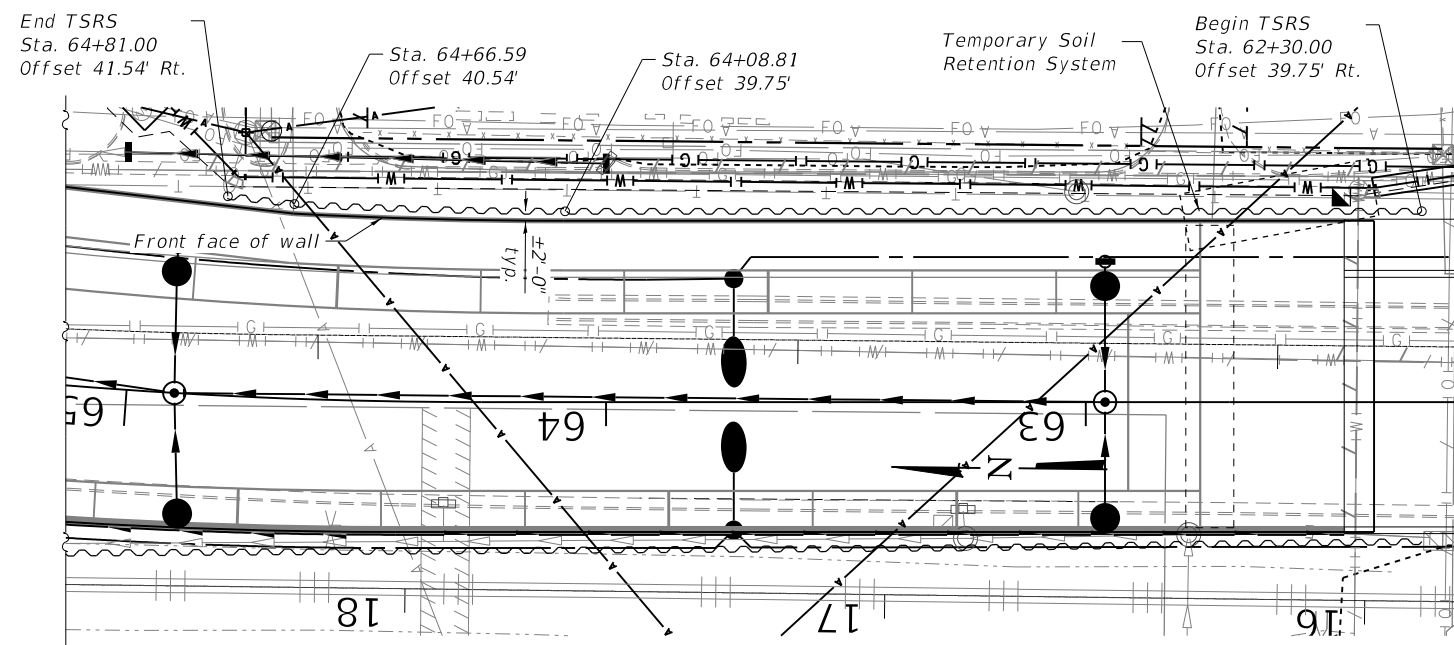
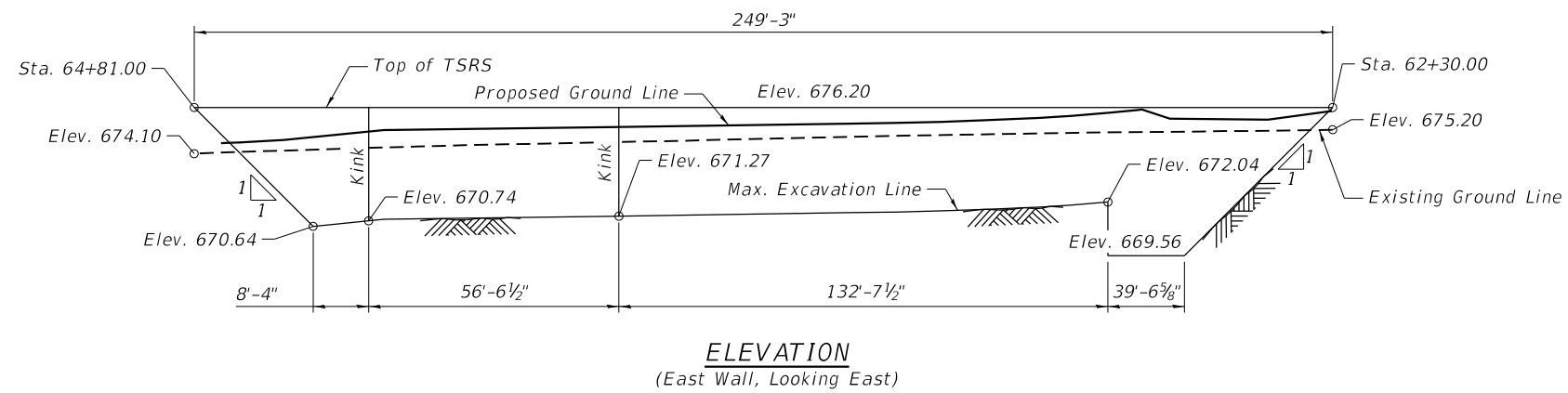


Notes:

1. A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.
2. Horizontal dimensions and grounds slopes are shown along the Temporary Soil Retention System unless noted otherwise.
3. The Contractor is alerted to the presence of underground utilities under the proposed Temporary Soil Retention System. These utilities may need to be kept in service during construction of the retaining wall. See drainage and utility plans.



BILL OF MATERIAL

Item	Unit	Quantity
Temporary Soil Retention System	Sq. Ft.	1,243

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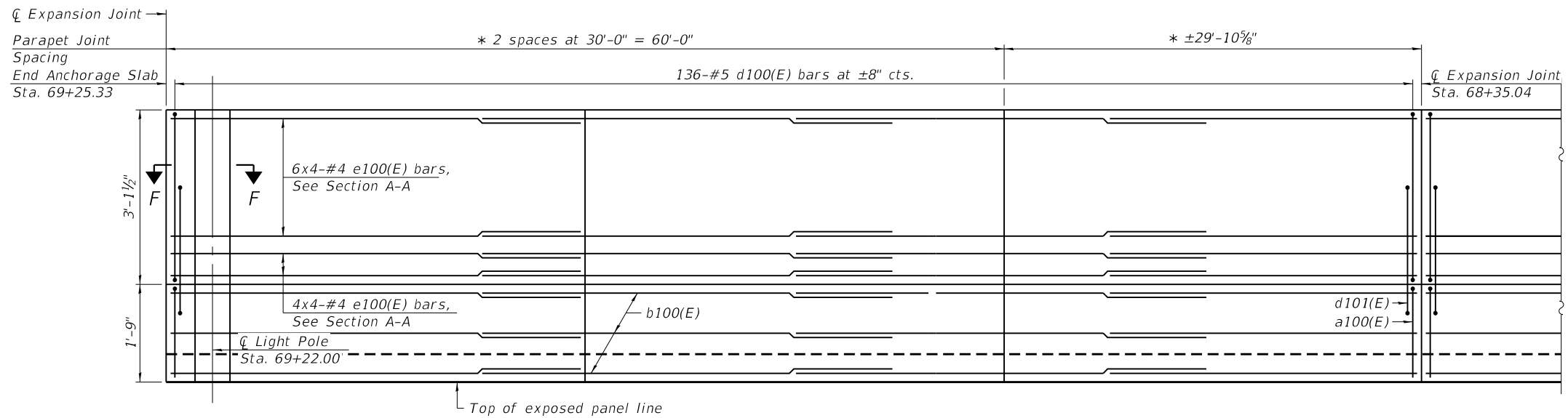
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY SOIL RETENTION SYSTEM
STRUCTURE NO. 058-W004**

SHEET SB-7 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	601
CONTRACT NO. 95893				
		ILLINOIS	FED. AID PROJECT	



OUTSIDE ELEVATION OF WEST PARAPET
(West Anchorage Slab)

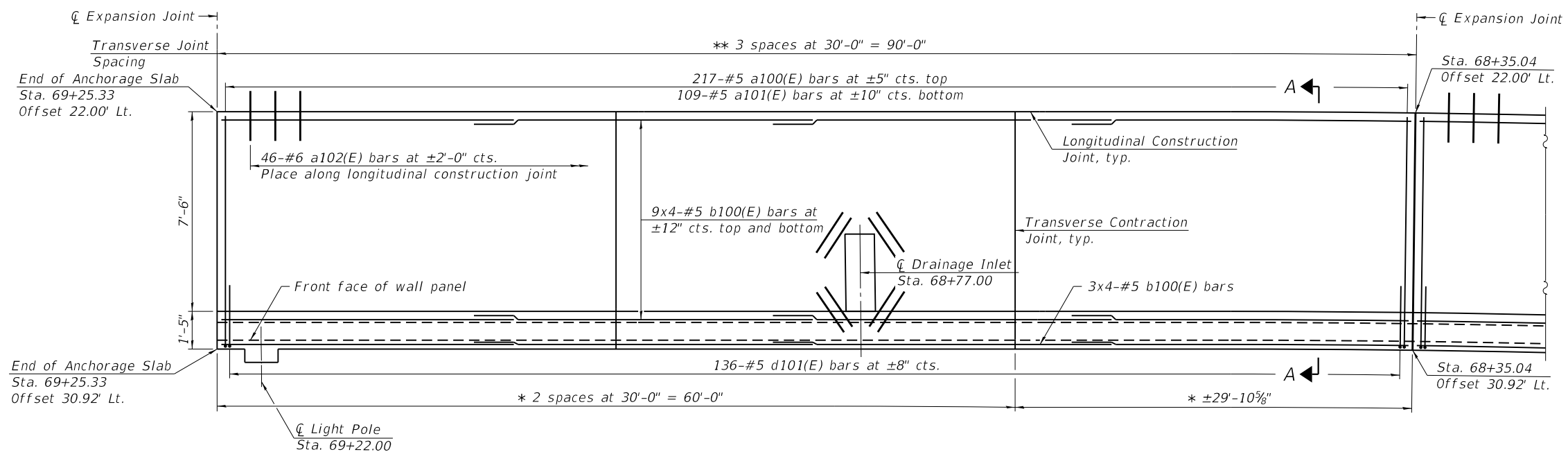
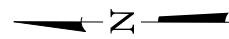
* Measured along outside face of parapet
** Measured along inside edge of anchorage slab

Notes:

1. Place Transverse Contraction Joints and Transverse Expansion Joints perpendicular to outside face of parapet.
2. Portion of Anchorage Slab within the traveled way shall be finished to match PPC pavement finish according to Section 420.09 of the Standard Specifications.
3. Bars indicated thus 5x4-#5 etc. indicates 5 lines of bars with 4 lengths per line.
4. Stations and offsets are measured from Brush College Road.
5. For Section A-A see sheet SB-24 and for Section F-F see SB-25.
6. For Anchorage Slab Details, light pole details, joint details, bar bend details and Bill of Material, see sheets SB-24, SB-25 and SB-26 of SB-35.
7. For light pole and junction box details, see Electrical Plans.
8. For drainage details, see sheets SB-24 and SB-25 of SB-35 and Drainage Plans.

MINIMUM BAR LAP

#4 Bar = 2'-8"
#5 Bar = 3'-4"



PLAN
(West Anchorage Slab)

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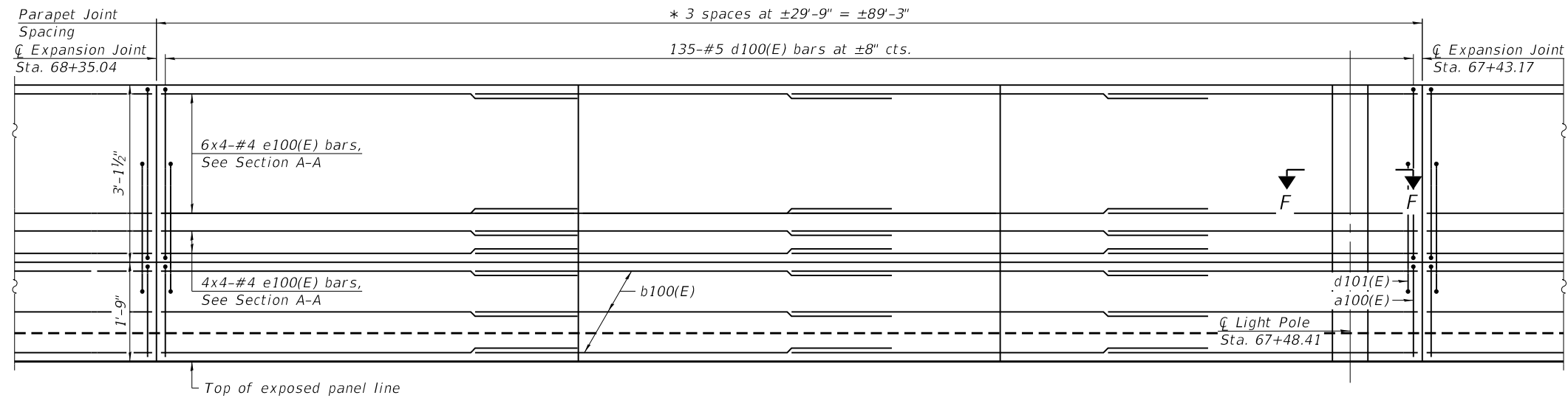
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WEST ANCHORAGE SLAB (1 OF 7)
STRUCTURE NO. 058-W004**

SHEET SB-8 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 95893				
ILLINOIS		FED. AID PROJECT		

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OUTSIDE ELEVATION OF WEST PARAPET
 (West Anchorage Slab)

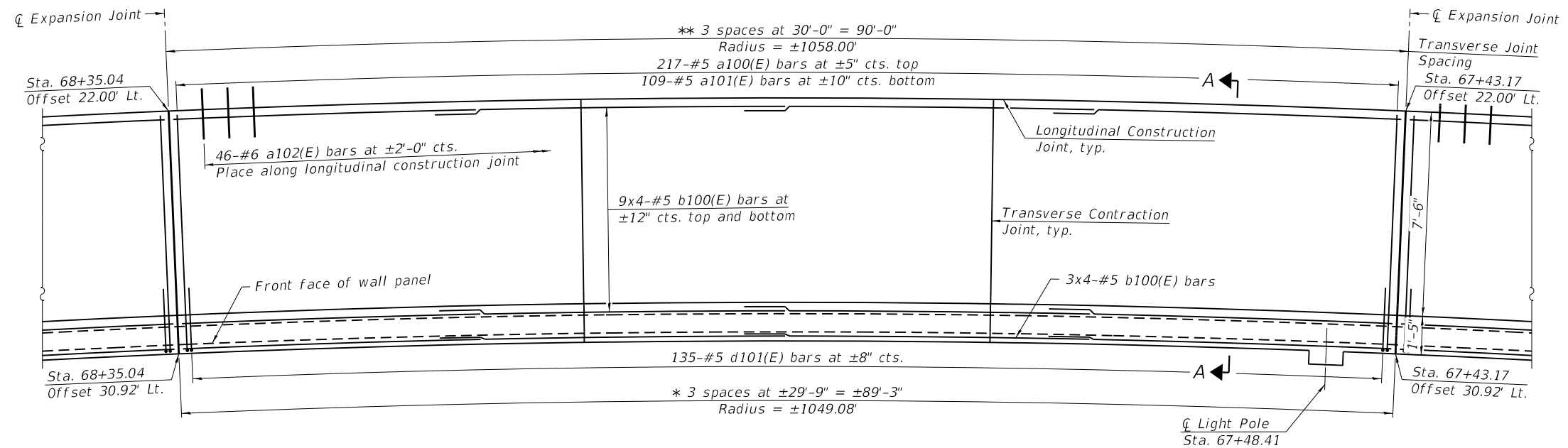
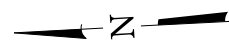
Notes:

1. Place Transverse Contraction Joints and Transverse Expansion Joints perpendicular to outside face of parapet.
2. Portion of Anchorage Slab within the traveled way shall be finished to match PPC pavement finish according to Section 420.09 of the Standard Specifications.
3. Bars indicated thus 5x4-#5 etc. indicates 5 lines of bars with 4 lengths per line.
4. Stations and offsets are measured from Brush College Road.
5. For Section A-A see sheet SB-24 and for Section F-F see SB-25.
6. For Anchorage Slab Details, light pole details, joint details, bar bend details and Bill of Material, see sheets SB-24, SB-25 and SB-26 of SB-35.
7. For light pole and junction box details, see Electrical Plans.
8. For drainage details, see sheets SB-24 and SB-25 of SB-35 and Drainage Plans.

* Measured along outside face of parapet
 ** Measured along inside edge of anchorage slab

MINIMUM BAR LAP

#4 Bar = 2'-8"
 #5 Bar = 3'-4"



PLAN
 (West Anchorage Slab)



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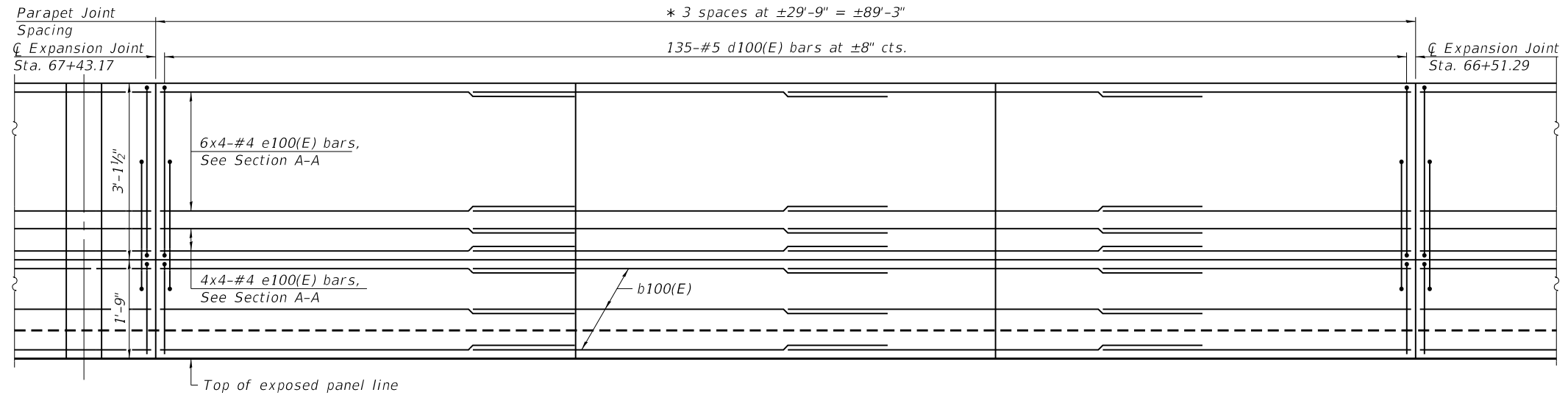
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

WEST ANCHORAGE SLAB (2 OF 7)
 STRUCTURE NO. 058-W004

SHEET SB-9 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 95893				
ILLINOIS FED. AID PROJECT				

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OUTSIDE ELEVATION OF WEST PARAPET
(West Anchorage Slab)

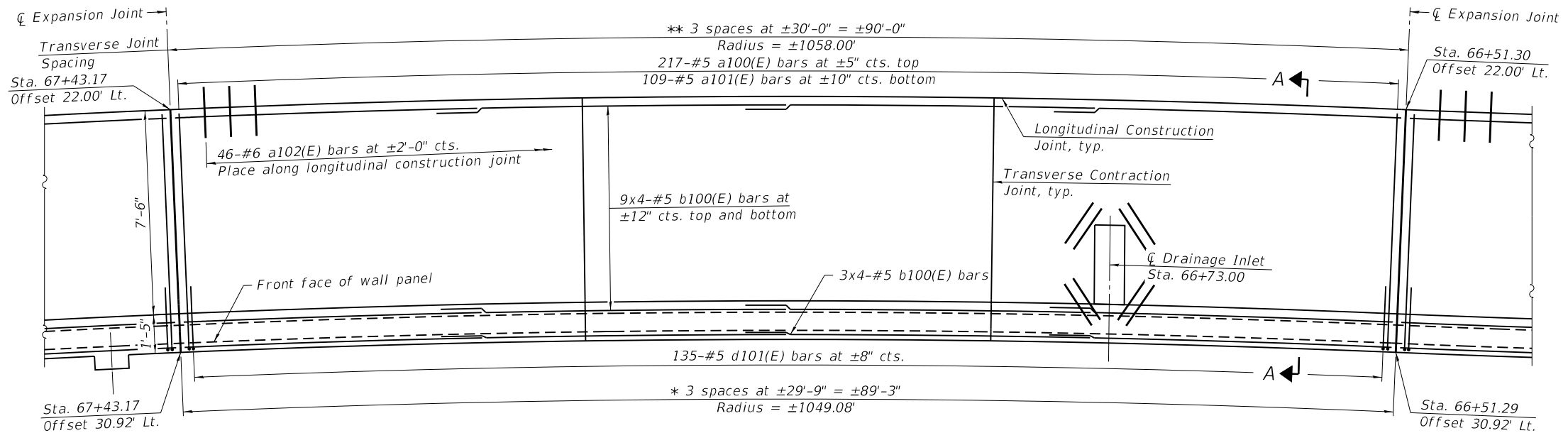
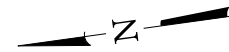
* Measured along outside face of parapet
 ** Measured along inside edge of anchorage slab

Notes:

1. Place Transverse Contraction Joints and Transverse Expansion Joints perpendicular to outside face of parapet.
2. Portion of Anchorage Slab within the traveled way shall be finished to match PPC pavement finish according to Section 420.09 of the Standard Specifications.
3. Bars indicated thus 5x4-#5 etc. indicates 5 lines of bars with 4 lengths per line.
4. Stations and offsets are measured from \square Brush College Road.
5. For Section A-A see sheet SB-24.
6. For Anchorage Slab Details, light pole details, joint details, bar bend details and Bill of Material, see sheets SB-24, SB-25 and SB-26 of SB-35.
7. For light pole and junction box details, see Electrical Plans.
8. For drainage details, see sheets SB-24 and SB-25 of SB-35 and Drainage Plans.

MINIMUM BAR LAP

#4 Bar = 2'-8"
 #5 Bar = 3'-4"



PLAN
(West Anchorage Slab)



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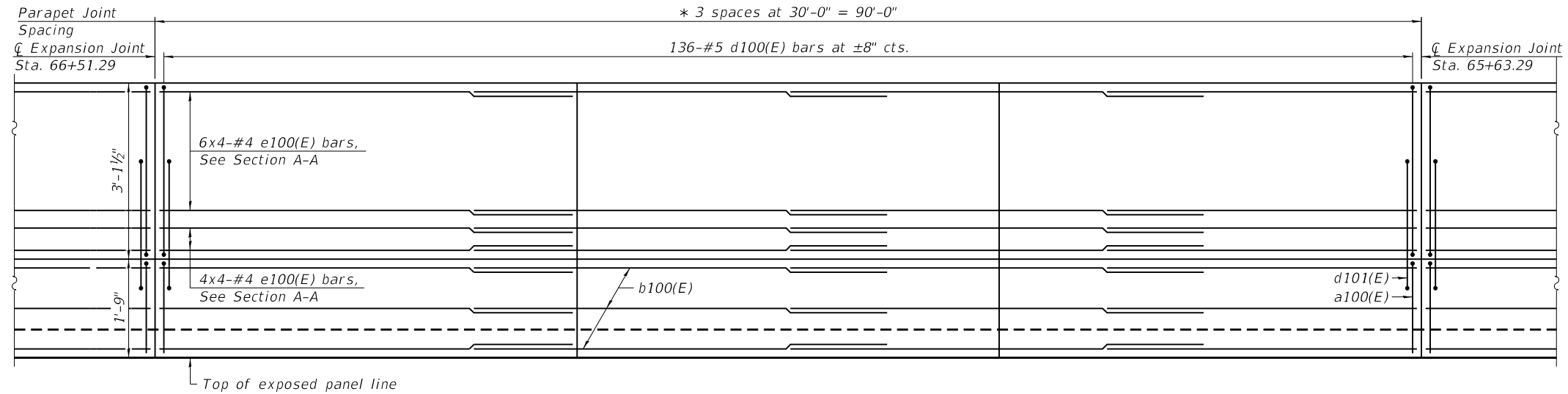
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ANCHORAGE SLAB (3 OF 7)
STRUCTURE NO. 058-W004

SHEET SB-10 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	604
CONTRACT NO. 95893				

ILLINOIS FED. AID PROJECT



OUTSIDE ELEVATION OF WEST PARAPET
(West Anchorage Slab)

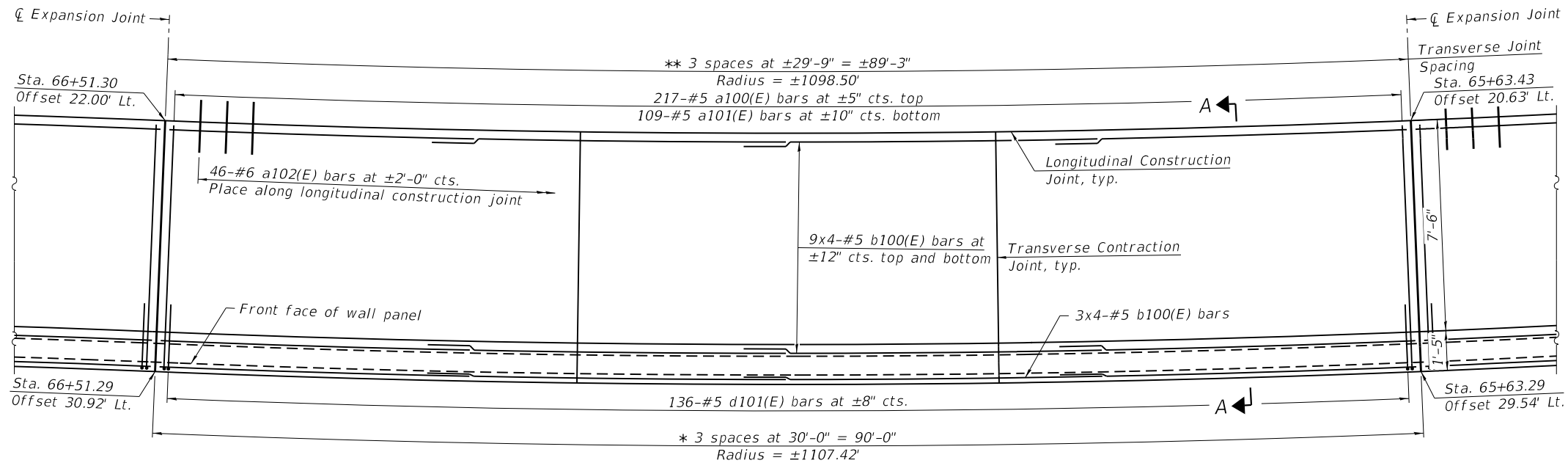
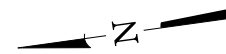
* Measured along outside face of parapet
** Measured along inside edge of anchorage slab

Notes:

1. Place Transverse Contraction Joints and Transverse Expansion Joints perpendicular to outside face of parapet.
2. Portion of Anchorage Slab within the traveled way shall be finished to match PPC pavement finish according to Section 420.09 of the Standard Specifications.
3. Bars indicated thus 5x4-#5 etc. indicates 5 lines of bars with 4 lengths per line.
4. Stations and offsets are measured from Brush College Road.
5. For Section A-A see sheet SB-24.
6. For Anchorage Slab Details, light pole details, joint details, bar bend details and Bill of Material, see sheets SB-24, SB-25 and SB-26 of SB-35.
7. For light pole and junction box details, see Electrical Plans.
8. For drainage details, see sheets SB-24 and SB-25 of SB-35 and Drainage Plans.

MINIMUM BAR LAP

#4 Bar = 2'-8"
#5 Bar = 3'-4"



PLAN
(West Anchorage Slab)

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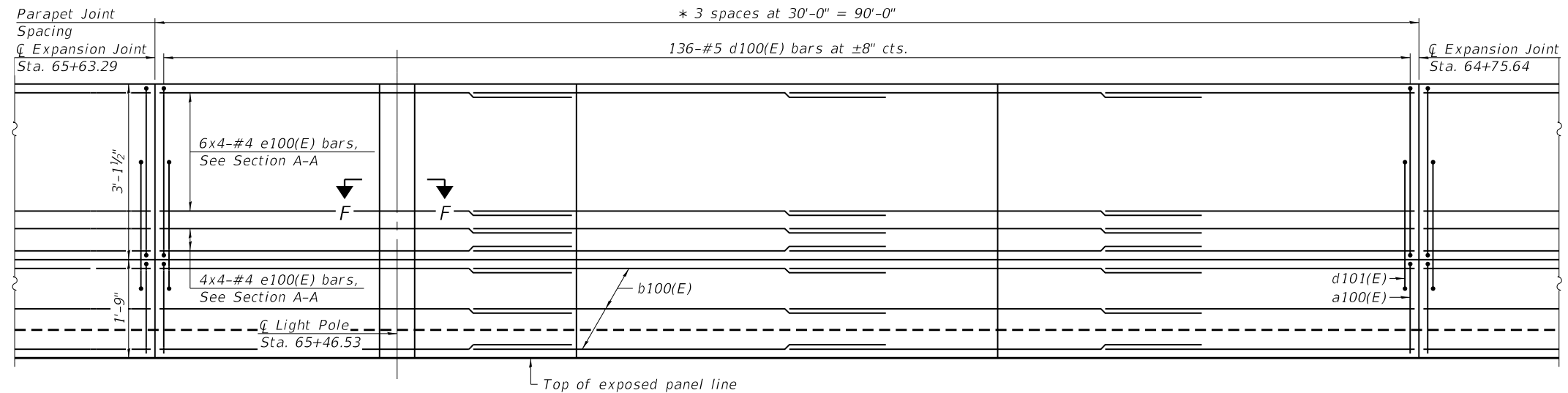
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WEST ANCHORAGE SLAB (4 OF 7)
STRUCTURE NO. 058-W004**

SHEET SB-11 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	605
CONTRACT NO. 95893				
ILLINOIS FED. AID PROJECT				



OUTSIDE ELEVATION OF WEST PARAPET
(West Anchorage Slab)

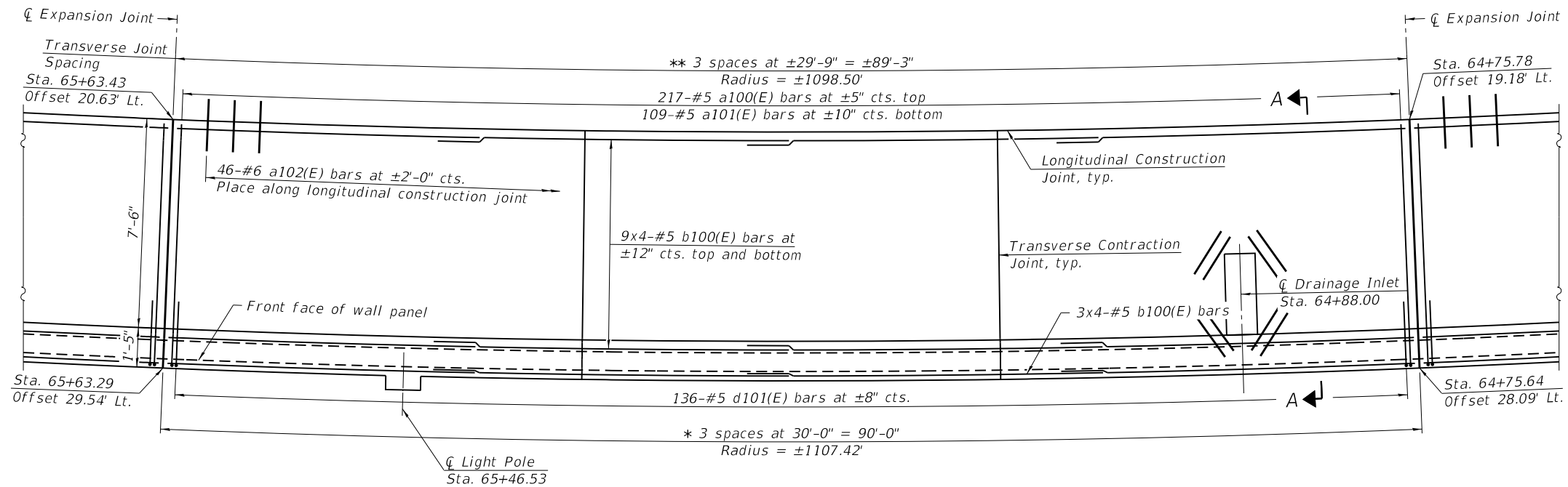
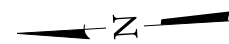
* Measured along outside face of parapet
** Measured along inside edge of anchorage slab

Notes:

1. Place Transverse Contraction Joints and Transverse Expansion Joints perpendicular to outside face of parapet.
2. Portion of Anchorage Slab within the traveled way shall be finished to match PPC pavement finish according to Section 420.09 of the Standard Specifications.
3. Bars indicated thus 5x4-#5 etc. indicates 5 lines of bars with 4 lengths per line.
4. Stations and offsets are measured from Brush College Road.
5. For Section A-A see sheet SB-24 and for Section F-F see SB-25.
6. For Anchorage Slab Details, light pole details, joint details, bar bend details and Bill of Material, see sheets SB-24, SB-25 and SB-26 of SB-35.
7. For light pole and junction box details, see Electrical Plans.
8. For drainage details, see sheets SB-24 and SB-25 of SB-35 and Drainage Plans.

MINIMUM BAR LAP

#4 Bar = 2'-8"
#5 Bar = 3'-4"



PLAN
(West Anchorage Slab)

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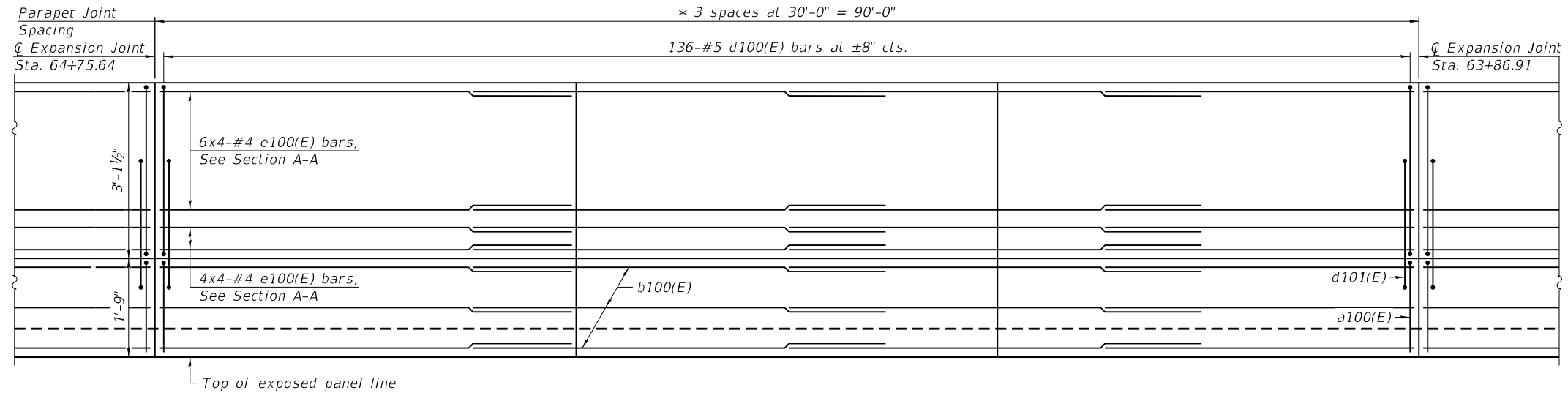
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WEST ANCHORAGE SLAB (5 OF 7)
STRUCTURE NO. 058-W004**

SHEET SB-12 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	606
CONTRACT NO. 95893				
ILLINOIS		FED. AID PROJECT		



OUTSIDE ELEVATION OF WEST PARAPET
(West Anchorage Slab)

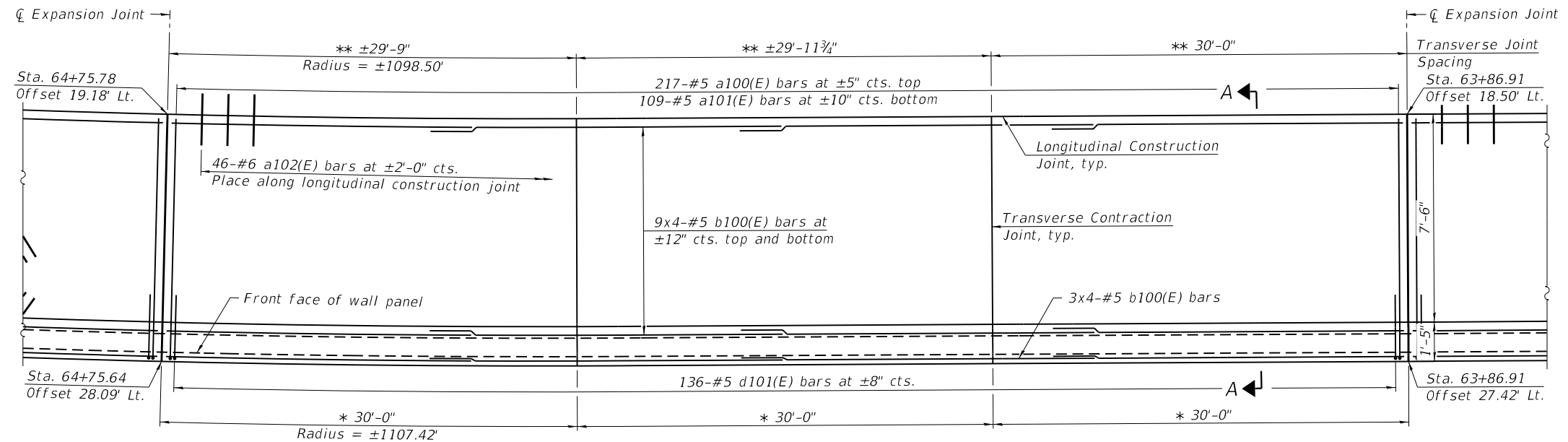
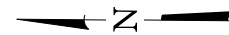
* Measured along outside face of parapet
** Measured along inside edge of anchorage slab

Notes:

1. Place Transverse Contraction Joints and Transverse Expansion Joints perpendicular to outside face of parapet.
2. Portion of Anchorage Slab within the traveled way shall be finished to match PPC pavement finish according to Section 420.09 of the Standard Specifications.
3. Bars indicated thus 5x4-#5 etc. indicates 5 lines of bars with 4 lengths per line.
4. Stations and offsets are measured from \square Brush College Road.
5. For Section A-A see sheet SB-24.
6. For Anchorage Slab Details, light pole details, joint details, bar bend details and Bill of Material, see sheets SB-24, SB-25 and SB-26 of SB-35.
7. For light pole and junction box details, see Electrical Plans.
8. For drainage details, see sheets SB-24 and SB-25 of SB-35 and Drainage Plans.

MINIMUM BAR LAP

#4 Bar = 2'-8"
#5 Bar = 3'-4"



PLAN
(West Anchorage Slab)

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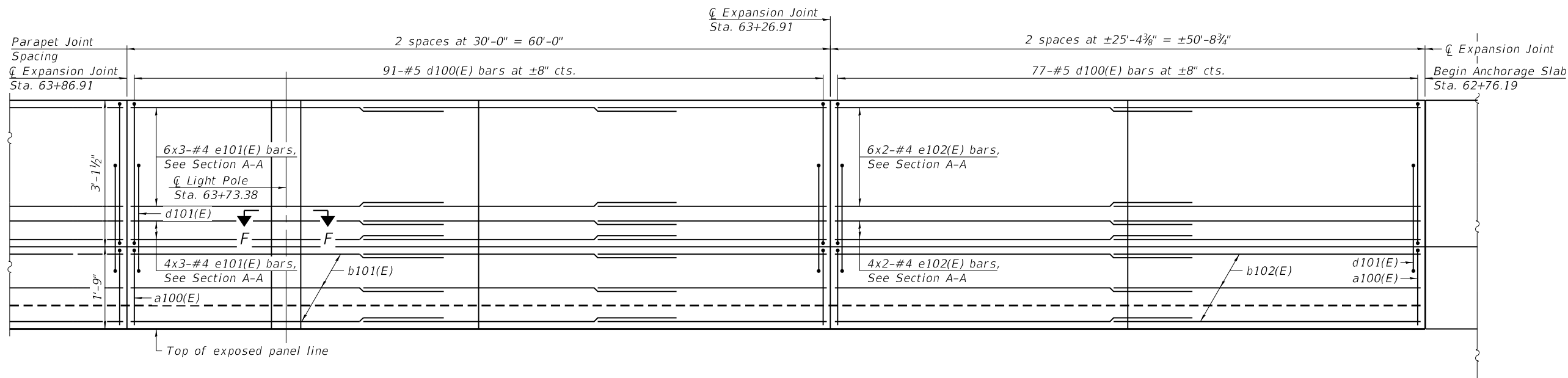
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WEST ANCHORAGE SLAB (6 OF 7)
STRUCTURE NO. 058-W004**

SHEET SB-13 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	607
CONTRACT NO. 95893				
		ILLINOIS	FED. AID PROJECT	



OUTSIDE ELEVATION OF WEST PARAPET
(West Anchorage Slab)

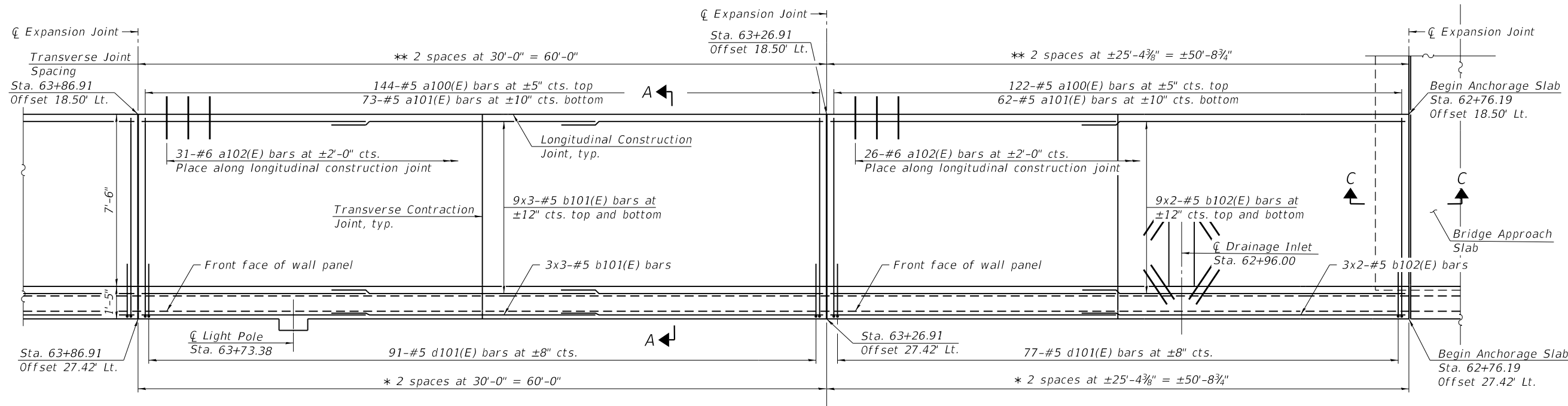
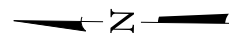
* Measured along outside face of parapet
** Measured along inside edge of anchorage slab

Notes:

1. Place Transverse Contraction Joints and Transverse Expansion Joints perpendicular to outside face of parapet.
2. Portion of Anchorage Slab within the traveled way shall be finished to match PPC pavement finish according to Section 420.09 of the Standard Specifications.
3. Bars indicated thus 5x4-#5 etc. indicates 5 lines of bars with 4 lengths per line.
4. Stations and offsets are measured from Brush College Road.
5. For Sections A-A and C-C see sheet SB-24 and for Section F-F see sheet SB-25.
6. For Anchorage Slab Details, light pole details, joint details, bar bend details and Bill of Material, see sheets SB-24, SB-25 and SB-26 of SB-35.
7. For light pole and junction box details, see Electrical Plans.
8. For drainage details, see sheets SB-24 and SB-25 of SB-35 and Drainage Plans.

MINIMUM BAR LAP

#4 Bar = 2'-8"
#5 Bar = 3'-4"



PLAN
(West Anchorage Slab)

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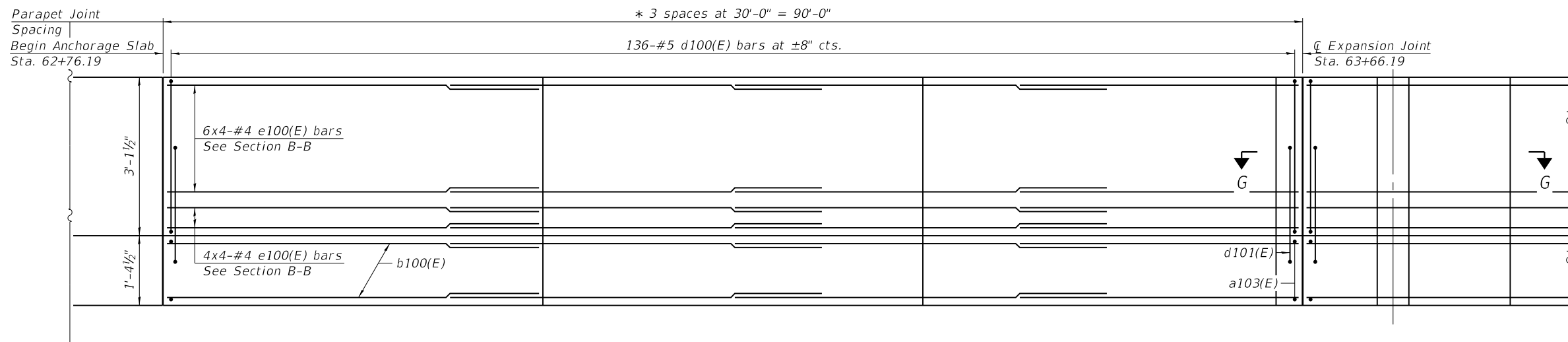
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WEST ANCHORAGE SLAB (7 OF 7)
STRUCTURE NO. 058-W004**

SHEET SB-14 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 95893				
		ILLINOIS	FED. AID PROJECT	

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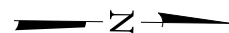


OUTSIDE ELEVATION OF EAST PARAPET
 (East Anchorage Slab)

* Measured along outside face of parapet
 ** Measured along inside edge of anchorage slab

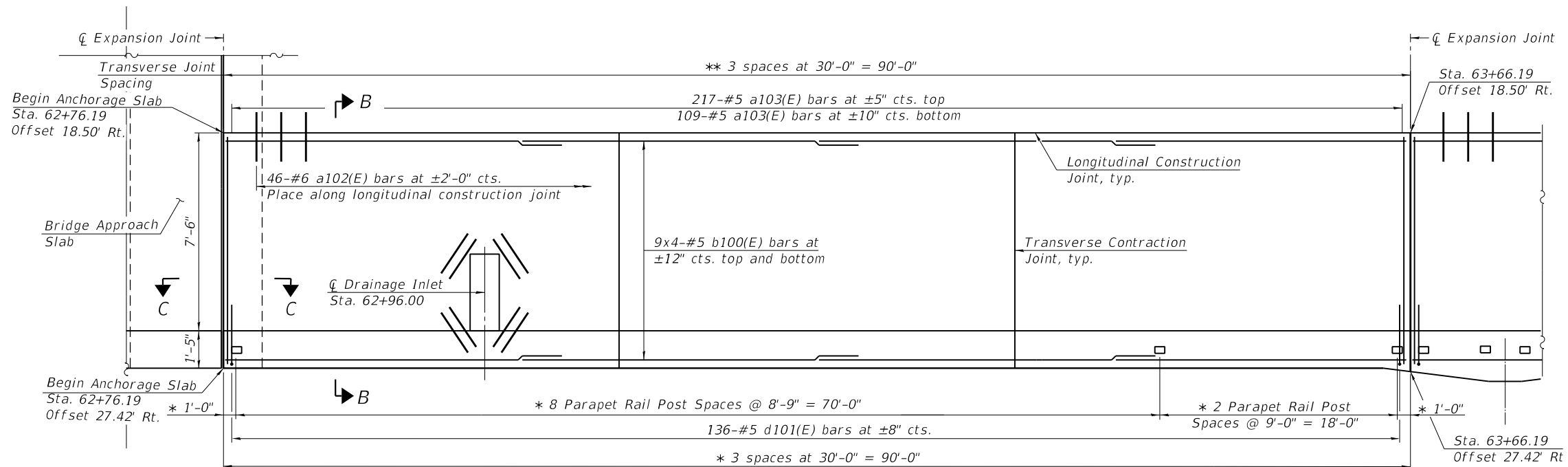
Notes:

1. Place Transverse Contraction Joints and Transverse Expansion Joints perpendicular to outside face of parapet.
2. Portion of Anchorage Slab within the traveled way shall be finished to match PPC pavement finish according to Section 420.09 of the Standard Specifications.
3. Bars indicated thus 5x4-#5 etc. indicates 5 lines of bars with 4 lengths per line.
4. Stations and offsets are measured from Brush College Road.
5. For Sections B-B and C-C see sheet SB-24 and for Section G-G see sheet SB-25.
6. For Anchorage Slab Details, light pole details, joint details, bar bend details and Bill of Material, see sheets SB-24, SB-25 and SB-26 of SB-35.
7. For light pole and junction box details, see Electrical Plans.
8. For drainage details, see sheets SB-24 and SB-25 of SB-35 and Drainage Plans.



MINIMUM BAR LAP

#4 Bar = 2'-8"
 #5 Bar = 3'-4"



PLAN
 (East Anchorage Slab)



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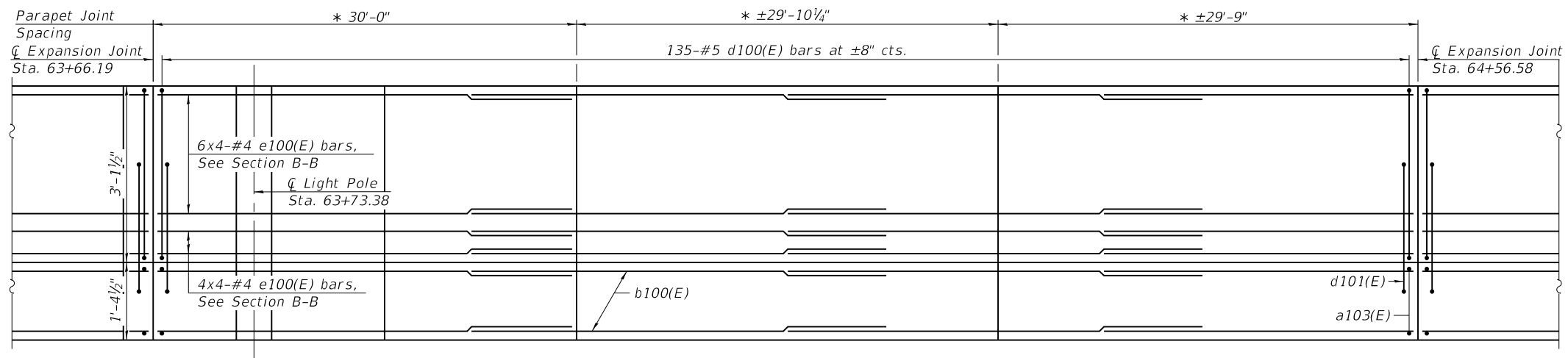
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ANCHORAGE SLAB (1 OF 7)
STRUCTURE NO. 058-W004

SHEET SB-15 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	609
CONTRACT NO. 95893				
ILLINOIS		FED. AID PROJECT		

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OUTSIDE ELEVATION OF EAST PARAPET
(East Anchorage Slab)

* Measured along outside face of parapet
** Measured along inside edge of anchorage slab

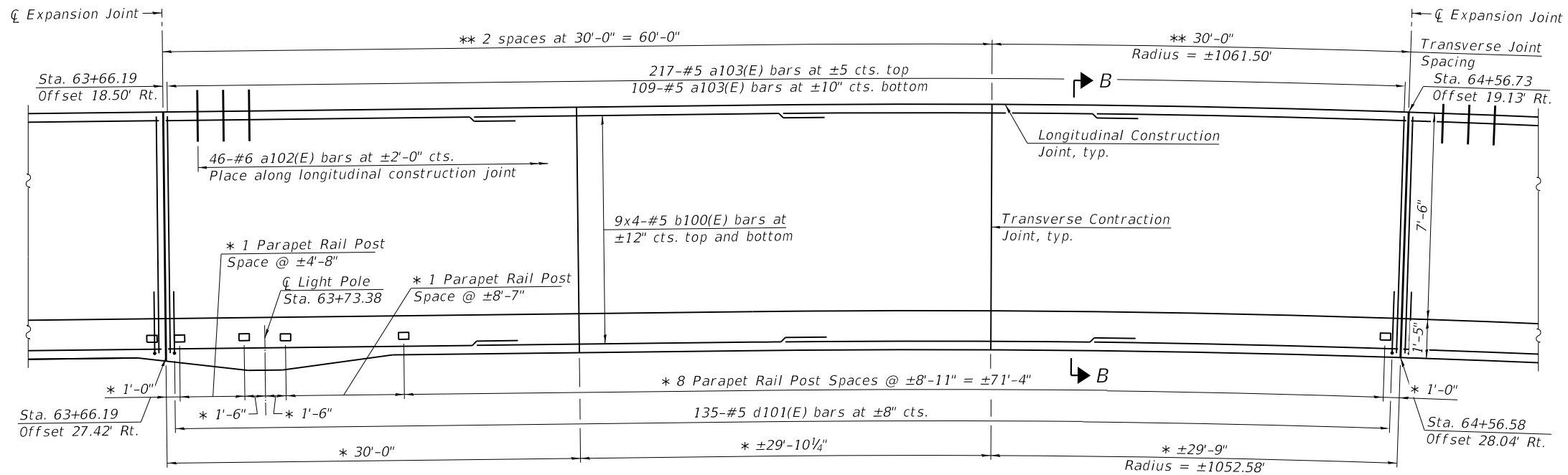
Notes:

1. Place Transverse Contraction Joints and Transverse Expansion Joints perpendicular to outside face of parapet.
2. Portion of Anchorage Slab within the traveled way shall be finished to match PPC pavement finish according to Section 420.09 of the Standard Specifications.
3. Bars indicated thus 5x4-#5 etc. indicates 5 lines of bars with 4 lengths per line.
4. Stations and offsets are measured from Brush College Road.
5. For Section B-B see sheet SB-24.
6. For Anchorage Slab Details, light pole details, joint details, bar bend details and Bill of Material, see sheets SB-24, SB-25 and SB-26 of SB-35.
7. For light pole and junction box details, see Electrical Plans.
8. For drainage details, see sheets SB-24 and SB-25 of SB-35 and Drainage Plans.



MINIMUM BAR LAP

#4 Bar = 2'-8"
#5 Bar = 3'-4"



PLAN
(East Anchorage Slab)



USER NAME =	Icriscione	DESIGNED -	KWB	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

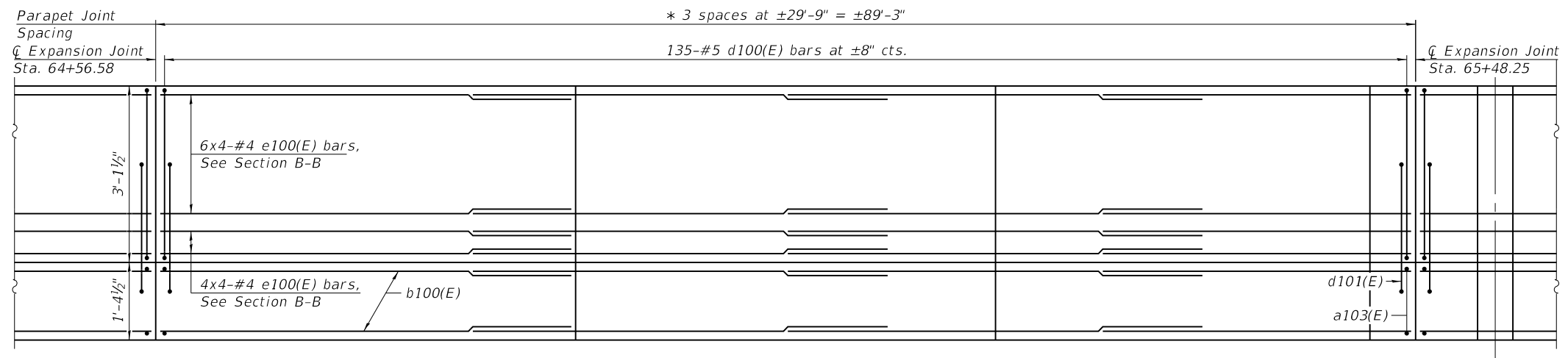
EAST ANCHORAGE SLAB (2 OF 7)
STRUCTURE NO. 058-W004

SHEET SB-16 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	610
CONTRACT NO. 95893				

ILLINOIS FED. AID PROJECT

MODEL: Sheet
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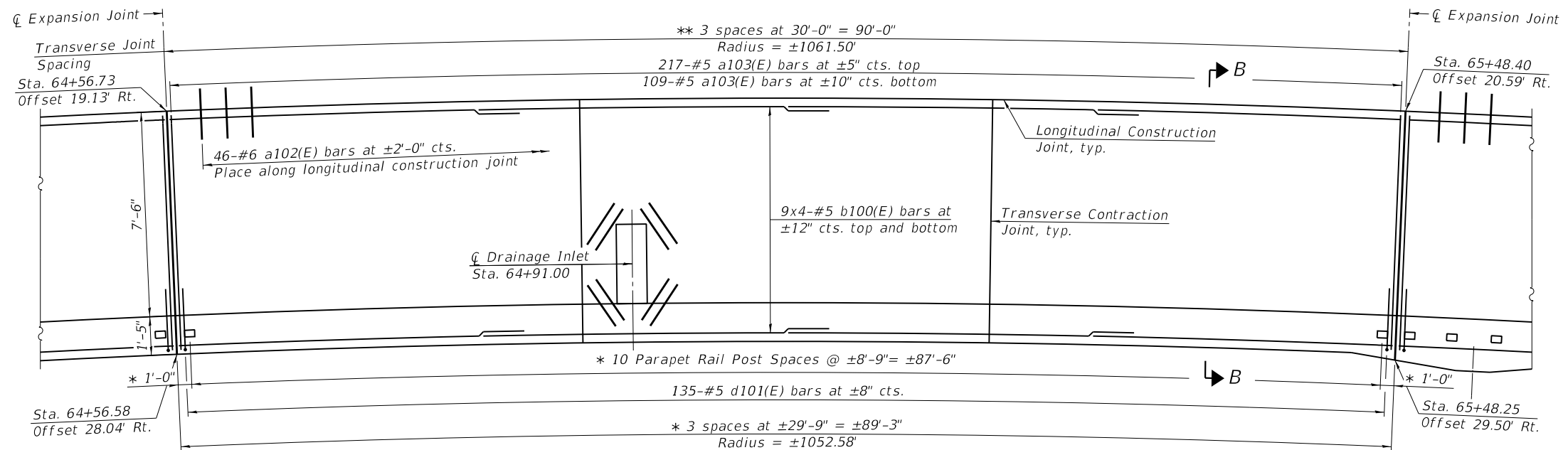
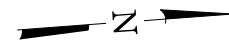
OUTSIDE ELEVATION OF EAST PARAPET
(East Anchorage Slab)

Notes:

1. Place Transverse Contraction Joints and Transverse Expansion Joints perpendicular to outside face of parapet.
2. Portion of Anchorage Slab within the traveled way shall be finished to match PPC pavement finish according to Section 420.09 of the Standard Specifications.
3. Bars indicated thus 5x4-#5 etc. indicates 5 lines of bars with 4 lengths per line.
4. Stations and offsets are measured from Brush College Road.
5. For Section B-B see sheet SB-24.
6. For Anchorage Slab Details, light pole details, joint details, bar bend details and Bill of Material, see sheets SB-24, SB-25 and SB-26 of SB-35.
7. For light pole and junction box details, see Electrical Plans.
8. For drainage details, see sheets SB-24 and SB-25 of SB-35 and Drainage Plans.

* Measured along outside face of parapet
** Measured along inside edge of anchorage slab

MINIMUM BAR LAP
#4 Bar = 2'-8"
#5 Bar = 3'-4"



PLAN
(East Anchorage Slab)

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EAST ANCHORAGE SLAB (3 OF 7)
STRUCTURE NO. 058-W004**

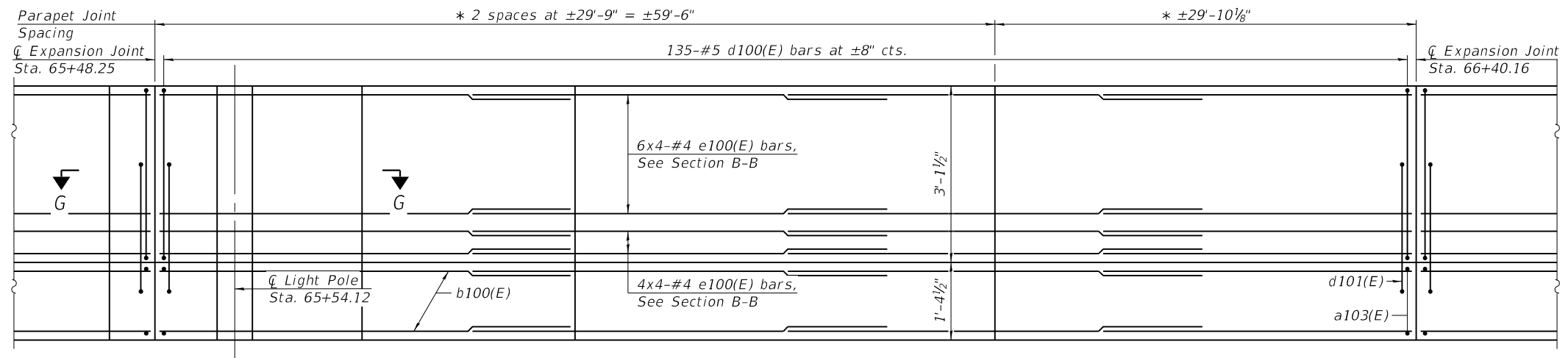
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	611
CONTRACT NO. 95893				

SHEET SB-17 OF SB-35 SHEETS

ILLINOIS FED. AID PROJECT



MODEL: Sheet
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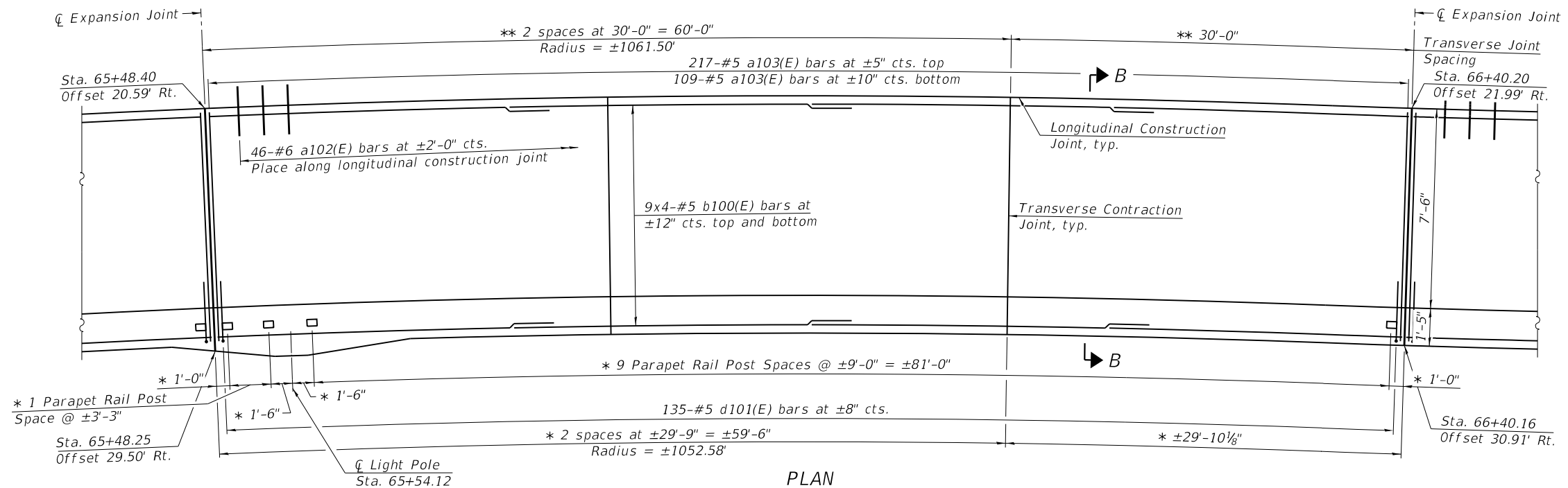
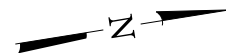
OUTSIDE ELEVATION OF EAST PARAPET
 (East Anchorage Slab)

Notes:

1. Place Transverse Contraction Joints and Transverse Expansion Joints perpendicular to outside face of parapet.
2. Portion of Anchorage Slab within the traveled way shall be finished to match PPC pavement finish according to Section 420.09 of the Standard Specifications.
3. Bars indicated thus 5x4-#5 etc. indicates 5 lines of bars with 4 lengths per line.
4. Stations and offsets are measured from Brush College Road.
5. For Section B-B see sheet SB-24 and for Section G-G see sheet SB-25.
6. For Anchorage Slab Details, light pole details, joint details, bar bend details and Bill of Material, see sheets SB-24, SB-25 and SB-26 of SB-35.
7. For light pole and junction box details, see Electrical Plans.
8. For drainage details, see sheets SB-24 and SB-25 of SB-35 and Drainage Plans.

* Measured along outside face of parapet
 ** Measured along inside edge of anchorage slab

MINIMUM BAR LAP
 #4 Bar = 2'-8"
 #5 Bar = 3'-4"



PLAN
 (East Anchorage Slab)



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

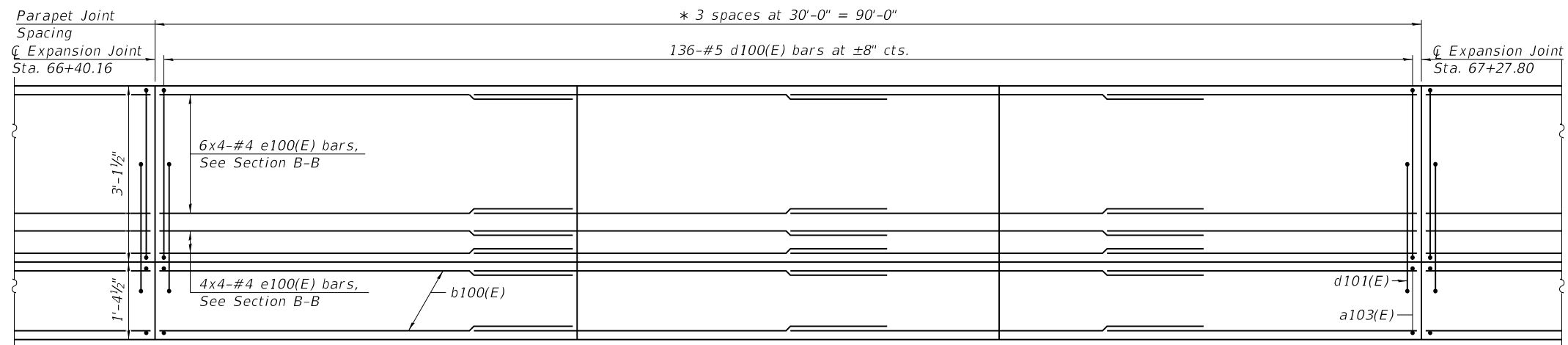
EAST ANCHORAGE SLAB (4 OF 7)
STRUCTURE NO. 058-W004

SHEET SB-18 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	612
CONTRACT NO. 95893				

ILLINOIS FED. AID PROJECT

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OUTSIDE ELEVATION OF EAST PARAPET
 (East Anchorage Slab)

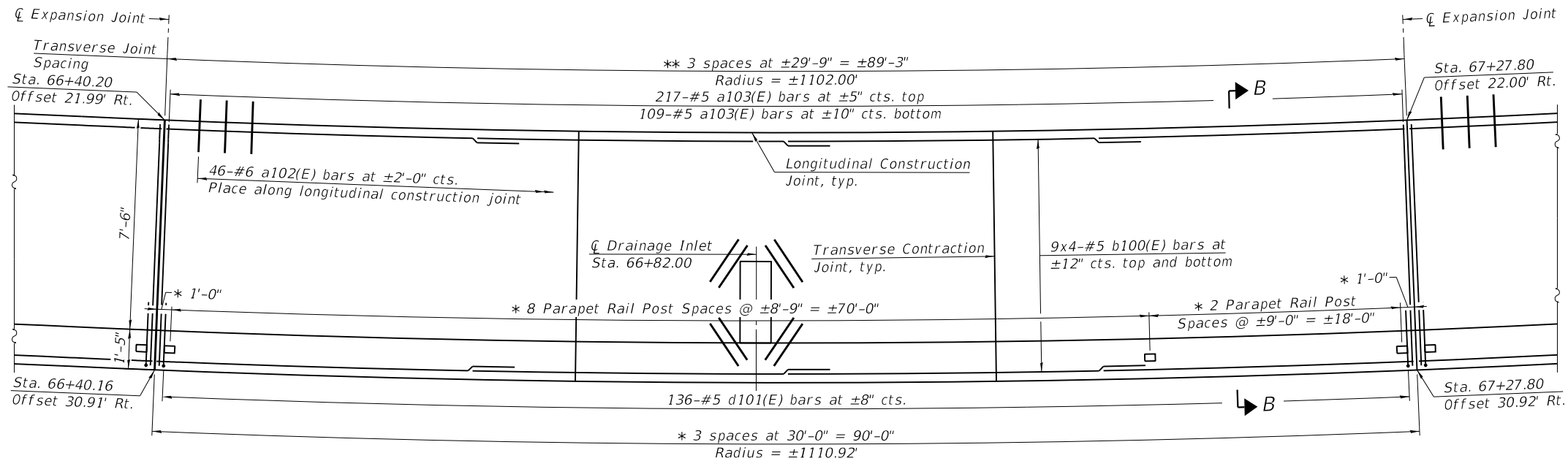
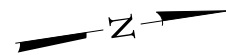
* Measured along outside face of parapet
 ** Measured along inside edge of anchorage slab

Notes:

1. Place Transverse Contraction Joints and Transverse Expansion Joints perpendicular to outside face of parapet.
2. Portion of Anchorage Slab within the traveled way shall be finished to match PPC pavement finish according to Section 420.09 of the Standard Specifications.
3. Bars indicated thus 5x4-#5 etc. indicates 5 lines of bars with 4 lengths per line.
4. Stations and offsets are measured from Brush College Road.
5. For Section B-B see sheet SB-24.
6. For Anchorage Slab Details, light pole details, joint details, bar bend details and Bill of Material, see sheets SB-24, SB-25 and SB-26 of SB-35.
7. For light pole and junction box details, see Electrical Plans.
8. For drainage details, see sheets SB-24 and SB-25 of SB-35 and Drainage Plans.

MINIMUM BAR LAP

#4 Bar = 2'-8"
 #5 Bar = 3'-4"



PLAN
 (East Anchorage Slab)



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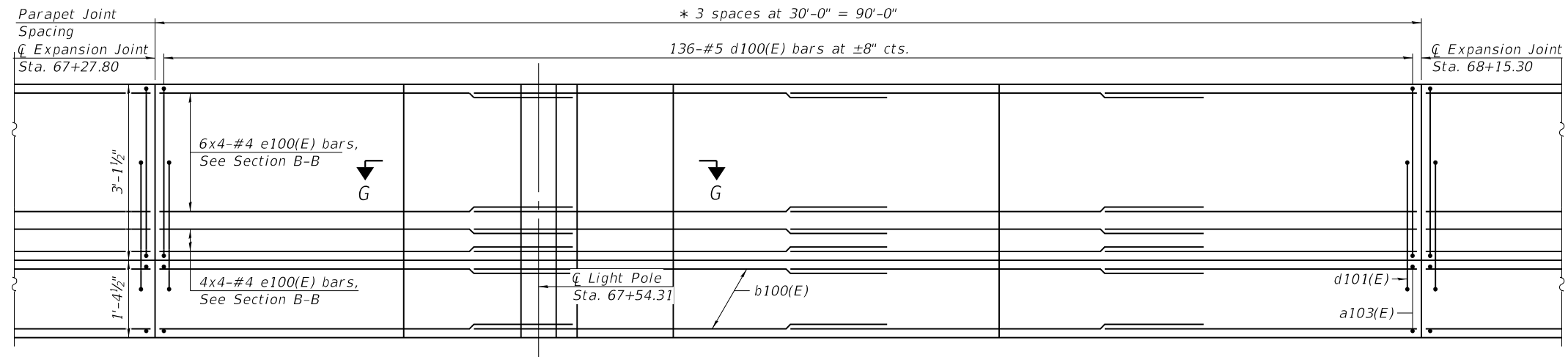
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ANCHORAGE SLAB (5 OF 7)
STRUCTURE NO. 058-W004

SHEET SB-19 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 95893				
ILLINOIS		FED. AID PROJECT		

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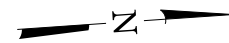


OUTSIDE ELEVATION OF EAST PARAPET
 (East Anchorage Slab)

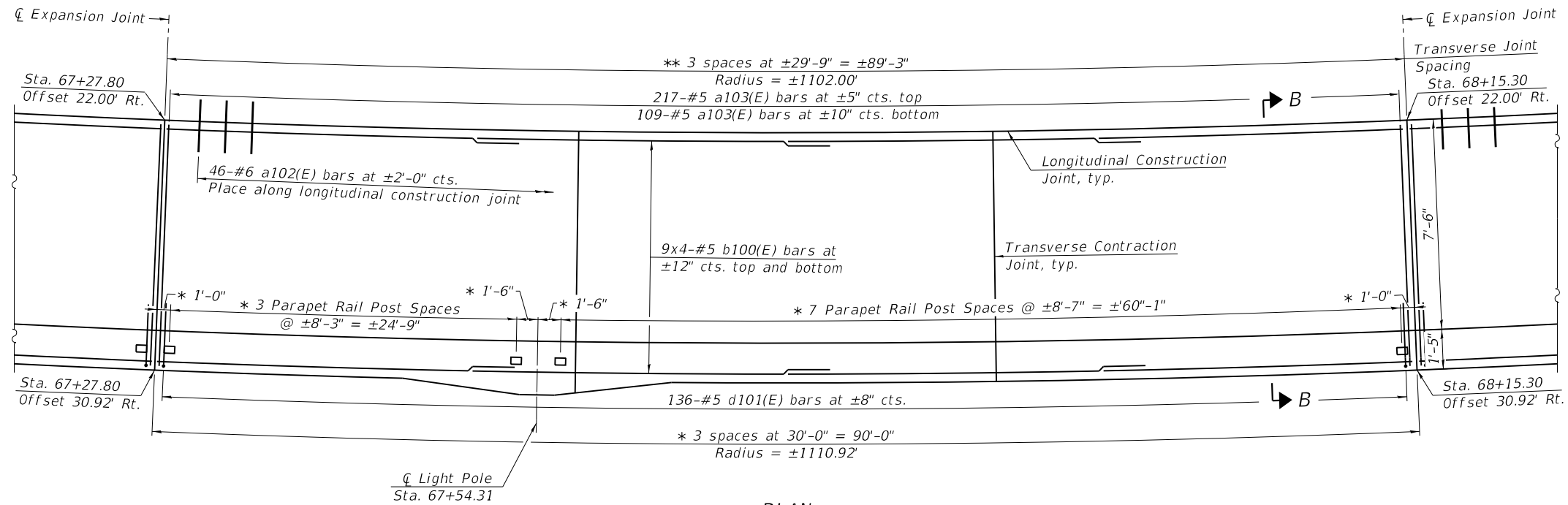
* Measured along outside face of parapet
 ** Measured along inside edge of anchorage slab

Notes:

1. Place Transverse Contraction Joints and Transverse Expansion Joints perpendicular to outside face of parapet.
2. Portion of Anchorage Slab within the traveled way shall be finished to match PPC pavement finish according to Section 420.09 of the Standard Specifications.
3. Bars indicated thus 5x4-#5 etc. indicates 5 lines of bars with 4 lengths per line.
4. Stations and offsets are measured from Brush College Road.
5. For Section B-B see sheet SB-24 and for Section G-G see sheet SB-25.
6. For Anchorage Slab Details, light pole details, joint details, bar bend details and Bill of Material, see sheets SB-24, SB-25 and SB-26 of SB-35.
7. For light pole and junction box details, see Electrical Plans.
8. For drainage details, see sheets SB-24 and SB-25 of SB-35 and Drainage Plans.



MINIMUM BAR LAP
 #4 Bar = 2'-8"
 #5 Bar = 3'-4"



PLAN
 (East Anchorage Slab)



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

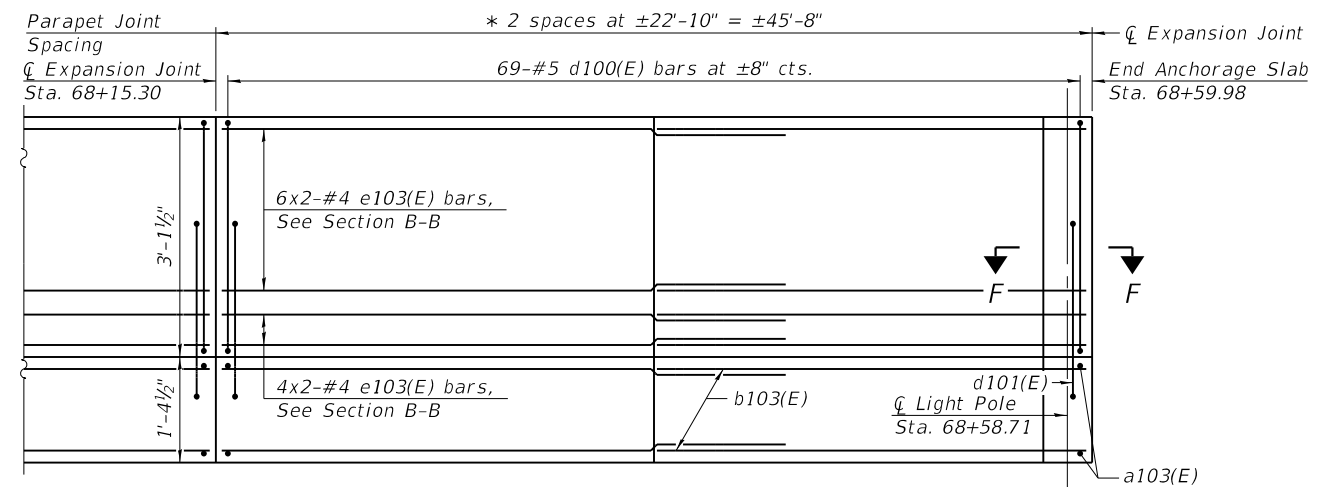
EAST ANCHORAGE SLAB (6 OF 7)
STRUCTURE NO. 058-W004

SHEET SB-20 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	614
CONTRACT NO. 95893				

ILLINOIS FED. AID PROJECT

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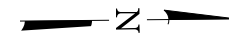


OUTSIDE ELEVATION OF EAST PARAPET
 (East Anchorage Slab)

* Measured along outside face of parapet
 ** Measured along inside edge of anchorage slab

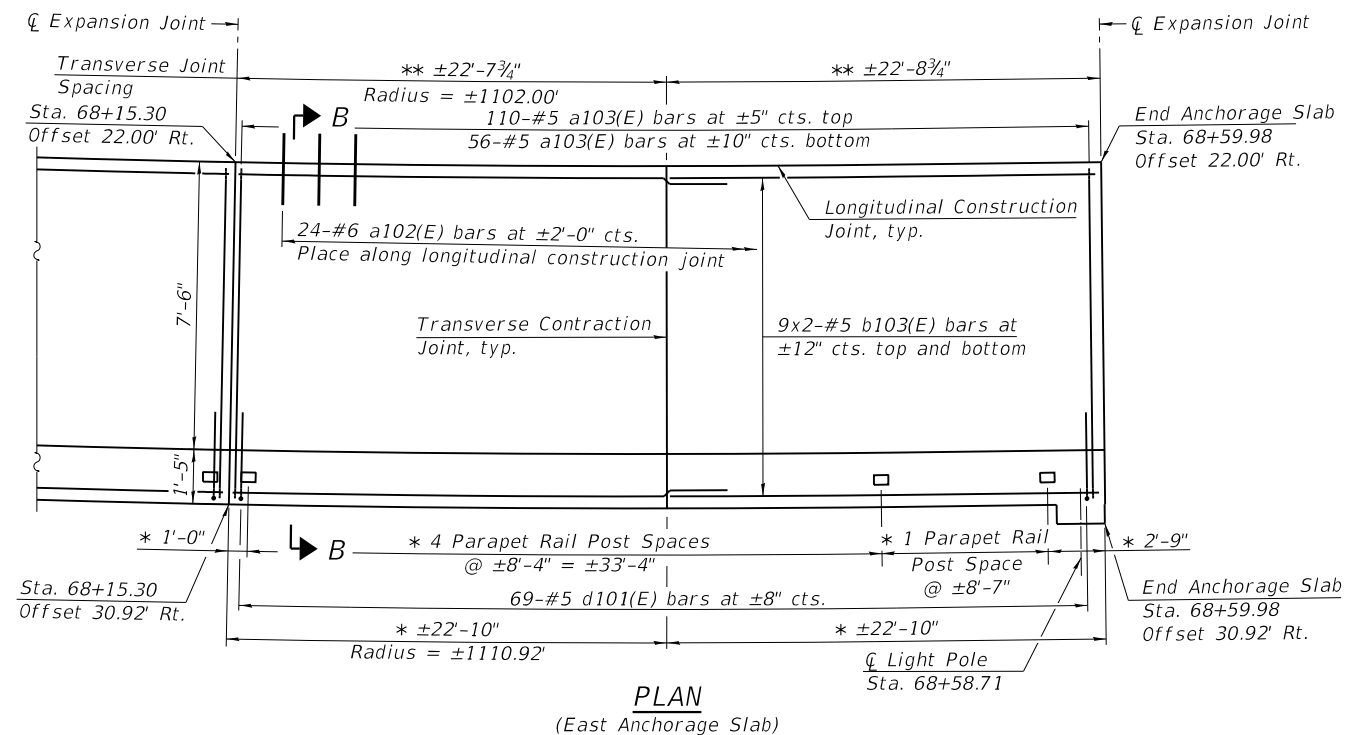
Notes:

1. Place Transverse Contraction Joints and Transverse Expansion Joints perpendicular to outside face of parapet.
2. Portion of Anchorage Slab within the traveled way shall be finished to match PPC pavement finish according to Section 420.09 of the Standard Specifications.
3. Bars indicated thus 5x4-#5 etc. indicates 5 lines of bars with 4 lengths per line.
4. Stations and offsets are measured from Brush College Road.
5. For Section B-B see sheet SB-24 and for Section F-F see sheet SB-25.
6. For Anchorage Slab Details, light pole details, joint details, bar bend details and Bill of Material, see sheets SB-24, SB-25 and SB-26 of SB-35.
7. For light pole and junction box details, see Electrical Plans.
8. For drainage details, see sheets SB-24 and SB-25 of SB-35 and Drainage Plans.



