

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	119 BR-2	GRUNDY	52	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 66688		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 326 (IL ROUTE 47)
SECTION 119 BR-2
PROJECT ACF-0326 (073)
GRUNDY COUNTY

C - 93 - 009 - 07

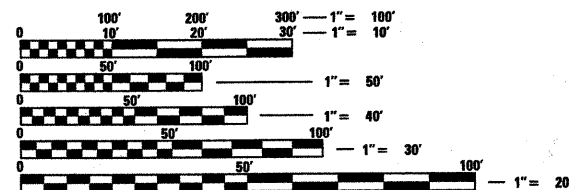
IL ROUTE 47 OVER THE WEST FORK OF THE MAZON RIVER
REPLACEMENT OF EXISTING BRIDGE.

INDEX OF SHEETS

SHEET NO.	ITEM
1	COVER SHEET
2	GENERAL NOTES, COMMITMENTS & HIGHWAY STANDARDS
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41-45	EXISTING STRUCTURE PLANS
46-48	MISCELLANEOUS DETAILS
49-52	CROSS SECTIONS

MICROFILMED _____
REEL NUMBER _____
AWARDED _____
RESIDENT ENGINEER _____
AS BUILT CHANGES WERE MADE
ON THE FOLLOWING SHEETS _____

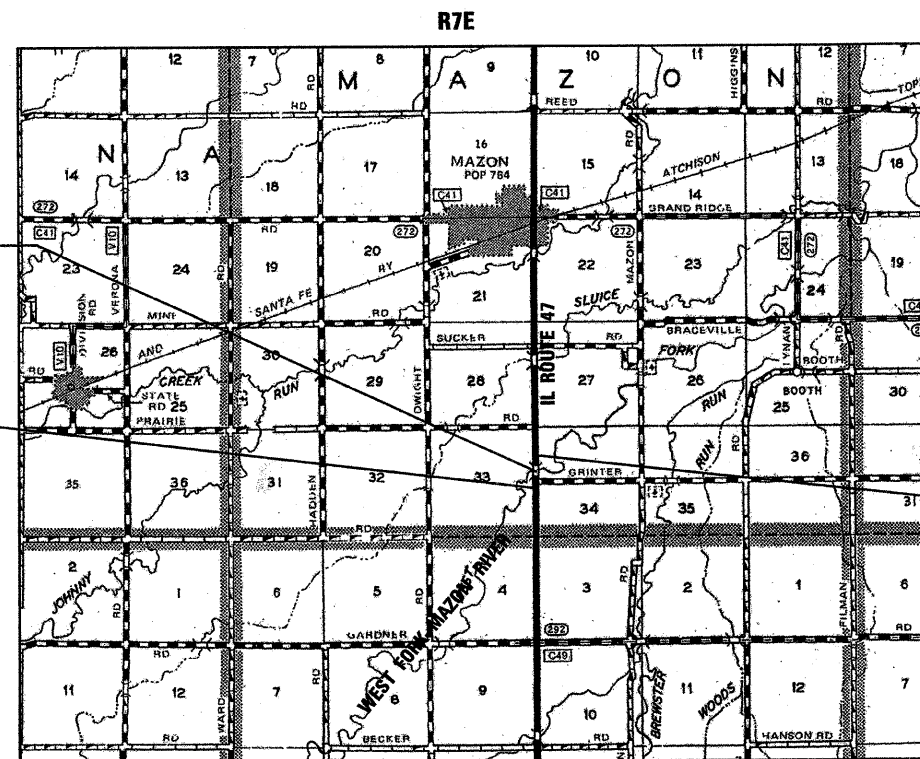
PROJECT INCLUDES A 2-SPAN CONTINUOUS
WIDE FLANGE STRUCTURE WITH A COMPOSITE
DECK, INTEGRAL ABUTMENTS AND PILE
BENT PIERS - S.N. 032-0116. BEGIN BRIDGE
STA. 465+37.00 AND END BRIDGE STA.
466+77.00. SOUTH SPAN 70'-0" AND NORTH
SPAN 70'-0".



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

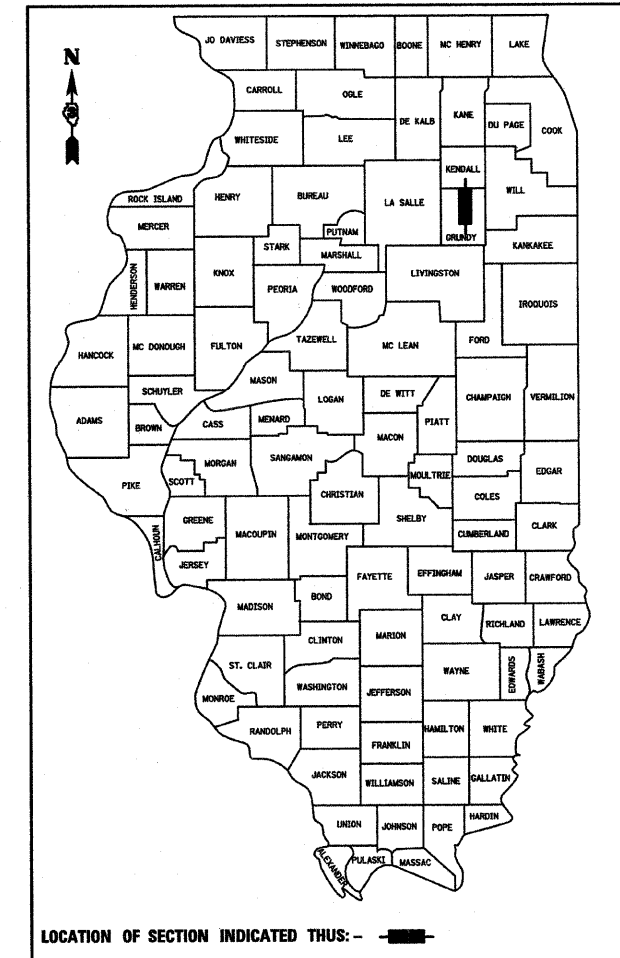
DISTRICT 3 NO. (815) 434-6131
PROJECT ENGINEER: DAVE BROVIAK
PROJECT MANAGER: SCOTT FERGUSON
CONTRACT NO. 66688



LOCATION MAP



GROSS LENGTH = 790.00 FT. = 0.15 MI.
NET LENGTH = 790.00 FT. = 0.15 MI.



LOCATION OF SECTION INDICATED THUS: -

FUNCTIONAL CLASSIFICATION
OTHER PRINCIPAL ARTERIAL - F.A.P. 326 (IL RTE. 47)
ADT 4950 (2009)
PV = 79.3%
SU = 4.6%
MU = 16.1%

END PROJECT
STA. 470+06.00



Jeffrey R. Rensing
DATE 8/8/2008

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
SUBMITTED 08/14 20 08
Deputy Director of Highways, Region Engineer
October 3, 20 08
Eric E. Harrel
Interim ENGINEER OF DESIGN AND ENVIRONMENT
October 3, 20 08
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

GENERAL NOTES

- THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.
- THE HMA SURFACE OF ALL MAILBOX TURNOUTS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, AND SIDE ROADS SHALL BE MADE NEATLY, IN A WORKMANLIKE MANNER, AND SHALL ACCURATELY CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. IF REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SAW CUT THE HMA SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE HMA SURFACE
- THE BASE COURSE WIDENING SHALL BE CARRIED THROUGH ALL ENTRANCES, SIDE ROADS, AND MAILBOX TURNOUTS. EXCEPTIONS WILL BE SHOWN ON THE PLANS.
- EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
- THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.
- FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.
- SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.
- ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR LISTED IN THE TREE REMOVAL SCHEDULE SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.
- THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION.
- ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.
- ADDITIONAL LEVELING BINDER, AT THE RATE GIVEN ON THE TYPICAL SECTIONS, HAS BEEN ADDED TO THE QUANTITIES TO CORRECT TO A 1/16" / FT CROWN ON SECTIONS OF EXISTING ROADWAYS.
- ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- THE CONTRACTOR SHALL REMOVE, MAINTAIN IN A TEMPORARY LOCATION AND PERMANENTLY RESET ALL MAILBOXES, TRAFFIC SIGNS, STREET NAME SIGNS AND ALL PRIVATE AND COMMERCIAL SIGNS WHICH INTERFERE WITH CONSTRUCTION OPERATIONS ACCORDING TO ARTICLES 107.20 AND 107.25 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AND AS DIRECTED BY THE ENGINEER. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES BID FOR THE VARIOUS ITEMS OF WORK INVOLVED.
- ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS INCLUDED IN THESE PLANS.
- THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS / CU YD
BITUMINOUS MAT PRIME COAT	0.08	GAL / SQ YD
AGGREGATE PRIME COAT	0.002	TONS / SQ YD
HMA RESURFACING	112	LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10	FT / 100 FT OF APPLICATION
- MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

TELEPHONE- AT&T
TELEPHONE - SBC
ELECTRIC- COMMONWEALTH EDISON
- CHANNEL EXCAVATION SHALL BE COMPLETED TO THE GRADES SHOWN IN THE ELEVATION VIEW ON THE PLAN AND PROFILE SHEETS. THIS CROSS SECTION SHALL EXTEND ±20' UPSTREAM AND DOWNSTREAM OF THE PROPOSED STRUCTURE AND TIED BACK INTO THE EXISTING GROUND WITHIN ROW. LAYOUT OF CHANNEL EXCAVATION MAY BE VARIED IN THE FIELD TO SUIT GROUND CONDITIONS AS DIRECTED BY THE ENGINEER.

GENERAL NOTES

- THE FOLLOWING ITEMS AND APPROXIMATE QUANTITIES ARE INCLUDED IN THE "SCHEDULE OF PRICES" IN ORDER TO ESTABLISH A UNIT COST FOR WORK REQUIRED TO COMPLETE THE FIELD TILE ADJUSTMENT. THE ACTUAL QUANTITY OF EACH ITEM SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

STORM SEWERS, CLASS A, TYPE 2, 6"	50	FOOT
STORM SEWER REMOVAL 6"	50	FOOT
FIELD TILE JUNCTION VAULTS, 2' DIA.	2	EACH

COMMITMENTS

- NONE

HIGHWAY STANDARDS

- 000001-05 - STANDARD SYMBOLS, ABBREVIATIONS & PATTERNS
- 001001-01 - AREAS OF REINFORCEMENT REBARS
- 001006 - DECIMAL OF AN INCH & OF A FOOT
- 280001-04 - TEMPORARY EROSION CONTROL SYSTEMS
- 420401-06 - BRIDGE APPROACH PAVEMENT
- 482001-02 - HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
- 515001-02 - NAME PLATE FOR BRIDGES
- 609006-03 - BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
- 630001-07 - STEEL PLATE BEAM GUARDRAIL
- 630201-05 - PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
- 630301-04 - SHOULDER WIDENING FOR TYPE 1 GUARDRAIL TERMINALS
- 631031-06 - TRAFFIC BARRIER TERMINAL TYPE 6
- 635006-02 - REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-01 - REFLECTOR MARKER & MOUNTING DETAILS
- 667101 - PERMANENT SURVEY MARKERS
- 701006-02 - OFF-RD OPERATIONS, 2L, 2W, 15'-24' FROM PAVEMENT EDGE
- 701201-02 - LANE CLOSURE, 2L, 2W-DAY ONLY, FOR SPEEDS ≥ 45 MPH
- 701301-02 - LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701306-01 - LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
- 701311-02 - LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
- 701321-09 - LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
- 701326-02 - LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
- 701901 - TRAFFIC CONTROL DEVICES
- 704001-04 - TEMPORARY CONCRETE BARRIER
- 781001-02 - TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
- 601101 CONCRETE HEADWALL FOR PIPE DRAIN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

REVIEWED BY: Red Powell
DISTRICT STUDIES & PLANS ENGINEER

DATE: 8/14/08

EXAMINED BY: Heidi Jung
DISTRICT CONSTRUCTION ENGINEER

Ray L. Phillips
DISTRICT MATERIALS ENGINEER

Russell A. Hesch
DISTRICT OPERATIONS ENGINEER

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES, COMMITMENTS, & HIGHWAY STANDARDS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
H:\jeff delete\26854.004_grasser\Techno	Production\Civil\sheeta01.dgn	DRAWN -	REVISED -			326	119 BR-2	GRUNDY	52	2	
	PLOT SCALE = 28.0000' / IN.	CHECKED -	REVISED -								
	PLOT DATE = 8/8/2008	DATE -	REVISED -								
						SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.
						FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT					
						CONTRACT NO. 66688					

SUMMARY OF QUANTITIES

80% FED.
20% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODES	
				I000	X071-2A
20100500	TREE REMOVAL, ACRES	ACRE	0.25	0.25	
20200100	EARTH EXCAVATION	CU YD	290	290	
20300100	CHANNEL EXCAVATION	CU YD	1,222	1,222	
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	160		160
25000300	SEEDING, CLASS 3	ACRE	0.50	0.50	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	45	45	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	45	45	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	45	45	
25100115	MULCH, METHOD 2	ACRE	0.50	0.50	
25100630	EROSION CONTROL BLANKET	SQ YD	260	260	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	150	150	
28000300	TEMPORARY DITCH CHECKS	EACH	5	5	
28000400	PERIMETER EROSION BARRIER	FOOT	1,208	1,208	
28100107	STONE RIPRAP, CLASS A4	SQ YD	2,027		2,027
28200200	FILTER FABRIC	SQ YD	2,052	25	2,027
35600708	HOT-MIX ASPHALT BASE COURSE WIDENING, 8"	SQ YD	410	410	
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	27	27	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	175	175	
40600300	AGGREGATE (PRIME COAT)	TON	5	5	
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	64	64	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	546	546	
40600990	TEMPORARY RAMP	SQ YD	73	73	
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	133	133	
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	31	31	
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	268	268	
44000100	PAVEMENT REMOVAL	SQ YD	171	171	
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	1,254	1,254	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	59	59	
44000920	BITUMINOUS CONCRETE SHOULDER REMOVAL	SQ YD	658	658	

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80% FED.
20% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODES	
				I000	X071-2A
48203100	HOT-MIX ASPHALT SHOULDERS	TON	312	312	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50200100	STRUCTURE EXCAVATION	CU YD	245		245
50300100	FLOOR DRAINS	EACH	16		16
50300225	CONCRETE STRUCTURES	CU YD	85.2		85.2
50300255	CONCRETE SUPERSTRUCTURE	CU YD	213.3		213.3
50300260	BRIDGE DECK GROOVING	SQ YD	591		591
50300280	CONCRETE ENCASMENT	CU YD	7.0		7.0
50300300	PROTECTIVE COAT	SQ YD	740		740
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	2,592		2,592
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	54,690		54,690
50800515	BAR SPLICERS	EACH	573		573
51201600	FURNISHING STEEL PILES HP12X53	FOOT	590		590
51201610	FURNISHING STEEL PILES HP12X63	FOOT	413		413
51202305	DRIVING PILES	FOOT	1,003		1,003
51203600	TEST PILE STEEL HP12X53	EACH	2		2
51203610	TEST PILE STEEL HP12X63	EACH	1		1
51204650	PILE SHOES	EACH	20		20
51205200	TEMPORARY SHEET PILING	SQ FT	322		322
51500100	NAME PLATES	EACH	1		1
52100520	ANCHOR BOLTS, 1"	EACH	36		36
550A0310	STORM SEWERS, CLASS A, TYPE 2 6"	FOOT	50	50	
55100200	STORM SEWER REMOVAL 6"	FOOT	50	50	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	77		77
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	172		172
61133100	FIELD TILE JUNCTION VAULTS, 2' DIA.	EACH	2	2	
*63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	112.5	112.5	
*63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	

SUMMARY OF QUANTITIES

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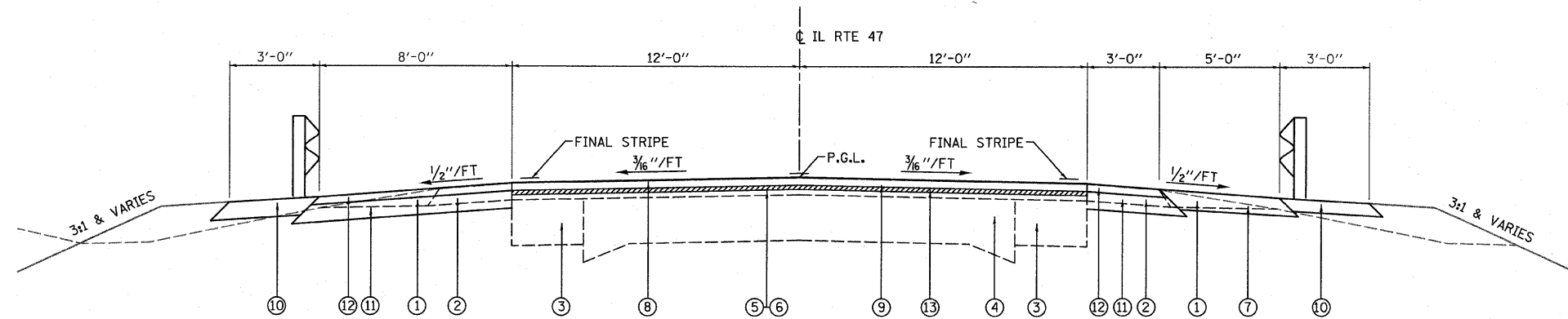
CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODES	
				I000	X071-2A
*63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	3		3
*63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	1		1
63200310	GUARDRAIL REMOVAL	FOOT	396	396	
66700095	PERMANENT SURVEY MARKERS	EACH	1		1
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9		9
67100100	MOBILIZATION	L SUM	1		1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1		1
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1		1
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1		1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	80	80	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1,664	1,664	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	583	583	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	390	390	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	225	225	
*78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1,066	1,066	
*78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	148	148	
*78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	400	400	
*78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	50	50	
*78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	8	8	
*78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	2	2	
*78200420	GUARDRAIL MARKERS, TYPE B	EACH	10	10	
*78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	627	627	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	10	10	
X0325592	REMOVE AND REPLACE STONE RIPRAP	CU YD	9	9	
X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH	1		1
XZ030260	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2	
Z0005215	BITUMINOUS STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL	SQ YD	200	200	
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	

*SPECIALTY ITEM

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H:\jeff delete\26854.004_groser\Technical	Production\Civil\sheets\81.dgn	DRAWN -	REVISED -						326	119 BR-2	GRUNDY	52	3
PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -	SCALE:		SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 66688			
PLOT DATE = 8/8/2008	DATE -	REVISED -							ILLINOIS FED. AID PROJECT				

LEGEND

- ① EXISTING AGGREGATE SHOULDER
- ② EXISTING BITUMINOUS SHOULDER
- ③ EXISTING PCC BASE COURSE
- ④ EXISTING PCC PAVEMENT
- ⑤ EXISTING BITUMINOUS LEVELING BINDER
- ⑥ EXISTING BITUMINOUS SURFACE COURSE
- ⑦ PROPOSED HOT-MIX ASPHALT SHOULDERS, 8"
- ⑧ PROPOSED 1 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50
- ⑨ PROPOSED 1" LEVELING BINDER (MACHINE METHOD), N50
- ⑩ PROPOSED BITUMINOUS STABILIZATION 6" AT STEEL PLATE BEAM GUARDRAIL
- ⑪ PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING (8")
- ⑫ PROPOSED HOT-MIX ASPHALT SHOULDERS (1 1/2")
- ⑬ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH



PROPOSED TYPICAL SECTION

(SOUTH OF STRUCTURE)
 STA. 462+16.00 TO STA. 465+07.00
 (NORTH OF STRUCTURE)
 STA. 467+07.00 TO STA. 470+06.00

NOTE: SPBGR TY A
 STARTS AT STA.
 463+93.85 LT AND ENDS
 AT STA. 468+32.65 LT

SPBGR TY A
 STARTS AT STA.
 464+56.35 RT AND ENDS
 AT STA. 467+57.65 RT

MIXTURE REQUIREMENTS

	HMA LEVEL BINDER	HMA SURFACE	HMA BASE COURSE & BASE COURSE WIDENING	HMA SHOULDERS
PG GRADE	PG64-22	PG64-22	PG58-22	PG58-22
MAX % RAP ALLOWABLE**	15%	10%	25%	25%
DESIGN AIR VOIDS	4.0% @ N70	4.0% @ N70	4.0% @ N50	3.0% @ N50
MIXTURE COMPOSITION	IL 9.5	IL 12.5 or IL 9.5	IL 19.0	IL 19.0
FRICTION AGGREGATE		MIXTURE D		
DENSITY TEST METHOD	SATISFACTION OF ENGINEER	CORES/NUCLEAR	CORES/NUCLEAR	CORES/NUCLEAR

NOTE: MATERIAL SHALL BE COMPACTED TO 93.0-97.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT WHEN PLACED AS FIRST LIFT ON AN UNIMPROVED SUBGRADE THE MINIMUM PERCENT COMPACTION SHALL BE 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE QC/OA SPECIFICATION.

** IF THE RAP PERCENTAGE IS DIFFERENT THAN LISTED ABOVE, THE PG GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.

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H:\jeff delete\26054.004-graser\Technical	Production\Civil\sheets\01.dgn	DRAWN -	REVISED -		326	119 BR-2	GRUNDY	52	4				
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EARTHWORK SCHEDULE

STATION	STATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	CHANNEL EXCAV
		20200100 (CU YD)	(NOTE 1) (CU YD)	(NOTE 2) (CU YD)	(NOTE 3) (CU YD)	(NOTE 4) 2030100 (CU YD)
462+16.00	465+37.00	105	79	12	67	
462+37.00	466+77.00					1,222
466+77.00	470+06.00	185	139	13	126	
TOTAL		290	218	25	193	1,222

EARTHWORK NOTES:

- ESTIMATED SHRINKAGE FACTOR = 25%.
- APPROXIMATE EMBANKMENT QUANTITY IS SHOWN FOR INFORMATION ONLY.
- APPROXIMATE EARTHWORK BALANCE IS SHOWN FOR INFORMATION ONLY.
- SEE SPECIAL PROVISION FOR CHANNEL EXCAVATION.

PAVEMENT MARKING SCHEDULE

STATION	STATION	SHORT-TERM PAVT MKING	TEMP PVT MK LINE 4	WORK ZONE PAVT MK REM	THPL PVT MK LINE 4	THPL PVT MK LINE 6	PAINT PVT MK LINE 4	PAINT PVT MK LINE 6	RAISED REFL PAVT MKR (2-WAY AMBER)	RAISED REFL PVT MKR BR (2-WAY AMBER)	PAVT MARKING REMOVAL	RAISED REF PVT MK REM
		70300100 (FOOT)	70300220 (FOOT)	70301000 (SQ FT)	78000200 (FOOT)	78000400 (FOOT)	78001110 (FOOT)	78001130 (FOOT)	78100100 (EACH)	78100105 (EACH)	78300100 (SQ FT)	78300200 (EACH)
LT 462+16	LT 465+07		291	97	291						97	
RT 462+16	RT 465+07		177	59	177						97	
CL 462+16	CL 465+07		73	24		73			4		36	4
LT 465+07	LT 467+07		200	67			200				67	
RT 465+07	RT 467+07		200	67			200				67	
CL 465+07	CL 467+07		50	17				50		2	25	2
LT 467+07	LT 470+06		299	100	299						100	
RT 467+07	RT 470+06		299	100	299						100	
CL 467+07	CL 470+06		75	25		75			4		38	4
CL 462+16	CL 470+06	80		27								
TOTAL		80	1664	583	1066	148	400	50	8	2	627	10

GUARDRAIL REMOVAL/REPLACEMENT

STATION	STATION	SPBGR TY A	TRAF BAR TERM T6	TR BAR TERM T1 SPL TAN (NOTE 1)	TR BAR TERM T1 SPL FLR (NOTE 1)	GUARDRAIL REMOV	GUARDRAIL MKR TYPE B (NOTE 2)	TERMINAL MARKER - DA	BIT STAB 6 AT SPBGR
		63000000 (FOOT)	63100085 (EACH)	63100167 (EACH)	63100169 (EACH)	63200310 (FOOT)	78200420 (EACH)	78201000 (EACH)	Z0005215 (SQ YD)
LT 463+94	LT 465+37					115			61
RT 464+56	RT 465+37					78			46
LT 466+77	LT 468+33					127			57
RT 466+77	RT 467+58					76			36
LT 463+94	LT 464+44			1				1	
LT 464+44	LT 464+94	50.0							
LT 464+94	LT 465+37		1						
RT 464+56	RT 464+93.5				1			1	
RT 464+93.5	RT 465+37		1						
LT 466+77	LT 467+20		1						
LT 467+20	LT 467+82.5	62.5							
LT 467+82.5	LT 468+32.5			1				1	
RT 466+77	RT 467+20		1						
RT 467+20	RT 467+57			1				1	
LT 463+94	LT 468+33						5		
RT 464+56	RT 467+58						5		
TOTAL		112.5	4	3	1	396	10	4	200

GUARDRAIL NOTES:

- EACH TR BAR TERM T1 SPL ON THE RT SIDE IS SHORTENED TO A LENGTH OF 37.5 FT.
- ALL GUARDRAIL MKR TYPE B ARE SILVER MONODIRECTIONAL.

TRAFFIC CONTROL ITEMS

STATION	STATION	TEMP CONC BARRIER	REL TEMP CONC BARRIER	IMP ATTN TEMP NRN TL3	IMP ATTN REL NRD TL3
		70400100 (FOOT)	70400200 (FOOT)	XZ030260 (EACH)	Z0030350 (EACH)
STAGE 1					
LT 462+76	LT 464+12			1	
LT 464+05	LT 467+91	390			
LT 468+02	LT 469+82			1	
STAGE 2					
RT 464+45	RT 467+75				1
LT 464+45	LT 467+75				1
LT 465+04	LT 467+19		225		
TOTAL		390	225	2	2

PAVEMENT SCHEDULE

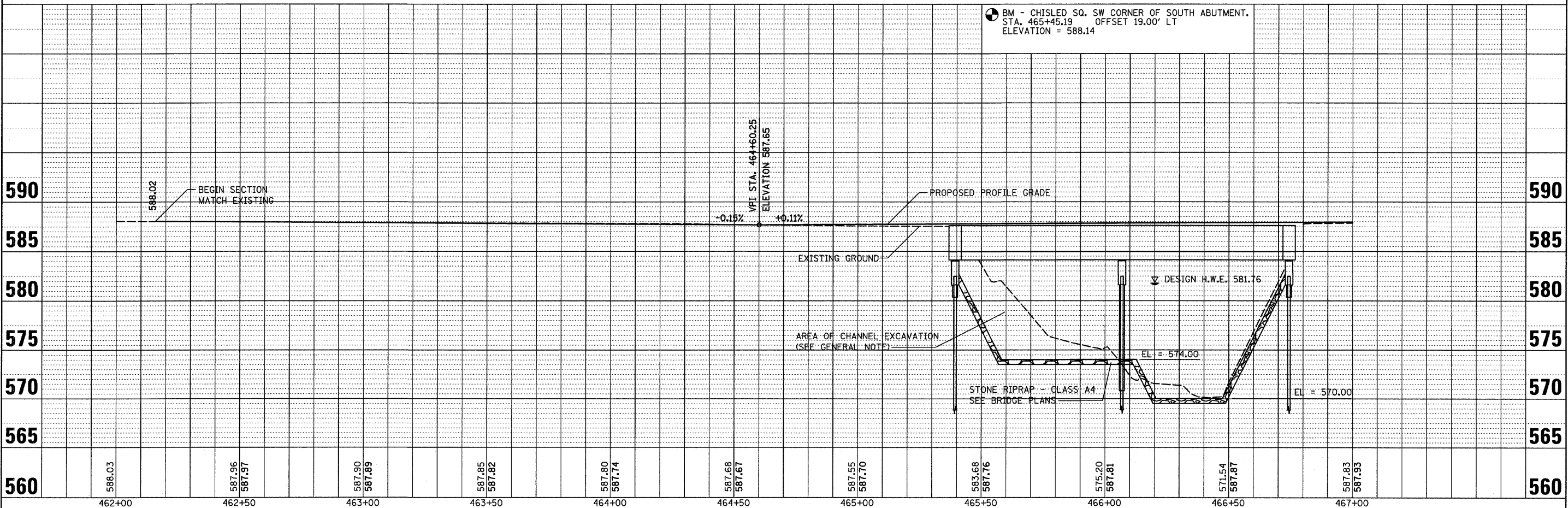
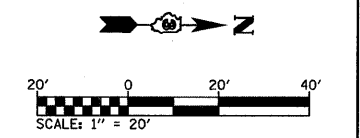
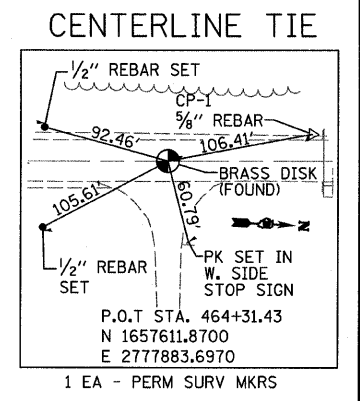
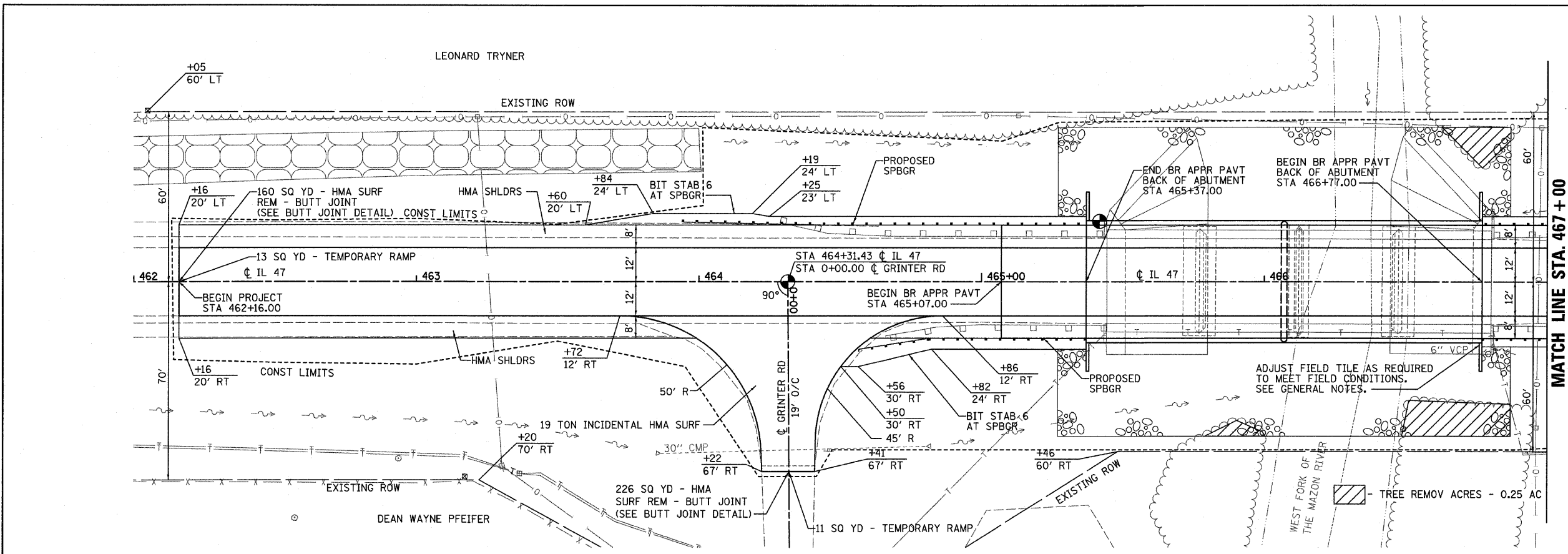
STATION	STATION	HMA BC WID 8	BIT MATLS PR CT	AGG PR CT	LEV BIND MM N70	HMA SC "D" N70	BR APPR PAVT	PAVEMENT REM	HMA SURF REM VAR DP	BIT CONC SHLD REM	HMA SHOULDERS
		35600708 (SQ YD)	40600100 (GALLON)	40600300 (TON)	40600635 (TON)	40603340 (TON)	42001165 (SQ YD)	44000100 (SQ YD)	44000198 (SQ YD)	44000920 (SQ YD)	48203100 (TON)
462+16	465+07		80	2	31	66			616		
465+07	465+37						134	99			
466+77	467+07						134	72			
467+07	470+06		64	2	33	67			638		
LT 462+16	LT 463+49								44		53
RT 462+16	RT 463+67								50		60
LT 463+49	LT 465+07	141	11	0.3					129		12
RT 463+67	RT 465+07	59	3	0.2					103		21
LT 467+07	LT 468+84	157	13	0.3					139		13
RT 467+07	RT 468+39	53	4	0.2					96		37
LT 468+84	LT 470+06								41		49
RT 468+39	RT 470+06								56		67
TOTAL		410	175	5	64	133	268	171	1254	658	312

SEEDING SCHEDULE

STATION	STATION	SEEDING CL 2A 25000210 (ACRE)	NITROGEN FERT NUTR 25000400 (POUND)	PHOSPHORUS FERT NUTR 25000500 (POUND)	POTASSIUM FERT NUTR 25000600 (POUND)	MULCH METHOD 2 25100115 (ACRE)	TEMP EROS CONTR SEED 28000250 (POUND)
LT 462+16	LT 465+27	0.15	13	13	13	0.15	45
RT 462+16	RT 465+27	0.14	13	13	13	0.14	42
LT 466+87	LT 470+06	0.14	13	13	13	0.14	42
RT 466+87	RT 470+06	0.07	6	6	6	0.07	21
TOTAL		0.50	45	45	45	0.50	150

DATE: _____ BY: _____
 SUBMITTED: _____ CHECKED: _____
 PLANNING: _____ ALIGNED: _____
 NOTE BOOK NO. _____ PLOTTED: _____
 NO. _____ CAD FILE NAME: _____

