

PROJECT ENGINEER: MAUREEN ADDIS (309)-671-3454

LIAISON ENGINEER: ELIAS ELDERZI (309)-671-3459

INDEX OF SHEETS

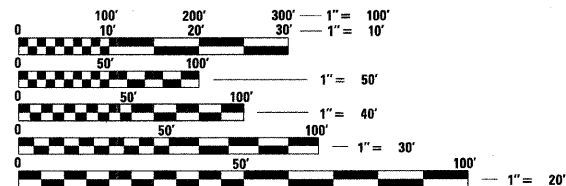
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HIGHWAY STANDARDS

000001-05	630301-04	701301-02	780001-01
280001-04	631031-06	701306-01	781001-02
285001-02	635006-02	701311-02	880001
420401-06	635011-01	701321-09	886001
515001-02	666001	701901	B.L.R.-21-7
542301-01	667101	704001-04	
601101			
606001-03	701001-01	720001	
630001-07	701006-02	720011	

DESIGN DESIGNATION

CURRENT ADT = 3750(2009)
 SU = 8.6%
 MU = 3.2%
 MINOR ARTERIAL (NON-URBAN)
 POSTED SPEED = 30 MPH



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

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

CONTRACT NO. 68576

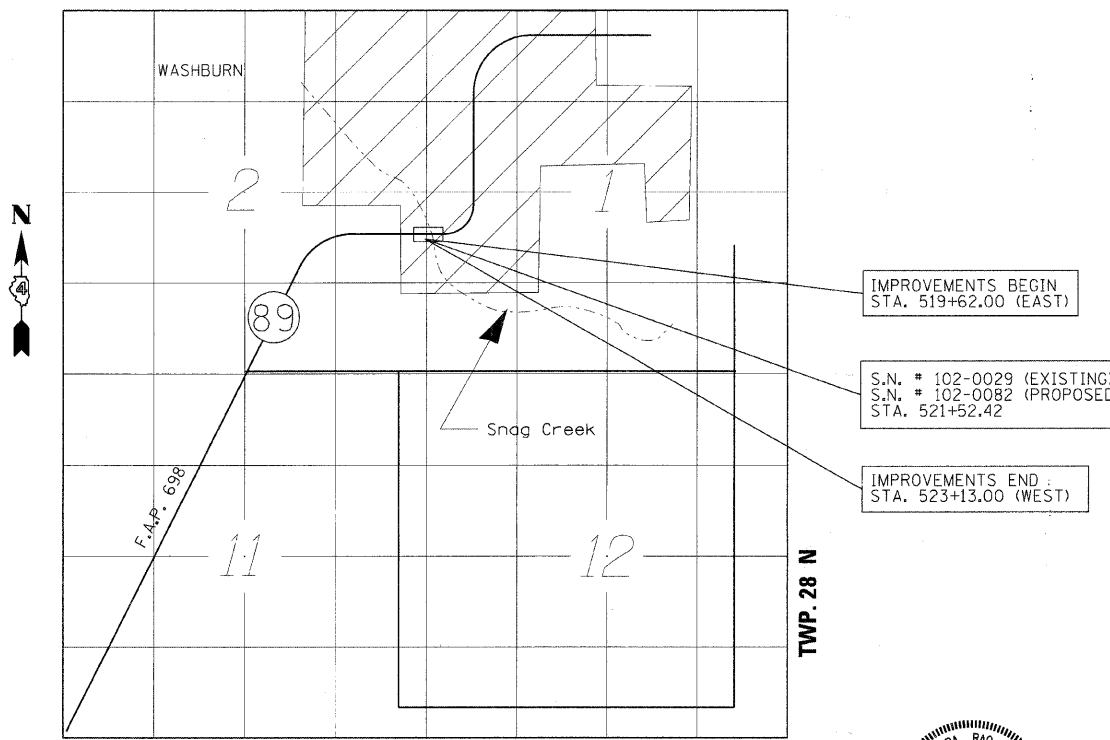
CATALOG NO. 033204-00D

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

**PROPOSED
 HIGHWAY PLANS**

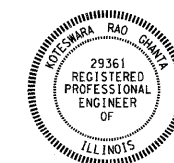
REPLACEMENT OF BRIDGE OVER SNAG CREEK
 FAP ROUTE 698 (IL 89)
 SECTION 126BR
 WOODFORD COUNTY

C-94-050-06
 PROJECT ACBRF-0698(029)
 R.2W. 3RD P.M.



LOCATION MAP

GROSS LENGTH OF SECTION = 351 FEET (0.066 MI)
 NET LENGTH OF SECTION = 351 FEET (0.066 MI)



Expires: 11/30/2009

Koteswara Rao Ghanta
 Signed
 7-28-2008
 Dated

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	1
			+ 4	
			60	

68576

D-94-043-06



LOCATION OF SECTION INDICATED THUS: -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED *August 20, 2008*

[Signature]
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 3, 2008
Eric E. Horn
 INTERIM ENGINEER OF DESIGN AND ENVIRONMENT

October 3, 2008
Christine M. Reed
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

MID-AMERICA ENGINEERING SERVICES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	2
STA. 519+62.00		TO STA. 523+13.00		
FED. ROAD DIST. NO. 4		ILLINOIS FED. AID PROJECT		

COMMITMENTS

THE ISSUE OF PROTECTION OF NEWLY PLANTED TREES IN THE TEMPORARY EASEMENT AREAS ACQUIRED FROM THE PROPERTY OWNERS IS ADDRESSED IN THE SPECIAL PROVISIONS.

DESIGN CRITERIA

THIS PROJECT WAS DESIGNED IN ACCORDANCE WITH CHAPTER 49 OF THE BDE MANUAL, ENTITLED "3R GUIDE LINE FOR RURAL AND URBAN HIGHWAYS", AND ALSO PROCEDURES AND GUIDELINES OF THE BRIDGE MANUAL.

GENERAL NOTES:

ENVIRONMENTAL REVIEWS

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

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

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

THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:

- BDE FORM 2289 (ENVIRONMENTAL SURVEY REQUEST)
- A LOCATION MAP SHOWING THE SIZE LIMITS AND LOCATION OF THE USE AREA
- SIGNED PROPERTY OWNER AGREEMENT FORM-D4 P10100
- COLOR PHOTOGRAPHS DEPICTING THE USE AREA
- BORROW AREA ENTRY AGREEMENT FORM-D4 P10101

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

ORDERING LENGTH CONFIRMATION-DRAINAGE ITEMS

THE CONTRACTOR SHALL CONSULT WITH THE ENGINEER IN REGARD TO THE EXACT LENGTH OF THE BOX/PIPE CULVERTS, STORM SEWERS, AND PIPE DRAINS REQUIRED PRIOR TO ORDERING THESE ITEMS.

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

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

ENGINEERS FIELD OFFICE

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

UTILITIES-LOCATIONS/INFORMATION ON PLANS

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

TREE REMOVAL-UTILITY RELOCATION

TREE REMOVAL MAY BE NECESSARY PRIOR TO UTILITY COMPANIES BEING ABLE TO RELOCATE THEIR FACILITIES OUTSIDE THE CONSTRUCTION LIMITS. THE CONTRACTOR SHOULD COORDINATE ANY CONTRACT TREE REMOVAL ACTIVITIES WITH THE UTILITY COMPANIES TO ELIMINATE CONFLICTS AND POTENTIAL DELAYS CAUSED BY UTILITY TREE REMOVAL ACTIVITIES OR INCOMPLETE UTILITY RELOCATIONS.

SEEDING

ALL SLOPES STEEPER THAN 3 TO 1 AND OVER 4.5m (15 FT) IN HEIGHT SHALL BE RIPPED. THIS SHALL CONSIST OF RIPPING BETWEEN 450mm TO 600mm (18" to 24") DEEP NORMAL TO THE SLOPE. THE INTERVAL OF RIPPING ALONG THE SLOPE SHALL BE 3.6m (12FT). THIS WORK SHALL BE DONE AFTER THE SEED BED HAS BEEN PREPARED BUT BEFORE ANY FERTILIZER OR SEED HAS BEEN APPLIED. THE FERTILIZER AND SEED SHALL BE APPLIED WITHIN A 24-HOUR PERIOD AFTER RIPPING HAS BEEN DONE. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF VARIOUS ITEMS OF SEEDING INVOLVED.

PROPERTY OWNER ACCESS REQUIREMENT

ACCESS MUST BE MAINTAINED TO ALL EXISTING PROPERTIES DURING CONSTRUCTION PER ARTICLE 107.09 UNLESS ARRANGEMENTS ARE MADE IN WRITING BY THE CONTRACTOR WITH THE PROPERTY OWNERS WITH A COPY TO THE ENGINEER FOR SHORT-TERM CLOSURES.

TREE REMOVAL

THE DISTRICT FOUR TREE COMMITTEE SHOULD BE CONTACTED AND PRIOR APPROVAL OBTAINED FOR ANY TREE REMOVAL BEYOND THE LIMITS/ LOCATIONS INCLUDED IN THE PLANS.

TRAFFIC CONTROL

FOR STABILIZATION ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

AGGREGATE, TYPE B

AGGREGATE, TYPE B SHALL BE REQUIRED FOR ALL GRANULAR CONSTRUCTION OF SIDE ROADS, ENTRANCES, AND MAILBOX TURNOUTS, WHETHER OR NOT PORTIONS OF THE SURFACES THUS CONSTRUCTED AND TO BE COVERED WITH A BITUMINOUS SURFACE, EXCEPT WHERE NOTED DIFFERENTLY ON THE PLANS.

PAVEMENT STATION NUMBERS & PLACEMENT

THE CONTRACTOR SHALL PROVIDE LABOR AND MATERIALS REQUIRED TO IMPRINT PAVEMENT STATIONS NUMBERS IN THE FINISHED SURFACE OF THE PAVEMENT AND / OR OVERLAY. THE NUMBERS SHALL BE APPROXIMATELY 3/4" WIDE, 5" HIGH AND 5/8" DEEP.

THE PAVEMENT STATION NUMBERS SHALL BE INSTALLED AS SPECIFIED HEREIN:

INTERVAL-200 FEET (ENGLISH STATIONING)

BOTTOM OF NUMBERS - 6 INCHES FROM THE INSIDE EDGE OF THE PAVEMENT MARKING

LOCATION:

- 2,3 & 5 LANE PAVEMENTS-RIGHT EDGE OF PAVEMENT IN DIRECTION OF INCREASING STATIONS
- MULTI-LANE DIVIDED ROADWAY - OUTSIDE EDGE OF PAVEMENT IN BOTH DIRECTIONS
- RAMPS - ALONG BASELINE EDGE OF PAVEMENT

POSITION- STATIONS SHALL BE PLACED SO THEY CAN BE READ FROM THE ADJACENT SHOULDER
FORMAT- ENGLISH PAVEMENT STATIONS SHALL USE THIS FORMAT XXX+00, WHERE X REPRESENTS THE PAVEMENT STATION

THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED INCLUDED IN THE COST OF THE ASSOCIATED PAVEMENT AND / OR OVERLAY PAY ITEMS.

BUTT JOINT CUTTING TIME RESTRICTION

BUTT JOINTS SHALL NOT BE MILLED MORE THAN THREE (3) DAYS PRIOR TO PLACEMENT OF BITUMINOUS SURFACE COURSE.

PAVING SURFACE COURSE

CONTINUOUS PAVING OPERATIONS ON THE MAIN ROADWAY SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION OF THE BITUMINOUS SURFACE. NO INTERRUPTIONS FOR SIDE ROADS, ENTRANCES, TURN LANES, ETC. WILL BE ALLOWED.

SETTING OF DISK

ALL TIES FOR THE SECTION CORNERS SHOWN SHALL BE LOCATED IN THE FIELD AND VERIFIED BY A LICENSED LAND SURVEYOR PRIOR TO ANY CONSTRUCTION IN THE AREA. THE SECTION CORNERS SHALL BE RESET AT THE DIRECTION OF A LICENSED LAND SURVEYOR AFTER ALL CONSTRUCTION OPERATIONS ARE COMPLETE. IT SHALL BE THE RESPONSIBILITY OF THE SURVEYOR TO FILE A NEW MONUMENT RECORD IN THE WOODFORD COUNTY COURTHOUSE OR WHICH EVER IS APPLICABLE.

A COPY OF ALL DRAWINGS OR MONUMENT RECORDS PRODUCED FROM THIS PROJECT SHALL BE SENT TO THE CHIEF OF SURVEYS, ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 4, PEORIA

THE SUPPLYING, DRILLING, SETTING OF DISK, PROFESSIONAL SERVICES, LABOR AND ANY ADDITIONAL WORK REQUIRED TO PERFORM THIS SHALL BE PAID FOR UNDER PAY ITEM 66700305.

REFER TO PLAN SHEET 9 FOR LOCATION AND IDOT STANDARD DRAWING 667101 FOR DETAILS.

ALL TYPE II MARKERS AS SHOWN ON THE STANDARD SHALL BE CAST-IN-PLACE AND NOT PRECAST.

AGGREGATE EROSION CONTROL

AGGREGATE EROSION CONTROL TO REMAIN IN PLACE FOLLOWING CONSTRUCTION.

TRANSITIONS

10 FEET TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD UNLESS OTHERWISE SHOWN; THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.

STATUS OF UTILITIES

AMERENCILCO

ROUTE	OFFSET	LOCATION	TYPE OF UTILITIES	TYPE OF CONFLICT	DISPOSITION
IL 89	32' LT.	519+75	GAS	DITCH CUT	CAUTION
IL 89	38' LT.	520+00	GAS	DITCH CUT	CAUTION
IL 89	45' LT.	520+25	GAS	DITCH CUT	CAUTION
IL 89	45' LT.	520+50	GAS	DITCH CUT	CAUTION
IL 89	15' RT.	522+25	GAS	SHOULDER	CAUTION
IL 89	32' RT.	522+50	GAS	FORESLOPE	CAUTION
IL 89	32' RT.	522+75	GAS	FORESLOPE	CAUTION
IL 89	32' RT.	523+00	GAS	FORESLOPE	CAUTION
IL 89	32' RT.	523+12	GAS	FORESLOPE	CAUTION
IL 89	31' LT.	520+17	GAS	FORESLOPE	CAUTION

VERIZON CABLE

ROUTE	OFFSET	LOCATION	TYPE OF UTILITIES	TYPE OF CONFLICT	DISPOSITION
IL 89	28' LT.	519+75	FIBER OPTIC	BACKSLOPE	CAUTION
IL 89	28' LT.	519+92	FIBER OPTIC	BACKSLOPE	CAUTION
IL 89	28' LT.	520+00	FIBER OPTIC	BACKSLOPE	CAUTION
IL 89	28' LT.	520+25	FIBER OPTIC	BACKSLOPE	CAUTION
IL 89	ACROSS	520+30	FIBER OPTIC	PAVEMENT	CAUTION

BITUMINOUS MIXTURE REQUIREMENTS

MIXTURE USE(S):	SURFACE COURSE	INCIDENTAL BITUMINOUS SURFACING	LEVELING BINDER	BASE COURSE FOR FLEXIBLE CONNECTOR (IF NEEDED)
AC/PG:	PG 64-22	PG 64-22	SBS 70-22	PG 64-22
RAP% (MAX):**	15%	15%	0%	25%
DESIGN AIR VOIDS:	4.0% @ N=50	4.0% @ N=50	3.0 @ N DES 50	4.0% @ N=50
MIXTURE COMPOSITION: (GRADATION MIXURE)	IL 9.5 OR IL 12.5	IL 9.5 OR IL 12.5	IL 4.75	IL 19.0
FRICTION AGGREGATE:	MIXTURE D	MIXTURE C	N/A	N/A

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

F.A.P. 698
SECTION 126BR
WOODFORD COUNTY

SCALE: VERT.
HORIZ.
DATE: 10/31/07

DRAWN BY: CSJ
CHECKED BY: KRG

PLOT DATE = 04/07/08
FILE NAME = 071111.dwg
PLOT SCALE = 1/8"=1'-0"
USER NAME = 015878

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	3
STA. 519+62.00		TO STA. 523+13.00		
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE		
CODE NO.	ITEM	UNITS	TOTAL QUANTITY (80% Fed.-20% St.)	ROADWAY 1000-2A Woodford Co.	S.N. 102-0082 X020-2A WOODFORD
20101100	TREE TRUNK PROTECTION	EACH	10	10	
20200100	EARTH EXCAVATION	CU YD	94	94	
20300100	CHANNEL EXCAVATION	CU YD	741	741	
20400800	FURNISHED EXCAVATION	CU YD	372	372	
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	111		111
21101615	TOPSOIL FURNISH ^{AND} PLACE, 4"	SQ YD	852	852	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	44	44	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	44	44	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	44	44	
25001700	SEEDING, CLASS 3 (MODIFIED)	ACRE	0.5	0.5	
25100115	MULCH, METHOD 2	ACRE	0.5	0.5	
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	1048	1048	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	48	48	
28000400	PERIMETER EROSION BARRIER	FOOT	726	726	
28000500	INLET AND PIPE PROTECTION	EACH	5	5	
28100109	STONE RIPRAP, CLASS A5	SQ YD	800		800
28200200	FILTER FABRIC	SQ YD	970		970
35101400	AGGREGATE BASE COURSE, TYPE B	TON	18	18	
40600215	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	TON	0.41	0.41	
40600300	AGGREGATE (PRIME COAT)	TON	2	2	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	416	416	
40600990	TEMPORARY RAMP	SQ YD	58	58	
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	80	80	
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	7	7	

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE		
CODE NO.	ITEM	UNITS	TOTAL QUANTITY (80% Fed.-20% St.)	ROADWAY 1000-2A Woodford Co.	S.N. 102-0082 X020-2A WOODFORD
42001400	BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ YD	270	270	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	54	54	
44000100	PAVEMENT REMOVAL	SQ YD	268	268	
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	438	438	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	51	51	
44000500	^{COMBINATION AND} CURB GUTTER REMOVAL	FOOT	629	629	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	51	51	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50200100	STRUCTURE EXCAVATION	CU YD	362		362
50300225	CONCRETE STRUCTURES	CU YD	132.6		132.6
50300255	CONCRETE SUPERSTRUCTURES	CU YD	206.3		206.3
50300260	BRIDGE DECK GROOVING	SQ YD	250		250
50300280	CONCRETE ENCASEMENT	CU YD	12.2		12.2
50300300	PROTECTIVE COAT	SQ YD	470		470
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	46400		46400
50800515	BAR SPLICERS	EACH	213		213
51201610	FURNISHING STEEL PILES HP12X63	FOOT	1625		1625
51202305	DRIVING PILES	FOOT	1420		1420
51203610	TEST PILE STEEL HP 12X63	EACH	2		2
51205200	TEMPORARY SHEET PILING	SO FT	726		726
51500100	NAME PLATES	EACH	1		1
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	1	1	
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	1	1	

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 FILE NAME = #FILE#
 PLOT SCALE = #SCALE#
 USER NAME = #USER#

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

F.A.P. 698
 SECTION 126BR
 WOODFORD COUNTY

SCALE: VERT.
 HORIZ.
 DATE: 10/31/07

DRAWN BY: GSJ
 CHECKED BY: KRQ

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
698	126BR	WOODFORD	56 4
STA. 519+62.00		TO STA. 523+13.00	
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE		
CODE NO.	ITEM	UNITS	TOTAL QUANTITY (80% Fed.-20% St.)	ROADWAY 1000-2A Woodford Co.	S.N. 102-0082 X020-2A WOODFORD
55100700	STORM SEWER REMOVAL 15"	FOOT	20	20	
55101600	STORM SEWER REMOVAL 36"	FOOT	20	20	
59100100	GEOCOMPOSITE WALL DRAIN	SQ. YD.	250		250
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	147		147
60255500	MANHOLES TO BE ADJUSTED	EACH	2	2	
60260100	INLET TO BE ADJUSTED	EACH	7	7	
60605000	COMBINATION AND CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	450	450	
* 63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	3	3	
* 63100215	TRAFFIC BARRIER TERMINAL, TYPE 6 (SPECIAL)	EACH	4	4	
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	8	8	
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	1	1	
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	2	2	
66700605	PERMANENT SURVEY TIES	EACH	4	4	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	8	
67100100	MOBILIZATION	L SUM	1	1	
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1	
70101830	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	60	60	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	351	351	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	3180	3180	
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	52	52	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1163	1163	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	324	324	

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE		
CODE NO.	ITEM	UNITS	TOTAL QUANTITY (80% Fed.-20% St.)	ROADWAY 1000-2A Woodford Co.	S.N. 102-0082 X020-2A WOODFORD
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	284	284	
* 78001110	PAINT PAVEMENT MARKING-LINE 4"	FOOT	1630	1630	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	4	4	
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	1		1
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8	
* 78200420	GUARDRAIL MARKERS, TYPE B	EACH	4	4	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
550A0160	STORM SEWERS, CLASS A, TYPE 1 36"	FOOT	20	20	
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	20	20	
X0301512	GUARDRAIL AGGREGATE EROSION CONTROL	TON	146	146	
X0322054	REMOVAL OF PRECAST FLARED END SECTION	EACH	2	2	
X0325569	TEMPORARY BRIDGE TRAFFIC SIGNALS RESIDENTIAL APPROACH	EACH	3	3	
X0325670	CONCRETE BRIDGE RAIL SIDEWALK MOUNTED	FOOT	161		161
X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75,N50	TON	18.1	18.1	
X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION-LOCATION 1	EACH	1		1
X5020502	UNDERWATER STRUCTURE EXCAVATION PROTECTION-LOCATION 2	EACH	1		1
* X6310190	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (FLARED), MODIFIED	EACH	1	1	
X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	14	14	
X7016500	TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL)	EACH	1	1	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0073500	TEMPORARY SUPPORT SYSTEM	L SUM	1		1
Z0076600	TRAINEES	HOUR	500	500	

● Y080 80% FED 20% STATE

* SPECIALTY ITEM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

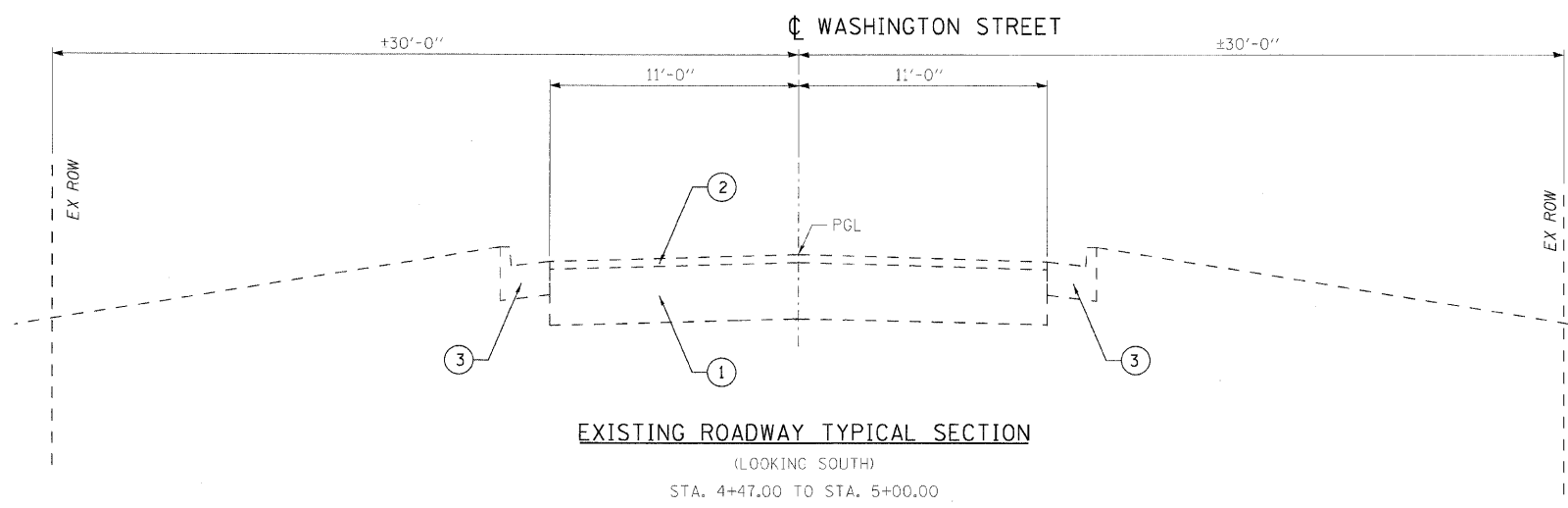
SUMMARY OF QUANTITIES

F.A.P. 698
SECTION 126BR
WOODFORD COUNTY

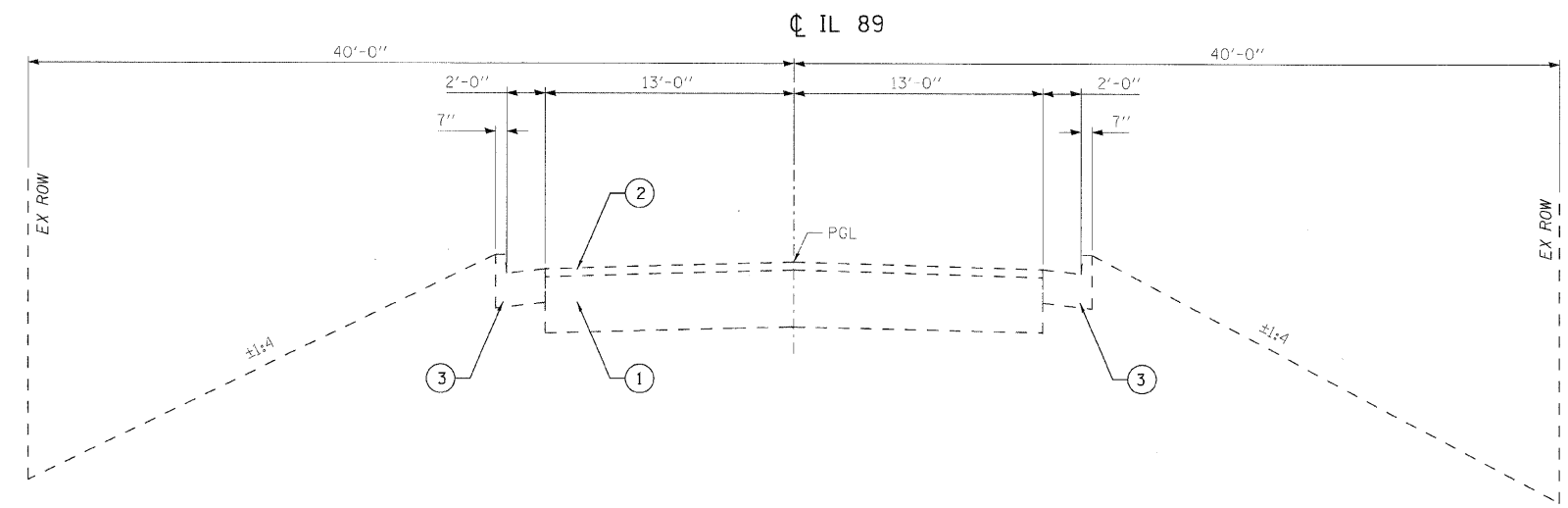
SCALE: VERT.
HORIZ.
DATE: 10/31/07

DRAWN BY: GSJ
CHECKED BY: KRJ

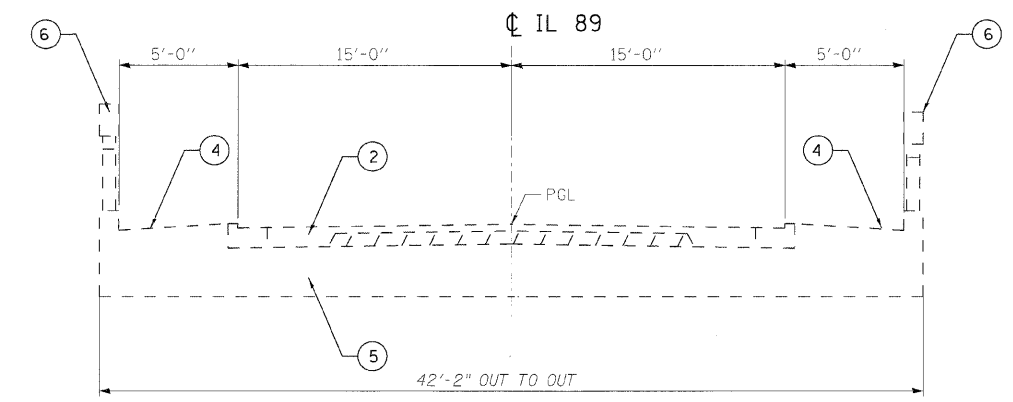
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	5
STA. 519+62.00		TO STA. 523+13.00		
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				



EXISTING ROADWAY TYPICAL SECTION
(LOOKING SOUTH)
STA. 4+47.00 TO STA. 5+00.00



EXISTING ROADWAY TYPICAL SECTION
(LOOKING WEST)
STA. 519+62.00 TO STA. 521+26.98
STA. 521+77.86 TO STA. 523+13.00



EXISTING BRIDGE TYPICAL SECTION
(LOOKING WEST)
EXISTING BRIDGE (SN 102-0029)
FROM STA. 521+26.98 TO STA. 521+77.86

EXISTING LEGEND

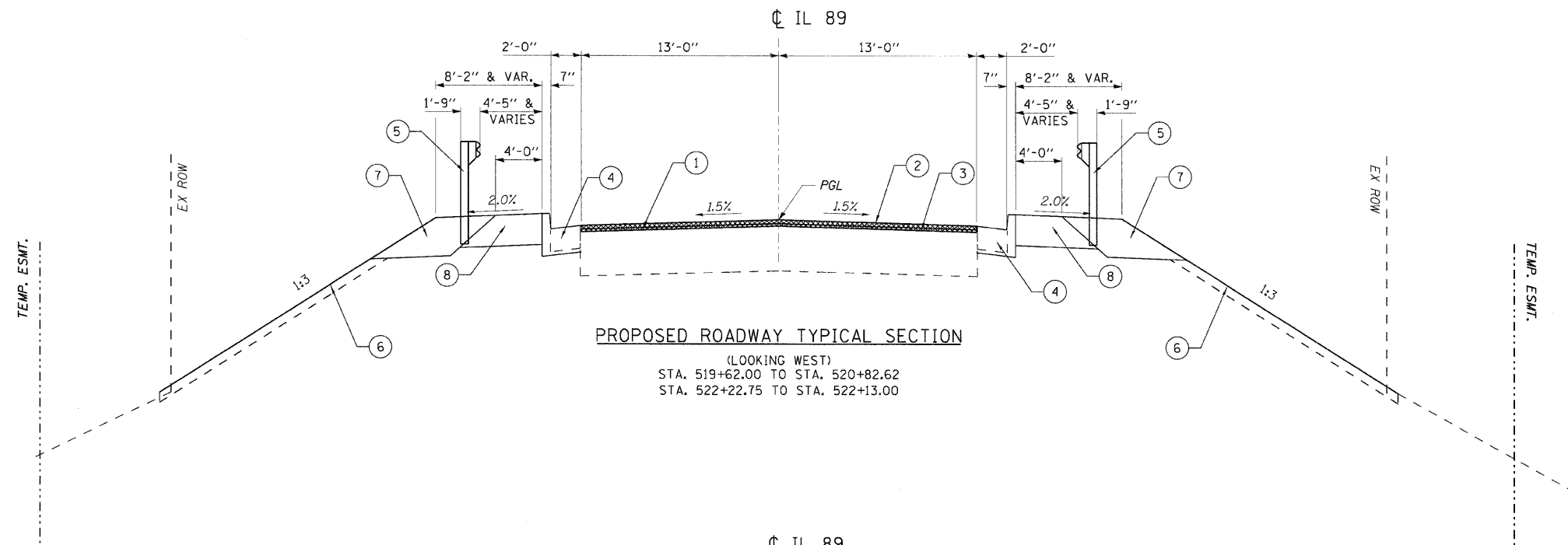
- ① EXISTING CONCRETE PAVEMENT
- ② EXISTING HOT-MIX ASPHALT OVERLAY
- ③ EXISTING CURB & GUTTER B-6.24
- ④ EXISTING SIDEWALK, 4" CURB
- ⑤ EXISTING BRIDGE DECK
- ⑥ EXISTING CONCRETE BRIDGE RAIL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS; EXISTING
F.A.P. 698
SECTION 126BR
WOODFORD COUNTY
SCALE: VERT. DRAWN BY : GSJ
 HORIZ. CHECKED BY : KRG
DATE : 10/31/07

PLOT DATE * DATE *
FILE NAME * FILE *
PLOT SCALE * SCALE *
USER NAME * USER *

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	6
STA. 519+62.00		TO STA. 523+13.00		
FED. ROAD DIST. NO. 4		ILLINOIS		FED. AID PROJECT

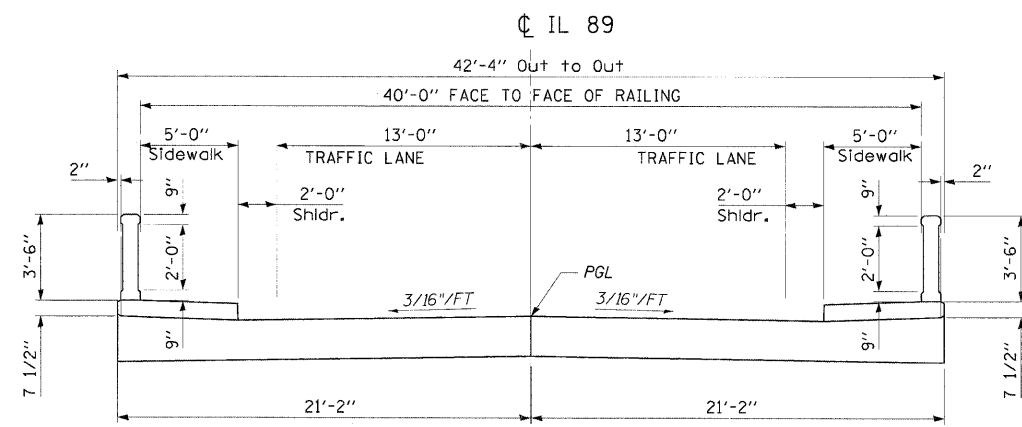


PROPOSED ROADWAY TYPICAL SECTION
 (LOOKING WEST)
 STA. 519+62.00 TO STA. 520+82.62
 STA. 522+22.75 TO STA. 522+13.00

PROPOSED LEGEND

- ① HOT-MIX ASPHALT SURFACE REMOVAL (VAR. DEPTH)
- ② HOT-MIX ASPHALT SURFACE CSE, MIX "D" N50, (1 1/2")
- ③ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75 N50 (3/4")
- ④ CURB AND GUTTER, B-6.24
- ⑤ STEEL PLATE BEAM GUARDRAIL, TERMINAL
- ⑥ TOPSOIL FURNISH & PLACE, 4" SEEDING CLASS 3
- ⑦ GUARDRAIL AGGREGATE EROSION CONTROL 8"
- ⑧ AGGREGATE SHOULDERS TYPE B. 6"

NOTE:
 BRIDGE APPROACH PAVEMENT (SPECIAL)
 SEE SHEET # 38 OF # 57
 STA. 520+82.62 TO STA. 521+12.09
 STA. 521+92.75 TO STA. 522+22.75



PROPOSED BRIDGE TYPICAL SECTION
 (LOOKING WEST)
 PROPOSED BRIDGE (SN 102-0082)
 FROM STA. 521+12.09 TO STA. 521+92.75

PLOT DATE * SDATE *
 FILE NAME * FILEL *
 PLOT SCALE * SCALE *
 USER NAME * USER *

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS; PROPOSED
 F.A.P. 698
 SECTION 126BR
 WOODFORD COUNTY
 SCALE: VERT. DRAWN BY : GSJ
 HORIZ. CHECKED BY : KRK
 DATE : 10/31/07

Table with columns: F.A.P. RITE, SECTION, COUNTY, TOTAL SHEETS, SHEET NO. Values: 698, 126BR, WOODFORD, 56, 7

Table: TREE TRUNK PROTECTION. Columns: LOCATION, EACH. Rows: LT. STA. 521+54.31 TO STA. 521+73.43 (2), LT. STA. 522+12.00 TO STA. 522+95.00 (8), TOTAL (10)

Table: EARTH EXCAVATION, CHANNEL EXCAVATION, TOPSOIL FURNISH & PLACE, 4", FURNISHED EXCAVATION. Columns: CODE NO., LOCATION, CU YD, SQ YD, CU YD

Table: HEAVY DUTY EROSION CONTROL BLANKET. Columns: LOCATION, SQ YD. Rows: RT. STA. 519+62 TO STA. 521+53 (209), LT. STA. 519+62 TO STA. 521+22 (337), RT. STA. 522+03 TO STA. 523+07 (242), LT. STA. 521+62 TO STA. 523+06 (261), TOTAL (1048)

Table: INLET AND PIPE PROTECTION. Columns: LOCATION, EACH. Rows: RT. STA. 521+39.00 (1), LT. STA. 520+25.00 (1), RT. STA. 521+36.00 (1), LT. STA. 521+22.00 (1), LT. STA. 522+79.00 (1), TOTAL (5)

Table: PERIMETER EROSION BARRIER. Columns: LOCATION, FOOT. Rows: RT. STA. 519+62 TO STA. 521+53 (220), LT. STA. 519+62 TO STA. 521+22 (181), RT. STA. 522+03 TO STA. 523+07 (146), LT. STA. 521+62 TO STA. 523+06 (179), TOTAL (726)

Table: TEMPORARY EROSION CONTROL SEEDING, SEEDING CLASS 3 (MODIFIED), MULCH METHOD 2, NITROGEN FERTILIZER NUTRIENT, PHOSPHORUS FERTILIZER NUTRIENT, POTASSIUM FERTILIZER NUTRIENT. Columns: CODE NO., LOCATION, POUND, ACRE, ACRE, POUND, POUND, POUND

Table: PRIME COAT CONVERSION FACTORS. Columns: SURFACE TYPE, BIT. PR. COAT (TON/SQ YD), AGG. PR. COAT (LB/SQ YD). Rows: COLD MILLED SURFACES (0.0004, 4), EXISTING PAVEMENT (0.0002, 4)

Table: BITUMINOUS & AGGREGATE CONVERSION FACTORS. Columns: SURFACE TYPE, BIT. SURFACE COURSES (112 LB / SQ YD x IN), ALL OTHERS BITUMINOUS (112 LB / SQ YD x IN)

Table: TRAINEES. Columns: LOCATION, JOBSITE, HOUR. Rows: JOBSITE (500), TOTAL (500)

Table: TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED. Columns: LOCATION, EACH. Rows: LT. STA. 520+11.66 TO STA. 520+61.66 (SOUTH) (1), LT. STA. 522+28.60 TO STA. 522+78.62 (SOUTH) (1), RT. STA. 522+43.18 TO STA. 522+93.18 (NORTH) (1), TOTAL (3)

Table: TABULATION OF RESURFACING QUANTITIES. Columns: CODE NO., LOCATION, TOTAL ROADWAY WIDTH, LENGTH, AREA, HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT, TEMPORARY RAMP, HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH, HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT), AGGREGATE (PRIME COAT), X4067107 POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75 (3/4"), 40800050 INCIDENTAL HOT-MIX ASPHALT SURFACING (3"), 35101400 AGGREGATE BASE COURSE, TYPE B (6"). Rows: IL 89, STA. 519+62.00 TO STA. 519+92.00, STA. 519+92.00 TO STA. 520+82.62, STA. 520+82.62 TO STA. 521+12.09, SN 102-0082, STA. 521+92.75 TO STA. 522+22.22, STA. 522+22.22 TO STA. 522+83.00, STA. 523+13.00 TO STA. 523+13.00, WASHINGTON STREET, STA. 4+47.00 TO STA. 5+00.00, ENTRANCES, STA. 519+92.00 LT. (IL 89), TOTAL

Table: TRAFFIC BARRIER TERMINAL, TYPE 6 (SPECIAL). Columns: LOCATION, EACH. Rows: LT. STA. 520+61.66 TO STA. 521+07.31 (SOUTH) (1), RT. STA. 520+76.22 TO STA. 521+21.87 (NORTH) (1), LT. STA. 521+82.97 TO STA. 522+28.60 (SOUTH) (1), RT. STA. 521+97.53 TO STA. 522+43.18 (NORTH) (1), TOTAL (4)

Table: BRIDGE APPROACH PAVEMENT (SPECIAL). Columns: LOCATION, SQ YD. Rows: STA. 520+82.62 TO STA. 521+12.09 (135), STA. 521+92.75 TO STA. 522+22.75 (135), TOTAL (270)

Table: DRIVEWAY PAVEMENT REMOVAL. Columns: LOCATION, UNIT, SQ YD. Rows: ENTRANCES, STA. 519+92.00 LT. (IL 89) (51), TOTAL (51)

Table: BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE). Columns: LOCATION, SQ YD. Rows: STA. 520+69.25 (27), STA. 522+35.59 (27), TOTAL (54)

Table: PAVEMENT REMOVAL. Columns: LOCATION, SQ YD. Rows: STA. 520+82.09 TO STA. 521+29.02 (134), STA. 521+75.83 TO STA. 522+22.75 (134), TOTAL (268)

Table: TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (FLARED), MODIFIED. Columns: LOCATION, EACH. Rows: RT. STA. 520+51.22 TO STA. 520+76.22 (NORTH) (1), TOTAL (1)

Table: COMB. CURB & GUTTER REMOVAL. Columns: LOCATION, FOOT. Rows: LT. STA. 519+62 TO STA. 521+22 (160), LT. STA. 521+72 TO STA. 523+13 (140), RT. STA. 519+62 TO STA. 519+90 (56), RT. STA. 520+12 TO STA. 521+32 (142), RT. STA. 521+83 TO STA. 523+13 (131), TOTAL (629)

Table: TEMP. BRIDGE TRAFFIC SIGNALS RESIDENTIAL APPROACH. Columns: LOCATION, EACH. Rows: JOBSITE (3), TOTAL (3)

Table: AGGREGATE SHOULDERS, TYPE B. Columns: LOCATION, TON. Rows: RT. STA. 520+36.56 TO STA. 520+89.54 (8), LT. STA. 520+01.51 TO STA. 520+75.49 (15), RT. STA. 522+29.35 TO STA. 523+07.61 (14), LT. STA. 522+15.30 TO STA. 523+02.60 (15), TOTAL (51)

Table: COMB. CONCRETE CURB & GUTTER, TYPE B-6.24. Columns: LOCATION, FOOT. Rows: RT. STA. 519+62.00 TO STA. 519+90.17 (55), LT. STA. 519+62.00 TO STA. 520+77.89 (116), RT. STA. 520+13.48 TO STA. 520+99.18 (97), RT. STA. 522+26.95 TO STA. 523+13.00 (86), LT. STA. 522+17.49 TO STA. 523+13.00 (96), TOTAL (450)

Table: PAINT PAVEMENT MARKING-LINE 4". Columns: LOCATION, SKIP DASH, EDGE LINE (LT, RT). Rows: STA. 517+42.41 TO STA. 525+21.55 (80, 775, 775), SUB-TOTAL (80, 775, 775), TOTAL = 1630

Table: REVISIONS. Columns: NAME, DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION SCHEDULE OF QUANTITIES F.A.P. 698 SECTION 126BR WOODFORD COUNTY

PLOT DATE: * * * * * PLOT SCALE: * * * * * PLOT SHEETS: * * * * * USER NAME: * * * * *

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	8
STA. 519+62.00 TO STA. 523+13.00				
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

DRAINAGE ITEMS									
CODE NO.	54213660	54213681	550A0360	550A0160	55100700	55101600	60255500	60260100	X0322054
LOCATION	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	STORM SEWERS, CLASS A, TYPE 2 15"	STORM SEWERS, CLASS A, TYPE 1 36"	STORM SEWER REMOVAL 15"	STORM SEWER REMOVAL 36"	MANHOLES TO BE ADJUSTED	INLET TO BE ADJUSTED	REMOVAL OF PRECAST FLARED END SECTION
	EACH	EACH	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH
IL 89									
STA. 521+32.00, 32' RT.	1								
STA. 521+72.10, 35' LT.		1							
STA. 521+12.00 TO STA. 521+32.00 RT.			20		20				
STA. 521+72.10 TO STA. 521+12.04 LT.				20		20			
STA. 520+38.92, 28.8' LT.							1		
STA. 522+29.01, 35.8' LT.							1		
STA. 519+86.81, 33.9' RT.								1	
STA. 520+17.97, 13.9' LT.								1	
STA. 520+37.49, 18.2' RT.								1	
STA. 522+77.65, 13.9' RT.								1	
STA. 522+78.79, 14.1' LT.								1	
STA. 522+91.28, 13.9' RT.								1	
STA. 522+91.27, 14.1' LT								1	
STA. 521+32.00, 32' RT.									1
STA. 521+72.10, 35' LT.									1
TOTAL	1	1	20	20	20	20	2	7	2

CODE NO. 66600105
FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS

LOCATION	EACH
STA. 521+25.00, 40.00' RT.	1
STA. 521+73.00, 50.00' RT.	1
STA. 523+05.00, 50.00' RT.	1
STA. 523+05.00, 40.00' RT.	1
STA. 521+50.00, 40.00' LT.	1
STA. 521+50.00, 45.00' LT.	1
STA. 522+75.00, 45.00' LT.	1
STA. 523+00.00, 40.00' LT.	1
TOTAL	8

CODE NO. 78201000
TERMINAL MARKER - DIRECT APPLIED

LOCATION	EACH
RT. STA. 520+51	1
LT. STA. 520+11	1
RT. STA. 522+93	1
LT. STA. 522+78	1
TOTAL	4

CODE NO. 67100100

MOBILIZATION

LOCATION	L SUM
JOBBSITE	1
TOTAL	1

CODE NO. 78100105
RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)

LOCATION	EACH
STA. 521+47.00 (SN 102-0082)	1
TOTAL = 1	

TEMPORARY PAVEMENT MARKING - LINE

LOCATION	70300280	70300220			
	24"	4"			
	STOP BAR	INSIDE EDGE	OUTSIDE EDGE	CENTER LINE	
STAGE I					
STA. 517+42.41	FOOT	FOOT	FOOT	FOOT	
STA. 517+42.41 TO STA. 525+21.62		775	775		
STA.525+21.62	13				
STAGE II					
STA. 517+42.41	13				
STA. 517+42.41 TO STA. 525+21.55		775	775		
STA.525+21.55	13				
RESURFACING					
STA. 519+62.00 TO STA. 523+13.00					80
SUB-TOTAL	52	1550	1550		80

CODE NO. 70100405
TRAFFIC CONTROL AND PROTECTION, STANDARD 701321

LOCATION	EACH
STA. 502+47.41 TO STA. 517+47.41	1
TOTAL	1

CODE NO. 70400100
TEMPORARY CONCRETE BARRIER

LOCATION	FOOT
STA. 519+97.62 TO STA. 520+57.62	61
STA. 520+57.62 TO STA. 522+57.62	199
STA. 522+57.62 TO STA. 523+20.76	64
TOTAL	324

70301000
WORK ZONE PAVEMENT MARKING REMOVAL

LOCATION	STOP BAR	INSIDE EDGE	OUTSIDE EDGE	CENTER LINE
	SQ FT	SQ FT	SQ FT	SQ FT
STAGE I				
STA. 517+42.41	26			
STA. 517+42.41 TO STA. 525+21.62		258	258	
STA.525+21.62	26			
STAGE II				
STA. 517+42.41	26			
STA. 517+42.41 TO STA. 525+21.55		258	258	
STA.525+21.55	26			
RESURFACING				
STA. 519+62.00 TO STA. 523+13.00				27
SUB-TOTAL	104	516	516	27
TOTAL = 1163				

CODE NO. 78200420
GUARDRAIL MARKERS, TYPE B

LOCATION	EACH
RT. STA. 521+21 TO STA. 521+97	2
LT. STA. 521+07 TO STA. 522+83	2
TOTAL	4

CODE NO. 66700205
PERMANENT SURVEY MARKERS, TYPE I

LOCATION	EACH
JOBBSITE	1
TOTAL	1

CODE NO. X7015005
CHANGEABLE MESSAGE SIGN

LOCATION	CAL DA
JOBBSITE	14
TOTAL	14

CODE NO. 70103815
TRAFFIC CONTROL SURVEILLANCE

LOCATION	CAL. DA
JOBBSITE	60
TOTAL	60

CODE NO. 70300100
SHORT-TERM PAVEMENT MARKING

LOCATION	FOOT
STA. 519+62 TO STA. 523+13	351
TOTAL	351

CODE NO. 70400200
RELOCATE TEMPORARY CONCRETE BARRIER

LOCATION	FOOT
STA. 519+94.48 TO STA. 520+57.62	64
STA. 520+57.62 TO STA. 522+47.40	190
STA. 522+47.40 TO STA. 522+76.55	30
TOTAL	284

