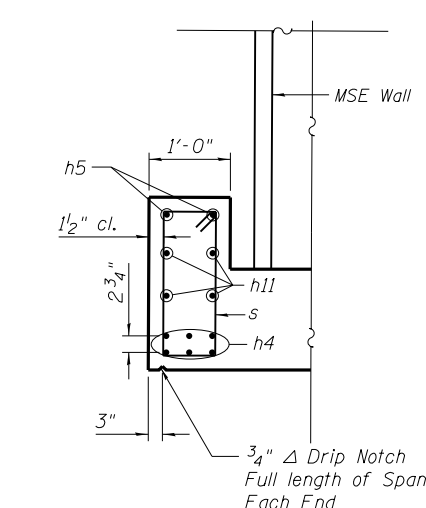


SECTION THRU BARREL
(Looking Upstair of Trail)



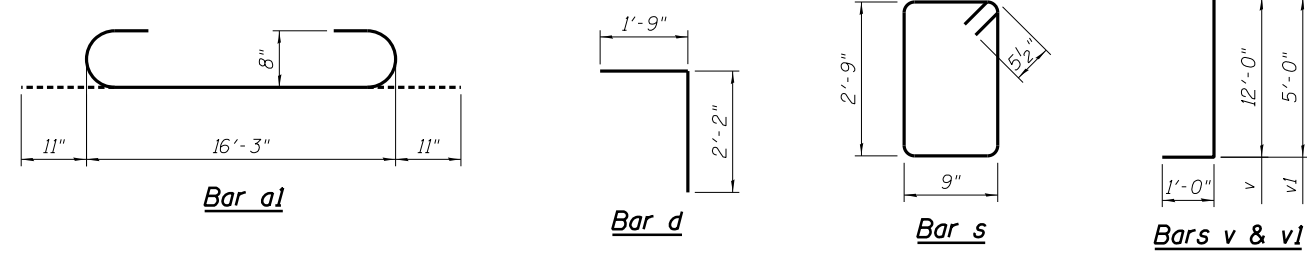
SECTION THRU HEADWALL

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1	238	#8	18'-1"	U
a2	138	#5	16'-3"	—
a3	2	#4	25'-10"	—
d	172	#4	3'-11"	L
h	204	#6	25'-8"	—
h2	156	#5	25'-3"	—
h4	12	#8	25'-10"	—
h5	4	#6	25'-10"	—
h6	36	#5	7'-6"	∧
h7	36	#5	5'-10"	∨
h8	36	#5	5'-9"	∨
h9	36	#5	6'-5"	∨
h10	6	#4	24'-5"	—
h11	12	#5	25'-10"	—
s	54	#5	7'-11"	□
v	282	#6	13'-0"	L
v1	282	#6	6'-0"	L
v2	142	#5	10'-3"	—
v3	24	#5	12'-0"	—
v4	24	#5	7'-0"	—
Concrete Box Culverts	Cu. Yd.		242.4	
Reinforcement Bars	Pound		39140	

MINIMUM BAR LAPS

- #4 - 1'-9"
- #5 - 3'-0" (h2 thru h9)
- #5 - 2'-2" (v3 & v4)
- #6 - 2'-7" (v & v1)
- #6 - 3'-7" (h)



Note:
See Sheet 3 of 4 for End of Barrel Details.

* Cut a1 and a2 bars to fit skew. Use balance of bar in opposite end.

DESIGNED	KMS	10/27/15
DRAWN	EJM	10/27/15
REVIEWED	RCC	6/2/20

I:\196jobs\96S2002F\CADD\Struct\Sheet\96S2002F-Underpass_Plans.dgn

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PLOT SCALE	= 0.1667' / in.
PLOT DATE	= 10/26/2022

DESIGNED	- KMS
CHECKED	- RCC
DRAWN	- EJM
CHECKED	- RCC

REVISED	-
REVISED	-
REVISED	-
REVISED	-

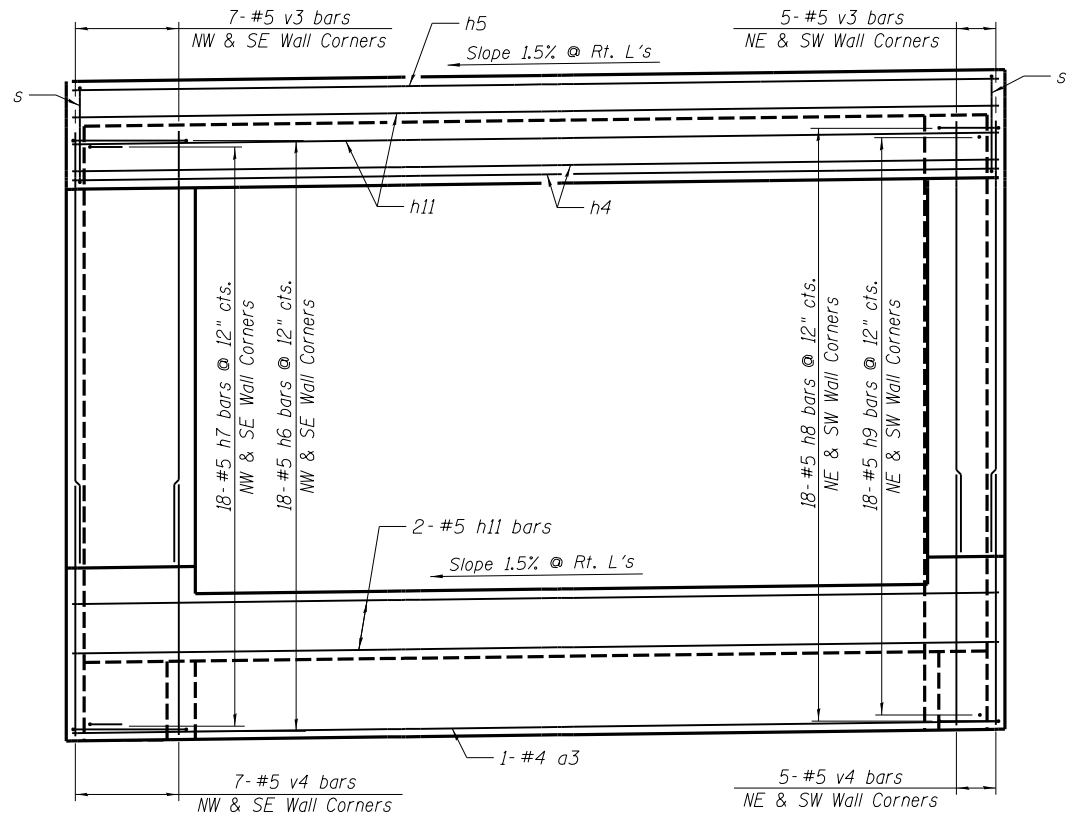
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BARREL SECTIONS
INTERURBAN TRAIL UNDERPASS

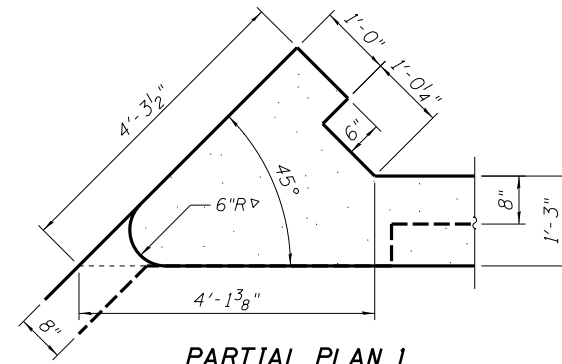
SHEET NO. 2 OF 4 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO.	93671

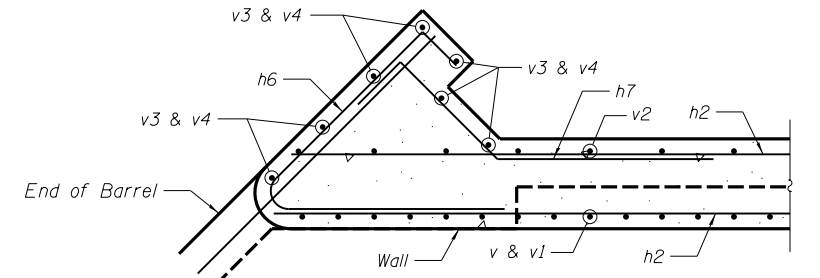
ILLINOIS FED. AID PROJECT 6
07-00164-04-FP, 07-00090-08-FP



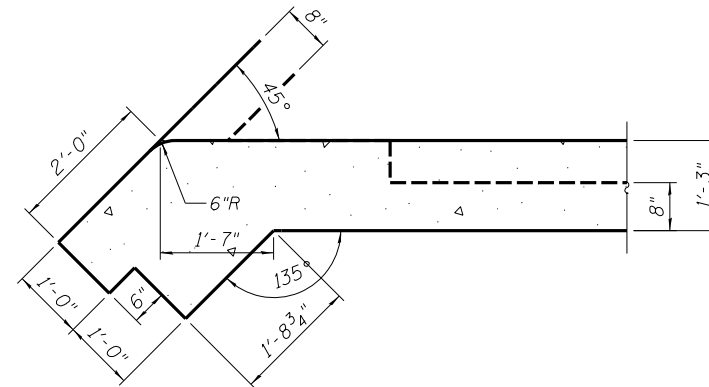
TYPICAL END ELEVATION



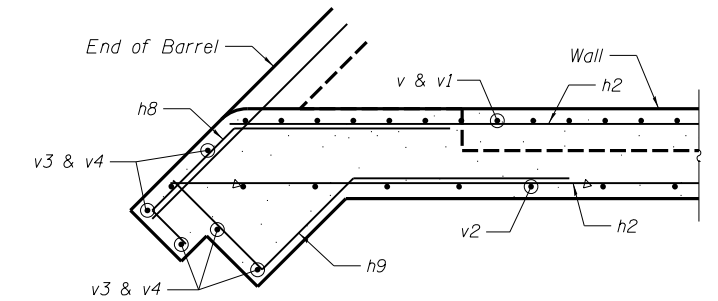
PARTIAL PLAN 1
NW & SE Corners



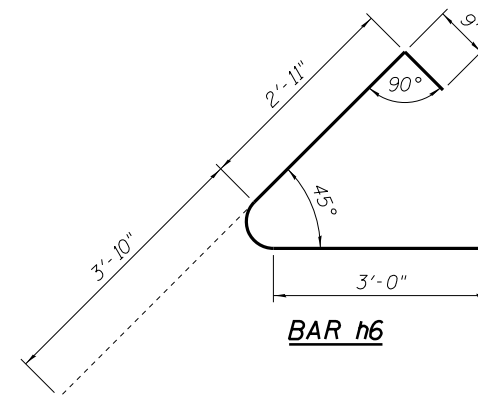
PARTIAL PLAN 1 - REINFORCEMENT
NW & SE Corners



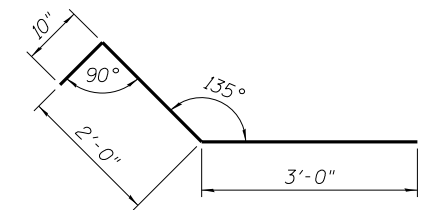
PARTIAL PLAN 2
NE & SW Corners



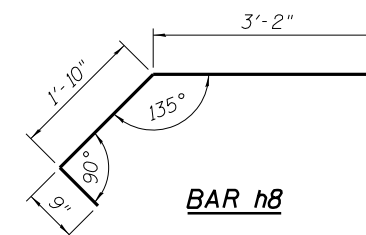
PARTIAL PLAN 2 - REINFORCEMENT
NE & SW Corners



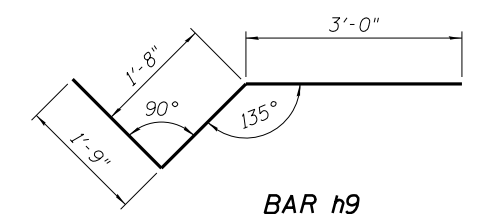
BAR h6



BAR h7



BAR h8



BAR h9

MINIMUM BAR LAPS
#5 - 3'-0" (h2 thru h9)

DESIGNED	KMS	10/27/15
DRAWN	EJM	10/27/15
REVIEWED	RGC	6/2/20

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PLOT DATE	= 10/26/2022

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CHECKED	- RGC	REVISED	-
DRAWN	- EJM	REVISED	-
CHECKED	- RGC	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

END OF BARREL DETAILS
INTERURBAN TRAIL UNDERPASS

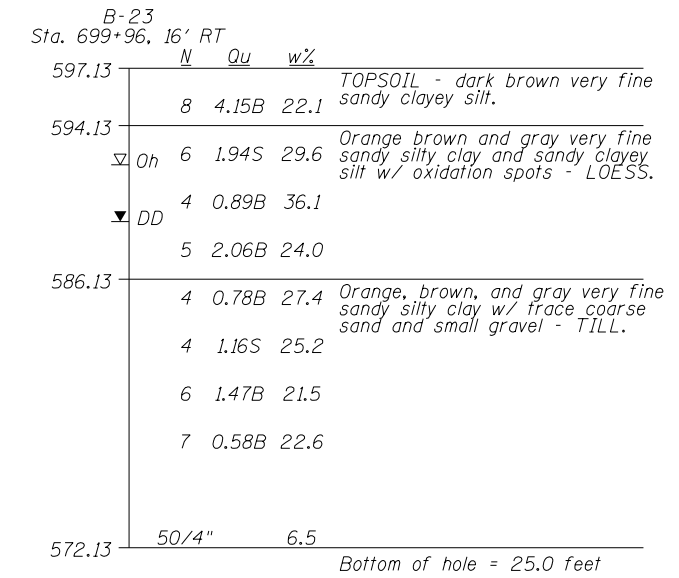
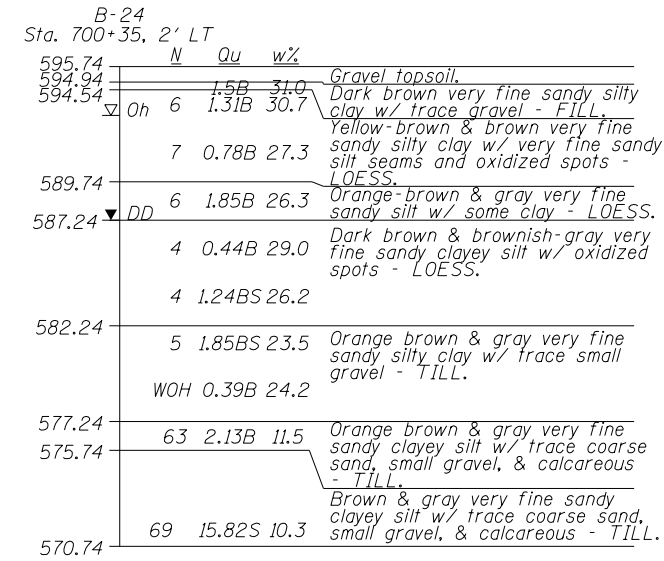
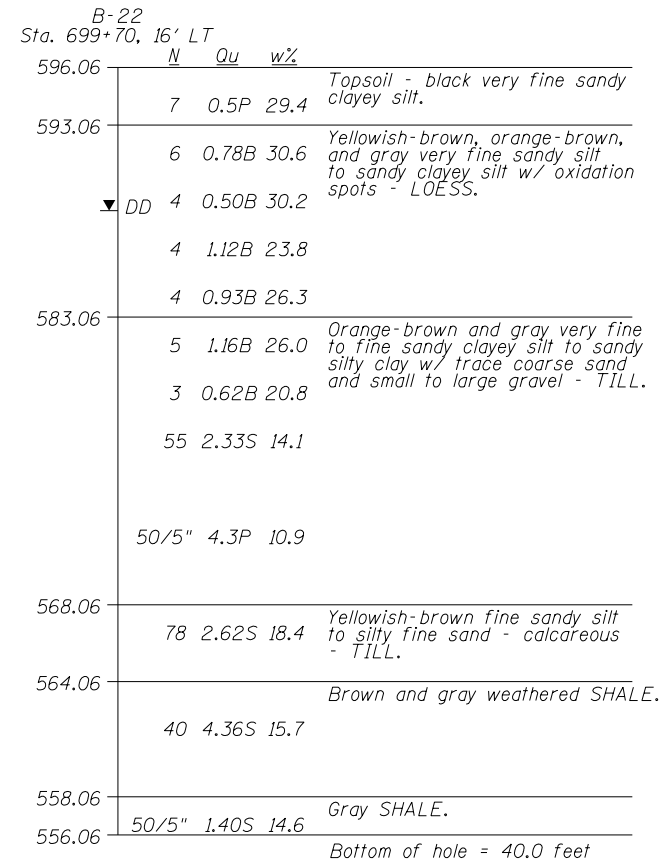
SHEET NO. 3 OF 4 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	SANGAMON	368	202
CONTRACT NO.			93671	

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LEGEND

- N Standard Penetration Test N (blows/ft)
- Qu Unconfined Strength (tsf)
- w% Natural Moisture Content (%)
- ▼ DD Water Surface Elevation Encountered in Boring
- ▼ DD DD = during drilling
- ▼ Oh Oh = at completion

DESIGNED	KMS	10/27/15
DRAWN	EJM	10/27/15
REVIEWED	RCC	6/27/20

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	CHECKED - RCC	REVISED -
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PLOT DATE = 10/26/2022	CHECKED - RCC	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

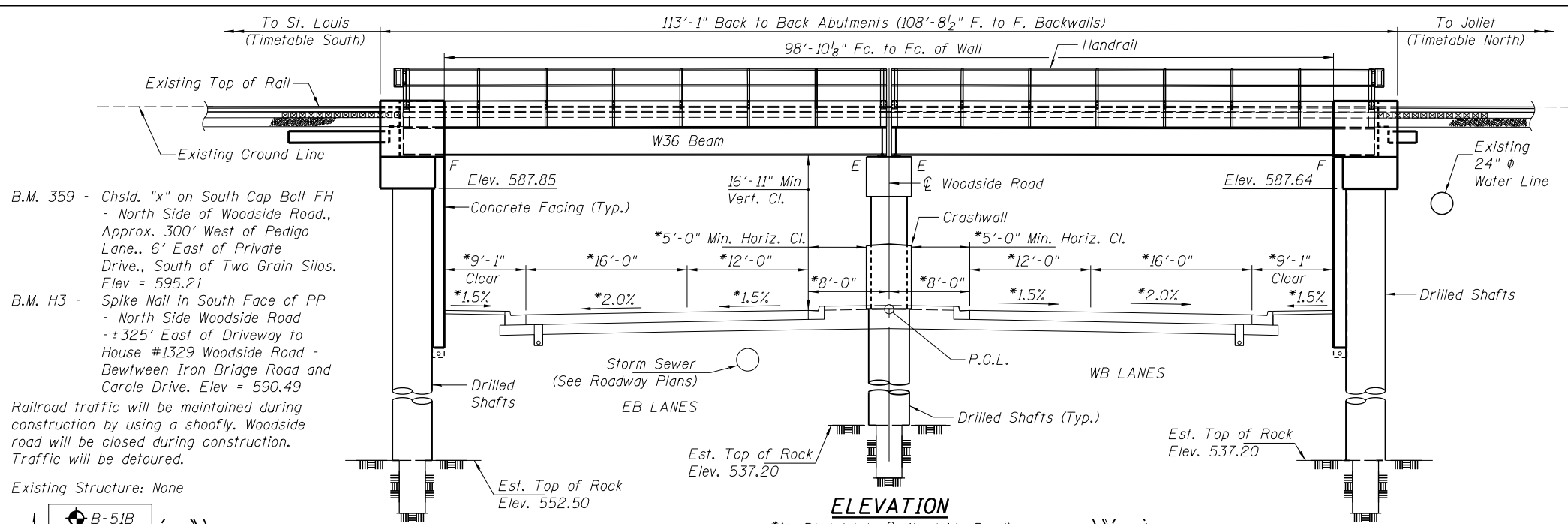
**SUBSURFACE DATA PROFILE
INTERURBAN TRAIL UNDERPASS**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	SANGAMON	368	203
			CONTRACT NO.	93671

SHEET NO. 4 OF 4 SHEETS

ILLINOIS FED. AID PROJECT 6

07-00164-04-FP, 07-00090-08-FP



B.M. 359 - Chsd. "x" on South Cap Bolt FH - North Side of Woodside Road., Approx. 300' West of Pedigo Lane., 6' East of Private Drive., South of Two Grain Silos. Elev = 595.21

B.M. H3 - Spike Nail in South Face of PP - North Side Woodside Road - ±325' East of Driveway to House #1329 Woodside Road - Between Iron Bridge Road and Carole Drive. Elev = 590.49

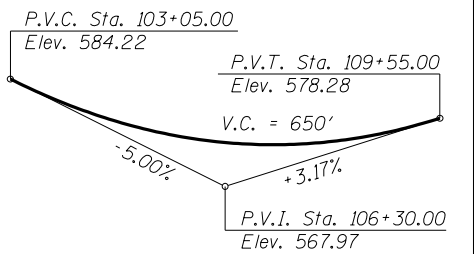
Railroad traffic will be maintained during construction by using a shoofly. Woodside road will be closed during construction. Traffic will be detoured.

Existing Structure: None

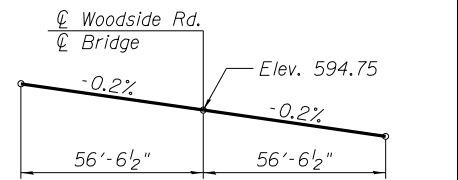
DESIGN SPECIFICATIONS
 AREMA "Manual for Railway Engineering" dated 2019
 UPRR/BNSF Guidelines for Railroad Grade Separation Projects
 Live Load Deflection: L/640
 Composite Design for Deflection Requirements
 Design speed : 90 mph

LOADING COOPER E-80
 Impact : Diesel Impact
 Allow 30" of Ballast Dead Load

DESIGN STRESSES
FIELD UNITS
 f'c = 4,000 psi
 fy = 60,000 psi (Reinforcement)
 fy = 50,000 psi (ASTM A709 Grade 50W)



PROPOSED PROFILE GRADE
 Along C Woodside Road

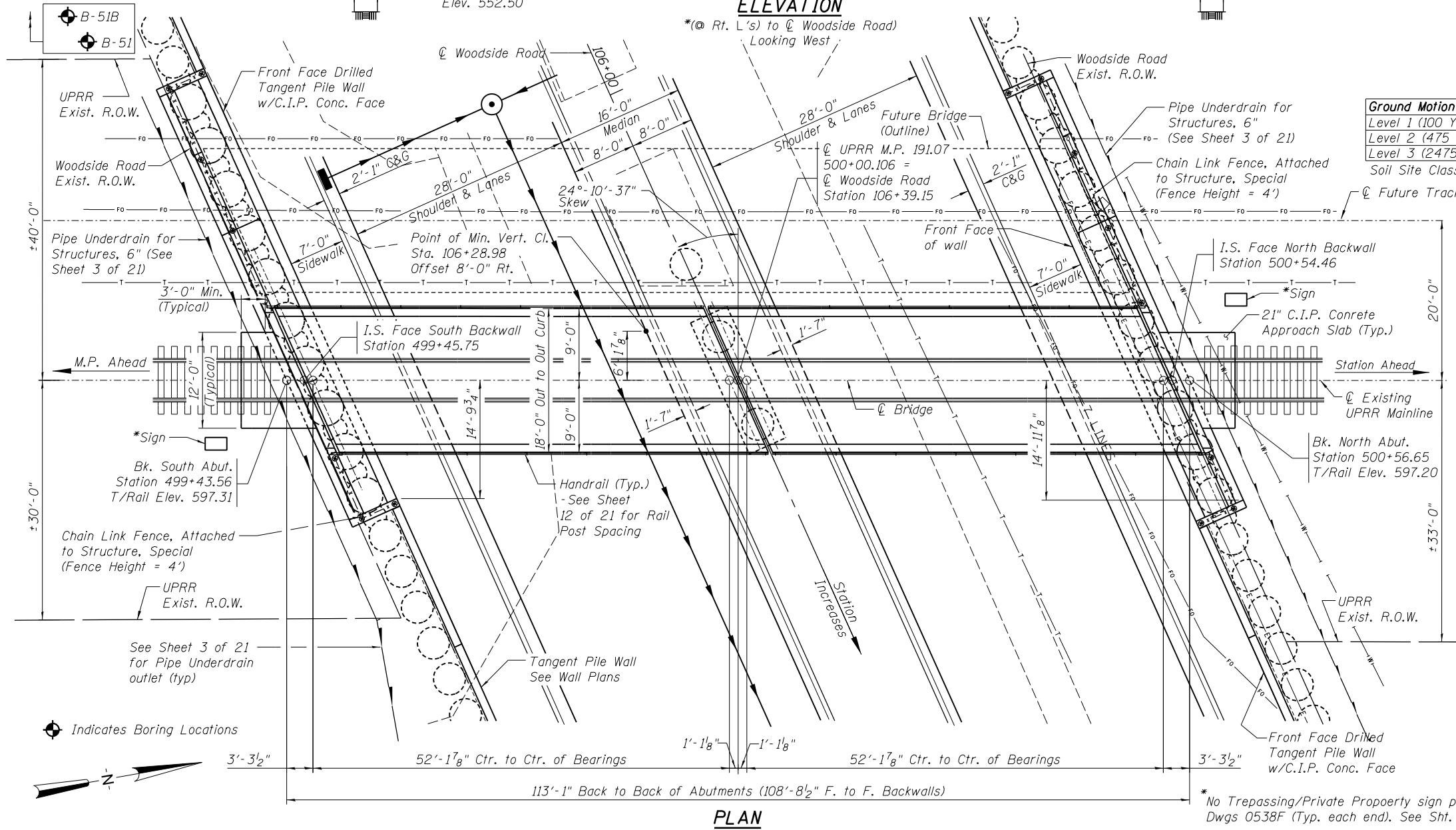


PROFILE GRADE
TOP OF DECK PLATE
 (Looking West, Elevations taken along Bridge C)

SEISMIC DATA
 AREMA

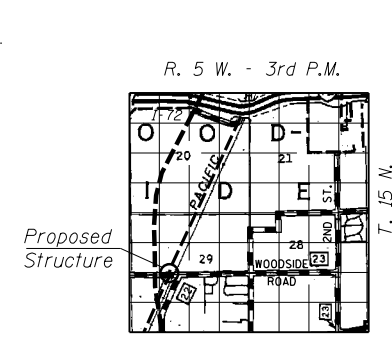
Ground Motion Level	PGA	S _g	S ₁
Level 1 (100 Year)	0.011	0.025	0.008
Level 2 (475 Year)	0.042	0.093	0.035
Level 3 (2475 Year)	0.10	0.23	0.10

Soil Site Class = C

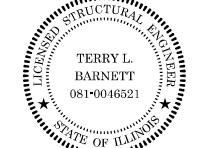


Sta.	Elev.
Sta. 495+00	Elev. 597.55
Sta. 496+00	Elev. 597.54
Sta. 497+00	Elev. 597.50
Sta. 498+00	Elev. 597.44
Sta. 499+00	Elev. 597.35
Sta. 500+00	Elev. 597.25
Sta. 501+00	Elev. 597.16
Sta. 502+00	Elev. 597.06
Sta. 503+00	Elev. 596.97
Sta. 504+00	Elev. 596.87
Sta. 505+00	Elev. 596.78

PROPOSED UPRR PROFILE GRADE
 (Along Top of Rail)



LOCATION SKETCH



Terry L. Barnett
 SIGNATURE
 10/26/2022
 DATE
 LIC. EXP. DATE: 11/30/22

"I certify that to the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current 'AREMA Specifications'."

GENERAL PLAN
UPRR (MP 191.07) OVER
WOODSIDE ROAD
FAU 8048 SECTION 07-00090-08-FP
SANGAMON COUNTY
UPRR SUBDIVISION - SPRINGFIELD
STA. 500+00.00
STRUCTURE NUMBER 084-9950
LONG 39.720417 LAT (-)89.679348

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PLOT SCALE = 16:0.0000 '1' / in.	PLOT DATE = 10/26/2022

DESIGNED - MJW	REVISIONS
CHECKED - TLB	REVISIONS
DRAWN - RSJ	REVISIONS
CHECKED - TLB	REVISIONS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NUMBER 084-9950

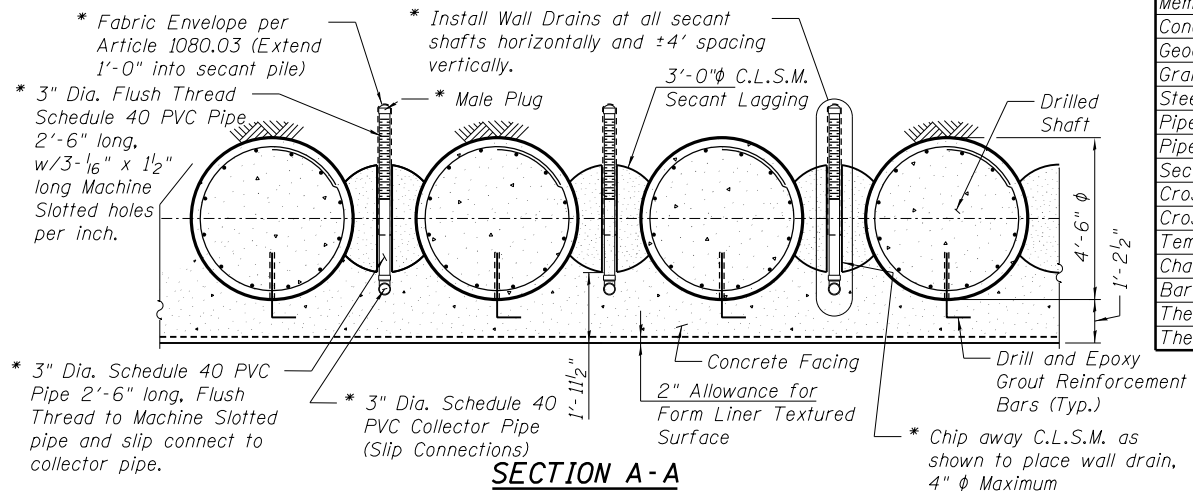
SHEET NO. 1 OF 21 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	204
	96S2002F	CONTRACT NO.	93671	

ILLINOIS FED. AID PROJECT 6
 07-00164-04-FP, 07-00090-08-FP

GENERAL NOTES

- Fasteners shall be ASTM A325 Type 3, bolts. Bolts 7/8 in. ϕ , holes 15/16 in. ϕ , unless otherwise noted.
- Calculated weight of Structural Steel, ASTM A709, Gr. 50W = 268,700 lbs.
- All structural steel shall be ASTM A709 Grade 50W unless otherwise noted on the plans. Handrail HSS shall be ASTM A847.
- All substructure concrete shall have a compressive strength of 4,000 psi at 28 days.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevation within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Concrete Sealer shall be applied to the following surfaces:
Abutments - inside face of backwall, inside face of cheekwall, top of cap, entire concrete facing attached to abutment caps and drilled shafts.
Piers - entire exposed pier surface.
- The end 10'-0" of all exposed structural steel, including bearings and bottom of deck plate (each end of each bridge span), shall be painted in accordance with Section 506 of the Standard Specifications using inorganic the Zinc-Rich Primer/Acrylic/Acrylic Paint System. The color of the final finish coat of all steel surfaces shall be Reddish Brown, Munsell No. 2.5YR 3/4.
- Waterproofing shall be applied to the backside of the abutment cap and backwall and backside of wingwalls for surfaces below ground. This shall be according to Article 503.18 of the Std. Spec. Cost included with Concrete Structures.
- Drilled shaft crosshole sonic log (CSL) and thermal integrity profile (TIP) testing:
A) All bridge drilled shafts shall be evaluated by Crosshole Sonic Logging testing and Thermal Integrity Profile Testing.
B) CSL access duct installation and grouting and crosshole sonic logging testing, analysis and reporting shall be in accordance with GBSP 91 except six equally spaced ducts shall be installed at each shaft and shall be extended 2'-6" above the top of the drilled shaft concrete.
C) TIP materials and equipment for data collection and analysis and reporting shall be in accordance with GBSP 92.
- Drilled shafts within the influence of track surcharge shall be designed with permanent or temporary casing for protection against cave-in, subsidence or displacement of surrounding ground. Casing shall be designed for live load due to Railroad surcharge in addition to all other applicable loads. Drilled shafts shall be designed to allow the drilling operation to proceed without impacting the Railroad operation.
- All temporary shoring shall meet the requirements in the UPRR/BNSF Guidelines for Temporary Shoring.
- See sheets 20 & 21 for additional UPRR standard steel, concrete and drilled shaft notes. Additional applicable construction specifications are: IDOT Standard Specifications for Road and Bridge Construction, UPRR General Conditions and Specifications, and AREMA Manual for Railway Engineering. In the event of conflict between specifications, the stricter requirements, as approved by UPRR, shall apply.
- Reference to approval by "Engineer" for test results and submittal's shall refer to approval of Engineer, Local Agency and UPRR.
- All changes proposed by Local Agency, Engineer and/or contractor after UPRR's approval shall be provided to the UPRR for review and approval prior to implementation.
- At project completion Contractor shall provide copies of all final project documents including marked up construction drawings reflecting all approved changes, approval shop drawings, and construction test reports in PDF format.



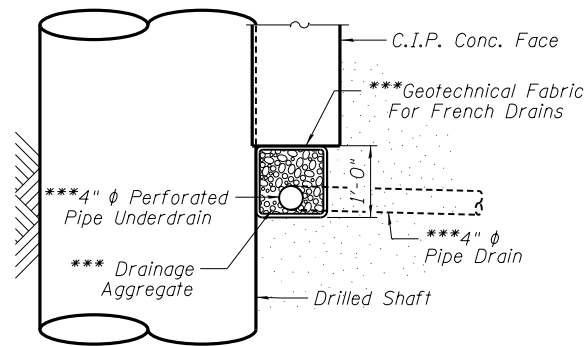
*** Included in the cost of "Pipe Underdrains for Structures, 4".

INDEX OF SHEETS

- General Plan
- General Data
- Foundation Layout
- Stage Construction Details
- Superstructure
- Structural Steel
- Structural Steel Details (Sheet 1 of 3)
- Structural Steel Details (Sheet 2 of 3)
- Structural Steel Details (Sheet 3 of 3)
- Bearing Details
- Membrane Waterproofing
- Steel Handrail
- South Abutment
- South Abutment Details
- North Abutment
- North Abutment Details
- Pier
- Bar Splicer Details
- Subsurface Data Profile
- Steel & Concrete Notes
- Drilled Shaft Notes

UNION PACIFIC RAILROAD
S.N. 084-9950 BUILT 20__ BY
SANGAMON COUNTY
SEC. 07-00090-08-FP
STATION 500+00.00
MILE POST 191.07
LOADING COOPER E-80

NAME PLATE
See Std. 515001



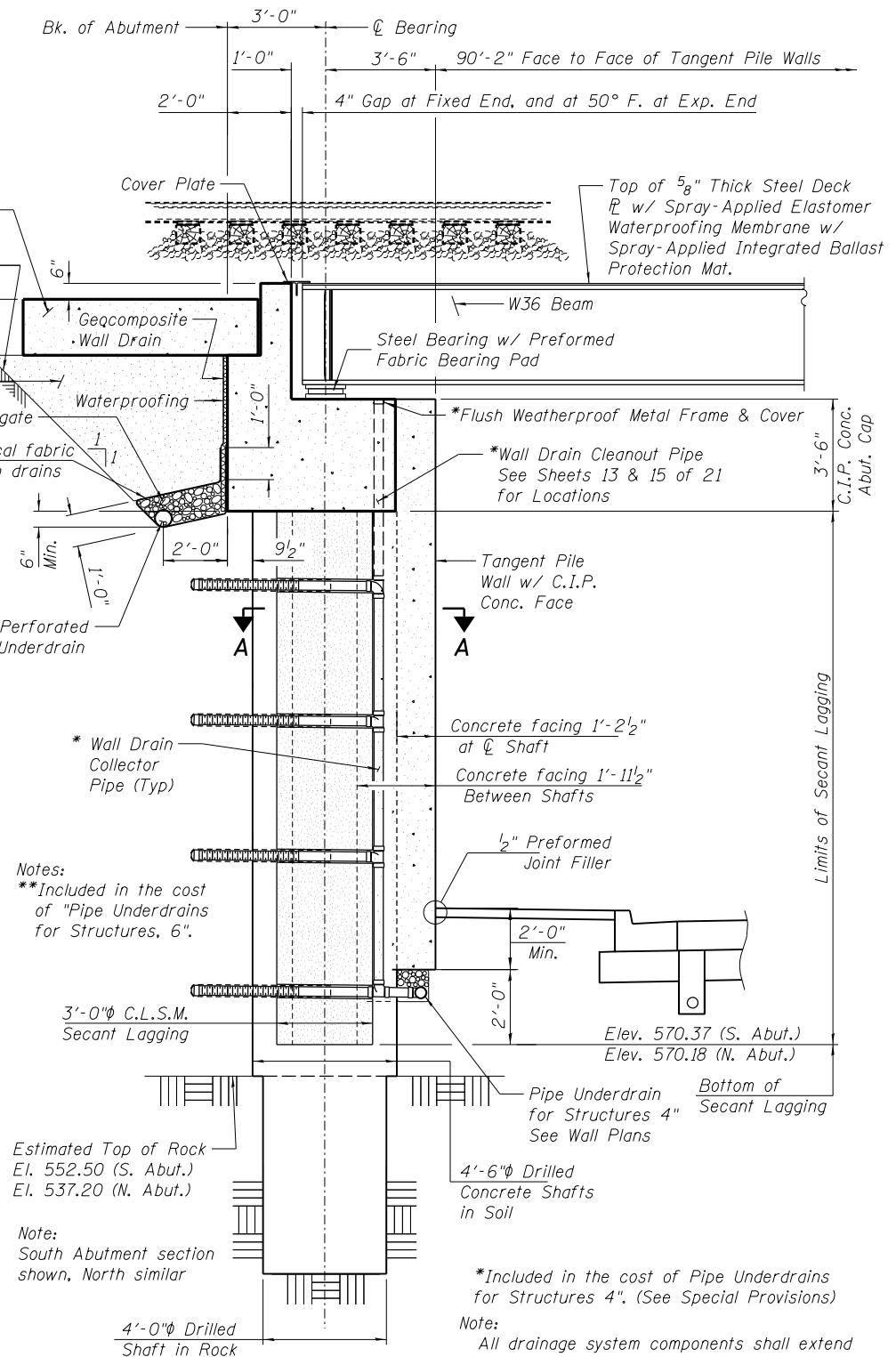
Note: Connect to adjacent wall pipe underdrain

PIPE UNDERDRAIN DETAIL

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

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Structure Excavation	Cu. Yd.	-	525	525
Concrete Structures	Cu. Yd.	-	261.3	261.3
Concrete Superstructure	Cu. Yd.	10.6	-	10.6
Form Liner Textured Surface	Sq. Ft.	-	2277	2277
Furnishing and Erecting Structural Steel Bridge No. 2	L. Sum	1	-	1
Reinforcement Bars	Pound	-	313150	313150
Reinforcement Bars, Epoxy Coated	Pound	1610	44810	46420
Name Plates	Each	-	1	1
Drilled Shaft in Soil	Cu. Yd.	-	576.9	576.9
Drilled Shaft in Rock	Cu. Yd.	-	127.8	127.8
Membrane Waterproofing (Special)	Sq. Ft.	1879	-	1879
Concrete Sealer	Sq. Ft.	-	4446	4446
Geocomposite Wall Drain	Sq. Yd.	-	64	64
Granular Backfill for Structures	Cu. Yd.	-	94	94
Steel Railing (Special)	Foot	215	-	215
Pipe Underdrains for Structures, 4"	Foot	-	120	120
Pipe Underdrains for Structures, 6"	Foot	-	283	283
Secant Lagging	Cu. Ft.	-	2717	2717
Crosshole Sonic Logging Access Ducts	Foot	-	1253	1253
Crosshole Sonic Logging Testing	Each	-	23	23
Temporary Sheet Piling	Sq. Ft.	-	1021	1021
Chain Link Fence, Attached to Structure, Special	Foot	-	100	100
Bar Splicers	Each	-	80	80
Thermal Integrity Profile Data Collection	Foot	-	1253	1253
Thermal Integrity Profile Testing	Each	-	23	23



SECTION THRU TANGENT PILE WALL AT PILE SUPPORTED STUB ABUTMENT

(Horiz. dim. @ Rt. L's unless otherwise noted)

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		CHECKED - TLB	REVISED -
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STATE OF ILLINOIS
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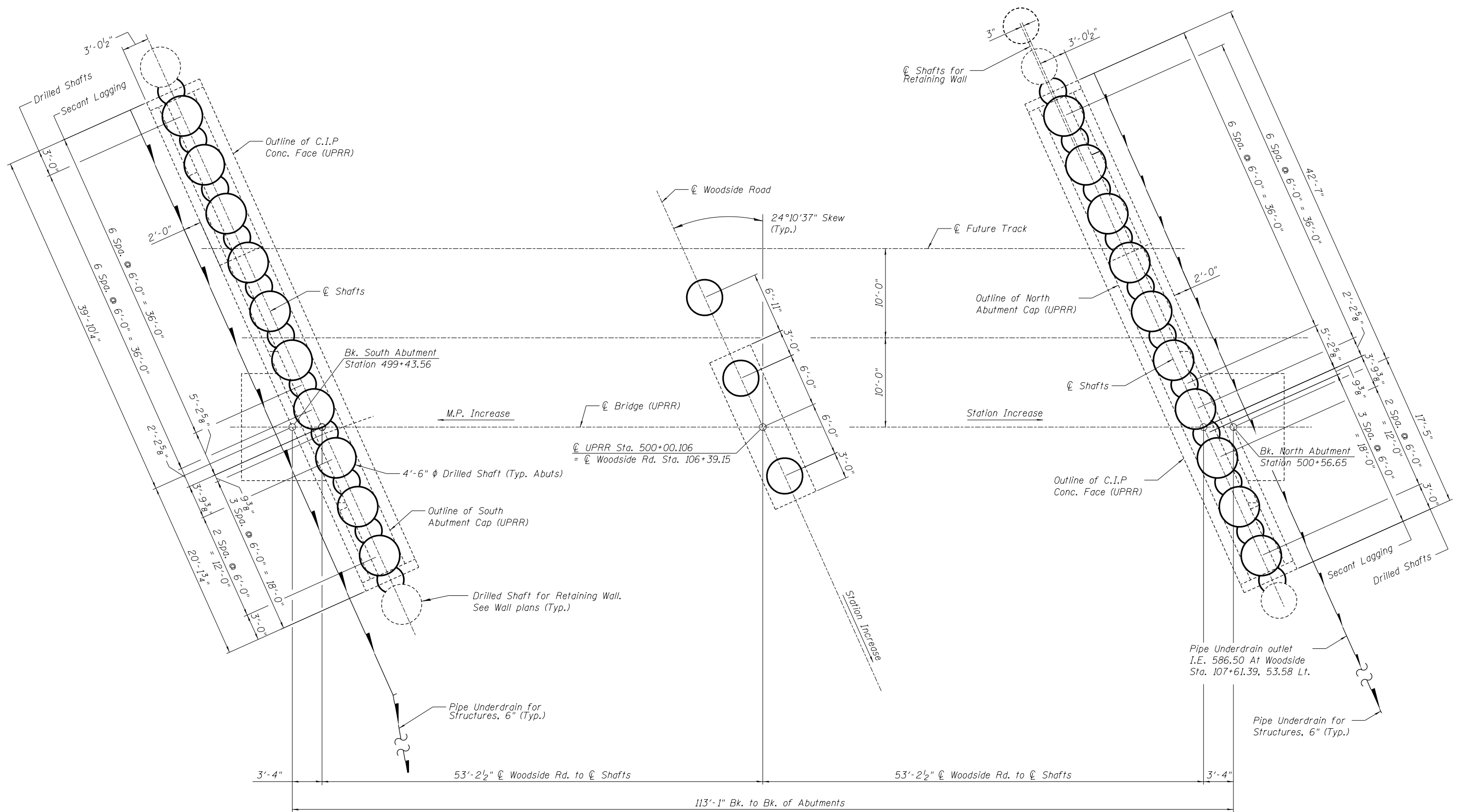
GENERAL DATA
STRUCTURE NUMBER 084-9950

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	205
	96S2002F	CONTRACT NO.	93671	

SHEET NO. 2 OF 21 SHEETS

ILLINOIS FED. AID PROJECT 6
07-00164-04-FP, 07-00090-08-FP

Notes:
 See Roadway Plans for existing utilities and topography.
 See Bridge Sheet 4 of 21 for Construction Sequence Details.



FOUNDATION LAYOUT PLAN

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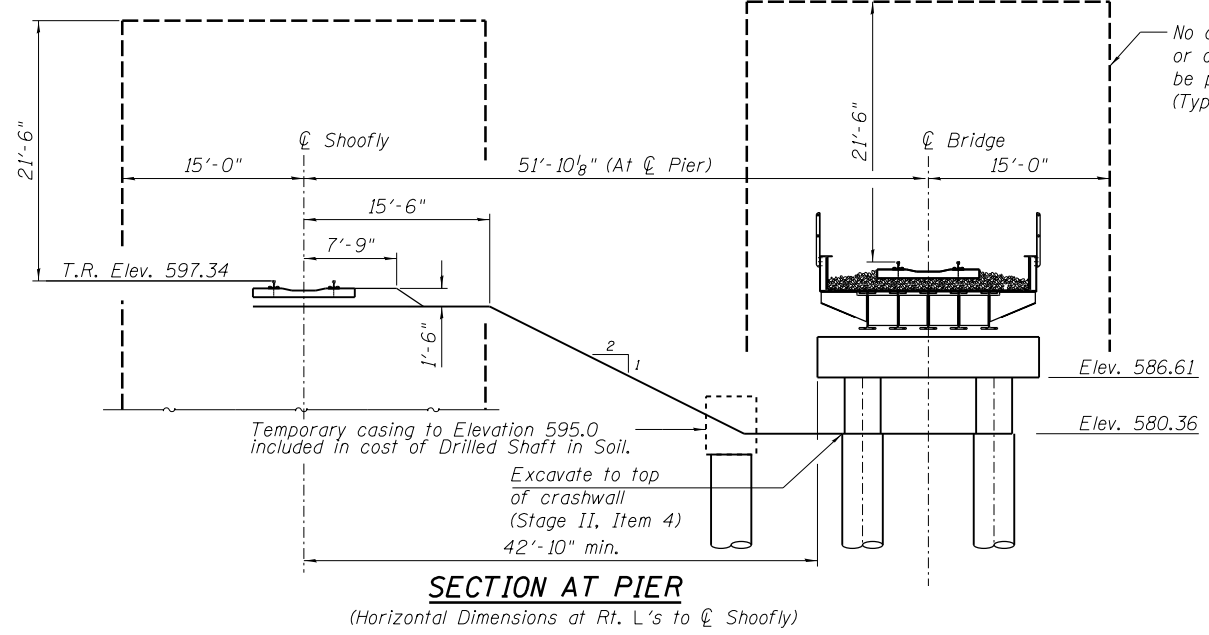
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FOUNDATION LAYOUT
 STRUCTURE NUMBER 084-9950**

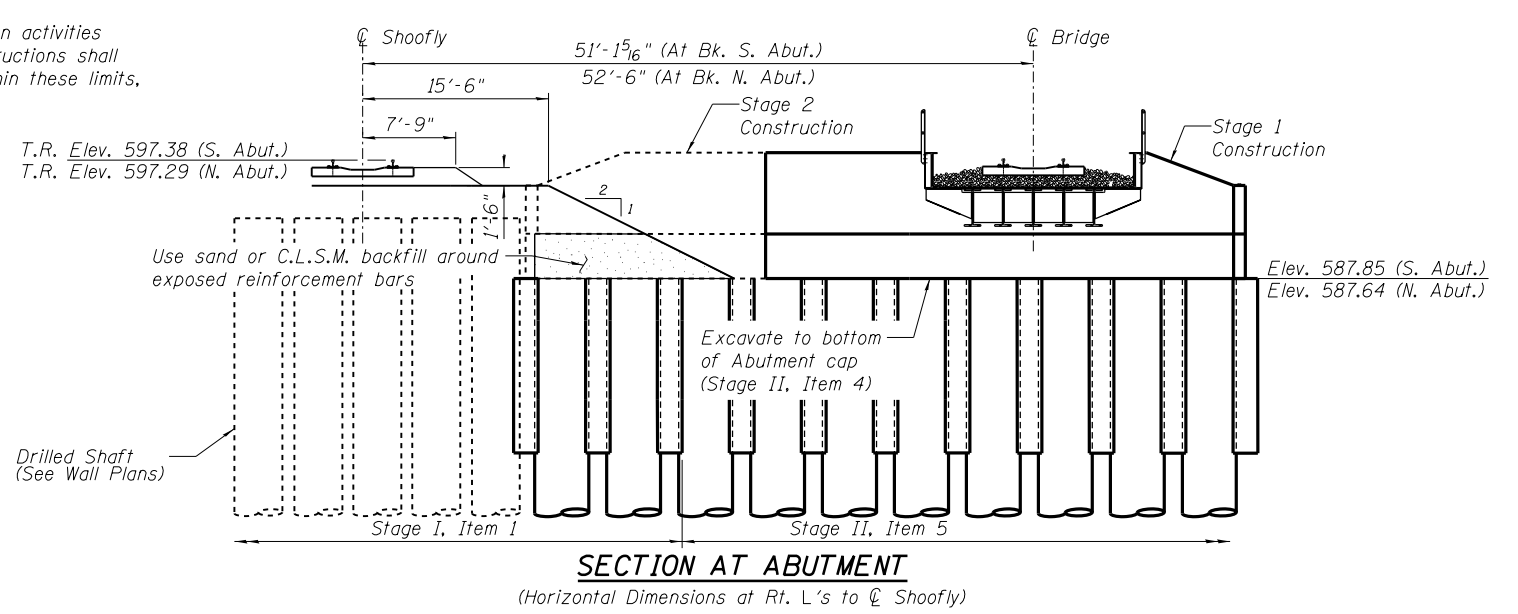
SHEET NO. 3 OF 21 SHEETS

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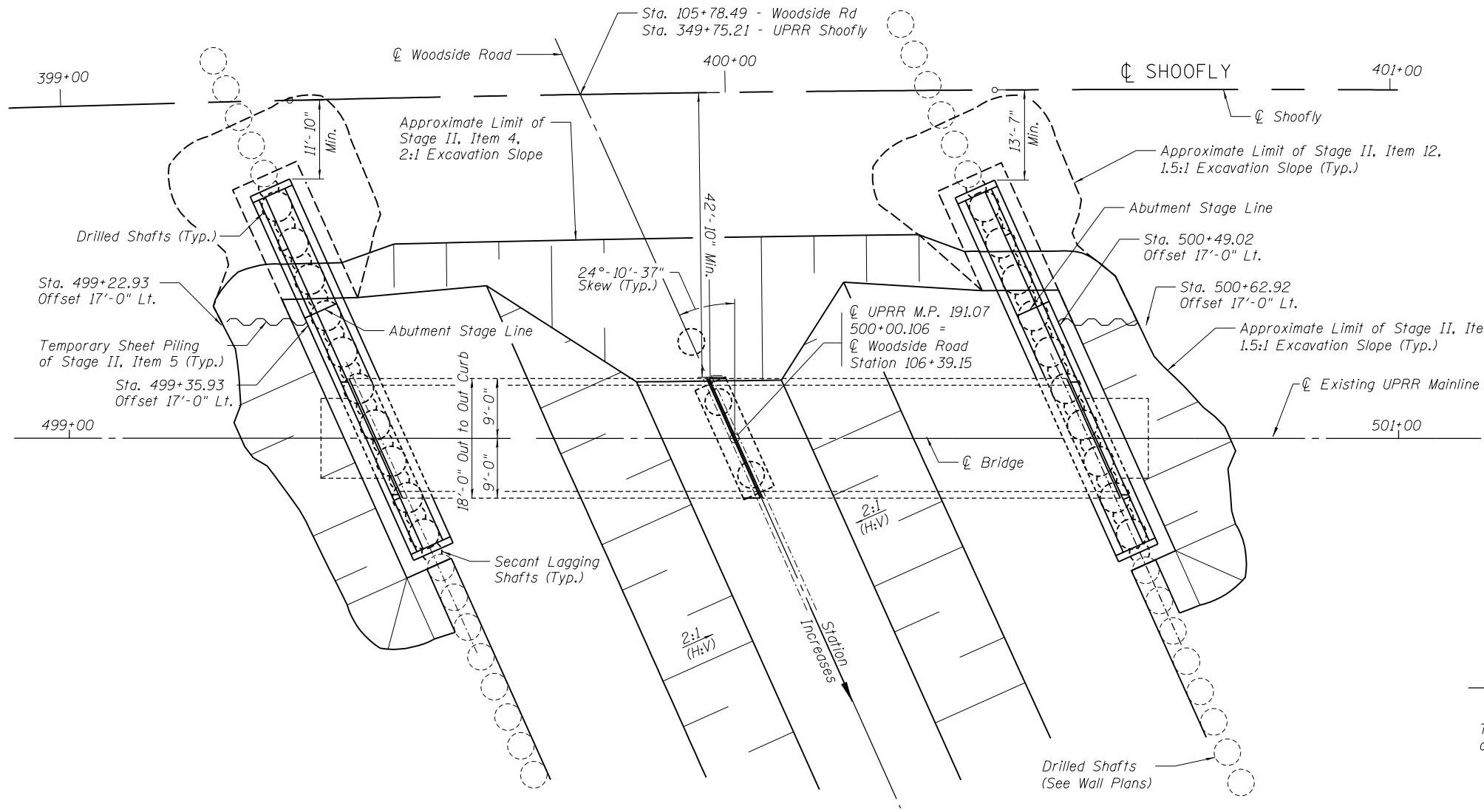
ILLINOIS FED. AID PROJECT 6
 * 07-00164-04-FP, 07-00090-08-FP



SECTION AT PIER
(Horizontal Dimensions at Rt. L's to $\text{\textcircled{C}}$ Shoofly)



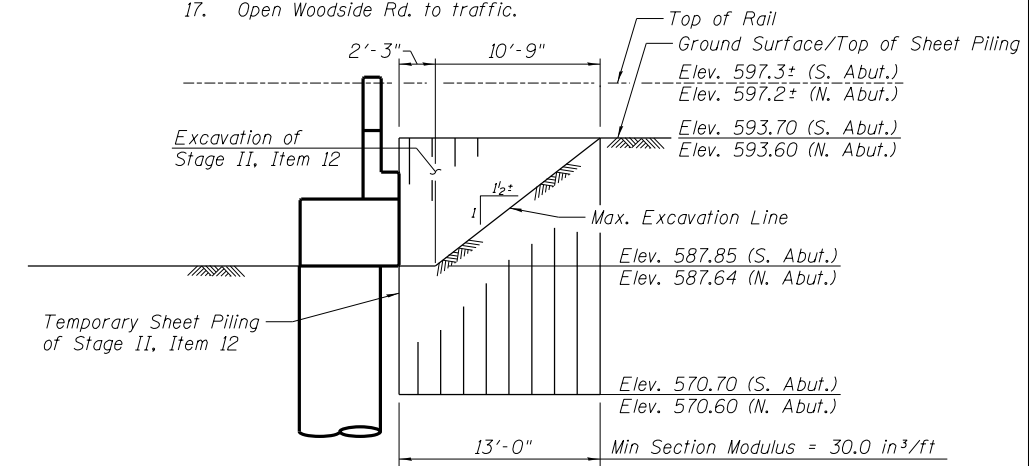
SECTION AT ABUTMENT
(Horizontal Dimensions at Rt. L's to $\text{\textcircled{C}}$ Shoofly)



PLAN - STAGE CONSTRUCTION

CONSTRUCTION SEQUENCE

- Stage I
 - Maintain vehicular traffic on Woodside Rd.
 - Maintain rail traffic on Existing UPRR Mainline.
 - 1. Construct drilled shafts for retaining walls and west end of abutments, including the portion that will be under the proposed railroad shoofly.
 - 2. Construct portions of the shoofly.
- Stage II
 - 3. Complete road closure on Woodside Rd, Detour to alternate routes.
 - 4. Maintain rail traffic with track closure windows to allow for switch to shoofly.
 - 5. Complete shoofly and shift Union Pacific Railroad (UPRR) traffic to shoofly.
 - 6. Excavate east of the shoofly at a 2:1 (H:V) slope down to the elevation of the bottom of abutment cap and top of pier crash wall.
 - 7. Drill and install remaining secant logging and tangent shafts of the north and south abutment walls and the drilled shafts of the pier.
 - 8. Construct Stage 1 of both abutments and pier.
 - 9. Install temporary sheet piling behind both abutments.
 - 10. Backfill behind the abutments.
 - 11. Place the Superstructure.
 - 12. Place ballast and track for UPRR Mainline.
 - 13. Open UPRR Mainline to rail traffic.
 - 14. Excavate to west of temporary sheet piling and construct Stage 2 of both abutment caps.
- Stage III
 - 15. Continue complete road closure on Woodside Rd. Maintain rail traffic on UPRR Mainline.
 - 16. Complete backfill behind stage 2 abutments
 - 17. Remove shoofly.
 - 18. Excavate to required elevations for roadway construction.
 - 19. Construct abutment and retaining wall facing, pier crash wall and remaining roadway work.
 - 20. Open Woodside Rd. to traffic.



SECTION ALONG TEMPORARY SHEET PILING
Looking East at South Abutment, North Abutment Similar

I:\196jobs\96S2002G\CADD\Struct\Sheet\084-9950-UPRR-004-STAGE CONST DETAILS.dgn

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PLOT DATE = 10/26/2022			

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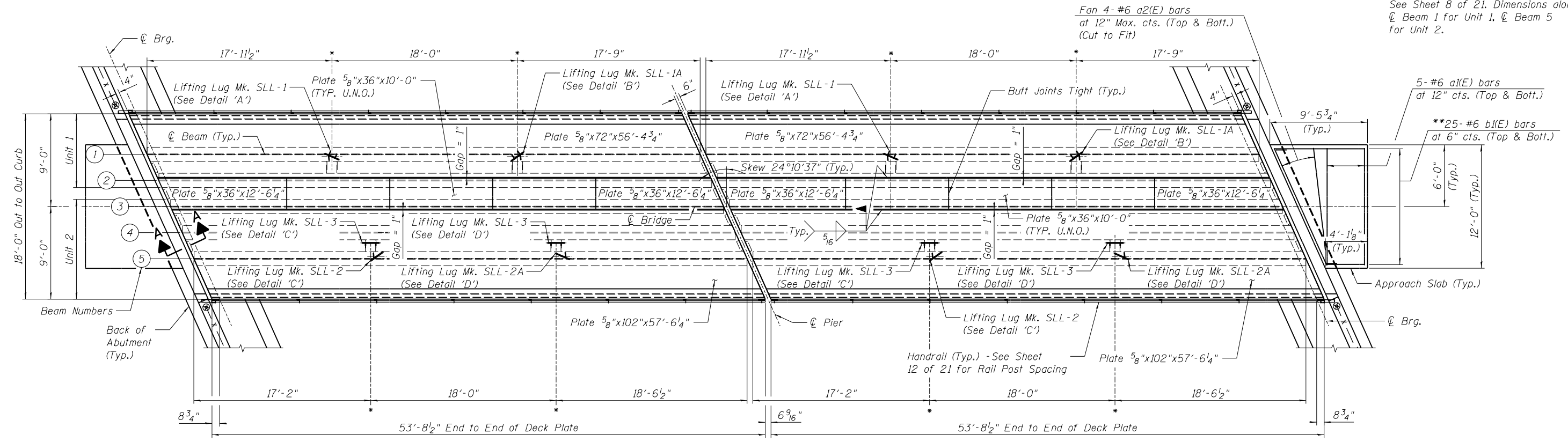
**STAGE CONSTRUCTION DETAILS
STRUCTURE NUMBER 084-9950**

SHEET NO. 4 OF 21 SHEETS

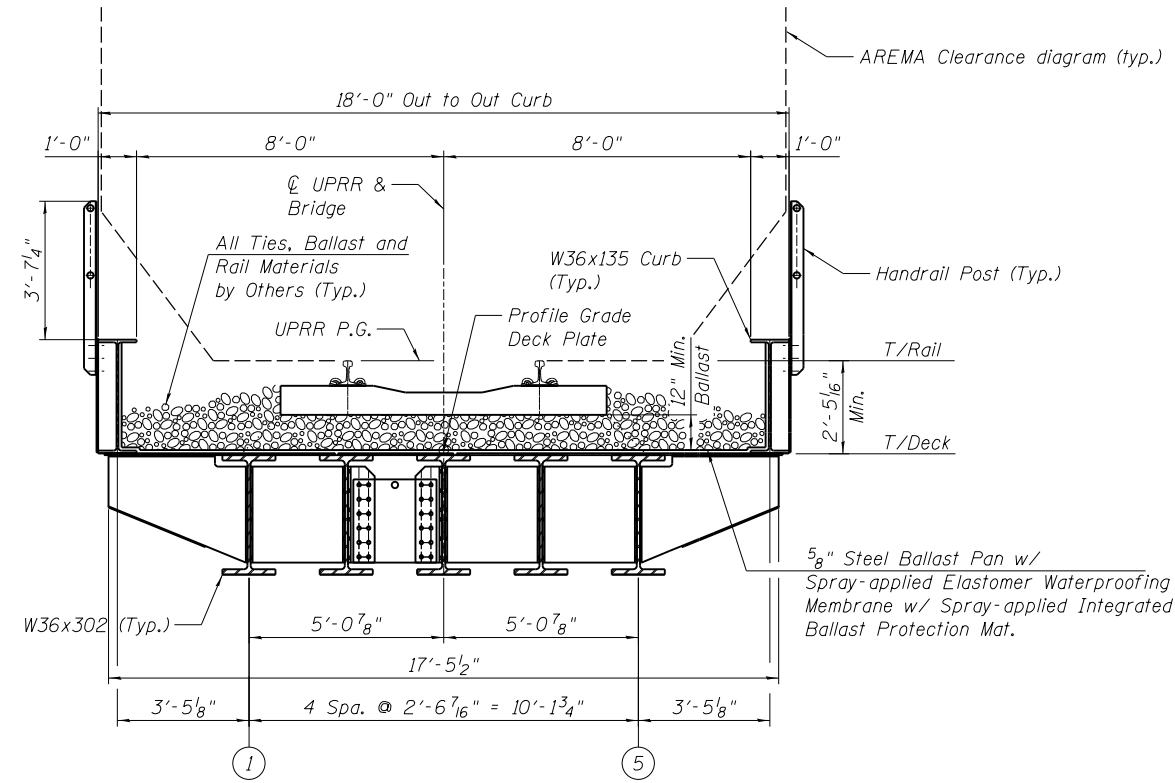
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	207
	96S2002F		CONTRACT NO.	93671

ILLINOIS FED. AID PROJECT 6
07-00164-04-FP, 07-00090-08-FP

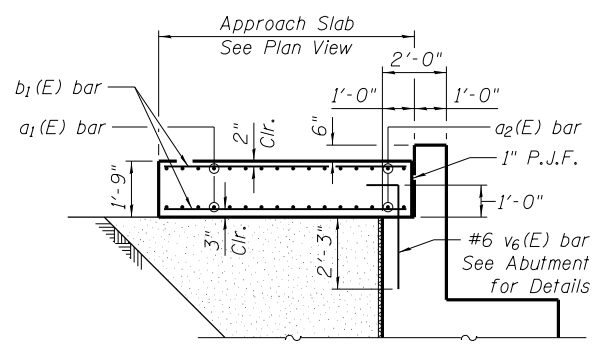
* Indicates Location of Lifting Lugs, See Sheet 8 of 21. Dimensions along ϕ Beam 1 for Unit 1, ϕ Beam 5 for Unit 2.



PLAN - DECK PLATE WITH CURBS



TYPICAL SECTION
(Looking North)

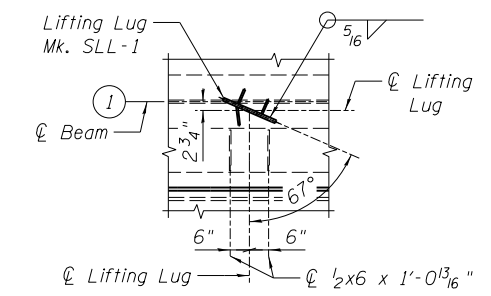


APPROACH SLAB SECTION

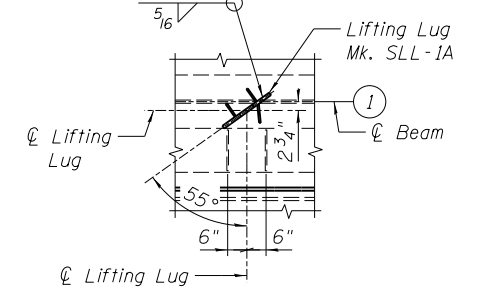
(Horizontal Dim. at Rt. <'s to back of abutment)
** Order b1(E) bars full length. Cut to fit skew and use remainder of bars in opposite face.

SUPERSTRUCTURE BILL OF MATERIAL

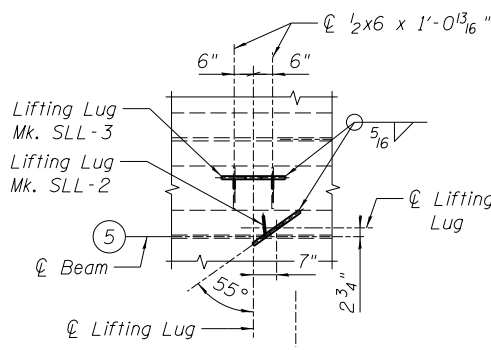
Bar	No.	Size	Length	Shape
a1(E)	20	*6	11'-8"	—
a2(E)	16	*6	12'-3"	—
b1(E)	50	*6	12'-11"	—
Reinforcement Bars, Epoxy Coated			Pound	1610
Concrete Superstructure			Cu. Yds.	10.6



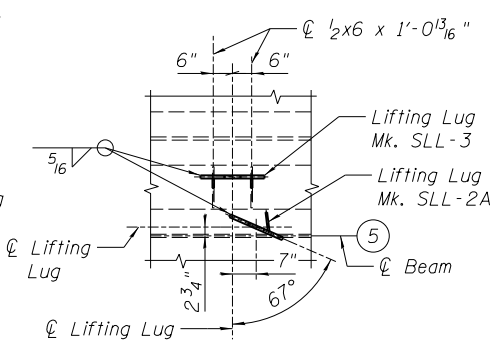
DETAIL 'A'
Located on Unit 1



DETAIL 'B'
Located on Unit 1



DETAIL 'C'
Located on Unit 2



DETAIL 'D'
Located on Unit 2

Notes:
See Sheet 9 of 21 for Section A-A.
For Steel Railing Details See Sheets 12 of 21.
For Membrane Waterproofing Details See Sheet 11 of 21.
Approach Slab concrete shall be paid for as Concrete Superstructure.

