

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	Q-BR	GRUNDY	86	1

D-93-056-05
P-93-023-96

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAU ROUTE 5952 /SBI 7 (U.S. RTE. 6)
SECTION Q-BR
PROJECT M-5952 (003)
GRUNDY COUNTY

C - 93 - 099 - 05

PROJECT DESCRIPTION

BRIDGE AND APPROACH ROADWAY RECONSTRUCTION
WITH PROVISIONS FOR FUTURE RECONSTRUCTION
OF ADJACENT ROADWAY

EXIST. S.N. 032-0076

PROP. S.N. 032-0107

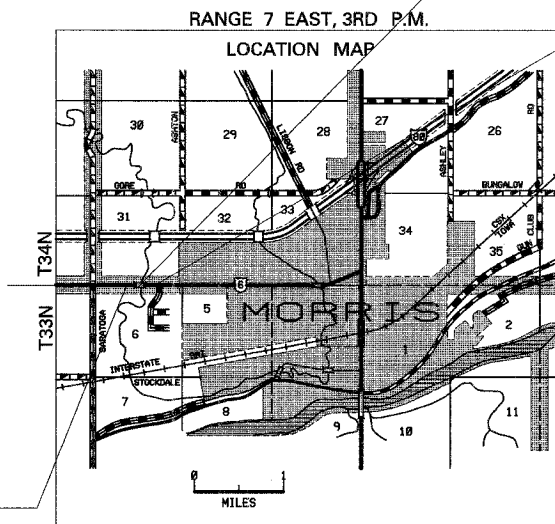
STRUCTURE LENGTH: 147'
EXISTING SUPERSTRUCTURE
AND SUBSTRUCTURE
REPLACEMENT

END IMPROVEMENT

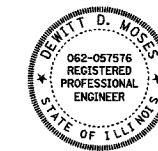
STA 460+85.00

BEGIN IMPROVEMENT

STA 440+11.00

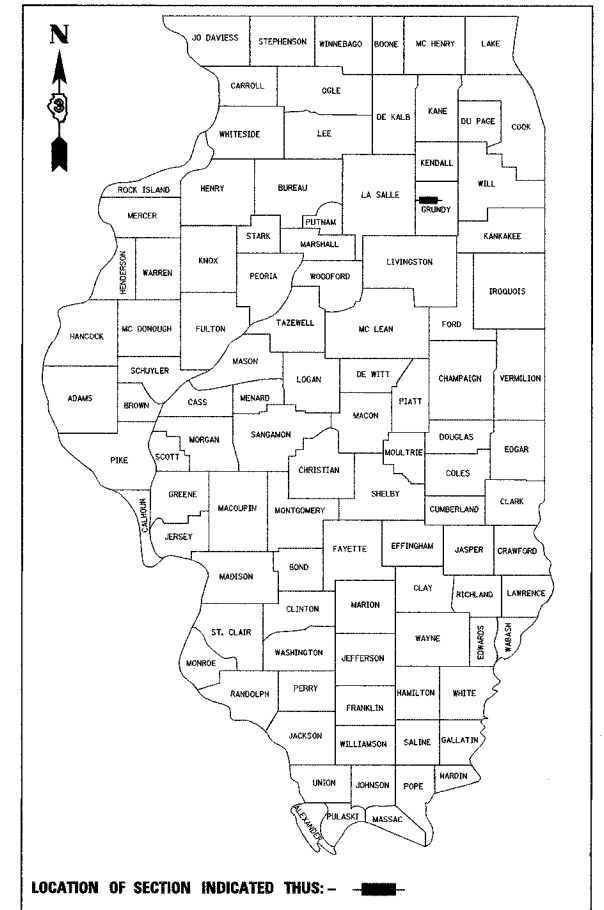


GROSS LENGTH = 2074 FT. = 0.39 MI.
NET LENGTH = 1927 FT. = 0.36 MI.



DATE: March 19, 2007
LICENSE EXPIRES November 30, 2007

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



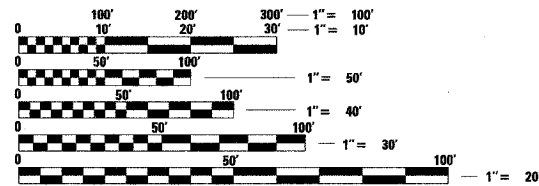
MINOR ARTERIAL
2005 ADT 6,300
93% P.C. 4% S.U. 3% M.U.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 23 20 07
George R. Brown
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
May 11, 2007
Eric E. Haral
ENGINEER OF DESIGN AND ENVIRONMENT
May 11, 2007
Milton R. Sepp
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

FOR INDEX OF SHEETS, SEE SHEET NO. 2



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.

