

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

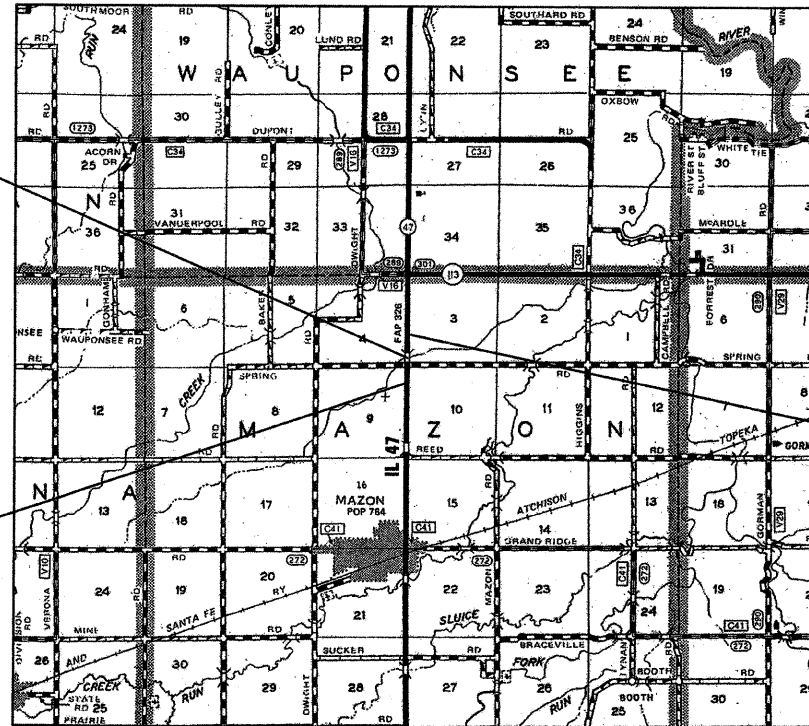
**PROPOSED
 HIGHWAY PLANS**

FAP ROUTE 326 (IL ROUTE 47)
 SECTION 118 BR
 PROJECT ACBRF-0326(075)
 GRUNDY COUNTY

C - 93 - 010 - 07

IL ROUTE 47 OVER UNNAMED DRAINAGE DITCH
 REPLACEMENT OF EXISTING BRIDGE WITH A TRIPLE CAST IN PLACE
 BOX CULVERT AND RAISING THE PROFILE GRADE OF THE ROADWAY.

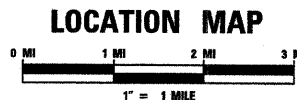
R7E



STATION 705+91.00
 TRIPLE 12'x8' CAST IN PLACE
 CONCRETE BOX CULVERT
 EXIST. S.N. 032-0072
 PROP. S.N. 032-2009

BEGIN PROJECT
 STA. 701+34.00

END PROJECT
 STA. 710+37.00



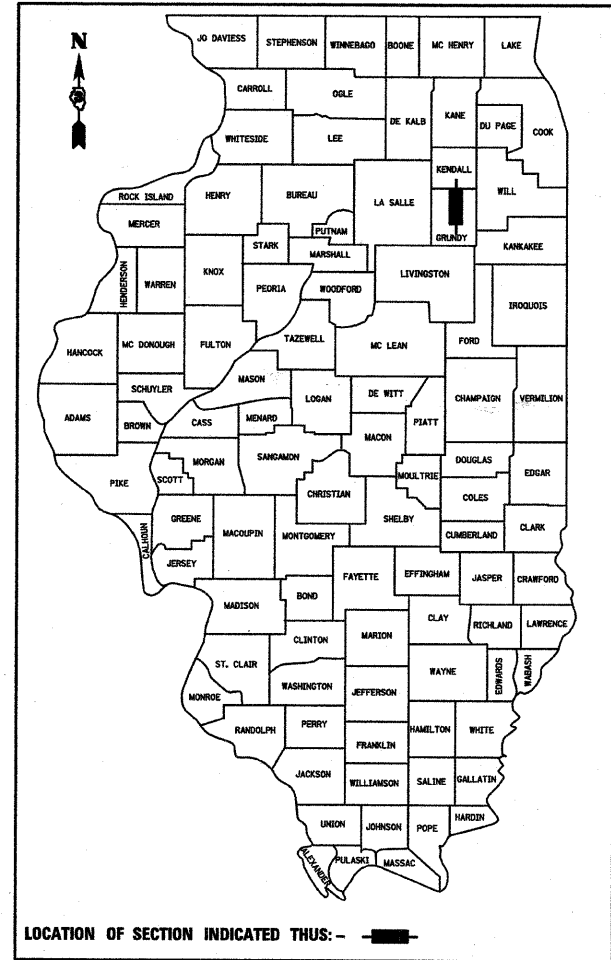
GROSS LENGTH = 903 FT. = 0.17 MI.
 NET LENGTH = 903 FT. = 0.17 MI.



Jeffrey R. Rensing
 JEFFREY R. RENISING
 DATE 08/12/2008

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	118 BR	GRUNDY	35	1
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO. 66689	

D-93-047-06
 P-93-069-02



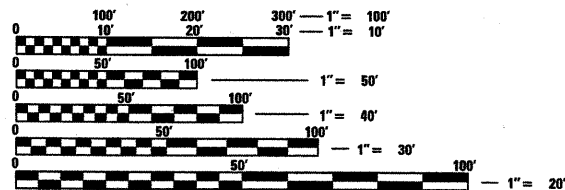
LOCATION OF SECTION INDICATED THIS: —

FUNCTIONAL CLASSIFICATION
 OTHER PRINCIPAL ARTERIAL - F.A.P. 326 (IL RTE. 47)
 ADT 8,000 (2008)
 PV = 86.0%
 SU = 6.0%
 MU = 8.0%

INDEX OF SHEETS

SHEET NO.	ITEM
1	COVER SHEET
2	GENERAL NOTES, COMMITMENTS & HIGHWAY STANDARDS
3	SUMMARY OF QUANTITIES
4	TYPICAL SECTIONS
5	SCHEDULE OF QUANTITIES
6-7	PLAN & PROFILE SHEETS
8-13	STAGE CONSTRUCTION & TRAFFIC CONTROL
14	EROSION CONTROL & PAVEMENT MARKING PLANS
15	ROW PLANS
16-21	CULVERT PLANS & STRUCTURE BORINGS
22-28	EXISTING STRUCTURE PLANS
29-30	MISCELLANEOUS DETAILS
31-35	CROSS SECTIONS

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



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. 66689



STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED 08/14/2008

Henry F. Ryan
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 3, 2008
Eric E. Horn
 ENGINEER OF DESIGN AND ENVIRONMENT

October 3, 2008
Christine M. Reed
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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 OF THE STATE OF ILLINOIS**

GENERAL NOTES

1. 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.
2. 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
3. THE BASE COURSE WIDENING SHALL BE CARRIED THROUGH ALL ENTRANCES, SIDE ROADS, AND MAILBOX TURNOUTS. EXCEPTIONS WILL BE SHOWN ON THE PLANS.
4. EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
5. BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.
6. THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.
7. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.
8. 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.
9. 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.
10. ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.
11. 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.
12. 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.
13. 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
	0.375	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
TEMPORARY DITCH CHECKS	5	TONS AGGREGATE / EACH
14. MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

TELEPHONE- AT&T
ELECTRIC- COMMONWEALTH EDISON
15. THE CHANNEL EXCAVATION QUANTITY HAS BEEN ESTIMATED. THE GRADING SHALL BEGIN AT THE BOX CULVERT AND TIE INTO THE EXISTING CHANNEL APPROXIMATELY 30' UPSTREAM AND DOWNSTREAM, WITHIN RIGHT-OF-WAY. LAYOUT OF CHANNEL EXCAVATION MAY BE VARIED IN THE FIELD TO SUIT GROUND CONDITIONS AS DIRECTED BY THE ENGINEER.

COMMITMENTS

1. 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
- 482001-02 - HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
- 482011-03 - HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECT
- 515001-02 - NAME PLATE FOR BRIDGES
- 630001-07 - STEEL PLATE BEAM GUARDRAIL
- 630101-07 - STEEL PLATE BEAM GUARDRAIL ATTACHED TO STRUCTURE
- 630201-05 - PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
- 630301-04 - SHOULDER WIDENING FOR TYPE 1 GUARDRAIL TERMINALS
- 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
- 720001 - SIGN PANEL MOUNTING DETAILS
- 720006-01 - SIGN PANEL ERECTION DETAILS
- 781001-02 - TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

REVIEWED BY: *Paul Kanel*
DISTRICT STUDIES & PLANS ENGINEER

DATE: 8-14-08

EXAMINED BY: *Harold Jung*
DISTRICT CONSTRUCTION ENGINEER

John P. Miller
DISTRICT MATERIALS ENGINEER

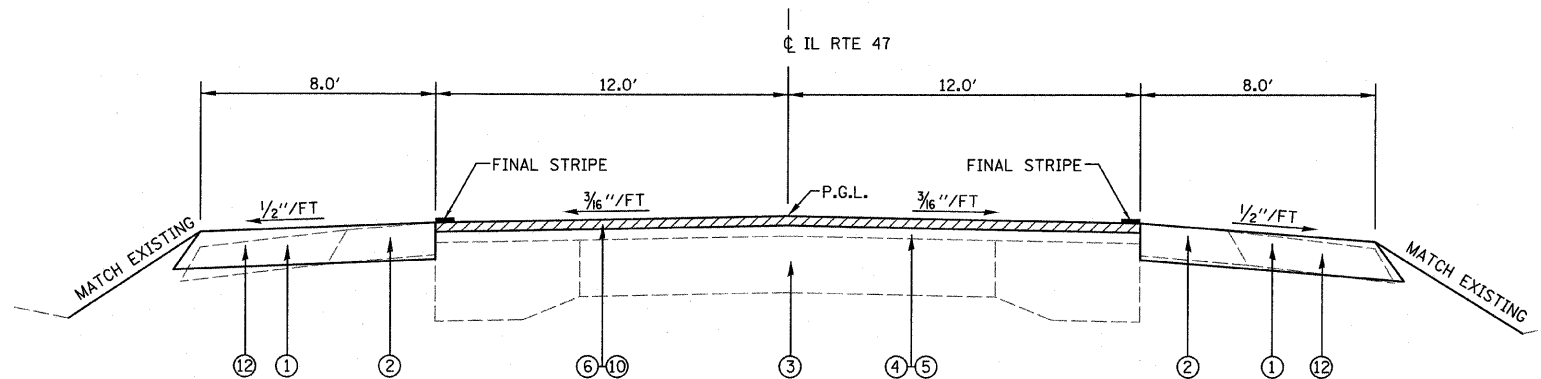
Bruce A. Hark
DISTRICT OPERATIONS ENGINEER

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.
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	PLOT SCALE = 28.8888' / IN.	CHECKED -	REVISED -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				
	PLOT DATE = 8/11/2008	DATE -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.

SUMMARY OF QUANTITIES				80% FED. 20% STATE	
CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODES	
				1000	X028-2A
20200100	EARTH EXCAVATION	CU YD	223	223	
20300100	CHANNEL EXCAVATION	CU YD	85	85	
20400800	FURNISHED EXCAVATION	CU YD	116	116	
20700220	POROUS GRANULAR EMBANKMENT	CU YD	306		306
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	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	150	150	
28000300	TEMPORARY DITCH CHECKS	EACH	4	4	
28000400	PERIMETER EROSION BARRIER	FOOT	1,474	1,474	
28100107	STONE RIPRAP, CLASS A4	SQ YD	101		101
28200200	FILTER FABRIC	SQ YD	101		101
31100100	SUB-BASE GRANULAR MATERIAL, TYPE A	TON	95	95	
35501326	HOT-MIX ASPHALT BASE COURSE, 10 1/2"	SQ YD	190	190	
35600708	HOT-MIX ASPHALT BASE COURSE WIDENING, 8"	SQ YD	811	811	
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	33	33	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	279	279	
40600300	AGGREGATE (PRIME COAT)	TON	7	7	
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	64	64	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	676	676	
40600990	TEMPORARY RAMP	SQ YD	58	58	
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	211	211	
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	203	203	
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	30	30	
44000100	PAVEMENT REMOVAL	SQ YD	190	190	
44000151	HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"	SQ YD	1,900	1,900	
44000920	BITUMINOUS CONCRETE SHOULDER REMOVAL	SQ YD	877	877	
48203100	HOT-MIX ASPHALT SHOULDERS	TON	420	420	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50200100	STRUCTURE EXCAVATION	CU YD	572		572

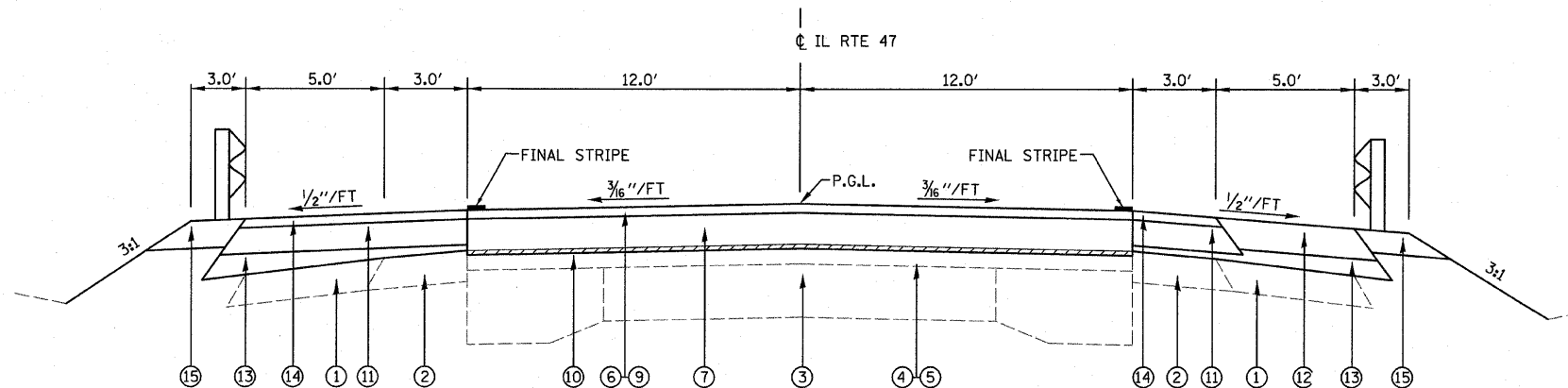
SUMMARY OF QUANTITIES				80% FED. 20% STATE	
CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODES	
				1000	X028-2A
50800105	REINFORCEMENT BARS	POUND	54,150		54,150
50800515	BAR SPLICERS	EACH	170		170
51205200	TEMPORARY SHEET PILING	SQ FT	526		526
51500100	NAME PLATES	EACH	1		1
54003000	CONCRETE BOX CULVERTS	CU YD	202.4		202.4
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	375.0	375.0	
* 63000025	STEEL PLATE BEAM GUARD RAIL, ATTACHED TO STRUCTURES	FOOT	100.0	100.0	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	584	584	
66700095	PERMANENT SURVEY MARKERS	EACH	1	1	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6	
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	200	200	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1,866	1,866	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	689	689	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	450	450	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	420	420	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1,636	1,636	
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	230	230	
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	13	13	
* 78200420	GUARDRAIL MARKERS, TYPE B	EACH	8	8	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
* 78300100	PAVEMENT MARKING REMOVAL	SQ FT	711	711	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	10	10	
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	340	340	
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0073400	TEMPORARY SUPPORT SYSTEM	EACH	2		2

* SPECIALTY ITEMS



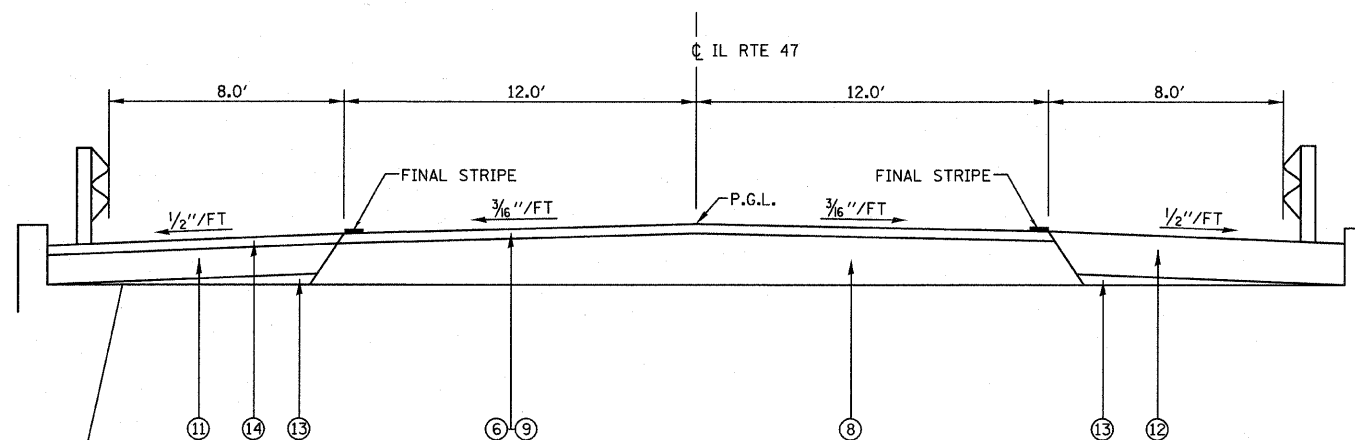
PROPOSED TYPICAL SECTION

STA. 701+34.00 TO STA. 702+37.00
 STA. 709+00.00 TO STA. 710+37.00



PROPOSED TYPICAL SECTION

STA. 702+37.00 TO STA. 705+55.43
 STA. 706+26.58 TO STA. 709+00.00



PROPOSED TYPICAL SECTION

STA. 705+55.43 TO STA. 706+26.58

TOP OF BOX CULVERT - SHOWN IN TYPICAL SECTION. A MINIMUM OF 4" SUB-BASE GRANULAR MATERIAL, TYPE A SHALL BE USED ON TOP OF THE POROUS GRANULAR EMBANKMENT BEYOND THE LIMITS OF THE BOX CULVERT.

LEGEND

- ① EXISTING AGGREGATE SHOULDER
- ② EXISTING BITUMINOUS SHOULDER
- ③ EXISTING PAVEMENT
- ④ EXISTING BITUMINOUS CONCRETE OVERLAY
- ⑤ EXISTING LEVELING BINDER
- ⑥ PROPOSED 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70
- ⑦ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (VARIABLE DEPTH)
- ⑧ PROPOSED HOT-MIX ASPHALT BASE COURSE, 10 1/2"
- ⑨ PROPOSED 1" LEVELING BINDER (MACHINE METHOD), N70
- ⑩ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"
- ⑪ PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 8"
- ⑫ PROPOSED HOT-MIX ASPHALT SHOULDERS (8")
- ⑬ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A
- ⑭ PROPOSED HOT-MIX ASPHALT SHOULDERS (1 1/2")
- ⑮ PROPOSED BITUMINOUS STABILIZATION 6" FOR STEEL PLATE BEAM GUARDRAIL

NOTE: ① ESTIMATED VARIABLE DEPTH HMA BINDER THICKNESS
 STA. 701+34 TO STA. 704+05 - NONE ANTICIPATED
 STA. 704+05 TO STA. 705+55 - VARIES 2" TO 0'-11 1/2"
 STA. 706+26 TO STA. 707+68 - VARIES 2" TO 0'-11 1/2"
 STA. 707+68 TO STA. 710+37 - NONE ANTICIPATED

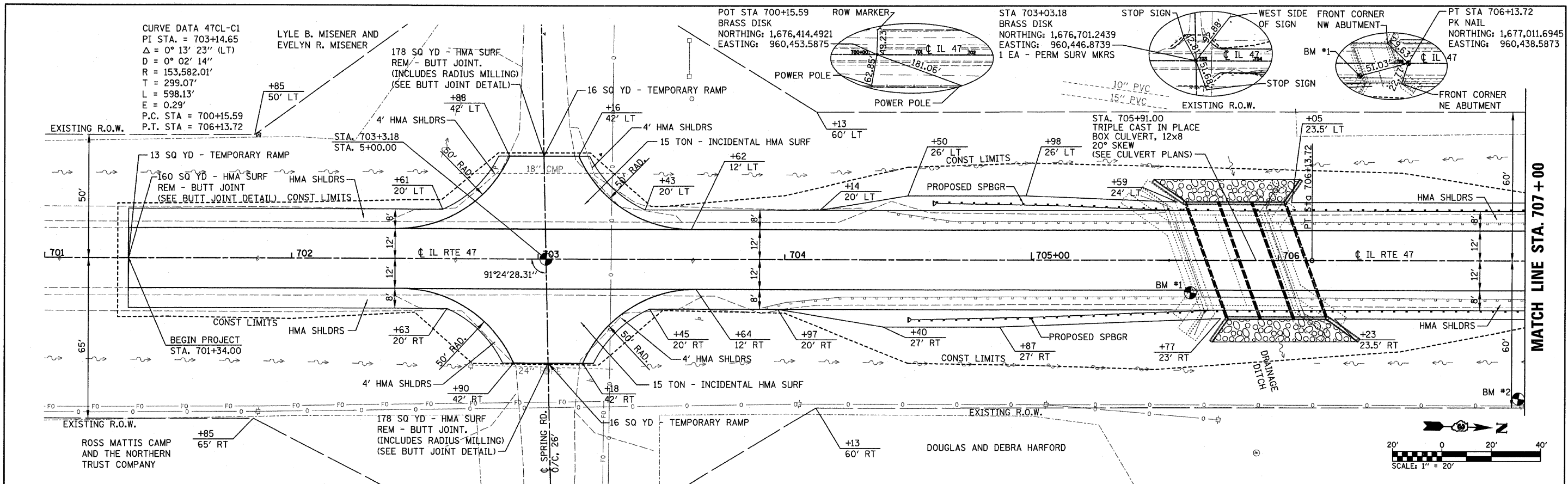
② HMA PAVEMENT AROUND GUARDRAIL POSTS SHALL BE PLACED AND COMPACTED TO THE SATISFACTION OF THE ENGINEER.