I:\196jobs\96S2002G\CADD\Structure\Sheet\084-9950-UPRR-005-SUPERSTRUCTURE.dgn

FILE NAME =	USER NAME = Johns00944	DESIGNED - MJW	REVISED -
		CHECKED - TLB	REVISED -
		DRAWN - RSJ	REVISED -
		CHECKED - TLB	REVISED -
PLOT SCALE = 10:0.0000 '1' / in.			
PLOT DATE = 10/26/2022			

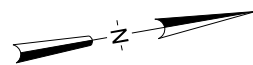
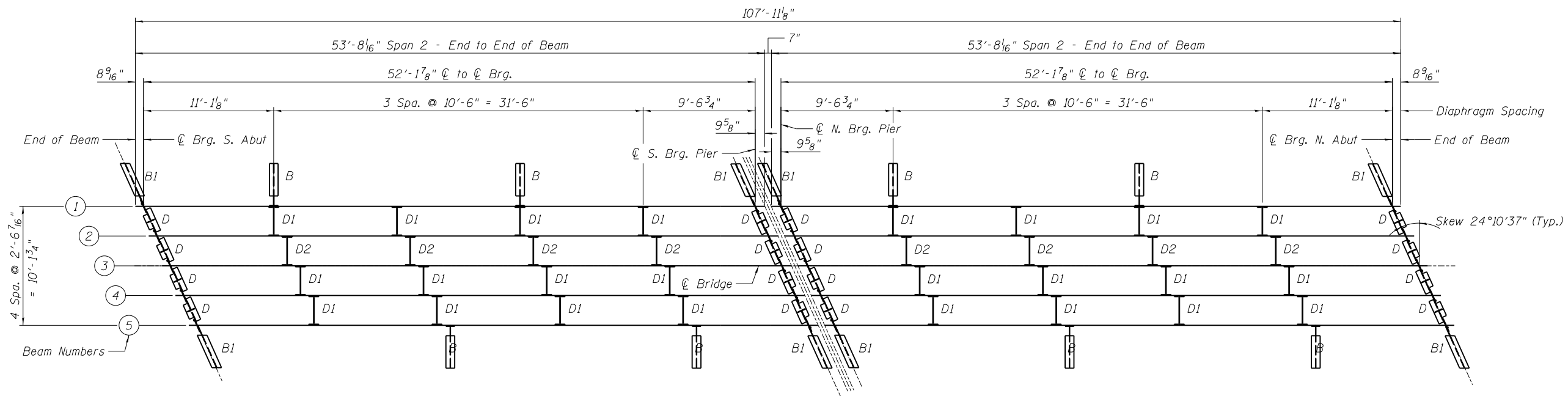
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NUMBER 084-9950

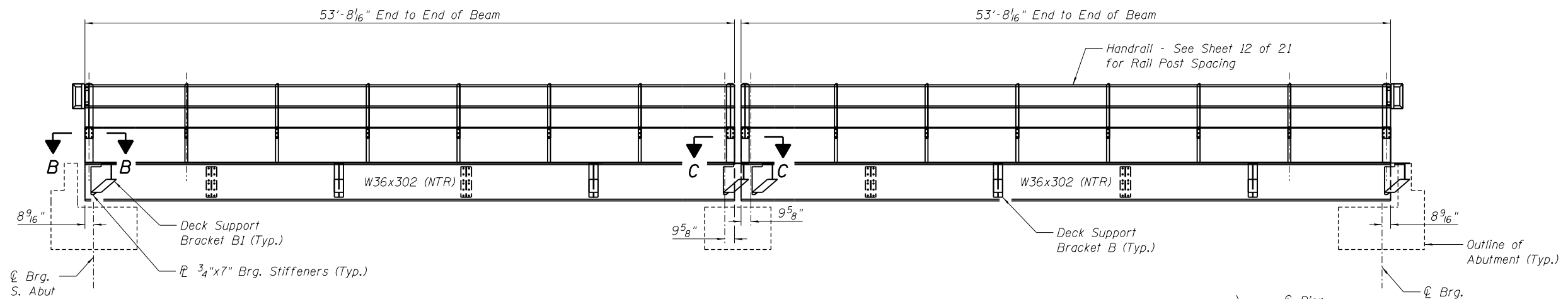
SHEET NO. 5 OF 21 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	208
	96S2002F			CONTRACT NO. 93671

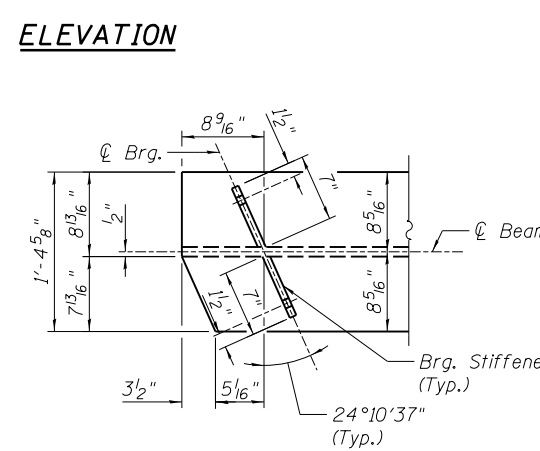
ILLINOIS FED. AID PROJECT 6
07-00164-04-FP, 07-00090-08-FP



FRAMING PLAN

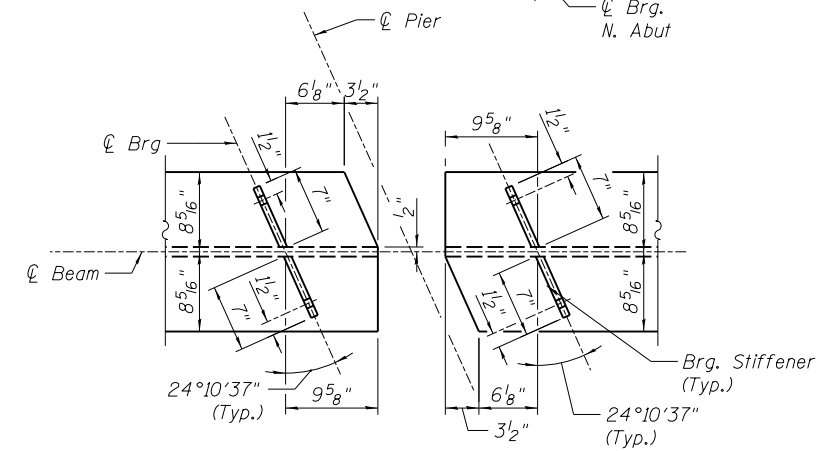


ELEVATION



SECTION B-B

(Clip Top & Bottom Flange)



SECTION C-C

(Clip Top & Bottom Flange)

Notes:

All diaphragms shall be installed at the fabricators shop except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.

I:\196jobs\96S2002G\CADD\Struct\Sheet\084-9950-UPRR-006-STRUCTURAL STEEL.dgn

FILE NAME =	USER NAME = Johns00944	DESIGNED - MJW	REVISED -
		CHECKED - TLB	REVISED -
		DRAWN - RSJ	REVISED -
		CHECKED - TLB	REVISED -
PLOT SCALE = 10:0.0000 '1" / in.			
PLOT DATE = 10/26/2022			

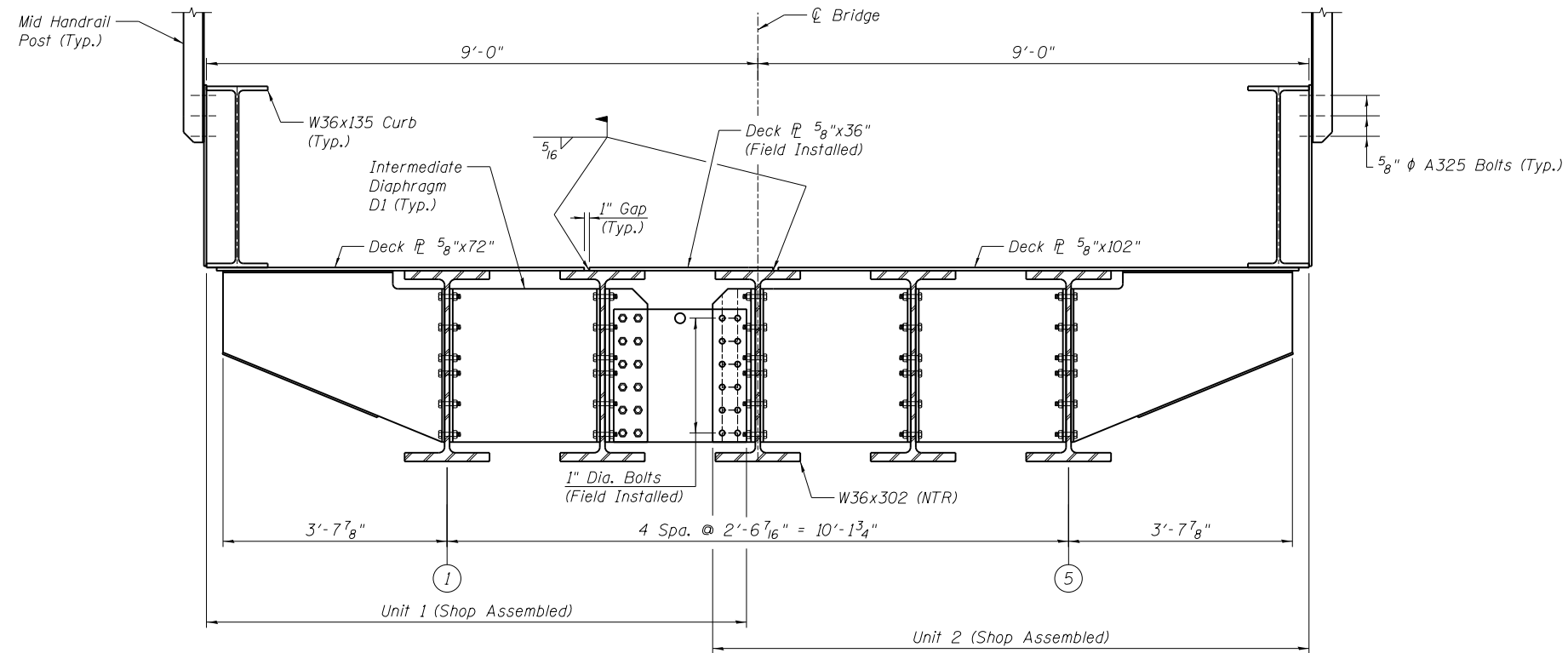
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL STEEL
STRUCTURE NUMBER 084-9950**

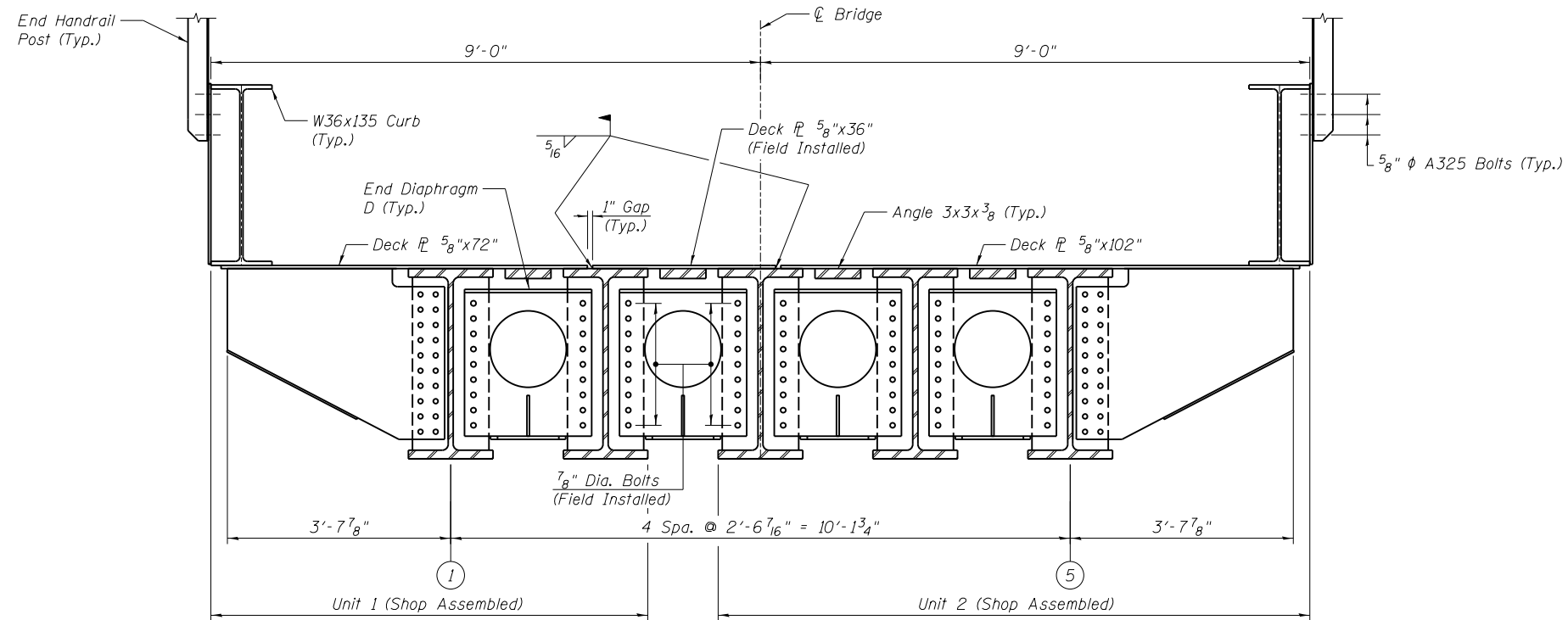
SHEET NO. 6 OF 21 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	209
96S2002F		CONTRACT NO. 93671		

ILLINOIS FED. AID PROJECT 6
07-00164-04-FP, 07-00090-08-FP



SECTION - ASSEMBLED SPAN AT INTERIOR DIAPHRAGM
(Looking North)



SECTION - ASSEMBLED SPAN AT END DIAPHRAGM
(Looking North)

I:\96jobs\96S2002G\CADD\Struct\Sheet\084-9950-UPRR-007-STRUCTURAL STEEL DETAILS.dgn

FILE NAME =	USER NAME = Johns00944	DESIGNED - MJW	REVISED -
		CHECKED - TLB	REVISED -
		DRAWN - RSJ	REVISED -
		CHECKED - TLB	REVISED -
	PLOT SCALE = 2:8.0000 '1' / 1" =		
	PLOT DATE = 10/26/2022		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL STEEL DETAILS (SHEET 1 OF 3)
STRUCTURE NUMBER 084-9950**

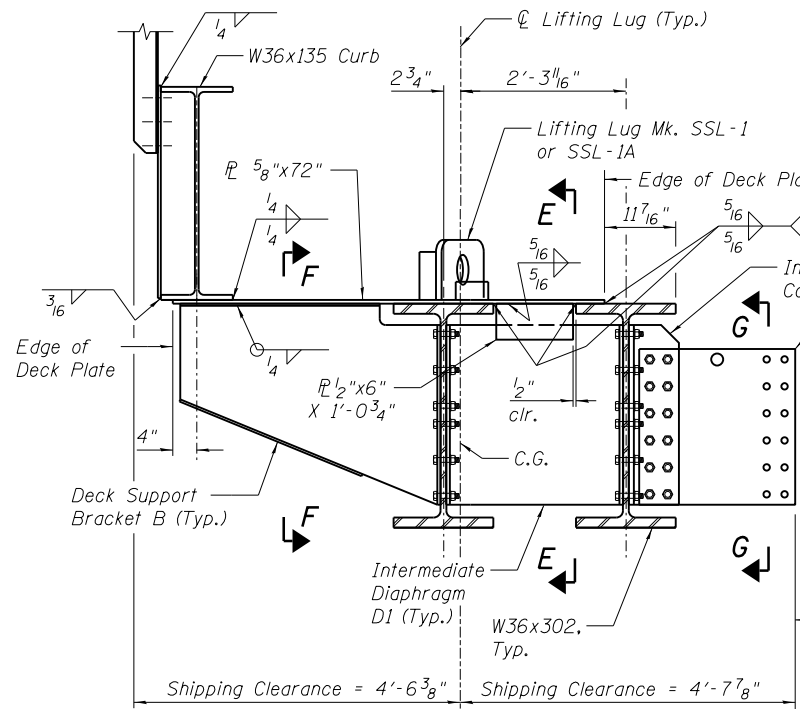
F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	210
	96S2002F	CONTRACT NO.	93671	

SHEET NO. 7 OF 21 SHEETS

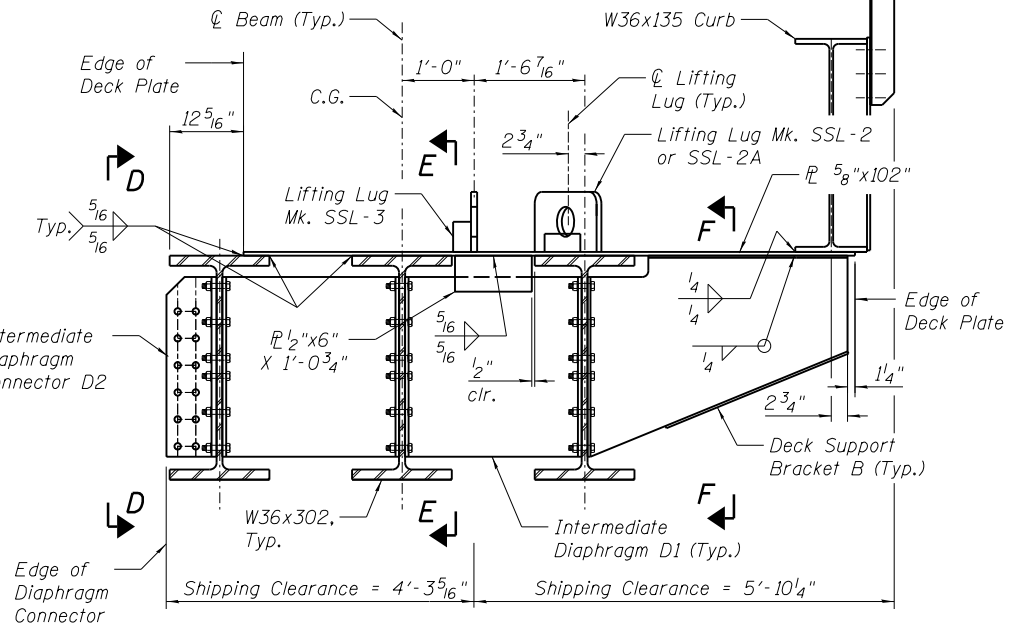
ILLINOIS FED. AID PROJECT 6
• 07-00164-04-FP, 07-00090-08-FP



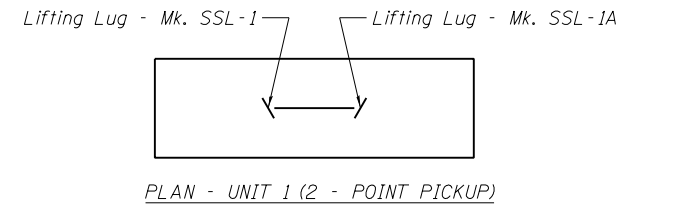
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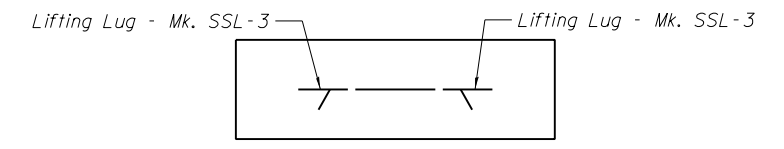
AT INTERIOR DIAPHRAGM UNIT 1
(Looking North)



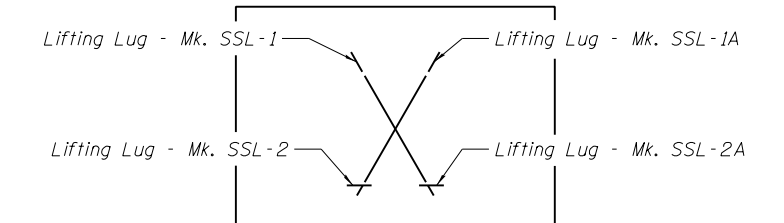
AT INTERIOR DIAPHRAGM UNIT 2
(Looking North)



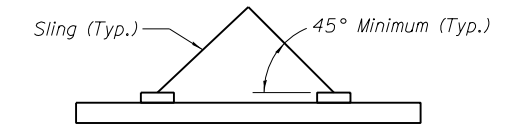
PLAN - UNIT 1 (2 - POINT PICKUP)



PLAN - UNIT 2 (2 - POINT PICKUP)

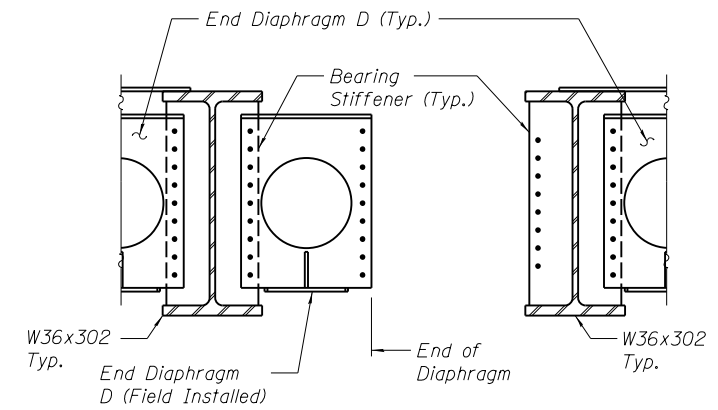


PLAN - ASSEMBLED SPAN (4 - POINT PICKUP)



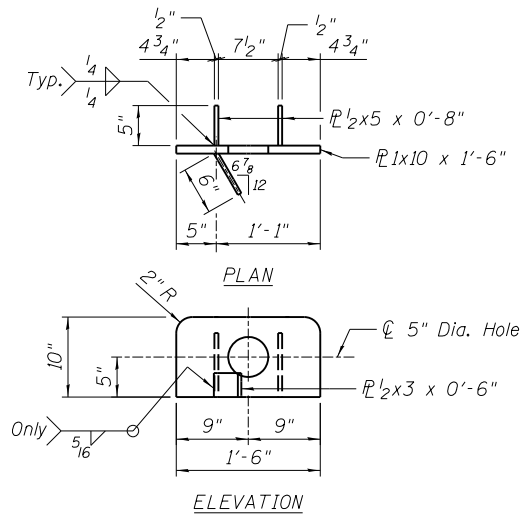
TYPICAL ELEVATION
(CURB NOT SHOWN)

LIFTING DIAGRAMS
No Scale



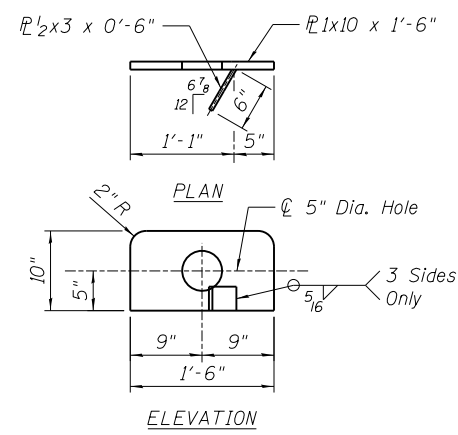
AT END DIAPHRAGM

(Partial Section shown, End Diaphragm Sections are similar to Interior Diaphragm Sections except as noted above)



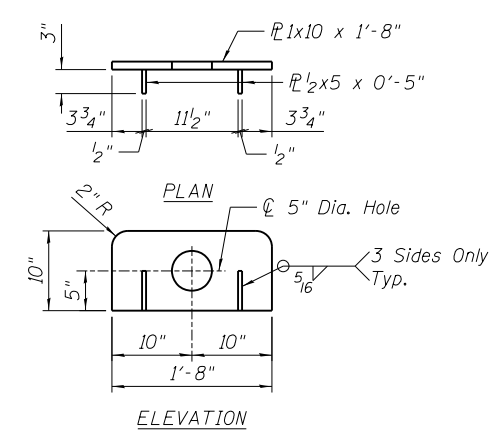
LIFTING LUG - MK. SSL-1
(SSL-1A OPP. HAND)

Est. Wt. = 64.9 lb. each



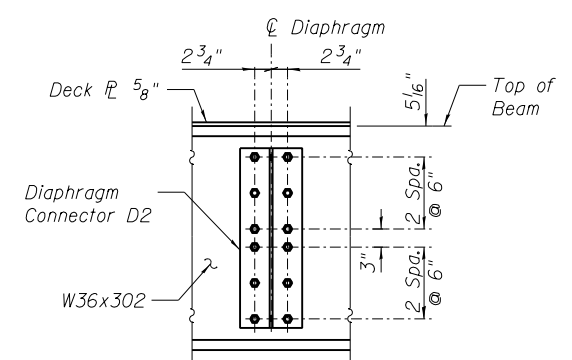
LIFTING LUG - MK. SSL-2
(SSL-2A OPP. HAND)

Est. Wt. = 53.6 lb. each

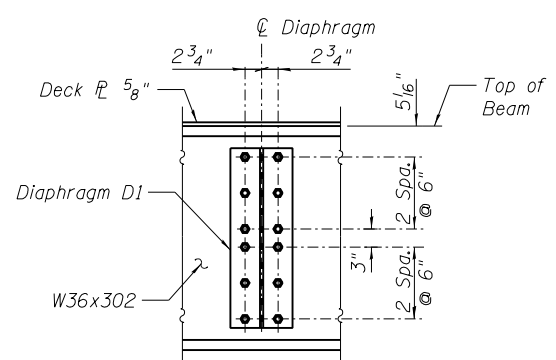


LIFTING LUG SSL-3

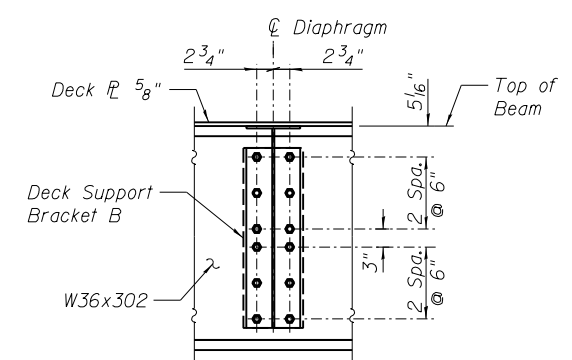
Est. Wt. = 63.8 lb. each



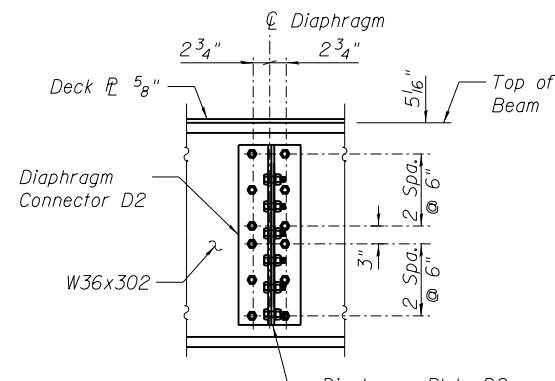
SECTION D-D



SECTION E-E



SECTION F-F

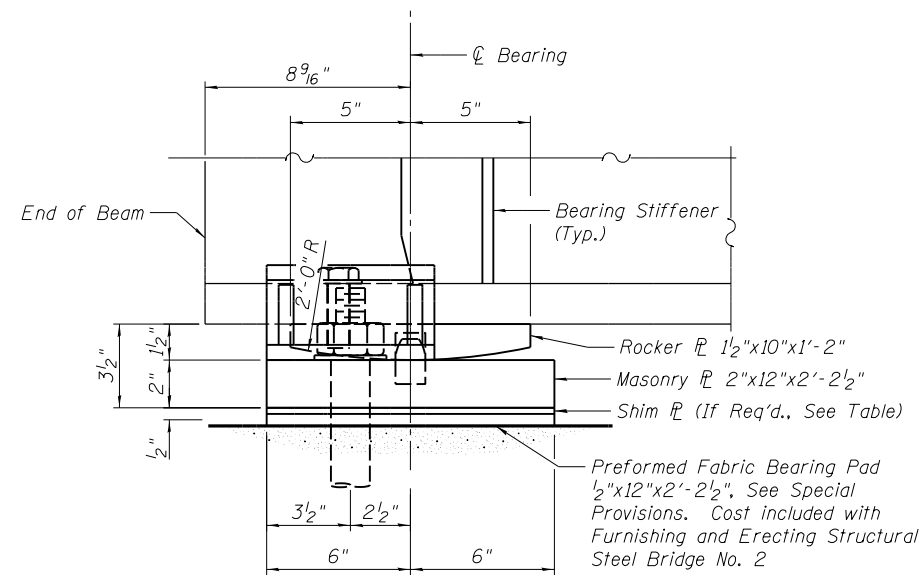


SECTION G-G

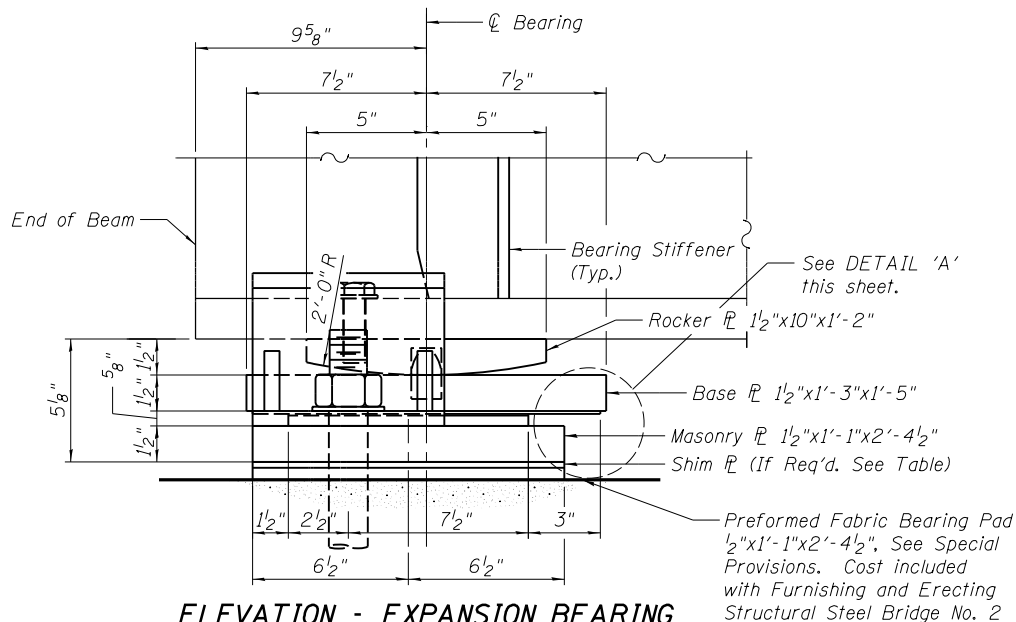
Notes:
Bolts shall be 7/8" φ placed in 1 5/16" φ holes unless otherwise noted. Steel shall conform to ASTM A709 Gr. 50W, unless otherwise noted. After assembled span is in final position, lifting lugs shall be burned or ground off in a manner that will not damage the waterproofing system.

FILE NAME =	USER NAME = Johns00944	DESIGNED - MJW	REVISIONS -
		CHECKED - TLB	REVISIONS -
		DRAWN - RSJ	REVISIONS -
		CHECKED - TLB	REVISIONS -

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	211
	96S2002F		CONTRACT NO.	93671

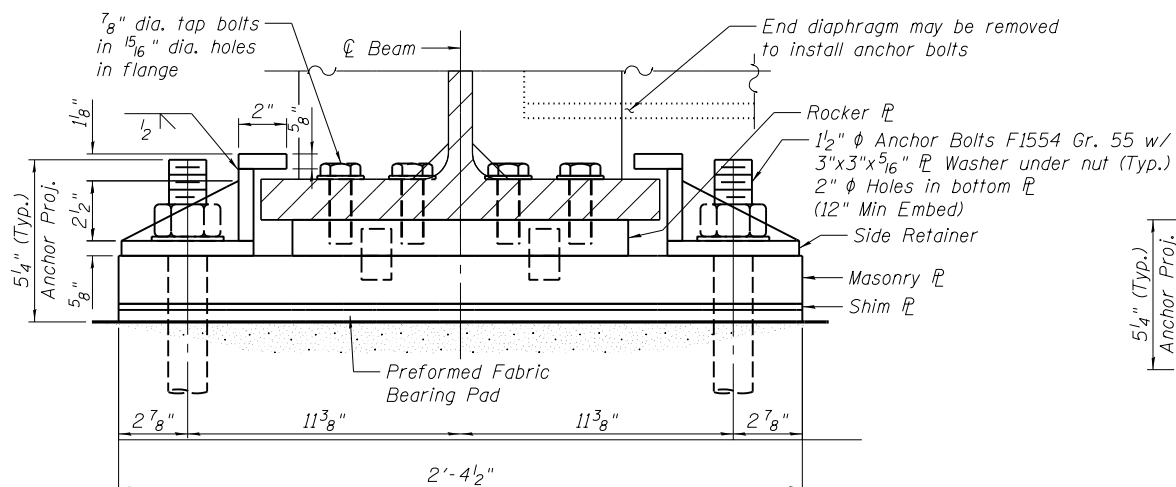


ELEVATION - FIXED BEARING

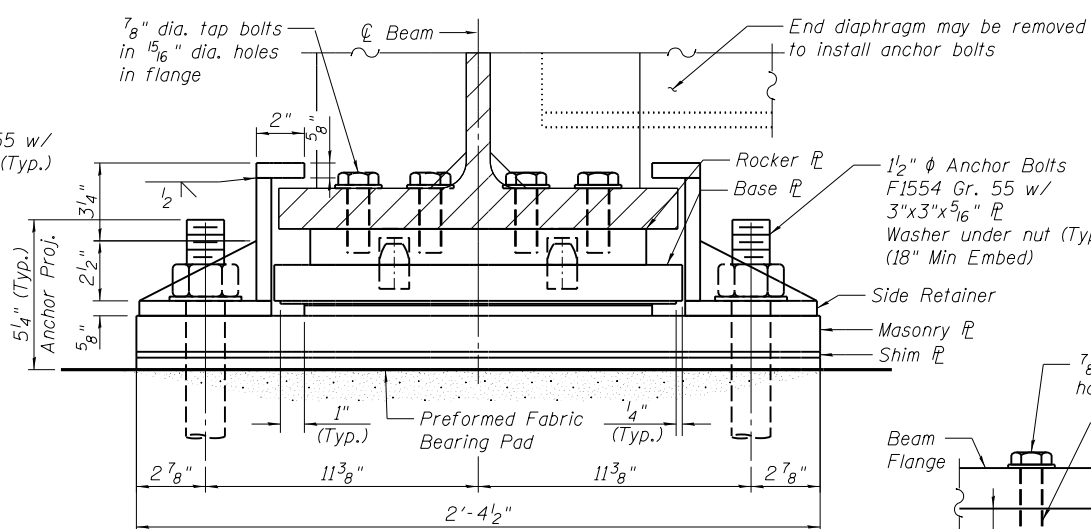


ELEVATION - EXPANSION BEARING

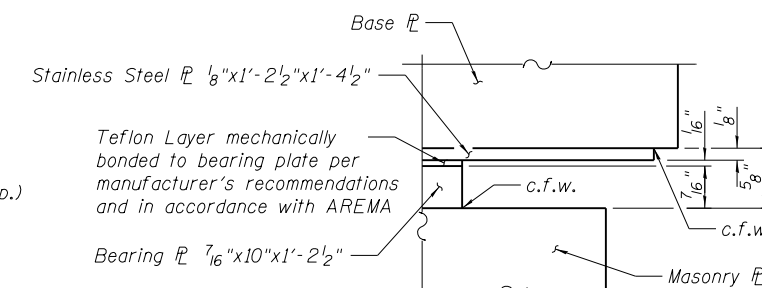
- Notes:
- The structural steel plates of the Bearing Assembly shall conform to the requirements of ASTM A709, Grade 50W.
 - Teflon Layer shall be composed of virgin unfilled TFE resin, unfilled TFE sheets, or unfilled TFE fabric. Filler material, such as milled glass fibers, will not be allowed. Teflon layer shall conform to the requirements of AREMA Chapter 15.
 - The bearing assembly shall be according to Section 521 of the Standard Specifications where applicable. The bearing assembly and anchor bolts will not be paid for separately but included in the weight of Structural Steel for payment as "Furnishing and Erecting Structural Steel Bridge No. 2."
 - Anchor bolts shall be ASTM F1554 all-thread galvanized (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
 - Anchor bolts shall be installed in blockouts with Non-Shrink Grout meeting the material requirements of Article 1024.02 of the Standard Specifications. Blockouts shall be clean prior to grouting and grout installed according to manufactures recommendations. Cost for non-shrink grout shall be included in the cost of Concrete Structures.
 - Two 3/8" adjusting shims shall be provided for each bearing assembly in addition to all other plates or shims and placed as shown on bearing details.



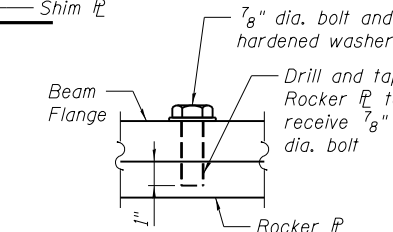
END VIEW - FIXED BEARING



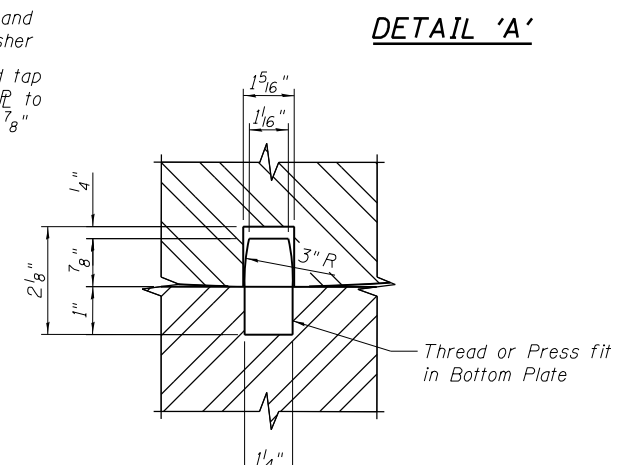
END VIEW - EXPANSION BEARING



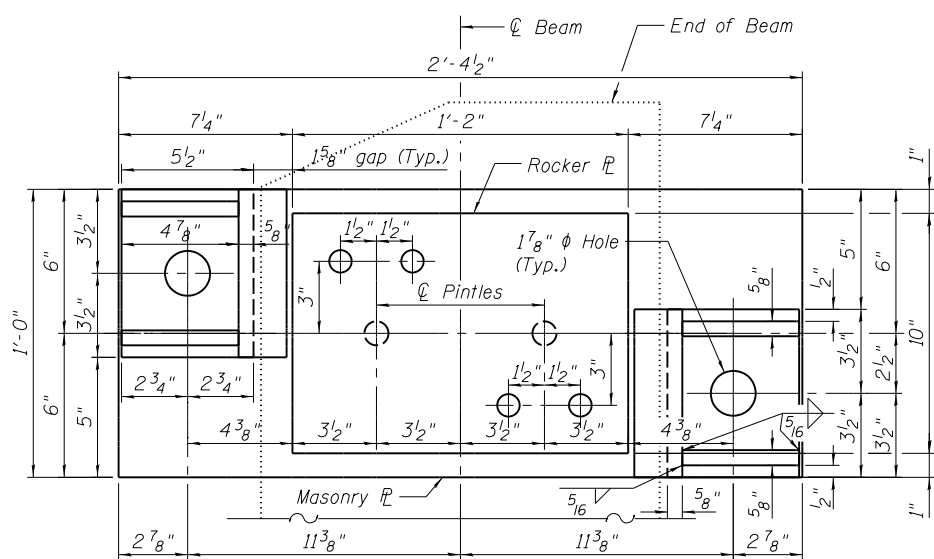
DETAIL 'A'



TAP BOLT DETAIL

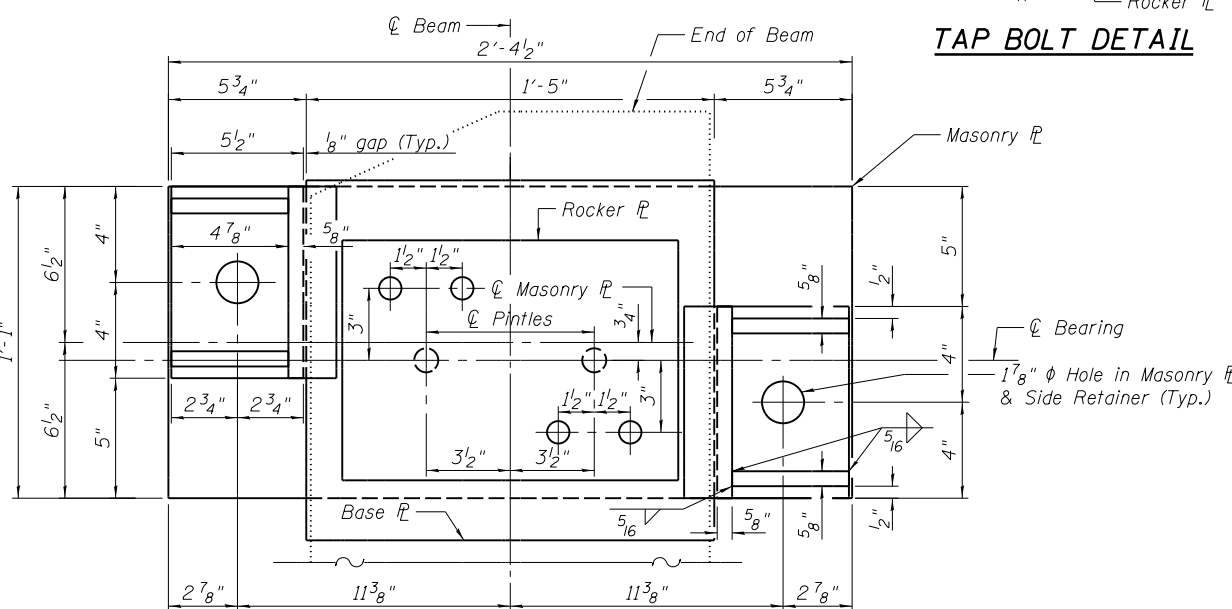


PINTLE DETAIL



PLAN VIEW - FIXED BEARING

(Abutment Bearings - 10 required)



PLAN VIEW - EXPANSION BEARING

(Pier Bearings - 10 required)

* Shim Plate Thickness

Abutment	Beam	Thickness
North/South	1	1/8"
North/South	2	1/8"
North/South	3	1/8"
North/South	4	0"
North/South	5	0"
Pier	1	1/8"
Pier	2	1/8"
Pier	3	1/8"
Pier	4	0"
Pier	5	0"

* See notes for additional adjusting shims for all bearings.

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FILE NAME =	USER NAME = Johns00944	DESIGNED - MJW	REVISED -
		CHECKED - TLB	REVISED -
		DRAWN - RSJ	REVISED -
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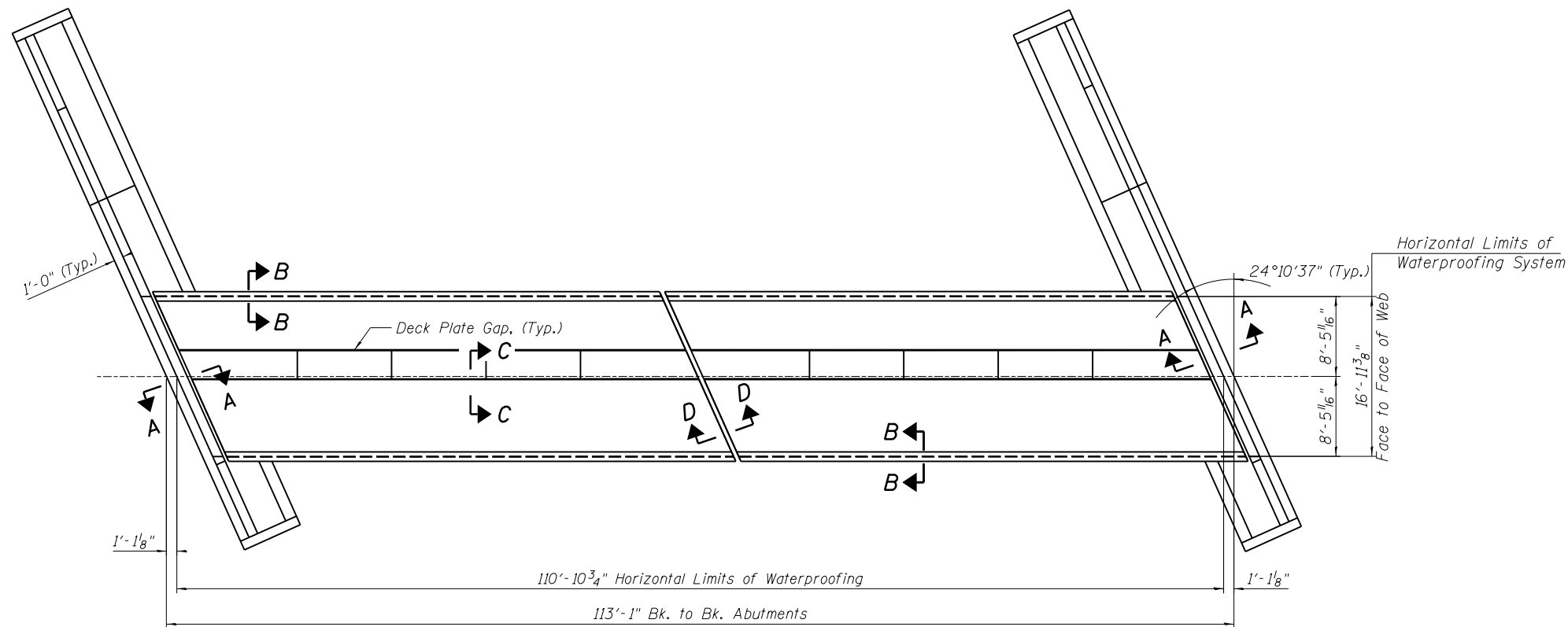
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
STRUCTURE NUMBER 084-9950

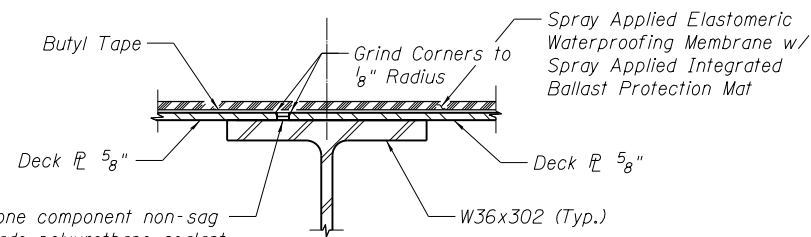
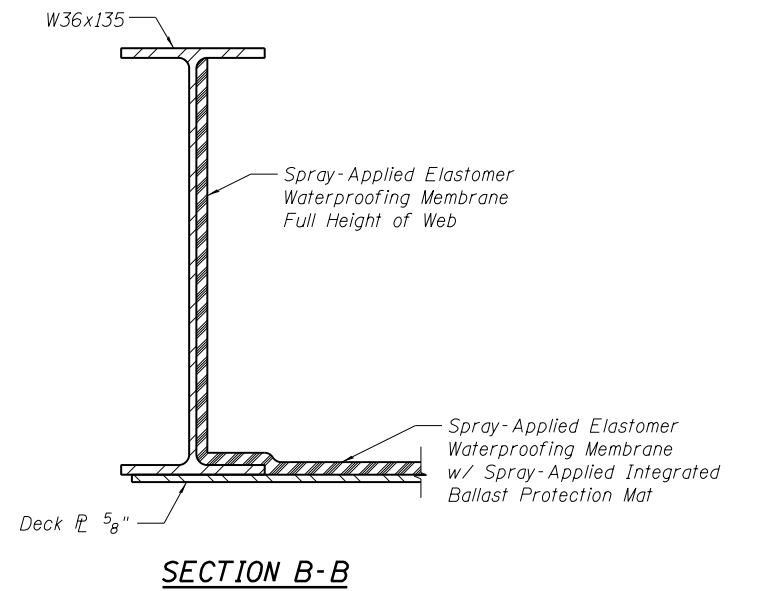
SHEET NO. 10 OF 21 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	213
	96S2002F		CONTRACT NO.	93671

ILLINOIS FED. AID PROJECT 6
07-00164-04-FP, 07-00090-08-FP



WATERPROOFING LIMITS PLAN

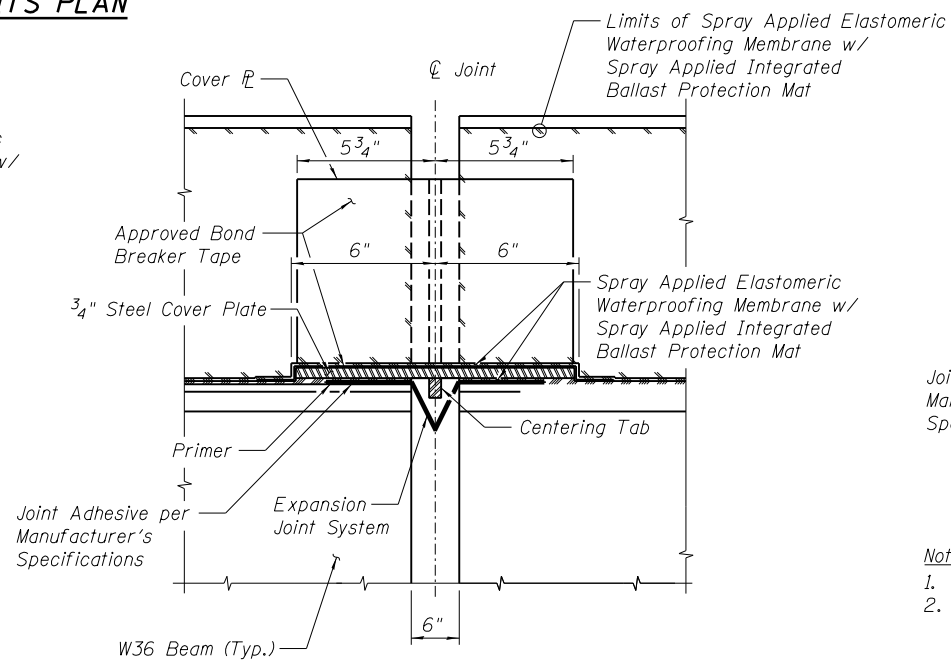


Non-staining grey one component non-sag elastomeric gun grade polyurethane sealant meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25. Cost included with Membrane Waterproofing (Special)

SECTION C-C

Notes:

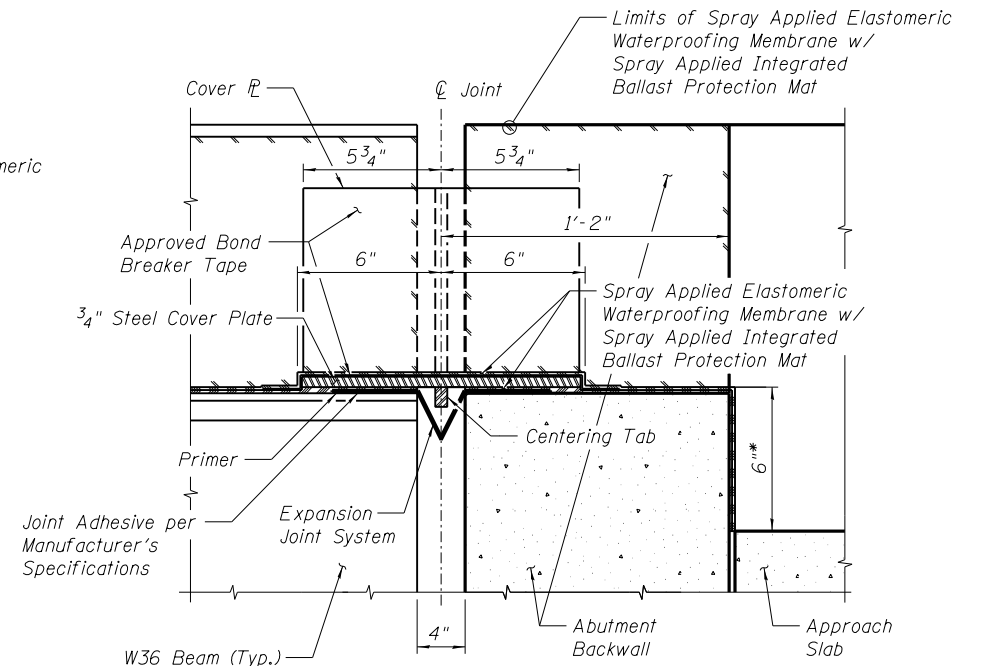
1. Prepare surfaces and apply in accordance with Manufacturer's recommendations.
2. Structural steel cover plates shall be galvanized.
3. Cost of adhesive and bond breaker tape shall be included in the cost of "Membrane Waterproofing (Special)".
4. The cover plate is included in the weight of the Structural Steel and will be paid for as "Furnishing and Erecting Structural Steel."
5. For cover plate details see Sheet 9 of 21.
6. Waterproofing installation shall be observed and approved by the manufacturer's representative.



Note:

1. Bridge deck membrane continuous thru joint.
2. Typical Joint Detail shown for information only. Waterproofing installer shall determine final details in accordance with the manufacturer's recommendations.

SECTION D-D



Note:

1. Bridge deck membrane continuous thru joint.
2. Typical Joint Detail shown for information only. Waterproofing installer shall determine final details in accordance with the manufacturer's recommendations.

SECTION A-A

(At Rt. 4's to Bk. of Abut.)

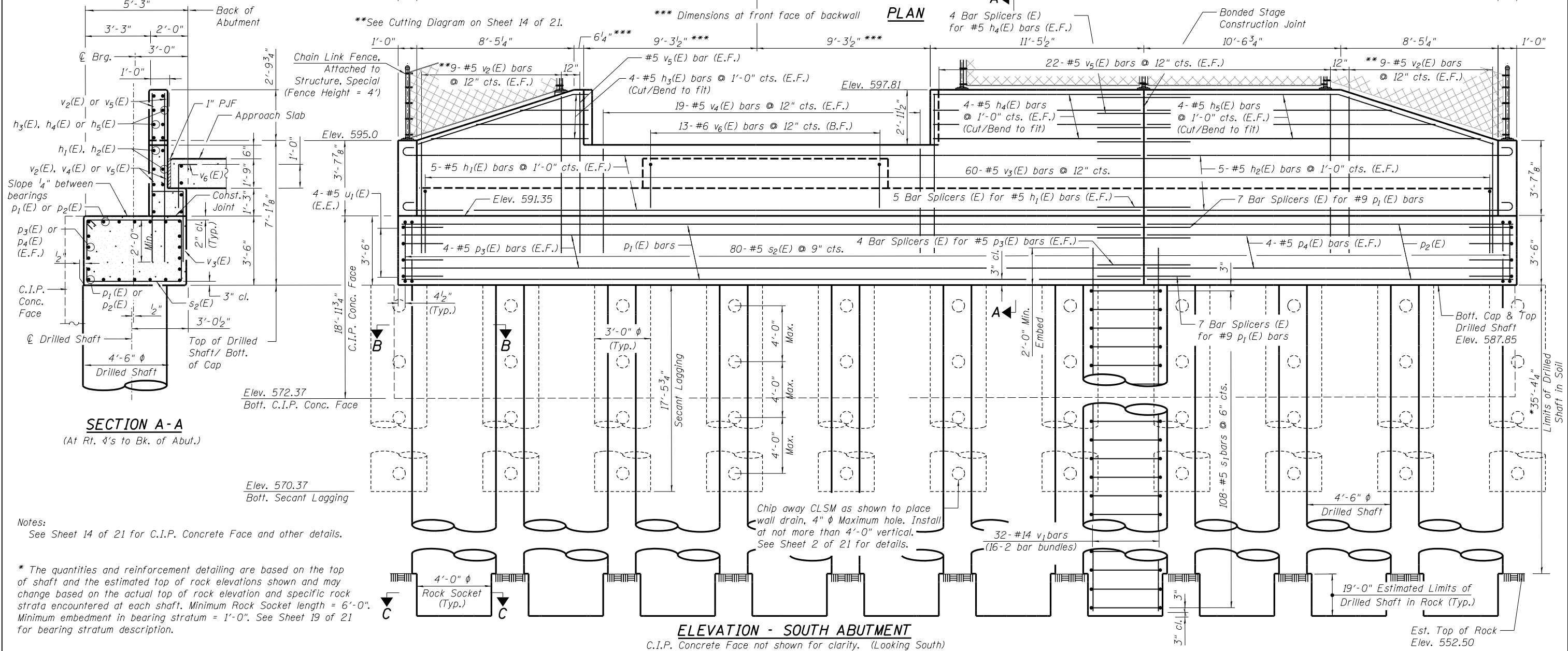
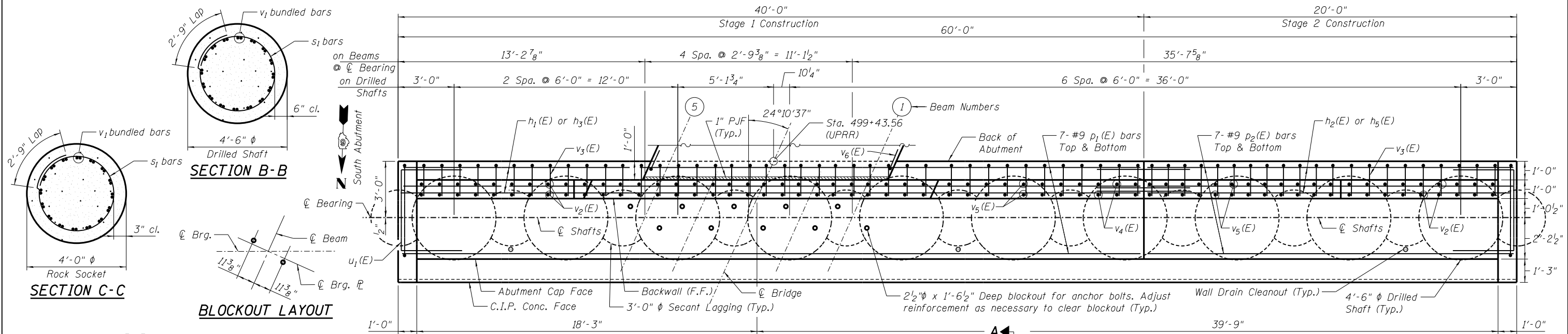
* Not included in Payment Quantity - Cost included with Membrane Waterproofing (Special).

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Membrane Waterproofing (Special)	Sq. Ft.	1879

FILE NAME =	USER NAME = Johns00944	DESIGNED - MJW	REVISED -
		CHECKED - TLB	REVISED -
		DRAWN - RSJ	REVISED -
		CHECKED - TLB	REVISED -

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	214
96S2002F		CONTRACT NO. 93671		



Notes:
See Sheet 14 of 21 for C.I.P. Concrete Face and other details.

* The quantities and reinforcement detailing are based on the top of shaft and the estimated top of rock elevations shown and may change based on the actual top of rock elevation and specific rock strata encountered at each shaft. Minimum Rock Socket length = 6'-0". Minimum embedment in bearing stratum = 1'-0". See Sheet 19 of 21 for bearing stratum description.

I:\196jobs\96S2002G\CADD\Structure\Sheet\084-9950-UPRR-013-SOUTH ABUT.dgn

FILE NAME =	USER NAME = Johns00944	DESIGNED - MJW	REVISED -
		CHECKED - TLB	REVISED -
		DRAWN - RSJ	REVISED -
		CHECKED - TLB	REVISED -
	PLOT SCALE = 0.20000 '1' / 1"		
	PLOT DATE = 10/26/2022		

DESIGNED - MJW	REVISED -
CHECKED - TLB	REVISED -
DRAWN - RSJ	REVISED -
CHECKED - TLB	REVISED -

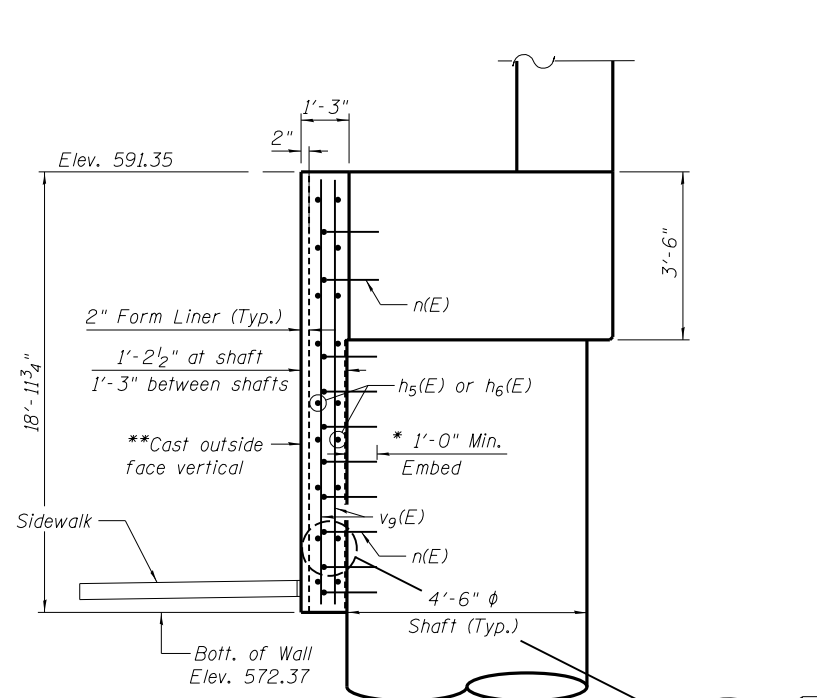
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOUTH ABUTMENT
STRUCTURE NUMBER 084-9950**

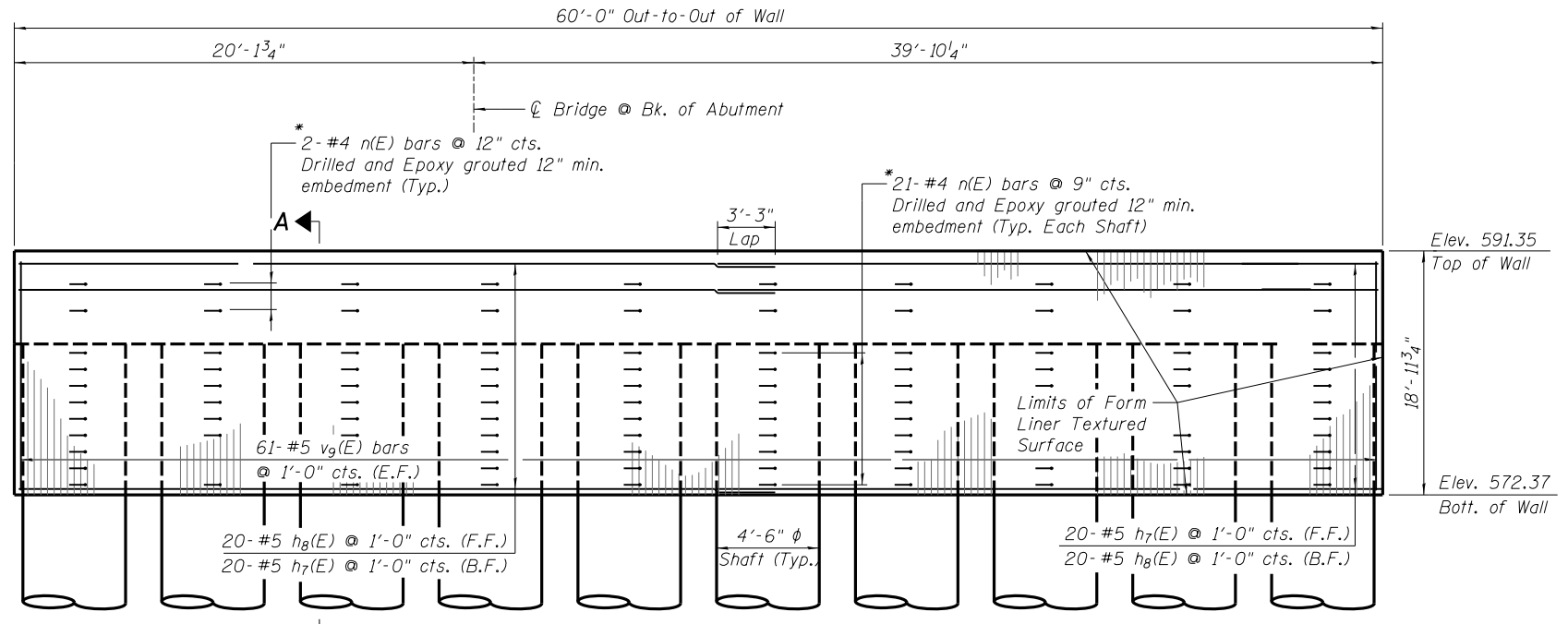
SHEET NO. 13 OF 21 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	216
	96S2002F	CONTRACT NO.	93671	

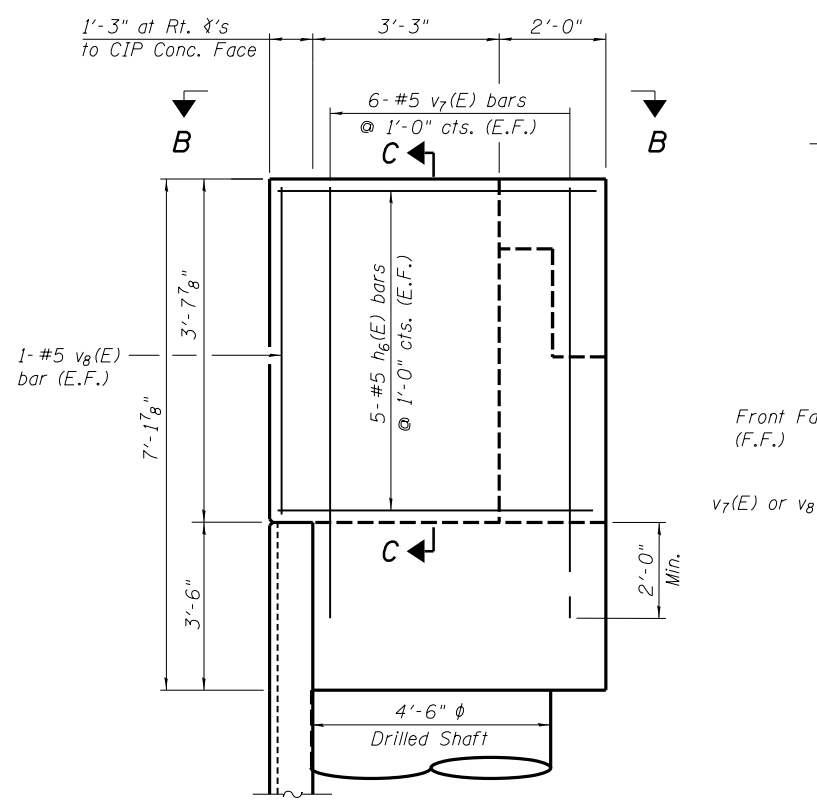
ILLINOIS FED. AID PROJECT 6
07-00164-04-FP, 07-00090-08-FP



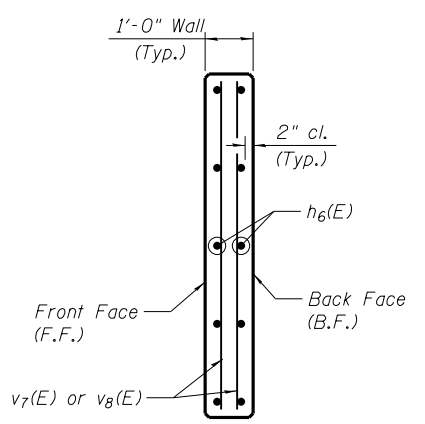
SECTION A-A



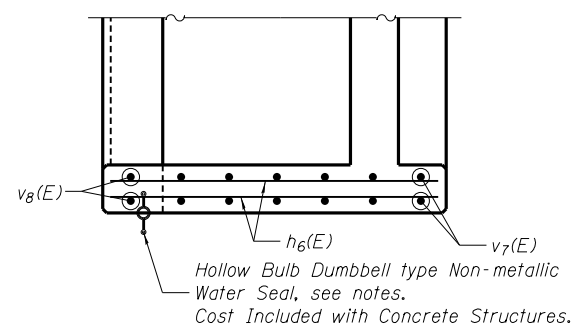
ELEVATION - C.I.P. CONCRETE FACE
(Looking South)



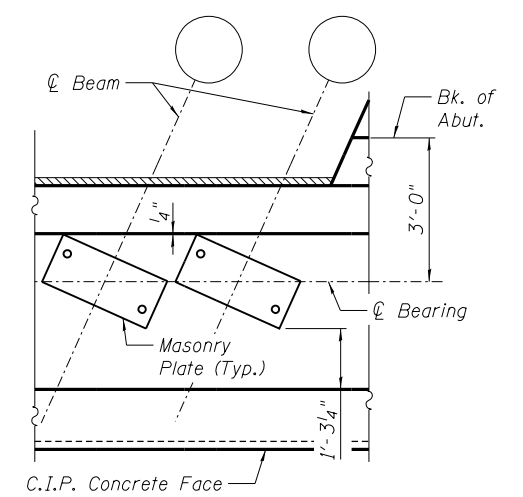
ELEVATION - TYPICAL END VIEW
(Same Each End of Abutment)



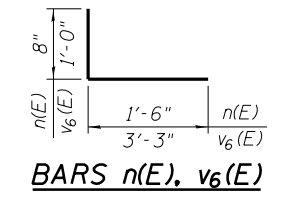
CHEEKWALL SECTION C-C



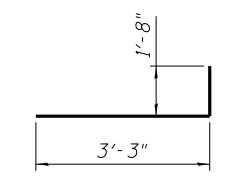
SECTION B-B - PLAN VIEW



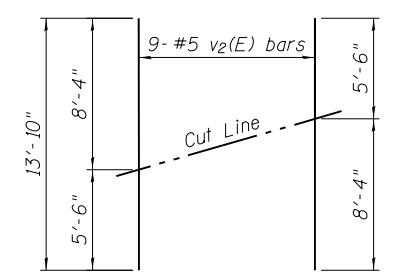
MASONRY P/CAP PLAN



BARS n(E), v6(E)

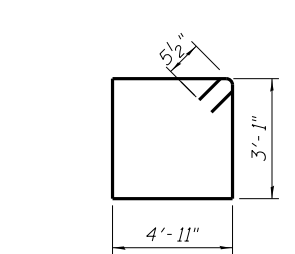


BAR v3(E)

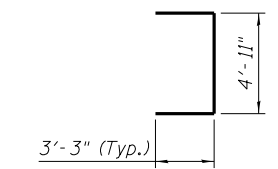


CUTTING DIAGRAM

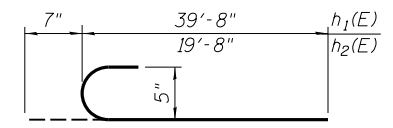
Order v2(E) bars full length.
Cut as shown and use remainder of bars in opposite end.