CODE NO. 78200410
GUARDRAIL MARKERS, TYPE A

LOCATION	EACH
RT. STA. 520+51 TO STA. 521+21	2
LT. STA. 520+11 TO STA. 521+07	2
LT. STA. 521+83 TO STA. 522+78	2
RT. STA. 521+97 TO STA. 522+93	2
TOTAL	8

CODE NO. 66700305
PERMANENT SURVEY MARKERS, TYPE II

LOCATION	EACH
STA. 520+01.16, 0.00' LT.	1
STA. 523+71.53, 0.45' LT.	1
TOTAL	2

CODE NO. X7016500
TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL)

LOCATION	EACH
JOBBSITE	1
TOTAL	1

CODE NO. Z0030350
IMPACT ATTENUATORS, RELOCATE TEMP (NON-REDIRECTIVE), TL3

LOCATION - STAGE 2	EACH
STA. 519+94.48	1
STA. 522+76.55	1
TOTAL	2

CODE NO. 70100460
TRAFFIC CONTROL AND PROTECTION, STANDARD 701306

LOCATION	L SUM
JOBBSITE	1
TOTAL	1

CODE NO. Z0030250
IMPACT ATTENUATORS, TEMP (NON-REDIRECTIVE), TL3

LOCATION - STAGE 1	EACH
STA. 519+97.62	1
STA. 523+20.76	1
TOTAL	2

CODE NO. Z0013798
CONSTRUCTION LAYOUT

LOCATION	L SUM
JOBBSITE	1
TOTAL	1

CODE NO. 70101830
TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21

LOCATION	L SUM
JOBBSITE	1
TOTAL	1

CODE NO. 78100100
RAISED REFLECTIVE PAVEMENT MARKER

LOCATION	SPACING	EACH
STA. 519+62.00 TO STA. 523+13.00	80 FT	4
TOTAL = 4		

CODE NO. 67000400
ENGINEER'S FIELD OFFICE, TYPE A

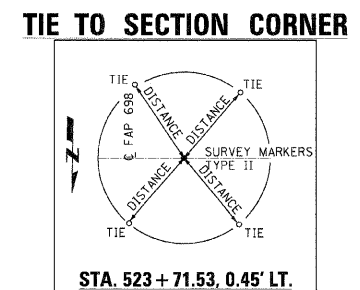
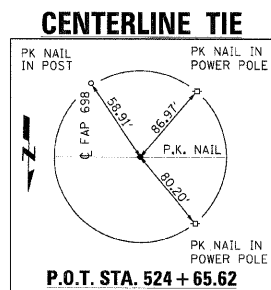
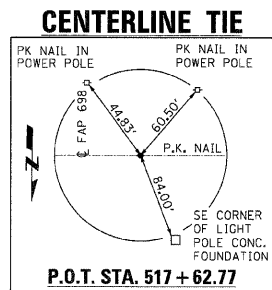
LOCATION	CAL MON.
JOBBSITE	8
TOTAL	8

REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF QUANTITIES
F.A.P. 698 SECTION 126BR WOODFORD COUNTY
SCALE: VERT. DATE: 10/31/07
DRAWN BY: CSJ
CHECKED BY: KRG

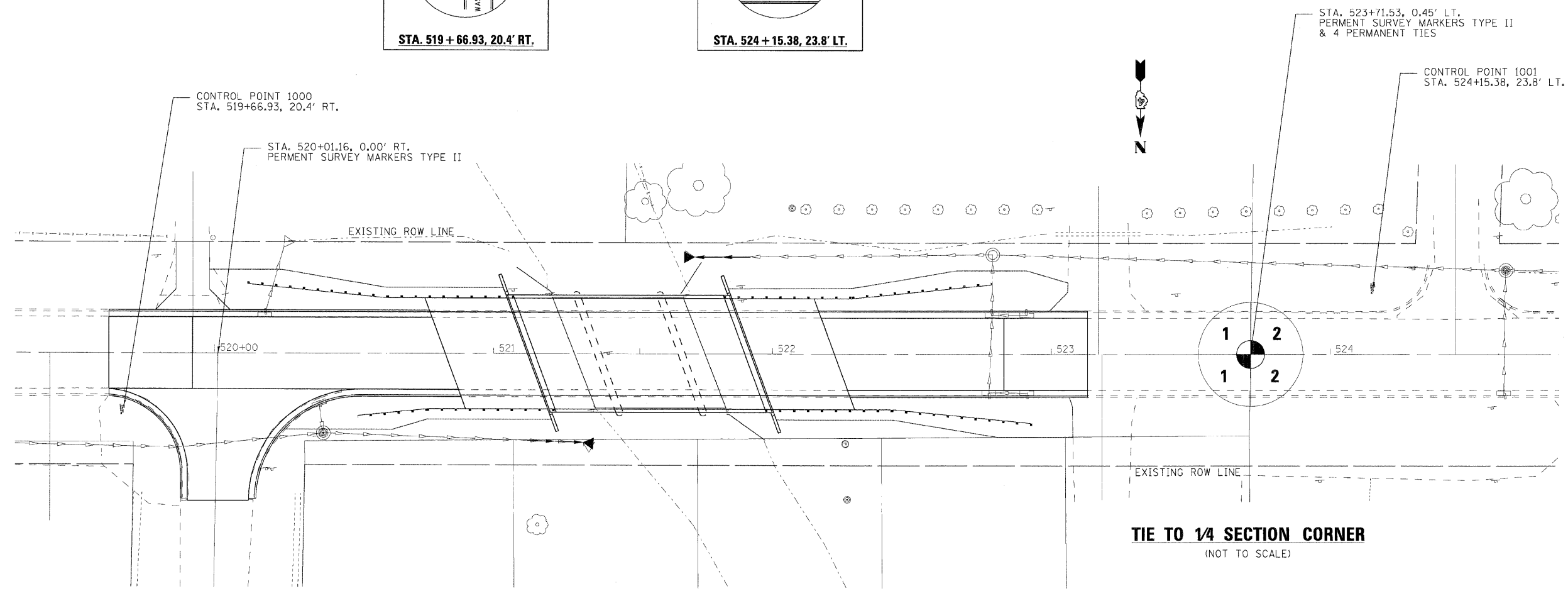
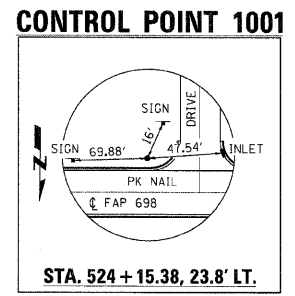
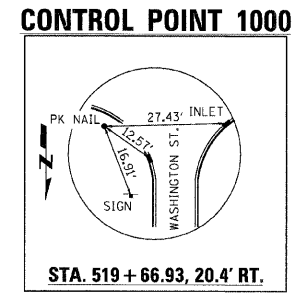
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	9
STA. 519+62.00		TO STA. 523+13.00		
FED. ROAD DIST. NO. 4		ILLINOIS FED. AID PROJECT		



BENCH MARK: (TO BE VERIFIED ON THE FIELD)
BENCH MARKS ARE REFERENCED TO STATIONS ON IL. 89

B.M. #100 ELEV. 676.38'
CHISELED SQUARE ON
NE WINGWALL OF SN 102-0029
STA. 521+34.8, 25' RT

B.M. #101 ELEV. 674.44'
R.R. SPIKE IN NORTH
SIDE OF LIGHT POLE
STA. 518+05.8, 42' LT



PLOT DATE = 10/31/07
FILE NAME = 68576-126BR-09
PLOT SCALE = 1"=40'
USER NAME = BUSERS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION









CONTROL POINTS

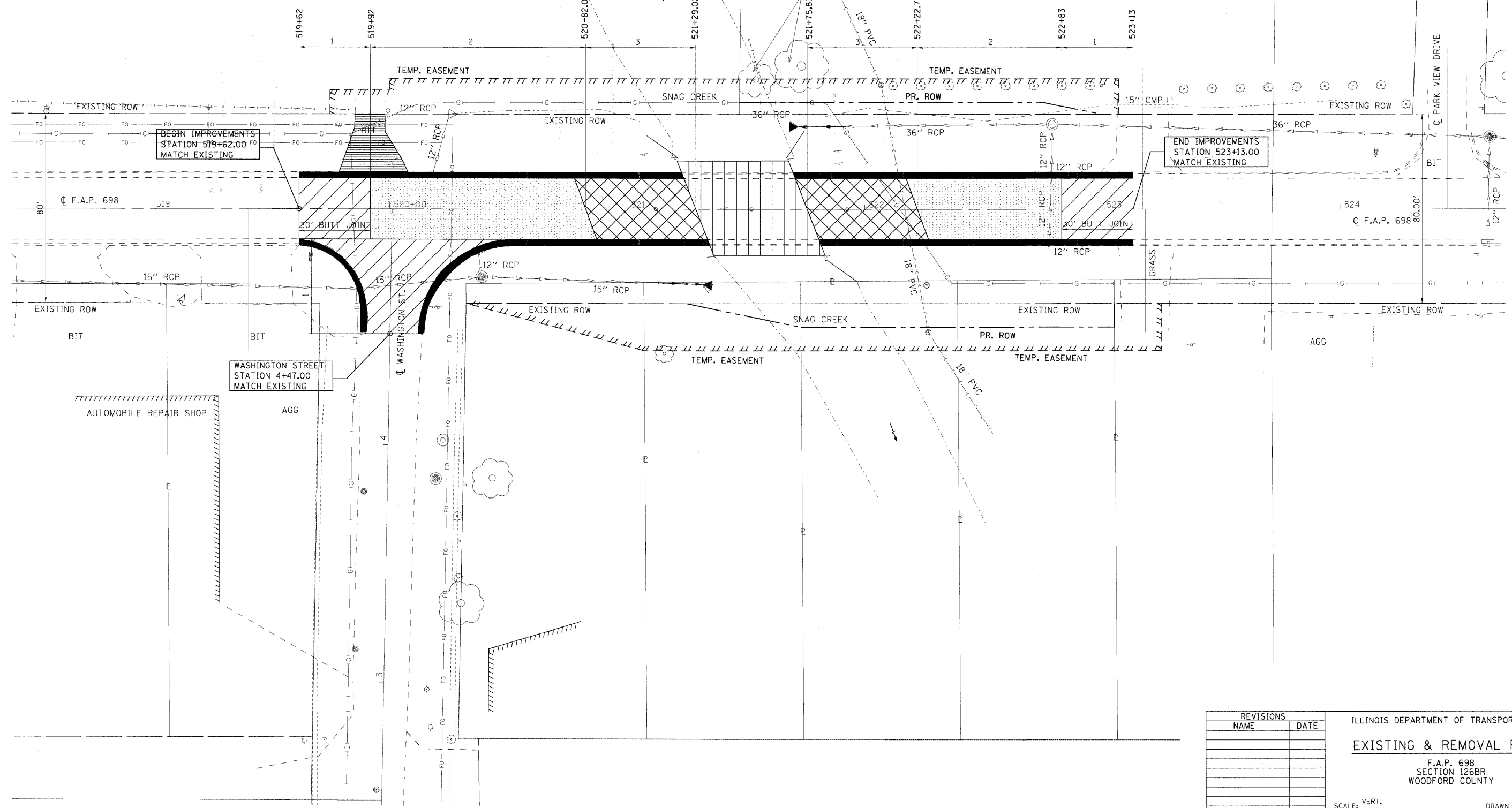
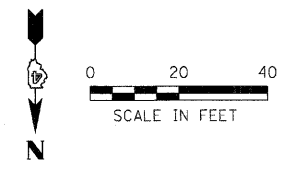
F.A.P. 698
SECTION 126BR
WOODFORD COUNTY

SCALE: VERT. 1"=40'
HORIZ. 1"=40'
DATE: 10/31/07

DRAWN BY: GSJ
CHECKED BY: KRG

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	10
STA. 519+62.00		TO STA. 523+13.00		
FED. ROAD DIST. NO. 4		ILLINOIS		FED. AID PROJECT

- LEGEND**
-  - 1 HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT
 -  - 2 HOT-MIX ASPHALT SURFACE REMOVAL (VAR. DEPTH)
 -  - 3 PAVEMENT REMOVAL
 -  - CURB AND GUTTER REMOVAL
 -  - REMOVAL OF EXISTING STRUCTURE
 -  - DRIVEWAY PAVFEMENT REMOVAL
 -  - FLARED END SECTION REMOVAL
 -  - STORM SEWER REMOVAL



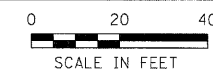
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 USER NAME = *USER*

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING & REMOVAL PLAN
 F.A.P. 698
 SECTION 126BR
 WOODFORD COUNTY

SCALE: VERT. DATE: 10/31/07
 HORIZ.
 DRAWN BY: GSJ
 CHECKED BY: KRG

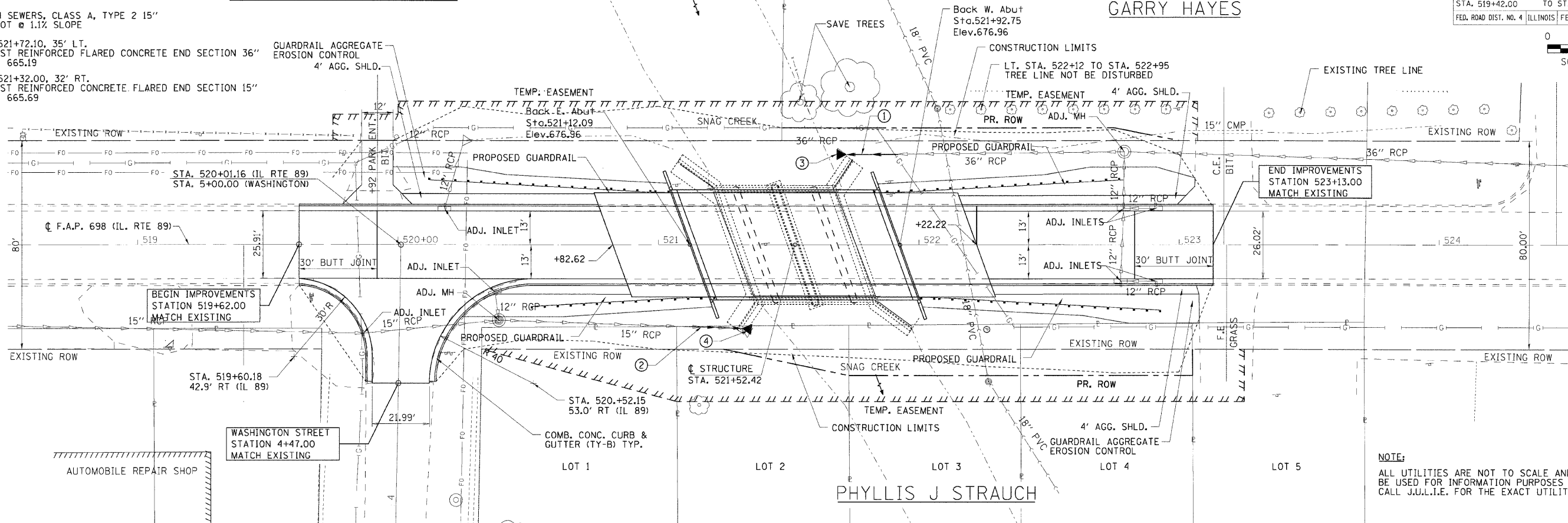
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	53	11
STA. 519+42.00		TO STA. 523+53.00		
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				



- ① STORM SEWERS, CLASS A, TYPE 1 36" 20 FOOT @ 1.0% SLOPE
- ② STORM SEWERS, CLASS A, TYPE 2 15" 20 FOOT @ 1.1% SLOPE
- ③ STA. 521+72.10, 35' LT. PRECAST REINFORCED FLARED CONCRETE END SECTION 36" INV. = 665.19
- ④ STA. 521+32.00, 32' RT. PRECAST REINFORCED CONCRETE FLARED END SECTION 15" INV. = 665.69

GRANT MEMORIAL PARK

GARRY HAYES

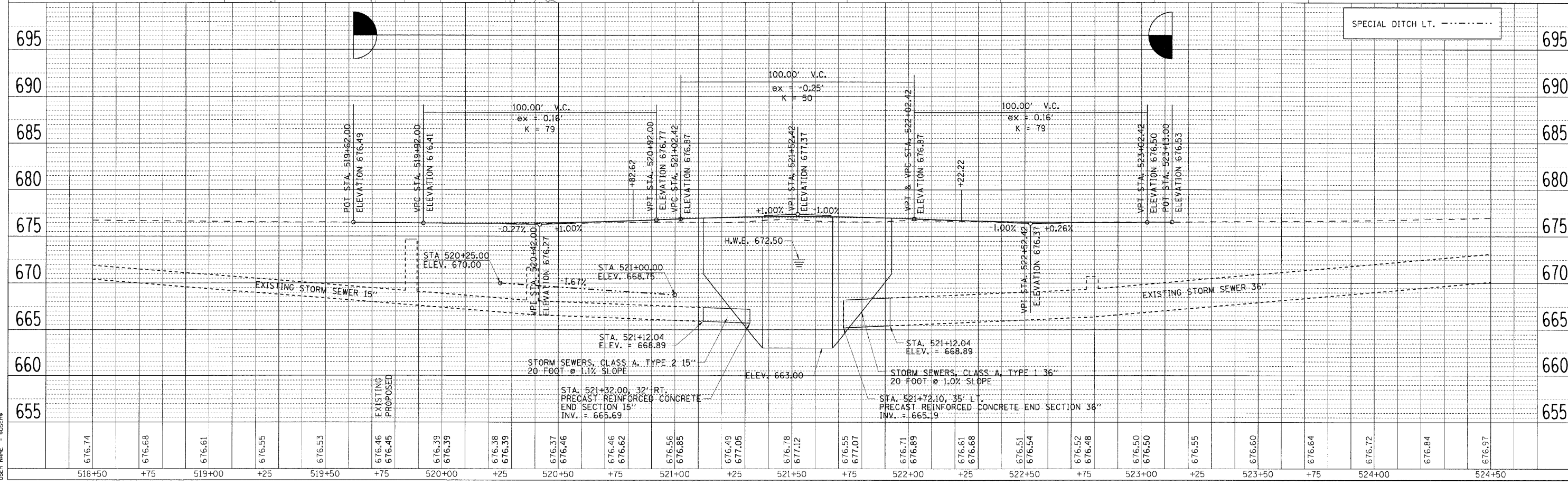


NOTE:
ALL UTILITIES ARE NOT TO SCALE AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY. CALL J.U.L.I.E. FOR THE EXACT UTILITIES LOCATIONS.

PLAN	REVISIONS	DATE
NO.	BY	
NO.	BY	
NO.	BY	

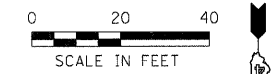
PROFILE	REVISIONS	DATE
NO.	BY	
NO.	BY	
NO.	BY	

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PLOT SCALE = #SCALE#
USER NAME = #USER#



SPECIAL DITCH LT. -----

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	12
STA. 519+62.00 TO STA. 523+13.00				
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

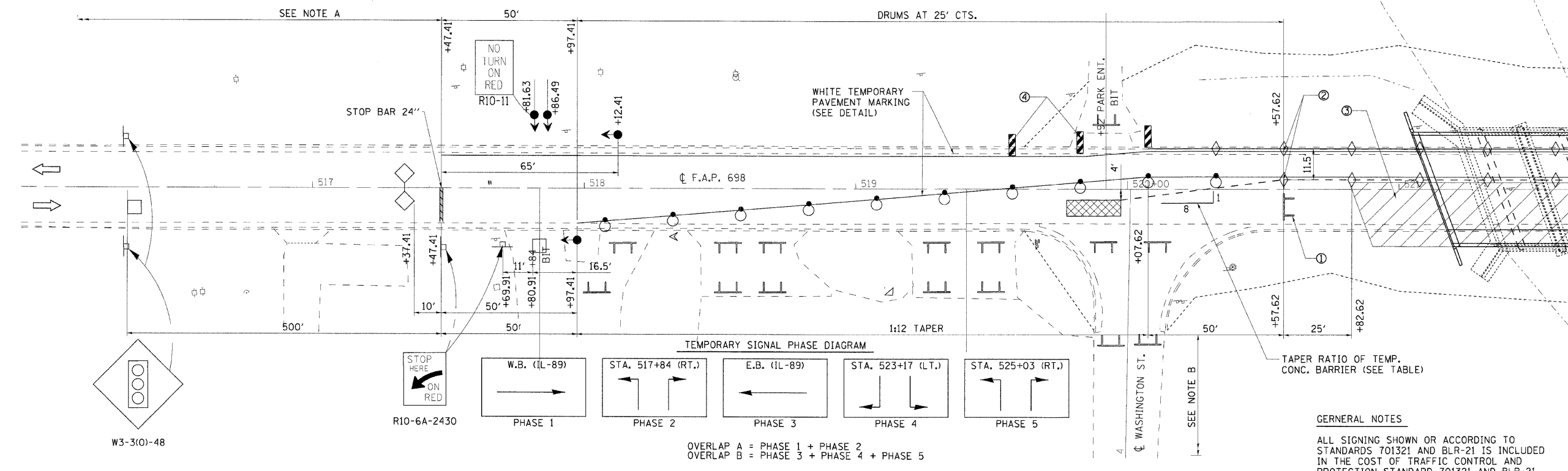


- Type III barricade to be placed when no work is being performed.
- Barrier wall/guardrail markers at 25' cts. See Standards 704001 & 635011.
- When temp. bridge rail is specified, it shall be connected to the temp. conc. barrier using a traffic barrier terminal Type II.
- These vertical panels at 25' cts. may be omitted when the guardrail, w/markers, extends to at least this point on the taper.

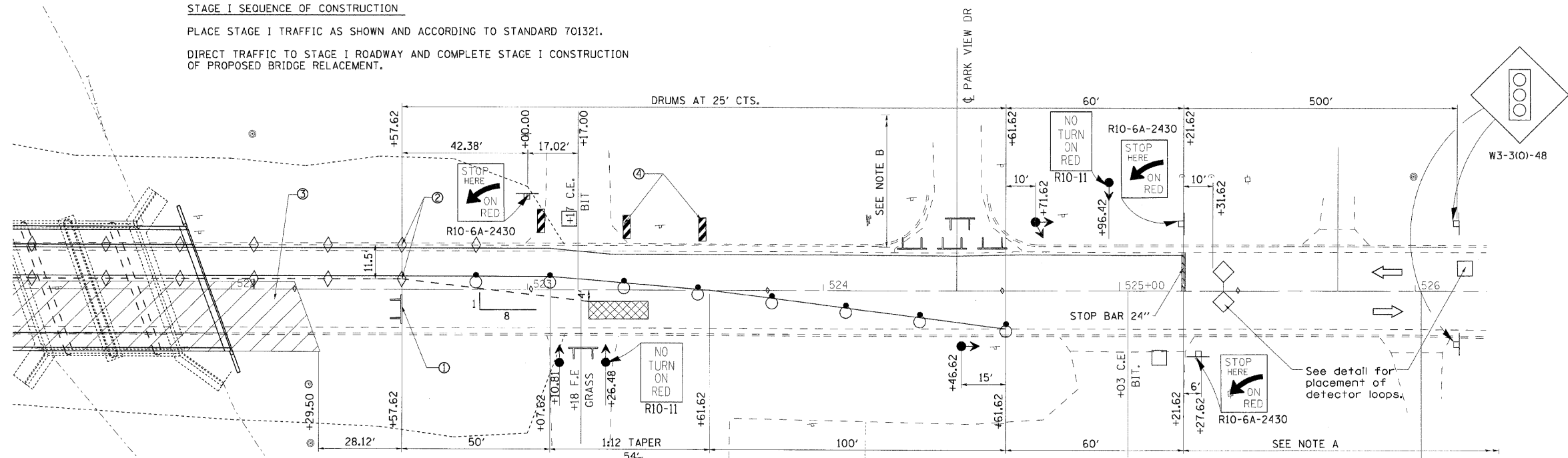
NOTE A
REMAINDER OF SIGNING IS ACCORDING TO STANDARD 701321 AND AS DIRECTED BY THE ENGINEER.

NOTE B
THE TRAFFIC CONTROL SIGNS SHOWN FOR LOCAL ACCESS IS GOVERNED BY HIGHWAY STANDARD BLR-21 AND AS DIRECTED BY THE ENGINEER.

GENERAL NOTES
ALL SIGNING SHOWN OR ACCORDING TO STANDARDS 701321 AND BLR-21 IS INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION STANDARD 701321 AND BLR-21.



STAGE I SEQUENCE OF CONSTRUCTION
PLACE STAGE I TRAFFIC AS SHOWN AND ACCORDING TO STANDARD 701321.
DIRECT TRAFFIC TO STAGE I ROADWAY AND COMPLETE STAGE I CONSTRUCTION OF PROPOSED BRIDGE RELACEMENT.



SYMBOLS

SCALE IN FEET

- Work area
- Sign
- Type III barricade
- Traffic signal
- Detector loops (6'x6')
- Impact attenuator
- Drum with steady burning light
- Temporary concrete barrier
- Temporary rumble strip (when specified)
- Double vertical panel (see detail)
- Crystal, bidirectional barrier wall/guardrail marker

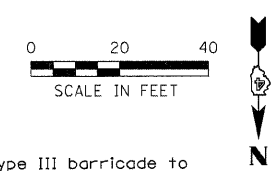
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE I CONSTRUCTION AND TRAFFIC CONTROL
F.A.P. 698
SECTION 126BR
WOODFORD COUNTY

SCALE: VERT. DATE: 10/31/07
DRAWN BY: GSJ
CHECKED BY: KRK

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	13
STA. 519+62.00		TO STA. 523+13.00		
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

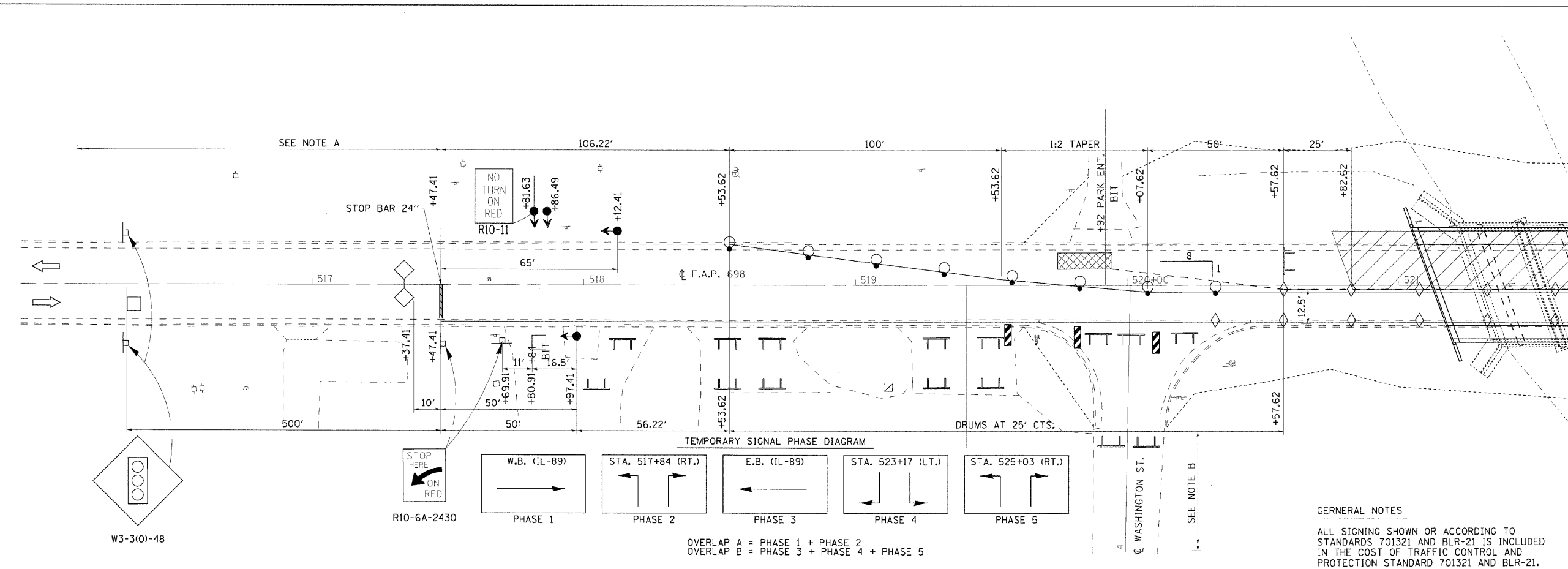


- Type III barricade to be placed when no work is being performed.
- Barrier wall/guardrail markers at 25' cts. See Standards 704001 & 635011.
- When temp. bridge rail is specified, it shall be connected to the temp. conc. barrier using a traffic barrier terminal Type II.
- These vertical panels at 25' cts. may be omitted when the guardrail, w/markers, extends to at least this point on the taper.

NOTE A
REMAINDER OF SIGNING IS ACCORDING TO STANDARD 701321 AND AS DIRECTED BY THE ENGINEER.

NOTE B
THE TRAFFIC CONTROL SIGNS SHOWN FOR LOCAL ACCESS IS GOVERNED BY HIGHWAY STANDARD BLR-21 AND AS DIRECTED BY THE ENGINEER.

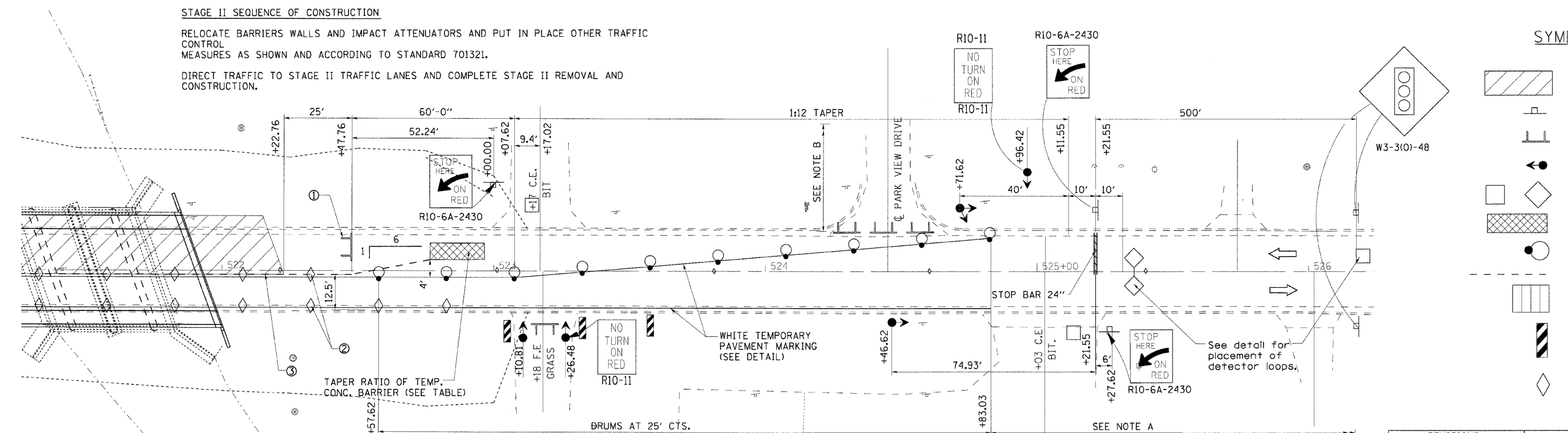
GENERAL NOTES
ALL SIGNING SHOWN OR ACCORDING TO STANDARDS 701321 AND BLR-21 IS INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION STANDARD 701321 AND BLR-21.



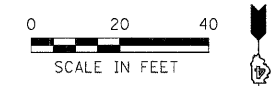
STAGE II SEQUENCE OF CONSTRUCTION

RELOCATE BARRIERS WALLS AND IMPACT ATTENUATORS AND PUT IN PLACE OTHER TRAFFIC CONTROL MEASURES AS SHOWN AND ACCORDING TO STANDARD 701321.

DIRECT TRAFFIC TO STAGE II TRAFFIC LANES AND COMPLETE STAGE II REMOVAL AND CONSTRUCTION.



SYMBOLS



- Work area
- Sign
- Type III barricade
- Traffic signal
- Detector loops (6'x6')
- Impact attenuator
- Drum with steady burning light
- Temporary concrete barrier
- Temporary rumble strip (when specified)
- Double vertical panel (see detail)
- Crystal, bidirectional barrier wall/guardrail marker

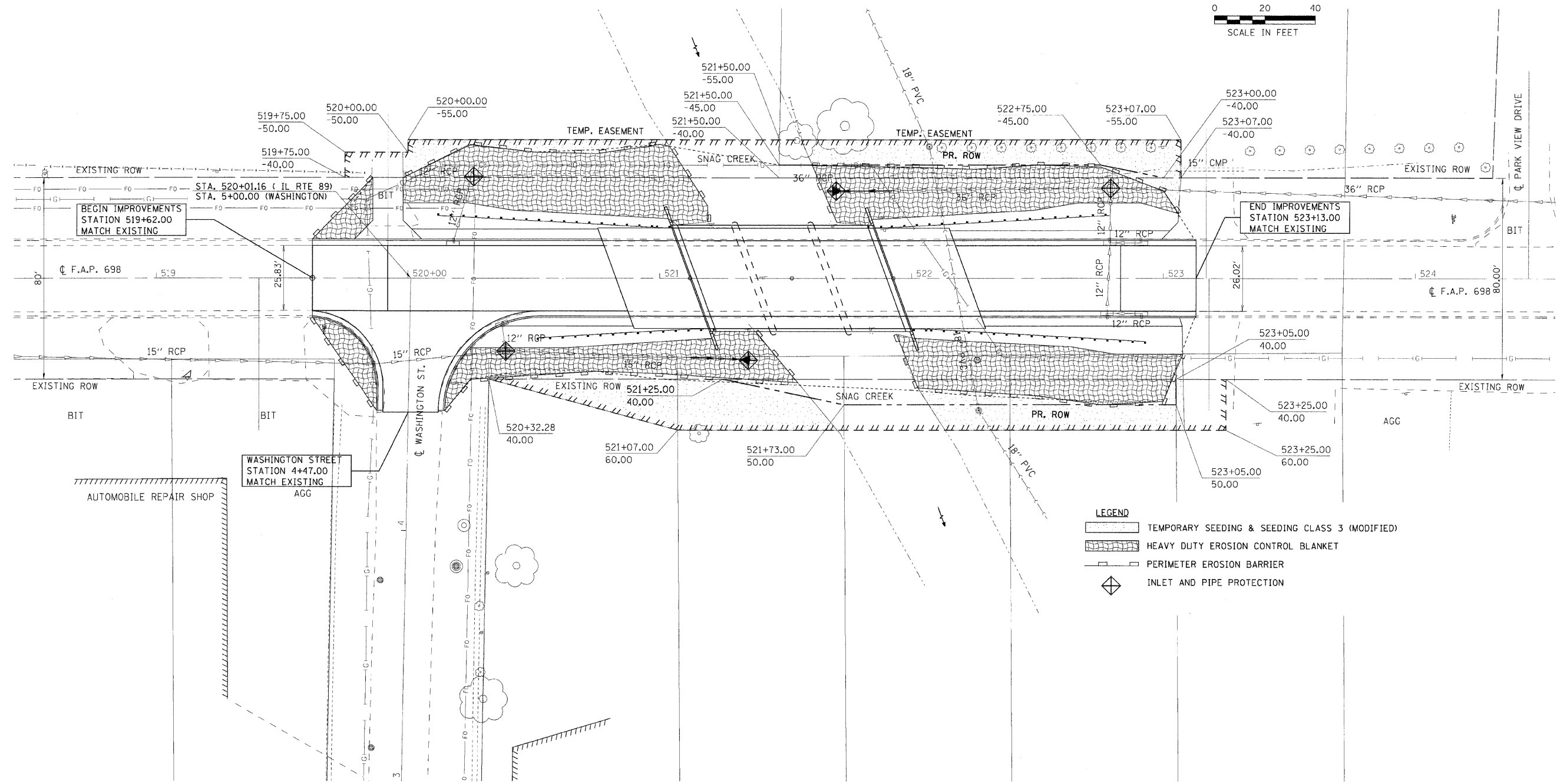
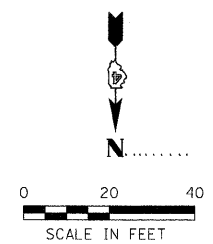
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE II CONSTRUCTION AND TRAFFIC CONTROL
F.A.P. 698
SECTION 126BR
WOODFORD COUNTY

SCALE: VERT. DATE: 10/31/07
HORIZ. DATE: 10/31/07
DRAWN BY: GSJ
CHECKED BY: KRK

PLOT DATE = #DATES
FILE NAME = #FILE#
PLOT SCALE = #SCALE#
USER NAME = #USER#

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	14
STA. 519+62.00		TO STA. 523+13.00		
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				



LEGEND

- TEMPORARY SEEDING & SEEDING CLASS 3 (MODIFIED)
- HEAVY DUTY EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER
- INLET AND PIPE PROTECTION

PLOT DATE = #DATE#
 PLOT SCALE = #SCALE#
 USER NAME = #USER#

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

F.A.P. 698
 SECTION 126BR
 WOODFORD COUNTY

SCALE: VERT. _____
 HORIZ. _____
 DATE: 10/31/07

DRAWN BY: CSJ
 CHECKED BY: KRC

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	15
STA. 519+62.00		TO STA. 523+13.00		
FED. ROAD DIST. NO. 4		ILLINOIS FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SW. 1/4 SEC. 1, T. 28N., R. 2 W., 3 RD P.M.

GRANT MEMORIAL PARK DISTRICT
(GRANT IRELAND MEMORIAL PARK)

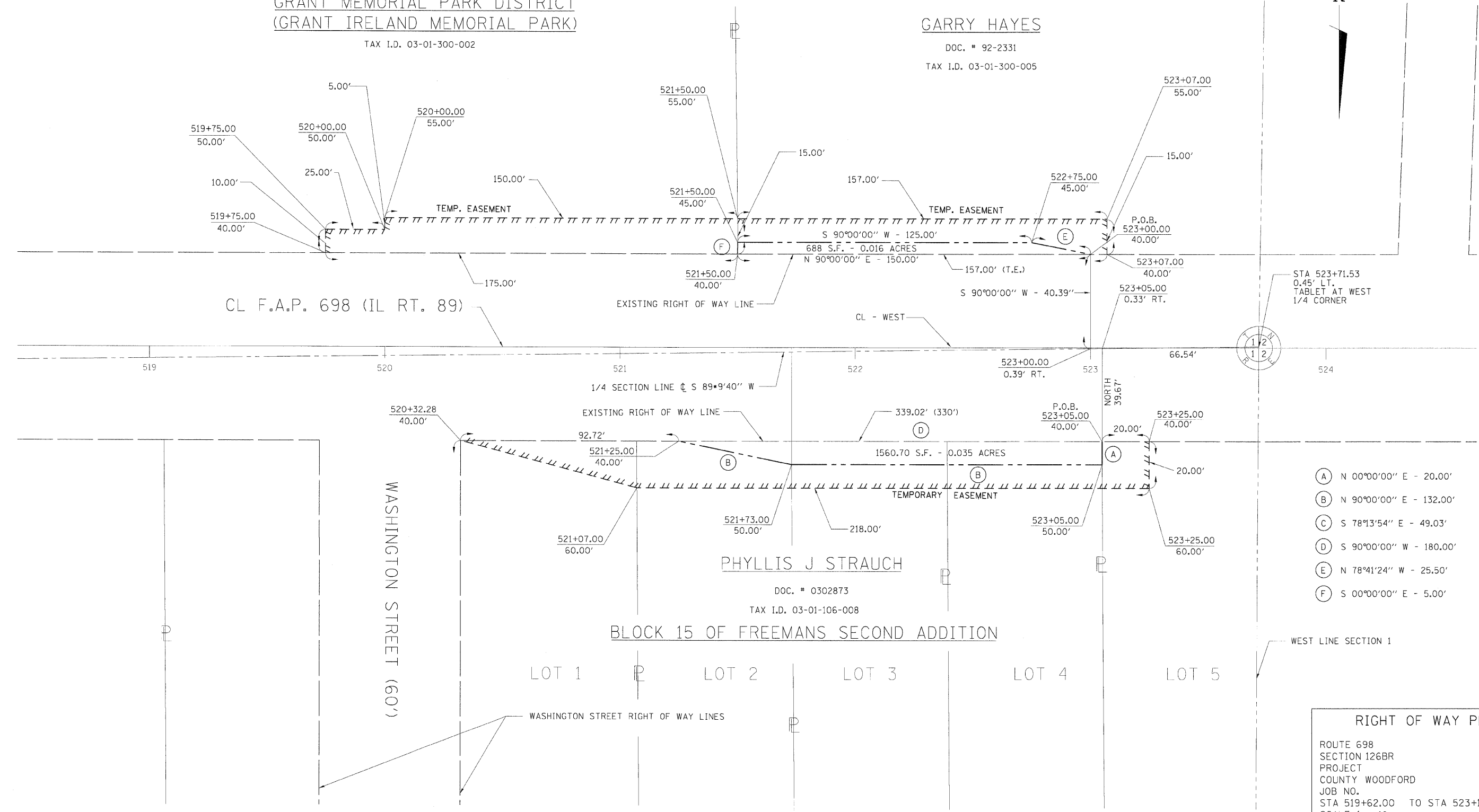
TAX I.D. 03-01-300-002

GARRY HAYES

DOC. # 92-2331

TAX I.D. 03-01-300-005

N



STA 523+71.53
0.45' LT.
TABLET AT WEST
1/4 CORNER

- (A) N 00°00'00" E - 20.00'
- (B) N 90°00'00" E - 132.00'
- (C) S 78°13'54" E - 49.03'
- (D) S 90°00'00" W - 180.00'
- (E) N 78°41'24" W - 25.50'
- (F) S 00°00'00" E - 5.00'

WEST LINE SECTION 1

RIGHT OF WAY PLANS

ROUTE 698
SECTION 126BR
PROJECT
COUNTY WOODFORD
JOB NO.
STA 519+62.00 TO STA 523+13.00
SCALE 1 : 40

SHEET NO. 1 OF 1

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

NW. 1/4 SEC. 1, T. 28N., R. 2 W., 3 RD P.M.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET	SHEET NO.
F.A.P. 698	126BR	WOODFORD	56	15	19 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract # 68576

LOADING HS20-44

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

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges 17th Edition

DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.04g
Site Coefficient (S) = 1.0

BENCHMARK

Chiseled "square" on N.E. wingwall ± Sta. 521+34.80 25' RT., Elev. = 676.38'

EXISTING STRUCTURE

S.N. 102-0029 was built in 1928 as SBI Route 698, Section 126, at Station 521+52.42. The superstructure consists of a 2 simple span reinforced concrete slab. The deck measures 47' back to back of Abutments and 42'-2" out to out of the deck. The Abutments are restrained top and bottom. The existing structure will be replaced utilizing stage construction. One lane of traffic and a pedestrian walkway is to be maintained at all times during construction.
No salvage.

INDEX OF SHEETS

- General Plan
- General Notes, Total Bill of Material & Temporary Sheet Piling
- Stage Construction Details
- Temporary Concrete Barrier for stage construction
- Plan of Slab elevations
- Top of Slab elevations
- Top of East Approach Slab elevations
- Top of West Approach Slab elevations
- Superstructure - plan & cross section
- Superstructure Details
- Concrete Bridge Railing, Sidewalk Mounted
- Concrete Bridge Railing details, Sidewalk Mounted
- Temporary Support System
- East Abutment
- West Abutment
- Piers
- Bar Splicer Assembly details
- Steel Pile details
- Soil Barring Logs

DESIGN SCOUR ELV. TABLE

	Abuts.	Piers
Design Scour Elev.	671.0	662.0

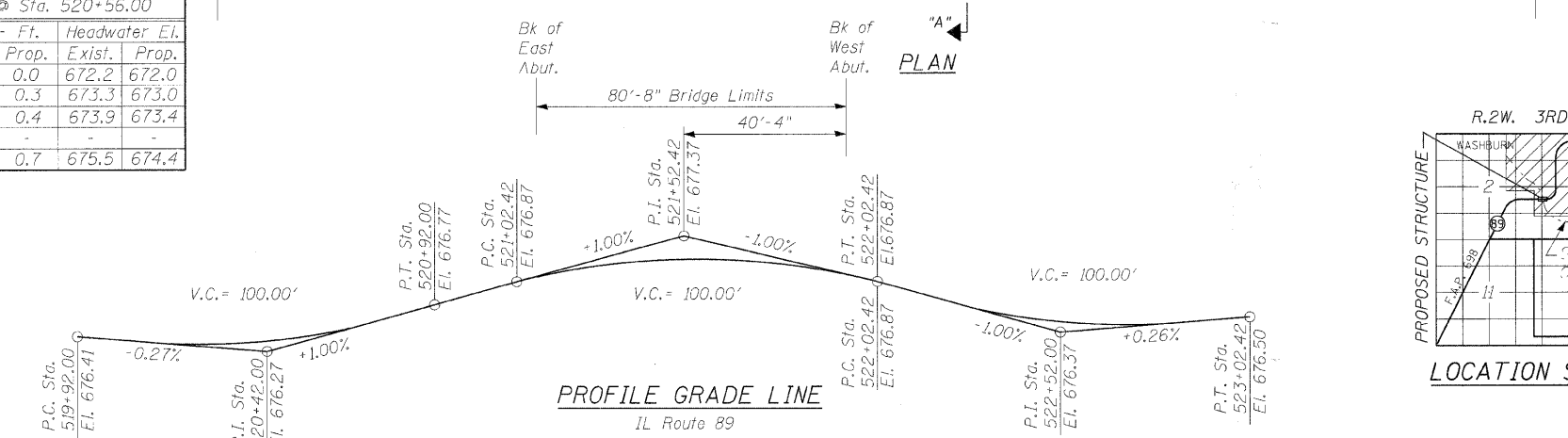
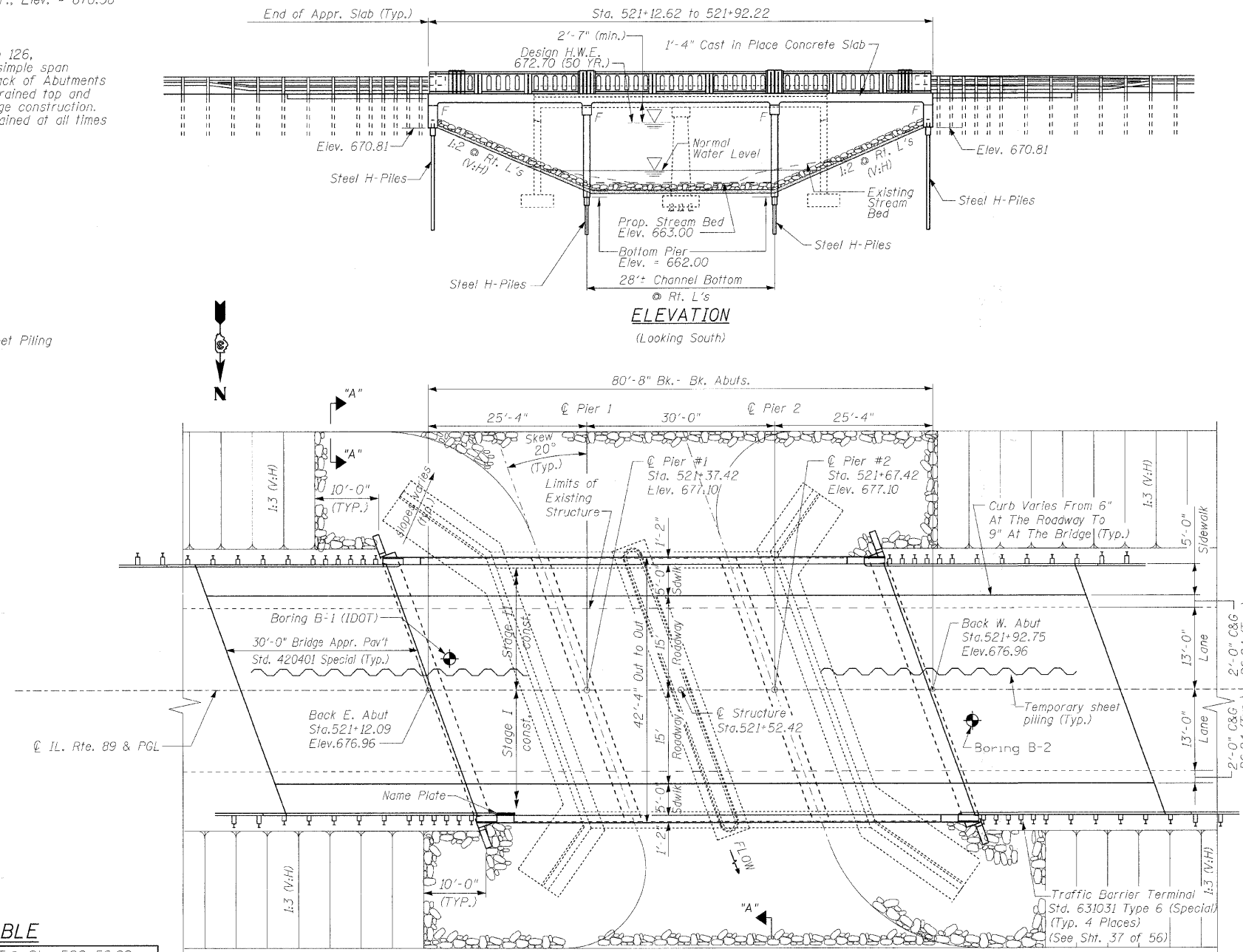
WATERWAY INFORMATION TABLE

Drainage Area = 22.7 sq. mi. Low Grade Elev. = 676.4 FT. @ Sta. 520+56.00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.		Head - Ft.		Headwater El.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
Design	10	1730	300	367	672.0	0.2	0.0	672.2	672.0	
Base	50	2740	325	408	672.7	0.6	0.3	673.3	673.0	
Overtopping	100	3190	336	427	673.0	0.9	0.4	673.9	673.4	
Max. Calc.	500	4260	362	471	673.7	1.8	0.7	675.5	674.4	

10 Yr. Velocity through existing Bridge = 5.8 fps.
10 Yr. Velocity through proposed Bridge = 4.7 fps.
All-Time H.W.E. and date : unknown

DESIGNED	KRG
CHECKED	MJK
DRAWN	GSJ
CHECKED	MJK

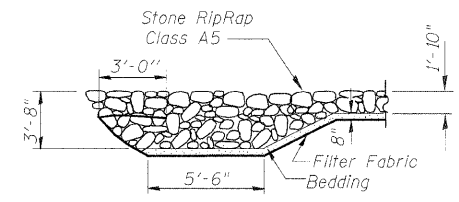


STATION 521+52.42
BUILT 20 BY
STATE OF ILLINOIS
F.A.P. RT. 698 SEC. 126BR

LOADING HS20
STR. NO. 102-0082

NAME PLATE

(See Std. 515001)



SECTION A-A



Expires: 11/30/2008

m. jo Karshenas 08-08-2008

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

GENERAL PLAN
IL. ROUTE 89 OVER
SNAG CREEK
F.A.P. ROUTE 698 - SEC. 126BR
WOODFORD COUNTY
STATION 521+52.42
STRUCTURE NO. 102-0082

MID-AMERICA ENGINEERING SERVICES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 698	126BR	WOODFORD	56	17
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract # 68576

GENERAL NOTES

1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
4. The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.

