SKS ENGINEERS, LLC
2900 N. Martin Luther King Jr. Dr. Decatur, IL 62526

SOIL BORING LOG

Page 1 of 2
Project #: 916780
Date 3/11/20

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. 674.997 (ft.)

Surface Water Elev. _____ (ft.)
Groundwater Elev.
First Encounter 658.00 (ft.)
Upon Completion - (ft.)
After ____ Hrs. _____ (ft.)

SOIL DESCRIPTION	ELEV (ft.)	DEPTH (ft.)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
16" CONCRETE					
SILTY CLAY A-6 Brown, very moist, very stiff, low plasticity, trace sand -shelby tube		5	7 7 12	2.0	28.6
SAND A-1-a Brown, very moist, loose, fine-medium, trace silt		10	3 3 5		15.5
CLAY LOAM A-6 Brown, moist, stiff, low plasticity, little sand, trace gravel -hard		15	6 6 8	1.6	14.6
(*)free water @ 17.0'			9 16 35		13.8
CLAY LOAM A-6 Gray, moist, very stiff, low plasticity, with sand, trace gravel		20	10 26 34	4.7	15.2
-hard		25	4 7 12	1.9	12.7
-very stiff -2 attempts no recovery			5 8 12	2.4	10.5
-begin mud rotary drilling -hard		30	7 8 16	1.1	14.0
			18 24 25	1.4	11.8
			10 12 14		
			34 60-3		

SOIL DESCRIPTION	ELEV (ft.)	DEPTH (ft.)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
SAND A-1-a Gray, saturated, very dense, fine-coarse, trace gravel		35	34 60-5		11.5
		40	30 60-6	4.6	10.4
		45	7 18 28		10.5
		50	21 25 35-6		12.9
		55	34 40 20-3		
		60	29 33 27-5		
		65	32 40 20-3		

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)

SKS ENGINEERS, LLC
2900 N. Martin Luther King Jr. Dr. Decatur, IL 62526

SOIL BORING LOG

Page 2 of 2
Project #: 916780
Date 3/11/20

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. 674.997 (ft.)

Surface Water Elev. _____ (ft.)
Groundwater Elev.
First Encounter 658.00 (ft.)
Upon Completion - (ft.)
After ____ Hrs. _____ (ft.)

SOIL DESCRIPTION	ELEV (ft.)	DEPTH (ft.)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
-dense		70	34 60-6		
SAND A-3 Gray, saturated, very dense, fine		75	27 20 23		
		80	33 25 24		
		85	60-6		
		90	60-2		
		95	60-5		
		100			

SOIL DESCRIPTION	ELEV (ft.)	DEPTH (ft.)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
CLAY LOAM A-6 Gray, moist, hard, low plasticity, with sand, trace gravel			60-5		14.3
		105	60-2		9.4
		110	60-3		14.8
		115	60-2		12.4
SHALE Gray, moist, very dense, weathered		120	60-5		
		125	60-1		
END OF BORING @ 130.0 FT.	544.997	130	60-1		

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)

FILE NAME: L:\Jobs\AECOM\08070 Brush College Road\CADD\CADD Sheets\60603202_SN058W003.dgn

design firm no. 184001036
whks engineers • planners • land surveyors

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FILE NAME = 60603202_SN058W003.dgn	CHECKED - CWC	REVISED	
PLOT SCALE = 0.17' / in.	DRAWN - DLH	REVISED	
PLOT DATE = 10/30/2020	CHECKED - SDS	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

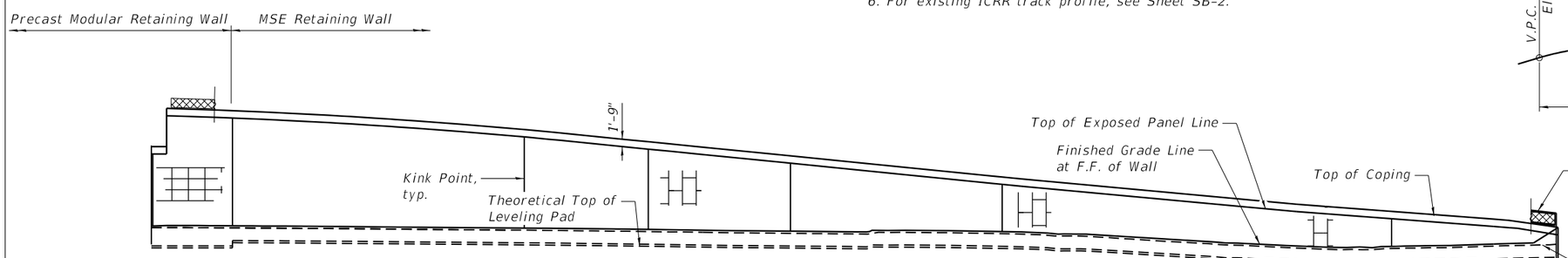
BORINGS
STRUCTURE NO. 058-W003
SHEET NO. SA-25 OF SA-25 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	996	544

CONTRACT NO. 6WGY(165)
ILLINOIS FED. AID PROJECT

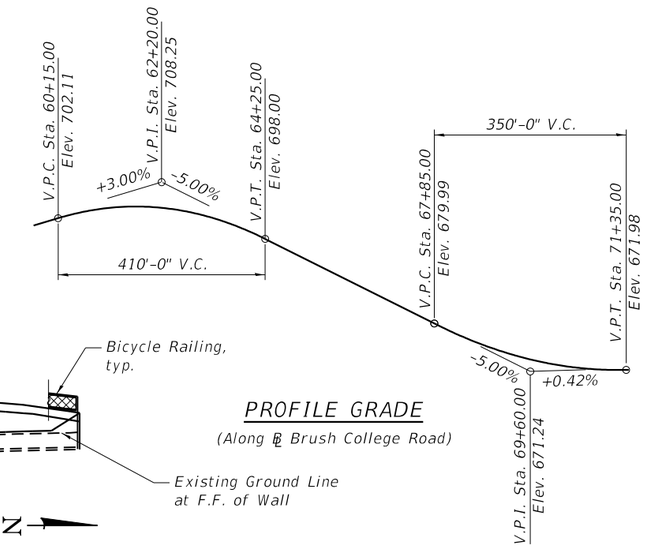
Benchmark: "M" in Mueller on fire hydrant at Southeast corner of Cerro Gordo St. and Brush College Rd. – Elev. 652.58
Existing Structure: None. New MSE wall to be constructed to support the north abutment and approach roadway to proposed SN 058-9202.
Road to be closed during construction and traffic to be detoured.

Notes:
1. Wall offsets are measured from ℄ Brush College Rd. to the front face of precast panels.
2. F.F. denotes front face.
3. See Sheet SB-3 for unfolded elevation view and wall details.
4. Existing drainage and utilities in conflict with proposed construction will be abandoned or relocated.
5. For TSRS details see Sheets SB-6 and SB-7.
6. For existing ICRR track profile, see Sheet SB-2.



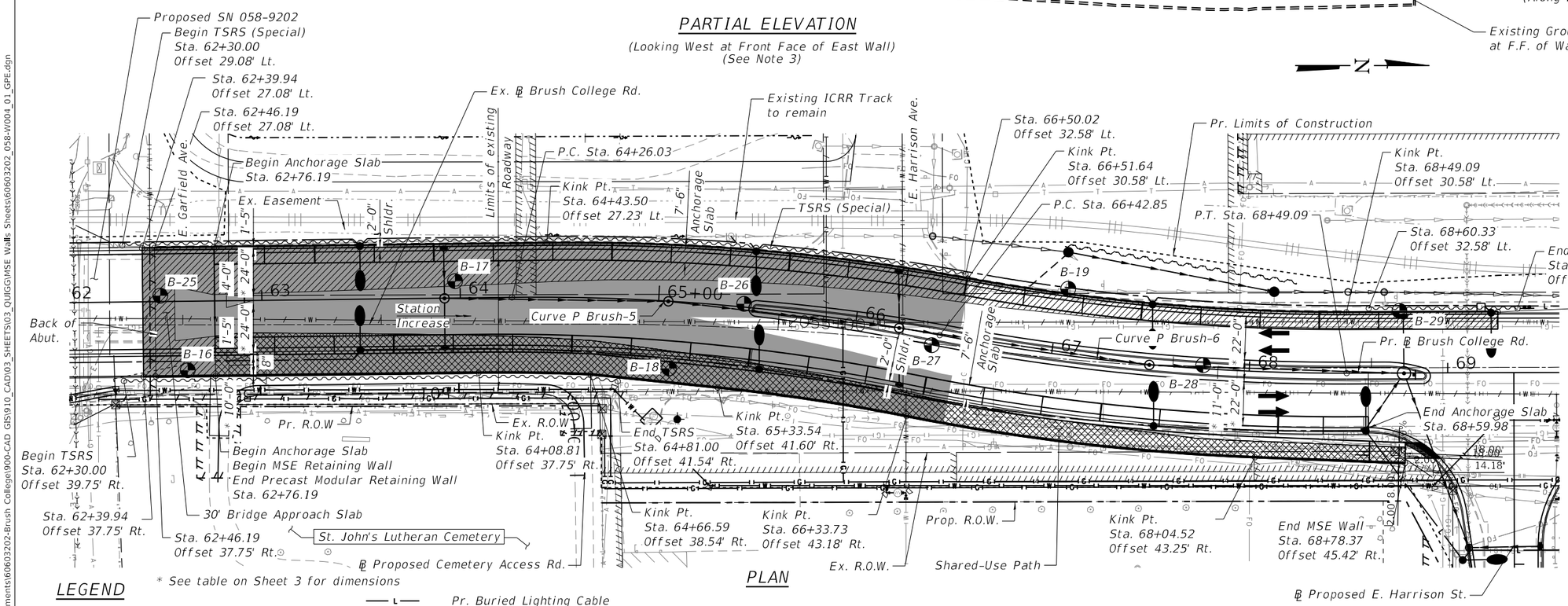
PARTIAL ELEVATION

(Looking West at Front Face of East Wall)
(See Note 3)



PROFILE GRADE

(Along ℄ Brush College Road)



* See table on Sheet 3 for dimensions

PLAN

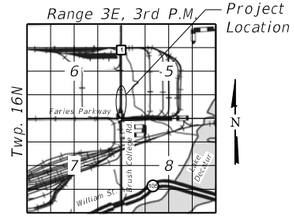
DESIGN SPECIFICATIONS

2017 AASHTO LRFD Bridge Design Specifications, 8th Edition

DESIGN STRESSES

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

PRECAST UNITS
f'c = 4,500 psi



LOCATION SKETCH

LEGEND

- Ex. Gas Line
- Ex. Water Line
- Ex. Underground Telephone Line
- Ex. Aerial Line
- Ex. Storm Sewer
- Ex. Sanitary Sewer
- Ex. Easement
- Ex. RR Track
- Ex. Underground Fiber Optic Line
- Approximate Precast Modular Retaining Wall Mass Limits
- Approximate Limits of Reinforced Soil Mass
- Approximate Limits of Lightweight Concrete Cellular Fill
- Pr. Buried Lighting Cable
- Pr. Gas Line
- Pr. Water Line
- Pr. Temporary Easement
- Pr. Underground Sanitary Sewer
- Pr. Storm Sewer
- Pr. Above Ground Lighting
- Pr. Drainage Inlet
- Soil Boring Location
- Temporary Soil Retention System (TSRS)
- Water Line Removal

PROP. CURVE P BRUSH-5

P.I. Sta. = 65+30.05
Δ = 11°00'08" (RT)
D = 5°18'19"
R = 1,080.00'
T = 104.01'
L = 207.39'
E = 5.00'
e = NC (40 mph)
T.R. = N/A
S.E. Run = N/A
P.C. Sta. = 64+26.03
P.T. Sta. = 66+33.42

PROP. CURVE P BRUSH-6

P.I. Sta. = 67+46.28
Δ = 10°56'28" (LT)
D = 5°18'19"
R = 1,080.00'
T = 103.43'
L = 206.24'
E = 4.94'
e = NC (40 mph)
T.R. = N/A
S.E. Run = N/A
P.C. Sta. = 66+42.85
P.T. Sta. = 68+49.09

HIGHWAY CLASSIFICATION

F.A.U. Rte. 7448 - Brush College Road
Functional Class; Urban Minor Arterial
ADT: 13,900 (2010); 18,950 (2035)
ADTT: 1,029 (2010); 1402 (2035)
DHV: 1,900 (2035)
Design Speed: 40 m.p.h.
Posted Speed: 35 m.p.h.
Two-Way Traffic
Directional Distribution: 50:50

GENERAL PLAN & ELEVATION
BRUSH COLLEGE ROAD
F.A.U. 7448 - SECTION 09-00933-01-BR
MACON COUNTY
STA. 62+39.94 TO STA. 69+25.33
STRUCTURE NO. 058-W004

QUIGG ENGINEERING INC

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PLOT DATE =	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET SB-1 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	996	545
		CONTRACT NO. 6WGY(165)		
		ILLINOIS	FED. AID PROJECT	

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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 the Ramp E baseline, except as noted. FF of the wall is to be considered edge of panel or form liner.

3. Protective Coat shall be applied to the top and interior surfaces of the parapets and the top exposed surface of the Anchorage Slabs.

4. Slipforming of parapets along east anchorage slab is not allowed.

5. 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.

6. The Contractor may encounter abandoned utilities or drainage structures that obstruct construction of the proposed wall. Removal and disposal of portions of these obstructions shall not be cause for additional payment but shall be included in the cost of "Precast Modular Retaining Wall". For locations and elevations of utilities, see Utility Plans.

7. All Lightweight Cellular Concrete Fill shall be Class II. See Special Provisions.

8. The Contractor shall coordinate the construction of the proposed wall with the construction of the proposed bridge over Faries Parkway. See MOT plan sheets and special provisions.

