

FOR INDEX OF SHEETS, SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

WOOD STREET OVER BURLINGTON NORTHERN RAILROAD AND INDIAN CREEK

BRIDGE REPLACEMENT

RECONSTRUCTION: NORTH AND SOUTH OF BURLINGTON NORTHERN RAILROAD AND INDIAN CREEK

SECTION: 03-00251-00-BR

PROJECT: BROS-D001(642)

CITY OF AURORA

KANE COUNTY

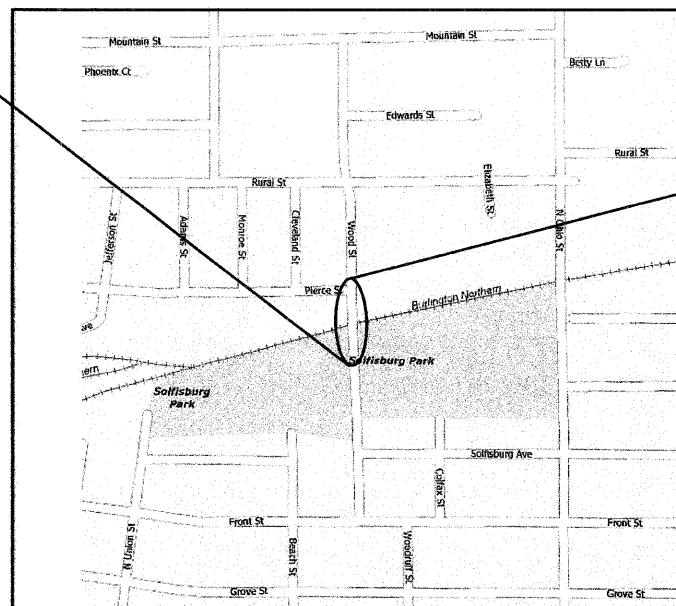
JOB NO.: C-91-141-04



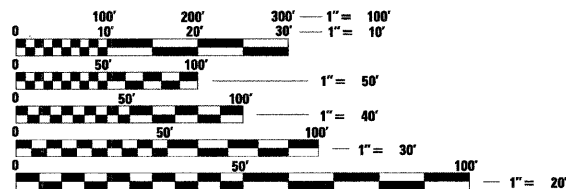
LOCATION OF SECTION INDICATED THUS: - ■ -

BEGIN PROJECT
WOOD ST.
STATION 9+70

END PROJECT
WOOD ST.
STATION 18+19



PROJECT LOCATED IN
CITY OF AURORA



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

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

CITY OF AURORA
GROSS LENGTH OF PROJECT = 849' (0.161 MILES)
NET LENGTH OF PROJECT = 849' (0.161 MILES)
NOT TO SCALE

EX STRUCTURE NO. 045-6007
PROP STRUCTURE NO. 045-6022

DESIGN DESIGNATION
WOOD ST.: LOCAL ROAD
POSTED SPEED: 30 MPH
DESIGN SPEED: 30 MPH
ADT - 1,000 (2030)

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

Approved 9-17-08
Chris E. Lint
CITY OF AURORA

Passed NOVEMBER 7, 2008
Christopher Holt
District Engineer of Local Roads & Streets

Releasing for Bid Based on Limited Review NOVEMBER 7, 2008
Diana M. O'Keefe
Deputy Director of Highways, Region 1 Engineer

CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
550 NORTH COMMONS DR. STE. 116
AURORA, ILLINOIS 60504
(630) 820-1022



SUBMITTED BY Ahmad T. Idrees
Ahmad T. Idrees, P.E., S.E.

DATE 9/16/2008

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

GENERAL NOTES

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JAN 1, 2007, THE CITY OF AURORA STANDARD SPECIFICATIONS, THE DETAILS IN THESE PLANS AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.
- NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
- ALL UTILITIES, SCHOOL DISTRICTS, LOCAL POLICE, AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.
- UNLESS AUTHORIZED BY THE CITY OF AURORA, ALL EXISTING ACCESS POINTS SHALL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR.
- DURING THE CONSTRUCTION, THE CONTRACTOR WILL BE REQUIRED, AT HIS EXPENSE, TO HAVE AVAILABLE A WATER TRUCK OR SIMILAR EQUIPMENT TO CONTROL DUST. IF NECESSARY, THE CONTRACTOR SHALL BE REQUIRED TO CONTROL DUST DURING NON-WORKING HOURS.
- ALL EXCESS MATERIAL (BROKEN CONCRETE, CULVERT PIPE, WASTE ROADWAY EXCAVATION, SURPLUS MATERIAL FROM SEWER TRENCHES, ETC.) SHALL BE LEGALLY DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SELECT DUMP SITES AND OBTAIN PERMISSION AND ALL NECESSARY PERMITS TO USE SUCH DUMP SITES. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL. (ITEM 20201200)

TREE REMOVAL CLEARING HEDGE REMOVAL

- TREES NOT MARKED FOR REMOVAL SHALL BE CONSIDERED AS DESIGNATED TO BE SAVED AND SHALL BE PROTECTED UNDER THE PROVISIONS OF ARTICLE 201.05 OF THE STANDARD SPECIFICATIONS.
- ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS OWN EXPENSE OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY.
- ALL CLEARING, REMOVAL OF BUSHES, HEDGES AND TREES UNDER SIX (6) INCHES IN DIAMETER WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION. (ITEM 20200100)

OVERHANGING LIMBS

- OVERHANGING LIMBS ARE TO BE TRIMMED OR CUT OFF TO PROVIDE A MINIMUM VERTICAL CLEARANCE OF TWENTY (20) FEET FROM THE FINISHED SURFACE OF THE ROAD.

LIMB PRUNING SHALL BE PERFORMED UNDER THE SUPERVISION OF AN APPROVED TREE EXPERT AS STATED IN THESE SPECIAL PROVISIONS AND SHALL BE UNDERTAKEN IN A TIMELY FASHION SO AS NOT TO INTERFERE WITH CONSTRUCTION.

ALL CUTS OVER ONE (1) INCH IN DIAMETER SHALL BE MADE FLUSH WITH THE NEXT LARGE BRANCH.

ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS EXPENSE OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY.

THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TREE PRUNING. (ITEM 20101300)

TOPSOIL

- TOPSOIL SHALL BE PLACED TO A DEPTH OF FOUR (4) INCHES AND BE MEASURED IN SQUARE YARDS. (ITEM 21101615)
- THE CROSS SECTIONS INDICATE THE FINISHED GRADE OF TOPSOIL.
- THE LOCATIONS OF TOPSOIL STOCKPILED WITHIN THE RIGHT-OF-WAY MUST BE APPROVED BY THE ENGINEER. TOPSOIL STOCKPILE WILL REQUIRE EROSION CONTROL.

ROADWAY EXCAVATION

- ALL EXISTING GRANULAR AND HOT-MIX ASPHALT TO BE REMOVED AND NOT PAID AS A SPECIFIC ITEM SHALL BE CONSIDERED EARTH EXCAVATION AND WILL BE PAID FOR AT THE UNIT PRICE FOR EARTH EXCAVATION. THE CONTRACTOR WILL HAVE THE OPTION OF REMOVING THE EXISTING HOT-MIX ASPHALT BY GRINDING OR EXCAVATING THE MATERIAL.

- THE CONTRACTOR SHALL NOT CROSS COMPLETED BASE COURSE OR EXISTING PAVEMENT, NOT SCHEDULED TO BE REMOVED, WITH LOADED SCRAPERS OR TRACK EQUIPMENT.

STORM SEWERS STRUCTURES UTILITIES

- THE STATION / OFFSET / ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR THE STRUCTURES TO SET THE FRAME AND GRATES IN THE PROPER LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF THE STRUCTURE; ELEVATION INDICATES RIM GRADES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING LOCAL AGENCIES MAINTAINING SANITARY SEWERS, WATERMANS, AND STREET LIGHTS TO VERIFY THE MATERIALS AND METHODS ALLOWED FOR THE ADJUSTMENT, RELOCATION, OR EXTENSION OF THE UTILITY INVOLVED.
- THE LOCATION AND ELEVATION OF EXISTING UTILITIES ARE APPROXIMATE AND ARE PROVIDED BY THE OWNERS. THE EXACT LOCATIONS AND ELEVATIONS ARE TO BE VERIFIED BY THE CONTRACTOR.
- ALL ADJUSTMENTS OR RECONSTRUCTIONS SHALL INCLUDE THE REMOVAL AND REPLACEMENT, AT THE CONTRACTOR'S EXPENSE, OF ALL UNSUITABLE TWO (2) FOOT INSIDE DIAMETER ADJUSTING RINGS.
- ADJUSTMENT AND RECONSTRUCTION OF STRUCTURES MAINTAINED BY OTHER AGENCIES SHALL BE MADE TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY MAINTAINING THE SYSTEM OF THE STRUCTURE INVOLVED. THE FINAL STRUCTURE SHOULD NOT HAVE MORE THAN (8) INCHES OF ADJUSTMENT RINGS.

HOT-MIX ASPHALT

- HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL EARTH EXCAVATION, TOPSOIL PLACEMENT, AGGREGATE BASE COURSE, AND HOT-MIX ASPHALT BINDER COURSE HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.
- SAWCUT CONSTRUCTION JOINTS SHALL BE PROVIDED AT PAVED COMMERCIAL OR PRIVATE ENTRANCES AND AT ALL SIDE ROADS. THE COST SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT SURFACE COURSE.

- THE MINIMUM COMPACTED THICKNESS OF ANY LIFT OF BINDER SHALL BE 2.25 INCHES.

- THE MAXIMUM COMPACTED THICKNESS OF A LIFT OF BASE COURSE WILL BE FOUR (4) INCHES UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
- BASE COURSE SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL THE CURB AND GUTTER HAS BEEN BACKFILLED TO THE SATISFACTION OF THE ENGINEER.

EROSION CONTROL NOTES

- ALL SEDIMENT AND EROSION CONTROL MEASURES WILL BE INSTALLED PER IDOT STANDARD 280001 OR AS SPECIFIED HEREIN AND PAID FOR IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS.
- EROSION CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH THE SEQUENCE OF STAGE CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT A DETAILED SCHEDULE FOR APPROVAL.
- SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE THE PROJECT SITE IS OTHERWISE DISTURBED.
- IN DISTURBED AREAS WHERE WORK IS COMPLETED, FINAL GRADING AND PERMANENT STABILIZATION SHALL BE COMPLETED WITHIN 7 DAYS. IN AREAS WHERE WORK HAS TEMPORARILY CEASED OR WILL NOT BE COMPLETED PRIOR TO THE FALL SEEDING RESTRICTION, TEMPORARY STABILIZATION (CLASS 7 SEEDING) SHALL BE COMPLETED BY THE 14TH DAY AFTER WORK HAS CEASED.
- WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED WITH FILTER BAGS, OR OTHER METHOD APPROVED BY THE ENGINEER.
- GRAVEL ROADS, ACCESS DRIVES, PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH, AND VEHICLE WASH DOWN FACILITIES IF NECESSARY, SHALL BE PROVIDED TO PREVENT THE DEPOSIT OF SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF EACH WORKDAY OR AS NEEDED.

- ALL EROSION CONTROL MEASURES SHALL BE INSPECTED BY THE CONTRACTOR WEEKLY AND WITHIN 24 HOURS OF ANY STORM EXCEEDING 1/2 INCH PRECIPITATION. DAMAGED AND INEFFECTIVE EROSION CONTROL MEASURES SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR WITHIN 72 HOURS OF NOTIFICATION BY THE ENGINEER OR THE CITY OF AURORA.

- ALL CONTROL MEASURES SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SEDIMENT AND EROSION CONTROL MEASURES ARE OPERATIONAL.

- THE CONDITION OF THE CONSTRUCTION SITE FOR WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL. ALL OPEN AREAS THAT ARE TO REMAIN IDLE THROUGHOUT THE WINTER SHALL RECEIVE TEMPORARY EROSION CONTROL MEASURES INCLUDING TEMPORARY SEEDING, MULCHING AND/OR EROSION CONTROL BLANKET PRIOR TO THE END OF THE FALL GROWING SEASON. THE AREAS TO BE WORKED BEYOND THE END OF THE GROWING SEASON MUST INCORPORATE SOIL STABILIZATION MEASURES THAT DO NOT RELY ON VEGETATIVE COVER SUCH AS EROSION CONTROL BLANKET AND HEAVY MULCHING.

- STOCKPILES OF SOIL AND OTHER BUILDING MATERIALS TO REMAIN IN PLACE MORE THAN THREE (3) DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES (I.E. PERIMETER SILT FENCE). STOCKPILES TO REMAIN IN PLACE FOR 30 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING.

TRAFFIC CONTROL AND PROTECTION

- TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN AND SECTION 701 OF THE STANDARD SPECIFICATIONS AS AMENDED BY THE SPECIAL PROVISION FOR CONSTRUCTION ZONE TRAFFIC CONTROL (CHECK SHEET LRS 3).

- THE TYPE III BARRICADES ARE TO BE PLACED IN ACCORDANCE WITH STANDARD 701901 UNLESS AUTHORIZED BY THE ENGINEER TO USE AN ALTERNATE ARRANGEMENT.

- EXISTING TRAFFIC CONTROL SIGNS AND DEVICES WILL BE REMOVED BY THE CONTRACTOR AFTER THE TRAFFIC CONTROL REQUIREMENTS ARE MET OR AS AUTHORIZED BY THE ENGINEER AND DELIVER THEM TO THE CITY OF AURORA AS DIRECTED BY THE ENGINEER. ANY SIGNS OR DEVICES LEFT IN PLACE AT THIS TIME ARE TO BE RELOCATED, MAINTAINED AND PROTECTED FROM DAMAGE BY THE CONTRACTOR AND ANY DAMAGED OR LOST SIGNS WILL BE REPLACED BY THE CONTRACTOR AT NO EXPENSE TO THE CITY OF AURORA.

- ANY DROP OFF GREATER THAN THREE (3) INCHES BUT LESS THAN SIX (6) INCHES, WITHIN EIGHT (8) FEET OF THE PAVEMENT EDGE, SHALL BE PROTECTED BY TYPE I OR TYPE II BARRICADES, DRUMS OR VERTICAL PANELS WITH MONODIRECTIONAL STEADY- BURN LIGHTS AT 100 FOOT CENTER TO CENTER SPACING. IF THE DROP OFF WITHIN EIGHT (8) FEET OF THE PAVEMENT EDGE EXCEEDS SIX (6) INCHES, THE BARRICADES, DRUMS OR VERTICAL PANELS MENTIONED ABOVE SHALL BE PLACED AT FIFTY (50) FOOT CENTER TO CENTER SPACING. BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOP OF THE BARRICADE IS IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 701901.

- TYPE I OR TYPE II BARRICADES WITH TWO-WAY FLASHING LIGHTS SHALL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, TRANSVERSE PAVEMENT JOINTS, MATERIALS OR EQUIPMENT WITHIN THE RIGHT-OF-WAY (NUMBER AND SPACING DEPENDS ON THE CONDITIONS) AND AT LOCATIONS DESIGNATED BY THE ENGINEER OR LOCAL LAW ENFORCEMENT AGENCIES.

- TYPE I, II AND / OR III BARRICADES WITH TWO-WAY FLASHING LIGHTS WILL BE REQUIRED TO GUIDE TRAFFIC AWAY FROM PAVEMENT AREAS CLOSED FOR CONSTRUCTION.

- THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICADES, WARNING LIGHTS, AND SIGNS WILL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION. (ITEM 70101700)

- PRIOR TO THE START OF CONSTRUCTION, REQUIRED TRAFFIC CONTROL DEVICES SHALL BE IN PLACE.

CONSTRUCTION SEQUENCE

- PAVEMENT CONSTRUCTION SHALL NOT BEGIN UNTIL AT LEAST ONE MONTH AFTER FINAL COMPLETION OF THE NEW EMBANKMENT TO REDUCE THE AMOUNT OF DIFFERENTIAL SETTLEMENT.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N/A	03-00251-00-BR	KANE	72	2
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
PROJECT NO. BROS-0001641 CONTRACT NO. 63080				

SHEET NO. INDEX OF SHEETS

1	COVER SHEET
2	INDEX OF SHEETS, HIGHWAY STANDARDS, AND GENERAL NOTES.
3	SUMMARY OF QUANTITIES
4-5	TYPICAL SECTIONS
6	ALIGNMENTS, TIES AND BENCHMARKS
7	MAINTENANCE OF TRAFFIC PLANS
8	REMOVAL PLANS
9-10	PROPOSED PLAN AND PROFILE
11-12	DRAINAGE PLAN/UTILITIES AND EROSION AND SEDIMENT CONTROL
13	EXISTING CONTOURS AND FLOODPLAIN ELEVATIONS
14	DRAINAGE STRUCTURE AND PIPE SCHEDULE
15	PAVEMENT GRADING DETAIL
16	PAVEMENT MARKING DETAIL
17-18	LANDSCAPE PLAN
19	CONSTRUCTION DETAILS
20-52	STRUCTURAL SHEETS
53-60	EXISTING BRIDGE DRAWINGS
61	EARTHWORK AND EARTHWORK NOTES
62-72	CROSS SECTIONS

DISTRICT ONE STANDARDS

- BD 32 BUTT JOINT AND HMA TAPER DETAILS
- BD 02 DRIVEWAY DETAILS DISTANCE BETWEEN R.O.W. AND FACE OF CURB < 15' (4.5 m).
- TC 10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

IDOT STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT REBARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-04	TEMPORARY EROSION CONTROL SYSTEMS
420401-07	BRIDGE APPROACH PAVEMENT CONNECTOR
424001-05	CURB RAMPS FOR SIDEWALK
515001-03	NAME PLATE FOR BRIDGES
542301-02	PRECAST REINFORCED CONCRETE FLARED END SECTION
601001-03	SUB-SURFACE DRAINS
602001-01	CATCH BASIN, TYPE A
602301-02	INLET-TYPE A
602306-02	INLET-TYPE B
602401-02	MANHOLE TYPE A
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS, TYPE 1
604036-02	GRATE, TYPE B
604091-02	FRAME AND GRATE, TYPE 24
606001-04	CONCRETE CURB TYPE B AND COMBINATION CURB AND GUTTER
630001-08	STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE I (SPECIAL) GUARDRAIL TERMINALS
631031-07	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
701801-04	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-02	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
780001-02	TYPICAL PAVEMENT MARKINGS

REVISIONS	
NAME	DATE

CITY OF AURORA
INDEX OF SHEETS, HIGHWAY STANDARDS AND GENERAL NOTES

SCALE: _____ DRAWN BY: _____
DATE: SEPTEMBER 2008 CHECKED BY: PWK



DATE	BY	REVISIONS

DATE	BY	REVISIONS

SUMMARY OF QUANTITIES

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N/A	03-00251-00-BR	KANE	72	3
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
PROJECT NO. BROS-D001(641) CONTRACT NO. 63080				

ITEM NO.	SPECIALTY ITEM	PAY ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
						ROADWAY	BRIDGE	BRIDGE	
						80% FEDERAL	20% LOCAL	80% FEDERAL	20% LOCAL
						1000-2A	X371-2A	1000-2A	X371-2A
1		20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	61	61	---	---	---
2		20101100	TREE TRUNK PROTECTION	EACH	8	8	---	---	---
3		20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	10	10	---	---	---
4		20200100	EARTH EXCAVATION	CU YD	50	50	---	---	---
5		20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	340	340	---	---	---
6		20400800	FURNISHED EXCAVATION	CU YD	5,426	5,426	---	---	---
7		*20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	131	---	---	131	---
8		*20700420	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	259	20	239	---	---
9		20800150	TRENCH BACKFILL	CU YD	175	175	---	---	---
10		21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1,597	1,597	---	---	---
11		21301072	EXPLORATION TRENCH 72" DEPTH	FOOT	100	100	---	---	---
12	+	25000350	SEEDING, CLASS 7	ACRE	1	1	---	---	---
13	+	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	17	17	---	---	---
14	+	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	17	17	---	---	---
15	+	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	17	17	---	---	---
16	+	25200110	SODDING, SALT TOLERANT	SQ YD	1,123	1,123	---	---	---
17	+	25200200	SUPPLEMENTAL WATERING	UNIT	80	80	---	---	---
18	+	25200224	SHRUBS AEsculus parviflora (BOTTLEBRUSHBUCKEY), 2' HEIGHT, CONTAINER	EACH	45	45	---	---	---
19		28000400	PERIMETER EROSION BARRIER	FOOT	921	921	---	---	---
20		28000500	INLET AND PIPE PROTECTION	EACH	5	5	---	---	---
21		31012600	SUB-BASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	568	568	---	---	---
22		40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1,079	1,079	---	---	---
23		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SYD	229	229	---	---	---
24		40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	647	647	---	---	---
25		40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	129	129	---	---	---
26		42001165	BRIDGE APPROACH PAVEMENT	SQ YD	183	183	---	---	---
27		42001300	PROTECTIVE COAT	SQ YD	1,402	1,402	---	---	---
28		42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	25	25	---	---	---
29		42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	5,115	5,115	---	---	---
30		42400800	DETECTABLE WARNINGS	SQ FT	40	40	---	---	---
31		44000100	PAVEMENT REMOVAL	SQ YD	1,900	1,900	---	---	---
32		44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	16	16	---	---	---
33		44000300	CURB REMOVAL	FOOT	707	707	---	---	---
34		44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	499	499	---	---	---
35		44000600	SIDEWALK REMOVAL	SQ FT	4,110	4,110	---	---	---
36		50100200	REMOVAL OF EXITING STRUCTURES	L SUM	1	---	---	1	---
37		50200100	STRUCTURE EXCAVATION	CU YD	1,645	---	---	1,645	---
38		50300225	CONCRETE STRUCTURES	CU YD	358.7	---	---	358.7	---
39		50300255	CONCRETE SUPERSTRUCTURE	CU YD	475.7	---	---	475.7	---
40		50300260	BRIDGE DECK GROOVING	SQ YD	770	---	---	770	---
41		50300280	CONCRETE ENCASMENT	CU YD	4.2	---	---	4.2	---
42		50300300	PROTECTIVE COAT	SQ YD	1,424	---	---	1,424	---
43		50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	---	---	1	---
44		50500505	STUD SHEAR CONNECTORS	EACH	3,852	---	---	3,852	---
45		50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	144,090	---	---	144,090	---
46		50800515	BAR SPLICERS	EACH	78	---	---	78	---
47	+	50901730	BRIDGE FENCE RAILING	FOOT	558	---	---	558	---
48		51100500	BITUMINOUS COATED AGGREGATE SLOPEWALL, 6"	SQ YD	555	---	---	555	---
49		51201600	FURNISHING STEEL PILES HP12X53	FOOT	2,495	---	---	2,495	---
50		51202305	DRIVING PILES	FOOT	2,495	---	---	2,495	---
51		51203600	TEST PILE STEEL HP12X53	EACH	4	---	---	4	---
52		51204650	PILE SHOES	EACH	60	---	---	60	---
53		51500100	NAME PLATE	EACH	1	---	---	1	---
54		52100520	ANCHOR BOLTS, 1"	EACH	24	---	---	24	---
55		52100530	ANCHOR BOLTS, 1 1/4"	EACH	12	---	---	12	---
56		52100540	ANCHOR BOLTS, 1 1/2"	EACH	12	---	---	12	---
57		55019500	STORM SEWERS, TY 1, RC CULVERT, STORM DRAIN AND SEWER PIPE, CLASS IV 12"	FOOT	353	353	---	---	---
58		55021600	STORM SEWERS, TY 2, RC CULVERT, STORM DRAIN AND SEWER PIPE, CLASS III 12"	FOOT	100	100	---	---	---

* SPECIAL PROVISION
+ SPECIALTY ITEM
Δ Y080

ITEM NO.	SPECIALTY ITEM	PAY ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
						ROADWAY	BRIDGE	BRIDGE	
						80% FEDERAL	20% LOCAL	80% FEDERAL	20% LOCAL
						1000-2A	X371-2A	1000-2A	X371-2A
59		55021800	STORM SEWERS, TY 2, RC CULVERT, STORM DRAIN AND SEWER PIPE, CLASS III 18"	FOOT	50	50	---	---	---
60		55022000	STORM SEWERS, TY 2, RC CULVERT, STORM DRAIN AND SEWER PIPE, CLASS III 24"	FOOT	78	78	---	---	---
61		55100100	STORM SEWER REMOVAL 4"	FOOT	12	12	---	---	---
62		55100200	STORM SEWER REMOVAL 6"	FOOT	81	81	---	---	---
63		55100300	STORM SEWER REMOVAL 8"	FOOT	147	147	---	---	---
64		55100400	STORM SEWER REMOVAL 10"	FOOT	9	9	---	---	---
65	+	*56400500	FIRE HYDRANTS TO BE REMOVED	EACH	1	1	---	---	---
66	+	*56400820	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	1	1	---	---	---
67		59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	64	---	---	64	---
68		60107600	PIPE UNDERDRAINS 4"	FOOT	1,052	1,052	---	---	---
69		*60109580	PIPE UNDERDRAINS FOR STRUCTURES, 4"	FOOT	89	---	---	89	---
70		60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	4	4	---	---	---
71		60218300	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	4	4	---	---	---
72		60219540	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	2	2	---	---	---
73		60221700	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	1	1	---	---	---
74		60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	1	1	---	---	---
75		60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	7	7	---	---	---
76		60240328	INLETS, TYPE B, TYPE 24 FRAME AND GRATE	EACH	3	3	---	---	---
77		60255500	MANHOLES TO BE ADJUSTED	EACH	2	2	---	---	---
78		60500040	REMOVING MANHOLES	EACH	2	2	---	---	---
79		60500050	REMOVING CATCH BASINS	EACH	1	1	---	---	---
80		60500060	REMOVING INLETS	EACH	2	2	---	---	---
81		60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6J2	FOOT	1,193	1,193	---	---	---
82	+	63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	264	264	---	---	---
83	+	63100085	TRAFFIC BARRIER TERMINAL TYPE 6	EACH	2	2	---	---	---
84	+	*63100167	TRAFFIC BARRIER TERMINAL TYPE 1, (SPECIAL) TANGENT	EACH	2	2	---	---	---
85		63200310	GUARDRAIL REMOVAL	FOOT	455	455	---	---	---
86		67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12	---	---	---
87		67100100	MOBILIZATION	L SUM	1	1	---	---	---
88		*70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1	1	---	---	---
89		72000100	SIGN PANEL - TYPE 1	SQ FT	9	9	---	---	---
90		72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	6	6	---	---	---
91		72900100	METAL POST - TYPE A	FOOT	42	42	---	---	---
92	+	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	15	15	---	---	---
93	+	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1,718	1,718	---	---	---
94	+	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	96	96	---	---	---
95	+	*78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8	---	---	---
96	+	*78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2	---	---	---
97	+	*81400115	HANDHOLE TO BE ADJUSTED	EACH	1	1	---	---	---
98		*Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	1,884	1,884	---	---	---
99		*Z0005215	BITUMINOUS STABILIZATION 6" AT STEEL BEAM GUARD RAIL	SQ YD	150	150	---	---	---
100		*Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	---	---	---
101		*Z0017700	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	4	4	---	---	---
102									
103		*Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	---	---	1	---
104	Δ	*Z0076600	TRAINEES	HOUR	2,000	2,000	---	---	---
105		*X0322671	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	18	18	---	---	---
106		*X0327171	STONE COLUMNS, 2'-6" DIA.	FT.	1,796	---	---	1,796	---
107		*X5121800	PERMANENT STEEL SHEET PILING	SQ FT	1512	---	---	1,512	---
108		*XX002256	PLUG WATER MAIN 6"	EACH	1	1	---	---	---
109		*XX003008	TRAFFIC CONTROL DETOUR	L SUM	1	1	---	---	---
110		*XX004056	MECHANICALLY STABILIZED EARTH RETAINING WALL	SQ FT	3,258	---	---	3,258	---
111		21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	1,950	1,950	---	---	---
112	+	*X0007147	TREE, STRATHMORE FLOWERING CRAB, 3" CALIPER, BALLED & BURLAPPED	EACH	8	8	---	---	---
113		*X0007147	BARRICADE REMOVAL	EACH	2	2	---	---	---
114									
115		*X0007147	CATCH BASINS, 7' DIA, SPECIAL FRAME AND GRATE	EACH	1	1	---	---	---

REVISIONS	
NAME	DATE

CITY OF AURORA
SUMMARY OF QUANTITIES
WOOD STREET



SCALE: DATE: SEPTEMBER 2008 DRAWN BY: CHECKED BY:

PLAN SURVEYED, PLOTTED, RECORDED, REVISIONS, FILED, BY DATE, NOTE BOOK NO., CAD FILE NAME

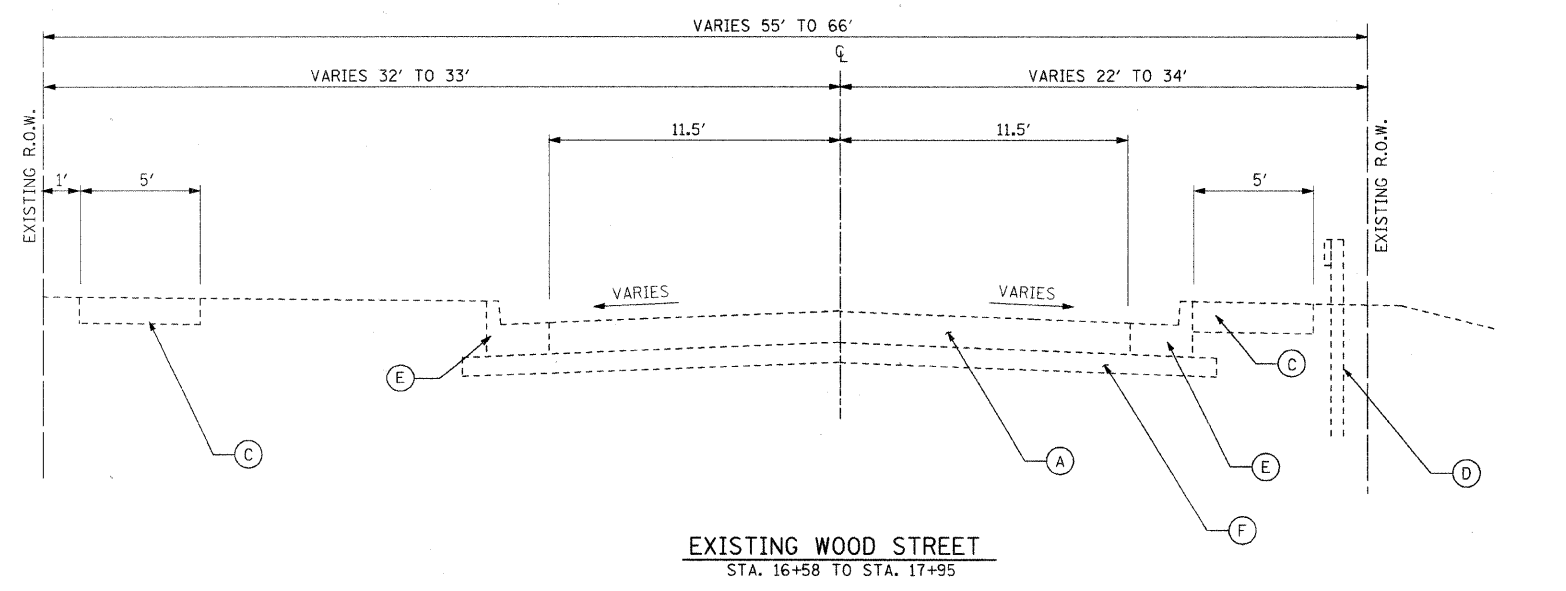
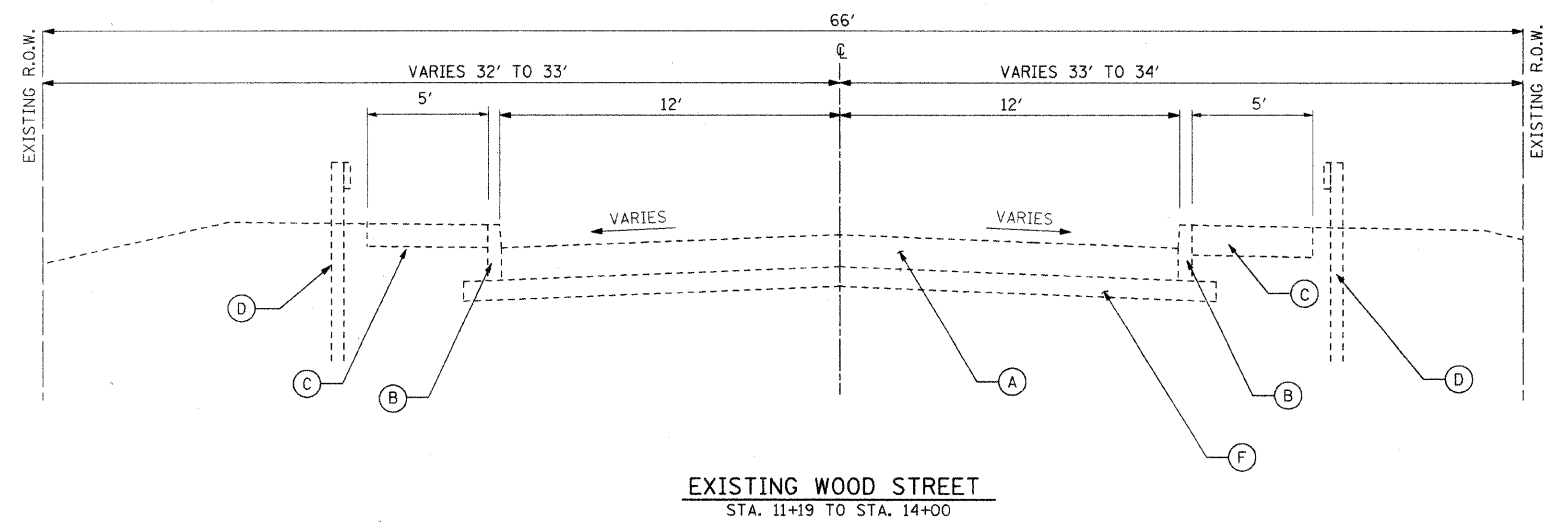
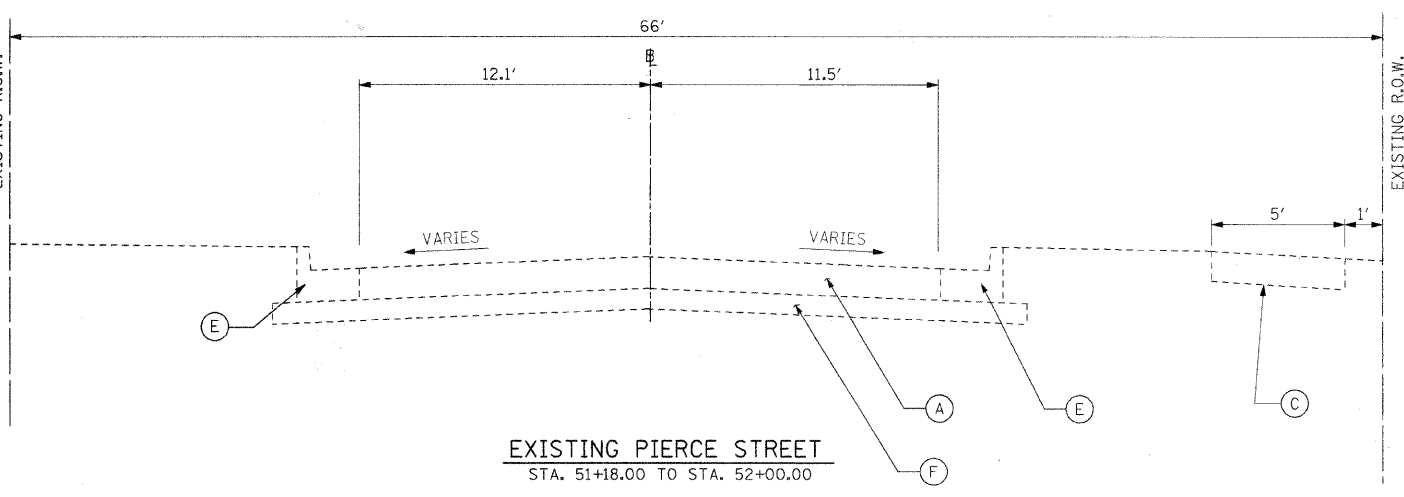
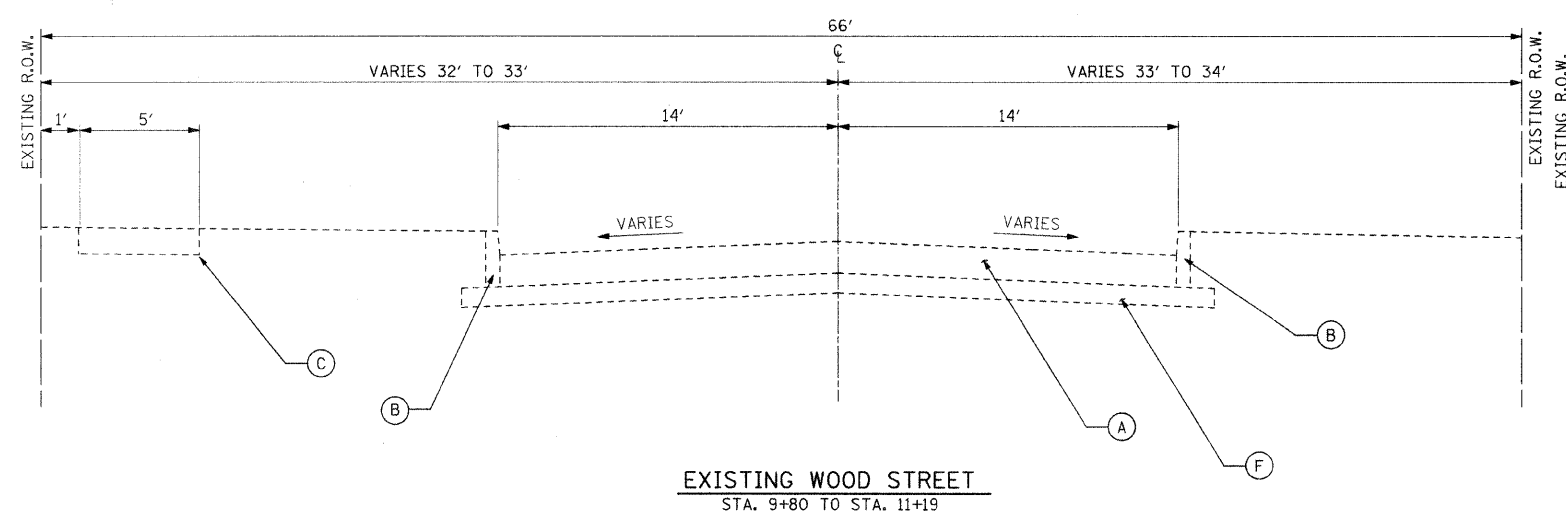
PROFILE SURVEYED, PLOTTED, RECORDED, REVISIONS, FILED, BY DATE, NOTE BOOK NO., STRUCTURE NOTATION, CHNG

L:\AURORA\0429908_Wood_St\Draw\Sheets\Sum\Quan001_Sht1.dgn

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N/A	03-00251-00-BR	KANE	72	4
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
PROJECT NO. BROS-D001(641)				
CONTRACT NO. 63080				

PLAN	DATE
NO.	
BY	
CHECKED	
DATE	
NO.	
BY	
CHECKED	
DATE	
NO.	

PROFILE	DATE
NO.	
BY	
CHECKED	
DATE	
NO.	
BY	
CHECKED	
DATE	
NO.	



- EXISTING LEGEND:**
- (A) EXISTING BITUMINOUS PAVEMENT (6" TO 9") TO BE REMOVED
 - (B) EXISTING CONCRETE CURB TO BE REMOVED
 - (C) EXISTING CONCRETE SIDEWALK TO BE REMOVED
 - (D) EXISTING STEEL PLATE BEAM GUARDRAIL TO BE REMOVED
 - (E) EXISTING COMBINATION CONCRETE CURB AND GUTTER B-6.12 TO BE REMOVED
 - (F) EXISTING SUBBASE GRAVEL (2" TO 3") TO BE REMOVED

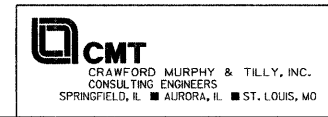
REVISIONS	
NAME	DATE

CITY OF AURORA

EXISTING TYPICAL SECTIONS

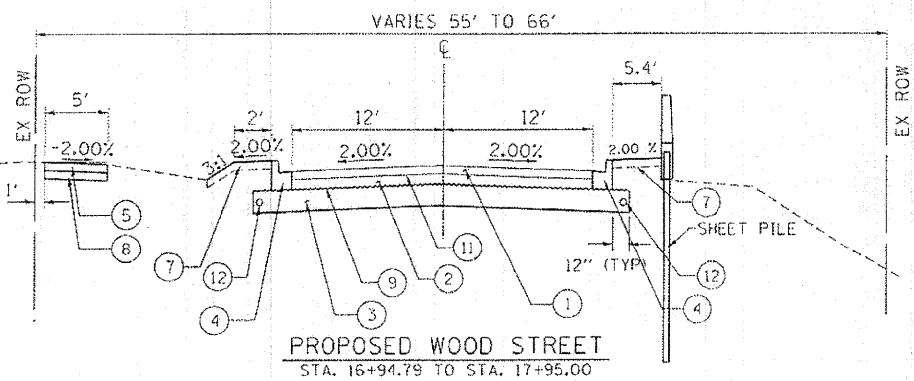
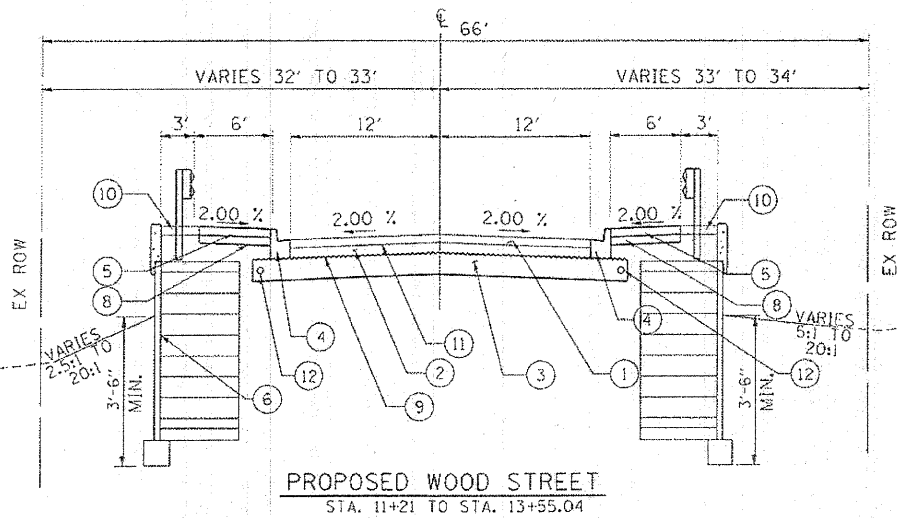
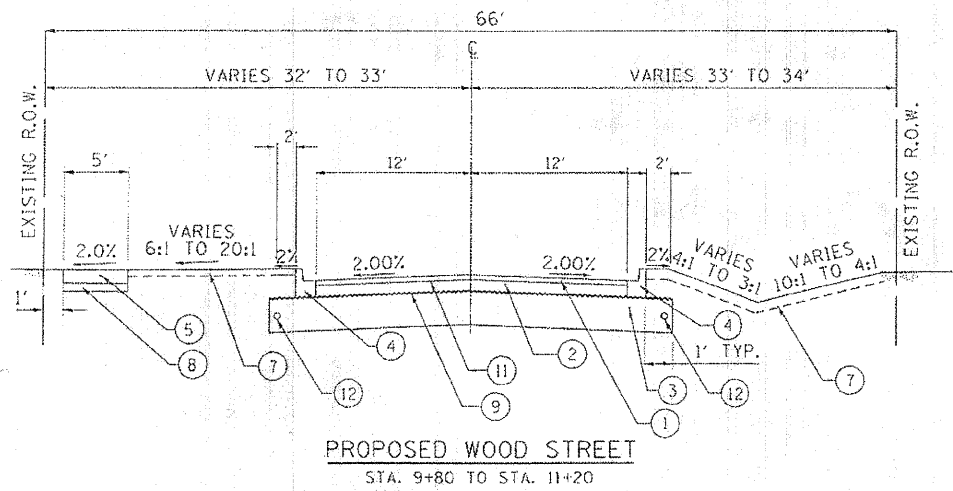
VERT. N.T.S.
SCALE: HORIZ. N.T.S.
DATE: SEPTEMBER 2008

DRAWN BY: ERD
CHECKED BY: PWK



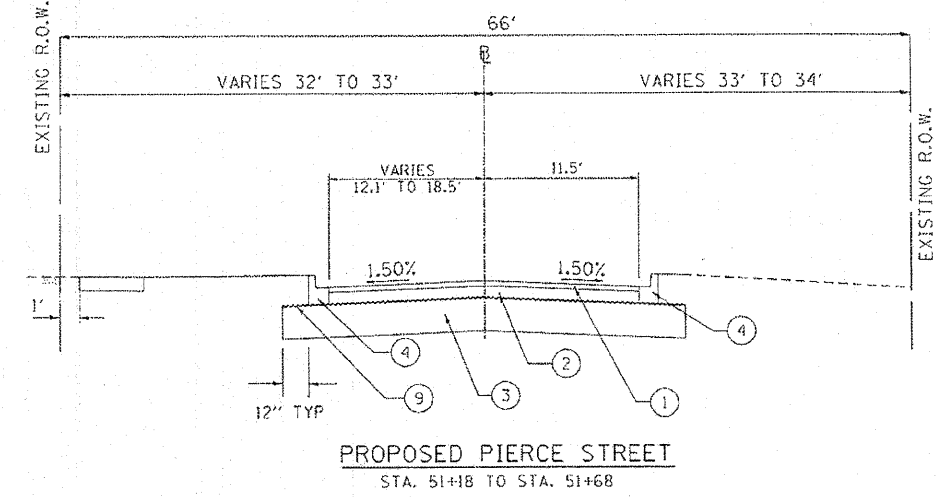
I:\aurora\0429908_wood_st\draw\Sheets\typical-exist.dgn

F.A. R/F	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N/A	03-00251-00-BR	KANE	72	5
STA.	N.A.	TO STA.	N.A.	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
PROJECT NO. BR05-0001641				
CONTRACT NO. 63080				



PROPOSED LEGEND

- ① PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 1 1/2 "
- ② PROPOSED HOT-MIX ASPHALT BINDER COURSE, 1L-19.0, N50 7 1/2 "
- ③ PROPOSED AGGREGATE SUBGRADE, 12"
- ④ PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- ⑤ PROPOSED PCC SIDEWALK, 5"
- ⑥ PROPOSED MSE WALL
- ⑦ TOPSOIL FURNISH AND PLACEMENT, 4"
- ⑧ SUB-BASE GRANULAR MATERIAL, TYPE B 4"
- ⑨ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑩ BITUMINOUS STABILIZATION 6" AT STEEL PLATE BEAM GUARDRAIL
- ⑪ BITUMINOUS MATERIALS (PRIME COAT)
- ⑫ PROPOSED PIPE UNDERDRAINS, 4"



HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	AIR VOIDS
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL 9.5mm)	PG 64-22	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, 1L-19.0, N50	PG 64-22	4% @ 50 GYR.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS / SQ. YD. / IN.