MIXTURE REQUIREMENTS

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

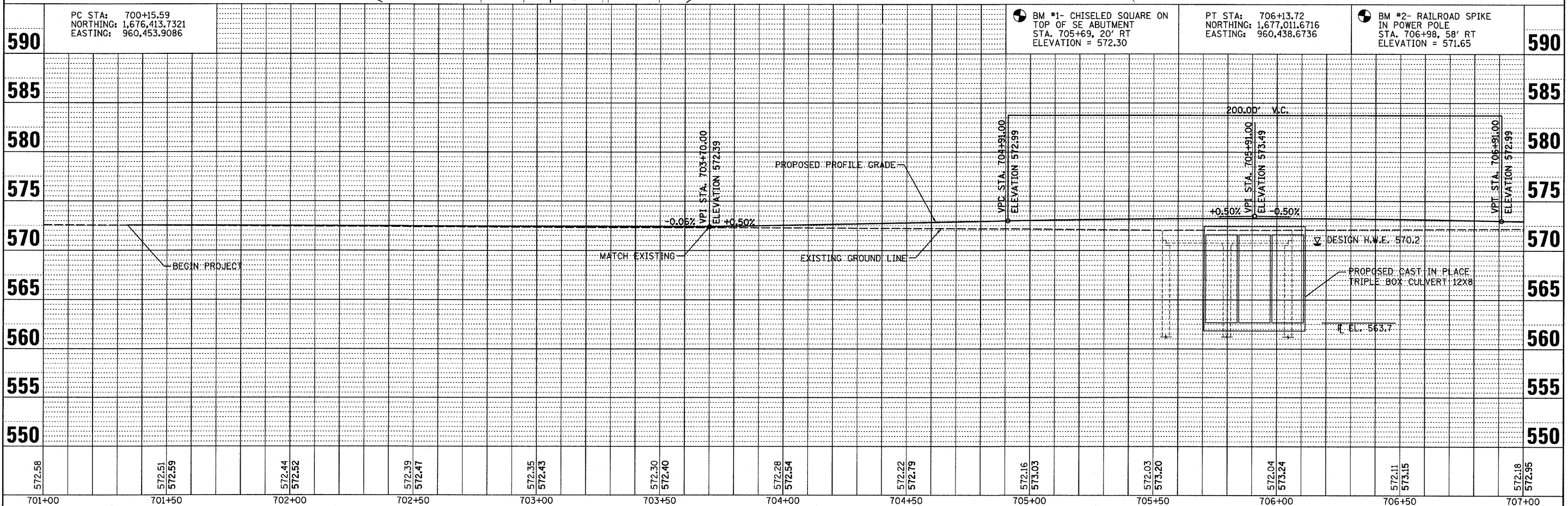
NOTE: MATERIAL SHALL BE COMPACTED TO 93.0-97.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT WHEN PLACED AS FIRST LIFT ON AN UNIMPROVED SUBGRADE THE MINIMUM PERCENT COMPACTION SHALL BE 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN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



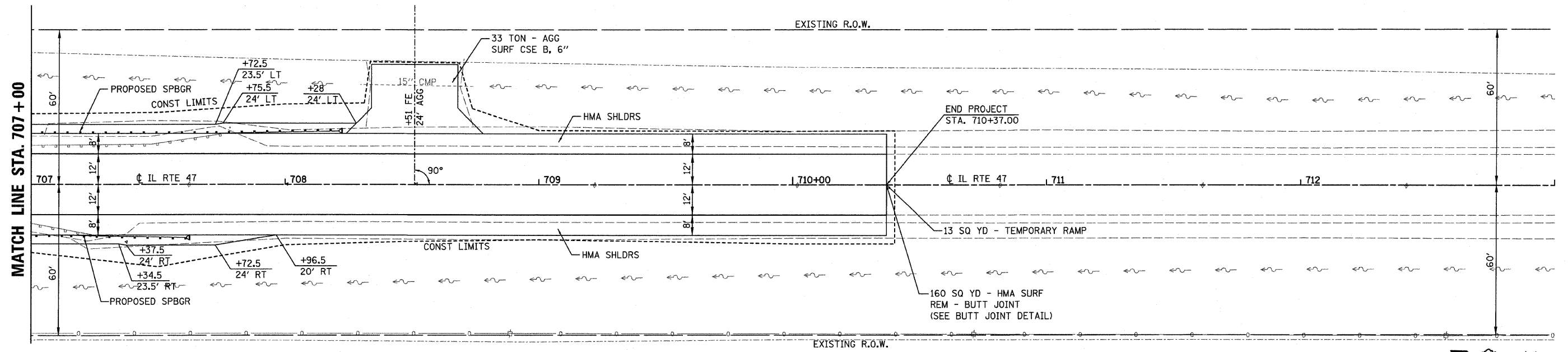
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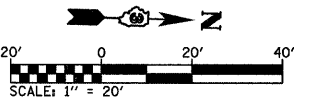


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PLOT SCALE = 20.0000' / IN.	Production\Civil\Microstation\sheets.dgn	DRAWN -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. 701+00 TO STA. 707+00	CONTRACT NO. 66689	
PLOT DATE = 8/12/2008		CHECKED -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
		DATE -	REVISED -							

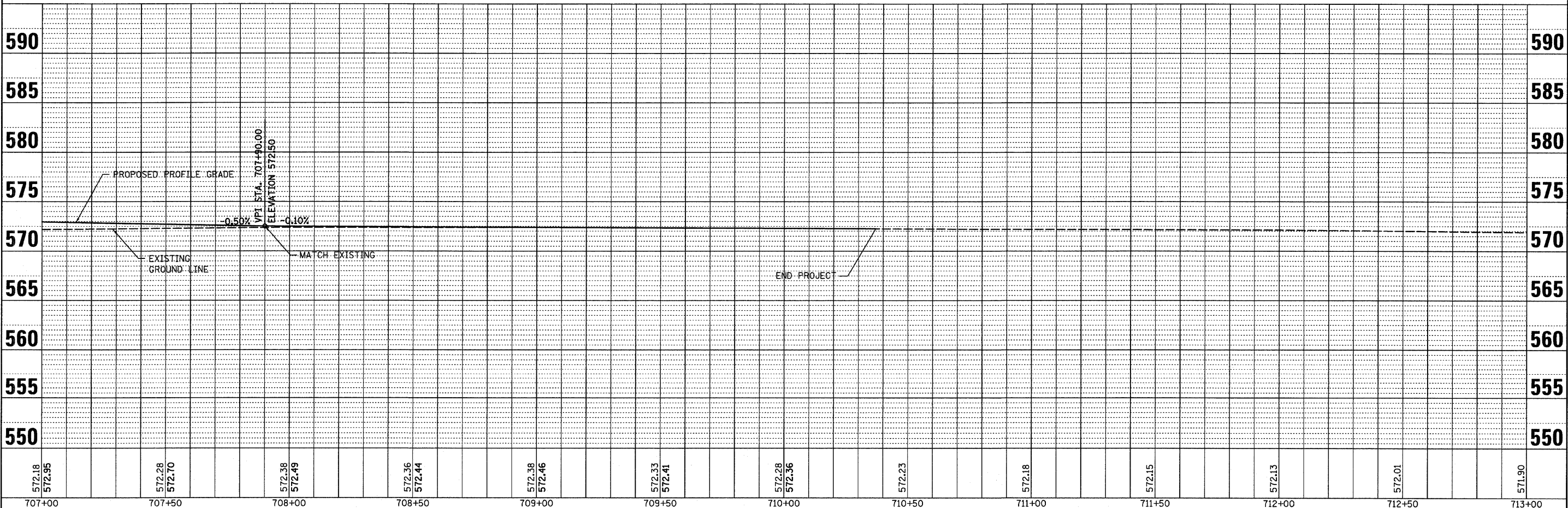
PLAN	DESIGNED	DATE
NOTE BOOK	ALIGNED	BY
NO.	CHECKED	
	FILE NAME	



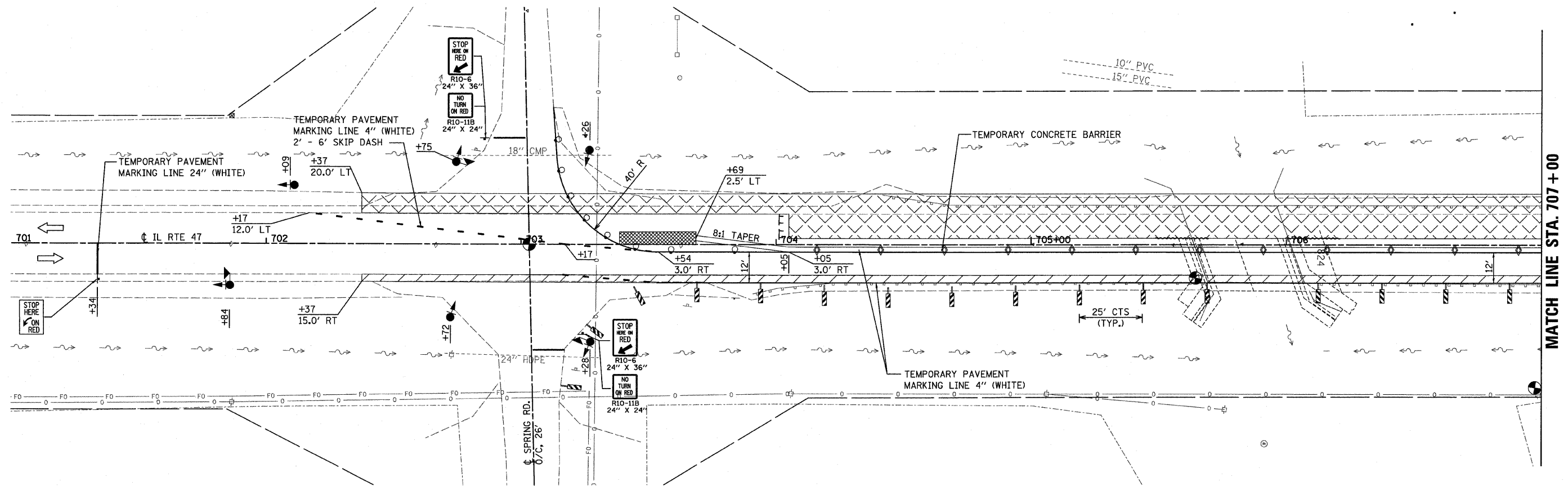
DOUGLAS AND DEBRA HARFORD



PROFILE	DESIGNED	DATE
NOTE BOOK	GRADES	BY
NO.	CHECKED	
	STRUCTURE	NOTATION CHD



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	Production\Civil\Microstation\sheet.dgn	DRAWN -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. 707+00 TO STA. 713+00	CONTRACT NO. 66689	
	PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -			FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
	PLOT DATE = 8/11/2008	DATE -	REVISED -							

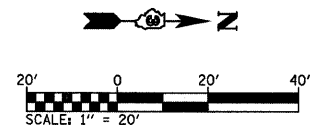


MATCH LINE STA. 707 + 00

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
- STAGE 1 HMA BASE COURSE WIDENING, 8"
- DIRECTION OF TRAFFIC

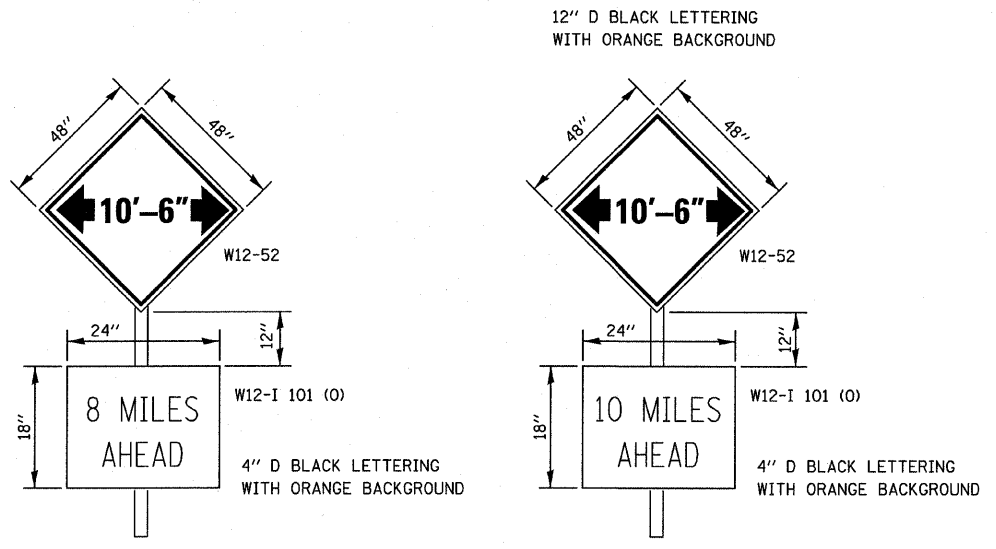
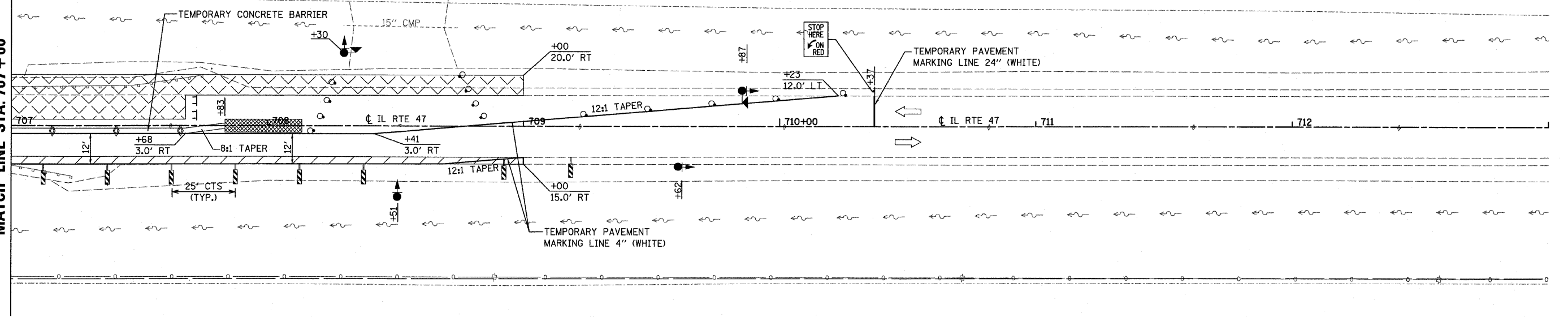
TRAFFIC CONTROL PLAN - STAGE 1



FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE 1 CONSTRUCTION & TRAFFIC CONTROL	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Hi\jeff delete\26854.002_groser\Technical	Production\Civil\Microstation\sheets02.dgn	DRAWN -	REVISED -			326	118 BR	GRUNDY	35	9	
	PLOT SCALE = 20.0000' / 1" IN.	CHECKED -	REVISED -			CONTRACT NO. 66689					
	PLOT DATE = 8/11/2008	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

SCALE: SHEET NO. OF SHEETS STA. 701+00 TO STA. 707+00

MATCH LINE STA. 707+00



AT JUNCTION OF I-80 AND IL 47

AT JUNCTION OF I-55 AND IL 47.

A W12-52 SIGN, WITH A W12-I101 SIGN, SHALL BE ERECTED AT THE JUNCTION OF I-55 AND IL 47 AND AT THE JUNCTION OF I-80 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.

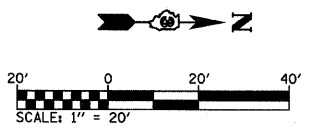
NOTES:
1. SIGNING AND BARRICADES OUTSIDE OF THE LIMITS OF THE STOP BARS SHALL BE IN ACCORDANCE WITH STANDARD 701321

LEGEND

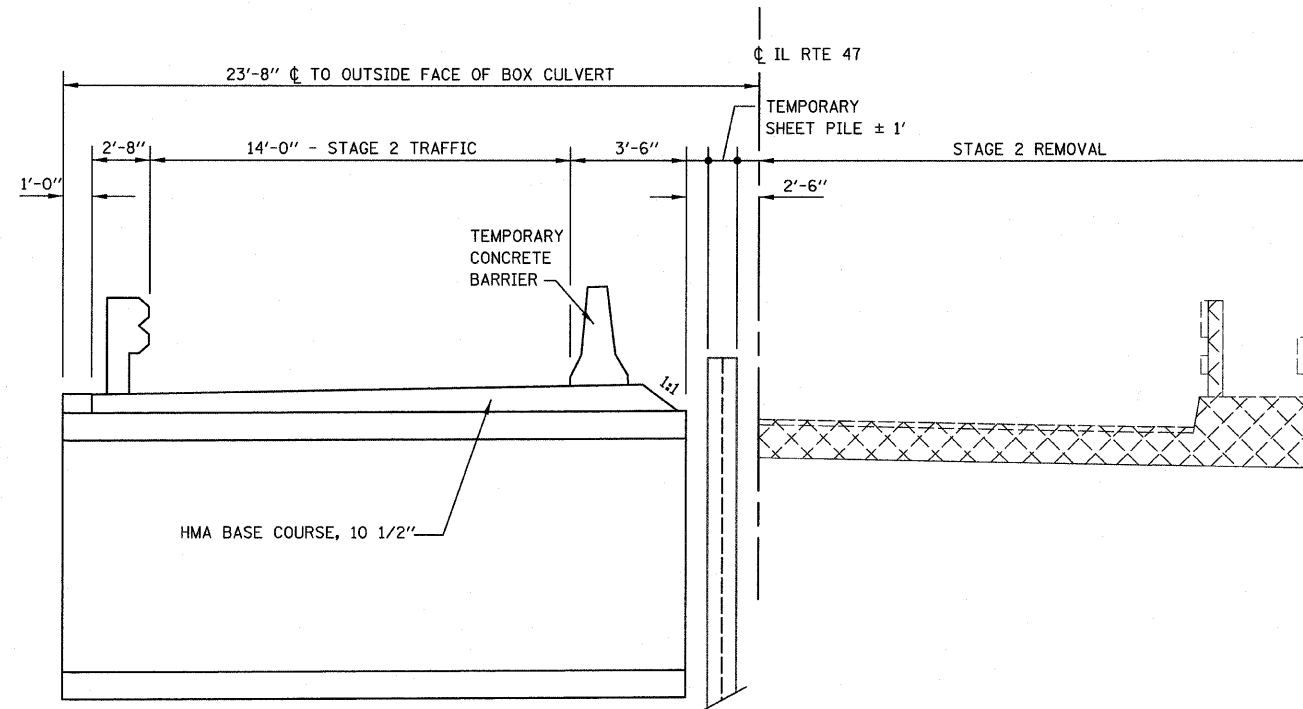
- TRAFFIC SIGNALS
- TRAFFIC SIGNALS WITH MICROWAVE DETECTORS
- DRUM WITH STEADY BURNING LIGHT
- STOP LINE 24"
- IMPACT ATTENUATORS, TEMPORARY (FULLY-REDIRECTIVE, NARROW) TEST LEVEL 3
- DOUBLE VERTICAL PANEL
- TYPE C BI-DIRECTIONAL REFLECTOR
- TEMPORARY SHEET PILE
- TYPE III BARRICADE WITH FLASHING LIGHTS
- STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS
- WORK AREA
- SIGN
- STAGE 1 HMA BASE COURSE WIDENING, 8"
- DIRECTION OF TRAFFIC

