural steel details see sheet 9 of 19.

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW



SECTION A-A



END OF BEAM DETAIL

STRUCTURAL STEEL
F.A.S. ROUTE 1360 SEC. 65-BR
IL ROUTE 251 OVER PANTHER CREEK
WOODFORD COUNTY
STATION 1116+87.00
STRUCTURE NO. 102-0081

EFK Moen, LLC
Civil Engineering Design

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

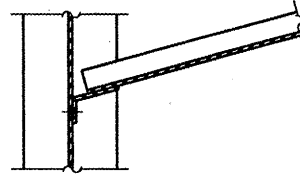
ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAS 1360	65-BR	WOODFORD	39	22
SHEET NO. 9				
19 SHEETS				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		
Contract # 68530				

	0.4 Sp. 1 0.6 Sp. 3	Pier	0.5 Sp. 2
I_s	(in ⁴) 2850	2850	2850
I_c (n)	(in ⁴) 8265	-	8265
I_c (3n)	(in ⁴) 6183	-	6183
S_s	(in ³) 213	213	213
S_c (n)	(in ³) 6599	-	6599
S_c (3n)	(in ³) 1081	-	1081
ρ	(k/ft.) 0.676	0.676	0.676
$M\phi$	(k) 112.4	180.3	79.9
$s\phi$	(k/ft.) 0.417	0.417	0.417
$M_s\phi$	(k) 763	94.2	67.0
M_L	(k) 268.6	154.7	274.3
M (Imp)	(k) 77.7	43.8	75.9
$S_y[M_L + M(\text{Imp})]$	(k) 577.2	330.8	583.7
M_a	(k) 995.7	786.9	949.8
M_u	(k) 1565.7	-	1832.4
$f_s\phi$ non-comp (k.s.i.)	6.33	10.16	4.50
$f_s\phi$ (comp) (k.s.i.)	3.11	5.30	2.73
$f_s S_y (\phi + \text{Imp})$ (k.s.i.)	21.38	18.64	21.62
f_s (Overload) (k.s.i.)	30.82	34.10	28.85
f_s (Total) (k.s.i.)	40.07	44.33	37.51
VR	(k) 37.1	-	37.1

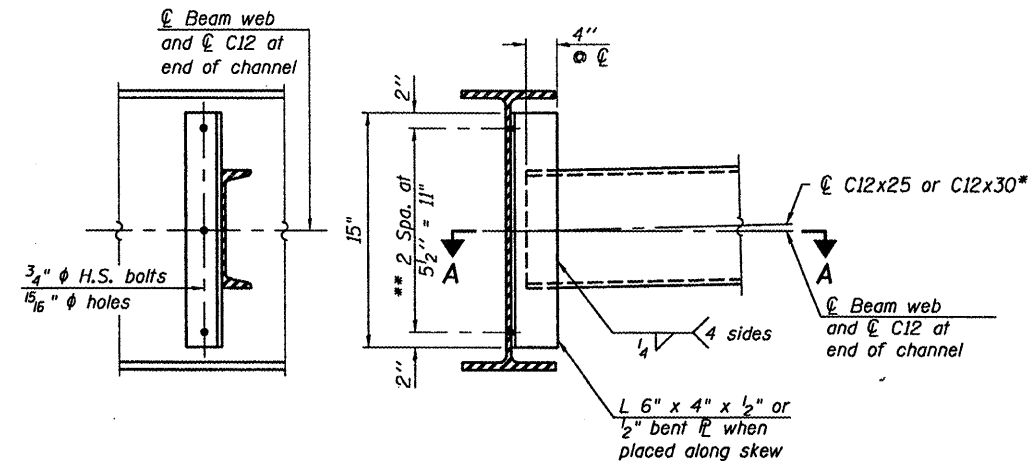
*TOP OF BEAM ELEVATIONS

Location	¢ Brg. S. Abut.	¢ Brg. Pier 1	¢ Splice 1	¢ Splice 2	¢ Brg. Pier 2	¢ Brg. N. Abut.
Beam 1 & 6	692.954	692.907	692.898	692.898	692.907	692.954
Beam 2 & 5	963.063	693.016	693.007	693.007	693.016	693.063
Beam 3 & 4	693.156	693.110	693.101	693.101	693.110	693.156

* For fabrication only

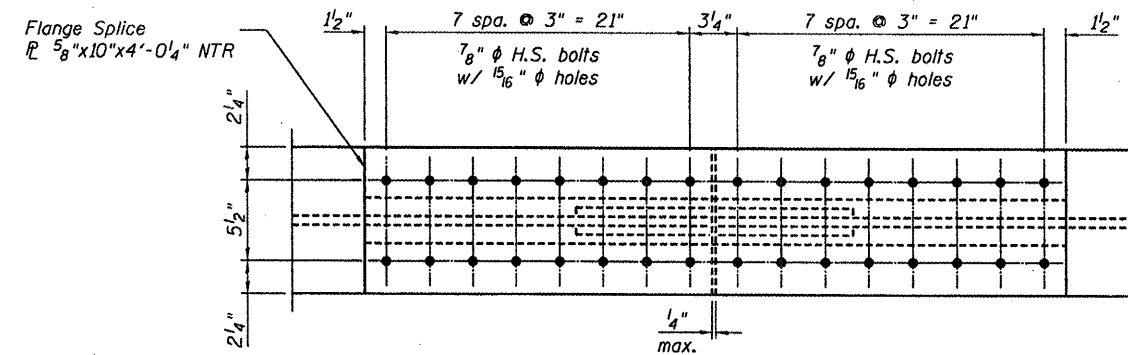


SECTION A-A

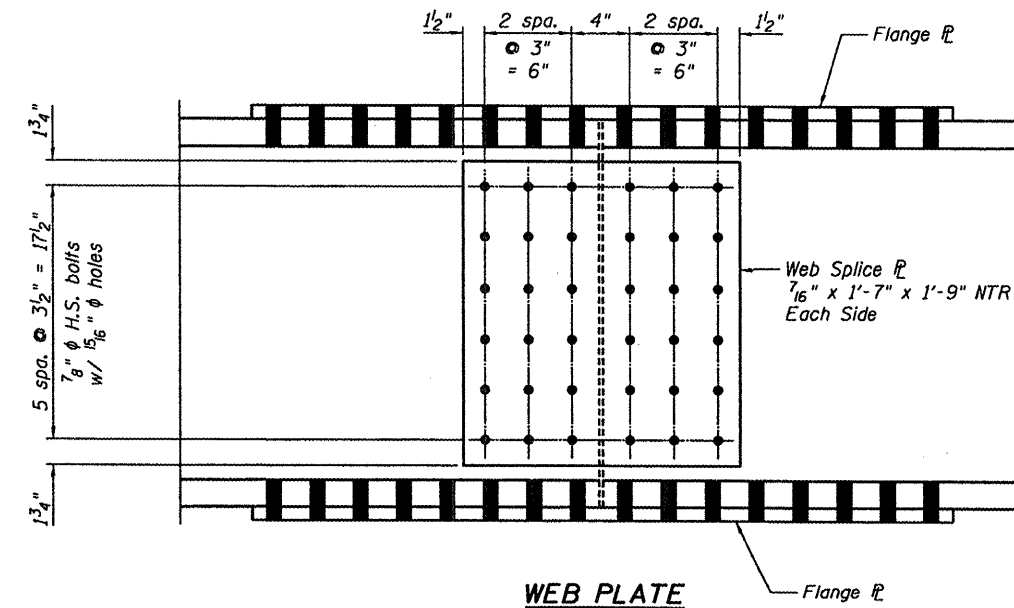


INTERIOR DIAPHRAGM

Note:
Two hardened washers required for each set of oversized holes.
* Alternate channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section.
** 3/4" ¢ HS bolts, 15/16" ¢ holes



TOP & BOTTOM FLANGE PLATE



DETAIL OF SPLICE

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

All structural steel for splice plates shall be AASHTO M270 Grade 50W.

STRUCTURAL STEEL DETAILS
F.A.S. ROUTE 1360 SEC. 65-BR
IL ROUTE 251 OVER PANTHER CREEK
WOODFORD COUNTY
STATION 1116+87.00
STRUCTURE NO. 102-0081

EFK Moen, LLC
Civil Engineering Design

	Abut.	Pier
$R\phi$	(k) 20.4	62.2
R_L	(k) 35.5	43.0
Imp.	(k) 10.3	12.4
R_{Total}	(k) 66.2	117.6

* Compact section
** Braced non-compact and partially braced section

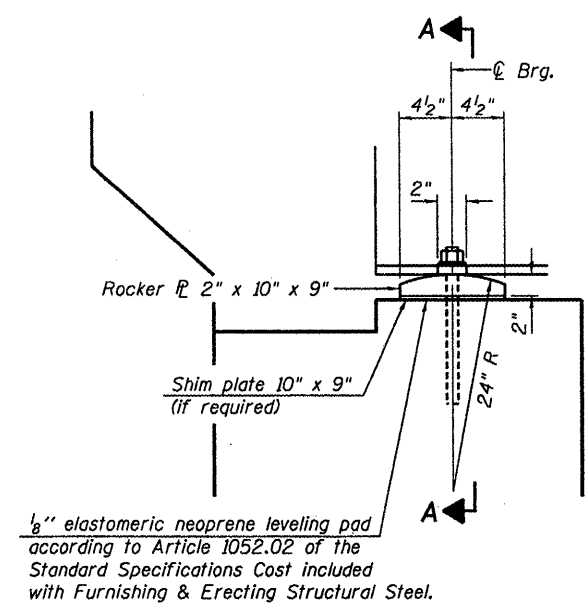
I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (in⁴ and in³).
 $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total and Overload) due to short-term composite live loads (in⁴ and in³).
 $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total and Overload) due to long-term composite (superimposed) dead loads (in⁴ and in³).
 ρ : Un-factored non-composite dead load (kips/ft.).
 $M\phi$: Un-factored moment due to non-composite dead load (kip-ft.).
 $s\phi$: Un-factored long-term composite (superimposed) dead load (kips/ft.).
 $M_s\phi$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
 M_L : Un-factored live load moment (kip-ft.).
 M_{imp} : Un-factored moment due to impact (kip-ft.).
 M_a : Factored design moment (kip-ft.).
 $1.3 [M\phi + M_s\phi + \frac{5}{3} (M_L + M_{imp})]$
 M_u : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).
 f_s (Overload): Sum of stresses as computed from the moments below (ksi).
 $M\phi + M_s\phi + \frac{5}{3} (M_L + M_{imp})$
 f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.3 [M\phi + M_s\phi + \frac{5}{3} (M_L + M_{imp})]$
VR: Maximum $\frac{1}{4}$ + impact horizontal shear range within the composite portion of the span for stud shear connector design (kips).

DESIGNED CTW
CHECKED CDL
DRAWN DP
CHECKED CTW

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

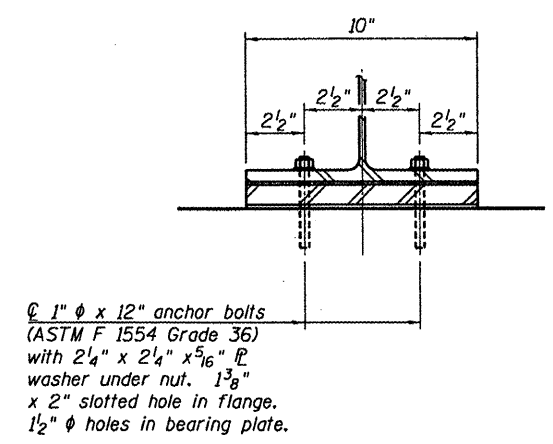
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 10
FAS 1360	65-BR	WOODFORD	39	23	19 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 68530

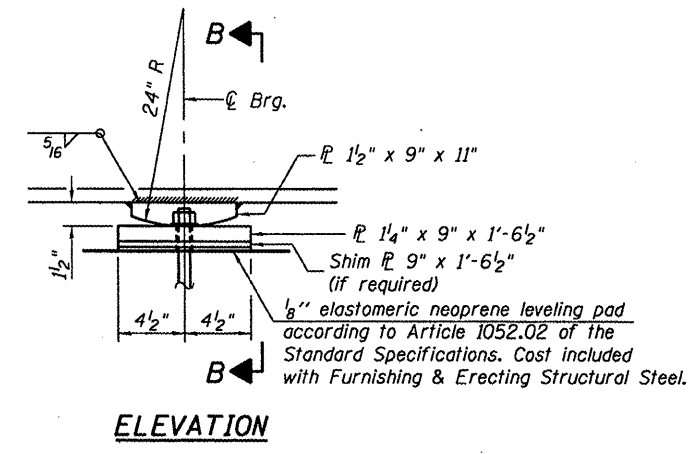


ELEVATION AT ABUTMENT

FIXED BEARING
12 Required

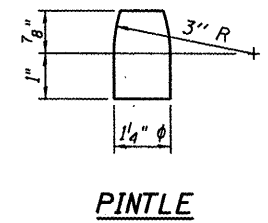


SECTION A-A

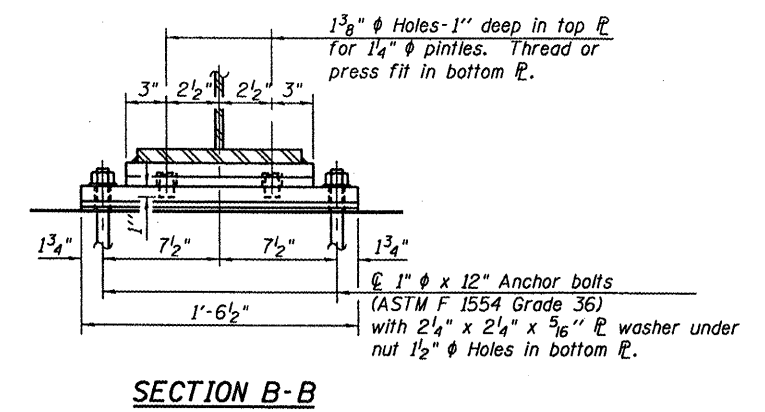


ELEVATION

FIXED BEARINGS AT PIERS
12 Required



PINTLE



SECTION B-B

Notes:
Anchor bolts shall be ASTM F 1554 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.