• WHEN RAP EXCEEDS 20% THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.

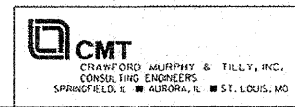
REVISIONS	NAME	DATE

CITY OF AURORA

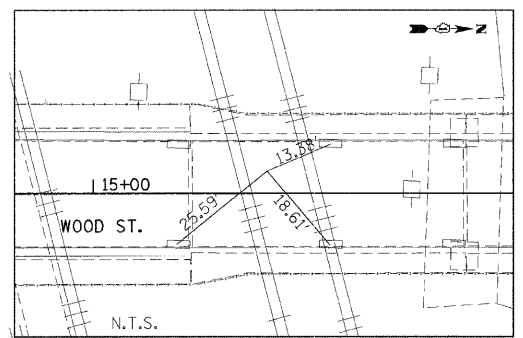
PROPOSED TYPICAL SECTIONS

SCALE: N.T.S.
DATE: SEPTEMBER 2008

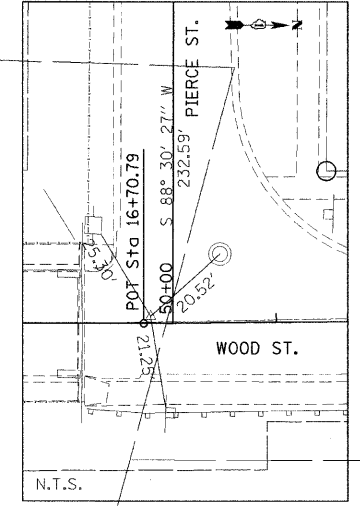
DRAWN BY: C.R.D.
CHECKED BY: P.W.K.



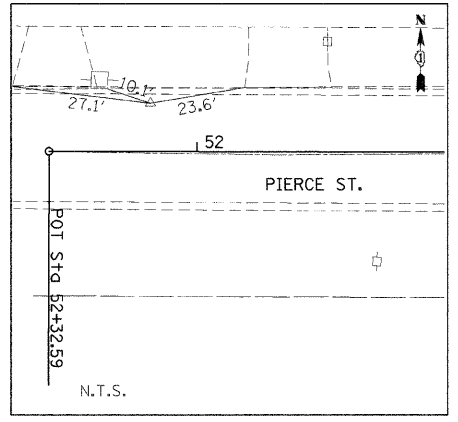
L:\AURORA\RA428908_Wood_S1D\aw\Sheets\Typical_Sections.dgn



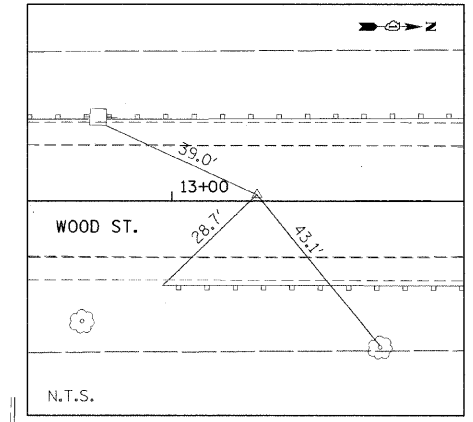
CP#1 - CUT CROSS ON BRIDGE DECK



CP#2 - P.K. NAIL ON WOOD STREET AND PIERCE STREET

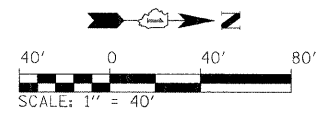
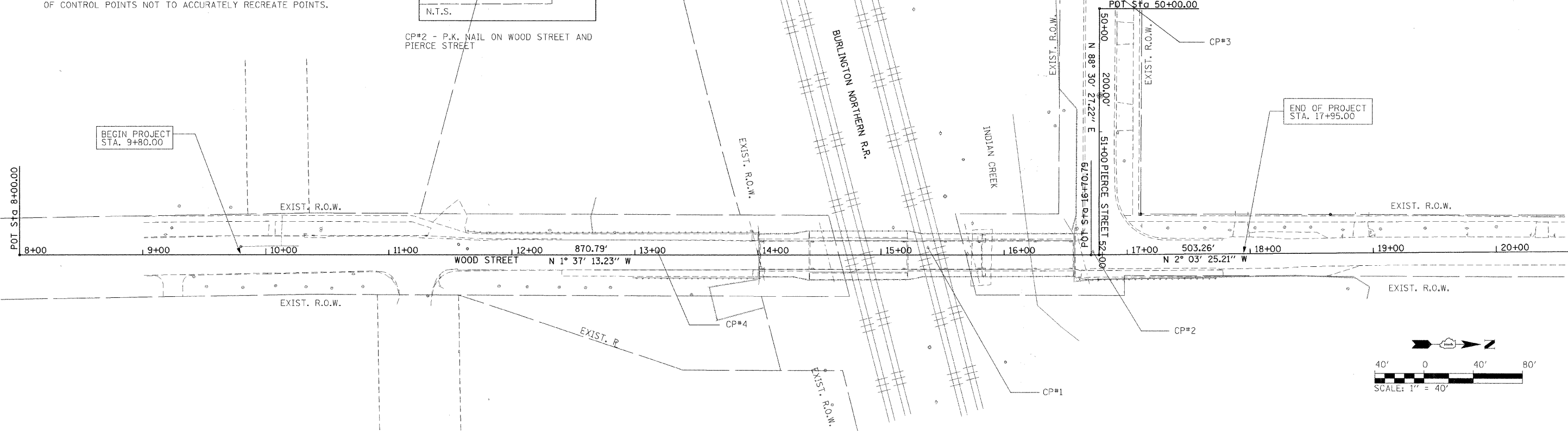


CP#3 - SET P.K. NAIL IN PAVEMENT ON PIERCE STREET



CP#4 - SET P.K. NAIL IN PAVEMENT ON WOOD STREET

NOTE:
THREE POINT TIES ARE PROVIDED TO FIND GENERAL LOCATION OF CONTROL POINTS NOT TO ACCURATELY RECREATE POINTS.



PIERCE STREET ALIGNMENT DATA

DESCRIPTION	STATION	OFFSET	NORTHING	EASTING
B.O.P.	50+00.00	0.00	1,857,921.087	994,363.980
E.O.P.	52+00.00	0.00	1,857,926.296	994,563.912

WOOD STREET ALIGNMENT DATA

DESCRIPTION	STATION	OFFSET	NORTHING	EASTING
B.O.P.	9+80.00	0.00	1,857,229.378	994,583.676
P.O.T. # 1	16+70.79	0.00	1,857,919.895	994,564.142
E.O.P.	17+95.00	0.00	1,858,044.022	994,559.684

DATUM: SURVEY MONUMENT # 13 N
HORIZONTAL: NAD 83, ILL. EAST ZONE
VERTICAL: NAVD 88, 1983 CONUS

HORIZONTAL AND VERTICAL CONTROL

DESCRIPTION	NORTHING	EASTING	ELEVATION	STATION	OFFSET
SURVEY MONUMENT #13N	1,857,347.747	991,419.405	638.39	—	—
C.P. # 1	1,857,789.260	994,563.952	703.18	15+38.36	4.95' LT.
C.P. # 2	1,857,923.270	994,563.561	696.88	16+72.34	1.45' LT.
C.P. # 3	1,857,933.400	994,351.905	689.57	52+12.73	10.76' RT.
C.P. # 4	1,857,569.860	994,573.677	698.33	13+18.77	1.43' RT.

REVISIONS	
NAME	DATE

CITY OF AURORA
ALIGNMENT TIES AND BENCHMARKS
SCALE: 1" = 40'
DATE: SEPTEMBER 2008
DRAWN BY: E.D.
CHECKED BY: P.W.K.



PLAN
NO. _____
DATE _____
BY _____
CHECKED _____
DATE _____
BY _____

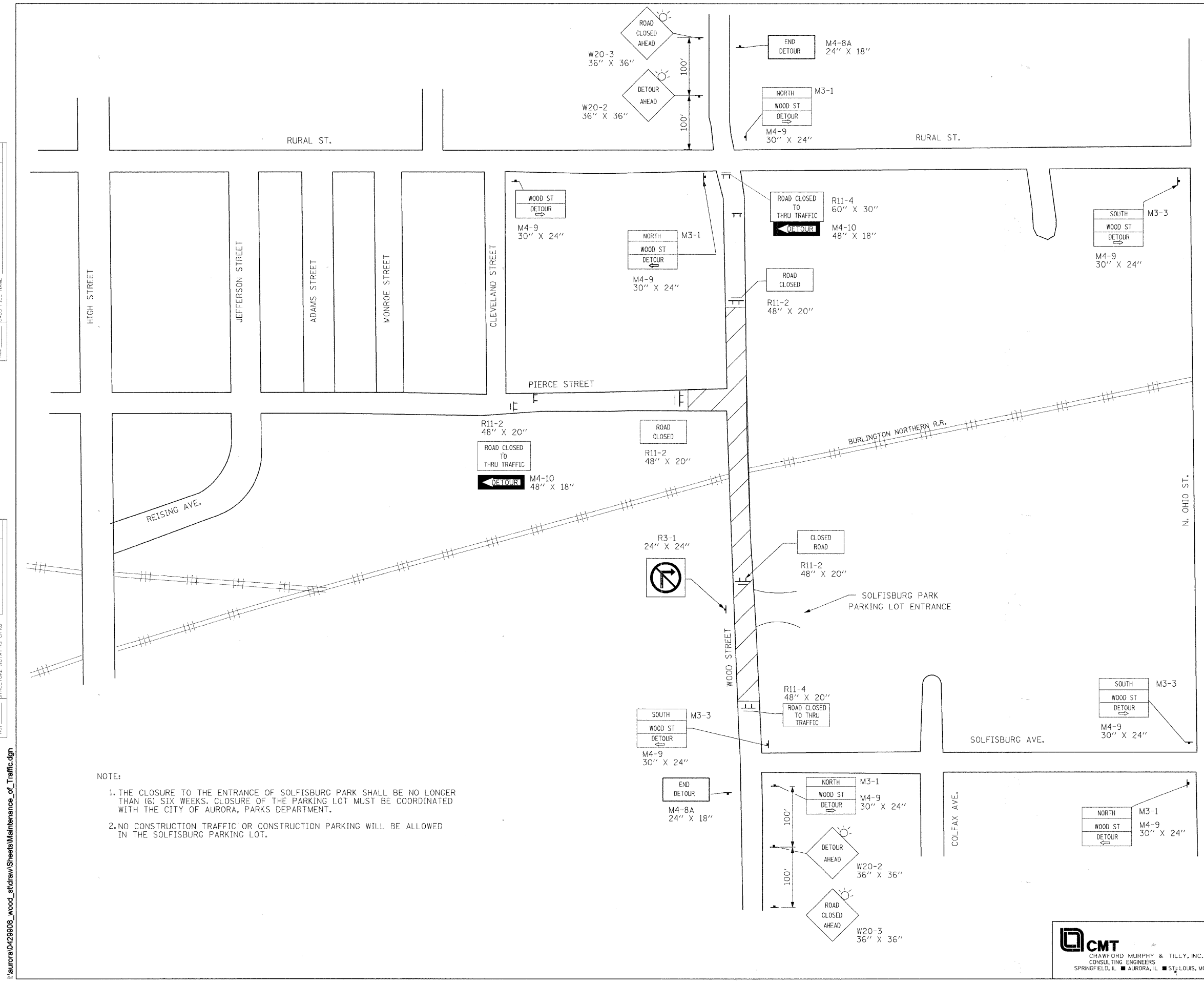
PROFILE
NO. _____
DATE _____
BY _____
CHECKED _____
DATE _____
BY _____

I:\aurora\0429908_wood_st\DrawSheets\Alignment_and_Ties.dgn

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N/A	03-00251-00-BR	KANE	72	7
STA. N.A.		TO STA. N.A.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
PROJECT NO. BROS-001(641) CONTRACT NO. 63080				

PLAN	DATE
NO.	
BY	
CHECKED	
DATE	
NO.	
BY	
CHECKED	
DATE	
NO.	

PROFILE	DATE
NO.	
BY	
CHECKED	
DATE	
NO.	
BY	
CHECKED	
DATE	
NO.	



RURAL ST.

NORTH WOOD ST DETOUR M3-1

M4-9 30" X 24"

NORTH WOOD ST DETOUR M3-1

M4-9 30" X 24"

SOUTH WOOD ST DETOUR M3-3

M4-9 30" X 24"

LEGEND

- TY III BARRICADE WITH FLASHING LIGHTS
- WORK ZONE
- SIGN ON TEMPORARY POST
- SIGN ON TYPE III BARRICADE
- FLASHING AMBER BECON

NOTE:

1. THE CLOSURE TO THE ENTRANCE OF SOLFISBURG PARK SHALL BE NO LONGER THAN (6) SIX WEEKS. CLOSURE OF THE PARKING LOT MUST BE COORDINATED WITH THE CITY OF AURORA, PARKS DEPARTMENT.
2. NO CONSTRUCTION TRAFFIC OR CONSTRUCTION PARKING WILL BE ALLOWED IN THE SOLFISBURG PARKING LOT.

REVISIONS	
NAME	DATE

CITY OF AURORA

MAINTENANCE OF TRAFFIC

SCALE: NTS

DATE: SEPTEMBER 2008

DRAWN BY: ERD

CHECKED BY: PWK

CMT

CRAWFORD MURPHY & TILLY, INC.

CONSULTING ENGINEERS

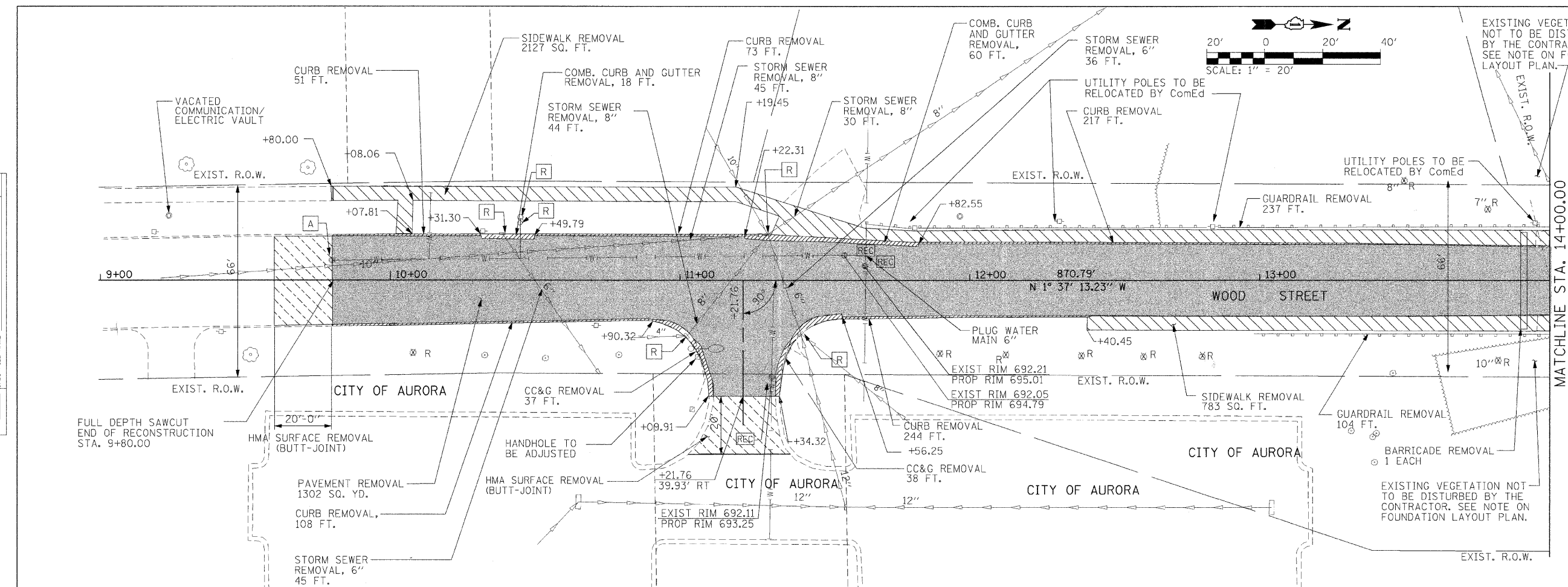
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

I:\Aurora\0429908_wood_st\draw\Sheets\Maintenance_of_Traffic.dgn

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N/A 03-00251-00-BR		KANE	72	8
STA. 9+80.00		TO STA. 17+95.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
PROJECT NO. BR05-0001(641)				
CONTRACT NO. 63080				

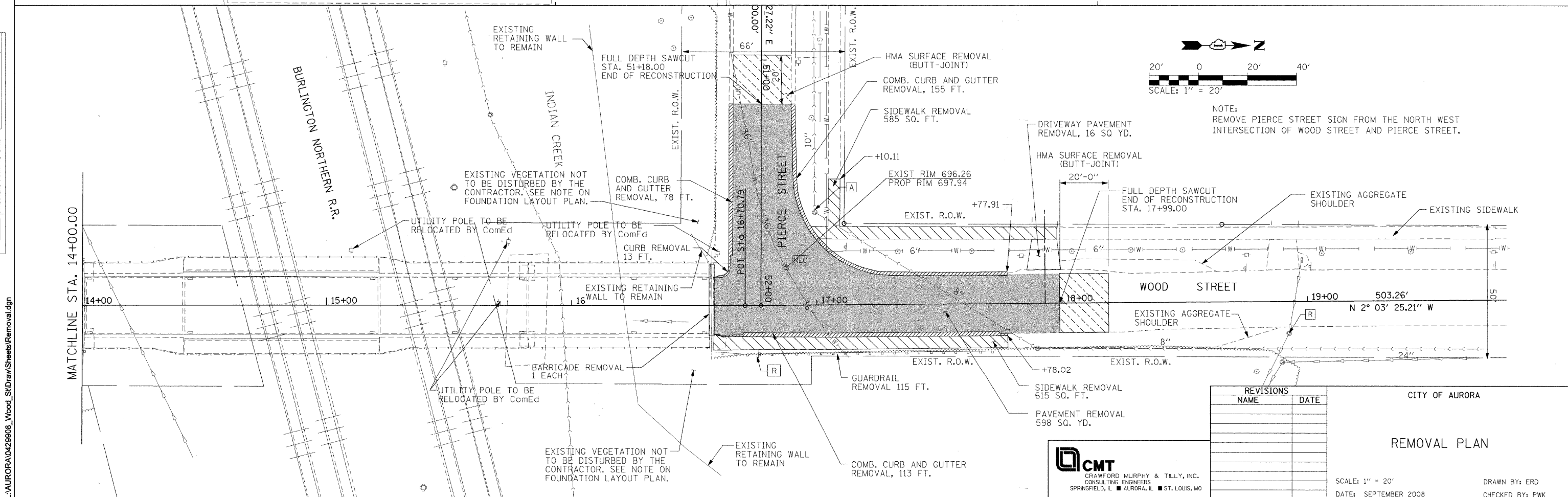
PLAN	SURVEYED	DATE
	BY	
	NOTED	
	REVISIONS	
	NO.	
	DATE	
	BY	
	NOTED	
	REVISIONS	
	NO.	
	DATE	

PROFILE	SURVEYED	DATE
	BY	
	NOTED	
	REVISIONS	
	NO.	
	DATE	
	BY	
	NOTED	
	REVISIONS	
	NO.	
	DATE	



REMOVAL LEGEND

- CURB & GUTTER REMOVAL
- CURB REMOVAL
- PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- TREE REMOVAL
- ADJUST STRUCTURE
- REMOVE
- HMA SURFACE REMOVAL (BUTT-JOINT)
- STRUCTURE RECONSTRUCTION
- EXISTING LIGHTPOLE

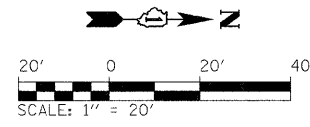


REVISIONS	NAME	DATE

CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

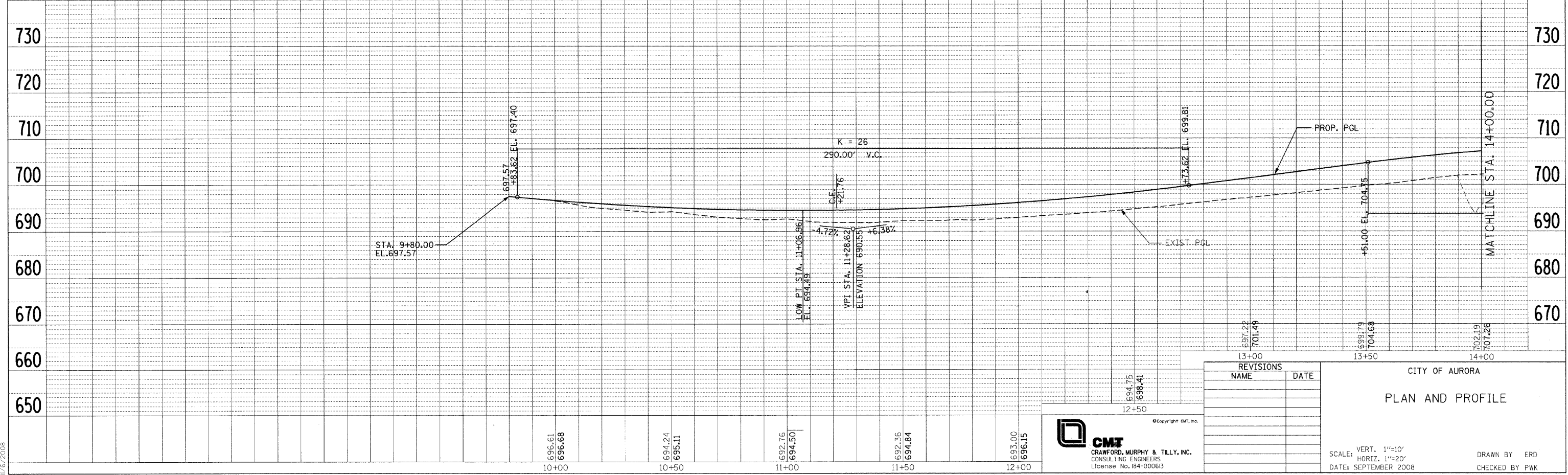
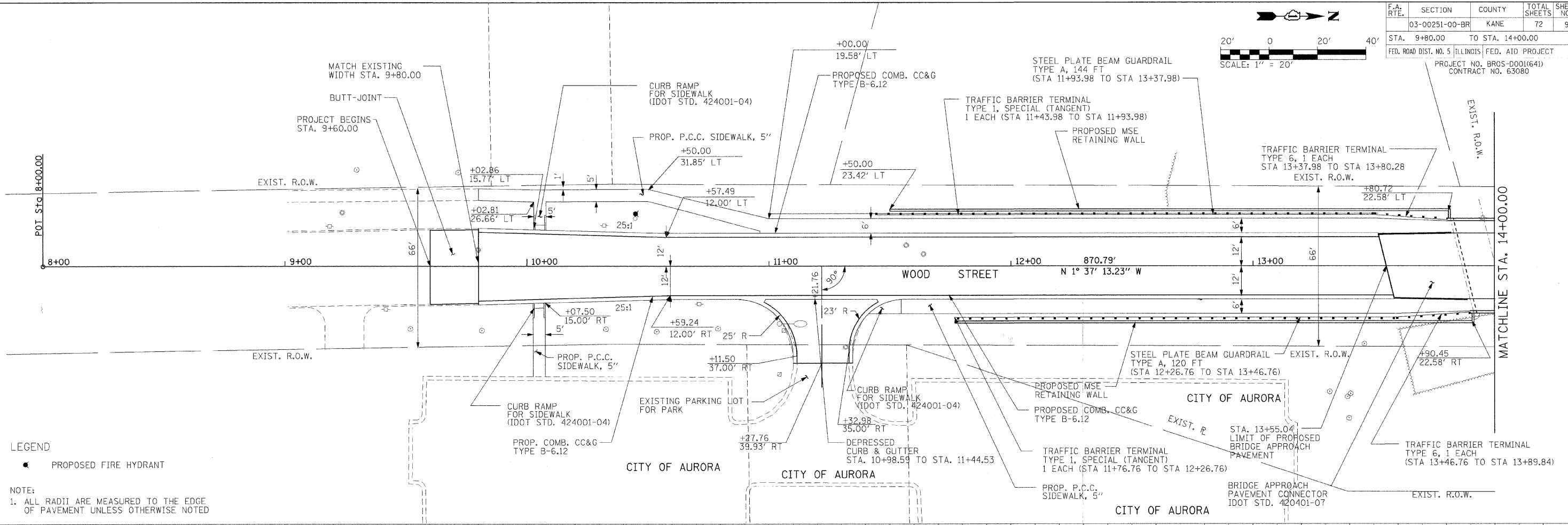
CITY OF AURORA
REMOVAL PLAN
SCALE: 1" = 20'
DATE: SEPTEMBER 2008
DRAWN BY: ERD
CHECKED BY: PWK

L:\AURORA\429808_Wood_St\Draw\Sheets\Removal.dgn



PLAN	SUBMITTED	DATE
	BY	
	NOTED	
	DATE	
	BY	
	NOTED	
	DATE	
	BY	

PROFILE	SUBMITTED	DATE
	BY	
	NOTED	
	DATE	
	BY	
	NOTED	
	DATE	
	BY	



REVISIONS	
NAME	DATE

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-00063

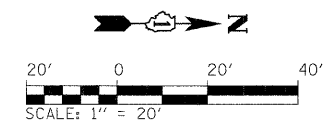
SCALE: VERT. 1"=10'
HORIZ. 1"=20'

DATE: SEPTEMBER 2008

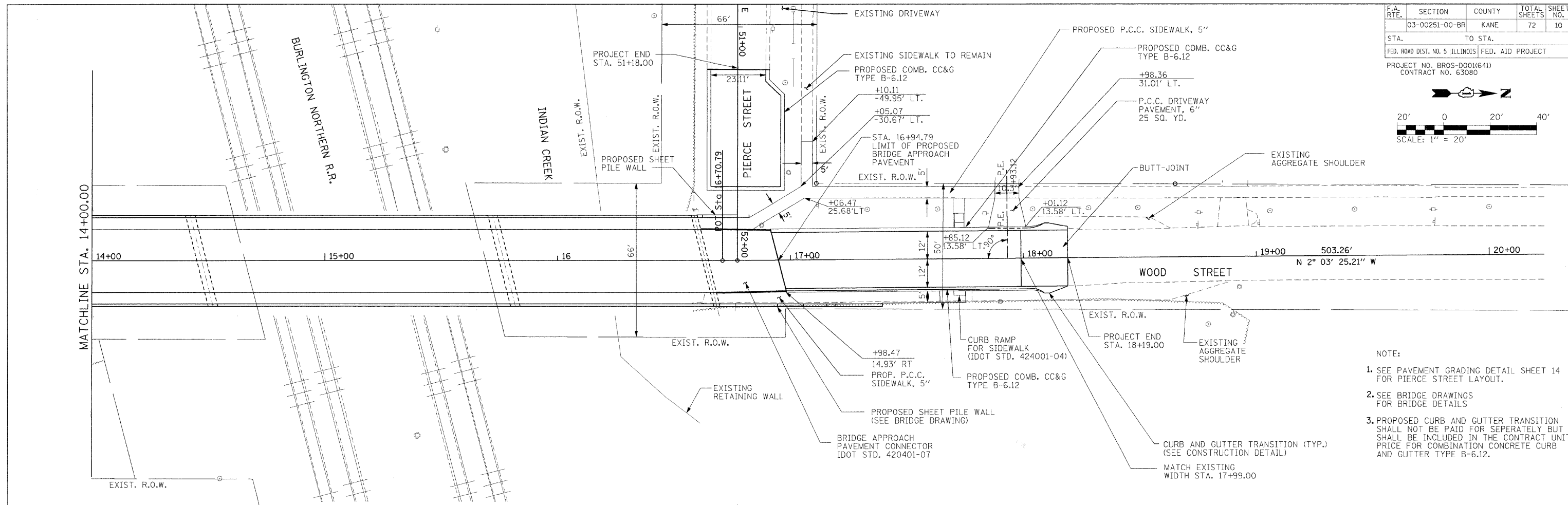
DRAWN BY ERD
CHECKED BY PWK

I:\AURORA\042908\Wood.St\Draw\Sheets\plan\profile.dgn
11/6/2008

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
03-00251-00-BR		KANE	72	10
STA.	TO STA.			
FED. ROAD DIST. NO. 5 ILLINOIS	FED. AID PROJECT			
PROJECT NO. BROS-D001(641) CONTRACT NO. 63080				

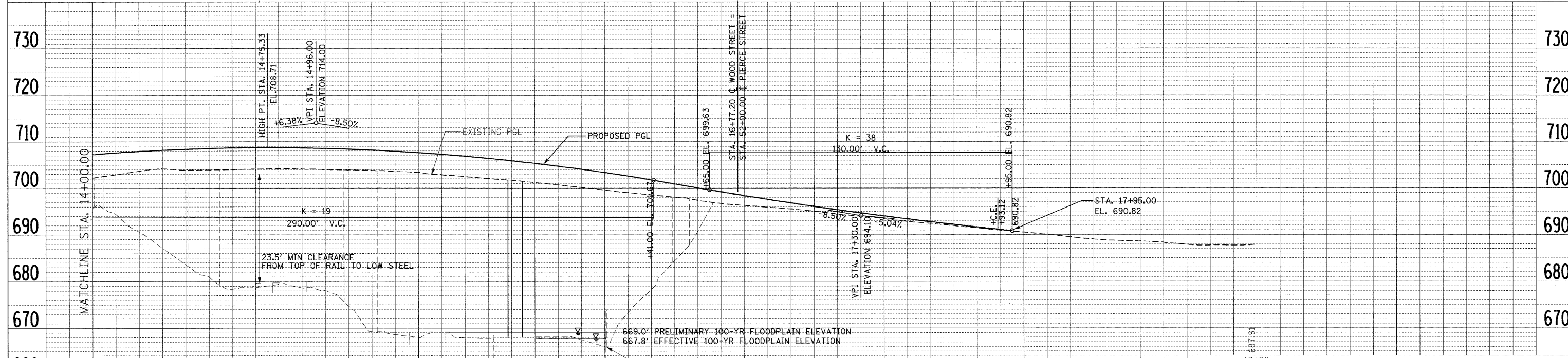


PLAN	REVISIONS	DATE
NO.	BY	
NO.	BY	
NO.	BY	
NO.	BY	
NO.	BY	



- NOTE:
- SEE PAVEMENT GRADING DETAIL SHEET 14 FOR PIERCE STREET LAYOUT.
 - SEE BRIDGE DRAWINGS FOR BRIDGE DETAILS
 - PROPOSED CURB AND GUTTER TRANSITION SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12.

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



REVISIONS	
NAME	DATE

CITY OF AURORA

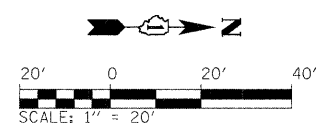
PLAN AND PROFILE

SCALE: VERT. 1"=10'
HORIZ. 1"=20'

DATE: SEPTEMBER 2008

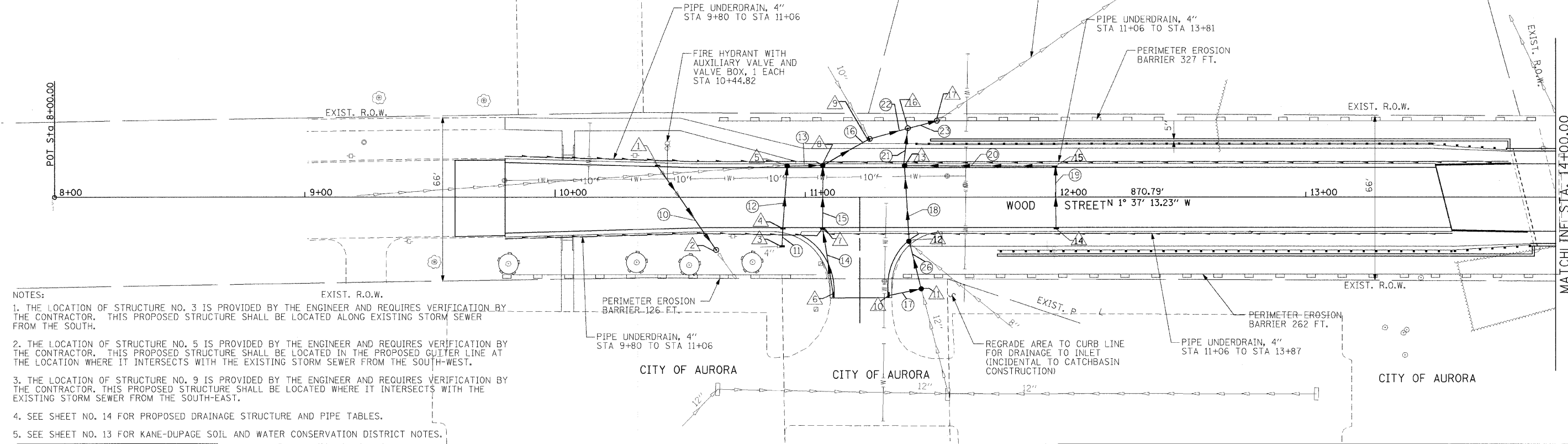
DRAWN BY ERD
CHECKED BY PWK

L:\AURORA\042908-06\04-St\Draw\Sheets\plan-pro-1102.dgn
11/6/2008



PLAN	DATE
BY	
CHECKED	
NO.	

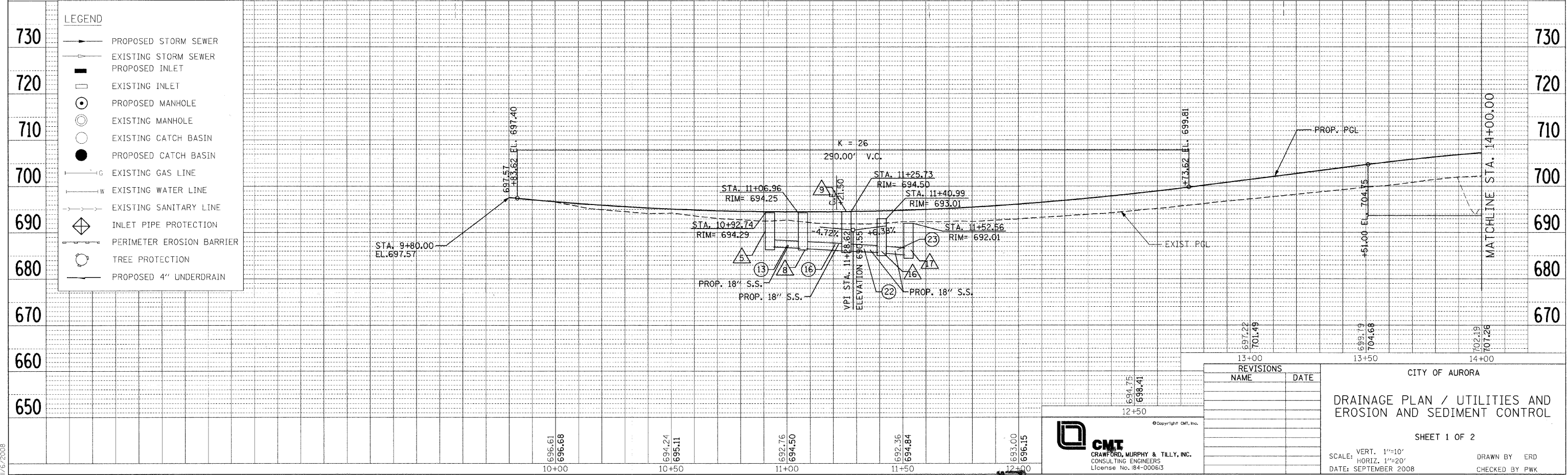
PROFILE	DATE
BY	
CHECKED	
NO.	



- NOTES:
1. THE LOCATION OF STRUCTURE NO. 3 IS PROVIDED BY THE ENGINEER AND REQUIRES VERIFICATION BY THE CONTRACTOR. THIS PROPOSED STRUCTURE SHALL BE LOCATED ALONG EXISTING STORM SEWER FROM THE SOUTH.
 2. THE LOCATION OF STRUCTURE NO. 5 IS PROVIDED BY THE ENGINEER AND REQUIRES VERIFICATION BY THE CONTRACTOR. THIS PROPOSED STRUCTURE SHALL BE LOCATED IN THE PROPOSED GUTTER LINE AT THE LOCATION WHERE IT INTERSECTS WITH THE EXISTING STORM SEWER FROM THE SOUTH-WEST.
 3. THE LOCATION OF STRUCTURE NO. 9 IS PROVIDED BY THE ENGINEER AND REQUIRES VERIFICATION BY THE CONTRACTOR. THIS PROPOSED STRUCTURE SHALL BE LOCATED WHERE IT INTERSECTS WITH THE EXISTING STORM SEWER FROM THE SOUTH-EAST.
 4. SEE SHEET NO. 14 FOR PROPOSED DRAINAGE STRUCTURE AND PIPE TABLES.
 5. SEE SHEET NO. 13 FOR KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT NOTES.

LEGEND

	PROPOSED STORM SEWER
	EXISTING STORM SEWER
	PROPOSED INLET
	EXISTING INLET
	PROPOSED MANHOLE
	EXISTING MANHOLE
	PROPOSED CATCH BASIN
	EXISTING CATCH BASIN
	EXISTING GAS LINE
	EXISTING WATER LINE
	EXISTING SANITARY LINE
	INLET PIPE PROTECTION
	PERIMETER EROSION BARRIER
	TREE PROTECTION
	PROPOSED 4" UNDERDRAIN



REVISIONS	
NAME	DATE

CITY OF AURORA

DRAINAGE PLAN / UTILITIES AND EROSION AND SEDIMENT CONTROL

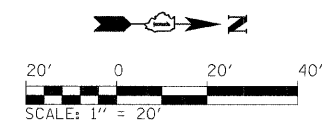
SHEET 1 OF 2

SCALE: VERT. 1"=10'
HORIZ. 1"=20'
DATE: SEPTEMBER 2008

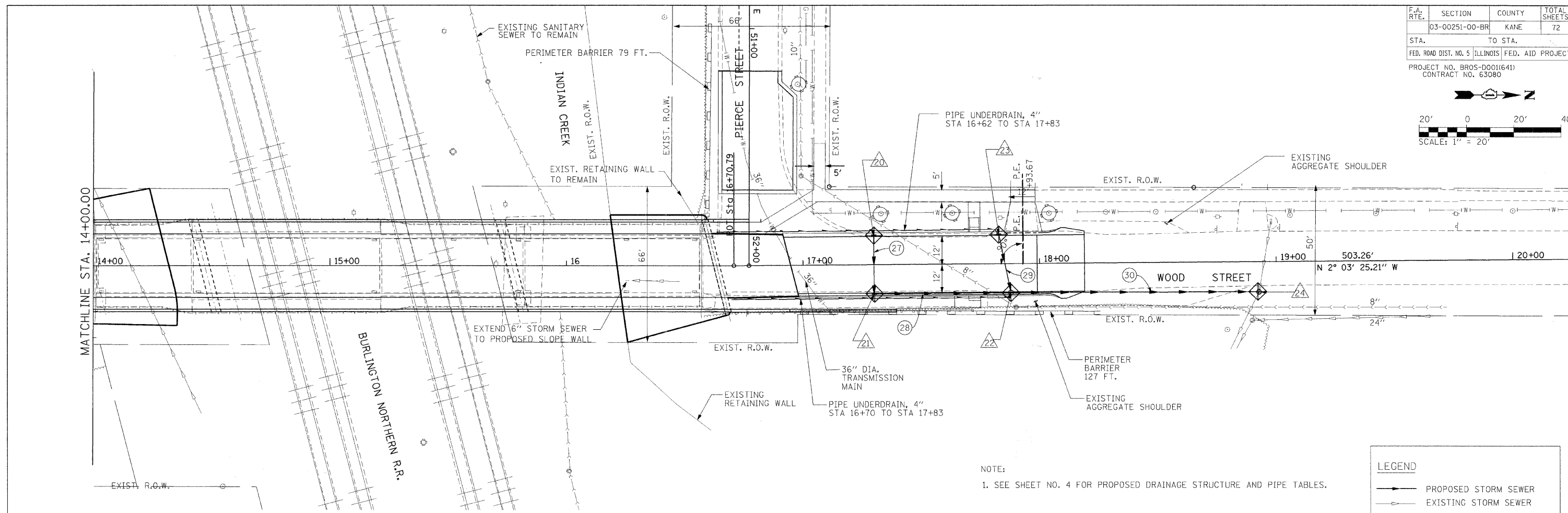
DRAWN BY ERD
CHECKED BY PWK

L:\AURORA\042908-Wood.St\Draw\Sheets\Drn_01.dgn 1/6/2008

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	03-00251-00-BR	KANE	72	12
STA.	TO STA.			
FED. ROAD DIST. NO. 5	ILLINOIS	FED. AID PROJECT		
PROJECT NO. BROS-001(641) CONTRACT NO. 63080				



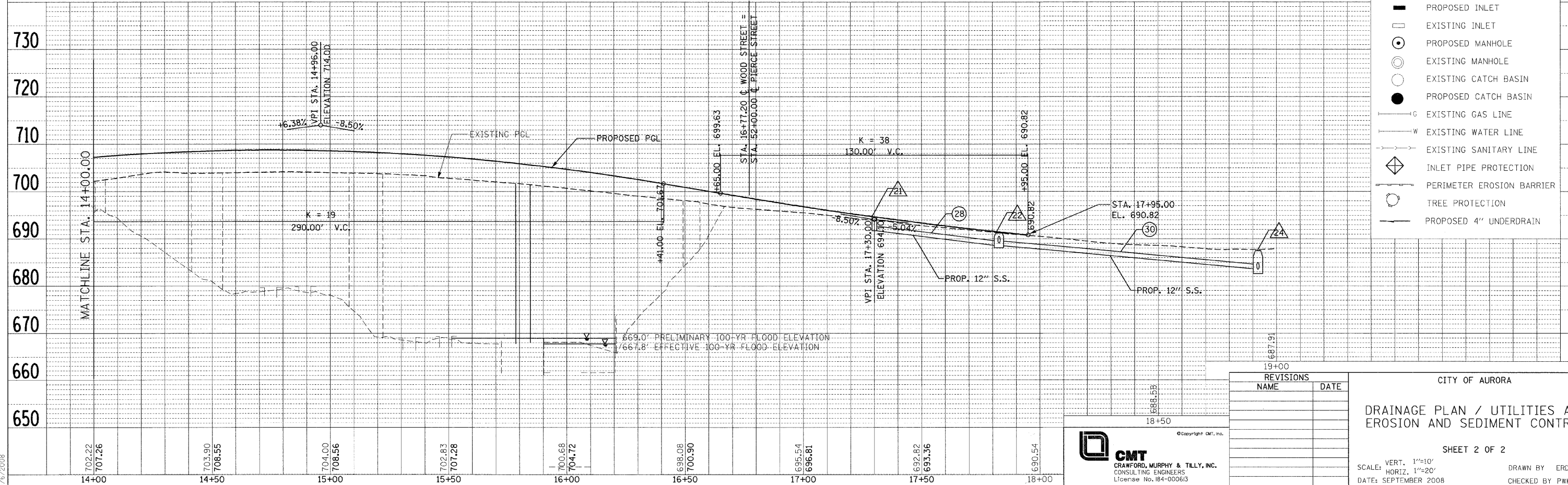
PLAN	DATE	BY
REVISIONS		
NO.		
DESCRIPTION		
DATE		
BY		



NOTE:
1. SEE SHEET NO. 4 FOR PROPOSED DRAINAGE STRUCTURE AND PIPE TABLES.