WIDTH RESTRICTION SIGNING DETAILS

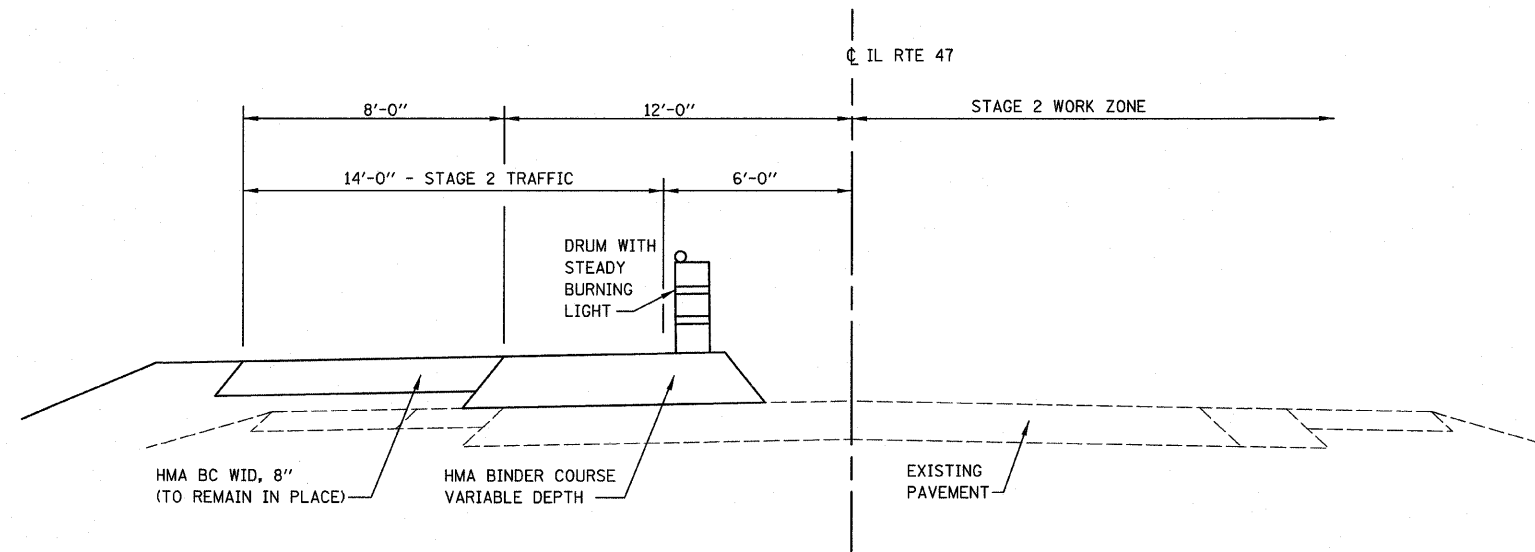
TRAFFIC CONTROL PLAN - STAGE 1



FILE NAME = H:\jeff_delete\26854.002_groser\Techno	USER NAME = #USER# Production\Civil\Microstation\sheets\2.dgn	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE 1 CONSTRUCTION & TRAFFIC CONTROL			F.A.P. RTE. 326	SECTION 118 BR	COUNTY GRUNDY	TOTAL SHEETS 35	SHEET NO. 10
PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -	SCALE: SHEET NO. OF SHEETS STA. 707+00 TO STA. 713+00					CONTRACT NO. 66689				
PLOT DATE = 8/11/2008	DATE -	REVISED -	ILLINOIS FED. AID PROJECT									

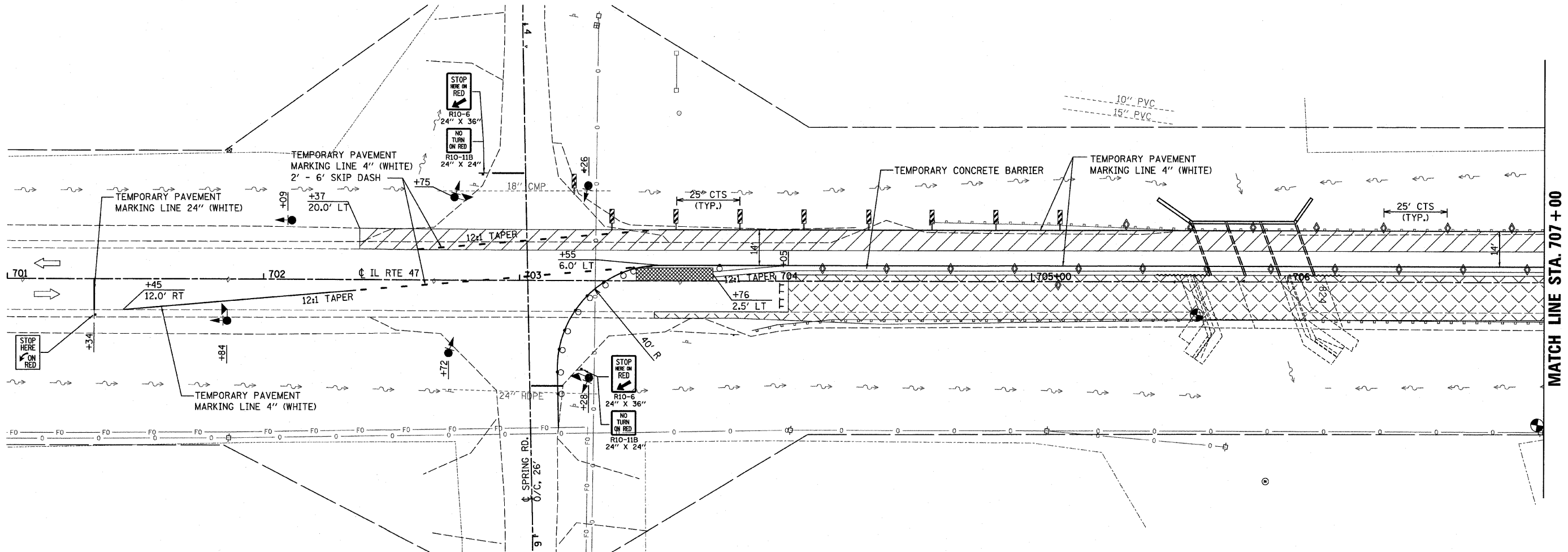


STAGE 2 CONSTRUCTION TYPICAL SECTION
(LOOKING NORTH @ STRUCTURE)



STAGE 2 CONSTRUCTION TYPICAL SECTION
(LOOKING NORTH @ APPROACH)

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE 2 CONSTRUCTION TYPICALS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 66689								
	PLOT DATE = 8/11/2008	DATE -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

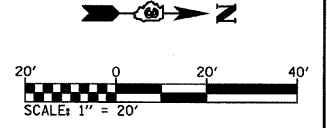


MATCH LINE STA. 707+00

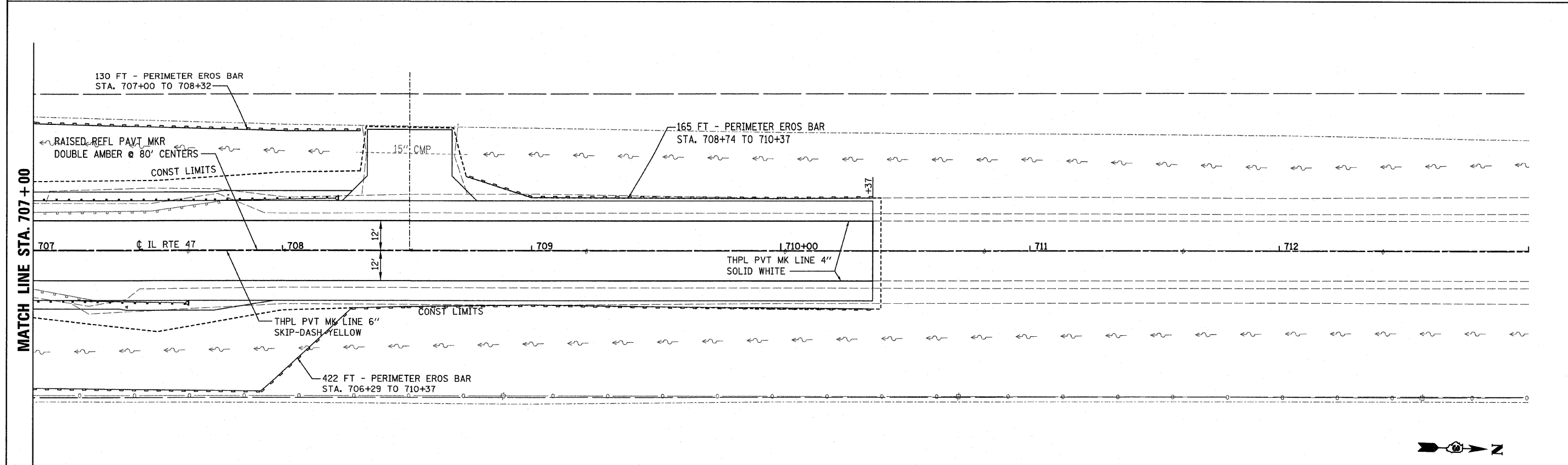
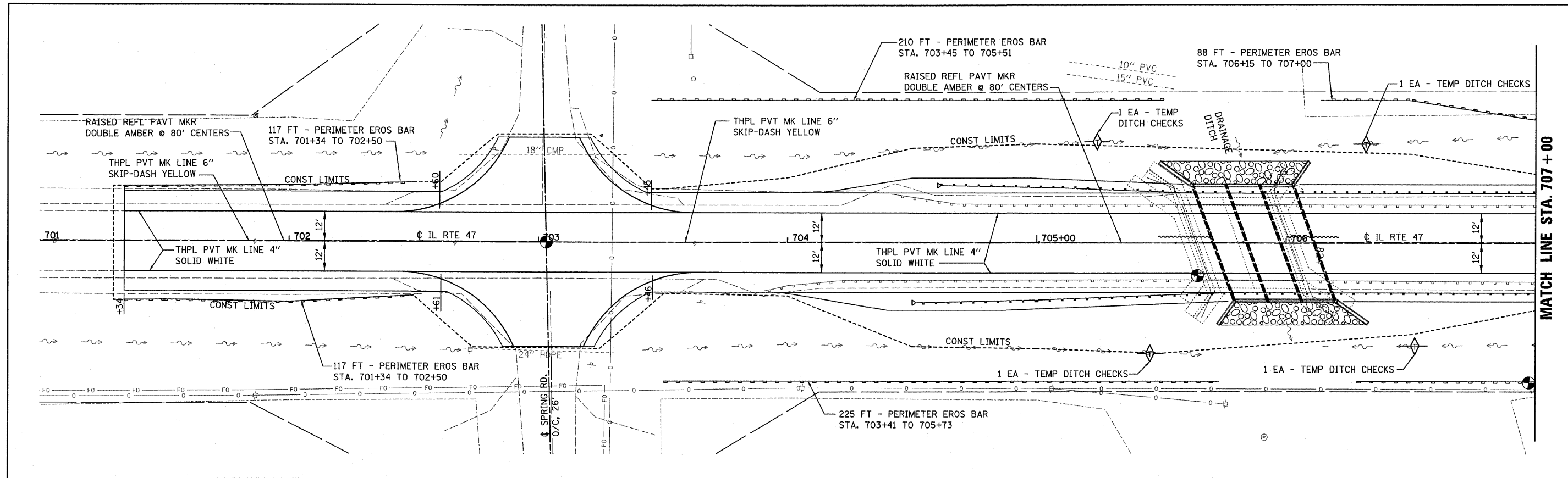
LEGEND

- 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
- STAGE 2 HMA BASE COURSE WIDENING, 8"
- DIRECTION OF TRAFFIC

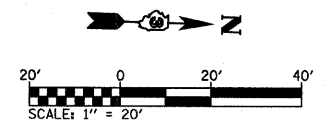
TRAFFIC CONTROL PLAN - STAGE 2



FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE 2 CONSTRUCTION & TRAFFIC CONTROL	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HA\jeff_delete\26254.002_greser\Techno	Production\Civil\Microstation\sheets\82.dgn	DRAWN -	REVISED -			326	118 BR	GRUNDY	35	12	
	PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 66689					
	PLOT DATE = 8/11/2008	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



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



FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL AND PAVEMENT MARKING	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
H:\jeff delete\26854.002_graser\Technical	Production\Civil\Microstation\sheets\4.dgn	DRAWN -	REVISED -			326	118 BR	GRUNDY	35	14	
	PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 66689					
	PLOT DATE = 8/11/2008	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

SEC. 9, T. 32 N.,
R. 7 E., 3RD. P.M.

SEC. 4, T. 32 N., R. 7 E., 3RD. P.M.

PARCEL NO. 3FV0077
LYLE B. MISENER AND
EVELYN R. MISENER
FOR AREAS SEE SHEET NO. 21

PARCEL 3FV0077
TRACT 2

E. LINE, N.E. 1/4, SEC. 9

700+44.83
R.O.W. = 50'

PROPOSED
R.O.W. LINE

W. LINE, N.W. 1/4, SEC. 10

S. 0°10'09" W.
344.83'

700+44.83
R.O.W. = 63'

PROPOSED R.O.W. LINE

PARCEL 3FV0076
TRACT 2

N. 0°10'02" E.
148.35'

70+65
R.O.W. = 63'

S. 27°03'04" W.
108.34'

702+76.51
R.O.W. = 14'

N. 89°42'52" E.
11.73'

S. 0°06'36" E.
23.50'

703+01.99
R.O.W. = 12'

PARCEL NO. 3FV0076
ROSS MATTIS CAMP
AND THE NORTHERN
TRUST COMPANY
FOR AREAS SEE SHEET NO. 21

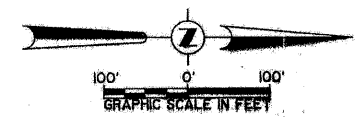
SEC. 10, T. 32 N.,
R. 7 E., 3RD. P.M.

N. 1/4 CORNER, SECTION 9
IRON PIPE (FOUND)
MONUMENT RECORD
DOCUMENT NO. 304915

N.E. CORNER, SECTION 9
BRASS PLUG (FOUND)
MONUMENT RECORD
DOCUMENT NO. 304915
STA. 703+01.66; 0.27' RT.
P.O.B. = PARCEL 78 (TRACT 2)
P.O.C. = PARCEL 77 (TRACT 1)
P.O.G. = PARCEL 77 (TRACT 2)
P.O.G. = PARCEL 78

N. 1/4 CORNER, SECTION 10
RAILROAD SPIKE (SET)
MONUMENT RECORD
DOCUMENT NO. 304924

CURVE NO. 13 DATA
ILL. ROUTE 47
P.I. STA. 703+14.83
Δ = 0°17'00"
D = 0°02'50"
R = 121,331.99'
T = 300.00'
L = 600.00'
E = 0.37'
P.C. STA. 700+44.83
P.T. STA. 706+44.83



W. 1/4 CORNER, SECTION 4
IRON PIPE (FOUND)
MONUMENT RECORD
DOCUMENT NO. 304912

E. 1/4 CORNER, SECTION 4
P.K. NAIL (SET)
MONUMENT RECORD
DOCUMENT NO. 304912
STA. 729+40.73; 9.22' RT.

E. 1/4 CORNER, SECTION 3

EXISTING R.O.W. LINE

PROPOSED SURVEY &
CONSTRUCTION ILL. ROUTE 47

CERTIFICATION OF SURVEY

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
GARY L. HUTCHISON
ILLINOIS PROFESSIONAL LAND SURVEYOR NUMBER 2479

NOTE: ALL BEARINGS ARE ON A ASSUMED BASIS.

RIGHT OF WAY PLANS
ROUTE F.A.P. 100 (ILL. ROUTE 47)
SECTION (118, 119) R
PROJECT _____
COUNTY GRUNDY
JOB NUMBER R-93-005-90
STATION 700+00 TO 730+00
SCALE 1" = 100' SHEET 22 OF 23

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

FILE NAME =	USER NAME = \$USER*	DESIGNED -	REVISED -
H:\jeff delete\26254.002.groser\Technical	Production\Civil\Microstation\sheets\03.dgn	DRAWN -	REVISED -
	PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/11/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING R.O.W. FOR INFORMATION ONLY			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	118 BR	GRUNDY	35	15
				CONTRACT NO. 66689
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

Bench Mark: Chiseled square on South East corner of existing structure. Sta 705+69, 20' Rt. Elev. 572.30

Existing Structure: S.N. 032-0072 Built originally in 1927 and modified in 1954 as a 2 span, cast in place concrete flat slab: 41'-7" long and clear width of 30'-0".

No Salvage. The existing structure will be removed as required. One lane of traffic shall be maintained utilizing Stage Construction.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 1
F.A.P. 326	118 BR	Grundy	35	16	6 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

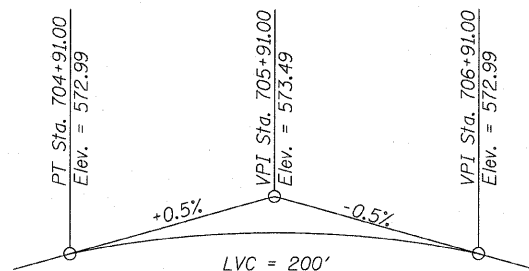
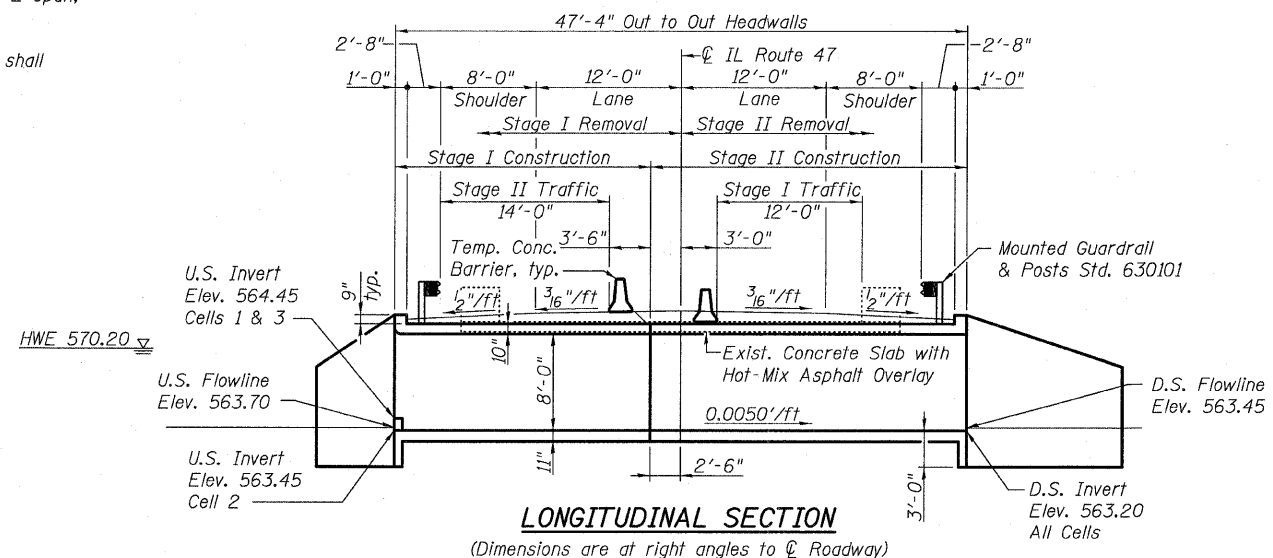
Contract #66689

TOTAL BILL OF MATERIAL

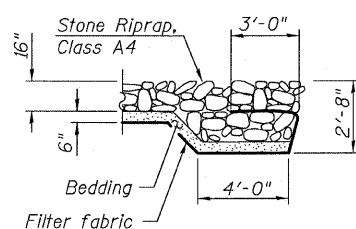
ITEM	UNIT	TOTAL
Porous Granular Embankment	Cu. Yd.	306
Stone Riprap, Class A4	Sq. Yd.	101
Filter Fabric	Sq. Yd.	101
Removal of Existing Structures	Each	1
Structure Excavation	Cu. Yd.	572
Reinforcement Bars	Pound	54,150
Bar Splicers	Each	170
Temporary Sheet Piling	Sq. Ft.	526
Name Plates	Each	1
Concrete Box Culverts	Cu. Yd.	202.4
Temporary Support System	Each	2

INDEX OF SHEETS

Sheet No.	Description
1	General Plan
2	General Notes & Structure Details
3	Structure Details
4	Temporary Concrete Barrier for Stage Construction
5	Bar Splicer Assembly Details
6	Boring Logs



PROFILE GRADE
(along centerline roadway)