MINIMUM BAR LAP

#4 Bar = 2'-8"
 #5 Bar = 3'-4"



PLAN
 (East Anchorage Slab)



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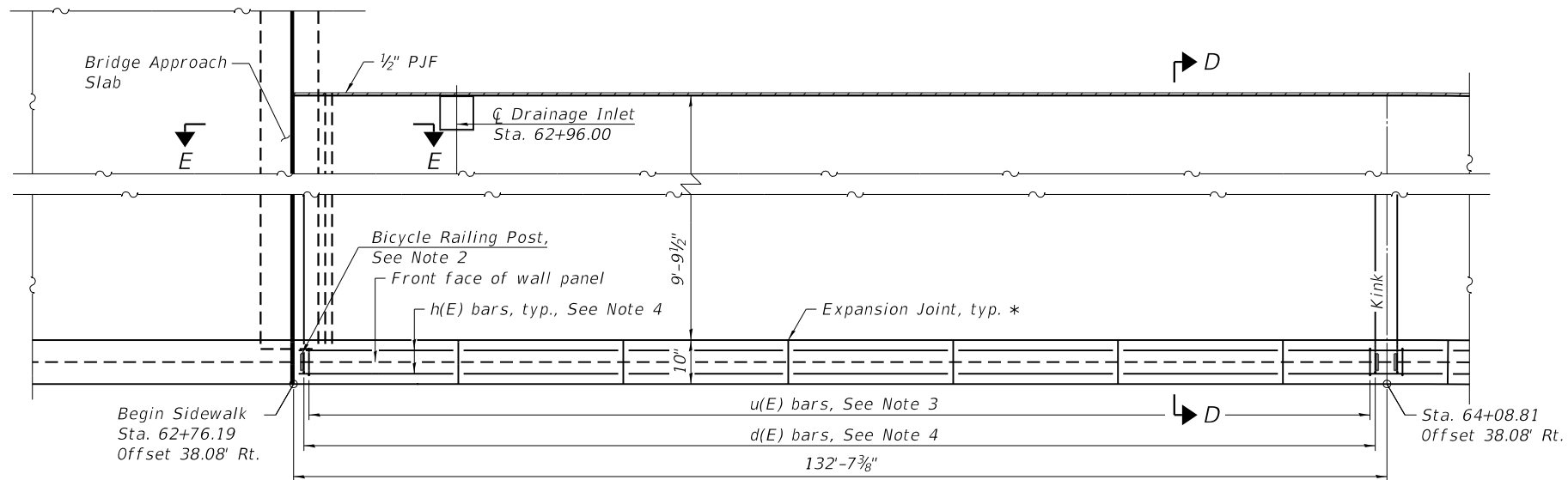
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ANCHORAGE SLAB (7 OF 7)
STRUCTURE NO. 058-W004

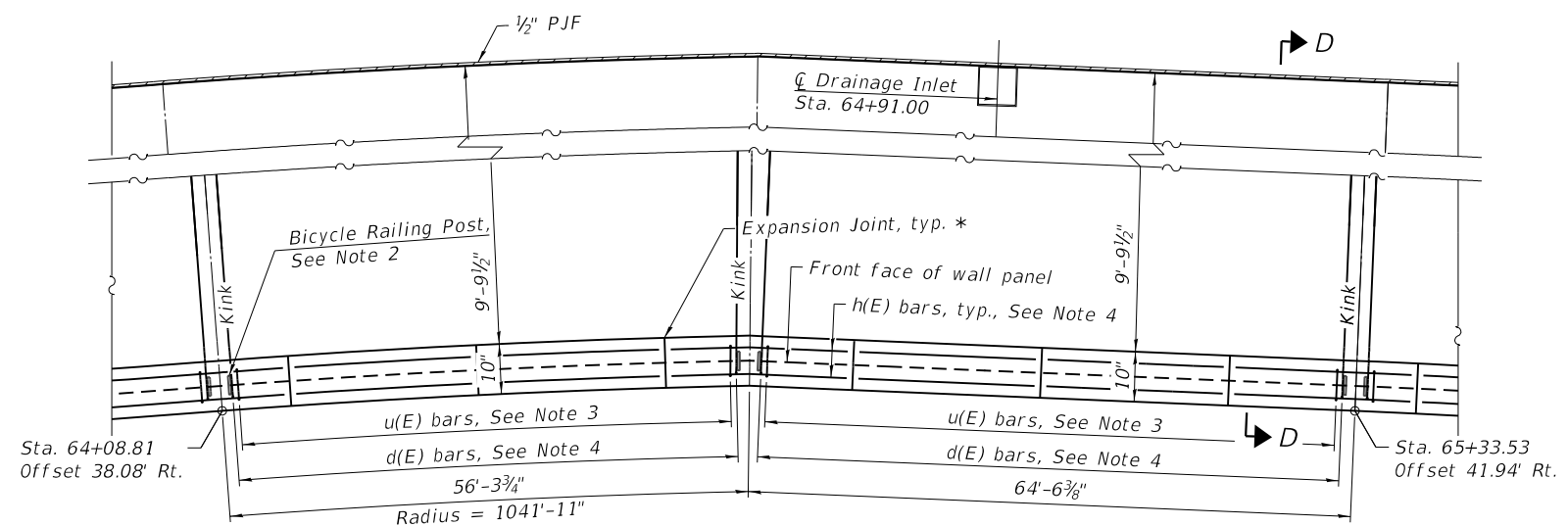
SHEET SB-21 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 95893				

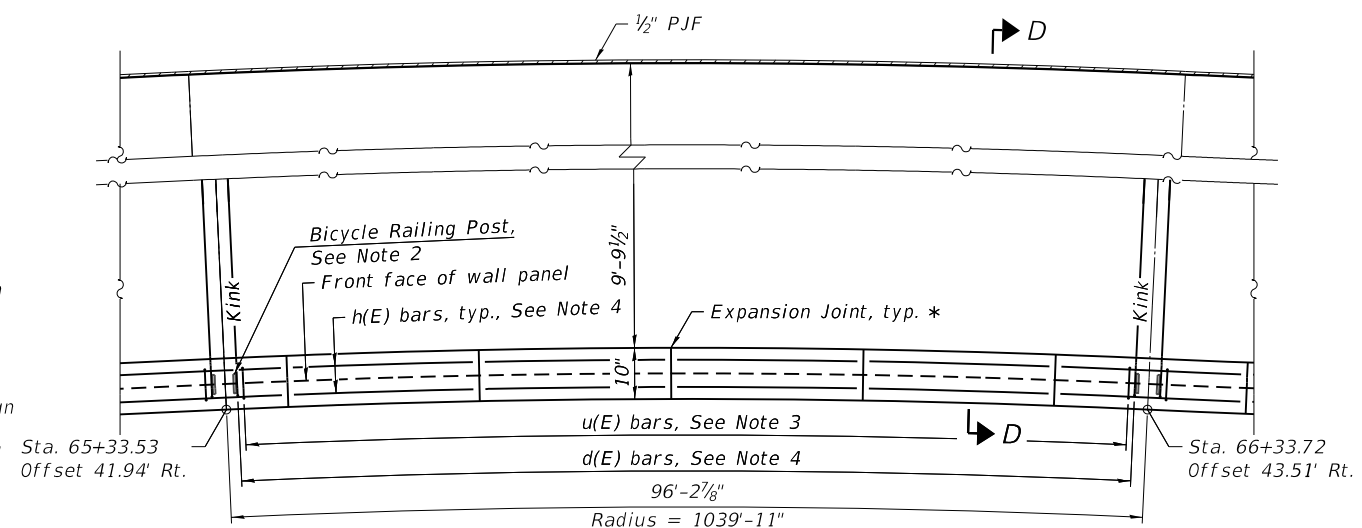
ILLINOIS FED. AID PROJECT



PARTIAL PLAN



PARTIAL PLAN



PARTIAL PLAN

* Location to be determined by supplier of MSE Wall

Note:

1. See Sheet SB-24 for Section D-D and Section E-E.
2. Bicycle Railing post spacing shall be 10'-0" max. and coordinated with the supplier of the Mechanically Stabilized Earth Retaining Wall to avoid joints in the coping.
3. Place u(E) bars at MSE wall panel dowel locations. See Section D-D on Sheet SB-24.
4. The Mechanically Stabilized Earth retaining wall supplier shall design the coping and attachment to wall facing for the Bicycle Rail posts. The d(E) bar shown between the coping and sidewalk can be included if required. See Sheet SB-24.
5. Station and offsets are measured from Brush College Rd.

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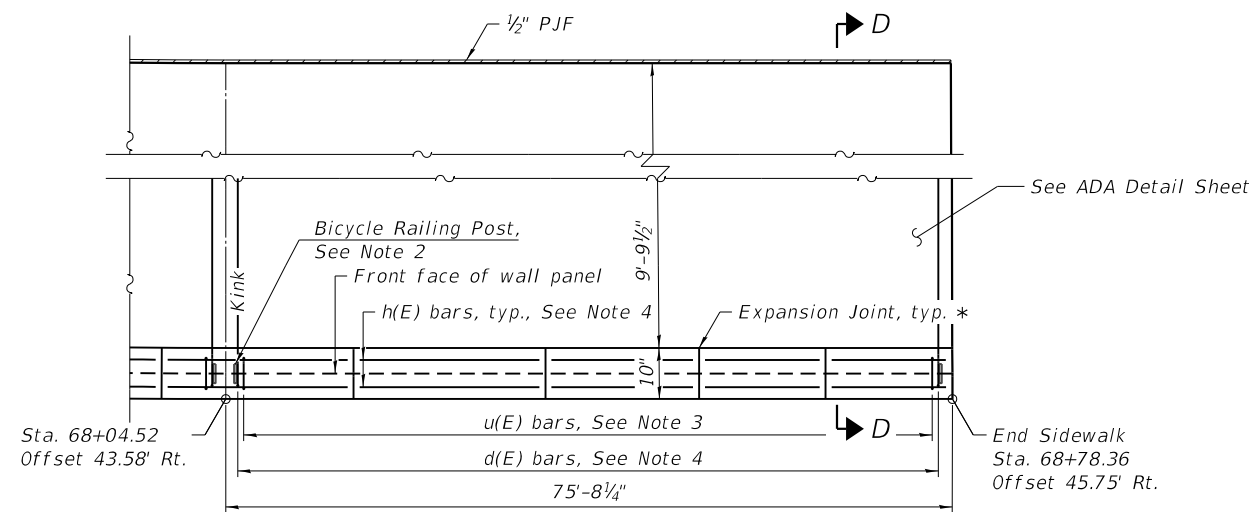
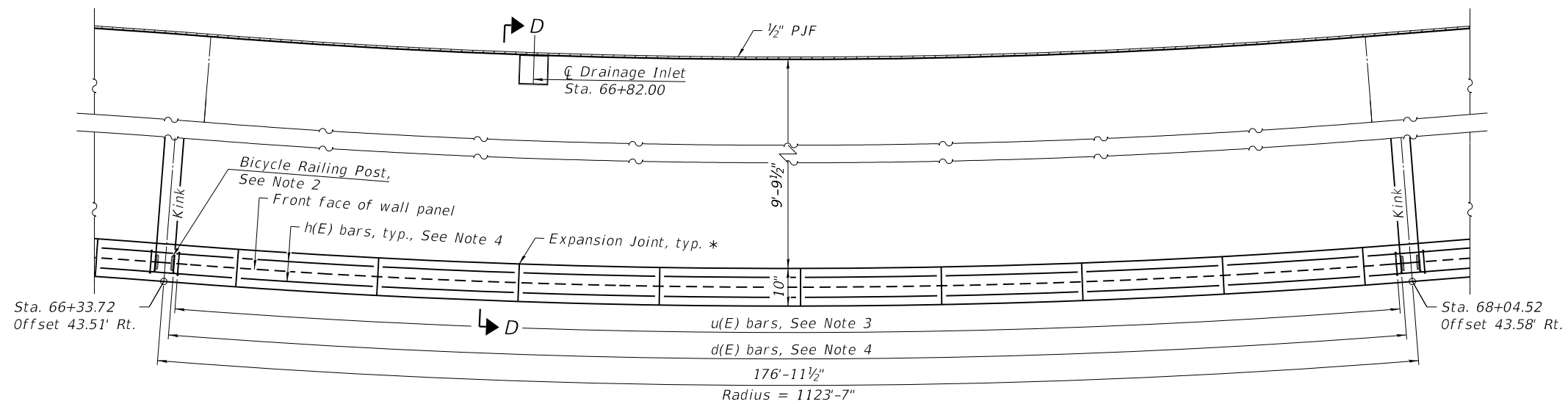
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK (1 OF 2)
STRUCTURE NO. 058-W004

SHEET SB-22 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	616
CONTRACT NO. 95893				
		ILLINOIS	FED. AID PROJECT	

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* Location to be determined by supplier of MSE Wall

Note:

1. See Sheet SB-24 for Section D-D
2. Bicycle Railing post spacing shall be 10'-0" max. and coordinated with the supplier of the Mechanically Stabilized Earth Retaining Wall to avoid joints in the coping.
3. Place u(E) bars at MSE wall panel dowel locations. See Section D-D on Sheet SB-24.
4. The Mechanically Stabilized Earth retaining wall supplier shall design the coping and attachment to wall facing for the Bicycle Rail posts. The d(E) bar shown between the coping and sidewalk can be included if required. See Sheet SB-24.
5. Stations and offsets are measured from B Brush College Rd.



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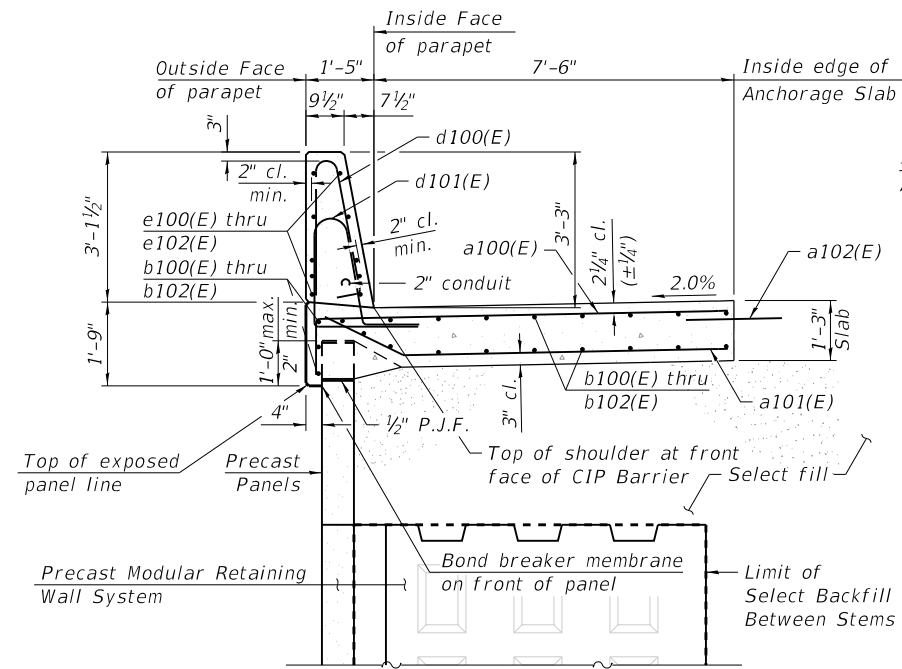
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SIDEWALK (2 OF 2)
 STRUCTURE NO. 058-W004

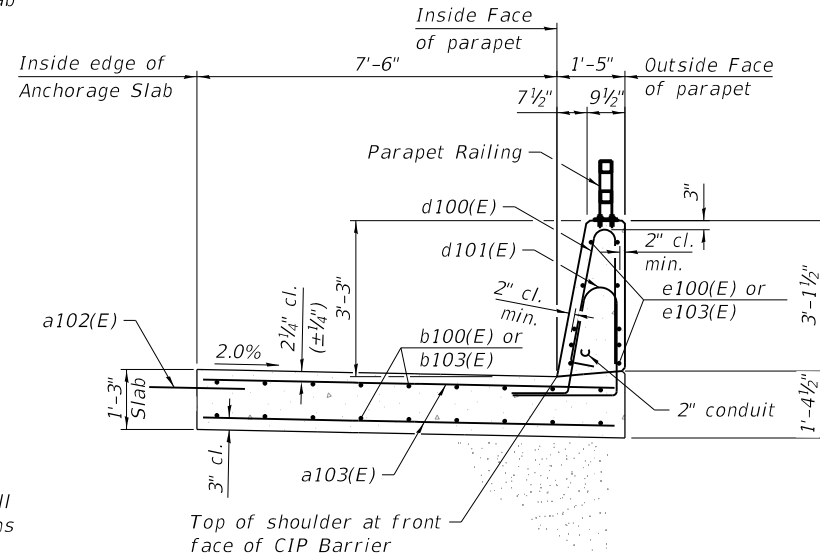
SHEET SB-23 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 95893				
		ILLINOIS	FED. AID PROJECT	

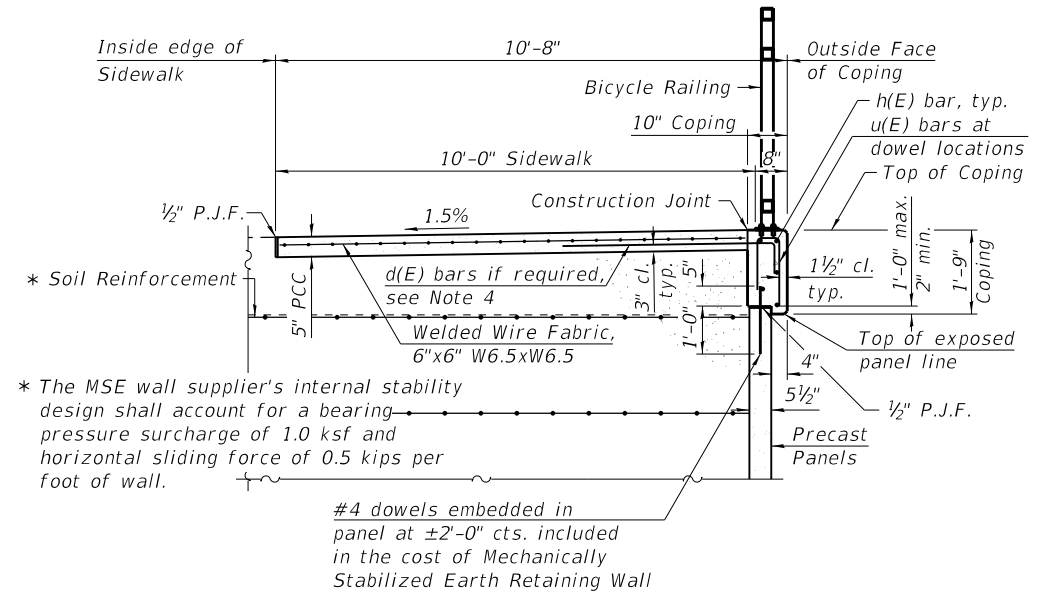
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SECTION A-A



SECTION B-B



SECTION D-D
(See Note 4)

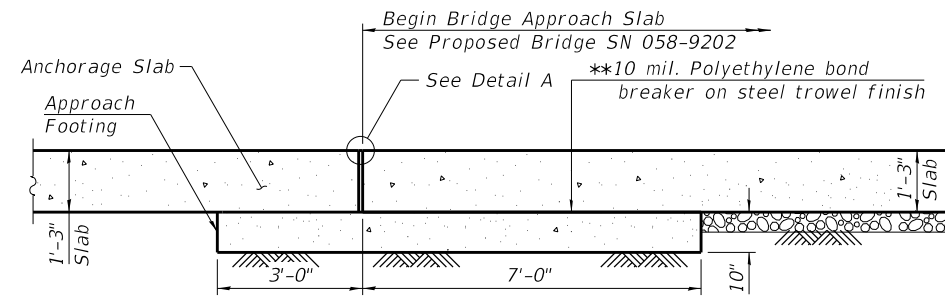
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a100(E)	1568	#5	9'-9"	[Symbol]
a101(E)	789	#5	8'-7"	[Symbol]
a102(E)	633	#6	2'-0"	[Symbol]
a103(E)	2122	#5	8'-7"	[Symbol]
a104(E)	56	#5	2'-0"	[Symbol]
b100(E)	936	#5	24'-11"	[Symbol]
b101(E)	63	#5	22'-2"	[Symbol]
b102(E)	42	#5	26'-11"	[Symbol]
b103(E)	36	#5	24'-4"	[Symbol]
d100(E)	1864	#5	6'-5"	[Symbol]
d101(E)	1864	#5	8'-5"	[Symbol]
d102(E)	24	#6	4'-10"	[Symbol]
d103(E)	60	#6	8'-11"	[Symbol]
d104(E)	12	#6	5'-3"	[Symbol]
d105(E)	12	#6	8'-3"	[Symbol]
d106(E)	12	#6	7'-0"	[Symbol]
d107(E)	36	#4	5'-6"	[Symbol]
e100(E)	480	#4	24'-5"	[Symbol]
e101(E)	30	#4	21'-8"	[Symbol]
e102(E)	20	#4	26'-7"	[Symbol]
e103(E)	20	#4	24'-0"	[Symbol]
h100(E)	30	#4	9'-0"	[Symbol]
Item	Unit	Total		
Reinforcement Bars, Epoxy Coated	Pound	111,340		
Concrete Superstructure	Cu. Yd.	679.1		
Protective Coat	Sq. Yd.	2,301		
Portland Cement Concrete Sidewalk 5 inch, Special	Sq. Ft.	5,900		

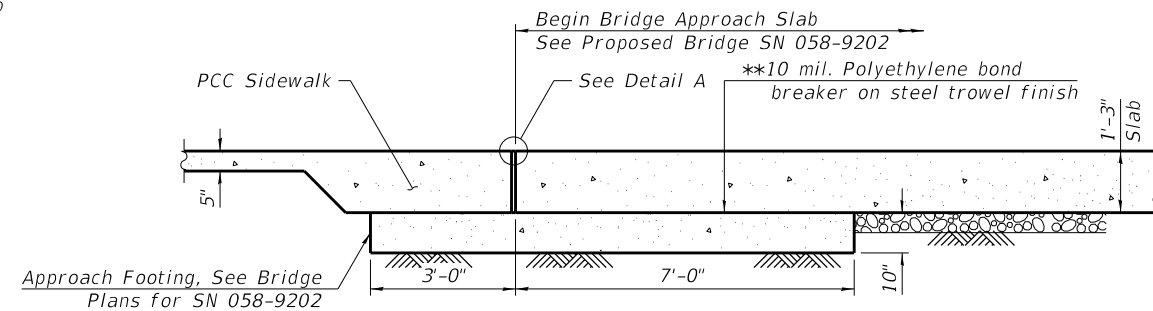
Notes:

- Cost of concrete, welded wire fabric, and P.J.F. for the PCC sidewalk shall be included in the cost of Portland Cement Concrete Sidewalk 5", Special.
- Cost of concrete and reinforcing steel required for coping under the bicycle railing shall be included in the cost of Mechanically Stabilized Earth Retaining Wall.
- Bicycle Railing post spacing shall be 10'-0" max. and coordinated with the supplier of the Mechanically Stabilized Earth Retaining Wall to avoid joints in the coping.
- The Precast Mechanically Stabilized Earth retaining wall supplier's design of the coping and attachment to the wall facing shall account for the following service loads applied at the base of the Bicycle Rail posts. Horizontal sliding force of 0.7 kips and overturning moment of 3.1 kip-ft.

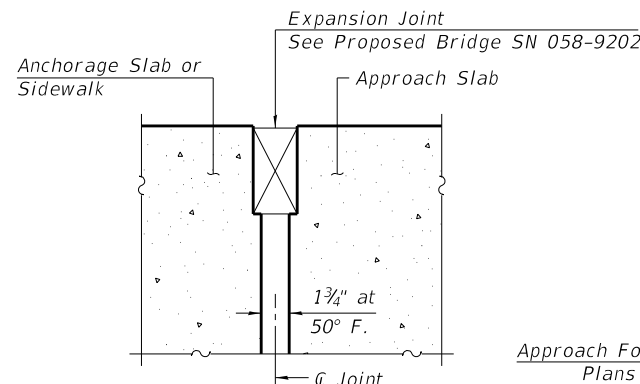
** Cost included with Concrete Superstructure. See Bridge Plans.



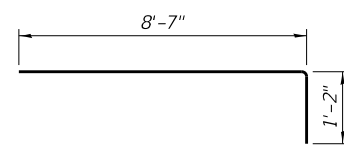
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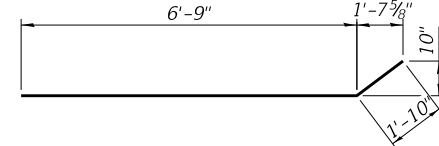
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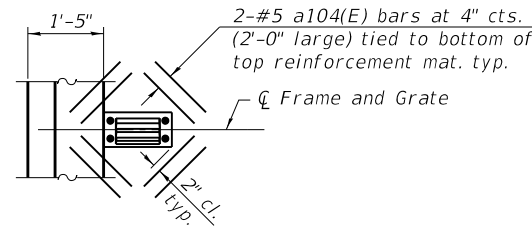
DETAIL A



BAR a100(E)

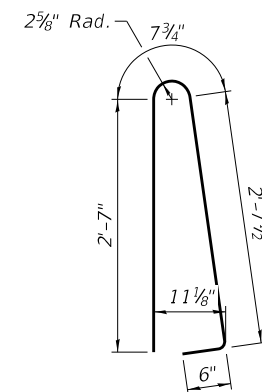


BAR a101(E)

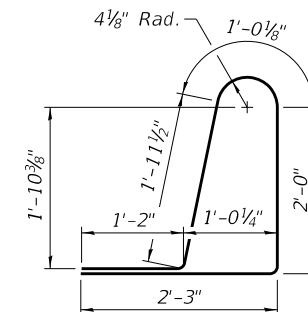


DRAINAGE INLET

For location of drainage inlets, see Roadway Plans.



BAR d100(E)



BAR d101(E)

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ANCHORAGE SLAB & WALL DETAILS (1 OF 3)
STRUCTURE NO. 058-W004**

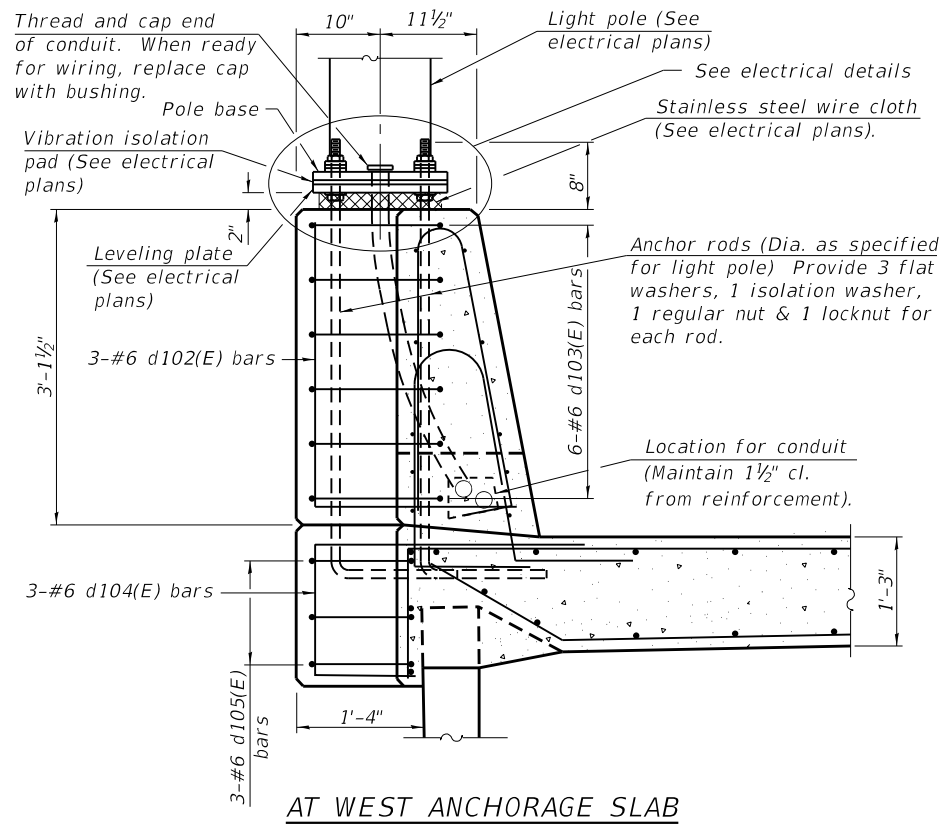
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7448	09-00933-01-BR	MACON	1019	618
CONTRACT NO. 95893				

SHEET SB-24 OF SB-35 SHEETS

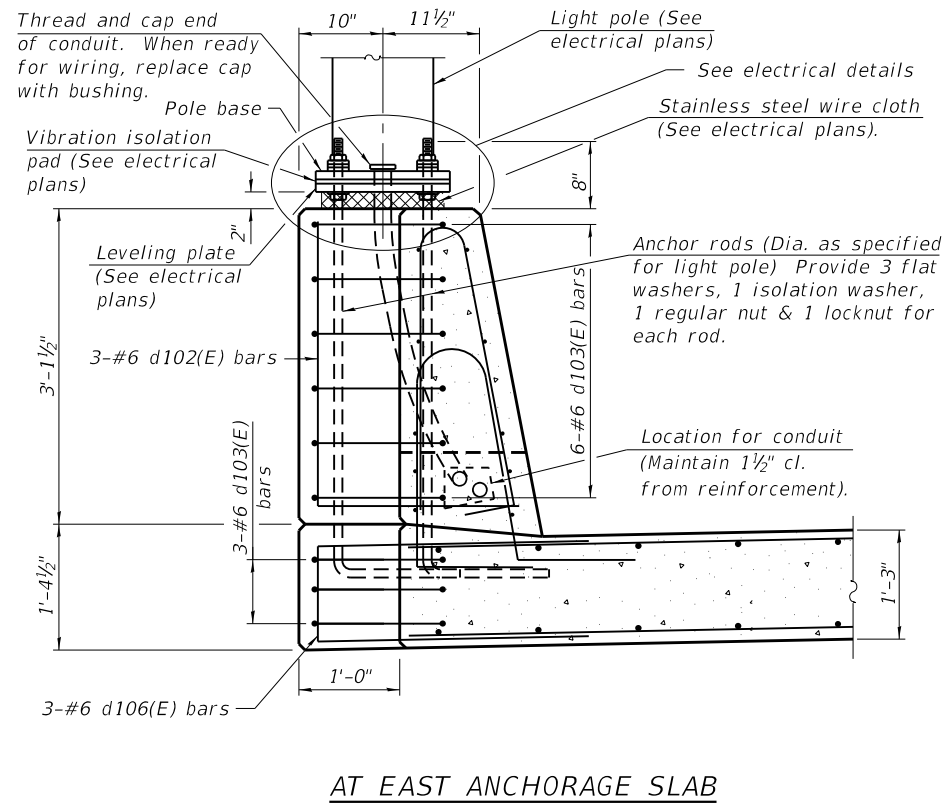
ILLINOIS FED. AID PROJECT

QUIGG ENGINEERING INC

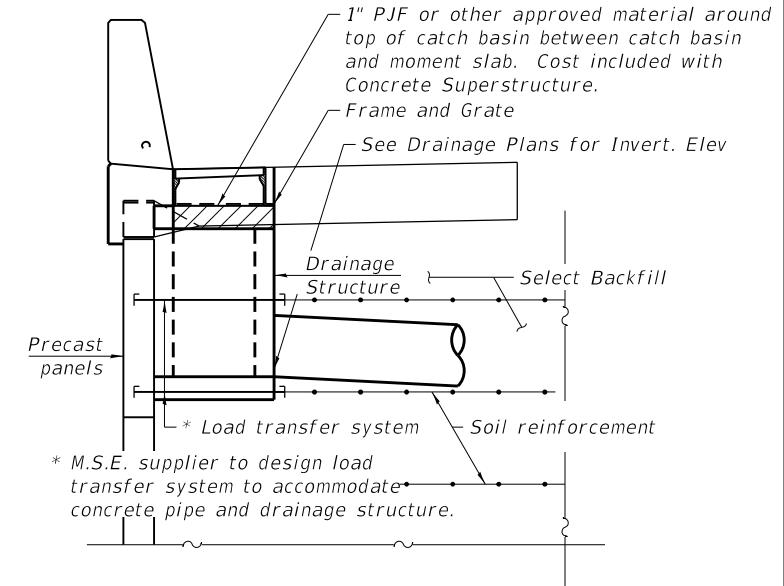
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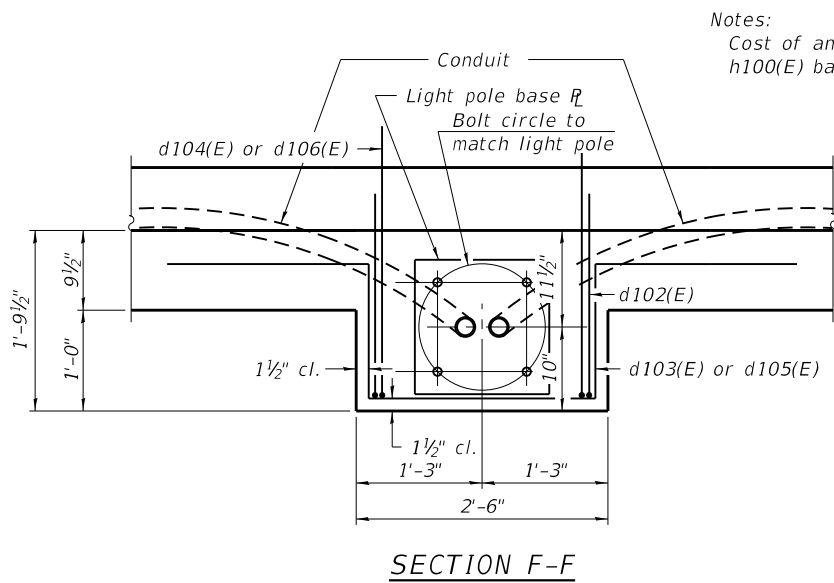
AT WEST ANCHORAGE SLAB



AT EAST ANCHORAGE SLAB

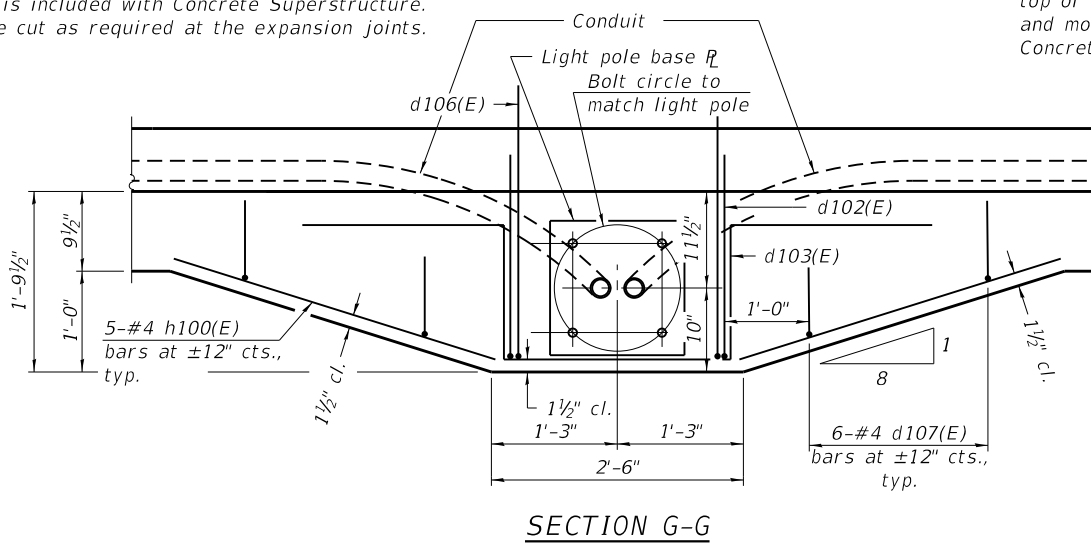


ANCHORAGE SLAB INLET SECTION



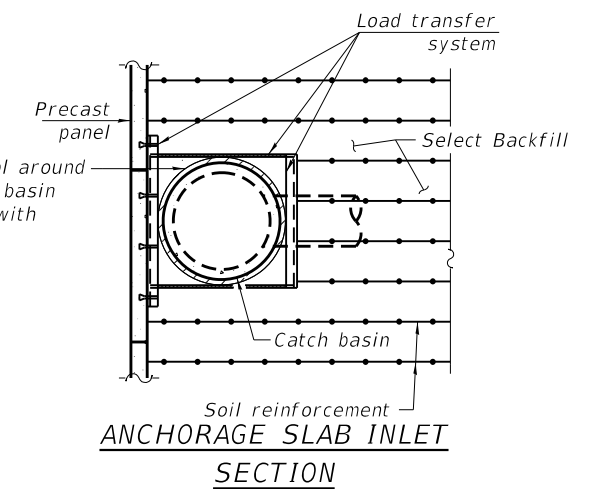
SECTION F-F

Notes:
 Cost of anchor rods is included with Concrete Superstructure.
 h100(E) bars shall be cut as required at the expansion joints.



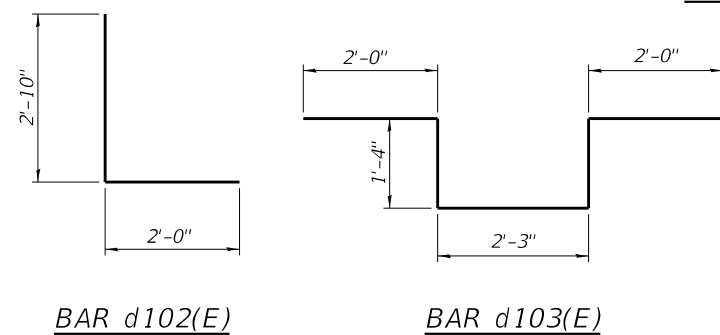
SECTION G-G

1" PJF or other approved material around top of catch basin between catch basin and moment slab. Cost included with Concrete Superstructure.



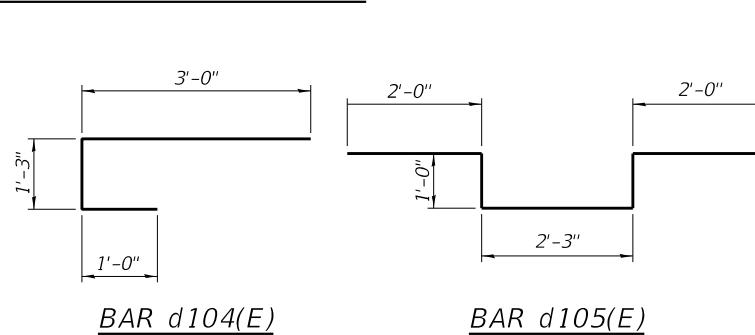
ANCHORAGE SLAB INLET SECTION

LIGHT POLE PEDESTAL DETAILS



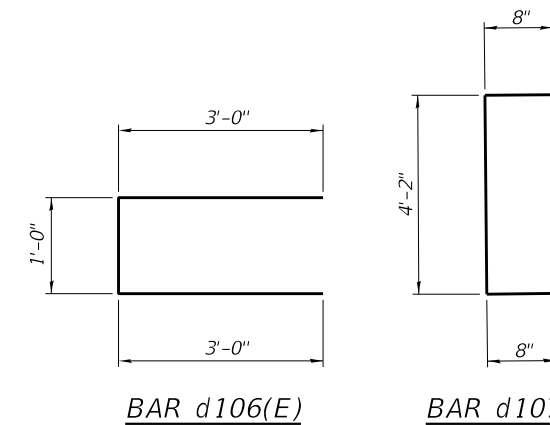
BAR d102(E)

BAR d103(E)



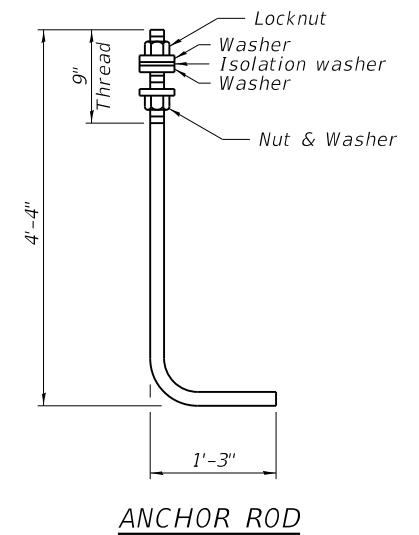
BAR d104(E)

BAR d105(E)



BAR d106(E)

BAR d107(E)



ANCHOR ROD

Diameter as specified for light poles.
 (ASTM F 1554 Grade 105) Full length hot dipped galvanized



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

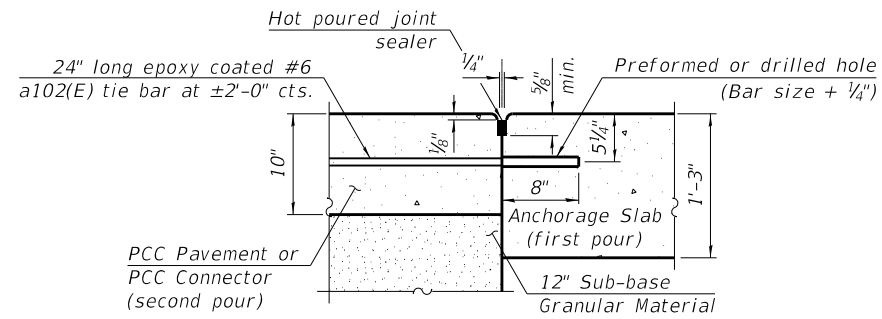
**ANCHORAGE SLAB & WALL DETAILS (2 OF 3)
 STRUCTURE NO. 058-W004**

SHEET SB-25 OF SB-35 SHEETS

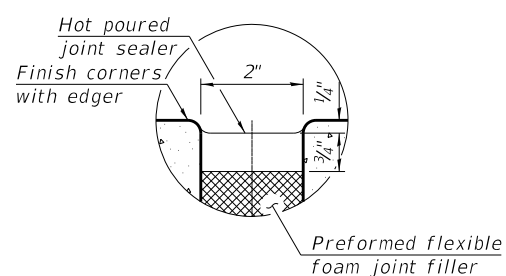
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7448	09-00933-01-BR	MACON	1019	619
CONTRACT NO. 95893				

ILLINOIS FED. AID PROJECT

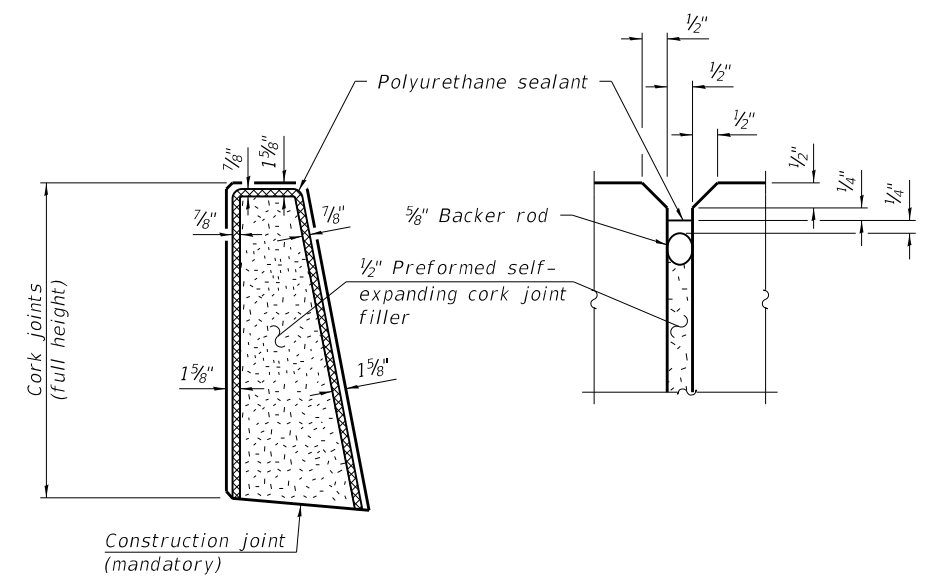
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**LONGITUDINAL CONSTRUCTION
 JOINT GROUTED-IN-PLACE
 TIE BAR**

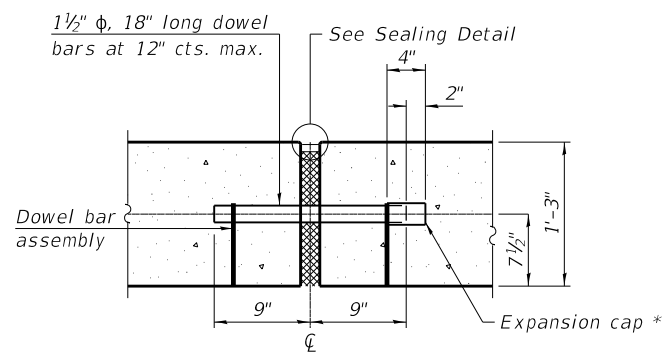


SEALING DETAIL



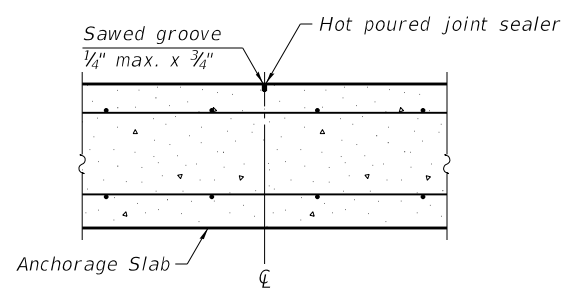
PARAPET EXPANSION JOINT DETAILS

Note:
 The polyurethane sealant shall be according to Article 1050.04 of the Standard Specifications and the color shall be gray.



* Expansion caps shall be installed on the exposed end of each dowel bar once the header has been removed and the joint filler material has been installed.

ANCHORAGE SLAB EXPANSION JOINT
 Expansion joint and dowel bars included in the cost of Concrete Superstructure



TRANSVERSE CONTRACTION JOINT



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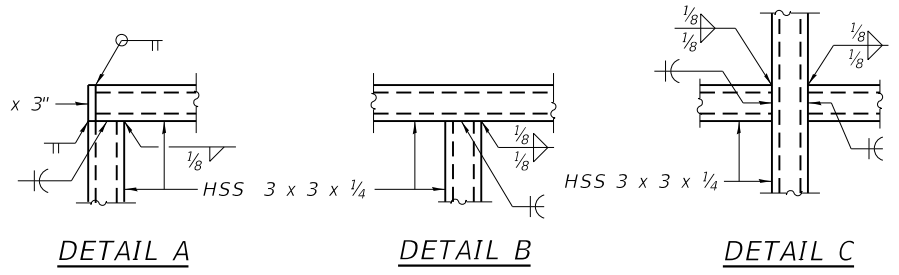
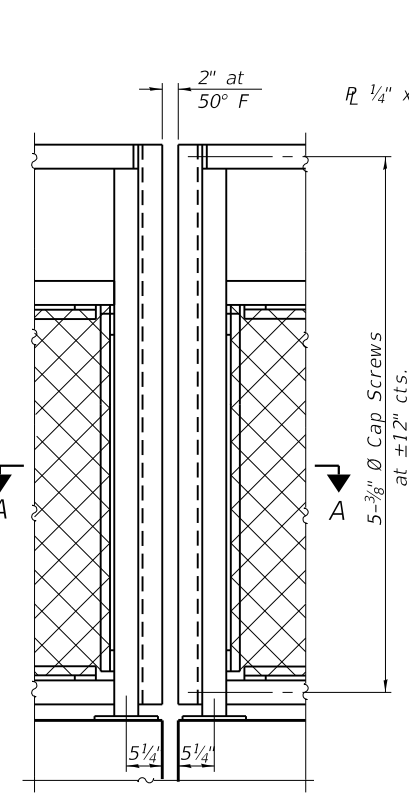
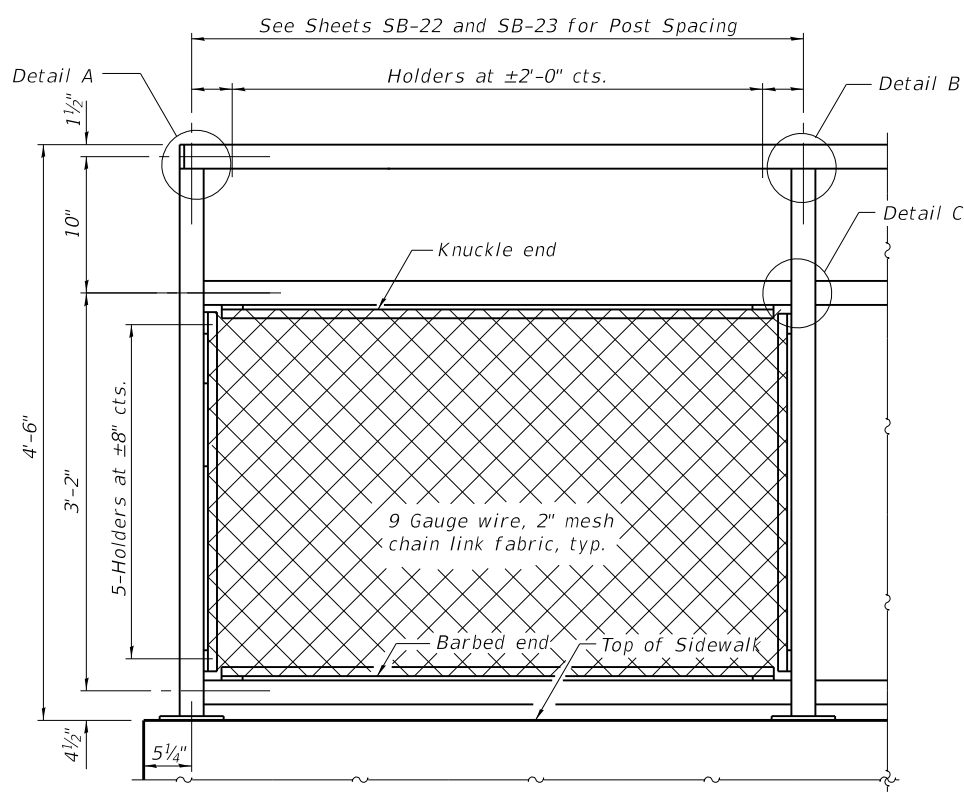
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ANCHORAGE SLAB & WALL DETAILS (3 OF 3)
 STRUCTURE NO. 058-W004

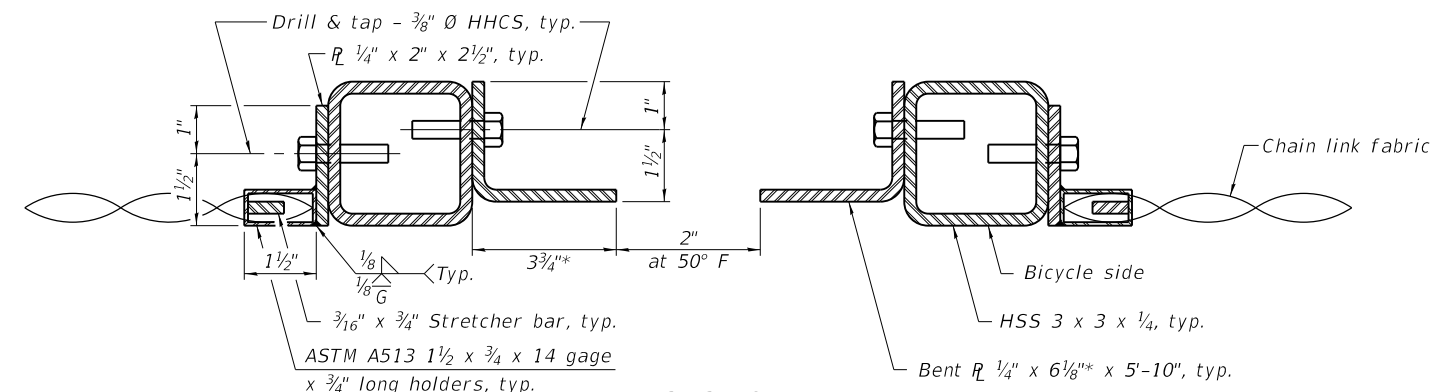
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 95893				
		ILLINOIS	FED. AID PROJECT	

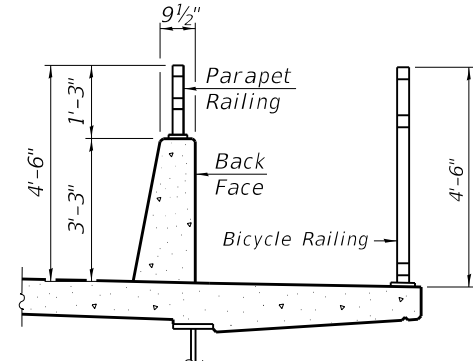
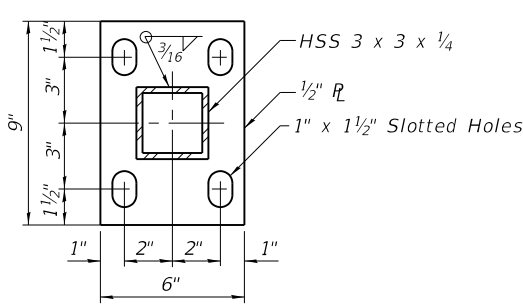
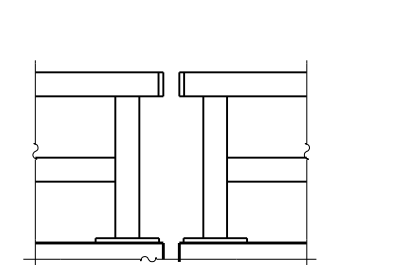
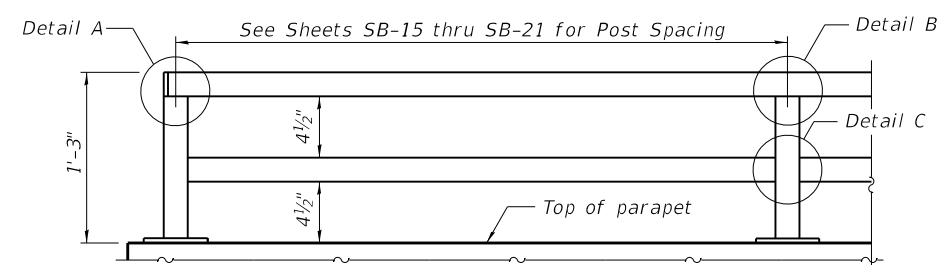
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All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.



* Assume 3/8" radius. Dimensions may need to be modified for larger joints to avoid gaps greater than 6".

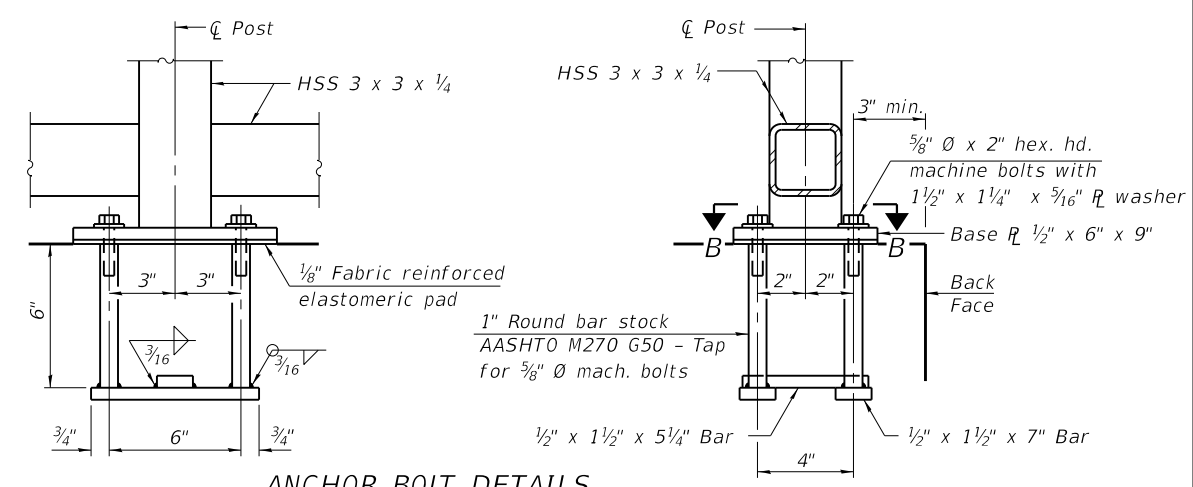
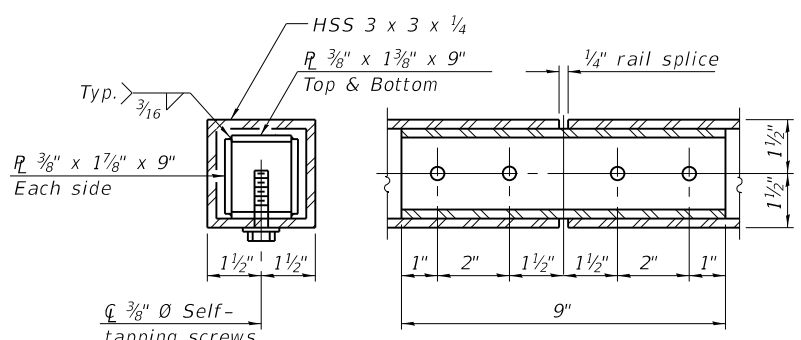


PARAPET RAILING
ELEVATION
(Inside Face of Two Element Rail)

PARAPET RAILING
ELEVATION AT EXPANSION JOINT

SECTION B-B

SECTION THRU DECK



In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" Ø anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

BILL OF MATERIAL

Item	Unit	Quantity
Bicycle Railing	Foot	603
Parapet Railing	Foot	584

RAILING CRITERIA

NCHRP 350 Test Level	4
Railing Weight (plf)	25
Bicycle Railing Weight (plf)	50
Max Post Spacing	10'-0"

Notes:
 Place reinforcement bars to miss anchor rod locations. CVN testing is not required for the HSS tubing used in the Bicycle Railing.
 All HSS tubing used for the Parapet Railing shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.

R-29 10-12-2021



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60603202_058-W004_27_R-29.dgn	KFO	-
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PLOT DATE =	MDC	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BICYCLE RAILING AND PARAPET RAILING
STRUCTURE NO. 058-W004

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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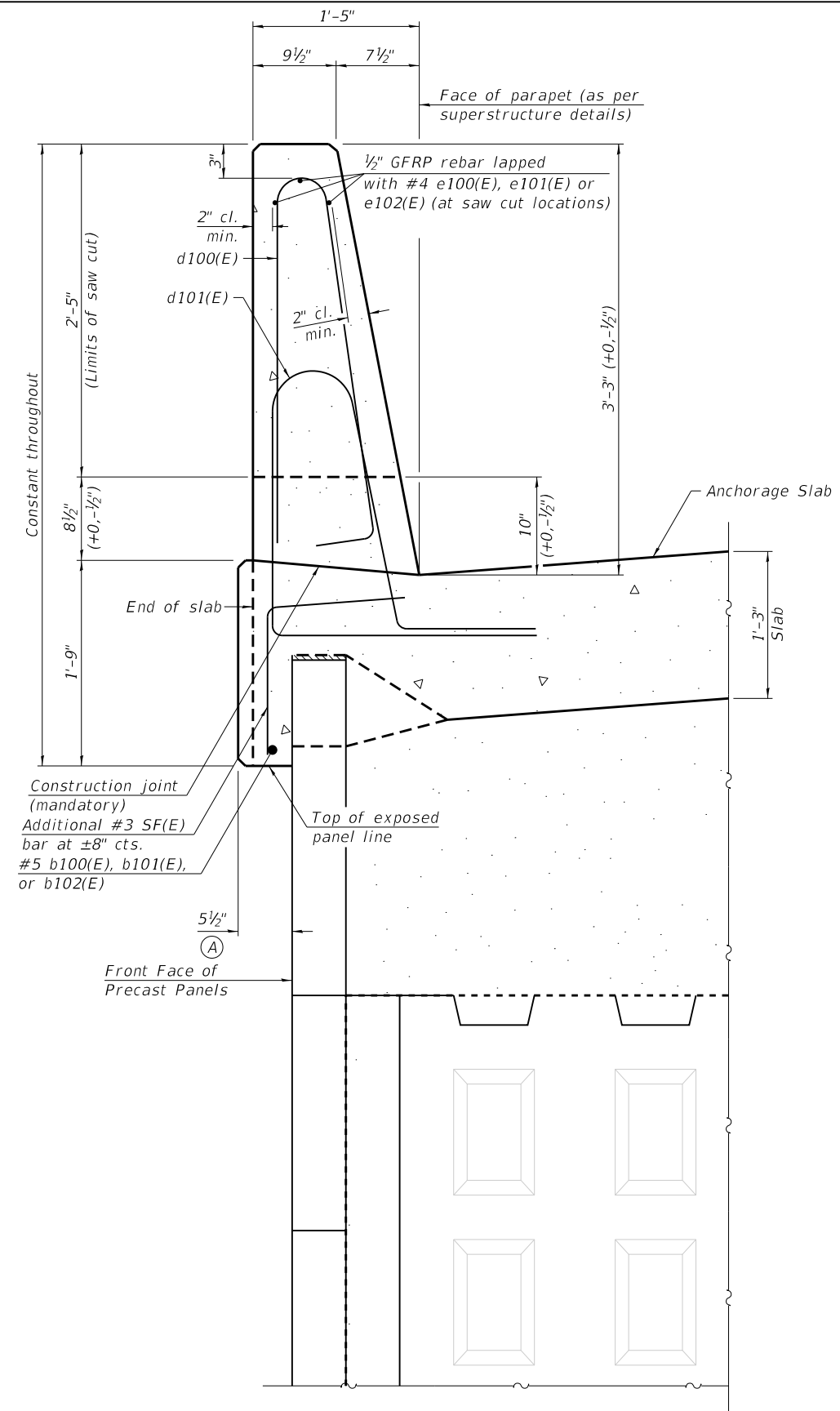
CONTRACT NO. 95893

SHEET SB-27 OF SB-35 SHEETS

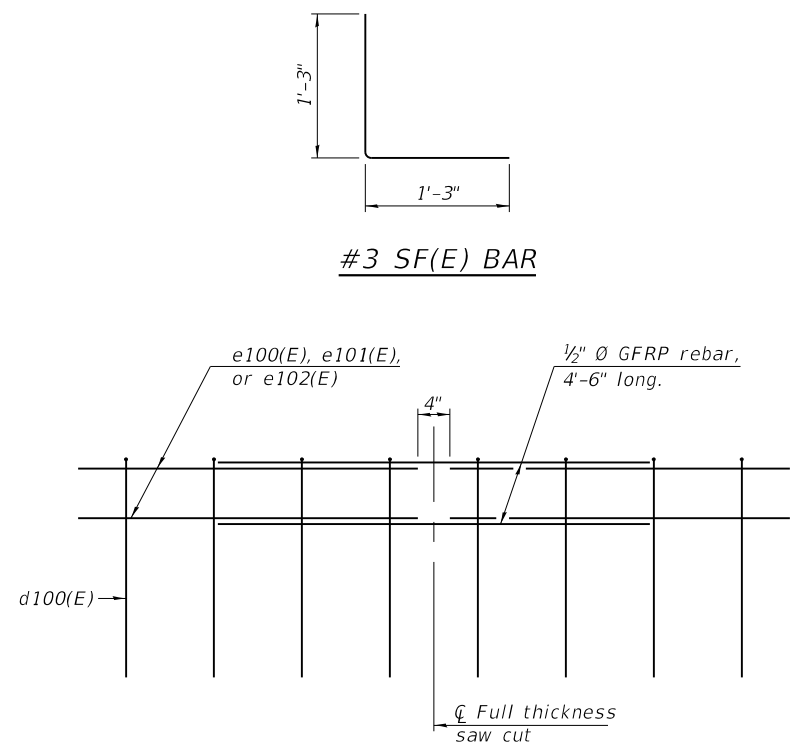
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GENERAL NOTES

All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.01 cu. yds./ft.
 Place full depth aluminum sheets as shown on superstructure details.
 Replace all cork joint filler locations with a full thickness saw cut.
 Slipforming of parapets along the east anchorage slab is not allowed.



39" CONSTANT-SLOPE PARAPET SECTION
 (Showing dimensions, d100(E), d101(E) and 1/2" Ø GFRP rebar)
 (Showing reinforcement clearances for slip forming and additional reinforcement)



GFRP REBAR STIFFENING DETAIL
 (Place as shown in parapet section at each parapet joint location.)

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION
 STRUCTURE NO. 058-W004**

SHEET SB-28 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	622
CONTRACT NO. 95893				
		ILLINOIS	FED. AID PROJECT	

SOIL BORING LOG

ROUTE _____ DESCRIPTION BRUSH COLLEGE ROAD LOGGED BY CM
SECTION _____ LOCATION DECATUR, IL
COUNTY MACON STRUCTURE NO. _____ (Exist) _____ (Prop.)
BORING NO. B-17 DRILLING METHOD HOLLOW STEM HAMMER TYPE 140# SAFETY HAMMER

Station	By URS	ELEV	DEPTH	BLOWS	UCS	MOST	Surface Water Elev.	ELEV	DEPTH	BLOWS	UCS	MOST
Offset	By URS	(ft.)	(ft.)	/6"	(tsf)	(%)	(ft.)	(ft.)	(ft.)	/6"	(tsf)	(%)
Ground Surface Elev.	<u>674.566</u>	(ft.)					-					
SOIL DESCRIPTION												
18" CONCRETE								35	11			13.5
SILTY CLAY LOAM - A-6 Brown, moist, stiff, low plasticity, little sand, trace gravel			2 4 5	1.8	18.6				23 37			
SILT - A-4 Brown, moist, very stiff, low plasticity			5 2 10	1.1	24.8			40	14 19 28			10.2
SILTY CLAY LOAM - A-4 Brown, moist, very stiff, low plasticity			6 9 11		13.8			45	60			16.5
SILT - A-4 Brown, moist, hard, low plasticity, with organics (*free water @ 14.5'			15 21 24	2.8	19.9			50	17 22 38	6.2	9.5	
SILTY CLAY LOAM - A-4 Brown, moist, very stiff, low plasticity, trace sand, trace gravel			10 12		22.7							
CLAY - A-6 Gray, moist, stiff, low plasticity, little sand, trace gravel			6 9 11		13.8			55	3 17 31			
SAND - A-1-a Gray, moist, dense, fine-coarse, trace gravel			15 21 24	2.8	19.9			60	9 14 17			
CLAY - A-6 Gray, moist, stiff, low plasticity, little sand, trace gravel			20 2 5 8	1.4	0.0			65	24 24 27			
SAND - A-1-a Gray, moist, medium dense, fine-coarse, with gravel			6 7									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

SOIL BORING LOG

ROUTE _____ DESCRIPTION BRUSH COLLEGE ROAD LOGGED BY CM
SECTION _____ LOCATION DECATUR, IL
COUNTY MACON STRUCTURE NO. _____ (Exist) _____ (Prop.)
BORING NO. B-17 DRILLING METHOD HOLLOW STEM HAMMER TYPE 140# SAFETY HAMMER

Station	By URS	ELEV	DEPTH	BLOWS	UCS	MOST	Surface Water Elev.	ELEV	DEPTH	BLOWS	UCS	MOST
Offset	By URS	(ft.)	(ft.)	/6"	(tsf)	(%)	(ft.)	(ft.)	(ft.)	/6"	(tsf)	(%)
Ground Surface Elev.	<u>674.566</u>	(ft.)					-					
SOIL DESCRIPTION												
CLAY - A-6 Gray, moist, hard, low plasticity, little sand, trace gravel END OF BORING @ 71.0 FT.			70 4 12 18	.8	18.9							
			75									
			80									
			85									
			90									
			95									
			100									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (B-17)
STRUCTURE NO. 058-W004

SHEET SB-30 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	624
CONTRACT NO. 95893				
ILLINOIS		FED. AID PROJECT		

ROUTE _____ **DESCRIPTION** BRUSH COLLEGE ROAD **LOGGED BY** CM, JM
SECTION _____ **LOCATION** DECATUR, IL
COUNTY MACON **STRUCTURE NO.** _____ **(Exist)** _____ **(Prop.)** _____
BORING NO. B-18 **DRILLING METHOD** HOLLOW STEM **HAMMER TYPE** 140# SAFETY HAMMER

Station _____ By URS Offset _____ By URS Ground Surface Elev. <u>673.938</u> (ft.)				Surface Water Elev. - (ft.) Groundwater Elev. _____ (ft.) First Encounter <u>30.0'</u> (ft.) Upon Completion <u>28.2</u> (ft.) After <u>Cl</u> Hrs. <u>0</u> (ft.)									
SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)	SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)		
18" CONCRETE							35	11					
SILTY CLAY - A-6 Dark Brown, moist, stiff, low plasticity, little sand, with organics	25	6	8		16.4		14	28	4.8		11.5		
	5	4	4		13.7		40	6	5.3		11.3		
SAND - A-1-a Brown, moist, stiff-very stiff, fine-coarse, trace gravel	6	7	9				15	22					
SANDY LOAM - A-2-6 Brown, moist, fine	10				21.6		45	13	9.5		10.4		
SILTY CLAY LOAM - A-4 Brown, moist, stiff, low plasticity, little sand, trace gravel	3	6	9		13.4		24	36					
SAND - A-1-a Brown, moist, medium dense, fine-coarse, with gravel	15	6	11				50	11	6.9		10.3		
SILTY CLAY LOAM - A-4 Brown, moist, very stiff, low plasticity, little sand, trace gravel		11	12					21					
SAND - A-1-a Brown, moist, medium dense, fine-coarse, with gravel		8	10	3.1	13.3			27					
SILTY CLAY LOAM - A-4 Brown, moist, very stiff, low plasticity, little sand, trace gravel	20	3	6	3.0	13.9								
-stiff		6	7				55	17					
-hard		7	8		11.9	SAND - A-1-a Gray, moist, very dense, fine-coarse, with gravel	38	22-3					
	25	13	28		10.0								
		31				-6" seam of CLAY	60	4			35.9		
-sand lens		10	18		11.3			7					
CLAY - A-6 Gray, moist, hard, low plasticity, little sand, trace gravel	30	14	24					16					
2" sand seam		24	33				65	7			16.1		
(*)free water @ 30.0'		33				SANDY LOAM - A-2-6 Gray, moist, dense, fine-coarse, trace gravel	18	20					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

ROUTE _____ **DESCRIPTION** BRUSH COLLEGE ROAD **LOGGED BY** CM, JM
SECTION _____ **LOCATION** DECATUR, IL
COUNTY MACON **STRUCTURE NO.** _____ **(Exist)** _____ **(Prop.)** _____
BORING NO. B-18 **DRILLING METHOD** HOLLOW STEM **HAMMER TYPE** 140# SAFETY HAMMER

Station _____ By URS Offset _____ By URS Ground Surface Elev. <u>673.938</u> (ft.)				Surface Water Elev. - (ft.) Groundwater Elev. _____ (ft.) First Encounter <u>30.0'</u> (ft.) Upon Completion <u>28.2</u> (ft.) After <u>Cl</u> Hrs. <u>0</u> (ft.)									
SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)	SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)		
SILTY CLAY LOAM - A-6 Gray, moist, hard, low plasticity, little sand, trace gravel END OF BORING @ 71.0 FT.	70	21	35		10.6		602.938						
		25-5											
								75					
								80					
								85					
								90					
								95					
								100					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS (B-18)
STRUCTURE NO. 058-W004**

SHEET SB-31 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	625
CONTRACT NO. 95893				
ILLINOIS			FED. AID PROJECT	



SOIL BORING LOG

Page 1 of 1

Project #: 313516

Date 03/12/13

ROUTE _____ DESCRIPTION BRUSH COLLEGE ROAD LOGGED BY CM

SECTION _____ LOCATION DECATUR, IL

COUNTY MACON STRUCTURE NO. _____ (Exist) _____ (Prop.)

BORING NO. B-19 DRILLING METHOD HOLLOW STEM HAMMER TYPE 140# SAFETY HAMMER

Station _____ By URS	E L E V	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ (ft.)	E L E V	D E P T H	B L O W S	U C S Qu	M O I S T
Offset _____ By URS						Groundwater Elev. 20.5 (ft.)					
Ground Surface Elev. 673.357 (ft.)						Upon Completion DRY (ft.)					
						After _____ Cl Hrs. _____ (ft.)					

SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)	SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)
15" CONCRETE											
SILTY CLAY - A-6 Dark Brown, moist, very stiff, low plasticity, trace sand, trace gravel, with organics -stiff			6		30.6						
			10								
			11								
		5	4		28.8						
			5								
			8								
SILTY CLAY LOAM - A-4 Gray-Mottled-Brown, moist, very stiff, low plasticity			6		22.4						
			9								
			13								
		10	5		17.1						
			8								
			8								
SILTY CLAY LOAM - A-4 Brown, moist, stiff, low plasticity, little sand, trace gravel			6		19.1						
			7								
			8								
		15	4		16.5						
SILTY CLAY LOAM - A-4 Reddish-Brown, moist, hard, low plasticity, little sand, trace gravel			16	4.9							
			23								
SILTY CLAY LOAM - A-4 Gray, moist, low plasticity, little sand, trace gravel				3.1	14.7						
		20	9		17.2						
			18								
			19								
SILT - A-4 Gray, moist, hard, low plasticity (*)free water @ 20.5'											
			5	3.9	13.0						
			8								
			14								
CLAY - A-6 Gray, moist, very stiff, low plasticity, little sand, trace gravel											
		25	14		10.6						
	647.357		26								
END OF BORING @ 26.0 FT.			24-3								
			30								

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrator).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

MODEL: Sheet
FILE NAME: p:\1\ae.com-na-pw.bentley.com\AECOM_D5116_NA\Documents\60603202-Brush_College\900-CAD_GIS\910_CAD\03_SHEETS\03_QUIGGWSE Walls_Sheets\60603202_058-W004_32_B-19.dgn



USER NAME =	lcriscione	DESIGNED -	KWB	REVISED -	
060603202_058-W004_32_B-19.dgn		CHECKED -	KFO	REVISED -	
PLOT SCALE =	0:2.0000 " / in.	DRAWN -	LMC	REVISED -	
PLOT DATE =		CHECKED -	MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (B-19)
STRUCTURE NO. 058-W004

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	626
CONTRACT NO. 95893				
ILLINOIS			FED. AID PROJECT	

SHEET SB-32 OF SB-35 SHEETS

SOIL BORING LOG

ROUTE _____ DESCRIPTION BRUSH COLLEGE ROAD LOGGED BY _____
SECTION _____ LOCATION DECATUR, ILLINOIS
COUNTY MACON COUNTY STRUCTURE NO. _____ (Exist) _____ (Prop.) _____
BORING NO. B-25 DRILLING METHOD _____ HAMMER TYPE 140# SAFETY HAMMER

Station	Offset	Ground Surface Elev.	ELEV (ft.)	DEPTH (ft.)	BLAWS /6"	UCS (tsf)	MOST (%)	SOIL DESCRIPTION	ELEV (ft.)	DEPTH (ft.)	BLAWS /6"	UCS (tsf)	MOST (%)
		<u>674.997</u>											
				7				16" CONCRETE	35	34			
				12	7	2.0	28.6	SILTY CLAY A-6 Brown, very moist, very stiff, low plasticity, trace sand -shelby tube	60-5				11.5
				5									
				3				SAND A-1-a Brown, very moist, loose, fine-medium, trace silt	40	30		4.6	10.4
				10	6	1.6	14.6	CLAY LOAM A-6 Brown, moist, stiff, low plasticity, little sand, trace gravel -hard	60-6				
				15	10	4.7	15.2						
				4		1.9	12.7	(*free water @ 17.0' CLAY LOAM A-6 Gray, moist, very stiff, low plasticity, with sand, trace gravel	45	7			10.5
				20	5	2.4	10.5						
				25	18	1.4	11.8	-hard	55	34			
				30	34			-very stiff -2 attempts no recovery -begin mud rotary drilling -hard	60	29			
					60-3				65	32			
								SAND A-1-a Gray, saturated, very dense, fine-coarse, trace gravel	60-3				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

SOIL BORING LOG

ROUTE _____ DESCRIPTION BRUSH COLLEGE ROAD LOGGED BY _____
SECTION _____ LOCATION DECATUR, ILLINOIS
COUNTY MACON COUNTY STRUCTURE NO. _____ (Exist) _____ (Prop.) _____
BORING NO. B-25 DRILLING METHOD _____ HAMMER TYPE 140# SAFETY HAMMER

Station	Offset	Ground Surface Elev.	ELEV (ft.)	DEPTH (ft.)	BLAWS /6"	UCS (tsf)	MOST (%)	SOIL DESCRIPTION	ELEV (ft.)	DEPTH (ft.)	BLAWS /6"	UCS (tsf)	MOST (%)
		<u>674.997</u>											
								CLAY LOAM A-6 Gray, moist, hard, low plasticity, with sand, trace gravel			60-5		14.3
				70	34								
				105							60-2		9.4
				75	27			-dense					
				110	20						60-3		14.8
				80	33								
				115	25						60-2		12.4
				85	60-6			SAND A-3 Gray, saturated, very dense, fine					
				90	60-2								
				95	60-5								
				120	60-5			SHALE Gray, moist, very dense, weathered					
				125	60-1								
				130	60-1			END OF BORING @ 130.0 FT.		544.997			
				100									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

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SOIL BORING LOG

ROUTE _____ DESCRIPTION BRUSH COLLEGE ROAD LOGGED BY GC/EE
SECTION _____ LOCATION DECATUR, ILLINOIS
COUNTY MACON COUNTY STRUCTURE NO. _____ (Exist) _____ (Prop.)
BORING NO. B-26 DRILLING METHOD HOLLOW STEM HAMMER TYPE 140# SAFETY HAMMER

Station	ELEV	DEPTH	BLOWS	UCS	MOIST	Surface Water Elev. _____ (ft.)		ELEV	DEPTH	BLOWS	UCS	MOIST
						Groundwater Elev. _____ (ft.)	First Encounter _____ (ft.)					
Offset _____												
Ground Surface Elev. <u>673.794</u> (ft.)												
SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)	SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)	
17" CONCRETE												
CLAY A-6 Dark Brown, moist, stiff, low plasticity, trace sand, trace gravel		3			15.7							
CLAY A-6 Brown, very moist, firm, medium plasticity, trace sand		5	2		27.5							
SAND A-1-a Brown, moist, medium dense, fine-medium, trace silt -Shelby Tube		10	5		16.7							
		15	4	1.24								
CLAY LOAM A-6 Brown, moist, very stiff, low plasticity, with sand trace gravel		20	4	2.89	14.9							
-hard		25	4	1.65	15.5							
		25	8	4.36	15.0							
		25	10	4.36	15.0							
		25	16	5.36	13.3							
647.794		23										
24												
END OF BORING @ 26.0 FT.												
		30										

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

SOIL BORING LOG

ROUTE _____ DESCRIPTION BRUSH COLLEGE ROAD LOGGED BY GC/EE
SECTION _____ LOCATION DECATUR, ILLINOIS
COUNTY MACON COUNTY STRUCTURE NO. _____ (Exist) _____ (Prop.)
BORING NO. B-27 DRILLING METHOD HOLLOW STEM HAMMER TYPE 140# SAFETY HAMMER

Station	ELEV	DEPTH	BLOWS	UCS	MOIST	Surface Water Elev. _____ (ft.)		ELEV	DEPTH	BLOWS	UCS	MOIST
						Groundwater Elev. _____ (ft.)	First Encounter _____ (ft.)					
Offset _____												
Ground Surface Elev. <u>673.567</u> (ft.)												
SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)	SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)	
15" CONCRETE												
CLAY A-6 Dark Brown, very moist, very stiff, low plasticity, trace sand		11			18.6							
SILTY CLAY A-4 Gray-Mottled-Brown, very moist, firm, low plasticity, trace sand		5	2	1.03	25.3							
CLAY A-6 Gray-Mottled-Brown, very moist, stiff, low plasticity, trace sand		10	2	0.87	28.5							
CLAY A-6 Mottled Brown, very moist, stiff, medium plasticity, little sand (*)free water @ 12.0'		15	4	1.90	17.3							
CLAY LOAM A-6 Mottled Brown, very moist, stiff, low plasticity, some sand, trace gravel -Shelby Tube		20	4	3.92	15.0							
CLAY LOAM A-6 Gray, moist, very stiff, low plasticity, with sand trace gravel		25	5	2.27	12.9							
		25	15	3.92	10.7							
		25	17									
SAND A-1-a Brown, moist, very dense, fine-medium, trace gravel, trace clay		25	33									
647.567		26										
END OF BORING @ 26.0 FT.												
		30										

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

MODEL: Sheet
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USER NAME = <u>Icriscione</u>	DESIGNED - <u>KWB</u>	REVISED -
06063202_058-W004_34_B-26 and B-27.dgn	CHECKED - <u>KFO</u>	REVISED -
PLOT SCALE = <u>0:2.0000 "/> </u>		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (B-26 & B-27)
STRUCTURE NO. 058-W004

SHEET SB-34 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	628
CONTRACT NO. 95893				

ILLINOIS FED. AID PROJECT

SOIL BORING LOG

ROUTE _____ DESCRIPTION BRUSH COLLEGE ROAD LOGGED BY GC/EE
SECTION _____ LOCATION DECATUR, ILLINOIS
COUNTY MACON COUNTY STRUCTURE NO. _____ (Exist) _____ (Prop.)
BORING NO. B-28 DRILLING METHOD HOLLOW STEM HAMMER TYPE 140# SAFETY HAMMER

Station	ELEV	DEPTH	BLOS	UCS	MOS	Surface Water Elev. _____ (ft.)											
						Groundwater Elev.	First Encounter	Upon Completion	After _____ Hrs.	ELEV	DEPTH	BLOS	UCS	MOS			
Offset	(ft.)	(ft.)	/6"	(tsf)	(%)	SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)	SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)
Ground Surface Elev. <u>673.092</u> (ft.)																	
						18" CONCRETE											
			8			CLAY LOAM A-6					11.2						
			15			Dark Brown, moist, hard, low plasticity, with sand trace gravel											
		5	4			SILTY CLAY A-4			1.24		29.5						
			5			Dark Brown, very moist, stiff, low plasticity, trace sand											
			6			SILTY CLAY A-4			0.41		26.5						
			2			Gray-Mottled-Brown, very moist, stiff, low plasticity, trace sand											
			4			-firm			0.41		18.6						
			7			-very moist, soft-firm											
			10			SILTY CLAY LOAM A-4			0.82		18.7						
			2			Brown, very moist, very stiff, low plasticity, little sand											
			2			SILT A-4					19.8						
			7			Brown, very moist, hard, low plasticity, little sand											
			14			(*)free water @ 19.5'											
			17			CLAY LOAM A-6			1.24		14.9						
			31			Gray, moist, very stiff, low plasticity, with sand trace gravel											
			23			CLAY LOAM A-6			3.50		14.3						
			20			Brownish Gray, moist, hard, low plasticity, with sand trace gravel											
			10			END OF BORING @ 26.0 FT.											
			11														
			15														
			25														
			8														
			12														
			20														
			30														

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

SOIL BORING LOG

ROUTE _____ DESCRIPTION BRUSH COLLEGE ROAD LOGGED BY GC/EE
SECTION _____ LOCATION DECATUR, ILLINOIS
COUNTY MACON COUNTY STRUCTURE NO. _____ (Exist) _____ (Prop.)
BORING NO. B-29 DRILLING METHOD HOLLOW STEM HAMMER TYPE 140# SAFETY HAMMER

Station	ELEV	DEPTH	BLOS	UCS	MOS	Surface Water Elev. _____ (ft.)											
						Groundwater Elev.	First Encounter	Upon Completion	After _____ Hrs.	ELEV	DEPTH	BLOS	UCS	MOS			
Offset	(ft.)	(ft.)	/6"	(tsf)	(%)	SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)	SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)
Ground Surface Elev. <u>672.128</u> (ft.)																	
						13" CONCRETE											
			4			CLAY A-6			1.0		24.2						
			4			Dark Brown, very moist, stiff, low plasticity, trace sand, trace gravel											
			7			-firm			0.62		25.8						
			5			-stiff											
			2			SILTY CLAY A-6			0.4		31.6						
			2			Brown-Mottled-Gray, very moist, soft, medium plasticity, trace sand											
			4			-Shelby Tube											
			3			-firm-stiff			1.07		24.7						
			6			SILTY CLAY A-6			1.98		20.3						
			3			Brown, very moist, very stiff, low plasticity, trace sand											
			6			SAND A-1-a											
			10			Brown, wet, medium dense, fine-medium, trace gravel											
			1			(*)free water @ 21.0'											
			2			-dense											
			4			SAND A-3			1.31		18.0						
			5			Gray, saturated, dense, fine, trace silt											
			11			END OF BORING @ 26.0 FT.											
			16														
			11														
			15														
			29														
			21														
			25														
			21														
			25														
			30														

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

MODEL: Sheet
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USER NAME = <u>Icriscione</u>	DESIGNED - <u>KWB</u>	REVISED -
06063202_058-W004_35_B-28 and B-29.dgn	CHECKED - <u>KFO</u>	REVISED -
PLOT SCALE = <u>0:2.0000" = 1" / in.</u>	DRAWN - <u>LMC</u>	REVISED -
PLOT DATE =	CHECKED - <u>MDC</u>	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

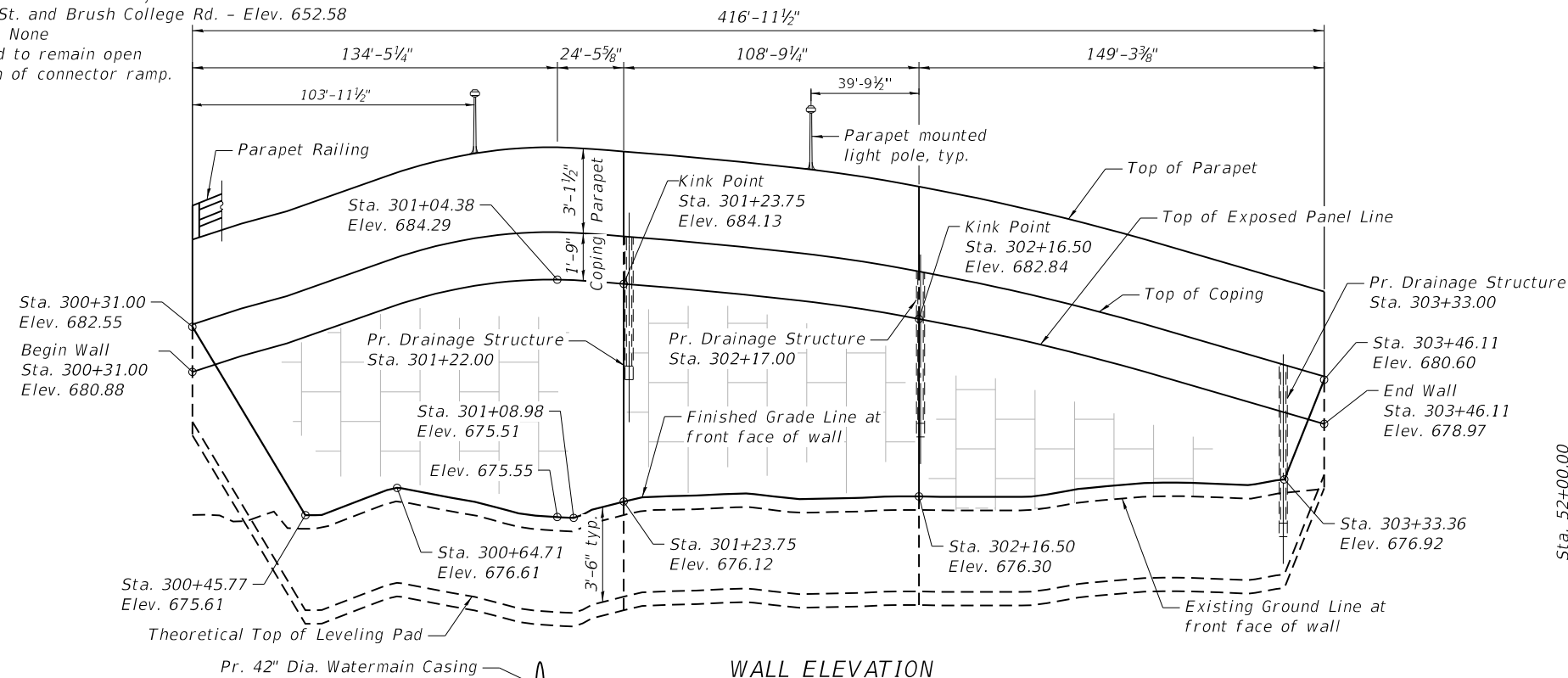
SOIL BORING LOGS (B-28 & B-29)
STRUCTURE NO. 058-W004

SHEET SB-35 OF SB-35 SHEETS

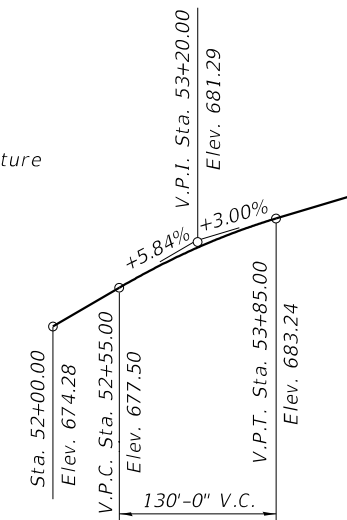
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	629
CONTRACT NO. 95893				
ILLINOIS FED. AID PROJECT				

Benchmark: "M" in Mueller on fire hydrant at Southeast corner of Cerro Gordo St. and Brush College Rd. - Elev. 652.58

Existing Structure: None
Brush College Road to remain open during construction of connector ramp.



