

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• (25-4 HB-1)B	EFFINGHAM	67	1	

• FAI RTE. 57/70

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

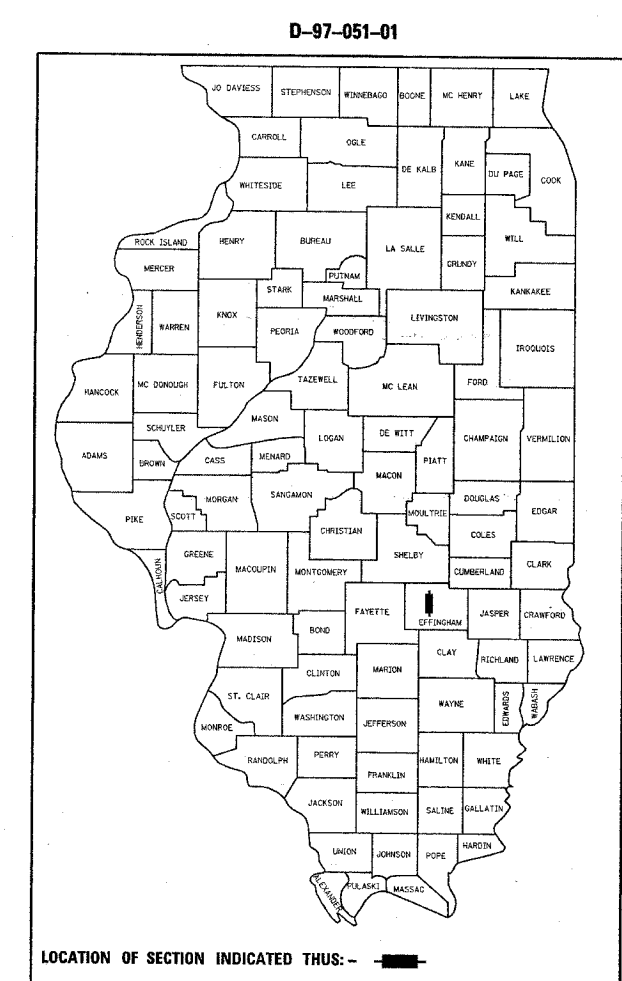
**PROPOSED
HIGHWAY PLANS**

FAI ROUTE 57/70
SECTION (25-4 HB-1)B
PROJECT : ACIM-0005(526)
EFFINGHAM COUNTY

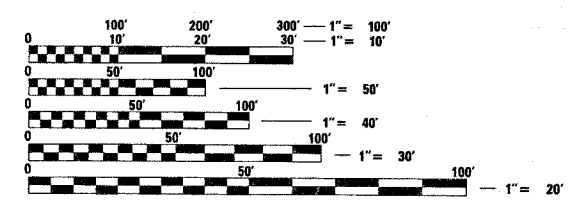
C-97-083-01

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATION:
SECTION (25-4 HB-1)B
STRUCTURE #025-0102
STATION 49+98.84



2003 ADT = 2100

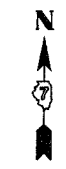
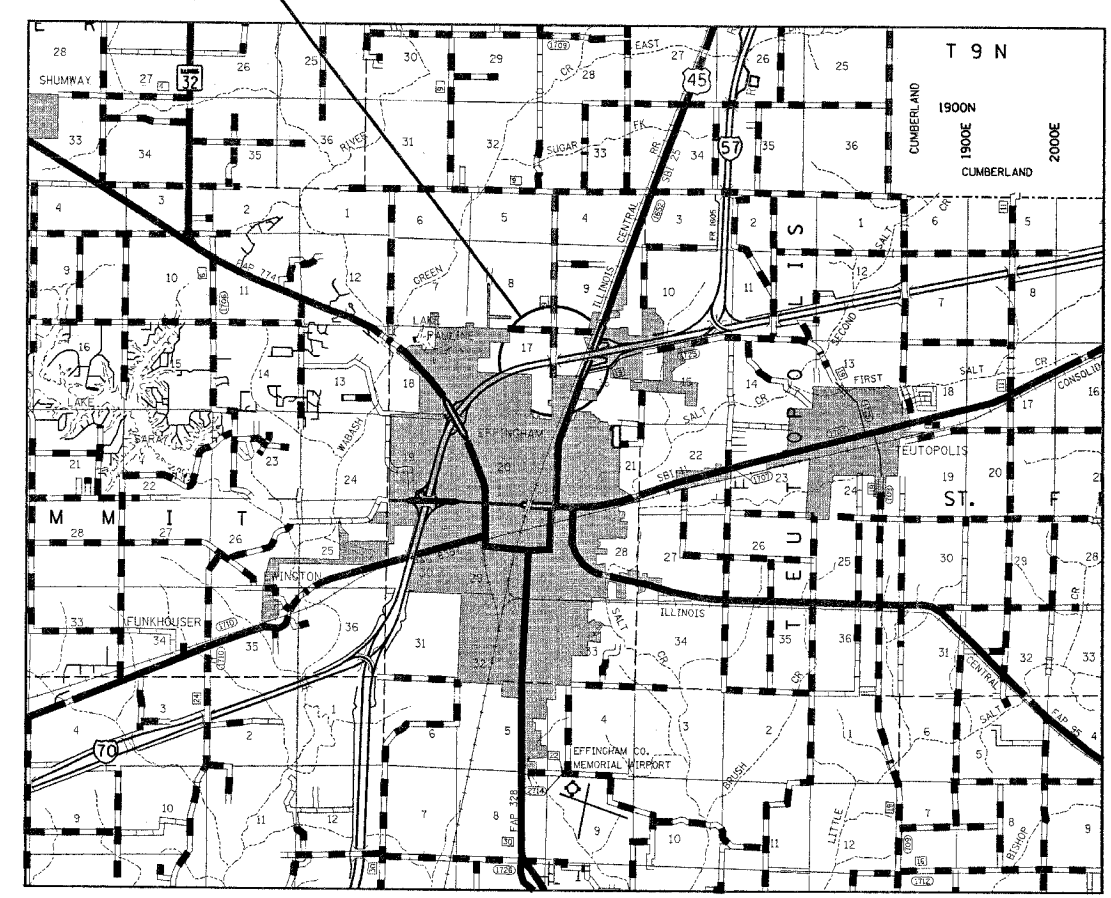


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

TOWNSHIP: DOUGLAS

CONTRACT NO. 94785



GROSS LENGTH = 2115.00 FEET = .40 MILES
NET LENGTH = 2115.00 FEET = .40 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Aug 24, 2006
Christy Gibson
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 13, 2006
Mike Siro
ENGINEER OF DESIGN AND ENVIRONMENT

October 13, 2006
Milton R. Siro, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

PROJECT ENGINEER : WILLIAM E. S. NILEY
SQUAD LEADER : JENNIFER WENTHE
DESIGNER : JENNIFER WENTHE
TELEPHONE : 217/342-3951 EX. 361

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(25-4 HB-1)B	EFFINGHAM	67	2
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* FAI RTE. 57/70

GENERAL NOTES

THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS; THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2002; AND THE SPECIAL PROVISIONS INCLUDED IN THE PROPOSAL.

THE WORK INCLUDED IN SECTION (25-4 HB-1)B CONSISTS OF THE COMPLETE REMOVAL AND REPLACEMENT OF THE EXISTING STRUCTURE WITH A GRADE CHANGE, FULL DEPTH BITUMINOUS PAVEMENT, CONCRETE CURB AND GUTTER, CONCRETE SIDEWALK, EARTHWORK, GUARDRAIL, AND ANY OTHER WORK NECESSARY TO COMPLETE THIS SECTION. THE WORK SHALL BE COMPLETED USING A TEMPORARY ROAD CLOSURE.

TOPSOIL EXCAVATION SHALL BE 6" THICK AND PLACED 4" THICK. TOPSOIL SHALL BE STOCKPILED OFF STATE RIGHT-OF-WAY.

A FOG COAT OF BITUMINOUS MATERIALS PRIME COAT SHALL BE APPLIED TO ALL BINDER LIFTS. THE CONTRACTOR SHALL USE EITHER RC-70 OR AN EMULSIFIED POLYMER PRIME PRODUCT CLASSIFIED AS SS-1HP.

THE CONTRACTOR SHALL PROVIDE INTERNET ACCESSIBILITY TO THE BITUMINOUS PLANT QUALITY CONTROL LAB SO THAT BITUMINOUS PLANT REPORTS CAN BE E-MAILED TO THE DISTRICT HEADQUARTERS. THIS WORK SHALL BE INCLUDED IN THE COST OF ALL BITUMINOUS ITEMS.

A UNIFORMLY STRAIGHT SAW CUT SHALL BE MADE AT LOCATIONS WHERE PROPOSED NEW CONSTRUCTION WILL ABUT EXISTING PAVEMENT. THE SAW CUT SHALL BE MADE FULL DEPTH THROUGH THE EXISTING PAVEMENT. THIS WORK WILL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT ITEMS INVOLVED AND NO EXTRA COMPENSATION WILL BE ALLOWED.

PAVEMENT MARKING SHALL BE APPLIED IN ACCORDANCE WITH SECTION 780 OF THE STANDARD SPECIFICATIONS. SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE BITUMINOUS SURFACE COURSE AS SPECIFIED IN SECTION 703 OF THE STANDARD SPECIFICATIONS. TEMPORARY TAPE SHALL BE USED ON THE SURFACE COURSE.

THE TOTAL QUANTITY OF PAINT PAVEMENT MARKING - LINE 4" CONSISTS OF 529 FEET OF YELLOW AND 4230 FEET OF WHITE.

THE COMPLETE REMOVAL AND DISPOSAL OF THE EXISTING DATA COLLECTION CONTROLLER BOX AND FOUNDATION LOCATED AT STATION 47+84 SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

THE EXISTING BURIED ELECTRIC LINE LOCATED APPROXIMATELY 17' NORTH OF THE BRIDGE PIER CENTER LINE AND SHOWN ON THE PLANS SHALL BE SAVED AND PROTECTED.

THE TREES LISTED IN THE TREE SCHEDULE SHALL BE APPROVED AND HAND PLANTED AT LOCATIONS AS DIRECTED BY THE ROADSIDE MAINTENANCE TECHNICIAN, TOM WILSON, (217)-342-8270. THE CONTRACTOR SHALL BE REQUIRED TO GIVE TWO WEEKS NOTICE TO SCHEDULE A TIME FOR THE LOCATIONS TO BE STAKED AND ON THE SAME DAY THE TREES SHALL BE DELIVERED TO THE JOBSITE FOR ACCEPTANCE OF THE PLANTING MATERIAL BY THE ROADSIDE MAINTENANCE TECHNICIAN.

THE LOCATIONS AND/OR DEPTHS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM INFORMATION FURNISHED BY THE UTILITY OWNERS AND MUST BE CONSIDERED APPROXIMATE. FIELD MARKINGS OF FACILITIES IN CRITICAL AREAS MAY BE OBTAINED BY PROVIDING A MINIMUM OF 96 HOURS ADVANCE NOTICE THROUGH THE J.U.L.I.E. SYSTEM BY CALLING 800-892-0123.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE TO THIS PROJECT:

MIXTURE USE:	SURFACE COURSE	BINDER
PG GRADE:	PG 64-22	PG 64-22
RAP%:	15%	15%
DESIGN AIR VOIDS:	4.0% @ NDESIGN = 70	4.0% @ NDESIGN = 70
MIXTURE COMPOSITION:	1L-9.5	1L-19.0
FRICTION AGGREGATE:	MIXTURE C	N/A

THE FOLLOWING APPLICATION RATES HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

BITUMINOUS CONCRETE 112 LBS/SQ YD/IN

INDEX OF SHEETS

SHEET NO.	ITEM
1	COVER SHEET
2	INDEX OF SHEETS AND GENERAL NOTES
3-4	SUMMARY OF QUANTITIES
5-7	TYPICAL SECTIONS
8	DETAILS
9-10	SCHEDULE OF QUANTITIES
11	ENTRANCE SCHEDULE
12	ALIGNMENT TIES AND BENCHMARKS
13-16	PLAN & PROFILE
17-26	TRAFFIC CONTROL
27-44	BRIDGE PLANS
45-48	EROSION CONTROL DETAILS
49	STANDARD 701101 - SPECIAL
50	STANDARD 701400 - SPECIAL
51-67	CROSS SECTIONS

THE FOLLOWING STANDARDS ARE A PART OF THESE PLANS AND ARE INCLUDED AFTER SHEET NO. 67:

STD. NO.	DESCRIPTION
000001-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001	AREAS OF REINFORCEMENT BARS
280001-02	TEMPORARY EROSION CONTROL SYSTEMS
420001-06	PAVEMENT JOINTS
420401-05	BRIDGE APPROACH PAVEMENT
421001-01	BAR REINFORCEMENT FOR CRC PAVEMENT
424001-04	CURB RAMPS FOR SIDEWALKS
515001-02	NAME PLATE FOR BRIDGES
542301	PRECAST REINFORCED CONCRETE FLARED END SECTION
542401	METAL END SECTION FOR PIPE CULVERTS
601101	CONCRETE HEADWALL FOR PIPE DRAIN
602301-01	INLET - TYPE A
604011-02	FRAME AND GRATE TYPE 3V
606001-02	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-06	STEEL PLATE BEAM GUARDRAIL
630301-03	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-02	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-05	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-02	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-01	REFLECTOR MARKER AND MOUNTING DETAILS
665001-01	WOVEN WIRE FENCE
701001-01	OFF-RD OPERATIONS, 2L, 2W MORE THAN 15' AWAY
701006-02	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701301-02	LANE CLOSURE, 2L, 2W SHORT TIME OPERATIONS
701311-02	LANE CLOSURE, 2L, 2W MOVING OPERATIONS - DAY ONLY
701400-02	APPROACH TO LANE CLOSURE, FREEWAY / EXPRESSWAY
701401-03	LANE CLOSURE, FREEWAY / EXPRESSWAY
701411-03	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS >= 45 MPH
702001-06	TRAFFIC CONTROL DEVICES
780001-01	TYPICAL PAVEMENT MARKINGS
BLR 21-6	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES & INDEX OF SHEETS

SCALE: VERT.
HORIZ.
DATE

DRAWN BY
CHECKED BY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(25-4 HB-1)B	EFFINGHAM	67	3
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• FAI RTE. 57/70

SUMMARY OF QUANTITIES			90% FED. 10% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		1000	X771-2A
Δ X0325572	IMPACT ATTENUATORS, TEMPORARY (PARTIALLY REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Δ X0325573	IMPACT ATTENUATORS, RELOCATE (PARTIALLY REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
X0325283	BITUMINOUS SHOULDER REMOVAL AND REPLACEMENT 8"	SQ YD	51	51	
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	36	36	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	170	170	
20200100	EARTH EXCAVATION	CU YD	859	859	
20400800	FURNISHED EXCAVATION	CU YD	30809	30809	
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	225.8		225.8
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	4288	4288	
* 25000200	SEEDING, CLASS 2	ACRE	6	6	
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	528	528	
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	528	528	
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	528	528	
* 25000700	AGRICULTURAL GROUND LIMESTONE	TON	12	12	
* 25100115	MULCH, METHOD 2	ACRE	6	6	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	587	587	
28000300	TEMPORARY DITCH CHECKS	EACH	12	12	
28000500	INLET AND PIPE PROTECTION	EACH	3	3	
30200650	PROCESSING MODIFIED SOIL 12"	SQ YD	5847	5847	
30201500	LIME	TON	147	147	
40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	199	199	
42001400	BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ YD	251	251	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	58	58	

Δ SFTY-3N
* SPECIALTY ITEMS

SUMMARY OF QUANTITIES (Cont'd)			90% FED. 10% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		1000	X771-2A
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	177	177	
42400100	PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH	SQ FT	7696	7696	
44000100	PAVEMENT REMOVAL	SQ YD	4132	4132	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50105220	PIPE CULVERT REMOVAL	FOOT	73	73	
50200100	STRUCTURE EXCAVATION	CU YD	151.6		151.6
50300225	CONCRETE STRUCTURES	CU YD	184.3		184.3
50300255	CONCRETE SUPERSTRUCTURE	CU YD	350.1		350.1
50300260	BRIDGE DECK GROOVING	SQ YD	780.8		780.8
50300300	PROTECTIVE COAT	SQ YD	1163		1163
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD-SHEAR CONNECTORS	EACH	2448		2448
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	93,670		93,670
51100100	SLOPE WALL 4 INCH	SQ YD	485.8		485.8
51201600	FURNISHING STEEL PILES HP12X53	FOOT	615		615
51202700	DRIVING STEEL PILES	FOOT	615		615
51203600	TEST PILE STEEL HP12X53	EACH	1		1
51204600	METAL SHOES	EACH	12		12
51500100	NAME PLATES	EACH	1		1
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	1	1	
54215547	METAL END SECTIONS 12"	EACH	8	8	
54215553	METAL END SECTIONS 18"	EACH	2	2	
54215559	METAL END SECTIONS 24"	EACH	2	2	

PLOT DATE = 8/24/2006
FILE NAME = #FILE#
PLOT SCALE = #SCALE#
USER NAME = #DISTRICT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: VERT.
DATE: HORIZ.

DRAWN BY
CHECKED BY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(25-4 HB-1B)	EFFINGHAM	67	4
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

* FAI RTE. 57/70

SUMMARY OF QUANTITIES (Cont'd)			90% FED. 10% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		1000	X771-2A
542A0217	PIPE CULVERTS, CLASS A, TYPE 1 12"	FOOT	70	70	
542D0223	PIPE CULVERTS, CLASS D, TYPE 1 18"	FOOT	24	24	
542D0229	PIPE CULVERTS, CLASS D, TYPE 1 24"	FOOT	100	100	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	94		94
60100945	PIPE DRAINS 12"	FOOT	300	300	
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	100		100
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	3274	3274	
60900515	CONCRETE THRUST BLOCKS	EACH	16	16	
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	850	850	
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	4	4	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
* 63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	8	8	
63200310	GUARDRAIL REMOVAL	FOOT	2081	2081	
66500105	WOVEN WIRE FENCE, 4'	FOOT	490	490	
66502300	WOVEN WIRE FENCE REMOVAL	FOOT	490	490	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	8	
67100100	MOBILIZATION	L SUM	1	1	
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD T01401	L SUM	1	1	
70101800	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1	
70101830	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	L SUM	1	1	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	212	212	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	71	71	

SUMMARY OF QUANTITIES (Cont'd)			90% FED. 10% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		1000	X771-2A
70400500	TEMPORARY CONCRETE BARRIER (STATE OWNED)	FOOT	1400	1400	
70400600	RELOCATE TEMPORARY CONCRETE BARRIER (STATE OWNED)	FOOT	1400	1400	
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	4759	4759	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	18	18	
* 78200520	BARRIER WALL MARKERS, TYPE B	EACH	6	6	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	8	8	
* A2006416	TREE, QUERCUS ALBA (WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	5	5	
* A2006916	TREE, QUERCUS PALUSTRIS (PIN OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	6	6	
X0320870	BRACED EXCAVATION	CU YD	373.6		373.6
X0321072	BRIDGE FENCE RAILING	FOOT	234		234
X0321600	FORM LINER TEXTURED SURFACE	SQ FT	2080		2080
X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	5	5	
X4066416	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N70	TON	31	31	
X4066616	BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N70	TON	25	25	
X4073071	BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE, 9 1/2"	SQ YD	4870	4870	
X4080030	INCIDENTAL BITUMINOUS SURFACING, SUPERPAVE, N70	TON	14	14	
X6020074	INLETS, TYPE A, TYPE 3V FRAME AND GRATE	EACH	8	8	
Z0002600	BAR SPLICERS	EACH	76		76
Z0047300	PROTECTIVE SHIELD	SQ YD	489.3		489.3
⊙ Z0076600	TRAINEES	HOUR	500		500

⊙ VDBO
* SPECIALTY ITEMS

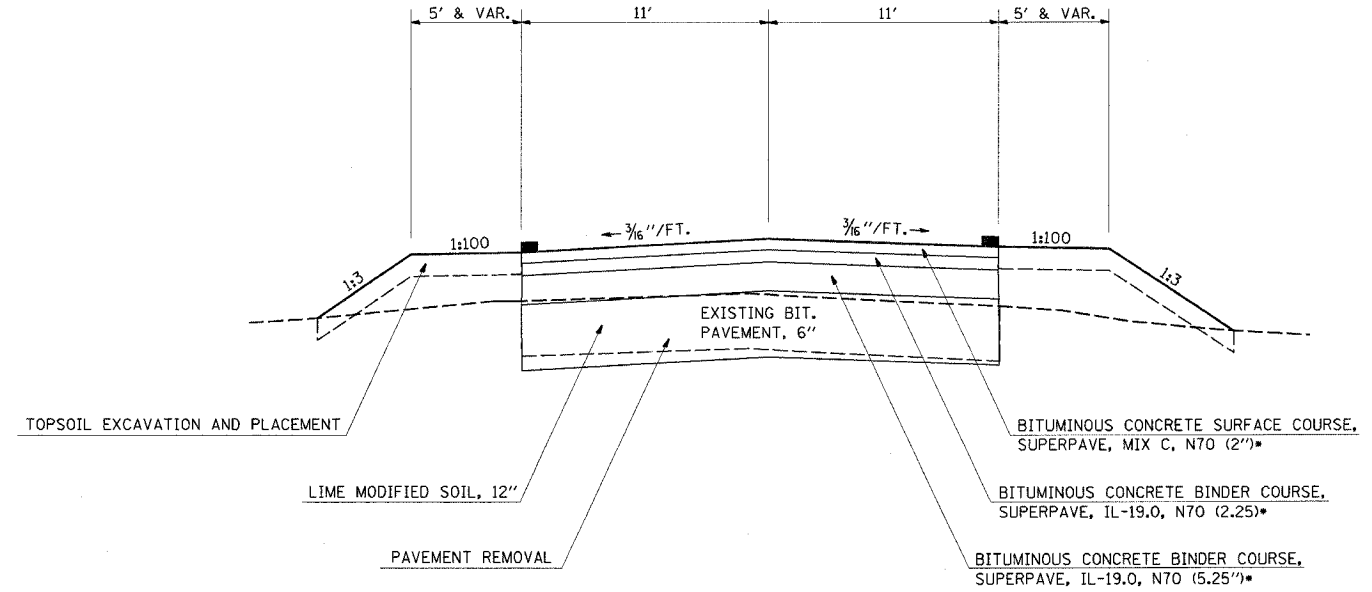
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES (Cont'd)
SCALE: VERT. _____
DATE _____
DRAWN BY _____
CHECKED BY _____

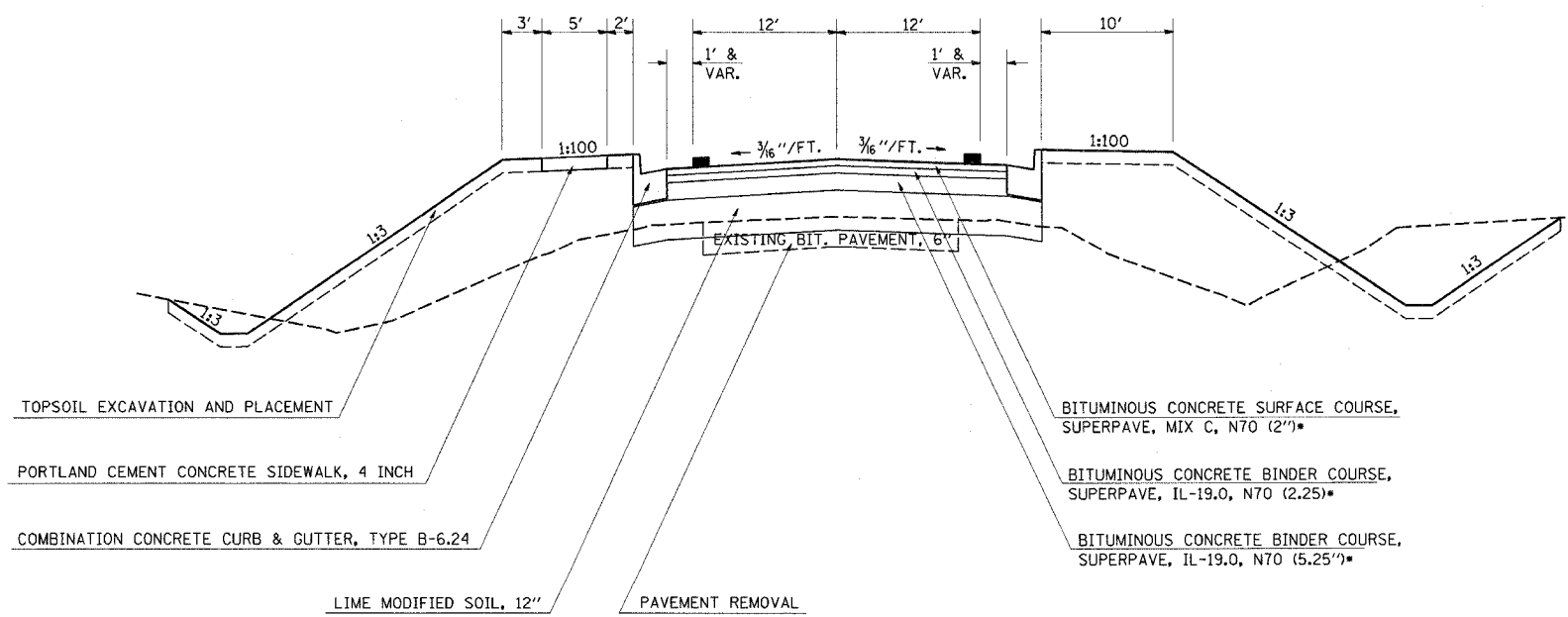
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(25-4 HB-1)B	EFFINGHAM	67	5
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

* FAI RTE. 57/70



TYPICAL SECTION

STA. 39+50.00 TO STA. 40+00.00
 STA. 59+15.00 TO STA. 59+50.00



TYPICAL SECTION

STA. 40+00.00 TO STA. 46+27.53
 STA. 53+28.33 TO STA. 59+15.00

STRUCTURAL DESIGN INFORMATION

STRUCTURAL DESIGN TRAFFIC: YEAR 2016 ADT 5354
 PV = 5129 SU = 188 MU = 38
 ROAD / STREET CLASSIFICATION: CLASS II
 PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
 P = 0.5 S = 0.5 M = 0.5
 MINIMUM TRAFFIC FACTOR = 0.5
 MINIMUM SOIL SUPPORT: IBR = 2

* BITUMINOUS CONCRETE PAVEMENT
 (FULL DEPTH), SUPERPAVE, 9 1/2"

REVISIONS	
NAME	DATE

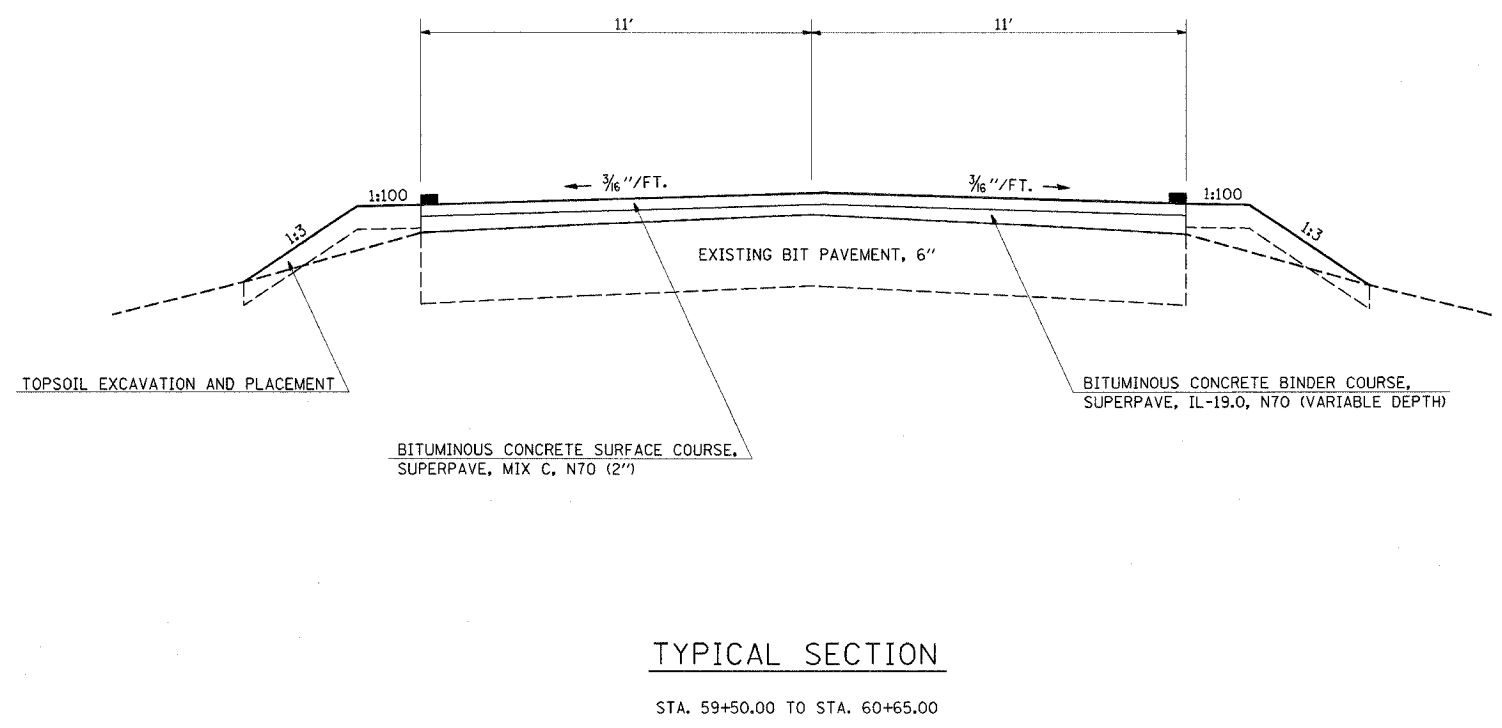
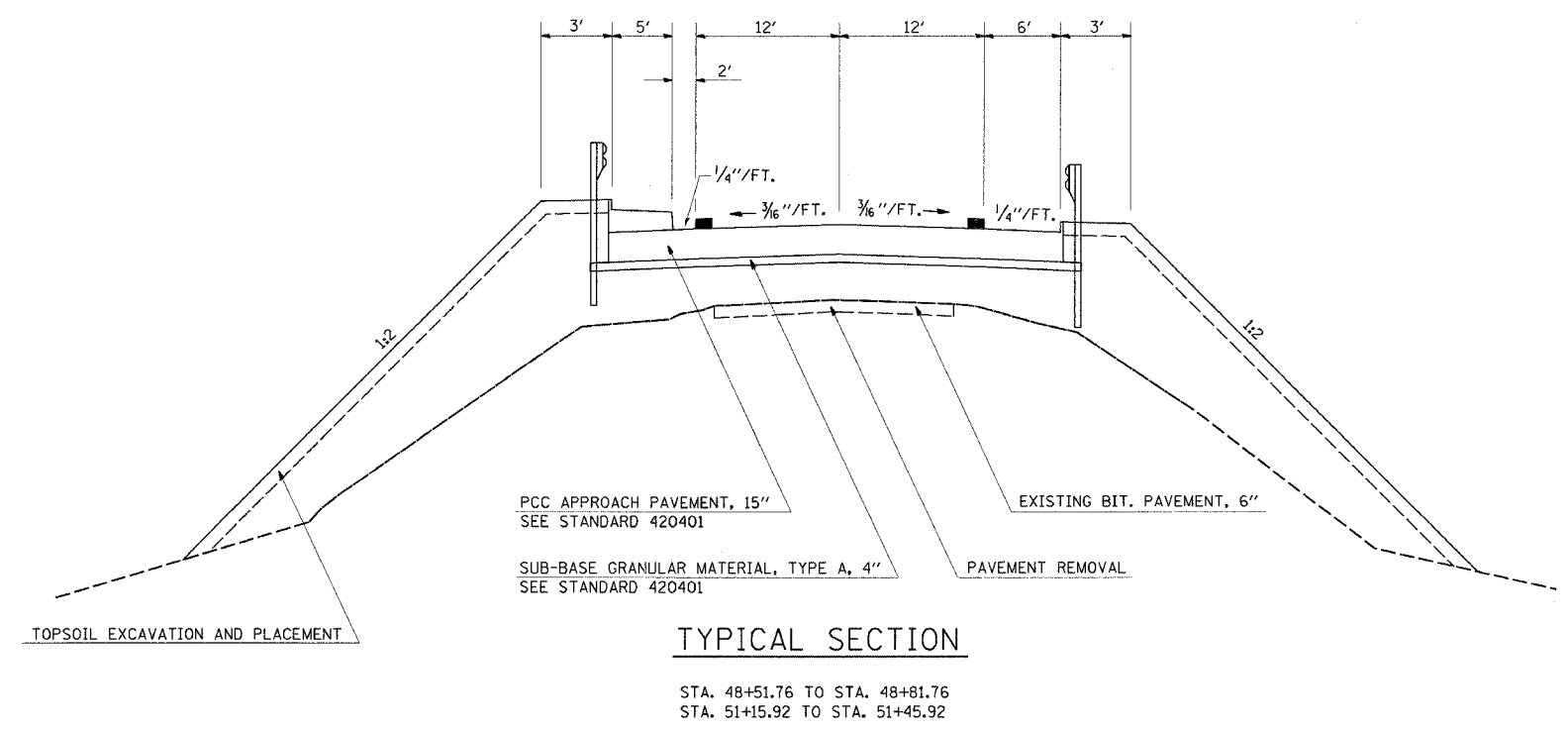
ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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 HORIZ. CHECKED BY
 DATE

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 USER NAME = dsmith

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(25-4 HB-11B)	EFFINGHAM	67	7
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* FAI RTE. 57/70				



PLOT DATE = 8/24/2006
FILE NAME = #FILE#
PLOT SCALE = #SCALE#
USER NAME = district

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: VERT. _____
HORIZ. _____

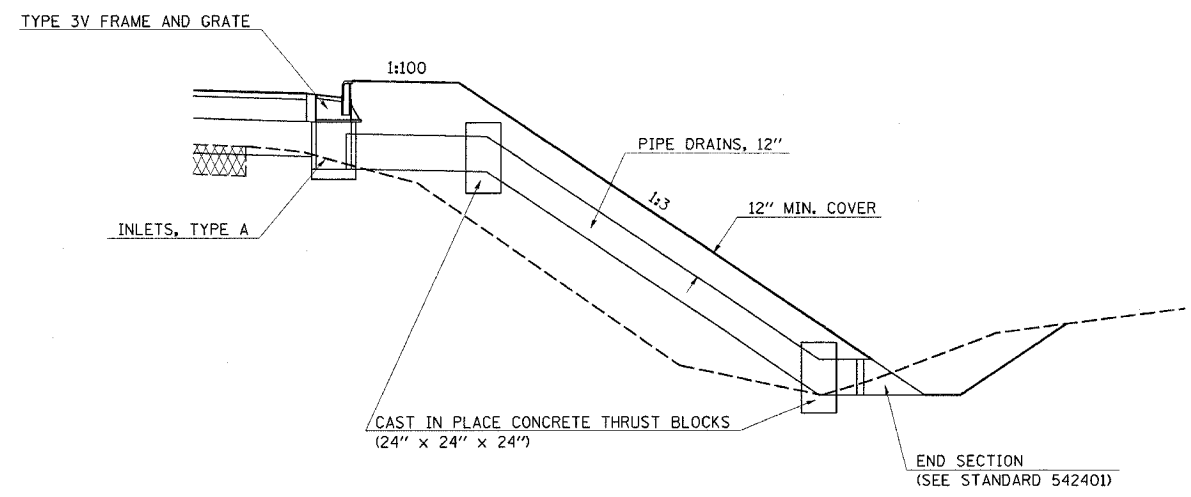
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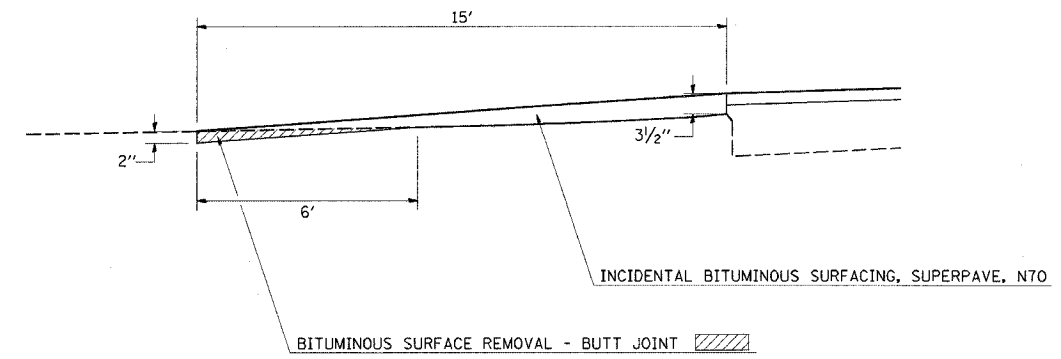
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*	(25-4 HB-1)B	EFFINGHAM	67	8
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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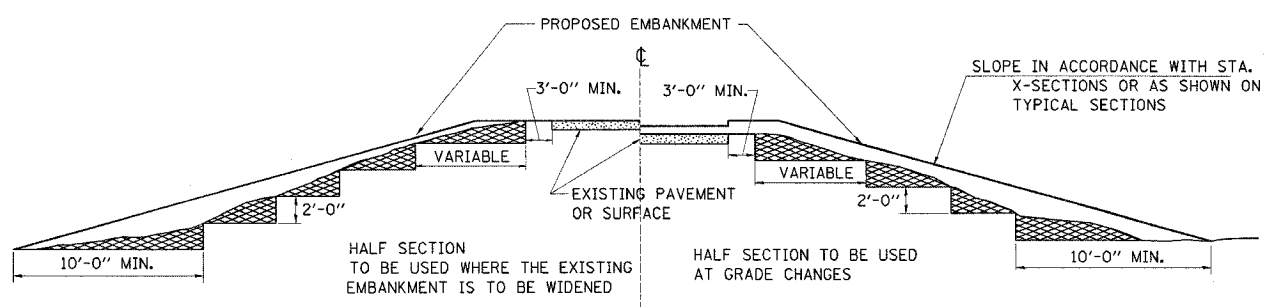
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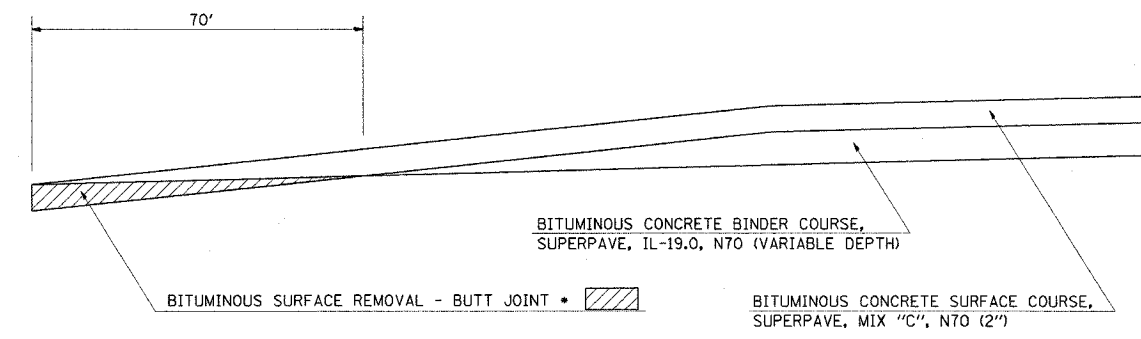
SIDE ROAD DETAIL



MATERIAL TO BE REMOVED AND REPLACED IN THE EMBANKMENT IN ACCORDANCE WITH ART. 205.04 OF THE STANDARD SPECIFICATION. COST TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF THIS WORK.