9. For details and quantity of conduits embedded in structure, see Electrical Plans.

INDEX OF SHEETS

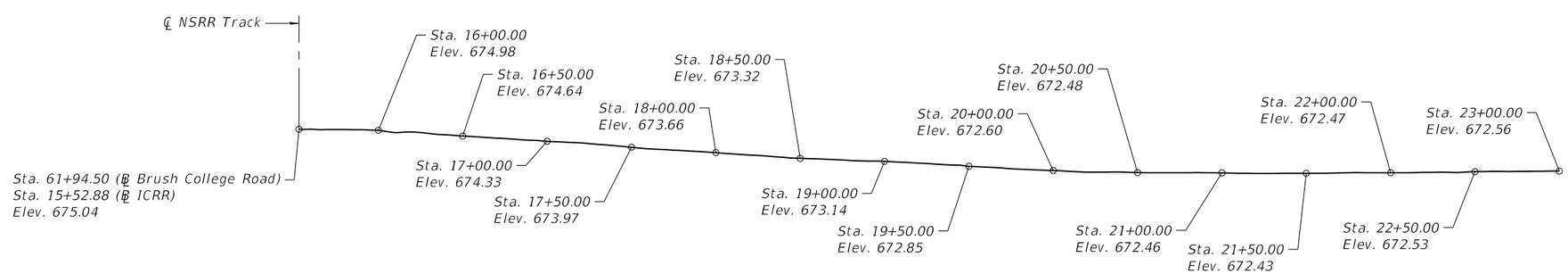
SB-1 General Plan & Elevation
SB-2 General Notes & Bill of Material
SB-3 Developed Elevation
SB-4 Typical Section
SB-5 Typical Sections
SB-6 Temporary Soil Retention System (Special)
SB-7 Temporary Soil Retention System
SB-8 West Anchorage Slab (1 of 7)
SB-9 West Anchorage Slab (2 of 7)
SB-10 West Anchorage Slab (3 of 7)
SB-11 West Anchorage Slab (4 of 7)
SB-12 West Anchorage Slab (5 of 7)
SB-13 West Anchorage Slab (6 of 7)
SB-14 West Anchorage Slab (7 of 7)
SB-15 East Anchorage Slab (1 of 7)
SB-16 East Anchorage Slab (2 of 7)
SB-17 East Anchorage Slab (3 of 7)
SB-18 East Anchorage Slab (4 of 7)
SB-19 East Anchorage Slab (5 of 7)
SB-20 East Anchorage Slab (6 of 7)
SB-21 East Anchorage Slab (7 of 7)
SB-22 Shared-Use Path (1 of 2)
SB-23 Shared-Use Path (2 of 2)
SB-24 Anchorage Slab & Wall Details (1 of 3)
SB-25 Anchorage Slab & Wall Details (2 of 3)
SB-26 Anchorage Slab & Wall Details (3 of 3)
SB-27 Bicycle Railing
SB-28 Parapet Slipforming Option
SB-29 Soil Boring Logs (B-16)
SB-30 Soil Boring Logs (B-17)
SB-31 Soil Boring Logs (B-18)
SB-32 Soil Boring Logs (B-19)
SB-33 Soil Boring Logs (B-25)
SB-34 Soil Boring Logs (B-26 & B-27)
SB-35 Soil Boring Logs (B-28 & B-29)

TOTAL BILL OF MATERIAL

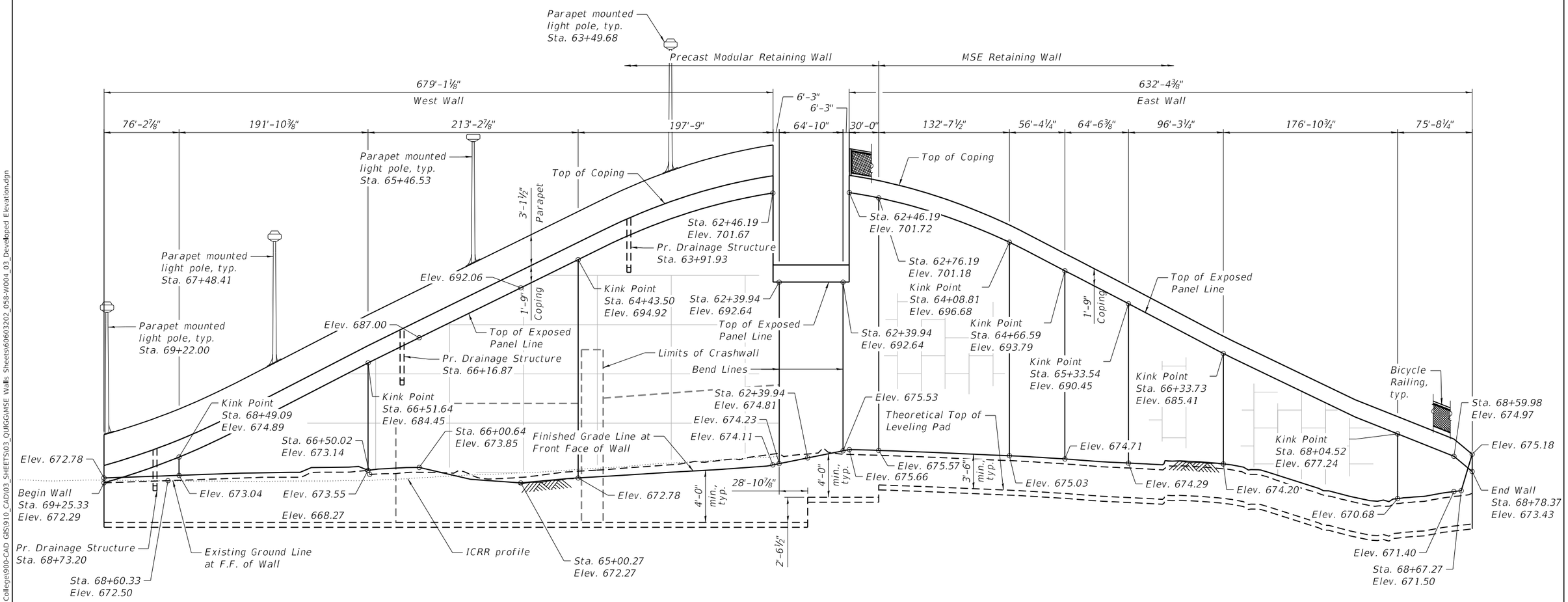
ITEM	UNIT	TOTAL
Portland Cement Concrete Sidewalk, 5 inch	Cu. Yd.	5,899
Structure Excavation	Cu. Yd.	3,698
Concrete Structures	Cu. Yd.	390.8
Concrete Superstructure	Cu. Yd.	705.6
Protective Coat	Sq. Yd.	2,245
Reinforcement Bars, Epoxy Coated	Pound	116,110
Bicycle Railing	Foot	602.5
Parapet Railing	Foot	584
Name Plates	Each	1
Temporary Soil Retention System	Sq. Ft.	1,268
Mechanically Stabilized Earth Retaining Wall	Sq. Ft.	10,754
Precast Modular Retaining Wall	Sq. Ft.	15,794
Lightweight Cellular Concrete Fill	Sq. Ft.	21,340
Temporary Soil Retention System (Special)	Sq. Ft.	3,756
Pipe Underdrains for Structures, 4"	Foot	690

STATION 62+39.94
BUILT BY
CITY OF DECATUR
F.A.U. 7448
SEC. 09-00933-01-BR
STR. NO. 058-W004

NAME PLATE
See Std. 515001



TOP OF RAIL - ICRR TRACK
(Looking West)



UNFOLDED ELEVATION

(Looking at Front Face of Wall)

Note:
All measurements are along the F.F. of wall.

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QUIGG ENGINEERING INC

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DEVELOPED ELEVATION
STRUCTURE NO. 058-W004

SHEET SB-3 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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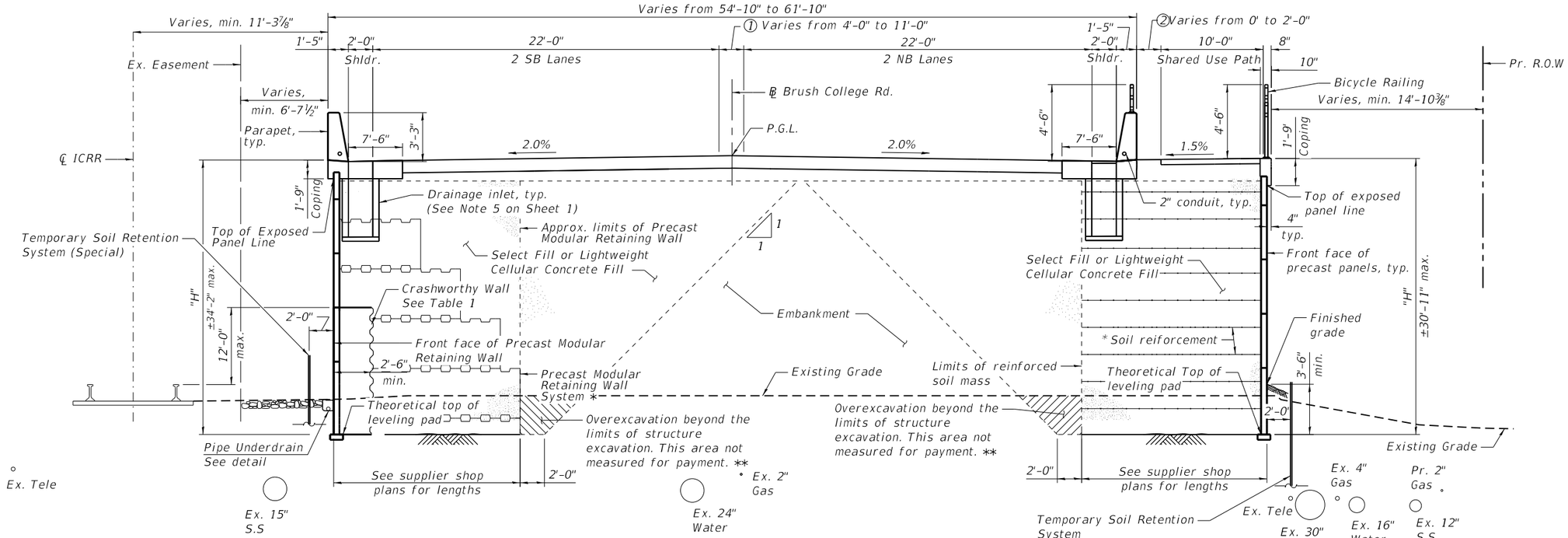
		CONTRACT NO. 6WGY(165)		
		ILLINOIS FED. AID PROJECT		



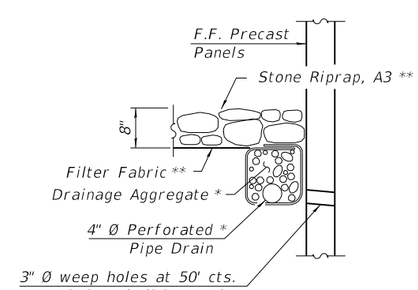
TYPICAL ROADWAY SECTION THROUGH RETAINING WALLS

(Looking North)

*The 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.

Notes:
1. See Sheet SB-5 of SB-35 for section through east wall beyond station 68+59.98
2. Crashworthy Wall shall be included in cost of Concrete Structures.



* Included in the cost of Pipe Underdrains

** See Erosion Control plans for quantity.

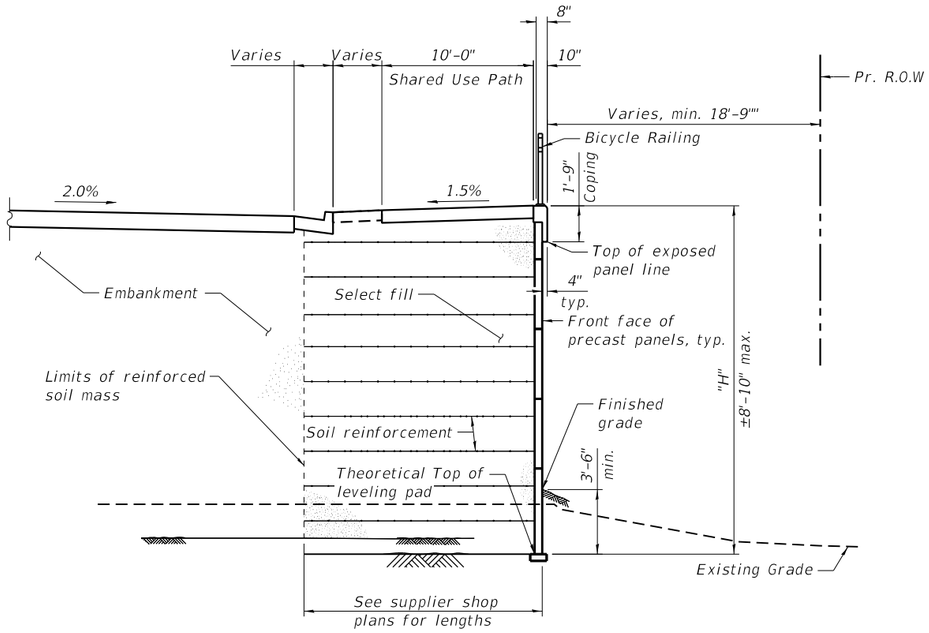
PIPE UNDERDRAIN DETAIL

TABLE 1 - CRASHWORTHY WALL LIMITS

Start Station	Top of CW Elev.	Height (ft.)	End Station	Top of CW Elev.	Height (ft.)	Length (ft.)
62+39.94	682.22	13.95	64+18.61	680.80	12.53	178.66
64+18.61	685.80	17.53	64+84.68	685.80	17.53	67.59
64+84.68	680.34	12.07	66+23.81	680.34	12.07	142.93

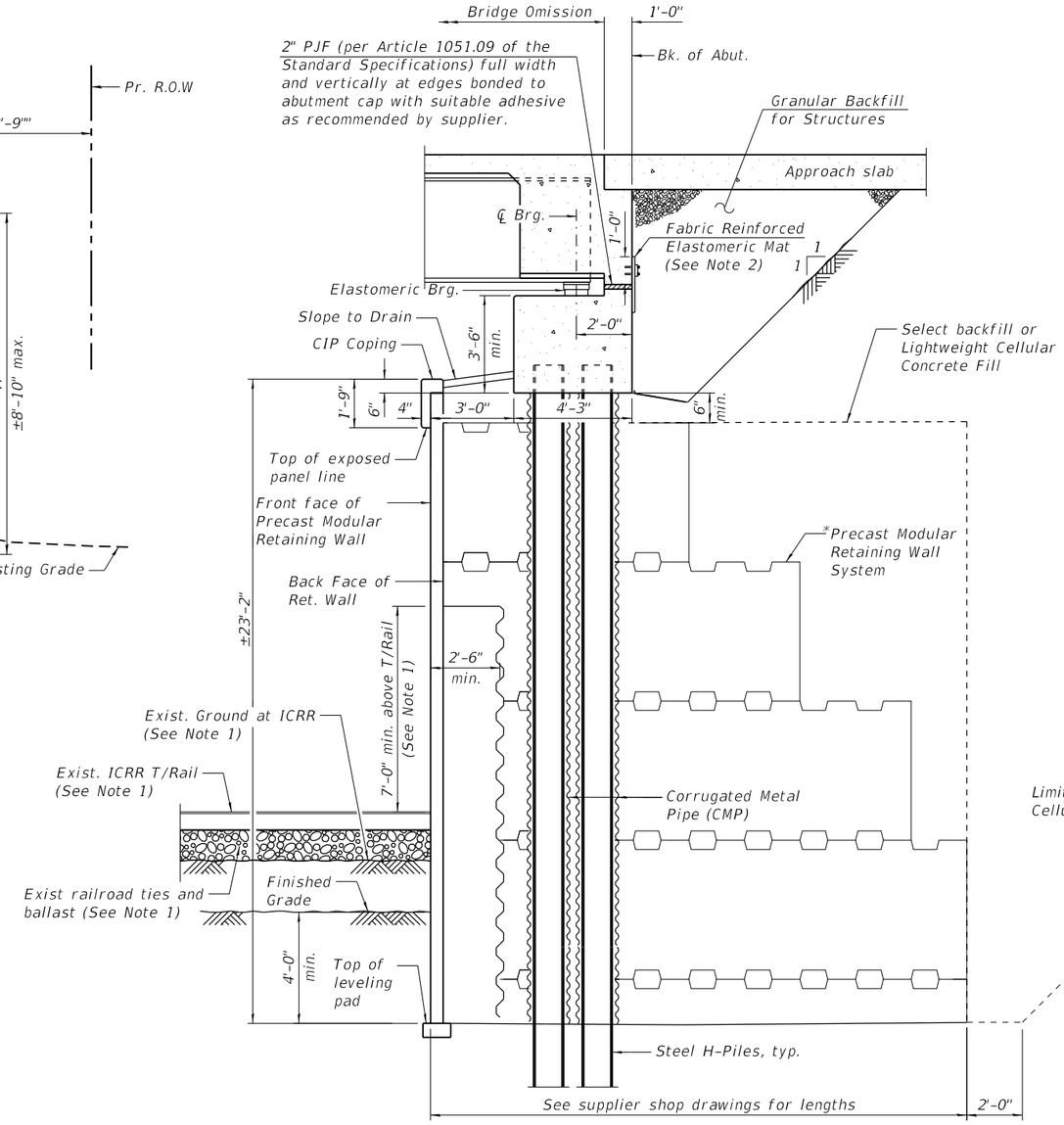
ROADWAY DIMENSION TABLE

Station	①	②
62+39.94	4'-0"	0
64+08.81	4'-0"	0
64+67.08	5'-3¾"	2'-0"
65+33.54	7'-5¾"	2'-0"
66+51.64	11'-0"	2'-0"
68+04.52	11'-0"	2'-0"
68+59.98	11'-0"	3'-4¾" (Note 2)