BARS s2(E)



BAR u1(E)



BARS h1(E), h2(E)

Notes:
Space cap reinforcement to miss blockouts for anchor bolts.
See Retaining Wall Plans for Expansion Joint Detail at each end of C.I.P. Concrete Facing and for additional information on the Form Liner Textured Surface pattern and detail.

* Bars epoxy grouted shall have an embedment sufficient to develop 1.25 times the full capacity of the reinforcement bar.
** Concrete wall face shall be cast vertically. Thickness of wall may vary due to abutment deflection and construction tolerances. The Min. wall thickness shall be 1'-0".

BILL OF MATERIAL SOUTH ABUTMENT

Bar	No.	Size	Length	Shape
h1(E)	10	#5	40'-3"	C
h2(E)	10	#5	20'-3"	C
h3(E)	8	#5	8'-7"	—
h4(E)	8	#5	10'-11"	—
h5(E)	8	#5	18'-8"	—
h6(E)	20	#5	6'-2"	—
h7(E)	40	#5	29'-10"	—
h8(E)	40	#5	33'-1"	—
n(E)	230	#4	2'-2"	L
p1(E)	14	#9	39'-8"	—
p2(E)	14	#9	19'-8"	—
p3(E)	8	#5	39'-8"	—
p4(E)	8	#5	19'-8"	—
s1	1080	#5	14'-9"	O
s2(E)	80	#5	16'-11"	□
u1(E)	8	#5	11'-5"	J
v1(E)	320	#14	56'-2"	—
v2(E)	18	#5	13'-10"	—
v3(E)	60	#5	4'-11"	L
v4(E)	38	#5	5'-4"	—
v5(E)	46	#5	8'-4"	—
v6(E)	13	#6	4'-3"	J
v7(E)	24	#5	5'-6"	—
v8(E)	4	#5	3'-4"	—
v9(E)	122	#5	18'-7"	—
Structure Excavation		Cu. Yds.	250	
Concrete Structures		Cu. Yds.	109.1	
Drilled Shaft in Soil		Cu. Yds.	208.2	
Drilled Shaft in Rock		Cu. Yds.	88.4	
Secant Lagging		Cu. Ft.	1359	
Form Liner Textured Surface		Sq. Ft.	1139	
Reinforcement Bars		Pound	152980	
Reinforcement Bars, Epoxy Coated		Pound	12640	
Crosshole Sonic Logging Access Ducts		Foot	544	
Crosshole Sonic Logging Testing		Each	10	
Bar Splicers		Each	40	
Thermal Integrity Profile Testing		Each	10	
Thermal Integrity Profile Data Collection		Foot	544	

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		DRAWN - RSJ	REVISED -
		CHECKED - TLB	REVISED -

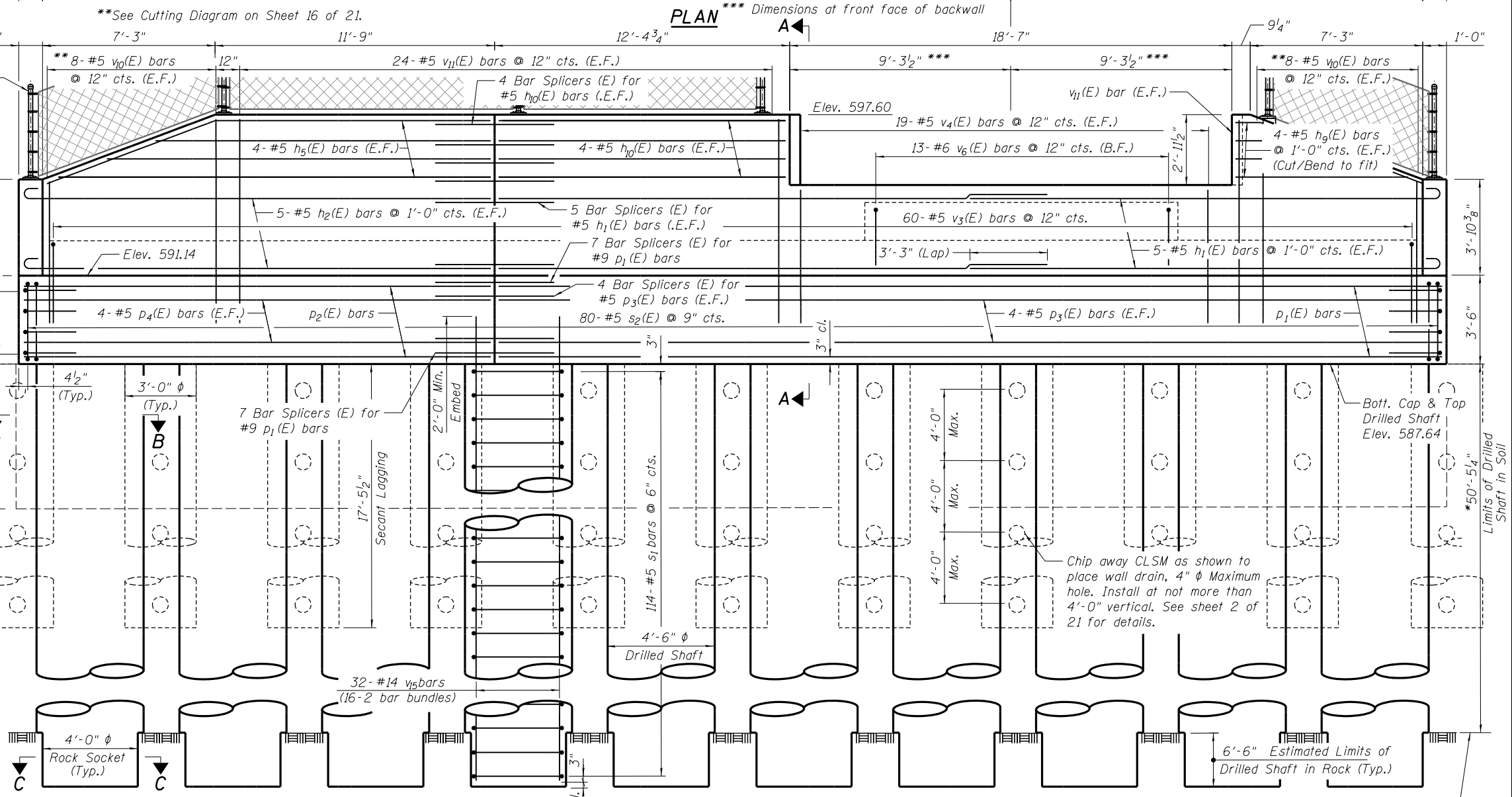
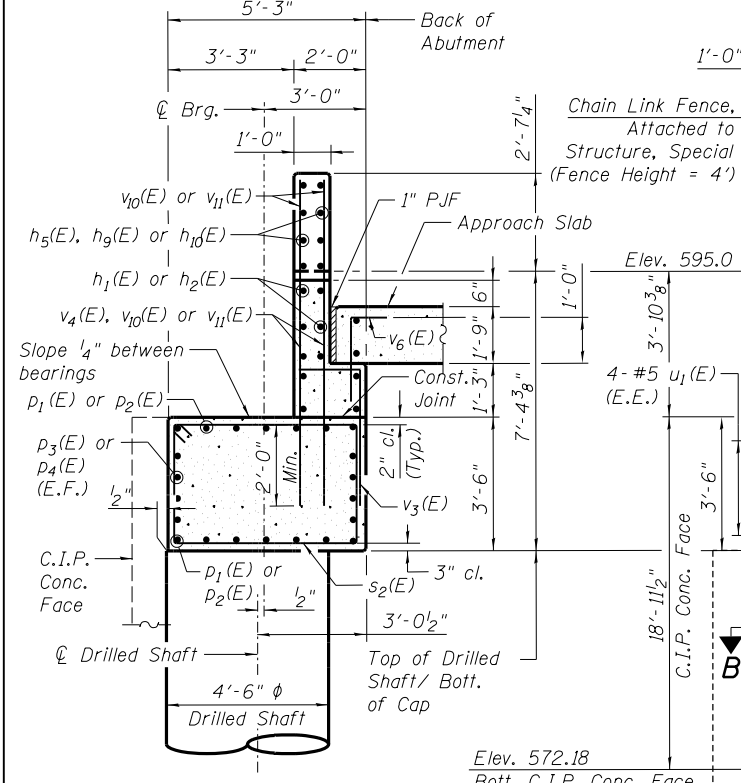
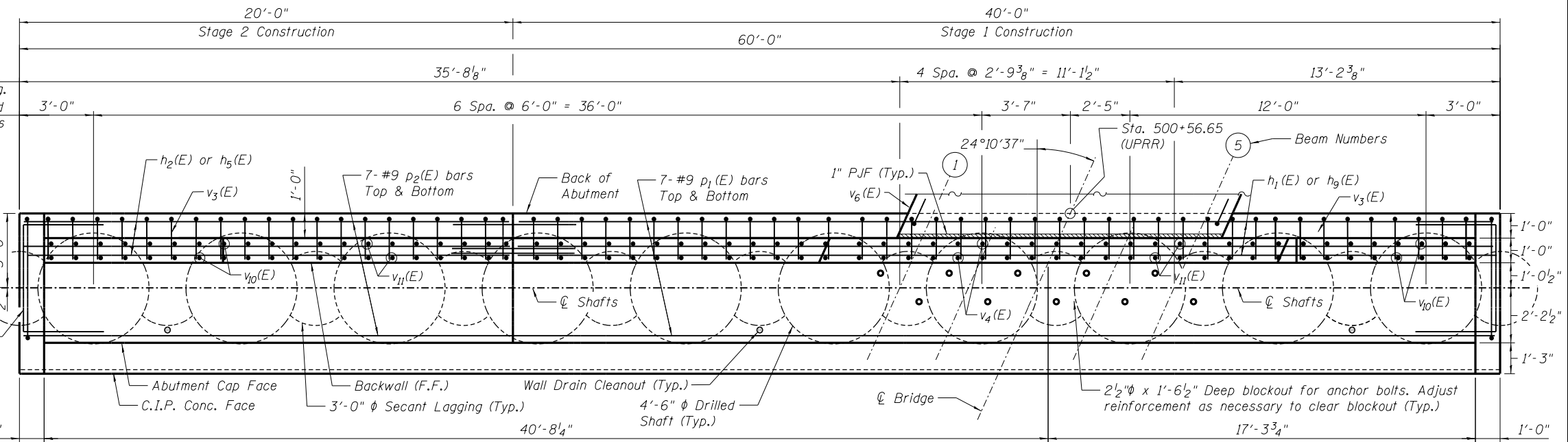
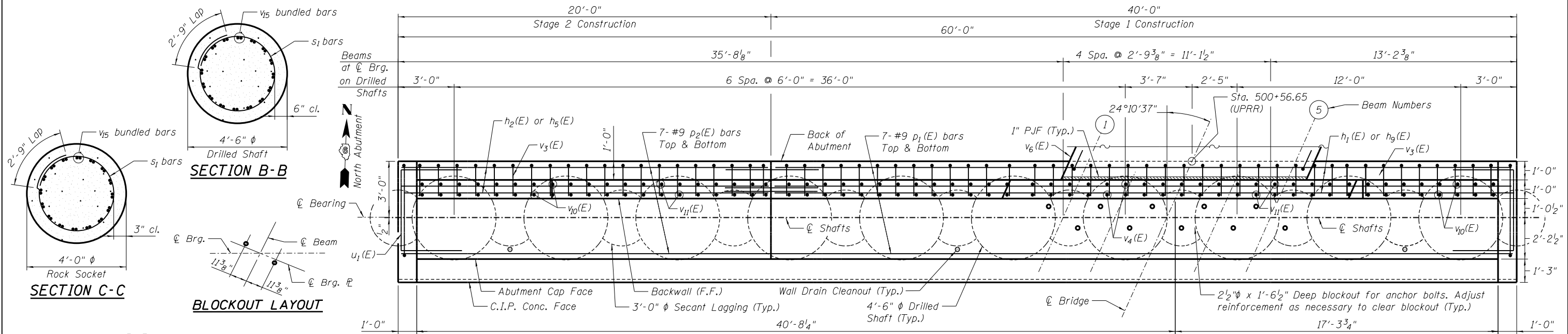
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT DETAILS
STRUCTURE NUMBER 084-9950

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	217
	96S2002F	CONTRACT NO.	93671	

SHEET NO. 14 OF 21 SHEETS

ILLINOIS FED. AID PROJECT 6
07-00164-04-FP, 07-00090-08-FP



SECTION A-A
(At Rt. 4's to Bk. of Abut.)

Notes:
See Sheet 16 of 21 for C.I.P. Concrete Face and other details.

* The quantities and reinforcement detailing are based on the top of shaft and the estimated top of rock elevations shown and may change based on the actual top of rock elevations and specific rock strata encountered at each shaft. Minimum Rock Socket length = 6'-0". Minimum embedment in bearing stratum = 1'-0". See Sheet 19 of 21 for bearing stratum description.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT
STRUCTURE NUMBER 084-9950

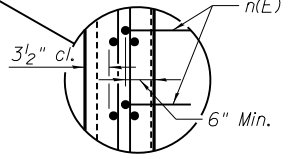
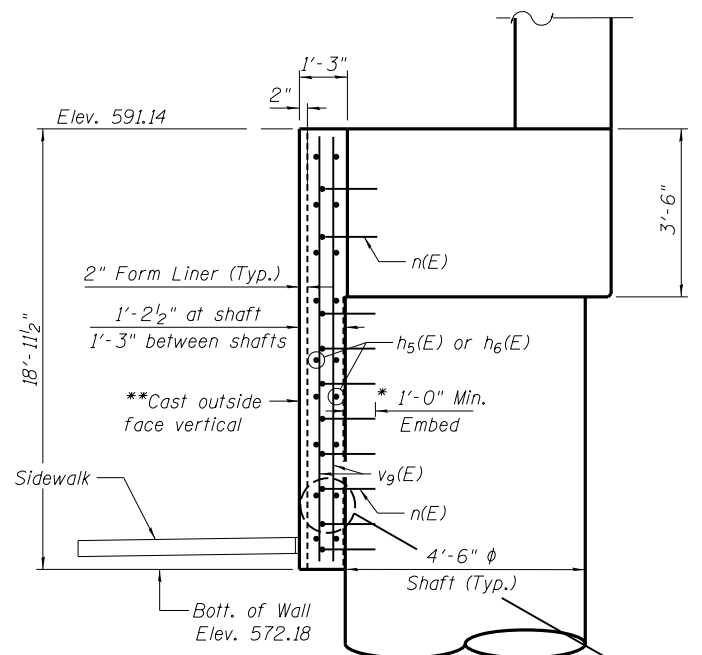
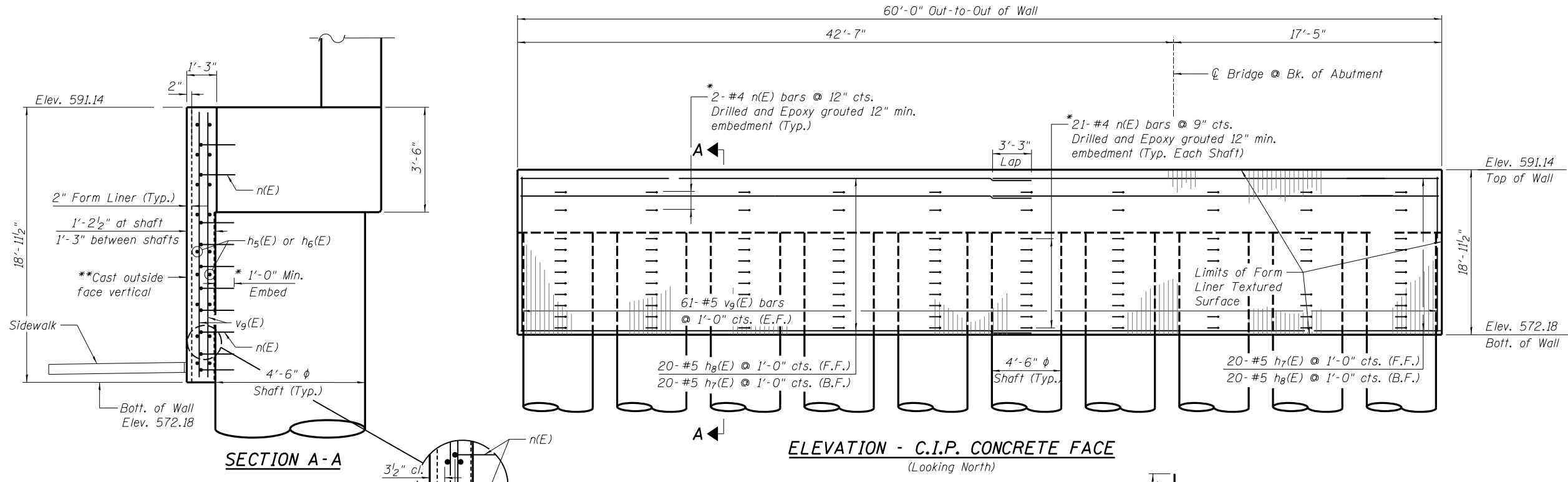
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		SANGAMON	368	218
	96S2002F	CONTRACT NO.	93671	

SHEET NO. 15 OF 21 SHEETS

ILLINOIS FED. AID PROJECT 6
07-00164-04-FP, 07-00090-08-FP

* Bars epoxy grouted shall have an embedment sufficient to develop 1.25 times the full capacity of the reinforcement bar.

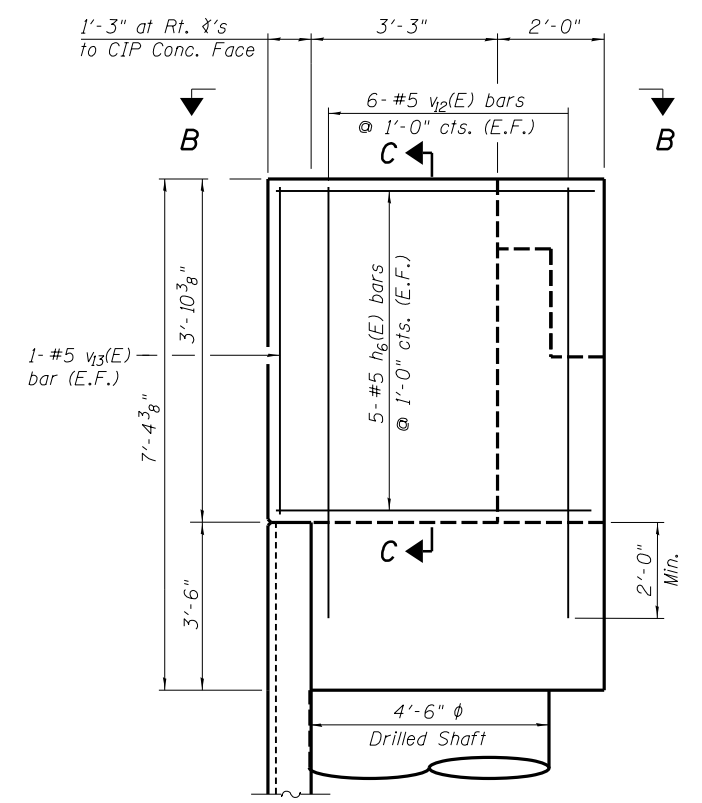
** Concrete wall face shall be cast vertically. Thickness of wall may vary due to abutment deflection and construction tolerances. The Min. wall thickness shall be 1'-0".



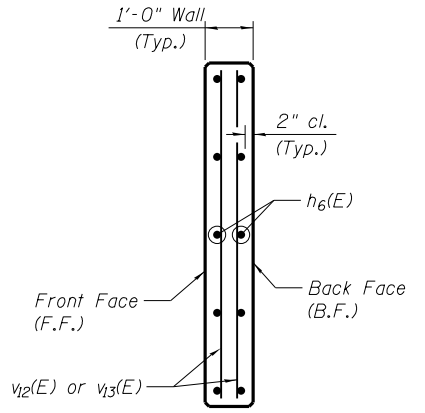
ELEVATION - C.I.P. CONCRETE FACE
(Looking North)

**BILL OF MATERIAL
NORTH ABUTMENT**

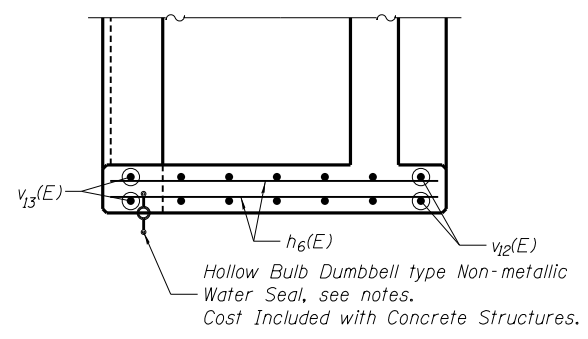
Bar	No.	Size	Length	Shape
h ₁ (E)	10	#5	40'-3"	C
h ₂ (E)	10	#5	20'-3"	C
h ₅ (E)	8	#5	18'-8"	—
h ₆ (E)	20	#5	6'-2"	—
h ₇ (E)	40	#5	29'-10"	—
h ₈ (E)	40	#5	33'-1"	—
h ₉ (E)	8	#5	7'-3"	—
h ₁₀ (E)	8	#5	12'-11"	—
n(E)	230	#4	2'-2"	L
p ₁ (E)	14	#9	39'-8"	—
p ₂ (E)	14	#9	19'-8"	—
p ₃ (E)	8	#5	39'-8"	—
p ₄ (E)	8	#5	19'-8"	—
s ₁	1140	#5	13'-9"	O
s ₂ (E)	80	#5	16'-11"	□
u ₁ (E)	8	#5	11'-5"	J
v ₃ (E)	60	#5	4'-11"	J
v ₄ (E)	38	#5	5'-4"	—
v ₆ (E)	13	#6	4'-3"	J
v ₉ (E)	122	#5	18'-7"	—
v ₁₀ (E)	16	#5	14'-1"	—
v ₁₁ (E)	50	#5	8'-4"	—
v ₁₂ (E)	24	#5	5'-9"	—
v ₁₃ (E)	4	#5	3'-6"	—
v ₁₅ (E)	320	#14	58'-9"	—
Structure Excavation			Cu. Yds.	258
Concrete Structures			Cu. Yds.	108.9
Drilled Shaft in Soil			Cu. Yds.	297.1
Drilled Shaft in Rock			Cu. Yds.	30.3
Secant Lagging			Cu. Ft.	1358
Form Liner Textured Surface			Sq. Ft.	1138
Reinforcement Bars			Pound	160170
Reinforcement Bars, Epoxy Coated			Pound	12660
Crosshole Sonic Logging Access Ducts			Foot	569
Crosshole Sonic Logging Testing			Each	10
Bar Splicers			Each	40
Thermal Integrity Profile Testing			Each	10
Thermal Integrity Profile Data Collection			Foot	569



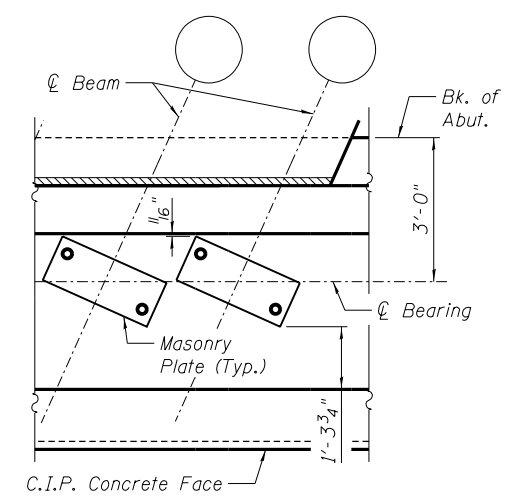
ELEVATION - TYPICAL END VIEW
(East Wing shown, West Wing similar)



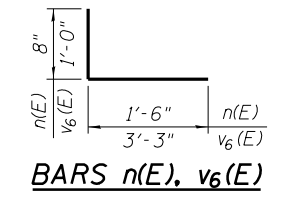
CHEEKWALL SECTION C-C



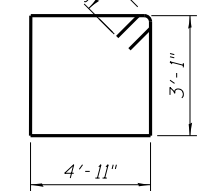
SECTION B-B - PLAN VIEW



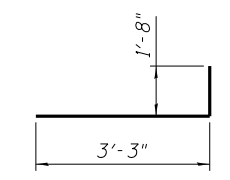
MASONRY P/CAP PLAN



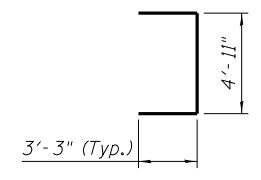
BARS n(E), v₆(E)



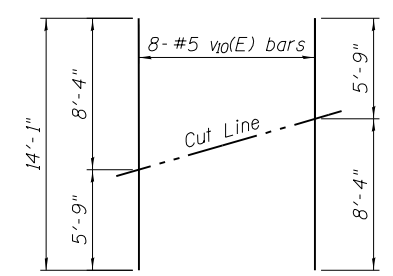
BARS s₂(E)



BAR v₃(E)



BAR u₁(E)



CUTTING DIAGRAM

Notes:
Space cap reinforcement to miss blockouts for anchor bolts. See Retaining Wall Plans for Expansion Joint Detail at each end of C.I.P. Concrete Facing and for additional information on the Form Liner Textured Surface pattern and detail.

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		DRAWN - RSJ	REVISED -
		CHECKED - TLB	REVISED -

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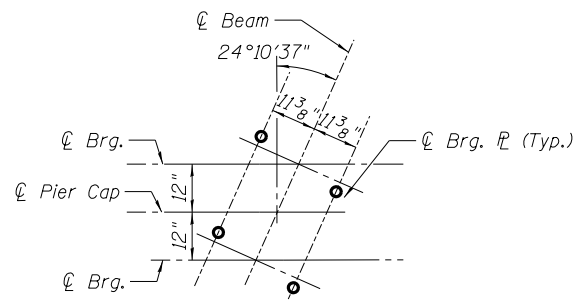
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NORTH ABUTMENT DETAILS
STRUCTURE NUMBER 084-9950**

SHEET NO. 16 OF 21 SHEETS

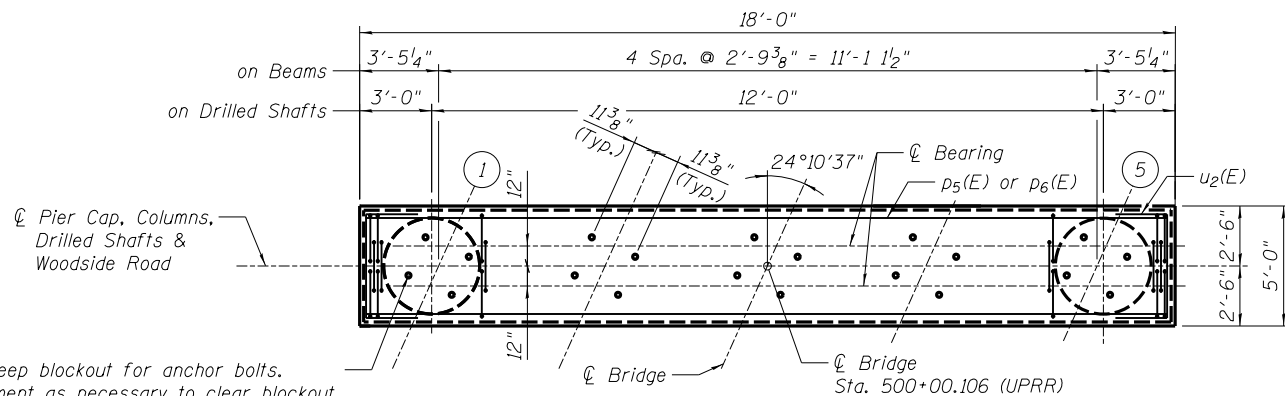
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	219
	96S2002F	CONTRACT NO.	93671	

ILLINOIS FED. AID PROJECT 6
07-00164-04-FP, 07-00090-08-FP

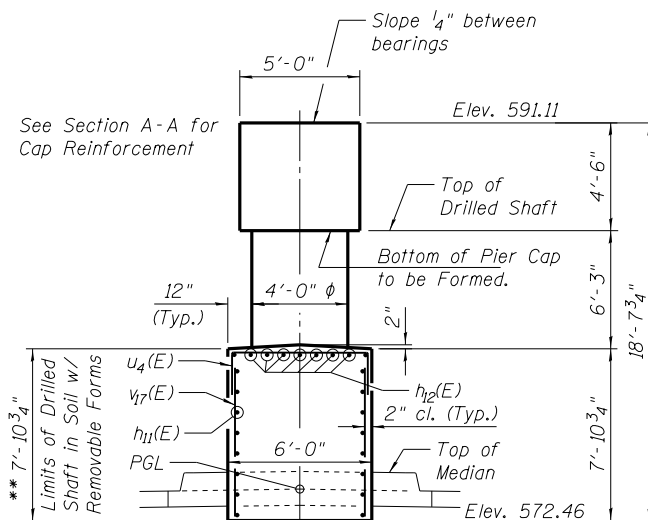


BLOCKOUT LAYOUT

2 1/2"φ x 1'-0 1/2" Deep blockout for anchor bolts.
Adjust reinforcement as necessary to clear blockout.
See detail this sheet. (Typ.)



TOP PLAN

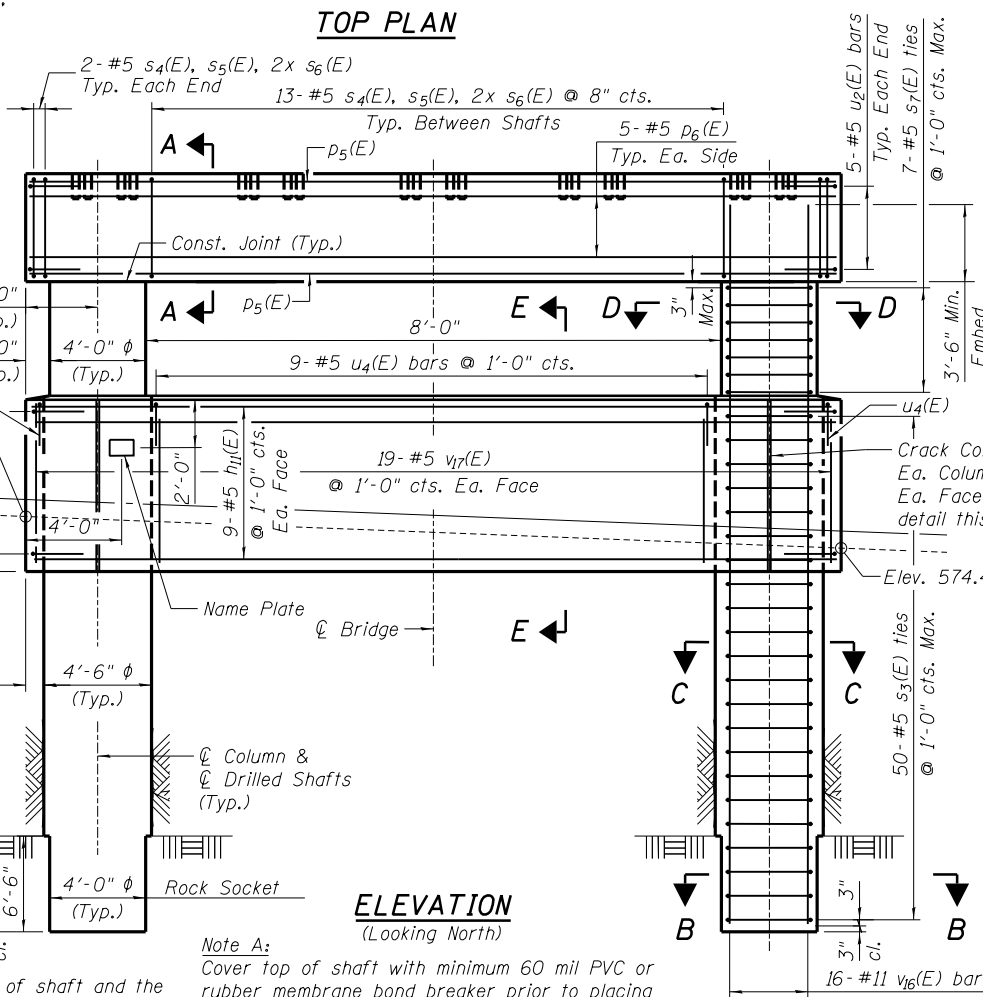


See Section A-A for Cap Reinforcement

Notes:
Space reinforcement in cap to miss blockouts for anchor bolts.

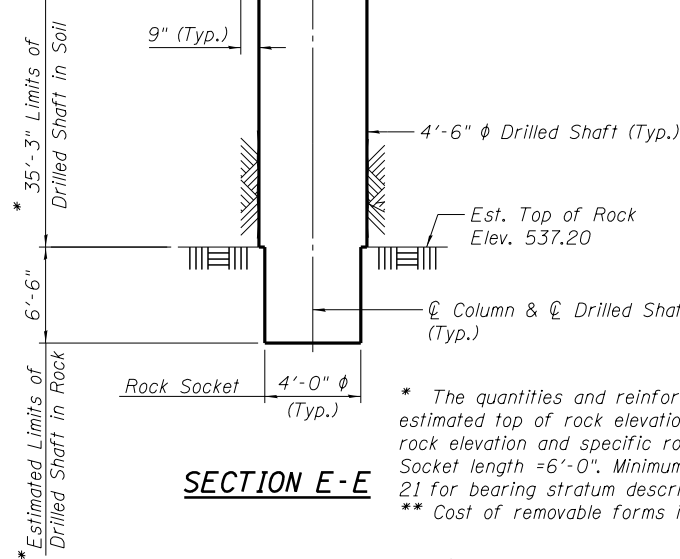
Temporary Casing, See sheet 4 of 21

See Note 'A' this sheet.



ELEVATION
(Looking North)

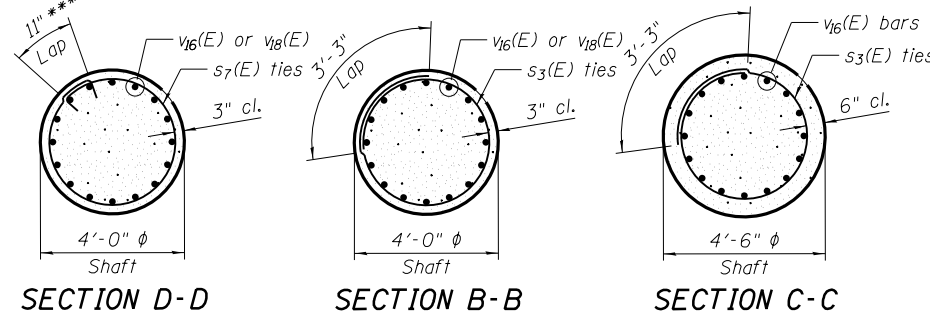
Note A:
Cover top of shaft with minimum 60 mil PVC or rubber membrane bond breaker prior to placing fill and concrete median. Cost of membrane bond breaker included with drilled shaft in soil.



SECTION E-E

* The quantities and reinforcement detailing are based on the top of shaft and the estimated top of rock elevations shown and may change based on the actual top of rock elevation and specific rock stratum encountered at each shaft. Minimum Rock Socket length = 6'-0". Minimum embedment bearing stratum = 1'-0". See Sheet 19 of 21 for bearing stratum description.

** Cost of removable forms included with Drilled shaft in soil.

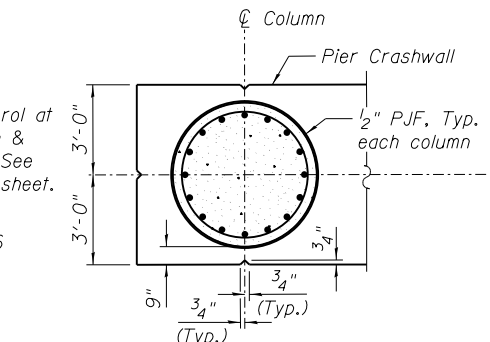


SECTION D-D

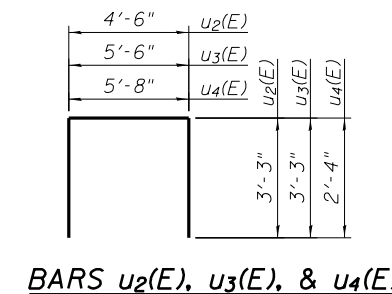
SECTION B-B

SECTION C-C

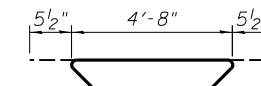
*** Terminate overlaps with 90 degree hooks that engage vertical bars and stagger at adjacent ties around perimeter of column.



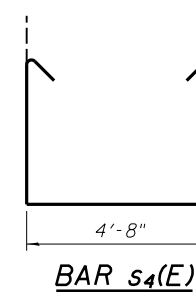
TYPICAL CRACK CONTROL DETAIL



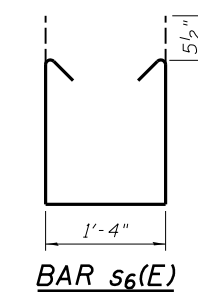
BARS u₂(E), u₃(E), & u₄(E)



BAR s₅(E)



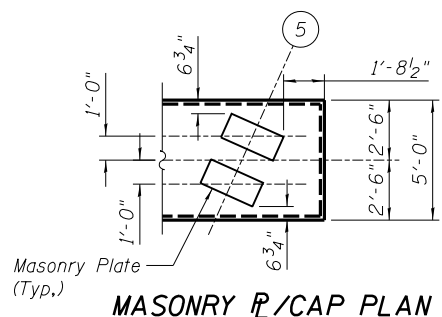
BAR s₄(E)



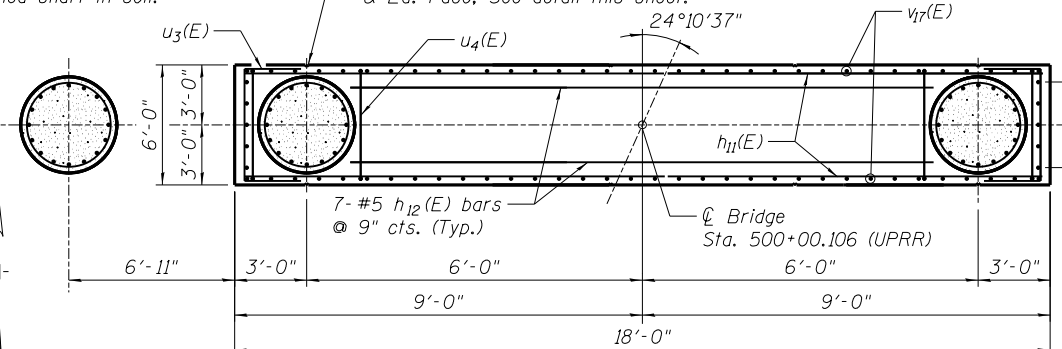
BAR s₆(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h ₁₁ (E)	18	#5	17'-8"	—
h ₁₂ (E)	7	#5	7'-2"	—
p ₅ (E)	16	#11	17'-8"	—
p ₆ (E)	10	#5	17'-8"	—
s ₃ (E)	142	#5	14'-3"	○
s ₄ (E)	17	#5	13'-11"	—
s ₅ (E)	17	#5	5'-7"	—
s ₆ (E)	34	#5	10'-7"	—
s ₇ (E)	14	#5	13'-7"	○
v ₁₆ (E)	32	#11	59'-2"	—
v ₁₇ (E)	48	#5	7'-6"	—
v ₁₈ (E)	16	#11	41'-4"	—
u ₂ (E)	10	#5	11'-0"	U
u ₃ (E)	18	#5	12'-0"	U
u ₄ (E)	11	#5	10'-4"	U
Structure Excavation	Cu. Yds.	17.0		
Concrete Structures	Cu. Yds.	43.3		
Drilled Shaft in Soil	Cu. Yds.	71.6		
Drilled Shaft in Rock	Cu. Yds.	9.1		
Reinforcement Bars, Epoxy Coated	Pound	19510		
Crosshole Sonic Logging Access Ducts	Foot	141		
Crosshole Sonic Logging Testing	Each	3		
Thermal Integrity Profile Data Collection	Foot	141		
Thermal Integrity Profile Testing	Each	3		



MASONRY P/CAP PLAN



CRASH WALL PLAN

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

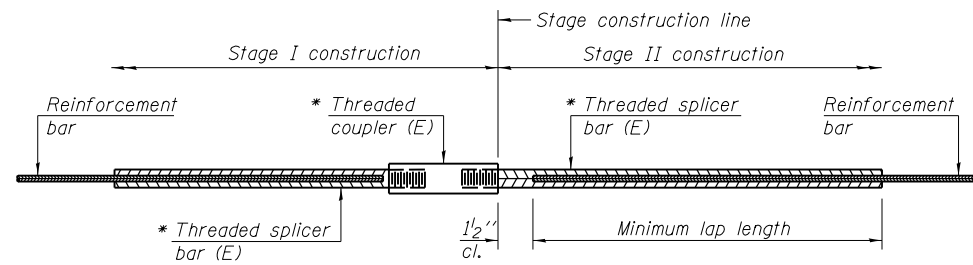
PIER
STRUCTURE NUMBER 084-9950

SHEET NO. 17 OF 21 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	220
	96S2002F		CONTRACT NO.	93671

ILLINOIS FED. AID PROJECT 6

07-00164-04-FP, 07-00090-08-FP

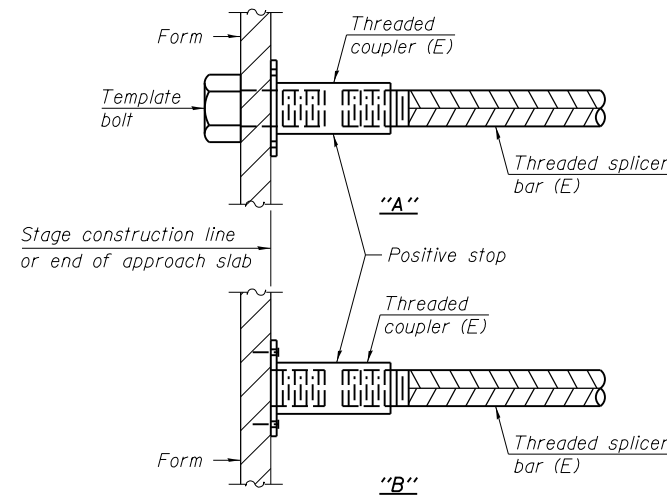


STANDARD BAR SPLICER ASSEMBLY

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

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

Location	Bar size	No. assemblies required	Minimum lap length
South Abutment	#5	26	3'-3"
South Abutment	#9	14	5'-10"
North Abutment	#5	26	3'-3"
North Abutment	#9	14	5'-10"



INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars. Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

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		CHECKED - TLB	REVISED -
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	PLOT DATE = 10/26/2022	CHECKED - TLB	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER DETAILS
STRUCTURE NUMBER 084-9950**

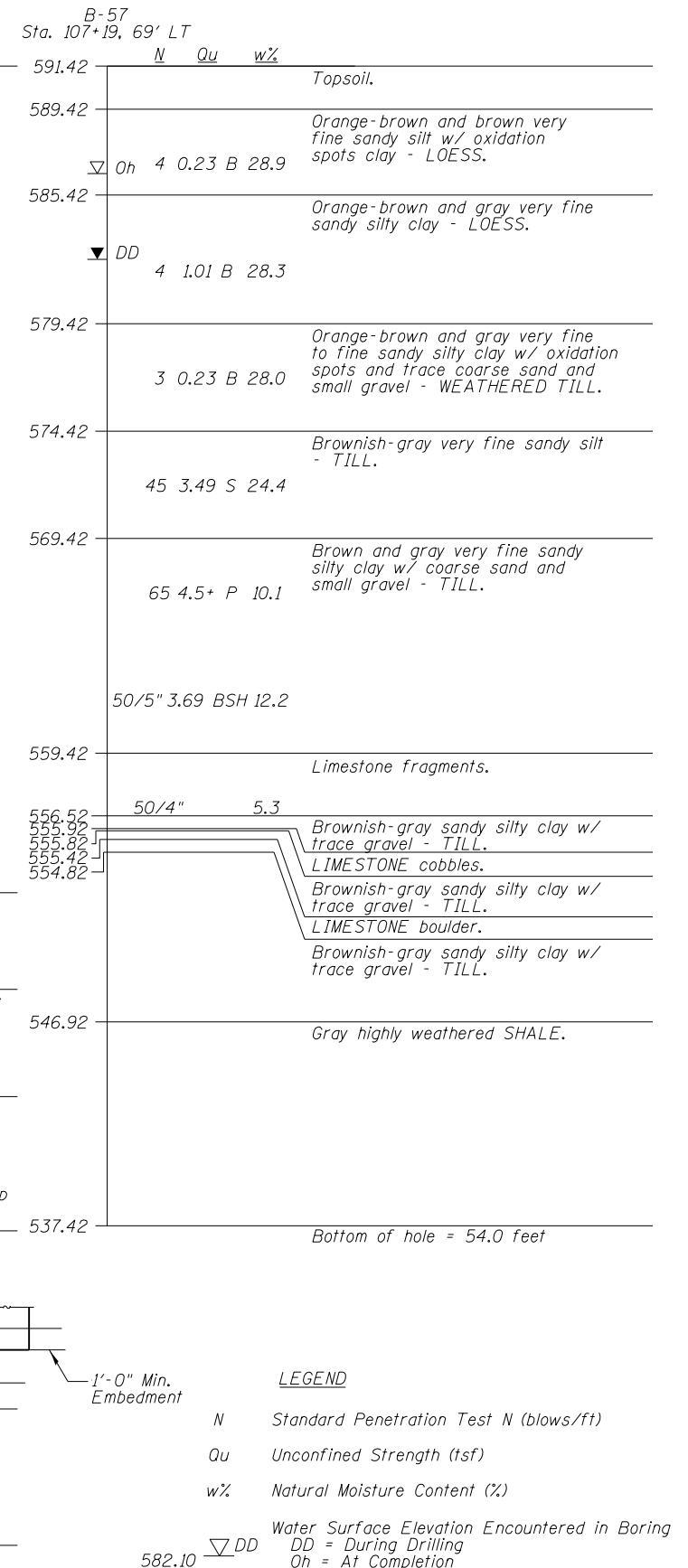
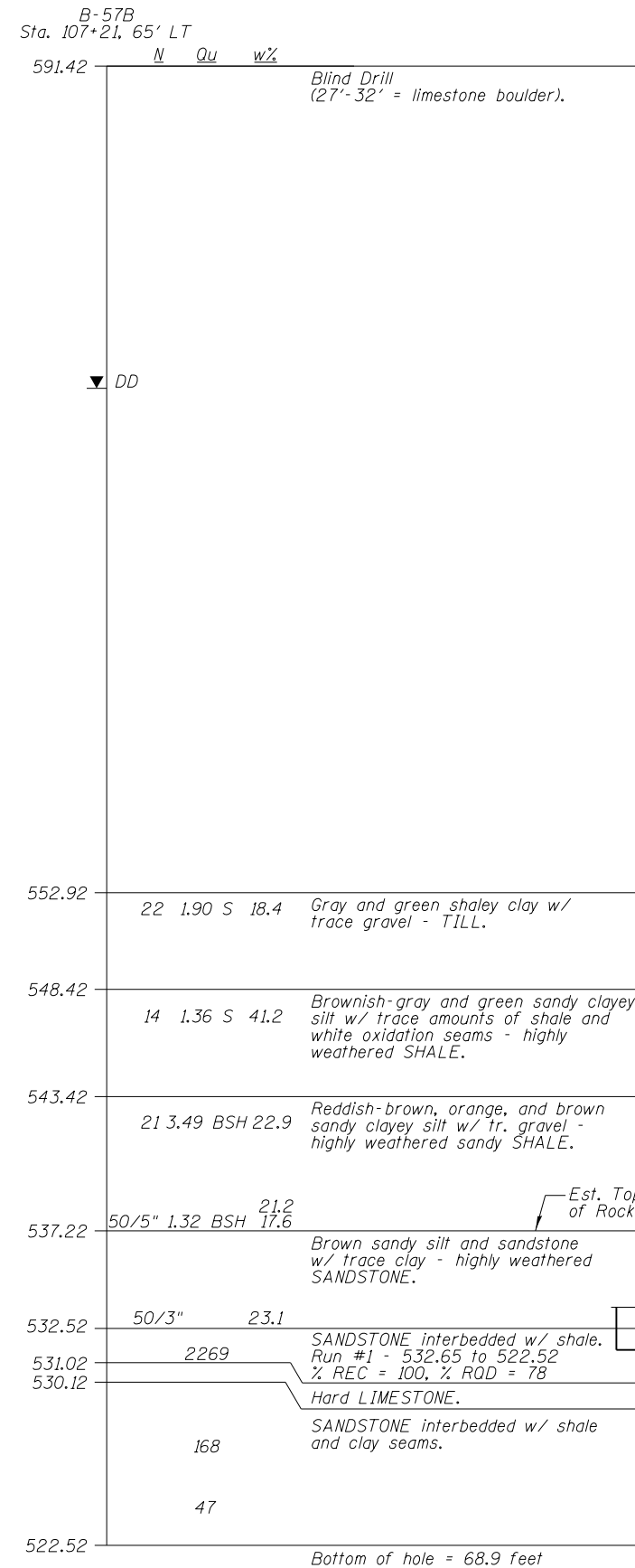
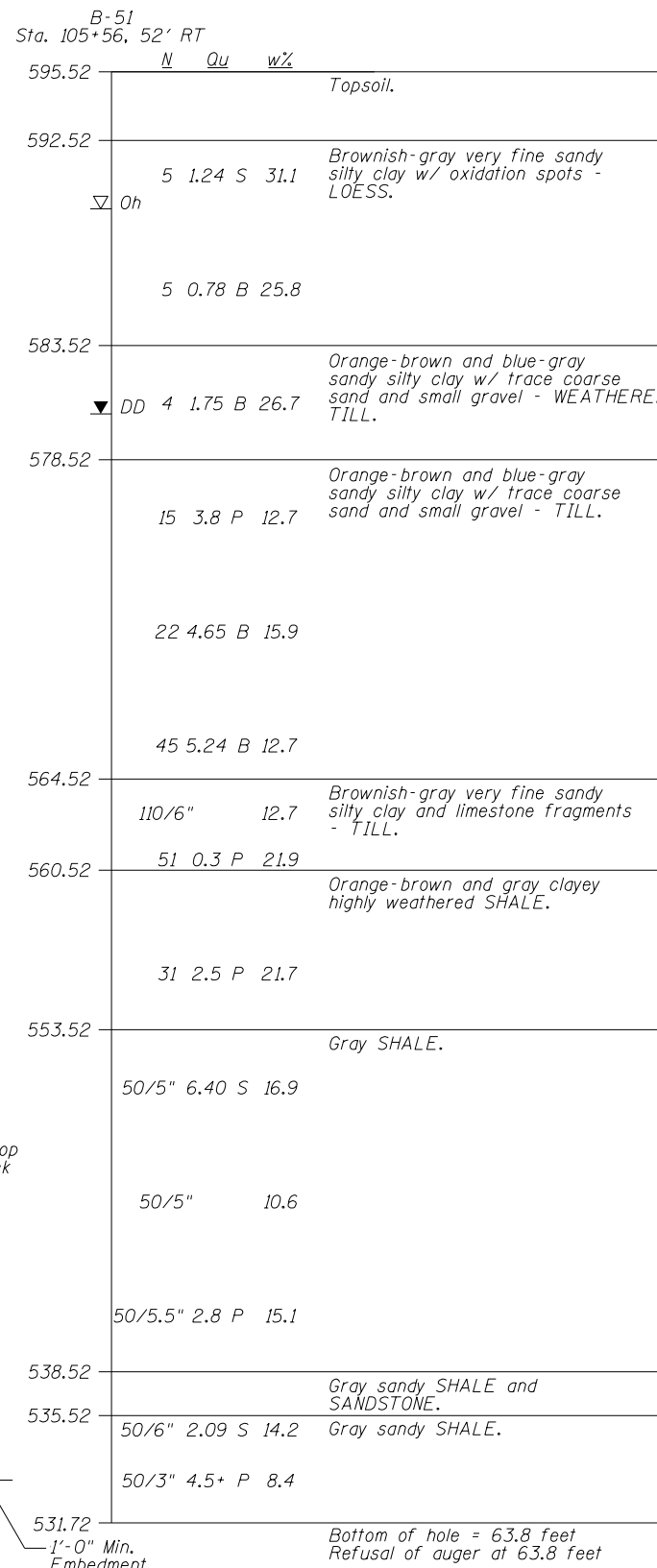
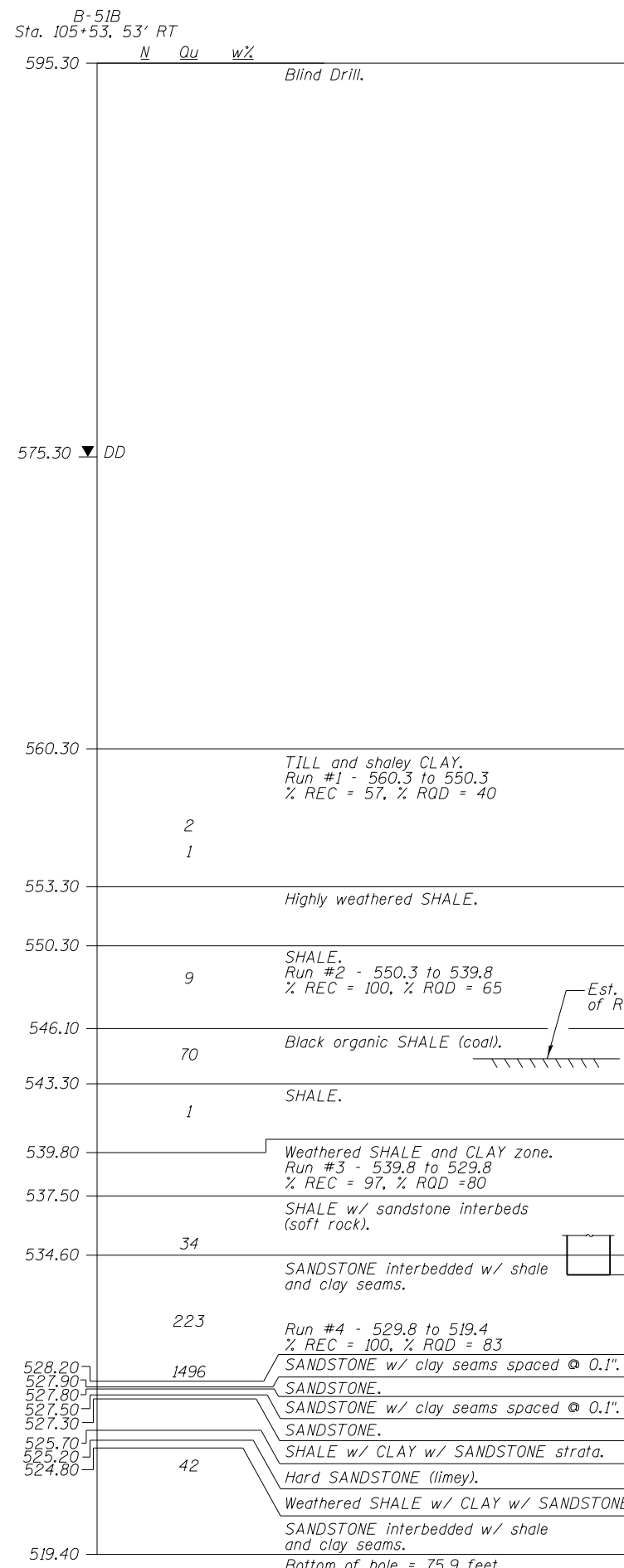
SHEET NO. 18 OF 21 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	221
96S2002F		CONTRACT NO. 93671		

ILLINOIS FED. AID PROJECT 6
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LEGEND

N Standard Penetration Test N (blows/ft)

Qu Unconfined Strength (tsf)

w% Natural Moisture Content (%)

Water Surface Elevation Encountered in Boring
DD = During Drilling
Oh = At Completion

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FILE NAME =	USER NAME = Johns00944	DESIGNED - MJW	REVISED -
		CHECKED - TLB	REVISED -
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		CHECKED - TLB	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUBSURFACE DATA PROFILE
STRUCTURE NUMBER 084-9950**

SHEET NO. 19 OF 21 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	222
	96S2002F	CONTRACT NO.	93671	

ILLINOIS FED. AID PROJECT 6

07-00164-04-FP, 07-00090-08-FP

STRUCTURAL STEEL NOTES

1. Materials, fabrication and erection shall be in accordance with the 20xx Edition of Chapter 15: Steel Structures of the AREMA Manual for Railway Engineering.

2. Fabrication of structural steel shall be performed by a Fabricator certified under AISC Quality Certification Program for Major Steel Bridges (CBR).

3. Material shall conform to the following requirements:

Beams & Deck Plates	ASTM A709 Grade 50W T2
Drain Pipe Downspouts	ASTM A53 Grade B (Galv.)
Handrail and Sacrificial Beams	ASTM A847
All Other Structural Steel	ASTM A588
Anchor Rods	ASTM F1554 Grade 105 (Galv.)
Bearing Pads	Cast Polyurethane (80 Durometer)

4. Design stresses for the following materials are in accordance with the AREMA Manual for Railway Engineering:

ASTM A53 Grade B	F _y = 35,000 psi
ASTM A588	F _y = 50,000 psi
Over 4" Thick	F _y = 46,000 psi
ASTM A709, Grade 50W	F _y = 50,000 psi
ASTM A847	F _y = 50,000 psi

5. All shop and field bolted connections shall use high strength bolts with nut and hardened steel washer. High strength bolts shall conform to ASTM F3125 Grade A325, type 3. Nuts shall conform to ASTM A563 DH3, lubricated. Washers shall conform to ASTM F436, type 3 and shall be placed under the element to be turned. Diameter of bolt holes shall be 1/16" larger than the nominal bolt diameter, unless noted otherwise.

6. High strength steel bolts shall be installed in accordance with the "Turn of the Nut Method". The procedure for installation is as specified by the Research Council on Riveted and Bolted Structural Joints of the Engineering Foundation. Alternative bolt installation methods are subject to approval by the Agency and UPRR.

7. Bolts shall be installed so that the bolt heads are on the outside (exposed) surface of the member unless shown otherwise on the drawings. Threads shall be excluded from the shear plane in all connections.

8. All welding shall be in accordance with the Bridge Welding Code, AWS D1.5. Welding to be allowed only as shown on the drawings and approved shop drawings.

9. Welded joints shall be AWS prequalified. Alternate joint details are subject to approval of the Agency and UPRR. All welding shall be done to minimize distortion. The welding sequence and procedures to be used shall be submitted for review and approval of both the Agency and UPRR.

10. Nondestructive testing of welds shall be performed in accordance with the AREMA Manual for Railway Engineering Chapter 15: Steel Structures and the Bridge Welding Code, AWS D1.5. The fabricator shall provide for the testing by an independent testing company at the fabricator's expense. The qualifications of the personnel conducting the tests must be submitted for Agency and UPRR review and approval prior to performing the testing. Additionally, test results shall be furnished to the Agency and UPRR immediately upon completion.

11. All beam to deck plate shop welding shall be with the SAW process. All field welding shall be with the SMAW or FCAW process. Welding electrodes shall be E7018 for SMAW or E70T-1, 5 for FCAW. All other welding shall be with the SAW or SMAW process.

12. When welding ASTM A709 Grade 50W or ASTM A588 steel, weld metal shall be equivalent to ASTM A709, Grade 50W or ASTM A588 steel in strength, corrosion resistance and weathered appearance.

13. The Fabricator shall submit copies of welders' certificates for all welding processes for Agency & UPRR review and approval. All welders shall possess valid qualifications.

14. The Fabricator shall submit electronic copies of detailed shop drawings for Agency & UPRR review and approval prior to beginning fabrication. Fabrication shall not begin until shop drawings are approved by both parties.

15. The Fabricator shall shop assemble the span(s) complete prior to shipping. During assembly and reaming, all bolts shall be placed in holes as work progresses to assure proper fit.

16. Shop assembled span(s) shall be made available for inspection by UPRR at the Fabricator's plant before the steel is disassembled and shipped to the erection site at UPRR's discretion. Pieces shall be match-marked as required.

17. Reaming of holes during field erection is not allowed, unless approved by both the Agency and UPRR.

18. All structural steel shall be blast cleaned prior to shipment as follows, unless noted otherwise. All ASTM A709 steel, other surfaces visible from sides and all faying surfaces regardless of location: Minimum SSPC-SP6, Commercial Blast Cleaning. All remaining steel surfaces: SSPC-S1, Solvent Cleaning. All steel members shall be clearly marked after blast cleaning has been completed.

19. All steel components shall be inspected before shipment. Photographs of Fabricator's progress shall be submitted to the UPRR.

20. Bearing pads shall be shipped flat.

21. Bearing pads shall meet the requirements of Table 15-5-5 of the AREMA Manual for Railway Engineering.

22. Galvanized elements shall be isolated from uncoated weathering steel with epoxy paint in order to mitigate the potential galvanic corrosion between the uncoated weathering steel and the galvanized element.

CONCRETE NOTES

All concrete material, placement and workmanship shall be in accordance with Chapter 8 of the current edition of AREMA and the following:

1. Minimum Compressive Strength - 4000 lb. per square inch at 28 days.

2. Exposed surfaces shall be formed in a manner that will produce a smooth and uniform appearance without rubbing or plastering. Exposed edges of 90 degrees or less are to be chamfered 3/4" x 3/4". Top surface to have a smooth finish, free of all float to trowel marks with the exception that a broom finish be used on all walkway surfaces.

3. Concrete shall be proportioned such that the water-cementitious material ratio (by weight) does not exceed the values in AREMA Table 8-1-9. Precast concrete must contain a minimum of 610 pounds of cementitious material per cubic yard of concrete. Cast-in-place concrete must contain a minimum of 565 pounds of cementitious material per cubic yard of concrete. If fly ash is used with cement it shall be limited to 15% of cementitious material.

4. Cement shall be Type I, II, or III Portland Cement per ASTM C150.

5. Course aggregate shall be size no. 67.

6. Fine aggregate shall be natural sand.

7. Admixtures other than air entrainment, shall not be used without approval of the Railroad.

8. Membrane curing compound shall conform to ASTM C309 Type 2.

9. Apply ThoRoc Epoxy Adhesive 24LPL or approved alternate before placing new concrete against hardened surfaces.

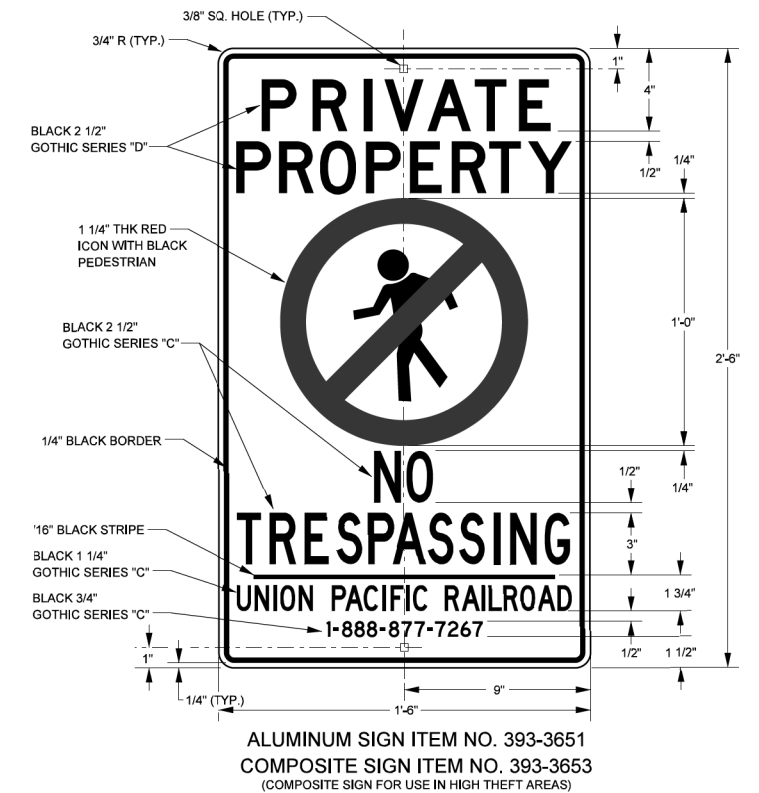
10. Formwork tolerances shall be in accordance with ACI 347 specifications.

11. Reinforcing Steel shall be deformed, new billet bars per current ASTM A615 Specification and meet Grade 60 requirements.

12. Reinforcing Steel requiring field welding or bending shall conform to ASTM A706 Specification, Grade 60.

13. Fabrication of reinforcing steel shall per Chapter 7 of the CRSI Manual of Standard Practice. Dimensions of bending details shall be out to out of bars.

14. Reinforcing steel is to be blocked to proper location and securely wired against displacement. Tack welding of reinforcing is prohibited. Minimum concrete cover not otherwise noted shall meet current AREMA requirements.



UPRR PRIVATE PROPERTY/NO TRESPASSING SIGN

See Sign Schedule on Sheet 40 for additional information including telescoping steel sign post, sign height, and mounting details. See IDOT Specification Sections 720 and 728 for installation and payment information.

NOTE:
If conflict between UPRR notes (sheets 20 & 21) and IDOT Specifications, Special Provisions, or GBSP's more stringent requirements shall apply. Measurement and payment provisions shall be per drawings and Specifications.

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FILE NAME =	USER NAME = Johns00944	DESIGNED - MJW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STEEL AND CONCRETE NOTES STRUCTURE NUMBER 084-9950	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 0:2.0000 'ft' / in.	DRAWN - RSJ	REVISED -			96S2002F	SANGAMON	368	223	
PLOT DATE = 10/26/2022	CHECKED -	REVISED -		SHEET NO. 20 OF 21 SHEETS		CONTRACT NO. 93671		ILLINOIS FED. AID PROJECT 6		

• 07-00164-04-FP, 07-00090-08-FP

DRILLED SHAFT CONSTRUCTION NOTES:

GENERAL

1. Drilled shaft construction shall be in accordance with the most current edition of the American Railway Engineering and Maintenance-of-Way Association (AREMA) Manual of Railway Engineering, Chapter 8: Concrete Structures and Foundations, Part 24: Drilled Shaft Foundations.
2. Installation methods shall be compatible with those noted on the drawings and shall be submitted to the Railroad for acceptance.
3. If actual subsurface conditions differ substantially from those provided, notify the Railroad immediately by phone, e-mail, or fax and in writing within 48 hours of such a determination.
4. The Railroad will provide inspection of the drilled shaft construction, perform required testing on construction materials, and determine the acceptability of the shaft installation within the terms and conditions of these notes and the drawings.
5. Construct drilled shafts as detailed and noted on the drawings and in accordance with the requirements of AREMA Chapter 8 and these notes.
6. Provide an on-site supervisor and drillers having a minimum of five years of acceptable experience with the installation method(s) to be used.
7. Develop a program for quality control.
8. Perform all excavation and concrete placement work in the presence of the Railroad unless otherwise permitted.
9. Schedule and provide time and means for inspection of each drilled shaft before concrete placement.
10. Provide the means and opportunity to take samples and make tests during concrete placement.
11. Submit the following to the Railroad at least 14 days before the start of the work, if applicable:
 - a. Experience record of supervisory and drilling personnel.
 - b. Quality control program.
 - c. Detailed description of shaft construction method including casing withdrawal.
 - d. List of equipment and operating procedures.
 - e. Concrete proportions including evidence that proposed concrete materials and mix proportions conform to the requirements of AREMA Chapter 8, Part 1. Submit results of trial batches if the Railroad rejects the proposed mix proportions evidence.
 - f. Shop drawings showing placement of reinforcing steel, including splice details and locations.
 - g. Welding procedures for permanent casing and reinforcement.
 - h. AWS welder certification.
 - i. A test report from the slurry supplier giving the slurry type and admixtures and the physical and chemical properties of the mixed slurry.
12. Submit the following to the Railroad during construction, if applicable:
 - a. Notification of drilling 24 hours in advance to permit in-place inspection of the finished excavation prior to placement of reinforcing steel and concrete.
 - b. Reports of material quantities including concrete, reinforcing steel, casing, and slurry.
 - c. Certified mill test reports for reinforcing steel, including bar markings.
 - d. Down-hole slurry test results in accordance with the requirements in these notes.
 - e. Concrete batch-plant tickets containing the information required by ASTM C94.
 - f. Reports of as-built location, alignment, elevations, and dimensions of drilled shafts, specifically identifying those shafts that are not in accordance with the notes and drawings.
 - g. Graphical plot of depth or elevation vs theoretical concrete volume and actual measured volume for each drilled shaft.