All bearing plates and pintles shall be AASHTO M 270, Grade 50W.

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

See sheets 11 to 14 of 19 for anchor bolt installation details.

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW

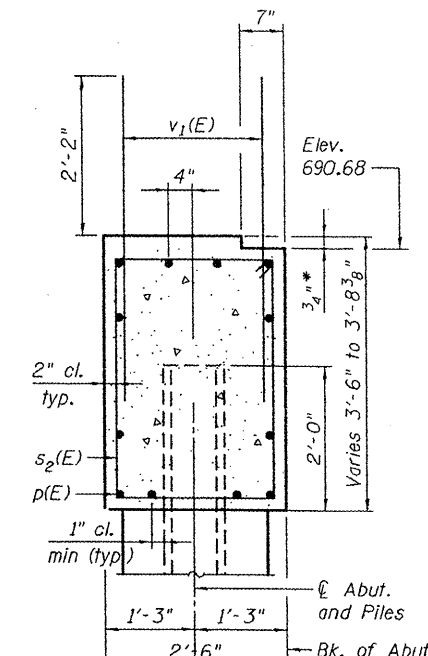
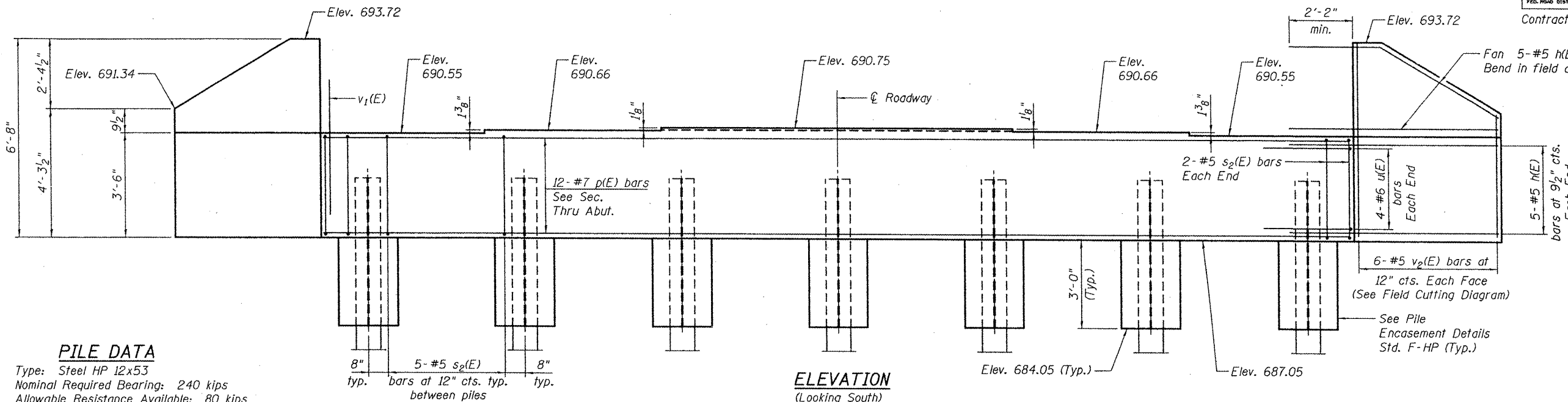
BEARINGS DETAILS
F.A.S. ROUTE 1360 SEC. 65-BR
IL ROUTE 251 OVER PANTHER CREEK
WOODFORD COUNTY
STATION 1116+87.00
STRUCTURE NO. 102-0081

EFK Moen, LLC
Civil Engineering Design

Notes: Four steps monolithically with cap.
 Space reinforcement in cap to miss anchor bolts.
 For anchor bolt installation details see sheet 10 of 19.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

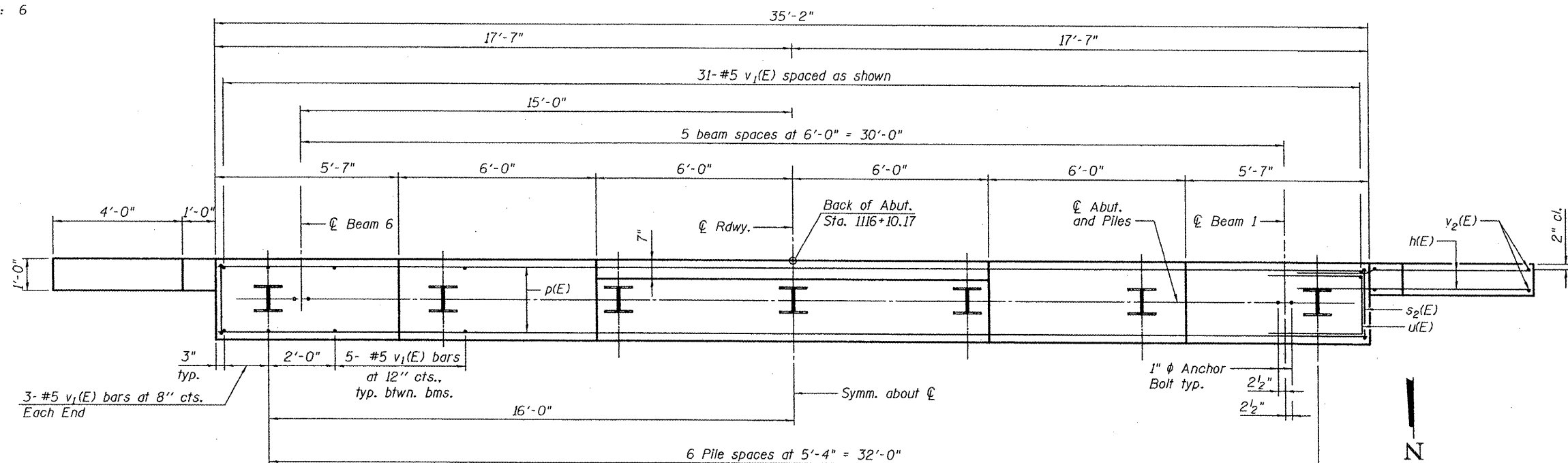
ROUTE NO.	SECTION	COUNTY	DATE	SHEET	SHEET NO. 11 19 SHEETS
FAS 1360	65-BR	WOODFORD	39	24	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract # 68530		



PILE DATA

Type: Steel HP 12x53
 Nominal Required Bearing: 240 kips
 Allowable Resistance Available: 80 kips
 Est. Length: 51 ft.
 No. Production Piles: 6
 No. Test Piles: 1

ELEVATION
 (Looking South)

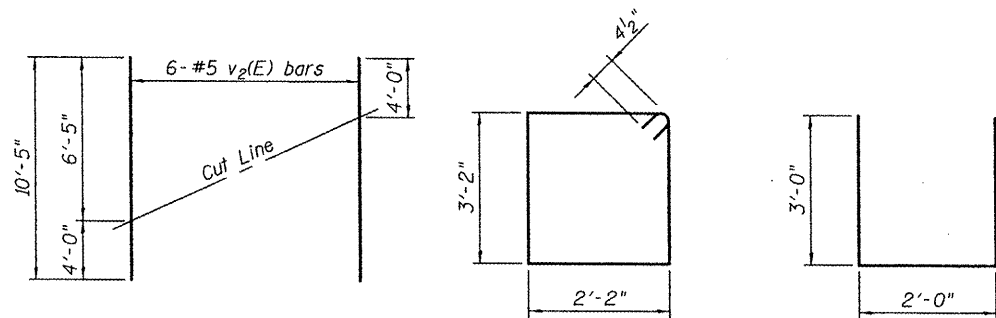


PLAN

SEC. THRU ABUT.
 (*Beam Seats 3 and 4 only)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
h(E)	40	#5	7'-0"	—	
p(E)	12	#7	34'-10"	—	
s2(E)	34	#5	11'-5"	□	
u(E)	8	#6	8'-0"	—	
v1(E)	62	#5	4'-4"	—	
v2(E)	12	#5	10'-5"	—	
Concrete Structures				Cu. Yd.	13.8
Reinforcement Bars, Epoxy Coated				Pound	2,060
Structure Excavation				Cu. Yd.	84.9
Furnishing Steel Piles HP 12x53				Foot	306
Driving Piles				Foot	306
Test Pile Steel HP 12x53				Each	1
Concrete Encasement				Cu. Yd.	2.4



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

BAR s2(E)

BAR u(E)

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW

SOUTH ABUTMENT
 F.A.S. ROUTE 1360 SEC. 65-BR
 IL ROUTE 251 OVER PANTHER CREEK
 WOODFORD COUNTY
 STATION 1116+87.00
 STRUCTURE NO. 102-0081

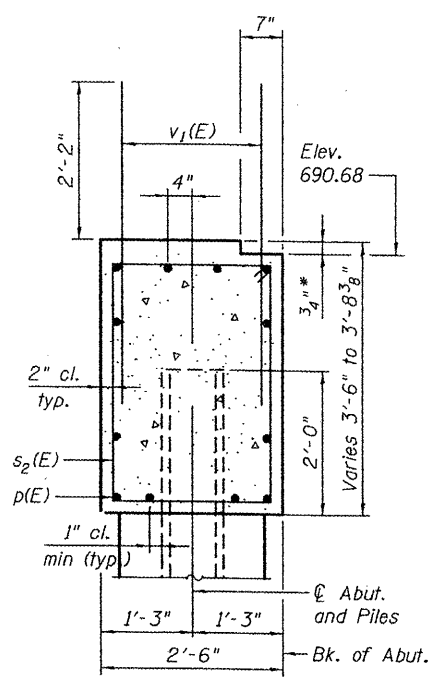
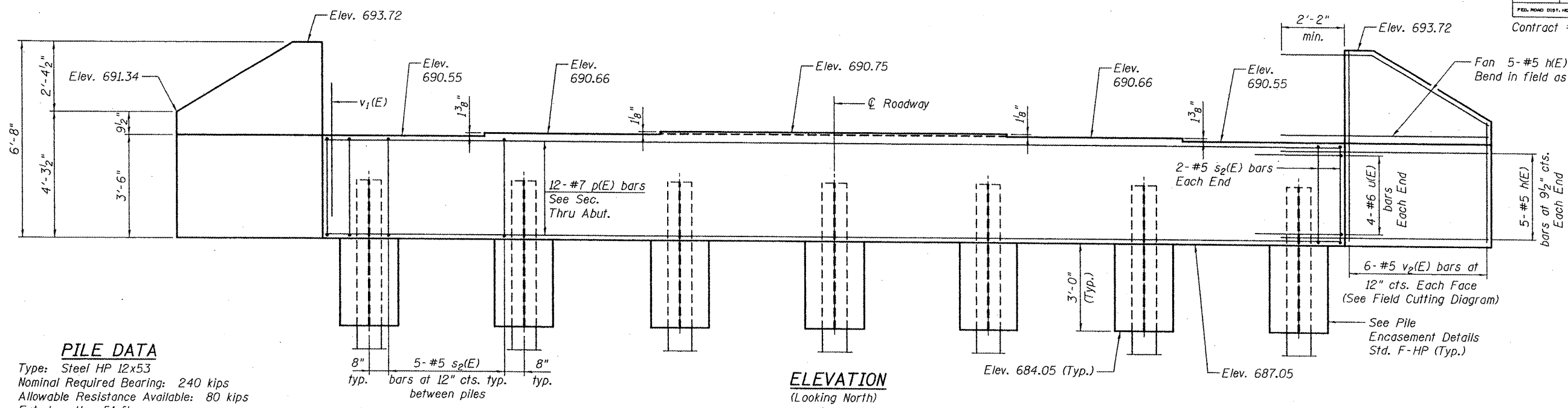
EFK•Moen, LLC
 Civil Engineering Design

Notes: Pour steps monolithically with cap.
Space reinforcement in cap to miss anchor bolts.
For anchor bolt installation details see sheet 10 of 19.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

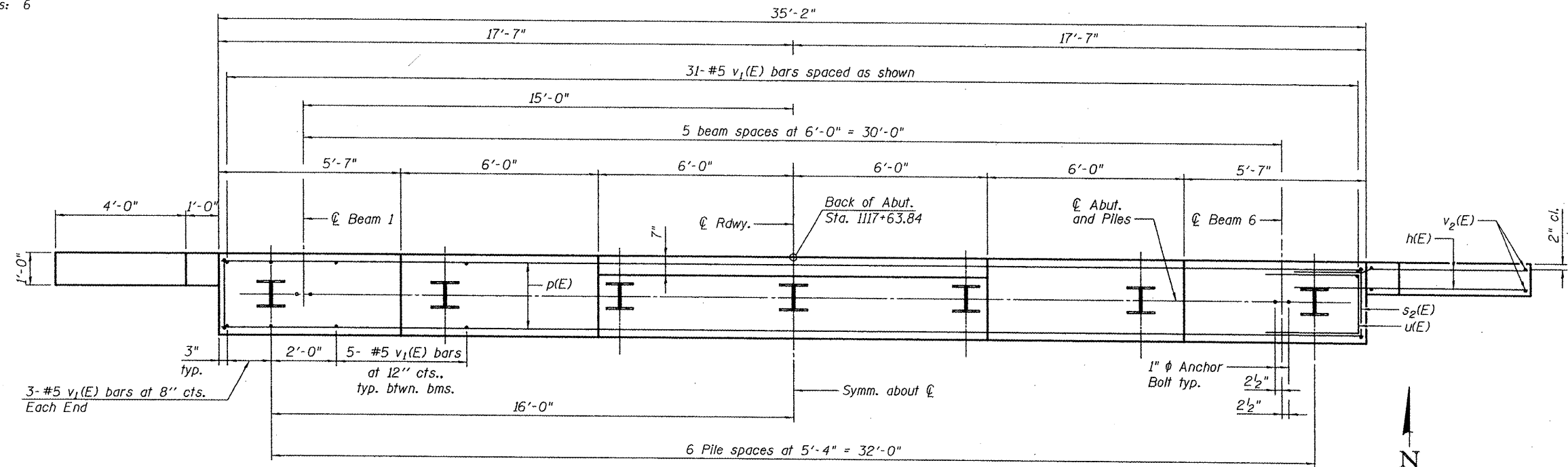
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 1360	65-BR	WOODFORD	39	25
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