WALL ELEVATION
(Looking North at Front Face of Wall)



PROFILE GRADE
(Along Brush College Road)

PROP. CURVE P-JUG-1

P.I. Sta. = 304+26.10
 $\Delta = 82^\circ 24' 11''$ (LT)
 $D = 14^\circ 19' 26''$
 $R = 400.00'$
 $T = 350.19'$
 $L = 575.28'$
 $E = 131.63'$
 $e = NC$ (30 MPH)
 $T.R. = N/A$
 $S.E. Run = N/A$
 $P.C. Sta. = 300+75.91$
 $P.T. Sta. = 306+51.19$

PROFILE GRADE
(Along Jug Handle Connector Road)

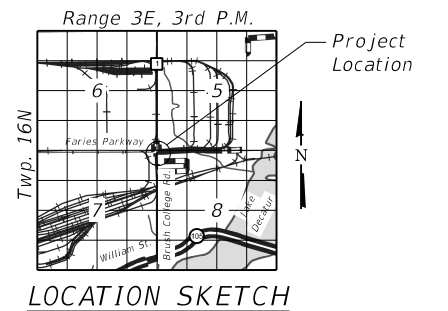
DESIGN SPECIFICATIONS
2017 AASHTO LRFD Bridge Design Specifications, 8th Edition

DESIGN STRESSES

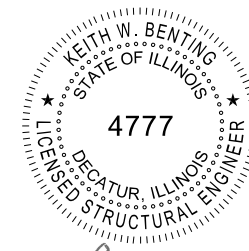
FIELD UNITS
 $f'c = 4,000$ psi
 $f_y = 60,000$ psi (Reinforcement)

PRECAST UNITS
 $f'c = 4,500$ psi (Precast Panels)

ALLOWABLE BEARING PRESSURE
 $q_a = 2,673$ psf



"I certify that to the best of knowledge, information, and belief, this structure 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'."



Keith W. Benting 11/30/2021
 Keith W. Benting, Illinois S.E. 081-004777 Date
 Expires 11/30/2022

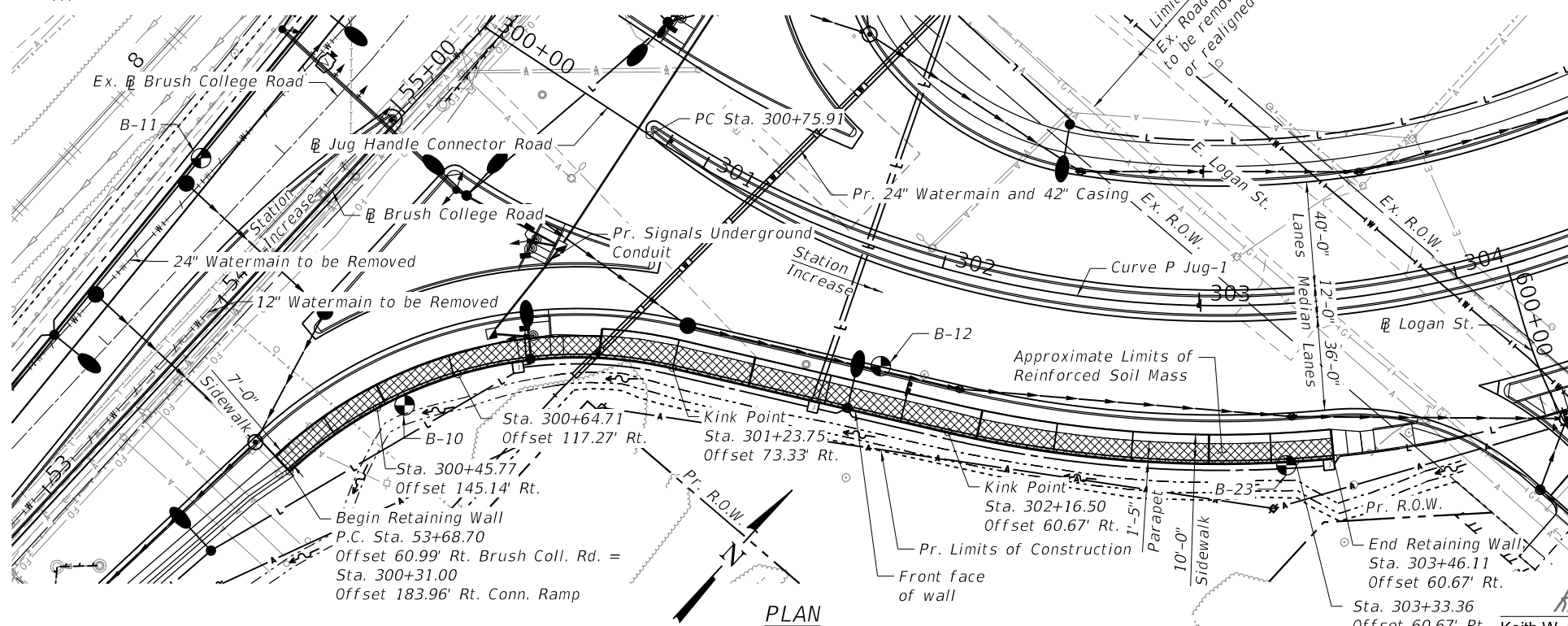
GENERAL PLAN & ELEVATION
JUG HANDLE CONNECTOR ROAD
 F.A.U. 7448 - SECTION 09-00933-01-BR
 MACON COUNTY
 STA. 300+31.00 TO STA. 303+46.11
 STRUCTURE NO. 058-W006

LEGEND

- | | |
|------------------------------------|--|
| —G— Ex. Gas Line | —G— Pr. Gas Line |
| —W— Ex. Water Main | —W— Pr. Water Main |
| —T— Ex. Underground Telephone Line | —T— Pr. Temporary Easement |
| —A— Ex. Aerial Line | —L— PR. Buried Lighting Cable |
| —S— Ex. Storm Sewer | —S— Pr. Storm Sewer |
| —SS— Ex. Sanitary Sewer | —●— Pr. Above Ground Lighting |
| —E— Ex. Easement | —■— Approximate Limits of Reinforced Soil Mass |
| —RR— Ex. RR Track | |

Notes:

- Wall offsets are measured from Brush College Rd. or Jug Handle Connector Rd to the front face of precast panels.
- Existing drainage and utilities in conflict with proposed construction will be abandoned or relocated. See Drainage or Utility Plans.



PLAN

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

USER NAME = KOrtega	DESIGNED - KWB	REVISED -
60603202_058-W006_01_GPE.dgn	CHECKED - KFO	REVISED -
PLOT SCALE = 60,000' / in.	DRAWN - LMC	REVISED -
PLOT DATE =	CHECKED - MDC	REVISED -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	630
CONTRACT NO. 95893				
ILLINOIS FED. AID PROJECT				

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 4/26/2021 2:28:04 PM

GENERAL NOTES

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Wall stations and offsets are given to the front face (FF) of the wall and are measured from B Jug Connector Road, except as noted. FF of the wall is to be considered edge of panel or form liner.
3. Slipforming of the parapet will not be allowed.
4. Protective coat shall be applied to top of Anchorage Slab and top and traffic face of barrier rail.
5. Fill type retaining walls (MSE and Precast Modular) shall be detailed and constructed to allow for proposed roadway drainage to be placed properly and as shown in the plans. Any requests for modification to drainage structure locations to accommodate wall reinforcing or details shall be submitted to the engineer in writing for review. Any changes approved by the engineer in writing will be coordinated by the contractor at no additional cost.

INDEX OF SHEETS

- SC-1. General Plan & Elevation
- SC-2. General Notes & Bill of Material
- SC-3. Typical Section
- SC-4. Anchorage Slab (1 of 4)
- SC-5. Anchorage Slab (2 of 4)
- SC-6. Anchorage Slab (3 of 4)
- SC-7. Anchorage Slab (4 of 4)
- SC-8. Anchorage Slab & Wall Details (1 of 2)
- SC-9. Anchorage Slab & Wall Details (2 of 2)
- SC-10. Parapet Railing
- SC-11. Soil Boring Logs (B-10 & B-11)
- SC-12. Soil Boring Logs (B-12 & B-23)

STATION 301+31.00 TO 303+46.11
 BUILT BY
 CITY OF DECATUR
 F.A.U. 7448
 SEC. 09-00933-01-BR
 STR. NO. 058-W006

NAME PLATE
 See Std. 515001

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structure Excavation	Cu. Yd.	505
Concrete Superstructure	Cu. Yd.	260.0
Protective Coat	Sq. Yd.	612
Reinforcement Bars, Epoxy Coated	Pound	41,560
Parapet Railing	Foot	417
Name Plates	Each	1
Mechanically Stabilized Earth Retaining Wall	Sq. Ft.	3,855



USER NAME =	Icriscione	DESIGNED -	KWB	REVISED -	
060603202_058-W006_02_General Data and BOM		CHECKED -	KFO	REVISED -	
PLOT SCALE =	0:2.0000 " = 1" / in.	DRAWN -	LMC	REVISED -	
PLOT DATE =		CHECKED -	MDC	REVISED -	

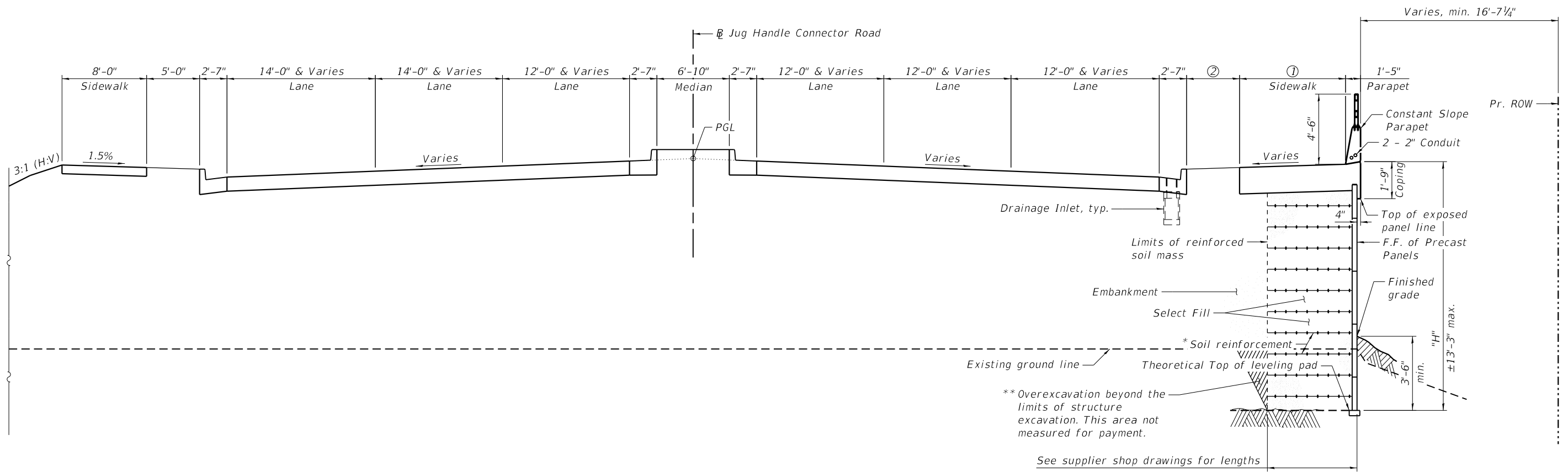
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL NOTES & BILL OF MATERIAL
 STRUCTURE NO. 058-W006

SHEET SC-2 OF SC-12 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	631
CONTRACT NO. 95893				
ILLINOIS			FED. AID PROJECT	

MODEL: Sheet
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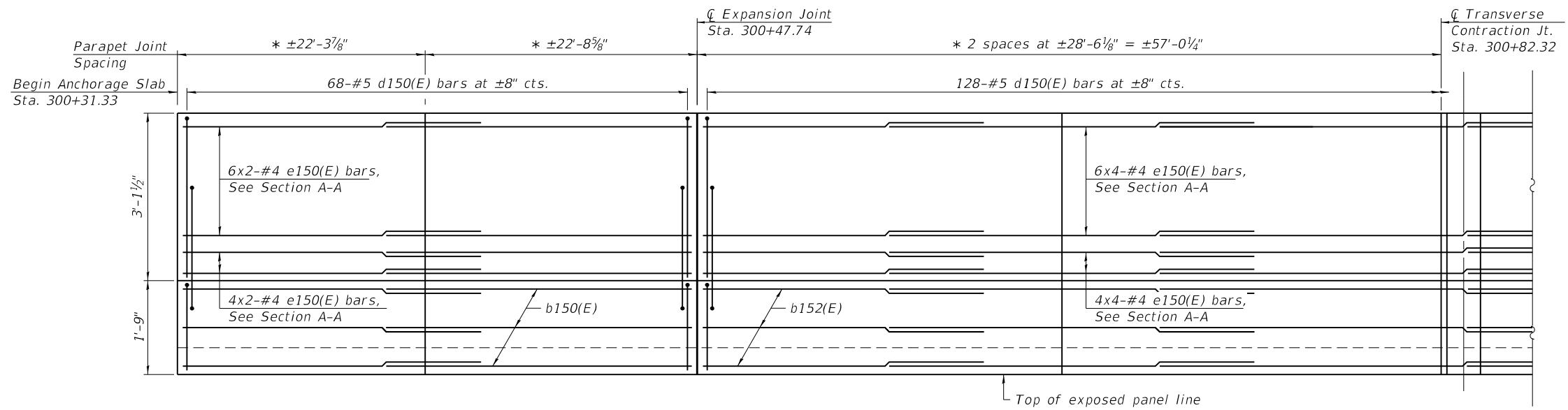
ROADWAY DIMENSION TABLE

Start Station	End Station	①	②
300+31.00	301+01.33	7'-0"	8'-0"
301+01.33	303+46.11	10'-0"	5'-0"

TYPICAL SECTION
(Looking East)

* The MSE Wall supplier's interval stability design shall account for the anchorage slab's bearing pressure surcharge of 1.0 ksf and horizontal sliding force of 0.67 kips/ft. of wall.
 ** Backfill overexcavation with same material as used for select fill.

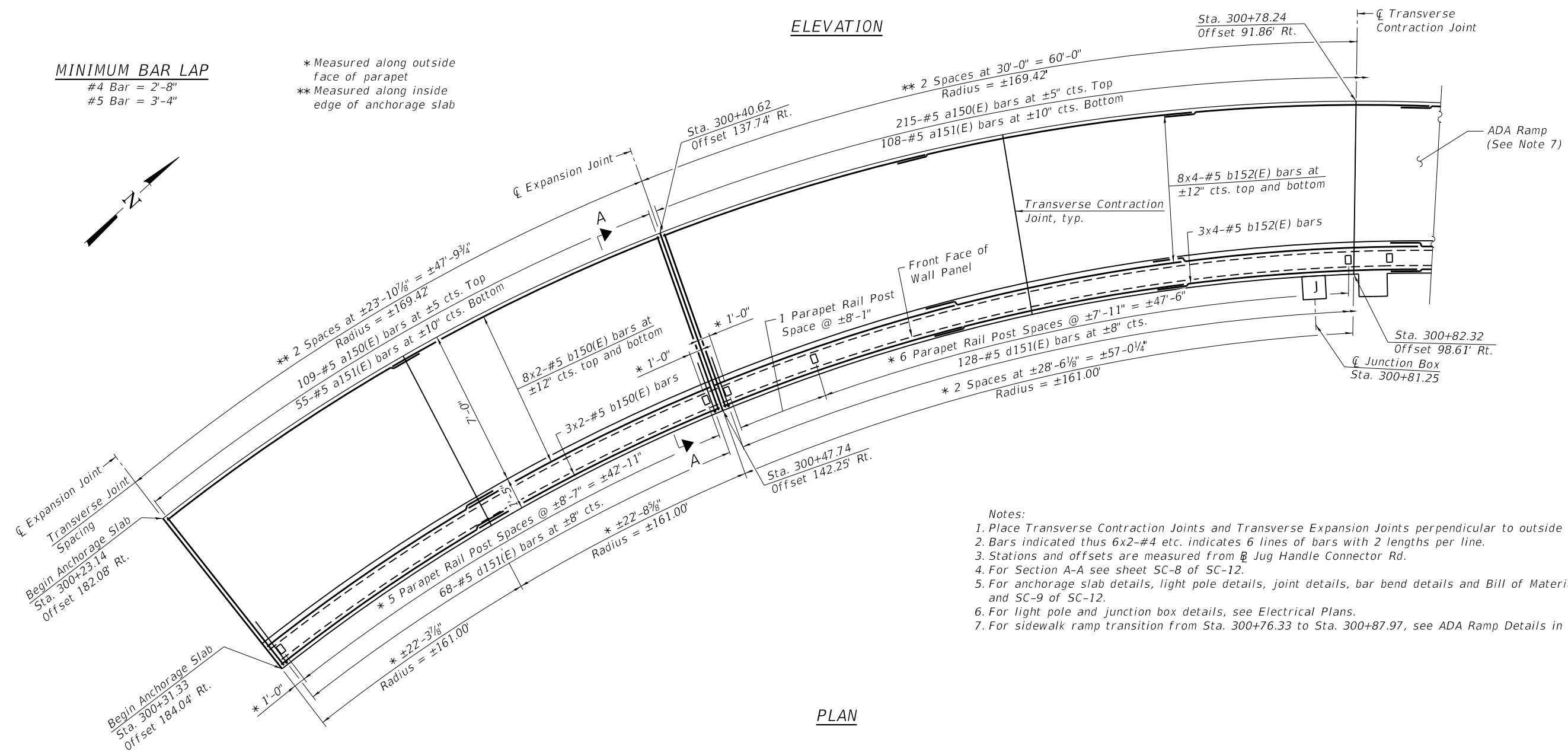
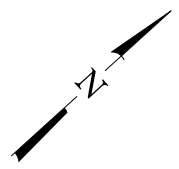
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ELEVATION

MINIMUM BAR LAP
 #4 Bar = 2'-8"
 #5 Bar = 3'-4"

* Measured along outside face of parapet
 ** Measured along inside edge of anchorage slab



PLAN

- Notes:
1. Place Transverse Contraction Joints and Transverse Expansion Joints perpendicular to outside face of parapet.
 2. Bars indicated thus 6x2-#4 etc. indicates 6 lines of bars with 2 lengths per line.
 3. Stations and offsets are measured from Jug Handle Connector Rd.
 4. For Section A-A see sheet SC-8 of SC-12.
 5. For anchorage slab details, light pole details, joint details, bar bend details and Bill of Material, see sheets SC-8 and SC-9 of SC-12.
 6. For light pole and junction box details, see Electrical Plans.
 7. For sidewalk ramp transition from Sta. 300+76.33 to Sta. 300+87.97, see ADA Ramp Details in Roadway Plans.



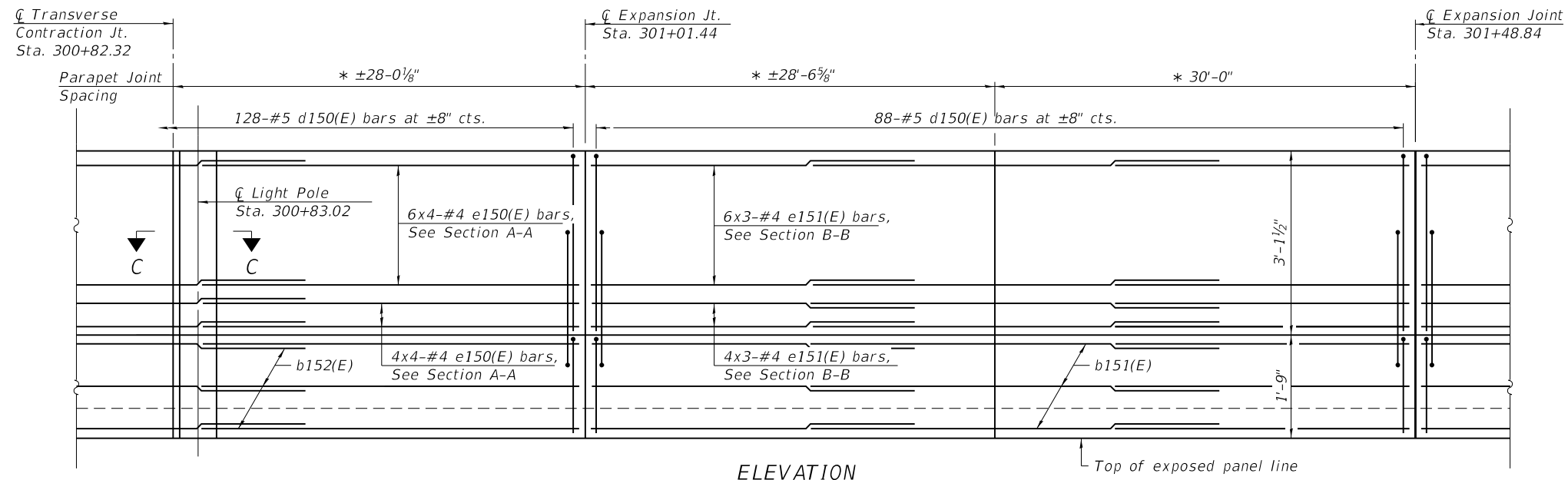
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PLOT DATE =		CHECKED -	MDC	REVISED -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ANCHORAGE SLAB (1 OF 4)
 STRUCTURE NO. 058-W006

SHEET SC-4 OF SC-12 SHEETS

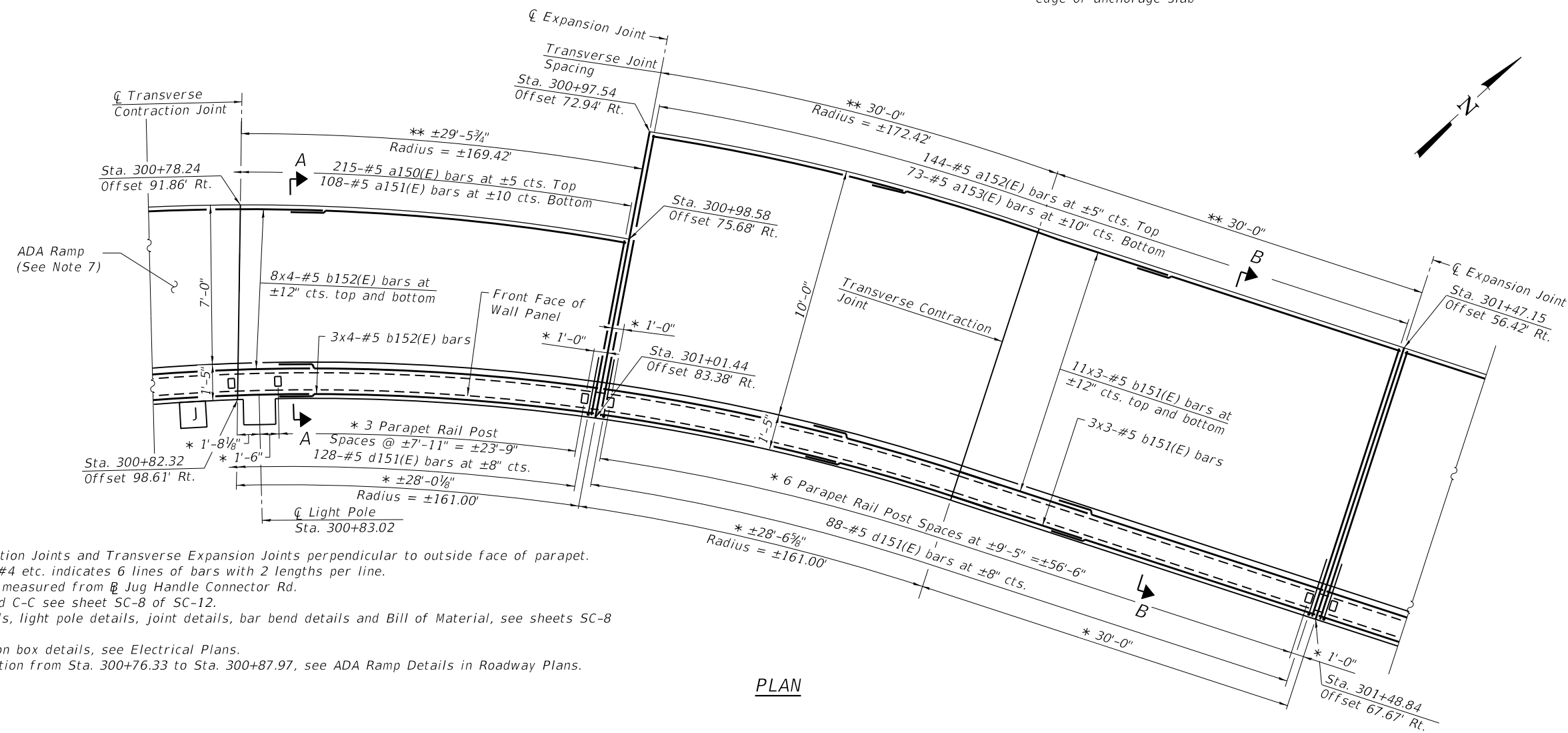
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	633
CONTRACT NO. 95893				
ILLINOIS		FED. AID PROJECT		



ELEVATION

* Measured along outside face of parapet
 ** Measured along inside edge of anchorage slab

MINIMUM BAR LAP
 #4 Bar = 2'-8"
 #5 Bar = 3'-4"



PLAN

- Notes:
1. Place Transverse Contraction Joints and Transverse Expansion Joints perpendicular to outside face of parapet.
 2. Bars indicated thus 6x2-#4 etc. indicates 6 lines of bars with 2 lengths per line.
 3. Stations and offsets are measured from Jug Handle Connector Rd.
 4. For Sections A-A, B-B and C-C see sheet SC-8 of SC-12.
 5. For anchorage slab details, light pole details, joint details, bar bend details and Bill of Material, see sheets SC-8 and SC-9 of SC-12.
 6. For light pole and junction box details, see Electrical Plans.
 7. For sidewalk ramp transition from Sta. 300+76.33 to Sta. 300+87.97, see ADA Ramp Details in Roadway Plans.

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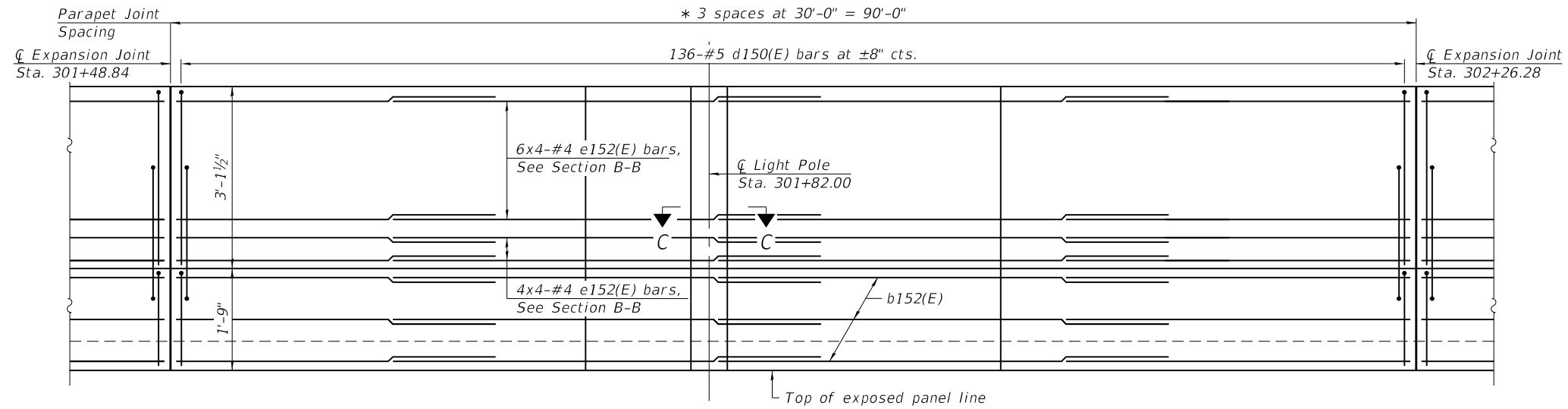
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ANCHORAGE SLAB (2 OF 4)
 STRUCTURE NO. 058-W006

SHEET SC-5 OF SC-12 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 95893				

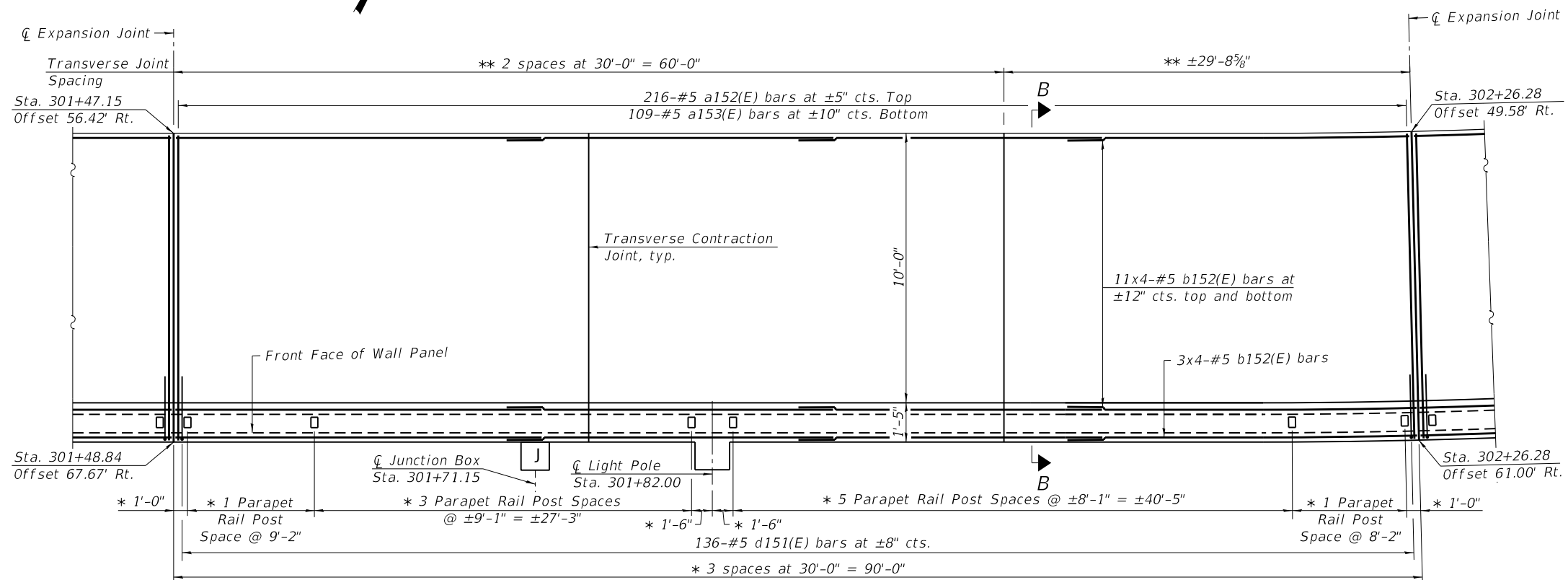
ILLINOIS FED. AID PROJECT



ELEVATION

* Measured along outside face of parapet
 ** Measured along inside edge of anchorage slab

MINIMUM BAR LAP
 #4 Bar = 2'-8"
 #5 Bar = 3'-4"



PLAN

Notes:

1. Place Transverse Contraction Joints and Transverse Expansion Joints perpendicular to outside face of parapet.
2. Bars indicated thus 6x2-#4 etc. indicates 6 lines of bars with 2 lengths per line.
3. Stations and offsets are measured from Jug Handle Connector Rd.
4. For Sections B-B and C-C see sheet SC-8 of SC-12.
5. For anchorage slab details, light pole details, joint details, bar bend details and Bill of Material, see sheets SC-8 and SC-9 of SC-12.
6. For light pole and junction box details, see Electrical Plans.

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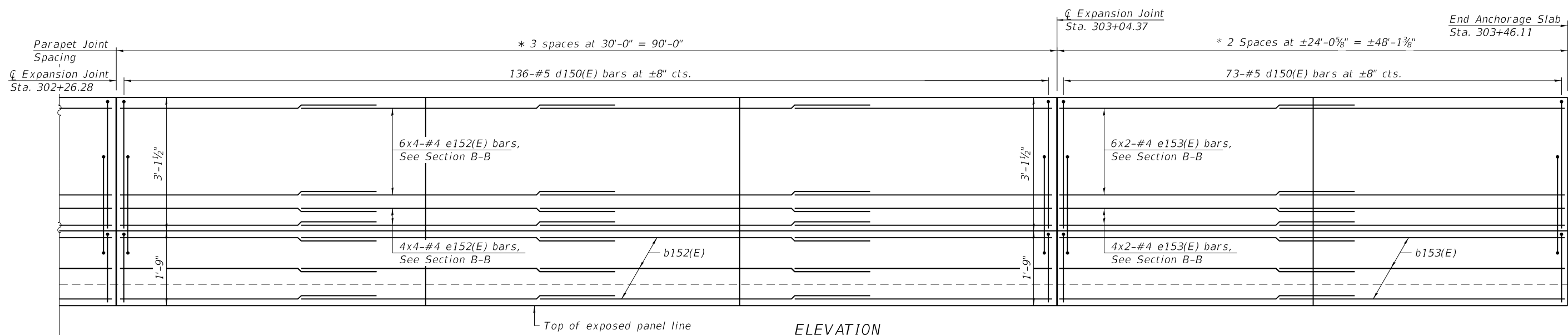
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ANCHORAGE SLAB (3 OF 4)
 STRUCTURE NO. 058-W006**

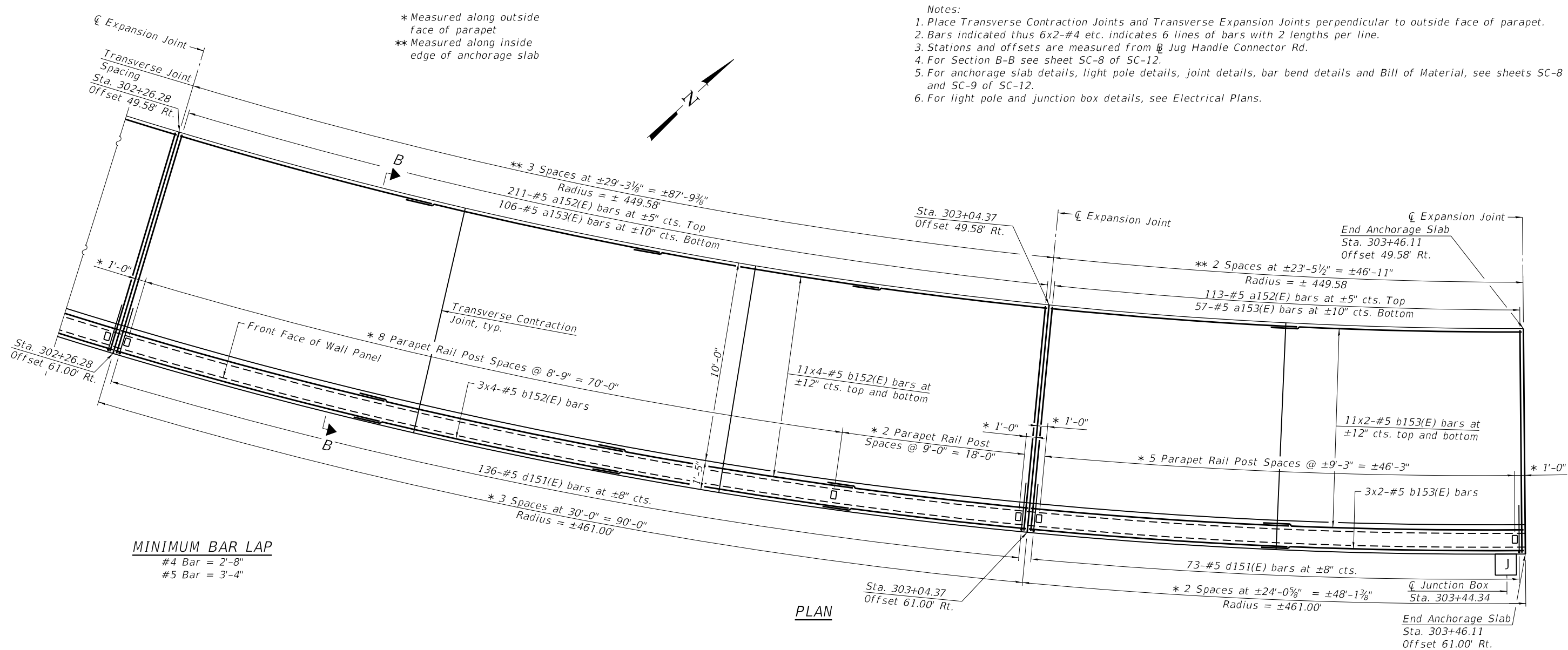
SHEET SC-6 OF SC-12 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 95893				
ILLINOIS		FED. AID PROJECT		

MODEL: Sheet
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ELEVATION



PLAN

- Notes:
1. Place Transverse Contraction Joints and Transverse Expansion Joints perpendicular to outside face of parapet.
 2. Bars indicated thus 6x2-#4 etc. indicates 6 lines of bars with 2 lengths per line.
 3. Stations and offsets are measured from \emptyset Jug Handle Connector Rd.
 4. For Section B-B see sheet SC-8 of SC-12.
 5. For anchorage slab details, light pole details, joint details, bar bend details and Bill of Material, see sheets SC-8 and SC-9 of SC-12.
 6. For light pole and junction box details, see Electrical Plans.

MINIMUM BAR LAP
 #4 Bar = 2'-8"
 #5 Bar = 3'-4"



USER NAME =	Icriscione	DESIGNED -	KWB	REVISED -	
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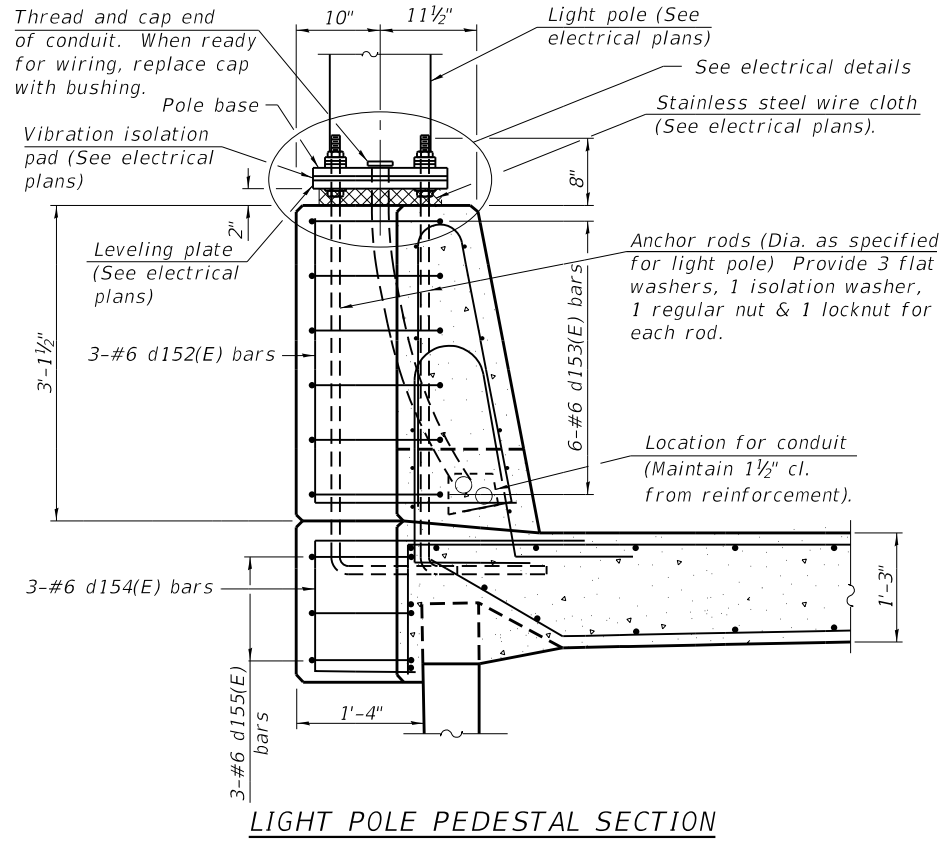
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ANCHORAGE SLAB (4 OF 4)
 STRUCTURE NO. 058-W006**

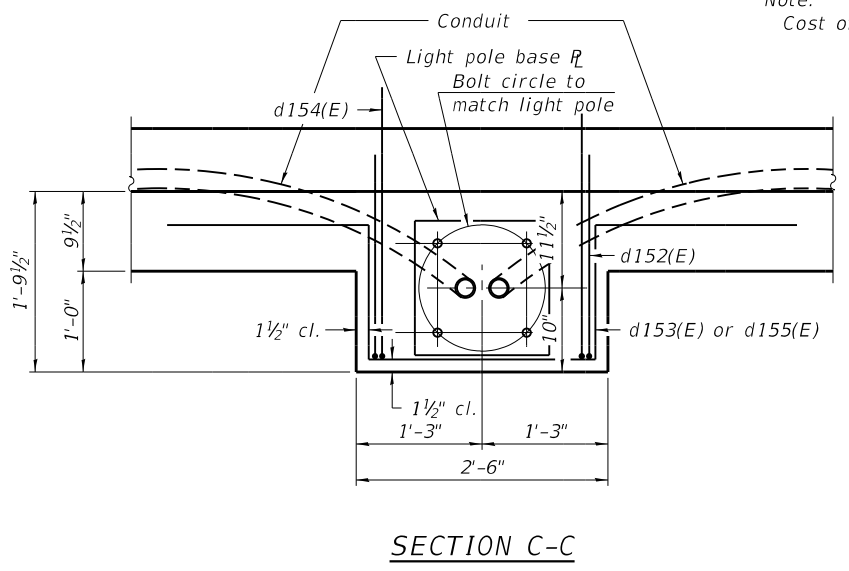
SHEET SC-7 OF SC-12 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 95893				
ILLINOIS FED. AID PROJECT				

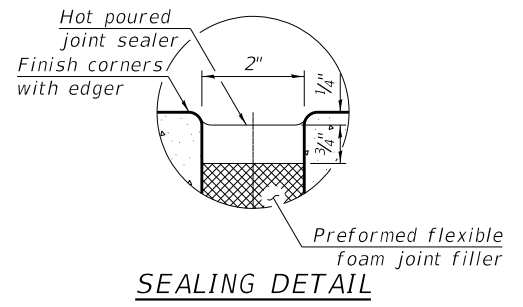
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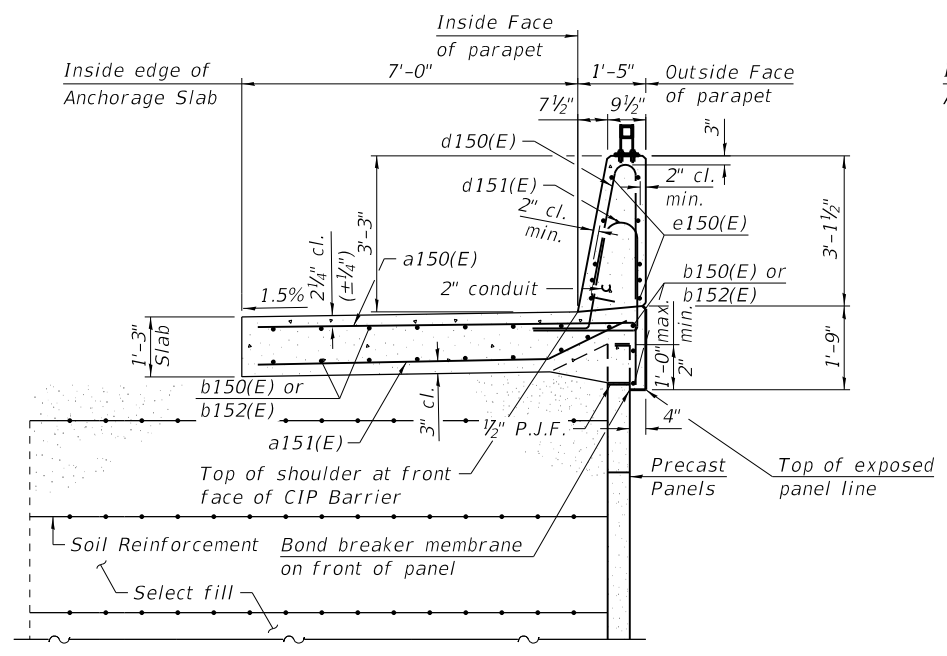
LIGHT POLE PEDESTAL SECTION



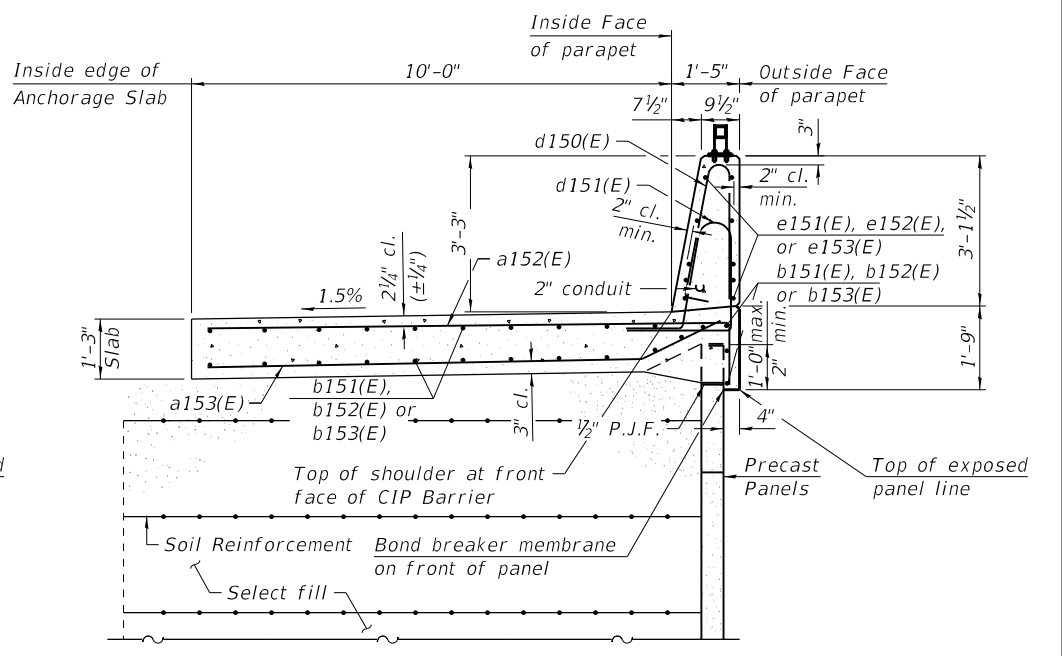
SECTION C-C



SEALING DETAIL

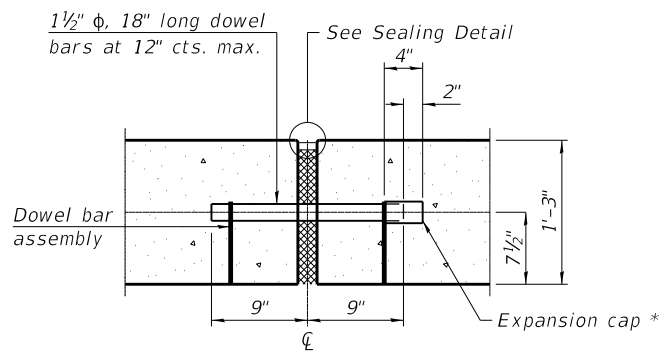


SECTION A-A



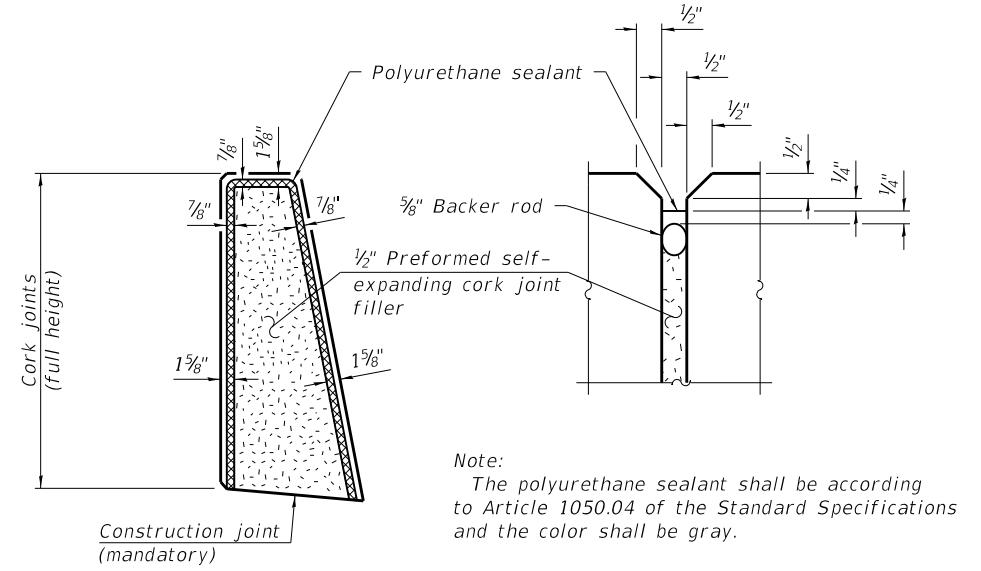
SECTION B-B

* Expansion caps shall be installed on the exposed end of each dowel bar once the header has been removed and the joint filler material has been installed.



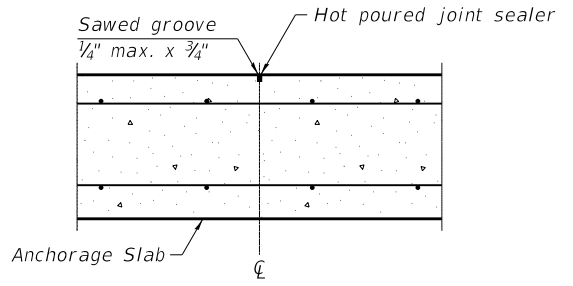
ANCHORAGE SLAB EXPANSION JOINT

Expansion joint and dowel bars included in the cost of Concrete Superstructure



PARAPET EXPANSION JOINT DETAILS

Note: The polyurethane sealant shall be according to Article 1050.04 of the Standard Specifications and the color shall be gray.



TRANSVERSE CONTRACTION JOINT



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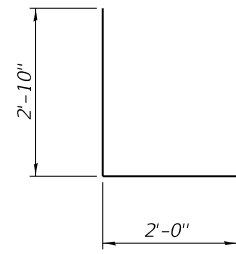
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ANCHORAGE SLAB & WALL DETAILS (1 OF 2)
STRUCTURE NO. 058-W006**

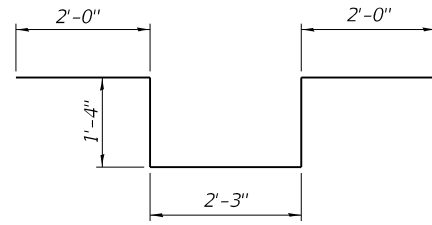
SHEET SC-8 OF SC-12 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 95893				
		ILLINOIS	FED. AID PROJECT	

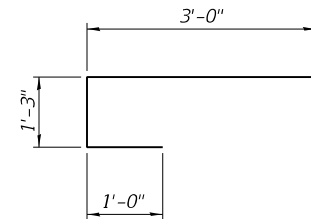
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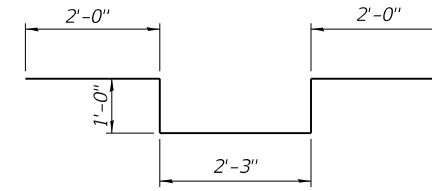
BAR d152(E)



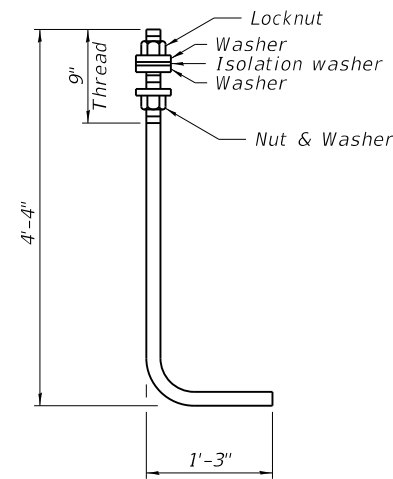
BAR d153(E)



BAR d154(E)

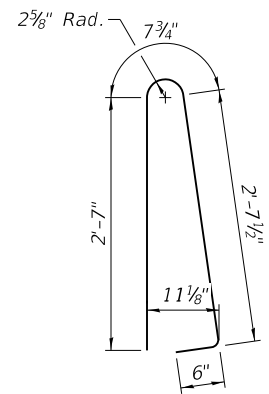


BAR d155(E)

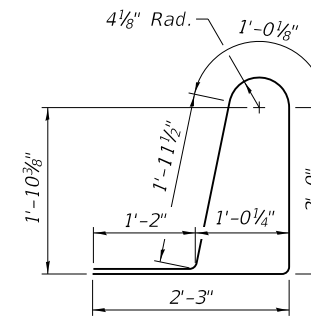


ANCHOR ROD

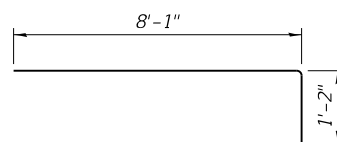
Diameter as specified for light poles.
 (ASTM F 1554 Grade 105) Full length
 hot dipped galvanized



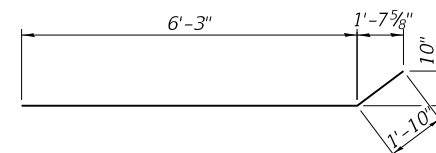
BAR d150(E)



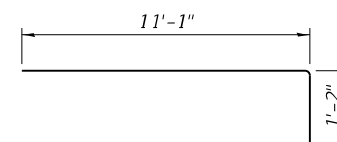
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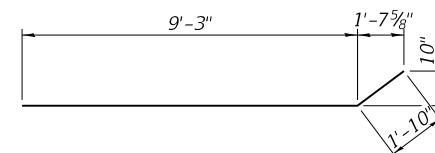
BAR a150(E)



BAR a151(E)



BAR a152(E)



BAR a153(E)

Note:
 Cost of concrete and reinforcing steel required for coping shall be included in the cost of Concrete Superstructure and Reinforcement Bars, Epoxy Coated.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
a150(E)	324	#5	9'-3"	└─┘	
a151(E)	163	#5	8'-1"	└─┘	
a152(E)	684	#5	12'-3"	└─┘	
a153(E)	345	#5	11'-1"	└─┘	
b150(E)	38	#5	25'-5"	—	
b151(E)	75	#5	22'-2"	—	
b152(E)	276	#5	24'-11"	—	
b153(E)	50	#5	25'-7"	—	
d150(E)	629	#5	6'-5"	└─┘	
d151(E)	629	#5	8'-5"	└─┘	
d152(E)	6	#6	4'-10"	└─┘	
d153(E)	12	#6	8'-11"	└─┘	
d154(E)	6	#6	5'-3"	└─┘	
d155(E)	6	#6	8'-3"	└─┘	
e150(E)	60	#4	23'-9"	—	
e151(E)	30	#4	20'-8"	—	
e152(E)	80	#4	24'-5"	—	
e153(E)	20	#4	25'-3"	—	
Item				Unit	Total
Reinforcement Bars, Epoxy Coated				Pound	41,560
Concrete Superstructure				Cu. Yd.	260.0
Protective Coat				Sq. Yd.	612



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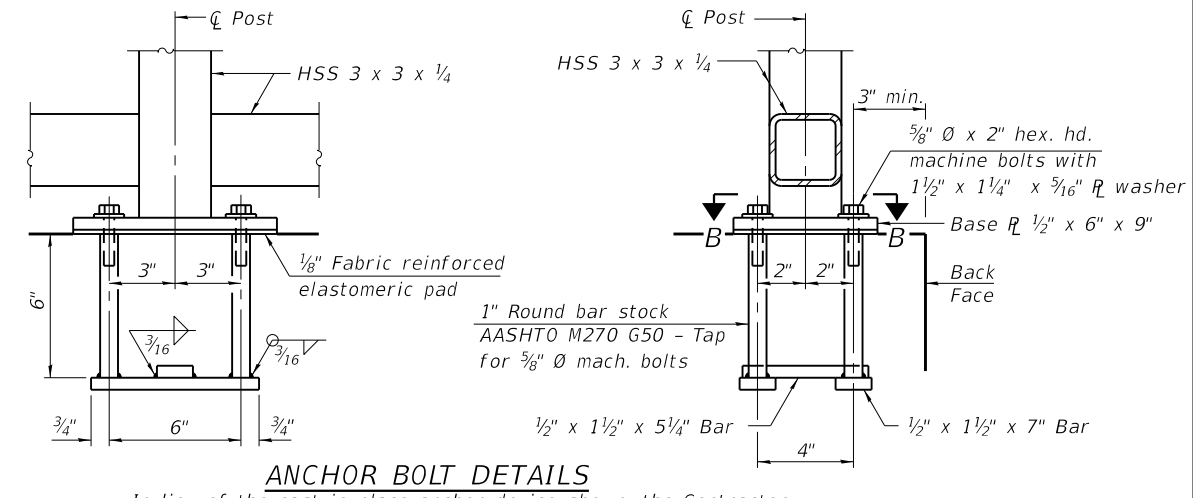
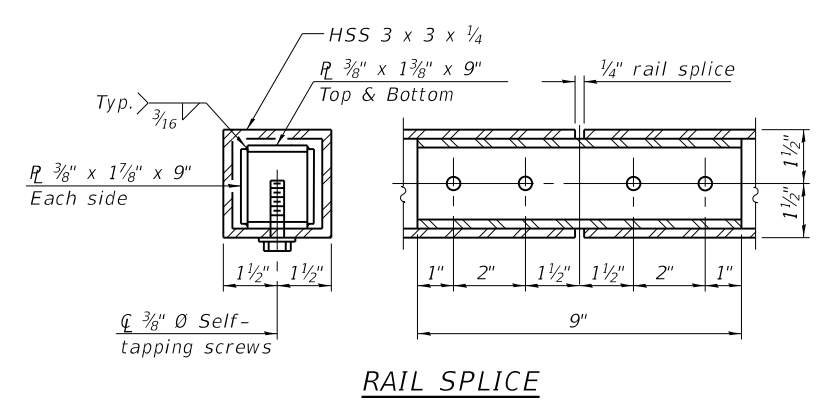
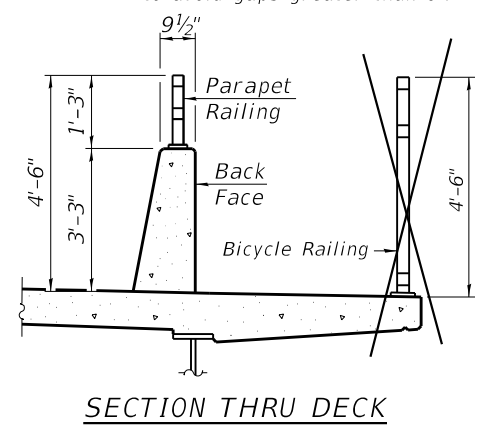
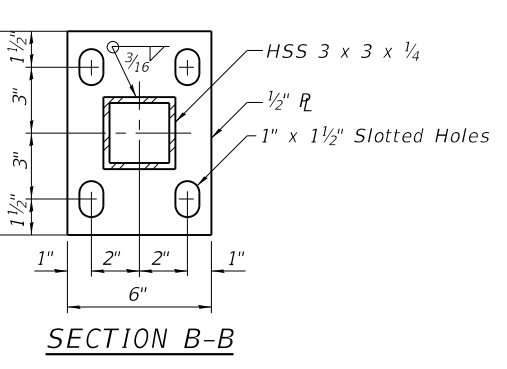
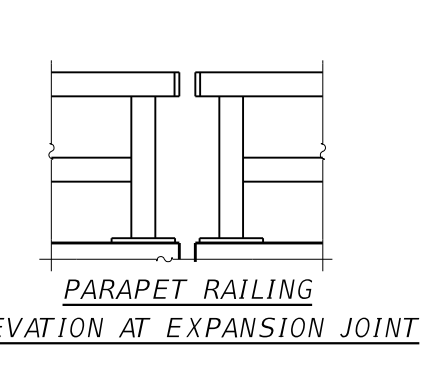
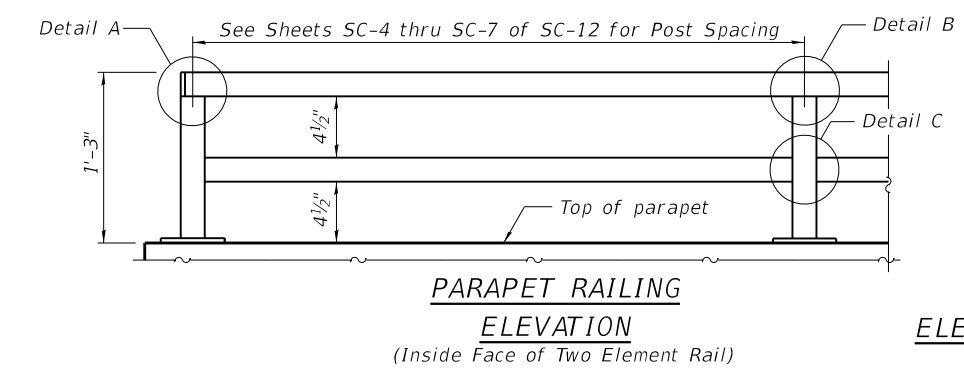
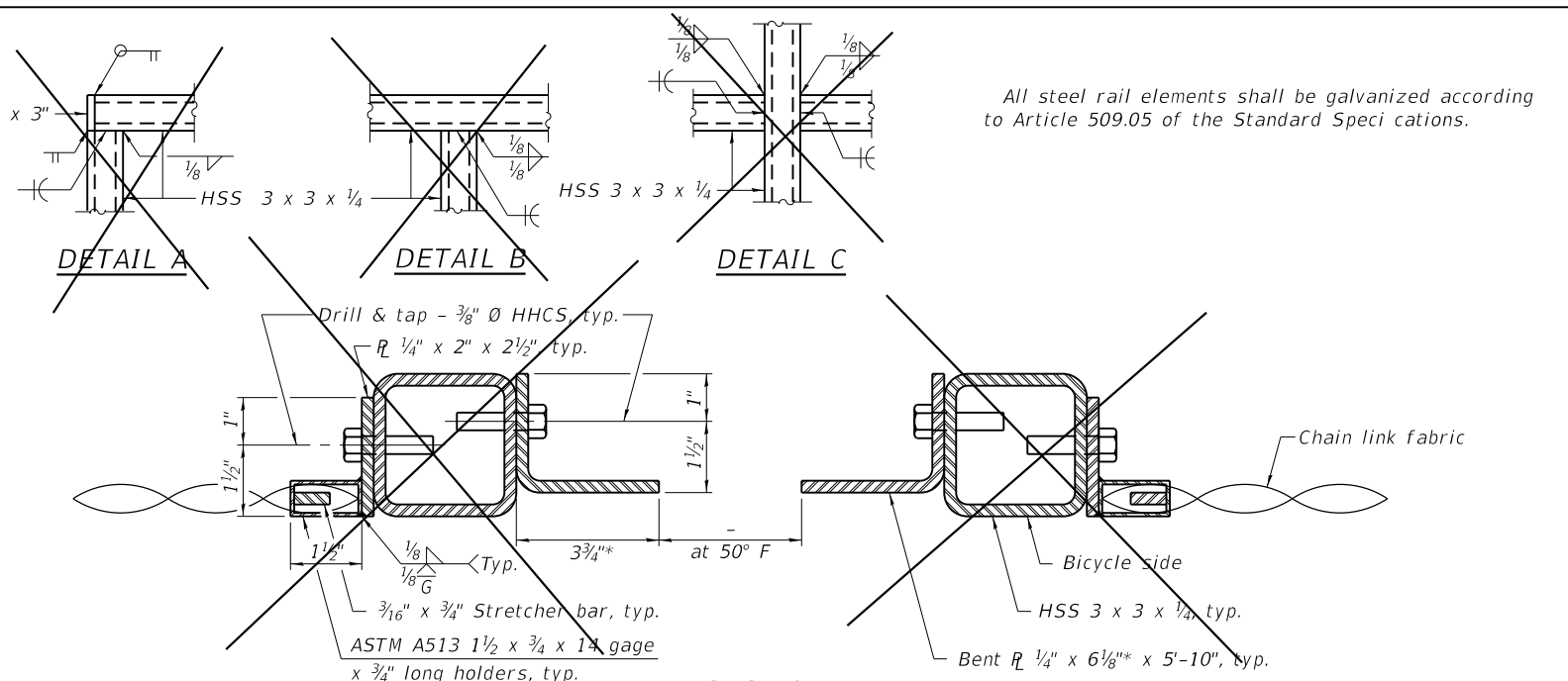
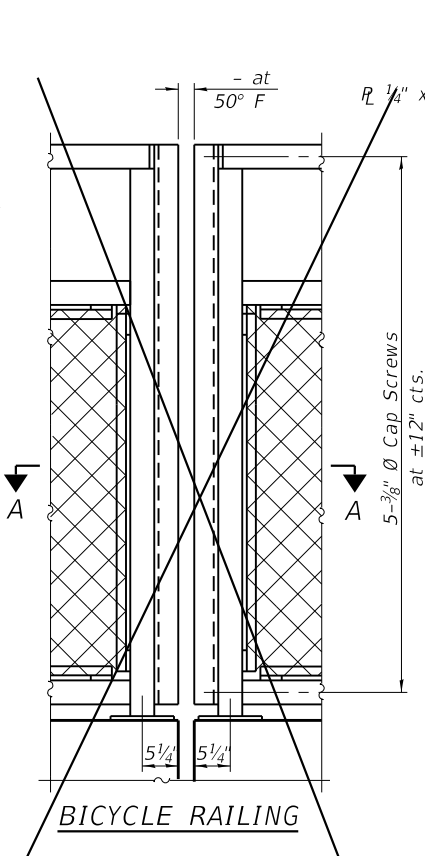
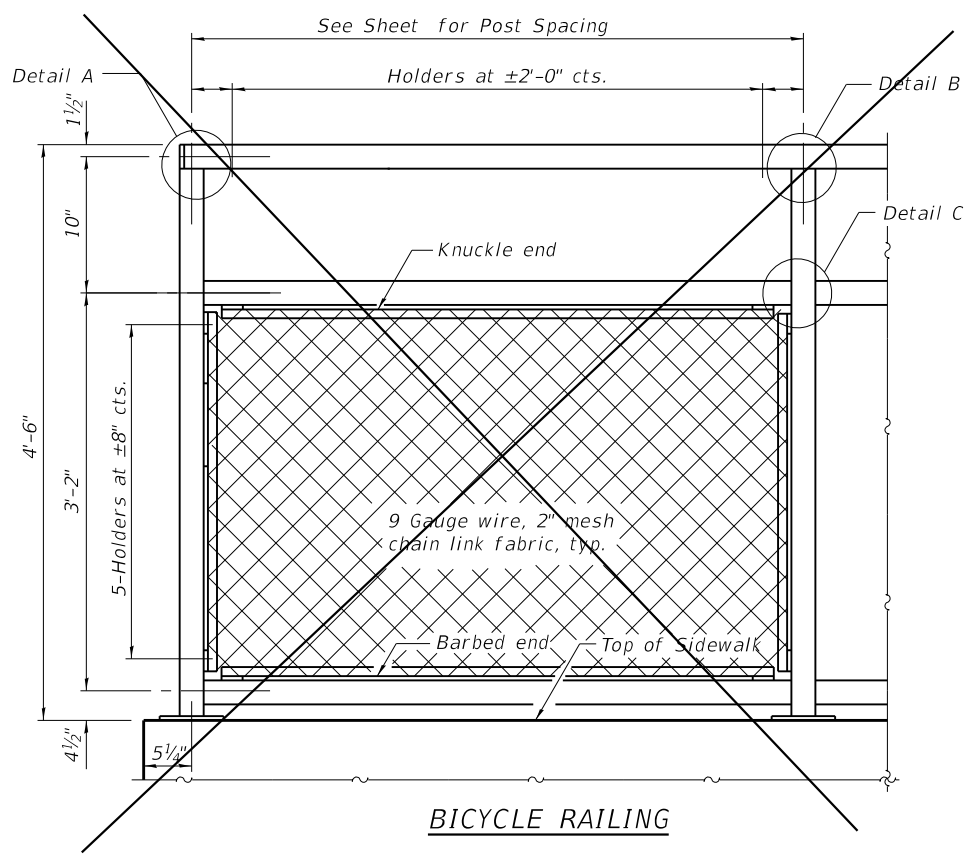
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ANCHORAGE SLAB & WALL DETAILS (2 OF 2)
 STRUCTURE NO. 058-W006

SHEET SC-9 OF SC-12 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	638
CONTRACT NO. 95893				
ILLINOIS FED. AID PROJECT				

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ANCHOR BOLT DETAILS
 In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" Ø anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

BILL OF MATERIAL

Item	Unit	Quantity
Bicycle Railing	Foot	
Parapet Railing	Foot	417

RAILING CRITERIA

NCHRP 350 Test Level	4
Railing Weight (plf)	25
Bicycle Railing Weight (plf)	50
Max Post Spacing	10'-0"

Notes:
 Place reinforcement bars to miss anchor rod locations. CVN testing is not required for the HSS tubing used in the Bicycle Railing.
 All HSS tubing used for the Parapet Railing shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.



USER NAME	DESIGNED	REVISIONS
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60603202_058-W006_10_Parapet Railing.dgn	KFO	-
PLOT SCALE = 0:2.0000" = 1" in.	LMC	-
PLOT DATE =	MDC	-

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BICYCLE RAILING AND PARAPET RAILING
 STRUCTURE NO. 058-W006**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	639
CONTRACT NO. 95893				

ILLINOIS FED. AID PROJECT

SHEET SC-10 OF SC-12 SHEETS

SOIL BORING LOG

ROUTE _____ DESCRIPTION BRUSH COLLEGE ROAD LOGGED BY CH, CM
SECTION _____ LOCATION DECATUR, IL
COUNTY MACON STRUCTURE NO. _____ (Exist) _____ (Prop.)
BORING NO. B-10 DRILLING METHOD HOLLOW STEM HAMMER TYPE 140# SAFETY HAMMER

Station _____ Offset _____ Ground Surface Elev. <u>674.992</u> (ft.)	E L E V	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ (ft.)		E L E V	D E P T H	B L O W S	U C S Qu	M O I S T
						Groundwater Elev. _____ (ft.)	Upon Completion _____ (ft.)					
SILTY CLAY - A-6 Gray-Mottled-Brown, moist, stiff, low plasticity			6 6 8									31.6
CLAY LOAM - A-4 Brown, moist, low plasticity		5		1.5								14.7
SILTY CLAY LOAM - A-4 Brown, moist, very stiff, low plasticity, trace gravel			6 9 10	1.5								15.2
			10 8 10 12	1.8								13.6
			6 11 13	1.3								14.1
		15	6 12 13	2.3								12.5
-hard 13" seam SAND- Brown, fine-coarse (*free water @ 18.5' -hard			23 38 22-4									
		20	30 27 23	6.6								12.2
SILT - A-4 Gray, moist, hard, low plasticity, trace sand, trace gravel			14 26 21	2.1								14.3
CLAY - A-6 Gray, moist, very stiff, low plasticity, trace sand, trace gravel END OF BORING @ 26.0 FT.	648.992		11 14	2.5								
		30										

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

SOIL BORING LOG

ROUTE _____ DESCRIPTION BRUSH COLLEGE ROAD LOGGED BY CM, JM
SECTION _____ LOCATION DECATUR, IL
COUNTY MACON STRUCTURE NO. _____ (Exist) _____ (Prop.)
BORING NO. B-11 DRILLING METHOD HOLLOW STEM HAMMER TYPE 140# SAFETY HAMMER

Station _____ Offset _____ Ground Surface Elev. <u>674.629</u> (ft.)	E L E V	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ (ft.)		E L E V	D E P T H	B L O W S	U C S Qu	M O I S T
						Groundwater Elev. _____ (ft.)	Upon Completion _____ (ft.)					
12" CONCRETE												
SILTY CLAY - A-6 Gray-Mottled-Brown, moist, stiff, medium plasticity			3 3 6	1.9								30.7
		5	2 4 5									23.4
SILTY CLAY LOAM - A-4 Brown, moist, low plasticity, little sand, trace gravel				1.3								18.0
-stiff			10 2 5 7	1.2								15.7
-very stiff			6 10 11	2.6								14.6
		15	8 11 15	3.2								13.5
CLAY - A-6 Gray, moist, hard, low plasticity, little sand, trace gravel			21 33 27	12.0								9.8
		20	20 15 21									9.7
			15 18 23									10.5
		25	15 19 22	7.1								10.5
END OF BORING @ 26.0 FT.	648.629											
		30										

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

MODEL: Sheet
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USER NAME = <u>Icriscione</u>	DESIGNED - <u>KWB</u>	REVISED -
60603202_058-W006_11_B-10 and B-11.dgn	CHECKED - <u>KFO</u>	REVISED -
PLOT SCALE = <u>0:2.0000" = 1"</u>	DRAWN - <u>LMC</u>	REVISED -
PLOT DATE =	CHECKED - <u>MDC</u>	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (B-10 & B-11)
STRUCTURE NO. 058-W006

SHEET SC-11 OF SC-12 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	640
CONTRACT NO. 95893				
ILLINOIS		FED. AID PROJECT		

SOIL BORING LOG

ROUTE _____ DESCRIPTION BRUSH COLLEGE ROAD LOGGED BY CH, CM
SECTION _____ LOCATION DECATUR, IL
COUNTY MACON STRUCTURE NO. _____ (Exist) _____ (Prop.)
BORING NO. B-12 DRILLING METHOD HOLLOW STEM HAMMER TYPE 140# SAFETY HAMMER

Station _____ Offset _____ Ground Surface Elev. 675.845 (ft.)	E L E V T H	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ (ft.)	E L E V T H	D E P T H	B L O W S	U C S Qu	M O I S T
						Groundwater Elev. _____ (ft.)					
SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)	SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)
SILTY CLAY - A-6 Gray-Mottled-Brown, moist, stiff, low plasticity			6 7 8	1.5	26.2						
SILTY CLAY - A-6 Brown, moist, hard, low plasticity, trace gravel		5	13 14 17		12.5						
SILTY CLAY LOAM - A-4 Brown, moist, very stiff, low plasticity, little sand			8 10 14		15.1						
SILTY CLAY LOAM - A-4 Brown, moist, very stiff, low plasticity, little sand			10	2.3	12.5						
-hard			8 13 16	2.0	14.3						
		15	10 15 29	3.6	14.1						
SAND - A-1-a Brown, moist, very dense, fine-coarse (*free water @ 17.0')			60								
SILTY CLAY LOAM - A-6 Gray, moist, hard, low plasticity, little sand, trace gravel		20	21 36 24-5		11.4						
SAND - A-1-a Brown, moist, very dense, fine-coarse, trace gravel			60								
		25	25		10.8						
CLAY - A-6 Gray, moist, hard, low plasticity END OF BORING @ 26.0 FT.	649.845		60								
		30									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

SOIL BORING LOG

ROUTE _____ DESCRIPTION BRUSH COLLEGE ROAD LOGGED BY GC/EE
SECTION _____ LOCATION DECATUR, ILLINOIS
COUNTY MACON COUNTY STRUCTURE NO. _____ (Exist) _____ (Prop.)
BORING NO. B-23 DRILLING METHOD HOLLOW STEM HAMMER TYPE 140# SAFETY HAMMER

Station _____ Offset _____ Ground Surface Elev. 675.958 (ft.)	E L E V T H	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ (ft.)	E L E V T H	D E P T H	B L O W S	U C S Qu	M O I S T
						Groundwater Elev. _____ (ft.)					
SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)	SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)
SILTY CLAY A-4 Brown, very moist, stiff, low plasticity, trace sand			4 6 6 2	1.1	15.9						
SILTY CLAY A-6 Brown, very moist, firm, low plasticity, trace gravel			2 3	0.6	22.5						
SILTY CLAY A-6 Mottled Brown, very moist, soft-firm, low plasticity, trace sand		5	1 2 2	0.6	26.8						
SILTY CLAY A-6 Mottled Brown, very moist, soft-firm, low plasticity, trace sand			2 2 3	0.4	18.3						
(*free water @ 7.5')			10	3	0.99	12.9					
CLAY LOAM A-6 Brown, moist, stiff, low plasticity, with sand trace gravel			3 7								
SILT A-4 Brown, very moist, stiff-very stiff, low plasticity, trace sand			4 6 10	0.95	23.7						
		15									
CLAY LOAM A-6 Gray, moist, hard, low plasticity, with sand trace gravel			60-6		13.7						
SILT A-4 Gray, very moist, hard, low plasticity, trace sand		20	46 60-3	0.44	21.5						
CLAY LOAM A-6 Gray, moist, hard, low plasticity, with sand trace gravel			36 40 20-2	8.66	10.3						
		25	26	6.1	10.7						
END OF BORING @ 26.0 FT.	649.958		23 31								
		30									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

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USER NAME = Icriscione	DESIGNED - KWB	REVISED -
60603202_058-W006_12_B12_and B-23.dgn	CHECKED - KFO	REVISED -
PLOT SCALE = 0:2.0000 "/>		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

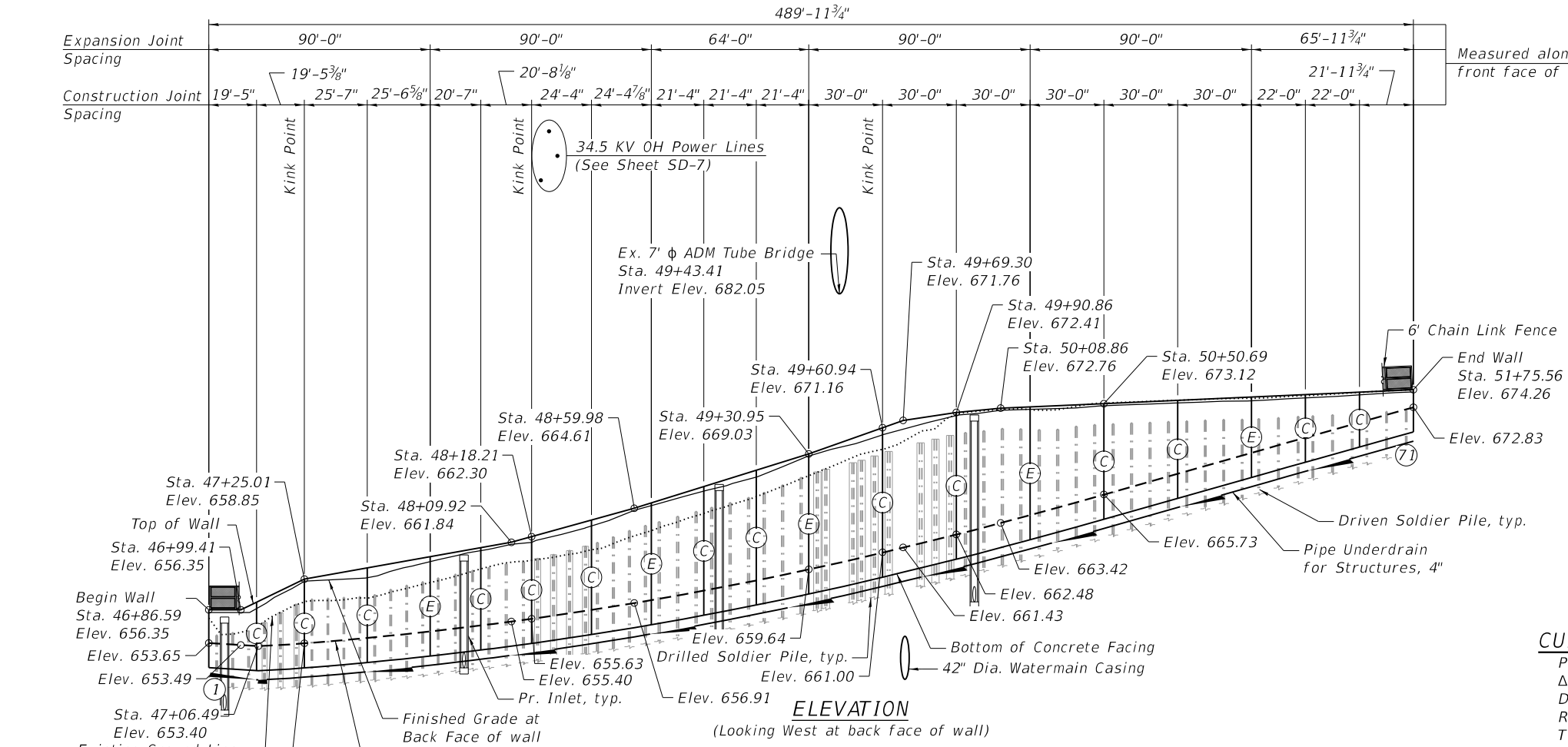
SOIL BORING LOGS (B-12 & B-23)
STRUCTURE NO. 058-W006

SHEET SC-12 OF SC-12 SHEETS

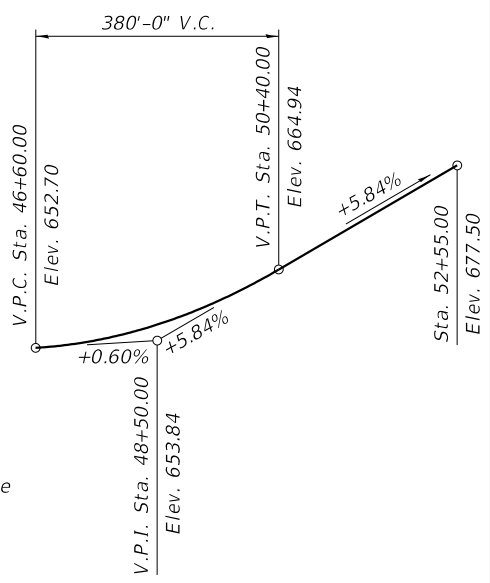
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	641
CONTRACT NO. 95893				
ILLINOIS		FED. AID PROJECT		

Benchmark: "M" in Mueller on re hydrant at Southeast corner of Cerro Gordo St. and Brush College Rd. - Elev. 652.58
 Existing Structure: None
 New soldier pile retaining wall to be constructed to support existing embankment.
 NB lane of Brush College Road to be closed during construction of retaining wall.