LEGEND	
	PROPOSED STORM SEWER
	EXISTING STORM SEWER
	PROPOSED INLET
	EXISTING INLET
	PROPOSED MANHOLE
	EXISTING MANHOLE
	PROPOSED CATCH BASIN
	EXISTING CATCH BASIN
	EXISTING GAS LINE
	EXISTING WATER LINE
	EXISTING SANITARY LINE
	INLET PIPE PROTECTION
	PERIMETER EROSION BARRIER
	TREE PROTECTION
	PROPOSED 4" UNDERDRAIN

PROFILE	DATE	BY
REVISIONS		
NO.		
DESCRIPTION		
DATE		
BY		



REVISIONS	
NAME	DATE

CITY OF AURORA
DRAINAGE PLAN / UTILITIES AND
EROSION AND SEDIMENT CONTROL
SHEET 2 OF 2
SCALE: VERT. 1"=10'
HORIZ. 1"=20'
DATE: SEPTEMBER 2008
DRAWN BY ERD
CHECKED BY PWK

L:\AURORA\042908_Wood St\Drawn Sheets\Drn_02.dgn
1/16/2008

PLAN
 REVISIONS
 CHECKED
 DATE
 BY
 NO.
 NAME
 NO.

PROFILE
 REVISIONS
 CHECKED
 DATE
 BY
 NO.
 NAME
 NO.

DRAINAGE STRUCTURE TABLE:

STRUCTURE NO.	DESCRIPTION	STATION	OFFSET	RIM EL.	INVERT (N)	INVERT (S)	INVERT (E)	INVERT (W)
1	INLET, TYPE A, TYPE 24 FRAME AND GRATE	10+40.93	12.00' LT	695.08	-----	-----	690.18	-----
2	MANHOLE, TYPE A, 4' DIA, TYPE 8 FRAME, OPEN LID	10+64.39	20.95' RT	693.50	-----	-----	-----	*
3	INLET, TYPE A, TYPE 8, FRAME AND GRATE	10+90.69	19.46' RT	693.50	-----	691.05	-----	690.90
4	INLET, TYPE B, TYPE 24 FRAME AND GRATE	10+91.04	12.00' RT	694.30	-----	-----	690.87	690.77
5	CATCH BASIN, TYPE A, 4' DIA., TYPE 24 FRAME AND GRATE	10+92.74	12.00' LT	694.29	686.90	689.04	690.52	-----
6	INLET, TYPE A, TYPE 24 FRAME AND GRATE	11+11.30	38.76' RT	692.80	-----	-----	-----	690.80
7	INLET, TYPE B, TYPE 24 FRAME AND GRATE	11+06.96	12.00' RT	694.25	-----	-----	690.67	690.57
8	CATCH BASIN, TYPE A, 4' DIA., TYPE 24 FRAME AND GRATE	11+06.96	12.00' LT	694.25	686.52	686.62	690.32	-----
9	MANHOLE, TYPE A, 4' DIA, TYPE 8 FRAME, OPEN LID	11+25.73	23.47' LT	694.50	686.00	686.10	-----	687.96
10	INLET, TYPE A, TYPE 24 FRAME AND GRATE	11+32.95	38.67' RT	692.56	688.56	-----	-----	-----
11	CATCH BASIN, 7' DIA, SPECIAL FRAME AND GRATE	11+46.30	36.30' RT	691.50	-----	688.50	687.95	686.69
12	CATCH BASIN, TYPE A, 4' DIA., TYPE 24 FRAME AND GRATE	11+91.33	17.31' RT	694.21	688.15	-----	686.50	686.40
13	CATCH BASIN, TYPE A, 4' DIA., TYPE 24 FRAME AND GRATE	11+39.67	12.00' LT	694.45	691.48	-----	686.10	686.00
14	INLET, TYPE A, TYPE 24 FRAME AND GRATE	12+00.00	12.00' RT	695.91	-----	-----	-----	692.00
15	INLET, TYPE B, TYPE 24 FRAME AND GRATE	12+00.00	12.00' LT	695.91	-----	691.78	691.88	-----
16	MANHOLE, TYPE A, 5' DIA, TYPE 8 FRAME, OPEN LID	11+40.99	27.71' LT	693.01	685.60	685.70	685.85	-----
17	MANHOLE, TYPE A, 4' DIA, TYPE 8 FRAME, OPEN LID	11+52.56	30.71' LT	692.01	688.00± (EXIST)	685.12	-----	-----
20	INLET, TYPE A, TYPE 24 FRAME AND GRATE	17+30.00	12.00' LT	694.42	-----	-----	692.42	-----
21	INLET, TYPE B, TYPE 24 FRAME AND GRATE	17+30.00	12.00' RT	694.42	691.72	-----	-----	691.82
22	MANHOLE, TYPE A, 4' DIA., TYPE 24 FRAME AND GRATE	17+82.78	12.00' RT	691.22	688.52	688.62	-----	689.10
23	INLET, TYPE A, TYPE 24 FRAME AND GRATE	17+82.78	12.00' LT	691.22	-----	-----	689.22	-----
24	MANHOLE, TYPE A, 4' DIA., TYPE 8 FRAME AND GRATE	18+92.57	12.93' RT	687.44	-----	683.64	683.54 (EXIST)	683.64

* = MATCH EXISTING - VERIFY ELEVATION IN FIELD PRIOR TO CONSTRUCTION OF STRUCTURES

DRAINAGE PIPE TABLE:

PIPE NO.	STRUCTURE		SIZE	LENGTH (FT)	SLOPE %	TYPE	TRENCH	BACKFILL	CU. YDS.
	FROM	TO							
10	1	2	12"	41	*	SS CLA III, TY2		27	
11	3	4	12"	7	0.43%	SS CLA IV, TY1			
12	4	5	12"	25	1.00%	SS CLA IV, TY1		8	
13	5	8	18"	14	2.14%	SS CLA III, TY2		17	
14	6	7	12"	26	0.50%	SS CLA IV, TY1		6	
15	7	8	12"	24	1.04%	SS CLA IV, TY1		8	
16	8	9	18"	21	2.00%	SS CLA III, TY2			
17	10	11	12"	13	0.46%	SS CLA IV, TY1			
18	12	13	24"	30	1.00%	SS CLA III, TY2		39	
19	14	15	12"	24	0.50%	SS CLA IV, TY1		8	
20	15	13	12"	59	0.51%	SS CLA III, TY2		18	
21	13	16	24"	16	0.94%	SS CLA III, TY2			
22	9	16	18"	15	2.00%	SS CLA III, TY2			
23	16	17	24"	12	4.00%	SS CLA III, TY2			
26	11	12	24"	20	0.95%	SS CLA III, TY2			
27	20	21	12"	25'	0.50%	SS CLA IV, TY1		4	
28	21	22	12"	62'	5.44%	SS CLA IV, TY1		11	
29	23	22	12"	26'	0.50%	SS CLA IV, TY1		4	
30	22	24	12"	104'	4.48%	SS CLA IV, TY1		27	

* = MATCH EXISTING - VERIFY SLOPE IN FIELD PRIOR TO CONSTRUCTION OF STRUCTURES

NOTE:
 ALL DRAINAGE END TREATMENT STRUCTURES ARE LOCATED BY STATION, OFFSET AND INVERT ELEVATION AT END OF PIPE.

L:\AURORA\042808_1\Wood_S\Draw\Sheets\Drainage_Table.dgn

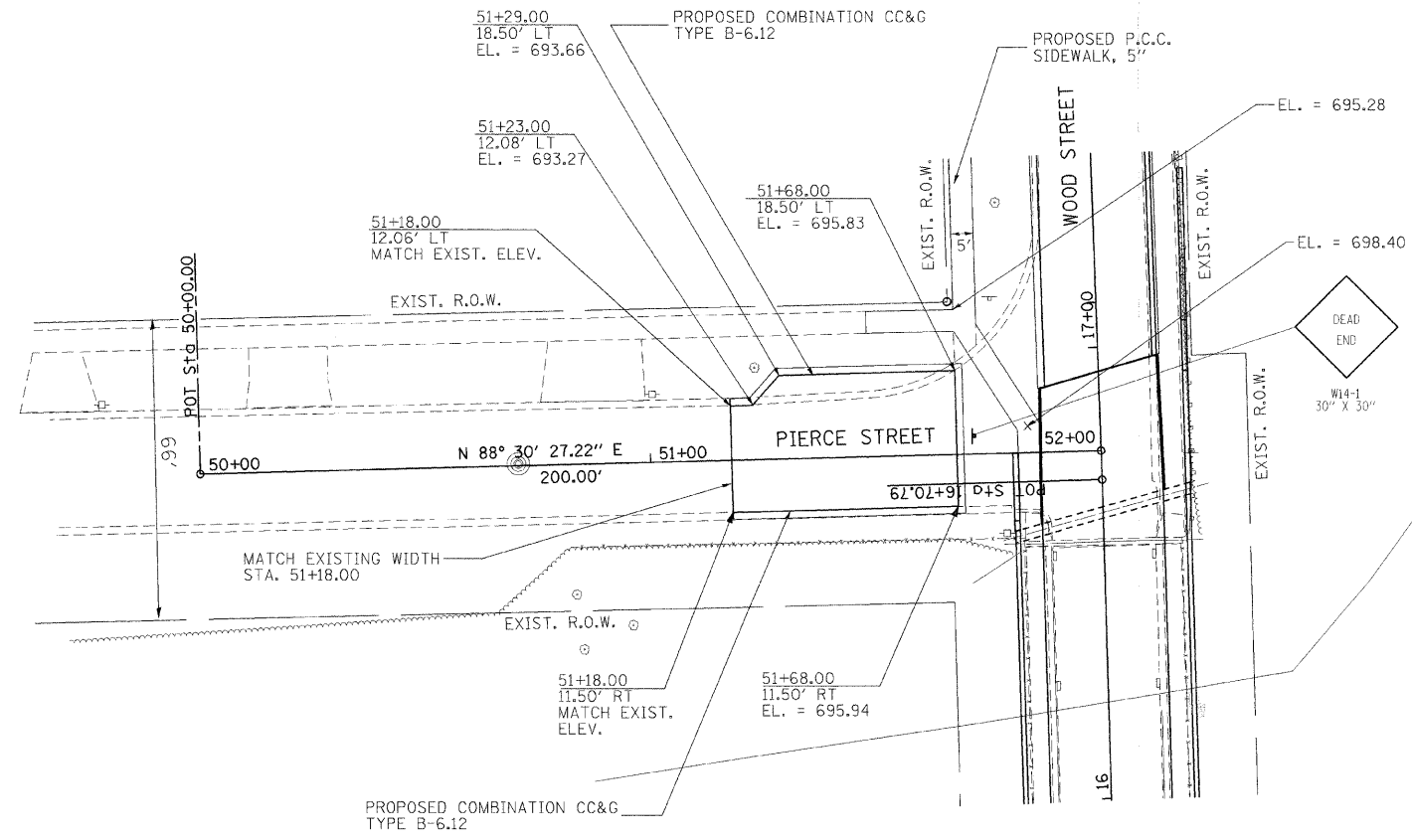
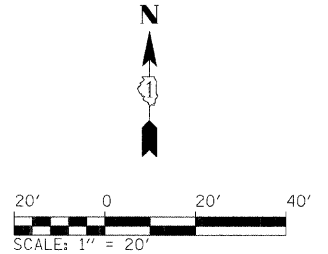
09

CMT
 CRAWFORD MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

REVISIONS	
NAME	DATE

CITY OF AURORA
 DRAINAGE STRUCTURE AND PIPE SCHEDULE
 SCALE: 1" = 40'
 DATE: SEPTEMBER 2008
 DRAWN BY: E.D.
 CHECKED BY: P.W.K.

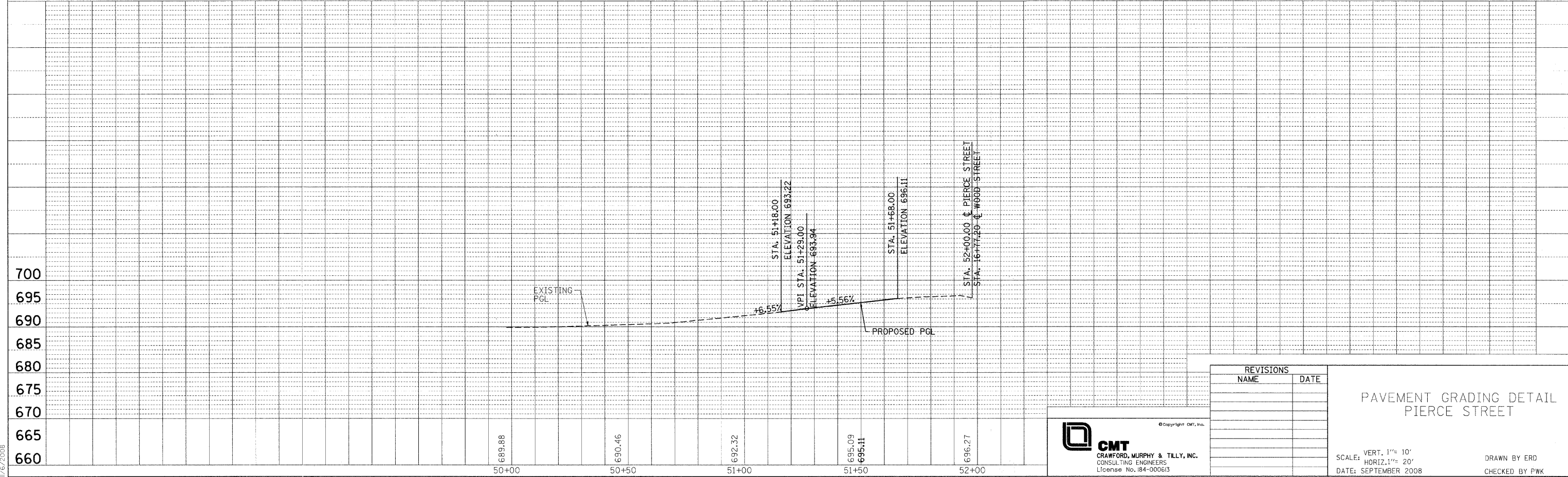
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	03-00251-00-BR	KANE	72	15
STA.	TO STA.			
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				
PROJECT NO. BROS-D001(641) CONTRACT NO. 63080				



- NOTE:
THE CONTRACTOR SHALL PLACE A "NO OUTLET" SIGN (W14-2) AT THE INTERSECTION OF PIERCE STREET AND CLEVELAND STREET AT THE LOCATION SPECIFIED BY THE ENGINEER.
- THE STATION / OFFSET / ELEVATIONS SHOWN ON THE PLAN REFER TO THE EDGE OF PAVEMENT.

PLAN	DATE
BY	
NO.	
NO.	
NO.	

PROFILE	DATE
BY	
NO.	
NO.	
NO.	



REVISIONS	
NAME	DATE

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

PAVEMENT GRADING DETAIL
PIERCE STREET

SCALE: VERT. 1" = 10'
HORIZ. 1" = 20'

DATE: SEPTEMBER 2008

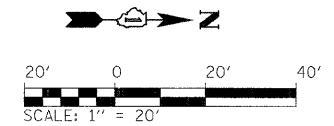
DRAWN BY ERD
CHECKED BY PWK

L:\ALIBORA\0429908_#road_51\Draw\Sheets\Intersection.dgn
11/6/2008

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N/A	03-00251-00-BR	KANE	72	17
STA. 9+80.00		TO STA. 17+95.00		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
PROJECT NO. BROS-D001(641)				
CONTRACT NO. 63080				

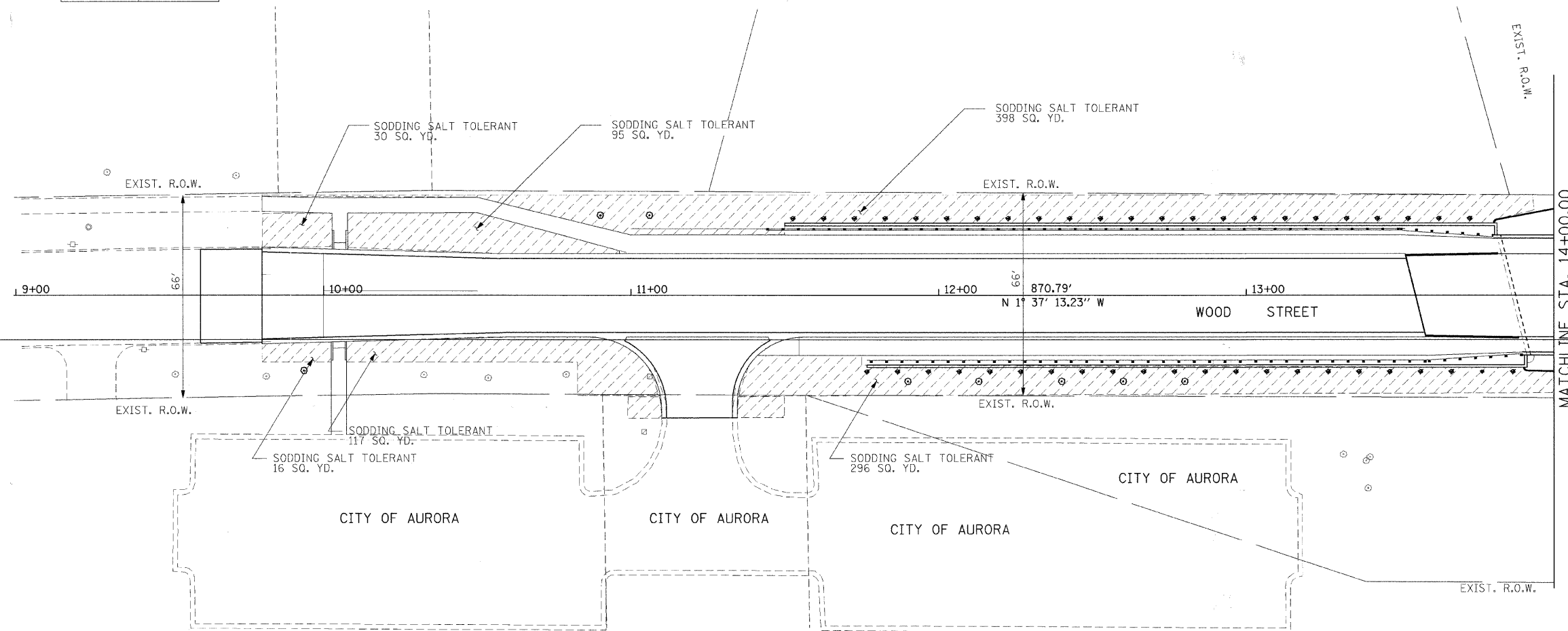
TREE SCHEDULE

STATION	OFFSET
9+93.66	28.0' RT
10+90.00	26.0' LT
11+06.00	26.0' LT
11+90.00	28.0' RT
12+13.00	28.0' RT
12+40.00	28.0' RT
12+60.00	28.0' RT
12+80.00	28.0' RT



REVISIONS	DATE
BY	
PLANNED	
ALIGNED	
CHECKED	
DATE	
FILE NAME	

REVISIONS	DATE
BY	
PLANNED	
ALIGNED	
CHECKED	
DATE	
FILE NAME	



LEGEND

	SODDING, SALT TOLERANT
	PROPOSED TREE
	PROPOSED SHRUB

NOTE:
 1. PROPOSED SHRUBS SHALL BE PLACED EVERY 10 FEET ALONG THE WEST AND EAST MSE WALLS WITH AN OFFSET OF 24.80'

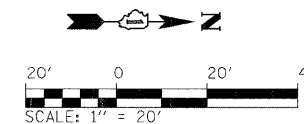
REVISIONS	
NAME	DATE

CITY OF AURORA
LANDSCAPING PLAN
 SHEET 1 OF 2
 SCALE: 1" = 20'
 DATE: SEPTEMBER 2008
 DRAWN BY: ERD
 CHECKED BY: PWK

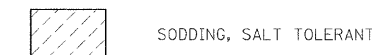


L:\AURORA\025908_Wood_S\Draw\Sheets\Landscaping.dgn

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N/A	03-00251-00-BR	KANE	72	18
STA. 9+80.00		TO STA. 17+95.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
PROJECT NO. BROS-0001(641)				
CONTRACT NO. 63080				



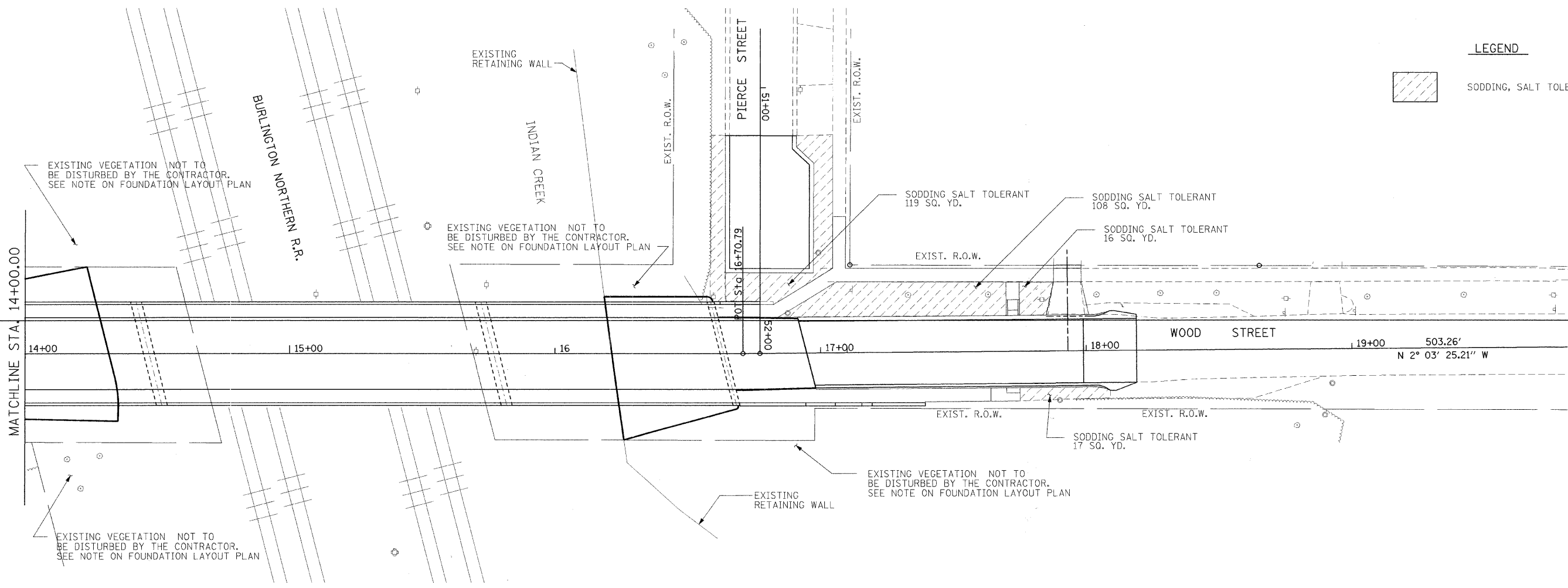
LEGEND



PLAN	REVISIONS	DATE
BY		
DATE		
BY		
DATE		
BY		
DATE		
BY		
DATE		

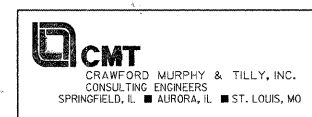
PROFILE	REVISIONS	DATE
BY		
DATE		
BY		
DATE		
BY		
DATE		
BY		
DATE		

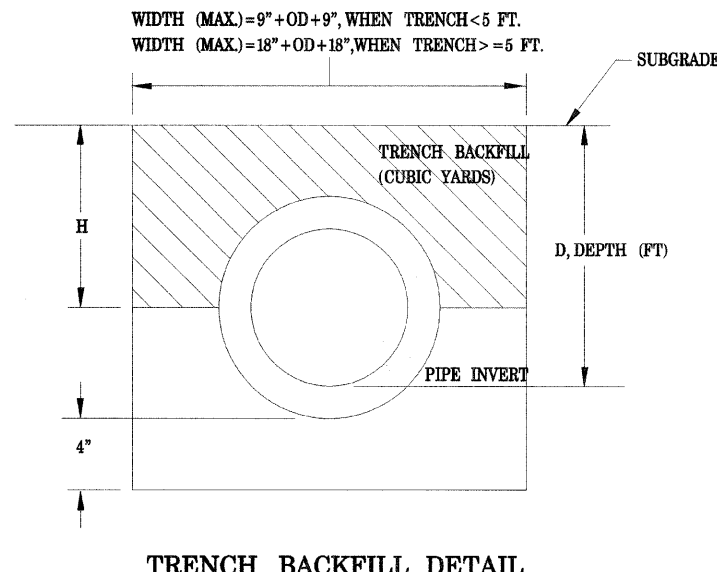
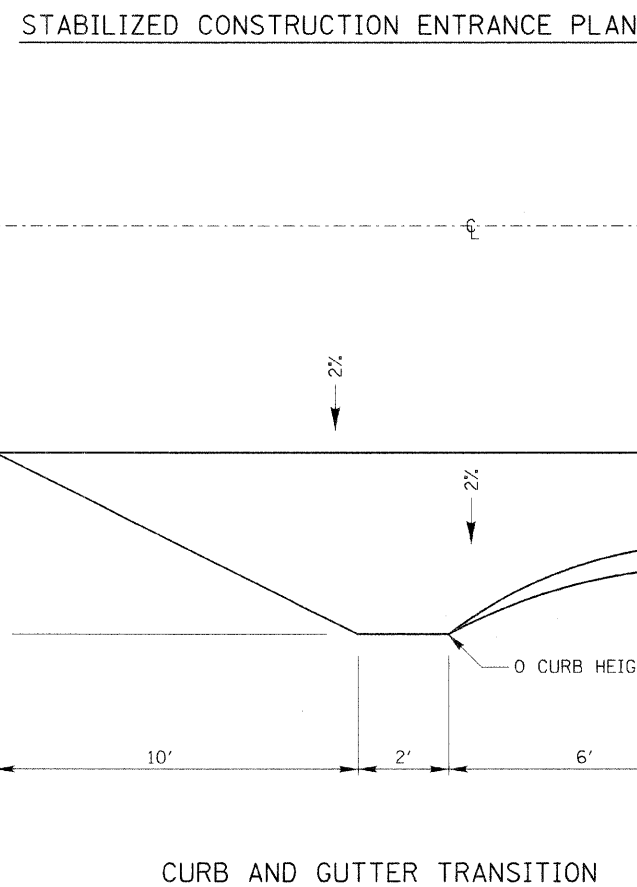
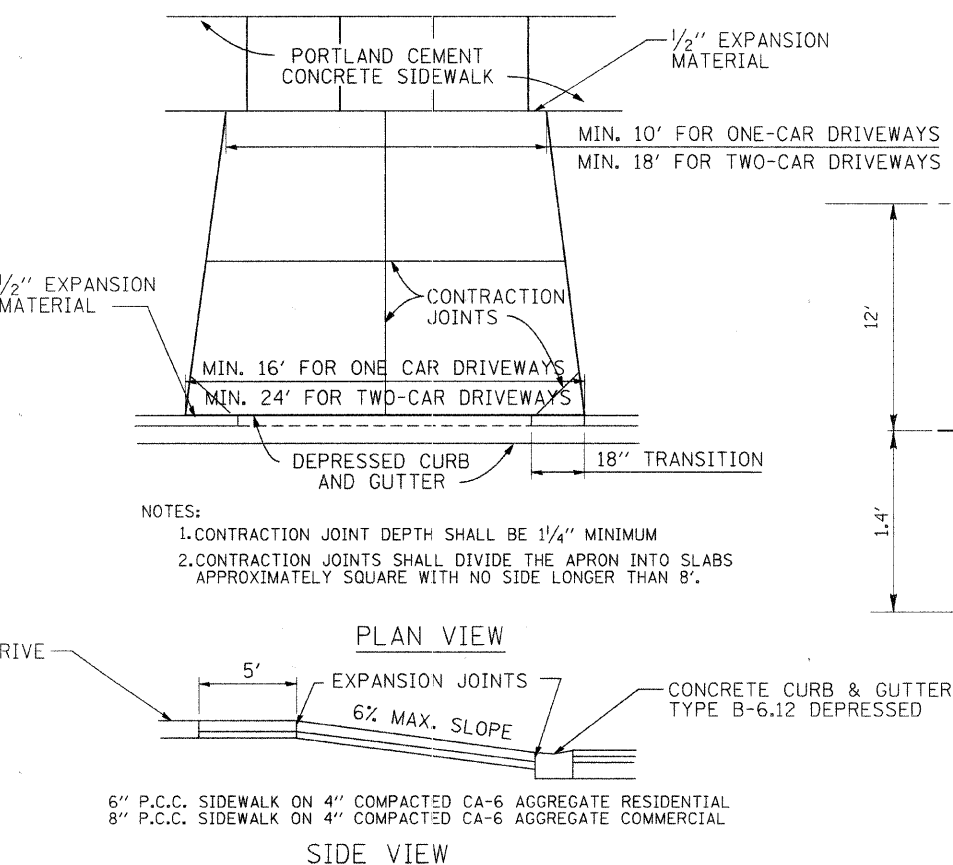
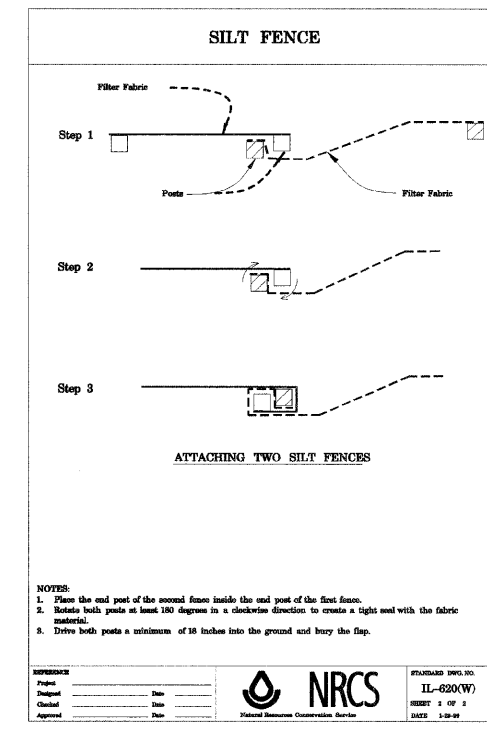
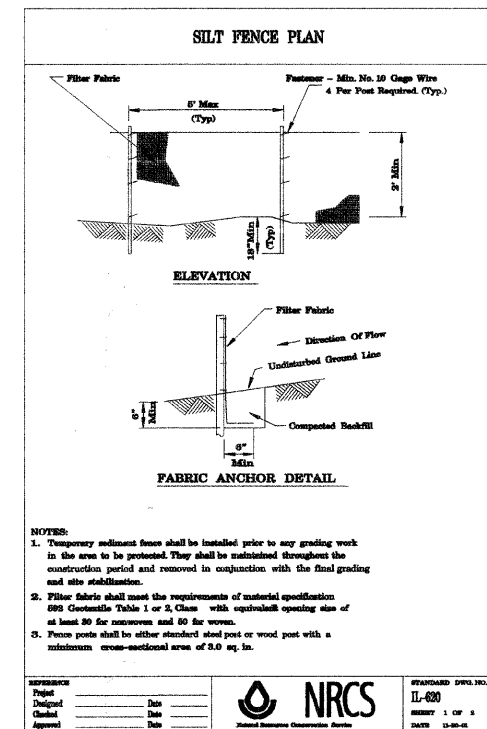
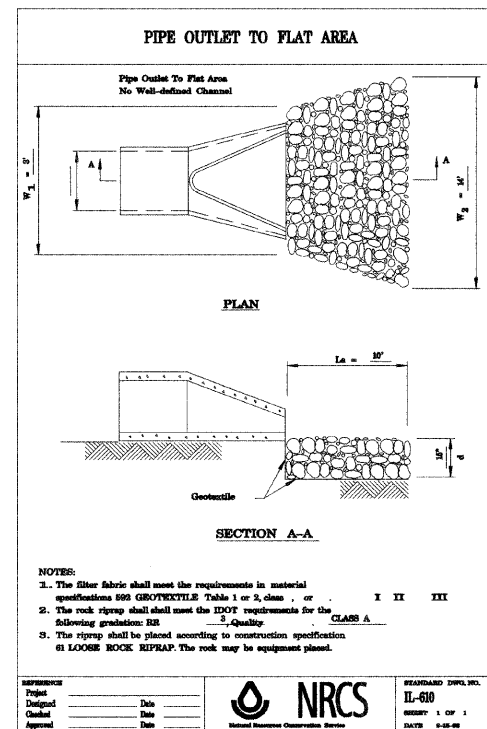
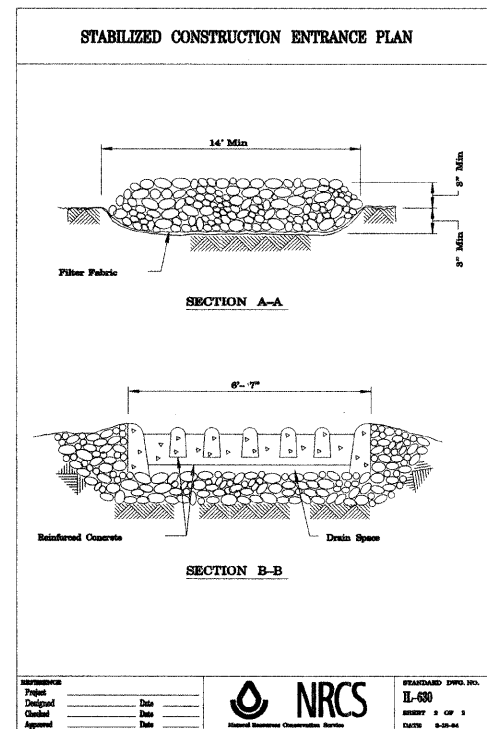
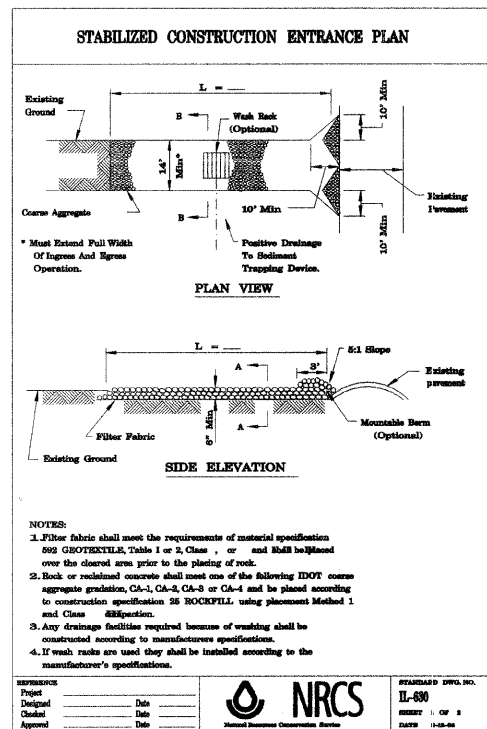
L:\AURORA\0429908_Wood_Site\Draw\Sheets\Landscaping_2.dgn



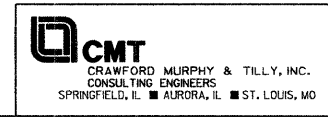
REVISIONS	
NAME	DATE

CITY OF AURORA
LANDSCAPING PLAN
 SHEET 2 OF 2
 SCALE: 1" = 20'
 DATE: SEPTEMBER 2008
 DRAWN BY: ERD
 CHECKED BY: PWK





REVISIONS		CITY OF AURORA
NAME	DATE	
		CONSTRUCTION DETAILS SCALE: 1" = 20' DATE: SEPTEMBER 2008 DRAWN BY: ERD CHECKED BY: PWK



DATE: _____
 BY: _____
 CHECKED: _____
 APPROVED: _____
 PROJECT: _____
 SHEET: _____

DATE: _____
 BY: _____
 CHECKED: _____
 APPROVED: _____
 PROJECT: _____
 SHEET: _____

L:\AURORA\0429808_Wood_SND\raw\Sheets\Construction_Details.dgn

Bench Mark: (C.P.#1) Chiseled "x" S.E. on Bridge deck @ approximate Sta. 14+11.44
 Northing: 1857789.26 Easting: 994563.952, Elev. 703.18 (C.P.#2) Found Mac Nail @
 approximate Sta. 16+88.25 in center of Wood and Pierce. Northing: 1857923.270,
 Easting: 994563.561, Elev. 696.88.

Existing Structure: S.N. 045-6007 was originally constructed in 1925 and later
 rehabbed in 1973. The existing Structure is a Four span Steel Girder Bridge with
 Concrete Deck on Stay-in-place Corrugated Metal Forms. The Super Structure is
 carried by Concrete Piers and Pile Bent Abutments on Timber Piles. The Total
 Length of the Bridge 255 ft. and the Deck width is 40.2 ft. Bridge is closed
 to traffic.

Proposed Improvements: Existing Bridge to be removed & replaced. No stage
 construction required.

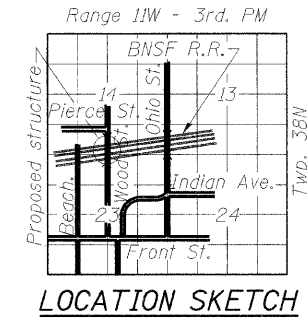
No Salvage.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		KANE	72	20
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

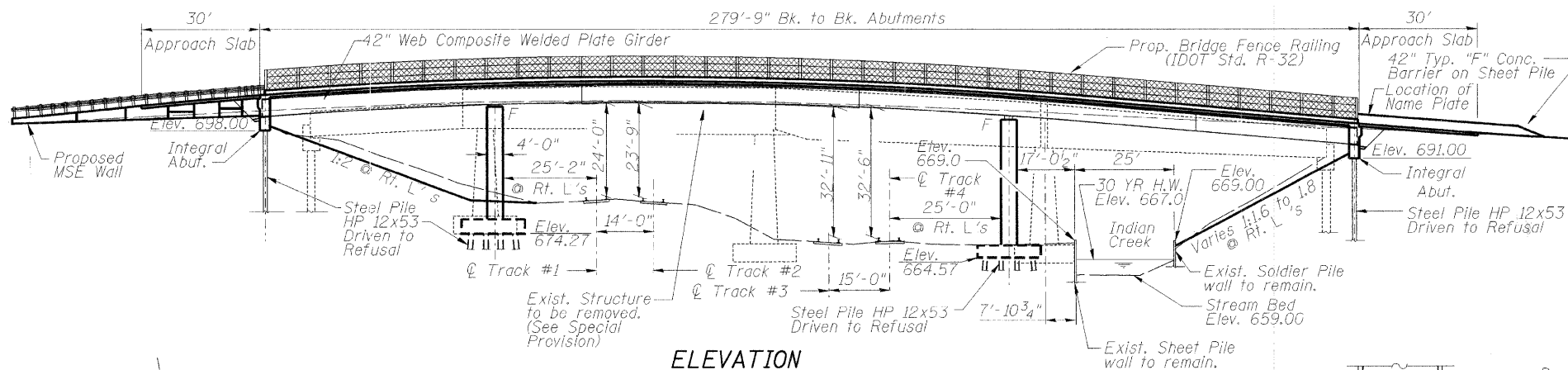
SHEET NO. S-1
 SHEETS 33

Project No. BROS-D001641
 Contract No. 63080

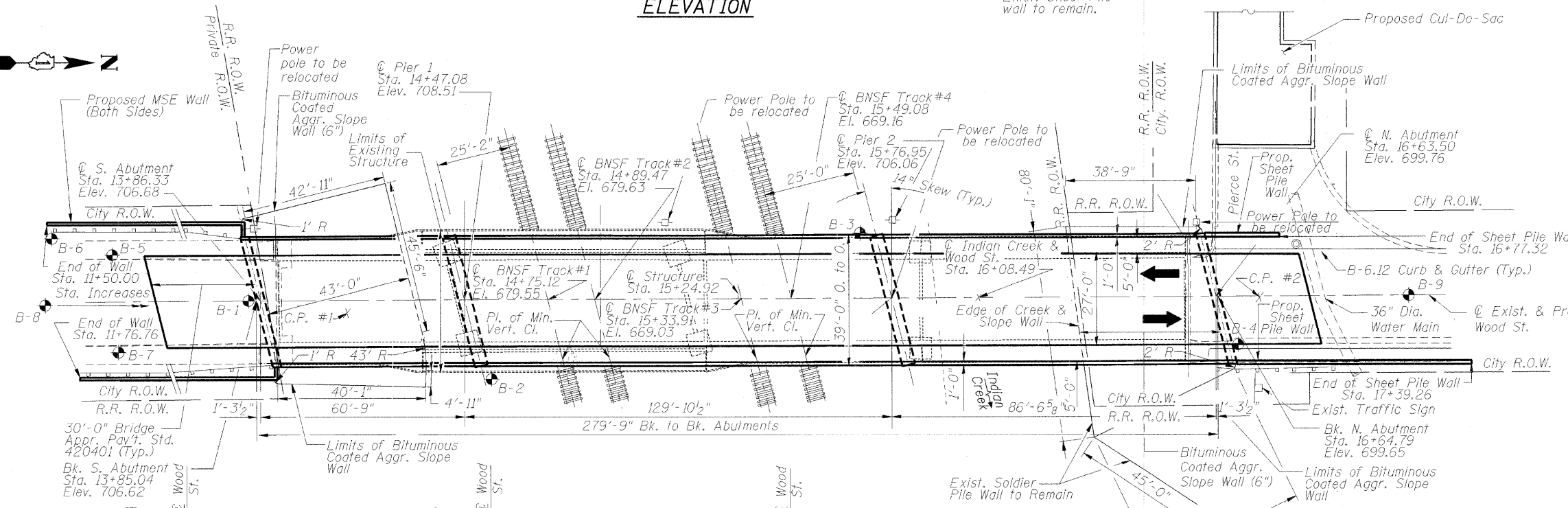


STATION 15+24.92
 BUILT 2009 BY
 STATE OF ILLINOIS
 LOADING HL93
 STRUCTURE NO.
 045-6022

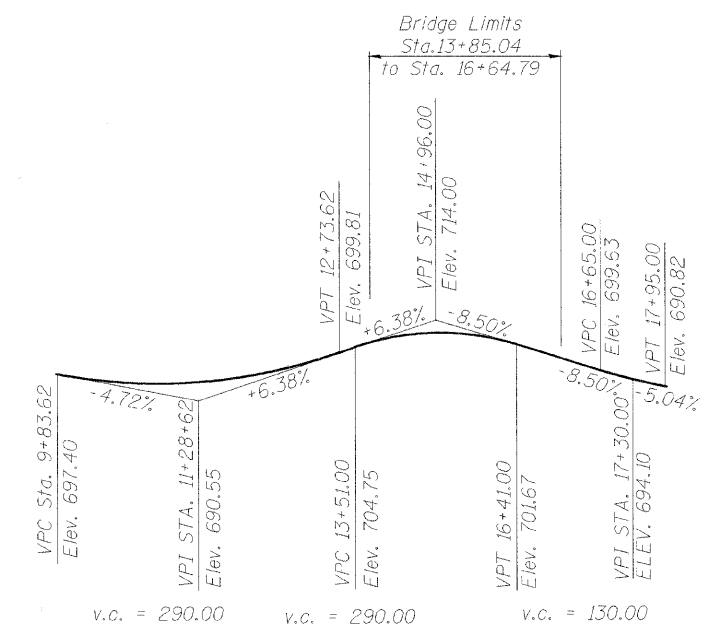
NAME PLATE
 See Std. 515001-03



ELEVATION



PLAN



PROFILE GRADE
 (along Centerline of Roadway, Wood Street)

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



Ahmad T. Idriss, P.E., S.E.
 Illinois Licensed Structural Engineer
 License Number: 081-005753
 Expiration Date: November 30, 2010

Sta. 9+00.00 Elev. 679.49	Sta. 10+00.00 Elev. 679.55	Sta. 11+00.00 Elev. 679.91	Sta. 12+00.00 Elev. 679.83	Sta. 13+00.00 Elev. 679.34	Sta. 14+00.00 Elev. 679.99	Sta. 15+00.00 Elev. 679.63	Sta. 16+00.00 Elev. 679.66	Sta. 17+00.00 Elev. 679.80	Sta. 18+00.00 Elev. 679.69	Sta. 19+00.00 Elev. 669.26	Sta. 20+00.00 Elev. 669.34	Sta. 21+00.00 Elev. 669.19	Sta. 22+00.00 Elev. 669.03	Sta. 23+00.00 Elev. 669.52	Sta. 24+00.00 Elev. 668.89
------------------------------	-------------------------------	-------------------------------	-------------------------------	-------------------------------	-------------------------------	-------------------------------	-------------------------------	-------------------------------	-------------------------------	-------------------------------	-------------------------------	-------------------------------	-------------------------------	-------------------------------	-------------------------------

PROFILE GRADE
 (TOR BNSF Track # 1)
 (Looking North)

PROFILE GRADE
 (TOR BNSF Track # 2)
 (Looking North)

PROFILE GRADE
 (TOR BNSF Track # 3)
 (Looking North)

Sta. 39+00.00 Elev. 670.20	Sta. 40+00.00 Elev. 669.16	Sta. 41+00.00 Elev. 669.59	Sta. 42+00.00 Elev. 668.70
-------------------------------	-------------------------------	-------------------------------	-------------------------------

PROFILE GRADE
 (TOR BNSF Track # 4)
 (Looking North)

DESIGN SPECIFICATIONS
 2004 AASHTO LRFD Bridge Design Specifications,
 4th. Edition, 2007

DESIGN STRESSES
 FIELD UNITS
 $f_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)
 $f_y = 50,000$ psi (AASHTO M270 Grade 50)

SEISMIC DATA
 Seismic Performance Zone (SPZ) = 1
 Bedrock Acceleration Coefficient (A) = 0.04 g
 Site Coefficient (S) = 1.0

LOADING HL-93
 Allow 50#/sq. ft. for Future Wearing Surface.