CAST-IN-PLACE CONCRETE

1. All concrete material, placement, and workmanship shall be in accordance with Chapter 8 of the current edition of the AREMA Manual for Railway Engineering.
2. Compressive strength - 4000 lb. per square inch at 28 days.
3. Concrete shall be proportioned such that the water-cement ratio (by weight) does not exceed 0.45. Concrete must contain a minimum of 6 sacks of cement per cubic yard of concrete.
4. Aggregates shall be graded in accordance with ASTM C33.
5. Coarse aggregate shall be size no. 67.
6. Fine aggregate shall be natural sand.
7. Air content shall be between 5% and 7% (by volume).
8. Admixtures shall be submitted to the Railroad for acceptance.
9. Prior to the addition of admixtures, concrete shall have a slump not greater than 4 inches. During placement, concrete shall have a slump of not less than 4 inches using the dry uncased or permanent casing method, 6 inches using the temporary casing method, or 7 inches using the slurry displacement method.
10. Curing shall be accomplished by wet curing or membrane curing compound. Membrane curing compound shall conform to ASTM C309, Type 2.
11. Do not use calcium chloride or any admixture containing intentionally added chloride ions. Testing for chloride ions is not required.

REINFORCING STEEL

1. All reinforcing steel materials and placement shall be in accordance with Chapter 8 of the current edition of the AREMA Manual for Railway Engineering.
2. Reinforcing steel shall be deformed, new billet bars per current ASTM A615 Specifications and meet Grade 60 requirements. Bars to be welded shall conform to the requirements of ASTM A706.
3. Fabrication of reinforcing steel shall be per Chapter 7 of the CRSI Manual of Standard Practice. Dimensions of bending details are out to out of bar.

4. Reinforcing steel cage shall be prefabricated. Reinforcing steel is to be securely tied to prevent deformation or relative displacement of bars during handling and concrete placement. Tack welding of reinforcing is prohibited.
5. Splice bars in conformance with the drawings. Submit alternate splice details to the Railroad for acceptance.
6. The minimum clear distance between vertical reinforcing steel, including lapped bars, shall be 1.5 times the bar diameter or four times the maximum aggregate size, whichever is larger.
7. Place reinforcing steel cage immediately prior to the start of concrete placement. Provide spacer rollers to maintain the reinforcing cage at the proper location. Secure the cage against displacement.
8. Permissible reinforcing steel vertical movement during casing withdrawal using the single temporary casing method shall be 6 inches.

STEEL CASING

1. Permanent steel casing shall have sufficient strength to withstand handling stresses, drilling stresses, concrete pressures, and surrounding earth and water pressures, if required. Steel for permanent casing shall conform to the requirements of ASTM A283: Grade C, ASTM A36, or ASTM A929. Submit size, wall thickness, type of steel, and length of permanent casing to the Railroad for acceptance.
2. Temporary steel casing shall have sufficient strength to withstand handling stresses, drilling stresses, concrete pressures, and surrounding earth and water pressures, or if required, for protection of personnel or to permit advancement of shaft through caving ground. Submit size, wall thickness, type of steel, and length of temporary casing to the Railroad for acceptance.
3. Furnish full-penetration welds meeting the requirements of "Structural Welding Code - Steel" (ANSI/AWS D1.1) of the American Welding Society requirements for joints in non-corroded permanent steel casings. Welders shall be AWS certified.
4. Deliver casing to site in undamaged condition. Handle and protect casing to maintain diameter within 2 percent.

SAND-CEMENT GROUT

1. Place sand-cement grout suitable to fill annular void space outside permanent casing in a manner acceptable to the Railroad.
2. Sand-cement grout mix shall consist of a minimum of two sacks of Type II cement per cubic yard of grout and natural sand conforming to ASTM C33. The water - cement ratio shall be less than 1.0.

CONTROLLED SLURRY

1. Slurry shall consist of a stable colloidal suspension of various pulverized clays or polymers thoroughly mixed with water with the properties given in the Required Slurry Properties Table below.
2. Water used to mix slurry shall be from sources acceptable to the Railroad.

REQUIRED SLURRY PROPERTIES TABLE		
Items to be measured	Range of results at 60° F	Test methods
1. Density before concrete placement, lb/ft ³ for slurry 1 ft from shaft bottom Mineral slurries (bentonite/attapulgitite) a. No end bearing..... b. With end bearing..... Polymer slurry a. No end bearing..... b. With end bearing.....	85 maximum 70 maximum 64 maximum 64 maximum	(Mud balance) ASTM D4380
2. Marsh funnel viscosity, sec/qt, for entry a. Mineral slurries (bentonite/attapulgitite)..... b. Polymer slurry.....	26 to 50 40 to 90* *or as recommended by manufacturer and approved by the Railroad	(Marsh funnel and CUP) American Petroleum Institute (API - RP13B-1), Sect.2 Standard Procedure for Field Testing Water-Based Drilling Fluids
3. Sand content by volume, percent, before concrete placement for slurry 1 ft. from shaft bottom Mineral slurries (bentonite/attapulgitite) a. With end bearing..... b. No end bearing..... Polymer slurry a. With end bearing..... b. No end bearing.....	4 maximum 20 maximum 1 maximum 1 maximum	(Sand screen set) ASTM D4381
4. pH, during excavation	7 to 12	ASTM D4972

METHODS

1. Acceptable drilled shaft construction methods shall be based on site and subsurface conditions and on design information provided on the drawings. Possible methods include:
 - a. Dry, Uncased or Open Hole
 - b. Single Permanent Casing
 - c. Single Temporary Casing
 - d. Two-Casing (Outer Temporary and Inner Permanent Casing)
 - e. Slurry Displacement
2. Use tolerances for construction in accordance with ACI 117, except as noted.
3. Remove loose material and free water from bottom of drilled shafts, as required by the Railroad. Excavate the bottom of the shaft to a level plane within tolerance of 1 vertical to 12 horizontal, or as acceptable to the Railroad. Provide bottom area not less than that shown on the drawings, or as acceptable to the Railroad.
4. The Railroad will determine actual final bearing levels and suitability of bearing stratum during excavation. Inspection and testing of the drilled shafts will be determined by the Railroad. For end-bearing shafts, explore bearing stratum with a probe hole to a minimum depth of two diameters below the bottom of each drilled shaft, unless waived by the Railroad.
5. Provide a safe method of access for inspection of the bottom of the drilled shaft and personnel to facilitate inspection. Alternatives to direct down-hole inspection shall be subject to the acceptance of the Railroad. Provide all safety equipment called for by Federal, State, and local laws for inspection and testing of drilled shafts and protection of workers during operations necessitating entry into the shaft.
6. Excavate rock sockets as required by the drawings. Use a method that will provide the socket roughness that meets the design requirements. Drill a probe hole to a depth of two shaft diameters to verify sound material unless waived by the Railroad. Rock cored samples shall be handled in accordance with ASTM D5079.
7. Keep all excavated materials away from each open shaft excavation.
8. Provide steel casing for shaft excavation as required. Make diameter of excavation such that the annular void space outside any permanent or temporary casing is minimized.
9. Dewater drilled shaft excavation prior to placing concrete. Dewater in a manner that will not create subsidence or ground loss that might adversely affect the drilled shaft or existing adjacent structures.
10. If water inflow or sidewall instability encountered exceeds an acceptable amount, use alternative means to reduce inflow, such as extending casing, installing outside deep wells, grouting, or other acceptable means.
11. Place concrete as soon as possible after completion of excavation and after acceptance. Notification of concrete placement shall be made at least 24 hours in advance unless waived by the Railroad.
12. Complete placement of concrete in uncased excavations before the work day is completed.
13. For free-fall concrete, direct in such a way that the fall is vertical down the center of the shaft without hitting sides or reinforcement.
14. Place concrete in shaft in one continuous operation unless otherwise permitted by the Railroad. Level, roughen, and clean surface of construction joints to satisfaction of the Railroad prior to commencement of concrete placement. Provide reinforcing dowels or shear key when required by the Railroad.
15. For placing concrete underwater, use tremie or concrete pumping with acceptable procedures in accordance with AREMA Chapter 8, Section 1.14.
16. Perform concrete testing for quality control to supplement the Railroad's testing, or accept the Railroad's test results. The Railroad will perform compression tests at 28 days unless specified otherwise on the drawings.
17. Protect tops of shafts against damage and cure and protect to prevent moisture loss and temperature extremes in accordance with AREMA Chapter 8, Part 1.
18. Provide means and opportunity for the Railroad to inspect the operation during the withdrawal of casing and placing of concrete.
19. Coordinate casing withdrawal carefully with concrete placement. Maintain head of concrete to exceed the anticipated outside soil and water pressure above the bottom of the casing at all times during casing withdrawal.
20. Where casing is withdrawn, provide concrete with a minimum slump of 6 in. and with a retarder to ensure minimum slump requirement during casing withdrawal. Check concrete level prior to, during, and after withdrawal of casing to confirm that separation of shaft concrete has not occurred. Do not vibrate concrete internally before the casing is withdrawn. A casing vibratory extractor is permitted. Do not withdraw casing after concrete has attained initial set as determined by the Railroad.
21. Fill void space between permanent casing and shaft excavation or between permanent (inner) casing and temporary casing with fluid sand-cement grout or other material using a procedure acceptable to the Railroad.

SLURRY DISPLACEMENT

1. Special requirements for the slurry displacement method of installation when specified or permitted by the Railroad are provided in these notes.

2. Set temporary surface casing to contain the slurry, unless waived by the Railroad. Use slurry to stabilize the excavation. Where drilled shafts are to be installed below groundwater or in caving soils, maintain the slurry level in the excavation not less than 5 ft. above the groundwater level or higher if needed to provide a stable hole. Maintain the slurry level above any unstable zones a sufficient distance to prevent caving or sloughing of those zones. Demonstrate to the satisfaction of the Railroad that stable conditions are being maintained.
3. Use slurry, unless the water, in combination with colloidal fines from the soil being excavated, adequately stabilizes the hole and is acceptable to the Railroad.
4. Slurry shall be from sources acceptable to the Railroad. Mix, store, and transport slurry using equipment made for these purposes.
5. Provide any physical or chemical treatment of the water or slurry that is necessary to meet the requirements of the Required Slurry Properties Table, this sheet, subject to the acceptance of the Railroad.
6. The in-hole slurry shall meet the specified properties prior to concrete placement. Clean, re-circulate, remove sand from, or replace the slurry to maintain the required slurry properties. Recycling of slurry is permitted provided that the recycled slurry satisfies the Required Slurry Properties Table requirements (this sheet). Submit to the Railroad a written record of results for the tests for each drilled shaft installed.
7. Complete concrete placement of the drilled shaft promptly the same day that the excavation is completed. If this is not possible, redrill, clean, and test the slurry in the excavation before concrete placement.
8. Use excavation methods that leave the sides and bottom of the hole free of loose material that would prevent intimate contact of the concrete with firm, undisturbed soil or rock. If loose or unacceptable material is present, reclean hole to the satisfaction of the Railroad.
9. For shafts designed without end bearing, the accumulated sediment at the bottom of the shaft, measured by sounding with a weighted tape just prior to concrete placement, shall be less than 6 in. If greater, reclean the hole.
10. Remove all soil and excavated materials and store them a sufficient distance from each open shaft excavation to avoid contamination of the excavation after final clean out.
11. Use drilling tools and excavation procedures that minimize negative pressure and avoid disturbance of surrounding material in the excavation. Raise and lower the drilling tool in the hole at a rate that does not swirl the slurry and affect the stability of the hole.
12. At the completion of excavation and again before the start of concrete placement, clean the drilled shaft bottom with an air-lift or re-circulation system or a cleanout bucket equipped with a one-way flap gate that prevents soil in the bucket from re-entering the shaft.
13. Do not start concrete placement until a concrete supply adequate to fill the shaft is assured. Place concrete within the time limit during which the excavation remains clean and stable and the concrete remains fluid.
14. During concrete placement, pump the displaced slurry to holding tanks. Do not allow slurry to spill onto or contaminate the site. Do not use excavated slurry pits, unless accepted by the Railroad.
15. Dispose of the slurry in a legal and acceptable manner.
16. Place concrete by tremie methods or by pumping in accordance with AREMA Chapter 8, Section 1.14.
17. Embed tremie or pump pipe sufficiently in concrete to maintain seal throughout concrete placement to prevent re-entry of slurry suspension into the pipe. Provide minimum embedment of 5 ft. If the seal is lost, withdraw pipe, replace the seal, and restart tremie operation using a capped tremie or a capped pump pipe.
18. Displace out of the shaft or remove from the shaft the first portion of concrete that comes to the top of the shaft that contains concrete contaminated with slurry until acceptable concrete is visible. Add or remove concrete to the specified cutoff level.
19. Raise or lower the tremie pipe in an acceptable manner that does not break the seal and does not cause channelization or segregation.
20. Do not use aluminum pipe or equipment for placing concrete.
21. Measure and report actual volume of concrete placed and theoretical volume versus depth at depth intervals not exceeding the shaft diameter.
22. Perform slurry testing by the test methods in the Required Slurry Properties Table. The Railroad will inspect the testing. Provide all test equipment required for the tests specified. A slurry sampler capable of obtaining slurry samples at any depth within the drilled shaft excavation shall be available at the site.

FILE NAME =	USER NAME = JohnS08944	DESIGNED - MJW	REVISED -
		CHECKED - TLB	REVISED -
	PLOT SCALE = 0:2.0000 'ft' / in.	DRAWN - RSJ	REVISED -
	PLOT DATE = 10/26/2022	CHECKED - TLB	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRILLED SHAFT NOTES
STRUCTURE NUMBER 084-9950**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	SANGAMON	368	224
	96S2002F	CONTRACT NO.	93671	



GENERAL NOTES

- Concrete Sealer Shall Be Applied to the Inside Face of Backwalls, Inside Face of Cheekwalls, and Top of Cap.
- The Inorganic Zinc Rich Primer/Acrylic/Acrylic Paint System Shall Be Used for Shop and Field Painting of New Structural Steel Except Where Otherwise Noted. The Color of the Final Finish Coat Shall Be Reddish Brown, Munsell No. 2.5YR 3/4.
- Bearing Seat Surfaces Shall Be Constructed or Adjusted to the Designated Elevations Within a Tolerance of 1/8 Inch. Adjustment Shall Be Made Either by Grinding the Surface or by Shimming the Bearing. Two 1/8" Adjustment Shims, of the Dimensions of the Bottom Bearing Plate, Shall be Provided for Each Bearing in Addition to All Other Plates or Shims.
- All Construction Joints Shall Be Bonded.
- See Final Plans for Adjacent Retaining Wall for Boring Data Information for the Following Borings: B-49 and B-50.
- Reinforcement Bars Designated (E) Shall Be Epoxy Coated.
- Waterproofing Shall Be Applied to the Backside of the Abutment Cap and Backwall and Backside of Cheek Walls for Surfaces Below Ground. This Shall Be According to Article 503.18 of the Standard Specifications. Cost Included with Concrete Structures.
- See Retaining Wall Plans for Suggested Sequence of Construction.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Structure Excavation	Cu. Yd.	-	62	62
Concrete Structures	Cu. Yd.	-	21.7	21.7
Pedestrian Truss Superstructure	Sq. Ft.	973	-	973
Reinforcement Bars, Epoxy Coated	Pound	2090	2350	4440
Name Plates	Each	1	-	1
Concrete Sealer	Sq. Ft.	-	197	197
Bicycle Railing (Ground Mounted)	Foot	-	80	80
Granular Backfill for Structures	Cu. Yd.	-	14	14
Concrete Superstructure (Approach Slab)	Cu. Yd.	13.5	-	13.5

BRIDGE REACTIONS

	*TRUSS REACTIONS (+)=Downward (-)=Upward		
	Span 1		
	P (Lbs)	H (Lbs)	L (Lbs)
Dead Load	10,175	-	-
Uniform Live Load	22,275	-	-
Vehicle Load	5,000	-	-
Wind Uplift 20psf	-8,170	-	-
Wind	±9,125	16,980	-
Thermal	-	-	1,530

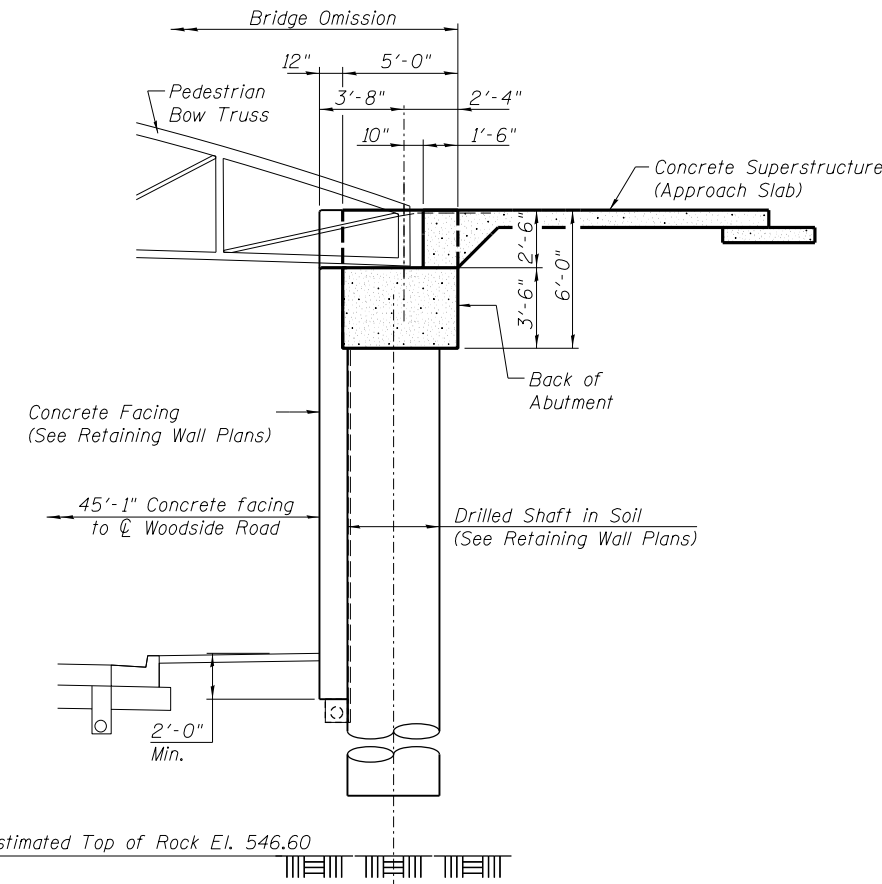
*Hanson Professional Services Inc. Design Includes Substructure Elements Only. Abutment Design and Details are Based on Assumed Typical Reactions and Dimensions. Contractor Shall Verify Final Design and Details are Compatible with the Selected Superstructure Prior to Construction. The Contractor Shall Employ a Structural Engineer Licensed in the State of Illinois to Provide Alternate Abutment Designs as Required.

INDEX OF SHEETS

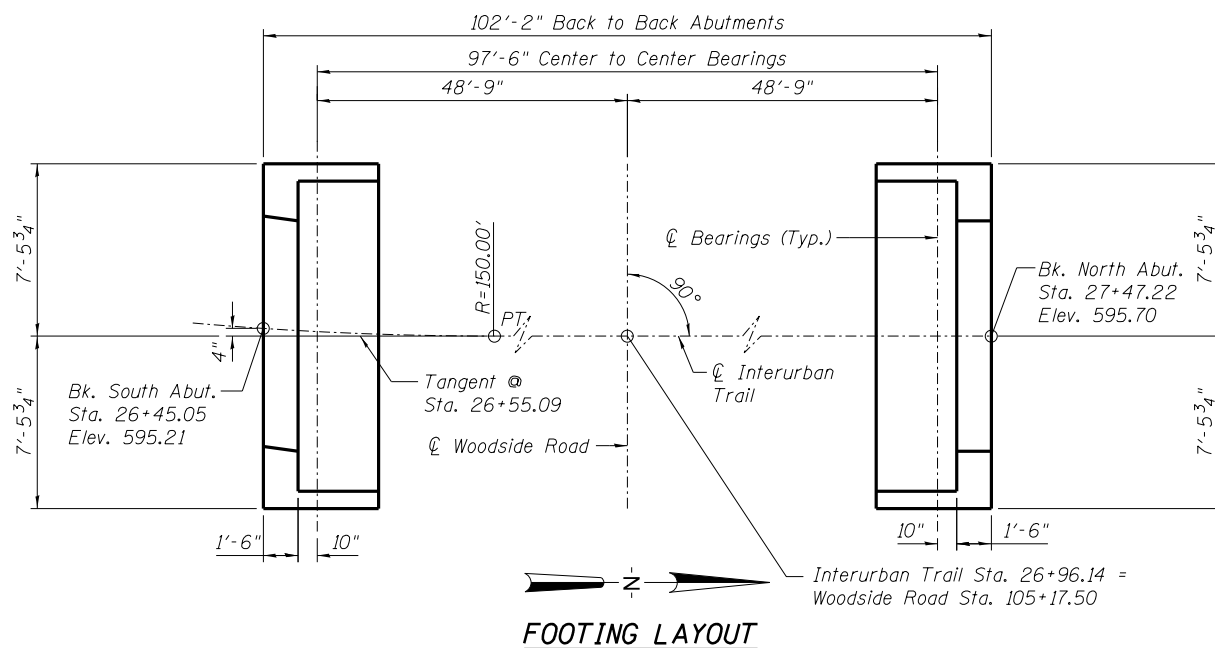
- General Plan and Elevation
- General Notes and Bill of Material
- North and South Abutment Details
- Approach Slab Details

INTERURBAN TRAIL
BUILT 20__ BY
SANGAMON COUNTY
SEC. 07-00090-08-FP
STATION 25+96.14
STR. NO. 084-8012
LOADING H-5 TRUCK

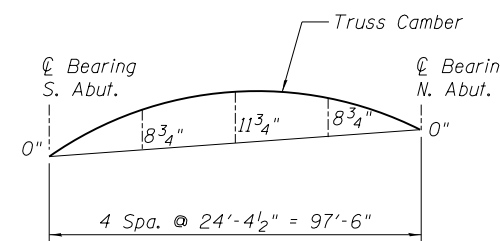
NAME PLATE
See Std. 515001



TYPICAL SECTION THRU ABUTMENT

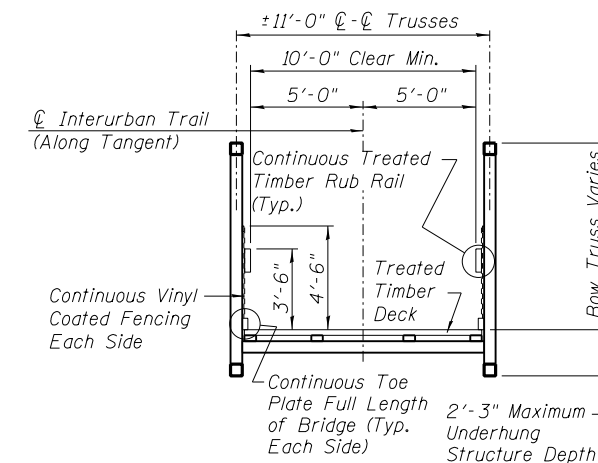


FOOTING LAYOUT



TRUSS CAMBER DIAGRAM

Note: Camber Diagram is for Fabricators Use Only. Final Resultant Camber Shall Be Cambered for Dead Load Plus the Specified Amount Shown Above.



SECTION THRU TRUSS

DESIGNED	KMS	9/16/19
DRAWN	EJM	9/16/19
REVIEWED	RGC	6/3/20

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USER NAME =	Johns00944
DESIGNED -	KMS
CHECKED -	RGC
DRAWN -	EJM
CHECKED -	RGC
PLOT SCALE =	0:2.0000 1' = 1/8"
PLOT DATE =	10/26/2022

DESIGNED -	KMS	REVISED -	
CHECKED -	RGC	REVISED -	
DRAWN -	EJM	REVISED -	
CHECKED -	RGC	REVISED -	

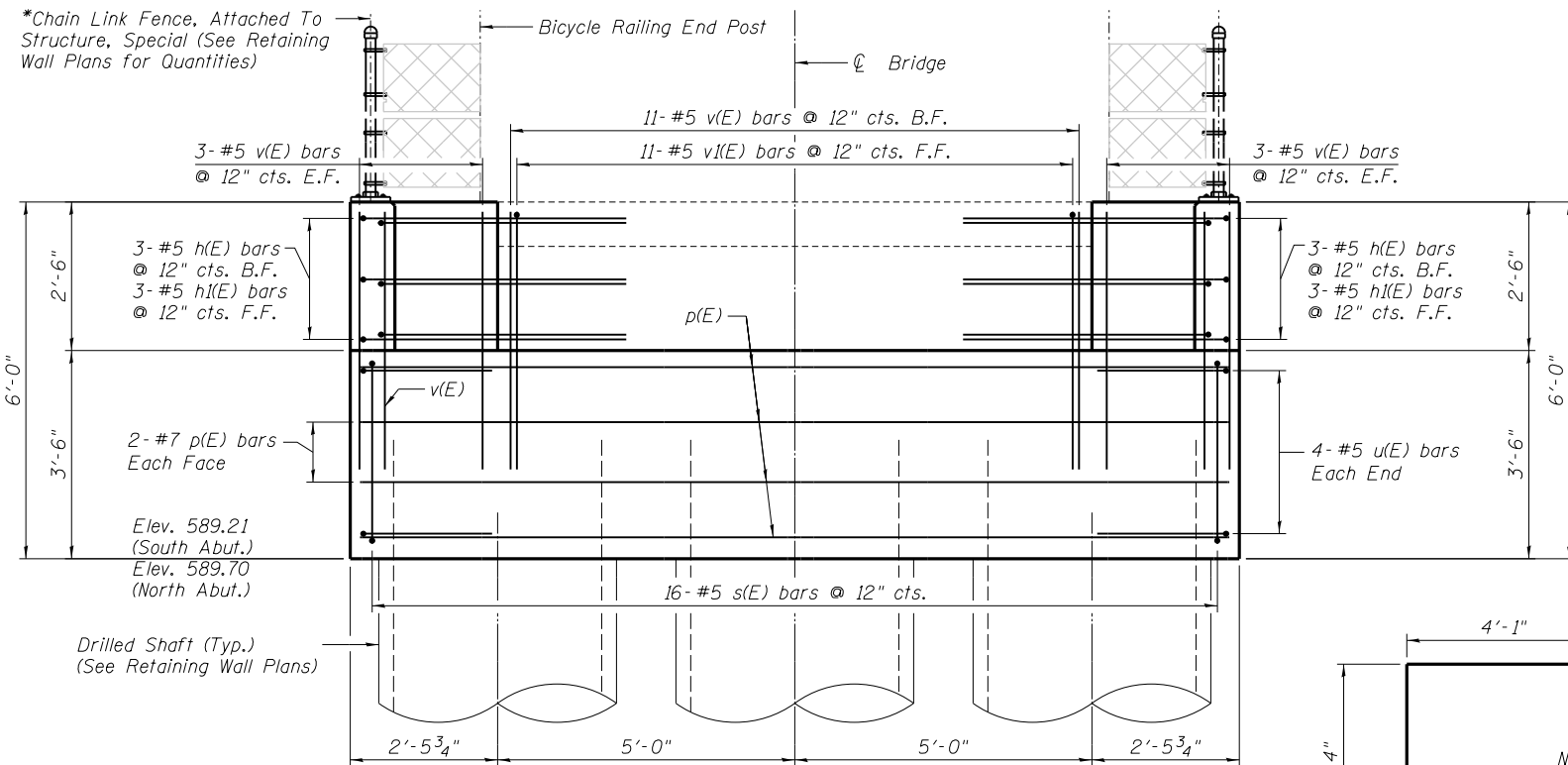
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES & BILL OF MATERIAL
INTERURBAN TRAIL PEDESTRIAN BRIDGE

SHEET NO. 2 OF 4 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	226
	96S2002F	CONTRACT NO.	93671	

ILLINOIS FED. AID PROJECT 6
07-00164-04-FP, 07-00090-08-FP



ELEVATION

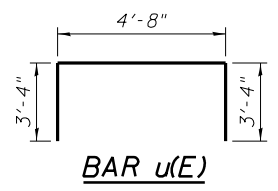
(South Abutment - Looking South)
(North Abutment - Looking North)

*Chain Link Fence, 4' Attached To Structure Shall be Continuous from CIP Facing of Retaining Wall, Along Cheekwalls and Backwalls, and Tie Into the Bicycle Railing

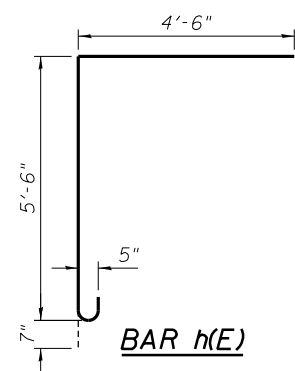
BEARING SEAT ELEVATIONS

South Abutment	592.71
North Abutment	593.20

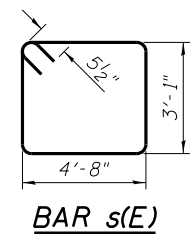
Seat Elevations May Change Based on Truss Manufacturer's Design Drawings. Contractor Shall Verify Elevations and Dimensions Prior to Ordering Materials.



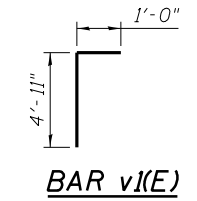
BAR u(E)



BAR h(E)

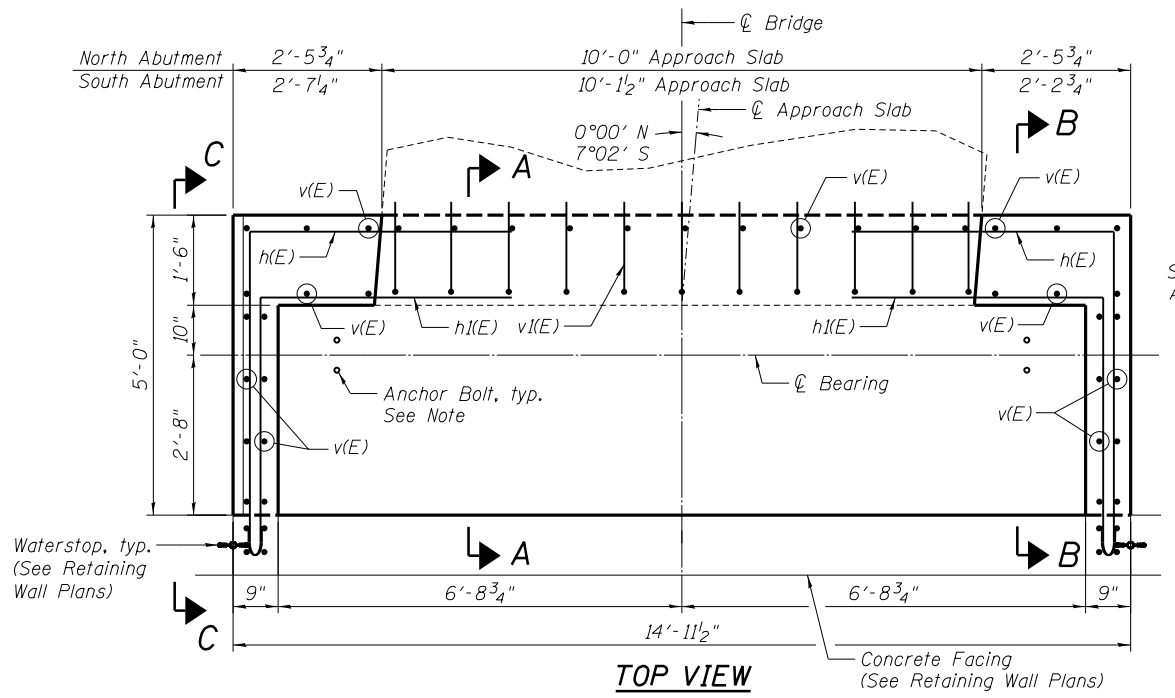


BAR s(E)

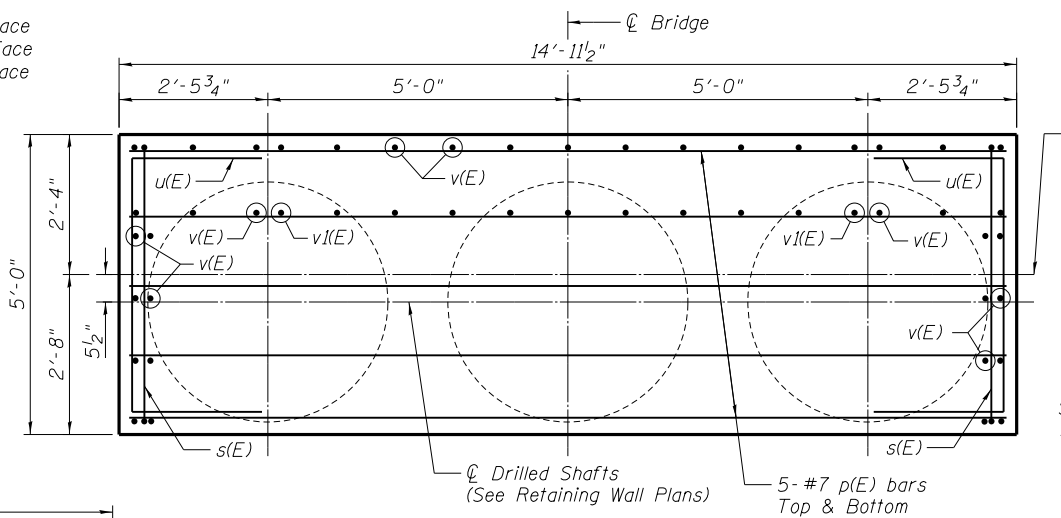


BAR v(E)

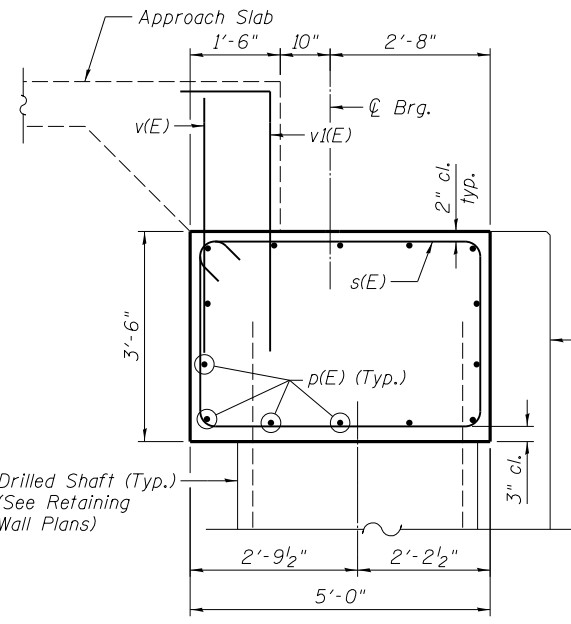
Note: B.F. = Back Face
F.F. = Front Face
E.F. = Each Face



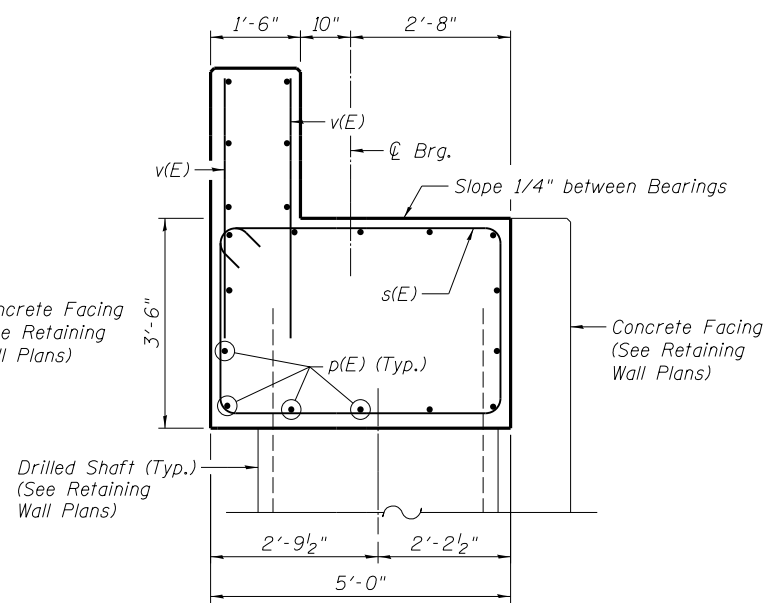
TOP VIEW



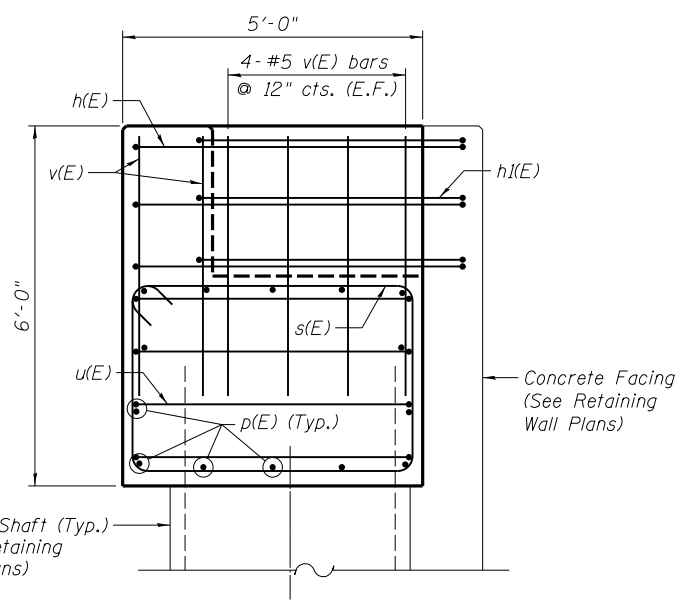
PILE CAP PLAN



SECTION A-A



SECTION B-B



VIEW C-C

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	12	#5	10'-7"	┌
h(E)	12	#5	9'-0"	└
p(E)	28	#7	14'-7"	—
s(E)	32	#5	16'-5"	□
u(E)	16	#5	11'-4"	┌
v(E)	78	#5	4'-11"	—
v(E)	22	#5	5'-11"	┌
Structure Excavation		Cu. Yd.		62
Concrete Structures		Cu. Yd.		21.7
Reinforcement Bars, Epoxy Coated		Pound		2350

Note: Anchor Bolt Design and Locations are per Truss Manufacturer. The Contractor Shall Place Top Cap Reinforcement To Miss Anchor Bolt Locations.

DESIGNED	KMS	9/16/19
DRAWN	EJM	9/16/19
REVIEWED	RGC	6/27/20

I:\196\jobs\96520020\CADD\Struct\Sheet\96520020_InterurbanBridgePlans.dgn

USER NAME	= Johns00944
PLOT SCALE	= 0:2.0000 1' = 1"
PLOT DATE	= 10/26/2022

DESIGNED	- KMS	REVISED	-
CHECKED	- RGC	REVISED	-
DRAWN	- EJM	REVISED	-
CHECKED	- RGC	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NORTH & SOUTH ABUTMENT DETAILS
INTERURBAN TRAIL PEDESTRIAN BRIDGE**

SHEET NO. 3 OF 4 SHEETS

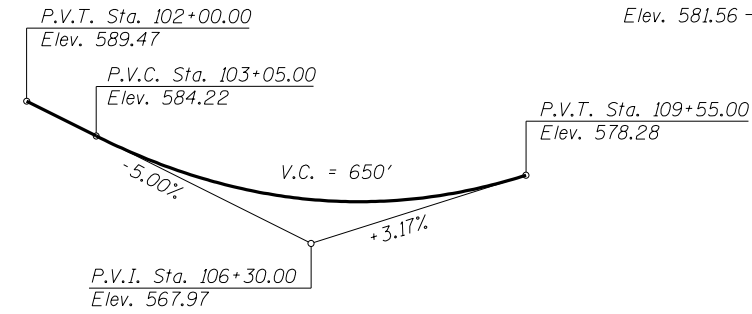
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	227
	96S2002F	CONTRACT NO.	93671	

ILLINOIS FED. AID PROJECT 6
07-00164-04-FP, 07-00090-08-FP

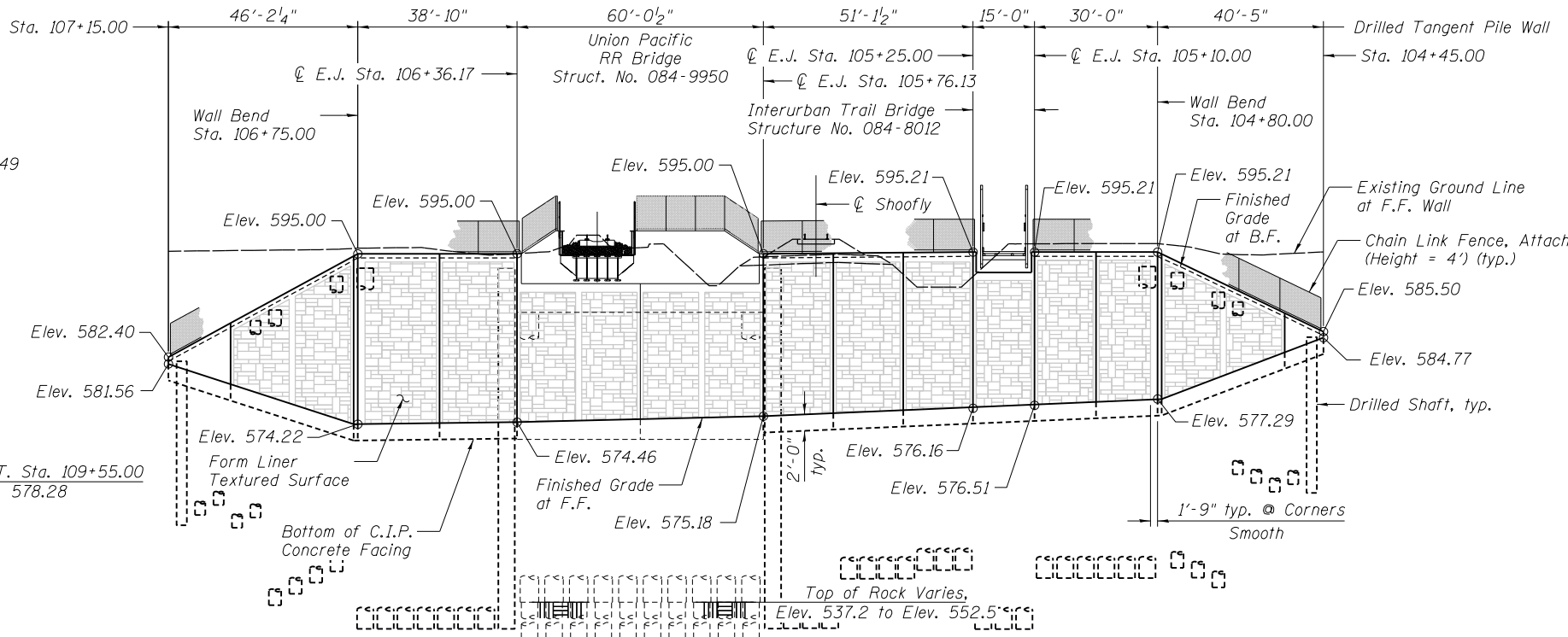
Benchmarks:
 B.M. 359 - Chsd. "x" on South Cap Bolt FH - North Side of Woodside Road., Approx. 300' West of Pedigo Lane., 6' East of Private Drive., South of Two Grain Silos. Elev = 595.21
 B.M. H3 - Spike Nail in South Face of PP - North Side Woodside Road - ± 325' East of Driveway to House #1329 Woodside Road - Between Iron Bridge Road and Carole Drive. Elev = 590.49

Traffic Control: Railroad traffic will be maintained during construction by using a shoofly. Woodside road will be closed during construction. Traffic will be detoured.

Existing Structure: None

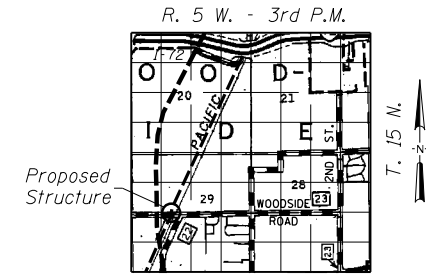


PROPOSED PROFILE GRADE
 Along \bar{C} Woodside Road

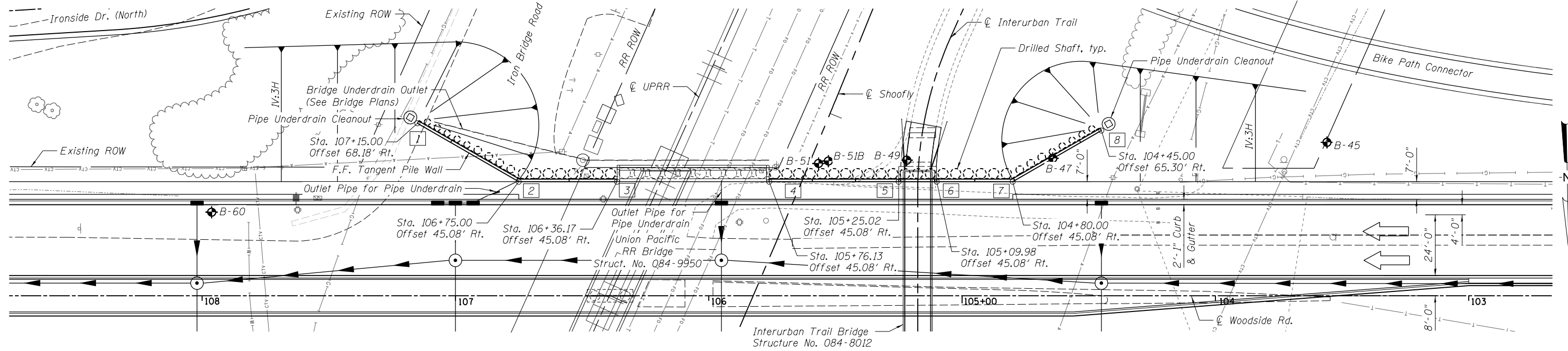


ELEVATION
 (Looking at F.F. of South Wall)

Note: Horizontal Dimensions are Measured Along F.F. of C.I.P. Facing.



LOCATION SKETCH



PLAN

DESIGN SPECIFICATIONS

2017 AASHTO LFRD Bridge Design Specifications, 8th Edition

DESIGN STRESSES

FIELD UNITS
 $f'_c = 4,000$ psi
 $f_y = 60,000$ psi (Reinforcement)

Note: Wall offsets are measured from \bar{C} Ash Street to the front face of precast panels or C.I.P. Facing.

F.F. - Front Face
 B.F. - Back Face
 [3] = Control Point



Robert Chantome
 10/27/2022
 Expires November 30, 2022

I certify that to the best of my knowledge, information and belief, this retaining wall design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current "AASHTO LFRD Specifications".

GENERAL PLAN & ELEVATION
WOODSIDE ROAD
RETAINING WALLS - SOUTH WALL
FAU 8048 SECTION 07-00090-08-FP
SANGAMON COUNTY
STA. 102+00.00 - STA. 108+00.00

DESIGNED	KMS	9/16/19
DRAWN	EJM	9/16/19
REVIEWED	RGC	6/21/20

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USER NAME = Johns00944	DESIGNED - KMS	REVIS
PLOT SCALE = 0.1667' / in.	CHECKED - RGC	REVIS
PLOT DATE = 10/26/2022	DRAWN - EJM	REVIS
	CHECKED - RGC	REVIS

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION (SOUTH WALL)
 WOODSIDE ROAD RETAINING WALLS

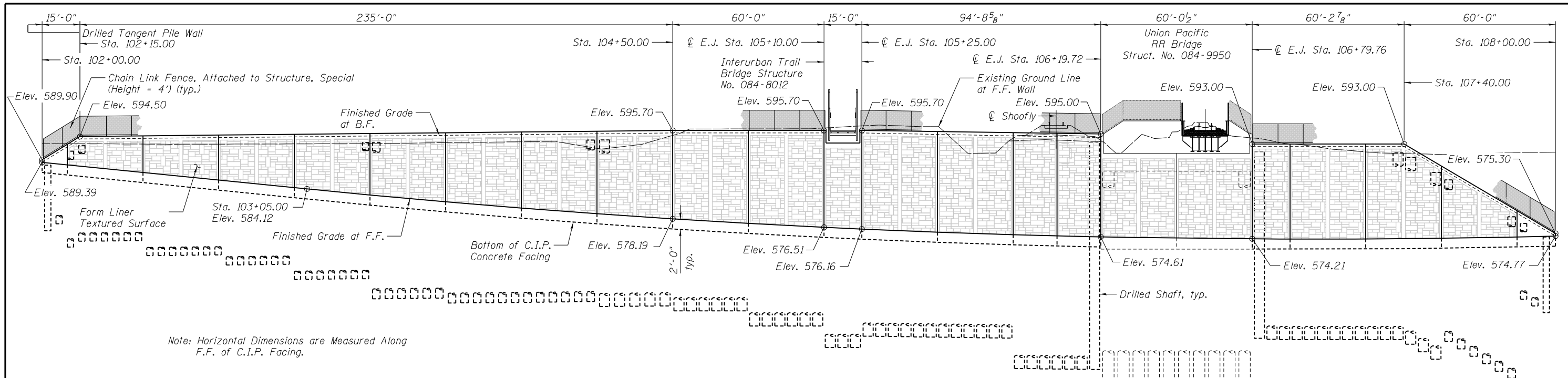
SHEET NO. 1 OF 17 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
96S2002F		SANGAMON	368	229
		CONTRACT NO.	93671	

ILLINOIS FED. AID PROJECT 6
 • 07-00164-04-FP, 07-00090-08-FP

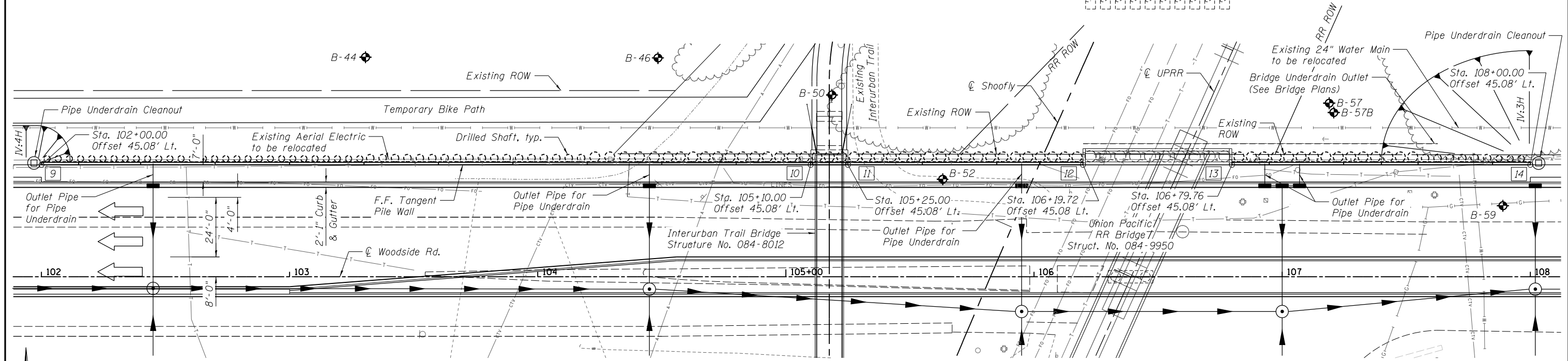


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ELEVATION
(Looking at F.F. of North Wall)

Top of Rock Varies,
Elev. 537.2 to Elev. 552.5



PLAN

Note: Wall offsets are measured from \varnothing Ash Street to the front face of precast panels or C.I.P. Facing.

F.F. - Front Face
B.F. - Back Face
10 = Control Point

**GENERAL PLAN & ELEVATION
WOODSIDE ROAD
RETAINING WALLS - NORTH WALL
FAU 8048 SECTION 07-00090-08-FP
SANGAMON COUNTY
STA. 102+00.00 - STA. 108+00.00**

DESIGNED	KMS	9/16/19
DRAWN	EJM	9/16/19
REVIEWED	RGC	6/27/20

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USER NAME	= Johns00944
PLOT SCALE	= 0.1667' / in.
PLOT DATE	= 10/26/2022

DESIGNED	- KMS	REVISED	
CHECKED	- RGC	REVISED	
DRAWN	- EJM	REVISED	
CHECKED	- RGC	REVISED	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN & ELEVATION (NORTH WALL)
WOODSIDE ROAD RETAINING WALLS**

SHEET NO. 2 OF 17 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	96S2002F	SANGAMON	368	230
			CONTRACT NO.	93671

ILLINOIS FED. AID PROJECT 6
07-00164-04-FP, 07-00090-08-FP



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WALL CONTROL POINTS

Control Point	Station	Offset
1	107+15.00	68.18' RT
2	106+75.00	45.08' RT
3	106+36.17	45.08' RT
4	105+76.13	45.08' RT
5	105+25.00	45.08' RT
6	105+10.00	45.08' RT
7	104+80.00	45.08' RT
8	104+45.00	65.30' RT
9	102+00.00	45.08' LT
10	105+10.00	45.08' LT
11	105+25.00	45.08' LT
12	106+19.72	45.08' LT
13	106+79.76	45.08' LT
14	108+00.00	45.08' LT

GENERAL NOTES

- Reinforcement bars designated (E) shall be epoxy coated.
- All substructure concrete shall have a compressive strength of 4,000 psi at 28 days.

SUGGESTED SEQUENCE OF CONSTRUCTION

Phase 2 - Stage 1: Maintain rail traffic on existing track. Woodside Road to remain open.

Bike path users on existing bike path crossing.

- Install Drilled Shafts 1-67 of the North Wall, and Drilled Shafts 32-45 of the South Wall.

Bike path users on Temporary Path.

- Drill and place the Secant Lagging and install Drilled Shafts at the west end of both UPRR Bridge Abutments.
- Install Drilled Shafts 68-74 & 80-86 of the North Wall and Drilled Shafts 18-24 & 28-31 of the South Wall.
- Construct cast-in-place concrete bridge abutments of the Pedestrian Bridge. Place fill behind new abutments and construct Approach Slabs.

Phase 2 - Stage 2: Maintain rail traffic on newly constructed Shoofly. Woodside Road to be closed. Bike path users on Temporary Path.

- Install remaining Secant Lagging and Drilled Shafts at the UPRR Bridge Abutments. Install Drilled Shafts 87-110 of the North Wall and Drilled Shafts 1-17 of the South Wall.

Phase 2 - Stage 3: Maintain rail traffic on newly constructed UP Bridge. Woodside Road to be closed. Bike path users on Temporary Path.

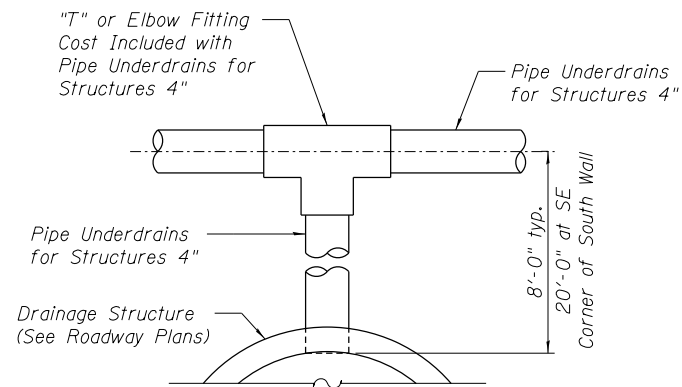
- Install Drilled Shafts 75-79 of the North Wall, and Drilled Shafts 25-27 of the South Wall. (These Shafts are in the middle of the ditch for the Shoofly alignment and will need to be installed after rail traffic is on the new UP Bridge.)
- Complete Roadway excavation.
- Install pipe underdrain and cast-in-place concrete facing panels for North and South Retaining Walls and Abutments.
- Set Pedestrian Bridge superstructure.

Note: See Sheets 4 and 6 of 17 of the Retaining Wall Plans, for Track Protection Shoring Zones, which will require Temporary Casing.

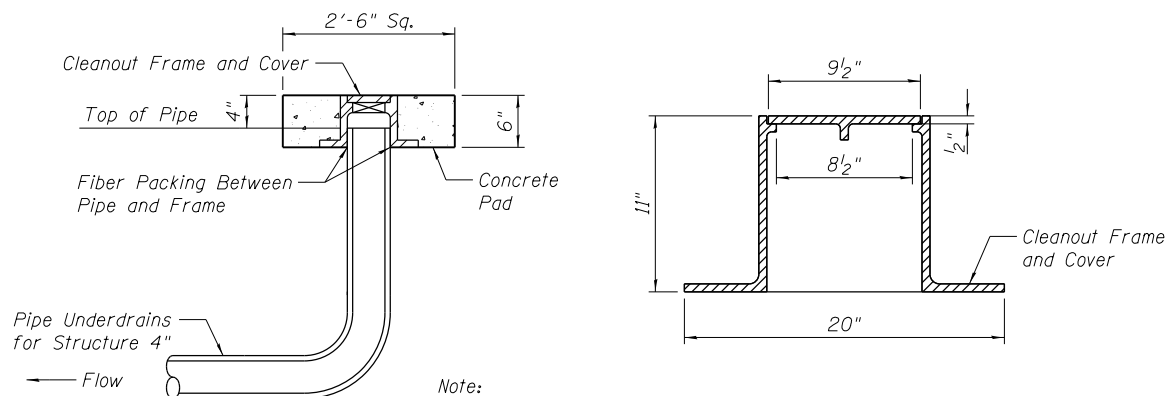
See Project Staging and Maintenance of Traffic Plans and S.N. 084-9950 Plans for additional staging details.

INDEX OF SHEETS

1. General Plan & Elevation (South)
2. General Plan & Elevation (North)
3. General Data
4. Drilled Shafts - South Wall
5. Drilled Shafts - North Wall
6. Drilled Shafts - North Wall
7. Drilled Shaft Details
8. Concrete Facing - South Wall
9. Concrete Facing - South Wall
10. Concrete Facing - North Wall
11. Concrete Facing - North Wall
12. Concrete Facing - North Wall
13. Concrete Facing Details
14. Subsurface Data Profile
15. Subsurface Data Profile
16. Subsurface Data Profile
17. Subsurface Data Profile



PIPE UNDERDRAIN OUTLET
7 Required at Drainage Structures



Note:
The Contract Unit Price Pipe Underdrain for Structures 4" Shall Include Frame and Cover and Concrete Pad.

PIPE UNDERDRAIN CLEANOUT

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structure Excavation	Cu. Yd.	68
Concrete Structures (Retaining Wall)	Cu. Yd.	583.5
Form Liner Textured Surface	Sq. Ft.	12849
Reinforcement Bars	Pound	379000
Reinforcement Bars, Epoxy Coated	Pound	63980
Drilled Shaft in Soil	Cu. Yd.	1890.6
Drilled Shaft in Rock	Cu. Yd.	18.1
Concrete Sealer	Sq. Ft.	12149
Geocomposite Wall Drain	Sq. Yd.	511
Pipe Underdrains for Structures 4"	Foot	846
Chain Link Fence, Attached To Structure, Special	Foot	759

DESIGNED	KMS	9/16/19
DRAWN	EJM	9/16/19
REVIEWED	RGC	6/27/20

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USER NAME =	Johns00944
PLOT SCALE =	0.1667' / in.
PLOT DATE =	10/26/2022

DESIGNED -	KMS
CHECKED -	RGC
DRAWN -	EJM
CHECKED -	RGC

REVISED -	
REVISED -	
REVISED -	
REVISED -	

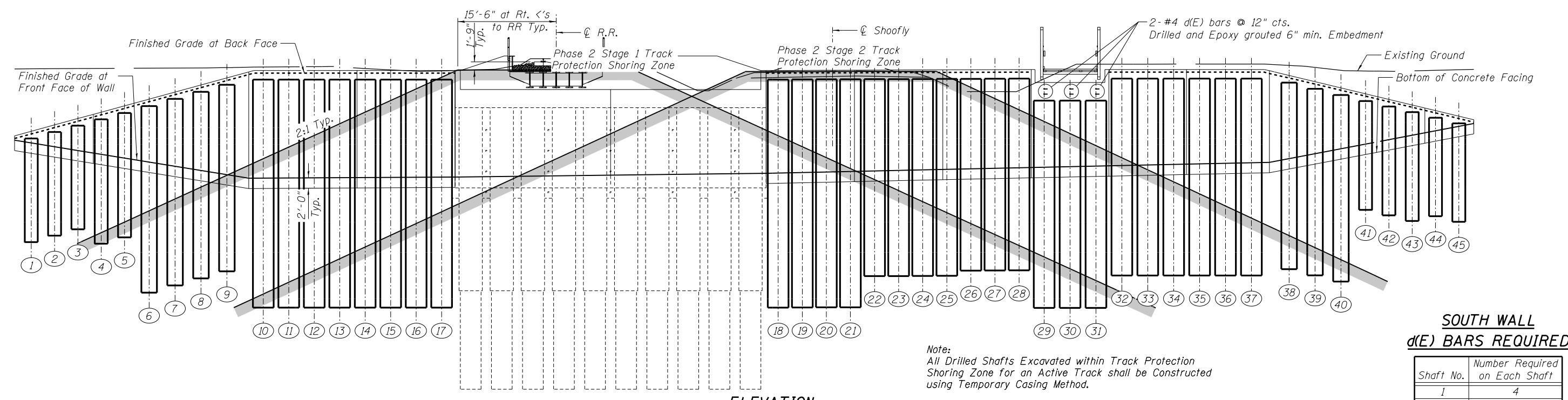
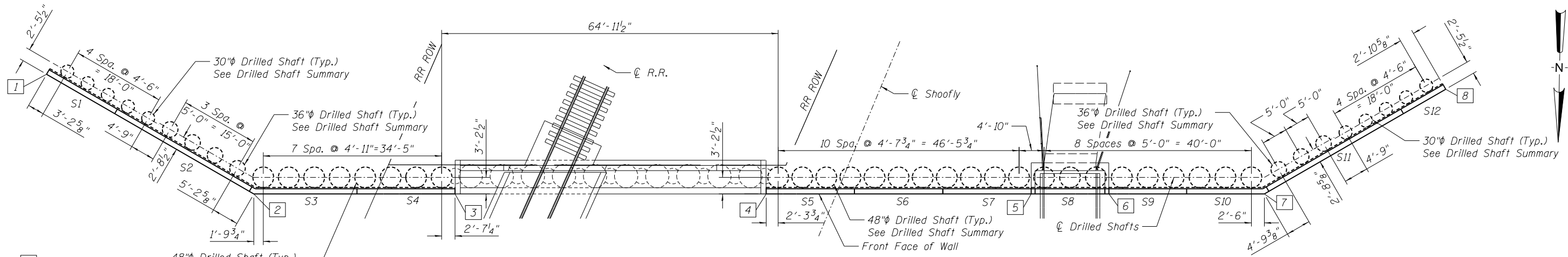
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
WOODSIDE ROAD RETAINING WALLS**

SHEET NO. 3 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	231
96S2002F		CONTRACT NO.		93671

ILLINOIS FED. AID PROJECT 6
07-00164-04-FP, 07-00090-08-FP



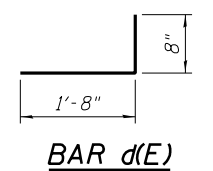
DRILLED SHAFT SUMMARY

SHAFT NO.	CAGE DESIGNATION	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	SHAFT NO.	CAGE DESIGNATION	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	SHAFT NO.	CAGE DESIGNATION	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
1	A1	20'-0"	561.90	581.90	16	C1	44'-0"	549.25	593.25	31	D1	40'-0"	549.21	589.21
2	A1	20'-0"	563.13	583.13	17	C1	44'-0"	549.25	593.25	32	C2	38'-0"	555.45	593.45
3	A1	20'-0"	564.36	584.36	18	C1	44'-0"	549.26	593.26	33	C2	38'-0"	555.45	593.45
4	A2	24'-0"	561.59	585.59	19	C1	44'-0"	549.28	593.28	34	C2	38'-0"	555.45	593.45
5	A2	24'-0"	562.82	586.82	20	C1	44'-0"	549.30	593.30	35	C2	38'-0"	555.45	593.45
6	B1	36'-0"	552.15	588.15	21	C1	44'-0"	549.31	593.31	36	C2	38'-0"	555.45	593.45
7	B1	36'-0"	553.52	589.52	22	C2	38'-0"	555.33	593.33	37	C2	38'-0"	555.45	593.45
8	B1	36'-0"	554.89	590.89	23	C2	38'-0"	555.35	593.35	38	B1	36'-0"	556.68	592.68
9	B1	36'-0"	556.25	592.25	24	C2	38'-0"	555.37	593.37	39	B1	36'-0"	555.49	591.49
10	C1	44'-0"	549.25	593.25	25	C2	38'-0"	555.39	593.39	40	B1	36'-0"	554.29	590.29
11	C1	44'-0"	549.25	593.25	26	C3	37'-0"	556.40	593.40	41	A3	21'-0"	568.12	589.12
12	C1	44'-0"	549.25	593.25	27	C3	37'-0"	556.42	593.42	42	A3	21'-0"	567.05	588.05
13	C1	44'-0"	549.25	593.25	28	C3	37'-0"	556.44	593.44	43	A3	21'-0"	565.97	586.97
14	C1	44'-0"	549.25	593.25	29	D1	40'-0"	549.21	589.21	44	A4	19'-0"	566.90	585.90
15	C1	44'-0"	549.25	593.25	30	D1	40'-0"	549.21	589.21	45	A4	19'-0"	565.82	584.82

Note:
All Drilled Shafts Excavated within Track Protection Shoring Zone for an Active Track shall be Constructed using Temporary Casing Method.

