

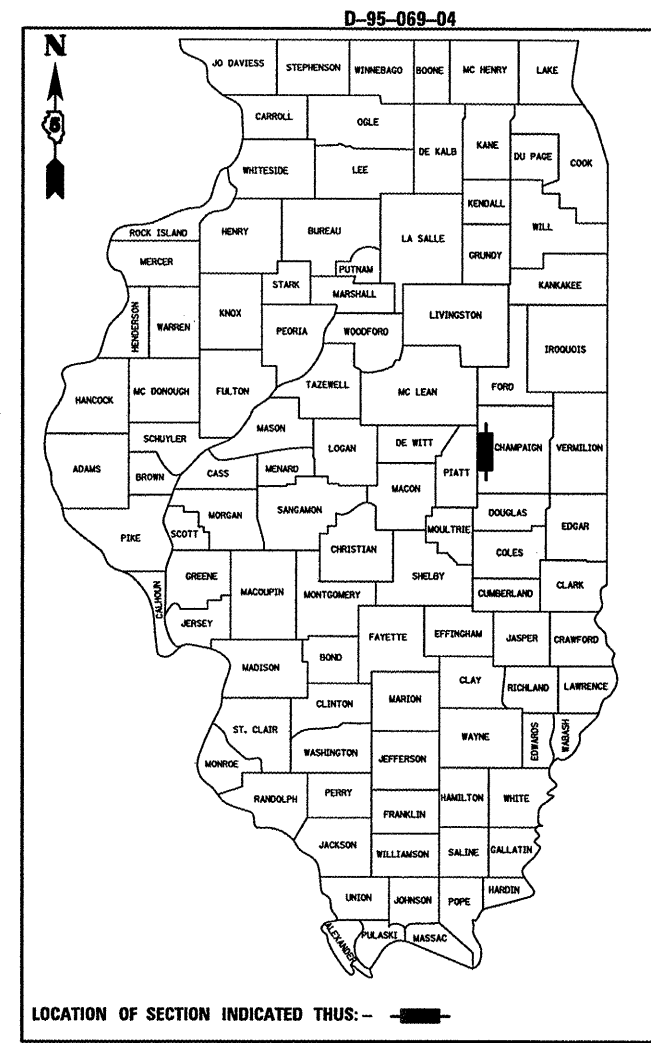
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	1
FED. ROAD DIST. NO. 5	ILLINOIS	CONTRACT NO. 70428		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

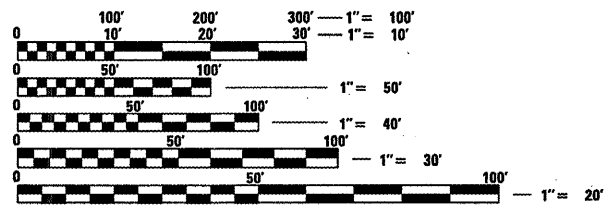
**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 326 (IL 47)
SECTION (137BR)BR
PROJECT ACBRF - 0326 (080)
BRIDGE REPLACEMENT
SANGAMON RIVER SW OF MAHOMET
CHAMPAIGN COUNTY
C-95-072-04

FOR INDEX OF SHEETS, SEE SHEET NO. 2



TRAFFIC:
OTHER PRINCIPAL ARTERIAL
ADT(2006) = 5,000
P.C. = 87%
S.U. = 7.5%
M.U. = 5.5%

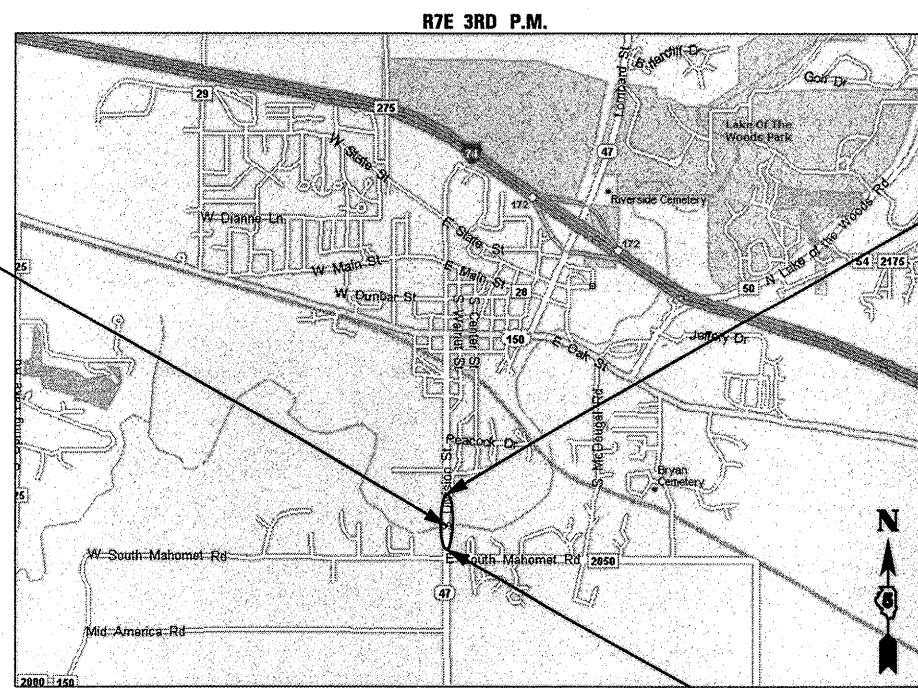


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER : NANCY FASIG
CONSULTANT LIAISON : JASON STULTS
(217) 465-4181
CONTRACT NO. 70428

PROPOSED STRUCTURE REPLACEMENT
PROP. S.N. 010-0287
¢ STA. 246+51.5
380'-0" BK. TO BK. ABUT.
63" P.P.C. BULB T-BEAM, 0° SKEW



GROSS LENGTH = 1,081.15 FT. = .205 MILE
NET LENGTH = 1,081.15 FT. = .205 MILE

SECTION (137BR)BR
PROJECT ENDS
STA. 253+03

SARA J. NIEMANN
062-061717
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS
Sara Niemann 10/24/09
exp. 11/30/09

SECTION (137BR)BR
PROJECT BEGINS
STA. 242+21.85

STRAND ASSOCIATES, INC.
ENGINEERS
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
TEL 744-4200

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
SUBMITTED 10/23 2009
Joseph E. Crowell
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
December 4 2009
Charles J. Ingenocci
ENGINEER OF DESIGN AND ENVIRONMENT
December 4 2009
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

INDEX OF SHEETS:

1	COVER SHEET
2	INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES
3-4	SUMMARY OF QUANTITIES
5-8	TYPICAL SECTIONS
9-10	SCHEDULE OF QUANTITIES
11	CONTROL TIES
12-14	PLAN AND PROFILE SHEETS
15-18	TRAFFIC CONTROL PLAN
19-20	PAVEMENT MARKING AND SIGNING PLANS
21-56	STRUCTURE PLANS
57-58	WIDTH RESTRICTION AND MAXIMUM WIDTH SIGN DETAIL
59	ROADWAY PROFILE DETAIL
60	MAILBOX TURNOUT (RURAL)
61-62	PRIVATE AND COMMERCIAL ENTRANCE (NONCOMMERCIAL AND COMMERCIAL RURAL) DETAIL
63-66	PAVEMENT MARKING AND MARKERS (RURAL AND URBAN APPLICATIONS) DETAIL
67-68	AS-BUILT PLAN GENERAL PLAN AND ELEVATION SHEET (FOR INFORMATION ONLY)
69-75	ROADWAY CROSS SECTIONS

HIGHWAY STANDARDS:

000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
420401-08	BRIDGE APPROACH PAVEMENT CONNECTOR
482011-03	HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
515001-03	NAME PLATE FOR BRIDGES
542301-02	PRECAST REINFORCED CONCRETE FLARED END SECTION
542401-01	METAL END SECTION FOR PIPE CULVERTS
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
609006-05	BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
610001-05	SHOULDER INLET WITH CURB
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-08	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
667101-01	PERMANENT SURVEY MARKERS
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-03	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011-02	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701201-03	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS, DAY ONLY
701321-10	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-02	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

701301-03

GENERAL NOTES

G.N.-100
ENGLISH UNITS OF MEASUREMENT SHALL GOVERN OVER AND SUPERSEDE ANY METRIC UNITS SHOWN IN THIS CONTRACT. WHERE INCLUDED, METRIC UNITS ARE FOR INFORMATION ONLY.

G.N.-105.09A
ALL ELEVATIONS SHOWN IN PLANS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88)

G.N.-107.31
UTILITY LINES WERE PLOTTED FROM INFORMATION FURNISHED BY THE VARIOUS UTILITY COMPANIES INVOLVED (QUALITY LEVEL C &/OR QUALITY LEVEL D) AND THE ACCURACY SHOULD BE CONSIDERED APPROXIMATE ONLY.

UTILITY COMPANIES MAY BE ADJUSTING THEIR FACILITIES DURING CONSTRUCTION. THE CONTRACTOR SHALL COOPERATE WITH THESE ORGANIZATIONS WHILE THESE ADJUSTMENTS ARE BEING PERFORMED. J.U.L.I.E. - JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS SYSTEM (800)892-0123 OR 811.

G.N.-201
TREES THAT INTERFERE WITH THE CONSTRUCTION OPERATIONS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER. ANY TREE DUE TO ITS LOCATION AND DEEMED SUITABLE FOR SAVING BY THE ENGINEER SHALL BE PROTECTED DURING CLEARING AND SUBSEQUENT CONSTRUCTION OPERATIONS.

G.N.-202
GRADING SHALL BE DONE BY HAND AROUND LIGHT POLES, UTILITY POLES, SIGN POSTS, SHRUBS, TREES OR OTHER NATURAL OR MAN-MADE OBJECTS WHERE SHALLOW FILLS OR CUTS ARE ADJACENT TO THE ITEMS. IT IS THE INTENT THAT THE LIMITS OF CONSTRUCTION BE SUCH AS TO PRESERVE IN THE ORIGINAL STATE AS MUCH AREA OF TEMPORARY EASEMENTS AS POSSIBLE. THE DECISION AS TO ITEMS TO REMAIN IN PLACE SHALL BE AS DIRECTED BY THE ENGINEER.

THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

G.N.-205
BENCHING PROCEDURES SHALL BE USED IN AREAS WHERE EXISTING EMBANKMENTS ARE WIDENED FOR THE PROPOSED PAVEMENT. STEPS SHALL BE CUT INTO THE EXISTING EMBANKMENT SLOPES AND SHALL HAVE THE FOLLOWING DIMENSIONS:
HORIZONTAL: 1
VERTICAL: 3

G.N.-280-SPL
TEMPORARY EROSION CONTROL SEEDING IS INCLUDED IN THIS CONTRACT TO SEED NEW EARTH SHOULDERS DURING TIME PERIODS WHEN PERMANENT SEEDING IS NOT ALLOWED. SOME OR ALL OF THE TEMPORARY EROSION CONTROL SEEDING WILL BE DELETED IF IT IS POSSIBLE TO PLACE PERMANENT SEEDING ON EARTH SHOULDERS AT THE TIME OF THEIR COMPLETION.

G.N.-406
THE QUANTITIES INCLUDED IN THE PLANS FOR HOT-MIX ASPHALT RESURFACING ARE INTENDED TO GIVE THE COVERAGE SHOWN ON THE TYPICAL CROSS SECTIONS. IT IS NOT INTENDED TO INCREASE THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE IN ORDER TO USE ALL OF THE QUANTITIES INCLUDED IN THE CONTRACT.

G.N.-406.05b
ALL LEVELING BINDER OR BINDER SHALL BE GIVEN A FOG COAT OF PRIME BEFORE THE SURFACE COURSE IS PLACED WHEN DIRECTED BY THE ENGINEER.

THE FOG COAT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER GALLON FOR BITUMINOUS MATERIAL (PRIME COAT) AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

G.N.-406H
THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION(S):	IL 47 - ALL AREAS	IL 47 - NORTH OF BRIDGE
MIXTURE USE(S)	SURFACE, INCIDENTAL TOP 1-1/2" LIFT OF SHOULDER	BASE COURSE, BOTTOM LIFTS OF SHOULDER
AC/PG:	PG 64-22	PG 64-22
RAP % (MAX)**	10	15
VOIDS:	4.0% @ NDES=70	4.0% @ NDES=70
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 9.5	IL 19.0
FRICTION	MIX D	N/A
AGGREGATE:		

G.N.-482
ALL MATERIAL PLACED AS HOT-MIX ASPHALT SHOULDERS SHALL BE COMPACTED TO 94.0 13/32 98.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY. THIS REQUIREMENT SHALL APPLY TO IL 9.5L GRADATION SHOULDER MIXES AND OTHER MIXES (BOTTOM LIFT OF SHOULDERS). THIS MAXIMUM DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE OF FOUR TESTS AS IN OTHER QC/QA TESTING. A NUCLEAR GAUGE DENSITY/CORE CORRELATION SHALL BE PERFORMED FOR THE IL 9.5L MIXES AND OTHER MIXES USING STANDARD CORRELATION PROCEDURES.

G.N.-542
BEFORE ORDERING PIPE CULVERTS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR THE EXACT LENGTHS.

G.N.-542D
THIS WORK SHALL CONSIST OF REPLACING THE EXISTING ENTRANCE CULVERTS AT LOCATIONS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. PRIOR TO REPLACING THE CULVERT THE DITCH SHALL BE CLEANED FOR 25 FEET EACH WAY FROM THE ENDS OF THE CULVERT AS DIRECTED BY THE ENGINEER.

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR PIPE CULVERTS OF THE TYPE AND SIZE SPECIFIED AND SHALL INCLUDE ALL MATERIALS AND LABOR NECESSARY TO COMPLETE THE WORK AS HEREIN SPECIFIED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

G.N.-542.07
AT LOCATIONS WHERE END SECTIONS ARE SPECIFIED, CAST-IN-PLACE CONCRETE HEADWALLS WILL NOT BE ALLOWED.

G.N.-631
IF THE CONTRACTOR ELECTS TO USE THE ALTERNATE MOUNTING METHOD OF THRU DRILLING THE MOUNTING HOLES FOR THE TRAFFIC BARRIER TERMINALS, TYPE 6, THE HOLES SHALL BE DRILLED USING A CORE DRILL. A HAMMER DRILL WILL NOT BE ALLOWED.

G.N.-703A
SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE PAVEMENT AFTER ANY OF THE FOLLOWING: COLD MILLING AND/OR PLACING BITUMINOUS MATERIALS (PRIME COAT), LEVELING BINDER (MACHINE METHOD), BINDER AND SURFACE COURSES. SHORT TERM PAVEMENT MARKING PLACED ON THE SURFACE, SHALL COINCIDE WITH THE FINAL PAVEMENT STRIPING. SHORT TERM PAVEMENT MARKING PLACED PRIOR TO THE SURFACE SHALL COINCIDE WITH THE EXISTING PAVEMENT MARKINGS. USE 4 FEET PER 40 FEET (OR 10% PER STATION).

G.N.-781
RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH STANDARD 781001, AND THE DETAILS SHOWN IN THE PLANS. IF THERE IS ANY DISCREPANCY BETWEEN THE STANDARD AND THE DETAILS IN THE PLANS, THE DETAILS IN THE PLANS SHALL GOVERN. THE FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING THE RAISED REFLECTIVE PAVEMENT MARKERS AND THE RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED MIDWAY IN THE 30 FOOT (9 m) SPACE BETWEEN THE DASHED CENTERLINE STRIPES (WHEN APPLICABLE).

G.N.-1004.01
COARSE AGGREGATE GRADATION CA-10 MAY BE USED WHENEVER COARSE AGGREGATE CA-6 IS SPECIFIED IN THE STANDARD SPECIFICATIONS.

G.N.-Z0038
AN ALUMINUM TABLET OF THE TYPE SHOWN ON STANDARD 667101 SHALL BE PLACED ON THE PROPOSED STRUCTURE AS DIRECTED BY THE ENGINEER. THE BENCH MARK ELEVATION WILL BE ESTABLISHED AND MARKED BY THE DEPARTMENT. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR PERMANENT BENCH MARKS.

FILE NAME = s:\p1\15308-6399\6346\021\micos\0578428-shr-index1.dgn



1170 SOUTH HOUBOLT ROAD JOLIET, ILLINOIS 60431 (815) 744-4200	USER NAME = soran	DESIGNED -	REVISED -
	PLOT SCALE = 40.0000 "/ IN.	DRAWN -	REVISED -
	PLOT DATE = 10/21/2009	CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES

SCALE: AS SHOWN SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	2
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70428	

NUMBER	ITEM	UNIT	TOTAL	FAP 326 (IL 47)	FAP 326 (IL 47)
				RURAL TWO-LANE 80% FED/20% STATE X081-2A	RURAL TWO-LANE 100% LOCAL X081-2A
				QTY	QTY
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	54	54	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	34	34	
20200100	EARTH EXCAVATION	CU YD	50	50	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	200	200	
20400800	FURNISHED EXCAVATION	CU YD	1155	575	580
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	249	249	
20800150	TRENCH BACKFILL	CU YD	11	11	
* 25000210	SEEDING, CLASS 2A	ACRE	0.5	0.5	
* 25000314	SEEDING, CLASS 4B	ACRE	0.5	0.5	
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	30	30	
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	30	30	
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	30	30	
25100630	EROSION CONTROL BLANKET	SQ YD	4018	4018	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	83	83	
28000315	AGGREGATE DITCH CHECKS	TON	80	80	
28000400	PERIMETER EROSION BARRIER	FOOT	1410	1410	
28000500	INLET AND PIPE PROTECTION	EACH	3	3	
28100109	STONE RIPRAP, CLASS A5	SQ YD	1629	1629	
28200200	FILTER FABRIC	SQ YD	1629	1629	
31101200	SUB-BASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	1085	1085	
35400300	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 8"	SQ YD	66	66	
35501400	HOT-MIX ASPHALT BASE COURSE, VARIABLE DEPTH	TON	890	890	
35800100	PREPARATION OF BASE	SQ YD	1930	1930	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	255	255	
40600300	AGGREGATE (PRIME COAT)	TON	7	7	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	32	32	
40600990	TEMPORARY RAMP	SQ YD	536	536	
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	165	165	
40800010	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	100	100	
40800030	AGGREGATE (PRIME COAT)	TON	2	2	
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	187	187	

NUMBER	ITEM	UNIT	TOTAL	FAP 326 (IL 47)	FAP 326 (IL 47)
				RURAL TWO-LANE 80% FED/20% STATE X081-2A	RURAL TWO-LANE 100% LOCAL X081-2A
				QTY	QTY
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1654	827	827
44000100	PAVEMENT REMOVAL	SQ YD	66	66	
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	680	680	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	442	442	
44000700	APPROACH SLAB REMOVAL	SQ YD	214	214	
44004250	PAVED SHOULDER REMOVAL	SQ YD	736	736	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	21	21	
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	751	751	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1	
50105220	PIPE CULVERT REMOVAL	FOOT	88	88	
50200100	STRUCTURE EXCAVATION	CU YD	502	502	
50300225	CONCRETE STRUCTURES	CU YD	320.2	320.2	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	835.8	835.8	
50300260	BRIDGE DECK GROOVING	SQ YD	1663	1663	
50300280	CONCRETE ENCASEMENT	CU YD	30.5	30.5	
50300300	PROTECTIVE COAT	SQ YD	2350	2350	
50400735	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BULB T-BEAMS 63"	FOOT	2252	2252	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	205960	205960	
50800515	BAR SPLICERS	EACH	1687	1687	
50900105	ALUMINUM RAILING, TYPE L	FOOT	402	402	
50901750	PARAPET RAILING	FOOT	396	396	
51201800	FURNISHING STEEL PILES HP14X73	FOOT	3526	3526	
51202305	DRIVING PILES	FOOT	3526	3526	
51203800	TEST PILE STEEL HP14X73	EACH	5	5	
51500100	NAME PLATES	EACH	1	1	
54213447	END SECTIONS 12"	EACH	2	2	
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	2	2	
542D1069	PIPE CULVERTS, CLASS D, TYPE 2 24"	FOOT	89	89	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	123	123	
60100945	PIPE DRAINS 12"	FOOT	140	140	
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	159	159	

FILE NAME : c:\pwork\p\001\STL\TS\JK\08128986\0576428-dt-summary rev.dgn

*SPECIALTY ITEM



USER NAME = stults,jr	DESIGNED -	REVISED -
PLOT SCALE = 40.0000' / IN.	DRAWN -	REVISED -
PLOT DATE = 10/23/2009	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: AS SHOWN SHEET NO. 1 OF 2 SHEETS STA. TO STA.

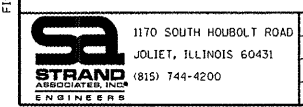
F.A.P. RTE. 326	SECTION (137B)BR	COUNTY CHAMPAIGN	TOTAL SHEETS 75	SHEET NO. 3
CONTRACT NO. 70428				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

FILE NAME = c:\pwork\k\p\rdet\stults\w\0128980\0570428-shr-summary rev.dgn

NUMBER	ITEM	UNIT	TOTAL	FAP 326 (IL 47) RURAL TWO-LANE 80% FED/20% STATE X081-2A	FAP 326 (IL 47) RURAL TWO-LANE 100% LOCAL X081-2A
				QTY	QTY
60900245	TYPE C INLET BOX, STANDARD 609006 (SPECIAL)	EACH	2	2	
60900515	CONCRETE THRUST BLOCKS	EACH	2	2	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	525	525	
66201120	CONCRETE SHOULDER CURB	FOOT	32	32	
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	8	8	
67100100	MOBILIZATION	L SUM	1	1	
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1	
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	10	10	
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	109	109	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	2280	2280	
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	57	57	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1950	1950	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	887.5	887.5	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	862.5	862.5	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2280	2280	
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	57	57	
* 78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	1760	1760	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	18	18	
* 78200405	GUARDRAIL MARKERS	EACH	8	8	
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	36	36	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	1519	1519	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	18	18	
X5080600	MECHANICAL SPLICERS	EACH	162	162	
X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	320	320	
X0324865	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	1566	1566	
X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH	1	1	

* SPECIALTY ITEM

NUMBER	ITEM	UNIT	TOTAL	FAP 326 (IL 47) RURAL TWO-LANE 80% FED/20% STATE X081-2A	FAP 326 (IL 47) RURAL TWO-LANE 100% LOCAL X081-2A
				QTY	QTY
X5020502	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 2	EACH	1	1	
X5020503	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 3	EACH	1	1	
* X7200201	WIDTH RESTRICTION SIGNING	L SUM	1	1	
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	44	44	
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0038700	PERMANENT BENCH MARKS	EACH	1	1	



USER NAME = stults.jw	DESIGNED -	REVISED -
PLOT SCALE = 40.0000' / IN.	DRAWN -	REVISED -
PLOT DATE = 10/23/2009	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES	
SCALE: AS SHOWN	SHEET NO. 2 OF 2 SHEETS
STA.	TO STA.

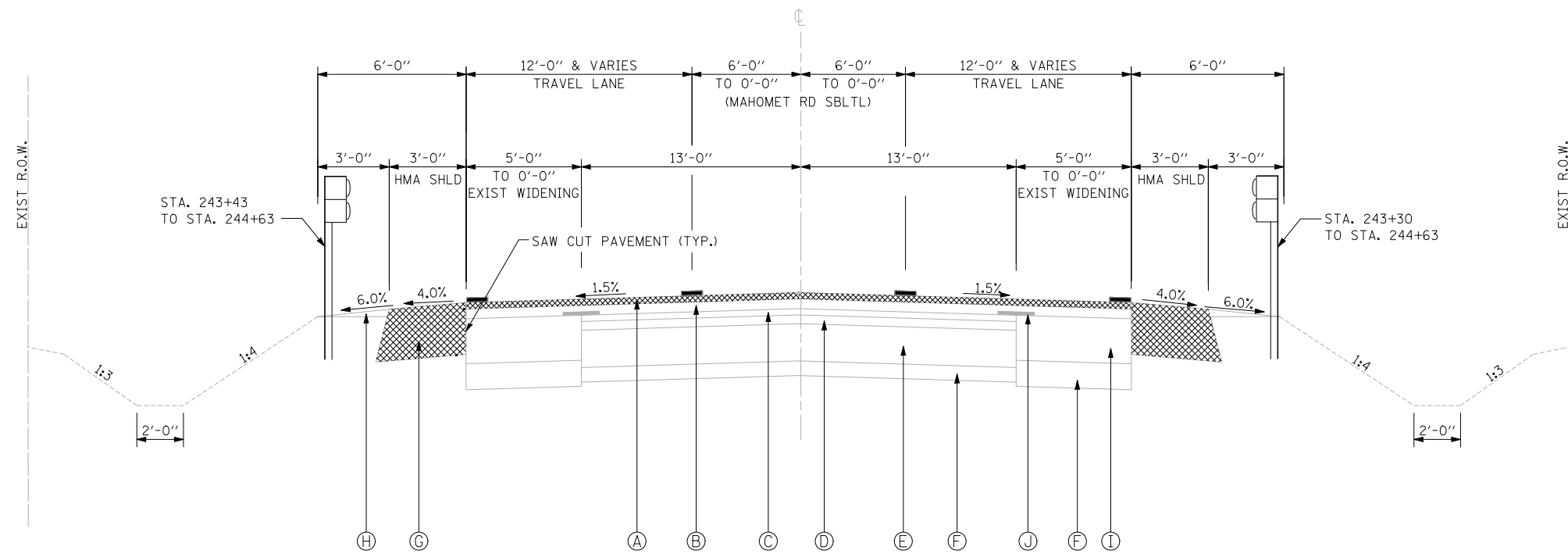
F.A.P. RTE. 326	SECTION (137BR)BR	COUNTY CHAMPAIGN	TOTAL SHEETS 75	SHEET NO. 4
CONTRACT NO. 70428				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

EXISTING LEGEND

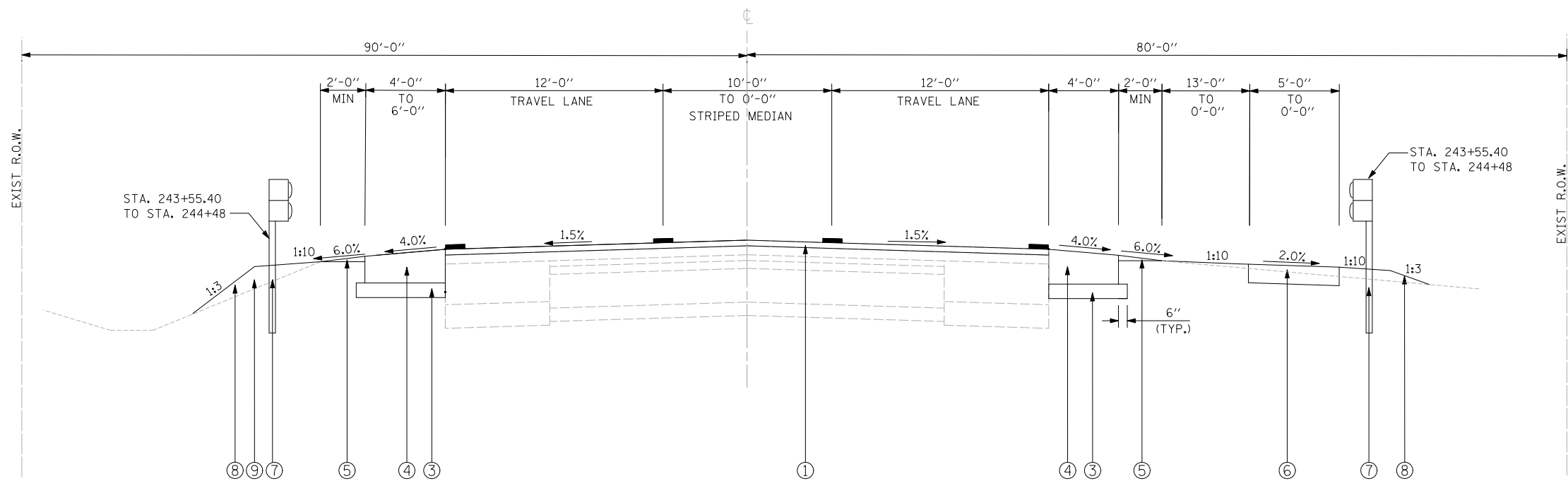
- Ⓐ EXISTING HMA SURFACE COURSE, 1 1/2"
- Ⓑ EXISTING BINDER COURSE, 1 3/4"
- Ⓒ EXISTING HMA SURFACE COURSE, 1 1/2"
- Ⓓ EXISTING HMA BINDER COURSE, 1 1/2"
- Ⓔ EXISTING PCC PAVEMENT, 8"
- Ⓕ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A 4"
- Ⓖ EXISTING HMA SHOULDERS, 8"
- Ⓗ EXISTING AGGREGATE SHOULDERS, TYPE B (WEDGE)
- Ⓜ P.C. CONCRETE BASE COURSE WIDENING, 7"
- Ⓝ STRIP REFLECTIVE CRACK CONTROL
- Ⓧ REMOVAL ITEMS

PROPOSED LEGEND

- ① HMA SURFACE COURSE, MIX "D", N70 (168 LB/SQ YD & VAR.)
- ② HOT-MIX ASPHALT BASE COURSE, IL-19.0, N70, VARIABLE DEPTH (0 TO 2240 LB/SQ YD)
- ③ SUB-BASE GRANULAR MATERIAL, TYPE B 4"
- ④ HMA SHOULDERS, 8"
- ⑤ AGGREGATE SHOULDERS, TYPE B
- ⑥ PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- ⑦ GUARDRAIL
- ⑧ SEEDING, CLASS 2A
- ⑨ FURNISHED EXCAVATION
- ⑩ INCIDENTAL HOT-MIX ASPHALT



EXISTING TYPICAL SECTION
STA. 242+21.85 - STA. 244+31.50



PROPOSED TYPICAL SECTION
STA. 242+21.85 - STA. 244+31.50

FILE NAME = s:\p1\6380--6395\6346\021\micro\0570428-ah-typical.dgn

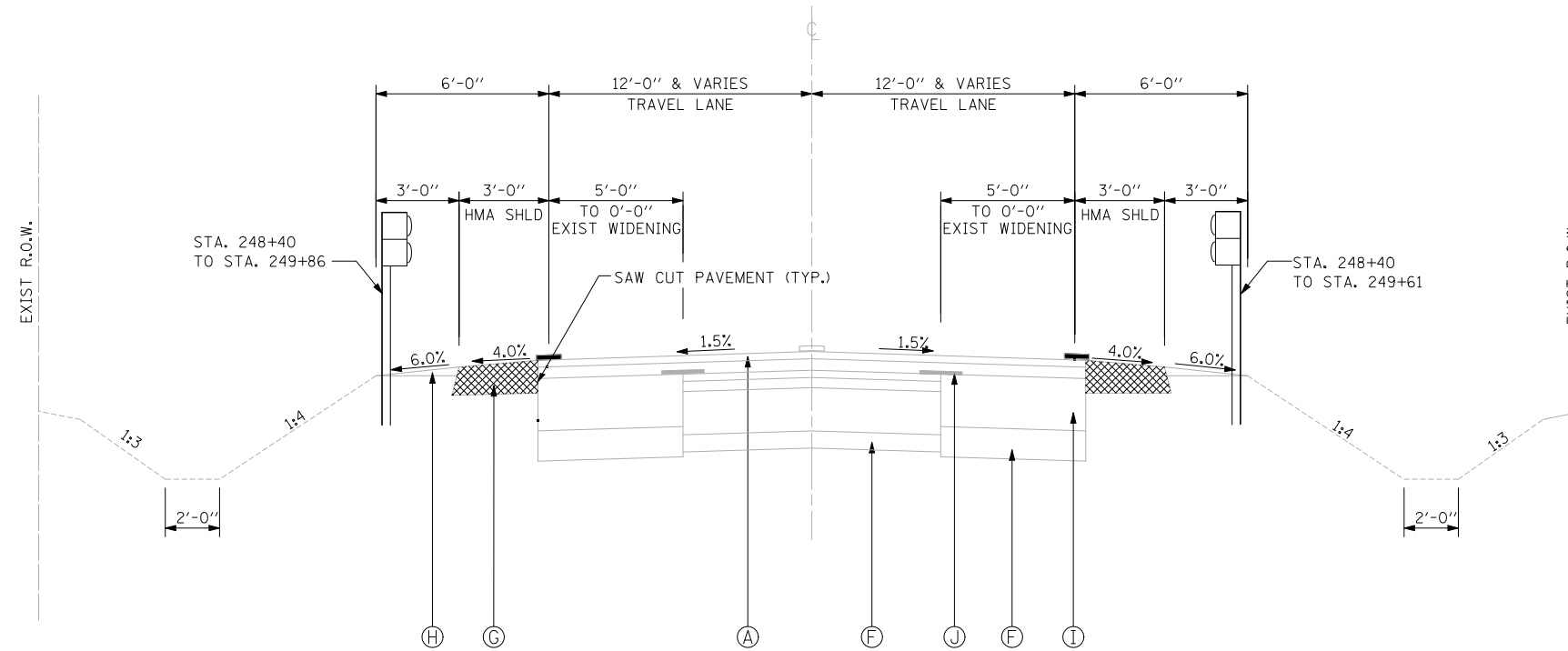
STRAND ENGINEERS
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = saron	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -
PLOT DATE = 10/21/2009	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS	
SCALE: AS SHOWN	SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE. 326	SECTION (137BR)BR	COUNTY CHAMPAIGN	TOTAL SHEETS 75	SHEET NO. 5
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT CONTRACT NO. 70428		



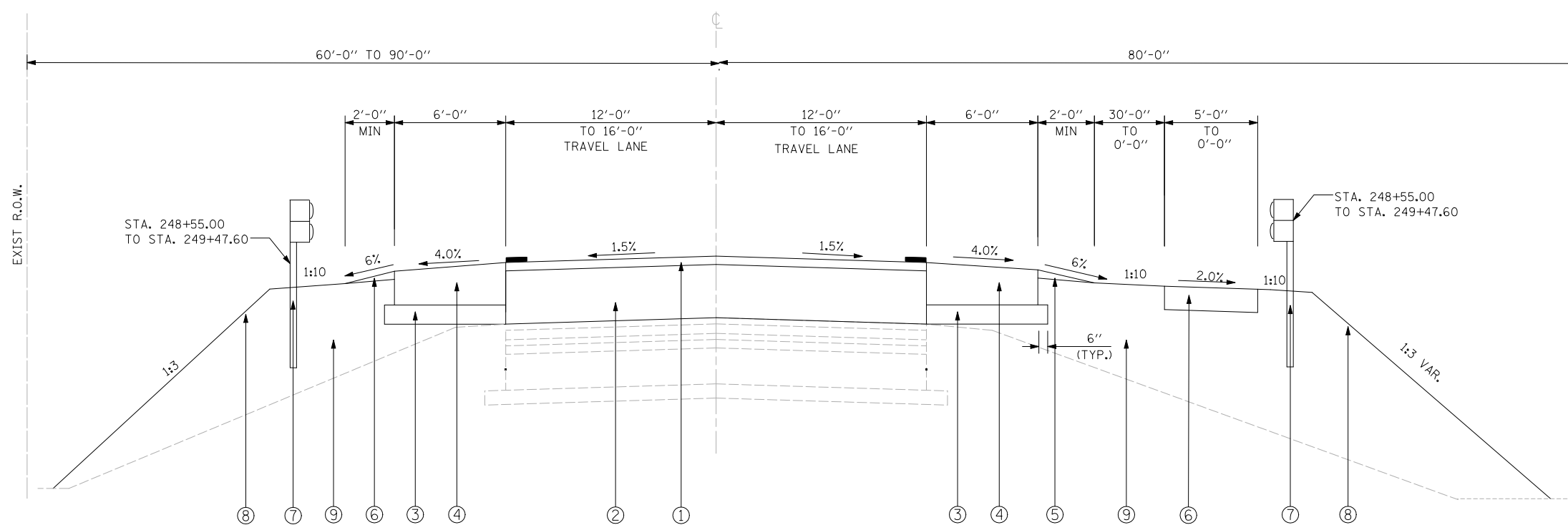
EXISTING TYPICAL SECTION
STA. 248+71.50 - STA. 252+73.00

EXISTING LEGEND

- (A) EXISTING HMA SURFACE COURSE, 1 1/2"
- (B) EXISTING BINDER COURSE, 1 3/4"
- (C) EXISTING HMA SURFACE COURSE, 1 1/2"
- (D) EXISTING HMA BINDER COURSE, 1 1/2"
- (E) EXISTING PCC PAVEMENT, 8"
- (F) EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A 4"
- (G) EXISTING HMA SHOULDERS, 8"
- (H) EXISTING AGGREGATE SHOULDERS, TYPE B (WEDGE)
- (I) P.C. CONCRETE BASE COURSE WIDENING, 7"
- (J) STRIP REFLECTIVE CRACK CONTROL
- (X) REMOVAL ITEMS

PROPOSED LEGEND

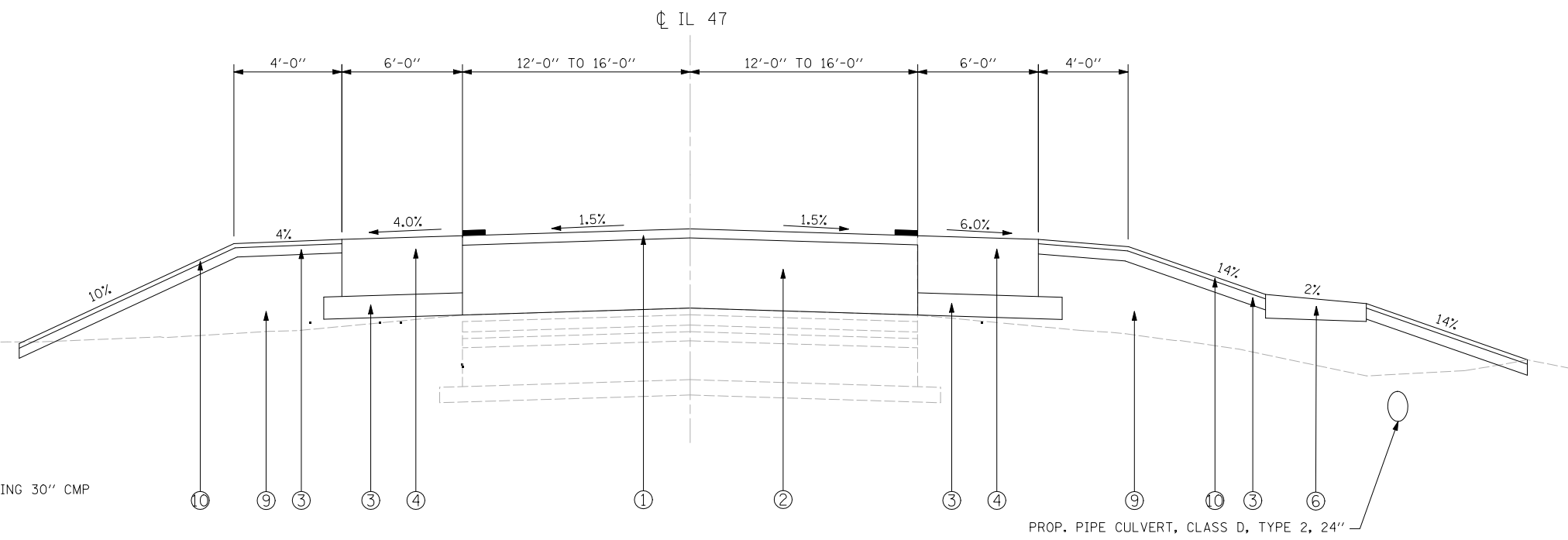
- (1) HMA SURFACE COURSE, MIX "D", N70 (168 LB/SQ YD & VAR.)
- (2) HOT-MIX ASPHALT BASE COURSE, IL-19.0, N70, VARIABLE DEPTH (0 TO 2240 LB/SQ YD)
- (3) SUB-BASE GRANULAR MATERIAL, TYPE B 4"
- (4) HMA SHOULDERS, 8"
- (5) AGGREGATE SHOULDERS, TYPE B
- (6) PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- (7) GUARDRAIL
- (8) SEEDING, CLASS 2A
- (9) FURNISHED EXCAVATION
- (10) INCIDENTAL HOT-MIX ASPHALT



PROPOSED TYPICAL SECTION
STA. 248+71.50 - STA. 252+73.00

FILE NAME = s:\p1\6380--6395\6346\021\micro\ND570428-ah-typical.dgn

FILE NAME = s:\p1\6380--6395\6346\021\micro\0570428-ah-typical.dgn



PROPOSED COMMERCIAL AND PARK ENTRANCE TYPICAL SECTION

STA. 250+55.00 LT
STA. 250+61.00 RT

EXISTING LEGEND

- (A) EXISTING HMA SURFACE COURSE, 1 1/2"
- (B) EXISTING BINDER COURSE, 1 3/4"
- (C) EXISTING HMA SURFACE COURSE, 1 1/2"
- (D) EXISTING HMA BINDER COURSE, 1 1/2"
- (E) EXISTING PCC PAVEMENT, 8"
- (F) EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A 4"
- (G) EXISTING HMA SHOULDERS, 8"
- (H) EXISTING AGGREGATE SHOULDERS, TYPE B (WEDGE)
- (I) P.C. CONCRETE BASE COURSE WIDENING, 7"
- (J) STRIP REFLECTIVE CRACK CONTROL
- [Hatched Box] REMOVAL ITEMS

PROPOSED LEGEND

- (1) HMA SURFACE COURSE, MIX "D", N70 (168 LB/SQ YD & VAR.)
- (2) HOT-MIX ASPHALT BASE COURSE, IL-19.0, N70, VARIABLE DEPTH (0 TO 2240 LB/SQ YD)
- (3) SUB-BASE GRANULAR MATERIAL, TYPE B 4"
- (4) HMA SHOULDERS, 8"
- (5) AGGREGATE SHOULDERS, TYPE B
- (6) PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- (7) GUARDRAIL
- (8) SEEDING, CLASS 2A
- (9) FURNISHED EXCAVATION
- (10) INCIDENTAL HOT-MIX ASPHALT

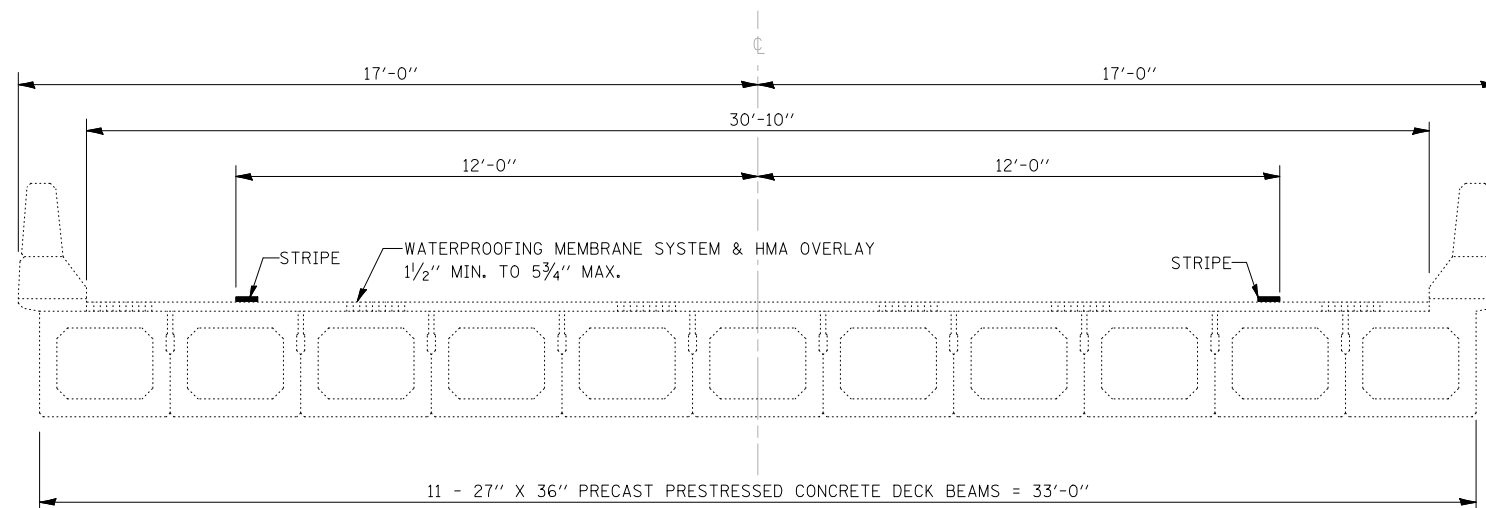
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = saron	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -
PLOT DATE = 10/21/2009	CHECKED -	REVISED -
	DATE -	REVISED -

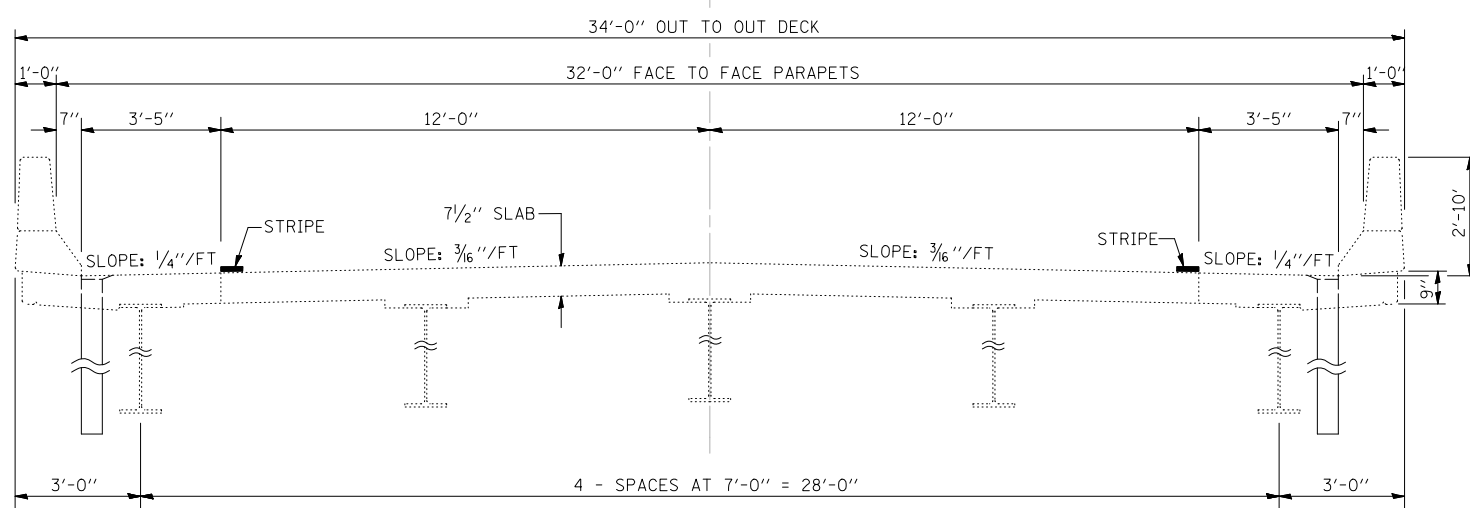
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS			
SCALE: AS SHOWN	SHEET NO.	OF SHEETS	STA. TO STA.

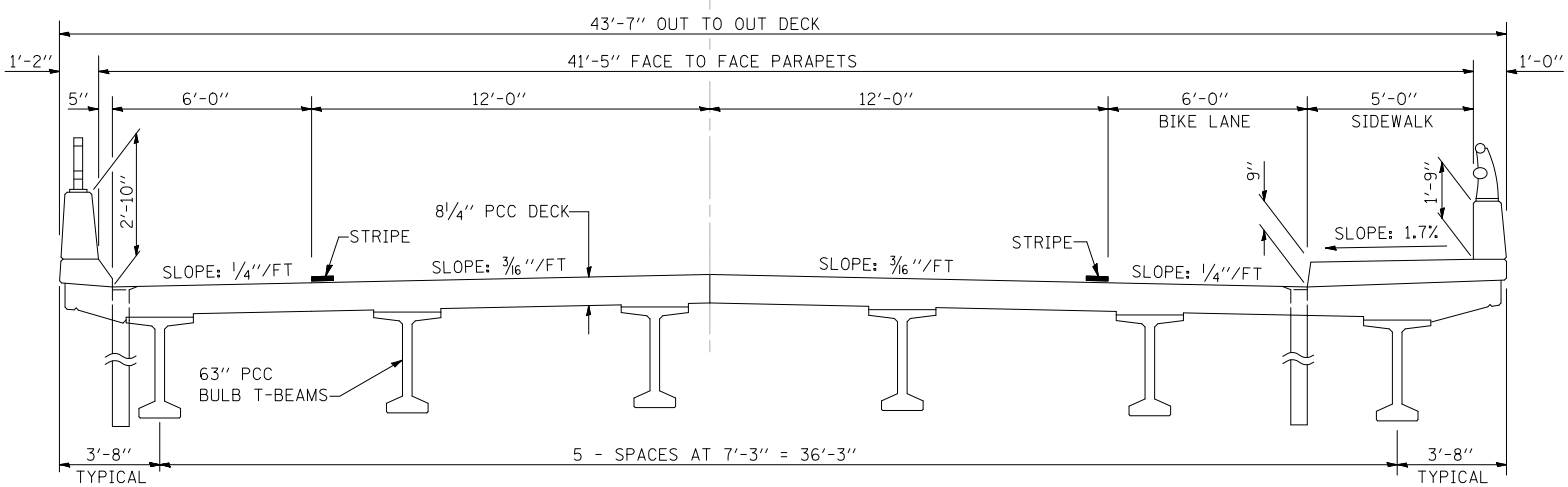
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	7
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



EXISTING STRUCTURE TYPICAL SECTION
SPAN #1, SPAN #4, SPAN #5, SPAN #6



EXISTING STRUCTURE TYPICAL SECTION
SPAN #2 AND SPAN #3



PROPOSED STRUCTURE TYPICAL SECTION
FAP 326 (IL 47)
(OVER SANGAMON RIVER SOUTH OF MAHOMET)

FILE NAME = s:\p1\6380--6395\6346\021\micro\ND570428-ah-typical.dgn

STRAND
ENGINEERS
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = saron	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -
PLOT DATE = 10/21/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS				
SCALE: AS SHOWN	SHEET NO.	OF SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	8
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70428	

PAVEMENT MARKING REMOVAL				78300100
LOCATION/STATION		OFFSET	PAVEMENT MARKING REMOVAL	
FROM	TO		SQ FT	
242+21.85	244+31.50	CL	280	
248+71.50	249+00.00	CL	19	
249+00.00	253+03.00	CL	135	
242+21.85	243+00.00	RT	27	
242+21.85	243+00.00	LT	27	
243+00.00	243+65.75	RT	22	
243+00.00	243+65.75	LT	22	
243+66	24431.5	RT	22	
243+66	24431.5	LT	22	
248+72	24979.02	RT	36	
248+72	24970.59	LT	34	
249+79	25086.53	RT	36	
249+71	25144.83	LT	59	
250+87	25102.81	RT	6	
251+03	25124.05	RT	8	
251+24	25172.65	RT	17	
251+45	25218.47	LT	25	
251+73	25221.25	RT	17	
252+18	25303.12	LT	29	
252+21	25303	RT	28	
244+32	24871.5	CL	294	
244+32	24871.5	RT	147	
244+32	24871.5	LT	147	
	242+41.8	CL	11	
	242+61.8	CL	10	
	242+81.7	CL	9	
	243+1.6	CL	9	
	243+21.5	CL	7	
	243+41.4	CL	6	
	243+61.3	CL	4	
	243+81.3	CL	3	
	244+1.2	CL	1	
TOTAL			1519	

TEMPORARY PAVEMENT MARKING REMOVAL				70301000
LOCATION/STATION		STAGE	WORK ZONE PAVEMENT MARKING REMOVAL	
FROM	TO		SQ FT	
TEMPORARY PAVEMENT MARKINGS				
239+20.00	241+47.00	1	76	
241+47.00	250+36.00	1	297	
250+36.00	251+35.00	1	34	
240+47.00	241+47.00	2	34	
241+47.00	250+41.00	2	298	
250+41.00	252+47.00	2	34	
239+10		1	36	
240+52		1	28	
250+54		1	42	
250+61		1	28	
251+95		1	30	
239+87		2	36	
240+50		2	36	
250+54		2	38	
250+61		2	42	
252+57		2	30	
SHORT TERM PAVEMENT MARKINGS				
242+21.85	244+31.50		7	
244+31.50	248+71.50		15	
248+71.50	249+00.00		1	
249+00.00	253+03.00		14	
WINTER SHUTDOWN				
242+21.85	252+47.00		794	
TOTAL			1950.0	

TEMPORARY CONCRETE BARRIER			
LOCATION/STATION		70400100	70400200
		TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER
FROM	TO	FOOT	FOOT
STAGE I			
241+50	250+12.5	862.5	
STAGE II			
248+71.50	250+06.80	25	862.5
TOTAL		887.5	862.5

DITCH CHECKS				28000315
ALIGNMENT	LOCATION/STATION	OFFSET	AGGREGATE DITCH CHECKS	
				TON
IL 47	244+32	60.5' LT	20	
IL 47	244+39	50' RT	20	
IL 47	248+66	74.5' RT	20	
IL 47	248+66	62' LT	20	
TOTAL				80

SIDEWALK					42400200
ALIGNMENT	LOCATION/STATION		OFFSET	WIDTH	PORTLAND CEMENT CONCRETE SIDEWALK, 5
					SQ FT
		FROM	TO		
IL 47	243+10.50	243+50.00	RT	5'	198
IL 47	243+50.00	244+31.50	RT	5'	408
IL 47	248+71.50	250+06.80	RT	5'	676
IL 47	250+06.80	250+35.90	RT	5'	146
IL 47	250+35.60	250+81.00	RT	5'	227
TOTAL					1654

LANDSCAPING								
LOCATION (STATION)		25000210	25000314	28000250	25100630	25000400	25000500	25000600
		SEEDING, CLASS 2A	SEEDING, CLASS 4B	TEMPORARY EROSION CONTROL SEEDING	EROSION CONTROL BLANKET	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT
FROM	TO	ACRE	ACRE	POUND	SQ YD	POUND	POUND	POUND
242+50	243+00	0.002		0.198	10	0	0	0
243+00	243+50	0.015		1.518	73	1	1	1
243+50	244+00	0.020		1.980	96	2	2	2
249+00	249+50	0.066		6.600	319	6	6	6
249+50	250+00	0.066		6.600	319	6	6	6
250+00	250+50	0.066		6.600	319	6	6	6
250+50	251+00	0.066		6.600	319	6	6	6
251+00	251+50	0.016		1.584	77	1	1	1
251+50	252+00	0.007		0.660	32	1	1	1
252+00	252+50	0.007		0.660	32	1	1	1
246+50	248+05		0.500	50.000	2420			
TOTAL		0.33	0.50	83.00	4018.00	30.00	30.00	30.00
USE		0.50						

EARTHWORK AND FURNISHED EXCAVATION					
LOCATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE *	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	LOCAL SHARE FOR SIDEWALK
		CU YD	CU YD	CU YD	CU YD
Sta. 242+50 to 243+00	12	9		+9	
Sta. 243+00 to 243+50	15	11		+12	
Sta. 243+50 to 244+00	21	15		+16	
Sta. 244+00 to 244+50			9	-9	
Sta. 249+00 to 249+50			513	-263	-250
Sta. 249+50 to 250+00			368	-148	-220
Sta. 250+00 to 250+50	2	2	196	-85	-110
Sta. 250+50 to 251+00	2	2	58	-57	
Sta. 251+00 to 251+50			33	-33	
Sta. 251+50 to 252+00			12	-12	
Sta. 252+00 to 252+50			5	-5	
Sta. 252+50 to 253+00					
Total	50	38	1193	-575	-580

* SHRINKAGE FACTOR = 25%

FILE NAME = c:\pwworking\PI\PIDOT\STULTSJ.M\01289960\0570428-shit-schedule rev.dgn



1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
USER NAME = stultsjw
PLOT SCALE = 40.0000' / IN.
PLOT DATE = 10/23/2009

DESIGNED -
DRAWN -
CHECKED -
DATE -
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: AS SHOWN SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	9
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70428	

HOT-MIX ASPHALT									
LOCATION (STATION)		OFFSET	31101200	35501400	40600100	40603340	48203029	40800050	40800100
			SUBBASE GRANULAR MATERIAL, TYPE B, 4"	HOT-MIX ASPHALT BASE COURSE, VARIABLE DEPTH	BITUMINOUS MATERIALS (PRIME COAT)	HMA SURFACE COURSE, MIX 'D', N70	HOT MIX ASPHALT SHOULDERS 8"	INCIDENTAL HOT-MIX ASPHALT SURFACING	BITUMINOUS MATERIALS (PRIME COAT)
FROM	TO		SQ YD	TON	GALLON	TON	SQ YD	TON	GALLON
242+21.9	244+31.5	CL			55	60			
248+71.5	252+73	CL		890	200	105			
242+21.9	243+00.0	RT	39				35		
243+00.0	244+31.5	RT	39				77		
248+81.5	250+30.0	RT	80				99		
250+30.0	250+92.9	RT	42				42		
250+92.9	252+72.8	RT	80				120		
242+21.8	243+00.0	LT	21				35		
243+00.0	244+31.5	LT	107				72		
248+81.5	249+06.0	LT	73				20		
249+06.0	250+06.5	LT	130				67		
250+06.5	250+77.7		48				64		
250+77.7	252+58.2	LT	130				120		
250+54.0		LT	96					66	38
250+61.0		RT	199					121	62
TOTAL			1085	890	255	165	751	187	100

DRAINAGE ITEMS									
LOCATION (STATION)		OFFSET	50105220	28000500	542D1069	542I3669	28100109	28200200	20800150
			PIPE CULVERT REMOVAL	INLET AND PIPE PROTECTION	PIPE CULVERTS, CLASS D, TYPE 2, 24"	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	STONE RIPRAP, CLASS A5	FILTER FABRIC	TRENCH BACKFILL
FROM	TO		FOOT	EACH	FOOT	EACH	SQ YD	SQ YD	CU YD
248+74		RT		1					
248+74		LT		1					
250+00	251+05.8	RT	88.00	1	89	2	26	26	13
TOTAL			88	3	89	2	26	26	13

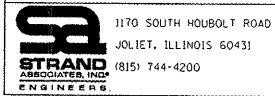
GUARDRAIL					
LOCATION (STATION)		OFFSET	63200310	63100085	63100045
			GUARDRAIL REMOVAL	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
FROM	TO		FOOT	EACH	EACH
243+41.86	244+63.13	LT	121.27	1	1
243+29.88	244+64.68	RT	134.80	1	1
248+38.97	249+86.14	LT	147.17	1	1
248+39.31	249+61.48	RT	122.17	1	1
TOTAL			525	4	4

ROADWAY REMOVAL							
ALIGNMENT	LOCATION/STATION		OFFSET	40600982	44000155	44004250	44004200
	FROM	TO		HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	PAVED SHOULDER REMOVAL	DRIVEWAY PAVEMENT REMOVAL
				SQ YD	SQ YD	FOOT	SQ YD
IL 47	242+21.9	244+31.5	CL	16.0	680.0		
IL 47	252+68.5	252+73	CL	16.0			
IL 47	242+21.9	244+61.5	RT			93	
IL 47	248+41.5	250+35.8	RT			173	
IL 47	250+94.0	252+87.8	RT			167	
IL 48	250+61		RT				287
IL 47	242+21.9	244+61.8	LT			93	
IL 47	248+34.6	250+08.8	LT			116	
IL 47	250+54		LT				155
IL 47	250+97.3	252+58.2	LT			94	
TOTAL				32	680	736	442

PERIMETER EROSION CONTROL BARRIER				
ALIGNMENT	LOCATION/STATION		OFFSET	28000400
	FROM	TO		PERIMETER EROSION BARRIER
				FOOT
IL 47	242+17.36	242+77.12	RT	75
IL 47	243+10	244+61.5	RT	165
IL 47	248+57.6	253+03	RT	500
IL 47	242+17.6	244+46.5	LT	250
IL 47	248+55.7	250+08.5	LT	190
IL 47	250+54.4	252+73.2	LT	225
TOTAL				1410

TREE REMOVAL			
LOCATION	20100110	20100210	
	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	TREE REMOVAL (OVER 15 UNITS DIAMETER)	
	UNIT	UNIT	
SW QUADRANT	6		
SW QUADRANT	6		
SW QUADRANT	8		
NW QUADRANT	8		
NW QUADRANT	8		
NW QUADRANT	8		
NW QUADRANT	10		
SE QUADRANT		20	
SE QUADRANT		14	
TOTAL		54	34

FILE NAME : S:\JUL\10300-6399\B346\B21\Micros\0570428-sht-schedule.dgn



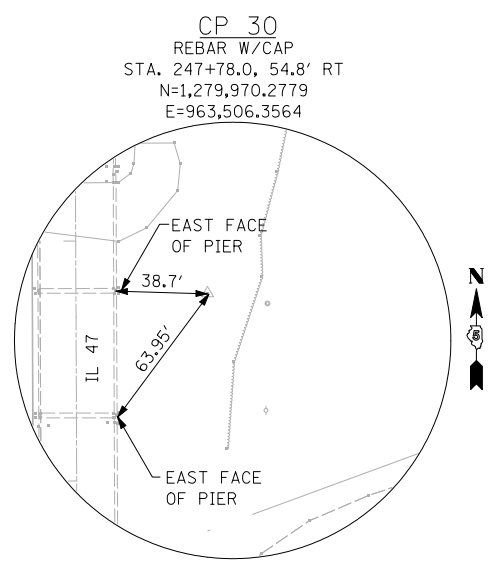
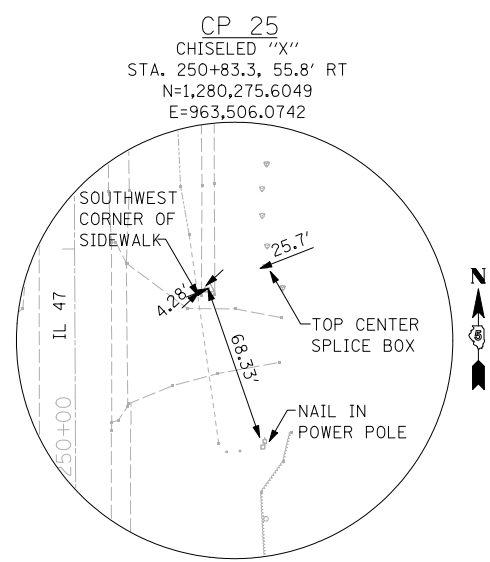
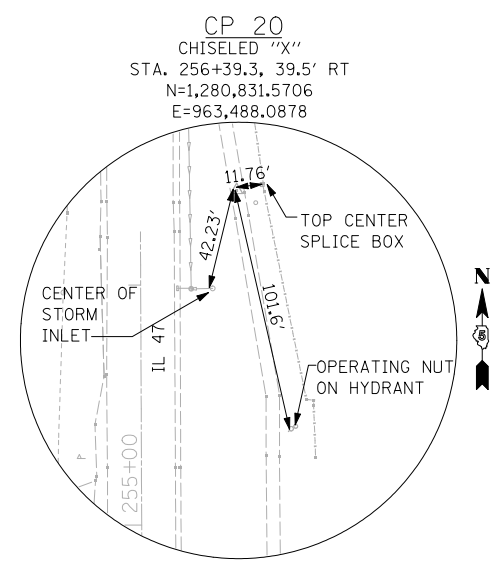
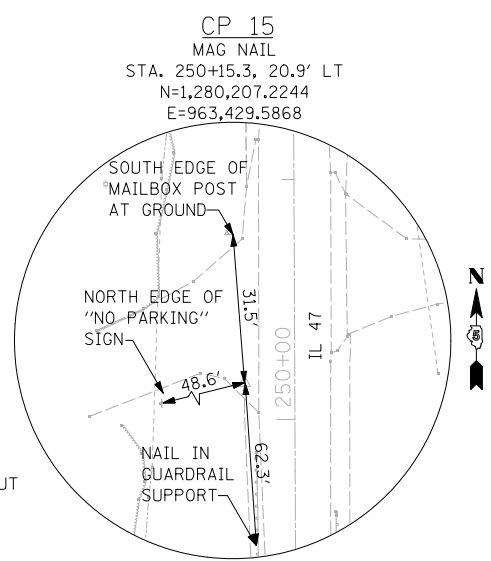
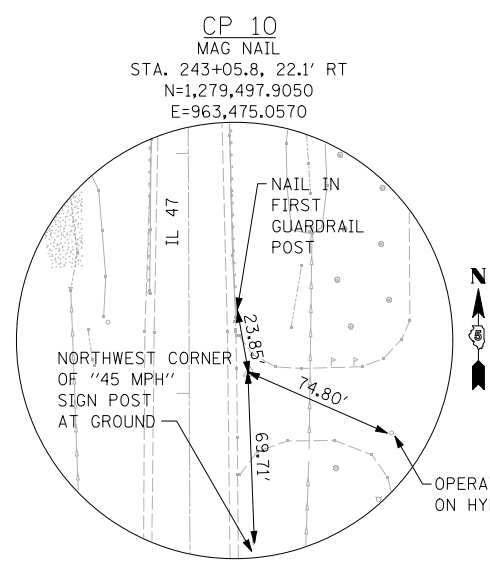
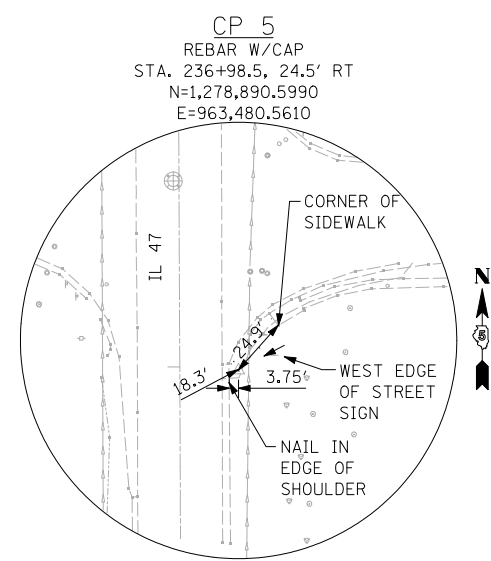
USER NAME : brianf	DESIGNED -	REVISED -
PLOT SCALE : 40,0000' / IN.	DRAWN -	REVISED -
PLOT DATE : 11/3/2009	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES				
SCALE: AS SHOWN	SHEET NO.	OF	SHEETS	STA. TO STA.