Contract # 68530



PILE DATA
Type: Steel HP 12x53
Nominal Required Bearing: 240 kips
Allowable Resistance Available: 80 kips
Est. Length: 51 ft.
No. Production Piles: 6
No. Test Piles: 1

ELEVATION
(Looking North)

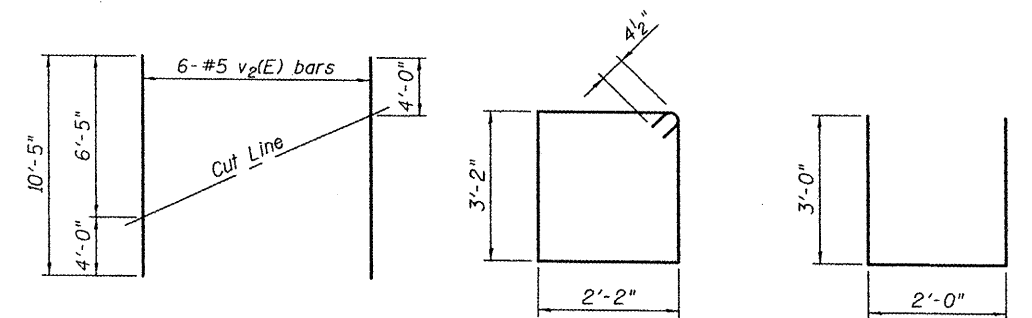


PLAN

SEC. THRU ABUT.
(*Beam Seats 3 and 4 only)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	40	#5	7'-0"	
p(E)	12	#7	34'-10"	
s2(E)	34	#5	11'-5"	
u(E)	8	#6	8'-0"	
v1(E)	62	#5	4'-4"	
v2(E)	12	#5	10'-5"	
Concrete Structures		Cu. Yd.	13.8	
Reinforcement Bars, Epoxy Coated		Pound	2,060	
Structure Excavation		Cu. Yd.	84.9	
Furnishing Steel Piles HP 12x53		Foot	306	
Driving Piles		Foot	306	
Test Pile Steel HP 12x53		Each	1	
Concrete Encasement		Cu. Yd.	2.4	



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

BAR s2(E)

BAR u(E)

NORTH ABUTMENT
F.A.S. ROUTE 1360 SEC. 65-BR
IL ROUTE 251 OVER PANTHER CREEK
WOODFORD COUNTY
STATION 1116+87.00
STRUCTURE NO. 102-0081

DESIGNED CTW	200
CHECKED CDL	EXAMINED
DRAWN DP	PASSED
CHECKED CTW	ENGINEER OF BRIDGES AND STRUCTURES

Notes: Four steps monolithically with cap.
 Space reinforcement in cap to miss anchor bolts.
 For anchor bolt installation details see sheet 10 of 19.

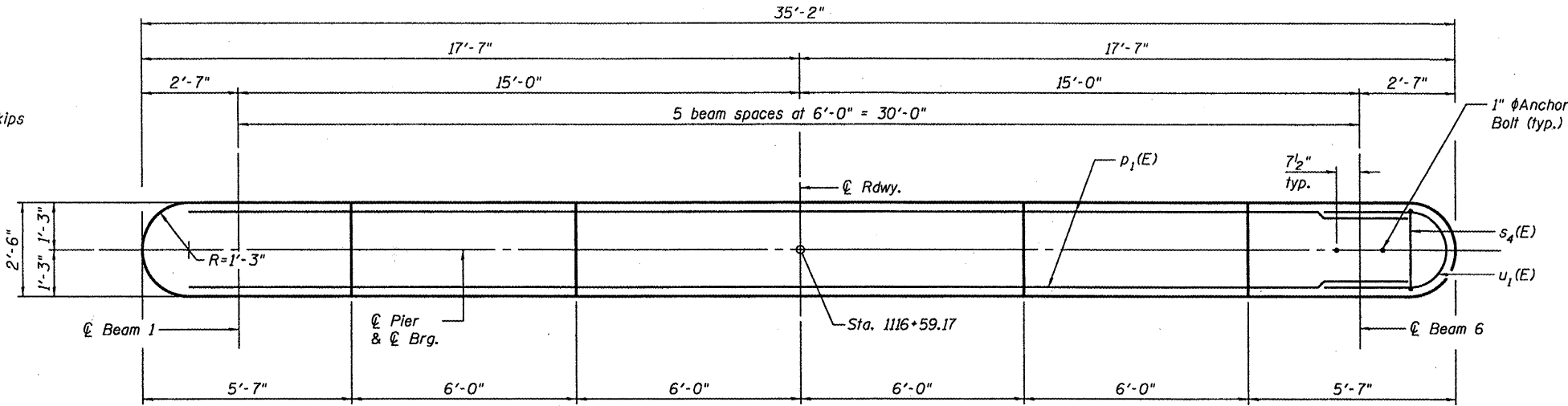
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.
FAS 1360	65-BR	WOODFORD	39	26
SHEET NO. 13				
19 SHEETS				

Contract # 68530

PILE DATA

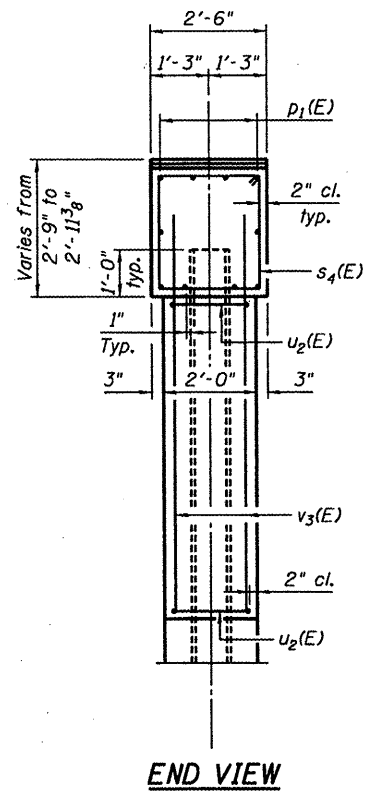
Type: Steel HP 12x53
 Nominal Required Bearing: 300 kips
 Allowable Resistance Available: 100 kips
 Est. Length: 51 ft.
 No. Production Piles: 7



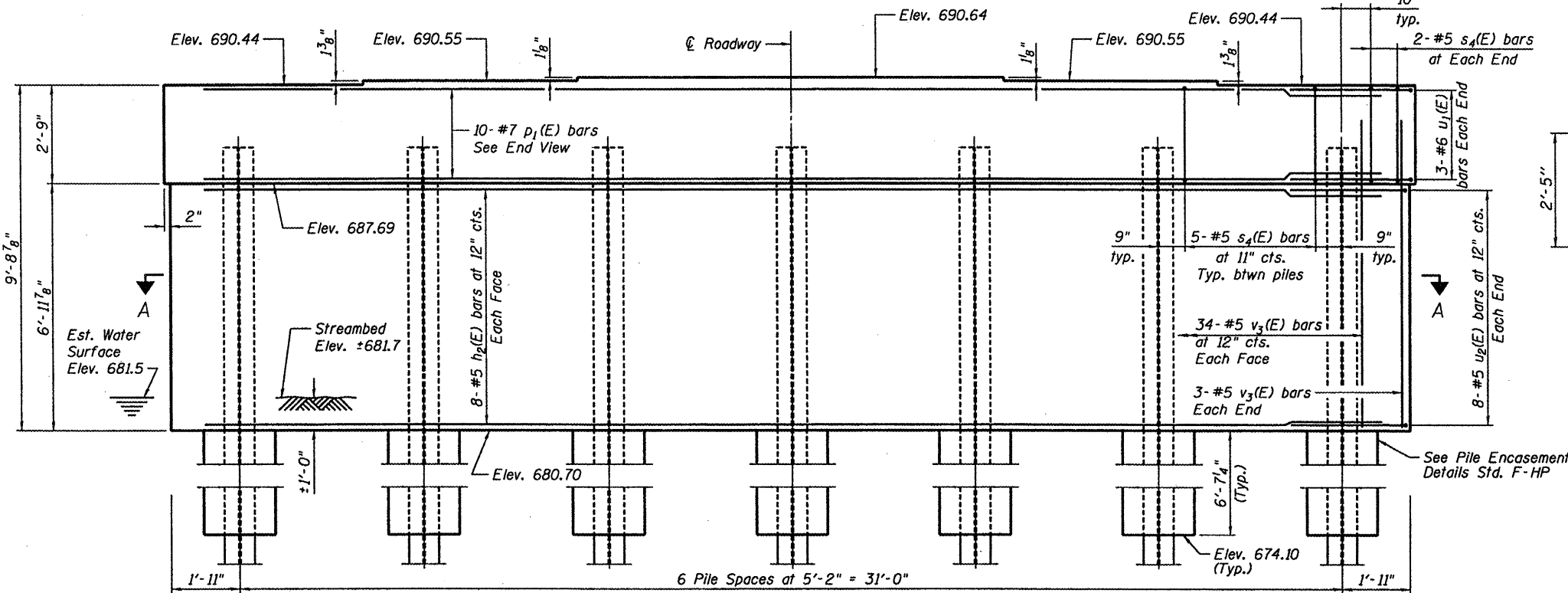
TOP PLAN

BILL OF MATERIAL

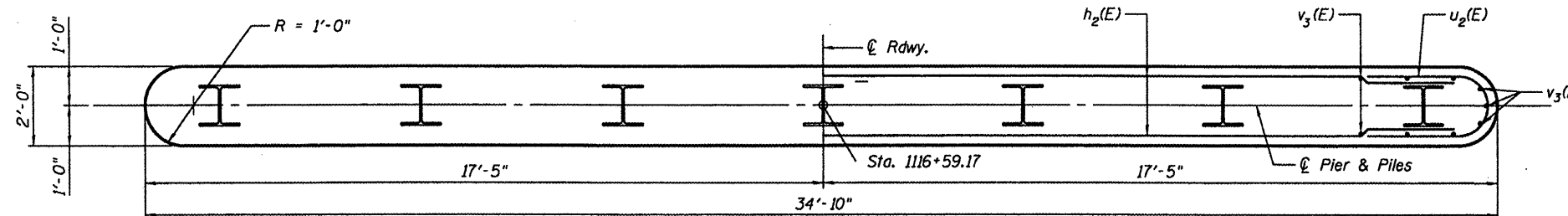
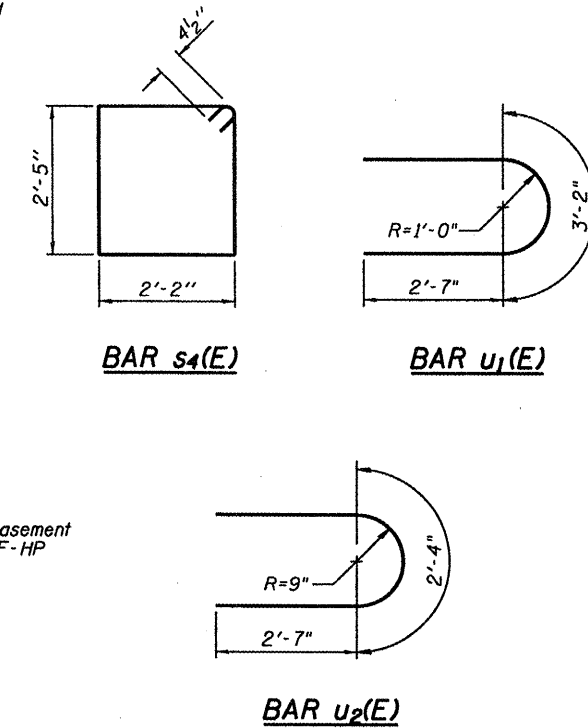
Bar	No.	Size	Length	Shape
$h_2(E)$	16	#5	32'-4"	—
$p_1(E)$	10	#7	32'-2"	—
$s_4(E)$	34	#5	9'-11"	□
$u_1(E)$	6	#6	8'-4"	U
$u_2(E)$	16	#5	7'-6"	U
$v_3(E)$	74	#5	8'-4"	—
Concrete Structures		Cu. Yd.	27.0	
Reinforcement Bars, Epoxy Coated		Pound	2,390	
Structure Excavation		Cu. Yd.	29.3	
Furnishing Steel Piles HP 12x53		Foot	357	
Driving Piles		Foot	357	
Underwater Structure Excavation protection - Location 1		Each	1	
Concrete Encasement		Cu. Yd.	5.3	



END VIEW



ELEVATION
 (Looking North)



SECTION A-A

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW

PIER 1
 F.A.S. ROUTE 1360 SEC. 65-BR
 IL ROUTE 251 OVER PANTHER CREEK
 WOODFORD COUNTY
 STATION 1116+87.00
 STRUCTURE NO. 102-0081

EFK Moen, LLC
 Civil Engineering Design

Notes: Pour steps monolithically with cap.
Space reinforcement in cap to miss anchor bolts.
For anchor bolt installation details see sheet 10 of 19.