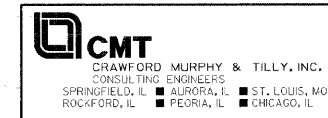
Notes
 See civil sheets for utility information.

DESIGNED	200
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	ENGINEER OF BRIDGES AND STRUCTURES

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 GENERAL PLAN AND ELEVATION
 WOOD ST. BRIDGE OVER B.N.S.F. R.R.
 AND INDIAN CREEK
 SECTION 03-00251-00-BR STATION 15+24.92
 KANE COUNTY STRUCTURE NO. 045-6022

SCALE: DATE: SEPTEMBER 2008
 DRAWN BY: MCC
 CHECKED BY: ATI



GENERAL NOTES

- Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts (in painted areas and M164 Type 3 in unpainted areas). Bolts $\frac{7}{8}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.
- Calculated weight of Structural Steel = 386,730 lbs.
- All structural steel shall be AASHTO M 270 Grade 50.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions
- Reinforcement bars designated (E) shall be epoxy coated.
- Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.
- Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Gray, Munsell No. 5B 7/1. See Special Provision for "Cleaning and Painting New Metal Structures".
- Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
- The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.
- All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
- Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
- The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection. Forms for deck slab shall be removed prior to placement of bridge approach pavement.
- When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:
 - At least 72 hours shall have elapsed from the end of the previous pour.
 - The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.
- The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
- Two $\frac{1}{8}$ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
- All embedded and separate bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 (as applicable).
- Backfill shall be placed behind the abutment after the superstructure has been poured and falsework removed. See Article 502.10 of the Standard Specifications.

DESIGNED	200
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLATE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S-2
		KANE	72	21	SHEETS 33
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Project No. BROS-000(641)
Contract No. 63080

- Sloped wall shall be 6" bituminous coated aggregate
- If the Contractor chooses to alter the permanent cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

INDEX OF BRIDGE SHEETS

S-1 General Plan and Elevation	S-12 Parapet Elevation	S-23 Pier 2 Details
S-2 Notes and Bill of Material	S-13 Backwall Details	S-24 Pile Details
S-3 Foundation Layout	S-14 Bridge Railing Detail	S-25 MSE Wall Details
S-4 Deck Elevations - I	S-15 Bar Splicer Assembly Details	S-26 Sheet Wall Details-I
S-5 Deck Elevations - II	S-16 Framing Plan and Elevation	S-27 Sheet Wall Details-II
S-6 Deck Elevations - III	S-17 Camber Diagram	S-28 Cantilever Forming Brackets
S-7 Deck Elevations - IV	S-18 Splice Details-I	S-29 Soil Borings-I
S-8 South Approach Slab Elevations	S-19 Splice Details-II	S-30 Soil Borings-II
S-9 North Approach Slab Elevations	S-20 Framing & Bearing Details	S-31 Soil Borings-III
S-10 Superstructure-I	S-21 Abutment Details	S-32 Soil Borings-IV
S-11 Superstructure-II	S-22 Pier 1 Details	S-33 Soil Borings-V

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
*Porous Granular Embankment, Special	Cu. Yd.		131	131
*Porous Granular Embankment, Subgrade	Cu. Yd.		239	239
*Removal of Existing Structures	L. Sum	1		1
Structure Excavation	Cu. Yd.		1,645	1,645
Concrete Structures	Cu. Yd.		358.7	358.7
Concrete Superstructure	Cu. Yd.	475.7		475.7
Bridge Deck Grooving	Sq. Yd.	770		770
Concrete Encasement	Cu. Yd.		4.2	4.2
Protective Coat	Sq. Yd.	1,424		1,424
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	3,852		3,852
Reinforcement Bars, Epoxy Coated	Pound	89,400	54,690	144,090
Bar Splicers	Each	78		78
Bridge Fence Railing	Foot	558		558
*Bituminous Aggregate Coated Sloped Wall, 6"	Sq. Yd.		555	555
Furnishing Steel Piles HPI2X53	Foot		2,495	2,495
Driving Piles	Foot		2,495	2,495
Test Pile Steel HPI2X53	Each		4	4
Pile Shoes	Each		60	60
Name Plate	Each	1		1
Anchor Bolts, 1 1/4"	Each		24	24
Anchor Bolts, 1 1/4"	Each		12	12
Anchor Bolts, 1 1/2"	Each		12	12
Geocomposite Wall Drain	Sq. Yd.		64	64
*Pipe Underdrains for Structures, 4"	Foot		89	89
*Permanent Steel Sheet Piling	Sq. Ft.		1,512	1,512
*Stone Columns, 2'-6" dia.	Ft.		1,796	1,796
*Mechanically Stabilized Earth Retaining Wall	Sq. Ft.		3,258	3,258

* Denotes Special Provision Item

WATERWAY INFORMATION

Drainage Area = 14.30 Sq. Mi. Proposed Low Grade Elev. 696.40 @ Sta. 16+50.00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	10	1,096	6,390	6,760	664.59	0.25'	0.25'	664.84	664.84
Base	30	2,378	6,390	6,760	666.05	0.27'	0.27'	666.32	666.32
Overtop Existing	100	3,063	6,390	6,760	668.59	0.36'	0.36'	668.95	668.95
Overtop Proposed	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Max. Calc.	500	4,511	6,390	6,760	669.79	1.89'	1.87'	671.68	671.66

10 Year Velocity Through Existing Bridge = 10ft/s
10 Year Velocity Through Proposed Bridge = 10ft/s

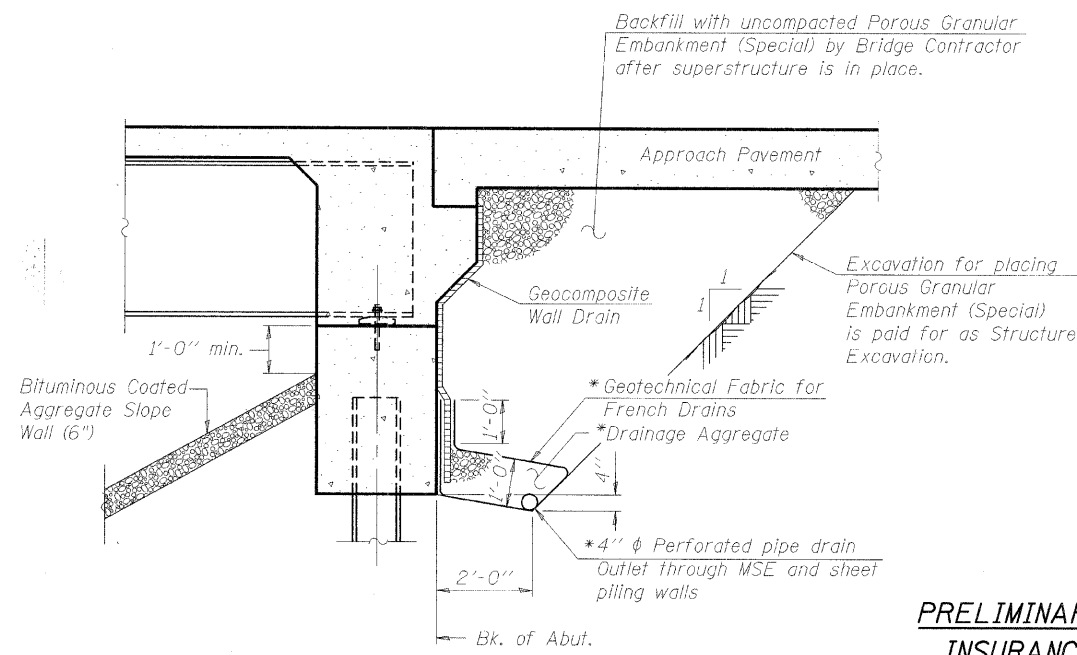
Notes:

- Waterway Information Table from Phase I.
- The data is based on the effective Flood Insurance Rate Map (FIRM) No. 170320 0025E dated December 13, 2007.
- The elevations have been converted to NAVD 88 datum. (NAVD 88 = NGVD 29 - 0.243)
- A preliminary Flood Insurance Study is available by IDNR-OWR. See table for elevations.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
INDEX, NOTES & BILL OF MATERIAL
WOOD ST. BRIDGE OVER B.N.S.F. R.R.
AND INDIAN CREEK
SECTION 03-00251-00-BR STATION 15+24.92
KANE COUNTY STRUCTURE NO. 045-6022

SCALE: DATE: SEPTEMBER 2008 DRAWN BY: MCC CHECKED BY: ATI



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

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

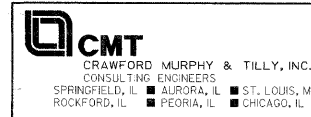
Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

PRELIMINARY FLOOD INSURANCE STUDY
DATED: OCTOBER 22, 2007

Drainage Area = 14.3 Sq. Mi.

Freq. YR	Elev. FT
10	665.0
50	667.9
100	669.0
500	670.0

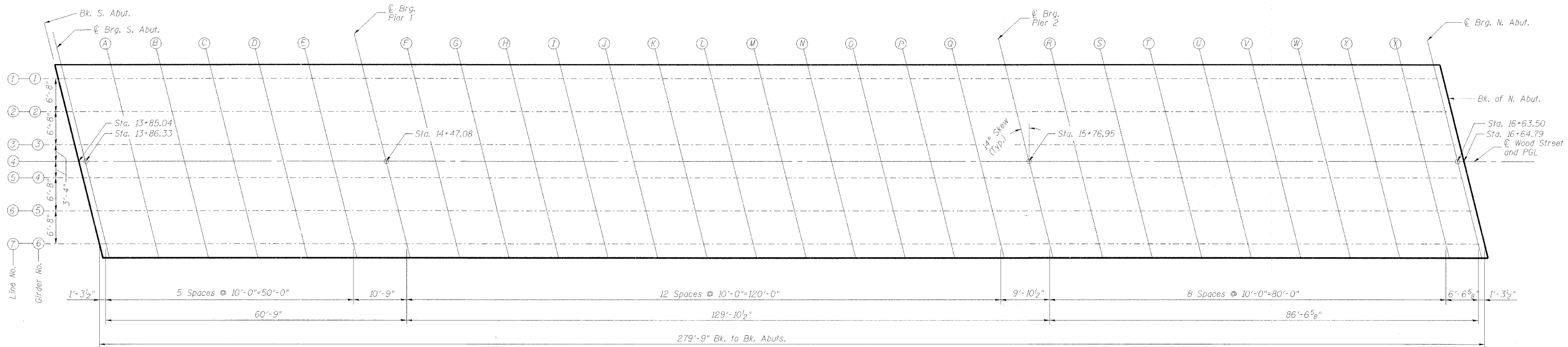
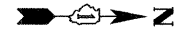
Datum: NAVD88



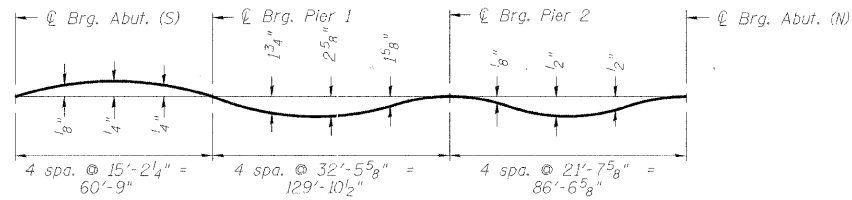
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S-4
		KANE	72	23	SHEETS 33
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Project No. BROS-000(641)
Contract No. 63080



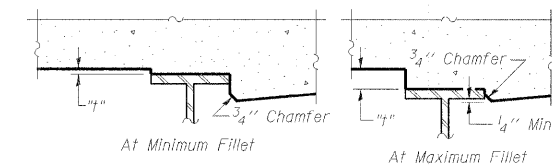
LAYOUT PLAN FOR DECK ELEVATIONS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.



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

FILLET HEIGHTS

DESIGNED	200
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	

200
EXAMINED
ENGINEER OF BRIDGE DESIGN
PASSED
ENGINEER OF BRIDGES AND STRUCTURES

CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO
ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DECK ELEVATIONS-I
WOOD ST. BRIDGE OVER B.M.S.F. R.R.
AND INDIAN CREEK
SECTION -BR STATION 15+24.92
KANE COUNTY STRUCTURE NO. 045-6022

SCALE:
DATE: SEPTEMBER 2008

DRAWN BY: ERD
CHECKED BY: ATI

WOOD STREET

SEC

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		KANE	72	24
FED. ROAD DIST. NO. 7	ALLIANCE	FED. AID PROJECT		

SHEET NO. 55
SHEETS 33

Project No. BR05-D001(641)
Contract No. 63080

BEAM 1

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut	13+80.88	-16.667	706.266	706.266
CL Brg S. Abut	13+82.17	-16.667	706.328	706.328
A	13+92.17	-16.667	706.781	706.777
B	14+02.17	-16.667	707.182	707.172
C	14+12.17	-16.667	707.531	707.514
D	14+22.17	-16.667	707.830	707.807
E	14+32.17	-16.667	708.077	708.057
CL Pier 1	14+42.92	-16.667	708.285	708.285
F	14+52.92	-16.667	708.426	708.466
G	14+62.92	-16.667	708.515	708.603
H	14+72.92	-16.667	708.554	708.688
I	14+82.92	-16.667	708.540	708.718
J	14+92.92	-16.667	708.476	708.684
K	15+02.92	-16.667	708.354	708.574
L	15+12.92	-16.667	708.187	708.403
M	15+22.92	-16.667	707.968	708.166
N	15+32.92	-16.667	707.698	707.862
O	15+42.92	-16.667	707.377	707.496
P	15+52.92	-16.667	707.005	707.076
Q	15+62.92	-16.667	706.581	706.610
CL Pier 2	15+72.80	16.667	706.112	706.112
R	15+82.80	-16.667	705.587	705.581
S	15+92.80	-16.667	705.010	705.012
T	16+02.80	-16.667	704.381	704.401
U	16+12.80	-16.667	703.702	703.739
V	16+22.80	-16.667	702.971	703.020
W	16+32.80	-16.667	702.188	702.239
X	16+42.80	-16.667	701.356	701.395
Y	16+52.80	-16.667	700.506	700.523
CL Brg N. Abut	16+59.34	-16.667	699.950	699.950
Bk. Of N. Abut	16+60.63	-16.667	699.840	699.840

Offsets are from C.L.

BEAM 2

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut	13+82.55	-10.000	706.307	706.307
CL Brg S. Abut	13+83.84	-10.000	706.368	706.368
A	13+93.84	-10.000	706.812	706.808
B	14+03.84	-10.000	707.205	707.195
C	14+13.84	-10.000	707.546	707.528
D	14+23.84	-10.000	707.836	707.813
E	14+33.84	-10.000	708.075	708.055
CL Pier 1	14+44.59	-10.000	708.274	708.274
F	14+54.59	-10.000	708.406	708.446
G	14+64.59	-10.000	708.487	708.574
H	14+74.59	-10.000	708.516	708.651
I	14+84.59	-10.000	708.495	708.672
J	14+94.59	-10.000	708.421	708.629
K	15+04.59	-10.000	708.291	708.511
L	15+14.59	-10.000	708.115	708.332
M	15+24.59	-10.000	707.888	708.086
N	15+34.59	-10.000	707.610	707.774
O	15+44.59	-10.000	707.280	707.399
P	15+54.59	-10.000	706.899	706.971
Q	15+64.59	-10.000	706.467	706.496
CL Pier 2	15+74.46	-10.000	705.990	705.990
R	15+84.46	-10.000	705.456	705.450
S	15+94.46	-10.000	704.870	704.873
T	16+04.46	-10.000	704.233	704.253
U	16+14.46	-10.000	703.545	703.582
V	16+24.46	-10.000	702.806	702.855
W	16+34.46	-10.000	702.015	702.066
X	16+44.46	-10.000	701.176	701.216
Y	16+54.46	-10.000	700.326	700.343
CL Brg N. Abut	16+61.00	-10.000	699.770	699.770
Bk. Of N. Abut	16+62.30	-10.000	699.660	699.660

Offsets are from C.L.

BEAM 3

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut	13+84.21	-3.333	706.519	706.519
CL Brg S. Abut	13+85.50	-3.333	706.579	706.579
A	13+95.50	-3.333	707.014	707.011
B	14+05.50	-3.333	707.398	707.389
C	14+15.50	-3.333	707.731	707.713
D	14+25.50	-3.333	708.012	707.989
E	14+35.50	-3.333	708.243	708.223
CL Pier 1	14+46.25	-3.333	708.433	708.433
F	14+56.25	-3.333	708.556	708.596
G	14+66.25	-3.333	708.629	708.716
H	14+76.25	-3.333	708.650	708.785
I	14+86.25	-3.333	708.619	708.797
J	14+96.25	-3.333	708.532	708.740
K	15+06.25	-3.333	708.399	708.619
L	15+16.25	-3.333	708.215	708.431
M	15+26.25	-3.333	707.979	708.177
N	15+36.25	-3.333	707.692	707.856
O	15+46.25	-3.333	707.354	707.473
P	15+56.25	-3.333	706.964	707.036
Q	15+66.25	-3.333	706.524	706.553
CL Pier 2	15+76.12	-3.333	706.038	706.038
R	15+86.12	-3.333	705.495	705.490
S	15+96.12	-3.333	704.901	704.904
T	16+06.12	-3.333	704.256	704.275
U	16+16.12	-3.333	703.559	703.596
V	16+26.12	-3.333	702.811	702.860
W	16+36.12	3.333	702.012	702.063
X	16+46.12	-3.333	701.168	701.208
Y	16+56.12	-3.333	700.318	700.335
CL Brg N. Abut	16+62.67	-3.333	699.762	699.762
Bk. Of N. Abut	16+63.96	-3.333	699.652	699.652

Offsets are from C.L.

DESIGNED
CHECKED
DRAWN
CHECKED

200
EXAMINED
PASSED



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DECK ELEVATIONS-II
WOOD ST. BRIDGE OVER B.N.S.F. R.R.
AND INDIAN CREEK
SECTION -BR STATION 15+24.92
KANE COUNTY STRUCTURE NO. 045-6022

SCALE:
DATE: SEPTEMBER 2008

DRAWN BY: MCC
CHECKED BY: ATI

WOOD STREET

SEC

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET TOTAL
		KANE	72	25
FED. ROAD DIST. NO. 7		ILLINOIS PROJECT		

SHEET NO. 5-6
SHEETS 33

Project No. BR05-D001(641)
Contract No. 63080

CL Wood Street

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut	13+85.04	0.000	706.624	706.624
CL Brg S. Abut	13+86.33	0.000	706.684	706.684
A	13+96.33	0.000	707.115	707.111
B	14+06.33	0.000	707.495	707.485
C	14+16.33	0.000	707.823	707.805
D	14+26.33	0.000	708.100	708.077
E	14+36.33	0.000	708.326	708.306
CL Pier 1	14+47.08	0.000	708.512	708.512
F	14+57.08	0.000	708.631	708.671
G	14+67.08	0.000	708.699	708.786
H	14+77.08	0.000	708.716	708.851
I	14+87.08	0.000	708.681	708.859
J	14+97.08	0.000	708.589	708.797
K	15+07.08	0.000	708.452	708.672
L	15+17.08	0.000	708.264	708.480
M	15+27.08	0.000	708.024	708.222
N	15+37.08	0.000	707.733	707.897
O	15+47.08	0.000	707.390	707.509
P	15+57.08	0.000	706.996	707.068
Q	15+67.08	0.000	706.551	706.581
CL Pier 2	15+76.96	0.000	706.062	706.062
R	15+86.96	0.000	705.514	705.509
S	15+96.96	0.000	704.916	704.919
T	16+06.96	0.000	704.266	704.286
U	16+16.96	0.000	703.565	703.603
V	16+26.96	0.000	702.813	702.863
W	16+36.96	0.000	702.010	702.061
X	16+46.96	0.000	701.164	701.204
Y	16+56.96	0.000	700.314	700.331
CL Brg N. Abut	16+63.50	0.000	699.758	699.758
Bk. Of N. Abut	16+64.79	0.000	699.648	699.648

Offsets are from C.L.

BEAM 4

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut	13+85.87	3.333	706.596	706.596
CL Brg S. Abut	13+87.16	3.333	706.655	706.655
A	13+97.16	3.333	707.082	707.078
B	14+07.16	3.333	707.457	707.447
C	14+17.16	3.333	707.781	707.764
D	14+27.16	3.333	708.054	708.031
E	14+37.16	3.333	708.276	708.256
CL Pier 1	14+47.91	3.333	708.457	708.457
F	14+57.91	3.333	708.572	708.612
G	14+67.91	3.333	708.636	708.723
H	14+77.91	3.333	708.648	708.783
I	14+87.91	3.333	708.609	708.787
J	14+97.91	3.333	708.513	708.721
K	15+07.91	3.333	708.372	708.592
L	15+17.91	3.333	708.179	708.396
M	15+27.91	3.333	707.935	708.133
N	15+37.91	3.333	707.639	707.803
O	15+47.91	3.333	707.293	707.412
P	15+57.91	3.333	706.895	706.966
Q	15+67.91	3.333	706.445	706.475
CL Pier 2	15+77.79	3.333	705.951	705.951
R	15+87.79	3.333	705.400	705.395
S	15+97.79	3.333	704.797	704.800
T	16+07.79	3.333	704.143	704.163
U	16+17.79	3.333	703.438	703.475
V	16+27.79	3.333	702.682	702.731
W	16+37.79	3.333	701.874	701.925
X	16+47.79	3.333	701.027	701.066
Y	16+57.79	3.333	700.177	700.194
CL Brg N. Abut	16+64.33	3.333	699.620	699.620
Bk. Of N. Abut	16+65.62	3.333	699.511	699.511

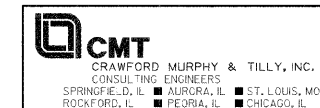
Offsets are from C.L.

BEAM 5

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut	13+87.53	10.000	706.538	706.538
CL Brg S. Abut	13+88.82	10.000	706.596	706.596
A	13+98.82	10.000	707.014	707.011
B	14+08.82	10.000	707.381	707.371
C	14+18.82	10.000	707.697	707.679
D	14+28.82	10.000	707.961	707.938
E	14+38.82	10.000	708.174	708.154
CL Pier 1	14+49.57	10.000	708.346	708.346
F	14+59.57	10.000	708.453	708.493
G	14+69.57	10.000	708.508	708.595
H	14+79.57	10.000	708.512	708.647
I	14+89.57	10.000	708.465	708.642
J	14+99.57	10.000	708.360	708.568
K	15+09.57	10.000	708.210	708.430
L	15+19.57	10.000	708.009	708.225
M	15+29.57	10.000	707.756	707.954
N	15+39.57	10.000	707.452	707.616
O	15+49.57	10.000	707.097	707.216
P	15+59.57	10.000	706.690	706.762
Q	15+69.57	10.000	706.232	706.262
CL Pier 2	15+79.45	10.000	705.730	705.730
R	15+89.45	10.000	705.170	705.165
S	15+99.45	10.000	704.559	704.562
T	16+09.45	10.000	703.896	703.916
U	16+19.45	10.000	703.183	703.220
V	16+29.45	10.000	702.418	702.467
W	16+39.45	10.000	701.601	701.652
X	16+49.45	10.000	700.752	700.792
Y	16+59.45	10.000	699.902	699.919
CL Brg N. Abut	16+65.99	10.000	699.346	699.346
Bk. Of N. Abut	16+67.28	10.000	699.236	699.236

Offsets are from C.L.

DESIGNED	203
CHECKED	EXAMINED
DRAWN	ENGINEER OF BRIDGE DESIGN
CHECKED	ENGINEER OF BRIDGES AND STRUCTURES



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DECK ELEVATIONS-III
WOOD ST. BRIDGE OVER B.N.S.F. R.R.
AND INDIAN CREEK
SECTION -BR STATION 15+24.92
KANE COUNTY STRUCTURE NO. 045-6022

SCALE:
DATE: SEPTEMBER 2008

DRAWN BY: MCC
CHECKED BY: ATI

WOOD STREET

SEC

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		KANE	72	26
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SHEET NO. S-7
SHEETS 33

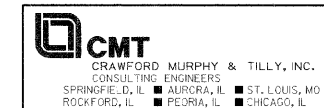
Project No. BR05-000641
Contract No. 63080

BEAM 6

Location	Station	¹ Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut	13+89.20	16.667	706.651	706.651
CL Brg S. Abut	13+90.49	16.667	706.708	706.708
A	14+00.49	16.667	707.117	707.114
B	14+10.49	16.667	707.476	707.466
C	14+20.49	16.667	707.783	707.765
D	14+30.49	16.667	708.039	708.016
E	14+40.49	16.667	708.243	708.223
CL Pier 1	14+51.24	16.667	708.406	708.406
F	14+61.24	16.667	708.504	708.544
G	14+71.24	16.667	708.551	708.638
H	14+81.24	16.667	708.546	708.681
I	14+91.24	16.667	708.490	708.668
J	15+01.24	16.667	708.377	708.585
K	15+11.24	16.667	708.218	708.439
L	15+21.24	16.667	708.009	708.225
M	15+31.24	16.667	707.748	707.946
N	15+41.24	16.667	707.435	707.599
O	15+51.24	16.667	707.071	707.190
P	15+61.24	16.667	706.656	706.728
Q	15+71.24	16.667	706.190	706.219
CL Pier 2	15+81.11	16.667	705.679	705.679
R	15+91.11	16.667	705.111	705.105
S	16+01.11	16.667	704.491	704.494
T	16+11.11	16.667	703.820	703.839
U	16+21.11	16.667	703.098	703.135
V	16+31.11	16.667	702.324	702.373
W	16+41.11	16.667	701.499	701.550
X	16+51.11	16.667	700.649	700.689
Y	16+61.11	16.667	699.799	699.817
CL Brg N. Abut	16+67.65	16.667	699.243	699.243
Bk. Of N. Abut	16+68.95	16.667	699.133	699.133

¹Offsets are from C.L.

DESIGNED	203
CHECKED	EXAMINED
DRAWN	ENGINEER OF BRIDGE DESIGN
CHECKED	PASSED
	ENGINEER OF BRIDGES AND STRUCTURES



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DECK ELEVATIONS-IV
WOOD ST. BRIDGE OVER B.N.S.F. R.R.
AND INDIAN CREEK
SECTION -BR STATION 15+24.92
KANE COUNTY STRUCTURE NO. 045-6022

SCALE:
DATE: SEPTEMBER 2008

DRAWN BY: MCC
CHECKED BY: ATI

WOOD STREET

SEC

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		KANE	72	27
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. S-8
SHEETS 33

Project No. BR05-D001(641)
Contract No. 63080

WEST CURB LINE

Location	Station	Offset (ft)	Theoretical Grade Elevations
End S. Appr. Pav't	13+51.80	-13.000	704.523
A	13+61.76	-13.166	705.132
B	13+71.72	-13.333	705.689
Bk. S. Abut.	13+81.67	-13.500	706.196

WEST EDGE OF PAVEMENT

Location	Station	Offset (ft)	Theoretical Grade Elevations
End S. Appr. Pav't	13+52.05	-12.000	704.577
A	13+62.05	-12.000	705.184
B	13+72.05	-12.000	705.739
Bk. S. Abut.	13+82.05	-12.000	706.244

CL WOOD STREET & PGL

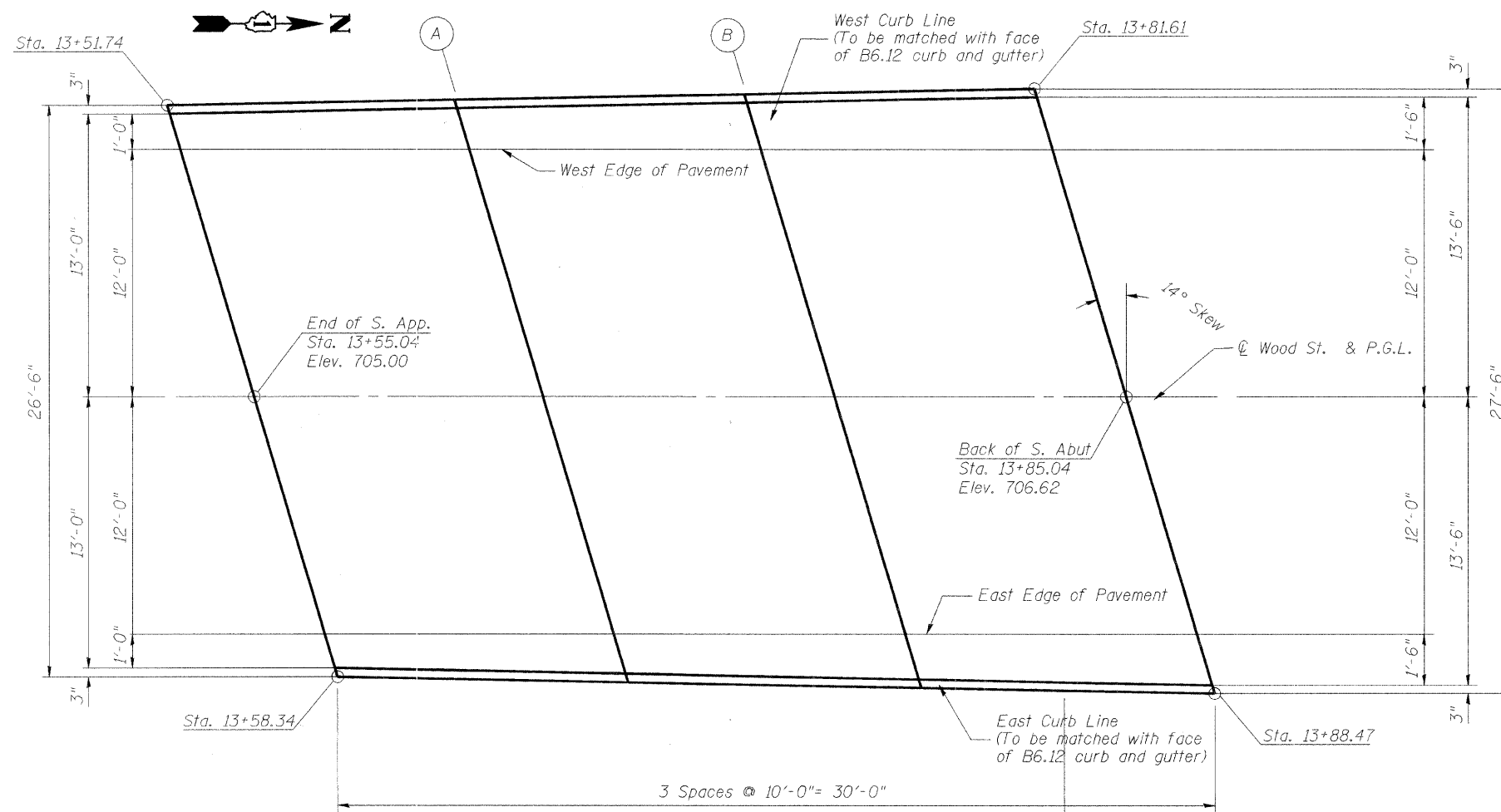
Location	Station	Offset (ft)	Theoretical Grade Elevations
End S. Appr. Pav't	13+55.04	0.000	705.004
A	13+65.04	0.000	705.595
B	13+75.04	0.000	706.135
Bk. S. Abut.	13+85.04	0.000	706.624

EAST EDGE OF PAVEMENT

Location	Station	Offset (ft)	Theoretical Grade Elevations
End S. Appr. Pav't	13+58.03	12.000	704.946
A	13+68.03	12.000	705.522
B	13+78.03	12.000	706.047
Bk. S. Abut.	13+88.03	12.000	706.521

EAST CURB LINE

Location	Station	Offset (ft)	Theoretical Grade Elevations
End S. Appr. Pav't	13+58.28	13.000	704.938
A	13+68.32	13.166	705.513
B	13+78.37	13.333	706.036
Bk. S. Abut.	13+88.41	13.500	706.508



SOUTH APPROACH PAVEMENT - PLAN

DESIGNED	200
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOUTH APPROACH PAVEMENT ELEVATIONS
WOOD ST. BRIDGE OVER B.N.S.F. R.R.
AND INDIAN CREEK
SECTION - BR STATION 15+24.92
KANE COUNTY STRUCTURE NO. 045-6022

SCALE:
DATE: SEPTEMBER 2008

DRAWN BY: ERD
CHECKED BY: ATI

WOOD STREET

SEC

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		KANE	72	28
FED. ROAD DIST. NO. 7		ILLINOIS PROJECT NO.		

SHEET NO. S-9
SHEETS 33

Project No. BR05-000(64)
Contract No. 63080

WEST CURB LINE

Location	Station	Offset (ft)	Theoretical Grade Elevations
Bk. N. Abut.	16+61.42	-13.500	699.674
A	16+67.42	-13.500	699.164
B	16+79.52	-13.290	698.164
End N. Appr. Pav't.	16+91.55	-13.000	697.207

WEST EDGE OF PAVEMENT

Location	Station	Offset (ft)	Theoretical Grade Elevations
Bk. N. Abut.	16+61.70	-12.000	699.671
A	16+67.70	-12.000	699.161
B	16+79.77	-12.000	698.164
End N. Appr. Pav't.	16+91.80	-12.000	697.208

CL WOOD STREET & PGL

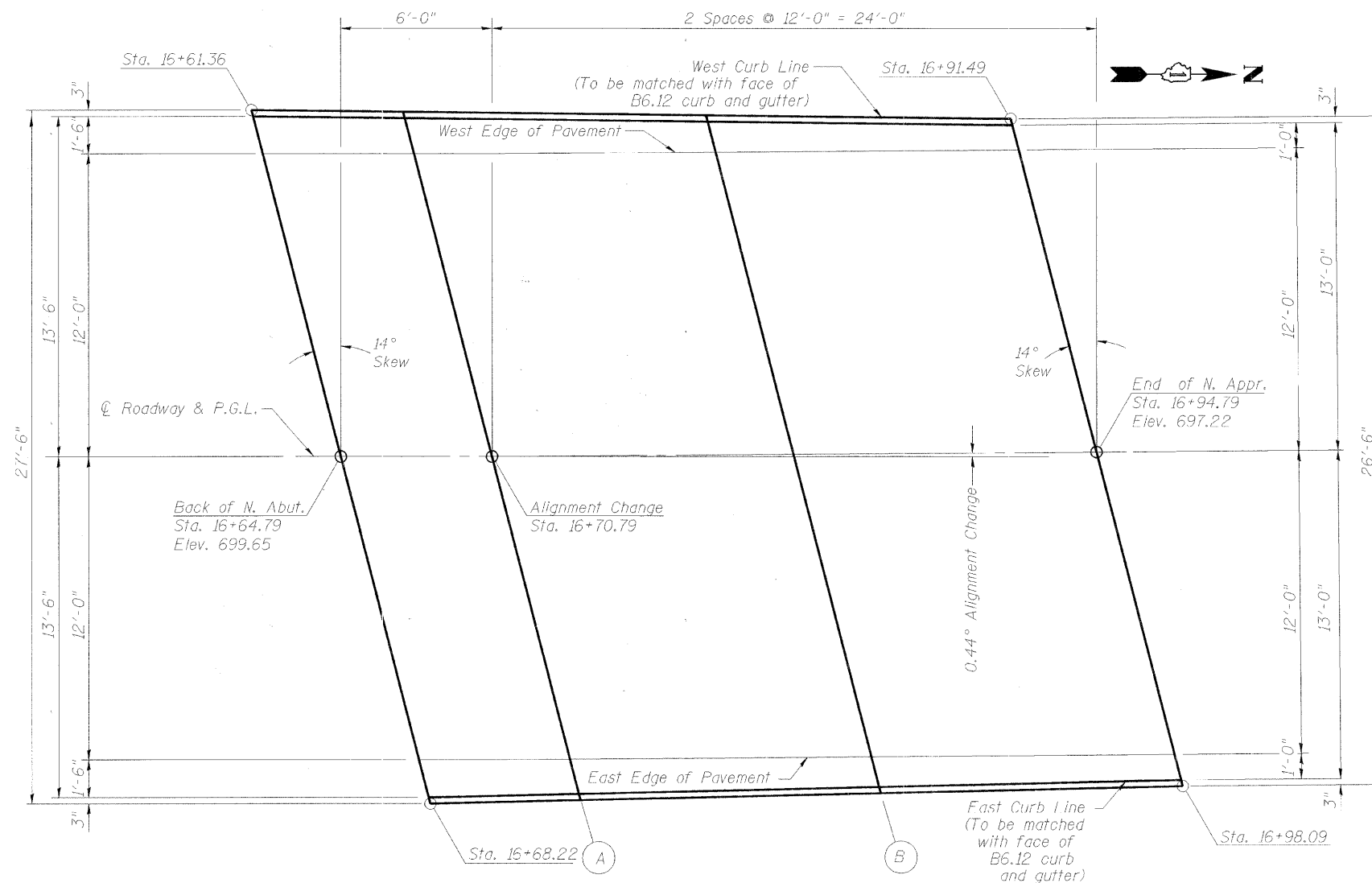
Location	Station	Offset (ft)	Theoretical Grade Elevations
Bk. N. Abut.	16+64.79	0.000	699.648
A	16+70.79	0.000	699.142
B	16+82.79	0.000	698.162
End N. Appr. Pav't.	16+94.79	0.000	697.216

EAST EDGE OF PAVEMENT

Location	Station	Offset (ft)	Theoretical Grade Elevations
Bk. N. Abut.	16+67.88	12.000	699.146
A	16+73.78	12.000	698.654
B	16+85.75	12.000	697.684
End N. Appr. Pav't.	16+97.78	12.000	696.747

EAST CURB LINE

Location	Station	Offset (ft)	Theoretical Grade Elevations
Bk. N. Abut.	16+68.15	13.500	699.083
A	16+74.03	13.440	698.593
B	16+85.98	13.220	697.623
End N. Appr. Pav't.	16+98.03	13.000	696.688



NORTH APPROACH PAVEMENT - PLAN

DESIGNED	203
CHECKED	EXAMINED
DRAWN	ENGINEER OF BRIDGE DESIGN
CHECKED	PASSED
	ENGINEER OF BRIDGES AND STRUCTURES



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
NORTH APPROACH PAVEMENT ELEVATIONS
WOOD ST. BRIDGE OVER B.N.S.F. R.R.
AND INDIAN CREEK
SECTION - BR STATION 15+24.92
KANE COUNTY STRUCTURE NO. 045-6022

SCALE: DATE: SEPTEMBER 2008

DRAWN BY: MCC
CHECKED BY: ATI

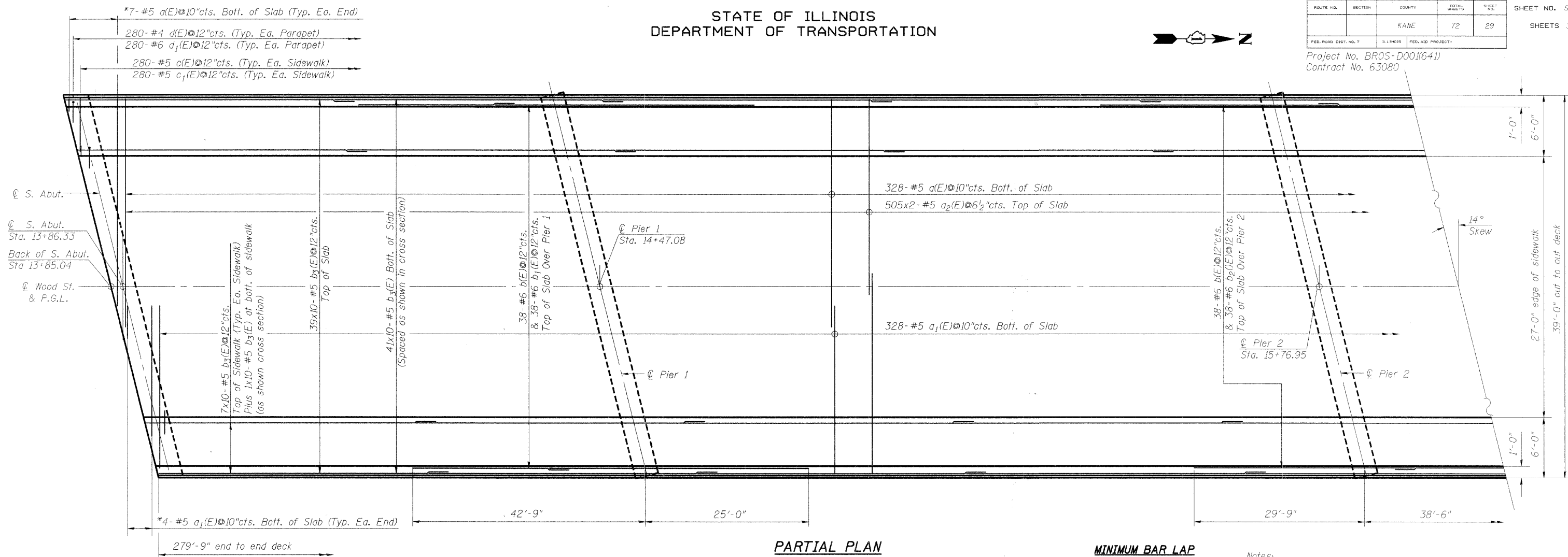
WOOD STREET

SEC

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S-10
		KANE	72	29	SHEETS 33
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT	

Project No. BROS-D001(641)
Contract No. 63080



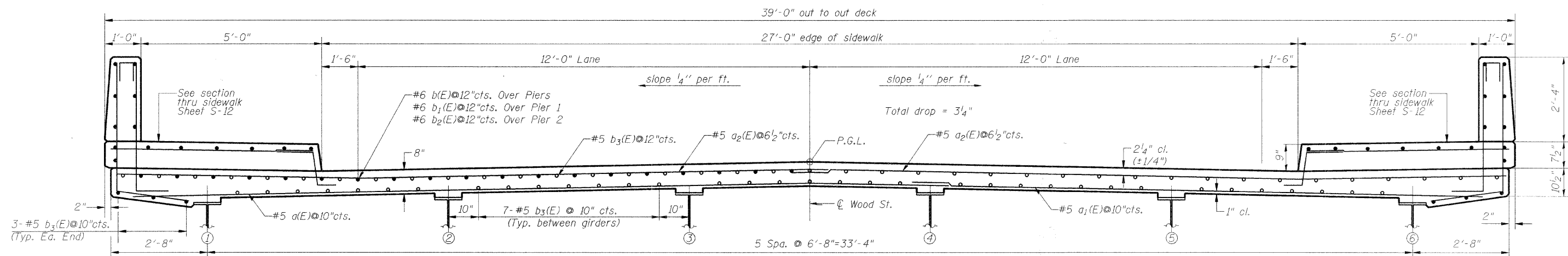
PARTIAL PLAN

MINIMUM BAR LAP

#5 bar = 2'-2"
#6 bar = 2'-7"

Notes:
See Sheet 12 of 32 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 12 of 32 for parapet reinforcement.

*Order a(E), a₁(E), & a₂(E) Bars full length.
Cut to fit skew and use remainder of bars in opposite end.