F.A.P. RTE. 326	SECTION (137BR)BR	COUNTY CHAMPAIGN	TOTAL SHEETS 75	SHEET NO. 10
FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT CONTRACT NO. 70428		

FILE NAME = s:\p1\6380--6395\6346\021\micros\DS570428-ahtr-index2.dgn



1170 SOUTH HOUBOLT ROAD JOLIET, ILLINOIS 60431 (815) 744-4200	USER NAME = saron	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 10/21/2009	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

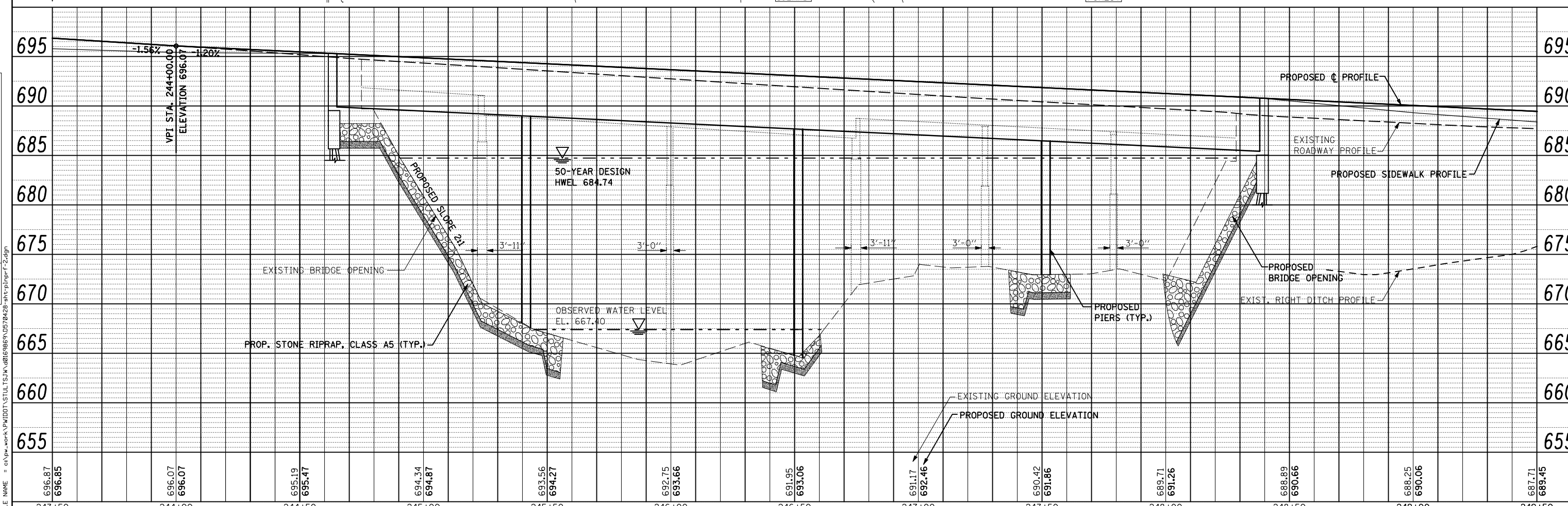
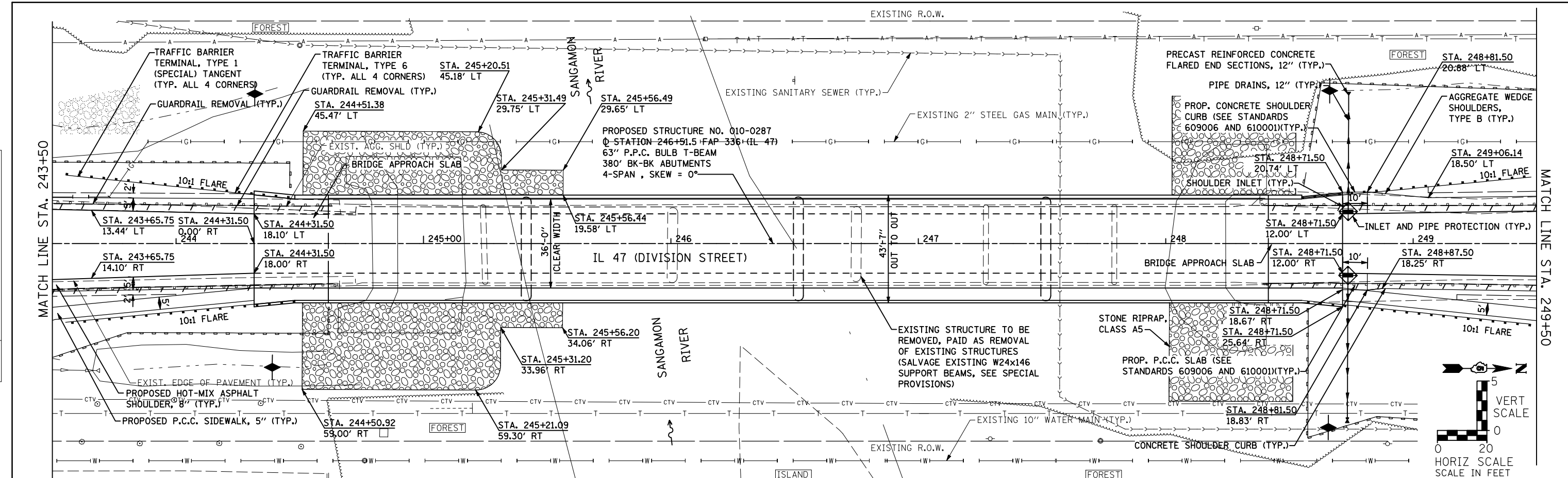
CONTROL TIES

SCALE: AS SHOWN	SHEET NO.	OF	SHEETS	STA.	TO STA.
-----------------	-----------	----	--------	------	---------

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	11
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70428	

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	ALIGNED		
	FILED		
	NO. _____		
	NO. _____		

PROFILE	SURVEYED	BY	DATE
	GRADES CHECKED		
	STRUCTURE NOTATIONS OK'D		
	NO. _____		
	NO. _____		



696.87	696.85	696.07	696.07	695.19	695.47	694.34	694.87	693.56	694.27	692.75	693.66	691.95	693.06	691.17	692.46	690.42	691.86	689.71	691.26	688.89	690.66	688.25	690.06	687.71	689.45
243+50		244+00		244+50		245+00		245+50		246+00		246+50		247+00		247+50		248+00		248+50		249+00		249+50	

STRAND ASSOCIATES INC.
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = stultisjw
DESIGNED -
CHECKED -
PLOT SCALE = 40.0000' / IN.
DRAWN -
PLOT DATE = 10/23/2009
CHECKED -

REVISOR -
REVISOR -
REVISOR -
REVISOR -

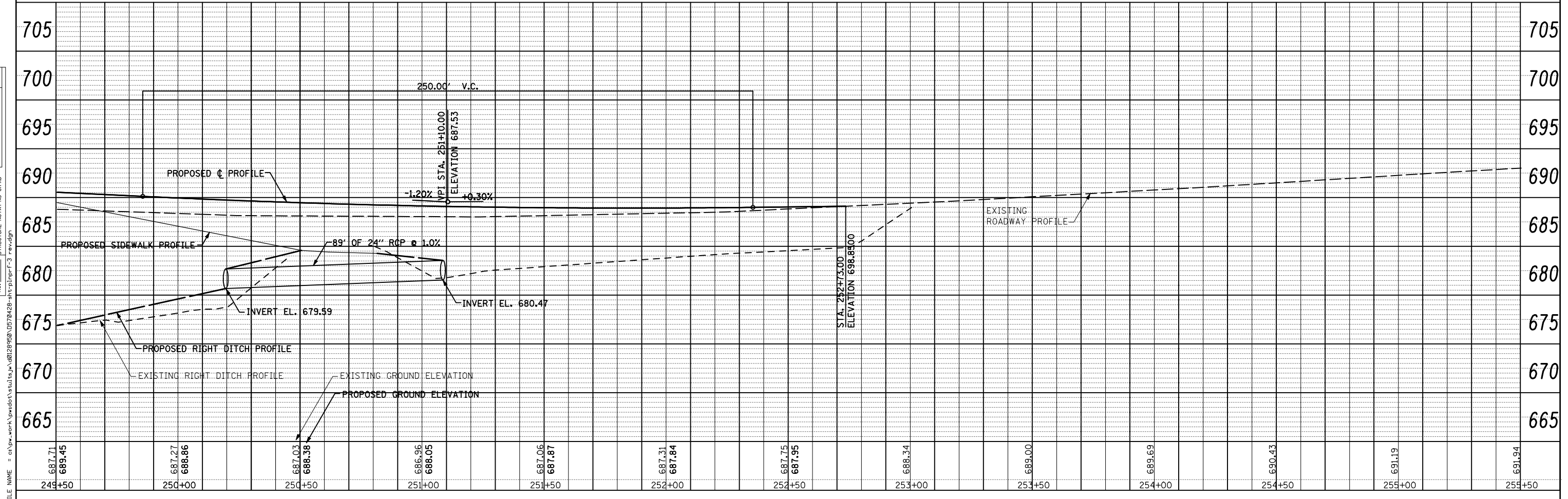
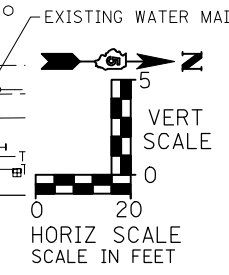
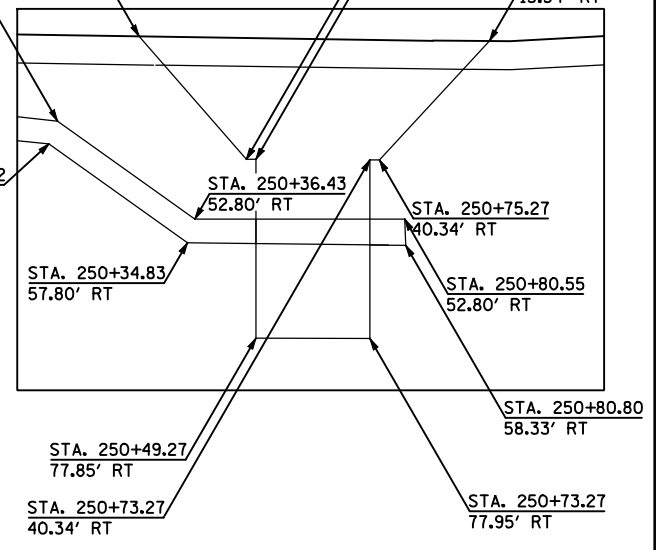
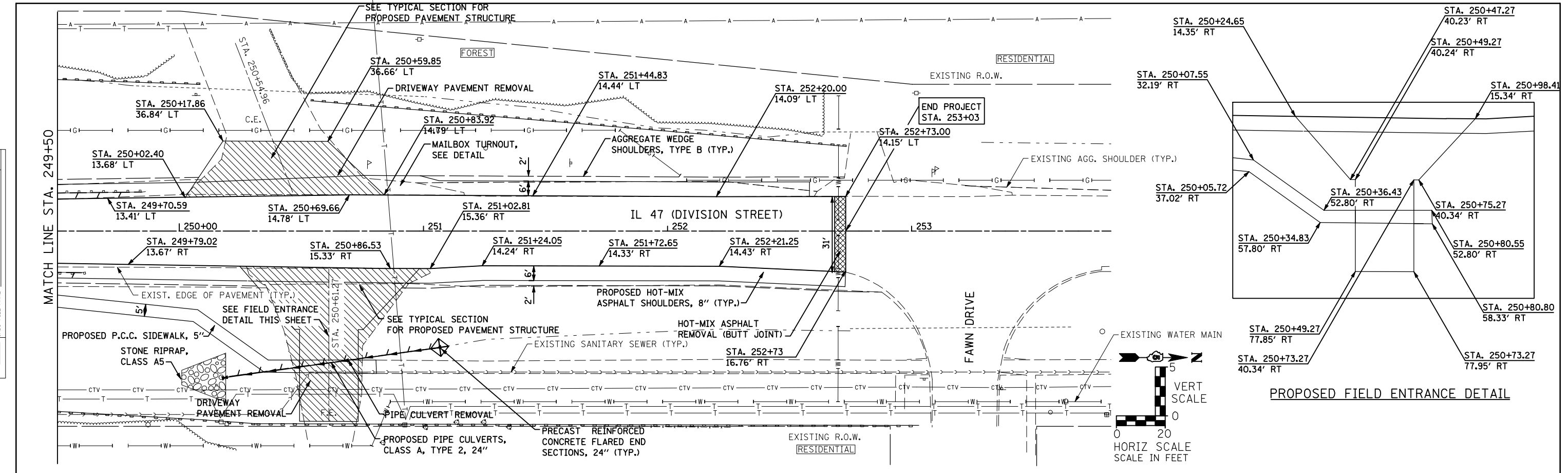
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING AND PROPOSED PLAN AND PROFILE
SCALE: AS SHOWN SHEET NO. OF SHEETS STA. 243+00 TO STA. 249+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	13
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 70428

PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO.	
	FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO.	
	FILE NAME	



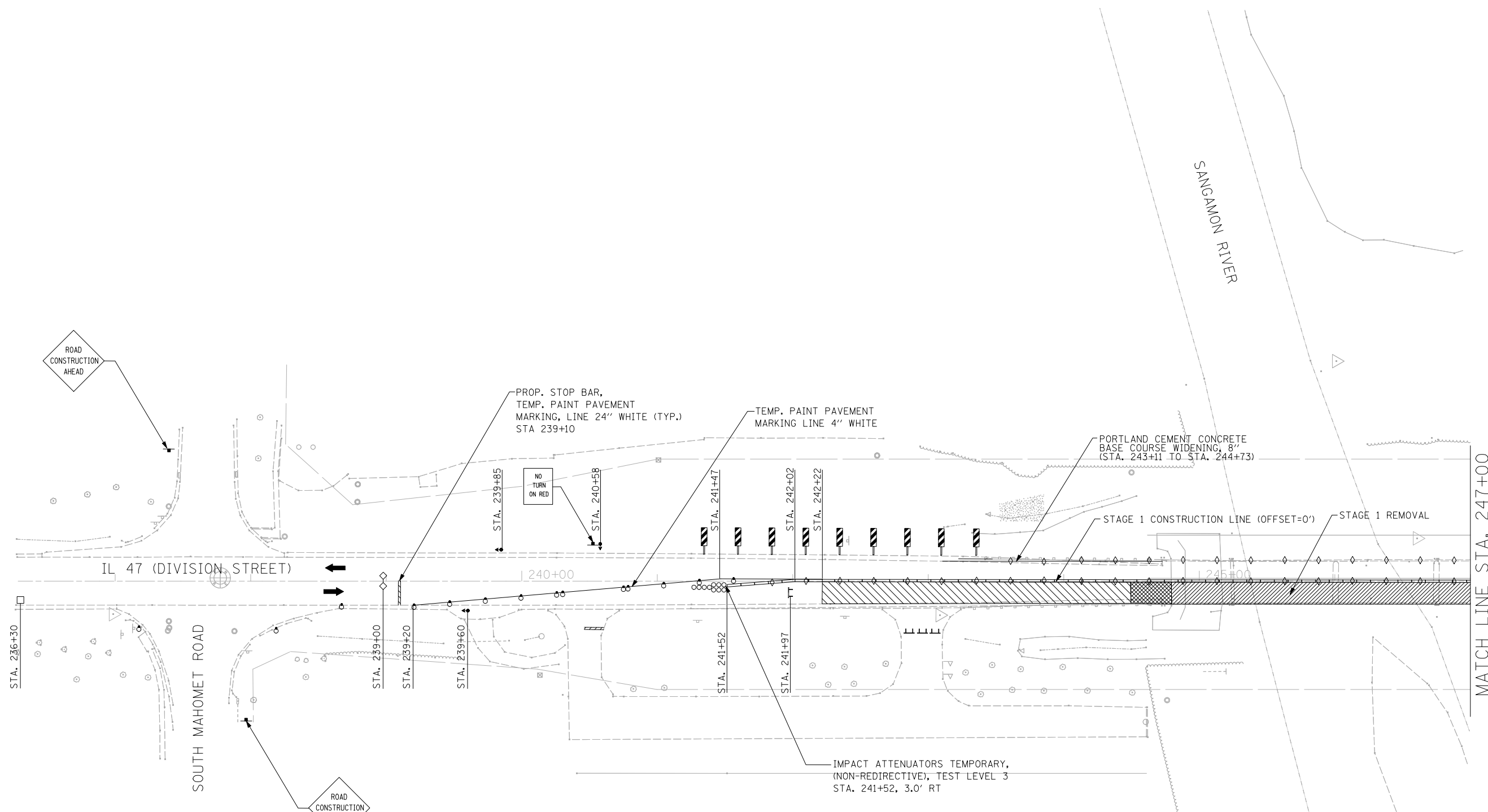
STRAND ASSOCIATES, INC. ENGINEERS
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = stults,jw	DESIGNED -	REVISED -
CHECKED -	CHECKED -	REVISED -
DRAWN -	DRAWN -	REVISED -
CHECKED -	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED PLAN AND PROFILE		
SCALE: AS SHOWN	SHEET NO. OF SHEETS	STA. 249+00 TO STA. 255+00

F.A.P. RTE. 326	SECTION (137BR)BR	COUNTY CHAMPAIGN	TOTAL SHEETS 75	SHEET NO. 14
FED. ROAD DIST. NO.		[ILLINOIS] FED. AID PROJECT		
CONTRACT NO. 70428				

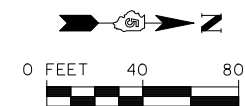


STAGE 1 NOTES:

1. DURING STAGE 1, THE NORTHBOUND LANE SHALL BE CLOSED TO TRAFFIC. THE SOUTHBOUND LANE WIDTH SHALL BE 14 FEET AND SHALL REMAIN OPEN. THE CONTRACTOR WILL BE ABLE TO REMOVE AND CONSTRUCT THE EASTERN HALF OF THE BRIDGE. WORK COMPLETED DURING THIS STAGE INCLUDES EXCAVATION AND PLACEMENT OF HMA SHOULDERS AND INSTALLATION OF VARIABLE DEPTH BASE COURSE FOR THE ROADWAY PROFILE INCREASE.

NOTES:

1. ALL DETAILS NOT SHOWN ARE TO BE PER REQUIREMENTS OF TC&P STD. 701321.
2. SEE STRUCTURE PLANS FOR ADDITIONAL INFORMATION ON STAGE CONSTRUCTION.
3. ADDITIONAL REQUIREMENTS FOR TRAFFIC CONTROL CAN BE FOUND IN THE CONTRACT SPECIAL PROVISIONS.
4. ENTRANCE AT STA. 242+95 MUST BE CLOSED DURING STAGE 1.
5. TEMPORARY HMA RAMP SHALL BE CONSTRUCTED AND MAINTAINED AT A MINIMUM TAPER OF 1:40 ON BOTH THE UPSTREAM AND DOWNSTREAM ENDS OF THE SURFACE REMOVAL AREAS. TEMPORARY HMA RAMP SHALL BE CONSTRUCTED AND MAINTAINED ADJACENT TO THE BRIDGE APPROACH PAVEMENT ON THE NORTH SIDE AT A MINIMUM TAPER OF 1:60.



LEGEND:

- ➔ TRAFFIC FLOW DIRECTION
- ⬅ TRAFFIC SIGNAL
- SIGN
- IMPACT ATTENUATOR
- ▨ APPROACH PAVEMENT REMOVAL
- ▩ STRUCTURE REMOVAL
- ▧ ROADWAY/SHOULDER WORK ZONE
- ▬ TEMPORARY CONCRETE BARRIER

FILE NAME = s:\p1\6380--6395\6346\021\micross\0570428-ah-t-Stage1.MDT-1.dgn



USER NAME = saron	DESIGNED -	REVISED -
PLOT SCALE = 80.0000' / IN.	DRAWN -	REVISED -
PLOT DATE = 10/21/2009	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

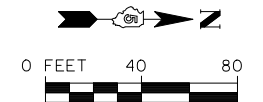
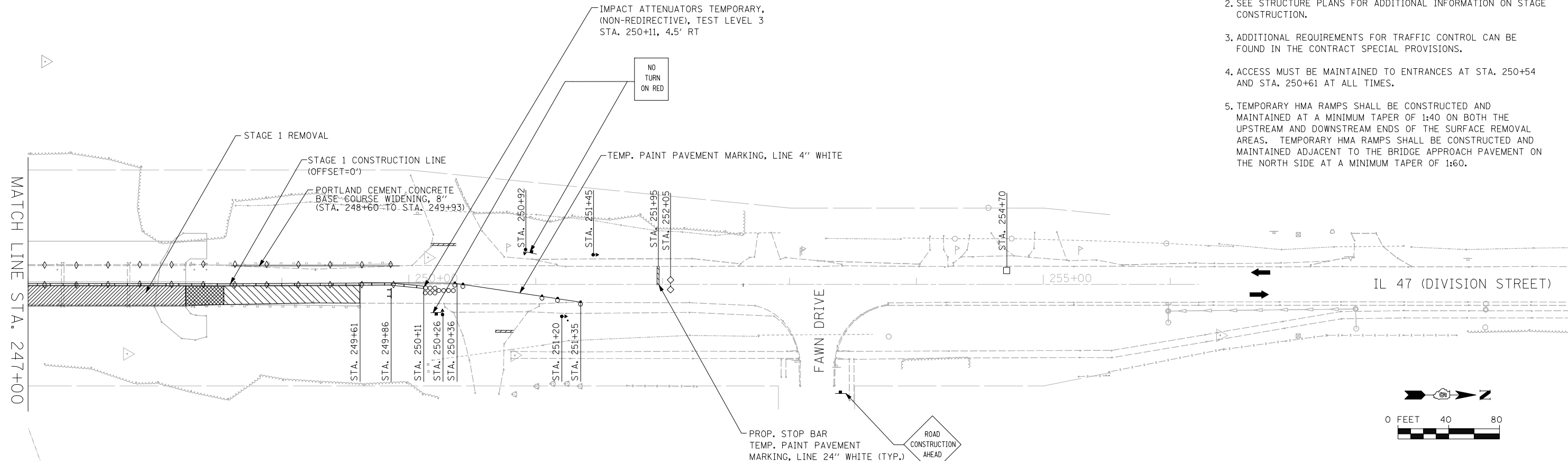
MOT - STAGE 1

SCALE: AS SHOWN SHEET NO. OF SHEETS STA. TO STA.

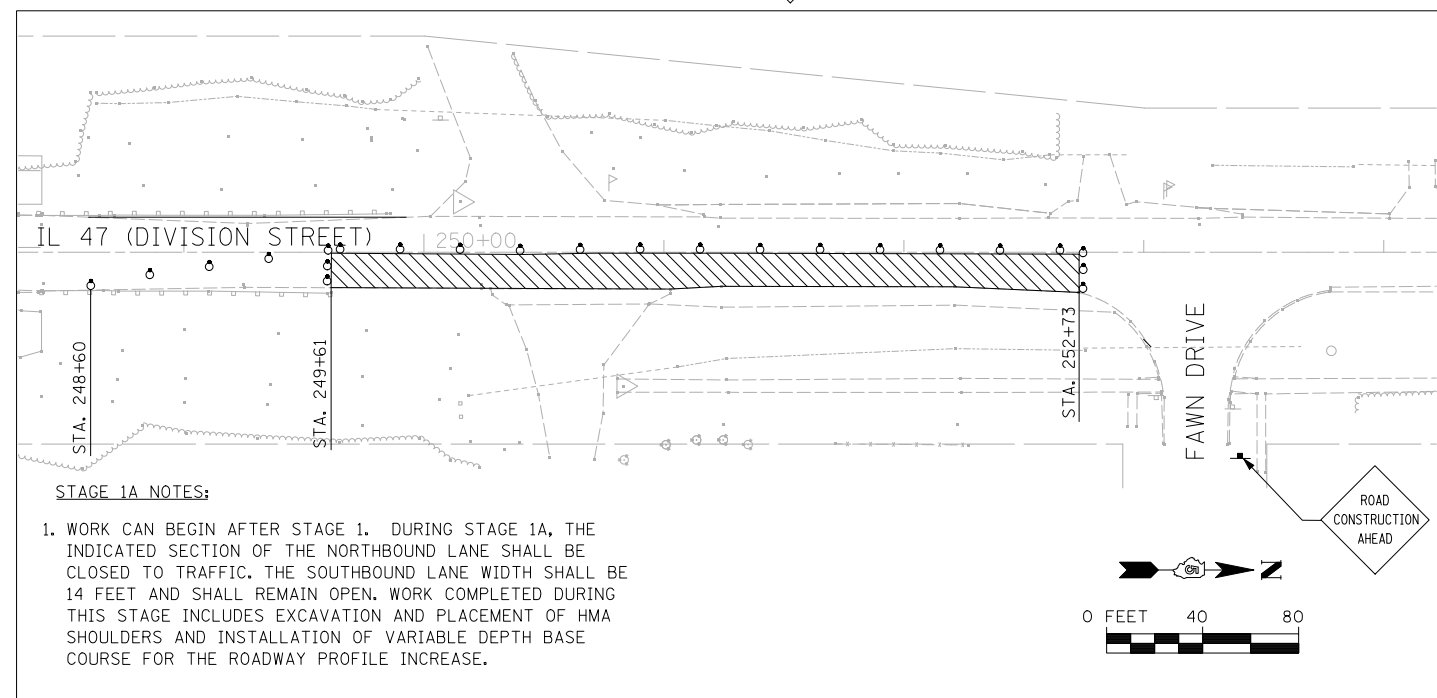
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	15
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70428	

NOTES:

1. ALL DETAILS NOT SHOWN ARE TO BE PER REQUIREMENTS OF TC&P STD. 701321.
2. SEE STRUCTURE PLANS FOR ADDITIONAL INFORMATION ON STAGE CONSTRUCTION.
3. ADDITIONAL REQUIREMENTS FOR TRAFFIC CONTROL CAN BE FOUND IN THE CONTRACT SPECIAL PROVISIONS.
4. ACCESS MUST BE MAINTAINED TO ENTRANCES AT STA. 250+54 AND STA. 250+61 AT ALL TIMES.
5. TEMPORARY HMA RAMP SHALL BE CONSTRUCTED AND MAINTAINED AT A MINIMUM TAPER OF 1:40 ON BOTH THE UPSTREAM AND DOWNSTREAM ENDS OF THE SURFACE REMOVAL AREAS. TEMPORARY HMA RAMP SHALL BE CONSTRUCTED AND MAINTAINED ADJACENT TO THE BRIDGE APPROACH PAVEMENT ON THE NORTH SIDE AT A MINIMUM TAPER OF 1:60.

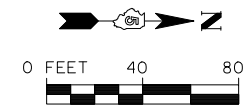


MATCH LINE STA. 247+00



STAGE 1A NOTES:

1. WORK CAN BEGIN AFTER STAGE 1. DURING STAGE 1A, THE INDICATED SECTION OF THE NORTHBOUND LANE SHALL BE CLOSED TO TRAFFIC. THE SOUTHBOUND LANE WIDTH SHALL BE 14 FEET AND SHALL REMAIN OPEN. WORK COMPLETED DURING THIS STAGE INCLUDES EXCAVATION AND PLACEMENT OF HMA SHOULDERS AND INSTALLATION OF VARIABLE DEPTH BASE COURSE FOR THE ROADWAY PROFILE INCREASE.



STAGE 1 NOTES:

1. DURING STAGE 1, THE NORTHBOUND LANE SHALL BE CLOSED TO TRAFFIC. THE SOUTHBOUND LANE WIDTH SHALL BE 14 FEET AND SHALL REMAIN OPEN. THE CONTRACTOR WILL BE ABLE TO REMOVE AND CONSTRUCT THE EASTERN HALF OF THE BRIDGE. WORK COMPLETED DURING THIS STAGE INCLUDES EXCAVATION AND PLACEMENT OF HMA SHOULDERS AND INSTALLATION OF VARIABLE DEPTH BASE COURSE FOR THE ROADWAY PROFILE INCREASE.

LEGEND:

- ➔ TRAFFIC FLOW DIRECTION
- ⬅ TRAFFIC SIGNAL
- SIGN
- IMPACT ATTENUATOR
- ▨ APPROACH PAVEMENT REMOVAL
- ▩ STRUCTURE REMOVAL
- ▧ ROADWAY/SHOULDER WORK ZONE
- ▭ TEMPORARY CONCRETE BARRIER

FILE NAME = s:\p1\6380--6395\6346\021\micross\0570428-ah-t-Stage1.MDT-2.dgn

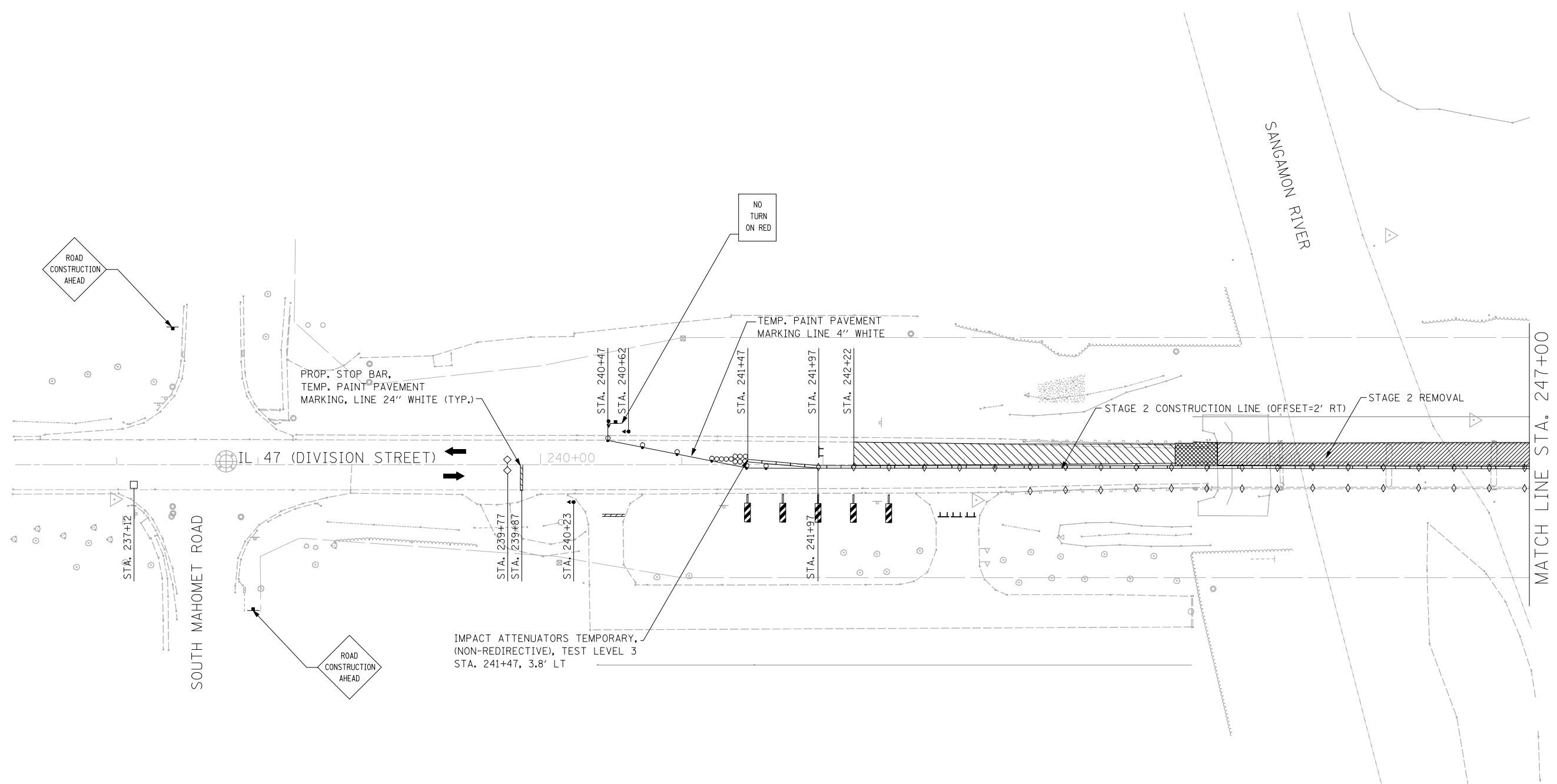


USER NAME = saron	DESIGNED -	REVISED -
PLOT SCALE = 80.0000' / IN.	DRAWN -	REVISED -
PLOT DATE = 10/21/2009	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

MOT - STAGE 1			
SCALE: AS SHOWN	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	16
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 70428	

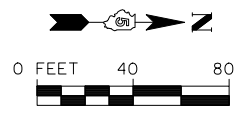


STAGE 2 NOTES:

1. DURING STAGE 2, THE SOUTHBOUND LANE SHALL BE CLOSED TO TRAFFIC. THE NORTHBOUND LANE WIDTH SHALL BE 14 FEET AND SHALL REMAIN OPEN. THE CONTRACTOR WILL BE ABLE TO REMOVE AND CONSTRUCT THE WESTERN HALF OF THE BRIDGE. WORK COMPLETED DURING THIS STAGE INCLUDES EXCAVATION AND PLACEMENT OF HMA SHOULDERS AND INSTALLATION OF VARIABLE DEPTH BASE COURSE FOR THE ROADWAY PROFILE INCREASE.

NOTES:

1. ALL DETAILS NOT SHOWN ARE TO BE PER REQUIREMENTS OF TC&P STD. 701321.
2. SEE STRUCTURE PLANS FOR ADDITIONAL INFORMATION ON STAGE CONSTRUCTION.
3. ADDITIONAL REQUIREMENTS FOR TRAFFIC CONTROL CAN BE FOUND IN THE CONTRACT SPECIAL PROVISIONS.
4. ENTRANCE AT STA. 242+95 MUST BE CLOSED DURING STAGE 2.
5. TEMPORARY HMA RAMP SHALL BE CONSTRUCTED AND MAINTAINED AT A MINIMUM TAPER OF 1:40 ON BOTH THE UPSTREAM AND DOWNSTREAM ENDS OF THE SURFACE REMOVAL AREAS. TEMPORARY HMA RAMP SHALL BE CONSTRUCTED AND MAINTAINED ADJACENT TO THE BRIDGE APPROACH PAVEMENT ON THE NORTH SIDE AT A MINIMUM TAPER OF 1:60.



LEGEND:

- ➔ TRAFFIC FLOW DIRECTION
- ⬅ TRAFFIC SIGNAL
- SIGN
- IMPACT ATTENUATOR
- ▨ APPROACH PAVEMENT REMOVAL
- ▩ STRUCTURE REMOVAL
- ▧ ROADWAY/SHOULDER WORK ZONE
- ▬ TEMPORARY CONCRETE BARRIER

FILE NAME = s:\p1\6380--6395\6346\021\micro\ND570428-ah-t-Stage2_MOT-1.dgn

1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = saron	DESIGNED -	REVISED -
PLOT SCALE = 80.0000' / IN.	DRAWN -	REVISED -
PLOT DATE = 10/21/2009	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

MOT - STAGE 2

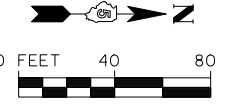
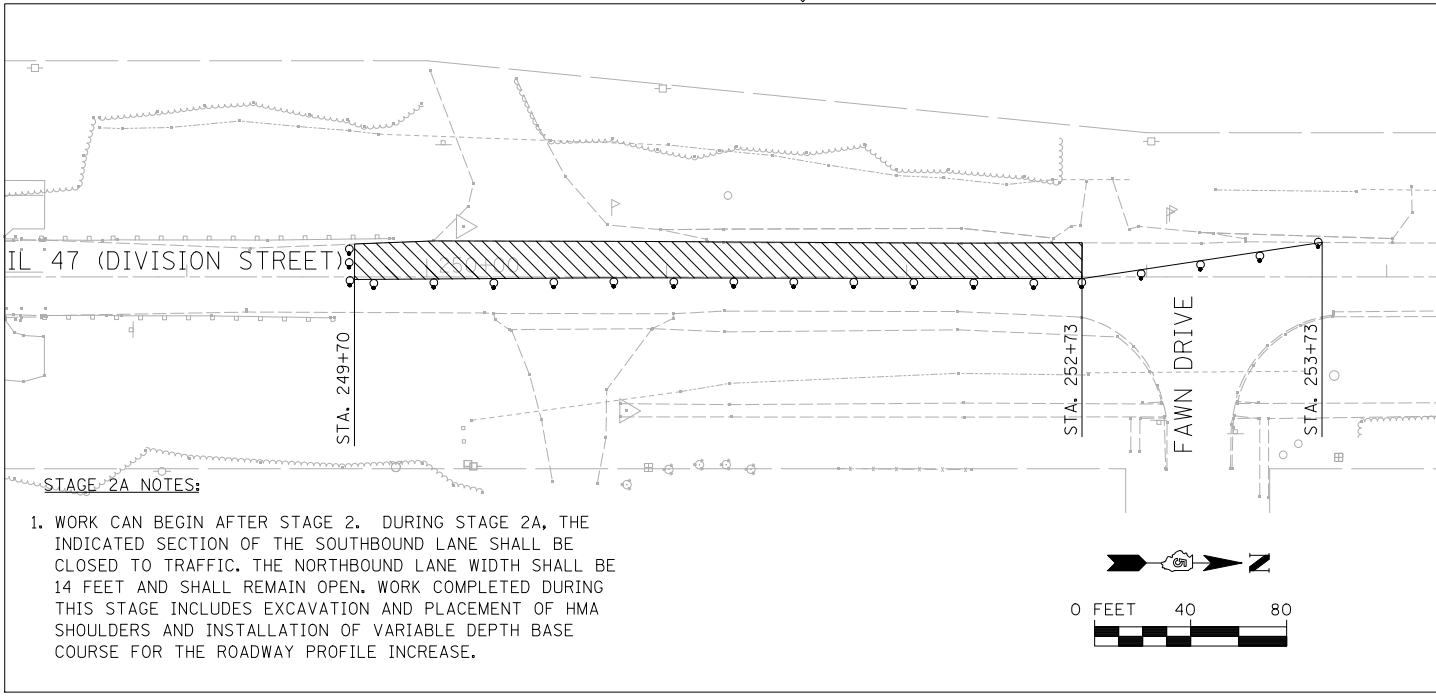
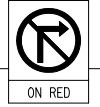
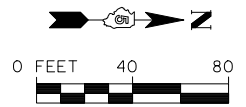
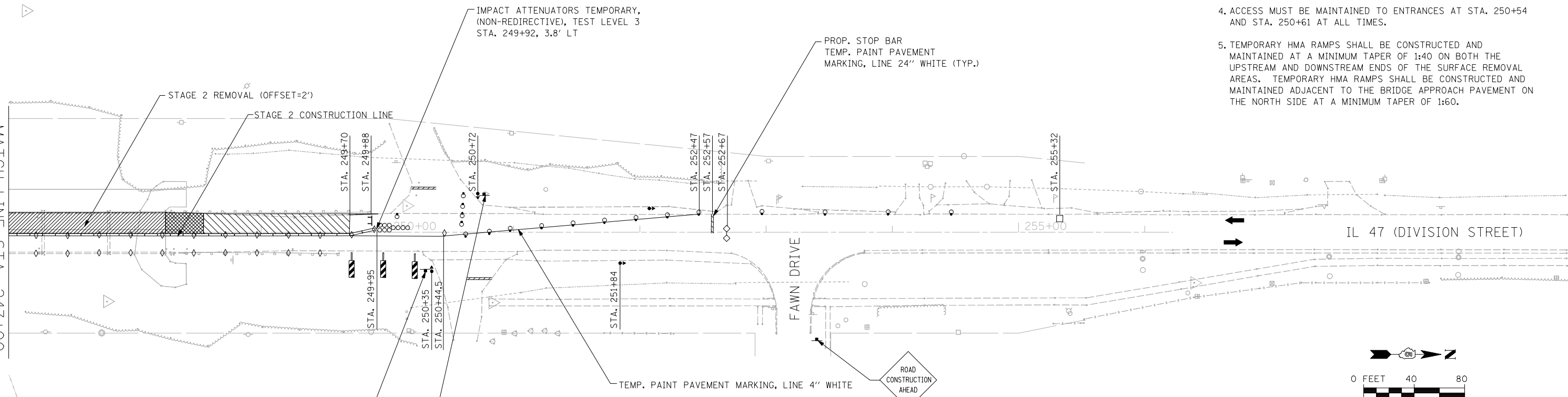
SCALE: AS SHOWN SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	17
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70428	

NOTES:

1. ALL DETAILS NOT SHOWN ARE TO BE PER REQUIREMENTS OF TC&P STD. 701321.
2. SEE STRUCTURE PLANS FOR ADDITIONAL INFORMATION ON STAGE CONSTRUCTION.
3. ADDITIONAL REQUIREMENTS FOR TRAFFIC CONTROL CAN BE FOUND IN THE CONTRACT SPECIAL PROVISIONS.
4. ACCESS MUST BE MAINTAINED TO ENTRANCES AT STA. 250+54 AND STA. 250+61 AT ALL TIMES.
5. TEMPORARY HMA RAMP SHALL BE CONSTRUCTED AND MAINTAINED AT A MINIMUM TAPER OF 1:40 ON BOTH THE UPSTREAM AND DOWNSTREAM ENDS OF THE SURFACE REMOVAL AREAS. TEMPORARY HMA RAMP SHALL BE CONSTRUCTED AND MAINTAINED ADJACENT TO THE BRIDGE APPROACH PAVEMENT ON THE NORTH SIDE AT A MINIMUM TAPER OF 1:60.

MATCH LINE STA. 247+00



STAGE 2 NOTES:

1. DURING STAGE 2, THE SOUTHBOUND LANE SHALL BE CLOSED TO TRAFFIC. THE NORTHBOUND LANE WIDTH SHALL BE 14 FEET AND SHALL REMAIN OPEN. THE CONTRACTOR WILL BE ABLE TO REMOVE AND CONSTRUCT THE WESTERN HALF OF THE BRIDGE. WORK COMPLETED DURING THIS STAGE INCLUDES EXCAVATION AND PLACEMENT OF HMA SHOULDERS AND INSTALLATION OF VARIABLE DEPTH BASE COURSE FOR THE ROADWAY PROFILE INCREASE.

STAGE 2A NOTES:

1. WORK CAN BEGIN AFTER STAGE 2. DURING STAGE 2A, THE INDICATED SECTION OF THE SOUTHBOUND LANE SHALL BE CLOSED TO TRAFFIC. THE NORTHBOUND LANE WIDTH SHALL BE 14 FEET AND SHALL REMAIN OPEN. WORK COMPLETED DURING THIS STAGE INCLUDES EXCAVATION AND PLACEMENT OF HMA SHOULDERS AND INSTALLATION OF VARIABLE DEPTH BASE COURSE FOR THE ROADWAY PROFILE INCREASE.

LEGEND:

- ➔ TRAFFIC FLOW DIRECTION
- ⬅️ TRAFFIC SIGNAL
- SIGN
- IMPACT ATTENUATOR
- ▨ APPROACH PAVEMENT REMOVAL
- ▩ STRUCTURE REMOVAL
- ▨ ROADWAY/SHOULDER WORK ZONE
- ▭ TEMPORARY CONCRETE BARRIER

FILE NAME = s:\p1\6380--6395\6346\021\micro\ND570428-ah\Stage2_MOT-2.dgn



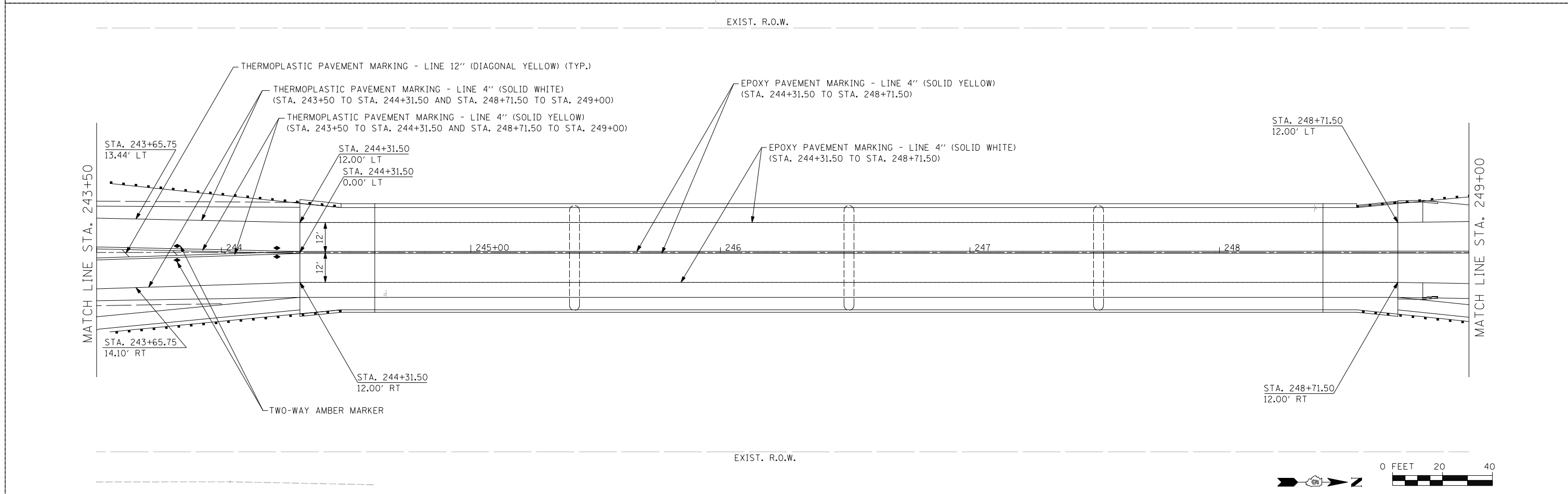
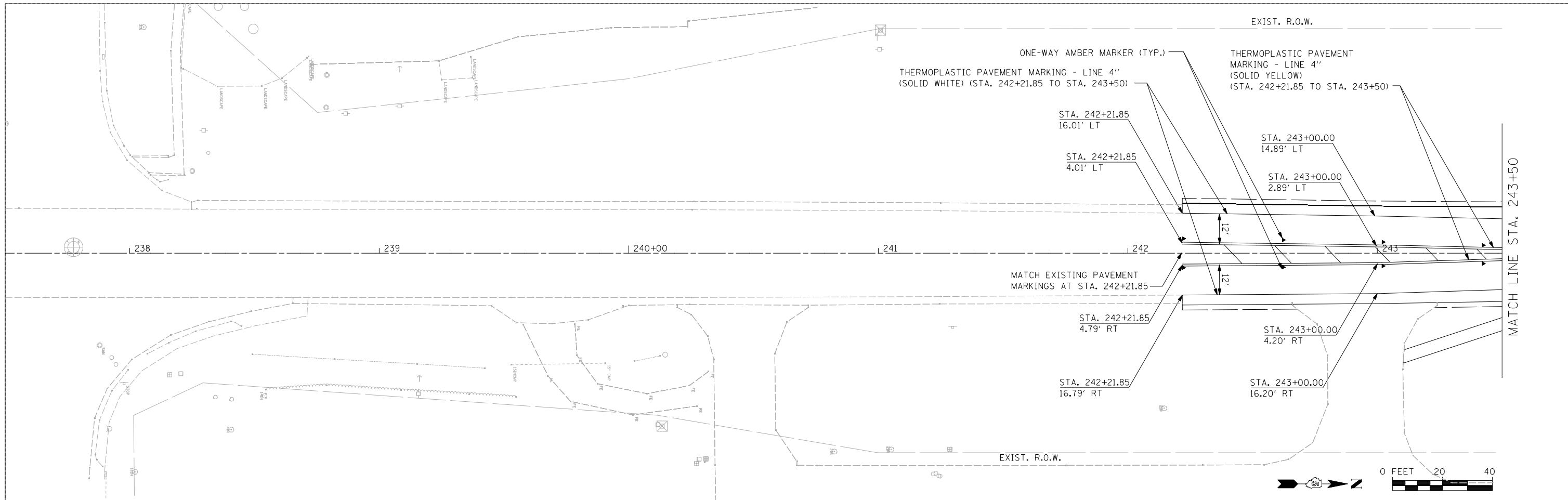
USER NAME = saron	DESIGNED -	REVISED -
PLOT SCALE = 80.0000' / IN.	DRAWN -	REVISED -
PLOT DATE = 10/21/2009	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

MOT - STAGE 2

SCALE: AS SHOWN SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	18
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 70428		



1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200



FILE NAME =	USER NAME = saron	DESIGNED -	REVISED -
st:\joi\6300--6399\6346\021\micros\0570428-sht-striping-1.dgn		DRAWN -	REVISED -
PLOT SCALE = 40.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 10/21/2009		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING AND SIGNING PLANS

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	19
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70428	

THERMOPLASTIC PAVEMENT MARKING - LINE 4"
(SOLID WHITE) (STA. 249+00 TO STA. 253+03)

STA. 250+67.01
14.78' LT

THERMOPLASTIC PAVEMENT MARKING - LINE 4"
(SKIP DASH YELLOW)
(STA. 249+00 TO STA. 253+03)

STA. 252+18.47
14.09' LT

STA. 252+73
14.15' LT

EXIST. R.O.W.

MATCH LINE STA. 249+00

STA. 249+70.59
13.41' LT

STA. 251+44.83
14.44' LT

MATCH EXISTING PAVEMENT MARKINGS
AT STA. 252+73

STA. 249+79.02
13.67' RT

STA. 252+73.00
16.76' RT

STA. 251+24.05
14.24' RT

STA. 251+72.65
14.33' RT

STA. 253+03.00
41.24' RT

STA. 251+02.81
15.36' RT

STA. 252+21.25
14.43' RT

STA. 250+86.53
15.33' RT

EXIST. R.O.W.



1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
STRAND
ENGINEERS

FILE NAME =	USER NAME = saron	DESIGNED -	REVISED -
S:\JOL\6300--6399\6346\021\micro\0570428-shr-striping-2.dgn		DRAWN -	REVISED -
	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 10/21/2009	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING AND SIGNING PLANS

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	20
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70428	

Bench Mark: Chiseled square located on top of wall on SE corner of bridge, Elev. 697.38.

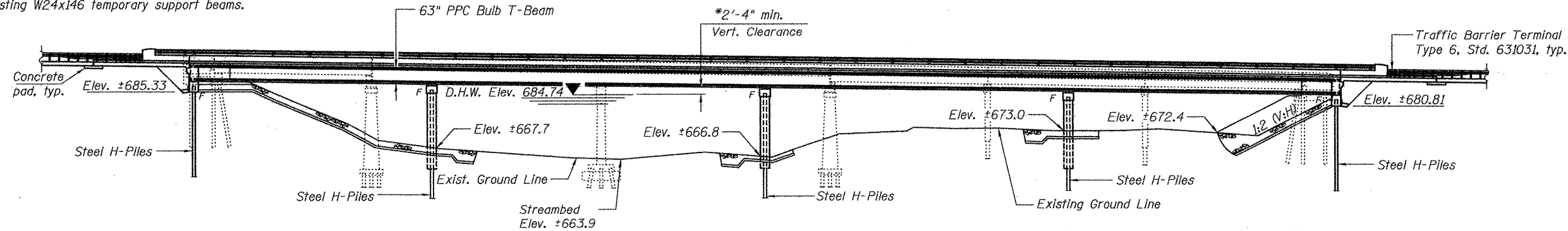
Existing Structure: S.N. 010-0055 was built in 1932 as S.B.I. Rt. 47 Section 137 B & C as a five span 150-foot truss and four PPC I-Beam spans. In 1978 the bridge was reconstructed with a new superstructure, abutments, the widening of Piers #1 and #3, removal and reconstruction of Piers #4 and #5, and the construction of new Pier #2. In 2008 temporary support beams were installed under six beams as part of contract 70720. The substructure consists of stub abutments and solid wall piers founded on concrete piles. The Bk. to Bk. dimension measures 361'-9" while the 0.-0. width measures 34'-0". The structure is to be replaced using stage construction.

Salvage existing W24x146 temporary support beams.

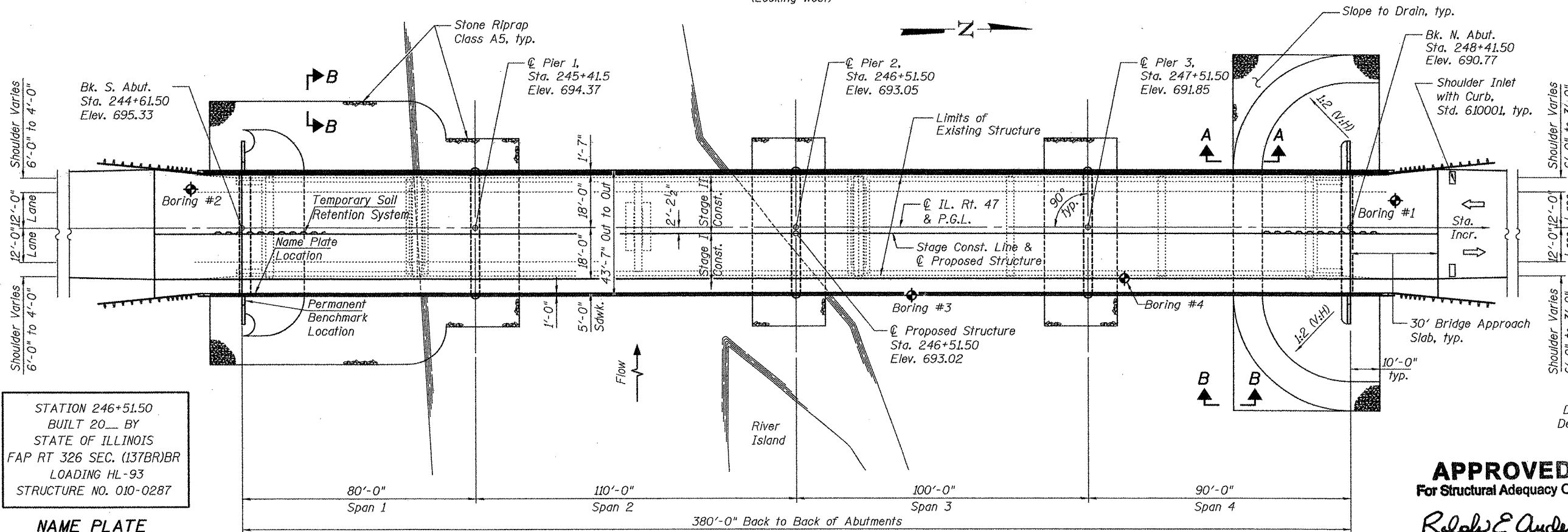
DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	S. Abut.	Pier 1	Pier 2	Pier 3	N. Abut.
	685.5	653.0	653.0	653.0	681.0

*Estimated clearance over existing channel limits



ELEVATION
(Looking West)



PLAN

STATION 246+51.50
BUILT 20__ BY
STATE OF ILLINOIS
FAP RT 326 SEC. (137BR)BR
LOADING HL-93
STRUCTURE NO. 010-0287

NAME PLATE
See Std. 515001

LOADING HL-93
Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS
2007 AASHTO LRFD Bridge Design Specifications
with 2008 Interims

DESIGN STRESSES
FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)

PRECAST PRESTRESSED UNITS

f'c = 7,000 psi
f'ci = 6,000 psi
f's = 270,000 psi (1/2" φ low lax. strands)
f'si = 201,960 psi (1/2" φ low lax. strands)

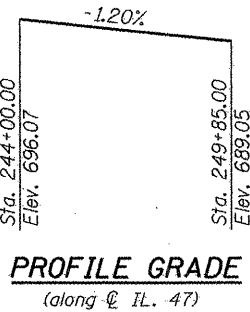
SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.13g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.22g
Soil Site Class = D

APPROVED
For Structural Adequacy Only

Ralph E. Anderson (P.E.)
Engineer of Bridges & Structures

GENERAL PLAN & ELEVATION
IL RT. 47 OVER SANGAMON RIVER
F.A.P. RT. 326 SECTION (137BR)BR
CHAMPAIGN COUNTY
STATION 246+51.50
STRUCTURE NO. 010-0287

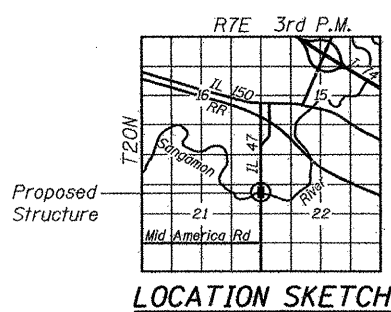


PROFILE GRADE
(along C.L. 47)

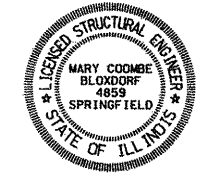
WATERWAY INFORMATION

Exist. Low Grade Elev. 686.9 ft. @ Sta. 251+25
Drainage Area = 365.6 sq. mi. Prop. Low Grade Elev. 687.8 ft. @ Sta. 251+85

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	10	9527	3217	3532	681.3	0.1	0.1	681.4	681.4
Base	100	18213	4740	5038	686.1	0.2	0.2	686.3	686.3
Overtop Exist.	143	19852	4965	N/A	686.9	0.2	N/A	687.1	N/A
Overtop Prop.	222	21534	N/A	5274	687.6	N/A	0.3	N/A	687.9
Max. Calc.	500	25306	5352	5348	689.1	0.4	0.4	689.5	689.5



LOCATION SKETCH



Mary Coombe Bloxdorf
Illinois Structural No. 4859
Expires 11/30/10
Date: 10/20/09

Coombe-Bloxdorf P.C.
- CIVIL ENGINEERS -
- STRUCTURAL ENGINEERS -
- LAND SURVEYORS -
Design Firm License No. 184-002703

PROJECT NO.	06027-3
SCALE	
DATE	9/24/09
DESIGN BY	
CHECKED BY	TEG
	MCB

SHEET NO. 1
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	21
SN 010-0287			CONTRACT NO. 70428	
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

FILE NAME = ...
USER NAME = GFC

GENERAL NOTES

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.

The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.

The existing structural steel coating on the expansion joint angles and attached bars contains lead. The contractor shall take appropriate precautions to deal with the presence of lead on this project.

Slipforming of the parapets will not be allowed.

The Contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure.

If the Contractor's procedures for existing beam removal or replacement of new beams involves placement of heavy equipment on the existing deck beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, sealed by an Illinois Licensed Structural Engineer, verifying the structural adequacy of the beams for the proposed loads. Cost included with removal of existing structures.

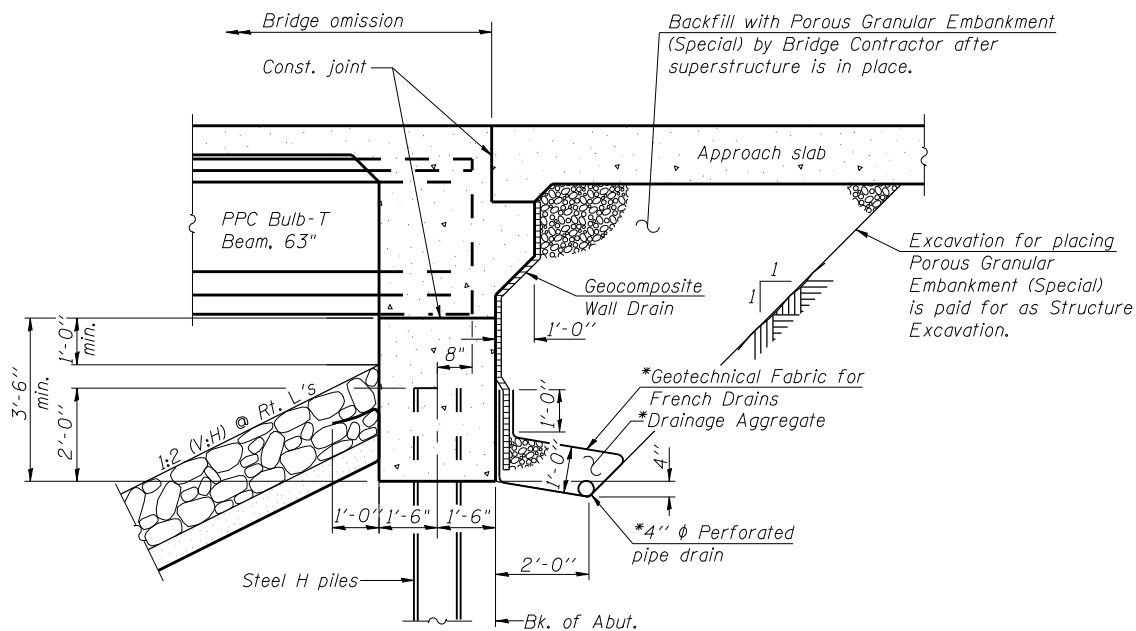
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		502	502
Porous Granular Embankment (Special)	Cu. Yd.		249	249
Concrete Structures	Cu. Yd.		320.2	320.2
Concrete Superstructure	Cu. Yd.	835.8		835.8
Protective Coat	Sq. Yd.	2350		2350
Diamond Grinding (Bridge Section)	Sq. Yd.	1566		1566
Reinforcement Bars, Epoxy Coated	Pound	168,320	37,640	205,960
Bar Splicers	Each	1429	258	1687
Furnishing Steel Piles HP 14 x 73	Foot		3526	3526
Driving Piles	Foot		3526	3526
Test Pile Steel, HP 14 x 73	Each		5	5
Concrete Encasement	Cu. Yd.		30.5	30.5
Name Plates	Each	1		1
Furnishing and Erecting Precast Concrete Bulb T-Beams, 63"	Foot	2252		2252
Pipe Underdrains for Structures, 4"	Foot		159	159
Geocomposite Wall Drain	Sq. Yd.		123	123
Temporary Soil Retention System	Sq. Ft.		320	320
Stone Riprap, Class A5	Sq. Yd.		1603	1603
Filter Fabric	Sq. Yd.		1603	1603
Underwater Structure Excavation Protection, Location 1	Each		1	1
Underwater Structure Excavation Protection, Location 2	Each		1	1
Underwater Structure Excavation Protection, Location 3	Each		1	1
Parapet Railing	Foot	396		396
Aluminum Railing, Type L	Foot	402		402
Bridge Deck Grooving	Sq. Yd.	1663		1663
Mechanical Splice	Each		162	162
Permanent Bench Marks	Each		1	1
Asbestos Bearing Pad Removal	Each	44		44

INDEX OF SHEETS

- 1 General Plan & Elevation
- 2 General Notes & Total Bill of Material
- 3 Stage Construction Details
- 4 Temporary Concrete Barrier
- 5-8 Top of Slab Elevations
- 9 Top of Slab Elevations S. Approach Pavement
- 10 Top of Slab Elevations N. Approach Pavement
- 11-12 Superstructure
- 13-14 Superstructure Details
- 15-16 Diaphragm Details
- 17-18 Bridge Approach Slab Details
- 19 Parapet Railing
- 20 Aluminum Railing, Type L
- 21 Framing Plan
- 22-26 PPC Beam Details
- 27 South Abutment
- 28 North Abutment
- 29 Pier 1
- 30 Pier 2
- 31 Pier 3
- 32 Steel Pile Details
- 33 Bar Splicer (Coupler) Details
- 34-36 Boring Logs

Note:
The quantities for Protective Coat, Diamond Grinding (Bridge Section) and Bridge Deck Grooving include the Approach Slab areas.