Note:
 Wall o sets are measured from \square Brush College Road to the front face of wall.



- LEGEND**
- G — Ex. Gas Line
 - W — Ex. Water Line
 - Ab. — Ab. Water Line
 - T — Ex. Underground Telephone Line
 - FO — Ex. Fiber Optic
 - A — Ex. Aerial Line
 - S — Ex. Storm Sewer
 - SS — Ex. Sanitary Sewer
 - E — Ex. Easement
 - RR — Ex. RR Track
 - UTL — Ex. Underground Transmission Line
 - V — Ex. Vegetation Line
 - G — Ex. Guardrail
 - M — Ex. Manhole
 - I — Ex. Inlet
 - Pr. — Pr. Fence
 - Pr. — Pr. Limits of Construction
 - Pr. — Pr. Buried Lighting Cable
 - Pr. — Pr. Water Line
 - Pr. — Pr. Storm Sewer
 - Pr. — Pr. Above Ground Lighting
 - Pr. — Pr. Sign
 - SBL — Soil Boring Location
 - Pr. — Pr. Inlet
 - Pr. — Pr. Manhole
 - Pr. — Pr. Catch Basin
 - C — Construction, Expansion Joints

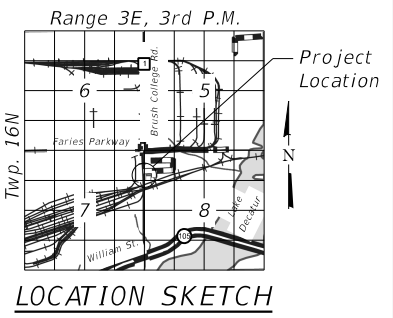


PROFILE GRADE
 (Along \square Brush College Road)

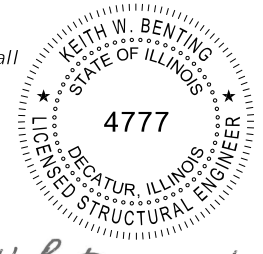
DESIGN SPECIFICATIONS
 2017 AASHTO LRFD Bridge Design Specifications, 8th Edition

CURVE P BRUSH-1	CURVE P BRUSH-2
P.I. Sta. = 47+52.41	P.I. Sta. = 51+91.51
$\Delta = 3^\circ 00' 59''$ (RT)	$\Delta = 3^\circ 00' 41''$ (LT)
$D = 2^\circ 17' 31''$	$D = 2^\circ 17' 31''$
$R = 2,500.00'$	$R = 2,500.00'$
$T = 65.82'$	$T = 65.72'$
$L = 131.62'$	$L = 131.40'$
$e = 0.87'$	$e = 0.86'$
$e = NC$ (40 MPH)	$e = NC$ (40 MPH)
T.R. = N/A	T.R. = N/A
S.E. Run = N/A	S.E. Run = N/A
P.C. Sta. = 46+86.59	P.C. Sta. = 51+25.79
P.T. Sta. = 48+18.21	P.T. Sta. = 52+57.19

DESIGN STRESSES
 FIELD UNITS
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50, Soldier Pile)



"I certify that to the best of knowledge, information, and belief, this structure 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.'"



Keith W. Bunting 10/22/2021
 Keith W. Bunting, Illinois S.E. 081-004777 Date
 Expires 11/30/2022

GENERAL PLAN & ELEVATION
BRUSH COLLEGE ROAD
 F.A.U. 7448 - SECTION 09-00933-01-BR
 MACON COUNTY
 STA. 46+86.59 TO STA. 51+75.56
 STRUCTURE NO. 058-W007

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USER NAME = zquigg	DESIGNED - KWB	REVISED -
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PLOT SCALE = 0.1687' / in.	DRAWN - LMC	REVISED -
PLOT DATE =	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SHEET SD-1 OF SD-23 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	642
CONTRACT NO. 95893				
ILLINOIS FED. AID PROJECT				

INDEX OF SHEETS

- SD-1. General Plan & Elevation
- SD-2. General Data & Bill of Material
- SD-3. Plan & Elevation - 1
- SD-4. Plan & Elevation - 2
- SD-5. Plan & Elevation - 3
- SD-6. Plan & Elevation - 4
- SD-7. Plan & Elevation - 5
- SD-8. Plan & Elevation - 6
- SD-9. Concrete Facing - 1
- SD-10. Concrete Facing - 2
- SD-11. Concrete Facing - 3
- SD-12. Concrete Facing - 4
- SD-13. Typical Section Thru Wall at Driven Soldier Pile
- SD-14. Typical Section Thru Wall at Drilled Soldier Pile
- SD-15. Wall Details
- SD-16. Chain Link Fence Detail
- SD-17. HP Pile Details
- SD-18. Soil Boring Logs (B-5)
- SD-19. Soil Boring Logs (B-6)
- SD-20. Soil Boring Logs (B-7)
- SD-21. Soil Boring Logs (B-20)
- SD-22. Soil Boring Logs (B-21)
- SD-23. Soil Boring Logs (B-22)

GENERAL NOTES:

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Wall stations and offsets are measured from $\frac{1}{2}$ Brush College Road to the front face of the cast in place concrete facing.
3. The Contractor is responsible for the design and performance of the lagging using no less than a 3 in. nominal rough-sawn thickness and timber with a minimum allowable bending stress of 1000 psi.
4. All construction joints shall be bonded.
5. Concrete Sealer shall be applied to all exposed areas of the concrete facing.
6. All exposed concrete edges shall have a $\frac{3}{4}$ "x45 degrees chamfer, U.N.O. The chamfer on vertical edges shall continue a minimum of 1'-0" below finished grade.
7. Soldier piles are a combination of driven piles and drilled piles as shown in the Pile Summary Table. Refer to Section 516.05 and Section 522.08(b)(1) of the Standard Specifications for shaft excavation and bracing requirements. A pile shall not be driven within four shaft diameters center-to-center of a drilled pile until the concrete encasement has reached a minimum compressive strength of 1500 psi.

PILE SUMMARY TABLE

Pile No.	Pile Size	Station	Offset (ft.)	Top of Pile Elev.	Btm of Pile Elev.	Pile Length (ft.)	Shaft Dia. (in.)	Shear Studs	Pile No.	Pile Size	Station	Offset (ft.)	Top of Pile Elev.	Btm of Pile Elev.	Pile Length (ft.)	Shaft Dia. (in.)	Shear Studs
1	HP14x73	46+89.44	16.28	654.68	636.47	18.21	-	4	37	W14x159	49+27.78	23.21	667.16	626.21	40.96	-	10
2	HP14x73	46+95.85	17.56	654.68	636.16	18.52	-	4	38	W24x131	49+34.43	23.60	667.61	625.55	42.06	36.00	10
3	HP14x73	47+02.28	18.83	654.99	635.16	19.84	-	4	39	W24x131	49+37.93	23.60	667.86	630.60	37.27	36.00	11
4	HP14x73	47+08.64	20.07	655.61	636.55	19.07	24.00	5	40	W24x131	49+48.93	23.60	668.64	630.51	38.14	36.00	11
5	HP14x73	47+15.07	21.30	656.24	635.50	20.75	24.00	5	41	W24x131	49+52.43	23.60	668.89	624.65	44.24	36.00	11
6	HP14x73	47+21.51	22.52	656.87	634.48	22.39	24.00	6	42	W24x131	49+58.18	23.60	669.30	627.54	41.77	36.00	11
7	HP14x73	47+28.05	23.20	657.29	630.57	26.72	-	6	43	W24x131	49+63.28	23.79	669.67	632.23	37.45	36.00	11
8	HP14x73	47+34.61	23.31	657.52	630.19	27.33	-	6	44	W24x131	49+76.25	24.76	670.30	632.25	38.05	36.00	11
9	HP14x73	47+41.17	23.40	657.75	630.11	27.65	-	6	45	W24x131	49+82.23	25.21	670.48	629.41	41.07	36.00	11
10	HP14x73	47+47.73	23.47	657.98	630.27	27.72	-	7	46	W24x131	49+88.21	25.66	670.66	628.73	41.93	36.00	11
11	HP14x73	47+53.86	23.52	658.20	630.24	27.96	-	7	47	W14x211	49+94.48	25.77	670.81	627.21	43.61	-	11
12	HP14x73	47+60.42	23.56	658.43	629.81	28.62	-	7	48	W14x211	50+01.96	26.33	670.96	628.24	42.72	-	11
13	HP14x73	47+66.98	23.58	658.66	629.73	28.93	-	7	49	W14x211	50+09.44	26.89	671.10	629.26	41.84	-	10
14	HP14x73	47+73.54	23.58	658.89	629.93	28.96	-	7	50	W14x211	50+16.91	27.46	671.16	630.56	40.60	-	10
15	HP14x73	47+79.91	23.57	659.11	629.13	29.99	-	7	51	W14x211	50+24.39	28.02	671.22	631.86	39.37	-	10
16	HP14x73	47+86.98	23.53	659.36	628.74	30.62	-	7	52	W14x211	50+31.87	28.58	671.29	633.17	38.13	-	9
17	HP14x73	47+94.04	23.48	659.61	628.92	30.69	-	7	53	W14x211	50+39.35	29.15	671.35	634.46	36.89	-	9
18	HP14x89	48+00.74	23.42	659.85	628.81	31.05	-	7	54	W14x211	50+46.83	29.71	671.42	635.77	35.65	-	9
19	HP14x89	48+07.80	23.33	660.09	628.47	31.62	-	7	55	W14x211	50+54.31	30.27	671.48	637.10	34.38	-	8
20	HP14x89	48+14.87	23.22	660.44	628.52	31.92	-	8	56	W14x211	50+61.79	30.83	671.55	638.41	33.14	-	8
21	HP14x89	48+20.63	23.16	660.76	631.83	28.94	30.00	8	57	W14x211	50+69.27	31.40	671.62	639.75	31.87	-	7
22	HP14x89	48+27.13	23.16	661.12	632.67	28.45	30.00	8	58	W14x211	50+76.75	31.96	671.69	641.06	30.64	-	7
23	HP14x89	48+33.63	23.16	661.48	632.51	28.97	30.00	8	59	W14x159	50+84.23	32.49	671.76	642.28	29.48	-	7
24	HP14x89	48+40.13	23.16	661.84	631.35	30.49	30.00	8	60	W14x159	50+91.71	33.06	671.82	643.59	28.24	-	6
25	W14x159	48+45.00	23.21	662.11	629.92	32.19	-	8	61	W14x159	50+99.18	33.62	671.89	644.93	26.96	-	6
26	W14x159	48+51.50	23.21	662.47	628.43	34.04	-	8	62	W14x159	51+06.66	34.18	671.96	646.24	25.72	-	6
27	W14x159	48+58.00	23.21	662.83	628.25	34.59	-	9	63	HP14x73	51+13.40	34.63	672.02	647.46	24.56	-	5
28	W14x159	48+64.50	23.21	663.22	629.42	33.80	-	9	64	HP14x73	51+21.38	35.23	672.09	647.87	24.22	-	5
29	W14x159	48+70.12	23.21	663.57	627.34	36.23	-	9	65	HP14x73	51+29.30	35.83	672.17	650.30	21.87	-	5
30	W14x159	48+77.62	23.21	664.04	626.26	37.78	-	9	66	HP14x73	51+35.20	36.30	672.22	651.35	20.88	-	4
31	W14x159	48+85.12	23.21	664.51	627.07	37.44	-	9	67	HP14x73	51+43.06	36.94	672.29	651.91	20.39	-	4
32	W14x159	48+90.95	23.21	664.87	627.35	37.52	-	9	68	HP14x73	51+50.91	37.61	672.37	654.19	18.18	-	4
33	W14x159	48+98.95	23.21	665.37	625.03	40.34	-	10	69	HP14x73	51+56.79	38.13	672.42	655.24	17.18	-	3
34	W14x159	49+06.95	23.21	665.86	627.04	38.83	-	10	70	HP14x73	51+64.64	38.84	672.49	655.94	16.55	-	3
35	W14x159	49+12.78	23.21	666.23	626.49	39.75	-	10	71	HP14x73	51+72.48	39.58	672.56	658.07	14.49	-	3
36	W14x159	49+20.28	23.21	666.70	625.34	41.36	-	10									

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structure Excavation	Cu. Yd.	404
Stud Shear Connectors	Each	544
Reinforcement Bars, Epoxy Coated	Pound	14,900
Pile Shoes	Each	55
Name Plates	Each	1
Furnishing Soldier Piles (HP Section)	Foot	824
Furnishing Soldier Piles (W Section)	Foot	1,407
Driving Soldier Piles	Foot	1,689
Drilling and Setting Soldier Piles (In Soil)	Cu. Ft.	3,328
Untreated Timber Lagging	Sq. Ft.	3,016
Concrete Structures (Retaining Wall)	Cu. Yd.	159.4
Concrete Sealer	Sq. Ft.	3,773
Geocomposite Wall Drain	Sq. Yd.	227
Chain Link Fence, 6' Attached to Structure	Foot	490
Pipe Underdrains for Structures 4"	Foot	494

STATION 46+86.59 TO 51+75.56
 BUILT BY
 CITY OF DECATUR
 F.A.U. 7448
 SEC. 09-00933-01-BR
 STR. NO. 058-W007

NAME PLATE

See Std. 515001

Note:

The pile station is to the center of the pile and shaft measured along the proposed $\frac{1}{2}$ of Brush College Road.
 The pile offset is to the center of the pile and shaft from the proposed $\frac{1}{2}$ of Brush College Road.

MODEL: Sheet
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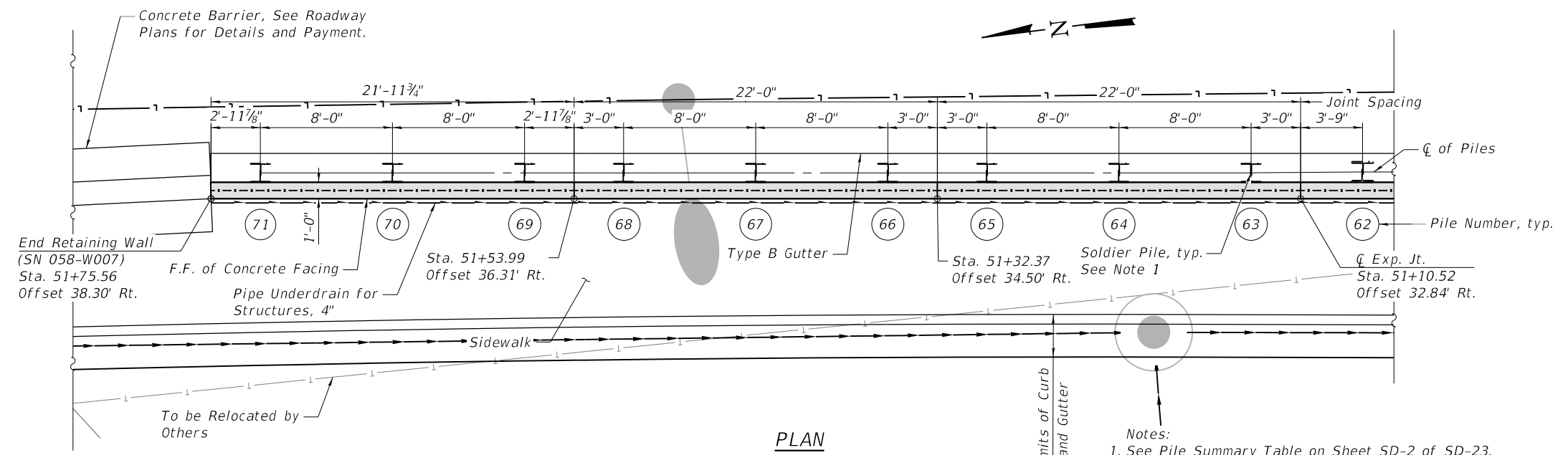
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL DATA & BILL OF MATERIAL
 STRUCTURE NO. 058-W007

SHEET SD-2 OF SD-23 SHEETS

F.A.U. RTE. 7448	SECTION 09-00933-01-BR	COUNTY MACON	TOTAL SHEETS 1019	SHEET NO. 643
CONTRACT NO. 95893				
ILLINOIS		FED. AID PROJECT		

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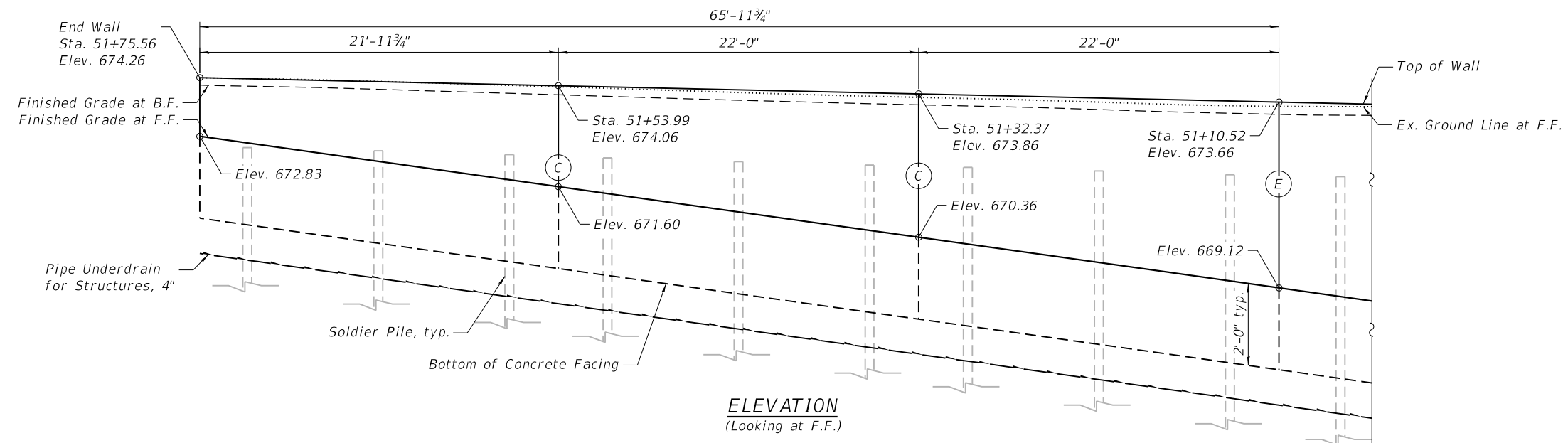


PLAN

- Notes:
1. See Pile Summary Table on Sheet SD-2 of SD-23.
 2. All dimensions are measured along F.F. of Concrete Facing.
 3. See Drainage Plans for details.
 4. Chain Link Fence not shown in Elevation view for clarity. See Sheets SD-9, SD-10, and SD-11 for post spacing.
 5. Coordinate drainage structure installation with wall construction.

LEGEND

- T — Ex. Underground Telephone Line
- A — Ex. Aerial Line
- - - - - Ex. Sanitary Sewer
- — — — — Ex. ROW
- Pr. Catch Basin
- · - · - Pr. Fence
- L — Pr. Buried Lighting Cable
- W — Pr. Water Main
- S — Pr. Storm Sewer
- · - · - Pr. ROW
- Pr. Above Ground Lighting
- Pr. Manhole
- Pr. Inlet
- (C) (E) Construction, Expansion Joints



ELEVATION
 (Looking at F.F.)



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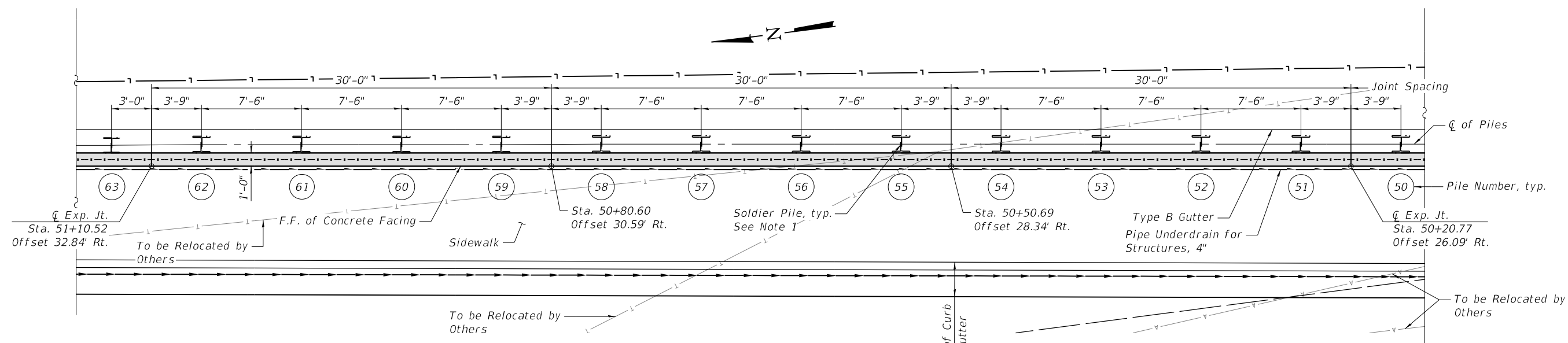
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PLAN & ELEVATION (1 OF 6)
 STRUCTURE NO. 058-W007

SHEET SD-3 OF SD-23 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	644
CONTRACT NO. 95893				
ILLINOIS		FED. AID PROJECT		

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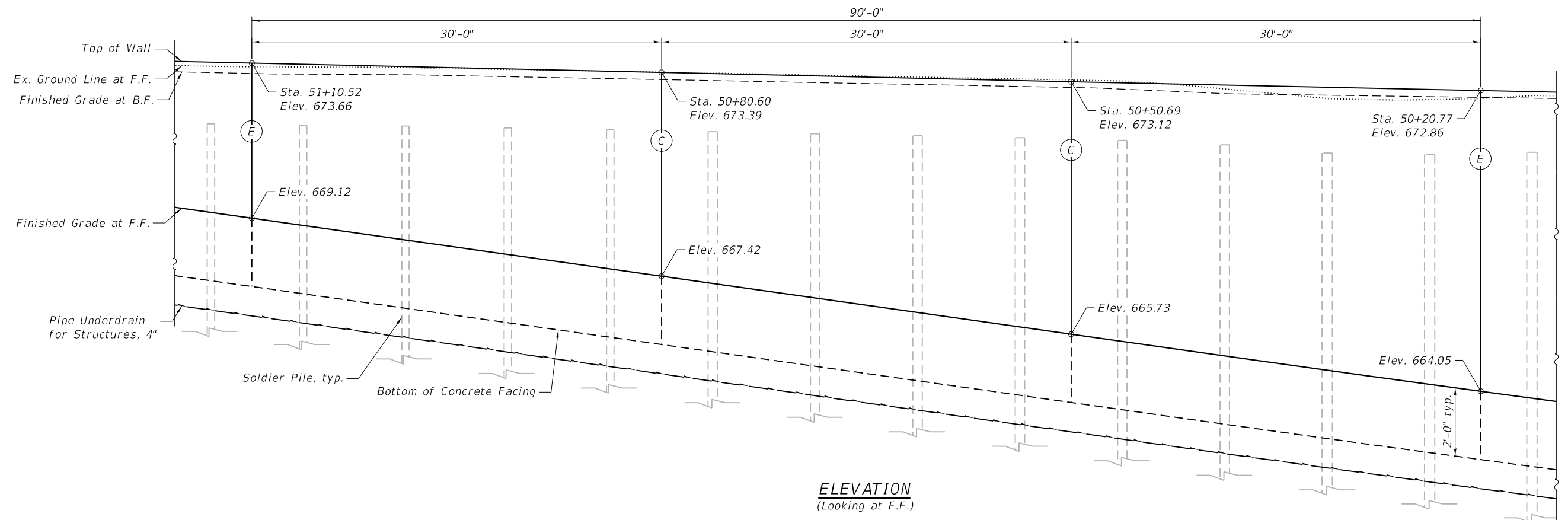


PLAN

LEGEND

- T— Ex. Underground Telephone Line
- A— Ex. Aerial Line
- >->->->- Ex. Sanitary Sewer
- Ex. ROW
- Pr. Catch Basin
- Pr. Fence
- L— Pr. Buried Lighting Cable
- Pr. Water Main
- Pr. Storm Sewer
- Pr. ROW
- Pr. Above Ground Lighting
- Pr. Manhole
- Pr. Inlet
- ⊕ ⊖ Construction, Expansion Joints

- Notes:
1. See Pile Summary Table on Sheet SD-2 of SD-23.
 2. All dimensions are measured along F.F. of Concrete Facing.
 3. See Drainage Plans for details.
 4. Chain Link Fence not shown in Elevation view for clarity. See Sheets SD-9, SD-10, and SD-11 for post spacing.



ELEVATION
 (Looking at F.F.)



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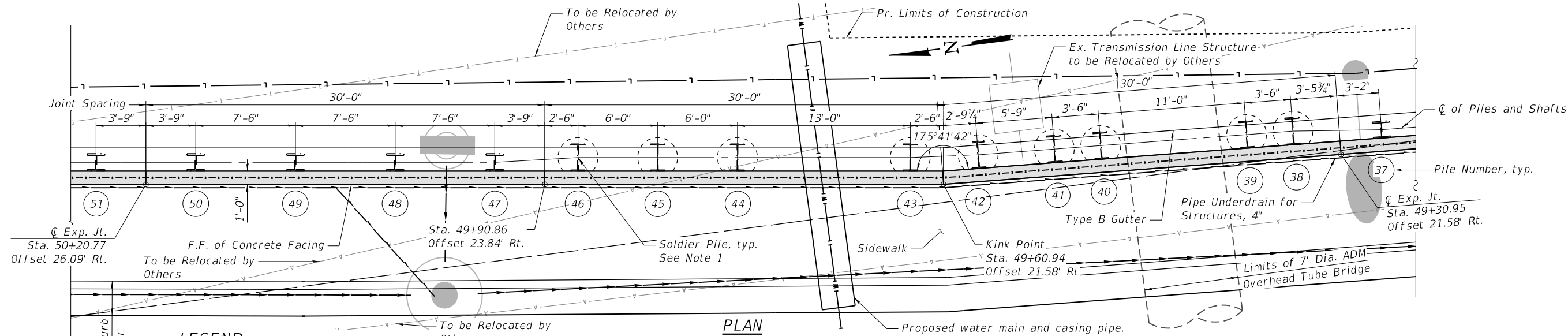
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PLAN & ELEVATION (2 OF 6)
 STRUCTURE NO. 058-W007**

SHEET SD-4 OF SD-23 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 95893				
		ILLINOIS	FED. AID PROJECT	

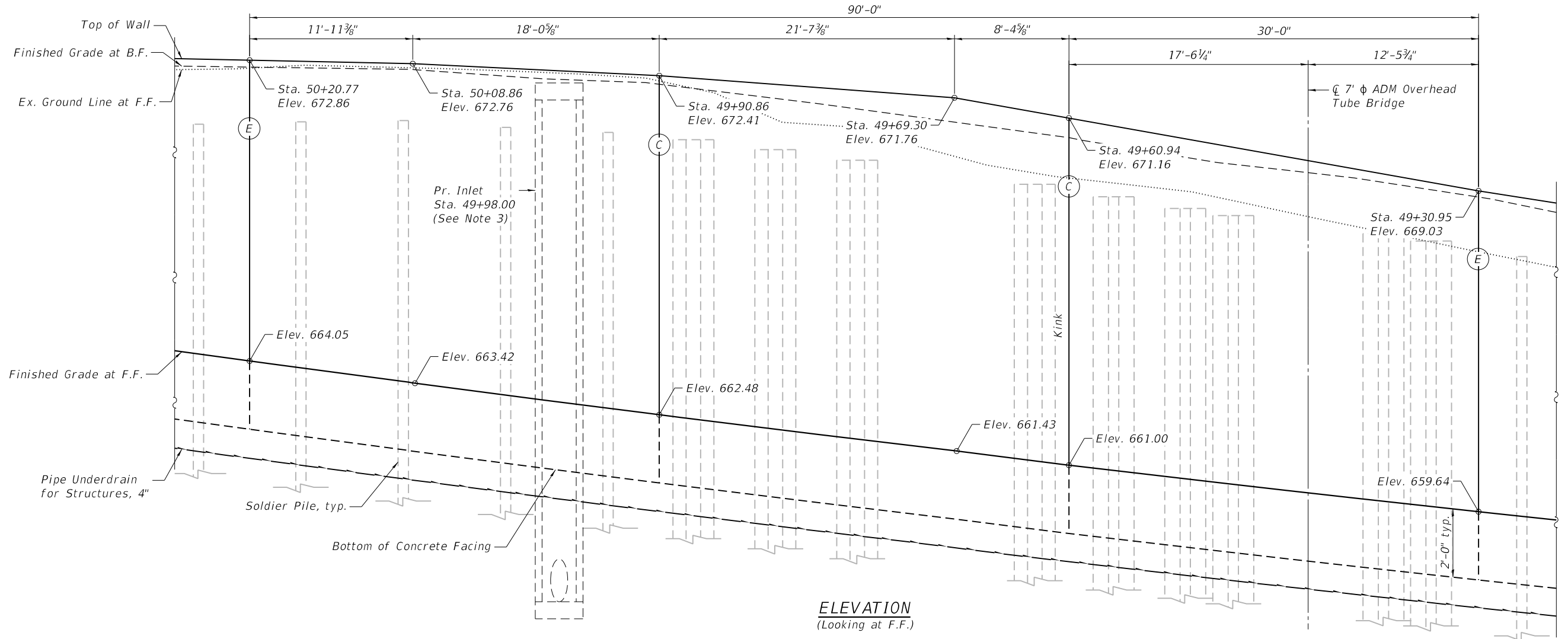
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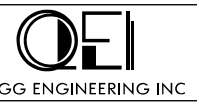
LEGEND

	Ex. Underground Telephone Line		Pr. Water Main
	Ex. Aerial Line		Pr. Storm Sewer
	Ex. Sanitary Sewer		Pr. ROW
	Ex. ROW		Pr. Above Ground Lighting
	Pr. Catch Basin		Pr. Manhole
	Pr. Fence		Pr. Inlet
	Pr. Buried Lighting Cable		Construction, Expansion Joints

- Notes:
1. See Pile Summary Table on Sheet SD-2 of SD-23.
 2. All dimensions are measured along F.F. of Concrete Facing.
 3. See Drainage Plans for details.
 4. Chain Link Fence not shown in Elevation view for clarity. See Sheets SD-9, SD-10, and SD-11 for post spacing.
 5. Coordinate drainage structure installation with wall construction.



ELEVATION
 (Looking at F.F.)



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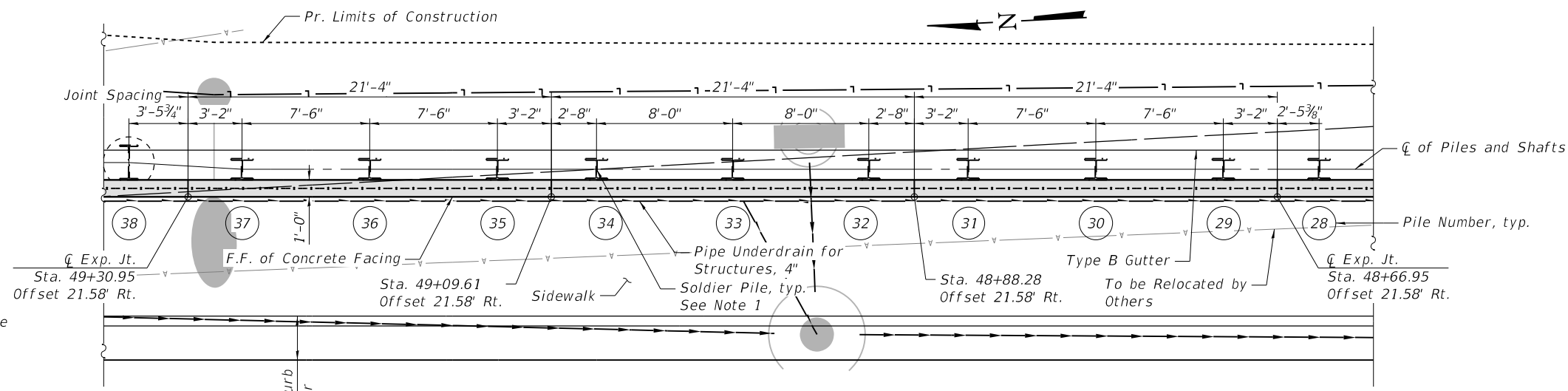
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & ELEVATION (3 OF 6)
STRUCTURE NO. 058-W007

SHEET SD-5 OF SD-23 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	646
CONTRACT NO. 95893				
		ILLINOIS FED. AID PROJECT		

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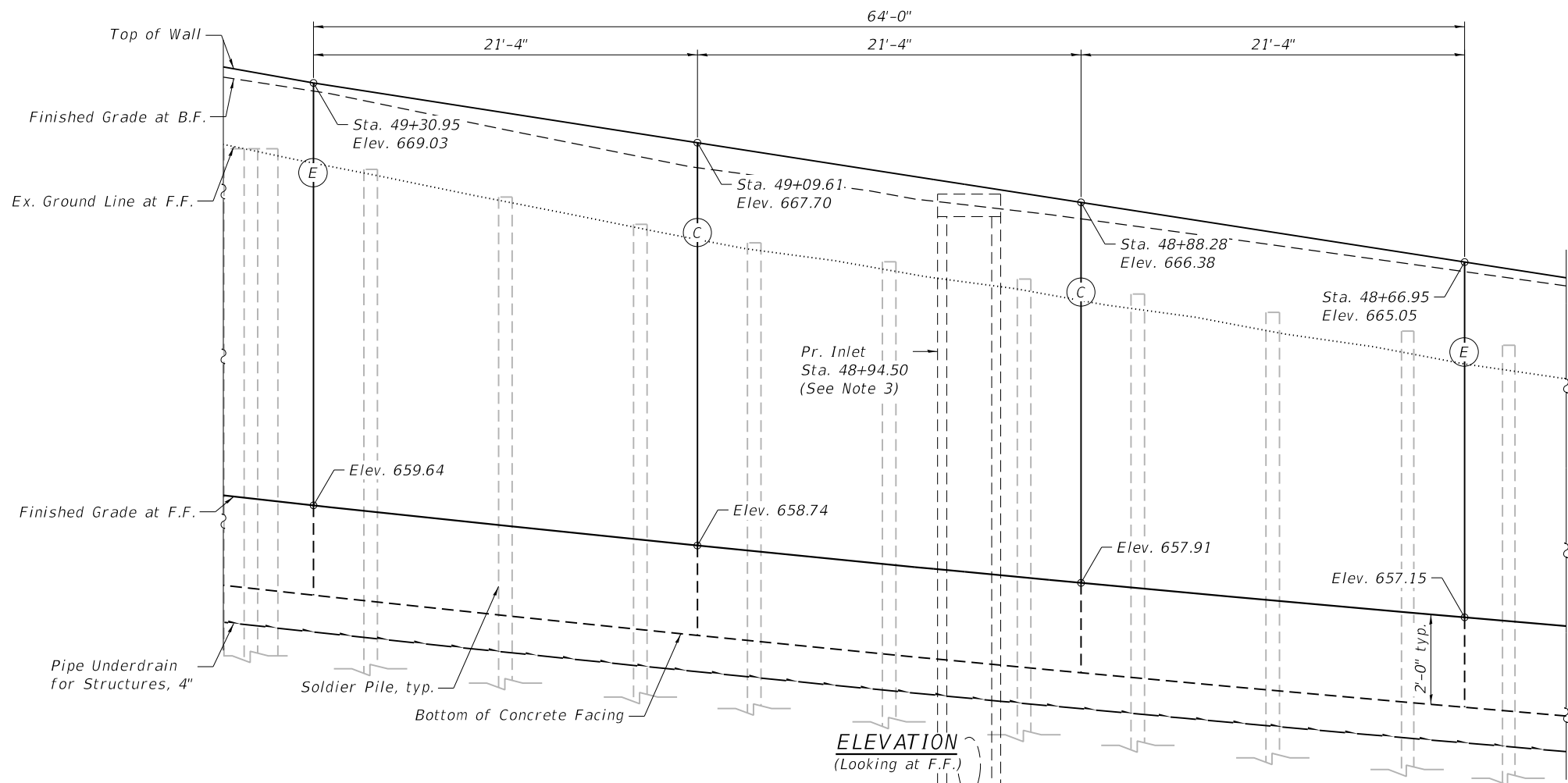


LEGEND

	Ex. Underground Telephone Line
	Ex. Aerial Line
	Ex. Sanitary Sewer
	Ex. ROW
	Pr. Catch Basin
	Pr. Fence
	Pr. Buried Lighting Cable
	Pr. Water Main
	Pr. Storm Sewer
	Pr. ROW
	Pr. Above Ground Lighting
	Pr. Manhole
	Pr. Inlet
	Construction, Expansion Joints

PLAN

- Notes:**
1. See Pile Summary Table on Sheet SD-2 of SD-23.
 2. All dimensions are measured along F.F. of Concrete Facing.
 3. See Drainage Plans for details.
 4. Chain Link Fence not shown in Elevation view for clarity. See Sheets SD-9, SD-10, and SD-11 for post spacing.
 5. Coordinate drainage structure installation with wall construction.



ELEVATION
 (Looking at F.F.)



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

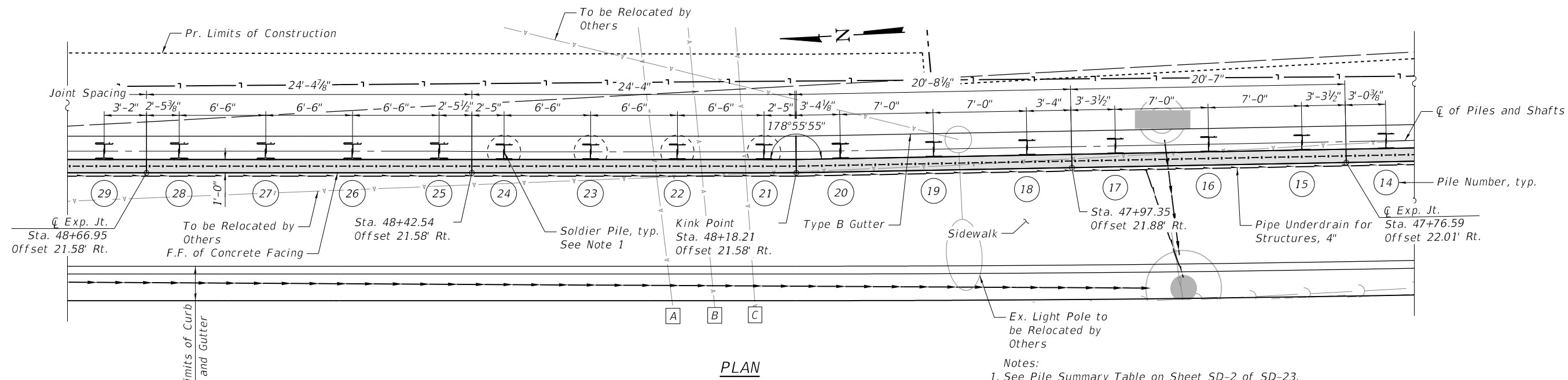
**PLAN & ELEVATION (4 OF 6)
 STRUCTURE NO. 058-W007**

SHEET SD-6 OF SD-23 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	647
CONTRACT NO. 95893				

ILLINOIS FED. AID PROJECT

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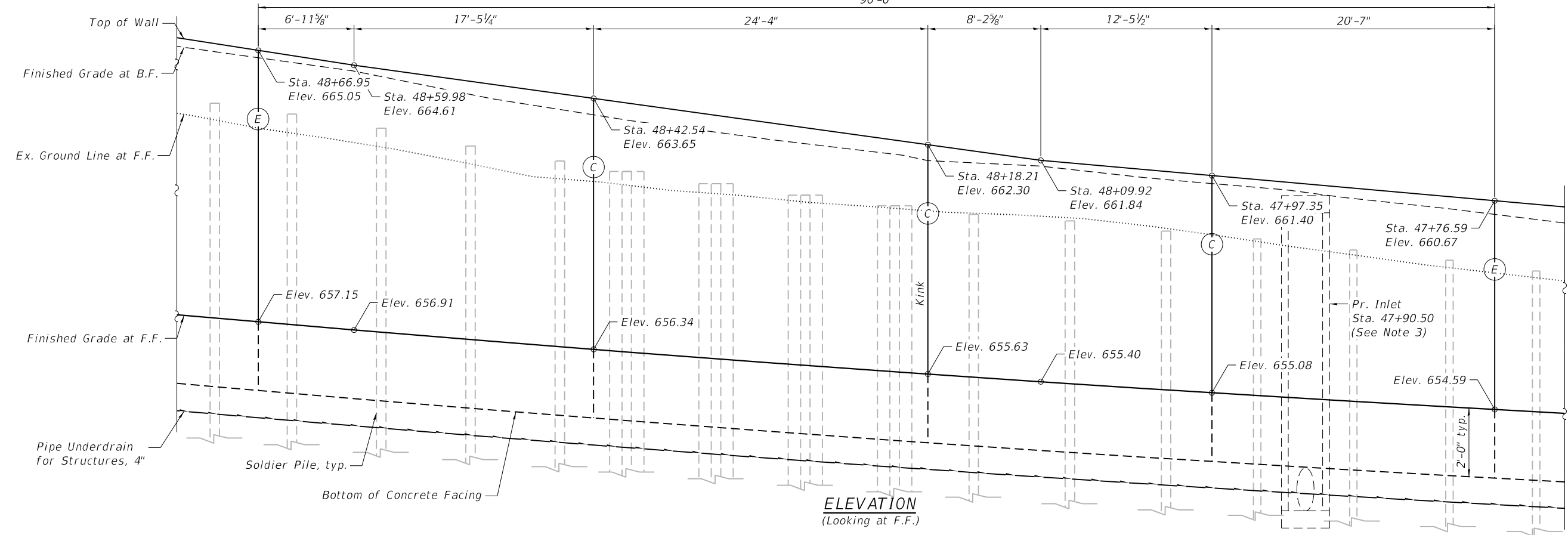
LEGEND

- | | | | |
|-----------|--------------------------------|--------|--------------------------------|
| —T— | Ex. Underground Telephone Line | — — — | Pr. Water Main |
| —A— | Ex. Aerial Line | —+—+— | Pr. Storm Sewer |
| - - - - - | Ex. Sanitary Sewer | — — — | Pr. ROW |
| — | Ex. ROW | ● | Pr. Above Ground Lighting |
| ● | Pr. Catch Basin | ○ | Pr. Manhole |
| - · - · - | Pr. Fence | ○ | Pr. Inlet |
| —L— | Pr. Buried Lighting Cable | (C)(E) | Construction, Expansion Joints |

- Notes:**
1. See Pile Summary Table on Sheet SD-2 of SD-23.
 2. All dimensions are measured along F.F. of Concrete Facing.
 3. See Drainage Plans for details.
 4. Chain Link Fence not shown in Elevation view for clarity. See Sheets SD-9, SD-10, and SD-11 for post spacing.
 5. Coordinate drainage structure installation with wall construction.
 6. Equipment for drilling and setting soldier piles shall be kept a minimum of 10'-6" from overhead power lines. Lines cannot be de-energized. Piles may be spliced as required. Cost included with Drilling and Setting Soldier Piles (In Soil).

ELEVATIONS OF 34.5 KV OH POWER LINES
(See Note 5)

Line	Elevation
A	715.99
B	717.99
C	714.00



ELEVATION
(Looking at F.F.)



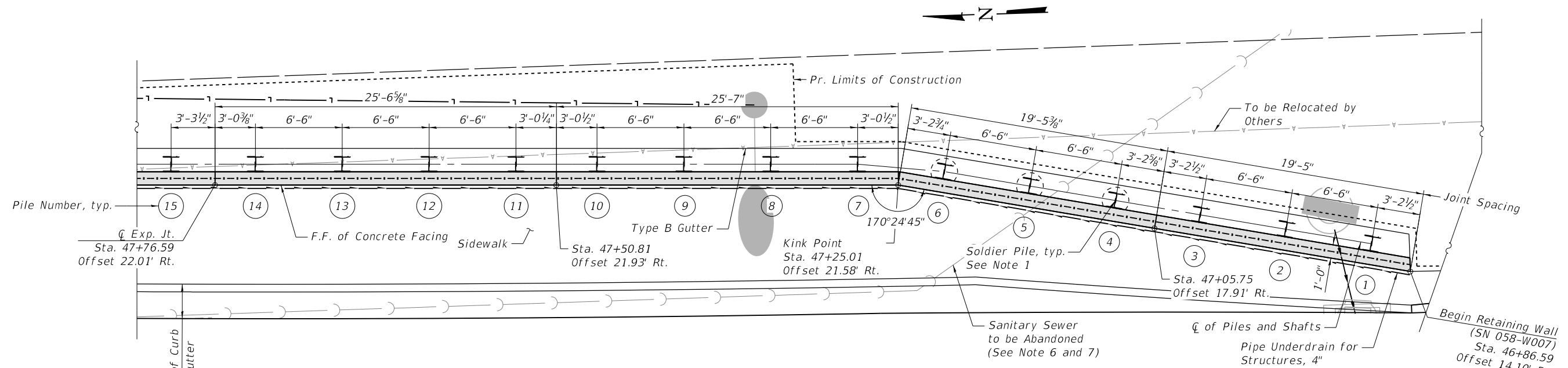
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & ELEVATION (5 OF 6)
STRUCTURE NO. 058-W007

SHEET SD-7 OF SD-23 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	648
CONTRACT NO. 95893				
ILLINOIS FED. AID PROJECT				

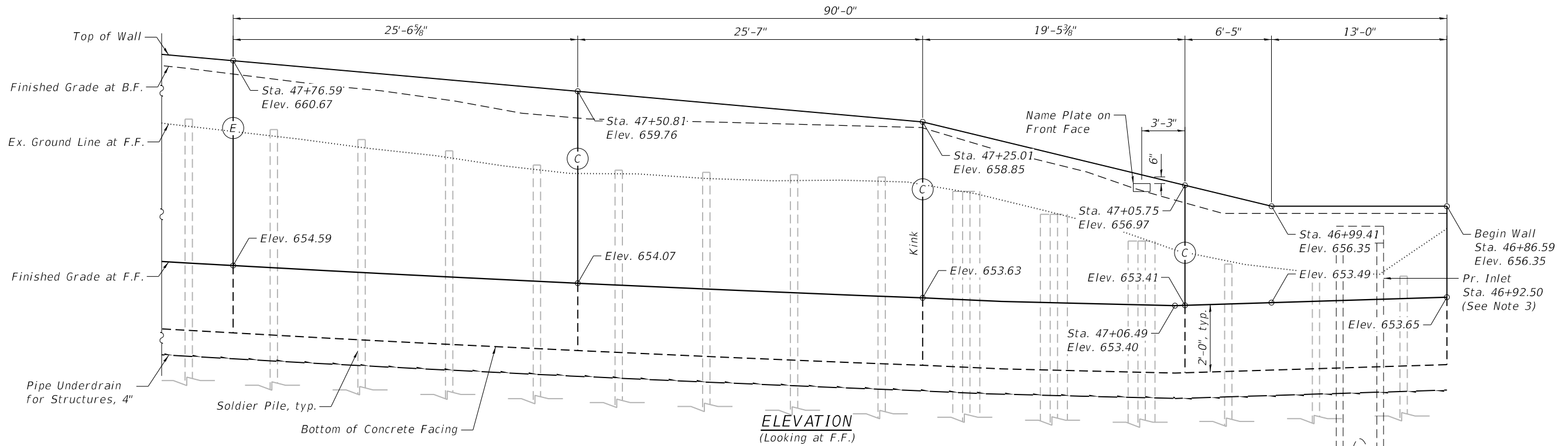


PLAN

- Notes:
1. See Pile Summary Table on Sheet SD-2 of SD-23.
 2. All dimensions are measured along F.F. of Concrete Facing.
 3. See Drainage Plans for details.
 4. Chain Link Fence not shown in Elevation view for clarity. See Sheets SD-9, SD-10, and SD-11 for post spacing.
 5. Coordinate drainage structure installation with wall construction.
 6. Sanitary Sewer to be located using Exploration Trench, Special. See Special Provisions.
 7. With the approval of the Engineer, Pile 5 may be shifted up to 1'-0" in either direction along the wall to avoid conflicts with the abandoned sanitary sewer.

LEGEND

- T — Ex. Underground Telephone Line
- A — Ex. Aerial Line
- - - - - Ex. Sanitary Sewer
- — — — — Ex. ROW
- Pr. Catch Basin
- · - · - · Pr. Fence
- L — Pr. Buried Lighting Cable
- W — Pr. Water Main
- S — Pr. Storm Sewer
- - - - - Pr. ROW
- Pr. Above Ground Lighting
- Pr. Manhole
- Pr. Inlet
- Construction, Expansion Joints



ELEVATION
(Looking at F.F.)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & ELEVATION (6 OF 6)
STRUCTURE NO. 058-W007

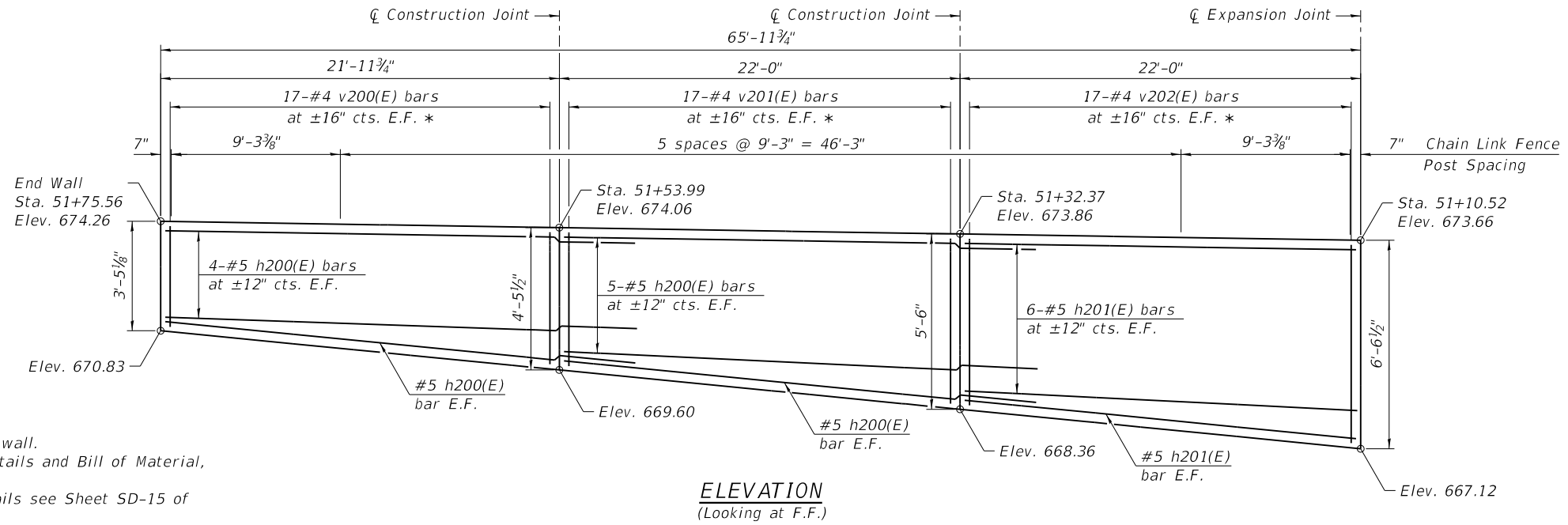
SHEET SD-8 OF SD-23 SHEETS

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		ILLINOIS	FED. AID PROJECT	

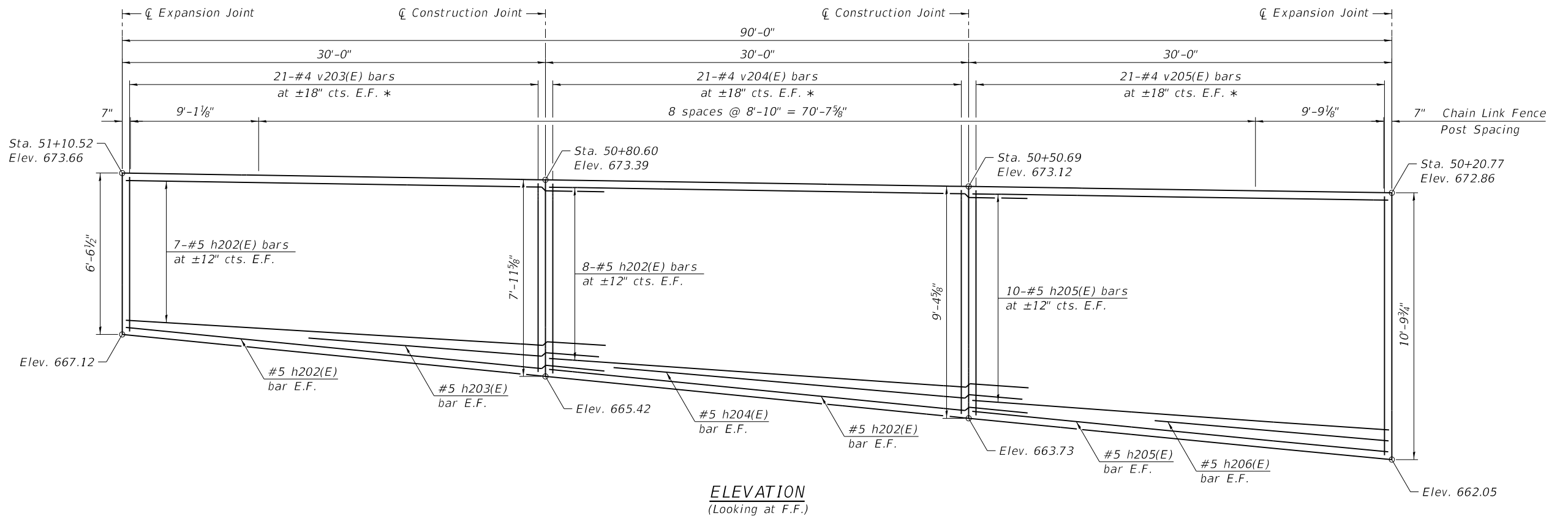
MINIMUM BAR LAP

#5 bar = 3'-7"

* See Field Cutting Diagram on Sheet SD-12 of SD-23



Notes:
 Dimensions measured along front face of wall.
 For Section Thru Concrete Facing, Bar Details and Bill of Material, see Sheet SD-12 of SD-23.
 For Construction and Expansion Joint details see Sheet SD-15 of SD-23.



MODEL: Sheet
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CONCRETE FACING (1 OF 4)
 STRUCTURE NO. 058-W007

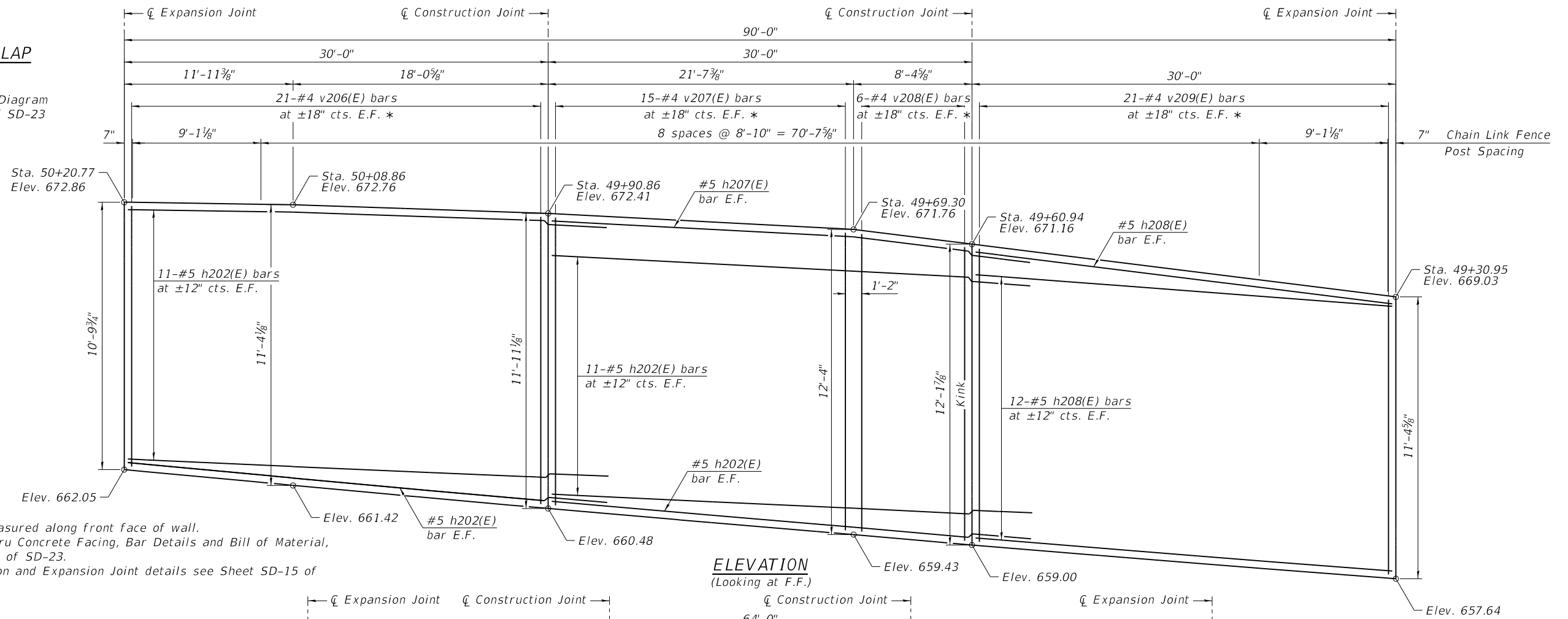
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CONTRACT NO. 95893				
ILLINOIS		FED. AID PROJECT		

SHEET SD-9 OF SD-23 SHEETS

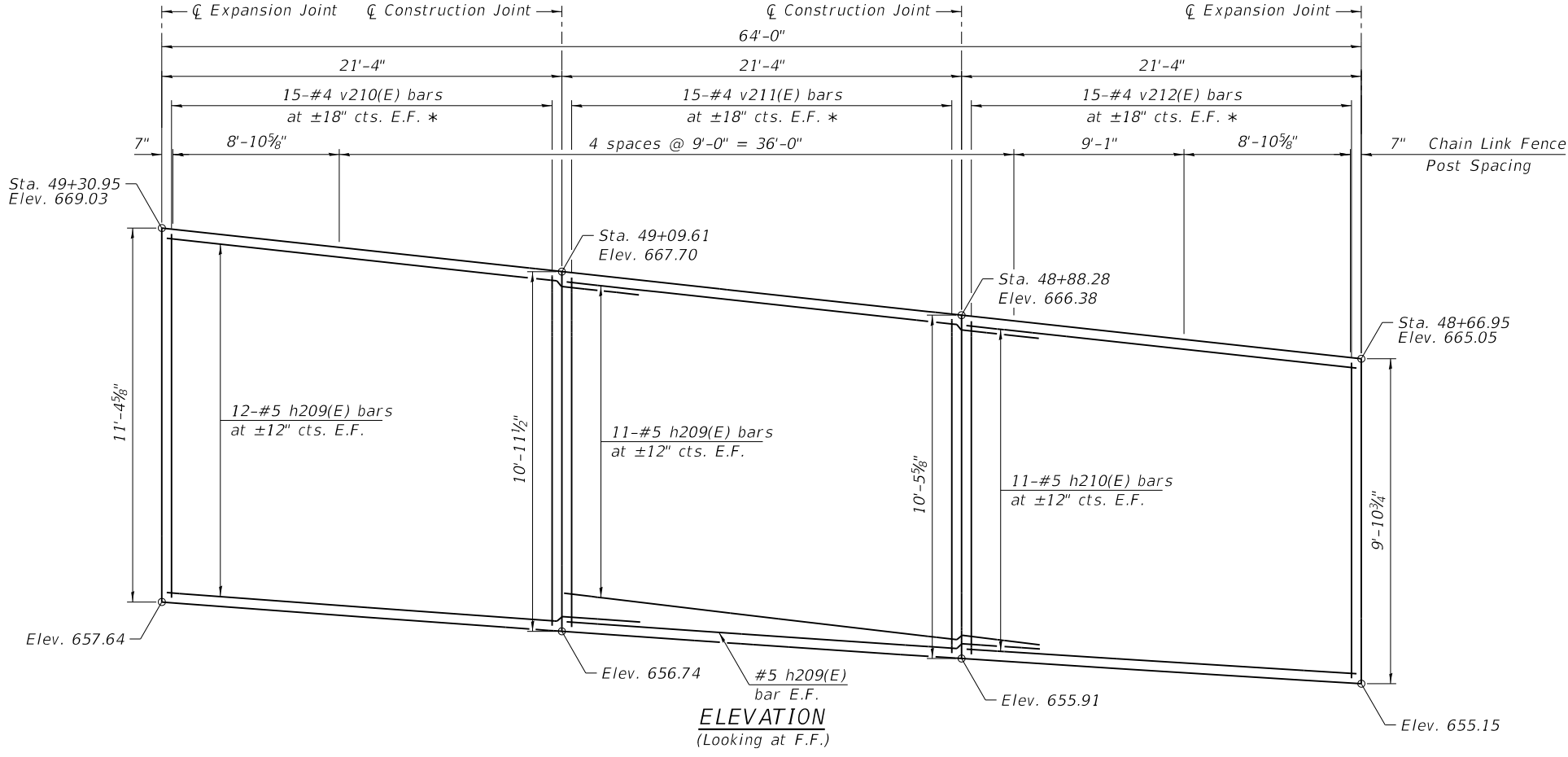
MINIMUM BAR LAP

#5 bar = 3'-7"

* See Field Cutting Diagram on Sheet SD-12 of SD-23



ELEVATION
(Looking at F.F.)



ELEVATION
(Looking at F.F.)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE FACING (2 OF 4)
STRUCTURE NO. 058-W007

SHEET SD-10 OF SD-23 SHEETS

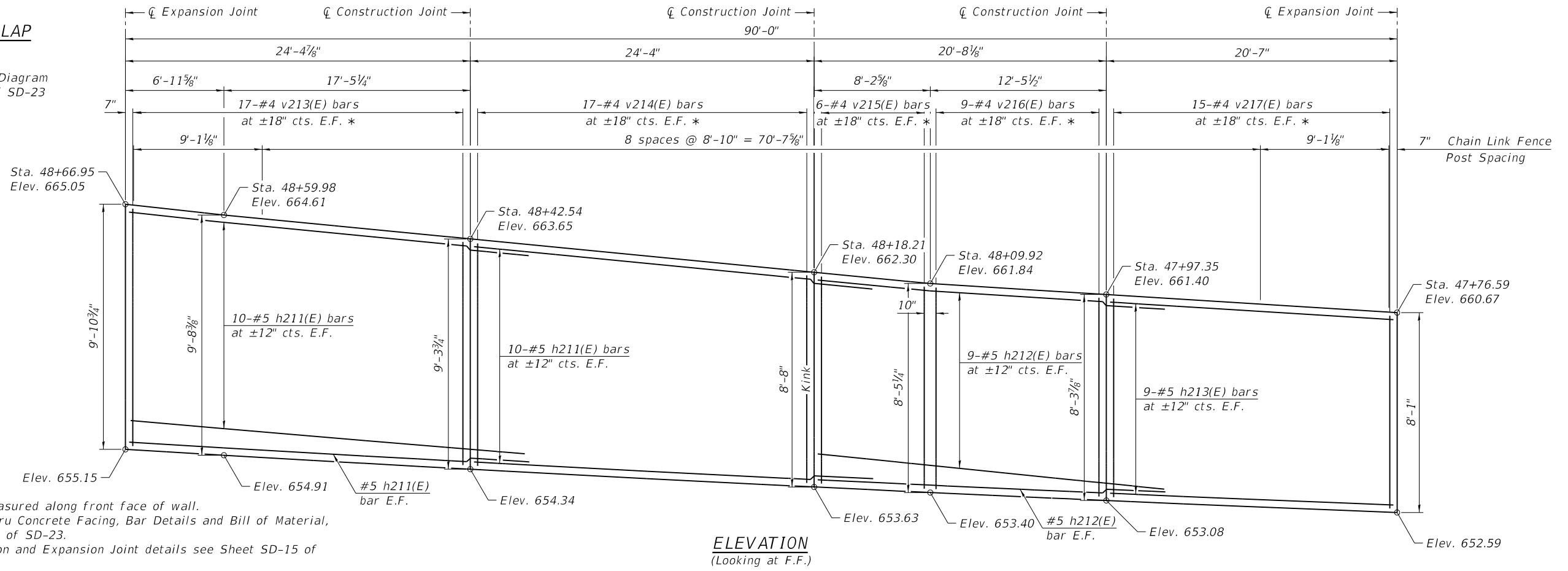
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CONTRACT NO. 95893				

ILLINOIS FED. AID PROJECT

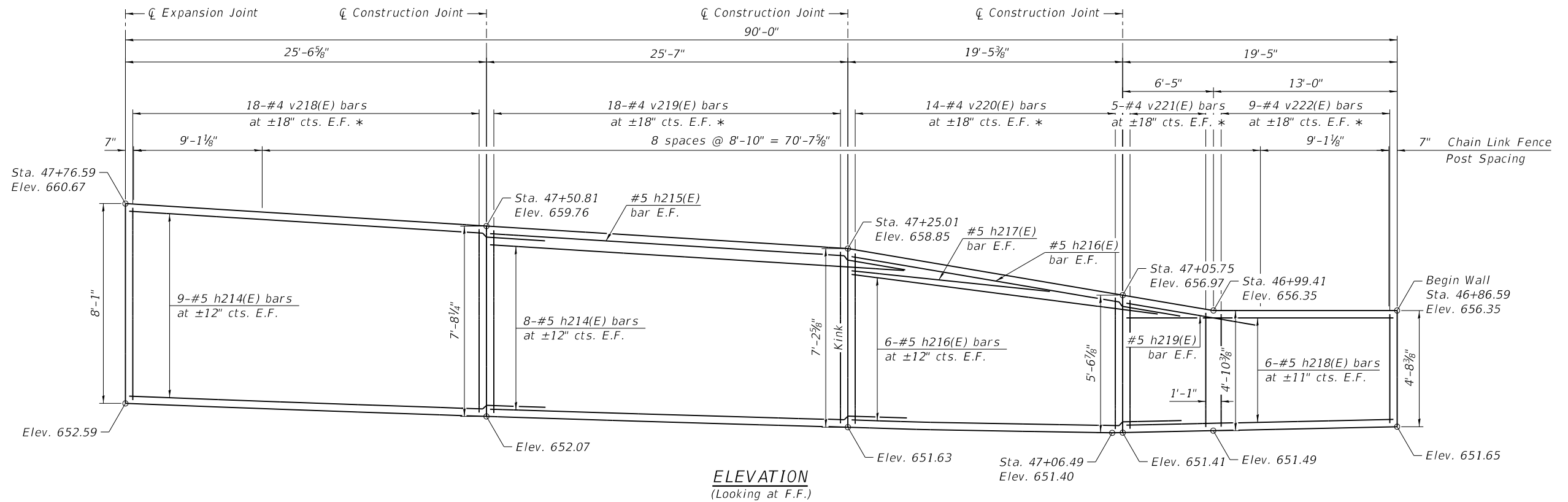
MINIMUM BAR LAP

#5 bar = 3'-7"

* See Field Cutting Diagram on Sheet SD-12 of SD-23



Notes:
 Dimensions measured along front face of wall.
 For Section Thru Concrete Facing, Bar Details and Bill of Material, see Sheet SD-12 of SD-23.
 For Construction and Expansion Joint details see Sheet SD-15 of SD-23.



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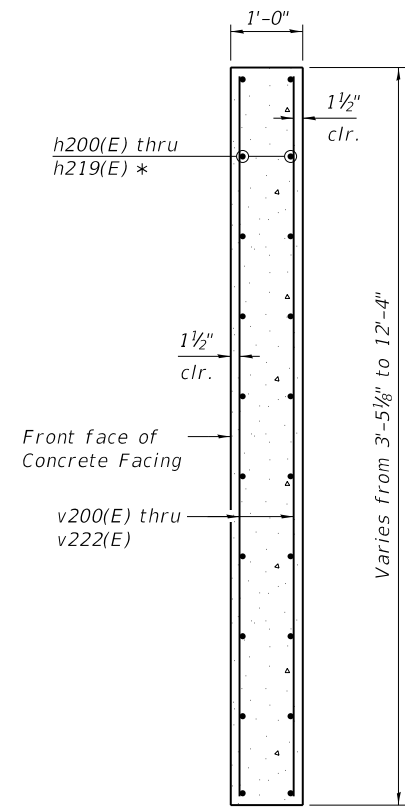
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CONCRETE FACING (3 OF 4)
 STRUCTURE NO. 058-W007

SHEET SD-11 OF SD-23 SHEETS

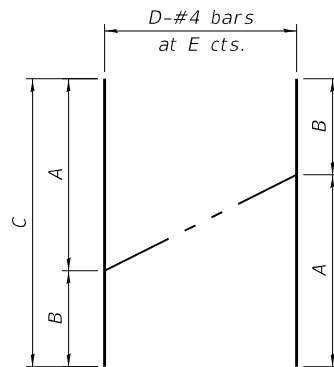
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CONTRACT NO. 95893				
ILLINOIS FED. AID PROJECT				

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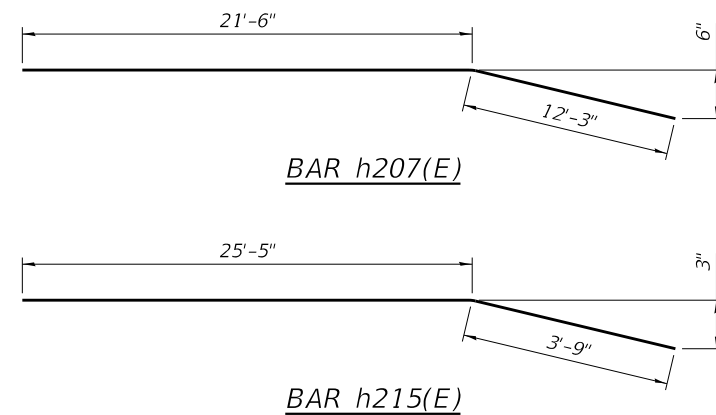


**SECTION THRU
 CONCRETE FACING**

* See elevation views for actual location of bars



CUTTING DIAGRAM



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h200(E)	22	#5	25'-7"	—
h201(E)	14	#5	21'-8"	—
h202(E)	82	#5	33'-7"	—
h203(E)	2	#5	18'-7"	—
h204(E)	2	#5	28'-7"	—
h205(E)	22	#5	29'-8"	—
h206(E)	2	#5	13'-0"	—
h207(E)	2	#5	33'-9"	—
h208(E)	26	#5	29'-8"	—
h209(E)	48	#5	24'-11"	—
h210(E)	22	#5	21'-0"	—
h211(E)	42	#5	28'-0"	—
h212(E)	20	#5	24'-4"	—
h213(E)	18	#5	20'-3"	—
h214(E)	34	#5	29'-2"	—
h215(E)	2	#5	29'-2"	—
h216(E)	14	#5	23'-1"	—
h217(E)	2	#5	12'-0"	—
h218(E)	12	#5	19'-1"	—
h219(E)	2	#5	10'-0"	—
v200(E)	17	#4	7'-2"	—
v201(E)	17	#4	9'-4"	—
v202(E)	17	#4	11'-4"	—
v203(E)	21	#4	13'-9"	—
v204(E)	21	#4	16'-8"	—
v205(E)	21	#4	19'-6"	—
v206(E)	21	#4	22'-1"	—
v207(E)	15	#4	23'-7"	—
v208(E)	6	#4	23'-10"	—
v209(E)	21	#4	22'-11"	—
v210(E)	15	#4	21'-7"	—
v211(E)	15	#4	20'-9"	—
v212(E)	15	#4	19'-7"	—
v213(E)	17	#4	18'-6"	—
v214(E)	17	#4	17'-4"	—
v215(E)	6	#4	16'-5"	—
v216(E)	18	#4	8'-0"	—
v217(E)	15	#4	15'-9"	—
v218(E)	18	#4	15'-1"	—
v219(E)	18	#4	14'-2"	—
v220(E)	14	#4	12'-1"	—
v221(E)	5	#4	9'-8"	—
v222(E)	18	#4	4'-5"	—
Item			Unit	Quantity
Reinforcement Bars, Epoxy Coated			Pound	14,900
Concrete Structures (Retaining Wall)			Cu. Yd.	159.4
Geocomposite Wall Drain			Sq. Yd.	227
Pipe Underdrains For Structures, 4"			Foot	494

Bar	A	B	C	D	E
v200(E)	3'-1"	4'-1"	7'-2"	17	16"
v201(E)	4'-2"	5'-2"	9'-4"	17	16"
v202(E)	5'-2"	6'-2"	11'-4"	17	16"
v203(E)	6'-2"	7'-7"	13'-9"	21	18"
v204(E)	7'-8"	9'-0"	16'-8"	21	18"
v205(E)	9'-1"	10'-5"	19'-6"	21	18"
v206(E)	10'-6"	11'-7"	22'-1"	21	18"
v207(E)	11'-7"	12'-0"	23'-7"	15	18"
v208(E)	12'-0"	11'-10"	23'-10"	6	18"
v209(E)	11'-10"	11'-1"	22'-11"	21	18"
v210(E)	11'-0"	10'-7"	21'-7"	15	18"
v211(E)	10'-7"	10'-2"	20'-9"	15	18"
v212(E)	10'-1	9'-6"	19'-7"	15	18"
v213(E)	9'-6"	9'-0"	18'-6"	17	18"
v214(E)	9'-0"	8'-4"	17'-4"	17	18"
v215(E)	8'-4"	8'-1"	16'-5"	6	18"
v217(E)	8'-0"	7'-9"	15'-9"	15	18"
v218(E)	7'-9"	7'-4"	15'-1"	18	18"
v219(E)	7'-4"	6'-10"	14'-2"	18	18"
v220(E)	6'-10"	5'-3"	12'-1"	14	18"
v221(E)	5'-2"	4'-6"	9'-8"	5	18"



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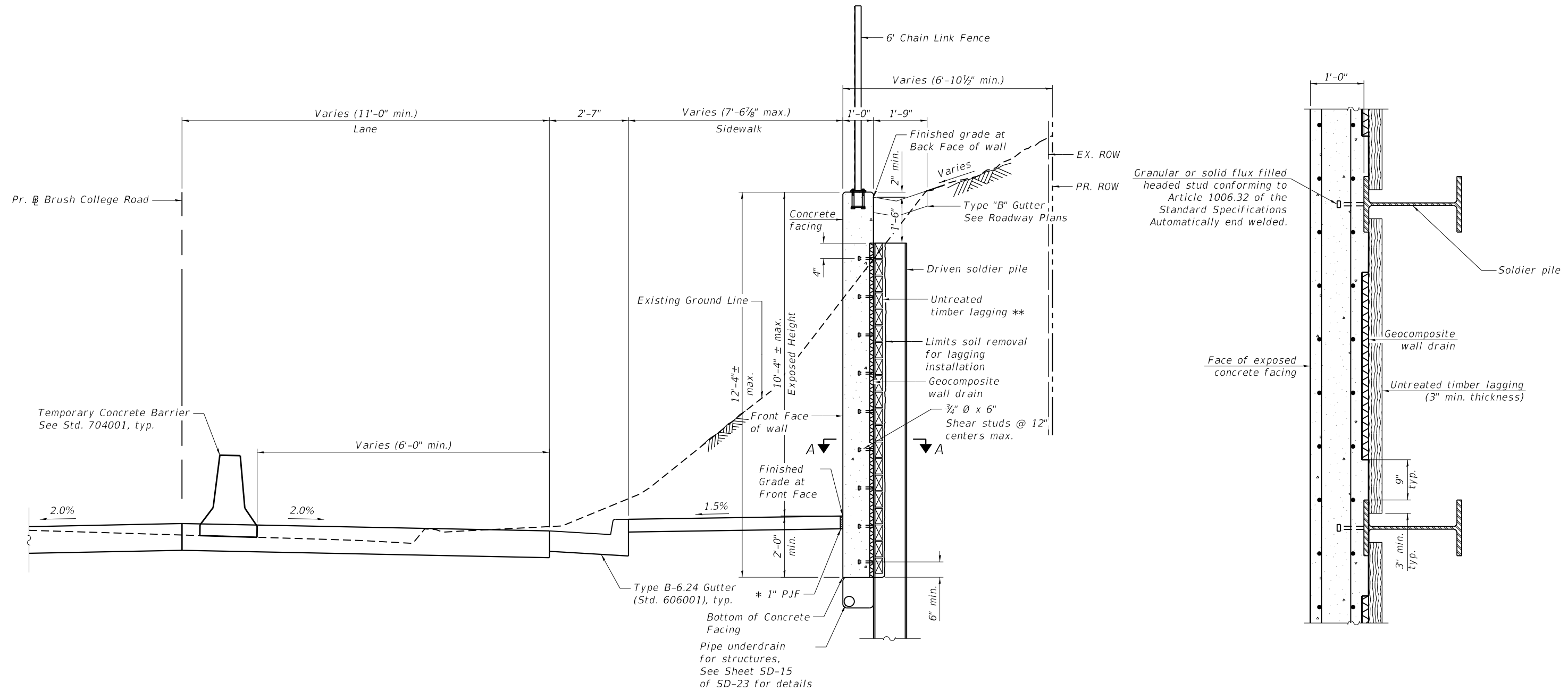
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CONCRETE FACING (4 OF 4)
 STRUCTURE NO. 058-W007**

SHEET SD-12 OF SD-23 SHEETS

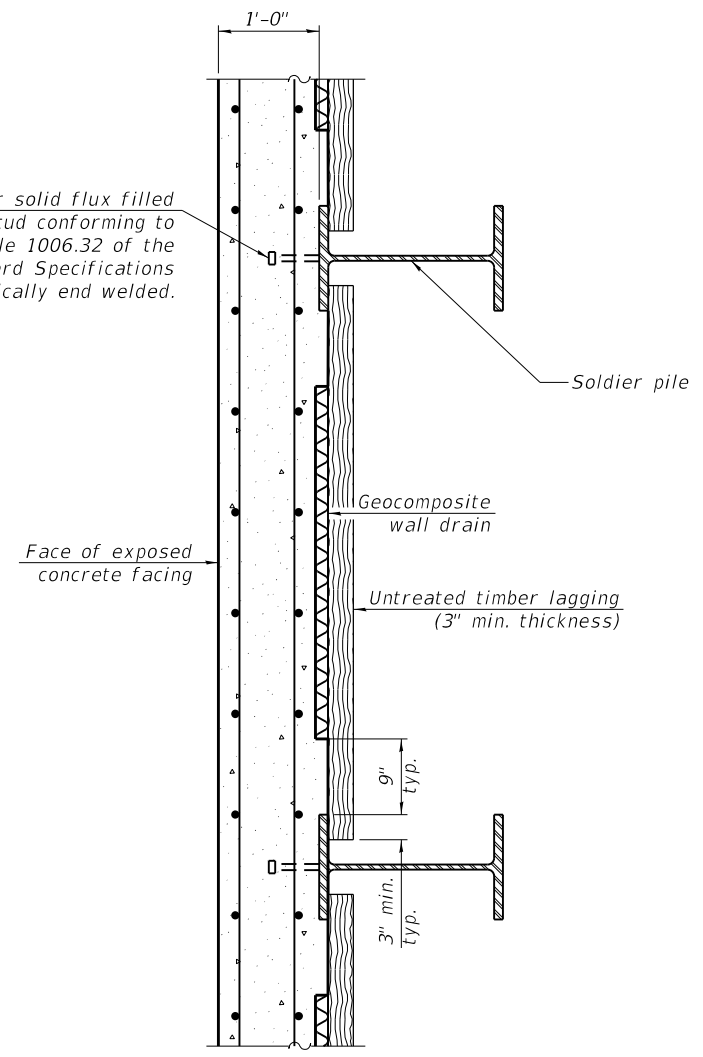
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7448	09-00933-01-BR	MACON	1019	653
CONTRACT NO. 95893				
ILLINOIS		FED. AID PROJECT		

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TYPICAL SECTION THROUGH DRIVEN SOLDIER PILE WALL
 (Looking North)

- * Cost included with Concrete Structures (Retaining Wall)
- ** The Contractor is responsible for the design and performance of the lagging using no less than 3 in. nominal rough-sawn thickness and timber with a minimum allowable bending stress of 1000 psi.