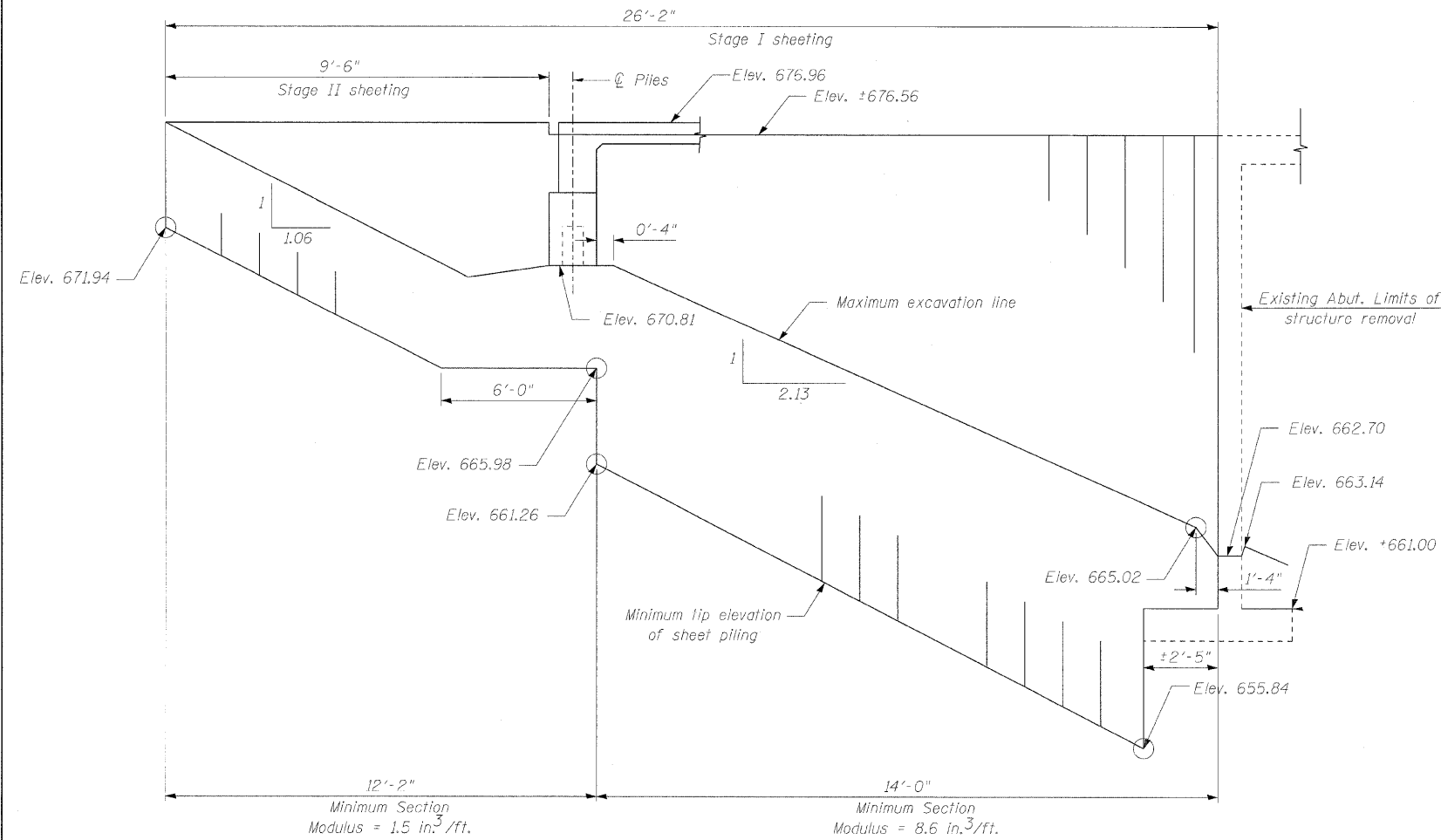
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

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

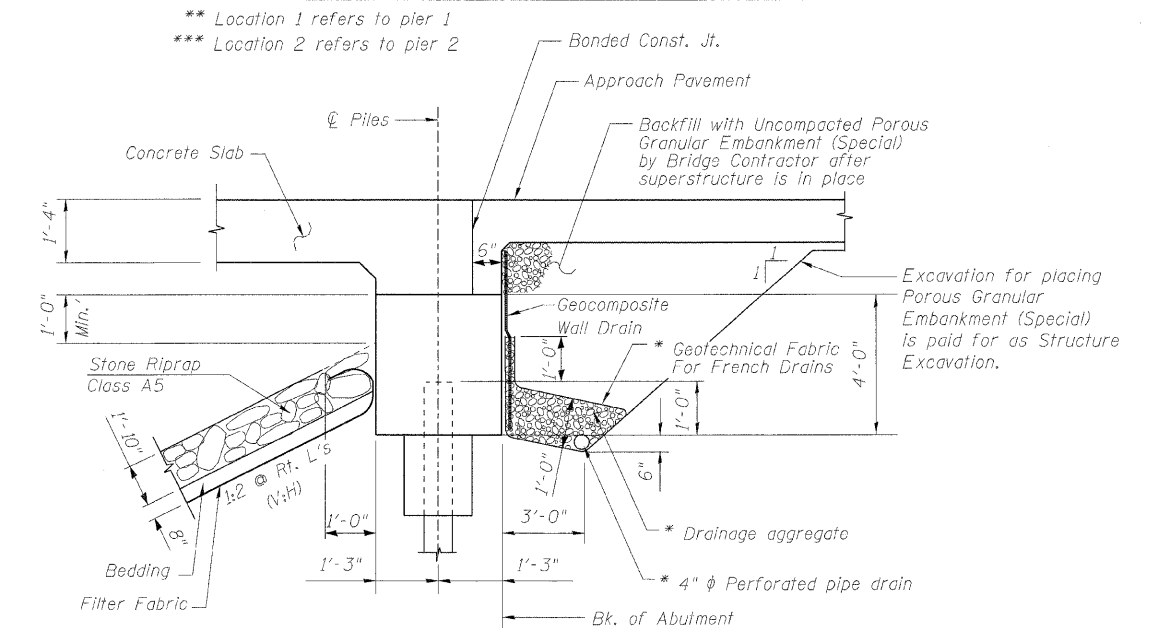
Hard driving may be encountered during the sheet piling installation. The contractor shall provide the appropriate driving equipment for the soil conditions indicated on the boring logs.

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Porous Granular Embankment (Special)	Cu. Yd.		111	111
Stone Riprap, class A5	Sq. Yd.		800	800
Filter fabric	Sq. Yd.		970	970
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		362	362
Driving Piles	Foot		1420	1420
Geocomposite Wall Drain	Sq. Yd.		250	250
Pipe Underdrains for Structures 4"	Foot		147	147
Concrete Structures	Cu. Yd.		132.6	132.6
Concrete Superstructure	Cu. Yd.	206.3		206.3
Bridge Deck Grooving	Sq. Yd.	250		250
Protective Coat	Sq. Yd.	470		470
Reinforcement Bars, Epoxy Coated	Pound	33900	12500	46400
Furnishing Steel Piles HP12x63	Foot		1625	1625
Test Pile steel HP 12x63	Each		2	2
Name Plates	Each	1		1
** Underwater Structure Excavation Protection-Location 1	Each		1	1
*** Underwater Structure Excavation Protection-Location 2	Each		1	1
Concrete Bridge Railing, Sidewalk mounted	Foot	161		161
Bar Splicers	Each	127	86	213
Temporary Sheet Piling	Sq. Ft.		726	726
Concrete Encasement	Cu. Yd.		12.2	12.2
Temporary Support System	L Sum.		1	1



TEMPORARY SHEET PILING
(Typical)



SECTION THRU ABUTMENT

GENERAL NOTES

TOTAL BILL OF MATERIAL & TEMPORARY SHEET PILING
IL. ROUTE 89 OVER SNAG CREEK
F.A.P. ROUTE 698 SEC. 126BR
WOODFORD COUNTY STATION 521+52.42
STRUCTURE NO. 102-0082

DESIGNED	KRG
CHECKED	MJK
DRAWN	GSJ
CHECKED	MJK

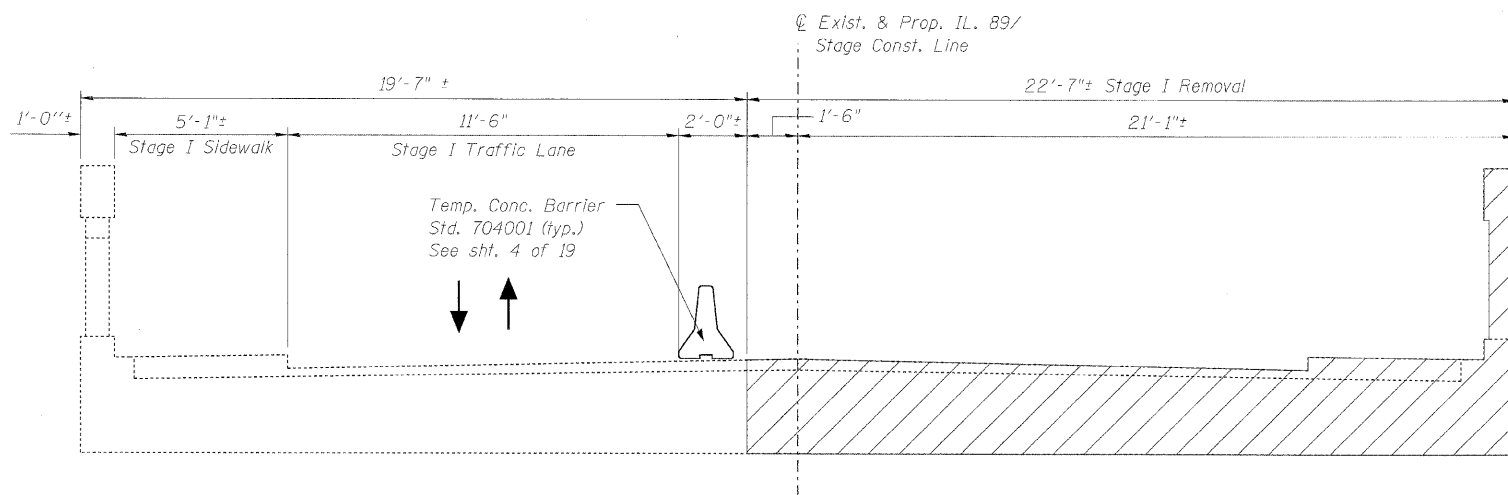
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 698	126BR	WOODFORD	56	18
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

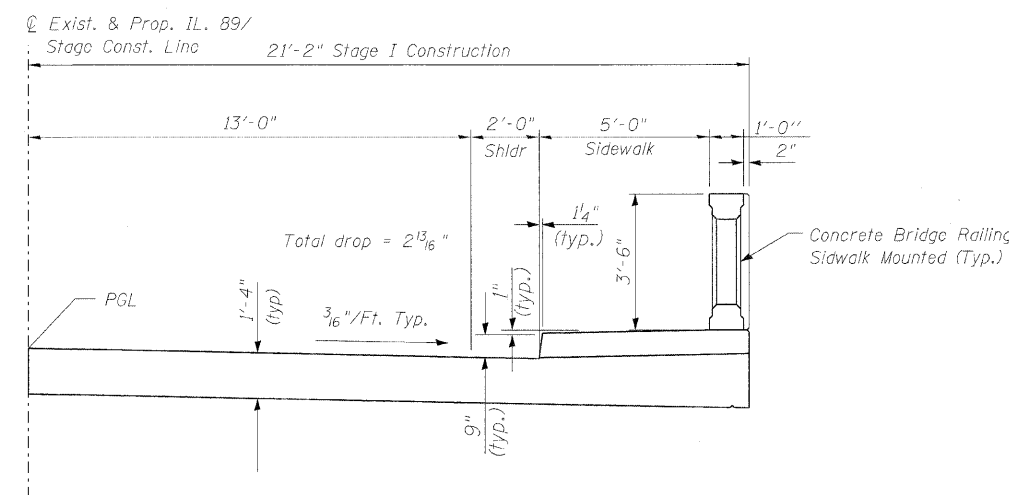
SHEET NO. 3

19 SHEETS

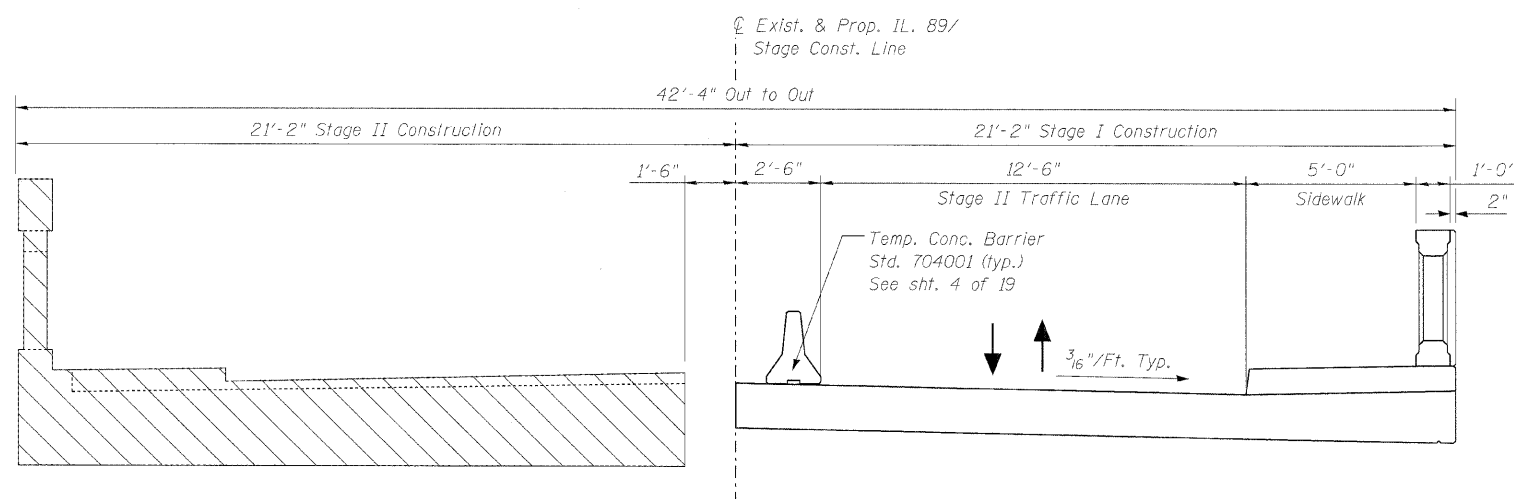
Contract # 68576



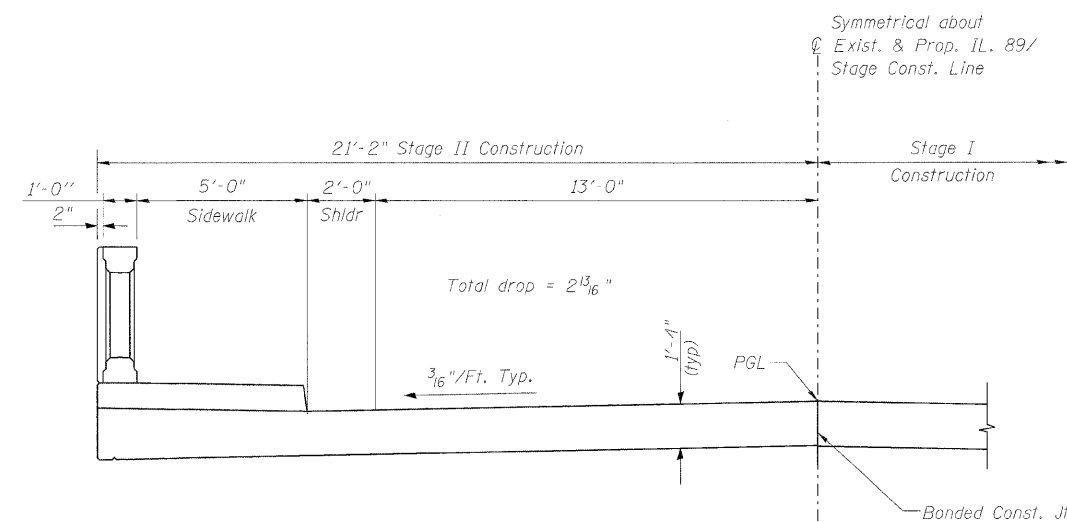
STAGE I REMOVAL
(Looking West)



STAGE I CONSTRUCTION
(Looking West)



STAGE II REMOVAL
(Looking West)



STAGE II CONSTRUCTION
(Looking West)

NOTES:

- Hatched area indicates removal of existing structure.
- Removal of Existing concrete Bridge Rail is included in item "Removal of Existing Structures".
- For stage removal and strengthening of partially removed existing substructure units see sht. 13 of 19.
- For quantity of "Temporary Concrete Barrier" See Roadway plans.

DESIGNED	KRG
CHECKED	MJK
DRAWN	GSJ
CHECKED	MJK

STAGE CONSTRUCTION DETAILS
IL. ROUTE 89 OVER SNAG CREEK
F.A.P. ROUTE 698 SEC. 126BR
WOODFORD COUNTY STATION 521+52.42
STRUCTURE NO. 102-0082

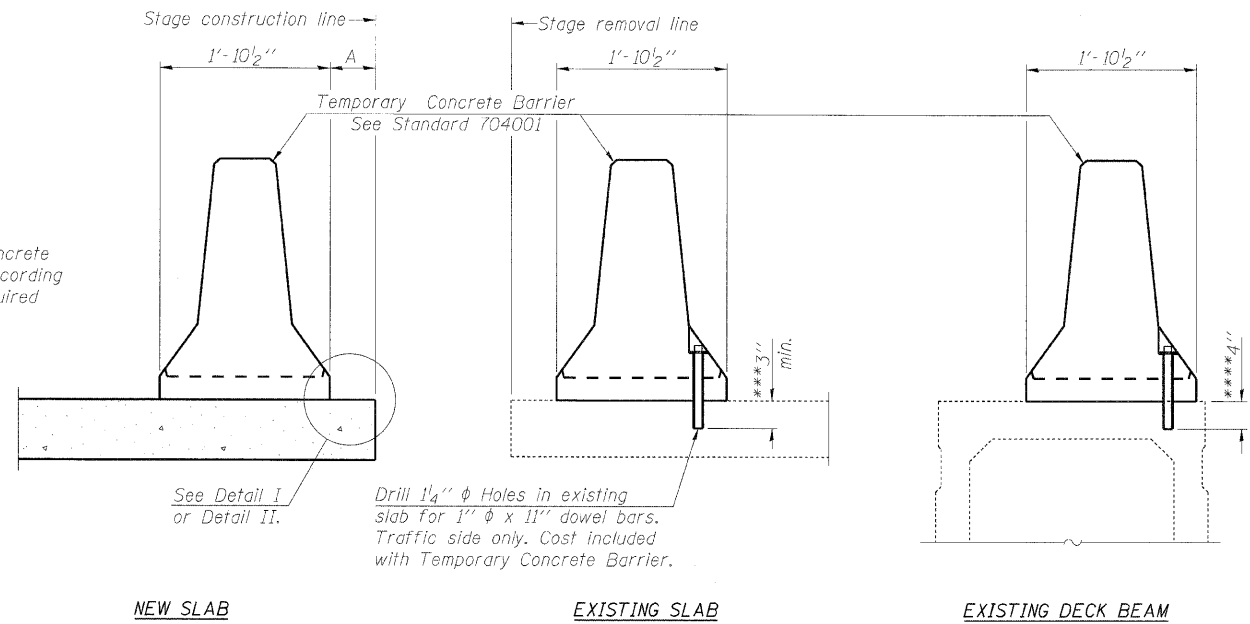
MID-AMERICA ENGINEERING SERVICES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	OF SHEETS	SHEET NO.
F.A.P. 698	126BR	WOODFORD	56	19	4
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			

Contract # 68576

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

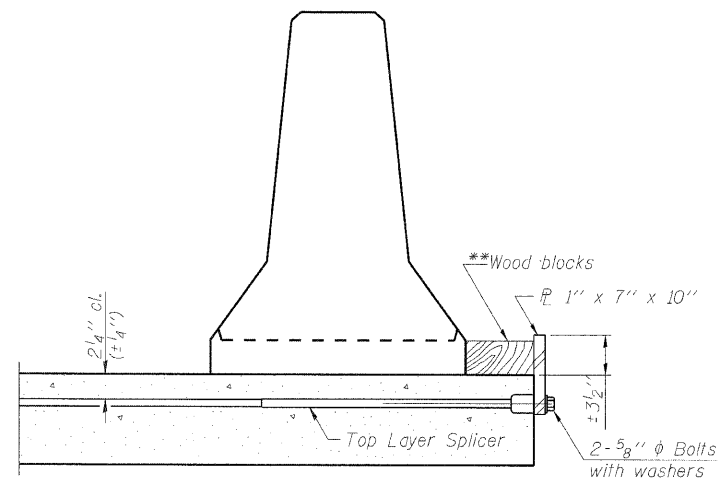


SECTIONS THRU SLAB OR DECK BEAM

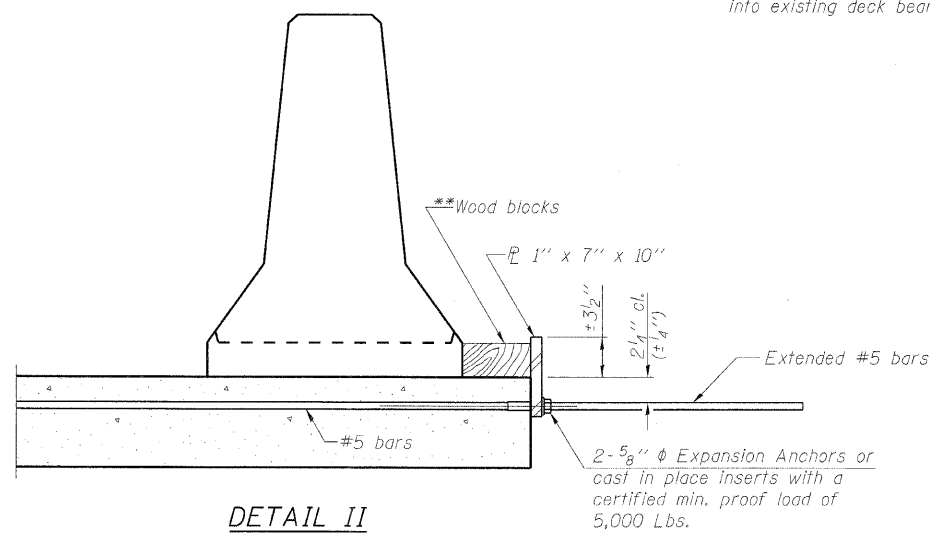
NOTES

- Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{P} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.
- Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{P} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.
- Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

- ***Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.
- ***If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.

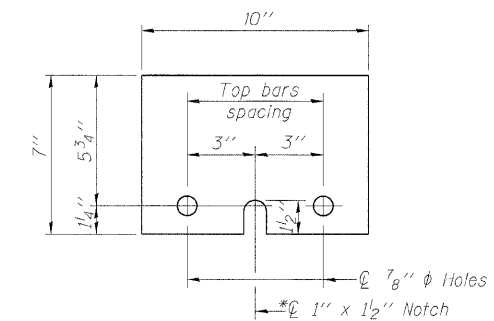


DETAIL I



DETAIL II

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



STEEL RETAINER \bar{P} 1" x 7" x 10"

* Required only with Detail II

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
IL. ROUTE 89 OVER SNAG CREEK
F.A.P. ROUTE 698 SEC. 126BR
WOODFORD COUNTY STATION 521+52.42
STRUCTURE NO. 102-0082

DESIGNED	KRG
CHECKED	MJK
DRAWN	GSJ
CHECKED	MJK

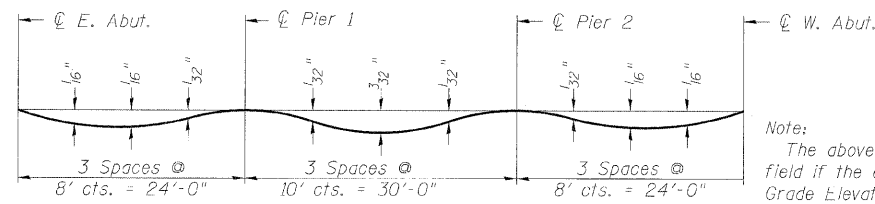
R-27 9-3-07

MID-AMERICA ENGINEERING SERVICES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

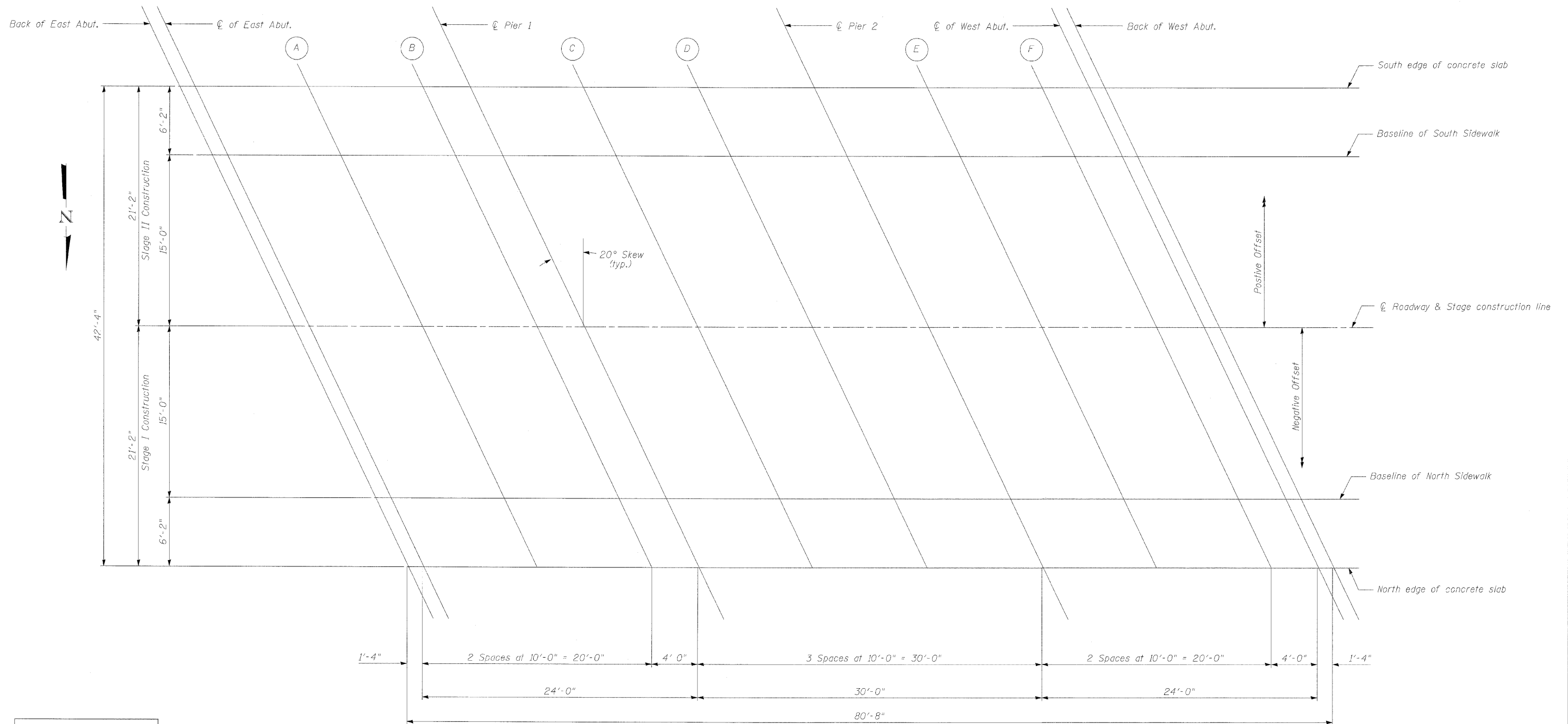
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 5 19 SHEETS
F.A.P. 698	126BR	WOODFORD	56	20	
FED. ROAD DIST. NO. 7	ILLINOIS	TED. RD. PROJECT			

Contract # 68576



Note:
The above deflections are not to be used in the field if the engineer is working from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection."

DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only.)



ELEVATION LAYOUT PLAN

DESIGNED	KRG
CHECKED	MJK
DRAWN	BBG
CHECKED	MJK

E-S

PLAN OF SLAB ELEVATIONS
IL. ROUTE 89 OVER SNAG CREEK
F.A.P. ROUTE 698 SEC. 126BR
WOODFORD COUNTY STATION 521+52.42
STRUCTURE NO. 102-0082

MID-AMERICA ENGINEERING SERVICES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 698	126BR	WOODFORD	56	21
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract # 68576

SHEET NO. 6
19 SHEETS

SOUTH EDGE OF CONCRETE SLAB

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	521+04.39	21.17	676.86	676.86
☉ E. Abut.	521+05.72	21.17	676.88	676.88
A	521+15.72	21.17	676.96	676.96
B	521+25.72	21.17	677.02	677.02
☉ Pier 1	521+29.72	21.17	677.04	677.04
C	521+39.72	21.17	677.08	677.08
D	521+49.72	21.17	677.09	677.10
☉ Pier 2	521+59.72	21.17	677.09	677.09
E	521+69.72	21.17	677.06	677.07
F	521+79.72	21.17	677.02	677.02
☉ W. Abut.	521+83.72	21.17	677.00	677.00
Bk. W. Abut.	521+85.05	21.17	676.99	676.99

BASELINE OF SOUTH SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	521+06.63	15.00	676.68	676.68
☉ E. Abut.	521+07.96	15.00	676.69	676.69
A	521+17.96	15.00	676.77	676.77
B	521+27.96	15.00	676.83	676.83
☉ Pier 1	521+31.96	15.00	676.84	676.84
C	521+41.96	15.00	676.87	676.88
D	521+51.96	15.00	676.89	676.89
☉ Pier 2	521+61.96	15.00	676.88	676.88
E	521+71.96	15.00	676.85	676.85
F	521+81.96	15.00	676.80	676.80
☉ W. Abut.	521+85.96	15.00	676.77	676.77
Bk. W. Abut.	521+87.29	15.00	676.76	676.76

☉ ROADWAY & STAGE CONSTRUCTION LINE

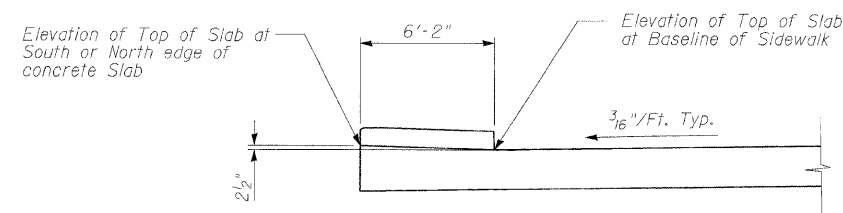
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	521+12.09	0.00	676.96	676.96
☉ E. Abut.	521+13.42	0.00	676.97	676.97
A	521+23.42	0.00	677.04	677.04
B	521+33.42	0.00	677.08	677.09
☉ Pier 1	521+37.42	0.00	677.10	677.10
C	521+47.42	0.00	677.12	677.12
D	521+57.42	0.00	677.12	677.12
☉ Pier 2	521+67.42	0.00	677.10	677.10
E	521+77.42	0.00	677.06	677.06
F	521+87.42	0.00	677.00	677.00
☉ W. Abut.	521+91.42	0.00	676.97	676.97
Bk. W. Abut.	521+92.75	0.00	676.96	676.96

BASELINE OF NORTH SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	521+17.55	-15.00	676.76	676.76
☉ E. Abut.	521+18.88	-15.00	676.77	676.77
A	521+28.88	-15.00	676.83	676.84
B	521+38.88	-15.00	676.87	676.87
☉ Pier 1	521+42.88	-15.00	676.88	676.88
C	521+52.88	-15.00	676.89	676.89
D	521+62.88	-15.00	676.87	676.88
☉ Pier 2	521+72.88	-15.00	676.84	676.84
E	521+82.88	-15.00	676.79	676.80
F	521+92.88	-15.00	676.72	676.73
☉ W. Abut.	521+96.88	-15.00	676.69	676.69
Bk. W. Abut.	521+98.21	-15.00	676.68	676.68

NORTH EDGE OF CONCRETE SLAB

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	521+19.79	-21.17	676.99	676.99
☉ E. Abut.	521+21.12	-21.17	677.00	677.00
A	521+31.12	-21.17	677.05	677.05
B	521+41.12	-21.17	677.08	677.08
☉ Pier 1	521+45.12	-21.17	677.09	677.09
C	521+55.12	-21.17	677.09	677.10
D	521+65.12	-21.17	677.08	677.08
☉ Pier 2	521+75.12	-21.17	677.04	677.04
E	521+85.12	-21.17	676.99	676.99
F	521+95.12	-21.17	676.91	676.92
☉ W. Abut.	521+99.12	-21.17	676.88	676.88
Bk. W. Abut.	522+00.45	-21.17	676.86	676.86



PARTIAL SECTION THRU SIDEWALK

DESIGNED	KRG
CHECKED	MJK
DRAWN	GSJ
CHECKED	MJK

E - S

TOP OF SLAB ELEVATIONS
IL. ROUTE 89 OVER SNAG CREEK
F.A.P. ROUTE 698 SEC. 126BR
WOODFORD COUNTY STATION 521+52.42
STRUCTURE NO. 102-0082

MID-AMERICA ENGINEERING SERVICES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End E. Appr. Pav't	520+75.25	20.25	676.57
G	520+85.25	20.25	676.66
H	520+95.25	20.25	676.75
Bk. E. Abut.	521+04.72	20.25	676.85

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End E. Appr. Pav't	520+77.16	15.00	676.41
G	520+87.16	15.00	676.50
H	520+97.16	15.00	676.60
Bk. E. Abut.	521+06.63	15.00	676.69

☉ ROADWAY & PG

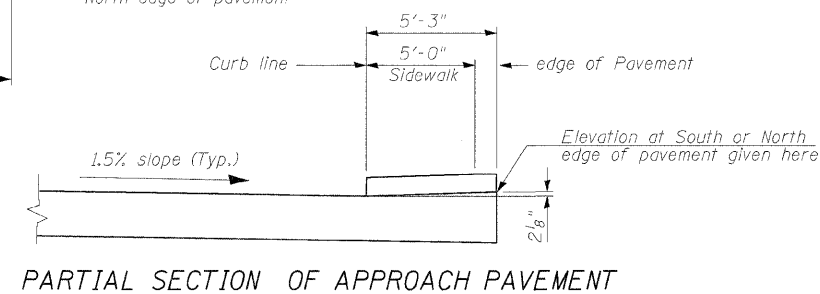
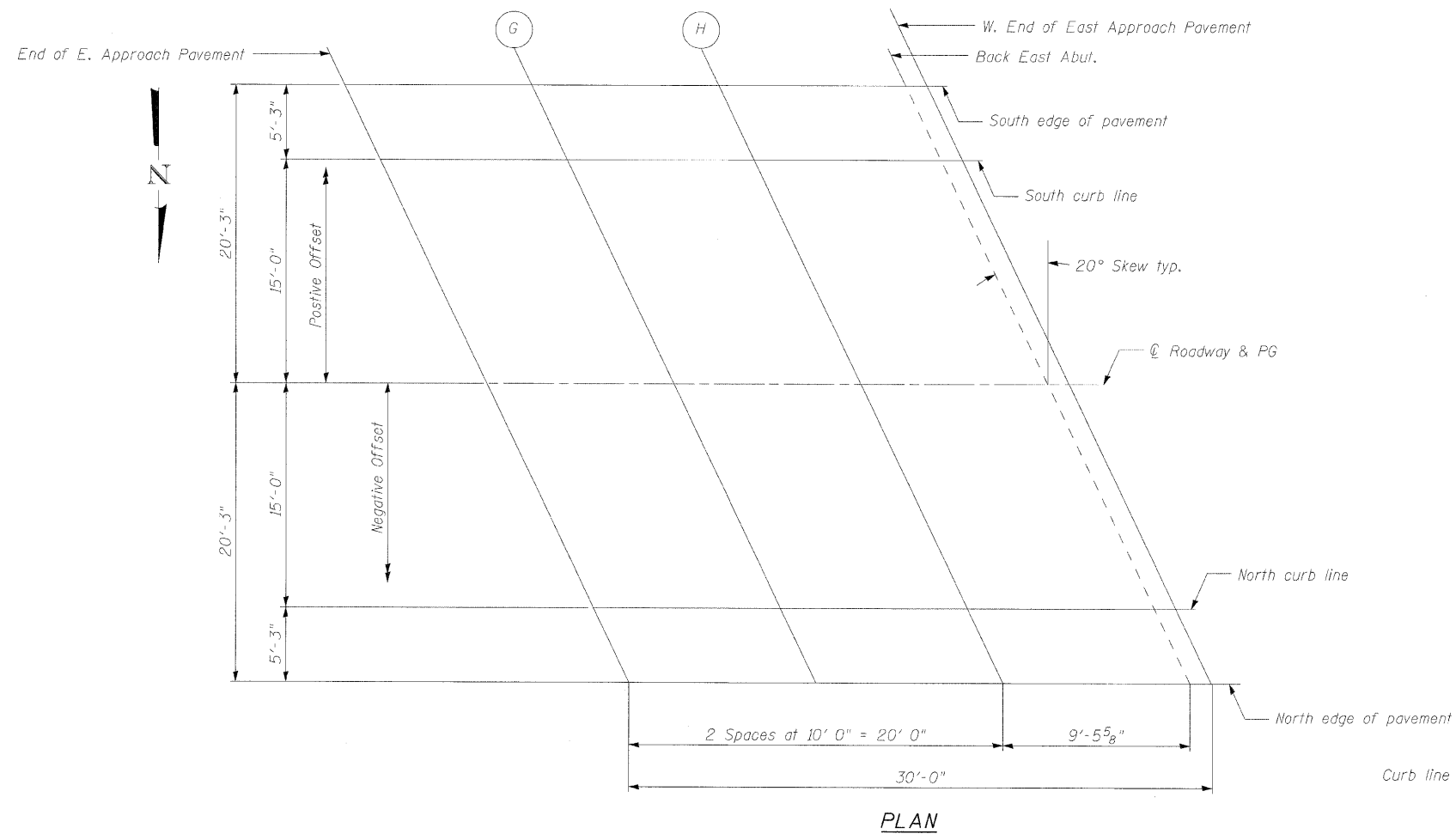
Location	Station	Offset	Theoretical Grade Elevations
End E. Appr. Pav't	520+82.62	0.00	676.68
G	520+92.62	0.00	676.78
H	521+02.62	0.00	676.87
Bk. E. Abut.	521+12.09	0.00	676.96

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End E. Appr. Pav't	520+88.08	-15.00	676.51
G	520+98.08	-15.00	676.61
H	521+08.08	-15.00	676.70
Bk. E. Abut.	521+17.55	-15.00	676.77

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End E. Appr. Pav't	520+89.99	-20.25	676.70
G	520+99.99	-20.25	676.80
H	521+09.99	-20.25	676.89
Bk. E. Abut.	521+19.46	-20.25	676.96



DESIGNED KRG
CHECKED MJK
DRAWN GSJ
CHECKED MJK
E-AS

TOP OF EAST APPROACH
SLAB ELEVATIONS
IL. ROUTE 89 OVER SNAG CREEK
F.A.P. ROUTE 698 SEC. 126BR
WOODFORD COUNTY STATION 521+52.42
STRUCTURE NO. 102-0082

MID-AMERICA ENGINEERING SERVICES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATION	SHEET NO.	SHEET NO. 8 19 SHEETS
F.A.P. 698	126BR	WOODFORD	56	23	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 68576

SOUTH EDGE OF PAVEMENT

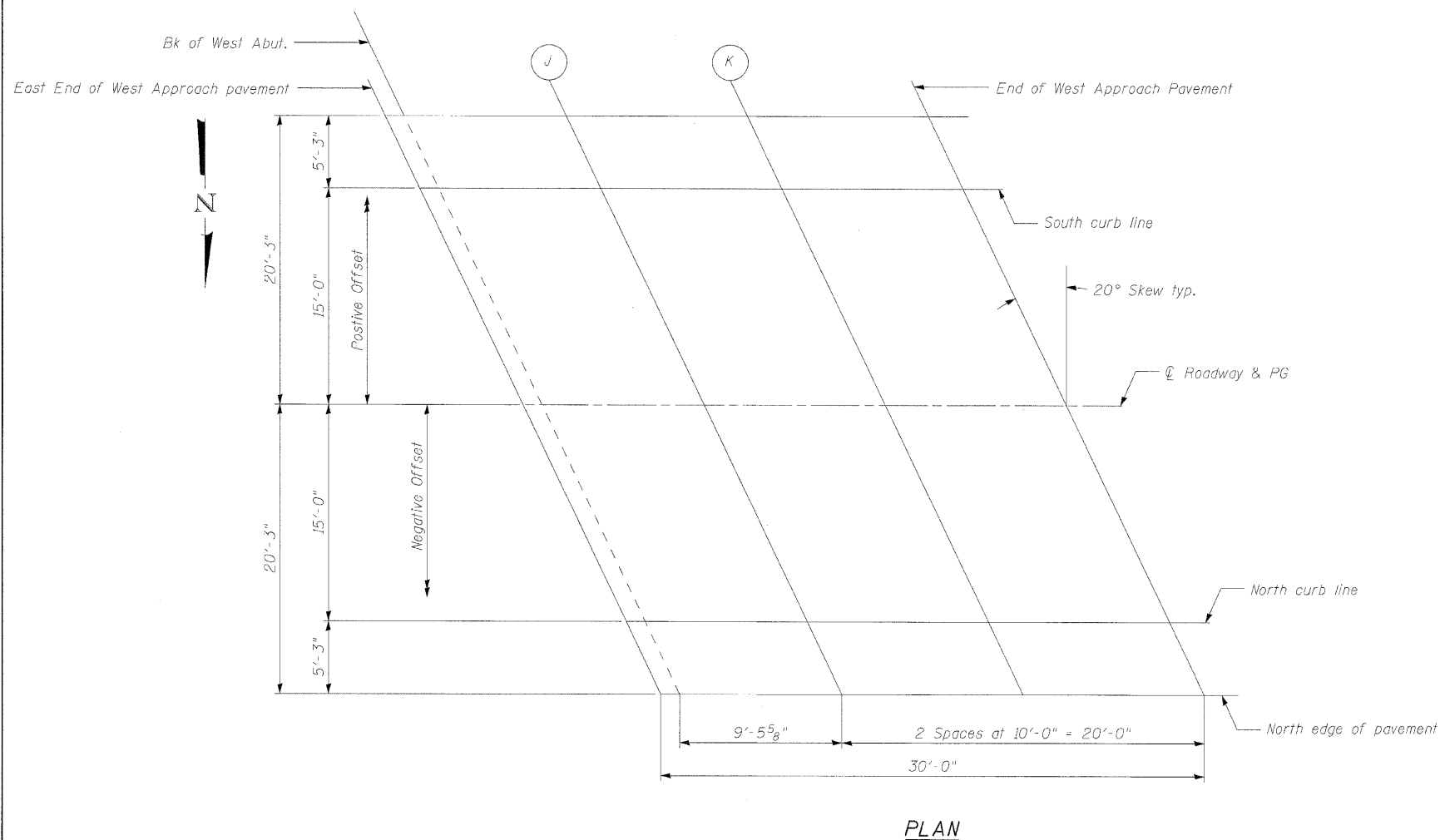
Location	Station	Offset	Theoretical Grade Elevations
Bk. W. Abut.	521+85.38	20.25	676.96
J	521+94.85	20.25	676.89
K	522+04.85	20.25	676.80
End W. Appr. Pav't	522+14.85	20.25	676.71

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. W. Abut.	521+87.29	15.00	676.77
J	521+96.76	15.00	676.70
K	522+06.76	15.00	676.60
End W. Appr. Pav't	522+16.76	15.00	676.51

℄ ROADWAY & PG

Location	Station	Offset	Theoretical Grade Elevations
Bk. W. Abut.	521+92.75	0.00	676.96
J	522+02.22	0.00	676.87
K	522+12.22	0.00	676.78
End W. Appr. Pav't	522+22.22	0.00	676.70



PLAN

NOTE: For PARTIAL SECTION OF APPROACH See Sht. 7 of 19.