CROSS SECTION
(Looking North)

DESIGNED	200
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	ENGINEER OF BRIDGES AND STRUCTURES

CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO
ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE - I
WOOD ST. BRIDGE OVER B.N.S.F. R.R.
AND INDIAN CREEK
SECTION - BR STATION 15+24.92
KANE COUNTY STRUCTURE NO. 045-6022

SCALE:
DATE: SEPTEMBER 2008

DRAWN BY: MCC
CHECKED BY: ATI

WOOD STREET

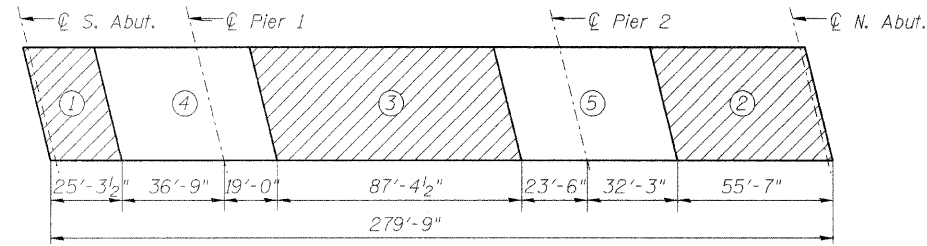
SEC

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
		KANE	72	30
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

SHEET NO. S-11
SHEETS 33

Project No. BR05-D001641
Contract No. 63080

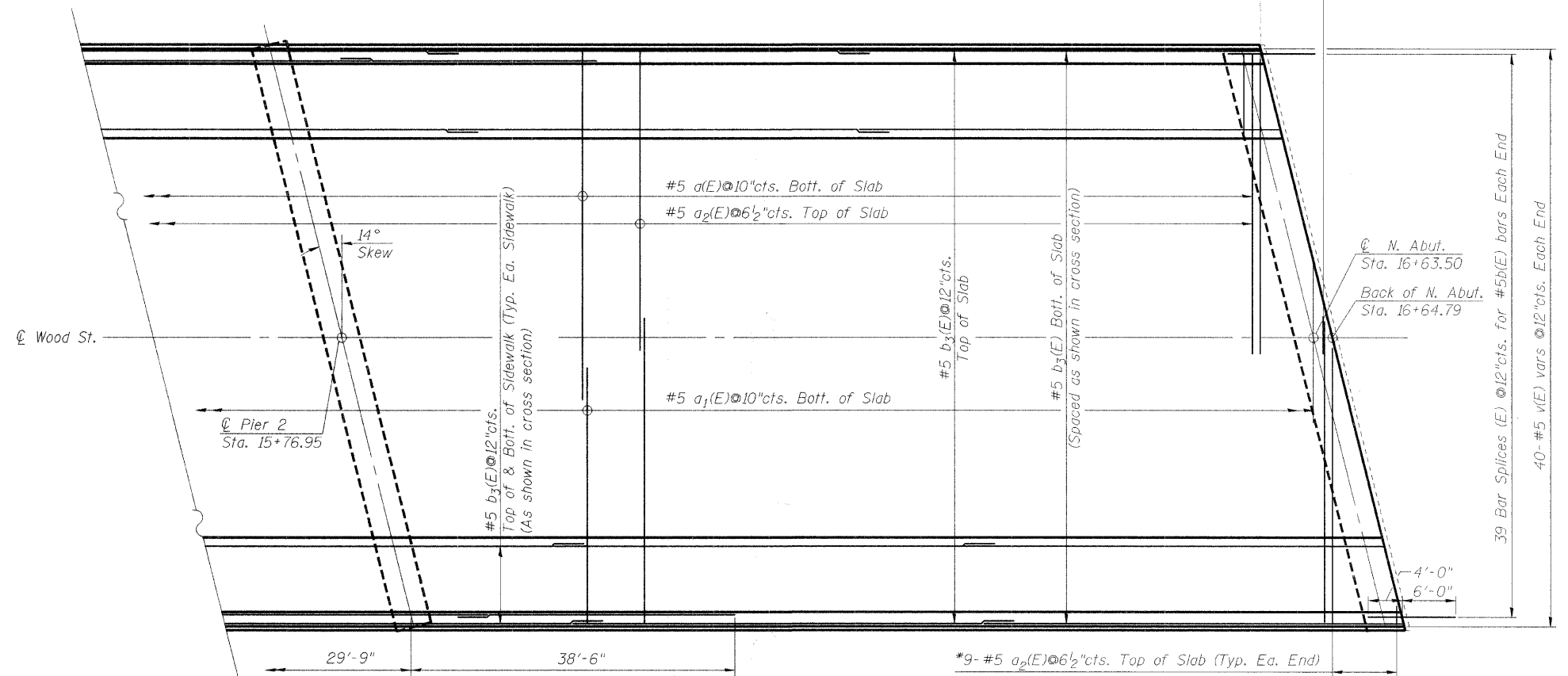


① Indicates pouring sequence

DECK POURING SEQUENCE

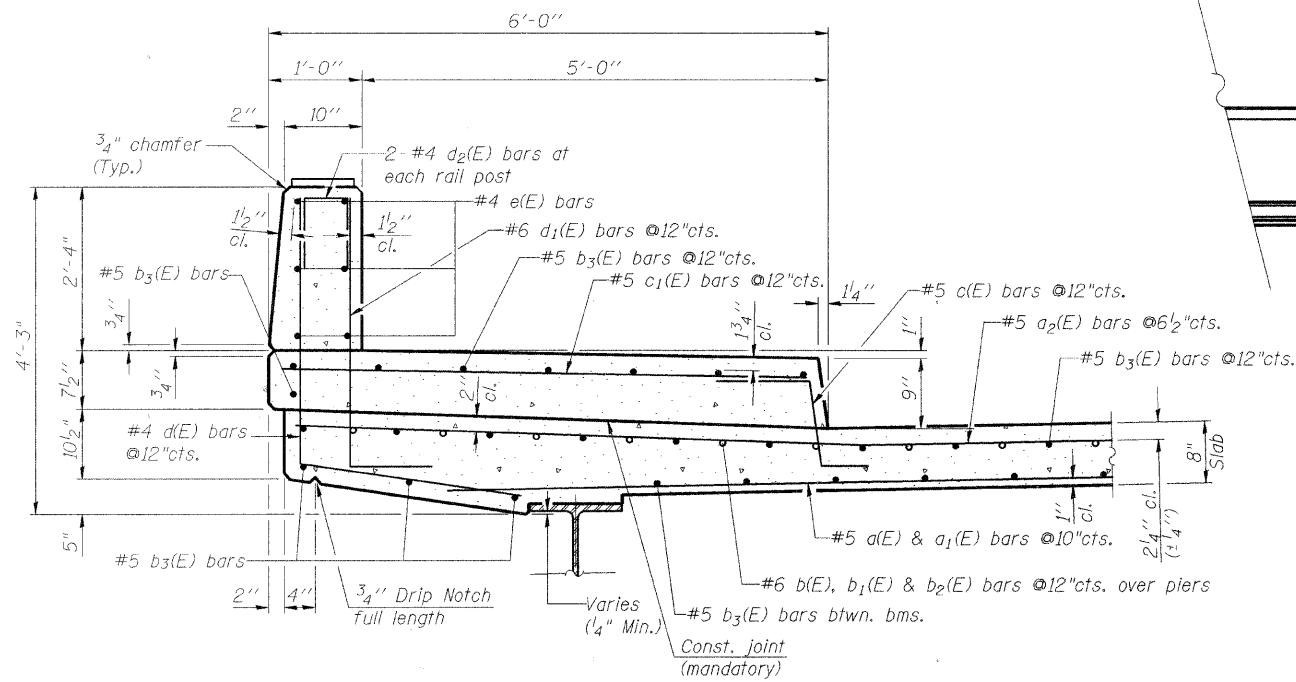
Contractor may propose alternate pouring sequence. Coordinate w/RE & City of Aurora prior to construction.

*9- #5 a₂(E) @ 6 1/2" cts. Top of Slab (Typ. Ea. End)



PARTIAL PLAN

*Order a(E), a₁(E), & a₂(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

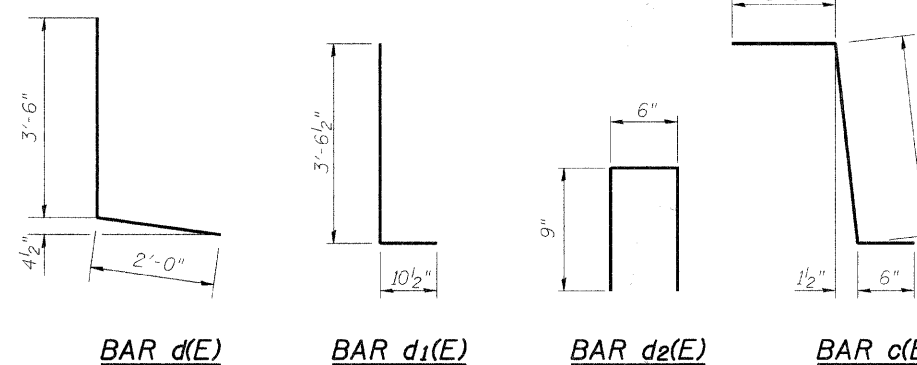


SECTION THRU SIDEWALK

Notes:
See Sheet 12 of 32 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 12 of 32 for parapet reinforcement.

MINIMUM BAR LAP

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



DESIGNED	200
CHECKED	
DRAWN	
CHECKED	

EXAMINED	ENGINEER OF BRIDGE DESIGN
PASSED	ENGINEER OF BRIDGES AND STRUCTURES

CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO
ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE - II
WOOD ST. BRIDGE OVER B.N.S.F. R.R.
AND INDIAN CREEK
SECTION - BR STATION 15+24.92
KANE COUNTY STRUCTURE NO. 045-6022

SCALE:
DATE: SEPTEMBER 2008

DRAWN BY: MCC
CHECKED BY: ATI

WOOD STREET

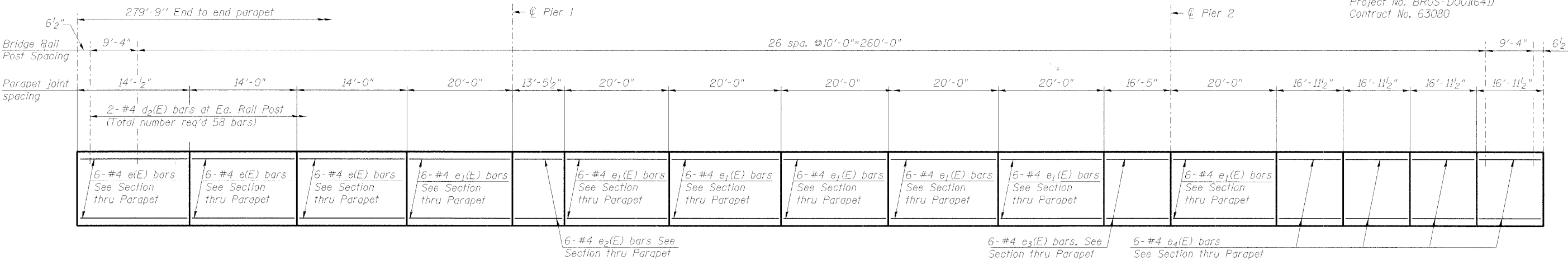
SEC

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		KANE	72	31
PROJECT ROAD DIST. NO. 7		ILLINOIS FEEL AND PARAPET		

SHEET NO. 5-12
SHEETS 33

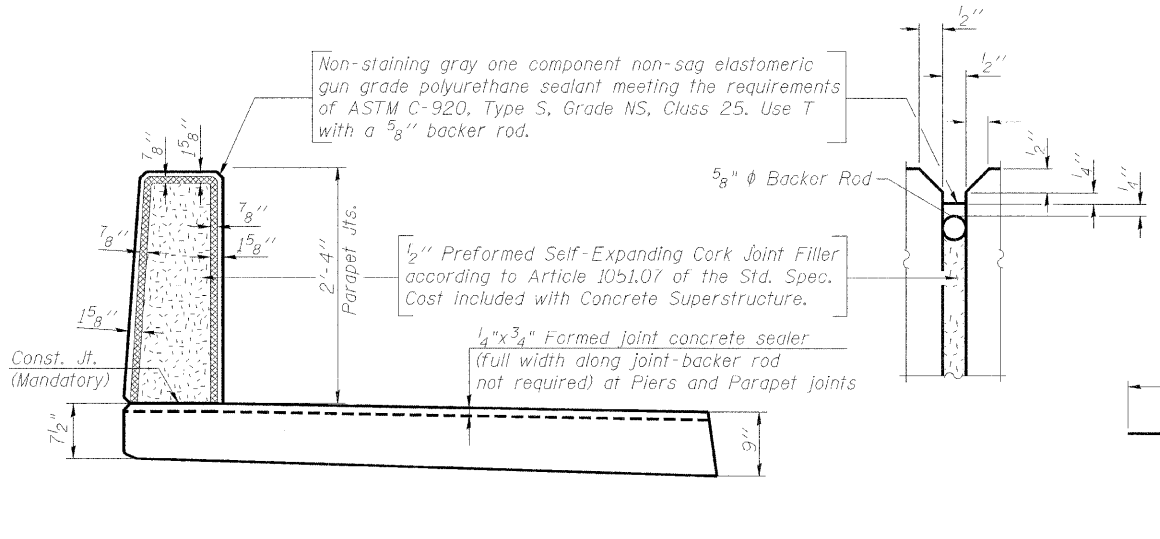
Project No. BROS-DOO(641)
Contract No. 63080



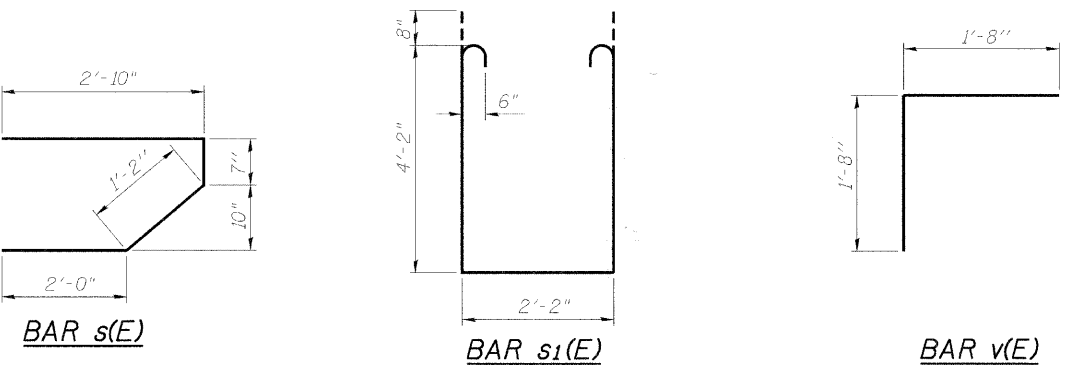
INSIDE ELEVATION OF PARAPET
(LOOKING WEST)

SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	335	#5	23'-7"	—
a1(E)	332	#5	16'-11"	—
a2(E)	1028	#5	20'-3"	—
b(E)	76	#6	36'-0"	—
b1(E)	38	#6	34'-4"	—
b2(E)	38	#6	34'-7"	—
b3(F)	960	#5	29'-11"	—
c(E)	560	#5	2'-5"	~
c1(E)	560	#5	5'-7"	—
d(E)	560	#4	5'-6"	L
d1(E)	560	#6	4'-5"	L
d2(E)	116	#4	2'-0"	U
e(E)	36	#4	13'-8"	—
e1(E)	84	#4	19'-8"	—
e2(E)	12	#4	13'-1"	—
e3(E)	12	#4	16'-1"	—
e4(E)	48	#4	16'-7"	—
m(E)	20	#6	21'-3"	—
m1(F)	16	#6	9'-6"	—
m2(E)	8	#6	7'-5"	—
m3(E)	10	#6	6'-6"	—
m4(E)	4	#6	2'-7"	—
s(E)	82	#5	6'-7"	U
s1(E)	72	#5	11'-10"	U
v(E)	80	#5	3'-4"	L
Reinforcement Bars, Epoxy Coated		Pound	89,400	
Concrete Superstructure		Cu. Yds.	475.7	
Bridge Deck Grooving		Sq. Yds.	770	
Protective Coat		Sq. Yds.	1,385	



PARAPET JOINT DETAILS



DESIGNED	200
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	

S-I-D 9-3-07

REVISIONS	
NAME	DATE

CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ ALTOONA, IL ■ ST. LOUIS, MO
ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL

ILLINOIS DEPARTMENT OF TRANSPORTATION
PARAPET ELEVATION
WOOD ST. BRIDGE OVER B.M.S.F. R.R.
AND INDIAN CREEK
SECTION - BR STATION 15+24.92
KANE COUNTY STRUCTURE NO. 045-6022

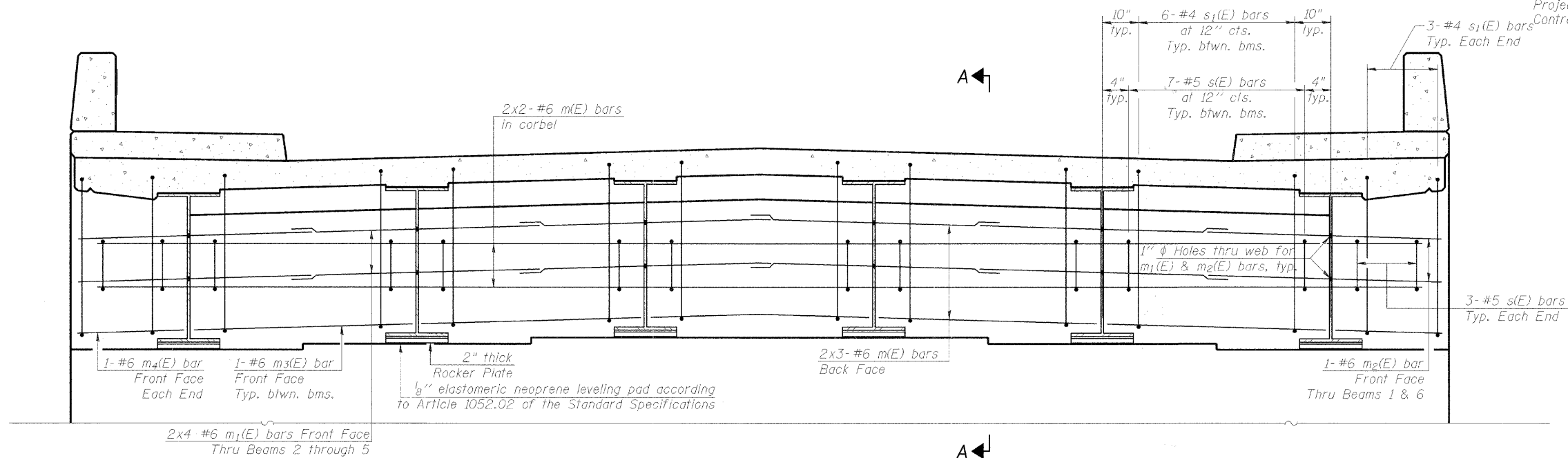
SCALE: DATE: SEPTEMBER 2008 DRAWN BY: MCC CHECKED BY: ATI

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		KANE	72	32
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. S-13
SHEETS 33

Project No. BR05-D001641
Contract No. 63080

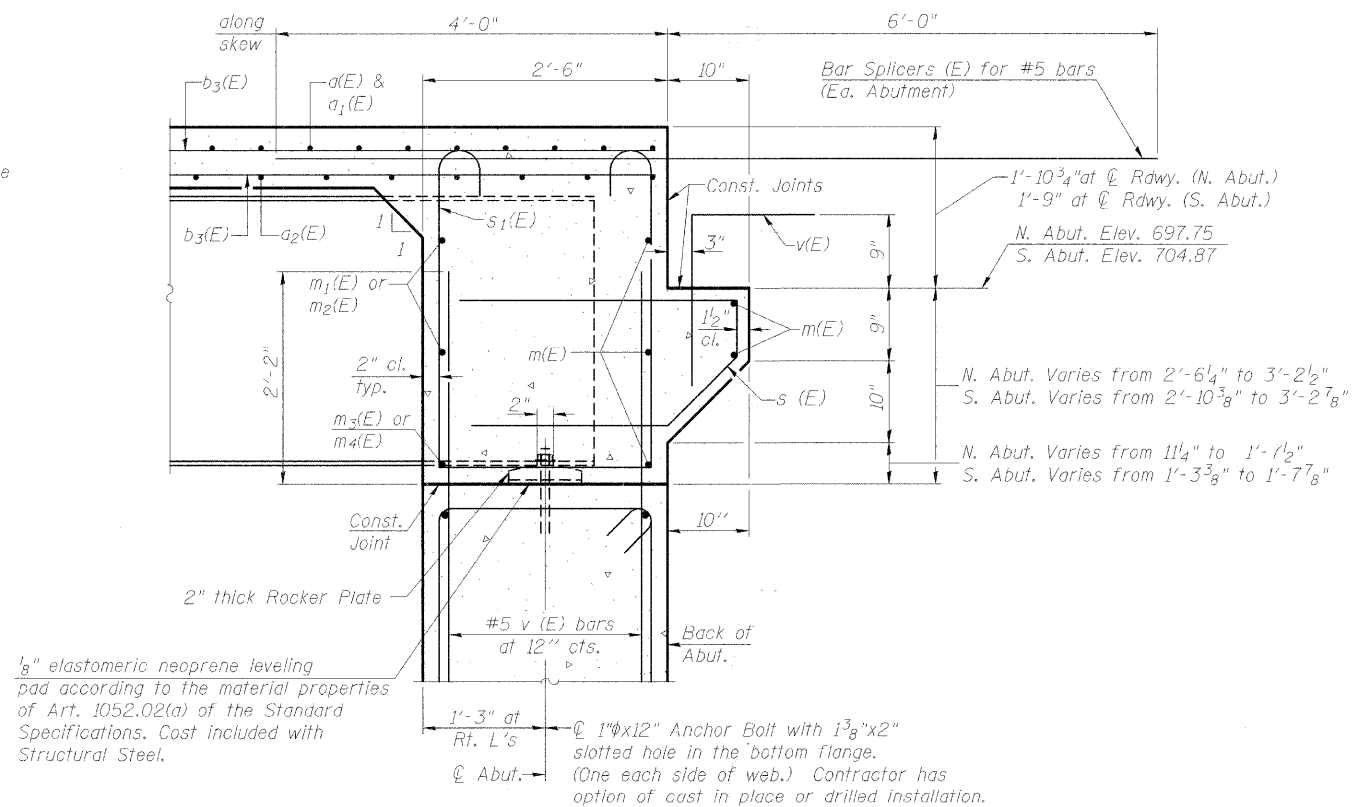


DIAPHRAGM ELEVATION AT ABUTMENT

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 12 of 32.
Concrete in diaphragm is included with Concrete Superstructure on sheet 12 of 32.
For details of bars s(E) & s₁(E) see sheet 12 of 32.
The s(E) and s₁(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
For anchor bolt notes see sheet S-20.
For location of holes thru web, see sheet S-20.

MIN. BAR LAP

#6 bar = 2'-7"



SECTION A-A

Dimensions at right angles to abutment, except as shown.

DESIGNED	200
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	ENGINEER OF BRIDGES AND STRUCTURES

SI-DS1 9-3-07

CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO
ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BACKWALL DETAILS
WOOD ST. BRIDGE OVER B.N.S.F. R.R.
AND INDIAN CREEK
SECTION -BR STATION 15+24.92
KANE COUNTY STRUCTURE NO. 045-6022

SCALE:
DATE: SEPTEMBER 2008

DRAWN BY: MCC
CHECKED BY: ATI

WOOD STREET

SEC

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		KANE	72	34
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 5-15
SHEETS 33

Project No. BR05-DO01(641)
Contract No. 63080

NOTES

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

- ① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$
- ② Minimum *Pull-out Strength (Tension in kips) = $1.25 \times f_{s_{allow}} \times A_t$

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."

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

ROLLED THREAD DOWEL BAR



** ONE PIECE

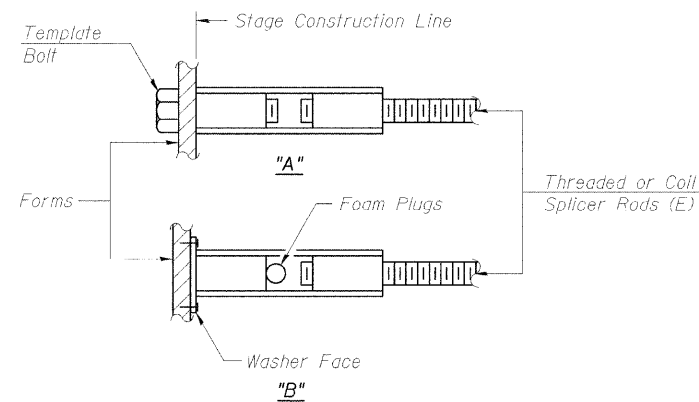
Wire Connector



WELDED SECTIONS

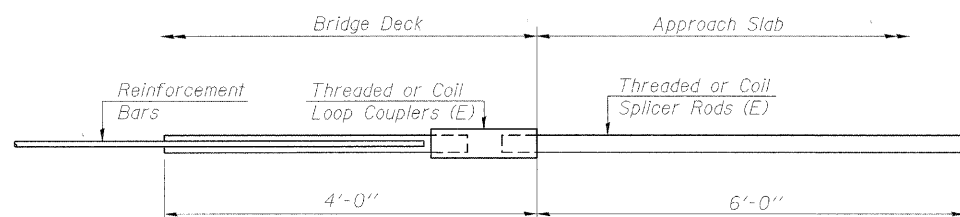
BAR SPLICER ASSEMBLY ALTERNATIVES

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



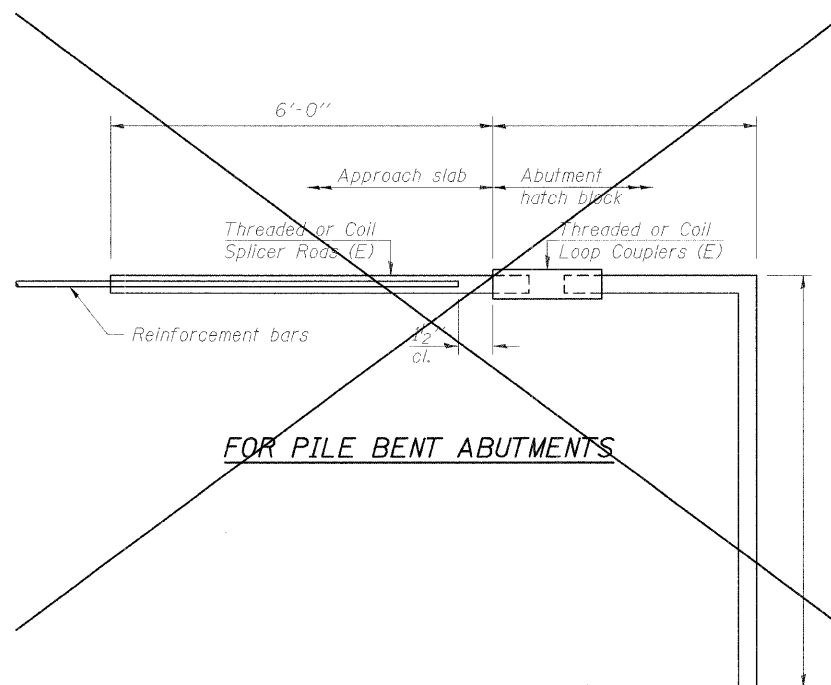
INSTALLATION AND SETTING METHODS

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



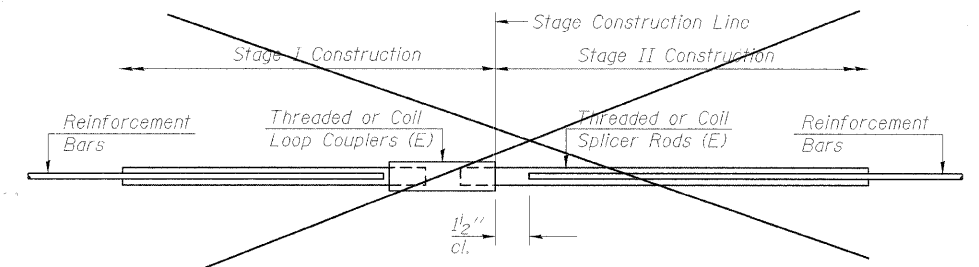
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required = 78



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

DESIGNED	200
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	

BSD-1 11-1-06

REVISIONS	
NAME	DATE

CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO
ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL

ILLINOIS DEPARTMENT OF TRANSPORTATION
BAR SPLICER ASSEMBLY DETAILS
WOOD ST. BRIDGE OVER B.N.S.F. R.R.
AND INDIAN CREEK
SECTION - BR STATION 15+24.92
KANE COUNTY STRUCTURE NO. 045-6022

SCALE:
DATE: SEPTEMBER 2008

DRAWN BY:
CHECKED BY: ATI

WOOD STREET

SEC

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 5-17
		KANE	72	36	SHEETS 33
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Project No. BR05-D001641
Contract No. 63080

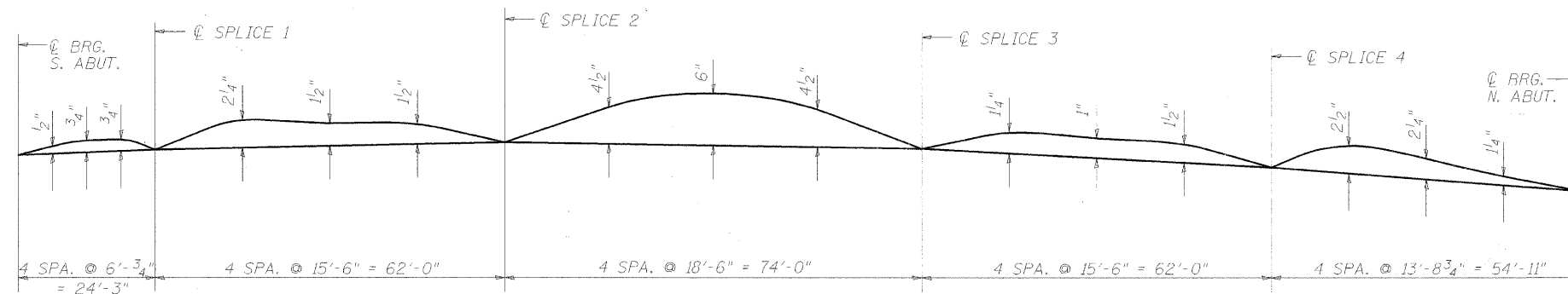
TOP OF WEB ELEVATIONS *						
LOCATION	BEAM 1	BEAM 2	BEAM 3	BEAM 4	BEAM 5	BEAM 6
⊙ BRG. S. ABUT	705.365	705.577	705.787	705.863	705.804	705.744
⊙ SPLICE 1	706.295	706.486	706.676	706.731	706.652	706.571
⊙ PIER 1	707.186	707.346	707.505	707.529	707.419	707.307
⊙ SPLICE 2	707.596	707.735	707.872	707.874	707.742	707.608
⊙ SPLICE 3	706.454	706.530	706.604	706.543	706.347	706.151
⊙ PIER 2	704.944	704.993	705.041	704.955	704.733	704.510
⊙ SPLICE 4	703.200	703.223	703.244	703.130	702.882	702.632
⊙ BRG. N. ABUT	698.986	698.978	698.970	698.829	698.554	698.280

* For fabrication only

INTERIOR GIRDER REACTION TABLE HL 93 Loading				
	S. Abut.	Pier 1	Pier 2	N. Abut.
R _{DC1} (k)	9.76	100.45	116.12	22.11
R _{DC2} (k)	5.34	39.75	46.02	10.43
R _{DW} (k)	4.86	36.16	41.87	9.49
R _{L + Imp} (k)	60.10	118.72	127.58	65.86
R _{Total} (k)	80.07	295.08	331.59	107.86

INTERIOR GIRDER MOMENT TABLE					
	0.2 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.7 Sp. 3
I _s (in ⁴)	12084	27107	21864	33594	12084
I _{c(n)} (in ⁴)	31258		52604		31258
I _{c(3n)} (in ⁴)	22846		37504		22846
S _s (in ³)	556	1179	1100	1430	556
S _{c(n)} (in ³)	824		1483		824
S _{c(3n)} (in ³)	739		1347		739
DC1 (k/')	0.876	1.596	0.876	1.586	0.876
M _{DC1} (k)	54.0	1670	775.0	2201	286.0
DC2 (k/')	0.366		0.366		0.366
M _{DC2} (k)	38.0		361.0		147.0
DW (k/')	0.344		0.344		0.344
M _{DW} (k)	34.0		328.0		134.0
M _{L + Imp} (k)	482.0	984.0	1380.0	1227.0	930.0
M _u (Strength I) (k)	1010	3810	4327	4899	2370
φ _r M _n , φ _r M _{nc} (k)	4407	4114	7131	5196	4182
f _e DC1 (ksi)	1.2	17.0	8.5	18.5	6.2
f _e DC2 (ksi)	0.6		3.2		2.4
f _e DW (ksi)	0.6		2.9		2.2
f _e 1.3(4+I) (ksi)	9.1	13.0	14.5	13.4	17.6
f _s (Service II) (ksi)	11.5	30.0	29.1	31.9	28.4
f _s (Total)(Strength I) (ksi)	15.4	38.8	38.5	41.1	37.7
V _r (k)	18.9		25.2		22.3

- I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).
- I_{c(n)}, S_{c(n)}: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) due to short-term composite live loads (in⁴ and in³).
- I_{c(3n)}, S_{c(3n)}: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads (in⁴ and in³).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- M_{L + Imp}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- M_u (Strength I): Factored design moment (kip-ft.).
1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{L + Imp}
- φ_rM_n: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).
- φ_rM_{nc}: Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).
- f_s (Service II): Sum of stresses as computed from the moments below (ksi).
M_{DC1} + M_{DC2} + M_{DW} + 1.3 M_{L + Imp}
- f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{L + Imp}
- V_r: Factored shear range computed according to Article 6.10.10.



CAMBER DIAGRAM

DESIGNED	
CHECKED	
DRAWN	
CHECKED	

EXAMINED	200
PASSED	ENGINEER OF BRIDGE DESIGN
	ENGINEER OF BRIDGES AND STRUCTURES



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CAMBER DIAGRAM
WOOD ST. BRIDGE OVER B.N.S.F. R.R.
AND INDIAN CREEK
SECTION -BR STATION 15+24.92
KANE COUNTY STRUCTURE NO. 045-6022

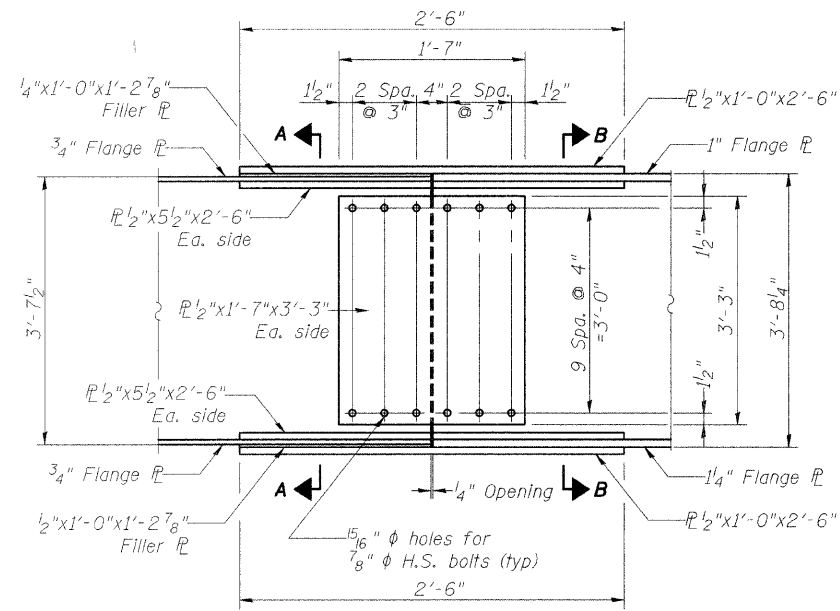
SCALE: DRAWN BY: MCC
DATE: SEPTEMBER 2008 CHECKED BY: ATI

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

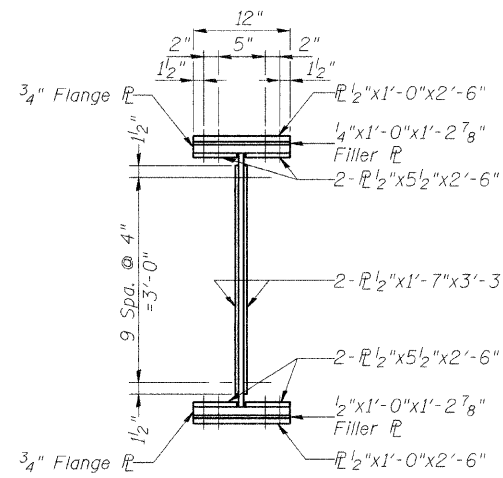
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		KANE	72	37
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT

Project No. BR05-D001(641)
Contract No. 63080

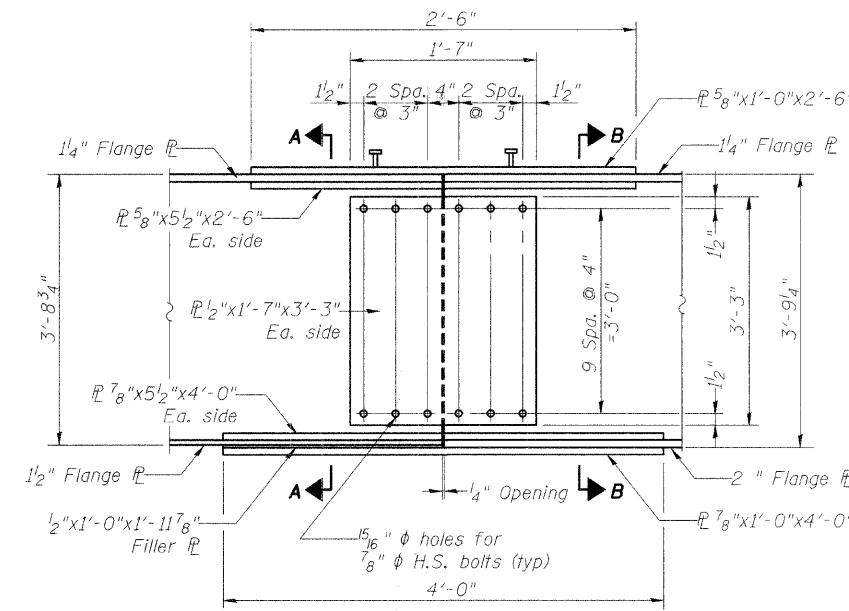
SHEET NO. 5-18
SHEETS 33



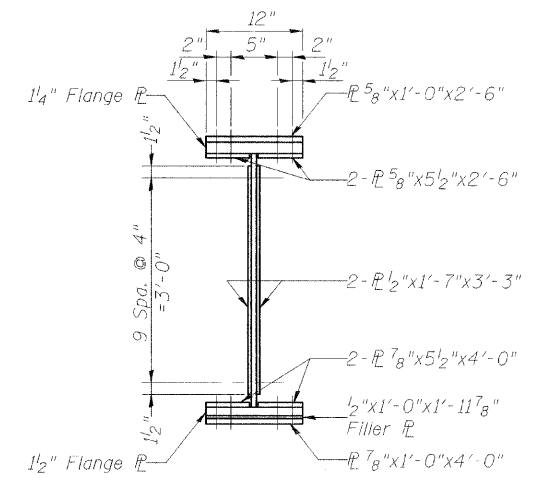
SPLICE-1 ELEVATION



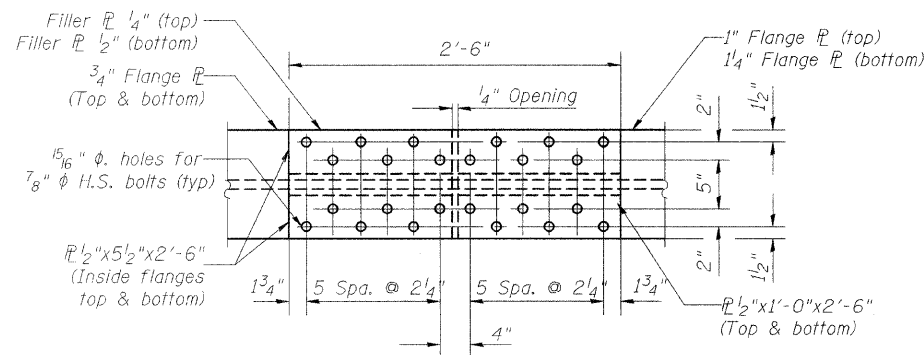
SECTION A-A



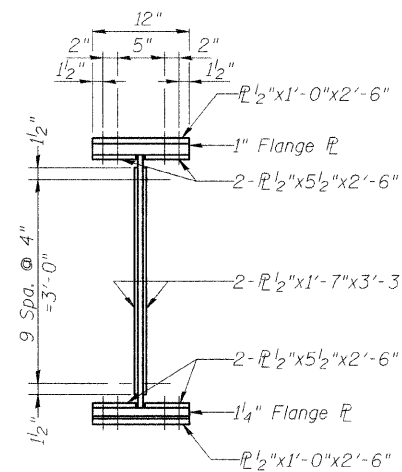
SPLICE-2 ELEVATION



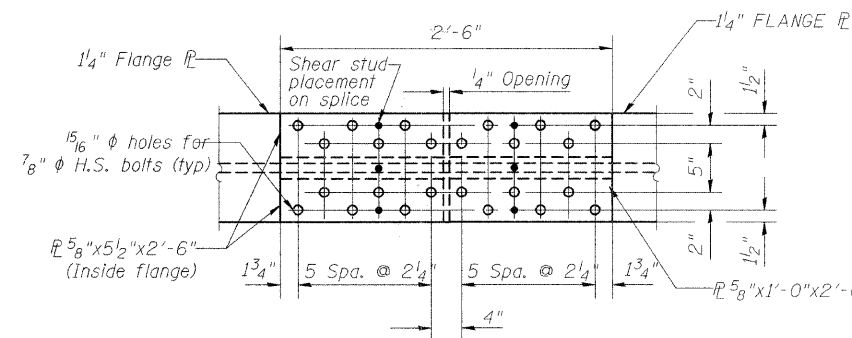
SECTION A-A



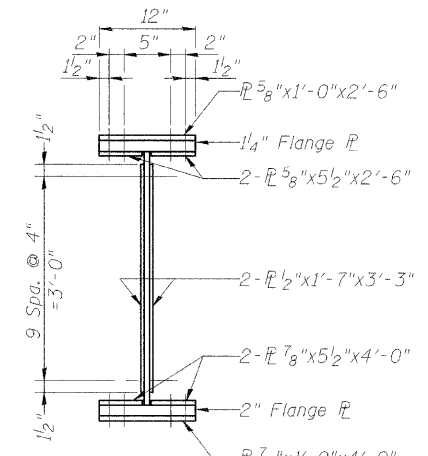
TOP & BOTTOM VIEW



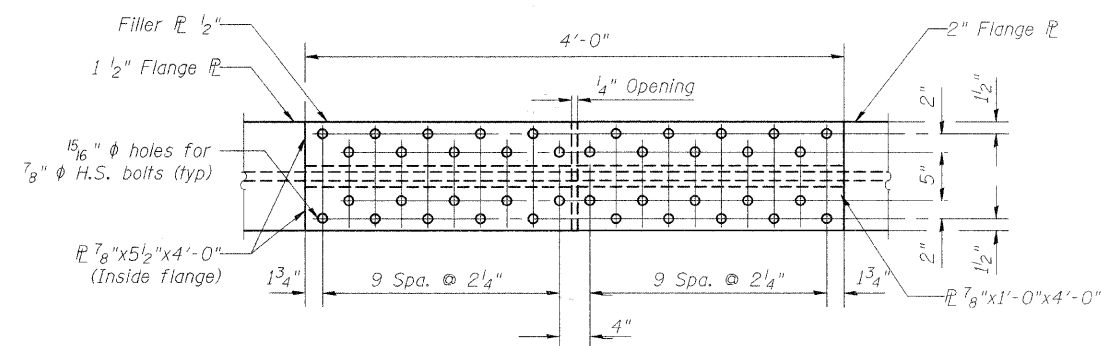
SECTION B-B



TOP VIEW



SECTION B-B



BOTTOM VIEW

Note:
All structural steel shall be AASHTO M 270 Grade 50.
All splice plates shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

DESIGNED	200
CHECKED	EXAMINED
DRAWN	ENGINEER OF BRIDGE DESIGN
CHECKED	PASSED
	ENGINEER OF BRIDGES AND STRUCTURES

CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO
ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SPLICE DETAILS-I
WOOD ST. BRIDGE OVER B.N.S.F. R.R.
AND INDIAN CREEK
SECTION -BR STATION 15+24.92
KANE COUNTY STRUCTURE NO. 045-6022