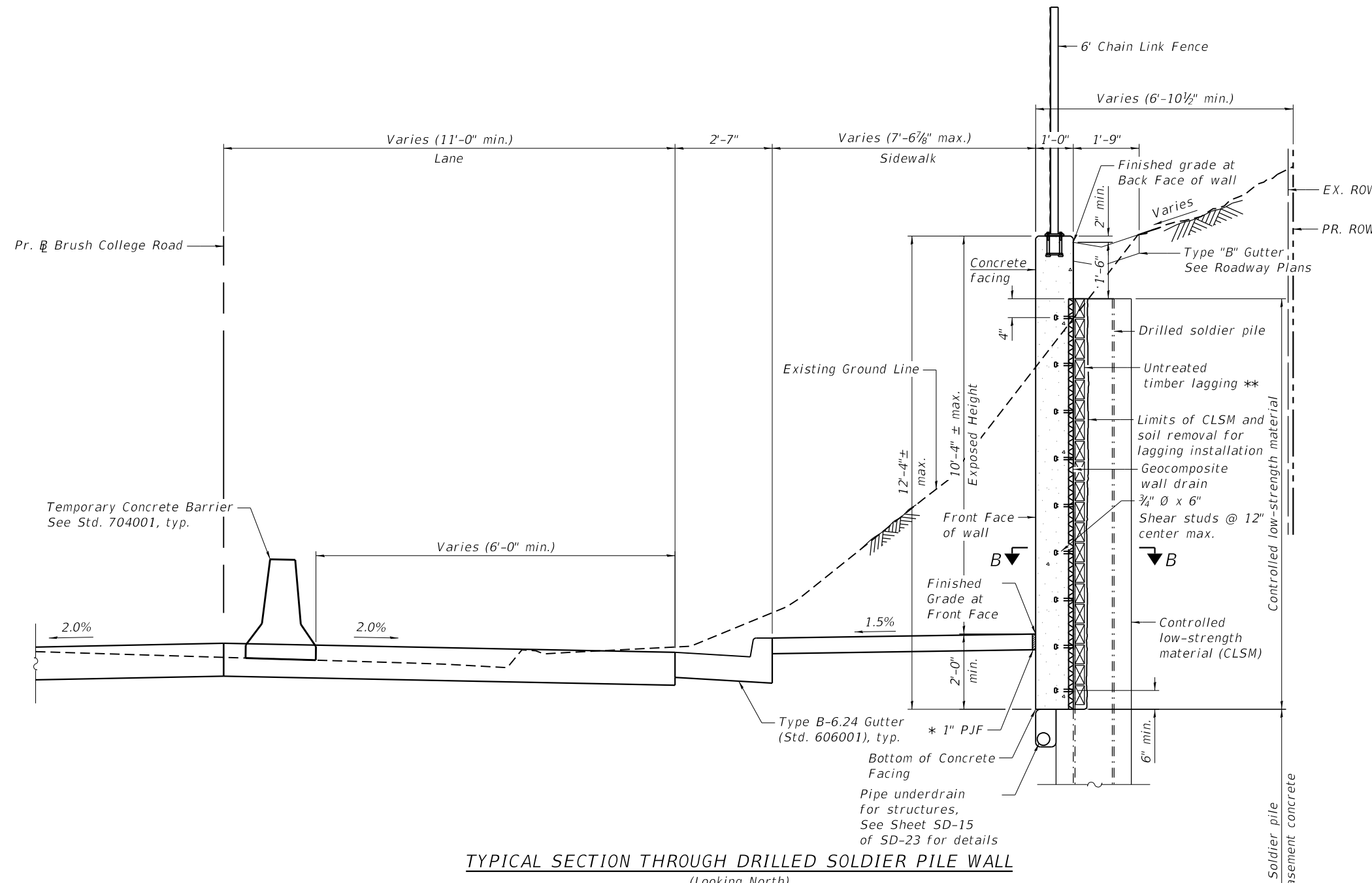


SECTION A-A

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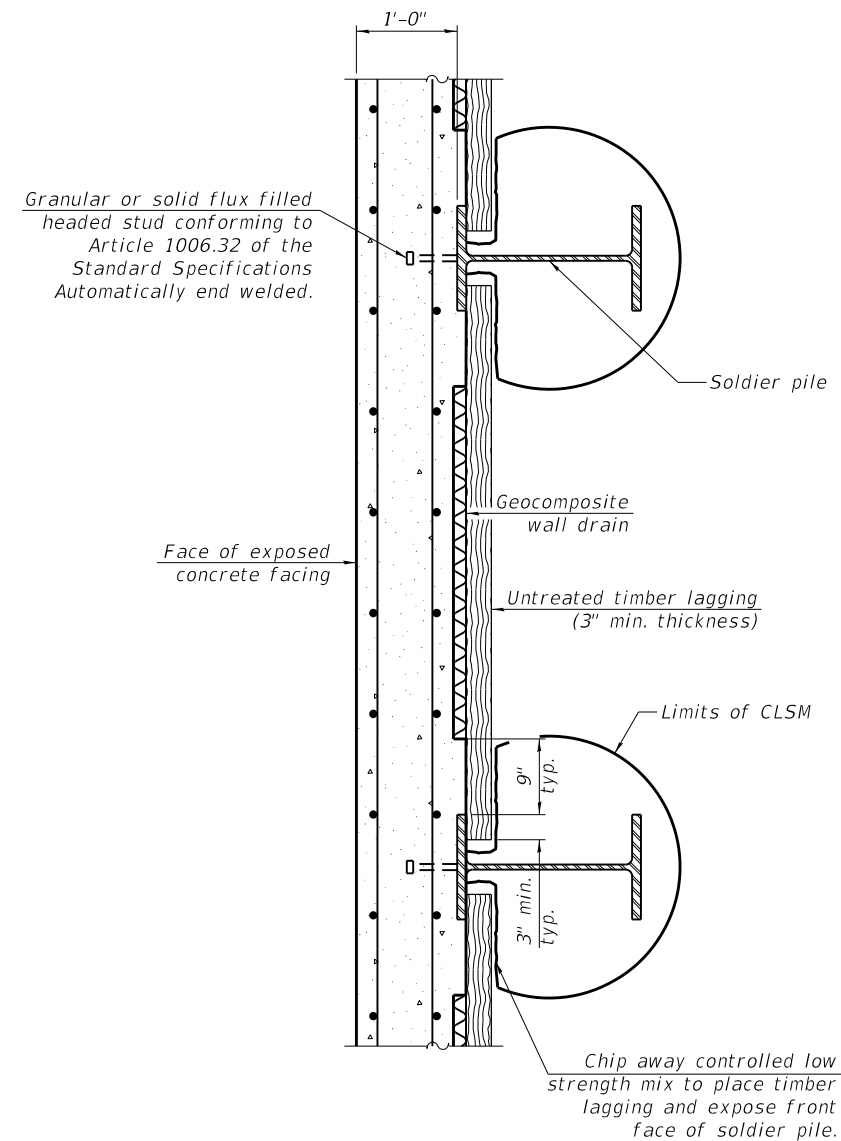
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7448	09-00933-01-BR	MACON	1019	654
CONTRACT NO. 95893				
		ILLINOIS	FED. AID PROJECT	

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TYPICAL SECTION THROUGH DRILLED SOLDIER PILE WALL
 (Looking North)

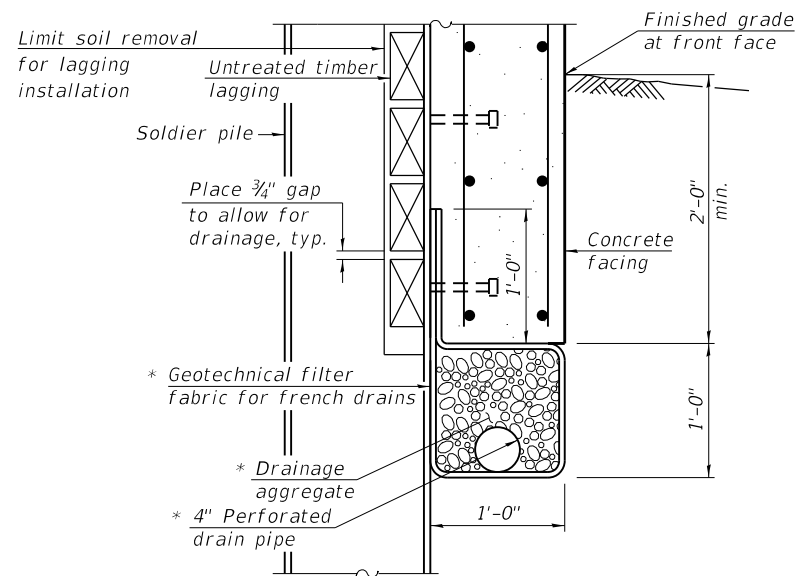
* Cost included with Concrete Structures (Retaining Wall)
 ** The Contractor is responsible for the design and performance of the lagging using no less than 3 in. nominal rough-sawn thickness and timber with a minimum allowable bending stress of 1000 psi.



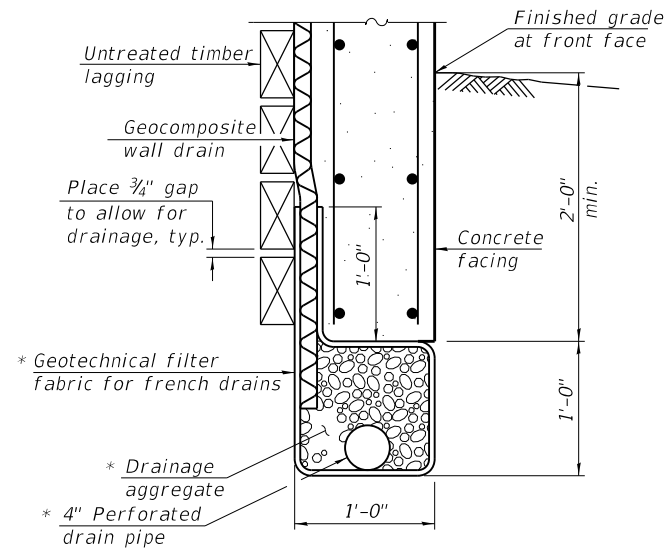
SECTION B-B

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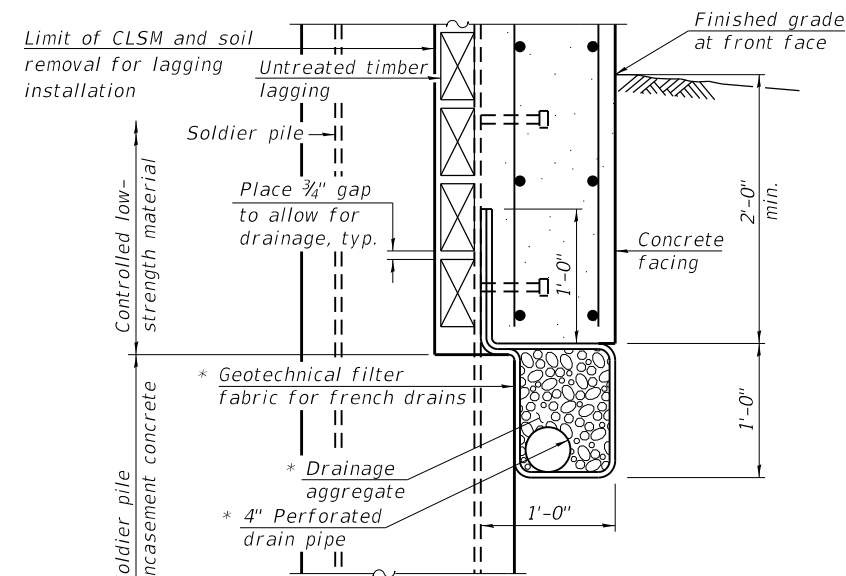
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7448	09-00933-01-BR	MACON	1019	655
CONTRACT NO. 95893				
ILLINOIS FED. AID PROJECT				



AT DRIVEN SOLDIER PILES



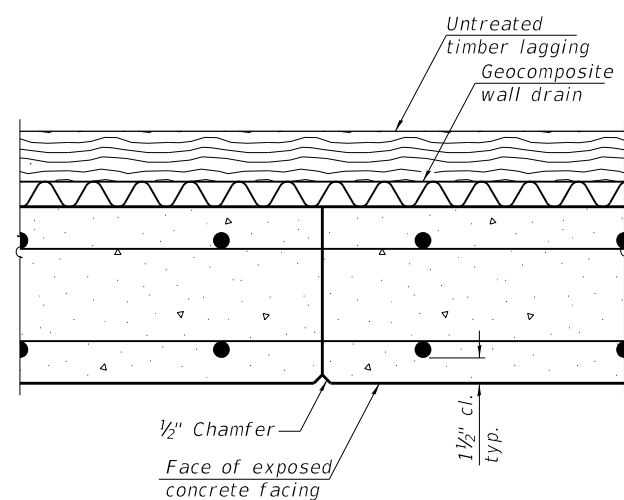
BETWEEN SOLDIER PILES



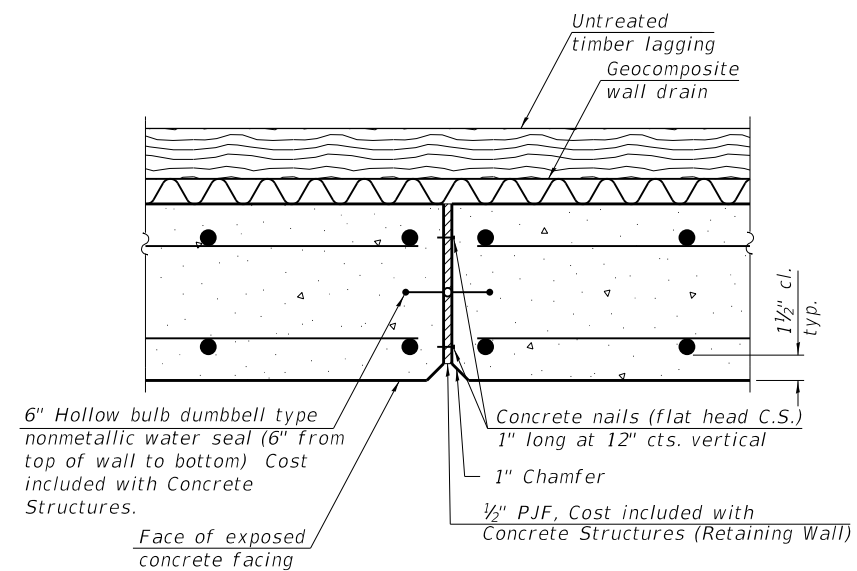
AT DRILLED SOLDIER PILES

* Included in the cost of Pipe Underdrains for Structures.

PIPE UNDERDRAIN FOR STRUCTURES



CONSTRUCTION JOINT



EXPANSION JOINT

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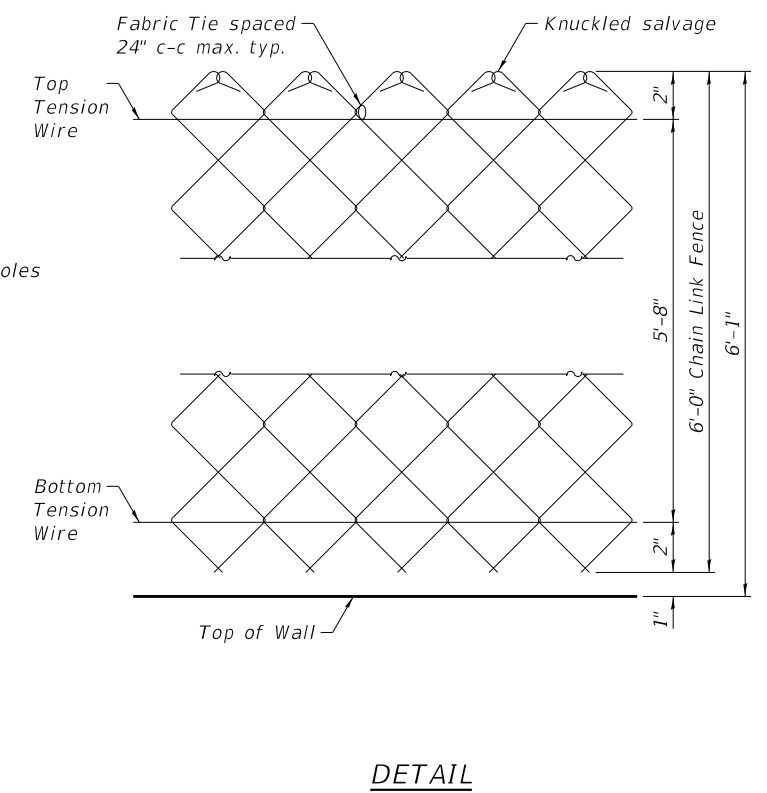
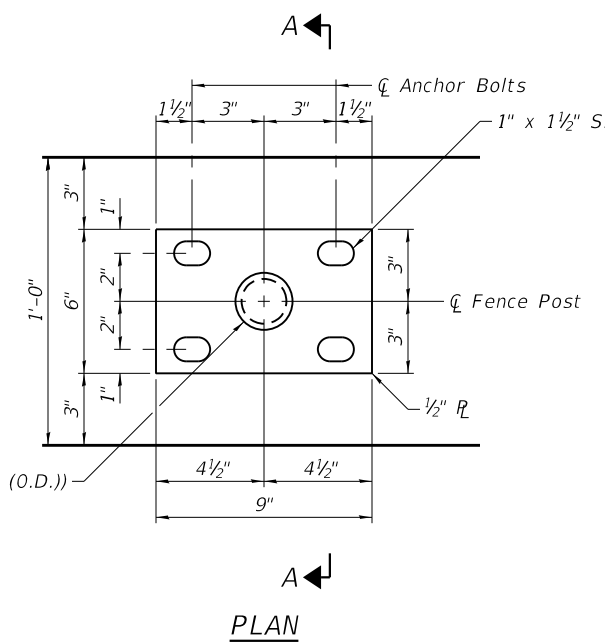
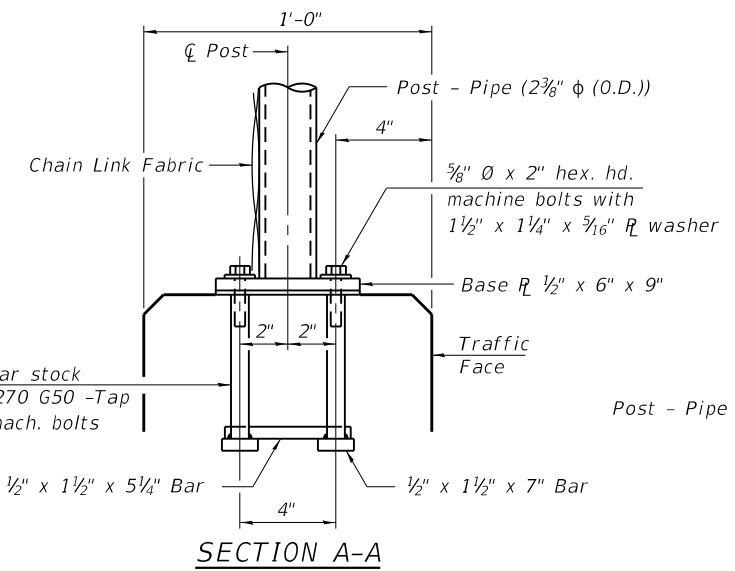
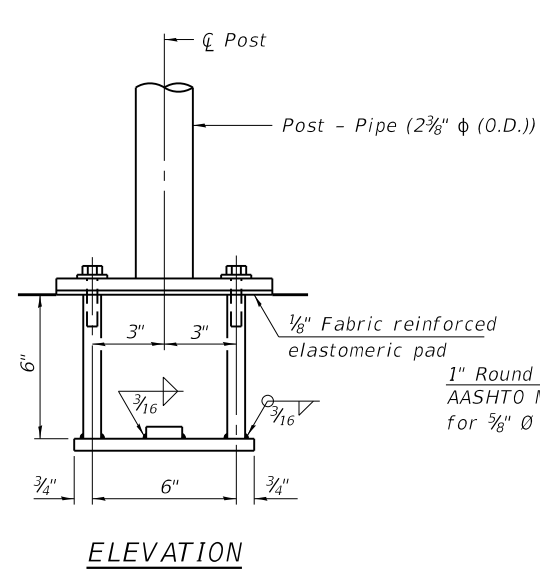
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WALL DETAILS
STRUCTURE NO. 058-W007

SHEET SD-15 OF SD-23 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	656
CONTRACT NO. 95893				
ILLINOIS FED. AID PROJECT				

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 4/26/2021 2:45:10 PM



ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" Ø anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications. Place reinforcement bars to miss anchor rod locations.



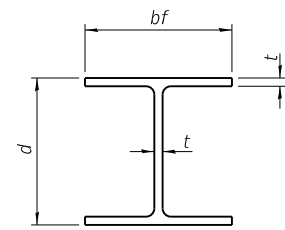
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CHAIN LINK FENCE DETAILS
 STRUCTURE NO. 058-W007**

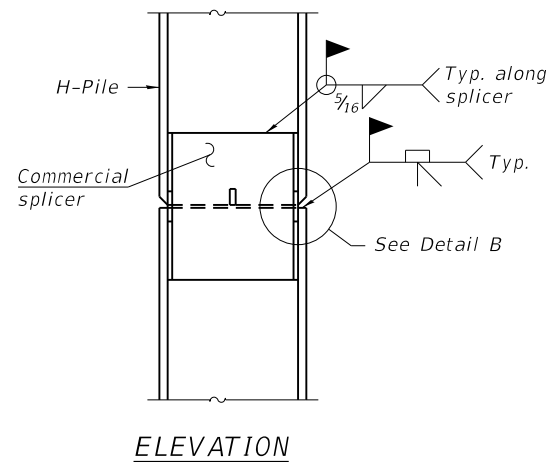
SHEET SD-16 OF SD-23 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 95893				
		ILLINOIS	FED. AID PROJECT	

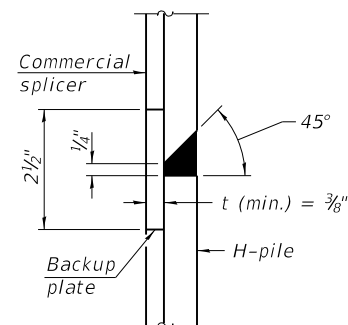


STEEL PILE TABLE

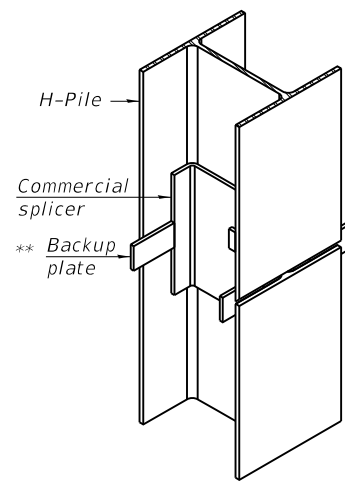
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 3/8"	14 3/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"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



ELEVATION

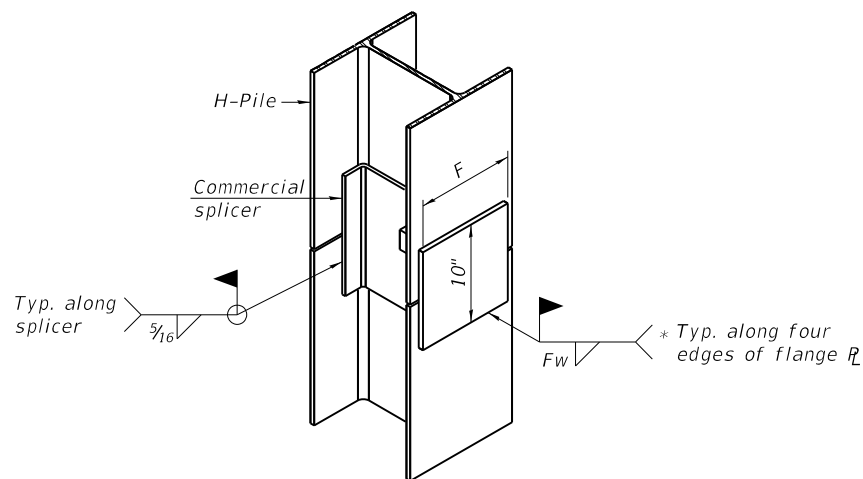


DETAIL "B"



ISOMETRIC VIEW

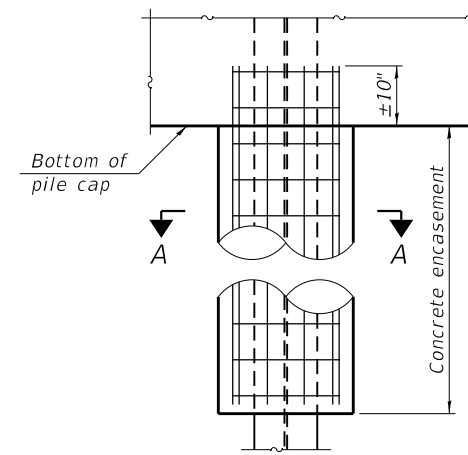
WELDED COMMERCIAL SPLICE



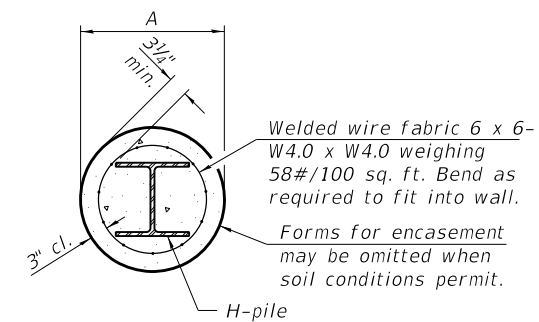
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

- * Interrupt welds 1/4" from end of web and/or each flange.
- ** Remove portions of backup plates that extend outside the flanges.
- *** Weld size per pile shoe manufacturer (5/16" min.).

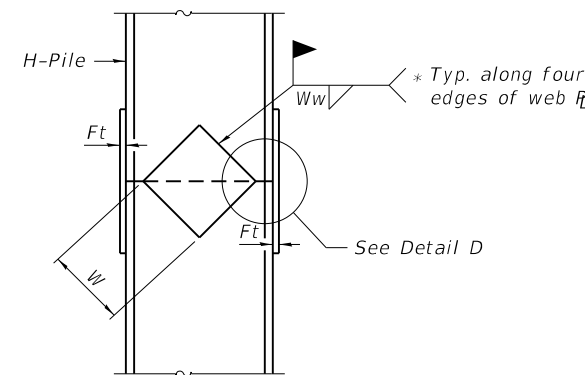


ELEVATION

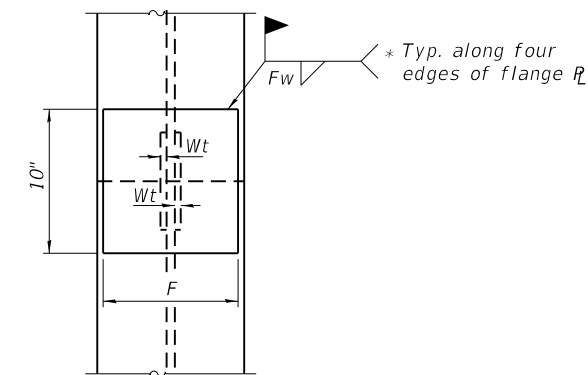


SECTION A-A

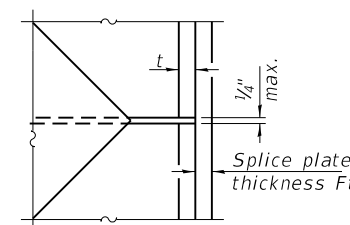
INDIVIDUAL PILE CONCRETE ENCASEMENT (when specified)



ELEVATION



END VIEW



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 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 1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1 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.

F-HP 1-1-2020



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		CHECKED -	MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 058-W007

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	658
CONTRACT NO. 95893				
		ILLINOIS FED. AID PROJECT		

SHEET SD-17 OF SD-23 SHEETS

SOIL BORING LOG

ROUTE _____ DESCRIPTION BRUSH COLLEGE RD BRIDGE (SKS #012017) LOGGED BY WJ

SECTION _____ LOCATION DECATUR, IL

COUNTY MACON STRUCTURE NO. _____ (Exist) _____ (Prop.)

BORING NO. B-5 DRILLING METHOD HOLLOW STEM HAMMER TYPE 140# SAFETY HAMMER

Station	47+26.19	Surface Water Elev.	(ft.)
Offset	41.21' RT.	Groundwater Elev.	(ft.)
Ground Surface Elev.	672.0 (ft.)	First Encounter	655.0 (ft.)
		Upon Completion	632.0 (ft.)
		After 24 Hrs.	DRY (ft.)

SOIL DESCRIPTION					(ft.)	(ft.)	/6"	(tsf)	(%)	SOIL DESCRIPTION					(ft.)	(ft.)	/6"	(tsf)	(%)
SILTY CLAY LOAM - A-6 Dark Brown, dry, low-medium plasticity, trace sand, trace gravel, organics - very stiff									5.2										
SILTY CLAY LOAM - A-6 Mottled Brown, moist, stiff, low-medium plasticity, trace sand, trace gravel					5	3		1.6	24.7										
					7	5		1.6	19.8										
SILT LOAM - A-4 Brown, moist, very stiff, low plasticity, trace sand					10	5			21.7										
					11	8													
SILTY CLAY LOAM - A-6 Gray, moist, very stiff, low plasticity, trace sand, trace gravel - hard (*)free water @ 17.0'					15	7		3.0	10.0										
					12	15			12.4										
					20	30			15.7										
					25	40			11.2										
					16	30		6.9	10.3										
					25	30			10.1										
					10	15		2.5	11.4										
					30	23			10.8										
						30			10.8										

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
 The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

SOIL BORING LOG

ROUTE _____ DESCRIPTION BRUSH COLLEGE RD BRIDGE (SKS #012017) LOGGED BY WJ

SECTION _____ LOCATION DECATUR, IL

COUNTY MACON STRUCTURE NO. _____ (Exist) _____ (Prop.)

BORING NO. B-5 DRILLING METHOD HOLLOW STEM HAMMER TYPE 140# SAFETY HAMMER

Station	47+26.19	Surface Water Elev.	(ft.)
Offset	41.21' RT.	Groundwater Elev.	(ft.)
Ground Surface Elev.	672.0 (ft.)	First Encounter	655.0 (ft.)
		Upon Completion	632.0 (ft.)
		After 24 Hrs.	DRY (ft.)

SOIL DESCRIPTION					(ft.)	(ft.)	/6"	(tsf)	(%)	SOIL DESCRIPTION					(ft.)	(ft.)	/6"	(tsf)	(%)
END OF BORING @ 71.0 FT.																			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
 The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (B-5)
STRUCTURE NO. 058-W007

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	659
CONTRACT NO. 95893				

SHEET SD-18 OF SD-23 SHEETS

ILLINOIS FED. AID PROJECT

SOIL BORING LOG

ROUTE _____ DESCRIPTION BRUSH COLLEGE RD BRIDGE (SKS #012017) LOGGED BY EK
SECTION _____ LOCATION DECATUR, IL
COUNTY MACON STRUCTURE NO. _____ (Exist) _____ (Prop.)

BORING NO. B-6 DRILLING METHOD HOLLOW STEM HAMMER TYPE 140# SAFETY HAMMER

Station	Offset	Ground Surface Elev. (ft.)	ELEVATION (ft.)	DEPTH (ft.)	BULGE (ft.)	SHEAR (%)	PENETROMETER (tsf)	SOIL DESCRIPTION	ELEVATION (ft.)	DEPTH (ft.)	BULGE (ft.)	SHEAR (%)	PENETROMETER (tsf)	SOIL DESCRIPTION
48+70.24	16.58' LT.	657.14						8" CONCRETE						
								SILTY CLAY LOAM - A-6						
								Gray, moist, hard, low plasticity, trace sand, trace gravel						
								- rock						
								SAND - A-1-b						
								Gray, moist, very dense, fine-medium						
								SILTY SAND - A-2-6						
								Gray, moist, very dense, fine						
								SILTY CLAY LOAM - A-6						
								Gray, moist, hard, low plasticity, trace sand, trace gravel						
								(*)free water @ 18.5'						
								SAND - A-1-b						
								Gray, saturated, dense, fine-medium						
								SILTY CLAY LOAM - A-6						
								Gray, moist, hard, low plasticity, trace sand, trace gravel						
								- very stiff						
								- hard						

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

SOIL BORING LOG

ROUTE _____ DESCRIPTION BRUSH COLLEGE RD BRIDGE (SKS #012017) LOGGED BY EK
SECTION _____ LOCATION DECATUR, IL
COUNTY MACON STRUCTURE NO. _____ (Exist) _____ (Prop.)

BORING NO. B-6 DRILLING METHOD HOLLOW STEM HAMMER TYPE 140# SAFETY HAMMER

Station	Offset	Ground Surface Elev. (ft.)	ELEVATION (ft.)	DEPTH (ft.)	BULGE (ft.)	SHEAR (%)	PENETROMETER (tsf)	SOIL DESCRIPTION	ELEVATION (ft.)	DEPTH (ft.)	BULGE (ft.)	SHEAR (%)	PENETROMETER (tsf)	SOIL DESCRIPTION
48+70.24	16.58' LT.	657.14						SAND - A-1-b						
								Gray, wet, medium dense, fine-medium						
								END OF BORING @ 71.0 FT.						

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (B-6)
STRUCTURE NO. 058-W007

SHEET SD-19 OF SD-23 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	660
CONTRACT NO. 95893				
ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

Page 1 of 2
Project #: 012017
Date 06/30/11

ROUTE DESCRIPTION BRUSH COLLEGE RD BRIDGE (SKS #012017) LOGGED BY RC
SECTION LOCATION DECATUR, IL
COUNTY MACON STRUCTURE NO. (Exist) (Prop.)
BORING NO. B-7 DRILLING METHOD HOLLOW STEM HAMMER TYPE 14C# SAFETY HAMMER

Table with columns: Station, Offset, Ground Surface Elev., SOIL DESCRIPTION, (ft.), (ft.), /6", (tsf), (%). Rows describe soil layers like SILTY CLAY LOAM, CLAYEY SAND, SILT, and sand seam.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)



SOIL BORING LOG

Page 2 of 2
Project #: 012017
Date 06/30/11

ROUTE DESCRIPTION BRUSH COLLEGE RD BRIDGE (SKS #012017) LOGGED BY RC
SECTION LOCATION DECATUR, IL
COUNTY MACON STRUCTURE NO. (Exist) (Prop.)
BORING NO. B-7 DRILLING METHOD HOLLOW STEM HAMMER TYPE 14C# SAFETY HAMMER

Table with columns: Station, Offset, Ground Surface Elev., SOIL DESCRIPTION, (ft.), (ft.), /6", (tsf), (%). Rows include soil descriptions and an 'END OF BORING @ 71.0 FT.' note.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

MODEL: Sheet
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Table with 4 columns: USER NAME, DESIGNED, REVISION, CHECKED, DRAWN, PLOT DATE.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (B-7) STRUCTURE NO. 058-W007

Table with 5 columns: F.A.U. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.

SOIL BORING LOG

ROUTE _____ DESCRIPTION BRUSH COLLEGE ROAD LOGGED BY GC/EE

SECTION _____ LOCATION DECATUR, ILLINOIS

COUNTY MACON COUNTY STRUCTURE NO. _____ (Exist) _____ (Prop.)

BORING NO. B-20 DRILLING METHOD HOLLOW STEM HAMMER TYPE 140# SAFETY HAMMER

Station	ELEV	DEPTH	BLOW	UCS	MOS	Surface Water Elev. (ft.)	ELEV	DEPTH	BLOW	UCS	MOS
Offset	V	T	W	S	IST	Groundwater Elev. (ft.)	V	T	W	S	IST
Ground Surface Elev. <u>652.606</u> (ft.)	(ft.)	(ft.)	/6"	(tsf)	(%)	Upon Completion (ft.)	(ft.)	(ft.)	/6"	(tsf)	(%)
SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)	After _____ Hrs. (ft.)	(ft.)	(ft.)	/6"	(tsf)	(%)
2" ASPHALT PAVEMENT 6" CONCRETE											
-Shelby Tube Sample											
CLAY LOAM A-6 Gray, moist, hard, low plasticity, with sand trace gravel	5	19			9.8						
		20									
		24									
		11		10.3	10.8						
		17									
		20									
	10	10		7.42	10.0						
		17									
		23									
		13		7.21	9.6						
		18									
		20									
	15	10			10.0						
		15									
		19									
		15		8.9	15.9						
		60-6									
SAND A-3 Gray, moist, very dense, fine, trace gravel, trace silt	20	28									
		60-6									
		22									
		43									
		17-5									
	25	11		3.71	12.4						
CLAY LOAM A-6 Gray, moist, very stiff, low plasticity, with sand trace gravel	626.606	13									
		16									
END OF BORING @ 26.0 FT.											
		30									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
 The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

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PLOT DATE =		CHECKED -	MDC	REVISED -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (B-20)
 STRUCTURE NO. 058-W007

SHEET SD-21 OF SD-23 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	662
CONTRACT NO. 95893				
ILLINOIS			FED. AID PROJECT	

SOIL BORING LOG

ROUTE _____ DESCRIPTION BRUSH COLLEGE ROAD LOGGED BY GC/EE

SECTION _____ LOCATION DECATUR, ILLINOIS

COUNTY MACON COUNTY STRUCTURE NO. _____ (Exist) _____ (Prop.)

BORING NO. B-21 DRILLING METHOD HOLLOW STEM HAMMER TYPE 140# SAFETY HAMMER

Station	ELEV	DEPTH	BULGE	UCS	M O I S T	Surface Water Elev. (ft.)	ELEV	DEPTH	BULGE	UCS	M O I S T
Offset	V	H	/6"	(tsf)	(%)		V	H	/6"	(tsf)	(%)
Ground Surface Elev. <u>665.771</u> (ft.)						Groundwater Elev. _____ (ft.)					
SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)	SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)
11" CONCRETE											
SILTY CLAY A-6			2	1.4	15.6						
Brown, very moist, stiff, low plasticity, little sand, trace gravel			5								
Shelby Tube			6								
CLAY LOAM A-6			13		10.7						
Brown, moist, hard, low plasticity, with sand trace gravel			24								
CLAY LOAM A-6			10		7.6						
Gray, moist, hard, low plasticity, with sand trace gravel			12								
SAND A-1-a			25								
Gray, saturated, very dense, fine-medium, trace gravel			33								
(*)free water @ 12.5'			15		10.0						
CLAY LOAM A-6			22								
Gray, moist, hard, low plasticity, with sand trace gravel			36								
			16		11.4						
			21								
			30								
			20		10.5						
			21	7.83							
			28								
			32-4								
			18	6.18	9.8						
			38								
			22-2								
			25								
			23								
	639.771		28	14.42	9.8						
			32-6								
END OF BORING @ 26.0 FT.											
			30								

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
 The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (B-21)
 STRUCTURE NO. 058-W007

SHEET SD-22 OF SD-23 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	663
CONTRACT NO. 95893				
ILLINOIS		FED. AID PROJECT		



SOIL BORING LOG

Page 1 of 1

Project #: 916780

Date 2/20/20

ROUTE _____ DESCRIPTION BRUSH COLLEGE ROAD LOGGED BY GC

SECTION _____ LOCATION DECATUR, ILLINOIS

COUNTY MACON COUNTY STRUCTURE NO. _____ (Exist) _____ (Prop.)

BORING NO. B-22 DRILLING METHOD HOLLOW STEM HAMMER TYPE 140# SAFETY HAMMER

Station	ELEV	DEPTH	BLWS	UCS	MOS	Surface Water Elev. (ft.)	ELEV	DEPTH	BLWS	UCS	MOS
Offset	V	T	S	Qu	T		V	H	S	Qu	T
Ground Surface Elev. 674.665 (ft.)	(ft.)	(ft.)	/6"	(tsf)	(%)		(ft.)	(ft.)	/6"	(tsf)	(%)
7" ASPHALT											
CLAY A-6			3		26.0						
Mottled Brown, very moist, stiff, medium plasticity, trace sand -firm			6								
		5	3	.45	32.4						
-Shelby Tube			2								
			3								
		10	5	0.58	17.9						
CLAY LOAM A-6			9								
Brown, very moist, very stiff, low plasticity, with sand trace gravel			10								
			5	.78	14.8						
			8								
			10								
		15	5	.65	14.9						
			8								
			13								
			8	4.53	12.0						
			14								
			25								
		20	17	3.7	12.2						
CLAY LOAM A-6			55								
Brownish Gray, moist, hard, low plasticity, with sand trace gravel			5-1								
			60-6		9.0						
SANDY CLAY LOAM A-2-4											
Gray, moist, very dense, fine-coarse, trace gravel											
		25									
	648.665		60-5		11.3						
END OF BORING @ 26.0 FT.											
		30									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

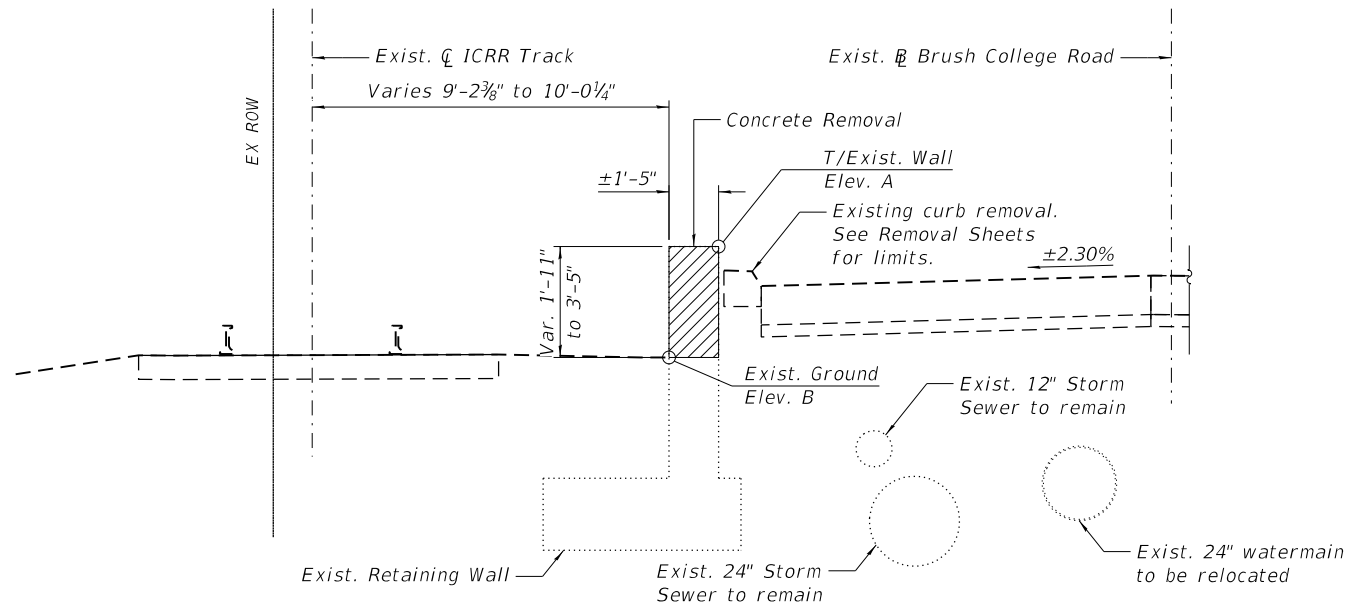
SOIL BORING LOGS (B-22)
STRUCTURE NO. 058-W007

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	664
CONTRACT NO. 95893				
ILLINOIS		FED. AID PROJECT		

SHEET SD-23 OF SD-23 SHEETS

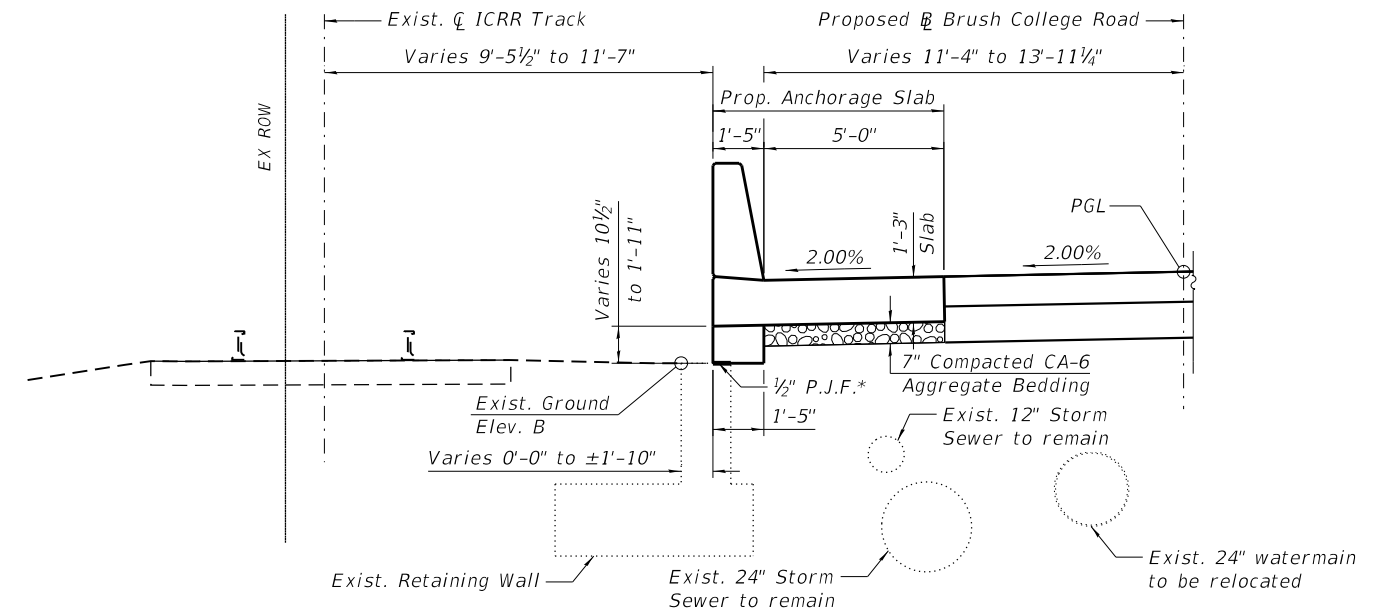
GENERAL NOTES

- Plan dimensions and details relative to existing plans are subject to nominal construction 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 at the unit price bid for the work.
- The Contractor shall field verify the location of all underground utilities. The Contractor shall take precautions to protect existing underground utilities that are to remain in service during construction of the wall. Any damage to underground utilities will be the responsibility of the Contractor. For locations and elevations of utilities, see Utility Plans.
- Dimensions for concrete removal are estimated. The actual area of removal should be determined by Engineer at the time of construction.
- Wall stations provided are at the front face of the anchorage slab parapet and are measured from the proposed \square Brush College Road.
- Required strength of concrete for the wall and parapet shall be 4,000 psi.
- Expansion joints shall be constructed in the anchorage slab at locations as shown on the plans. The maximum joint spacing allowed by design is 90 feet.
- The forming of contraction joints shall be done with an approved finishing tool or by sawing at the discretion of the Engineer subject to the satisfactory control of cracking.
- No construction joints except those shown on the plans will be allowed unless approved by the Engineer.
- Protective coat shall be applied to the interior, top and back faces of parapet and the exposed face of anchorage slab.
- Reinforcement bars designated (E) shall be epoxy coated.
- Reinforcement bars shall conform to the requirements of AASHTO M-31 (ASTM A706), Grade 60, deformed bars.
- Reinforcement bar bending details shall be in accordance with the latest "Manual of Standard Practice for Detailing Reinforced Concrete Structures", ACI 315.
- Reinforcement bar bending dimensions are out to out.
- Cover from the face of concrete to face of reinforcement bars shall be 3" for the surfaces formed against earth and 2" for all other surfaces unless otherwise shown.
- Compacted CA-6 aggregate bedding stone shall be paid for at the contract unit price per cubic yard as Granular Backfill for Structures.



PARTIAL REMOVAL OF EXISTING CONCRETE WALL

Sta. 47+39.57 to Sta. 48+20.00

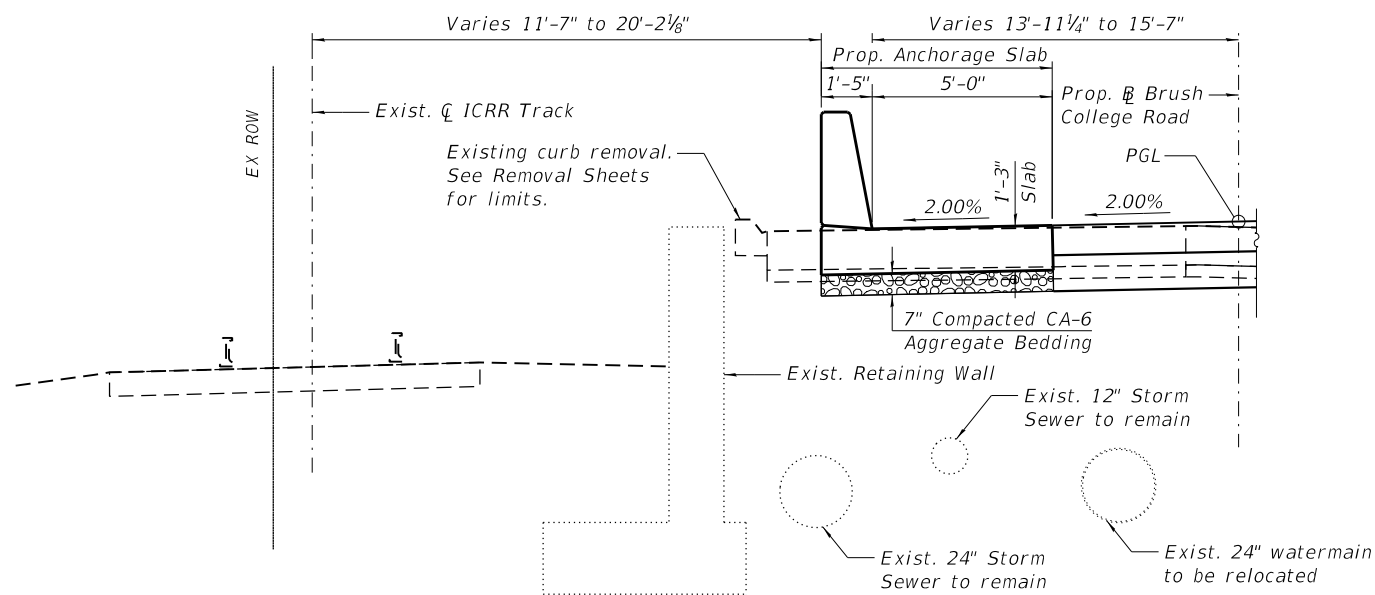


PROPOSED ANCHOR SLAB

Sta. 47+39.57 to Sta. 48+20.00

* Cost included in Concrete Superstructure

Station	Elev. A	Elev. B
47+39.57	654.17	651.27
47+50.00	654.34	651.26
47+75.00	654.68	651.36
48+00.00	655.02	651.80
48+20.00	655.41	651.98



EXISTING AND PROPOSED CONDITIONS

Sta. 48+20.00 to Sta. 49+00.00

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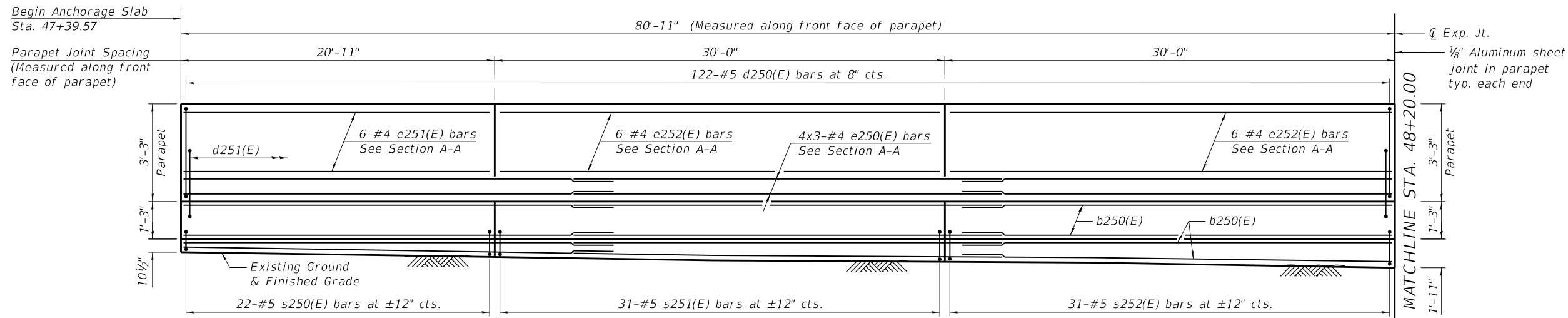
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

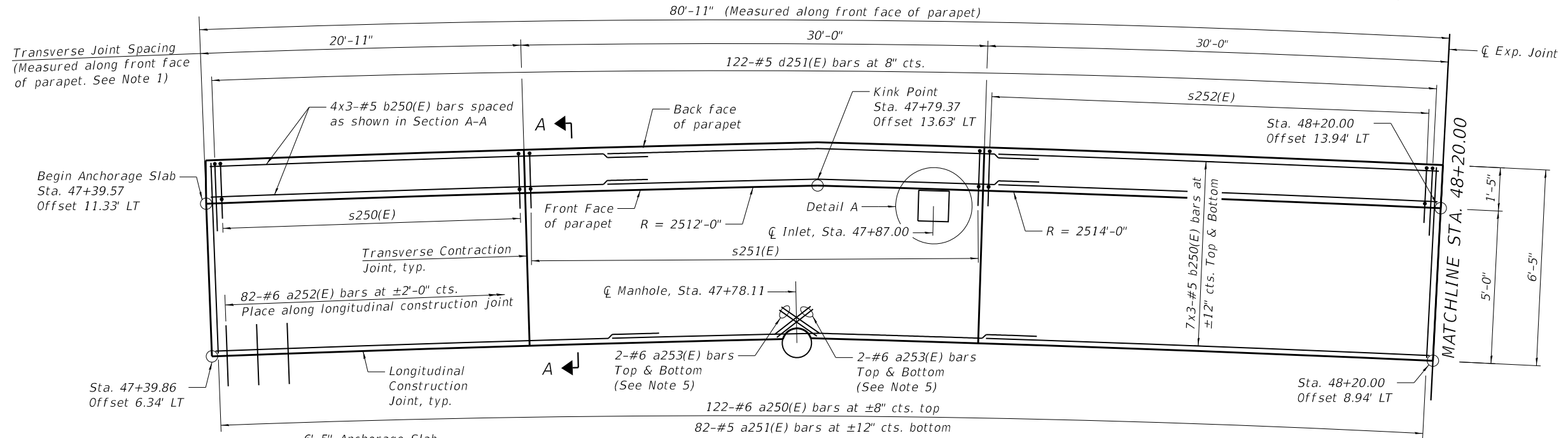
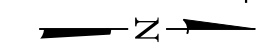
**GENERAL DATA & TYPICAL SECTIONS
SOUTH ANCHORAGE SLAB**

SHEET NO. SE-2 OF SE-6 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	666
CONTRACT NO. 95893				
ILLINOIS FED. AID PROJECT				



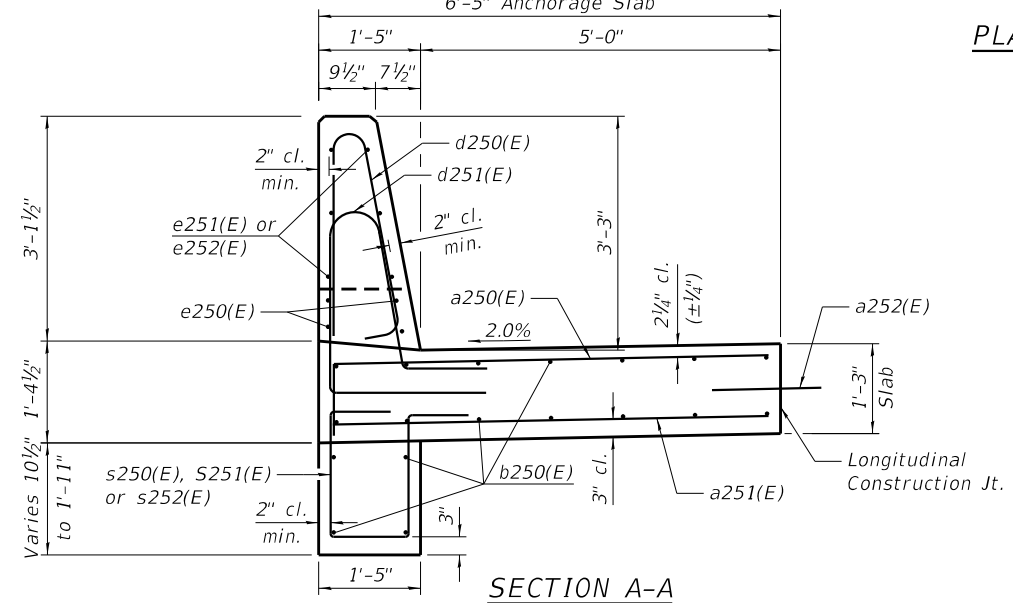
INSIDE ELEVATION OF PARAPET & ANCHORAGE SLAB
(Looking West)



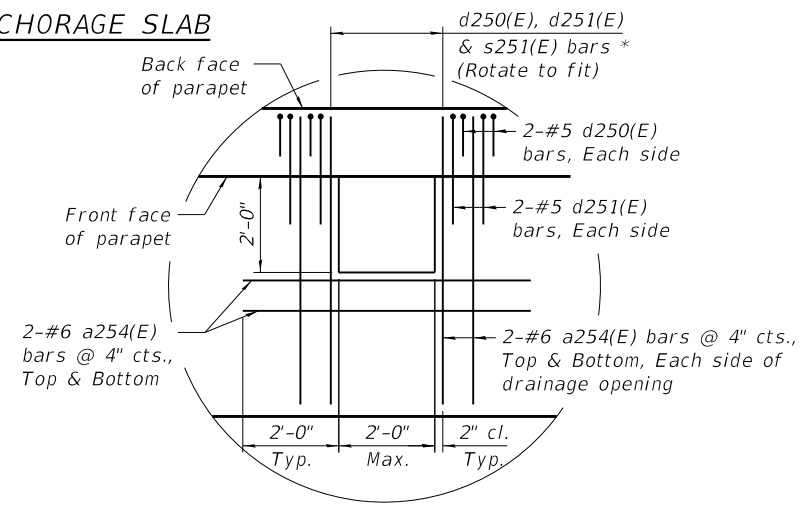
PLAN - PARAPET AND ANCHORAGE SLAB

MINIMUM BAR LAP

- #4 bar = 2'-8"
- #5 bar = 3'-4"



SECTION A-A



DETAIL A

* s251(E) bars @ Sta 47+87.00 only

NOTES

1. Place Transverse Contraction Joints and Transverse Expansion Joints perpendicular to the inside face of parapet.
2. Stations and offsets are measured from Brush College Road.
3. Portion of the anchorage slab within the traveled way shall be finished to match PPC pavement finish according to Section 420.09 of the Standard Specification.
4. Bars indicated thus 7x3-#5 etc. indicated 7 lines of bar with 3 lengths per line.
5. Tie a253(E) bars to top and bottom reinforcement mats.
6. For joint details, bar details and Bill of Material, see Sheet SE-5.
7. For drainage details, see drainage plans.

MODEL Sheet
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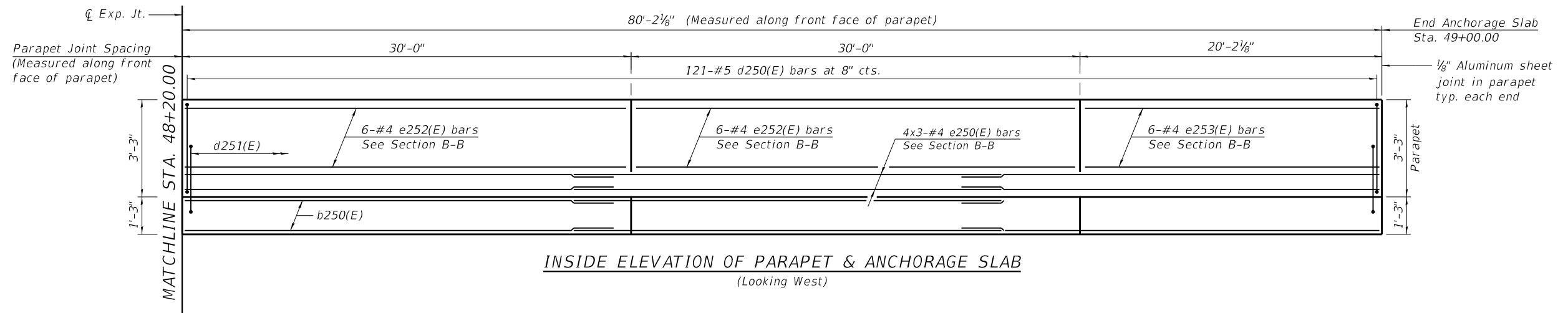
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SLAB DETAILS I
SOUTH ANCHORAGE SLAB**

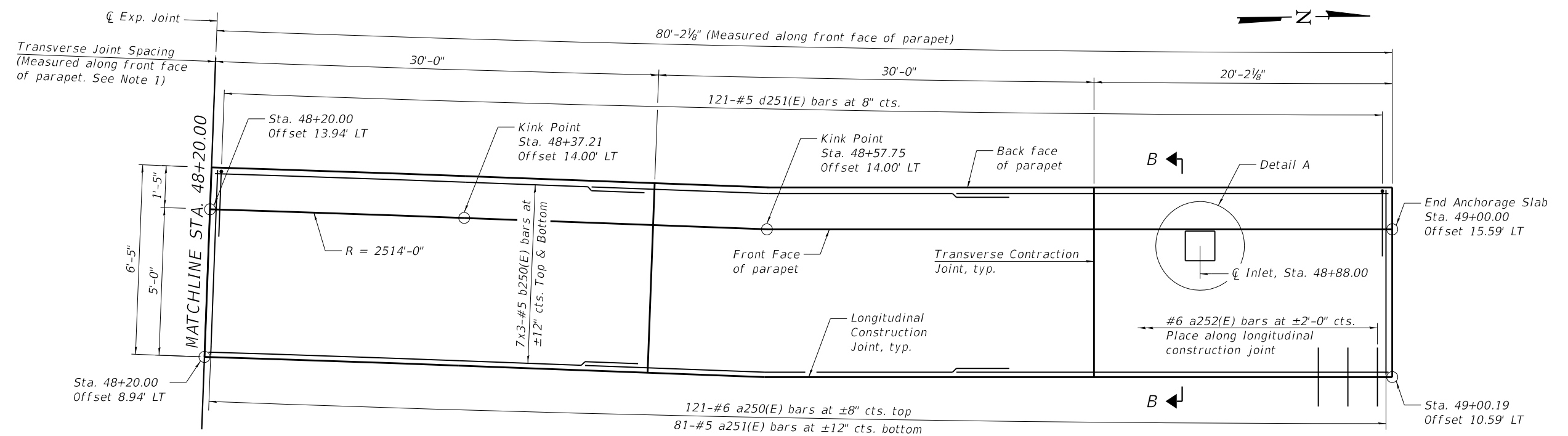
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CONTRACT NO. 95893				

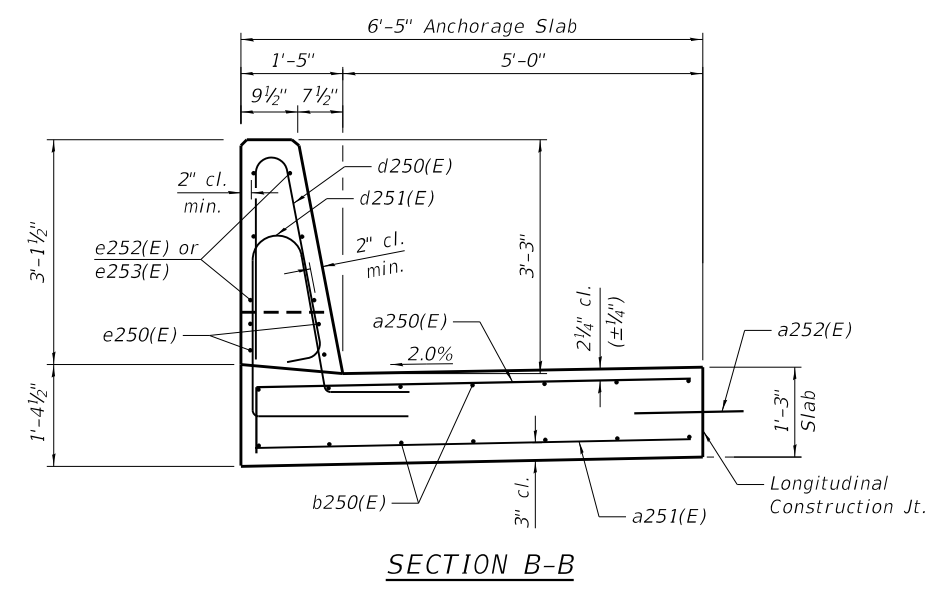
ILLINOIS FED. AID PROJECT



INSIDE ELEVATION OF PARAPET & ANCHORAGE SLAB
(Looking West)



PLAN - PARAPET AND ANCHORAGE SLAB



SECTION B-B

MINIMUM BAR LAP
 #4 bar = 2'-8"
 #5 bar = 3'-4"

NOTES

1. Place Transverse Contraction Joints and Transverse Expansion Joints perpendicular to the inside face of parapet.
2. Stations and offsets are measured from Brush College Road.
3. Portion of the anchorage slab within the traveled way shall be finished to match PPC pavement finish according to Section 420.09 of the Standard Specification.
4. Bars indicated thus 7x3-#5 etc. indicated 7 lines of bar with 3 lengths per line.
5. For Detail A, see Sheet SE-3.
6. For joint details, bar details and Bill of Material, see Sheet SE-5.
7. For drainage details, see drainage plans.

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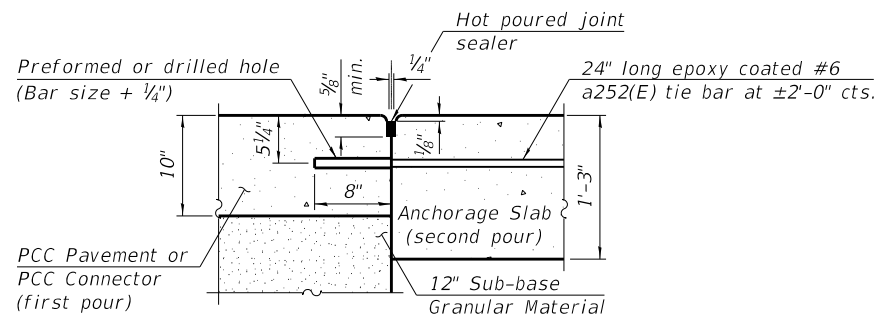
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SLAB DETAILS II
SOUTH ANCHORAGE SLAB**
SHEET NO. SE-4 OF SE-6 SHEETS

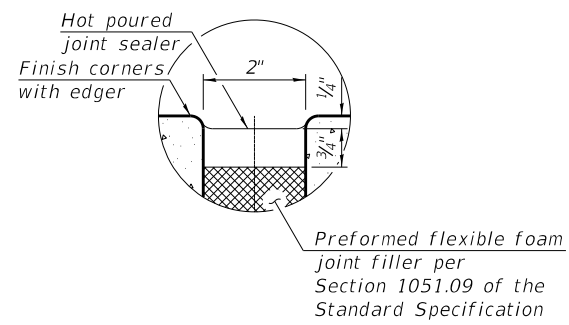
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7448	09-00933-01-BR	MACON	1019	668
CONTRACT NO. 95893				
ILLINOIS FED. AID PROJECT				

**SOUTH ANCHORAGE SLAB
BILL OF MATERIAL**

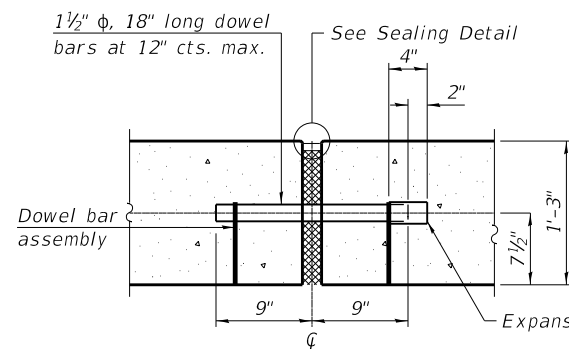
Bar	No.	Size	Length	Shape
a250(E)	243	#6	7'-0"	┌
a251(E)	163	#5	6'-1"	┌
a252(E)	82	#6	2'-0"	┌
a253(E)	8	#6	4'-0"	┌
a254(E)	24	#6	6'-0"	┌
b250(E)	96	#5	29'-1"	┌
d250(E)	251	#5	6'-5"	┌
d251(E)	251	#5	8'-6"	┌
e250(E)	24	#4	28'-8"	┌
e251(E)	6	#4	20'-7"	┌
e252(E)	24	#4	29'-8"	┌
e253(E)	6	#4	19'-10"	┌
s250(E)	22	#5	5'-9"	┌
s251(E)	31	#5	6'-5"	┌
s252(E)	31	#5	7'-3"	┌
Concrete Superstructure			Cu. Yd.	71.5
Protective Coat			Sq. Yd.	235
Reinforcement Bars, Epoxy Coated			Pound	12,590



**LONGITUDINAL CONSTRUCTION
JOINT GROUTED-IN-PLACE
TIE BAR**

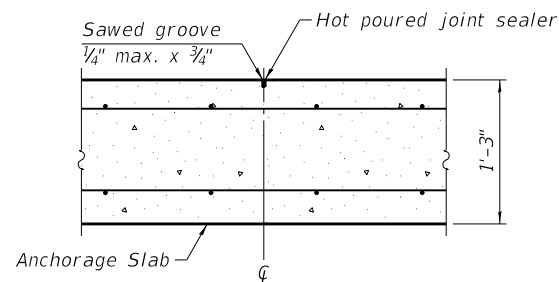


SEALING DETAIL

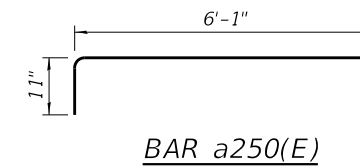


ANCHORAGE SLAB EXPANSION JOINT
Expansion joint and dowel bars included
in the cost of Concrete Superstructure

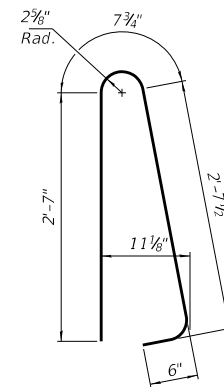
* Expansion caps shall be installed on the exposed end of each dowel bar once the header has been removed and the joint filler material has been installed.



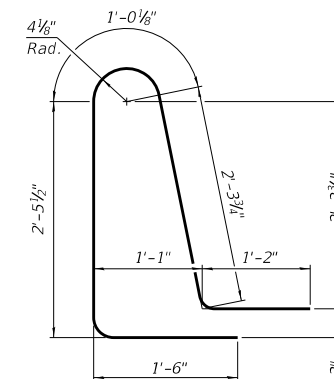
TRANSVERSE CONTRACTION JOINT



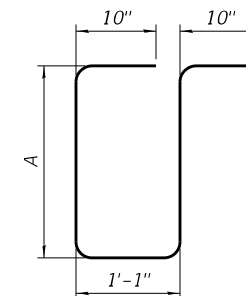
BAR a250(E)



BAR d250(E)

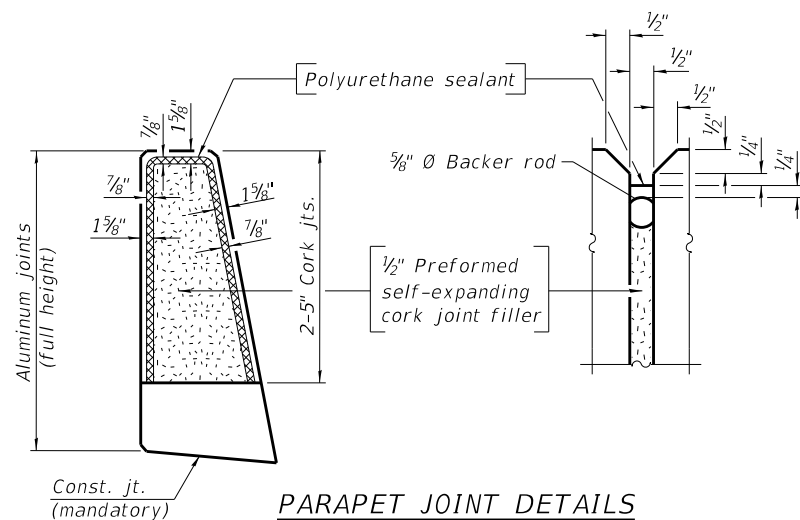


BAR d251(E)



Bar	A
s250(E)	1'-6"
s251(E)	1'-10"
s252(E)	2'-3"

**BARS s250(E),
s251(E) & s252(E)**



PARAPET JOINT DETAILS

Notes:

The 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

MODEL Sheet
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PLOT DATE = 4/28/2021	DRAWN - BD	REVISD -
	CHECKED - MK	REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SLAB DETAILS III
SOUTH ANCHORAGE SLAB**

SHEET NO. SE-5 OF SE-6 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	669
			CONTRACT NO. 95893	
			ILLINOIS FED. AID PROJECT	



SOIL BORING LOG

Page 1 of 2
Project #: 012017
Date 06/29/11

ROUTE _____ DESCRIPTION BRUSH COLLEGE RD BRIDGE (SKS #012017) LOGGED BY EK

SECTION _____ LOCATION DECATUR, IL

COUNTY MACON STRUCTURE NO. _____ (Exist) _____ (Prop.)

BORING NO. B-6 DRILLING METHOD HOLLOW STEM HAMMER TYPE 140# SAFETY HAMMER

Station 48+70.24
Offset 16.58' LT.
Ground Surface Elev. 657.14 (ft.)

SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)	SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)
8" CONCRETE						SILT - A-4	8	10	1.6	28.2	
SILTY CLAY LOAM - A-6	25	31		5.3		Gray, moist, very stiff, low plasticity, trace sand	35	4		.9	19.9
Gray, moist, hard, low plasticity, trace sand, trace gravel	5	29.5*				SILTY CLAY LOAM - A-6	4	7		2.8	17.8
- rock	23	30		5.8		Gray, moist, stiff, low plasticity, trace sand, trace gravel very stiff	40	13			
	13	18		3.4		SILTY CLAY LOAM - A-6	6	9		1.8	15.5
	10	26				Greenish Gray, very stiff, low plasticity, trace sand, trace gravel	7	12		3.0	11.6
	9	12		4.2	10.0	SILTY CLAY LOAM - A-6	14	21			
	20	20				Gray, moist, hard, low plasticity, trace sand, trace gravel	45	10		2.4	10.9
SAND - A-1-b	23	50		3.7			17	27			
Gray, moist, very dense, fine-medium	15	10-1*					30	30-5*		2.9	10.7
SILTY SAND - A-2-6	23	26		3.7			50	35		2.8	10.3
Gray, moist, very dense, fine	13	13		3.4	11.5		35	25-4*			
SILTY CLAY LOAM - A-6	13	18					18	26		2.6	10.7
Gray, moist, hard, low plasticity, trace sand, trace gravel	20	7			15.0		31	55			
	12	21					17	22		1.6	12.1
	10	16		2.9	12.6		24	10		3.0	12.1
(*)free water @ 18.5'	25	8		4.2	10.7		15	18			
SAND - A-1-b	16	22				- very stiff	60	8			8.9
Gray, saturated, dense, fine-medium	8	13		2.6	11.5		11	15			
SILTY CLAY LOAM - A-6	13	21					7	12			7.8
Gray, moist, hard, low plasticity, trace sand, trace gravel	30	10		5.1	11.2		17	65			
	16	23				- hard	45	60-6*			8.3
	7							100			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)



SOIL BORING LOG

Page 2 of 2
Project #: 012017
Date 06/29/11

ROUTE _____ DESCRIPTION BRUSH COLLEGE RD BRIDGE (SKS #012017) LOGGED BY EK

SECTION _____ LOCATION DECATUR, IL

COUNTY MACON STRUCTURE NO. _____ (Exist) _____ (Prop.)

BORING NO. B-6 DRILLING METHOD HOLLOW STEM HAMMER TYPE 140# SAFETY HAMMER

Station 48+70.24
Offset 16.58' LT.
Ground Surface Elev. 657.14 (ft.)

SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)	SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)
SAND - A-1-b						Gray, wet, medium dense, fine-medium	70	10		1.0	34.2
	588.14	22					33-3*				
END OF BORING @ 71.0 FT.											

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)



SOIL BORING LOG

Page 1 of 1
Project #: 916780
Date 02/21/20

ROUTE _____ DESCRIPTION BRUSH COLLEGE ROAD LOGGED BY GC/EE

SECTION _____ LOCATION DECATUR, ILLINOIS

COUNTY MACON COUNTY STRUCTURE NO. _____ (Exist) _____ (Prop.)

BORING NO. B-20 DRILLING METHOD HOLLOW STEM HAMMER TYPE 140# SAFETY HAMMER

Station _____
Offset _____
Ground Surface Elev. 652.606 (ft.)

SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)	SOIL DESCRIPTION	(ft.)	(ft.)	/6"	(tsf)	(%)
2" ASPHALT PAVEMENT											
6" CONCRETE											
-Shelby Tube Sample											
	5	19			9.8						
CLAY LOAM A-6		20									
Gray, moist, hard, low plasticity, with sand trace gravel		24									
		11			10.8						
		17		10.3							
		20			10.0						
	10	10		7.42							
		17			10.0						
		23									
		13		7.21	9.6						
		18									
		20									
		15		10	10.0						
		15		19							
		15									
		60-6		8.9	15.9						
		20		28							
SAND A-3		60-6									
Gray, moist, very dense, fine, trace gravel, trace silt		22									
		43									
		17-5									
		25		11	12.4						
CLAY LOAM A-6		626.606		13							
Gray, moist, very stiff, low plasticity, with sand trace gravel		16		3.71							
END OF BORING @ 26.0 FT.											
		30									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

MODEL Sheet
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PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 4/28/2021	DRAWN - GF	REVISED -
	CHECKED - MCC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
SOUTH ANCHORAGE SLAB

SHEET NO. SE-6 OF SE-6 SHEETS

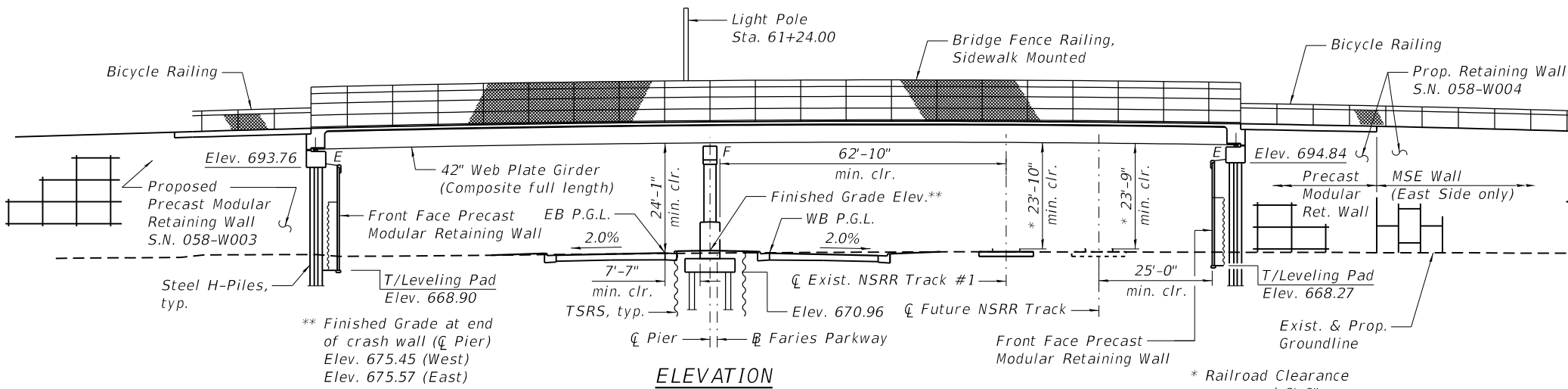
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	670
ILLINOIS			CONTRACT NO. 95893	
FED. AID PROJECT				

Bench Mark: "M" in Mueller on fire hydrant at Southeast corner of Cerro Gordo St. and Brush College Road. Elev. 652.58

Existing Structure: None.

Brush College Road to be closed and traffic to be detoured. Faries Parkway traffic to be maintained utilizing staged construction.