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. W. Abut.	521+98.21	-15.00	676.69
J	522+07.68	-15.00	676.59
K	522+17.68	-15.00	676.51
End W. Appr. Pav't	522+27.68	-15.00	676.43

NOTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. W. Abut.	522+00.12	-20.25	676.84
J	522+09.59	-20.25	676.75
K	522+19.59	-20.25	676.67
End W. Appr. Pav't	522+29.59	-20.25	676.60

DESIGNED	KRG
CHECKED	MJK
DRAWN	GSJ
CHECKED	MJK

E-AS

TOP OF WEST APPROACH
SLAB ELEVATIONS
IL. ROUTE 89 OVER SNAG CREEK
F.A.P. ROUTE 698 SEC. 126BR
WOODFORD COUNTY STATION 521+52.42
STRUCTURE NO. 102-0082

MID-AMERICA ENGINEERING SERVICES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

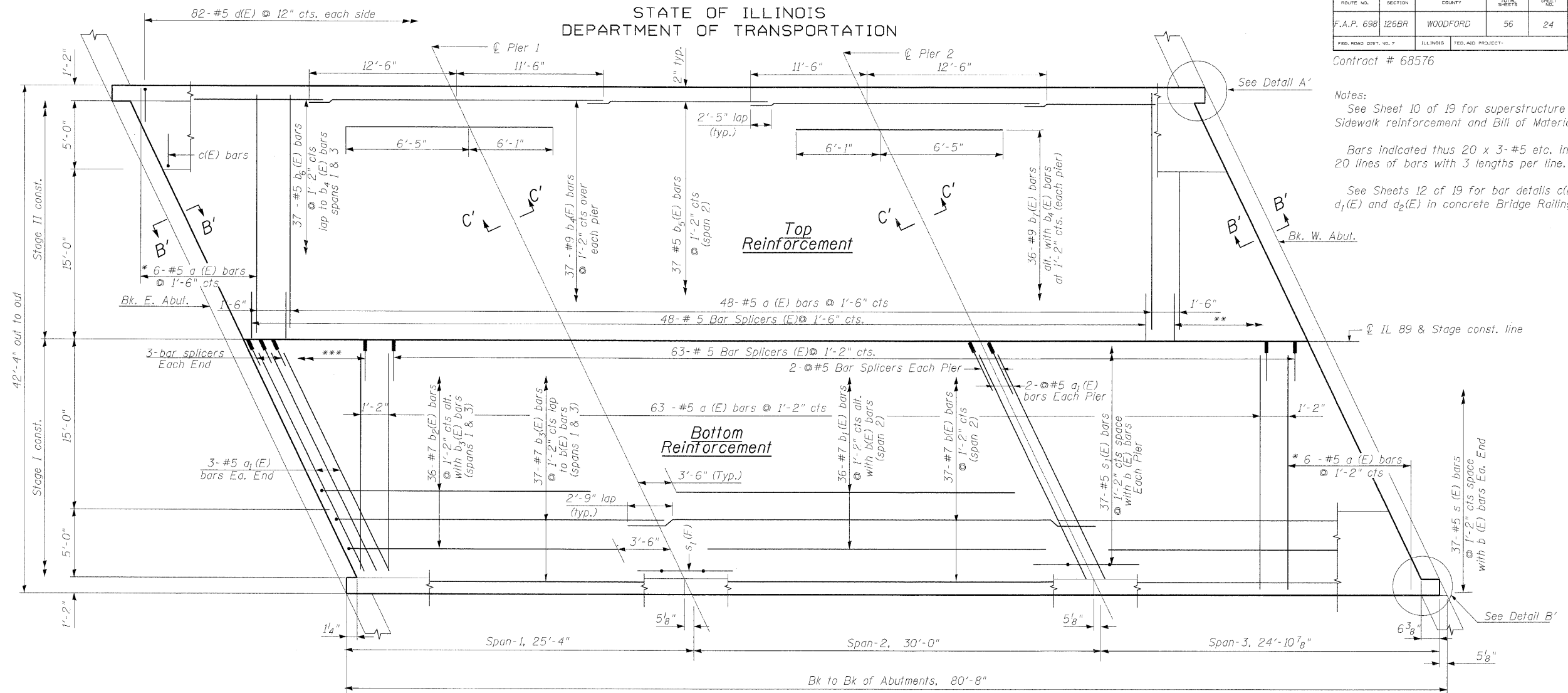
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 9 19 SHEETS
F.A.P. 698	126BR	WOODFORD	56	24	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 68576

Notes:
See Sheet 10 of 19 for superstructure details, Sidewalk reinforcement and Bill of Material.

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

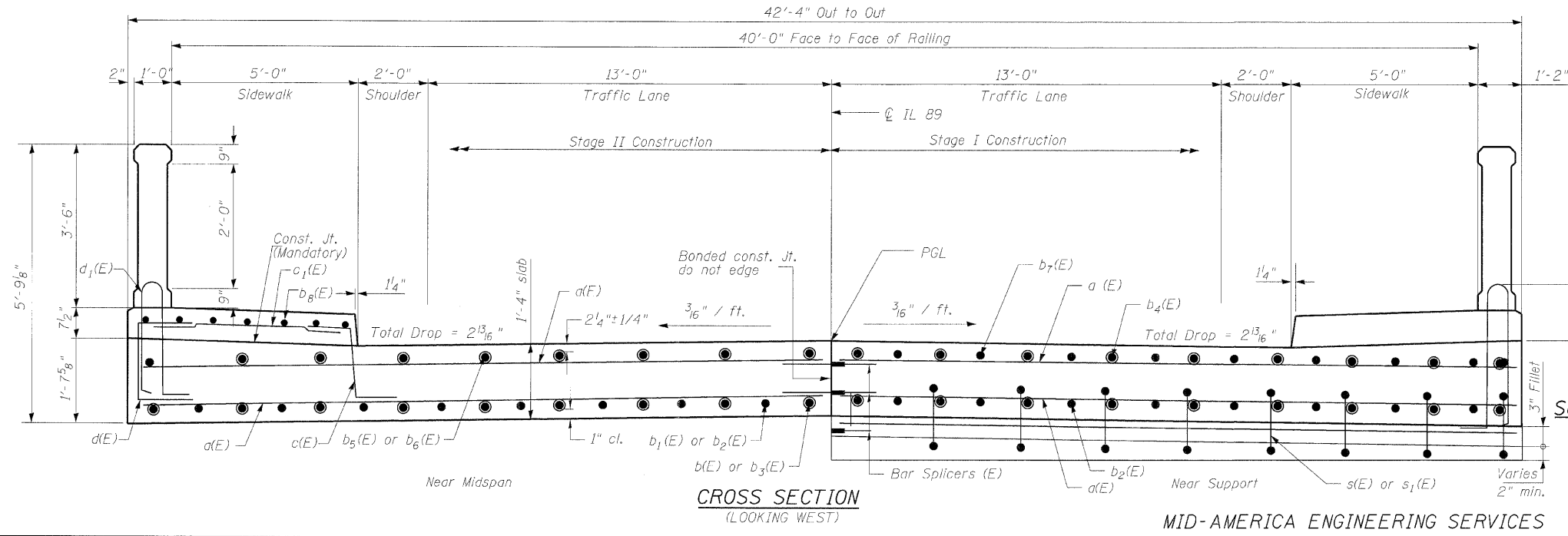
See Sheets 12 of 19 for bar details c(E), d(E), d₁(E) and d₂(E) in concrete Bridge Railing and Sidewalks.



PLAN

Min. Bar Laps
(unless noted otherwise)

- # 7 bars = 2'-9"
- # 5 bars = 2'-5"



CROSS SECTION
(LOOKING WEST)

- * Order a(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.
- ** 3 bar splicers (E) at 1'-6" cts.
- *** 3 bar splicers (E) at 1'-2" cts.

DESIGNED	KRG
CHECKED	MJK
DRAWN	GSJ
CHECKED	MJK

SI-1-R

MID-AMERICA ENGINEERING SERVICES

SUPERSTRUCTURE PLAN & CROSS SECTION
IL. ROUTE 89 OVER SNAG CREEK
F.A.P. ROUTE 698 SEC. 126BR
WOODFORD COUNTY STATION 521+52.42
STRUCTURE NO. 102-0082

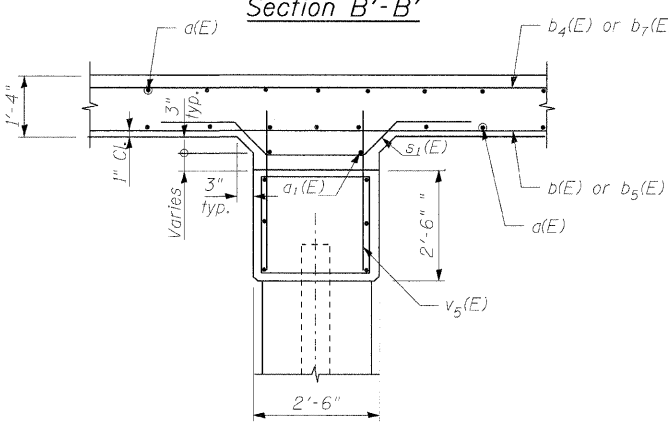
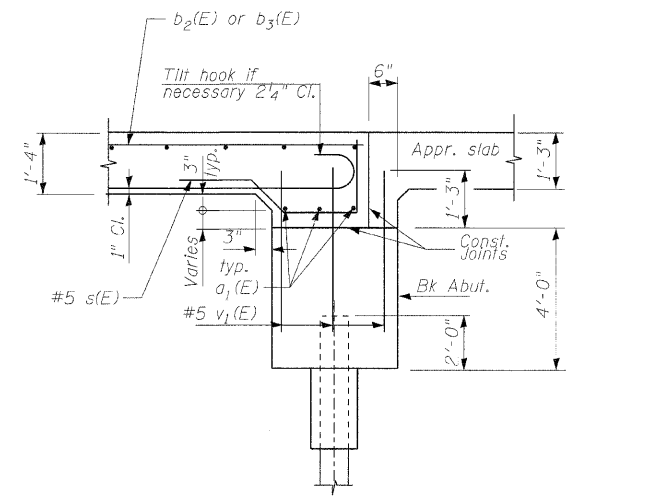
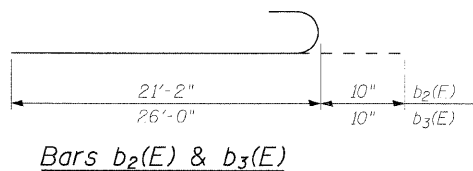
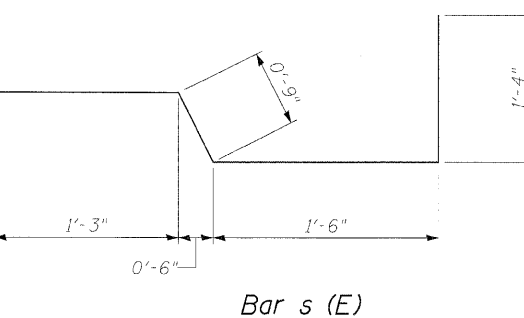
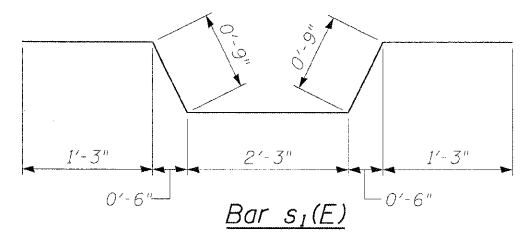
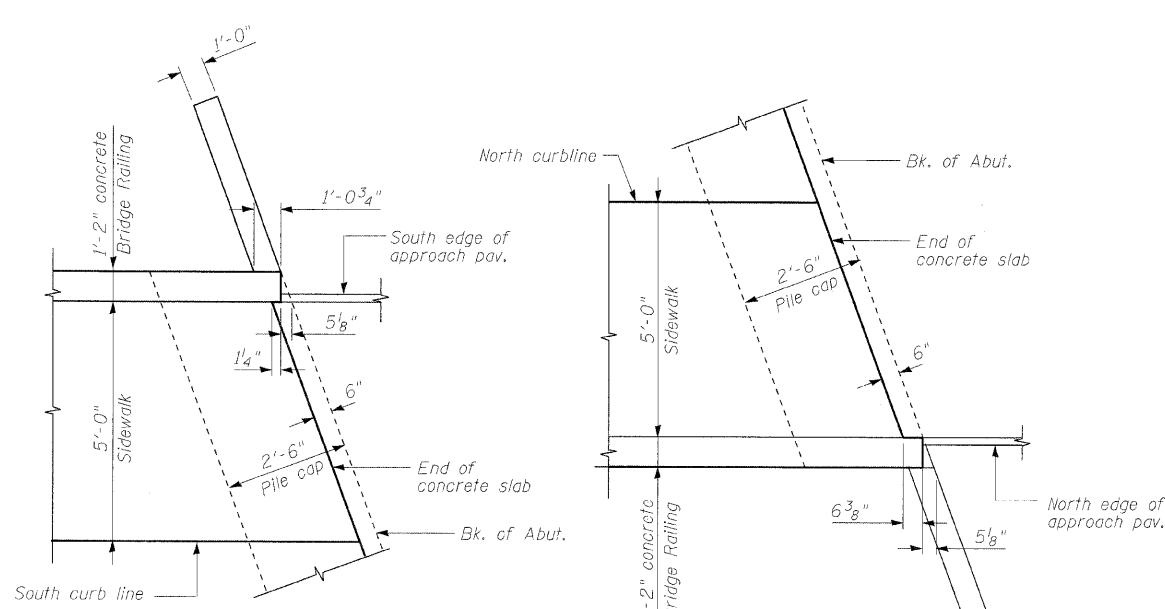
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.
F.A.P. 698	126BR	WOODFORD	56	25
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract # 68576

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	246	#5	20'-10"	—
a ₁ (E)	20	#5	22'-2"	—
b(E)	37	#7	32'-9"	—
b ₁ (E)	36	#7	23'-0"	—
b ₂ (E)	72	#7	22'-0"	—
b ₃ (E)	74	#7	26'-10"	—
b ₄ (E)	74	#9	24'-0"	—
b ₅ (E)	37	#5	11'-10"	—
b ₆ (E)	74	#5	15'-3"	—
b ₇ (E)	72	#9	12'-6"	—
b ₈ (E)	42	#5	27'-9"	—
c(E)	164	#5	2'-5"	—
c ₁ (E)	164	#5	5'-9"	—
d(E)	164	#5	4'-6"	—
d ₁ (E)	214	#5	7'-5"	—
s(E)	74	#5	4'-10"	—
s ₁ (E)	74	#5	6'-3"	—
Item	Unit	Quantity		
Concrete Superstructure	Cu. Yd.	206.3		
Reinforcement Bars, Epoxy Coated	Pound	33900		



Detail A'

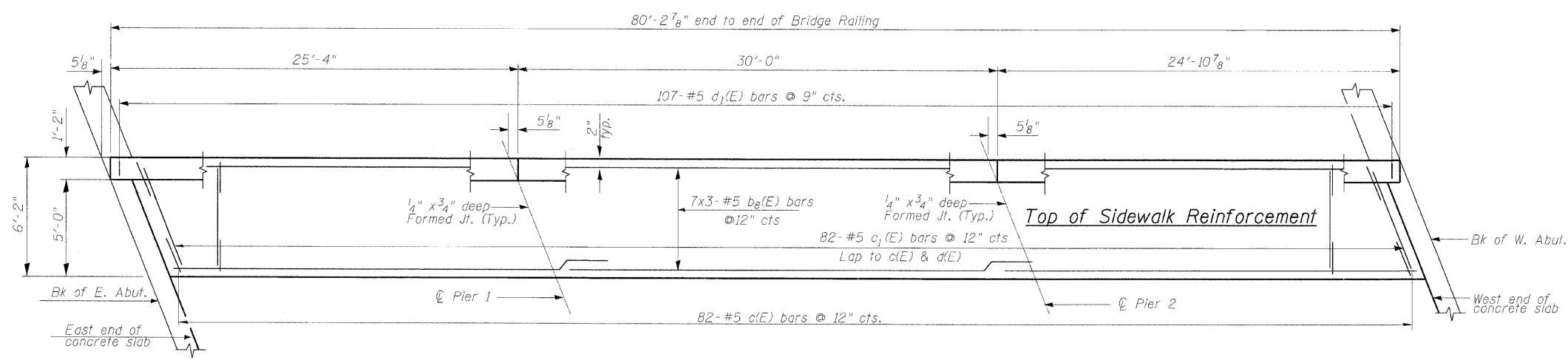
Detail B'

Bar s(E)

Bars b₂(E) & b₃(E)

Section B'-B'

Section C'-C'



PLAN OF SIDEWALK

DESIGNED	KRG
CHECKED	MJK
DRAWN	GSJ
CHECKED	MJK

MIN. BAR LAP
#5 bars = 1'-8"

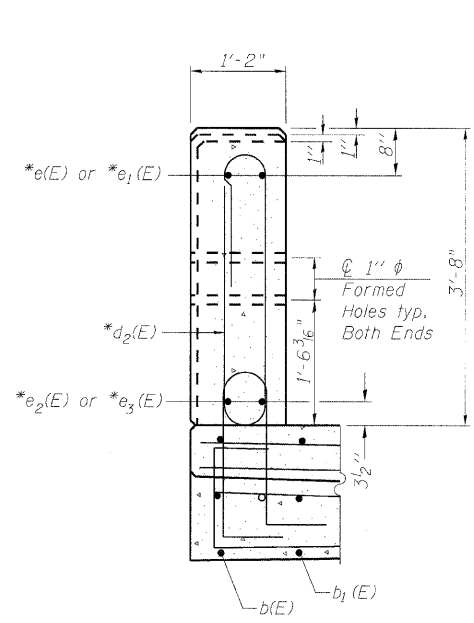
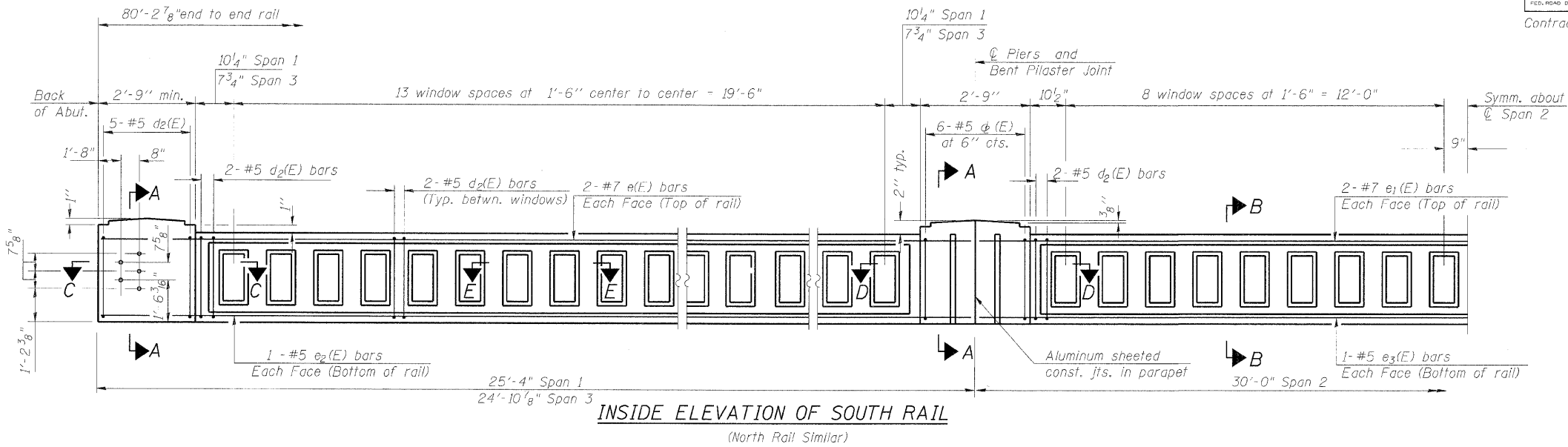
Note:
Bars indicated thus 7x3-#15 etc. indicates 7 line of bars with 3 length per line.
For location of Details A' & B' and section B'-B' & C'-C.' See Sheet 9 of 19
The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection. Forms for deck slab shall be removed prior to placement of bridge approach pavement.
For concrete Bridge Railing details see sht. 11 of 19.

SUPERSTRUCTURE DETAILS
IL. ROUTE 89 OVER SNAG CREEK
F.A.P. ROUTE 698 SEC. 126BR
WOODFORD COUNTY STATION 521+52.42
STRUCTURE NO. 102-0082

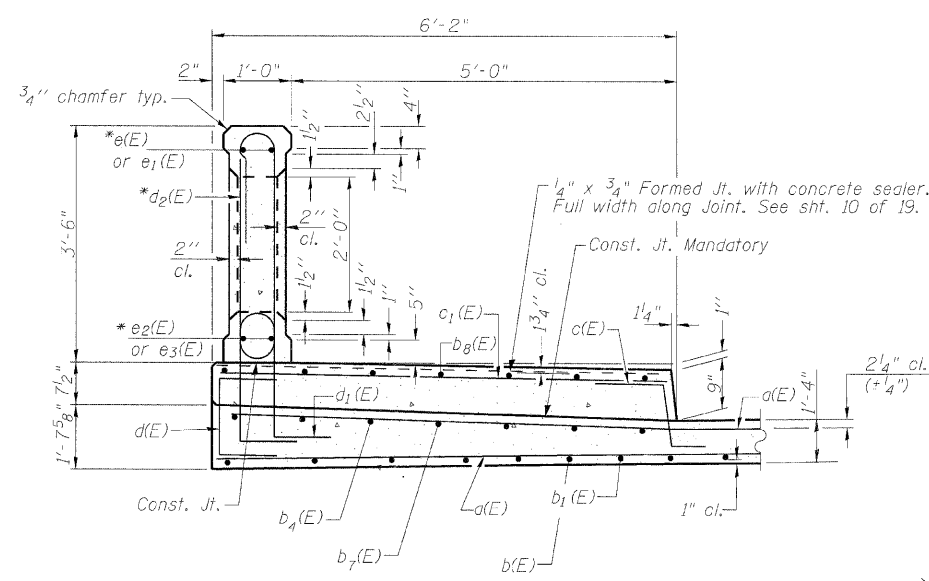
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	CO. CITY	TOTAL SHEETS	SHEET NO.	SHEET NO. 11 19 SHEETS
F.A.P. 698	126BR	WOODFORD	56	26	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 68576



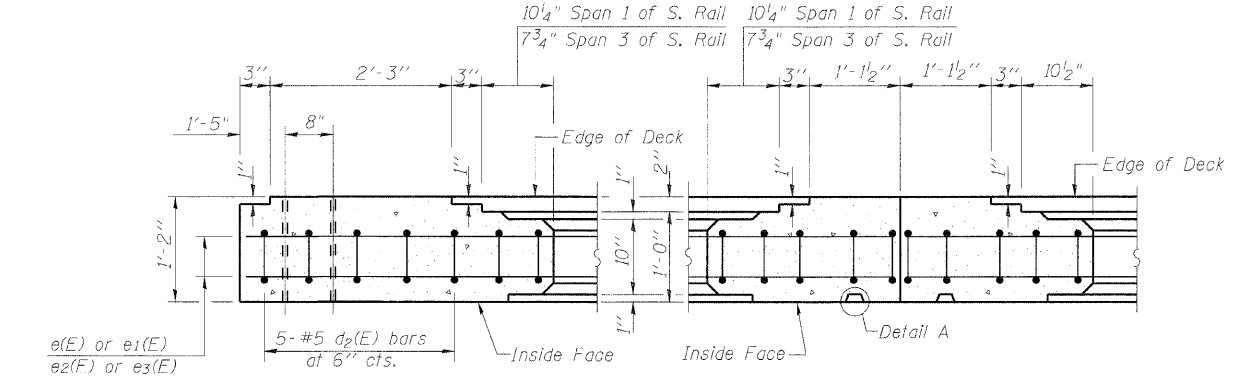
SECTION A-A



SECTION B-B

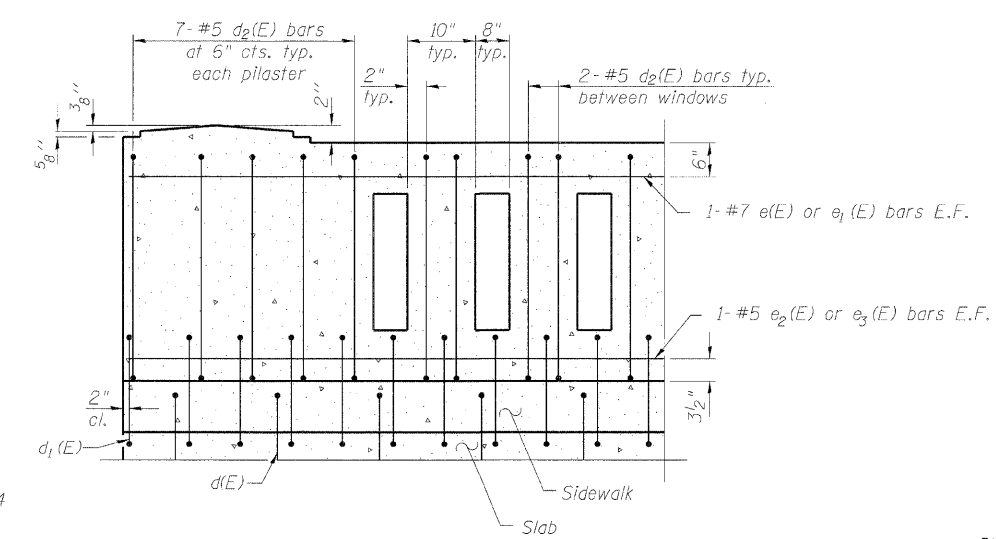
*Bars e(E) thru e3(E) and d2(E) are included in the cost of Concrete Bridge Railing, Sidewalk Mounted.

Notes:
All concrete for railing wall shall be Class BS according to Article 1020.04 of the Standard Specifications. Surface of railing shall receive a rubbed finish according to Article 503.15(b) of the Standard Specifications.
All parts of the railing including concrete and reinforcing will be paid for at the contract unit price per foot for Concrete Bridge Railing, Sidewalk Mounted.
Holes and recesses must be formed or cored. Drilling is not permitted.
Aluminum sheets shall be according to ASTM B209 alloy 3003-H14.
For Bar details see shft. 12 of 19.



SECTION C-C

SECTION D-D



TYPICAL REINFORCEMENT PLACEMENT
(Inside Face)

BAR LIST

Bar	No.	Size	Length	Shape
d2(E)	214	#5	8'-8"	
e(E)	16	#7	24'-8"	
e1(E)	8	#7	29'-8"	
e2(E)	8	#5	24'-8"	
e3(E)	4	#5	29'-8"	

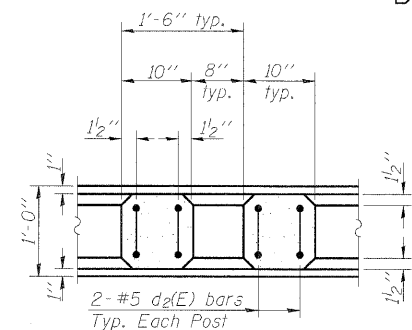
(Sheet 1 of 2)
**CONCRETE BRIDGE RAILING,
SIDEWALK MOUNTED
IL. ROUTE 89 OVER SNAG CREEK
F.A.P. ROUTE 698 SEC. 126BR
WOODFORD COUNTY, STATION 521+52.42
STRUCTURE NO. 102-0082**

DESIGNED	KRG
CHECKED	MJK
DRAWN	GSJ
CHECKED	MJK

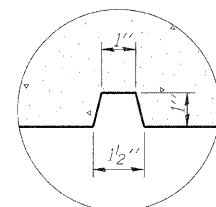
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 12 19 SHEETS
F.A.P. 698	126BR	WOODFORD	56	27	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

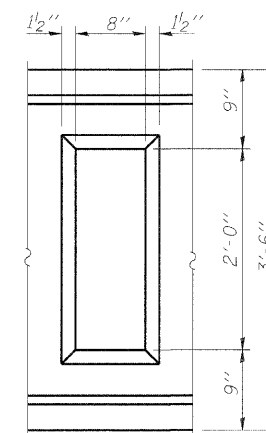
Contract # 68576



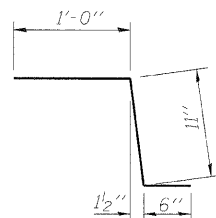
SECTION E-E



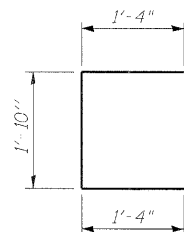
DETAIL A



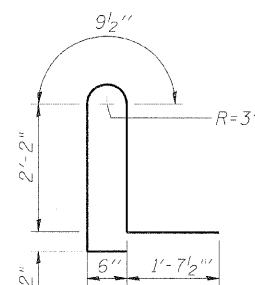
WINDOW DETAIL



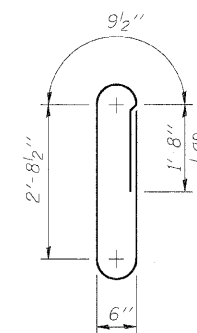
BAR c(E)



BAR d(E)



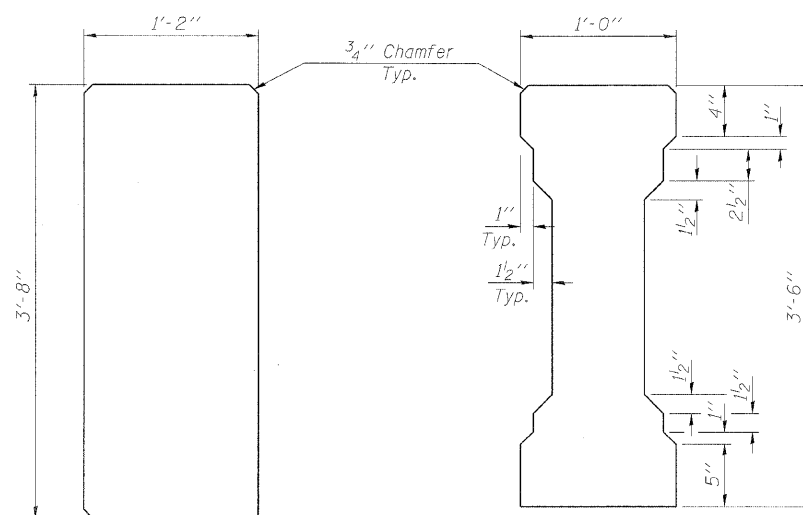
BAR d1(E)



BAR d2(E)

NOTES:

For location of Section EE & Detail A see sht. 11 of 19.



PIER PILASTER JOINT

SPAN PILASTER JOINT

ALUMINUM JOINT DETAILS

BILL OF MATERIAL

Item	Unit	Quantities
Concrete Bridge Railing, Sidewalk mounted	Foot	161

DESIGNED	KRG
CHECKED	MJK
DRAWN	GSJ
CHECKED	MJK

(Sheet 2 of 2)

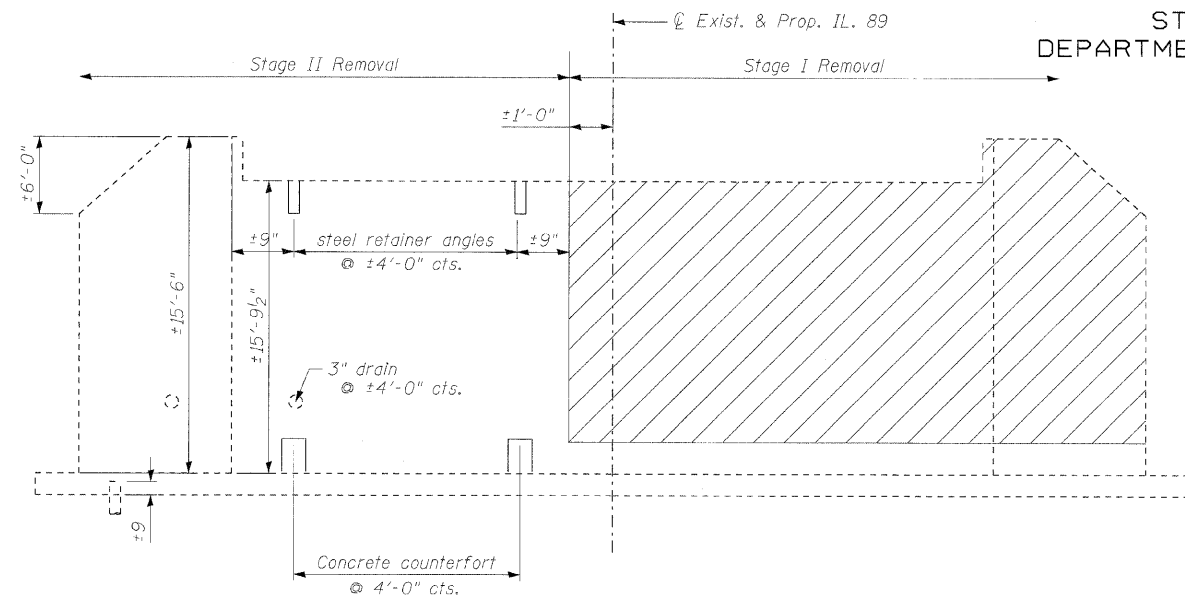
CONCRETE BRIDGE RAILING,
DETAILS, SIDEWALK MOUNTED
IL. ROUTE 89 OVER SNAG CREEK
F.A.P. ROUTE 698 SEC. 126BR
WOODFORD COUNTY STATION 521+52.42
STRUCTURE NO. 102-0082

MID-AMERICA ENGINEERING SERVICES

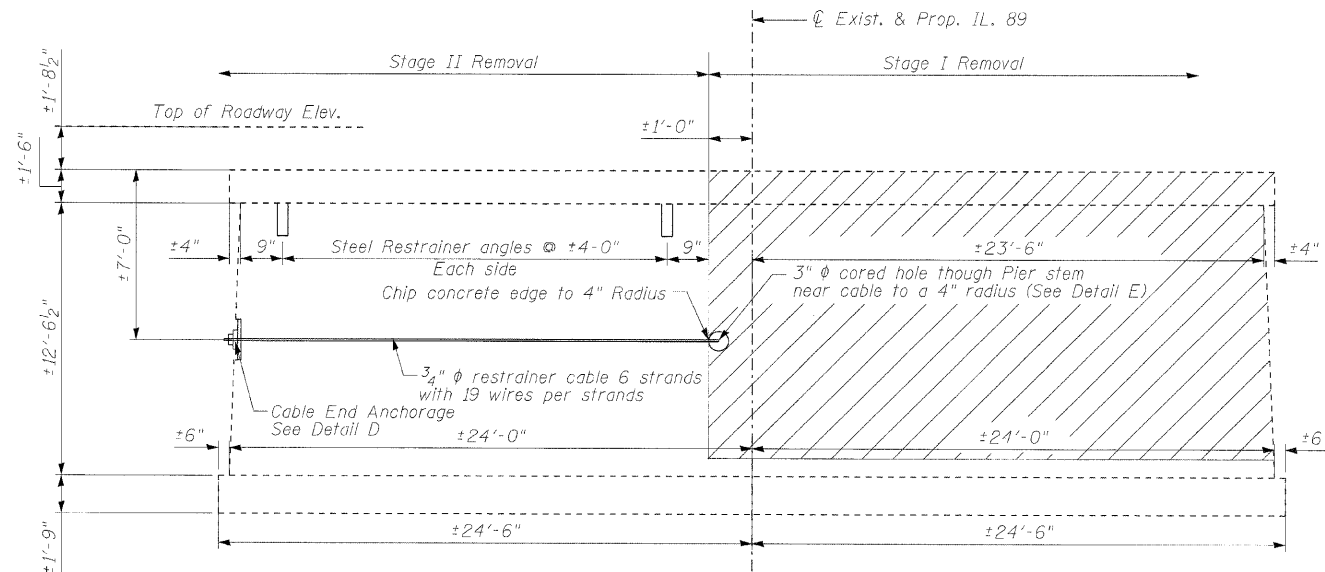
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 13 19 SHEETS
F.A.P. 698	126BR	WOODFORD	56	28	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

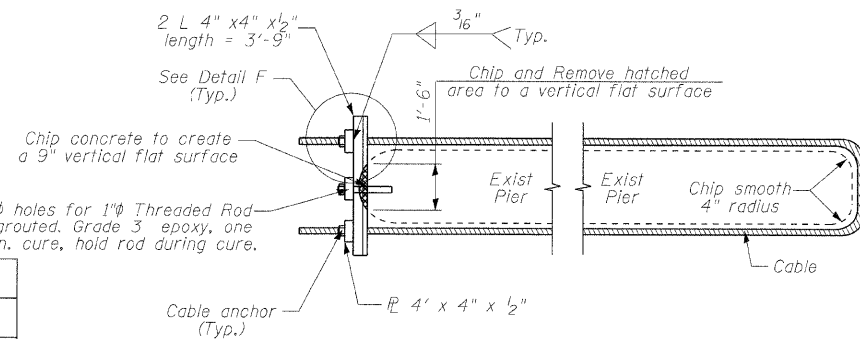
Contract # 68576



EXISTING WEST ABUTMENT ELEVATION [EXISTING EAST ABUTMENT SIMILAR]
(Looking West)



EXISTING PIER ELEVATION
(Looking West)



DETAIL D

Chip concrete to create a 9" vertical flat surface

Chip and Remove hatched area to a vertical flat surface

See Detail F (Typ.)

2 L 4" x 4" x 1/2" length = 3'-9"

3/16" Typ.

Chip smooth 4" radius

Exist Pier

Exist Pier

Chip smooth 4" radius

Cable

Washer, nut and jam nut

3/4" Cable

1" x 10" stud threaded entire length

5"

3/8"

2"

3/8"

1 1/4"

Swapped fitting and stud

1" x 10" stud threaded entire length

5"

3/8"

2"

3/8"

1 1/4"

Washer, nut and jam nut

3/4" Cable

Chip smooth 4" radius

Exist Pier

Exist Pier

Chip smooth 4" radius

Cable

Washer, nut and jam nut

3/4" Cable

1" x 10" stud threaded entire length

5"

3/8"

2"

3/8"

1 1/4"

Swapped fitting and stud

1" x 10" stud threaded entire length

5"

3/8"

2"

3/8"

1 1/4"

Washer, nut and jam nut

3/4" Cable

Chip smooth 4" radius

Exist Pier

Exist Pier

Chip smooth 4" radius

Cable

Washer, nut and jam nut

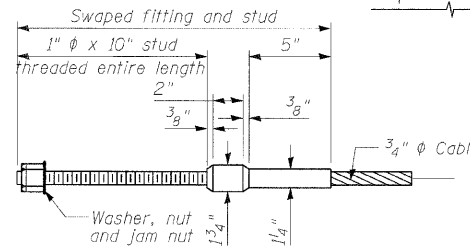
3/4" Cable

1" x 10" stud threaded entire length

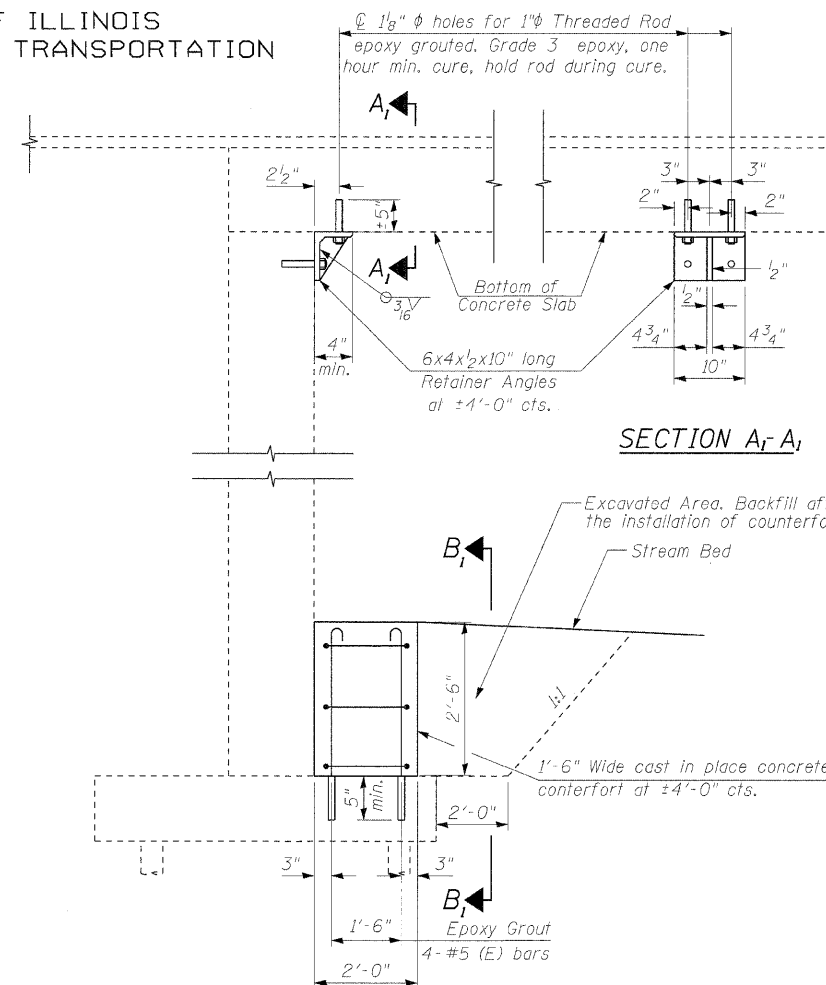
5"

DETAIL D

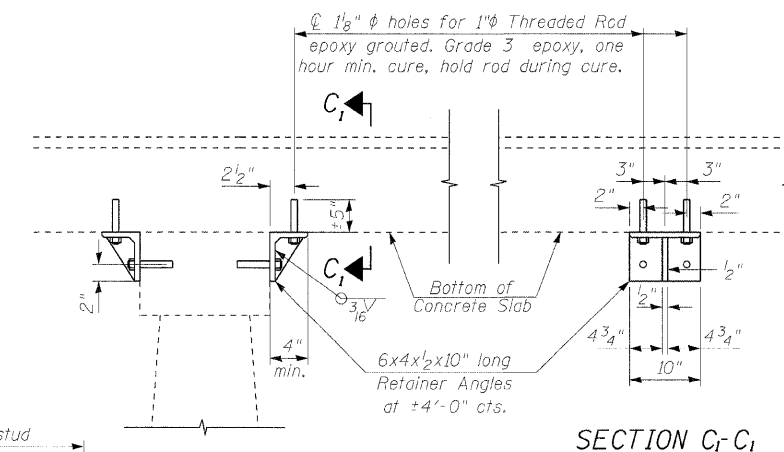
DETAIL E



DETAIL F
Cable End Anchorage

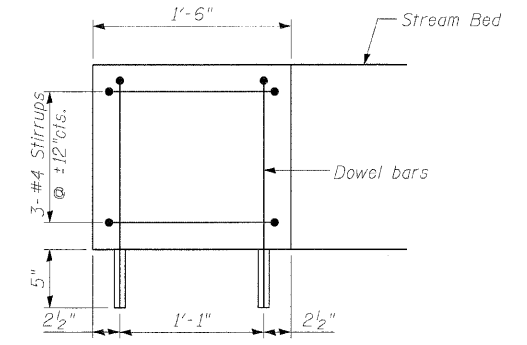


SECTION THRU ABUTMENT

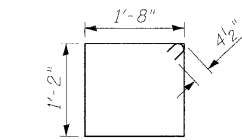


SECTION C-C

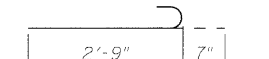
SECTION THRU PIER



SECTION B-B



STIRRUP DETAIL



DOWEL BAR DETAIL

NOTES:

- Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.
- The temporary support system shall be in place before commencing Stage I Removal.
- Tighten cable nuts to develop ±5 KIP cable tension each end equally.
- An alternate system of Temporary Stage construction support is allowed subject to approval by Engineer. See Special provisions.
- Hatched areas show stage removal.

BILL OF MATERIAL

Item	Unit	Qty.
Temporary Support System	Lump Sum.	Lump Sum.

TEMPORARY SUPPORT SYSTEM
IL. ROUTE 89 OVER SNAG CREEK
F.A.P. ROUTE 698 SEC. 126BR
WOODFORD COUNTY STATION 521+52.42
STRUCTURE NO. 102-0082

DESIGNED	KRG
CHECKED	MJK
DRAWN	GSI
CHECKED	MJK

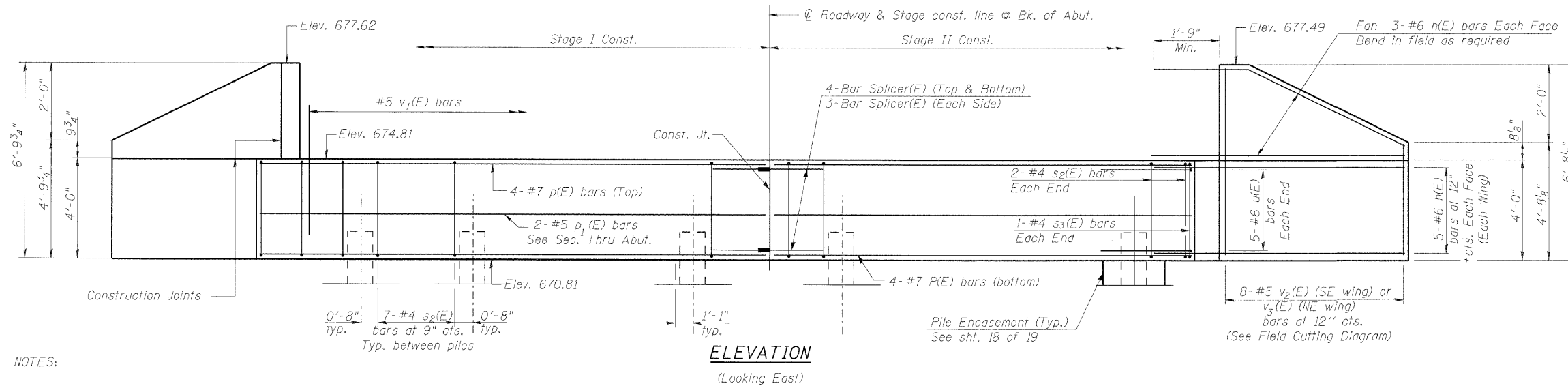
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 698	126BR	WOODFORD	56	29
FED. ROAD DIST. NO. 7	ILLINOIS	FED. PROJ. NO.		

SHEET NO. 14

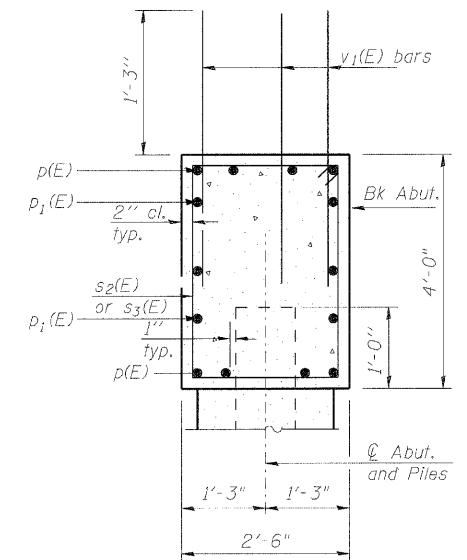
19 SHEETS

Contract # 68576

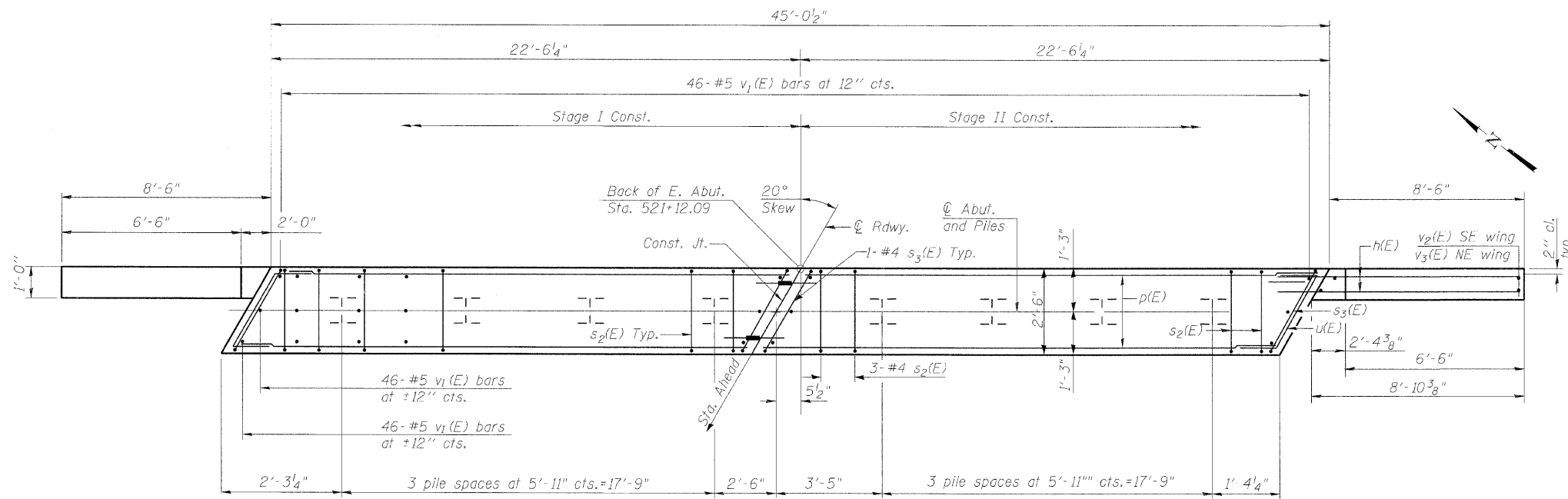


NOTES:

Cost of welded wire fabric in pile encasement is included in the item "concrete encasement"



SEC. THRU ABUT.