SECTION THROUGH EAST MSE WALL

(From Sta. 68+59.98 to Sta. 68+78.37)



SECTION THROUGH SEMI-INTEGRAL ABUTMENT

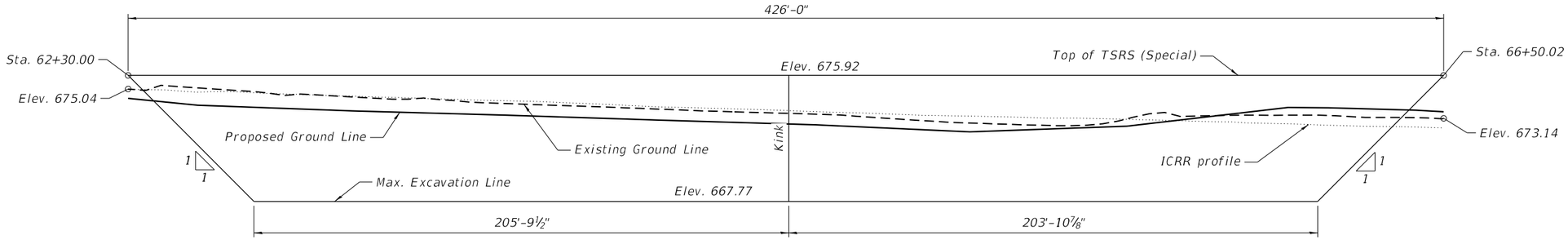
(Horiz. dim. @ Rt. ∠'s)

* The Precast Modular Wall supplier's internal 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.

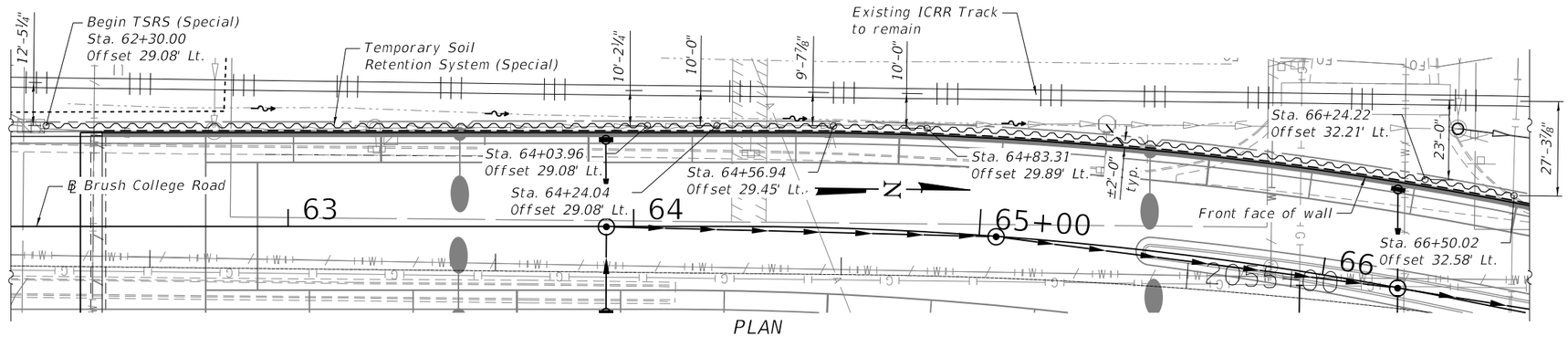
NOTES

1. Section thru abutment showing IC railroad running parallel to the bridge beyond the west side of the structure. Crashworthy retaining walls shall extend 7'-0" above top of rail for wall within 25' of the ℄ existing rail.

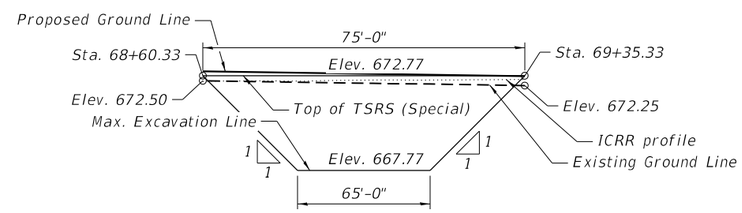
2. Fabric Reinforced Elastomeric Mat according to Section 1028 of the Standard Specifications. Fabric mat shall be 24" wide and attached full width and vertically at edges to the abutment cap with a ⅜" x 5" steel plate and ½" Ø studs with nuts and washers at 12" cts. Cost included with Concrete Superstructure.



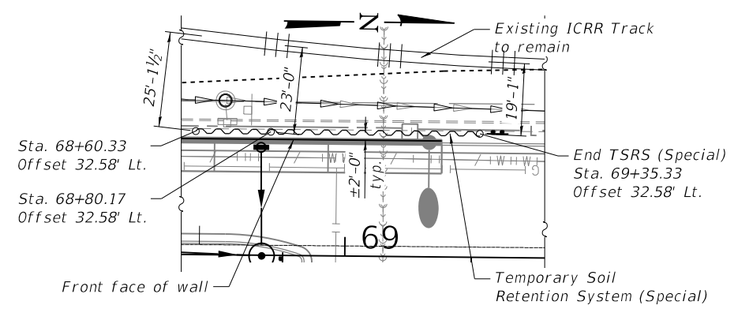
ELEVATION
(West Segment 1)



PLAN
(West Segment 1)



ELEVATION
(West Segment 2)



PLAN
(West Segment 2)

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. Temporary Soil Retention System is paid for as Temporary Soil Retention System (Special). See Special Provisions.

BILL OF MATERIAL

	Item	Unit	Quantity
*	Temporary Soil Retention System (Special)	Sq. Ft.	3,756

* See Special Provisions

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QUIGG ENGINEERING INC

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PLOT DATE =	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY SOIL RETENTION SYSTEM (SPECIAL)
STRUCTURE NO. 058-W004

SHEET SB-6 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	996	550

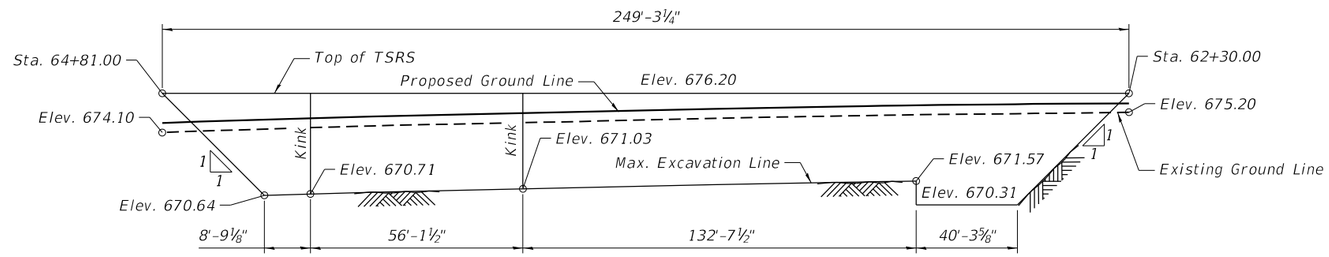
CONTRACT NO. 6WGY(165)

ILLINOIS FED. AID PROJECT

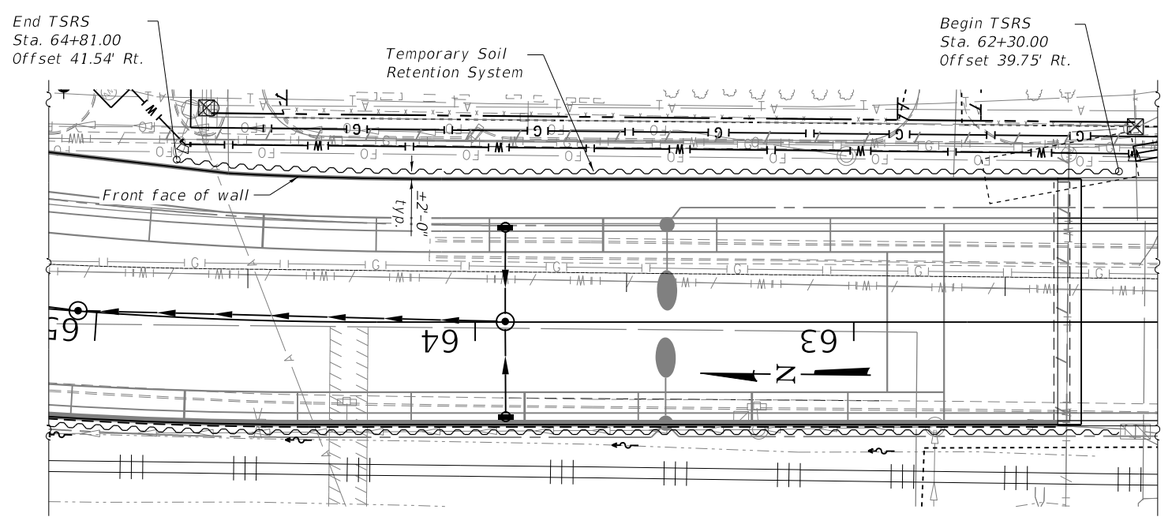
11/2/2020 8:54:58 AM

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.



ELEVATION
(East TSRS)



PLAN
(East TSRS)

BILL OF MATERIAL

Item	Unit	Quantity
Temporary Soil Retention System	Sq. Ft.	1,268

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QUIGG ENGINEERING INC

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PLOT DATE =	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

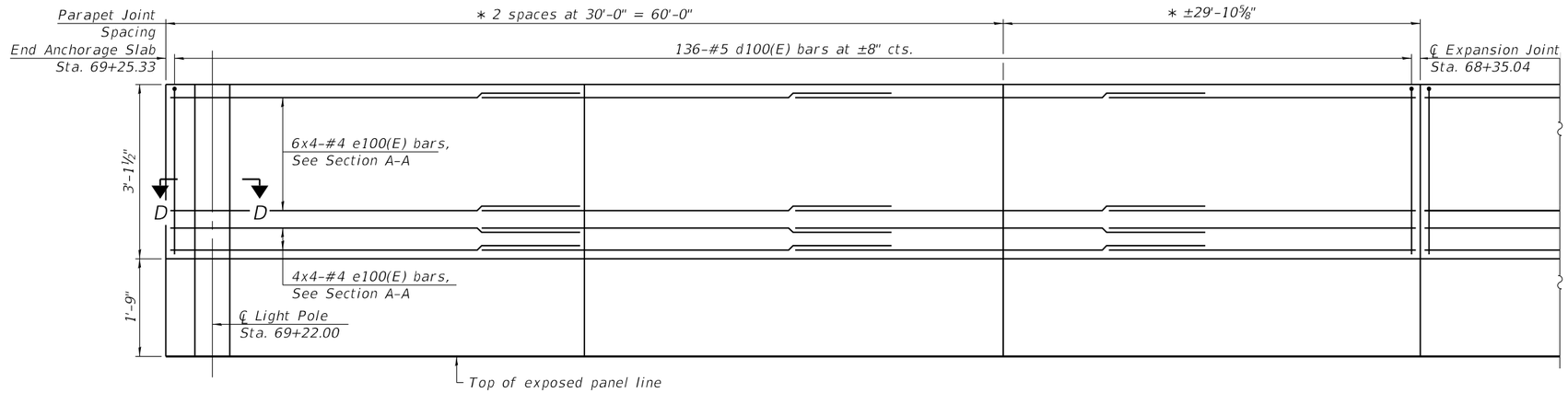
TEMPORARY SOIL RETENTION SYSTEM
STRUCTURE NO. 058-W004

SHEET SB-7 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	996	551

CONTRACT NO. 6WGY(165)

ILLINOIS FED. AID PROJECT



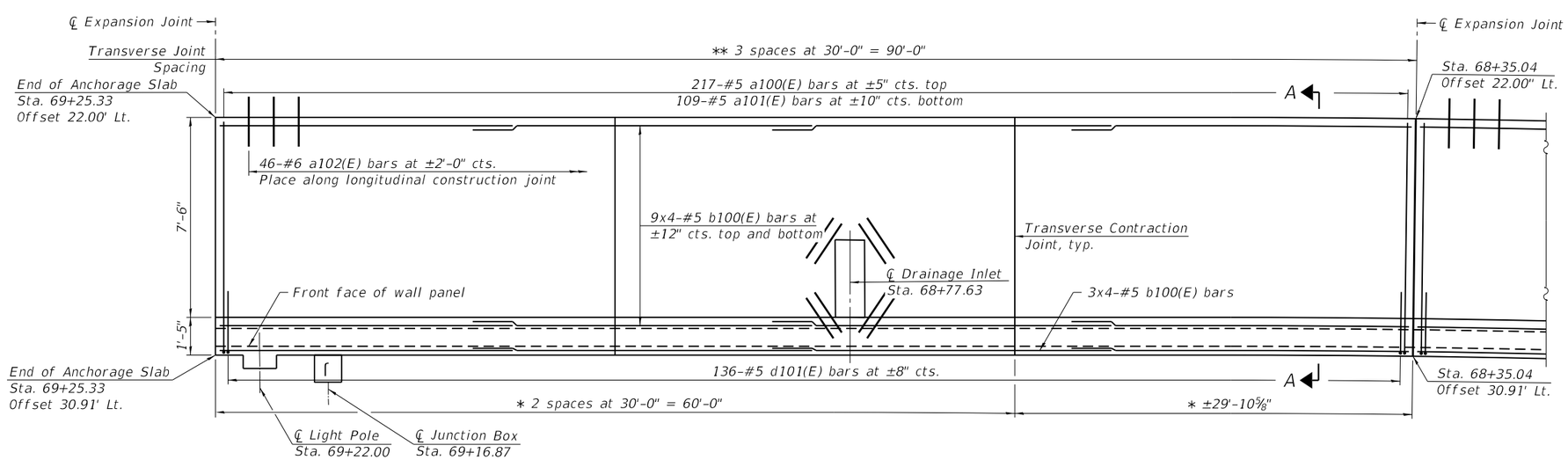
ELEVATION
(West Anchorage Slab)

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

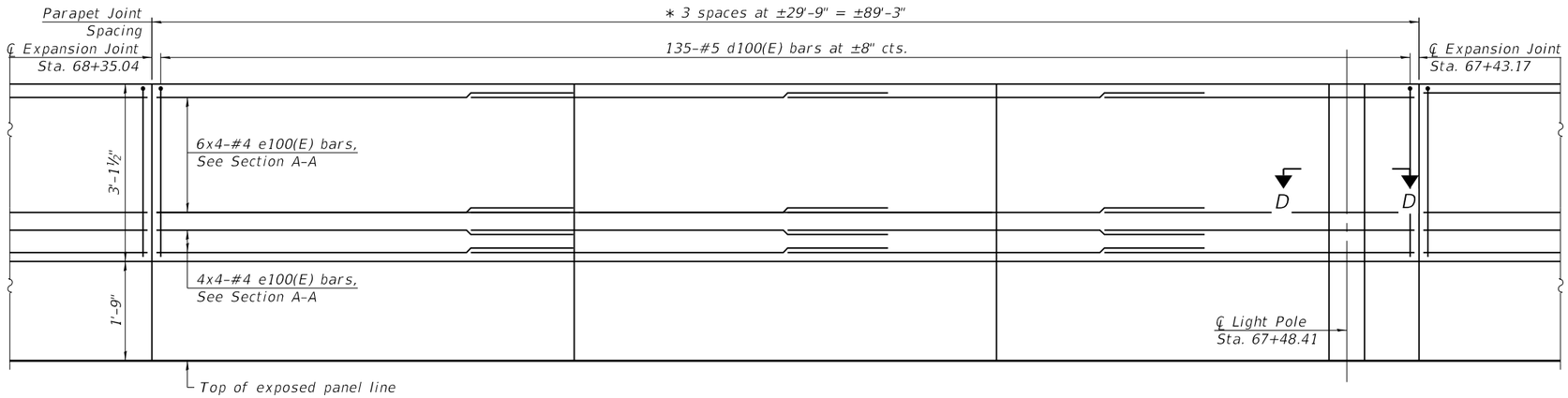
Notes:
1. Place Transverse Contraction Joints and Transverse Expansion Joints perpendicular to outside face of parapet.
2. Portion of Anchorage Slab within the traveled way shall be finished to match PPC pavement finish according to Section 420.09 of the Standard Specifications.
3. Bars indicated thus 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, B-B, C-C, D-D, and E-E see sheets SB-24 and SB-25 of SB-35.
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.