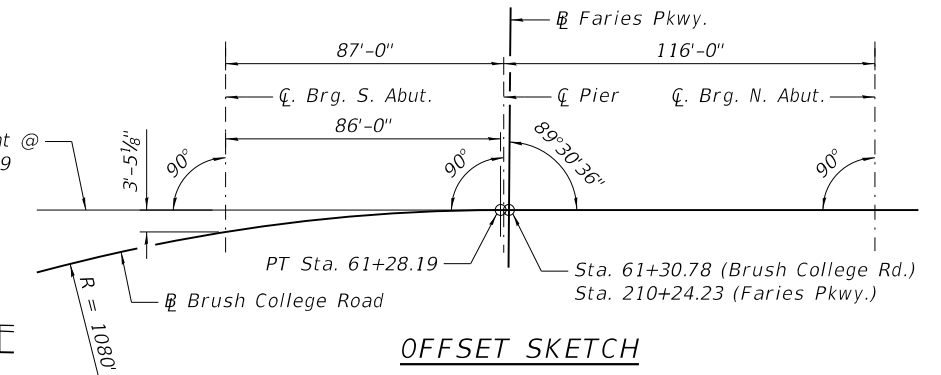
Note:
The permanent vertical and horizontal clearances to the ζ Exist. NSRR Track #1 are shown on this sheet. The temporary clearances shall be 22'-0" minimum vertical clearance and 13'-0" minimum horizontal clearance from ζ of existing track.



PROP. CURVE P BRUSH4

P.I. Sta. = 60+18.63
 $\Delta = 11^\circ 39' 57"$ (RT)
 $D = 5^\circ 18' 19"$
 $R = 1,080.00'$
 $T = 110.33'$
 $L = 219.89'$
 $E = 5.62'$
 $e = NC$
 $T.R. = N/A$
 $S.E. Run = N/A$
 $P.C. Sta. = 59+08.30$
 $P.T. Sta. = 61+28.19$

OFFSET SKETCH



DESIGN SPECIFICATIONS

2017 AASHTO LRFD Bridge Design Specifications, 8th Edition

LOADING HL-93

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

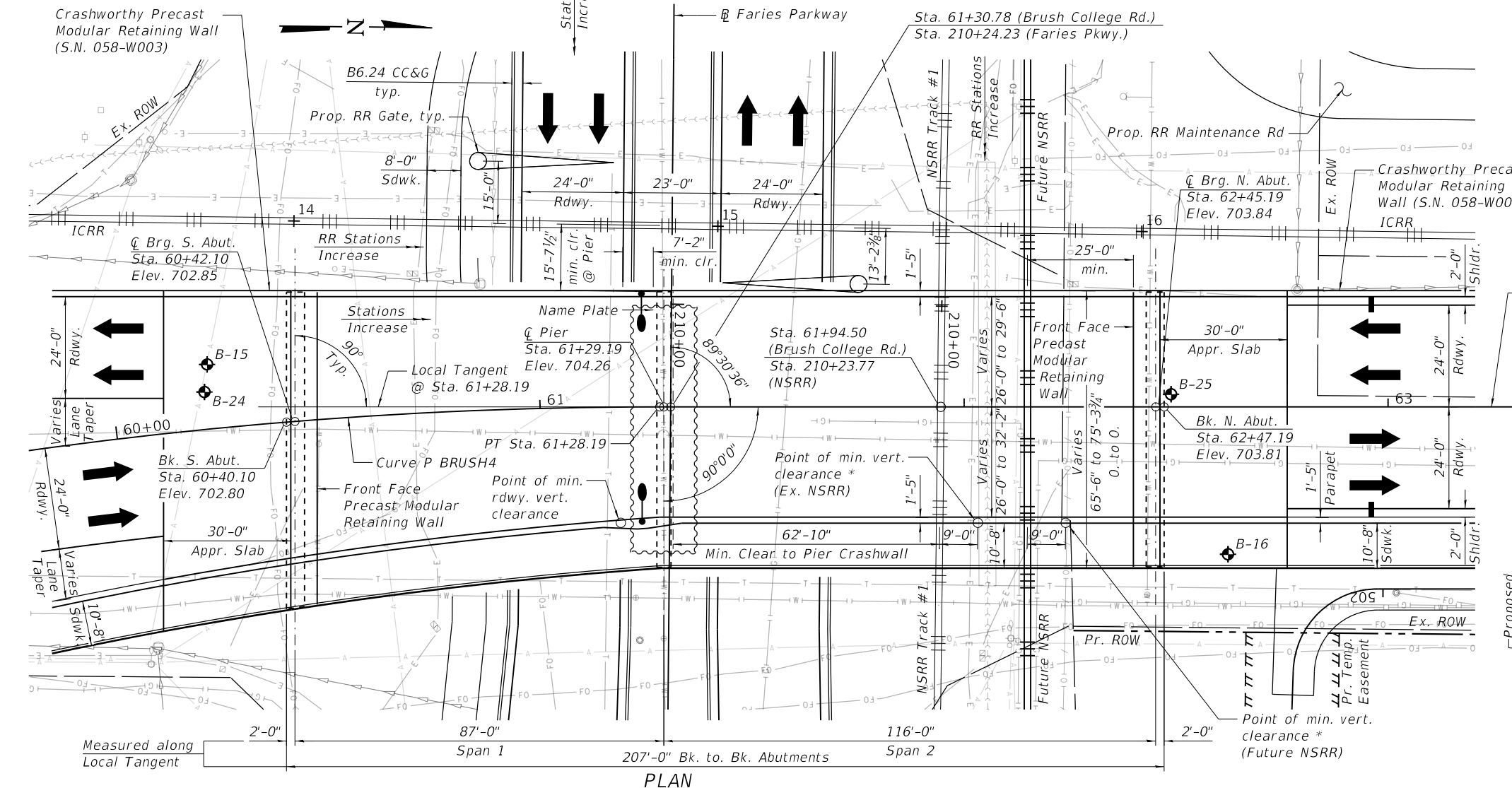
DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi
 $f'_c = 4,000$ psi (Superstructure & Appr. Slab)
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 2
 Design Spectral Acceleration at 1.0 sec. (SD1) = 0.153g
 Design Spectral Acceleration at 0.2 sec. (SDS) = 0.277g
 Soil Site Class = D



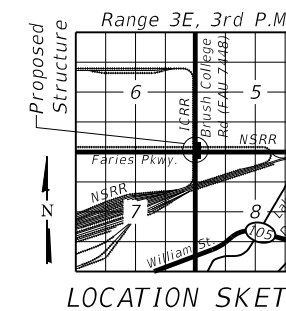
I certify that to the best of knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current "AASHTO LRFD Bridge Design Specifications".

Demir Dabecic 10/22/2021

Demir Dabecic, S.E.
 Expires: November 30, 2022

LEGEND

- Ex. ROW
- Ex. RR Track
- Ex. Gas Line
- Ex. Water Line
- Ex. Underground Telephone Line
- Ex. Underground Fiber Optic
- Ex. Aerial Line
- Ex. Electric
- Ex. Storm Sewer
- Ex. Sanitary Sewer
- - - Pr. ROW
- TTT Pr. Temp. Easement
- Future RR Track
- Pr. Gas Line
- Pr. Water Line
- Pr. Underground Sanitary Sewer
- Pr. Storm Sewer
- Pr. Above Ground Lighting
- Pr. Drainage Inlet
- Soil Boring
- Temporary Soil Retention System (TSRS)



GENERAL PLAN & ELEVATION
BRUSH COLLEGE ROAD
OVER FARIES PARKWAY
F.A.U. 7448 SECTION 09-00933-01-BR
MACON COUNTY
STA. 61+29.19
STRUCTURE NO. 058-9202

MODEL Sheet
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PLOT DATE = 10/28/2021	DRAWN - MCC	REVISED -
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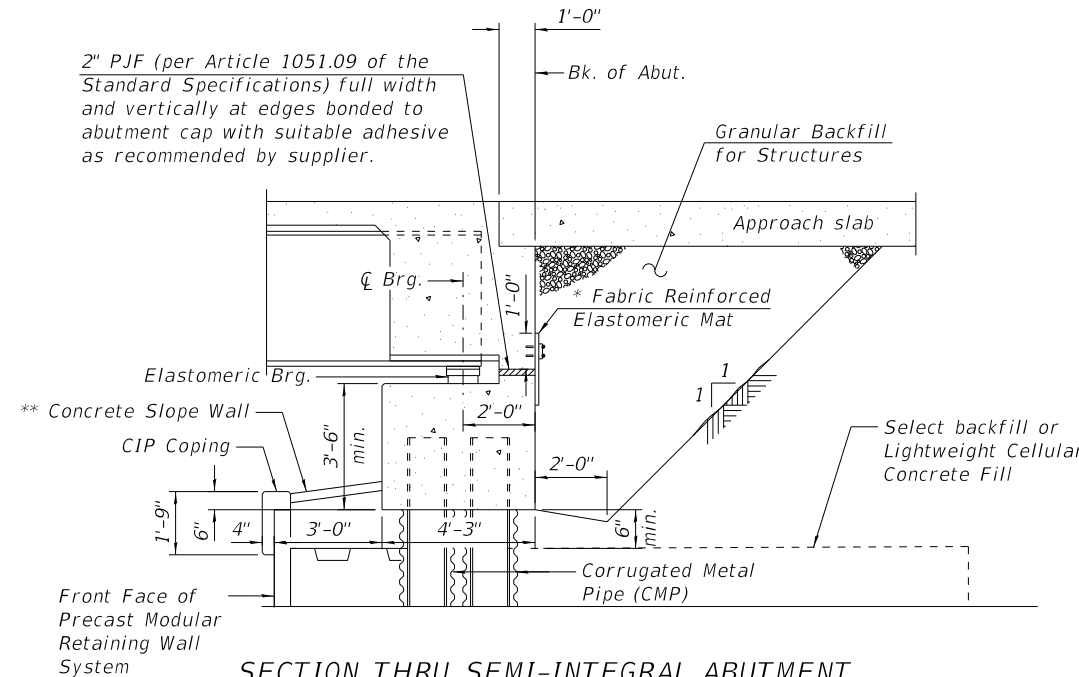
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 5F-1 OF 5F-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	671
			CONTRACT NO. 95893	
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts (in painted areas and ASTM A325 Type 3 in unpainted areas). Bolts 7/8" Ø, holes 15/16" Ø, unless otherwise noted.
- Calculated weight of Structural Steel
M270 Grade 50 = 436,480 lbs.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Concrete Sealer shall be applied to the designated areas of the pier.
- The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used on 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.
- The elevation of the existing NSRR track top-of rail profile shall be verified before beginning construction. All discrepancies shall be brought to the attention of the Norfolk Southern Public Projects Engineer.



SECTION THRU SEMI-INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. Z's)

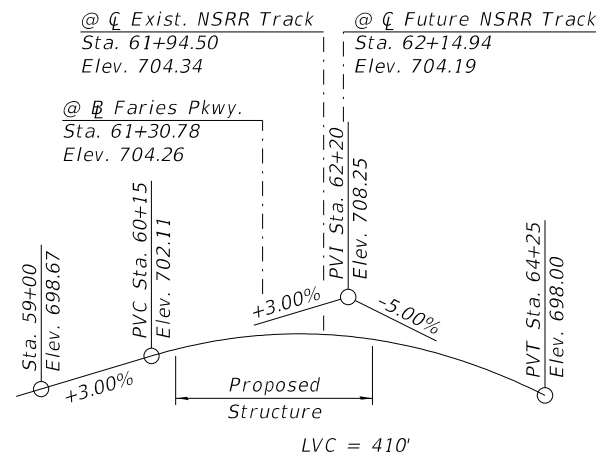
Notes:
 * Fabric Reinforced Elastomeric Mat according to Section 1028 of the Standard Specifications. Fabric mat shall be 24" wide and attached full width and vertically at edges to the abutment cap with a 3/8" x 5" steel plate and 1/2" Ø studs with nuts and washers at 12" cts. Cost included with Concrete Superstructure.
 ** Paid for as Slope Wall 4 Inch. See Sheet SF-28 for Concrete Slope Wall details.

TOTAL BILL OF MATERIAL

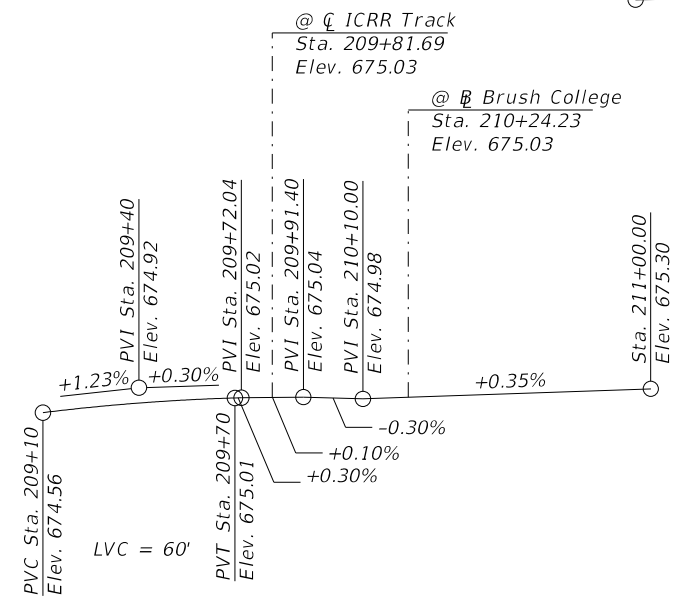
ITEM	UNIT	SUPER	SUB	TOTAL
Structure Excavation	Cu Yd		129	129
Concrete Structures	Cu Yd		317.3	317.3
Concrete Superstructure	Cu Yd	509.2		509.2
Bridge Deck Grooving	Sq Yd	1,518		1,518
Protective Coat	Sq Yd	2,305		2,305
Concrete Superstructure (Approach Slab)	Cu Yd	199.9		199.9
Furnishing And Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	6,723		6,723
Reinforcement Bars, Epoxy Coated	Pound	226,380	56,240	282,620
Mechanical Splicers	Each		112	112
Bicycle Railing	Foot	60		60
Bridge Fence Railing	Foot	205		205
Bridge Fence Railing (Sidewalk)	Foot	205		205
Parapet Railing	Foot	265		265
Slope Wall 4 Inch	Sq Yd		36	36
Furnishing Steel Piles HP14X89	Foot		4,154	4,154
Driving Piles	Foot		4,154	4,154
Test Pile Steel HP14X89	Each		3	3
Pile Shoes	Each		62	62
Name Plates	Each	1		1
Elastomeric Bearing Assembly, Type I	Each	18		18
Anchor Bolts, 3/4"	Each	36		36
Anchor Bolts, 1 1/2"	Each	18		18
Temporary Soil Retention System	Sq Ft		521	521
Granular Backfill For Structures	Cu Yd		215.6	215.6
Concrete Sealer	Sq Ft		2,635	2,635
Temporary Soil Retention System (Special)	Sq Ft		60	60

STATION 61+29.19
 BUILT 20__ BY
 CITY OF DECATUR
 F.A.U. 7448 SEC. 09-00933-01-BR
 LOADING HL-93
 STRUCTURE NO. 058-9202

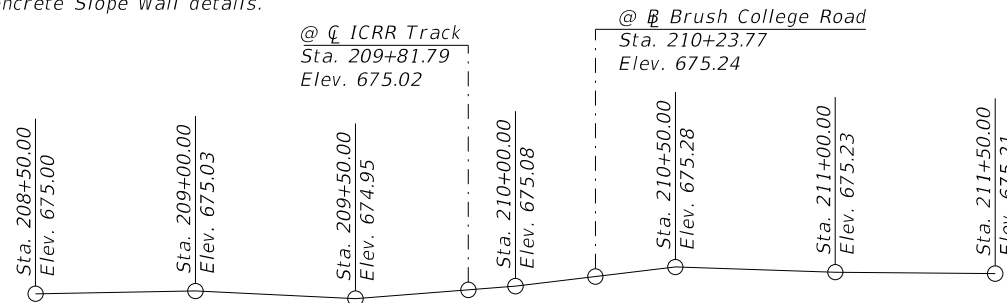
NAME PLATE
See Std. 515001



PROFILE GRADE - BRUSH COLLEGE ROAD
(Along Proposed Roadway)

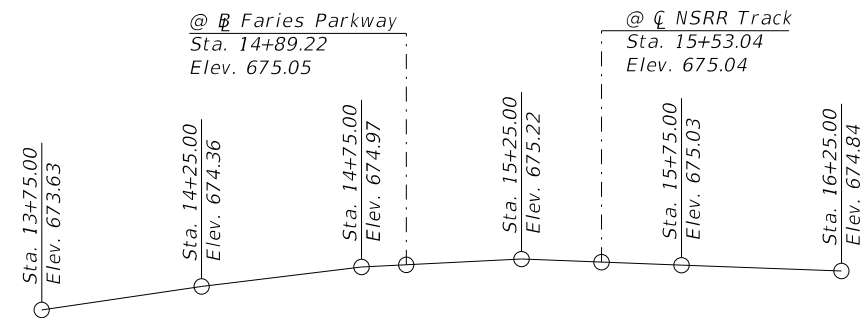


PROFILE GRADE - FARIES PARKWAY
(Along Proposed Roadway)



TOP OF RAIL - NSRR Track

(Looking North)
 Showing existing track. (See Note 9.)
 Future NSRR track profile assumed to match existing NSRR track profile and elevations.



TOP OF RAIL - ICRR Track
(Looking West)

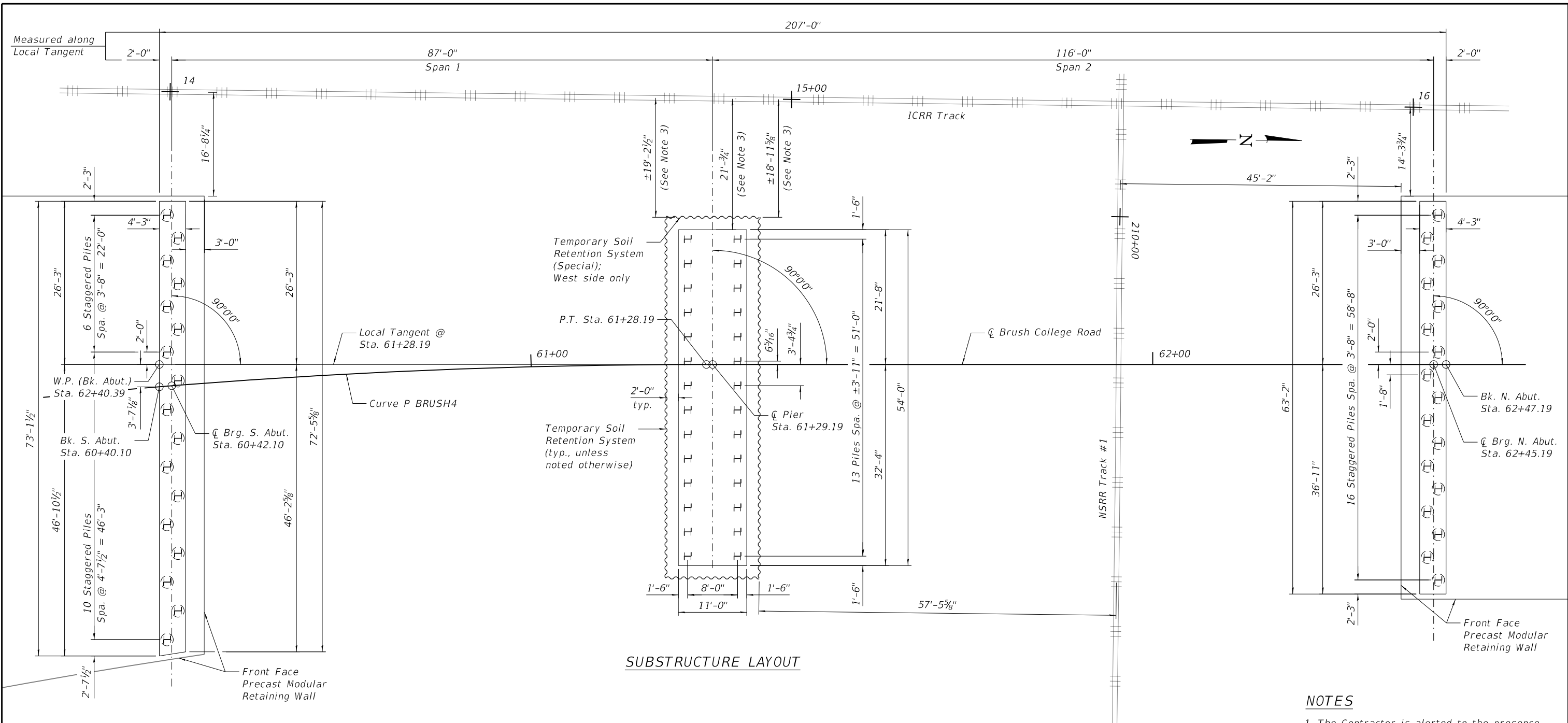
INDEX OF SHEETS

- SF-1 General Plan and Elevation
- SF-2 General Data
- SF-3 Substructure Layout
- SF-4 Top of Slab Elevations I
- SF-5 Top of Slab Elevations II
- SF-6 Top of Slab Elevations III
- SF-7 Top of Approach Slab Elevations I
- SF-8 Top of Approach Slab Elevations II
- SF-9 Superstructure
- SF-10 Superstructure Details I
- SF-11 Superstructure Details II
- SF-12 Superstructure Details III
- SF-13 Concrete Parapet Slipform Option
- SF-14 Diaphragm Details
- SF-15 Bridge Approach Slab Details I
- SF-16 Bridge Approach Slab Details II
- SF-17 Bridge Fence Railing
- SF-18 Bicycle Railing and Parapet Railing
- SF-19 Bridge Fence Railing, Sidewalk Mounted
- SF-20 Framing Plan
- SF-21 Girder Elevations
- SF-22 Girder Moment & Reaction Tables
- SF-23 Girder Camber Diagram
- SF-24 Steel Details
- SF-25 Bearing Details
- SF-26 South Abutment Plan & Elevation
- SF-27 North Abutment Plan & Elevation
- SF-28 Abutment Details
- SF-29 Pier Plan & Elevation
- SF-30 Pier Details
- SF-31 HP Pile Details
- SF-32 Bar Splicer Assembly & Mechanical Splicer Details
- SF-33 Soil Boring Logs I
- SF-34 Soil Boring Logs II
- SF-35 Soil Boring Logs III

MODEL SHEET
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	PLOT DATE = 10/28/2021	CHECKED - DD	REVISED -			ILLINOIS FED. AID PROJECT				

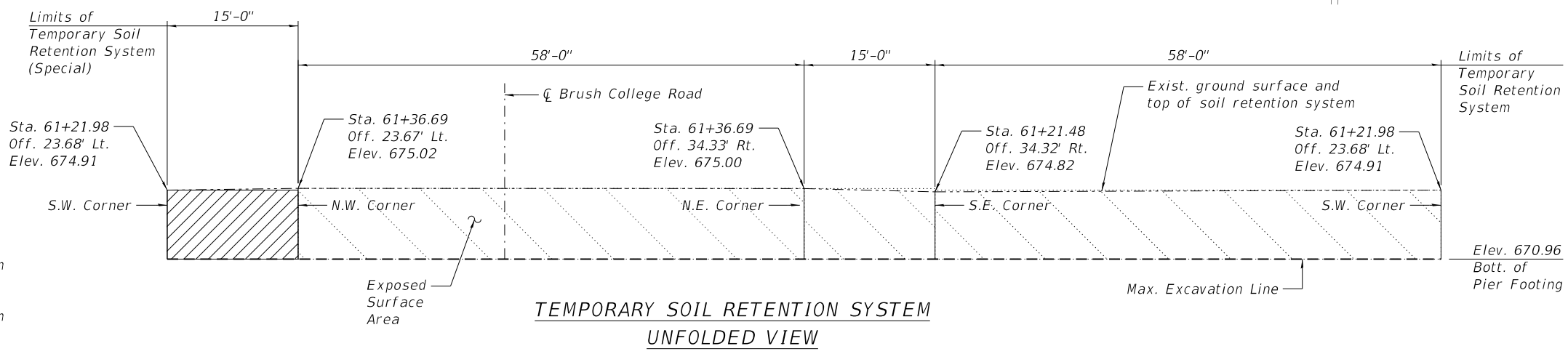
SHEET NO. SF-2 OF SF-35 SHEETS



SUBSTRUCTURE LAYOUT

NOTES

1. The Contractor is alerted to the presence of existing underground watermain to be removed prior to the construction of the bridge pier. See Water Main and Sanitary Sewer Relocation Plan for details and removal limits.
2. A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.
3. Soil retention along west edge of pier excavation shall be paid for as Temporary Soil Retention System (Special). Dimensions are measured from \bar{C} of existing ICRR track to inside face of Temporary Soil Retention System (Special). See Special Provisions.



TEMPORARY SOIL RETENTION SYSTEM UNFOLDED VIEW

LEGEND

- Temporary Soil Retention System
- Temporary Soil Retention System (Special)

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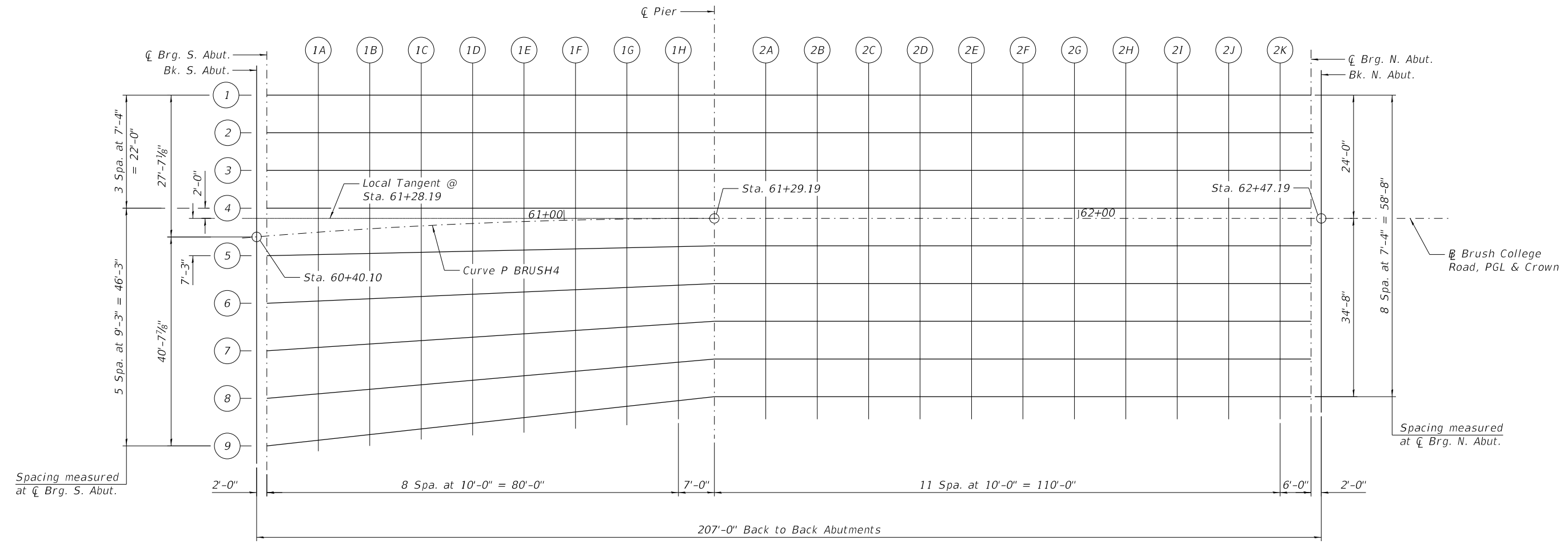
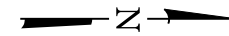
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PLOT DATE = 4/29/2021	CHECKED - ATB	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUBSTRUCTURE LAYOUT
STRUCTURE NO. 058-9202**

SHEET NO. 5F-3 OF 5F-35 SHEETS

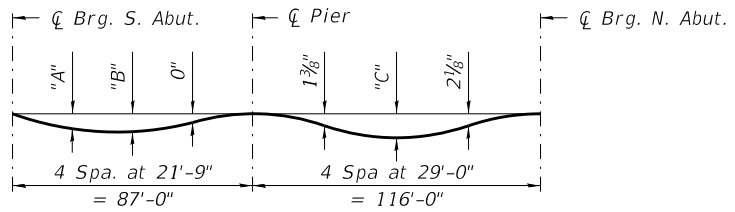
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	673
CONTRACT NO. 95893				
ILLINOIS FED. AID PROJECT				



PLAN

DEFLECTION DIAGRAM DIMENSIONS

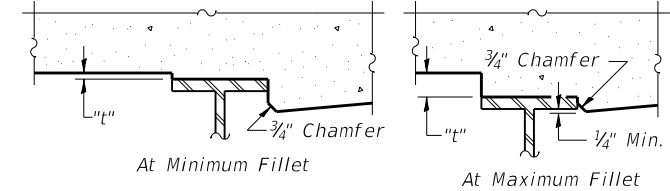
Girder	Dim. "A"	Dim. "B"	Dim. "C"
①	1/4"	1/4"	2 5/8"
②	3/8"	1/4"	2 3/4"
③	3/8"	1/4"	2 3/4"
④	3/8"	1/4"	2 3/4"
⑤	1/2"	3/8"	2 5/8"
⑥	1/2"	3/8"	2 5/8"
⑦	1/2"	3/8"	2 5/8"
⑧	1/2"	3/8"	2 5/8"
⑨	1/2"	3/8"	2 5/8"



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets SF-5 and SF-6.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown in the plan view above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown in the tables on sheets SF-5 and SF-6, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

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PLOT DATE = 4/29/2021	DRAWN - IIP	REVISED -
	CHECKED - MCC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS I
STRUCTURE NO. 058-9202

SHEET NO. SF-4 OF SF-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	674
CONTRACT NO. 95893				

ILLINOIS FED. AID PROJECT

GIRDER 1

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Bk. S. Abut., C/Brg. S. Abut., 1A-1H, C/Pier, 2A-2K, C/Brg. N. Abut., and Bk. N. Abut.

GIRDER 2

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Bk. S. Abut., C/Brg. S. Abut., 1A-1H, C/Pier, 2A-2K, C/Brg. N. Abut., and Bk. N. Abut.

GIRDER 3

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Bk. S. Abut., C/Brg. S. Abut., 1A-1H, C/Pier, 2A-2K, C/Brg. N. Abut., and Bk. N. Abut.

GIRDER 4

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Bk. S. Abut., C/Brg. S. Abut., 1A-1H, C/Pier, 2A-2K, C/Brg. N. Abut., and Bk. N. Abut.

BRUSH COLLEGE ROAD, PGL & CROWN

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Bk. S. Abut., C/Brg. S. Abut., 1A-1H, C/Pier, 2A-2K, C/Brg. N. Abut., and Bk. N. Abut.

GIRDER 5

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Bk. S. Abut., C/Brg. S. Abut., 1A-1H, C/Pier, 2A-2K, C/Brg. N. Abut., and Bk. N. Abut.

Note: Offsets measured perpendicular from the centerline of roadway.

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Table with 4 columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE. Values include monica.crinion, IIP, MCC, N.T.S., 4/29/2021.

Table with 4 columns: REVISED, CHECKED, DRAWN, CHECKED. Values include IIP, MCC, IIP, MCC.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS II STRUCTURE NO. 058-9202

SHEET NO. 5F-5 OF 5F-35 SHEETS

Table with 5 columns: F.A.U. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO. Values include 7448, 09-00933-01-BR, MACON, 1019, 675.

ILLINOIS FED. AID PROJECT CONTRACT NO. 95893

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	60+39.02	12.95	702.52	702.52
☒ Brg. S. Abut.	60+41.05	13.03	702.57	702.57
1A	60+51.18	13.35	702.80	702.82
1B	60+61.31	13.57	703.02	703.06
1C	60+71.45	13.71	703.22	703.26
1D	60+81.59	13.74	703.40	703.44
1E	60+91.72	13.69	703.56	703.59
1F	61+01.86	13.54	703.71	703.72
1G	61+11.99	13.30	703.83	703.83
1H	61+22.12	12.96	703.94	703.94
☒ Pier	61+29.19	12.67	704.01	704.01
2A	61+39.19	12.67	704.07	704.10
2B	61+49.19	12.67	704.12	704.19
2C	61+59.19	12.67	704.15	704.26
2D	61+69.19	12.67	704.16	704.31
2E	61+79.19	12.67	704.15	704.33
2F	61+89.19	12.67	704.12	704.32
2G	61+99.19	12.67	704.07	704.27
2H	62+09.19	12.67	704.00	704.18
2I	62+19.19	12.67	703.91	704.06
2J	62+29.19	12.67	703.80	703.90
2K	62+39.19	12.67	703.67	703.71
☒ Brg. N. Abut.	62+45.19	12.67	703.59	703.59
Bk. N. Abut.	62+47.19	12.67	703.55	703.55

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	60+38.24	22.22	702.31	702.31
☒ Brg. S. Abut.	60+40.29	22.25	702.36	702.36
1A	60+50.52	22.35	702.61	702.63
1B	60+60.75	22.37	702.83	702.87
1C	60+70.99	22.28	703.04	703.09
1D	60+81.22	22.11	703.23	703.27
1E	60+91.44	21.83	703.40	703.43
1F	61+01.66	21.47	703.55	703.56
1G	61+11.88	21.00	703.68	703.68
1H	61+22.08	20.45	703.79	703.79
☒ Pier	61+29.19	20.00	703.86	703.86
2A	61+39.19	20.00	703.93	703.95
2B	61+49.19	20.00	703.97	704.04
2C	61+59.19	20.00	704.00	704.11
2D	61+69.19	20.00	704.01	704.16
2E	61+79.19	20.00	704.00	704.18
2F	61+89.19	20.00	703.97	704.17
2G	61+99.19	20.00	703.92	704.12
2H	62+09.19	20.00	703.85	704.04
2I	62+19.19	20.00	703.76	703.91
2J	62+29.19	20.00	703.65	703.75
2K	62+39.19	20.00	703.52	703.57
☒ Brg. N. Abut.	62+45.19	20.00	703.44	703.44
Bk. N. Abut.	62+47.19	20.00	703.41	703.41

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	60+37.45	31.48	702.11	702.11
☒ Brg. S. Abut.	60+39.51	31.47	702.16	702.16
1A	60+49.85	31.36	702.41	702.44
1B	60+60.19	31.16	702.66	702.71
1C	60+70.52	30.86	702.89	702.94
1D	60+80.84	30.47	703.10	703.14
1E	60+91.16	29.98	703.28	703.31
1F	61+01.46	29.39	703.44	703.46
1G	61+11.76	28.71	703.58	703.58
1H	61+22.03	27.93	703.69	703.69
☒ Pier	61+29.19	27.33	703.76	703.76
2A	61+39.19	27.33	703.83	703.86
2B	61+49.19	27.33	703.87	703.94
2C	61+59.19	27.33	703.90	704.02
2D	61+69.19	27.33	703.91	704.07
2E	61+79.19	27.33	703.90	704.09
2F	61+89.19	27.33	703.87	704.08
2G	61+99.19	27.33	703.82	704.03
2H	62+09.19	27.33	703.75	703.94
2I	62+19.19	27.33	703.66	703.82
2J	62+29.19	27.33	703.55	703.66
2K	62+39.19	27.33	703.42	703.47
☒ Brg. N. Abut.	62+45.19	27.33	703.34	703.34
Bk. N. Abut.	62+47.19	27.33	703.31	703.31

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. S. Abut.	60+36.63	40.74	702.20	702.20
☒ Brg. S. Abut.	60+38.73	40.69	702.26	702.26
1A	60+49.17	40.37	702.53	702.56
1B	60+59.61	39.95	702.78	702.83
1C	60+70.04	39.44	703.01	703.06
1D	60+80.46	38.83	703.21	703.26
1E	60+90.87	38.12	703.40	703.43
1F	61+01.26	37.32	703.56	703.57
1G	61+11.64	36.42	703.69	703.69
1H	61+21.99	35.42	703.81	703.80
☒ Pier	61+29.19	34.67	703.87	703.87
2A	61+39.19	34.67	703.94	703.97
2B	61+49.19	34.67	703.98	704.06
2C	61+59.19	34.67	704.01	704.13
2D	61+69.19	34.67	704.02	704.18
2E	61+79.19	34.67	704.01	704.21
2F	61+89.19	34.67	703.98	704.20
2G	61+99.19	34.67	703.93	704.15
2H	62+09.19	34.67	703.86	704.06
2I	62+19.19	34.67	703.77	703.93
2J	62+29.19	34.67	703.66	703.77
2K	62+39.19	34.67	703.53	703.58
☒ Brg. N. Abut.	62+45.19	34.67	703.45	703.45
Bk. N. Abut.	62+47.19	34.67	703.42	703.42

Note: Offsets measured perpendicular from the ☒ of roadway.

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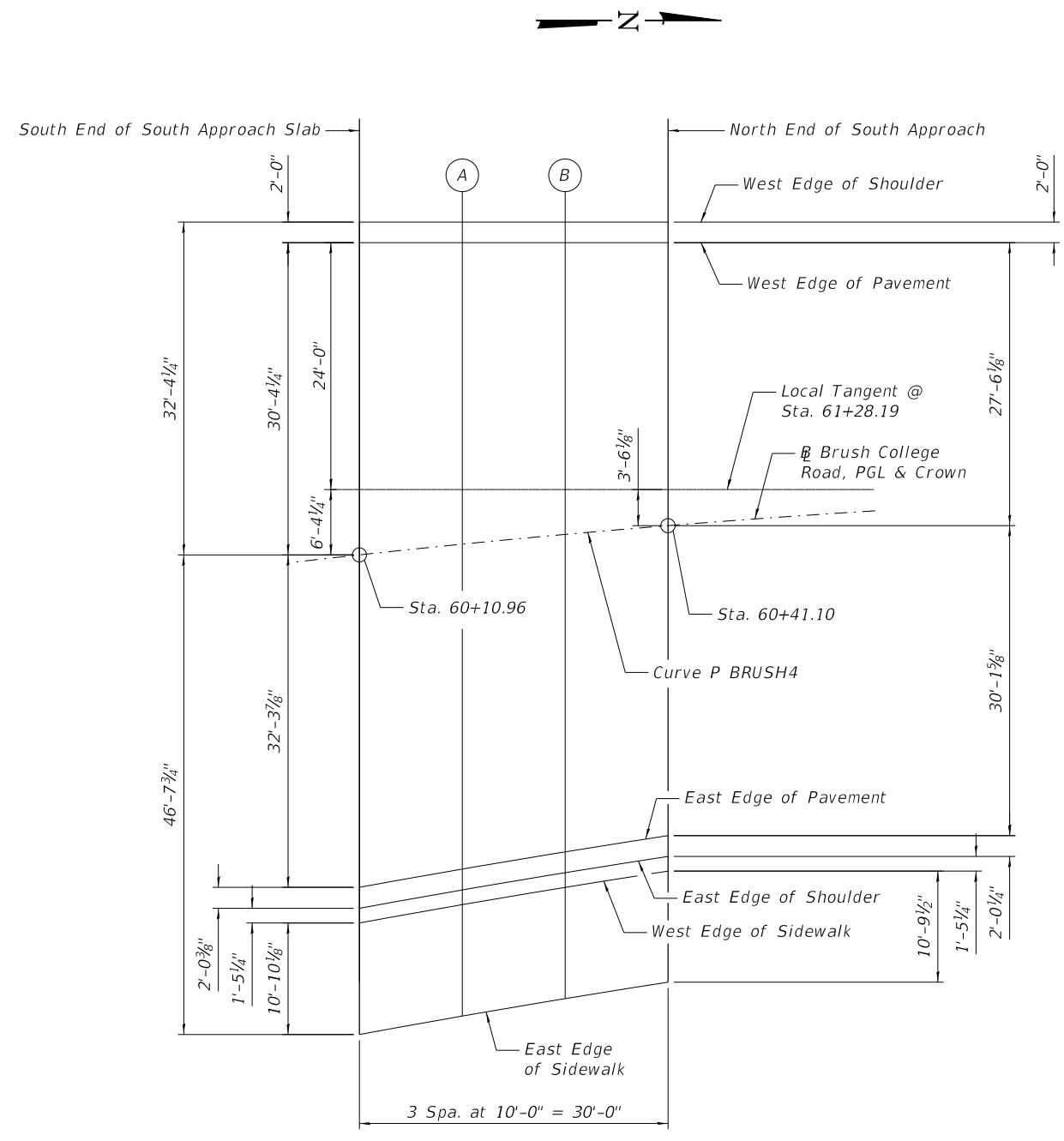
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS III
STRUCTURE NO. 058-9202**

SHEET NO. 5F-6 OF 5F-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	676
CONTRACT NO. 95893				
ILLINOIS FED. AID PROJECT				

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PLAN
(South Approach)

Note:
Offsets measured perpendicular from the \mathcal{B} of Brush College Road.

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	60+14.37	-32.17	701.45
A	60+24.03	-31.16	701.75
B	60+33.72	-30.25	702.03
N. End of S. Appr. Slab	60+43.41	-29.42	702.30

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	60+07.12	34.15	701.19
A	60+17.58	33.45	701.52
B	60+28.02	32.75	701.83
N. End of S. Appr. Slab	60+38.43	32.05	702.12

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	60+14.16	-30.18	701.48
A	60+23.85	-29.17	701.79
B	60+33.55	-28.25	702.07
N. End of S. Appr. Slab	60+43.26	-27.42	702.33

WEST EDGE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	60+06.95	35.58	701.21
A	60+17.43	34.88	701.54
B	60+27.88	34.18	701.85
N. End of S. Appr. Slab	60+38.31	33.48	702.14

\mathcal{B} BRUSH COLLEGE ROAD, PGL & CROWN

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	60+10.96	0.00	701.99
A	60+21.02	0.00	702.29
B	60+31.06	0.00	702.57
N. End of S. Appr. Slab	60+41.10	0.00	702.83

EAST EDGE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	60+05.68	46.36	701.33
A	60+16.27	45.65	701.66
B	60+26.83	44.94	701.98
N. End of S. Appr. Slab	60+37.37	44.24	702.27

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	60+07.35	32.13	701.24
A	60+17.79	31.43	701.57
B	60+28.21	30.73	701.88
N. End of S. Appr. Slab	60+38.60	30.04	702.16



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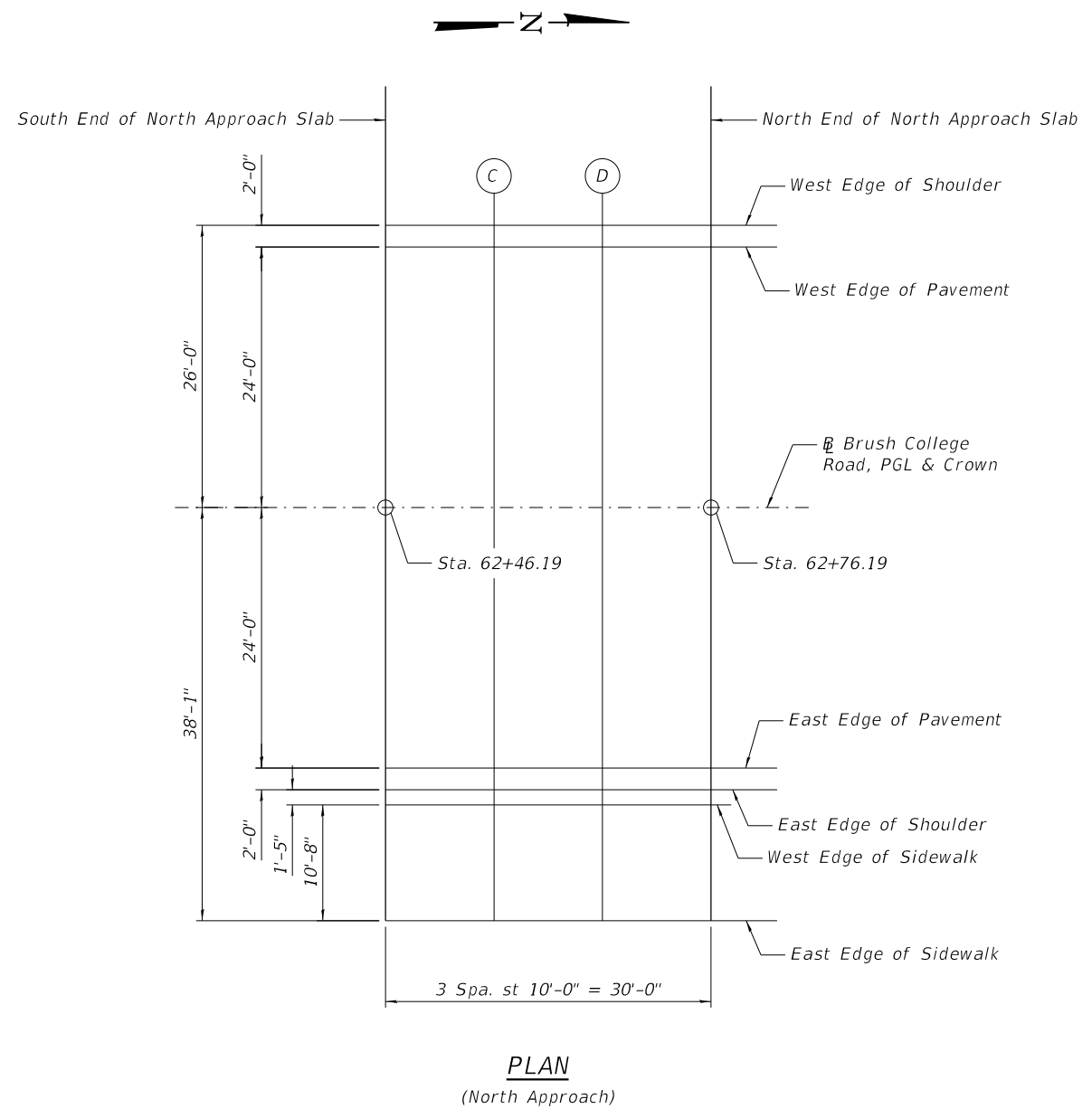
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS I
STRUCTURE NO. 058-9202

SHEET NO. 5F-7 OF 5F-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 95893			ILLINOIS FED. AID PROJECT	

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PLAN
(North Approach)

Note:
 Offsets measured perpendicular from
 the centerline of Brush College Road.

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Slab	62+46.19	-26.00	703.30
C	62+56.19	-26.00	703.14
D	62+66.19	-26.00	702.96
N. End of N. Appr. Slab	62+76.19	-26.00	702.76

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Slab	62+46.19	26.00	703.30
C	62+56.19	26.00	703.14
D	62+66.19	26.00	702.96
N. End of N. Appr. Slab	62+76.19	26.00	702.76

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Slab	62+46.19	-24.00	703.34
C	62+56.19	-24.00	703.18
D	62+66.19	-24.00	703.00
N. End of N. Appr. Slab	62+76.19	-24.00	702.80

WEST EDGE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Slab	62+46.19	27.42	703.32
C	62+56.19	27.42	703.16
D	62+66.19	27.42	702.98
N. End of N. Appr. Slab	62+76.19	27.42	702.78

BRUSH COLLEGE ROAD, PGL & CROWN

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Slab	62+46.19	0.00	703.82
C	62+56.19	0.00	703.66
D	62+66.19	0.00	703.48
N. End of N. Appr. Slab	62+76.19	0.00	703.28

EAST EDGE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Slab	62+46.19	38.08	703.48
C	62+56.19	38.08	703.32
D	62+66.19	38.08	703.14
N. End of N. Appr. Slab	62+76.19	38.08	702.94

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Slab	62+46.19	24.00	703.34
C	62+56.19	24.00	703.18
D	62+66.19	24.00	703.00
N. End of N. Appr. Slab	62+76.19	24.00	702.80



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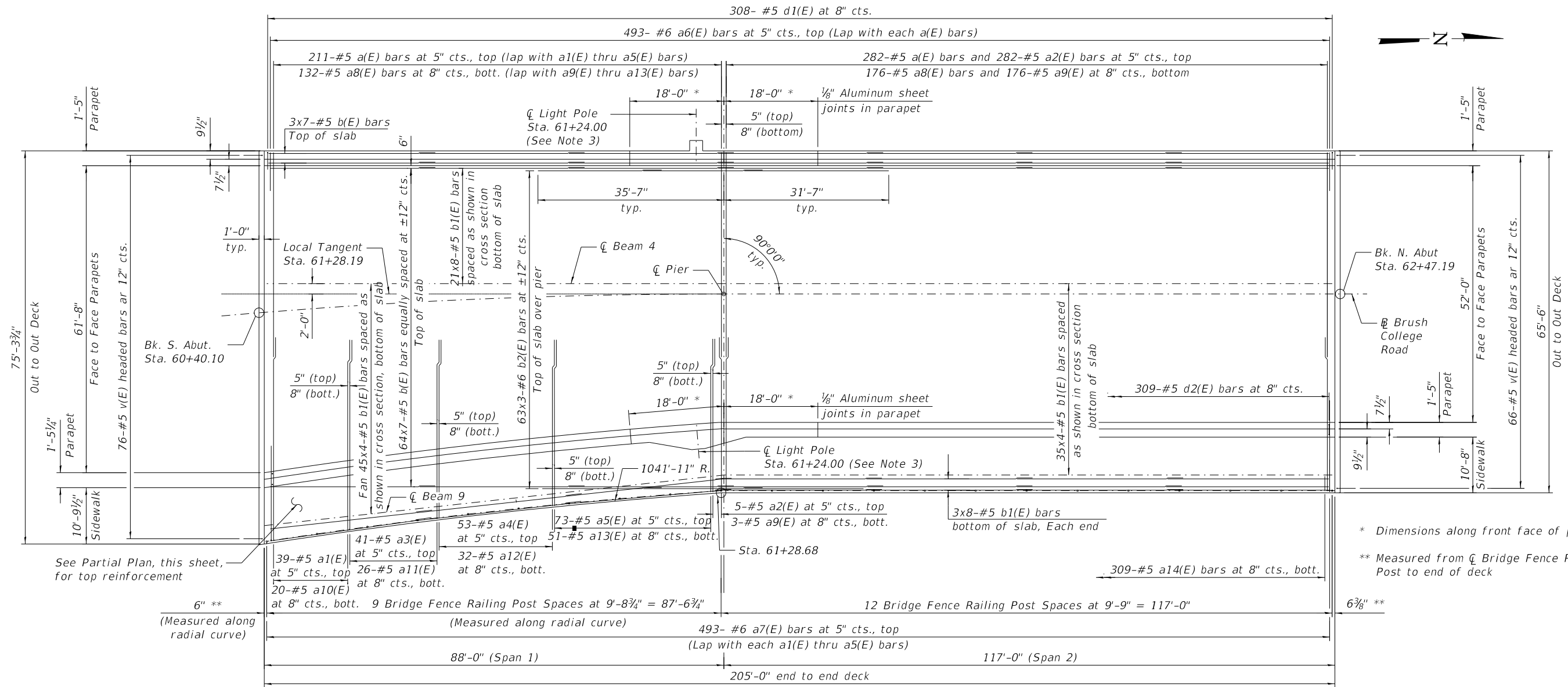
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF APPROACH SLAB ELEVATIONS II
 STRUCTURE NO. 058-9202**

SHEET NO. 5F-8 OF 5F-35 SHEETS

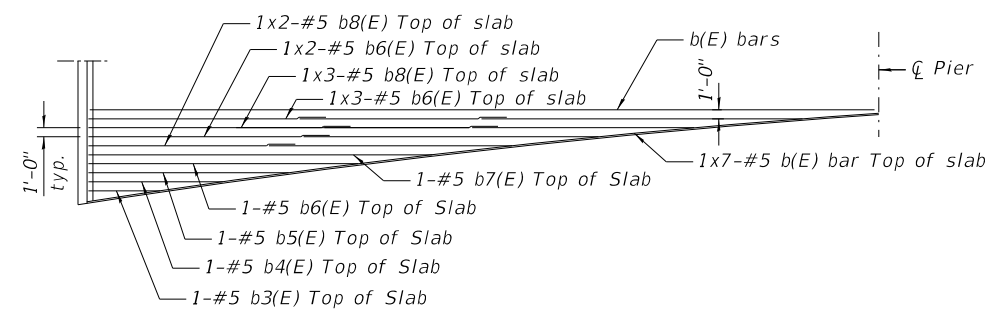
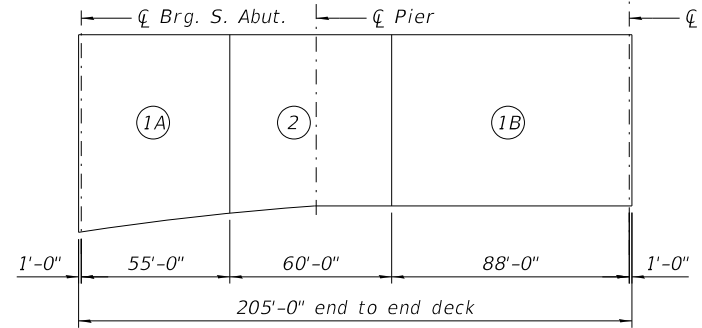
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CONTRACT NO. 95893				
ILLINOIS FED. AID PROJECT				

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* Dimensions along front face of parapet
 ** Measured from ϕ Bridge Fence Railing Post to end of deck

MINIMUM BAR LAP
 (Unless Noted Otherwise)
 #5 bar = 3'-6"
 #6 bar = 3'-7"



- NOTES:**
- See Sheet SF-10 for deck cross section.
 - For parapet reinforcement and details, see Sheets SF-11 and SF-12.
 - For parapet mounted light pole details, see Sheet SF-12.
 - For bar details and Bill of Material, see Sheets SF-12.
 - Bars indicated thus 34x5-#5 etc. indicates 34 lines of bars with 5 lengths per line.
 - See Sheet SF-19 for sidewalk mounted bridge fence railing details along east edge of bridge deck.



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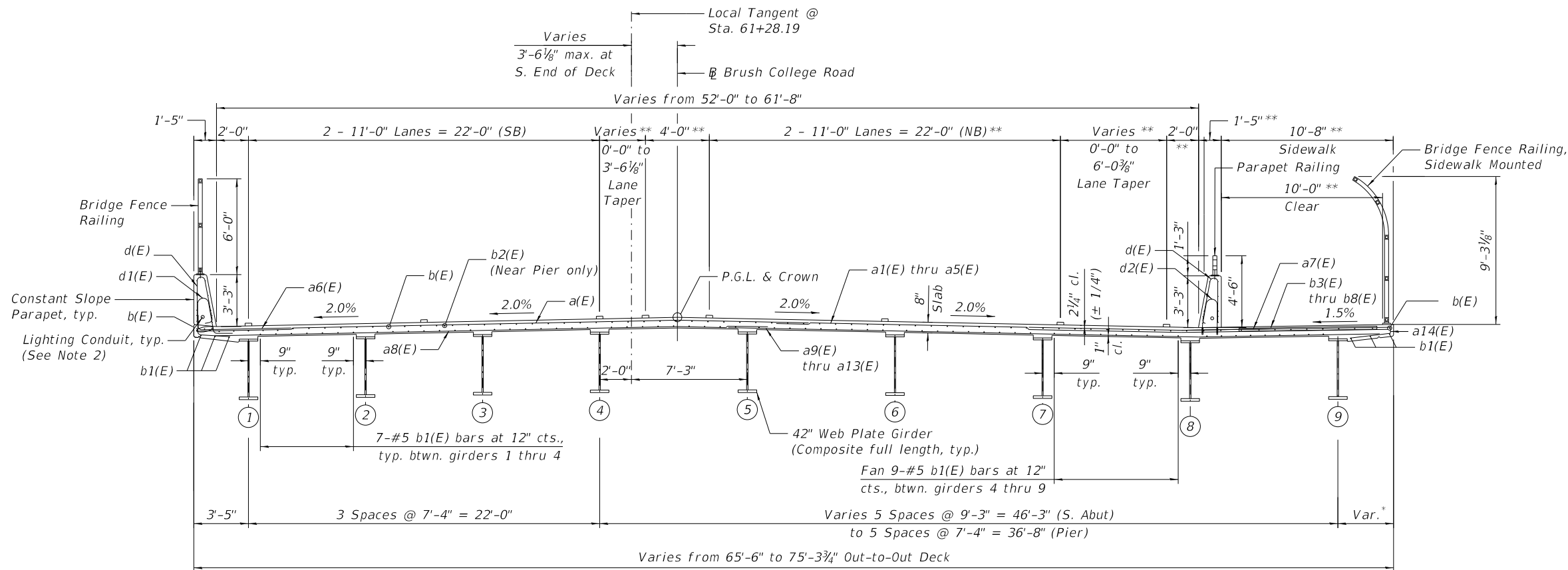
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE
 STRUCTURE NO. 058-9202**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 95893				
ILLINOIS FED. AID PROJECT				

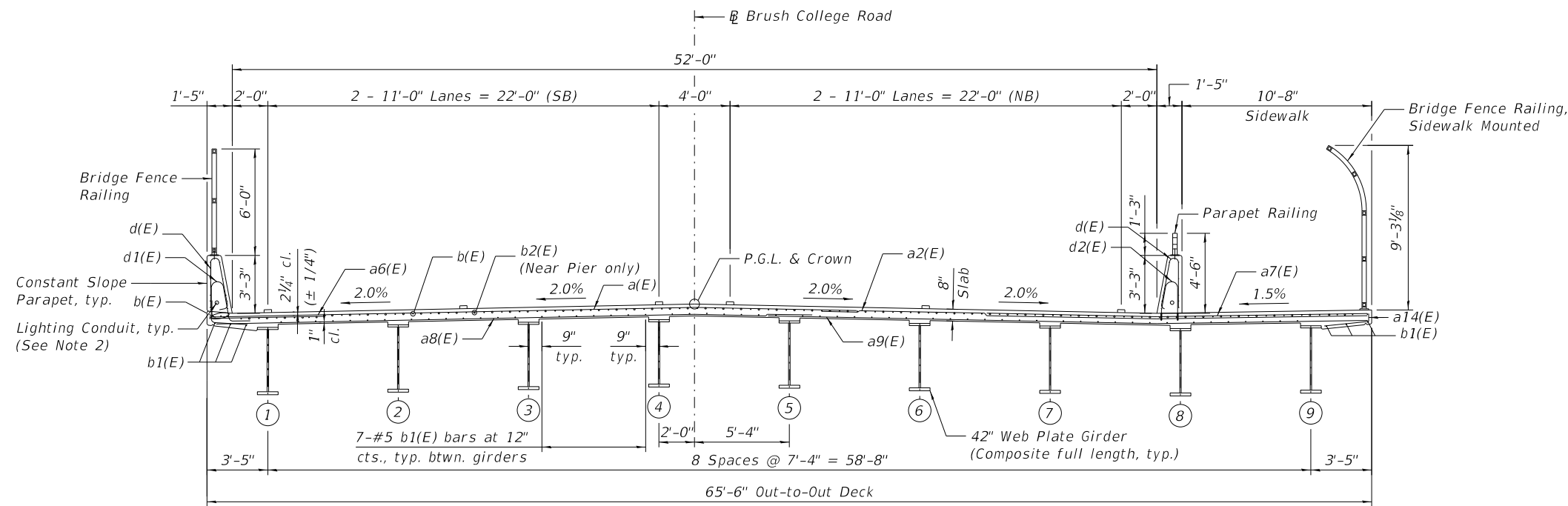
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CROSS SECTION

(Looking North)
 Sta. 60+41.10 to Sta. 61+29.19



CROSS SECTION

(Looking North)
 Sta. 61+29.19 to Sta. 62+46.19

NOTES:

1. Dimensions shown are measured perpendicular to the Local Tangent unless otherwise noted.

2. For conduit and electrical details see Proposed Lighting Plan sheets.

* East Parapet overhand varies 2'-6" to 3'-5 7/8" measured at Rt. L's to Brush College Road

** Dimensions measured @ Rt. L's to the Brush College Road



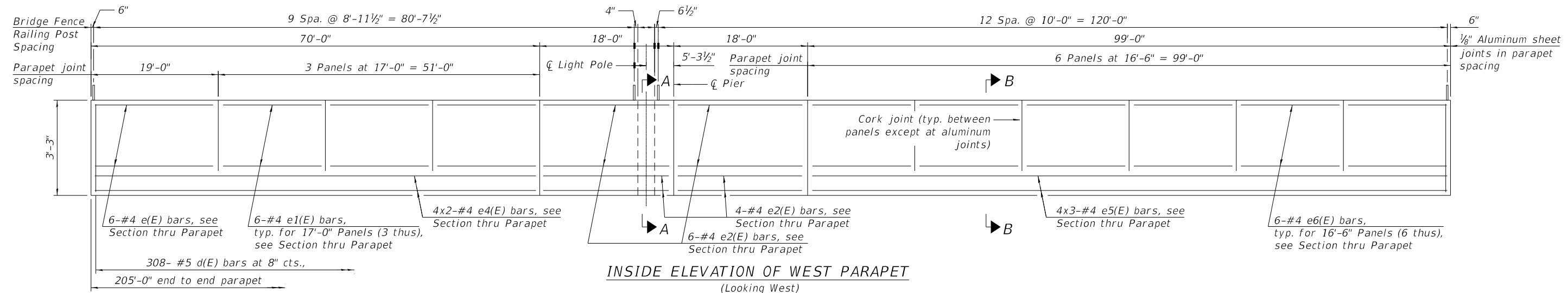
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

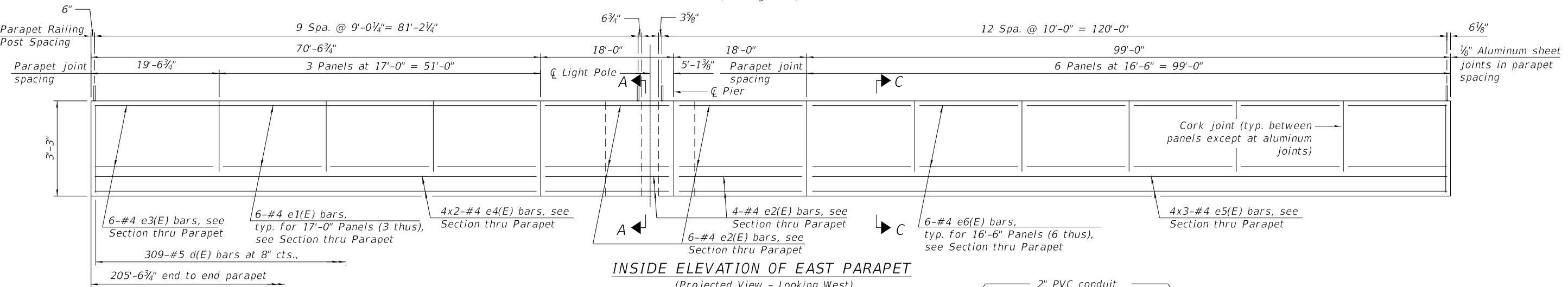
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 STRUCTURE NO. 058-9202**

SHEET NO. 5F-10 OF 5F-35 SHEETS

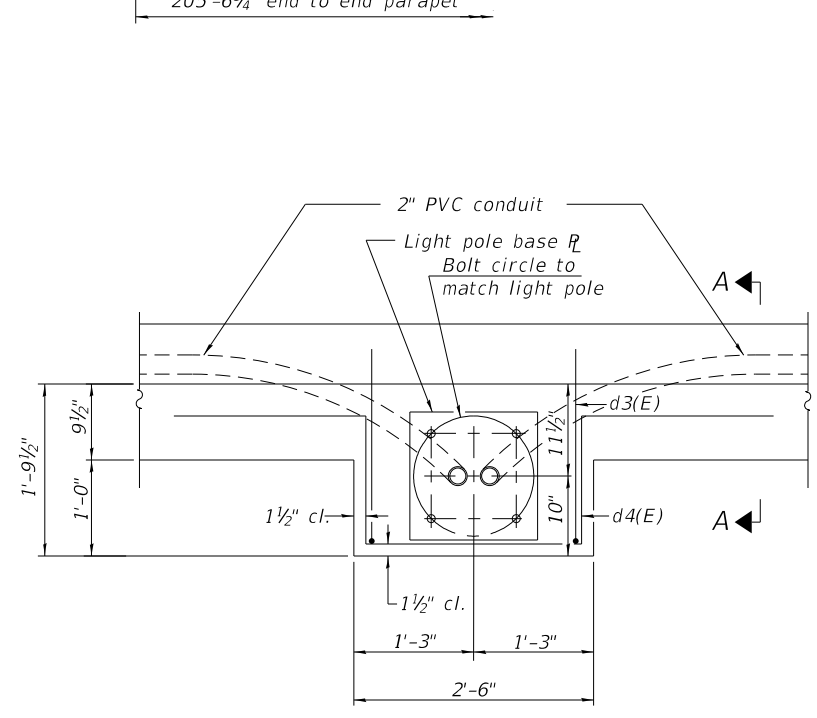
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		ILLINOIS FED. AID PROJECT		



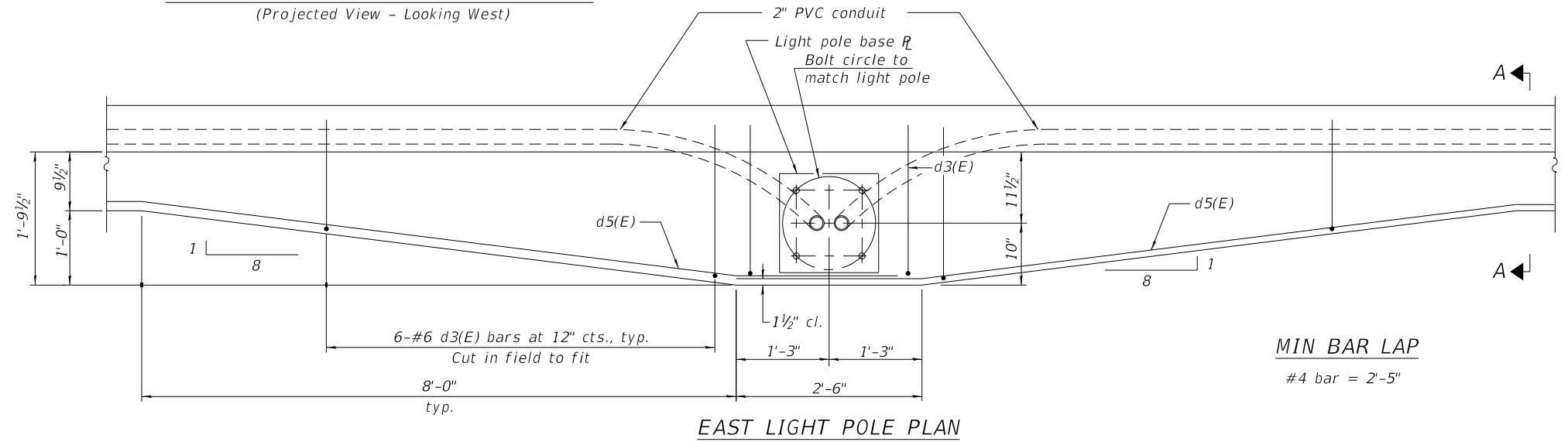
INSIDE ELEVATION OF WEST PARAPET
(Looking West)



INSIDE ELEVATION OF EAST PARAPET
(Projected View - Looking West)



WEST LIGHT POLE PLAN



EAST LIGHT POLE PLAN

MIN BAR LAP
#4 bar = 2'-5"

NOTES:

1. See Sheet SF-12 for sections thru parapets.
2. Parapet joint spacing measured along inside face of parapet.
3. Bars indicated thus 4x2-#4 etc. indicates 4 lines of bars with 2 lengths per line.
4. See Sheet SF-12 for bar details and Bill of Material.
5. Railing post spacing measured along centerline of posts.
6. See Sheet SF-17 for details of the bridge fence railing mounted on the west parapet.
7. See Sheet SF-19 for details of the parapet railing mounted on the east parapet.
8. For conduit and electrical details see Proposed Lighting Plan sheets.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

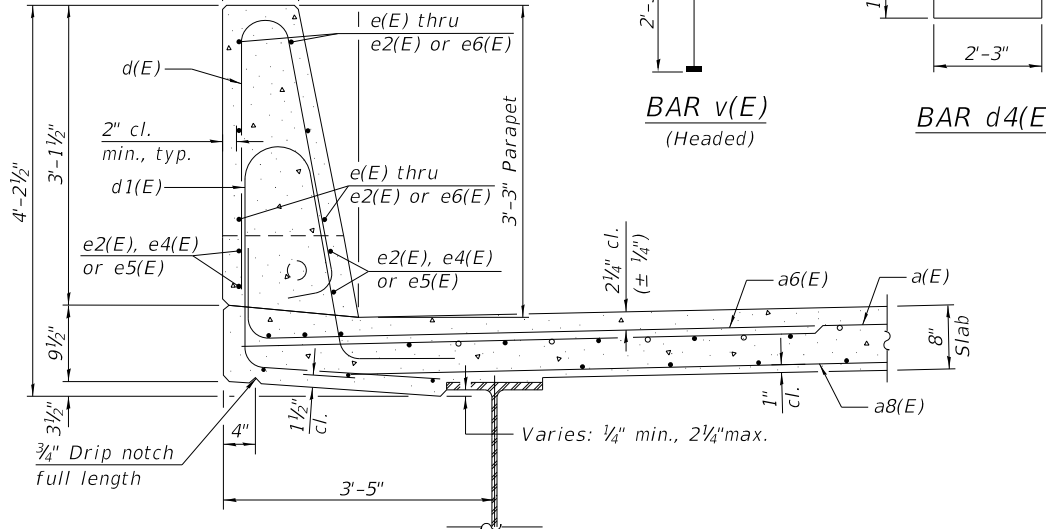
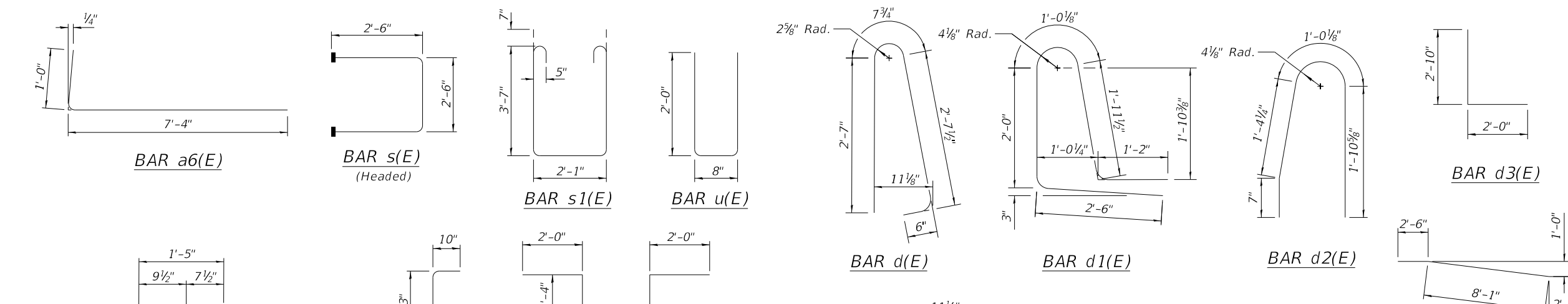
SUPERSTRUCTURE DETAILS II
STRUCTURE NO. 058-9202

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 95893				
ILLINOIS FED. AID PROJECT				

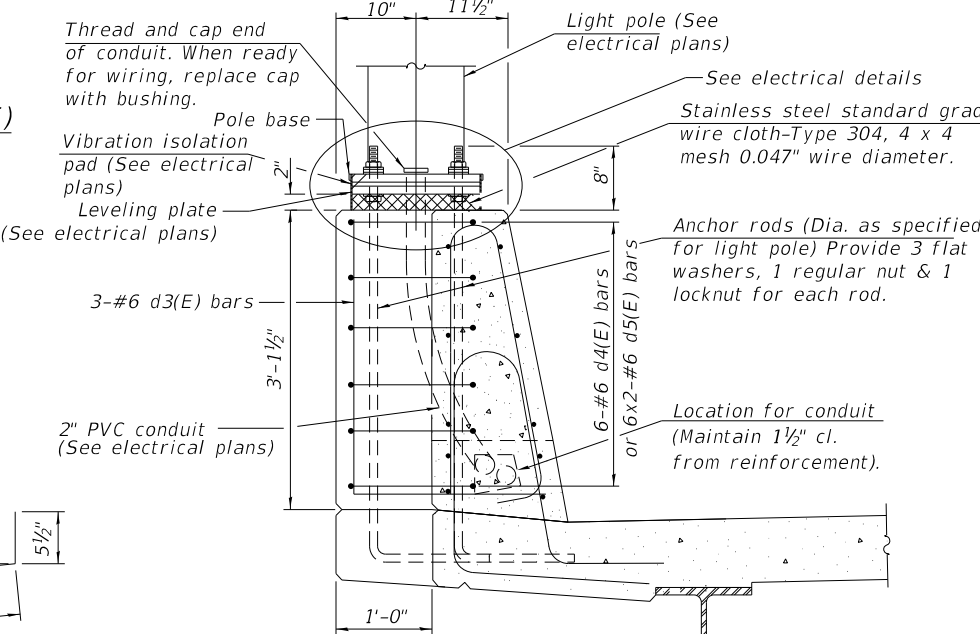
SHEET NO. 5F-11 OF 5F-35 SHEETS

**SUPERSTRUCTURE
BILL OF MATERIAL**

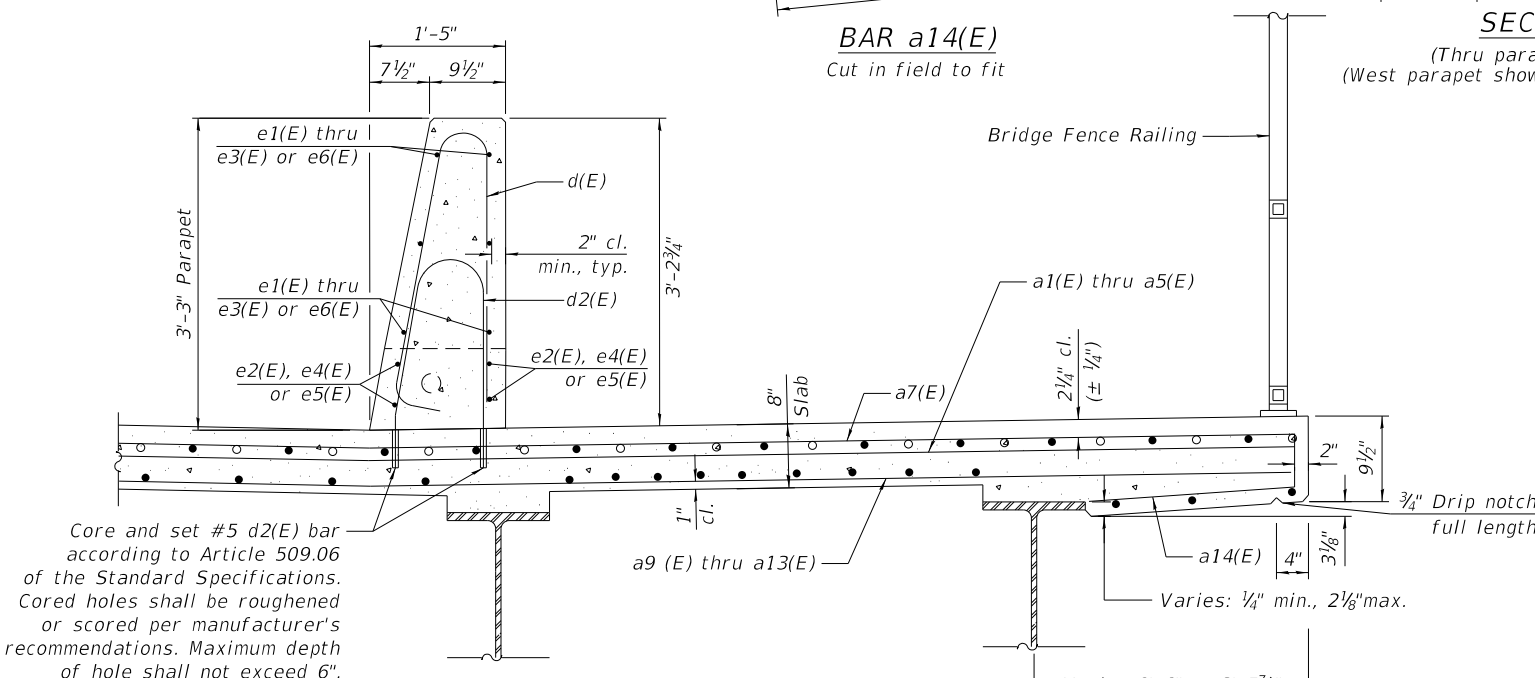
Bar	No.	Size	Length	Shape
a1(E)	493	#5	40'-0"	—
a2(E)	39	#5	38'-6"	—
a3(E)	41	#5	36'-8"	—
a4(E)	53	#5	34'-9"	—
a5(E)	73	#5	32'-4"	—
a6(E)	493	#6	8'-4"	—
a7(E)	493	#6	21'-6"	—
a8(E)	308	#5	35'-0"	—
a9(E)	179	#5	33'-11"	—
a10(E)	20	#5	43'-6"	—
a11(E)	26	#5	42'-0"	—
a12(E)	32	#5	40'-1"	—
a13(E)	51	#5	37'-8"	—
a14(E)	309	#5	3'-0"	—
b(E)	476	#5	32'-4"	—
b1(E)	536	#5	28'-9"	—
b2(E)	189	#6	24'-10"	—
b3(E)	1	#5	8'-0"	—
b4(E)	1	#5	14'-11"	—
b5(E)	1	#5	22'-3"	—
b6(E)	6	#5	30'-1"	—
b7(E)	1	#5	38'-3"	—
b8(E)	5	#5	25'-4"	—
d(E)	617	#5	6'-5"	—
d1(E)	308	#5	8'-8"	—
d2(E)	309	#5	4'-10"	—
d3(E)	18	#6	4'-10"	—
d4(E)	6	#6	8'-11"	—
d5(E)	12	#6	13'-1"	—
e(E)	6	#4	18'-8"	—
e1(E)	36	#4	16'-8"	—
e2(E)	40	#4	17'-8"	—
e3(E)	6	#4	19'-3"	—
e4(E)	16	#4	36'-4"	—
e5(E)	24	#4	26'-6"	—
e6(E)	72	#4	16'-2"	—
m(E)	15	#6	26'-11"	—
m1(E)	22	#6	6'-10"	—
m2(E)	10	#6	8'-9"	—
m3(E)	8	#6	1'-9"	—
m4(E)	22	#6	6'-10"	—
m5(E)	10	#6	8'-9"	—
m6(E)	8	#6	1'-9"	—
m7(E)	10	#6	33'-5"	—
m8(E)	6	#4	26'-1"	—
m9(E)	6	#4	22'-9"	—
s(E)	130	#5	7'-6"	—
s1(E)	130	#5	10'-6"	—
u(E)	130	#4	4'-8"	—
v(E)	142	#5	3'-1"	—
Concrete Superstructure	Cu. Yd.	493.5		
Bridge Deck Grooving	Sq. Yd.	1,168		
Protective Coat	Sq. Yd.	1,769		
Reinforcement Bars, Epoxy Coated	Lbs.	139,250		



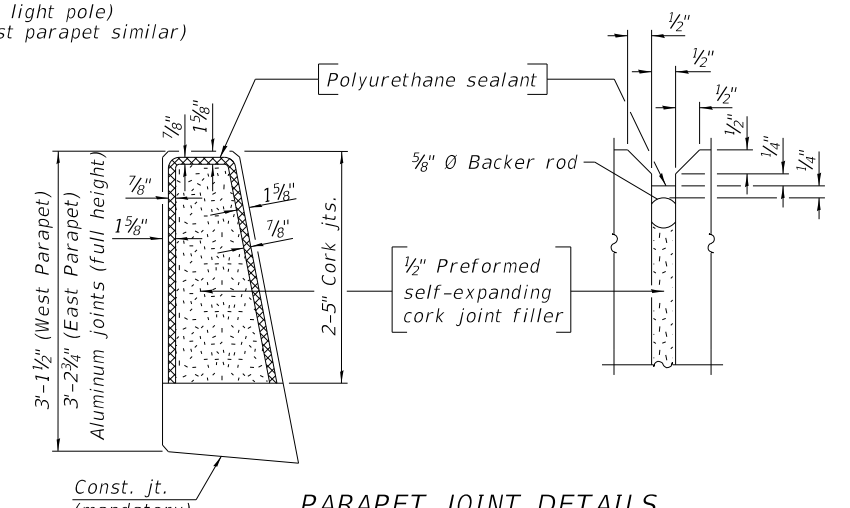
SECTION B-B
(Thru West Parapet)



SECTION A-A
(Thru parapet at light pole)
(West parapet shown, East parapet similar)



SECTION C-C
(Thru East Parapet)



PARAPET JOINT DETAILS

- NOTES:**
- The 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
 - The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
 - Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
 - Cost of anchor rods for light pole foundation included with Concrete Superstructure.
 - For conduit and electrical details see Proposed Lighting Plan sheets.