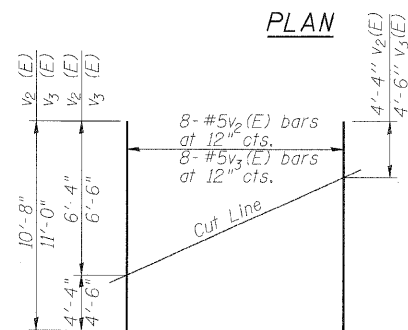


PILE DATA

Type & Size: Steel-HP 12x63
Nominal Required Bearing: 210 Kips
Allowable Resistance Available = 70 Kips
Estimated Pile length = 45'
No. of production piles = 8

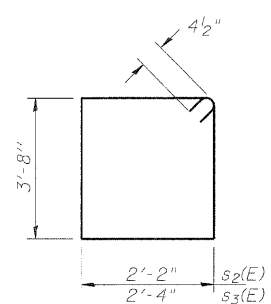
DESIGNED	KRG
CHECKED	MJK
DRAWN	GSJ
CHECKED	MJK

AI-R

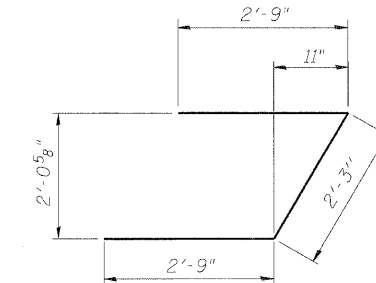


FIELD CUTTING DIAGRAM

Order v2(E) and v3(E) full length. Cut as shown and use remainder of bars in opposite face.



BARS s2(E) & s3(E)



BAR u(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	32	#6	10'-6"	—
p(E)	16	#7	22'-2"	—
p1(E)	12	#5	22'-2"	—
s2(E)	50	#4	12'-5"	□
s3(E)	4	#4	12'-9"	□
u(E)	10	#6	7'-9"	┘
v1(E)	138	#5	3'-3"	—
v2(E)	8	#5	10'-8"	—
v3(E)	8	#5	11'-0"	—
Structure Excavation	Cu. Yd.	55.0		
Concrete Structures	Cu. Yd.	20.5		
Reinforcement Bars, Epoxy Coated	Pound	2730		
Furnishing Steel Piles HPI2x63	Foot	360		
Driving Piles	Foot	352		
Concrete Encasement	Cu. Yd.	2.7		

EAST ABUTMENT
IL. ROUTE 89 OVER SNAG CREEK
F.A.P. ROUTE 698 SEC. 126BR
WOODFORD COUNTY
STATION 521+52.42
STRUCTURE NO. 102-0082

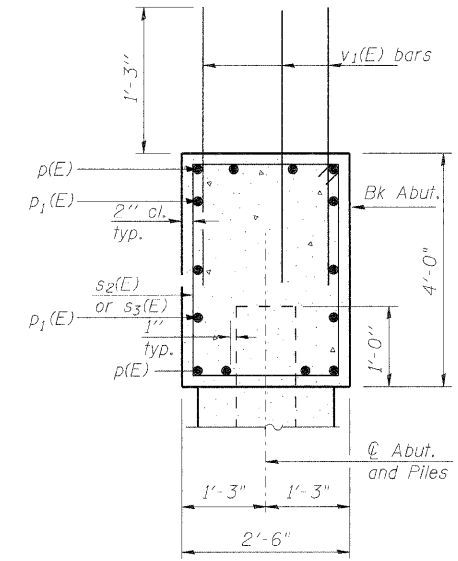
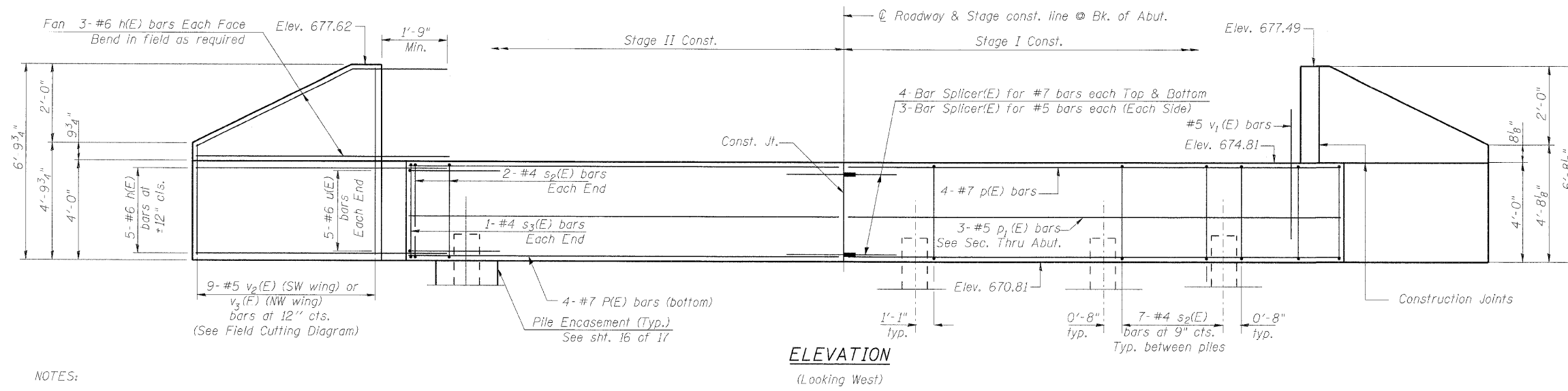
MID-AMERICA ENGINEERING SERVICES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 698	126BR	WOODFORD	56	30
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

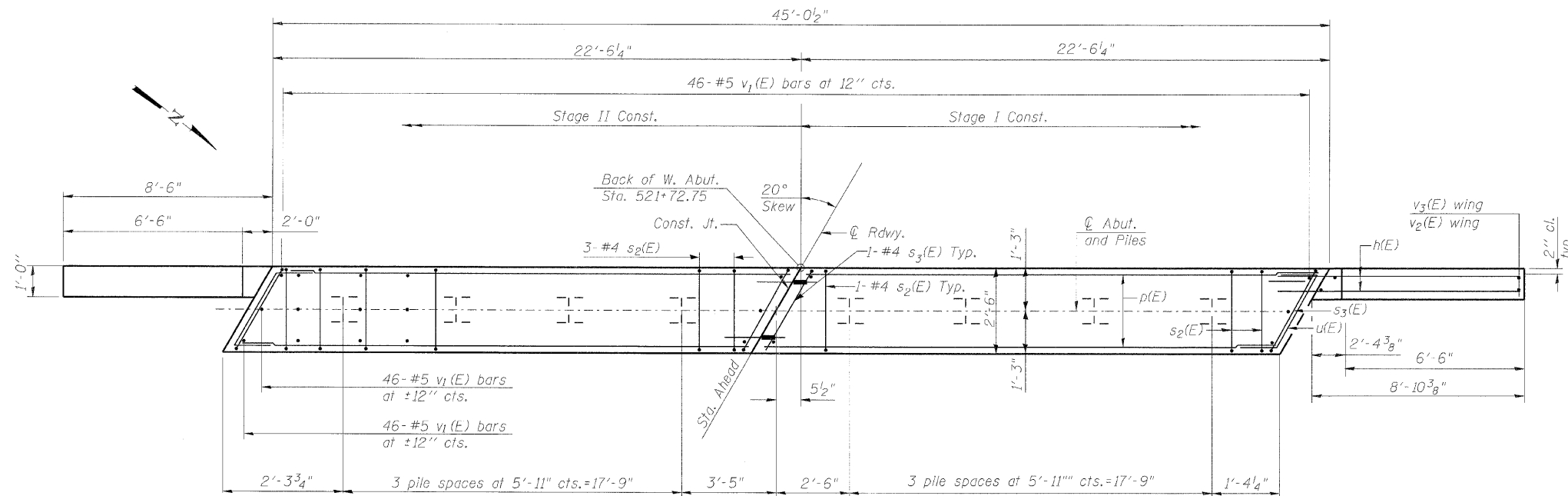
SHEET NO. 15
19 SHEETS

Contract # 68576



NOTES:

Cost of welded wire fabric in pile encasement is included in the item "concrete encasement"



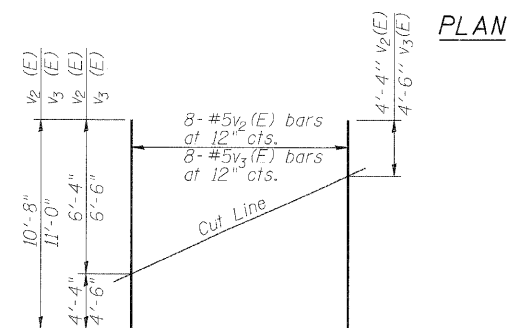
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	32	#6	10'-6"	—
p(E)	16	#7	22'-2"	—
p1(E)	12	#5	22'-2"	—
s2(E)	50	#4	12'-5"	□
s3(E)	4	#4	12'-9"	□
u(E)	10	#6	7'-9"	┘
v1(E)	138	#5	3'-3"	—
v2(E)	8	#5	10'-8"	—
v3(E)	8	#5	11'-0"	—
Structure Excavation		Cu. Yd.	55.0	
Concrete Structures		Cu. Yd.	20.5	
Reinforcement Bars, Epoxy Coated		Pound	2730	
Furnishing Steel Piles HP12x63		Foot	315	
Driving Piles		Foot	308	
Test Pile, HP12x63		Each	1	
Concrete Encasement		Cu. Yd.	2.7	

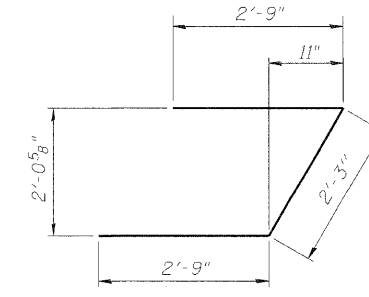
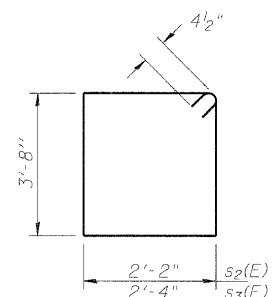
PILE DATA

Type & Size: Steel HP 12x63
Nominal Required Bearing: 210 Kips
Allowable Resistance Available = 70 Kips
Estimated Pile length = 45'
No. of production piles = 7
No. of Test Piles = 1

DESIGNED	KRG
CHECKED	MJK
DRAWN	GSJ
CHECKED	MJK



Order v2(E) and v3(E) full length. Cut as shown and use remainder of bars in opposite face.



MID-AMERICA ENGINEERING SERVICES

WEST ABUTMENT
IL. ROUTE 89 OVER
SNAG CREEK
F.A.P. ROUTE 698 SEC. 126BR
WOODFORD COUNTY
STATION 521+52.42
STRUCTURE NO. 102-0082

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 16 19 SHEETS
F.A.P. 698	126BR	WOODFORD	55	31	
FED. HIGH. DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 68576

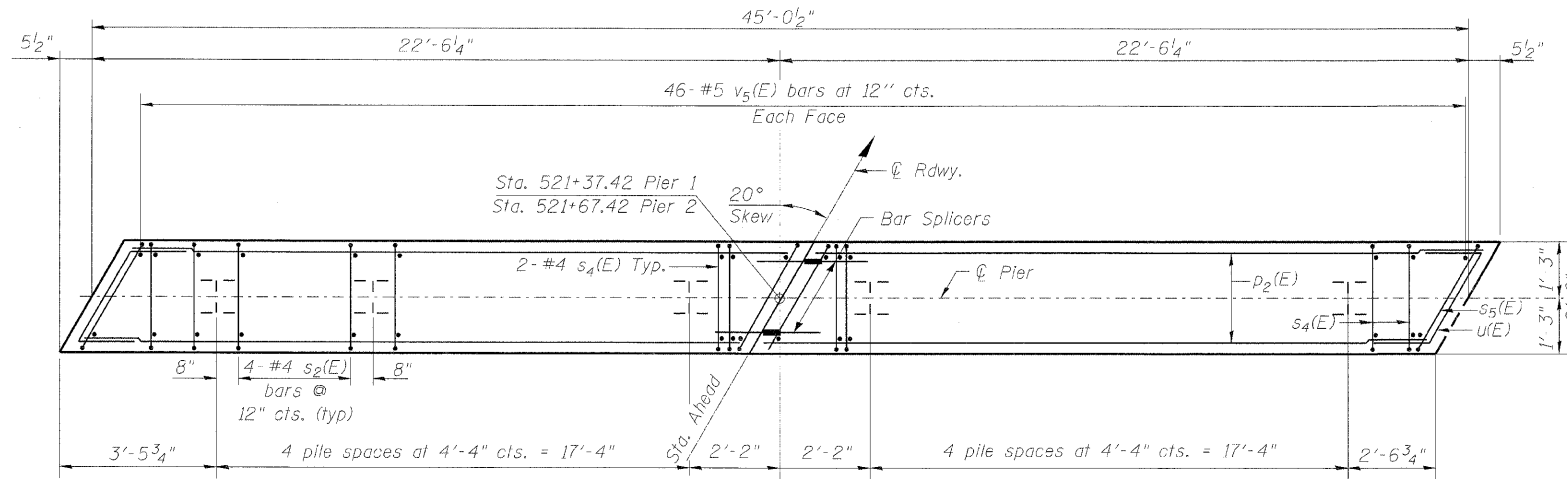
Notes:
For details of piles, see sheet 18 of 19.
If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms.
Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

PILE DATA

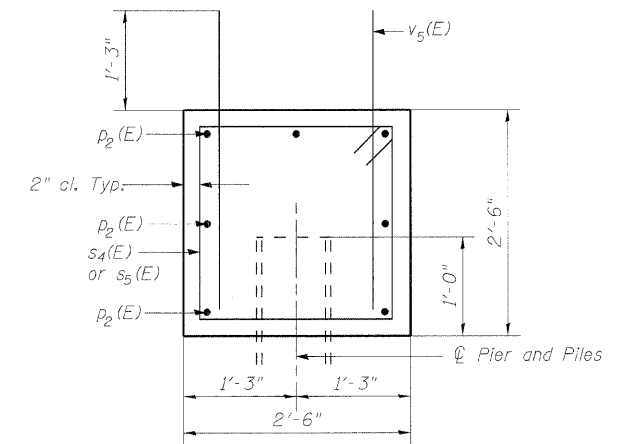
Type & Size: Steel-HP 12x63
Nominal Required Bearing: 276 Kips
Allowable resistance available = 92 Kips
Estimated Pile length = 50'
No. of production piles = 19 @ pier 1 & 2
No. of Test Piles = 1 @ pier 1

MIN BAR LAP

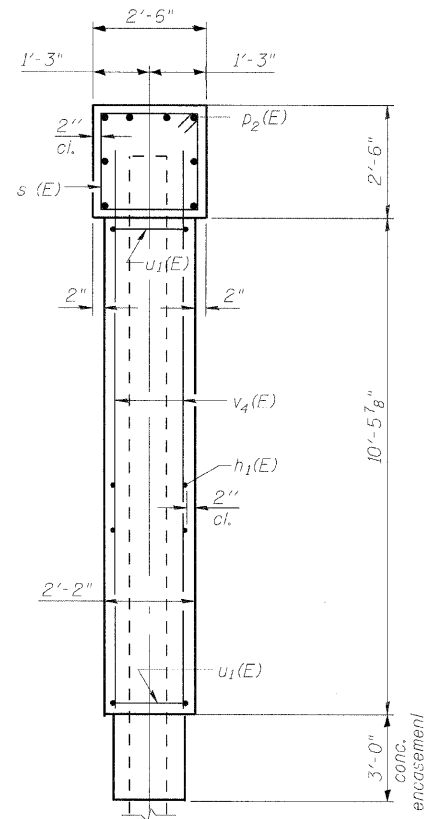
5 Bar = 1'-8"
7 Bar = 3'-1"



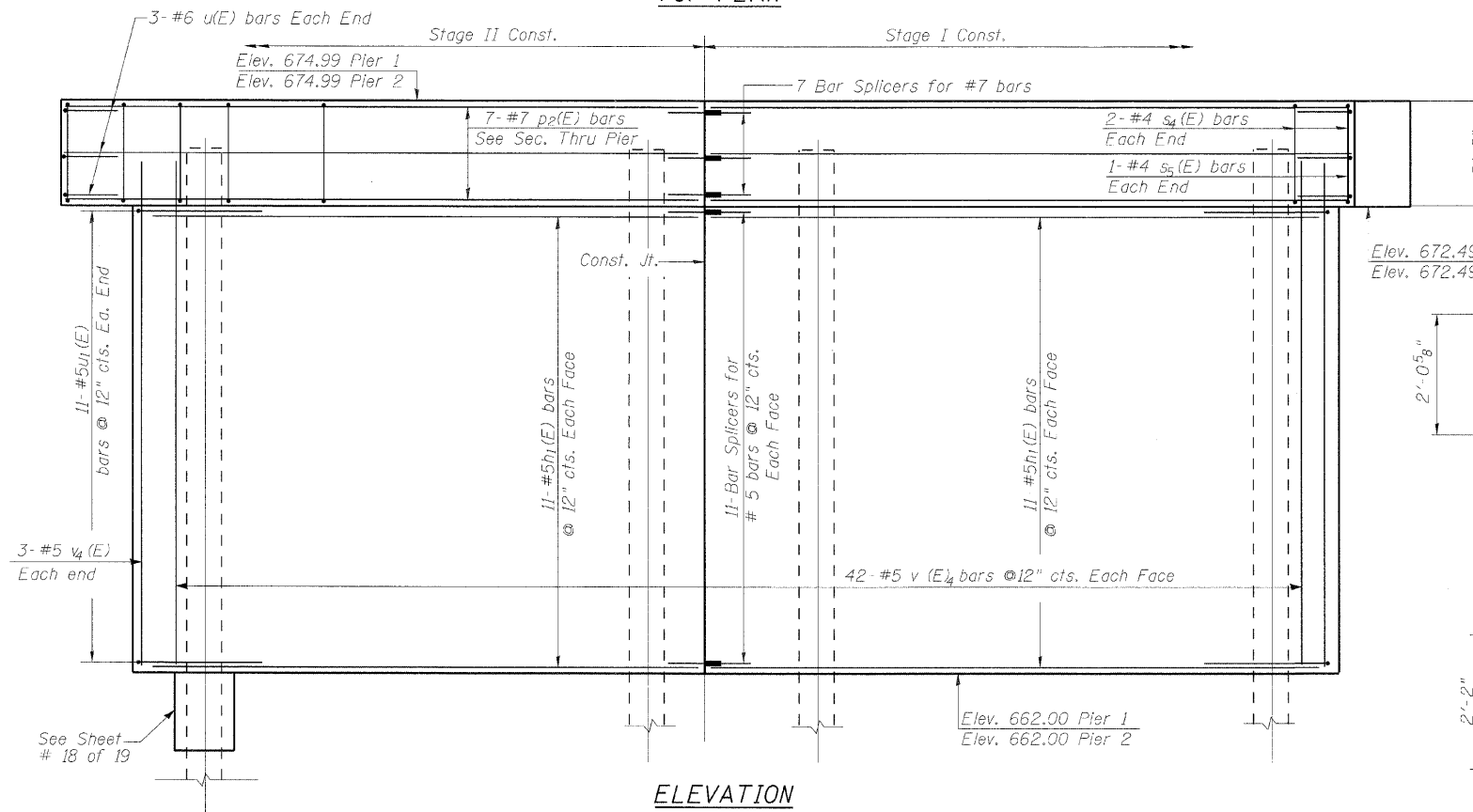
TOP PLAN



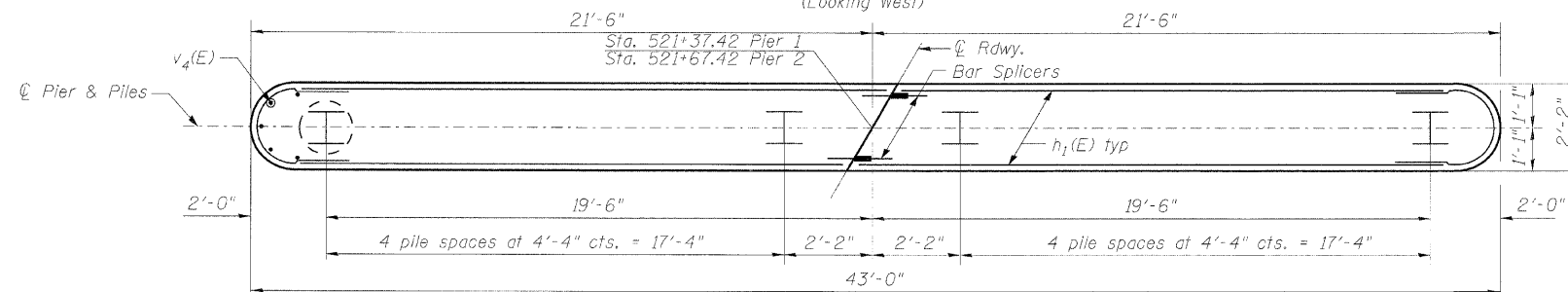
SECTION THRU PIER CAP



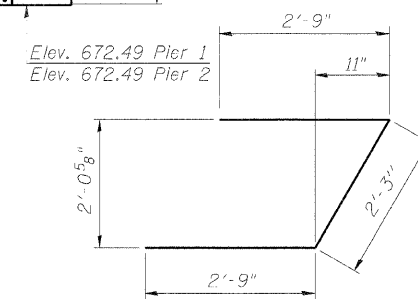
END VIEW



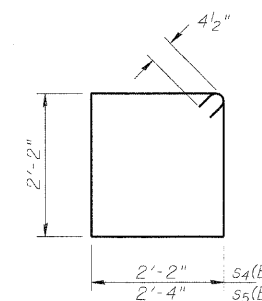
ELEVATION
(Looking West)



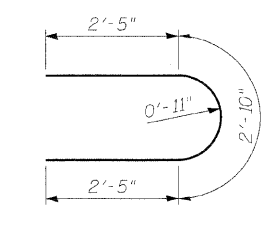
PILE LOCATION PLAN



BAR u(E)



BARS s4(E) & s5(E)



BARS u1(E)

**TWO PIERS
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h1(E)	88	#5	20'-0"	—
p2(E)	28	#7	22'-2"	—
s4(E)	80	#4	9'-5"	□
s5(E)	8	#4	9'-9"	□
u(E)	12	#6	7'-9"	U
u1(F)	44	#5	7'-8"	U
v4(E)	180	#5	11'-9"	—
v5(E)	184	#5	3'-6"	—
Structure Excavation		Cu. Yd.	30.0	
Concrete Structures		Cu. Yd.	91.6	
Reinforcement Bars, Epoxy Coated		Pound	7030	
Furnishing Steel Piles HP12x63		Foot	950	
Driving Piles		Foot	760	
Test Pile, HP12x63		Each	1	
Concrete encasement		Cu. Yd.	6.8	

PIERS

IL. ROUTE 89 OVER SNAG CREEK
F.A.P. ROUTE 698 SEC. 126BR
WOODFORD COUNTY
STATION 521+52.42
STRUCTURE NO. 102-0082

MID-AMERICA ENGINEERING SERVICES

DESIGNED	KRG
CHECKED	MJK
DRAWN	GSJ
CHECKED	MJK

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET	SHEET NO.
F.A.P. 698	126BR	WOODFORD	56	32	19 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract # 68576

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- ① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$
- ② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_t$

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

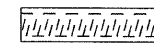
BAR SPLICER ASSEMBLIES

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

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

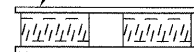
The diameter of this part is equal or larger than the diameter of bar spliced.

ROLLED THREAD DOWEL BAR



**** ONE PIECE**

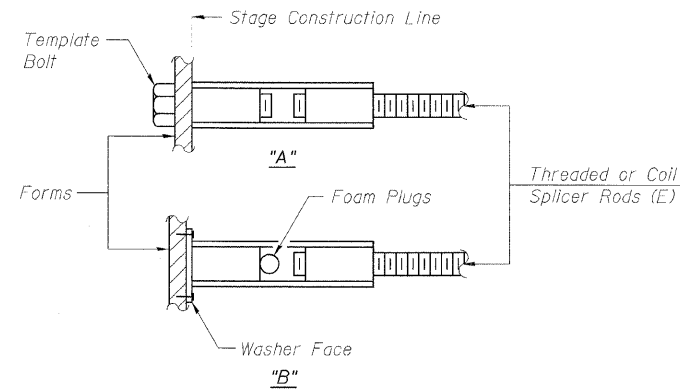
Wire Connector



WELDED SECTIONS

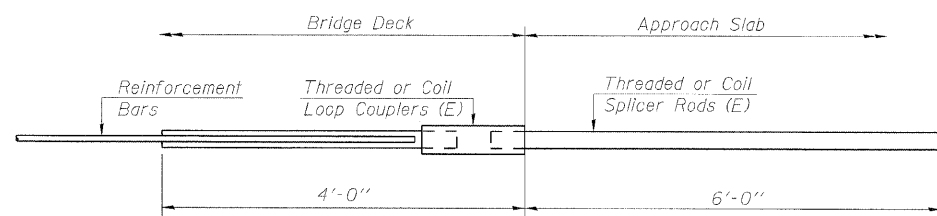
BAR SPLICER ASSEMBLY ALTERNATIVES

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



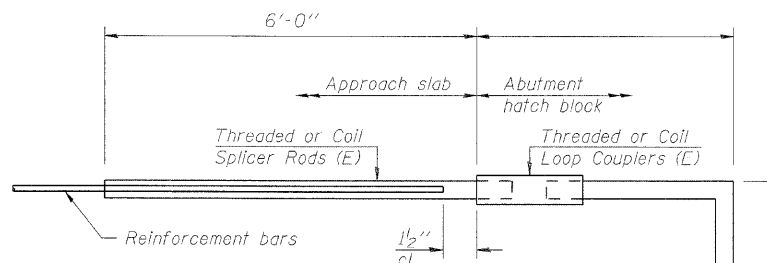
INSTALLATION AND SETTING METHODS

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



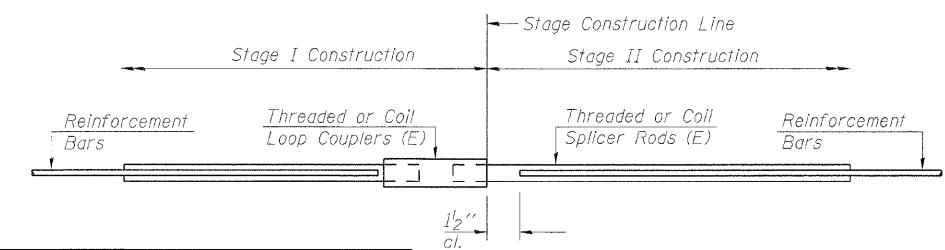
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

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



FOR STUB ABUTMENTS

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



Bar Size	No. Assemblies Required	Location
#7	8	E. Abut.
#7	8	W. Abut.
#7	7	Pier 1
#7	7	Pier 2
#5	127	conc. slab Δ
#5	6	E. Abut.
#5	6	W. Abut.
#5	22	Pier 1
#5	22	Pier 2

STANDARD

Δ Splicer Rod length shall be 2'-5" min. in concrete slab.

DESIGNED KRG
CHECKED MJK
DRAWN GSJ
CHECKED MJK

BSD-1 11-1-06

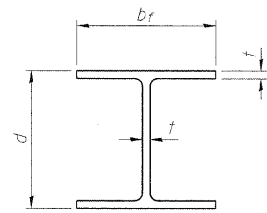
BAR SPLICER ASSEMBLY DETAILS
IL. ROUTE 89 OVER SNAG CREEK
F.A.P. ROUTE 698 SEC. 126BR
WOODFORD COUNTY STATION 521+52.42
STRUCTURE NO. 102-0082

MID-AMERICA ENGINEERING SERVICES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

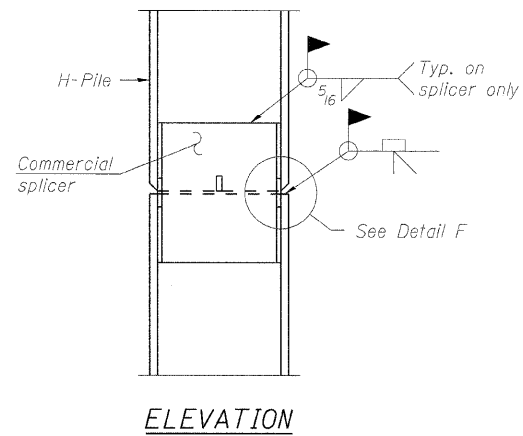
ROUTE NO.	SECTION	COUNTY	SUBDIVISION	SHEET NO.	SHEET NO. 18 19 SHEETS
F.A.P. 698	126BR	WOODFORD	56	33	
FED. ROAD DIST. NO. 7	ILLINOIS	FILE AND PROJECT			

Contract # 68576

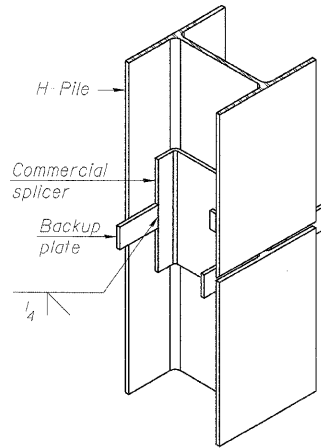


STEEL PILE TABLE

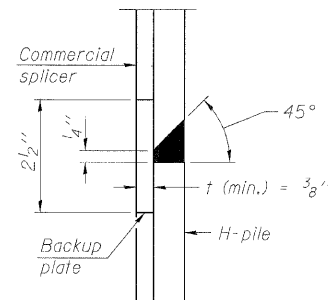
Designation	Depth d	Flange width b _f	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53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



ELEVATION

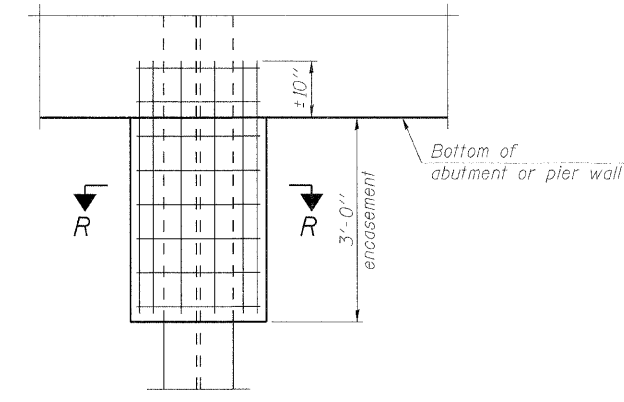


ISOMETRIC VIEW



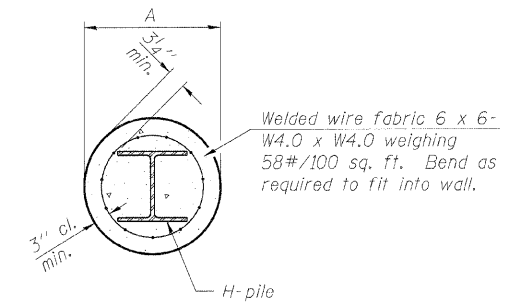
DETAIL "F"

WELDED COMMERCIAL SPLICE



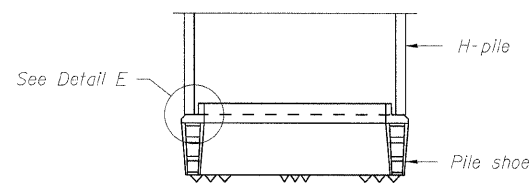
ELEVATION

PILE ENCASEMENT

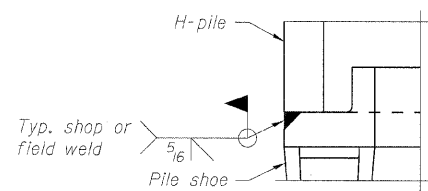


SECTION R-R

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

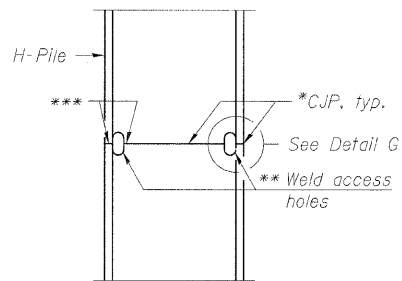


ELEVATION

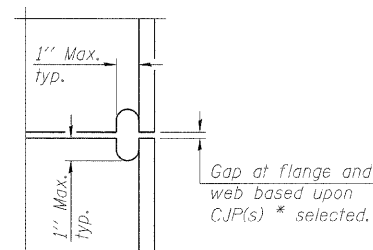


DETAIL E

H-PILE SHOE ATTACHMENT

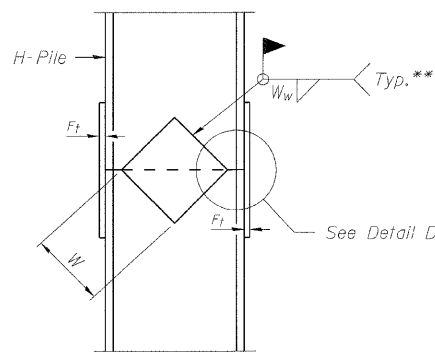


ELEVATION

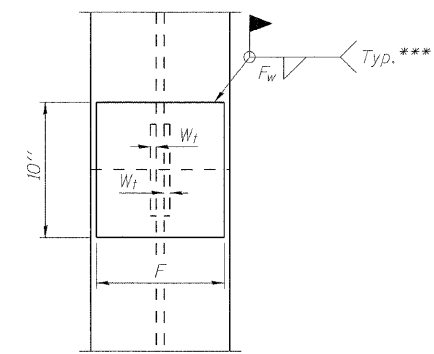


DETAIL G

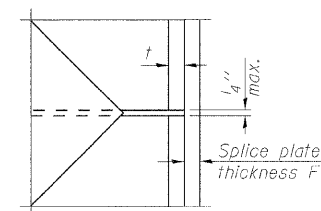
COMPLETE PENETRATION WELD SPLICE



ELEVATION



END VIEW



DETAIL D

WELDED PLATE FIELD SPLICE

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

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

STEEL PILE DETAILS

IL. ROUTE 89 OVER SNAG CREEK
F.A.P. ROUTE 698 SEC. 126BR
WOODFORD COUNTY
STATION 521+52.42
STRUCTURE NO. 102-0082

MID-AMERICA ENGINEERING SERVICES

DESIGNED	KRG
CHECKED	MJK
DRAWN	GSJ
CHECKED	MJK

F-HP

* Use joint conforming to Figure 3.4 in AWS D1.1, Structure Welding Code - Steel.

** Preparation per Fig. 5.2 in AWS D1.1, Structure Welding Code - Steel.

*** Interrupt welds 1/4" from end of each pile.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 19 19 SHEETS
F.A.P. 698	126BR	WOODFORD	56	34	
F.V.C. ROAD DIST. NO. 7		ILLINOIS	FILE AND PROJECT		

Contract # 68576

Illinois Department of Transportation
SOIL BORING LOG
Page 1 of 2
Date 11/9/00

ROUTE FAP 698 (IL 89) DESCRIPTION IL 89 over Snag Creek near Washburn LOGGED BY kw
SECTION 126BR LOCATION SEC. TWP. RNS.
COUNTY Woodford DRILLING METHOD Hollow Stem Auger HAMMER TYPE auto

STRUCT. NO. 102-0029 Station 521+90
BORING NO. 1 Station 522+29 Offset 8.00(11) Ground Surface Elev. 524.41 ft (ft) (ft) (ft) (ft)

DEPTH (ft)	SOIL DESCRIPTION	U	M	O	S	W	Q	T	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter Upon Completion (ft)	After (ft)	(ft)	(ft)	(ft)	(ft)
0	hard gray sandy clay loam (M)	3	8.0	13.0													
12	very stiff black and brown loam (M)	3	2.0	19.0													
15	stiff brown sandy clay loam (M)	3	1.5	17.0													
18	stiff black clay loam with silty sand seams	4	1.5	18.0													
21	hard brown and gray sandy clay loam (M)	3	1.0	20.9													
24	hard gray sandy clay loam (M)	5	8.0	14.7													
27	stiff gray sandy clay loam (M)	11	8.0	12.3													

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
SOIL BORING LOG
Page 2 of 2
Date 11/9/00

ROUTE FAP 698 (IL 89) DESCRIPTION IL 89 over Snag Creek near Washburn LOGGED BY kw
SECTION 126BR LOCATION SEC. TWP. RNS.
COUNTY Woodford DRILLING METHOD Hollow Stem Auger HAMMER TYPE auto

STRUCT. NO. 102-0029 Station 521+90
BORING NO. 1 Station 522+29 Offset 8.00(11) Ground Surface Elev. 524.41 ft (ft) (ft) (ft) (ft)

DEPTH (ft)	SOIL DESCRIPTION	U	M	O	S	W	Q	T	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter Upon Completion (ft)	After (ft)	(ft)	(ft)	(ft)	(ft)
3	stiff gray sandy clay loam (M)	3	1.9	16.3													
9	very stiff gray sandy clay loam (M)	9															
13	stiff gray sandy clay loam (M)	4															
16	stiff gray sandy clay loam (M)	6	2.9	13.3													
20	hard gray sandy loam (M)	12	3.5	10.8													
22	hard gray sandy loam (M)	62															
24	End of Boring																

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
SOIL BORING LOG
Page 1 of 2
Date 11/7/00

ROUTE FAP 698 (IL 89) DESCRIPTION IL 89 over Snag Creek near Washburn LOGGED BY kw
SECTION 126BR LOCATION SEC. TWP. RNS.
COUNTY Woodford DRILLING METHOD Hollow Stem Auger HAMMER TYPE auto

STRUCT. NO. 102-0029 Station 521+90
BORING NO. 2 Station 521+48 Offset 8.00(11) Ground Surface Elev. 524.38 ft (ft) (ft) (ft) (ft)

DEPTH (ft)	SOIL DESCRIPTION	U	M	O	S	W	Q	T	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter Upon Completion (ft)	After (ft)	(ft)	(ft)	(ft)	(ft)
0	hard gray sandy clay loam (M)	10	5.8	13.8													
5	very stiff brown clay loam (M)	4															
9	stiff gray sandy clay loam (M)	5	3.5	18.1													
13	stiff gray sandy clay loam (M)	2															
17	medium black silty loam (M)	3	1.0	40.7													
21	stiff gray silty clay loam	7															
25	hard gray sandy clay loam (M) very stiff at bottom	12	1.0	34.5													
29	hard gray sandy clay loam (M) very stiff at bottom	10	4.0	13.0													

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
SOIL BORING LOG
Page 2 of 2
Date 11/7/00

ROUTE FAP 698 (IL 89) DESCRIPTION IL 89 over Snag Creek near Washburn LOGGED BY kw
SECTION 126BR LOCATION SEC. TWP. RNS.
COUNTY Woodford DRILLING METHOD Hollow Stem Auger HAMMER TYPE auto

STRUCT. NO. 102-0029 Station 521+90
BORING NO. 2 Station 521+48 Offset 8.00(11) Ground Surface Elev. 524.38 ft (ft) (ft) (ft) (ft)

DEPTH (ft)	SOIL DESCRIPTION	U	M	O	S	W	Q	T	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter Upon Completion (ft)	After (ft)	(ft)	(ft)	(ft)	(ft)
3	stiff brown sandy clay loam (M)	8	3.1	13.8													
8	stiff gray sandy clay loam (M)	5															
13	stiff gray sandy clay loam (M)	4															
18	stiff gray sandy clay loam (M)	3	3.5	11.8													
23	stiff gray sandy clay loam (M)	11															
28	stiff gray sandy clay loam (M)	7	4.5	14.0													
33	stiff gray sandy clay loam (M)	9															
38	stiff gray sandy clay loam (M)	11	3.5	11.8													
43	stiff gray sandy clay loam (M)	14															
48	stiff gray sandy clay loam (M)	10															
53	stiff gray sandy clay loam (M)	24	5.1	13.2													
58	stiff gray sandy clay loam (M)	28															
63	stiff gray sandy clay loam (M)	8															
68	stiff gray sandy clay loam (M)	7															
73	stiff gray sandy clay loam (M)	5															
78	stiff gray sandy clay loam (M)	3	3.3	14.5													
83	stiff gray sandy clay loam (M)	14															
88	stiff gray sandy clay loam (M)	7															
93	stiff gray sandy clay loam (M)	9															
98	stiff gray sandy clay loam (M)	5															
103	stiff gray sandy clay loam (M)	3	1.5	14.1													
108	stiff gray sandy clay loam (M)	7															
113	stiff gray sandy clay loam (M)	12															
118	stiff gray sandy clay loam (M)	5															
123	stiff gray sandy clay loam (M)	10	4.0	13.0													
128	stiff gray sandy clay loam (M)	12															
133	stiff gray sandy clay loam (M)	8															

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

NOTE: The stations shown in the boring logs conform to existing Bridge stationing pertaining to a previous survey. the following correction applies

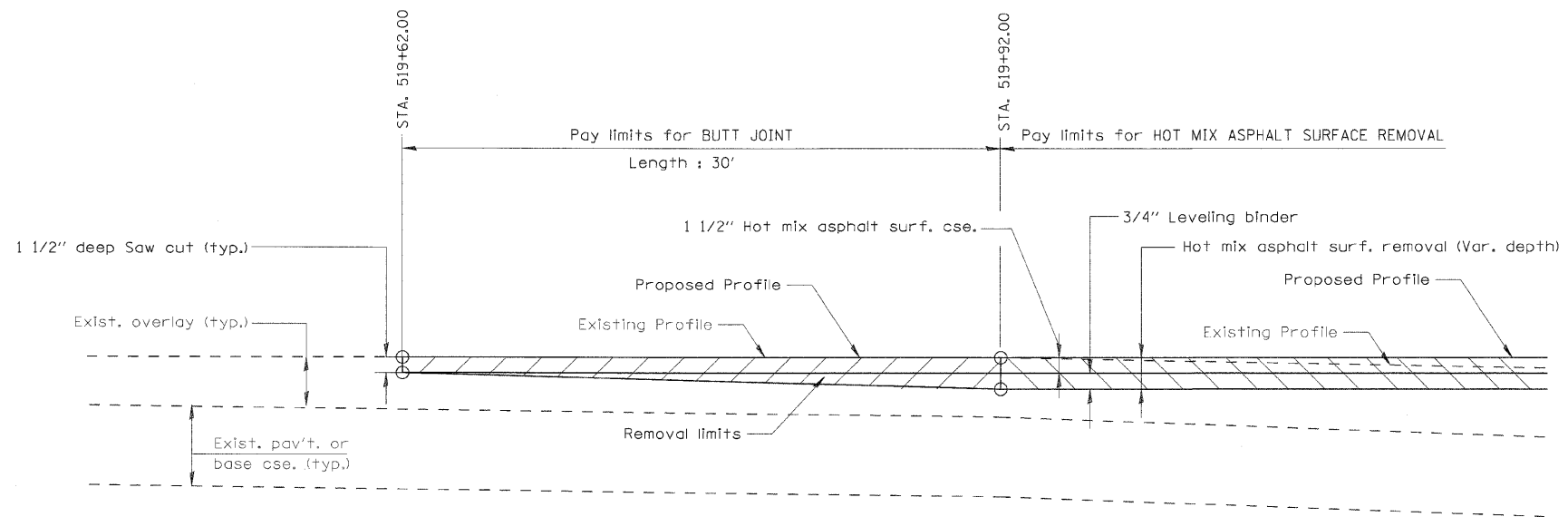
- Existing Bridge Station 521+90 = New Bridge station 521+52.42
- Existing Bridge Station 522+29 = New Bridge station 521+13.42
- Existing Bridge Station 521+90 = New Bridge station 521+52.42
- Existing Bridge Station 521+48 = New Bridge station 521+94.42

offsets shown in boring logs should be read as left in place of right and vice versa

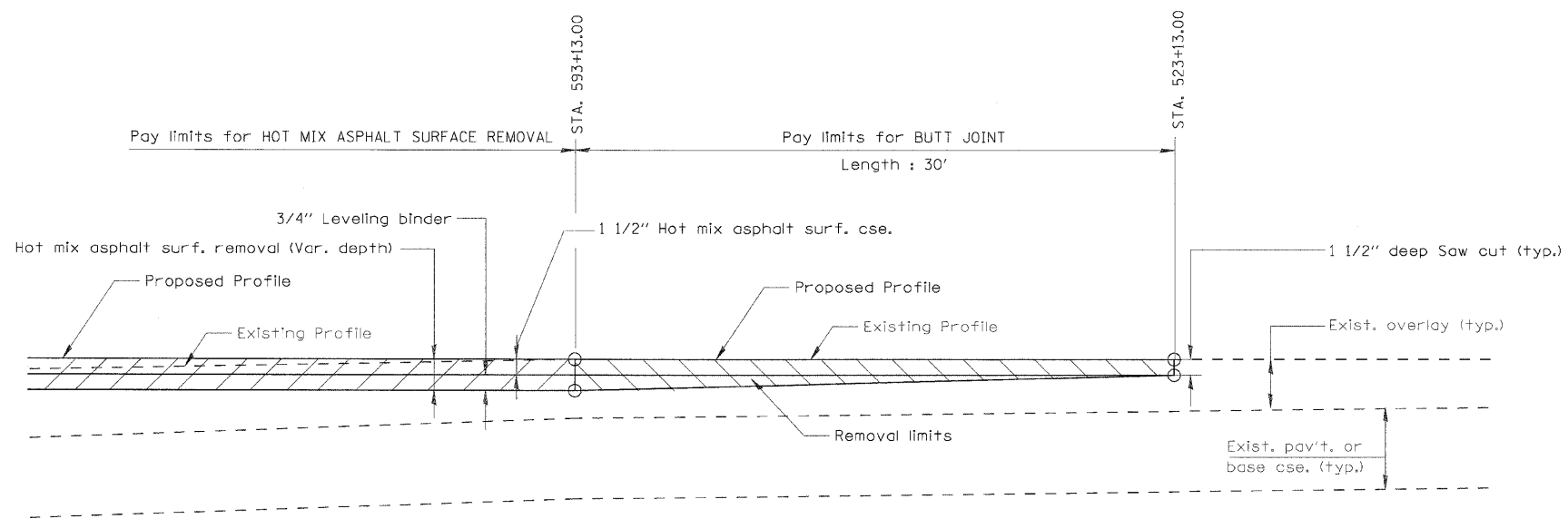
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CHECKED	MJK
DRAWN	GSJ
CHECKED	MJK

SOIL BORING LOGS
IL. ROUTE 89 OVER SNAG CREEK
F.A.P. ROUTE 698 SEC. 126BR
WOODFORD COUNTY
STATION 521+52.42
STRUCTURE NO. 102-0082

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	35
STA. 519+62.00 TO STA. 523+13.00				
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				



BUTT JOINT DETAIL
STA. 519+62.00 TO STA. 519+92.00



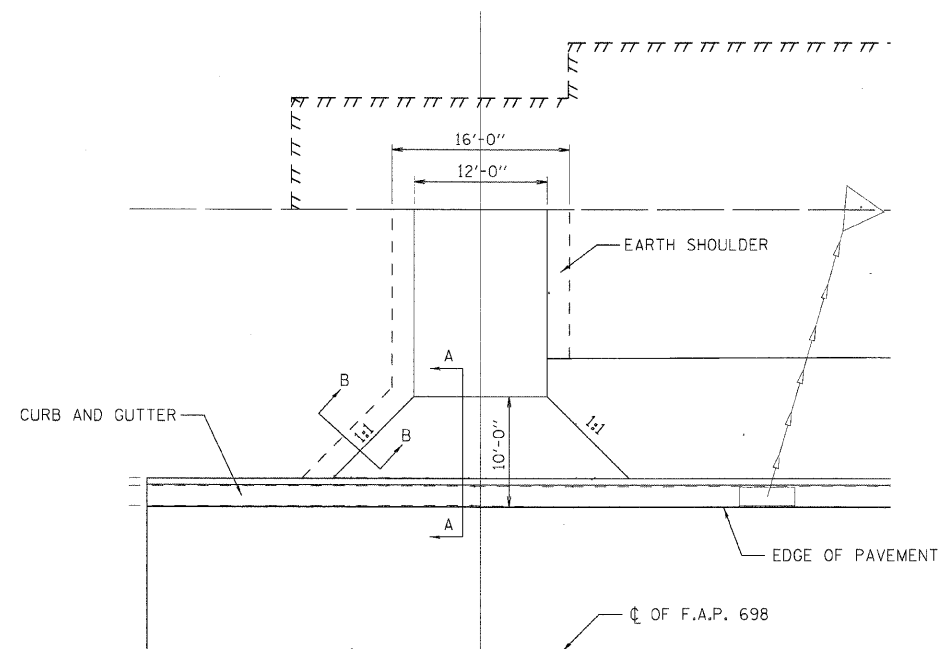
BUTT JOINT DETAIL
STA. 593+13.00 TO STA. 523+13.00

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PLOT SCALE = ##SCALE##
USER NAME = ##USER##

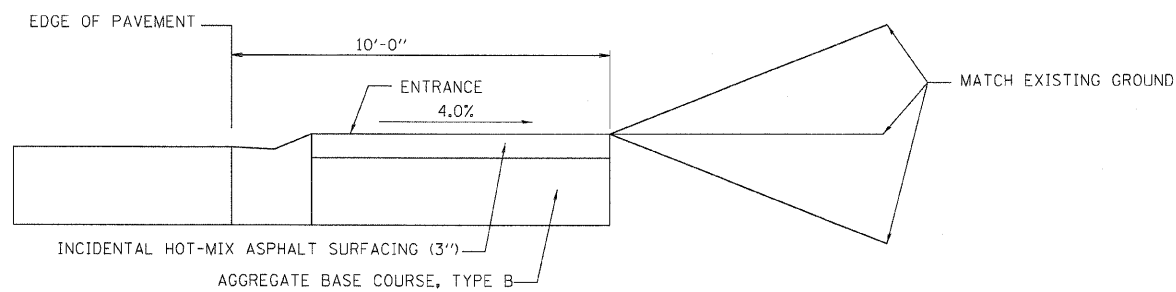
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BUTT JOINT DETAILS
F.A.P. 698
SECTION 126BR
WOODFORD COUNTY
SCALE: VERT. DRAWN BY : GSJ
 HORIZ. CHECKED BY : KRG
DATE : 10/31/07

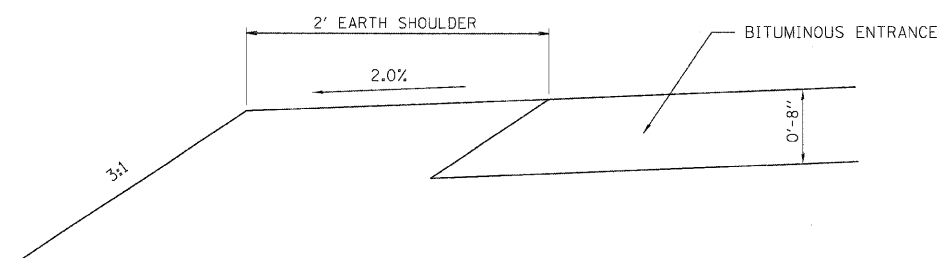
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	36
STA. 519+62.00		TO STA. 523+13.00		
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				



TYPICAL ENTRANCE DETAIL
STA. 519+92.00 (PARK ENT.)