BENCHING DETAIL



BUTT JOINT DETAIL

STA. 59+95.00 TO STA. 60+65.00

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS

SCALE: VERT. DRAWN BY
 HORIZ. CHECKED BY
 DATE

PLOT DATE = 6/21/2006
 PLOT NAME = 04785.DWG
 PLOT SCALE = 1/8\"/>

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(25-4 HB-1B)	EFFINGHAM	67	9
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* FAI RTE. 57/70

PAVING SCHEDULE

STATION TO STATION	LENGTH	PROPOSED PAVEMENT WIDTH	PAVING SCHEDULE														
			PAVEMENT REMOVAL	PROCESSING MODIFIED SOIL 12"	LIME	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N70	BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N70	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 9 1/2"	COMBINATION CURB AND GUTTER, TYPE B-6.24	PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH	BRIDGE APPROACH PAVEMENT (SPECIAL)	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	PAINT PAVEMENT MARKING - LINE 4"	SHORT-TERM PAVEMENT MARKING	WORKZONE PAVEMENT MARKING REMOVAL	INCIDENTAL BITUMINOUS SURFACING, SUPERPAVE, N70
	FEET	FEET	SO YD	SO YD	TON	TON	TON	SO YD	SO YD	FOOT	SQ FT	SQ YD	SQ YD	FOOT	FOOT	SQ FT	TON
39+50.00 TO 40+00.00	50.0	20.0	111.1	111.1	2.8					111.1	0.0	0.0			112.5	5.0	1.7
40+00.00 TO 41+02.83	102.8	VAR	228.5	305.1	7.7					262.8	155.7	0.0			231.4	10.3	3.4
41+02.83 TO 46+27.53	524.7	26.0	1166.0	1817.0	45.8					1515.8	1049.4	2623.5			1180.6	52.5	17.5
46+27.53 TO 46+85.75	58.2	VAR	129.4	207.9	5.2					174.5	116.4	291.1			131.0	5.8	1.9
46+85.75 TO 47+47.10	61.4	VAR	136.3	232.1	5.8					196.9	122.7	319.6			138.0	6.1	2.0
47+47.10 TO 48+42.39	95.3	VAR	211.8	361.2	9.1					306.5	190.6	420.9			214.4	9.5	3.2
48+42.39 TO 48+51.76	9.4	28.5	20.8	34.0	0.9						18.7	22.6		29.0	21.1	0.9	0.3
48+51.76 TO 48+81.76	30.0	32.0	66.7	0.0	0.0							0.0	125.5		67.5	3.0	1.0
48+81.76 TO 51+15.92	234.2	32.0	22.7	0.0	0.0							0.0			526.9	23.4	7.8
51+15.92 TO 51+45.92	30.0	32.0	73.3	0.0	0.0							0.0	125.5		67.5	3.0	1.0
51+45.92 TO 51+56.20	10.3	28.5	25.1	29.0	0.7						20.6	58.4		29.0	23.1	1.0	0.3
51+56.20 TO 52+49.72	93.5	VAR	228.6	353.8	8.9					300.1	187.0	413.1			210.4	9.4	3.1
52+49.72 TO 53+11.09	61.4	VAR	150.0	223.4	5.6					188.2	122.7	319.7			138.1	6.1	2.0
53+11.09 TO 53+28.33	17.2	VAR	42.1	60.2	1.5					50.4	34.5	86.2			38.8	1.7	0.6
53+28.33 TO 58+40.00	511.7	26.0	1250.7	1772.0	44.7					1478.2	1023.3	2558.4			1151.3	51.2	17.1
58+40.00 TO 59+15.00	75.0	VAR	183.3	241.6	6.1					200.0	150.0	375.0			168.8	7.5	2.5
59+15.00 TO 59+50.00	35.0	22.0	85.6	98.4	2.5					85.6	50.0	73.2			78.8	3.5	1.2
59+50.00 TO 59+95.00	45.0	22.0	0.0	0.0	0.0	12.3	24.6			0.0	32.0	131.6			101.3	4.5	1.5
59+95.00 TO 60+65.00	70.0	22.0	0.0	0.0	0.0	19.2		199.1	0.0	0.0	0.0	0.0			157.5	7.0	2.3
TOTALS			4132.0	5847.0	147.0	31.0	25.0	199.0	4870.0	3274.0	7693.0	251.0	58.0	4759.0	212.0	71.0	14.0

GUARDRAIL SCHEDULE

LOCATION	GUARDRAIL SCHEDULE								
	GUARDRAIL REMOVAL	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 2	STEEL PLATE BEAM GUARD RAIL, TYPE A	GUARDRAIL MARKERS, TYPE A	BARRIER WALL MARKERS, TYPE B	TERMINAL MARKERS - DIRECT APPLIED	
	FOOT	EACH	EACH	EACH	FOOT	EACH	EACH	EACH	
4TH STREET									
NW CORNER	347.0	1.0	1.0		75.0	2.0		1.0	
SW CORNER	255.0	1.0	1.0		25.0	1.0		1.0	
NORTH PARAPET							3.0		
SOUTH PARAPET							3.0		
NE CORNER	253.0	1.0	1.0		12.5	1.0		1.0	
SE CORNER	347.0	1.0	1.0		62.5	2.0		1.0	
EB I-57/70									
DRIVING LANE	455.0	1.0		1.0	237.5	4.0		1.0	
PASSING LANE	85.0	1.0		1.0	100.0	2.0		1.0	
WB I-57/70									
DRIVING LANE	254.0	1.0		1.0	237.5	4.0		1.0	
PASSING LANE	85.0	1.0		1.0	100.0	2.0		1.0	
TOTALS=	2081.0	8.0	4.0	4.0	850.0	18.0	6.0	8.0	

TREE REMOVAL SCHEDULE

STATION	OFFSET	TREE REMOVAL	
		(6 TO 15 UNITS DIAMETER)	(OVER 15 UNITS DIAMETER)
		UNITS	UNITS
46+25	LT 73	10	
46+82	RT 30		19
48+41	LT 54		23
48+69	LT 69		22
48+84	RT 51		16
48+84	LT 36		20
48+96	RT 32	12	
51+02	LT 39		29
51+20	LT 47		20
52+24	RT 43		21
55+44	RT 57	14	
TOTALS		36	170

DRAINAGE SCHEDULE

SIDE	STATION	DRAINAGE SCHEDULE			
		INLETS, TYPE A, TYPE 3V FRAME AND GRATE (EACH)	PIPE DRAINS 12" (FOOT)	THRUST BLOCKS (EACH)	METAL END SECTIONS 12" (EACH)
LT	40+30	1.0	15.0	2.0	1.0
RT	40+30	1.0	15.0	2.0	1.0
LT	45+00	1.0	60.0	2.0	1.0
RT	45+00	1.0	60.0	2.0	1.0
LT	54+50	1.0	60.0	2.0	1.0
RT	54+50	1.0	60.0	2.0	1.0
LT	58+95	1.0	15.0	2.0	1.0
RT	59+25	1.0	15.0	2.0	1.0
TOTALS		8.0	300.0	16.0	8.0

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULES

SCALE: VERT. _____
HORIZ. _____

DATE _____ DRAWN BY _____
CHECKED BY _____

PLT DATE = 8/24/2006
FILE NAME = 94785.DWG
PLOT SCALE = 1/8"=1'-0"
USER NAME = dstrout

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(25-4 HB-1)B	EFFINGHAM	67	10
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* FAI RTE. 57/70

EARTHWORK SCHEDULE	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EARTH FILL	EARTHWORK BALANCE, WASTE (+) OR SHORTAGE (-)	TOPSOIL EXCAVATION AND PLACEMENT
39+50.0 TO 40+00.0	23.4	17.6	3.1	14.5	5.1
40+00.0 TO 40+50.0	5.0	3.8	36.0	-32.3	19.6
40+50.0 TO 41+00.0	16.1	12.1	133.0	-120.9	40.6
41+00.0 TO 41+50.0	26.4	19.8	173.1	-153.3	60.6
41+50.0 TO 42+00.0	26.3	19.7	265.6	-245.9	76.6
42+00.0 TO 42+50.0	47.3	35.5	408.0	-372.6	83.1
42+50.0 TO 43+00.0	48.2	36.2	531.9	-495.7	94.1
43+00.0 TO 43+50.0	32.7	24.5	674.5	-650.0	104.7
43+50.0 TO 44+00.0	29.6	22.2	726.5	-704.3	113.1
44+00.0 TO 44+50.0	25.7	19.3	768.6	-749.3	122.4
44+50.0 TO 45+00.0	25.6	19.2	863.6	-844.4	132.3
45+00.0 TO 45+50.0	28.6	21.5	1006.0	-984.5	142.3
45+50.0 TO 46+00.0	28.6	21.4	1195.8	-1174.4	151.7
46+00.0 TO 46+50.0	31.3	23.5	1419.5	-1396.0	161.5
46+50.0 TO 47+00.0	43.4	32.6	1615.3	-1582.7	171.6
47+00.0 TO 47+50.0	57.9	43.4	1770.9	-1727.4	181.3
47+50.0 TO 48+00.0	64.8	48.6	1875.5	-1826.9	188.6
48+00.0 TO 48+50.0	32.7	24.5	1341.0	-1316.4	190.8
48+50.0 TO 48+81.8	0.0	0.0	494.0	-494.0	121.1
51+15.9 TO 51+50.0	0.0	0.0	637.4	-637.4	127.9
51+50.0 TO 52+00.0	56.5	42.4	1387.5	-1345.1	192.5
52+00.0 TO 52+50.0	100.6	75.5	1817.0	-1741.6	193.7
52+50.0 TO 53+00.0	53.3	39.9	1751.3	-1711.3	180.0
53+00.0 TO 53+50.0	12.9	9.7	1604.4	-1594.7	165.6
53+50.0 TO 54+00.0	5.0	3.8	1422.0	-1418.2	156.5
54+00.0 TO 54+50.0	10.1	7.6	1228.0	-1220.4	148.8
54+50.0 TO 55+00.0	9.3	6.9	1048.4	-1041.5	137.8
55+00.0 TO 55+50.0	0.5	0.3	927.2	-926.9	123.2
55+50.0 TO 56+00.0	0.0	0.0	829.2	-829.2	112.5
56+00.0 TO 56+50.0	0.0	0.0	758.4	-758.4	104.4
56+50.0 TO 57+00.0	0.0	0.0	697.7	-697.7	95.3
57+00.0 TO 57+50.0	0.0	0.0	608.0	-608.0	85.4
57+50.0 TO 58+00.0	2.5	1.9	502.5	-500.6	76.5
58+00.0 TO 58+50.0	6.7	5.0	406.7	-401.7	68.3
58+50.0 TO 59+00.0	6.2	4.7	297.3	-292.6	74.7
59+00.0 TO 59+50.0	2.0	1.5	170.6	-169.1	60.2
59+50.0 TO 60+00.0	0.0	0.0	54.8	-54.8	20.1
60+00.0 TO 60+65.0	0.0	0.0	3.6	-3.6	3.1
TOTALS	859.0	644.0	31454.0	-30809.0	4288.0

SEEDING SCHEDULE	SEEDING, CLASS 2	TEMPORARY EROSION CONTROL SEEDING	NITROGEN FERTILIZER NURTIENT	PHOSPHORUS FERTILIZER NURTIENT	POTASSIUM FERTILIZER NURTIENT	MULCH, METHOD 2	AGRICULTURAL GROUND LIMESTONE
39+50.0 TO 40+00.0	0.02	2.00	1.80	1.80	1.80	0.02	0.04
40+00.0 TO 40+50.0	0.03	3.00	2.70	2.70	2.70	0.03	0.06
40+50.0 TO 41+00.0	0.02	2.00	1.80	1.80	1.80	0.02	0.04
41+00.0 TO 41+50.0	0.05	5.00	4.50	4.50	4.50	0.05	0.10
41+50.0 TO 42+00.0	0.07	7.00	6.30	6.30	6.30	0.07	0.14
42+00.0 TO 42+50.0	0.08	8.00	7.20	7.20	7.20	0.08	0.16
42+50.0 TO 43+00.0	0.10	10.00	9.00	9.00	9.00	0.10	0.20
43+00.0 TO 43+50.0	0.13	13.00	11.70	11.70	11.70	0.13	0.26
43+50.0 TO 44+00.0	0.15	15.00	13.50	13.50	13.50	0.15	0.30
44+00.0 TO 44+50.0	0.16	16.00	14.40	14.40	14.40	0.16	0.32
44+50.0 TO 45+00.0	0.19	19.00	17.10	17.10	17.10	0.19	0.38
45+00.0 TO 45+50.0	0.22	22.00	19.80	19.80	19.80	0.22	0.44
45+50.0 TO 46+00.0	0.24	24.00	21.60	21.60	21.60	0.24	0.48
46+00.0 TO 46+50.0	0.27	27.00	24.30	24.30	24.30	0.27	0.54
46+50.0 TO 47+00.0	0.29	29.00	26.10	26.10	26.10	0.29	0.58
47+00.0 TO 47+50.0	0.32	32.00	28.80	28.80	28.80	0.32	0.64
47+50.0 TO 48+00.0	0.34	34.00	30.60	30.60	30.60	0.34	0.68
48+00.0 TO 48+50.0	0.21	21.00	18.90	18.90	18.90	0.21	0.42
48+50.0 TO 48+81.8	0.13	13.00	11.70	11.70	11.70	0.13	0.26
51+15.9 TO 51+50.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51+50.0 TO 52+00.0	0.14	14.00	12.60	12.60	12.60	0.14	0.28
52+00.0 TO 52+50.0	0.30	30.00	27.00	27.00	27.00	0.30	0.60
52+50.0 TO 53+00.0	0.36	36.00	32.40	32.40	32.40	0.36	0.72
53+00.0 TO 53+50.0	0.30	30.00	27.00	27.00	27.00	0.30	0.60
53+50.0 TO 54+00.0	0.27	27.00	24.30	24.30	24.30	0.27	0.54
54+00.0 TO 54+50.0	0.24	24.00	21.60	21.60	21.60	0.24	0.48
54+50.0 TO 55+00.0	0.23	23.00	20.70	20.70	20.70	0.23	0.46
55+00.0 TO 55+50.0	0.19	19.00	17.10	17.10	17.10	0.19	0.38
55+50.0 TO 56+00.0	0.16	16.00	14.40	14.40	14.40	0.16	0.32
56+00.0 TO 56+50.0	0.13	13.00	11.70	11.70	11.70	0.13	0.26
56+50.0 TO 57+00.0	0.12	12.00	10.80	10.80	10.80	0.12	0.24
57+00.0 TO 57+50.0	0.10	10.00	9.00	9.00	9.00	0.10	0.20
57+50.0 TO 58+00.0	0.09	9.00	8.10	8.10	8.10	0.09	0.18
58+00.0 TO 58+50.0	0.07	7.00	6.30	6.30	6.30	0.07	0.14
58+50.0 TO 59+00.0	0.06	6.00	5.40	5.40	5.40	0.06	0.12
59+00.0 TO 59+50.0	0.05	5.00	4.50	4.50	4.50	0.05	0.10
59+50.0 TO 60+00.0	0.03	3.00	2.70	2.70	2.70	0.03	0.06
60+00.0 TO 60+65.0	0.01	1.00	0.90	0.90	0.90	0.01	0.02
TOTAL =	6.00	587.00	528.00	528.00	528.00	6.00	12.00

PLT DATE = 8/24/2006
 FILE NAME = WFL1E1
 PLOT SCALE = #SCALE#
 USER NAME = dstricot

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULES (Cont'd)

SCALE: VERT. HORIZ.
 DATE

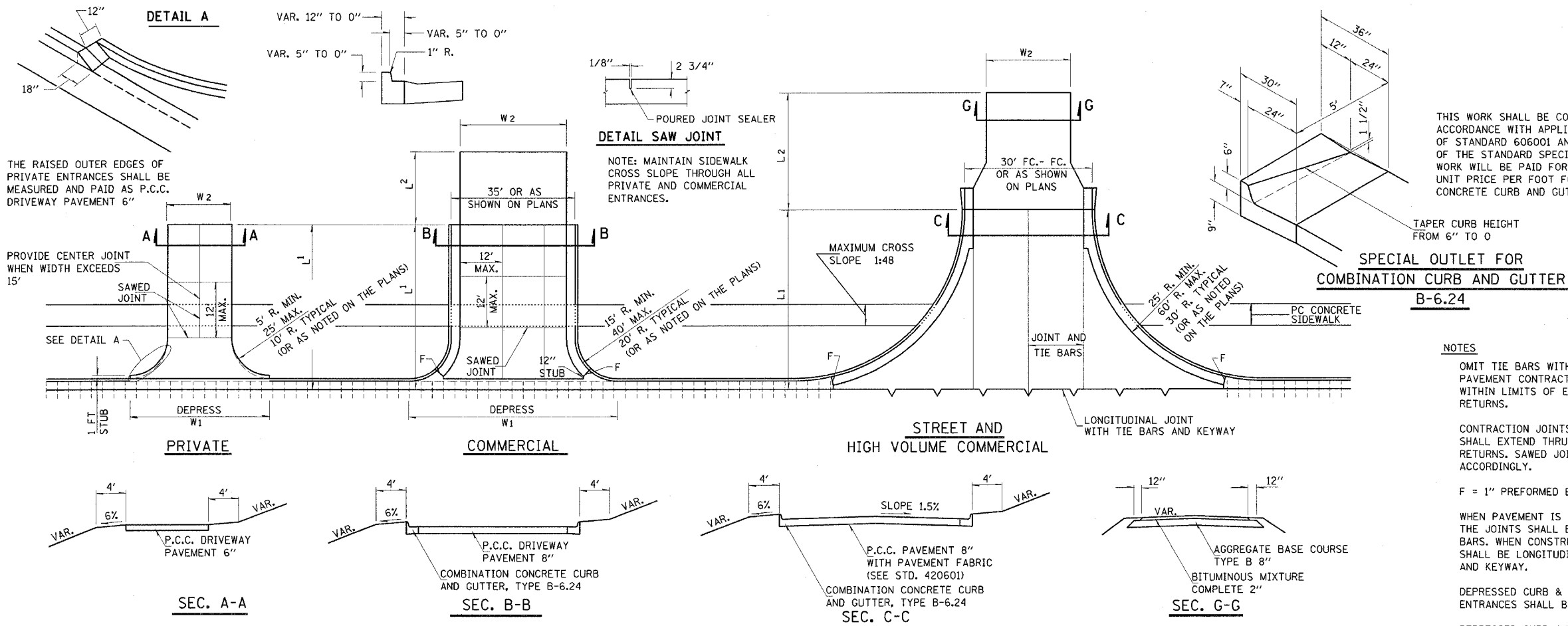
DRAWN BY
 CHECKED BY

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 swartzf.w4 DATE
 UWSW

CONTRACT NO. 94785

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57/70	125-4 HB-11B	EFFINGHAM	67	11
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT NO.

TYPICAL ENTRANCE SCHEDULE



ENTRANCE SCHEDULE

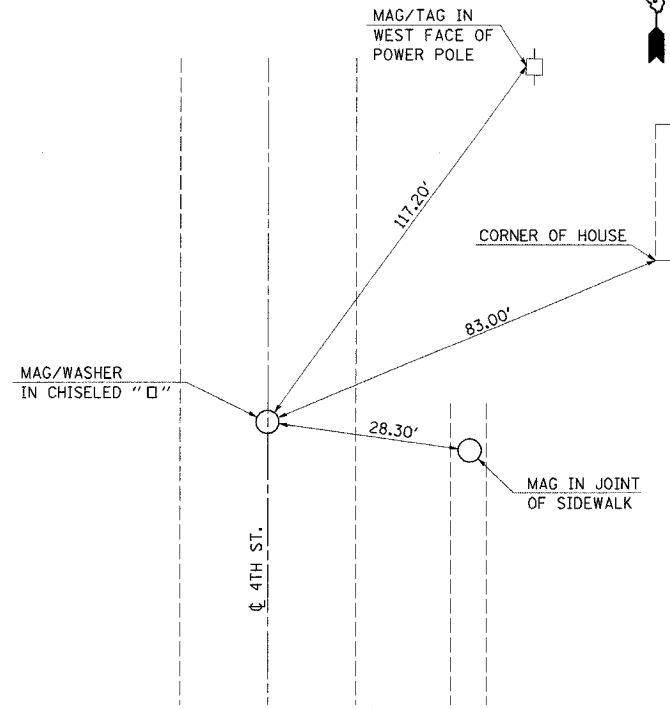
STATION	TYPE	L1	L2	W1	W2	AGGREGATE BASE COURSE TYPE B	AGGREGATE SURFACE COURSE TYPE B	BITUMINOUS MIXTURE COMPLETE *	PCC PAVEMENT, 8"	PAVEMENT FABRIC	PCC DRIVEWAY PAVEMENT, 6"	PCC DRIVEWAY PAVEMENT, 8"	TEMP. ACCESS (PRIVATE ENTRANCE)	TEMP. ACCESS (COMMERCIAL ENTRANCE)	TEMP. ACCESS ROAD
						TON	TON	TON	SO. YD.	SO. YD.	SO. YD.	SO. YD.	EACH	EACH	EACH
RT 39+76.3	FE	15.0		35.8	15.8						31.06		1.0		
LT 40+95.6	FE	12.8		31.3	11.5						21.51		1.0		
RT 41+15.0	FE	15.0		39.0	19.2						37.14		1.0		
LT 59+25.2	FE	25.0		38.2	18.0						54.58		1.0		
RT 59+48.0	FE	21.0		32.0	12.0						32.90		1.0		
TOTALS											177.00		5.0		

* BITUMINOUS MATERIALS AND AGGREGATE (PRIME COAT) FOR ENTRANCES AND PUBLIC ROAD APPROACHES SHALL BE CONSIDERED INCIDENTAL TO THE COST OF BITUMINOUS MIXTURE COMPLETE

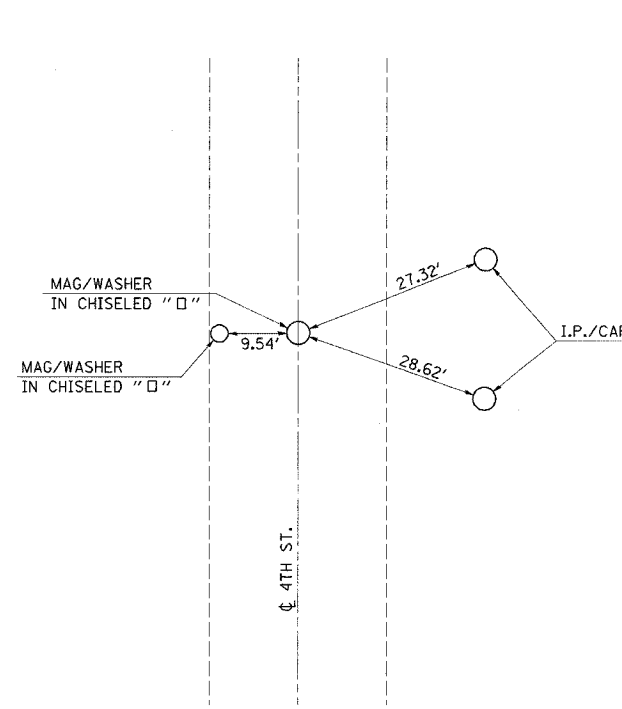
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(25-4 HB-1B)	EFFINGHAM	67	12
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

• FAI RTE. 57/70

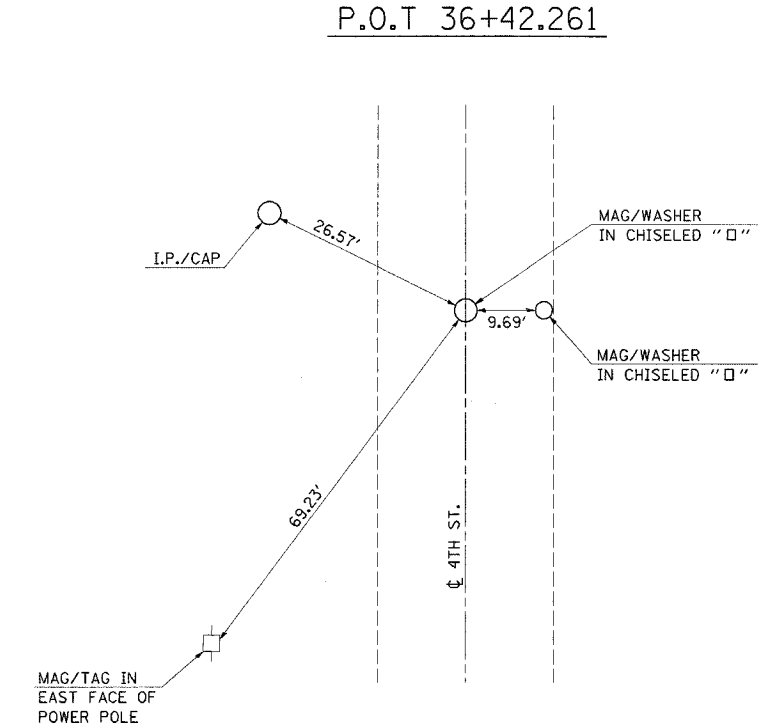
4TH ST. CENTERLINE TIES
P.O.T. 61+58.564



4TH ST. CENTERLINE TIES
P.I. KINK 44+15.499



4TH ST. CENTERLINE TIES
P.O.T 36+42.261



BENCHMARKS

- BM #21 - ELEV. = 600.99
CHISELED SQUARE ON SIGN "N. CHICAGO, E INDIANAPOLIS" BASE
STA. 2248+93/0.4' RT.
- BM #22 - ELEV. = 603.83
CHISELED SQUARE ON CRASH WALL UNDER
4TH STREET ON NORTH SIDE OF I 57/70
STA. 2270+67/67.0' LT.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TIE POINTS
AND
BENCHMARKS

SCALE: VERT.
HORIZ.
DATE

DRAWN BY
CHECKED BY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• (25-4 HB-1B)		EFFINGHAM	67	13
STA. 39+00	TO STA. 45+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• FAI RTE. 57/70				

PROJECT BEGINS
STATION 39+50.00

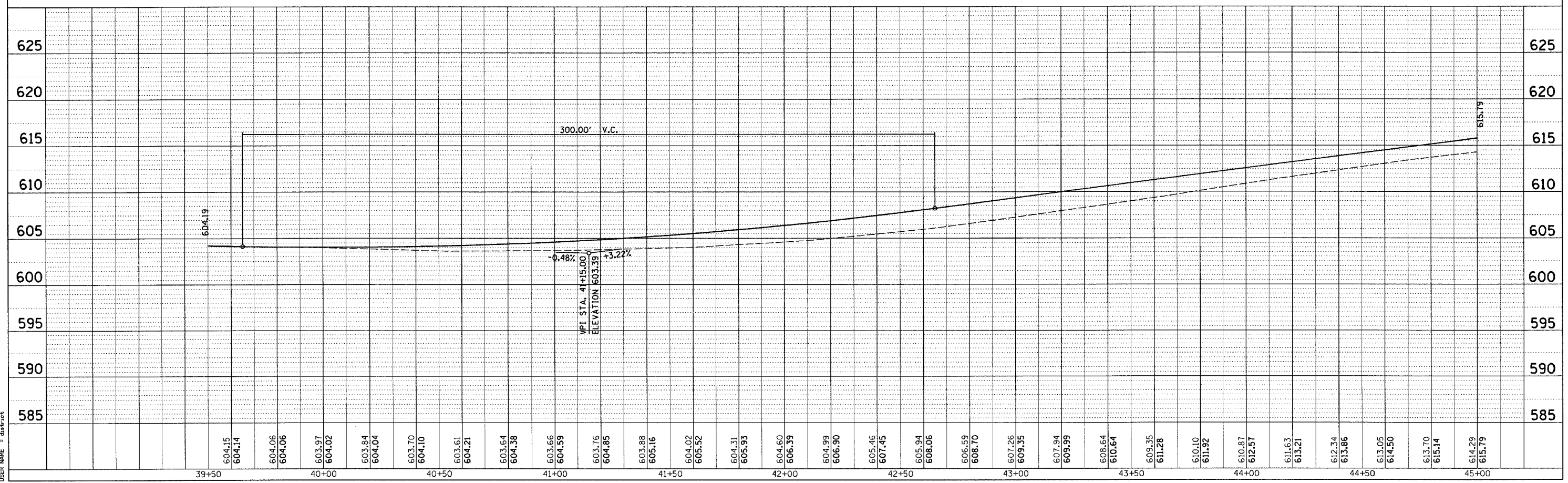
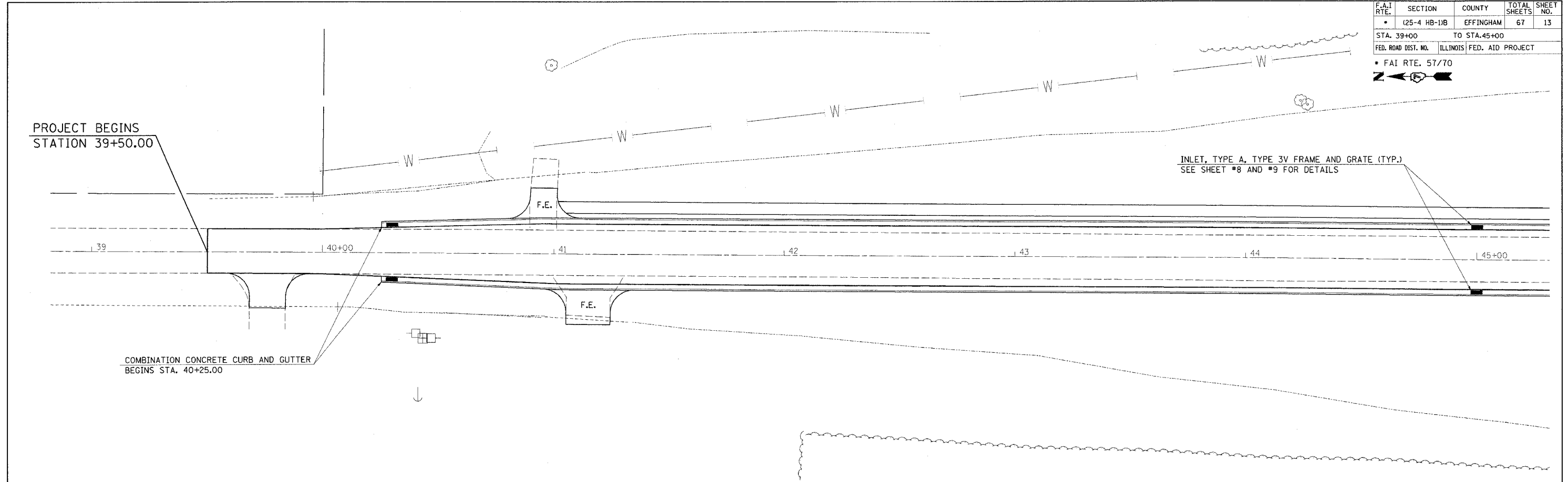
INLET, TYPE A, TYPE 3V FRAME AND GRATE (TYP.)
SEE SHEET #8 AND #9 FOR DETAILS

COMBINATION CONCRETE CURB AND GUTTER
BEGINS STA. 40+25.00

PLAN	DESIGNED	BY	DATE
	CHECKED		
	NOTED		
	ALIGNED		
	GRADES		
	CHECKED		
	STRUCTURE		
	NOTATION		
	CHECKED		
	NO.		
	USER		
	NAME		
	DATE		

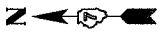
PROFILE	DESIGNED	BY	DATE
	CHECKED		
	NOTED		
	ALIGNED		
	GRADES		
	CHECKED		
	STRUCTURE		
	NOTATION		
	CHECKED		
	NO.		
	USER		
	NAME		
	DATE		

PLOT DATE = 8/24/2006
FILE NAME = 8FILEL8
USER NAME = dshp18



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 125-4 HB-11B		EFFINGHAM	67	15
STA. 51+00		TO STA. 57+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• FAI RTE. 57/70