MODEL SHEET
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USER NAME = monica.crinion	DESIGNED - MK	REVISED -
PLOT SCALE = N.T.S.	CHECKED - DD	REVISED -
PLOT DATE = 4/29/2021	DRAWN - MK	REVISED -
	CHECKED - DD	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

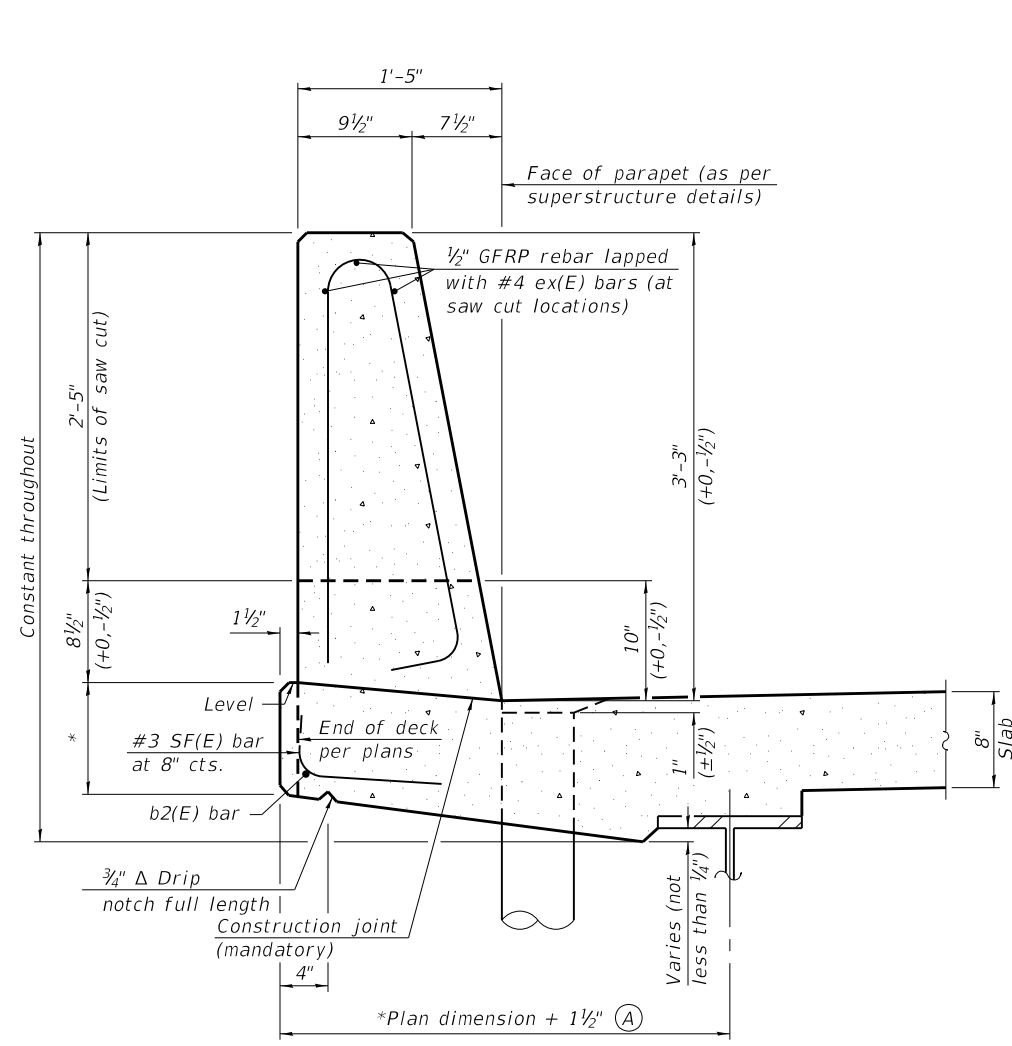
**SUPERSTRUCTURE DETAILS III
STRUCTURE NO. 058-9202**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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				CONTRACT NO. 95893

SHEET NO. 5F-12 OF 5F-35 SHEETS

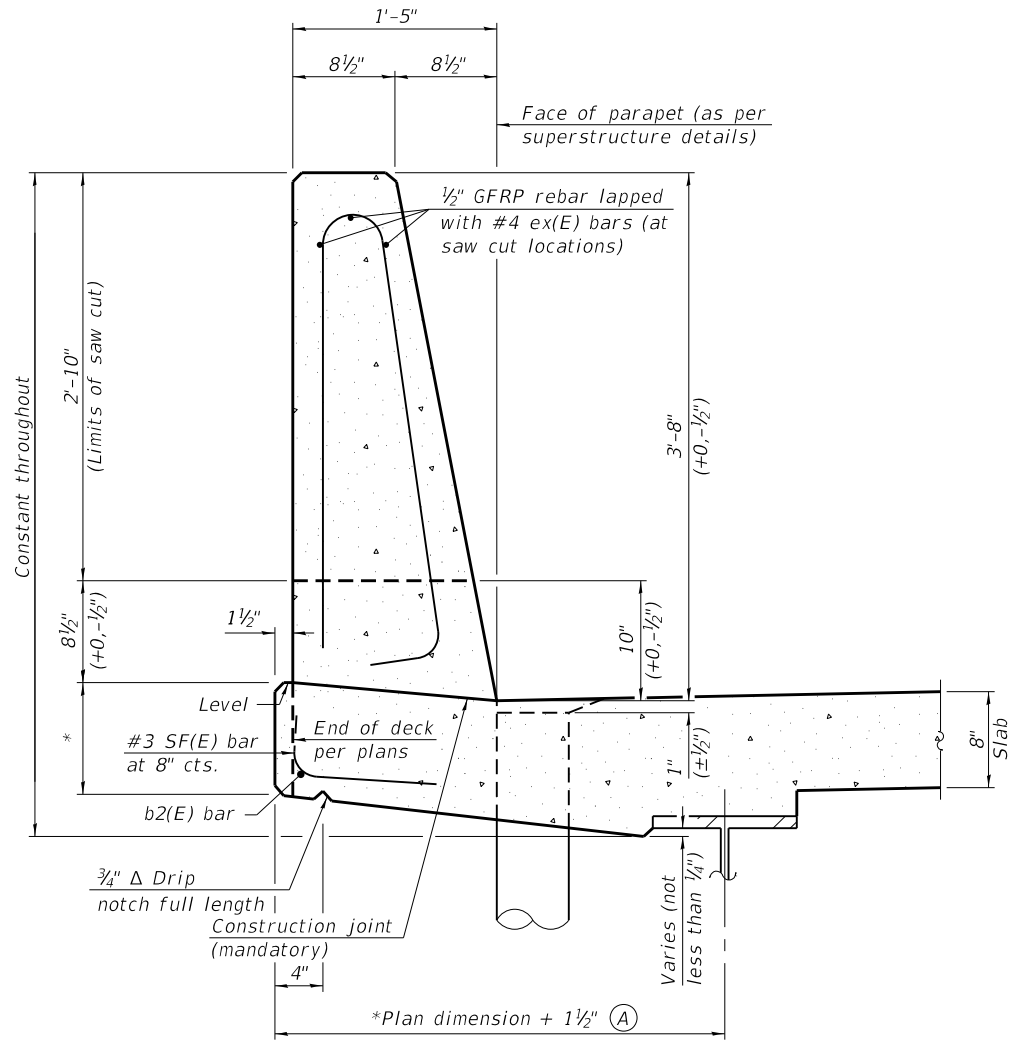
ILLINOIS FED. AID PROJECT

MODEL SHEET
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**39" CONSTANT-SLOPE
PARAPET SECTION**

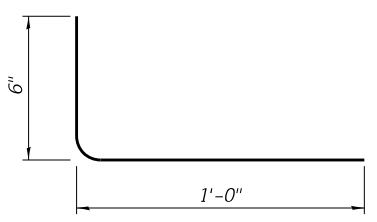
(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



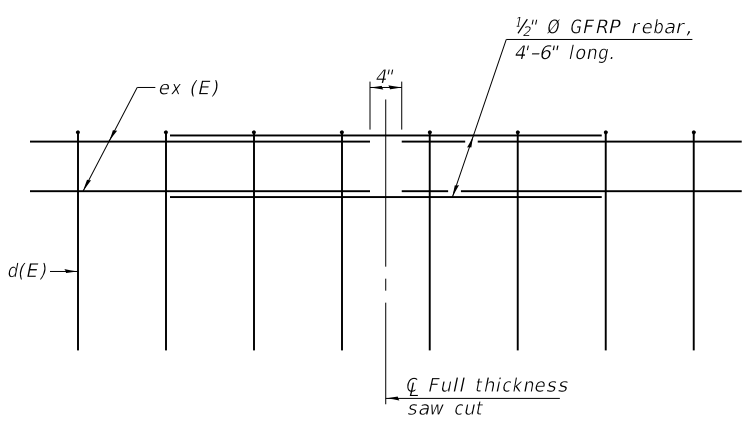
**44" CONSTANT-SLOPE
PARAPET SECTION**

(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)

*See Superstructure Details.



#3 (E) BAR



GFRP REBAR STIFFENING DETAIL

(Place as shown in parapet section at each parapet joint location.)

Notes:
 All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.
 Place full depth aluminum sheets as shown on superstructure details.
 Replace all cork joint filler locations with a full thickness saw cut.
 Steel superstructure shown. Other superstructure types similar.

SFP 39-44

1-1-2020



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	CHECKED - MCC	REVISED -

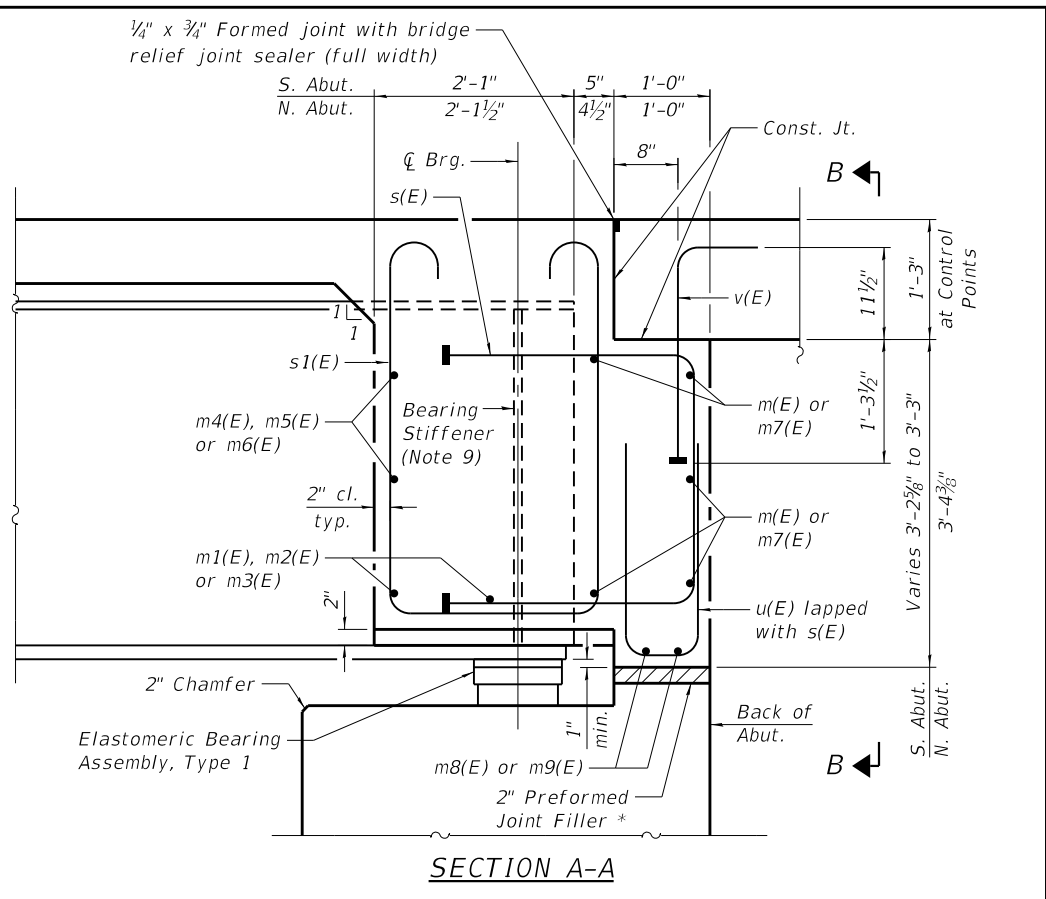
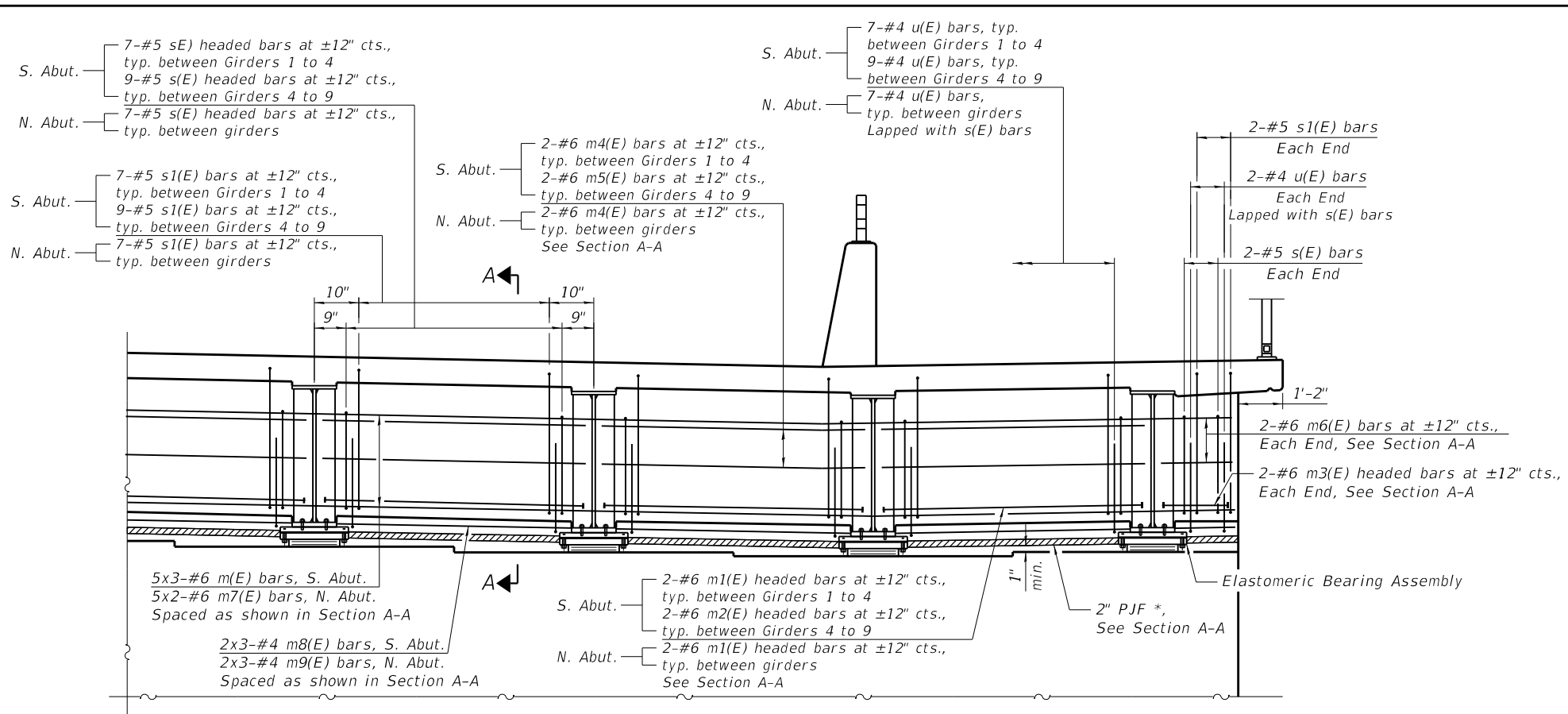
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 058-9202**

SHEET NO. 5F-13 OF 5F-35 SHEETS

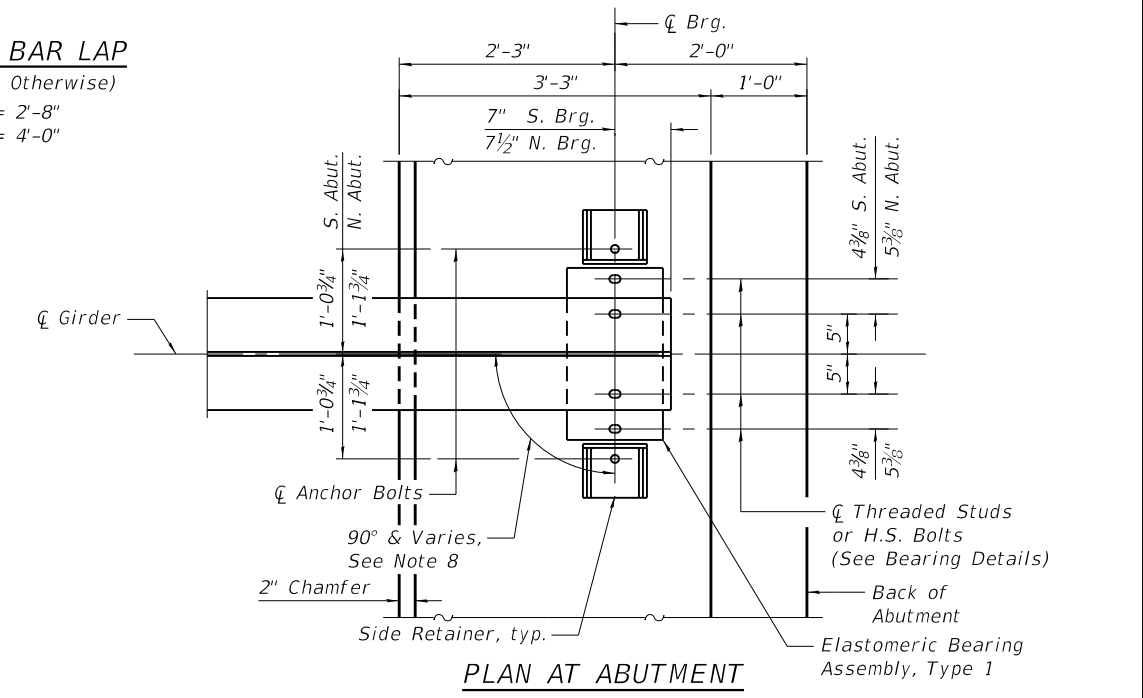
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	683
CONTRACT NO. 95893				
ILLINOIS FED. AID PROJECT				

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MINIMUM BAR LAP
 (Unless Noted Otherwise)
 #4 bar = 2'-8"
 #6 bar = 4'-0"

* Cost included with Concrete Superstructure



NOTES

1. Reinforcement bars in diaphragm are billed with superstructure on Sheet SF-12.
2. Bars indicated thus 5x3-#6 etc. indicates 5 lines of bars with 3 lengths per line.
3. Concrete in diaphragm is included with Concrete Superstructure on Sheet SF-12.
4. For details of bars s(E), s1(E), u(E) and v(E) see Sheet SF-12.
5. The s(E), s1(E), u(E) and v(E) bars shall be placed parallel to the girders. Spacing for these bars shall be at right angles to the girders.
6. The approach slab seat shall have a constant slope determined from the control points shown.
7. For bearing details see Sheet SF-25.
8. For anchor bolt layout on abutment cap, see Sheets SF-26 & SF-27.
9. Bearing stiffeners placed at right angles to girder web.
10. Girders shall be braced for stability during erection and remain braced until deck is poured and cured.



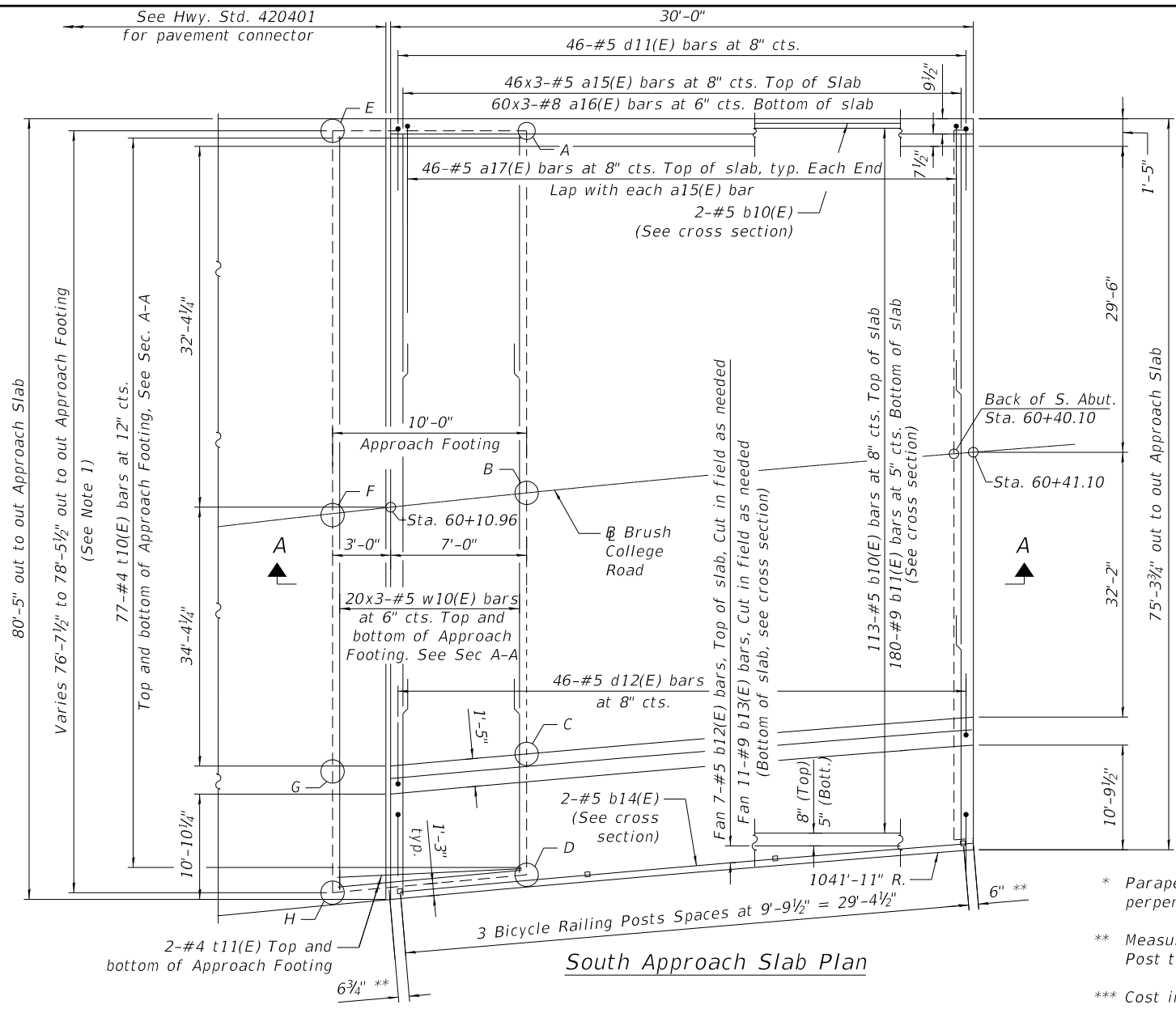
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STATE OF ILLINOIS
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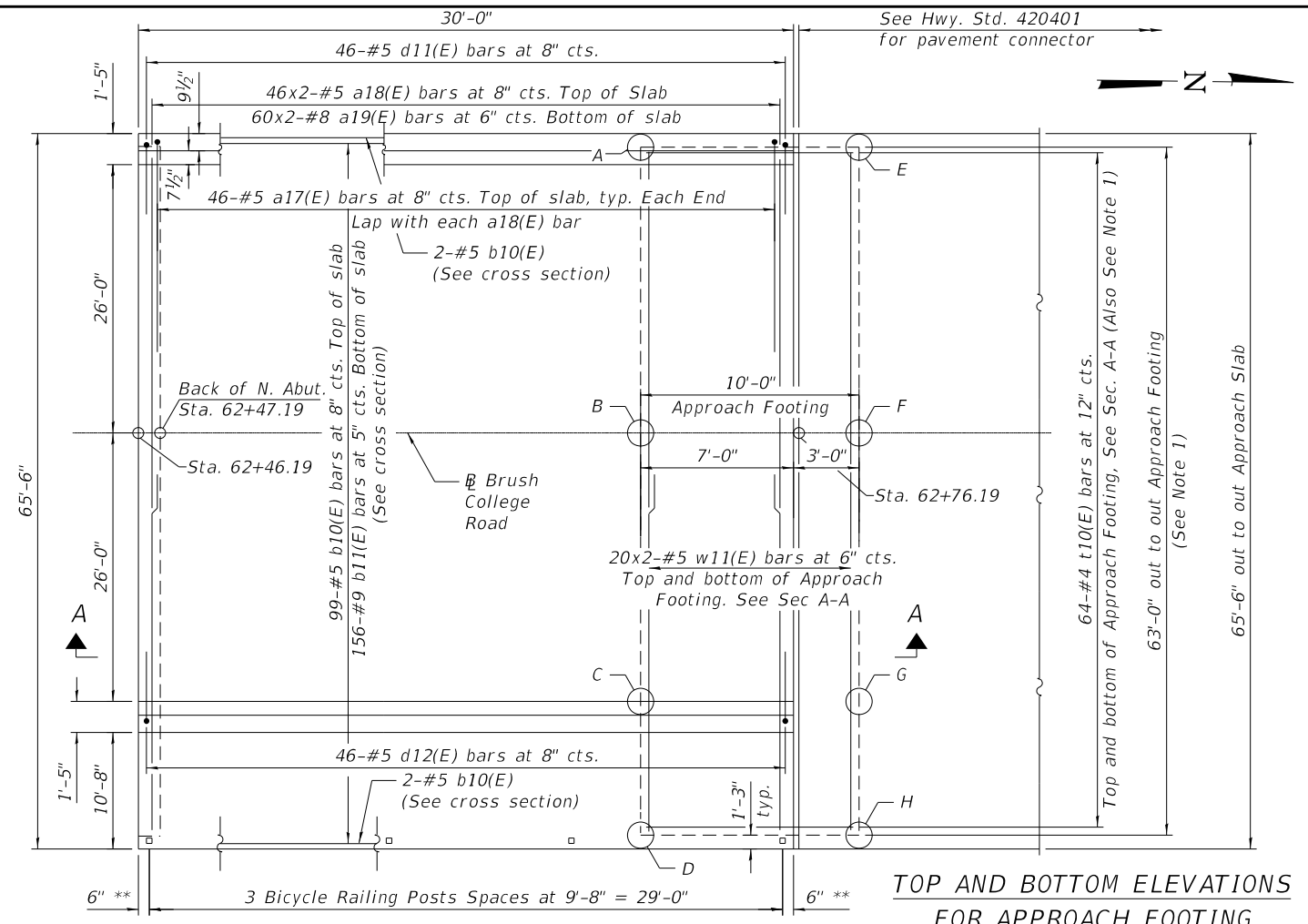
DIAPHRAGM DETAILS
STRUCTURE NO. 058-9202

SHEET NO. SF-14 OF SF-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	684
			CONTRACT NO. 95893	
		ILLINOIS FED. AID PROJECT		



South Approach Slab Plan



North Approach Slab Plan

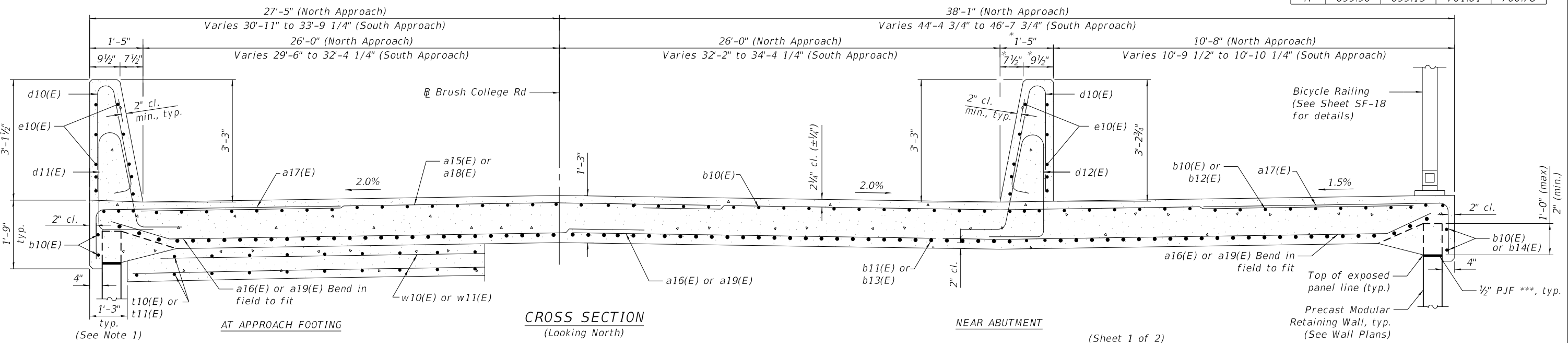
TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point	South Approach		North Approach	
	Top	Bottom	Top	Bottom
A	700.41	699.57	701.65	700.82
B	700.95	700.12	702.17	701.34
C	700.17	699.34	701.65	700.82
D	700.30	699.46	701.82	700.98
E	700.10	699.27	701.44	700.61
F	700.65	699.82	701.97	701.13
G	699.84	699.01	701.44	700.61
H	699.96	699.13	701.61	700.78

MIN BAR LAP

#5 bar = 3'-4"
#8 bar = 4'-9"

- * Parapet dimension measured perpendicular to \perp
- ** Measured from \perp Bicycle Railing Post to end of approach slab
- *** Cost included in Concrete Superstructure (Approach Slab)



CROSS SECTION (Looking North)

(Sheet 1 of 2)



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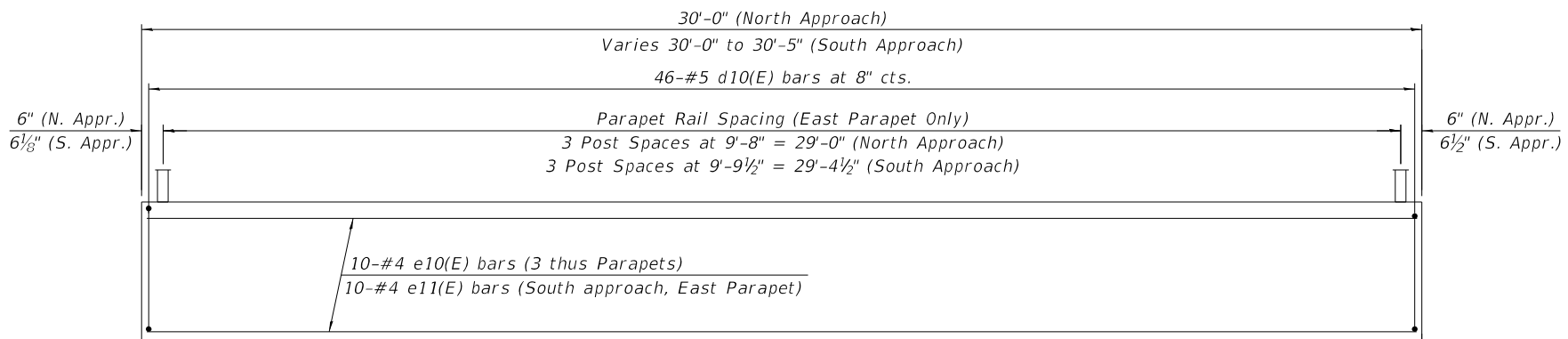
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS I
STRUCTURE NO. 058-9202

SHEET NO. 5F-15 OF 5F-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 95893			ILLINOIS FED. AID PROJECT	

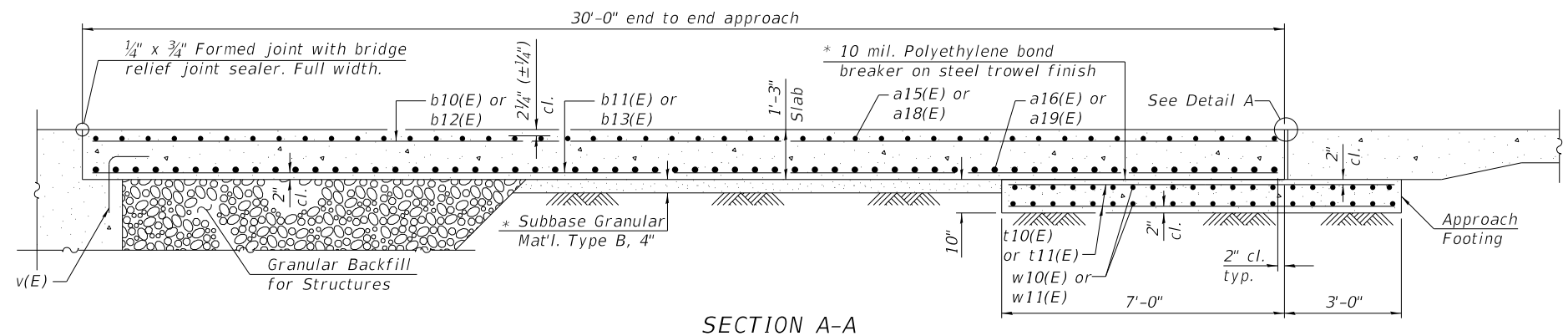
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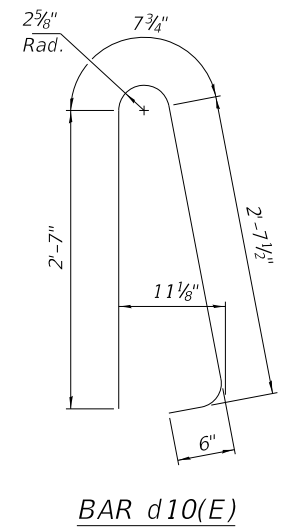
INSIDE ELEVATION OF PARAPET
(Looking East)

NOTES:

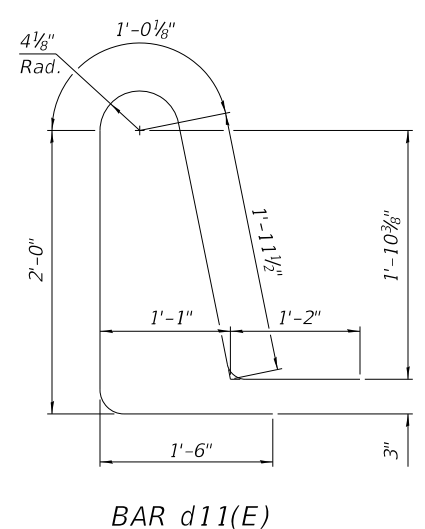
1. The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
2. Parapet concrete shall be paid for as Concrete Superstructure.
3. Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
4. Approach footing concrete shall be paid for as Concrete Structures.
5. The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
6. Cost of excavation for approach footing included with Concrete Structures.
7. For Granular Backfill for Structures and drainage treatment details, see Sheet SF-2.
8. See Sheet SF-18 for parapet railing details.



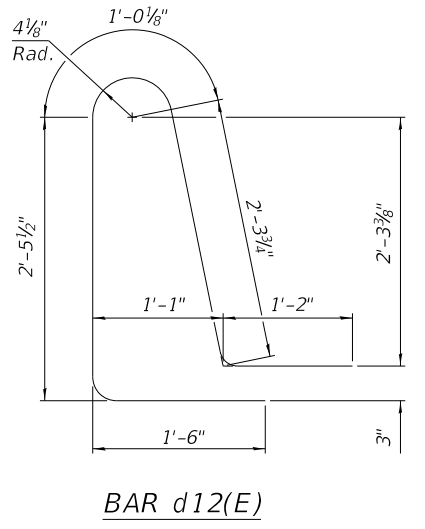
SECTION A-A



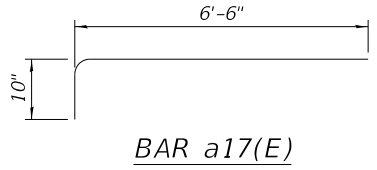
BAR d10(E)



BAR d11(E)



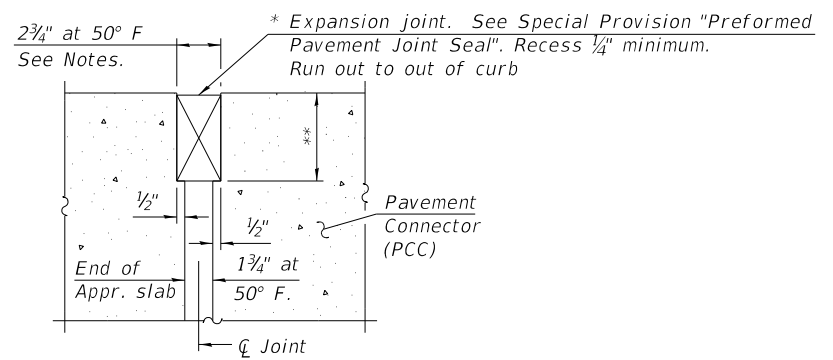
BAR d12(E)



BAR a17(E)

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a15(E)	138	#5	28'-1"	—
a16(E)	180	#8	29'-2"	—
a17(E)	184	#5	7'-4"	—
a18(E)	92	#5	33'-0"	—
a19(E)	120	#8	33'-11"	—
b10(E)	218	#5	29'-8"	—
b11(E)	336	#9	29'-8"	—
b12(E)	7	#5	27'-6"	—
b13(E)	11	#9	27'-0"	—
b14(E)	2	#5	30'-1"	—
d10(E)	184	#5	6'-5"	U
d11(E)	92	#5	7'-8"	U
d12(E)	92	#5	8'-6"	U
e10(E)	30	#4	29'-8"	—
e11(E)	10	#4	30'-1"	—
t10(E)	282	#4	9'-8"	—
t11(E)	4	#4	9'-10"	—
w10(E)	120	#5	28'-3"	—
w11(E)	80	#5	33'-0"	—
Concrete Superstructure			Cu. Yd.	15.7
Concrete Superstructure (Approach Slab)			Cu. Yd.	199.9
Bridge Deck Grooving			Sq. Yd.	350
Protective Coat			Sq. Yd.	536
Concrete Structures			Cu. Yd.	43.4
Reinforcement Bars, Epoxy Coated			Pound	87,130



DETAIL A

* Cost included with Concrete Superstructure (Approach Slab).
** Per manufacturer recommendations

MODEL SHEET
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PLOT DATE = 4/29/2021	DRAWN - IIP	REVISD -
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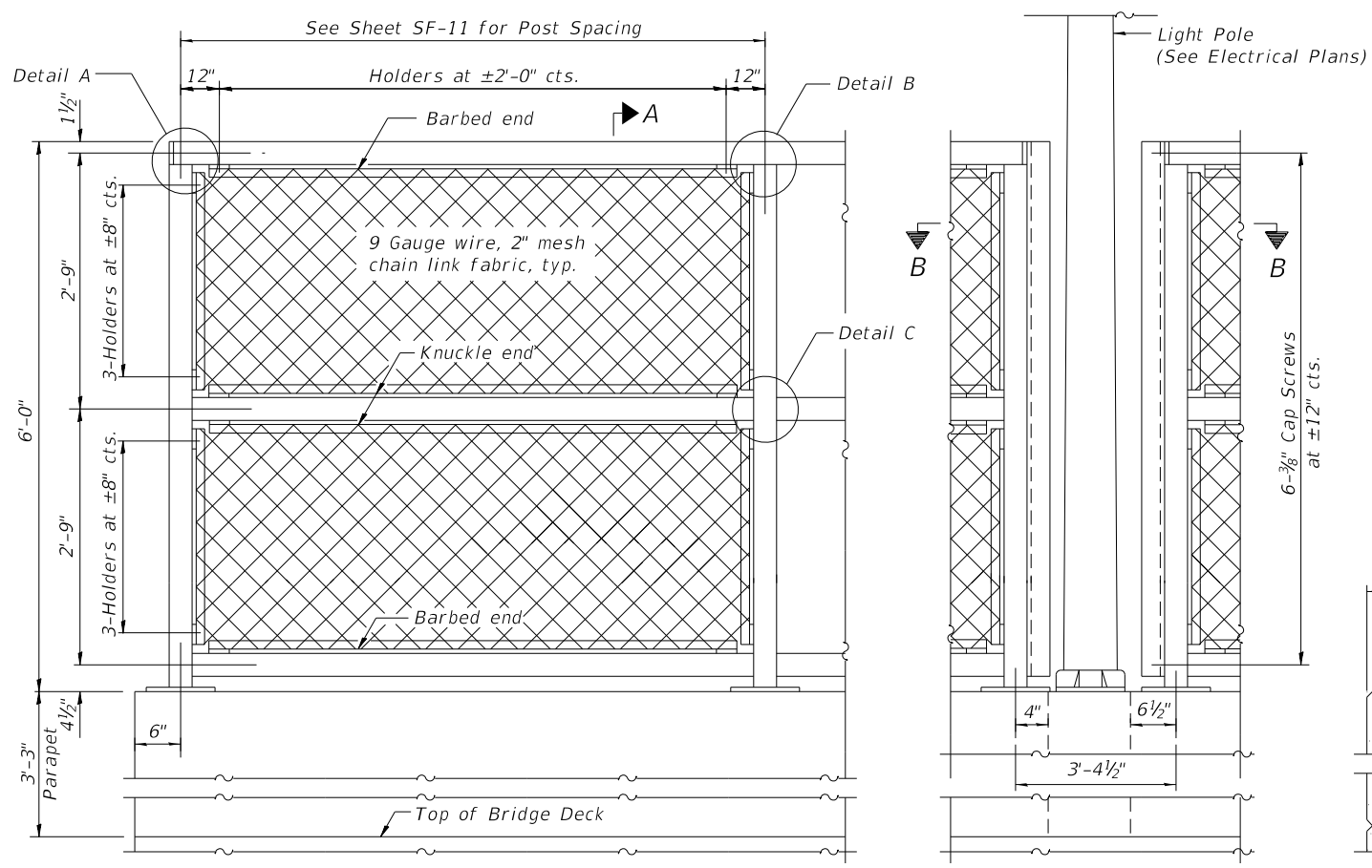
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS II
STRUCTURE NO. 058-9202

SHEET NO. 5F-16 OF 5F-35 SHEETS

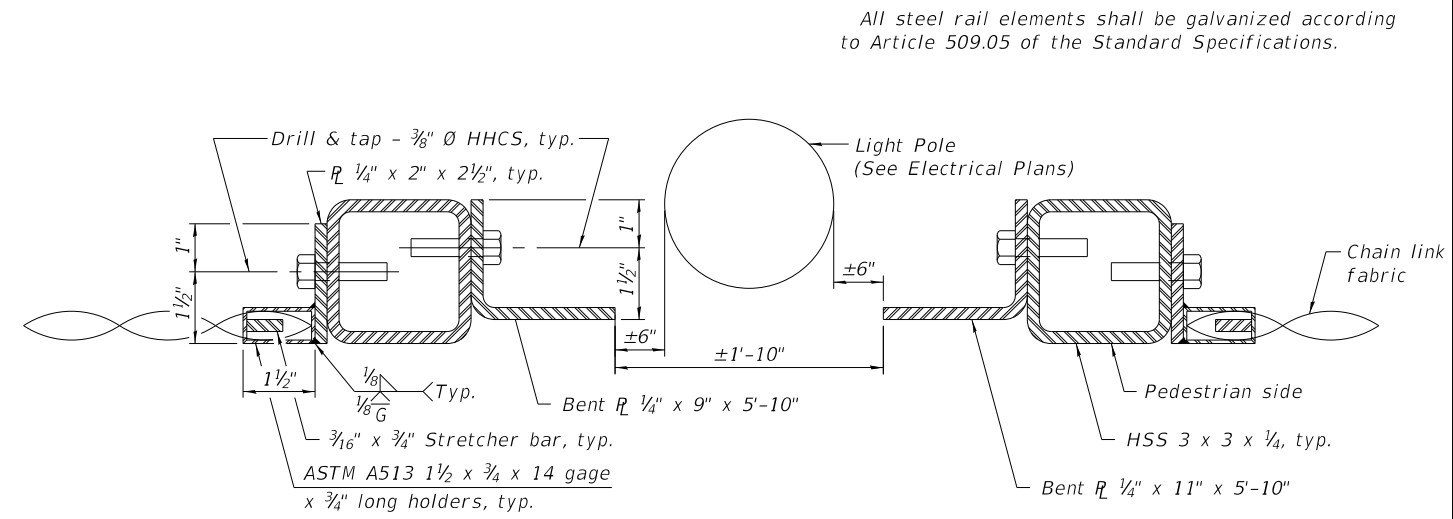
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	686
			CONTRACT NO. 95893	
		ILLINOIS FED. AID PROJECT		

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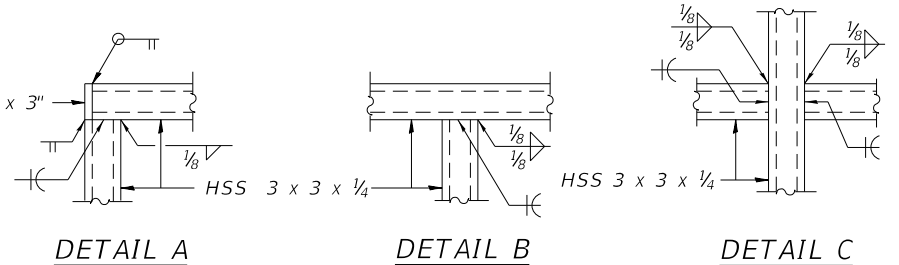


ELEVATION A
(Inside Face)

ELEVATION B
(At Light Pole)



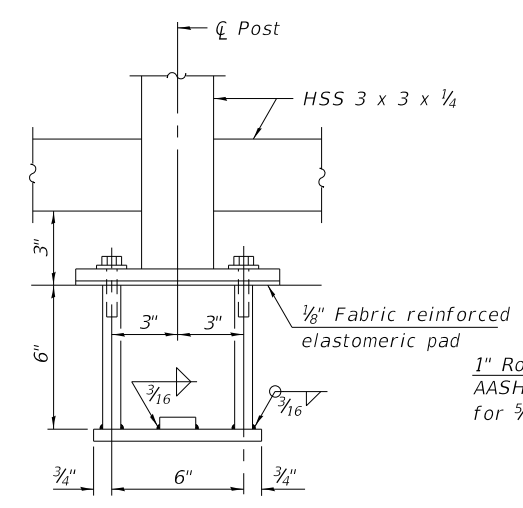
SECTION B-B
* Assume 3/8" radius. Dimensions may need to be modified for larger joints to avoid gaps greater than 6".



DETAIL A

DETAIL B

DETAIL C



ANCHOR BOLT DETAILS

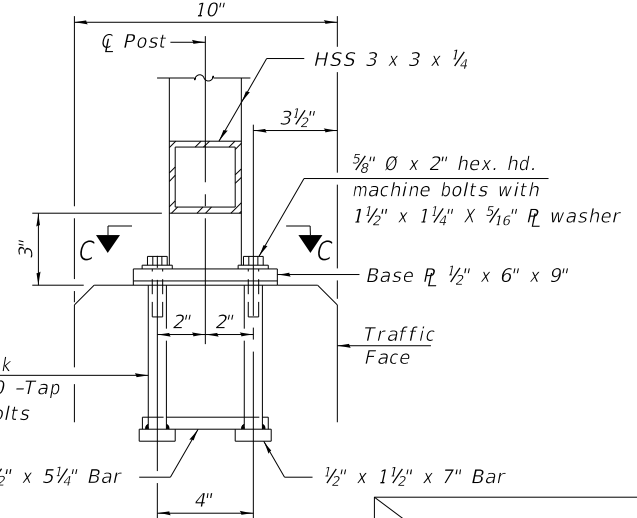
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" diameter anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications. Place reinforcement bars to miss anchor rod locations.

RAILING CRITERIA

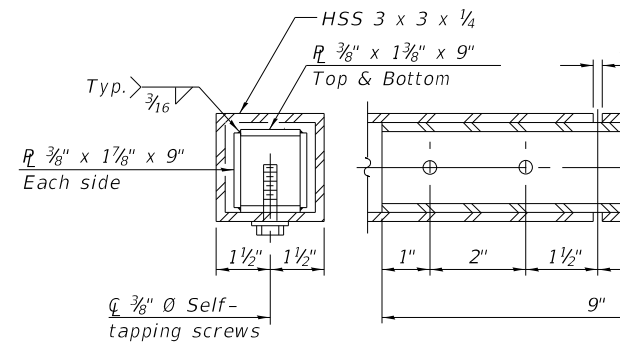
NCHRP 350 Test Level	4
Max Post Spacing	10'-0"
Railing Weight (plf)	50

Notes:
Place reinforcement bars to miss anchor rod locations.
CVN testing is not required for the HSS tubing.

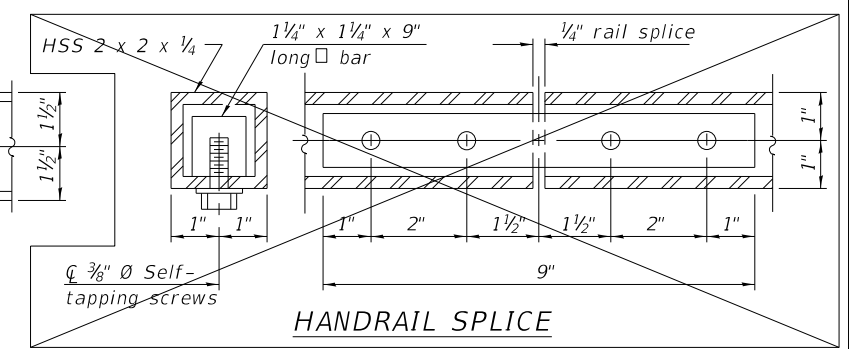
R-28 (MODIFIED) 10-12-2021



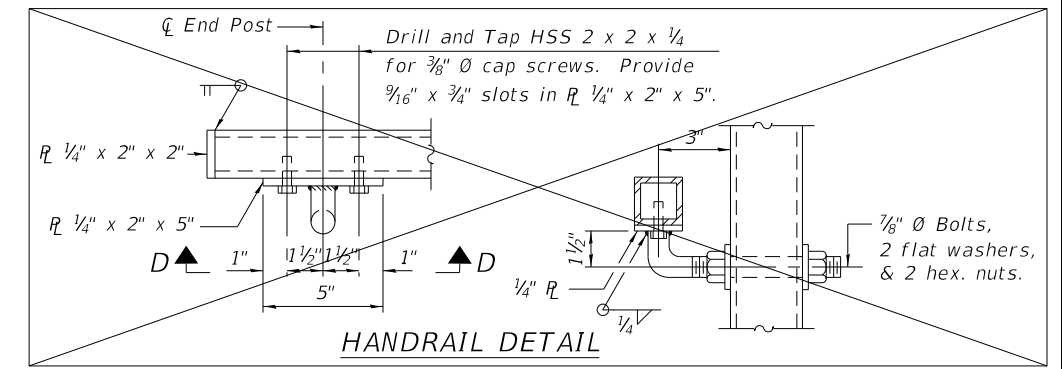
SECTION D-D
(Handrail)



RAIL SPLICE



HANDRAIL SPLICE



HANDRAIL DETAIL

BILL OF MATERIAL

Item	Unit	Quantity
Bridge Fence Railing	Foot	205



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PLOT DATE = 10/28/2021	DRAWN - IIP	REVISED -
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STATE OF ILLINOIS
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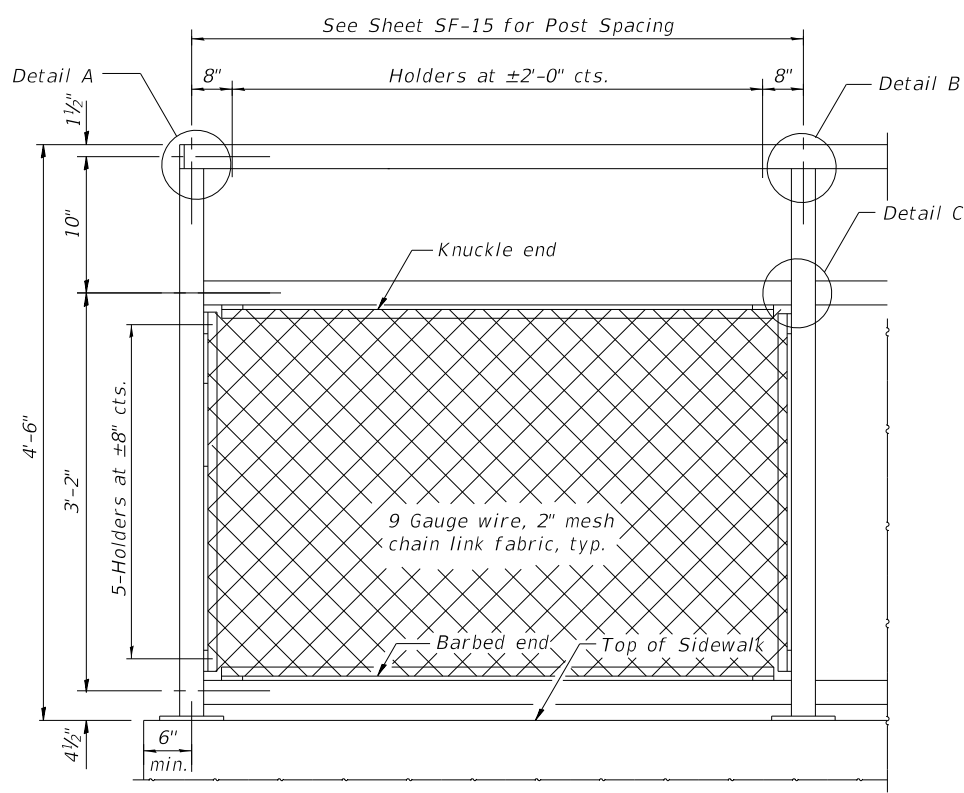
BRIDGE FENCE RAILING
STRUCTURE NO. 058-9202

SHEET NO. 5F-17 OF 5F-35 SHEETS

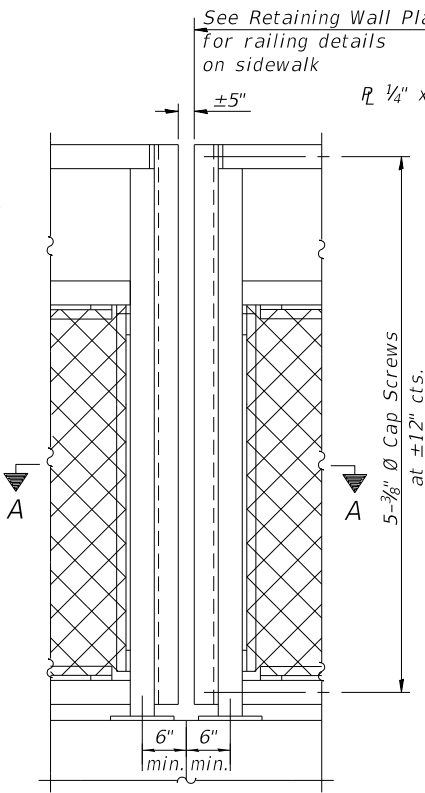
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			CONTRACT NO. 95893	

ILLINOIS FED. AID PROJECT

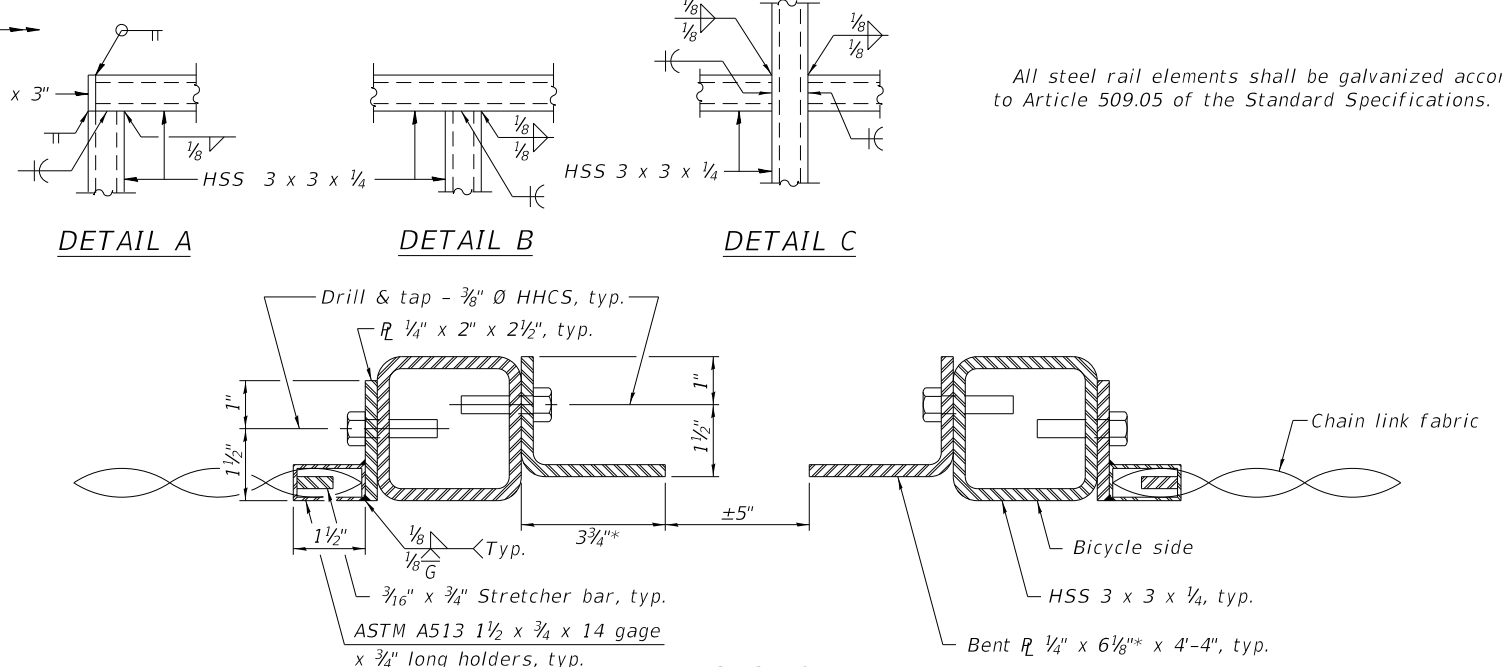
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 AECOM



BICYCLE RAILING



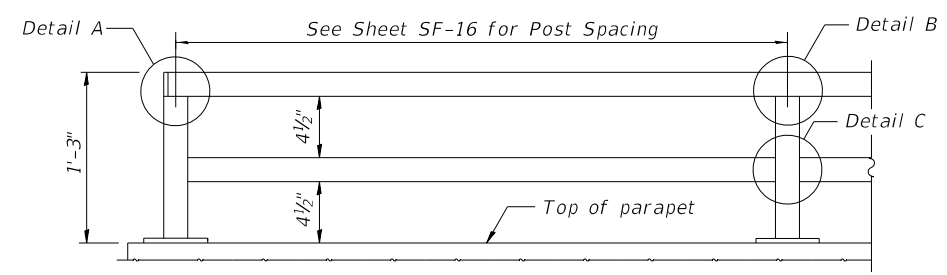
BICYCLE RAILING



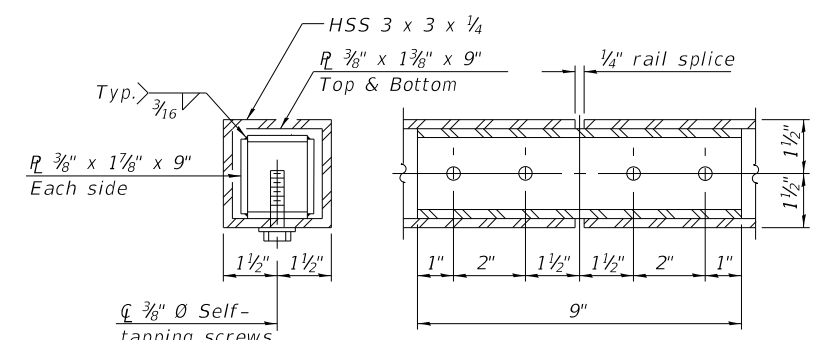
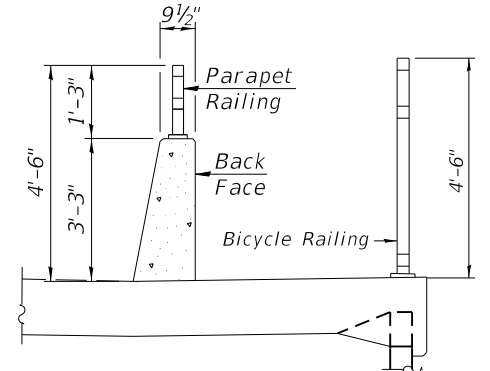
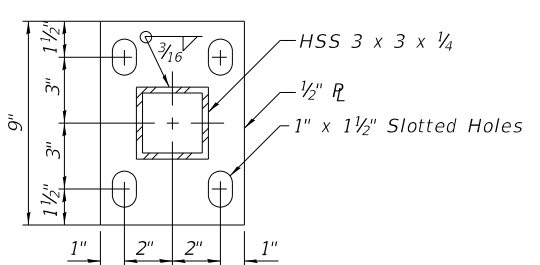
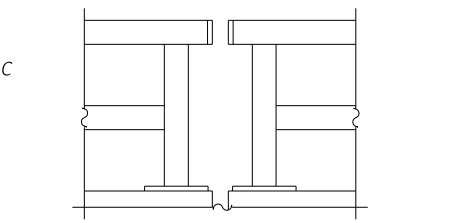
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.

SECTION A-A

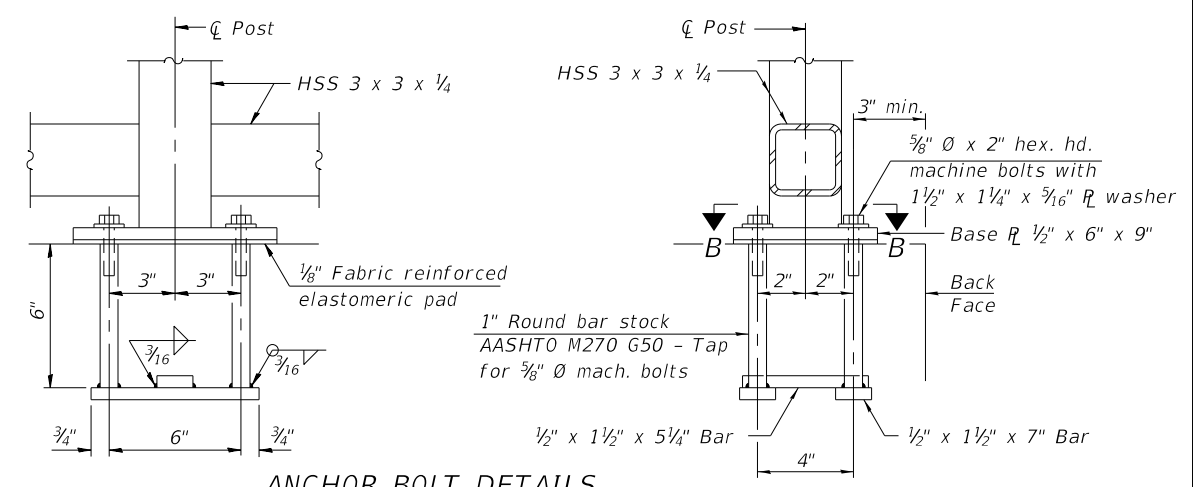
* Assume 3/8" radius. Dimensions may need to be modified for larger joints to avoid gaps greater than 6".



PARAPET RAILING ELEVATION
(Inside Face of Two Element Rail)



RAIL SPLICE



In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" Ø anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

BILL OF MATERIAL

Item	Unit	Quantity
Bicycle Railing	Foot	60
Parapet Railing	Foot	60

RAILING CRITERIA

NCHRP 350 Test Level	4
Railing Weight (plf)	25
Bicycle Railing Weight (plf)	50
Max Post Spacing	10'-0"

Notes:

Place reinforcement bars to miss anchor rod locations. CVN testing is not required for the HSS tubing used in the Bicycle Railing.

All HSS tubing used for the Parapet Railing shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.

R-29 10-12-2021



USER NAME	DESIGNED	CHECKED	PLOT SCALE	PLOT DATE
= monica.crinion	IIP	MCC	= N.T.S.	10/28/2021
	IIP	MCC		

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BICYCLE RAILING AND PARAPET RAILING STRUCTURE NO. 058-9202

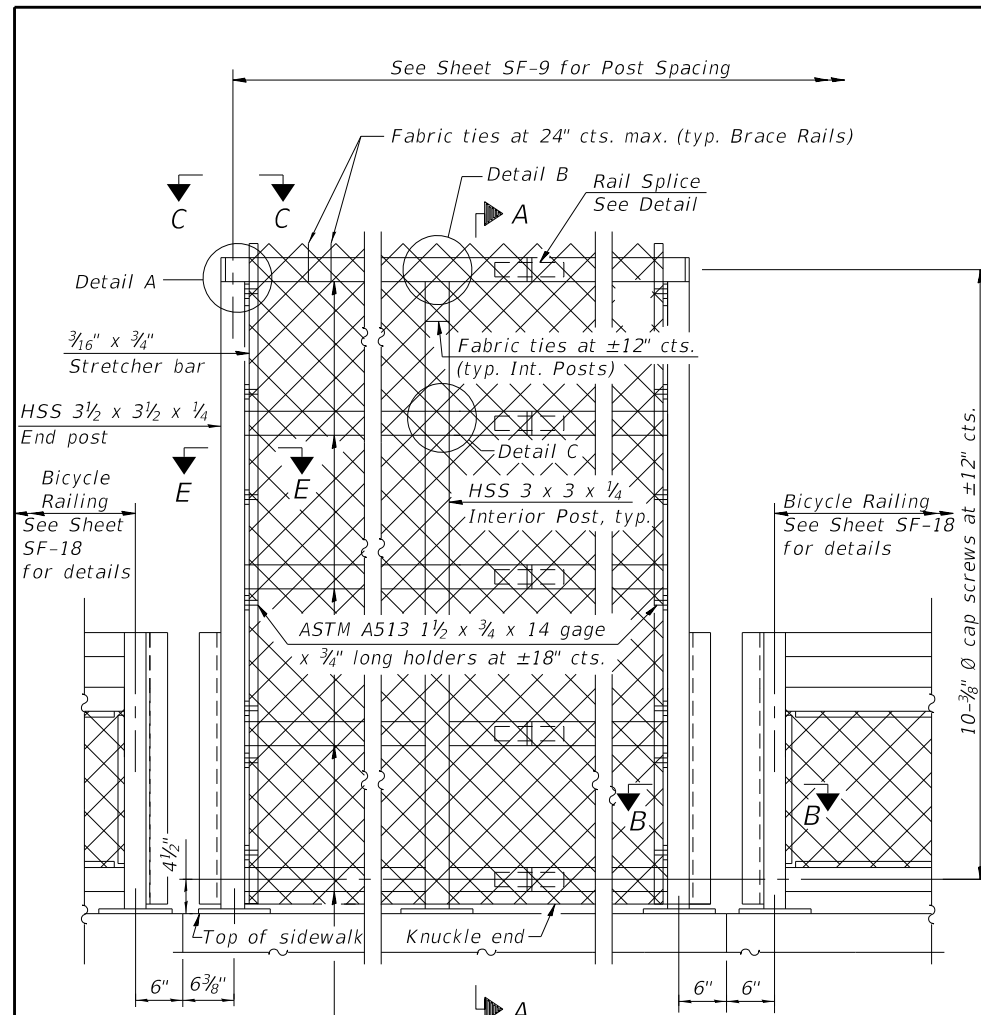
SHEET NO. SF-18 OF SF-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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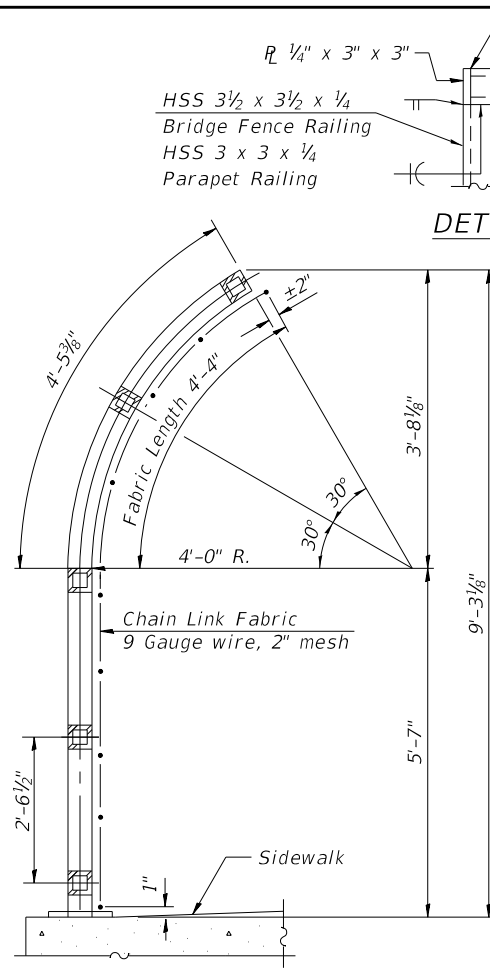
CONTRACT NO. 95893

ILLINOIS FED. AID PROJECT

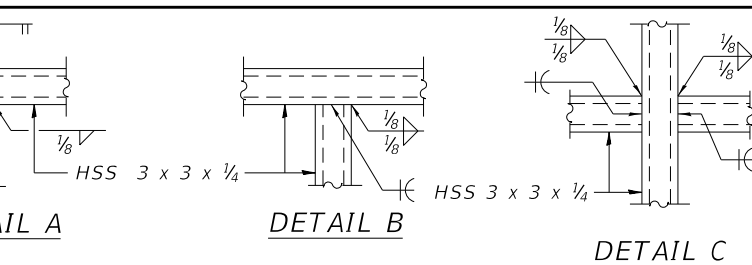
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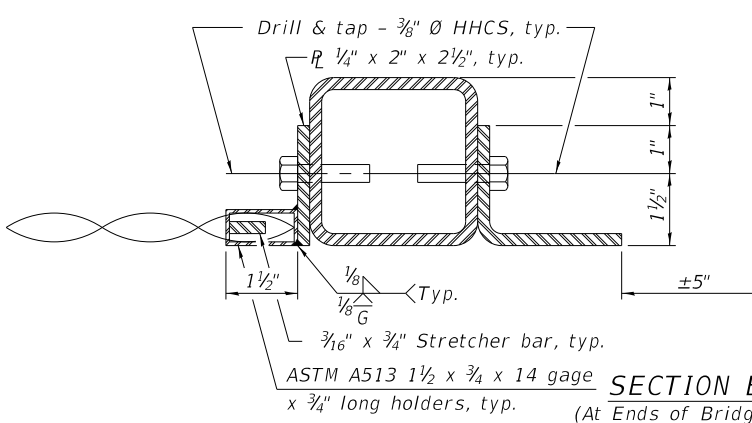
ELEVATION
(Inside Face, Looking East)



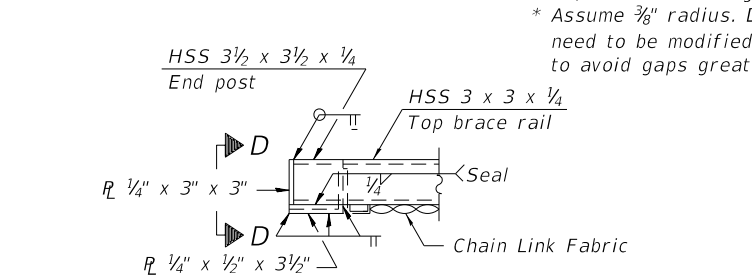
SECTION A-A



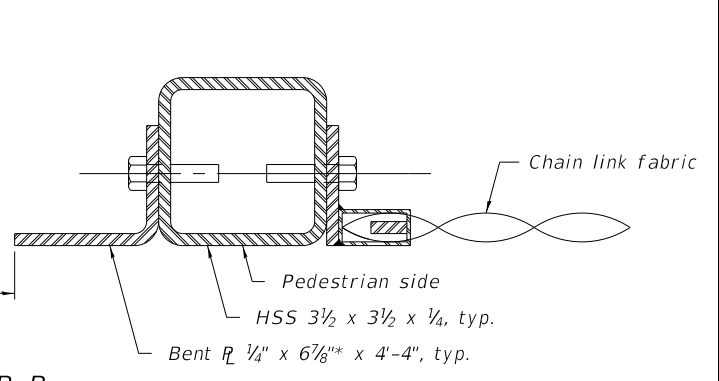
DETAIL A **DETAIL B** **DETAIL C**



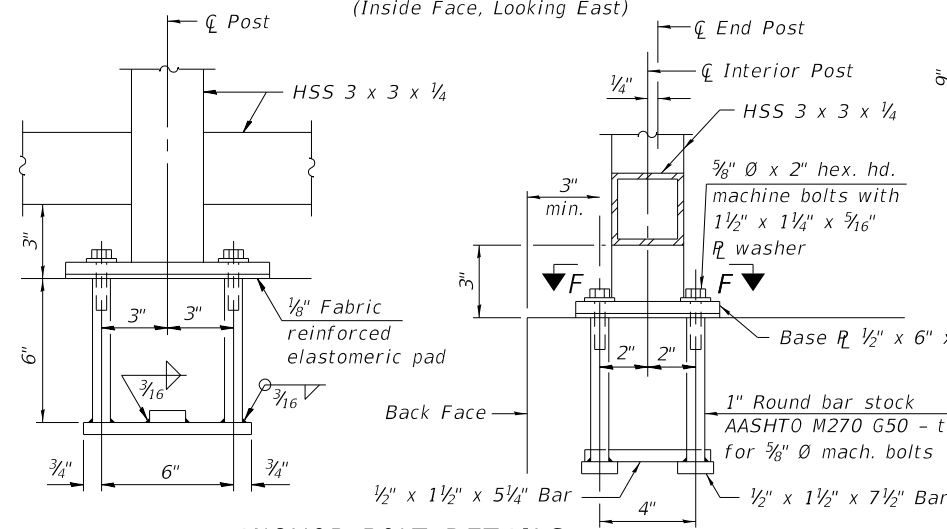
SECTION B-B
(At Ends of Bridge Deck)



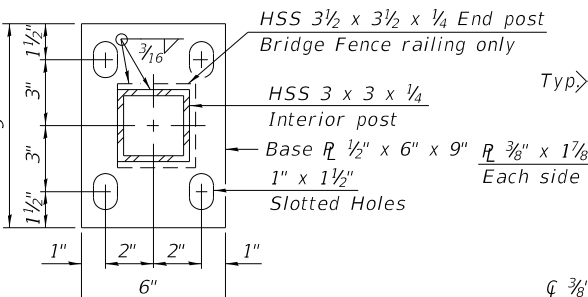
VIEW C-C



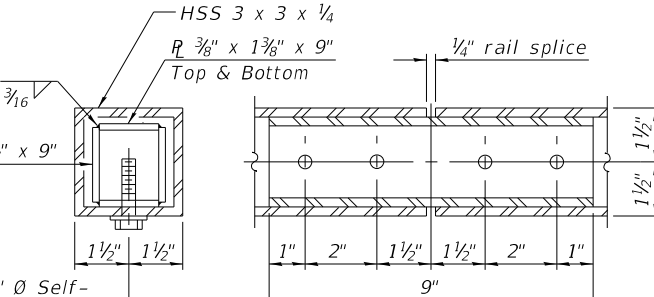
VIEW D-D



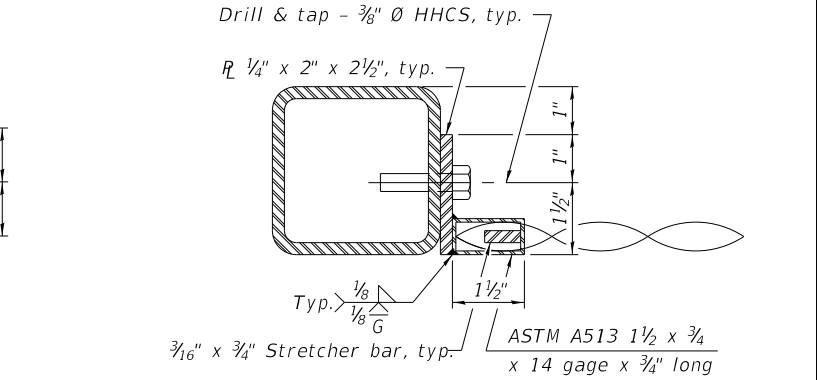
ANCHOR BOLT DETAILS



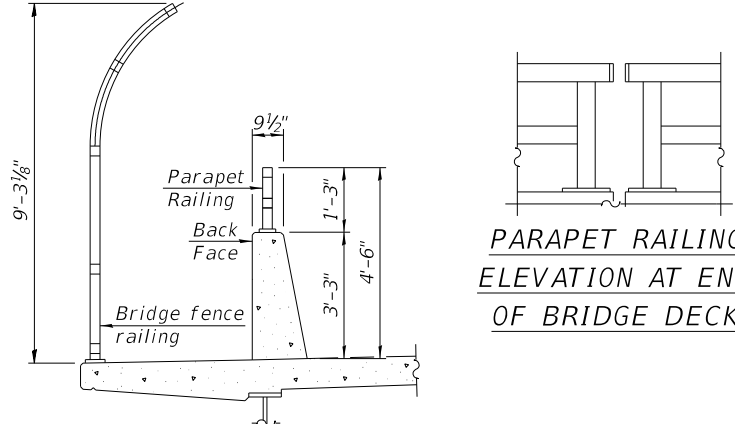
SECTION F-F



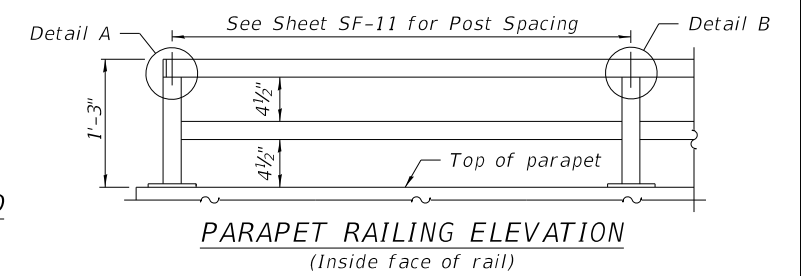
RAIL SPLICE



SECTION E-E



SECTION THRU DECK



PARAPET RAILING ELEVATION AT END OF BRIDGE DECK



PARAPET RAILING ELEVATION (Inside face of rail)

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" Ø anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

RAILING CRITERIA

NCHRP 350 Test Level	4
Railing Weight (plf)	25
Bridge Fence Railing (plf)	50
Max Post Spacing	10'-0"

R-33 (MODIFIED) 10-12-2021

Notes:
 Place reinforcement bars to miss anchor rod locations.
 All HSS tubing used for the Parapet Railing shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.
 CVN testing is not required for the HSS tubing used in the Bridge Fence Railing.

All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.

BILL OF MATERIAL

Item	Unit	Quantity
Bridge Fence Railing (Sidewalk)	Foot	205
Parapet Railing	Foot	205



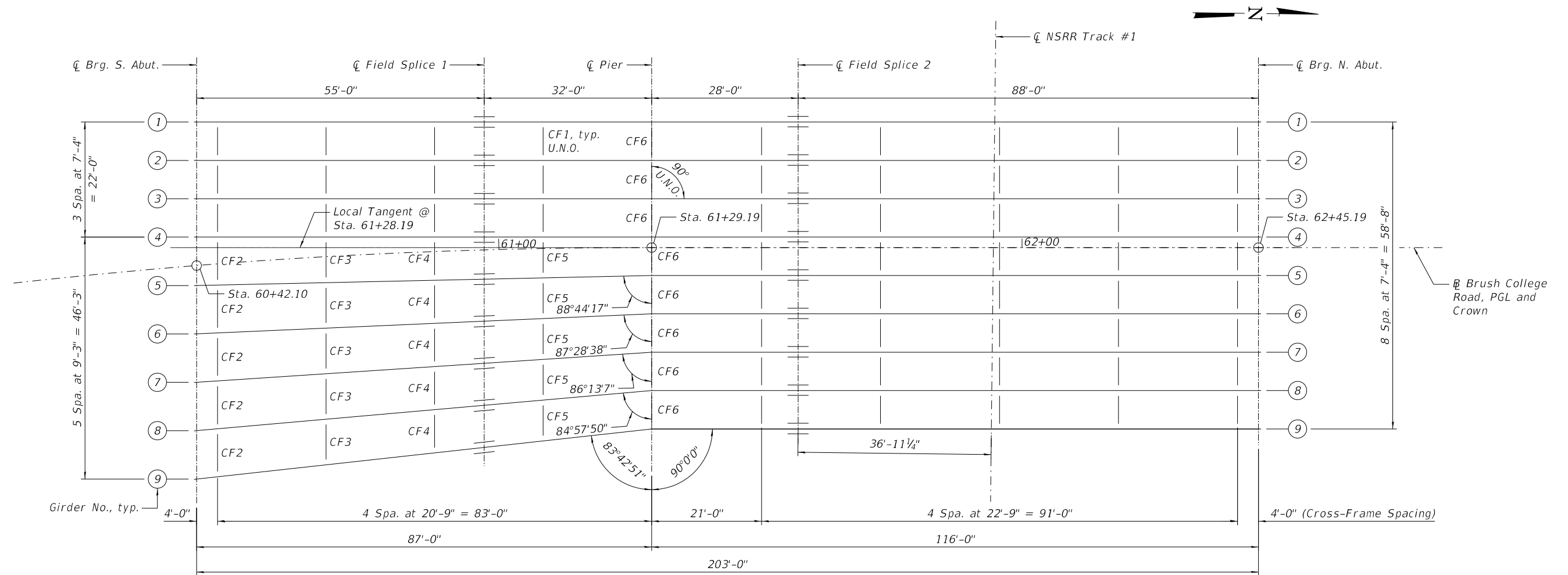
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PLOT DATE = 10/28/2021	DRAWN - IIP	REVISED -
	CHECKED - MCC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE FENCE RAILING, SIDEWALK MOUNTED
STRUCTURE NO. 058-9202

SHEET NO. SF-19 OF SF-35 SHEETS

F.A.U. RTE. 7448	SECTION 09-00933-01-BR	COUNTY MACON	TOTAL SHEETS 1019	SHEET NO. 689
CONTRACT NO. 95893				ILLINOIS FED. AID PROJECT



FRAMING PLAN

NOTE:
 1. All structural steel shall be AASHTO M270 Grade 50.

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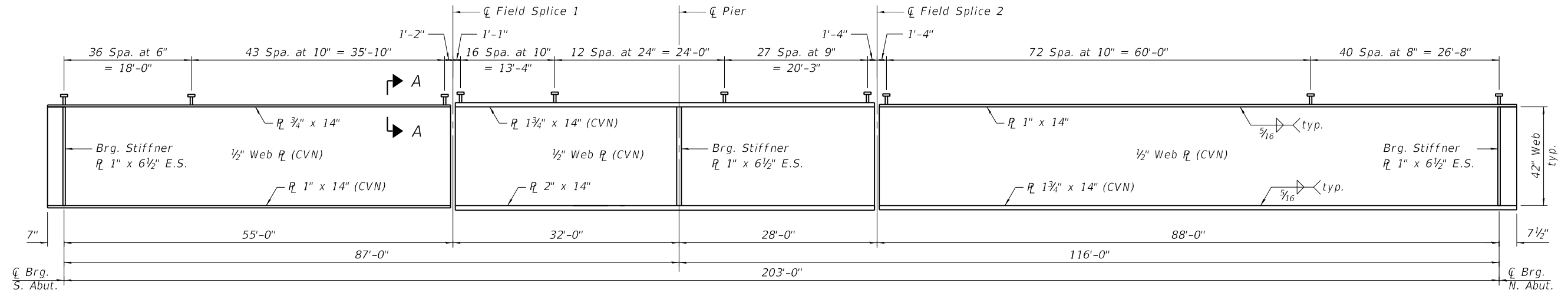
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PLOT DATE = 4/29/2021	CHECKED - DD	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

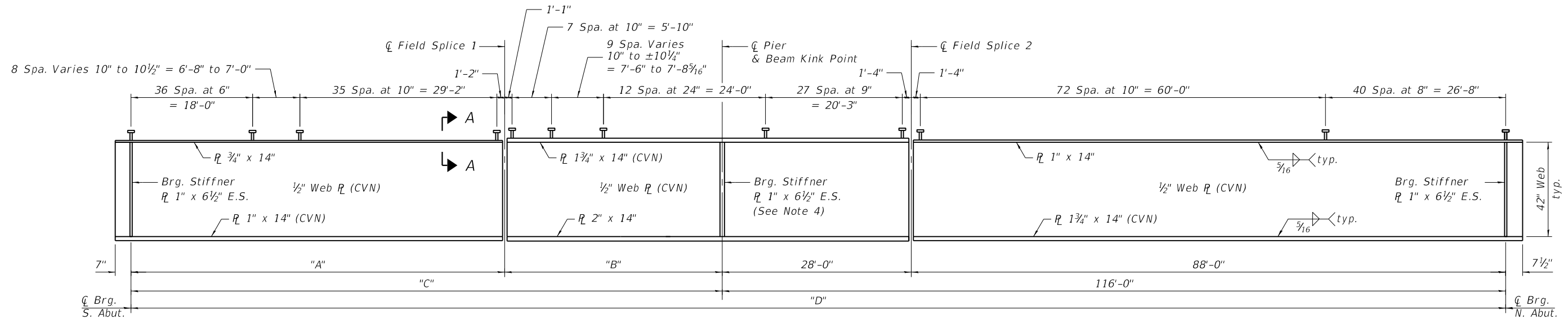
FRAMING PLAN
 STRUCTURE NO. 058-9202

SHEET NO. 5F-20 OF 5F-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	690
CONTRACT NO. 95893				
ILLINOIS FED. AID PROJECT				



GIRDER ELEVATION - NO. 1 THRU 4



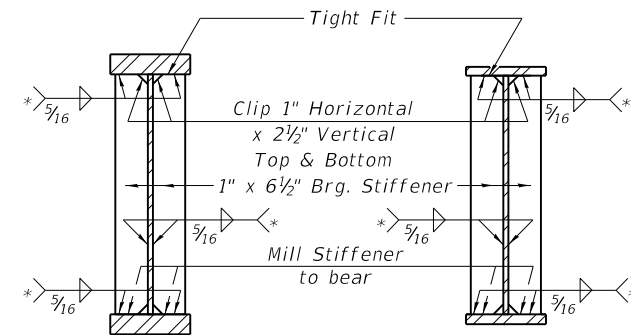
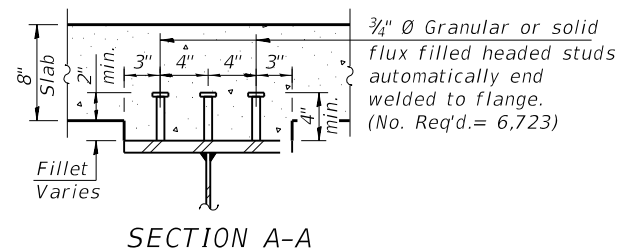
GIRDER ELEVATION - NO. 5 THRU 9

FLARED GIRDER DIMENSIONS

Girder	Dim. "A"	Dim. "B"	Dim. "C"	Dim. "D"
⑤	55'-0 1/8"	32'-0 1/16"	87'-0 1/4"	203'-0 1/4"
⑥	55'-0 5/8"	32'-0 3/8"	87'-1"	203'-1"
⑦	55'-1 1/16"	32'-0 1 3/16"	87'-2 1/4"	203'-2 1/4"
⑧	55'-2 1/16"	32'-1 1/2"	87'-4 1/16"	203'-4 1/16"
⑨	55'-4"	32'-2 3/16"	87'-6 3/16"	203'-6 3/16"

NOTES:

- "CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.
- All structural steel shall be AASHTO M270 Grade 50.
- E.S. = Each Side
- Place bearing plate on tangent section of girder just north of beam kink point.