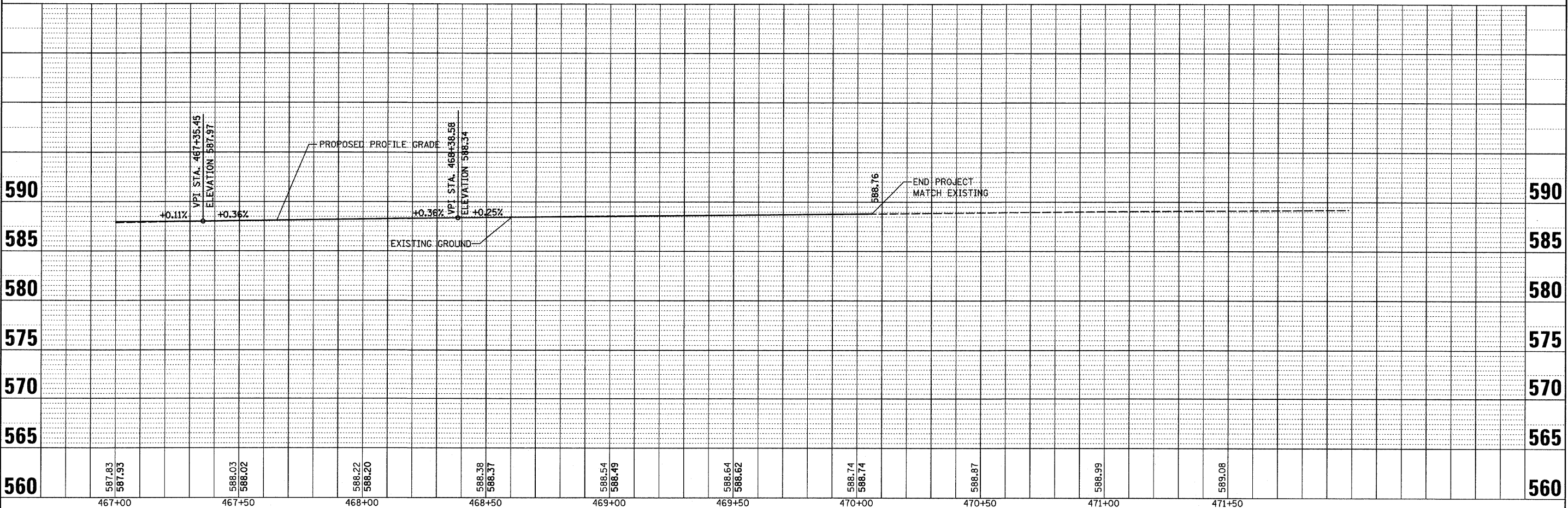
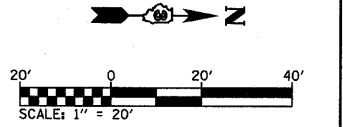
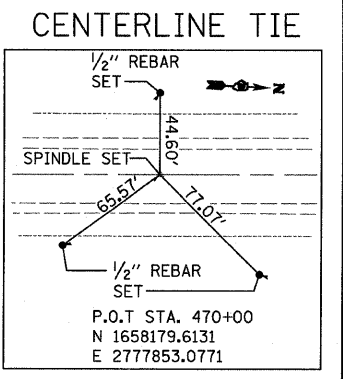
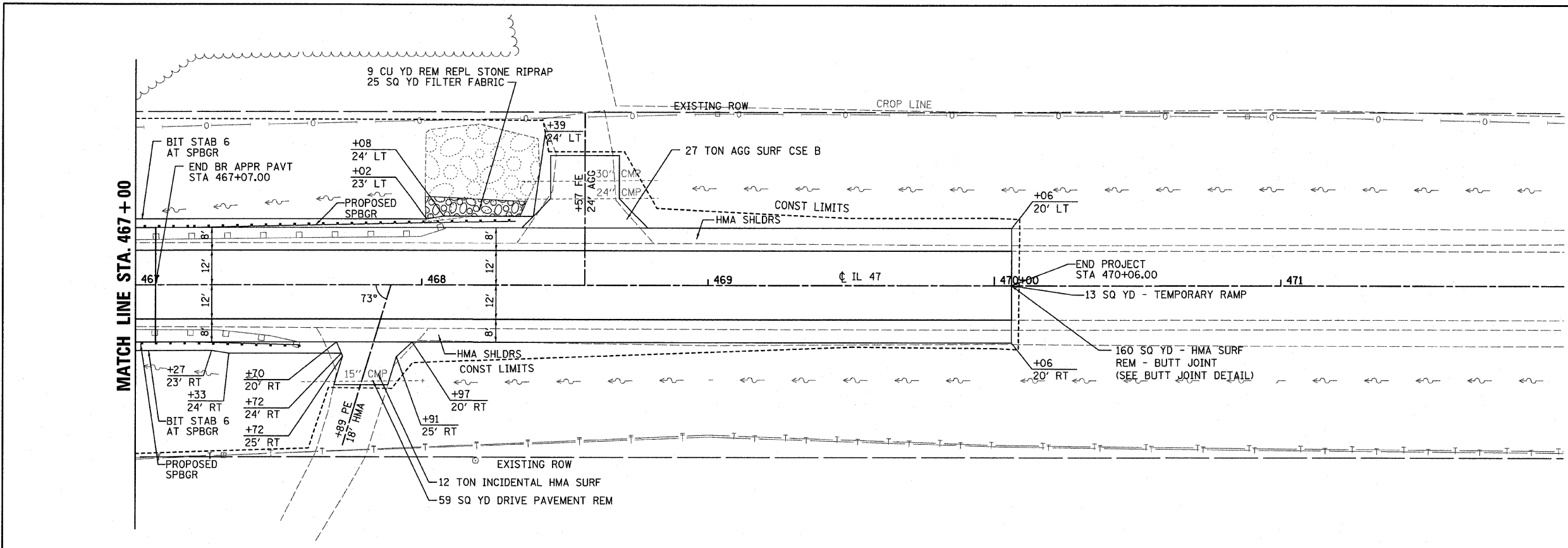
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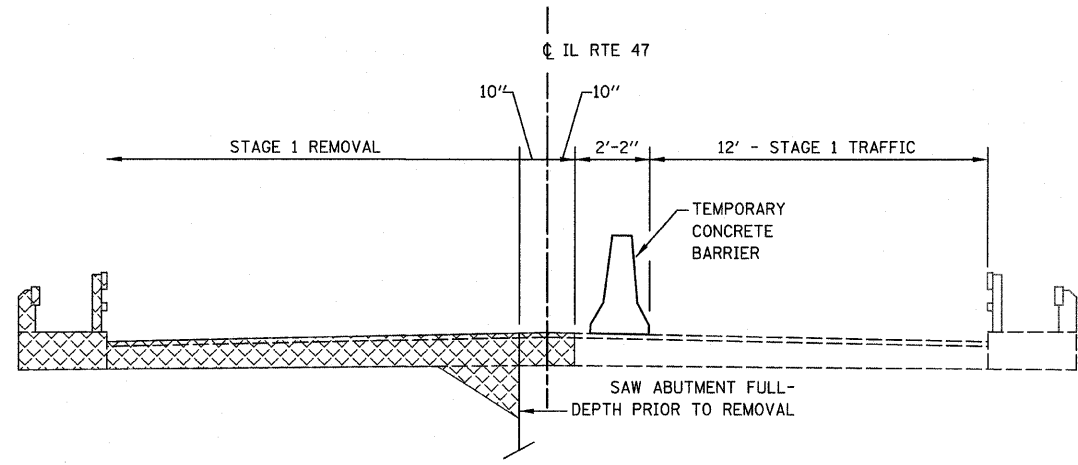
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PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISED -	SCALE:			SHEET NO. OF SHEETS	STA. 462+00 TO STA. 467+00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 66688
PLOT DATE = 8/8/2008	CHECKED -	REVISED -								
	DATE -	REVISED -								

DATE _____ BY _____
 PLAN SURVEYED _____
 NOTE BOOK _____
 NO. _____

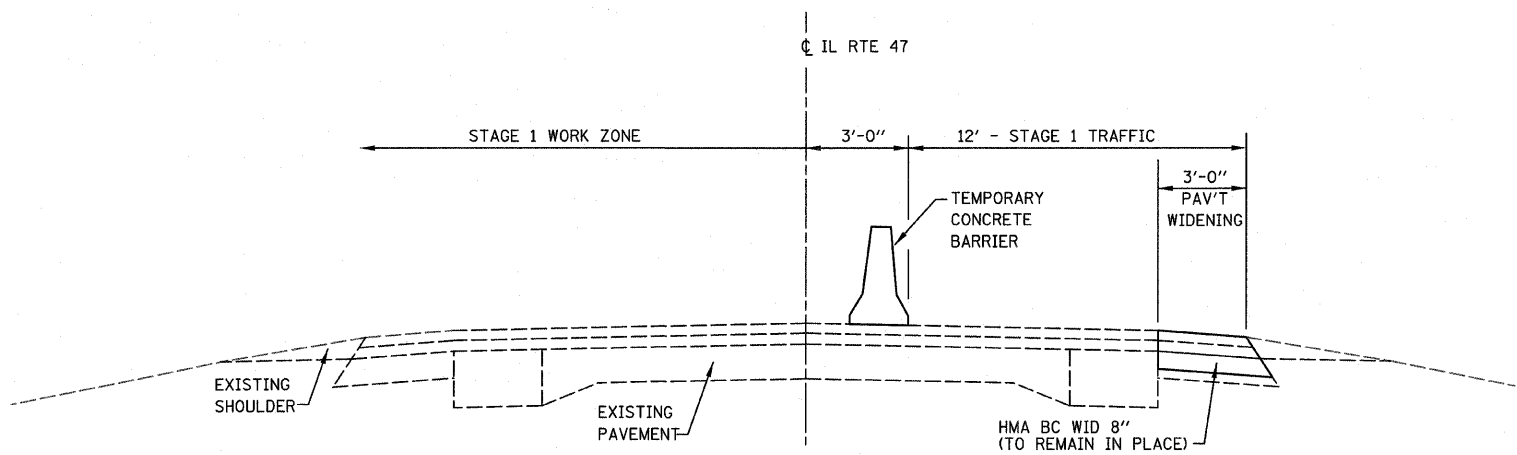
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 NOTE BOOK _____
 NO. _____



FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN & PROFILE SHEET	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
H:\jeff delete\26054.004-grassr\Technical	Production\Civil\sheets.dgn	DRAWN -	REVISED -			326	119 BR-2	GRUNDY	52	7	
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	PLOT DATE = 8/8/2008	DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					



STAGE 1 CONSTRUCTION TYPICAL SECTION
(LOOKING NORTH AT STRUCTURE)
FOR INFORMATION ONLY



STAGE 1 CONSTRUCTION TYPICAL SECTION
(SOUTH OF STRUCTURE, LOOKING NORTH &
NORTH OF STRUCTURE, LOOKING NORTH)

STAGE CONSTRUCTION GENERAL NOTES

- ONE LANE OF TRAFFIC ON ILLINOIS ROUTE 47 SHALL BE MAINTAINED AT ALL TIMES.
- THE FURNISHING, PLACEMENT AND REMOVAL OF THE TYPE C BI-DIRECTIONAL REFLECTORS SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321."
- EMERGENCY ACCESS SHALL BE PROVIDED AT ALL TIMES.

SUGGESTED STAGE CONSTRUCTION

SUGGESTED STAGE 1

PHASE 1

- UTILIZING TRAFFIC CONTROL AND PROTECTION, STANDARD 701326, CONSTRUCT THE HMA BASE COURSE WIDENING, 8" ON THE RT SIDE OF THE ROADWAY FROM STA. 463+67 TO STA. 465+44 AND STA. 466+80 TO STA. 468+39.
- INSTALL TEMPORARY TRAFFIC SIGNALS AT EACH END OF THE PROJECT, PRIVATE ENTRANCE, FIELD ENTRANCE, AND GRINTER ROAD INTERSECTION PRIOR TO CLOSING LT HALF OF ROADWAY.

PHASE 2

- UTILIZING TRAFFIC CONTROL AND PROTECTION, STANDARD 701321, DIRECT TRAFFIC ON THE RT LANE OF FAP ROUTE 326.
- CONSTRUCT TEMPORARY SHEET PILING AT NORTH AND SOUTH SIDE OF EXISTING STRUCTURE AND REMOVE THE LT SIDE OF THE EXISTING STRUCTURE.
- CONSTRUCT THE LT SIDE OF THE BRIDGE AND BRIDGE APPROACH PAVEMENT.
- CONSTRUCT THE HMA BASE COURSE WIDENING, 8" ON THE LT SIDE OF FAP ROUTE 326 FROM STA. 463+49 TO STA. 465+07 AND FROM STA. 467+07 TO STA. 468+84.
- INSTALL GUARD RAIL AND BITUMINOUS STABILIZATION ON LT SIDE OF FAP ROUTE 326.
- INSTALL TEMPORARY PAVEMENT MARKING.

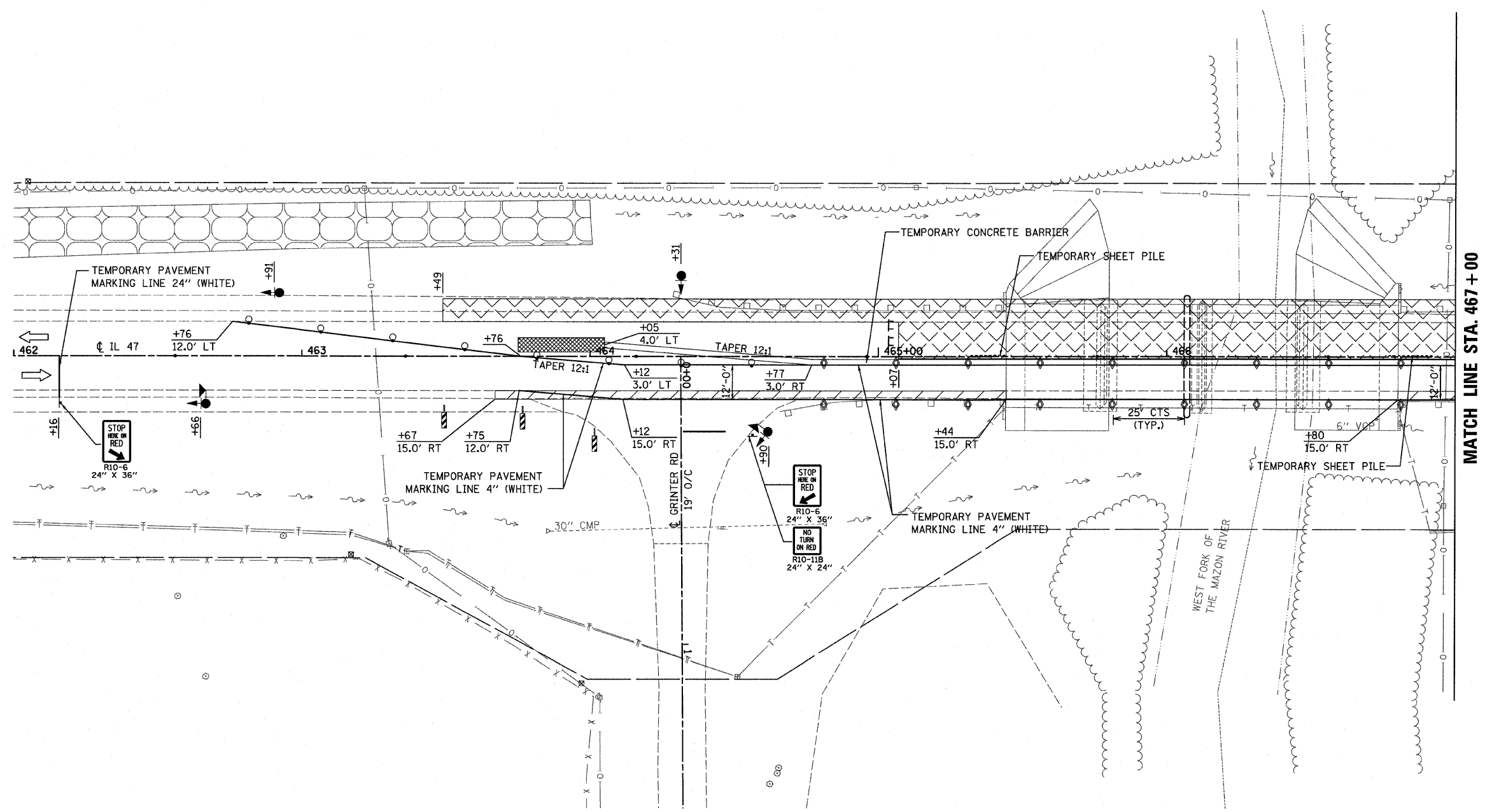
SUGGESTED STAGE 2

- UTILIZING TRAFFIC CONTROL AND PROTECTION, STANDARD 701321, DIRECT TRAFFIC ON THE LT LANE OF FAP ROUTE 326.
- REMOVE THE RT SIDE OF THE EXISTING STRUCTURE.
- CONSTRUCT THE RT SIDE OF THE BRIDGE AND BRIDGE APPROACH PAVEMENT.
- CONSTRUCT THE OUTSIDE 5' HMA SHOULDER ON THE RT SIDE OF FAP ROUTE 326 FROM STA. 463+67 TO STA. 465+37 AND FROM STA. 466+77 TO STA. 468+39.
- INSTALL GUARD RAIL AND BITUMINOUS STABILIZATION ON THE RT SIDE OF FAP ROUTE 326.

SUGGESTED STAGE 3

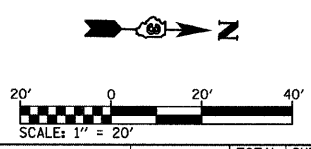
- UTILIZING TRAFFIC CONTROL AND PROTECTION, STANDARD 701306, COMPLETE HMA SURFACE REMOVAL, VARIABLE DEPTH, FOR THE RT AND LT LANES OF FAP ROUTE 326 FROM STA. 462+16 TO STA. 465+07 AND STA. 467+07 TO STA. 470+06.
- CONSTRUCT THE PROPOSED LEVELING BINDER FOR THE RT AND LT LANES OF FAP ROUTE 326 STA. 462+92 TO STA. 465+07 AND STA. 467+07 TO STA. 469+30.
- CONSTRUCT THE PROPOSED HMA SURFACE COURSE 1.5" FOR THE RT AND LT LANES OF FAP ROUTE 326 FROM STA. 462+16 TO STA. 470+06.
- CONSTRUCT THE 5' HMA SHOULDER ON THE RT SIDE FROM STA. 463+67 TO STA. 465+07 AND FROM STA. 467+07 TO STA. 468+39.
- CONSTRUCT THE 1.5" HMA SHOULDER LIFT ON THE RT SIDE FROM STA. 463+67 TO STA. 465+07 AND STA. 467+07 TO STA. 468+39.
- CONSTRUCT THE 1.5" HMA SHOULDER LIFT ON THE LT SIDE FROM STA. 463+49 TO STA. 465+07 AND STA. 467+07 TO STA. 468+84.
- CONSTRUCT THE 8' HMA SHOULDER ON THE RT SIDE OF FAP ROUTE 326 FROM STA. 462+16 TO STA. 463+67 AND FROM STA. 468+39 TO STA. 470+06.
- CONSTRUCT THE 8' HMA SHOULDER ON THE LT SIDE OF FAP ROUTE 326 FROM STA. 462+16 TO STA. 463+49 AND FROM STA. 468+84 TO STA. 470+06.

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE 1 TYPICAL SECTIONS & STAGING NOTES				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
H:\jeff delete\26854.004.graser\Technical	Production\Civil\sheeta02.dgn	DRAWN -	REVISED -						326	119 BR-2	GRUNDY	52	8
	PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 66688								
	PLOT DATE = 8/8/2008	DATE -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT				



MATCH LINE STA. 467+00

- LEGEND**
- TRAFFIC SIGNALS
 - TRAFFIC SIGNALS WITH MICROWAVE DETECTORS
 - DRUM WITH STEADY BURNING LIGHT
 - STOP LINE 24"
 - IMPACT ATTENUATORS, TEMPORARY (FULLY-REDIRECTIVE, NARROW) TEST LEVEL 3
 - DOUBLE VERTICAL PANEL
 - TYPE C BI-DIRECTIONAL REFLECTOR
 - TEMPORARY SHEET PILE
 - TYPE III BARRICADE WITH FLASHING LIGHTS
 - STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS
 - WORK AREA
 - SIGN
 - HMA BASE COURSE WIDENING, 8"
 - DIRECTION OF TRAFFIC



FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -
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	PLOT DATE = 8/8/2008	DATE -	REVISED -

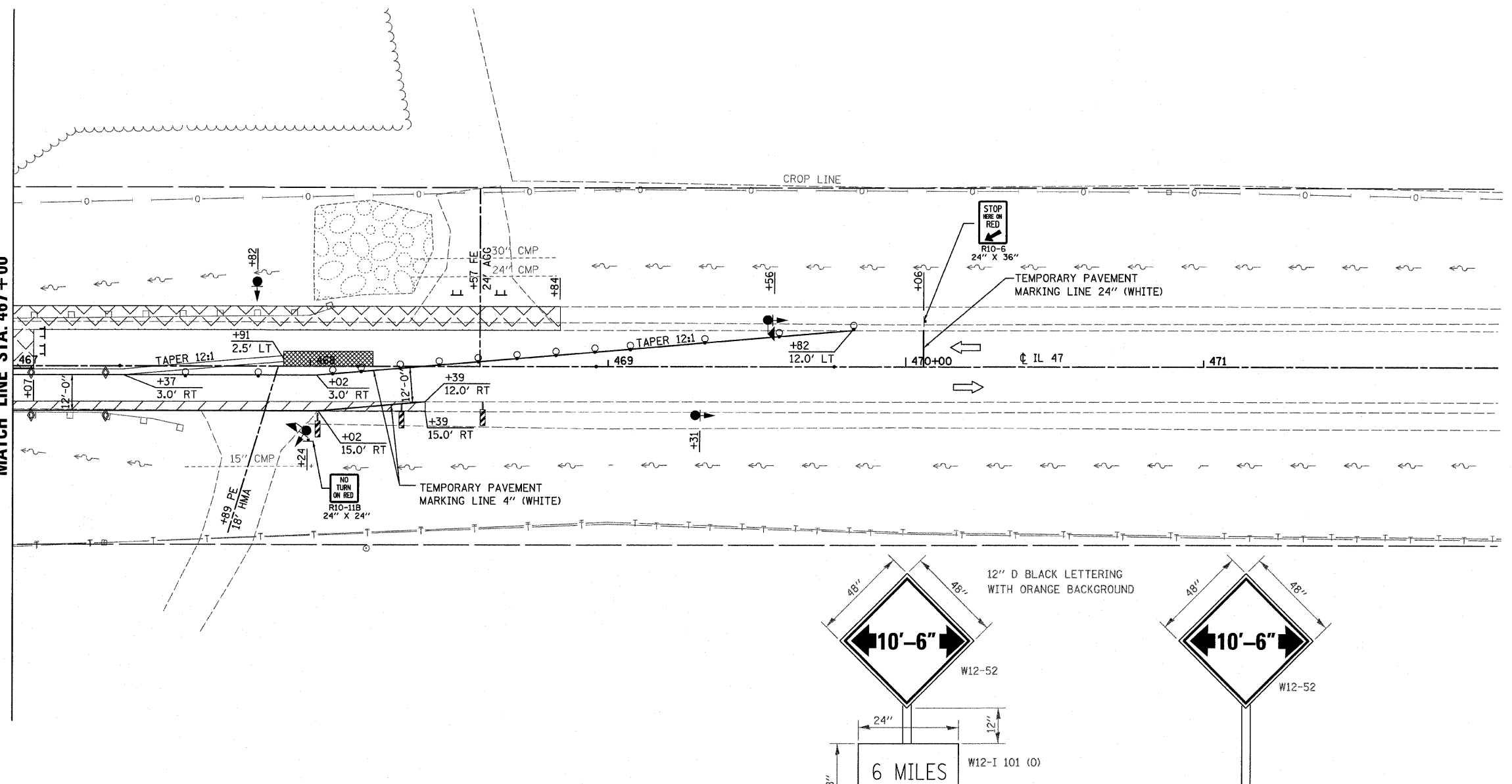
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE 1 CONSTRUCTION & TRAFFIC CONTROL

SCALE: 1"=20' SHEET NO. OF SHEETS STA. 460+00 TO STA. 467+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	119 BR-2	GRUNDY	52	9
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 66688	

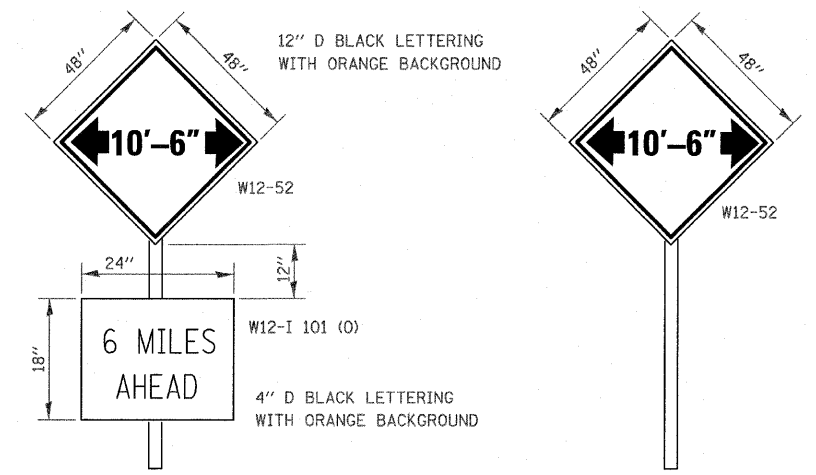
MATCH LINE STA. 467+00



NOTES:
 1. SIGNING AND BARRICADES OUTSIDE OF THE LIMITS OF THE STOP BARS SHALL BE IN ACCORDANCE WITH STANDARD 701321.

LEGEND

- TRAFFIC SIGNALS
- TRAFFIC SIGNALS WITH MICROWAVE DETECTORS
- DRUM WITH STEADY BURNING LIGHT
- STOP LINE 24"
- IMPACT ATTENUATORS, TEMPORARY (FULLY-REDIRECTIVE, NARROW) TEST LEVEL 3
- DOUBLE VERTICAL PANEL
- TYPE C BI-DIRECTIONAL REFLECTOR
- TEMPORARY SHEET PILE
- TYPE III BARRICADE WITH FLASHING LIGHTS
- STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS
- WORK AREA
- SIGN
- HMA BASE COURSE WIDENING, 8"
- DIRECTION OF TRAFFIC



AT JUNCTION OF I-55 AND IL 47
 AT JUNCTION OF IL 113 AND IL 47

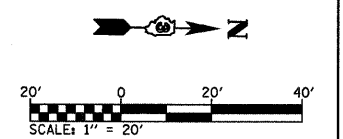
A W12-52 SIGN, WITH A W12-I101 SIGN, SHALL BE ERECTED AT THE JUNCTION OF IL 47 AND IL 113 AND AT THE JUNCTION OF I-55 AND IL 47. THE ACTUAL LOCATION OF THE SIGNS TO BE DETERMINED BY THE ENGINEER. AN ADDITIONAL W12-52 SIGN SHALL BE ERECTED 1000 FEET IN EACH DIRECTION FROM THE BRIDGE PRIOR TO STAGE 1 CONSTRUCTION. THESE SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR DURING STAGE 1 CONSTRUCTION AND SHALL BE REMOVED WHEN TRAFFIC IS OPEN FOR STAGE 2.

THE ENGINEER WILL NOTIFY DISTRICT 3 BUREAU OF OPERATIONS 14 CALENDAR DAYS PRIOR TO INSTALLING ANY TRAFFIC CONTROL DEVICES THAT WILL RESTRICT THE PAVEMENT WIDTH.

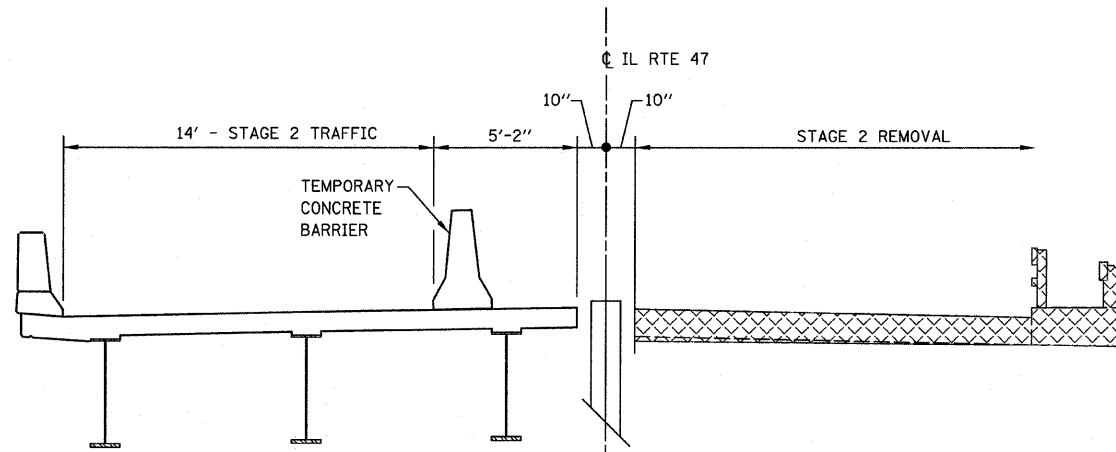
THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE ENGINEER TO MEET THIS REQUIREMENT.

COST OF SUPPLYING, INSTALLING, MAINTAINING AND REMOVING WIDTH RESTRICTION SIGNS SHALL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION PAY ITEMS.

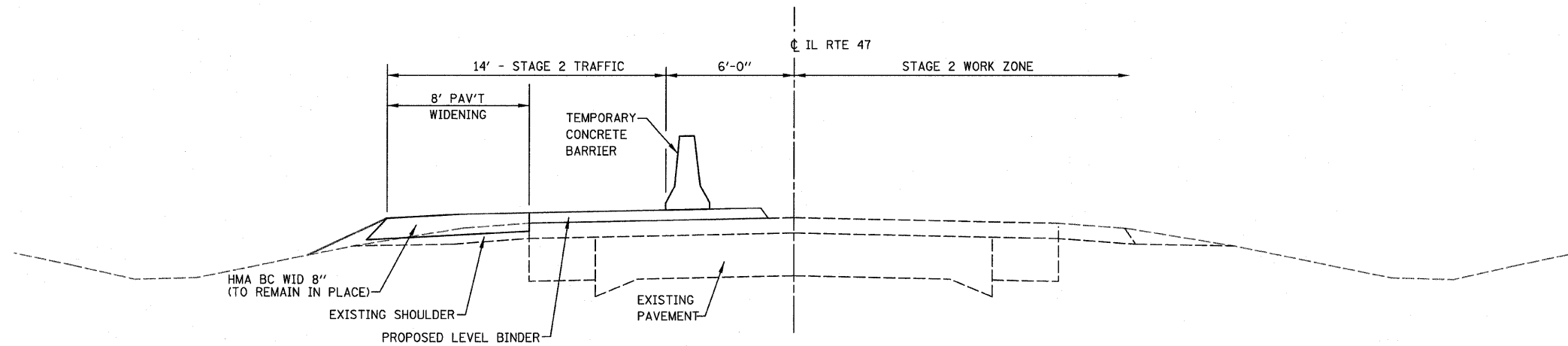
WIDTH RESTRICTION SIGNING DETAILS



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PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -	REVISED -		SCALE: 1"=20'	SHEET NO. OF SHEETS	STA. 467+00 TO STA. 472+00	CONTRACT NO. 66688					
PLOT DATE = 8/8/2008	DATE -	REVISED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								

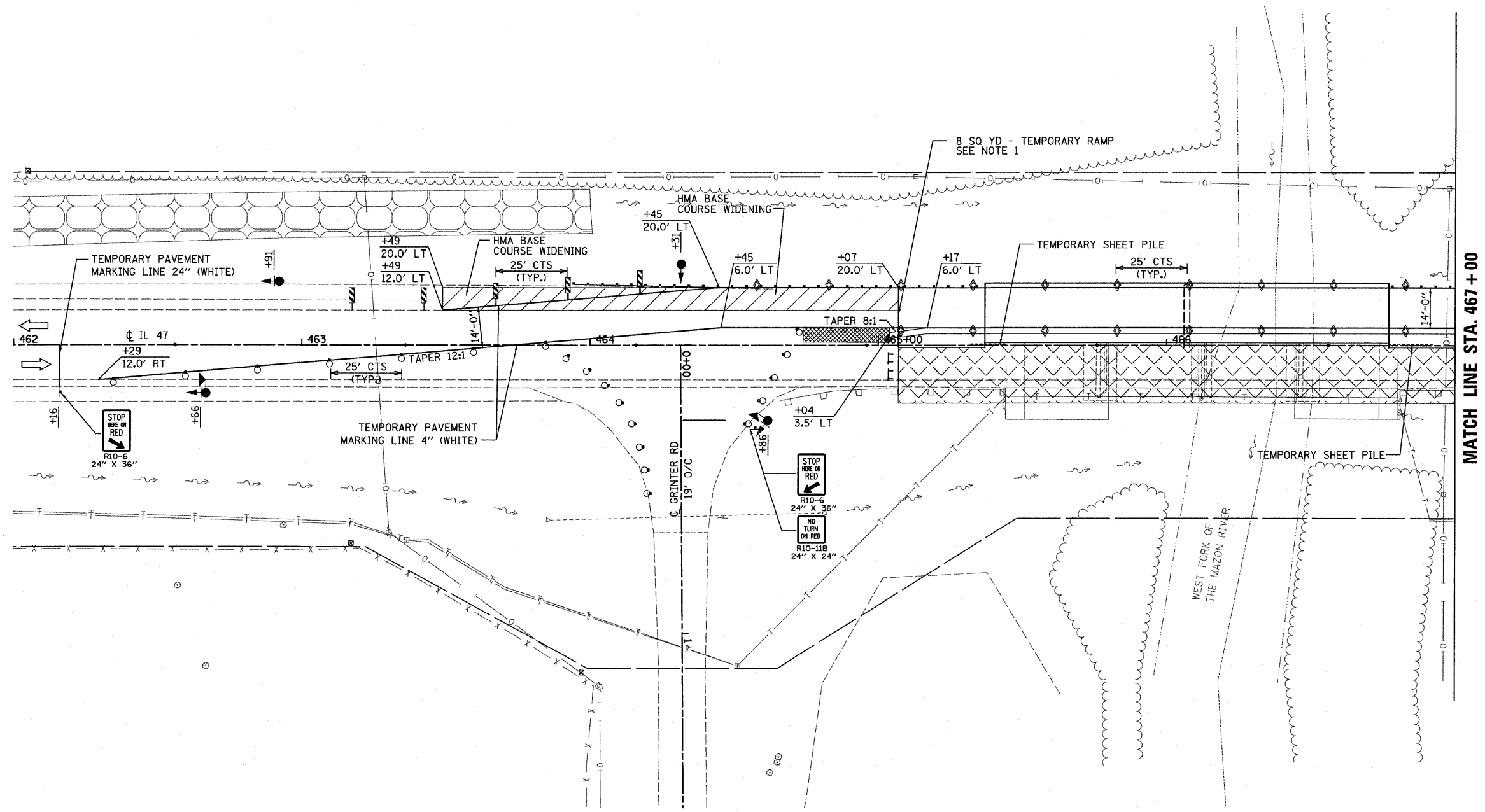


STAGE 2 CONSTRUCTION TYPICAL SECTION
 (LOOKING NORTH AT STRUCTURE)
 FOR INFORMATION ONLY



STAGE 2 CONSTRUCTION TYPICAL SECTION
 (SOUTH OF STRUCTURE, LOOKING NORTH &
 NORTH OF STRUCTURE, LOOKING NORTH)

FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE 2 TYPICAL SECTIONS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 9/9/2008	DATE -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT				

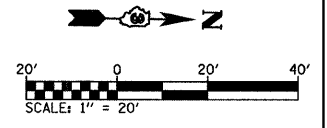


MATCH LINE STA. 467+00

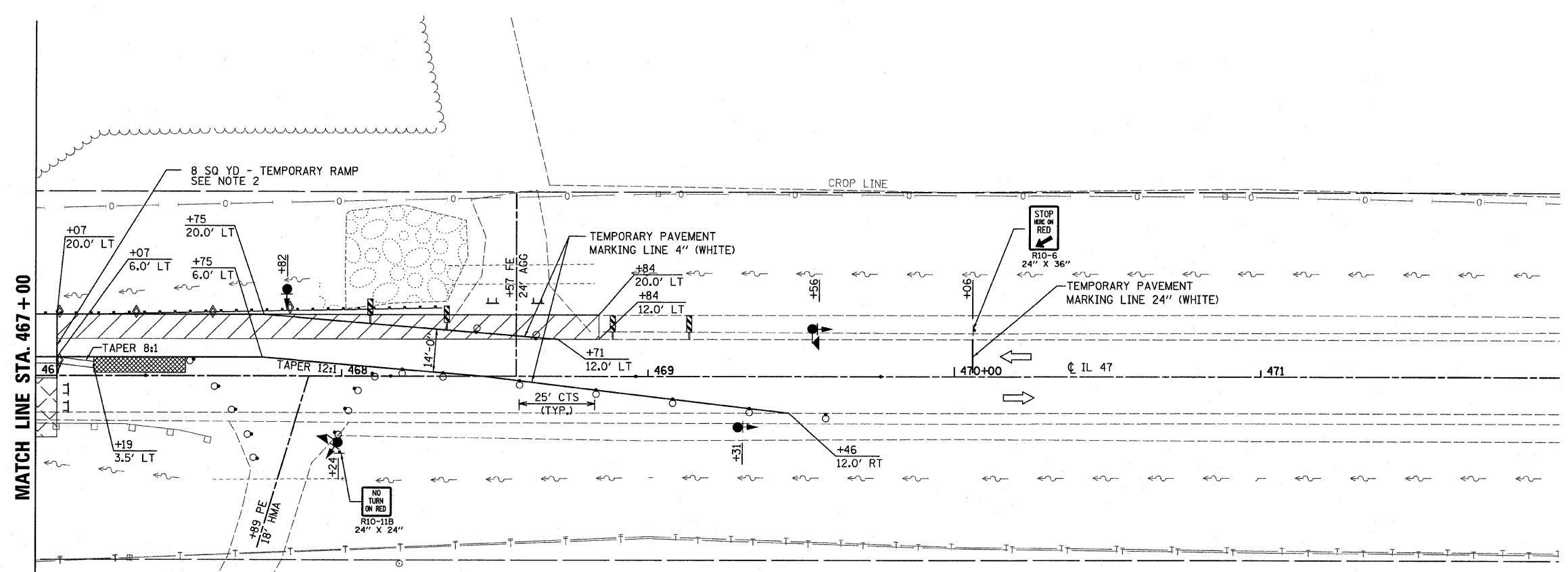
LEGEND

- | | | | |
|--|--|--|--|
| | TRAFFIC SIGNALS | | TEMPORARY SHEET PILE |
| | TRAFFIC SIGNALS WITH MICROWAVE DETECTORS | | TYPE III BARRICADE WITH FLASHING LIGHTS |
| | DRUM WITH STEADY BURNING LIGHT | | STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS |
| | STOP LINE 24" | | WORK AREA |
| | IMPACT ATTENUATORS, TEMPORARY (FULLY-REDIRECTIVE, NARROW) TEST LEVEL 3 | | SIGN |
| | DOUBLE VERTICAL PANEL | | HMA BASE COURSE WIDENING, 8" |
| | TYPE C BI-DIRECTIONAL REFLECTOR | | DIRECTION OF TRAFFIC |

NOTES:
 1. TEMPORARY RAMP QUANTITIES SHOWN ON THIS SHEET REFLECT QUANTITIES REQUIRED FOR TRAFFIC DURING STAGE 2 CONSTRUCTION. AN ADDITIONAL 10 SQ YD - TEMPORARY RAMP WILL BE NECESSARY ONCE STAGE 2 CONSTRUCTION IS COMPLETED.



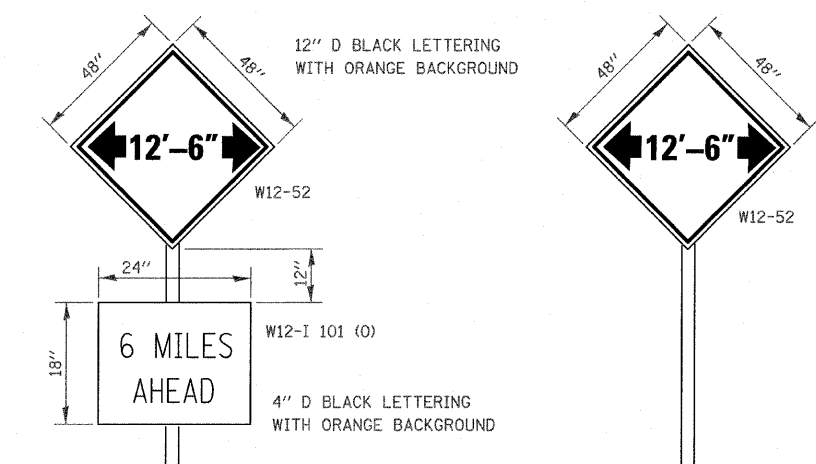
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	PLOT SCALE = 20,0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 66688				
	PLOT DATE = 8/8/2008	DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
				SCALE: 1"=20'		SHEET NO. OF SHEETS		STA. 460+00 TO STA. 467+00		



- NOTES:
- SIGNING AND BARRICADES OUTSIDE OF THE LIMITS OF THE STOP BARS SHALL BE IN ACCORDANCE WITH STANDARD 701321.
 - TEMPORARY RAMP QUANTITIES SHOWN ON THIS SHEET REFLECT QUANTITIES REQUIRED FOR TRAFFIC DURING STAGE 2 CONSTRUCTION. AN ADDITIONAL 10 SQ YD - TEMPORARY RAMP WILL BE NECESSARY ONCE STAGE 2 CONSTRUCTION IS COMPLETED.