STA. 53+00.00 TO STA. 54+00.00
 PIPE CULVERTS, CLASS D,
 TYPE 1, 24" = 100 FOOT
 METAL END SECTIONS, 24" = 2 EACH

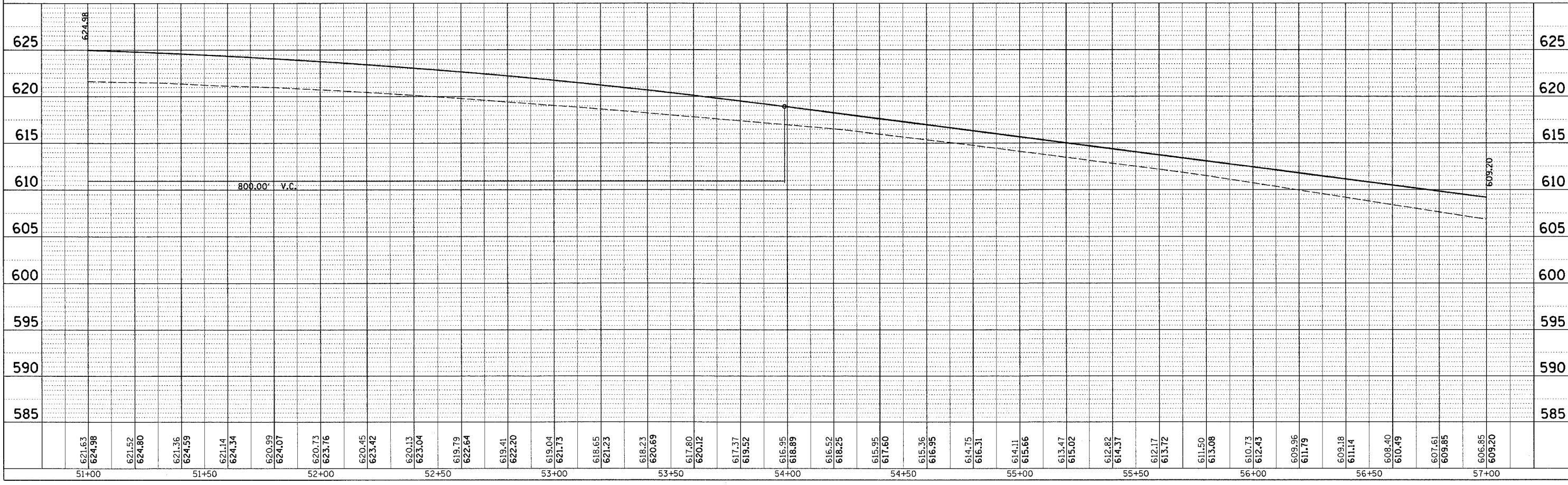
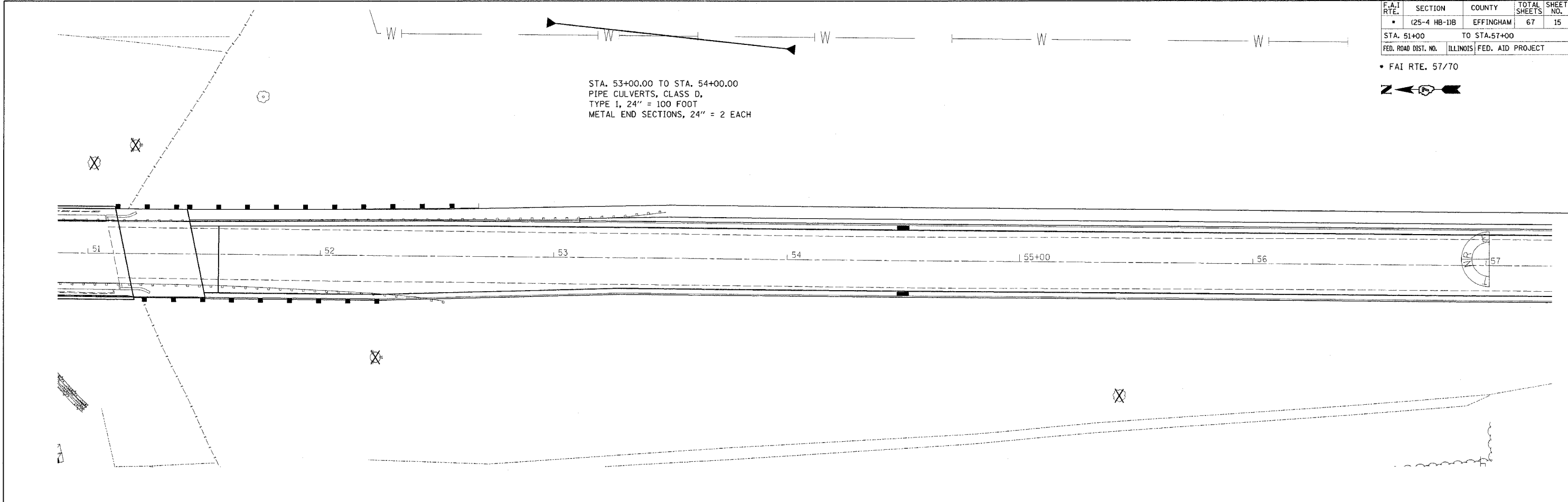
PLAN

SURVEYED	BY	DATE
PLOTTED		
CHECKED		
RT. OF WAY CHECKED		
NO. _____		
ADD FILE NAME		

PROFILE

SURVEYED	BY	DATE
PLOTTED		
CHECKED		
B.M. NO. _____		
STRUCTURE NOTATION CHYD		
NO. _____		

PLOT DATE = 8/24/2006
 FILE NAME = WFILE4
 PLOT SCALE = ESCALE8
 USER NAME = dastriet



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(25-4 HB-1)B	EFFINGHAM	67	16
STA. 57+00		TO STA. 61+58.56		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

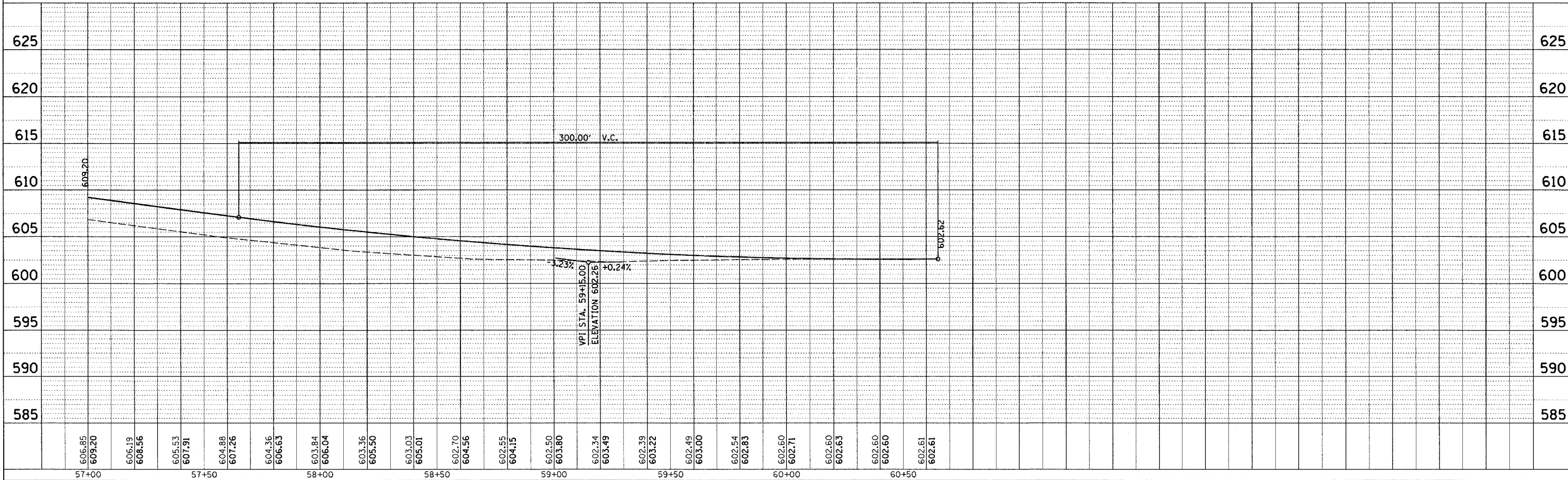
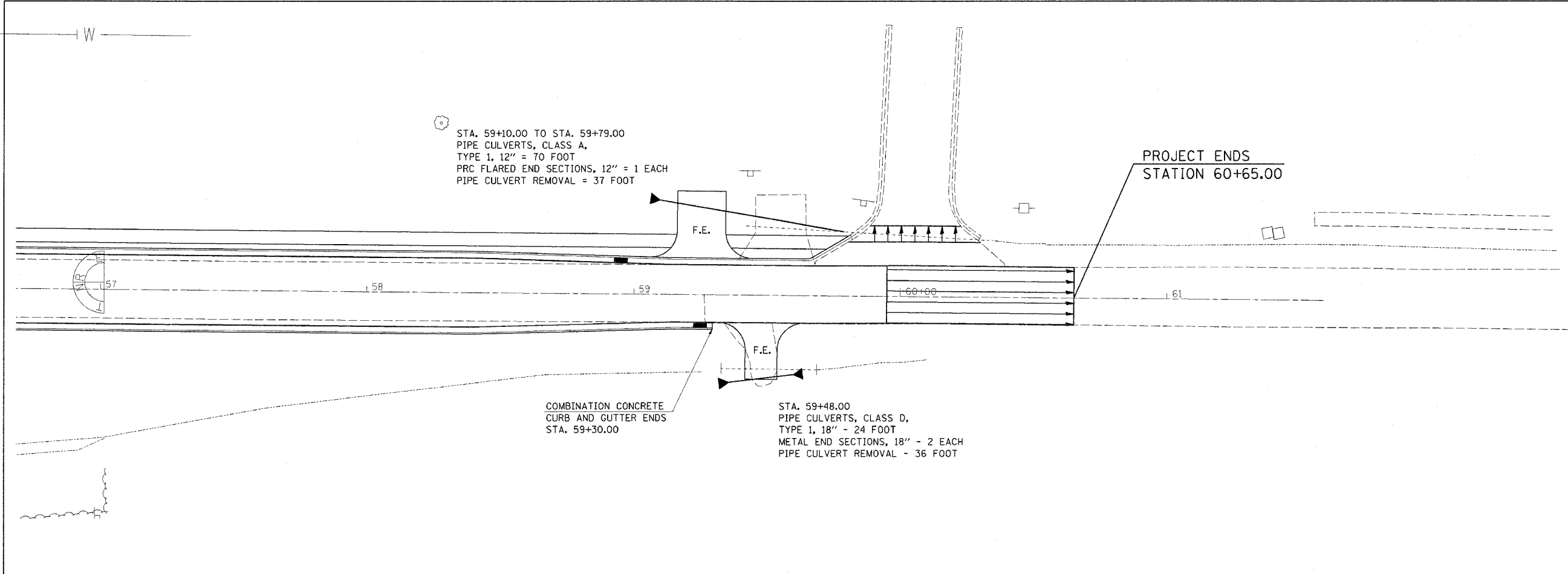
• FAI RTE. 57/70



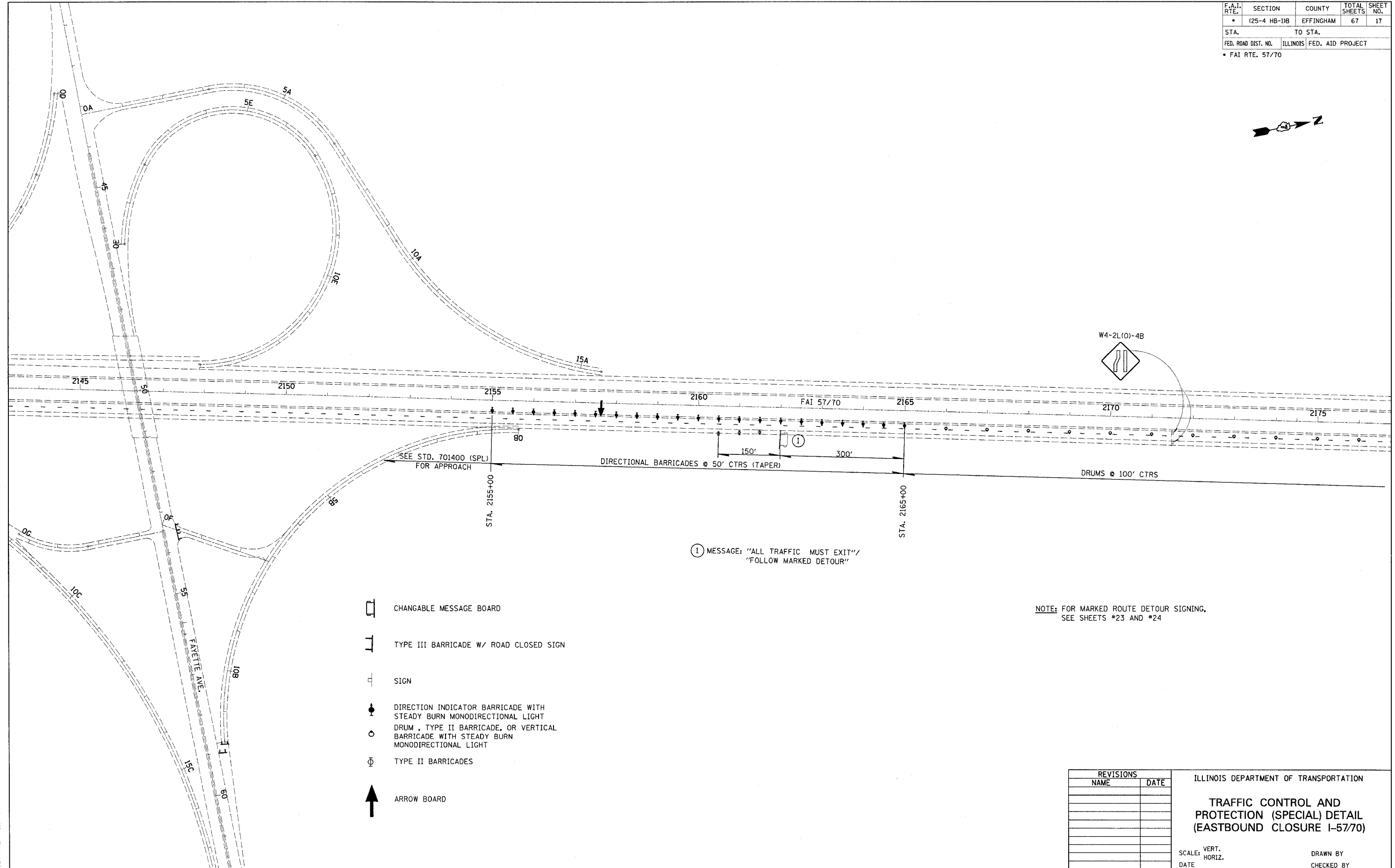
PLAN	SURVEYED	DATE
BY		
NO.		

PROFILE	SURVEYED	DATE
BY		
NO.		

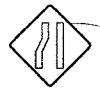
PLOT DATE = 8/24/2006
 FILE NAME = F1E1E18
 PLOT SCALE = 85CALE8
 USER NAME = dastrip



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(25-4 HB-1)B	EFFINGHAM	67	17
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* FAI RTE. 57/70				










W4-2L(0)-4B



① MESSAGE: "ALL TRAFFIC MUST EXIT"
"FOLLOW MARKED DETOUR"

NOTE: FOR MARKED ROUTE DETOUR SIGNING,
SEE SHEETS #23 AND #24

-  CHANGABLE MESSAGE BOARD
-  TYPE III BARRICADE W/ ROAD CLOSED SIGN
-  SIGN
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DRUM, TYPE II BARRICADE, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADES
-  ARROW BOARD

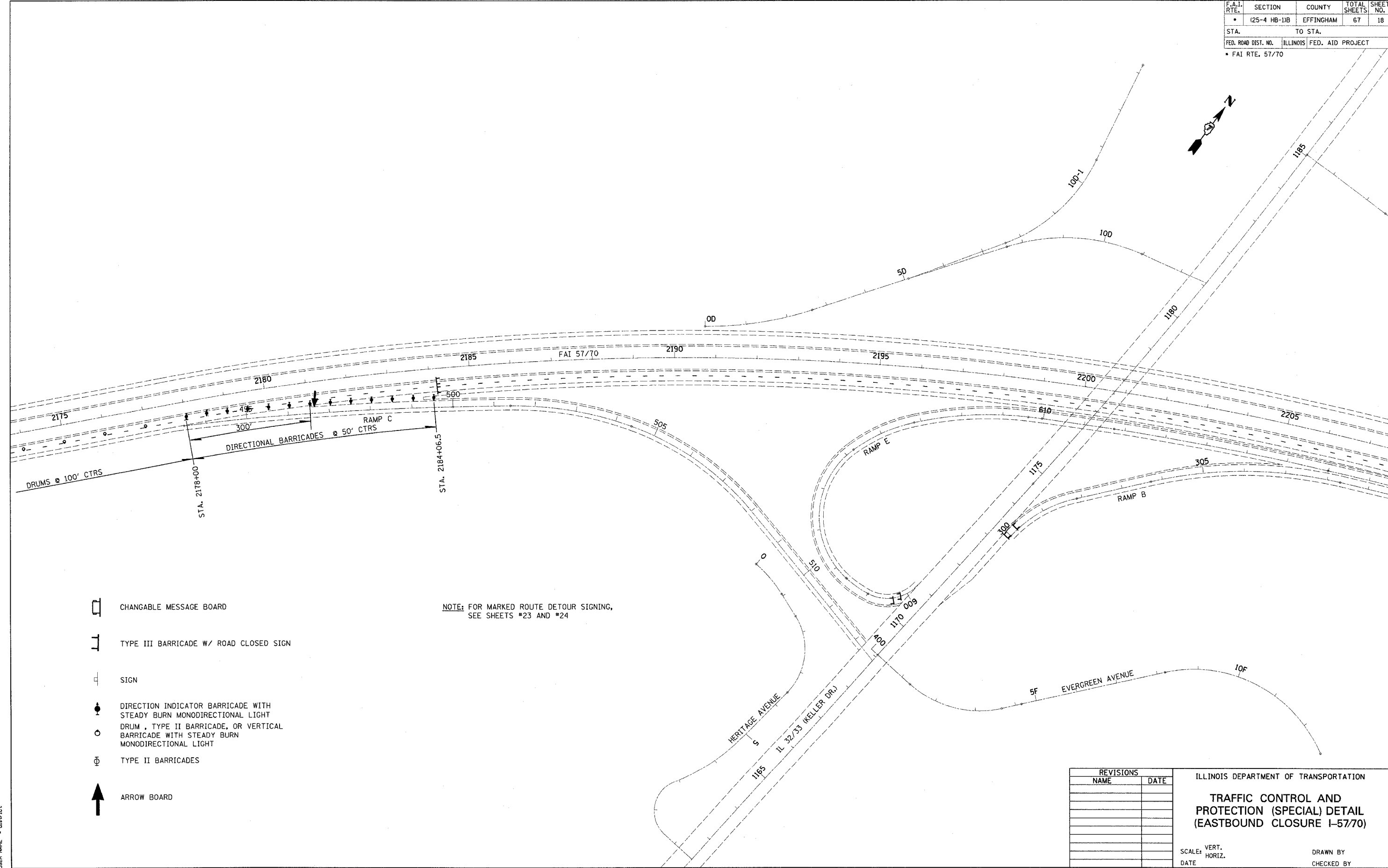
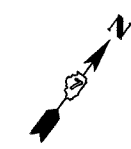
REVISIONS	
NAME	DATE








ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL AND PROTECTION (SPECIAL) DETAIL (EASTBOUND CLOSURE I-57/70)

SCALE: VERT. _____
HORIZ. _____
DATE _____ DRAWN BY _____
CHECKED BY _____

PLOT DATE = 8/24/2005
FILE NAME = #FILE#
PLOT SCALE = #SCALE#
USER NAME = #DISTRICT#

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(25-4 HB-1)B	EFFINGHAM	67	18
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• FAI RTE. 57/70				



-  CHANGABLE MESSAGE BOARD
-  TYPE III BARRICADE W/ ROAD CLOSED SIGN
-  SIGN
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DRUM, TYPE II BARRICADE, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADES
-  ARROW BOARD

NOTE: FOR MARKED ROUTE DETOUR SIGNING, SEE SHEETS #23 AND #24

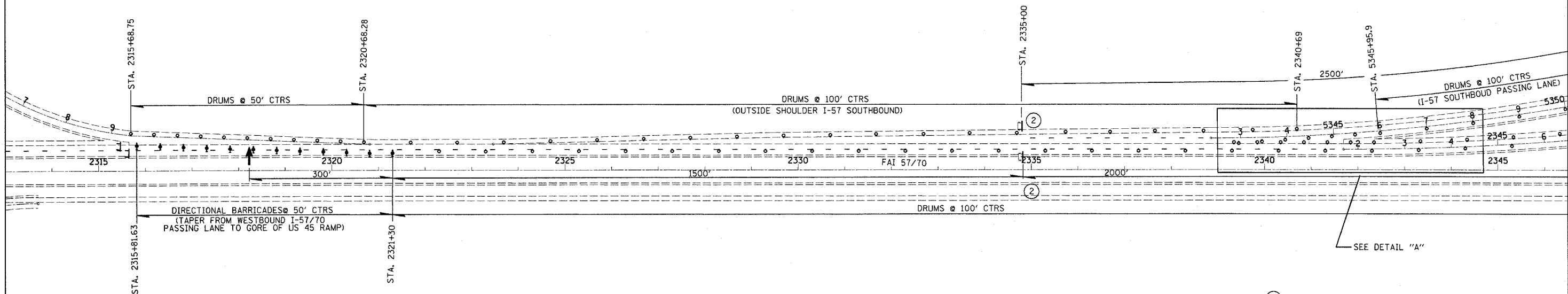
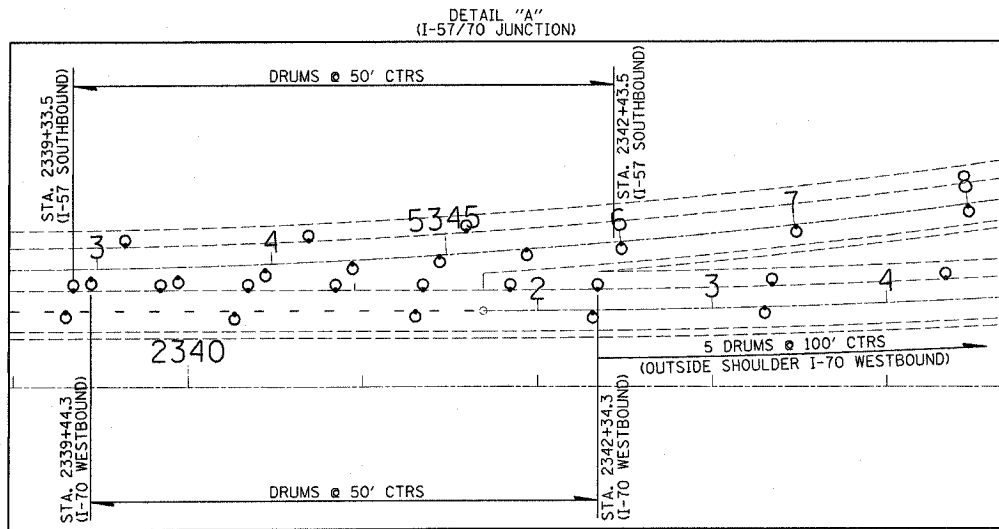
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL AND PROTECTION (SPECIAL) DETAIL
 (EASTBOUND CLOSURE I-57/70)

SCALE: VERT. _____
 HORIZ. _____
 DATE _____ DRAWN BY _____
 CHECKED BY _____

PLOT DATE = 02/14/2006
 PLOT SCALE = 1"=400'
 USER NAME = dsh1101

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• (25-4 HB-1)B	EFFINGHAM	67	19	
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• FAI RTE. 57/70				



② MESSAGE: "ALL TRAFFIC MUST EXIT"
"FOLLOW MARKED DETOUR"

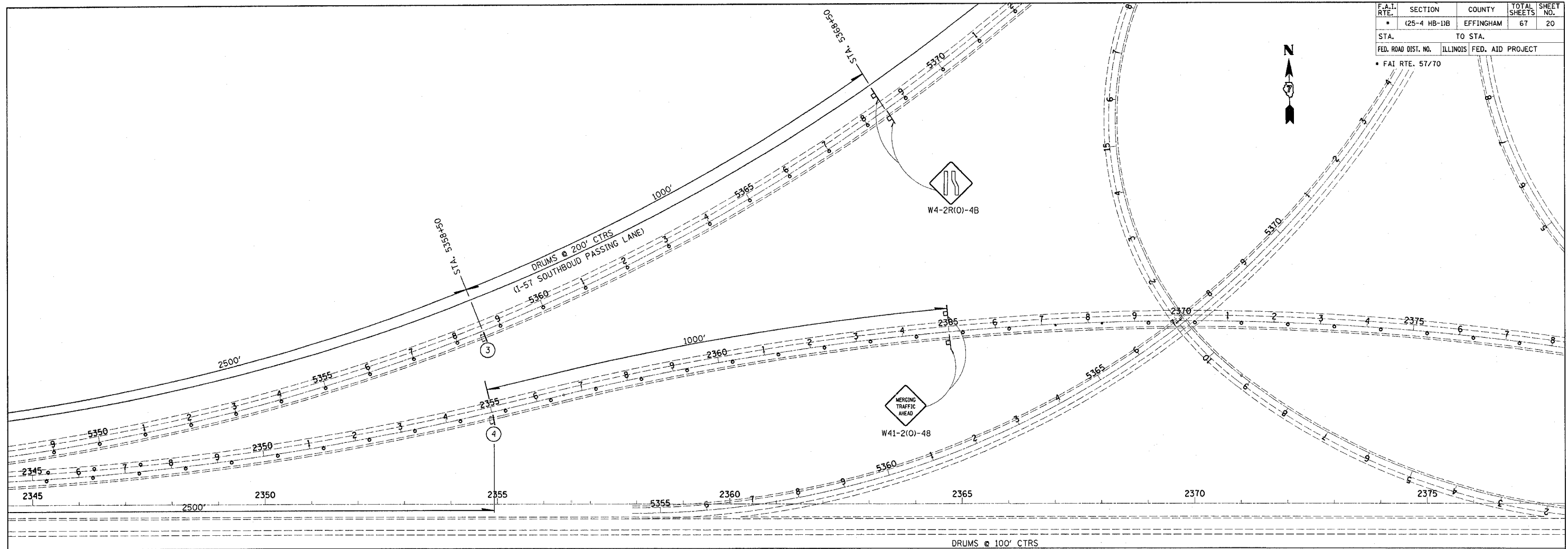
NOTE: FOR MARKED ROUTE DETOUR SIGNING,
SEE SHEETS #23 AND #24

- CHANGABLE MESSAGE BOARD
- TYPE III BARRICADE W/ ROAD CLOSED SIGN
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM, TYPE II BARRICADE, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADES
- ARROW BOARD








REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<p align="center">TRAFFIC CONTROL AND PROTECTION (SPECIAL) DETAIL (WESTBOUND CLOSURE I-57/70)</p> <p>SCALE: VERT. _____ HORIZ. _____</p> <p>DATE _____ DRAWN BY _____ CHECKED BY _____</p>

PLOT DATE = 8/25/2006
 PLOT SCALE = 1"=40'
 USER NAME = district

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• (25-4 HB-1B)		EFFINGHAM	67	20
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
• FAI RTE. 57/70				



DRUMS @ 100' CTRS
(PASSING LANE WESTBOUND I-70)

-  CHANGABLE MESSAGE BOARD
-  TYPE III BARRICADE W/ ROAD CLOSED SIGN
-  SIGN
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DRUM, TYPE II BARRICADE, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADES
-  ARROW BOARD

- ③ MESSAGE: "MERGE LEFT"
"1500 FT AHEAD"
- ④ MESSAGE: "MERGING TRAFFIC"
"1500 FT AHEAD"

NOTE: FOR MARKED ROUTE DETOUR SIGNING, SEE SHEETS #23 AND #24

REVISIONS	
NAME	DATE

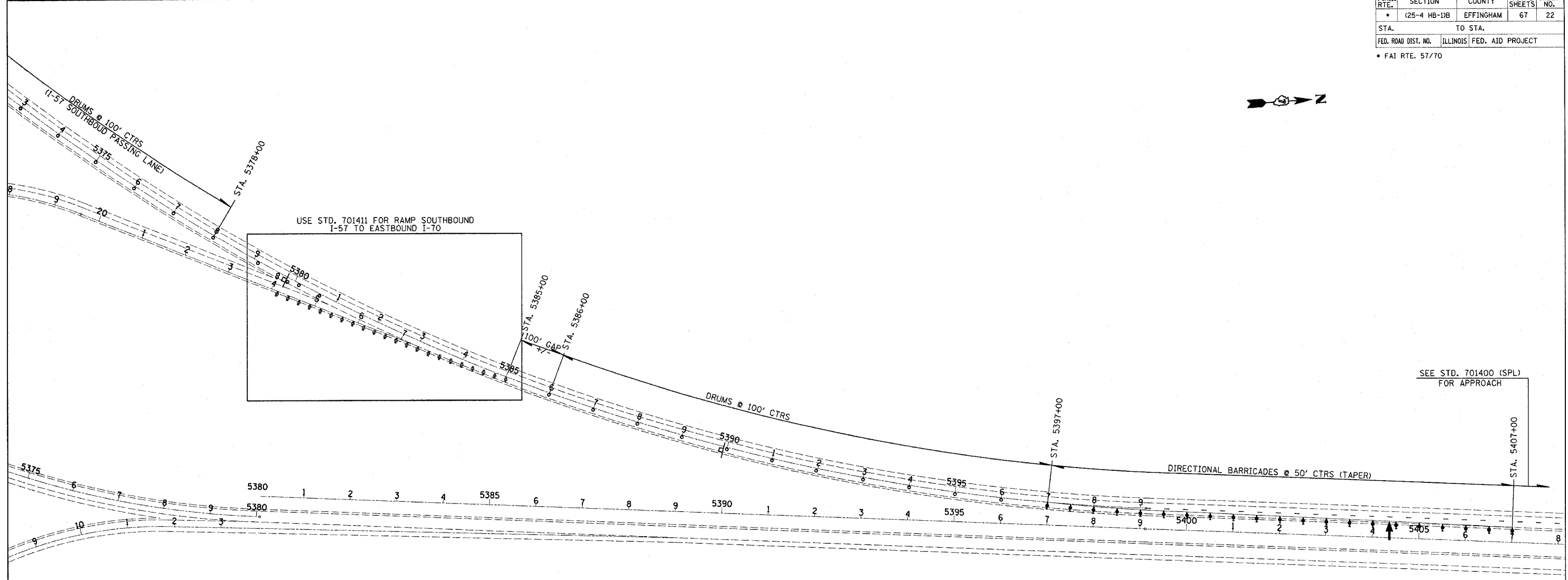
ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL AND PROTECTION (SPECIAL) DETAIL (WESTBOUND CLOSURE I-57/70)

SCALE: VERT. _____
HORIZ. _____
DATE _____ DRAWN BY _____
CHECKED BY _____








PLOT DATE = 8/25/2006
FILE NAME = #FILE#
PLOT SCALE = #SCALE#
USER NAME = #USER#

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(25-4 HB-1B)	EFFINGHAM	67	22
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

• FAI RTE. 57/70



SEE STD. 701400 (SPL) FOR APPROACH

-  CHANGABLE MESSAGE BOARD
-  TYPE III BARRICADE W/ ROAD CLOSED SIGN
-  SIGN
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DRUM, TYPE II BARRICADE, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADES
-  ARROW BOARD

NOTE: FOR MARKED ROUTE DETOUR SIGNING, SEE SHEETS #23 AND #24

PLOT DATE = 8/25/2006
 FILE NAME = #FILE#
 PLOT SCALE = #SCALE#
 USER NAME = #DISTRICT#

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION (SPECIAL) DETAIL (WESTBOUND CLOSURE I-57/70)

SCALE: VERT. _____
 HORIZ. _____

DATE _____ DRAWN BY _____
 CHECKED BY _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(25-4 HB-1)B	EFFINGHAM	67	23
STA. TO STA.				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
*FAI RTE. 57/70				



LEGEND

	M4-8(0)-2412
	M3-1-2412
	M3-3-2412
	M3-2-2412
	M3-4-2412
	W1-6(0)-2115
	W5-1R(0)-2115
	W5-1L(0)-2115
	W20-2(0)-48
	W41-2(0)-48
	W41-2(0)-48
	R11-2
	M4-6(0)-2412
	M4-8(0)-2412
	M1-1-36
	M1-1-36

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL AND PROTECTION (SPECIAL) DETAIL
(I-57 NB / I-70 EB MARKED ROUTE DETOUR SIGNING)

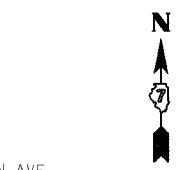
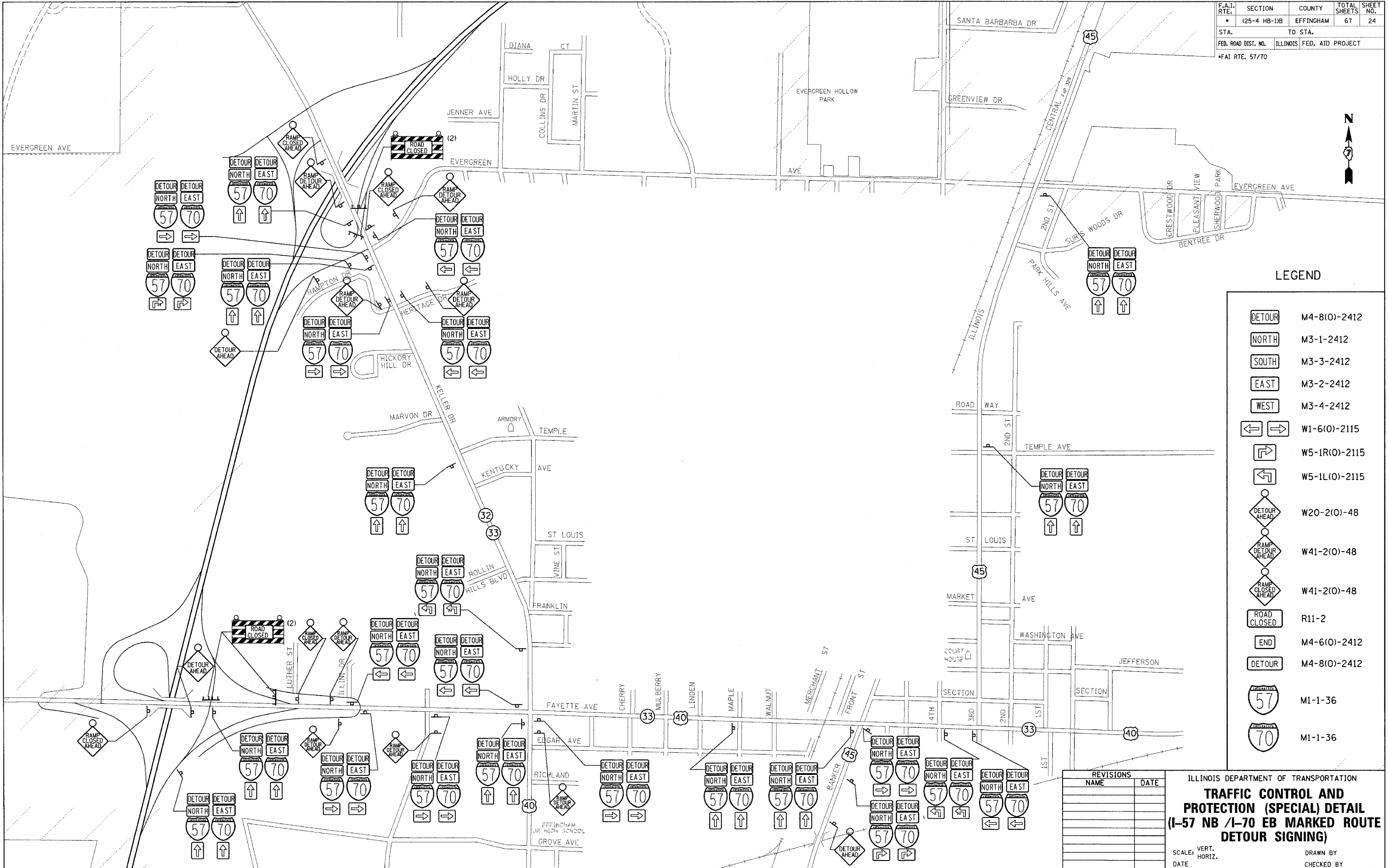
SCALE: VERT. _____
 HORIZ. _____

DATE _____ DRAWN BY _____
 CHECKED BY _____

PLOT DATE = 01/24/2006
 FILE NAME = 01111
 PLOT SCALE = 1/8"=1'-0"
 USER NAME = dlsprict



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• (25-4 HB-1)B	EFFINGHAM	67	24	
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
*FAI RTE. 57/70				



LEGEND

	M4-8(0)-2412
	M3-1-2412
	M3-3-2412
	M3-2-2412
	M3-4-2412
	W1-6(0)-2115
	W5-1R(0)-2115
	W5-1L(0)-2115
	W20-2(0)-48
	W41-2(0)-48
	W41-2(0)-48
	R11-2
	M4-6(0)-2412
	M4-8(0)-2412
	M1-1-36
	M1-1-36