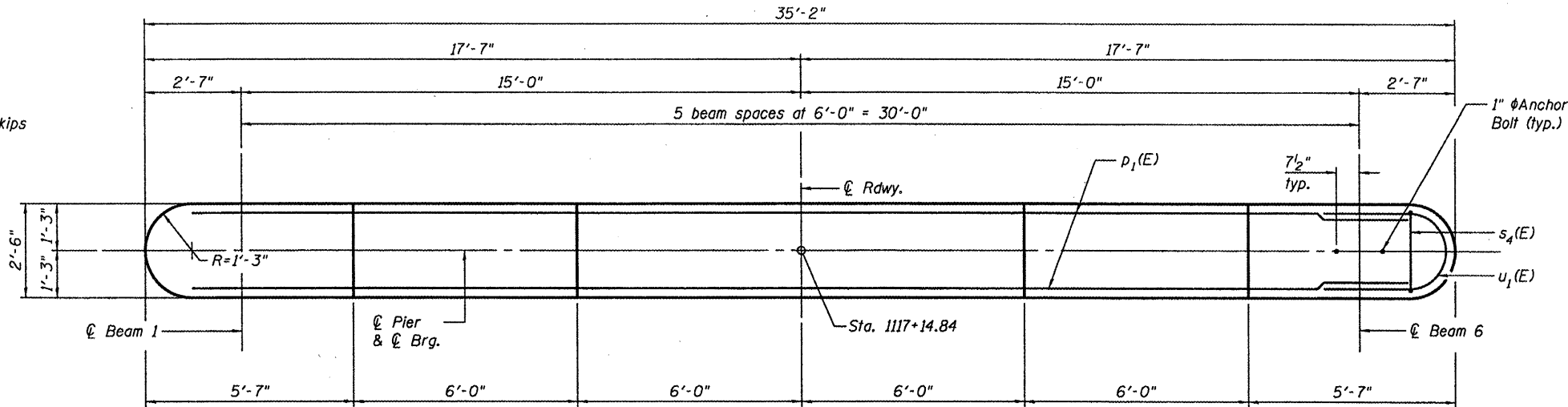
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 14
FAS 1360	65-BR	WOODFORD	39	27	19 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract # 68530

PILE DATA

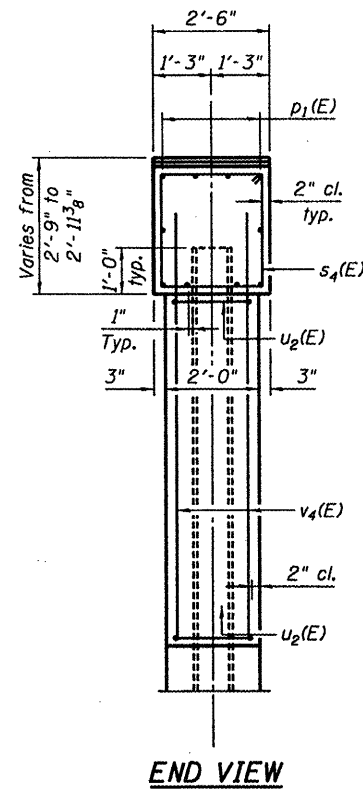
Type: Steel HP 12x53
Nominal Required Bearing: 300 kips
Allowable Resistance Available: 100 kips
Est. Length: 51 ft.
No. Production Piles: 7



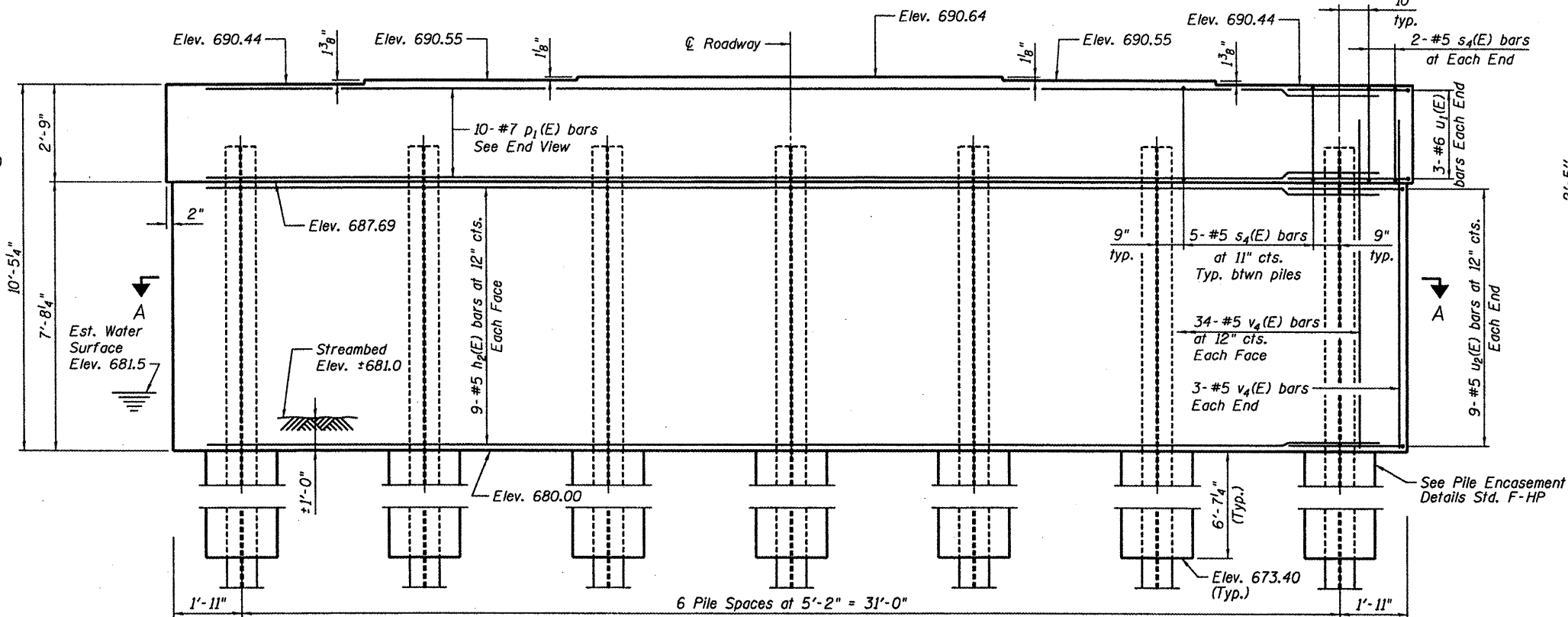
TOP PLAN

BILL OF MATERIAL

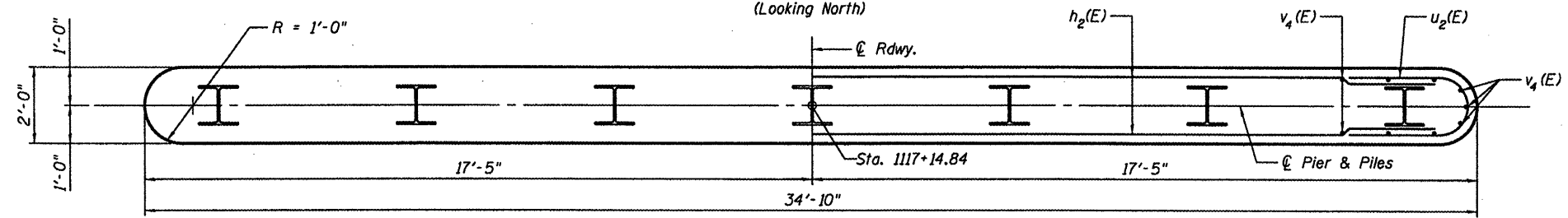
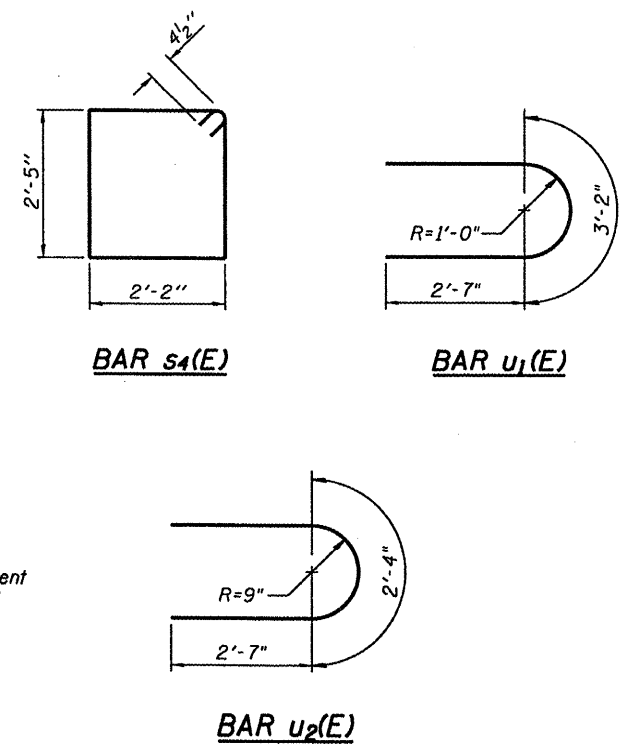
Bar	No.	Size	Length	Shape
$h_2(E)$	18	#5	32'-4"	—
$p_1(E)$	10	#7	32'-2"	—
$s_4(E)$	34	#5	9'-11"	⊠
$u_1(E)$	6	#6	8'-4"	⊏
$u_2(E)$	18	#5	7'-6"	⊏
$v_4(E)$	74	#5	9'-0"	—
Concrete Structures		Cu. Yd.	28.8	
Reinforcement Bars, Epoxy Coated		Pound	2,530	
Structure Excavation		Cu. Yd.	23.3	
Furnishing Steel Piles HP 12x53		Foot	357	
Driving Piles		Foot	357	
Underwater Structure Excavation protection - Location 2		Each	1	
Concrete Encasement		Cu. Yd.	5.3	



END VIEW



ELEVATION
(Looking North)



SECTION A-A

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW

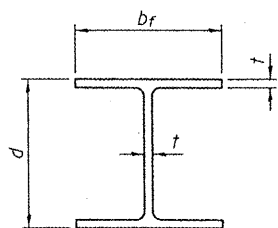
PIER 2
F.A.S. ROUTE 1360 SEC. 65-BR
IL ROUTE 251 OVER PANTHER CREEK
WOODFORD COUNTY
STATION 1116+87.00
STRUCTURE NO. 102-0081

EFK Moen, LLC
Civil Engineering Design

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

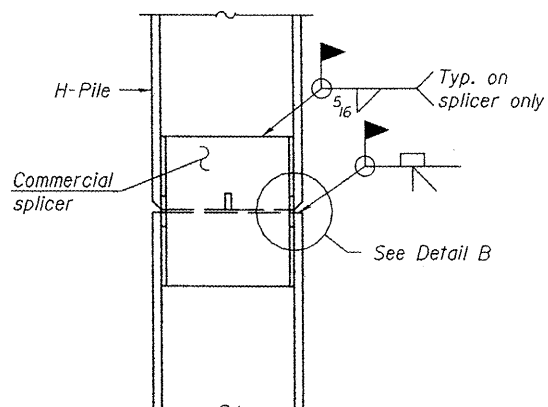
ROUTE NO.	SECTION	COUNTY	JOB NO.	SHEET NO.	SHEET NO. 15 19 SHEETS
FAS 1360	65-BR	WOODFORD	39	28	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 68530

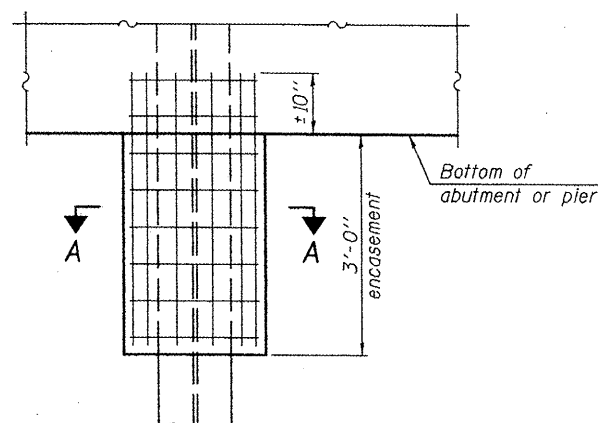


STEEL PILE TABLE

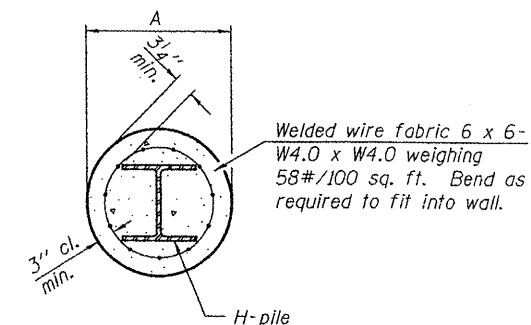
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"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



ELEVATION



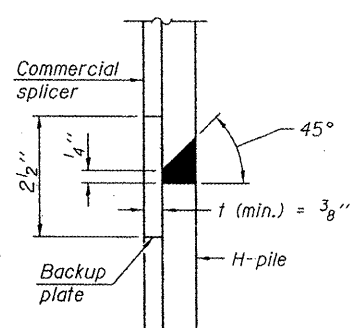
ELEVATION



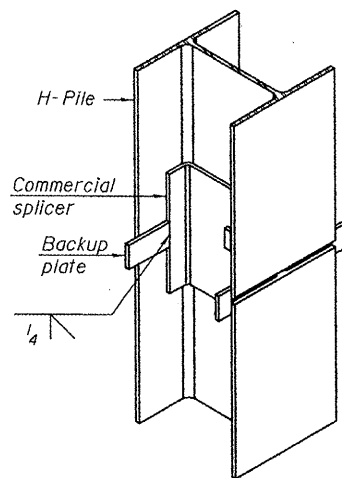
Note:
Forms for encasement may be omitted when soil conditions permit.