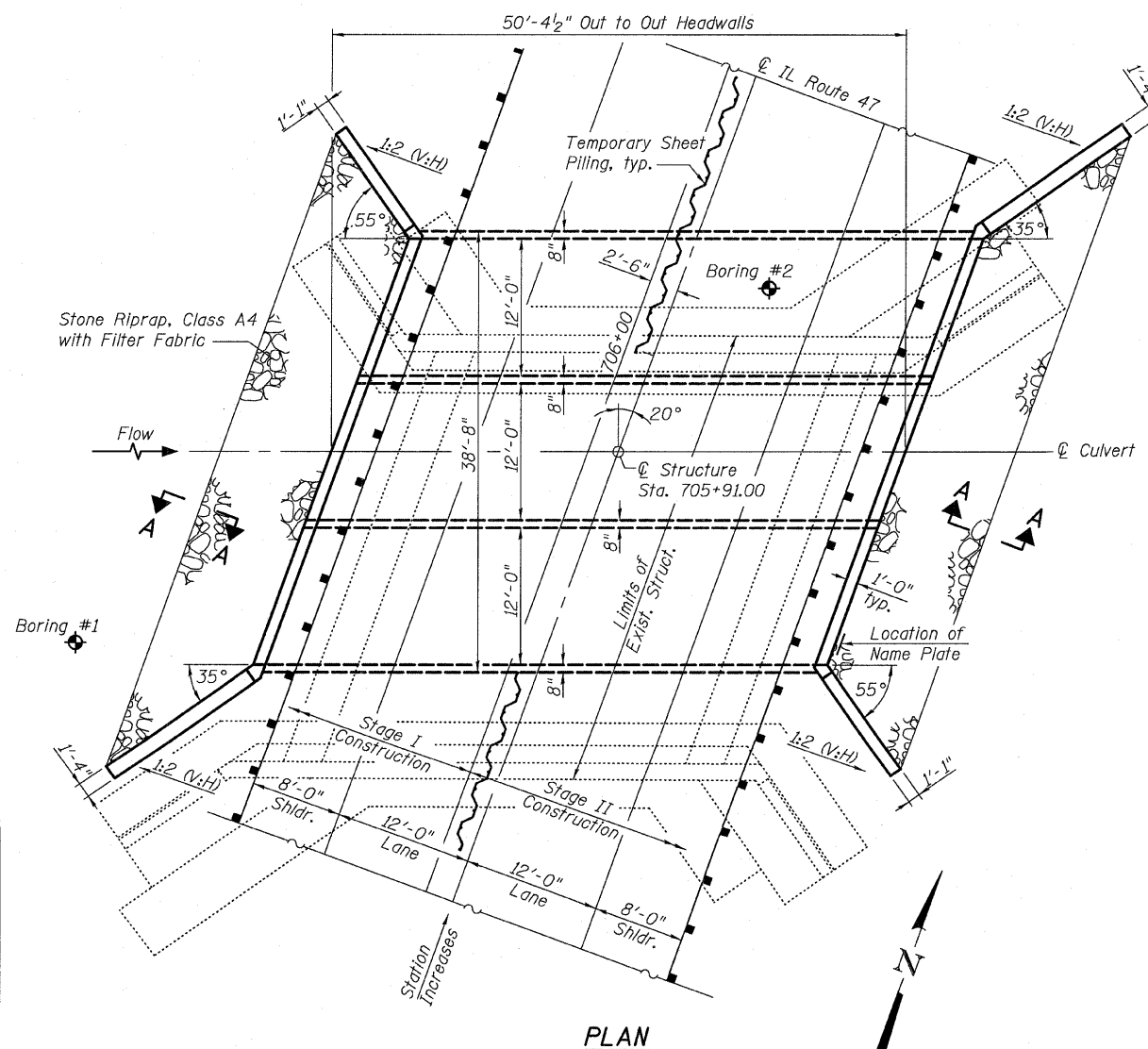


SECTION A-A

WATERWAY INFORMATION

Drainage Area = 5.2 sq. mi. Low Grade Elev. 571.6 @ Sta. 715+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	10	498	153	189	570.0	1.1	1.0	571.1	571.0
0'top (Exist)	50	734	162	198	570.2	1.4	1.2	571.6	571.4
0'top (Prop)	90	810	-	201	570.3	-	1.3	-	571.6
Base	100	830	166	203	570.4	1.9	1.3	572.3	571.7



PLAN

DESIGN SPECIFICATIONS

2002 AASHTO

LOADING HS20-44

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

DESIGN STRESSES

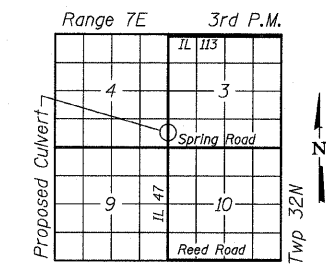
FIELD UNITS

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

STATION 705+91
BUILT 200_ BY
STATE OF ILLINOIS
F.A.P. RTE. 326 SEC. 118 BR
LOADING HS20
STRUCTURE NO. 032-2009

NAME PLATE

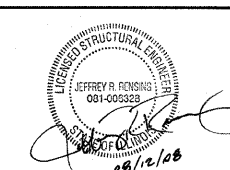
See Std. 515001



LOCATION SKETCH

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES



EXPIRES 11/30/2008

GENERAL PLAN
IL ROUTE 47 OVER DRAINAGE DITCH
F.A.P. 326 - SECTION 118 BR
GRUNDY COUNTY
STA. 705+91.00
STRUCTURE NUMBER 032-2009



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

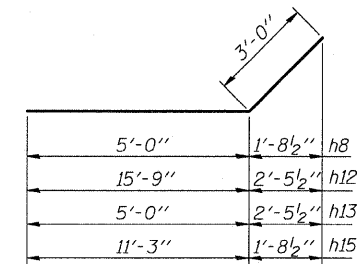
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 326	118 BR	Grundy	35	17
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 2
6 SHEETS

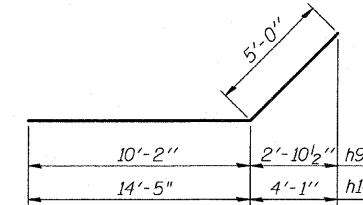
Contract #66689

GENERAL NOTES

- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
- Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
- 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.
- 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.
- Hard driving may be encountered during the sheet piling installation. The Contractor shall provide the appropriate driving equipment for the soil conditions indicated on the boring logs.
- See Roadway Plans for staging.
- Precast alternate will be allowed. The stage construction lane widths must be maintained.
- The guardrail shall be mounted to the box culvert per Highway Standard 630101, Case IV Mounted On Slab. The guardrail post shall be welded all around to the base plate using $\frac{3}{16}$ " fillet welds.

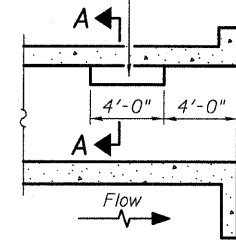


BARS h8, h12, h13, & h15

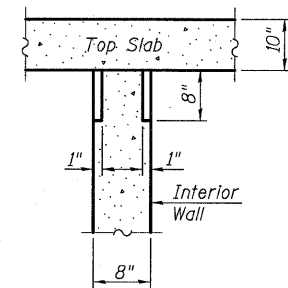


BARS h9 & h14

Notch formed by rough finished board attached to and removed with formwork, each interior wall. (Do not chamfer).

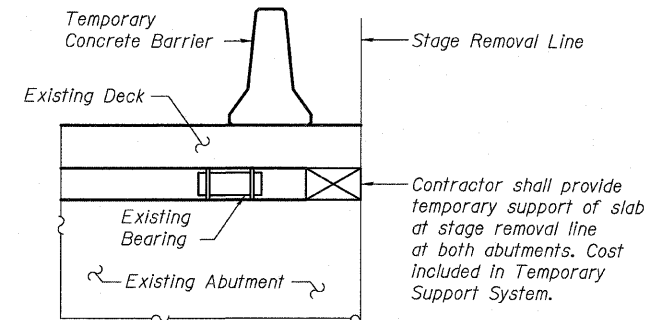
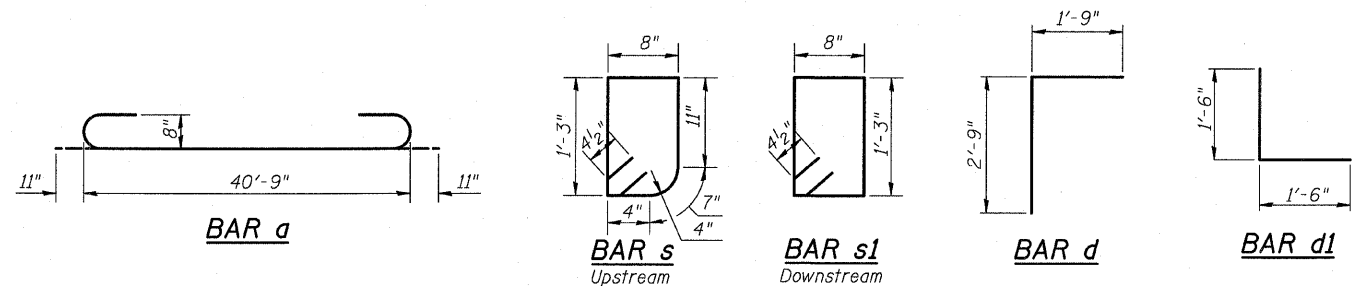


LONGITUDINAL SECTION

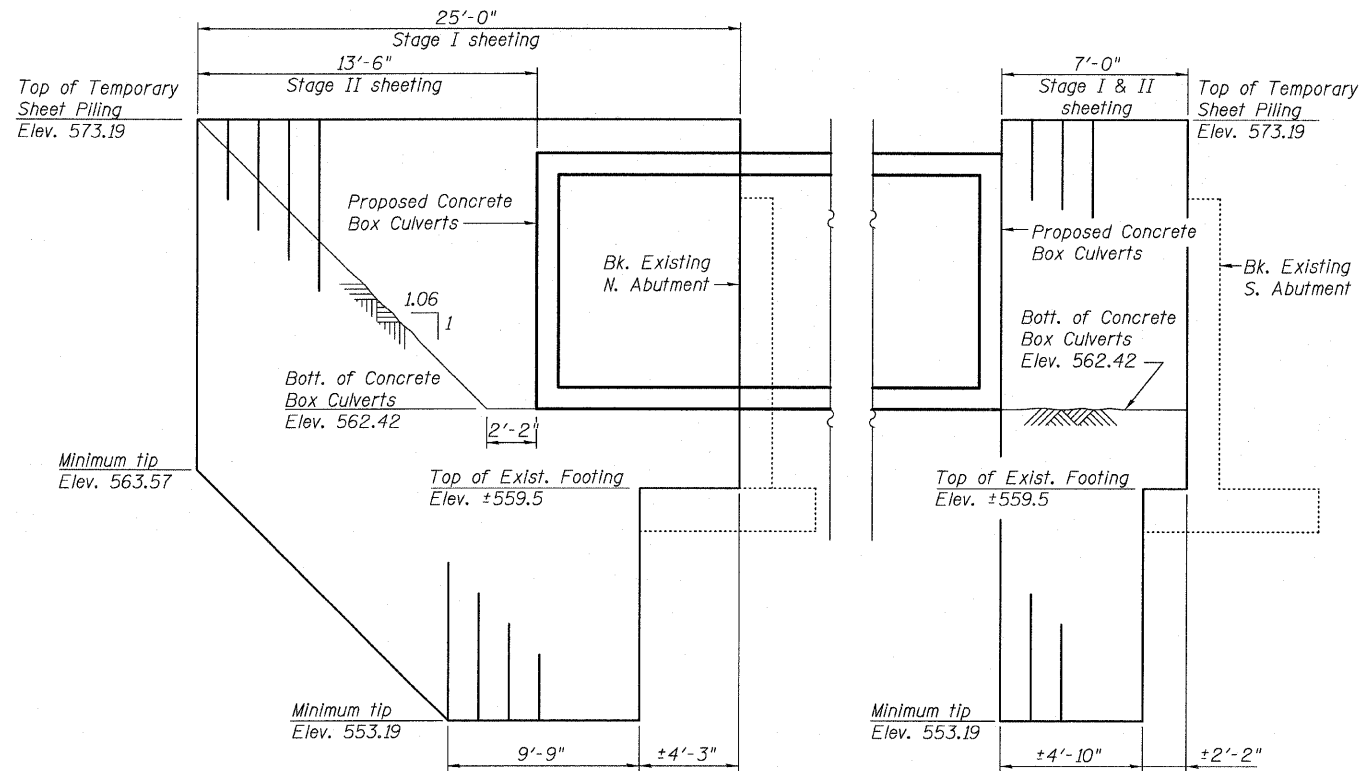


SECTION A-A

**PHOEBE NESTING
SITE DETAILS
(Downstream End Only)**



TEMPORARY SUPPORT DETAIL



NORTH APPROACH

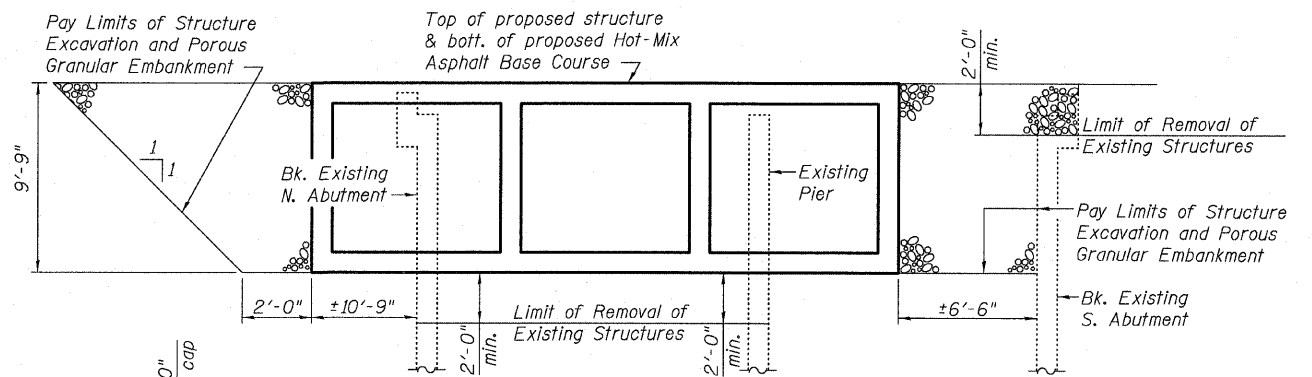
Minimum Section
Modulus = 7.6 in³/ft

SOUTH APPROACH

Minimum Section
Modulus = 7.6 in³/ft

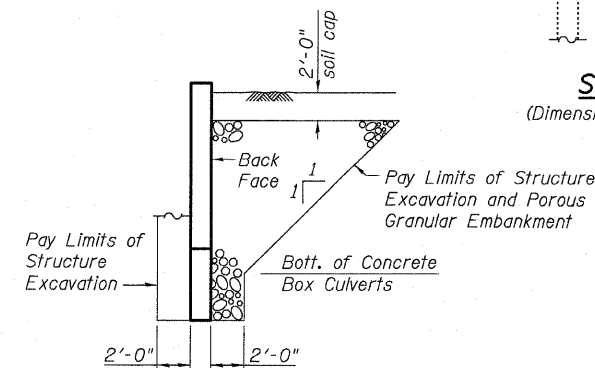
TEMPORARY SHEET PILE DETAIL

(Dimensions are along stage construction line)



SECTION THRU BARREL

(Dimensions are at right angles to ϕ Structure)



SECTION THRU WINGWALL

GENERAL NOTES & STRUCTURE DETAILS

IL ROUTE 47 OVER DRAINAGE DITCH

F.A.P. 326 - SECTION 118 BR

GRUNDY COUNTY

STA. 705+91.00

STRUCTURE NUMBER 032-2009

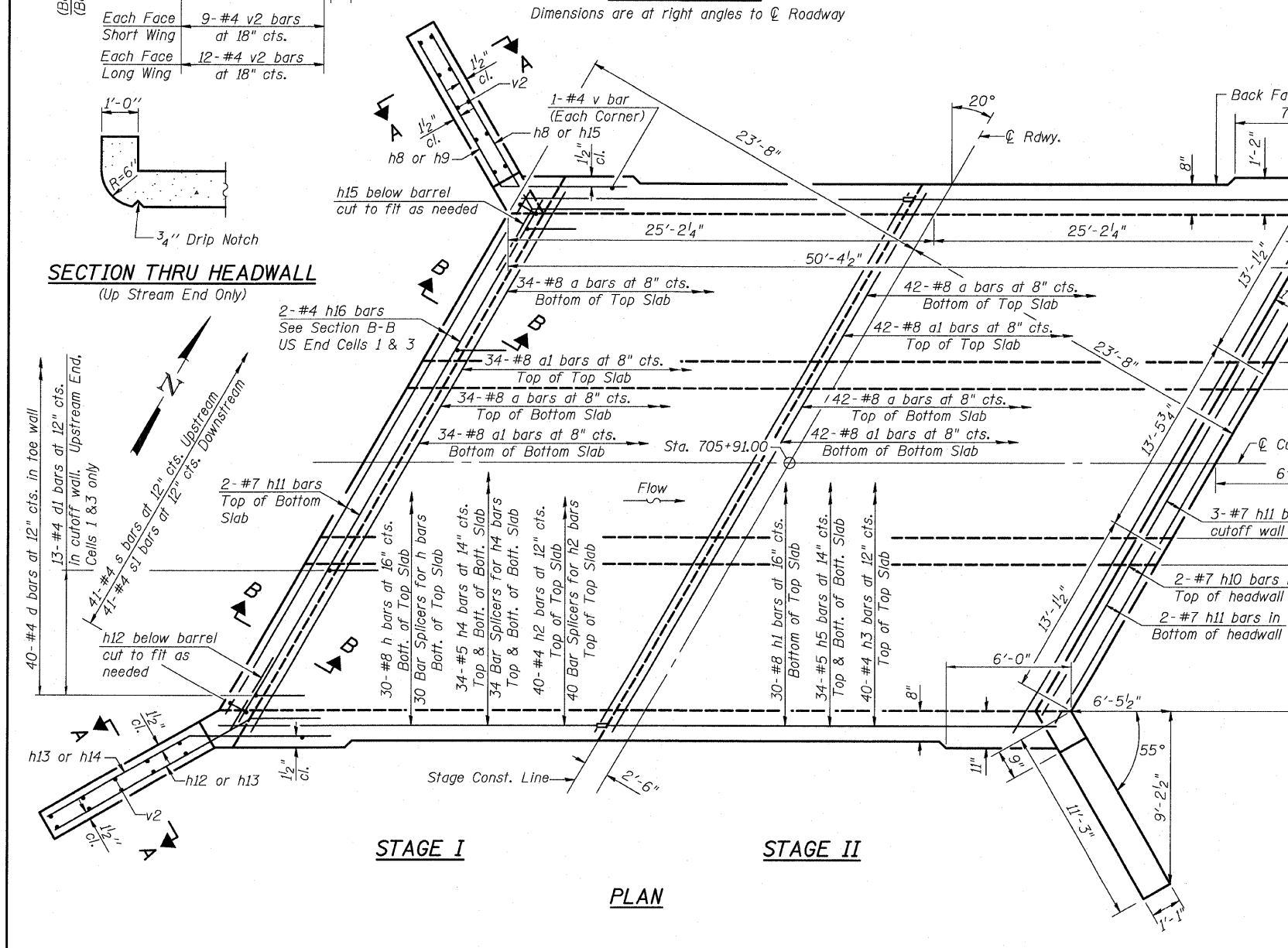
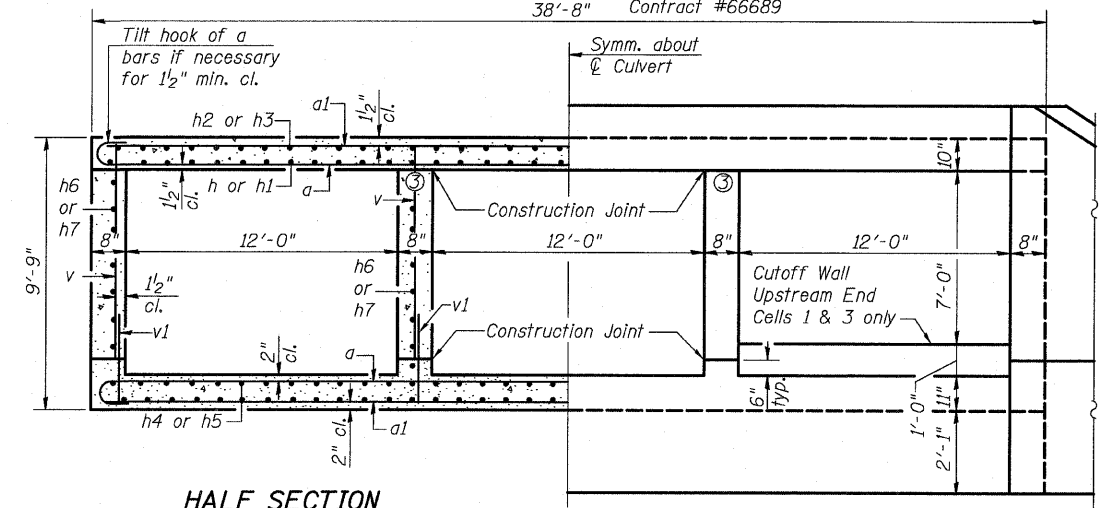
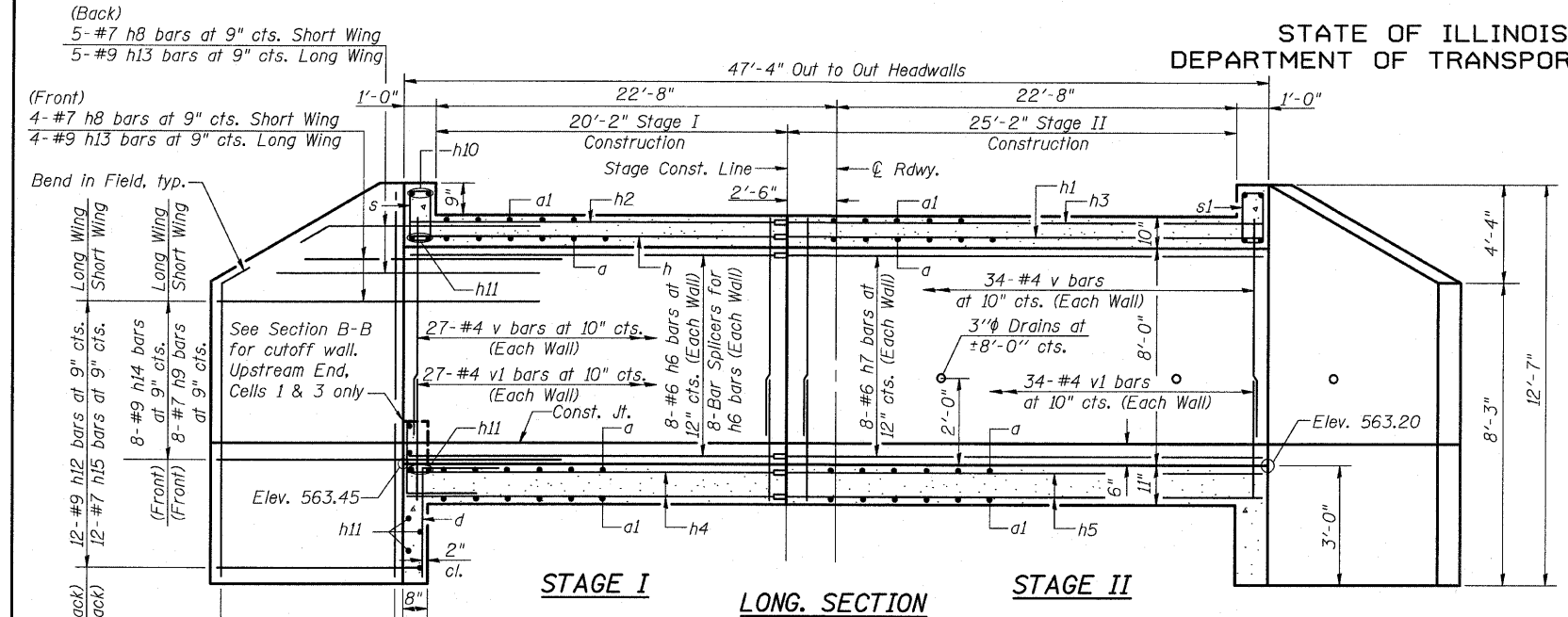