REVISIONS		
NAME	DATE	

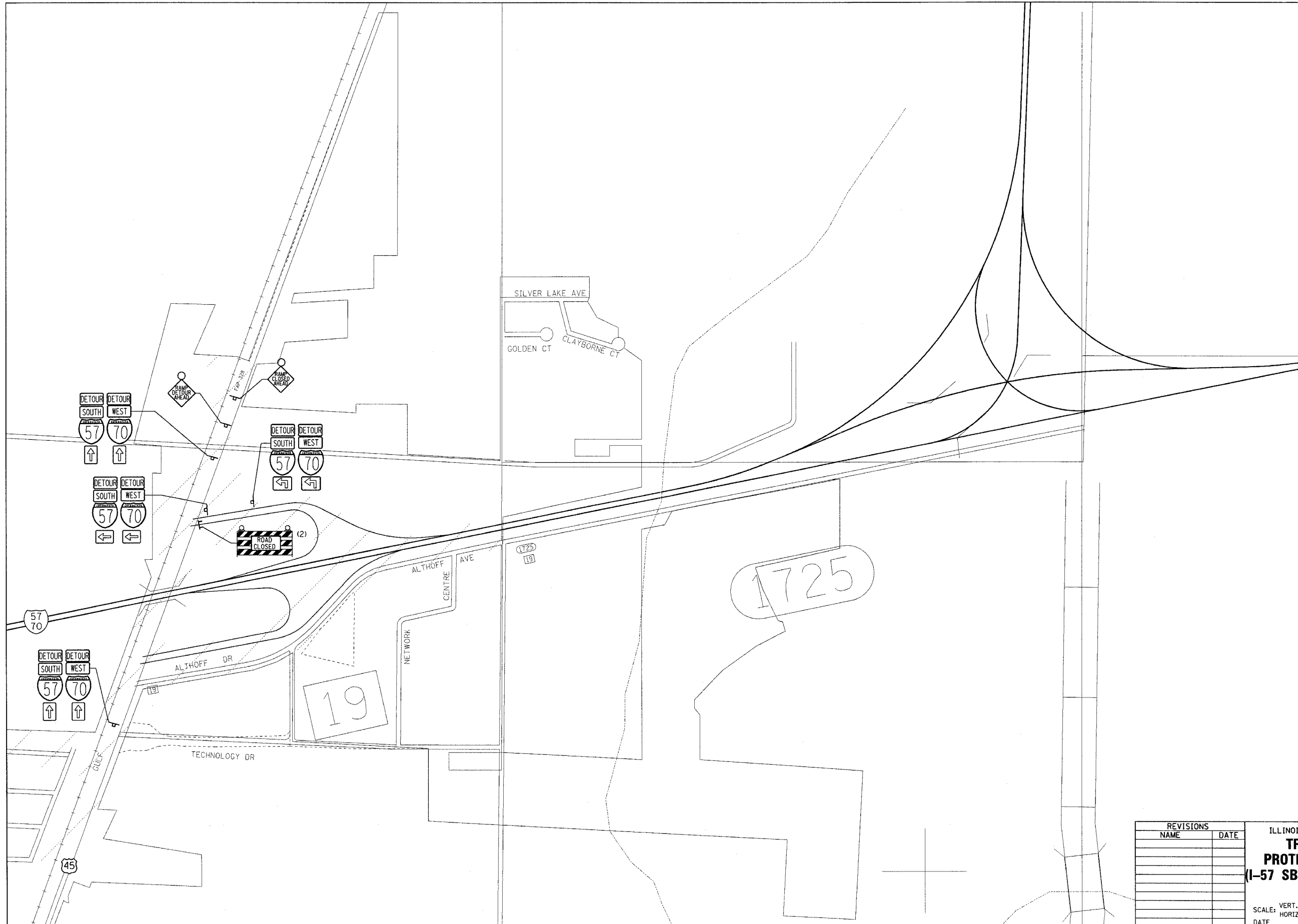
ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL AND PROTECTION (SPECIAL) DETAIL
(I-57 NB / I-70 EB MARKED ROUTE DETOUR SIGNING)

SCALE: VERT. _____
 HORIZ. _____
 DATE _____

DRAWN BY _____
 CHECKED BY _____

PLT DATE = 8/27/2006
 PLT SCALE = 1"=400'
 USER NAME = dliston

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(25-4 HB-1/B)	EFFINGHAM	67	25
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
*FAT RTE. 57/70				



LEGEND

	M4-8(O)-2412
	M3-1-2412
	M3-3-2412
	M3-2-2412
	M3-4-2412
	W1-6(O)-2115
	W5-1R(O)-2115
	W5-1L(O)-2115
	W20-2(O)-48
	W41-2(O)-48
	W41-2(O)-48
	R11-2
	M4-6(O)-2412
	M4-8(O)-2412
	M1-1-36
	M1-1-36

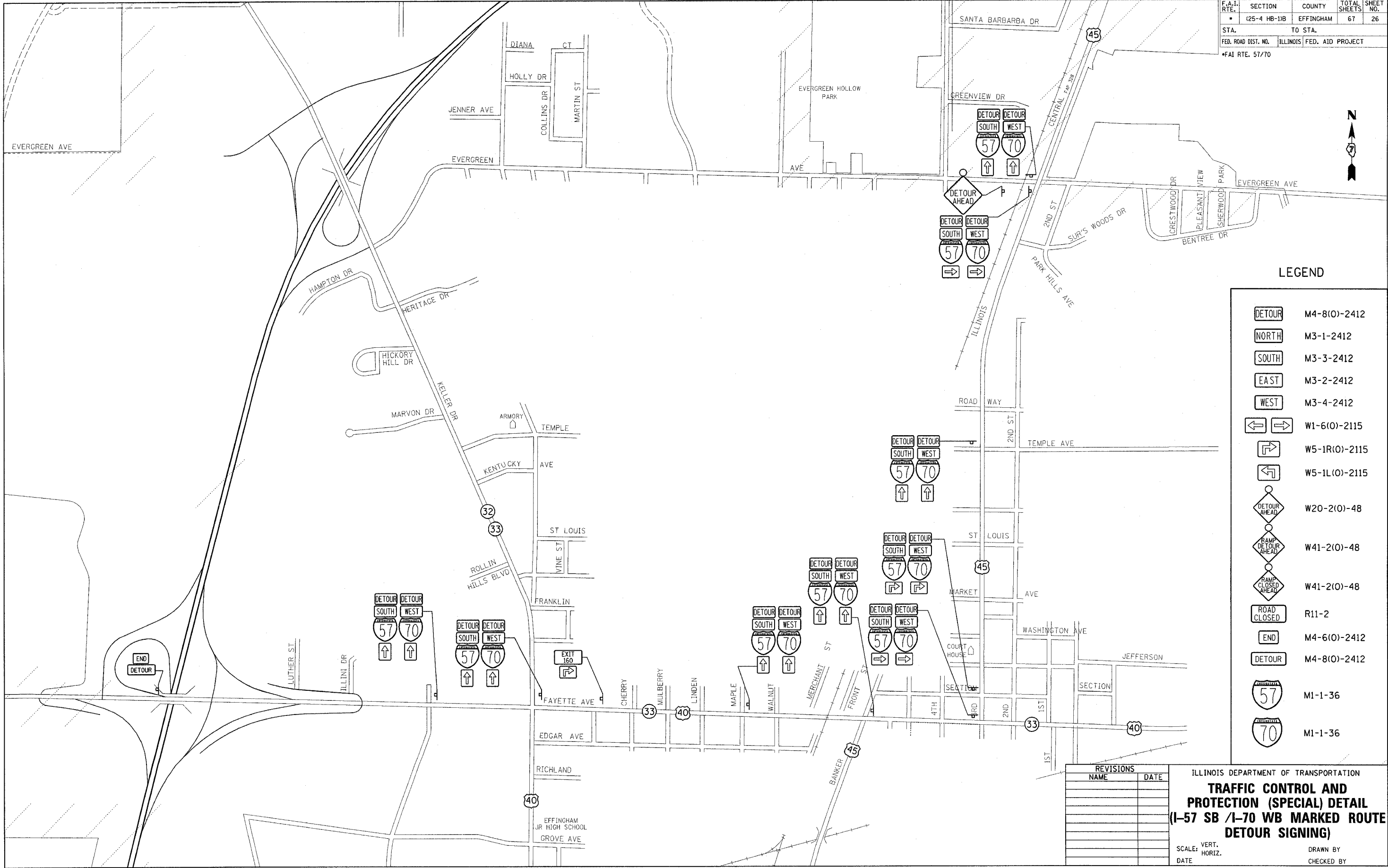
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL AND PROTECTION (SPECIAL) DETAIL
(I-57 SB /I-70 WB MARKED ROUTE DETOUR SIGNING)

SCALE: VERT. HORIZ.
 DATE: _____ DRAWN BY: _____
 CHECKED BY: _____

PLOT DATE = 8/24/2006
 FILE NAME = #FILE#
 PLOT SCALE = #SCALE#
 USER NAME = #USER#

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
225-4 HB-118	EFFINGHAM	67	26	
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
*FAI RTE. 57/70				



LEGEND

- DETOUR M4-8(0)-2412
- NORTH M3-1-2412
- SOUTH M3-3-2412
- EAST M3-2-2412
- WEST M3-4-2412
- W1-6(0)-2115
- W5-1R(0)-2115
- W5-1L(0)-2115
- W20-2(0)-48
- W41-2(0)-48
- W41-2(0)-48
- R11-2
- M4-6(0)-2412
- M4-8(0)-2412
- M1-1-36
- M1-1-36

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL AND PROTECTION (SPECIAL) DETAIL
(I-57 SB /I-70 WB MARKED ROUTE DETOUR SIGNING)

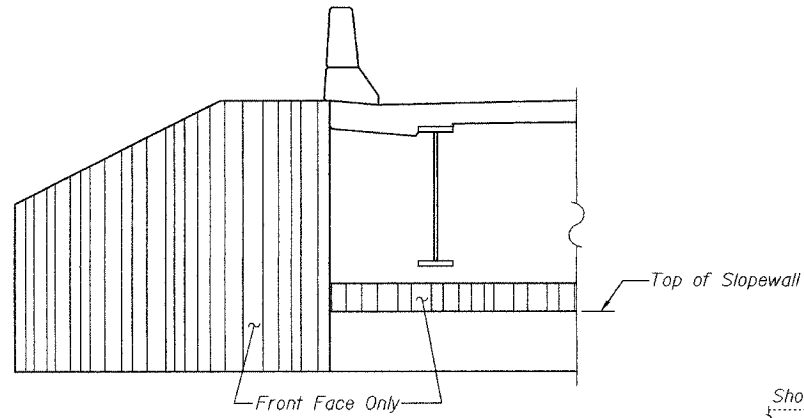
SCALE: VERT. _____ DRAWN BY _____
 DATE: _____ CHECKED BY _____

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

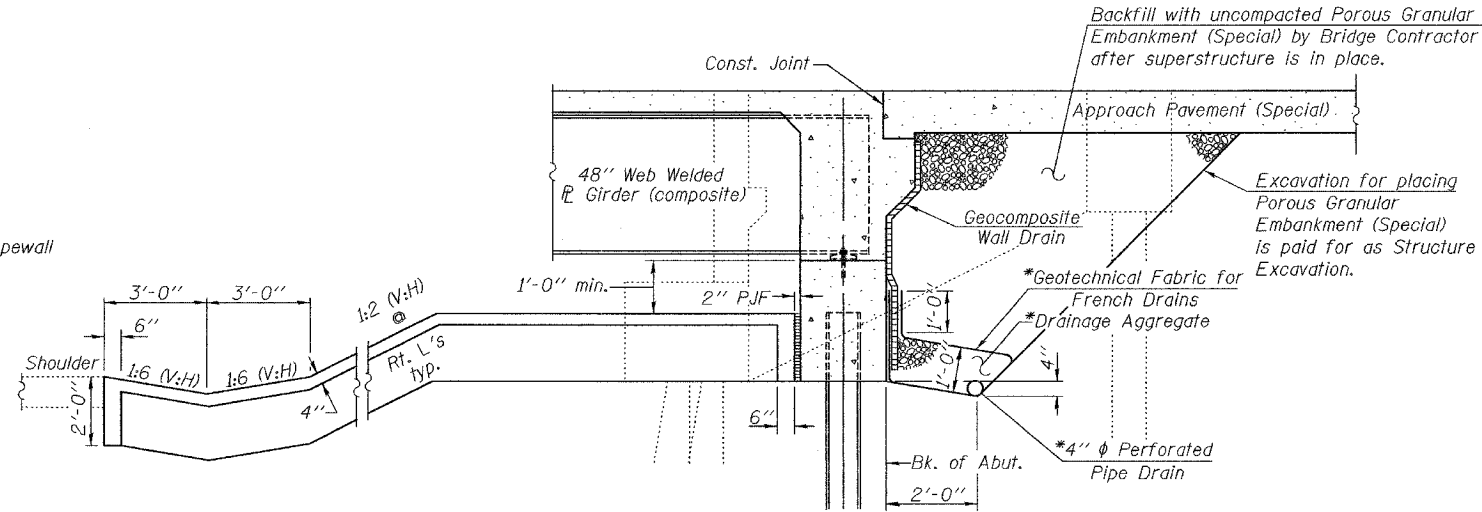
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.
F.A.I. 70	25-4HB-DB	EFFINGHAM	67	28
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract #94785



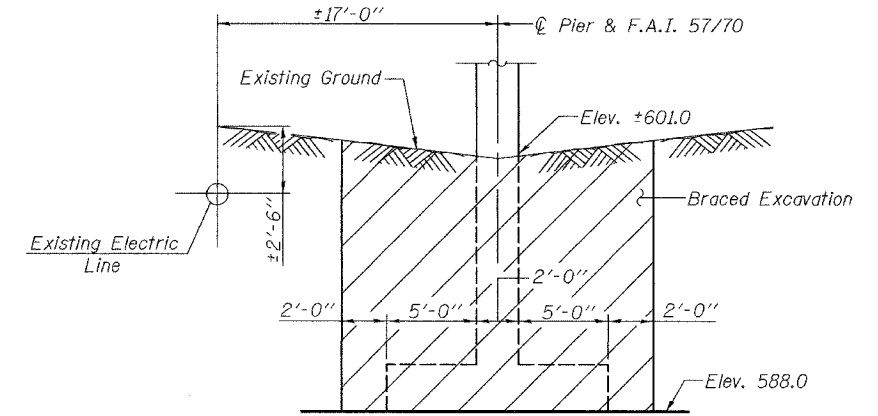
WINGWALL AND ABUTMENT CAP



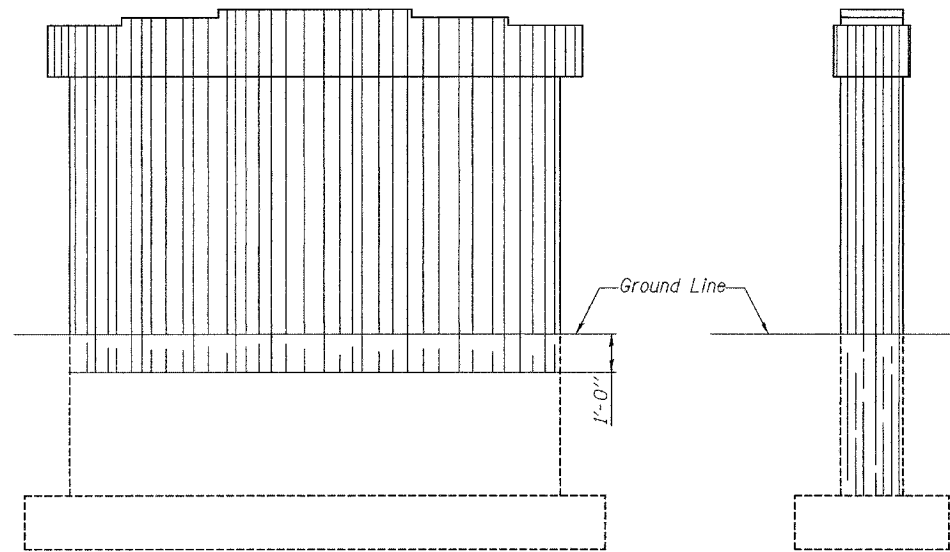
SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. L's)

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

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



SECTION X-X

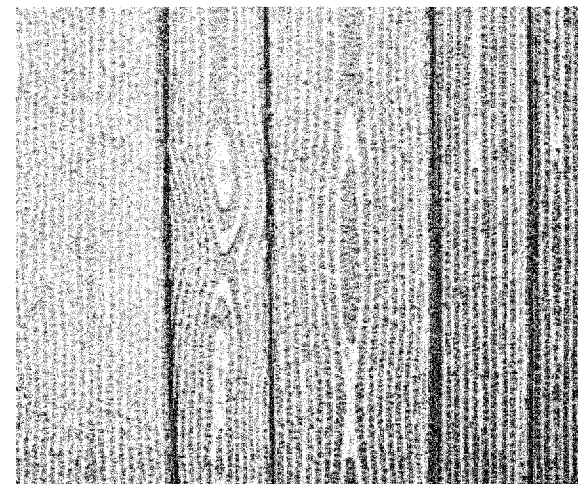


PIER

See sheet 15 of 18 for dimensions.

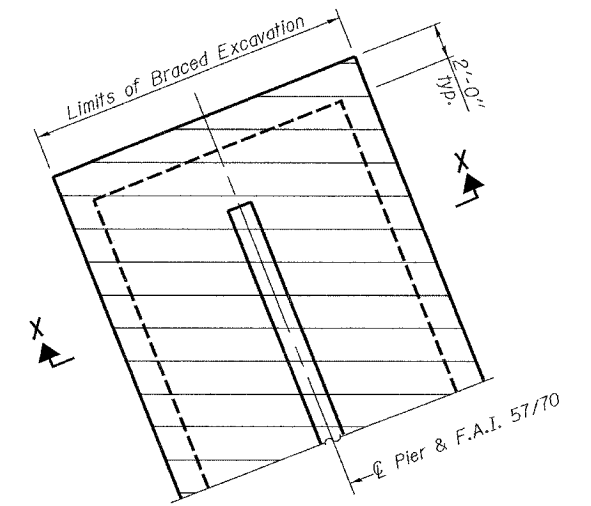
BOARDMARK TEXTURED SURFACE-DETAILS

Notes: Provide a boardmark concrete texture on the vertical faces of pier stem, pier cap, front face of the abutment caps, and the front face of the wingwalls. Wood grain shall imitate rough sawn cedar. Random board widths: 4" minimum; 12" maximum. Random board lengths: 10 ft. minimum 20 ft. maximum. Board thicknesses varying from 1/4" to 1" shall be used in a random pattern. Paid for as "Form Liner Textured Surface". See Special Provision.



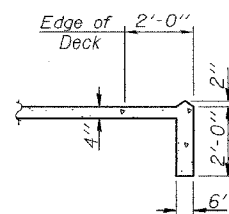
BOARDMARK CONCRETE

Wood Grain, Hi-Lo, Rough Sawn Cedar
Random Widths: Min. 4", Max. 12"
Random Lengths: Min. 10', Max. 20'.

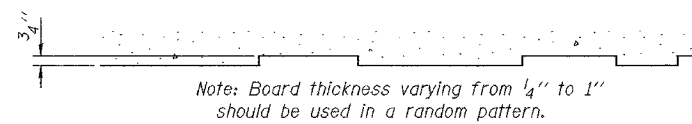


PLAN

BRACED EXCAVATION AT PIER-DETAIL



SECTION A-A



Note: Board thickness varying from 1/4" to 1" should be used in a random pattern.

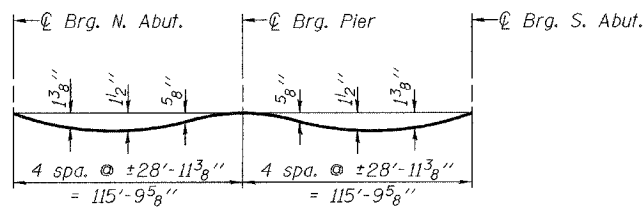
DESIGNED	Dhruv Narlewal
CHECKED	Steve Ryan
DRAWN	R. Sommer
CHECKED	DPN/SMR

September 28 2006
EXAMINED <i>Thomas J. Demagabki</i>
PASSED <i>Ralph E. Anderson</i>
ENGINEER OF BRIDGES AND STRUCTURES

GENERAL DETAILS
F.A.I. RT. 70 SEC. (25-4HB-DB)
EFFINGHAM COUNTY
STATION 49+98.84
STRUCTURE NO. 025-0102

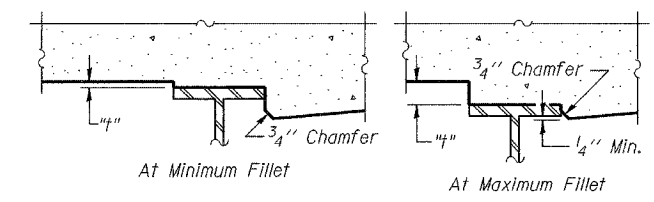
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DATE	SHEET NO.	SHEET NO. 3 18 SHEETS
F.A.I. 70	25-4HB-1/B	EFFINGHAM	6/1	29	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		Contract #94785



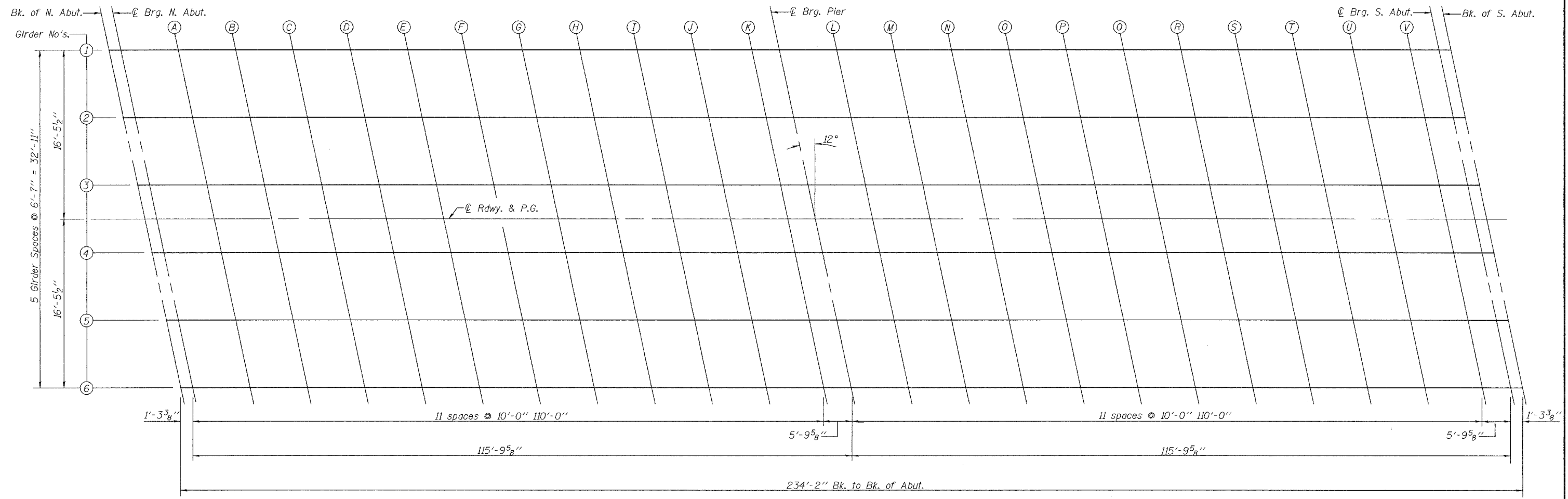
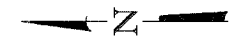
DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet 4 of 18.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheet 4 of 18, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS



PLAN

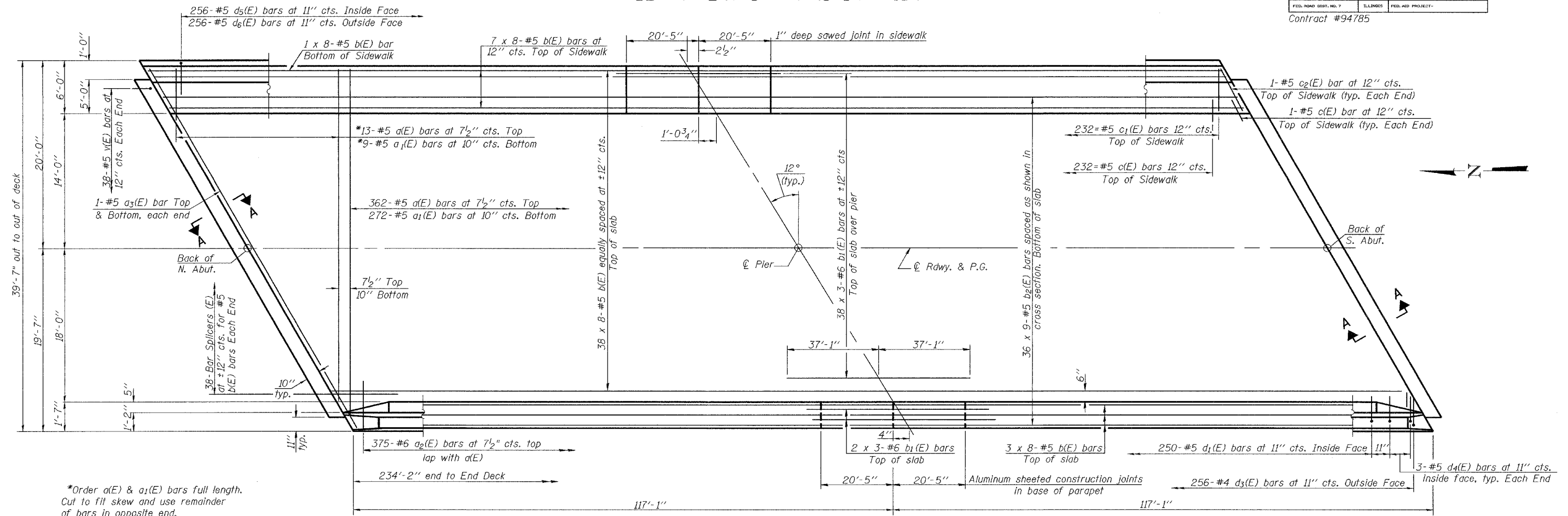
DESIGNED Dhruv Narielwala	September 28 2006
CHECKED Steve Ryan	EXAMINED Thomas J. Demagalahi
DRAWN R. Sommer	PASSED Ralph E. Anderson
CHECKED DPN/SMR	ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
F.A.I. RT. 70 SEC. (25-4HB-1/B)
EFFINGHAM COUNTY
STATION 49+98.84
STRUCTURE NO. 025-0102

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO. 5
F.A.I. 70	25-4HB-1B	EFFINGHAM	67	31	18 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

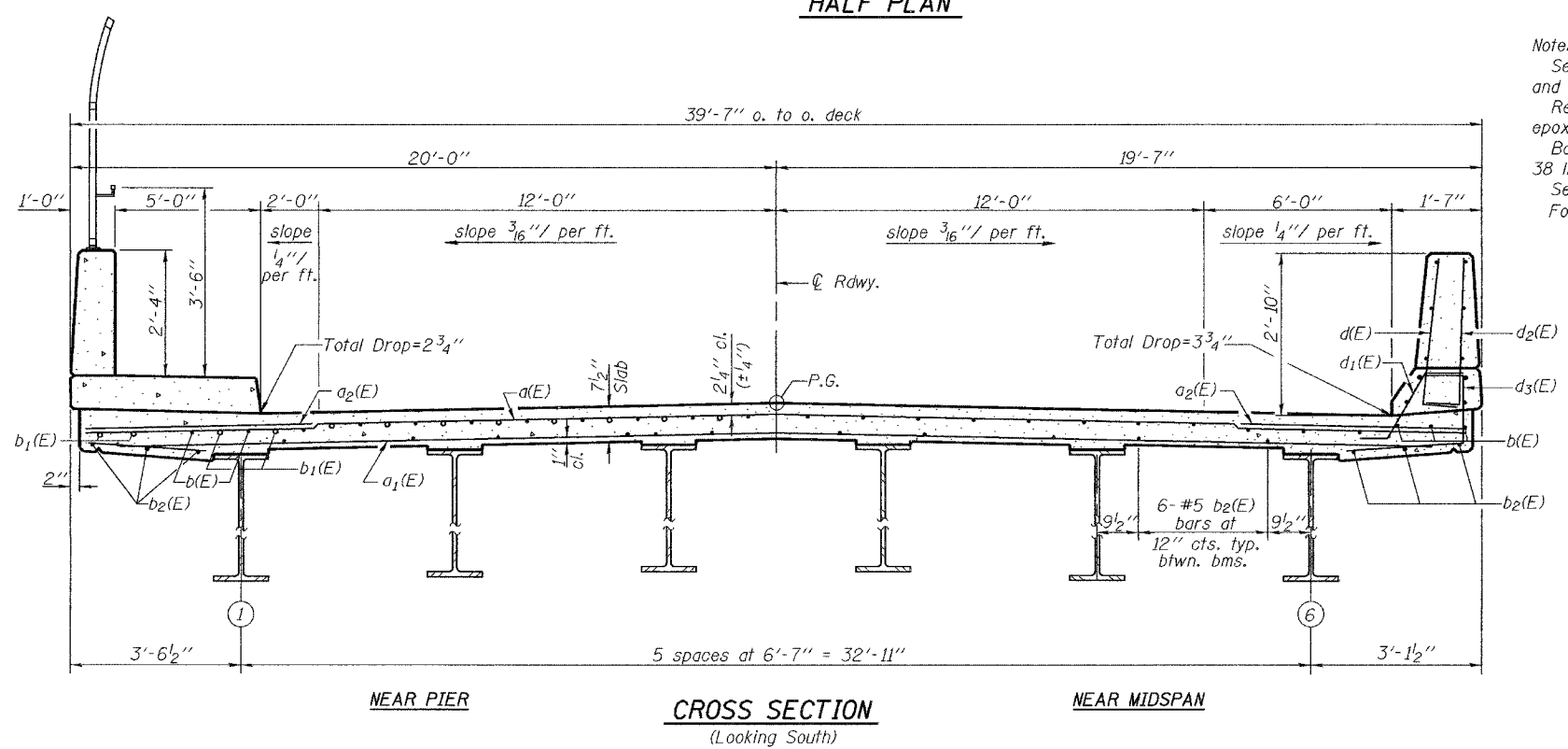
Contract #94785



*Order a(E) & a₁(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

MIN. BAR LAPS
#5 bar = 1'-8"
#6 bar = 2'-0"

Notes:
See sheet 6 of 18 for superstructure details and Bill of Material.
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 38 x 8-#5 etc. indicates 38 lines of bars with 8 lengths per line.
See sheet 6 & 7 of 18 for parapet reinforcement.
For Section A-A and Diaphragm details see sht. 9 of 18.



DESIGNED	Dhruv Narielwala
CHECKED	Steve Ryan
DRAWN	R. Sommer
CHECKED	DPN/SMR

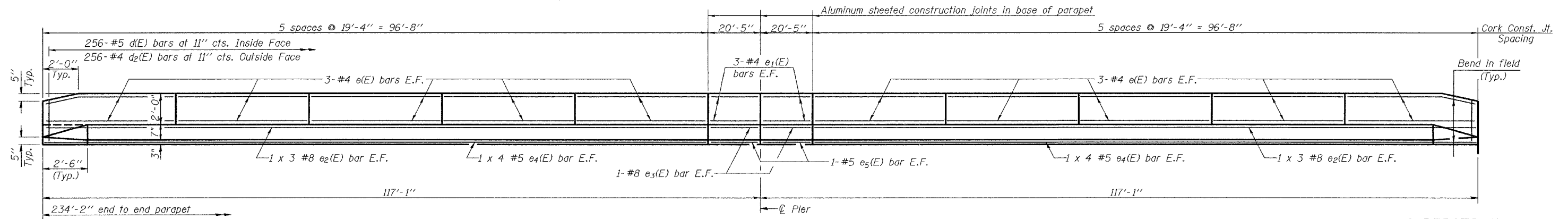
September 28 2006
EXAMINED *Thomas J. Domagalaki*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

SUPERSTRUCTURE
F.A.I. RT. 70 SEC. (25-4HB-1B)
EFFINGHAM COUNTY
STATION 49+98.84
STRUCTURE NO. 025-0102

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.I. 70	SECTION 25-4HB- 1B	COUNTY EFFINGHAM	SHEETS 67	SHEET NO. 32	SHEET NO. 6 18 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT-	

Contract #94785

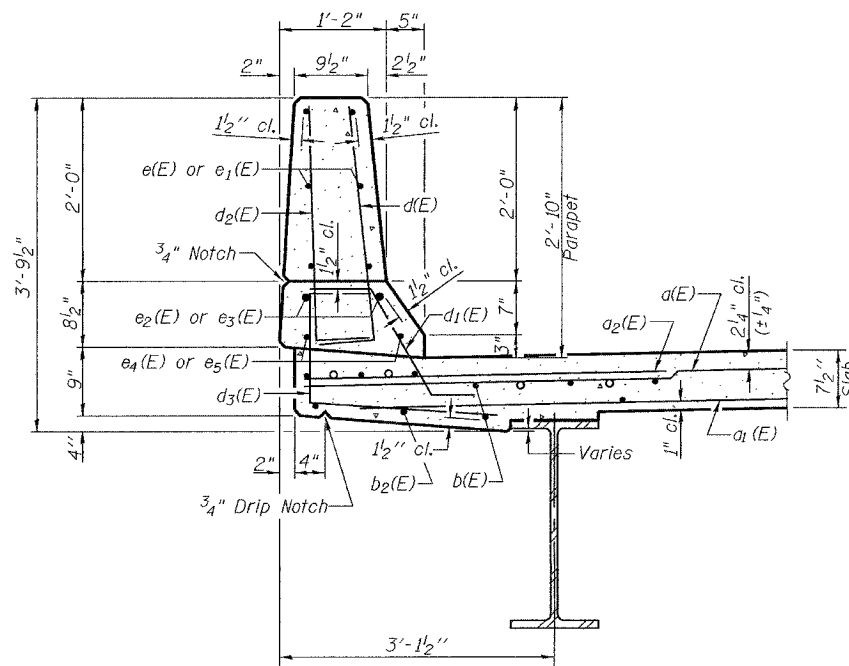


INSIDE ELEVATION OF WEST PARAPET

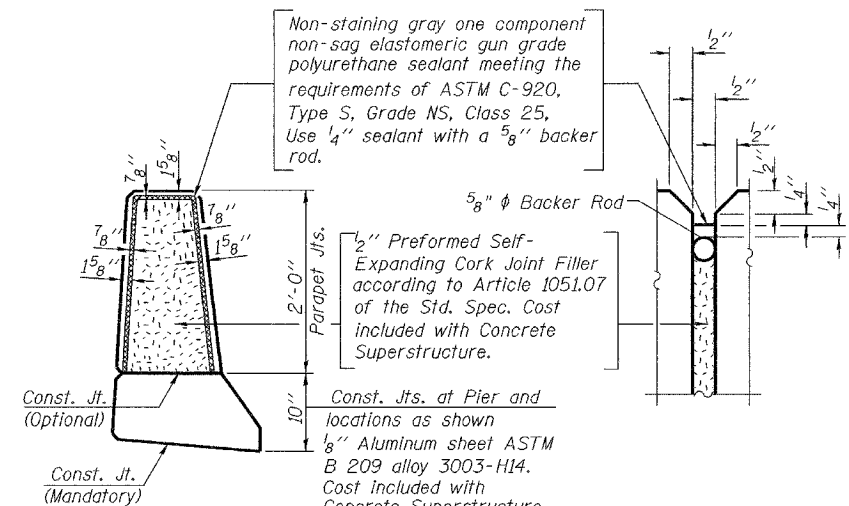
SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	375	#5	39'-0"	—
a1(E)	281	#5	37'-4"	—
a2(E)	375	#6	6'-0"	—
a3(E)	4	#5	39'-11"	—
b(E)	392	#5	30'-9"	—
b1(E)	120	#6	26'-1"	—
b2(E)	324	#5	27'-6"	—
c(E)	256	#5	3'-0"	┌
d1(E)	250	#5	2'-5"	└
d2(E)	256	#4	3'-0"	┌
d3(E)	256	#4	3'-10"	└
d4(E)	6	#5	2'-2"	└
d5(E)	256	#6	4'-4"	└
d6(E)	256	#4	6'-0"	└
d7(E)	56	#4	2'-0"	└
e(E)	234	#5	2'-5"	┌
e1(E)	232	#5	5'-9"	—
e2(E)	2	#5	5'-10"	—
e(E)	120	#4	19'-0"	—
e1(E)	24	#4	20'-2"	—
e2(E)	12	#8	34'-5"	—
e3(E)	4	#8	20'-2"	—
e4(E)	16	#5	25'-5"	—
e5(E)	4	#5	20'-2"	—
m(E)	4	#6	39'-0"	—
m1(E)	6	#6	40'-1"	—
m2(E)	24	#6	9'-0"	—
m3(E)	10	#6	6'-5"	—
m4(E)	4	#6	3'-3"	—
s(E)	72	#5	6'-11"	┌
s1(E)	72	#4	12'-1"	└
v(E)	76	#5	3'-8"	└
Reinforcement Bars, Epoxy Coated	Pound		69780	
Concrete Superstructure	Cu. Yds.		350.1	