SECTION A-A

PILE ENCASEMENT

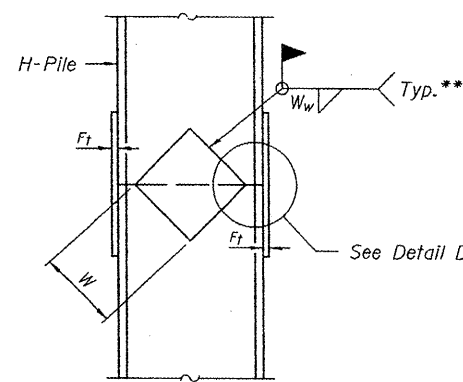


DETAIL "B"

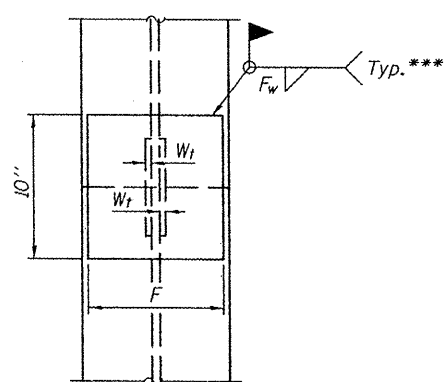


ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



ELEVATION



END VIEW

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

STEEL H-PILE DETAILS

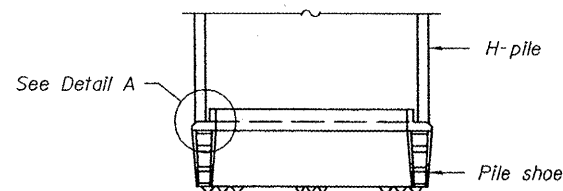
F.A.S. ROUTE 1360 SEC. 65-BR
IL ROUTE 251 OVER PANTHER CREEK

WOODFORD COUNTY

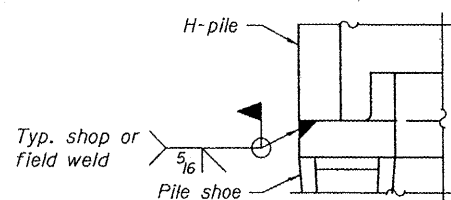
STATION 1116+87.00

STRUCTURE NO. 102-0081

EFK•Moen, LLC
Civil Engineering Design

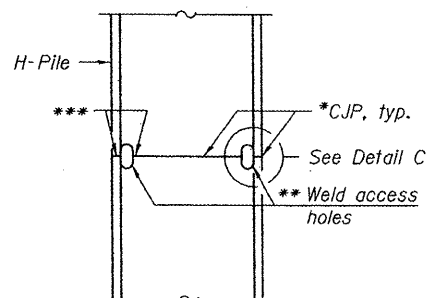


ELEVATION

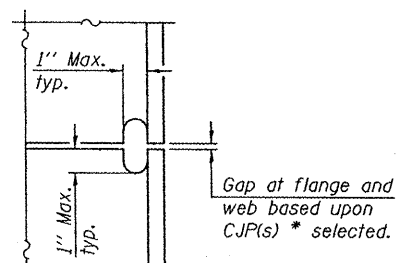


DETAIL A

H-PILE SHOE ATTACHMENT

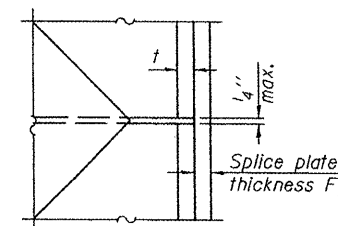


ELEVATION



DETAIL C

COMPLETE PENETRATION WELD SPLICE



DETAIL D

WELDED PLATE FIELD SPLICE

- * Use joint conforming to Figure 3.4 in AWS D1.1, Structure Welding Code - Steel.
- ** Preparation per Fig. 5.2 in AWS D1.1, Structure Welding Code - Steel.
- *** Interrupt welds 1/4" from end of each pile.

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

DESIGNED CTW
CHECKED CDL
DRAWN DP
CHECKED CTW

F-HP

11-1-06

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. FAS 1360	SECTION 65-BR	COUNTY WOODFORD	SHEET 39	SHEET 29	SHEET NO. 16 19 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract # 68530

NOTES

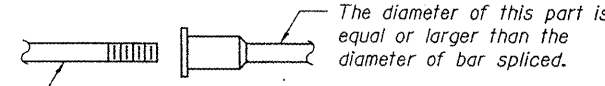
Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
All reinforcement bars shall be lapped and tied to the 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 = $1.25 \times f_y \times A_s$
(Tension in kips)
- ② Minimum *Pull-out Strength = $0.66 \times f_y \times A_s$
(Tension in kips)

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

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'-0"	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

The diameter of this part is the same as the diameter of the bar spliced.



ROLLED THREAD DOWEL BAR



** ONE PIECE

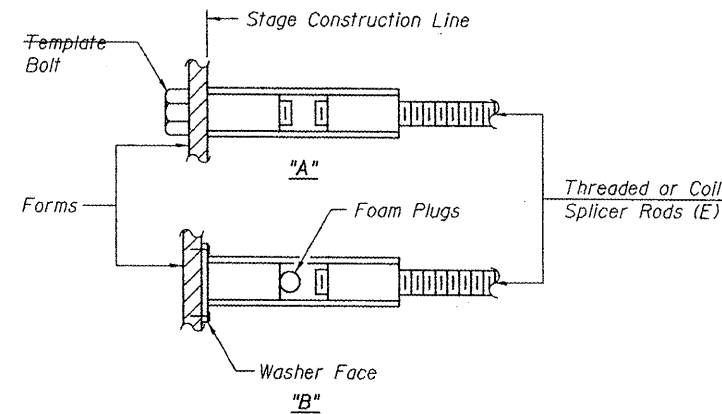
Wire Connector



WELDED SECTIONS

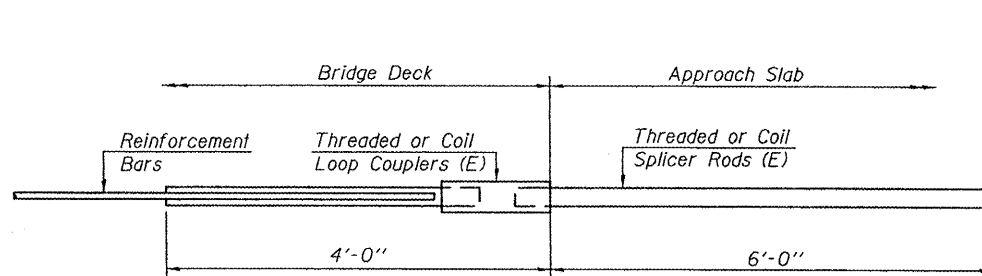
BAR SPLICER ASSEMBLY ALTERNATIVES

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



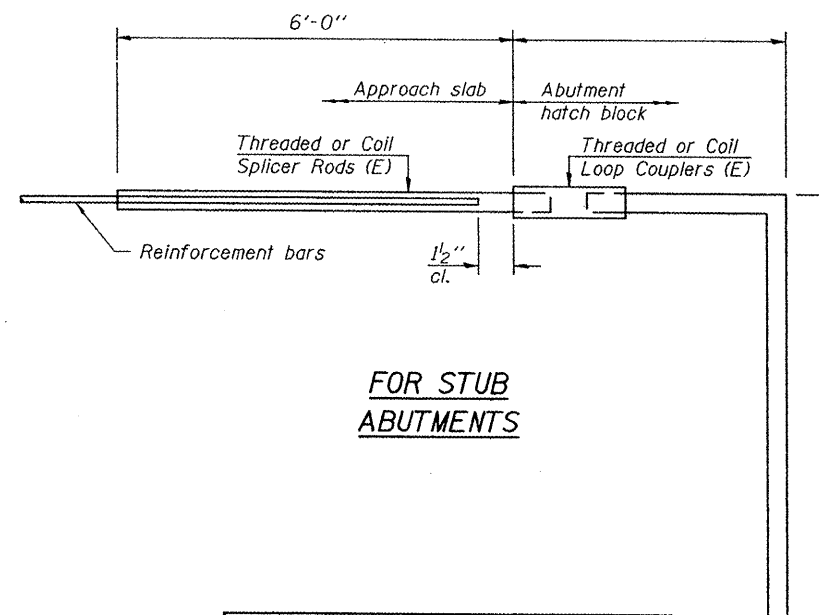
INSTALLATION AND SETTING METHODS

"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.



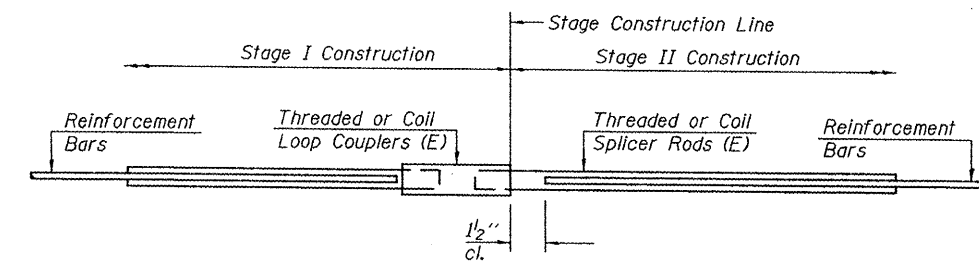
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 66



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

BAR SPLICER ASSEMBLY DETAILS
F.A.S. ROUTE 1360 SEC. 65-BR
IL ROUTE 251 OVER PANTHER CREEK
WOODFORD COUNTY
STATION 1116+87.00
STRUCTURE NO. 102-0081

DESIGNED CTW
CHECKED CDL
DRAWN DP
CHECKED CTW

BSD-1

11-1-06

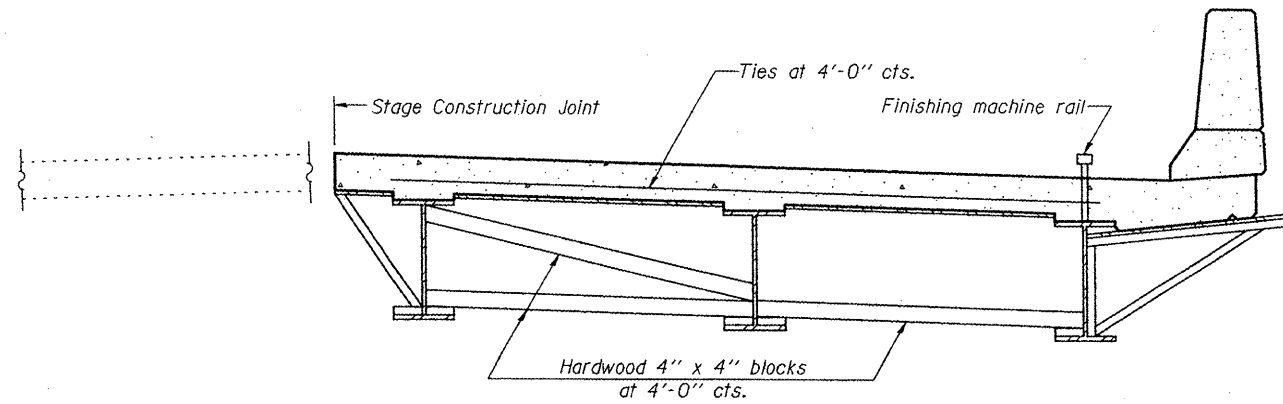
EFK Moen, LLC
Civil Engineering Design

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 1360	65-BR	WOODFORD	39	30
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. 17
19 SHEETS

Contract # 68530



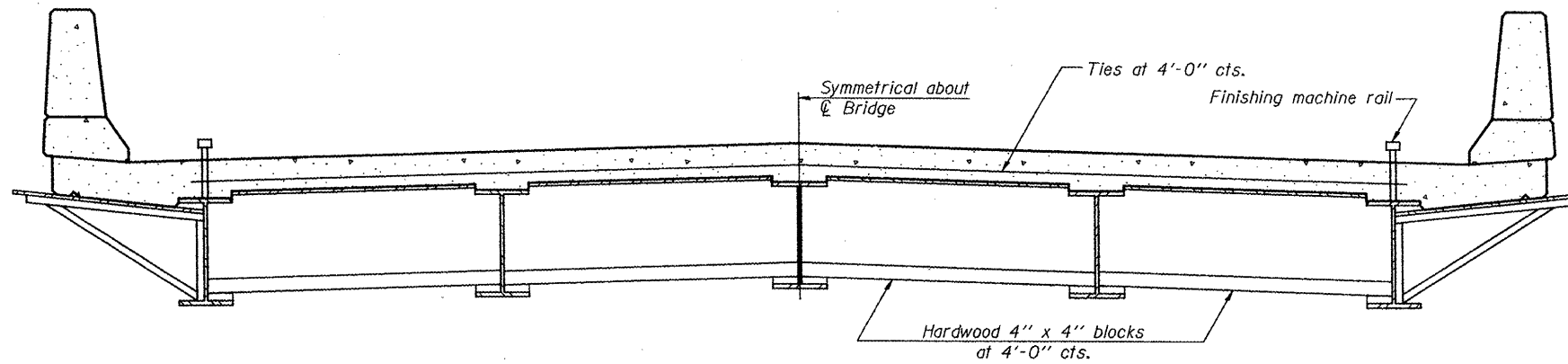
FORM BRACES FOR
STAGE CONSTRUCTION

When cantilever forming brackets are used, the work shall be done according to Article 503.06(b) of the Standard Specifications, except as modified below and in the details shown on this sheet.

The finishing machine rails shall be placed on the top flange of the exterior beams.

The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.

For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.