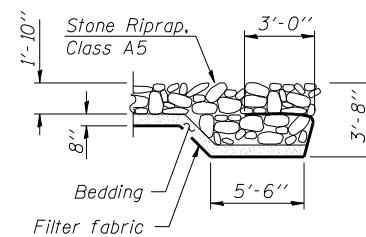


SECTION THRU INTEGRAL ABUTMENT

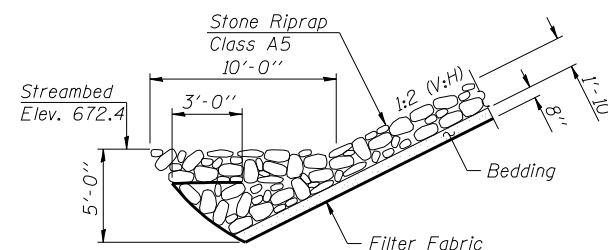
*Included in the cost of Pipe Underdrains for Structures.

Note:

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



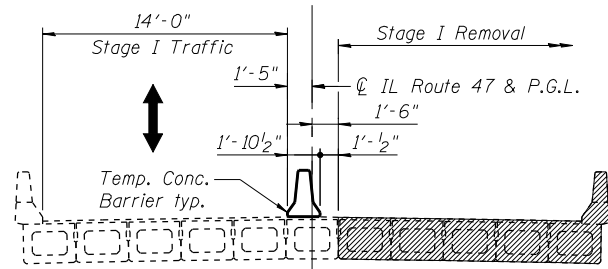
SECTION B-B



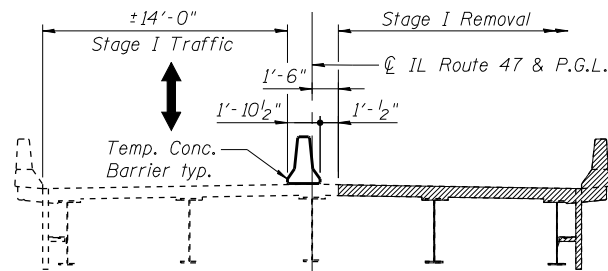
**SECTION A-A
STONE RIPRAP ANCHOR DETAIL**

**GENERAL NOTES & TOTAL BILL OF MATERIAL
STRUCTURE NO. 010-0287**

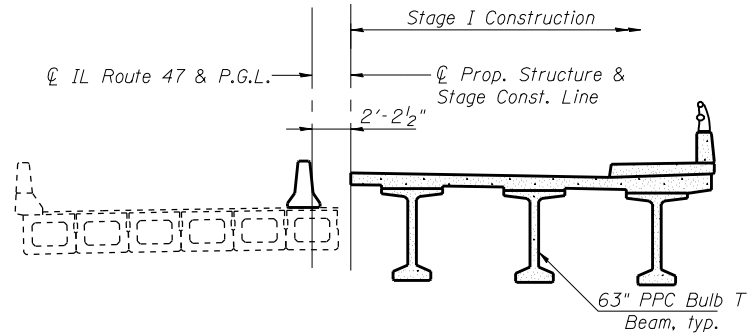
Coombe-Bloxdorf P.C. - CIVIL ENGINEERS - - STRUCTURAL ENGINEERS - - LAND SURVEYORS - Design Firm License No. 184-002703	PROJECT NO. 06027-3 SCALE DATE 9/24/09 DESIGN BY DRAWN BY TFG CHECKED BY MCB	SHEET NO. 2 36 SHEETS	F.A.P. RTE. 326 SECTION (137BR)BR COUNTY CHAMPAIGN TOTAL SHEETS 75 SHEET NO. 22 SN 010-0287 CONTRACT NO. 70428	FEDERAL ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT
--------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------	------------------------------	----------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------



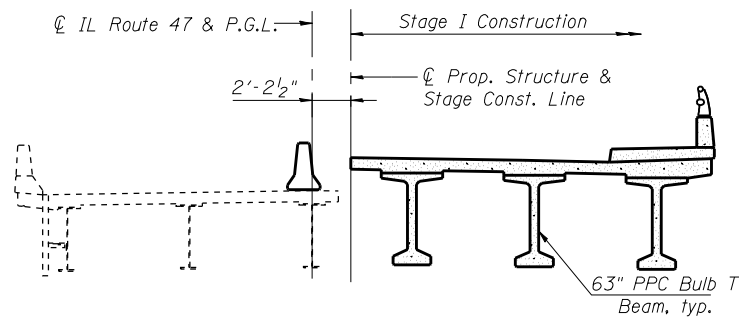
STAGE I REMOVAL
(Spans 1, 4, 5 & 6)



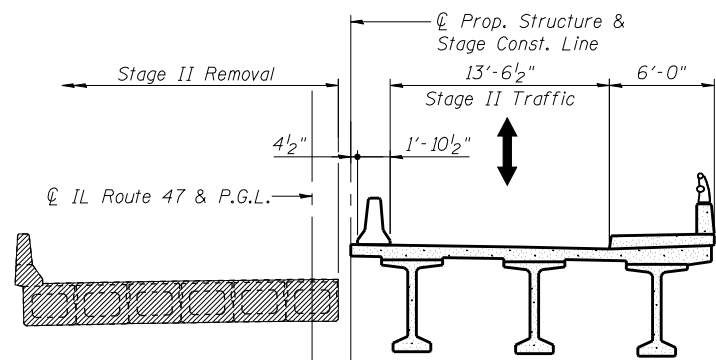
STAGE I REMOVAL
(Spans 2 & 3)



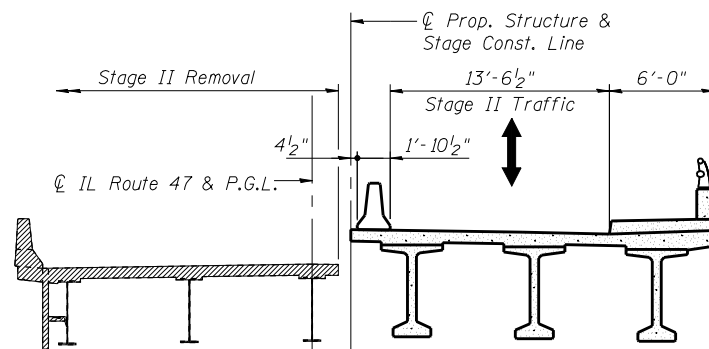
STAGE I CONSTRUCTION
(Spans 1, 4, 5 & 6)



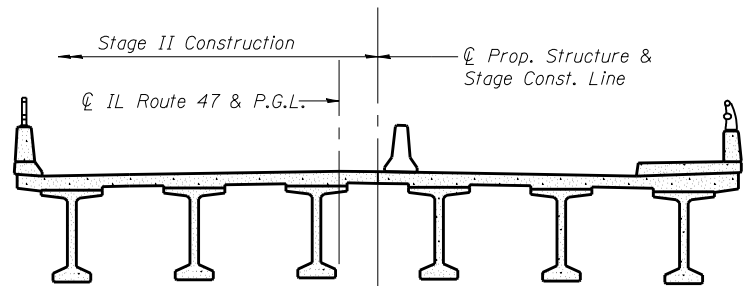
STAGE I CONSTRUCTION
(Spans 2 & 3)



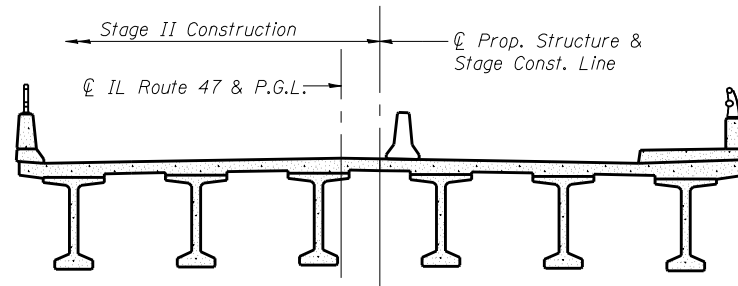
STAGE II REMOVAL
(Spans 1, 4, 5 & 6)



STAGE II REMOVAL
(Spans 2 & 3)

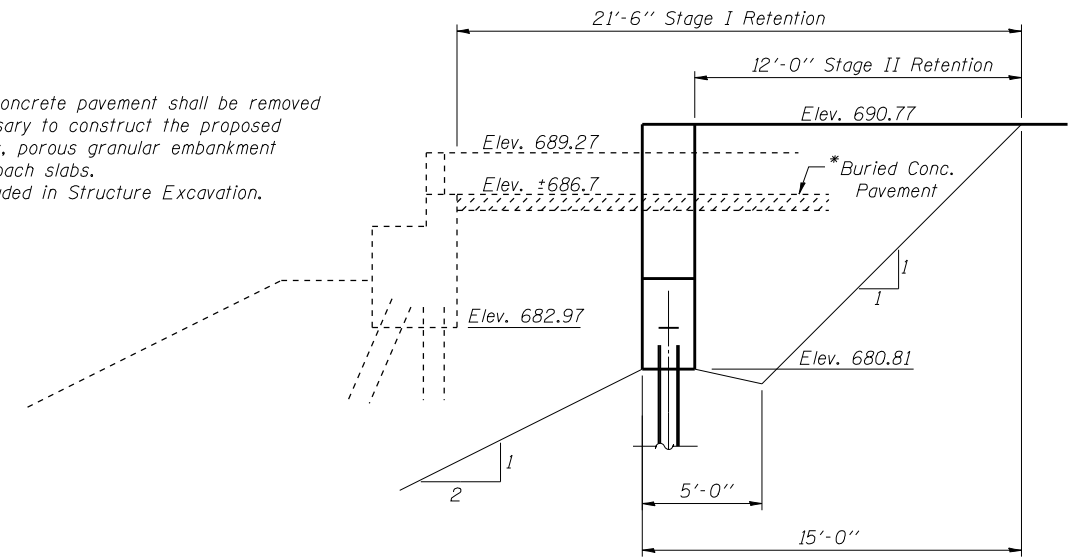


STAGE II CONSTRUCTION
(Spans 1, 4, 5 & 6)

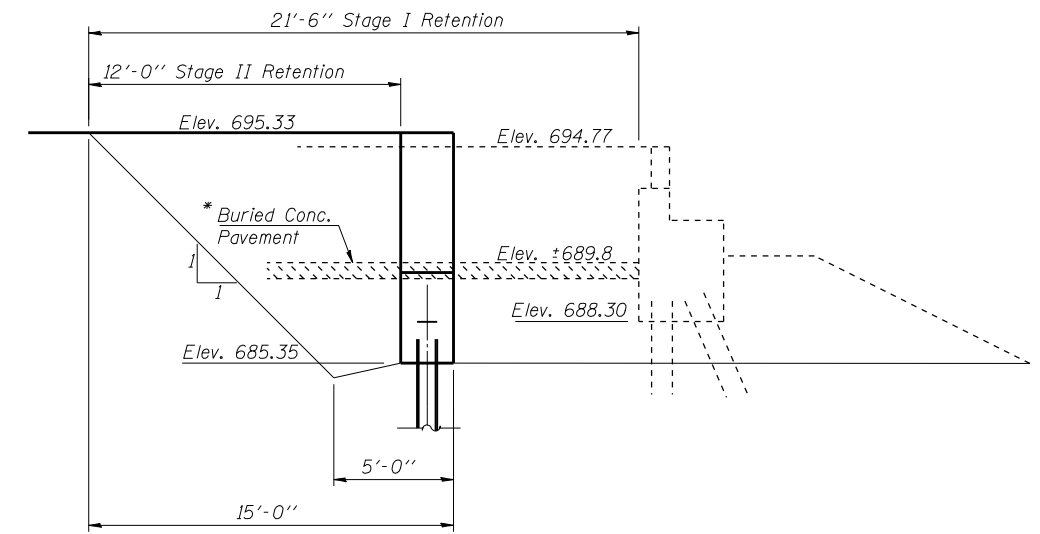


STAGE II CONSTRUCTION
(Spans 2 & 3)

* Buried concrete pavement shall be removed as necessary to construct the proposed abutments, porous granular embankment and approach slabs. Cost included in Structure Excavation.



TEMPORARY SOIL RETENTION SYSTEM
NORTH ABUTMENT



TEMPORARY SOIL RETENTION SYSTEM
SOUTH ABUTMENT

NOTES

1. During Stage I, existing Piers 1, 2 and 3 shall not be partially demolished more than 1'-0" below the proposed low beam elevation at the Pier. The portion of the Pier remaining shall remain intact until Stage II traffic is in operation.
2. Existing Piers 4 and 5 may be partially demolished at the Stage Construction Line during Stage I.
3. 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.
4. See sheet 4 of 36 for Temporary Concrete Barrier Details.
5. See Roadway plans for quantity of Temporary Concrete Barrier.

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 010-0287

PLOT DATE = 10/21/2009
FILE NAME = a:\p\06027-3-stage-const.dgn
FILE SIZE = 2008134 / 1 IN.
USER NAME = GFC

All cross sections are looking North.

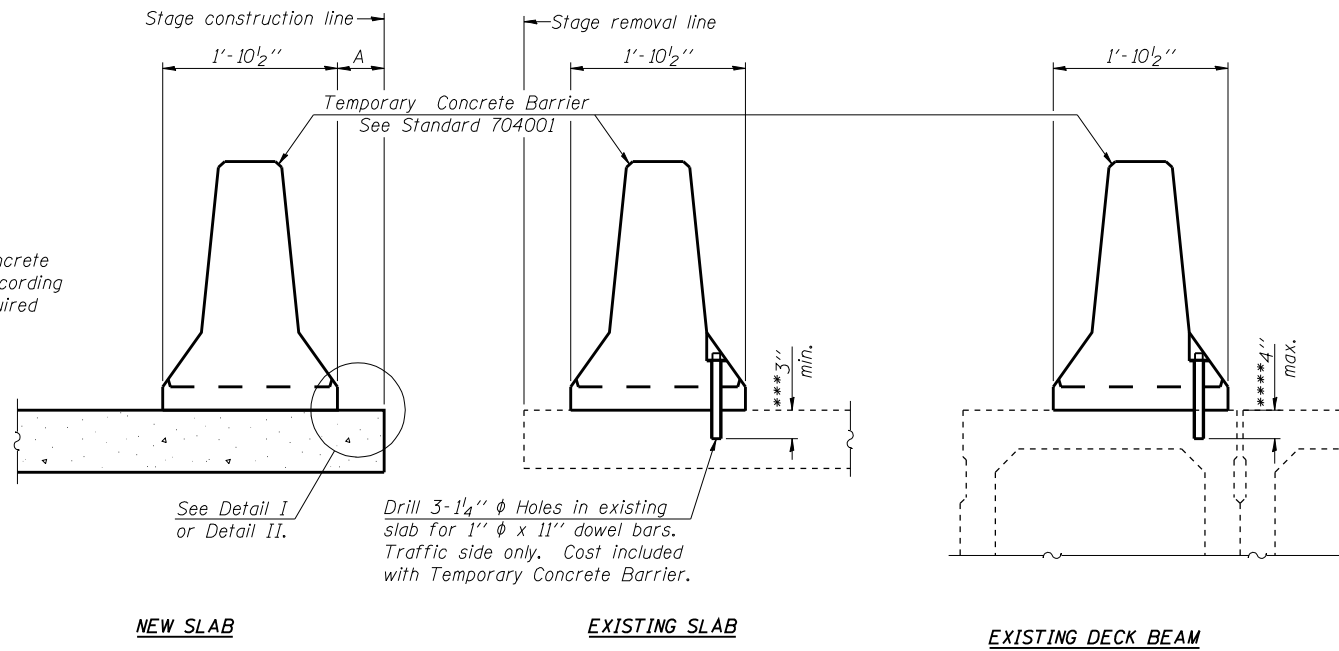
CB Coombe-Bloxdorf P.C.
- CIVIL ENGINEERS -
- STRUCTURAL ENGINEERS -
- LAND SURVEYORS -
Design Firm License No. 184-002703

PROJECT NO.	06027-3
SCALE	
DATE	9/24/09
DESIGN BY	
DRAWN BY	TFG
CHECKED BY	MCB

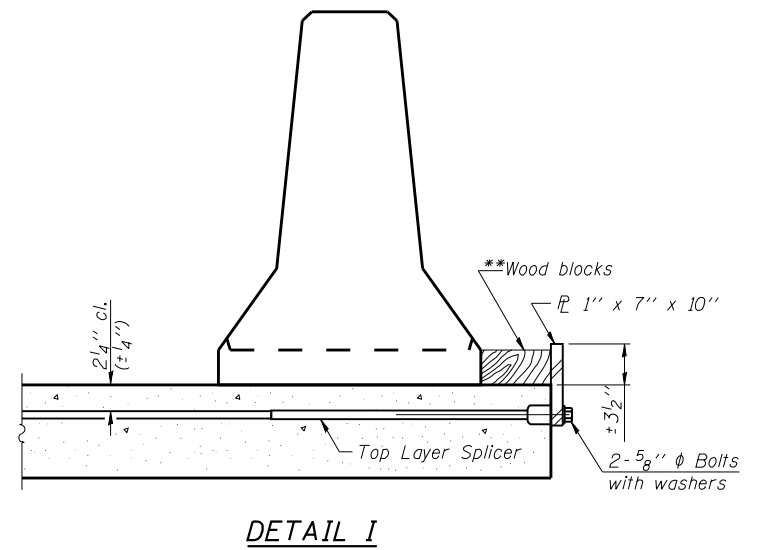
SHEET NO. 3
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	23
SN 010-0287		CONTRACT NO. 70428		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

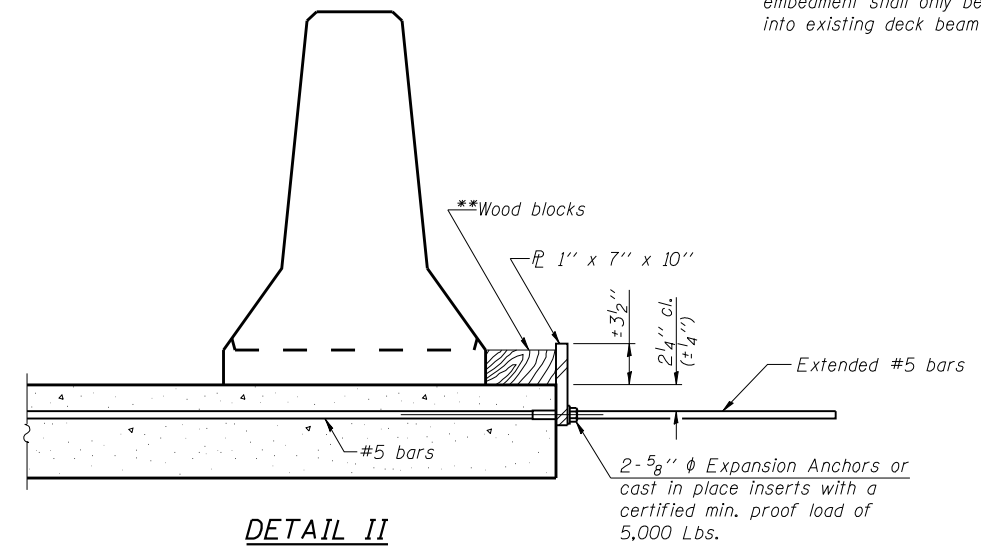
When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



SECTIONS THRU SLAB OR DECK BEAM



DETAIL I



DETAIL II

NOTES

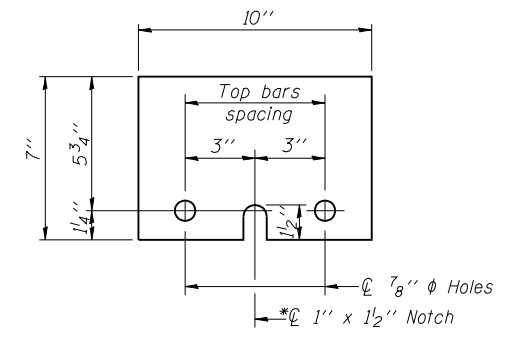
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x 10" steel \bar{P} to the top layer of couplers with 2- $\frac{5}{8}$ " ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x 10" steel \bar{P} to the concrete slab or concrete wearing surface with 2- $\frac{5}{8}$ " ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



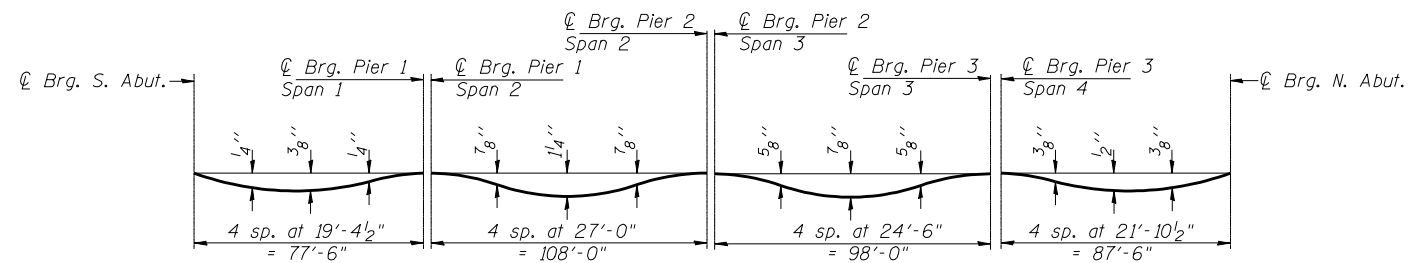
STEEL RETAINER \bar{P} 1" x 7" x 10"
* Required only with Detail II

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

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION STRUCTURE NO. 010-0287

<p>Coombe-Bloxdorf P.C. - CIVIL ENGINEERS - - STRUCTURAL ENGINEERS - - LAND SURVEYORS - Design Firm License No. 184-002703</p>	PROJECT NO. 06027-3 SCALE DATE 8/03/09 DESIGN BY DRAWN BY TFG CHECKED BY MCB	SHEET NO. 4 36 SHEETS	F.A.P. RTE. 326 SECTION (137BR)BR COUNTY CHAMPAIGN SN 010-0287 CONTRACT NO. 70428	TOTAL SHEETS 75 SHEET NO. 24
	FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT			

PLOT DATE = 9/24/2009
FILE NAME = c:\p6\rsdp\log\p6\104-r-27.dgn
FILE SIZE = 1058194
USER NAME = JML

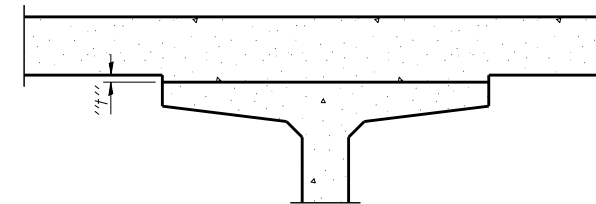


DEAD LOAD DEFLECTION DIAGRAM

(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 and grinding as shown on Sheets 6 thru 8 of 36.

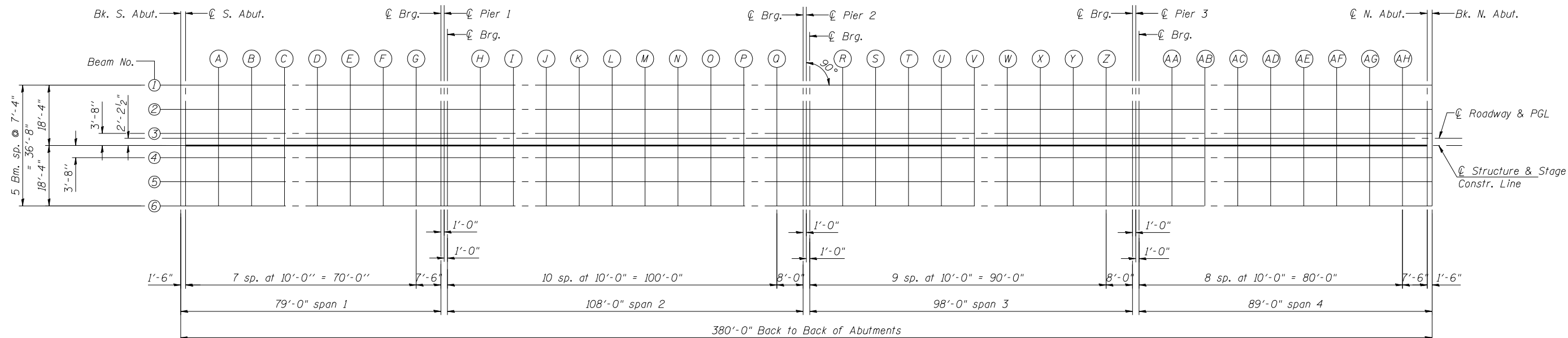
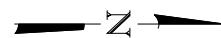


To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" show on Sheets 6 thru 8 of 36, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets 6 thru 8 of 36. For grinding the deck, see Special Provisions for Diamond Grinding and Surface Testing Bridge Sections.

The theoretical grade elevations for beam 6 were obtained by extending an imaginary line 8 1/4" above and parallel to the bottom of the slab to an imaginary point located at the centerline of beam 6.

FILLET HEIGHTS



PLAN

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 010-0287**

PLOT DATE = 9/24/2009
 FILE NAME = \\sbs\105-top-slab-elev-1.dgn
 FILE SIZE = 11286411 1 / IN.
 USER NAME = JML

CB Coombe-Bloxdorf P.C.
 - CIVIL ENGINEERS -
 - STRUCTURAL ENGINEERS -
 - LAND SURVEYORS -
 Design Firm License No. 184-002703

PROJECT NO.	06027-3
SCALE	
DATE	9/24/09
DESIGN BY	
DRAWN BY	TFG
CHECKED BY	MCB

SHEET NO. 5
 36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	25
SN 010-0287		CONTRACT NO. 70428		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. of S. Abut.	244+61.50	-16.13	695.06	695.08
CL S. Abut.	244+63.00	-16.13	695.04	695.06
A	244+73.00	-16.13	694.92	694.95
B	244+83.00	-16.13	694.80	694.84
C	244+93.00	-16.13	694.68	694.73
D	245+03.00	-16.13	694.56	694.61
E	245+13.00	-16.13	694.44	694.49
F	245+23.00	-16.13	694.32	694.36
G	245+33.00	-16.13	694.20	694.23
CL Brg	245+40.50	-16.13	694.11	694.13
CL Pier 1	245+41.50	-16.13	694.10	694.12
CL Brg.	245+42.50	-16.13	694.09	694.11
H	245+52.50	-16.13	693.97	694.02
I	245+62.50	-16.13	693.85	693.92
J	245+72.50	-16.13	693.73	693.83
K	245+82.50	-16.13	693.61	693.72
L	245+92.50	-16.13	693.49	693.61
M	246+02.50	-16.13	693.37	693.49
N	246+12.50	-16.13	693.25	693.36
O	246+22.50	-16.13	693.13	693.22
P	246+32.50	-16.13	693.01	693.08
Q	246+42.50	-16.13	692.89	692.93
CL Brg	246+50.50	-16.13	692.79	692.81
CL Pier 2	246+51.50	-16.13	692.78	692.80
CL Brg	246+52.50	-16.13	692.77	692.79
R	246+62.50	-16.13	692.65	692.69
S	246+72.50	-16.13	692.53	692.59
T	246+82.50	-16.13	692.41	692.49
U	246+92.50	-16.13	692.29	692.38
V	247+02.50	-16.13	692.17	692.26
W	247+12.50	-16.13	692.05	692.13
X	247+22.50	-16.13	691.93	692.00
Y	247+32.50	-16.13	691.81	691.87
Z	247+42.50	-16.13	691.69	691.72
CL Brg	247+50.50	-16.13	691.59	691.61
CL Pier 3	247+51.50	-16.13	691.58	691.60
CL Brg	247+52.50	-16.13	691.57	691.59
AA	247+62.50	-16.13	691.45	691.48
AB	247+72.50	-16.13	691.33	691.38
AC	247+82.50	-16.13	691.21	691.27
AD	247+92.50	-16.13	691.09	691.15
AE	248+02.50	-16.13	690.97	691.03
AF	248+12.50	-16.13	690.85	690.91
AG	248+22.50	-16.13	690.73	690.77
AH	248+32.50	-16.13	690.61	690.64
CL N. Abut	248+40.00	-16.13	690.52	690.54
Bk of N. Abut.	248+41.50	-16.13	690.50	690.52

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. of S. Abut.	244+61.50	-8.79	695.19	695.21
CL S. Abut.	244+63.00	-8.79	695.18	695.20
A	244+73.00	-8.79	695.06	695.09
B	244+83.00	-8.79	694.94	694.98
C	244+93.00	-8.79	694.82	694.86
D	245+03.00	-8.79	694.70	694.74
E	245+13.00	-8.79	694.58	694.62
F	245+23.00	-8.79	694.46	694.49
G	245+33.00	-8.79	694.34	694.36
CL Brg	245+40.50	-8.79	694.25	694.27
CL Pier 1	245+41.50	-8.79	694.23	694.25
CL Brg.	245+42.50	-8.79	694.22	694.24
H	245+52.50	-8.79	694.10	694.15
I	245+62.50	-8.79	693.98	694.06
J	245+72.50	-8.79	693.86	693.96
K	245+82.50	-8.79	693.74	693.86
L	245+92.50	-8.79	693.62	693.75
M	246+02.50	-8.79	693.50	693.63
N	246+12.50	-8.79	693.38	693.50
O	246+22.50	-8.79	693.26	693.36
P	246+32.50	-8.79	693.14	693.22
Q	246+42.50	-8.79	693.02	693.07
CL Brg	246+50.50	-8.79	692.93	692.95
CL Pier 2	246+51.50	-8.79	692.91	692.93
CL Brg	246+52.50	-8.79	692.90	692.92
R	246+62.50	-8.79	692.78	692.82
S	246+72.50	-8.79	692.66	692.73
T	246+82.50	-8.79	692.54	692.62
U	246+92.50	-8.79	692.42	692.51
V	247+02.50	-8.79	692.30	692.39
W	247+12.50	-8.79	692.18	692.27
X	247+22.50	-8.79	692.06	692.14
Y	247+32.50	-8.79	691.94	692.00
Z	247+42.50	-8.79	691.82	691.86
CL Brg	247+50.50	-8.79	691.73	691.75
CL Pier 3	247+51.50	-8.79	691.71	691.73
CL Brg	247+52.50	-8.79	691.70	691.72
AA	247+62.50	-8.79	691.58	691.62
AB	247+72.50	-8.79	691.46	691.51
AC	247+82.50	-8.79	691.34	691.40
AD	247+92.50	-8.79	691.22	691.29
AE	248+02.50	-8.79	691.10	691.17
AF	248+12.50	-8.79	690.98	691.04
AG	248+22.50	-8.79	690.86	690.91
AH	248+32.50	-8.79	690.74	690.78
CL N. Abut	248+40.00	-8.79	690.65	690.67
Bk of N. Abut.	248+41.50	-8.79	690.63	690.65

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. of S. Abut.	244+61.50	-1.46	695.31	695.33
CL S. Abut.	244+63.00	-1.46	695.29	695.31
A	244+73.00	-1.46	695.17	695.20
B	244+83.00	-1.46	695.05	695.09
C	244+93.00	-1.46	694.93	694.98
D	245+03.00	-1.46	694.81	694.86
E	245+13.00	-1.46	694.69	694.74
F	245+23.00	-1.46	694.57	694.61
G	245+33.00	-1.46	694.45	694.48
CL Brg	245+40.50	-1.46	694.36	694.38
CL Pier 1	245+41.50	-1.46	694.35	694.37
CL Brg.	245+42.50	-1.46	694.34	694.36
H	245+52.50	-1.46	694.22	694.27
I	245+62.50	-1.46	694.10	694.18
J	245+72.50	-1.46	693.98	694.08
K	245+82.50	-1.46	693.86	693.97
L	245+92.50	-1.46	693.74	693.86
M	246+02.50	-1.46	693.62	693.74
N	246+12.50	-1.46	693.50	693.61
O	246+22.50	-1.46	693.38	693.47
P	246+32.50	-1.46	693.26	693.33
Q	246+42.50	-1.46	693.14	693.18
CL Brg	246+50.50	-1.46	693.04	693.06
CL Pier 2	246+51.50	-1.46	693.03	693.05
CL Brg	246+52.50	-1.46	693.02	693.04
R	246+62.50	-1.46	692.90	692.94
S	246+72.50	-1.46	692.78	692.84
T	246+82.50	-1.46	692.66	692.74
U	246+92.50	-1.46	692.54	692.63
V	247+02.50	-1.46	692.42	692.51
W	247+12.50	-1.46	692.30	692.38
X	247+22.50	-1.46	692.18	692.25
Y	247+32.50	-1.46	692.06	692.12
Z	247+42.50	-1.46	691.94	691.98
CL Brg	247+50.50	-1.46	691.84	691.86
CL Pier 3	247+51.50	-1.46	691.83	691.85
CL Brg	247+52.50	-1.46	691.82	691.84
AA	247+62.50	-1.46	691.70	691.73
AB	247+72.50	-1.46	691.58	691.63
AC	247+82.50	-1.46	691.46	691.52
AD	247+92.50	-1.46	691.34	691.40
AE	248+02.50	-1.46	691.22	691.28
AF	248+12.50	-1.46	691.10	691.16
AG	248+22.50	-1.46	690.98	691.02
AH	248+32.50	-1.46	690.86	690.89
CL N. Abut	248+40.00	-1.46	690.77	690.79
Bk of N. Abut.	248+41.50	-1.46	690.75	690.77

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 010-0287

PLOT DATE = 9/24/2009
FILE NAME = mcb\10-1-08-top-slab-elev.dgn
FILE SIZE = 1058194
USER NAME = JML

E-S

10-1-08

CB Coombe-Bloxdorf P.C.
- CIVIL ENGINEERS-
- STRUCTURAL ENGINEERS-
- LAND SURVEYORS-
Design Firm License No. 184-002703

PROJECT NO.	06027-3
SCALE	
DATE	9/23/09
DESIGN BY	
DRAWN BY	CFC
CHECKED BY	MCB

SHEET NO. 6
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	26
SN 010-0287		CONTRACT NO. 70428		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

☉ ROADWAY and PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. of S. Abut.	244+61.50	0.00	695.33	695.35
CL S. Abut.	244+63.00	0.00	695.31	695.33
A	244+73.00	0.00	695.19	695.22
B	244+83.00	0.00	695.07	695.11
C	244+93.00	0.00	694.95	695.00
D	245+03.00	0.00	694.83	694.88
E	245+13.00	0.00	694.71	694.76
F	245+23.00	0.00	694.59	694.63
G	245+33.00	0.00	694.47	694.50
CL Brg	245+40.50	0.00	694.38	694.40
CL Pier 1	245+41.50	0.00	694.37	694.39
CL Brg.	245+42.50	0.00	694.36	694.38
H	245+52.50	0.00	694.24	694.29
I	245+62.50	0.00	694.12	694.20
J	245+72.50	0.00	694.00	694.10
K	245+82.50	0.00	693.88	694.00
L	245+92.50	0.00	693.76	693.88
M	246+02.50	0.00	693.64	693.76
N	246+12.50	0.00	693.52	693.63
O	246+22.50	0.00	693.40	693.50
P	246+32.50	0.00	693.28	693.35
Q	246+42.50	0.00	693.16	693.20
CL Brg	246+50.50	0.00	693.06	693.08
CL Pier 2	246+51.50	0.00	693.05	693.07
CL Brg	246+52.50	0.00	693.04	693.06
R	246+62.50	0.00	692.92	692.96
S	246+72.50	0.00	692.80	692.86
T	246+82.50	0.00	692.68	692.76
U	246+92.50	0.00	692.56	692.65
V	247+02.50	0.00	692.44	692.53
W	247+12.50	0.00	692.32	692.41
X	247+22.50	0.00	692.20	692.28
Y	247+32.50	0.00	692.08	692.14
Z	247+42.50	0.00	691.96	692.00
CL Brg	247+50.50	0.00	691.86	691.88
CL Pier 3	247+51.50	0.00	691.85	691.87
CL Brg	247+52.50	0.00	691.84	691.86
AA	247+62.50	0.00	691.72	691.76
AB	247+72.50	0.00	691.60	691.65
AC	247+82.50	0.00	691.48	691.54
AD	247+92.50	0.00	691.36	691.43
AE	248+02.50	0.00	691.24	691.30
AF	248+12.50	0.00	691.12	691.18
AG	248+22.50	0.00	691.00	691.05
AH	248+32.50	0.00	690.88	690.91
CL N. Abut	248+40.00	0.00	690.79	690.81
Bk of N. Abut.	248+41.50	0.00	690.77	690.79

☉ STRUCTURE AND STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. of S. Abut.	244+61.50	2.21	695.30	695.32
CL S. Abut.	244+63.00	2.21	695.28	695.30
A	244+73.00	2.21	695.16	695.19
B	244+83.00	2.21	695.04	695.08
C	244+93.00	2.21	694.92	694.97
D	245+03.00	2.21	694.80	694.85
E	245+13.00	2.21	694.68	694.72
F	245+23.00	2.21	694.56	694.60
G	245+33.00	2.21	694.44	694.47
CL Brg	245+40.50	2.21	694.35	694.37
CL Pier 1	245+41.50	2.21	694.34	694.36
CL Brg.	245+42.50	2.21	694.32	694.34
H	245+52.50	2.21	694.20	694.26
I	245+62.50	2.21	694.08	694.16
J	245+72.50	2.21	693.96	694.07
K	245+82.50	2.21	693.84	693.96
L	245+92.50	2.21	693.72	693.85
M	246+02.50	2.21	693.60	693.73
N	246+12.50	2.21	693.48	693.60
O	246+22.50	2.21	693.36	693.46
P	246+32.50	2.21	693.24	693.32
Q	246+42.50	2.21	693.12	693.17
CL Brg	246+50.50	2.21	693.03	693.05
CL Pier 2	246+51.50	2.21	693.02	693.04
CL Brg	246+52.50	2.21	693.00	693.02
R	246+62.50	2.21	692.88	692.93
S	246+72.50	2.21	692.76	692.83
T	246+82.50	2.21	692.64	692.72
U	246+92.50	2.21	692.52	692.61
V	247+02.50	2.21	692.40	692.50
W	247+12.50	2.21	692.28	692.37
X	247+22.50	2.21	692.16	692.24
Y	247+32.50	2.21	692.04	692.10
Z	247+42.50	2.21	691.92	691.96
CL Brg	247+50.50	2.21	691.83	691.85
CL Pier 3	247+51.50	2.21	691.82	691.84
CL Brg	247+52.50	2.21	691.80	691.82
AA	247+62.50	2.21	691.68	691.72
AB	247+72.50	2.21	691.56	691.62
AC	247+82.50	2.21	691.44	691.51
AD	247+92.50	2.21	691.32	691.39
AE	248+02.50	2.21	691.20	691.27
AF	248+12.50	2.21	691.08	691.14
AG	248+22.50	2.21	690.96	691.01
AH	248+32.50	2.21	690.84	690.88
CL N. Abut	248+40.00	2.21	690.75	690.77
Bk of N. Abut.	248+41.50	2.21	690.74	690.76

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. of S. Abut.	244+61.50	5.87	695.24	695.26
CL S. Abut.	244+63.00	5.87	695.22	695.24
A	244+73.00	5.87	695.10	695.13
B	244+83.00	5.87	694.98	695.02
C	244+93.00	5.87	694.86	694.91
D	245+03.00	5.87	694.74	694.79
E	245+13.00	5.87	694.62	694.67
F	245+23.00	5.87	694.50	694.54
G	245+33.00	5.87	694.38	694.41
CL Brg	245+40.50	5.87	694.29	694.31
CL Pier 1	245+41.50	5.87	694.28	694.30
CL Brg.	245+42.50	5.87	694.27	694.29
H	245+52.50	5.87	694.15	694.20
I	245+62.50	5.87	694.03	694.11
J	245+72.50	5.87	693.91	694.01
K	245+82.50	5.87	693.79	693.91
L	245+92.50	5.87	693.67	693.79
M	246+02.50	5.87	693.55	693.67
N	246+12.50	5.87	693.43	693.54
O	246+22.50	5.87	693.31	693.41
P	246+32.50	5.87	693.19	693.26
Q	246+42.50	5.87	693.07	693.11
CL Brg	246+50.50	5.87	692.97	692.99
CL Pier 2	246+51.50	5.87	692.96	692.98
CL Brg	246+52.50	5.87	692.95	692.97
R	246+62.50	5.87	692.83	692.87
S	246+72.50	5.87	692.71	692.77
T	246+82.50	5.87	692.59	692.67
U	246+92.50	5.87	692.47	692.56
V	247+02.50	5.87	692.35	692.44
W	247+12.50	5.87	692.23	692.32
X	247+22.50	5.87	692.11	692.18
Y	247+32.50	5.87	691.99	692.05
Z	247+42.50	5.87	691.87	691.91
CL Brg	247+50.50	5.87	691.77	691.79
CL Pier 3	247+51.50	5.87	691.76	691.78
CL Brg	247+52.50	5.87	691.75	691.77
AA	247+62.50	5.87	691.63	691.66
AB	247+72.50	5.87	691.51	691.56
AC	247+82.50	5.87	691.39	691.45
AD	247+92.50	5.87	691.27	691.33
AE	248+02.50	5.87	691.15	691.21
AF	248+12.50	5.87	691.03	691.09
AG	248+22.50	5.87	690.91	690.96
AH	248+32.50	5.87	690.79	690.82
CL N. Abut	248+40.00	5.87	690.70	690.72
Bk of N. Abut.	248+41.50	5.87	690.68	690.70

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 010-0287

CB Coombe-Bloxdorf P.C.
- CIVIL ENGINEERS -
- STRUCTURAL ENGINEERS -
- LAND SURVEYORS -
Design Firm License No. 184-002703

PROJECT NO.	06027-3
SCALE	
DATE	9/23/09
DESIGN BY	
DRAWN BY	CFC
CHECKED BY	MCB

SHEET NO. 7
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	27
SN 010-0287		CONTRACT NO. 70428		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

Plot Date = 9/24/2009
File Name = r:\bent-01-top-slab-elev.dgn
File Size = 10058194
User Name = JML


BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. of S. Abut.	244+61.50	13.21	695.12	695.14
CL S. Abut.	244+63.00	13.21	695.10	695.12
A	244+73.00	13.21	694.98	695.01
B	244+83.00	13.21	694.86	694.90
C	244+93.00	13.21	694.74	694.79
D	245+03.00	13.21	694.62	694.67
E	245+13.00	13.21	694.50	694.55
F	245+23.00	13.21	694.38	694.42
G	245+33.00	13.21	694.26	694.29
CL Brg	245+40.50	13.21	694.17	694.19
CL Pier 1	245+41.50	13.21	694.16	694.18
CL Brg.	245+42.50	13.21	694.15	694.17
H	245+52.50	13.21	694.03	694.08
I	245+62.50	13.21	693.91	693.99
J	245+72.50	13.21	693.79	693.89
K	245+82.50	13.21	693.67	693.78
L	245+92.50	13.21	693.55	693.67
M	246+02.50	13.21	693.43	693.55
N	246+12.50	13.21	693.31	693.42
O	246+22.50	13.21	693.19	693.28
P	246+32.50	13.21	693.07	693.14
Q	246+42.50	13.21	692.95	692.99
CL Brg	246+50.50	13.21	692.85	692.87
CL Pier 2	246+51.50	13.21	692.84	692.86
CL Brg	246+52.50	13.21	692.83	692.85
R	246+62.50	13.21	692.71	692.75
S	246+72.50	13.21	692.59	692.65
T	246+82.50	13.21	692.47	692.55
U	246+92.50	13.21	692.35	692.44
V	247+02.50	13.21	692.23	692.32
W	247+12.50	13.21	692.11	692.19
X	247+22.50	13.21	691.99	692.06
Y	247+32.50	13.21	691.87	691.93
Z	247+42.50	13.21	691.75	691.79
CL Brg	247+50.50	13.21	691.65	691.67
CL Pier 3	247+51.50	13.21	691.64	691.66
CL Brg	247+52.50	13.21	691.63	691.65
AA	247+62.50	13.21	691.51	691.54
AB	247+72.50	13.21	691.39	691.44
AC	247+82.50	13.21	691.27	691.33
AD	247+92.50	13.21	691.15	691.21
AE	248+02.50	13.21	691.03	691.09
AF	248+12.50	13.21	690.91	690.97
AG	248+22.50	13.21	690.79	690.83
AH	248+32.50	13.21	690.67	690.70
CL N. Abut	248+40.00	13.21	690.58	690.60
Bk of N. Abut.	248+41.50	13.21	690.56	690.58

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Grinding
Bk. of S. Abut.	244+61.50	20.54	694.97	694.99
CL S. Abut.	244+63.00	20.54	694.95	694.97
A	244+73.00	20.54	694.83	694.86
B	244+83.00	20.54	694.71	694.75
C	244+93.00	20.54	694.59	694.64
D	245+03.00	20.54	694.47	694.52
E	245+13.00	20.54	694.35	694.39
F	245+23.00	20.54	694.23	694.27
G	245+33.00	20.54	694.11	694.14
CL Brg	245+40.50	20.54	694.02	694.04
CL Pier 1	245+41.50	20.54	694.01	694.03
CL Brg.	245+42.50	20.54	693.99	694.01
H	245+52.50	20.54	693.87	693.92
I	245+62.50	20.54	693.75	693.83
J	245+72.50	20.54	693.63	693.74
K	245+82.50	20.54	693.51	693.63
L	245+92.50	20.54	693.39	693.52
M	246+02.50	20.54	693.27	693.40
N	246+12.50	20.54	693.15	693.27
O	246+22.50	20.54	693.03	693.13
P	246+32.50	20.54	692.91	692.99
Q	246+42.50	20.54	692.79	692.84
CL Brg	246+50.50	20.54	692.70	692.72
CL Pier 2	246+51.50	20.54	692.69	692.71
CL Brg	246+52.50	20.54	692.67	692.69
R	246+62.50	20.54	692.55	692.60
S	246+72.50	20.54	692.43	692.50
T	246+82.50	20.54	692.31	692.39
U	246+92.50	20.54	692.19	692.28
V	247+02.50	20.54	692.07	692.17
W	247+12.50	20.54	691.95	692.04
X	247+22.50	20.54	691.83	691.91
Y	247+32.50	20.54	691.71	691.77
Z	247+42.50	20.54	691.59	691.63
CL Brg	247+50.50	20.54	691.50	691.52
CL Pier 3	247+51.50	20.54	691.49	691.51
CL Brg	247+52.50	20.54	691.47	691.49
AA	247+62.50	20.54	691.35	691.39
AB	247+72.50	20.54	691.23	691.28
AC	247+82.50	20.54	691.11	691.17
AD	247+92.50	20.54	690.99	691.06
AE	248+02.50	20.54	690.87	690.94
AF	248+12.50	20.54	690.75	690.81
AG	248+22.50	20.54	690.63	690.68
AH	248+32.50	20.54	690.51	690.55
CL N. Abut	248+40.50	20.54	690.42	690.44
Bk of N. Abut.	248+41.50	20.54	690.41	690.43

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 010-0287**

 Coombe-Bloxdorf P.C. - CIVIL ENGINEERS - - STRUCTURAL ENGINEERS - - LAND SURVEYORS - Design Firm License No. 184-002703	PROJECT NO. 06027-3 SCALE DATE 9/23/09 DESIGN BY DRAWN BY CFC CHECKED BY MCB	SHEET NO. 8 36 SHEETS	F.A.P. RTE. 326 SECTION (137BR)BR SN 010-0287	COUNTY CHAMPAIGN CONTRACT NO. 70428	TOTAL SHEETS 75 SHEET NO. 28
	FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

PLOT DATE = 9/24/2009
 FILE NAME = r:\bent-08-top-slab-elev.dgn
 FILE SIZE = 1,058,194 / IN.
 USER NAME = JML

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
End of S. Aprpr.	244+31.50	-18.00	695.38	695.40
A	244+41.50	-18.00	695.26	695.28
B	244+51.50	-18.00	695.14	695.16
Back of S. Abut	244+61.50	-18.00	695.02	695.04

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
End of S. Aprpr.	244+31.50	-12.00	695.50	695.52
A	244+41.50	-12.00	695.38	695.40
B	244+51.50	-12.00	695.26	695.28
Back of S. Abut	244+61.50	-12.00	695.14	695.16

☉ ROADWAY AND PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
End of S. Aprpr.	244+31.50	0.00	695.69	695.71
A	244+41.50	0.00	695.57	695.59
B	244+51.50	0.00	695.45	695.47
Back of S. Abut	244+61.50	0.00	695.33	695.35

STAGE CONSTRUCTION LINE

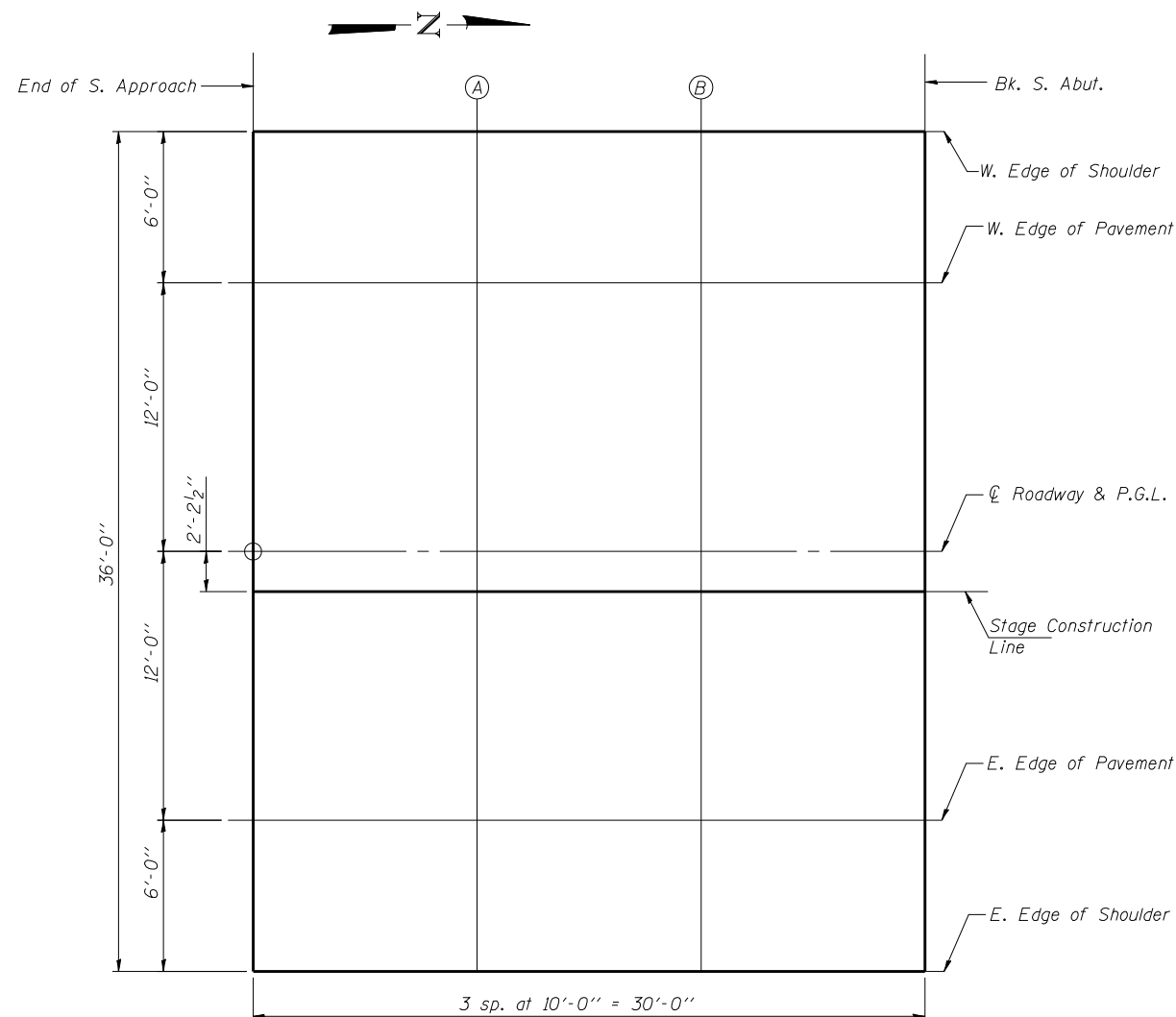
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
End of S. Aprpr.	244+31.50	2.21	695.66	695.68
A	244+41.50	2.21	695.54	695.56
B	244+51.50	2.21	695.42	695.44
Back of S. Abut	244+61.50	2.21	695.30	695.32

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
End of S. Aprpr.	244+31.50	12.00	695.50	695.52
A	244+41.50	12.00	695.38	695.40
B	244+51.50	12.00	695.26	695.28
Back of S. Abut	244+61.50	12.00	695.14	695.16

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
End of S. Aprpr.	244+31.50	18.00	695.38	695.40
A	244+41.50	18.00	695.26	695.28
B	244+51.50	18.00	695.14	695.16
Back of S. Abut	244+61.50	18.00	695.02	695.04



PLAN

**TOP OF APPROACH SLAB ELEVATIONS
SOUTH APPROACH
STRUCTURE NO. 010-0287**

PA-E 10-1-08

PLOT DATE = 9/24/2009
FILE NAME = s:\bent-09-s-cppr-side-elev.dgn
FILE SIZE = 1008194 1 / 1in
USER NAME = jml

CB Coombe-Bloxdorf P.C.
- CIVIL ENGINEERS -
- STRUCTURAL ENGINEERS -
- LAND SURVEYORS -
Design Firm License No. 184-002703

PROJECT NO.	06027-3
SCALE	
DATE	8/03/09
DESIGN BY	
DRAWN BY	TFG
CHECKED BY	MCB

SHEET NO. 9
36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	29
SN 010-0287		CONTRACT NO. 70428		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
Back of N. Abut	248+41.50	-18.00	690.46	690.48
A	248+51.50	-18.00	690.34	690.36
B	248+61.50	-18.00	690.22	690.24
End of N. Appr.	248+71.50	-18.00	690.10	690.12

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
Back of N. Abut	248+41.50	-12.00	690.58	690.60
A	248+51.50	-12.00	690.46	690.48
B	248+61.50	-12.00	690.34	690.36
End of N. Appr.	248+71.50	-12.00	690.22	690.24

☉ ROADWAY AND PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
Back of N. Abut	248+41.50	0.00	690.77	690.79
A	248+51.50	0.00	690.65	690.67
B	248+61.50	0.00	690.53	690.55
End of N. Appr.	248+71.50	0.00	690.41	690.43

STAGE CONSTRUCTION LINE

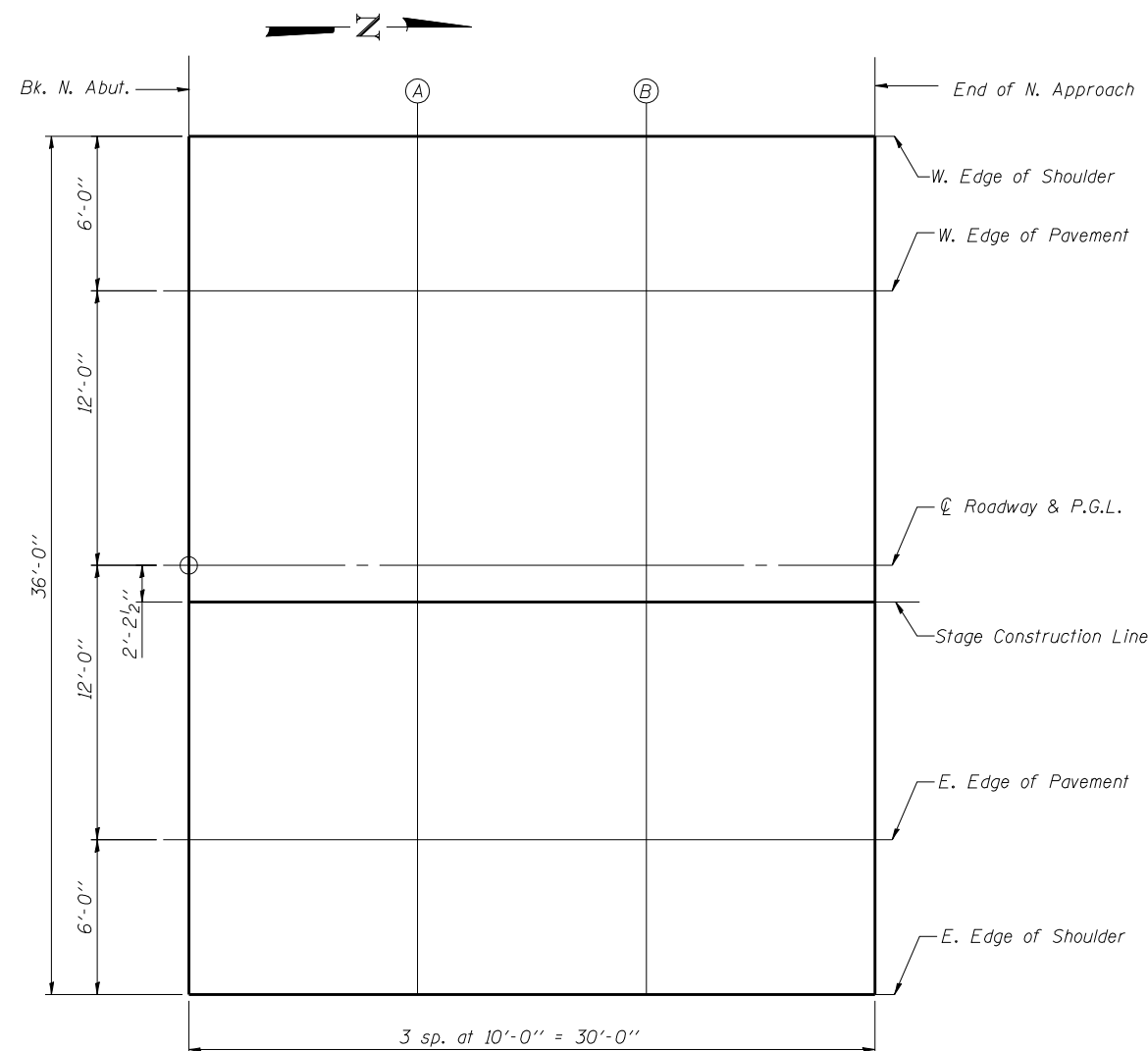
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
Back of N. Abut	248+41.50	2.21	690.74	690.76
A	248+51.50	2.21	690.62	690.64
B	248+61.50	2.21	690.50	690.52
End of N. Appr.	248+71.50	2.21	690.38	690.40

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
Back of N. Abut	248+41.50	12.00	690.58	690.60
A	248+51.50	12.00	690.46	690.48
B	248+61.50	12.00	690.34	690.36
End of N. Appr.	248+71.50	12.00	690.22	690.24


EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
Back of N. Abut	248+41.50	18.00	690.46	690.48
A	248+51.50	18.00	690.34	690.36
B	248+61.50	18.00	690.22	690.24
End of N. Appr.	248+71.50	18.00	690.10	690.12

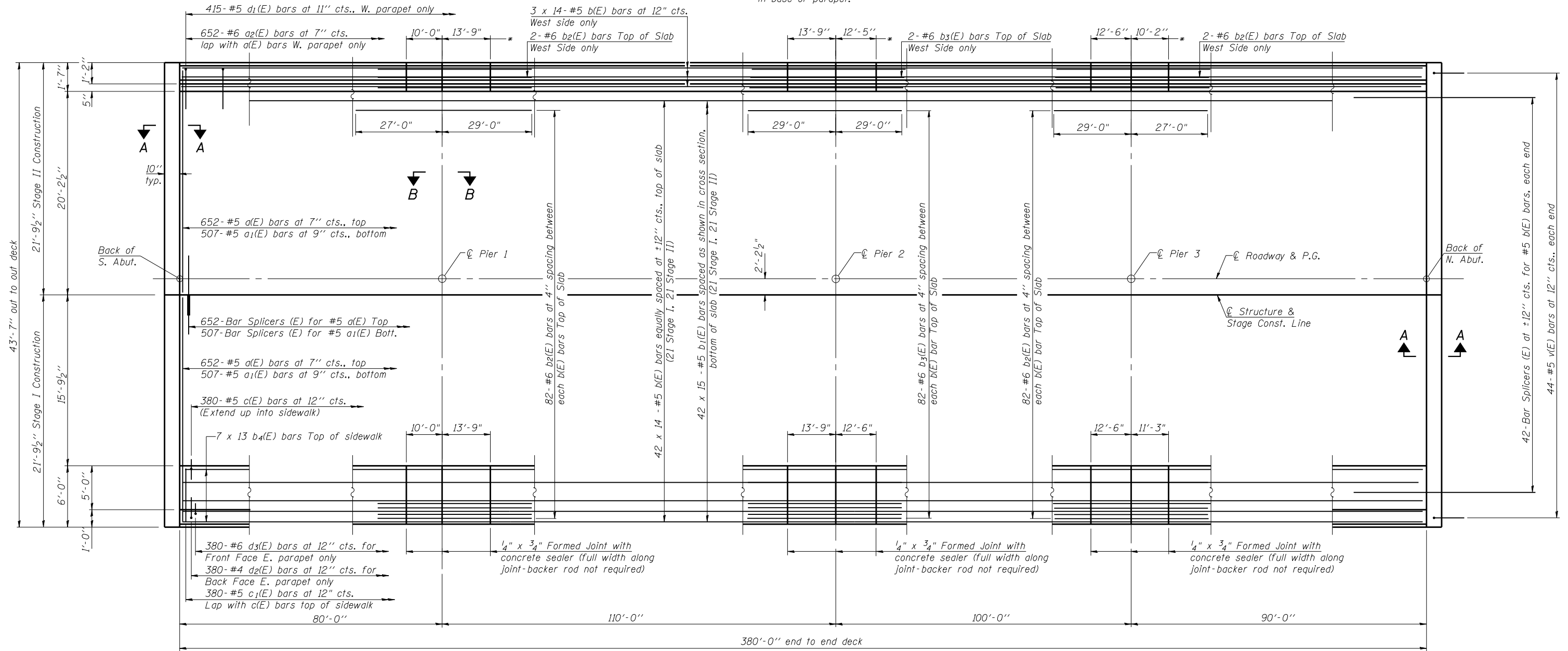
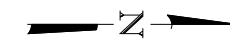


PLAN

**TOP OF APPROACH SLAB ELEVATIONS
NORTH APPROACH
STRUCTURE NO. 010-0287**

 Coombe-Bloxdorf P.C. - CIVIL ENGINEERS - - STRUCTURAL ENGINEERS - - LAND SURVEYORS - Design Firm License No. 184-002703	PROJECT NO. 06027-3 SCALE DATE 8/03/09 DESIGN BY DRAWN BY TFG CHECKED BY MCB	SHEET NO. 10 36 SHEETS	F.A.P. RTE. 326 SECTION (137BR)BR COUNTY CHAMPAIGN SN 010-0287 CONTRACT NO. 70428	TOTAL SHEETS 75 SHEET NO. 30
	FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT			

*Aluminum sheeted construction joints in base of parapet.