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

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123

DISTRICT 3 NO. (815) 434-6131

PROJECT ENGINEER: D. BROVIK
UNIT CHIEF: B. DUNCAN
TOWNSHIP: MORRIS /SARATOGA
CONTRACT NO. 66594

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	0-BR	GRUNDY	86	2
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

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000001-04	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
280001-03	TEMPORARY EROSION CONTROL SYSTEMS
420001-06	PAVEMENT JOINTS
420401-05	BRIDGE APPROACH PAVEMENT
	CONCRETE PARAPET SLIP-FORMING OPTION
515001-02	NAME PLATE FOR BRIDGES
542301-01	PRECAST REINFORCED CONCRETE FLARED END SECTION
542306-01	GRATING FOR CONCRETE FLARED END SECTION (FOR 24" THROUGH 54" PIPE)
542401	METAL END SECTION FOR PIPE CULVERTS
602301-01	INLET - TYPE A
602401-01	MANHOLE TYPE A
602601-01	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-01	CAST IRON STEPS
604001-02	FRAME AND LIDS TYPE 1
604006-02	FRAME AND GRATE TYPE 3
604036-01	TYPE 8 GRATE
606001-03	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-07	STEEL PLATE BEAM GUARDRAIL
631011-03	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-06	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-02	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-01	REFLECTOR MARKER AND MOUNTING DETAILS
701011-01	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701016-02	OFF-RD OPERATIONS, 2L, 2W, 4.5m (15') TO 600mm (24") FROM PAVEMENT EDGE
70101-01	OFF RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701326-02	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS >= 45 MPH
702001-06	TRAFFIC CONTROL DEVICES
704001-03	TEMPORARY CONCRETE BARRIER
720001	SIGN PANEL MOUNTING DETAILS
720006-01	SIGN PANEL ERECTION DETAILS
780001-01	TYPICAL PAVEMENT MARKINGS
701306-01	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS >= 45 MPH
701301-02	LANE CLOSURE, 2L, 2W SHORT TIME OPERATIONS
701311-02	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DISTRICT THREE

REVIEWED BY: *Phil Powell*
 DISTRICT STUDIES & PLANS ENGINEER

DATE: March 23, 2007

EXAMINED BY: *Robert J. [Signature]*
 DISTRICT CONSTRUCTION ENGINEER

James C. [Signature]
 DISTRICT OPERATIONS ENGINEER

Ma [Signature]
 DISTRICT MATERIALS ENGINEER

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		U.S. ROUTE 6 INDEX OF SHEETS AND STANDARDS SCALE: VERT. N.T.S. HORIZ. N.T.S. DATE 3/19/07

BOWMAN, BARRETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 130 E. RANDOLPH STREET
 CHICAGO, ILLINOIS 60601
 JOB NO. 541