FORM BRACES FOR
STANDARD CONSTRUCTION

CANTILEVER FORMING BRACKETS
FOR SUPERSTRUCTURES WITH
W27 BEAMS AND SMALLER
F.A.S. ROUTE 1360 SEC. 65-BR
IL ROUTE 251 OVER PANTHER CREEK
WOODFORD COUNTY
STATION 1116+87.00
STRUCTURE NO. 102-0081

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW

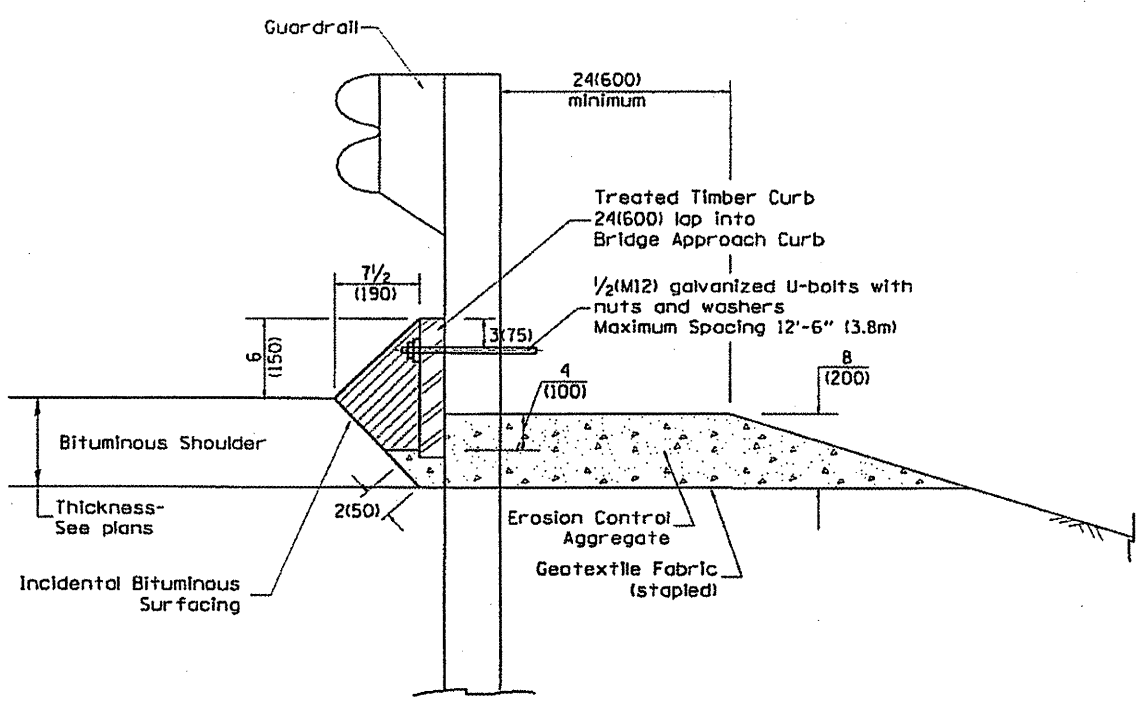
SB-1

11-1-06

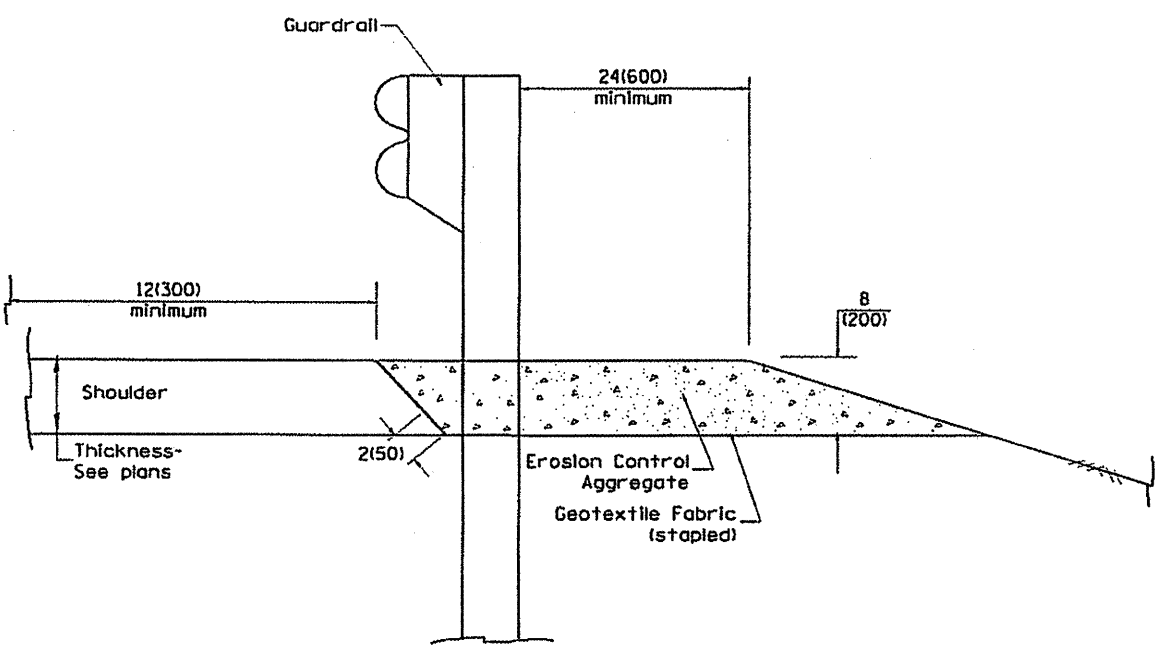
EFK Moen, LLC
Civil Engineering Design

F.A.S. RYE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
136D	65 BR	WOODFORD	39	33
STA. 1113+08.00		TO STA. 1120+47.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

DESIGNER NOTE: Use EROSION CONTROL CURB at guardrail installations where grades are equal to or greater than 1% and at inlets. (Include District Special Provision)
 1. Use GUARDRAIL AGGREGATE EROSION CONTROL at guardrail installations where grades are less than 1% (Include District Special Provision)
 2. Use State Standards 60900, 60906 or 61000 if applicable.
 3. 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.
 4. Include District Special Provision "Aggregate Quality" for projects located in the Western Area of the District - approx. dividing line is IL 97.
 5. Include District Special Provision



TYPICAL SECTION WITH EROSION CONTROL CURB



TYPICAL SECTION WITHOUT EROSION CONTROL CURB

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.

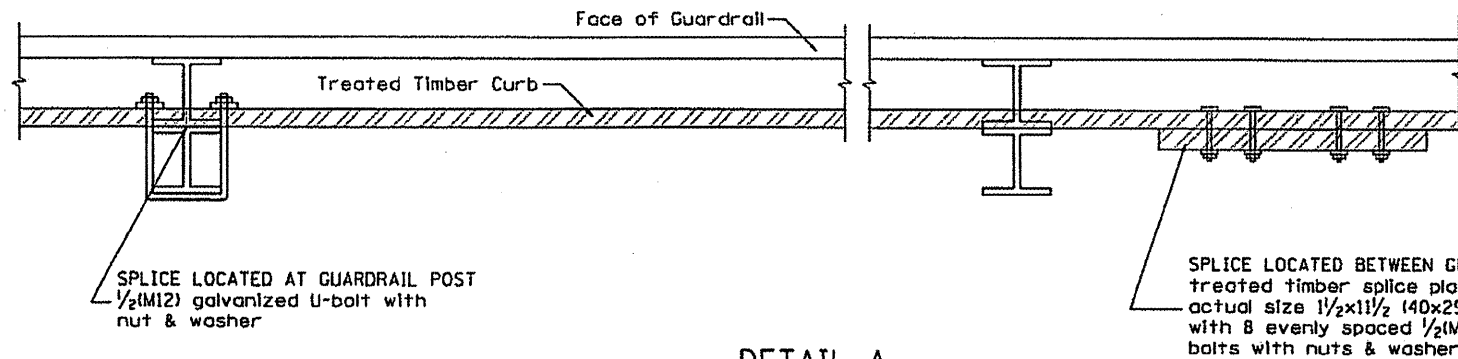
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

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.

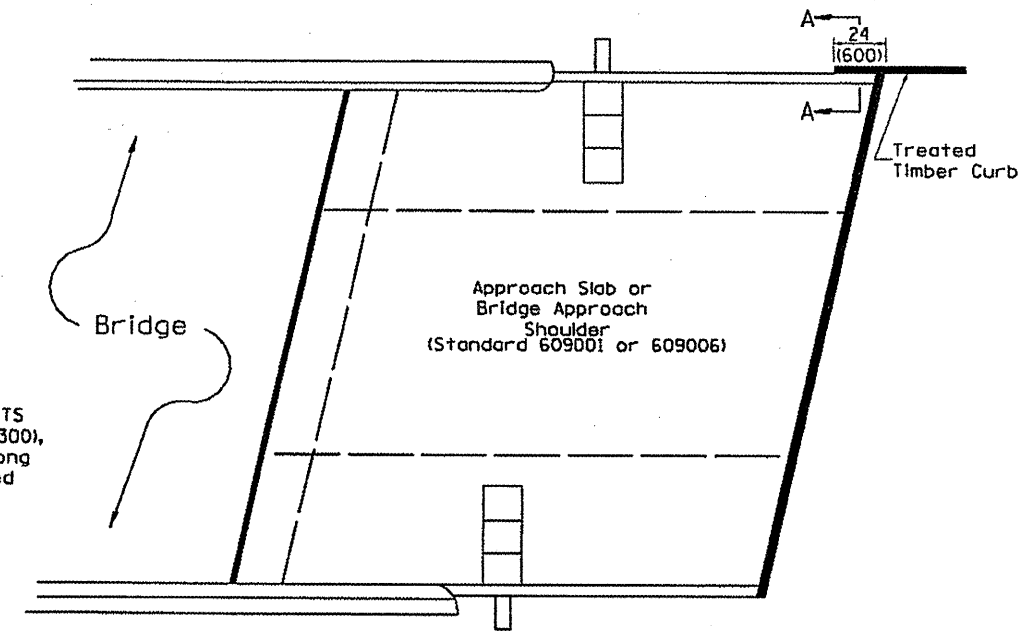
GUARDRAIL EROSION CONTROL TREATMENTS

CADD STD NO. 630101-D4(1) SHEET 1 OF 2
SCALE: NOT DRAWN TO SCALE DRAWN BY CADD
CHECKED BY

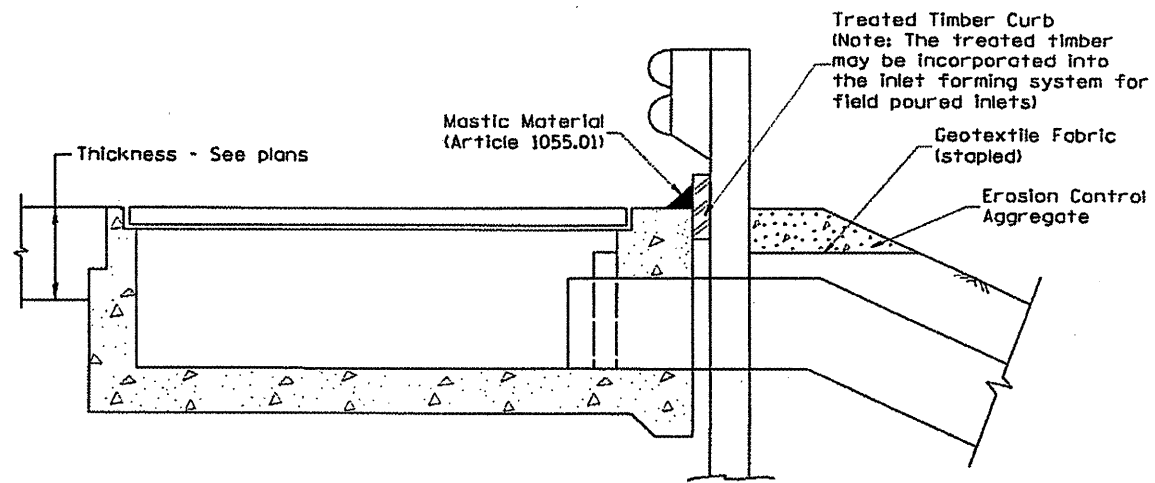
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
136D	65 BR	WOODFORD	39	34
STA. 1113+08.00		TO STA. 1120+47.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



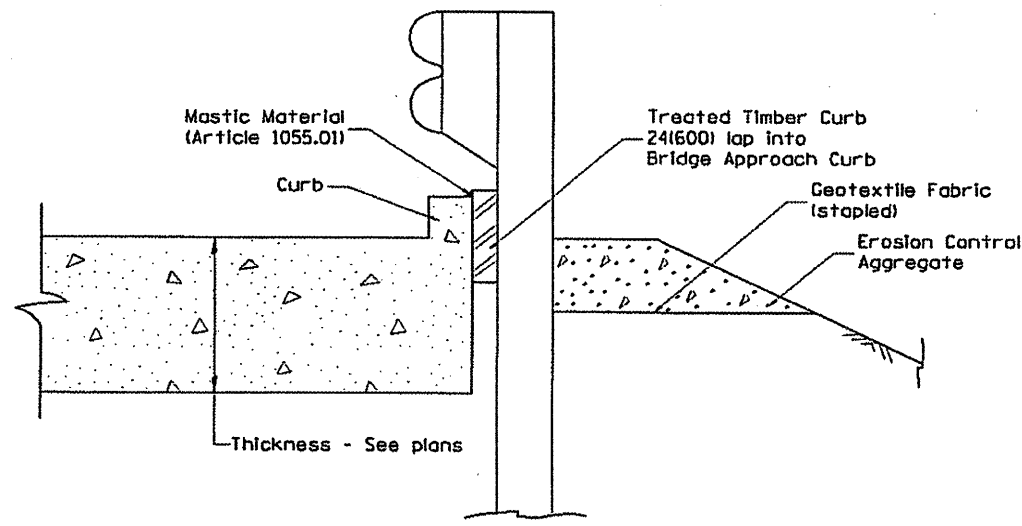
DETAIL A
(Typical Treated Timber Splices)



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)