PLAN

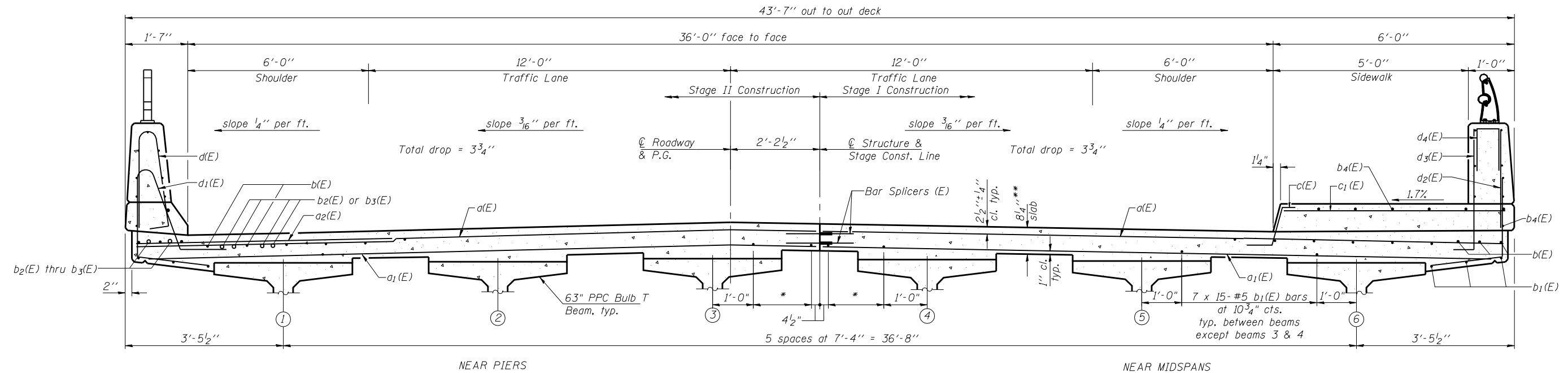
MIN. BAR LAP
#5 bar = 1'-8"

Notes:
See sheet 13 of 36 for superstructure details and Bill of Material.
For Section A-A and diaphragm details see sheet 15 & 16 of 36.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See sheet 13 & 14 of 36 for parapet reinforcement.

**SUPERSTRUCTURE
STRUCTURE NO. 010-0287**

<p>Coombe-Bloxdorf P.C. - CIVIL ENGINEERS - - STRUCTURAL ENGINEERS - - LAND SURVEYORS - Design Firm License No. 184-002703</p>	PROJECT NO. 06027-3 SCALE DATE 8/03/09 DESIGN BY DRAWN BY TFG CHECKED BY MCB	SHEET NO. 11 36 SHEETS	F.A.P. RTE. 326 SECTION (137BR)BR COUNTY CHAMPAIGN TOTAL SHEETS 75 SHEET NO. 31	CONTRACT NO. 70428 FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT
	SN 010-0287			


PLOT DATE = 9/24/2009
 FILE NAME = s:\projects\106081212\super.dgn
 FILE SIZE = 1058134 / IN.
 USER NAME = JML

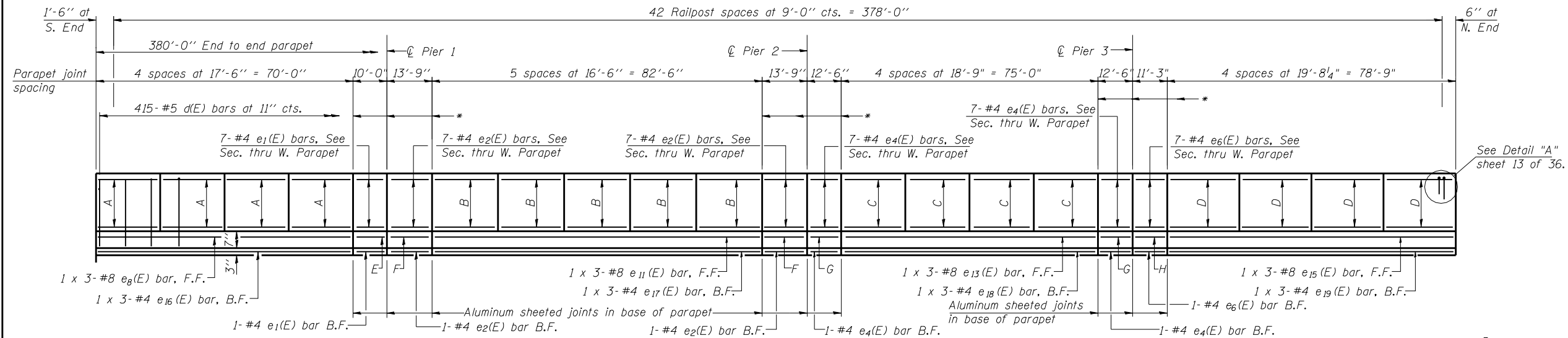


*4 x 15-#5 b₁(E) bars at 9" cts.
 **Prior to Diamond Grinding (Bridge Section)

CROSS SECTION
 (Looking North)

SUPERSTRUCTURE
STRUCTURE NO. 010-0287

 Coombe-Bloxdorf P.C. - CIVIL ENGINEERS - - STRUCTURAL ENGINEERS - - LAND SURVEYORS - Design Firm License No. 184-002703	PROJECT NO. 06027-3 SCALE DATE 9/24/09 DESIGN BY DRAWN BY TFG CHECKED BY MCB	SHEET NO. 12 36 SHEETS	F.A.P. RTE. 326 SECTION (137BR)BR COUNTY CHAMPAIGN TOTAL SHEETS 75 SHEET NO. 32	CONTRACT NO. 70428 FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------	---------------------------	---------------------------------------------------------------------------------------------	-----------------------------------------------------------------------



INSIDE ELEVATION OF W. PARAPET

*Location of Aluminum sheeted joints in parapet

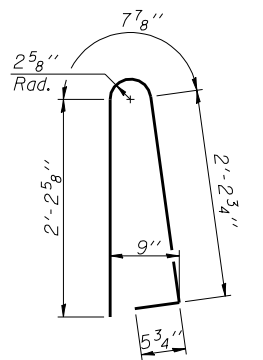
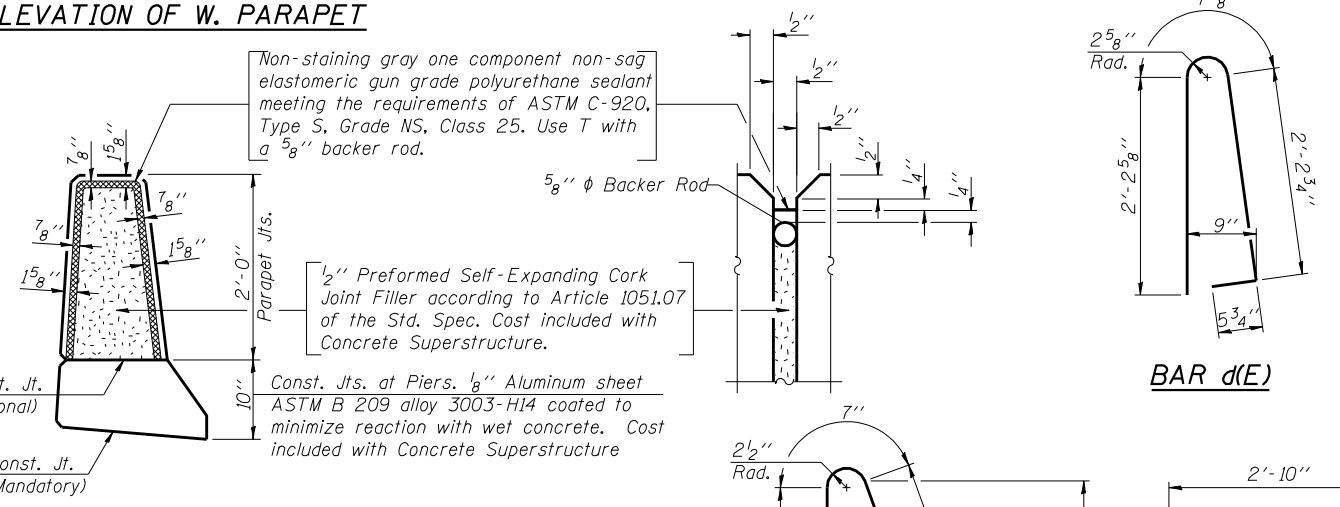
- A = 7- #4 e(E) bars (span 1)
- B = 7- #4 e3(E) bars (span 2)
- C = 7- #4 e5(E) bars (span 3)
- D = 7- #4 e7(E) bars (span 4)
- E = 1- #8 e9(E) bar F.F.
- F = 1- #8 e10(E) bar F.F.
- G = 1- #8 e12(E) bar F.F.
- H = 1- #8 e14(E) bar F.F.
- See Section thru W. Parapet

B.F. = Back Face
F.F. = Front Face

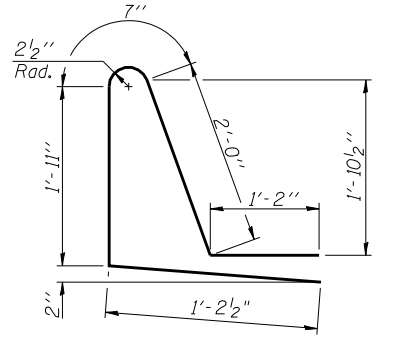
Non-staining gray one component non-sag elastomeric gun grade polyurethane sealant meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25. Use T with a 5/8" backer rod.

1/2" Preformed Self-Expanding Cork Joint Filler according to Article 1051.07 of the Std. Spec. Cost included with Concrete Superstructure.

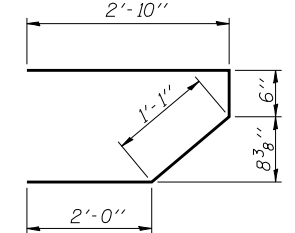
W. PARAPET JOINT DETAILS



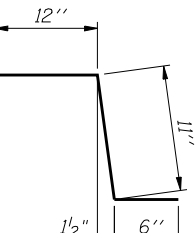
BAR d(E)



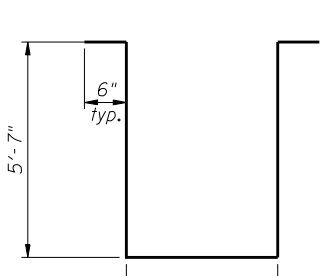
BAR d1(E)



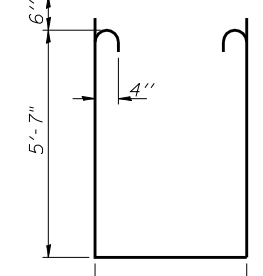
BAR s(E)



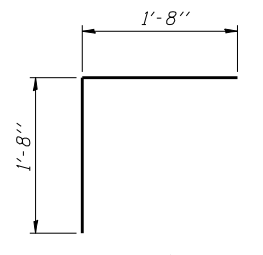
BAR c(E)



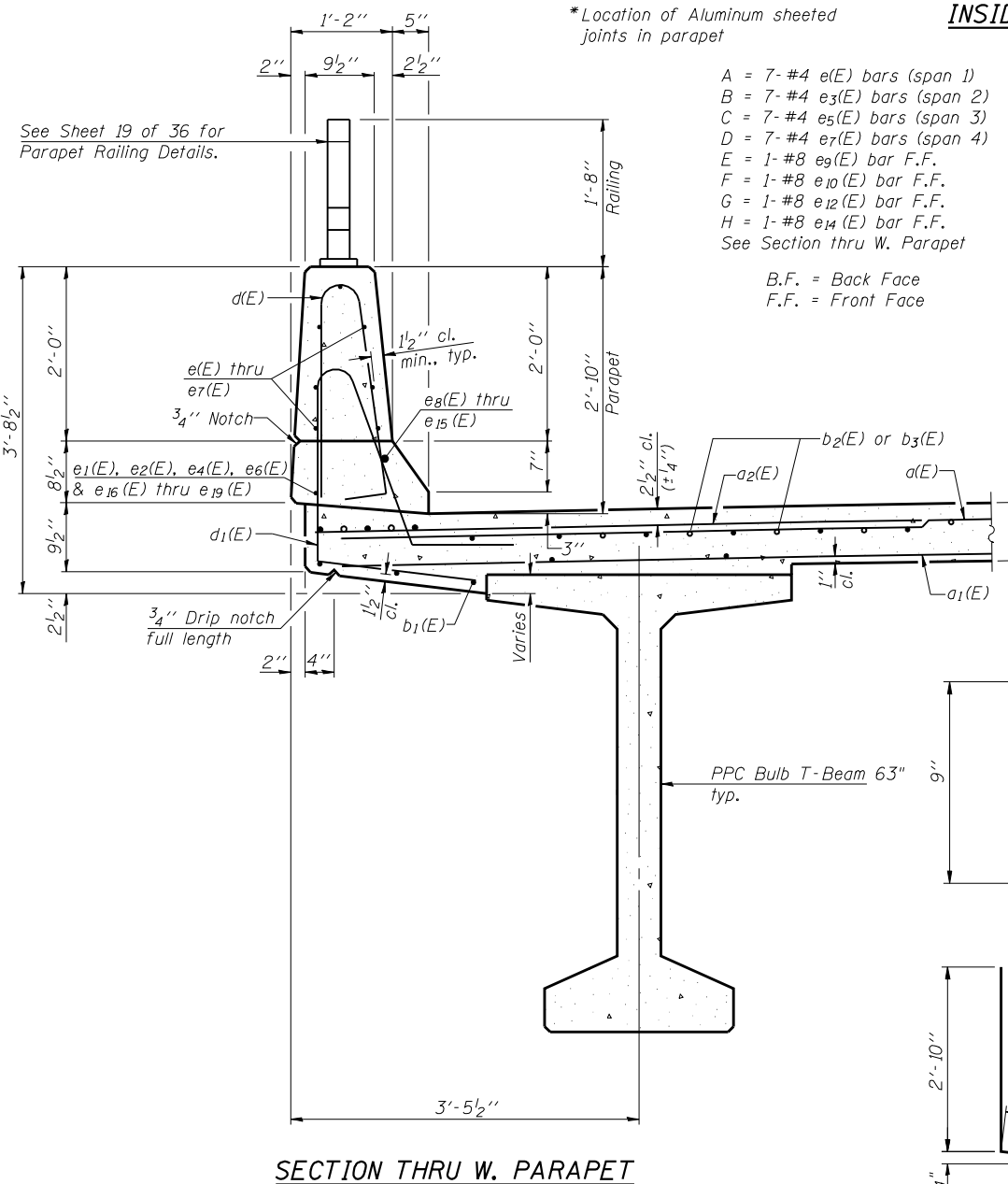
BAR s2(E)



BAR s1(E)



BAR v(E)



SECTION THRU W. PARAPET

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	1304	#5	21'-3"	—
a1(E)	1014	#5	20'-11"	—
a2(E)	652	#6	6'-0"	—
b(E)	630	#5	28'-8"	—
b1(E)	630	#5	26'-11"	—
b2(E)	168	#6	56'-0"	—
b3(E)	84	#6	58'-0"	—
b4(E)	104	#5	30'-9"	—
c(E)	380	#5	2'-5"	┌
c1(E)	380	#5	5'-8"	—
d(E)	415	#5	5'-7"	┌
d1(E)	415	#5	6'-11"	┌
d2(E)	380	#4	4'-0"	┌
d3(E)	380	#6	3'-9"	┌
d4(E)	172	#4	2'-0"	┌
e(E)	52	#4	17'-2"	—
e1(E)	14	#4	9'-8"	—
e2(E)	28	#4	13'-5"	—
e3(E)	65	#4	16'-2"	—
e4(E)	28	#4	12'-2"	—
e5(E)	52	#4	18'-5"	—
e6(E)	14	#4	10'-11"	—
e7(E)	52	#4	19'-4"	—
e8(E)	3	#8	25'-6"	—
e9(E)	1	#8	9'-8"	—
e10(E)	2	#8	13'-5"	—
e11(E)	3	#8	29'-8"	—
e12(E)	2	#8	12'-2"	—
e13(E)	3	#8	27'-2"	—
e14(E)	1	#8	10'-11"	—
e15(E)	3	#8	28'-5"	—
e16(E)	3	#4	24'-2"	—
e17(E)	3	#4	28'-4"	—
e18(E)	3	#4	25'-10"	—
e19(E)	3	#4	27'-1"	—
m(E)	24	#6	21'-5"	—
m1(E)	36	#6	9'-0"	—
m2(E)	32	#6	4'-10"	—
m3(E)	4	#6	2'-0"	—
m4(E)	36	#4	3'-4"	—
m5(E)	72	#4	6'-6"	—
m6(E)	18	#8	6'-2"	—
s(E)	84	#5	6'-5"	┌
s1(E)	52	#4	14'-10"	┌
s2(E)	60	#4	14'-4"	┌
v(E)	88	#5	3'-4"	┌
Reinforcement Bars, Epoxy Coated		Lbs.	138,930	
Concrete Superstructure		Cu. Yds.	683.2	
Bar Splicers		Each	1287	

Bars indicated thus 1 x 3 - #8 etc. indicates 1 line of bars with 3 lengths per line.

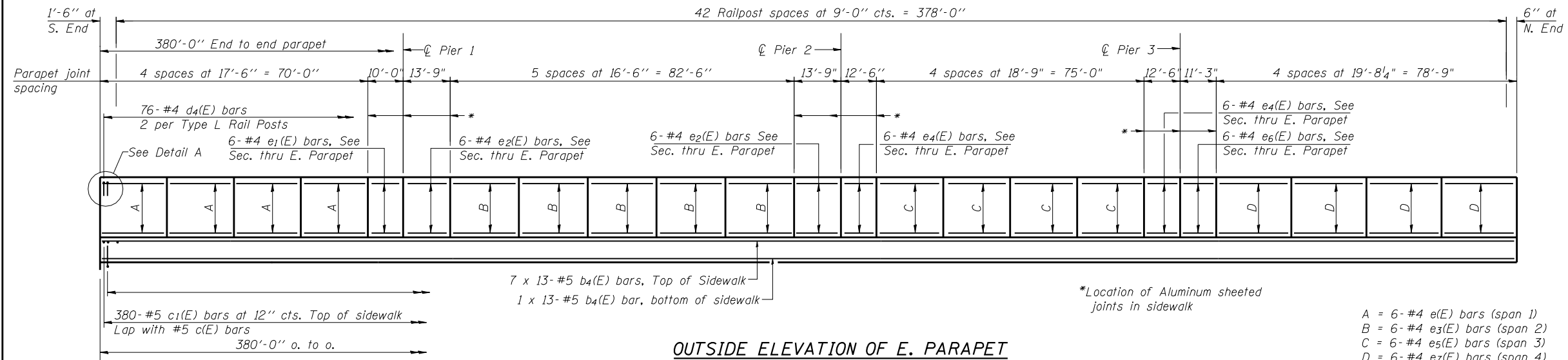
MINIMUM BAR LAP
(Parapet)
#4 bar = 1'-4"
#8 bar = 3'-5"

SUPERSTRUCTURE DETAILS STRUCTURE NO. 010-0287

CB Coombe-Bloxdorf P.C.
- CIVIL ENGINEERS -
- STRUCTURAL ENGINEERS -
- LAND SURVEYORS -
Design Firm License No. 184-002703

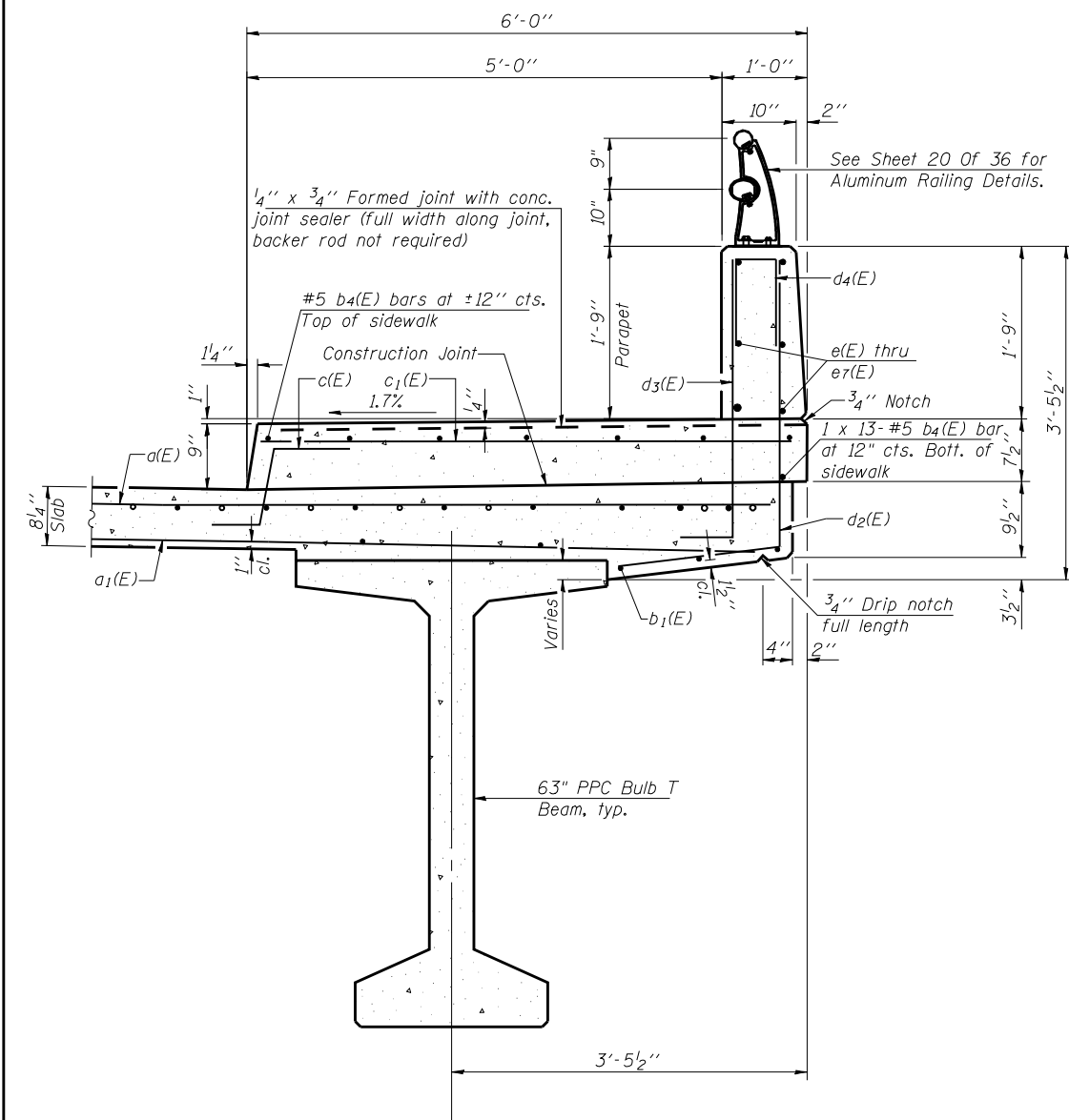
PROJECT NO. 06027-3	F.A.P. RTE. 326	SECTION (137BR)BR	COUNTY CHAMPAIGN	TOTAL SHEETS 75	SHEET NO. 33
SCALE	DATE 9/23/09	DESIGN BY	DRAWN BY TFG	CHECKED BY MCB	SHEET NO. 13
36 SHEETS			CONTRACT NO. 70428		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

PLOT DATE = 9/24/2009
 FILE NAME = s:\bent-15-super-struct\pbt-i-d.dwg
 FILE SIZE = 1058134 4 / 16
 USER NAME = JML

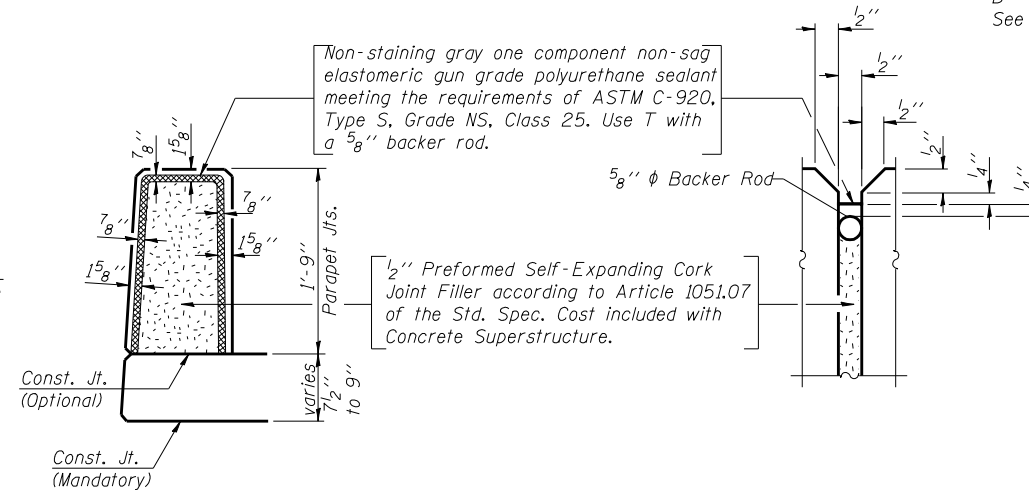


OUTSIDE ELEVATION OF E. PARAPET

A = 6- #4 e1(E) bars (span 1)
 B = 6- #4 e3(E) bars (span 2)
 C = 6- #4 e5(E) bars (span 3)
 D = 6- #4 e7(E) bars (span 4)
 See Section Thru E. Parapet



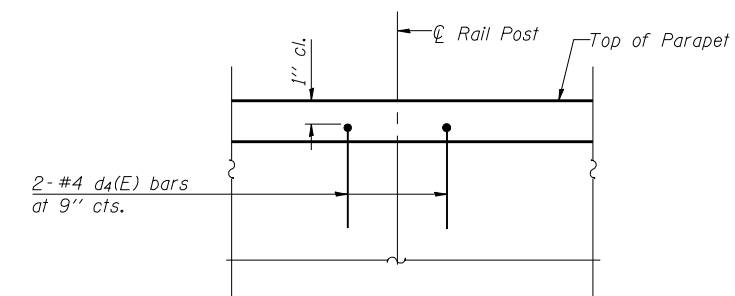
SECTION THRU E. PARAPET



E. PARAPET JOINT DETAILS

MINIMUM BAR LAP

(Parapet)
 #4 bar = 1'-4"
 #8 bar = 3'-5"



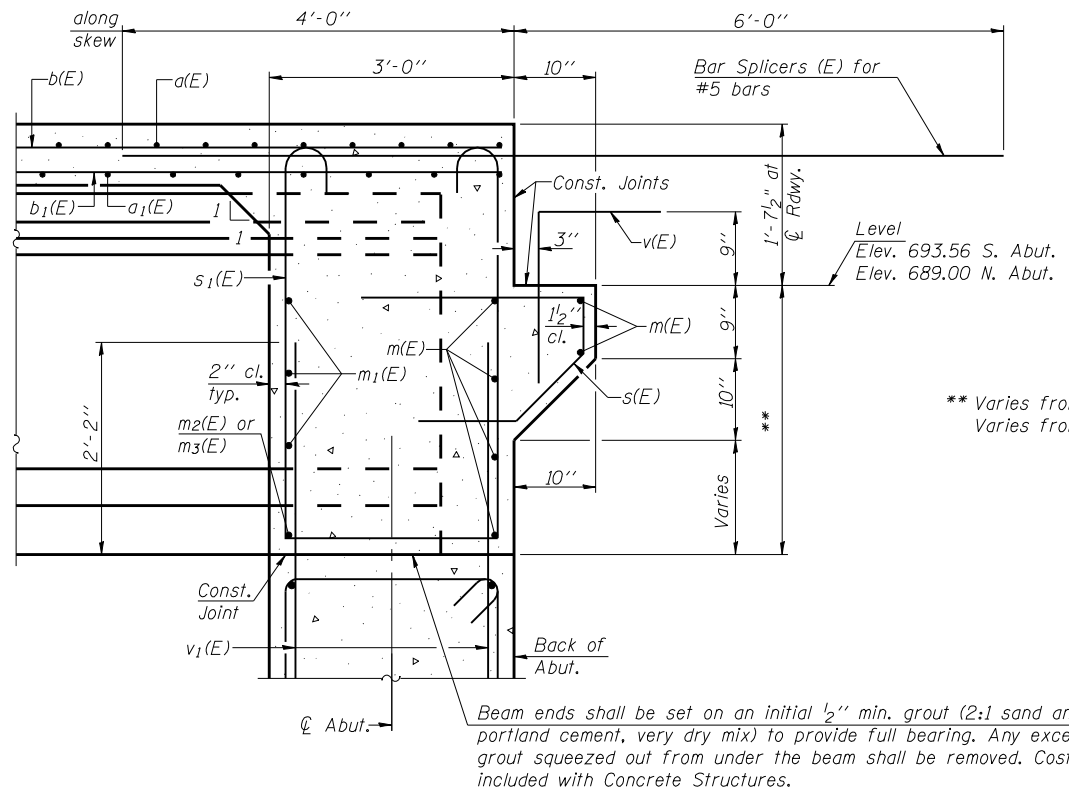
DETAIL "A"

Typical at Rail Post locations

PLOT DATE = 9/24/2009
 FILE NAME = s:\bent-14-super-details-b.dgn
 FILE SIZE = 1058194 4 / 1K
 USER NAME = JML

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 010-0287

Coombe-Bloxdorf P.C. - CIVIL ENGINEERS - - STRUCTURAL ENGINEERS - - LAND SURVEYORS - Design Firm License No. 184-002703	PROJECT NO. 06027-3 SCALE DATE 9/24/09 DESIGN BY DRAWN BY TFG CHECKED BY MCB	SHEET NO. 14 36 SHEETS	F.A.P. RTE. 326 SECTION (137BR)BR COUNTY CHAMPAIGN TOTAL SHEETS 75 SHEET NO. 34	CONTRACT NO. 70428 FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT
-------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------	-------------------------------	---------------------------------------------------------------------------------------------	-----------------------------------------------------------------------



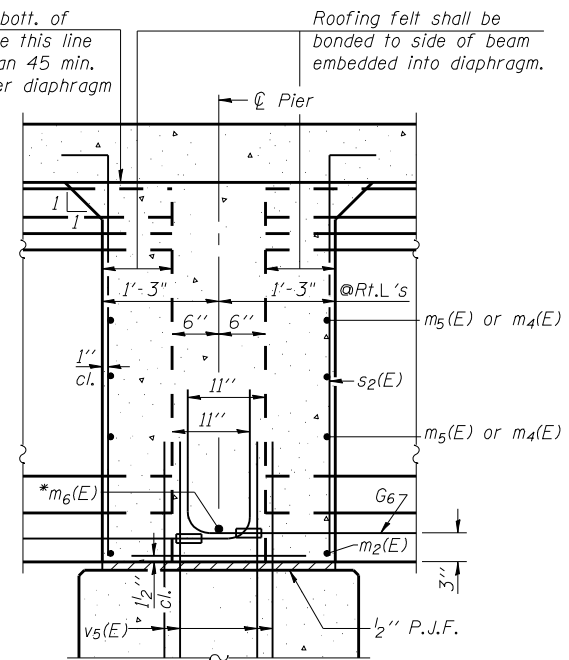
SECTION A-A

Dimensions at right angles to abutment, except as shown.

** Varies from 4'-4⁵/₈" to 4'-8³/₄" S. Abut.
 Varies from 4'-4⁵/₈" to 4'-8³/₄" N. Abut.

Note: See sheet 11 of 36 for location of Sections A-A and B-B.

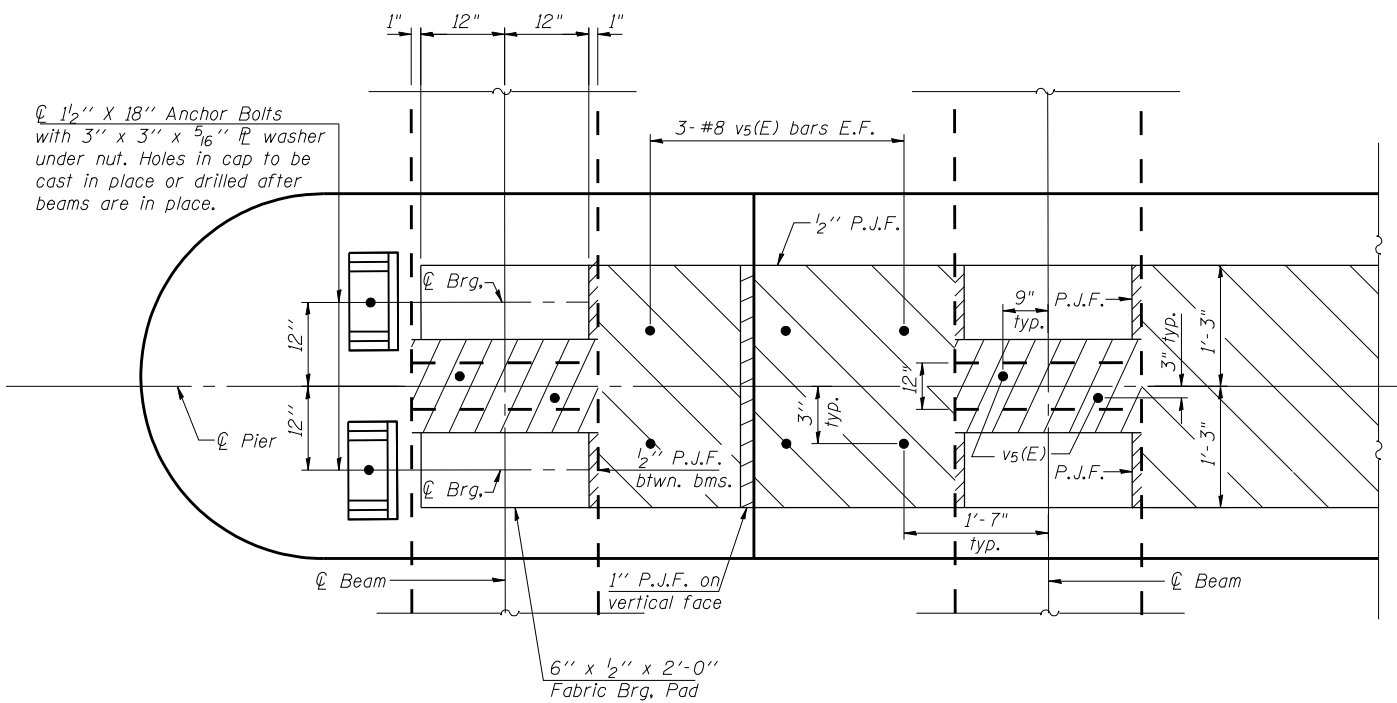
Pour diaphragm flush with bott. of slab. Concrete in slab above this line shall be placed not less than 45 min. nor more than 90 min. after diaphragm has been poured.



SECTION B-B

Dimensions along ϕ of beam, except as shown.

* Tightly fasten the #8 bars together with No. 9 wire ties.



PLAN AT PIER

(Showing bearing pad and P.J.F. details)

**DIAPHRAGM DETAILS
 STRUCTURE NO. 010-0287**

PLOT DATE = 9/24/2009
 FILE NAME = c:\pbr\eggsent\15-pbt-2ddi.dgn
 FILE SIZE = 1058134 / IN.
 USER NAME = JML

PBT-2DDI

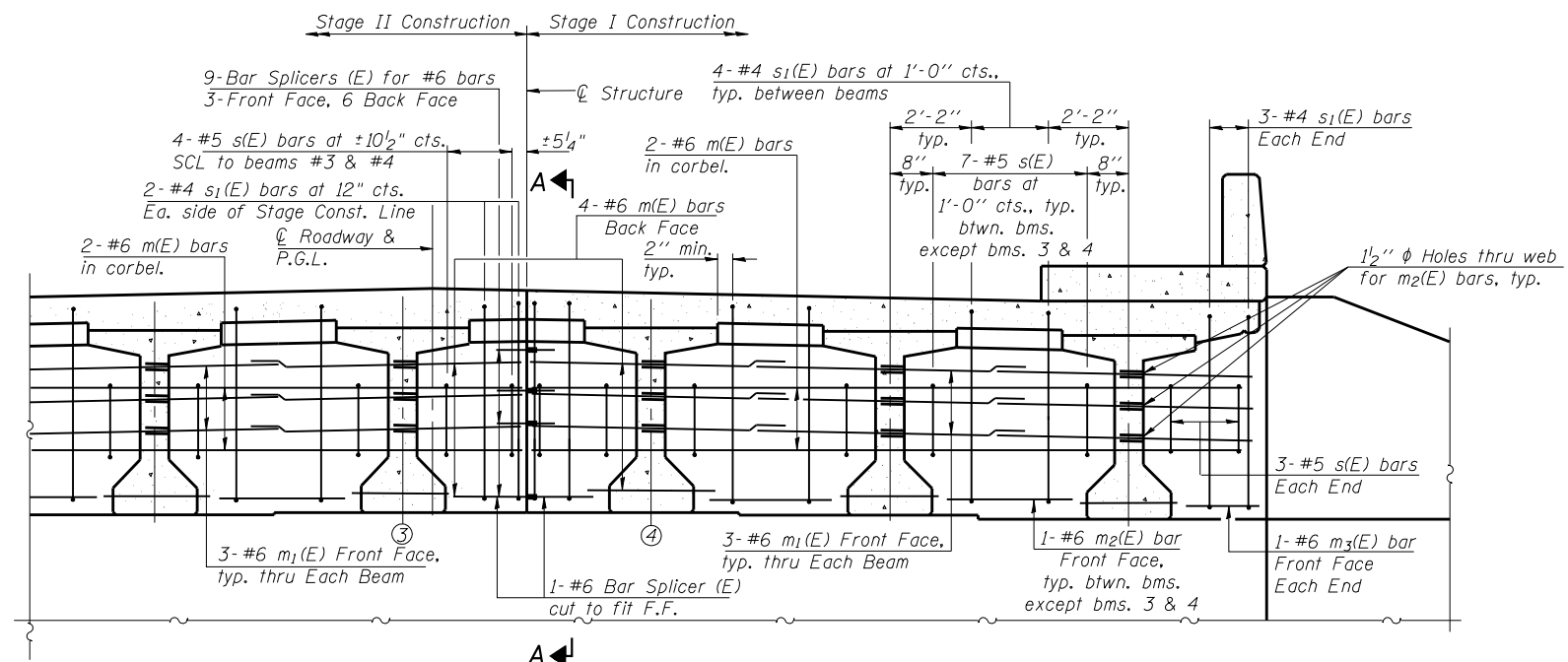
10-1-08

CB Coombe-Bloxdorf P.C.
 - CIVIL ENGINEERS -
 - STRUCTURAL ENGINEERS -
 - LAND SURVEYORS -
 Design Firm License No. 184-002703

PROJECT NO.	06027-3
SCALE	
DATE	9/23/09
DESIGN BY	
DRAWN BY	TFG
CHECKED BY	MCB

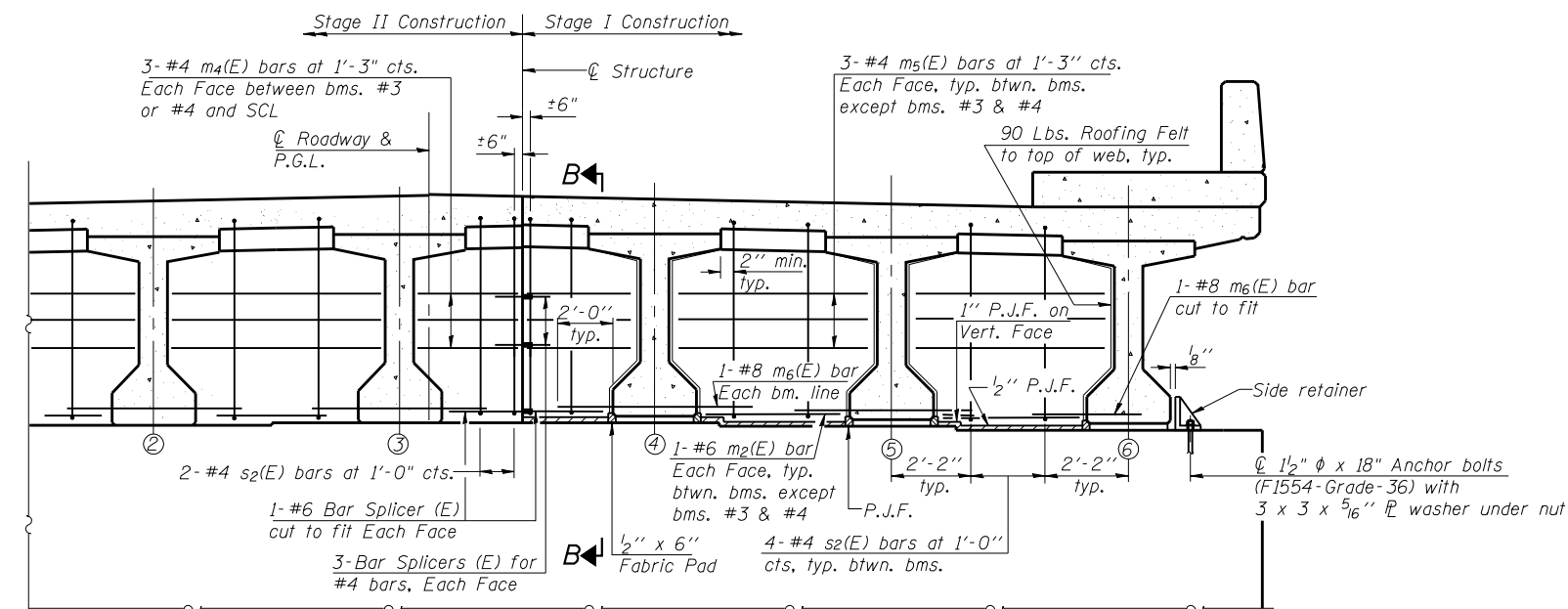
SHEET NO. 15
 36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	35
SN 010-0287		CONTRACT NO. 70428		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				



DIAPHRAGM ELEVATION AT ABUTMENT
(Looking North at N. Abut.)

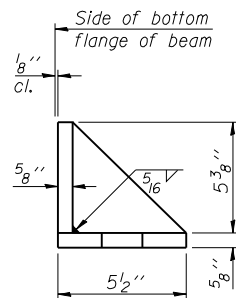
MIN. BAR LAP
#6 bar = 2'-9"



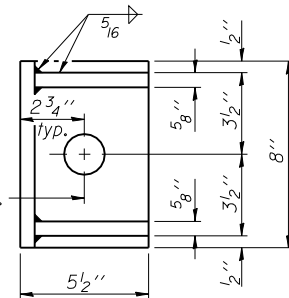
DIAPHRAGM AT PIERS
(Looking North)

DIAPHRAGM DETAILS
STRUCTURE NO. 010-0287

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 13 of 36.
Concrete in diaphragm is included with Concrete Superstructure on sheet 13 of 36.
For details of bars s(E), s₁(E) and s₂(E) see sheet 13 of 36.
The s(E), s₁(E) and s₂(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
See sheet 15 of 36 for Sections A-A and B-B.
Cost of 90 Lb. roofing felt is included with Concrete Superstructure.
The side retainer shall be galvanized after shop fabrication according to AASHTO M 111. Cost of side retainer and anchor bolts shall be included with Concrete Structures.
Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications.
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (F_y=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.



∅ 1 3/4" ∅ hole, typ.



SIDE RETAINER

(2 required each side of pier).
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

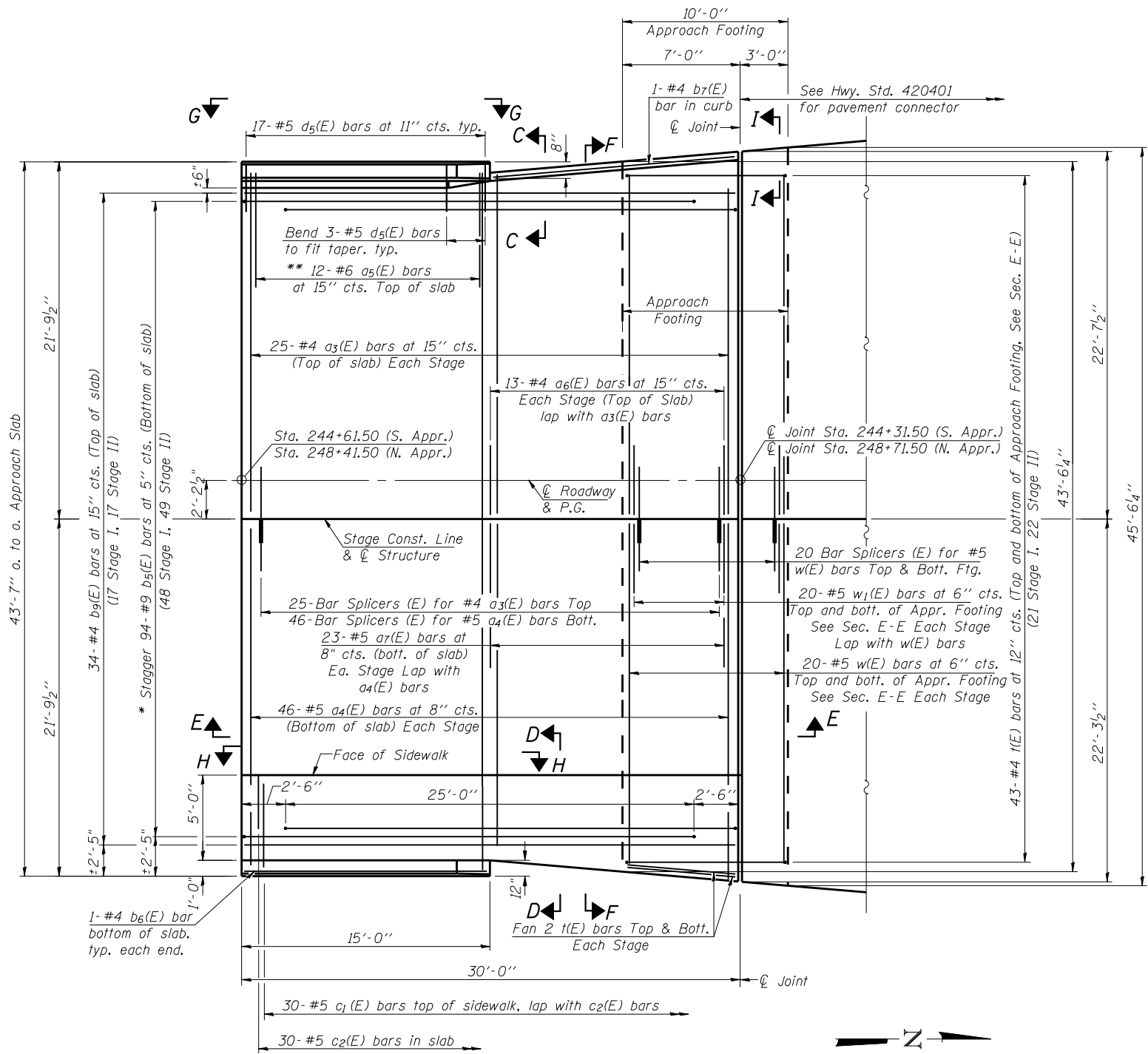
CB Coombe-Bloxdorf P.C.
- CIVIL ENGINEERS -
- STRUCTURAL ENGINEERS -
- LAND SURVEYORS -
Design Firm License No. 184-002703

PROJECT NO. 06027-3
SCALE
DATE 8/03/09
DESIGN BY
DRAWN BY TFG
CHECKED BY MCB

SHEET NO. 16	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	326	(137BR)BR	CHAMPAIGN	75	36
36 SHEETS	SN 010-0287		CONTRACT NO. 70428		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

PLOT DATE = 9/24/2009
FILE NAME = c:\pbr\eggsent\16-pbr\201.dgn
FILE SIZE = 10508134 / IN.
USER NAME = JML

Notes:
 See sheet 18 of 36 for Sections E-E & F-F and View G-G & H-H.
 a₃(E), a₄(E), and w(E) bar spacings measured perpendicular to \bar{C} Rdwy.
 See sheet 18 of 36 for sidewalk reinforcement.

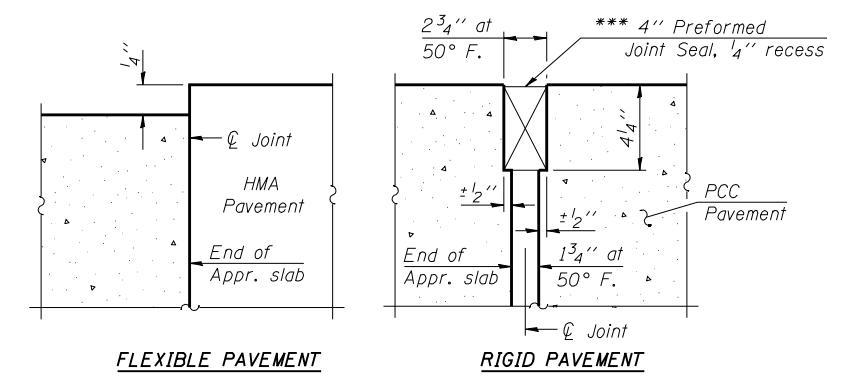


PLAN

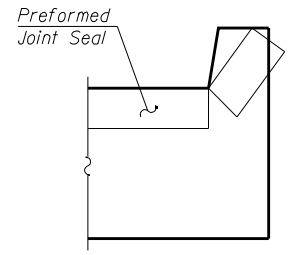
North approach slab shown.
 Invert Plan for South approach.

* Tilt #9 b₅(E) bars as required to maintain clearance.
 ** Alternate with a₃(E) bars, typ. ea. parapet.

*** Cost included with Concrete Superstructure.



DETAIL A

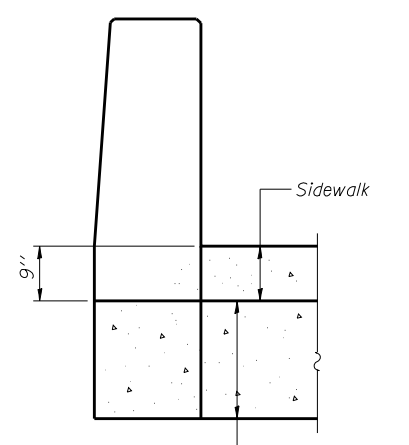


VIEW I-I

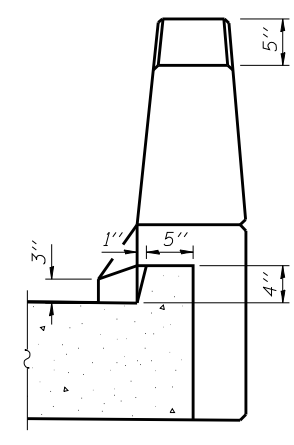
Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.

MIN. BAR LAP

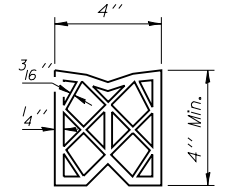
#4 bars = 1'-4"
 #5 bars = 1'-8"



VIEW D-D



VIEW C-C



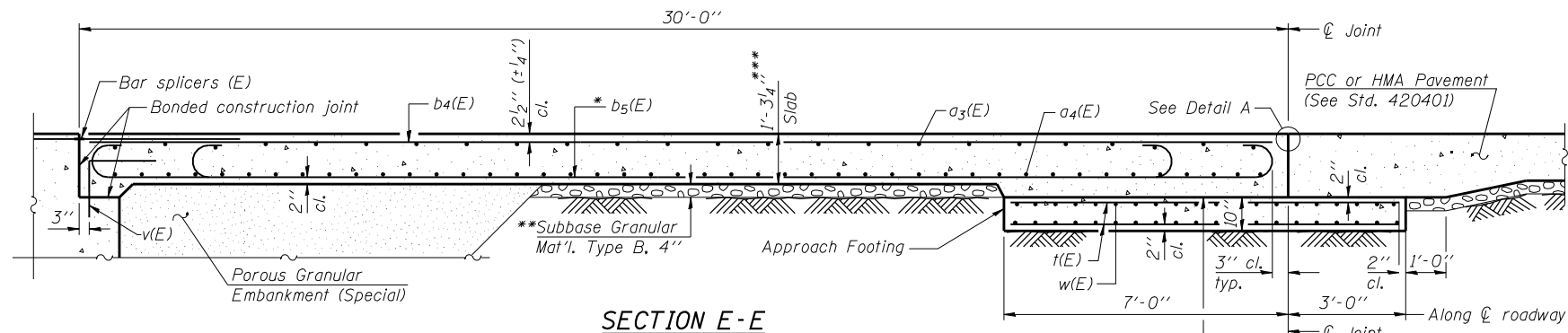
PREFORMED JOINT SEAL

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 010-0287

(Sheet 1 of 2)

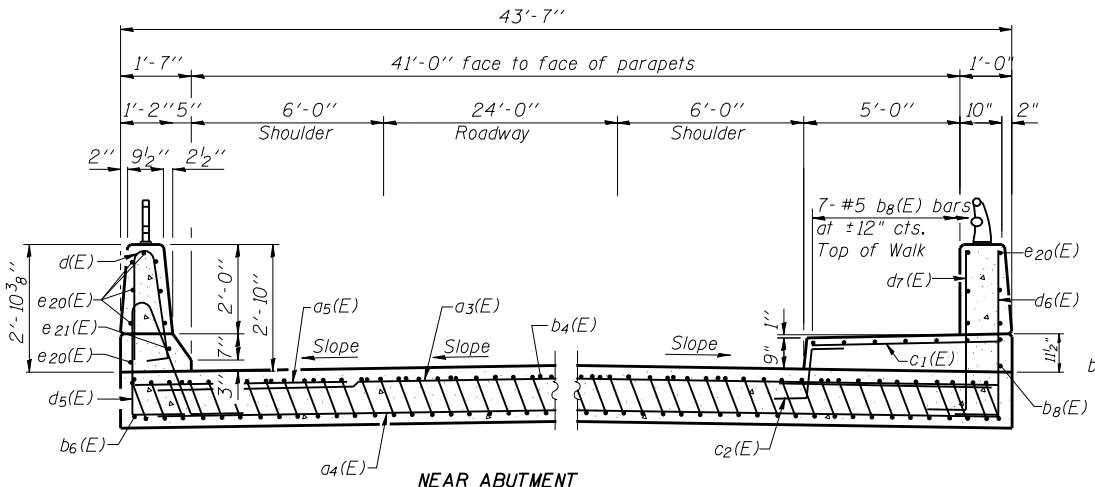
Coombe-Bloxdorf P.C. CIVIL ENGINEERS- STRUCTURAL ENGINEERS- LAND SURVEYORS- Design Firm License No. 184-002703	PROJECT NO. 06027-3 SCALE DATE 9/24/09 DESIGN BY DRAWN BY TFG CHECKED BY MCB	SHEET NO. 17 36 SHEETS	F.A.P. RTE. 326 SECTION (137BR)BR COUNTY CHAMPAIGN CONTRACT NO. 70428	TOTAL SHEETS 75 SHEET NO. 37	FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT
-----------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------	---------------------------	--------------------------------------------------------------------------------	---------------------------------	----------------------------------------------------

PLOT DATE = 9/24/2009
 FILE NAME = c:\p11-17-approach-slab-details-1.dgn
 FILE SIZE = 1,058,194 / IN.
 USER NAME = JML



SECTION E-E

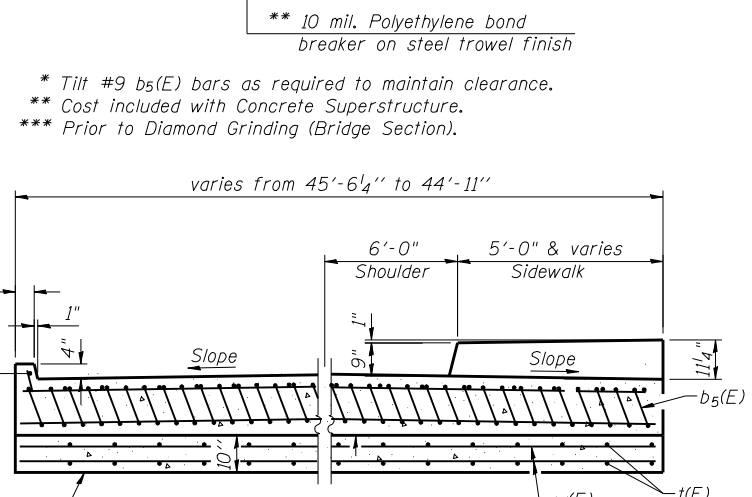
Notes:
 See sheet 17 of 36 for Detail A.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet 13 of 36.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see sheet 33 of 36.
 Cost of excavation for approach footing included with Concrete Structures.
 For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 36.