LEGEND

- TRAFFIC SIGNALS
- TRAFFIC SIGNALS WITH MICROWAVE DETECTORS
- DRUM WITH STEADY BURNING LIGHT
- STOP LINE 24"
- IMPACT ATTENUATORS, TEMPORARY (FULLY-REDIRECTIVE, NARROW) TEST LEVEL 3
- DOUBLE VERTICAL PANEL
- TYPE C BI-DIRECTIONAL REFLECTOR
- TEMPORARY SHEET PILE
- TYPE III BARRICADE WITH FLASHING LIGHTS
- STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS
- WORK AREA
- SIGN
- HMA BASE COURSE WIDENING, 8"
- DIRECTION OF TRAFFIC



AT JUNCTION OF I-55 AND IL 47
 AT JUNCTION OF IL 113 AND IL 47

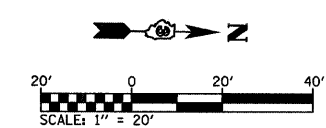
A W12-52 SIGN, WITH A W12-1101 SIGN, SHALL BE ERECTED AT THE JUNCTION OF IL 47 AND IL 113 AND AT THE JUNCTION OF I-55 AND IL 47. THE ACTUAL LOCATION OF THE SIGNS TO BE DETERMINED BY THE ENGINEER. AN ADDITIONAL W12-52 SIGN SHALL BE ERECTED 1000 FEET IN EACH DIRECTION FROM THE BRIDGE PRIOR TO STAGE 2 CONSTRUCTION. THESE SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR DURING STAGE 2 CONSTRUCTION AND SHALL BE REMOVED WHEN TRAFFIC IS OPEN FOR STAGE 3.

THE ENGINEER WILL NOTIFY DISTRICT 3 BUREAU OF OPERATIONS 14 CALENDAR DAYS PRIOR TO INSTALLING ANY TRAFFIC CONTROL DEVICES THAT WILL RESTRICT THE PAVEMENT WIDTH.

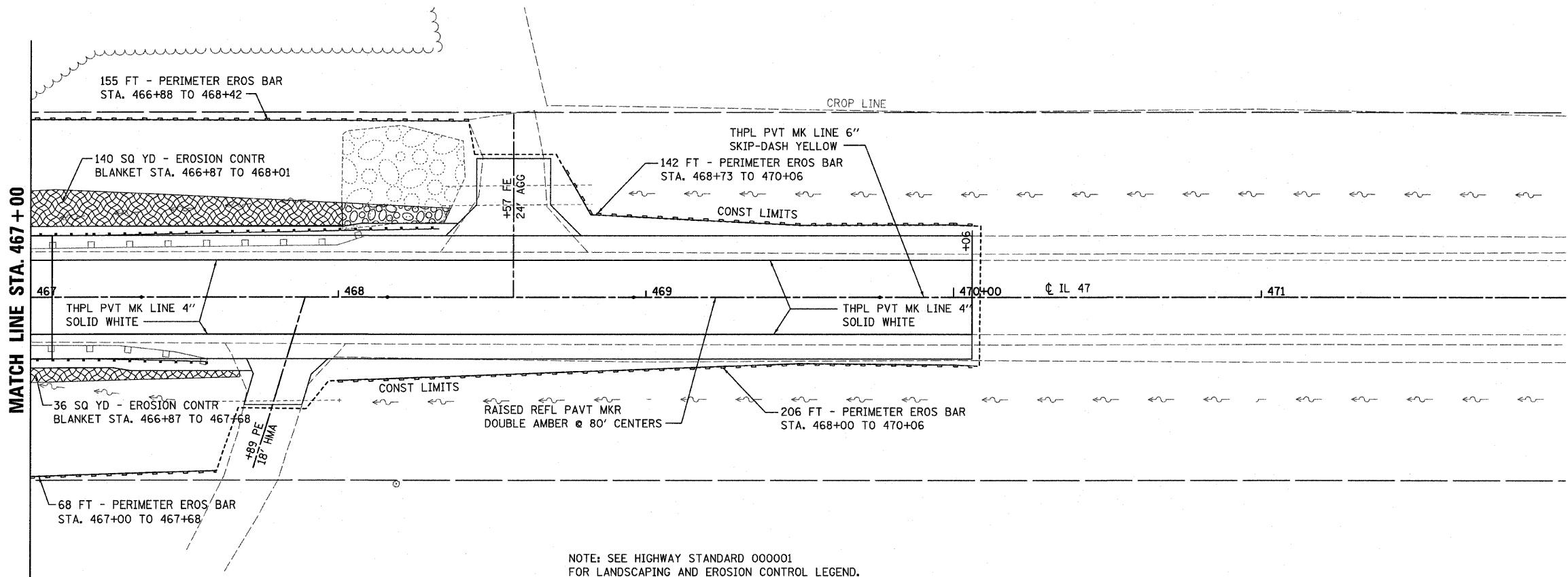
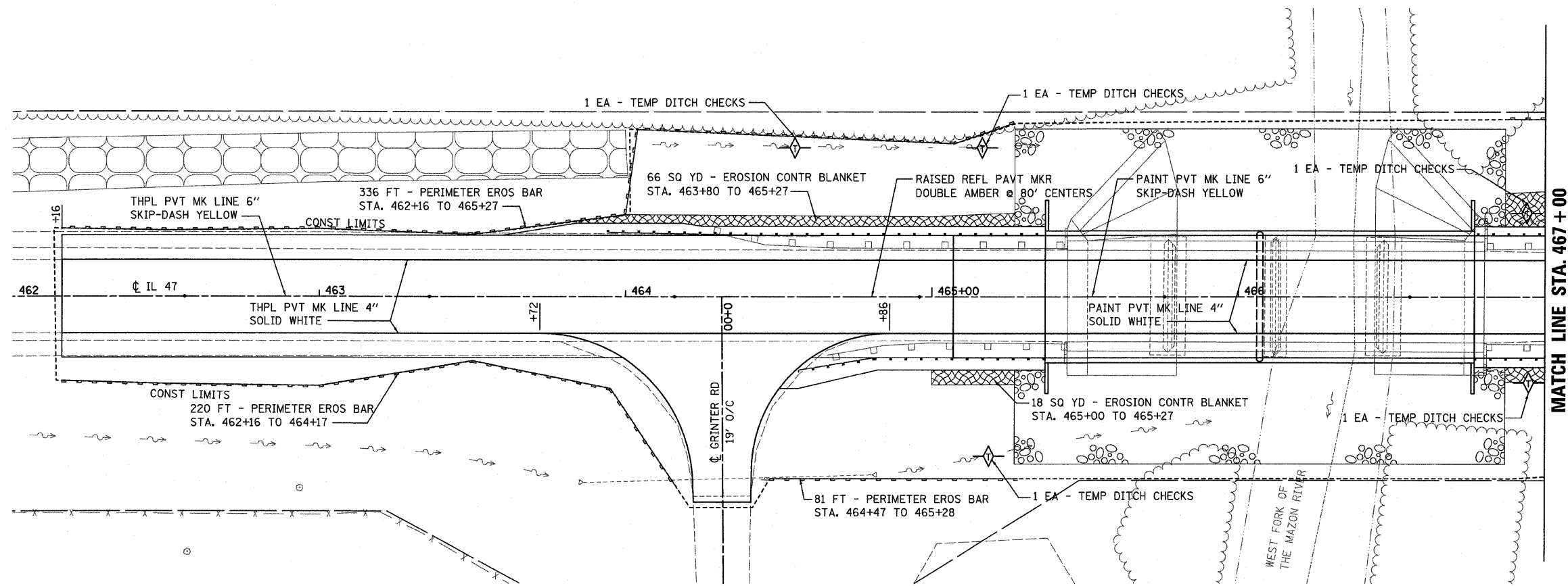
THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE ENGINEER TO MEET THIS REQUIREMENT.

COST OF SUPPLYING, INSTALLING, MAINTAINING AND REMOVING WIDTH RESTRICTION SIGNS SHALL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION PAY ITEMS.

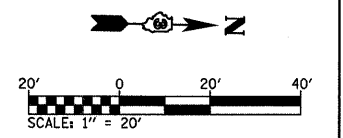
WIDTH RESTRICTION SIGNING DETAILS



FILE NAME = H:\jeff delete\26854.004_graser\Technical	USER NAME = #USER# Production\Civil\sheets\2.dgn	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE 2 CONSTRUCTION & TRAFFIC CONTROL			F.A.P. RTE. 326	SECTION 119 BR-2	COUNTY GRUNDY	TOTAL SHEETS 52	SHEET NO. 13
PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISIED -	REVISIED -		SCALE: 1"=20'	SHEET NO. OF SHEETS	STA. 464+00 TO STA. 472+00	CONTRACT NO. 66688				
PLOT DATE = 8/8/2008	DATE -	REVISIED -	REVISIED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



NOTE: SEE HIGHWAY STANDARD 000001 FOR LANDSCAPING AND EROSION CONTROL LEGEND.



FILE NAME = H:\jeff_delete\26854.004_groser\Techno	USER NAME = #USER# Production\Civil\sheets\04.dgn	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL & PAVEMENT MARKING	F.A.P. RTE. 326	SECTION 119 BR-2	COUNTY GRUNDY	TOTAL SHEETS 52	SHEET NO. 14
PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -	SCALE:			SHEET NO. OF SHEETS	STA. 460+00 TO STA. 472+00	CONTRACT NO. 66688		
PLOT DATE = 8/8/2008	DATE -	REVISED -				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SEC. 33, T. 32 N., R. 7 E., 3RD. P.M.

PARCEL NO. 3FV0045
LEONARD TRYNER
 FOR AREAS SEE SHEET NO. 12

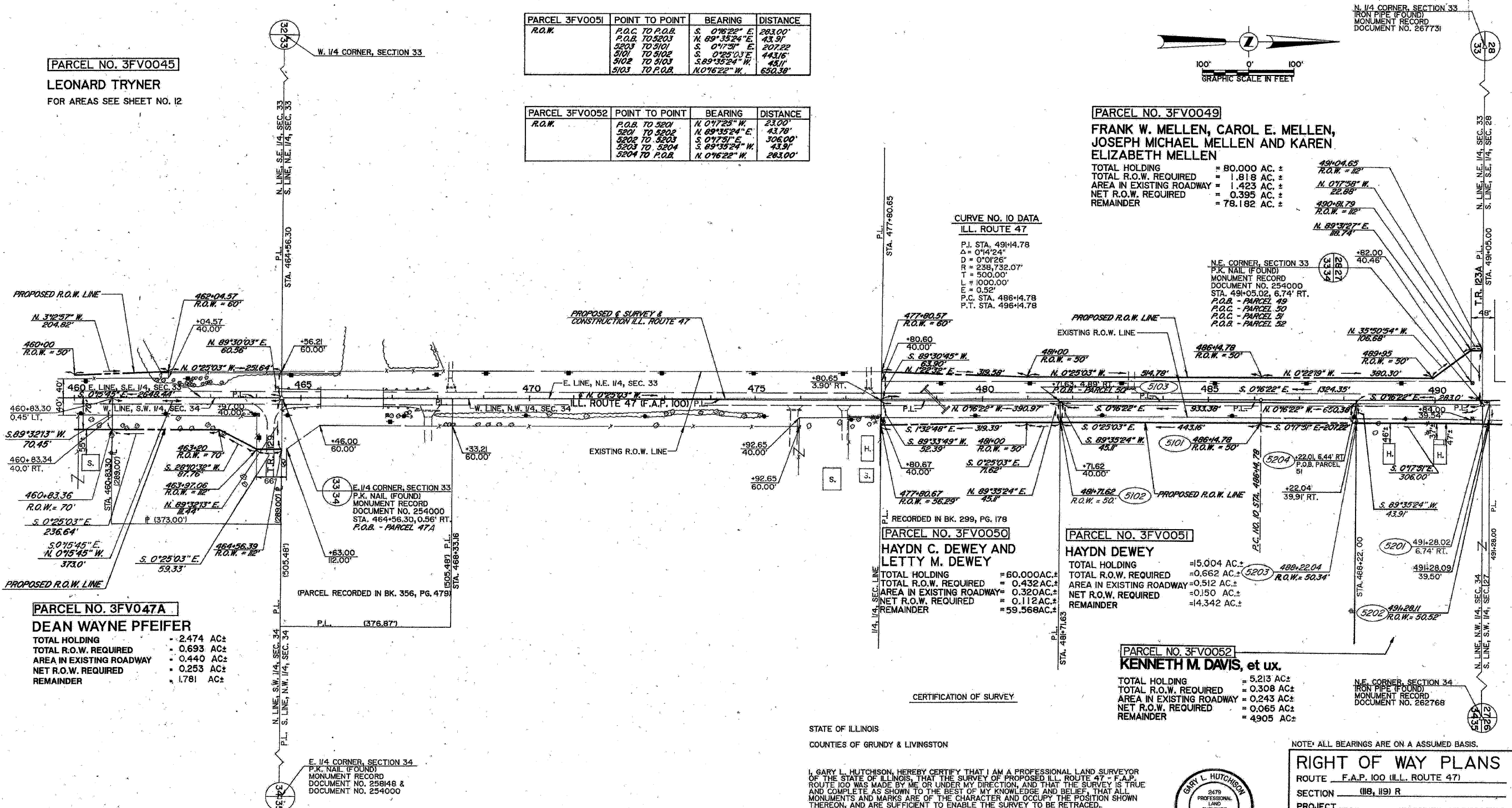
PARCEL 3FV0051	POINT TO POINT	BEARING	DISTANCE
R.O.W.	P.O.B. TO P.O.B.	S. 0°16'22" E.	283.00'
	P.O.B. TO 5203	N. 89°35'24" E.	43.91'
	5203 TO 5101	S. 0°17'51" E.	207.22'
	5101 TO 5102	S. 0°25'03" E.	443.16'
	5102 TO 5103	S. 89°35'24" W.	43.91'
	5103 TO P.O.B.	N. 0°16'22" W.	650.38'

PARCEL 3FV0052	POINT TO POINT	BEARING	DISTANCE
R.O.W.	P.O.B. TO 5201	N. 0°17'25" W.	23.00'
	5201 TO 5202	N. 89°35'24" E.	43.78'
	5202 TO 5203	S. 0°17'51" E.	306.00'
	5203 TO 5204	S. 89°35'24" W.	43.91'
	5204 TO P.O.B.	N. 0°16'22" W.	283.00'

PARCEL NO. 3FV0049
FRANK W. MELLEN, CAROL E. MELLEN,
JOSEPH MICHAEL MELLEN AND KAREN
ELIZABETH MELLEN
 TOTAL HOLDING = 80.000 AC. ±
 TOTAL R.O.W. REQUIRED = 1.818 AC. ±
 AREA IN EXISTING ROADWAY = 1.423 AC. ±
 NET R.O.W. REQUIRED = 0.395 AC. ±
 REMAINDER = 78.182 AC. ±

CURVE NO. 10 DATA
ILL. ROUTE 47
 P.I. STA. 491+4.78
 Δ = 0°14'24"
 D = 0°01'26"
 R = 238,732.07'
 T = 500.00'
 L = 1000.00'
 E = 0.52'
 P.C. STA. 486+4.78
 P.T. STA. 496+4.78

N.E. CORNER, SECTION 33
 P.K. NAIL (FOUND)
 MONUMENT RECORD
 DOCUMENT NO. 254000
 STA. 491+05.02, 6.74' RT.
 P.O.B. - PARCEL 49
 P.O.C. - PARCEL 50
 P.O.B. - PARCEL 51
 P.O.C. - PARCEL 52



PARCEL NO. 3FV047A
DEAN WAYNE PFEIFER
 TOTAL HOLDING = 2.474 AC. ±
 TOTAL R.O.W. REQUIRED = 0.693 AC. ±
 AREA IN EXISTING ROADWAY = 0.440 AC. ±
 NET R.O.W. REQUIRED = 0.253 AC. ±
 REMAINDER = 1.781 AC. ±

PARCEL NO. 3FV0050
HAYDN C. DEWEY AND
LETTY M. DEWEY
 TOTAL HOLDING = 60.000 AC. ±
 TOTAL R.O.W. REQUIRED = 0.432 AC. ±
 AREA IN EXISTING ROADWAY = 0.320 AC. ±
 NET R.O.W. REQUIRED = 0.112 AC. ±
 REMAINDER = 59.568 AC. ±

PARCEL NO. 3FV0051
HAYDN DEWEY
 TOTAL HOLDING = 15.004 AC. ±
 TOTAL R.O.W. REQUIRED = 0.662 AC. ±
 AREA IN EXISTING ROADWAY = 0.512 AC. ±
 NET R.O.W. REQUIRED = 0.150 AC. ±
 REMAINDER = 14.342 AC. ±

PARCEL NO. 3FV0052
KENNETH M. DAVIS, et ux.
 TOTAL HOLDING = 5.213 AC. ±
 TOTAL R.O.W. REQUIRED = 0.308 AC. ±
 AREA IN EXISTING ROADWAY = 0.243 AC. ±
 NET R.O.W. REQUIRED = 0.065 AC. ±
 REMAINDER = 4.905 AC. ±

STATE OF ILLINOIS
 COUNTIES OF GRUNDY & LIVINGSTON

I, GARY L. HUTCHISON, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED ILL. ROUTE 47 - F.A.P. ROUTE 100 WAS MADE BY ME OR UNDER MY DIRECTION, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.



DATE: 12/11/91
 ILLINOIS PROFESSIONAL LAND SURVEYOR NUMBER 2479

NOTE: ALL BEARINGS ARE ON AN ASSUMED BASIS.

RIGHT OF WAY PLANS
 ROUTE F.A.P. 100 (ILL. ROUTE 47)
 SECTION (119, 119) R
 PROJECT _____
 COUNTY GRUNDY
 JOB NUMBER R-93-005-90
 STATION 460+00 TO 490+00
 SCALE 1" = 100' SHEET 13 OF 23

SEC. 34, T. 32 N., R. 7 E., 3RD. P.M.

FILE NAME = H:\jeff delete\26854.004_grasser\Techncal	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING R.O.W. PLANS FOR INFORMATION ONLY	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Production\Civil\shasta03.dgn	DRAWN -	REVISED -	326			119 BR-2	GRUNDY	52	16	
PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 66688							
PLOT DATE = 8/8/2008	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 326	119BR-2	GRUNDY	52	17
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

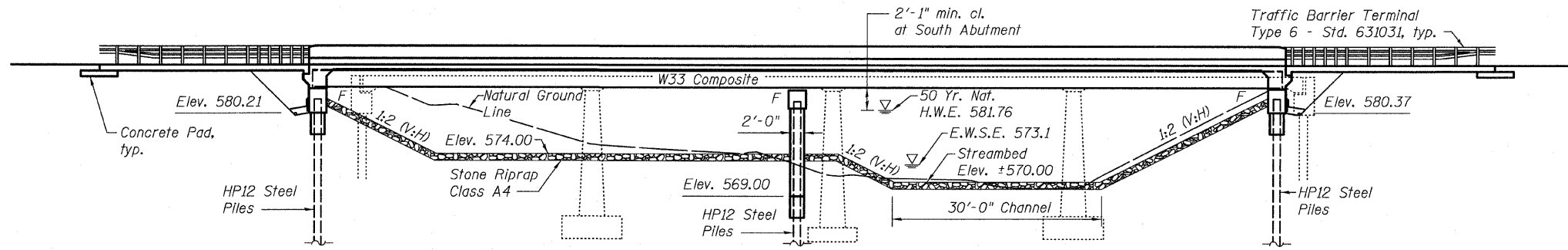
SHEET NO. 1
24 SHEETS

Contract #66688

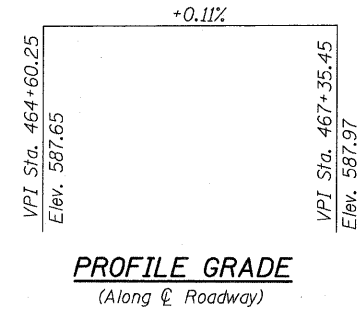
Benchmark: Chiseled square top of wingwall, Southwest corner of South Abutment. Sta. 465+45, 19' Lt. Elev. 588.14

Existing Structure: SN 032-0033 was originally constructed in 1927 as a single span pony truss bridge with closed abutments. In 1954, the original superstructure and wingwalls were removed, and the structure was converted into a four span continuous slab bridge. The original abutment walls were salvaged and incorporated into the North and South piers. Pile bent abutments and a center pier were added. In 1995, the superstructure was rehabilitated. The back-to-back abutment dimension is 138'-0" while the out-to-out width measures 36'-4". The structure is to be replaced using stage construction.

No Salvage.



ELEVATION



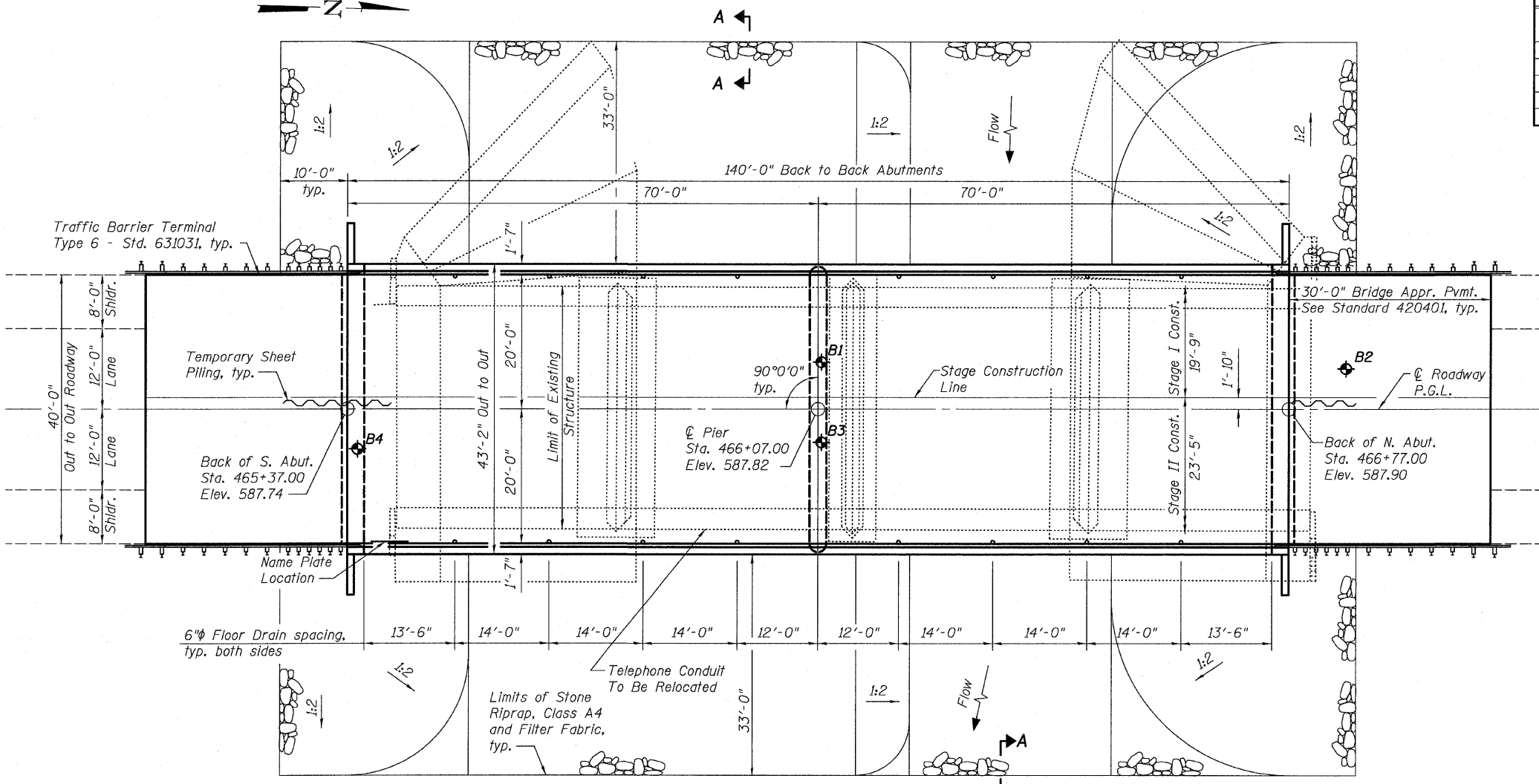
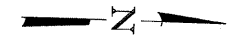
PROFILE GRADE
(Along Centerline of Roadway)

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	S. Abut.	Pier	N. Abut.
	577.2	566.7	577.4

WATERWAY INFORMATION

Drainage Area = 57.73 Sq. Mi.		Low Grade Elev. 587.65 @ Sta. 464+60.25							
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	2207	610	864	580.79	0	0	580.79	580.79
Base	50	3166	714	968	581.76	0	0	581.76	581.76
Base	100	3548	743	1024	582.11	0	0	582.11	582.11
Overtopping									
Max. Calc.	500	4425	752	1041	582.22	0	0	582.22	582.22



PLAN

STATION 466+07.00
BUILT 200_ BY
STATE OF ILLINOIS
FAP ROUTE 326 - SEC 119BR-2
LOADING HS20
STRUCTURE NO. 032-0116

DESIGN SPECIFICATIONS

2002 AASHTO

LOADING HS20-44

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

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.041g
Site Coefficient (S) = 1.0

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (AASHTO M 270 Grade 50W)

APPROVED

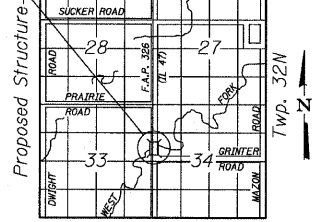
FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

NAME PLATE

See Std. 515001

Range 7E - 3rd P.M.



LOCATION SKETCH

GENERAL PLAN

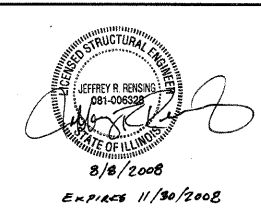
IL 47 OVER WEST FORK MAZON RIVER

FAP ROUTE 326 - SECTION 119BR-2

GRUNDY COUNTY

STATION 466+07.00

STRUCTURE NO. 032-0116



Eastport Business Center 1
100 Lanter Court, Suite 1
Collinsville, Illinois 62234
618-345-2200
Design Firm License No. 184.001115

Notes:
1 See sheet 2 of 24 for Section A-A and Index of Sheets.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 326	119BR-2	GRUNDY	52	18
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 2
24 SHEETS

Contract #66688

GENERAL NOTES

Fasteners shall be AASHTO M 164 Type 1, mechanically galvanized bolts in painted areas and M 164 Type 3 in unpainted areas. Bolts $\frac{7}{8}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.

Calculated weight of structural steel: AASHTO M 270 Grade 50W = 131,230 pounds
All structural steel shall be AASHTO M 270 Grade 50W.

No field welding is permitted except as specified in the contract documents.

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

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Those areas shall be primed in the shop with a Department approved zinc rich primer. No field painting shall be required. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".

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.

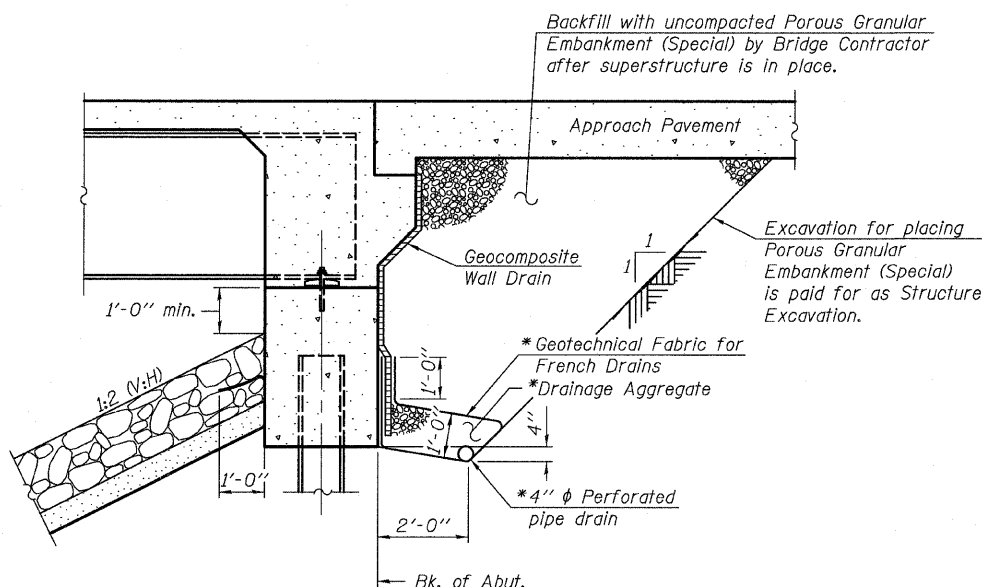
Hard driving may be encountered during the sheet piling installation. The Contractor shall provide the appropriate driving equipment for the soil condition indicated on the boring logs.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.	- -	160	160
Stone Riprap, Class A4	Sq. Yd.	- -	2,027	2,027
Filter Fabric	Sq. Yd.	- -	2,027	2,027
Removal of Existing Structures	Each	1	- -	1
Structure Excavation	Cu. Yd.	- -	245	245
Floor Drains	Each	16	- -	16
Concrete Structures	Cu. Yd.	- -	85.2	85.2
Concrete Superstructure	Cu. Yd.	213.3	- -	213.3
Bridge Deck Grooving	Sq. Yd.	591	- -	591
Concrete Encasement	Cu. Yd.	- -	7.0	7.0
Protective Coat	Sq. Yd.	740	- -	740
Furnishing and Erecting Structural Steel	L. Sum	1	- -	1
Stud Shear Connectors	Each	2,592	- -	2,592
Reinforcement Bars, Epoxy Coated	Pound	46,450	8,240	54,690
Bar Splicers	Each	525	48	573
Furnishing Steel Piles HP12X53	Foot	- -	590	590
Furnishing Steel Piles HP12X63	Foot	- -	413	413
Driving Piles	Foot	- -	1,003	1,003
Test Pile Steel HP12X53	Each	- -	2	2
Test Pile Steel HP12X63	Each	- -	1	1
Pile Shoes	Each	- -	20	20
Temporary Sheet Piling	Sq. Ft.	- -	322	322
Name Plates	Each	1	- -	1
Anchor Bolts, 1"	Each	36	- -	36
Geocomposite Wall Drain	Sq. Yd.	- -	77	77
Pipe Underdrains for Structures 4"	Foot	- -	172	172
Underwater Structure Excavation Protection, Location 1	Each	- -	1	1

INDEX OF SHEETS

Sheet No.	Description
1	General Plan
2	General Data
3	Stage Construction Details
4	Temporary Concrete Barrier for Stage Construction
5-6	Top of Slab Elevations
7	Top of South Approach Slab Elevations
8	Top of North Approach Slab Elevations
9	Superstructure
10	Superstructure Details
11	Integral Abutment Diaphragm Details
12	Framing Plan
13	Beam & Framing Details
14	Bearing Details
15	South Abutment Details
16	North Abutment Details
17	Pier Details
18	Bar Splicer Assembly Details
19	Concrete Parapet Slipforming Option
20	Pile Details
21-24	Boring Logs

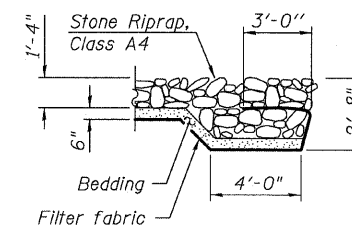


SECTION THRU INTEGRAL ABUTMENT

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

Note:

All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 60110).



SECTION A-A

GENERAL DATA

IL 47 OVER WEST FORK MAZON RIVER
FAP ROUTE 326 - SECTION 119BR-2
GRUNDY COUNTY
STATION 466+07.00
STRUCTURE NO. 032-0116



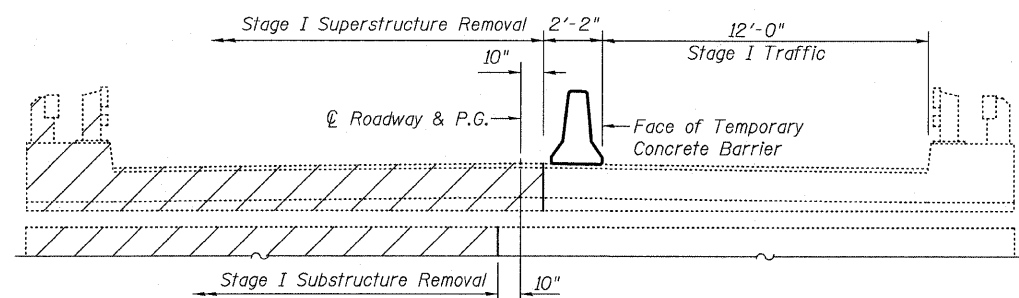
Eastport Business Center 1
100 Lanter Court, Suite 1
Collinsville, Illinois 62234
618-345-2200
Design Firm License No. 184.001115

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

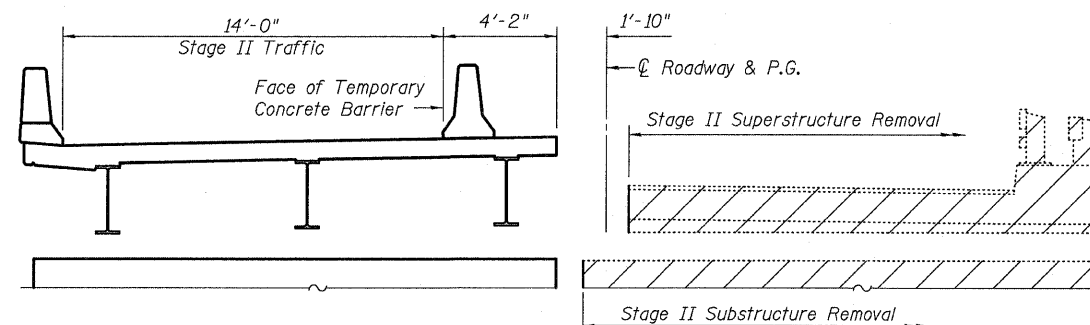
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 326	119BR-2	GRUNDY	52	19
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 3
24 SHEETS

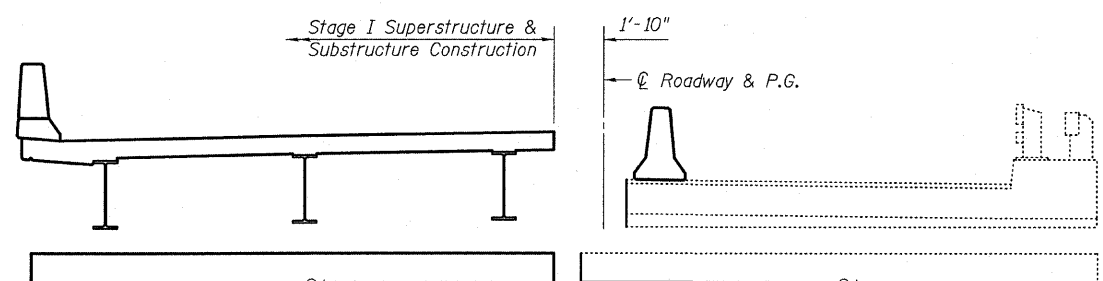
Contract #66688



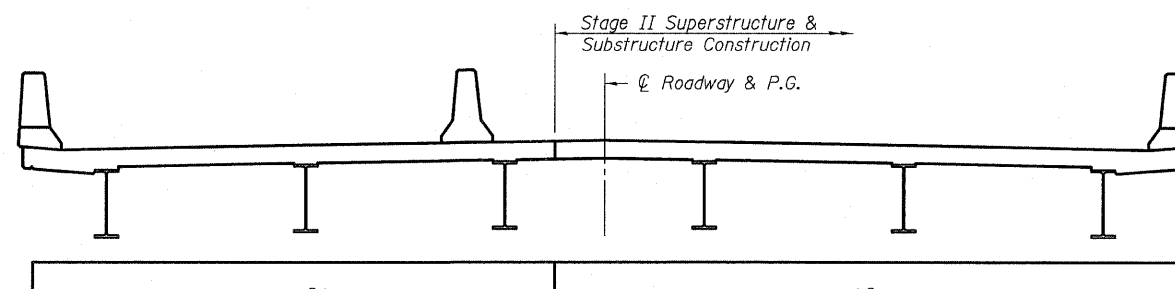
STAGE I REMOVAL ⑧ ⑩



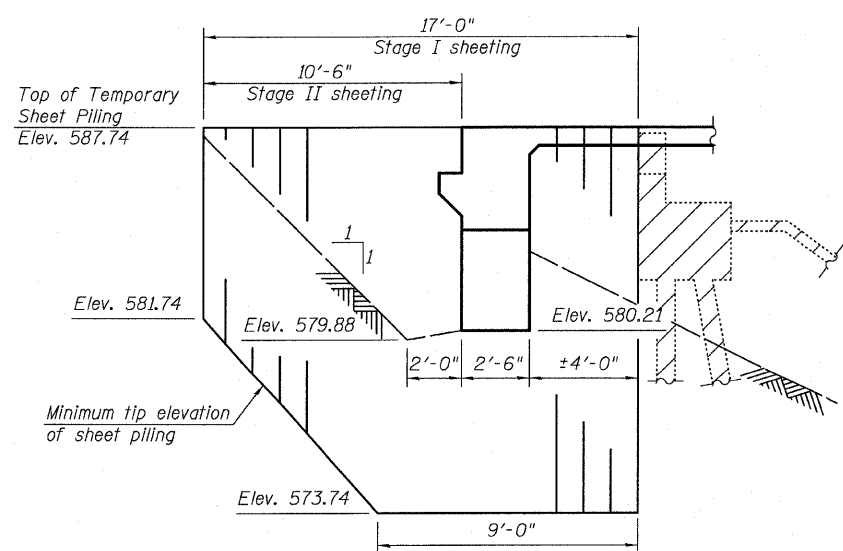
STAGE II REMOVAL



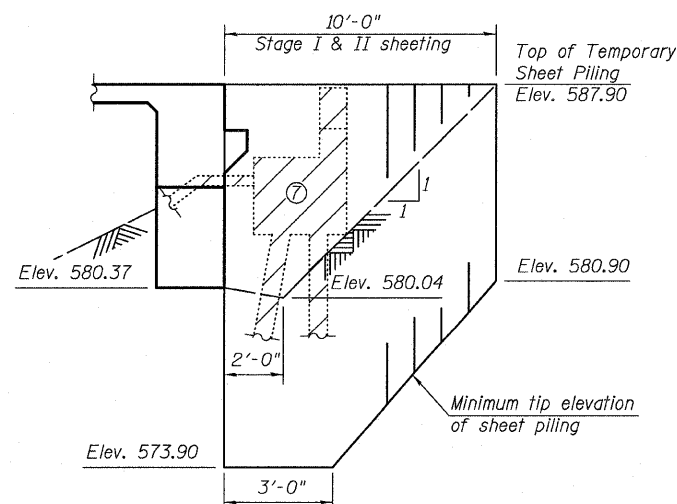
STAGE I CONSTRUCTION



STAGE II CONSTRUCTION



SOUTH ABUTMENT
Minimum Section
Modulus = 10 in³/ft



NORTH ABUTMENT
Minimum Section
Modulus = 10 in³/ft

TEMPORARY SHEET PILING DETAIL

Notes:

- ① All views looking North.
- ② For quantity of Temporary Concrete Barrier and related traffic control, see roadway plans.
- ③ For details of Temporary Concrete Barrier, see sheet 4 of 24.
- ④ If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
- ⑤ The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.
- ⑥ Contractor shall monitor the existing structure during Stage I Removal and pile driving to assure that no movement or damage is occurring. If movement or damage is observed, the contractor shall immediately stop work and notify the Engineer. Cost included in Removal of Existing Structures.
- ⑦ Existing North Abutment to be removed to limits of Porous Granular Embankment (Special), minimum. Cost included in Removal of Existing Structures.
- ⑧ During Stage I Removal, contractor shall take precautions not to disturb the existing pile located at the centerline of roadway and supporting the existing abutments.
- ⑨ Hatched areas indicated limits of Removal of Existing Structure.
- ⑩ Existing slopewall to be completely removed. Cost included in Removal of Existing Structure.
- ⑪ Prior to Stage I removal, piers and abutments shall be saw cut full depth at substructure stage removal line.