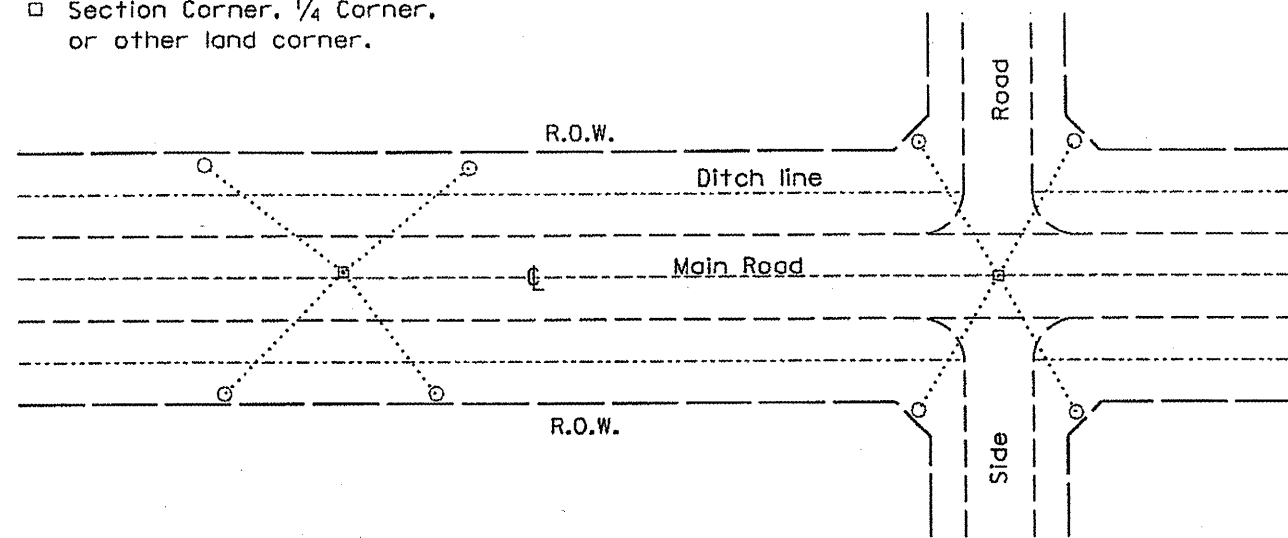
All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
GUARDRAIL EROSION CONTROL TREATMENTS	
CADD STD NO. 630101-D4(2)	SHEET 2 OF 2
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD
	CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
136D	65 BR	WOODFORD	39	34A
STA. 1113+06.00		TO STA. 1120+47.00		
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

PERMANENT SURVEY TIES

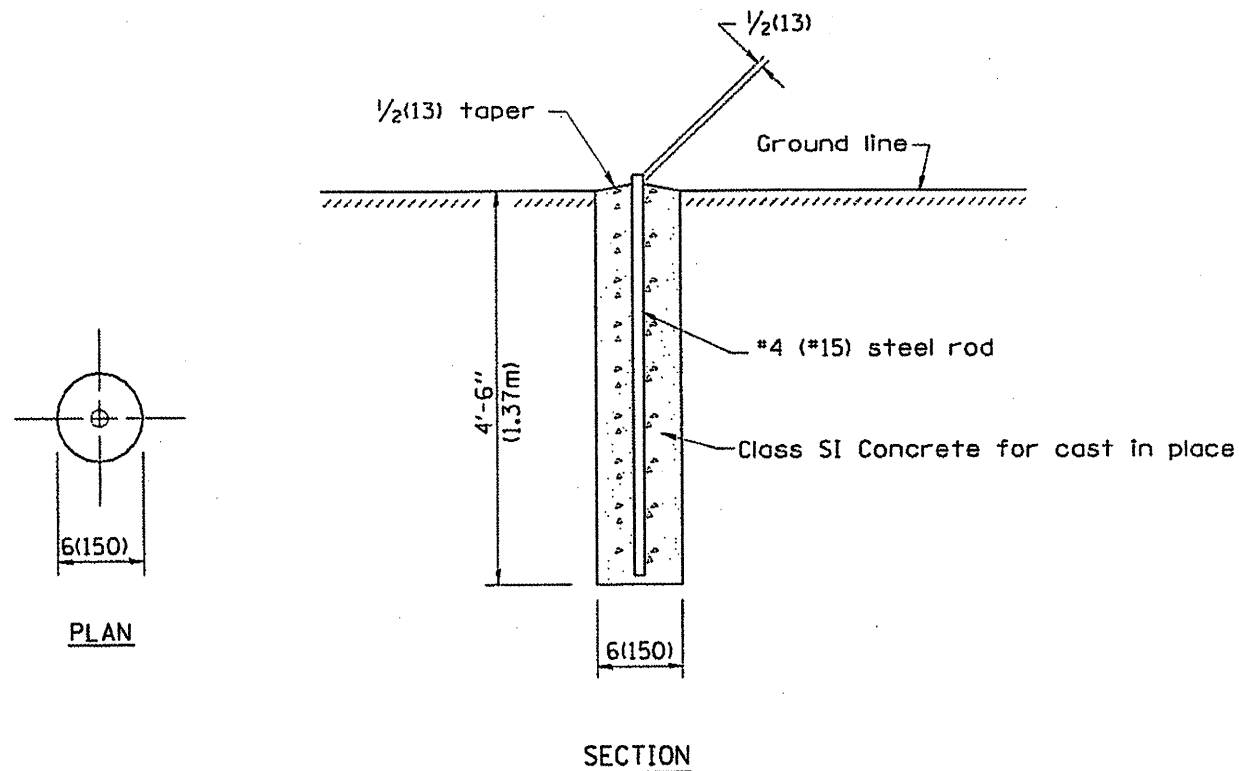
- Permanent Survey Tie
- Section Corner, 1/4 Corner, or other land corner.



TYPICAL APPLICATION

GENERAL NOTES

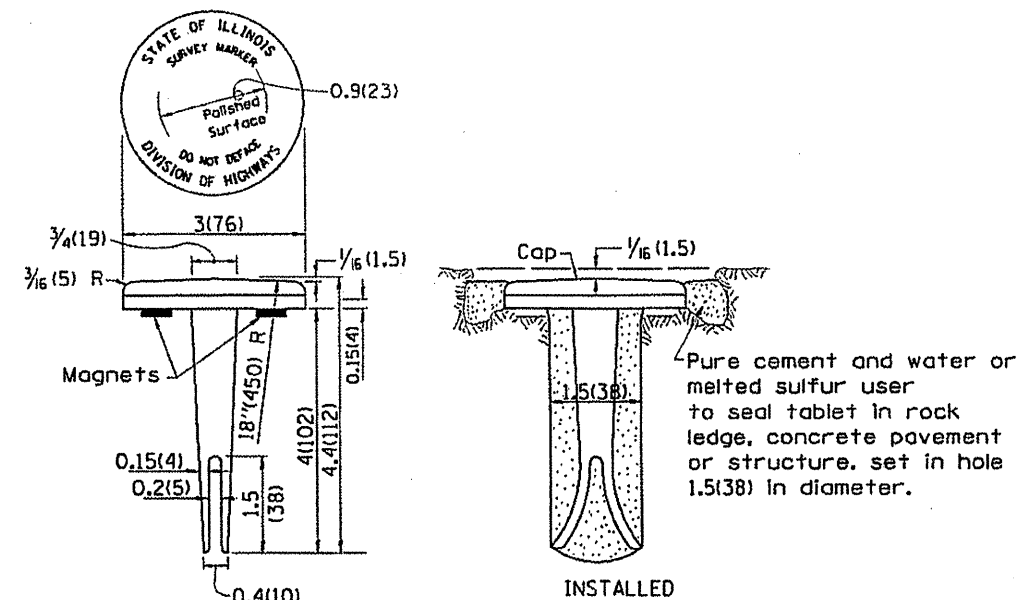
1. The marker shall be cast in place of Class SI Concrete.
2. Tie marker shall be installed after the final seeding has been completed unless otherwise specified by the Engineer.
3. The tie distances to the section corner shall be measured and recorded by the IDOT Chief of Surveys.



PLAN

SECTION

PERMANENT SURVEY MARKERS

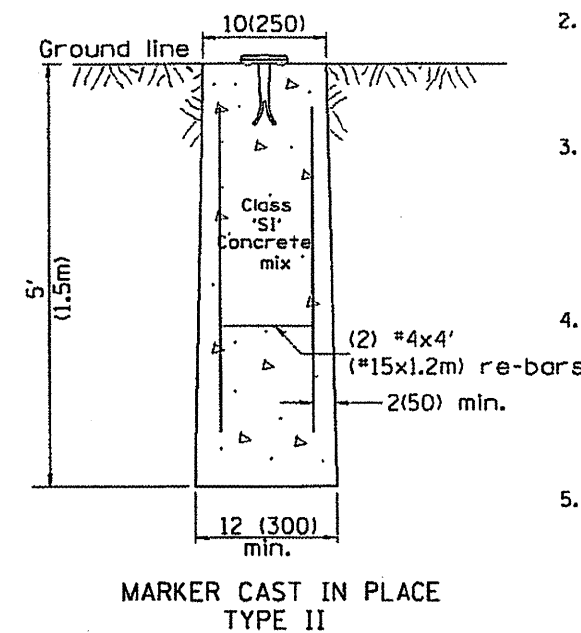


BRONZE TABLET - No Scale
TYPE I

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 be attached 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 always 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.



MARKER CAST IN PLACE
TYPE II

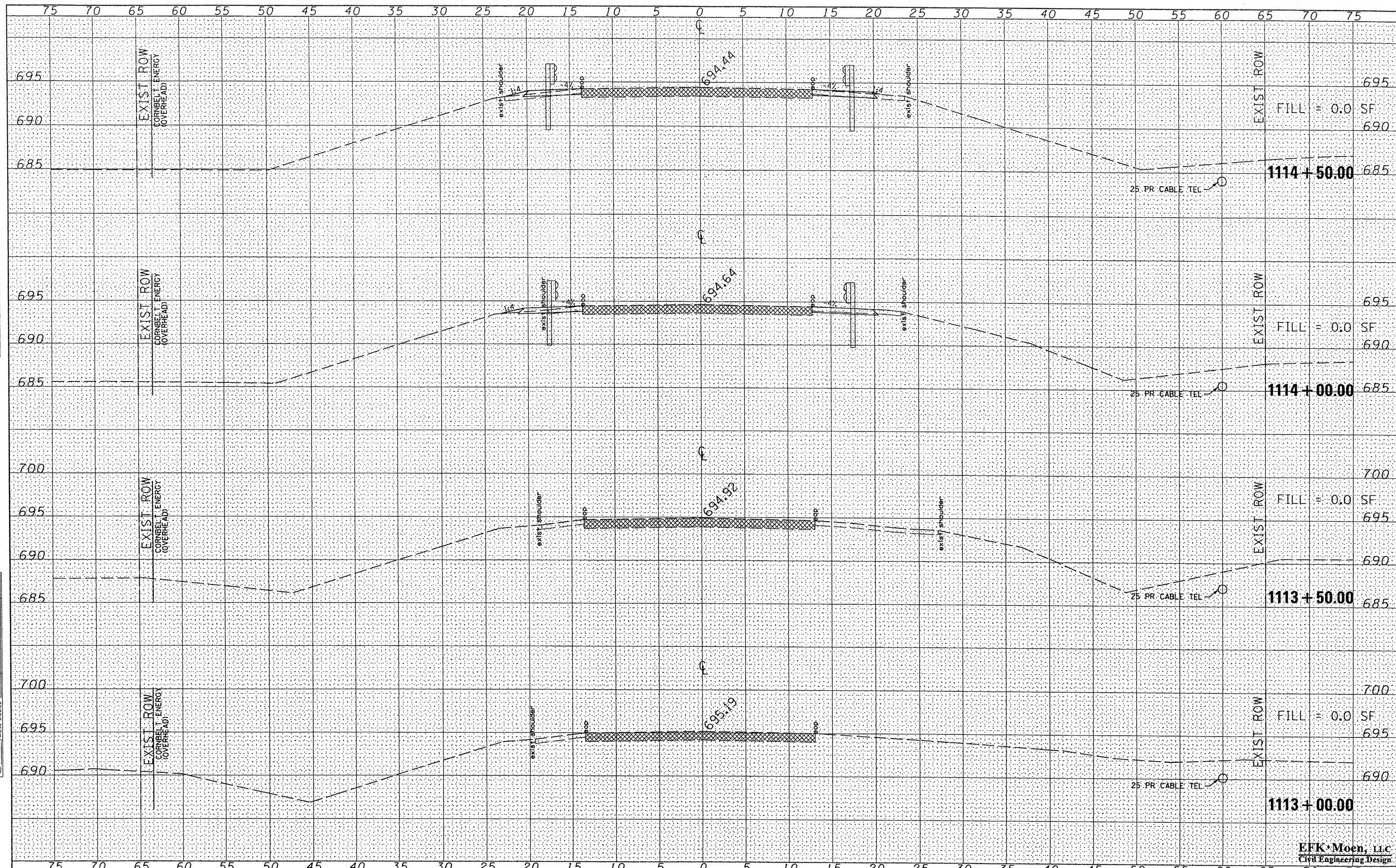
DATE	REVISIONS	BY
1-1-97	REINH. D-3.01, NEW REVISION BOX	T.P.
	ADD DESIGNER NOTE, REVISED TITLE BOX	
7-7-98	ADD DESIGNER NOTE	J.A.
5-24-06	REMOVED GEN. NOTE UNDER TIES	M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
PERMANENT SURVEY TIE & PERMANENT SURVEY MARKERS TY.I - TY.II	
CADD STD. NO. 667101-D4	DRAWN BY CADD
SCALE: NOT DRAWN TO SCALE	CHECKED BY

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

UNIFORM SURVEY PLOTTED SURVEY PLOTTED SURVEY PLOTTED
 NOTE BOOK TEMPLATE AREAS CHECKED AREAS CHECKED AREAS CHECKED AREAS CHECKED

UNIFORM SURVEY PLOTTED SURVEY PLOTTED SURVEY PLOTTED
 NOTE BOOK TEMPLATE AREAS CHECKED AREAS CHECKED AREAS CHECKED AREAS CHECKED