NEAR ABUTMENT

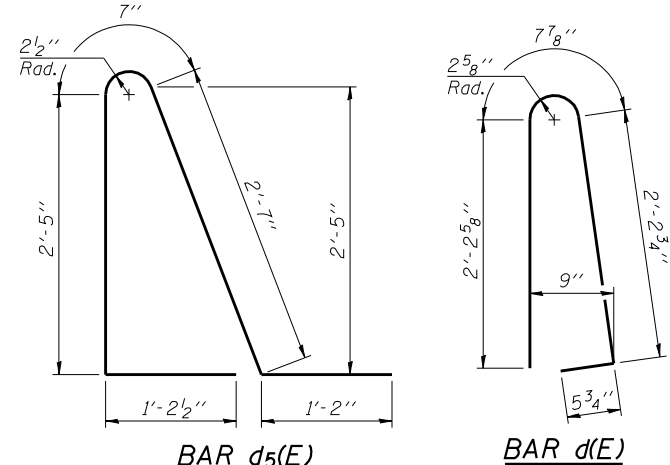
SECTION F-F

(See Plan for dimensions not shown)



AT APPROACH FOOTING

Elev. 692.96 S. Appr.
 Elev. 687.68 N. Appr.
 (Level out to out)

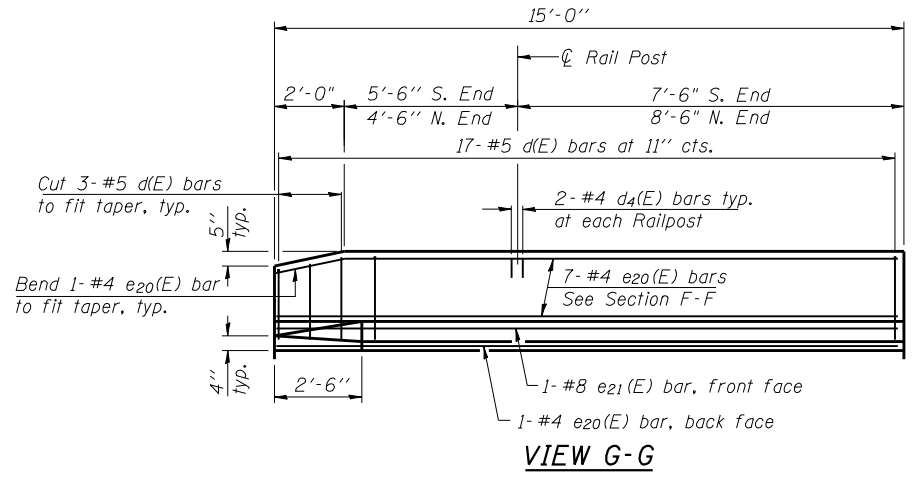


BAR d5(E)

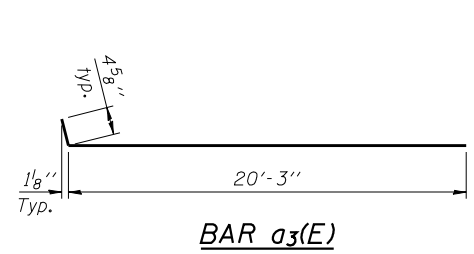
BAR d(E)

TWO APPROACHES
 BILL OF MATERIAL

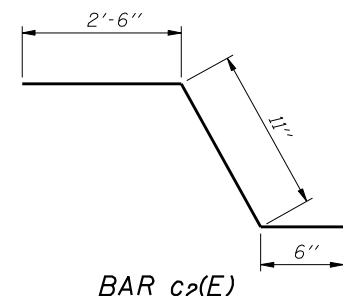
Bar	No.	Size	Length	Shape
a3(E)	100	#4	20'-8"	—
a4(E)	184	#5	20'-5"	—
a5(E)	24	#6	6'-0"	—
a6(E)	52	#4	4'-0"	—
a7(E)	92	#5	4'-0"	—
b5(E)	194	#9	29'-9"	—
b6(E)	4	#4	14'-8"	—
b7(E)	2	#4	14'-11"	—
b8(E)	16	#5	29'-8"	—
b9(E)	68	#4	29'-8"	—
c1(E)	60	#5	5'-8"	—
c2(E)	60	#5	3'-11"	—
d(E)	34	#5	5'-7"	—
d4(E)	8	#4	2'-0"	—
d5(E)	34	#5	7'-11"	—
d6(E)	24	#5	4'-6"	—
d7(E)	24	#6	4'-6"	—
d8(E)	10	#4	6'-4"	—
d9(E)	10	#6	6'-4"	—
e20(E)	28	#4	14'-8"	—
e21(E)	2	#8	14'-8"	—
e22(E)	8	#4	3'-8"	—
f(E)	188	#4	9'-8"	—
w(E)	160	#5	20'-5"	—
w1(E)	160	#5	4'-0"	—
Concrete Superstructure		Cu. Yd.	152.6	
Concrete Structures		Cu. Yd.	27.4	
Reinforcement Bars, Epoxy Coated		Pound	34,680	
Bar Splicers		Each	222	



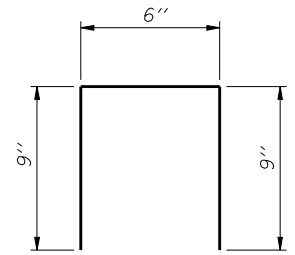
VIEW G-G



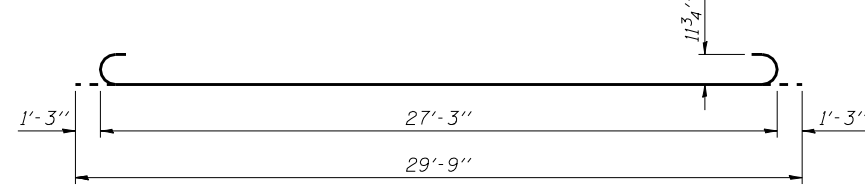
BAR a3(E)



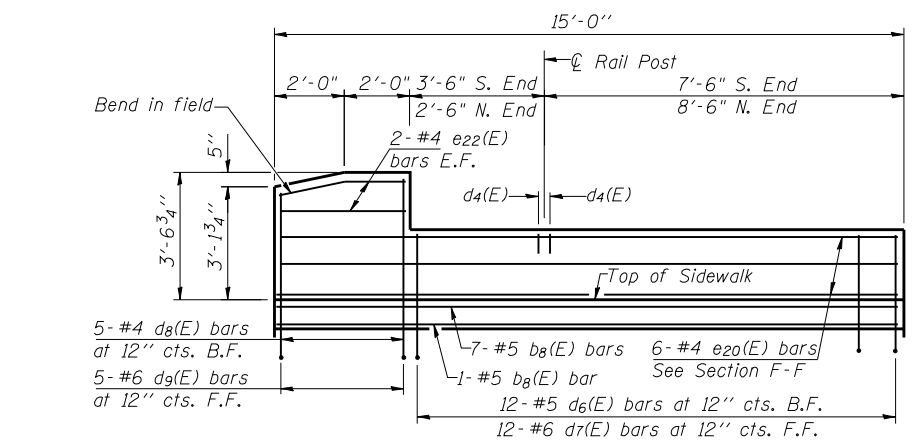
BAR c2(E)



BAR d4(E)



BAR b5(E)



VIEW H-H

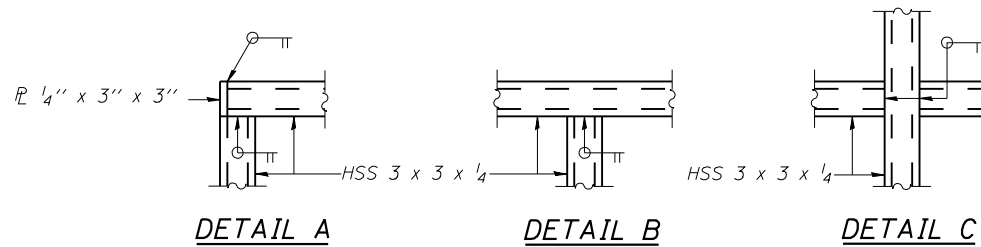
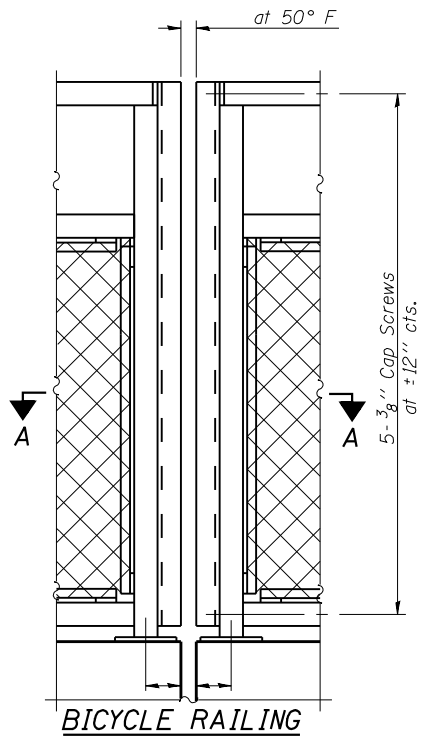
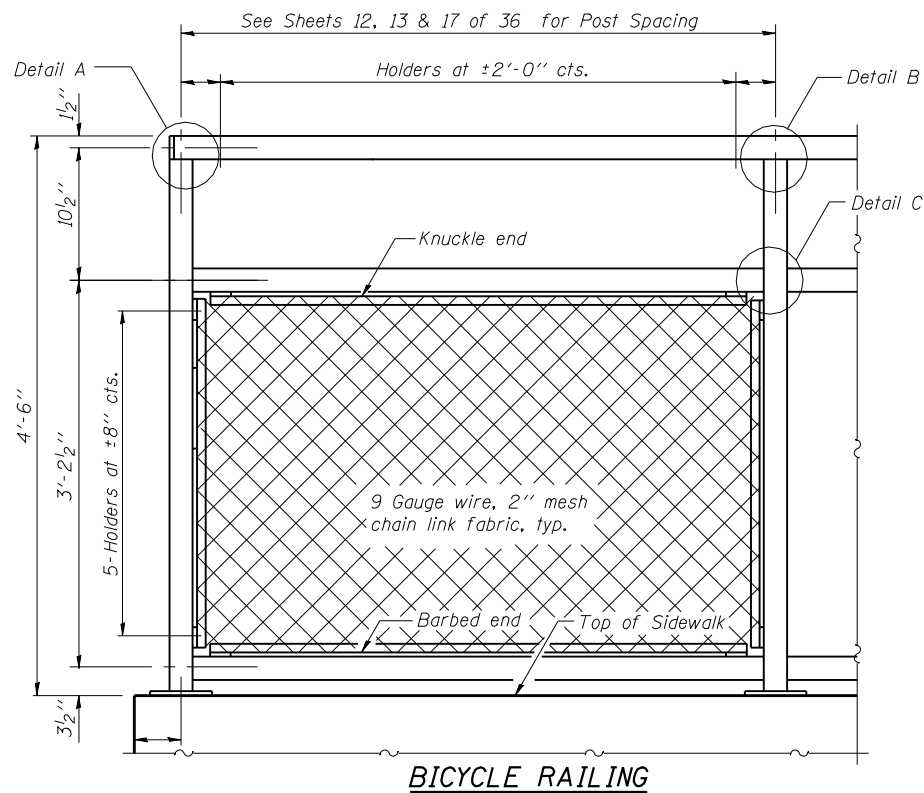
BA-0 10-31-08

CB Coombe-Bloxdorf P.C.
 CIVIL ENGINEERS-
 STRUCTURAL ENGINEERS-
 LAND SURVEYORS-
 Design Firm License No. 184-002703

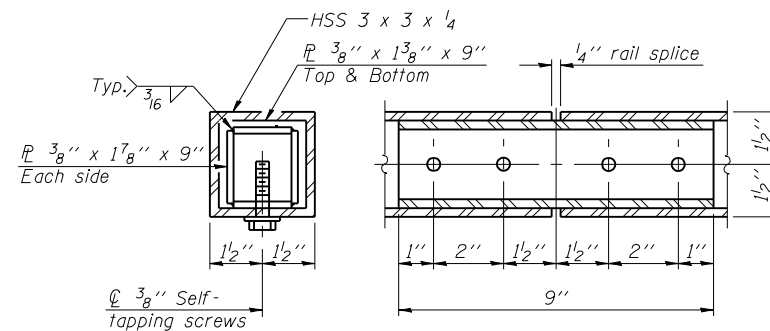
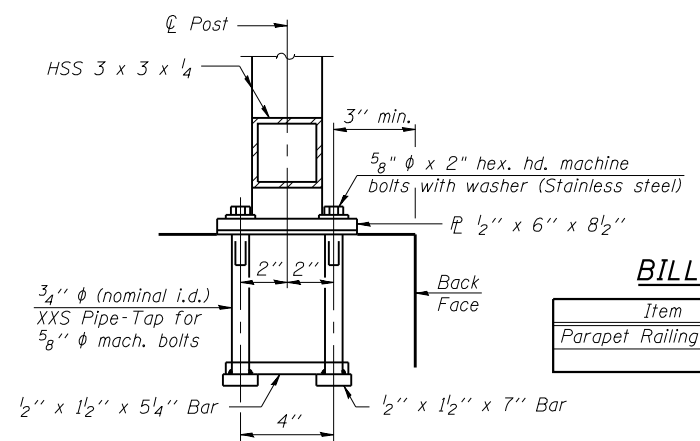
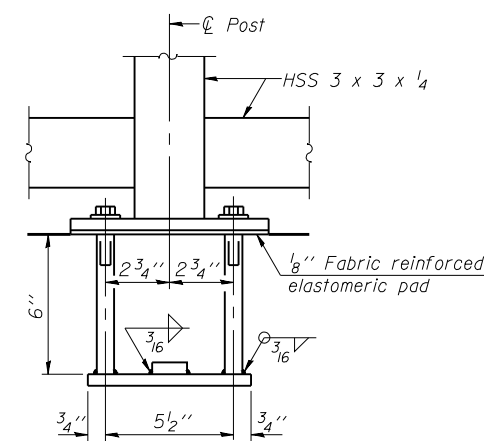
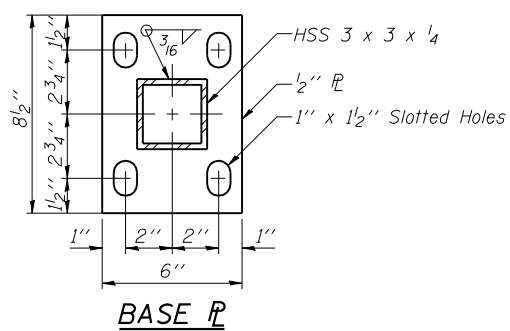
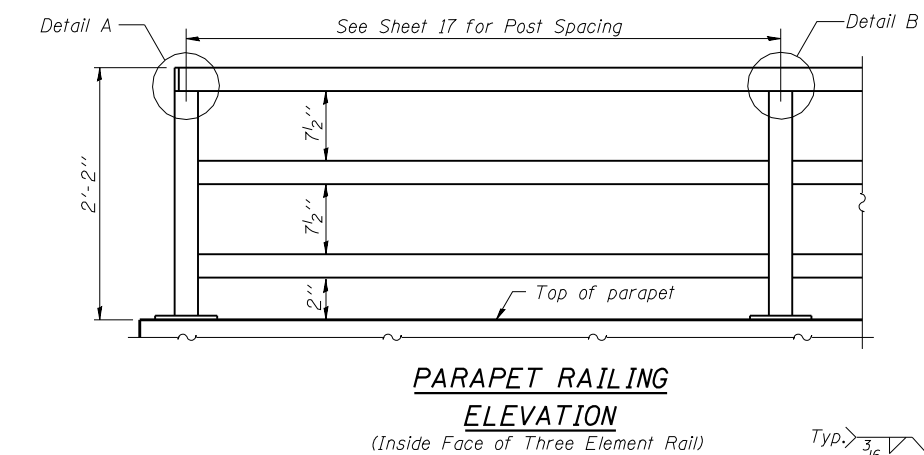
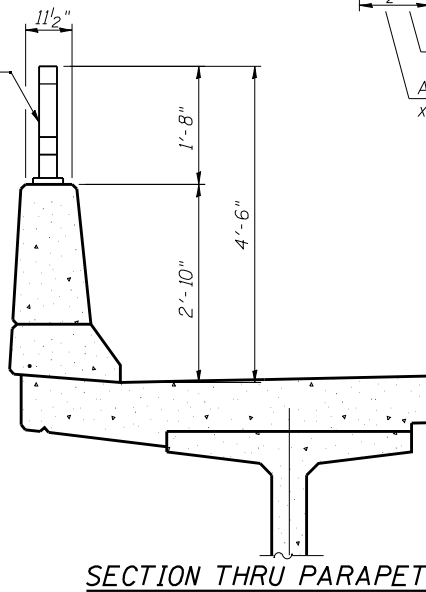
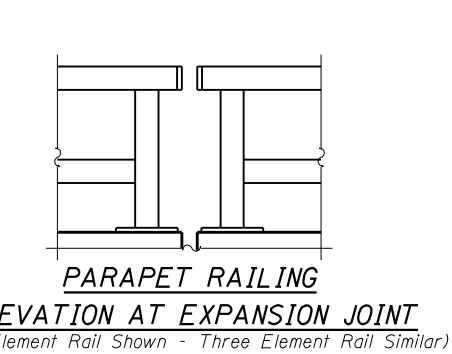
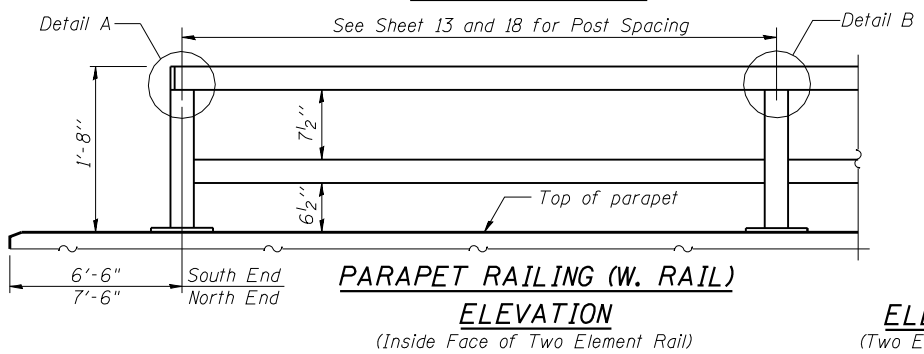
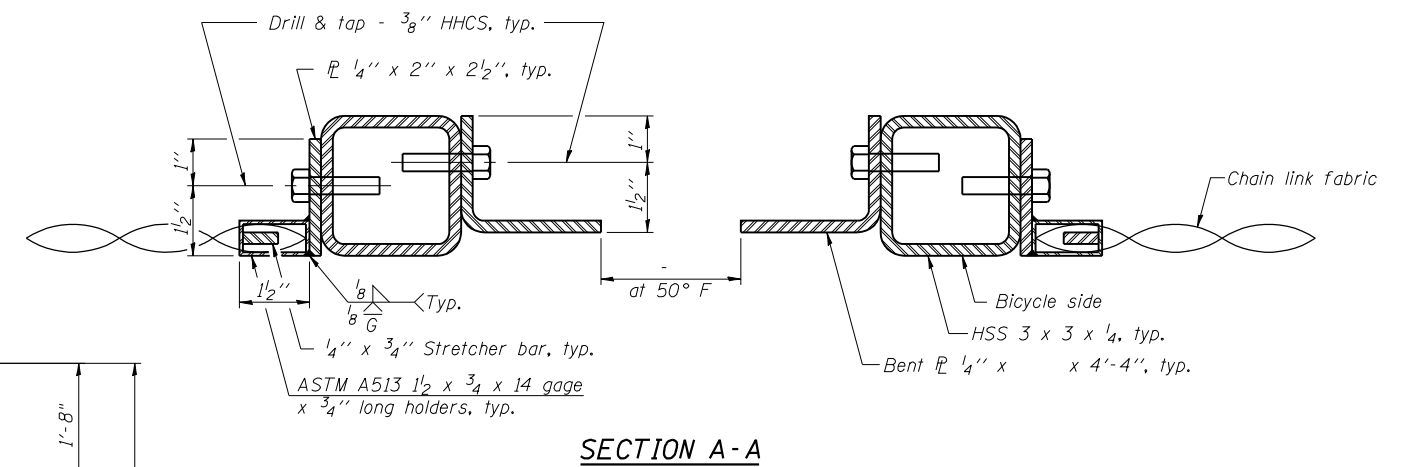
(Sheet 2 of 2)

PROJECT NO. 06027-3	F.A.P. RTE. 326	SECTION (137BR)BR	COUNTY CHAMPAIGN	TOTAL SHEETS 75	SHEET NO. 38
DATE 9/24/09	DESIGN BY TFG	SN 010-0287	CONTRACT NO. 70428		
DRAWN BY TFG	CHECKED BY MCB	FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT			

PLOT DATE = 9/24/2009
 FILE NAME = c:\p18-approach-slab-details.dgn
 FILE SIZE = 1058134
 USER NAME = JML



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



ANCHOR BOLT DETAILS

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

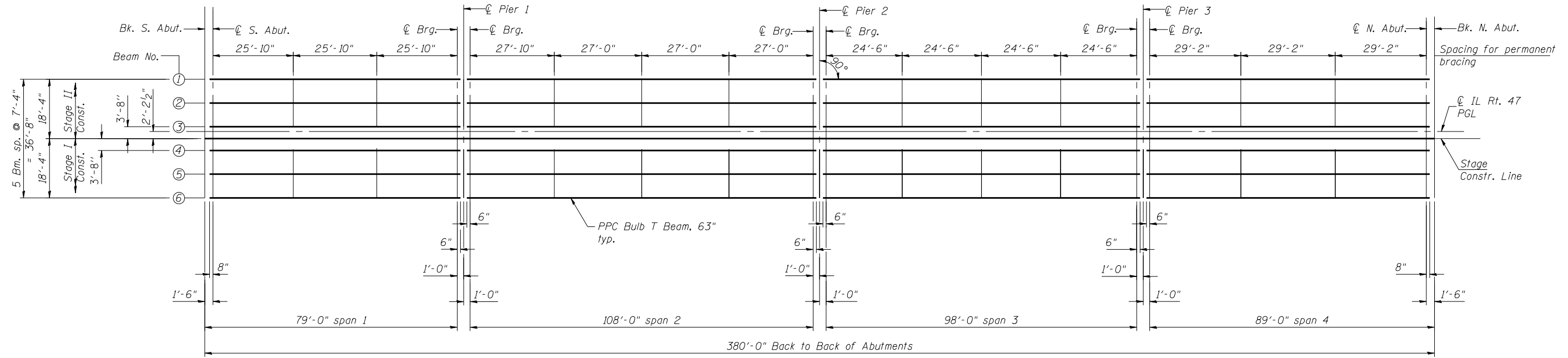
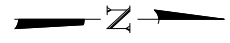
BILL OF MATERIAL

Item	Unit	Quantity
Parapet Railing	Foot	396

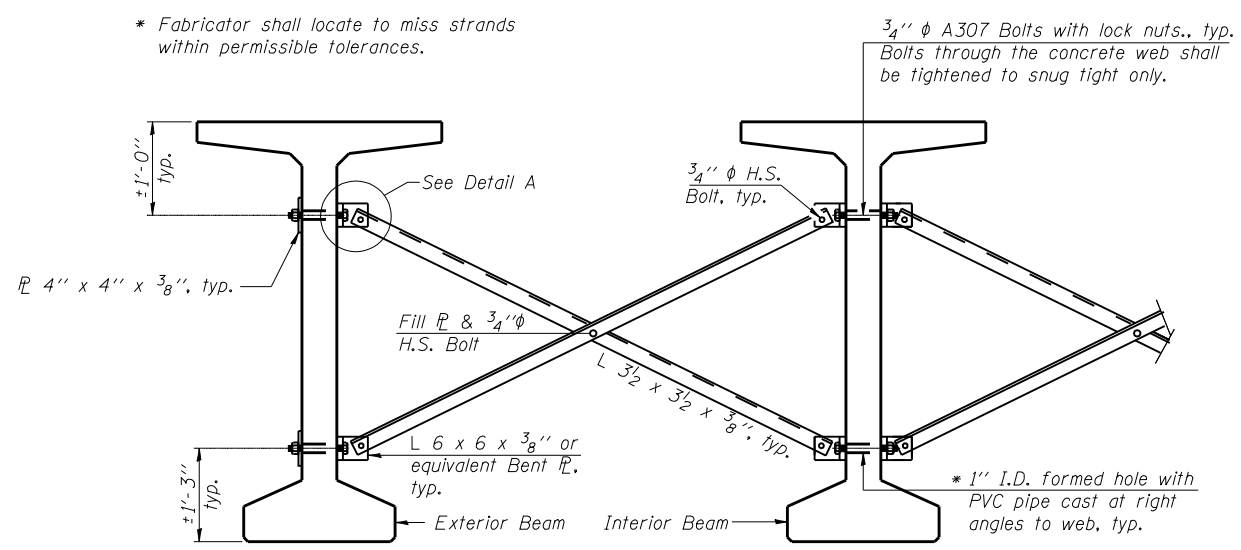
PARAPET RAILING (W. RAIL) STRUCTURE NO. 010-0287

<p>Coombe-Bloxdorf P.C. - CIVIL ENGINEERS - - STRUCTURAL ENGINEERS - - LAND SURVEYORS - Design Firm License No. 184-002703</p>	PROJECT NO. 06027-3 SCALE DATE 8/03/09 DESIGN BY DRAWN BY TFG CHECKED BY MCB	SHEET NO. 19 36 SHEETS	F.A.P. RTE. 326 SECTION (137BR)BR COUNTY CHAMPAIGN CONTRACT NO. 70428	TOTAL SHEETS 75 SHEET NO. 39
	FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT			

PLOT DATE = 9/24/2009
 FILE NAME = c:\pbr\egagent\19-parapet-rail.dgn
 FILE SIZE = 1058134 / IN.
 USER NAME = JML

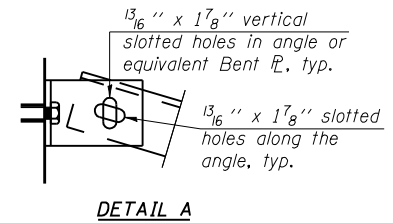


PLAN



Notes:
 All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.
 Two hardened washers are required for each set of oversized holes.
 All holes shall be $\frac{1}{16}$ " ϕ unless otherwise noted.
 $\frac{5}{16}$ " x 3" x 3" plate washers are required over all slotted holes.
 All bolts shall be galvanized according to AASHTO M232.
 Bracing shall be installed as beams are erected and tightened as soon as possible during erection.
 Permanent bracing shall not be paid separately but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete Bulb T-Beams, 63".

**PERMANENT BRACING DETAILS
 FOR BULB-T BEAMS**
 Not required between beams 3 and 4



DETAIL A

INTERIOR BEAM MOMENT TABLE

	0.4 Span 1	Pier 1	0.5 Span 2	Pier 2	0.5 Span 3	Pier 3	0.6 Span 4
I	(in ⁴) 392638		392638		392638		392638
I'	(in ⁴) 752799		752799		752799		752799
S_b	(in ³) 12224		12224		12224		12224
S_b'	(in ³) 16191		16191		16191		16191
S_t	(in ³) 12715		12715		12715		12715
S_t'	(in ³) 45610		45610		45610		45610
$DC1$	(k/ft) 1.543		1.543		1.543		1.543
M_{DC1}	(k) 1158		2250		1852		1477
$DC2$	(k/ft) 0.291	0.291	0.291	0.291	0.291	0.291	0.291
M_{DC2}	(k) 108	268	171	269	103	252	173
DW	(k/ft) 0.3	0.3	0.3	0.3	0.3	0.3	0.3
M_{DW}	(k) 111	276	177	278	106	260	178
$M_L + IM$	(k) 1144	1272	1290	1293	1192	1254	1321

I : Non-composite moment of inertia of beam section (in⁴).
 I' : Composite moment of inertia of beam section (in⁴).
 S_b : Non-composite section modulus for the bottom fiber of the prestressed beam (in³).
 S_b' : Composite section modulus for the bottom fiber of the prestressed beam (in³).
 S_t : Non-composite section modulus for the top fiber of the prestressed beam (in³).
 S_t' : Composite section modulus for the top fiber of the prestressed beam (in³).
 $DC1$: Un-factored non-composite dead load (kips/ft.).
 M_{DC1} : Un-factored moment due to non-composite dead load (kip-ft.).
 $DC2$: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
 M_{DC2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
 DW : Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
 M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
 $M_L + IM$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

INTERIOR BEAM REACTION TABLE

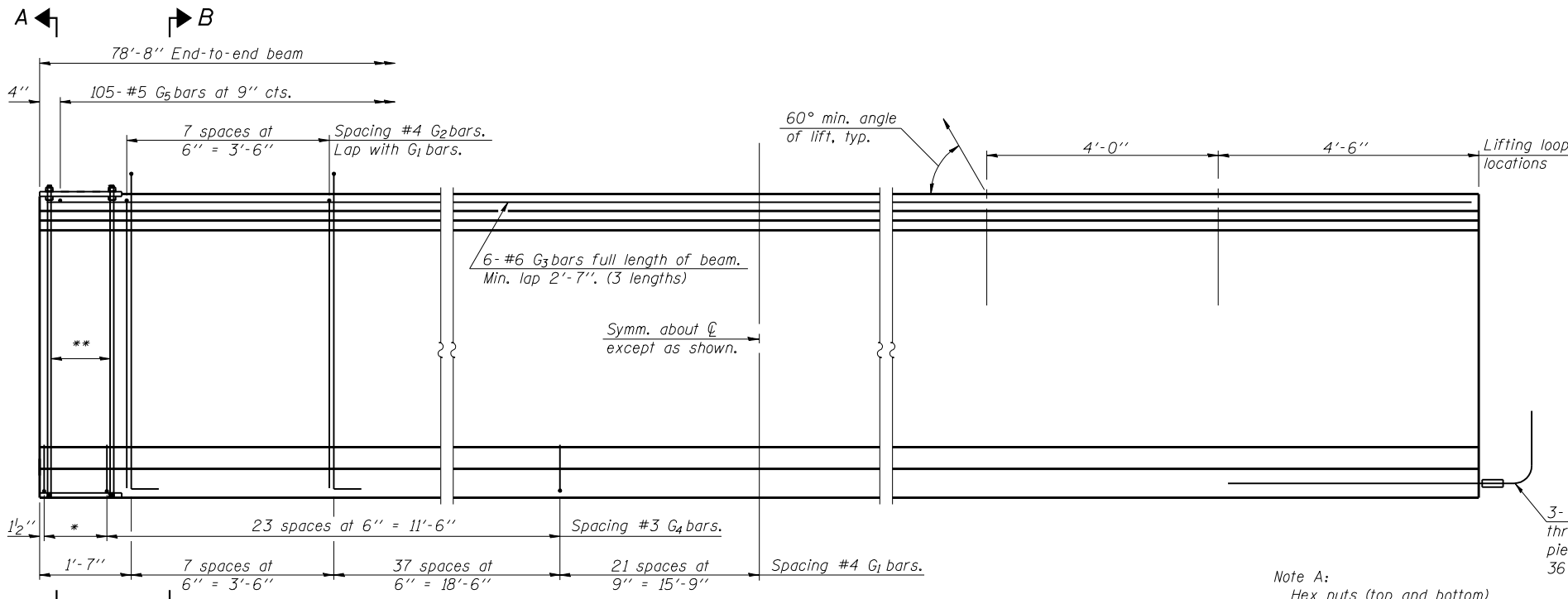
	S Abut	Pier 1	Pier 2	Pier 3	N Abut		
		Sp. 1	Sp. 2	Sp. 3	Sp. 3	Sp. 4	
R_{DC1}	(k) 59.8	59.8	83.3	83.3	75.6	67.5	67.5
R_{DC2}	(k) 8	15.4	15.4	15.4	15.4	15	10
R_{DW}	(k) 8.2	15.9	15.9	15.9	15.9	15.5	10.3
$R_L + IM$	(k) 86.7	89.4	89.4	97.7	94.7	88.6	90.9
R_{Total}	(k) 162.7	180.5	204	209.3	201.6	194.7	178.7

* The total R_{DC2} , R_{DW} and $R_L + IM$ are assumed to be distributed evenly to each bearing line at a pier regardless of the span ratios. The bearing design at a pier is based on the maximum reactions of either span.
 ** Includes sidewalk live load.

**FRAMING PLAN & BRACING DETAIL
 STRUCTURE NO. 010-0287**

PLOT DATE = 9/24/2009
 FILE NAME = \\br-06081-21-1-ram-plan.dgn
 SCALE = 1/8" = 1'-0"
 USER NAME = JML

 Civil Engineers- Structural Engineers- Land Surveyors- Design Firm License No. 184-002703	PROJECT NO. 06027-3	F.A.P. RTE. 326	SECTION (137BR)BR	COUNTY CHAMPAIGN	TOTAL SHEETS 75	SHEET NO. 41
	SCALE	DATE 9/24/09	SHEET NO. 21	CONTRACT NO. 70428	FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT	
	DESIGN BY	36 SHEETS				
	DRAWN BY TFG					
	CHECKED BY MCB					



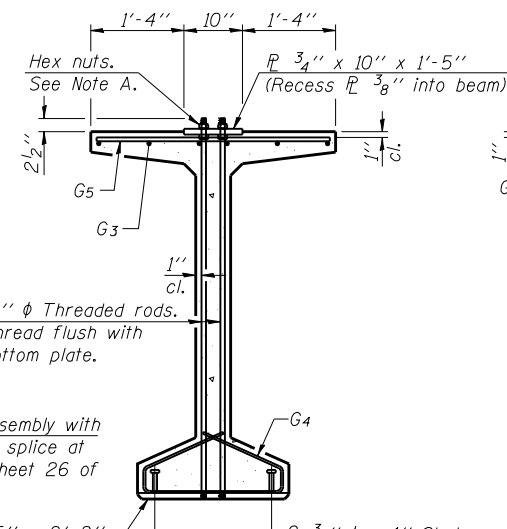
ELEVATION OF BEAM
(Showing reinforcement & dimensions)

* 4 spaces at 3'¹/₄" = 1'-1".
** 5-3'³/₄" ϕ threaded dowel rods at 3'¹/₄" cts., each face.

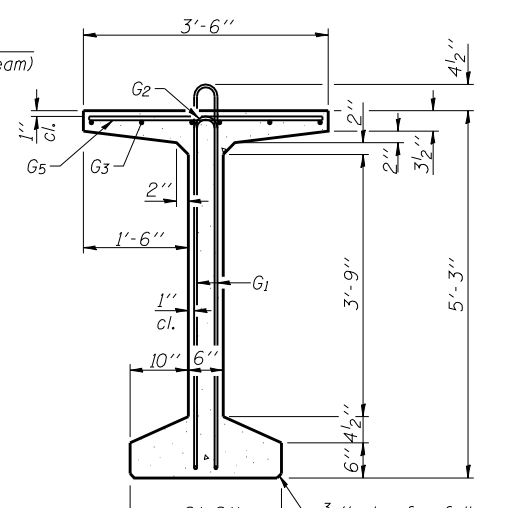
Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.

3-#8 G6 bar assembly with threaded coupler splice at pier only. (See sheet 26 of 36 for details).

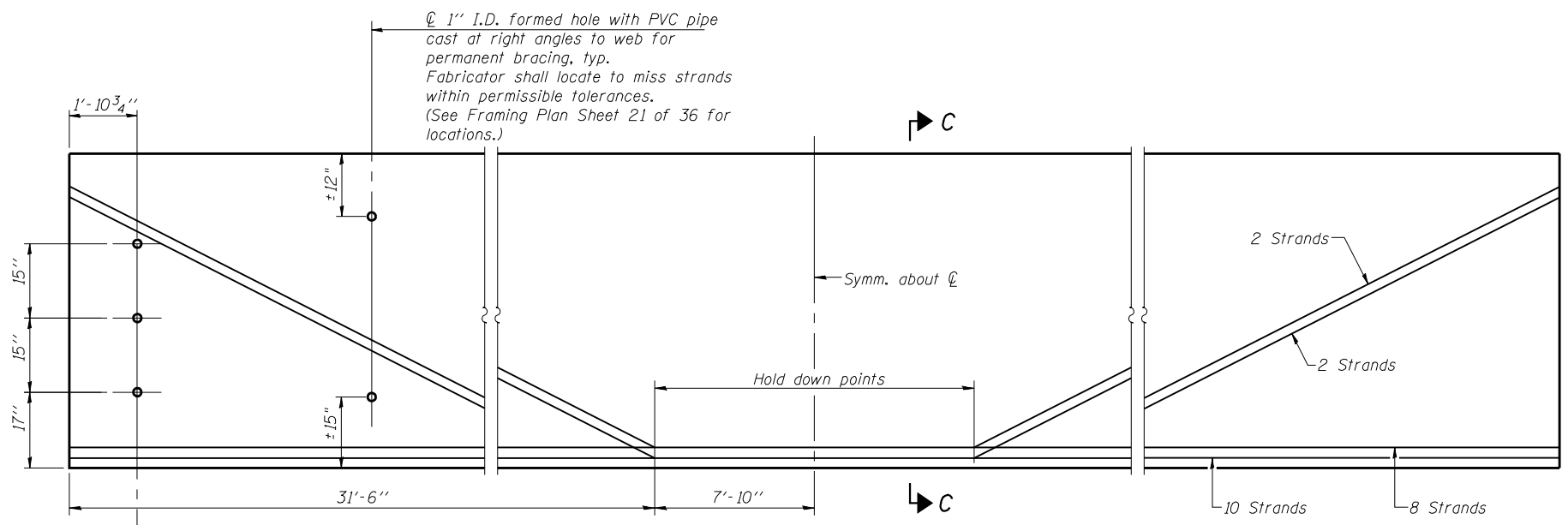
1" x 1'-5" x 2'-2" (Bevel to match chamfer).
3/4" ϕ x 4" Stud automatically end welded. (Space to miss strands).



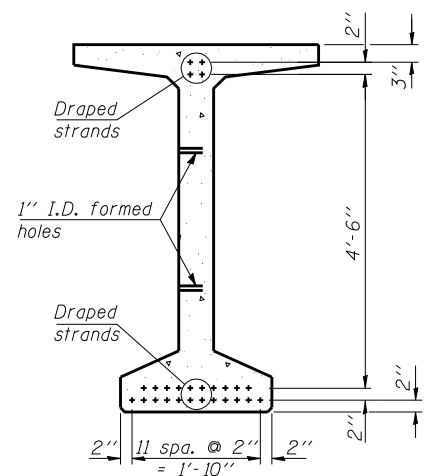
SECTION A-A



SECTION B-B



ELEVATION OF BEAM
(Showing prestressing steel)



SECTION C-C

*****BAR LIST
ONE BEAM ONLY**

Bar	No.	Size	Length	Shape
G ₁	131	#4	11'-11"	∩
G ₂	16	#4	10'-2"	∩
G ₃	18	#6	28'-0"	—
G ₄	56	#3	4'-11"	∩
G ₅	105	#5	3'-4"	—
G ₆	3	#8	6'-6"	∩

***For information only

Notes:
See sheet 26 of 36 for additional details and Bill of Material.
Required release strength, f'ci, shall be 6,000 psi.

**63" PPC BULB T-BEAM SPAN 1
STRUCTURE NO. 010-0287**

PLOT DATE = 9/24/2009
FILE NAME = c:\pcc\rs\pcc\log\pcc\122-spans-1.dgn
FILE SIZE = 1,058,194 bytes
USER NAME = JML

PBT-4-63

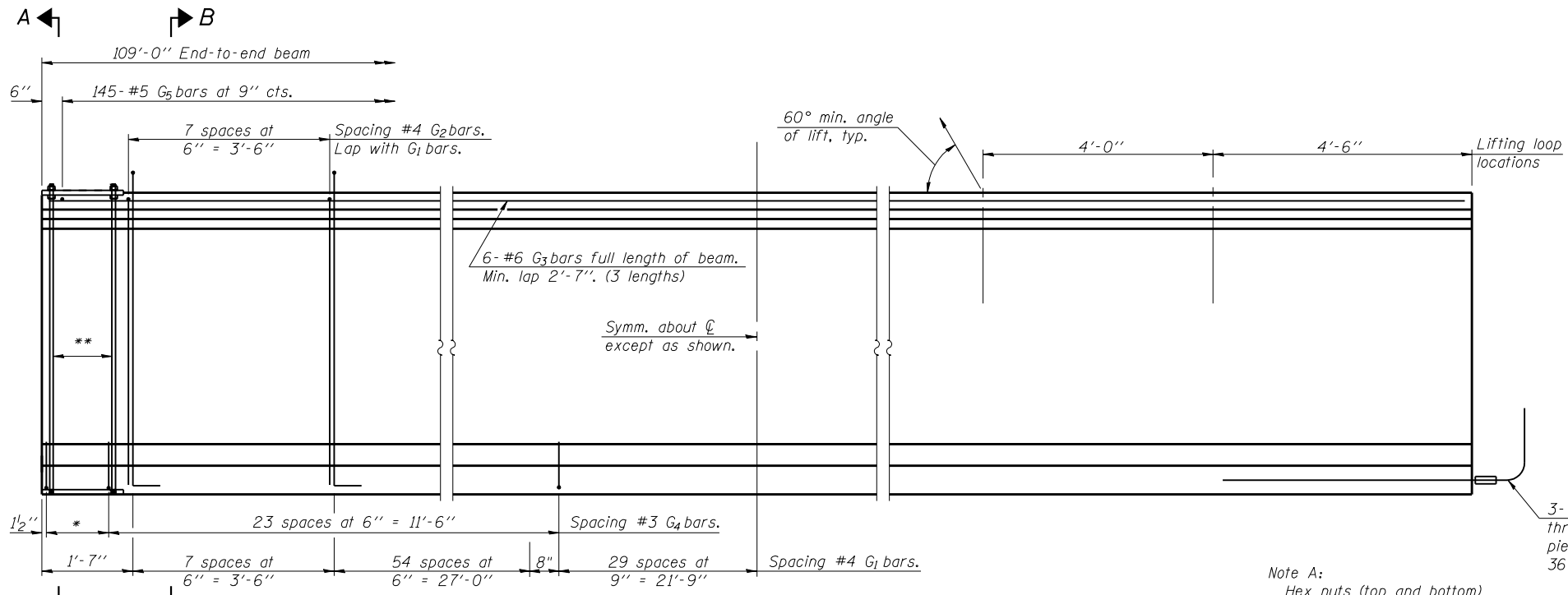
10-1-08

CB Coombe-Bloxdorf P.C.
- CIVIL ENGINEERS -
- STRUCTURAL ENGINEERS -
- LAND SURVEYORS -
Design Firm License No. 184-002703

PROJECT NO.	06027-3
SCALE	
DATE	9/24/09
DESIGN BY	
DRAWN BY	TFG
CHECKED BY	MCB

SHEET NO. 22
36 SHEETS

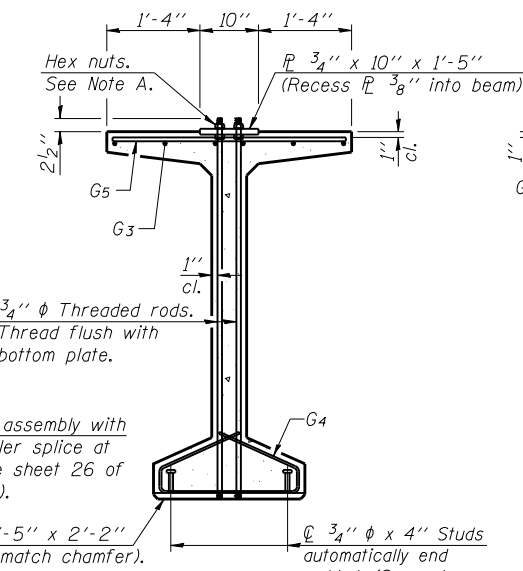
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	42
SN 010-0287		CONTRACT NO. 70428		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				



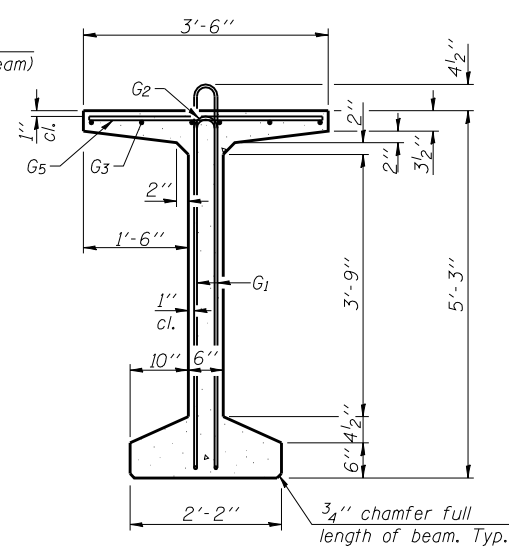
ELEVATION OF BEAM
(Showing reinforcement & dimensions)

* 4 spaces at 3/4" = 1'-1".
** 5-3/4" φ threaded dowel rods at 3/4" cts., each face.

Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.



SECTION A-A

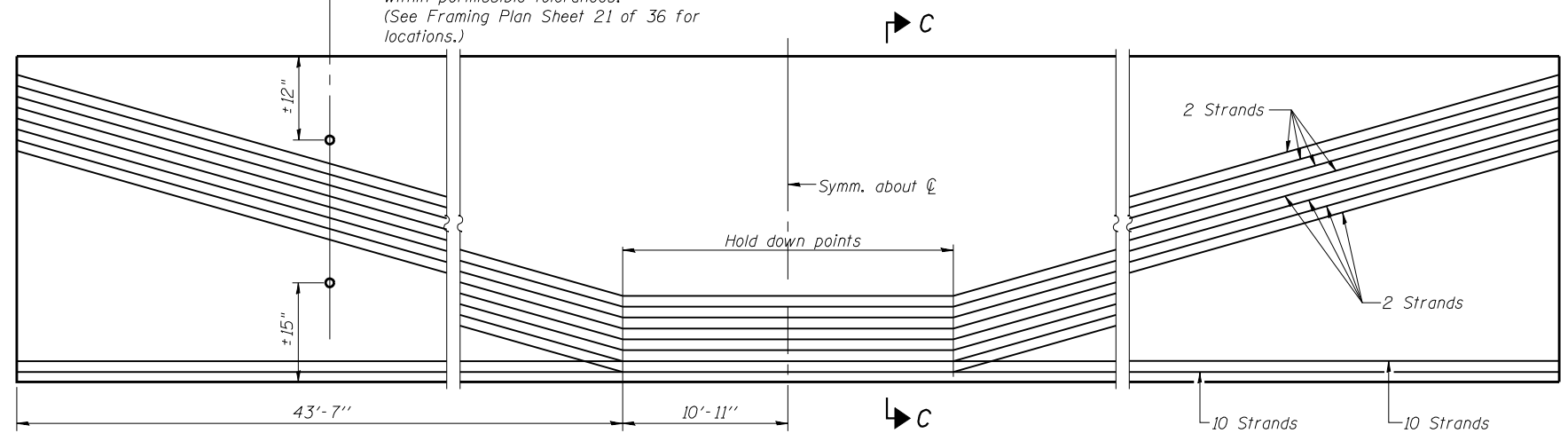


SECTION B-B

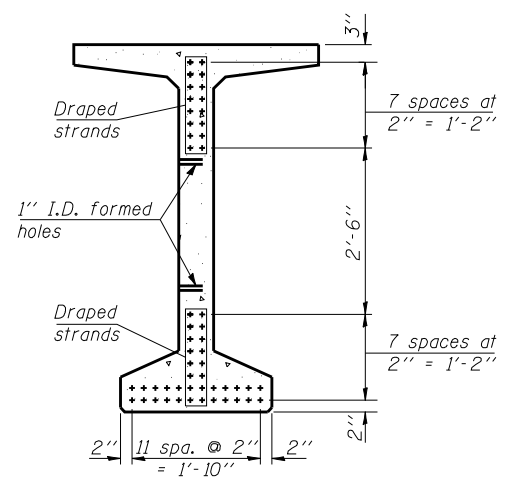
3-#8 G6 bar assembly with threaded coupler splice at pier only. (See sheet 26 of 36 for details).

1" x 1'-5" x 2'-2" plates. 3/4" φ x 4" Studs automatically end welded. (Space to miss strands).

1" I.D. formed hole with PVC pipe cast at right angles to web for permanent bracing, typ. Fabricator shall locate to miss strands within permissible tolerances. (See Framing Plan Sheet 21 of 36 for locations.)



ELEVATION OF BEAM
(Showing prestressing steel)



SECTION C-C

*****BAR LIST
ONE BEAM ONLY**

Bar	No.	Size	Length	Shape
G1	183	#4	11'-11"	∩L
G2	16	#4	10'-2"	∩
G3	18	#6	38'-1"	—
G4	56	#3	4'-11"	∩
G5	145	#5	3'-4"	—
G6	6	#8	6'-6"	∩

***For information only

Notes:
See sheet 26 of 36 for additional details and Bill of Material.
Required release strength, f'ci, shall be 6,000 psi.

**63" PPC BULB T-BEAM SPAN 2
STRUCTURE NO. 010-0287**

PLOT DATE = 9/24/2009
 FILE NAME = c:\p06\rsb\p06\rsb\1-23-span-2.dgn
 FILE SIZE = 1058194 1 / 1K
 USER NAME = JML

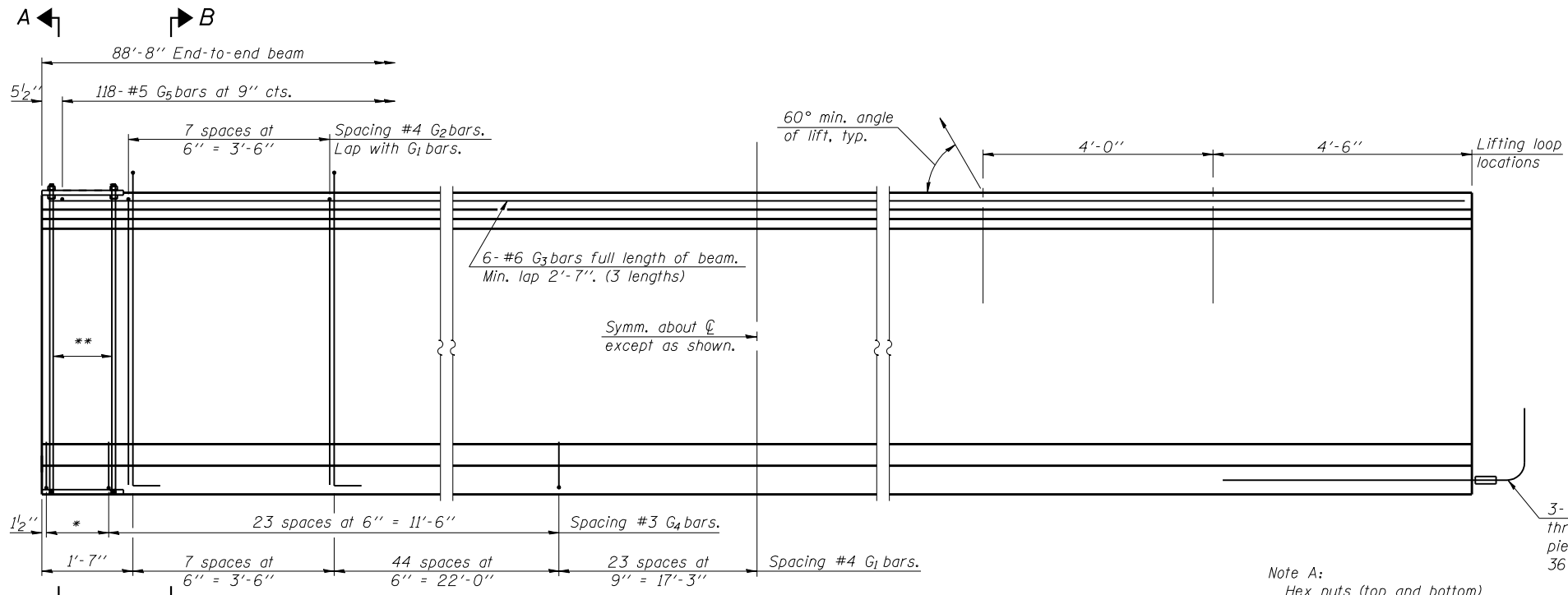
PBT-4-63

10-1-08

CB Coombe-Bloxdorf P.C.
 - CIVIL ENGINEERS -
 - STRUCTURAL ENGINEERS -
 - LAND SURVEYORS -
 Design Firm License No. 184-002703

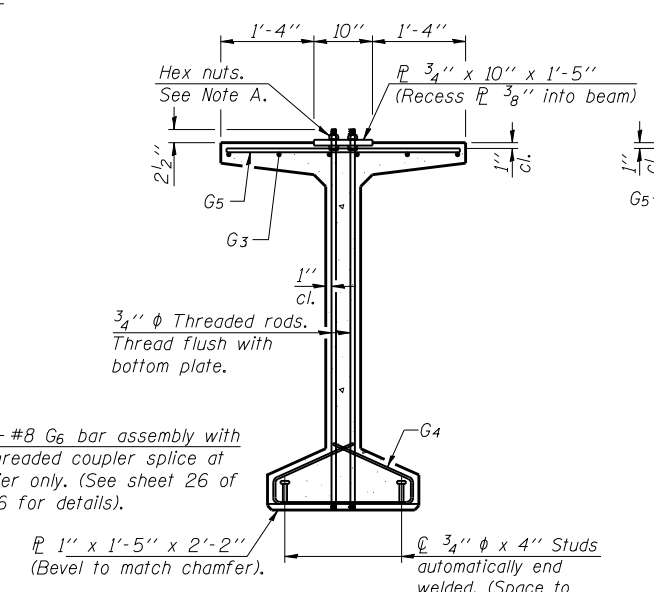
PROJECT NO. 06027-3
 SCALE
 DATE 8/03/09
 DESIGN BY
 DRAWN BY TFG
 CHECKED BY MCB

SHEET NO. 23 36 SHEETS	F.A.P. RTE. 326	SECTION (137BR)BR	COUNTY CHAMPAIGN	TOTAL SHEETS 75	SHEET NO. 43
	SN 010-0287		CONTRACT NO. 70428		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

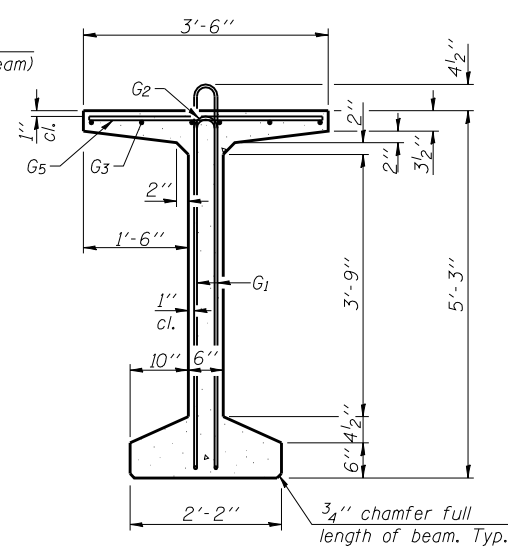


ELEVATION OF BEAM
(Showing reinforcement & dimensions)

* 4 spaces at 3'¹/₄" = 1'-1".
** 5-3'³/₄" ϕ threaded dowel rods at 3'¹/₄" cts., each face.

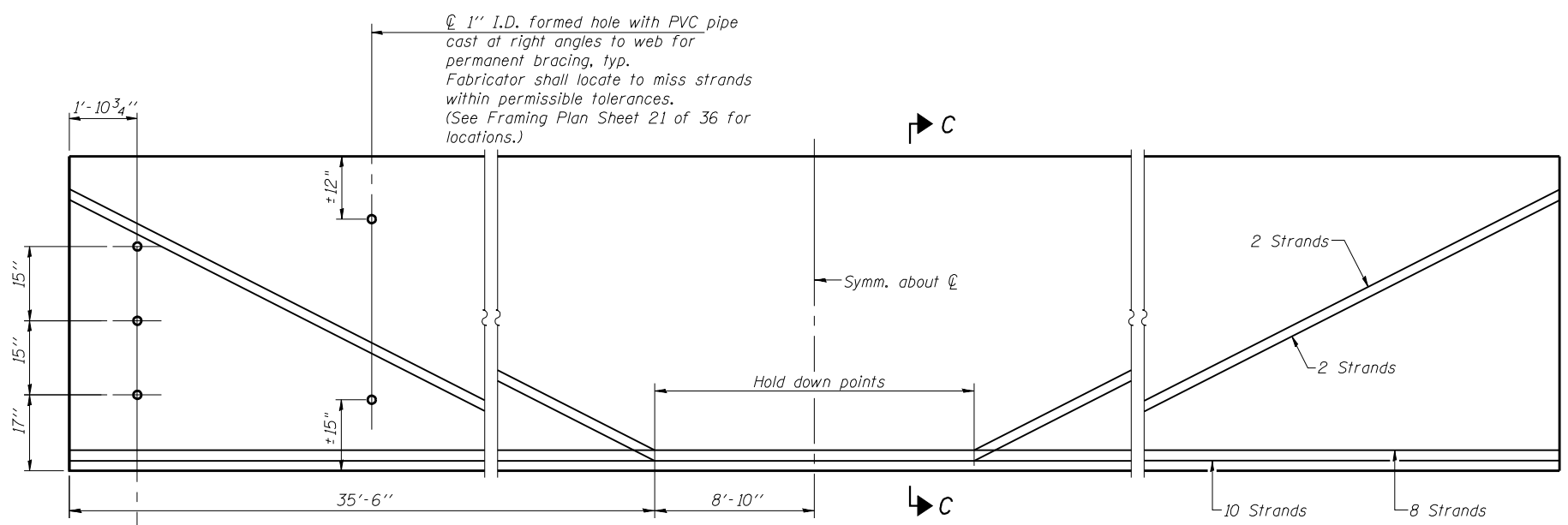


SECTION A-A

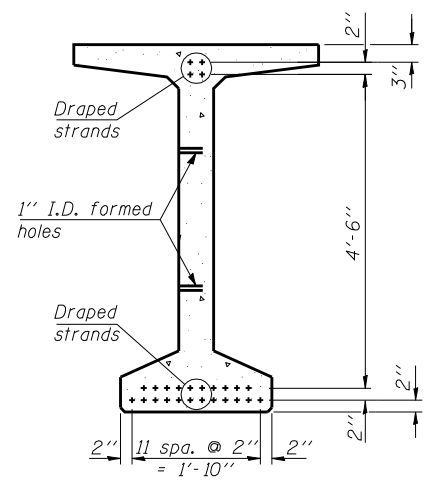


SECTION B-B

Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.



ELEVATION OF BEAM
(Showing prestressing steel)



SECTION C-C

*****BAR LIST
ONE BEAM ONLY**

Bar	No.	Size	Length	Shape
G ₁	149	#4	11'-11"	\cap
G ₂	16	#4	10'-2"	\cap
G ₃	18	#6	31'-4"	—
G ₄	56	#3	4'-11"	\cap
G ₅	118	#5	3'-4"	—
G ₆	3	#8	6'-6"	—

***For information only

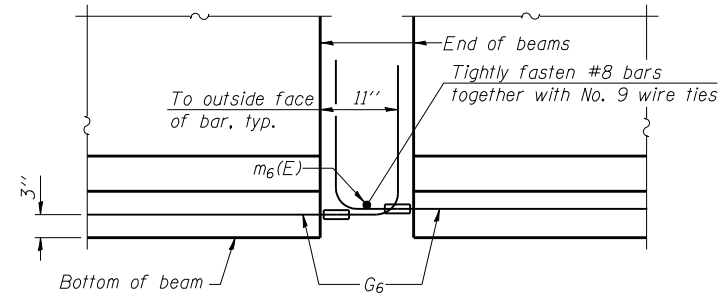
Notes:
See sheet 26 of 36 for additional details and Bill of Material.
Required release strength, f'_{ci} , shall be 6,000 psi.

**63" PPC BULB T-BEAM SPAN 4
STRUCTURE NO. 010-0287**

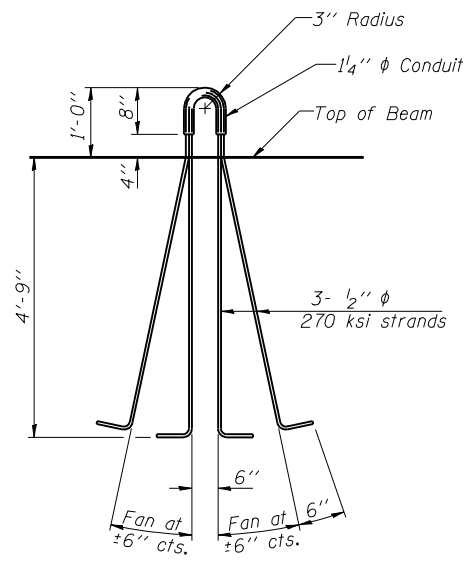
<p>Coombe-Bloxdorf P.C. - CIVIL ENGINEERS - - STRUCTURAL ENGINEERS - - LAND SURVEYORS - Design Firm License No. 184-002703</p>	PROJECT NO. 06027-3 SCALE DATE 9/23/09 DESIGN BY DRAWN BY TFG CHECKED BY MCB	SHEET NO. 25 36 SHEETS	F.A.P. RTE. 326 SECTION (137BR)BR SN 010-0287 COUNTY CHAMPAIGN CONTRACT NO. 70428 FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT	TOTAL SHEETS 75 SHEET NO. 45
------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------	-------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------

NOTES

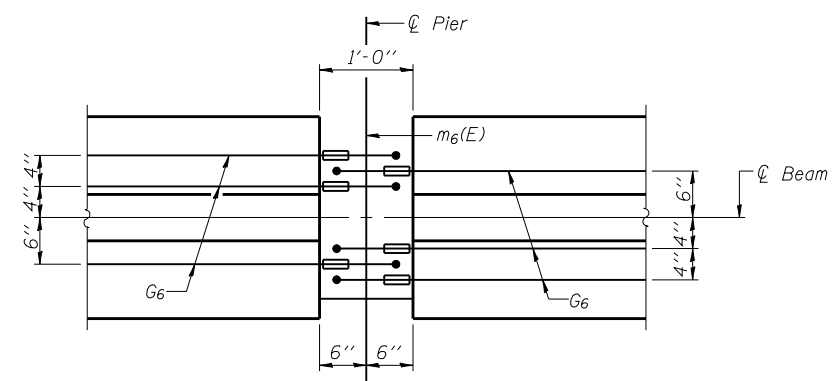
Inserts for $\frac{3}{4}$ " ϕ threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams.
 Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be $\frac{1}{2}$ " and the nominal cross-sectional area shall be 0.153 sq. in.
 Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions). A minimum $2\frac{1}{2}$ " ϕ lifting pin shall be used to engage the lifting loops during handling. Tilt G₆ bars when necessary to maintain $1\frac{1}{2}$ " clearance.
 The top and bottom plates shall be AASHTO M270 Grade 50. The bottom plates and studs shall be galvanized according to AASHTO M111. Threaded rods shall be ASTM F 1554 Grade 55.
 The G₆ bar assembly shall have the threaded ends oversized to ensure no reduction in cross sectional area after threading. The coupler splice shall be capable of developing 125 percent of the yield strength of the reinforcement bar.



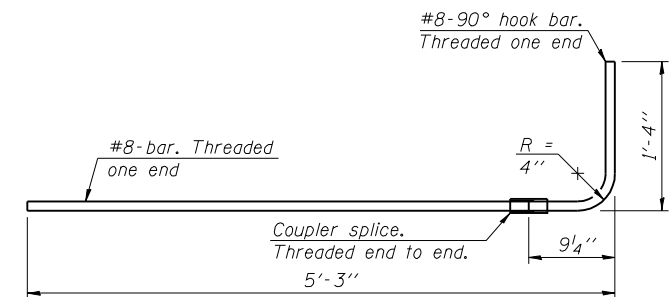
ELEVATION OF BEAM AT PIER



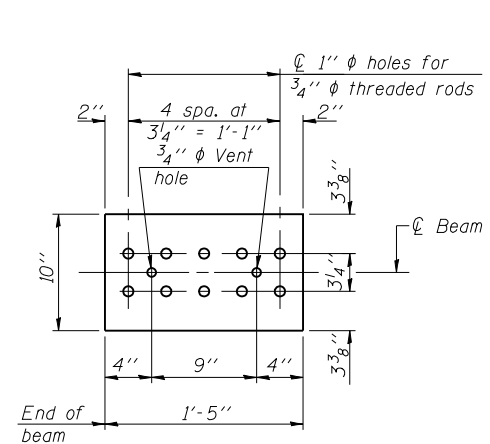
LIFTING LOOP DETAIL



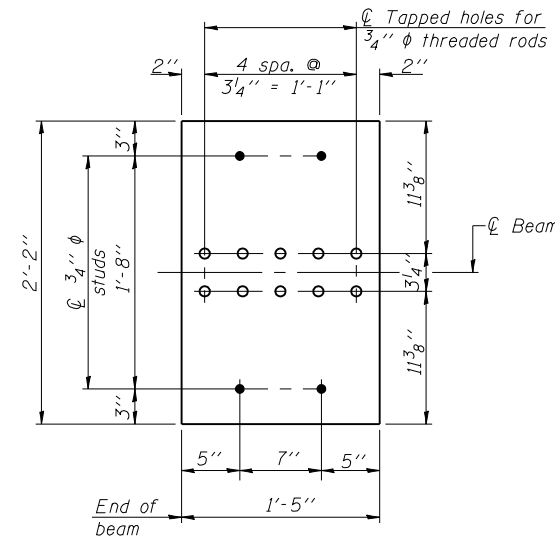
PLAN OF BEAM AT PIER



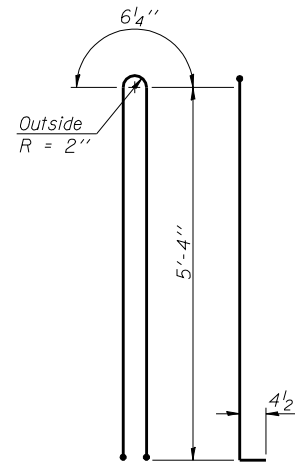
G6 BAR ASSEMBLY



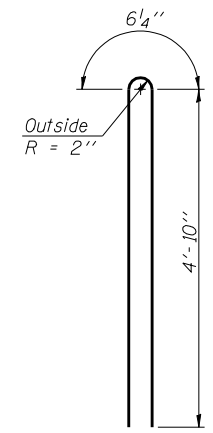
TOP PLATE



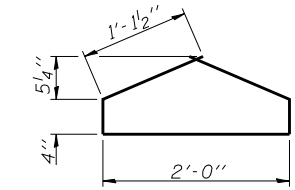
BOTTOM PLATE



BAR G1



BAR G2



BAR G4

BILL OF MATERIAL

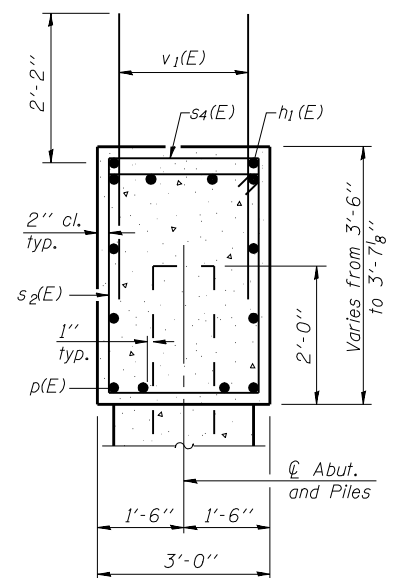
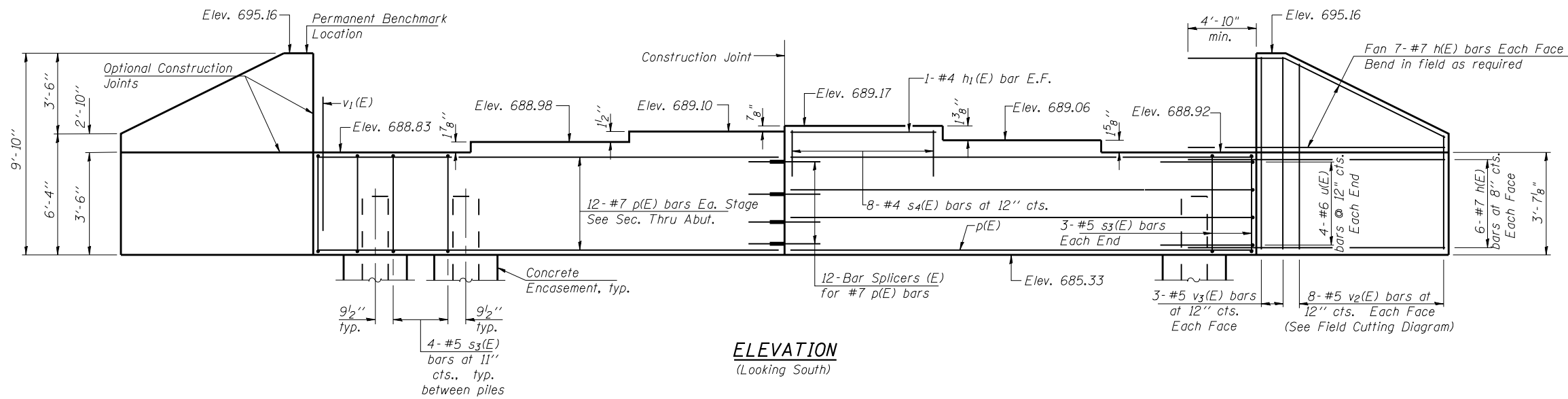
Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Bulb T-Beams, 63"	Ft.	2252

**63" PPC BULB T-BEAM DETAILS
STRUCTURE NO. 010-0287**

<p>Coombe-Bloxdorf P.C. - CIVIL ENGINEERS - - STRUCTURAL ENGINEERS - - LAND SURVEYORS - Design Firm License No. 184-002703</p>	PROJECT NO. 06027-3 SCALE DATE 8/03/09 DESIGN BY DRAWN BY TFG CHECKED BY MCB	SHEET NO. 26 36 SHEETS	F.A.P. RTE. 326 SECTION (137BR)BR COUNTY CHAMPAIGN TOTAL SHEETS 75 SHEET NO. 46	CONTRACT NO. 70428 FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT
-------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------	-------------------------------	---------------------------------------------------------------------------------------------	-----------------------------------------------------------------------

PLOT DATE = 9/24/2009
 FILE NAME = pbt-4-63d-beam-details.dgn
 FILE SIZE = 1058134 / IN.
 USER NAME = JML

Notes:
Pour steps monolithically with cap.