STAGE CONSTRUCTION DETAILS
IL 47 OVER WEST FORK MAZON RIVER
FAP ROUTE 326 - SECTION 119BR-2
GRUNDY COUNTY
STATION 466+07.00
STRUCTURE NO. 032-0116



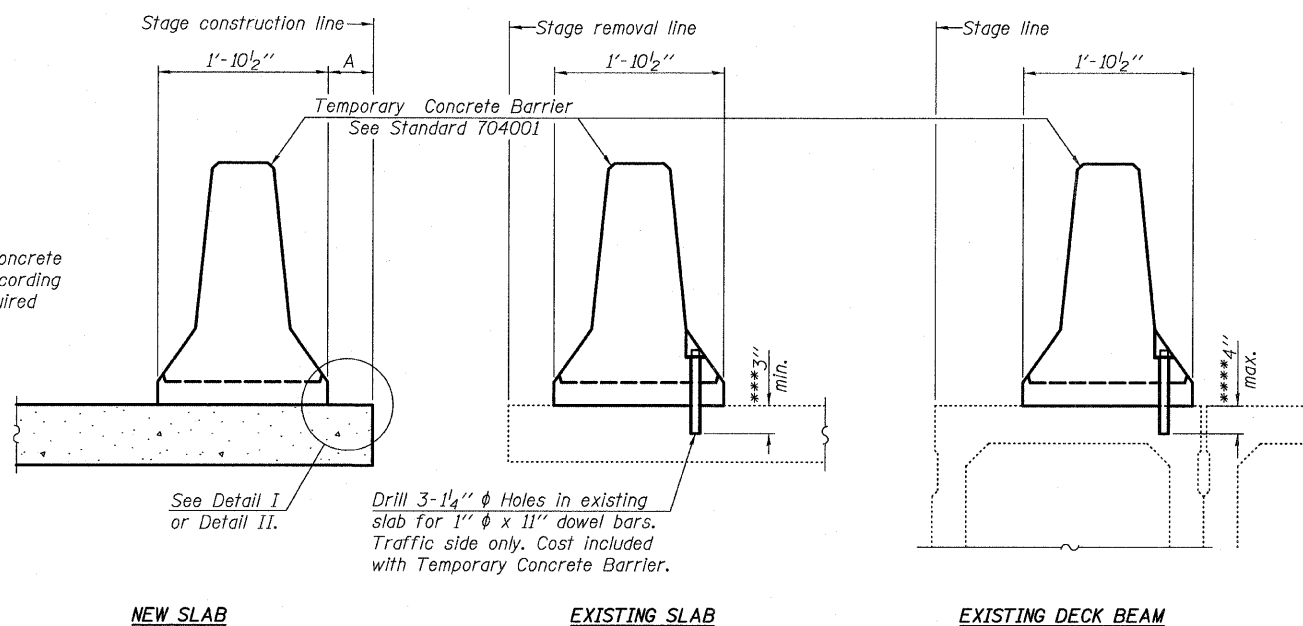
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Design Firm License No. 184.001115

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 4 24 SHEETS
FAP 326	119BR-2	GRUNDY	52	20	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract #66688

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".



NEW SLAB

EXISTING SLAB

EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

NOTES

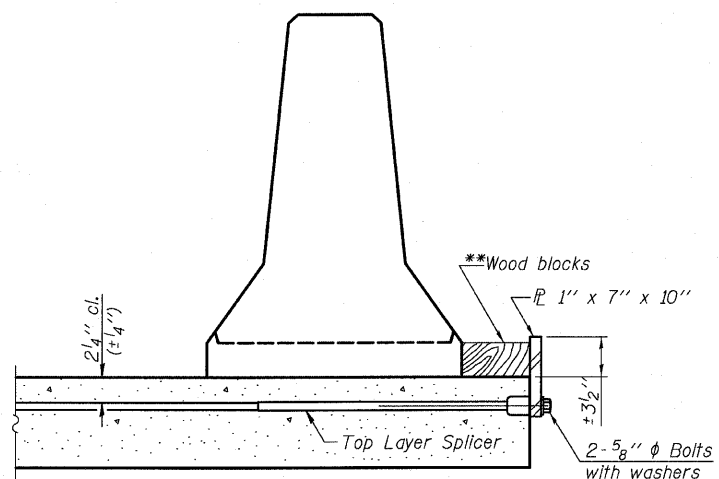
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

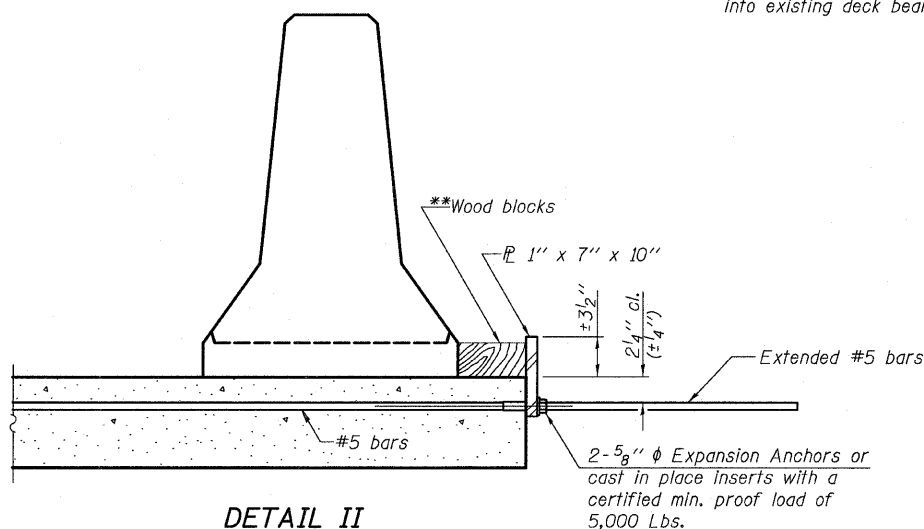
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

***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.

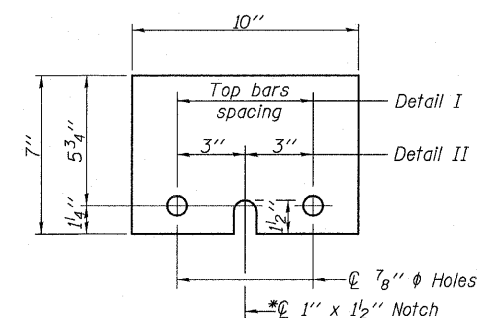


DETAIL I



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.



STEEL RETAINER PL 1" x 7" x 10"

*Required only with Detail II

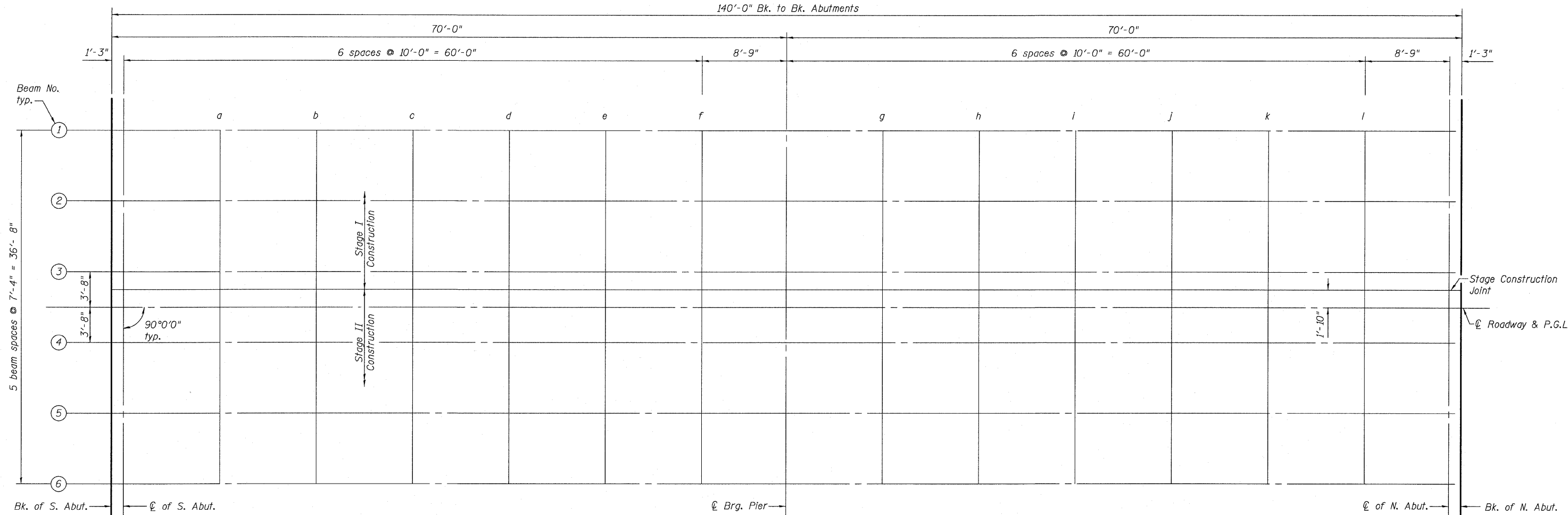
**TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
IL 47 OVER WEST FORK MAZON RIVER
FAP ROUTE 326 - SECTION 119BR-2
GRUNDY COUNTY
STATION 466+07.00
STRUCTURE NO. 032-0116**



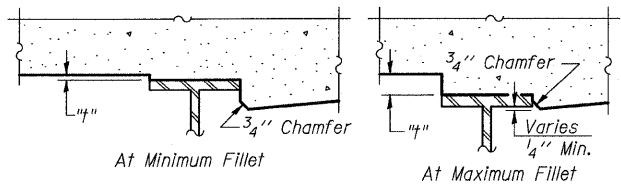
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 5 24 SHEETS
FAP 326	119BR-2	GRUNDY	52	21	
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT	

Contract #66688

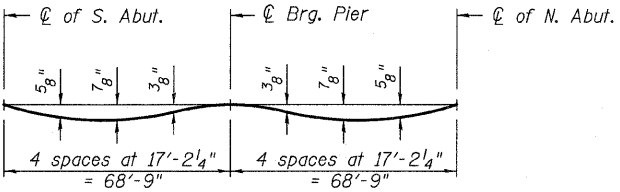


PLAN



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheet 6 of 24, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



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 "Theoretical Grade Elevations Adjusted for Dead Load Deflection" as shown on sheet 6 of 24.

TOP OF SLAB ELEVATIONS
IL 47 OVER WEST FORK MAZON RIVER
FAP ROUTE 326 - SECTION 119BR-2
GRUNDY COUNTY
STATION 466+07.00
STRUCTURE NO. 032-0116

OATES ASSOCIATES
consulting Engineers

Design Firm License No. 184.001115

Eastport Business Center 1
100 Lanter Court, Suite 1
Collinsville, Illinois 62234
618-345-2200

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 326	119BR-2	GRUNDY	52	22
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract #66688

SHEET NO. 6
24 SHEETS

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. of S. Abut.	465+37.00	-18.33	587.42	587.42
☉ of S. Abut.	465+38.25	-18.33	587.42	587.42
a	465+48.25	-18.33	587.44	587.47
b	465+58.25	-18.33	587.45	587.51
c	465+68.25	-18.33	587.46	587.53
d	465+78.25	-18.33	587.47	587.53
e	465+88.25	-18.33	587.48	587.52
f	465+98.25	-18.33	587.49	587.50
☉ Brg. Pier	466+07.00	-18.33	587.50	587.50
g	466+17.00	-18.33	587.51	587.53
h	466+27.00	-18.33	587.53	587.56
i	466+37.00	-18.33	587.54	587.60
j	466+47.00	-18.33	587.55	587.62
k	466+57.00	-18.33	587.56	587.62
l	466+67.00	-18.33	587.57	587.60
☉ of N. Abut.	466+75.75	-18.33	587.58	587.58
Bk. of N. Abut.	466+77.00	-18.33	587.58	587.58

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. of S. Abut.	465+37.00	-1.83	587.71	587.71
☉ of S. Abut.	465+38.25	-1.83	587.71	587.71
a	465+48.25	-1.83	587.73	587.76
b	465+58.25	-1.83	587.74	587.80
c	465+68.25	-1.83	587.75	587.82
d	465+78.25	-1.83	587.76	587.82
e	465+88.25	-1.83	587.77	587.81
f	465+98.25	-1.83	587.78	587.79
☉ Brg. Pier	466+07.00	-1.83	587.79	587.79
g	466+17.00	-1.83	587.81	587.82
h	466+27.00	-1.83	587.82	587.85
i	466+37.00	-1.83	587.83	587.89
j	466+47.00	-1.83	587.84	587.91
k	466+57.00	-1.83	587.85	587.91
l	466+67.00	-1.83	587.86	587.89
☉ of N. Abut.	466+75.75	-1.83	587.87	587.87
Bk. of N. Abut.	466+77.00	-1.83	587.87	587.87

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. of S. Abut.	465+37.00	11.00	587.57	587.57
☉ of S. Abut.	465+38.25	11.00	587.57	587.57
a	465+48.25	11.00	587.58	587.62
b	465+58.25	11.00	587.59	587.65
c	465+68.25	11.00	587.61	587.67
d	465+78.25	11.00	587.62	587.67
e	465+88.25	11.00	587.63	587.66
f	465+98.25	11.00	587.64	587.65
☉ Brg. Pier	466+07.00	11.00	587.65	587.65
g	466+17.00	11.00	587.66	587.68
h	466+27.00	11.00	587.67	587.71
i	466+37.00	11.00	587.68	587.74
j	466+47.00	11.00	587.70	587.76
k	466+57.00	11.00	587.71	587.77
l	466+67.00	11.00	587.72	587.75
☉ of N. Abut.	466+75.75	11.00	587.73	587.73
Bk. of N. Abut.	466+77.00	11.00	587.73	587.73

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. of S. Abut.	465+37.00	-11.00	587.57	587.57
☉ of S. Abut.	465+38.25	-11.00	587.57	587.57
a	465+48.25	-11.00	587.58	587.62
b	465+58.25	-11.00	587.59	587.65
c	465+68.25	-11.00	587.61	587.67
d	465+78.25	-11.00	587.62	587.67
e	465+88.25	-11.00	587.63	587.66
f	465+98.25	-11.00	587.64	587.65
☉ Brg. Pier	466+07.00	-11.00	587.65	587.65
g	466+17.00	-11.00	587.66	587.68
h	466+27.00	-11.00	587.67	587.71
i	466+37.00	-11.00	587.68	587.74
j	466+47.00	-11.00	587.70	587.76
k	466+57.00	-11.00	587.71	587.77
l	466+67.00	-11.00	587.72	587.75
☉ of N. Abut.	466+75.75	-11.00	587.73	587.73
Bk. of N. Abut.	466+77.00	-11.00	587.73	587.73

☉ ROADWAY & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. of S. Abut.	465+37.00	0.00	587.74	587.74
☉ of S. Abut.	465+38.25	0.00	587.74	587.74
a	465+48.25	0.00	587.75	587.79
b	465+58.25	0.00	587.77	587.83
c	465+68.25	0.00	587.78	587.85
d	465+78.25	0.00	587.79	587.85
e	465+88.25	0.00	587.80	587.84
f	465+98.25	0.00	587.81	587.82
☉ Brg. Pier	466+07.00	0.00	587.82	587.82
g	466+17.00	0.00	587.83	587.85
h	466+27.00	0.00	587.85	587.88
i	466+37.00	0.00	587.86	587.92
j	466+47.00	0.00	587.87	587.94
k	466+57.00	0.00	587.88	587.94
l	466+67.00	0.00	587.89	587.92
☉ of N. Abut.	466+75.75	0.00	587.90	587.90
Bk. of N. Abut.	466+77.00	0.00	587.90	587.90

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. of S. Abut.	465+37.00	18.33	587.42	587.42
☉ of S. Abut.	465+38.25	18.33	587.42	587.42
a	465+48.25	18.33	587.44	587.47
b	465+58.25	18.33	587.45	587.51
c	465+68.25	18.33	587.46	587.53
d	465+78.25	18.33	587.47	587.53
e	465+88.25	18.33	587.48	587.52
f	465+98.25	18.33	587.49	587.50
☉ Brg. Pier	466+07.00	18.33	587.50	587.50
g	466+17.00	18.33	587.51	587.53
h	466+27.00	18.33	587.53	587.56
i	466+37.00	18.33	587.54	587.60
j	466+47.00	18.33	587.55	587.62
k	466+57.00	18.33	587.56	587.62
l	466+67.00	18.33	587.57	587.60
☉ of N. Abut.	466+75.75	18.33	587.58	587.58
Bk. of N. Abut.	466+77.00	18.33	587.58	587.58

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. of S. Abut.	465+37.00	-3.67	587.68	587.68
☉ of S. Abut.	465+38.25	-3.67	587.69	587.69
a	465+48.25	-3.67	587.70	587.73
b	465+58.25	-3.67	587.71	587.77
c	465+68.25	-3.67	587.72	587.79
d	465+78.25	-3.67	587.73	587.79
e	465+88.25	-3.67	587.74	587.78
f	465+98.25	-3.67	587.75	587.77
☉ Brg. Pier	466+07.00	-3.67	587.76	587.76
g	466+17.00	-3.67	587.78	587.79
h	466+27.00	-3.67	587.79	587.83
i	466+37.00	-3.67	587.80	587.86
j	466+47.00	-3.67	587.81	587.88
k	466+57.00	-3.67	587.82	587.88
l	466+67.00	-3.67	587.83	587.87
☉ of N. Abut.	466+75.75	-3.67	587.84	587.84
Bk. of N. Abut.	466+77.00	-3.67	587.85	587.85

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. of S. Abut.	465+37.00	3.67	587.68	587.68
☉ of S. Abut.	465+38.25	3.67	587.69	587.69
a	465+48.25	3.67	587.70	587.73
b	465+58.25	3.67	587.71	587.77
c	465+68.25	3.67	587.72	587.79
d	465+78.25	3.67	587.73	587.79
e	465+88.25	3.67	587.74	587.78
f	465+98.25	3.67	587.75	587.77
☉ Brg. Pier	466+07.00	3.67	587.76	587.76
g	466+17.00	3.67	587.78	587.79
h	466+27.00	3.67	587.79	587.83
i	466+37.00	3.67	587.80	587.86
j	466+47.00	3.67	587.81	587.88
k	466+57.00	3.67	587.82	587.88
l	466+67.00	3.67	587.83	587.87
☉ of N. Abut.	466+75.75	3.67	587.84	587.84
Bk. of N. Abut.	466+77.00	3.67	587.85	587.85

TOP OF SLAB ELEVATIONS
IL 47 OVER WEST FORK MAZON RIVER
FAP ROUTE 326 - SECTION 119BR-2
GRUNDY COUNTY
STATION 466+07.00
STRUCTURE NO. 032-0116



Eastport Business Center 1
100 Lanter Court, Suite 1
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618-345-2200
Design Firm License No. 184.001115

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 7
FAP 326	119BR-2	GRUNDY	52	23	24 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract #66688		

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End of South Appr. Pavement	465+07.00	-20.00	587.35
a	465+17.00	-20.00	587.36
b	465+27.00	-20.00	587.38
Bk. of S. Abut.	465+37.00	-20.00	587.39

CL ROADWAY & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
End of South Appr. Pavement	465+07.00	0.00	587.71
a	465+17.00	0.00	587.72
b	465+27.00	0.00	587.73
Bk. of S. Abut.	465+37.00	0.00	587.74

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End of South Appr. Pavement	465+07.00	-12.00	587.52
a	465+17.00	-12.00	587.53
b	465+27.00	-12.00	587.54
Bk. of S. Abut.	465+37.00	-12.00	587.55

EAST EDGE OF PAVEMENT

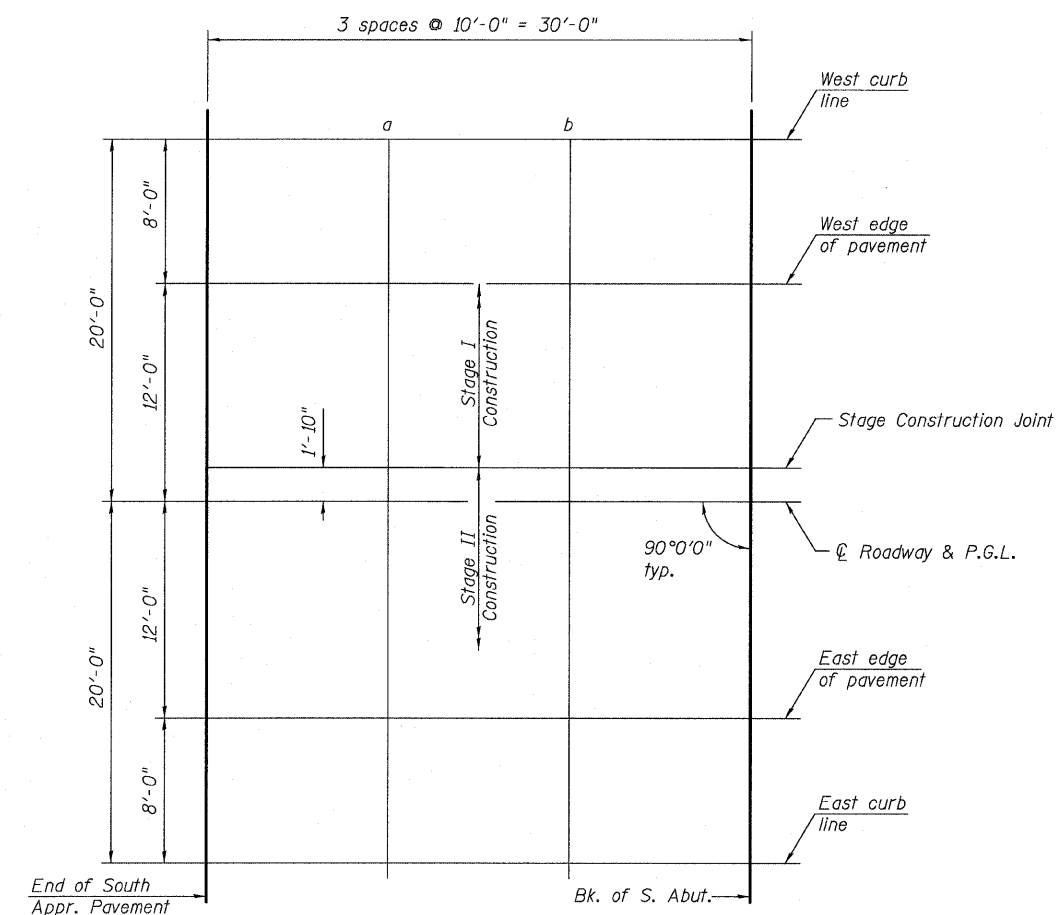
Location	Station	Offset	Theoretical Grade Elevations
End of South Appr. Pavement	465+07.00	12.00	587.52
a	465+17.00	12.00	587.53
b	465+27.00	12.00	587.54
Bk. of S. Abut.	465+37.00	12.00	587.55

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
End of South Appr. Pavement	465+07.00	-1.83	587.68
a	465+17.00	-1.83	587.69
b	465+27.00	-1.83	587.70
Bk. of S. Abut.	465+37.00	-1.83	587.71

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End of South Appr. Pavement	465+07.00	20.00	587.35
a	465+17.00	20.00	587.36
b	465+27.00	20.00	587.38
Bk. of S. Abut.	465+37.00	20.00	587.39



**TOP OF SOUTH APPROACH
SLAB ELEVATIONS
IL 47 OVER WEST FORK MAZON RIVER
FAP ROUTE 326 - SECTION 119BR-2
GRUNDY COUNTY
STATION 466+07.00
STRUCTURE NO. 032-0116**



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 8 24 SHEETS
FAP 326	119BR-2	GRUNDY	52	24	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

Contract #66688

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. of N. Abut.	466+77.00	-20.00	587.55
a	466+87.00	-20.00	587.56
b	466+97.00	-20.00	587.57
End of North Appr. Pavement	466+07.00	-20.00	587.58

☉ ROADWAY & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
Bk. of N. Abut.	466+77.00	0.00	587.90
a	466+87.00	0.00	587.91
b	466+97.00	0.00	587.93
End of North Appr. Pavement	466+07.00	0.00	587.94

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. of N. Abut.	466+77.00	-12.00	587.72
a	466+87.00	-12.00	587.73
b	466+97.00	-12.00	587.74
End of North Appr. Pavement	466+07.00	-12.00	587.75

EAST EDGE OF PAVEMENT

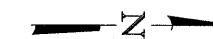
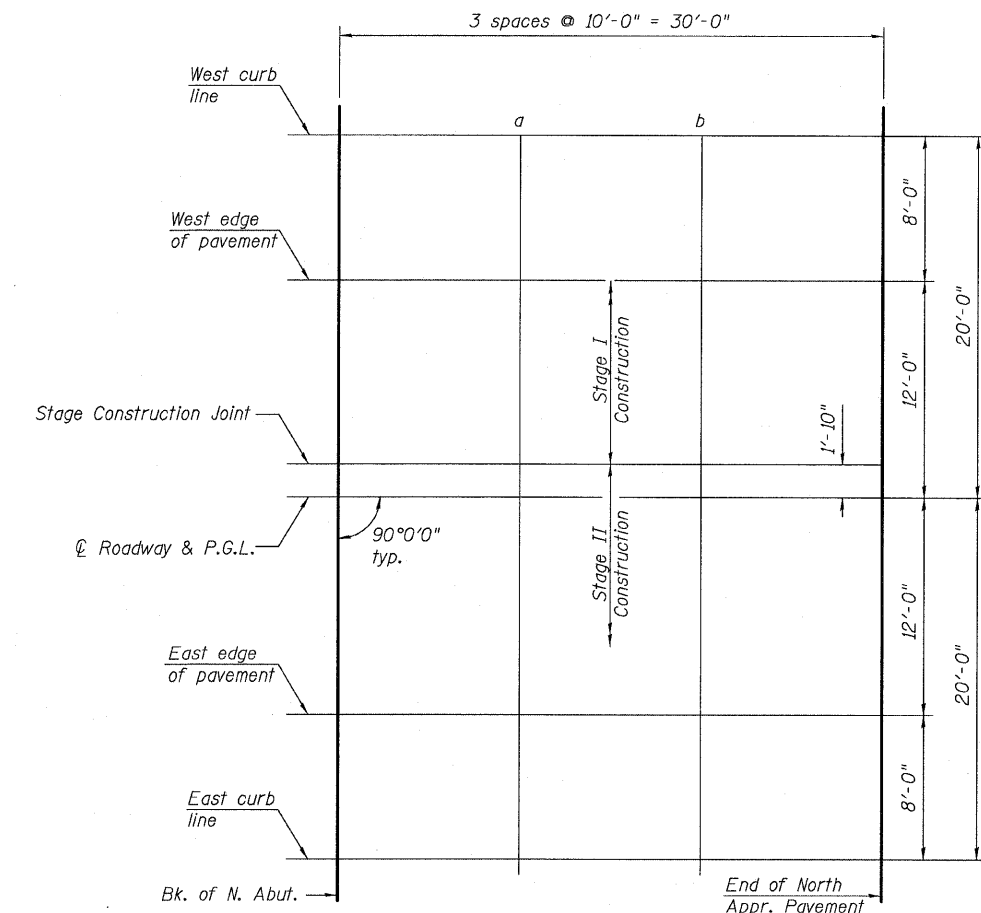
Location	Station	Offset	Theoretical Grade Elevations
Bk. of N. Abut.	466+77.00	12.00	587.72
a	466+87.00	12.00	587.73
b	466+97.00	12.00	587.74
End of North Appr. Pavement	466+07.00	12.00	587.75

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
Bk. of N. Abut.	466+77.00	-1.83	587.87
a	466+87.00	-1.83	587.89
b	466+97.00	-1.83	587.90
End of North Appr. Pavement	466+07.00	-1.83	587.91

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. of N. Abut.	466+77.00	20.00	587.55
a	466+87.00	20.00	587.56
b	466+97.00	20.00	587.57
End of North Appr. Pavement	466+07.00	20.00	587.58



PLAN

**TOP OF NORTH APPROACH
SLAB ELEVATIONS
IL 47 OVER WEST FORK MAZON RIVER
FAP ROUTE 326 - SECTION 119BR-2
GRUNDY COUNTY
STATION 466+07.00
STRUCTURE NO. 032-0116**

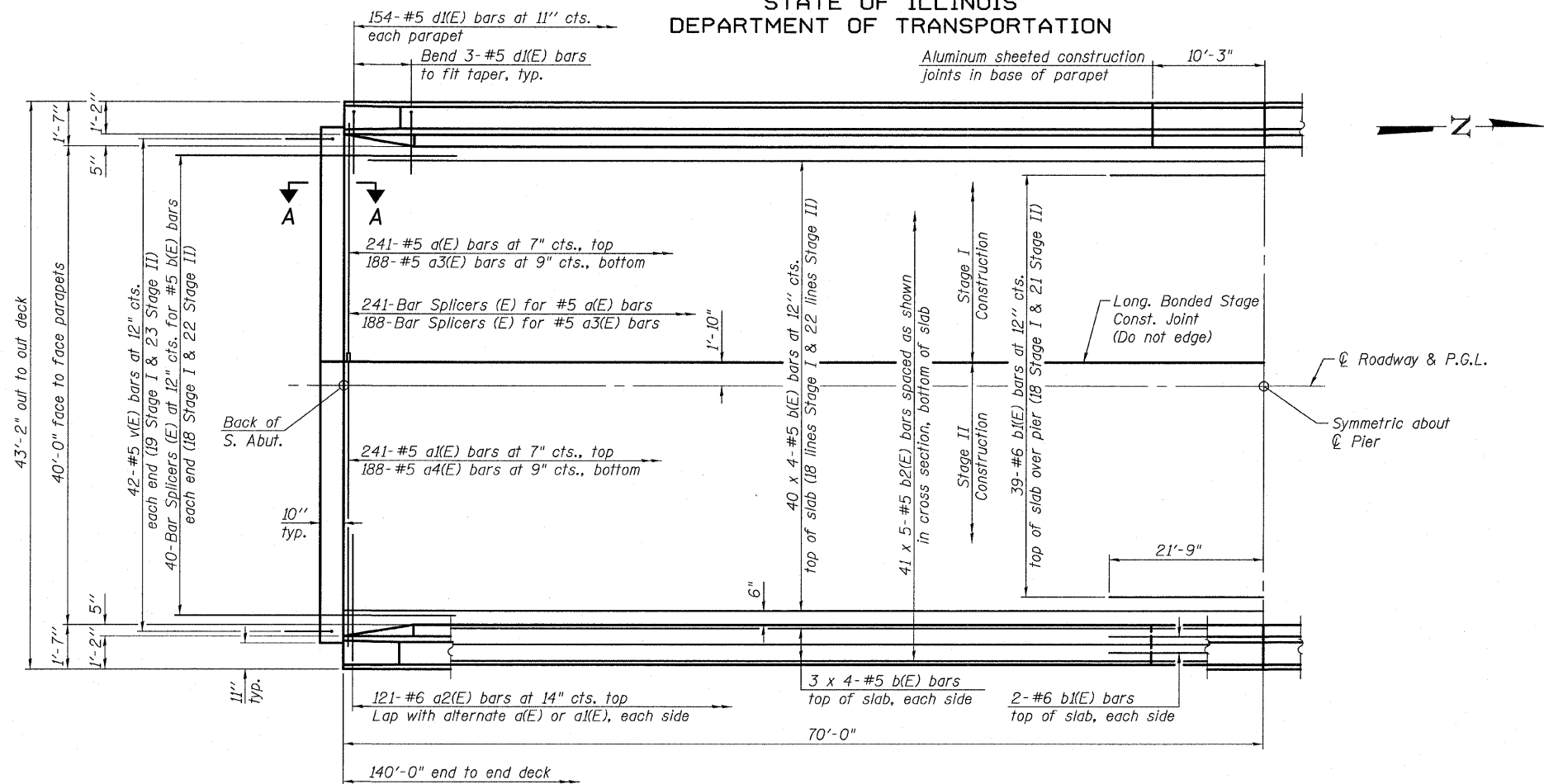


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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 9 24 SHEETS
FAP 326	119BR-2	GRUNDY	52	25	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

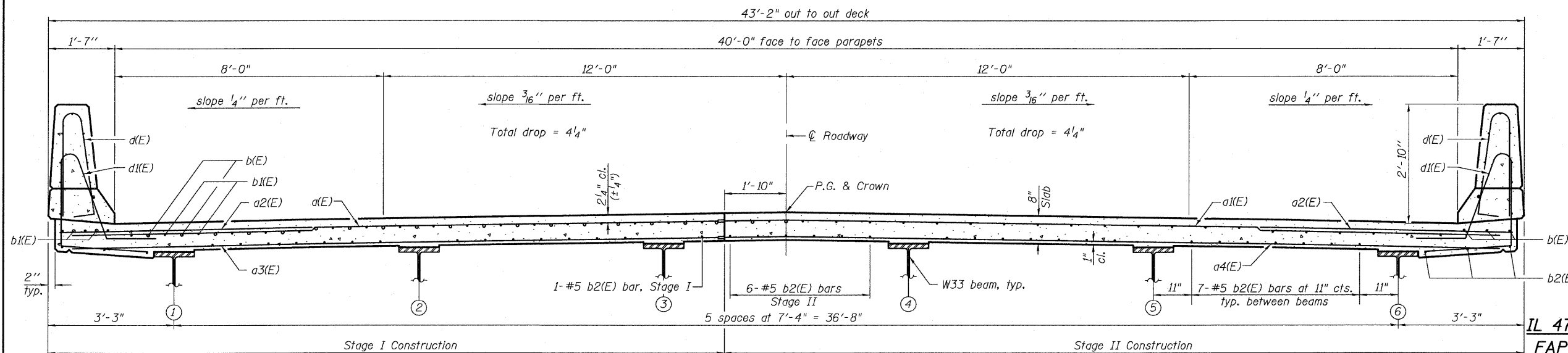
Contract #66688



PARTIAL PLAN

MINIMUM BAR LAP
#5 bar = 1'-8"

- Notes:
- See sheet 11 of 24 for Section A-A.
 - See sheet 10 of 24 for superstructure details and Bill of Material.
 - Bars indicated thus 40 x 4-#5 etc. indicates 40 lines of bars with 4 lengths per line.
 - See sheet 10 of 24 for parapet reinforcement.