N

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



PLAN
(West Anchorage Slab)



ELEVATION
(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.
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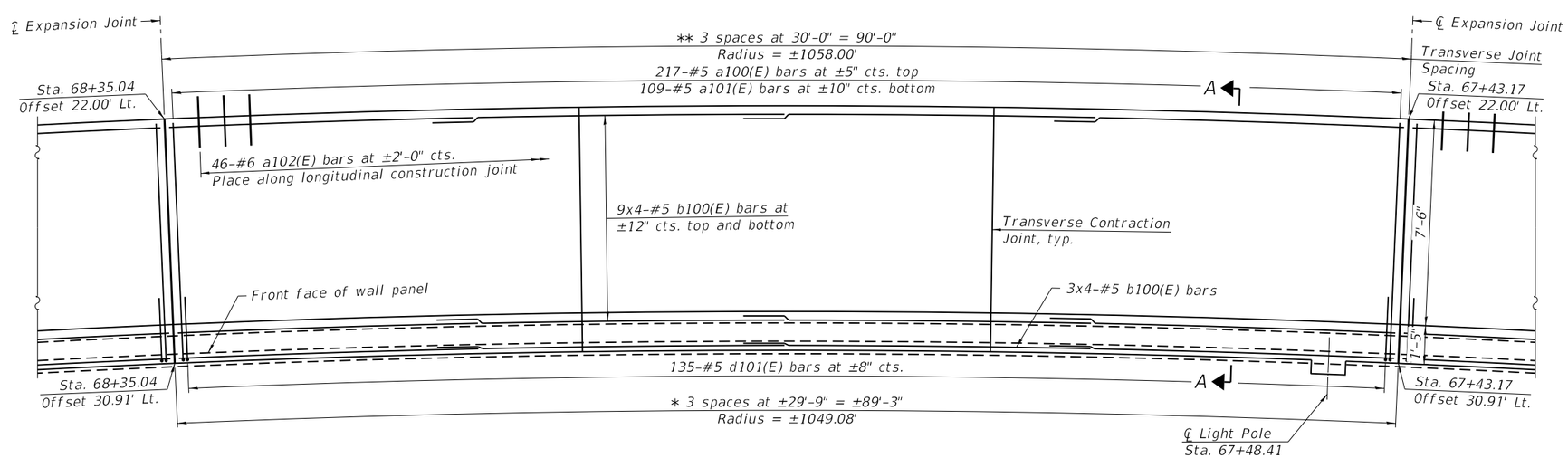
7. For light pole and junction box details, see Electrical Plans.
8. For drainage details, see sheets SB-24 and SB-25 of SB-35 and Drainage Plans.

N

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



PLAN
(West Anchorage Slab)

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QUIGG ENGINEERING INC

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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.
7448	09-00933-01-BR	MACON	996	553
		CONTRACT NO. 6WGY(165)		
		ILLINOIS	FED. AID PROJECT	

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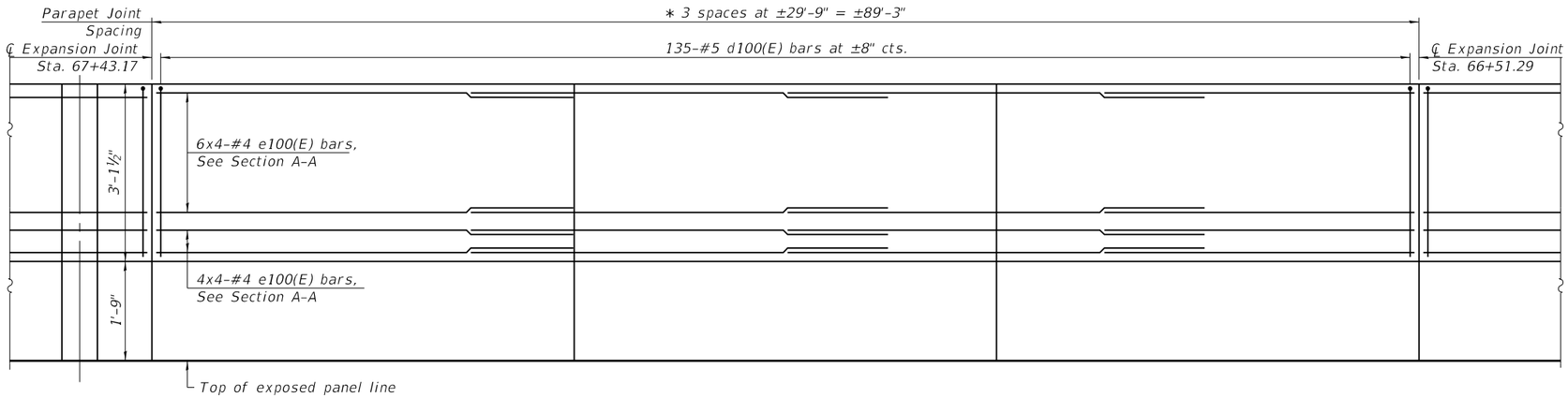

ELEVATION
(West Anchorage Slab)

* 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, B-B, C-C, D-D, and E-E see sheets SB-24 and SB-25 of SB-35.
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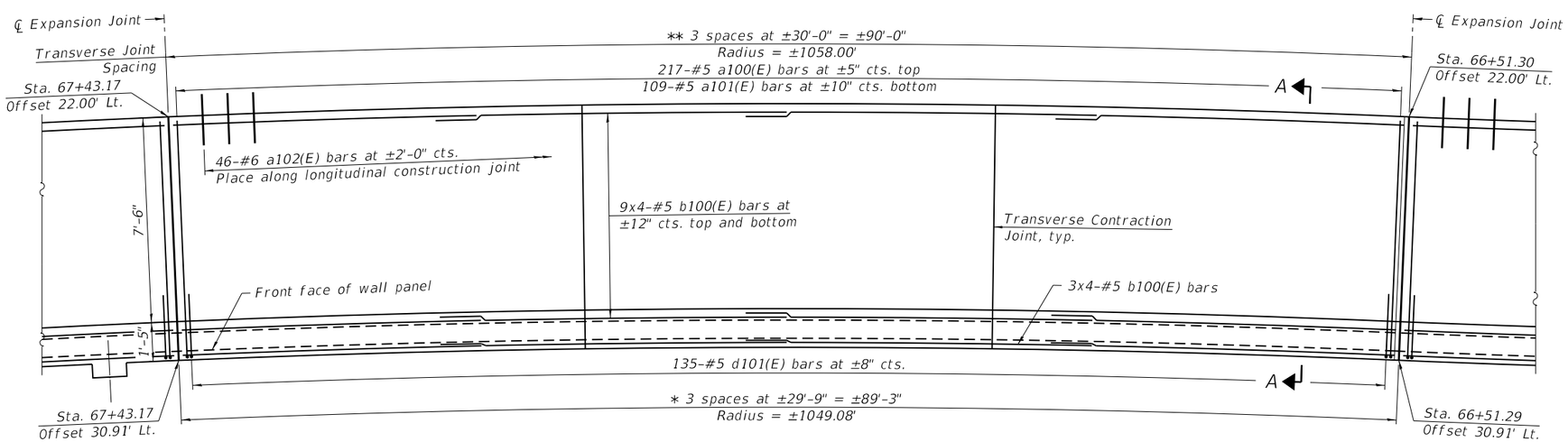
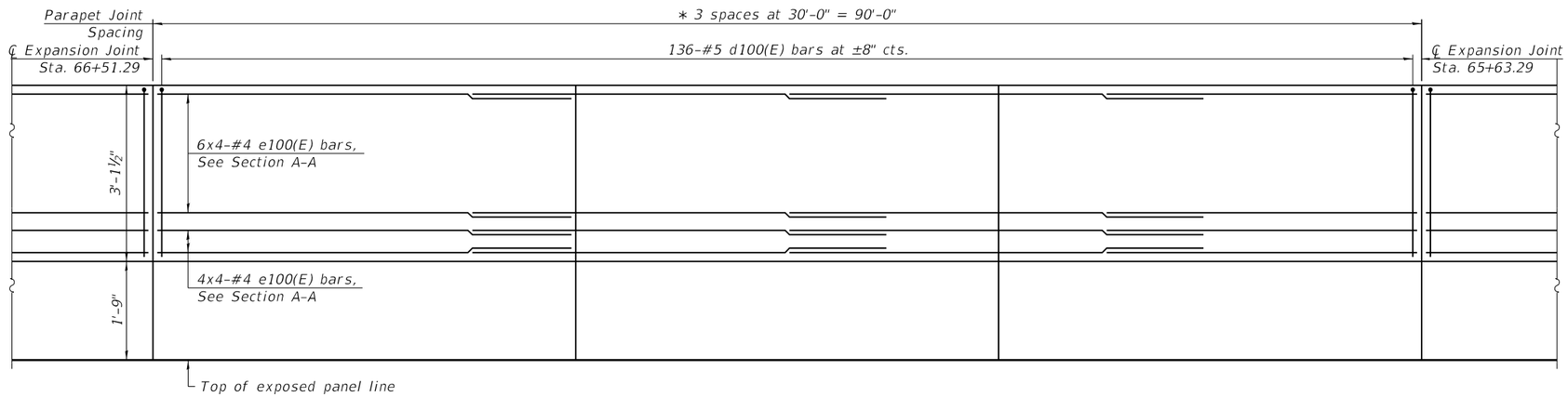
7. For light pole and junction box details, see Electrical Plans.
8. For drainage details, see sheets SB-24 and SB-25 of SB-35 and Drainage Plans.

N

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



PLAN
(West Anchorage Slab)



ELEVATION
(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.
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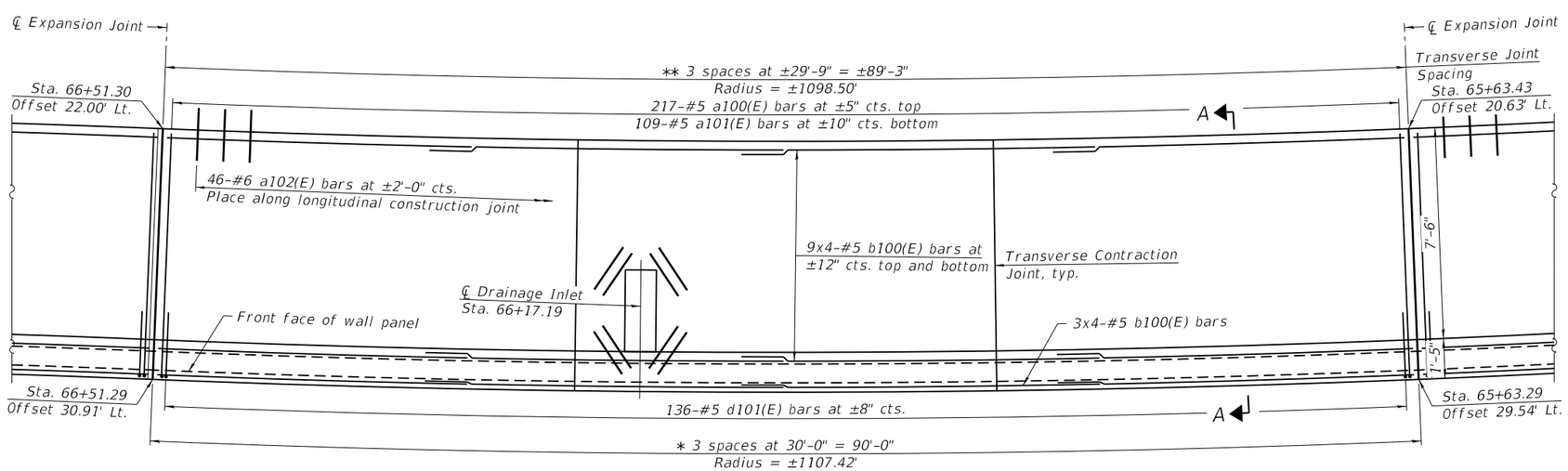
7. For light pole and junction box details, see Electrical Plans.
8. For drainage details, see sheets SB-24 and SB-25 of SB-35 and Drainage Plans.