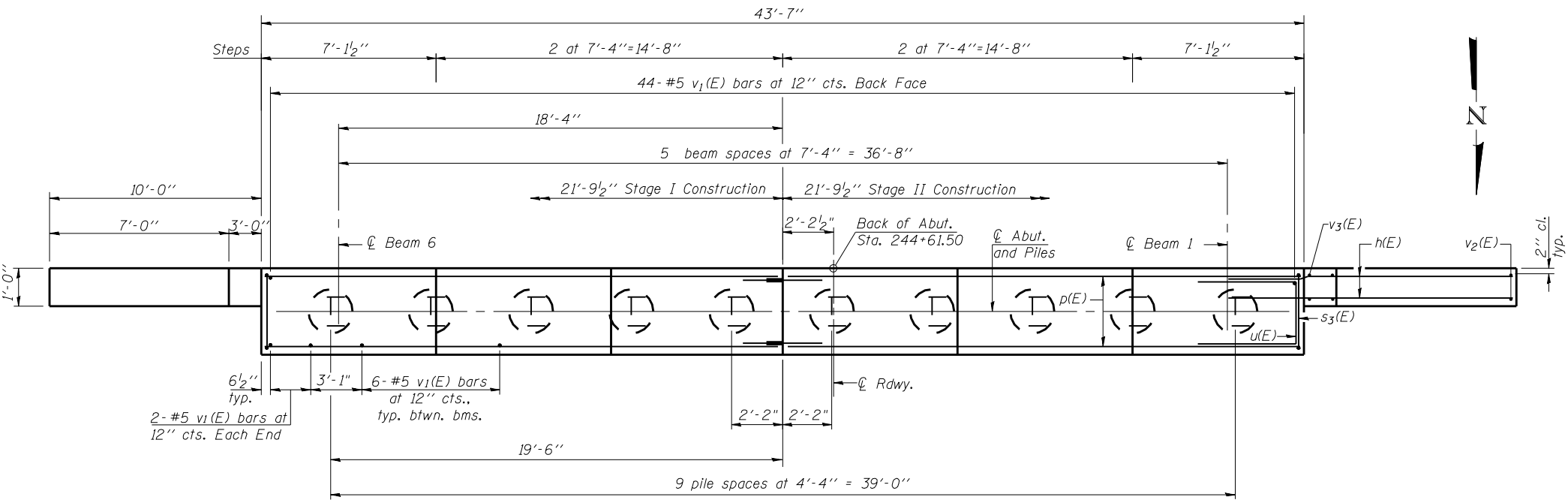
SEC. THRU ABUT.

BILL OF MATERIAL

Bar No.	Size	Length	Shape
h(E)	#7	14'-10"	—
h1(E)	#4	7'-0"	—
p(E)	#7	21'-5"	—
s3(E)	#5	12'-7"	□
s4(E)	#4	6'-0"	□
u(E)	#6	9'-7"	□
v1(E)	#5	4'-4"	—
v2(E)	#5	15'-6"	—
v3(E)	#5	9'-6"	—
Structure Excavation	Cu. Yd.	154	
Concrete Structures	Cu. Yd.	24.2	
Reinforcement Bars, Epoxy Coated	Pound	4070	
Furnishing Steel Piles, HP 14x73	Foot	423	
Driving Piles	Foot	423	
Test Pile, Steel HP 14x73	Each	1	
Concrete Encasement	Cu. Yd.	5.5	
Bar Splicers	Each	12	

For details of Bar Splicers, see sheet 33 of 36.
For details of piles and Concrete Encasement, see sheet 32 of 36.

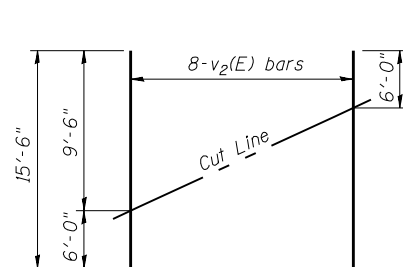
**S. ABUTMENT
STRUCTURE NO. 010-0287**



PLAN

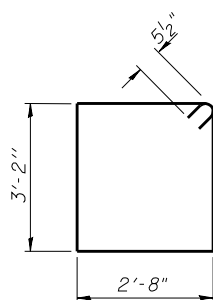
PILE DATA

Type: Steel HP14x73
Nominal Required Bearing: 332 kip
Factored Resistance Available: 166 kip
Est. Length: 47 ft.
No. Production Piles: 9
No. Test Piles: 1

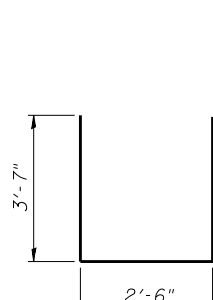


FIELD CUTTING DIAGRAM

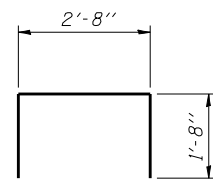
Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.



BAR s3(E)



BAR u(E)



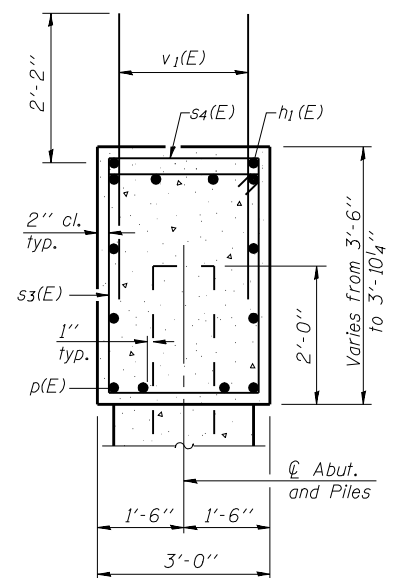
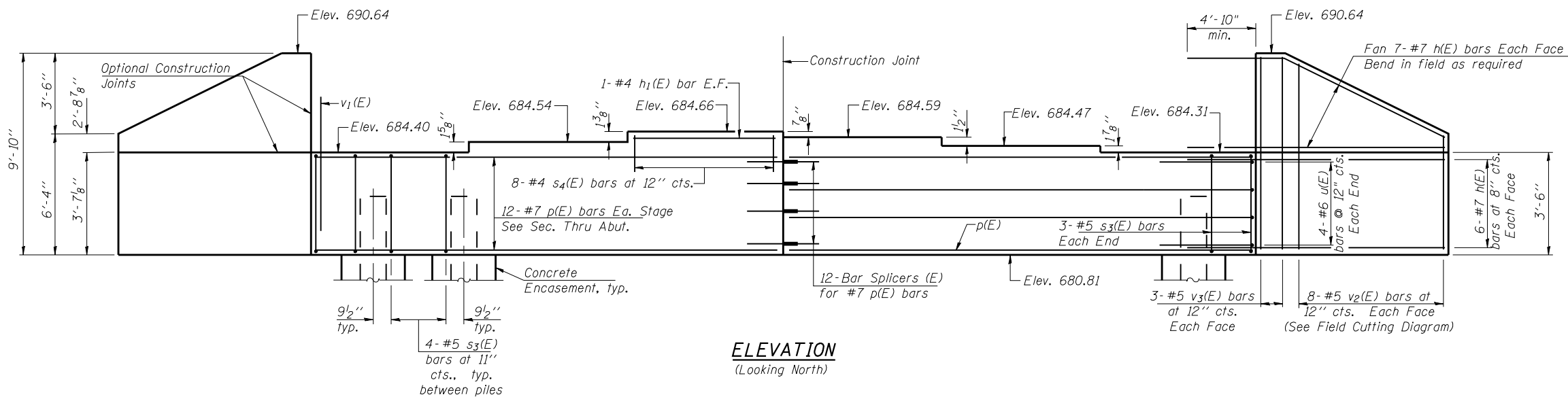
BAR s4(E)

CB Coombe-Bloxdorf P.C.
- CIVIL ENGINEERS -
- STRUCTURAL ENGINEERS -
- LAND SURVEYORS -
Design Firm License No. 184-002703

PROJECT NO.	06027-3
SCALE	
DATE	9/24/09
DESIGN BY	RM
DRAWN BY	TFG
CHECKED BY	MCB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	47
SN 010-0287		CONTRACT NO. 70428		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

Notes:
Pour steps monolithically with cap.



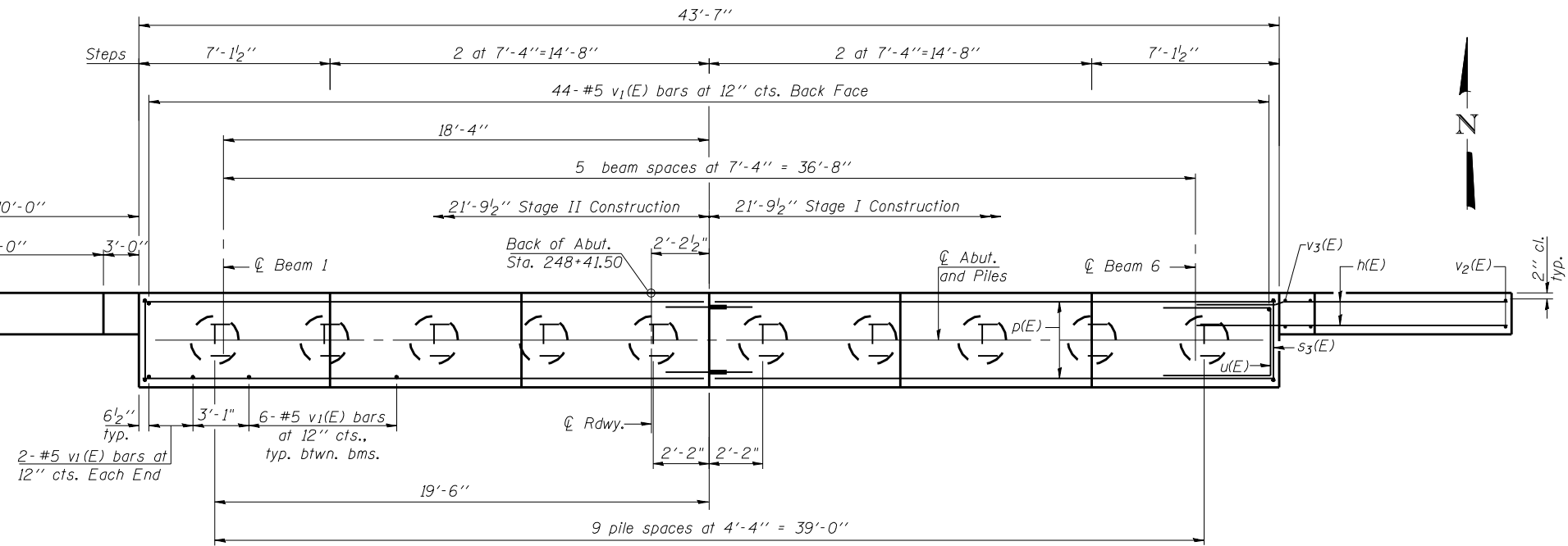
SEC. THRU ABUT.

BILL OF MATERIAL

Bar No.	Size	Length	Shape
h(E)	52 #7	14'-10"	—
h1(E)	2 #4	7'-0"	—
p(E)	24 #7	21'-5"	—
s3(E)	42 #5	12'-7"	□
s4(E)	8 #4	6'-0"	□
u(E)	8 #6	9'-7"	□
v1(E)	78 #5	4'-4"	—
v2(E)	16 #5	15'-6"	—
v3(E)	12 #5	9'-6"	—
Structure Excavation	Cu. Yd.	154	
Concrete Structures	Cu. Yd.	24.2	
Reinforcement Bars, Epoxy Coated	Pound	4070	
Furnishing Steel Piles, HP 14x73	Foot	342	
Driving Piles	Foot	342	
Test Pile, Steel HP 14x73	Each	1	
Concrete Encasement	Cu. Yd.	5.5	
Bar Splicers	Each	12	

For details of Bar Splicers, see sheet 33 of 36.
For details of piles and Concrete Encasement, see sheet 32 of 36.

N. ABUTMENT
STRUCTURE NO. 010-0287

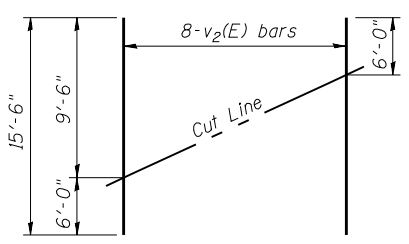


PLAN

PILE DATA

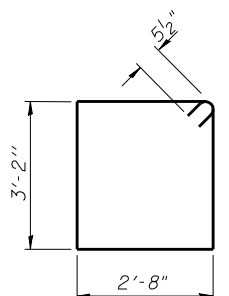
Type: *Steel HP 14 x 73 with steel end plate
Nominal Required Bearing: 578 kip
Factored Resistance Available: 212 kip
Est. Length: 38 ft.
No. Production Piles: 9
No. Test Piles: 1

* A 1/2" x 14" x 14" steel plate shall be welded to the driving end of the pile as directed by the Engineer. Cost included in Furnishing Steel Piles HP 14 x 73.

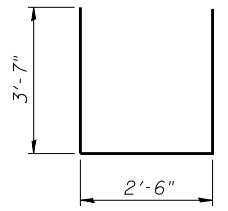


FIELD CUTTING DIAGRAM

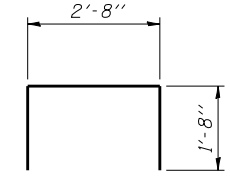
Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.



BAR s3(E)



BAR u(E)



BAR s4(E)

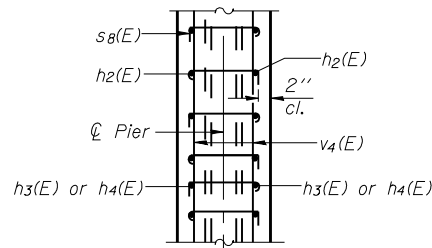
CB Coombe-Bloxdorf P.C.
- CIVIL ENGINEERS -
- STRUCTURAL ENGINEERS -
- LAND SURVEYORS -
Design Firm License No. 184-002703

PROJECT NO. 06027-3
SCALE
DATE 9/24/09
DESIGN BY RM
DRAWN BY TFG
CHECKED BY MCB

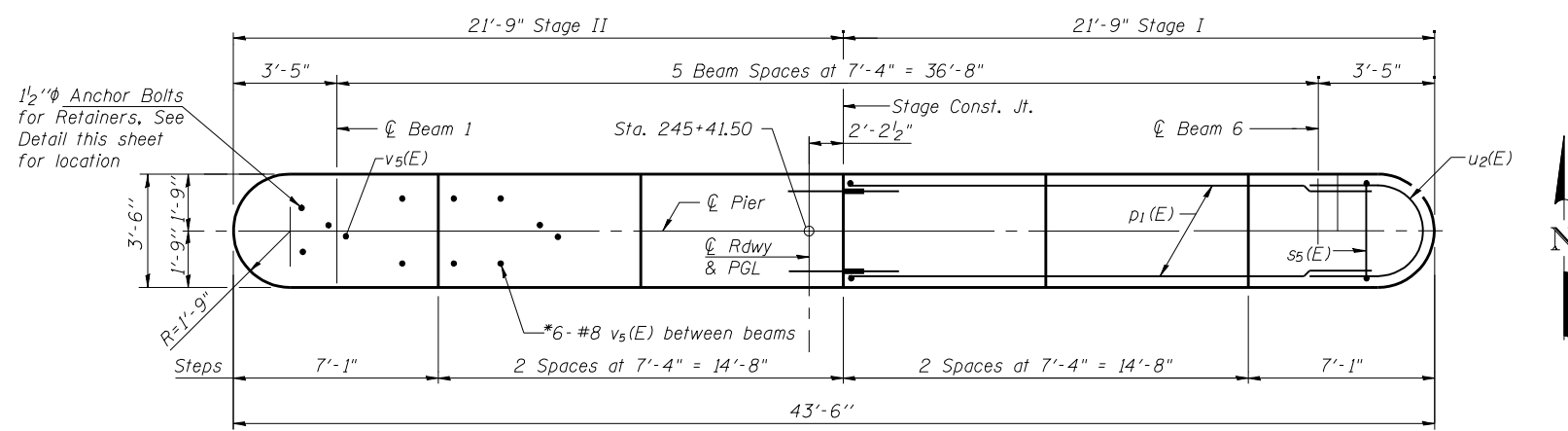
SHEET NO. 28	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	326	(137BR)BR	CHAMPAIGN	75	48
36 SHEETS	SN 010-0287		CONTRACT NO. 70428		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

PLOT DATE = 9/24/2009
 FILE NAME = n:\p\010-0287\10-1-abut-.dgn
 FILE SIZE = 1058134 / IN.
 USER NAME = JML

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles and encasement, see sheet 32 of 36.
 For details of Bar Splicers see sheet 33 of 36.

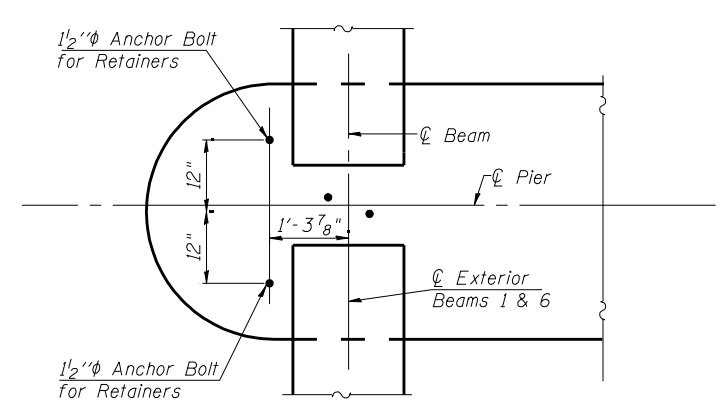


**SECTION THRU WALL
 SHOWING s8(E) BARS**

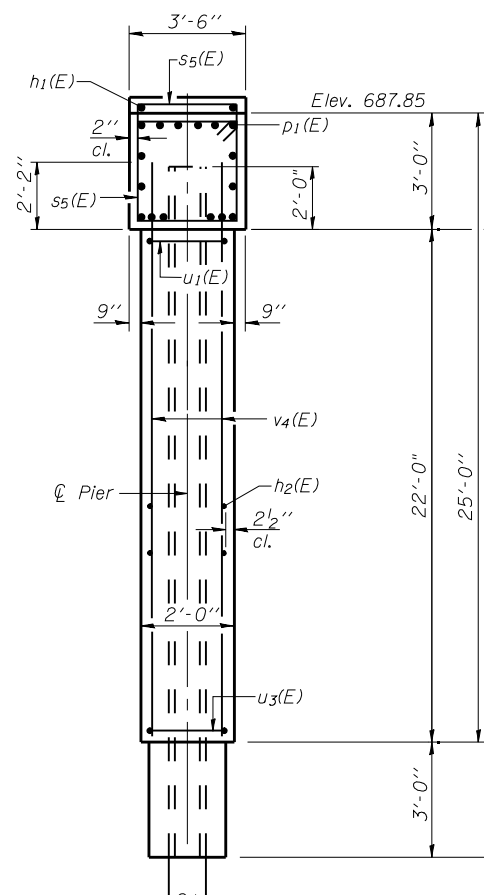


TOP PLAN

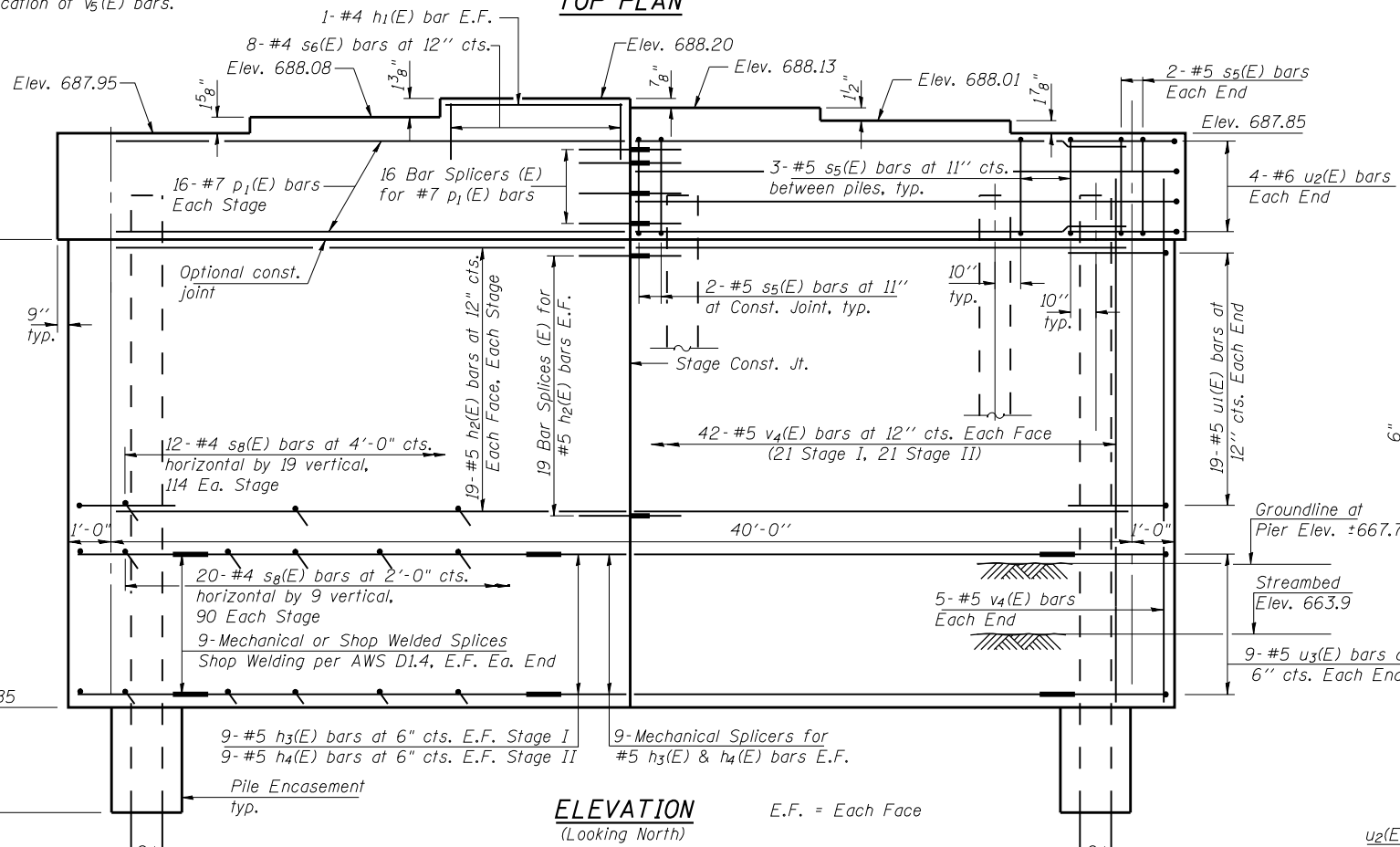
*See sheet 15 of 36 for location of v5(E) bars.



ANCHOR BOLT LOCATION DETAIL

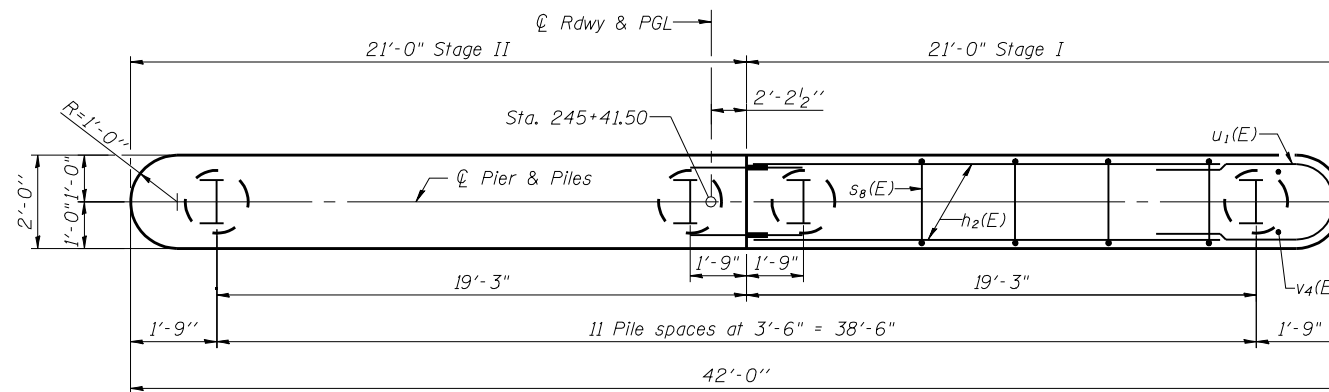


END VIEW

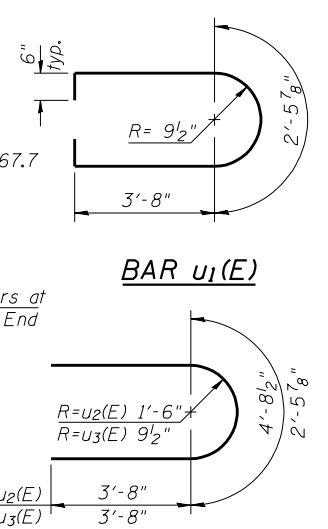
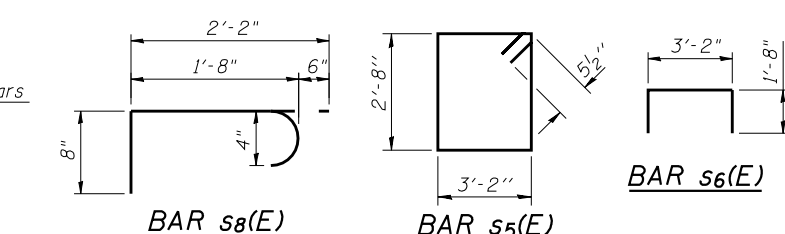


**ELEVATION
 (Looking North)**

E.F. = Each Face



PLAN



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	2	#4	7'-0"	—
h2(E)	76	#5	19'-10"	—
h3(E)	18	#5	17'-10"	—
h4(E)	18	#5	14'-10"	—
p1(E)	32	#7	19'-10"	—
s5(E)	38	#5	12'-7"	□
s6(E)	8	#4	6'-6"	□
s8(E)	408	#4	2'-10"	□
u1(E)	32	#5	10'-10"	U
u2(E)	8	#6	12'-1"	U
u3(E)	18	#5	9'-10"	U
v4(E)	94	#5	24'-3"	—
v5(E)	42	#8	4'-2"	—
Structure Excavation		Cu. Yd.	50	
Concrete Structures		Cu. Yd.	85.4	
Reinforcement Bars, Epoxy Coated		Pound	8400	
Furnishing Steel Piles HP 14 x 73		Foot	847	
Driving Piles		Foot	847	
Test Pile Steel HP 14 x 73		Each	1	
Underwater Structure Excavation Protection, Location 1		Each	1	
Concrete Encasement		Cu. Yd.	6.5	
Bar Splicers		Each	54	
Mechanical Splice		Each	54	

**PIER 1
 STRUCTURE NO. 010-0287**

PILE DATA

Type: Steel HP 14x73
 Nominal Required Bearing: 578 kip
 Factored Resistance Available: 285 kip
 Est. Length: 77 ft.
 No. Production Piles: 11
 No. Test Piles: 1

NOTE

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

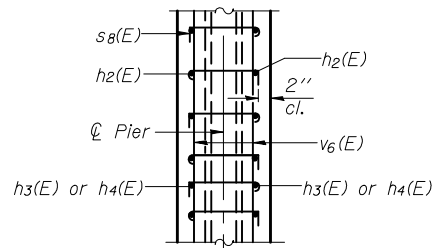
CB Coombe-Bloxdorf P.C.
 CIVIL ENGINEERS-
 STRUCTURAL ENGINEERS-
 LAND SURVEYORS-
 Design Firm License No. 184-002703

PROJECT NO. 06027-3	SHEET NO. 29
SCALE	36 SHEETS
DATE 9/24/09	
DESIGN BY RM/MCB	
DRAWN BY TFG	
CHECKED BY MCB	

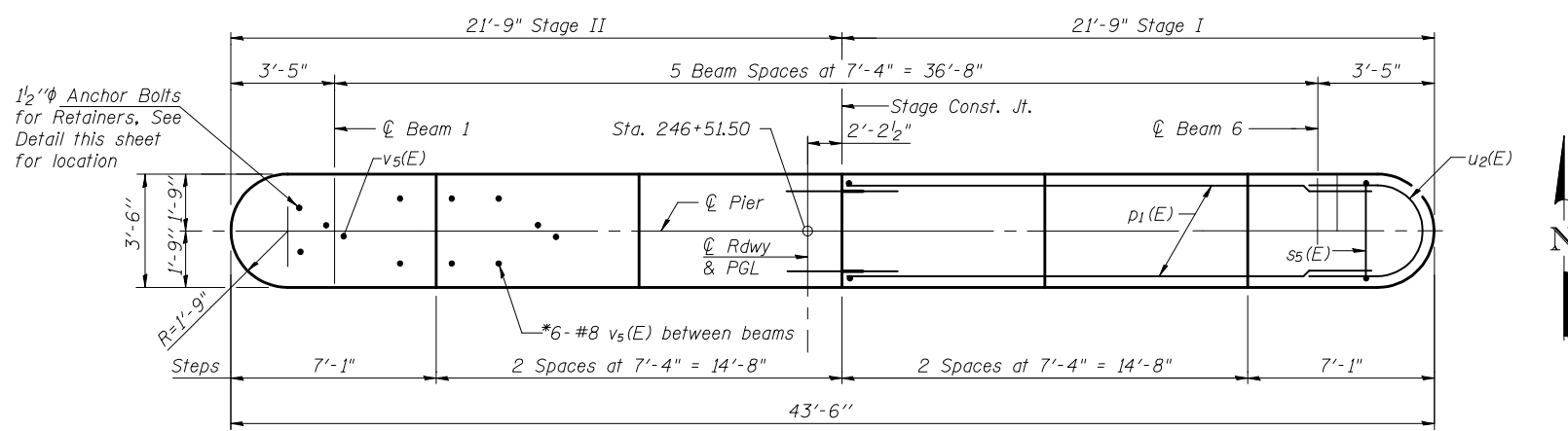
F.A.P. RTE. 326	SECTION (137BR)BR	COUNTY CHAMPAIGN	TOTAL SHEETS 75	SHEET NO. 49
SN 010-0287		CONTRACT NO. 70428		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

PLOT DATE = 9/24/2009
 FILE NAME = c:\p06\rsdp\log\p1-29-Pier1.dgn
 FILE SIZE = 10208134
 USER NAME = JML

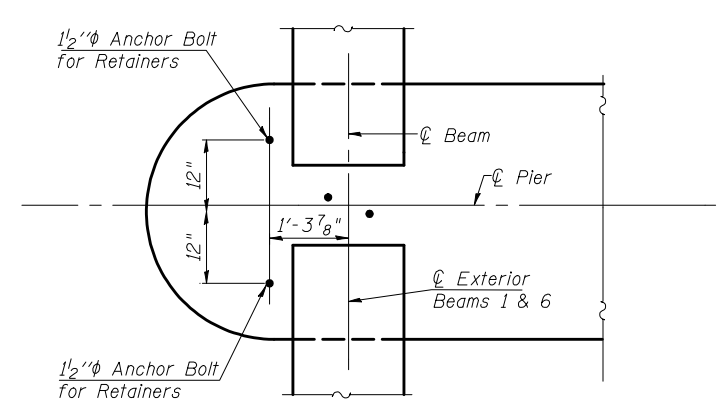
Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles and encasement, see sheet 32 of 36.
 For details of Bar Splicers see sheet 33 of 36.



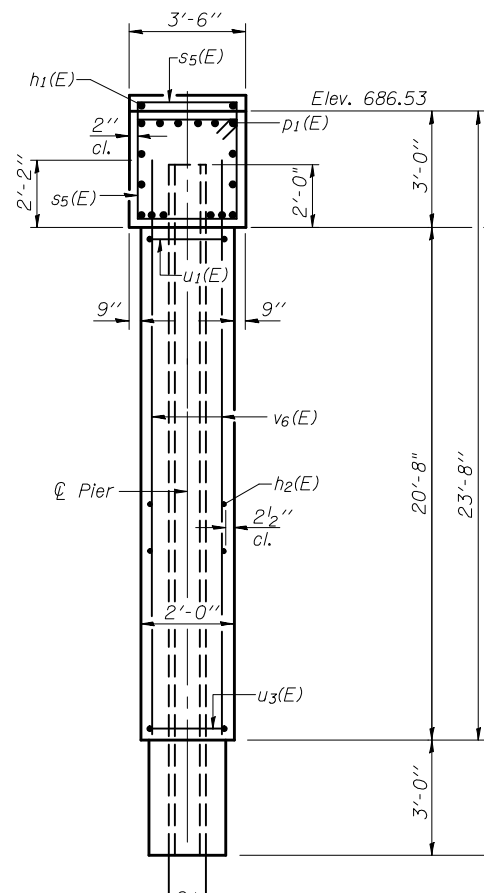
**SECTION THRU WALL
 SHOWING s8(E) BARS**



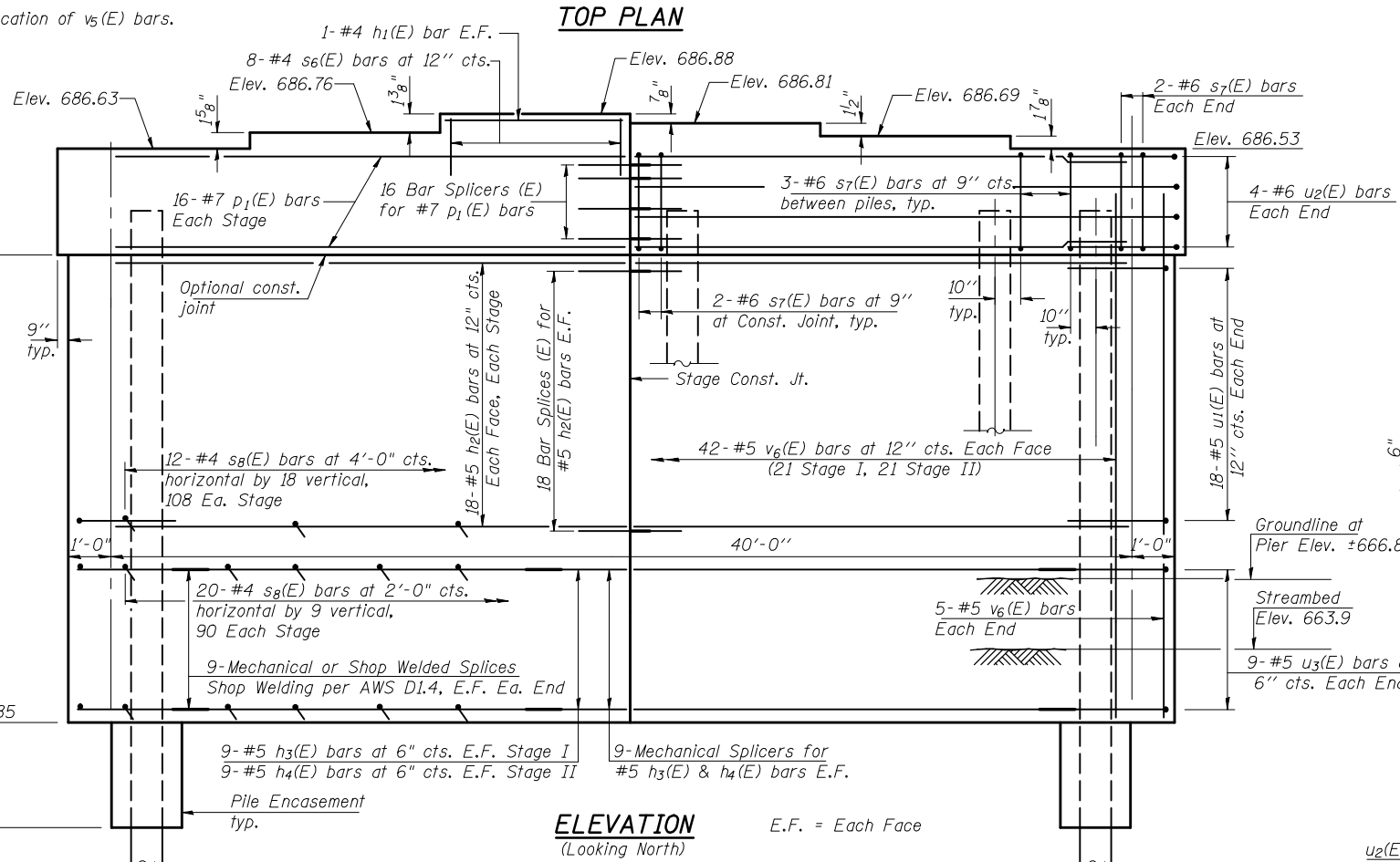
TOP PLAN



ANCHOR BOLT LOCATION DETAIL

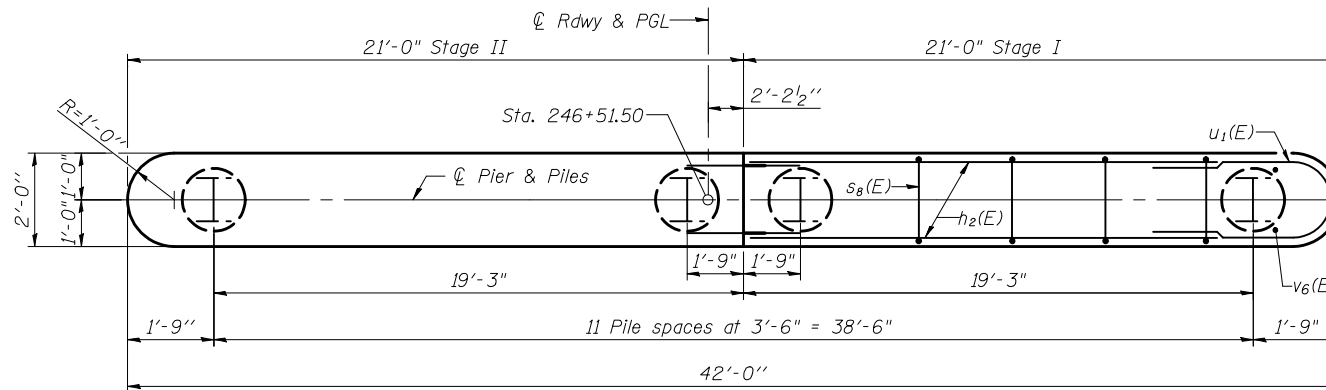


END VIEW

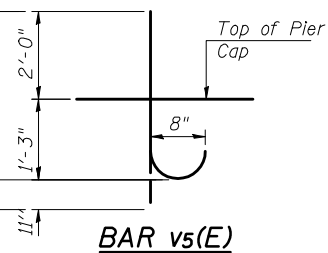
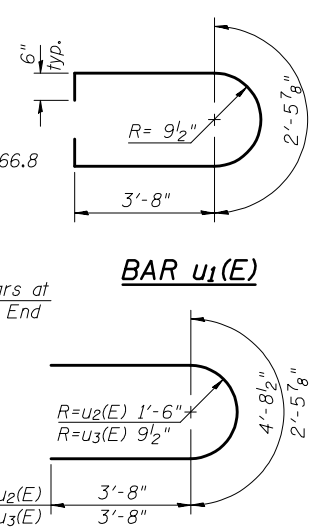
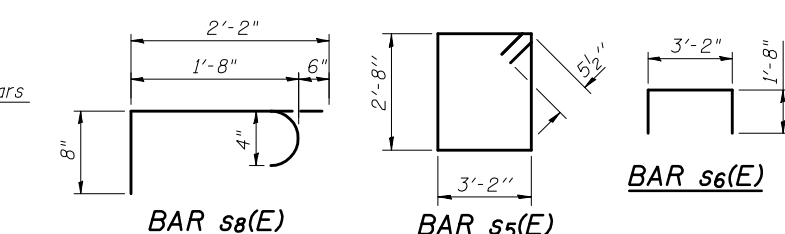


**ELEVATION
 (Looking North)**

E.F. = Each Face



PLAN



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	2	#4	7'-0"	—
h2(E)	72	#5	19'-10"	—
h3(E)	18	#5	17'-10"	—
h4(E)	18	#5	14'-10"	—
p1(E)	32	#7	19'-10"	—
s5(E)	38	#5	12'-7"	□
s6(E)	8	#4	6'-6"	□
s8(E)	396	#4	2'-10"	□
u1(E)	36	#5	10'-10"	U
u2(E)	8	#6	12'-1"	U
u3(E)	18	#5	9'-10"	U
v5(E)	42	#8	4'-2"	U
v6(E)	94	#5	22'-0"	—
Structure Excavation		Cu. Yd.	41	
Concrete Structures		Cu. Yd.	81.3	
Reinforcement Bars, Epoxy Coated		Pound	8050	
Furnishing Steel Piles HP 14 x 73		Foot	847	
Driving Piles		Foot	847	
Test Pile Steel HP 14 x 73		Each	1	
Underwater Structure Excavation Protection, Location 2		Each	1	
Concrete Encasement		Cu. Yd.	6.5	
Bar Splicers		Each	52	
Mechanical Splice		Each	54	

PILE DATA

Type: Steel HP 14x73
 Nominal Required Bearing: 578 kip
 Factored Resistance Available: 285 kip
 Est. Length: 77 ft.
 No. Production Piles: 11
 No. Test Piles: 1

NOTE

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

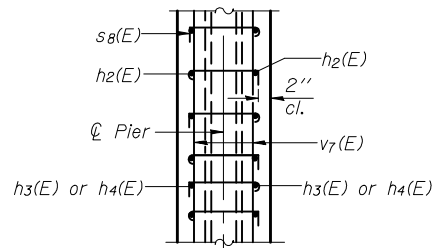
Coombe-Bloxdorf P.C.
 CIVIL ENGINEERS
 STRUCTURAL ENGINEERS
 LAND SURVEYORS
 Design Firm License No. 184-002708

PROJECT NO. 06027-3	SHEET NO. 30
SCALE	36 SHEETS
DATE 9/24/09	
DESIGN BY RM/MCB	
DRAWN BY TFG	
CHECKED BY MCB	

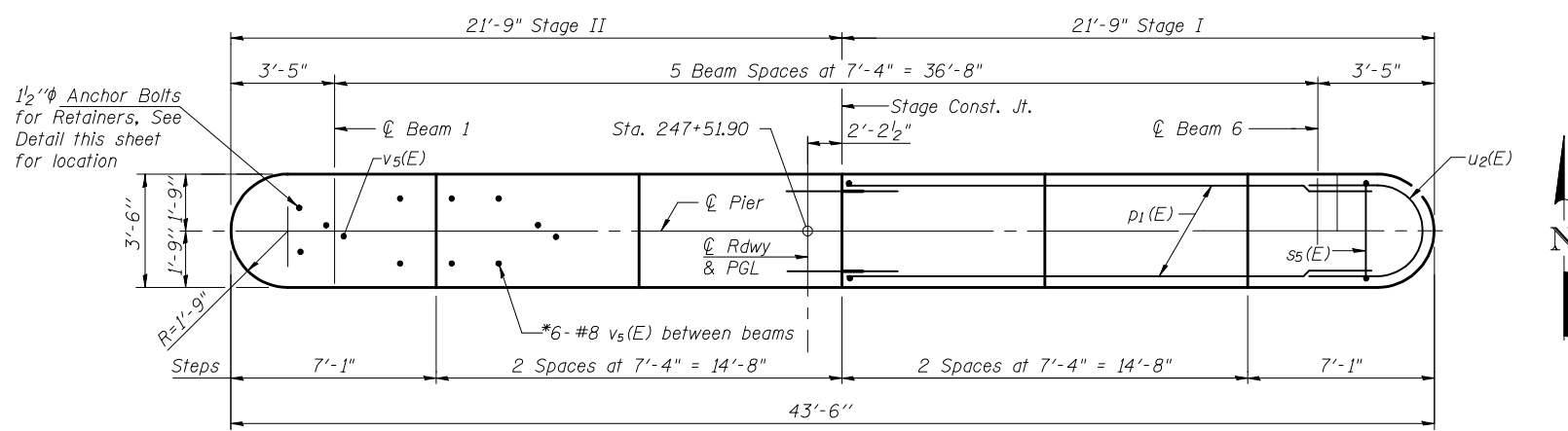
F.A.P. RTE. 326	SECTION (137BR)BR	COUNTY CHAMPAIGN	TOTAL SHEETS 75	SHEET NO. 50
SN 010-0287		CONTRACT NO. 70428		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

PLOT DATE = 10/23/2009
 FILE NAME = c:\pwworking\cblox\proj\184-002708\sheet-30-Pier2 rev.dgn
 FILE SIZE = 1024
 USER NAME = STUFFSJK

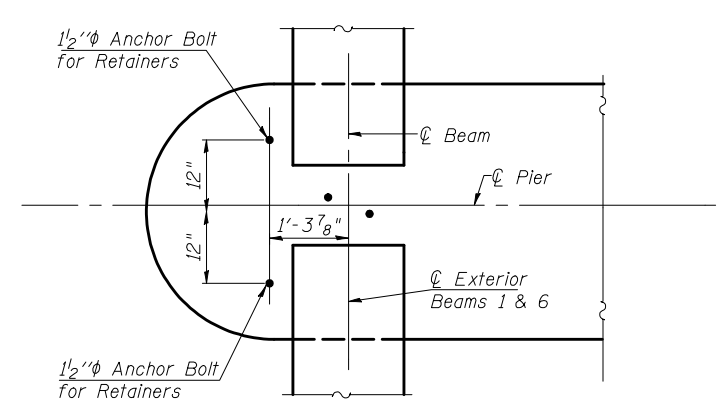
Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles and encasement, see sheet 32 of 36.
 For details of Bar Splicers see sheet 33 of 36.



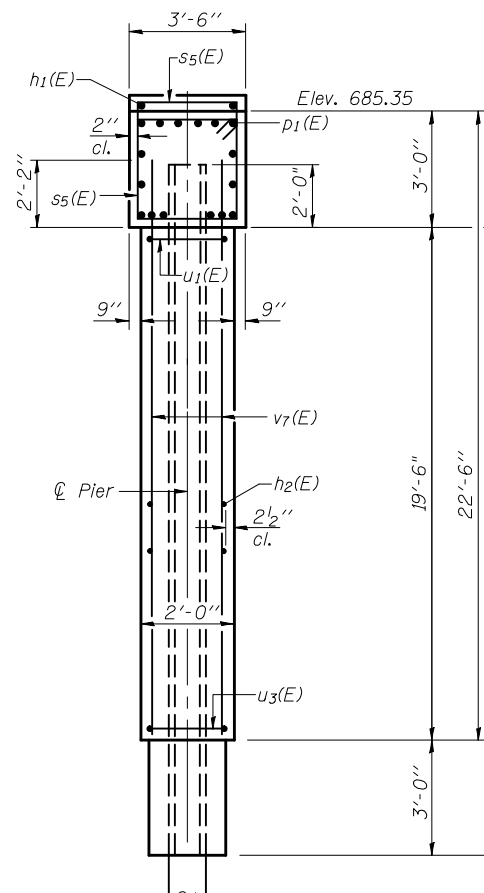
**SECTION THRU WALL
 SHOWING s8(E) BARS**



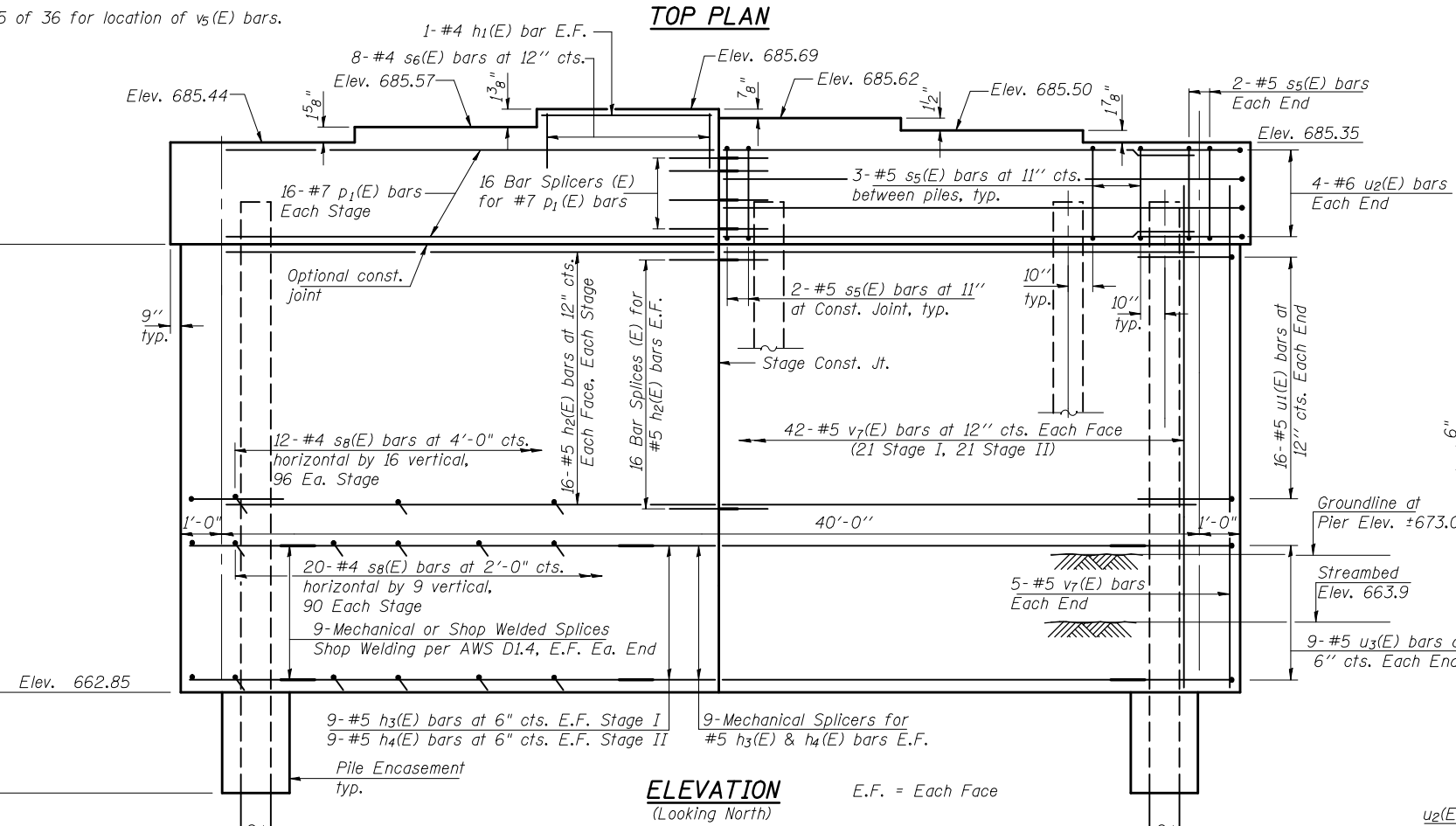
TOP PLAN



ANCHOR BOLT LOCATION DETAIL

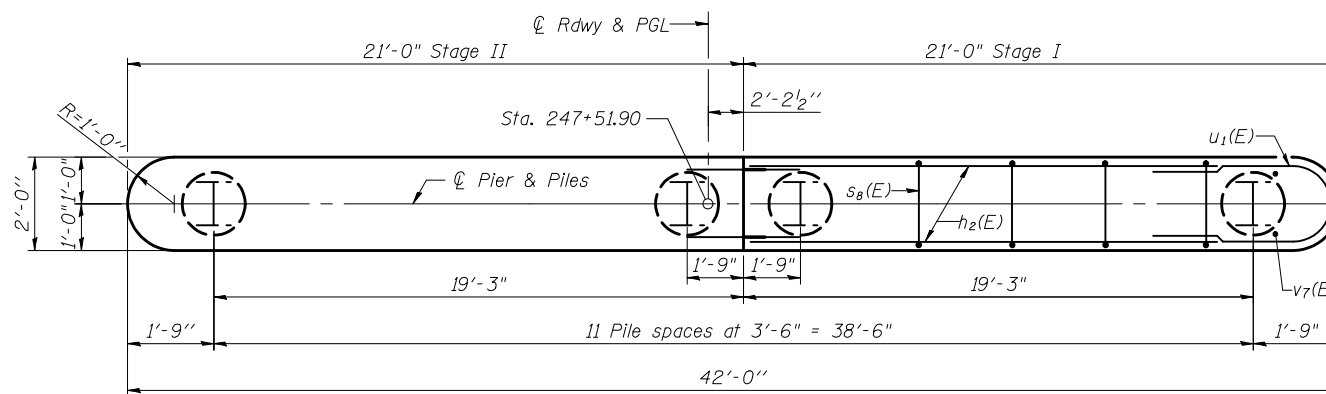


END VIEW

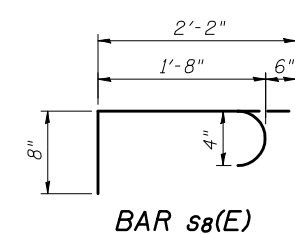


**ELEVATION
 (Looking North)**

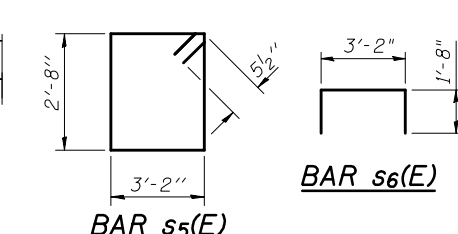
E.F. = Each Face



PLAN

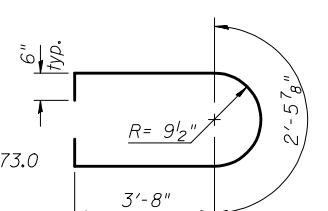


BAR s8(E)

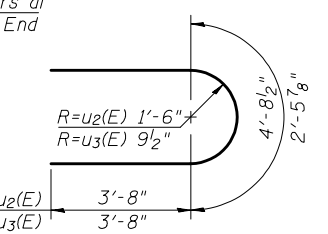


BAR s5(E)

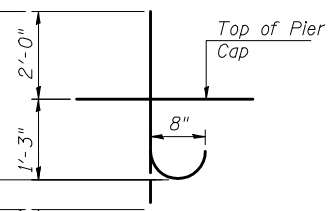
BAR s6(E)



BAR u1(E)



BARS u2(E) & u3(E)



BAR v5(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	2	#4	7'-0"	—
h2(E)	64	#5	19'-10"	—
h3(E)	18	#5	17'-10"	—
h4(E)	18	#5	14'-10"	—
p1(E)	32	#7	19'-10"	—
s5(E)	38	#5	12'-7"	□
s6(E)	8	#4	6'-6"	□
s8(E)	372	#4	2'-10"	□
u1(E)	32	#5	10'-10"	U
u2(E)	8	#6	12'-1"	U
u3(E)	18	#5	9'-10"	U
v5(E)	42	#8	4'-2"	U
v7(E)	94	#5	21'-7"	—
Structure Excavation		Cu. Yd.	103	
Concrete Structures		Cu. Yd.	77.7	
Reinforcement Bars, Epoxy Coated		Pound	7760	
Furnishing Steel Piles HP 14 x 73		Foot	1067	
Driving Piles		Foot	1067	
Test Pile Steel HP 14 x 73		Each	1	
Underwater Structure Excavation Protection, Location 3		Each	1	
Concrete Encasement		Cu. Yd.	6.5	
Bar Splicers		Each	48	
Mechanical Splice		Each	54	

PILE DATA

Type: Steel HP 14x73
 Nominal Required Bearing: 578 kip
 Factored Resistance Available: 285 kip
 Est. Length: 97 ft.
 No. Production Piles: 11
 No. Test Piles: 1

NOTE

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

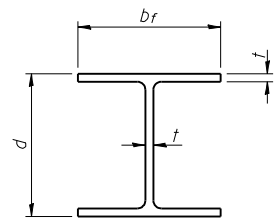
**PIER 3
 STRUCTURE NO. 010-0287**

Coombe-Bloxdorf P.C.
 CIVIL ENGINEERS
 STRUCTURAL ENGINEERS
 LAND SURVEYORS
 Design Firm License No. 184-002708

PROJECT NO. 06027-3	SHEET NO. 31
DATE 9/24/09	36 SHEETS
DESIGN BY RM/MCB	
DRAWN BY TFG	
CHECKED BY MCB	

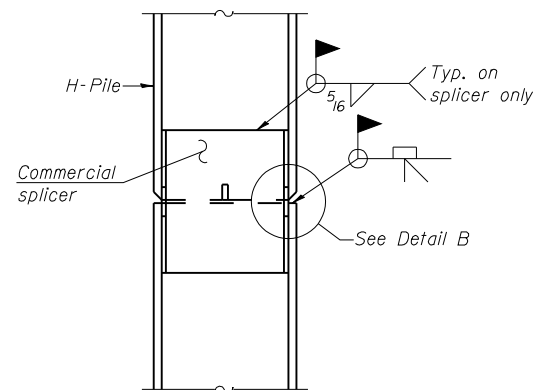
F.A.P. RTE. 326	SECTION (137BR)BR	COUNTY CHAMPAIGN	TOTAL SHEETS 75	SHEET NO. 51
SN 010-0287		CONTRACT NO. 70428		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

PLOT DATE = 10/23/2009
 FILE NAME = c:\pwworking\cib\1015\1015.dwg
 FILE SIZE = 1024
 USER NAME = STUFFSJK

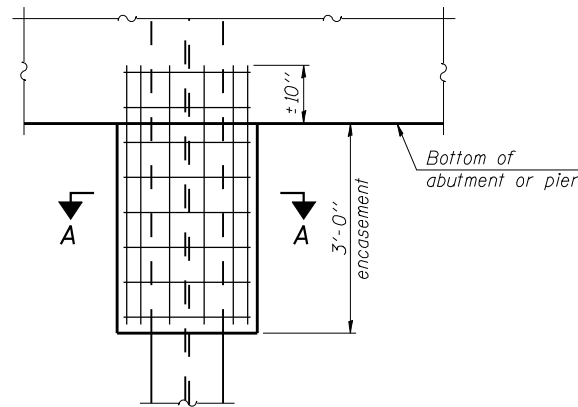


STEEL PILE TABLE

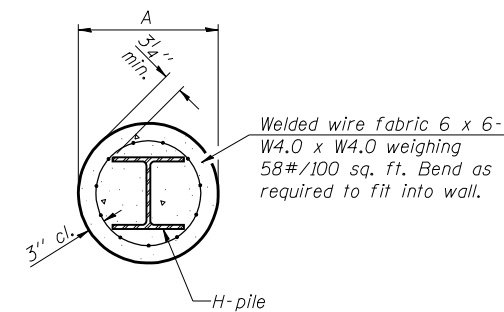
Designation	Depth d	Flange width b _f	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 3/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53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



ELEVATION



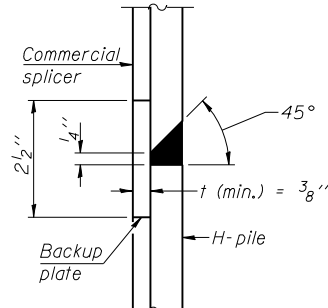
ELEVATION



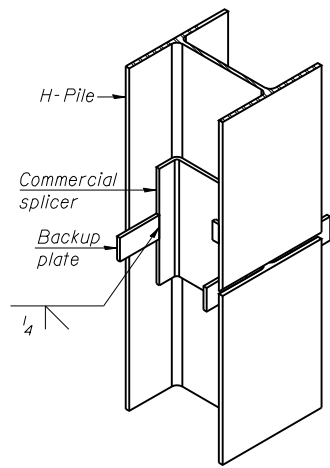
SECTION A-A

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

PILE ENCASEMENT

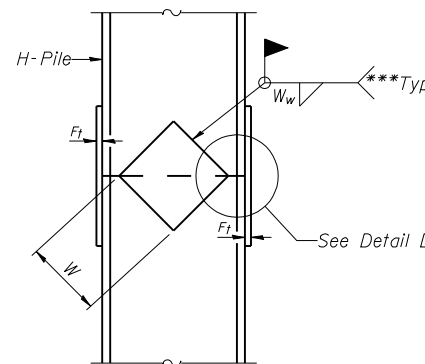


DETAIL "B"

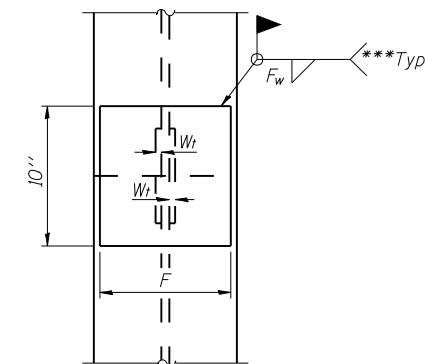


ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



ELEVATION

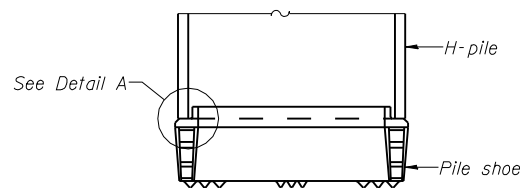


END VIEW

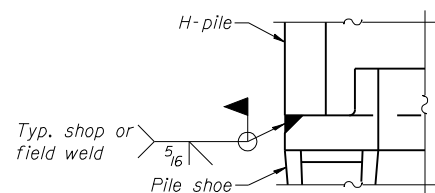
Designation	F	F _t	F _w	W	W _t	W _w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"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

WELDED PLATE FIELD SPLICE

**STEEL PILE DETAILS
STRUCTURE NO. 010-0287**

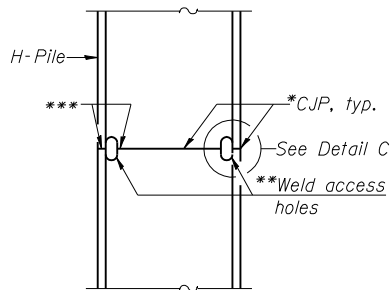


ELEVATION



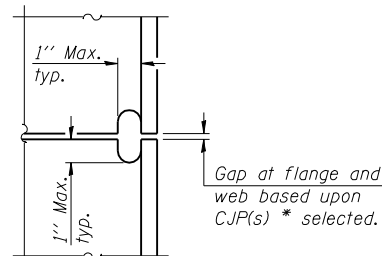
DETAIL A

H-PILE SHOE ATTACHMENT



ELEVATION

COMPLETE PENETRATION WELD SPLICE



DETAIL C

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

- * Use joint conforming to Figure 3.4 in AWS D1.1, Structure Welding Code - Steel.
- ** Preparation per Fig. 5.2 in AWS D1.1, Structure Welding Code - Steel.
- *** Interrupt welds 1/4" from end of each pile.