SOUTH WALL d(E) BARS REQUIRED

Shaft No.	Number Required on Each Shaft
1	4
2	6
3	8
4	10
5	12
6	14
7	16
8	18
9	20
10-17	22
18-25	21
26-28	20
29-31	16
Abut. Cap	6
32-34	20
35-37	19
38	18
39	16
40	14
41	11
42	9
43	8
44	6
45	4



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	769	#4	2'-4"	
Drilled Shafts in Soil		Cu. Yd.		616.0
Drilled Shafts in Rock		Cu. Yd.		18.1
Reinforcement Bars Epoxy Coated		Pound		1200

DESIGNED: KMS 9/16/19
DRAWN: EJM 9/16/19
REVIEWED: RGC 6/21/20

I:\196\jobs\96520020\CADD\Struct\Sheet\96520020_Retaining_Wall_Plans.dgn

USER NAME = Johns00944	DESIGNED - KMS	REVISED -
PLOT SCALE = 0.1667' / 1"	CHECKED - RGC	REVISED -
PLOT DATE = 10/26/2022	DRAWN - EJM	REVISED -
	CHECKED - RGC	REVISED -

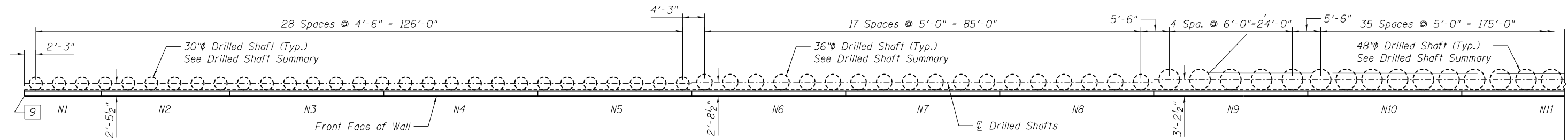
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRILLED SHAFTS (SOUTH WALL)
WOODSIDE ROAD RETAINING WALLS**

SHEET NO. 4 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	232
96S2002F		CONTRACT NO.	93671	
ILLINOIS FED. AID PROJECT 6				

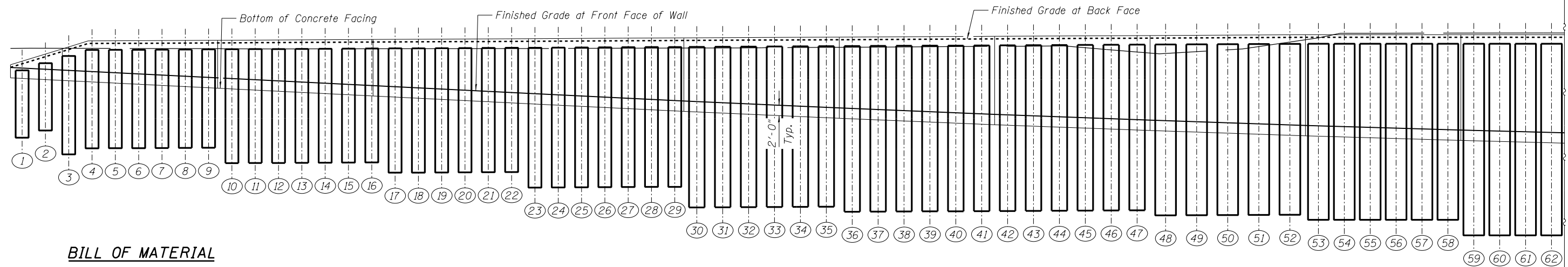
• 07-00164-04-FP, 07-00090-08-FP



PLAN

Note: All Dimensions are Measured Along Front Face of Wall

9 = Control Point



ELEVATION

Unfolded Along Face of Wall

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	846	#4	2'-4"	U
Drilled Shafts in Soil		Cu. Yd.	507.3	
Reinforcement Bars Epoxy Coated		Pound	1320	

DRILLED SHAFT SUMMARY

SHAFT NO.	CAGE DESIGNATION	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	SHAFT NO.	CAGE DESIGNATION	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	SHAFT NO.	CAGE DESIGNATION	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	SHAFT NO.	CAGE DESIGNATION	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
1	A5	13'-0"	575.83	588.83	17	A7	24'-0"	569.05	593.05	33	B2	31'-0"	562.43	593.43	49	C5	33'-0"	560.84	593.84
2	A5	13'-0"	577.21	590.21	18	A7	24'-0"	569.08	593.08	34	A7	24'-0"	562.45	593.45	50	C5	33'-0"	560.87	593.87
3	A4	19'-0"	572.60	591.60	19	A7	24'-0"	569.10	593.10	35	B2	31'-0"	562.48	593.48	51	C5	33'-0"	560.90	593.90
4	A4	19'-0"	573.75	592.75	20	A7	24'-0"	569.12	593.12	36	B3	32'-0"	561.50	593.50	52	C5	33'-0"	560.93	593.93
5	A4	19'-0"	573.78	592.78	21	A7	24'-0"	569.14	593.14	37	B3	32'-0"	561.53	593.53	53	C6	34'-0"	559.95	593.95
6	A4	19'-0"	573.80	592.80	22	A7	24'-0"	569.17	593.17	38	A7	24'-0"	561.55	593.55	54	C6	34'-0"	559.95	593.95
7	A4	19'-0"	573.82	592.82	23	A8	27'-0"	566.19	593.19	39	B3	32'-0"	561.58	593.58	55	C6	34'-0"	559.95	593.95
8	A4	19'-0"	573.85	592.85	24	A8	27'-0"	566.21	593.21	40	B3	32'-0"	561.61	593.61	56	C6	34'-0"	559.95	593.95
9	A4	19'-0"	573.87	592.87	25	A8	27'-0"	566.24	593.24	41	B3	32'-0"	561.63	593.63	57	C6	34'-0"	559.95	593.95
10	A6	22'-0"	570.89	592.89	26	A8	27'-0"	566.26	593.26	42	B4	32'-0"	561.66	593.66	58	C6	34'-0"	559.95	593.95
11	A6	22'-0"	570.91	592.91	27	A8	27'-0"	566.28	593.28	43	B4	32'-0"	561.68	593.68	59	C3	37'-0"	556.95	593.95
12	A6	22'-0"	570.94	592.94	28	A8	27'-0"	566.31	593.31	44	B4	32'-0"	561.71	593.71	60	C3	37'-0"	556.95	593.95
13	A6	22'-0"	570.96	592.96	29	A8	27'-0"	566.33	593.33	45	B4	32'-0"	561.73	593.73	61	C3	37'-0"	556.95	593.95
14	A6	22'-0"	570.98	592.98	30	B2	31'-0"	562.35	593.35	46	B4	32'-0"	561.76	593.76	62	C3	37'-0"	556.95	593.95
15	A6	22'-0"	571.01	593.01	31	B2	31'-0"	562.38	593.38	47	B4	32'-0"	561.78	593.78					
16	A6	22'-0"	571.03	593.03	32	B2	31'-0"	562.40	593.40	48	C5	33'-0"	560.81	593.81					

**NORTH WALL
d(E) BARS REQUIRED**

Shaft No.	Number Required on Each Shaft
1	3
2	4
3	6
4-5	7
6-9	8
10-13	9
14-17	10
18-21	11
22-25	12
26-29	13
30-33	14
34-37	15
38-42	16
43-47	17
48-51	18
52-57	19
58-62	20

Space at 12" Max. cts.

DESIGNED: KMS 9/16/19
DRAWN: EJM 9/16/19
REVIEWED: RGC 6/21/20

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USER NAME = Johns00944
PLOT SCALE = 0.1667' / in.
PLOT DATE = 10/26/2022

DESIGNED - KMS
CHECKED - RGC
DRAWN - EJM
CHECKED - RGC
REVISED -
REVISED -
REVISED -
REVISED -

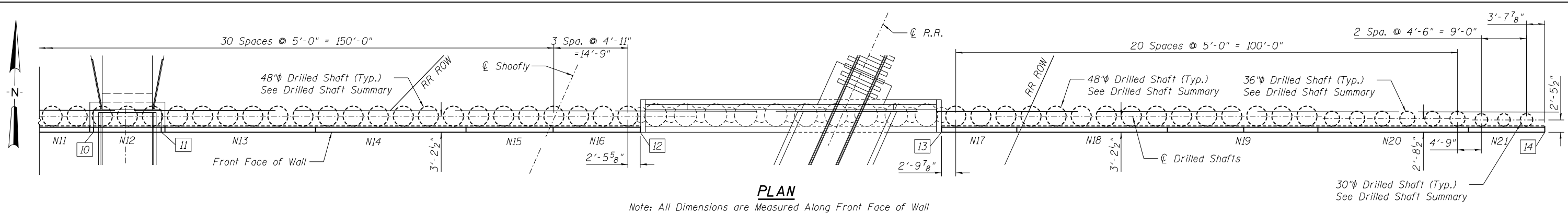
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRILLED SHAFTS (NORTH WALL)
WOODSIDE ROAD RETAINING WALLS

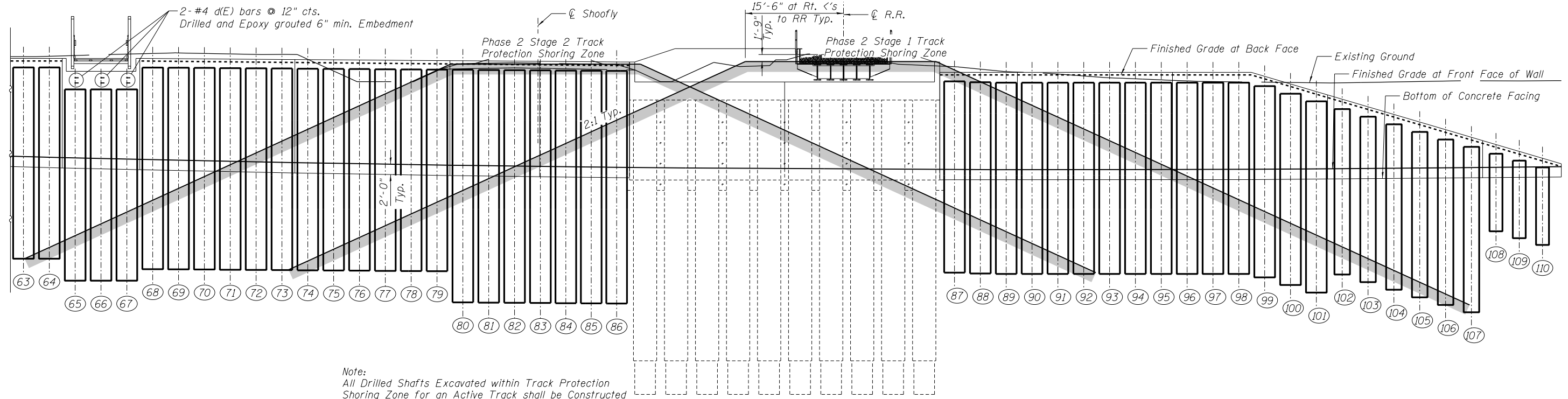
SHEET NO. 5 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	233
96S2002F			CONTRACT NO. 93671	

ILLINOIS FED. AID PROJECT 6
07-00164-04-FP, 07-00090-08-FP



12 = Control Point



Note: All Drilled Shafts Excavated within Track Protection Shoring Zone for an Active Track shall be Constructed using Temporary Casing Method.

DRILLED SHAFT SUMMARY

SHAFT NO.	CAGE DESIGNATION	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	SHAFT NO.	CAGE DESIGNATION	LENGTH	BOTTOM ELEVATION	TOP ELEVATION	SHAFT NO.	CAGE DESIGNATION	LENGTH	BOTTOM ELEVATION	TOP ELEVATION
63	C3	37'-0"	556.95	593.95	79	C6	39'-0"	554.53	593.53	95	C3	37'-0"	554.25	591.25
64	C3	37'-0"	556.95	593.95	80	C7	45'-0"	548.49	593.49	96	C3	37'-0"	554.25	591.25
65	D2	37'-0"	552.70	589.70	81	C7	45'-0"	548.45	593.45	97	C3	37'-0"	554.25	591.25
66	D2	37'-0"	552.70	589.70	82	C7	45'-0"	548.41	593.41	98	C3	37'-0"	554.25	591.25
67	D2	37'-0"	552.70	589.70	83	C7	45'-0"	548.38	593.38	99	C3	37'-0"	553.48	590.48
68	C6	39'-0"	554.93	593.93	84	C7	45'-0"	548.34	593.34	100	C3	37'-0"	552.01	589.01
69	C6	39'-0"	554.89	593.89	85	C7	45'-0"	548.30	593.30	101	C3	37'-0"	550.53	587.53
70	C6	39'-0"	554.86	593.86	86	C7	45'-0"	548.27	593.27	102	B4	32'-0"	554.05	586.05
71	C6	39'-0"	554.82	593.82	87	C8	37'-0"	554.25	591.25	103	B4	32'-0"	552.57	584.57
72	C6	39'-0"	554.78	593.78	88	C8	37'-0"	554.25	591.25	104	B4	32'-0"	551.10	583.10
73	C6	39'-0"	554.75	593.75	89	C8	37'-0"	554.25	591.25	105	B4	32'-0"	549.62	581.62
74	C6	39'-0"	554.71	593.71	90	C8	37'-0"	554.25	591.25	106	B4	32'-0"	548.14	580.14
75	C6	39'-0"	554.67	593.67	91	C8	37'-0"	554.25	591.25	107	B4	32'-0"	546.66	578.66
76	C6	39'-0"	554.64	593.64	92	C8	37'-0"	554.25	591.25	108	A9	15'-0"	562.26	577.26
77	C6	39'-0"	554.60	593.60	93	C8	37'-0"	554.25	591.25	109	A9	15'-0"	560.93	575.93
78	C6	39'-0"	554.56	593.56	94	C8	37'-0"	554.25	591.25	110	A9	15'-0"	559.60	574.60

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	871	#4	2'-4"	┌
Drilled Shafts in Soil			Cu. Yd.	767.3
Reinforcement Bars Epoxy Coated			Pound	1360

NORTH WALL d(E) BARS REQUIRED

Shaft No.	Number Required on Each Shaft
63-64	20
65-67	16
Abut. Cap	6
68-80	21
81-86	22
87-98	20
99	19
100	18
101	16
102	15
103	13
104	12
105	10
106	9
107	7
108	6
109	4
110	3

Space at 12" Max. cts.

DESIGNED: KMS 9/16/19
DRAWN: EJM 9/16/19
REVIEWED: RGC 6/27/20

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USER NAME = Johns00944
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CHECKED - RGC

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REVISED -
REVISED -
REVISED -

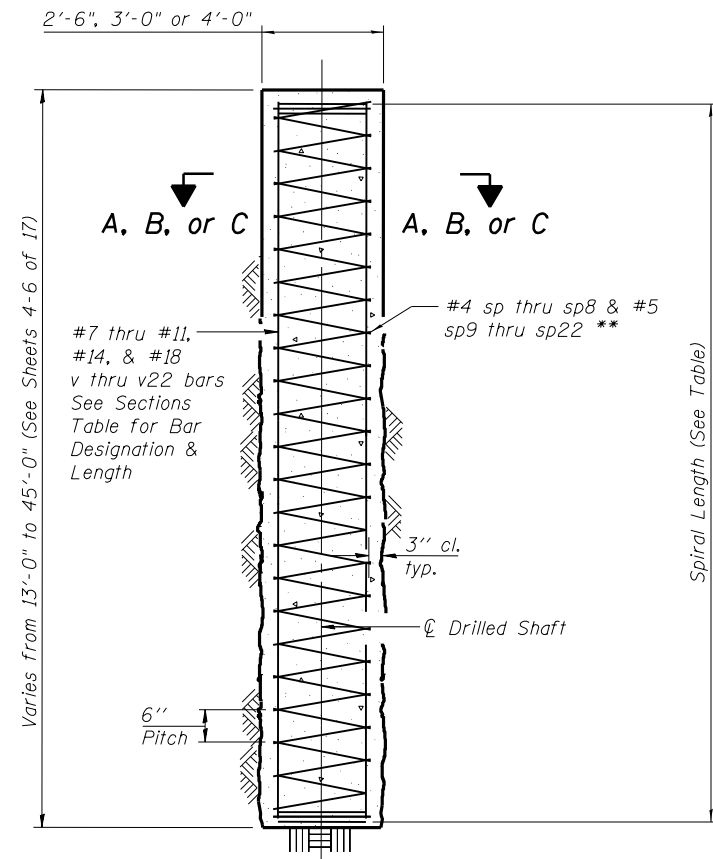
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRILLED SHAFTS (NORTH WALL)
WOODSIDE ROAD RETAINING WALLS**

SHEET NO. 6 OF 17 SHEETS

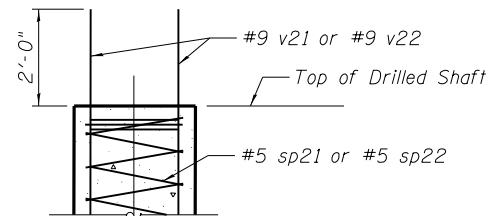
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	234
96S2002F			CONTRACT NO. 93671	

ILLINOIS FED. AID PROJECT 6
07-00164-04-FP, 07-00090-08-FP

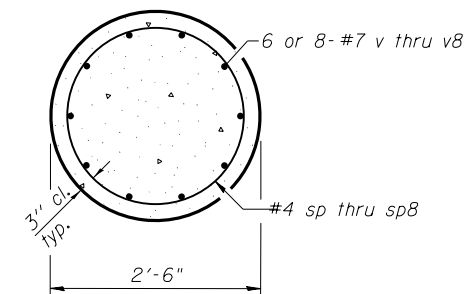


DRILLED SHAFT ELEVATION
Showing Reinforcement

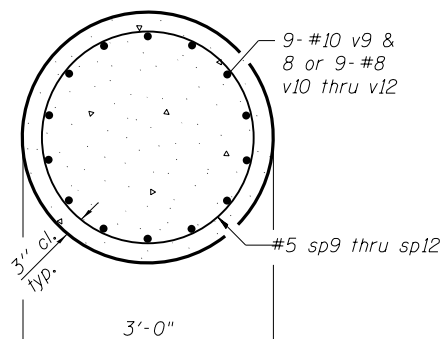
** Provide 1/2 extra turns top and bottom of each drilled shaft.



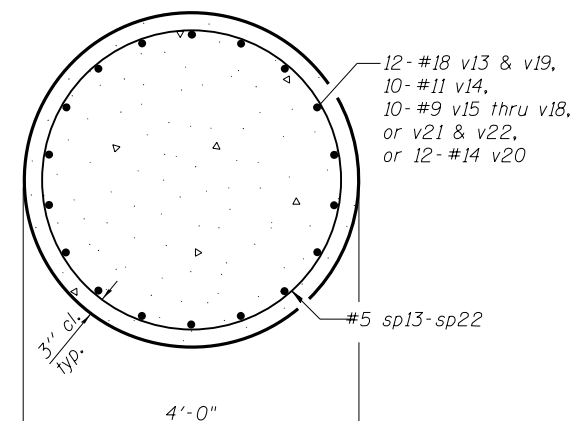
D1 & D2 DETAIL



SECTION A-A
2'-6" Dia. Shafts
(Cage Designations A1 thru A9)



SECTION B-B
3'-0" Dia. Shafts
(Cage Designations B1 - B4)



SECTION C-C
4'-0" Dia. Shafts
(Cage Designations C1 - C8 & D1 - D2)

Cage Designation	Number of Cages	n	Bar	No.	Size	Length	Shape	
A1	3	6	v	18	#7	19'-6"	———	
A2	2	8	v1	16	#7	23'-6"	———	
A3	3	6	v2	18	#7	20'-6"	———	
A4	9	6	v3	54	#7	18'-6"	———	
A5	2	6	v4	12	#7	12'-6"	———	
A6	7	6	v5	42	#7	21'-6"	———	
A7	6	6	v6	36	#7	23'-6"	———	
A8	7	8	v7	56	#7	26'-6"	———	
A9	3	6	v8	18	#7	14'-6"	———	
B1	7	9	v9	63	#10	35'-6"	———	
B2	6	8	v10	48	#8	30'-6"	———	
B3	6	8	v11	48	#8	31'-6"	———	
B4	12	9	v12	108	#8	31'-6"	———	
C1	12	12	v13	144	#18	43'-6"	———	
C2	10	10	v14	100	#11	37'-6"	———	
C3	16	10	v15	160	#9	36'-6"	———	
C4	5	10	v16	50	#9	32'-6"	———	
C5	6	10	v17	60	#9	33'-6"	———	
C6	12	10	v18	120	#9	38'-6"	———	
C7	7	12	v19	84	#18	44'-6"	———	
C8	8	12	v20	96	#14	36'-6"	———	
D1	3	10	v21	30	#9	41'-9"	———	
D2	3	10	v22	30	#9	38'-9"	———	
A1	3	1	sp	3	#4	*19'-6"	~~~~~	
A2	2	1	sp1	2	#4	*23'-6"	~~~~~	
A3	3	1	sp2	3	#4	*20'-6"	~~~~~	
A4	9	1	sp3	9	#4	*18'-6"	~~~~~	
A5	2	1	sp4	2	#4	*12'-6"	~~~~~	
A6	7	1	sp5	7	#4	*21'-6"	~~~~~	
A7	6	1	sp6	6	#4	*23'-6"	~~~~~	
A8	7	1	sp7	7	#4	*26'-6"	~~~~~	
A9	3	1	sp8	4	#4	*14'-6"	~~~~~	
B1	7	1	sp9	7	#5	*35'-6"	~~~~~	
B2	6	1	sp10	6	#5	*30'-6"	~~~~~	
B3	6	1	sp11	6	#5	*31'-6"	~~~~~	
B4	12	1	sp12	12	#5	*31'-6"	~~~~~	
C1	12	1	sp13	10	#5	*43'-6"	~~~~~	
C2	10	1	sp14	12	#5	*37'-6"	~~~~~	
C3	16	1	sp15	15	#5	*36'-6"	~~~~~	
C4	5	1	sp16	5	#5	*32'-6"	~~~~~	
C5	6	1	sp17	6	#5	*33'-6"	~~~~~	
C6	12	1	sp18	12	#5	*38'-6"	~~~~~	
C7	7	1	sp19	9	#5	*44'-6"	~~~~~	
C8	8	1	sp20	6	#5	*36'-6"	~~~~~	
D1	3	1	sp21	3	#5	*39'-6"	~~~~~	
D2	3	1	sp22	3	#5	*36'-6"	~~~~~	
Reinforcement Bars							Pound	379000

MIN. BAR LAPS FOR SPIRALS
#4 Bars = 2'-0" #5 Bars = 2'-6"

* Length is height of spiral.

DESIGNED	KMS	9/16/19
DRAWN	EJM	9/16/19
REVIEWED	RGC	6/27/20

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USER NAME	= Johns00944
PLOT SCALE	= 0.1667' / in.
PLOT DATE	= 10/26/2022

DESIGNED	- KMS
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DRAWN	- EJM
CHECKED	- RGC

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REVISED	-
REVISED	-
REVISED	-

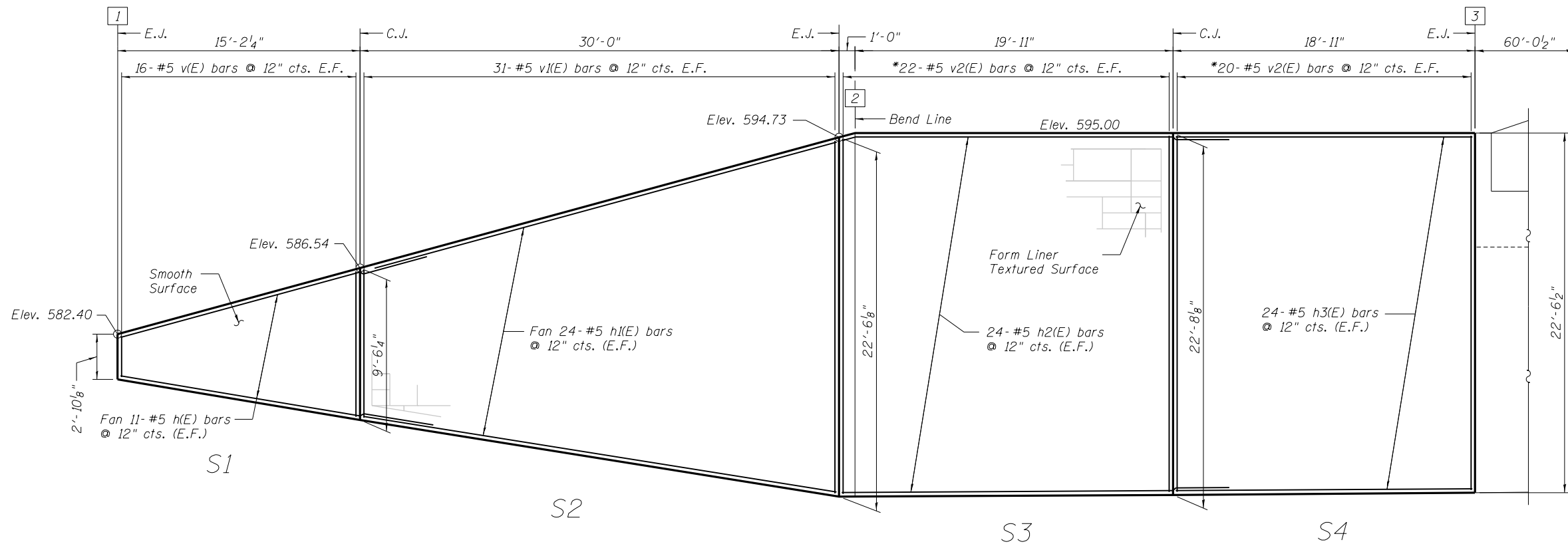
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRILLED SHAFT DETAILS
WOODSIDE ROAD RETAINING WALLS**

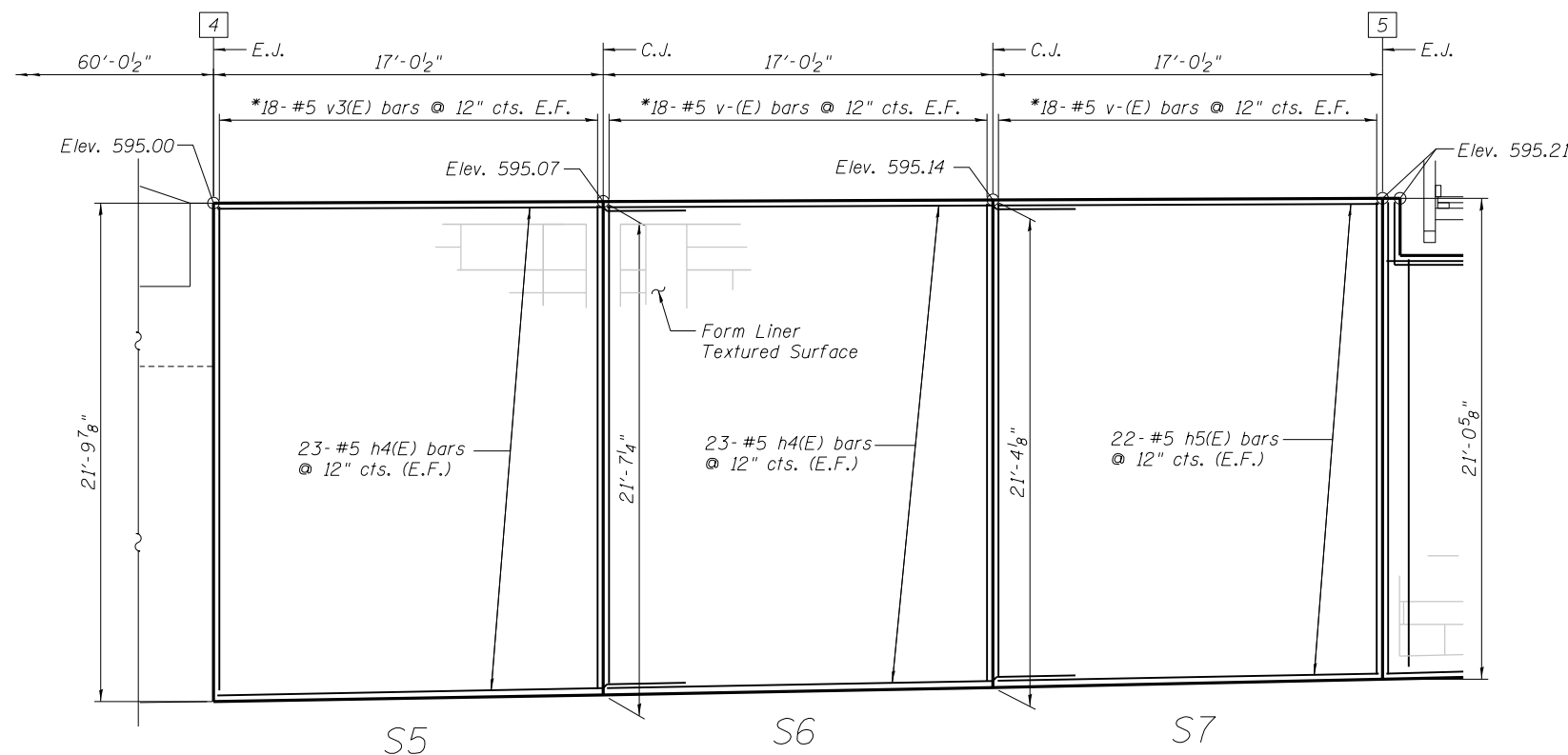
SHEET NO. 7 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	235
	96S2002F	CONTRACT NO.	93671	

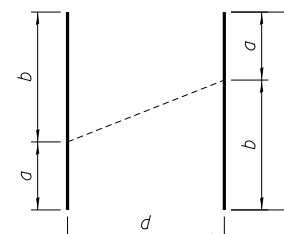
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07-00164-04-FP, 07-00090-08-FP



ELEVATION
Concrete Facing Panels S1 Thru S4

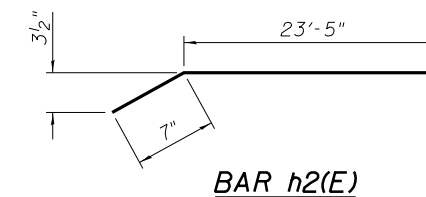


ELEVATION
Concrete Facing Panels S5 Thru S7



BARS v(E) & v(E)

Bar	a	b	c	d
v(E)	2'-6"	9'-1"	11'-7"	16 @ 12"
v(E)	9'-3"	22'-0"	31'-3"	31 @ 12"



BAR h2(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	22	#5	19'-10"	—
h1(E)	48	#5	30'-0"	—
h2(E)	48	#5	24'-0"	—
h3(E)	48	#5	18'-7"	—
h4(E)	92	#5	20'-6"	—
h5(E)	44	#5	16'-8"	—
v(E)	16	#5	11'-7"	—
v1(E)	31	#5	31'-3"	—
v2(E)	84	#5	22'-2"	—
v3(E)	36	#5	21'-3"	—
v4(E)	36	#5	21'-0"	—
v5(E)	36	#5	20'-8"	—
Reinforcement Bars Epoxy Coated			Pound	12330
Concrete Structures (Retaining Wall)			Cu. Yd.	115.7

Note: E.J. = Expansion Joint
C.J. = Construction Joint
E.F. = Each Face
* = Stagger Bars

1 = Control Point

MIN. BAR LAPS
#5 Bars = 3'-4"

DESIGNED	KMS	9/16/19
DRAWN	EJM	9/16/19
REVIEWED	RGC	6/27/20

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USER NAME	= Johns00944
PLOT SCALE	= 0.1667' / in.
PLOT DATE	= 10/26/2022

DESIGNED	- KMS
CHECKED	- RGC
DRAWN	- EJM
CHECKED	- RGC

REVISED	-
REVISED	-
REVISED	-
REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONCRETE FACING (SOUTH WALL)
WOODSIDE ROAD RETAINING WALLS**

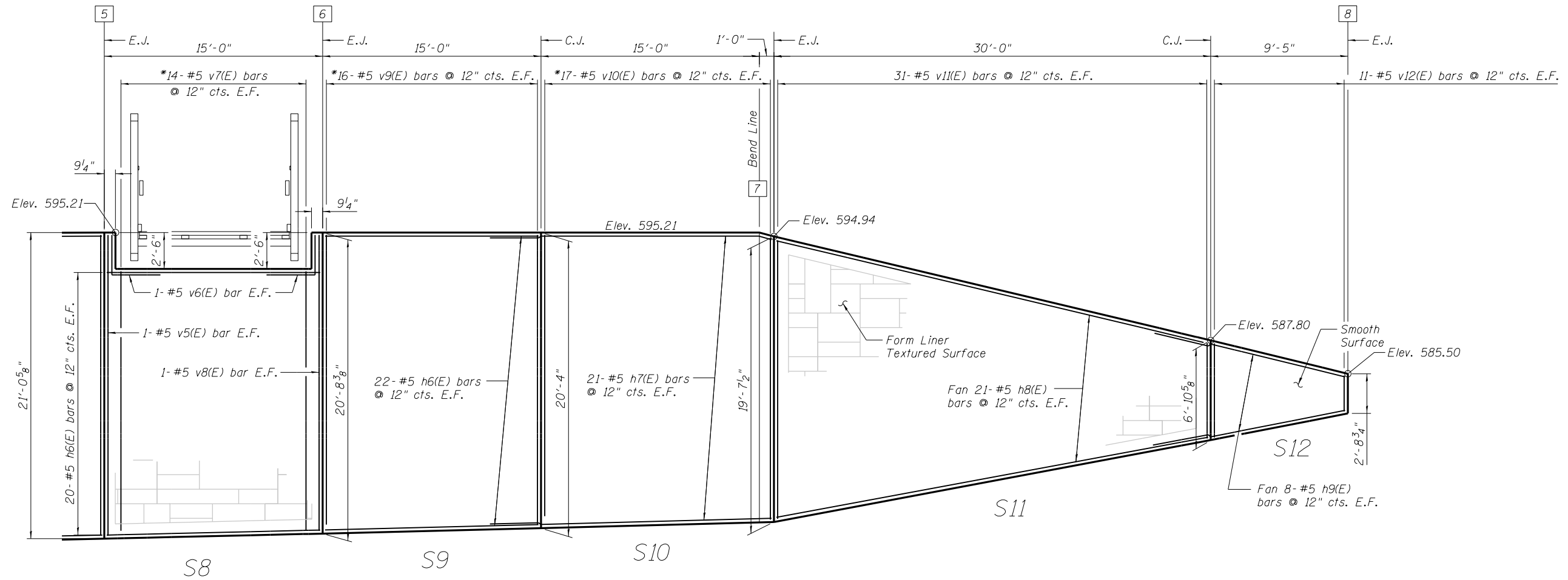
SHEET NO. 8 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	236
	96S2002F		CONTRACT NO.	93671

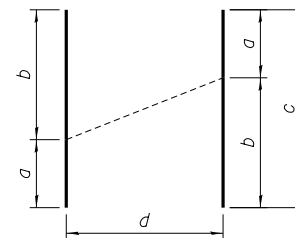
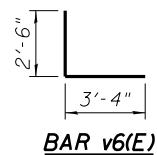
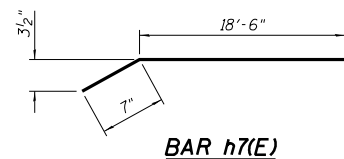
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ELEVATION
Concrete Facing Panels S7 Thru S11



Bar	a	b	c	d
v11(E)	6'-7"	19'-2"	25'-9"	31 @ 12"
v12(E)	2'-5"	6'-5"	8'-10"	11 @ 12"

Note: E.J. = Expansion Joint
C.J. = Construction Joint
E.F. = Each Face
* = Stagger Bars
6 = Control Point

MIN. BAR LAPS
#5 Bars = 3'-4"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h6(E)	84	#5	14'-8"	—
h7(E)	42	#5	19'-1"	↘
h8(E)	42	#5	30'-2"	—
h9(E)	16	#5	13'-5"	—
v5(E)	2	#5	20'-8"	—
v6(E)	4	#5	5'-10"	L
v7(E)	28	#5	17'-10"	—
v8(E)	2	#5	20'-4"	—
v9(E)	32	#5	19'-11"	—
v10(E)	34	#5	19'-4"	—
v11(E)	31	#5	25'-9"	—
v12(E)	11	#5	8'-10"	—
Reinforcement Bars Epoxy Coated			Pound	6580
Concrete Structures (Retaining Wall)			Cu. Yd.	61.3

DESIGNED	KMS	9/16/19
DRAWN	EJM	9/16/19
REVIEWED	RGC	6/27/20

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PLOT DATE = 10/26/2022	DRAWN - EJM	REVISED -
	CHECKED - RGC	REVISED -



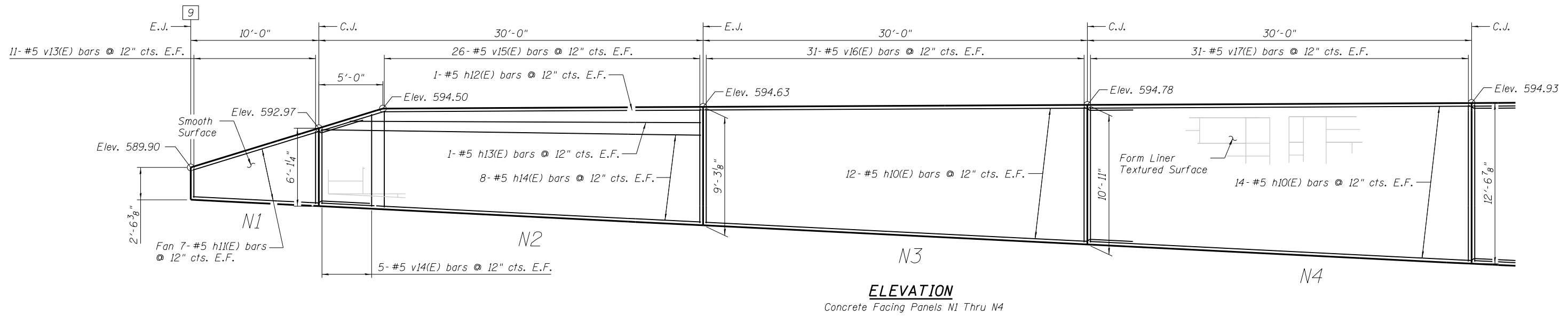
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE FACING (SOUTH WALL)
WOODSIDE ROAD RETAINING WALLS

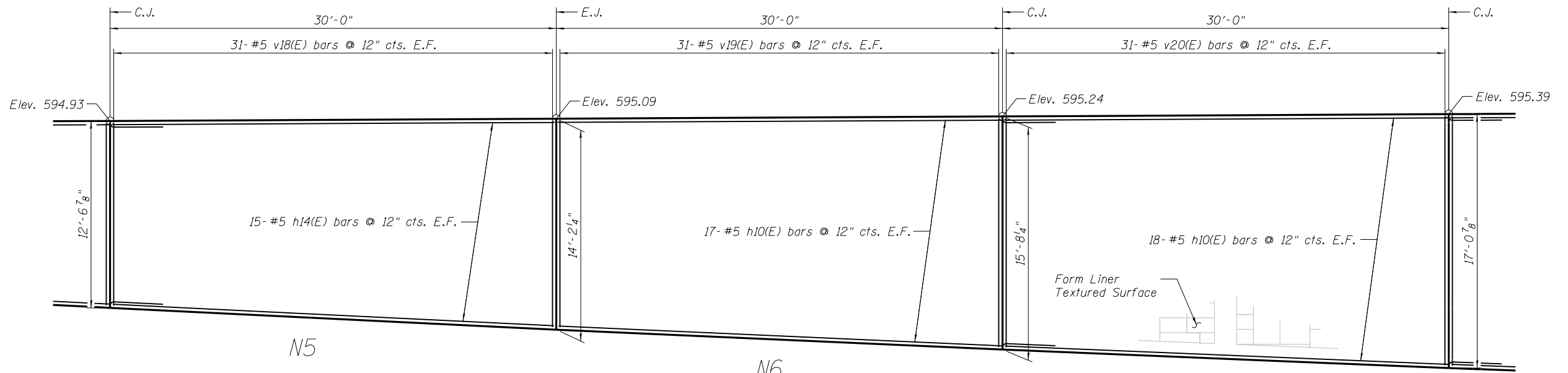
SHEET NO. 9 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	237
96S2002F		CONTRACT NO. 93671		

ILLINOIS FED. AID PROJECT 6
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ELEVATION
Concrete Facing Panels N1 Thru N4



ELEVATION
Concrete Facing Panels N5 Thru N7

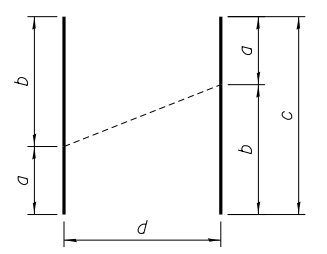
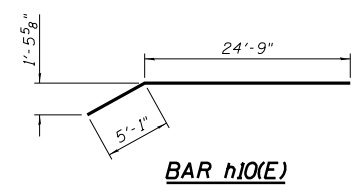
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10(E)	122	#5	33'-5"	—
h11(E)	14	#5	13'-10"	—
h12(E)	2	#5	29'-10"	—
h13(E)	2	#5	27'-5"	—
h14(E)	46	#5	29'-8"	—
v13(E)	11	#5	7'-11"	—
v14(E)	5	#5	12'-11"	—
v15(E)	26	#5	16'-5"	—
v16(E)	31	#5	19'-5"	—
v17(E)	31	#5	22'-9"	—
v18(E)	31	#5	26'-0"	—
v19(E)	31	#5	29'-2"	—
v20(E)	31	#5	32'-0"	—
Reinforcement Bars Epoxy Coated		Pound	10780	
Concrete Structures (Retaining Wall)		Cu. Yd.	103.6	

Note: E.J. = Expansion Joint
C.J. = Construction Joint
E.F. = Each Face
* = Stagger Bars

1 = Control Point

MIN. BAR LAPS
#5 Bars = 3'-4"



Bar	a	b	c	d
v13(E)	2'-3"	5'-8"	7'-11"	11 @ 12"
v14(E)	5'-9"	7'-2"	12'-11"	5 @ 12"
v15(E)	7'-6"	8'-11"	16'-5"	26 @ 12"
v16(E)	8'-11"	10'-6"	19'-5"	31 @ 12"
v17(E)	10'-7"	12'-2"	22'-9"	31 @ 12"
v18(E)	12'-2"	13'-10"	26'-0"	31 @ 12"
v19(E)	13'-10"	15'-4"	29'-2"	31 @ 12"
v20(E)	15'-4"	16'-8"	32'-0"	31 @ 12"

DESIGNED: KMS 9/16/19
DRAWN: EJM 9/16/19
REVIEWED: RGC 6/21/20

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USER NAME = Johns00944
PLOT SCALE = 0.1667' / in.
PLOT DATE = 10/26/2022

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REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE FACING (NORTH WALL)
WOODSIDE ROAD RETAINING WALLS

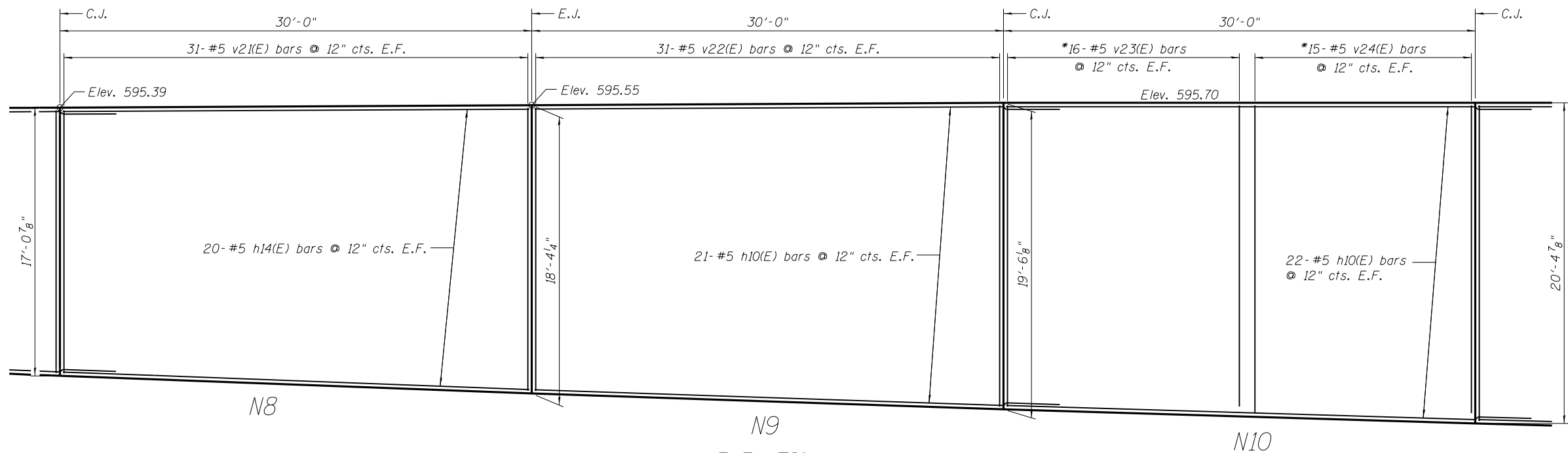
SHEET NO. 10 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	238
96S2002F		CONTRACT NO. 93671		

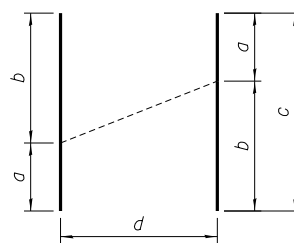
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07-00164-04-FP, 07-00090-08-FP

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h6(E)	40	#5	14'-8"	—
h10(E)	132	#5	33'-5"	—
h14(E)	130	#5	29'-8"	—
v5(E)	2	#5	20'-8"	—
v6(E)	4	#5	5'-10"	L
v8(E)	30	#5	20'-4"	—
v21(E)	31	#5	34'-8"	—
v22(E)	31	#5	37'-2"	—
v23(E)	32	#5	19'-2"	—
v24(E)	30	#5	19'-7"	—
v25(E)	32	#5	20'-1"	—
v26(E)	28	#5	18'-4"	—
v27(E)	64	#5	21'-2"	—
v28(E)	62	#5	21'-7"	—
Reinforcement Bars Epoxy Coated	Pound	17530		
Concrete Structures (Retaining Wall)	Cu. Yd.	178.8		

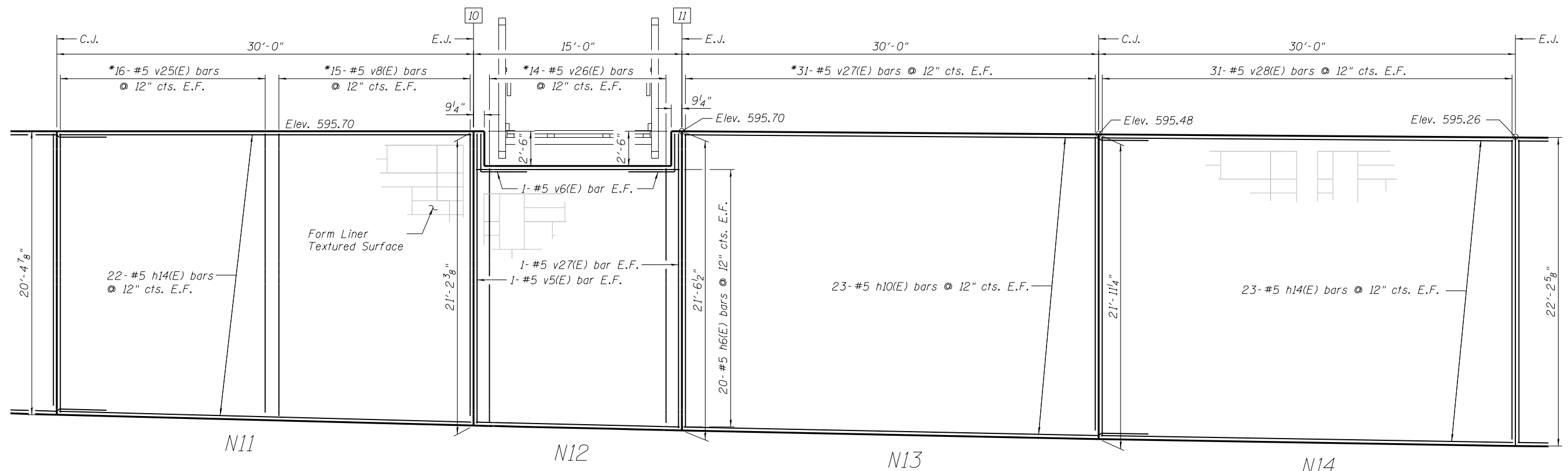


ELEVATION
Concrete Facing Panels N8 Thru N10



Bar	a	b	c	d
v21(E)	16'-8"	18'-0"	34'-8"	31 @ 12"
v22(E)	18'-0"	19'-2"	37'-2"	31 @ 12"

BARS v21(E) & v22(E)



ELEVATION
Concrete Facing Panels N11 Thru N14

Note: E.J. = Expansion Joint
C.J. = Construction Joint
E.F. = Each Face
* = Stagger Bars
3 = Control Point

MIN. BAR LAPS
#5 Bars = 3'-4"

DESIGNED	KMS	9/16/19
DRAWN	EJM	9/16/19
REVIEWED	RGC	6/3/20

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PLOT DATE = 10/26/2022	CHECKED - RGC	REVISD -

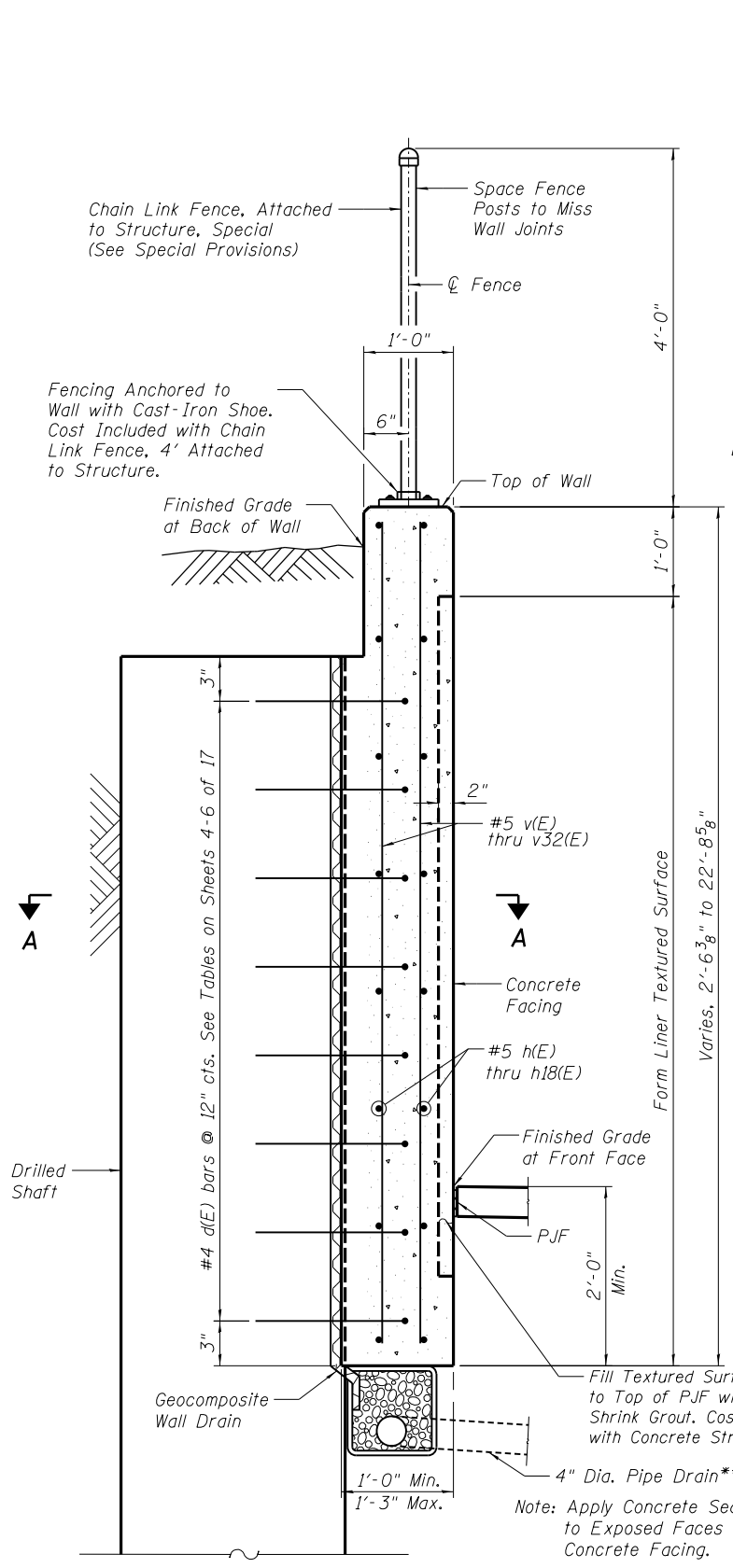
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE FACING (NORTH WALL)
WOODSIDE ROAD RETAINING WALLS

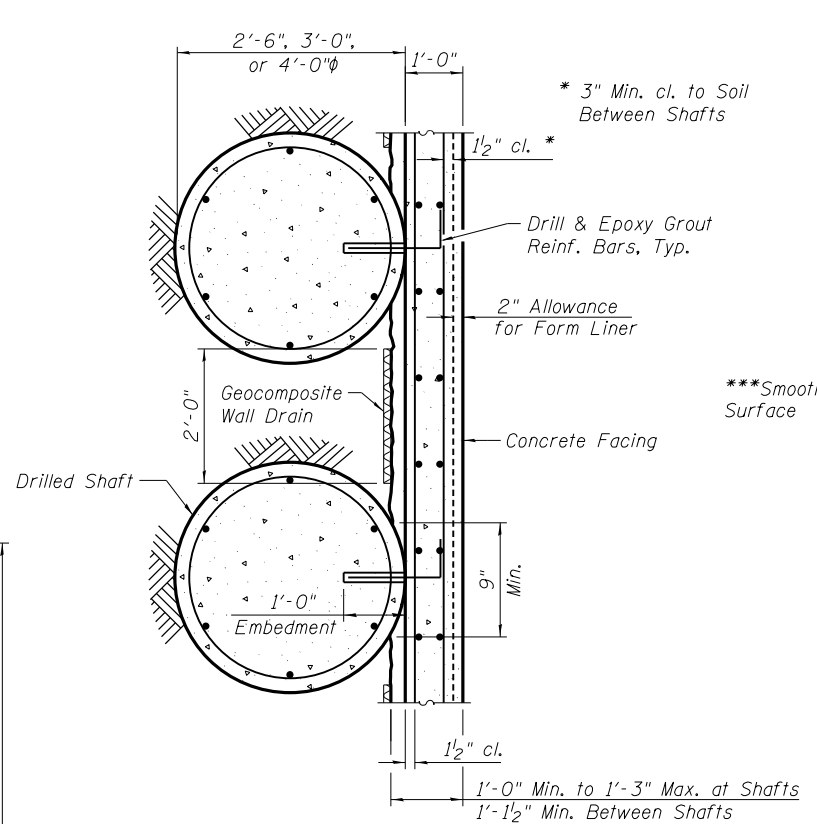
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	239
	96S2002F	CONTRACT NO.	93671	

SHEET NO. 11 OF 17 SHEETS

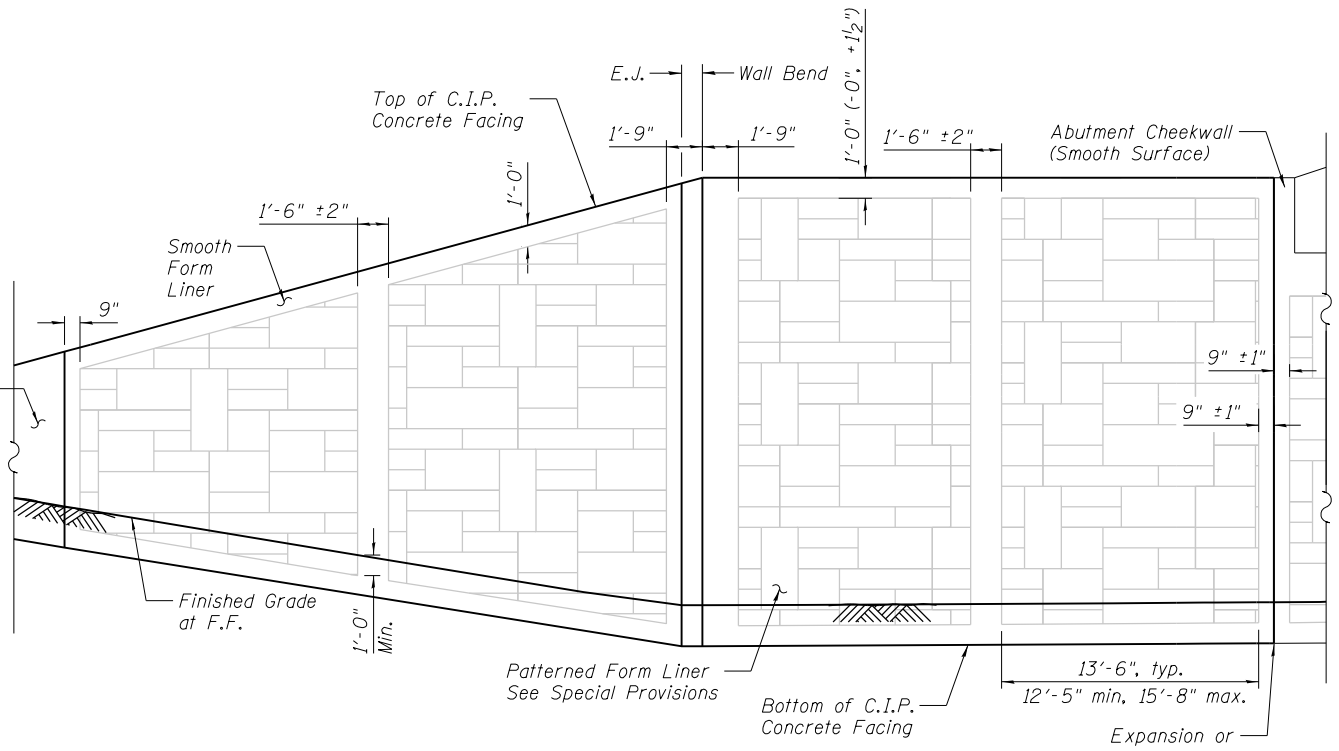
ILLINOIS FED. AID PROJECT 6
07-00164-04-FP, 07-00090-08-FP



VERTICAL SECTION THRU CONCRETE FACING



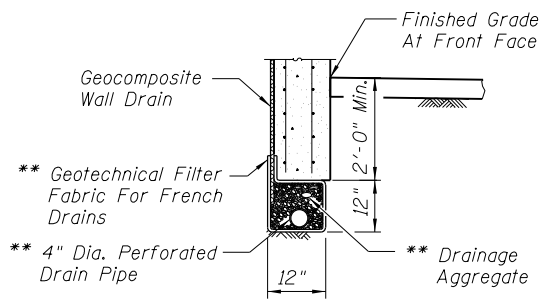
SECTION A-A



AESTHETIC DETAILS

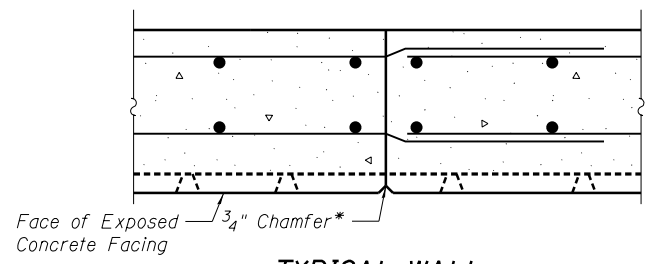
Note: The vertical Smooth Surface areas to be centered (±1") on Wall Joints.

***Wall Panels S1, S12, N1, and N21

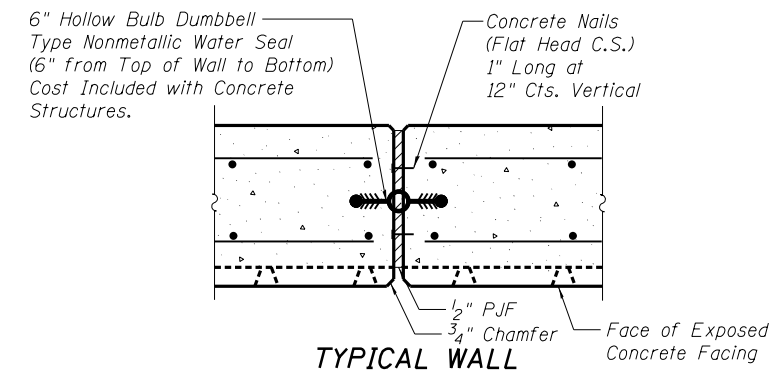


UNDERDRAIN DETAIL

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



TYPICAL WALL CONSTRUCTION JOINT DETAIL



TYPICAL WALL EXPANSION JOINT DETAIL

DESIGNED	KMS	9/16/19
DRAWN	EJM	9/16/19
REVIEWED	RGC	6/3/20

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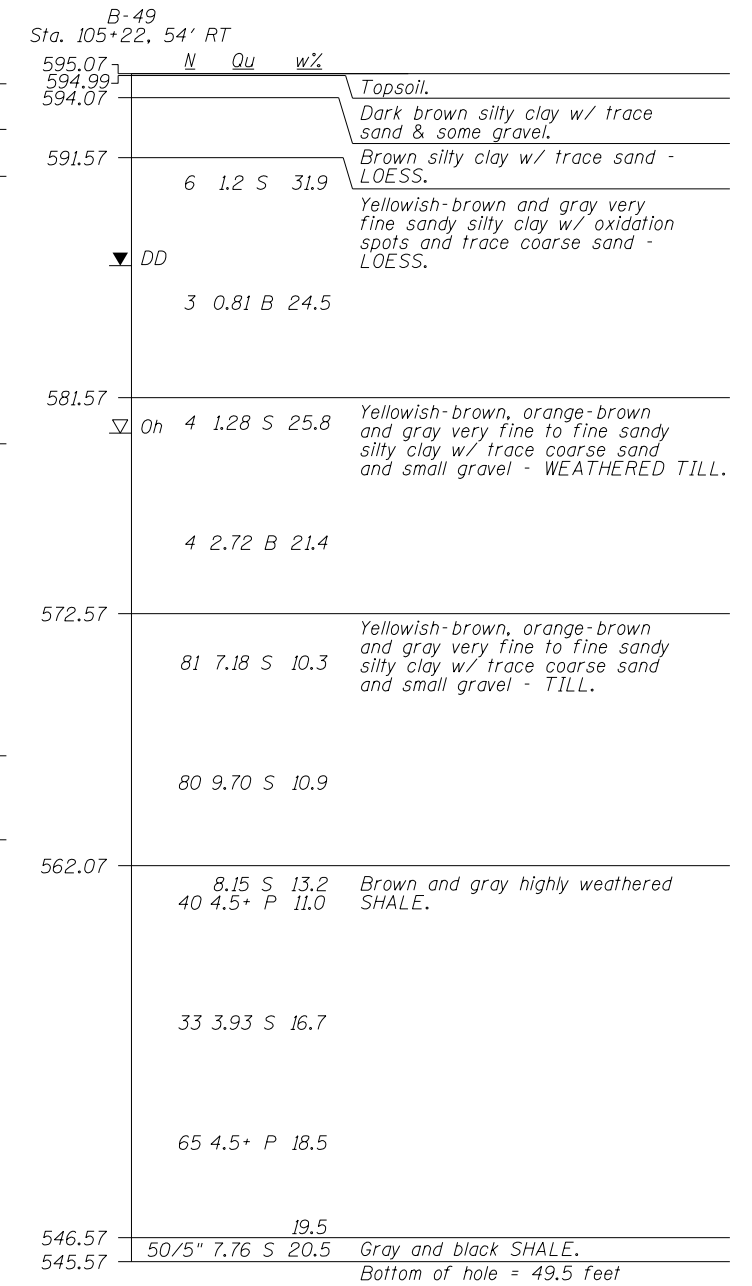
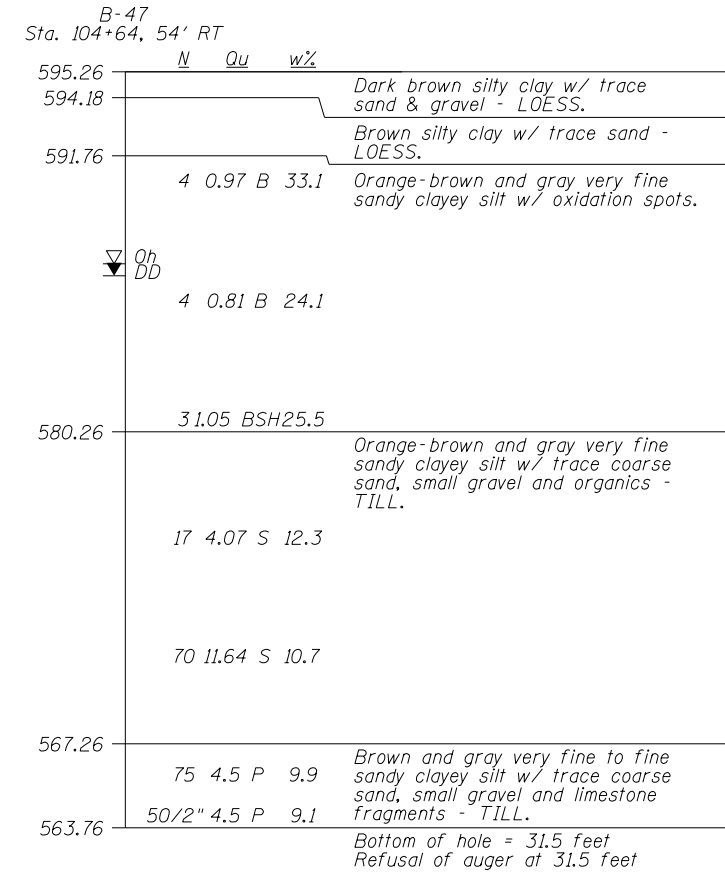
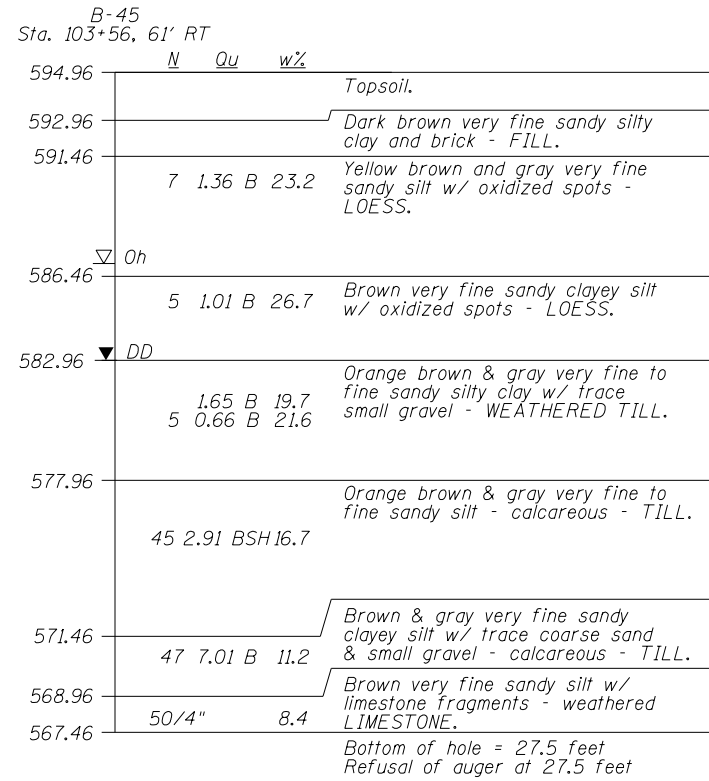
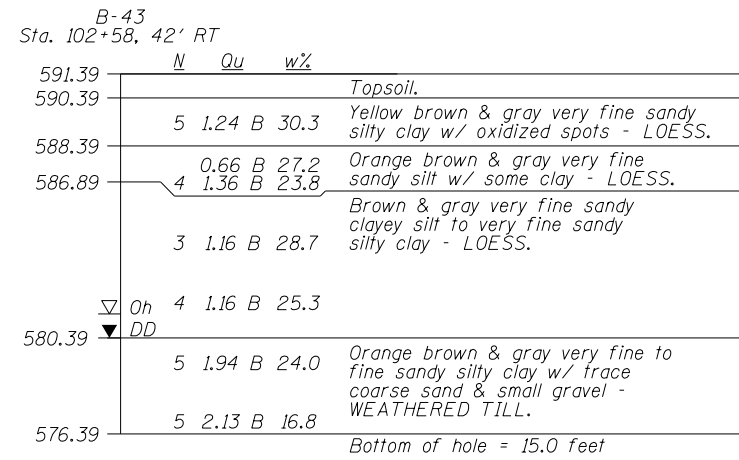
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONCRETE FACING DETAILS
WOODSIDE ROAD RETAINING WALLS**

SHEET NO. 13 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	96S2002F	SANGAMON	368	241
			CONTRACT NO. 93671	

ILLINOIS FED. AID PROJECT 6
07-00164-04-FP, 07-00090-08-FP



LEGEND

- N Standard Penetration Test N (blows/ft)
- Qu Unconfined Strength (tsf)
- w% Natural Moisture Content (%)

Water Surface Elevation Encountered in Boring
 DD = During Drilling
 Oh = At Completion

DESIGNED	KMS	9/16/19
DRAWN	EJM	9/16/19
REVIEWED	RGC	6/27/20

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PLOT SCALE =	0.1667' / in.
PLOT DATE =	10/26/2022

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CHECKED -	RGC	REVISED -	
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CHECKED -	RGC	REVISED -	