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



PLAN
(West Anchorage Slab)

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QUIGG ENGINEERING INC

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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.
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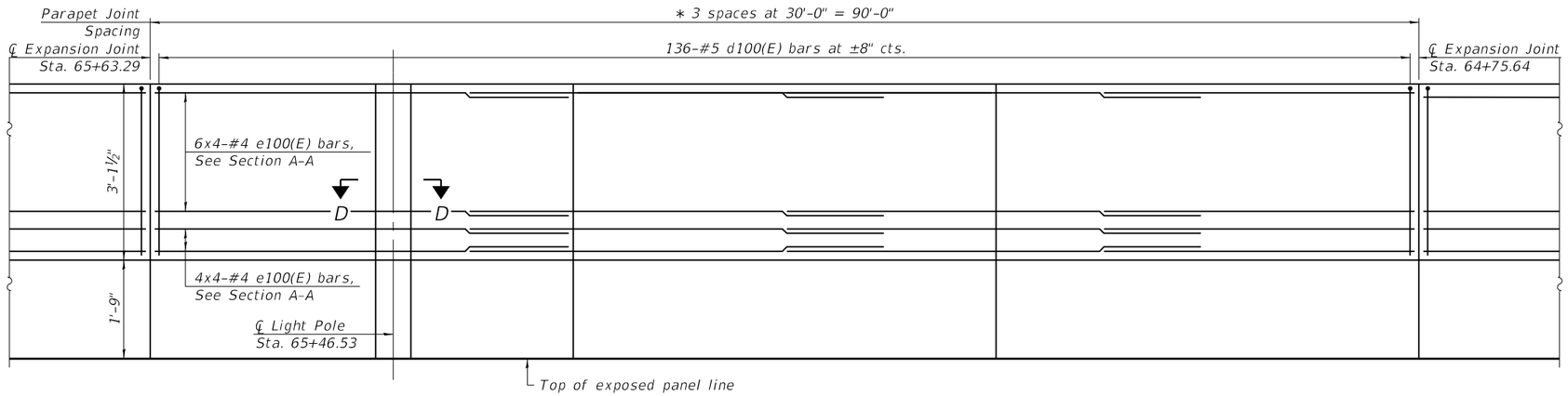
CONTRACT NO. 6WGY(165)
ILLINOIS FED. AID PROJECT



ELEVATION
(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, B-B, C-C, D-D, and E-E see sheets SB-24 and SB-25 of SB-35.
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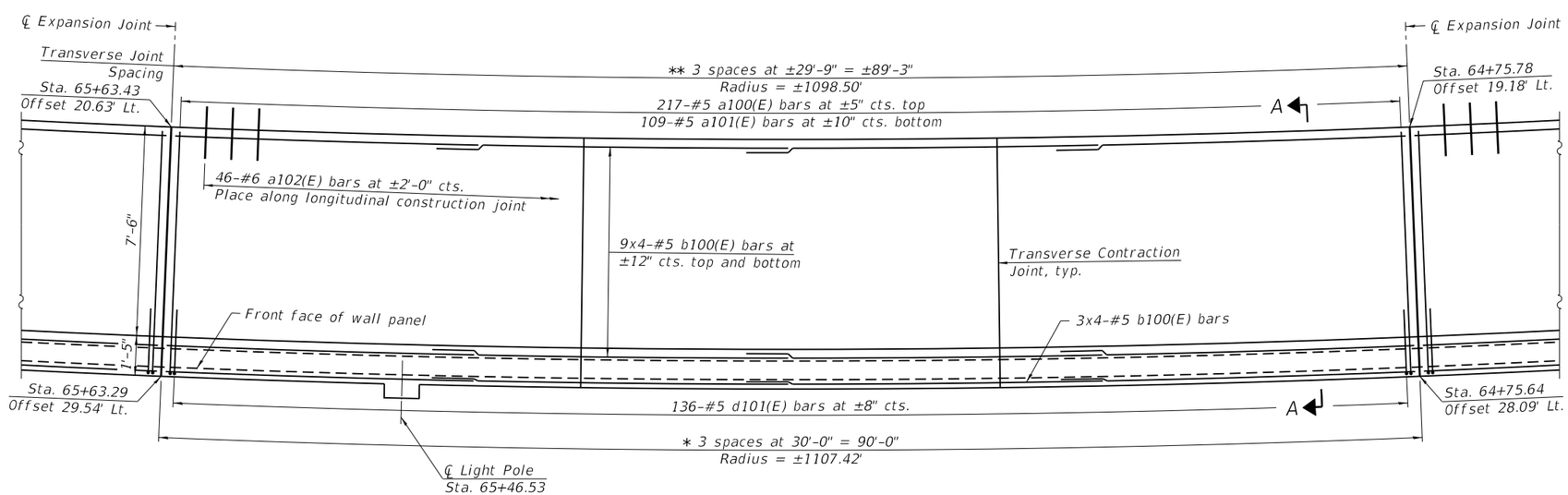
7. For light pole and junction box details, see Electrical Plans.
8. For drainage details, see sheets SB-24 and SB-25 of SB-35 and Drainage Plans.

N

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



PLAN
(West Anchorage Slab)

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QUIGG ENGINEERING INC

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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.
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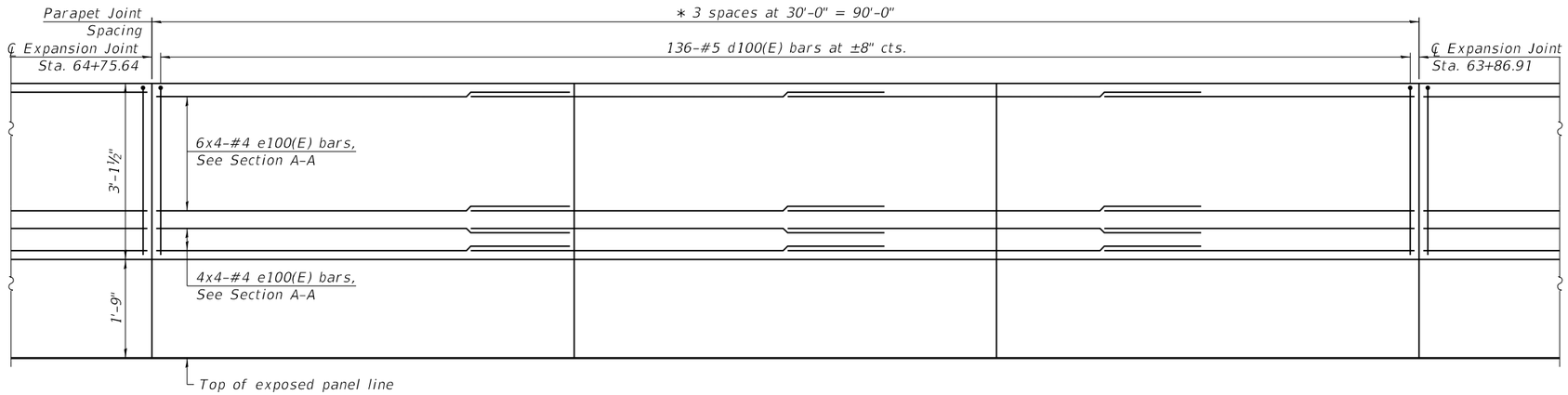
		CONTRACT NO. 6WGY(165)		
		ILLINOIS	FED. AID PROJECT	



ELEVATION
(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.
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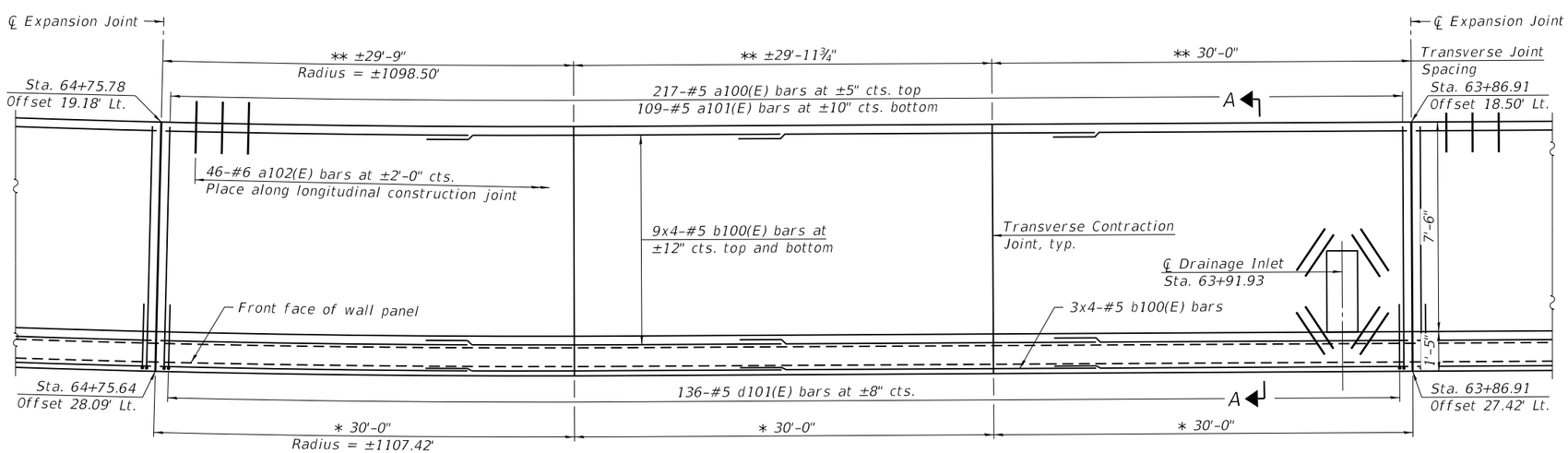
7. For light pole and junction box details, see Electrical Plans.
8. For drainage details, see sheets SB-24 and SB-25 of SB-35 and Drainage Plans.

N

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



PLAN
(West Anchorage Slab)

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QUIGG ENGINEERING INC

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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.
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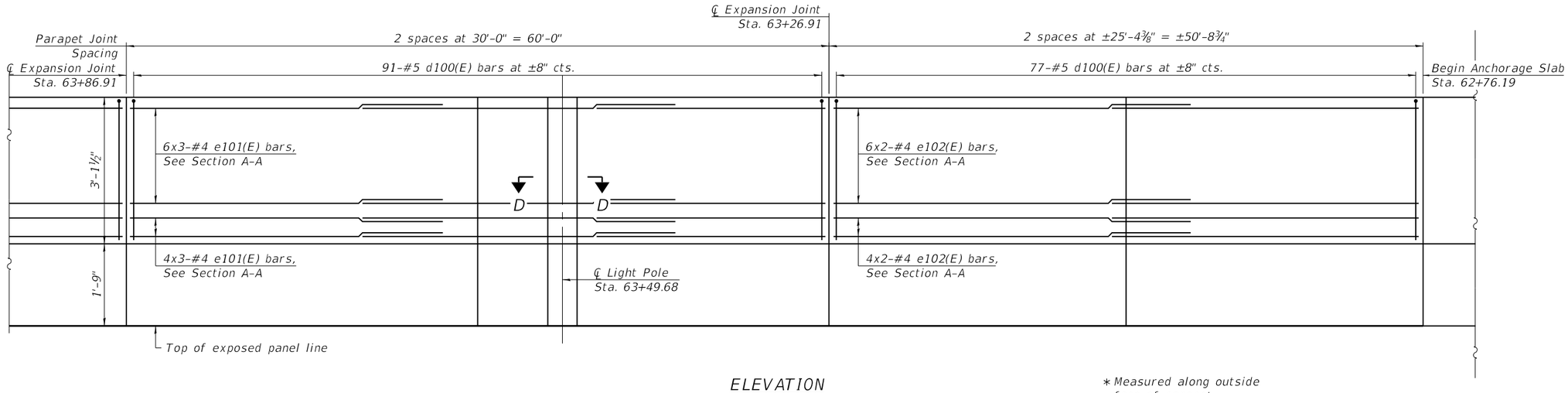

ELEVATION
(West Anchorage Slab)

* 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.
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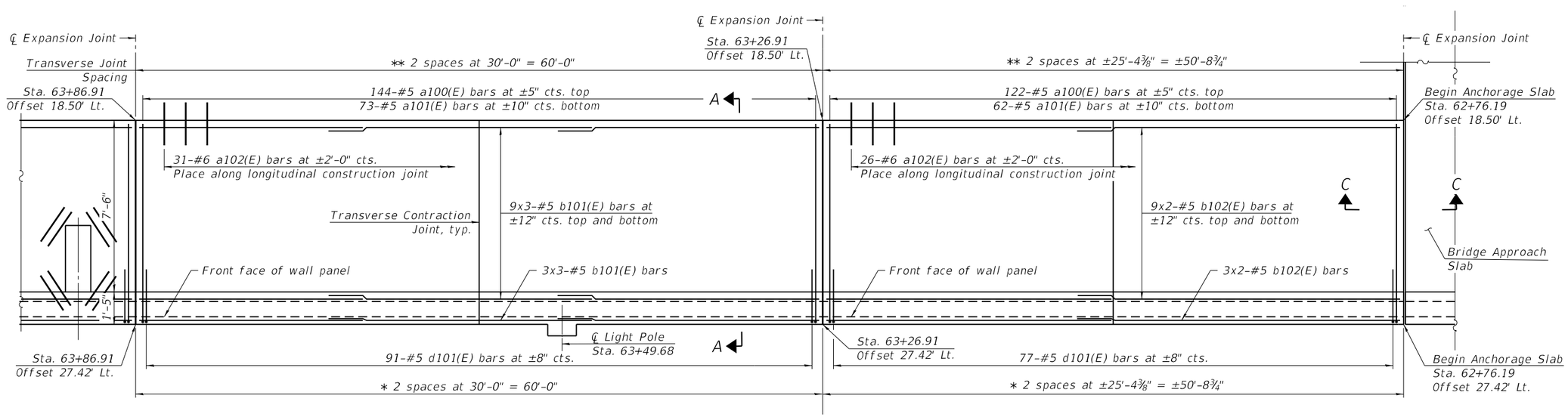
8. For drainage details, see sheets SB-24 and SB-25 of SB-35 and Drainage Plans.

N

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



PLAN
(West Anchorage Slab)

QUIGG ENGINEERING INC	USER NAME = lcriscione	DESIGNED - KWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST ANCHORAGE SLAB (7 OF 7) STRUCTURE NO. 058-W004	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
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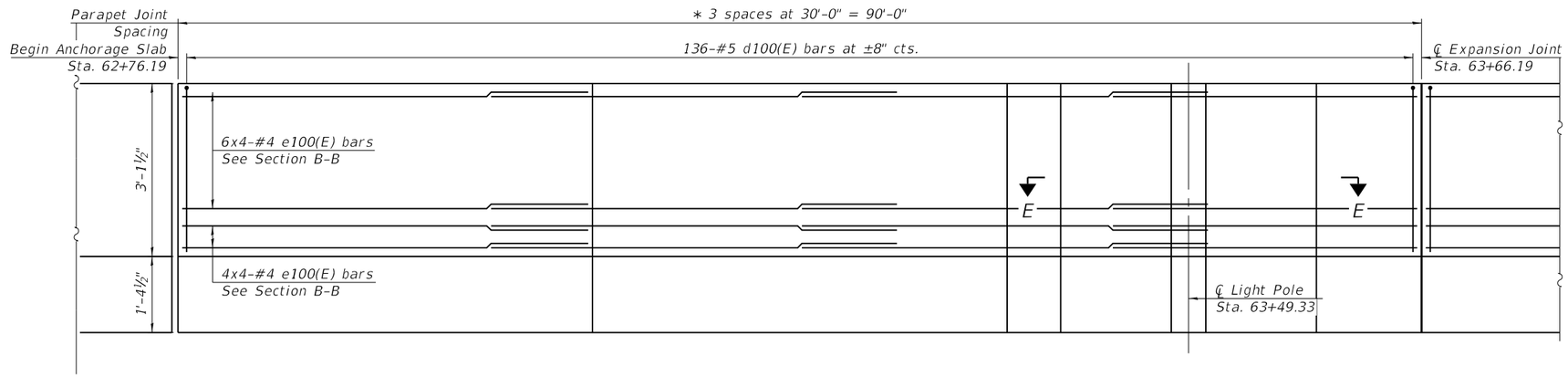

ELEVATION
(East Anchorage Slab)