CB Coombe-Bloxdorf P.C.
- CIVIL ENGINEERS -
- STRUCTURAL ENGINEERS -
- LAND SURVEYORS -
Design Firm License No. 184-002703

PROJECT NO.	06027-3
SCALE	
DATE	8/03/09
DESIGN BY	
DRAWN BY	TFG
CHECKED BY	MCB

SHEET NO. 32
36 SHEETS

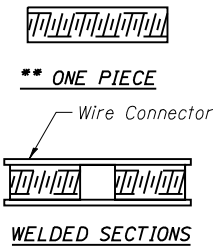
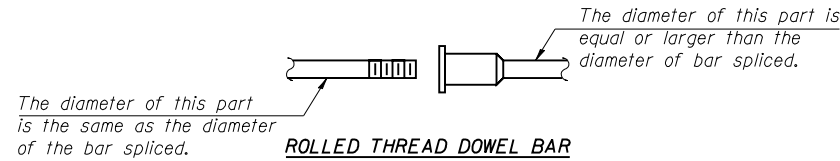
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	52
SN 010-0287		CONTRACT NO. 70428		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

NOTES

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

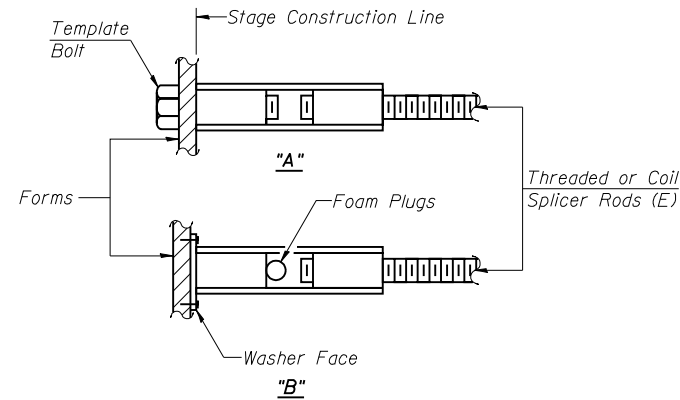
- ① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$
 - ② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_t$
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_t = Tensile stress area of lapped reinforcement bars.
 * = 28 day concrete

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



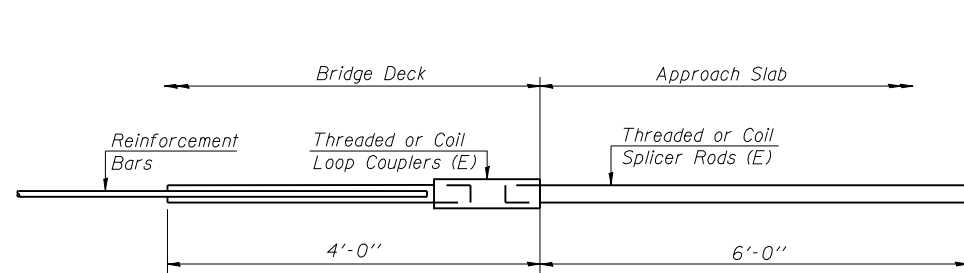
BAR SPLICER ASSEMBLY ALTERNATIVES

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



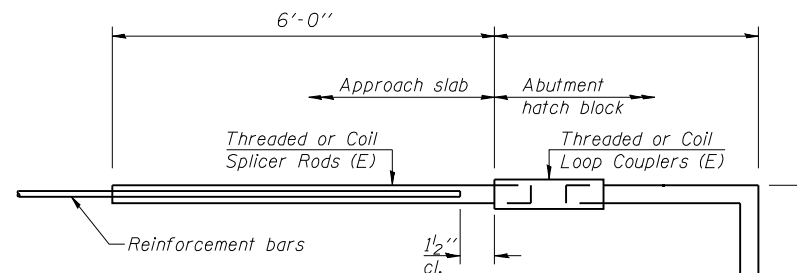
INSTALLATION AND SETTING METHODS

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



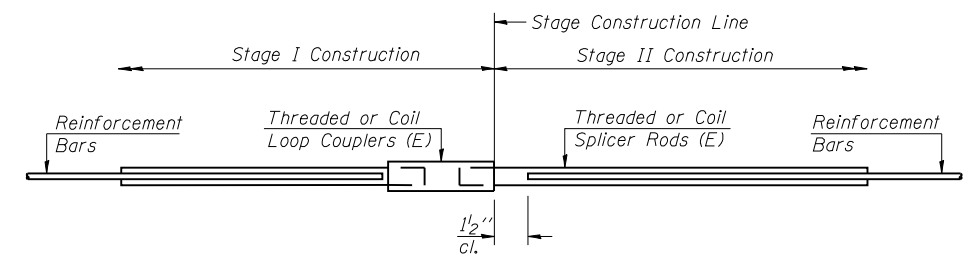
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 84



FOR STUB ABUTMENTS

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



STANDARD

Bar Size	No. Assemblies Required	Location
#5	1159	deck
#6	26	diaphragm
#4	18	diaphragm
#7	24	abutments
#7	48	pier cap
#5	106	pier stem
#4	50	approach slab
#5	92	approach slab
#5	80	approach slab footing

BAR SPLICER (COUPLER) DETAILS
STRUCTURE NO. 010-0287

PLOT DATE = 9/24/2009
 FILE NAME = s:\9101-33\bar-splicers- Coupler- Details.dgn
 FILE SIZE = 1058194 / IN.
 USER NAME = JML

BSD-1

10-1-08

CB Coombe-Bloxdorf P.C.
 - CIVIL ENGINEERS -
 - STRUCTURAL ENGINEERS -
 - LAND SURVEYORS -
 Design Firm License No. 184-002703

PROJECT NO.	06027-3
SCALE	
DATE	9/24/09
DESIGN BY	
DRAWN BY	TFG
CHECKED BY	MCB

SHEET NO. 33
 36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	53
SN 010-0287		CONTRACT NO. 70428		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

Date 6/25/08

ROUTE FAP 326 (IL 47) DESCRIPTION IL 47 over the Sangamon River in Mahomet LOGGED BY CNA
 SECTION 10(137BR)BR LOCATION NE, SEC. 21, TWP. 20N, RNG. 7E, 3rd PM
 COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	STATION	BORING NO.	STATION	OFFSET	GROUND SURFACE ELEV.	DEPTHS				SURFACE WATER ELEV.	STREAM BED ELEV.	GROUNDWATER ELEV.	FIRST ENCOUNTER	UPON COMPLETION	AFTER 0 HRS.	WASH BORED	PLUGGED	DEPTH (ft)	BLOW (blows)	UCS (tsf)	MOIST (%)																				
						(ft)	(ft)	(ft)	(ft)																																
010-0055 (Exist.)	246+51.26	1 NW Abut	248+57	9.0 ft LL	690.6					669.0	663.7																														
Pavement & Aggregate Base																						690.6																			
Aggregate Base & Black/Brown Silty Clay (Fill)																						688.6																			
Drilled Through Old Concrete Pavement																						686.1																			
Brown Mottled Silty Loam (Embankment)																						684.6																			
Dark Gray Silty Clay																						682.6																			
Gray Clay Loam Till																						658.6																			
Gray to Dark Gray Sandy Loam to Dirty Sand (Alluvium)																						675.6																			
Gray Poorly Sorted Coarse Sand & Gravel (No Sample Obtained)																						656.6																			
Dark Brown Sandy Loam to Dirty Sand with Shells (Alluvium)																						667.6																			
Gray Medium Dirty Sand (Alluvium)																						669.0																			
Gray Poorly Sorted Coarse Sand & Gravel (continued)																						640.6																			
End of Boring																						670.6																			

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.
 The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

Date 6/25/08

ROUTE FAP 326 (IL 47) DESCRIPTION IL 47 over the Sangamon River in Mahomet LOGGED BY CNA
 SECTION 10(137BR)BR LOCATION NE, SEC. 21, TWP. 20N, RNG. 7E, 3rd PM
 COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	STATION	BORING NO.	STATION	OFFSET	GROUND SURFACE ELEV.	DEPTHS				SURFACE WATER ELEV.	STREAM BED ELEV.	GROUNDWATER ELEV.	FIRST ENCOUNTER	UPON COMPLETION	AFTER 0 HRS.	WASH BORED	PLUGGED	DEPTH (ft)	BLOW (blows)	UCS (tsf)	MOIST (%)																					
						(ft)	(ft)	(ft)	(ft)																																	
010-0055 (Exist.)	246+51.26	1 NW Abut	248+57	9.0 ft LL	690.6					669.0	663.7																															
Gray Poorly Sorted Coarse Sand & Gravel (continued)																						640.6																				
(3' Sand Blow In)																																										
End of Boring																						640.6																				

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.
 The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

Date 8/26/08

ROUTE FAP 326 (IL 47) DESCRIPTION IL 47 over the Sangamon River in Mahomet LOGGED BY CNA
 SECTION 10(137BR)BR LOCATION NE, SEC. 21, TWP. 20N, RNG. 7E, 3rd PM
 COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	STATION	BORING NO.	STATION	OFFSET	GROUND SURFACE ELEV.	DEPTHS				SURFACE WATER ELEV.	STREAM BED ELEV.	GROUNDWATER ELEV.	FIRST ENCOUNTER	UPON COMPLETION	AFTER 0 HRS.	WASH BORED	PLUGGED	DEPTH (ft)	BLOW (blows)	UCS (tsf)	MOIST (%)																					
						(ft)	(ft)	(ft)	(ft)																																	
010-0055 (Exist.)	246+51.26	2 SW Abut	244+44	13.0 ft LL	697.1					669.0	663.7																															
Pavement & Aggregate Base																						697.1																				
Brown/Red Oxidized Sandy Loam (continued)																						675.1																				
Brown Sandy Clay Loam (Fill)																						695.1																				
Gray Sandy Clay Loam Till																						675.1																				
Old Concrete Pavement - Could not Penetrate - Moved From 9' LL to 13' LL and Continued Soil Boring.																						692.1																				
Brown Sandy Loam (Embankment)																						681.1																				
Gray Silty Clay Till																						671.1																				
Blue Gray Clay Loam Till																						663.6																				
Brown/Gray Mottled Silt (Alluvium)																						683.1																				
Brown/Red Oxidized Sandy Loam																						680.1																				
End of Boring																						670.6																				

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.
 The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

**BORING LOGS
 STRUCTURE NO. 010-0287**

<p>Coombe-Bloxdorf P.C. -CIVIL ENGINEERS- -STRUCTURAL ENGINEERS- -LAND SURVEYORS- Design Firm License No. 184-002703</p>	PROJECT NO. 06027-3	SHEET NO. 34	F.A.P. RTE. 326	SECTION (137BR)BR	COUNTY CHAMPAIGN	TOTAL SHEETS 75	SHEET NO. 54		
	DATE 06/23/09		36 SHEETS	SN 010-0287				CONTRACT NO. 70428	
	DESIGN BY CFC			FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					
	RECORD BY MCB								

PLOT DATE 8/24/2009
 FILE NAME I:\BENT-JA-NE-107\10-0287.dgn
 PLOT SCALE = 0.50000000 1" = 10'
 USER NAME = JBL



SOIL BORING LOG

Date 6/26/08

ROUTE FAP 326 (IL 47) DESCRIPTION IL 47 over the Sangamon River in Mahomet LOGGED BY CNA
SECTION 10(137BR)BR LOCATION NE, SEC. 21, TWP. 20N, RNG. 7E, 3rd PM
COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

Table with columns for Depth (ft), Blows (6"), Unconf. Comp. Strength (tsf), Moisture Content (%), and Soil Description. Includes data for Blue Gray Clay Loam Till, Gray Clay Loam Till, and Gray Poorly Sorted Coarse Sand with Gravel.

End of Boring
An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T208)

BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

Date 7/1/08

ROUTE FAP 326 (IL 47) DESCRIPTION IL 47 over the Sangamon River in Mahomet LOGGED BY CNA
SECTION 10(137BR)BR LOCATION NE, SEC. 21, TWP. 20N, RNG. 7E, 3rd PM
COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

Table with columns for Depth (ft), Blows (6"), Unconf. Comp. Strength (tsf), Moisture Content (%), and Soil Description. Includes data for Brown/Black Silty Loam, Gray Clay Loam Till, and Gray Poorly Sorted Coarse Sand & Gravel.

End of Boring
An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T208)

BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

Date 7/1/08

ROUTE FAP 326 (IL 47) DESCRIPTION IL 47 over the Sangamon River in Mahomet LOGGED BY CNA
SECTION 10(137BR)BR LOCATION NE, SEC. 21, TWP. 20N, RNG. 7E, 3rd PM
COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

Table with columns for Depth (ft), Blows (6"), Unconf. Comp. Strength (tsf), Moisture Content (%), and Soil Description. Includes data for Gray Poorly Sorted Coarse Sand & Gravel, Gray Sandy Loam Till, and Gray Poorly Sorted Coarse Sand with Small Gravel.

End of Boring
An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T208)

BBS, from 137 (Rev. 8-99)

Plot Date: 9/24/2009
File Name: 1011134-35-boring-log.dgn
User Name: JML

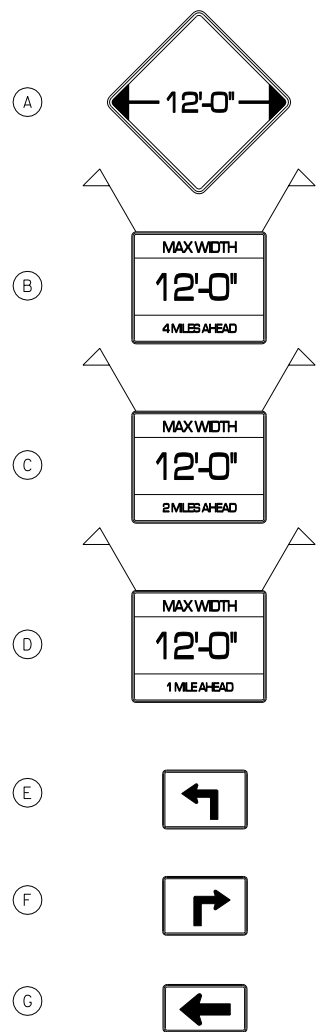
Coombe-Bloxdorf P.C. - CIVIL ENGINEERS- STRUCTURAL ENGINEERS- LAND SURVEYORS- Design Firm License No. 184-002703

Table with project details: PROJECT NO. 06027-3, SCALE 06/29/09, SHEET NO. 35, 36 SHEETS.

Table with structure and contract details: F.A.P. RTE. 326, SECTION (137BR)BR, COUNTY CHAMPAIGN, TOTAL SHEETS 75, SHEET NO. 55, CONTRACT NO. 70428, FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT.

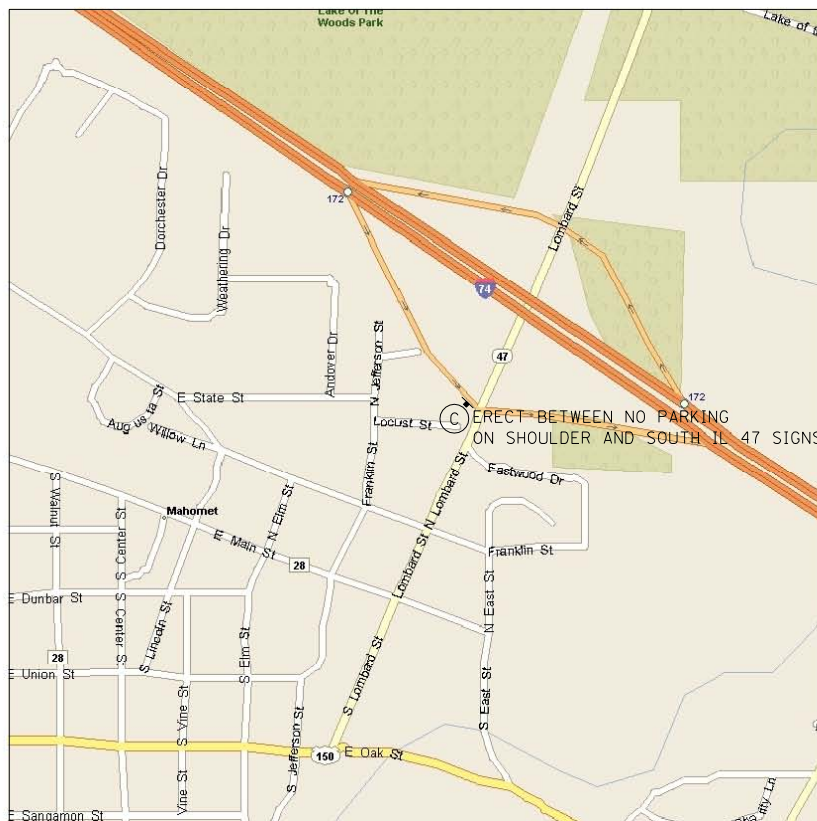
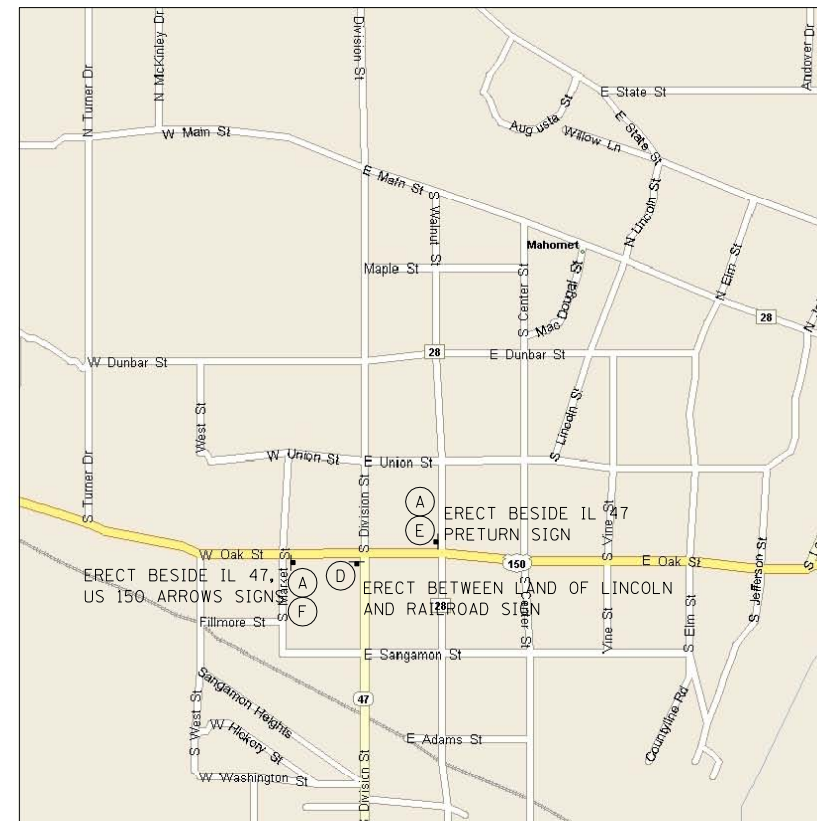
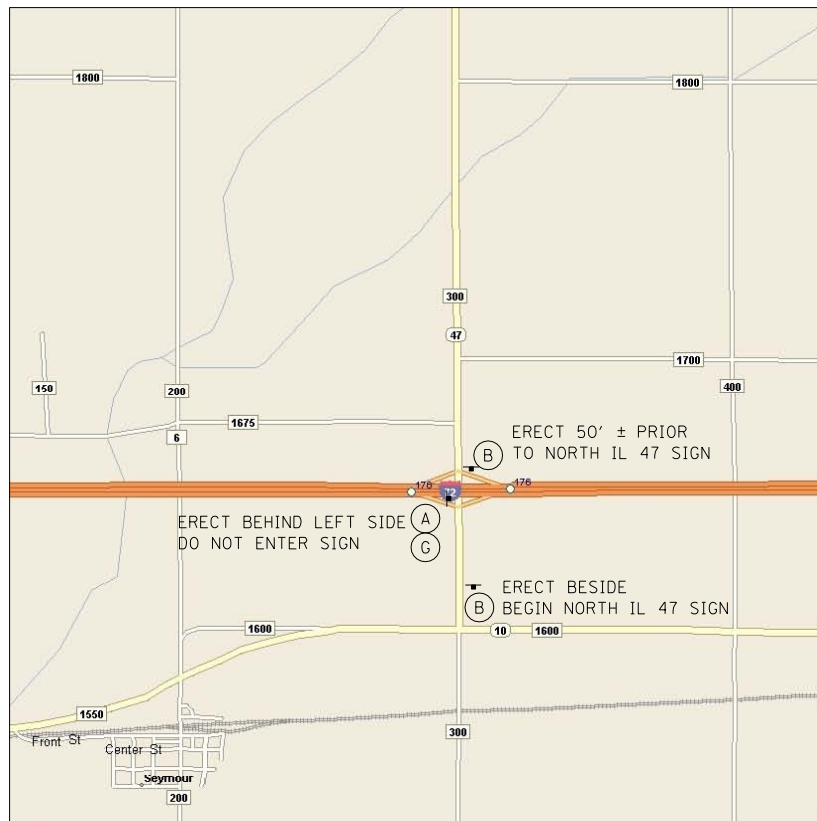
BORING LOGS
STRUCTURE NO. 010-0287

SIGN LEGEND:



NOTE:

SIGN PLACEMENT AND SPACING WILL BE AS SHOWN OR AS DIRECTED BY THE ENGINEER.



FILE NAME = s:\p1\6300--6395\6346\021\micro\0570428-ah-t-width restriction detail.dgn

STRAND ASSOCIATES, INC.
ENGINEERS
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = saron
DESIGNED -
DRAWN -
PLOT SCALE = 40.0000" / IN.
PLOT DATE = 10/21/2009

DESIGNED -
DRAWN -
CHECKED -
DATE -

REVISED -
REVISED -
REVISED -
REVISED -

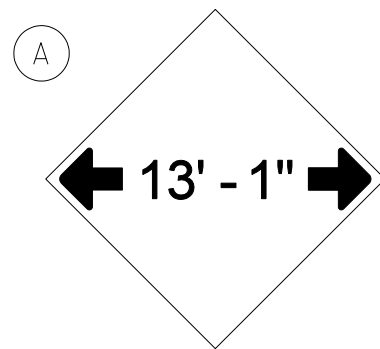
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

WIDTH RESTRICTION AND MAXIMUM WIDTH SIGN DETAIL

SCALE: AS SHOWN SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	57
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 70428	

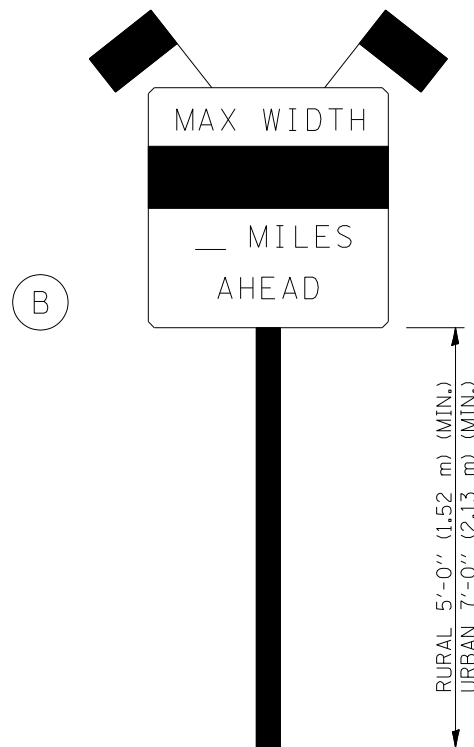
DESIGNER NOTE: PROVIDE MAP WITH SIGN LOCATIONS (A, B, ETC.) AND COORDINATE WITH TRAFFIC OPERATIONS ENGINEER.
 INCLUDE DISTRICT SPECIAL PROVISION - "WIDTH RESTRICTION SIGNING"



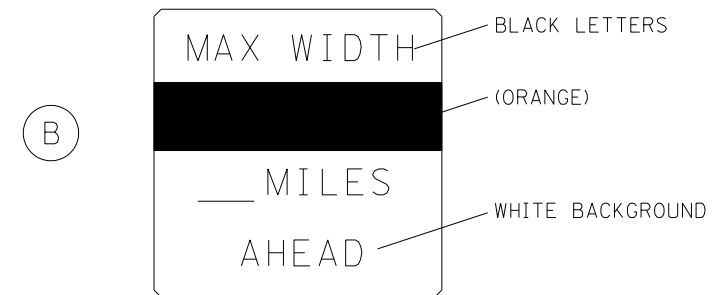
W12-2(0)-48"x48"(1200x1200)

SIGN (A) 2 SIGNS - W12-2(0)-48"x48"(1200x1200) ARE TO BE PLACED AT EACH END OF THE REPAIR IN EACH DIRECTION ALONG ROUTE ____.

SIGN (B) 2 SIGNS - (SIGN PANEL, TYPE II) AS SHOWN ARE TO BE PLACED APPROXIMATELY ____ MILES EACH SIDE OF THE PROJECT ON ROUTE ____.



SIGN PANEL, TYPE II



W12-I103(0)-48"x48"(1200x1200)
 "D" LETTERS/NUMBERS

GENERAL NOTES

1. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
2. ALL (B) SIGNS SHALL HAVE FLAGS INSTALLED UNLESS OTHERWISE DIRECTED.
3. LOCATIONS OF TRAFFIC CONTROL DEVICES MAY BE ADJUSTED BY THE ENGINEER.
4. ALL TRAFFIC CONTROL SHOWN ON THIS SHEET SHALL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR WIDTH RESTRICTION SIGNING.
5. ALL SIGNS SHALL BE POST MOUNTED UNLESS OTHERWISE DIRECTED.
6. ALL SIGNS SHOWN ORANGE (O) SHALL BE FLUORESCENT ORANGE.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = saron	DESIGNED -	REVISED - 11/06
st:\joi\6300--6399\6346\021\micros\Temp\District Details\2007 DGN Format New Sheet Size\7200201.dgn		REVISED - 05/08	
	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED - 10/08 - KJT
	PLOT DATE = 10/21/2009	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

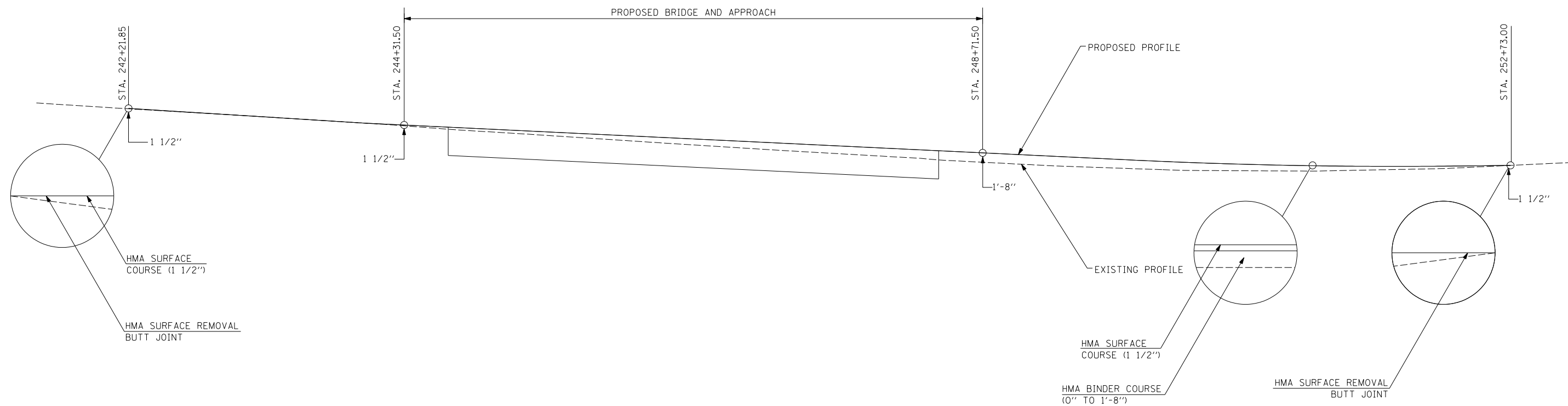
WIDTH RESTRICTION SIGNING

SCALE: SHEET NO. OF SHEETS STA. TO STA.

DISTRICT 5 DETAIL NO. X7200201

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	58
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

DETAIL OF PROFILE CHANGE, IL 47



FILE NAME = s:\p\6380-6398\6346\021\micross\0570428-ah-RoadwayDetail.dgn



USER NAME = saron	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -
PLOT DATE = 10/21/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

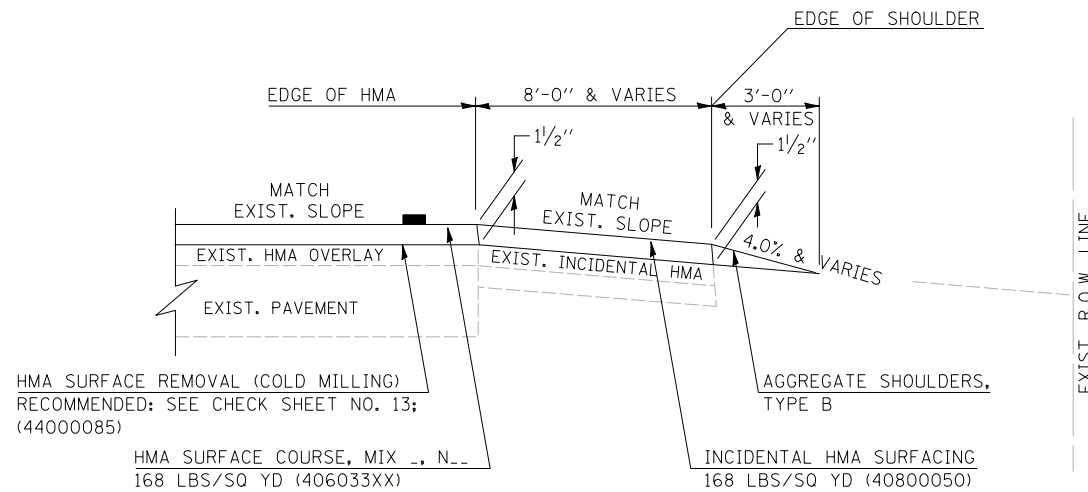
ROADWAY PROFILE DETAILS

SCALE: AS SHOWN SHEET NO. OF SHEETS STA. TO STA.

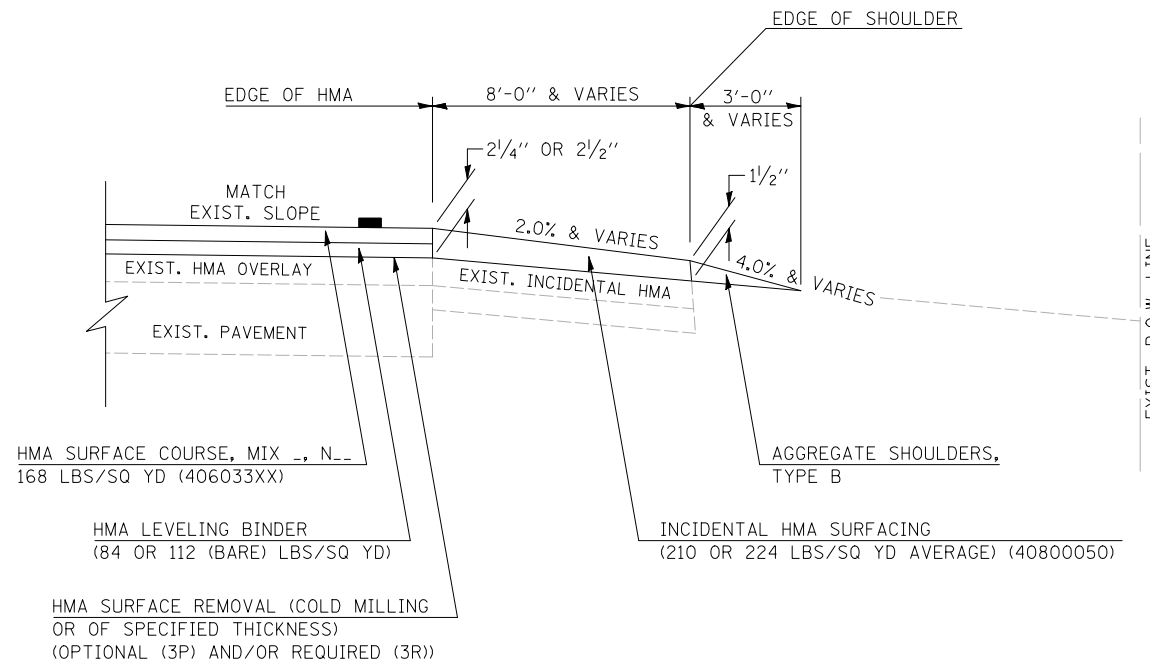
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	59
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70428	

PROJECTS WITHOUT RECONSTRUCTION

S.M.A.R.T. IMPROVEMENTS
(POLICY RESURFACING; BDE 53-4.03; 1 1/2")



"3P" OR "3R" IMPROVEMENTS
(POLICY RESURFACING; BDE 53-4.02; 2 1/4" OR 2 1/2" ON BARE CONCRETE)

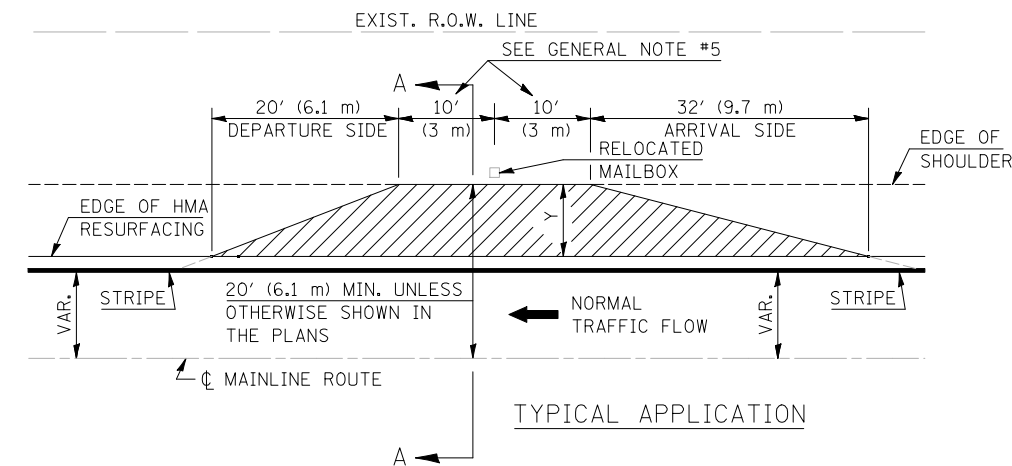


GENERAL NOTES

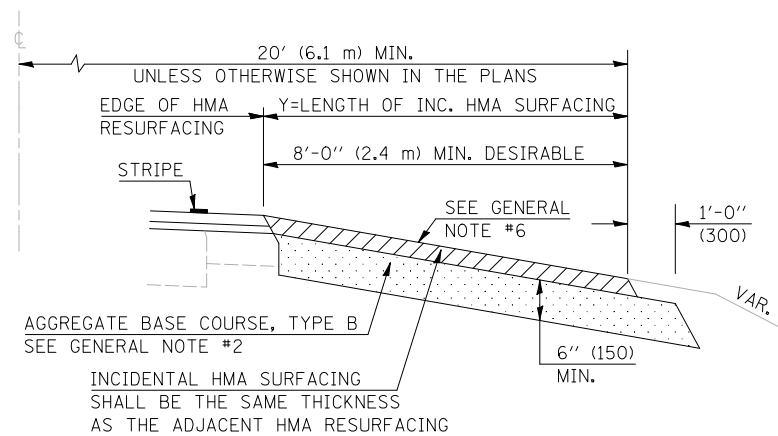
1. THE EXISTING SURFACE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 408 OF THE STANDARD SPECIFICATIONS.
2. AGGREGATE BASE COURSE, TYPE B, 6" (150) MIN. SHALL BE USED WHERE IN THE OPINION OF THE ENGINEER THERE IS NOT SUFFICIENT BASE MATERIAL FOR THE PROPOSED MAILBOX TURNOUTS. THIS MATERIAL SHALL GENERALLY BE USED TO WIDEN ALL EXISTING MAILBOX TURNOUTS OR TO CONSTRUCT NEW MAILBOX TURNOUTS WHERE NONE NOW EXISTS.
3. ANY NECESSARY WORK BEHIND THE INCIDENTAL HMA SURFACING SHALL BE AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
4. THE TEMPORARY RELOCATION OF EXISTING MAILBOXES SHALL BE IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.
5. WHEN MORE THAN ONE RELOCATED MAILBOX IS INCLUDED IN A PARTICULAR LOCATION THE TWO 10' (3 m) DIMENSIONS AS SHOWN ABOVE SHALL BE FROM THE END MAILBOX.
6. CROSS SLOPE SHALL BE AS SHOWN ON THE STATION CROSS SECTIONS AND/OR AS DIRECTED BY THE ENGINEER. MINIMUM 4% (1 1/2"/') DESIRABLE; MAXIMUM 8% (1"/').
7. WHEN MAILBOX TURNOUTS ARE CONSTRUCTED ADJACENT TO FIELD ENTRANCES, THE WIDTH OF THE INCIDENTAL HMA SURFACING CONSTRUCTED FOR THE FIELD ENTRANCE SHALL MATCH THE WIDTH OF THE PROPOSED MAILBOX TURNOUT SURFACING.
8. THE TOTAL SHOULDER WIDTH, 2.4 m (8') MINIMUM, SHALL BE PAVED BETWEEN SIDEROADS ENTRANCES AND/OR MAILBOX TURNOUTS AT LOCATIONS WHERE THE DISTANCE BETWEEN RADIUS OR TAPER CONTROL POINTS IS LESS THAN 15.0 m (50').
9. MAILBOXES SHALL BE MOUNTED SUCH THAT THE FACE OF THE MAILBOX IS 6" (150 mm) TO 12" (300 mm) AND THE POST A MINIMUM OF 24" (600 mm) FROM THE EDGE OF THE TURNOUT SURFACING.

PROJECTS WITH RECONSTRUCTION

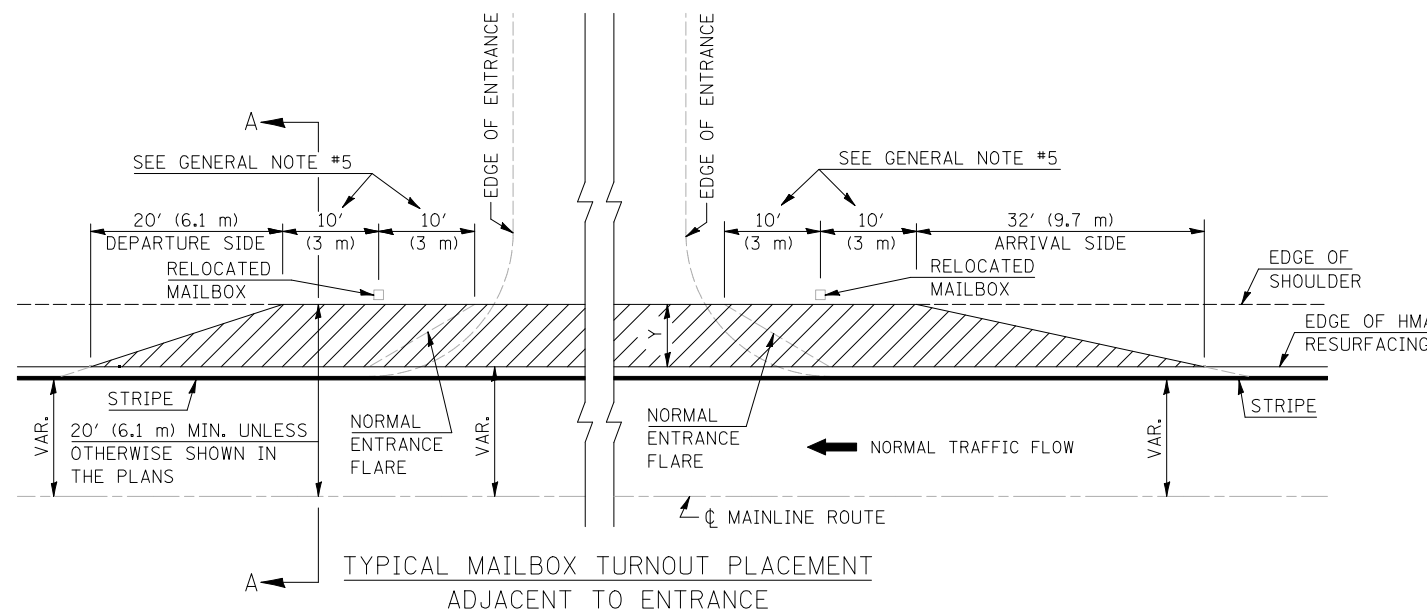
("3R" IMPROVEMENTS)



WIDTH OF SHOULDER	4'-0" - 8'-0" (1.2 m - 2.4 m)	10'-0" (3.0 m)
WIDTH OF TURNOUT "Y"	8'-0" (2.4 m)	8'-0" - 10'-0" (2.4 m - 3.0 m)



SECTION A-A



Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DESIGNER NOTE: SEE HIGHWAY STANDARD 406201

DISTRICT 5 DETAIL NO. 40800050B

FILE NAME =	USER NAME = saron	DESIGNED -	REVISED - 12/11/06 TJB
st:\joi\6300--6399\6346\021\micros\Temp\District Details\2007 DGN Format New Sheet Size\40800050b.dgn		CHECKED -	REVISED - 09/21/07 KAG
		DATE -	REVISED -

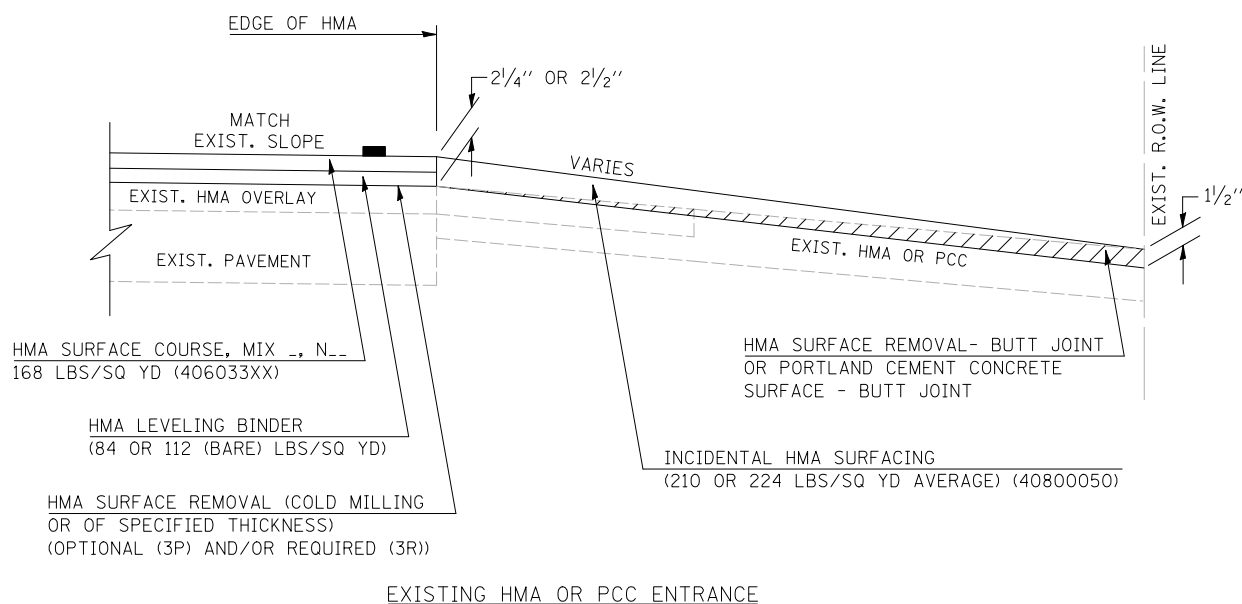
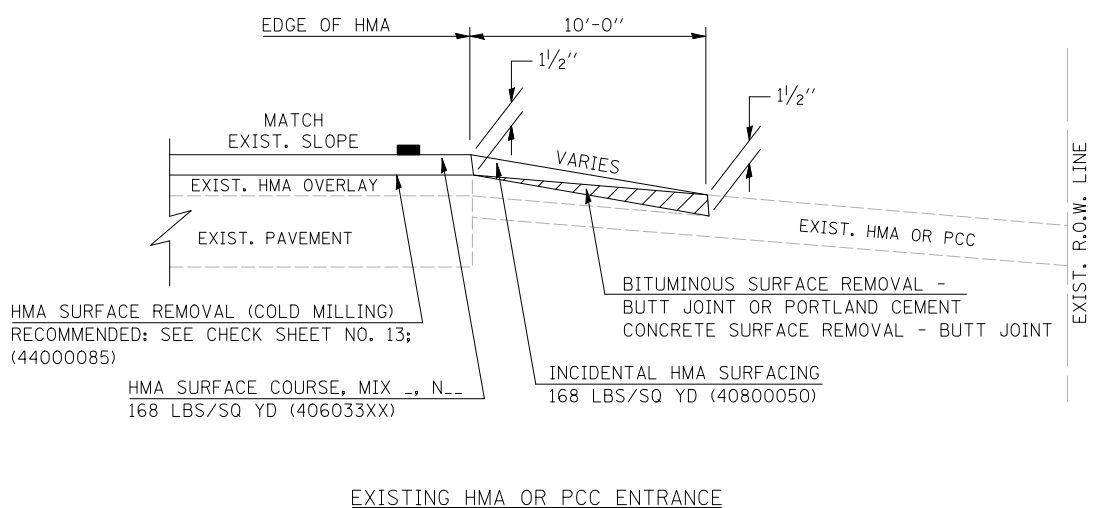
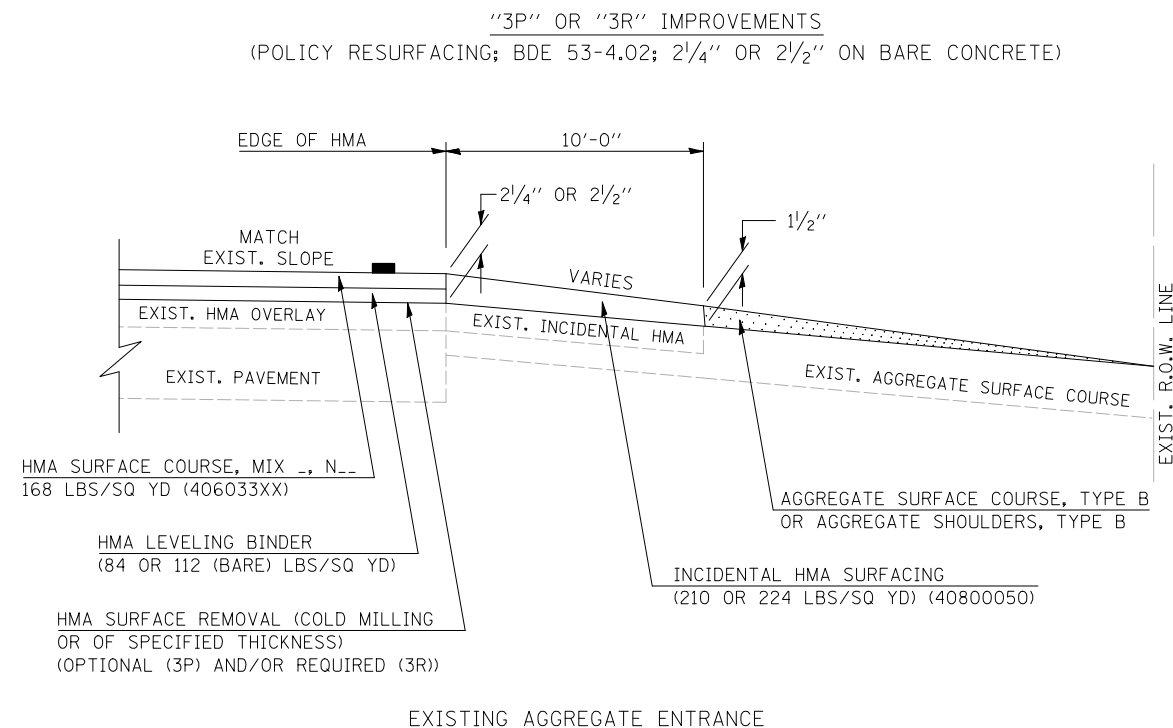
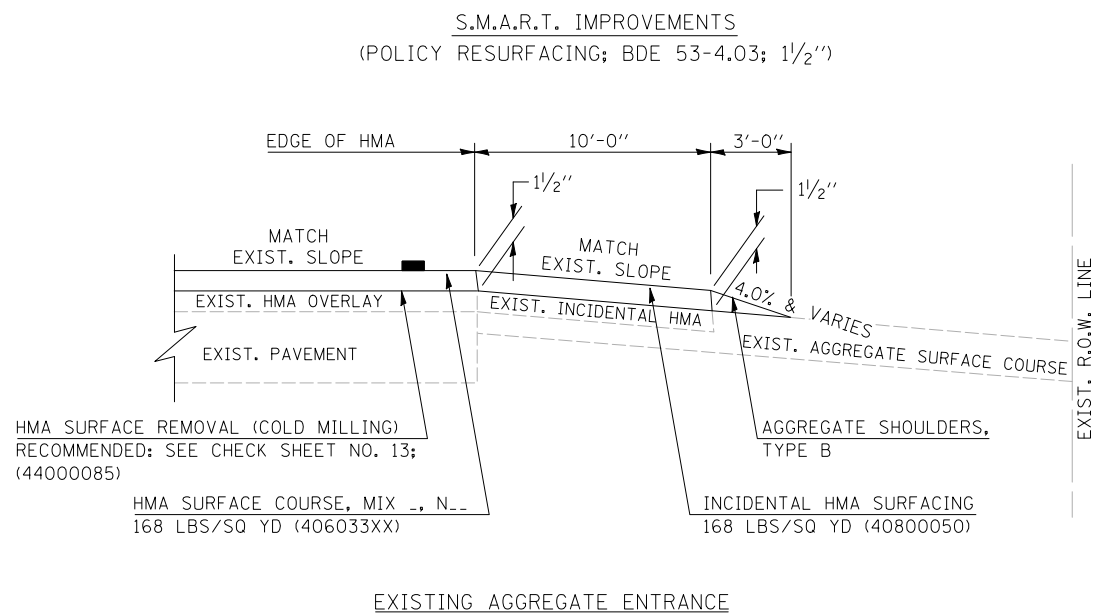
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAILBOX TURNOUT (RURAL)

SCALE: NA SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	60
CONTRACT NO.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PROJECTS WITHOUT RECONSTRUCTION



Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. 40800050C

FILE NAME =	USER NAME = saron	DESIGNED -	REVISED - 12/08/06 TJB
st:\joi\6300--6399\6346\021\micros\Temp\District Details\2007 DGN Format New Sheet Size\40800050c.dgn		REVISED - 09/21/07 KAG	
	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED - 05/02/08 KJT
	PLOT DATE = 10/21/2009	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PRIVATE AND COMMERCIAL ENTRANCES
(NONCOMMERCIAL AND COMMERCIAL RURAL)

SCALE: NA SHEET NO. 1 OF 2 SHEETS STA. TO STA.

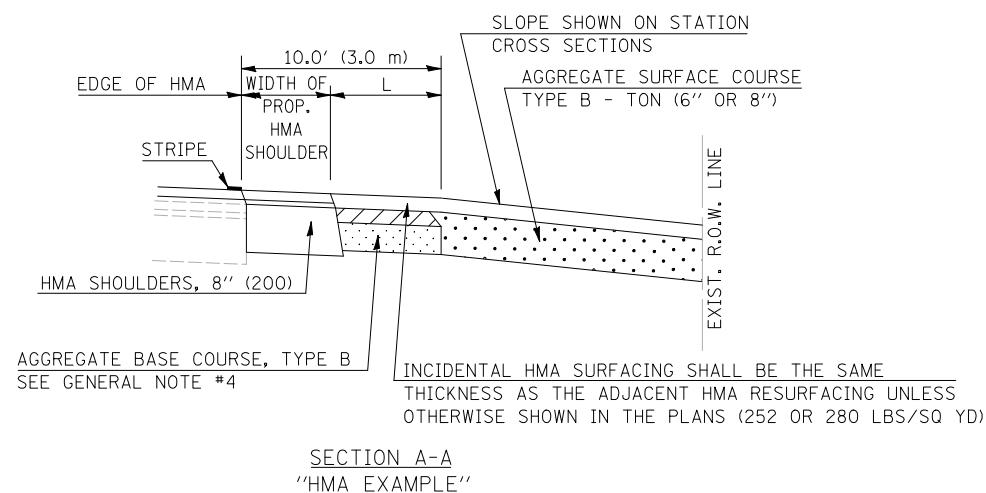
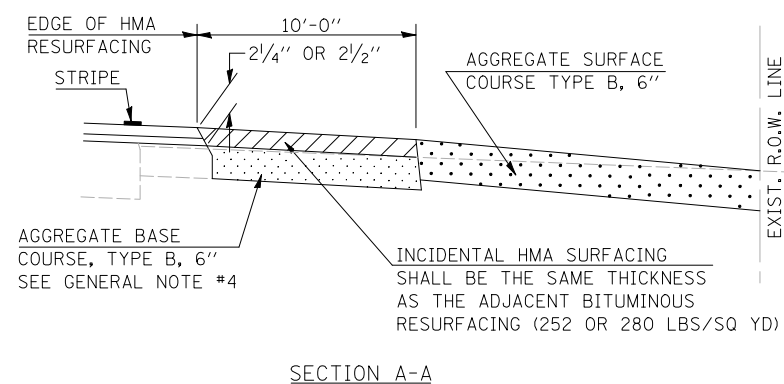
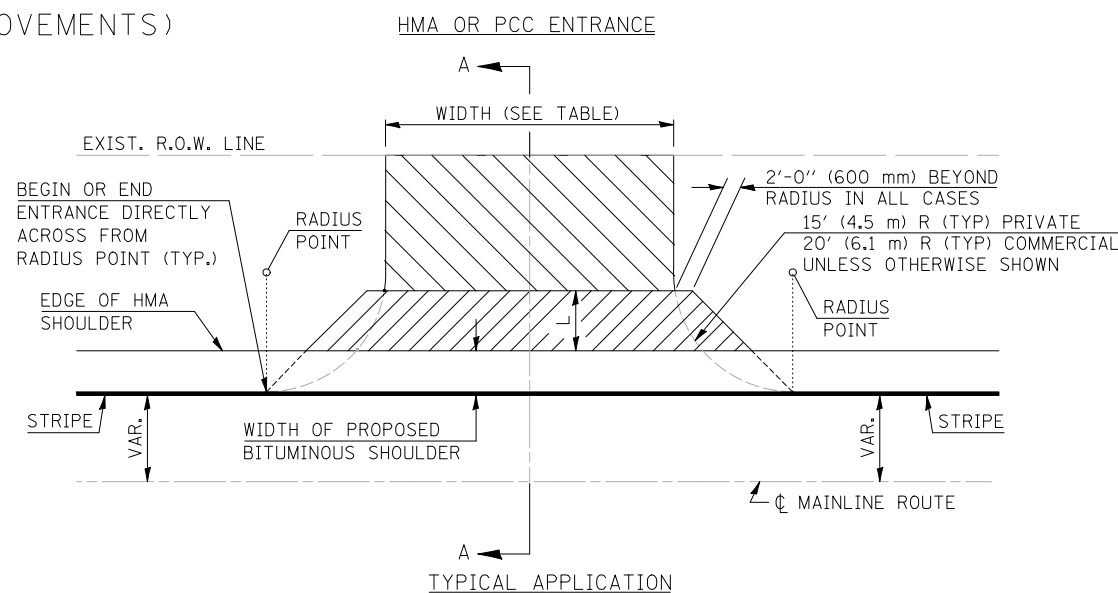
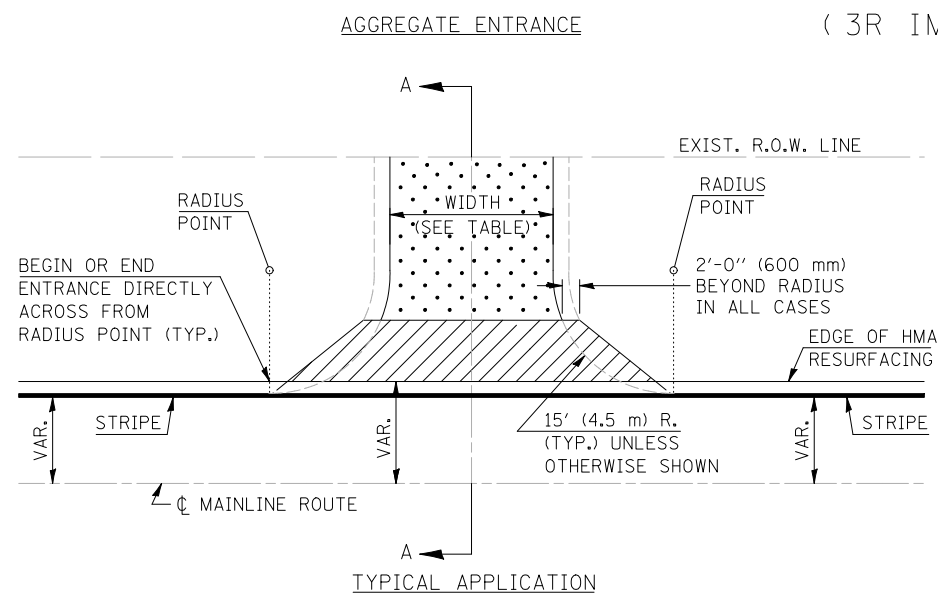
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	61
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

DESIGNER NOTE: SEE PLAN PREPARATION MEMORANDUM 40-09

DESIGNER NOTE: SEE PLAN PREPARATION MEMORANDUM 40-09

PROJECTS WITH RECONSTRUCTION

(3R IMPROVEMENTS)



GENERAL NOTES

1. THE EXISTING SURFACE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 408 OF THE STANDARD SPECIFICATIONS.
2. ANY NECESSARY WORK BEHIND THE HMA SHOULDER OR THE INCIDENTAL HMA SURFACING SHALL BE AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
3. EARTH EXCAVATION REQUIRED FOR THE CONSTRUCTION OF THE AGGREGATE SURFACE COURSE SHALL BE INCLUDED IN THE COST OF AGGREGATE SURFACE COURSE.
4. AGGREGATE BASE COURSE, TYPE B, 6" (150 mm) MIN. SHALL BE USED WHERE IN THE OPINION OF THE ENGINEER THERE IS NOT SUFFICIENT BASE MATERIAL FOR THE PROPOSED ENTRANCES. THIS MATERIAL SHALL GENERALLY BE USED TO WIDEN ANY EXISTING RETURN OR TO CONSTRUCT NEW ENTRANCES WHERE NONE NOW EXISTS.
5. THE AGGREGATE BASE COURSE SHALL BE CONSTRUCTED 12" (300 mm) WIDER THAN THE SURFACE DIMENSIONS AS SHOWN ABOVE.
6. EXISTING FIELD ENTRANCES OF AGGREGATE OR EARTH WITH NO HMA APRON SHALL NOT RECEIVE A NEW HMA APRON WITHOUT PROPER APPROVAL THROUGH THE BUREAU OF OPERATIONS "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS".
7. TO ASSURE APPROPRIATE ACCESS POLICIES ARE FOLLOWED ALL NEW ACCESS SHALL BE APPLIED FOR THROUGH THE BUREAU OF OPERATIONS PERMIT APPLICATION PROCESS. PLAN PREPARATION MEMORANDUMS 40-09 AND 40-11 ALONG WITH DISTRICT CONSTRUCTION MEMORANDUM 03/14 DISCUSS THIS PROCEDURE.

RURAL ENTRANCE DESIGN STANDARDS (PPM 40-09)														
DESIGN ELEMENT	NEW CONSTRUCTION & 3R with RECONSTRUCTION									3R w/out RECONSTRUCTION, 3P, SMART & CM				
	NONCOMMERCIAL						COMMERCIAL			NONCOMMERCIAL			COMMERCIAL	
	PRIVATE & FIELD			FIELD W/ FARM IMPLEMENTS						PRIVATE & FIELD			COMMERCIAL	
	min.	des.	max.	min.	max.	min.	des.	max.	min.	des.	max.	min.	des.	max.
SURFACE WIDTH (FT)							1 LANE, 1 WAY							
	12	16	24	24	30	14	16	24						
RADIUS (FT)							2 LANE, 2 WAY							
	15	25	40	30		24	30	35						
SHOULDER WIDTH (FT)	2	2		2		1	3		resurface existing configuration; existing hma or pcc entrances shall have "butt joints" constructed; existing aggregate or earth entrances shall have the continuation of aggregate shoulders placed behind them					
SHOULDER SLOPE (%)	2	4	6	4		2	4	6						
ENTRANCE GRADE (%)	0	2 to 5	10 or 12	2 to 5	10 or 12	0	2 to 5	8 or 10						
SIDE SLOPE (FT)	1:10	1:6	1:4	1:6	1:4	1:10	1:6	1:4						
SURFACE TYPE														
INCIDENTAL HMA SURFACING (INCH)		2		2		3 or 4			taper from hma resurfacing thickness (2 1/2", 2 1/4" or 1 1/2") to 1 1/2" for "butt joints" and to minimize aggregate shoulder					
AGGREGATE SURFACE COURSE, TYPE B (INCH)		6		6		8			if applicable use items: Preparation of Base & Aggregate Base Repair; see PPM 30-02					
PCC DRIVEWAY PAVEMENT (INCH)		6							6 or 8					

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

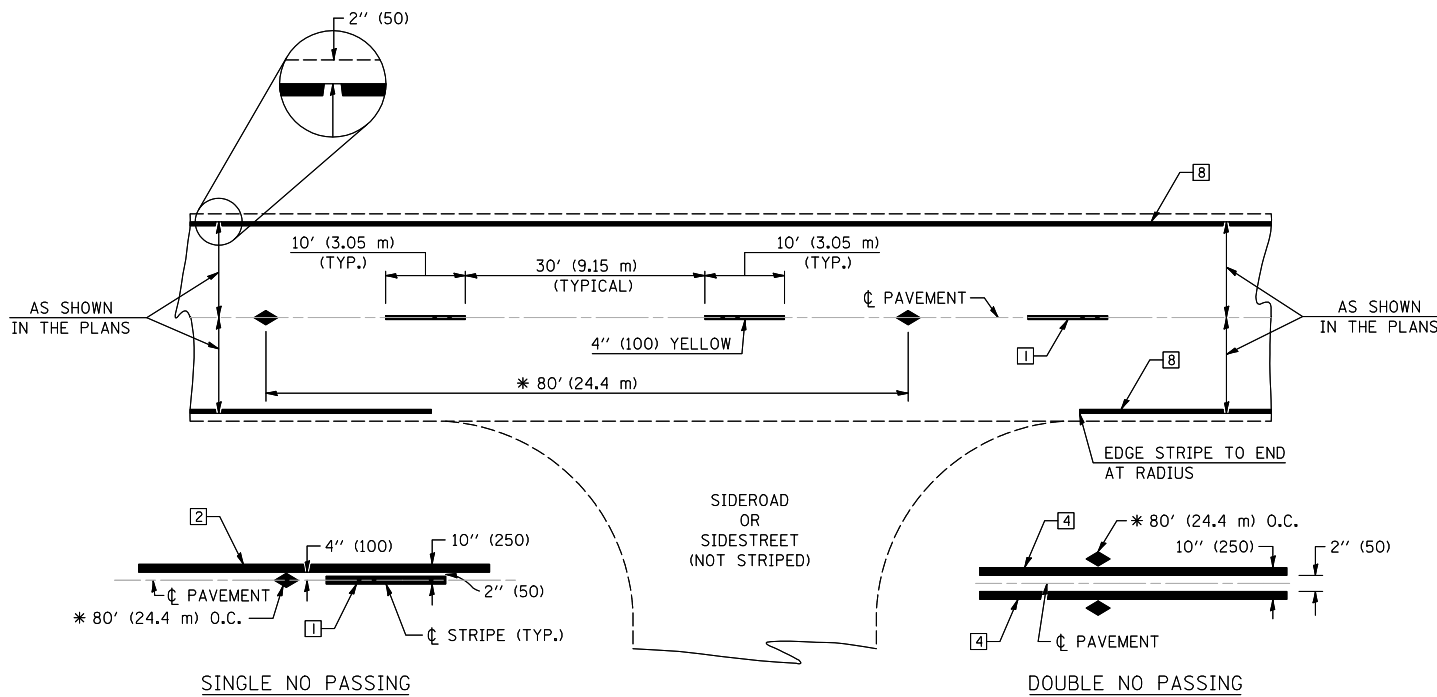
DISTRICT 5 DETAIL NO. 4080050C

FILE NAME =	USER NAME = saron	DESIGNED -	REVISED - 12/08/06 TJB
st:\joi\6300--6399\6346\021\micros\Temp\District Details\2007 DGN Format New Sheet Size\4080050c.dgn		CHECKED -	REVISED - 09/21/07 KAG
		DATE -	REVISED - 05/02/08 KJT
			REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PRIVATE AND COMMERCIAL ENTRANCES (NONCOMMERCIAL AND COMMERCIAL RURAL)			
SCALE: NA	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	62
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



* REDUCE TO 40' (12.2 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEEDS OF 45 mph (70 km/h) OR LESS.