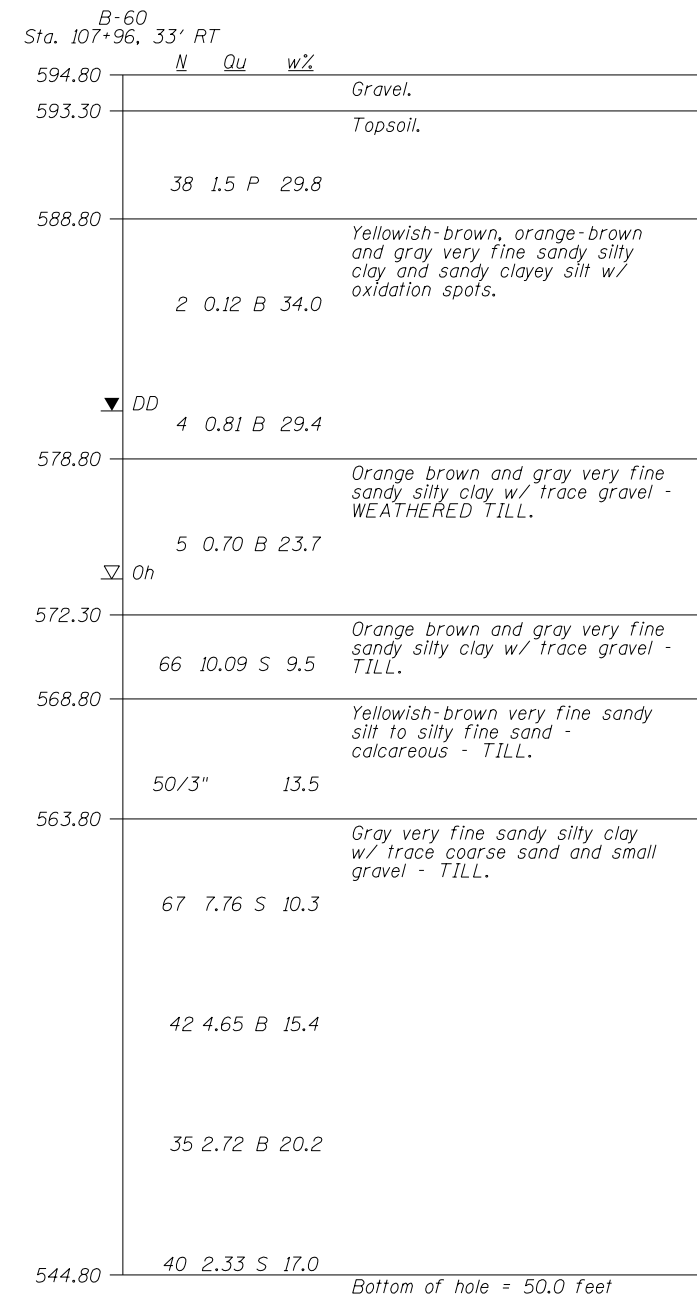
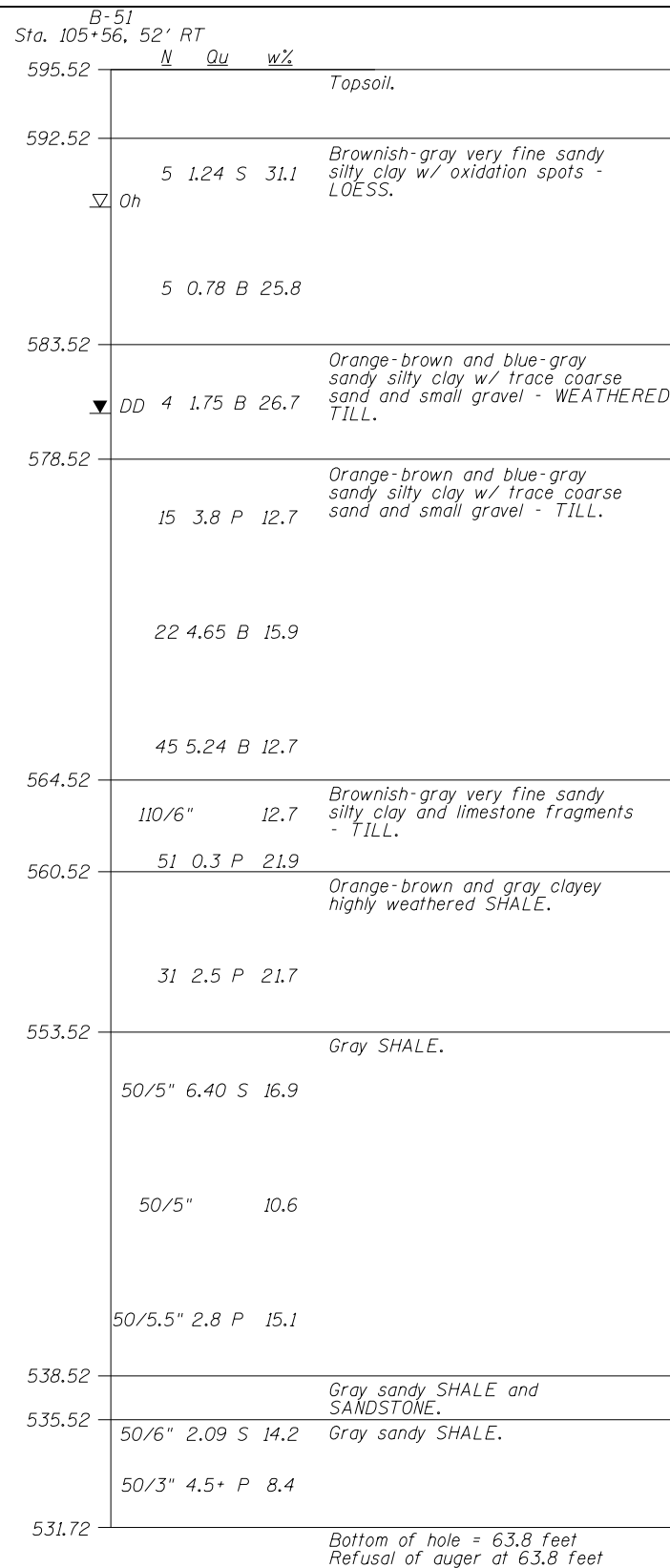
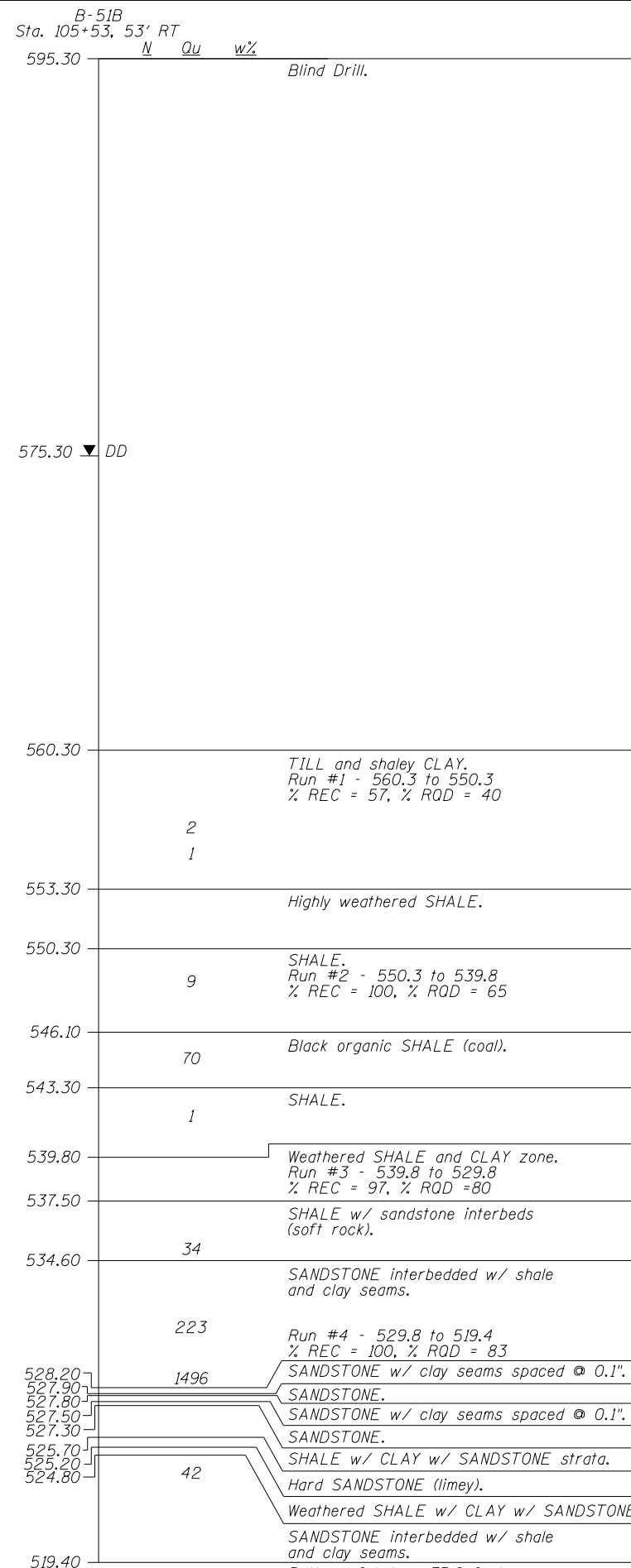
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUBSURFACE DATA PROFILE
WOODSIDE ROAD RETAINING WALLS**

SHEET NO. 14 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	96S2002F	SANGAMON	368	242
ILLINOIS FED. AID PROJECT 6			CONTRACT NO. 93671	

• 07-00164-04-FP, 07-00090-08-FP



LEGEND

N Standard Penetration Test N (blows/ft)

Qu Unconfined Strength (tsf)

w% Natural Moisture Content (%)

Water Surface Elevation Encountered in Boring

DD = During Drilling

Oh = At Completion

DESIGNED	KMS	9/16/19
DRAWN	EJM	9/16/19
REVIEWED	RGC	6/27/20

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USER NAME = Johns00944	DESIGNED - KMS	REVISIONS
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PLOT SCALE = 0.1667' / in.	DRAWN - EJM	2
PLOT DATE = 10/26/2022	CHECKED - RGC	3

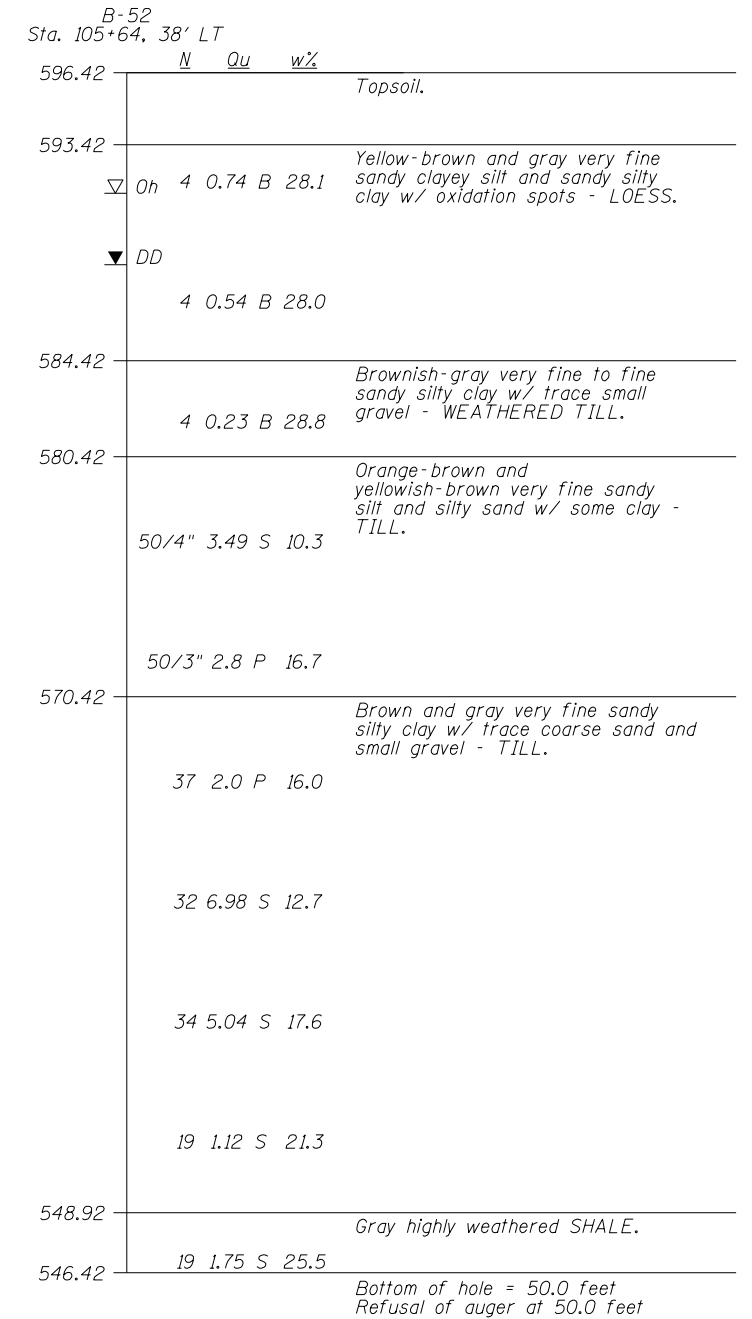
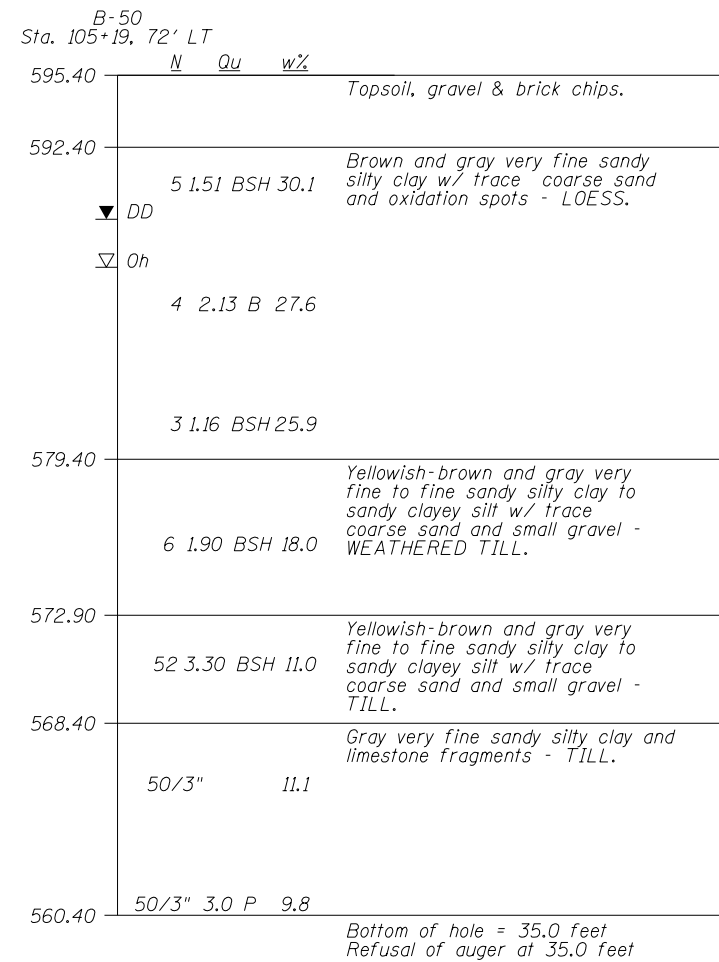
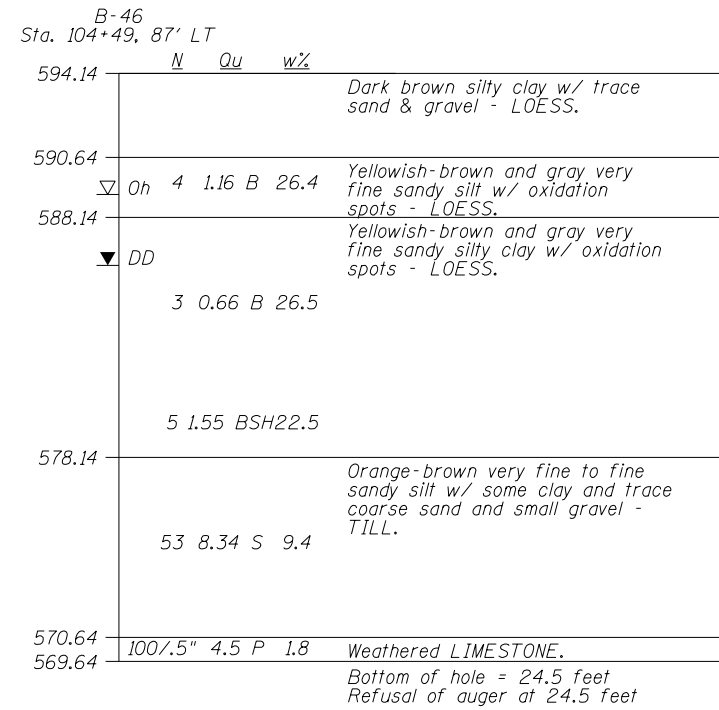
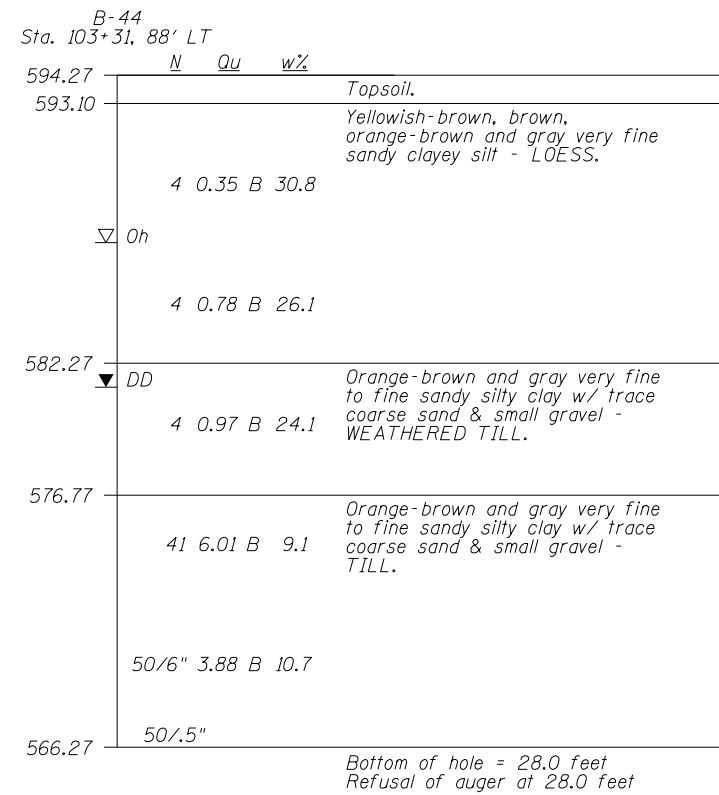
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUBSURFACE DATA PROFILE
WOODSIDE ROAD RETAINING WALLS**

SHEET NO. 15 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	96S2002F	SANGAMON	368	243
CONTRACT NO. 93671			ILLINOIS FED. AID PROJECT 6	

• 07-00164-04-FP, 07-00090-08-FP



LEGEND

- N Standard Penetration Test N (blows/ft)
- Qu Unconfined Strength (tsf)
- w% Natural Moisture Content (%)

582.10 ▽ DD Water Surface Elevation Encountered in Boring
 DD = During Drilling
 Oh = At Completion

DESIGNED	KMS	9/16/19
DRAWN	EJM	9/16/19
REVIEWED	RGC	6/27/20

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USER NAME = Johns00944	DESIGNED - KMS	REVISED -
	CHECKED - RGC	REVISED -
PLOT SCALE = 0.1667' / in.	DRAWN - EJM	REVISED -
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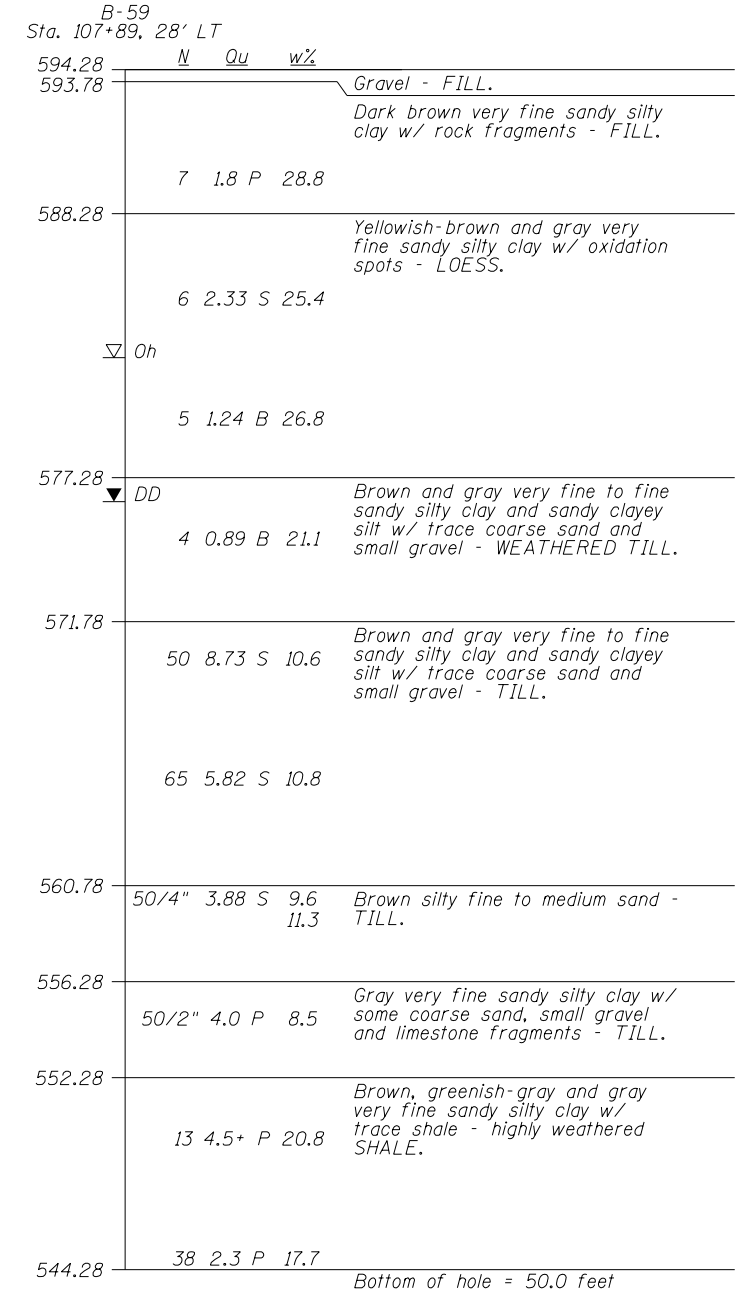
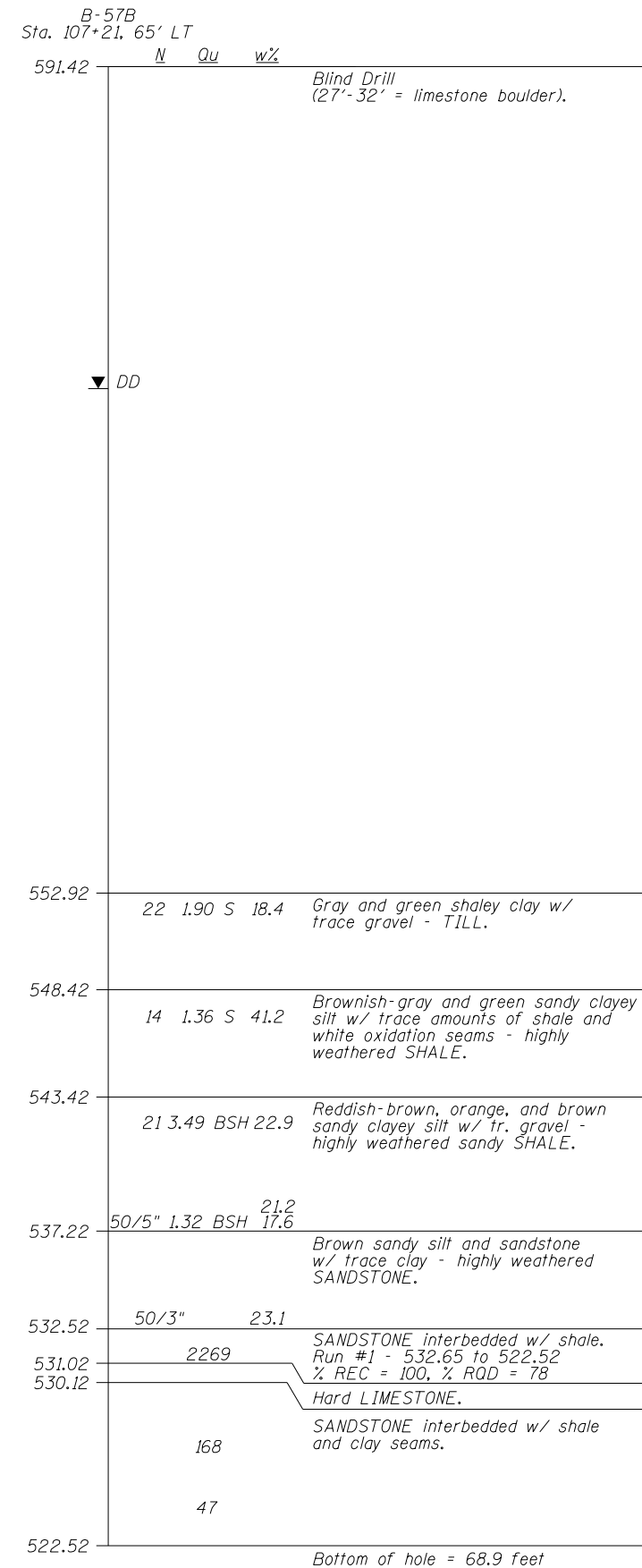
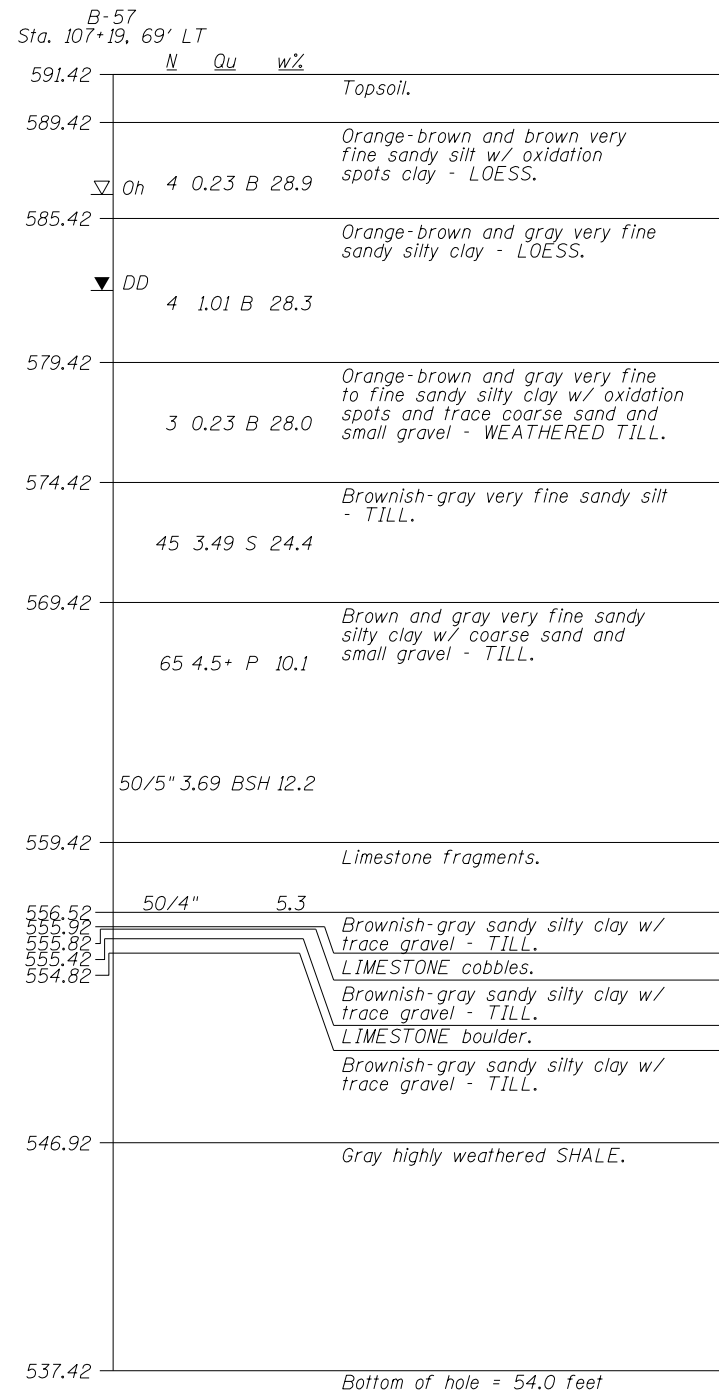
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUBSURFACE DATA PROFILE
WOODSIDE ROAD RETAINING WALLS**

SHEET NO. 16 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	244
96S2002F		CONTRACT NO. 93671		

ILLINOIS FED. AID PROJECT 6
 07-00164-04-FP, 07-00090-08-FP



LEGEND

N Standard Penetration Test N (blows/ft)
 Qu Unconfined Strength (tsf)
 w% Natural Moisture Content (%)

Water Surface Elevation Encountered in Boring
 DD = During Drilling
 Oh = At Completion

DESIGNED	KMS	9/16/19
DRAWN	EJM	9/16/19
REVIEWED	RGC	6/27/20

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USER NAME =	Johns00944
PLOT SCALE =	0.1667' / in.
PLOT DATE =	10/26/2022

DESIGNED -	KMS
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DRAWN -	EJM
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

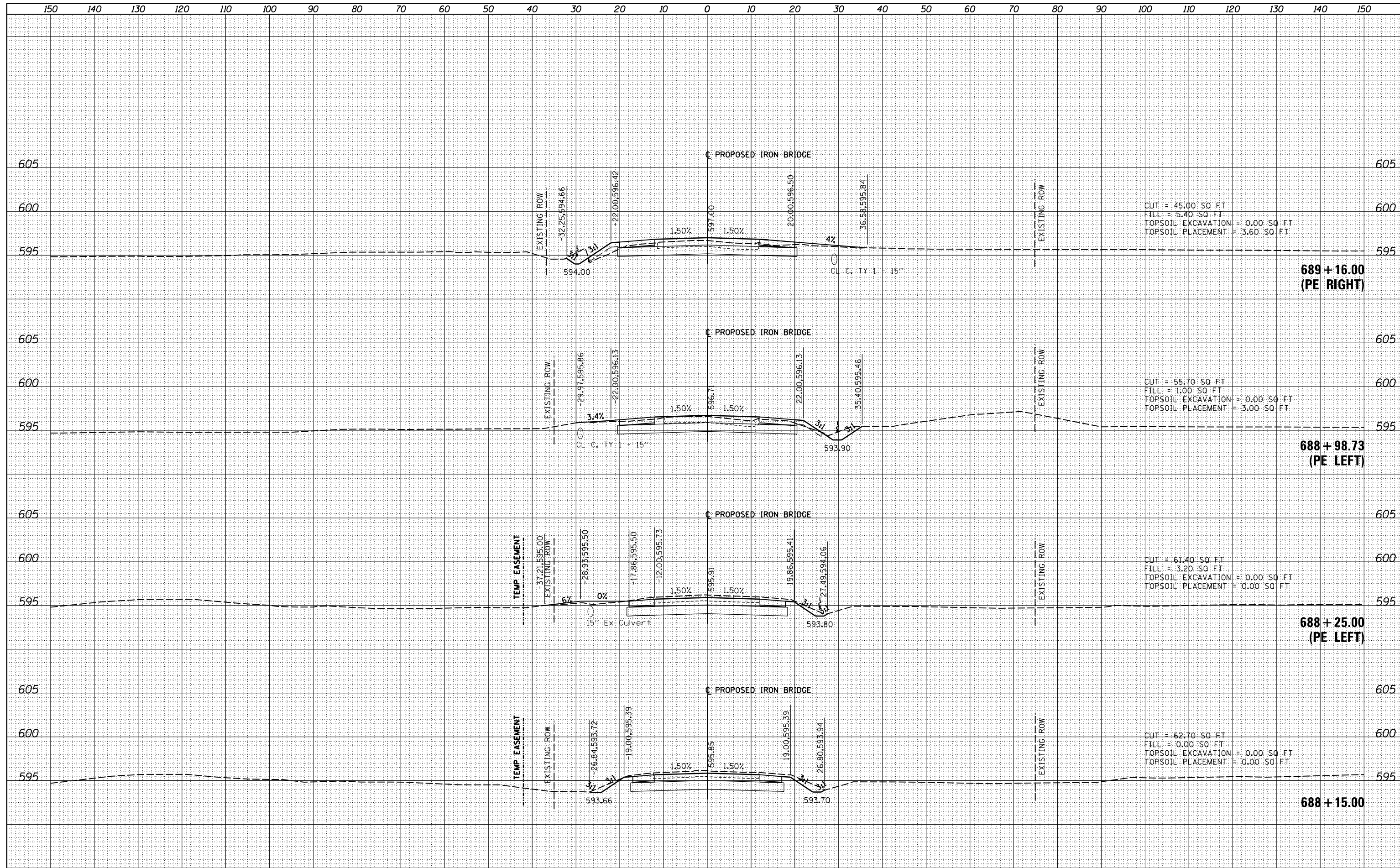
**SUBSURFACE DATA PROFILE
WOODSIDE ROAD RETAINING WALLS**

SHEET NO. 17 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	245
96S2002F		CONTRACT NO.	93671	

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NOTE BOOK	PLOTTED
NO.	TEMPLATE
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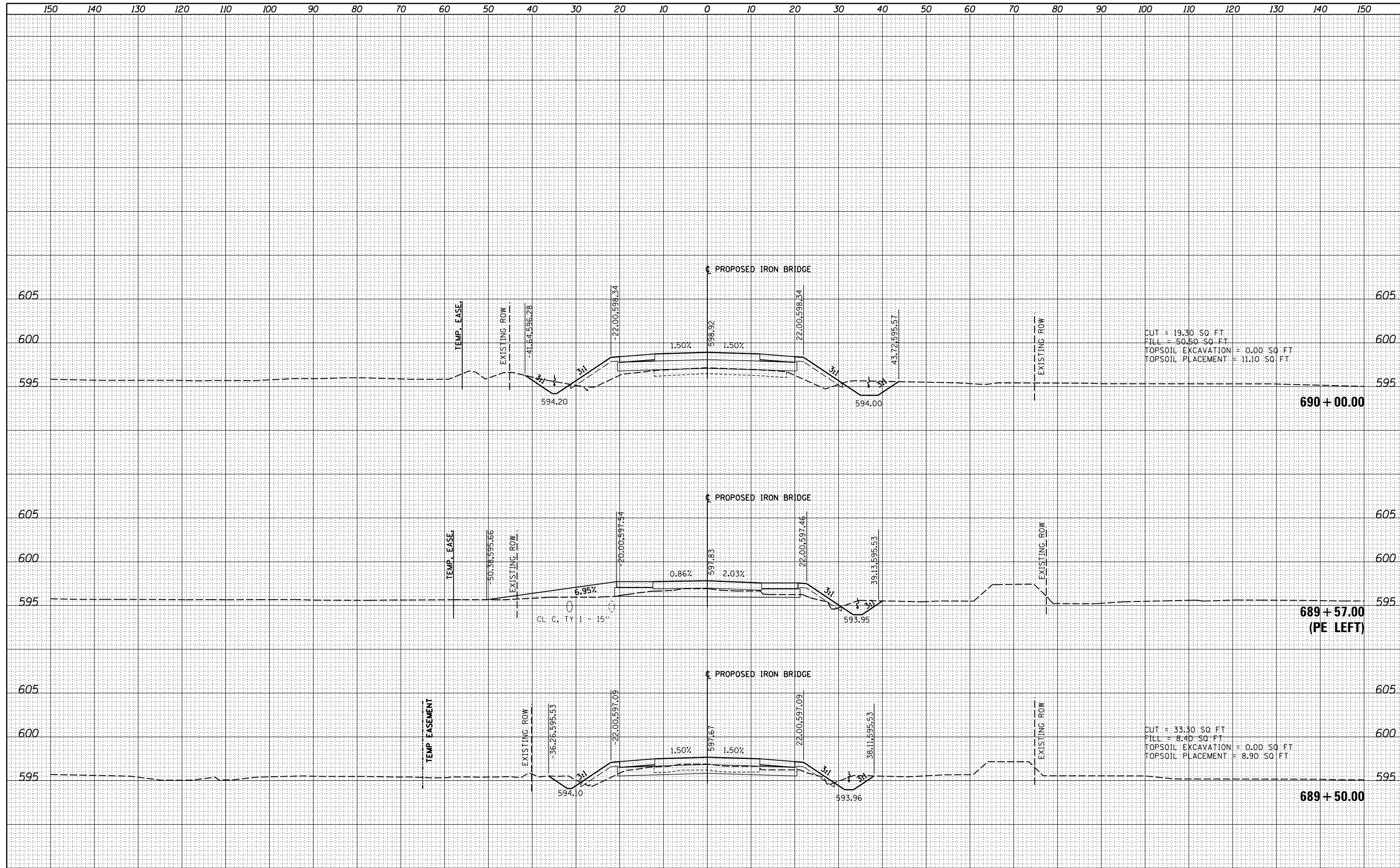
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NO.	TEMPLATE
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	PLOT DATE = 10/26/2022	DATE - 10/26/2022	REVISED -								ILLINOIS FED. AID PROJECT 6 • 07-00164-04-FP, 07-00090-08-FP			

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

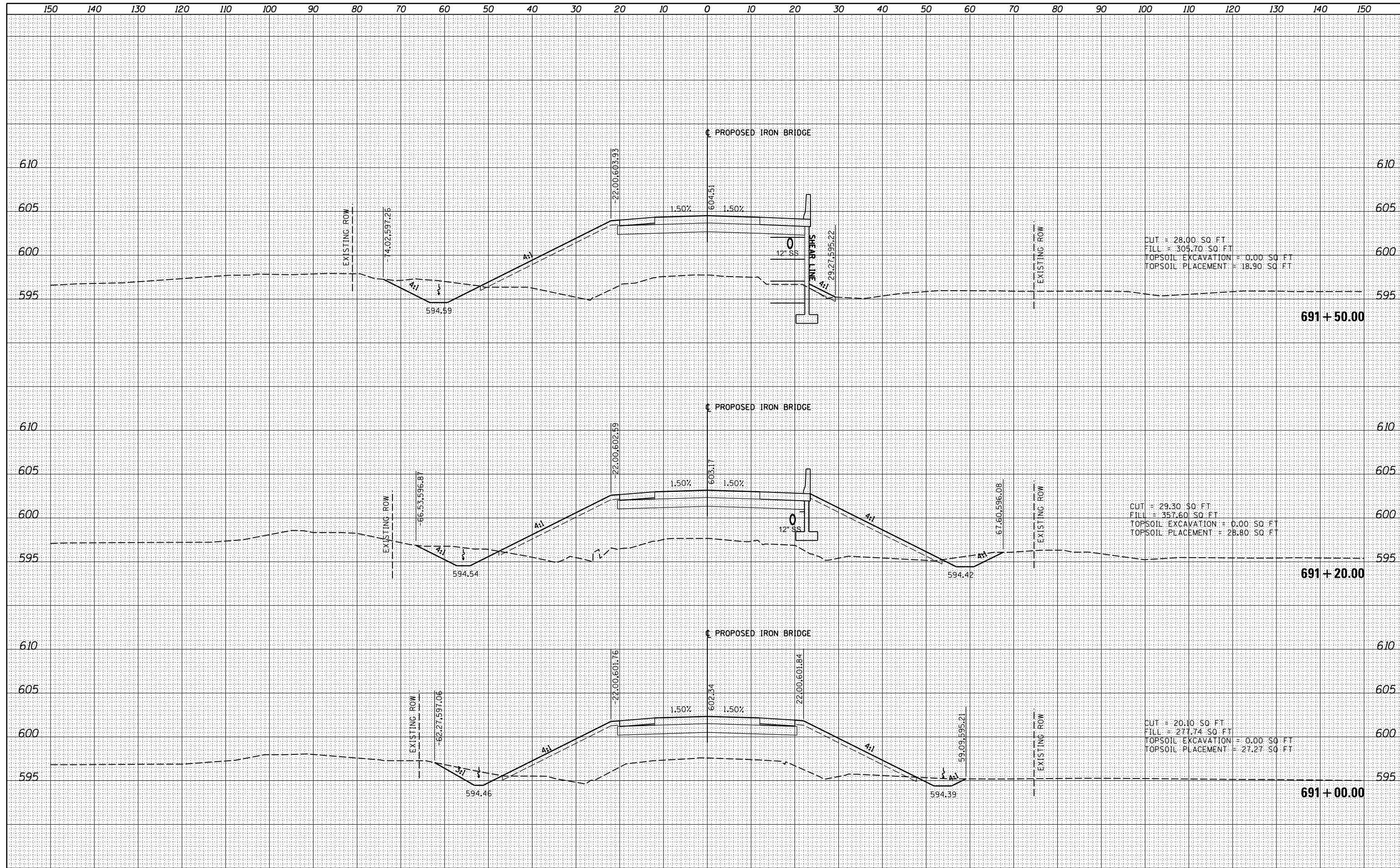
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NOTE BOOK NO.	TEMPLATE AREAS CHECKED
BY	DATE



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PLOT DATE = 10/26/2022	DATE - 10/26/2022	REVISED -				ILLINOIS FED. AID PROJECT 6		07-00164-04-FP, 07-00090-08-FP				

FINAL	SURVEYED	DATE
SURVEY	PLOTTED	BY
NOTE BOOK	TEMPLATE	
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NOTE BOOK	TEMPLATE	
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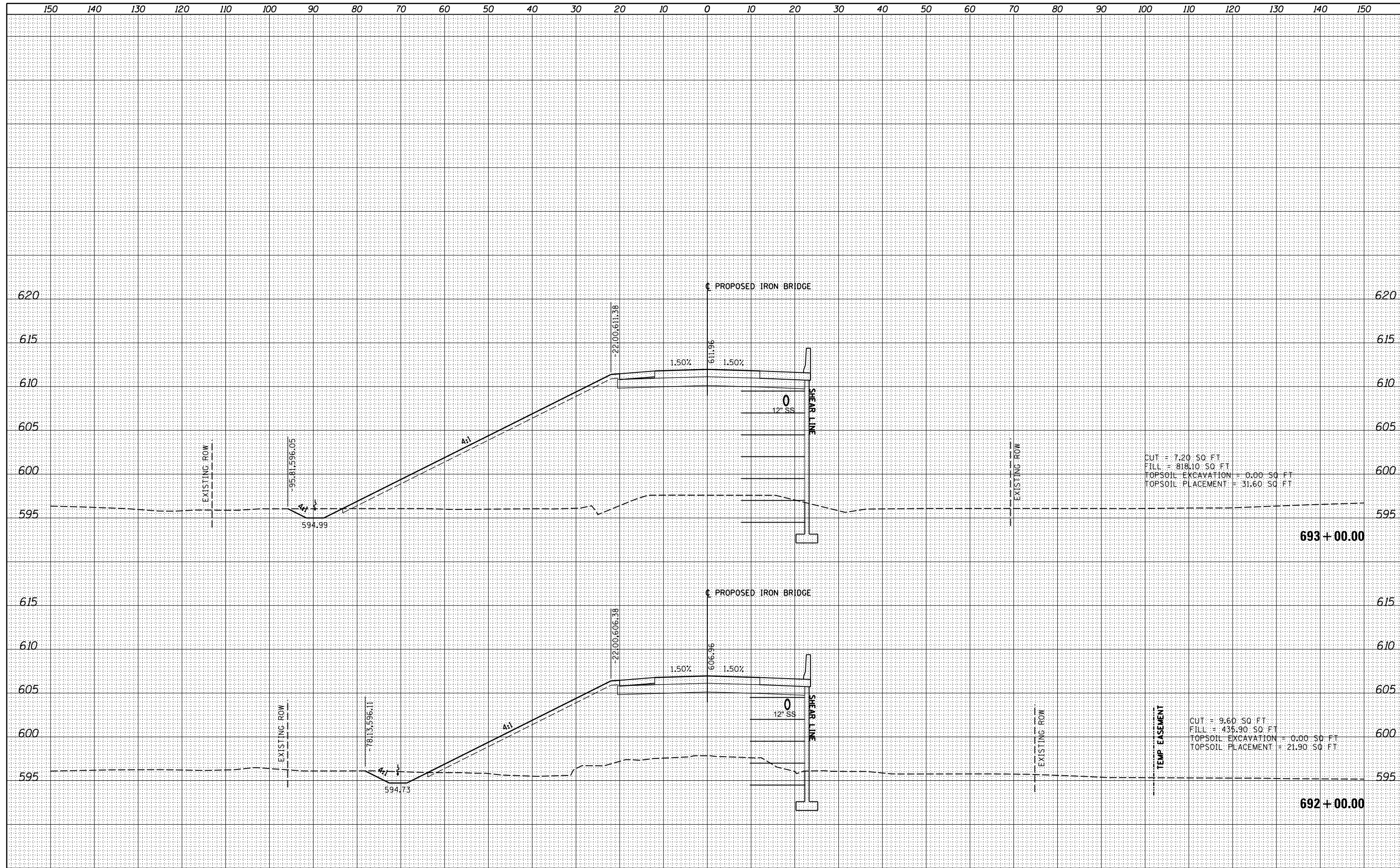
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SCALE: SHEET OF SHEETS STA. 691+00.00 TO STA. 691+50.00

ILLINOIS FED. AID PROJECT 6
 07-00164-04-FP, 07-00090-08-FP

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

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



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PLOT DATE = 10/26/2022	DATE - 10/26/2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

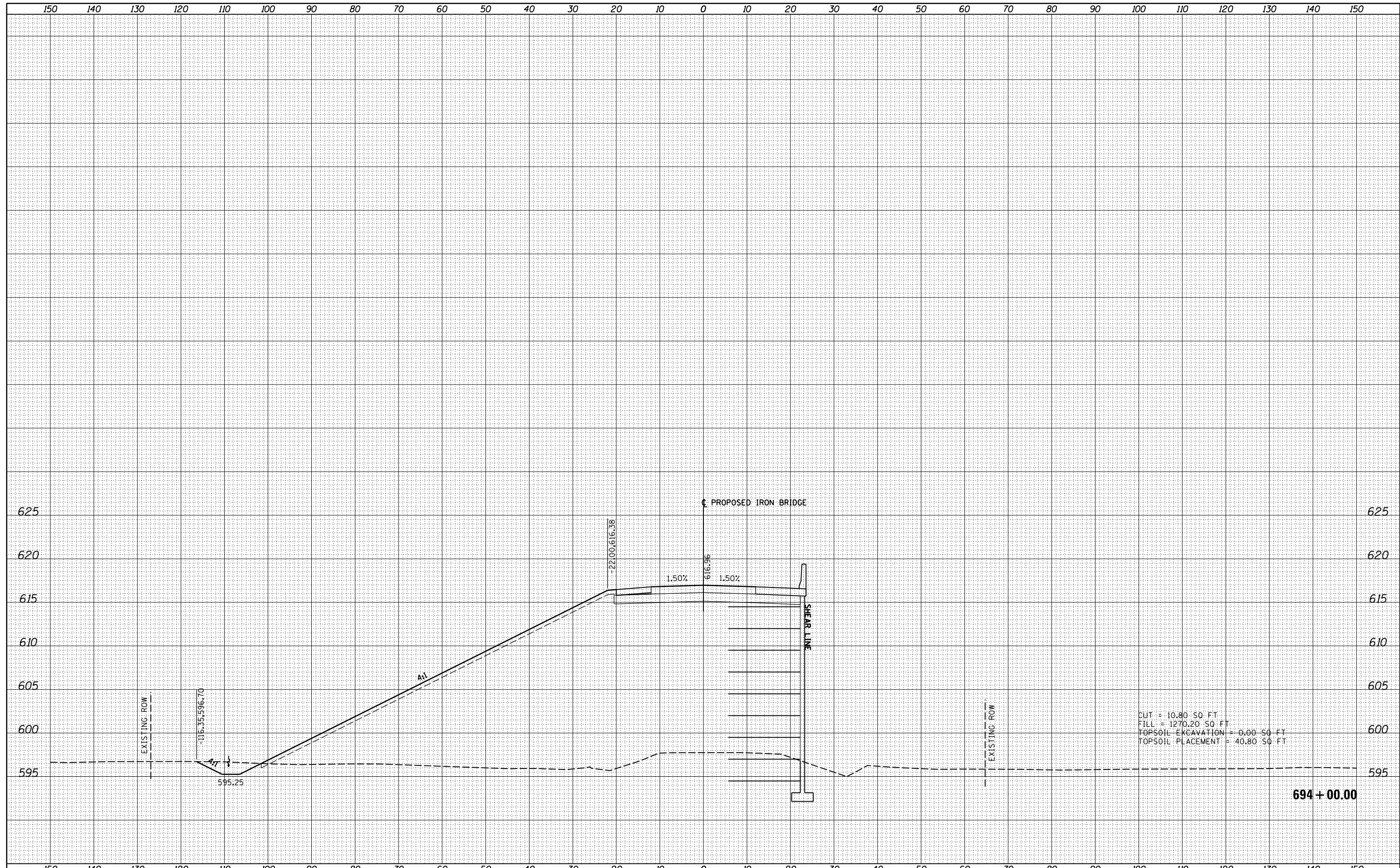
CROSS SECTIONS			
F.A. RTE.	SECTION	COUNTY	SHEET NO.
		SANGAMON	368 249
96S2002F		CONTRACT NO.	93671
SCALE:	SHEET OF SHEETS	STA. 692+00.00 TO STA. 693+00.00	

ILLINOIS FED. AID PROJECT 6	TOTAL SHEETS	368	SHEET NO.	249
CONTRACT NO. 93671				

• 07-00164-04-FP, 07-00090-08-FP

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NOTE BOOK	PLOTTED		
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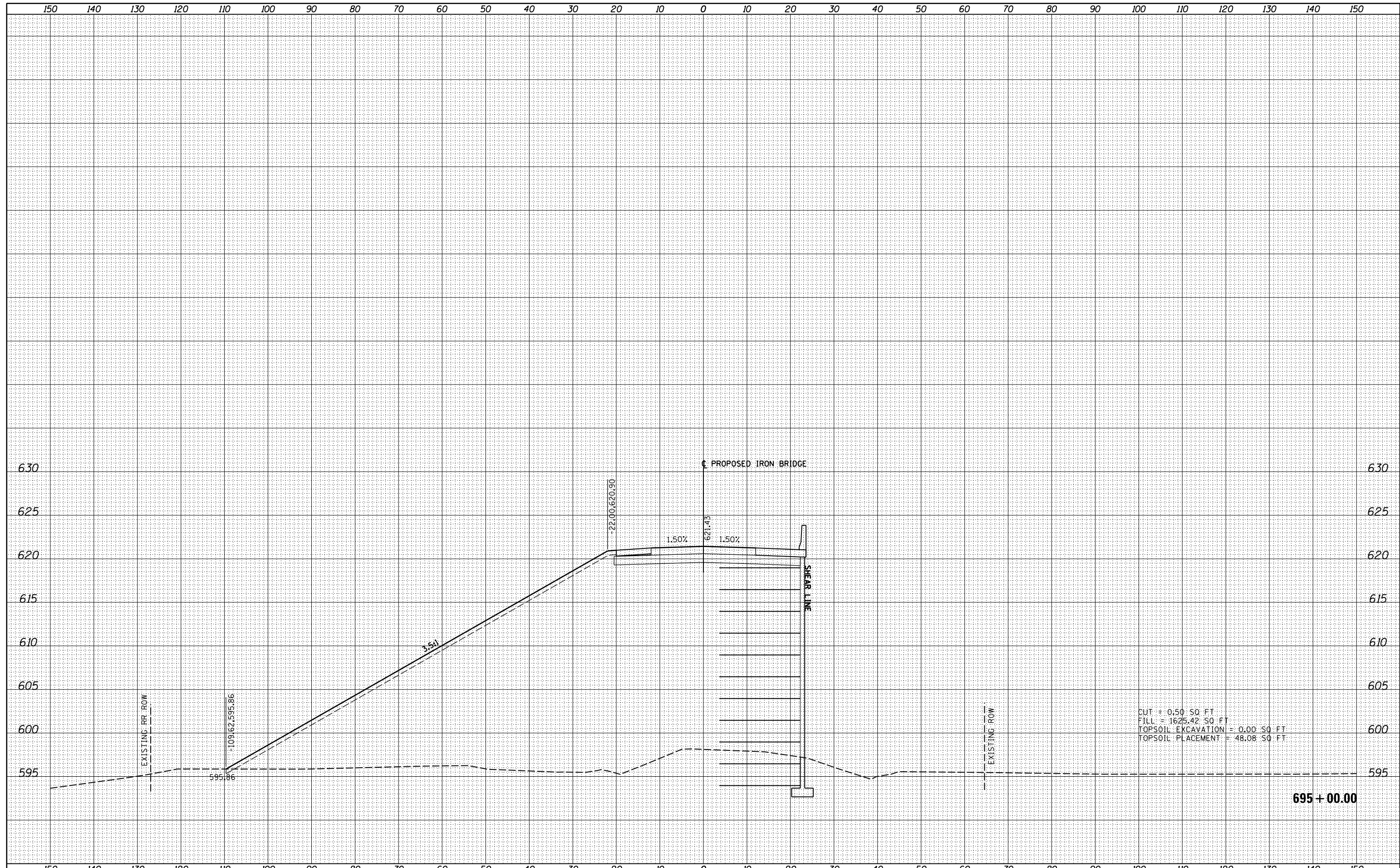
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FILE NAME =	USER NAME = Johns00944	DESIGNED - JDS	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				CROSS SECTIONS IRON BRIDGE ROAD - PHASE 1		F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 10/26/2022	DATE - 10/26/2022	REVISIED -									CONTRACT NO. 93671		07-00164-04-FP, 07-00090-08-FP

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



FILE NAME =	USER NAME = Johns00944	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS IRON BRIDGE ROAD - PHASE 1				F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 10/26/2022	DATE - 10/26/2022	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT 6								

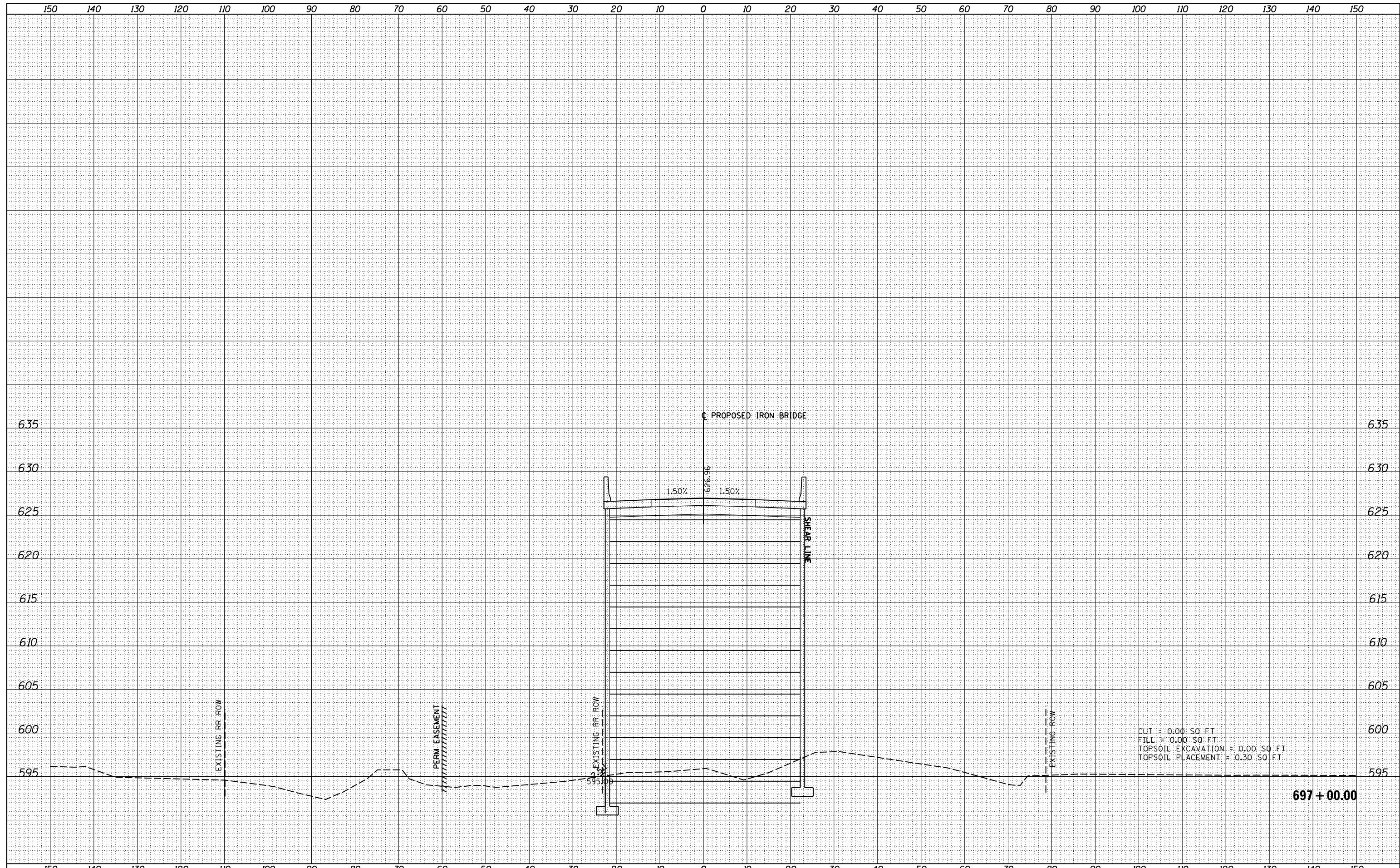
CUT = 0.50 SQ. FT
 FILL = 1625.42 SQ. FT
 TOPSOIL EXCAVATION = 0.00 SQ. FT
 TOPSOIL PLACEMENT = 48.08 SQ. FT

695 + 00.00

SCALE: SHEET OF SHEETS STA. 695+00.00 TO STA. 695+00.00

FINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK	PLOTTED	
AREAS CHECKED	TEMPLATE	
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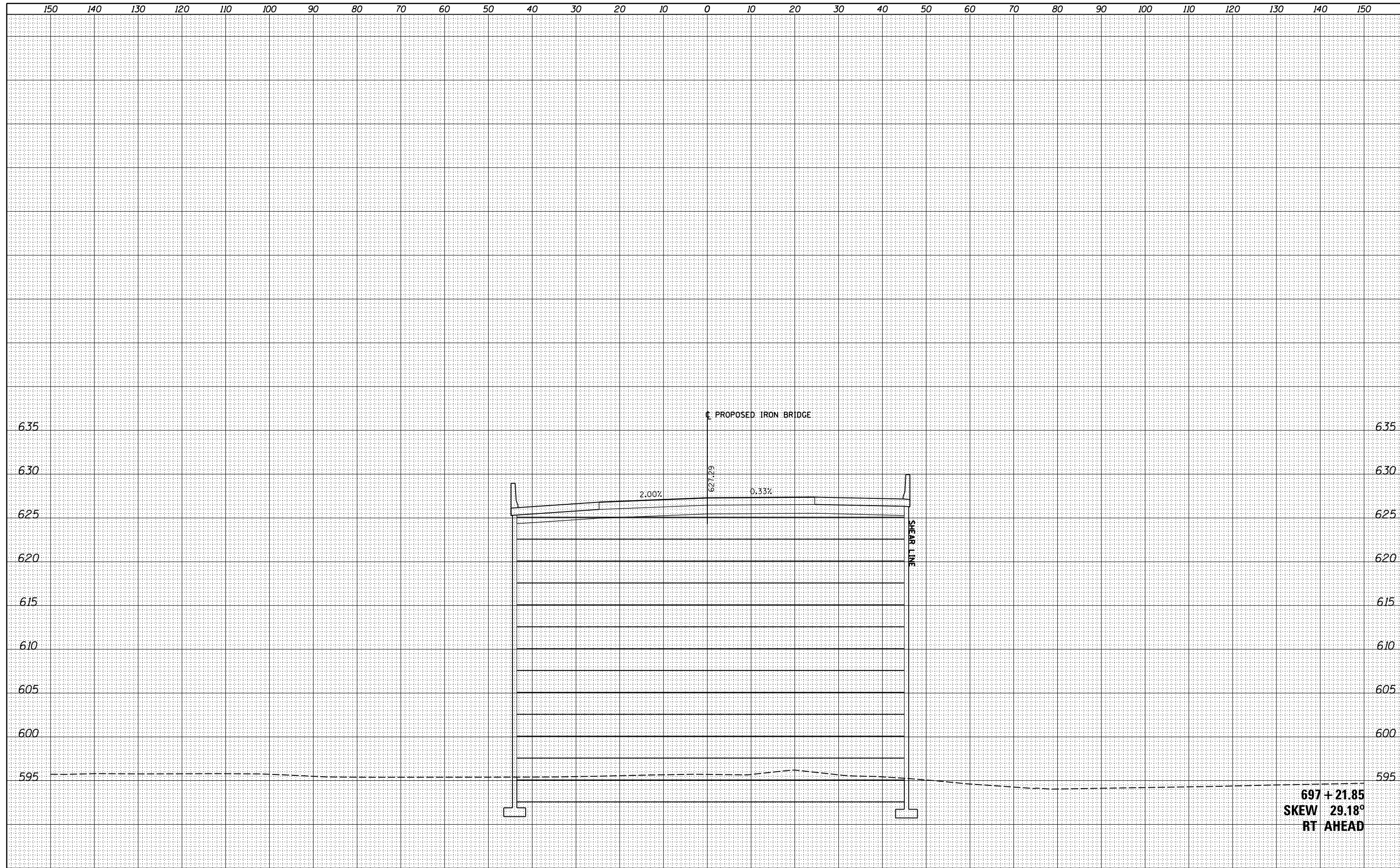
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NOTE BOOK	PLOTTED	
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FILE NAME =	USER NAME = Johns00944	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS IRON BRIDGE ROAD - PHASE 1				F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 10/26/2022	DATE - 10/26/2022	REVISED -			SCALE: SHEET OF SHEETS STA. 697+00.00 TO STA. 697+00.00		07-00164-04-FP, 07-00090-08-FP						

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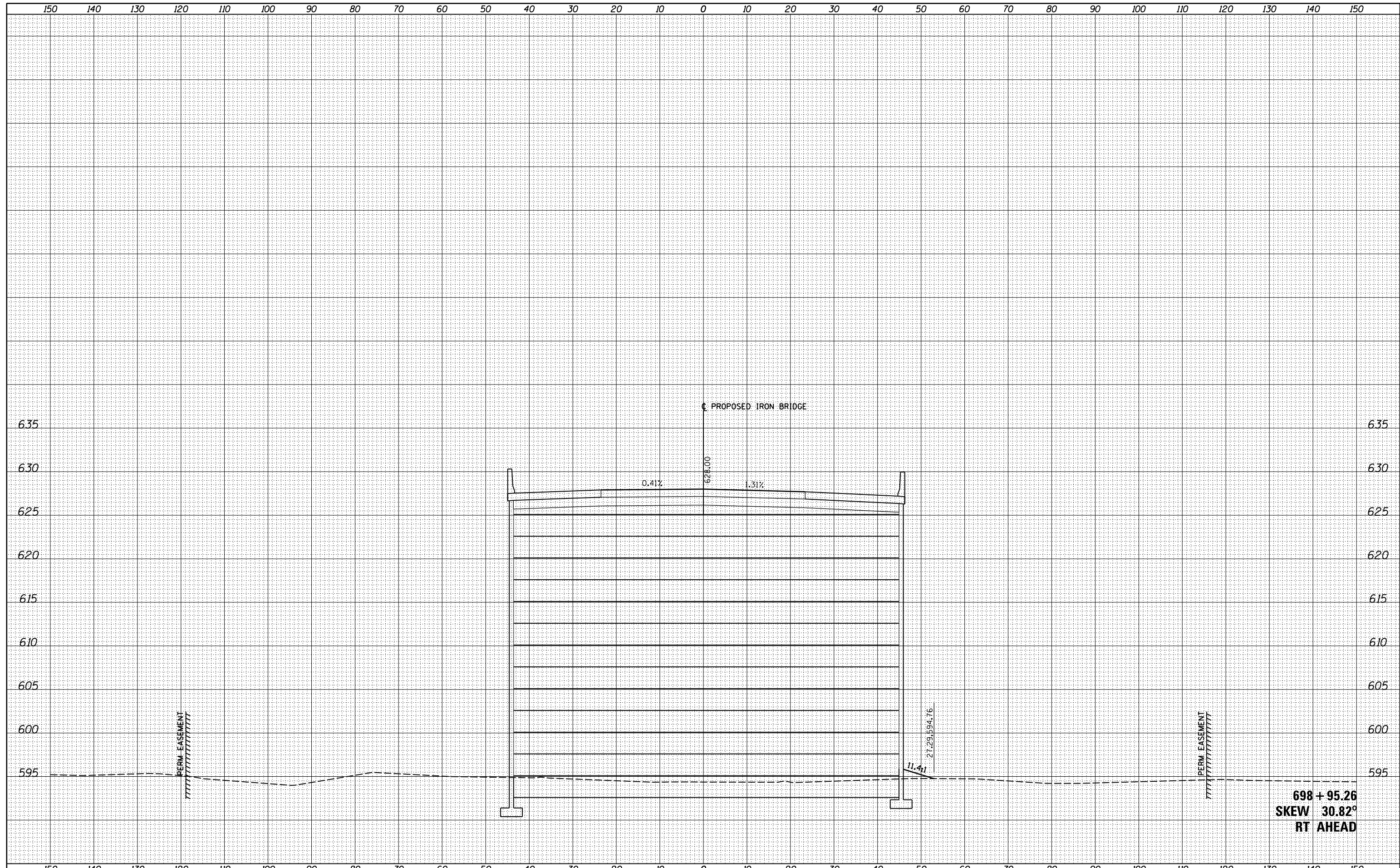
ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	CHECKED		



FILE NAME =	USER NAME = Johns00944	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS IRON BRIDGE ROAD - PHASE 1				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK	PLOTTED	
AREAS CHECKED	TEMPLATE	
	AREAS	
	CHECKED	

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

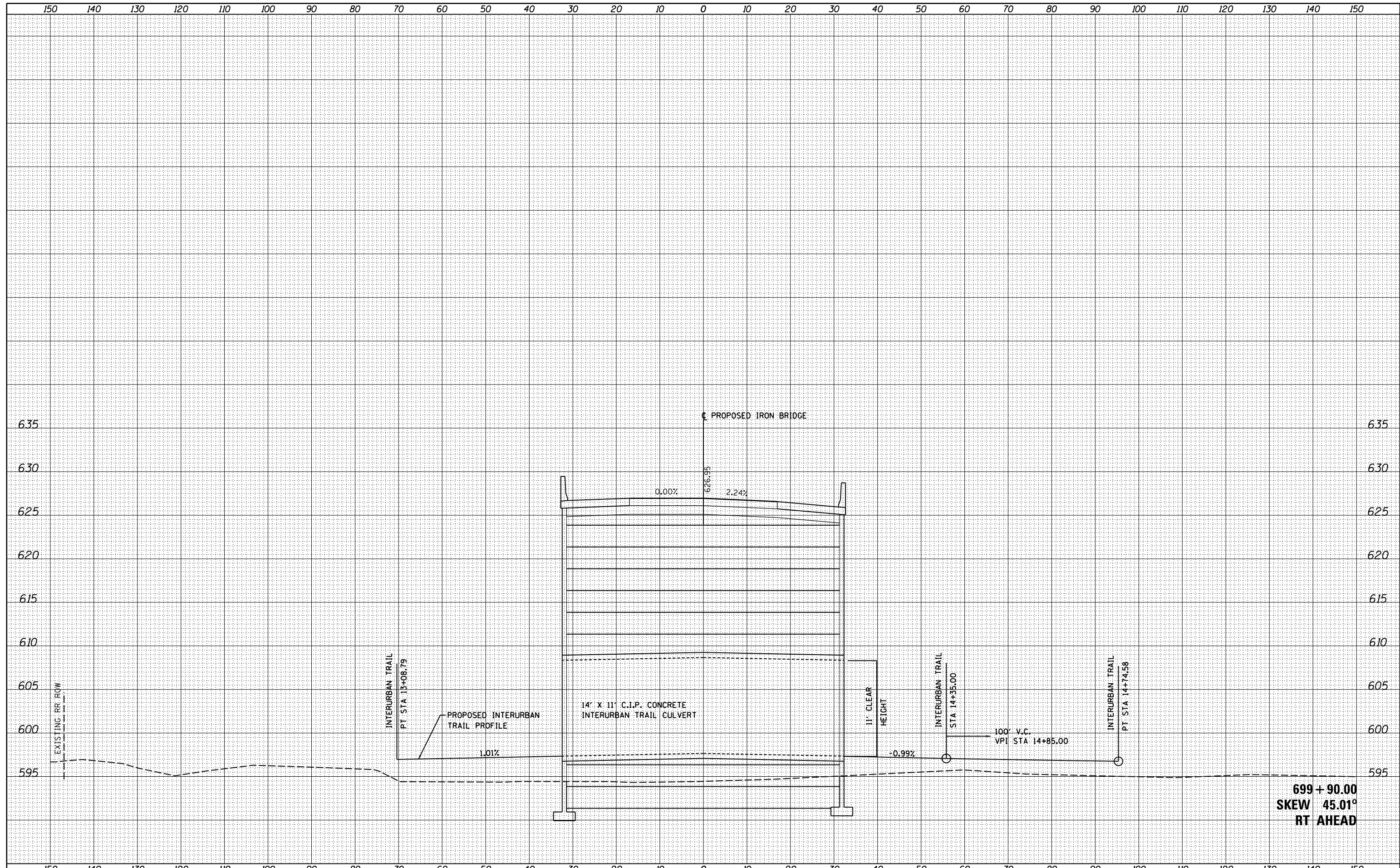


698 + 95.26
SKEW 30.82°
RT AHEAD

FILE NAME =	USER NAME = Johns00944	DESIGNED - JDS	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>				<p align="center">CROSS SECTIONS IRON BRIDGE ROAD - PHASE 1</p>				F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
It:\96jobs\96S2002F\CADD\Road\Sheet\FC-3-1-on	Bridge.dgn	DRAWN - JDS	REVISED -					SCALE:	SHEET	OF	SHEETS	STA. 698+95.26	TO STA. 698+95.26	96S2002F	SANGAMON	368
XS.SHEET.11	PLOT SCALE = 20.0000' / in.	CHECKED - JWM	REVISED -									CONTRACT NO. 93671				
	PLOT DATE = 10/26/2022	DATE - 10/26/2022	REVISED -									ILLINOIS FED. AID PROJECT 6				