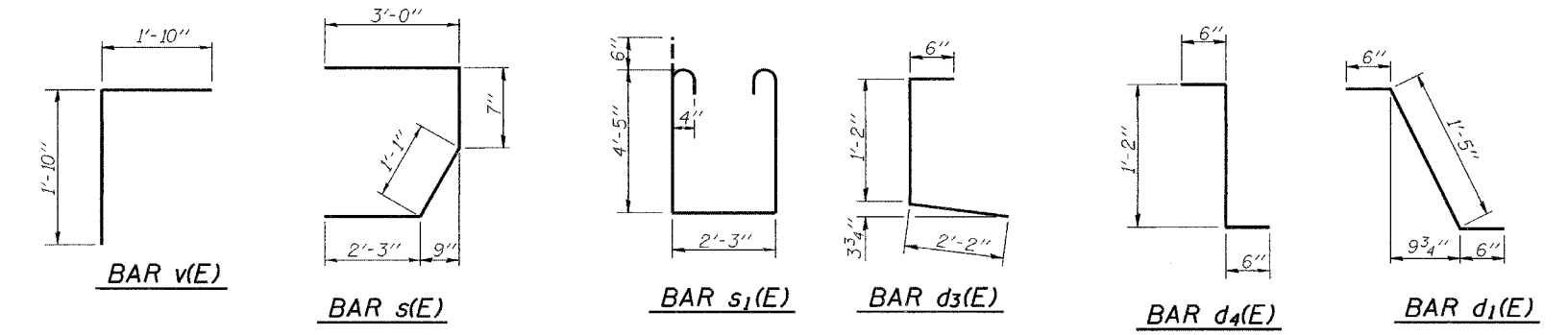
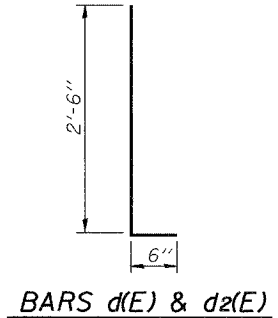
MIN. BAR LAPS
#5 bar = 1'-8"
#8 bar = 3'-5"



SECTION THRU WEST PARAPET



PARAPET JOINT DETAILS



DESIGNED *Dhruv Narielwala*
CHECKED *Steve Ryan*
DRAWN *R. Sommer*
CHECKED *DPN/SMR*

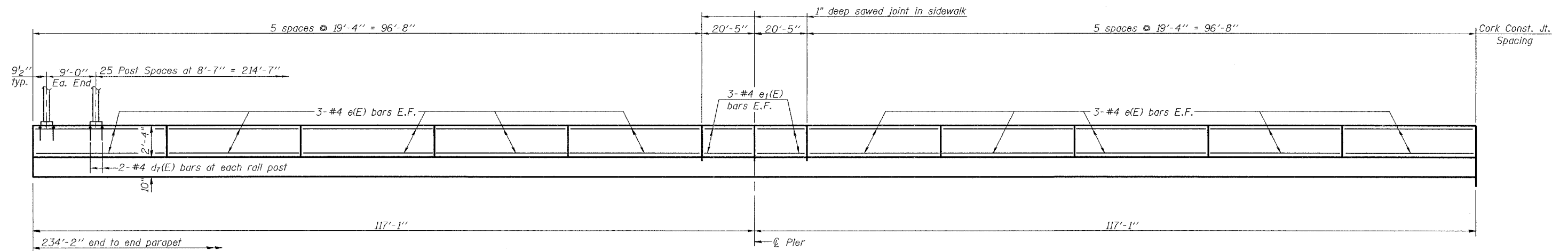
September 28, 2006
EXAMINED *Thomas J. Domagalaki*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

SUPERSTRUCTURE DETAILS
F.A.I. RT. 70 SEC. (25-4HB-1B)
EFFINGHAM COUNTY
STATION 49+98.84
STRUCTURE NO. 025-0102

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

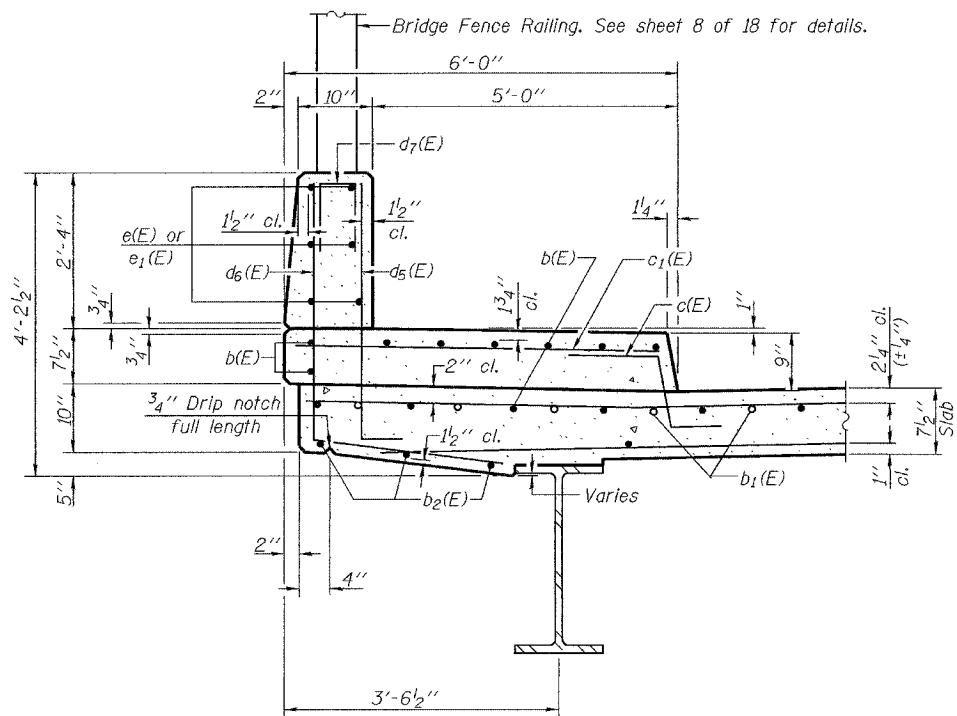
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F.A.I. 70	25-4HB- 1/B	EFFINGHAM	67	33	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #94785

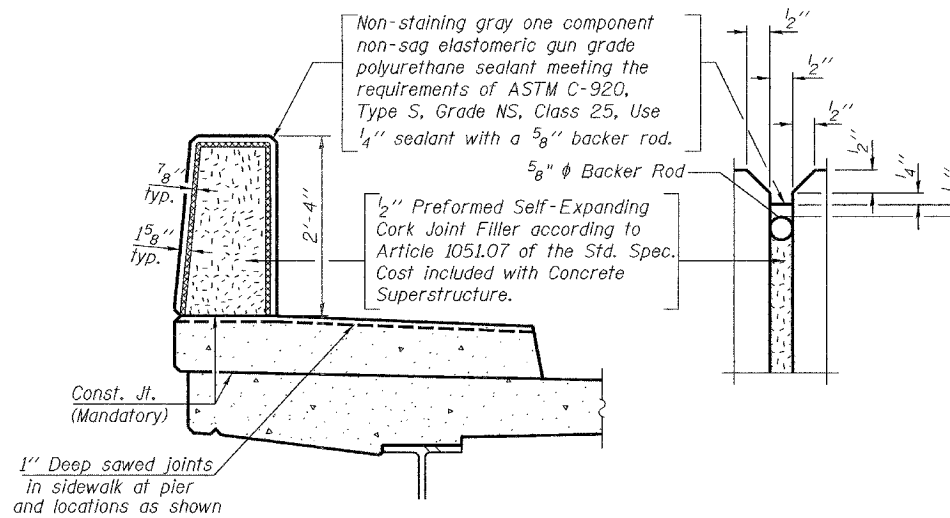


INSIDE ELEVATION OF EAST PARAPET

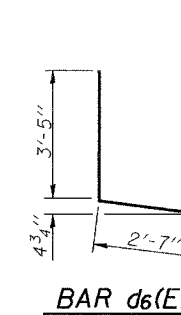
Note: Reinforcement bars designated (E) shall be epoxy coated.
See sheet 6 of 18 for Bill of Material.



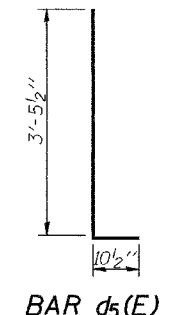
SECTION THRU EAST PARAPET



PARAPET JOINT DETAILS



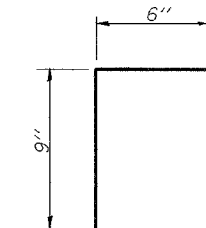
BAR d6(E)



BAR d5(E)



BAR c(E)



BAR d7(E)

DESIGNED	Dhruv Narielwala
CHECKED	Steve Ryan
DRAWN	R. Sommer
CHECKED	DPN/SMR

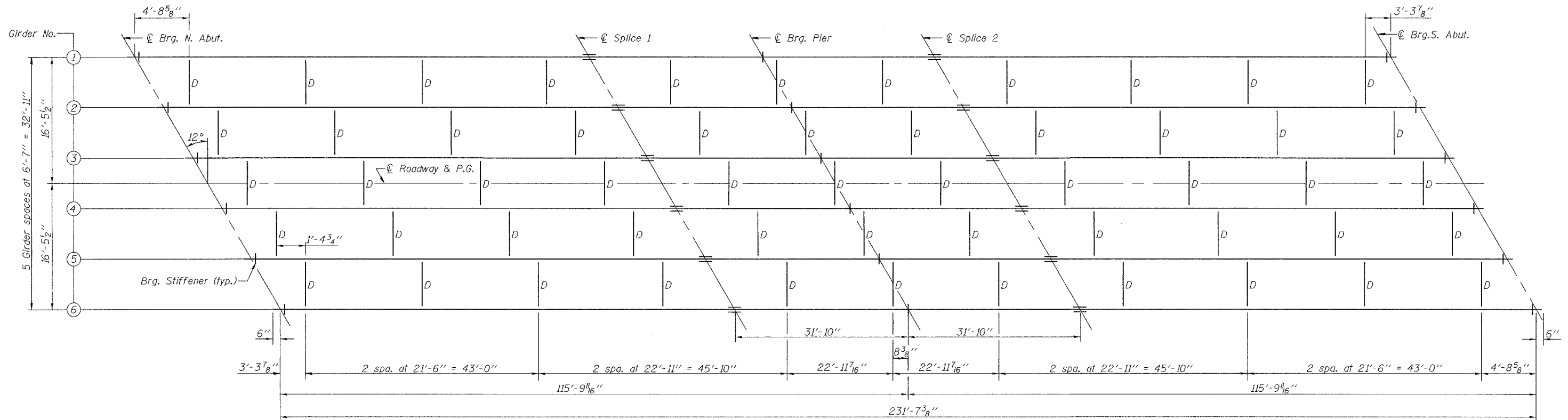
September 28, 2006
EXAMINED *Thomas J. Domagalaki*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

SUPERSTRUCTURE DETAILS
F.A.I. RT. 70 SEC. (25-4HB-1/B)
EFFINGHAM COUNTY
STATION 49+98.84
STRUCTURE NO. 025-0102

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATION	SHEET	SHEET NO. 10 18 SHEETS
F.A.I. 70	25-4HB-1B	EFFINGHAM	67	36	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

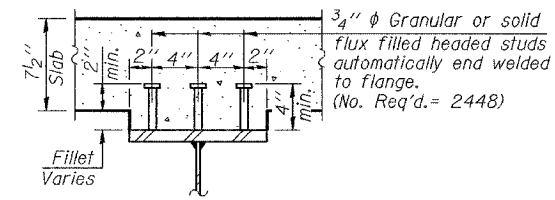
Contract #94785



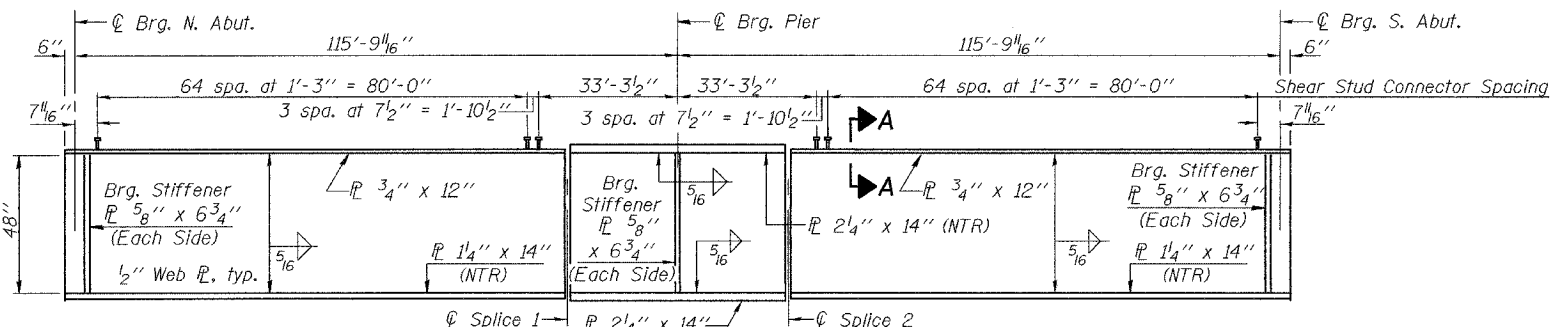
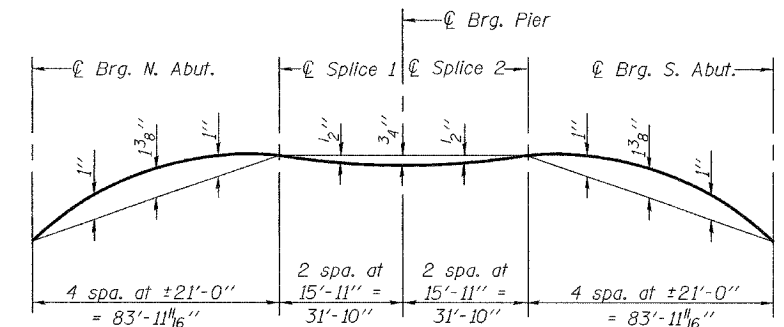
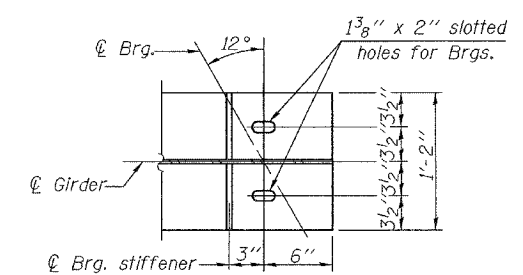
*TOP OF WEB ELEVATIONS

Location	℄ Brg. N. Abut.	℄ Splice 1	℄ Brg. Pier	℄ Splice 2	℄ Brg. S. Abut.
Girder 1	623.80	624.20	624.15	624.22	623.86
Girder 2	623.94	624.33	624.27	624.34	623.97
Girder 3	624.06	624.44	624.38	624.44	624.06
Girder 4	624.07	624.44	624.37	624.43	624.05
Girder 5	623.98	624.34	624.27	624.33	623.93
Girder 6	623.87	624.22	624.15	624.20	623.79

*For fabrication only.



FRAMING PLAN

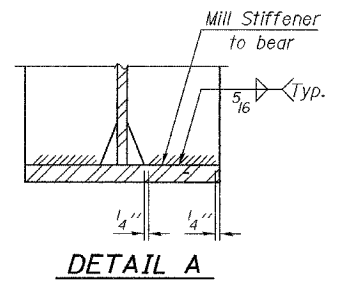
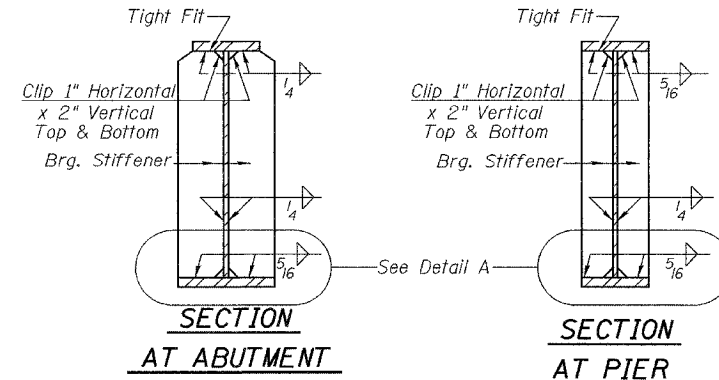


"NTR" denotes plates to which Notch Toughness Requirements are applicable. Bearing Stiffener Plates shown. Connection plates not shown. All plates, including Bearing Stiffeners, are AASHTO M270 Gr. 50.

DESIGNED	Dhruv Narielwala
CHECKED	Sreya Ryan
DRAWN	R. Sommer
CHECKED	DPN/SMR

September 28, 2006
EXAMINED Thomas J. Demasakaki
PASSED Ralph E. Anderson

Note: For remainder of structural steel details see sheet 11 of 18.



STRUCTURAL STEEL
F.A.I. RT. 70 SEC. (25-4HB-1B)
EFFINGHAM COUNTY
STATION 49+98.84
STRUCTURE NO. 025-0102

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 11
F.A.I. 70	25-4HB-1/B	EFFINGHAM	67	31	18 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #94785

	0.4 Sp. 1 & 0.6 Sp. 2	Pier
I_s	(in ⁴) 19683	44404
I_c (n)	(in ⁴) 51948	
I_c (3n)	(in ⁴) 36891	
S_s	(in ³) 935	1692
S_c (n)	(in ³) 1299	
S_c (3n)	(in ³) 1183	
DC1	(k/ft.) 0.824	0.967
M DC1	(k) 631	1822
DC2	(k/ft.) 0.323	0.323
M DC2	(k) 314	516
DW	(k/ft.) 0.329	0.329
M DW	(k) 319	526
M _L +Imp	(k) 1621	1643
M _u (Strength I)	(k) 4497	6586
φM _n , φM _{nc}	(k) 6526	
f _s DC1	(k.s.i.) 8.1	12.9
f _s DC2	(k.s.i.) 3.2	3.7
f _s DW	(k.s.i.) 3.2	3.7
f _s 1.3(L+I)	(k.s.i.) 19.5	15.1
f _s (Service II)	(k.s.i.) 34.0	35.4
f _s (Total)(Strength I)	(k.s.i.)	46.6
V _f	(k)	30.0

	Abuts.	Pier
R DC1	(k) 32.7	135.2
R DC2+DW	(k) 14.2	46.3
R _L	(k) 14.5	47.2
R Imp.	(k) 88.5	161.5
R (Total)	(k) 149.9	390.2

**Vehicular Live Load plus Pedestrian Load controlled.

I_s and S_s are the moment of inertia and section modulus of the steel section used in computing f_s (Total-Strength I and Service II) due to non-composite loads.

I_c (n) and S_c (n) are the moment of inertia and section modulus of the composite section used in computing f_s (Total-Strength I and Service II) due to short-term composite loads.

I_c (3n) and S_c (3n) are the moment of inertia and section modulus of the composite section used in computing f_s (Total-Strength I and Service II) due to long-term composite loads.

DC1 is the dead load acting on the non-composite section.
DC2 is the dead load acting on the long-term composite section.
DW is the dead load acting on the long-term composite section due to wearing surface.

M_u (Strength I) (Factored Design Moment) = 1.25 MDC1+DC2+1.5M(DW)+1.75 M(L+Imp).

φM_n is the compact composite positive moment capacity computed according to Article 6.10.7-1.

φM_{nc} is the compact non-composite negative moment capacity computed according to Article A6.1.1.

f_s (Service II) is the sum of the stresses due to DC1+DC2+DW+1.3(L+Imp).

f_s (Total) (Strength I) (Non-compact section) is the sum of the stresses due to 1.25(DC1+DC2)+1.5DW+1.75(L+Imp).

V_f is the factored shear range computed according to Article 6.10.10.

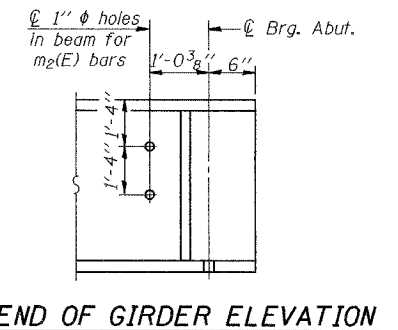
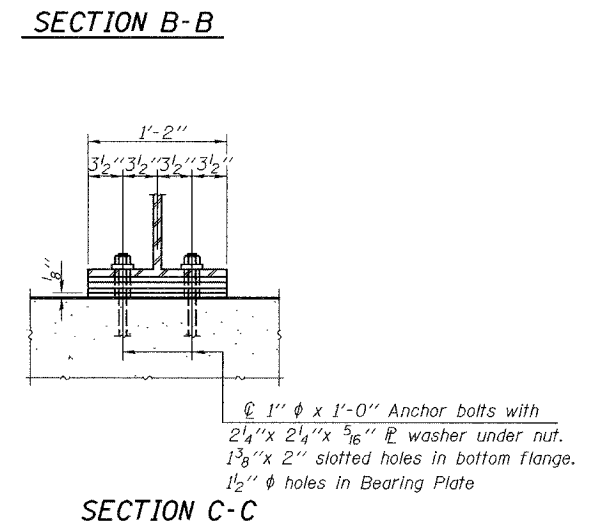
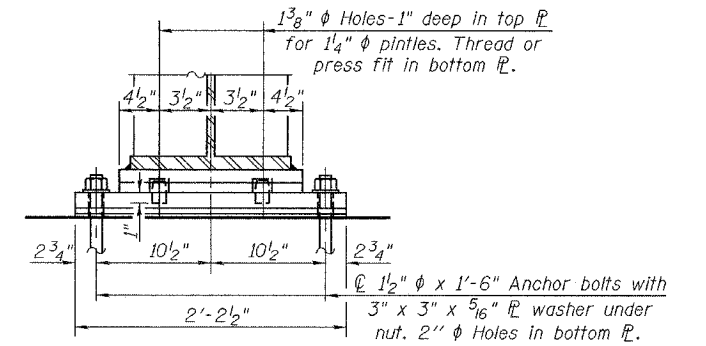
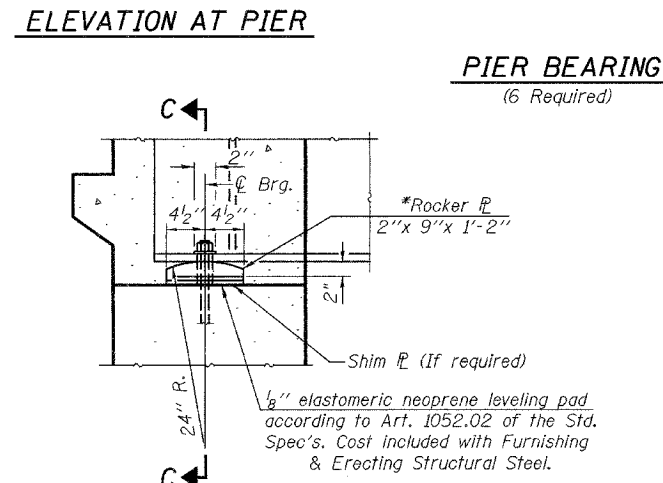
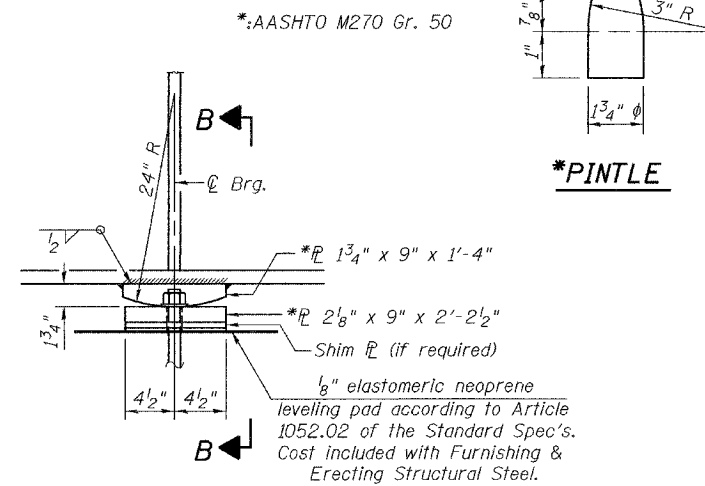
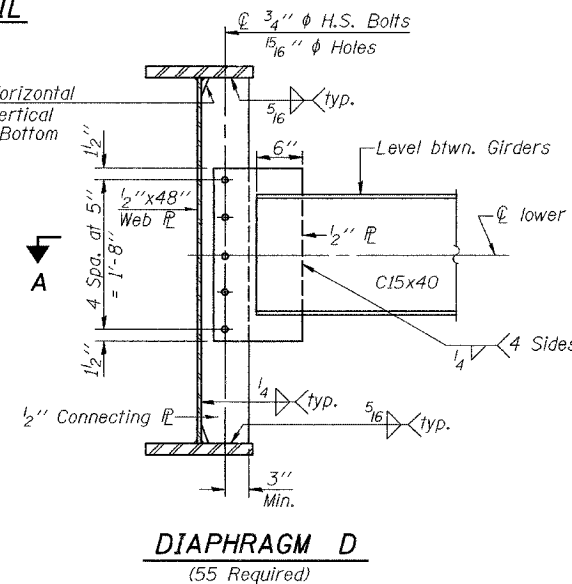
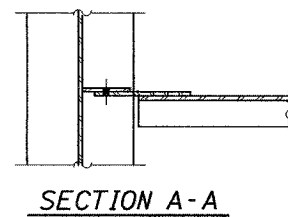
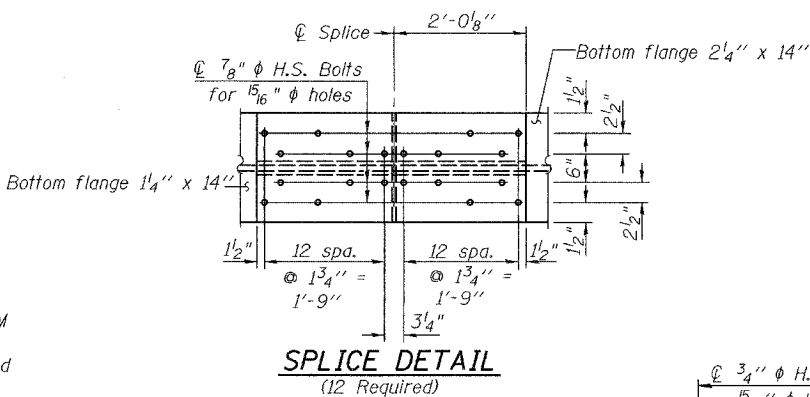
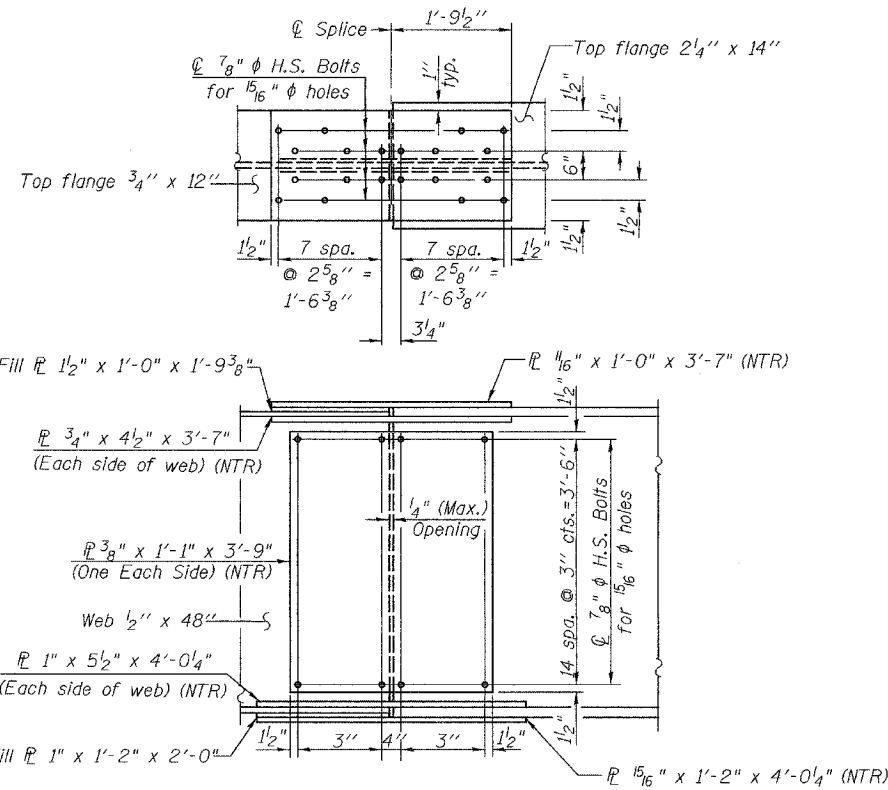
Note: All splice plate material shall be AASHTO M 270 Grade 50.

"NTR" denotes members to which Notch Toughness Requirements are applicable.

Two hardened washers shall be required over all oversized holes for diaphragms.

DESIGNED	Dhruv Narleiwala
CHECKED	Steve Ryan
DRAWN	R. Sommer
CHECKED	DPN/SMR

September 28, 2006
EXAMINED *Thomas J. Domagalaki*
ENGINEER OF BRIDGE DESIGN
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES



STRUCTURAL STEEL
AND BEARING DETAILS
F.A.I. RT. 70 SEC. (25-4HB-1/B)
EFFINGHAM COUNTY
STATION 49+98.84
STRUCTURE NO. 025-0102

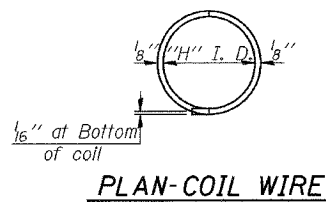
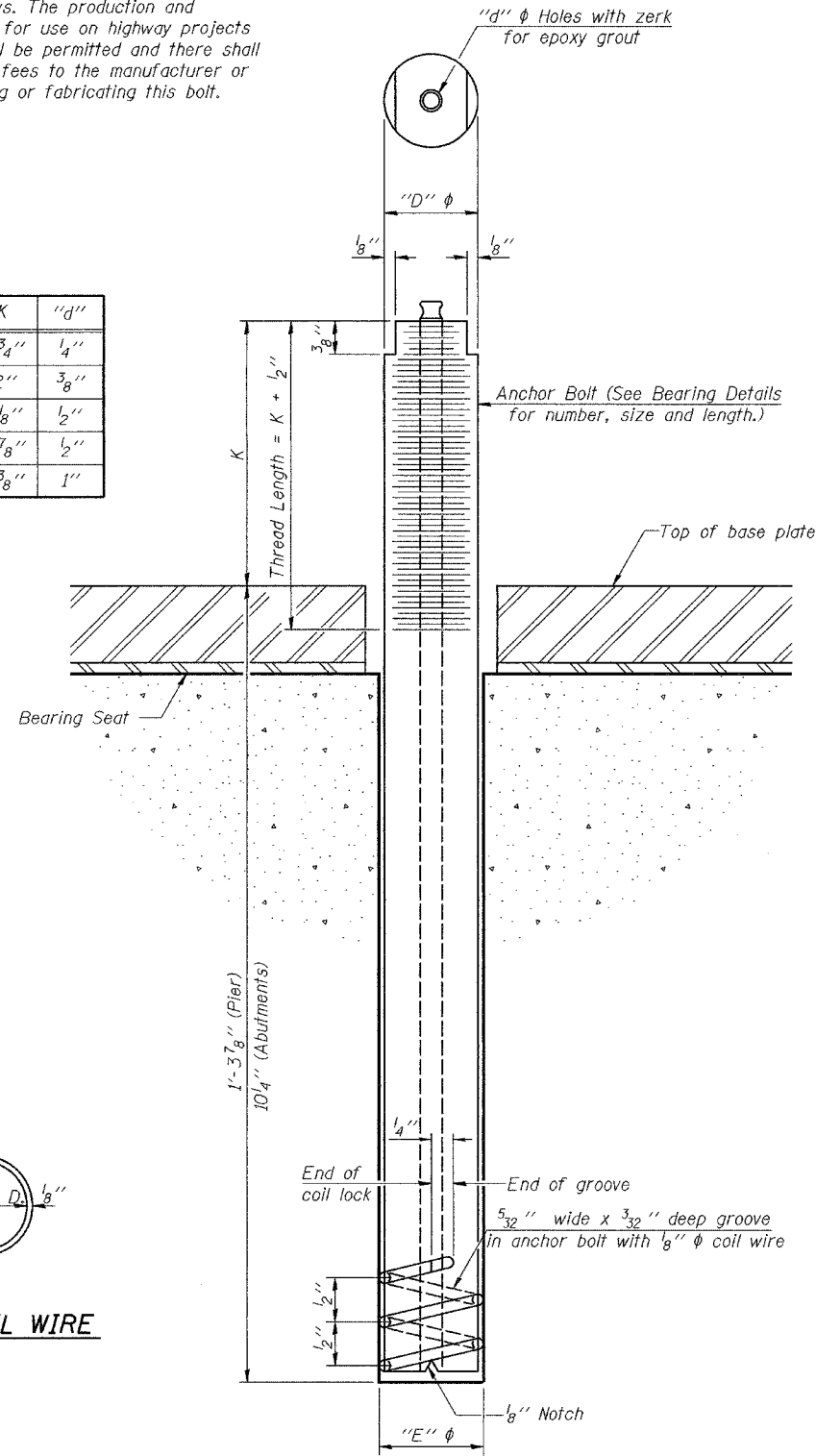
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 12
F.A.I. 70	25-4HB-DB	EFFINGHAM	67	33	18 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #94785

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

D	E	H	K	"d"
1"	1 1/8"	1 3/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 13/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.
The coil wire shall be made of any suitable soft steel wire.
The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.
The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.

- The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:
1. A threaded rod stud with nut and washer of the type specified.
 2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
Abutments	A307
Pier	A307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.
Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.
The anchor bolts, furnished and installed including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for Furnishing and Erecting Structural Steel.