DRAWN BY RGR
 CHECKED BY DDM

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	0-BR	GRUNDY	86	3
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL J.U.L.I.E. AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOUR NOTIFICATION IS REQUIRED).
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.
- BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED - ONE (1) WEIGHTED SANDBAG ACROSS EACH BOTTOM RAIL. THE CONTRACTOR WILL PROVIDE AND INSTALL FOUR (4) WEIGHTED SANDBAGS ON EACH TYPE III BARRICADE USED.
- ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW BITUMINOUS PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.
- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STANDARDS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2007 (HEREIN AFTER REFERRED TO AS THE STANDARD SPECIFICATIONS). THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS ADOPTED JANUARY 1, 2007, THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (LATEST EDITION), THE LATEST I.D.O.T. STANDARDS, THE SPECIAL PROVISIONS IN THE CONTRACT DOCUMENTS AND ALL INFORMATION SHOWN IN THE PLANS.
- THE LOCATIONS OF THE EXISTING UTILITIES, AS SHOWN ON THE DRAWINGS, REPRESENT DATA RECEIVED FROM VARIOUS SOURCES. IT IS NOT GUARANTEED TO BE CORRECT OR ALL INCLUSIVE, THE CONTRACTOR SHALL CONDUCT HIS OWN INVESTIGATIONS INTO THE LOCATION, SIZE, DEPTH, AND NATURE OF ANY AND ALL EXISTING UTILITIES WHICH MAY INTERFERE WITH THE WORK UNDER THIS CONTRACT. ANY EXISTING UTILITIES WHICH ARE TO REMAIN IN SERVICE SHALL BE FULLY PROTECTED BY THE CONTRACTOR AND ANY DAMAGE CAUSED BY THE CONSTRUCTION SHALL BE IMMEDIATELY REPAIRED AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL COOPERATE WITH I.D.O.T. AND ANY UTILITY COMPANIES REGARDING UTILITY CONSTRUCTION/RELOCATION ACTIVITIES THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED, ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF ANY AND ALL CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF UNDER GROUND AND SURFACE FACILITIES, EVEN THOUGH THEY MAY NOT BE IDENTIFIED ON THE PLANS.
- UTILITY ADJUSTMENTS FOR PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENT SHALL BE MADE BY THE RESPECTIVE OWNERS.
- IF EXISTING DRAINAGE FACILITIES ARE DAMAGED OR DISTURBED BY THE CONTRACTOR, HE SHALL PROVIDE TEMPORARY OUTLETS AND CONNECTIONS FOR PRIVATE AND PUBLIC DRAINS, SEWERS, AND CATCH BASINS. HE SHALL ALSO PROVIDE FACILITIES TO TAKE AND DISCHARGE ALL STORM WATER RECEIVED BY THOSE DAMAGED DRAINS AT NO EXTRA COMENSATION UNTIL PERMANENT CONNECTIONS ARE IN PLACE.
- WHEN, DURING CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN DRAINAGE STRUCTURES AND THE FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES (NEW AND EXISTING) SHALL BE FREE FROM ALL DIRT AND DEBRIS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.
- 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.
- ALL EMBANKMENT AND EXCAVATION SHALL BE CONSTRUCTED 4" BELOW THE FINISHED GRADE LINE TO ALLOW FOR TOPSOIL PLACEMENT OF THE AREAS TO BE SEEDED OR SODDED.
- THE ENGINEER SHALL BE THE SOLE JUDGE ON CURING TIME FOR VARIOUS BITUMINOUS LIFTS.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS PROJECT.
- ALL DISTRIBUTORS FOR BITUMINOUS PAVING OPERATIONS SHALL BE EQUIPPED WITH SHIELDS TO PREVENT DAMAGES TO MOTORISTS' VEHICLES AND TO ADJACENT HIGHWAY APPURTENANCES.
- WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR REESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
- ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED ON THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
- 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.
- THE COST OF MAKING ANY SEWER CONNECTIONS TO AN EXISTING DRAINAGE STRUCTURE OR PIPE SHALL BE INCLUDED IN THE COST OF THE NEW SEWER.

- ABANDONED UNDERGROUND UTILITES 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 WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON PRIVATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE OWNERS.
- THE LIMITS OF ALL PCC OR BITUMINOUS PAVEMENTS, CURBING OR SIDEWALKS ADJACENT TO EXISTING LIKE PAVEMENTS, CURBING OR SIDEWALKS SHALL BE SAWCUT IN ACCORDANCE WITH SECTION 440 OF THE STANDARD SPECIFICATIONS OR AT THE DIRECTION OF THE ENGINEER. THE PRICE FOR SAW CUTTING SHALL BE INCLUDED IN THE PRICE OF THE ITEM BEING REMOVED.
- THE RELOCATION OF MAILBOXES WILL BE PERFORMED BY THE CONTRACTOR UNDER THIS CONTRACT AS DIRECTED BY THE ENGINEER. ALL MAILBOX RELOCATIONS ARE INCLUDED TO THE COST OF DRIVEWAY PAVEMENT REMOVAL.
- THE CONTRACTOR, AS REQUIRED, SHALL OBTAIN ALL NECESSARY PERMITS FROM AGENCIES INVOLVED PRIOR TO COMMENCING WITH CONSTRUCTION. SPECIAL ATTENTION IS CALLED TO THE REQUIREMENTS OF A NPDES/EROSION CONTROL PERMIT. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY AND COST TO PREPARE AND SUBMIT THE PLAN AND PERMIT IN ACCORDANCE WITH THE EROSION CONTROL SPECIAL PROVISION.
- THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION.
- THE CONTRACTOR'S OPERATIONS AND TEMPORARY STORAGE ACTIVITIES SHALL BE LIMITED TO THE WORK AREA IMMEDIATELY ADJACENT TO PROPOSED CURB LINES. ANY ADDITIONAL STAGING AREAS ADJACENT TO THE PROJECT ARE SUBJECT TO PRIOR APPROVAL BY THE ENGINEER. NO ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR FOR COMPLIANCE WITH THE ABOVE.
- THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- TEMPORARY EASEMENT AREAS, EXCEPT WHERE NOTED OTHERWISE, SHALL BE FULLY RESTORED BY THE CONTRACTOR AS INDICATED ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THE RESTORATION OF THE EASEMENT AREAS SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED TO THE EARTHWORK AND SEEDING ITEMS OF THE CONTRACT.
- PGL INDICATES THE PROFILE GRADE LINE.
- THE CONTRACTOR MUST PROTECT NEW DRAINAGE STRUCTURES FROM THE ENTRY OF ERODED SOILS AS DIRECTED BY THE ENGINEER. THE COST OF THIS WORK WILL BE INCLUDED IN THE PRICE OF THE DRAINAGE STRUCTURES.
- THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS / CU YD
BITUMINOUS RESURFACING	112	LBS / SQ YD / IN