* 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.
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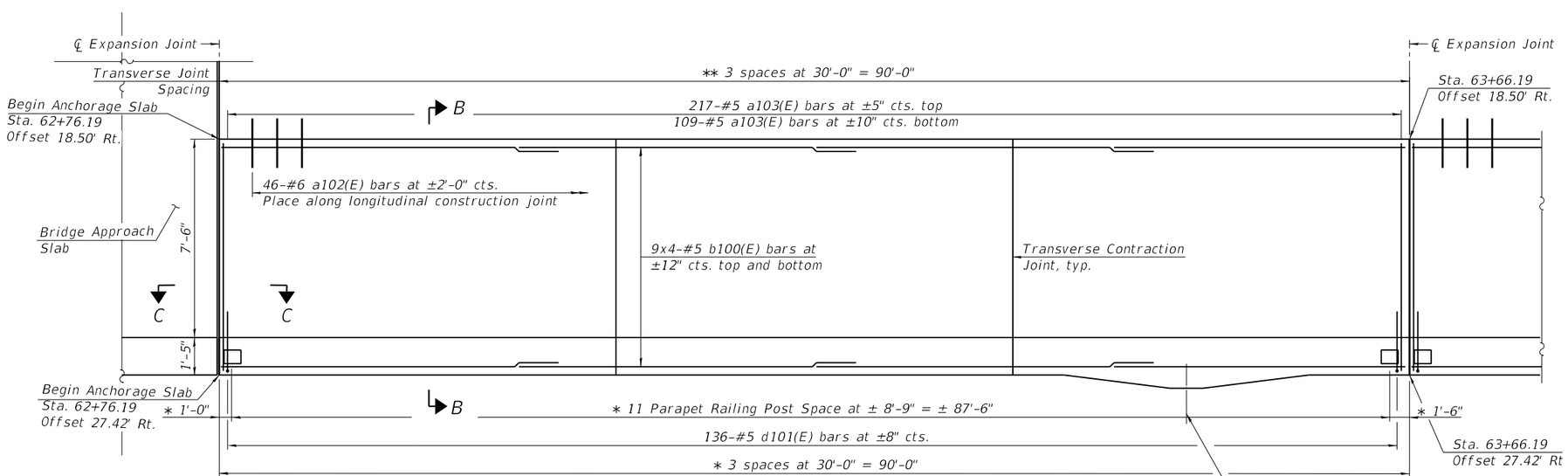
N

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



PLAN
(East Anchorage Slab)

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QUIGG ENGINEERING INC

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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	996	559
		CONTRACT NO. 6WGY(165)		
		ILLINOIS	FED. AID PROJECT	

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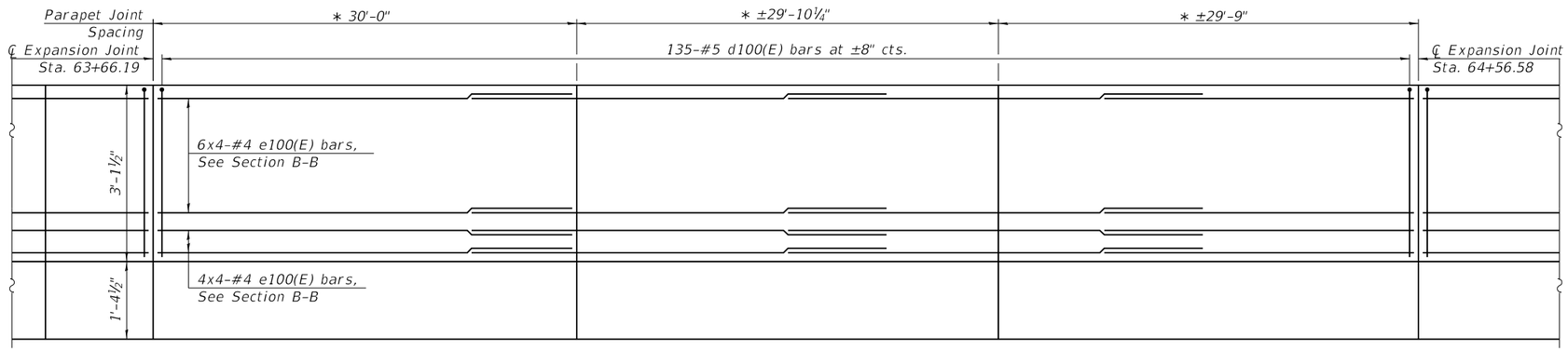

ELEVATION
(East Anchorage Slab)

∗ 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.
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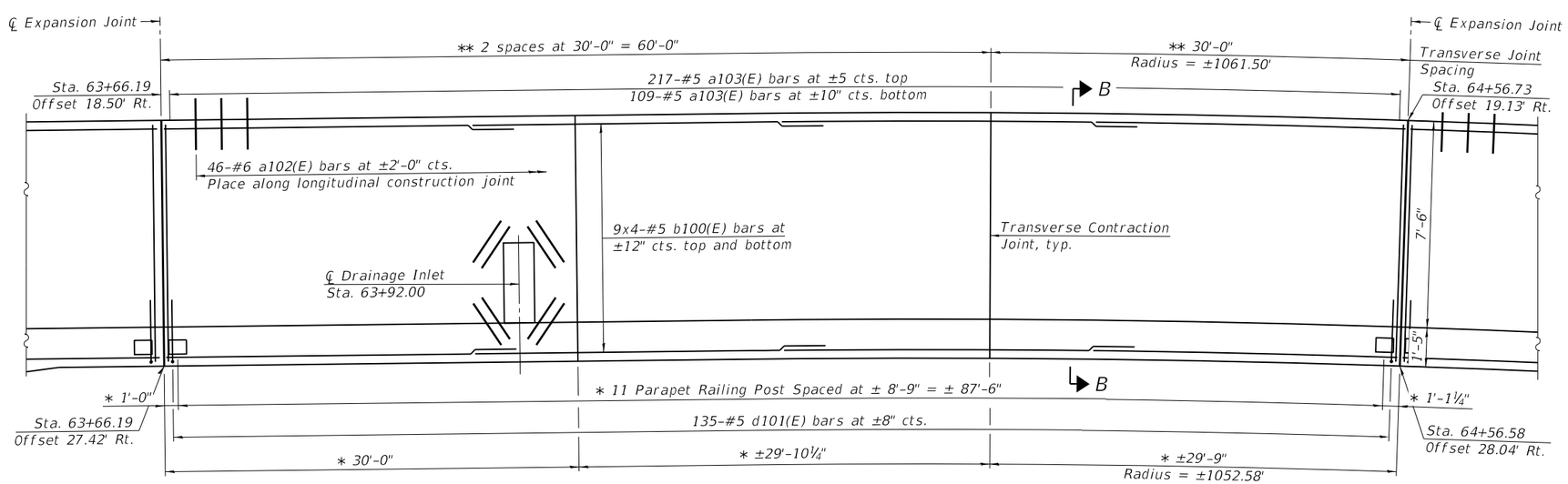
8. For drainage details, see sheets SB-24 and SB-25 of SB-35 and Drainage Plans.

N

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



PLAN
(East Anchorage Slab)

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QUIGG ENGINEERING INC

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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.
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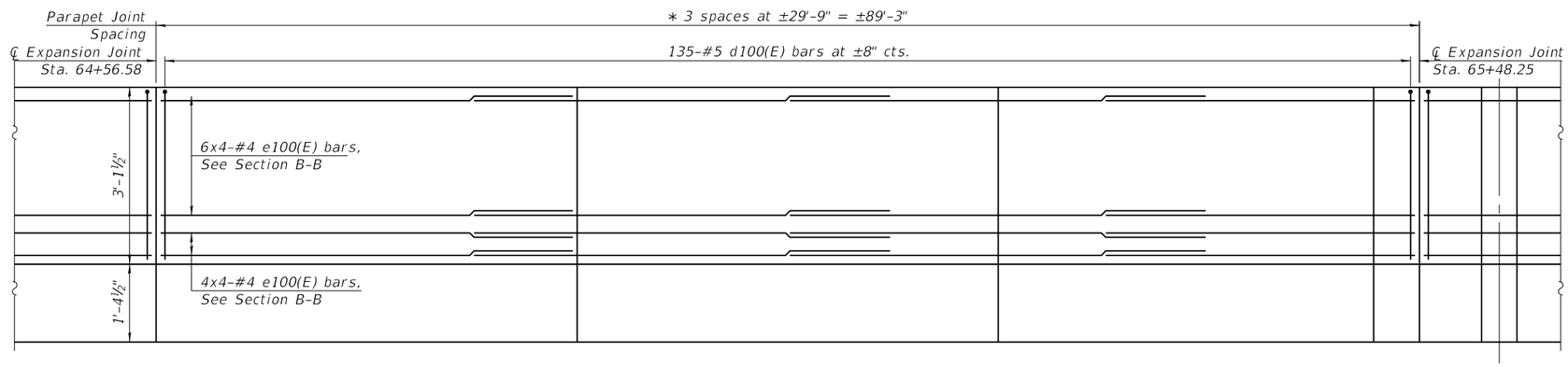
		CONTRACT NO. 6WGY(165)		
		ILLINOIS	FED. AID PROJECT	



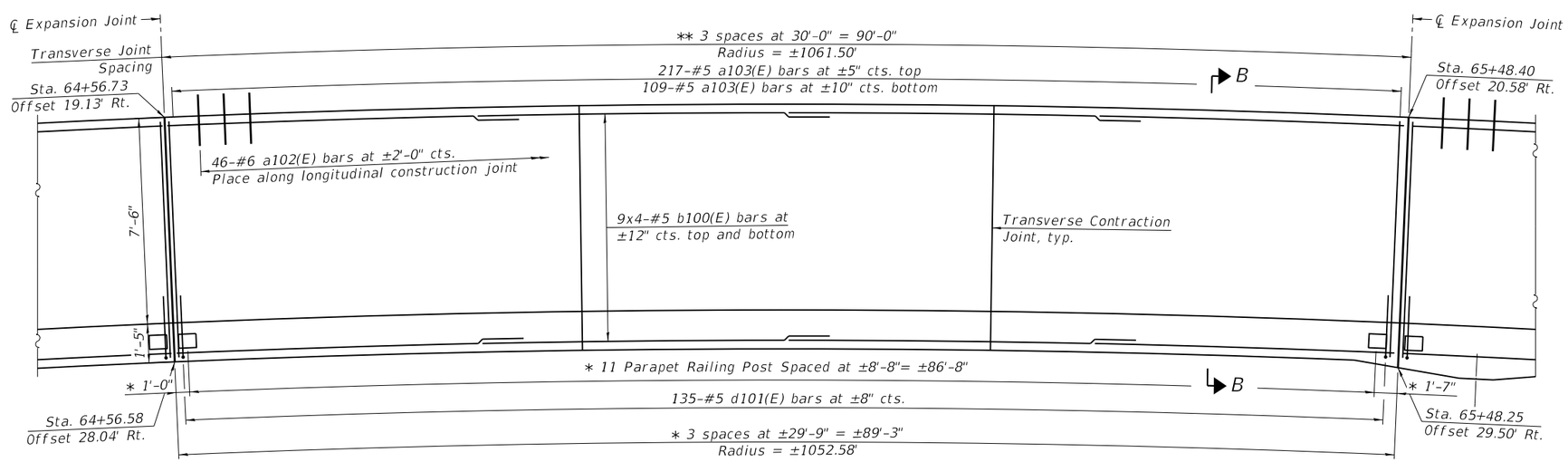
ELEVATION
(East Anchorage Slab)

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

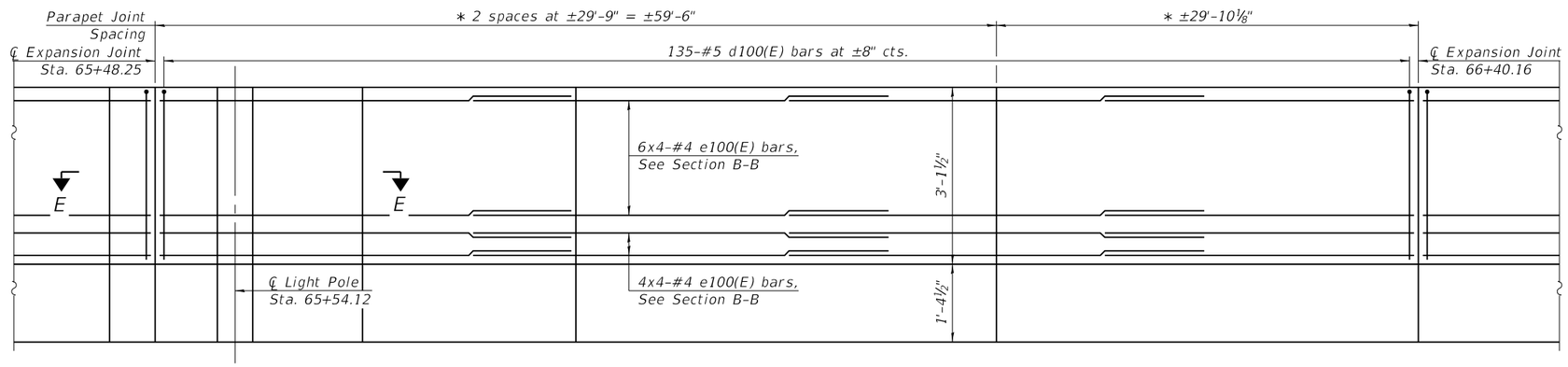
Notes:
1. Place Transverse Contraction Joints and Transverse Expansion Joints perpendicular to outside face of parapet.
2. Portion of Anchorage Slab within the traveled way shall be finished to match PPC pavement finish according to Section 420.09 of the Standard Specifications.
3. Bars indicated thus 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 A-A, B-B, C-C, D-D, and E-E see sheets SB-24 and SB-25 of SB-35.
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.