CROSS SECTION
(Looking North)

SUPERSTRUCTURE
IL 47 OVER WEST FORK MAZON RIVER
FAP ROUTE 326 - SECTION 119BR-2
GRUNDY COUNTY
STATION 466+07.00
STRUCTURE NO. 032-0116

OATES ASSOCIATES
Consulting Engineers
Design Firm License No. 184.001115

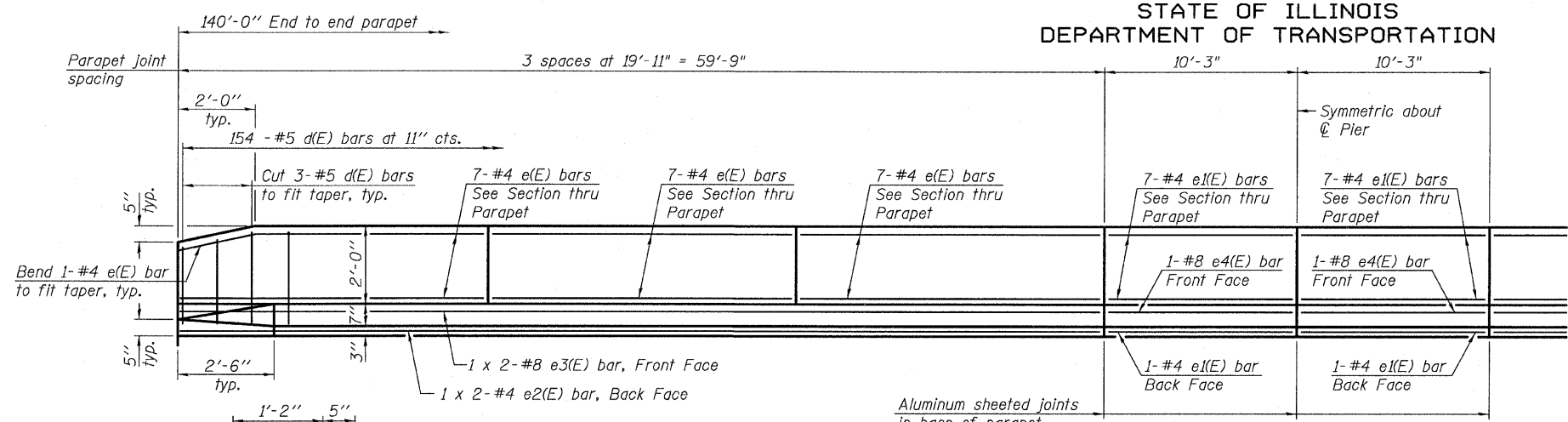
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Collinsville, Illinois 62234
618-345-2200

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

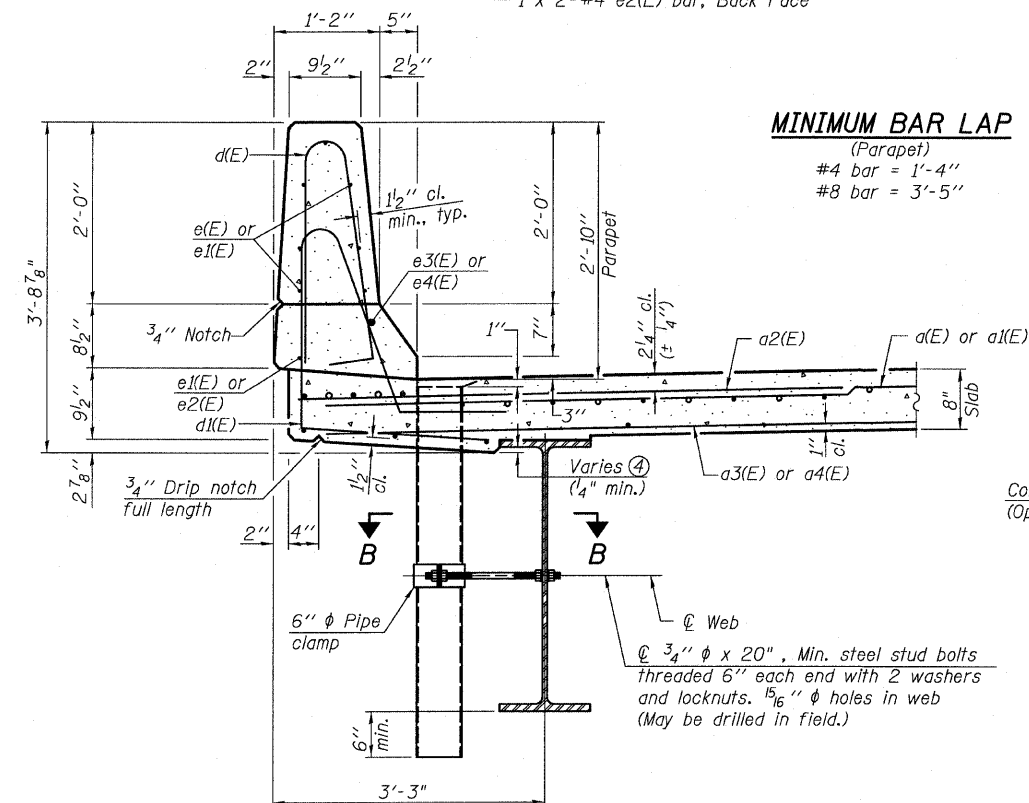
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 326	119BR-2	GRUNDY	52	26
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 10
24 SHEETS

Contract #66688



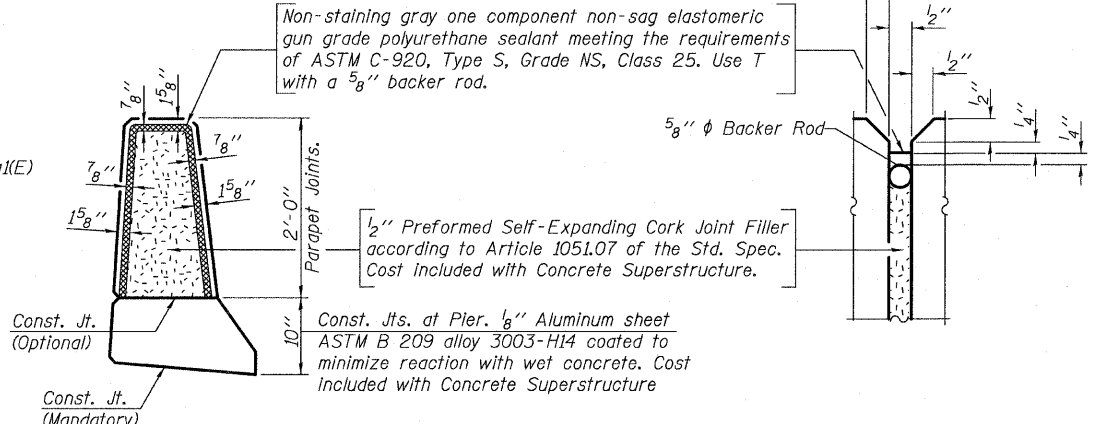
INSIDE ELEVATION OF PARAPET



MINIMUM BAR LAP

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

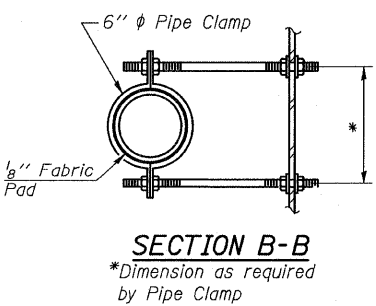
PARAPET JOINT DETAILS



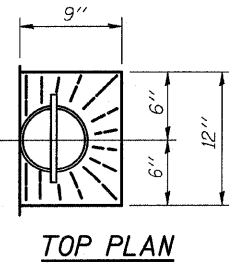
- Notes:
- Floor drains need not be painted.
 - Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
 - Bars indicated thus 1x2-#8 etc. indicates 1 line of bars with 2 lengths per line.
 - Dimension varies throughout the length of the structure from 1/4" minimum at the maximum fascia beam fillet height.

SUPERSTRUCTURE
BILL OF MATERIAL

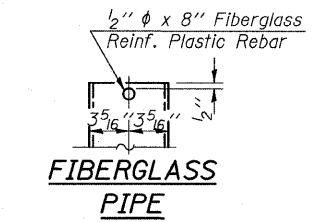
Bar	No.	Size	Length	Shape
a(E)	241	#5	19'-3"	—
a1(E)	241	#5	22'-11"	—
a2(E)	242	#6	6'-0"	—
a3(E)	188	#5	19'-3"	—
a4(E)	188	#5	22'-11"	—
b(E)	184	#5	36'-2"	—
b1(E)	43	#6	43'-6"	—
b2(E)	205	#5	29'-3"	—
c(E)				
c1(E)	308	#5	5'-7"	┌
c2(E)	308	#5	7'-11"	┌
d(E)	84	#4	19'-7"	—
d1(E)	32	#4	9'-11"	—
d2(E)	8	#4	30'-5"	—
d3(E)	8	#8	31'-5"	—
d4(E)	4	#8	9'-11"	—
e(E)				
e1(E)	4	#6	18'-6"	—
e2(E)	4	#6	22'-2"	—
e3(E)	6	#6	19'-5"	—
e4(E)	6	#6	23'-1"	—
e5(E)	24	#6	9'-6"	—
e6(E)	10	#6	7'-0"	—
e7(E)	4	#6	2'-11"	—
f(E)				
f1(E)	126	#5	6'-11"	┌
f2(E)	82	#4	9'-6"	┌
g(E)				
g1(E)	84	#5	3'-4"	┌
Reinforcement Bars, Epoxy Coated		Pound		46,450
Concrete Superstructure		Cu. Yds.		213.3



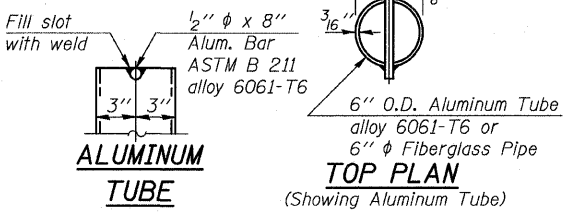
SECTION B-B
*Dimension as required by Pipe Clamp



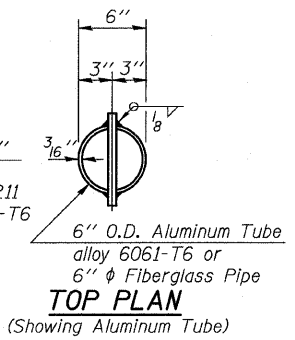
TOP PLAN



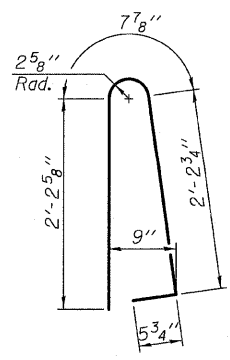
FIBERGLASS PIPE



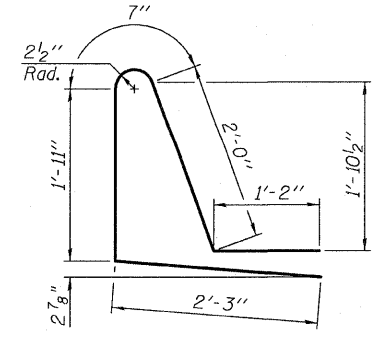
ALUMINUM TUBE



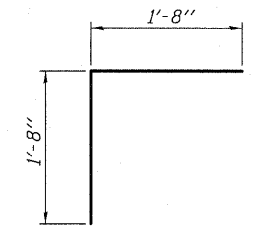
TOP PLAN
(Showing Aluminum Tube)



BAR d(E)



BAR d1(E)



BAR v(E)

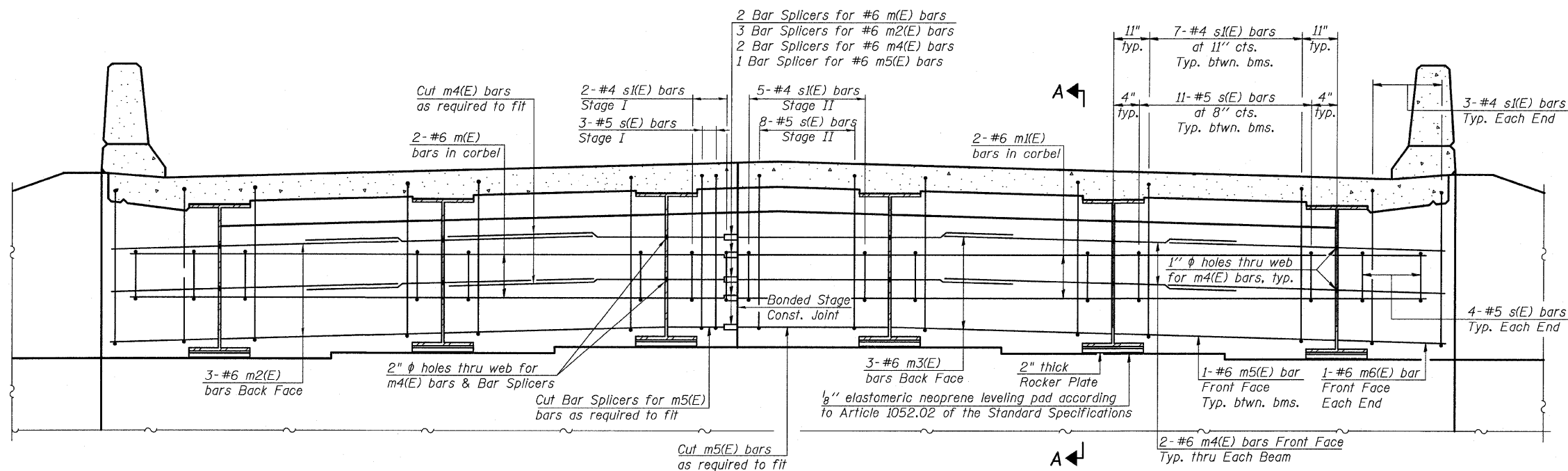
SUPERSTRUCTURE DETAILS
IL 47 OVER WEST FORK MAZON RIVER
FAP ROUTE 326 - SECTION 119BR-2
GRUNDY COUNTY
STATION 466+07.00
STRUCTURE NO. 032-0116

OATES ASSOCIATES
Consulting Engineers
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 11
FAP 326	119BR-2	GRUNDY	52	27	24 SHEETS
FED. RD. DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #66688



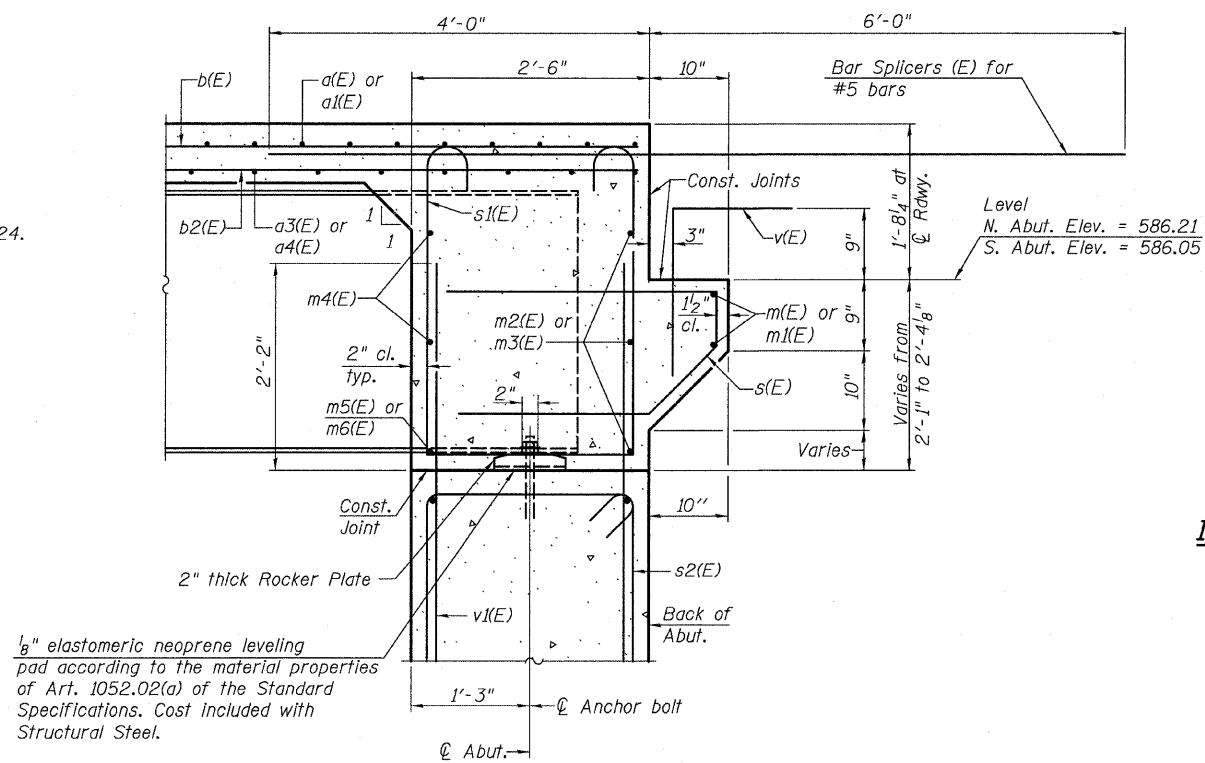
DIAPHRAGM ELEVATION AT ABUTMENT

Notes:

- Reinforcement bars in diaphragm are billed with superstructure on sheet 10 of 24.
- Concrete in diaphragm is included with Concrete Superstructure on sheet 10 of 24.
- For details of bars s(E) and s(E) see sheet 10 of 24.

MIN. BAR LAP

#6 bar = 2'-7"



SECTION A-A

INTEGRAL ABUTMENT DIAPHRAGM DETAILS
IL 47 OVER WEST FORK MAZON RIVER
FAP ROUTE 326 - SECTION 119BR-2
GRUNDY COUNTY
STATION 466+07.00
STRUCTURE NO. 032-0116

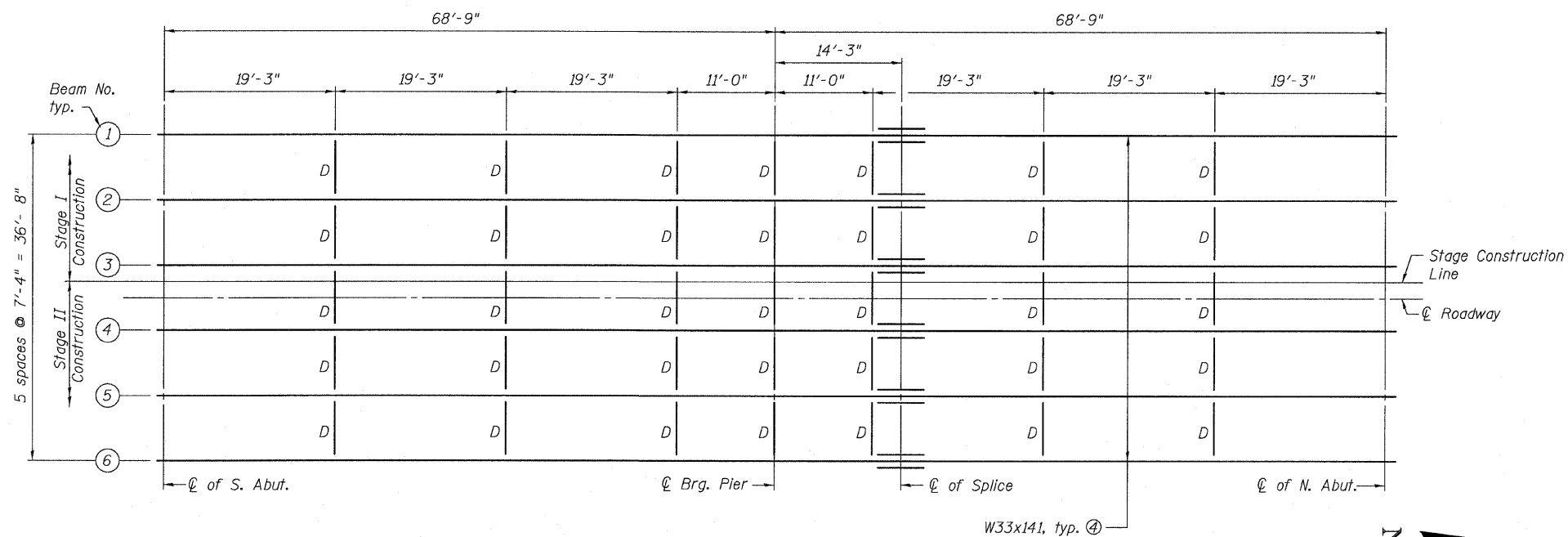


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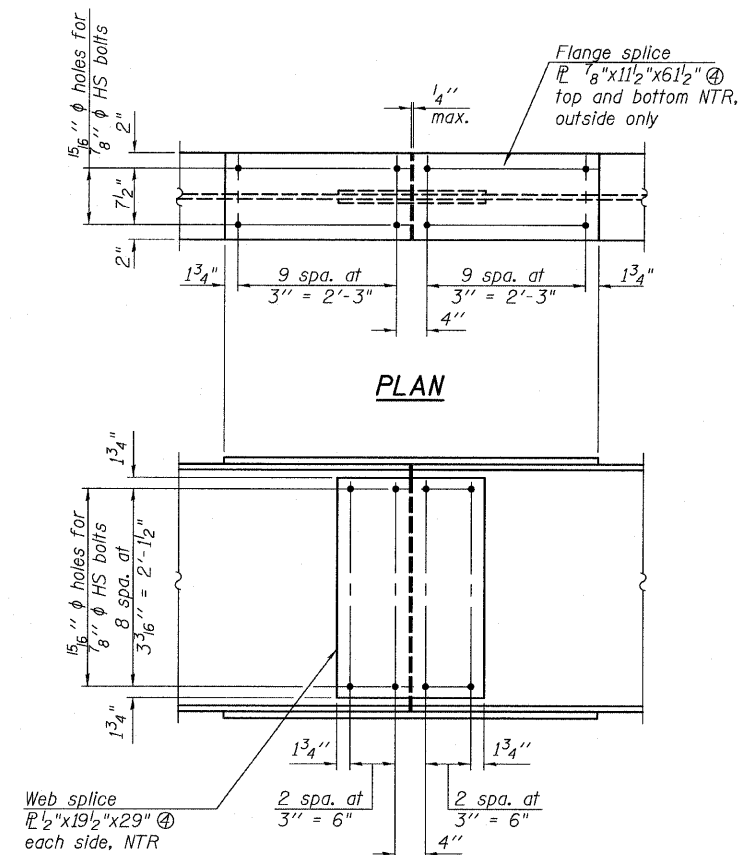
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 12
FAP 326	119BR-2	GRUNDY	52	28	24 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #66688



PLAN



ELEVATION

SPLICE DETAIL

(6 Required)

INTERIOR GIRDER MOMENT TABLE			
		0.4 Sp. 1 or 0.6 Sp. 2	Pier
I_s	(in ⁴)	7450	7450
$I_c(n)$	(in ⁴)	19447	
$I_c(3n)$	(in ⁴)	14423	
S_s	(in ³)	448	448
$S_c(n)$	(in ³)	645	
$S_c(3n)$	(in ³)	586	
Z	(in ³)		514
ρ	(k/')	0.908	1.397
$M \rho$	(k)	300.4	769.9
$s \rho$	(k/')	0.489	
$M_s \rho$	(k)	184.0	
M_L	(k)	549.6	300.0
M_{IM}	(k)	141.8	77.4
$^{5/3} [M_L + M_I]$	(k)	1152.3	629.0
M_a	(k)	2127.7	1818.6
M_u	(k)	3220.2	2108.2
$f_s \rho$ non-comp	(ksi)	8.05	14.37
$f_s \rho$ (comp)	(ksi)	3.77	6.25
$f_s \rho [M_L + M_I]$	(ksi)	21.44	16.85
f_s (Overload)	(ksi)	33.26	37.47
f_s (Total)	(ksi)		
VR	(k)	59.7	

INTERIOR BEAM REACTION TABLE			
		N. & S. Abut.	Pier
$R \rho$	(k)	36.8	118.4
R_L	(k)	45.3	52.1
R_I	(k)	11.7	9.9
R_{Total}	(k)	93.8	180.4

- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (in⁴ and in³).
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total and Overload) due to short-term composite live loads (in⁴ and in³).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total and Overload) due to long-term composite (superimposed) dead loads (in⁴ and in³).
- Z : Plastic Section Modulus of the steel section in non-composite areas (in³).
- ρ : Un-factored non-composite dead load (kips/ft.).
- $M \rho$: Un-factored moment due to non-composite dead load (kip-ft.).
- $s \rho$: Un-factored long-term composite (superimposed) dead load (kips/ft.).
- $M_s \rho$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
- M_L : Un-factored live load moment (kip-ft.).
- M_I : Un-factored moment due to impact (kip-ft.).
- M_a : Factored design moment (kip-ft.).
 $1.3 [M \rho + M_s \rho + \frac{5}{3} (M_L + M_I)]$
- M_u : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).
- f_s (Overload): Sum of stresses as computed from the moments below (ksi).
 $M \rho + M_s \rho + \frac{5}{3} (M_L + M_I)$
- f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.3 [M \rho + M_s \rho + \frac{5}{3} (M_L + M_I)]$
- VR: Maximum τ + impact horizontal shear range within the composite portion of the span for stud shear connector design (kips).

Notes:

- For beam elevation and details, see sheet 13 of 24.
- All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor bolts.
- Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
- AASHTO M 270 Grade 50W steel.
- Diaphragms between beam lines 3 and 4 shall be installed during stage II construction.

FRAMING PLAN
IL 47 OVER WEST FORK MAZON RIVER
FAP ROUTE 326 - SECTION 119BR-2
GRUNDY COUNTY
STATION 466+07.00
STRUCTURE NO. 032-0116



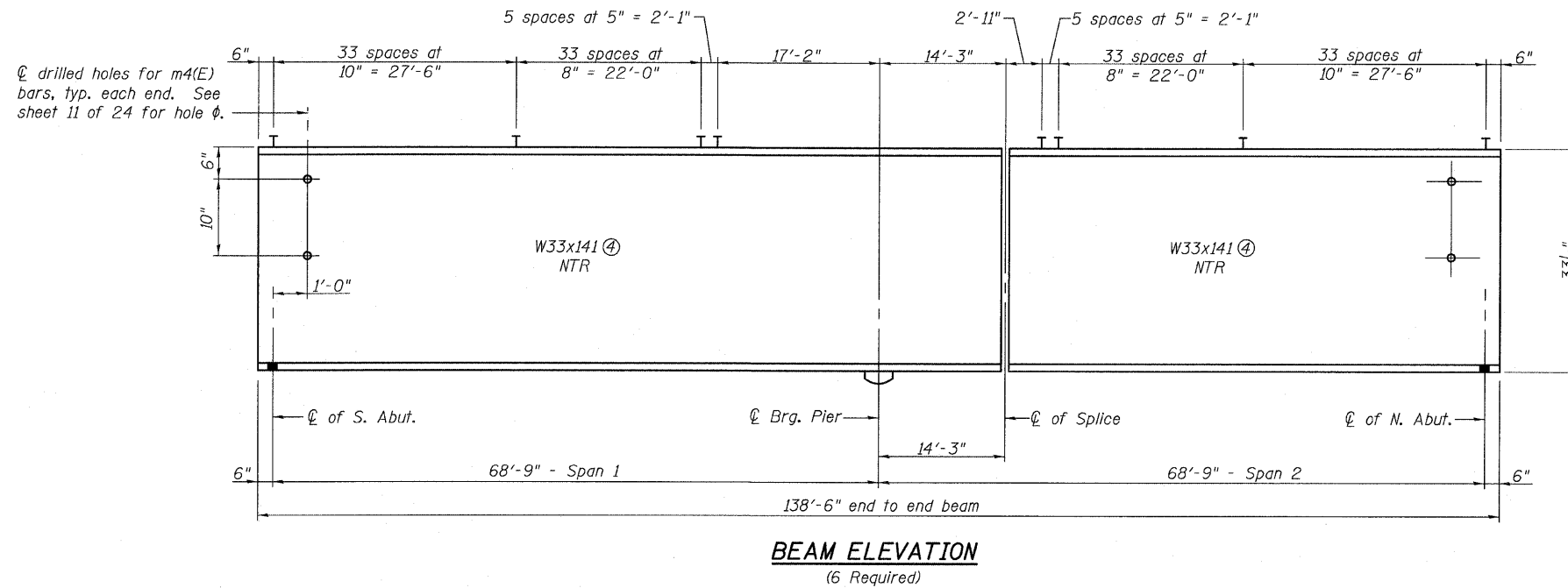
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DEPARTMENT OF TRANSPORTATION

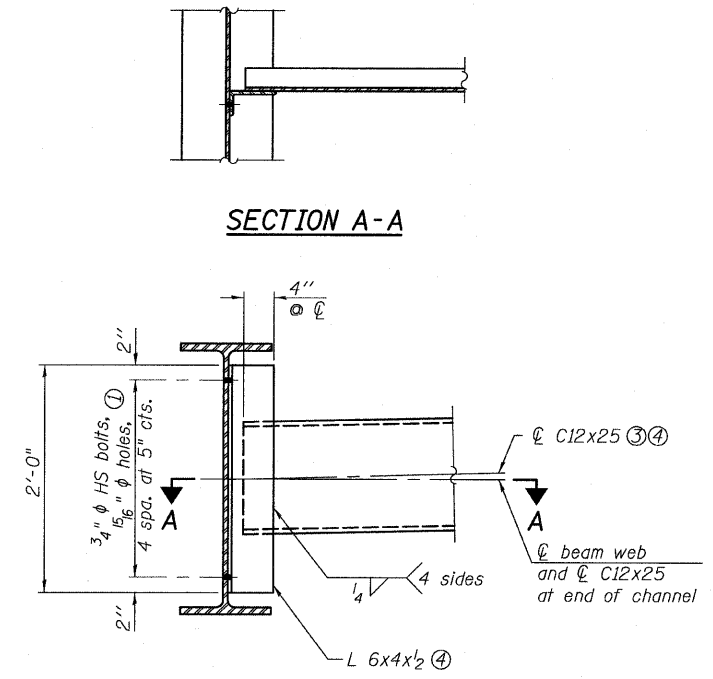
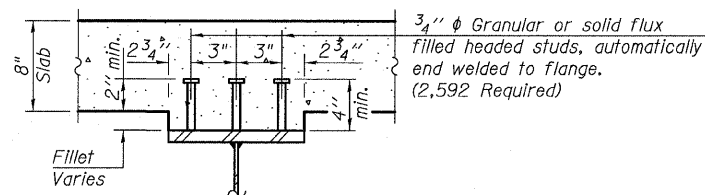
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 326	119BR-2	GRUNDY	52	29
FED. RDWG. DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 13
24 SHEETS
Contract #66688



	Beam #1	Beam #2	Beam #3	Beam #4	Beam #5	Beam #6
CL of S. Abut.	586.66	586.81	586.93	586.93	586.81	586.66
CL Brg. Pier	586.74	586.89	587.00	587.00	586.89	586.74
CL of Splice	586.76	586.91	587.02	587.02	586.91	586.76
CL of N. Abut.	586.82	586.97	587.08	587.08	586.97	586.82

*For fabrication only



Notes:

- Use two hardened washers per bolt for all oversized holes in diaphragm connections.
- Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
- Alternate C12x30 channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department.
- AASHTO M 270 Grade 50W Steel.

BEAM & FRAMING DETAILS
IL 47 OVER WEST FORK MAZON RIVER
FAP ROUTE 326 - SECTION 119BR-2
GRUNDY COUNTY
STATION 466+07.00
STRUCTURE NO. 032-0116

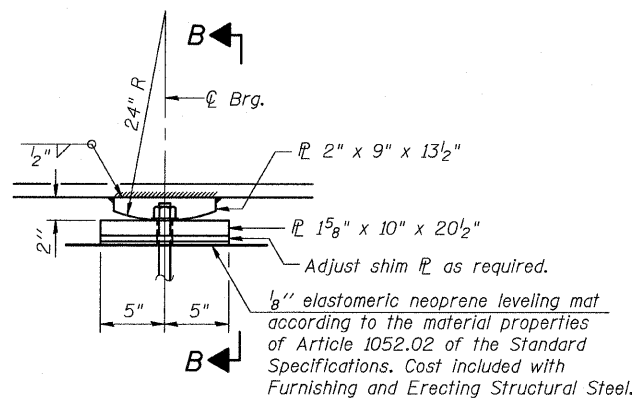


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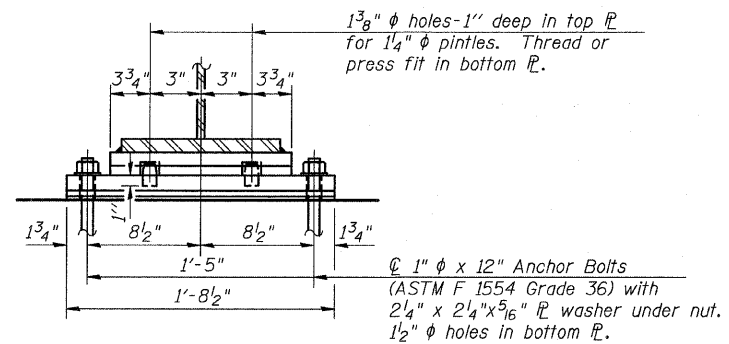
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

Contract #66688



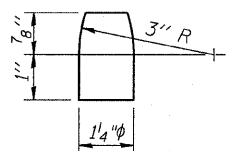
ELEVATION AT PIER



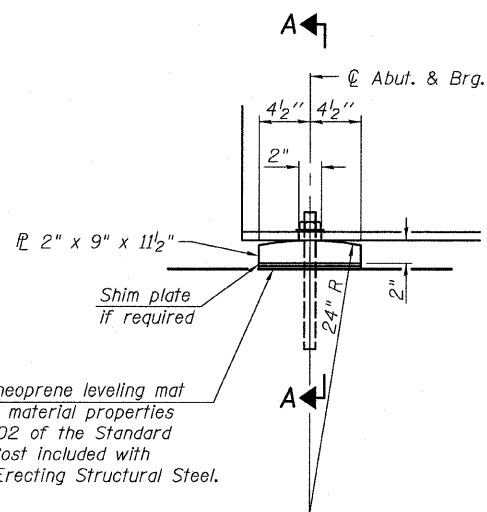
SECTION B-B

FIXED BEARING AT PIER

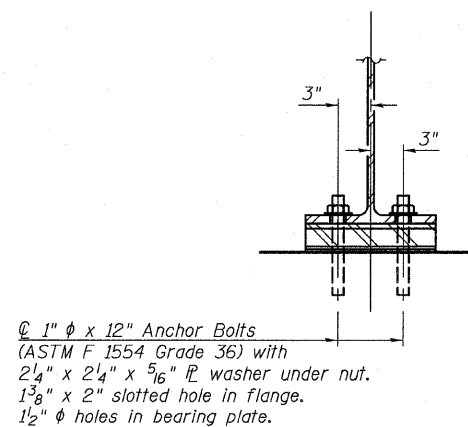
(6 Required)



PINTLE



ELEVATION AT ABUTMENT



SECTION A-A

FIXED BEARING AT ABUTMENT

(12 Required)

Notes:

- Anchor bolts shall be ASTM F 1554 all-thread (or an Engineer-approved alternate material) of the grade and diameter specified. ASTM A 307 Grade C anchor bolts may be used in lieu of ASTM F 1554 Grade 36 (36 ksi). The corresponding specified grade of AASHTO M 314 anchor bolts may be used in lieu of ASTM F 1554.
- Anchor bolts at fixed bearings may be either cast in place or installed in drilled holes after the supported members are in place.
- Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
- Two 1/8 inch adjusting shims shall be provided for each bearing in addition to all other plates or shims.
- Bearings shall be AASHTO M 270 Grade 50W Steel.