ILLINOIS COIL-LOCK ANCHOR BOLT

**ANCHOR BOLT DETAILS
FOR BEARINGS
F.A.I. RT. 70 SEC. (25-4HB-DB)
EFFINGHAM COUNTY
STATION 49+98.84
STRUCTURE NO. 025-0102**

DESIGNED	Dhruv Narielwala
CHECKED	Steve Ryan
DRAWN	R. Sommer
CHECKED	DPN/SMR

September 28 2006
EXAMINED *Thomas J. Demagallaki*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

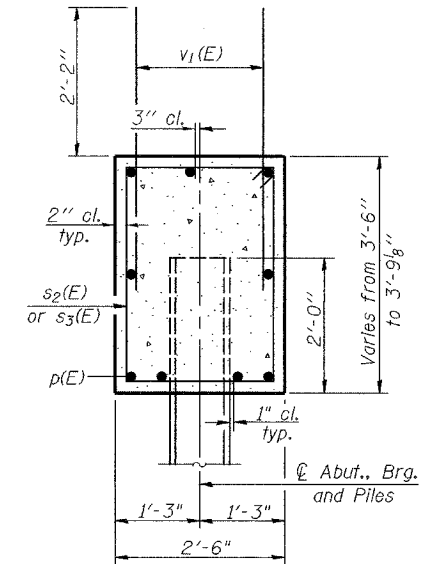
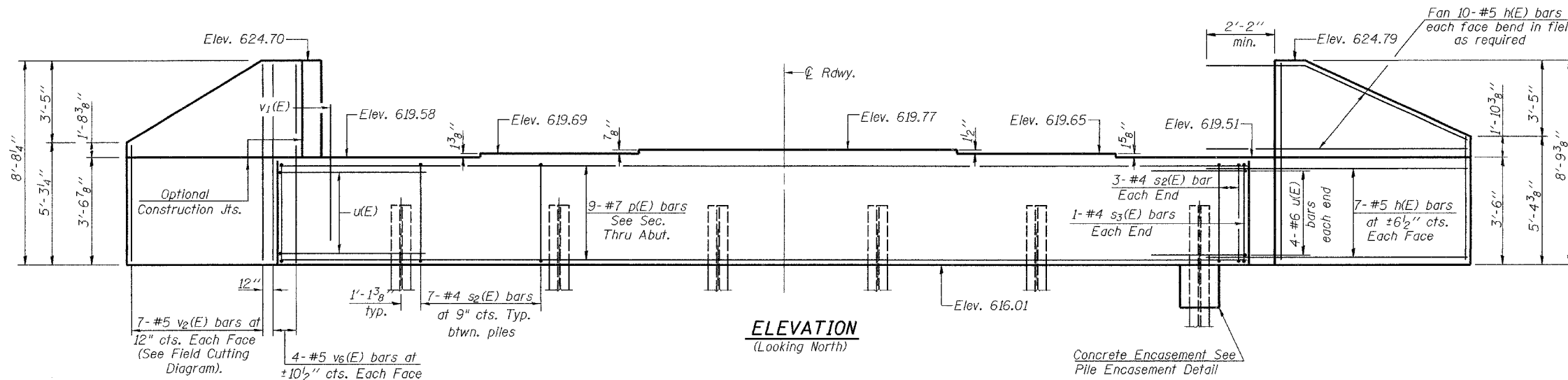
ABB-1 10-22-04

Notes: Four steps monolithically with cap.
 Reinforcement bars designated (E) shall be epoxy coated.
 Space reinforcement in cap to miss anchor bolts.
 For anchor bolt installation details see sheet 12 of 18.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	POST MILES	SHEET	SHEET NO. 13 18 SHEETS
F.A.I. 70	25-4HB-1/B	EFFINGHAM	67	39	
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT	

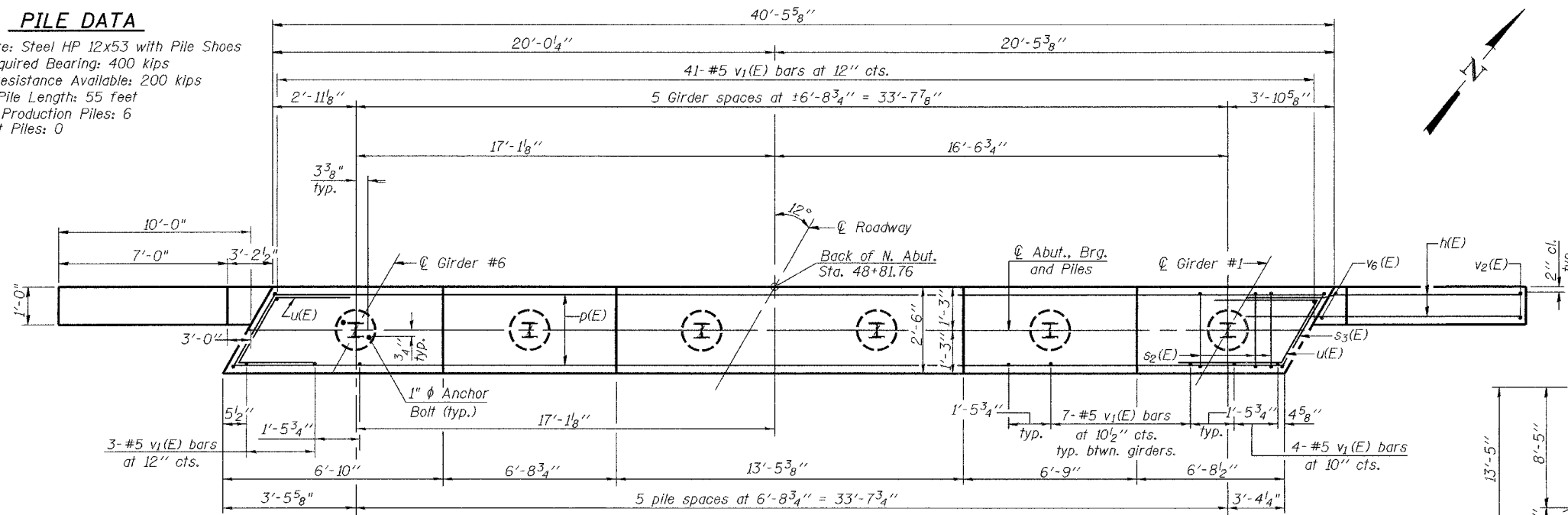
Contract #94785



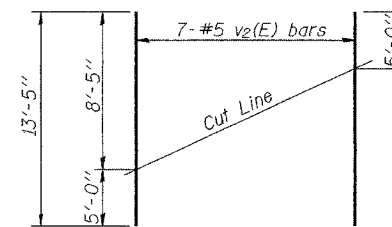
SEC. THRU ABUT.

PILE DATA

Type & Size: Steel HP 12x53 with Pile Shoes
 Nominal Required Bearing: 400 kips
 Factored Resistance Available: 200 kips
 Estimated Pile Length: 55 Feet
 Number of Production Piles: 6
 No. of Test Piles: 0

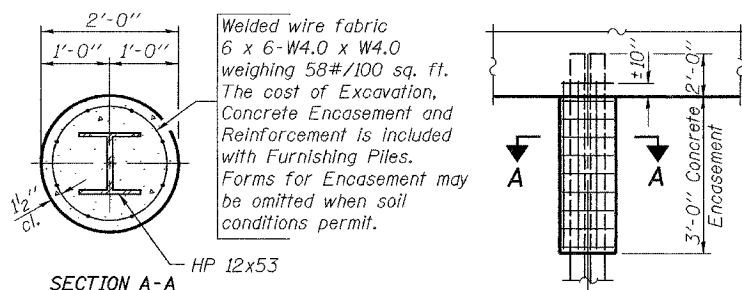


PLAN

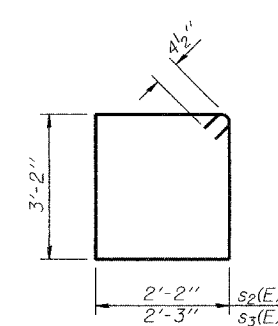


FIELD CUTTING DIAGRAM

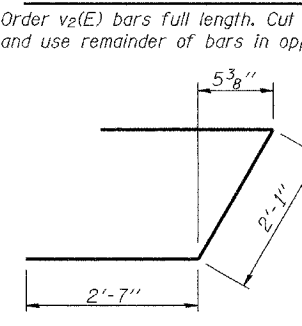
Order v2(E) bars full length. Cut as shown and use remainder of bars in opposite face.



PILE ENCASEMENT DETAIL



BARS s2(E) & s3(E)



BAR u(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	68	#5	13'-2"	—
p(E)	9	#7	40'-2"	—
s2(E)	41	#4	11'-5"	□
s3(E)	2	#4	11'-7"	□
u(E)	8	#6	7'-3"	└
v1(E)	84	#5	4'-3"	—
v2(E)	14	#5	13'-5"	—
v6(E)	16	#5	8'-5"	—
Concrete Structures	Cu. Yd.	19.0		
Reinforcement Bars	Pound	2800		
Epoxy Coated				
Structure Excavation	Cu. Yd.	75.8		
Furnishing Steel	Foot	330		
Piles HP12x53				
Driving Piles	Foot	330		
Pile Shoes	Each	6		

DESIGNED	Dhruv Narielwala
CHECKED	Steve Ryan
DRAWN	R. Sommer
CHECKED	DPN/SMR

September 28, 2006
 EXAMINED *Thomas J. Demagalki*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Ralph E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

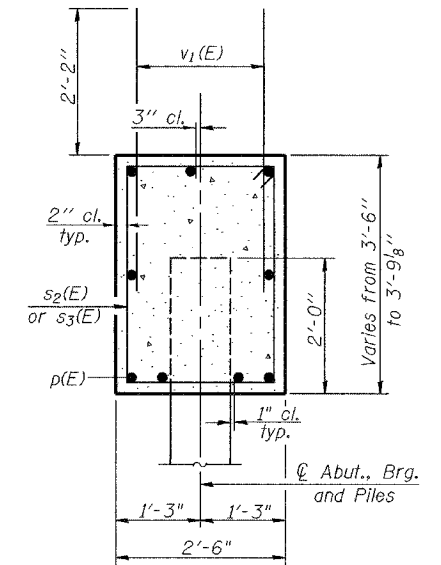
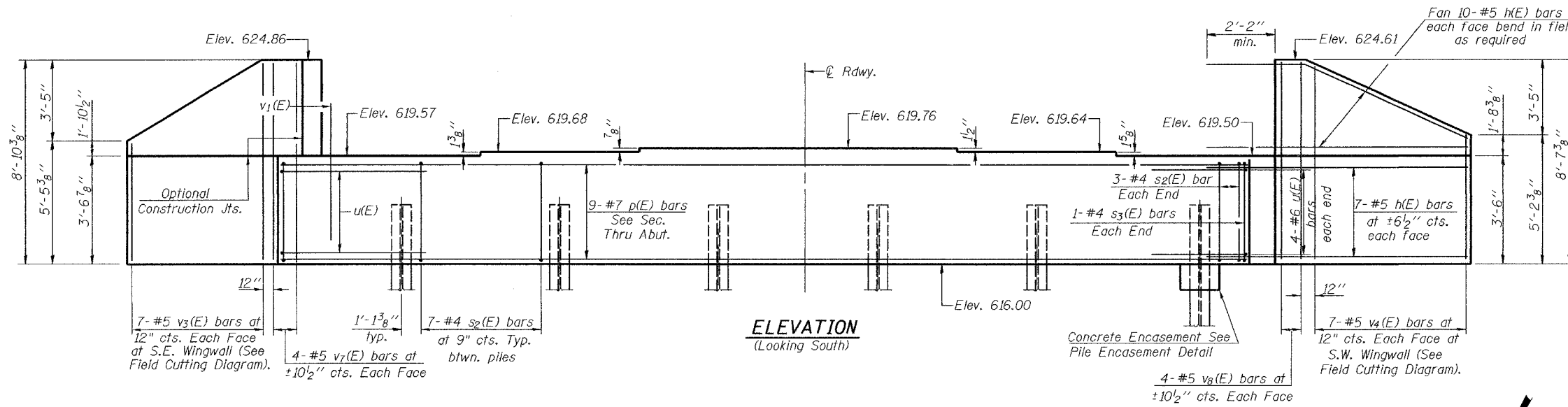
NORTH ABUTMENT
 F.A.I. RT. 70 SEC. (25-4HB-1/B)
 EFFINGHAM COUNTY
 STATION 49+98.84
 STRUCTURE NO. 025-0102

Notes: Four steps monolithically with cap.
 Reinforcement bars designated (E) shall be epoxy coated.
 Space reinforcement in cap to miss anchor bolts.
 For anchor bolt installation details see sheet 12 of 18.

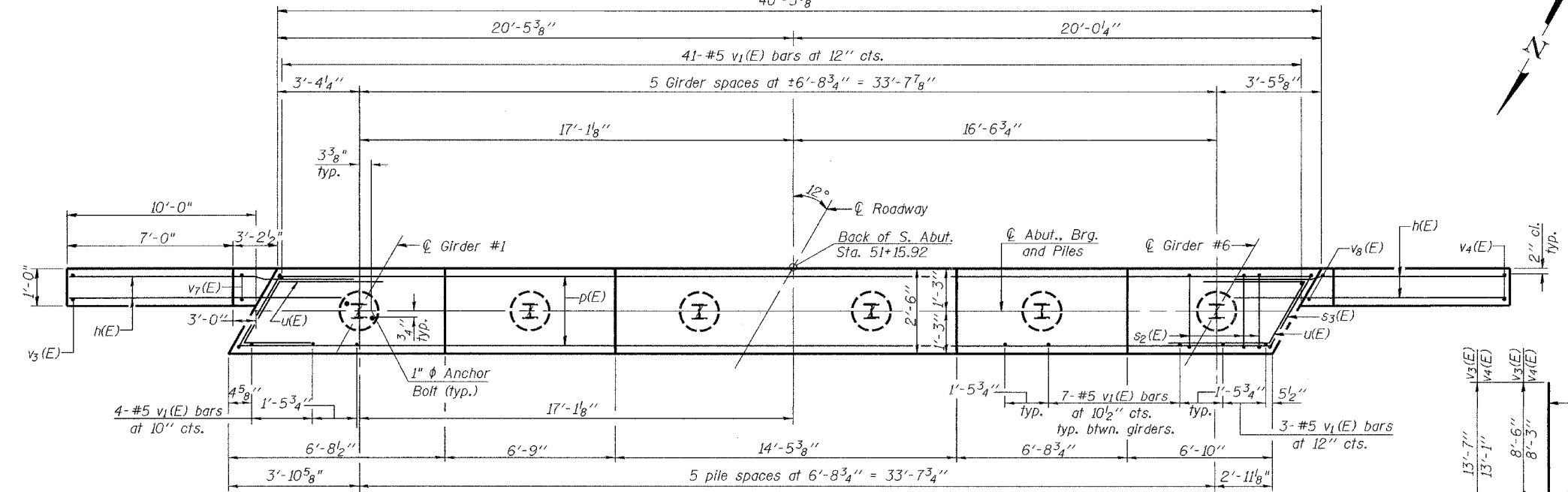
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 14 18 SHEETS
F.A.I. 70	25-4HB-1B	EFFINGHAM	67	40	
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT	

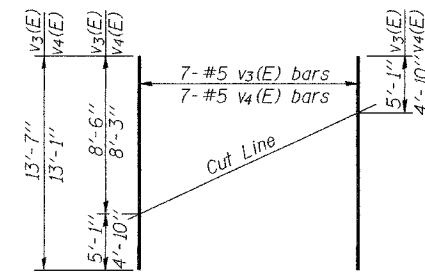
Contract #94785



SEC. THRU ABUT.

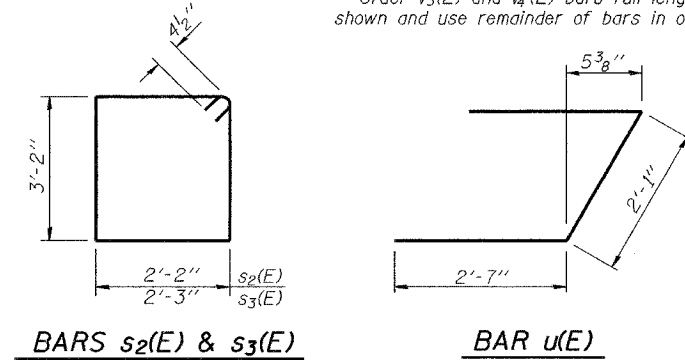


PLAN



FIELD CUTTING DIAGRAM

Order v3(E) and v4(E) bars full length. Cut as shown and use remainder of bars in opposite face.



BARS s2(E) & s3(E)

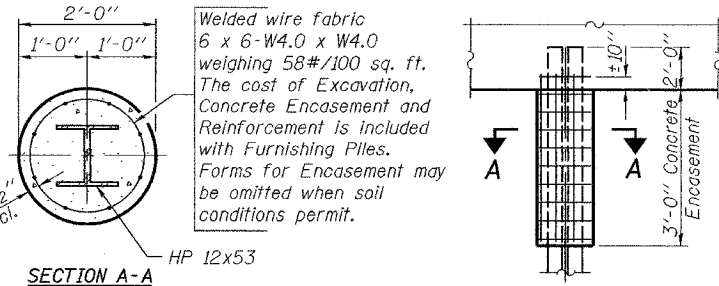
BAR u(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	68	#5	13'-2"	—
p(E)	9	#7	40'-2"	—
s2(E)	41	#4	11'-5"	□
s3(E)	2	#4	11'-7"	□
u(E)	8	#6	7'-3"	┌
v1(E)	84	#5	4'-3"	—
v3(E)	7	#5	13'-7"	—
v4(E)	7	#5	13'-1"	—
v7(E)	8	#5	8'-6"	—
v8(E)	8	#5	8'-3"	—
Concrete Structures		Cu. Yd.	19.0	
Reinforcement Bars		Pound	2790	
Epoxy Coated				
Structure Excavation		Cu. Yd.	75.8	
Furnishing Steel				
Piles HP12x53		Foot	285	
Driving Piles		Foot	285	
Pile Shoes		Each	6	
Test Pile Steel HP 12x53		Each	1	

PILE DATA

Type & Size: Steel HP 12x53 with Pile Shoes
 Nominal Required Bearing: 400 kips
 Factored Resistance Available: 200 kips
 Estimated Pile Length: 57 feet
 Number of Production Piles: 5
 Number of Test Piles: 1



PILE ENCASEMENT DETAIL

DESIGNED	Dhruv Narielwala
CHECKED	Steve Ryan
DRAWN	R. Sommer
CHECKED	DPN/SMR

September 28 2006
 EXAMINED Thomas J. Domagalaki
 PASSED Ralph E. Anderson
 ENGINEER OF BRIDGES AND STRUCTURES

SOUTH ABUTMENT
 F.A.I. RT. 70 SEC. (25-4HB-1B)
 EFFINGHAM COUNTY
 STATION 49+98.84
 STRUCTURE NO. 025-0102

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TILE	SHEET NO.	SHEET NO. 16
F.A.I. 70	25-4HB-11B	EFFINGHAM	67	42	18 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract #94785		

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

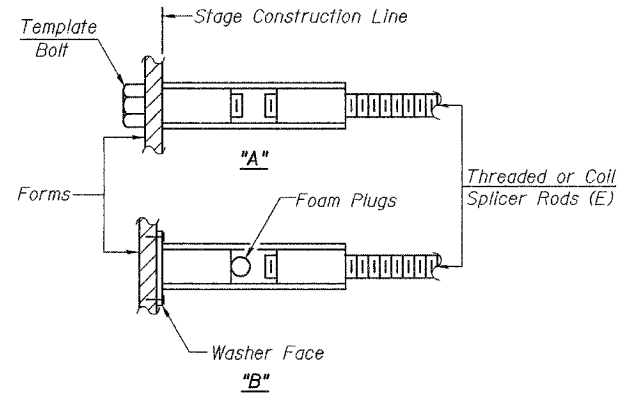
Wire Connector



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.

NOTES

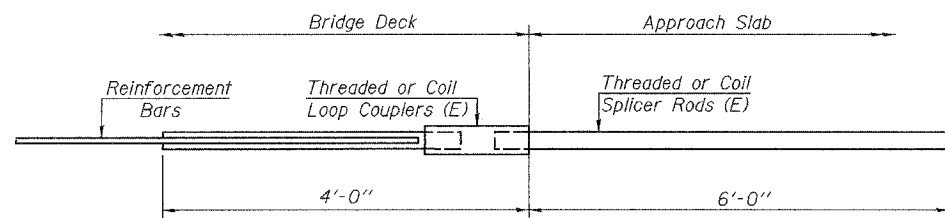
Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
All reinforcement bars shall be lapped and tied to the 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:

- Minimum Capacity = $1.25 \times f_y \times A_t$
(Tension in kips)
- Minimum *Pull-out Strength = $1.25 \times f_{s,allow} \times A_t$
(Tension in kips)

Where f_y = Yield strength of lapped reinforcement bars in ksi.
 $f_{s,allow}$ = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
 A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

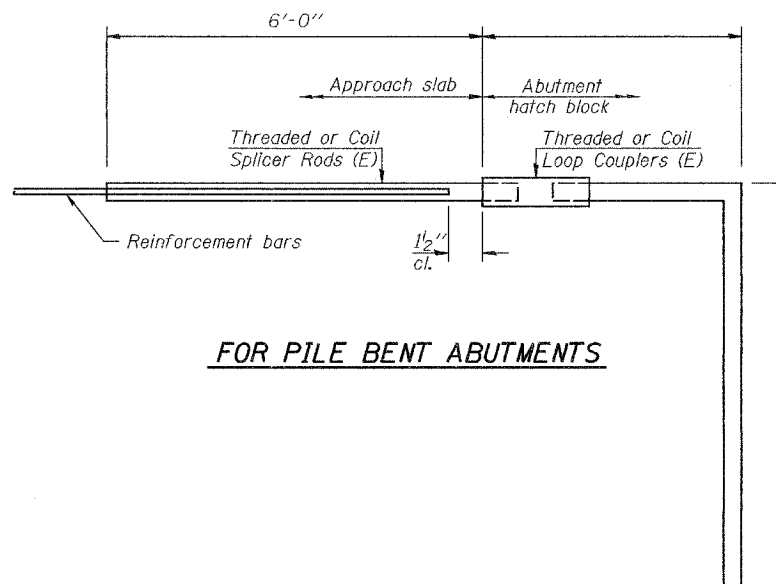
BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."



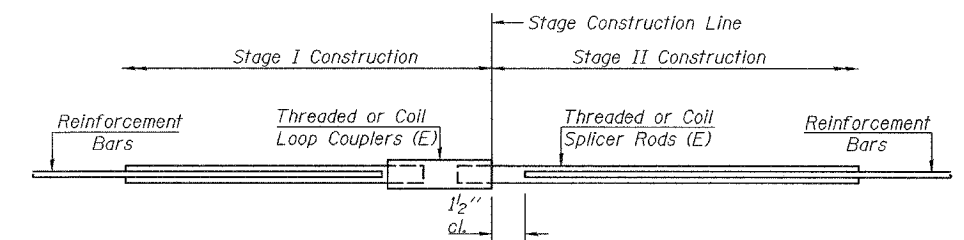
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required = 76



FOR PILE BENT ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required =



STANDARD

Bar Size	No. Assemblies Required	Location

BAR SPLICER ASSEMBLY DETAILS
F.A.I. RT. 70 SEC. (25-4HB-11B)
EFFINGHAM COUNTY
STATION 49+98.84
STRUCTURE NO. 025-0102

DESIGNED	Dhruv Narisetwala
CHECKED	Steve Ryan
DRAWN	R. Sommer
CHECKED	DPN/SMR

September 28 2006
EXAMINED Thomas J. Domagalaki
PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

BSD-1 10-22-04

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation SOIL BORING LOG Page 1 of 3
Date 4/26/04

ROUTE N. 4th Street Road DESCRIPTION 4th Street Bridge over I-57/70 LOGGED BY E. Sandschafer

SECTION (25-4HB-11B) LOCATION 16 - NW 14, 17 - NE 14, SEC., TWP. 8 N. RNG. 6 E. 3 PM

COUNTY Effingham DRILLING METHOD Hollow Stem Auger & Split Spoon HAMMER TYPE Auto 140#

STRUCT. NO. 025-0049 Station 49+98.84

BORING NO. 1 Station 51+38 Offset 5,00ft Lt. Ground Surface Elev. 621.33 ft

DEPTH (ft)	SOIL DESCRIPTION	UCS (psi)	Failure Mode	Penetration (ft)	Penetration (psi)
0	Asphalt roadway surface.				
0.33	Aggregate subbase - CA06 limestone.				
0.33	Stiff, damp, gray, CLAY. (Fill)				
3					
7		1.2	B	22	
6			B		
2					
6	Gray mottled brown.	1.5	B	27	
7			B		
2					
2	Gray mottled red.	1.2	B	28	
4			B		
2					
4		1.7	B	21	
5			B		
2					
3	Medium, damp, gray, SILTY CLAY. (Fill)	0.7	B	22	
5			B		
1					
3	Stiff, damp, gray, brown, CLAY. (Fill)	1.5	B	28	
6			B		
2					
3		1.2	B	18	
5			B		
2					
20					

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 3
Date 4/26/04

ROUTE N. 4th Street Road DESCRIPTION 4th Street Bridge over I-57/70 LOGGED BY E. Sandschafer

SECTION (25-4HB-11B) LOCATION 16 - NW 14, 17 - NE 14, SEC., TWP. 8 N. RNG. 6 E. 3 PM

COUNTY Effingham DRILLING METHOD Hollow Stem Auger & Split Spoon HAMMER TYPE Auto 140#

STRUCT. NO. 025-0049 Station 49+98.84

BORING NO. 1 Station 51+38 Offset 5,00ft Lt. Ground Surface Elev. 621.33 ft

DEPTH (ft)	SOIL DESCRIPTION	UCS (psi)	Failure Mode	Penetration (ft)	Penetration (psi)
34	Hard to very stiff, very moist, gray, CLAY TILL.	6.0	BS	7	
50			BS		
15					
25		8.6	S	8	
43			S		
18					
32	Sample pokershipped, re-assembled to test for Qu.	3.3	B	11	
50			B		
26					
50	Sample re-assembled to test for Qu.	4.8	B	9	
60			B		
27					

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 3 of 3
Date 4/26/04

ROUTE N. 4th Street Road DESCRIPTION 4th Street Bridge over I-57/70 LOGGED BY E. Sandschafer

SECTION (25-4HB-11B) LOCATION 16 - NW 14, 17 - NE 14, SEC., TWP. 8 N. RNG. 6 E. 3 PM

COUNTY Effingham DRILLING METHOD Hollow Stem Auger & Split Spoon HAMMER TYPE Auto 140#

STRUCT. NO. 025-0049 Station 49+98.84

BORING NO. 1 Station 51+38 Offset 5,00ft Lt. Ground Surface Elev. 621.33 ft

DEPTH (ft)	SOIL DESCRIPTION	UCS (psi)	Failure Mode	Penetration (ft)	Penetration (psi)
36	Hard, very moist, gray, CLAY TILL w/ few wood fragments.	7.7	B	8	
50			B		
54	Extent of exploration.				
55					
70					
28	Benchmark: Traverse Point #200 Pin w/ DOT Cap Sta 46+80.8 18.1' LT. CL. 4th st. Elev 617.85'	3.9	B	11	
40			B		
22					

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)

BORING DATA
F.A.I. RT. 70 SEC. (25-4HB-11B)
EFFINGHAM COUNTY
STATION 49+98.84
STRUCTURE No. 025-0102

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation
Division of Highways
District 7 Materials

SOIL BORING LOG

Page 1 of 2 Date 4/27/04

ROUTE N. 4th Street Road DESCRIPTION 4th Street Bridge over I-57/70 LOGGED BY E. Sandschafer

SECTION (25-4HB-1B) LOCATION 16 - NW 14, 17 - NE 14, SEC., TWP. 9 N. RNG. 6 E. 3 PM

COUNTY Effingham DRILLING METHOD Hollow Stem Auger & Split Spoon HAMMER TYPE Auto 140#

STRUCT. NO. 025-0049
Station 49+98.84

BORING NO. 2
Station 49+84
Offset 5.00ft Rt
Ground Surface Elev. 621.45 ft

DEPTH (ft)	SOIL DESCRIPTION	DRILLING METHOD	STAMP	WATER ELEV. (ft)	SOIL TYPE	TESTS
0	Asphalt roadway surface.					
0.5	Aggregate subbase - CA06					
1.0	Crushed aggregate layer. Estimated original roadway.					
1.5	Stiff, damp, gray, CLAY w/some silt. (Fill)					
2.0						
2.5						
3.0	Medium, damp, gray, SILTY CLAY LOAM w/few pebbles. (Fill)					
3.5						
4.0						
4.5						
5.0	Very stiff to stiff, damp, brown mottled gray, CLAY TILL. (Fill)					
5.5						
6.0						
6.5						
7.0						
7.5						
8.0						
8.5						
9.0						
9.5						
10.0						
10.5						
11.0						
11.5						
12.0						
12.5						
13.0						
13.5						
14.0						
14.5						
15.0						
15.5						
16.0						
16.5						
17.0						
17.5						
18.0						
18.5						
19.0						
19.5						
20.0						

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
Division of Highways
District 7 Materials

SOIL BORING LOG

Page 2 of 2 Date 4/27/04

ROUTE N. 4th Street Road DESCRIPTION 4th Street Bridge over I-57/70 LOGGED BY E. Sandschafer

SECTION (25-4HB-1B) LOCATION 16 - NW 14, 17 - NE 14, SEC., TWP. 9 N. RNG. 6 E. 3 PM

COUNTY Effingham DRILLING METHOD Hollow Stem Auger & Split Spoon HAMMER TYPE Auto 140#

STRUCT. NO. 025-0049
Station 49+98.84

BORING NO. 2
Station 49+84
Offset 5.00ft Rt
Ground Surface Elev. 621.45 ft

DEPTH (ft)	SOIL DESCRIPTION	DRILLING METHOD	STAMP	WATER ELEV. (ft)	SOIL TYPE	TESTS
20.5						
21.0						
21.5						
22.0						
22.5						
23.0						
23.5						
24.0						
24.5						
25.0						
25.5						
26.0						
26.5						
27.0						
27.5						
28.0						
28.5						
29.0						
29.5						
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30.5						
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31.5						
32.0						
32.5						
33.0						
33.5						
34.0						
34.5						
35.0						
35.5						
36.0						
36.5						
37.0						
37.5						
38.0						
38.5						
39.0						
39.5						
40.0						

Hard to very dense, very moist, gray, CLAY TILL.
Sample re-assembled to test for Qu.

Hard, damp, gray mottled brown, SANDY CLAY TILL. (continued)
Extent of exploration.

Field note: Extremely hard drilling. 2 of 4 teeth broken on lead auger, remaining 2 teeth were bent. Drill rig engine and clutch overheating.

Sample re-assembled to test for Qu.

Benchmark: Traverse Point #200
Pin w/IDOT Cap Sta 46+90.8
19.1' LT CL 4th st. Elev 617.85'

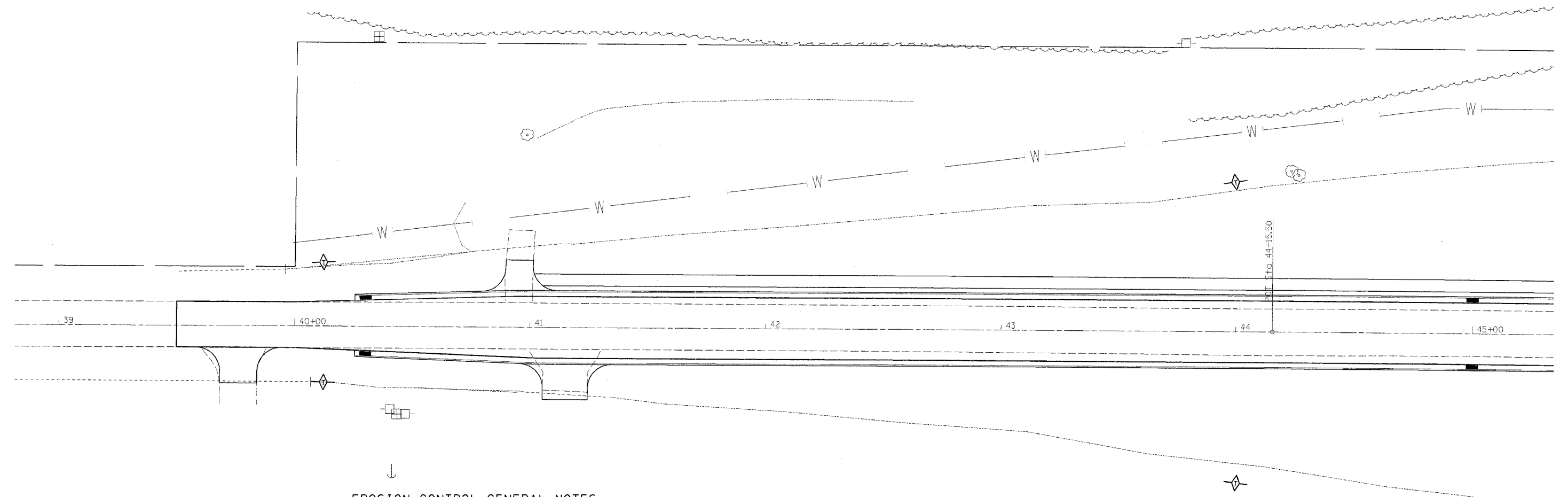
Sample pockeripped, unable to test for Qu.

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)

BORING DATA
F.A.I. RT. 70 SEC. (25-4HB-1B)
EFFINGHAM COUNTY
STATION 49+98.84
STRUCTURE No. 025-0102

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(25-4 HB-1)B	EFFINGHAM	67	45
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

* FAI RTE. 57/70



EROSION CONTROL GENERAL NOTES

EROSION CONTROL MEASURES AT THE START OF CONSTRUCTION:

1. THE AREAS OF EXCAVATION AND EMBANKMENT PLACEMENT SHALL BE MANAGED FOR THE PURPOSES OF CONTROLLING EROSION WITHIN THE IMPROVEMENT AREA, REDUCING WATER FLOW BY TEMPORARY DIVERSION, MINIMIZING SILTATION AT THE RIGHT-OF-WAY LINE, AND ESTABLISHING VEGETATIVE COVER WHICH WILL BECOME PERMANENT VEGETATION AND ACT AS AN EROSION CONTROL BARRIER. WORK AT THE START OF CONSTRUCTION SHALL CONSIST OF THE FOLLOWING:
 - (a) AREAS OF EXISTING VEGETATION (WOODS AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED FOR PRESERVING AND SHALL BE PROTECTED FROM MOWING, BRUSH CUTTING, TREE REMOVAL, AND OTHER ACTIVITIES THAT WOULD BE DETRIMENTAL TO THEIR MAINTENANCE AND DEVELOPMENT.
 - (b) DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
 - (c) BARE AND SPARSELY VEGETATED GROUND IN HIGHLY ERODIBLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE START OF CONSTRUCTION WHEN NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN CALENDAR DAYS.

EROSION CONTROL MEASURES DURING CONSTRUCTION:

1. DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED FROM DAMAGING EFFECTS OF CONSTRUCTION. THE CONTRACTOR SHALL NOT USE THIS AREA FOR PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS, OR OTHER CONSTRUCTION RELATED ACTIVITIES.
 - (a) WITHIN THE CONSTRUCTION ZONE, CRITICAL AREAS WHICH HAVE A HIGH FLOW OF WATER, AS DETERMINED BY THE ENGINEER, SHALL REMAIN UNDISTURBED UNTIL CONTINUOUS OPERATIONS CAN ENSURE TIMELY COMPLETION OF WORK IN THESE AREAS TO MINIMIZE SOIL EROSION.
 - (b) EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN CALENDAR DAYS.

EROSION CONTROL MEASURES AFTER FINAL GRADING:

1. EXCAVATION AND EMBANKMENT AREAS SHALL BE PERMANENTLY SEEDED WHEN FINAL GRADE. EROSION CONTROL BLANKET SHALL BE PLACED ON ALL DISTURBED AREAS.
 - (a) TEMPORARY EROSION CONTROL SYSTEMS SHALL REMAIN IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY WITH ALL PROPOSED TURF AREAS SEEDED AND A PROPER STAND ESTABLISHED.