SECTION AT PIER

SECTION AT ABUTMENT

* Terminate 1/4" (±1/8") from the end of plate intersects.

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	CHECKED - DD	REVISED -
PLOT SCALE = N.T.S.	DRAWN - MCC	REVISED -
PLOT DATE = 4/29/2021	CHECKED - DD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER ELEVATIONS
STRUCTURE NO. 058-9202

SHEET NO. 5F-21 OF 5F-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	691
CONTRACT NO. 95893				

ILLINOIS FED. AID PROJECT

EXTERIOR GIRDER MOMENT TABLE			
	0.4 Sp. 1	Pier	0.6 Sp. 2
Is	(in ⁴)	14,229	20,362
Ic(n)	(in ⁴)	39,998	56,253
Ic(3n)	(in ⁴)	29,513	40,233
Ic(cr)	(in ⁴)	-	-
Ss	(in ³)	700	1,083
Sc(n)	(in ³)	1,012	1,491
Sc(3n)	(in ³)	928	1,371
Sc(cr)	(in ³)	-	-
DC1	(k/')	0.91	1.00
MDC1	(k)	261	968
DC2	(k/')	0.25	0.25
MDC2	(k)	82	258
DW	(k/')	0.28	0.28
MDW	(k)	93	293
LLDF		0.576	0.554
M _l + IM	(k)	1,051	1,490
Mu (Strength I)	(k)	2,408	4,580
Øf Mn	(k)	5,264	7,041
fs DC1	(ksi)	4.5	10.7
fs DC2	(ksi)	1.1	2.3
fs DW	(ksi)	1.2	2.6
fs (l+IM)	(ksi)	12.5	12.0
fs (Service II)	(ksi)	22.9	31.1
0.95Rh Fyf	(ksi)	47.5	47.5
fs (Total)(Strength I) (ksi)		48.9	-
Øf Fn	(ksi)	50.0	-
Vf	(k)	63.7	59.6

STRAIGHT INTERIOR GIRDER MOMENT TABLE			
	0.4 Sp. 1	Pier	0.6 Sp. 2
Is	(in ⁴)	14,229	20,362
Ic(n)	(in ⁴)	40,308	56,757
Ic(3n)	(in ⁴)	29,836	40,696
Ic(cr)	(in ⁴)	-	-
Ss	(in ³)	700	1,083
Sc(n)	(in ³)	1,014	1,494
Sc(3n)	(in ³)	931	1,376
Sc(cr)	(in ³)	-	-
DC1	(k/')	0.96	1.00
MDC1	(k)	276	1,018
DC2	(k/')	0.25	0.25
MDC2	(k)	82	258
DW	(k/')	0.37	0.37
MDW	(k)	120	379
LLDF		0.582	0.559
M _l + IM	(k)	1,062	1,505
Mu (Strength I)	(k)	2,486	4,797
Øf Mn	(k)	5,259	7,084
fs DC1	(ksi)	4.7	11.3
fs DC2	(ksi)	1.1	2.3
fs DW	(ksi)	1.5	3.3
fs (l+IM)	(ksi)	12.6	12.1
fs (Service II)	(ksi)	23.7	32.5
0.95Rh Fyf	(ksi)	47.5	47.5
fs (Total)(Strength I) (ksi)		-	-
Øf Fn	(ksi)	-	-
Vf	(k)	58.7	54.9

FLARED INTERIOR GIRDER MOMENT TABLE			
	0.4 Sp. 1	Pier	0.6 Sp. 2
Is	(in ⁴)	14,229	20,362
Ic(n)	(in ⁴)	41,577	56,757
Ic(3n)	(in ⁴)	31,216	40,696
Ic(cr)	(in ⁴)	-	-
Ss	(in ³)	700	1,083
Sc(n)	(in ³)	1,023	1,494
Sc(3n)	(in ³)	944	1,376
Sc(cr)	(in ³)	-	-
DC1	(k/')	1.07	1.00
MDC1	(k)	350	999
DC2	(k/')	0.25	0.25
MDC2	(k)	82	259
DW	(k/')	0.42	0.37
MDW	(k)	160	373
LLDF		0.644	0.559
M _l + IM	(k)	1,181	1,502
Mu (Strength I)	(k)	2,847	4,761
Øf Mn	(k)	5,240	7,084
fs DC1	(ksi)	6.0	11.1
fs DC2	(ksi)	1.0	2.3
fs DW	(ksi)	2.0	3.3
fs (l+IM)	(ksi)	13.9	12.1
fs (Service II)	(ksi)	27.1	32.3
0.95Rh Fyf	(ksi)	47.5	47.5
fs (Total)(Strength I) (ksi)		-	-
Øf Fn	(ksi)	-	-
Vf	(k)	65.8	54.8

EXTERIOR GIRDER REACTION TABLE			
	S. Abut.	Pier	N. Abut.
LLDF	0.709	0.709	0.709
OCF	1.000	-	1.000
RDC1	(k) 24.1	127.3	43.9
RDC2	(k) 6.7	32.7	11.4
RDW	(k) 7.6	37.0	12.9
R _l	(k) 61.4	128.4	68.4
R _{IM}	(k) 14.6	24.8	15.1
RTotal	(k) 114.4	350.3	151.6

STRAIGHT INTERIOR GIRDER REACTION TABLE			
	S. Abut.	Pier	N. Abut.
LLDF	0.767	0.767	0.767
OCF	1.000	-	1.000
RDC1	(k) 25.4	133.9	46.1
RDC2	(k) 6.7	32.7	11.4
RDW	(k) 9.8	47.9	16.7
R _l	(k) 66.4	138.9	74.0
R _{IM}	(k) 15.8	26.9	16.4
RTotal	(k) 124.1	380.3	164.6

FLARED INTERIOR GIRDER REACTION TABLE			
	S. Abut.	Pier	N. Abut.
LLDF	0.901	0.767	0.767
OCF	1.018	-	1.000
RDC1	(k) 30.6	137.7	45.7
RDC2	(k) 6.7	32.7	11.4
RDW	(k) 12.4	49.6	16.5
R _l	(k) 78.1	138.9	74.0
R _{IM}	(k) 18.5	26.9	16.4
RTotal	(k) 146.4	385.7	164.0

Is, Ss: Non-composite moment of inertia and section modulus of the steel section used for computing fs(Total-Strength I, and Service II) due to non-composite dead loads (in.⁴ and in.³).

Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs(Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.⁴ and in.³).

Ic(3n), Sc(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs(Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.⁴ and in.³).

Ic(cr), Sc(cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing fs (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).

DC1: Un-factored non-composite dead load (kips/ft.).

MDC1: 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.).

MDC2: 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.).

MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_l + IM: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

Mu (Strength I): Factored design moment (kip-ft.).

1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 M_l + IM

Øf Mn: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).

fs DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).

MDC1/ Ss

fs DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).

MDC2/ Sc(3n) or MDC2/ Sc(cr) as applicable.

fs DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).

MDW/ Sc(3n) or MDW/ Sc(cr) as applicable.

fs (l+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).

M_l + IM / Sc(n) or M_l + IM / Sc(cr) as applicable.

fs (Service II): Sum of stresses as computed below (ksi).

fsDC1 + fsDC2 + fsDW + 1.3 fs(l+IM)

0.95RhFyf: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

fs (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).

1.25 (fsDC1 + fsDC2) + 1.5 fsDW + 1.75 fs(l+IM)

Øf Fn: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

Vf: Maximum factored shear range in span computed according to Article 6.10.10.

LLDF: Live Load Distribution Factor

OCF: Obtuse Correction Factor

MODEL SHEET
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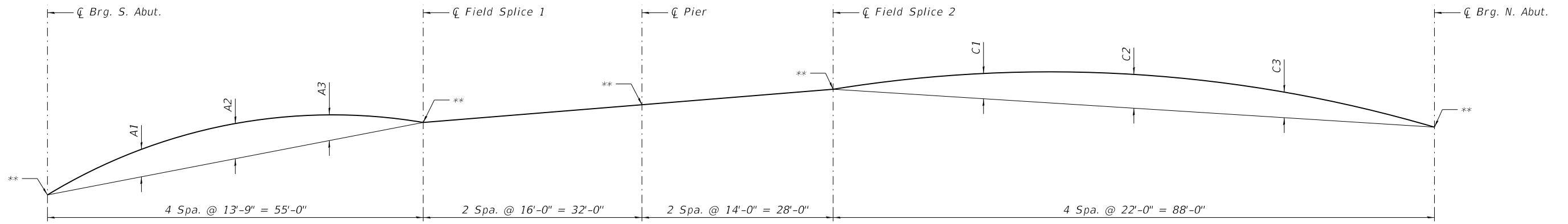
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	CHECKED - DD	REVISED -
PLOT SCALE = N.T.S.	DRAWN - MCC	REVISED -
PLOT DATE = 4/29/2021	CHECKED - DD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER MOMENT & REACTION TABLES
STRUCTURE NO. 058-9202

SHEET NO. SF-22 OF SF-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	692
CONTRACT NO. 95893				
ILLINOIS FED. AID PROJECT				

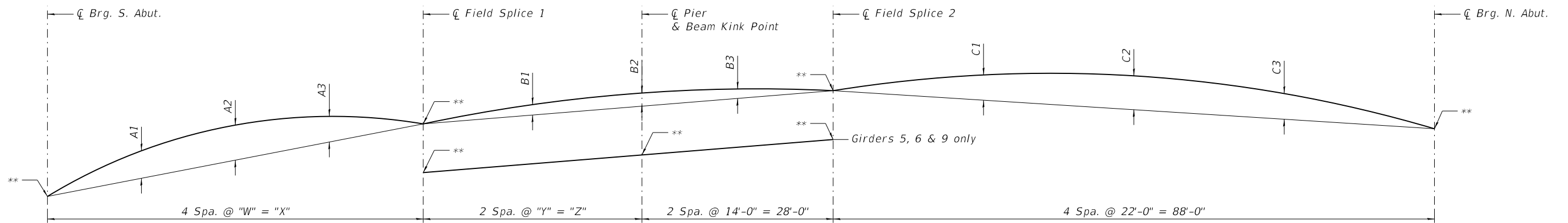


CAMBER DIAGRAM - GIRDERS 1 THRU 4

** Top of Web Elevations

**CAMBER DIMENSIONS
GIRDERS 1 THRU 4**

Girder	A1	A2	A3	C1	C2	C3
①	1 3/8"	2 1/8"	1 1/2"	4"	5 3/8"	3 3/4"
②	1 3/8"	2"	1 1/2"	4"	5 1/4"	3 3/4"
③	1 3/8"	2"	1 1/2"	3 7/8"	5 1/4"	3 5/8"
④	1 3/8"	2 1/8"	1 1/2"	3 7/8"	5 1/8"	3 5/8"



CAMBER DIAGRAM - GIRDERS 5 THRU 9

** Top of Web Elevations

**CAMBER DIMENSIONS
GIRDERS 5 THRU 9**

Girder	A1	A2	A3	B1	B2	B3	C1	C2	C3	"W"	"X"	"Y"	"Z"
⑤	1 1/4"	1 7/8"	1 3/8"	0"	0"	0"	3 7/8"	5 1/8"	3 3/8"	13'-9 1/16"	55'-0 1/8"	±16'-1/16"	32'-0 1/16"
⑥	1 1/4"	1 7/8"	1 3/8"	0"	0"	0"	3 7/8"	5 1/8"	3 3/8"	13'-9 3/16"	55'-0 3/8"	16'-0 3/16"	32'-0 3/8"
⑦	1 1/4"	1 7/8"	1 3/8"	1/2"	3/4"	1/2"	3 7/8"	5 1/8"	3 3/8"	±13'-9 3/8"	55'-1 1/16"	±16'-0 1/16"	32'-0 1 3/16"
⑧	1 1/4"	2"	1 1/2"	1/2"	3/4"	1/2"	3 7/8"	5 1/4"	3 3/8"	±13'-9 3/8"	55'-2 9/16"	16'-0 3/4"	32'-1 1/2"
⑨	1 3/8"	2 1/8"	1 5/8"	0"	0"	0"	4"	5 1/4"	3 3/4"	13'-10"	55'-4"	±16'-1 3/16"	32'-2 5/16"

TOP OF WEB ELEVATIONS *					
Girder	☐ Brg. S. Abut.	☐ Splice 1	☐ Pier	☐ Splice 2	☐ Brg. N. Abut.
①	701.55	702.51	702.84	703.13	702.53
②	701.68	702.65	702.98	703.27	702.67
③	701.81	702.80	703.13	703.41	702.82
④	701.94	702.94	703.27	703.56	702.97
⑤	701.94	702.88	703.20	703.49	702.90
⑥	701.73	702.72	703.05	703.34	702.75
⑦	701.53	702.56	702.96	703.20	702.61
⑧	701.33	702.45	702.86	703.10	702.51
⑨	701.42	702.57	702.91	703.21	702.62

* For fabrication only

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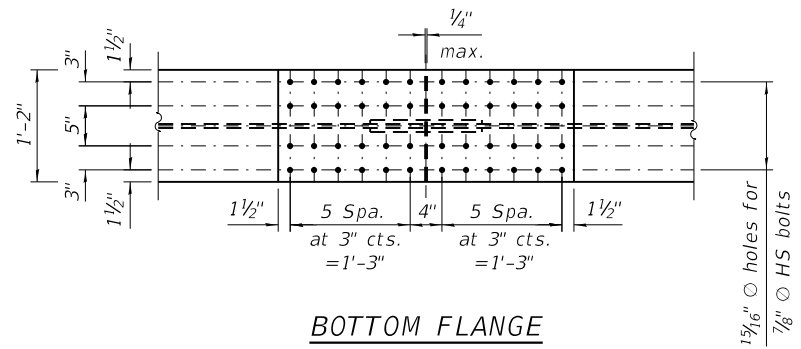
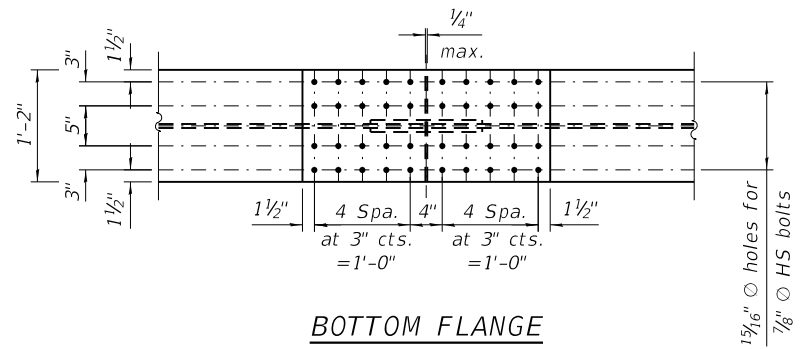
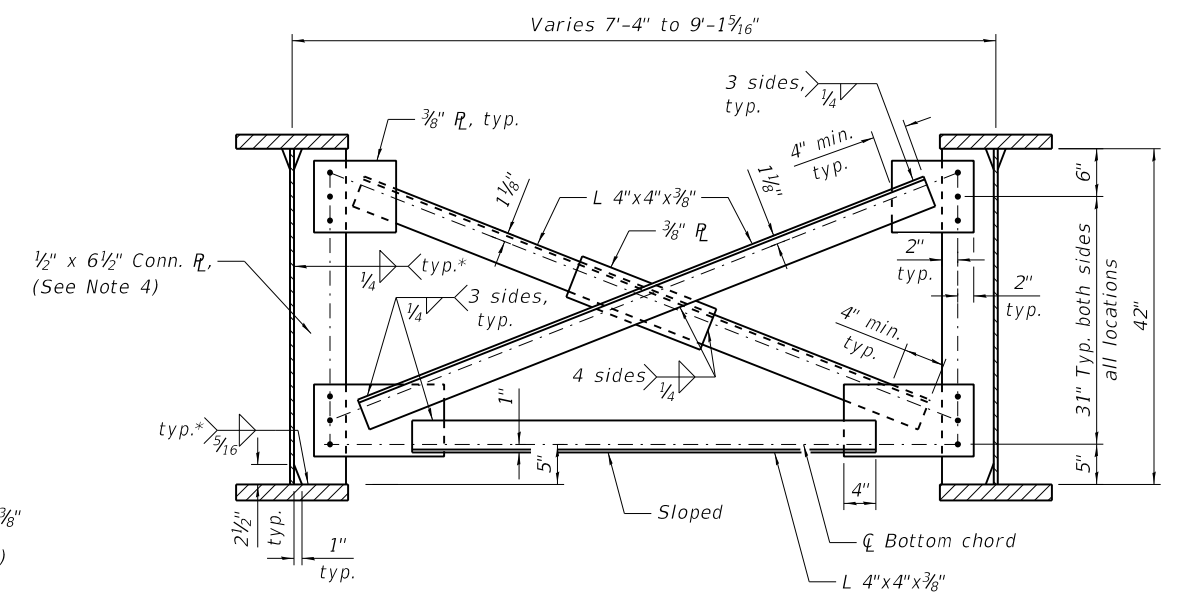
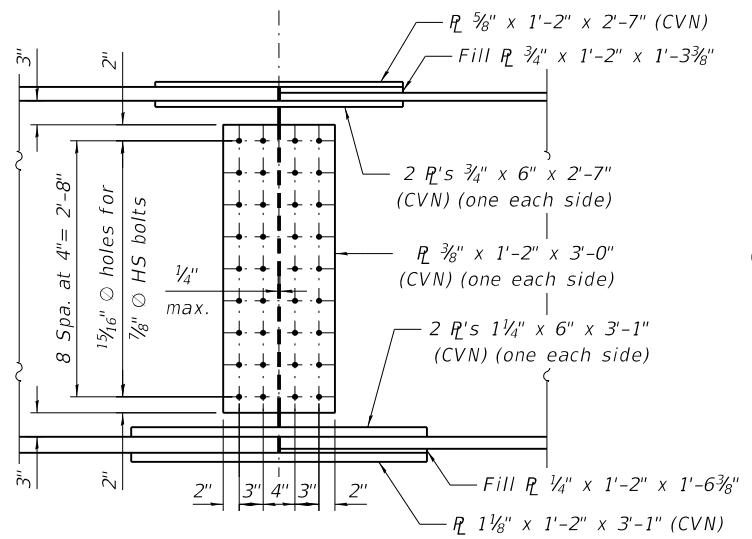
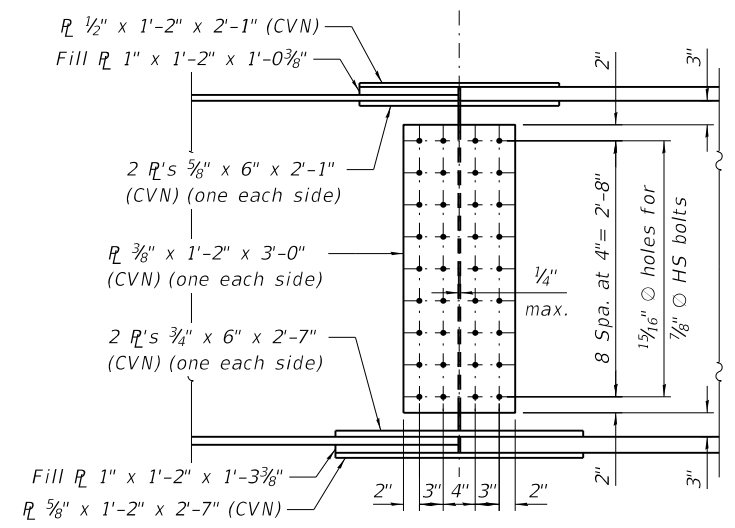
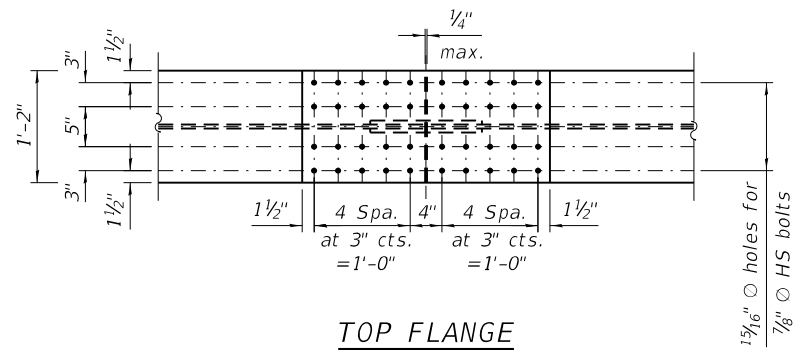
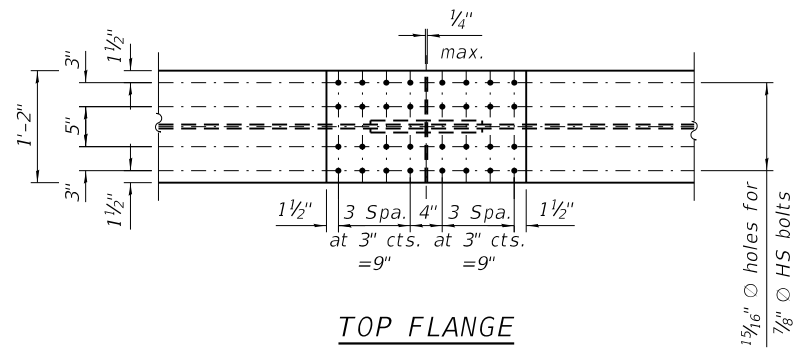
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GIRDER CAMBER DIAGRAM
STRUCTURE NO. 058-9202**

SHEET NO. 5F-23 OF 5F-35 SHEETS

F.A.U. RTE. 7448	SECTION 09-00933-01-BR	COUNTY MACON	TOTAL SHEETS 1019	SHEET NO. 693
ILLINOIS FED. AID PROJECT			CONTRACT NO. 95893	

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FIELD SPLICE 1 DETAIL
 (9 Required)

FIELD SPLICE 2 DETAIL
 (9 Required)



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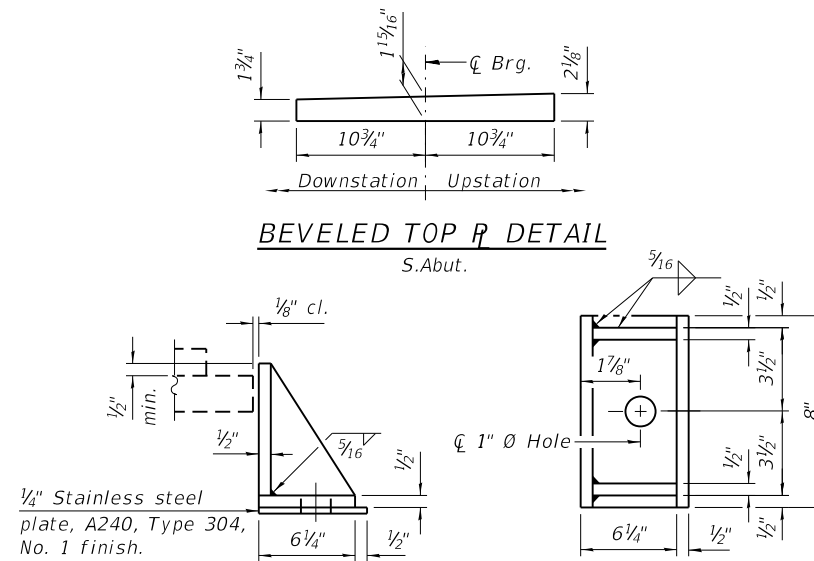
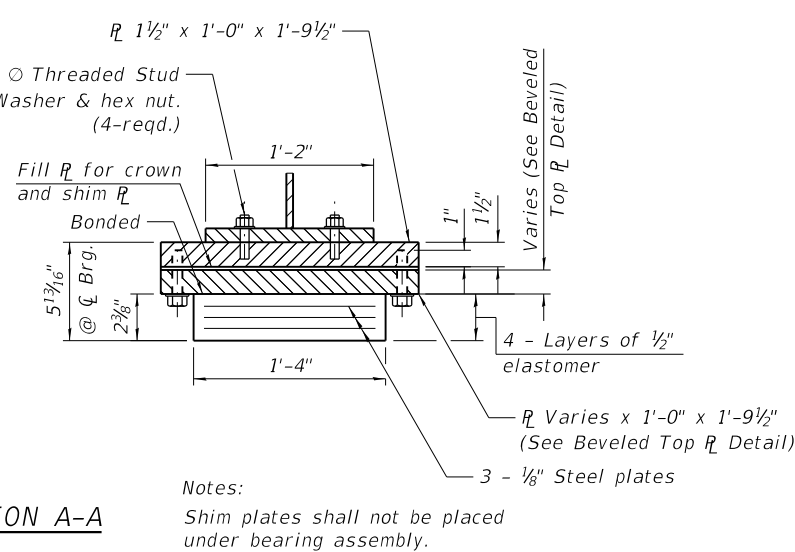
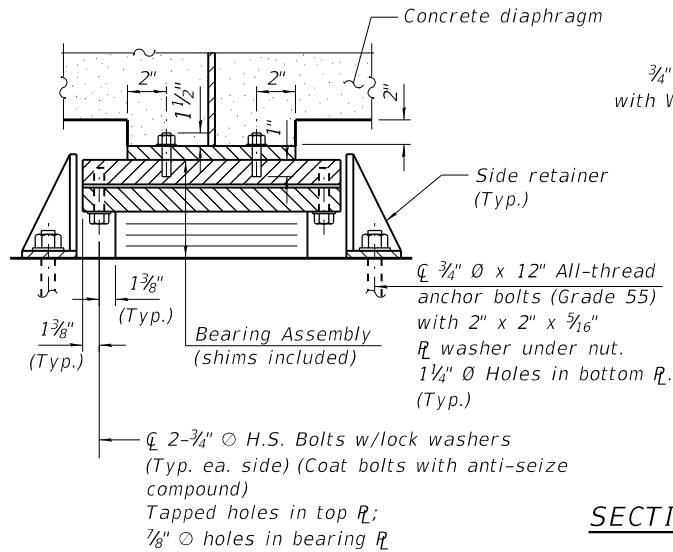
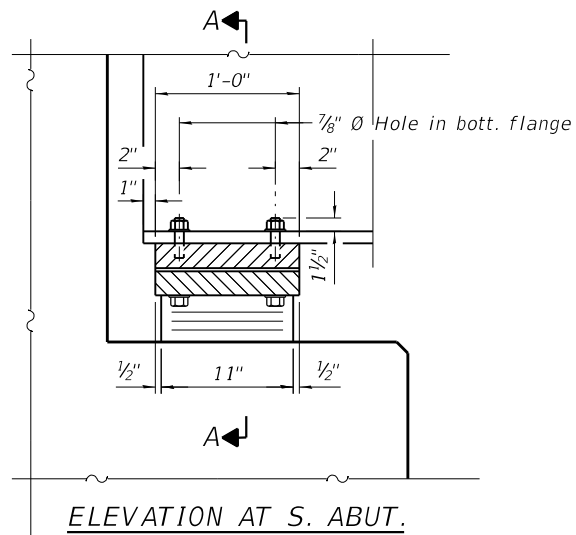
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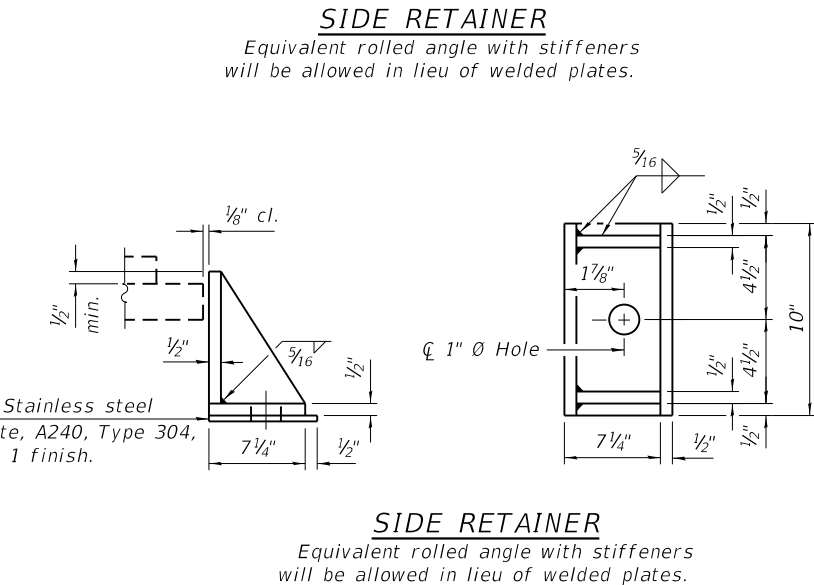
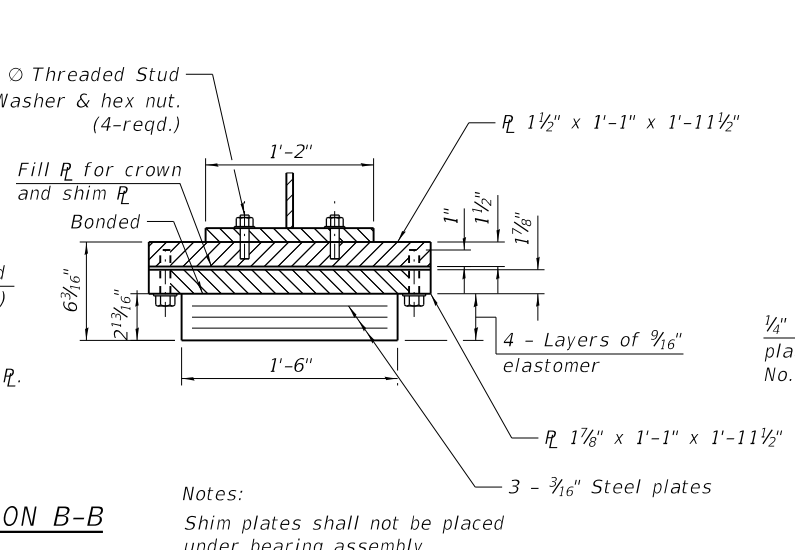
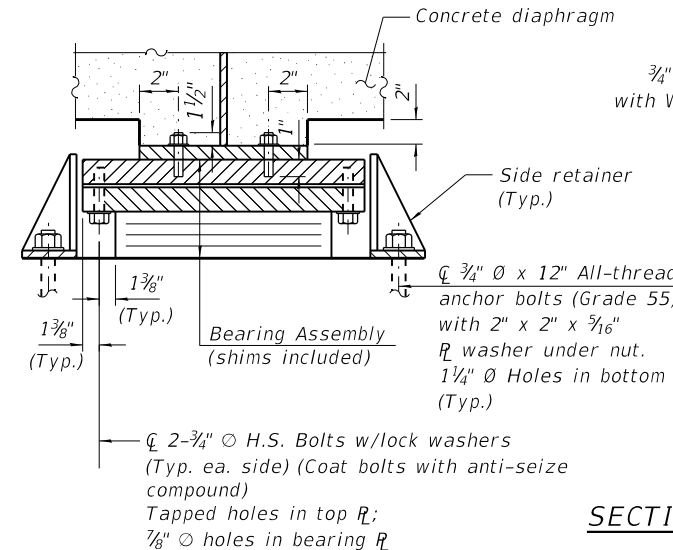
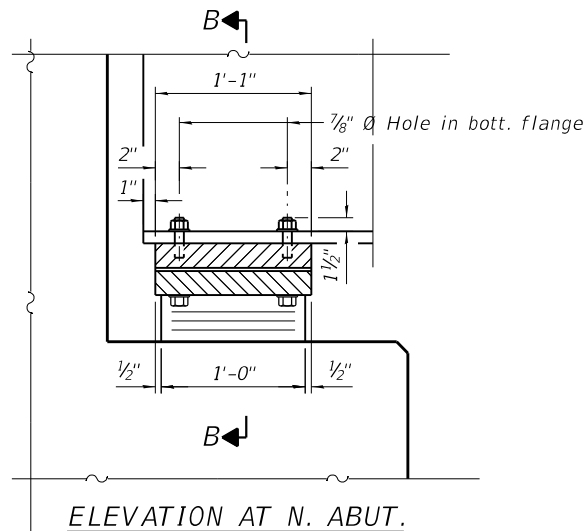
**STEEL DETAILS
 STRUCTURE NO. 058-9202**

SHEET NO. 5F-24 OF 5F-35 SHEETS

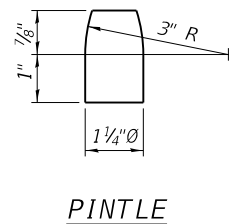
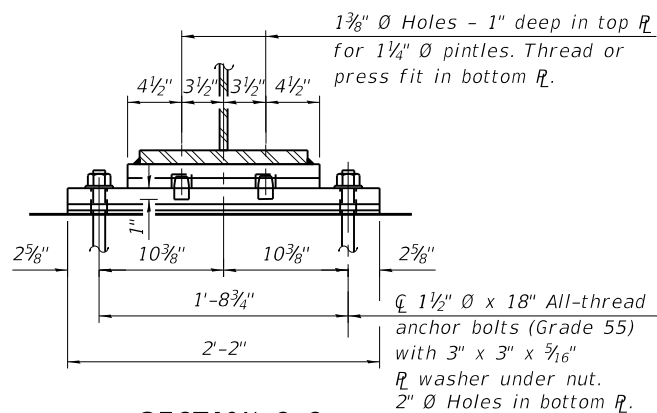
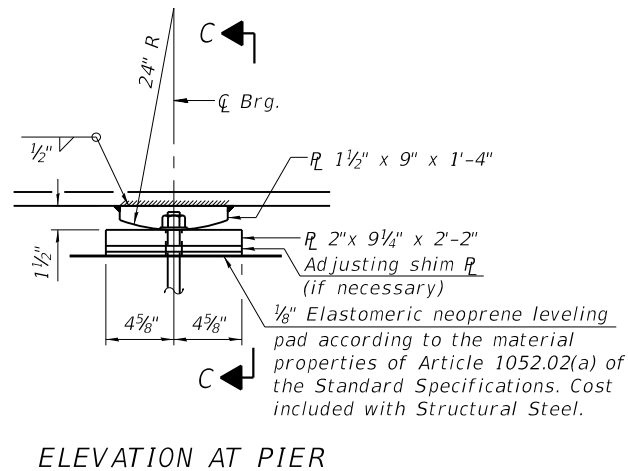
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7448	09-00933-01-BR	MACON	1019	694
				CONTRACT NO. 95893
				ILLINOIS FED. AID PROJECT



TYPE I ELASTOMERIC EXPANSION BEARING AT SOUTH ABUTMENT



TYPE I ELASTOMERIC EXPANSION BEARING AT NORTH ABUTMENT



SHIM R TABLE

Location	Girder	Thickness
Pier	9	1/2"

Notes:
 The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50. Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternative material) of the grades and diameters specified. The corresponding specified grade of AASHTO M 314 anchor bolts may be used in lieu of ASTM F1554. Anchor bolts shall be according to Article 521.06 of the Standard Specifications. Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I. Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used. Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details. Fixed Bearing Assembly included in "Furnishing and Erecting Structural Steel".

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	18
Anchor Bolts, 3/4"	Each	36
Anchor Bolts, 1 1/2"	Each	18

I-2E-1

6-15-2019



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STATE OF ILLINOIS
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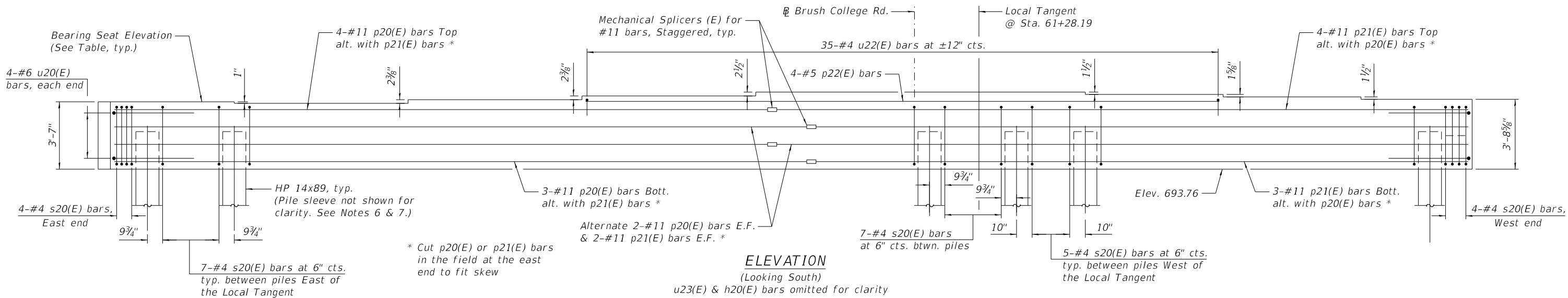
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STRUCTURE NO. 058-9202

SHEET NO. 5F-25 OF 5F-35 SHEETS

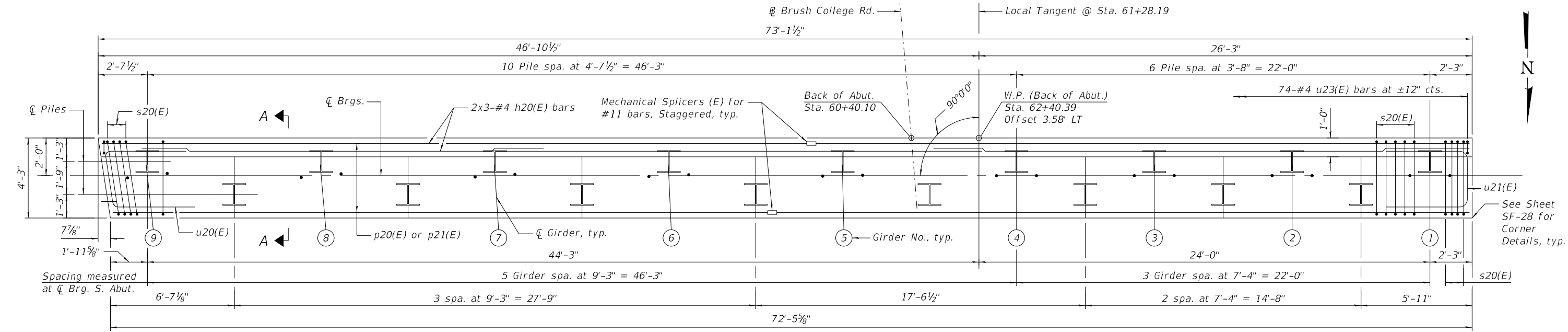
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				CONTRACT NO. 95893
ILLINOIS FED. AID PROJECT				

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ELEVATION
(Looking South)
u23(E) & h20(E) bars omitted for clarity



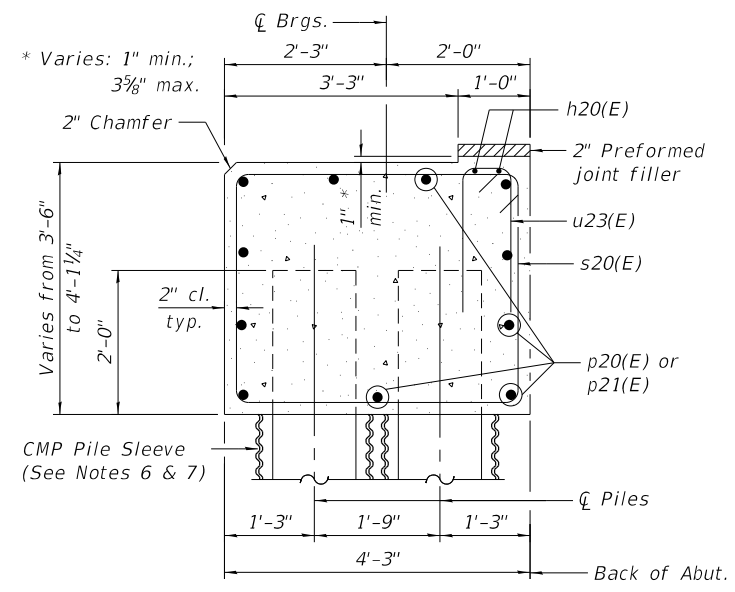
PLAN

TOP OF SEAT ELEVATION

Girder No.	Elevation
1	697.48
2	697.61
3	697.74
4	697.87
5	697.87
6	697.66
7	697.46
8	697.26
9	697.34

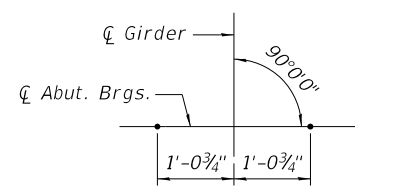
PILE DATA

Type: 14x89 w/Pile Shoes
 Nominal Required Bearing: 503 kips
 Factored Resistance Available: 251 kips
 Est. Length: 75 ft.
 No. Production Piles: 16
 No. Test Piles: 1

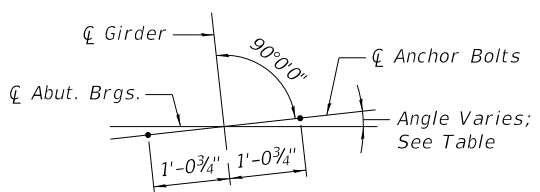


SECTION A-A

Section through abutment;
Dimensions at right angles to abutment



GIRDERS 1 THRU 4 ANCHOR BOLT LAYOUT



GIRDERS 5 THRU 9 ANCHOR BOLT LAYOUT

Girder No.	Angle
5	1°15'43"
6	2°31'22"
7	3°46'53"
8	5°2'10"
9	6°17'9"

MINIMUM BAR LAP
(Unless Noted Otherwise)
#4 bar = 2'-11"

NOTES

- See Sheet SF-28 for Bar Lists & Bill of Material.
- Space reinforcements in cap to miss anchor bolts.
- For anchor bolt details, see Sheet SF-25.
- Pour steps monolithically with cap.
- Bars noted thus, 2x3-#4 etc. indicates 2 lines of bars with 3 lengths per line.
- Pile sleeve shall extend from bottom of abutment cap elevation to 1'-0" below Theoretical Top of Leveling Pad of precast modular retaining wall. Cost included in the unit cost of Furnishing Steel Piles, HP14x89.
- For pile sleeve details, see Sheet SF-28.
- Orient pile webs parallel to the Local Tangent.
- For details of piles, see Sheet SF-31.
- For details and quantity of Mechanical Splicers, see Sheet SF-32.

E.F. = Each Face



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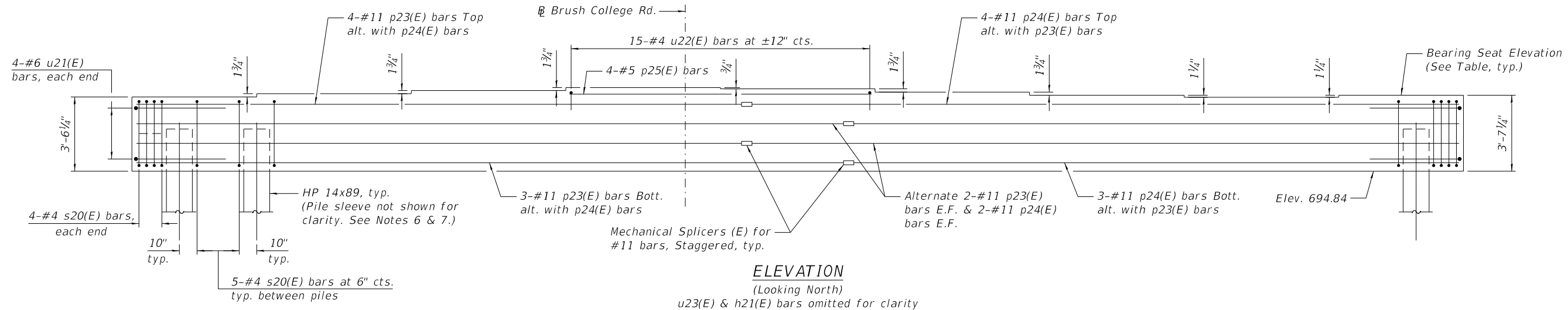
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT PLAN & ELEVATION
STRUCTURE NO. 058-9202

SHEET NO. SF-26 OF SF-35 SHEETS

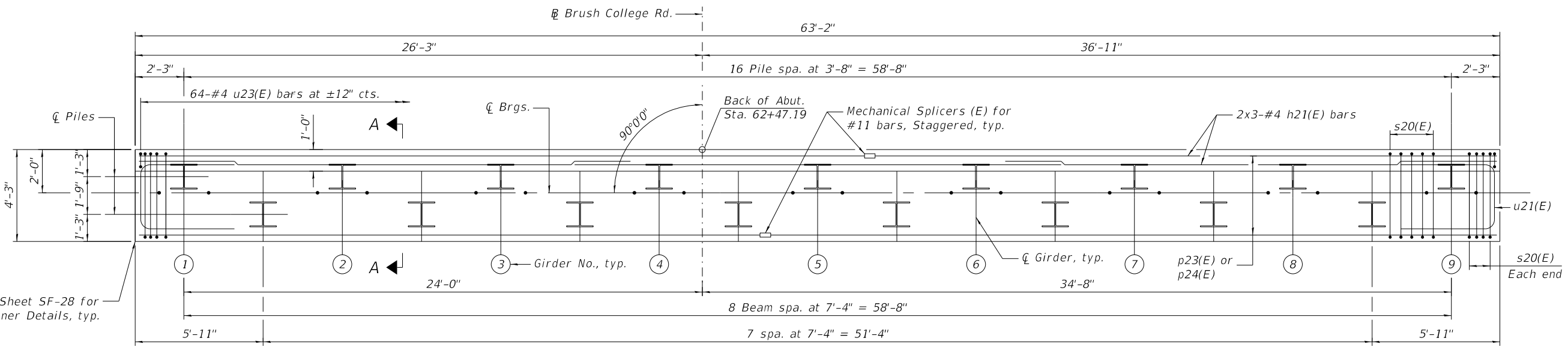
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7448	09-00933-01-BR	MACON	1019	696
CONTRACT NO. 95893				
ILLINOIS FED. AID PROJECT				

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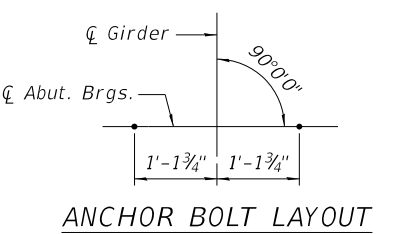


ELEVATION
(Looking North)

u23(E) & h21(E) bars omitted for clarity



PLAN

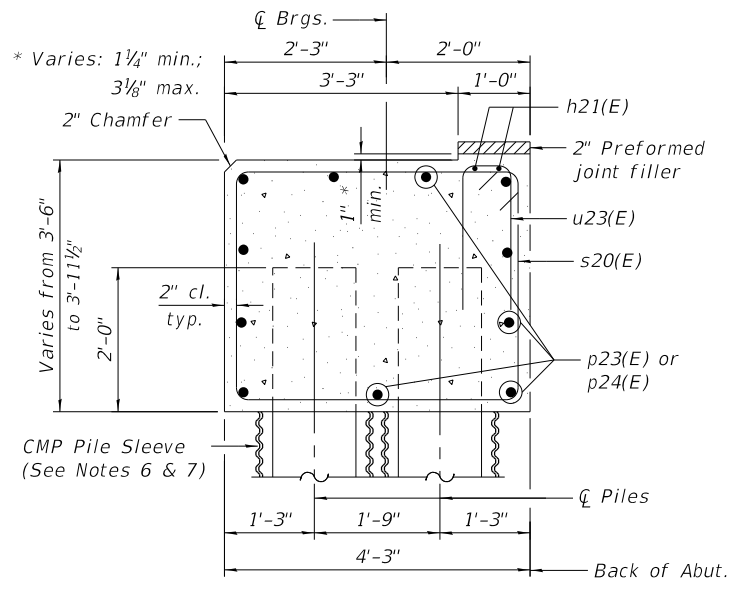


TOP OF SEAT ELEVATION

Girder No.	Elevation
1	698.36
2	698.51
3	698.65
4	698.80
5	698.74
6	698.59
7	698.44
8	698.34
9	698.44

PILE DATA

Type: 14x89 w/Pile Shoes
 Nominal Required Bearing: 526 kips
 Factored Resistance Available: 224 kips
 Est. Length: 80 ft.
 No. Production Piles: 16
 No. Test Piles: 1



SECTION A-A

Section thru abutment;
Dimensions at right angles to abutment

MINIMUM BAR LAP

(Unless Noted Otherwise)
#4 bar = 2'-11"

NOTES

- See Sheet SF-28 for Bar Lists & Bill of Material.
- Space reinforcements in cap to miss anchor bolts.
- For anchor bolt details, see Sheet SF-25.
- Pour steps monolithically with cap.
- Bars noted thus, 2x3-#4 etc. indicates 2 lines of bars with 3 lengths per line.
- Pile sleeve shall extend from bottom of abutment cap elevation to 1'-0" below Theoretical Top of Leveling Pad of precast modular retaining wall. Cost included in the unit cost of Furnishing Steel Piles, HP14x89.
- For pile sleeve details, see Sheet SF-28.
- Orient pile webs parallel to the Brush College Rd.
- For details of piles, see Sheet SF-31.
- For details and quantity of Mechanical Splicers, see Sheet SF-32.

E.F. = Each Face



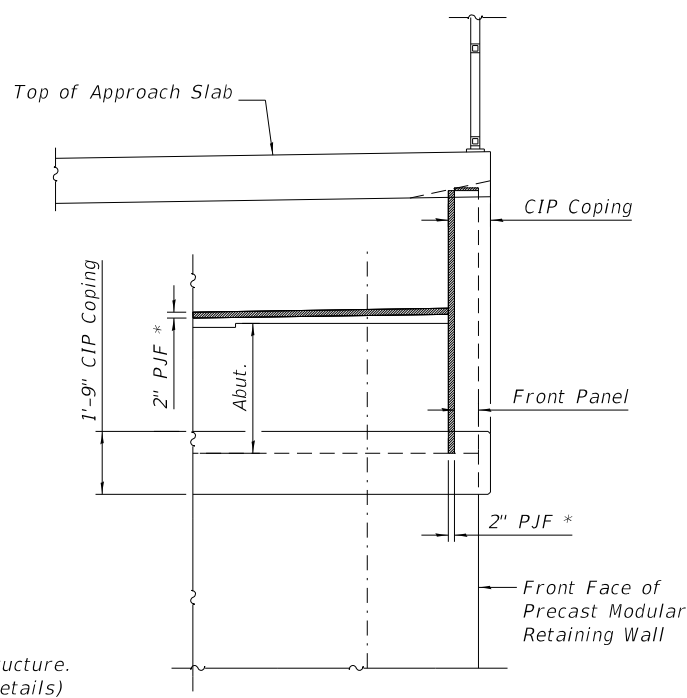
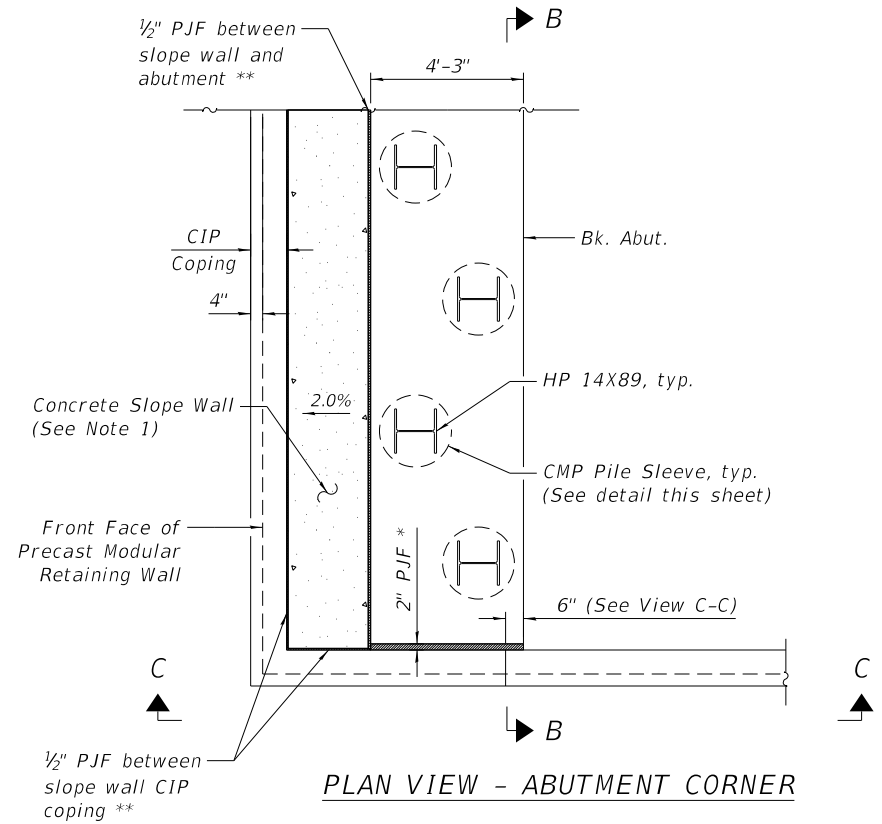
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STATE OF ILLINOIS
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NORTH ABUTMENT PLAN & ELEVATION
STRUCTURE NO. 058-9202

SHEET NO. SF-27 OF SF-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	697
CONTRACT NO. 95893				
ILLINOIS FED. AID PROJECT				



* Cost included in Concrete Superstructure. (See Diaphragm Details)

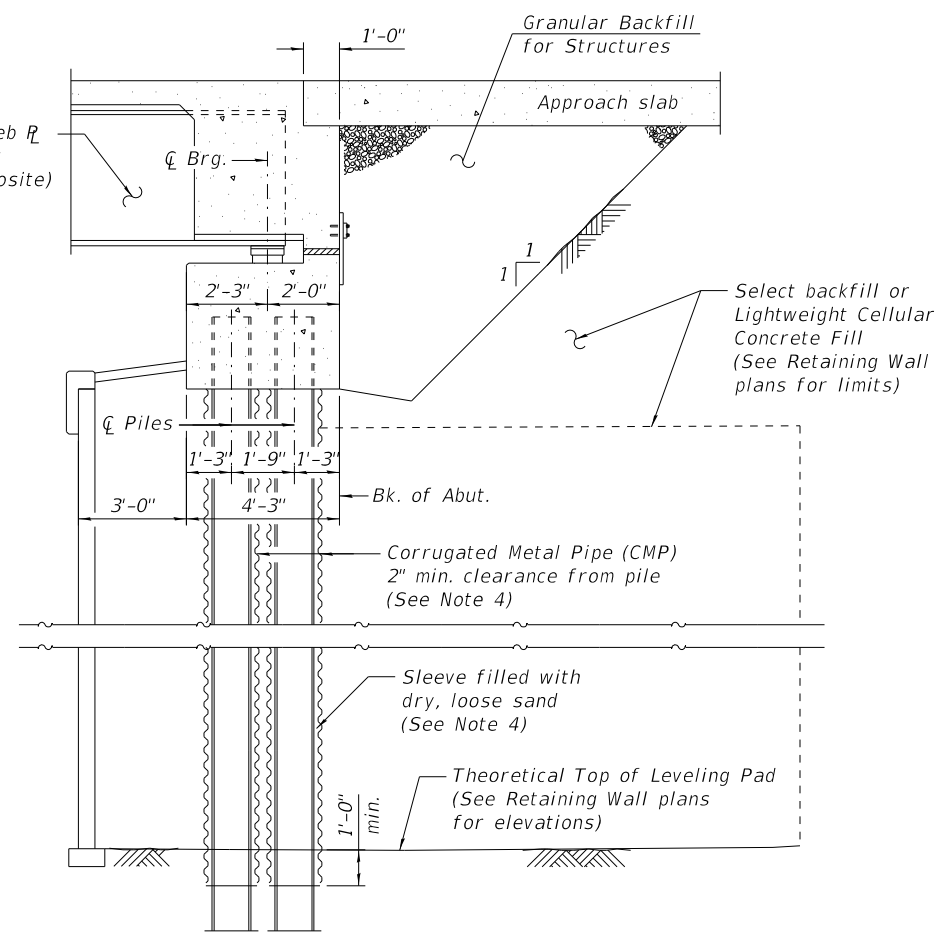
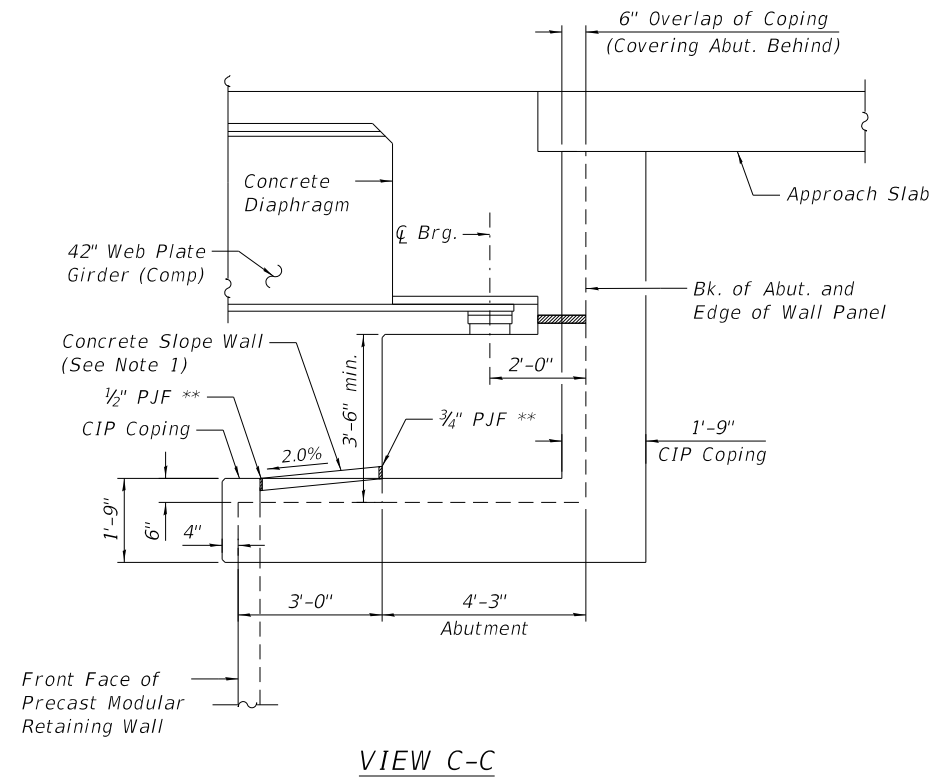
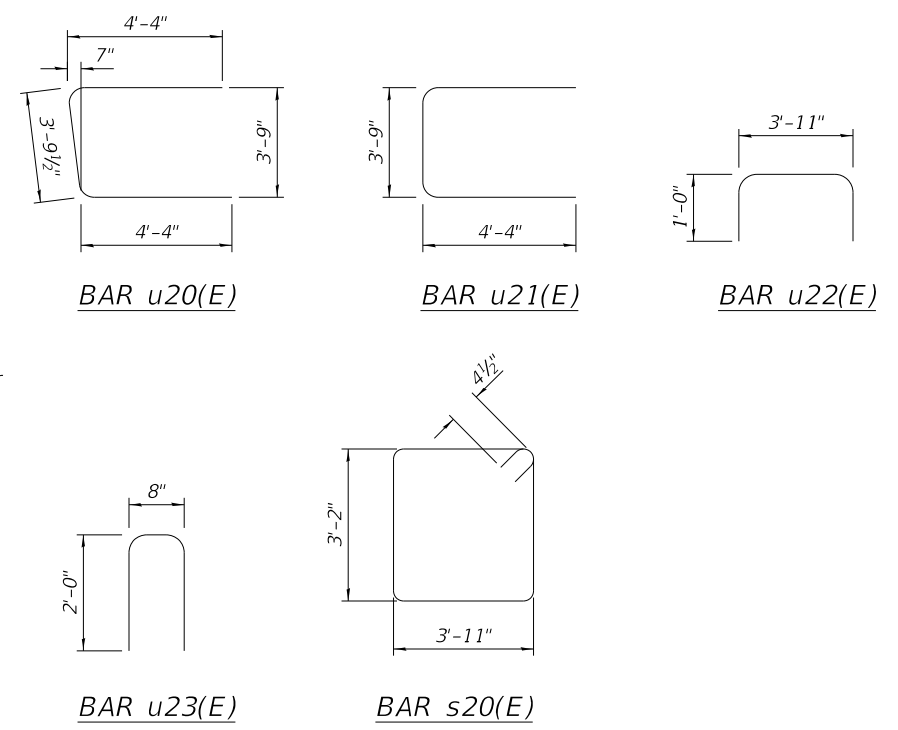
** Cost included in Slope Wall 4 Inch.

S. ABUT.
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h20(E)	6	#4	26'-3"	—
p20(E)	11	#11	35'-0"	—
p21(E)	11	#11	37'-10"	—
p22(E)	4	#5	33'-8"	—
s20(E)	108	#4	14'-11"	□
u20(E)	4	#6	12'-6"	▭
u21(E)	4	#6	12'-5"	▭
u22(E)	35	#4	5'-11"	▭
u23(E)	74	#4	4'-8"	▭
Concrete Structures	Cu. Yd.	44.5		
Reinforcement Bars, Epoxy Coated	Pound	6,100		
Furnishing Steel Piles HP 14x89	Foot	1,200		
Driving Piles	Foot	1,200		
Test Pile HP14x89	Each	1		
Pile Shoes	Each	17		

N. ABUT.
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h21(E)	6	#4	22'-11"	—
p23(E)	11	#11	29'-0"	—
p24(E)	11	#11	33'-10"	—
p25(E)	4	#5	14'-4"	—
s20(E)	88	#4	14'-11"	□
u21(E)	8	#6	12'-5"	▭
u22(E)	15	#4	5'-11"	▭
u23(E)	64	#4	4'-8"	▭
Concrete Structures	Cu. Yd.	37.3		
Reinforcement Bars, Epoxy Coated	Pound	5,110		
Furnishing Steel Piles HP 14x89	Foot	1,280		
Driving Piles	Foot	1,280		
Test Pile HP14x89	Each	1		
Pile Shoes	Each	17		



- NOTES:
- Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft. Cost included in Slope Wall 4 Inch pay item.
 - See Retaining Wall Plans for CIP coping details.
 - See Sheet SF-14 for diaphragm details.
 - Cost of CMP pile sleeve and filling annulus with dry, loose sand shall be included in cost of Furnishing Steel Piles, HP 14x89.
 - For details of Piles, see Sheet SF-31.
 - See Sheet SF-26 and SF-27 for pile spacing.

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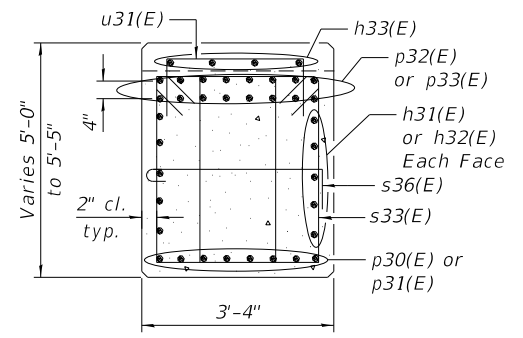
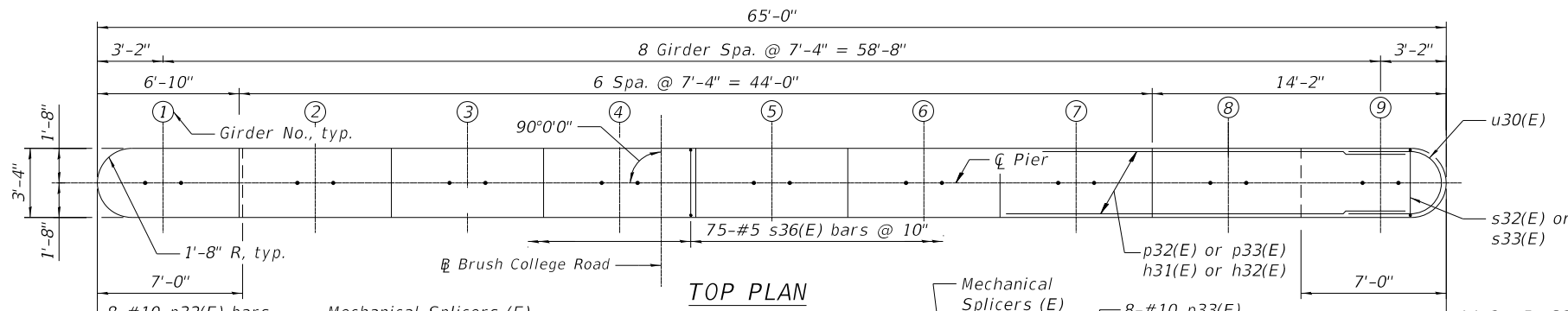
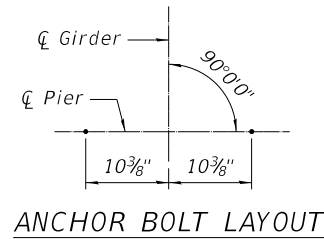
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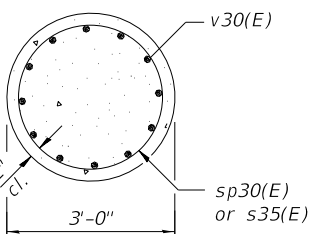
ABUTMENT DETAILS
STRUCTURE NO. 058-9202

SHEET NO. 5F-28 OF 5F-35 SHEETS

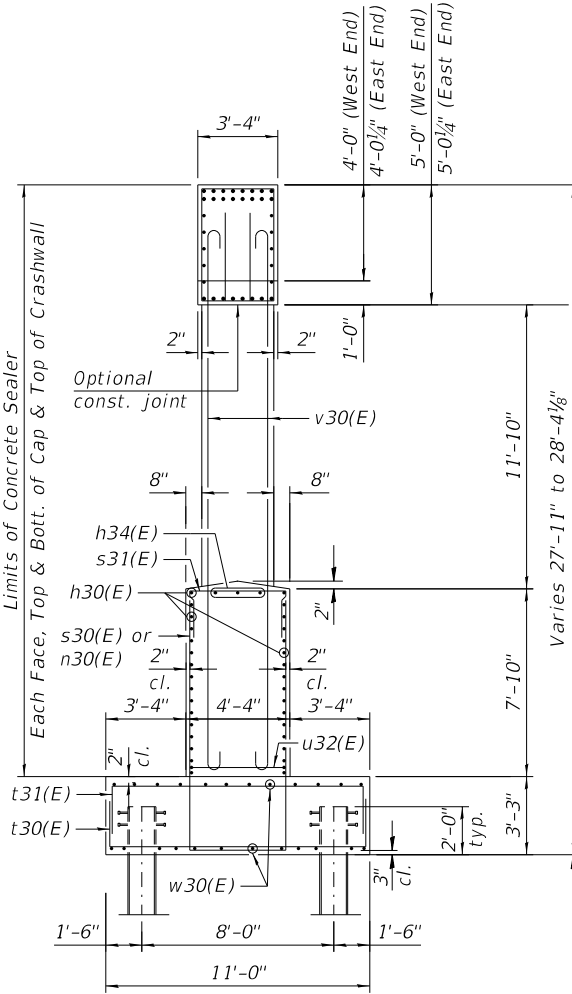
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CONTRACT NO. 95893				
ILLINOIS FED. AID PROJECT				



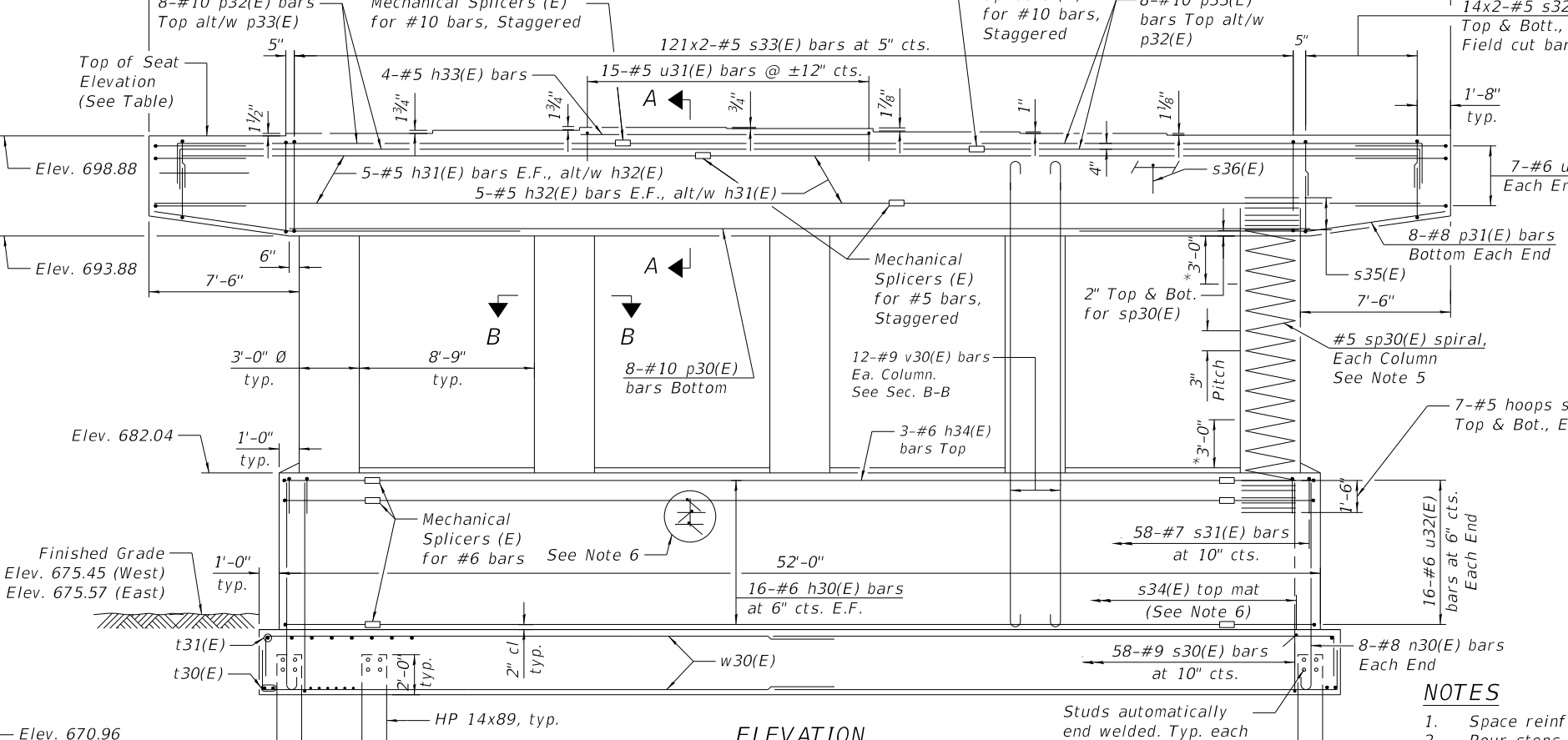
SEC. A-A



SEC. B-B



END VIEW



ELEVATION
(Looking North)

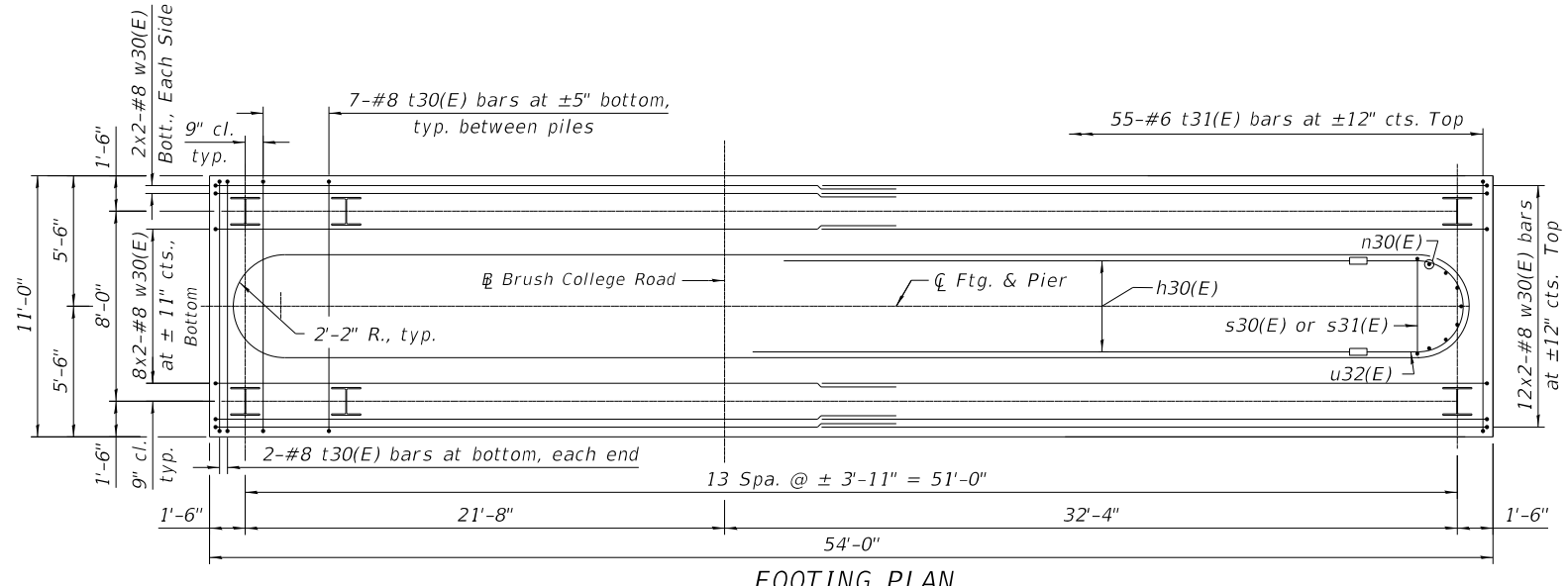
TOP OF SEAT
ELEVATION

Girder No.	Elevation
1	698.88
2	699.01
3	699.15
4	699.30
5	699.23
6	699.08
7	698.99
8	698.90
9	698.90

NOTES

- Space reinforcement in cap to miss anchor bolts.
- Pour steps monolithically with cap.
- Bars noted thus, 8x2-#10 etc. indicates 8 lines of bars with 2 lengths per line.
- For details of piles, see Sheet SF-31.
- #5 sp30(E) spiral, each column
 - Provide 1 1/2 extra turns, shop welded together per AWS D1.4 top and bottom. Extend spiral 2" into pier cap & crashwall. Provide 4-#4 spacers or equivalent.
 - When splicing spiral reinforcement is necessary, the spiral shall be provided with 1 1/2 extra turns at the ends to be spliced. These additional turns shall either be welded together according to AWS D1.4. or shall both terminate with a 135° standard hook.
- The s34(E) cross-tie bars shall be placed so that orientation of 180° hook of two successive cross-ties alternate end to end. A single layer of bars shall be provided across top mat of footing reinforcement. Space bars as follows:
 - 16-#5 s34(E) 6" (vert) x 58 @ 10" (horiz)
- For anchor bolt details, see Sheet SF-25.
- For Girder 9 shim plate details, see Sheet SF-25
- For details and quantity of Mechanical Splicers, see Sheet SF-32.

* Splicing of reinforcement will not be allowed in this region.
E.F. Each Face



FOOTING PLAN

MINIMUM BAR LAP
(Unless Noted Otherwise)

- #5 bar = 3'-7"
- #6 bar = 4'-4"
- #8 bar = 5'-9"

PILE DATA

Type: 14x89 w/Pile Shoes
Nominal Required Bearing: 608 kips
Factored Resistance Available: 334 kips
Est. Length: 62 ft
No. Production Piles: 27
No. Test Piles: 1

MODEL: Sheet
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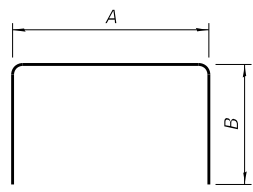
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PLOT SCALE = N.T.S.	CHECKED - ATB	REVISED -
PLOT DATE = 4/29/2021	DRAWN - MK	REVISED -
	CHECKED - MCC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER PLAN & ELEVATION
STRUCTURE NO. 058-9202

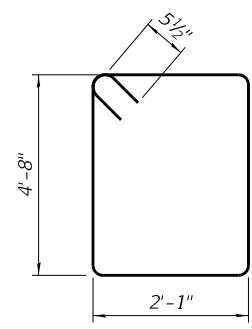
SHEET NO. 5F-29 OF 5F-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	699
CONTRACT NO. 95893			ILLINOIS FED. AID PROJECT	

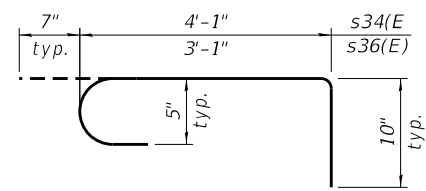


Bar	A	B
s30(E)	4'-0"	10'-5"
s31(E)	4'-0"	3'-5"
s32(E)	3'-0"	4'-2"
u31(E)	3'-0"	1'-0"
t30(E)	10'-8"	2'-0"
t31(E)	10'-8"	2'-0"

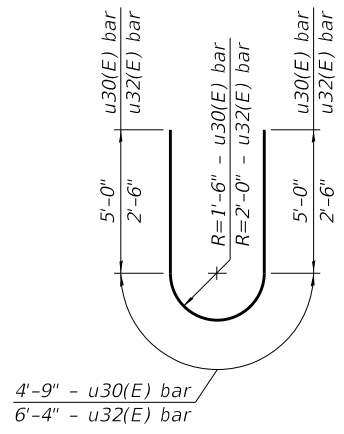
BARS s30(E), s31(E), s32(E),
u31(E), t30(E) & t31(E)



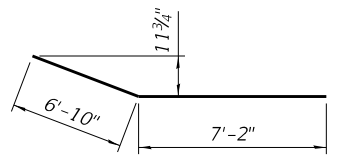
BAR s33(E)



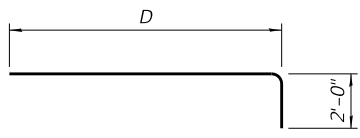
BAR s34(E)
BAR s36(E)



BAR u30(E)
BAR u32(E)

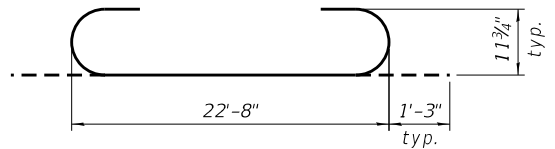


BAR p31(E)

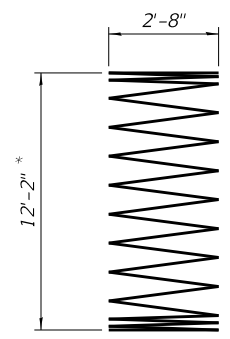


Bar	D
p32(E)	22'-0"
p33(E)	39'-8"
w30(E)	29'-9"

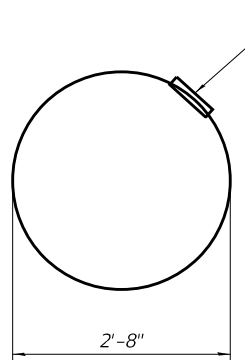
BARS p32(E),
p33(E) & w30(E)



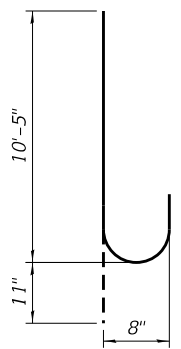
BAR v30(E)



BAR sp30(E)



BAR s35(E)



BAR n30(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h30(E)	32	#6	42'-8"	—
h31(E)	10	#5	26'-0"	—
h32(E)	10	#5	35'-8"	—
h33(E)	4	#5	14'-4"	—
h34(E)	3	#5	47'-4"	—
n30(E)	16	#8	11'-4"	U
p30(E)	8	#10	51'-0"	—
p31(E)	16	#8	14'-0"	—
p32(E)	16	#10	24'-0"	—
p33(E)	16	#10	41'-8"	—
s30(E)	58	#9	24'-10"	□
s31(E)	58	#7	10'-10"	□
s32(E)	112	#5	11'-4"	□
s33(E)	242	#5	14'-5"	□
s34(E)	928	#5	5'-6"	□
s35(E)	70	#5	8'-5"	○
s36(E)	75	#5	4'-6"	□
* sp30(E)	5	#5	12'-2"	—
t30(E)	95	#8	14'-8"	□
t31(E)	55	#6	14'-8"	□
u30(E)	14	#6	14'-9"	U
u31(E)	15	#5	5'-0"	U
u32(E)	32	#6	11'-4"	U
v30(E)	60	#9	25'-2"	U
w30(E)	48	#8	31'-9"	—
Structure Excavation		Cu. Yd.	129	
Concrete Structures		Cu. Yd.	192.1	
Reinforcement Bars, Epoxy Coated		Pound	45,030	
Concrete Sealer		Foot	2,635	
Furnishing Steel Piles HP14X89		Foot	1,674	
Driving Piles		Foot	1,674	
Test Pile Steel HP14X89		Each	1	
Pile Shoes		Each	28	

* Length is height of spiral.

MODEL Sheet
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PLOT SCALE = N.T.S.	CHECKED - ATB	REVISED -
PLOT DATE = 4/29/2021	DRAWN - MK	REVISED -
	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER DETAILS
STRUCTURE NO. 058-9202

SHEET NO. 5F-30 OF 5F-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	1019	700
			CONTRACT NO. 95893	
		ILLINOIS	FED. AID PROJECT	