N

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



PLAN
(East Anchorage Slab)



ELEVATION
(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.
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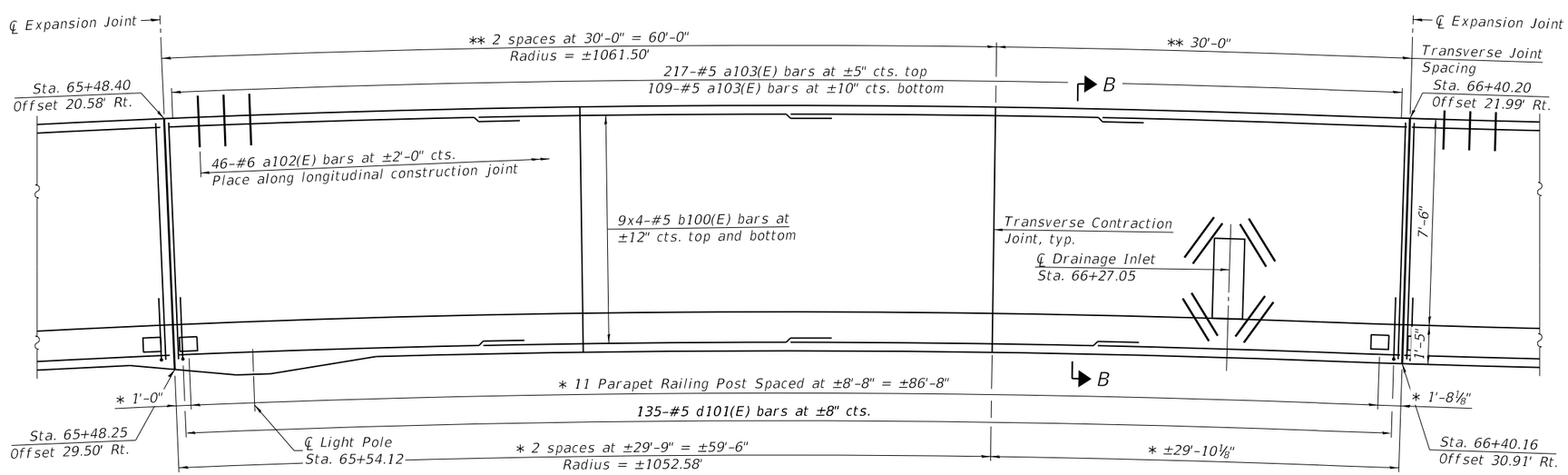
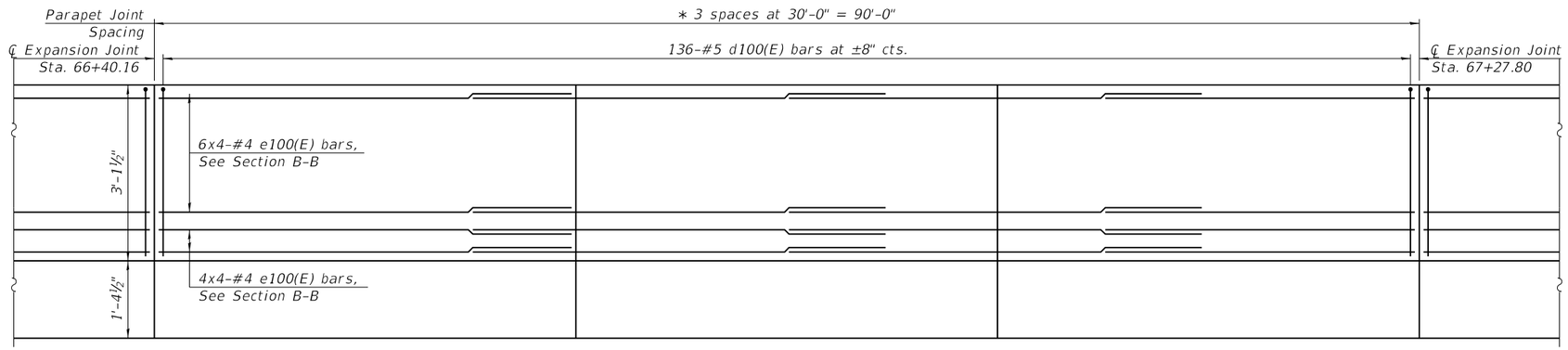
7. For light pole and junction box details, see Electrical Plans.
8. For drainage details, see sheets SB-24 and SB-25 of SB-35 and Drainage Plans.

N

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



PLAN
(East Anchorage Slab)



ELEVATION
(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.
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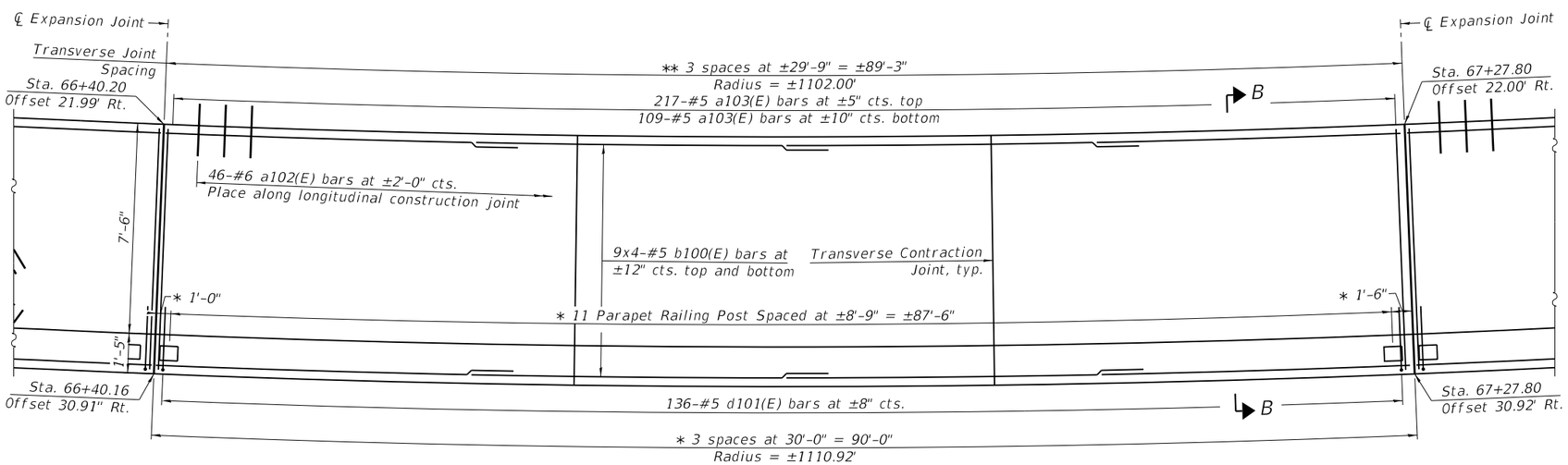
7. For light pole and junction box details, see Electrical Plans.
8. For drainage details, see sheets SB-24 and SB-25 of SB-35 and Drainage Plans.

N

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. 6WGY(165)		
		ILLINOIS	FED. AID PROJECT	

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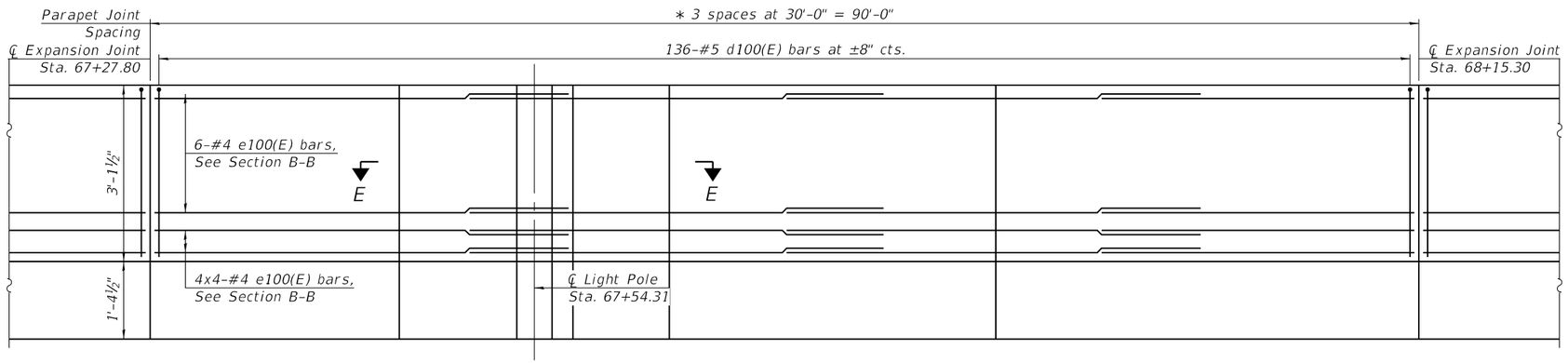

ELEVATION
(East Anchorage Slab)

* 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.
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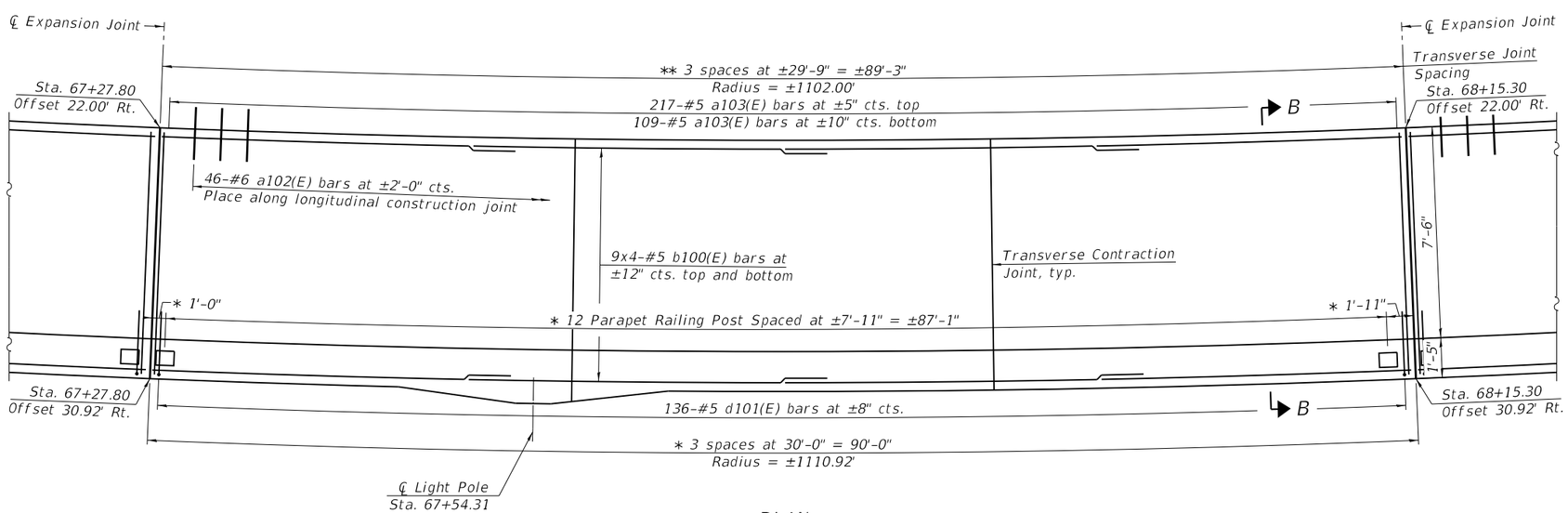
6. For Anchorage Slab Details, light pole details, joint details, bar bend details and Bill of Material, see sheets SB-24, SB-25 and SB-26 of SB-35.
7. For light pole and junction box details, see Electrical Plans.
8. For drainage details, see sheets SB-24 and SB-25 of SB-35 and Drainage Plans.

N

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.
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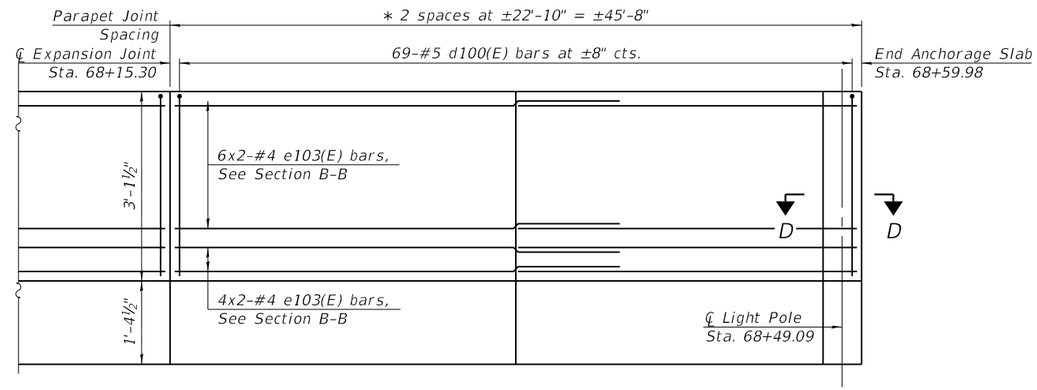
		ILLINOIS	FED. AID PROJECT	



ELEVATION
(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.
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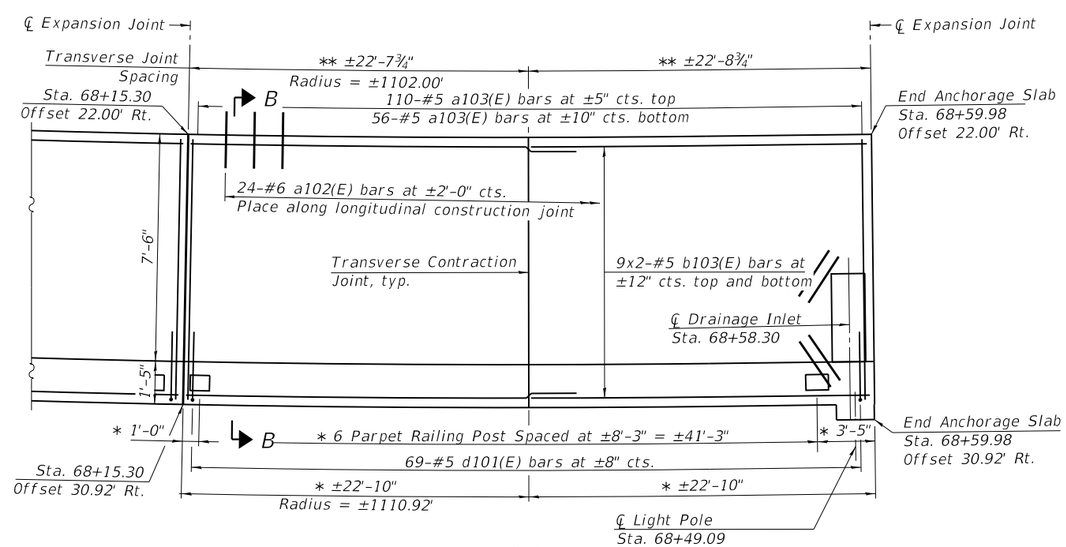
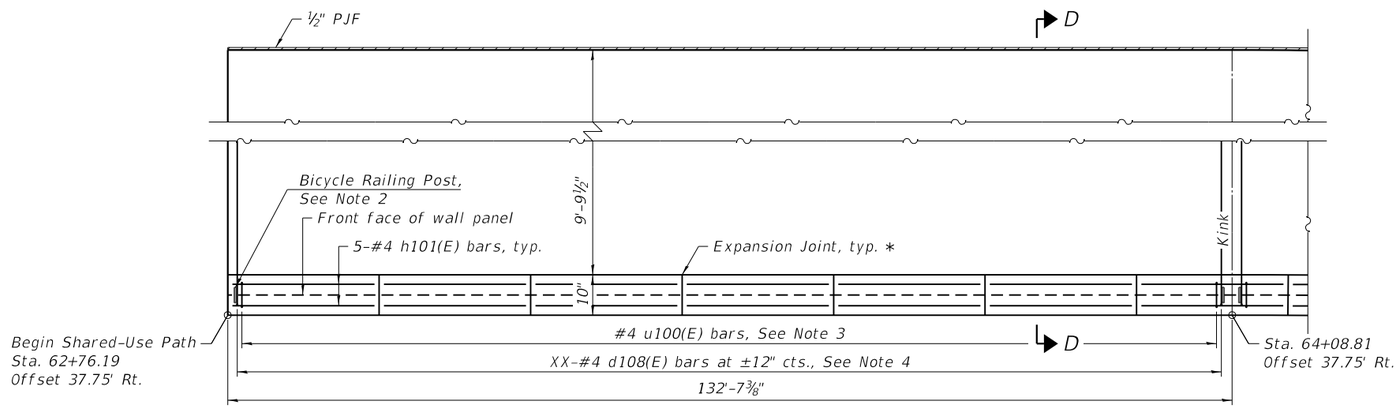
7. For light pole and junction box details, see Electrical Plans.
8. For drainage details, see sheets SB-24 and SB-25 of SB-35 and Drainage Plans.