SCALE:
DATE: SEPTEMBER 2008
DRAWN BY: MCC
CHECKED BY: ATI

WOOD STREET

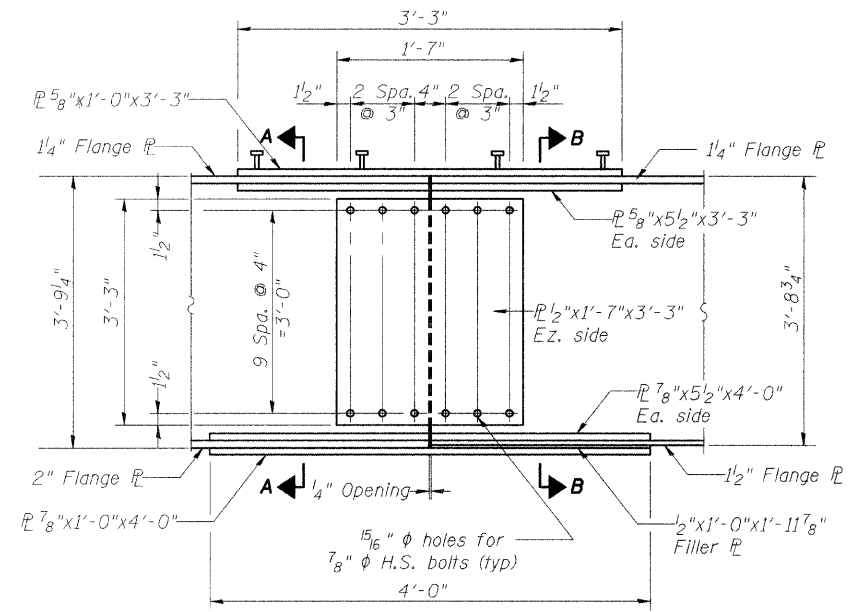
SEC

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

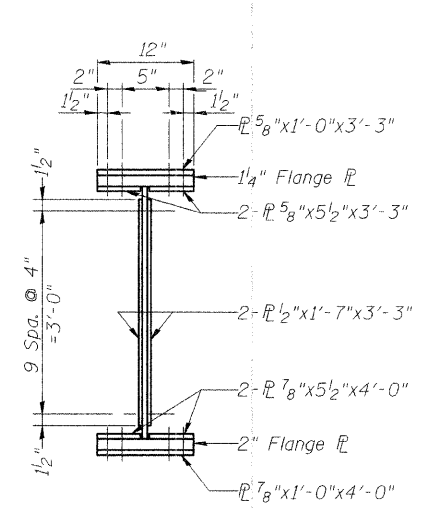
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		KANE	72	38
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT

Project No. BROS-0001(641)
Contract No. 63080

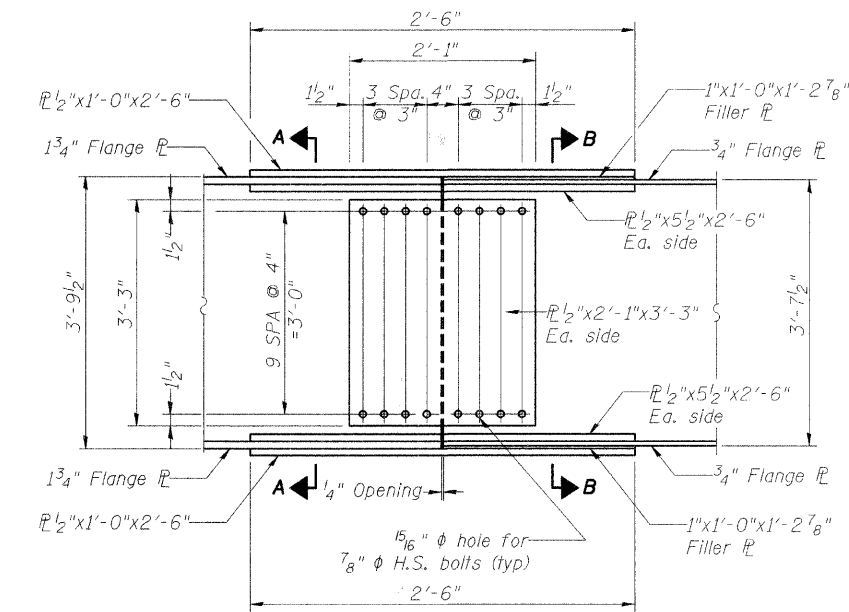
SHEET NO. S-19
SHEETS 33



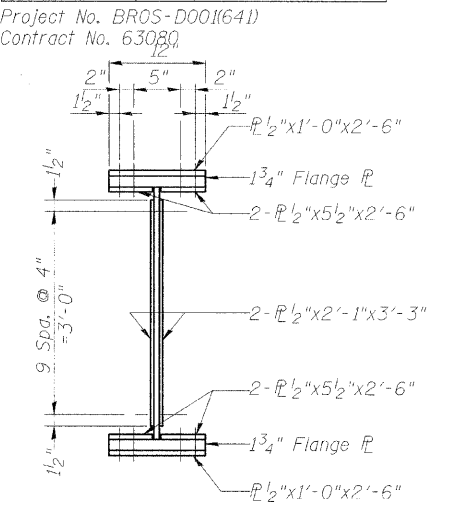
SPLICE-3 ELEVATION



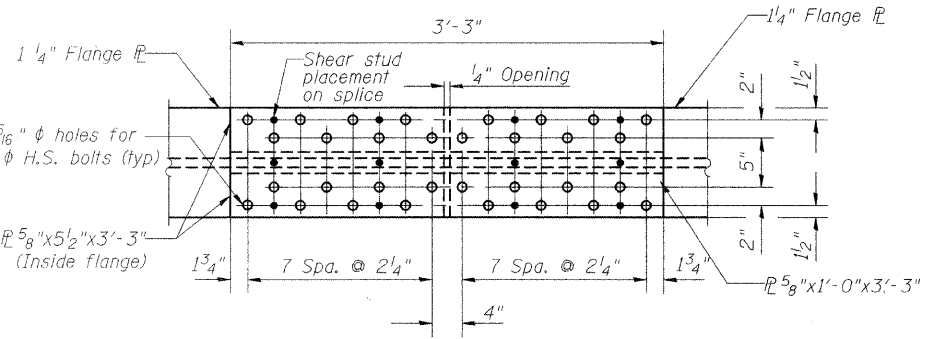
SECTION A-A



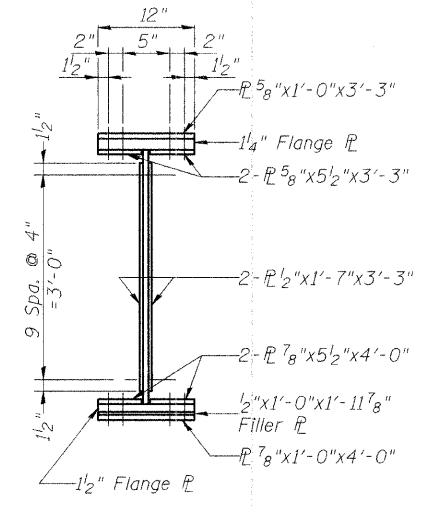
SPLICE-4 ELEVATION



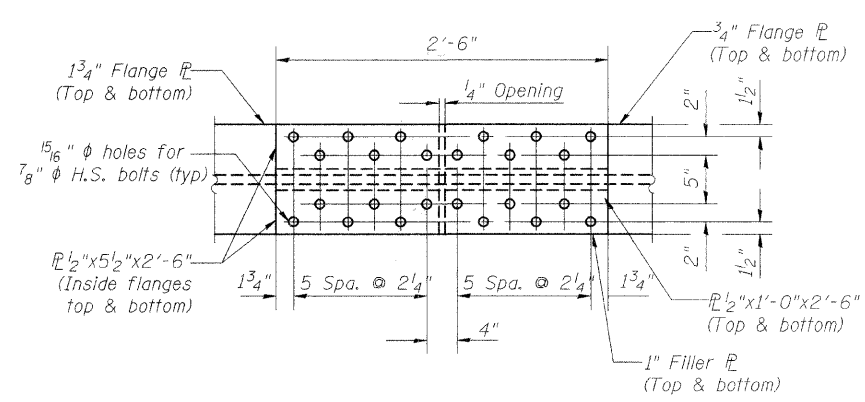
SECTION A-A



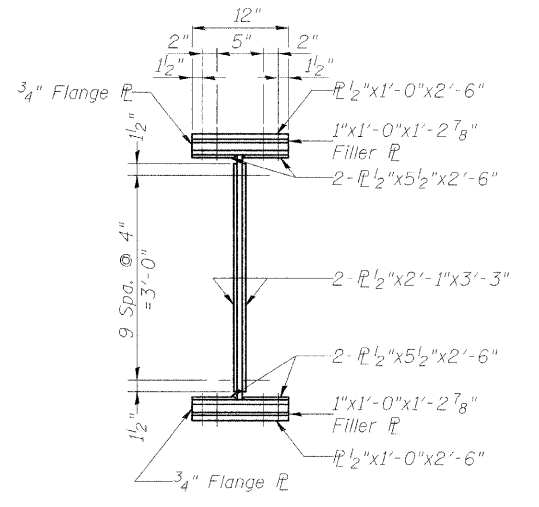
TOP VIEW



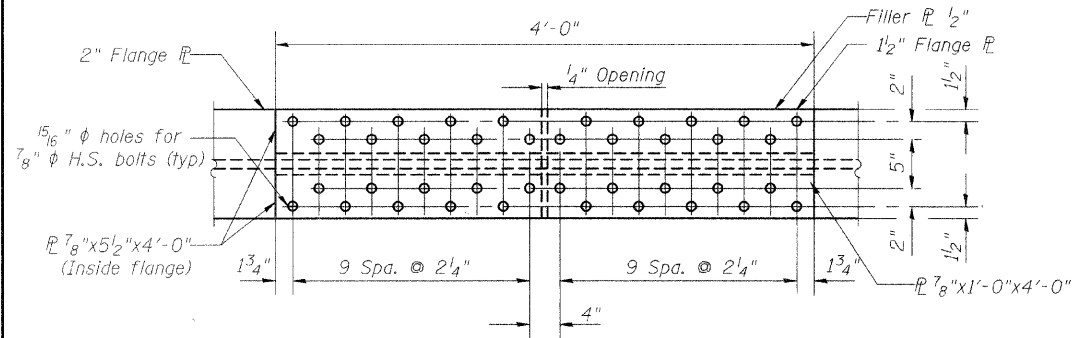
SECTION B-B



TOP & BOTTOM VIEW



SECTION B-B



BOTTOM VIEW

Note:
All structural steel shall be AASHTO M 270 Grade 50.
All splice plates shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

DESIGNED	200
CHECKED	EXAMINED
DRAWN	ENGINEER OF BRIDGE DESIGN
CHECKED	ENGINEER OF BRIDGES AND STRUCTURES

CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO
ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL

REVISIONS	
NAME	DATE

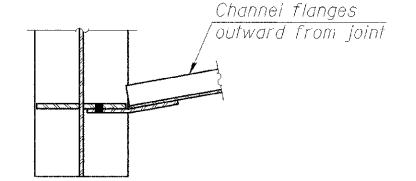
ILLINOIS DEPARTMENT OF TRANSPORTATION
SPLICE DETAILS-II
WOOD ST. BRIDGE OVER B.N.S.F. R.R.
AND INDIAN CREEK
SECTION -BR STATION 15+24.92
KANE COUNTY STRUCTURE NO. 045-6022

SCALE: DATE: SEPTEMBER 2008 DRAWN BY: MCC CHECKED BY: ATI

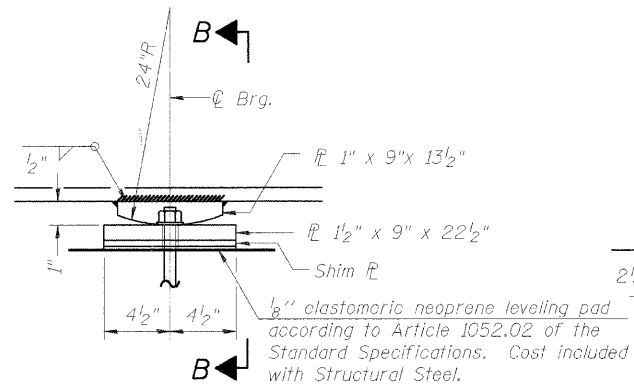
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FIGURE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		KANE	72	39
FED. ROAD DIST. NO. 7		ILL. HIGHWAY PROJECT-		

Project No. BR05-DO01641
Contract No. 63080

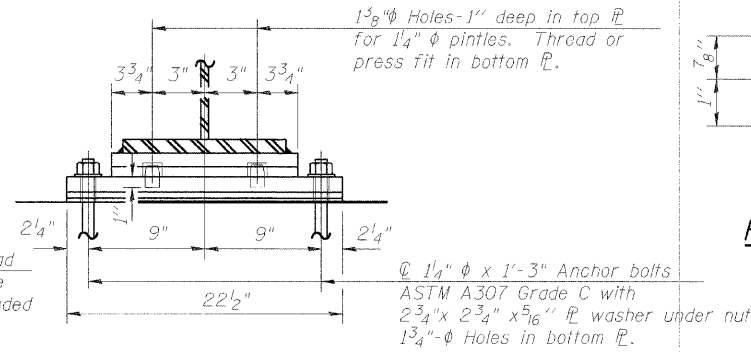


SECTION A-A

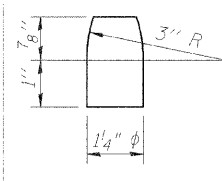


ELEVATION

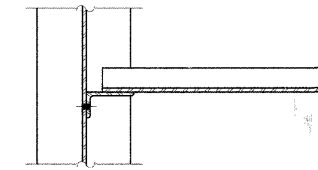
FIXED BEARING - PIER 1



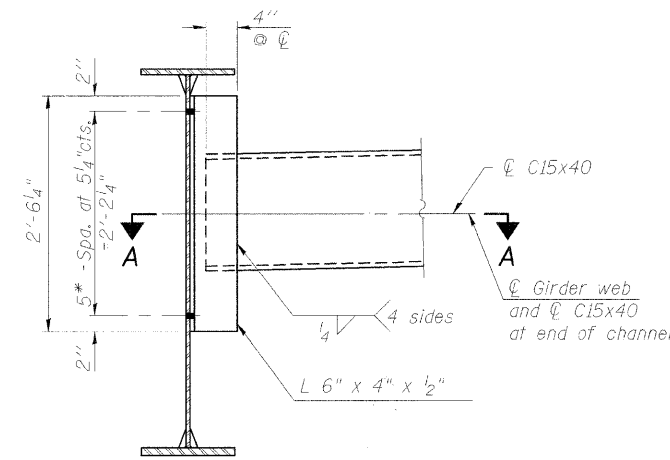
SECTION B-B



PINTLE



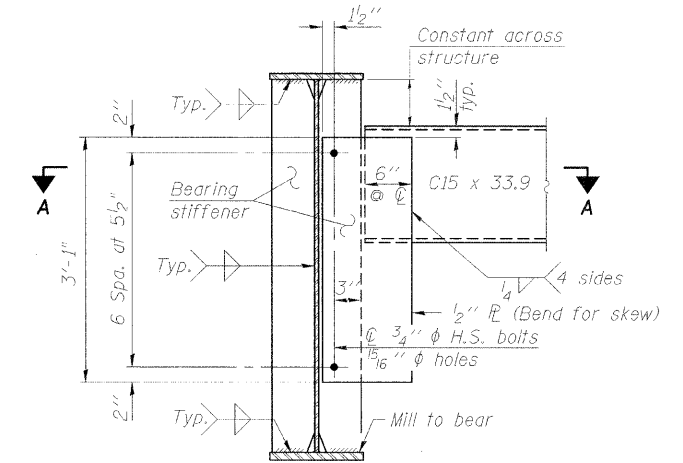
SECTION A-A



INTERIOR DIAPHRAGM - D

Note:
Two hardened washers required for each set of oversized holes.

* 3/4 inch HS bolts, 1 5/16 inch holes



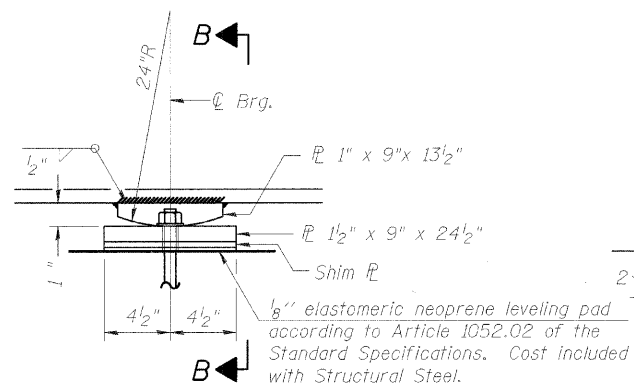
END DIAPHRAGM - D1

Note:
Two hardened washers required for each set of oversized holes.

BILL OF MATERIAL

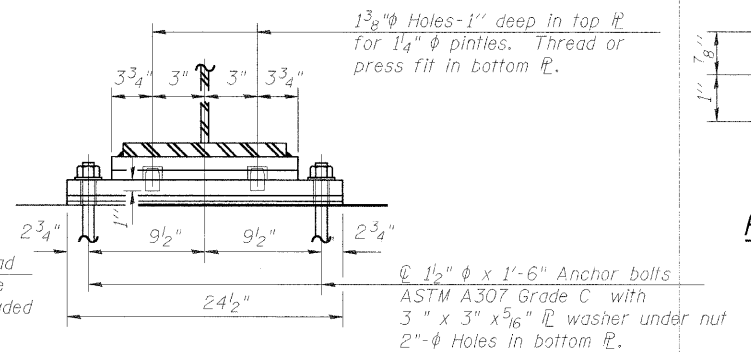
Item	Unit	Total
Anchor Bolts, 1"	Each	24
Anchor Bolts, 1/4"	Each	12
Anchor Bolts, 1/2"	Each	12

Notes:
All structural steel shall be AASHTO M 270 Grade 50.
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
For General Notes, see Sheet S-2 of S-32.

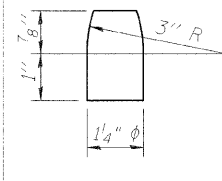


ELEVATION

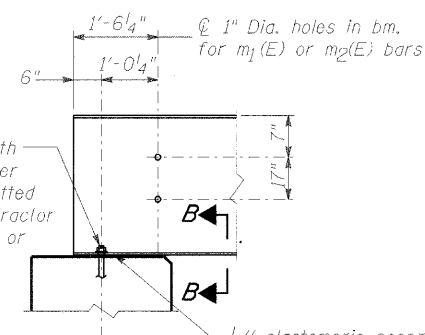
FIXED BEARING - PIER 2



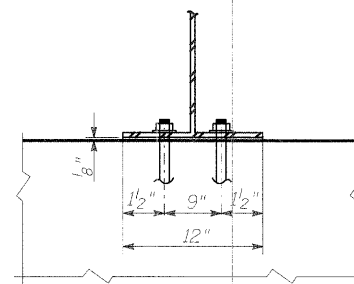
SECTION B-B



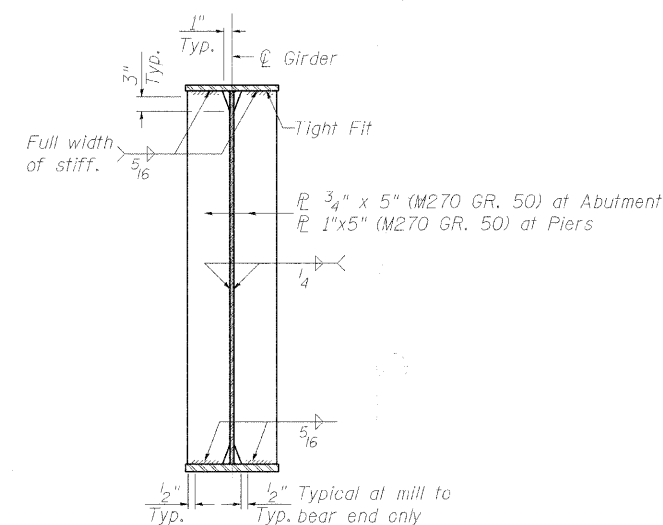
PINTLE



END OF BEAM ELEVATION



SECTION B-B



BEARING STIFFERS AT ABUTMENT AND PIERS

DESIGNED	200
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	

1-2-E!

11-1-06

CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO
ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FRAMING & BEARING DETAILS
WOOD ST. BRIDGE OVER B.N.S.F. R.R.
AND INDIAN CREEK
SECTION - BR STATION 15+24.92
KANE COUNTY STRUCTURE NO. 045-6022

SCALE:
DATE: SEPTEMBER 2008

DRAWN BY: ERD
CHECKED BY: ATI

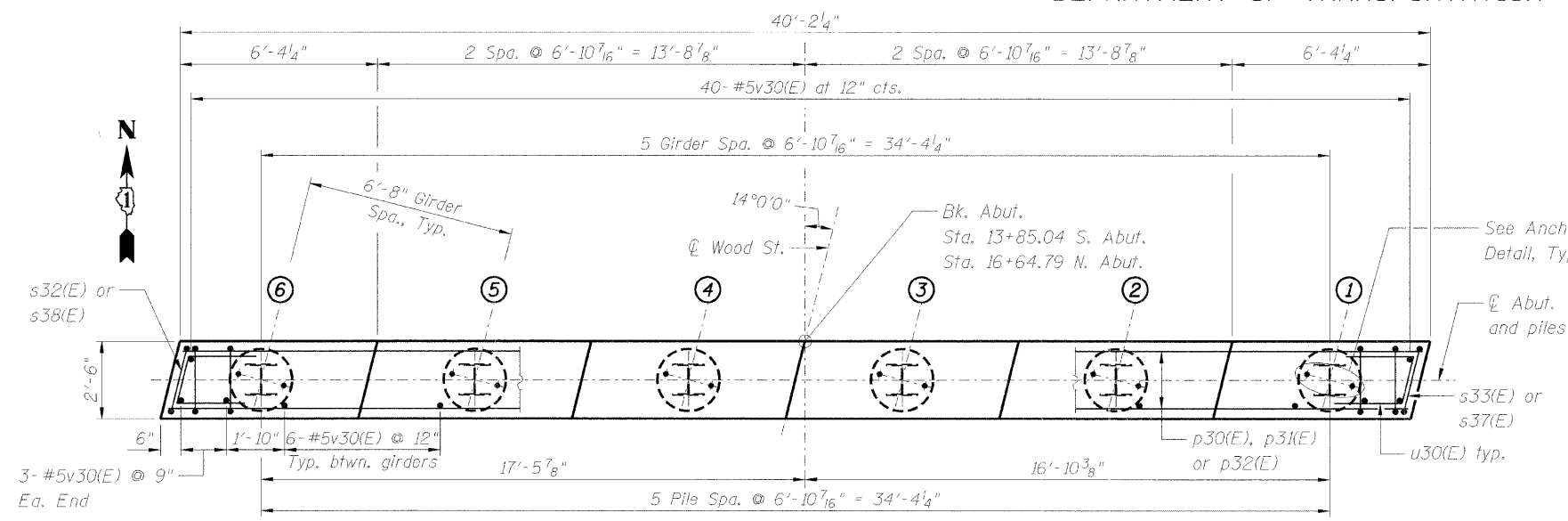
WOOD STREET

SEC

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

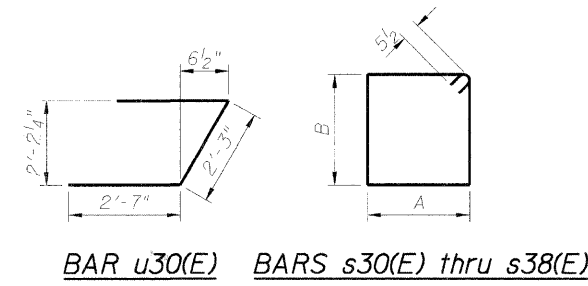
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		KANE	72	40
FED. ROAD DIST. NO. 7		ALTITUDE	FED. AID PROJECT	SHEETS 33

Project No. BR05-000(641)
Contract No. 63080



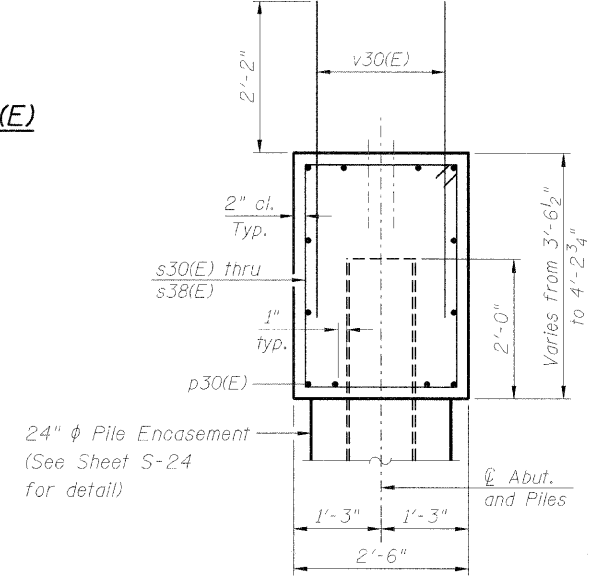
PLAN

(S. Abut. Shown, N. Abut. Opp. Hand)



A & B DIMENSIONS

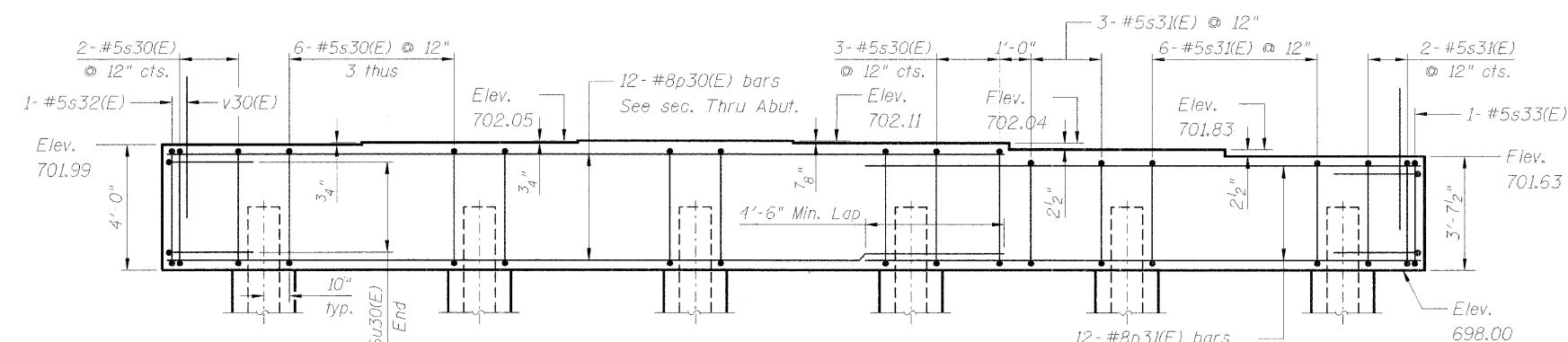
Bar	A	B
s30(E)	2'-2"	3'-8"
s31(E)	2'-2"	3'-3"
s32(E)	2'-3"	3'-8"
s33(E)	2'-3"	3'-3"
s34(E)	2'-2"	3'-10"
s35(E)	2'-2"	3'-5"
s36(E)	2'-2"	3'-2"
s37(E)	2'-3"	3'-10"
s38(E)	2'-3"	3'-2"



SECTION THRU ABUT.

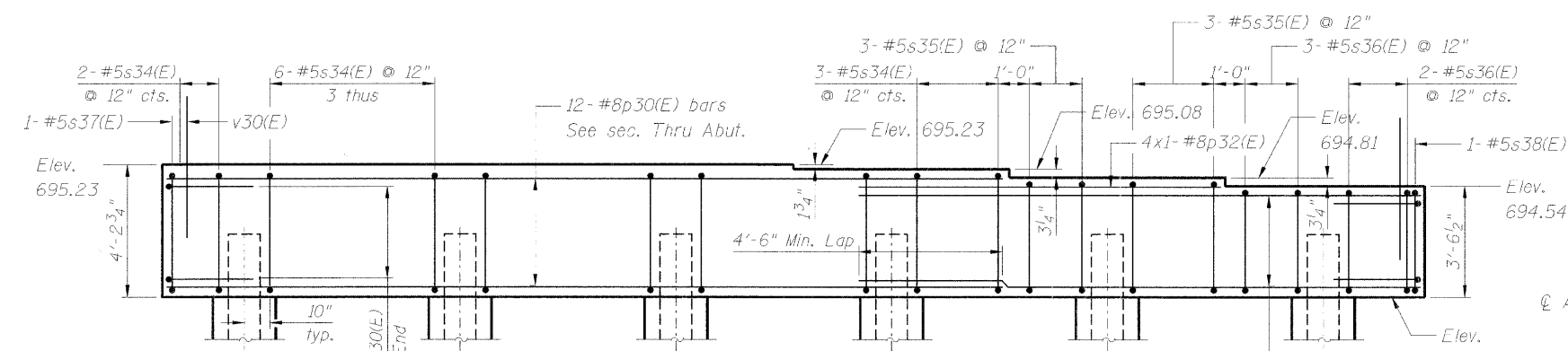
PILE DATA

Type: HP 12x53
Nominal Required Bearing: 418.5 k
Factored Resistance Available: 139.5 k
Est. Length: 69 ft (S. Abut.), 62 ft (N. Abut.)
No. Production Piles: 6 Including 1 Test Pile (S. Abut.)
6 Including 1 Test Pile (N. Abut.)



ELEVATION - S. ABUTMENT

(Looking South)



ELEVATION - N. ABUTMENT

(Looking North)

BILL OF MATERIAL

(South Abutment)

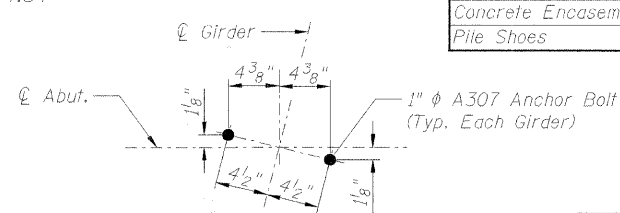
Bar	No.	Size	Length	Shape
p30(E)	12	#8	26'-7"	—
p31(E)	12	#8	17'-9"	—
s30(E)	23	#5	12'-7"	□
s31(E)	11	#5	11'-9"	□
s32(E)	1	#5	12'-9"	□
s33(E)	1	#5	11'-11"	□
u30(E)	8	#6	7'-5"	┘
v30(E)	76	#5	4'-4"	—
Structure Excavation		Cu. Yd.	42.7	
Concrete Structures		Cu. Yd.	14.7	
Reinforcement Bars, Epoxy Coated		Pound	2,310	
Furnishing Steel Piles HP12X53		Foot	345	
Driving Piles		Foot	345	
Test Pile Steel HP12X53		Each	1	
Concrete Encasement		Cu. Yd.	2.1	
Pile Shoes		Each	6	

BILL OF MATERIAL

(North Abutment)

Bar	No.	Size	Length	Shape
p30(E)	12	#8	26'-7"	—
p31(E)	12	#8	17'-9"	—
p32(E)	4	#8	11'-4"	—
s34(E)	23	#5	12'-11"	□
s35(E)	6	#5	12'-1"	□
s36(E)	5	#5	11'-7"	□
s37(E)	1	#5	13'-1"	□
s38(E)	1	#5	11'-9"	□
u30(E)	8	#6	7'-5"	┘
v30(E)	76	#5	4'-4"	—
Structure Excavation		Cu. Yd.	45.1	
Concrete Structures		Cu. Yd.	15.0	
Reinforcement Bars, Epoxy Coated		Pound	2,450	
Furnishing Steel Piles HP12X53		Foot	310	
Driving Piles		Foot	310	
Test Pile Steel HP12X53		Each	1	
Concrete Encasement		Cu. Yd.	2.1	
Pile Shoes		Each	6	

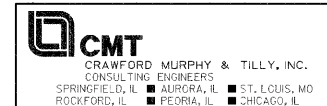
For details of Bar Splicers, see sheet S-15 of 32.
For details of piles and Concrete Encasement, see sheet S-24 of 32.
For General Notes, see Sheet S-2 of S-32.



ANCHOR BOLT INSTALLATION DETAIL

DESIGNED	200
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	ENGINEER OF BRIDGE DESIGN
	ENGINEER OF BRIDGES AND STRUCTURES

REVISIONS	
NAME	DATE



ILLINOIS DEPARTMENT OF TRANSPORTATION
ABUTMENT DETAILS
WOOD ST. BRIDGE OVER B.N.S.F. R.R.
AND INDIAN CREEK
SECTION - BR STATION 15+24.92
KANE COUNTY STRUCTURE NO. 045-6022

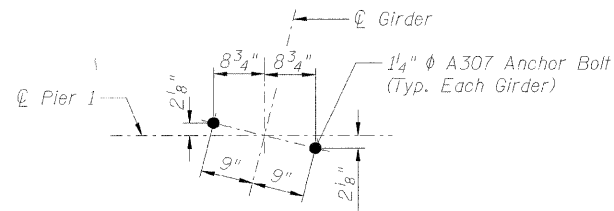
SCALE: DATE: SEPTEMBER 2008 DRAWN BY: PA CHECKED BY: ATI

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

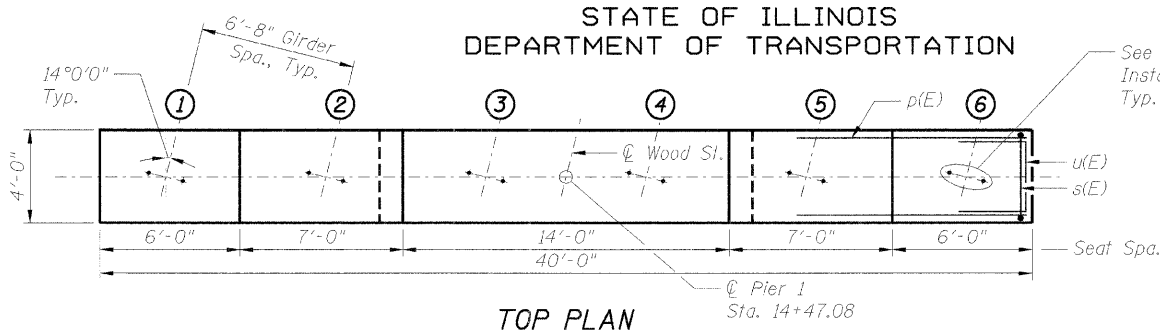
ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET
		KANE	72	41
FED. ROAD DIST. NO. 7		ILLINOIS FED. ROAD PROJECT		

SHEET NO. 5-22
SHEETS 33

Project No. BR05-D001641
Contract No. 63080

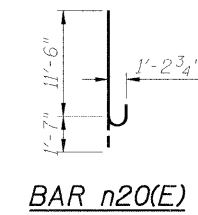


ANCHOR BOLT INSTALLATION DETAIL

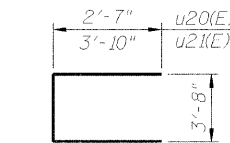


TOP PLAN

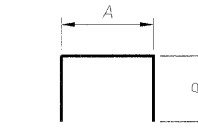
See Anchor Bolt Installation Detail, Typ.



BAR n20(E)

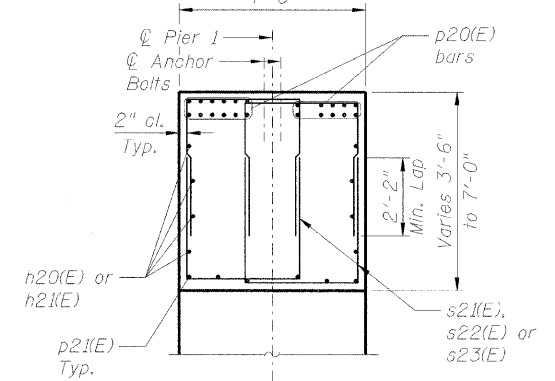


BARS u20(E)
and u21(E)



BARS s20(E)
thru s23(E)
A & B DIMENSIONS

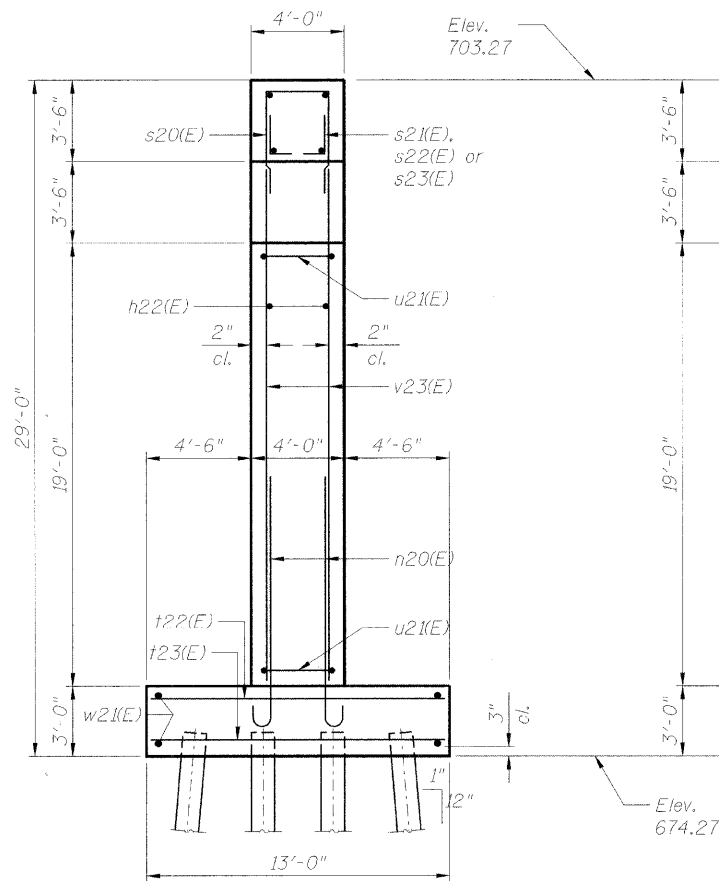
Bar	A	B
s20(E)	3'-8"	3'-10"
s21(E)	2'-5"	4'-3"
s22(E)	2'-5"	3'-6"
s23(E)	2'-5"	2'-10"



SECTION A-A

BILL OF MATERIAL

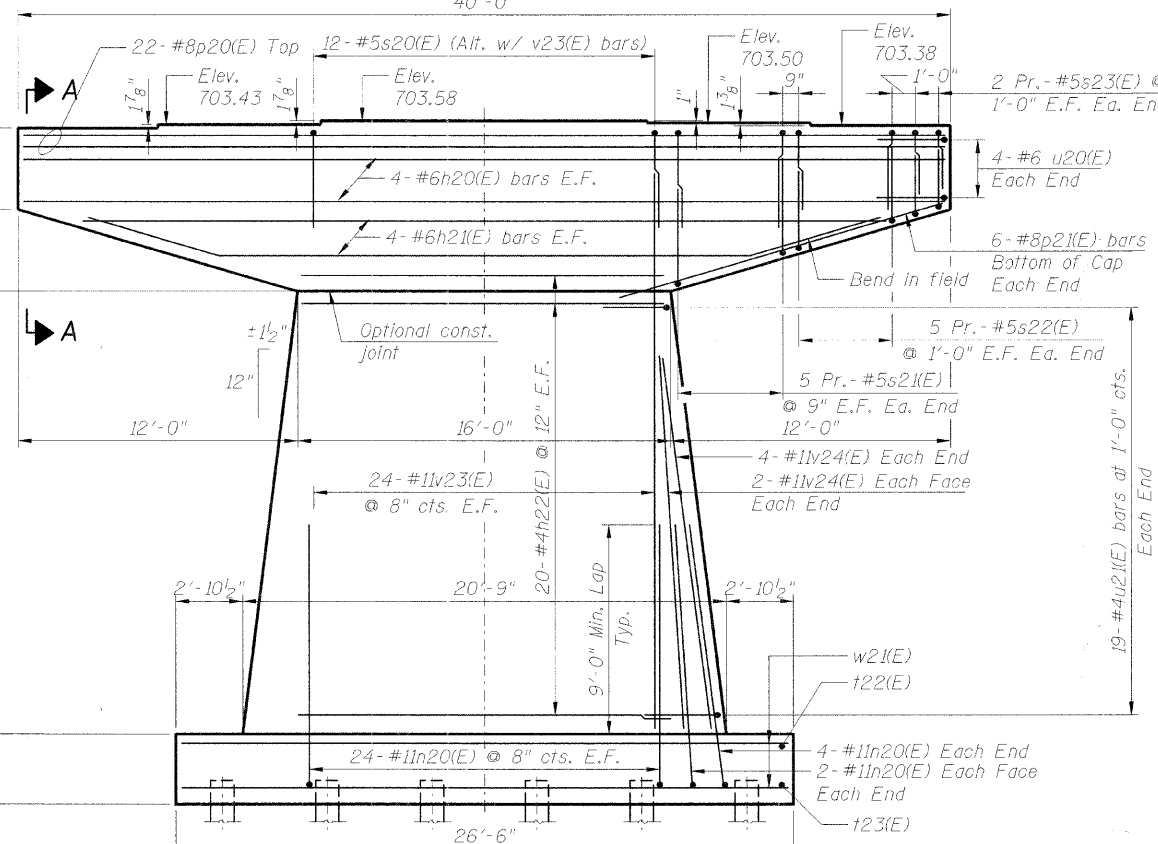
Bar	No.	Size	Length	Shape
h20(E)	8	#6	39'-8"	U
h21(E)	8	#6	34'-5"	U
h22(E)	40	#4	15'-8"	U
n20(E)	64	#11	14'-4"	U
p20(E)	22	#8	39'-8"	U
p21(E)	12	#8	16'-2"	U
s20(E)	12	#5	11'-4"	U
s21(E)	40	#5	10'-11"	U
s22(E)	40	#5	9'-5"	U
s23(E)	16	#5	8'-1"	U
t22(E)	27	#6	12'-8"	U
t23(E)	29	#8	12'-8"	U
u20(E)	8	#6	8'-10"	U
u21(E)	38	#4	11'-4"	U
v22(E)	48	#11	24'-3"	U
v23(E)	16	#11	16'-0"	U
w21(E)	37	#6	26'-2"	U
Structure Excavation	Cu. Yd.	72.9		
Concrete Structures	Cu. Yd.	139.4		
Reinforcement Bars, Epoxy Coated	Pound	21,040		
Furnishing Steel Piles HP12X53	Foot	1,035		
Driving Piles	Foot	1,035		
Test Pile Steel HP12X53	Each	1		
Pile Shoes	Each	24		



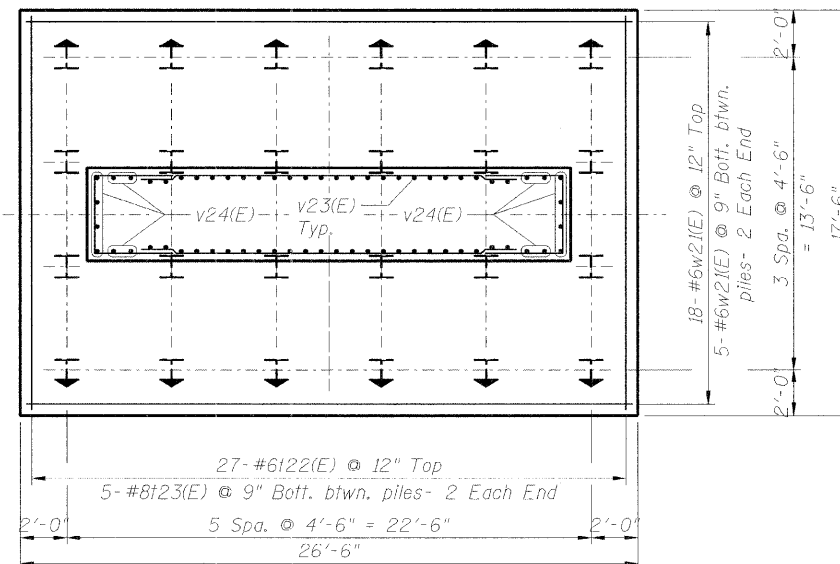
END VIEW
(Looking East)

PILE DATA

Type: HP 12x53
Nominal Required Bearing: 418.5 k
Factored Resistance Available: 139.5 k
Est. Length: 45 ft
No. Production Piles: 24 Including 1 Test Pile



ELEVATION
(Looking North)



FOOTING PLAN

DESIGNED	200
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	

CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO
ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PIER 1 DETAILS
WOOD ST. BRIDGE OVER B.M.S.F. R.R.
AND INDIAN CREEK
SECTION -BR STATION 15+24.92
KANE COUNTY STRUCTURE NO. 045-6022

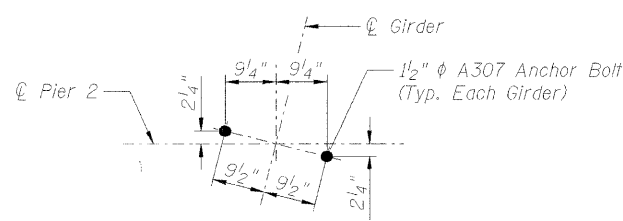
SCALE: DRAWN BY: PA
DATE: SEPTEMBER 2008 CHECKED BY: ATI