BEARING DETAILS
IL 47 OVER WEST FORK MAZON RIVER
FAP ROUTE 326 - SECTION 119BR-2
GRUNDY COUNTY
STATION 466+07.00
STRUCTURE NO. 032-0116

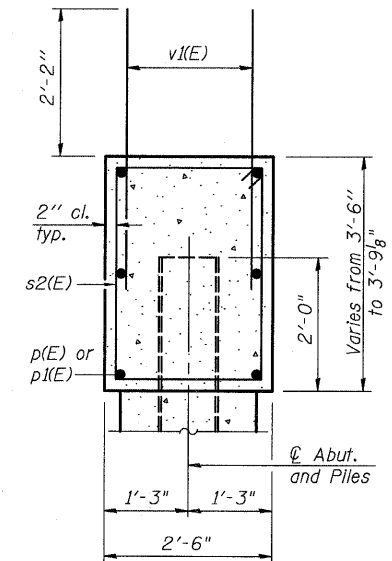
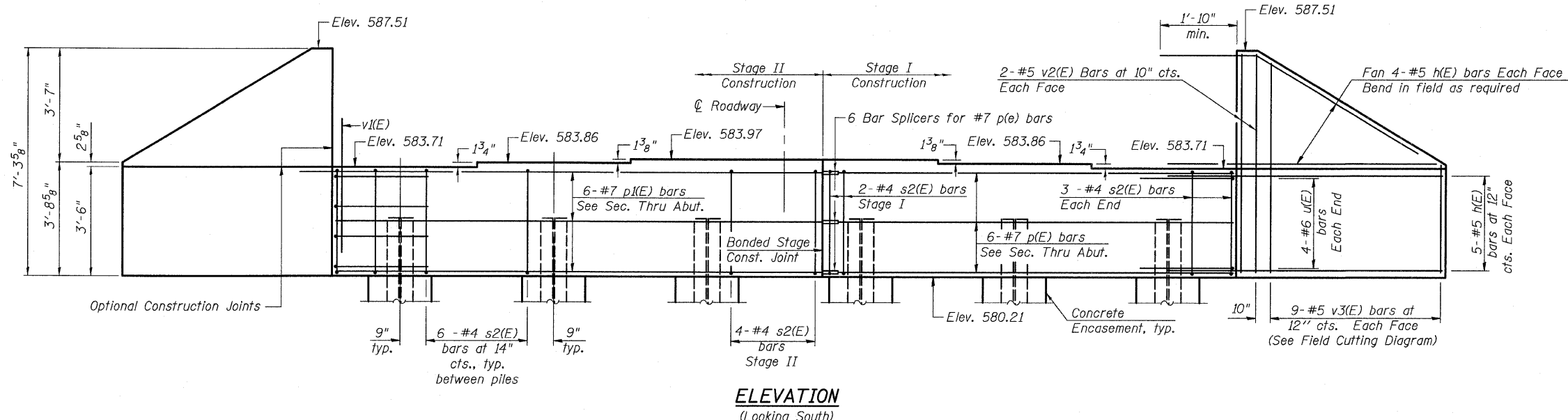


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DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 15
FAP 326	119BR-2	GRUNDY	52	31	24 SHEETS
FED. ROAD DIST. NO. 7	S.L. NUMBER	FED. AID PROJECT			

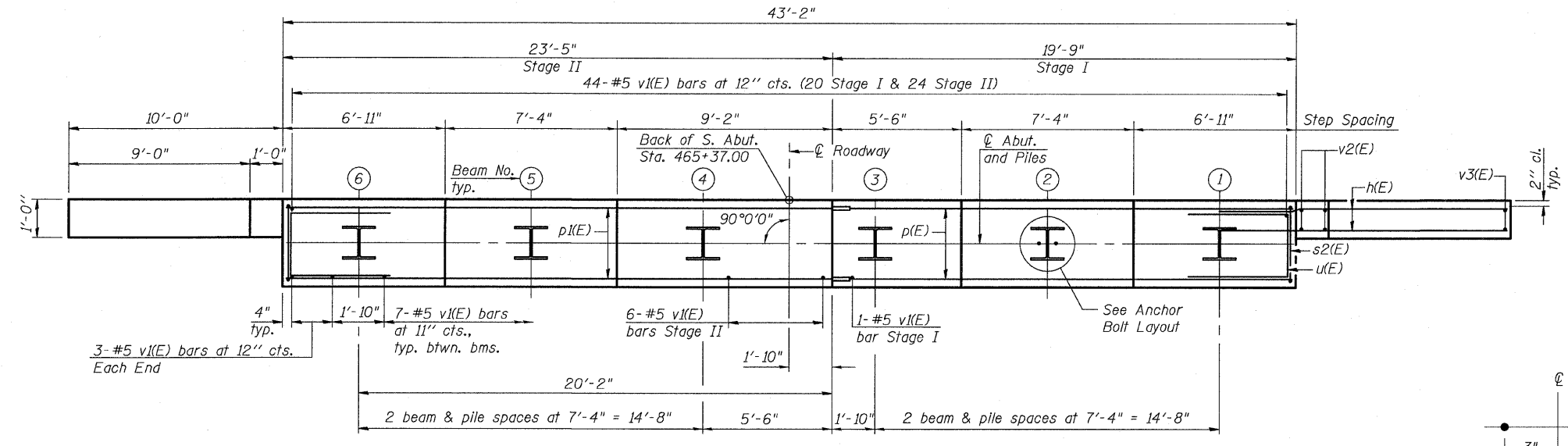
Contract #66688



SEC. THRU ABUT.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	36	#5	11'-8"	—
p(E)	6	#7	19'-5"	—
p1(E)	6	#7	23'-1"	—
s2(E)	36	#4	11'-5"	□
u(E)	8	#6	9'-8"	□
v1(E)	85	#5	4'-4"	—
v2(E)	8	#5	6'-11"	—
v3(E)	18	#5	9'-11"	—
Structure Excavation		Cu. Yd.	119	
Concrete Structures		Cu. Yd.	18.7	
Concrete Encasement		Cu. Yd.	2.1	
Reinforcement Bars, Epoxy Coated		Pound	1,980	
Furnishing Steel Piles, HP12x53		Foot	295	
Driving Piles		Foot	295	
Test Pile, HP12x53		Each	1	
Pile Shoes		Each	6	

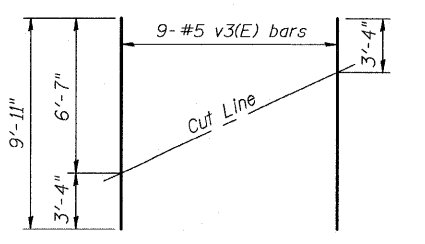


PLAN

ANCHOR BOLT LAYOUT ©

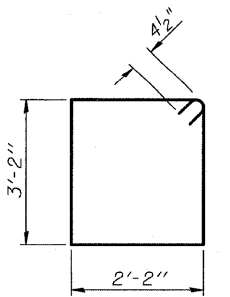
PILE DATA

Type: Steel HP12x53
Nominal Required Bearing: 419 kips
Factored Resistance Available: 139 kips
Est. Length: 59'
No. Production Piles: 5
No. Test Piles: 1

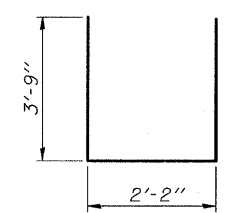


FIELD CUTTING DIAGRAM

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



BAR s2(E)



BAR u(E)

- Notes:
- ① Pour steps monolithically with cap.
 - ② For details of Bar Splicers, see sheet 18 of 24.
 - ③ For details of piles and Concrete Encasement, see sheet 20 of 24.
 - ④ All edges shall have standard 3/4" chamfer.
 - ⑤ Place v1(E) bars to clear flange of beam.
 - ⑥ Space reinforcement in cap to miss anchor bolts.

SOUTH ABUTMENT DETAILS
IL 47 OVER WEST FORK MAZON RIVER
FAP ROUTE 326 - SECTION 119BR-2
GRUNDY COUNTY
STATION 466+07.00
STRUCTURE NO. 032-0116

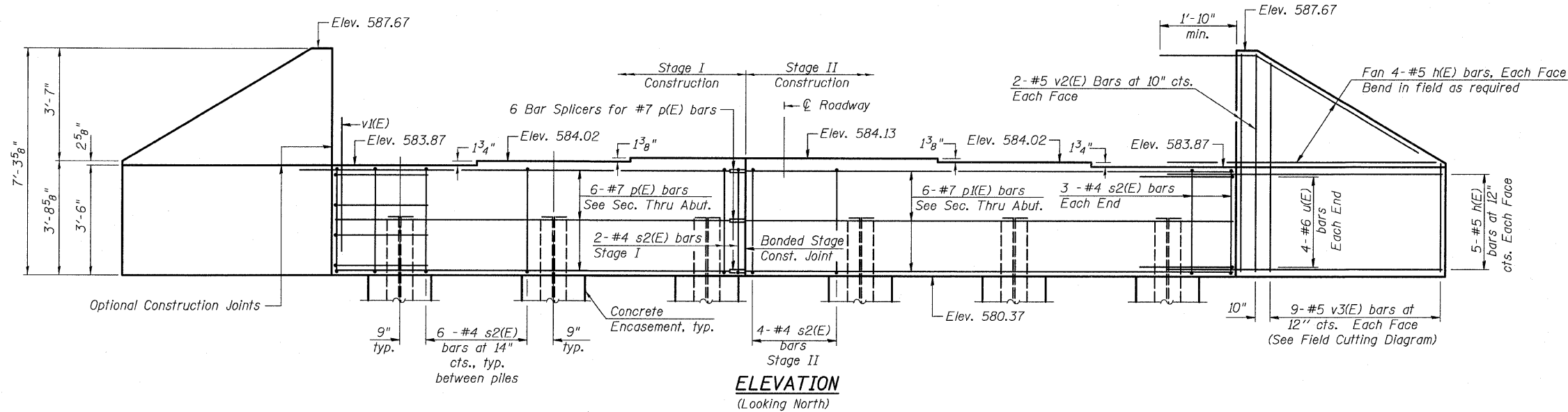


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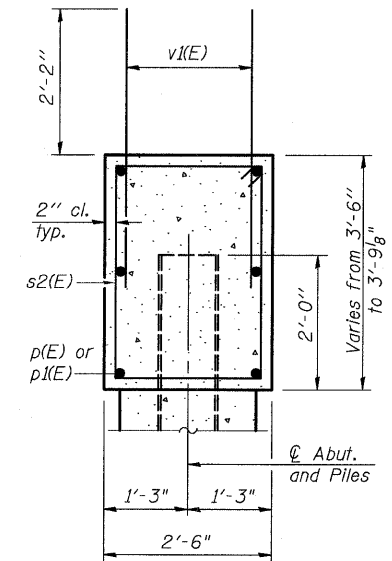
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. FAP 326	SECTION 119BR-2	COUNTY GRUNDY	TOTAL SHEETS 52	SHEET NO. 32	SHEET NO. 16 24 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract #66688



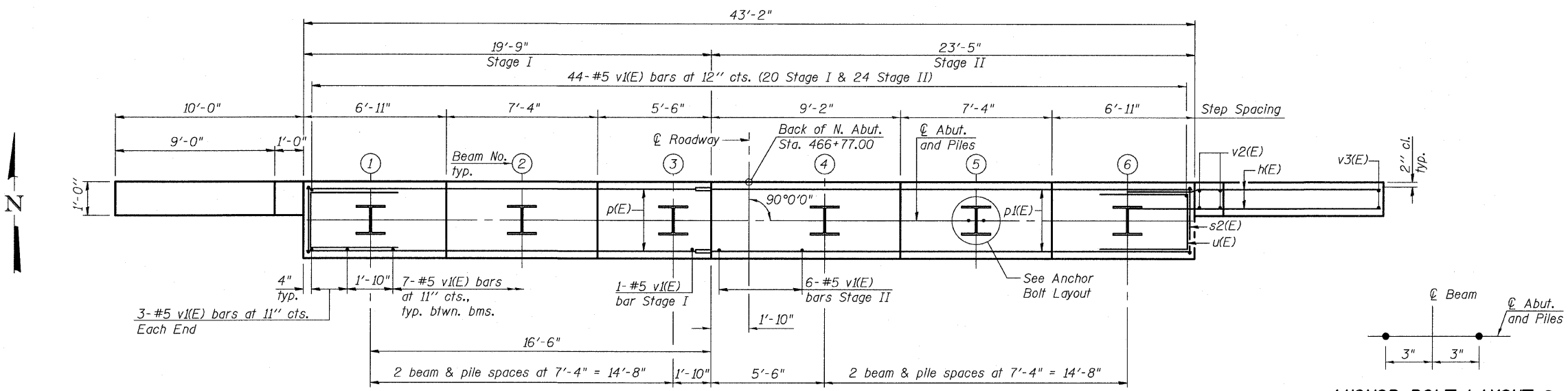
ELEVATION
(Looking North)



SEC. THRU ABUT.

BILL OF MATERIAL

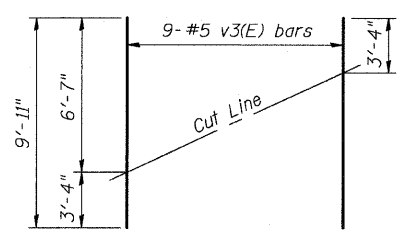
Bar	No.	Size	Length	Shape
h(E)	36	#5	11'-8"	—
p(E)	6	#7	19'-5"	—
p1(E)	6	#7	23'-1"	—
s2(E)	36	#4	11'-5"	□
u(E)	8	#6	9'-8"	—
v1(E)	85	#5	4'-4"	—
v2(E)	8	#5	6'-11"	—
v3(E)	18	#5	9'-11"	—
Structure Excavation			Cu. Yd.	73
Concrete Structures			Cu. Yd.	18.7
Concrete Encasement			Cu. Yd.	2.1
Reinforcement Bars, Epoxy Coated			Pound	1,980
Furnishing Steel Piles, HP12x53			Foot	295
Driving Piles			Foot	295
Test Pile, HP12x53			Each	1
Pile Shoes			Each	6



ANCHOR BOLT LAYOUT ⓐ

PILE DATA

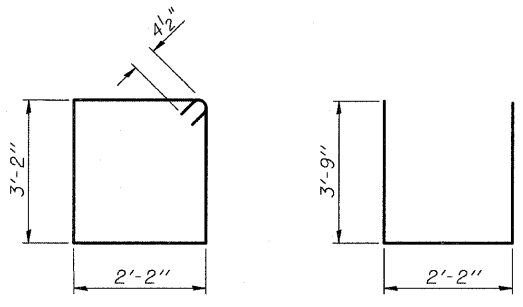
Type: Steel HP12x53
Nominal Required Bearing: 419 kips
Factored Resistance Available: 139 kips
Est. Length: 59'
No. Production Piles: 5
No. Test Piles: 1



FIELD CUTTING DIAGRAM

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

PLAN



BAR s2(E)

BAR u(E)

- Notes:
① Pour steps monolithically with cap.
② For details of Bar Splicers, see sheet 18 of 24.
③ For details of piles and Concrete Encasement, see sheet 20 of 24.
④ All edges shall have standard 3/4" chamfer.
⑤ Place v1(E) bars to clear flange of beam.
⑥ Space reinforcement in cap to miss anchor bolts.

NORTH ABUTMENT DETAILS
IL 47 OVER WEST FORK MAZON RIVER
FAP ROUTE 326 - SECTION 119BR-2
GRUNDY COUNTY
STATION 466+07.00
STRUCTURE NO. 032-0116

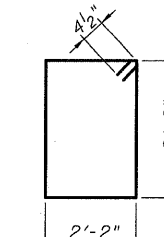
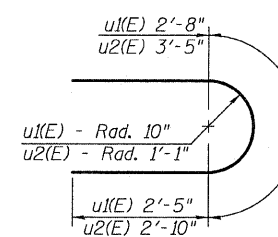
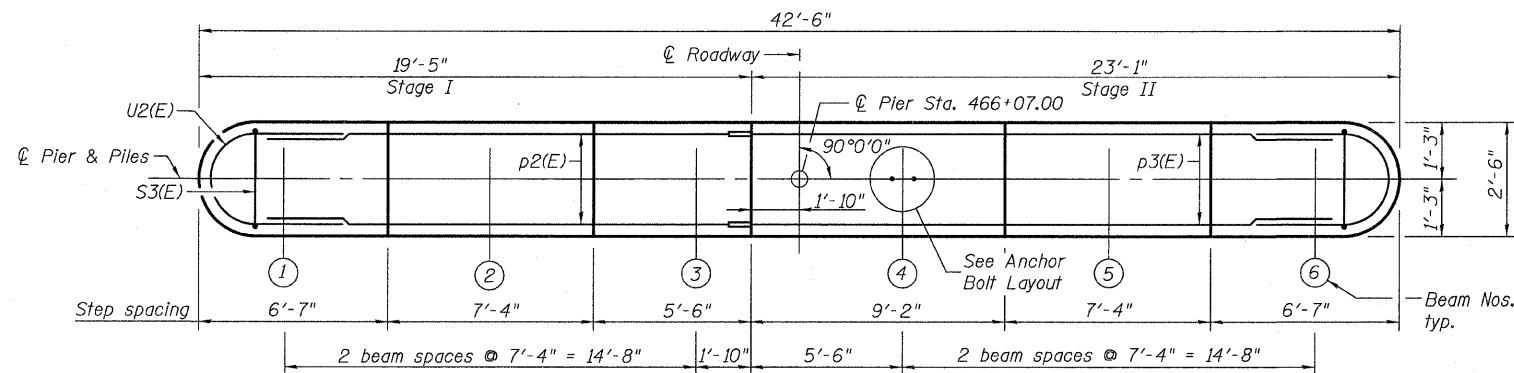
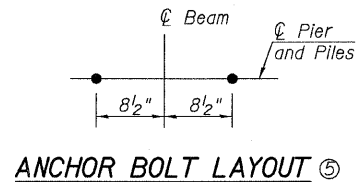


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DEPARTMENT OF TRANSPORTATION

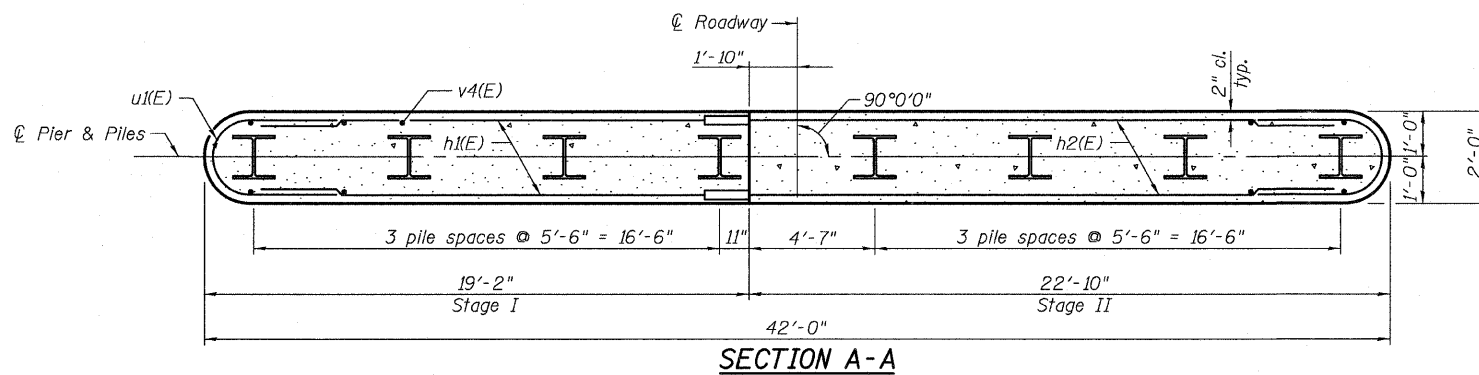
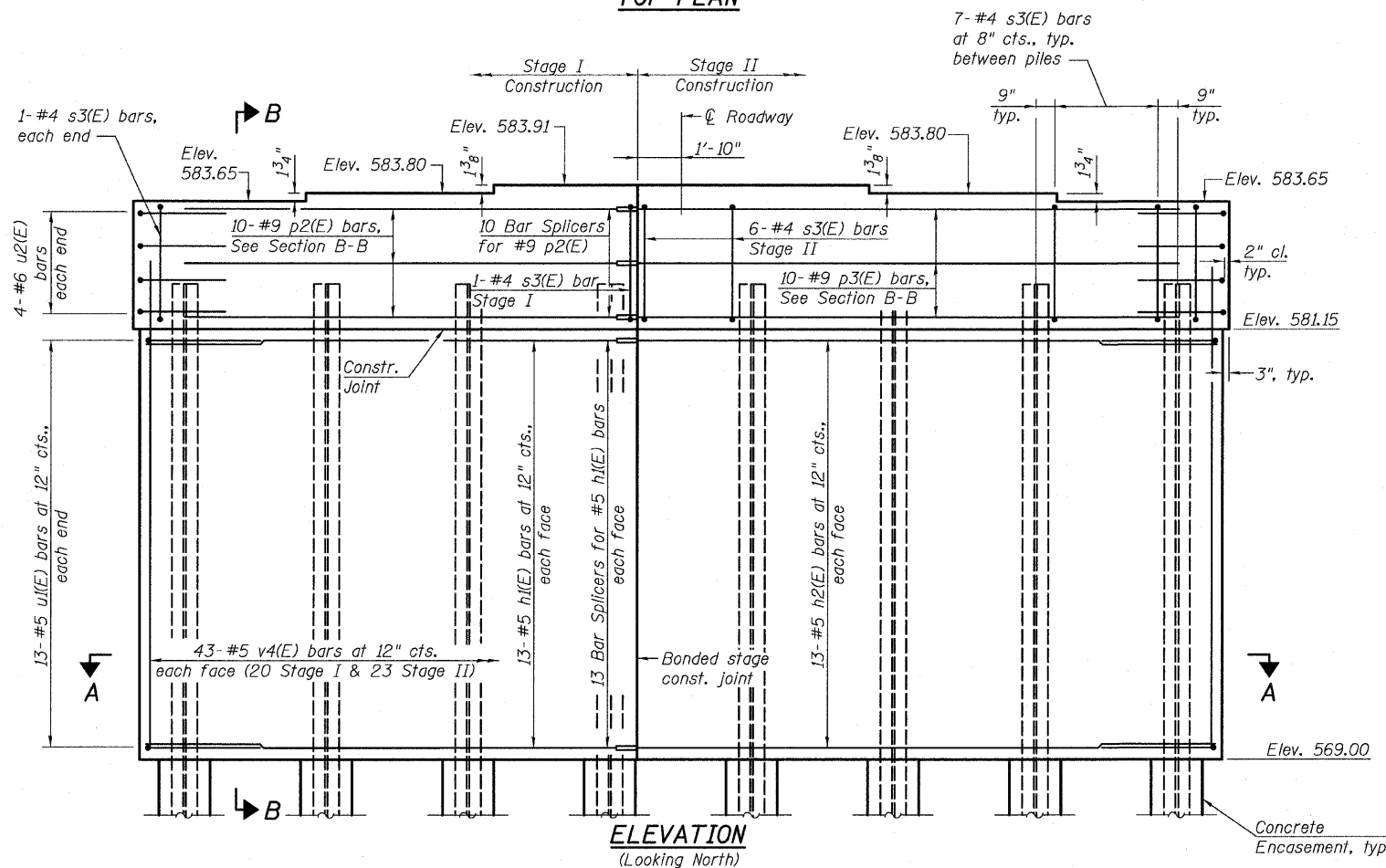
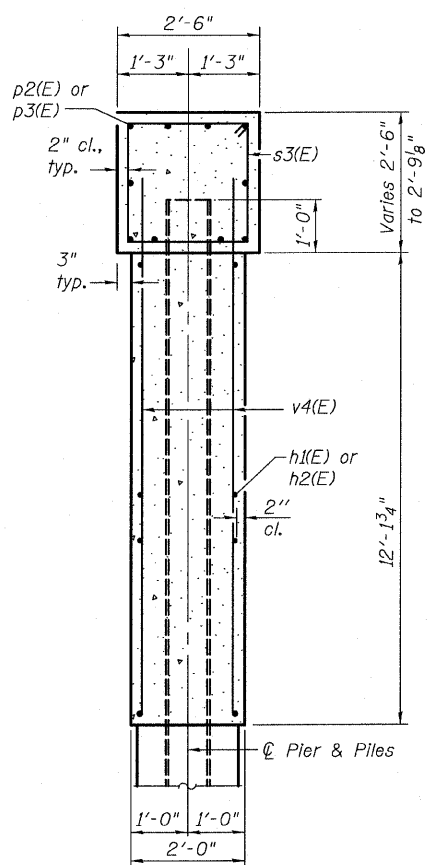
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 17 24 SHEETS
FAP 326	119BR-2	GRUNDY	52	33	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

Contract #66688



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	26	#5	18'-0"	—
h2(E)	26	#5	21'-8"	—
p2(E)	10	#9	18'-0"	—
p3(E)	10	#9	21'-8"	—
s3(E)	51	#4	9'-5"	□
u1(E)	26	#5	7'-6"	U
u2(E)	8	#6	9'-1"	U
v4(E)	86	#5	13'-7"	—
Structure Excavation		Cu. Yd.	53	
Concrete Structures		Cu. Yd.	47.8	
Concrete Encasement		Cu. Yd.	2.8	
Reinforcement Bars, Epoxy Coated		Pound	4,280	
Furnishing Steel Piles, HP12x63		Foot	413	
Driving Piles		Foot	413	
Test Pile, HP12x63		Each	1	
Pile Shoes		Each	8	
Underwater Structure Excavation Protection, Location 1		Each	1	



PILE DATA
 Type: Steel HP12X63
 Nominal Required Bearing: 497 Kips
 Factored Resistance Available: 165 Kips
 Est. Length: 59'
 No. Production Piles: 7
 No. Test Piles: 1

- Notes:
- ① Pour steps monolithically with cap.
 - ② For details of Bar Splicers, see sheet 18 of 24.
 - ③ For details of piles and Concrete Encasement, see sheet 20 of 24.
 - ④ All edges shall have standard 3/4" chamfer.
 - ⑤ Space reinforcement in cap to miss anchor bolts.
 - ⑥ 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 DETAILS
IL 47 OVER WEST FORK MAZON RIVER
FAP ROUTE 326 - SECTION 119BR-2
GRUNDY COUNTY
STATION 466+07.00
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 326	119BR-2	GRUNDY	52	34
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 18
24 SHEETS

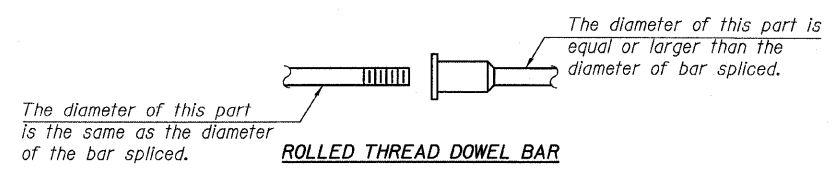
Contract #66688

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 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'-0"	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

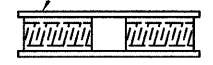


ROLLED THREAD DOWEL BAR



**** ONE PIECE**

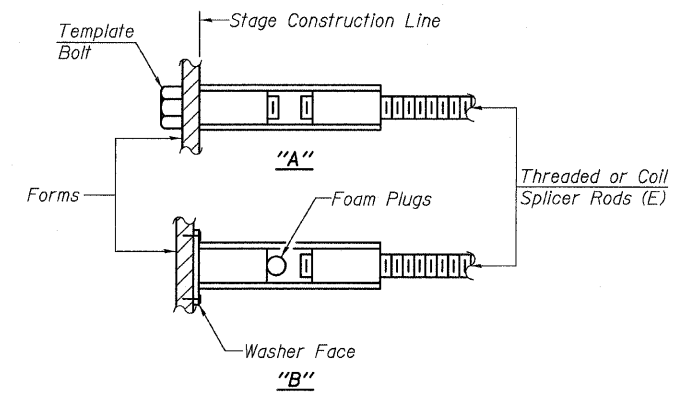
Wire Connector



WELDED SECTIONS

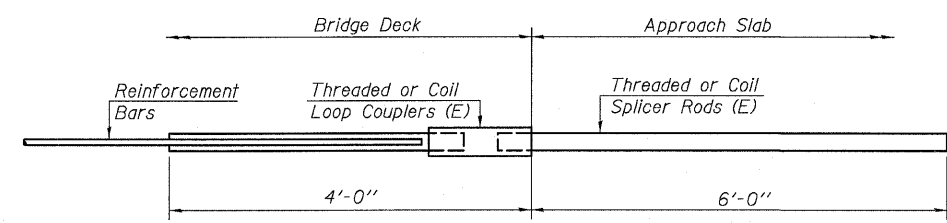
BAR SPLICER ASSEMBLY ALTERNATIVES

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



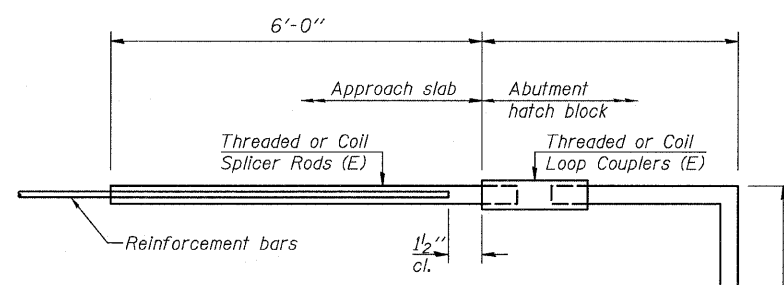
INSTALLATION AND SETTING METHODS

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



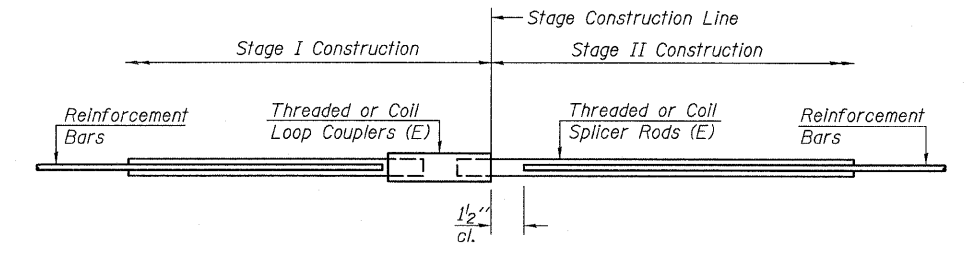
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 80



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	429	Deck
#5	26	Pier
#6	8	N. Diaphragm
#6	8	S. Diaphragm
#7	6	N. Abut.
#7	6	S. Abut.
#9	10	Pier

BAR SPLICER ASSEMBLY DETAILS
IL 47 OVER WEST FORK MAZON RIVER
FAP ROUTE 326 - SECTION 119BR-2
GRUNDY COUNTY
STATION 466+07.00
STRUCTURE NO. 032-0116

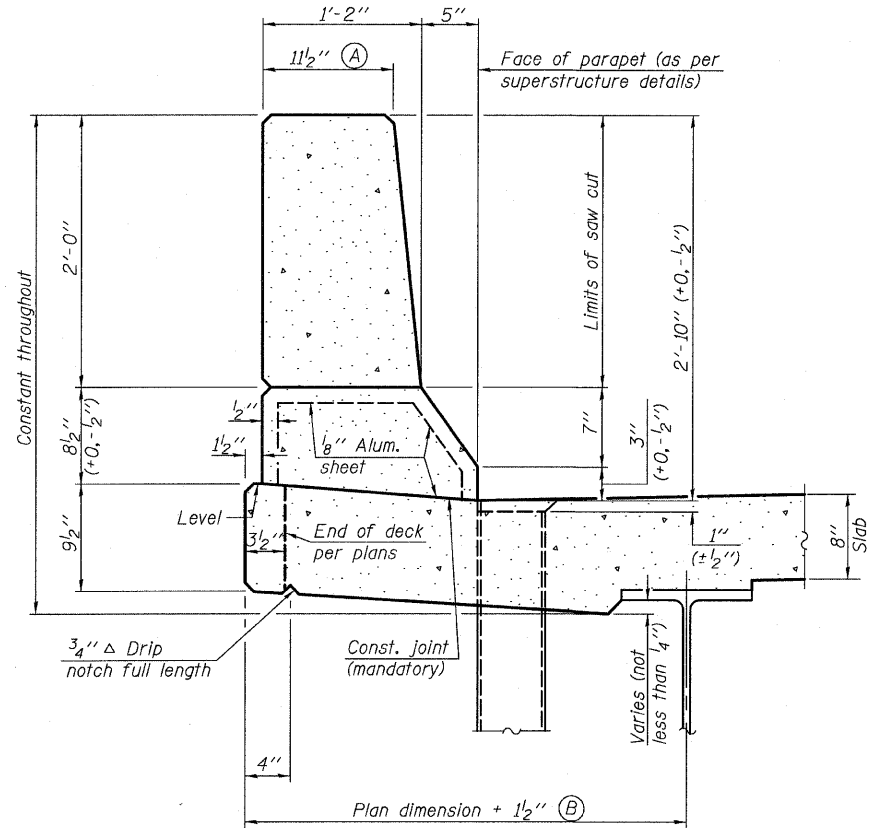


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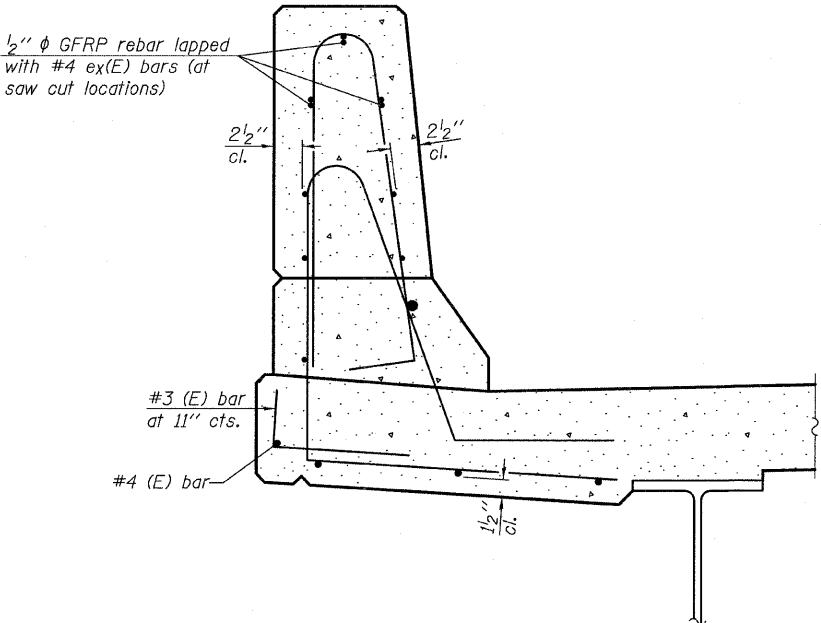
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 19 24 SHEETS
FAP 326	119BR-2	GRUNDY	52	35	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

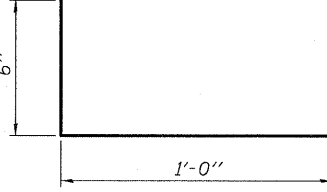
Contract #66688



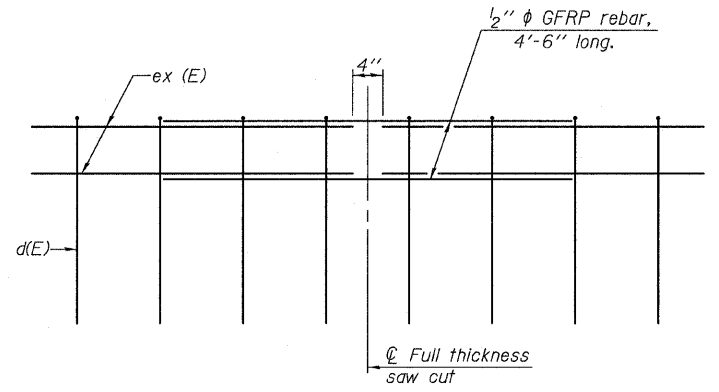
SECTION
(Showing dimensions)



SECTION
(Showing reinforcement clearances for slip forming and additional reinforcement bars)



#3 (E) BAR



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

CONCRETE PARAPET SLIPFORMING OPTION
IL 47 OVER WEST FORK MAZON RIVER
FAP ROUTE 326 - SECTION 119BR-2
GRUNDY COUNTY
STATION 466+07.00
STRUCTURE NO. 032-0116



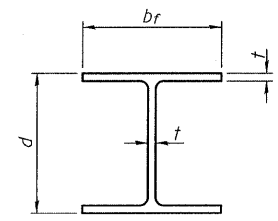
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Collinsville, Illinois 62234
618-345-2200

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Consulting Engineers Design Firm License No. 184.001115

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

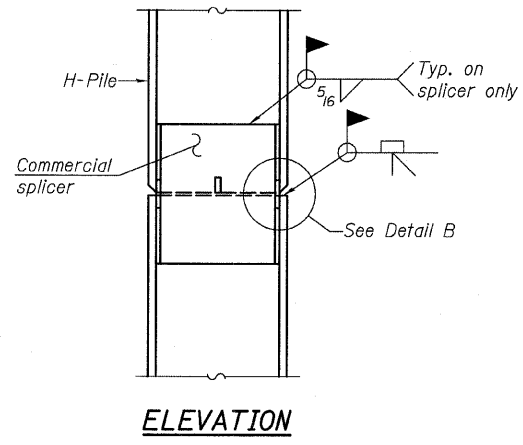
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 20 24 SHEETS
FAP 326	119BR-2	GRUNDY	52	36	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract #66688

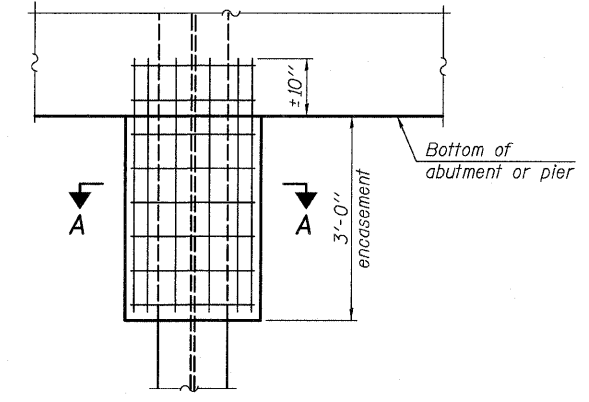


STEEL PILE TABLE

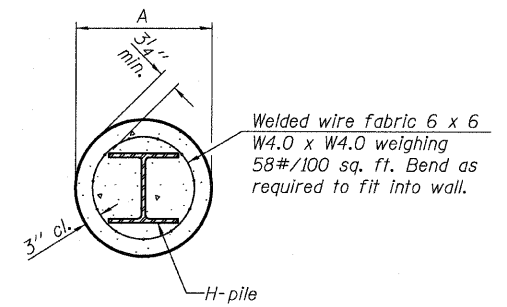
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11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