EFK Moen, LLC
 Civil Engineering Design

FILE NAME =
 USER NAME =
 PLOT SCALE =
 PLOT DATE =

DESIGNED -	REVISOR -
DRAWN - MK	REVISOR -
CHECKED - SD	REVISOR -
DATE - 2/25/08	REVISOR -

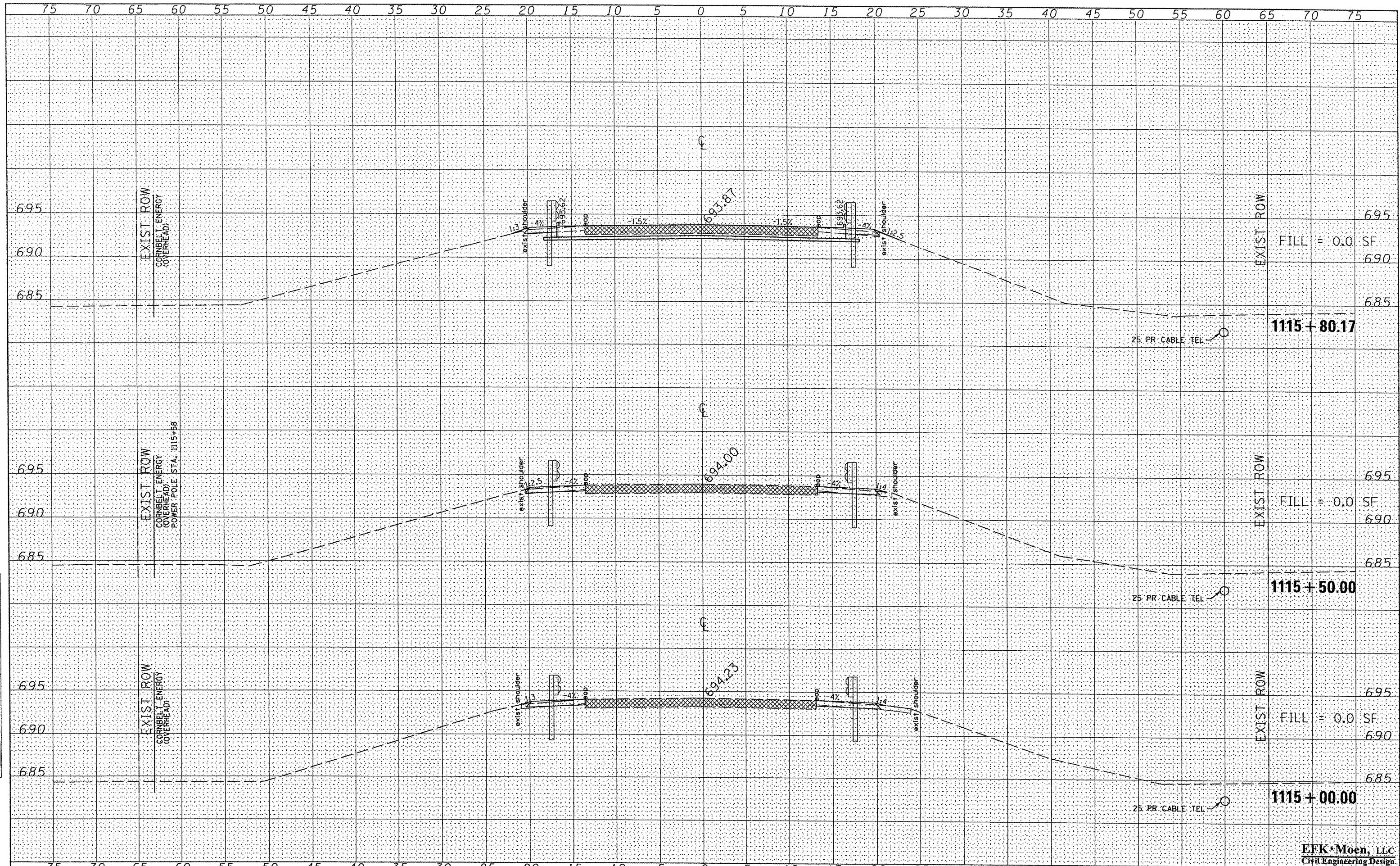
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 SCALE: 1" = 5'
 SHEET NO. 1 OF 5 SHEETS
 STA. 1113+00.00 TO STA. 1114+50.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1360	65 BR	WOODFORD	39	35
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
CONTRACT NO. 68530				

SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 DATE _____
 AREAS CHECKED _____
 NO. _____

ORIGINAL SURVEY _____
 PLOTTED _____
 NOTE BOOK _____
 DATE _____
 AREAS CHECKED _____
 NO. _____

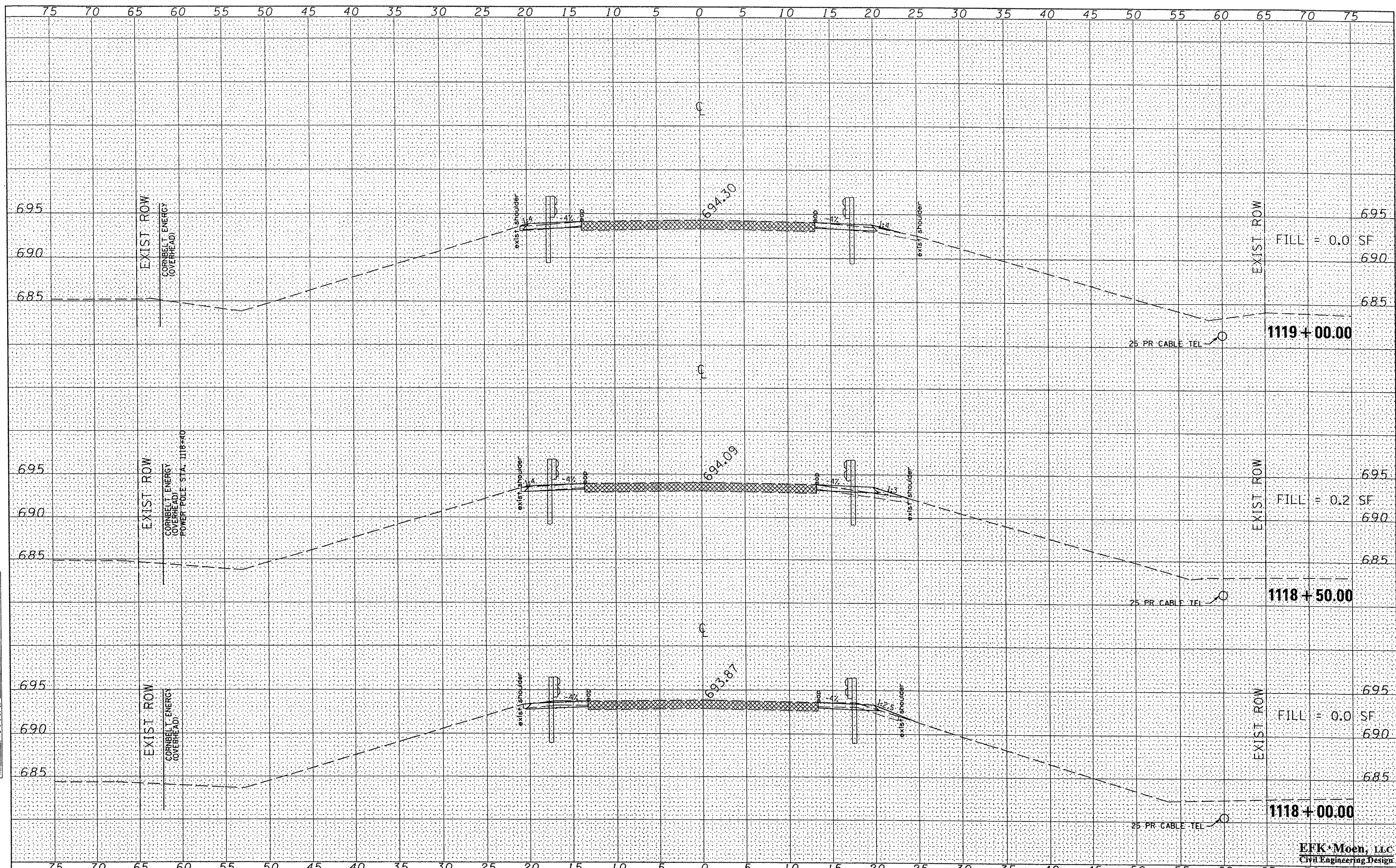


FILE NAME :	USER NAME :	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS				F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - MK	REVISED -		1360	65 BR	WOODFORD	39	36				
		CHECKED - SD	REVISED -		SCALE: 1" = 5'				SHEET NO. 2 OF 5 SHEETS STA. 1115+00.00 TO STA. 1115+80.17				
		DATE - 2/25/08	REVISED -		FED. ROAD DIST. NO.				ILLINOIS FED. AID PROJECT				

EFK Moen, LLC
 Civil Engineering Design

SURVEY NO. _____
 DATE PLOTTED _____
 NOTE BOOK NO. _____
 AREAS CHECKED _____

SURVEY NO. _____
 DATE PLOTTED _____
 NOTE BOOK NO. _____
 AREAS CHECKED _____



FILE NAME: _____
 USER NAME: _____
 DESIGNED: _____
 DRAWN: MK
 CHECKED: SD
 DATE: 2/25/08

REVISED: _____
 REVISED: _____
 REVISED: _____
 REVISED: _____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

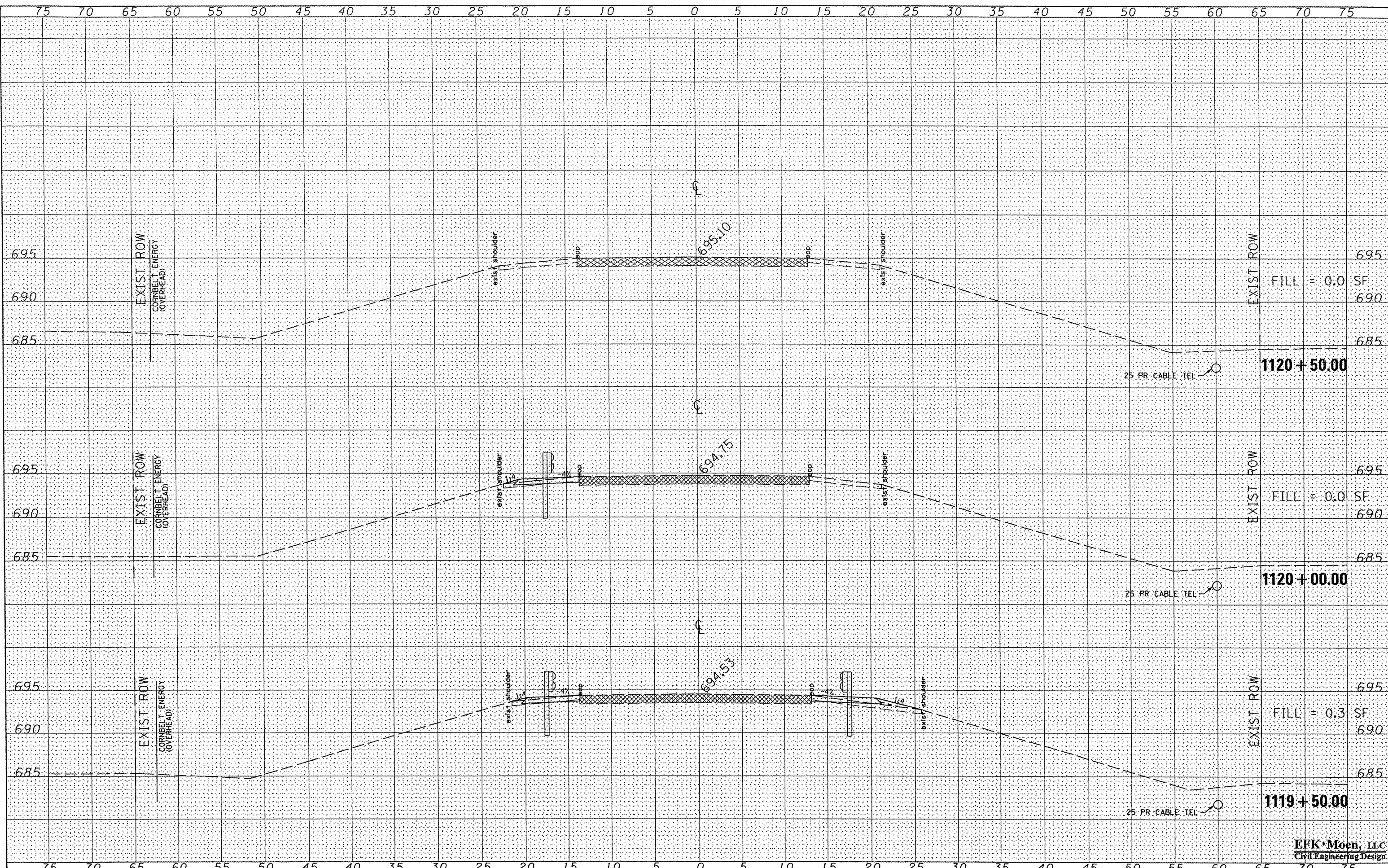
CROSS SECTIONS
 SCALE: 1" = 5'
 SHEET NO. 4 OF 5 SHEETS
 STA. 1118+00.00 TO STA. 1119+00.00

F.A.S. RTE. 1360	SECTION 65 BR	COUNTY WOODFORD	TOTAL SHEETS 39	SHEET NO. 38
CONTRACT NO. 68530				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

EFK Moen, LLC
 Civil Engineering Design

SURVEY NO. _____
 SURVEY PLOTTED _____
 NOTE BOOK NO. _____
 TEMPLATE AREAS CHECKED _____
 AREAS CHECKED _____

SURVEY NO. _____
 SURVEY PLOTTED _____
 NOTE BOOK NO. _____
 TEMPLATE AREAS CHECKED _____
 AREAS CHECKED _____



EFK Moen, LLC
 Civil Engineering Design

FILE NAME = _____
 USER NAME = _____
 PLOT SCALE = _____
 PLOT DATE = _____

DESIGNED -	REVISD -
DRAWN - MK	REVISD -
CHECKED - SD	REVISD -
DATE - 2/25/08	REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 SCALE: 1" = 5'
 SHEET NO. 5 OF 5 SHEETS
 STA. 1119+50.00 TO STA. 1120+50.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1360	65 BR	WOODFORD	39	39
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68530	