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

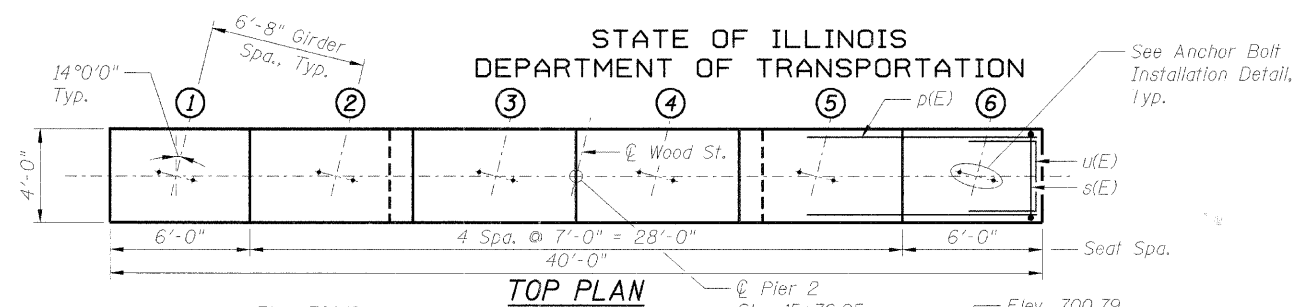
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		KANE	72	12
FED. ROAD DIST. NO. 7		F.I. LIMITS	FED. AID PROJECT-	

SHEET NO. 5-23
SHEETS 33

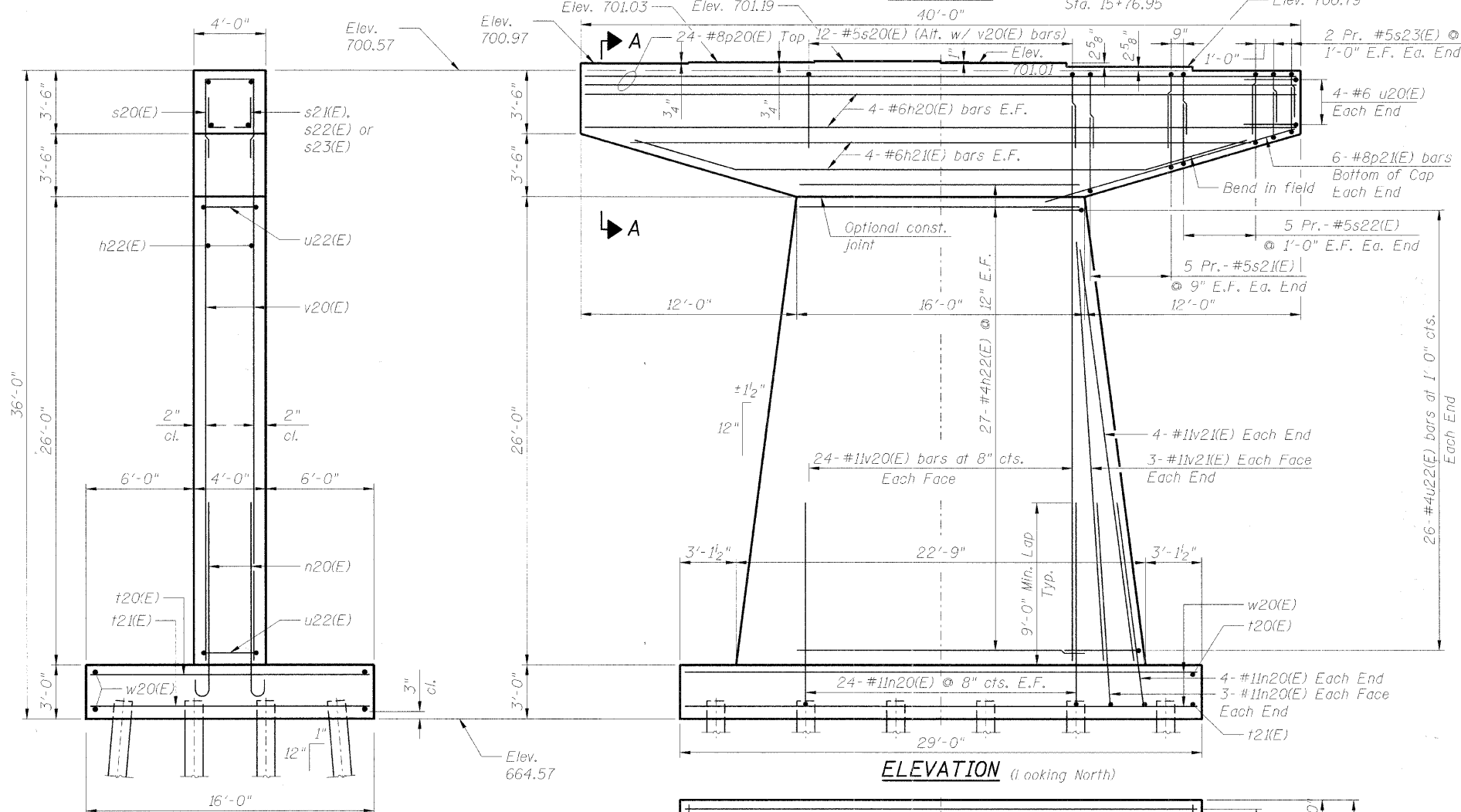
Project No. BR05-0001(64)
Contract No. 63080



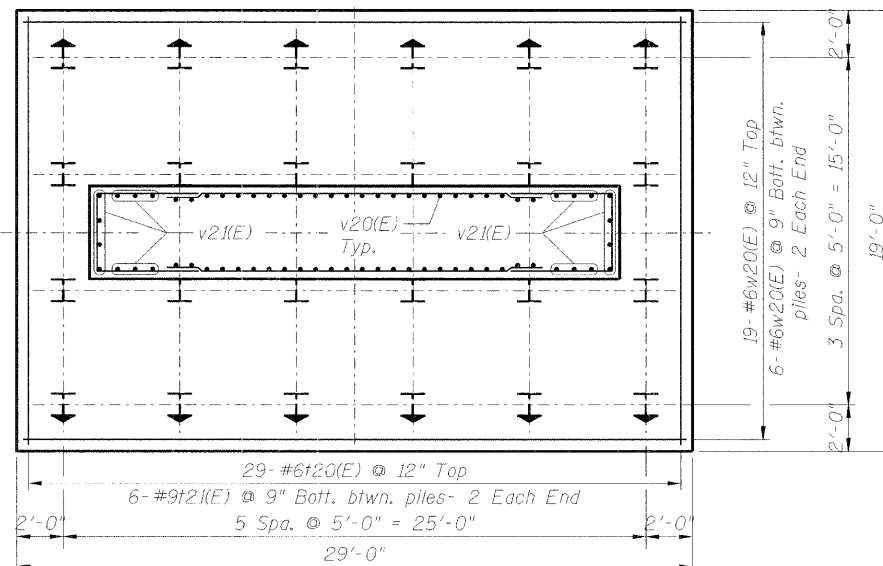
ANCHOR BOLT INSTALLATION DETAIL



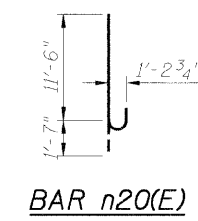
TOP PLAN



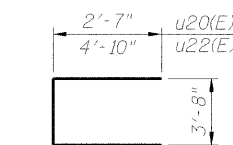
ELEVATION (Looking North)



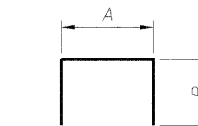
FOOTING PLAN



BAR n20(E)

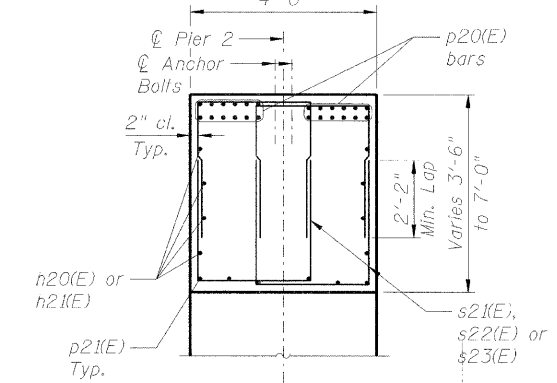


BARS u20(E)
and u22(E)



BARS s20(E)
thru s23(E)
A & B DIMENSIONS

Bar	A	B
s20(E)	3'-8"	3'-10"
s21(F)	2'-5"	4'-3"
s22(E)	2'-5"	3'-6"
s23(E)	2'-5"	2'-10"



SECTION A-A

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h20(E)	8	#6	39'-8"	—
h21(E)	8	#6	34'-5"	—
h22(E)	54	#4	15'-8"	—
n20(E)	68	#11	14'-4"	U
p20(E)	24	#8	39'-8"	—
p21(E)	12	#8	16'-2"	—
s20(E)	12	#5	11'-4"	□
s21(E)	40	#5	10'-11"	□
s22(E)	40	#5	9'-5"	□
s23(E)	16	#5	8'-1"	□
t20(E)	29	#6	18'-8"	—
t21(E)	34	#9	18'-8"	—
u20(E)	8	#6	8'-10"	—
u22(E)	52	#4	13'-4"	—
v20(E)	48	#11	31'-3"	—
v21(E)	20	#11	23'-0"	—
w20(E)	41	#6	28'-8"	—
Structure Excavation		Cu. Yd.	84.3	
Concrete Structures		Cu. Yd.	173.6	
Reinforcement Bars, Epoxy Coated		Pound	26,540	
Furnishing Steel Piles HP12X53		Foot	805	
Driving Piles		Foot	805	
Test Pile Steel HP12X53		Each	1	
Pile Shoes		Each	24	

END VIEW
(Looking East)

PILE DATA

Type: HP 12x53
Nominal Required Bearing: 418.5 k
Factored Resistance Available: 139.5 k
Est. Length: 35 ft
No. Production Piles: 24 Including 1 Test Pile

DESIGNED	200
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	ENGINEER OF BRIDGES AND STRUCTURES

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PIER 2 DETAILS
WOOD ST. BRIDGE OVER B.N.S.F. R.R.
AND INDIAN CREEK
SECTION - BR STATION 15+24.92
KANE COUNTY STRUCTURE NO. 045-6022

CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO
ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL

SCALE: DRAWN BY: PA
DATE: SEPTEMBER 2008 CHECKED BY: ATI

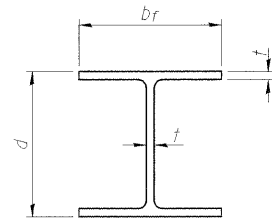
WOOD STREET

SEC

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

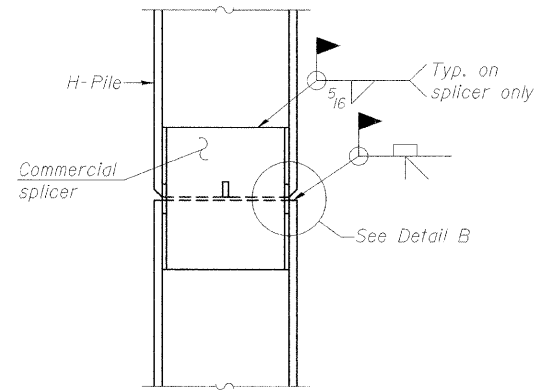
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		KANE	72	43
ILLINOIS PROJECT-		SHEET NO. S-24		
SHEETS 33				

Project No. BR05-DO01(641)
Contract No. 63080

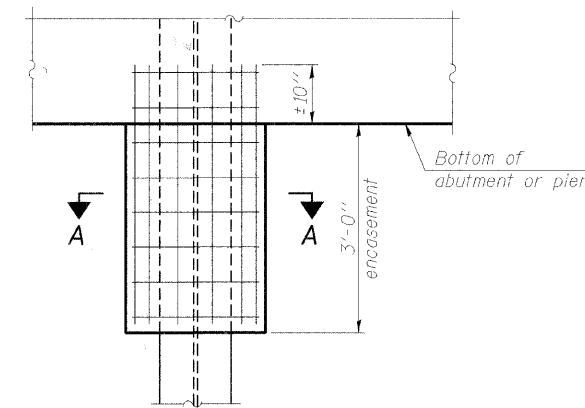


STEEL PILE TABLE

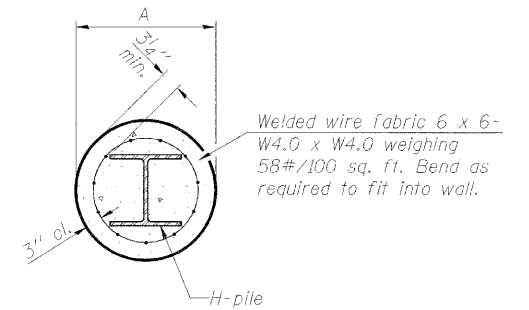
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/8"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/8"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11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



ELEVATION



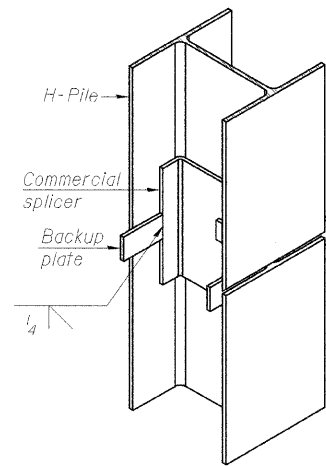
ELEVATION



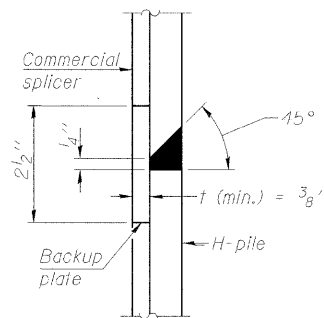
SECTION A-A

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

PILE ENCASEMENT

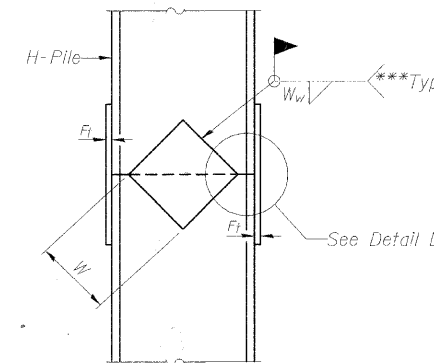


ISOMETRIC VIEW

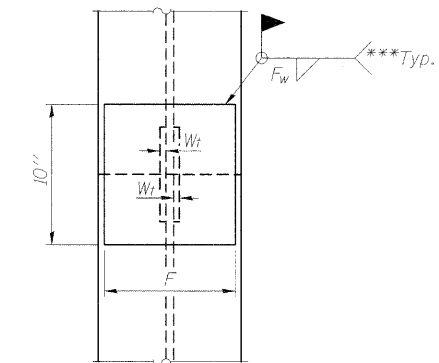


DETAIL "B"

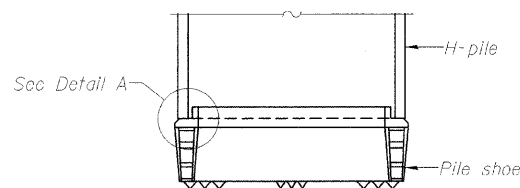
WELDED COMMERCIAL SPLICE



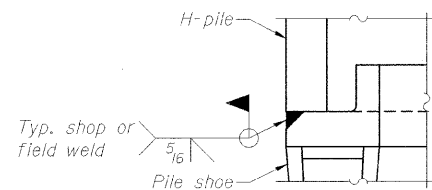
ELEVATION



END VIEW

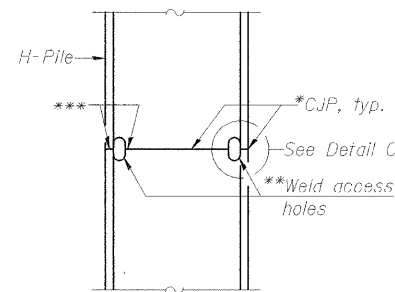


ELEVATION

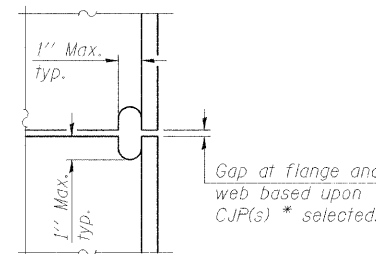


DETAIL A

H-PILE SHOE ATTACHMENT

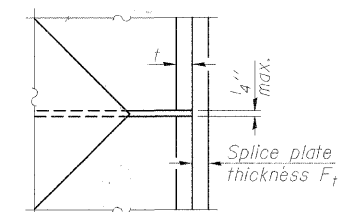


ELEVATION



DETAIL C

COMPLETE PENETRATION WELD SPLICE



DETAIL D

WELDED PLATE FIELD SPLICE

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

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

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

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

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

DESIGNED	200
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	

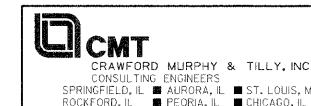
F-HP 9-3-07

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PILE DETAILS
WOOD ST. BRIDGE OVER B.N.S.F. R.R.
AND INDIAN CREEK
SECTION -BR STATION 15+24.92
KANE COUNTY STRUCTURE NO. 045-6022

SCALE:
DATE: SEPTEMBER 2008

DRAWN BY:
CHECKED BY: ATI



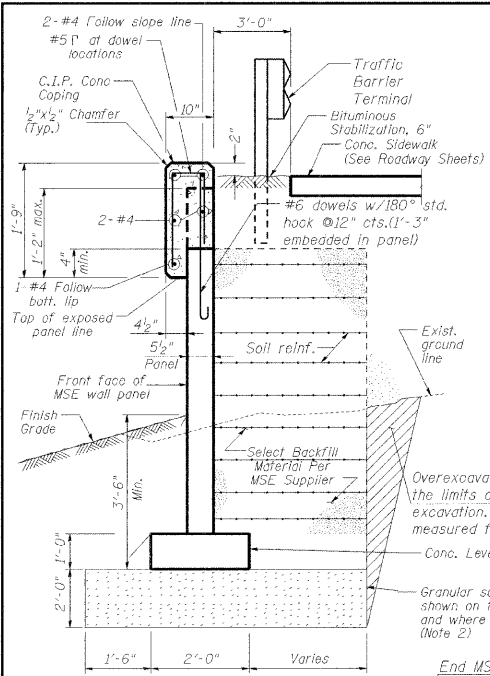
WOOD STREET

SEC

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		KANE	72	44
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Project No. BROS-0001(641)
Contract No. 63080



WALL TYPICAL SECTION
Conc. Leveling Pad and Capping Labor & Material included in the cost of "Mechanically Stabilized Earth Retaining Wall".

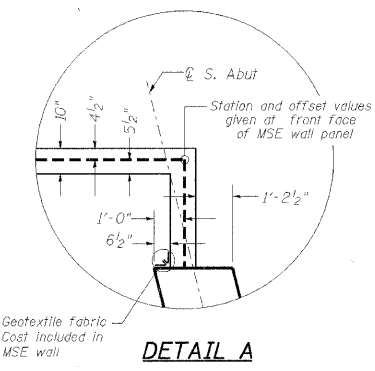
BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Mechanically Stabilized Earth Retaining Wall	Sq. Ft.	3,258
Structure Excavation	Cu. Yd.	1,400
Stone Columns 2'-6" dia.	Ft.	1,491
Porous Granular Embankment, Subgrade	Cu. Yd.	222

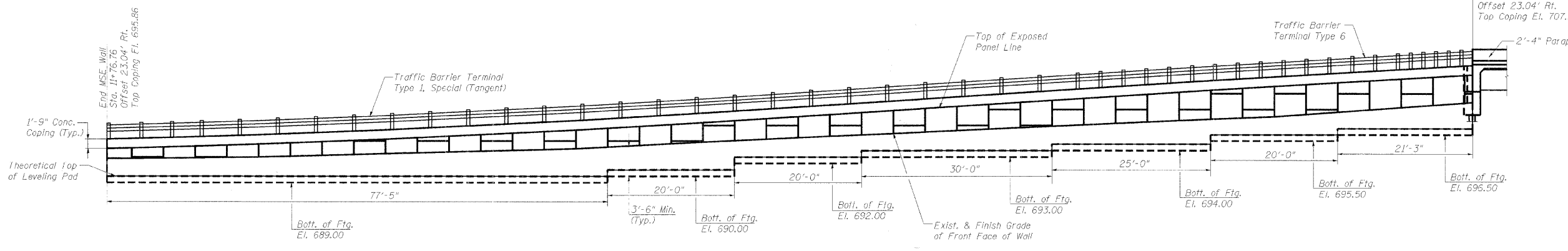
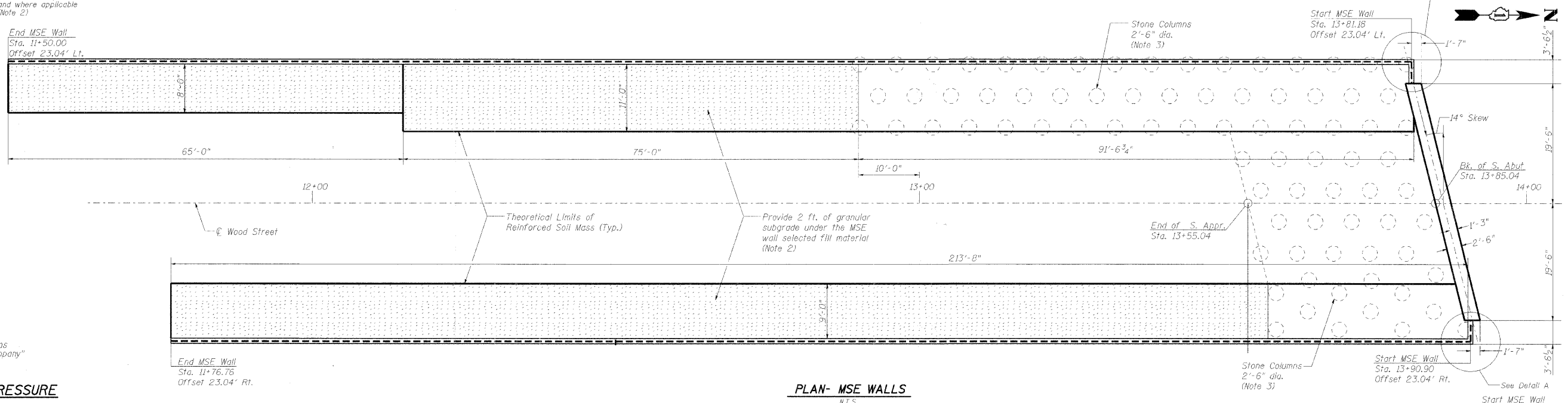
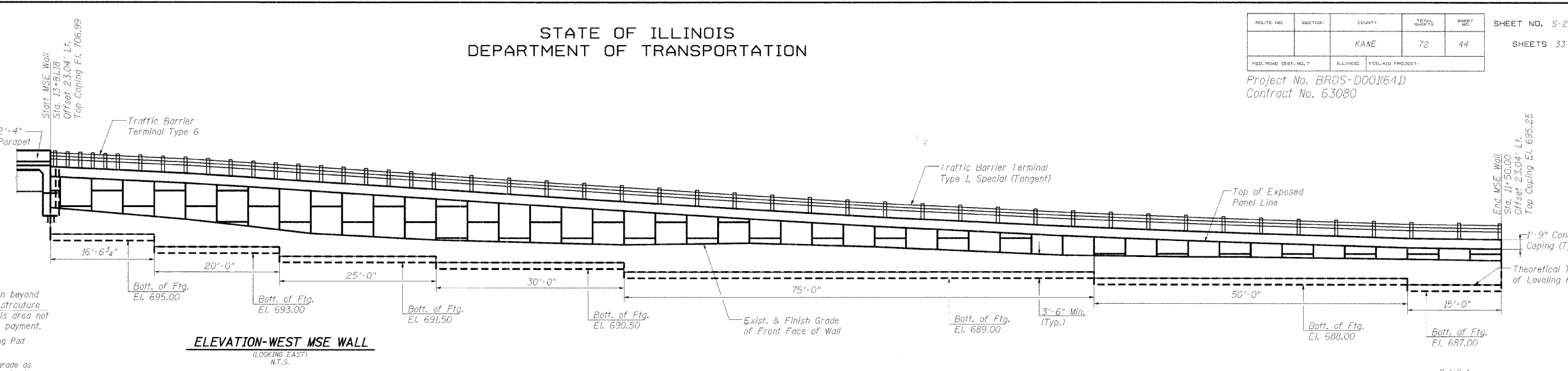
*Denotes Special Provision Item

MSE WALL FINISH
The MSE wall finish shall be Ashlar Stone as Manufactured by "The Reinforced Earth Company" or equal. Approved by City of Aurora.

ALLOWABLE GROSS BEARING PRESSURE
2,500 PSF



DESIGNED	200
CHECKED	EXAMINED
DRAWN	ENGINEER OF BRIDGE DESIGN
CHECKED	PASSED
	ENGINEER OF BRIDGES AND STRUCTURES



- NOTES:**
- The bottom of foundation elevations shown on the plans are for estimate purposes only. The Contractor shall verify the proper wall foundation location as recommended by the MSE Wall Manufacturer.
 - Some areas of the MSE wall excavation may be sufficiently recompacted and densified so as to not need the undercut and granular subgrade. At the direction of MSE Wall Supplier and Engineer, these areas shall be deleted from the bill of material.
 - See special provisions for stone columns for performance criteria.
 - The target bottom elevation of the stone columns is estimated at 675.00. This elevation is to be verified by the MSE and Stone Column Designers.

ELEVATION-EAST MSE WALL
(LOOKING WEST)
N.T.S.

REVISIONS	
NAME	DATE

CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO
ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL

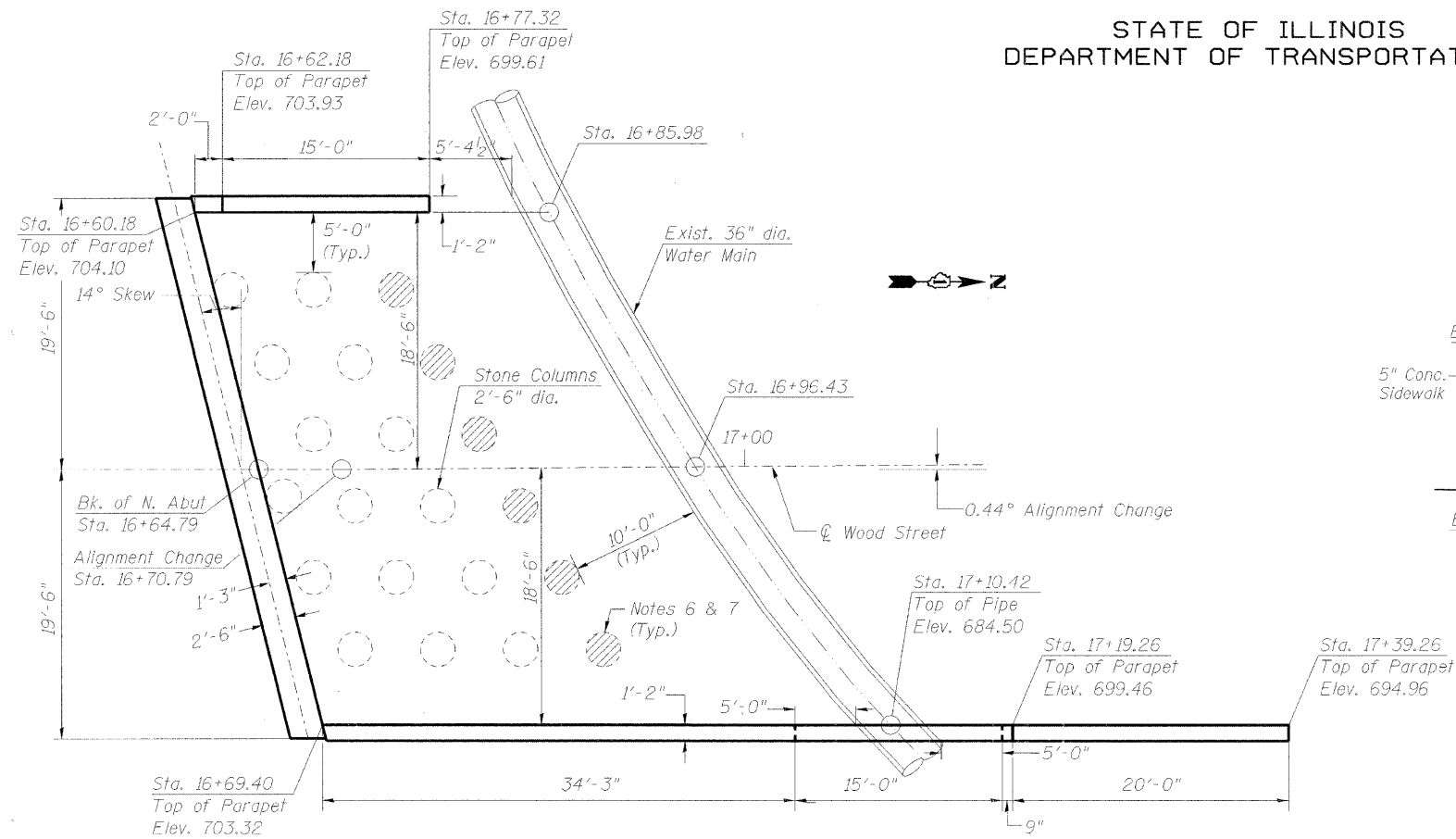
ILLINOIS DEPARTMENT OF TRANSPORTATION
MSE WALL DETAILS
WOOD ST. BRIDGE OVER B.N.S.F. R.R.
AND INDIAN CREEK
SECTION - BR STATION 15+24.92
KANE COUNTY STRUCTURE NO. 045-6022

SCALE: DATE: SEPTEMBER 2008 DRAWN BY: MCC CHECKED BY: ATI

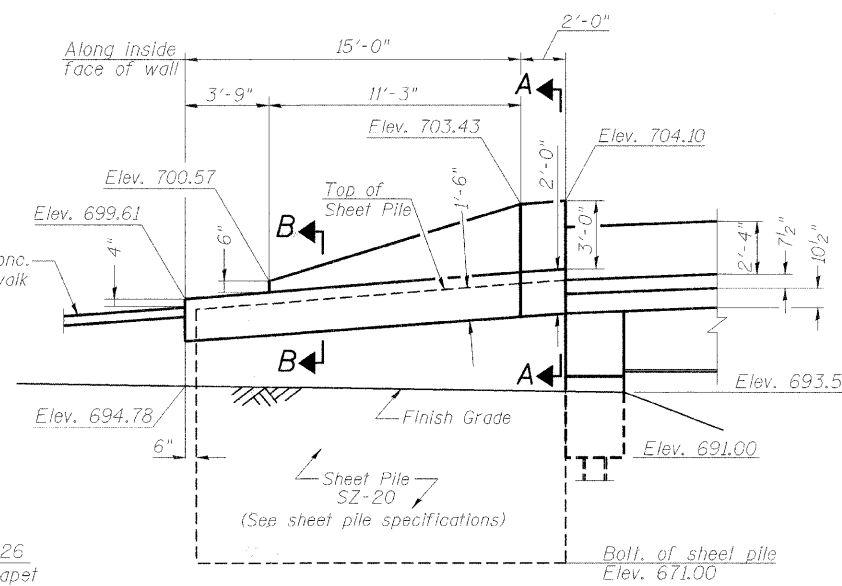
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 5-26
		KANE	72	45	SHEETS 33
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT	

Project No. BR05-D001(64)
Contract No. 63080



SHEET PILE WALLS - PLAN
N.T.S.



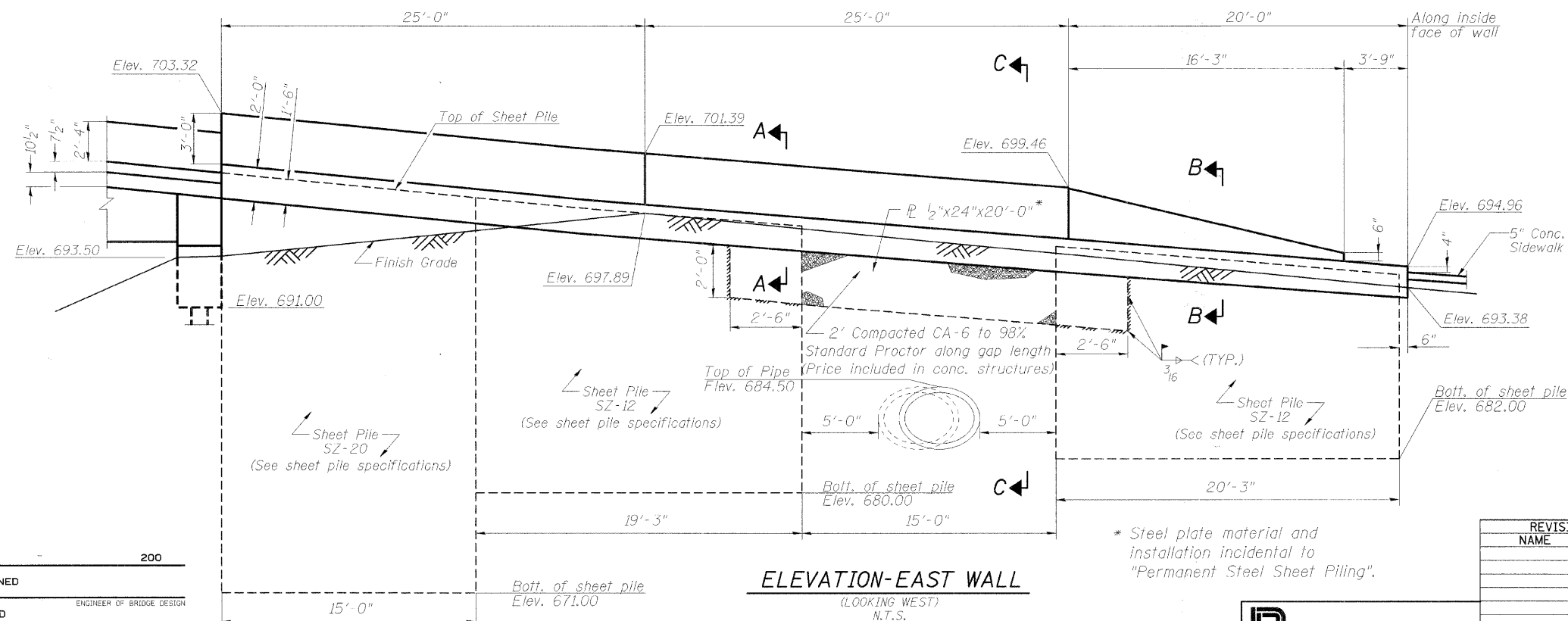
ELEVATION-WEST WALL
(LOOKING EAST)
N.T.S.

SHEET PILE SPECIFICATIONS

$f_y = 50,000$ psi
SZ-12: $S_x = 5.1$ in³/ft (effective section modulus)
SZ-20: $S_x = 12.0$ in³/ft (effective section modulus)

NOTES:

- See special provisions for stone columns for performance criteria.
- The target bottom elevation of the stone columns is estimated at 682.00. This elevation is to be verified by the Stone Column Designers.
- See sheet S-27 of 33 for barrier reinforcement details.
- Contractor shall locate the EXACT location of the 36" dia. transmission main prior to driving sheet piles.
- Contractor shall drive sheet piles with least impact and vibration near the 36" dia. transmission main.
- Contractor may consider compaction grouting alternative near the exist. 36" transmission main for ground improvement to reduce vibration along watermain.
- Contractor to carefully monitor the transmission main by visual observation, settlement rods and vibration monitors (geophones) during ground improvement process.



ELEVATION-EAST WALL
(LOOKING WEST)
N.T.S.

* Steel plate material and installation incidental to "Permanent Steel Sheet Piling".

DESIGNED	200
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SHEET PILE WALL DETAILS I
WOOD ST. BRIDGE OVER B.N.S.F. R.R.
AND INDIAN CREEK
SECTION - BR STATION 15+24.92
KANE COUNTY STRUCTURE NO. 045-6022

CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO
ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL

SCALE: DRAWN BY: MCC
DATE: SEPTEMBER 2008 CHECKED BY: ATI

WOOD STREET

SEC

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

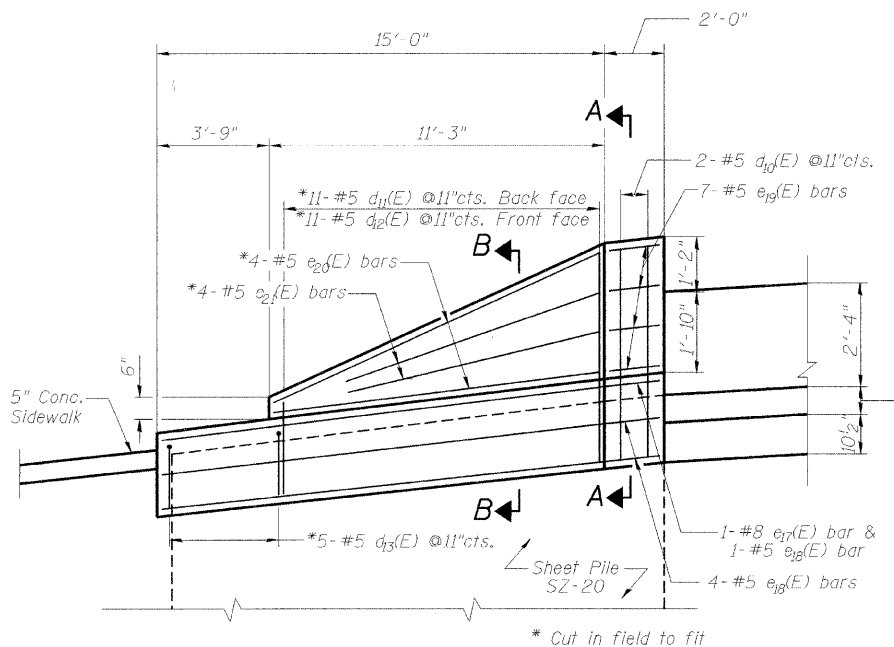
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		KANE	72	46
FED. ROAD DIST. NO. 7		ILLINOIS PROJECT NO.		
		Project No. BR05-D001(64) Contract No. 63080		

Project No. BR05-D001(64)
Contract No. 63080

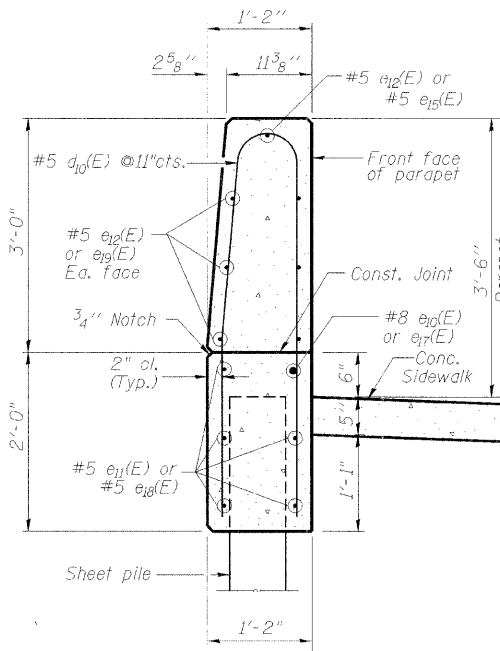
SHEET PILE WALL
BILL OF MATERIAL

Bar No.	Size	Length	Shape
d ₀ (E)	#5	9'-8 1/2"	U
d ₁₁ (E)	#5	4'-8"	—
d ₁₂ (F)	#5	4'-8"	—
d ₁₃ (E)	#5	4'-2"	U
e ₁₀ (E)	#8	27'-1"	—
e ₁₁ (E)	#5	27'-1"	—
e ₁₂ (E)	#5	24'-9"	—
e ₁₃ (E)	#8	19'-10"	—
e ₁₄ (E)	#5	19'-10"	—
e ₁₅ (E)	#5	16'-0"	—
e ₁₆ (E)	#5	13'-11"	—
e ₁₇ (E)	#8	16'-9"	—
e ₁₈ (E)	#5	16'-9"	—
e ₁₉ (E)	#5	1'-8"	—
e ₂₀ (E)	#5	11'-0"	—
e ₂₁ (E)	#5	8'-9"	—
s ₁₀ (E)	#4	6'-4"	□
Reinforcement Bars, Epoxy Coated	Pound	2,350	
Concrete Structures	Cu. Yd.	16.0	
Protective Coat	Sq. Yd.	39	
Permanent Steel Sheet Piling	Sq. Ft.	1,512	
Stone Columns 2'-6" dia.	Ft.	315	

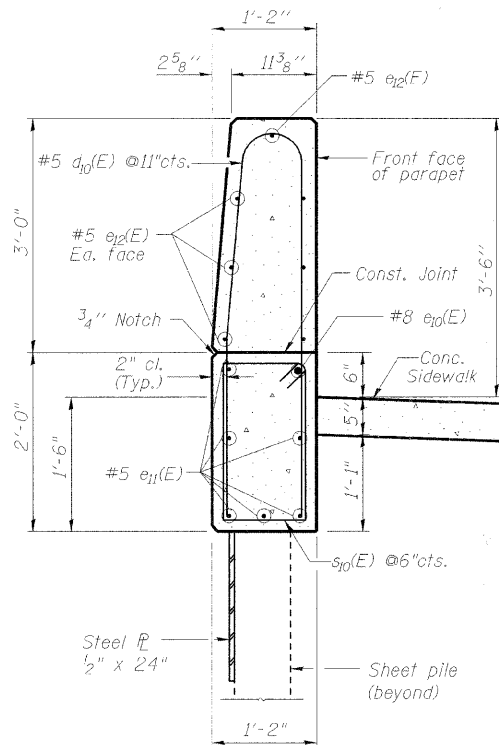
Bars Indicated thus 1x3-#5 etc. indicates 1 line of bars with 3 lengths per line.



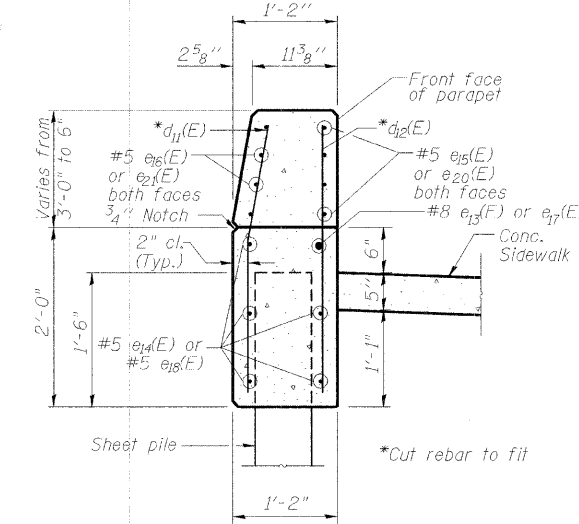
WEST WALL REINFORCEMENT DETAIL
(LOOKING EAST)
N.T.S.