ELEVATION

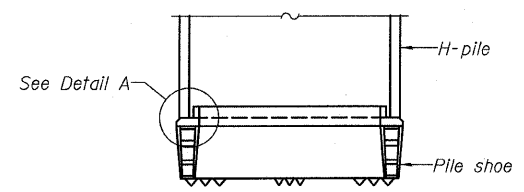


ELEVATION

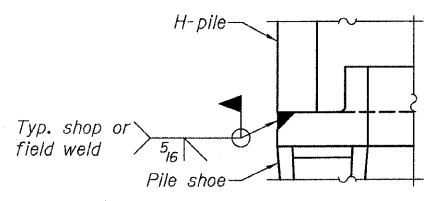


SECTION A-A

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

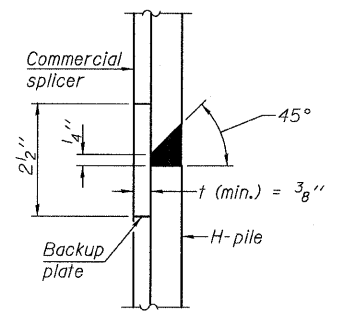


ELEVATION

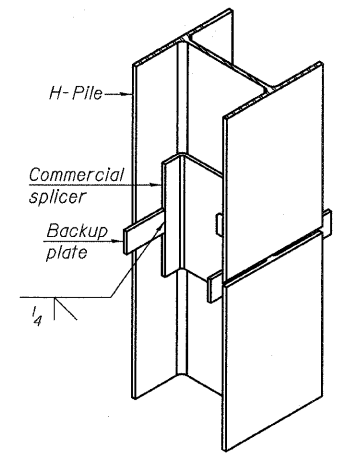


DETAIL A

H-PILE SHOE ATTACHMENT

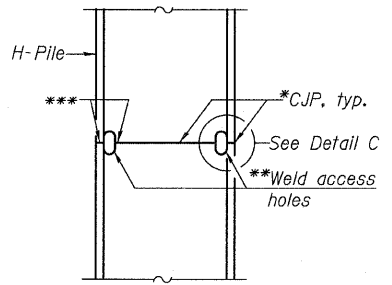


DETAIL "B"

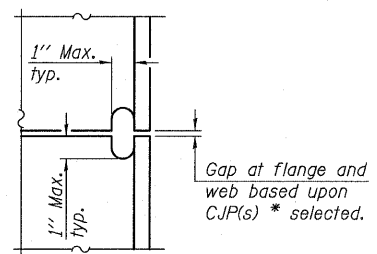


ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE

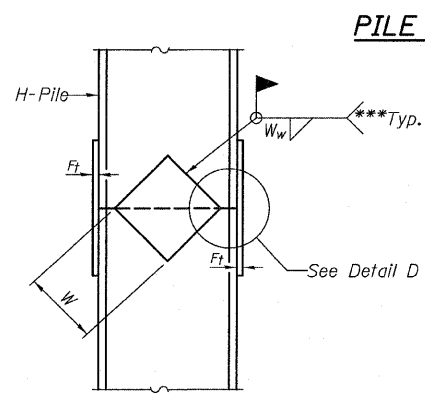


ELEVATION



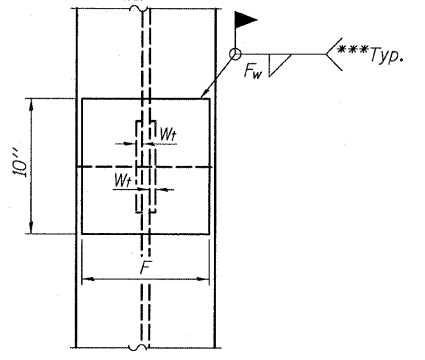
DETAIL C

COMPLETE PENETRATION WELD SPLICE

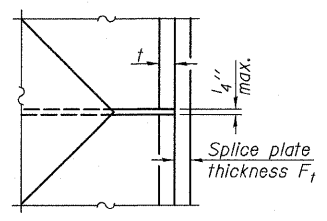


ELEVATION

PILE ENCASEMENT



END VIEW



DETAIL D

WELDED PLATE FIELD SPLICE

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

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

PILE DETAILS

IL 47 OVER WEST FORK MAZON RIVER
FAP ROUTE 326 - SECTION 119BR-2
GRUNDY COUNTY
STATION 466+07.00
STRUCTURE NO. 032-0116

*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.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 326	119BR-2	GRUNDY	52	37
FED. RDG. DIST. NO. 7		ILLINOIS		FED. AID PROJECT
SHEET NO. 21 24 SHEETS				

Contract #66688



SOIL BORING LOG

Page 1 of 2

Date 10/4/04

ROUTE II 47 DESCRIPTION Over West Fork of Mazon River LOGGED BY Larry Meyers
 SECTION 119BR-2 LOCATION NE 1/4, SEC. 33, TWP. 32, RNG. 7E, 3rd PM
 COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	D	B	U	M	Description	D	B	U	M
032-0033	E	L	C	O	Surface Water Elev. 572.48 ft	E	L	C	O
Station 466+12.5	P	O	S	I	Stream Bed Elev. _____ ft	P	O	S	I
BORING NO. 1 Ctr. Pier	T	W	Qu	T	Groundwater Elev.:	H	S	Qu	T
Station 466+07.5					First Encounter _____ ft				
Offset 7.00 ft LI					Upon Completion _____ ft				
Ground Surface Elev. 587.55 ft	(ft)	(/6")	(tsf)	(%)	After _____ Hrs. _____ ft	(ft)	(/6")	(tsf)	(%)
Bridge Deck and Air					Very Soft Black Silt, Sand, Fine Gravel, Organics (continued)	WH			
						WH	0.0	133.3	
							1	P	
						WH			
					564.05	1	0.3	25.7	
					Hard Gray Silty Clay Loam Till with Silt Layers at 26"	6	P	14.5	
							4.5		
							P		
						7			
						12	7.6	13.2	
						19	S		
					580.55				
					Very Stiff Gray Silty Clay Loam Till with Silt Layers and Clay Layers	7			
						7	3.5	18.4	
						10	S		
						6			
						7	2.2	12.6	
						8	S		
					585.05				
					Hard Gray Sandy Clay Loam Till with Layers of Sandy Loam at 33"	10			
						10	4.5	10.1	
						18	P		
					Black Sandy Loam				
					574.05				
					Very Soft Black Silt, Sand, Fine Gravel, Organics	3	0.0	60.0	
					572.55	WH	P		
						1	0.0	38.2	
						WH	P		
						12			
						18	8.2	8.6	
						24	S		

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

Page 2 of 2

Date 10/4/04

ROUTE II 47 DESCRIPTION Over West Fork of Mazon River LOGGED BY Larry Meyers
 SECTION 119BR-2 LOCATION NE 1/4, SEC. 33, TWP. 32, RNG. 7E, 3rd PM
 COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	D	B	U	M	Description	D	B	U	M
032-0033	E	L	C	O	Surface Water Elev. 572.48 ft	E	L	C	O
Station 466+12.5	P	O	S	I	Stream Bed Elev. _____ ft	P	O	S	I
BORING NO. 1 Ctr. Pier	T	W	Qu	T	Groundwater Elev.:	H	S	Qu	T
Station 466+07.5					First Encounter _____ ft				
Offset 7.00 ft LI					Upon Completion _____ ft				
Ground Surface Elev. 587.55 ft	(ft)	(/6")	(tsf)	(%)	After _____ Hrs. _____ ft	(ft)	(/6")	(tsf)	(%)
						100/0			
					Hard Gray Sandy Clay Loam Till with Layers of Sandy Loam at 33" (continued)				
					546.05				
					End of Boring				

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
IL 47 OVER WEST FORK MAZON RIVER
FAP ROUTE 326 - SECTION 119BR-2
GRUNDY COUNTY
STATION 466+07.00
STRUCTURE NO. 032-0116



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SOIL BORING LOG

Page 1 of 2

Date 10/5/04

ROUTE 1147 DESCRIPTION Over West Fork of Mazon River LOGGED BY Larry Meyers
SECTION 119BR-2 LOCATION NE 1/4, SEC. 33, TWP. 32, RNG. 7E, 3rd PM
COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	STATION	BORING NO.	STATION	OFFSET	GROUND SURFACE ELEV.	DEPTH (ft)	DESCRIPTION	UNCONFINED COMPRESSIVE STRENGTH (UCS) FAILURE MODE	DEPTH (ft)	DESCRIPTION	UNCONFINED COMPRESSIVE STRENGTH (UCS) FAILURE MODE
032-0033	466+12.5	2 No. Abut	466+85.5	6.00 ft LI	587.74		Surface Water Elev. 572.48 ft Stream Bed Elev. _____ ft				
							Groundwater Elev.: First Encounter _____ ft Upon Completion _____ ft After _____ Hrs. _____ ft				
							Hard Gray Silty Clay Loam Till with Silt and Sand Pockets to 19'. <i>(continued)</i>				
							Hard Brown Silty Clay Loam Fill				
							Very Stiff Gray Silty Clay Loam Till with Clay and Silt Pockets				
							Hard Gray Silty Clay Loam Till with Silt and Sand Pockets to 19'				
							Hard Gray Silty Clay Loam Till				

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

Page 2 of 2

Date 10/5/04

ROUTE 1147 DESCRIPTION Over West Fork of Mazon River LOGGED BY Larry Meyers
SECTION 119BR-2 LOCATION NE 1/4, SEC. 33, TWP. 32, RNG. 7E, 3rd PM
COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	STATION	BORING NO.	STATION	OFFSET	GROUND SURFACE ELEV.	DEPTH (ft)	DESCRIPTION	UNCONFINED COMPRESSIVE STRENGTH (UCS) FAILURE MODE	DEPTH (ft)	DESCRIPTION	UNCONFINED COMPRESSIVE STRENGTH (UCS) FAILURE MODE
032-0033	466+12.5	2 No. Abut	466+85.5	6.00 ft LI	587.74		Surface Water Elev. 572.48 ft Stream Bed Elev. _____ ft				
							Groundwater Elev.: First Encounter _____ ft Upon Completion _____ ft After _____ Hrs. _____ ft				
							Hard Gray Silty Clay Loam Till <i>(continued)</i>				
							Very Stiff Gray Silty Clay Loam Till with Sand, Silt and Clay Pockets.				
							Hard Gray Silty Clay Loam Till with Silt and Sand Pockets to 19'				
							Hard Gray Silty Clay Loam Till				
							End of Boring				

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
IL 47 OVER WEST FORK MAZON RIVER
FAP ROUTE 326 - SECTION 119BR-2
GRUNDY COUNTY
STATION 466+07.00
STRUCTURE NO. 032-0116



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 23 24 SHEETS
FAP 326	119BR-2	GRUNDY	52	39	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

Contract #66688



SOIL BORING LOG

Page 1 of 2

Date 10/6/04

ROUTE II 47 DESCRIPTION Over West Fork of Mazon River LOGGED BY Larry Meyers

SECTION 119BR-2 LOCATION NE 1/4, SEC. 33, TWP. 32, RNG. 7E, 3rd PM

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. Station	BORING NO. Station	Offset	Ground Surface Elev.	D E P T H	B L O W S	U C S Qu	M O I S T	Soil Description				D E P T H	B L O W S	U C S Qu	M O I S T		
								Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter					Upon Completion	After
032-0033 466+12.5	3 Ctr. Pier 466+07.5	5.00ft RI	587.54					Very Soft Black/Brown Sand, Silt, Organics (continued)									
								Very Soft Gray Clay Loam	566.54								
								Sluff Gray Silty Clay Loam Till	563.04								
								Very Silty Gray Silty Clay Loam Till with Pockets of Silt and Loamy Sand at 30'	558.04								
								Black Sandy Loam with Organics	574.54								
								Very Soft Black/Brown Sand, Silt, Organics									
								Hard Gray Silty Clay Loam Till	553.04								

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

Page 2 of 2

Date 10/6/04

ROUTE II 47 DESCRIPTION Over West Fork of Mazon River LOGGED BY Larry Meyers

SECTION 119BR-2 LOCATION NE 1/4, SEC. 33, TWP. 32, RNG. 7E, 3rd PM

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. Station	BORING NO. Station	Offset	Ground Surface Elev.	D E P T H	B L O W S	U C S Qu	M O I S T	Soil Description				D E P T H	B L O W S	U C S Qu	M O I S T		
								Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter					Upon Completion	After
032-0033 466+12.5	3 Ctr. Pier 466+07.5	5.00ft RI	587.54					Hard Gray Silty Clay Loam Till (continued)									
								Hard Gray Shale (Micaceous) (continued)	100/5								
								Very Silty Gray Clay and Silty Clay Layers. Varved Section up to 4"	539.54								
								Very Silty Gray Silty Loam Till	534.54								
								Hard Gray Shale (Micaceous)	529.54								

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
IL 47 OVER WEST FORK MAZON RIVER
FAP ROUTE 326 - SECTION 119BR-2
GRUNDY COUNTY
STATION 466+07.00
STRUCTURE NO. 032-0116





SOIL BORING LOG

Page 1 of 2

Date 10/7/04

ROUTE 1147 DESCRIPTION Over West Fork of Mazon River LOGGED BY Larry Meyers

SECTION 119BR-2 LOCATION NE 1/4, SEC. 33, TWP. 32, RNG. 7E, 3rd PM

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. Station	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. Stream Bed Elev.	D E P T H	B L O W S	U C S Qu	M O I S T	Groundwater Elev.: First Encounter Upon Completion After Hrs.	D E P T H	B L O W S	U C S Qu	M O I S T							
															(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)
															(ft)	(ft)	(%)	(ft)	(ft)	(%)	
032-0033 466+12.5					572.48 ft																

File Name and/or Number
Latitude and Longitude

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

Page 2 of 2

Date 10/7/04

ROUTE 1147 DESCRIPTION Over West Fork of Mazon River LOGGED BY Larry Meyers

SECTION 119BR-2 LOCATION NE 1/4, SEC. 33, TWP. 32, RNG. 7E, 3rd PM

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. Station	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. Stream Bed Elev.	D E P T H	B L O W S	U C S Qu	M O I S T	Groundwater Elev.: First Encounter Upon Completion After Hrs.	D E P T H	B L O W S	U C S Qu	M O I S T							
															(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)
															(ft)	(ft)	(%)	(ft)	(ft)	(%)	
032-0033 466+12.5					572.48 ft																

File Name and/or Number
Latitude and Longitude

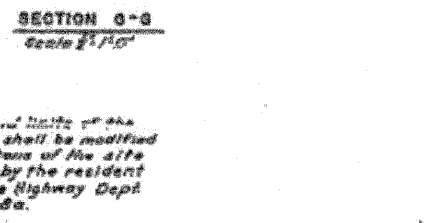
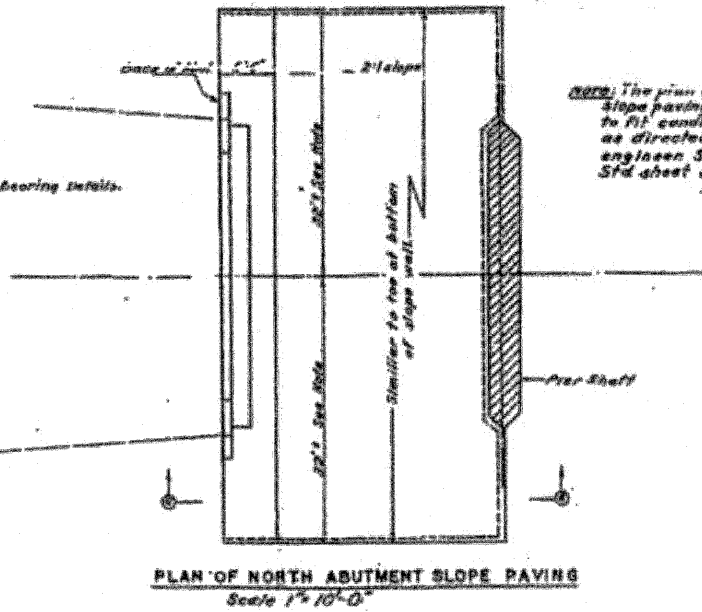
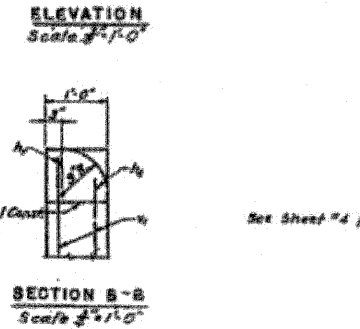
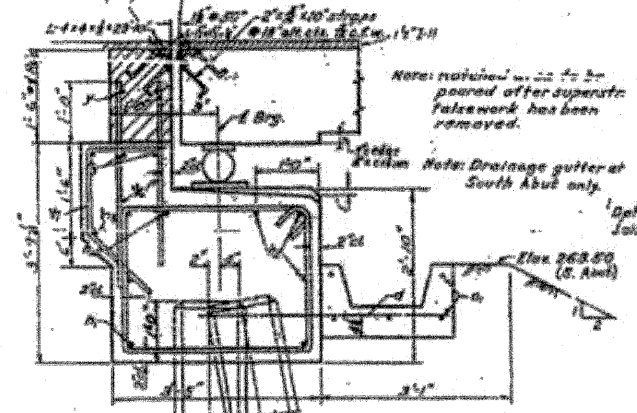
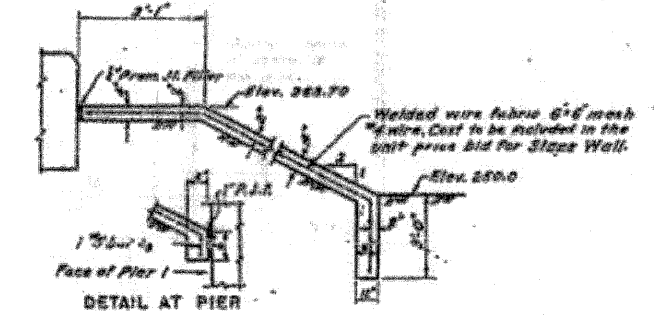
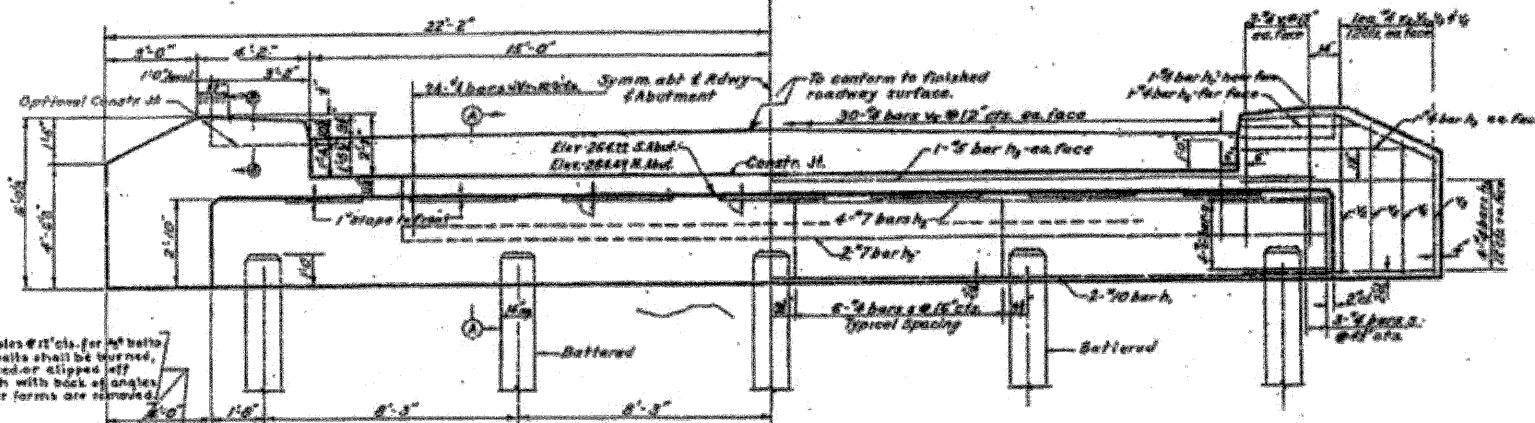
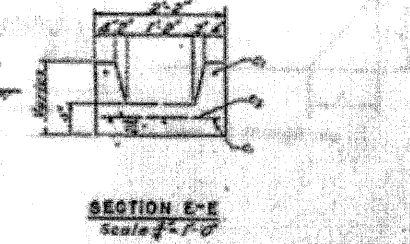
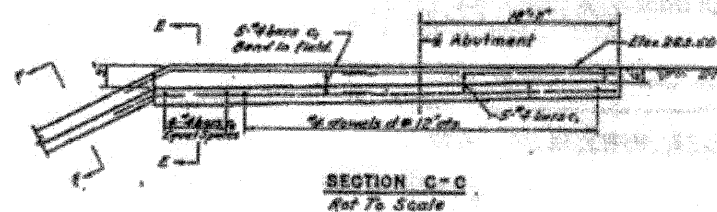
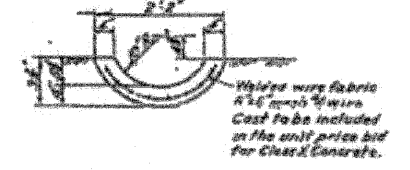
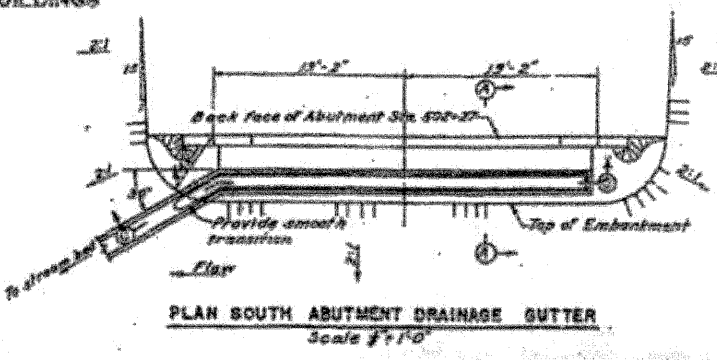
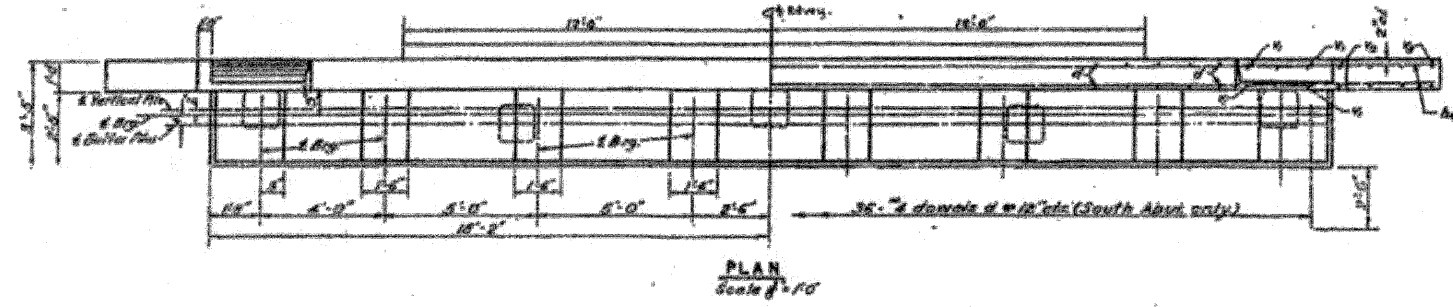
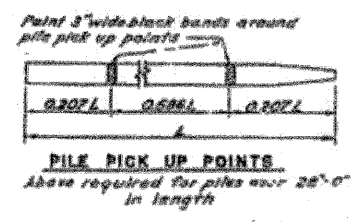
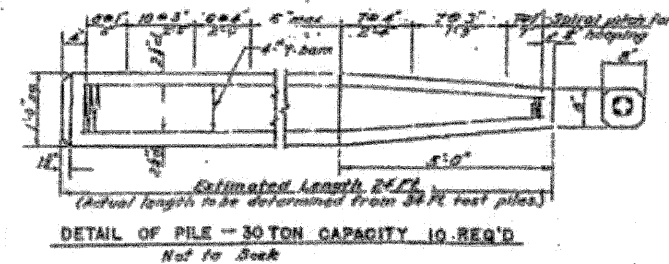
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

BORING LOGS
IL 47 OVER WEST FORK MAZON RIVER
FAP ROUTE 326 - SECTION 119BR-2
GRUNDY COUNTY
STATION 466+07.00
STRUCTURE NO. 032-0116



STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

DATE	PROJECT	NO.	SHEET NO.	TOTAL SHEETS
11/10/88	Grundy	52	29	5



BILL OF MATERIAL
2 ABUTMENTS & GUTTERS

BAR	NO.	SIZE	LENGTH	SHAPE
A	4	#5	18'-8"	
B	12	#7	38'-8"	
C	4	#5	35'-8"	
D	40	#4	4'-0"	
E	4	#4	6'-11"	
F	4	#4	7'-0"	
G	24	#4	4'-0"	
H	8	#4	5'-3"	
I	8	#4	4'-6"	
J	3	#4	4'-0"	
K	120	#4	4'-6"	
L	48	#4	4'-7"	
M	60	#4	11'-8"	
N	16	#6	5'-0"	
O	36	#4	4'-0"	
P	4	#4	21'-4"	
Q	10	#4	22'-0"	
R	4	#4	1'-10"	
S	1	#4	34'-0"	
T	4	#4	25'-0"	

Class X Concrete cc. cu. 43.3
Reinforcement Bars lb. 3512
Class A Excavator for Steel cc. cu. 52
Precast Concrete Piles (54) cu. ft. 182
Form Concrete and Piles (54) sq. ft. 2
Slope Wall sq. yds. 255
Structural Steel lb. 1670

Note: All bars shall be round ASTM A 605-48. The size number is the number of inches in the nominal diameter.

PROJ. E-204163
ABUTMENTS & GUTTERS
S.B.I. RT. 47 SEC. 112-8Y
GRUNDY CO.
STA. 501+58

DESIGNED: W.D. Reiter
CHECKED: P. J. Smith
DRAWN: W.D. Reiter
CHECKED: P. J. Smith

DATE: Feb. 17, 1988

APPROVED: [Signature]

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

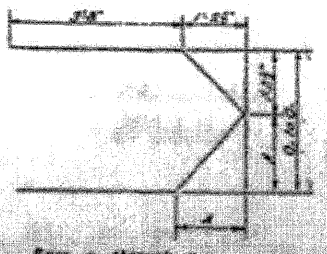
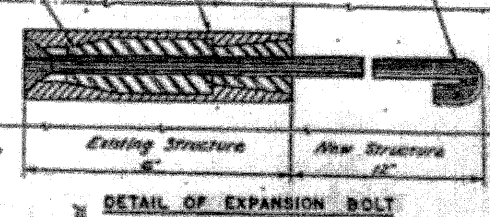
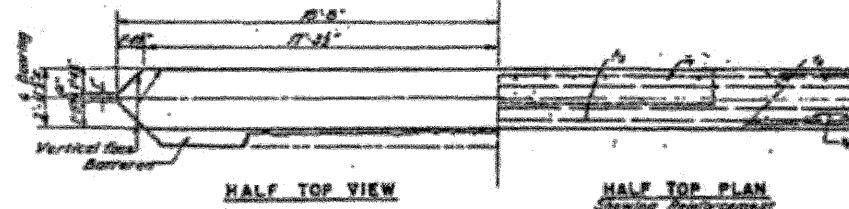
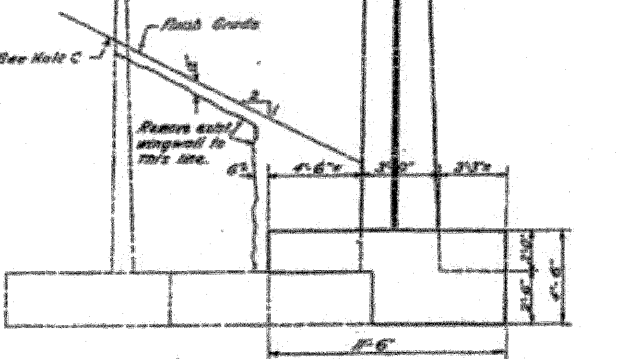
SHEET NO. 4				
DESIGNED	CHECKED	DRAWN	PLOT SCALE	DATE
			3/4" = 1'-0"	8/9/2008
				5 SHEETS

NOTE C: See Sheet No. 3 for slope paving of North Abutment.

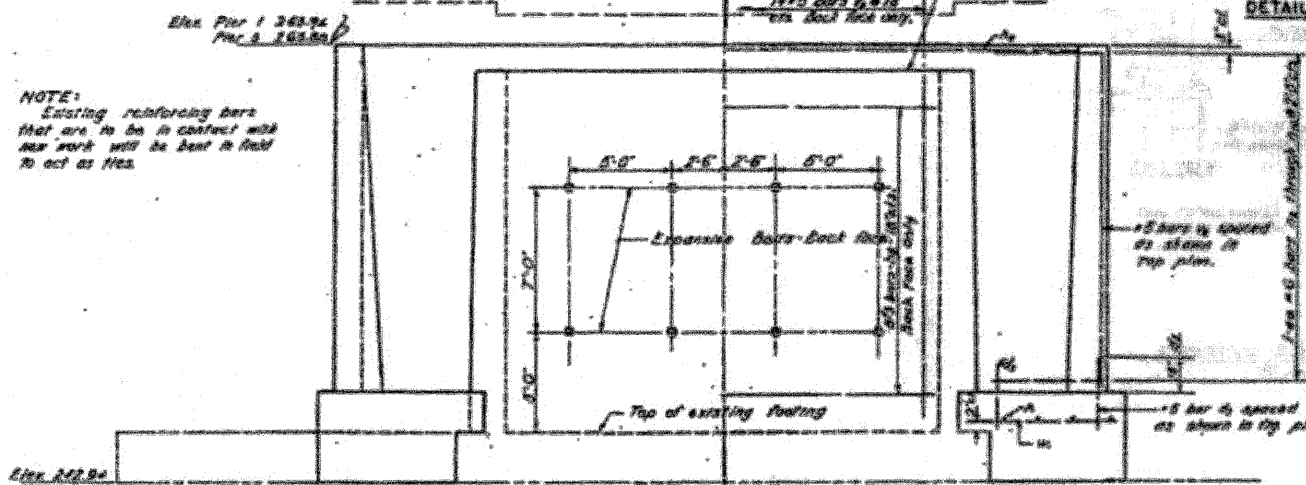
Remove this portion of existing wingwall to the lines indicated.

Flash Grade
Remove existing wingwall to this line.

Battered to match exist. Abutment



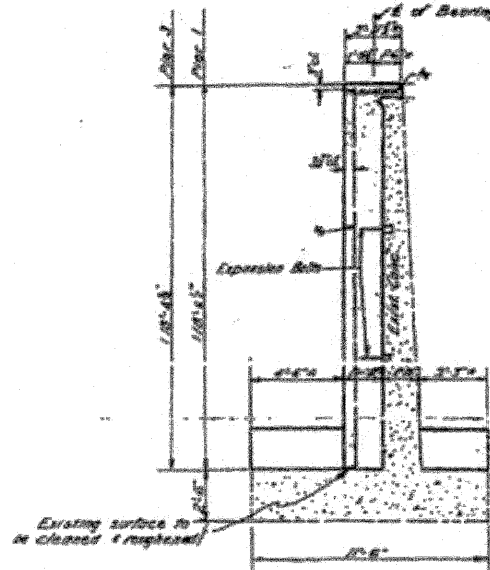
NOTE: Existing reinforcing bars that are to be in contact with new work will be bent in field to act as ties.



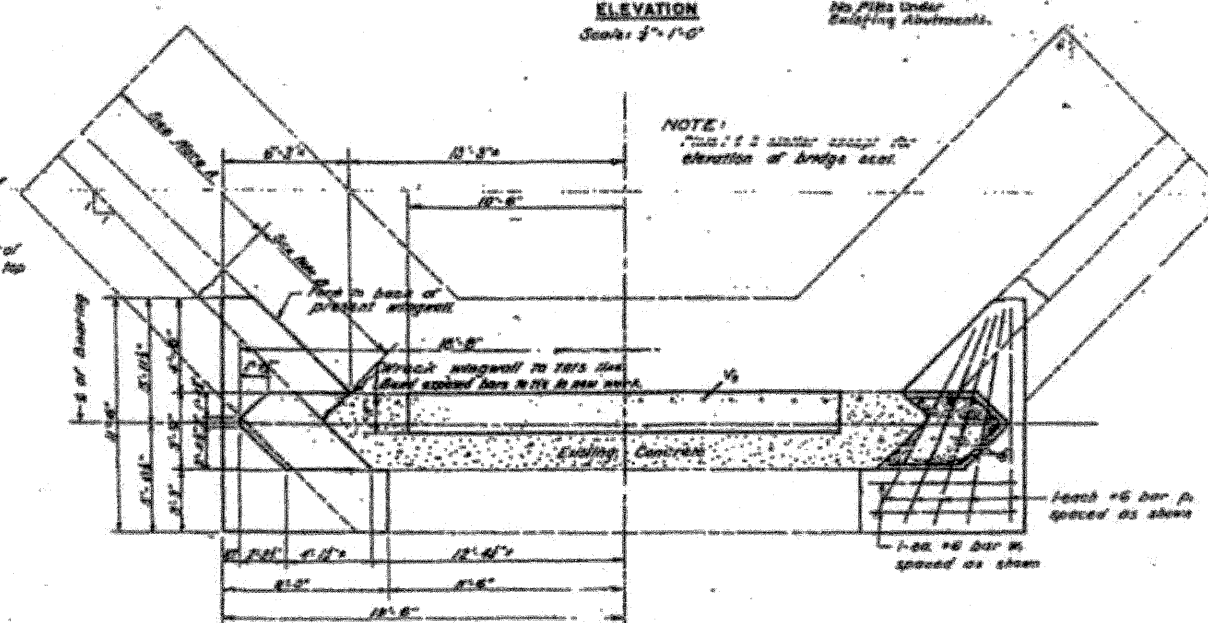
BILL OF MATERIALS

QTY	NO.	SIZE	LENGTH	WT
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20	6	#4	12.5	100.0
20	7	#4	12.5	100.0
20	8	#4	12.5	100.0
20	9	#4	12.5	100.0
20	10	#4	12.5	100.0
20	11	#4	12.5	100.0
20	12	#4	12.5	100.0
20	13	#4	12.5	100.0
20	14	#4	12.5	100.0
20	15	#4	12.5	100.0
20	16	#4	12.5	100.0
20	17	#4	12.5	100.0
20	18	#4	12.5	100.0
20	19	#4	12.5	100.0
20	20	#4	12.5	100.0
20	21	#4	12.5	100.0
20	22	#4	12.5	100.0
20	23	#4	12.5	100.0
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20	30	#4	12.5	100.0
20	31	#4	12.5	100.0
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20	97	#4	12.5	100.0
20	98	#4	12.5	100.0
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20	100	#4	12.5	100.0

Class A Concrete 122.8
Reinforcement Bars 288.0
Expansion Bolts 16
Concrete Removal 51.0
Class A Grout for Steel 8
Class B Grout for Steel 11.0



NOTE A: Remove this part of existing wingwall to the line 6" below finished grade. See and -m-m.
NOTE B: Remove this part of existing wingwall to the top of the existing footing.



NOTE: Fill in 2' diameter except for elevation of bridge seat.