Eastport Business Center 1
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618-345-2200

Design Firm License No. 184.001115

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 3 6 SHEETS
F.A.P. 326	118 BR	Grundy	35	18	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT: Contract #66689		

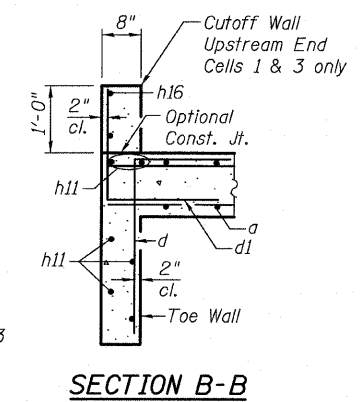


HALF SECTION THRU BARREL

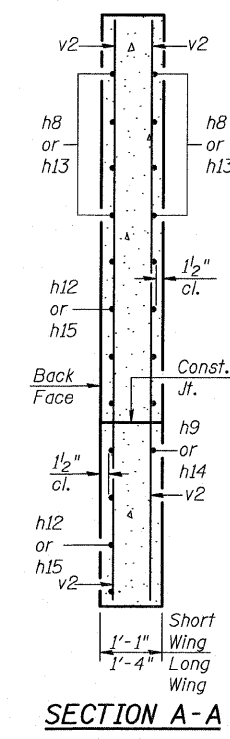
HALF END ELEVATION

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	152	#8	42'-7"	C
a1	152	#8	40'-9"	—
d	80	#4	4'-6"	L
d1	26	#4	3'-0"	L
h	30	#8	22'-2"	—
h1	30	#8	27'-6"	—
h2	40	#4	22'-2"	—
h3	40	#4	27'-6"	—
h4	68	#5	22'-2"	—
h5	68	#5	27'-6"	—
h6	32	#6	22'-2"	—
h7	32	#6	27'-6"	—
h8	18	#7	8'-0"	—
h9	16	#7	15'-2"	—
h10	4	#7	39'-9"	—
h11	14	#7	40'-9"	—
h12	24	#9	18'-9"	—
h13	18	#9	8'-0"	—
h14	16	#9	19'-5"	—
h15	24	#7	14'-3"	—
h16	4	#5	12'-5"	—
s	41	#4	4'-6"	D
s1	41	#4	4'-7"	D
v	248	#4	8'-2"	—
v1	244	#4	2'-7"	—
v2	84	#4	12'-3"	—
Concrete Box Culverts			Cu. Yd.	202.4
Reinforcement Bars			Pound	54,150



SECTION B-B



SECTION A-A

- Notes:
- A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
 - See sheet 2 of 6 for bar details.
 - See sheet 2 of 6 for Phoebe Nesting Site Details
 - Minimum bar laps: #4 Bars = 1'-4"

STRUCTURE DETAILS
IL ROUTE 47 OVER DRAINAGE DITCH
F.A.P. 326 - SECTION 118 BR
GRUNDY COUNTY
STA. 705+91.00
STRUCTURE NUMBER 032-2009

OATES ASSOCIATES
Consulting Engineers Design Firm License No. 184.001115

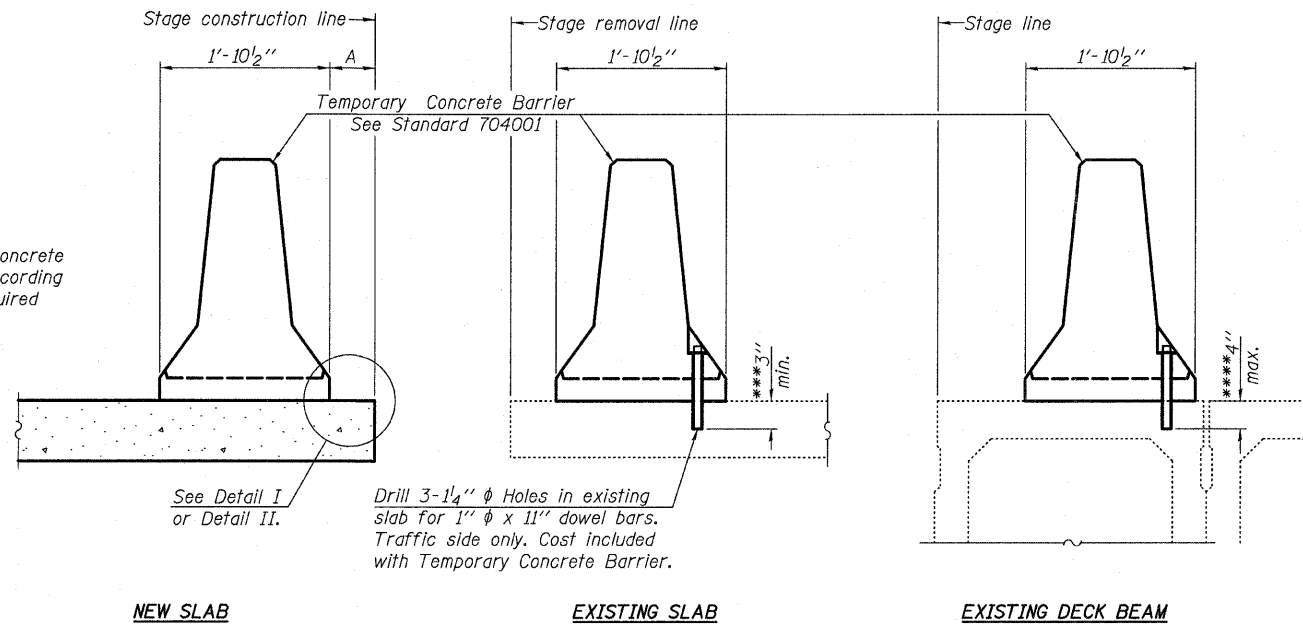
Eastport Business Center 1
100 Lanter Court, Suite 1
Collinsville, Illinois 62234
618-345-2200

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 4 6 SHEETS
F.A.P. 326	118 BR	Grundy	35	19	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #66689

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

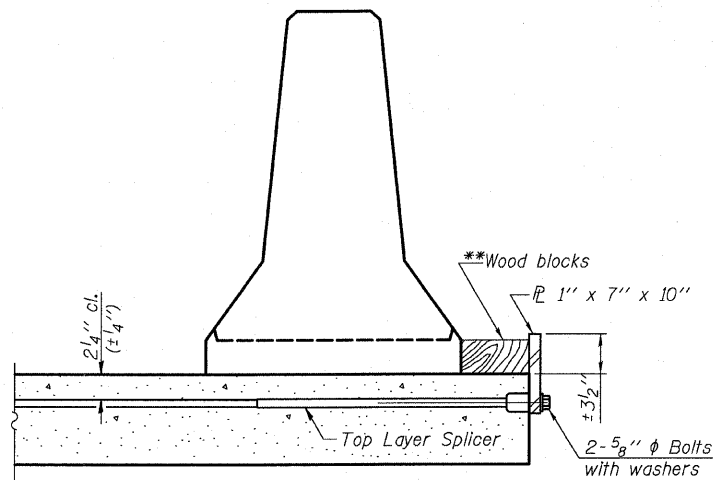
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

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.

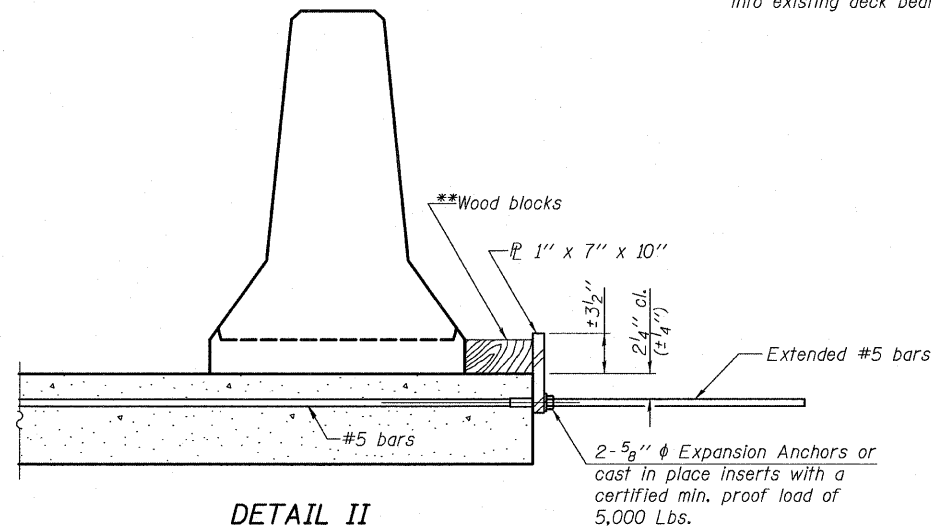
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

***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.

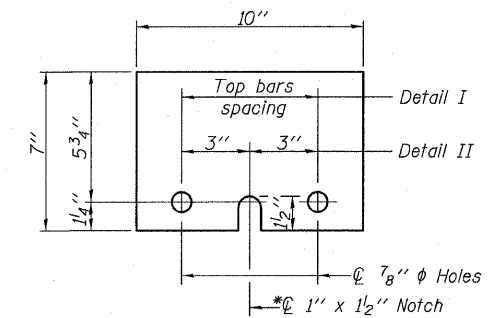


DETAIL I



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 ROUTE 47 OVER DRAINAGE DITCH
F.A.P. 326 - SECTION 118 BR
GRUNDY COUNTY
STA. 705+91.00
STRUCTURE NUMBER 032-2009

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 326	118 BR	Grundy	35	20
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 5
6 SHEETS
Contract #66689

The diameter of this part is equal or larger than the diameter of bar spliced.

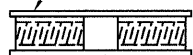
The diameter of this part is the same as the diameter of the bar spliced.

ROLLED THREAD DOWEL BAR



**** ONE PIECE**

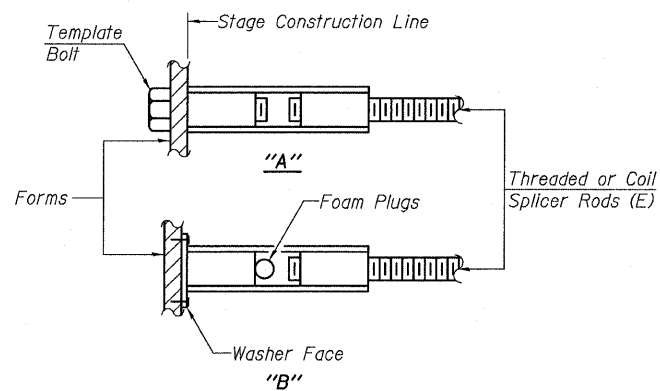
Wire Connector



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

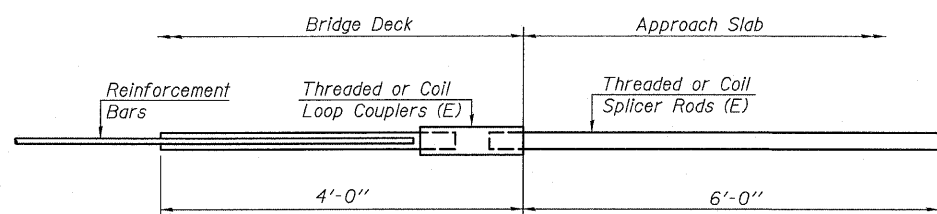
"A": Set bar splicer assembly by means of a template bolt.
"B": Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.

NOTES

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

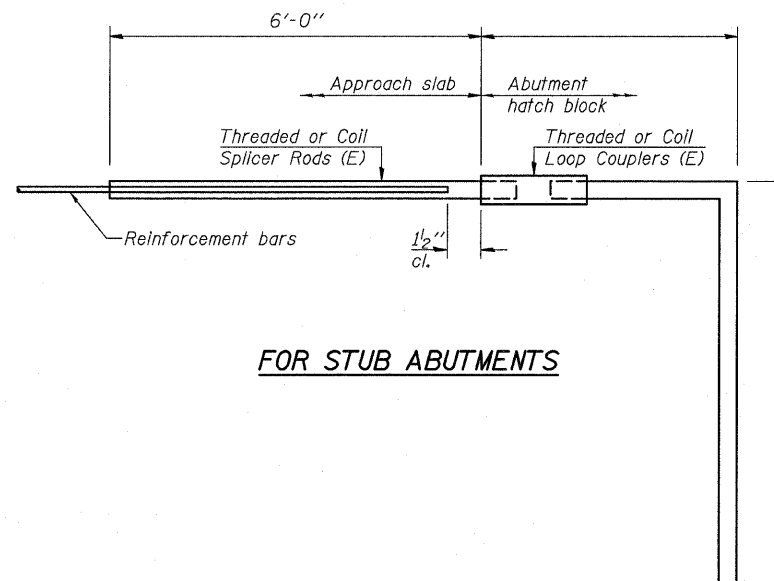
- ① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$
 - ② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_t$
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-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



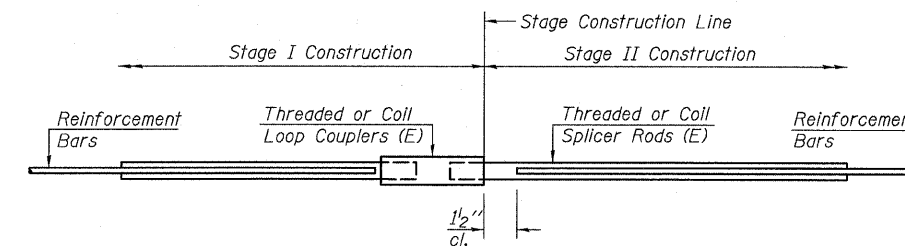
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

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



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
#4	40	Top Slab
#5	68	Bottom Slab
#6	32	Walls
#8	30	Top Slab

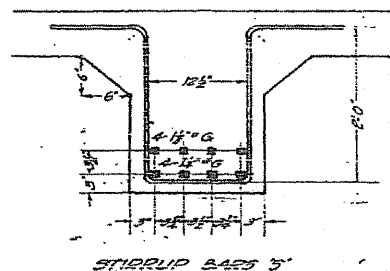
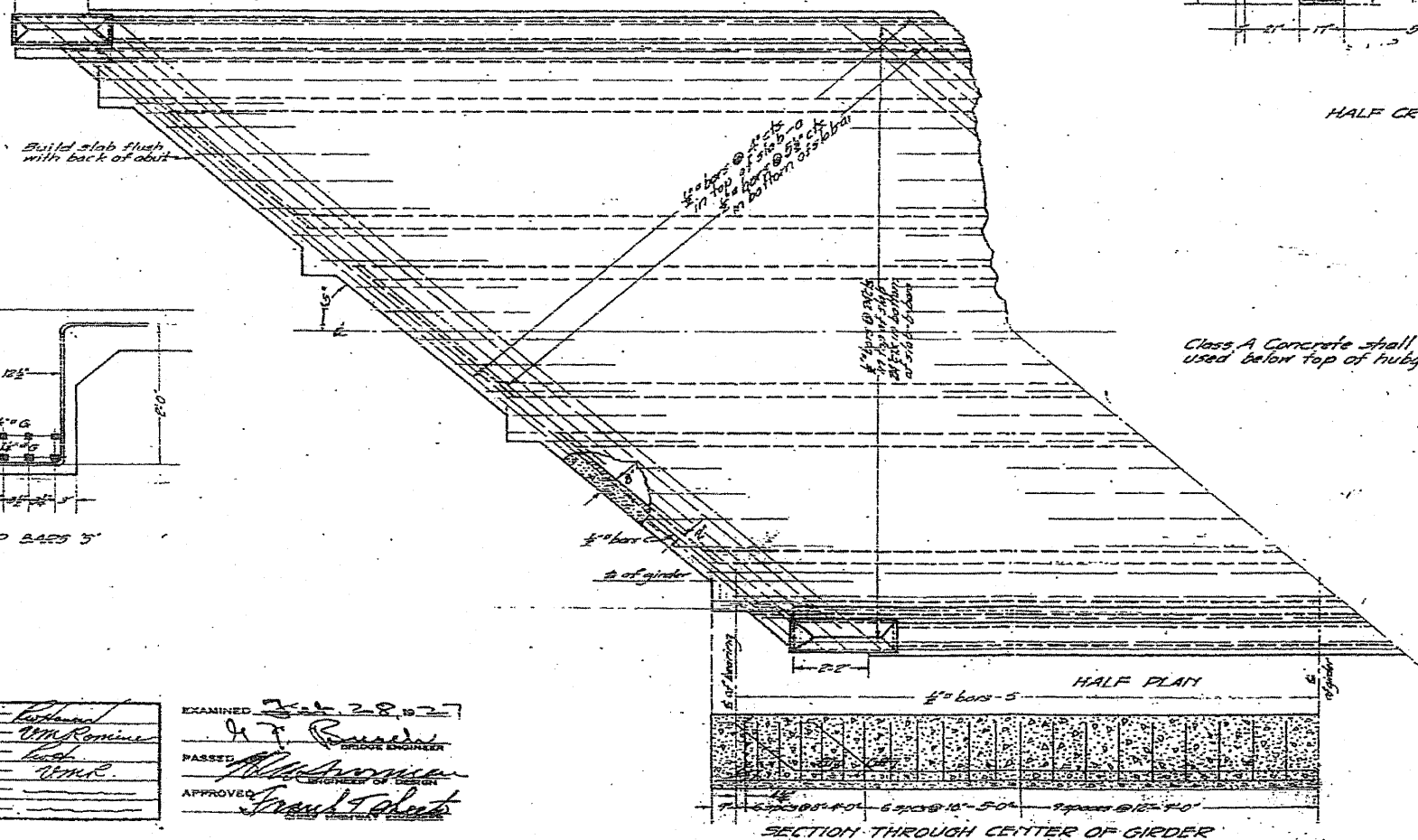
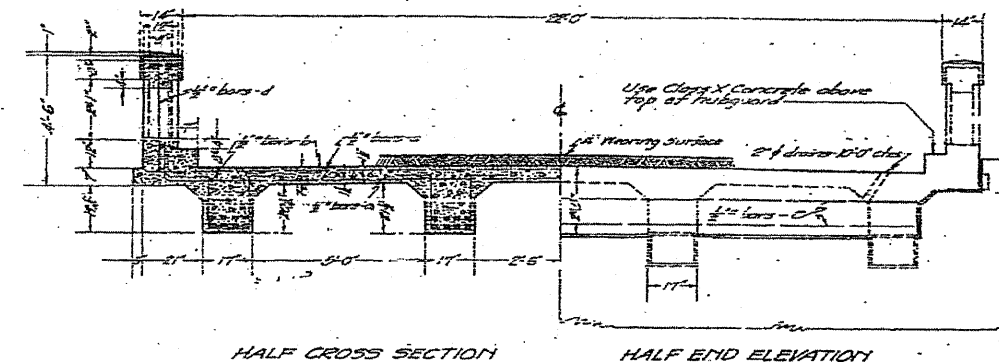
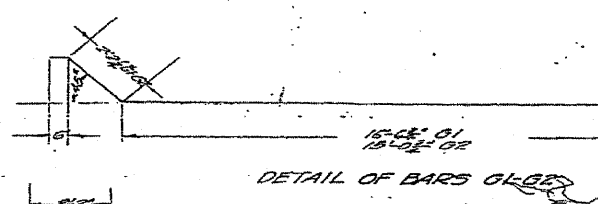
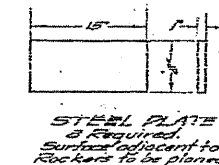
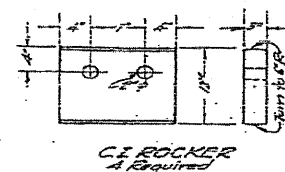
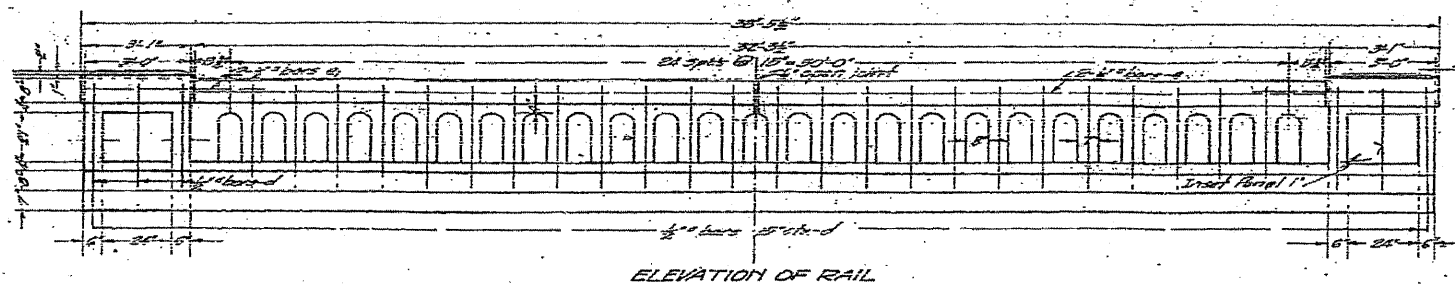
BAR SPLICER ASSEMBLY DETAILS
IL ROUTE 47 OVER DRAINAGE DITCH
F.A.P. 326 - SECTION 118 BR
GRUNDY COUNTY
STA. 705+91.00
STRUCTURE NUMBER 032-2009