TWO LANE/TWO WAY

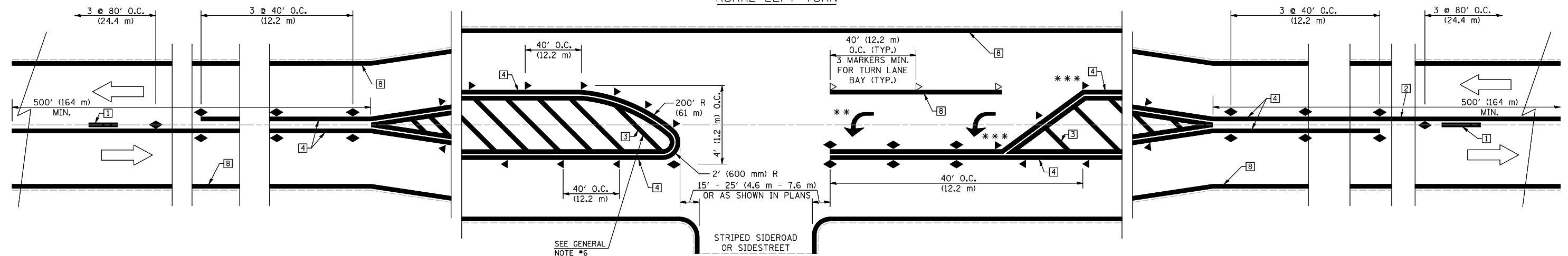
TYPICAL PAVEMENT MARKING LEGEND

- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 RESERVED
- 6 RESERVED
- 7 4" (100) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP BAR (WHITE)
- 12 8" (200) SOLID (WHITE)
- 13 4" (100) LANE LINE EXTENSIONS (WHITE)
- 14 4" (100) PARKING WHITE

TYPICAL PAVEMENT MARKERS LEGEND

- ◆ TWO-WAY AMBER MARKER
- ▶ ONE-WAY AMBER MARKER
- ▷ ONE-WAY CRYSTAL MARKER

RURAL LEFT TURN



*** REDUCE SPACING IF NECESSARY TO ASSURE MARKERS AT CORNER POINTS.
 ** TURN ARROWS SHALL BE PLACED AS SHOWN ON SHEET #2.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = saron	DESIGNED -	REVISED - 11/06
st:\joi\6300--6399\6346\021\micros\Temp\District Details\2007 DGN Format New Sheet Size\7800.dgn		REVISOR -	REVISOR -
	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISOR -
	PLOT DATE = 10/21/2009	DATE -	REVISOR -

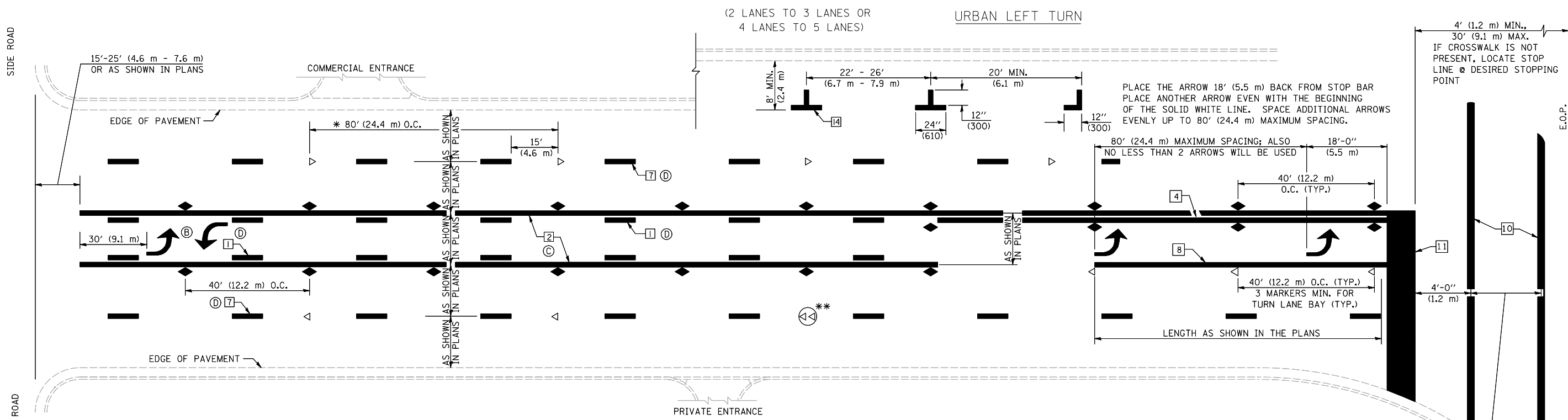
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND MARKERS
(RURAL & URBAN APPLICATIONS)**

SCALE: SHEET NO. 1 OF 4 SHEETS STA. TO STA.

DISTRICT 5 DETAIL NO. 7800AAA

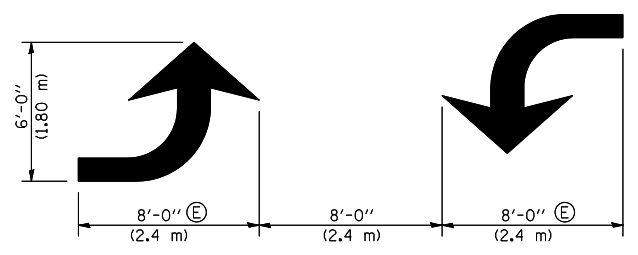
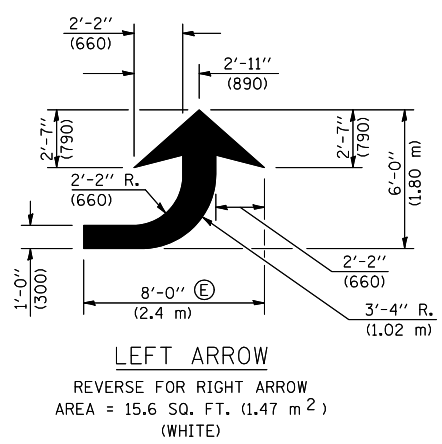
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	63
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO.	



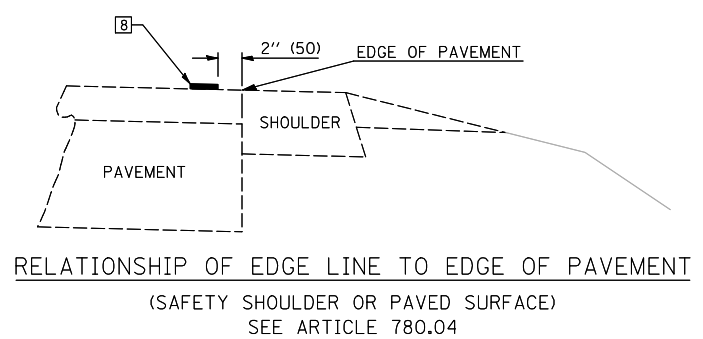
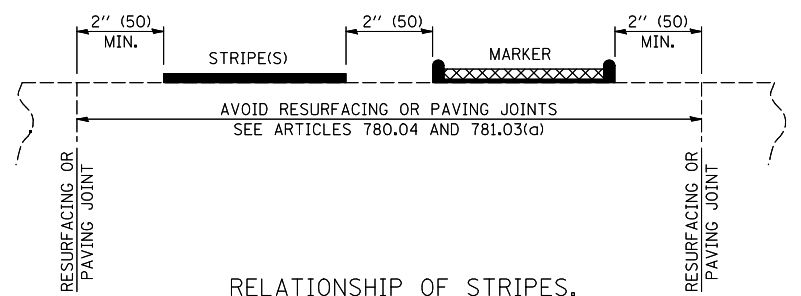
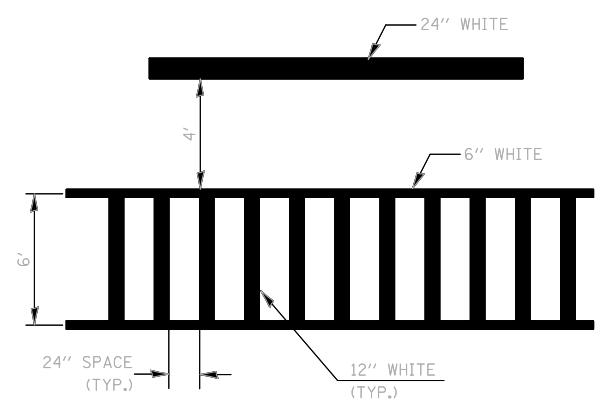
* REDUCE TO 40 FEET (12.2 METERS) ON CENTER ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

** DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED AND SPACED AS SHOWN IN HIGHWAY STANDARD 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED HIGHWAYS.

- GENERAL NOTES:**
- ⓑ TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE.
 - ⓒ THE SOLID YELLOW PAVEMENT MARKINGS [2] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.
 - ⓓ THE SKIP-DASH PAVEMENT MARKINGS [1] OR [7] SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER. SEE EXAMPLE ON SHEET 2 OF 3.
 - ⓔ USE LARGE ARROW SIZE FOR BOTH RURAL AND URBAN LOCATIONS. (SEE LAST PAGE OF SECTION 780x FOR SYMBOLS TABLE)



BLOOMINGTON-NORMAL CITY LIMITS ONLY



Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

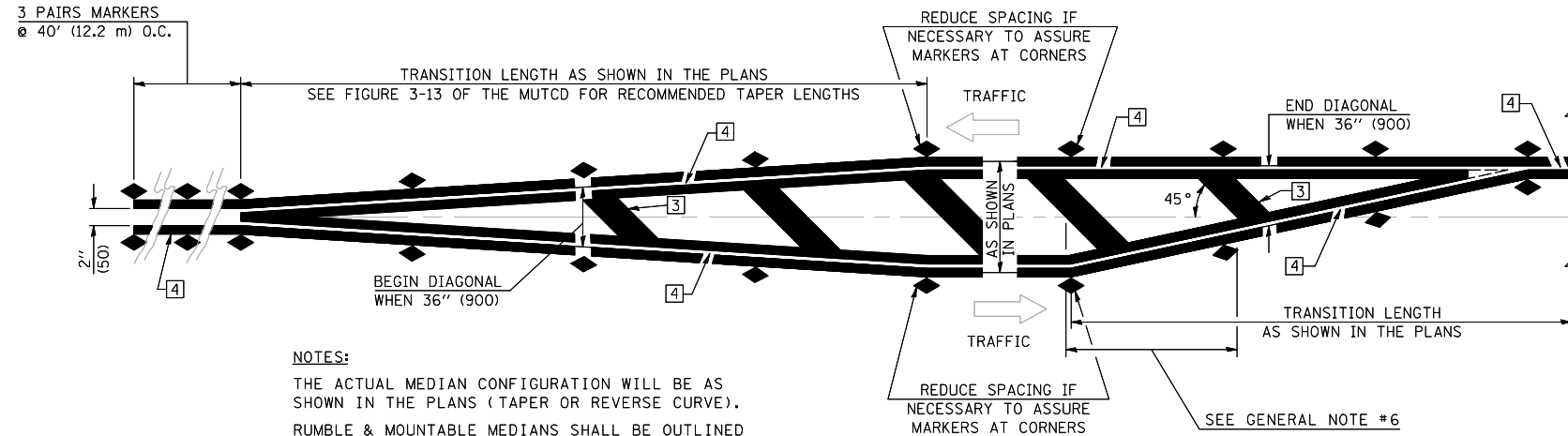
DISTRICT 5 DETAIL NO. 7800AAA

FILE NAME =	USER NAME = saron	DESIGNED -	REVISED - 11/06
st:\joi\6300--6399\6346\021\micros\Temp\District Details\2007 DGN Format New Sheet Size\7800AAA.dgn		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)			
SCALE:	SHEET NO. 1 OF 4 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	64
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

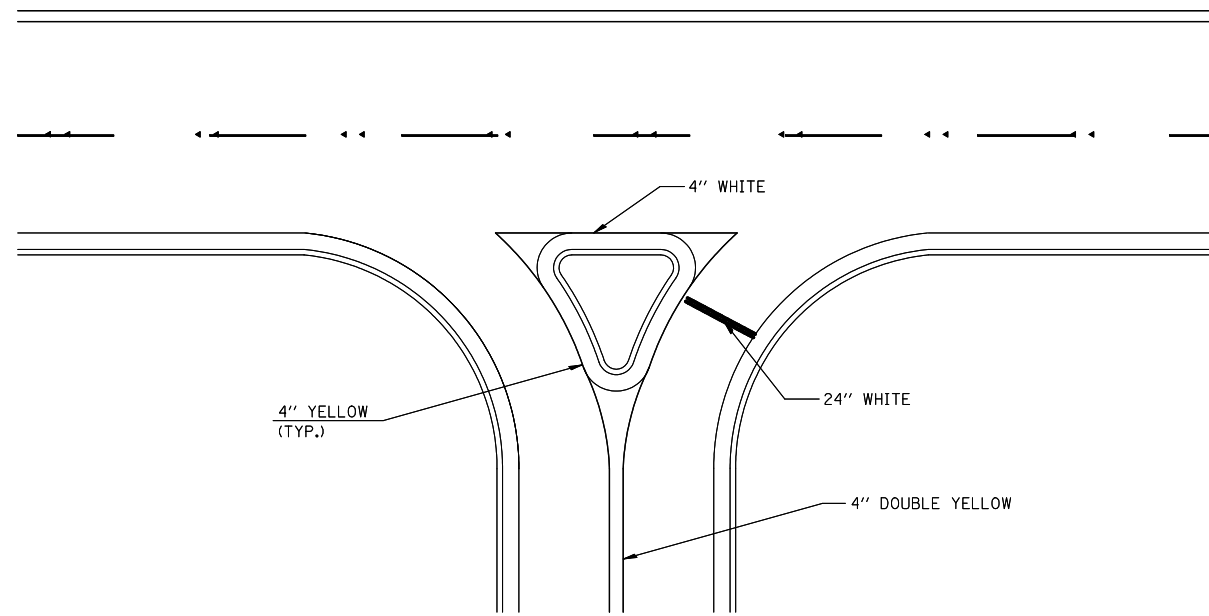


NOTES:
 THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).
 RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].

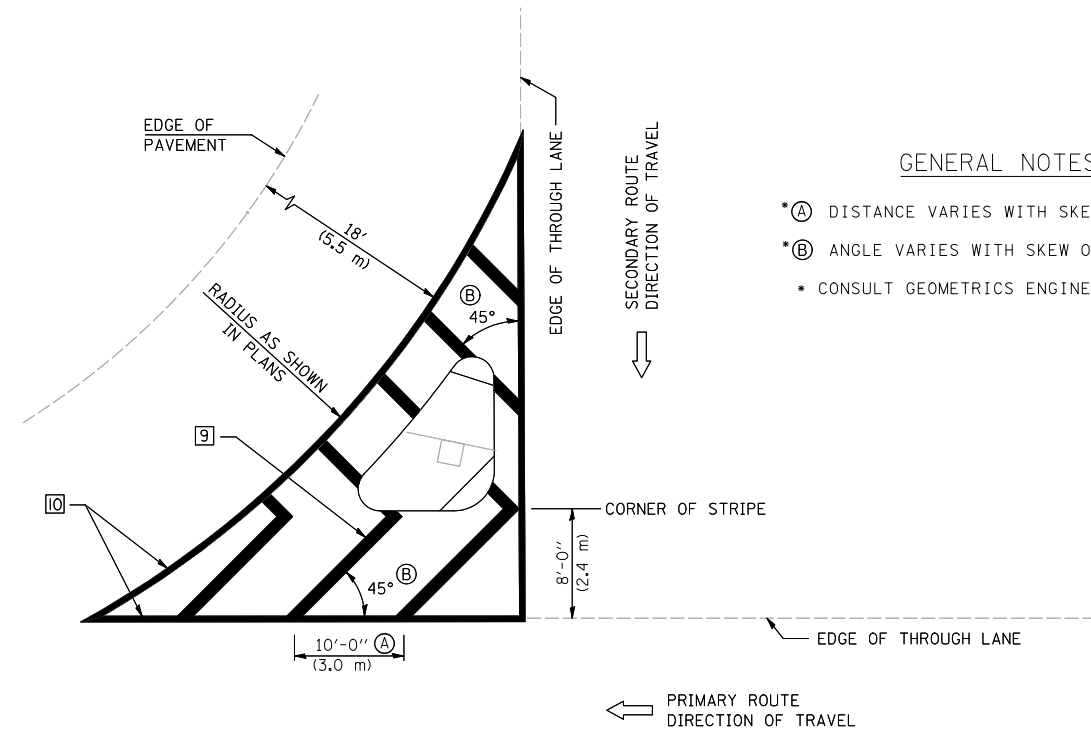
TYPICAL MEDIAN TRANSITIONS

GENERAL NOTES

1. WHEN MEDIANS ARE PRESENT, PAVEMENT MARKINGS ARE TO BE PLACED ADJACENT TO MEDIANS.
2. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
3. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
4. A STRIPING KEY IS AVAILABLE ELSEWHERE AND SHALL BE SHOWN WHERE THE QUANTITIES ARE LISTED.
5. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.
6. THE FOLLOWING CRITERIA SHALL BE USED FOR SELECTING THE DIAGONAL PAVEMENT MARKING SPACING,
 < 30 MPH USE 15' (< 50 km/h USE 4.5 m)
 30-45 MPH USE 20' (50-75 km/h USE 6.0 m)
 > 45 MPH USE 30' (> 75 km/h USE 9.0 m)



RIGHT IN - RIGHT OUT ACCESS



GENERAL NOTES

- *A DISTANCE VARIES WITH SKEW OF INTERSECTION.
- *B ANGLE VARIES WITH SKEW OF INTERSECTION.
- CONSULT GEOMETRICS ENGINEER

ISLAND

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = saron	DESIGNED -	REVISED - 11/06
st:\joi\6300--6399\6346\021\micros\Temp\District Details\2007 DGN Format New Sheet Size\070600.dgn		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND MARKERS
 (RURAL & URBAN APPLICATIONS)

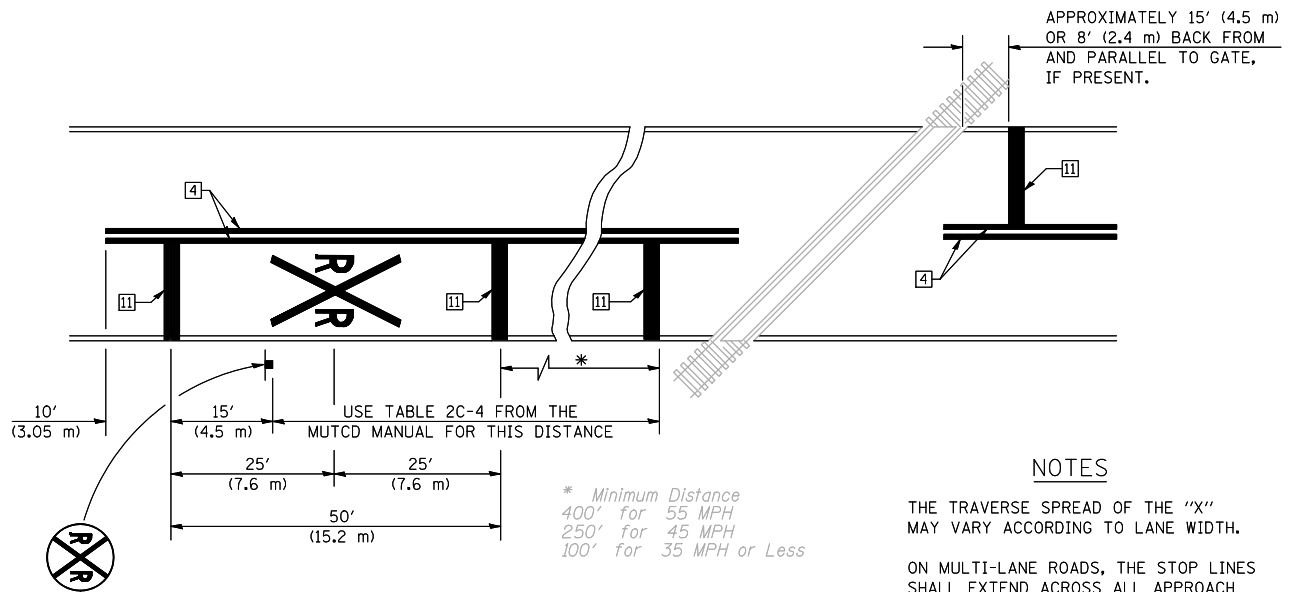
SCALE: SHEET NO. 1 OF 4 SHEETS STA. TO STA.

DISTRICT 5 DETAIL NO. 7800AAA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	65
CONTRACT NO.				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

RAILROAD CROSSING WITH INTERCONNECT ONLY

RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



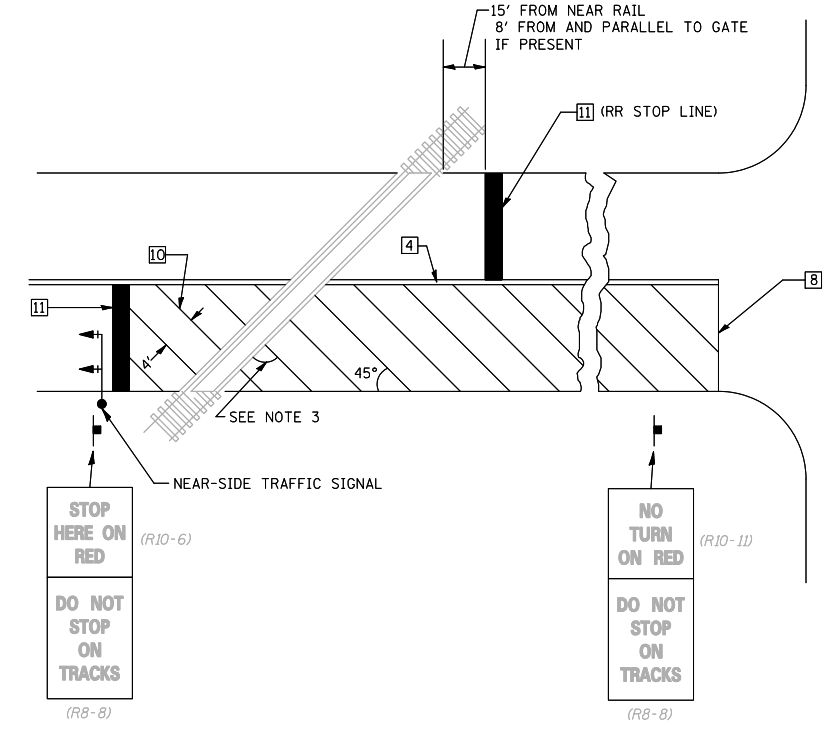
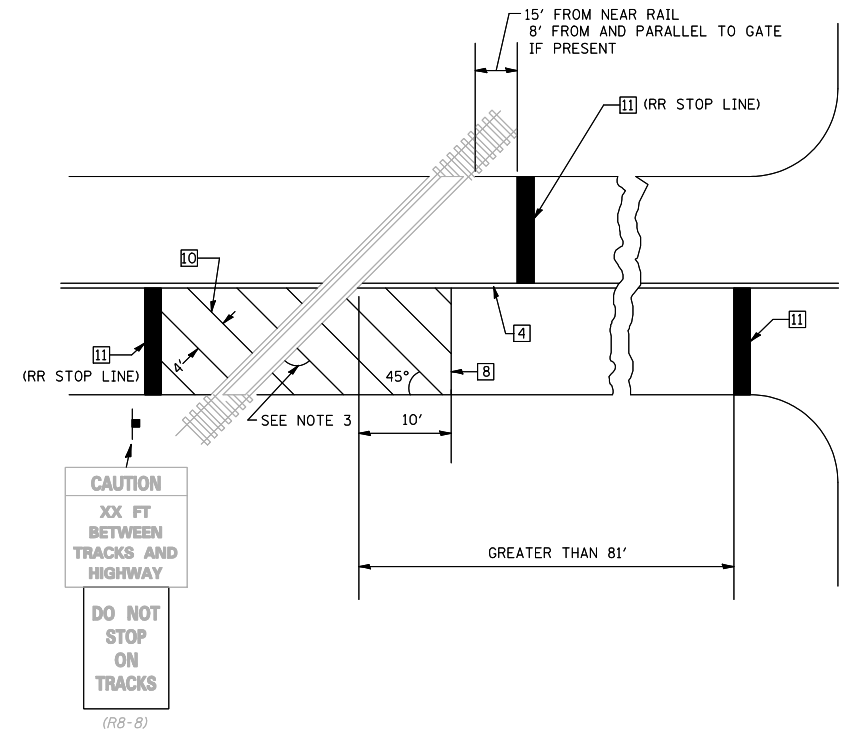
PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

NOTES

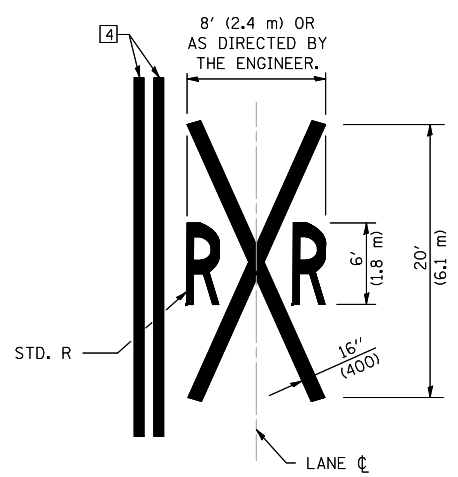
THE TRAVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.

ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

WHEN THE PAVEMENT MARKING SYMBOL IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1) AS PLACED BY TABLE II-1, CONDITION B OF THE MUTCD.



SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING



GENERAL NOTES

- SUPPLEMENTAL PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- EXTEND PAVEMENT MARKINGS TO THE INTERSECTION ONLY WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED.
- WHERE THE ANGLE BETWEEN THE DIAGONAL PAVEMENT MARKINGS AND THE TRACK WOULD BE LESS THAN 20°, THE PAVEMENT MARKINGS SHOULD BE PLACED IN THE OPPOSITE DIRECTION FROM THAT SHOWN.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = saron	DESIGNED -	REVISED - 11/06
st:\joi\6300--6399\6346\021\micros\Temp\District Details\2007 DGN Format New Sheet Size\DWG\000000.dgn		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND MARKERS
(RURAL & URBAN APPLICATIONS)

SCALE: SHEET NO. 1 OF 4 SHEETS STA. TO STA.

DISTRICT 5 DETAIL NO. 7800AAAA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	66
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAP 325		CHAMPAIGN	5	4
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

Contract Number: 70720

** Contractor is to verify beam length prior to ordering material. Other sections meeting the section modulus requirements shown may be allowed subject to approval by the Bureau of Bridges and Structures. Maximum Girder depth = 24". No additional payment will be allowed if the contractor chooses a heavier steel section than the one specified in the plans. (Min $S_x = 371 \text{ in}^3$)

* Transverse tie @'s (3 per span). Place additional shims at midpoints between tie @'s. Securely weld shims to top flange of support beam. Minimum shim size is 6" x flange width.

GENERAL NOTES

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.

Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.

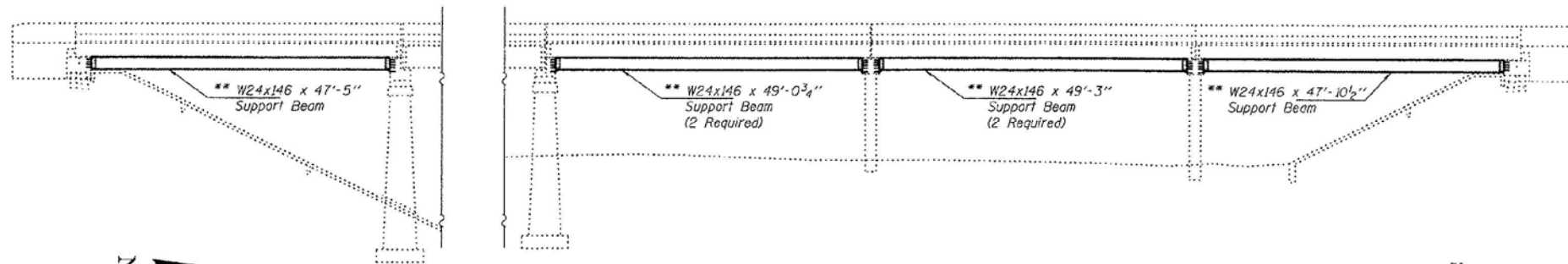
The contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the contractor's responsibility to account for the condition of the beams when developing construction procedures.

See Section 584 of the Standard Specifications for Epoxy Grouting of Threaded Rods; Minimum embedment 9".

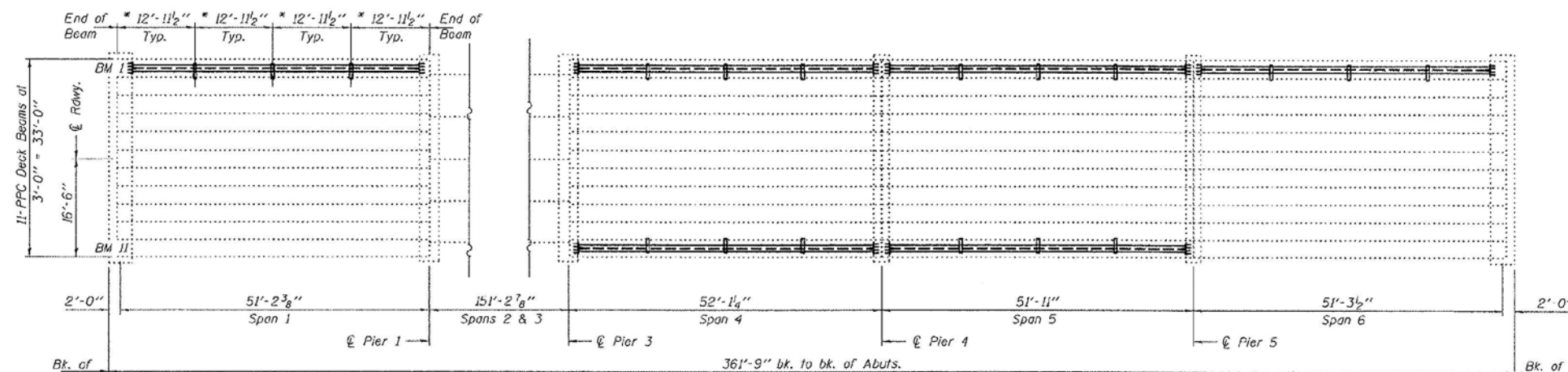
The cost of epoxy grouting threaded rods on the pier cap and beams shall be included with Furnishing and Erecting Structural Steel.

The Contractor has the option of using used steel. See Special Provisions.

If the contractor's procedure for placement of beams involves placement of cranes or other heavy equipment on the bridge, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the existing beams. To distribute load to multiple beams and protect the existing surface, in all cases a double layer mat of heavy timbers shall be used at all times under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the crane mat to ensure uniform contact with the underlying beams.



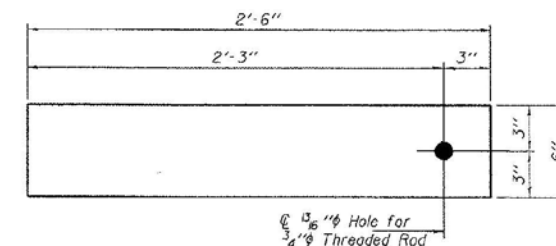
ELEVATION



PLAN

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Furnishing and Erecting Structural Steel	Pound	45,550



TRANSVERSE TIE P. A
R. 1/2" x 6" x 2'-6"
(18 Required)

PLAN & ELEVATION
FAP RT. 326
CHAMPAIGN COUNTY
SN 010-0055

DESIGNED: *[Signature]* APRIL 22, 2008
CHECKED: *[Signature]* EXAMINED: *[Signature]*
DRAWN: *[Signature]* PASSED: *[Signature]*
CHECKED: *[Signature]*

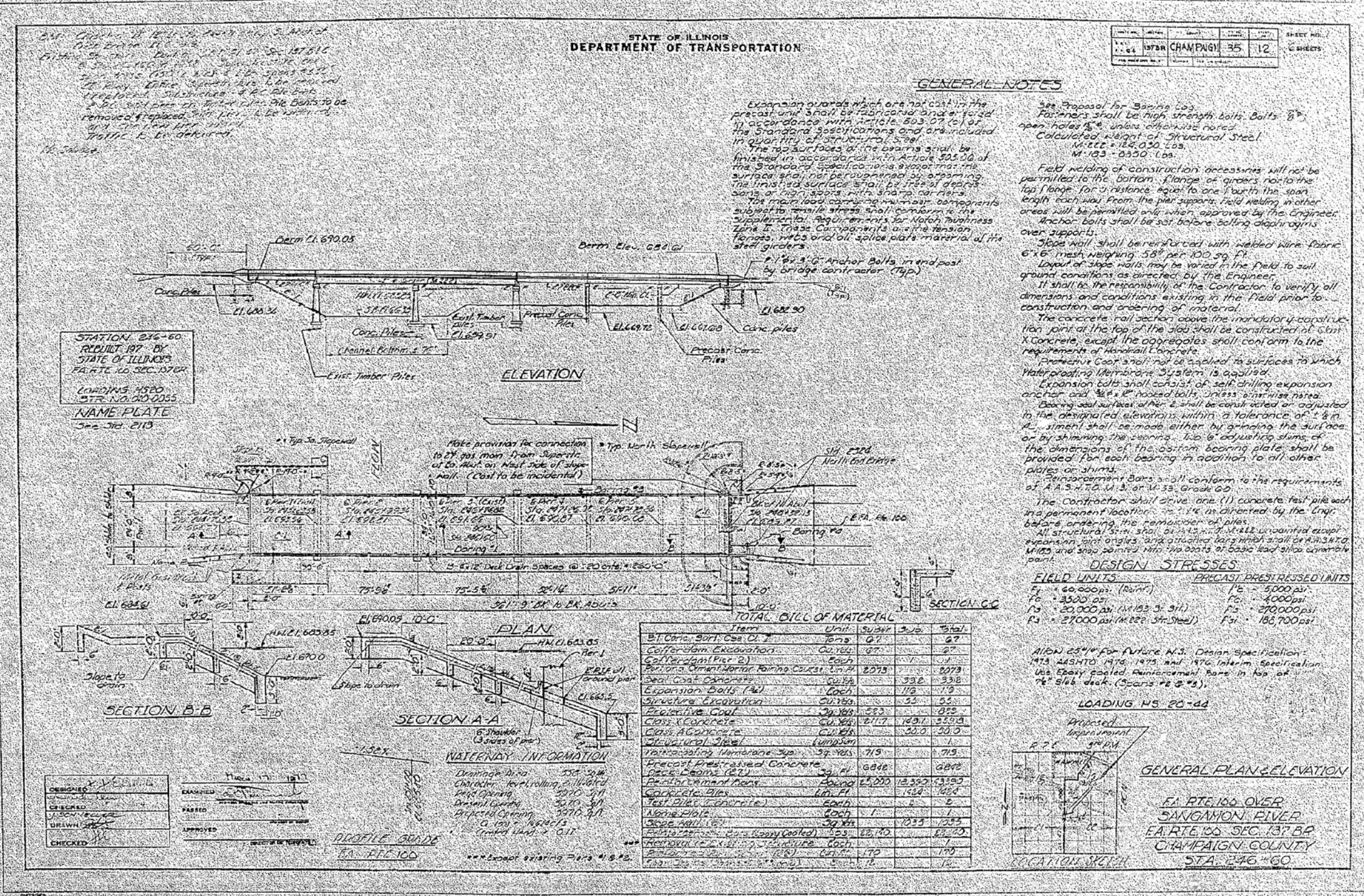


EXPIRES 11-30-2008

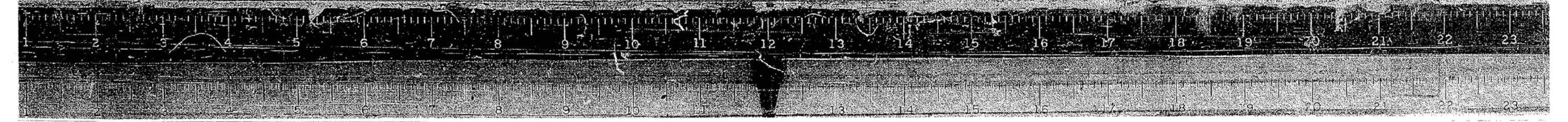
FILE NAME = s:\p\1\6380-6395\6346\021\micro\0570428-ah\ex-builts.dgn

... \deck_beams_fy08\0100055.dgn 22-Apr-08 10:45:15

	1170 SOUTH HOUBOLT ROAD	USER NAME = saron	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	AS BUILT PLANS	SCALE: AS SHOWN SHEET NO. OF SHEETS STA. TO STA.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	JOLIET, ILLINOIS 60431	PLOT SCALE = 80.0000' / IN.	DRAWN -	REVISED -				326	(137BR)BR	CHAMPAIGN	75	67
(815) 744-4200	PLOT DATE = 10/21/2009	CHECKED -	REVISED -	CONTRACT NO. 70428		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT				



FILE NAME = s:\p1\6380-6395\6346\021\micro\ND570428-shr-es-built.dgn



STRAND ENGINEERS
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = sarah	DESIGNED -	REVISD -
DRAWN -	REVISD -	
PLOT SCALE = 80.0000' / IN.	CHECKED -	REVISD -
PLOT DATE = 10/21/2009	DATE -	REVISD -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

AS BUILT PLANS			
SCALE: AS SHOWN	SHEET NO.	OF SHEETS	STA. TO STA.

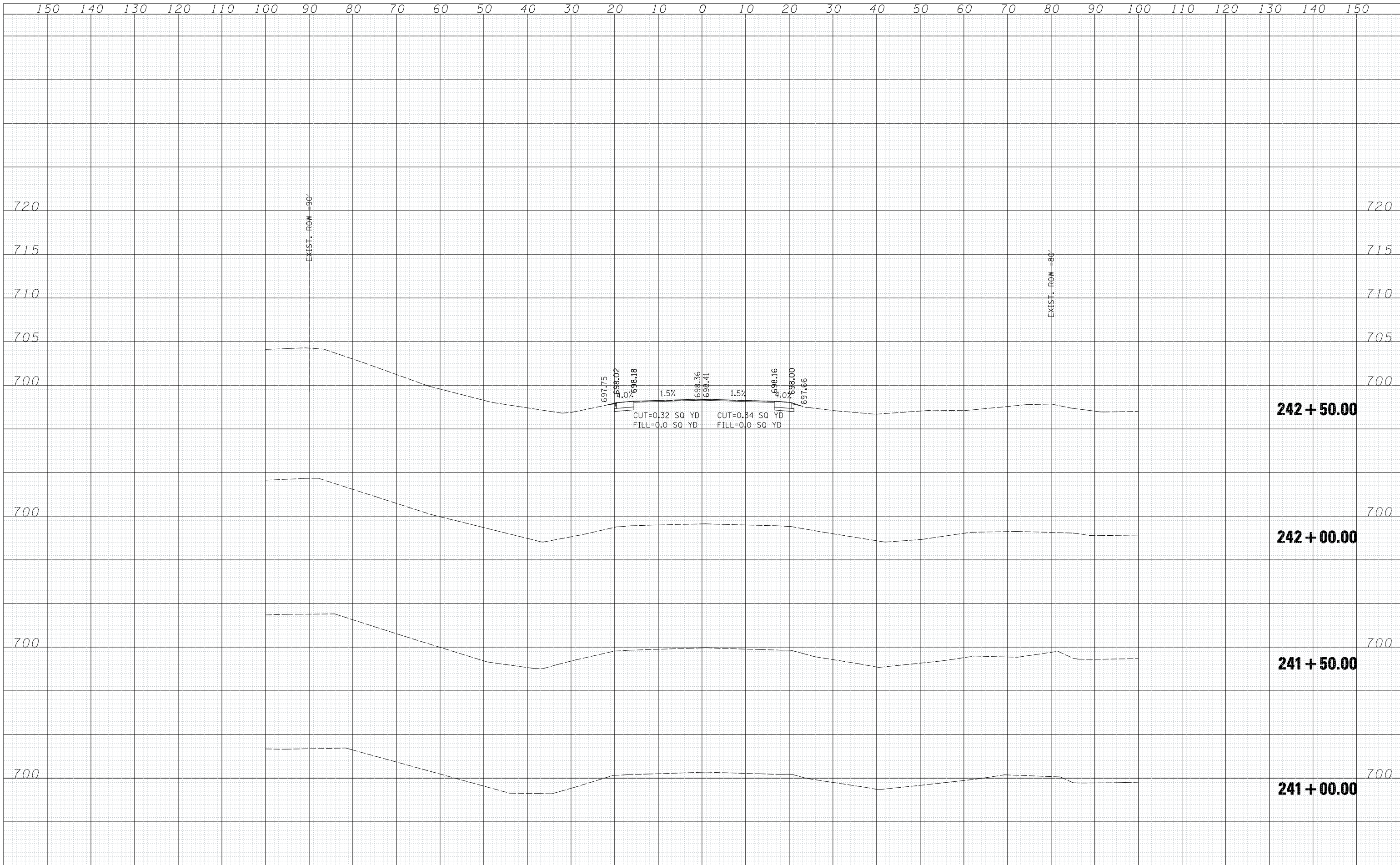
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	68

CONTRACT NO. 70428

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

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

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



FILE NAME =
 s:\jo\6300-6399\6346\021\macro\1570428-sh1-S.DGN
 PLOT SCALE = 20.0000' / IN.
 PLOT DATE = 10/21/2009

USER NAME = saron	DESIGNED -	REVISED -
	CHECKED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

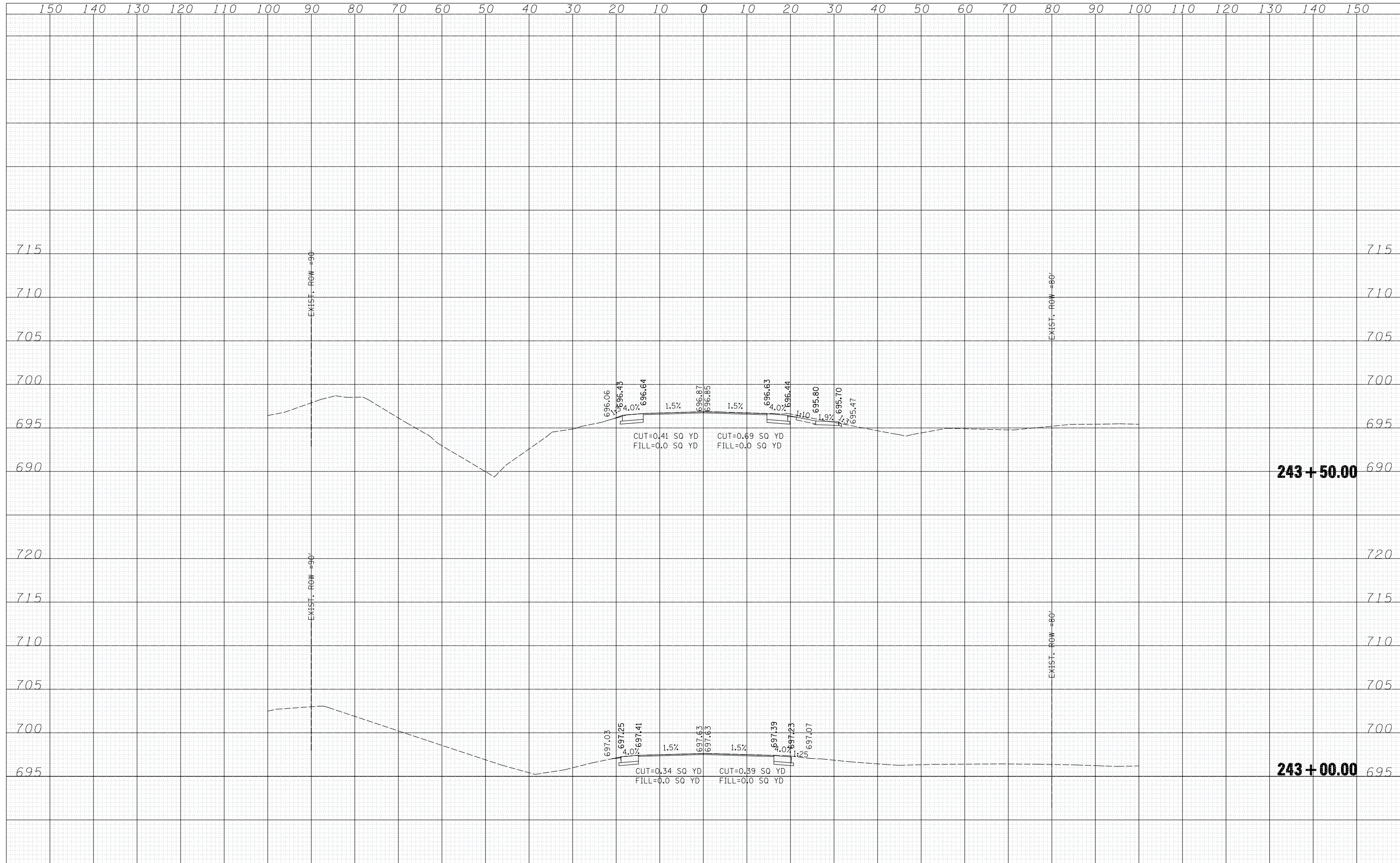
CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 241+00.00 TO STA. 242+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	69
		CONTRACT NO.		70428
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



FILE NAME =
 es:\jo\6300-6399\6346\021\macro\1570428-shr-S.DGN
 PLOT SCALE = 20.0000' / IN.
 PLOT DATE = 10/21/2009

USER NAME = saron	DESIGNED -	REVISIED -
	CHECKED -	REVISIED -
	DRAWN -	REVISIED -
	CHECKED -	REVISIED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

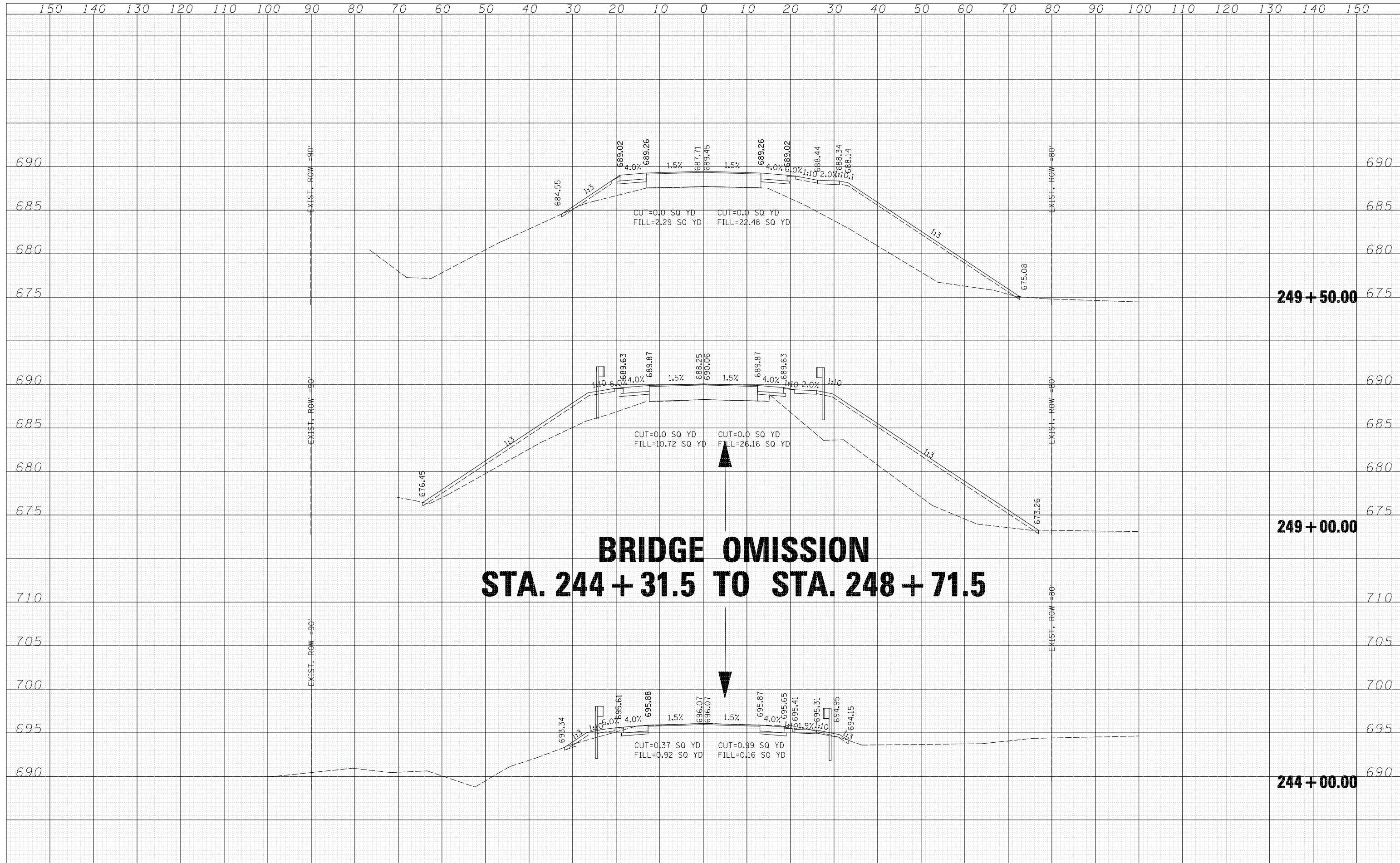
CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 243+00.00 TO STA. 243+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	70
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70428	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

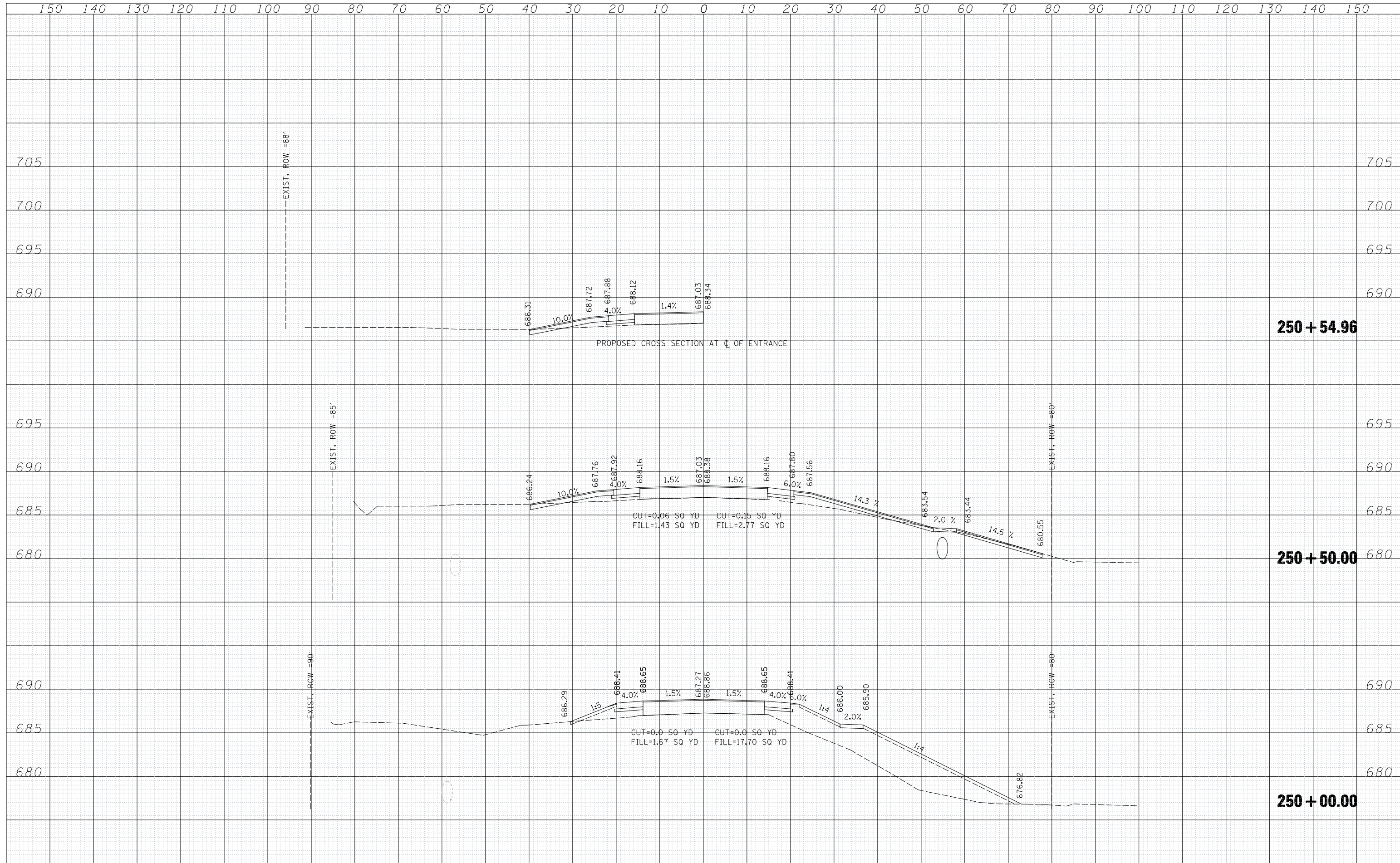
DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



FILE NAME =	USER NAME = saron	DESIGNED -	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
st:\jo\6300-6399\6346\021\micro\10570428-sh1-S.DGN	CHECKED -	REVISD -	SCALE:		SHEET NO.	OF	SHEETS	STA. 244+00.00	TO STA. 249+50.00	326	(137BR)BR	CHAMPAIGN	75	71
PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISD -										CONTRACT NO.	70428	
PLOT DATE = 10/21/2009	CHECKED -	REVISD -								FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



FILE NAME =
 es:\jo1\6300-6399\6346\021\macro\1570428-sh1-S.DGN
 PLOT SCALE = 20.0000' / IN.
 PLOT DATE = 10/21/2009

USER NAME = saron	DESIGNED -	REVISED -
	CHECKED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

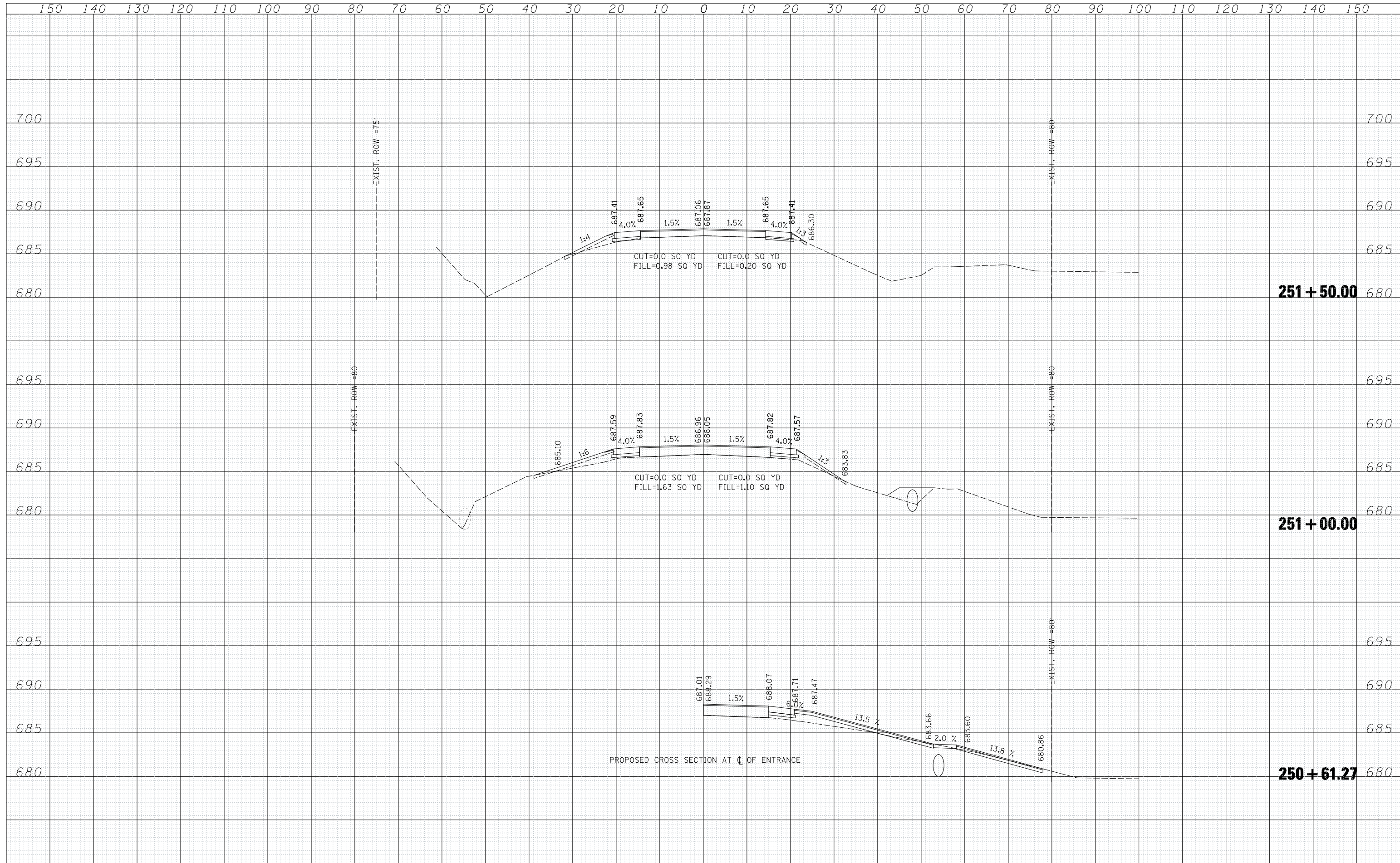
CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 250+00.00 TO STA. 250+54.96

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	72
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	CONTRACT NO. 70428	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

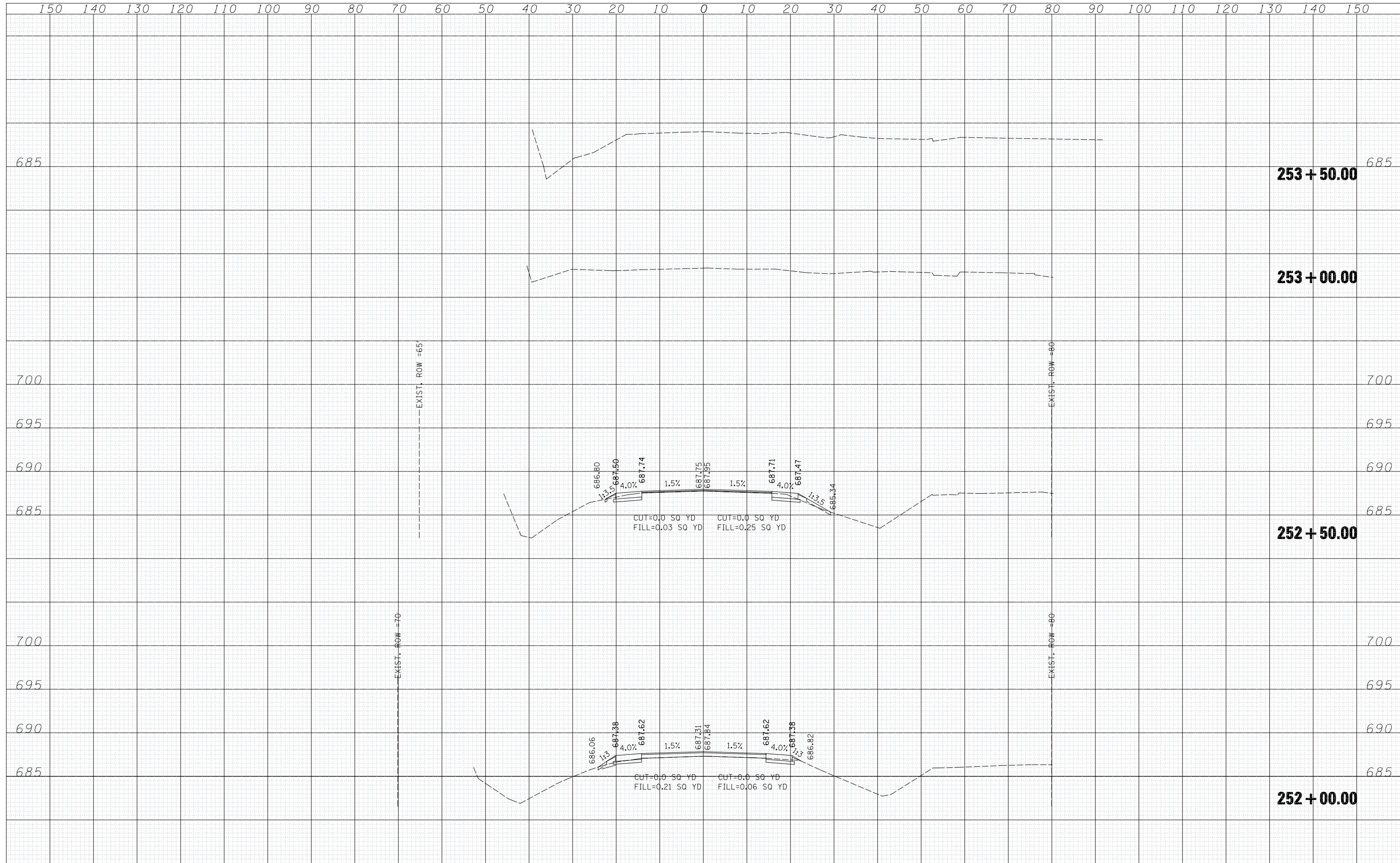
DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



FILE NAME =	USER NAME = saron	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
st:\jo\6300-6399\6346\021\macro\1570428-sh1-S.DGN	CHECKED -	REVISIED -	326					(137BR)BR	CHAMPAIGN	75	73	
PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISIED -	SCALE:			SHEET NO. OF SHEETS STA. 250+61.27 TO STA. 251+50.00						
PLOT DATE = 10/21/2009	CHECKED -	REVISIED -				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						

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

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



FILE NAME =	USER NAME = saron	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
st:\jo\6300-6399\6346\021\macro\1570428-shr-S.DGN	CHECKED -	REVISIED -	326					(137BR)BR	CHAMPAIGN	75	74	
PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISIED -	SCALE:			SHEET NO.	OF SHEETS	STA. 252+00.00 TO STA. 253+50.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 70428	
PLOT DATE = 10/21/2009	CHECKED -	REVISIED -										

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

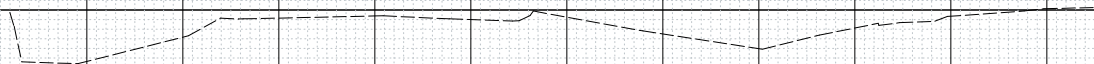
DATE	BY	SURVEYED	PLOTTED	TEMPLATE	AREAS	CHECKED
FINAL SURVEY NOTE BOOK NO.						

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

690

690

254 + 00.00



150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

FILE NAME =
 s:\jo\6300-6399\6346\021\macro\0570428-shr-X.S.DGN

USER NAME = saron
 DESIGNED -
 CHECKED -
 PLOT SCALE = 20.0000 ' / IN.
 PLOT DATE = 10/21/2009

DESIGNED -
 CHECKED -
 DRAWN -
 CHECKED -

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 254+00.00 TO STA. 254+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(137BR)BR	CHAMPAIGN	75	75
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 70428		