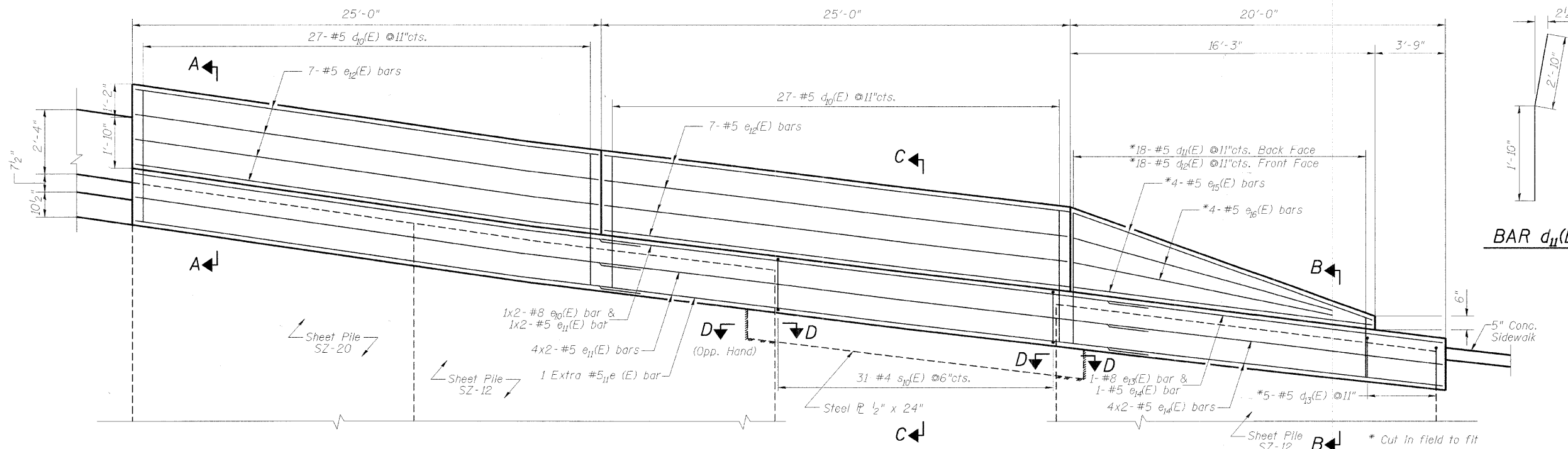
SECTION A-A THRU PARAPET



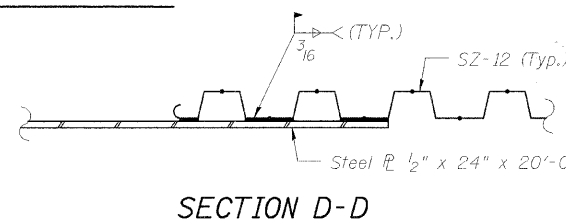
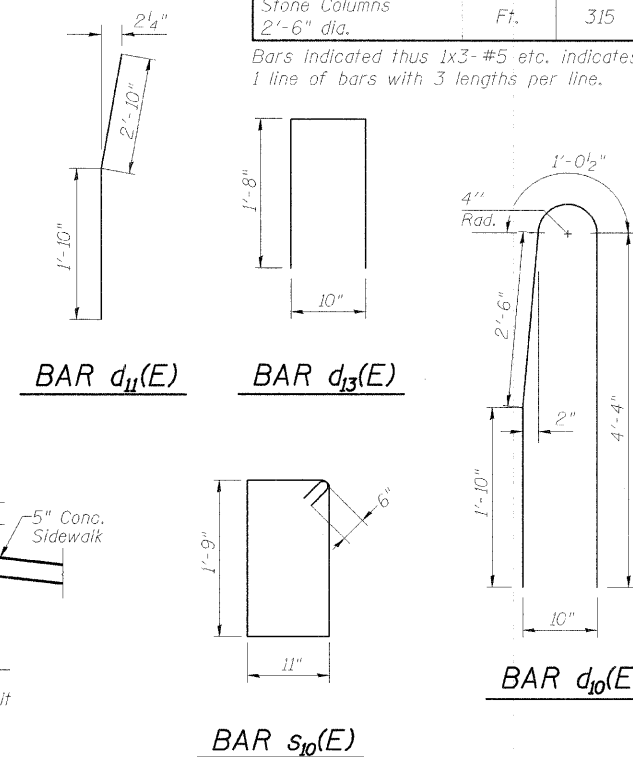
SECTION C-C THRU PARAPET



SECTION B-B THRU PARAPET



EAST WALL REINFORCEMENT DETAIL
(LOOKING WEST)
N.T.S.



SECTION D-D

DESIGNED	200
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	ENGINEER OF BRIDGES AND STRUCTURES

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SHEET PILE WALL DETAILS II
WOOD ST. BRIDGE OVER B.N.S.F. R.R.
AND INDIAN CREEK
SECTION - BR STATION 15+24.92
KANE COUNTY STRUCTURE NO. 045-6022

CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO
ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL

SCALE:
DATE: SEPTEMBER 2008

DRAWN BY: MCC
CHECKED BY: ATI

WOOD STREET

SEC

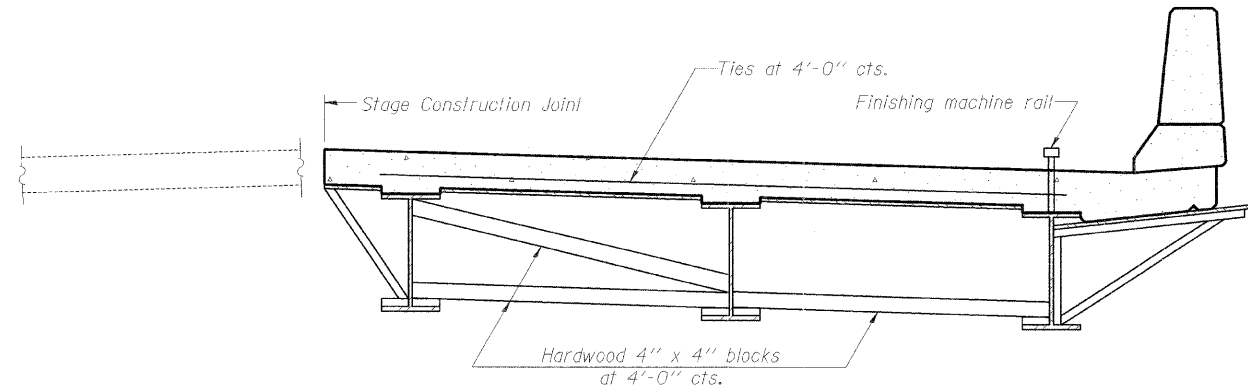
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		KANE	72	47
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

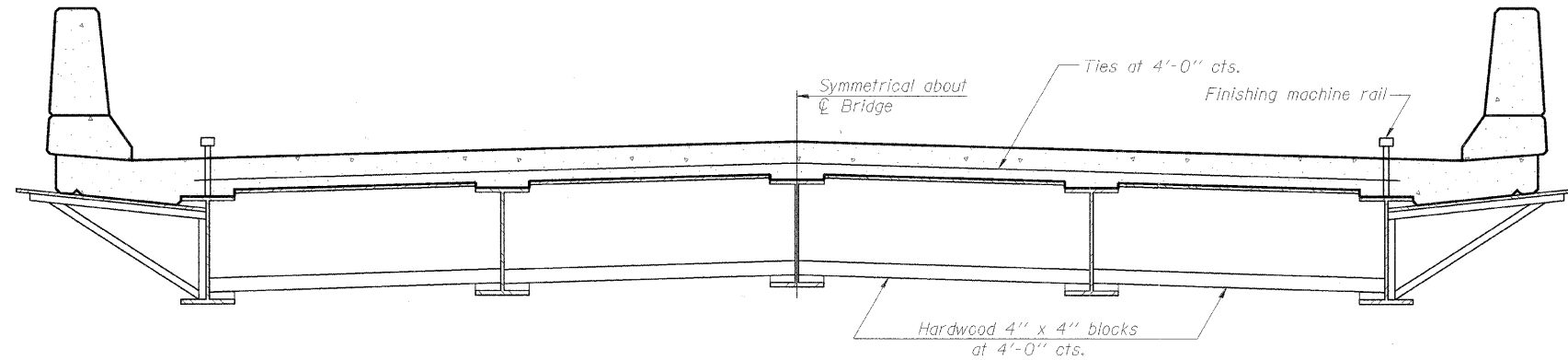
SHEET NO. S-28
SHEETS 33

Project No. BR05-D001641
Contract No. 63080

When cantilever forming brackets are used, the work shall be done according to Article 503.06(b) of the Standard Specifications, except as modified below and in the details shown on this sheet.
The finishing machine rails shall be placed on the top flange of the exterior beams.
The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.
For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.



**FORM BRACES FOR
STAGE CONSTRUCTION**



**FORM BRACES FOR
STANDARD CONSTRUCTION**

DESIGNED	200
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	ENGINEER OF BRIDGES AND STRUCTURES

SB-1 11-1-06

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CANTILEVER FORMING BRACKETS
WOOD ST. BRIDGE OVER B.N.S.F. R.R.
AND INDIAN CREEK
SECTION -BR STATION 15+24.92
KANE COUNTY STRUCTURE NO. 045-6022

CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO
ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL

SCALE: DRAWN BY: MCC
DATE: SEPTEMBER 2008 CHECKED BY: ATI

WOOD STREET

SEC

DATE _____ BY _____
 PLAN
 SURVEYS PLOTTED _____
 ALIGNMENT CHECKED _____
 NOTE BOOK _____
 CADD FILE NAME _____
 NO. _____

DATE _____ BY _____
 PROFILE
 GRADES CHECKED _____
 STRUCTURE NOTATIONS CHECKED _____
 NOTE BOOK _____
 NO. _____

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 1

ROUTE _____ DESCRIPTION Wood St. over BNSF & Indian Cr., Aurora, IL Date Started _____ Date Completed _____

SECT. 03-00251-00-BR STRUCT. NO. 045-6022 DRILLED BY TSC L-68,358

COUNTY Kane LOCATION South Approach Pavement S. 23 NW1/4, TWP. 38N, RNG. 8E

Boring No. 8 D B _____
 Station 13+30 E L _____
 Offset 1.006 RT P O _____
 T W Qu W _____
 Surface Elev. 699.74 ft H S tsf %
 Surface Water Elev. _____
 Groundwater Elev.: _____
 when drilling _____ Dry _____
 at Completion _____ Dry _____
 after _____ Hrs. _____

9" Asphalt Pavement	699.99				
3" Gravel Subbase	698.74	1			
Brown silty SAND and GRAVEL, moist A-1	696.74	3	8.3		
		4			
		3	S		
		3	0.8	9.6	
		5	10%		
FILL - Brown SANDY LOAM, little to some gravel, moist A-2-4/A-4		3	S		
		6	0.7	10.7	
		4	12%		
		2	P		
		2	0.75	10.1	
		2			

End of Boring at 10'
 Diedrich D-120 Truck Rig (#315)
 CME Automatic Hammer

SPT (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 1

ROUTE _____ DESCRIPTION Wood St. over BNSF & Indian Cr., Aurora, IL Date Started _____ Date Completed _____

SECT. 03-00251-00-BR STRUCT. NO. 045-6022 DRILLED BY TSC L-68,358

COUNTY Kane LOCATION North Approach Pavement S. 23 NW1/4, TWP. 38N, RNG. 8E

Boring No. 9 D B _____
 Station 17+23 E L _____
 Offset 0.006 RT P O _____
 T W Qu W _____
 Surface Elev. 695.63 ft H S tsf %
 Surface Water Elev. _____
 Groundwater Elev.: _____
 when drilling _____ Dry _____
 at Completion _____ Dry _____
 after _____ Hrs. _____

8" Asphalt Pavement	694.80				
2" Gravel Subbase	694.74				
FILL - Brown CLAY, trace cinders, moist A-6	694.11	8	P 16.1		
		10	2.5		
		12	3.0		
		6			
		6			
		8			
FILL - Med. dense brown SAND and GRAVEL, damp A-1		5			
		6			
		7			
		5			
		6			
		8			

End of Boring at 10'
 Diedrich D-120 Truck Rig (#315)
 CME Automatic Hammer

SPT (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 1

ROUTE _____ DESCRIPTION Wood St. over BNSF & Indian Cr., Aurora, IL Date Started 5/2/08 Date Completed 5/2/08

SECT. 03-00251-00-BR STRUCT. NO. 045-6022 DRILLED BY TSC L-68,358

COUNTY Kane LOCATION SE Retaining Wall S. 23 NW1/4, TWP. 38N, RNG. 8E

Boring No. 10 D B _____
 Station 11+80 E L _____
 Offset 19.604 RT P O _____
 T W Qu W _____
 Surface Elev. 693.60 ft H S tsf %
 Surface Water Elev. _____
 Groundwater Elev.: _____
 when drilling _____ Dry _____
 at Completion _____ Dry _____
 after _____ Hrs. _____

FILL - Black and dark brown clayey Topsoil	692.60				
FILL - Black and brown SANDY LOAM, trace organic, moist A-2-4	690.60	6	P		
		7	1.75	16.8	
		10			
FILL - Brown SAND, some gravel, damp A-1	688.10	4			
		5		10.0	
		6			
FILL - Brown fine SAND, trace silt and gravel, moist A-1-b	685.60	4			
		5		18.2	
		4			
FILL - Gray SANDY LOAM, little gravel, very moist A-4	683.10	3	P		
		3	0.5	18.0	
		3			
Qp = 1.75 tsf		3	B		
		2	0.9	17.7	
		3	15%		
FILL - Brown CLAY LOAM, occasional sand seams, trace gravel, moist to very moist A-6	676.60	3	B		
		4	1.0	15.2	
		5	15%		

End of Boring at 15.0 ft.
 Mobile B-61 Truck Rig (#144)
 Mobile Automatic Hammer

SPT (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet

REVISIONS	
NAME	DATE

CITY OF AURORA
 SOIL BORINGS-IV
 SHEET 4 OF 5



SCALE: _____ DRAWN BY: _____
 DATE: SEPTEMBER 2008 CHECKED BY: _____

PLAN
 REVISIONS
 CHECKED
 DATE
 BY
 DATE
 NO.
 NAME
 NO.

PROFILE
 REVISIONS
 CHECKED
 DATE
 BY
 DATE
 NO.
 NAME
 NO.

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 1

Date Started 5/2/08

Date Completed 5/2/08

ROUTE DESCRIPTION Wood St. over BNSF & Indian Cr., Aurora, IL

SECT. 03-00251-00-BR STRUCT. NO. 045-6022 DRILLED BY TSC L-68,858

COUNTY Kane LOCATION SW Retaining Wall S. 28 NW1/4, TWP. 38N, RNG. 8E

Boring No.	Station	Offset	Surface Elev.	D	B	Qu	S	W	Surface Water Elev.	Groundwater Elev.	when drilling	at Completion	Hrs.
			ft	H	S	tsf		%					
			694.45										
6" Asphalt Pavement													
2" Gravel Subbase													
			691.45		12			16.5					
FILL - Gray SAND and GRAVEL, trace clay, moist A-1													
			688.95		3			11.1					
FILL - Brown silty SAND, little gravel, trace clay, wet A-1-b													
			688.45		12	P		20.3					
FILL - Brown SANDY LOAM, little gravel, very moist A-4													
			683.95		3	P	0.75	18.3					
FILL - Brown CLAY LOAM with very sandy layers, little gravel, trace glass, very moist A-4A-6													
			678.95		2			18.1					
FILL - Brown SAND, trace to little gravel, trace clay, very moist to moist A-1-b													
			678.45		8			18.7					
FILL - Red Bricks with some sand and gravel, damp													
			673.95		9			11.1					
FILL - Bricks, Sand and Gravel with seams of clay, trace asphalt, damp													
			671.45		4			11.6					
FILL - Brown clayey SAND, some gravel, moist A-2-4													
			670.45		1001"			5.9					
Very dense Boulders or Rock													
Hard Drilling in Rock													

SPT (N) = Sum of last two blow values in sample. (Qu) B=Blow S=Shear P=Penetration Test
 Stations, Depths, Offset, and Elevations are in Feet

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 1

Date Started 5/2/08

Date Completed 5/2/08

ROUTE DESCRIPTION Wood St. over BNSF & Indian Cr., Aurora, IL

SECT. 03-00251-00-BR STRUCT. NO. 045-6022 DRILLED BY TSC L-68,858

COUNTY Kane LOCATION SE Retaining Wall S. 28 NW1/4, TWP. 38N, RNG. 8E

Boring No.	Station	Offset	Surface Elev.	D	B	Qu	S	W	Surface Water Elev.	Groundwater Elev.	when drilling	at Completion	Hrs.
			ft	H	S	tsf		%					
			697.13										
FILL - Black and dark brown clayey Topsoil													
			694.13		4	P		17.9					
FILL - Brown SANDY LOAM, little gravel, trace organic, very moist A-4													
			689.13		4	B		19.4					
FILL - Brown CLAY LOAM and SANDY LOAM, little gravel, very moist A-4A-6													
			688.13		5	B		19.6					
FILL - Brown SANDY LOAM, some gravel, trace organic, very moist A-4													
			683.13		3	P	0.5	17.0					
FILL - SANDY LOAM, occasional sand seams, little gravel, moist to very moist A-2-4													
			681.13		3			18.2					
FILL - Brown silty SAND, little gravel, trace clay, moist A-1-b													
			682.13		3								
End of Boring at 15.0 ft													
Mobile B-61 Truck Rig (#144)													
Mobile Automatic Hammer													

SPT (N) = Sum of last two blow values in sample. (Qu) B=Blow S=Shear P=Penetration Test
 Stations, Depths, Offset, and Elevations are in Feet

I:\Aurora\0429908_wood_st\Draw\Sheets\SOIL_BORINGS.dgn

REVISIONS	
NAME	DATE

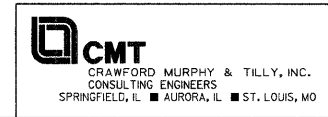
CITY OF AURORA

SOIL BORINGS-V

SHEET 5 OF 5

SCALE: DATE: SEPTEMBER 2008

DRAWN BY: CHECKED BY:



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N/A	03-00251-00-BR	KANE	72	53
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
PROJECT NO. BROS-0001(641)				
CONTRACT NO. 63080				

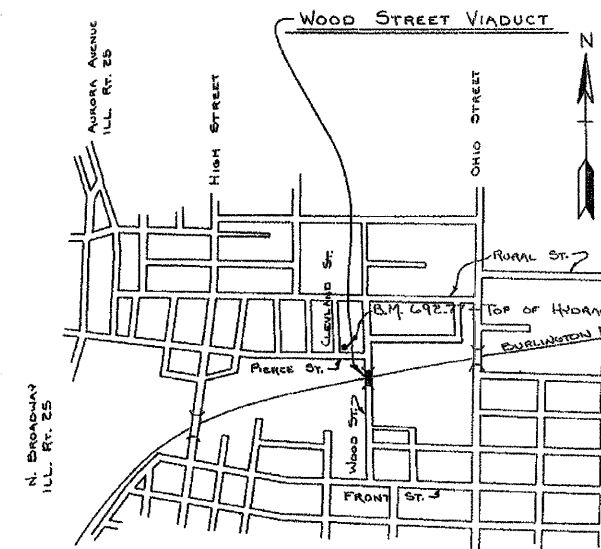
CITY OF AURORA
AND
BURLINGTON NORTHERN INC. R.R.
WOOD STREET VIADUCT RECONSTRUCTION
1972
AURORA, ILLINOIS

PLAN	DESIGNED	DATE
NOTE BOOK NO.	ALIGNED CHECKED	
	PLOTTED	
	ADDED FILE NAME	

PROFILE	DESIGNED	DATE
NOTE BOOK NO.	GRADES CHECKED	
	STRUCTURE NOTATION CH'D	

INDEX TO SHEETS

1. COVER SHEET
2. GENERAL PLAN
3. NEW SOUTH ABUTMENT
4. EXPANSION JOINTS & DRAINS
5. CROSS SECTIONS
6. REPLACEMENT DETAILS
7. PROFILE
8. APPROCHES



AURORA DIVISION AURORA I.
 LA VERGNE TO GRAHAM
 BRIDGE No. 36.31
 WOOD STREET VIADUCT
 AURORA, ILLINOIS

SHEET ① OF ②

REVISIONS	
NAME	DATE

CMT
 CRAWFORD MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

CITY OF AURORA
EXISTING BRIDGE
DRAWINGS
 COVER SHEET

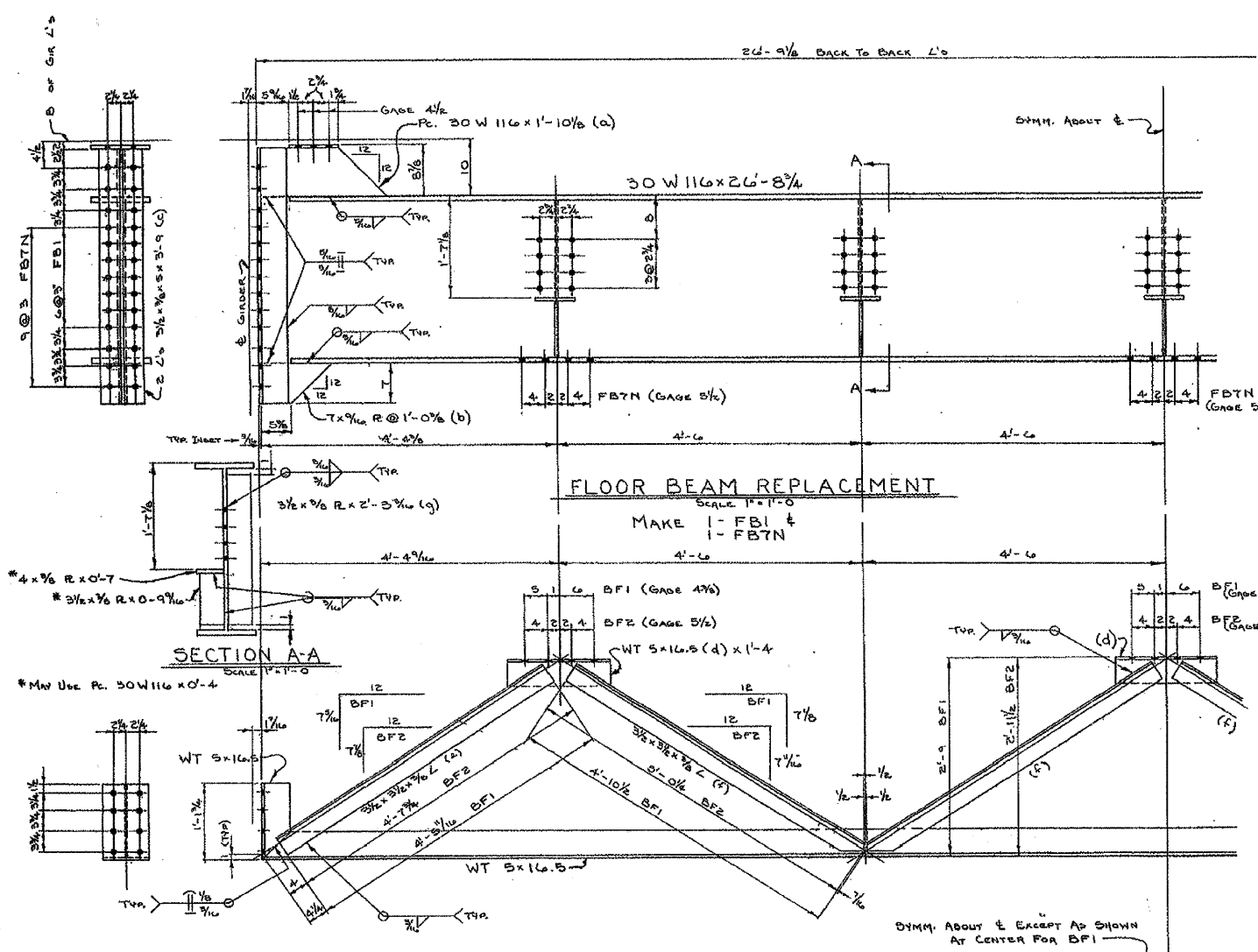
SCALE: _____ DRAWN BY: _____
 DATE: SEPTEMBER 2008 CHECKED BY: _____

L:\AURORA\0429908_Wood_SRD\Drawings\Ex_Bridge_Drawings.dgn

DATE: _____ BY: _____
 REVISIONS: _____
 PLAN: _____
 CHECKED: _____
 DATE: _____ BY: _____

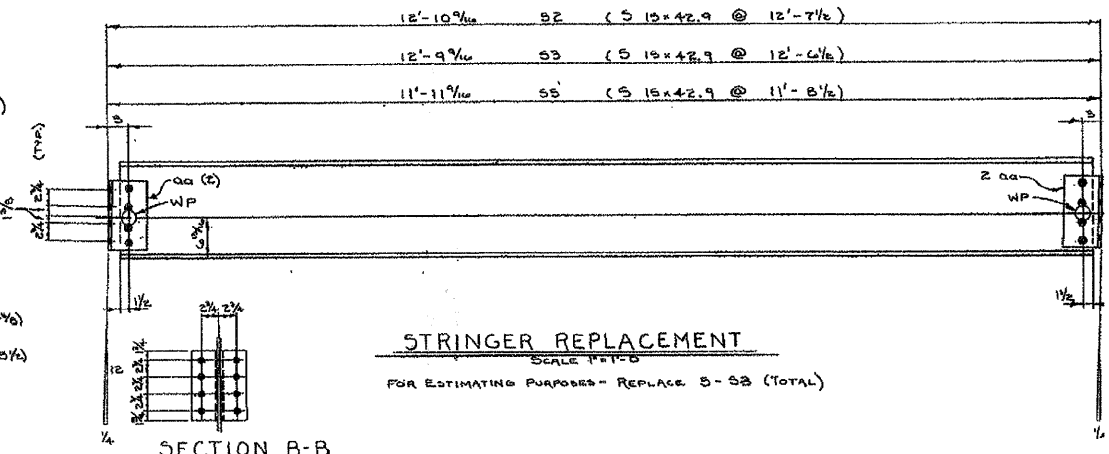
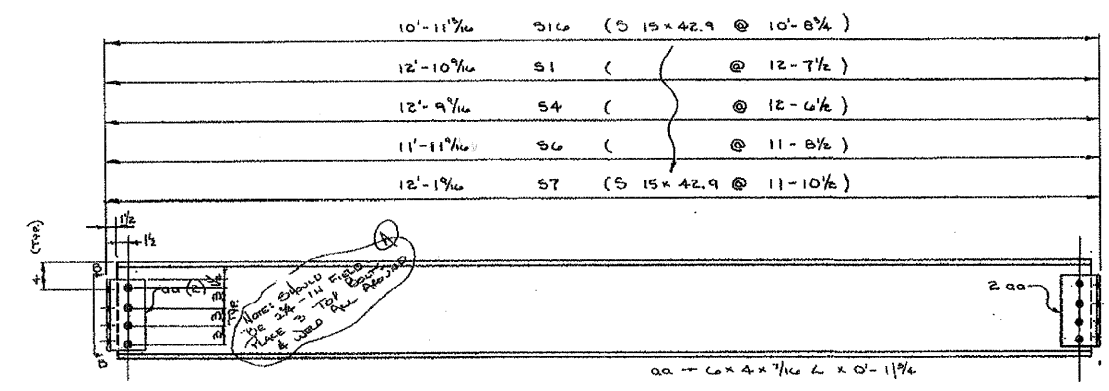
DATE: _____ BY: _____
 REVISIONS: _____
 PROFILE: _____
 CHECKED: _____
 DATE: _____ BY: _____

L:\AURORA\042908_Wood_SitDraw\Sheets\Ex_Bridge_Drawings.dgn

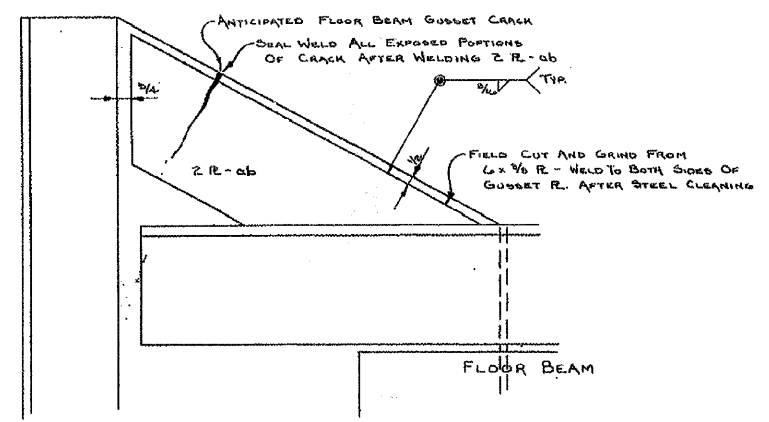


BRACE FRAME REPLACEMENT
 SCALE 1" = 1'-0"
 MAKE 2 - BF1 &
 1 - BF2

NOTE:
 1. ALL HOLES TO BE 1/8" Ø FOR 7/8" Ø A325 BOLTS
 2. WHEN REPLACING A MEMBER, THE EXISTING RIVETS SHALL BE CUT AND REMOVED. ALL BOLTS TO RACE NEW MEMBER SHALL BE CONSIDERED THAT THEREOF, AND SHALL CONFORM TO CURRENT AISC RECOMMENDATIONS.



STRINGER REPLACEMENT
 SCALE 1" = 1'-0"
 FOR ESTIMATING PURPOSES - REPLACE 5 - S2 (TOTAL)



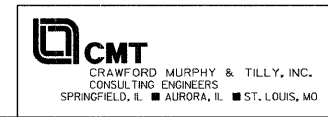
GUSSET PLATE REPAIRS
 SCALE 3" = 1'-0"
 ESTIMATE - 10 GUSSET PLATE REPAIRS

BURLINGTON NORTHE
 AURORA DIVISION AUR
 LA VERGNE TO GR
 BRIDGE No. 3

REPLACEMENT
 WOOD STREET
 S. J. A. N.
 Rev. @ 9/11/03 Jm

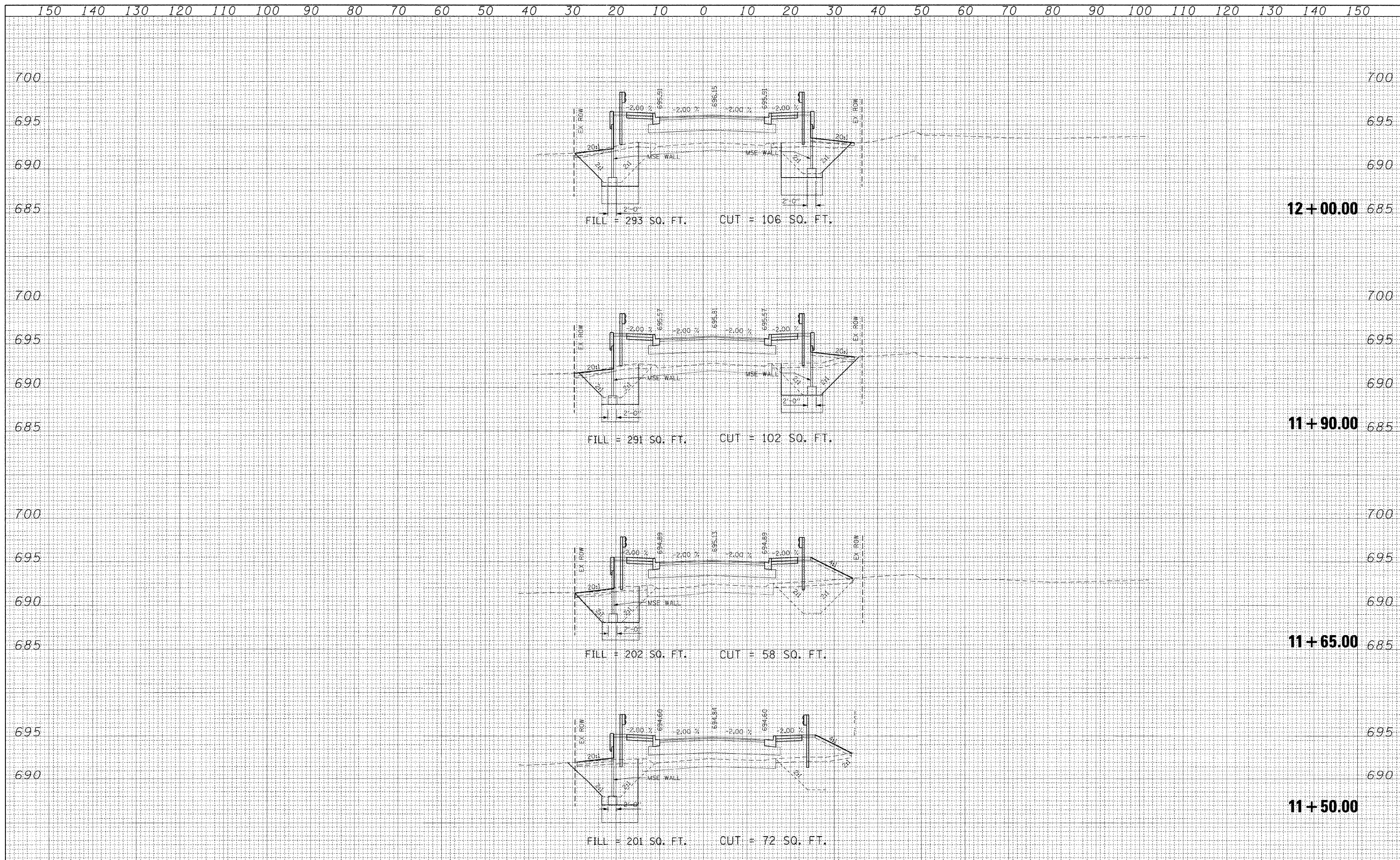
REVISIONS	
NAME	DATE

CITY OF AURORA
EXISTING BRIDGE DRAWINGS
 REPLACEMENT DETAILS
 SCALE: _____ DATE: SEPTEMBER 2008
 DRAWN BY: _____ CHECKED BY: _____



FINAL SURVEY	BY	DATE
NOTE BOOK		
TEMPLATE		
AREAS CHECKED		
NO.		

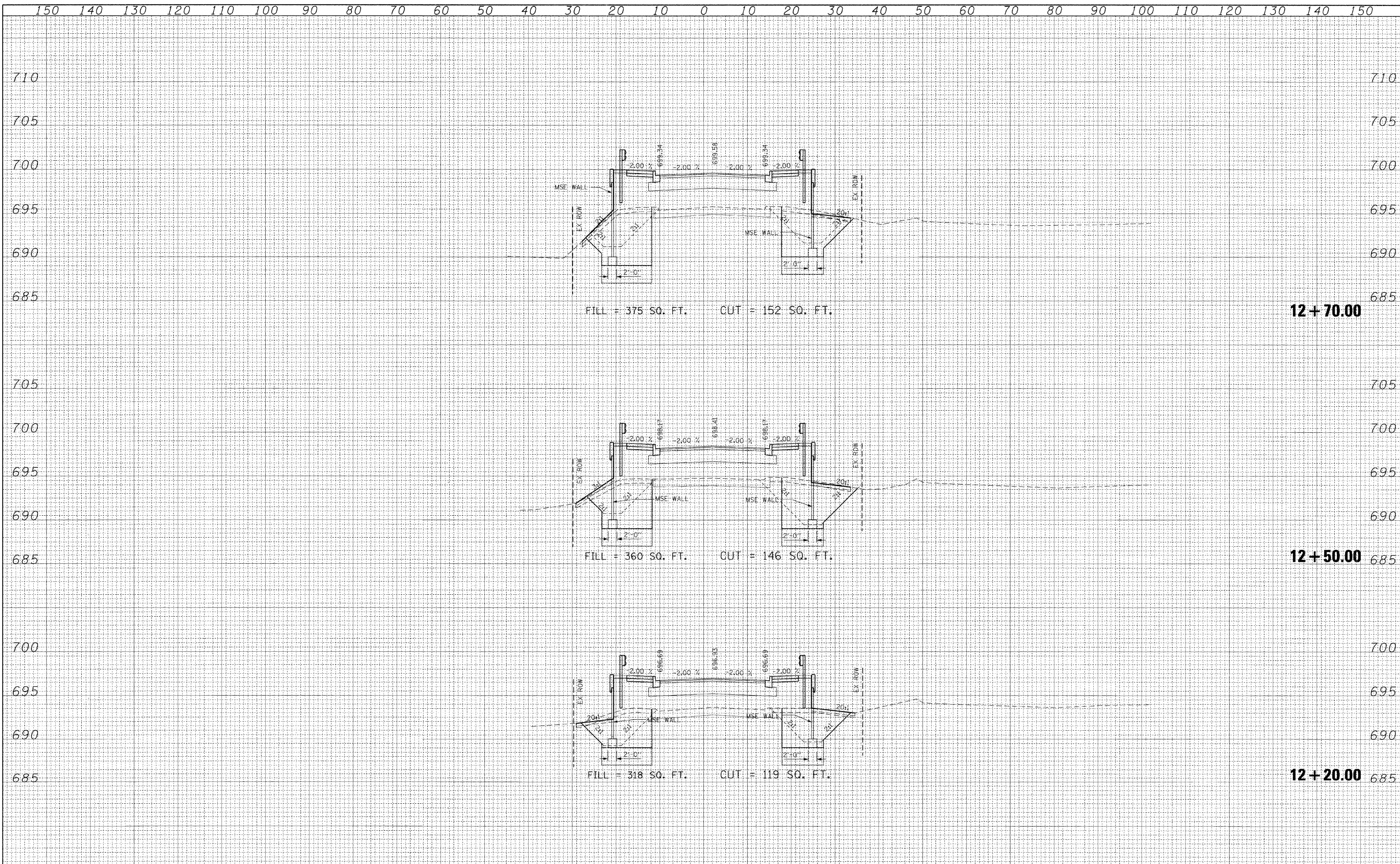
ORIGINAL SURVEY	BY	DATE
NOTE BOOK		
TEMPLATE		
AREAS CHECKED		
NO.		



FILE NAME =	USER NAME = Ed Davis	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WOOD STREET CROSS-SECTIONS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1:\auro\0429908_wood.st\draw\geopak\pr\shet	td.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA. 11+50.00	TO STA. 12+00.00	KANE	72	63
	PLOT SCALE = 9.4440' / IN.	CHECKED -	REVISED -										
	PLOT DATE = 9/18/2008	DATE -	REVISED -						FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

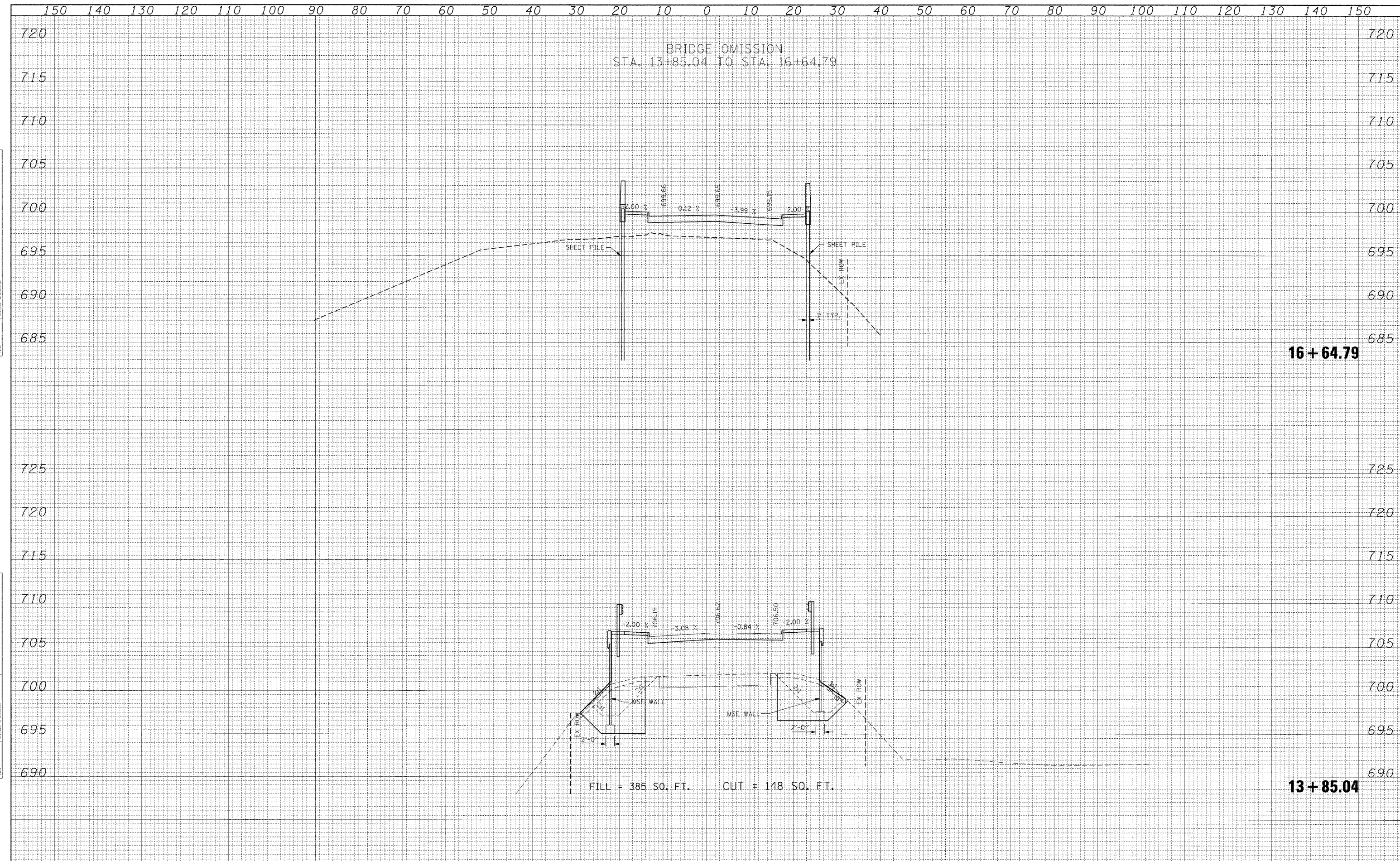
DATE	
BY	
SURVEYED	
DESIGNED	
TEMP. DATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
DESIGNED	
TEMP. DATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLANNED		
	FIELD		
	TEAR SHEET		
	AREAS		
	CHECKED		
	NO.		

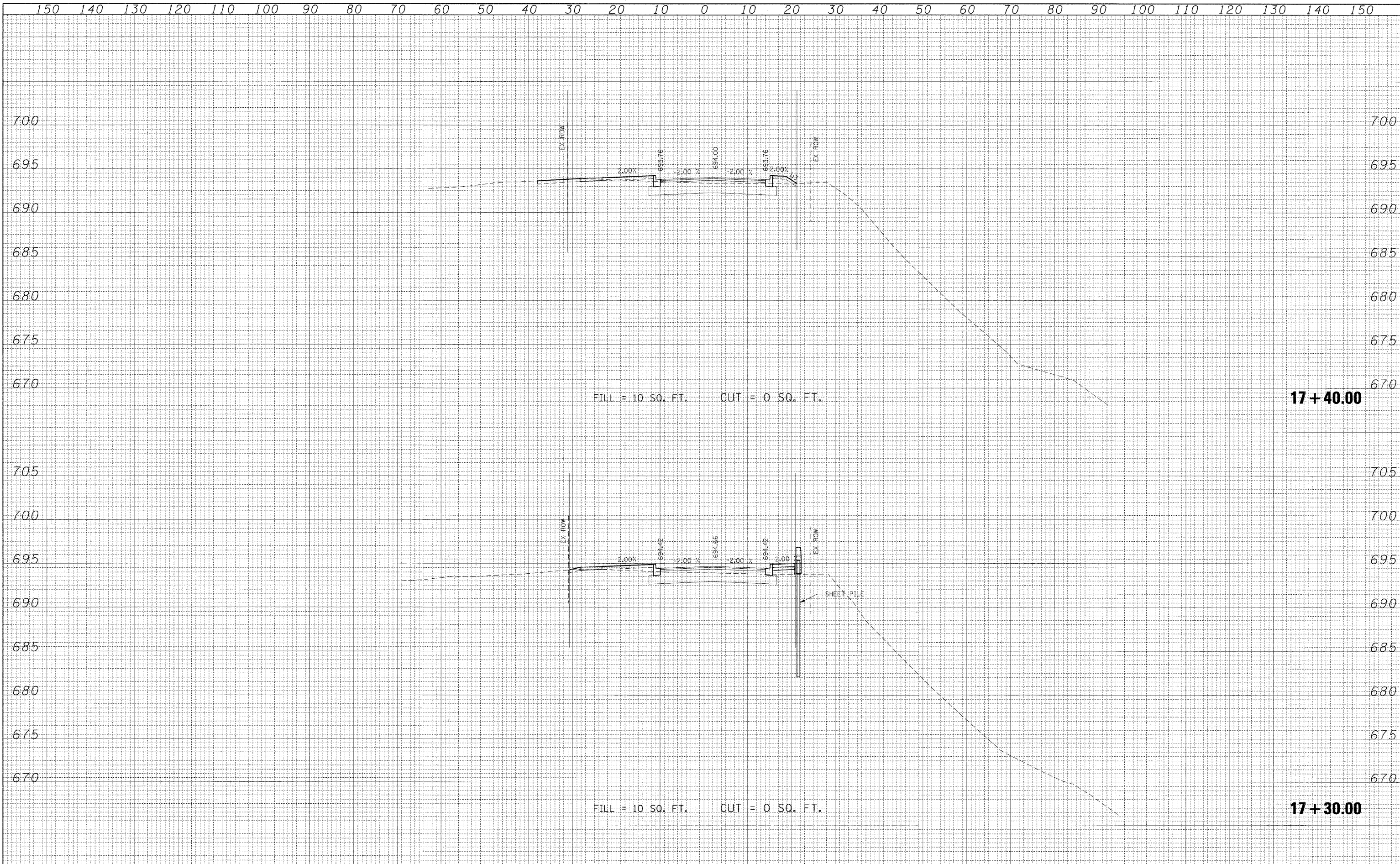
ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLANNED		
	FIELD		
	TEAR SHEET		
	AREAS		
	CHECKED		
	NO.		



FILE NAME = I:\aurore\0429988_wood.st\draw\geopak\pm\rsheet1.dgn	USER NAME = Ed Davis	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WOOD STREET CROSS-SECTIONS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA. 13+85.04	TO STA. 16+64.79	KANE	72	68
		CHECKED -	REVISED -						FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
		DATE -	REVISED -						CONTRACT NO.				

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

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



FILE NAME =	USER NAME = Ed Davis	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				WOOD STREET CROSS-SECTIONS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1:\auro-a\042998_wood.st\draw\geopak\pm\shet1.dgn	PLT SCALE = 1/4" = 1' IN.	DRAWN -	REVISED -					SCALE: SHEET NO. OF SHEETS STA. 17+30.00 TO STA. 17+40.00					KANE	72	71	
PLT DATE = 9/16/2008	CHECKED -	REVISED -	DATE -													REVISED -