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

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



FILE NAME =
 I:\96jobs\96S2002F\CADD\Road\Sheet\FC-3-1-iron

USER NAME = Johns00944	DESIGNED - JDS	REVISED -
Bridge.dgn	DRAWN - JDS	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - JWM	REVISED -
PLOT DATE = 10/26/2022	DATE - 10/26/2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

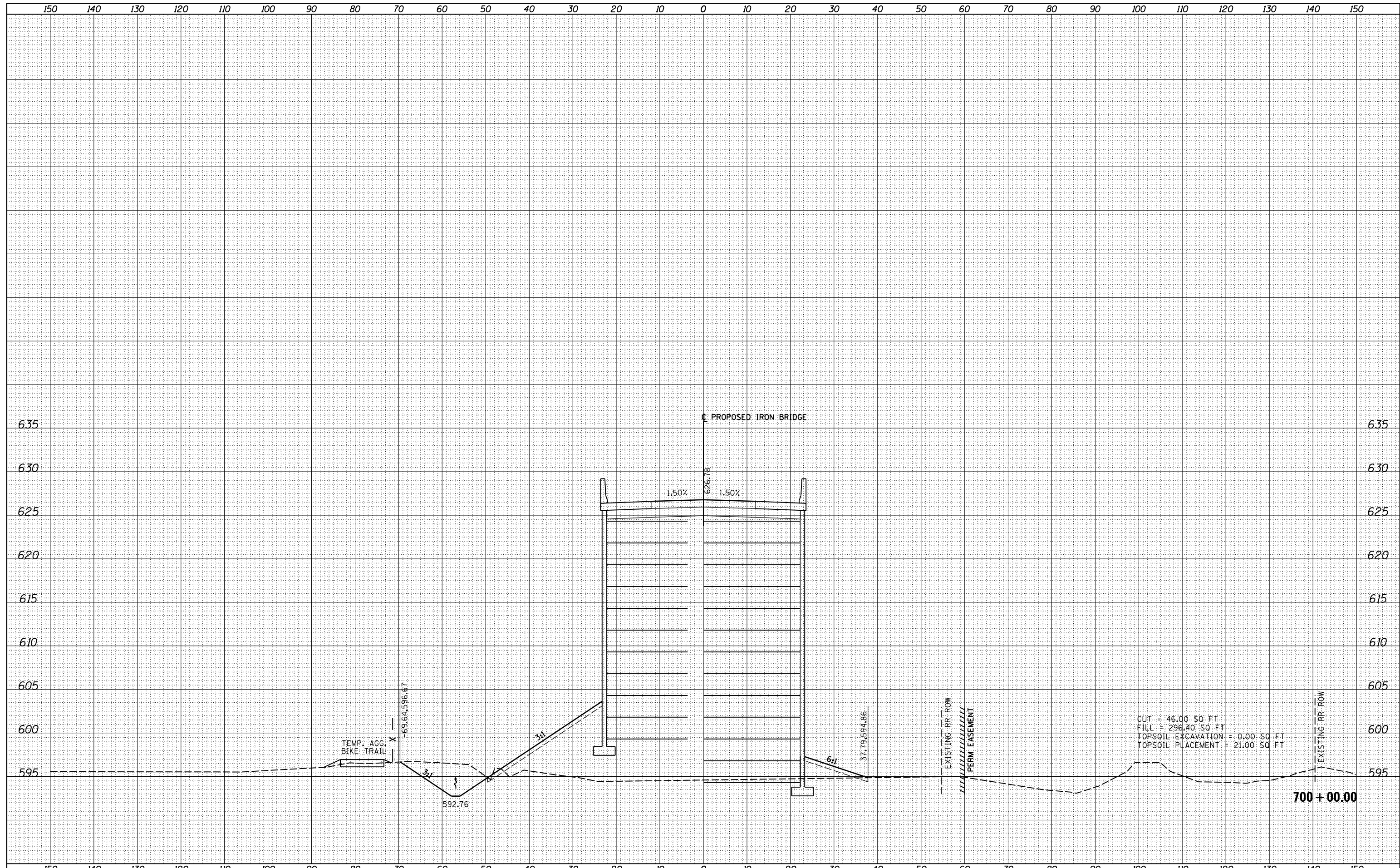
CROSS SECTIONS			
IRON BRIDGE ROAD - PHASE 1			
SCALE:	SHEET	OF	SHEETS
			STA. 699+90.00 TO STA. 699+90.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	257
96S2002F			CONTRACT NO.	93671

**699 + 90.00
 SKEW 45.01°
 RT AHEAD**

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

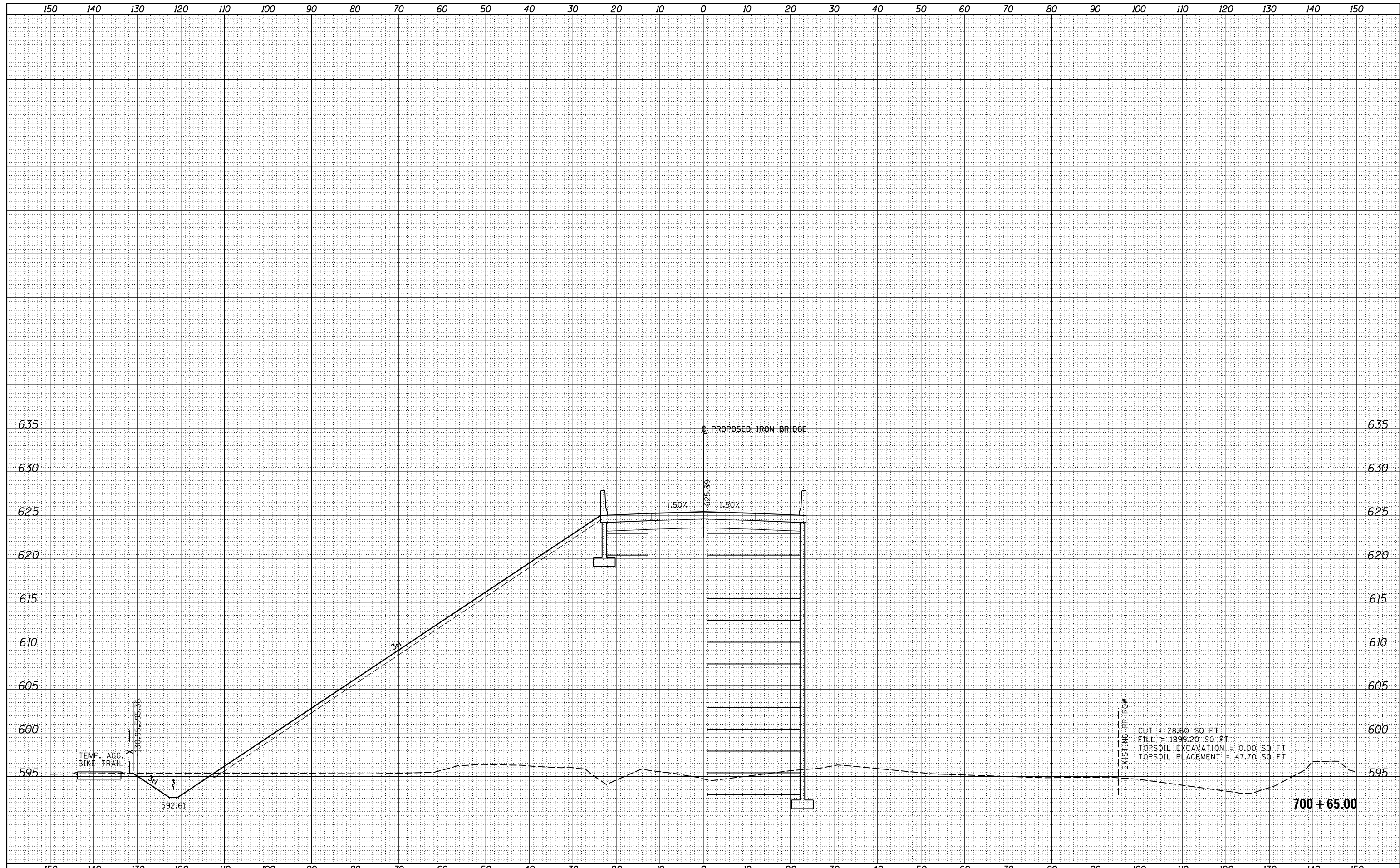
ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		



FILE NAME =	USER NAME = Johns00944	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS IRON BRIDGE ROAD - PHASE 1			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
It:\96jobs\96S2002F\CADD\Road\Sheet\FC-3-1-iron	Bridge.dgn	DRAWN - JDS	REVISED -		96S2002F	SANGAMON	368	258				
	PLOT SCALE = 20.0000' / in.	CHECKED - JWM	REVISED -		CONTRACT NO. 93671							
XS.SHEET.13	PLOT DATE = 10/26/2022	DATE - 10/26/2022	REVISED -		ILLINOIS FED. AID PROJECT 6							

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

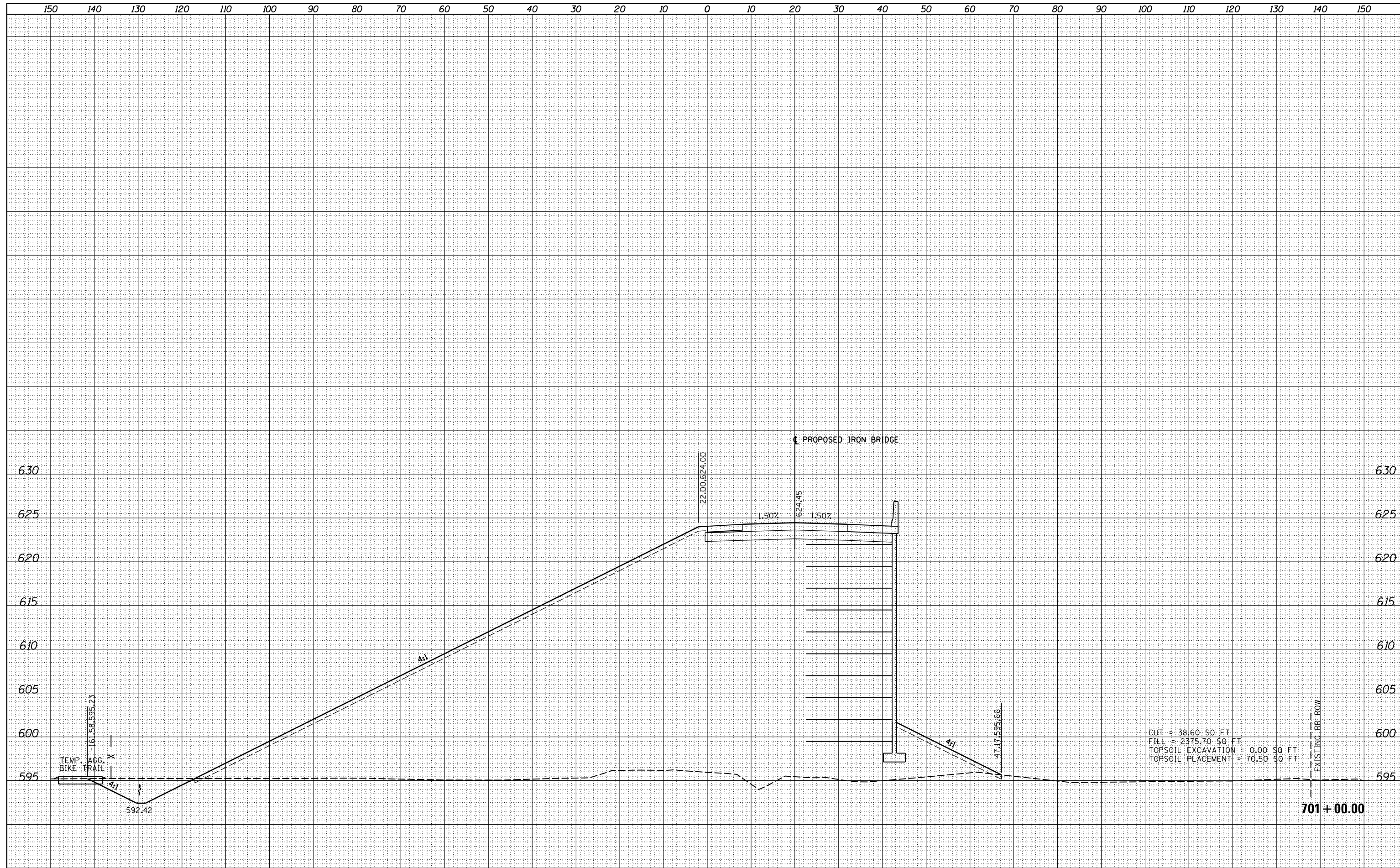
ORIGINAL SURVEY	SURVEYED	BY	DATE
SURVEY NOTE BOOK NO.	PLOTTED TEMPLATE AREAS CHECKED		



FILE NAME =	USER NAME = Johns00944	DESIGNED - JDS	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS			F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
It:\96jobs\96S2002F\CADD\Road\Sheet\FC-3-1-iron	Bridge.dgn	DRAWN - JDS	REVISIED -		IRON BRIDGE ROAD - PHASE 1				.	SANGAMON	368	260	
XS.SHEET.15		CHECKED - JWM	REVISIED -		SCALE:	SHEET	OF	SHEETS	STA. 700+65.00	TO STA. 700+65.00	96S2002F		CONTRACT NO. 93671
		DATE - 10/26/2022	REVISIED -		ILLINOIS FED. AID PROJECT 6 07-00164-04-FP, 07-00090-08-FP								

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

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

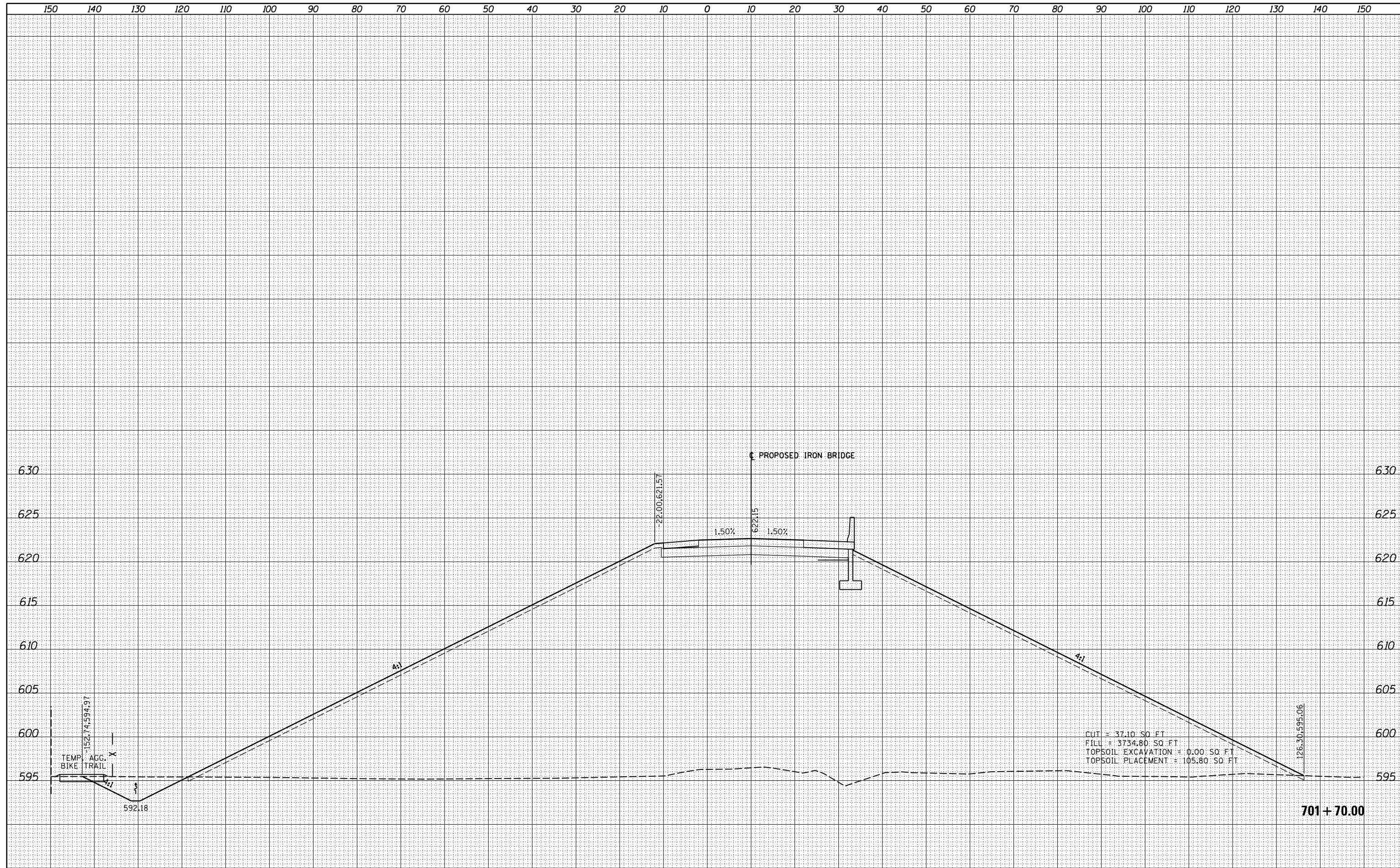


CUT = 38.60 SQ FT
 FILL = 2375.70 SQ FT
 TOPSOIL EXCAVATION = 0.00 SQ FT
 TOPSOIL PLACEMENT = 70.50 SQ FT

FILE NAME =	USER NAME = Johns00944	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
It:\96jobs\96S2002F\CADD\Road\Sheet\FC-3-1-iron	Bridge.dgn	DRAWN - JDS	REVISED -		IRON BRIDGE ROAD - PHASE 1					SANGAMON	368	261
		CHECKED - JWM	REVISED -		SCALE: SHEET OF SHEETS STA. 701+00.00 TO STA. 701+00.00			96S2002F		CONTRACT NO. 93671		
XS.SHEET.16		DATE - 10/26/2022	REVISED -		ILLINOIS FED. AID PROJECT 6 07-00164-04-FP, 07-00090-08-FP							

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

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



CUT = 37.10 SQ. FT.
 FILL = 3734.80 SQ. FT.
 TOPSOIL EXCAVATION = 0.00 SQ. FT.
 TOPSOIL PLACEMENT = 105.80 SQ. FT.

FILE NAME =	USER NAME = Johns00944	DESIGNED - JDS	REVISED -
It:\96jobs\96S2002F\CADD\Road\Sheet\FC-3-1-iron	Bridge.dgn	DRAWN - JDS	REVISED -
		CHECKED - JWM	REVISED -
		DATE - 10/26/2022	REVISED -

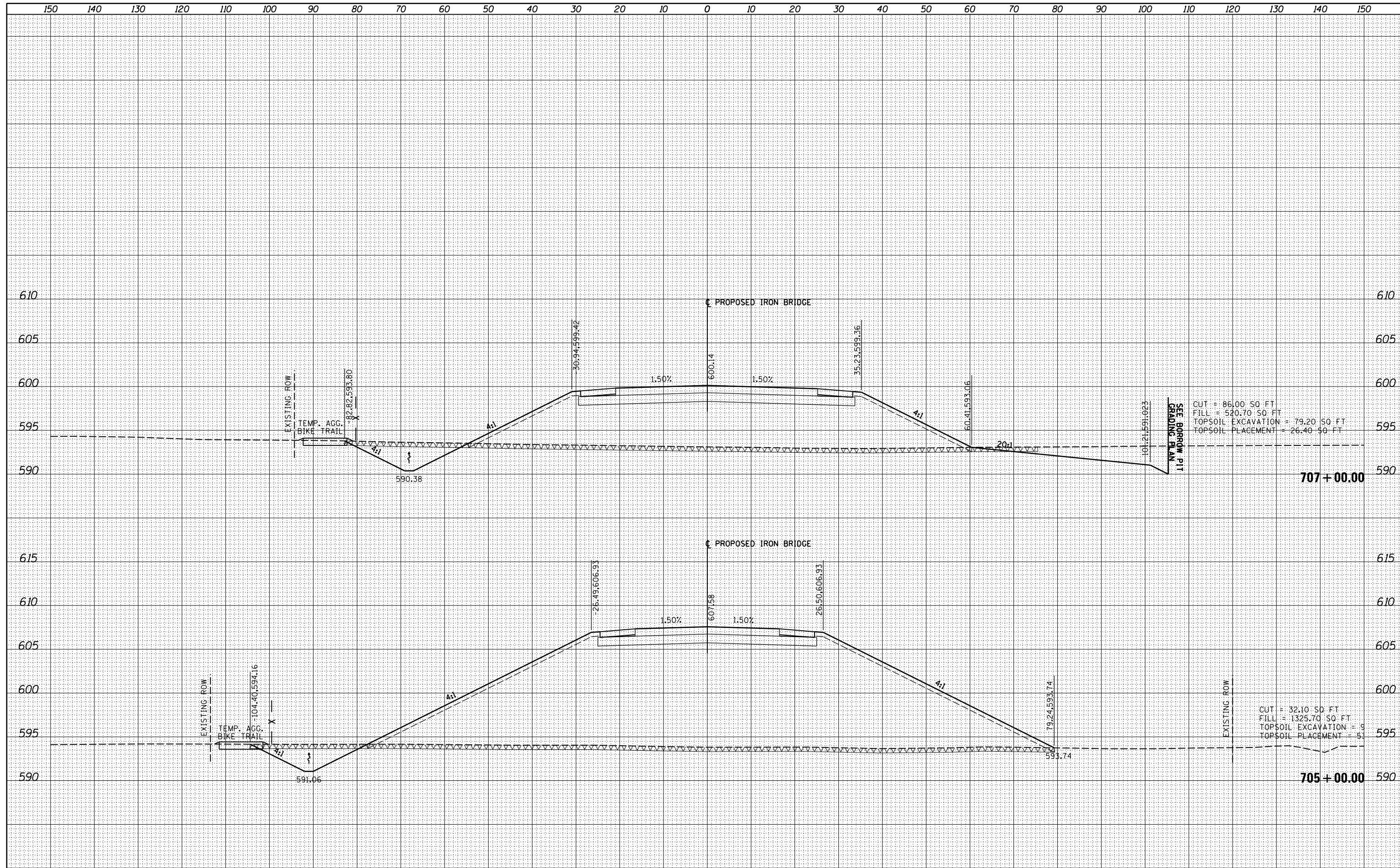
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS			
IRON BRIDGE ROAD - PHASE 1			
SCALE:	SHEET	OF	SHEETS
			STA. 701+70.00 TO STA. 701+70.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	262
96S2002F		CONTRACT NO.	93671	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



FILE NAME = I:\96jobs\96S2002F\CADD\Road\Sheet\FC-3-1-iron
 USER NAME = Johns00944
 BRIDGE.dgn
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 10/26/2022

DESIGNED - JDS	REVISED -
DRAWN - JDS	REVISED -
CHECKED - JWM	REVISED -
DATE - 10/26/2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

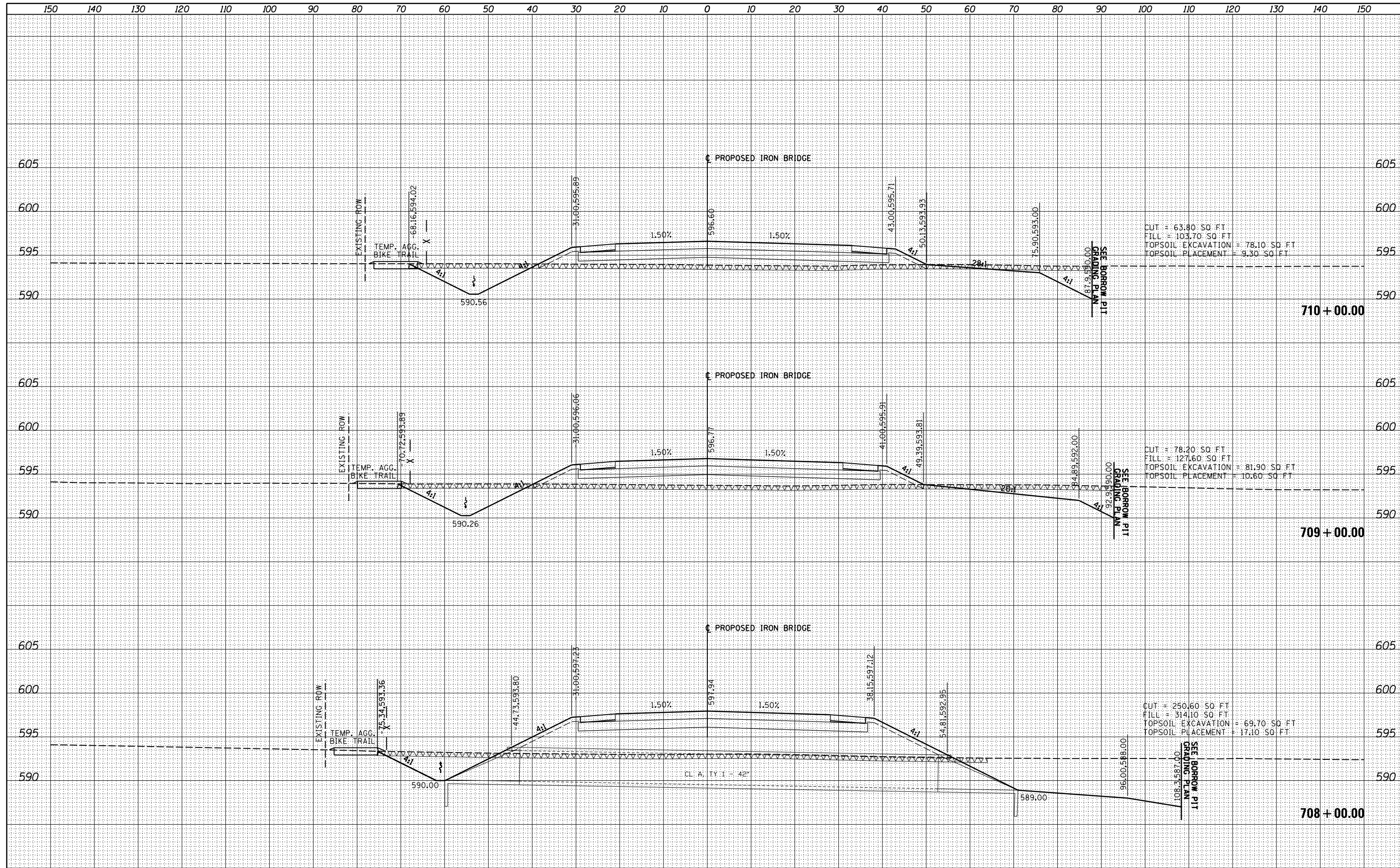
**CROSS SECTIONS
 IRON BRIDGE ROAD - PHASE 1**

SCALE: SHEET OF SHEETS STA. 705+00.00 TO STA. 707+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	265
96S2002F		CONTRACT NO.	93671	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

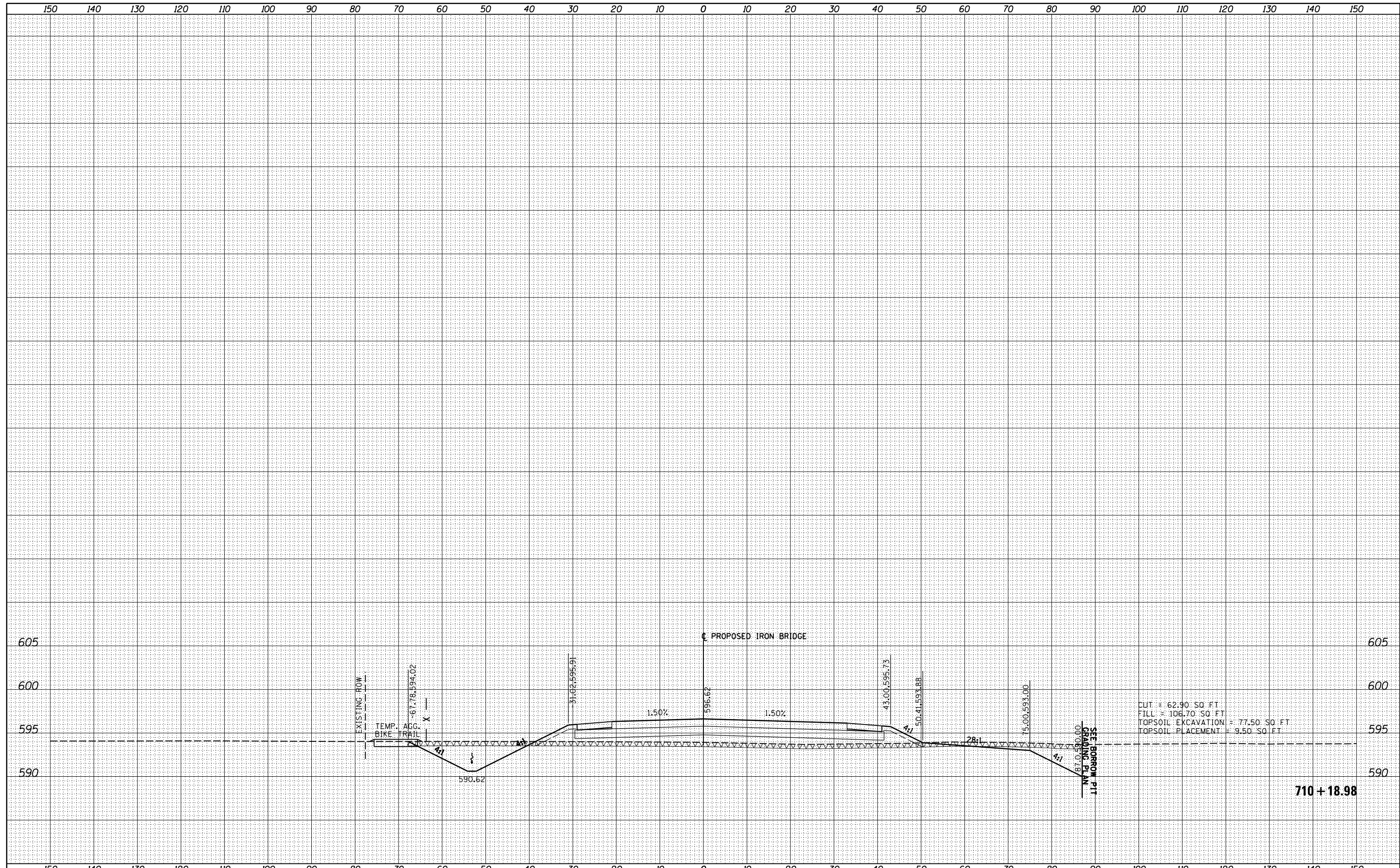
DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



FILE NAME =	USER NAME = Johns00944	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
It:\96\jobs\96S2002F\CADD\Road\Sheet\FC-3-1-ron	Bridge.dgn	DRAWN - JDS	REVISED -		IRON BRIDGE ROAD - PHASE 1					SANGAMON	368	266
		CHECKED - JWM	REVISED -		SCALE:	SHEET	OF	SHEETS	STA. 708+00.00	TO STA. 710+00.00	CONTRACT NO. 93671	
XS.SHEET_21		DATE - 10/26/2022	REVISED -								ILLINOIS FED. AID PROJECT 6	

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

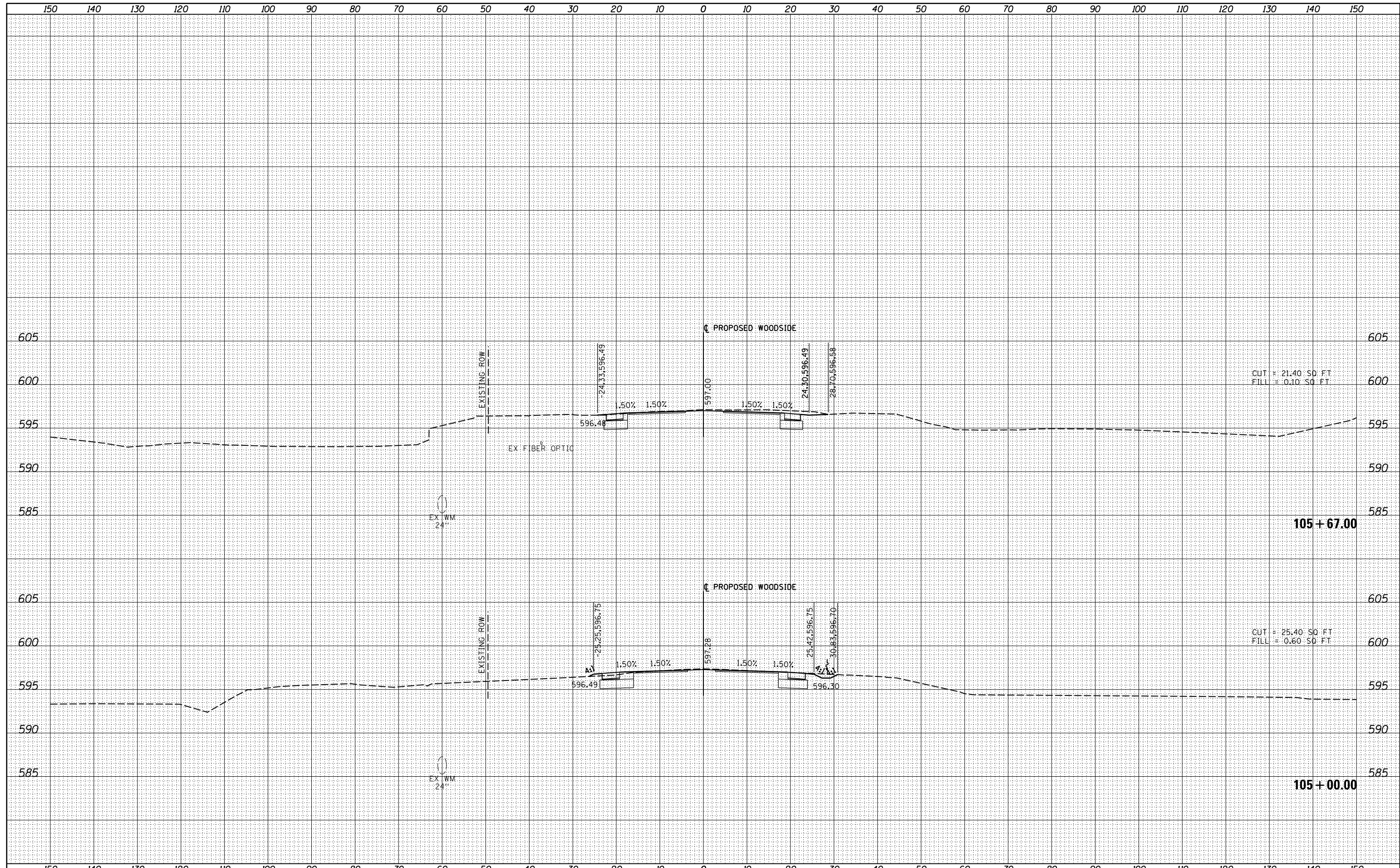
ORIGINAL SURVEY NO.	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		



FILE NAME =	USER NAME = Johns00944	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
It:\96jobs\96S2002F\CADD\Road\Sheet\FC-3-1-iron	Bridge.dgn	DRAWN - JDS	REVISED -		IRON BRIDGE ROAD - PHASE 1				SANGAMON	368	267	
	PLOT SCALE = 20.0000' / in.	CHECKED - JWM	REVISED -		SCALE:		SHEET	OF	SHEETS	STA. 710+18.98	TO STA. 710+18.98	ILLINOIS FED. AID PROJECT 6
XS.SHEET.22	PLOT DATE = 10/26/2022	DATE - 10/26/2022	REVISED -						96S2002F	CONTRACT NO.	93671	07-00164-04-FP, 07-00090-08-FP

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

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



FILE NAME = It:\96jobs\96S2002F\CADD\Road\Sheet\FC-3-Woods
 USER NAME = Johns00944
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 10/26/2022

DESIGNED - JDS	REVISIED -
DRAWN - JDS	REVISIED -
CHECKED - JWM	REVISIED -
DATE - 10/26/2022	REVISIED -

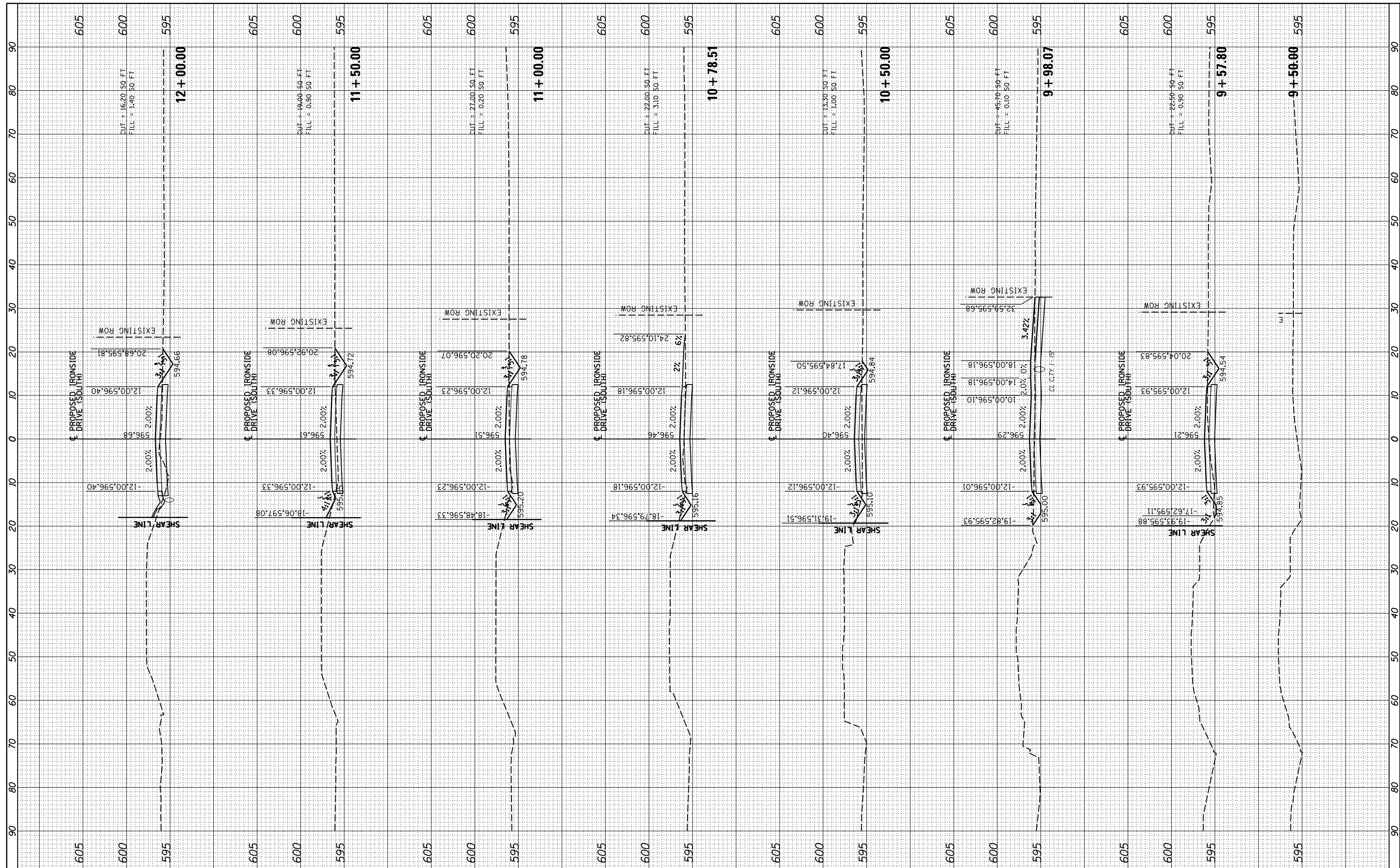
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS WOODSIDE ROAD - PHASE 1			
SCALE:	SHEET	OF SHEETS	STA. 105+00.00 TO STA. 105+67.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	96S2002F	SANGAMON	368	275
			CONTRACT NO.	93671

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

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



FILE NAME = I:\96jobs\96S2002F\CADD\Road\Sheet\FC-3-Acces\IB.dgn
 USER NAME = johns00944
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 4/28/2023

DESIGNED - JDS
 DRAWN - JDS
 CHECKED - JWM
 DATE - 10/26/2022

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

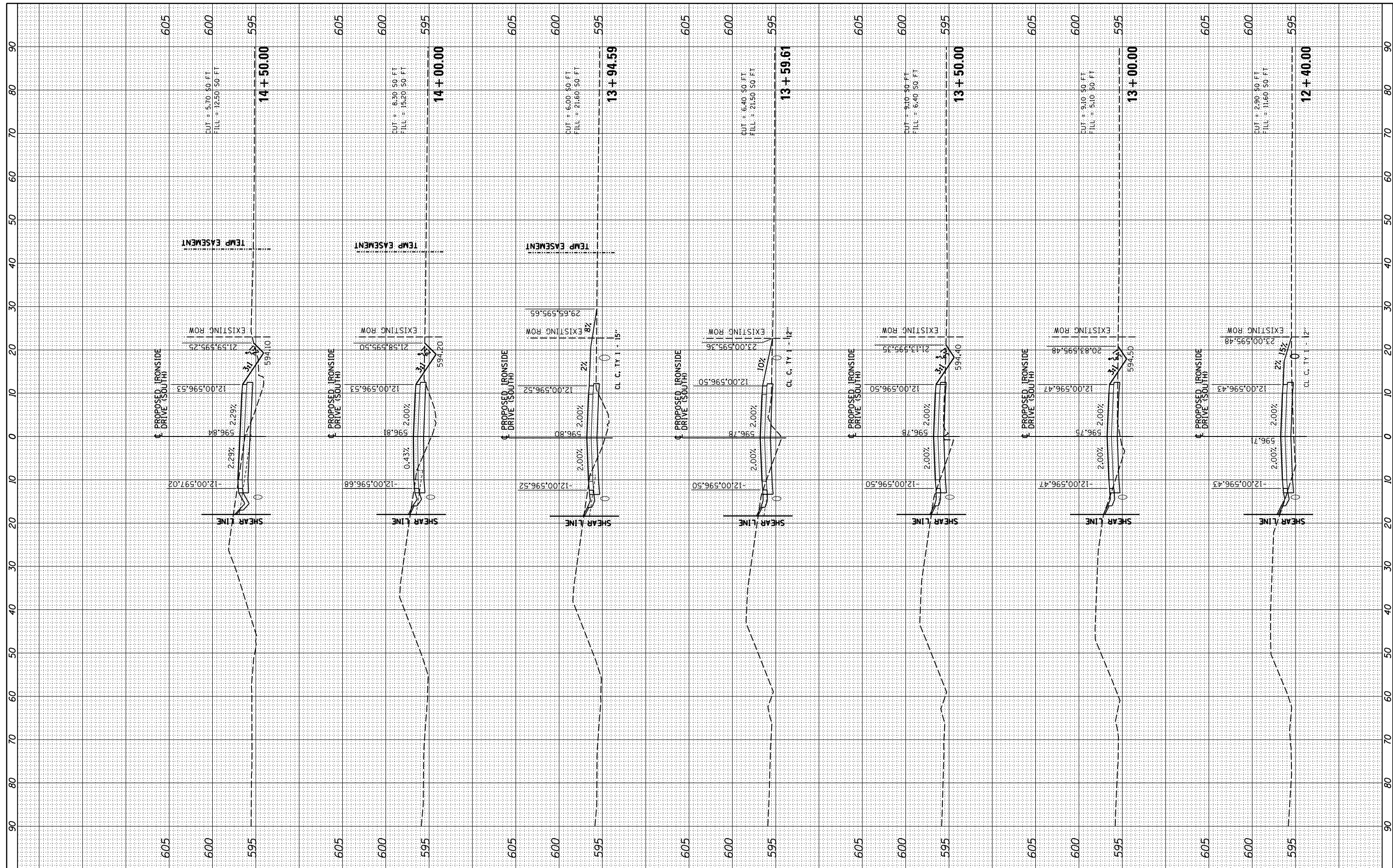
**CROSS SECTIONS
 IRONSIDE DRIVE (SOUTH)**

SCALE: SHEET OF SHEETS STA. 9+50.00 TO STA. 12+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	96S2002F	SANGAMON	368	276
		CONTRACT NO.	93671	

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

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



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 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 4/28/2023

DESIGNED - JDS
 DRAWN - JDS
 CHECKED - JWM
 DATE - 10/26/2022

REVISED -
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 REVISED -
 REVISED -

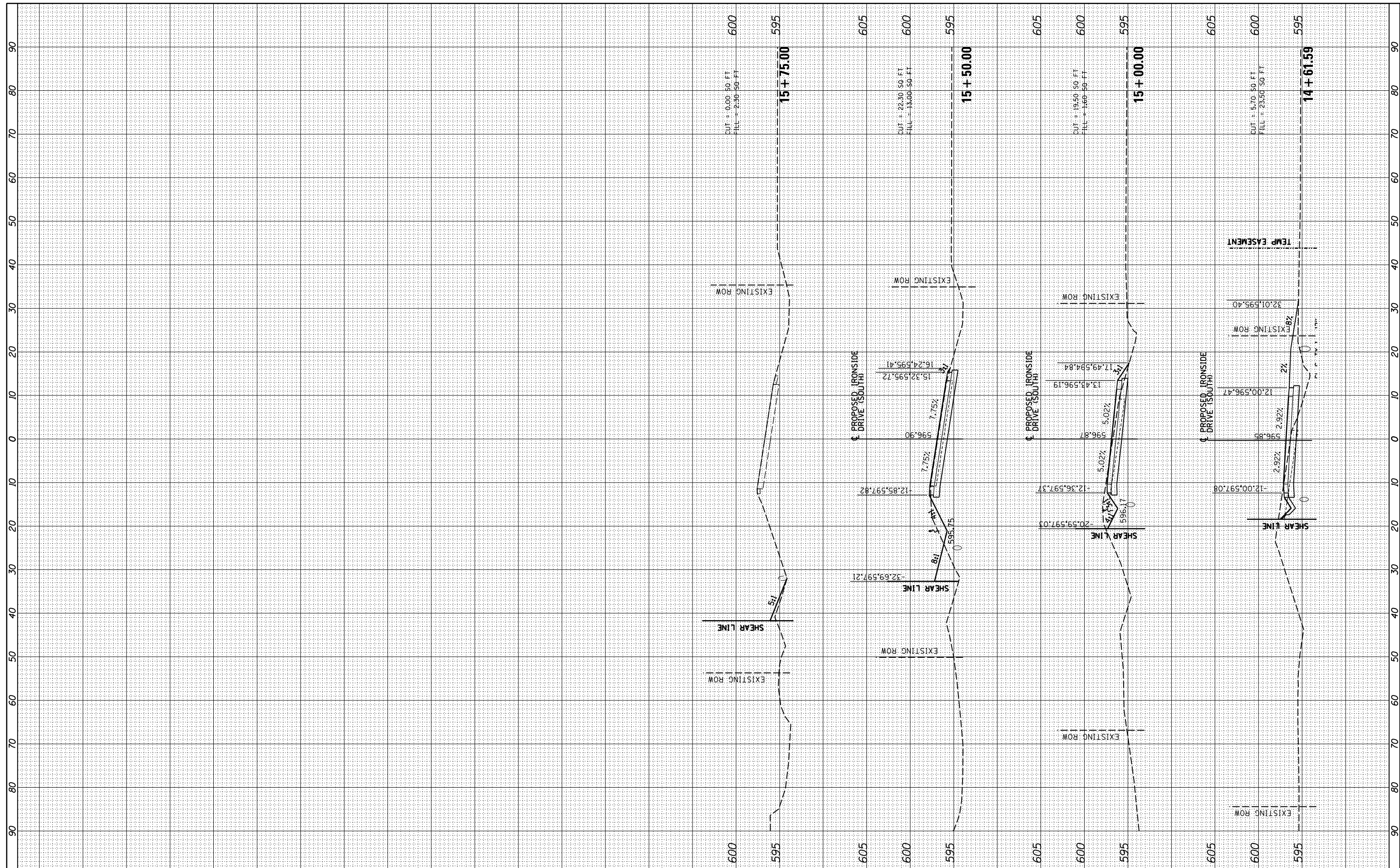
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 IRONSIDE DRIVE (SOUTH)**
 SCALE: SHEET OF SHEETS STA. 12+40.00 TO STA. 14+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
96S2002F		SANGAMON	368	277
		CONTRACT NO.	93671	

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

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



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USER NAME = Johns00944
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 10/26/2022

DESIGNED - JDS
 DRAWN - JDS
 CHECKED - JWM
 DATE - 10/26/2022

REVISED -
 REVISED -
 REVISED -
 REVISED -

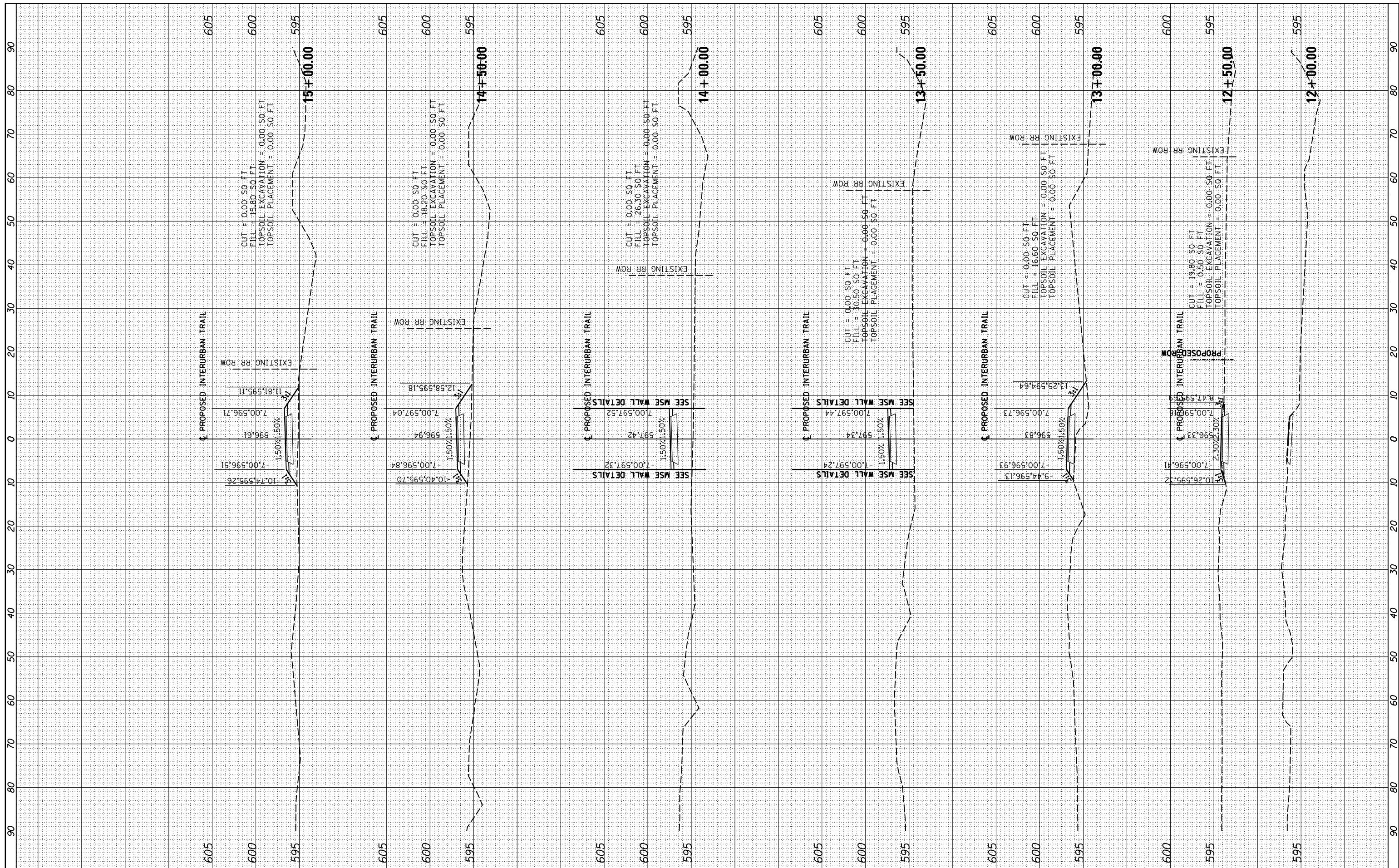
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 IRONSIDE DRIVE (SOUTH)**
 SCALE: SHEET OF SHEETS STA. 14+61.59 TO STA. 15+75.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
96S2002F		SANGAMON	368	278
		CONTRACT NO.	93671	

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

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



FILE NAME =	USER NAME = Johns00944	DESIGNED - JDS	REVISED -
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		CHECKED - JWM	REVISED -
		DATE - 10/26/2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

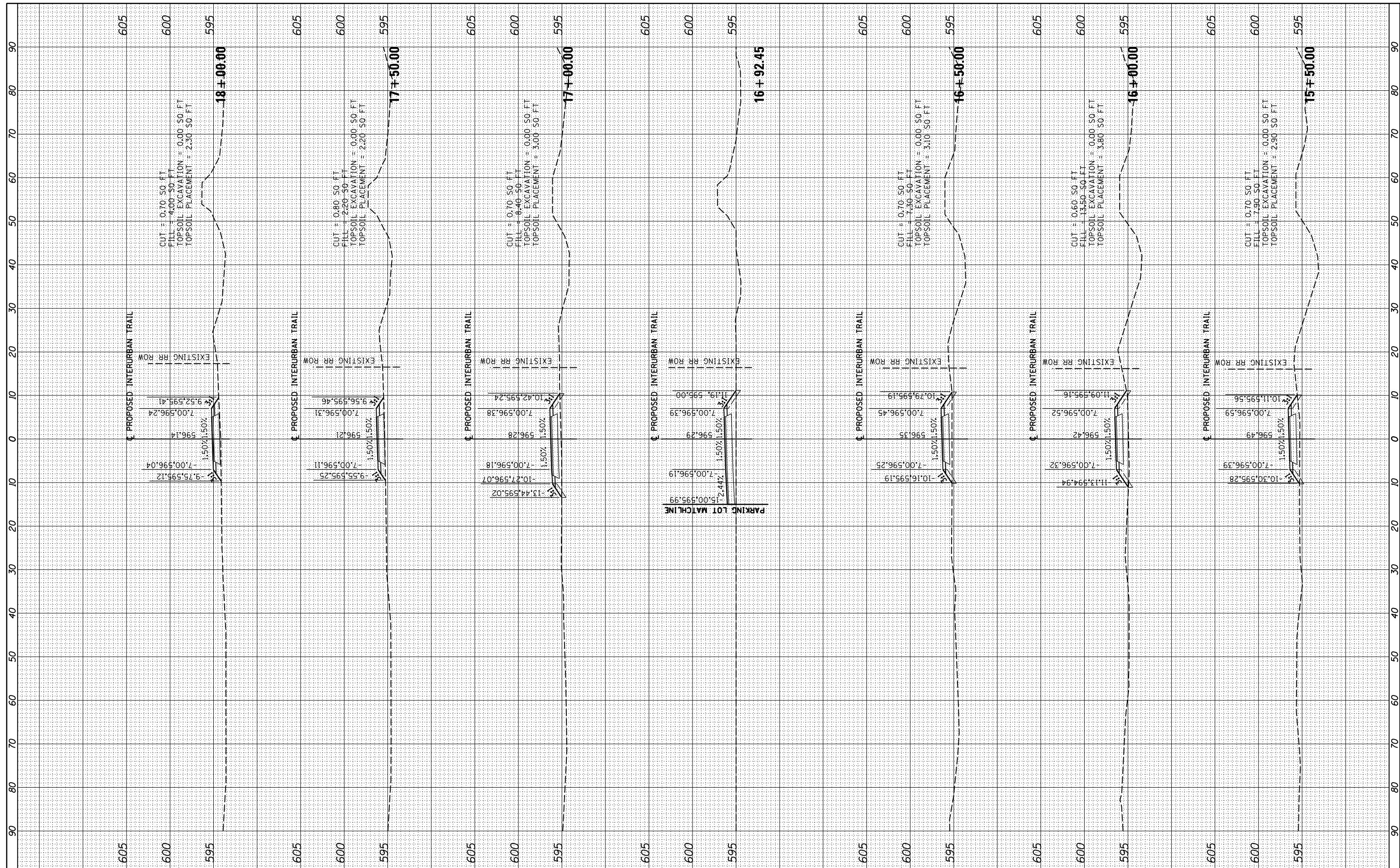
**CROSS SECTIONS
INTERURBAN TRAIL - PHASE 1**

SCALE: SHEET OF SHEETS STA. 12+00.00 TO STA. 15+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	96S2002F	SANGAMON	368	279
		CONTRACT NO.	93671	

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

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



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 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 10/26/2022

DESIGNED - JDS
 DRAWN - JDS
 CHECKED - JWM
 DATE - 10/26/2022

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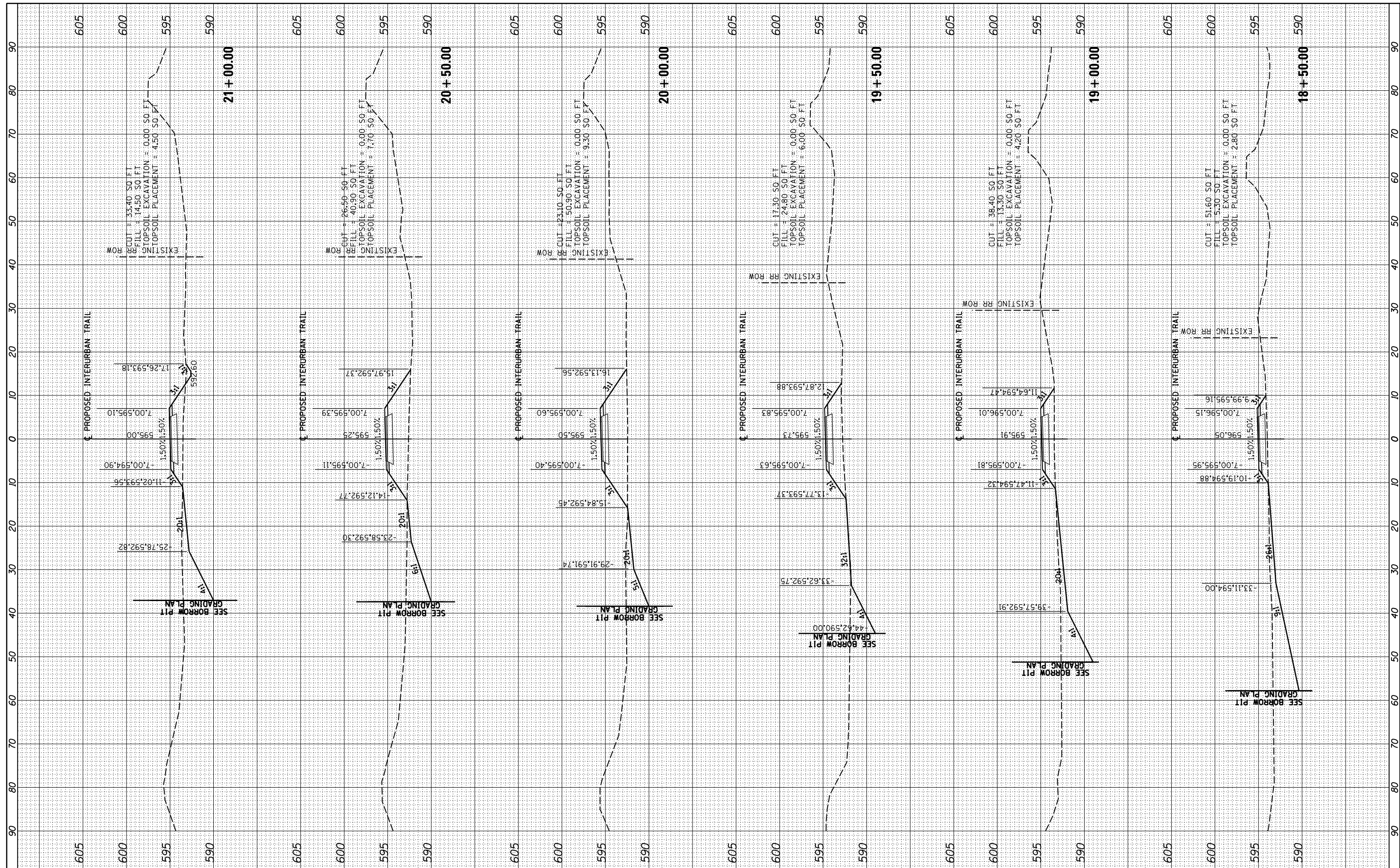
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 INTERURBAN TRAIL - PHASE 1**
 SCALE: SHEET OF SHEETS STA. 15+50.00 TO STA. 18+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	96S2002F	SANGAMON	368	280
		CONTRACT NO.	93671	

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

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



FILE NAME = I:\96jobs\96S2002F\CADD\Road\Sheet\FC-3-Bikep\th2.dgn
 USER NAME = Johns00944
 DESIGNED - JDS
 DRAWN - JDS
 CHECKED - JWM
 DATE - 10/26/2022

REVISIONS:
 REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

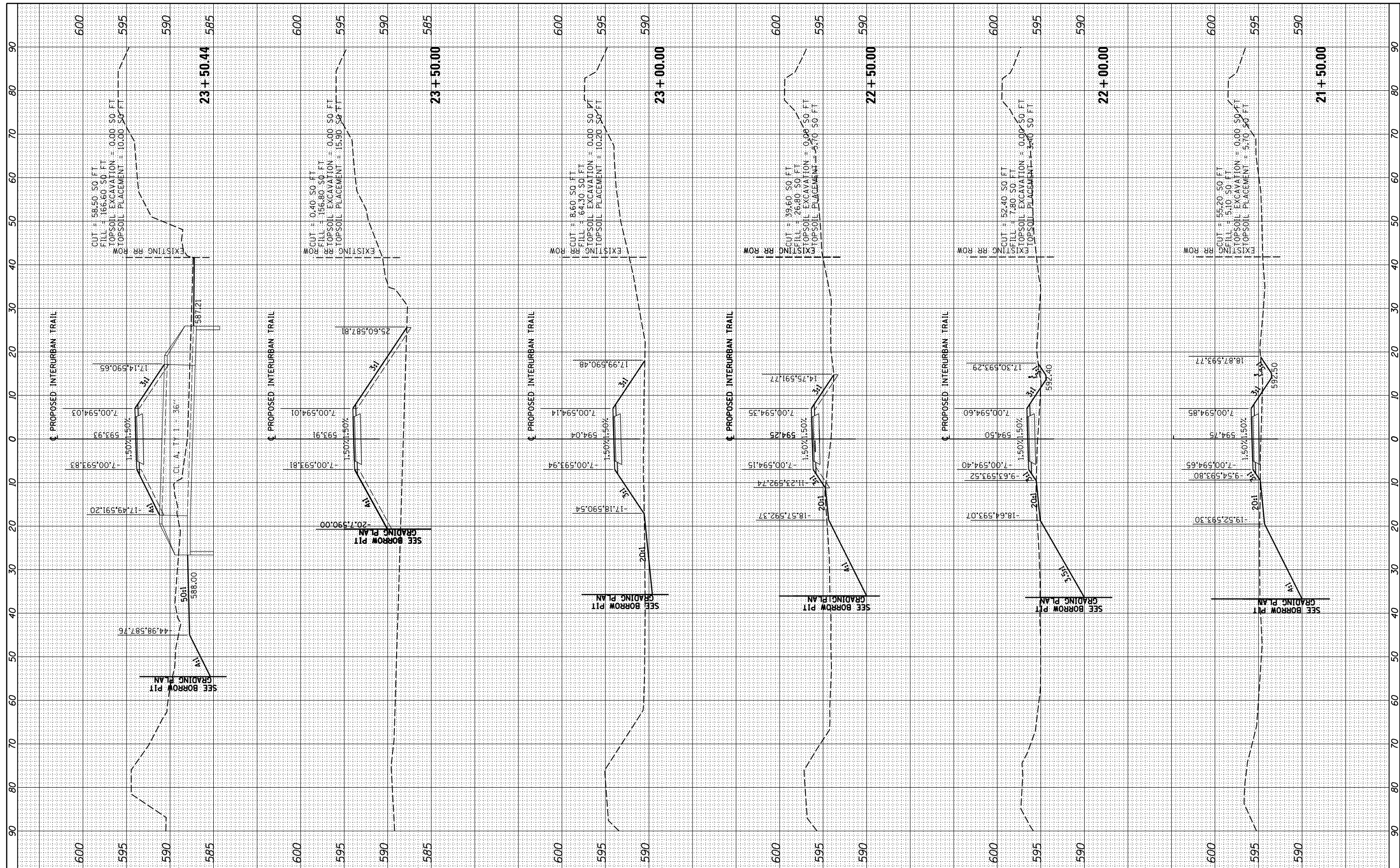
**CROSS SECTIONS
 INTERURBAN TRAIL - PHASE 1**

SCALE: SHEET OF SHEETS STA. 18+50.00 TO STA. 21+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
96S2002F		SANGAMON	368	281
CONTRACT NO. 93671				

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

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



FILE NAME = I:\96jobs\96S2002F\CADD\Road\Sheet\FC-3-Bikepth2.dgn
 USER NAME = Johns00944
 DESIGNED - JDS
 DRAWN - JDS
 CHECKED - JWM
 DATE - 10/26/2022