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

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

NO. 47
2 sheets



BILL OF MATERIAL

Bars	No.	Size	Length
A	162	1/2"	18'-0"
B	112	3/4"	18'-0"
C	46	1/2"	20'-0"
D	4	1/2"	28'-0"
E	50	3/4"	3'-0"
F	8	1/2"	18'-0"
G1	8	1/2"	5'-0"
G2	16	1/2"	37'-6"
H	8	1/2"	38'-6"
I	2	1/2"	38'-6"
J	172	3/4"	7'-0"

Name Plate
Reinforcing steel - Lbs. 8230
Class A Concrete - Cu. Yds. 40.2
Class X Concrete - Cu. Yds. 5.8
4-CI Rockers - Lbs. 581
8-Steel Plates - Lbs. 872

Proportions for Concrete
Class A: 1:2 1/2:4
Class X: 1:2:3 1/2

STANDARD	COMPUTED - [Signature]
	CHECKED - [Signature]
	DRAWN - [Signature]
	CHECKED - [Signature]
SPECIAL	ASSEMBLED - [Signature]
	CHECKED - [Signature]

EXAMINED - [Signature]	DATE - Feb 28, 1927
DESIGNED - [Signature]	
DRAWN - [Signature]	
CHECKED - [Signature]	
APPROVED - [Signature]	

FILE NAME - H:\jeff delete\26854.002_graser\Techno	USER NAME - #USER#	DESIGNED -	REVISED -
Production\Civil\Microstation\sheets\03.dgn		DRAWN -	REVISED -
PLOT SCALE = 20.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 8/11/2008		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLAN
FOR INFORMATION ONLY

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

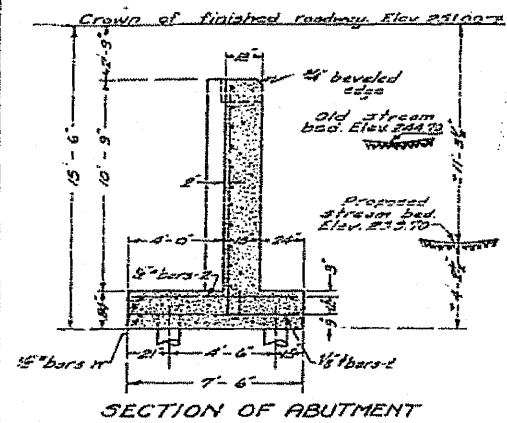
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	118 BR	GRUNDY	35	22
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 66689	

Station 261+87
S.B.I. Route 47
Section 118B Grundy Co

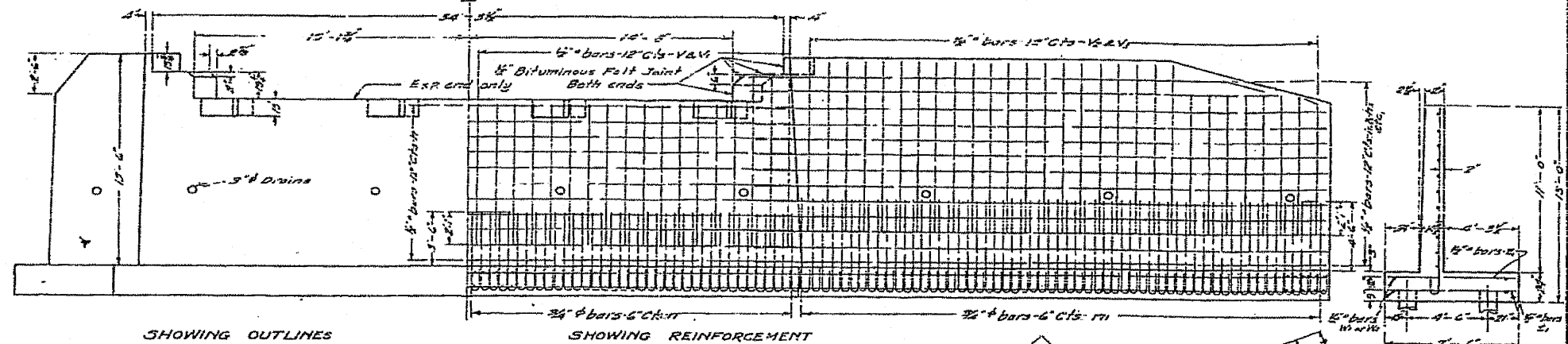
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

Sheet No 2
2 Sheets

Existing 2-span structure, 23 spans, 14 roadway,
shall be removed by the contractor.
B.M. No. 23 N.W. in P.D. of cross fence, left
Sta 260+70 Elev. 249.22



SECTION OF ABUTMENT

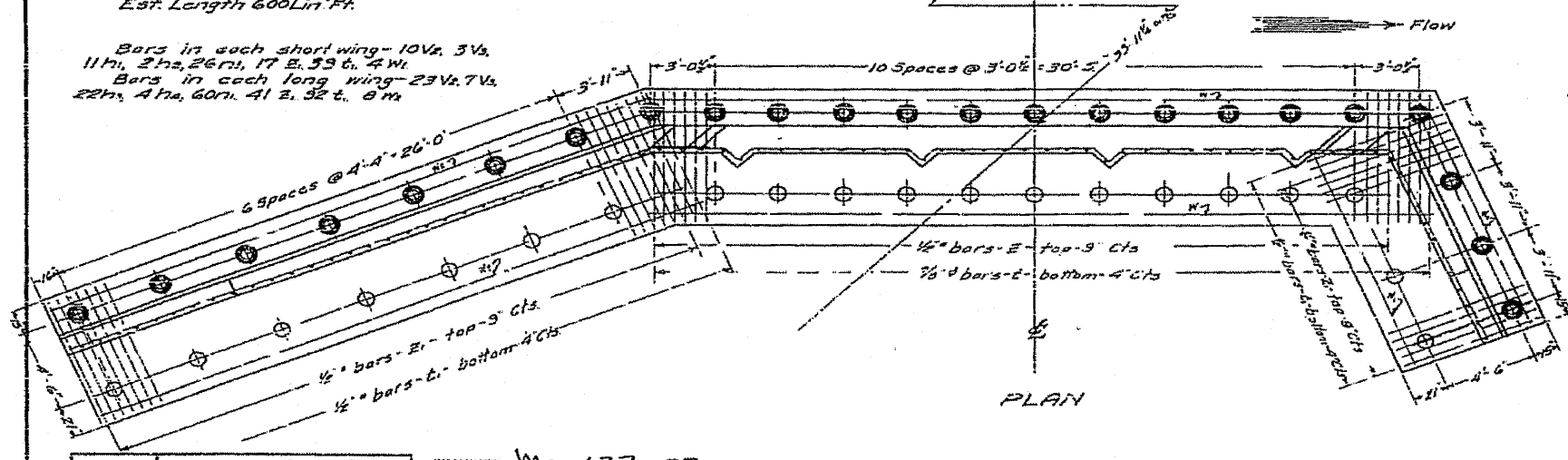


FRONT ELEVATION

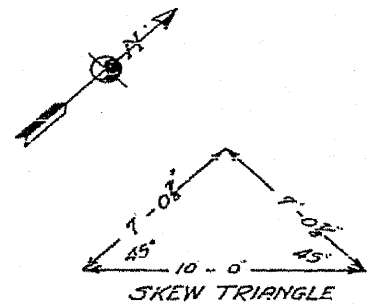
Note: All reinforcing steel shall be wired securely in place before concrete is poured.
Class A concrete shall be used throughout.
Proportions 1: 2 1/2: 4.

- 15 Ton Untreated Pile
12' Butt 10' Tip, 46 Regd
Est. Length 320 Lin. Ft.
- 10 Ton Untreated Pile
10' Butt 8' Tip, 40 Regd
Est. Length 600 Lin. Ft.

Bars in each short wing - 10V, 3V, 11W, 2H, 26R, 17E, 33C, 4W.
Bars in each long wing - 23V, 7V, 22H, 4H, 60R, 41E, 32C, 8W.



PLAN



SKEW TRIANGLE

BILL OF MATERIAL

Bars	No.	Size	Length
V	60	1/2"	9'-0"
V1	10	1/2"	10'-8"
V2	63	1/2"	10'-6"
V3	20	1/2"	9'-0"
H	44	1/2"	19'-6"
H1	22	1/2"	19'-6"
H2	4	1/2"	12'-0"
H3	44	1/2"	17'-0"
H4	8	1/2"	15'-6"
R	140	3/8"	6'-9"
R1	172	3/8"	7'-9"
E	224	3/8"	7'-5"
E1	262	3/8"	7'-5"
E2	32	3/8"	7'-5"
E3	116	3/8"	7'-5"
W	16	1/2"	13'-0"
W1	3	1/2"	13'-0"
W2	16	1/2"	16'-6"

Reinforcing Steel - Lbs. 19240
Class A Concrete - CuBts. 1790

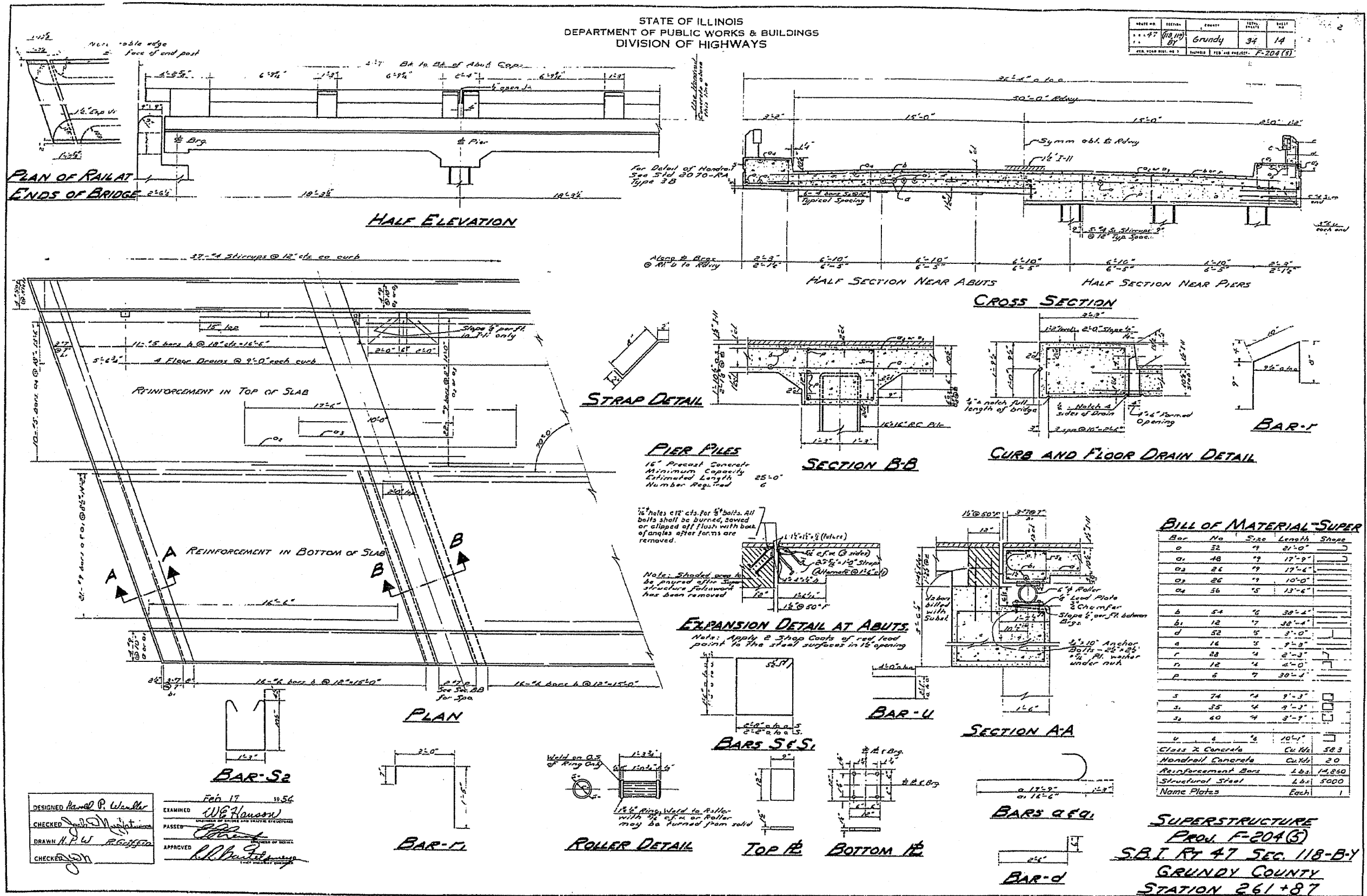
COMPUTED	— <i>M. G. P.</i>
CHECKED	— <i>M. G. P.</i>
DRAWN	— <i>M. G. P.</i>
CHECKED	— <i>M. G. P.</i>
SPECIAL	—
ASSEMBLED	—
CHECKED	—

EXAMINED *May 27 1927*
A. J. Bunch
BRIDGE ENGINEER
DESIGNED *M. G. P.*
DESIGNED BY
APPROVED *Frank T. Schott*
CHIEF HIGHWAY ENGINEER

REVISED PLAN
STATION 261+87
S. E. I. ROUTE 47
SEC 118 B - GRUNDY CO.

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

ROUTE NO.	SECTION	COUNT	DATE	SHEET NO.
118-BY	GRUNDY	35	14	
FOR YOUR INFO: SEE SPEC. F-204(3)				



DESIGNED *Harold P. Wankler*
CHECKED *John J. ...*
DRAWN *H.P.W. ...*
CHECKED *...*

Feb 17 1956
EXAMINED *W.E. Hanson*
PASSED *...*
APPROVED *...*

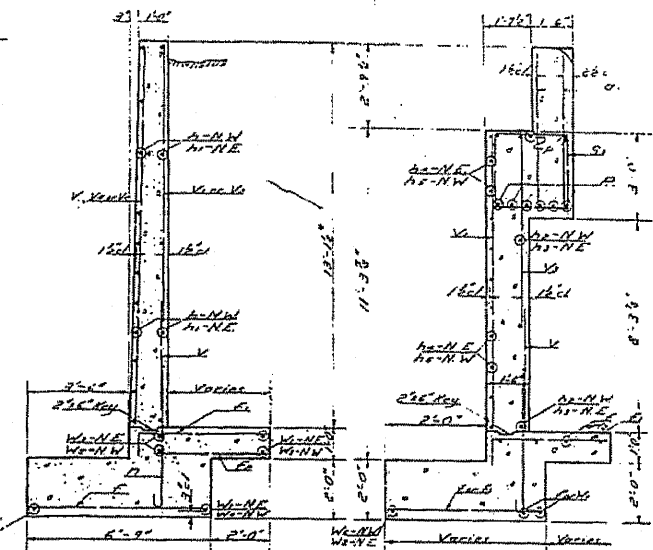
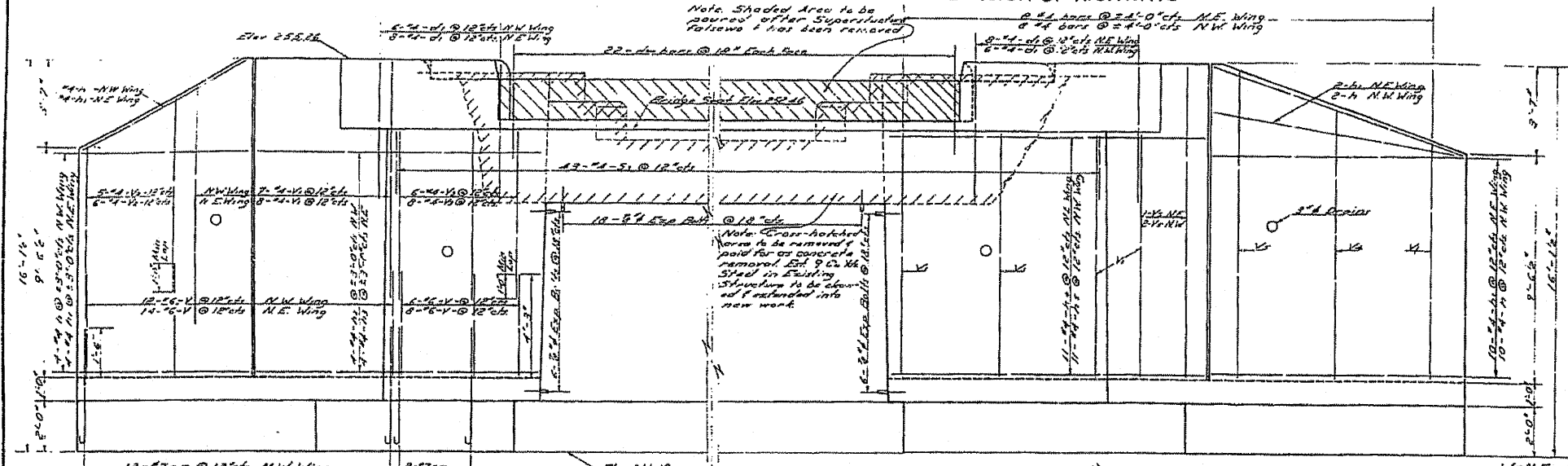
BILL OF MATERIAL-SUPER

Bar No	Size	Length	Shape
0	52	19	21'-0"
01	48	19	17'-9"
02	24	19	17'-6"
03	26	19	10'-0"
04	56	5	13'-6"
b	54	16	38'-4"
b1	12	17	38'-4"
d	52	5	3'-0"
e	14	5	9'-3"
f	28	4	2'-3"
g	12	4	2'-0"
p	5	7	30'-1"
s	74	4	9'-3"
s1	35	4	9'-3"
s2	60	4	9'-3"
u	6	3	10'-1"
Class 2 Concrete Cu. Yds. 58.3			
Nondrain Concrete Cu. Yds. 2.0			
Reinforcement Bars Lbs. 14,850			
Structural Steel Lbs. 5000			
Name Plates Each. 1			

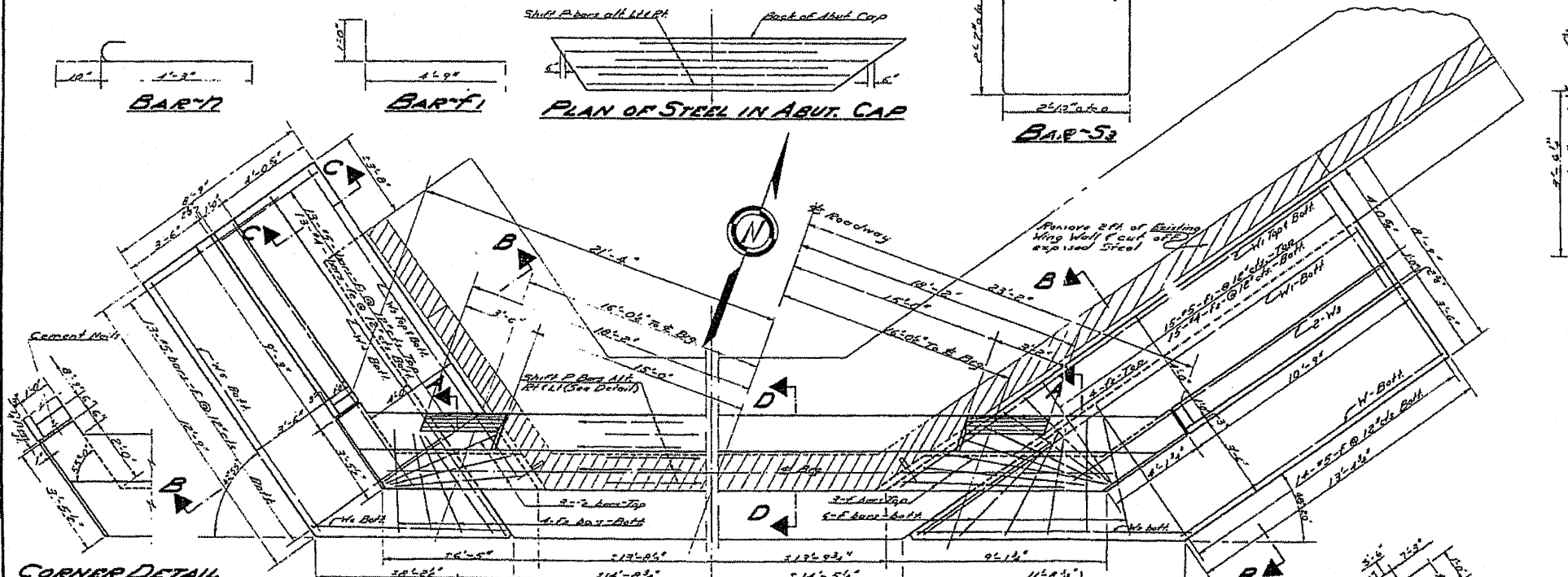
SUPERSTRUCTURE
PROJ. F-204(3)
S.B.I. RT 47 SEC. 118-B-Y
GRUNDY COUNTY
STATION 261+87

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

ROUTE NO.	SECTION	SPAN	FEET	SHEET NO.	SHEETS
47	118-BY	Grundy	34	15	3 SHEETS
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT F. 204(5)			



BACK REINFORCEMENT ELEVATION ~ NORTH ABUT. FRONT REINFORCEMENT



SECTION A-A SECTION B-B

BILL OF MATERIALS ABUT.