DETAIL A
ENTRANCE PROFILE CONTROLS



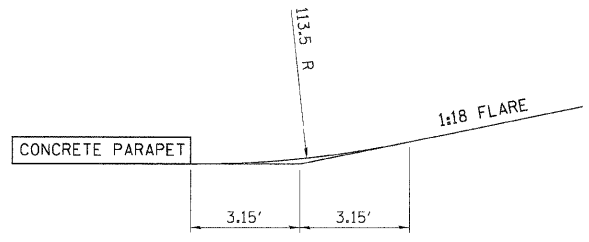
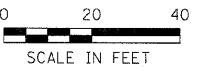
DETAIL B
SHOULDER ENTRANCE PROFILE CONTROLS

REVISIONS	
NAME	DATE

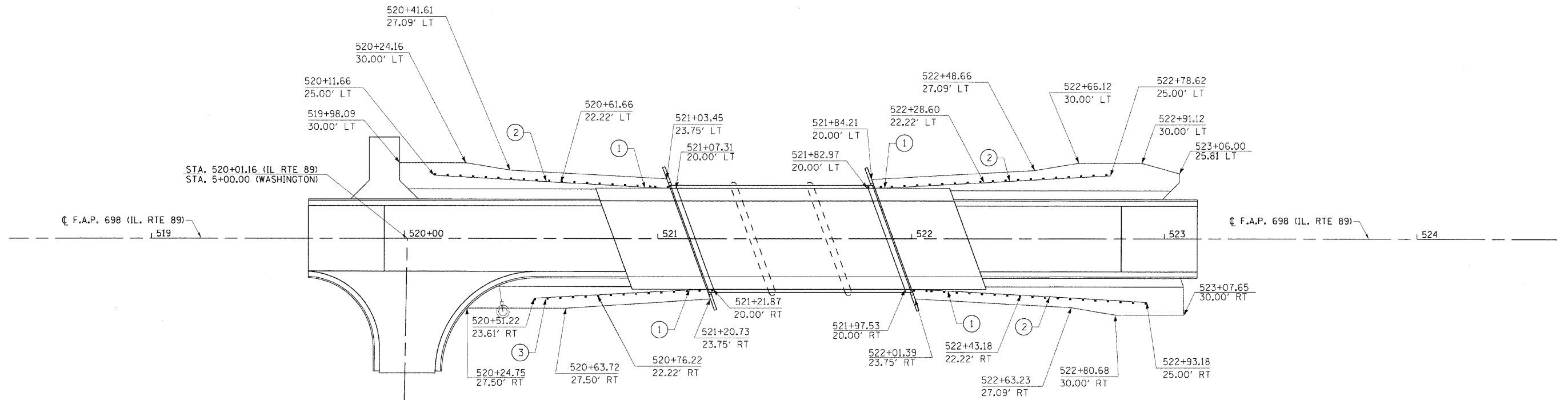
ILLINOIS DEPARTMENT OF TRANSPORTATION
ENTRANCE DETAILS
F.A.P. 698
SECTION 126BR
WOODFORD COUNTY
SCALE: VERT. DATE: 10/31/07
DRAWN BY: GSJ
CHECKED BY: KRG

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	37
STA. 519+62.00		TO STA. 523+13.00		
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				



TRAFFIC BARRIER TERMINAL TYPE 6 (SPECIAL)
RADIUS DETAIL



PROPOSED LEGEND

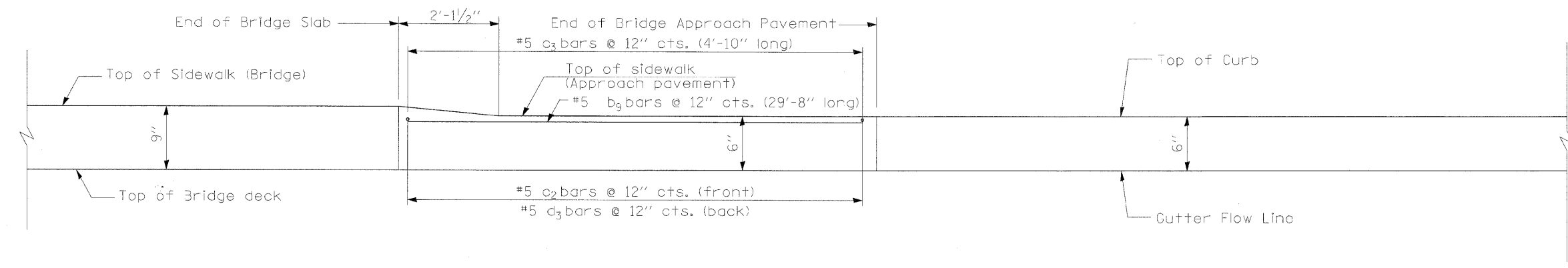
- ① TRAFFIC BARRIER TERMINAL TYPE 6 (SPECIAL) 1:18 FLARE, WITH 6.3' LONG-113.5' RADIUS AT ABUTMENT
- ② TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (FLARED), 1:18 FLARE
- ③ TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (FLARED) MODIFIED, 25' LONG, 1:18 FLARE

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FILE NAME : #FILE#
PLOT SCALE : #SCALE#
USER NAME : #USER#

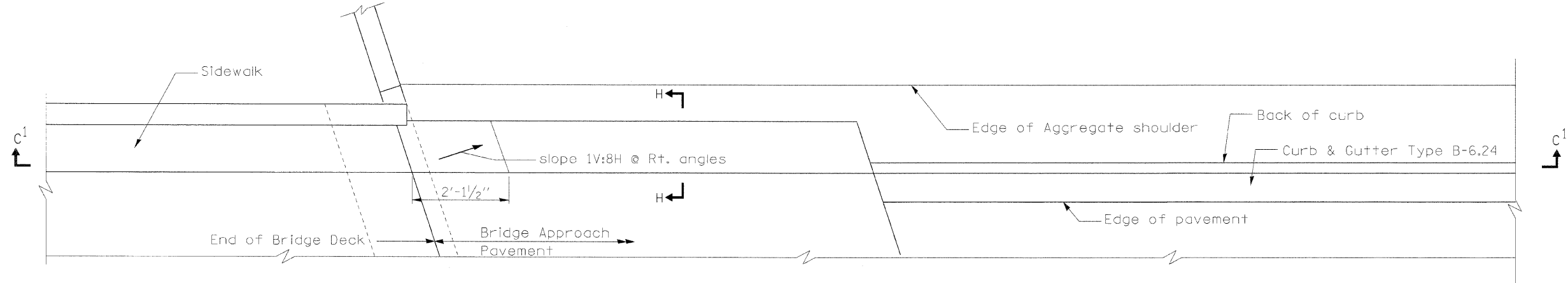
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
GUARDRAIL DETAIL
F.A.P. 698
SECTION 126BR
WOODFORD COUNTY
SCALE: VERT.
HORIZ.
DATE : 10/31/07
DRAWN BY : GSJ
CHECKED BY : KRG

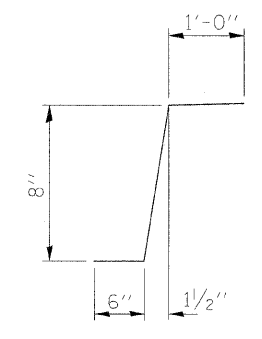
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	38
STA. 519+62.00		TO STA. 523+13.00		
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				



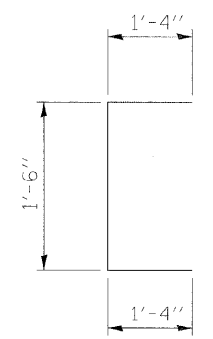
SECTION C¹ - C¹



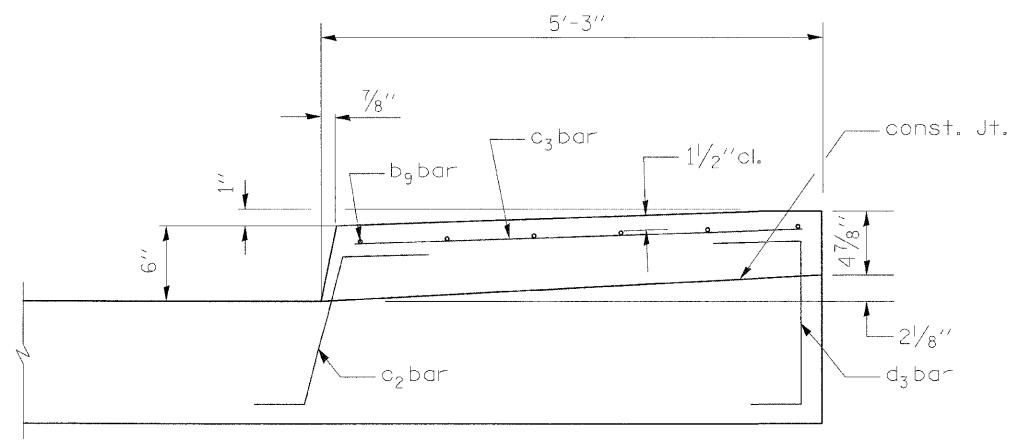
PLAN
SIDEWALK AT APPROACH PAVEMENT



BAR - c₂



BAR - d₃



SECTION H - H

NOTE:
SEE HIGHWAY STANDARD 420401-6 FOR ALL OTHER DETAILS OF BRIDGE APPROACH PAVEMENT.
THE REINFORCEMENT BARS AND CONCRETE IN SIDEWALK IS INCLUDED IN THE PAY ITEM "BRIDGE APPROACH PAVEMENT (SPECIAL)".

REVISIONS	
NAME	DATE

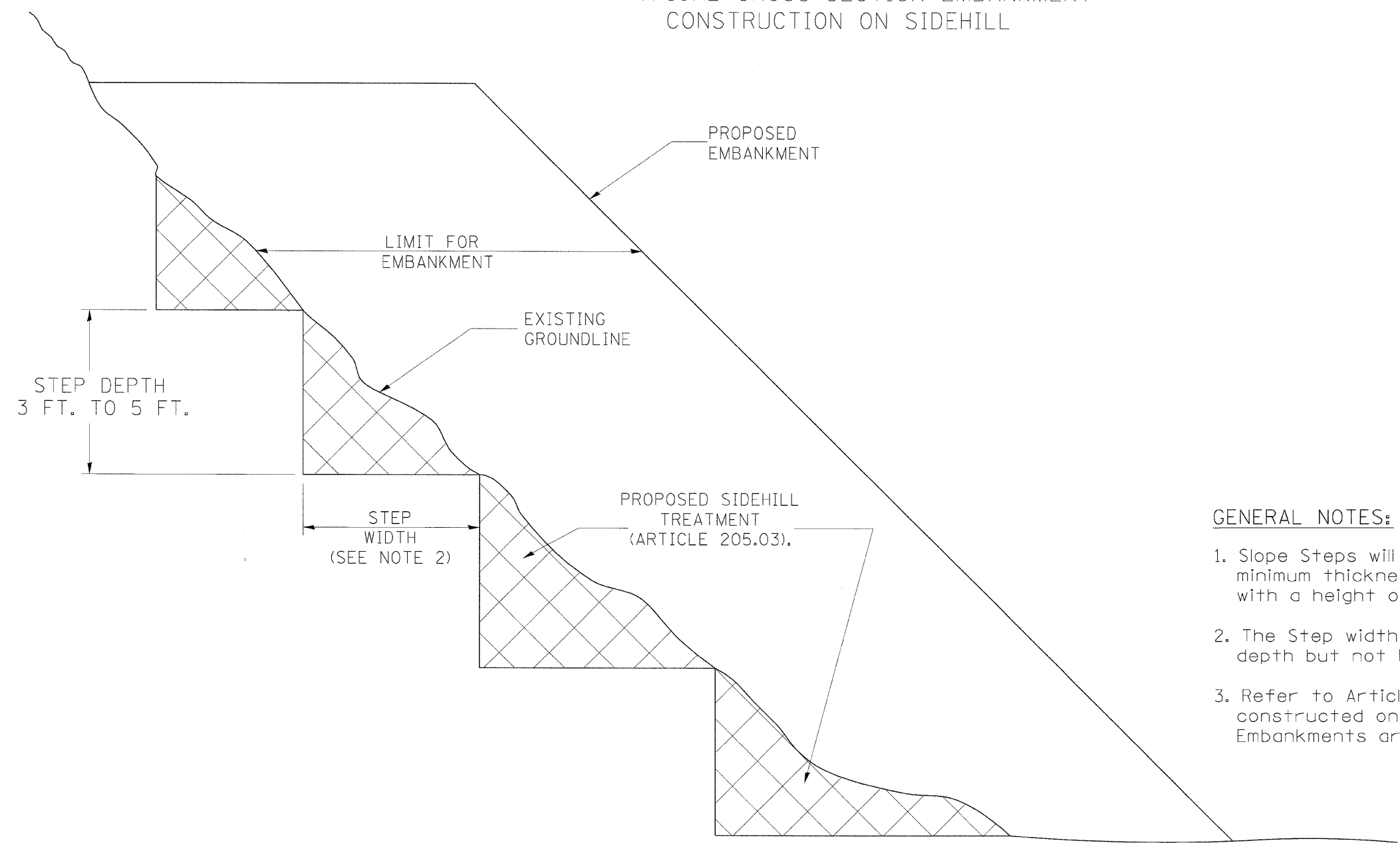
ILLINOIS DEPARTMENT OF TRANSPORTATION
BRIDGE APPROACH PAVEMENT (SPECIAL)
F.A.P. 698
SECTION 126BR
WOODFORD COUNTY

SCALE: VERT. 1"=1'-0"
HORIZ. 1"=10'-0"
DATE: 10/31/07
DRAWN BY: GSJ
CHECKED BY: KRG

PLOT DATE = 10/31/07
FILE NAME = 68576-126BR-38.dwg
PLOT SCALE = 1/8"=1'-0"
USER NAME = KRG

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	39
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SLOPE STEPS DETAIL TYPICAL CROSS-SECTION EMBANKMENT CONSTRUCTION ON SIDEHILL



GENERAL NOTES:

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

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

REPLACEMENT MATERIAL:
 STANDARD EMBANKMENT
 (IN ACCORDANCE WITH 205 OF THE STANDARD SPECIFICATION).

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT CADD STANDARD

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

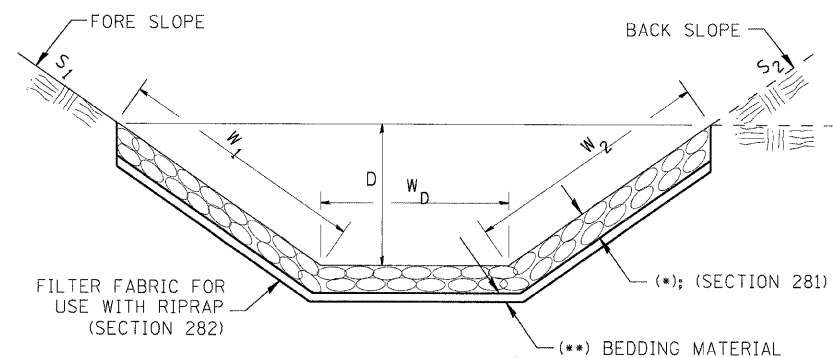
**SLOPE STEPS
DETAIL**

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

DRAWN BY CADD
 CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	40
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

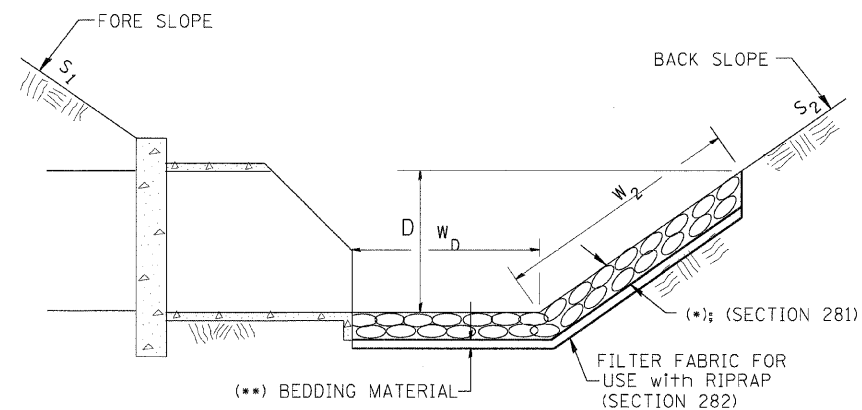
CASE 1
(DITCH)



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	lin ft (m)	lin ft (m)	tons (m tons)	sq yds (m ²)
TOTAL				

(1) WIDTH = $v_1 + v_2 + v_D$

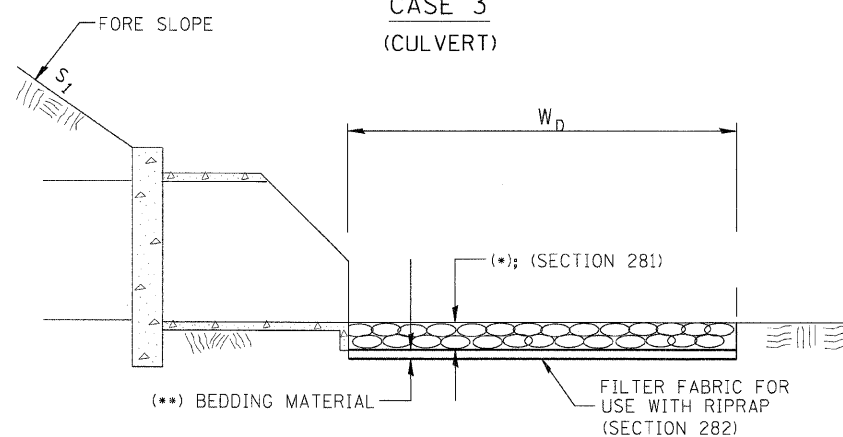
CASE 2
(CULVERT & SLOPE)



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	lin ft (m)	lin ft (m)	tons (m tons)	sq yds (m ²)
TOTAL				

(1) WIDTH = $v_2 + v_D$

CASE 3
(CULVERT)



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	lin ft (m)	lin ft (m)	tons (m tons)	sq yds (m ²)
TOTAL				

(1) WIDTH = W_D

2. (*) Designer to specify pay item including material, quality, and gradation.
3. (**) Designer to specify thickness of bedding material.
4. Include District Special Provision if needed.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).
All dimensions are in inches (millimeters) unless otherwise noted.

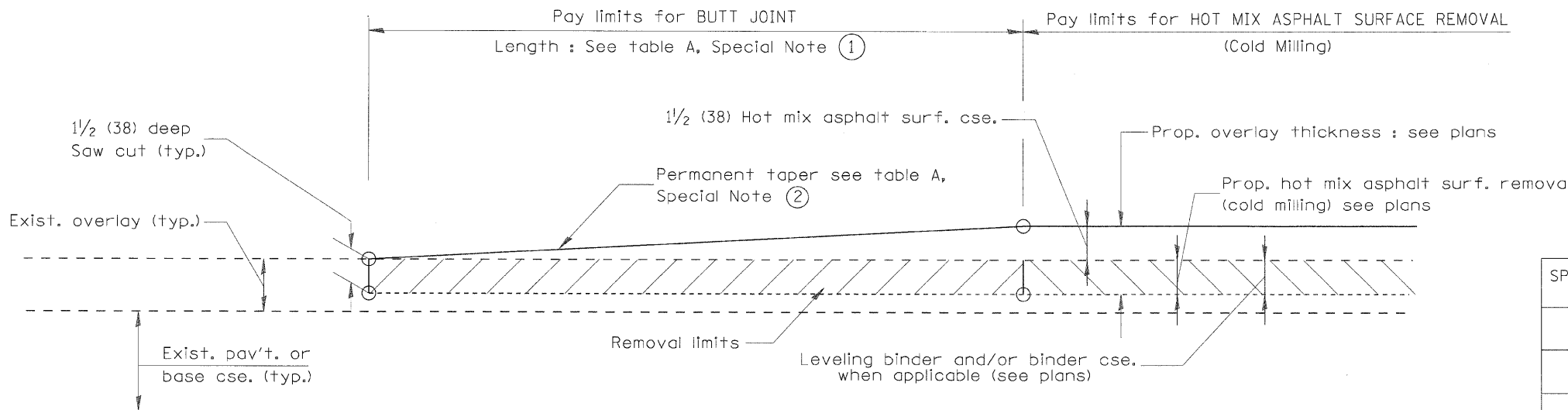
ILLINOIS DEPARTMENT OF TRANSPORTATION
SPECIAL DETAIL SHEET

RIPRAP DITCH FOR EROSION PROTECTION

CADD DETAIL 281001-D4
SCALE: NOT DRAWN TO SCALE
DRAWN BY CADD
CHECKED BY

DATE	REVISIONS	BY
1-1-97	RENUM. A-12.02, NEW REVISION BOX	T.P.
12-1-97	CORRECT FILTER FABRIC LEADER ARROW	J.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	41
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



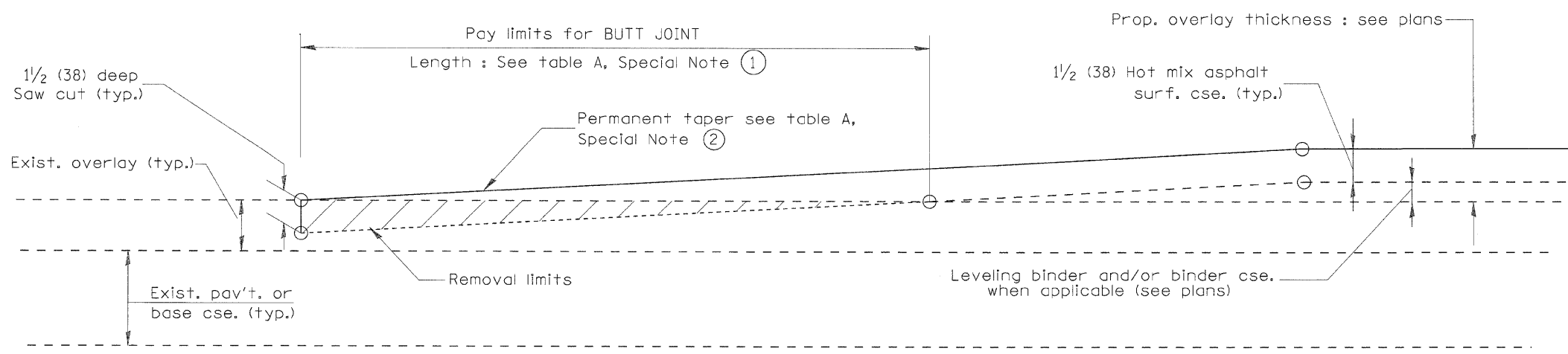
CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

TABLE A
(LENGTHS AND TAPER RATES)

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

GENERAL NOTES

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



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

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

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

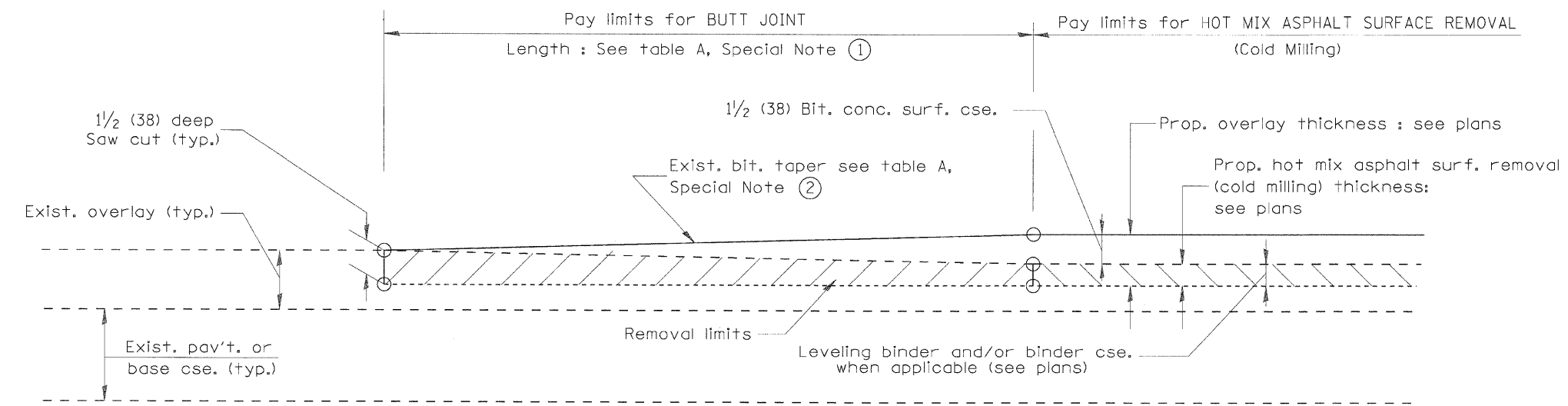
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

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

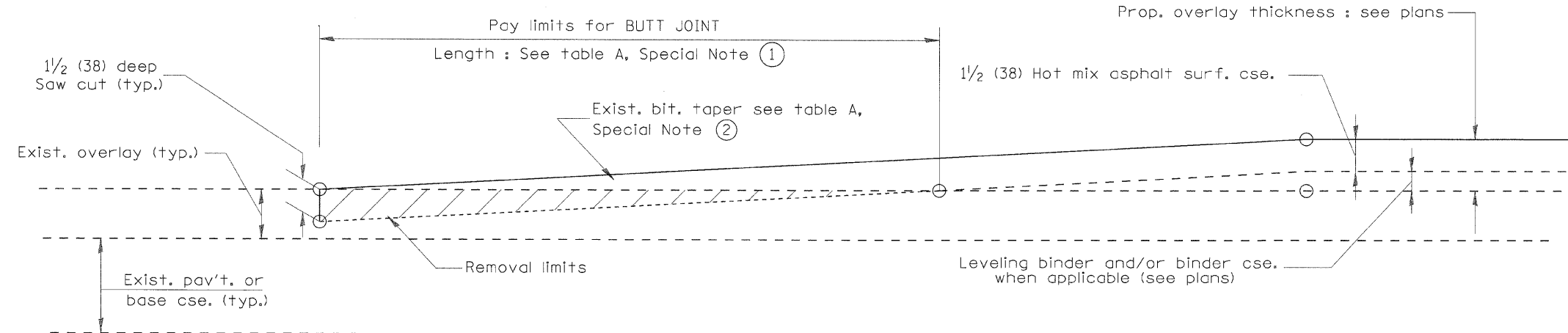
BUTT JOINTS

CADD STD NO. 406101-D4 SHEET 1 OF 3
SCALE: NOT DRAWN TO SCALE DRAWN BY CADD
DATE CHECKED BY

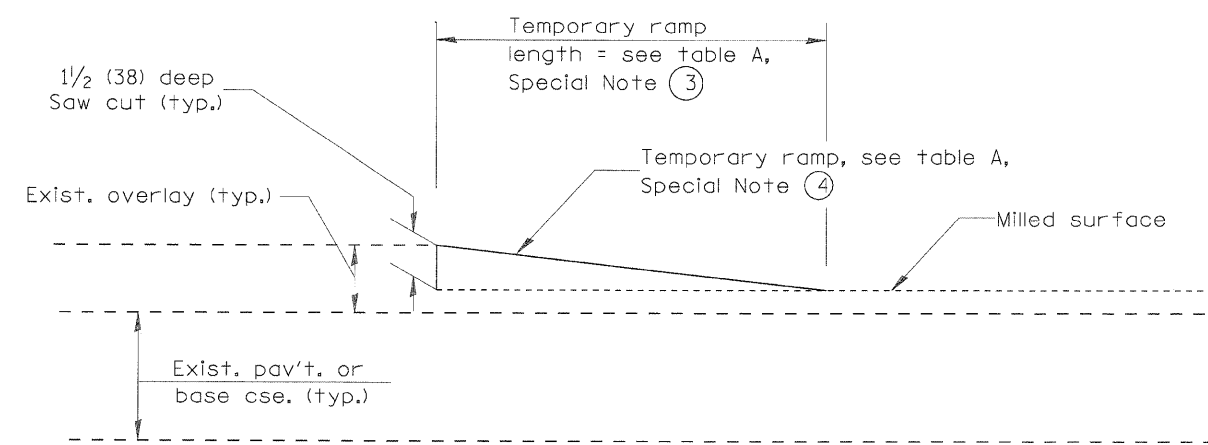
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	42
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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



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

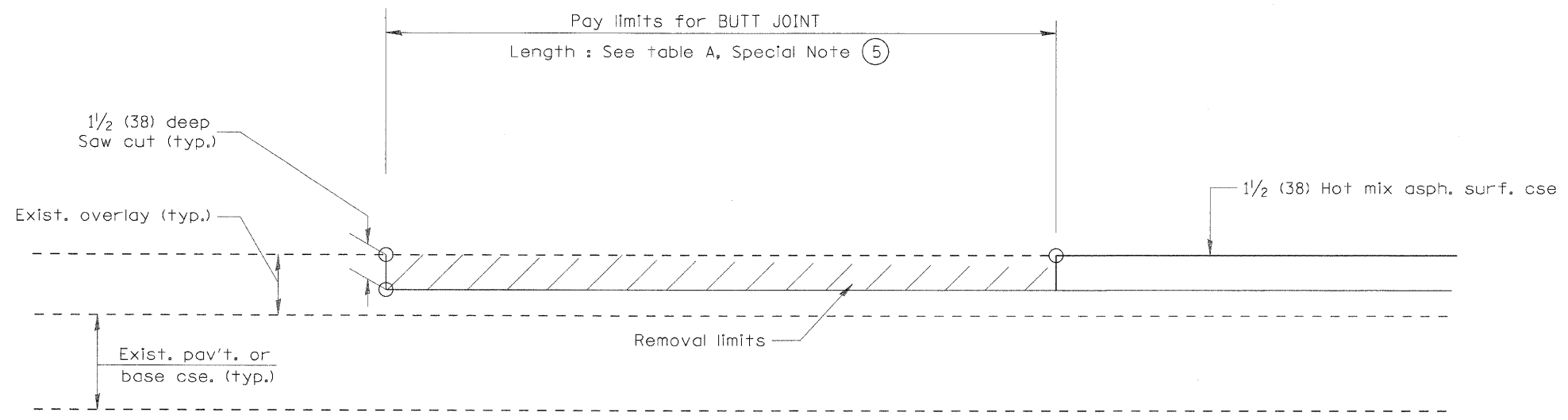


DETAIL TEMPORARY RAMP

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD
BUTT JOINTS
 CADD STD NO. 406101-D4 SHEET 2 OF 3
 SCALE: NOT DRAWN TO SCALE DRAWN BY CADD
 CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	43
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



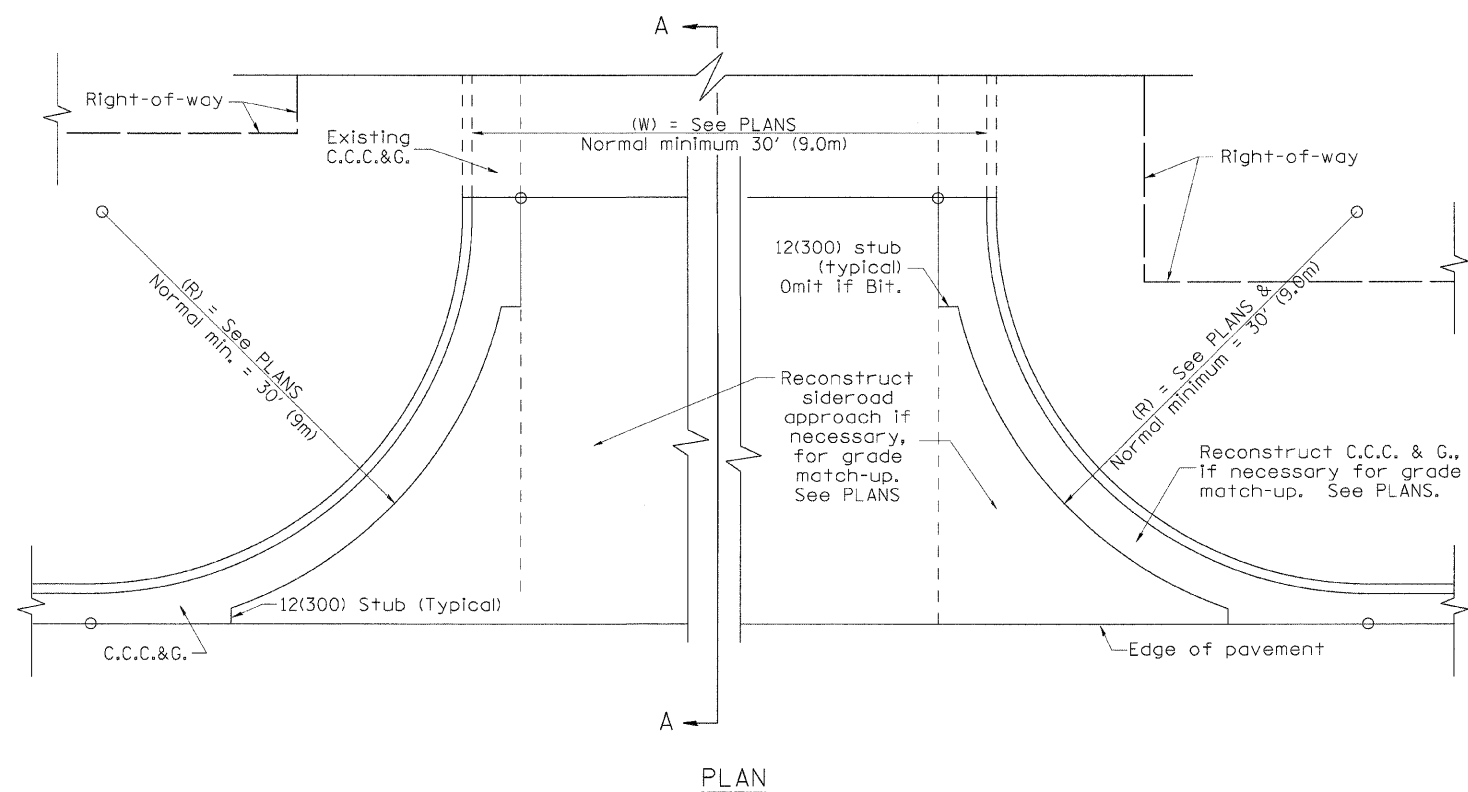
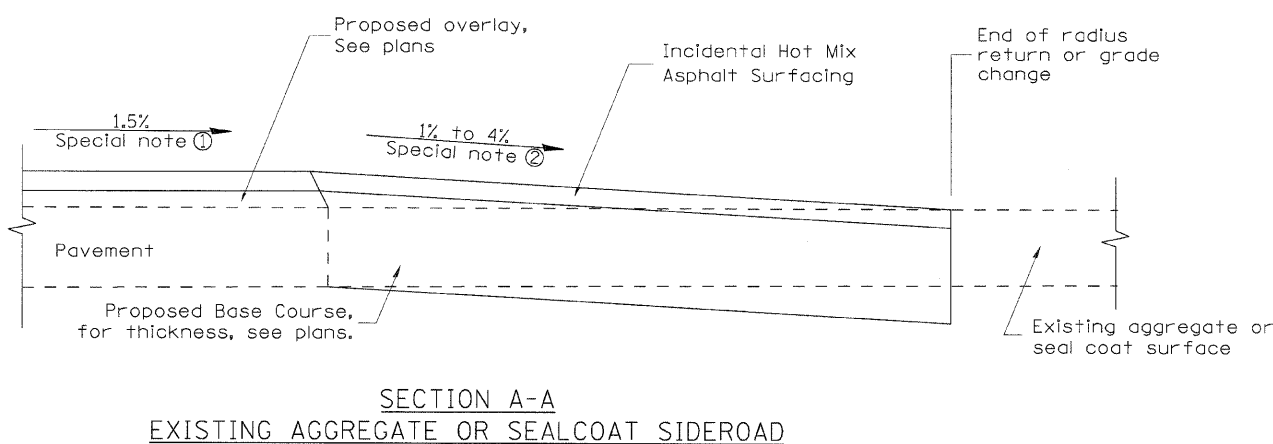
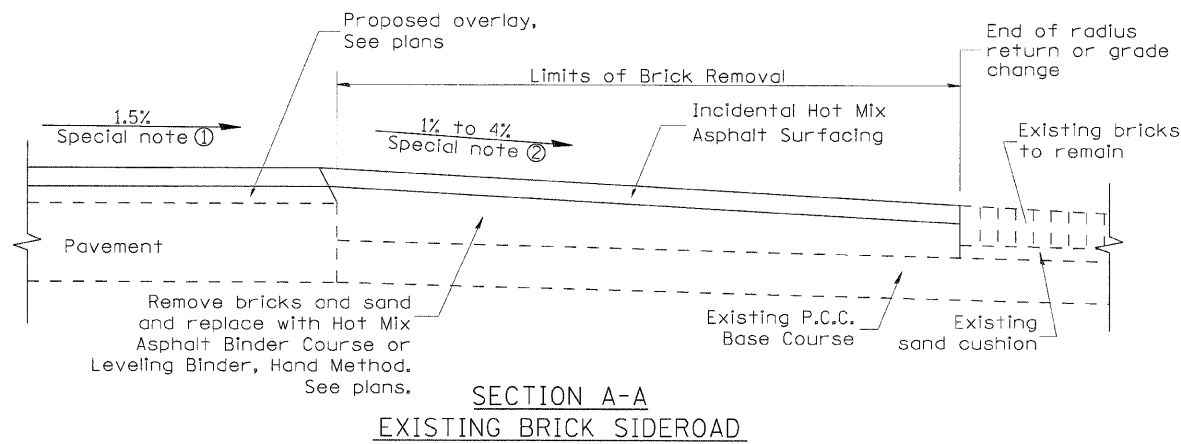
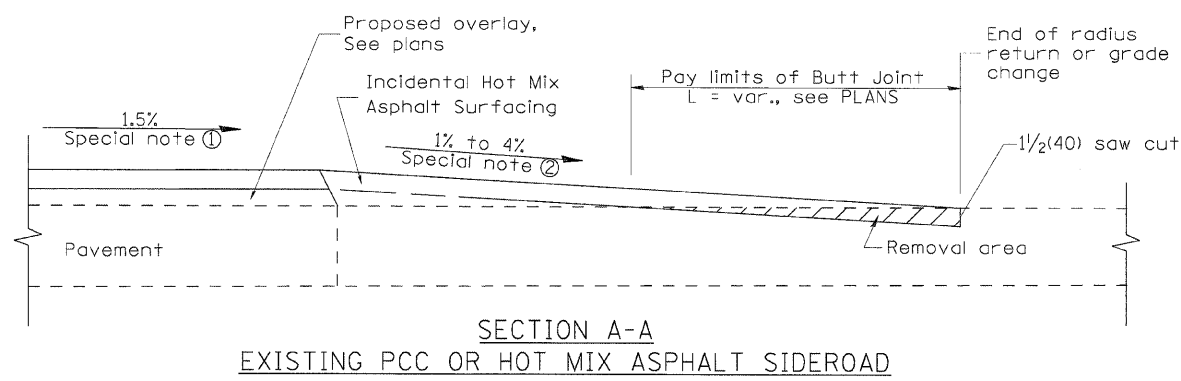
CASE 5 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER

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

ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
BUTT JOINTS	
CADD STD NO. 406101-D4	SHEET 3 OF 3
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD
	CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	44
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

DESIGNER NOTE: 1. DESIGNER SHOULD CONSULT CHAPTER 49 OF THE BDE FOR 3R POLICY. 2. DESIGNER SHOULD REVIEW CHAPTER 38 FOR ADA. 3. STATE STANDARD 424001 SHOULD BE INCLUDED IN THE PLANS TO SUPPLEMENT THIS DRAWING, IF SIDEWALKS ARE TO BE CONSTRUCTED INITIALLY.



SPECIAL NOTES

- ① The mainline pavement cross-slope is 1.5% for tangent alignment. See Plans for cross-slope on super-elevated horizontal curves.
- ② The sideroad profile should drain away from the mainline at 1% to 4% for 50' (15.0m) to 100' (30.0m), or as a minimum to the end of the radius return. When the sideroad is on the high side of a mainline super-elevated curve, - 2% maximum should be provided in order to minimize breakover at the pavement edge. See plans for sideroad profiles.

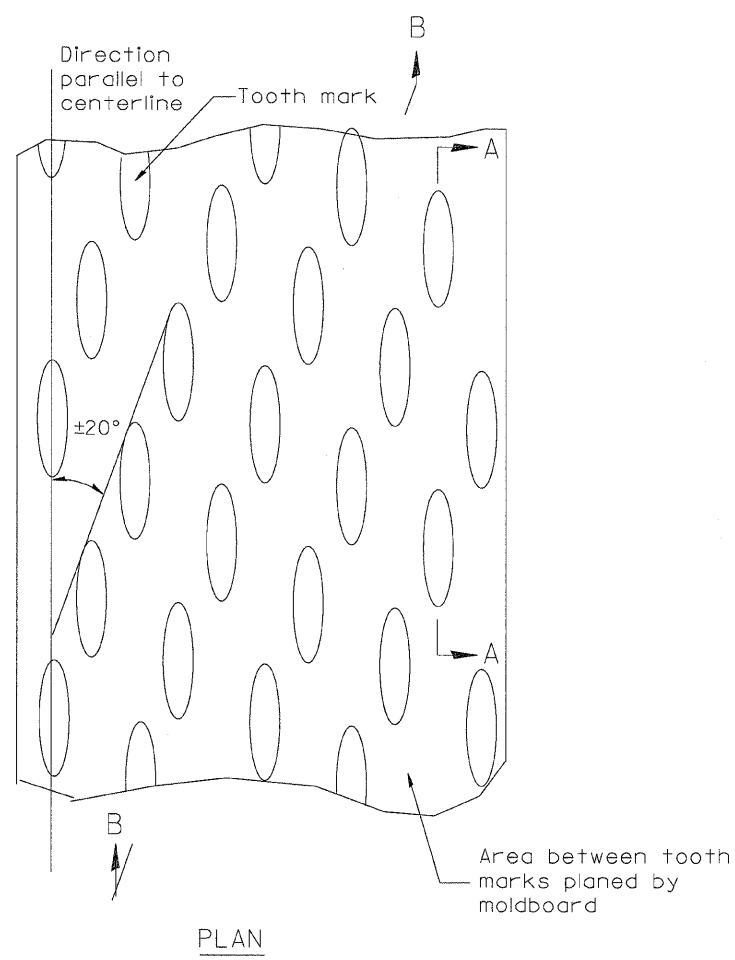
All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

DATE	REVISIONS	BY
1-1-97	RENUM. C-105.01. NEW REVISION BOX	T.P.
7-1-97	REVISE DESIGNER NOTES	J.A.
9-15-05	REVISED DESIGNER NOTE	M.M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

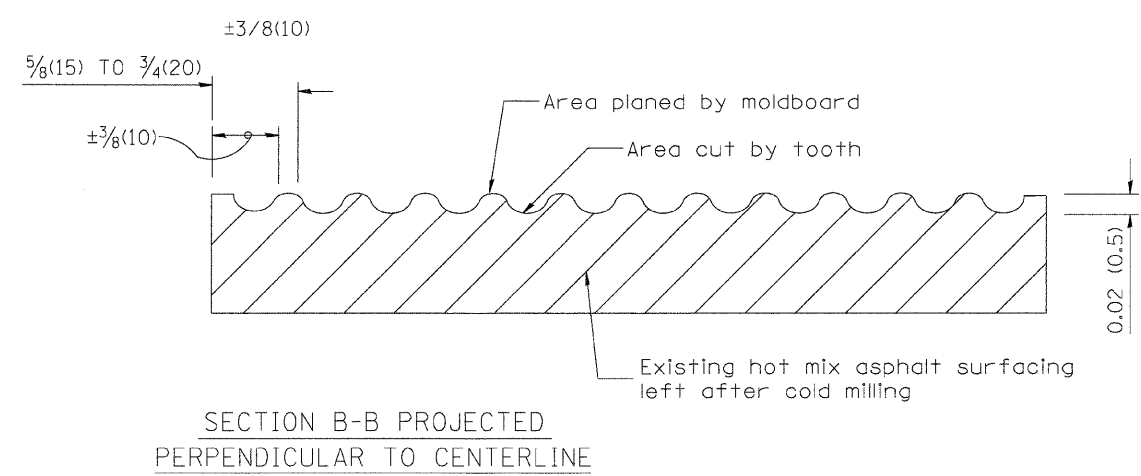
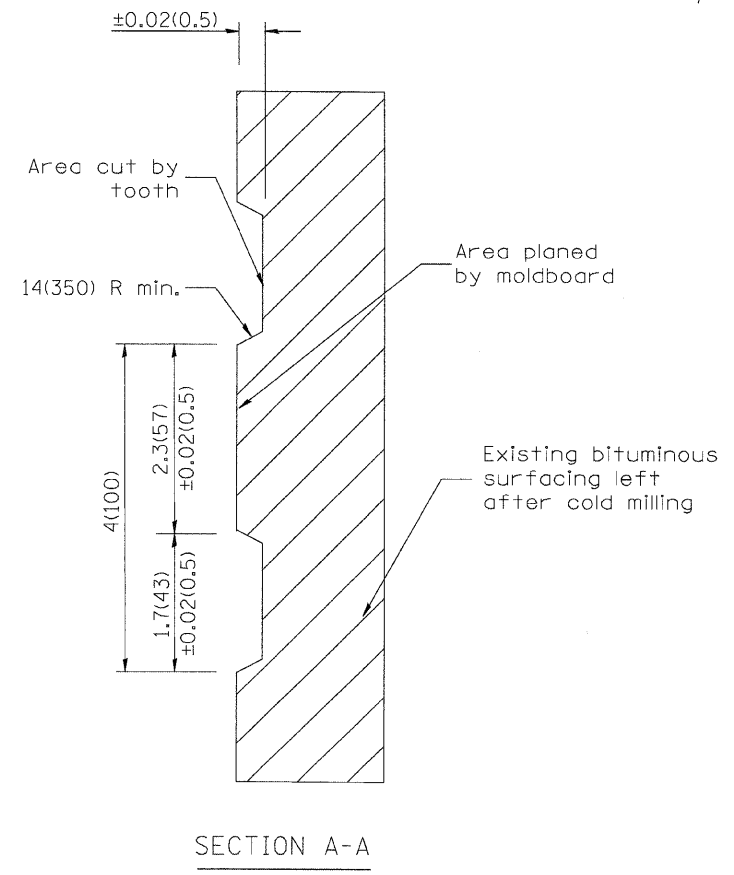
URBAN SIDEWALKS FOR '3R' PROJECTS
CADD STD NO. 406501-D4 DRAWN BY CADD
SCALE: NOT DRAWN TO SCALE CHECKED BY: T. PICKERING

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	45
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



General notes:

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



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

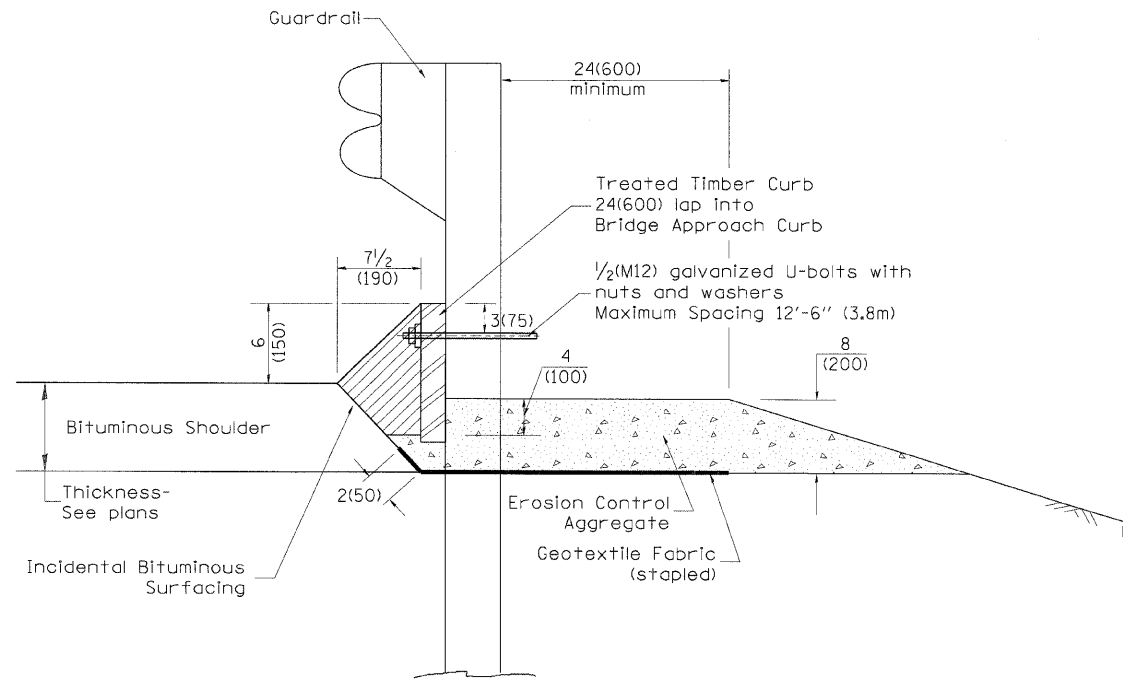
ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)	
CADD STD NO. 440001-D4	
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD
DATE	CHECKED BY

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

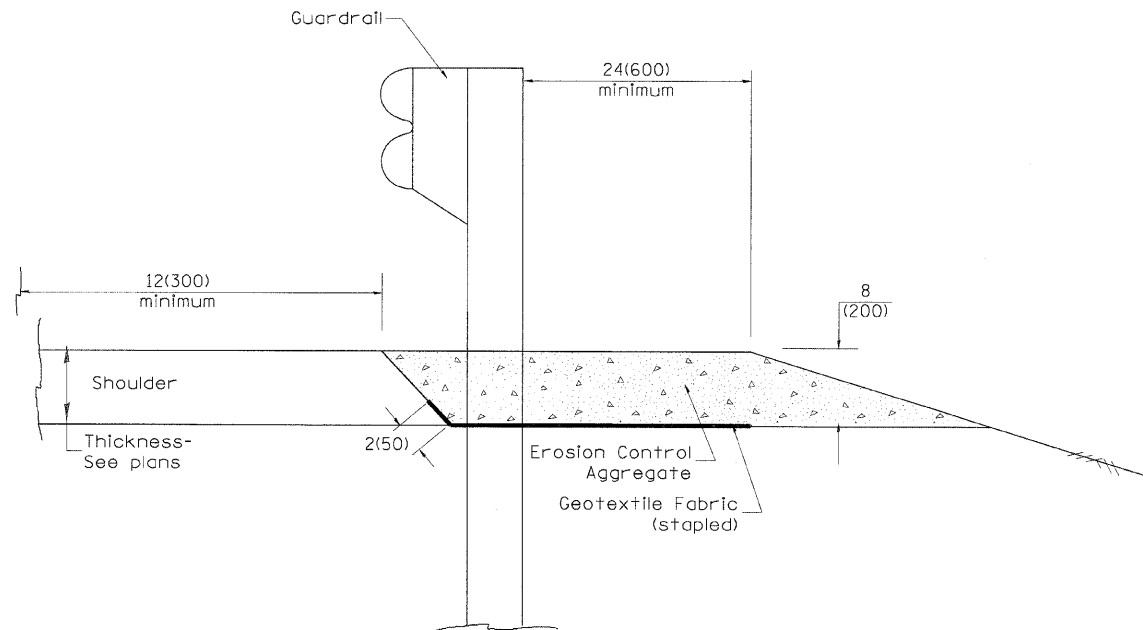
DESIGNER NOTE
1. INCLUDE DISTRICT SPECIAL PROVISION, IF APPLICABLE.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	46
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

DESIGNER NOTE: 1. Use EROSION CONTROL CURB at guardrail installations where grades are equal to or greater than 1% and at inlets. [Include District Special Provision]
 2. Use GUARDRAIL AGGREGATE EROSION CONTROL at guardrail installations where grades are less than 1%. [Include District Special Provision]
 3. Include State Standards 609001, 609006 or 61001 if applicable.
 4. Include the following District Cadd Standards as needed: Slope Drains for Exposed Pipes; Slope Drains for Buried Pipes; Seepage Collars for Buried Pipes; Seepage Collars for Exposed Pipes; Concrete Thrust Blocks and Pipe Elbow.
 5. Include District Special Provision "Aggregate Quality" for projects located in the Western Area of the District - approx. dividing line is IL 97.