TEMPORARY DITCH CHECK
 INLET AND PIPE PROTECTION

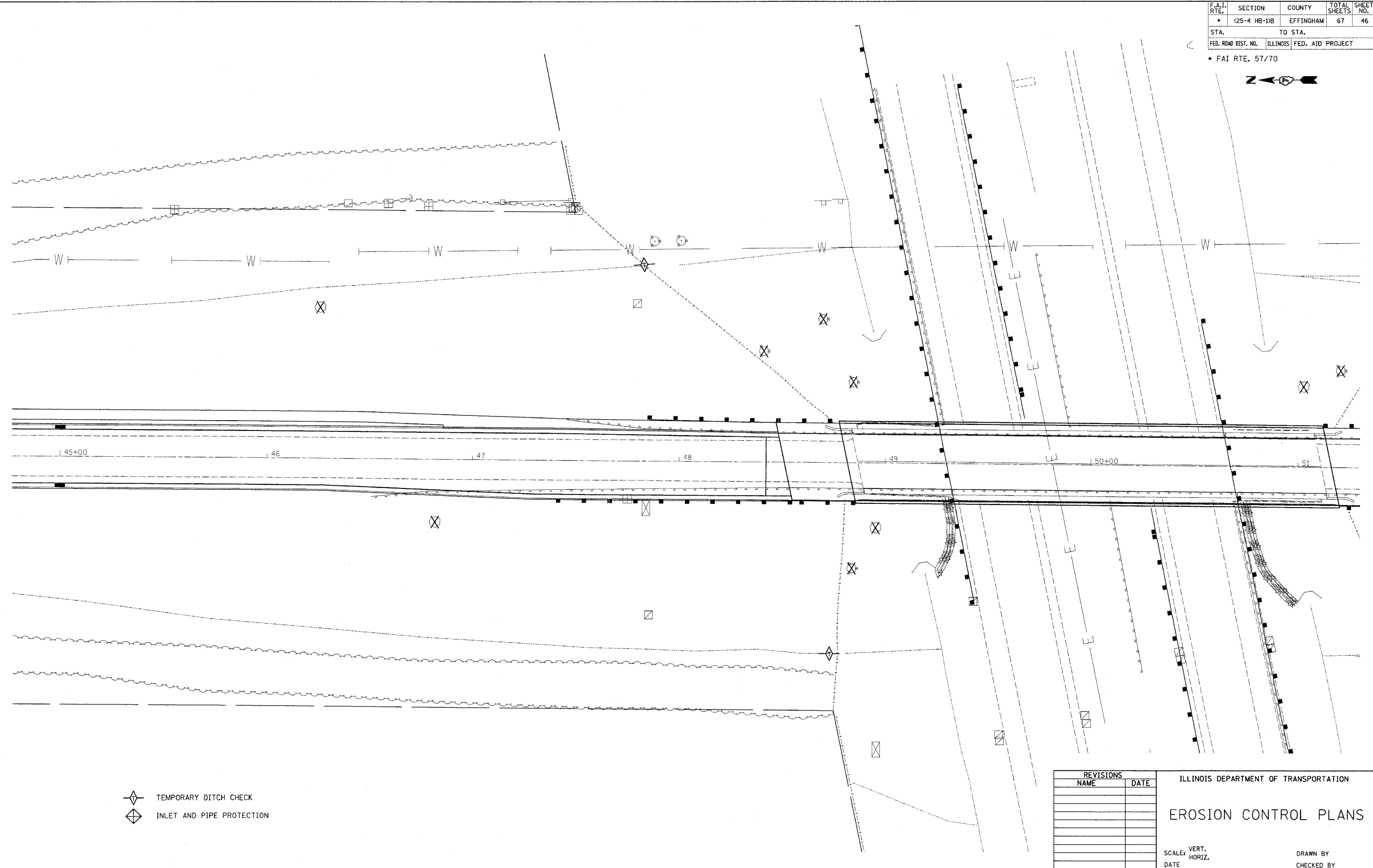
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL PLANS

SCALE: VERT. _____
 HORIZ. _____
 DATE _____ DRAWN BY _____
 CHECKED BY _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• (25-4 HB-1)B	EFFINGHAM		67	46
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• FAI RTE. 57/70



TEMPORARY DITCH CHECK
 INLET AND PIPE PROTECTION

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL PLANS

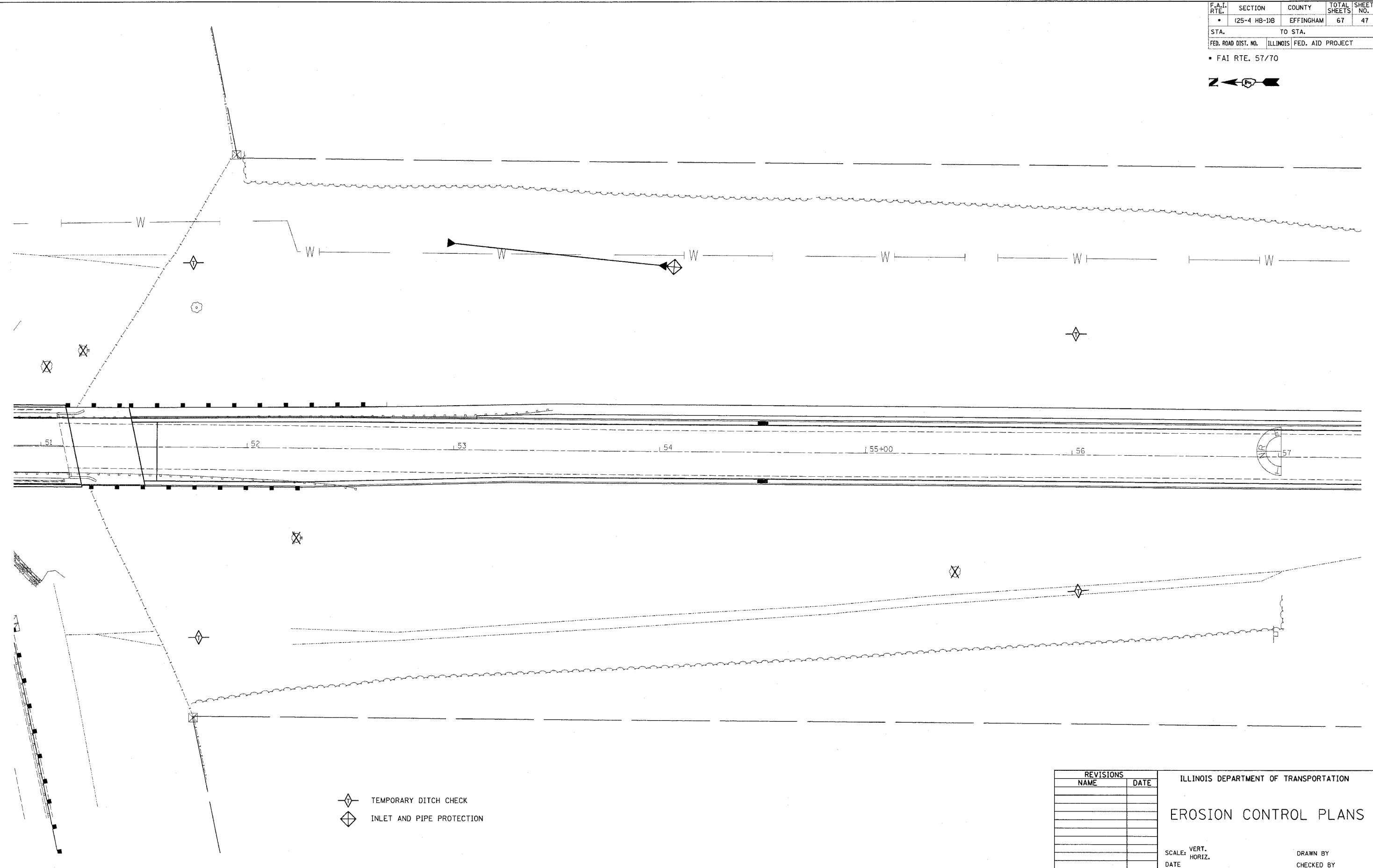
SCALE: VERT. _____
 HORIZ. _____
 DATE _____ DRAWN BY _____
 CHECKED BY _____

PLOT DATE = 8/24/2006
 FILE NAME = #FILE#
 PLOT SCALE = #SCALE#
 USER NAME = #USER#

CONTRACT NO. 94785

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(25-4 HB-1)B	EFFINGHAM	67	47
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

• FAI RTE. 57/70



PLOT DATE = 8/24/2006
 FILE NAME = 061515
 PLOT SCALE = #SCALE#
 USER NAME = district

- ◇ TEMPORARY DITCH CHECK
- ◇ INLET AND PIPE PROTECTION

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL PLANS
 SCALE: VERT. _____
 HORIZ. _____
 DATE _____
 DRAWN BY _____
 CHECKED BY _____

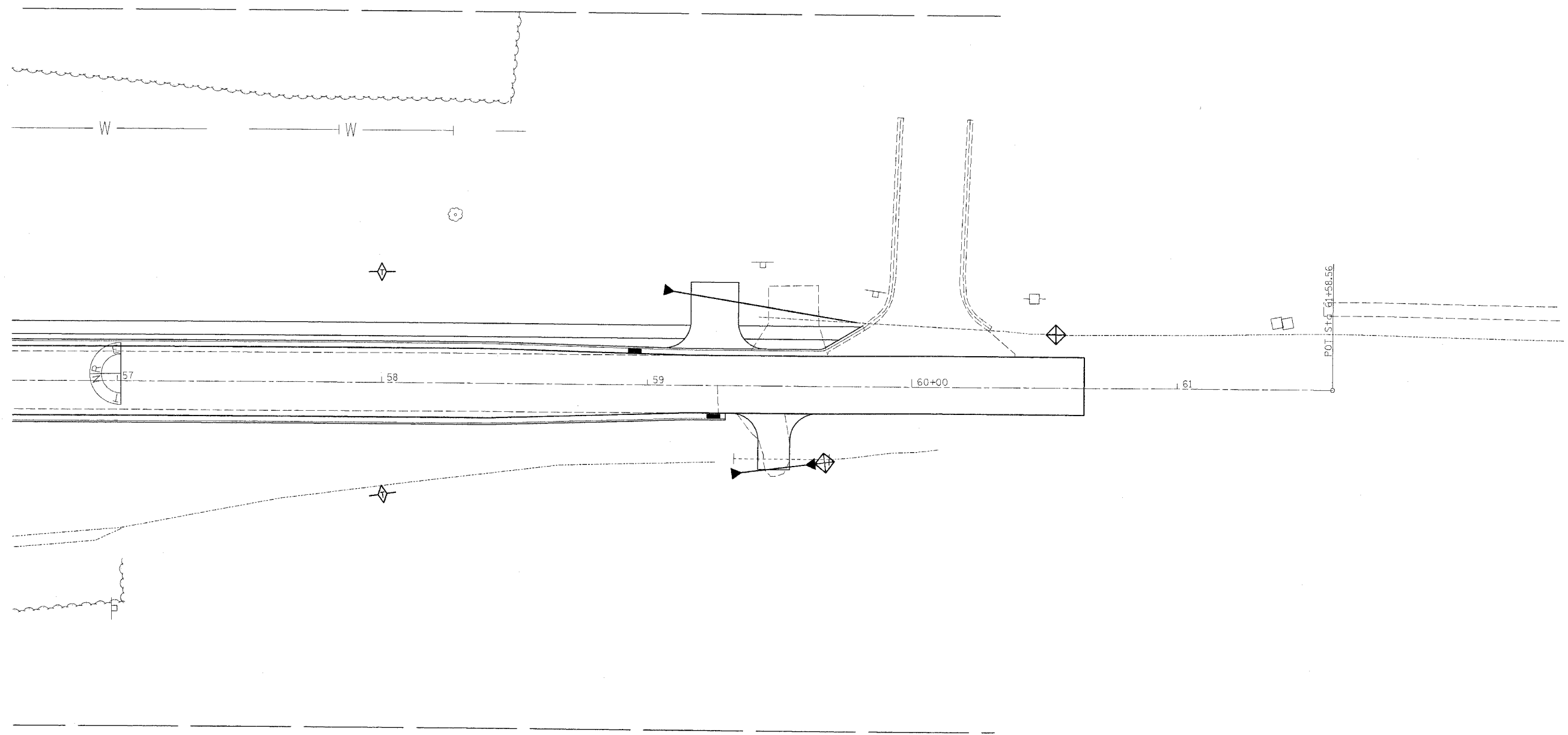
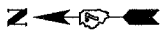
CONTRACT NO. 94785

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(25-4 HB-DB	EFFINGHAM	67	48



STA.	TO STA.

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

• FAI RTE. 57/70



PLOT DATE = 8/24/2006
 FILE NAME = 071111
 PLOT SCALE = #SCALE#
 USER NAME = district

-  TEMPORARY DITCH CHECK
-  INLET AND PIPE PROTECTION

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

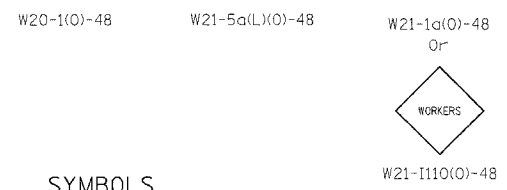
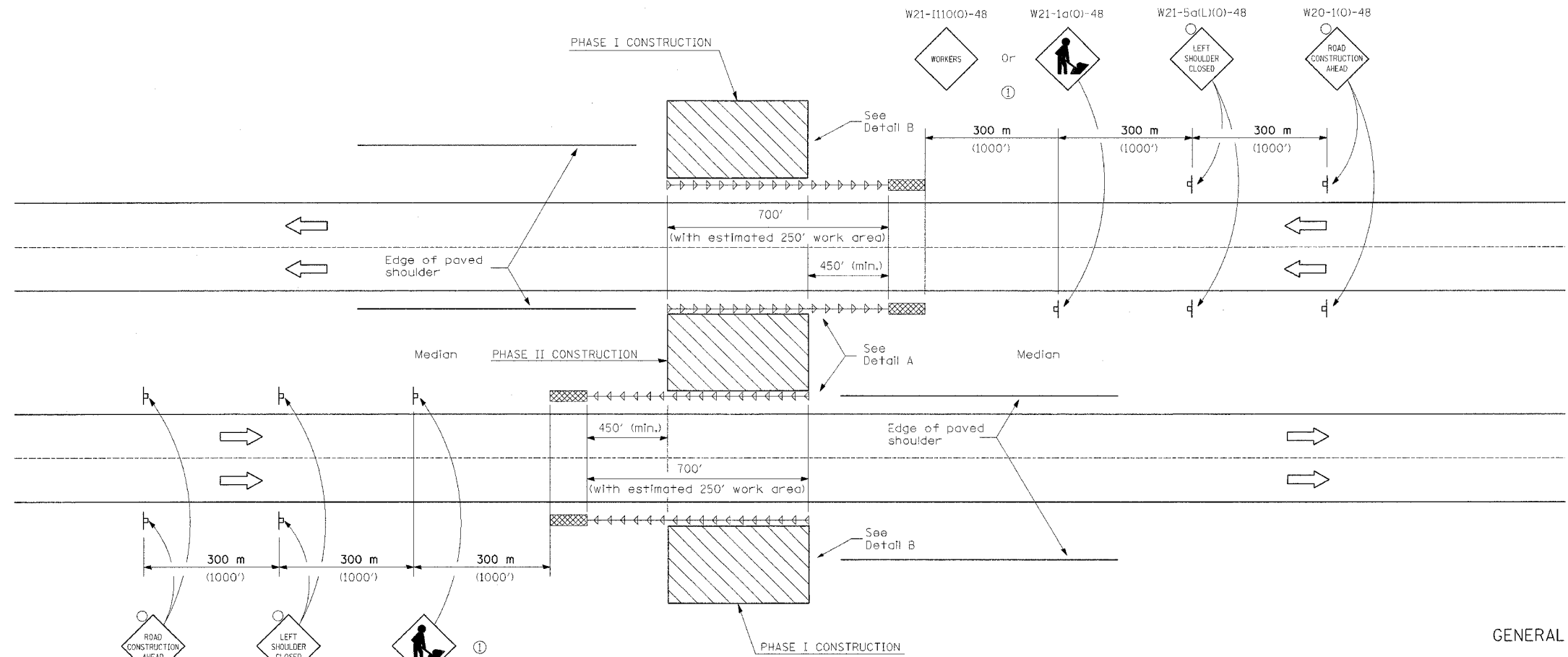
EROSION CONTROL PLANS

SCALE: VERT. _____
 HORIZ. _____

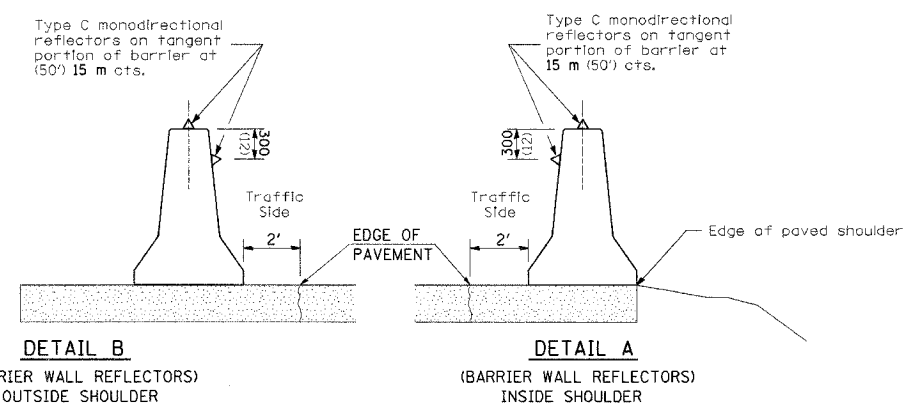
DRAWN BY _____
 CHECKED BY _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(25-4 HB-1)B	EFFINGHAM	67	49
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• FAI RTE. 57/70



- SYMBOLS**
- Work area
 - Sign
 - Impact attenuator (Partial Re-Directive)
 - Temporary Concrete Barrier with type C monodirectional reflector
 - Flashing light



GENERAL NOTES

This Standard is used where any vehicles, equipment, workers or their activities will encroach on the shoulder where temporary concrete barrier is utilized.

① When vehicles, equipment, workers or their activities encroach in the area 4.5 m (15') to the edge of pavement.

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SHOULDER CLOSURE, MULTILANE,
 MEDIAN PIER CONSTRUCTION
 WITH BARRIER
STANDARD 701101-SPECIAL

SCALE: VERT. _____
 HORIZ. _____

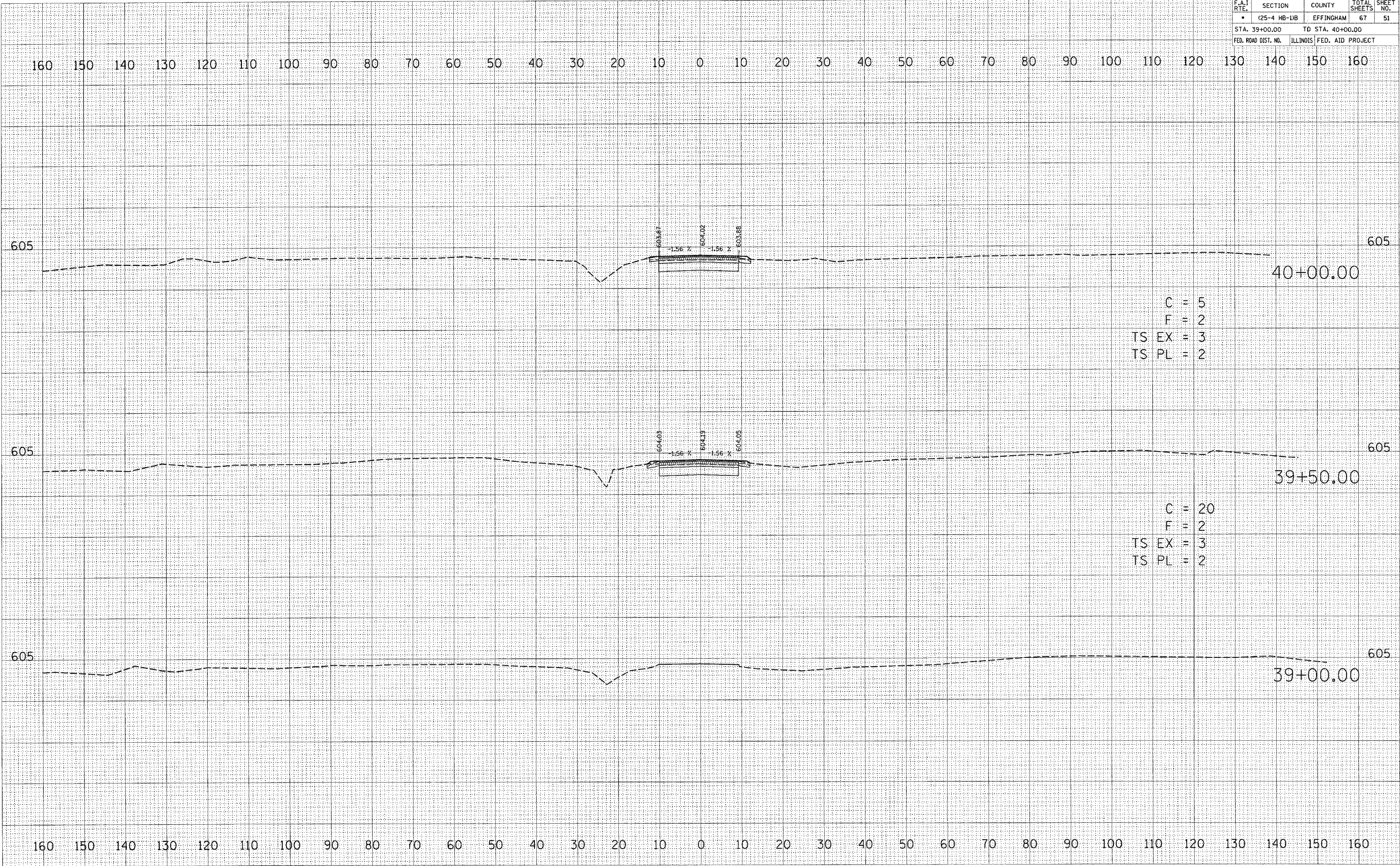
DATE _____ DRAWN BY _____
 CHECKED BY _____

PLOT DATE = 6/24/2006
 FILE NAME = WFL1E1
 PLOT SCALE = #SCALE#
 USER NAME = district

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

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

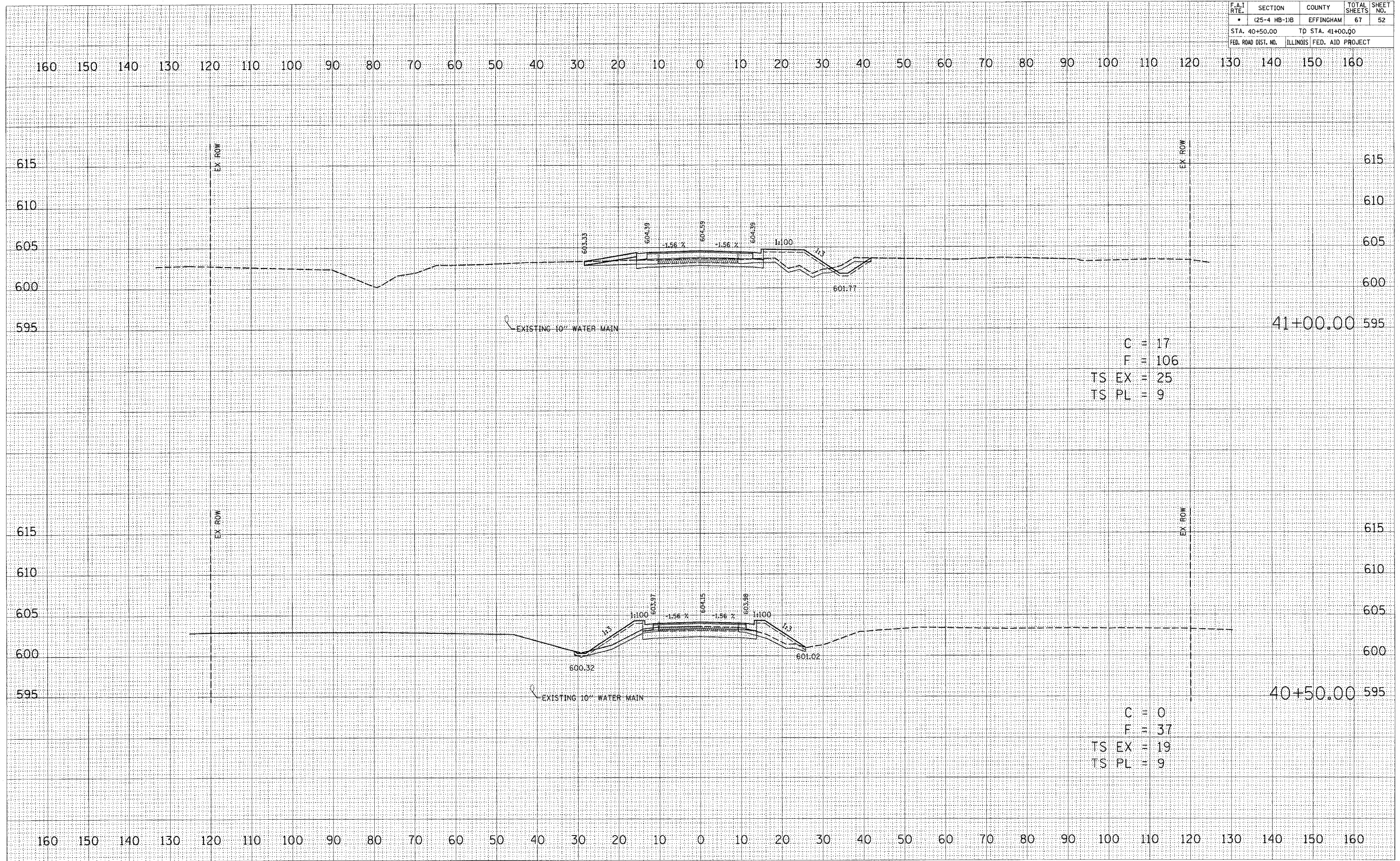
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 FILE NAME = #FILE#
 PLOT SCALE = #SCALE#
 USER NAME = #USER#



FINAL SURVEY
 DATE
 BY
 CHECKED
 PLOTTED
 TEMPLATE
 AREAS
 CHECKED
 NO.

ORIGINAL SURVEY
 DATE
 BY
 CHECKED
 PLOTTED
 TEMPLATE
 AREAS
 CHECKED
 NO.