N

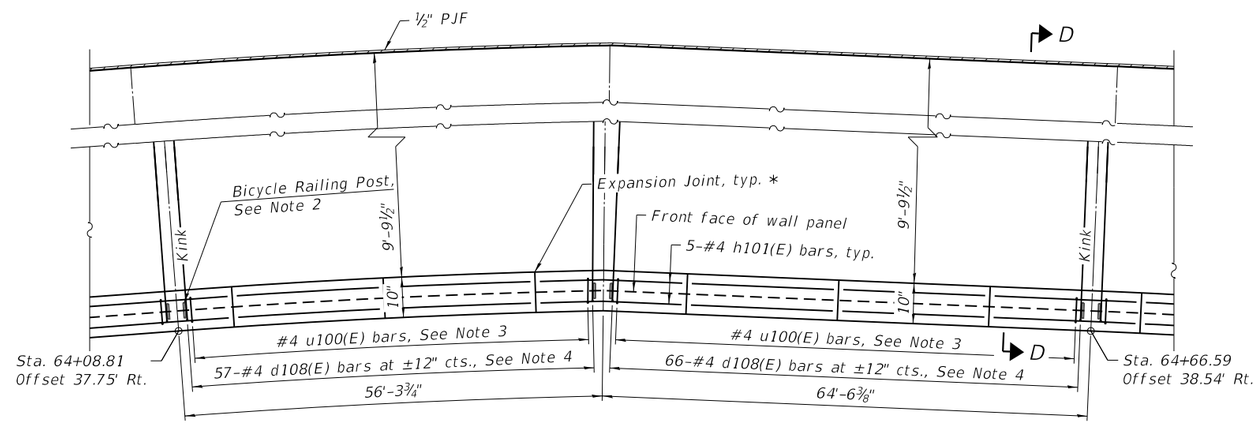
MINIMUM BAR LAP
#4 Bar = 2'-8"
#5 Bar = 3'-4"



PLAN
(East Anchorage Slab)

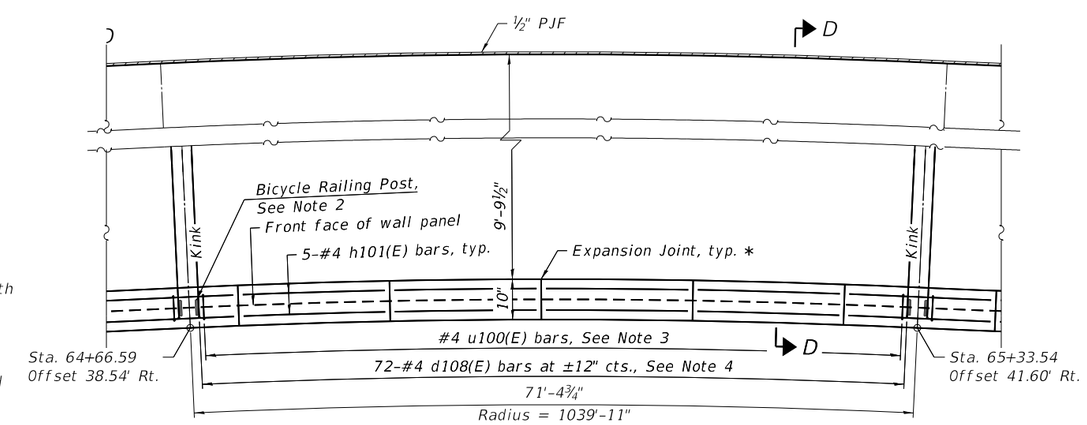


PARTIAL PLAN



PARTIAL PLAN

* Location to be determined by supplier of MSE Wall



PARTIAL PLAN

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 #4 u100(E) bars at MSE wall panel dowel locations. See Section D-D on Sheet SB-24.
4. Coordinate bar spacing with supplier of MSE Wall supplier to avoid expansion joints in coping.

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QUIGG ENGINEERING INC

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHARED-USE PATH (1 OF 2)
STRUCTURE NO. 058-W004

SHEET SB-22 OF SB-35 SHEETS

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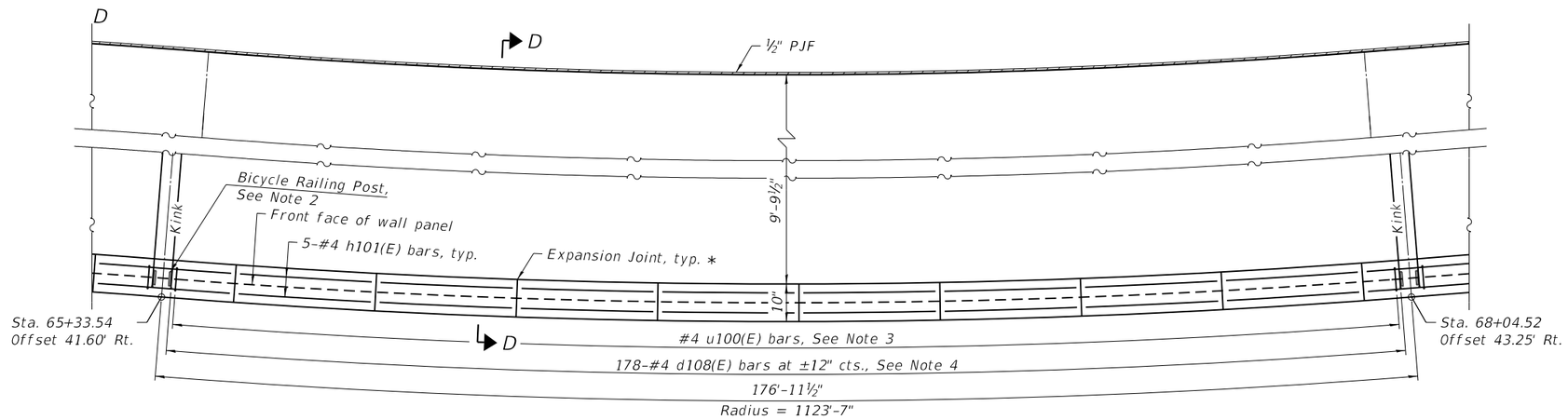
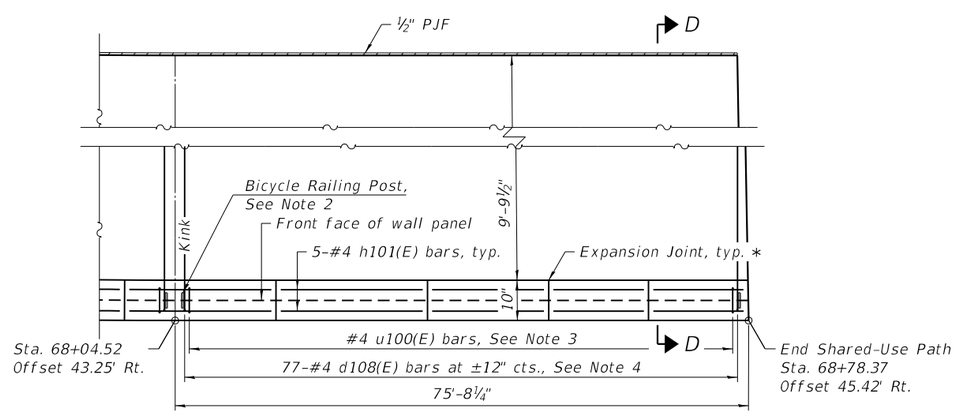
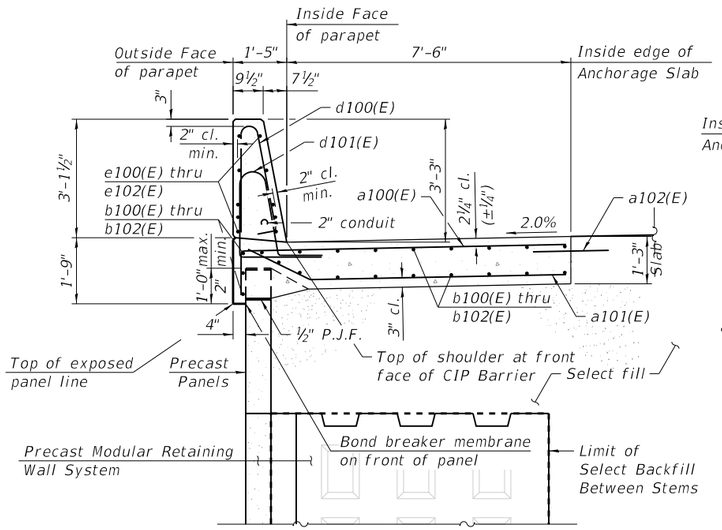


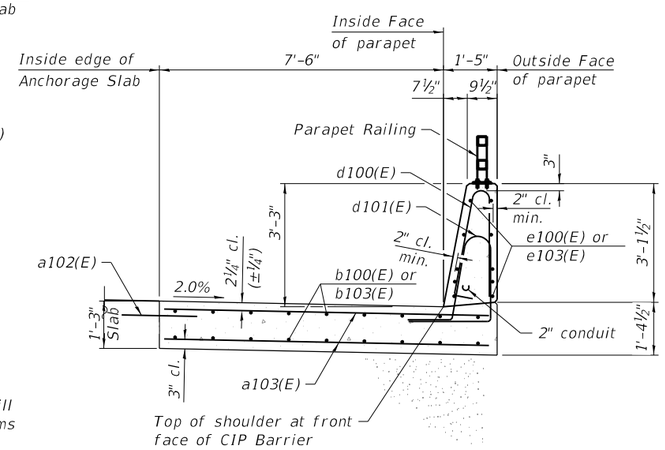


* Location to be determined by supplier of MSE Wall

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 #4 u100(E) bars at MSE wall panel dowel locations. See Section D-D on Sheet SB-24.
4. Coordinate bar spacing with supplier of MSE Wall supplier to avoid expansion joints in coping.



SECTION A-A



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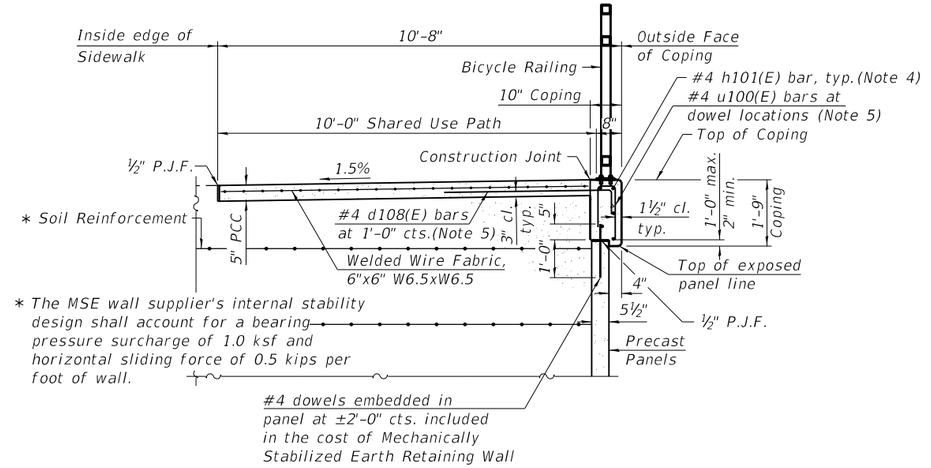
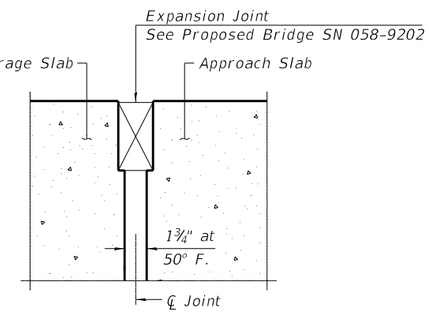
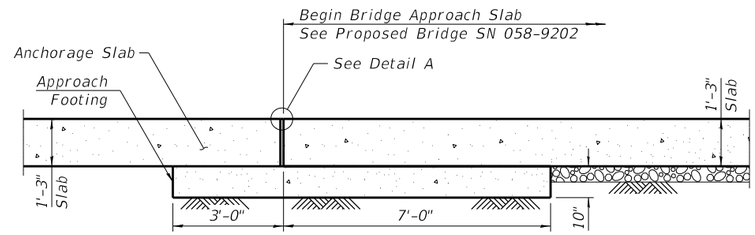


SECTION D-D



DETAIL A



SECTION C-C

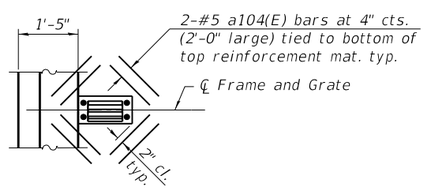
Notes:

1. Cost of concrete, welded wire fabric, and PJF for the PCC shared use path shall be included in the cost of Portland Cement Concrete Sidewalk 5".
2. Cost of concrete and reinforcing steel required for coping shall be included in the cost of Concrete Superstructure and Reinforcement Bars, Epoxy Coated.
3. 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.
4. The Contractor shall verify the bar lengths with the MSE wall supplier.
5. The Contractor shall verify the bar spacing and quantity with the MSE wall supplier.

BILL OF MATERIAL

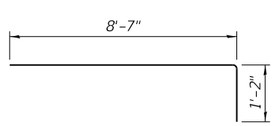
Bar	No.	Size	Length	Shape
a100(E)	1568	#5	9'-9"	
a101(E)	789	#5	8'-7"	
a102(E)	633	#6	2'-0"	
a103(E)	2122	#5	8'-7"	
a104(E)	44	#5	2'-0"	
b100(E)	936	#5	24'-11"	
b101(E)	63	#5	22'-2"	
b102(E)	42	#5	26'-11"	
b103(E)	36	#5	24'-4"	
d100(E)	1864	#5	6'-5"	
d101(E)	1864	#5	8'-5"	
d102(E)	24	#6	4'-10"	
d103(E)	60	#6	8'-11"	
d104(E)	12	#6	5'-3"	
d105(E)	12	#6	8'-3"	
d106(E)	12	#6	7'-0"	
d107(E)	36	#4	5'-6"	
d108(E)	620	#4	5'-0"	
e100(E)	480	#4	24'-5"	
e101(E)	30	#4	21'-8"	
e102(E)	20	#4	26'-7"	
e103(E)	20	#4	24'-0"	
h100(E)	30	#4	9'-0"	
h101(E)	155	#4	19'-8"	
u100(E)	375	#4	2'-9"	

Item	Unit	Total
Reinforcement Bars, Epoxy Coated	Pound	116,110
Concrete Superstructure	Cu. Yd.	705.6
Protective Coat	Sq. Yd.	2,245
Portland Cement Concrete Sidewalk 5 inch	Sq. Ft.	5,899

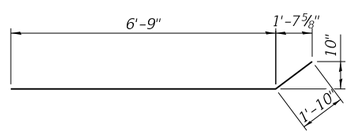


DRAINAGE INLET

For location of drainage inlets, see Roadway Plans.



BAR a100(E)



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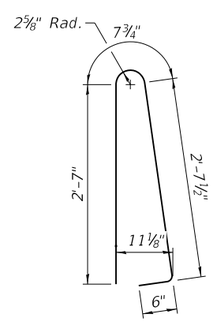

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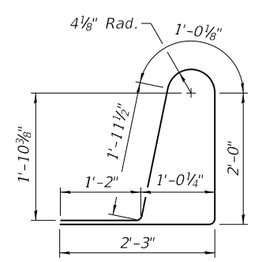

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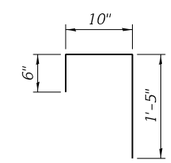

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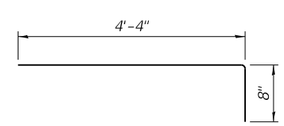

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SHEET SB-24 OF SB-35 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7448	09-00933-01-BR	MACON	996	568

CONTRACT NO. 6WGY(165)

ILLINOIS FED. AID PROJECT