TYPICAL SECTION WITH EROSION CONTROL CURB



TYPICAL SECTION WITHOUT EROSION CONTROL CURB

GENERAL NOTES: EROSION CONTROL CURB

1. This work shall consist of grading as needed, installing hardware and treated timber boards, furnishing and placing mastic material and incidental bituminous surfacing in front of Steel Plate Beam Guardrail in accordance with Plan Details.
2. Timber shall be treated in accordance with Article 1007.12. All preservatives specified in the article will be allowed. Waterborne preservatives "asa" and "cca" shall have a minimum retention of 0.40 lbs./cu. ft. (6.4 kg/m³)

GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL

1. This work shall consist of grading as needed, furnishing and installing geotextile fabric and staples, and furnishing, placing and shaping crushed aggregate around and behind Steel Plate Beam Guardrail posts in accordance with Plan Details.
2. Before placing the aggregate and the Geotextile Fabric, weeds and grass shall be removed from the area to be covered.
3. After the area has been prepared, and in a dry condition, the Geotextile fabric shall be placed with a 12(300) minimum overlap. A knife cut for guardrail post installation is necessary.
4. The aggregate shall be deposited, compacted and shaped by either mechanical or hand methods, in a manner reasonably true to line and grade.
5. The Contractor shall have the option of placing the guardrail before or after the Geotextile Fabric and Aggregate are in place. If the guardrail is placed after the Geotextile Fabric and Aggregate, then any voids must be filled and the aggregate returned to line and grade.
6. Materials shall meet the following requirements:
 - A. The crushed aggregate shall be CA1 gradation in accordance with Article 1004.01(c) of the Standard Specifications.
 - B. The Geotextile Fabric shall be nonwoven fabric in accordance with Article 1080.02 of the Standard Specifications.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

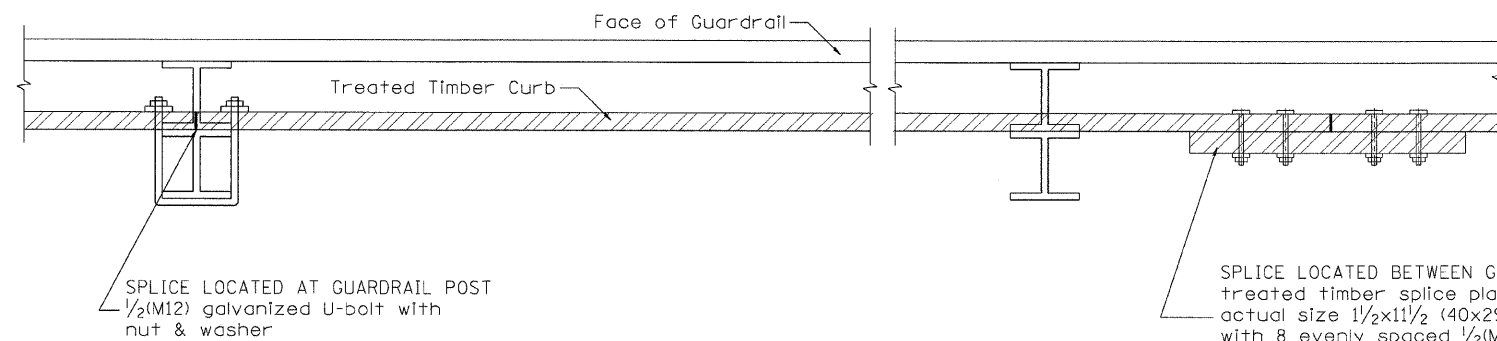
DATE	REVISIONS	BY
1-1-97	RENUM. C-22.01, NEW REVISION BOX	T.P.
3-1-97	CORRECT STD. NUMBERS IN NOTES PG. 2	J.A.
11-3-00	CORRECTION TO NOTES	M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

GUARDRAIL EROSION CONTROL TREATMENTS

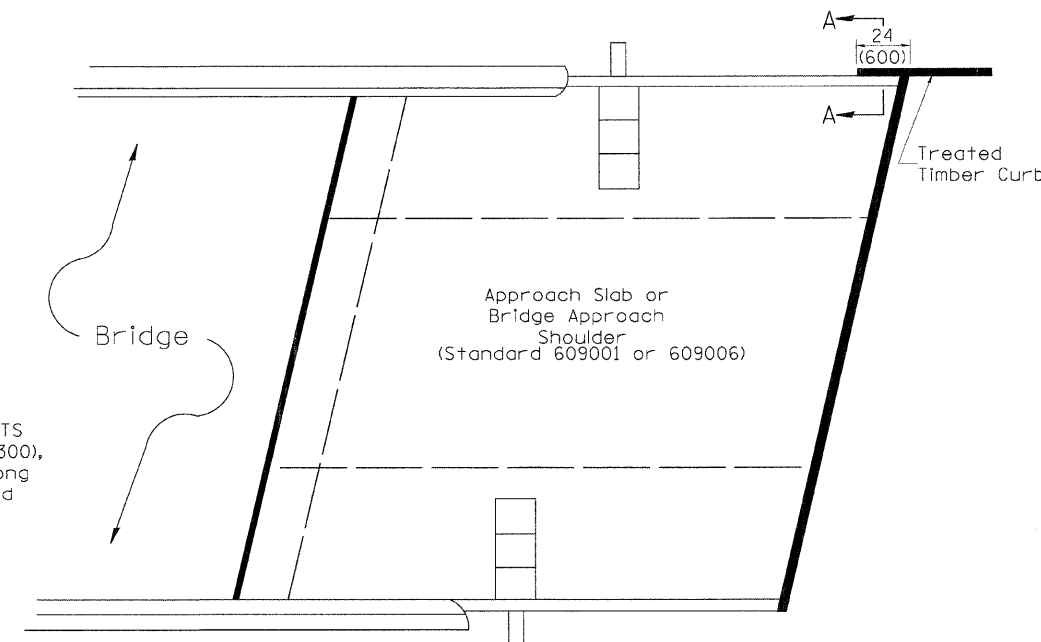
CADD STD NO. 630101-D4(1)
SCALE: NOT DRAWN TO SCALE

SHEET 1 OF 2
DRAWN BY CADD
CHECKED BY

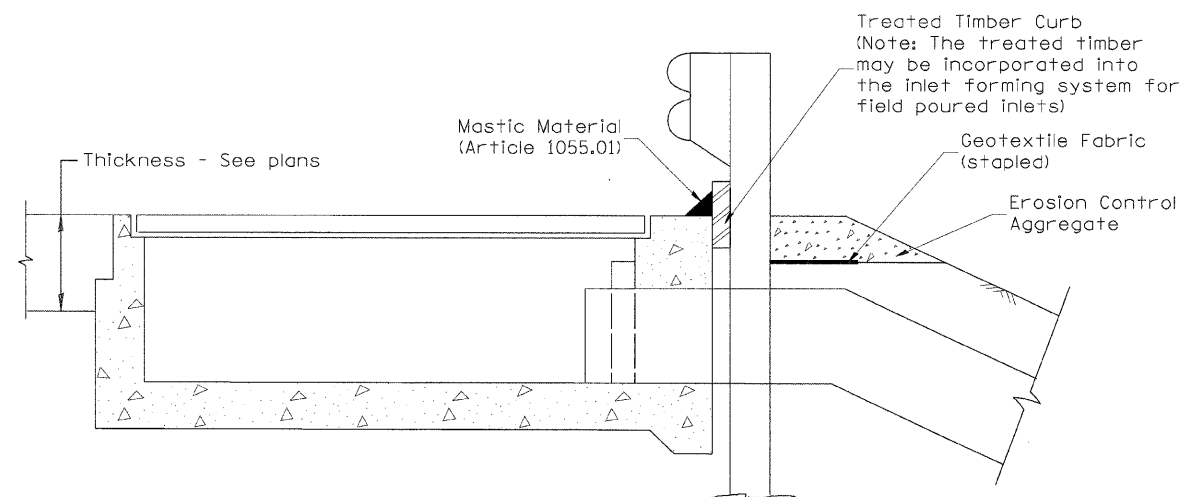
F.A.P. RYE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	47
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



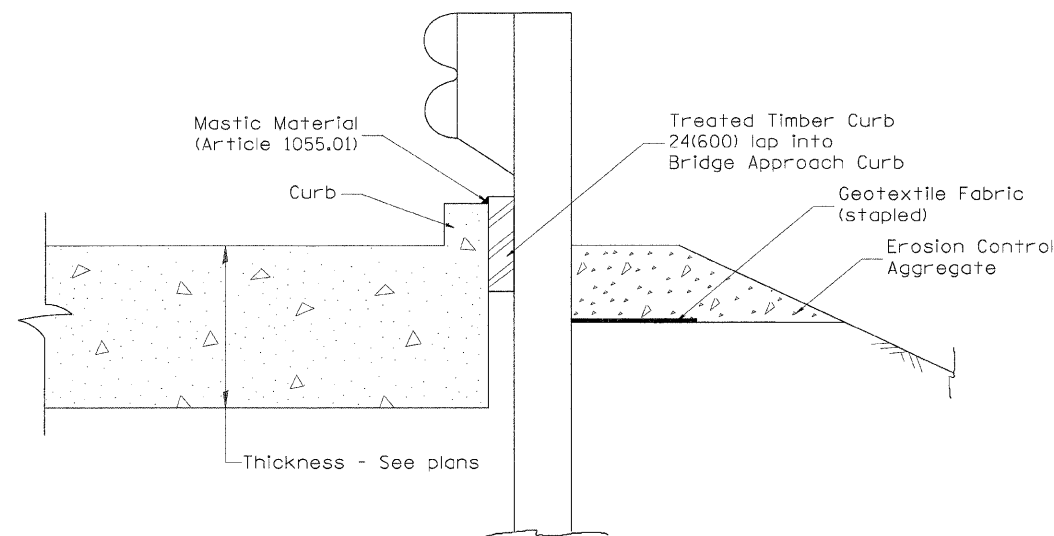
DETAIL A
(Typical Treated Timber Splices)



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



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

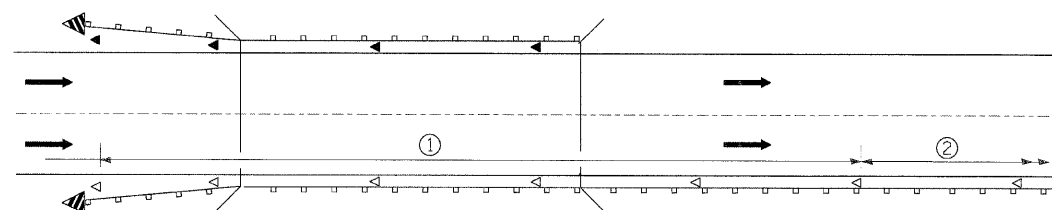


SECTION A-A
TYPICAL SECTION WITH EROSION CONTROL CURB
AT BRIDGE APPROACH CURB
(STANDARD 609001 OR 609006)

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

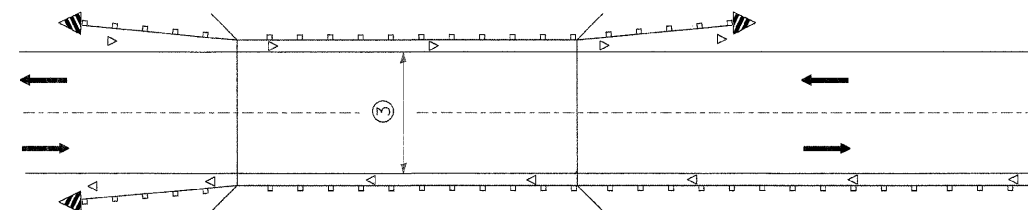
ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
GUARDRAIL EROSION CONTROL TREATMENTS	
CADD STD NO. 630101-D4(2)	SHEET 2 OF 2
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD
	CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	48
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



- ① Spacing 80 ft. (24 m) max. for first 400 ft. (122 m) or curve spacing shown in Standard 635001, whichever is less (min. 4 reflectors regardless of length).
- ② After 400 ft. (122 m), transition to normal delineator spacing shown in Standard 635001, and continue as required.

ONE-WAY TRAFFIC



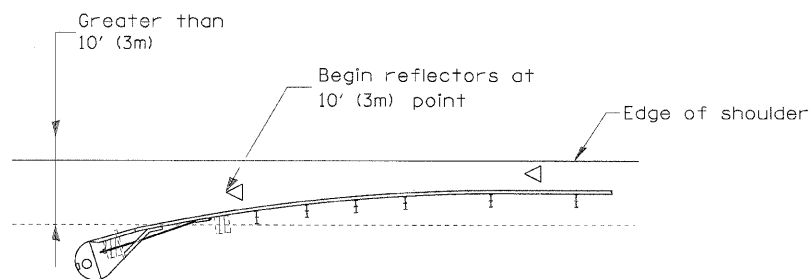
- ③ Bidirectional silver/silver should be used in lieu of monodirectional silver on both sides of two-lane bridges where the bridge pavement is less than 24 (610) wider than the pavement approaching the bridge.

TWO-WAY TRAFFIC

GUARDRAIL / BARRIER WALL / BRIDGE RAIL REFLECTORS

LEGEND

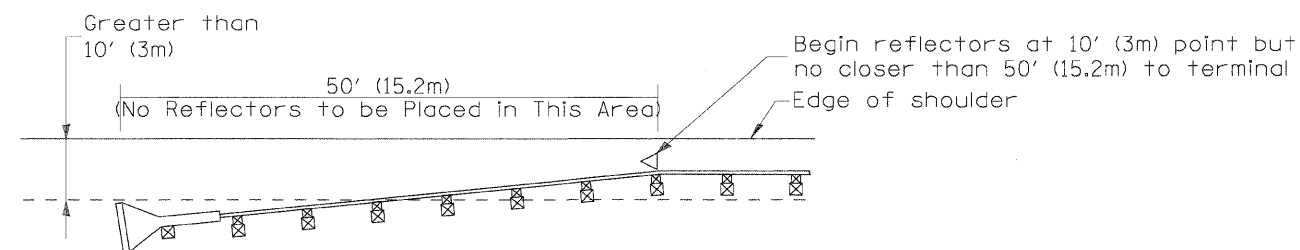
- ◁ Monodirectional silver
- ◄ Monodirectional amber
- ◄ Terminal Marker - Black/Yellow
Left or Right as appropriate



NOTE: Omit terminal marker when terminal over 10' (3m) from edge of paved shoulder or break point of unpaved shoulder, or when terminal buried in backslope.

Traffic Barrier Terminal Type(*) and/or Turned-Down Terminal

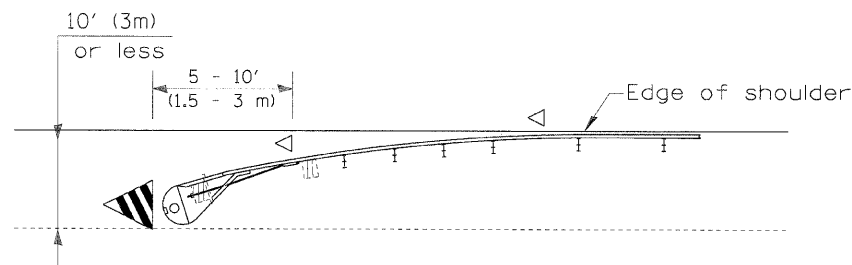
[Terminal over 10' (3m) from edge of shoulder]
*See Plans for Type



NOTE: Omit terminal marker when terminal over (10') from edge of paved shoulder or break point of unpaved shoulder.

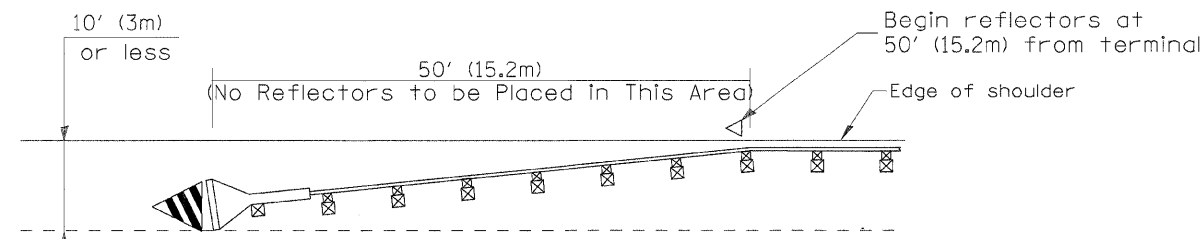
Traffic Barrier Terminal Type 1 (Special)

[Terminal over 10' (3m) from edge of shoulder]



Traffic Barrier Terminal Type(*) and/or Turned-Down Terminal

[Terminal over 10' (3m) or less from edge of shoulder]
*See Plans for Type



Traffic Barrier Terminal Type 1(Special)

[Terminal 10' (3m) or less from edge of shoulder]

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

GUARDRAIL AND
BARRIER WALL DELINEATION

CADD STD. NO. 635101-D4
SCALE: NOT DRAWN TO SCALE

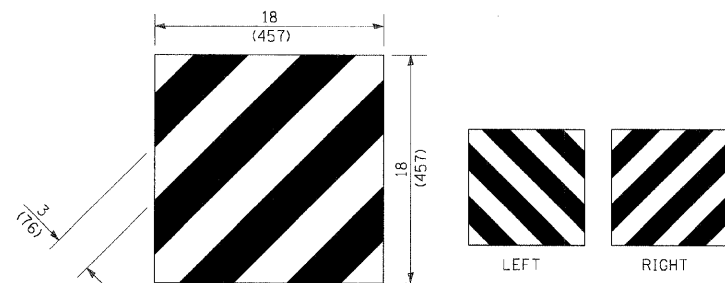
SHEET 1 OF 3
DRAWN BY CADD
CHECKED BY

DATE	REVISIONS	BY
1-1-97	RENUM. E-10.02, NEW REVISION BOX	T.P.
3-1-97	CORRECT STD. SPEC. *	J.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

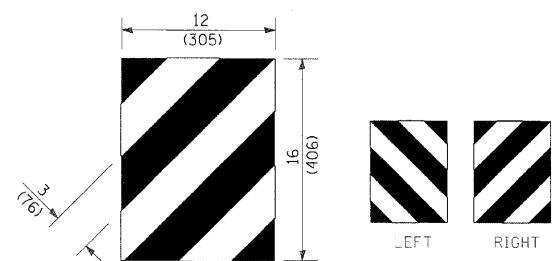
TERMINAL MARKER PLACEMENT

1. INCLUDE APPROPRIATE SPECIAL PROVISIONS FOR "GUARD RAIL DELINEATION POLICY; 1. TERMINAL MARKER, 2. TERMINAL MARK POST, AND 3. GUARDRAIL AND BARRIER WALL MARKERS." FROM INTERIM SPECIAL PROVISIONS 94-74; "GUARDRAIL AND BARRIER WALL DELINEATION."
2. IF POST MOUNT TERMINAL MARKER IS USED, INCLUDE STATE STD. 720011.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	49
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



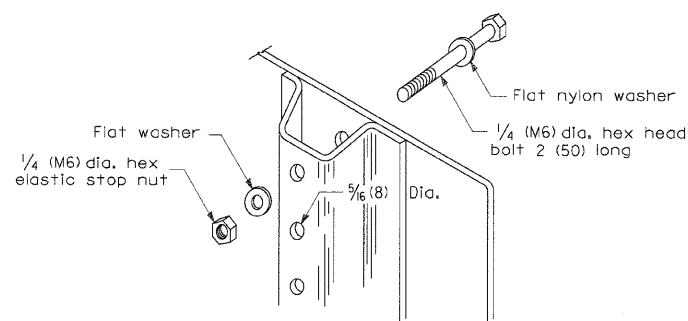
For Traffic Barrier Terminal Type 1 (Special)



For Traffic Barrier Terminal Type (*) and Post Mount
* See Plans for Type

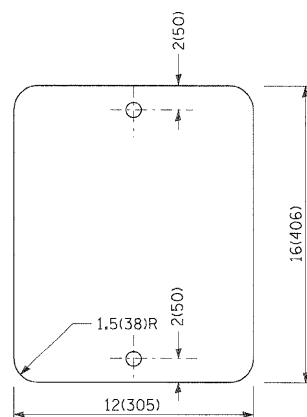
TERMINAL MARKER DETAILS

- Color: Black / Yellow reflectorized
- OM - I100 (L or R) Direct applied reflective sheeting
- OM - I200 (L or R) Post mounted

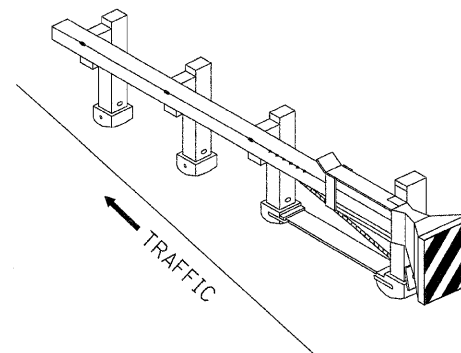


DETAIL OF MOUNTING TERMINAL MARKER TO POST

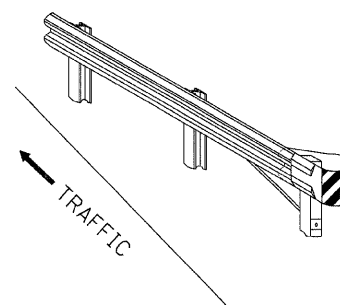
POST MOUNTED TERMINAL MARKER ASSEMBLY



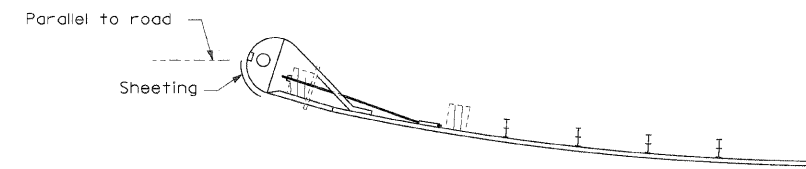
STANDARD TERMINAL MARKER



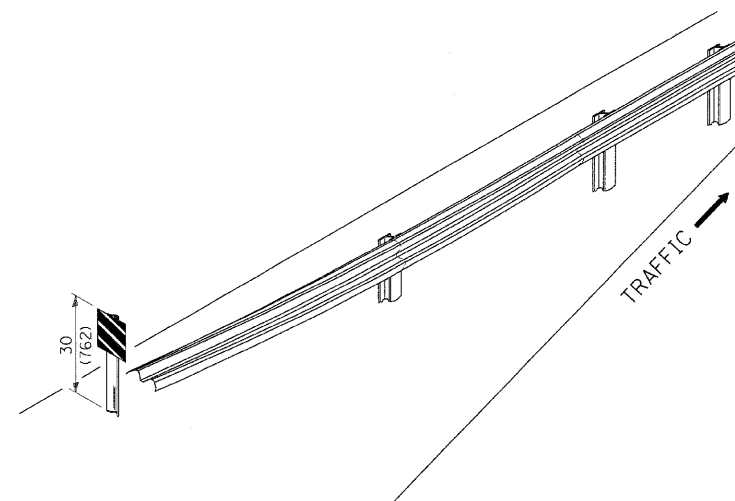
Standard Treatment - Direct Applied Sheeting
Traffic Barrier Terminal Type 1 (Special)



Standard Treatment - Direct Applied Sheeting
Traffic Barrier Terminal Type (*)
* See Plans for Type



Sheeting Position for
Traffic Barrier Terminal Type (*)
* See Plans for Type



ALTERNATE TREATMENT - POST MOUNTED
(For turned-down terminal where sheeting cannot be direct applied)

TERMINAL MARKER TREATMENTS

GENERAL NOTES

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

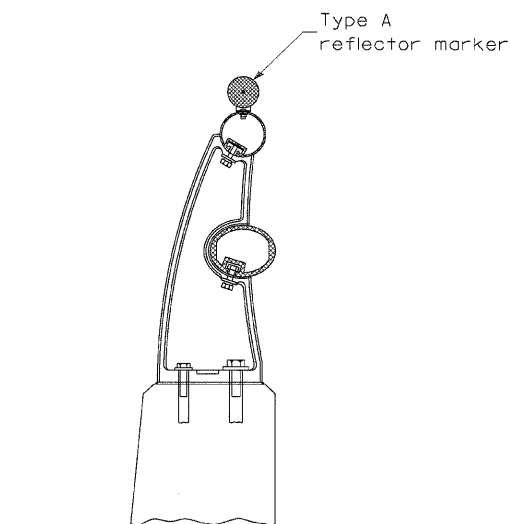
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

GUARDRAIL AND
BARRIER WALL DELINEATION

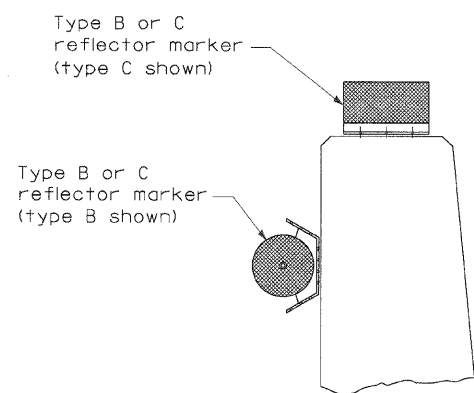
CADD STD. NO. 635101-D4
SCALE: NOT DRAWN TO SCALE

SHEET 2 OF 3
DRAWN BY CADD
CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	50
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

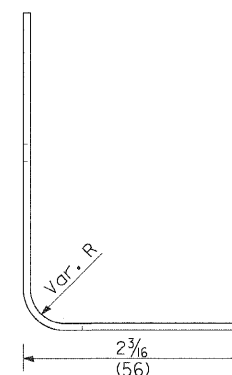
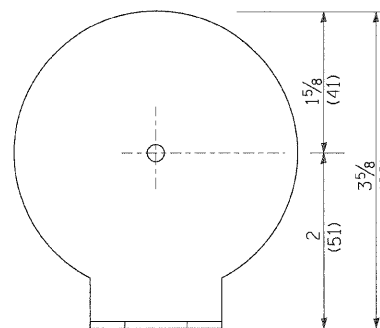
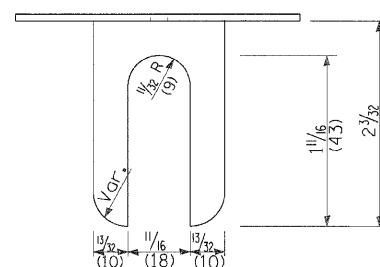


TYPICAL MOUNTING DETAIL FOR BRIDGE RAIL REFLECTOR



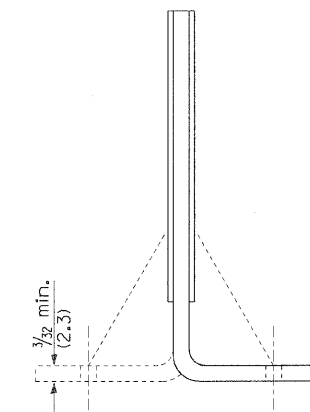
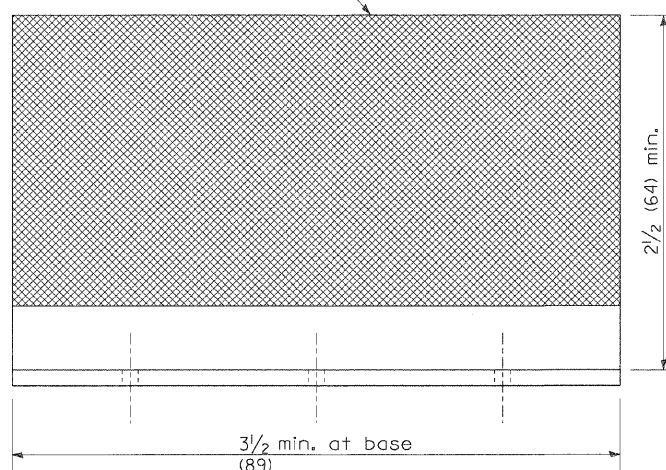
TYPICAL MOUNTING DETAIL FOR BARRIER WALL REFLECTOR

REFLECTOR MOUNTING



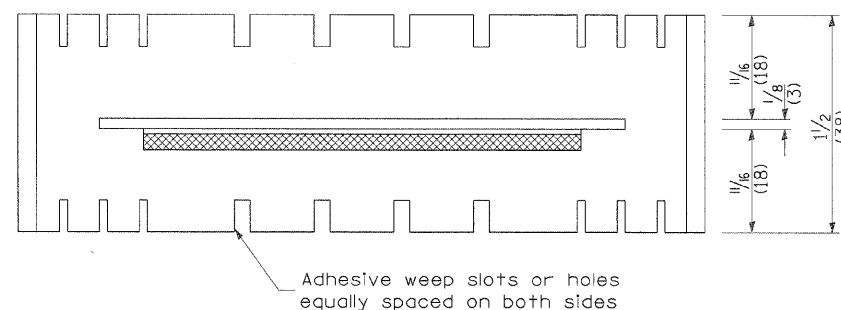
REFLECTOR MARKER TYPE A

Min. reflective area 6 1/2 sq. in. (4,194 mm²) each side. May be rectangular or slight trapezoid.

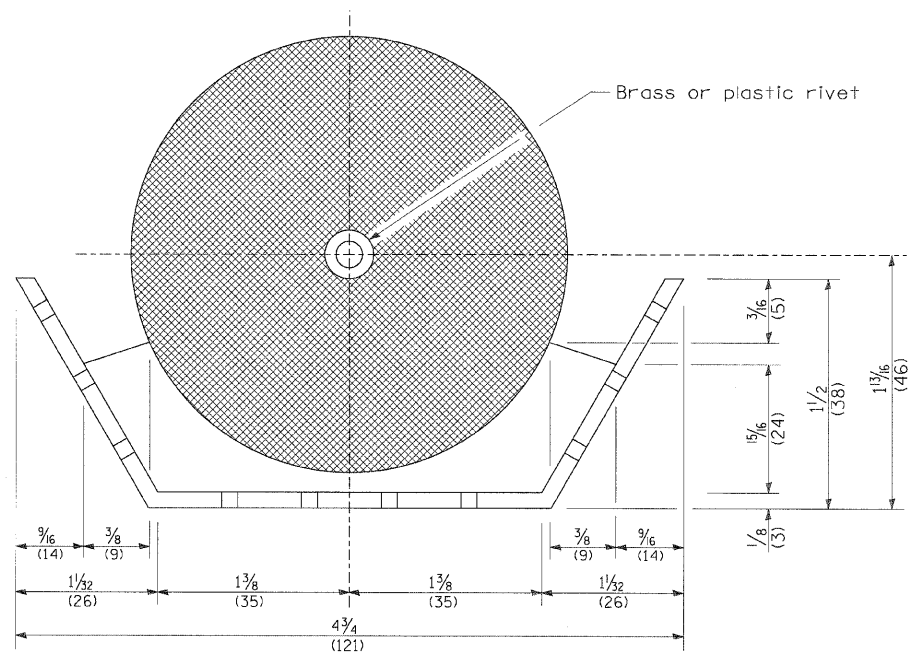


Cross section may be "T" or "L" shaped and may have side supports at ends.

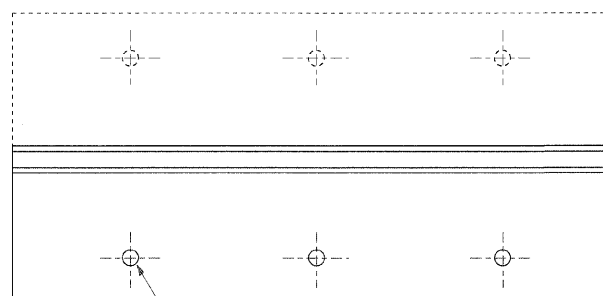
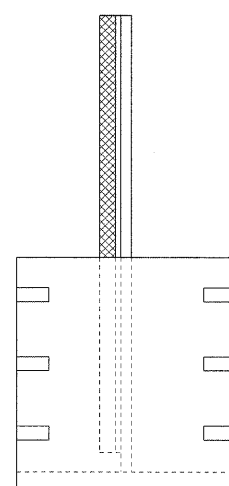
REFLECTORS



Adhesive weep slots or holes equally spaced on both sides



REFLECTOR MARKER TYPE B



3 min. adhesive weep holes or slots each side, variable spacing.

REFLECTOR MARKER TYPE C

Minimum total area of base 7.0 Sq. in. (4,516 mm²)

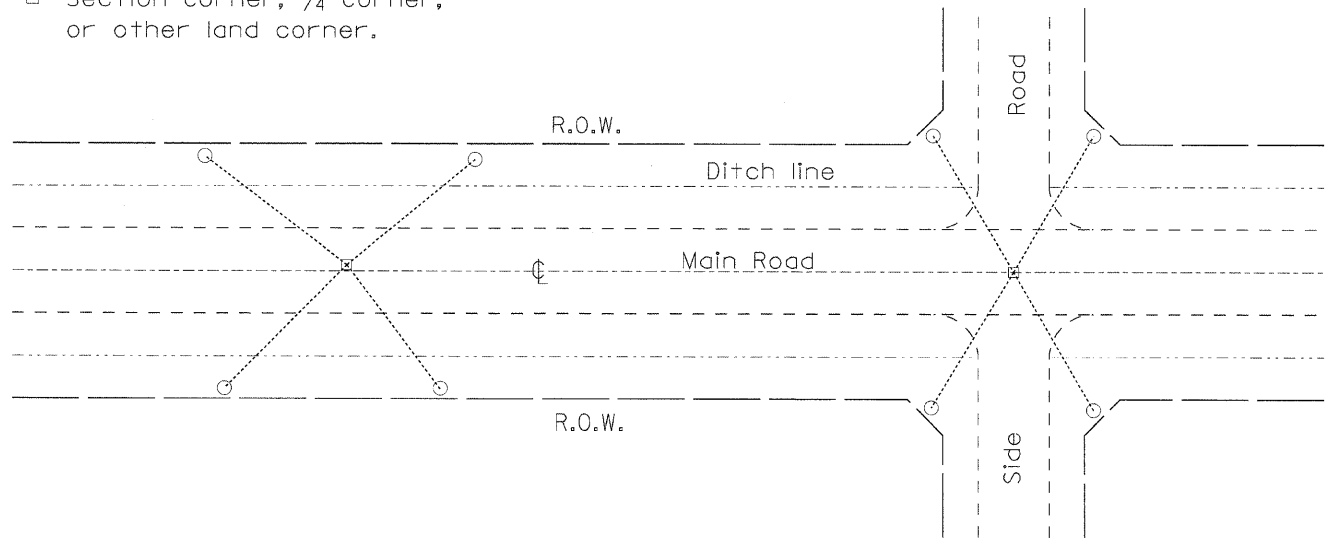
All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
GUARDRAIL AND BARRIER WALL DELINEATION	
CADD STD. NO. 635101-D4	SHEET 3 OF 3
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD
	CHECKED BY

F.A.P. RYE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	51
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT _____		

PERMANENT SURVEY TIES

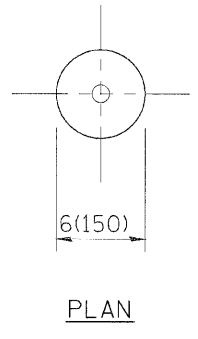
- Permanent Survey Tie
- Section Corner, 1/4 Corner, or other land corner.



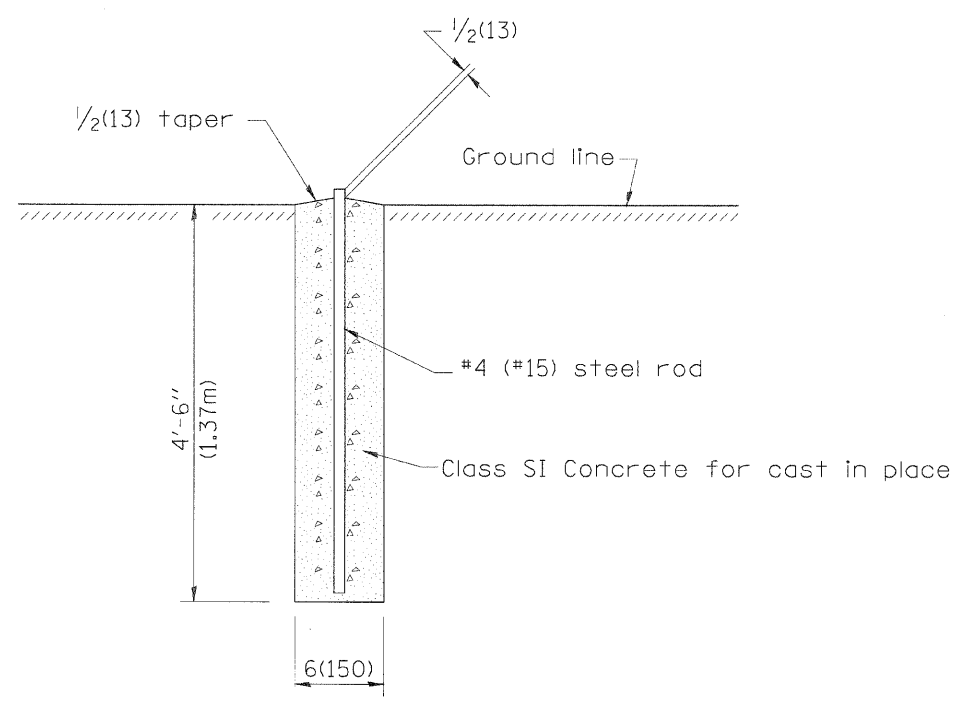
TYPICAL APPLICATION

GENERAL NOTES

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

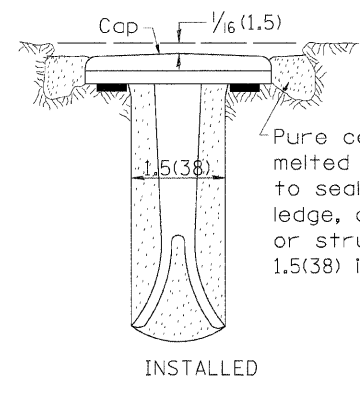
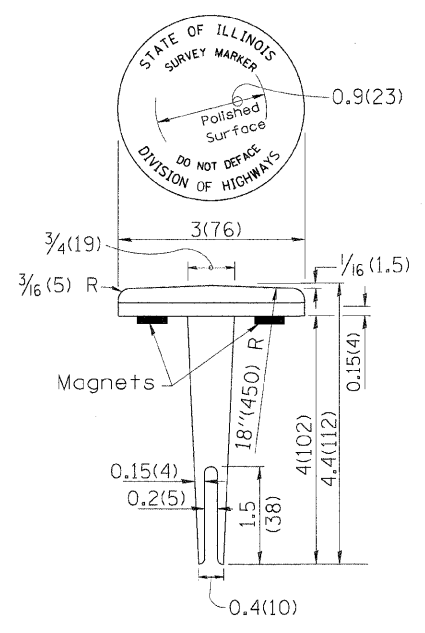


PLAN



SECTION

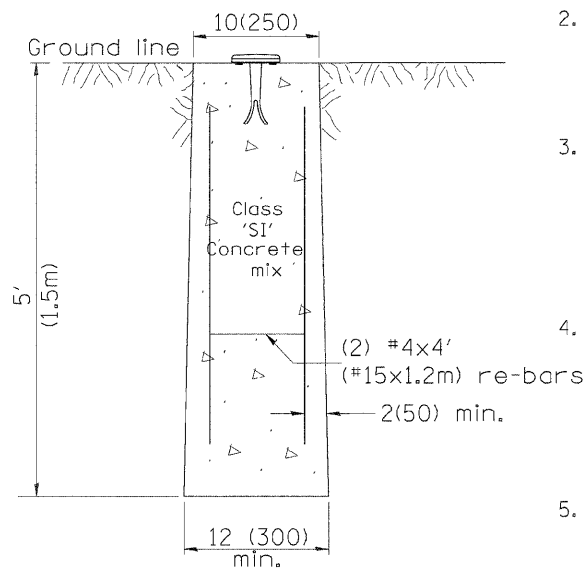
PERMANENT SURVEY MARKERS



BRONZE TABLET - No Scale
TYPE I

GENERAL NOTES

- All type II markers shall be cast in place, and precast markers will not be allowed.
- Two permanent magnets, each having a diameter of 3/4 (19) and a thickness of 1/16 (6), or equivalent, shall be attached to the underside of the tablet with an approved epoxy bonding agent.
- The location of the markers shall be in accordance with the plans in general, the markers will be placed at the P.T.'s and P.C.'s of horizontal curves and spaces along the tangents in a way that a minimum of two markers are always inter-visible, and not to exceed 1000' (300m).
- The markers shall be placed under the direction of the Engineer and shall be installed in a workmanlike manner in order that there will be no further settlement or horizontal shifting. The monuments shall be placed in a way that the survey point will fall within the portion of the plaque provided for that purpose.
- The project designation, the centerline station, the survey point, and the elevation shall be permanently marked by the use of metal dies after marker has been installed.



MARKER CAST IN PLACE
TYPE II

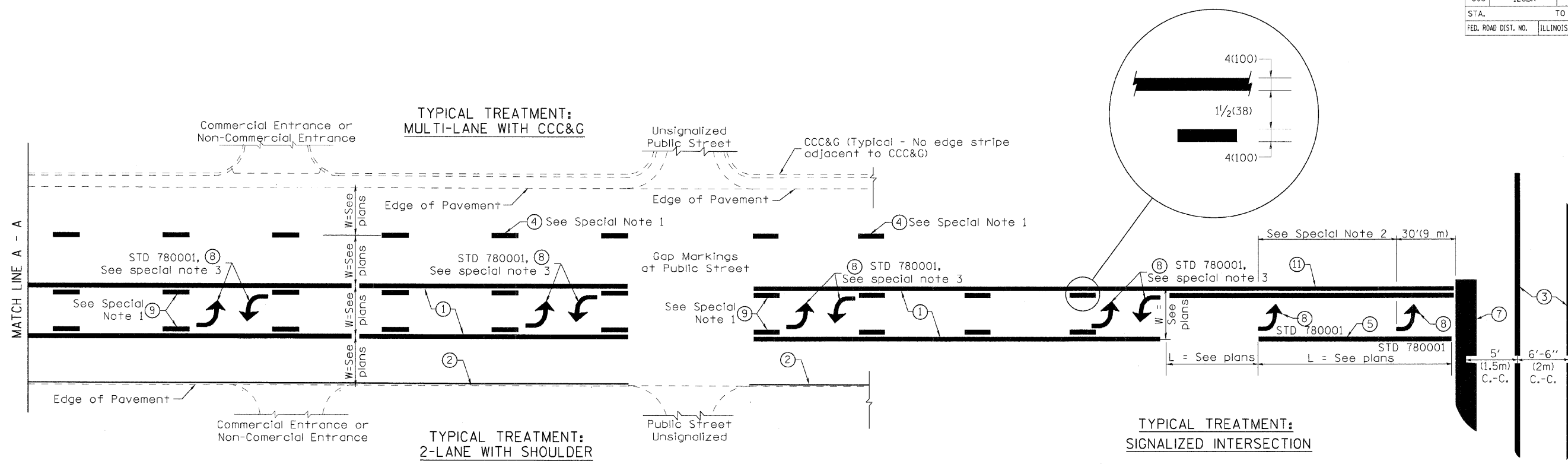
All dimensions are in inches (millimeters) unless otherwise noted.