BAR NO.	SIZE	LENGTH	SHAPE
V 80	#6	1'-3"	
V1 48	4	8'-9"	
V2 22	4	8'-0"	
V3 28	4	6'-9"	
V4 4	4	11'-3"	
V5 10	4	12'-9"	
A 32	#4	8'-9"	
A1 34	4	10'-3"	
A2 8	4	7'-6"	
A3 8	4	9'-3"	
A4 22	4	12'-9"	
A5 22	4	9'-3"	
D 66	#7	8'-1"	
G 56	#4	5'-4"	
G1 80	4	2'-0"	
F 72	5	6'-3"	
F1 56	5	5'-9"	
F2 78	5	4'-9"	
V1 2	4	13'-3"	
V2 6	4	22'-0"	
V3 2	4	11'-6"	
V4 2	4	15'-6"	
V5 2	4	16'-6"	
V6 4	4	12'-9"	
V7 2	4	8'-0"	
S1 80	#2	11'-6"	
P 12	#4	43'-0"	

SECTION D-D

SECTION C-C

DESIGNED: Harold P. Weidner
CHECKED: [Signature]
DRAWN: HPW
CHECKED: [Signature]

EXAMINED: Feb 17 1956
PASSED: [Signature]
APPROVED: [Signature]

ABUTMENTS

PROJECT F-204(5)
S.B.I. R. 47 SEC. 118-BY
GRUNDY COUNTY
STATION 261+82

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 1 2 SHEETS
ILL. RTE. 47	*	GRUNDY	255	152	
FED. ROAD DIST. NO. 7		SECTION			

EXISTING STRUCTURE:
Two span R.C. slab superstructure 41'-7" Bk.-Bk.
Closed Abutments. Retrofit new curb mounted
steel rail, remove and replace wearing surface.
Replace roller bearings and bottom bearing plates.
Traffic to be maintained at all times utilizing
stage construction.
Str. No. 032-0072

GENERAL NOTES

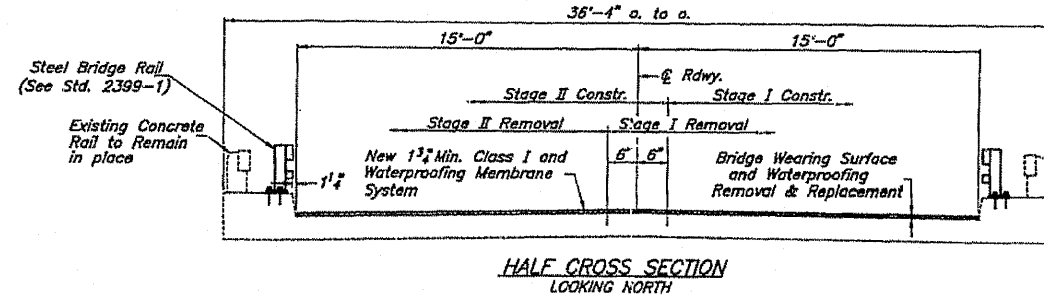
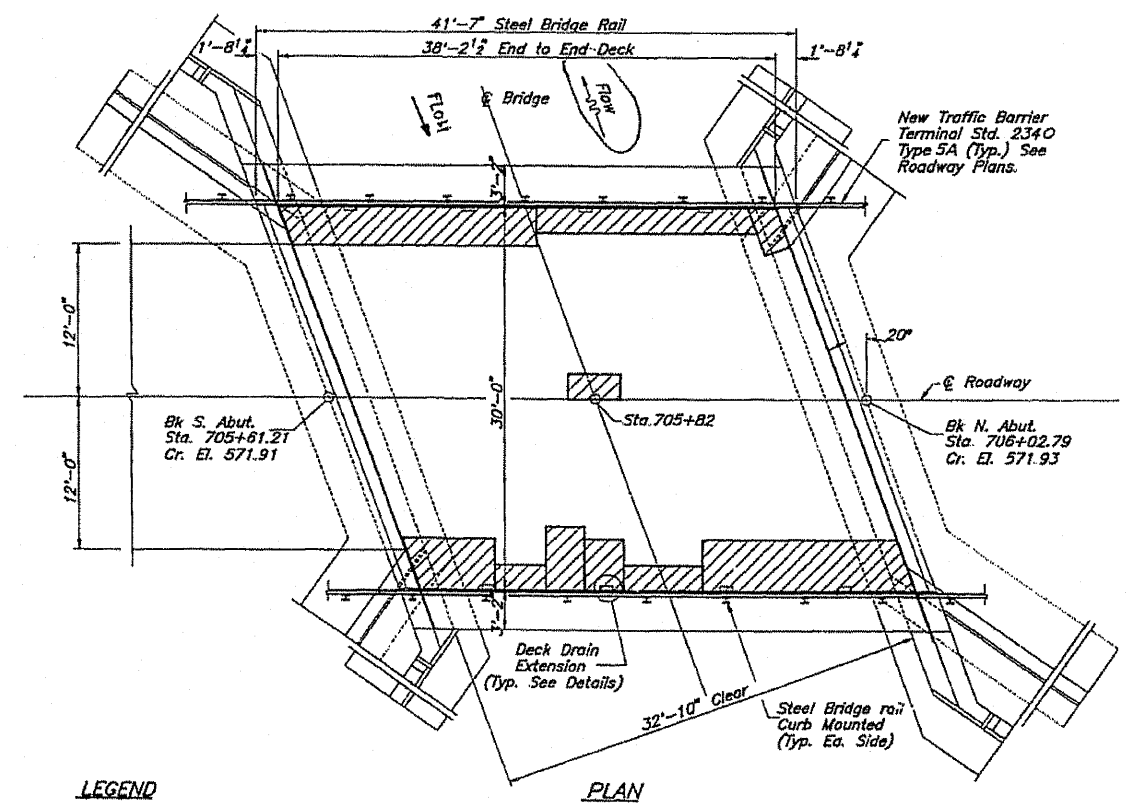
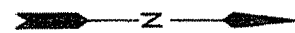
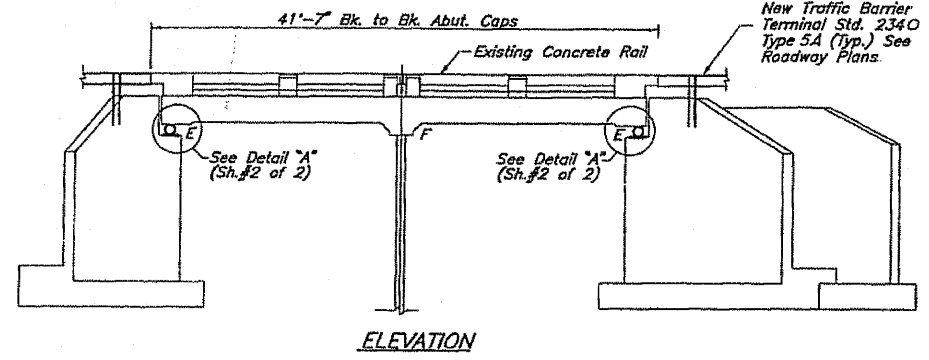
The Inorganic Zinc-Silicate / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the acrylic finish coat shall be Interstate Green Munsell No. 7.5 G 4/0. See Special Provisions.

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42 or M-53 Grade 60.

Debonded areas shown are based upon a survey taken before plan preparation and are for bidding purposes only. Actual areas to be repaired shall be determined by the Engineer in the field at the time of construction.

Locations of partial and full depth bridge deck repair areas shall be determined by the Engineer in the field at the time of construction. Defective concrete areas shall be removed to the width, length, and depth required to reach sound concrete as determined by the Engineer.



HALF CROSS SECTION
LOOKING NORTH

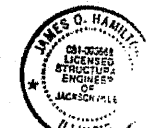
BILL OF MATERIALS

ITEM	UNIT	QUANTITY
Steel Bridge Rail	Lf. Ft.	83
Jack and Remove Existing Bearings	each	12
Structural Steel	Lbs.	2,310
Bk. Conc. Surf. Cse., Mix. D, Class I, Type 2	Ton	10.7
Waterproofing Membrane System	Sq. Yd.	127
Bituminous Concrete Surface Removal	Sq. Yd.	127
Deck Drain Extensions	Each	8
Deck Slab Repair (Partial)	Sq. Yd.	26
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	2

* See Special Provisions

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Ray E. Anderson
Engineer of Bridges and Structures



James O. Hamilton
4/18/94
License expires 11/30/94

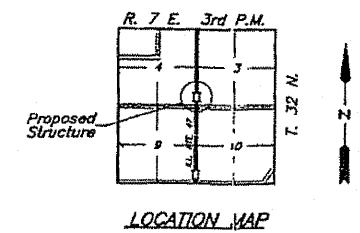
DESIGN STRESSES

$f_c = 3,500$ p.s.i.
 $f_y = 36,000$ p.s.i. (Struc. Steel)
 $f_y = 60,000$ p.s.i. (Rein.)

DESIGN SPECIFICATIONS

1992 Interim Specifications

LOADING HS20-44

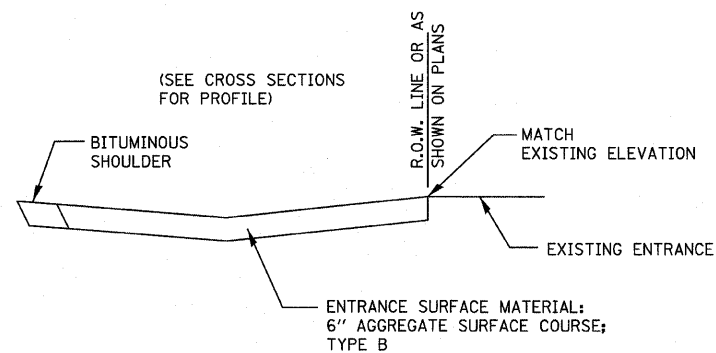
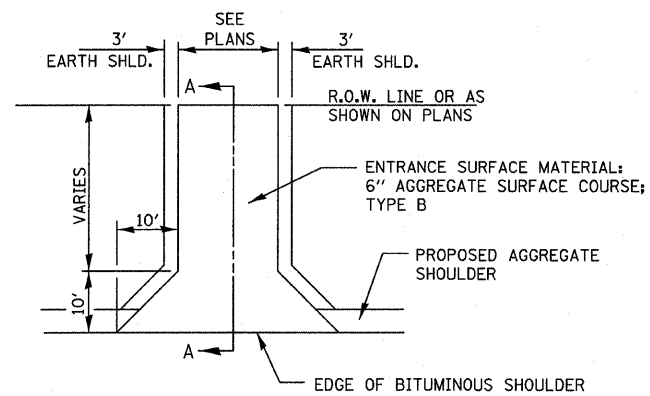


LOCATION MAP

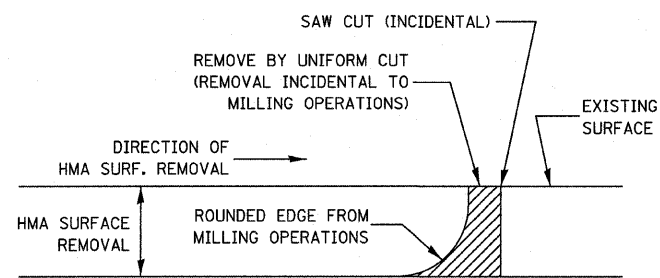
BRIDGE DETAILS
F.A.P. RTE. 100 (ILL. RTE. 47)
SEC. 118BY-1
GRUNDY COUNTY
STRUCTURE NO. 032-0072

CASLER HOUSER & HUTCHISON INC.
1801 W. LAFAYETTE AVE., JACKSONVILLE ILL.

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING BRIDGE PLAN FOR INFORMATION ONLY	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
H:\jeff_delete\26854.002-graser\Techmod	Production\Civil\Microstation\sheets83.dgn	DRAWN -	REVISED -			326	118 BR	GRUNDY	35	27
PLOT SCALE = 28.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 66689				
PLOT DATE = 8/11/2008		DATE -	REVISED -			SCALE:	SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

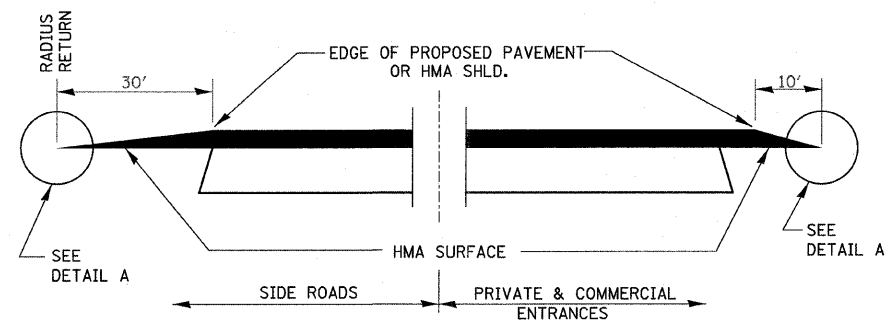


FIELD ENTRANCE DETAIL



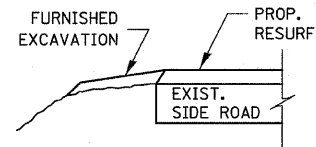
NOTE:
WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL

HMA DETAIL AT BUTT JOINTS

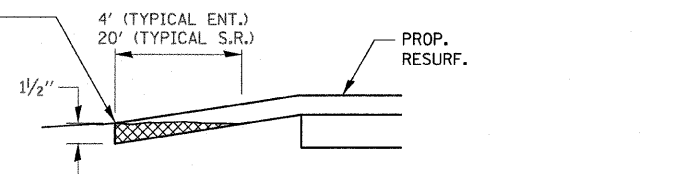


**SECTION A-A
DETAILS AT ENTRANCES & SIDE ROADS**

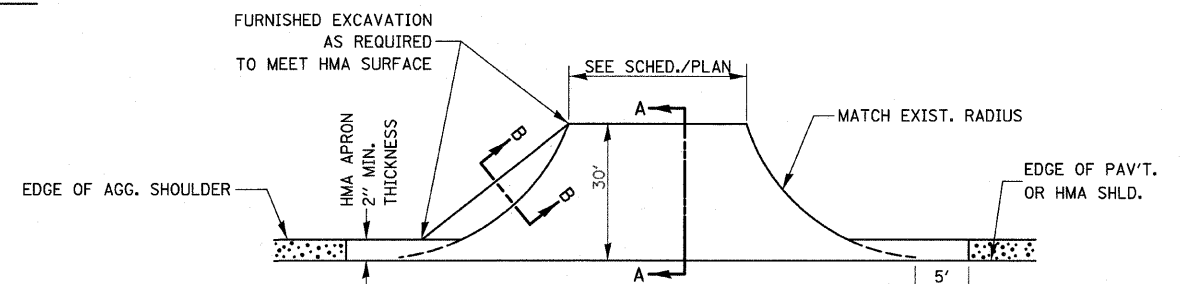
THE COST OF REMOVAL AT EXISTING HMA OR P.C.C. LOCATIONS SHALL BE PAID FOR PER SQ. YD. BY THE APPROPRIATE PAY ITEM. REMOVAL AT THE EXISTING AGG. LOCATIONS SHALL BE INCIDENTAL TO THE HMA. A-3 LOCATIONS SHALL BE FEATHER TAPERED.



SECTION B-B



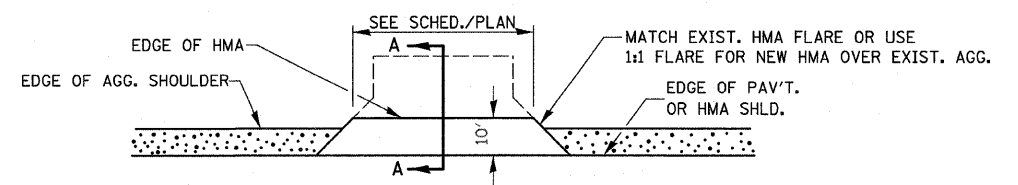
DETAIL A



AGG. SHOULDER IS NOT TO BE PLACED AROUND SIDE ROAD RADII

PROP. HMA SHLD. SHALL NOT BE CONSTRUCTED THRU HMA SIDEROADS.

PLAN AT SIDE ROADS



PLAN AT PRIVATE & COMMERCIAL ENTRANCES

(DO NOT RESURFACE FIELD ENTRANCES)

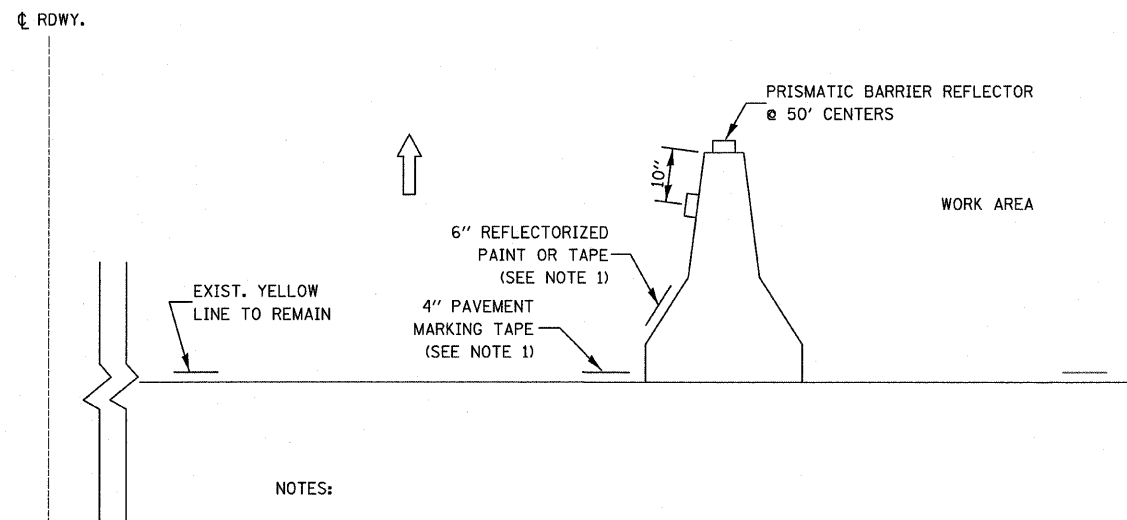
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	PLOT SCALE = 20,000' / IN.	DRAWN -	REVISED -
	PLOT DATE = 9/11/2008	CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

MISCELLANEOUS DETAILS

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

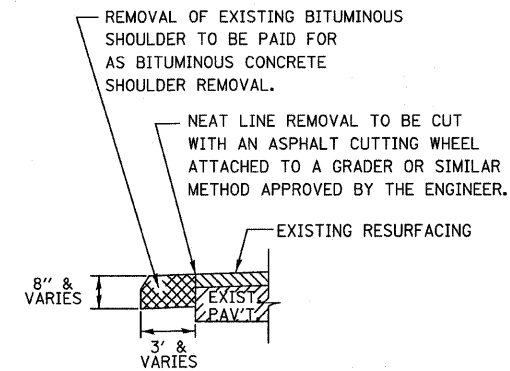
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	118 BR	GRUNDY	35	29
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 66689	



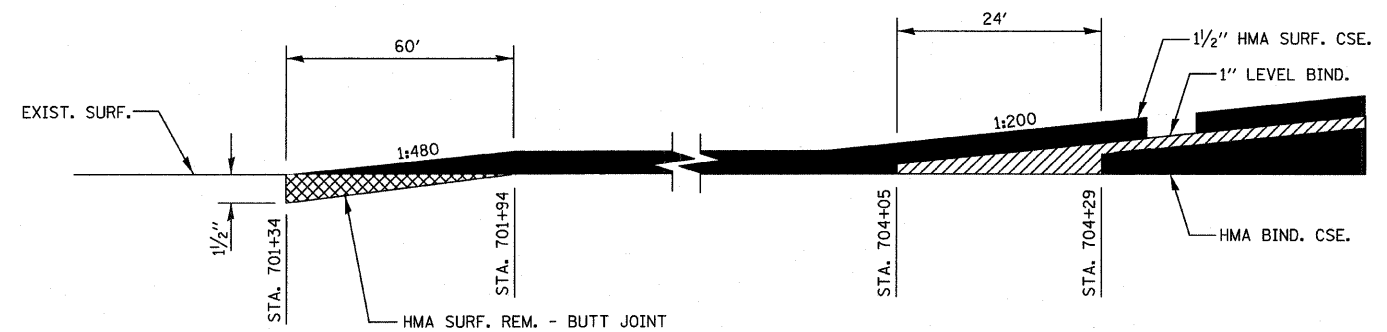
NOTES:

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.