REVISIONS:
 REVISED -
 REVISED -
 REVISED -
 REVISED -

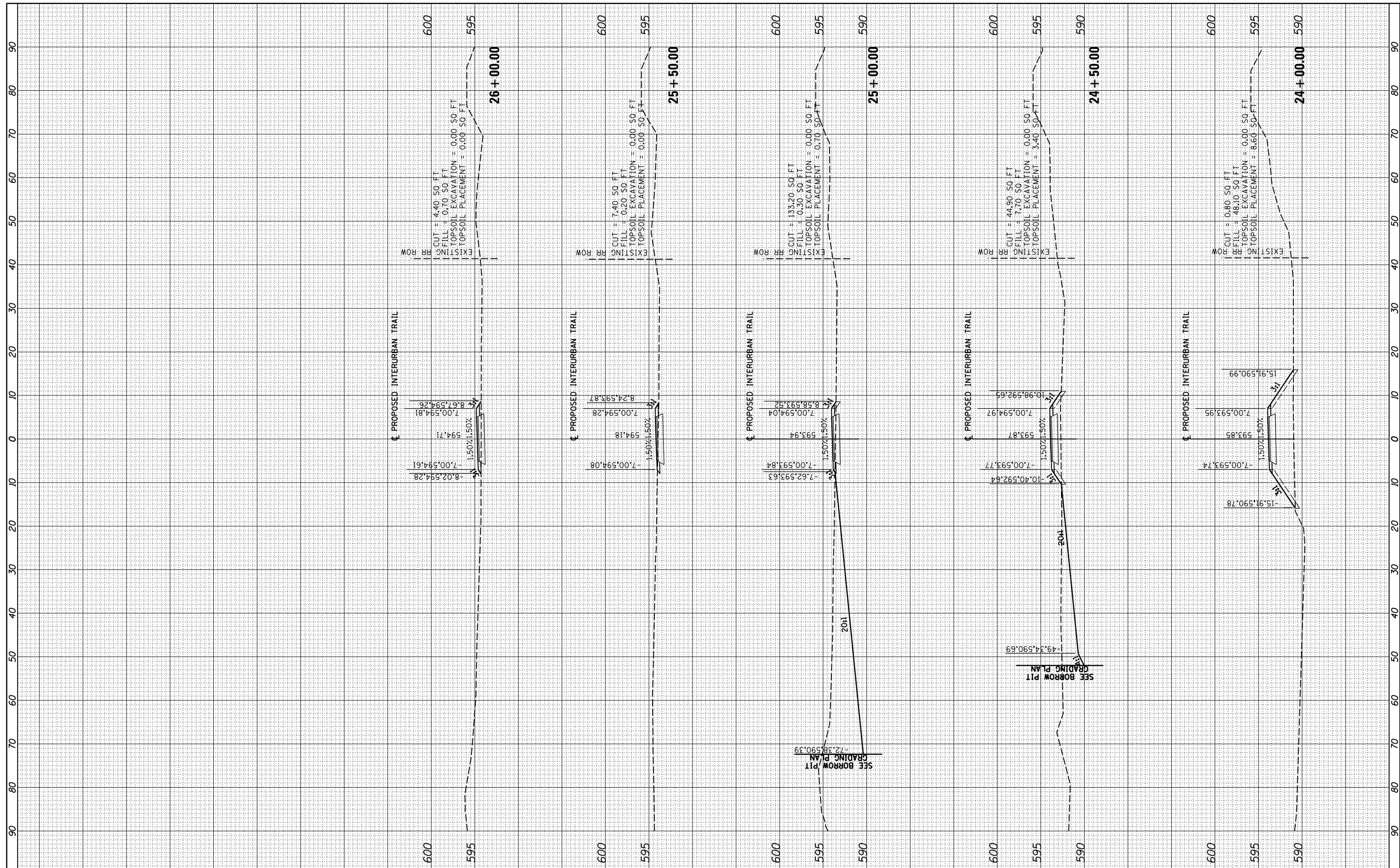
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 INTERURBAN TRAIL - PHASE 1**
 SCALE: SHEET OF SHEETS STA. 21+50.00 TO STA. 23+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
96S2002F		SANGAMON	368	282
		CONTRACT NO.	93671	

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FILE NAME = I:\96jobs\96S2002F\CADD\Road\Sheet\FC-3-Bikepath2.dgn
 USER NAME = Johns00944
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 10/26/2022

DESIGNED - JDS	REVISED -
DRAWN - JDS	REVISED -
CHECKED - JWM	REVISED -
DATE - 10/26/2022	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 INTERURBAN TRAIL - PHASE 1

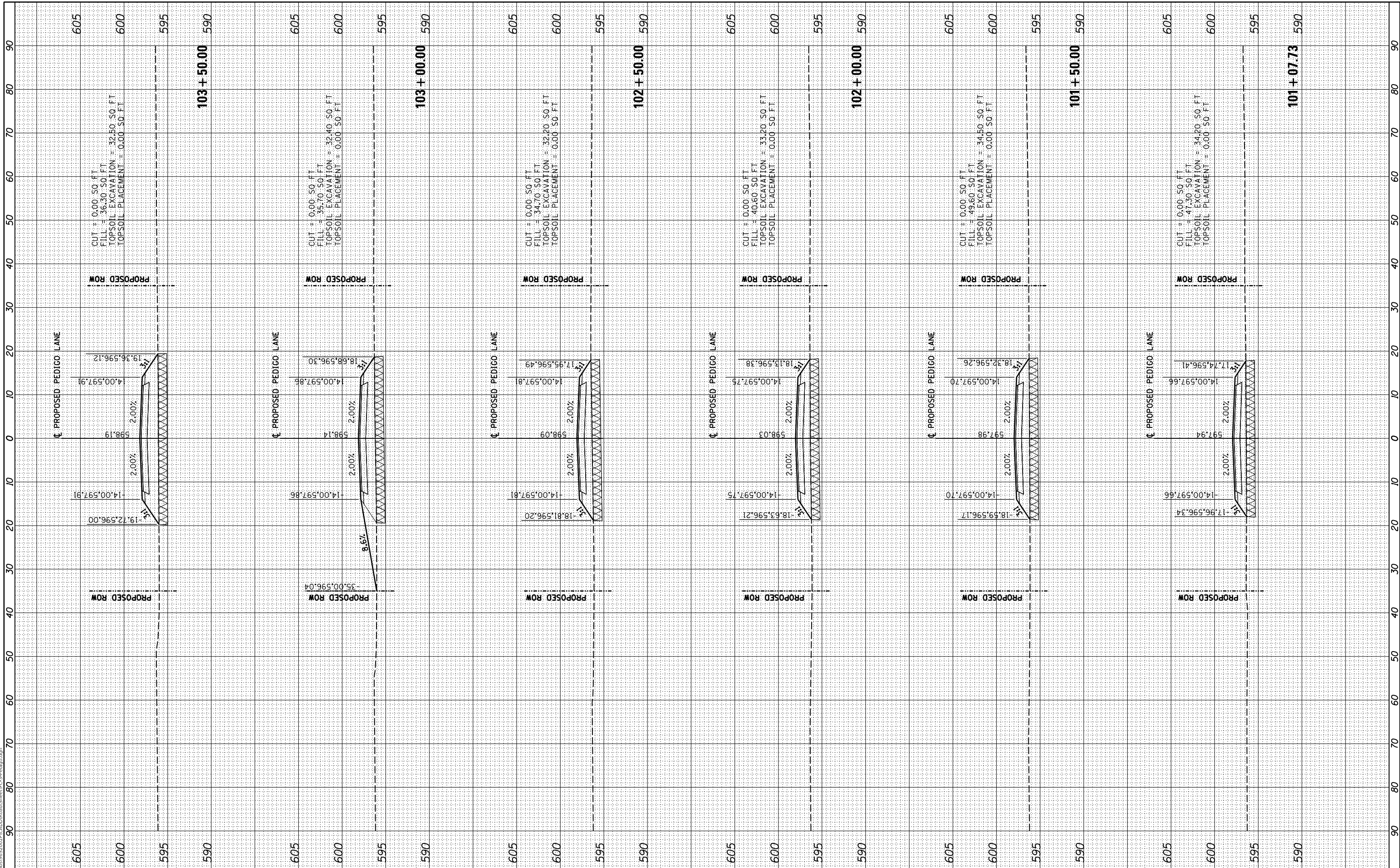
SCALE: SHEET OF SHEETS STA. 24+00.00 TO STA. 26+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	96S2002F	SANGAMON	368	283
		CONTRACT NO.	93671	

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

MODEL: XS_SHEET_1
FILE NAME: I:\062022\965202F\CADD\Road\Sheet\FC-34\Fig.dgn



USER NAME =	Johns00944
DESIGNED -	JDS
DRAWN -	JDS
CHECKED -	JWM
DATE -	10/26/2022

REVISED -	
REVISED -	
REVISED -	
REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

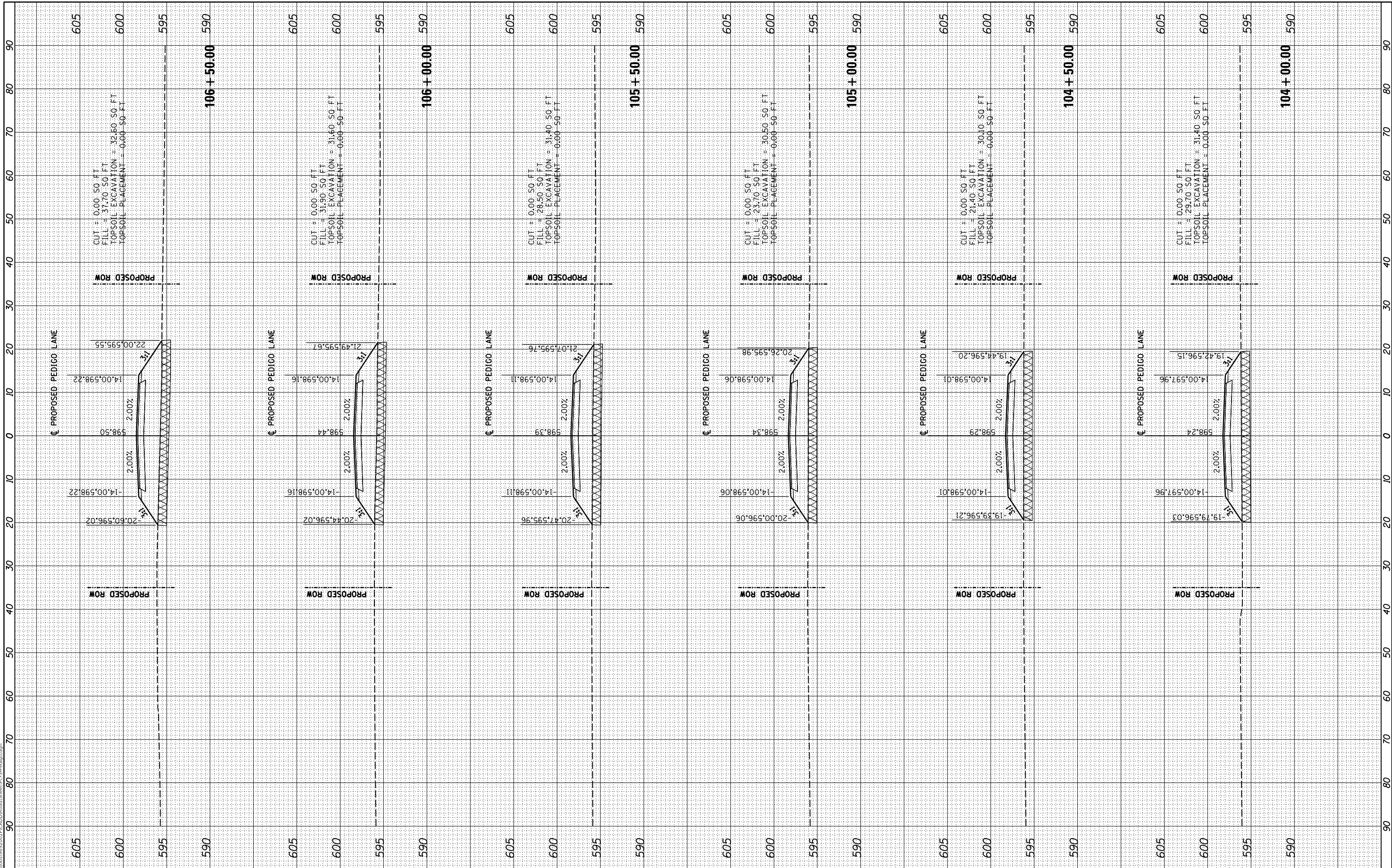
CROSS SECTIONS PEDIGO ACCESS ROAD			
SCALE:	SHEET	OF	SHEETS
			STA. 101+07.73 TO STA. 103+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	96S2002F	SANGAMON	368	284
		CONTRACT NO.	93671	

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

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

MODEL: X5_SHEET_2
 FILE NAME: I:\06085\965202F\CADD\Road\Sheet\FC-34-fdip.dgn



USER NAME =	Johns00944
DESIGNED -	JDS
DRAWN -	JDS
CHECKED -	JWM
DATE -	10/26/2022

REVISED -	
REVISED -	
REVISED -	
REVISED -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 PEDIGO ACCESS ROAD**

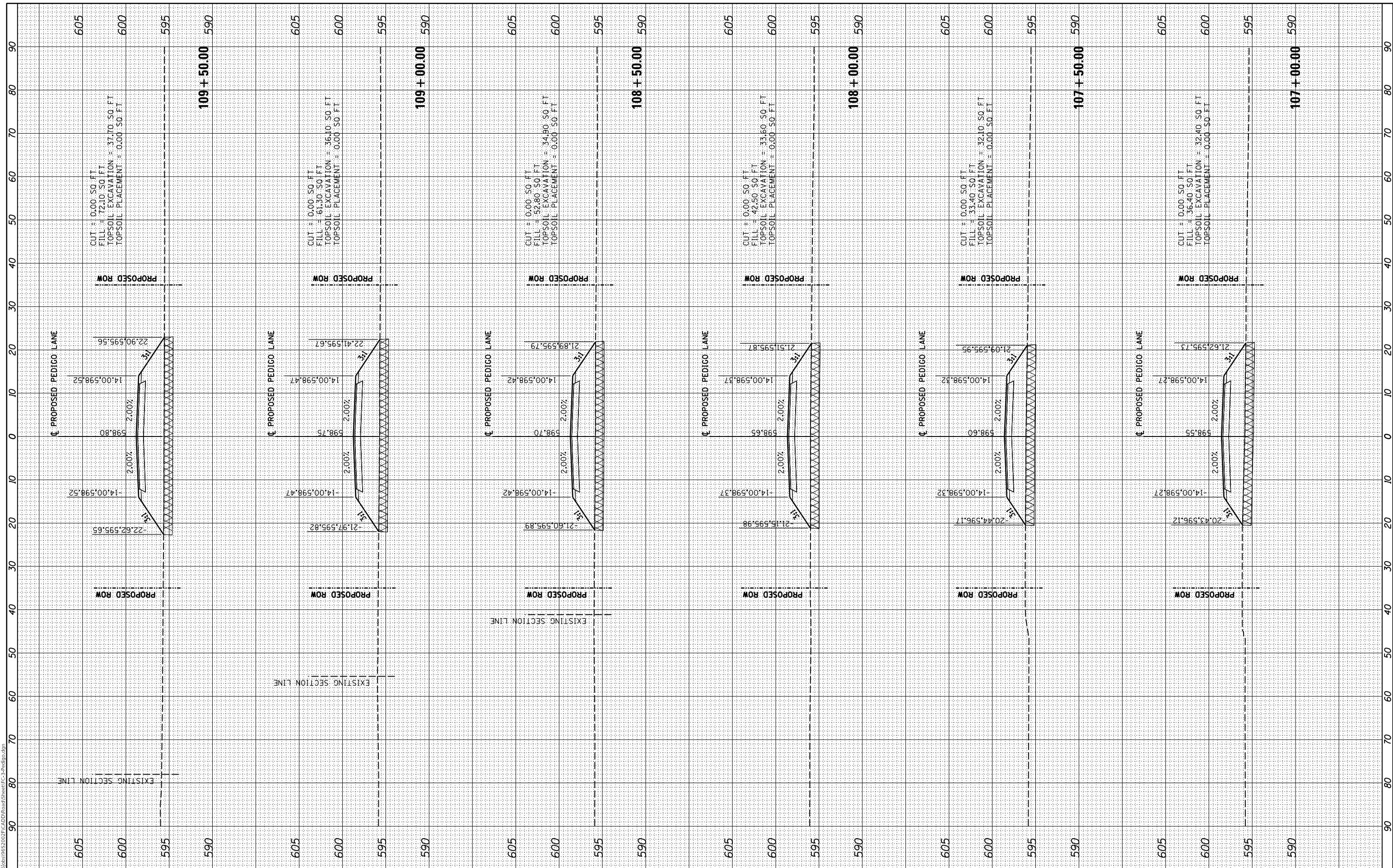
SCALE: SHEET OF SHEETS STA. 104+00.00 TO STA. 106+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
96S2002F		SANGAMON	368	285
			CONTRACT NO.	93671

FINAL SURVEY NO.	SURVEYED	BY	DATE
	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

ORIGINAL SURVEY NO.	SURVEYED	BY	DATE
	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

MODEL: X5_SHEET_3
 FILE NAME: I:\062022\965202F\CADD\Road\Sheet\FC-34.dwg



USER NAME =	Johns00944
DESIGNED -	JDS
DRAWN -	JDS
CHECKED -	JWM
DATE -	10/26/2022

REVISED -	
REVISED -	
REVISED -	
REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

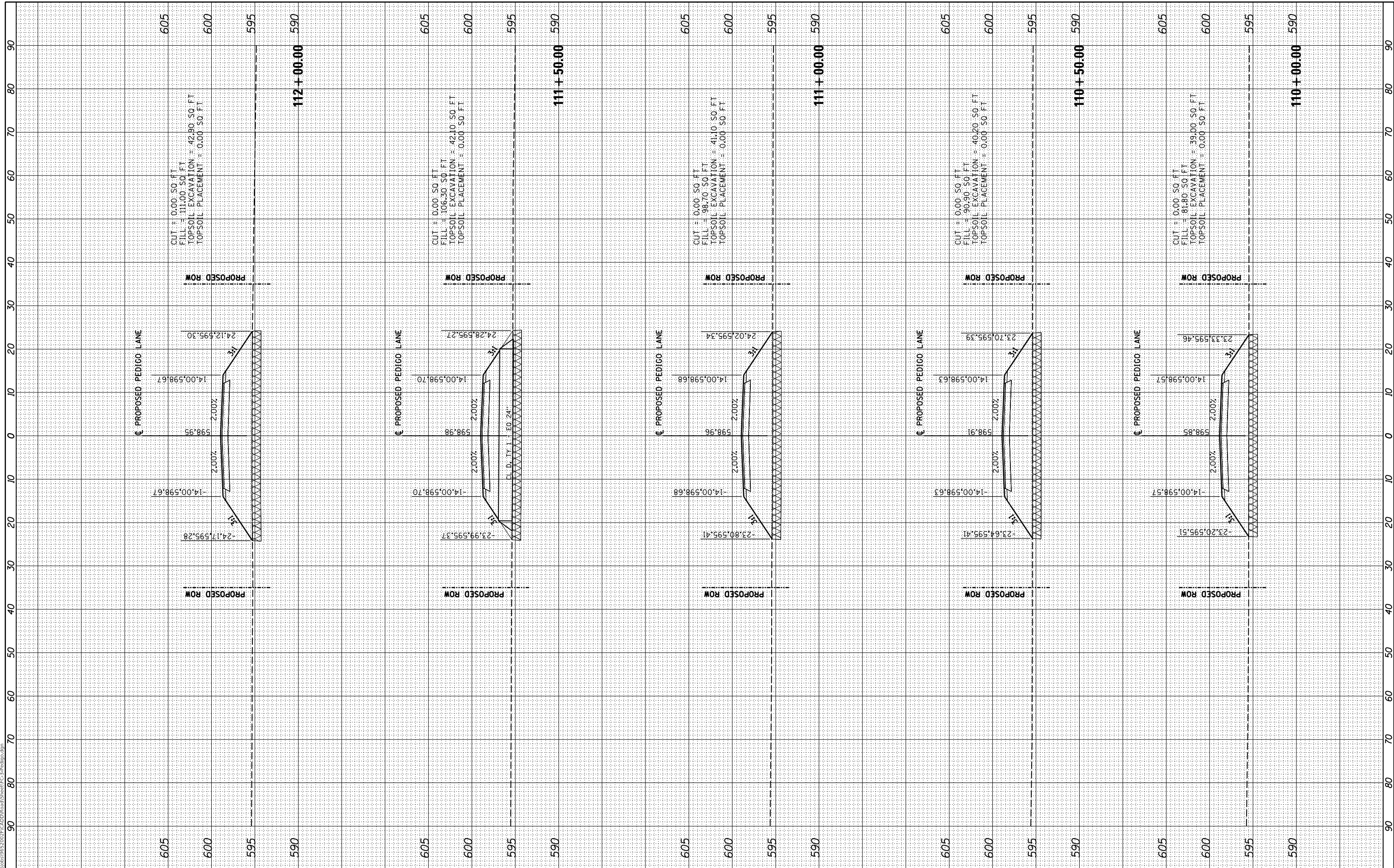
CROSS SECTIONS PEDIGO ACCESS ROAD			
SCALE:	SHEET	OF	SHEETS
			STA. 107+00.00 TO STA. 109+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	96S2002F	SANGAMON	368	286
		CONTRACT NO.	93671	

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

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

MODEL XS_SHEET_4
FILE NAME: I:\06\965202F\CADD\Road\Sheet\FC-34\Fig01.dgn



USER NAME =	Johns00944	DESIGNED -	JDS	REVISED -	
		DRAWN -	JDS	REVISED -	
PLOT SCALE =	20,000' / In.	CHECKED -	JWM	REVISED -	
PLOT DATE =	10/26/2022	DATE -	10/26/2022	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
PEDIGO ACCESS ROAD**

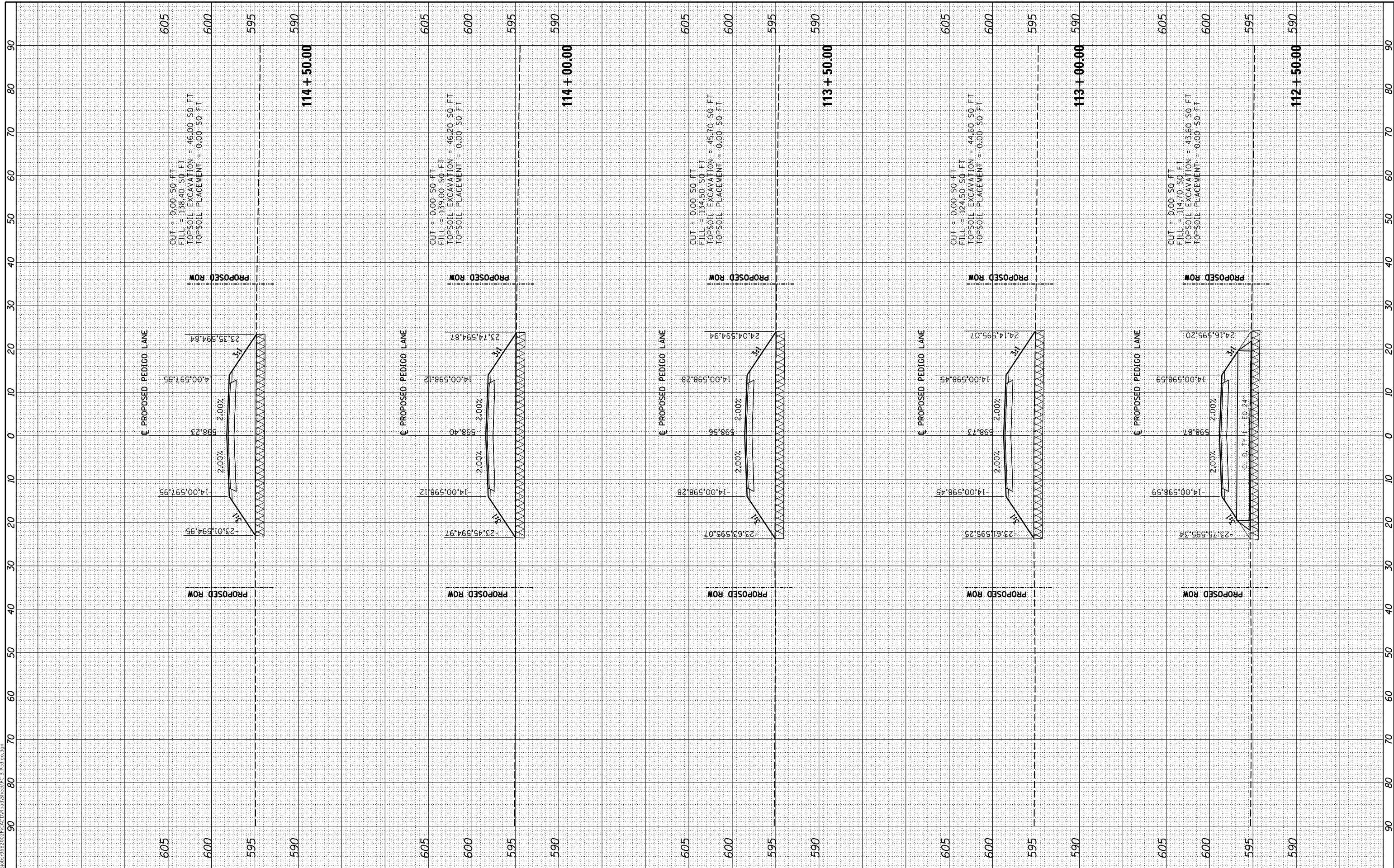
SCALE: SHEET OF SHEETS STA. 110+00.00 TO STA. 112+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
96S2002F		SANGAMON	368	287
CONTRACT NO. 93671			ILLINOIS FED. AID PROJECT 6	

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

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

MODEL: X5_SHEET_15
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USER NAME =	Johns00944	DESIGNED -	JDS	REVISED -	
		DRAWN -	JDS	REVISED -	
PLOT SCALE =	20,000' / In.	CHECKED -	JWM	REVISED -	
PLOT DATE =	10/26/2022	DATE -	10/26/2022	REVISED -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 PEDIGO ACCESS ROAD**

SCALE: SHEET OF SHEETS STA. 112+50.00 TO STA. 114+50.00

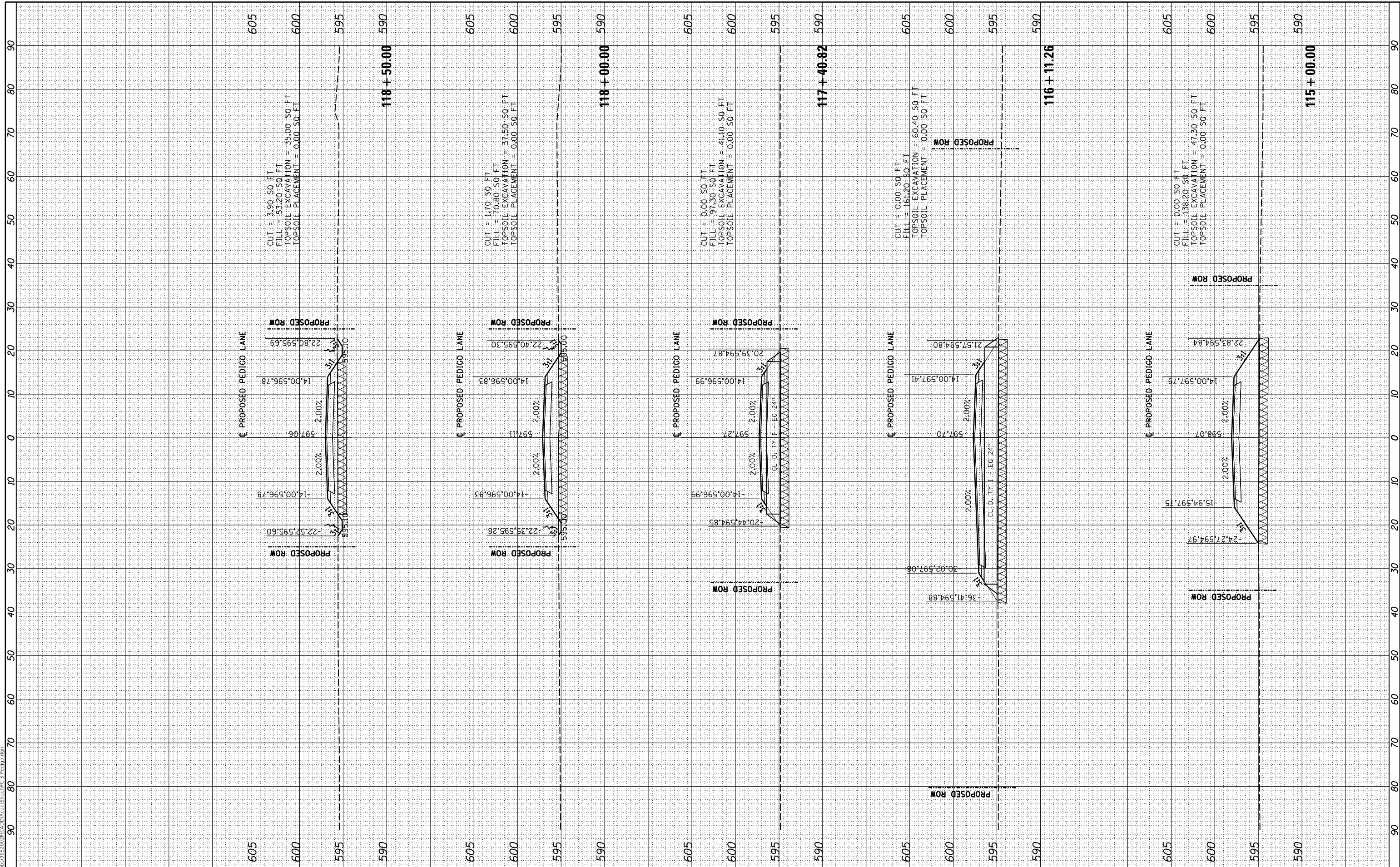
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	96S2002F	SANGAMON	368	288
			CONTRACT NO.	93671

ILLINOIS FED. AID PROJECT 6
 07-00164-04-FP, 07-00090-08-FP

FINAL SURVEY NO.	SURVEYED	BY	DATE
	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

ORIGINAL SURVEY NO.	SURVEYED	BY	DATE
	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

MODEL: XS_SHEET_6
 FILE NAME: I:\06\05\965202F\CADD\Road\Sheet\FC-34\Fdpp.dgn



USER NAME =	Johns00944
DESIGNED -	JDS
DRAWN -	JDS
CHECKED -	JWM
DATE -	10/26/2022

REVISED -	
REVISED -	
REVISED -	
REVISED -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 PEDIGO ACCESS ROAD**

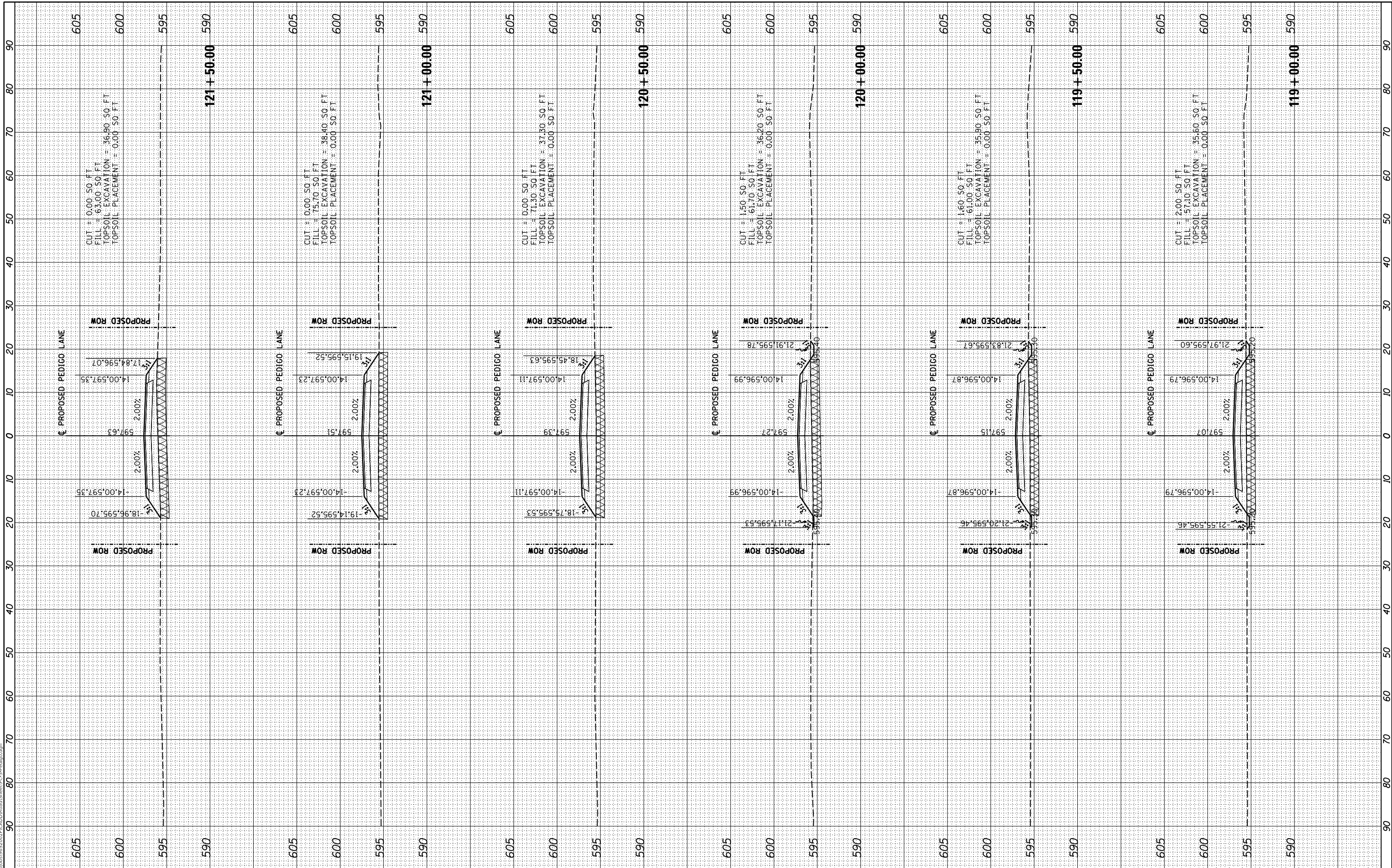
SCALE: SHEET OF SHEETS STA. 115+00.00 TO STA. 118+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
96S2002F		SANGAMON	368	289
			CONTRACT NO.	93671

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

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

MODEL: XS_SHEET_7
 FILE NAME: I:\062022\965202F\CADD\Road\Sheet\FC-34\Fdpp.dgn



USER NAME =	Johns00944
DESIGNED -	JDS
DRAWN -	JDS
CHECKED -	JWM
DATE -	10/26/2022

REVISED -	
REVISED -	
REVISED -	
REVISED -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 PEDIGO ACCESS ROAD**

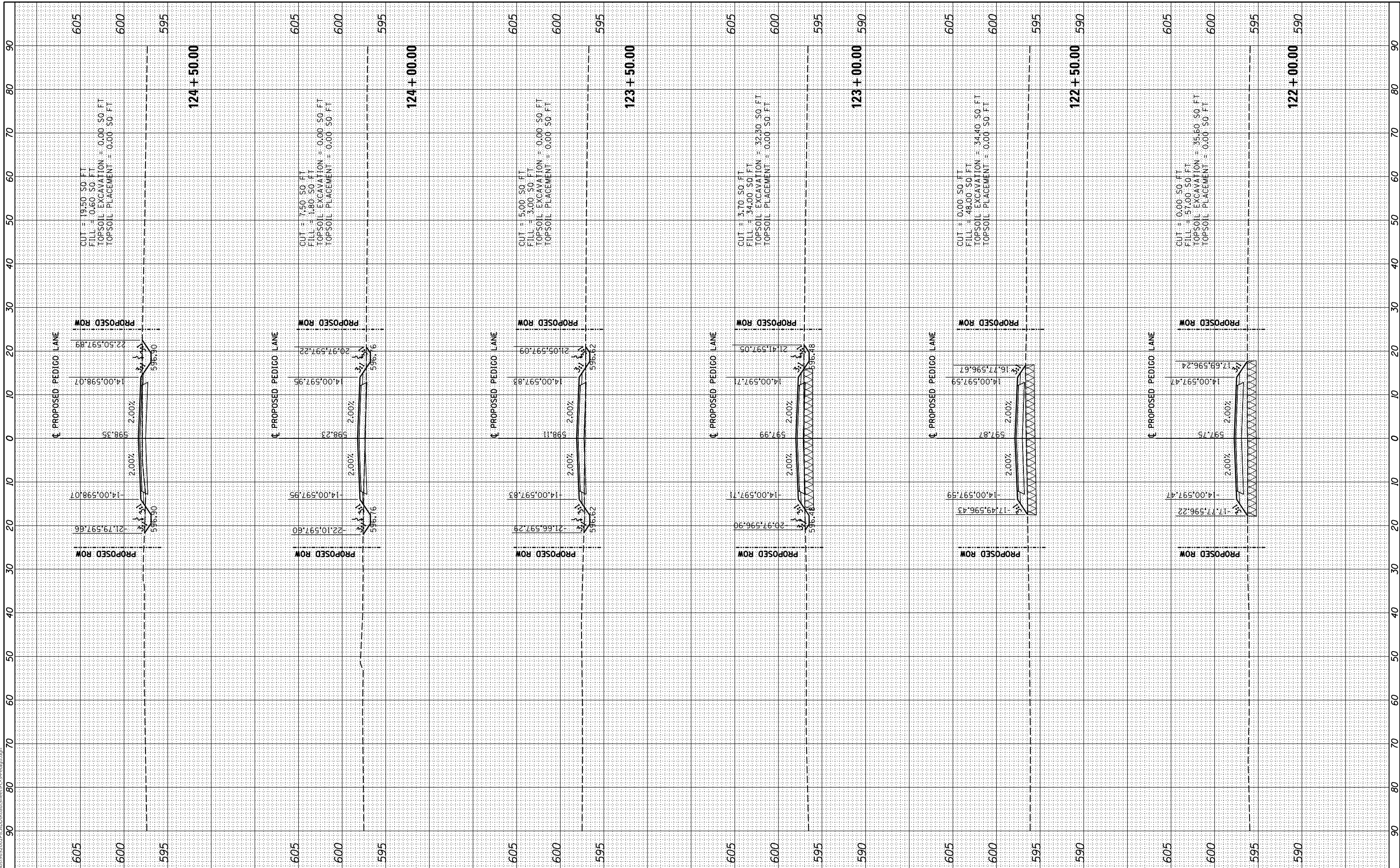
SCALE: SHEET OF SHEETS STA. 119+00.00 TO STA. 121+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	96S2002F	SANGAMON	368	290
		CONTRACT NO.	93671	

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

MODEL: X5_SHEET_B
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USER NAME =	Johns00944
DESIGNED -	JDS
DRAWN -	JDS
CHECKED -	JWM
DATE -	10/26/2022

REVISED -	
REVISED -	
REVISED -	
REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

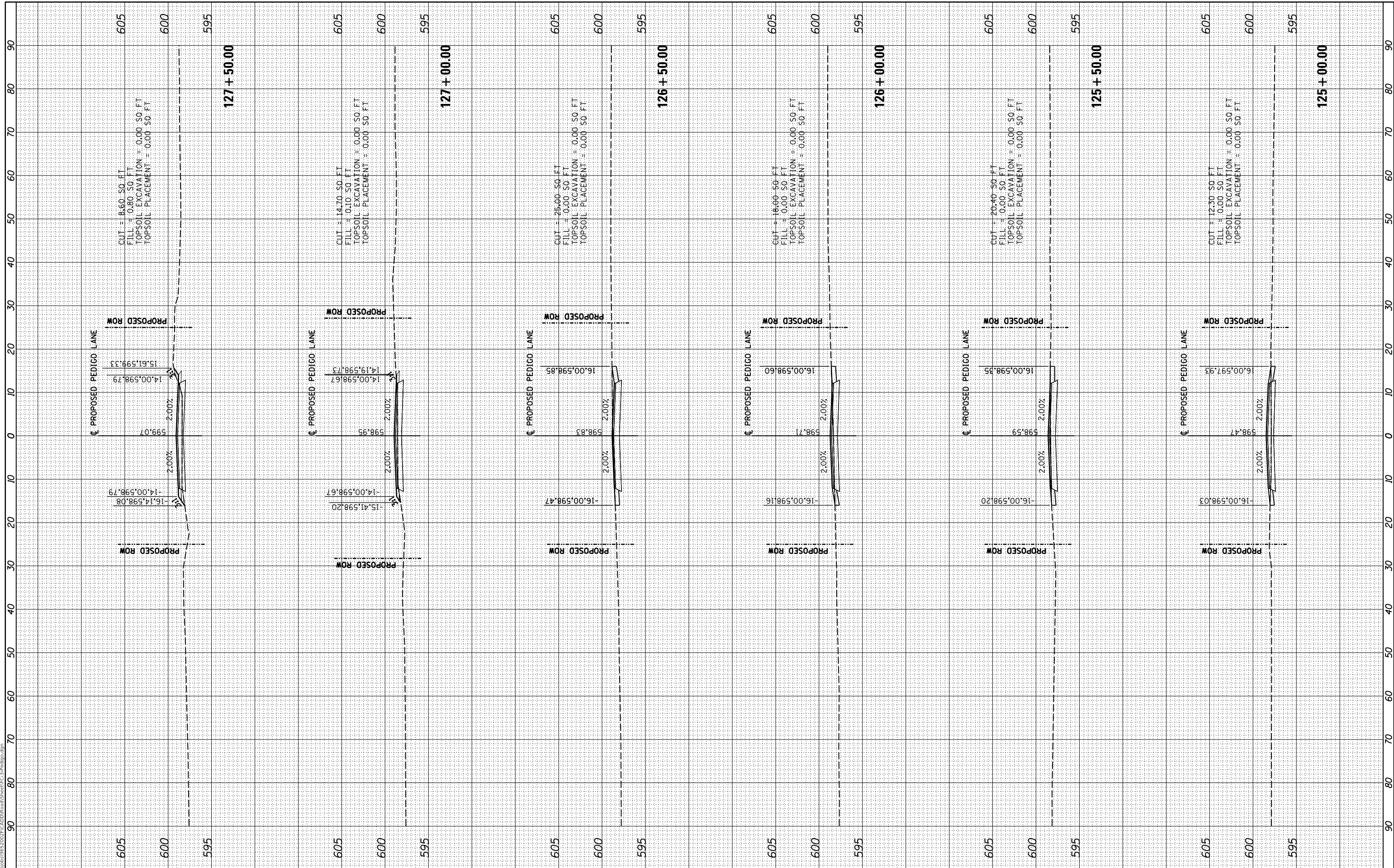
CROSS SECTIONS PEDIGO ACCESS ROAD			
SCALE:	SHEET	OF	SHEETS
			STA. 122+00.00 TO STA. 124+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	96S2002F	SANGAMON	368	291
		CONTRACT NO.	93671	

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

MODEL: XS_SHEET_19
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USER NAME =	Johns00944
DESIGNED -	
DRAWN -	
CHECKED -	
DATE -	10/26/2022

REVISED -	
REVISED -	
REVISED -	
REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE:	SHEET	OF	SHEETS	STA. 125+00.00	TO STA. 127+50.00
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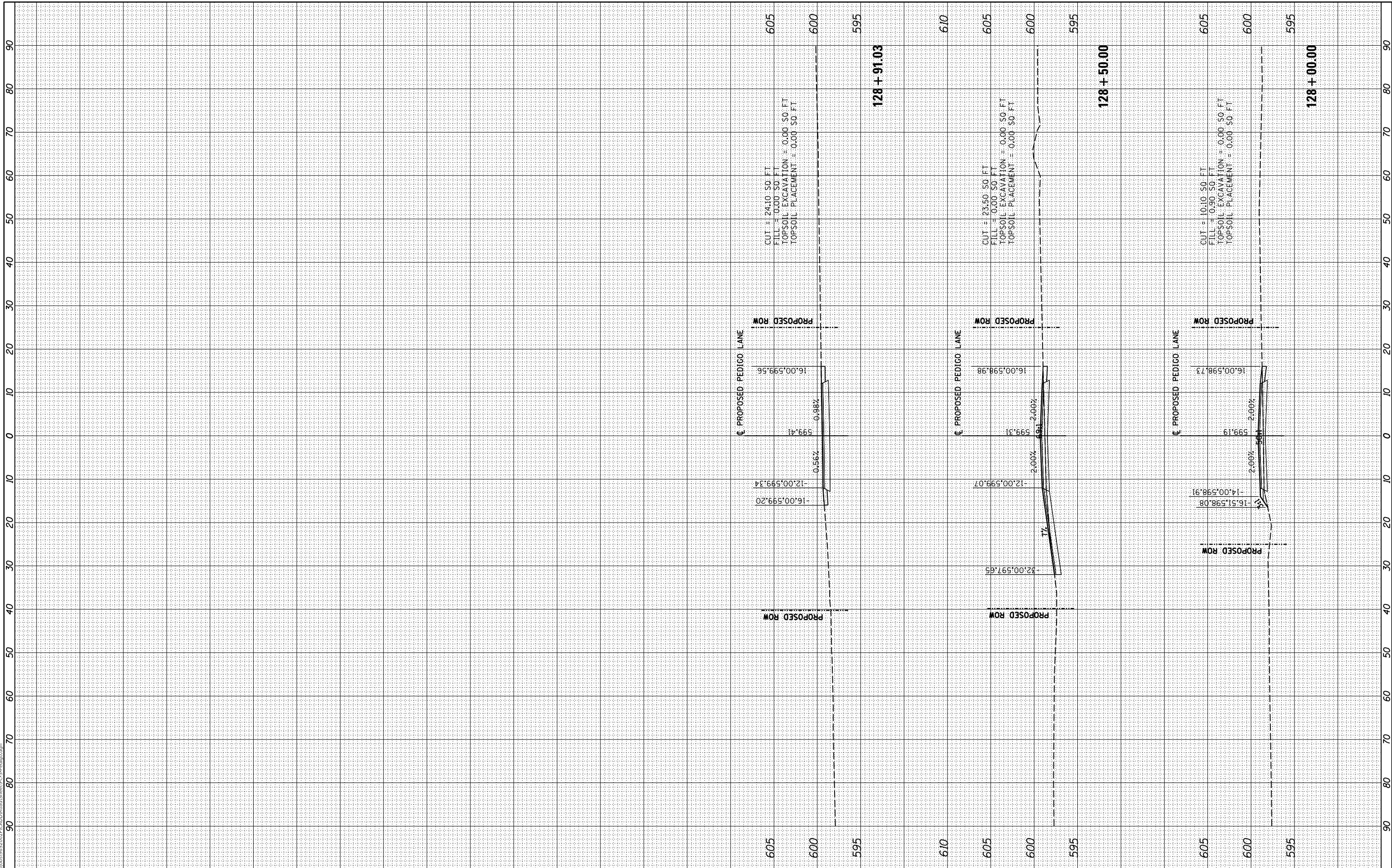
**CROSS SECTIONS
PEDIGO ACCESS ROAD**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	96S2002F	SANGAMON	368	292
			CONTRACT NO.	93671

FINAL SURVEY NO.	SURVEYED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED AREAS CHECKED	BY	DATE

MODEL: XS_SHEET_10
FILE NAME: I:\06085\965202F\CADD\Road\Sheet\FC-34\Fdpp.dgn



USER NAME = johns00944	DESIGNED -	REVISED -
PLOT SCALE = 20,0000' / in.	DRAWN -	REVISED -
PLOT DATE = 10/26/2022	CHECKED -	REVISED -
	DATE - 10/26/2022	REVISED -

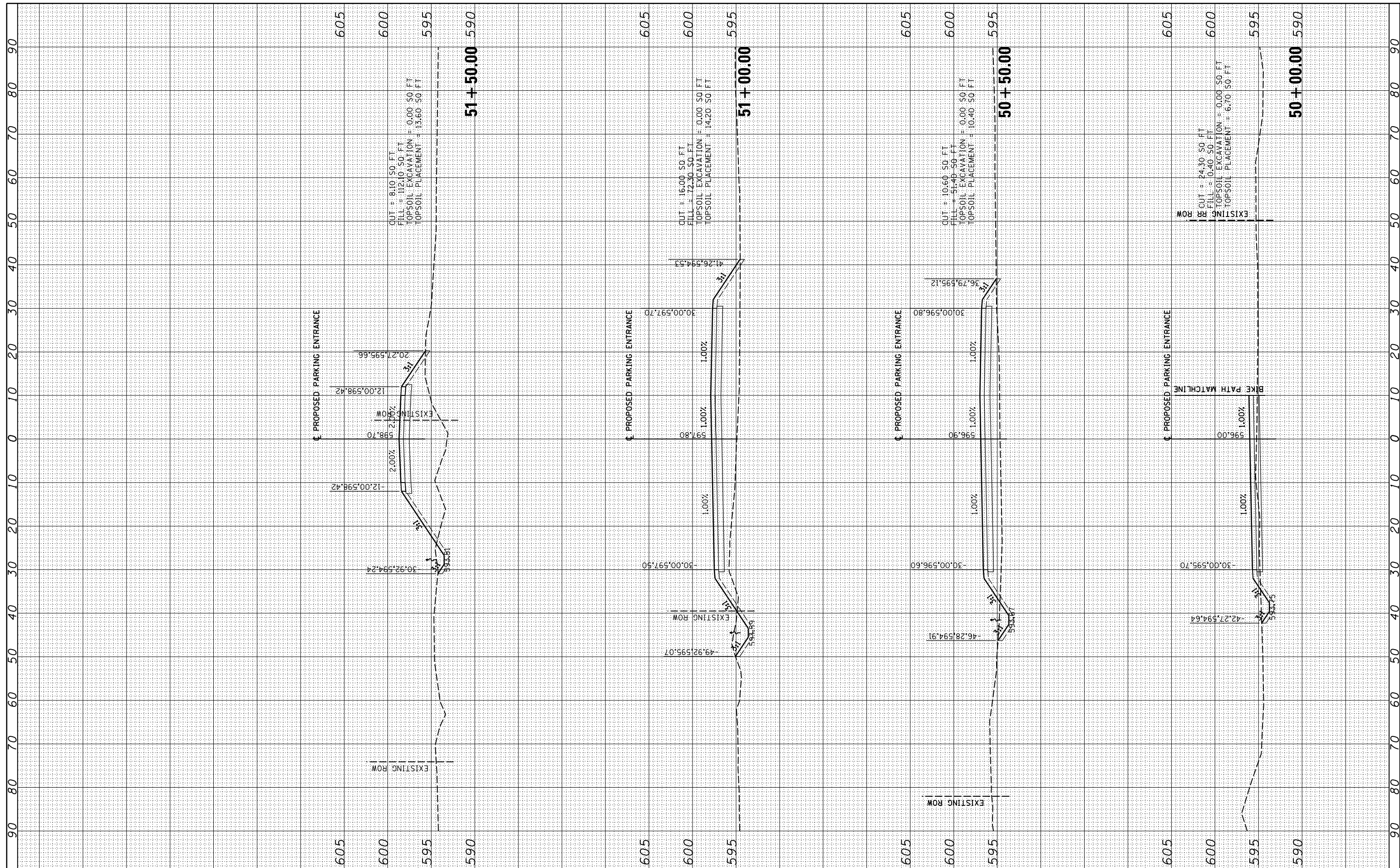
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:	SHEET	OF	SHEETS	STA. 128+00.00	TO STA. 128+91.03
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
96S2002F		SANGAMON	368	293
			CONTRACT NO.	93671

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FILE NAME = I:\96jobs\96S2002F\CADD\Road\Sheet\FC-3-IT Parking.dgn

USER NAME = Johns00944
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 10/26/2022

DESIGNED - JDS
 DRAWN - JDS
 CHECKED - JWM
 DATE - 10/26/2022

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

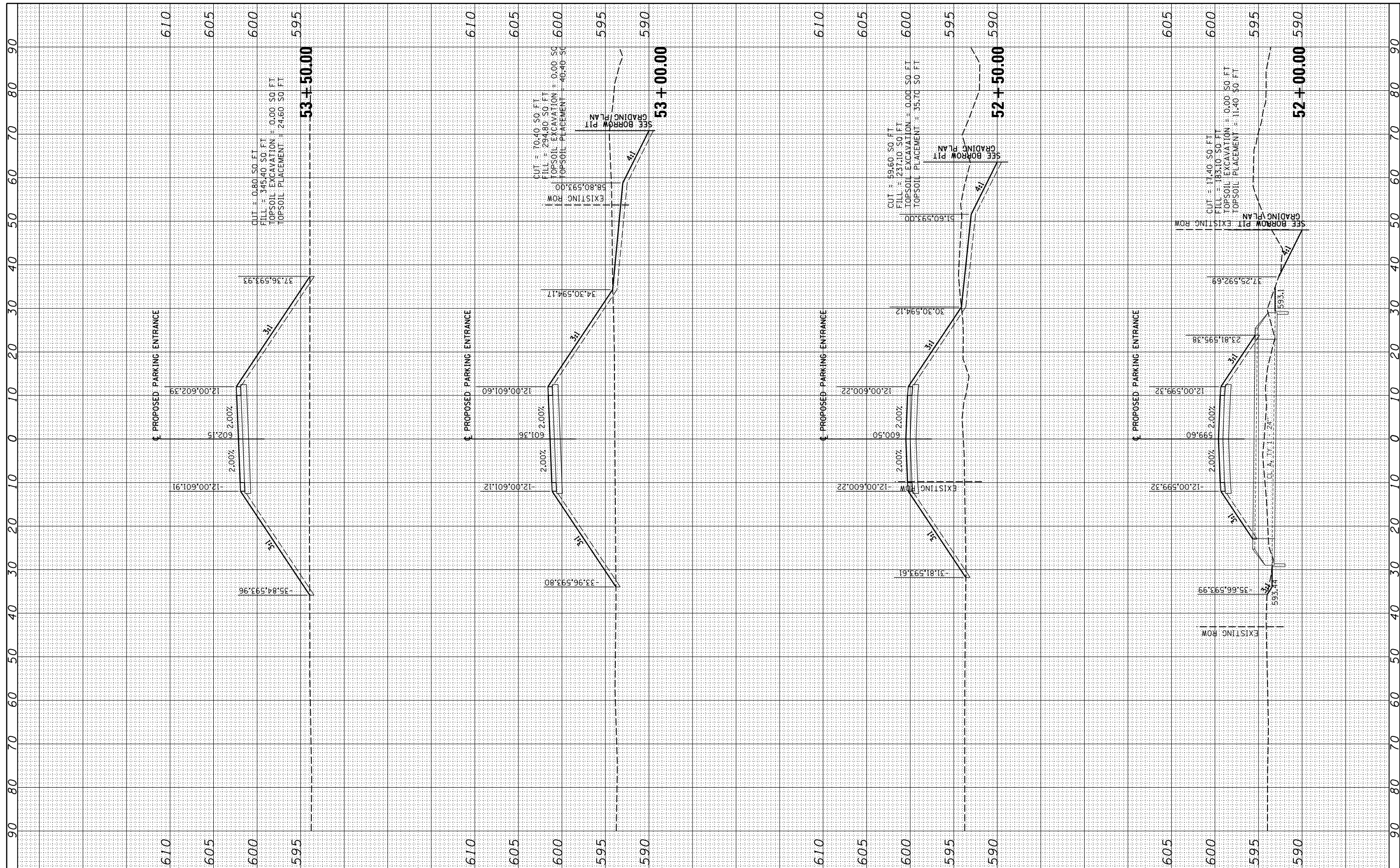
**CROSS SECTIONS
 TRAIL PARKING ACCESS ROAD**

SCALE: SHEET NO. OF SHEETS STA. 50+00.00 TO STA. 51+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	96S2002F	SANGAMON	368	294
			CONTRACT NO.	93671

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FILE NAME = I:\96jobs\96S2002F\CADD\Road\Sheet\FC-3-IT Parking.dgn

USER NAME = Johns00944
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 10/26/2022

DESIGNED - JDS
 DRAWN - JDS
 CHECKED - JWM
 DATE - 10/26/2022

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 TRAIL PARKING ACCESS ROAD**

SCALE: SHEET NO. OF SHEETS STA. 52+00.00 TO STA. 53+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
96S2002F		SANGAMON	368	295
CONTRACT NO. 93671			ILLINOIS FED. AID PROJECT 6	

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

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



CUT = 0.80 SO. FT
 FILL = 363.60 SO. FT
 TOPSOIL EXCAVATION = 0.00 SO. FT
 TOPSOIL PLACEMENT = 25.40 SO. FT

FILE NAME =	USER NAME = Johns00944	DESIGNED - JDS	REVISED -
It:\96jobs\96S2002F\CADD\Road\Sheet\Fc-3-IT Parking.dgn		DRAWN - JDS	REVISED -
PLOT SCALE = 20.0000' / in.		CHECKED - JWM	REVISED -
PLOT DATE = 10/26/2022		DATE - 10/26/2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

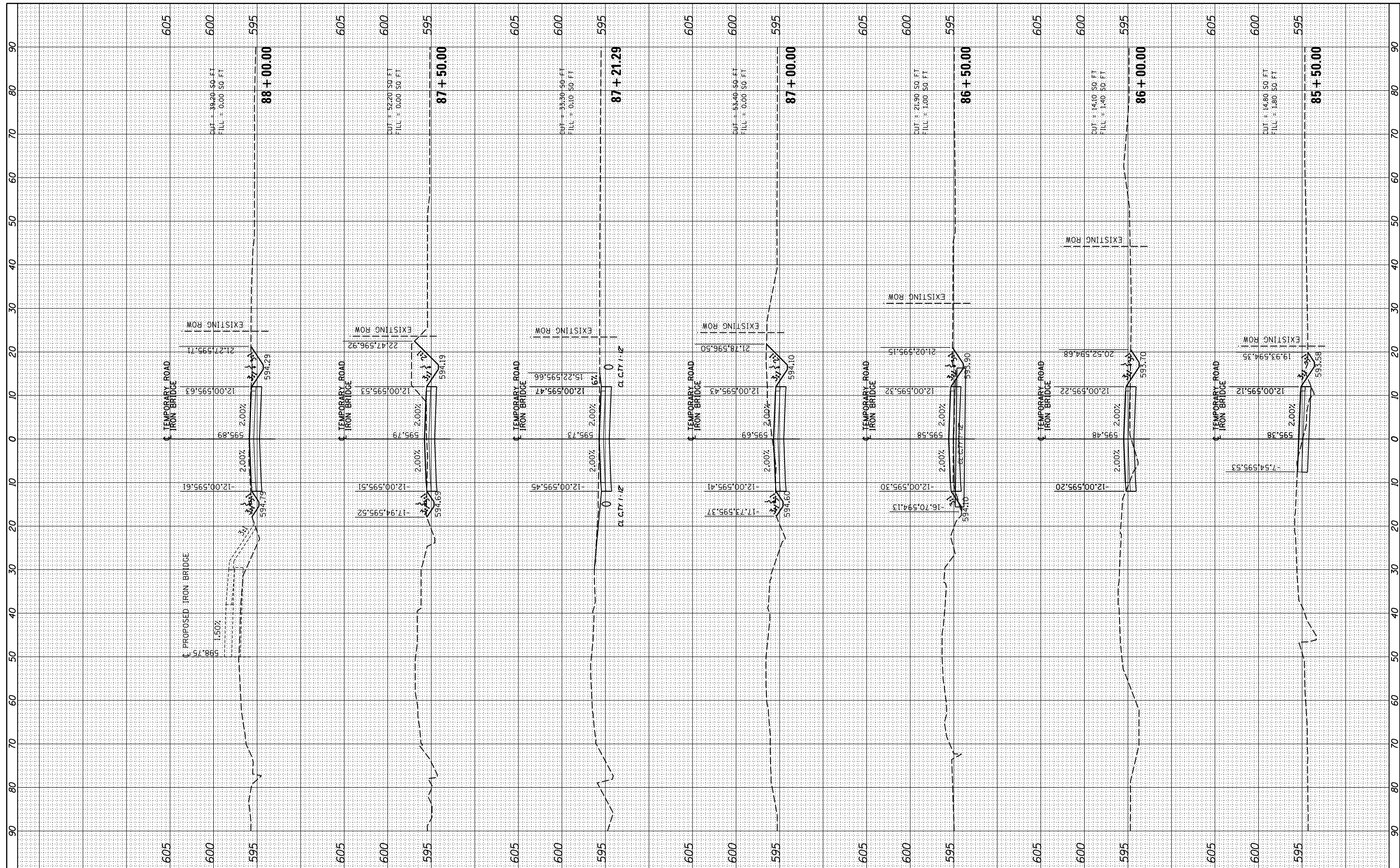
**CROSS SECTIONS
 TRAIL PARKING ACCESS ROAD**

SCALE:	SHEET NO.	OF	SHEETS	STA. 53+64.53	TO STA. 53+64.53
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	96S2002F	SANGAMON	368	296
			CONTRACT NO.	93671

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

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



FILE NAME = I:\96jobs\96S2002F\CADD\Road\Sheet\FC-3-TempRoad.dgn
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 PLOT DATE = 10/26/2022

DESIGNED - JDS
 DRAWN - JDS
 CHECKED - JWM
 DATE - 10/26/2022

REVISED -
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 REVISED -

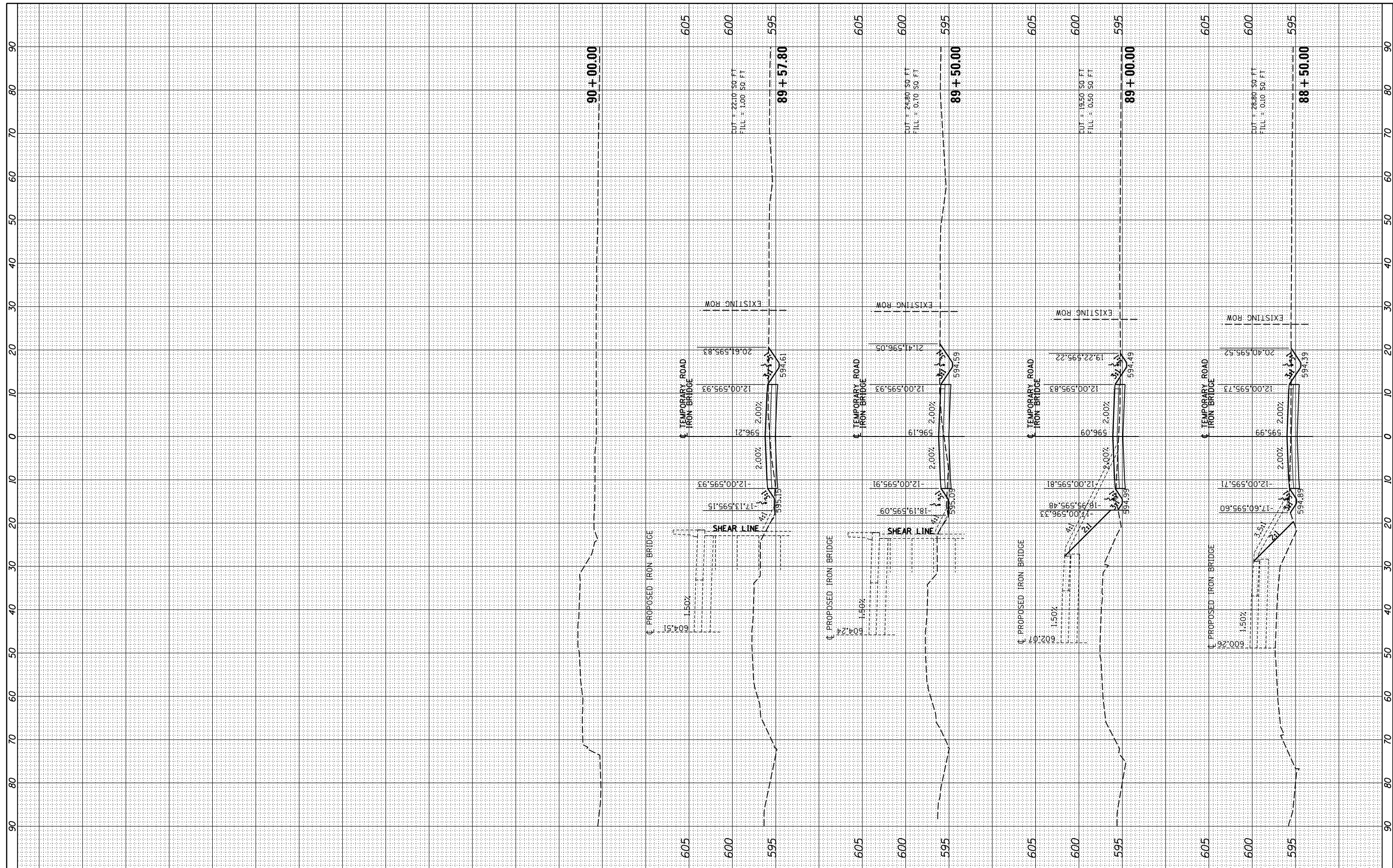
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 TEMPORARY ACCESS ROAD**
 SCALE: SHEET OF SHEETS STA. 85+50.00 TO STA. 88+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	96S2002F	SANGAMON	368	297
		CONTRACT NO.	93671	

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



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 PLOT DATE = 10/26/2022

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CHECKED - JWM	REVISED -
DATE - 10/26/2022	REVISED -

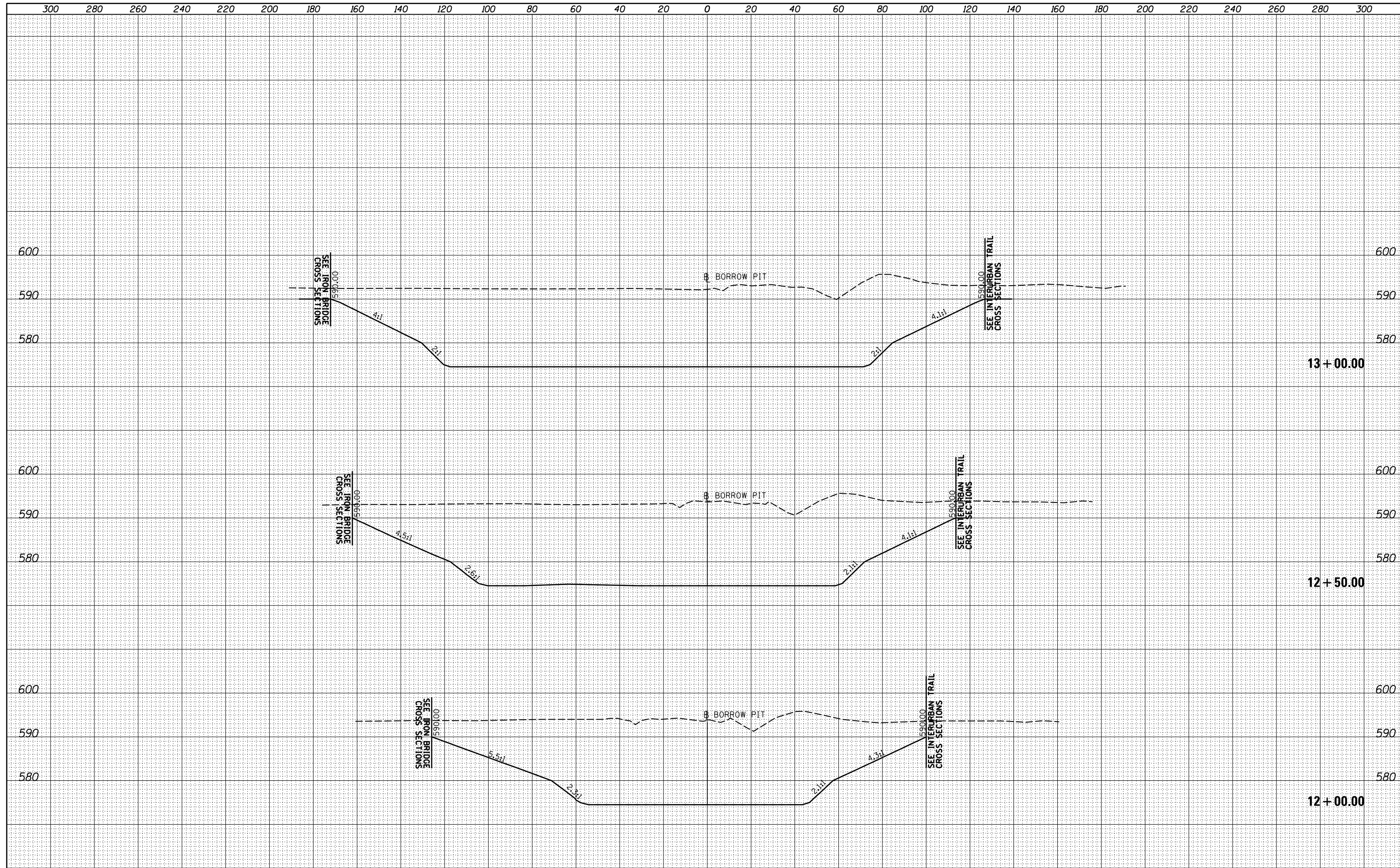
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS TEMPORARY ACCESS ROAD			
SCALE:	SHEET	OF	SHEETS
			STA. 88+50.00 TO STA. 90+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	96S2002F	SANGAMON	368	298
		CONTRACT NO.	93671	

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

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



FILE NAME =	USER NAME = Johns00944	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS BORROW PIT			F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
It:\96\jobs\96S2002F\CADD\Road\Sheet\FC-3-Detention.dgn		DRAWN - JDS	REVISED -		SCALE:	SHEET	OF	SHEETS	STA. 12+00.00	TO STA. 13+00.00	ILLINOIS FED. AID PROJECT 6	368	300
XS.SHEET.2		CHECKED - JWM	REVISED -										
		DATE - 10/26/2022	REVISED -										