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

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	52
STA. TO STA.				
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	



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

TYPICAL PAVEMENT MARKING LEGEND

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

- ① 4(100) Solid (Yellow)
- ② 4(100) Solid (White)
- ③ 2-6(150) Crosswalk @ 6'-6" (2m)min C.-C. (White)
2-8(200) Crosswalk @ 6'-6" (2m)min C.-C. (White) (When traffic signals are present.)
- ④ 6(150) Skip-Dash (White) (See Special Note 1)
- ⑤ 8(200) Solid (White)
- ⑥ 12(300) Diagonal (White) (Item ⑥ is shown on Std. 780001)
- ⑦ 24(600) Stop Bar (White)
- ⑧ Letters & Arrows (See Std. 780001 and Special Notes 2 & 3)
- ⑨ 4(100) Skip-Dash (Yellow) (See Special Note 1)
- ⑩ 12(300) Diagonal (Yellow) (See Table A) 45°
- ⑪ 4(100) Double Solid (Yellow) 11(280) C.-C. See Table A

SPECIAL NOTES

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

GENERAL NOTES

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

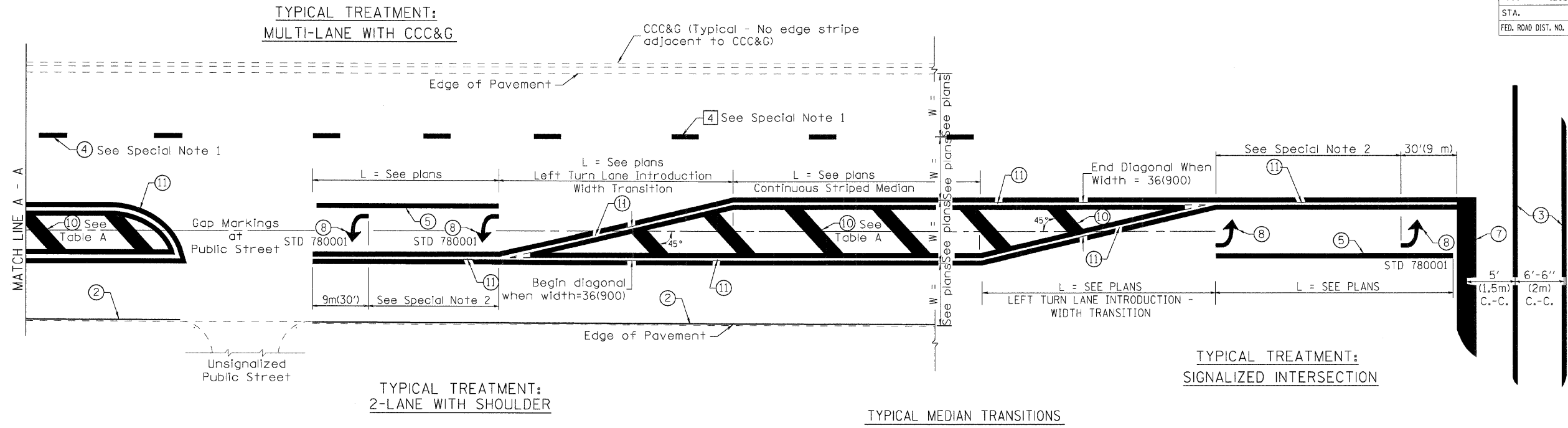
All dimensions are in inches (millimeters) unless otherwise noted.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD
TYPICAL PAVEMENT MARKINGS
 CADD STANDARD 780001-D4 SHEET 1 OF 2
 SCALE: NOT DRAWN TO SCALE DRAWN BY CADD CHECKED BY

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

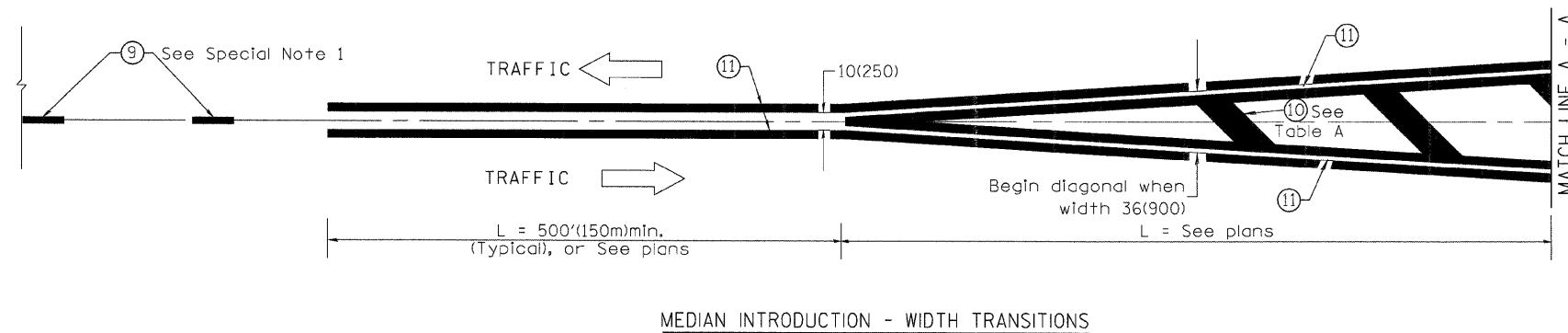
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	53
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS		FED. AID PROJECT	



FLUSH PAVED MEDIAN: RESTRICTED LEFT TURN LANE

TABLE A
RECOMMENDED SPACING BETWEEN DIAGONAL LINES

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



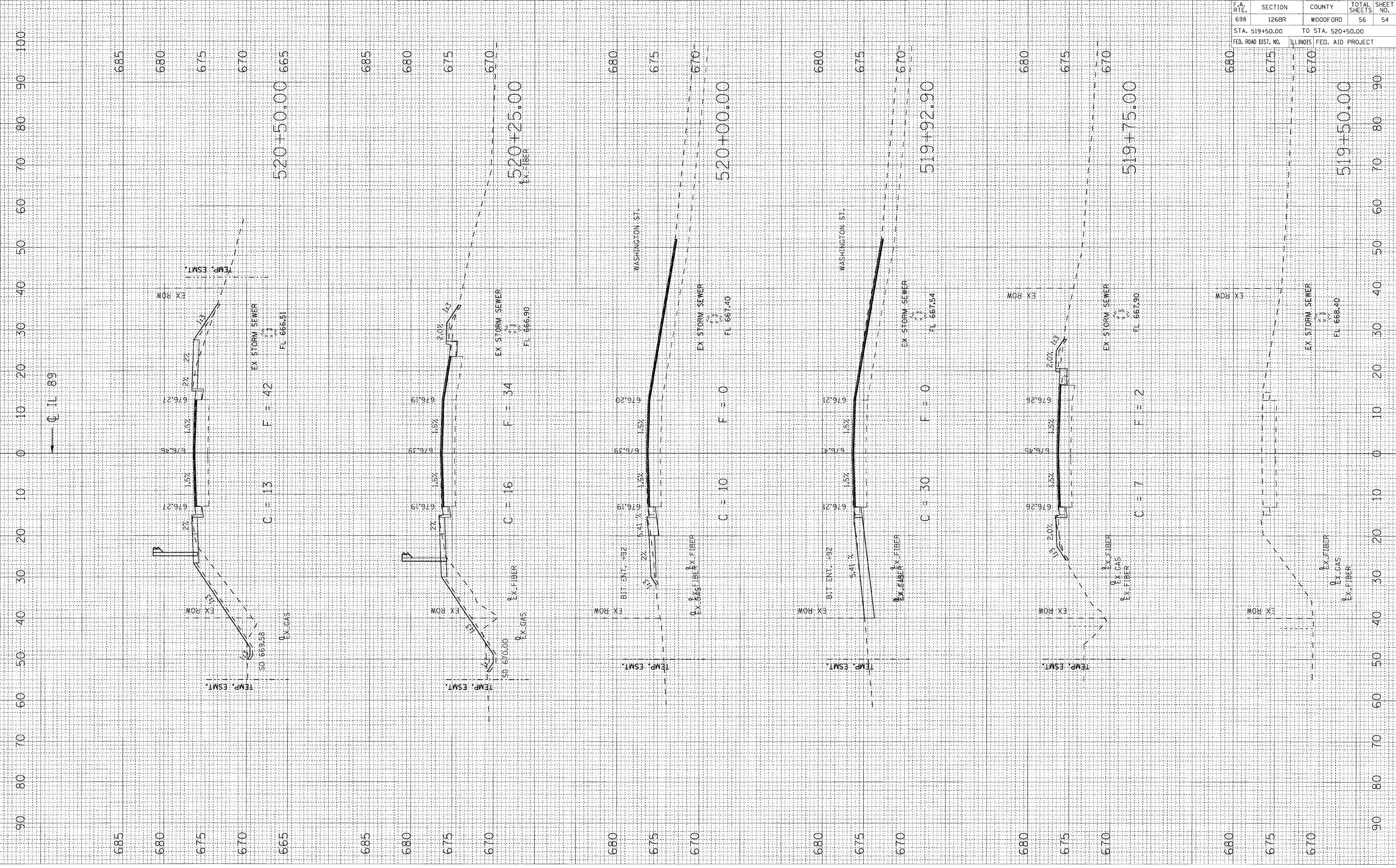
All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT CADD STANDARD
TYPICAL PAVEMENT MARKINGS
 CADD STANDARD 780001-D4 SHEET 2 OF 2
 SCALE: NOT DRAWN TO SCALE DRAWN BY CADD CHECKED BY

PLOT DATE = DDMMYY
 FILE NAME = BFILEL
 PLOT SCALE = BSCALE
 USER NAME = BUSER

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

FINAL SURVEY
 SURVEY NO. _____ DATE _____
 NOTE BOOK NO. _____
 TEMPLATE AREAS CHECKED



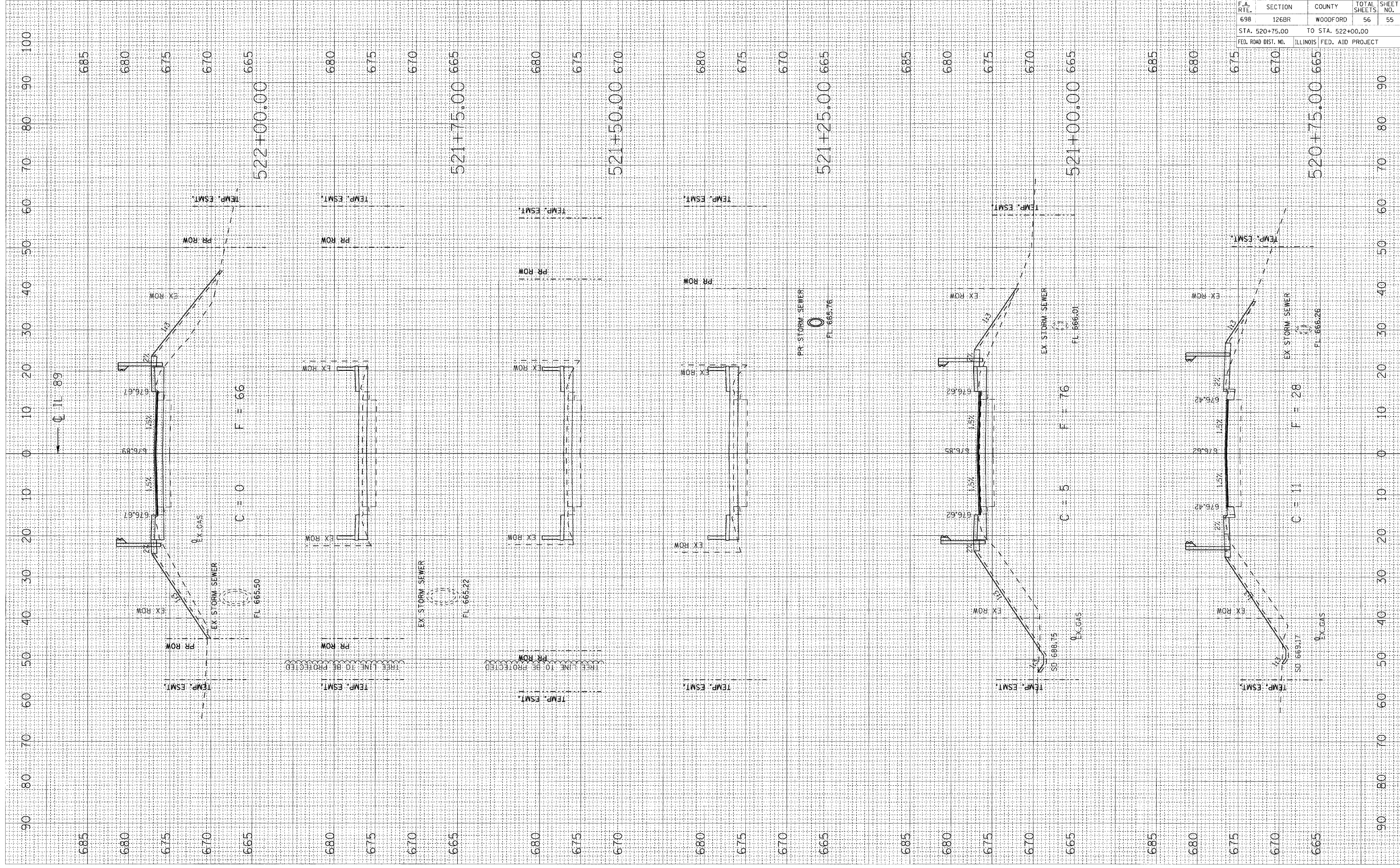
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	54
STA. 519+50.00		TO STA. 520+50.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 68576

PLOT DATE = 8/24/15
 FILE NAME = 11FILE15
 PLOT SCALE = 1"=40'
 USER NAME = MUSENB

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

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



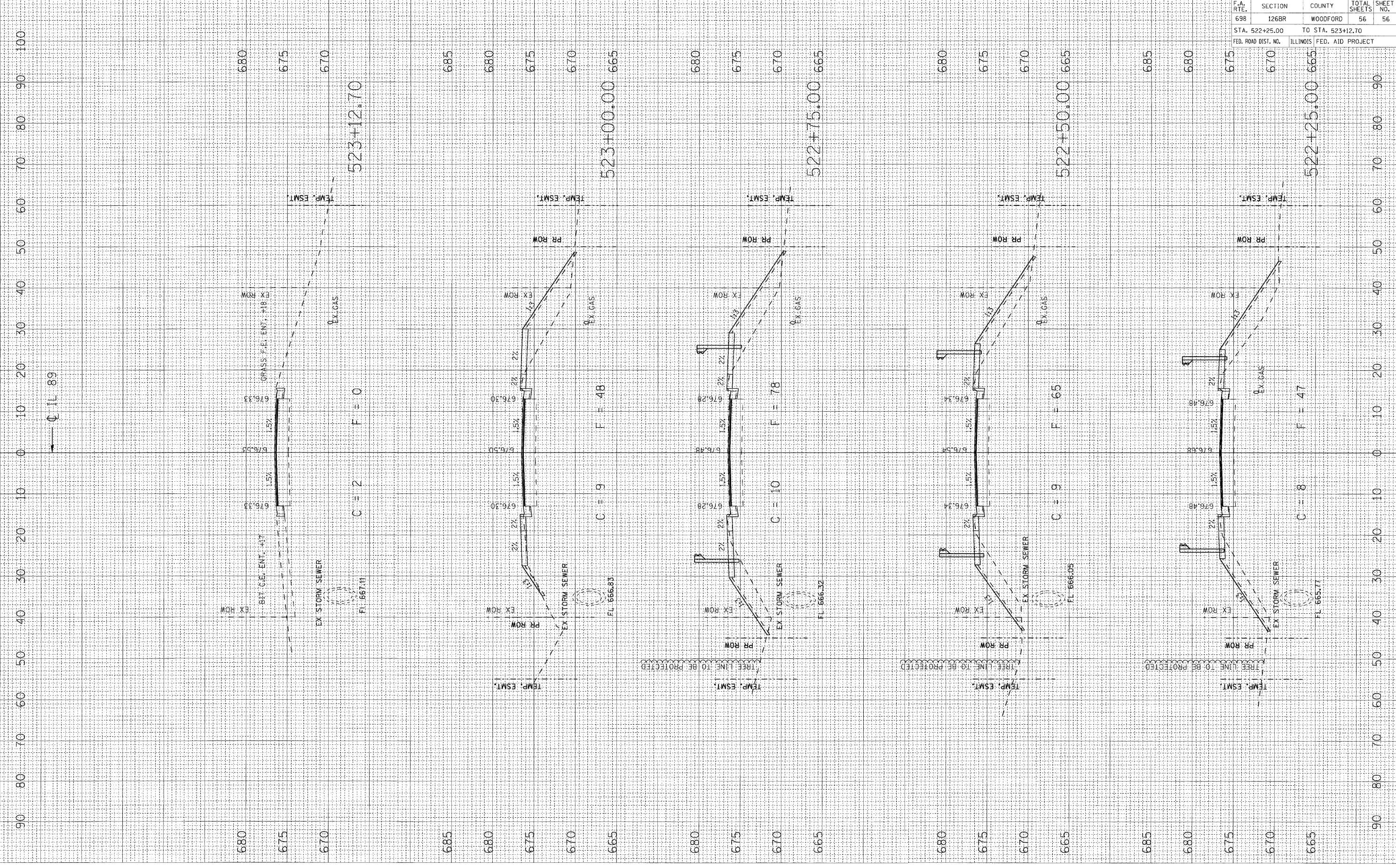
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	55
STA. 520+75.00 TO STA. 522+00.00				
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

CONTRACT NO. 68576

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

ORIGINAL SURVEY
 SURVEY DATE
 NOTE BOOK NO.
 TEMPLATE AREAS CHECKED

FINAL SURVEY
 SURVEY DATE
 NOTE BOOK NO.
 TEMPLATE AREAS CHECKED

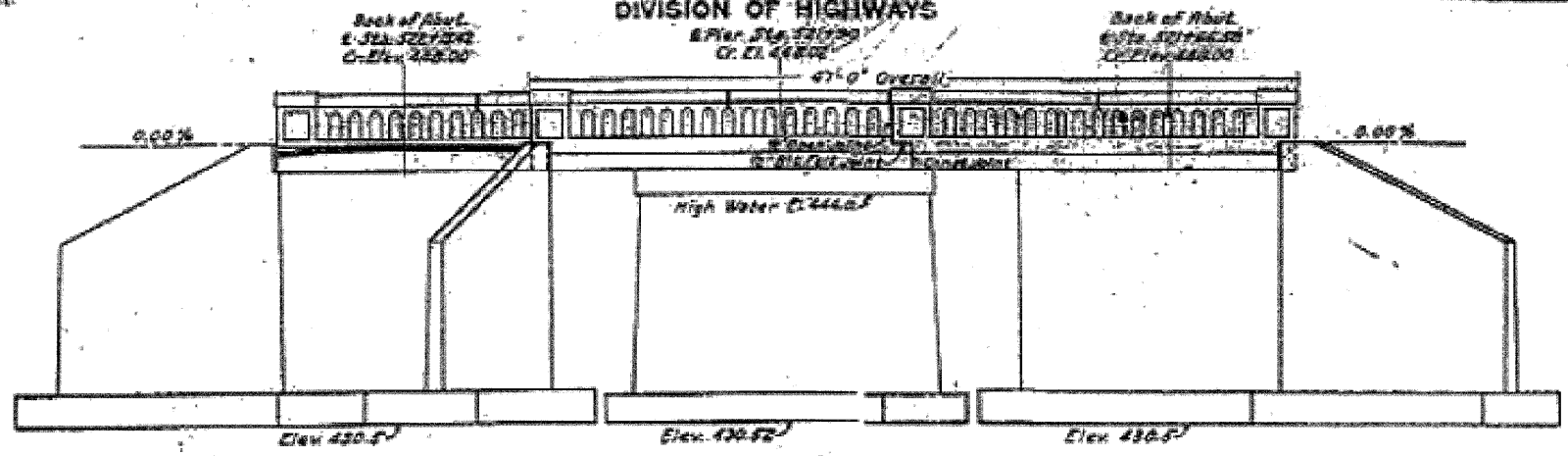


CONTRACT NO. 68576				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	126BR	WOODFORD	56	56
STA. 522+25.00		TO STA. 523+12.70		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

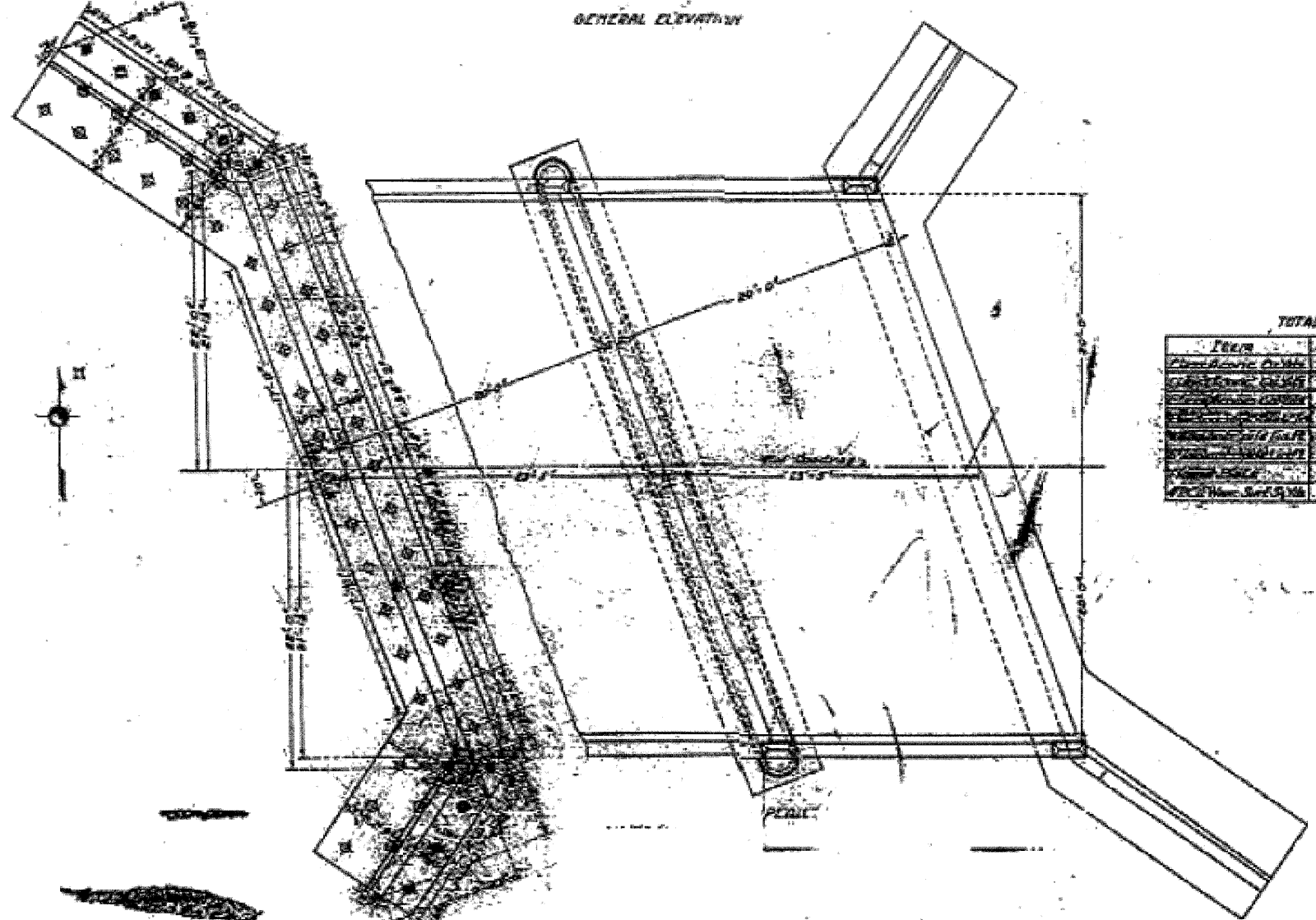
No Existing Structure. Relocation
 B.M. #36 H&W in 24" Willow 10072.11
 Sta. 321+20 Elev. 442.50

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

PROJECT NO.	COUNTY	SECTION	TOTAL SHEETS	SHEET NO.
724	WOODRIDGE	724 TO 724	4	1



GENERAL ELEVATION



TOTAL BILL OF MATERIAL

Item	Supers	Pier	Abutts	Total
CONCRETE	515	122.2	242.6	880
STEEL		73.0	73.0	146
WOOD	717			717
BRICK	18460		10230	28690
PAINT			1230	1230
REINFORCING		520	800	1320
OTHER				1
TOTAL	540		540	1080

STANDARD	COMPUTED - J.R.G.M.H.M.
	CHECKED - J.R.G.
SPECIAL	DRAWN - J.R.G.
	CHECKED - G.A.Z.

EXAMINED
 10/21/04
 L.F. [Signature]
 DRAWN BY
 APPROVED
 [Signature]

FOR INFORMATION ONLY

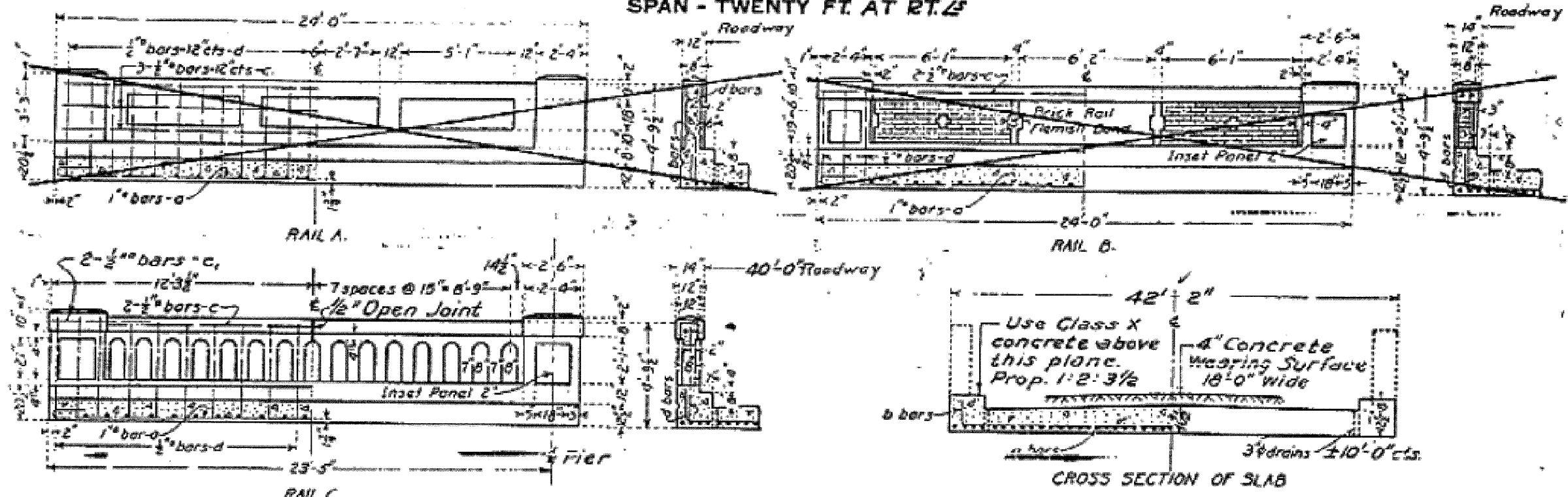
SHAB CREEK
 381' BY 20' SEC 126
 WOODRIDGE COUNTY
 STA. 321+20

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

ROUTE NO.	COUNTY	SEC.	TOTAL SHEETS	SHEET NO.
89	WOODFORD	126	20	19-B

Sheet No 2
of 5 sheets

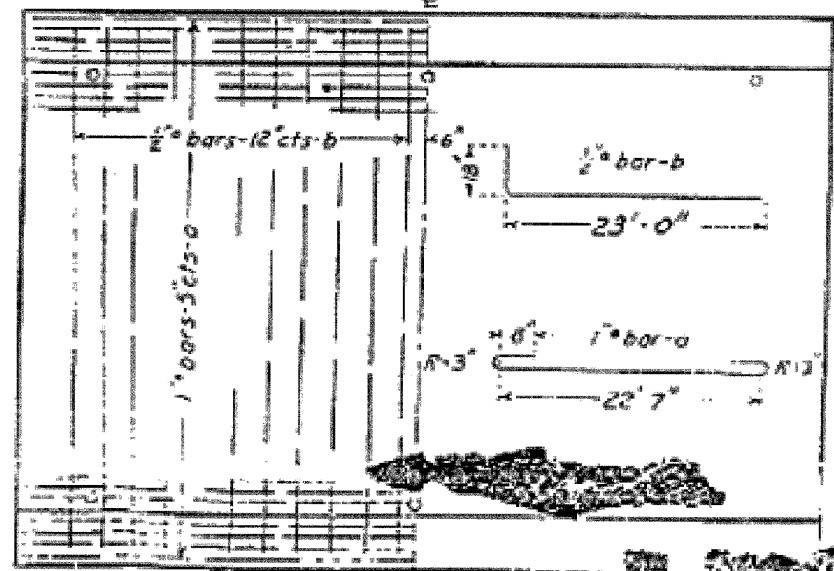
REINFORCED CONCRETE SLAB
SPAN - TWENTY FT. AT RT. 25



FOR INFORMATION ONLY

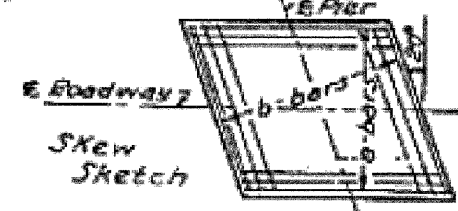
BILL OF MATERIAL FOR TWO SPANS - TWO SPANS REQD.

	16 FT. ROADWAY				18 FT. ROADWAY				20 FT. ROADWAY				24 FT. ROADWAY				40 FT. ROADWAY			
	Bars	No.	Size	Length	Bars	No.	Size	Length	Bars	No.	Size	Length	Bars	No.	Size	Length	Bars	No.	Size	Length
RAIL A	a	43	1"	26'-0"	a	48	1"	26'-0"	a	52	1"	26'-0"	a	62	1"	26'-0"	a	176	1"	26'-0"
	b	22	1/2"	20'-0"	b	22	1/2"	20'-0"	b	22	1/2"	20'-0"	b	44	1/2"	15'-0"	b	40	1/2"	18'-0"
	c	4	1/2"	23'-6"	c	4	1/2"	23'-6"	c	4	1/2"	23'-6"	c	4	1/2"	23'-6"	c	4	1/2"	23'-6"
	d	48	1/2"	4'-6"	d	48	1/2"	4'-6"	d	48	1/2"	4'-6"	d	48	1/2"	4'-6"	d	48	1/2"	4'-6"
	Steel-Lbs.	4480		Steel-Lbs.	4960		Steel-Lbs.	5350	Steel-Lbs.	6350		Steel-Lbs.	7700		Concrete-Cu Yds.	2.8	Concrete-Cu Yds.	3.2	Concrete-Cu Yds.	3.8
RAIL B	a	43	1"	26'-0"	a	48	1"	26'-0"	a	52	1"	26'-0"	a	62	1"	26'-0"	a	176	1"	26'-0"
	b	22	1/2"	20'-0"	b	22	1/2"	20'-0"	b	22	1/2"	20'-0"	b	44	1/2"	15'-0"	b	40	1/2"	18'-0"
	c	4	1/2"	23'-6"	c	4	1/2"	23'-6"	c	4	1/2"	23'-6"	c	4	1/2"	23'-6"	c	4	1/2"	23'-6"
	d	48	1/2"	4'-6"	d	48	1/2"	4'-6"	d	48	1/2"	4'-6"	d	48	1/2"	4'-6"	d	48	1/2"	4'-6"
	Steel-Lbs.	4480		Steel-Lbs.	4960		Steel-Lbs.	5350	Steel-Lbs.	6350		Steel-Lbs.	7700		Concrete-Cu Yds.	2.8	Concrete-Cu Yds.	3.2	Concrete-Cu Yds.	3.8
RAIL C	a	43	1"	26'-0"	a	48	1"	26'-0"	a	52	1"	26'-0"	a	62	1"	26'-0"	a	200	1"	29'-6"
	b	22	1/2"	20'-0"	b	22	1/2"	20'-0"	b	22	1/2"	20'-0"	b	44	1/2"	15'-0"	b	40	1/2"	18'-0"
	c	4	1/2"	23'-6"	c	4	1/2"	23'-6"	c	4	1/2"	23'-6"	c	4	1/2"	23'-6"	c	4	1/2"	23'-6"
	d	48	1/2"	4'-6"	d	48	1/2"	4'-6"	d	48	1/2"	4'-6"	d	48	1/2"	4'-6"	d	48	1/2"	4'-6"
	Steel-Lbs.	4480		Steel-Lbs.	4960		Steel-Lbs.	5350	Steel-Lbs.	6350		Steel-Lbs.	7700		Concrete-Cu Yds.	2.8	Concrete-Cu Yds.	3.2	Concrete-Cu Yds.	3.8



PLAN

used the width except as noted w/ RAIL C, 40 FT. ROADWAY.
Proportions-1 2/3



Skew Sketch

DESIGNED	BY	DATE
CHECKED	BY	DATE
APPROVED	BY	DATE

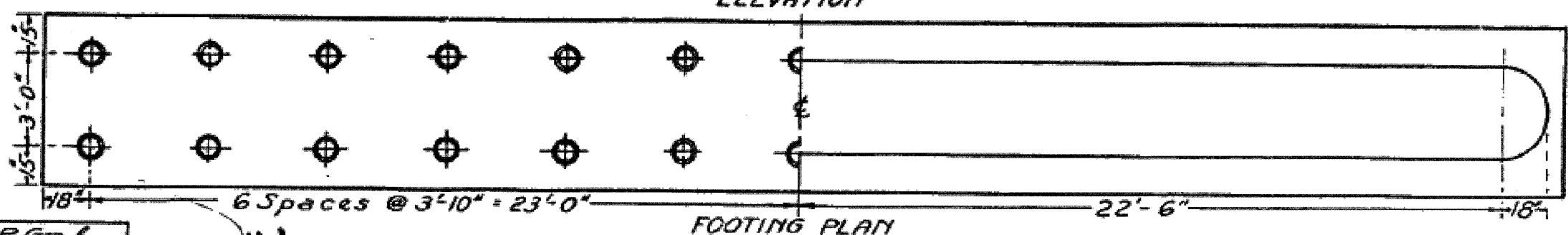
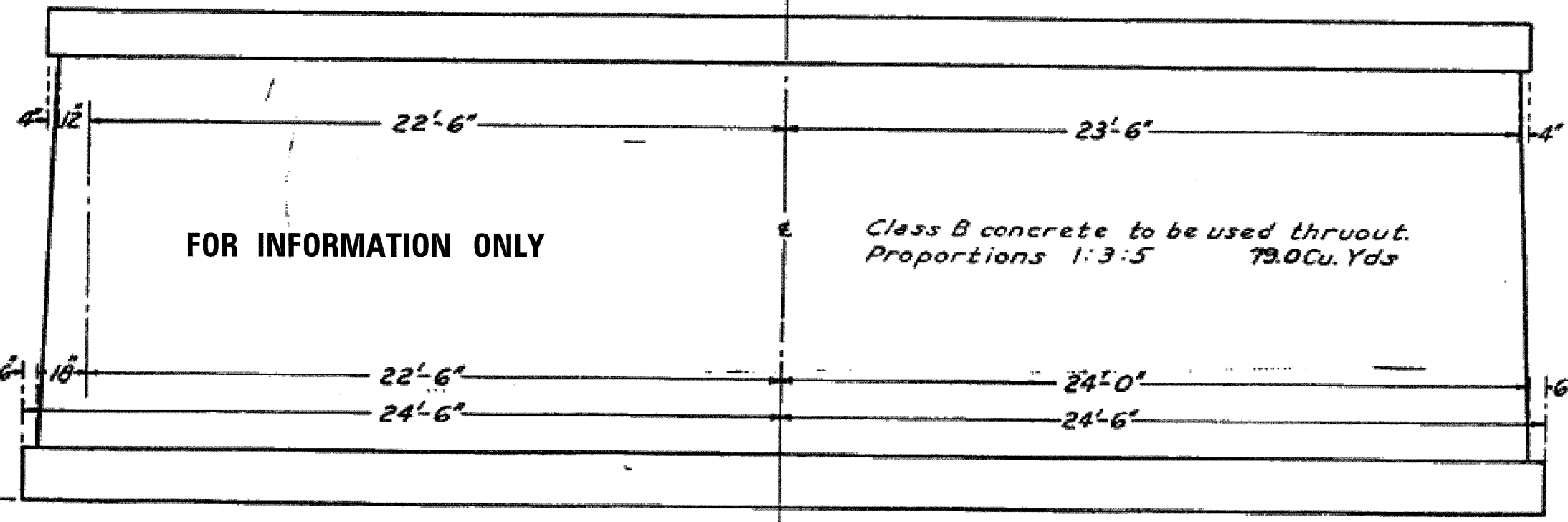
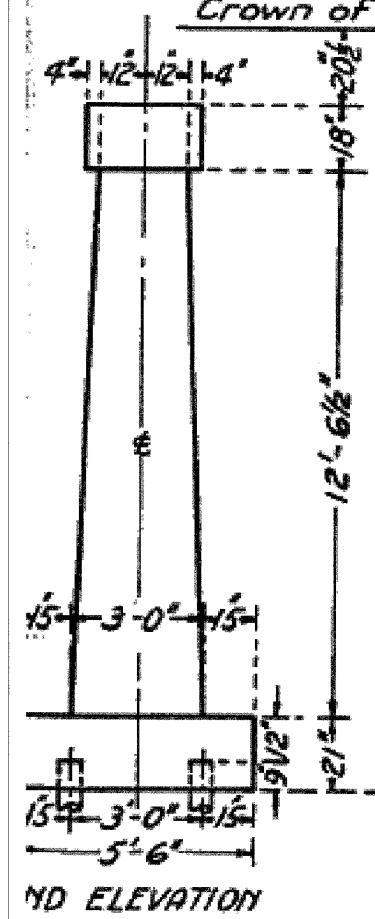
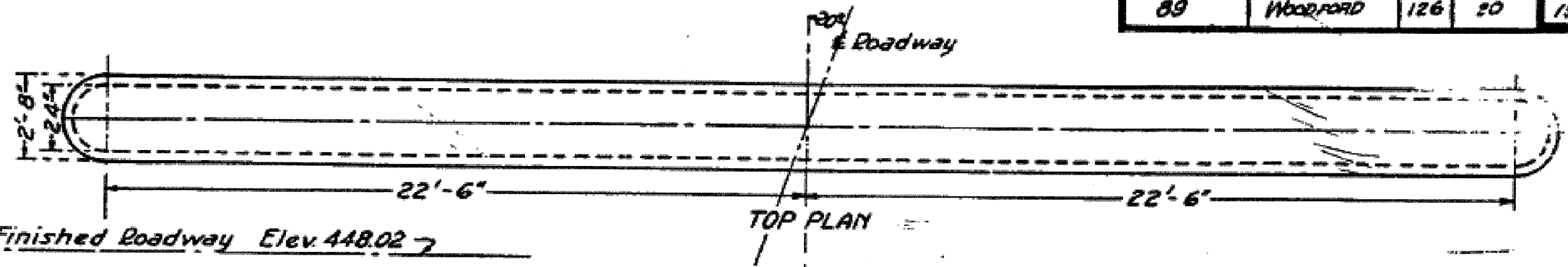
12/21/27
J. F. Burch
J. F. Burch
J. F. Burch

SBI - RTE. 89 - SEC. 126
WOODFORD COUNTY
STA. 521 + 90

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

SHEET NO. 3
OF 3 SHEETS

ROAD DISTRICT NO.	COUNTY	SEC.	TOTAL SHEETS	SHEET NO.
89	WOODFORD	126	20	198



STANDARD	COMPUTED J. P. Graham
	CHECKED by Juckman
	DRAWN J. P. G.
	CHECKED G. J. Z

EXAMINED Oct. 21, 1927

DESIGN ENGINEER

PASSED

APPROVED

ENGINEER DESIGN

ILLINOIS HIGHWAY BOARD

12 Ton untr pile 10" tip 12" butt
26 Req'd. Est. Length Lin. Ft. 520

SBI - RTE 89 SEC 126

No Existing Structure - Relocation
 B.M. # 86 N & W in 24" Willow 110' Lt.
 Sta. 521+20 Elev. 442.56

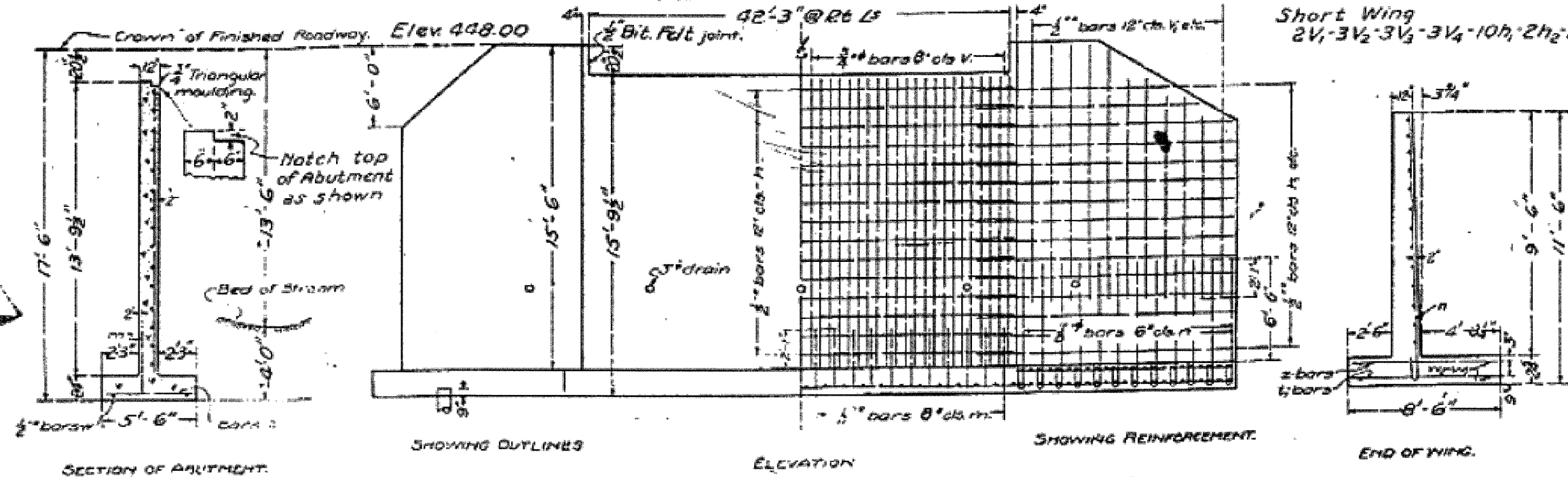
STATE OF ILLINOIS
 DEPARTMENT OF PUBLIC WORKS & BUILDINGS
 DIVISION OF HIGHWAYS

BOND ISSUE ROUTE NO.	COUNTY	SEC.	TOTAL SHEETS	SHEET NO.
89	WOODFORD	126	20	19-B

Sheet No. 4
 of 5 sheets.

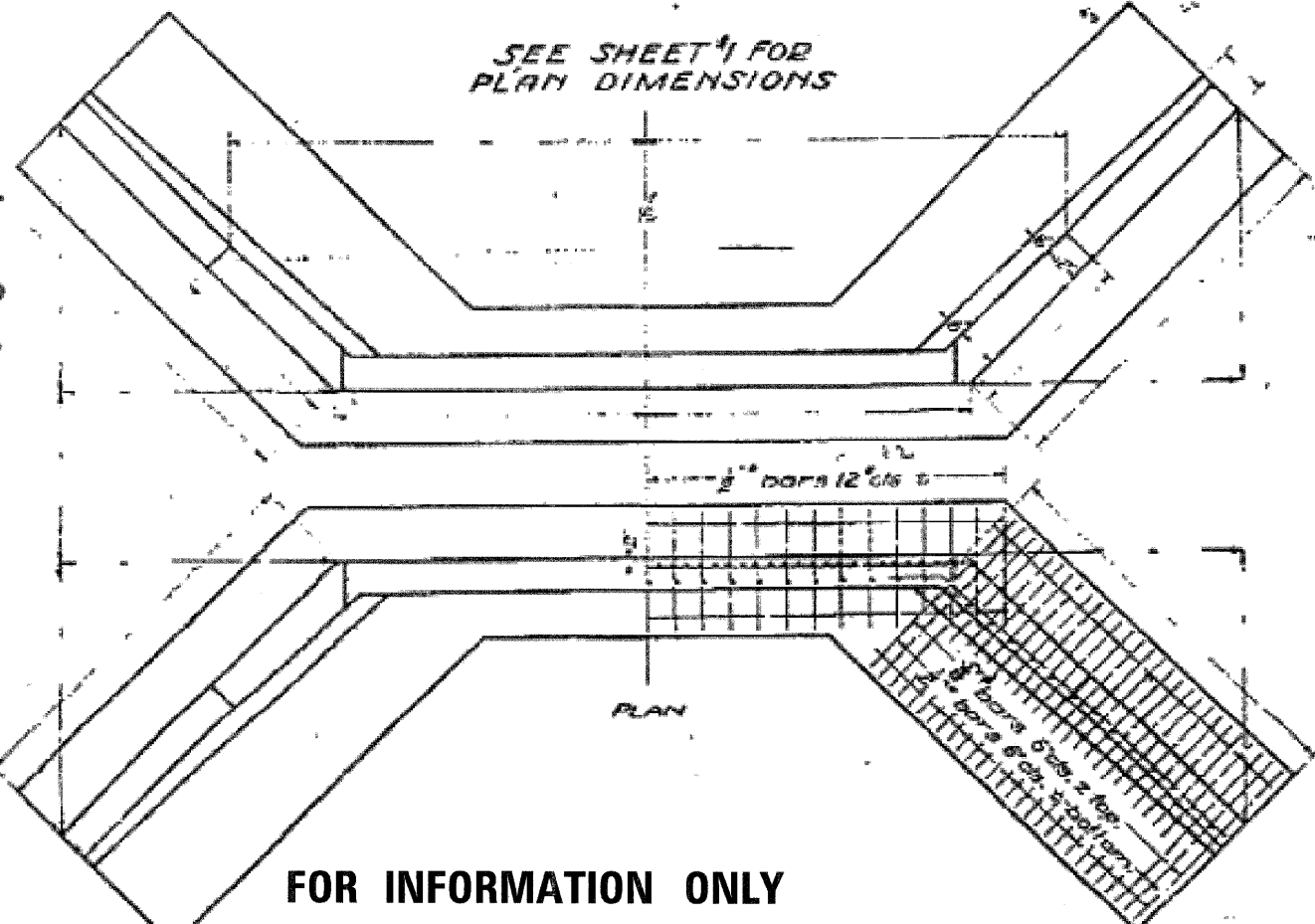
R.C. ABUTMENTS FOR SLAB BRIDGE
 HEIGHT OVER ALL 17 FEET 6 IN S

Long Wing
 5V₁-3V₂-4V₃-5V₄-10h₁-2h₂-2l
 Short Wing
 2V₁-3V₂-3V₃-3V₄-10h₁-2h₂-2l



Class A concrete shall be used throughout.
 Proportions: 1:2 1/2:4.
 All reinforcing steel shall be securely wired in place before concrete is poured.

- 10 Ton untr. pile 8" tip 10" butt
- 82 Req'd. Est. Leng. Lin. Ft. 1230
- 12 Ton untr. pile 10" tip 12" butt
- 20 Req'd. Est. Leng. Lin. Ft. 400



BILL OF MATERIAL.

Bars	No	Size	Length
V	138	3/4"	13'-6"
V ₁	14	1/2"	10'-0"
V ₂	12	3/4"	8'-6"
V ₃	14	3/4"	7'-0"
V ₄	16	1/2"	5'-6"
h	56	3/4"	23'-6"
h ₁	20	1/2"	13'-0"
h ₂	4	1/2"	10'-0"
h ₃	4	1/2"	7'-0"
h	112	3/4"	10'-0"
h ₄	20	1/2"	18'-6"
l	98	1/2"	5'-3"
l	118	1/2"	8'-3"
z	116	1/2"	8'-3"
w	8	1/2"	25'-0"
w	8	1/2"	12'-6"
m	138	1/2"	5'-0"
m	8	1/2"	17'-0"
Reinforcing Steel Lbs./D230			
Concrete Cu. Yds. 152.3			
h ₅	4	1/2"	14'-0"
h ₆	4	1/2"	10'-0"

COMPUTED	- H.P. Duffel
CHECKED	- R.E. Erickson
DRAWN	- J.R. Zuckman
DESIGNED	- H.P.D.
APPROVED	- J.R. Zuckman
SPECIAL	CHECKED - G.J. Zuckman

DATE: 10-21-27
 R.F. Bunch
 J.R. Zuckman
 APPROVED: 1-1-1928

SBI - RTE. 89 - SEC. 126
 WOODFORD COUNTY
 STA. 521+90