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



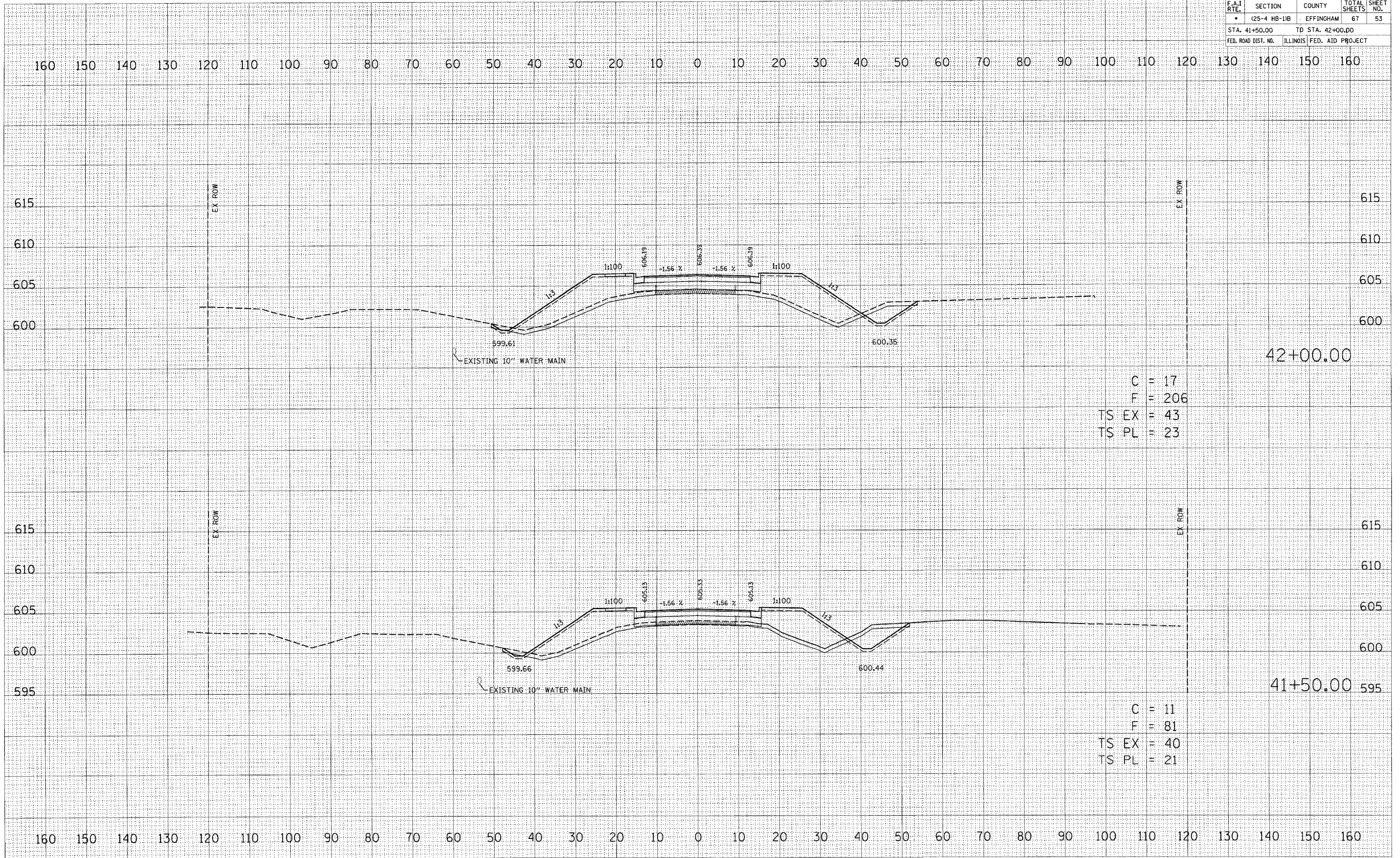
C = 17
 F = 106
 TS EX = 25
 TS PL = 9

C = 0
 F = 37
 TS EX = 19
 TS PL = 9

BY: _____ DATE: _____
 SURVEYED: _____
 FINISHED: _____
 NOTE BOOK: _____
 AREAS CHECKED: _____

BY: _____ DATE: _____
 SURVEYED: _____
 FINISHED: _____
 NOTE BOOK: _____
 AREAS CHECKED: _____

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



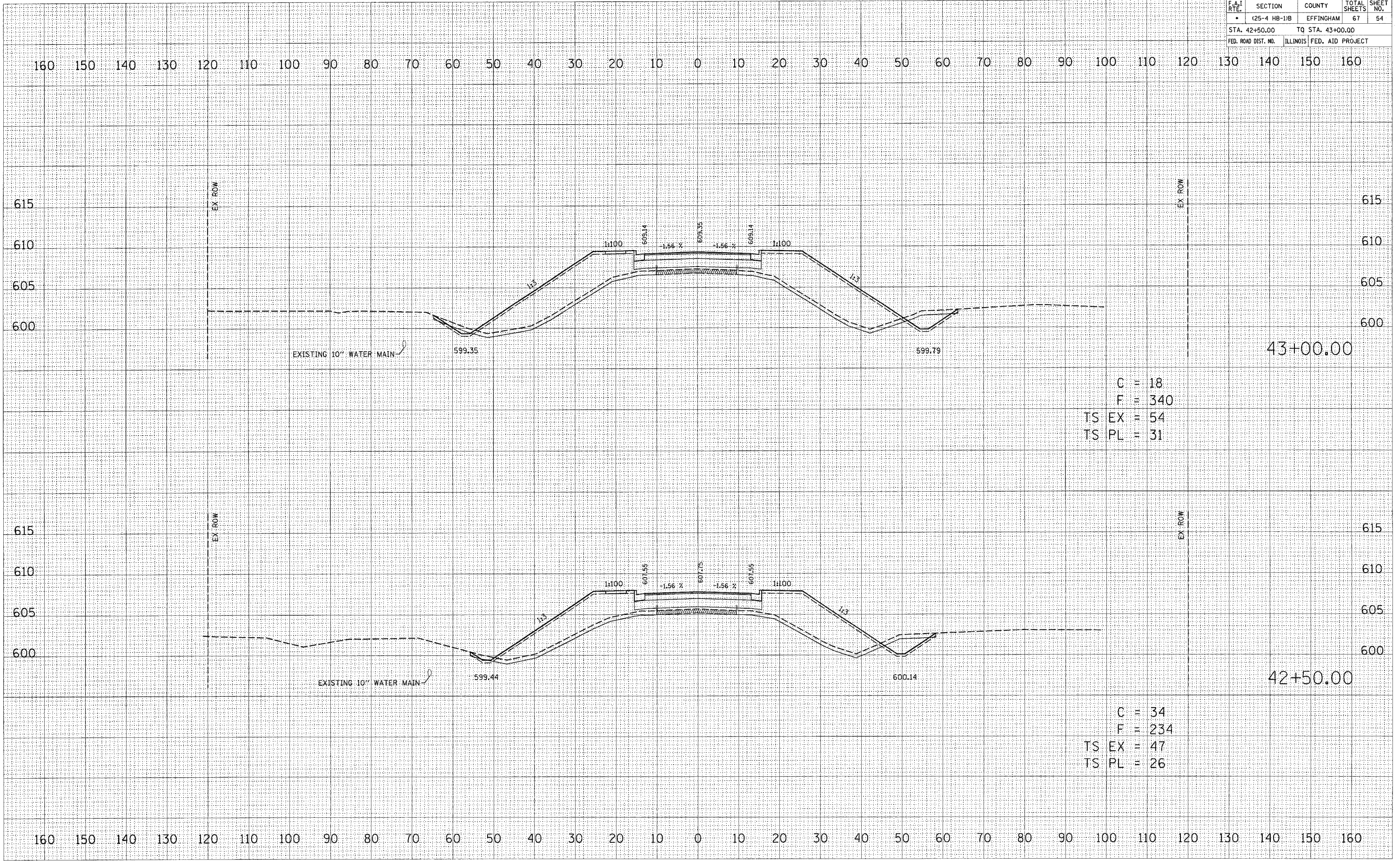
C = 17
 F = 206
 TS EX = 43
 TS PL = 23

C = 11
 F = 81
 TS EX = 40
 TS PL = 21

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

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

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



C = 18
 F = 340
 TS EX = 54
 TS PL = 31

C = 34
 F = 234
 TS EX = 47
 TS PL = 26

DATE _____ BY _____

FINAL SURVEY _____

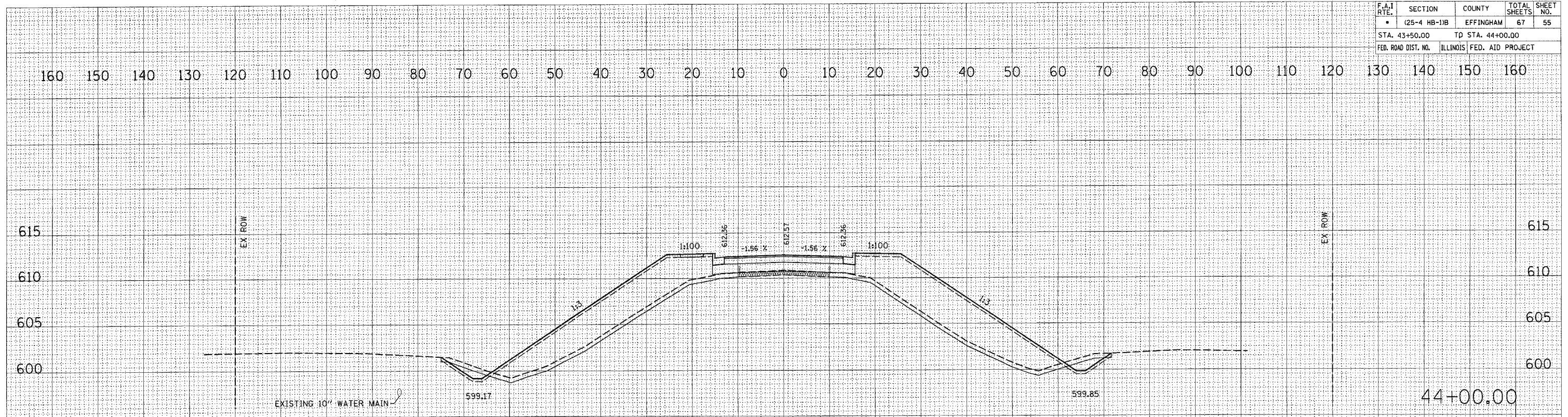
NOTE BOOK _____

NO. _____

ORIGINAL SURVEY _____

NOTE BOOK _____

NO. _____



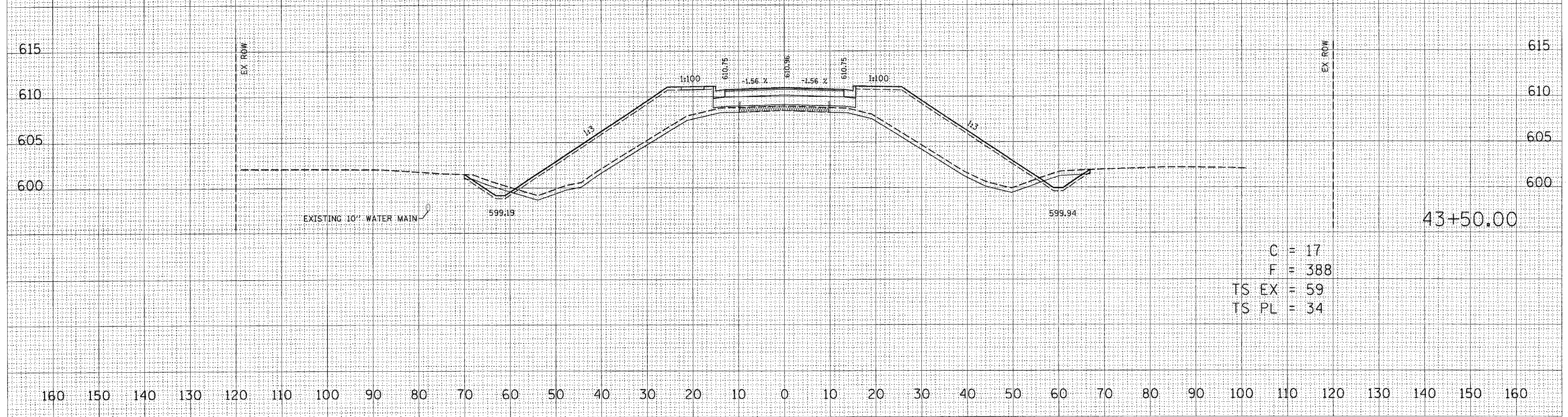
C = 15
 F = 396
 TS EX = 63
 TS PL = 37

DATE _____ BY _____

ORIGINAL SURVEY _____

NOTE BOOK _____

NO. _____



C = 17
 F = 388
 TS EX = 59
 TS PL = 34

PLOT DATE = #DATE#

FILE NAME = #FILE#

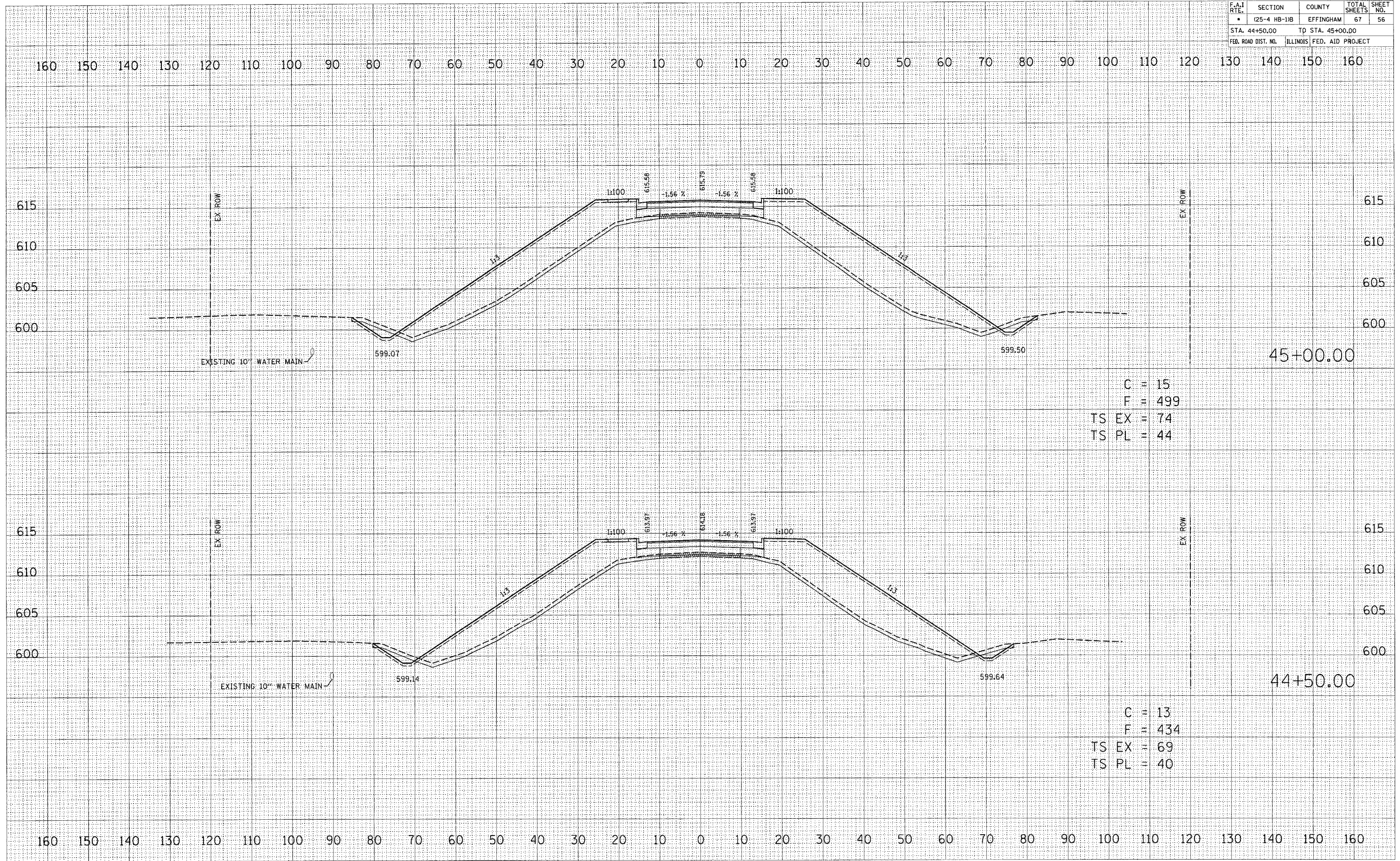
PLOT SCALE = #SCALE#

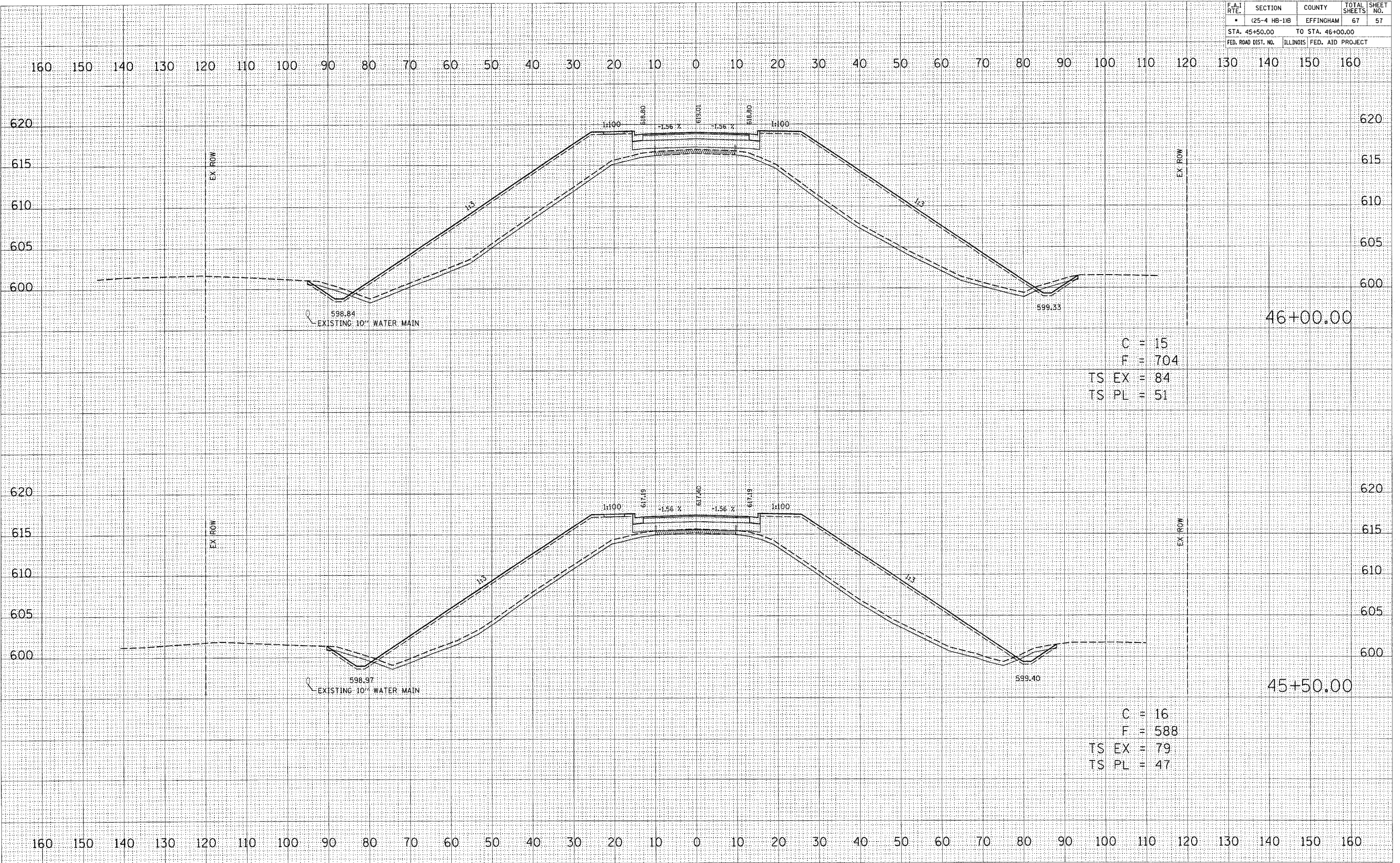
USER NAME = #USER#

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

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

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

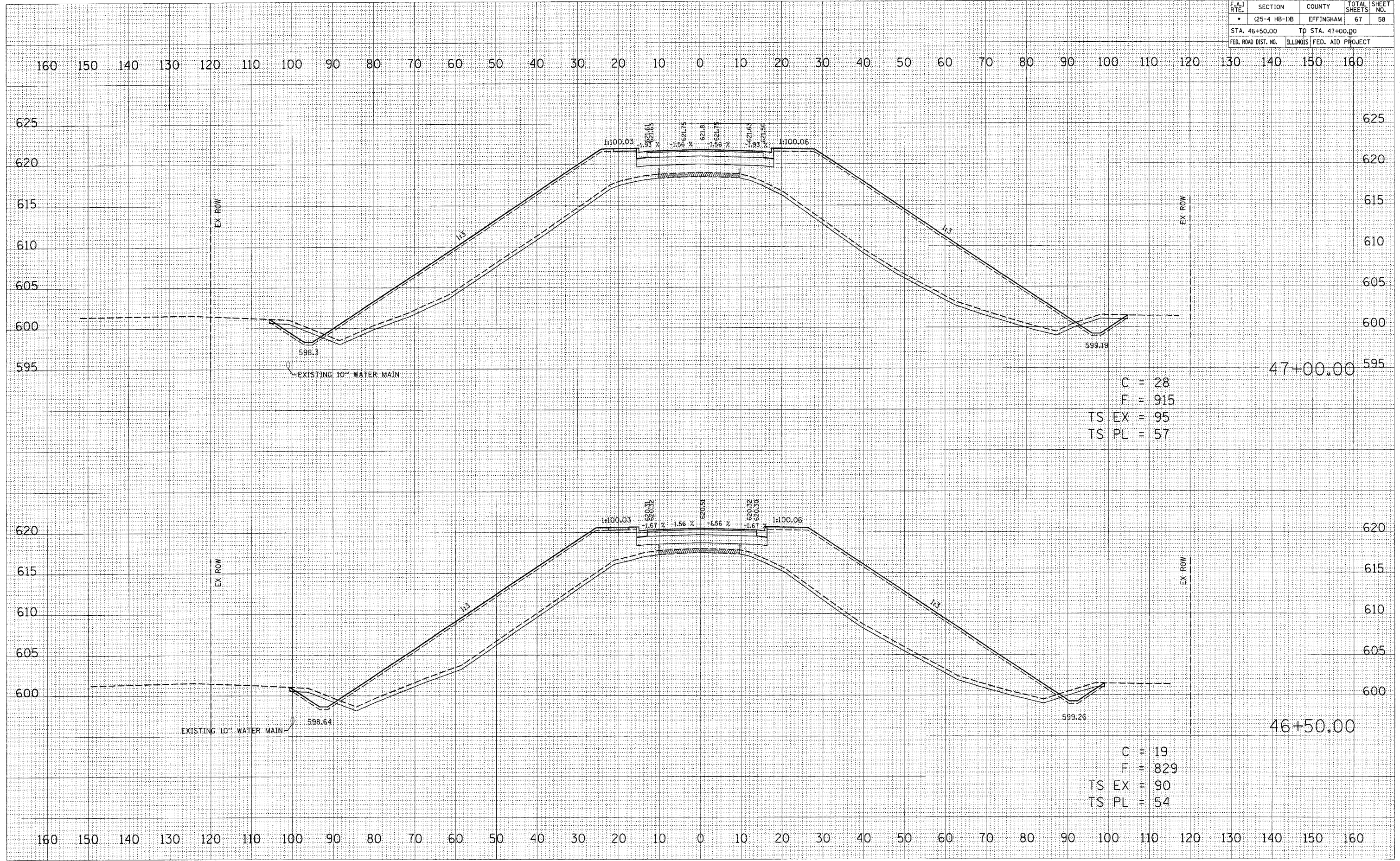




FINAL SURVEY BY DATE
 SURVEYED BY DATE
 TEMPLATE NO.
 NOTE BOOK NO.
 AREAS CHECKED

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

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



C = 28
 F = 915
 TS EX = 95
 TS PL = 57

C = 19
 F = 829
 TS EX = 90
 TS PL = 54

DATE _____ BY _____
 CHECKED _____
 SURVEY _____
 NOTE BOOK _____
 AREAS CHECKED _____

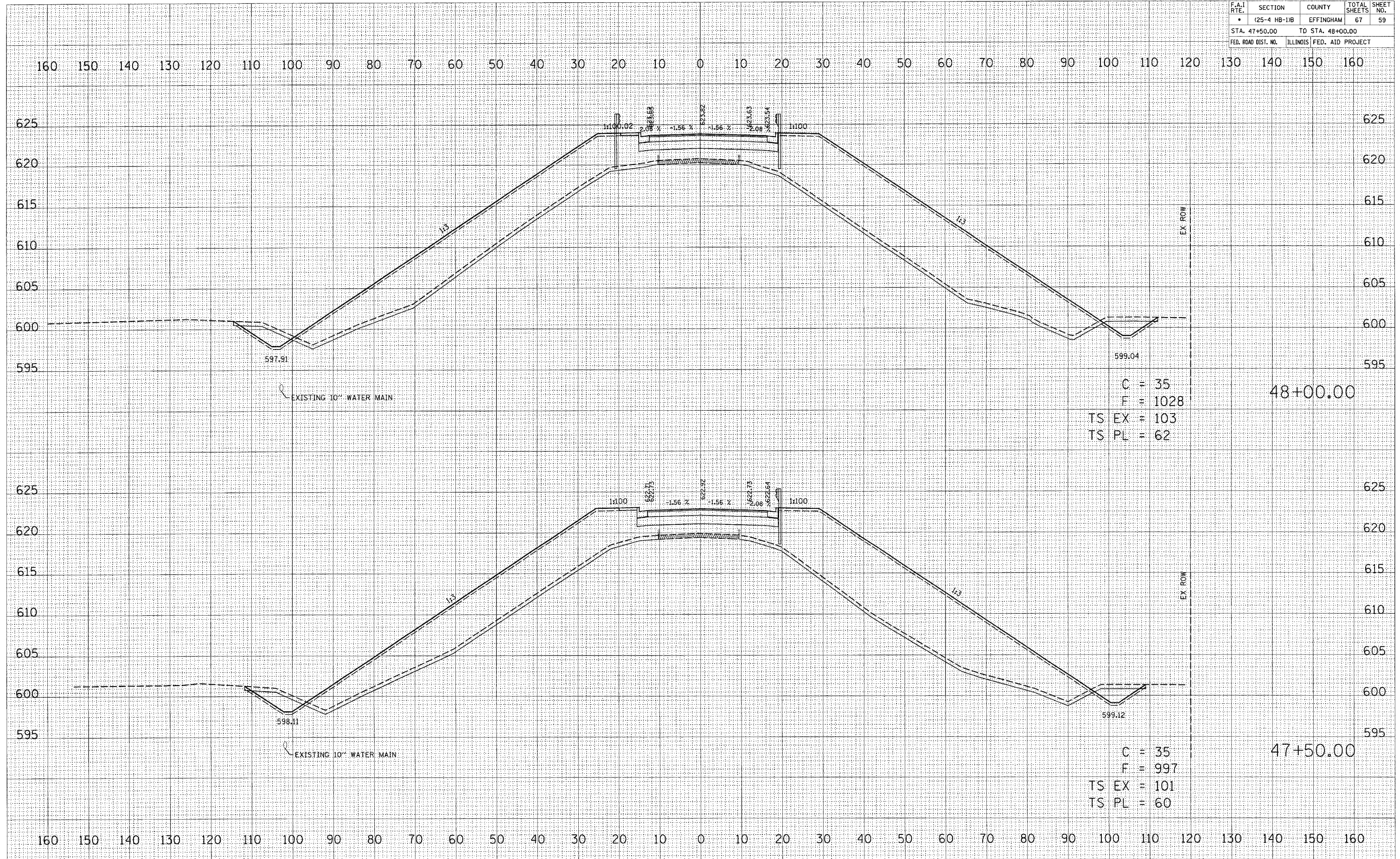
DATE _____ BY _____
 CHECKED _____
 SURVEY _____
 NOTE BOOK _____
 AREAS CHECKED _____

PLOT DATE = 04/25/08
 FILE NAME = 071E18
 PLOT SCALE = 63/64
 USER NAME = DUBERN

DATE _____
 BY _____
 DESIGNED BY _____
 CHECKED BY _____
 ORIGINAL SURVEY NO. _____
 PLOTTED BY _____
 TEMPLATE NO. _____
 AREAS CHECKED _____

DATE _____
 BY _____
 DESIGNED BY _____
 CHECKED BY _____
 ORIGINAL SURVEY NO. _____
 PLOTTED BY _____
 TEMPLATE NO. _____
 AREAS CHECKED _____

DATE _____
 FILE NAME _____
 PLOT SCALE _____
 USER NAME _____

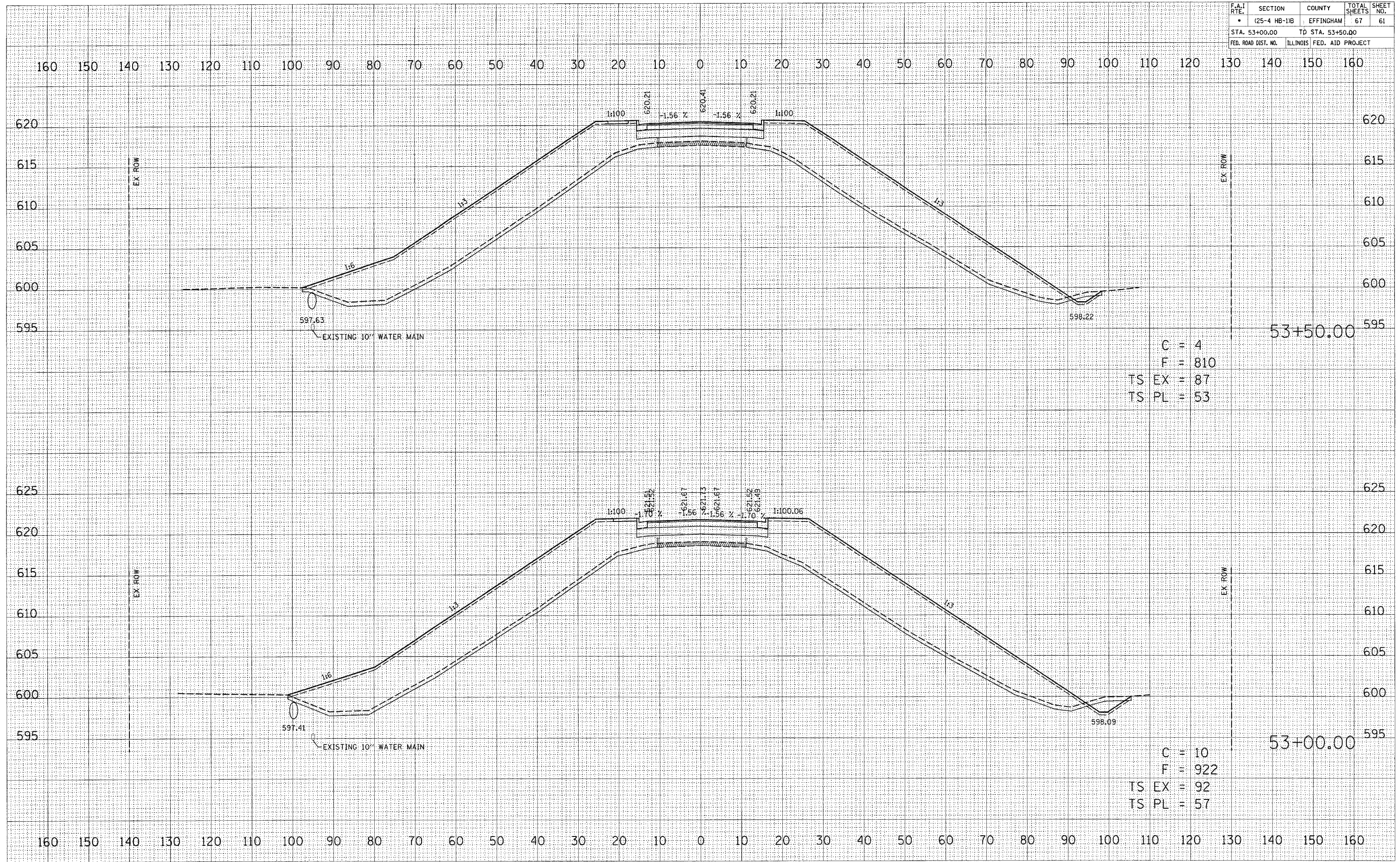


57/70		CONTRACT NO. 94785	
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
• (25-4 HB-1)B	EFFINGHAM	67	61
STA. 53+00.00		TO STA. 53+50.00	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	

FINAL	DATE
SURVEY	BY
NOTE BOOK	
PLATE	
AREAS	
CHECKED	

ORIGINAL	DATE
SURVEY	BY
NOTE BOOK	
PLATE	
AREAS	
CHECKED	

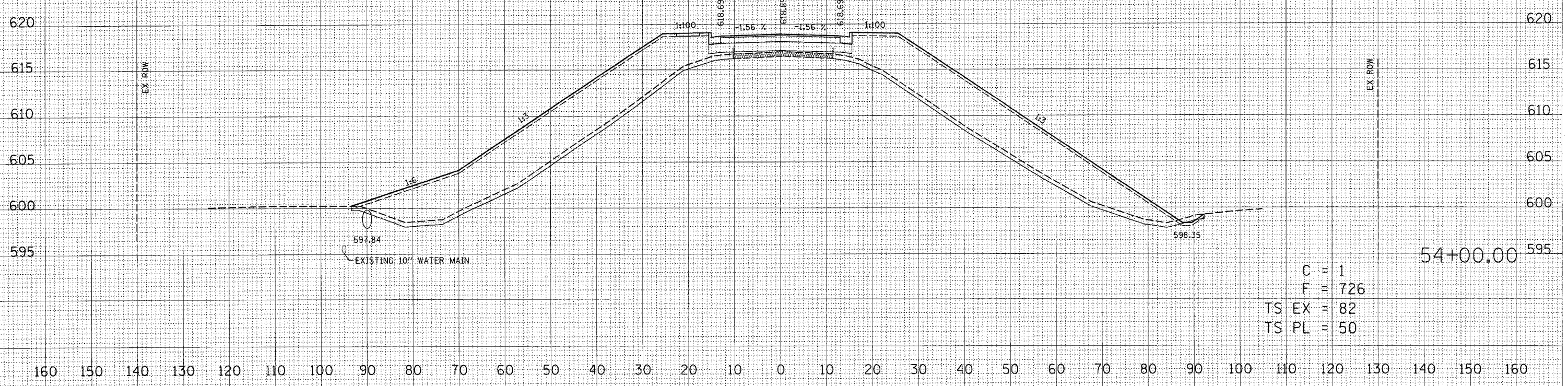
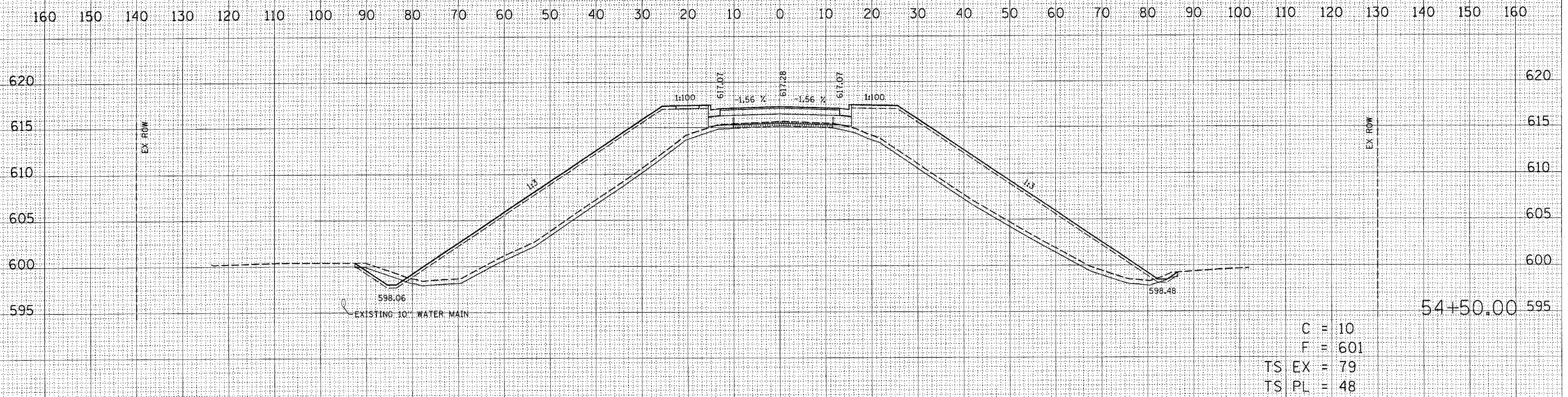
PLOT DATE = DATE
 FILE NAME = FILE#
 PLOT SCALE = SCALE
 USER NAME = USER#



C = 4
 F = 810
 TS EX = 87
 TS PL = 53

C = 10
 F = 922
 TS EX = 92
 TS PL = 57

57/70		CONTRACT NO. 94785	
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
*	(25-4 HB-1)B	EFFINGHAM	67 62
STA. 54+00.00		TO STA. 54+50.00	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	



DATE	BY
DESIGNED	PLOTTED
TEMPLATE	AREAS CHECKED
NO.	

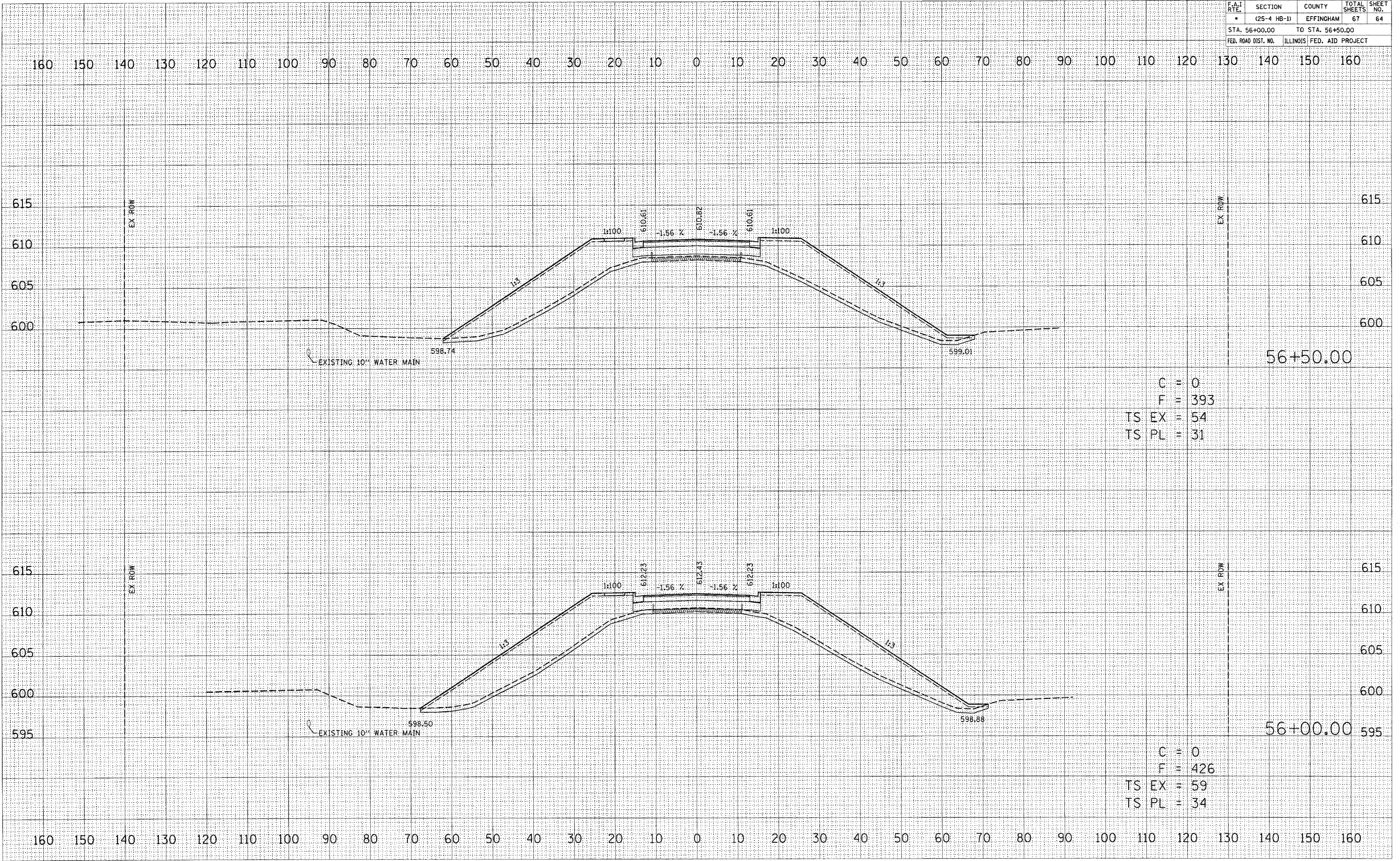
DATE	BY
DESIGNED	PLOTTED
TEMPLATE	AREAS CHECKED
NO.	

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

DATE _____
 BY _____
 SUPERVIEWED _____
 SURVEY PLOTTED _____
 FINAL SURVEY PLOTTED _____
 NOTE BOOK NO. _____
 AREAS CHECKED _____

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

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



C = 0
 F = 393
 TS EX = 54
 TS PL = 31

C = 0
 F = 426
 TS EX = 59
 TS PL = 34

56+50.00

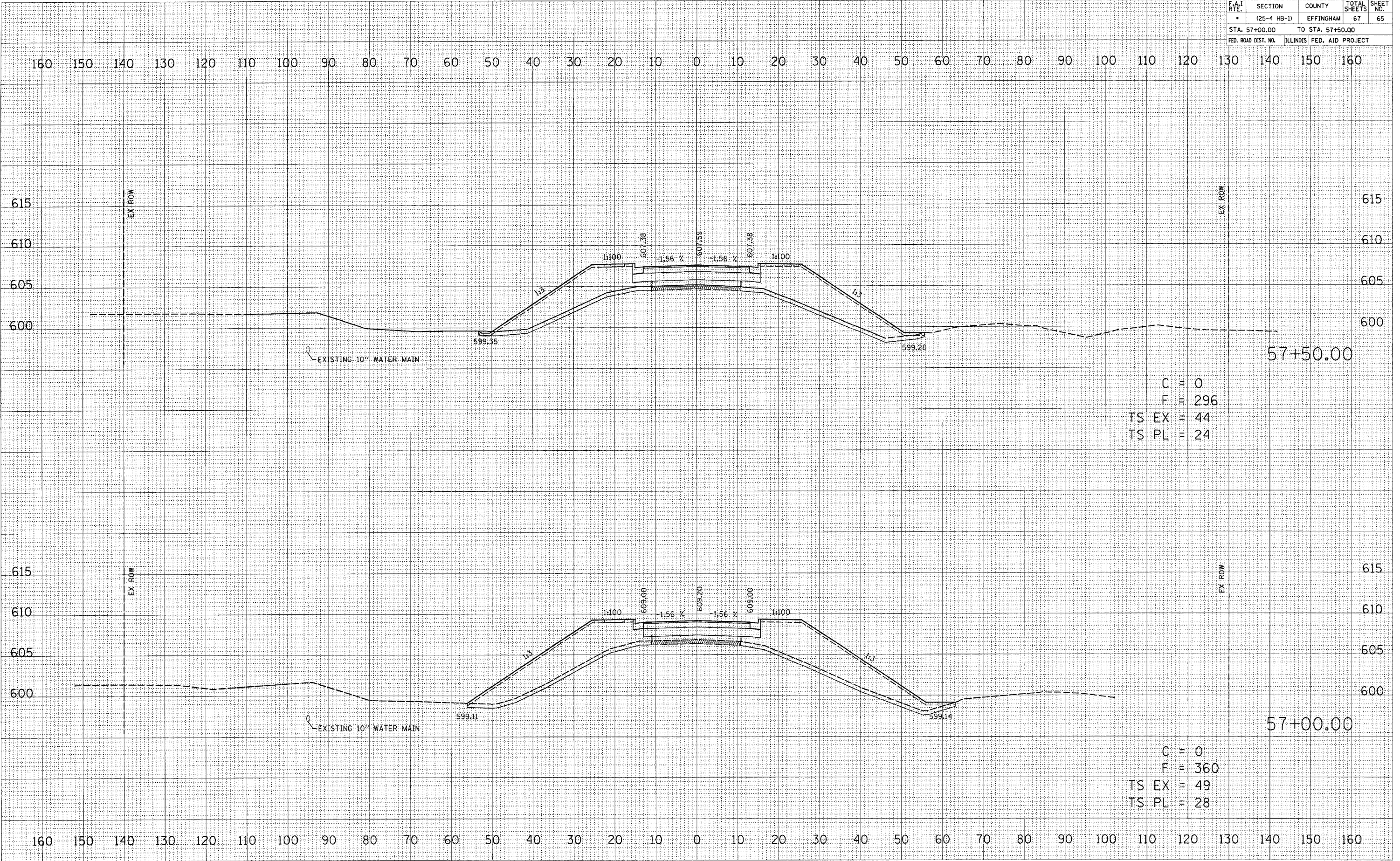
56+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(25-4 HB-1)	EFFINGHAM	67	65
STA. 57+00.00		TO STA. 57+50.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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

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

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



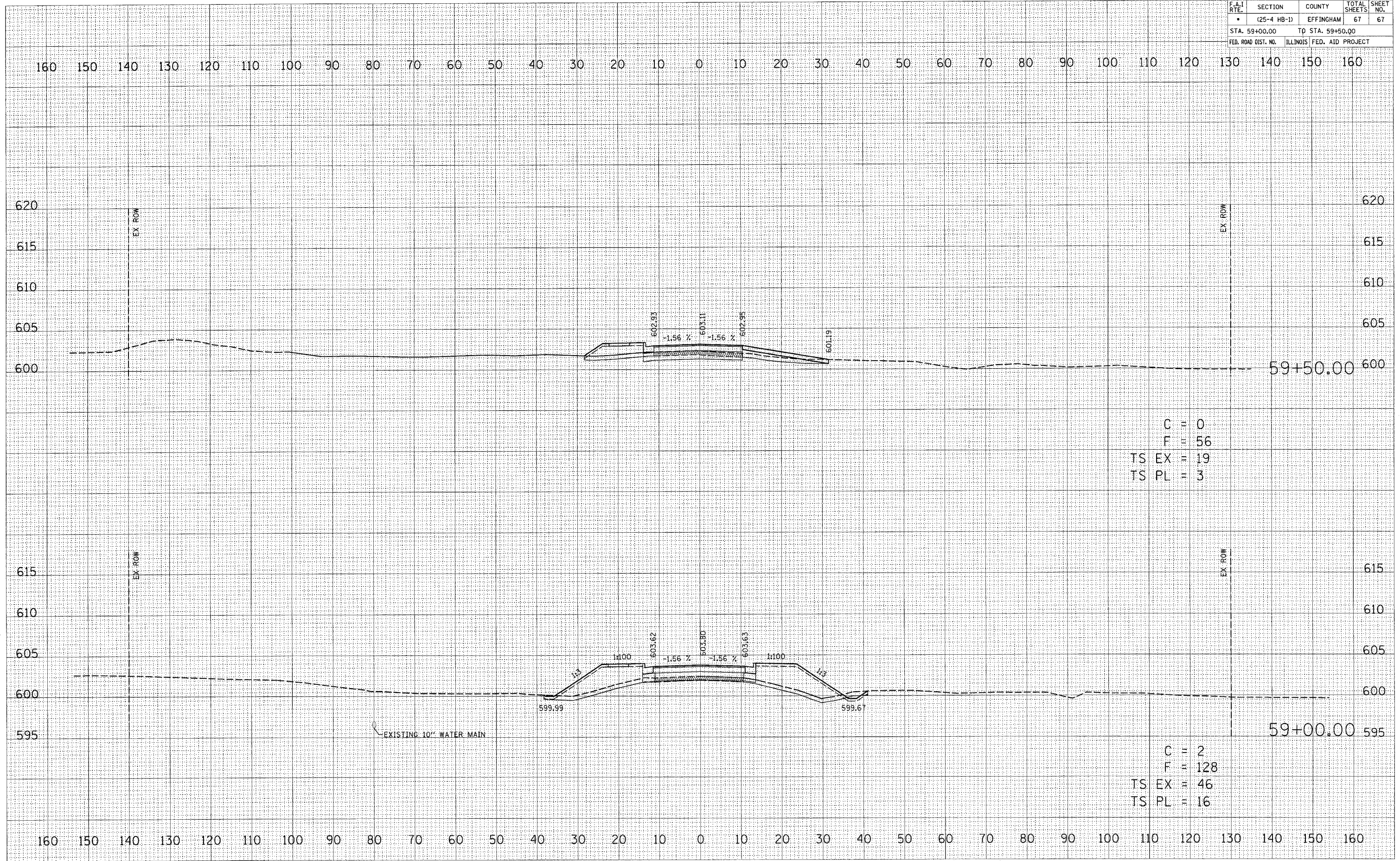
C = 0
 F = 296
 TS EX = 44
 TS PL = 24

C = 0
 F = 360
 TS EX = 49
 TS PL = 28

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

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

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



C = 0
 F = 56
 TS EX = 19
 TS PL = 3

C = 2
 F = 128
 TS EX = 46
 TS PL = 16