DESIGNED J.M. Bruce
CHECKED W.D. Bruce
DRAWN J.M. Bruce (CAP)
CHECKED W.D. Bruce
DATE Feb 17 2008

PROJ. F-204(8)
PIER 1-3
SBL RT. 47 SEC. 118B Y
GRUNDY CO.
STA. 501+58

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

DATE	BY	REVISION	NO.	DATE	BY
1/28/54	J.W.B.	1	3/	3/	

SHEET NO. 5
5 SHEETS

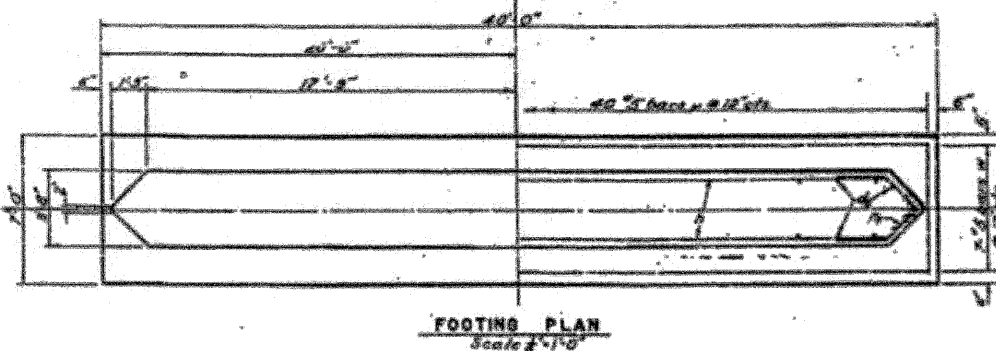
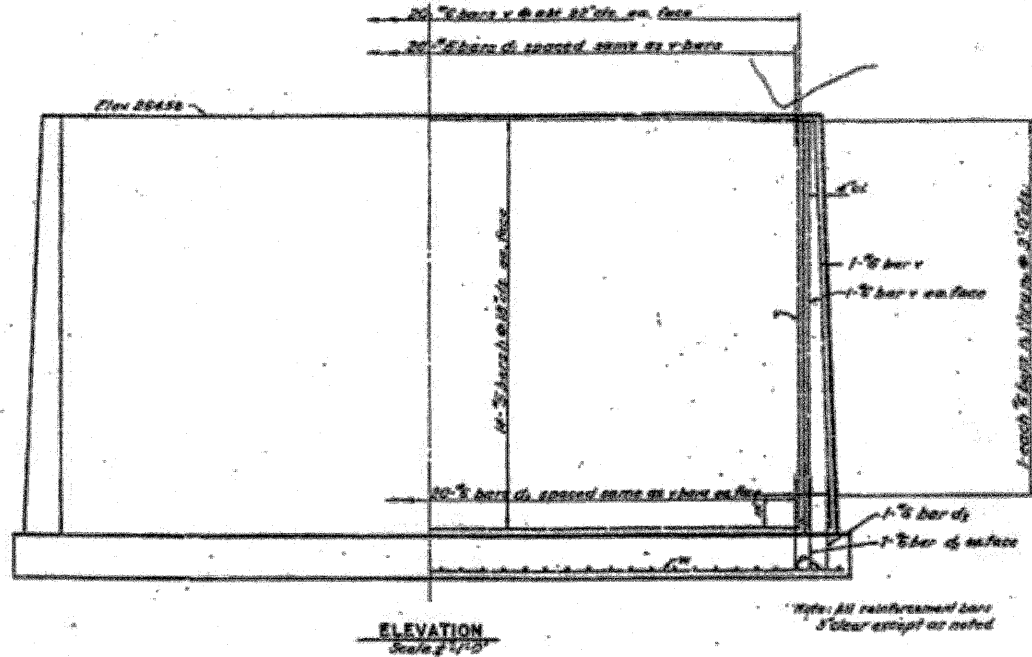
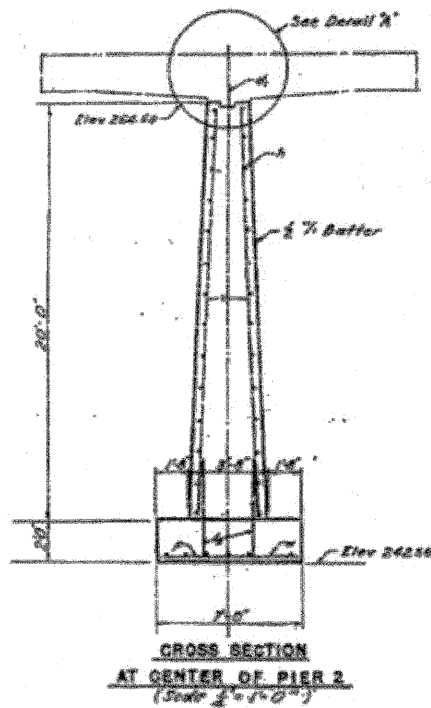
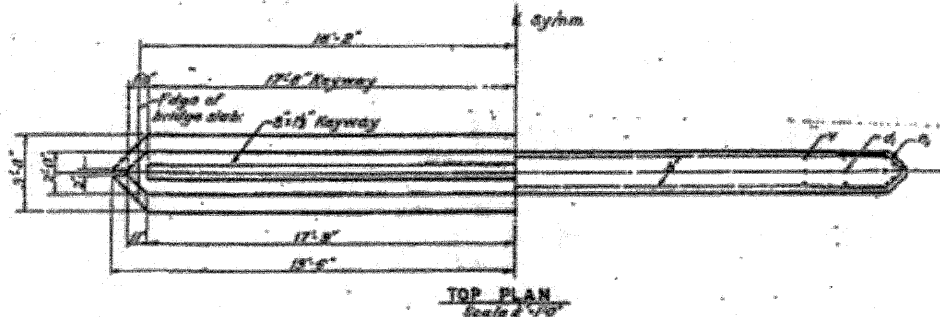
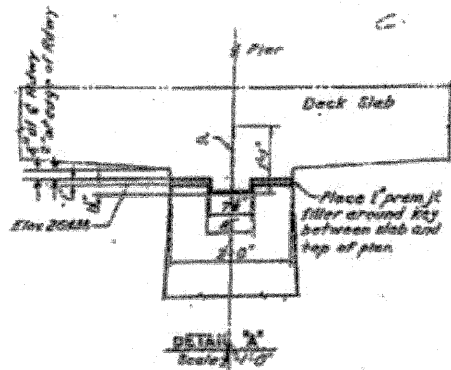
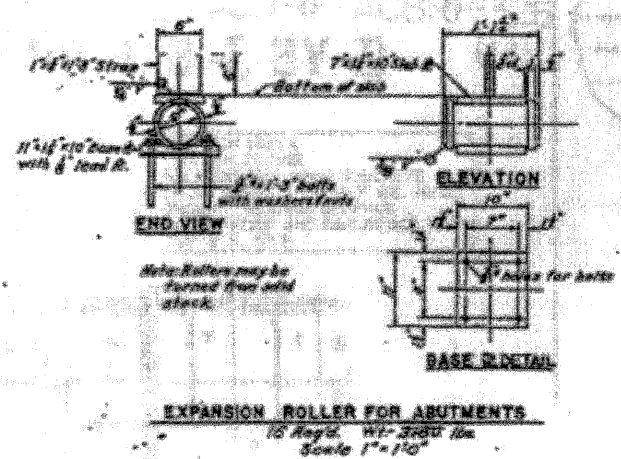
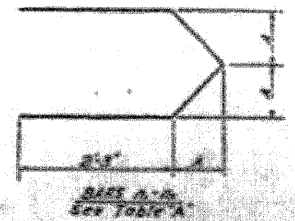


TABLE A

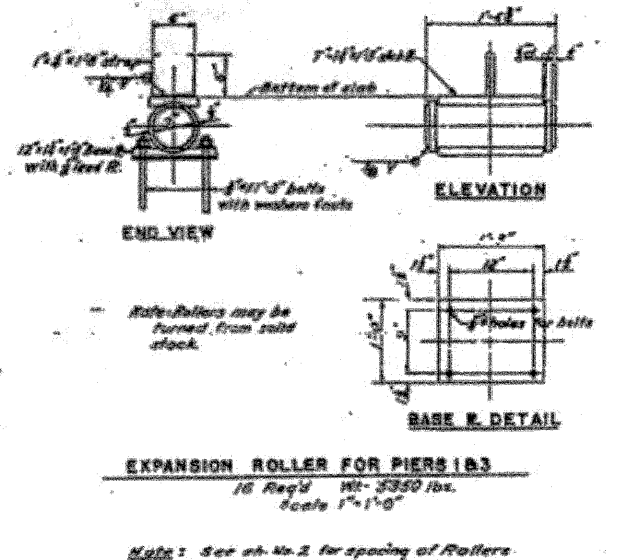
BAR	SIZE	A
1	1/2"	1'-0"
2	3/4"	1'-0"
3	1/2"	1'-0"
4	3/4"	1'-0"
5	1/2"	1'-0"
6	3/4"	1'-0"
7	1/2"	1'-0"
8	3/4"	1'-0"



BILL OF MATERIALS

BAR	NO.	SIZE	LENGTH	SHAPE
1	20	1/2"	2'-0"	
2	40	3/4"	2'-0"	
3	20	1/2"	2'-0"	
4	40	3/4"	2'-0"	
5	7	1/2"	2'-0"	
6	14	3/4"	2'-0"	
7	2	1/2"	2'-0"	
8	2	3/4"	2'-0"	
9	2	1/2"	2'-0"	
10	2	3/4"	2'-0"	
11	2	1/2"	2'-0"	
12	2	3/4"	2'-0"	

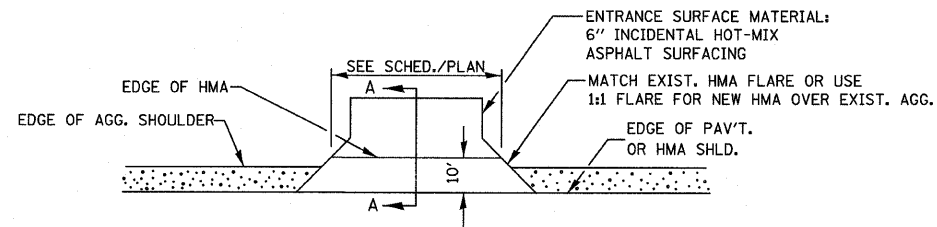
Class A Cast Iron: 10 lbs. 58.3
Reinforcement Bars: 10 lbs. 2400
Class B Expansion for Steels: 10 lbs. 228
Structural Steel: 10 lbs. 2220



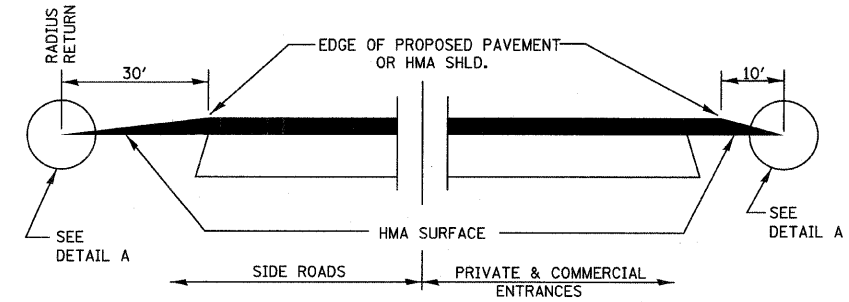
DESIGNED: J.W. Briscoe
CHECKED: J.W. Briscoe
DRAWN: J.W. Briscoe (D.M.C.)
CHECKED: J.W. Briscoe (D.M.C.)

DATE: Feb 17 1954
EXAMINED: W.B. Hanover
PERIOD: 1954
APPROVED: R.L. Briscoe

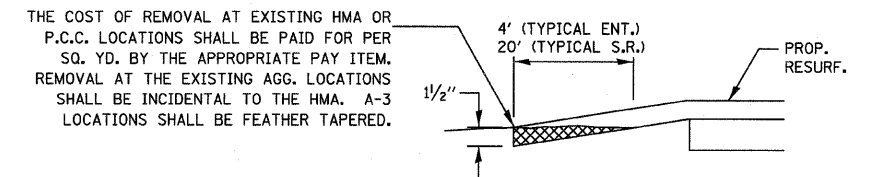
PROJ. F-204 (5)
PIER 2
S.B.I. RT. 47 SEC. 19-BY
GRUNDY COUNTY
STA. 501+58



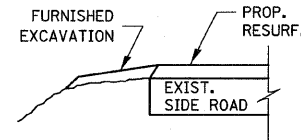
PLAN AT PRIVATE & COMMERCIAL ENTRANCES
(DO NOT RESURFACE FIELD ENTRANCES)



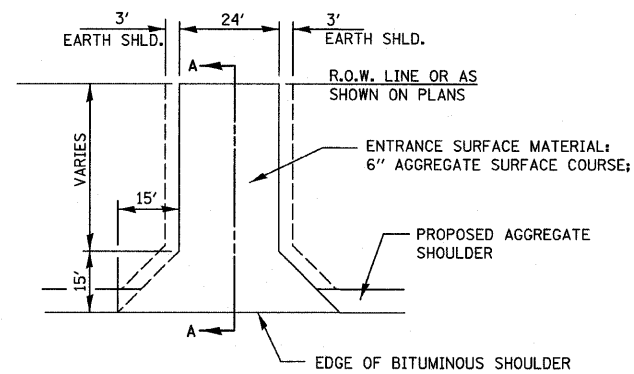
SECTION A-A
DETAILS AT ENTRANCES & SIDE ROADS



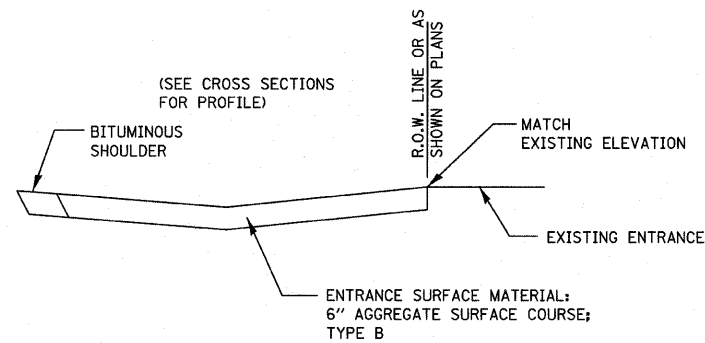
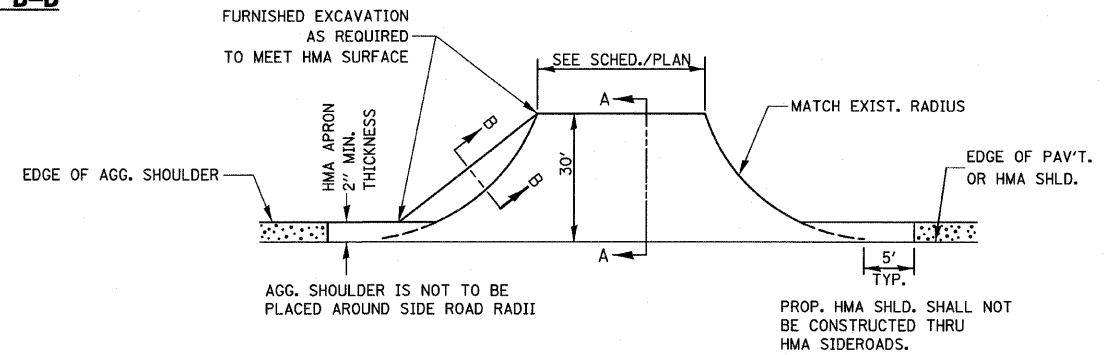
DETAIL A



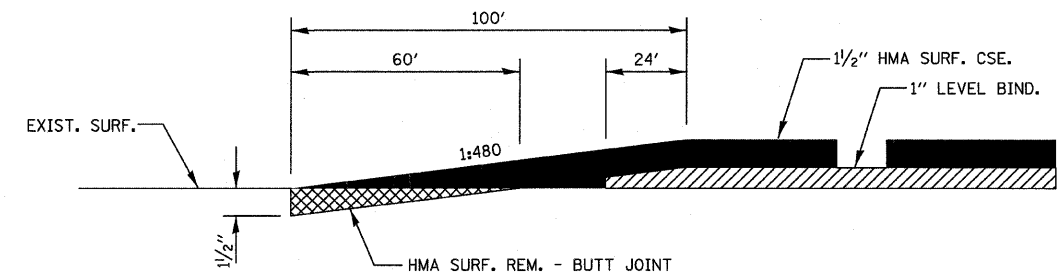
SECTION B-B



PLAN AT SIDE ROADS



FIELD ENTRANCE DETAIL



TYPICAL HMA BUTT JOINT

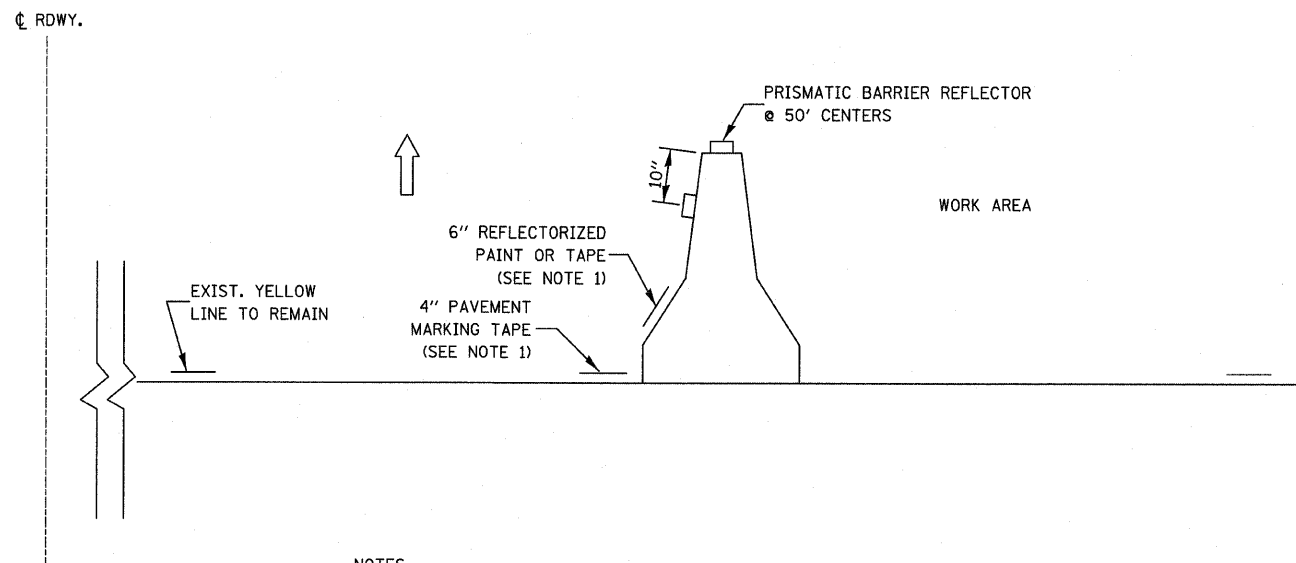
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	PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/8/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

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

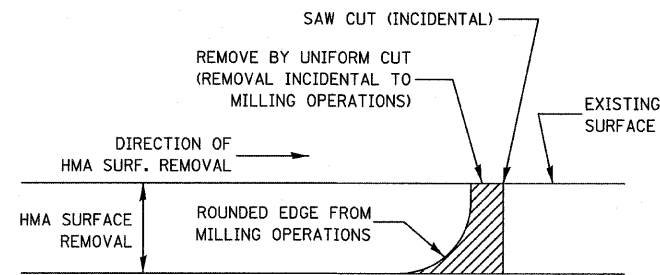
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	119 BR-2	GRUNDY	52	46
CONTRACT NO. 66688				
ILLINOIS FED. AID PROJECT				



NOTES:

1. THE CONTRACTOR HAS THE OPTION OF USING EITHER THE LINE ON THE TEMPORARY CONCRETE BARRIER OR ON THE PAVEMENT.
2. THE COLOR OF THE REFLECTORS AND PAVEMENT/BARRIER MARKING LINE WILL VARY WITH STAGING AND SHALL MATCH THE EXISTING LINE IN THE WORK AREA.
3. THE COST OF THE REFLECTORS AND THE PAVEMENT/BARRIER MARKING LINE IS INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER.

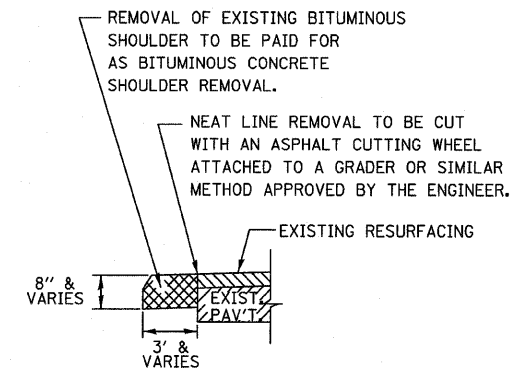
TEMPORARY CONCRETE BARRIER



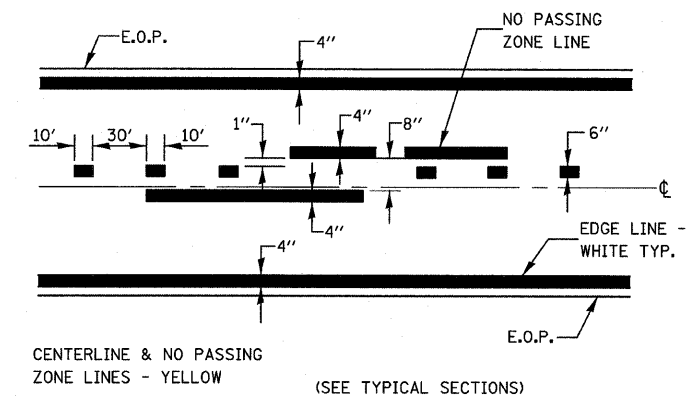
NOTE:

WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL

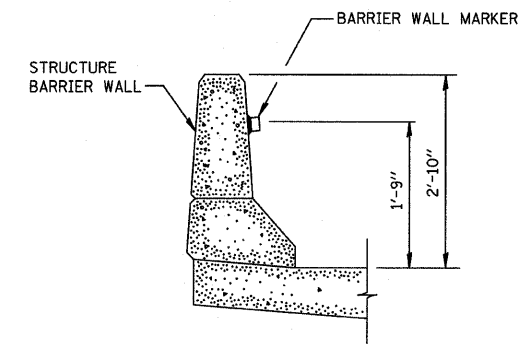
HMA DETAIL AT BUTT JOINTS



REMOVAL OF EXISTING BITUMINOUS SHOULDER

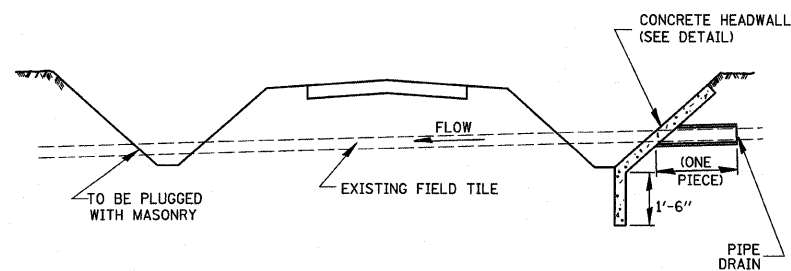
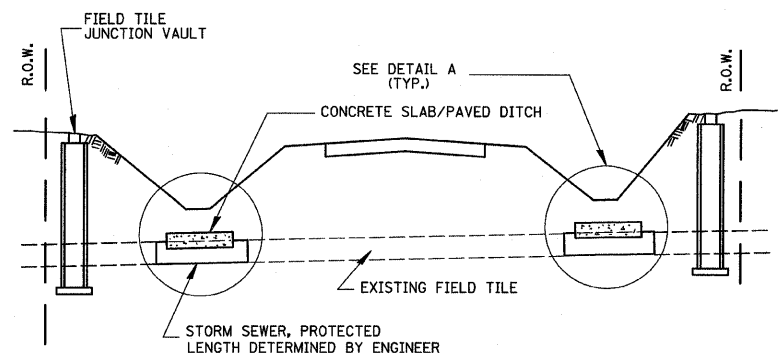


PAVEMENT MARKING

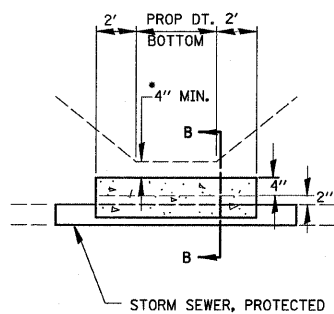


BARRIER WALL MARKER

FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MISCELLANEOUS DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = 8/8/2008	DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
SCALE:						SHEET NO. OF SHEETS STA. TO STA.					



FIELD TILE REPLACEMENT

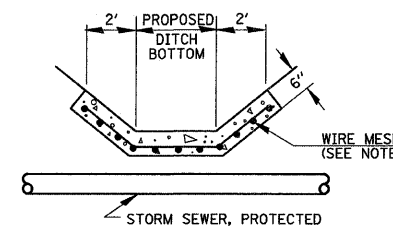


DETAIL A
NO SCALE

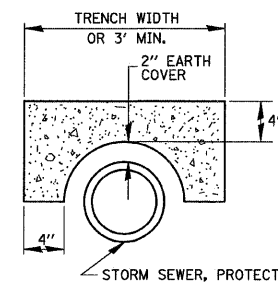
* IF A 4" COVER CAN NOT BE PROVIDED A PAVED DITCH SHALL BE CONSTRUCTED AS SHOWN IN DETAIL C.

NOTES

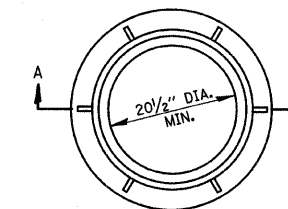
1. WIDTH OF CONCRETE SLAB SHALL BE THE SAME AS THE TRENCH WIDTH IN ACCORDANCE WITH SECTION 550 OF THE STD. SPECIFICATIONS, OR 3' MIN.
2. CONCRETE FOR SLAB, HEADWALL AND PAVED DITCH SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE."
3. COST OF FURNISHING AND INSTALLING WIRE MESH SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE. WIRE MESH TO WEIGH NOT LESS THAN 58# PER 100 SQ. FT.



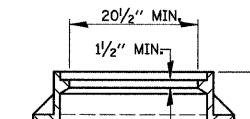
DETAIL C
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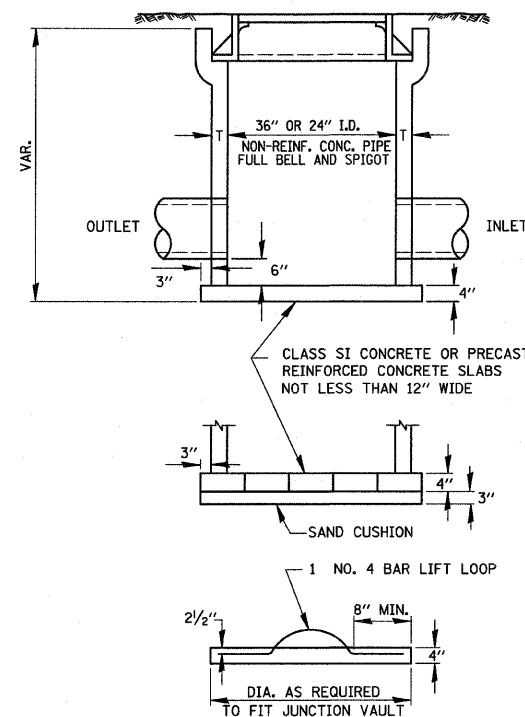
SECTION B-B



± 145°



SECTION A-A



FIELD TILE JUNCTION VAULT

ALTERNATE MATERIALS FOR WALLS	T
PRECAST REINFORCED CONCRETE RISERS	4"
CONCRETE MASONRY UNIT	5"
MONOLITHIC CONCRETE	6"
BUILDING BRICK, GRADE SW FROM CLAY OR SHALE	8"
CONCRETE BUILDING BRICK, GRADE A	8"

NOTES

1. THE CONTRACT UNIT PRICE FOR FIELD TILE JUNCTION VAULT SHALL INCLUDE THE COST OF FURNISHING AND PLACING THE FRAME AND GRATE OR PRECAST CONCRETE LID AND WHEN REQUIRED, THE SAND CUSHION.
2. ALL FIELD TILE JUNCTION VAULTS SHALL BE 2'-0" IN DIAMETER UNLESS OTHERWISE NOTED ON THE PLANS.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

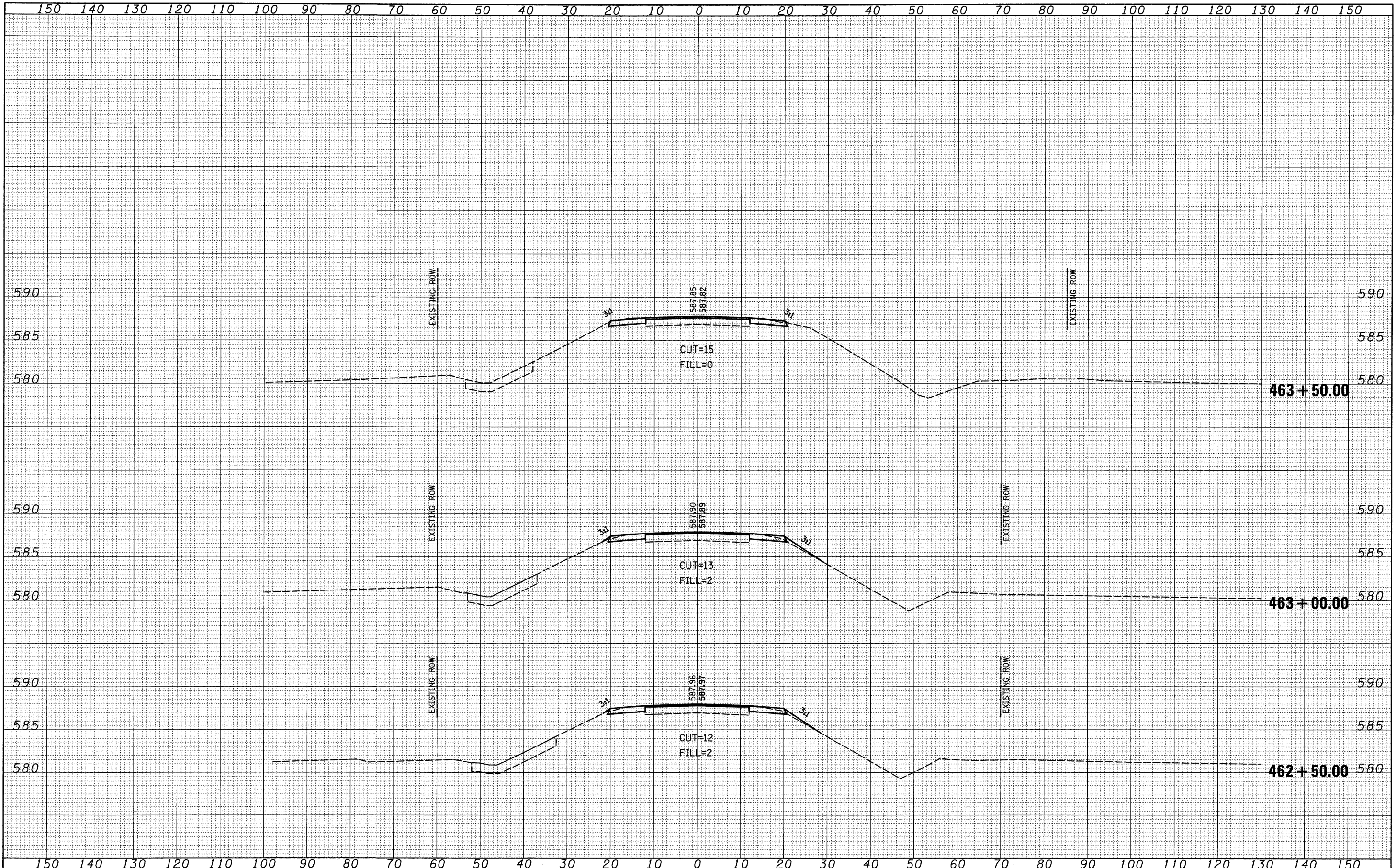
MISCELLANEOUS DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	119 BR-2	GRUNDY	52	48
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 66688	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

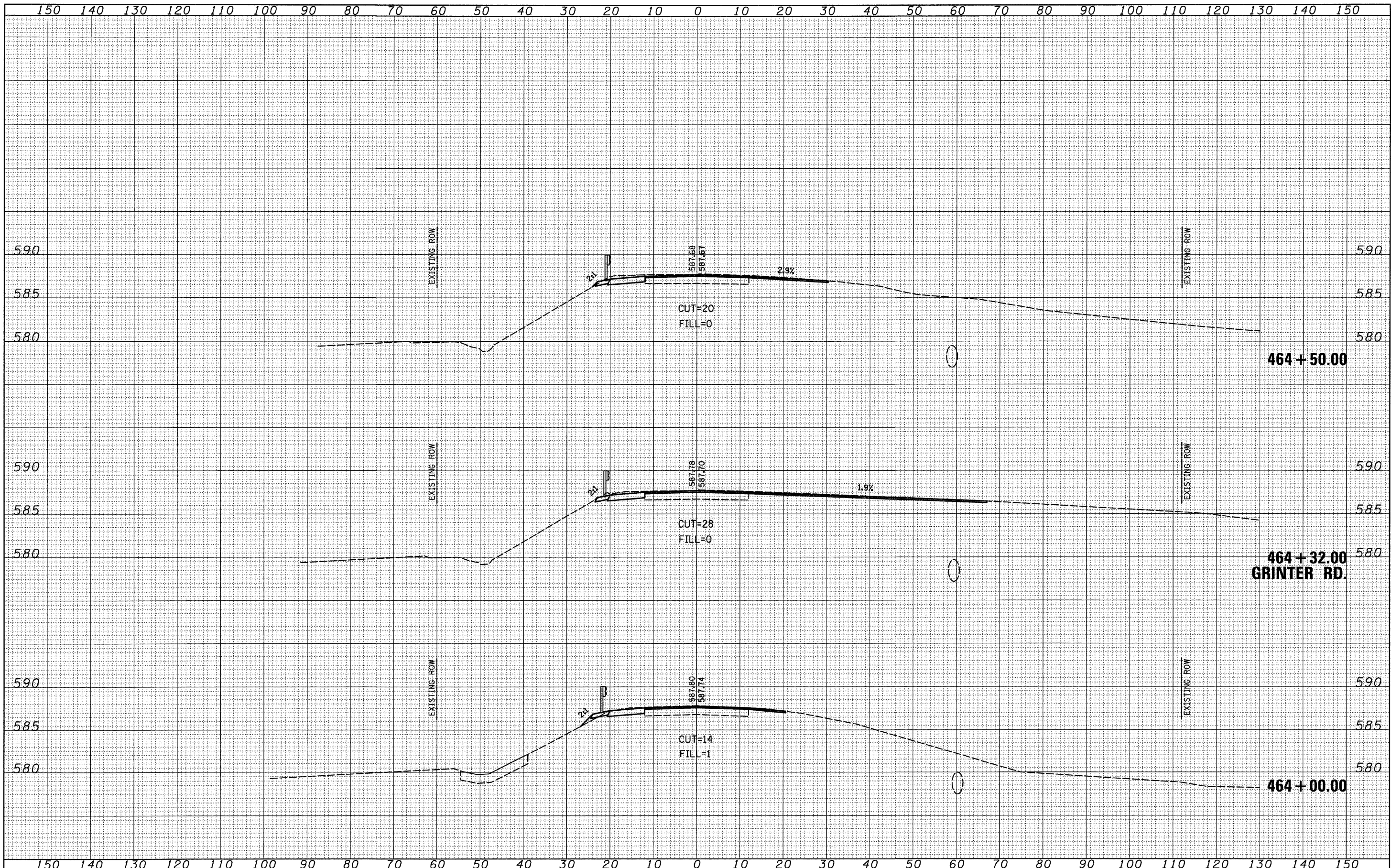
DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK	
AREAS	
CHECKED	
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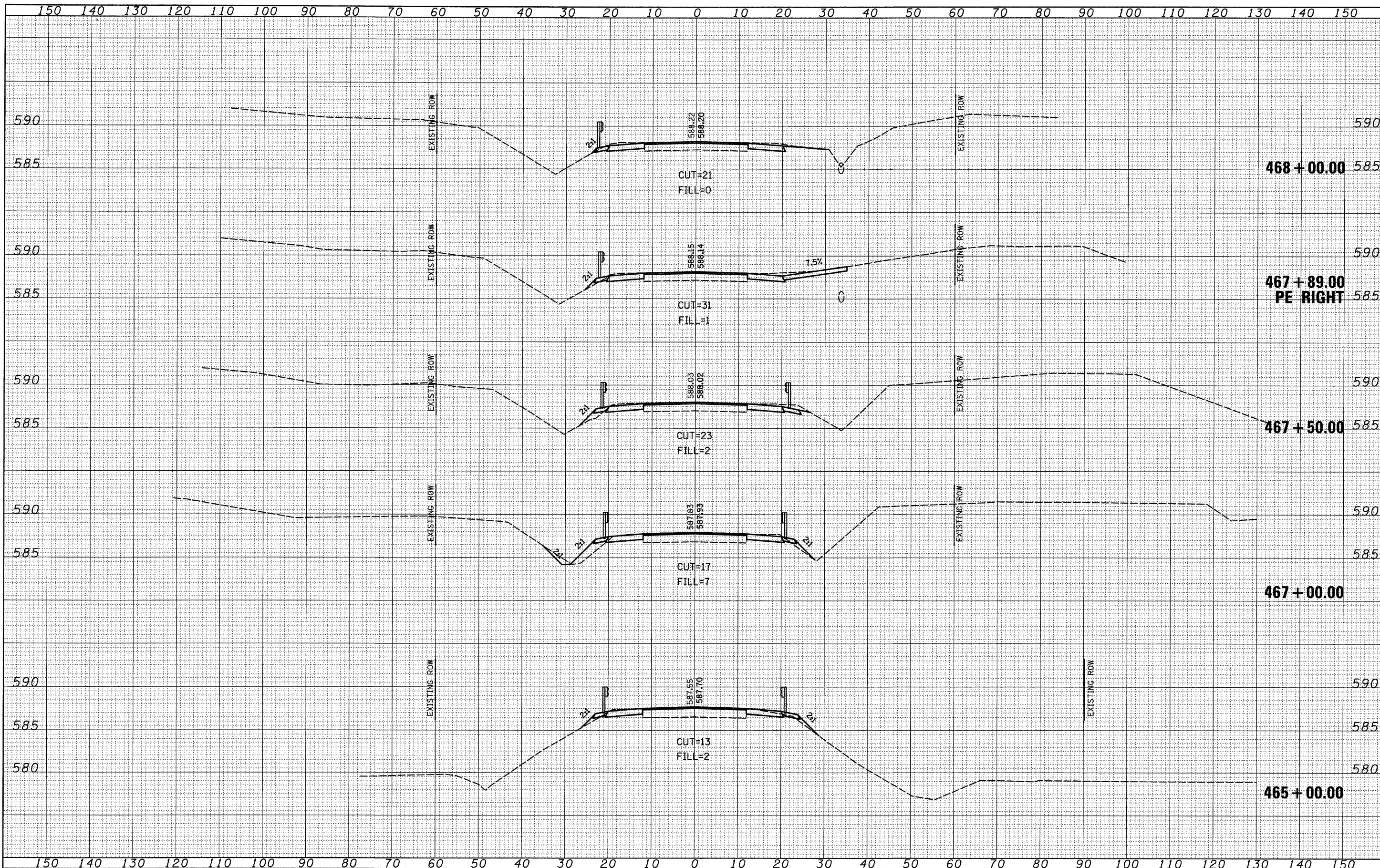
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PLOT SCALE = 10.0000' / IN.	PLOT DATE = 8/8/2008	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA. 462+50.00	TO STA. 463+50.00	CONTRACT NO. 66688		
		CHECKED -	REVISED -						FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
		DATE -	REVISED -										

DATE	
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PLOT DATE = 8/8/2008		CHECKED -	REVISIONS -								ILLINOIS FED. AID PROJECT		
		DATE -	REVISIONS -										



DATE	BY
REVIEWED	DATE
SURVEY	BY
PLOTTED	DATE
TEMPLATE	BY
NOTE BOOK	DATE
AREAS	BY
CHECKED	DATE
NO.	BY

DATE	BY
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		CHECKED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								
		DATE -	REVISED -										