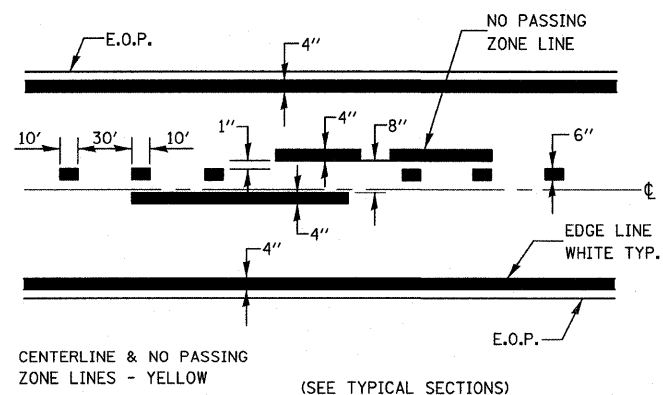
TEMPORARY CONCRETE BARRIER



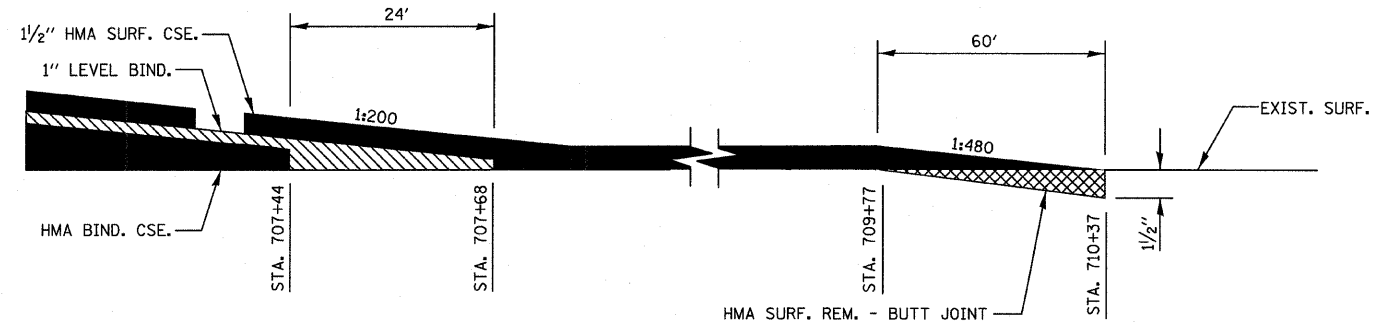
REMOVAL OF EXISTING BITUMINOUS SHOULDER



HMA BUTT JOINT AT STA. 701+34



PAVEMENT MARKING

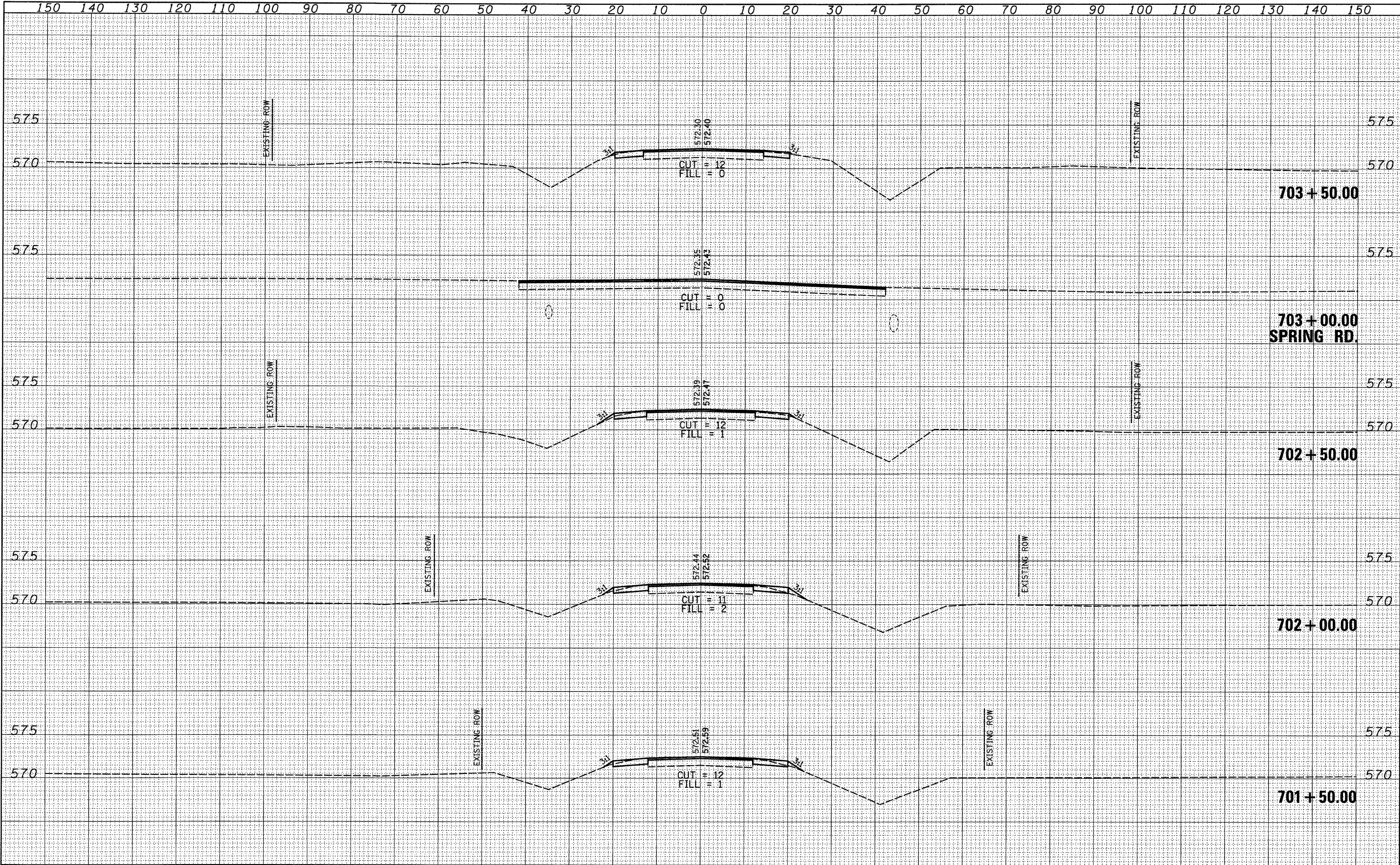


HMA BUTT JOINT AT STA. 710+37

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 = 8/11/2008	DATE -	REVISED -						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS	
CHECKED	
NO.	

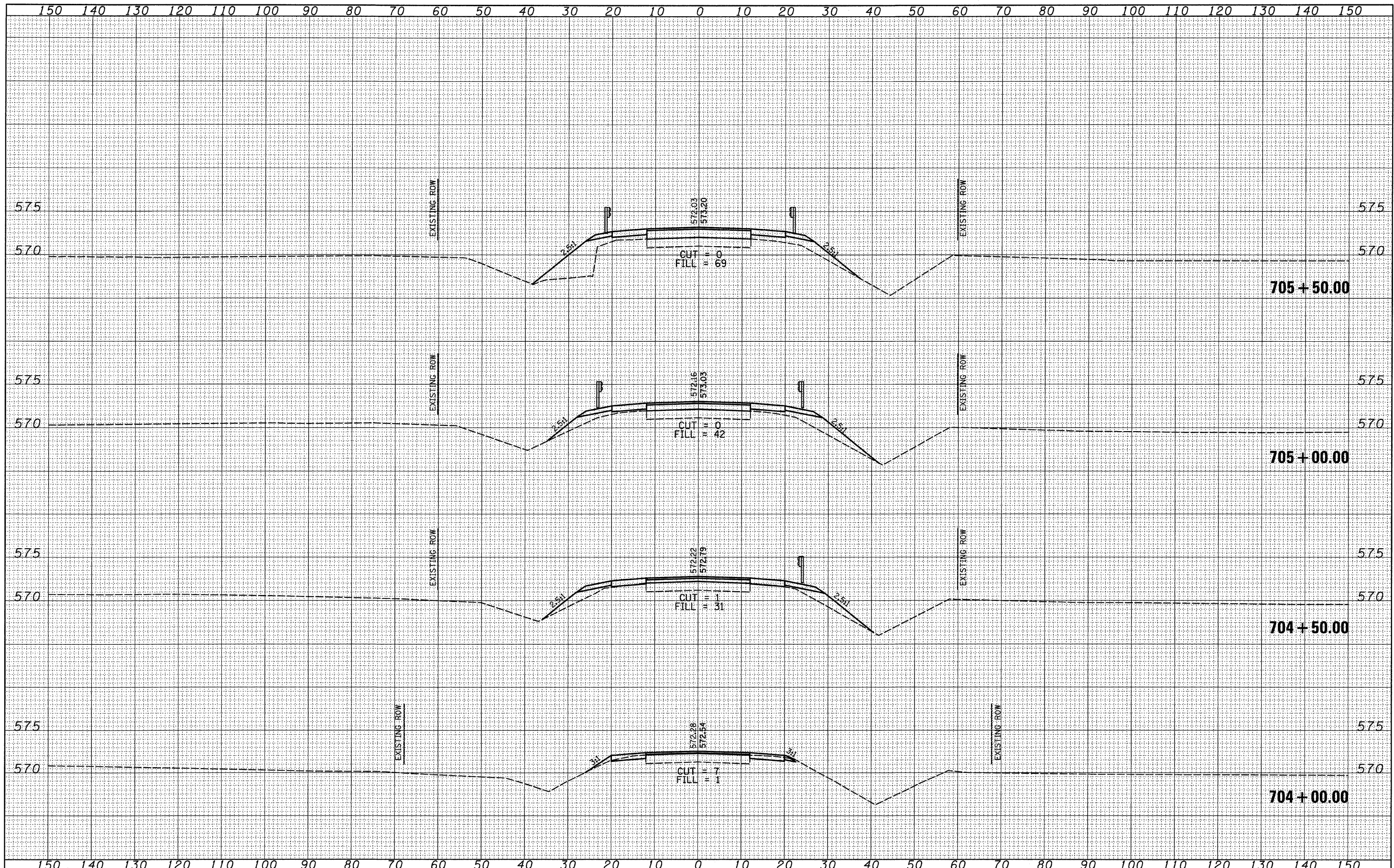
DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS	
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DATE	
BY	
FINAL SURVEY	
NOTE BOOK	
NO.	
ORIGINAL SURVEY	
NOTE BOOK	
NO.	
DESIGNED	
DRAWN	
CHECKED	
DATE	

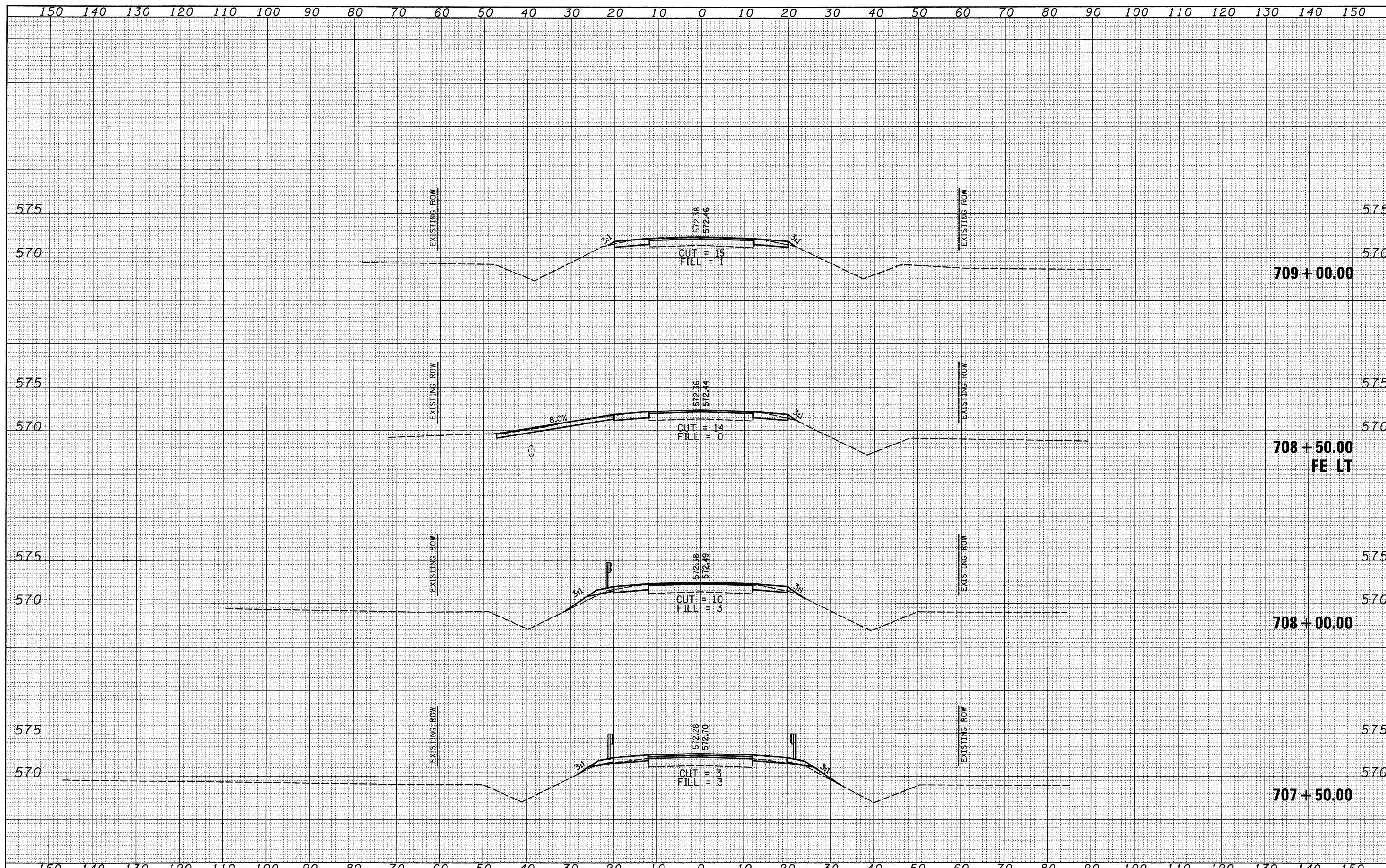
DATE	
BY	
FINAL SURVEY	
NOTE BOOK	
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ORIGINAL SURVEY	
NOTE BOOK	
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DESIGNED	
DRAWN	
CHECKED	
DATE	



FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
H:\jeff delete\26954.002-graser\Technical Production\Civil\Microstation\wsc_shta.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA. 704+00.00 TO STA. 705+50.00	ILLINOIS	FED. AID PROJECT	35	32
		PLOT SCALE = 1/8" = 100'	CHECKED -		REVISED -					GRUNDY		66689	
		PLOT DATE = 8/11/2008	DATE -		REVISED -								

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

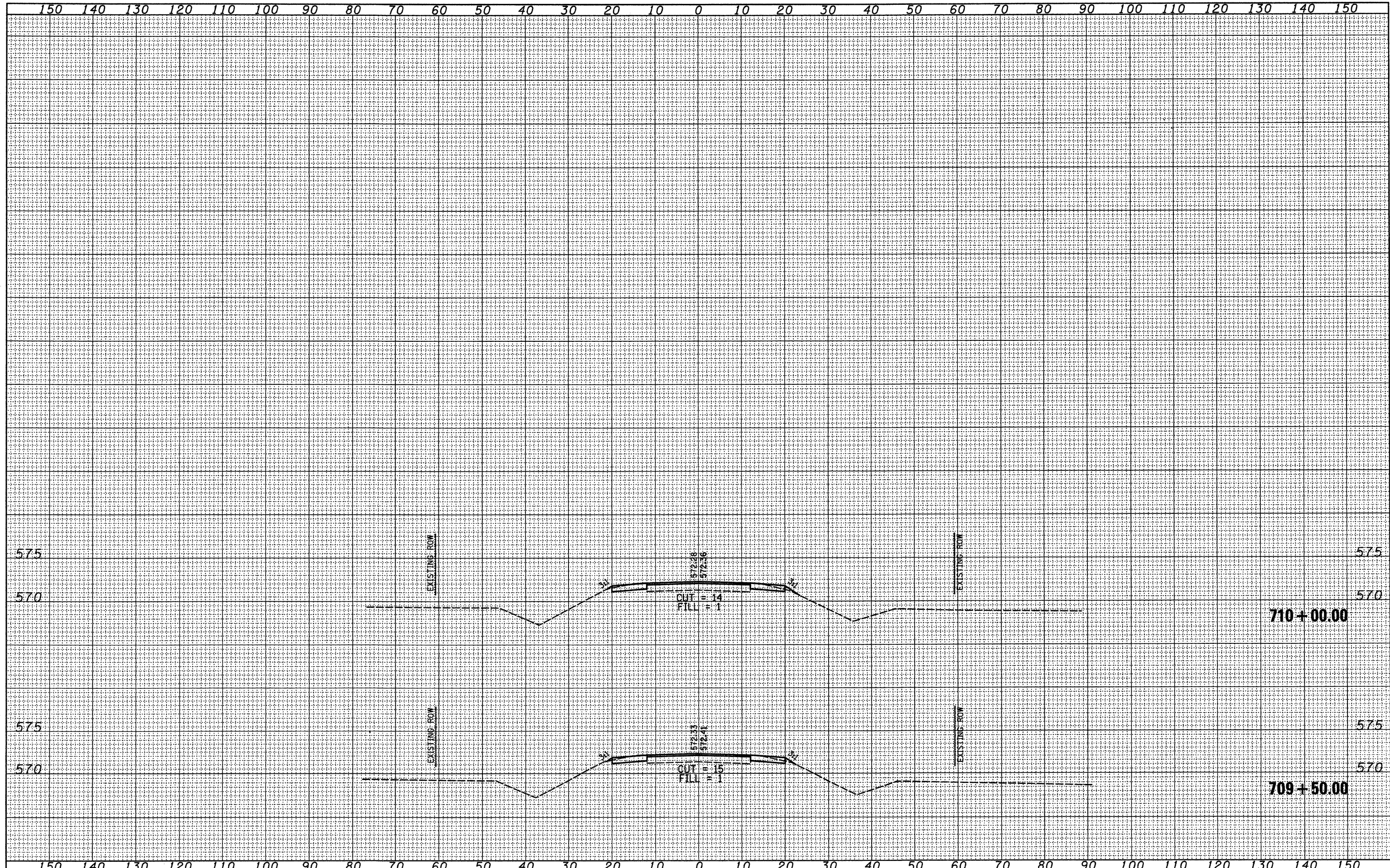
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SURVEYED		
NOTE BOOK		
TEMPLATE		
AREAS CHECKED		
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FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 10.0000' / IN.		CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. 707+50.00 TO STA. 709+00.00			CONTRACT NO. 66689				
PLOT DATE = 8/11/2008		DATE -	REVISED -		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT					

BY		DATE	
FINAL SURVEY	NOTED		
NOTE BOOK	NO.		
AREAS CHECKED			

BY		DATE	
ORIGINAL SURVEY	NOTED		
NOTE BOOK	NO.		
AREAS CHECKED			



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	PLOT DATE = 8/11/2008	CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS			
SCALE:	SHEET NO.	OF SHEETS	STA. 709+50.00 TO STA. 710+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	118 BR	GRUNDY	35	35
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	CONTRACT NO. 66689	