COMMITMENTS

- STA. 446+00 TO STA. 450+45.75 LT; PARCEL 3LF0037
THE PROPERTY OWNERS HAVE REQUESTED THAT ANY EARTH DISTURBED DURING CONSTRUCTION BE PREPARED PER ARTICLE 250.05 OF THE STANDARD SPECIFICATIONS. THIS REQUESTS STEMS FROM A PREVIOUS CONSTRUCTION PROJECT THAT LEFT THE BACKSLOPE IN A CONDITION THAT WAS UNMOWABLE DUE TO POOR SEED BED PREPARATION.
- STA. 442+20 TO STA. 460+40.29 RT; PARCEL 3LF0038
DURING NEGOTIATIONS, A COMMITMENT WAS MADE TO HAVE A SILT FENCE, AS WELL AS A TEMPORARY HIGH VISIBILITY FENCE INSTALLED AT THE TEMPORARY EASEMENT LINE TO DELINEATE THE EASEMENT. IN ADDITION, THE GOLF CART PATH SHALL NOT BE BLOCKED AT ANYTIME. THE FENCING SHOULD BE INSTALLED NORTH OF THE GOLF CART PATH THAT IS LOCATED AT STA. 448+00 TO STA. 449+00 TO ALLOW UNINTERRUPTED USE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 6
GENERAL NOTES

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



SCALE: VERT. N.T.S.
HORIZ. N.T.S.
DATE 3/19/07

DRAWN BY TF
CHECKED BY DDM

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	0-BR	GRUNDY	86	4
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITY	80% FEDERAL 20% STATE 0% CITY				
				ROADWAY	NETTLE CR. PR. 032-0107 EX. 032-0076	RETAINING WALL #1	RETAINING WALL #2 SN 032-8802	RETAINING WALL #3 SN 032-8803
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	341	341				
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	18	18				
20200100	EARTH EXCAVATION	CU YD	2849	2849				
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1107			280	827	
20300100	CHANNEL EXCAVATION	CU YD	785	785				
20400800	FURNISHED EXCAVATION	CU YD	4470	4470				
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	2265		224	520	1521	
20800150	TRENCH BACKFILL	CU YD	1234	1234				
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	4267	4267				
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	3351	3351				
25000110	SEEDING, CLASS 1A	ACRE	0.6	0.6				
25000210	SEEDING, CLASS 2A	ACRE	1.3	1.3				
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	171	171				
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	171	171				
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	171	171				
25100630	EROSION CONTROL BLANKET	SQ YD	9105	9105				
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1710	1710				
28000300	TEMPORARY DITCH CHECKS	EACH	30	30				
28000400	PERIMETER EROSION BARRIER	FOOT	1262	1262				
28000500	INLET AND PIPE PROTECTION	EACH	11	11				
28100107	STONE RIPRAP, CLASS A4	SQ YD	1498	197	1301			
28200200	FILTER FABRIC	SQ YD	1498	197	1301			
31102000	SUB-BASE GRANULAR MATERIAL, TYPE C	CU YD	203	203				
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	220	220				
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	6.8	6.8				
40600300	AGGREGATE (PRIME COAT)	TON	8.6	8.6				
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	1486.1	1486.1				
40603230	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	361.5	361.5				
40603535	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	241	241.0				
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	502		502			
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	36	36				
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	120	120				
44000100	PAVEMENT REMOVAL	SQ YD	6179.7	6179.7				
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	190	190				
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	364	364				

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 6
SUMMARY OF QUANTITIES

SCALE: VERT. NTS
HORIZ. NTS
DATE 3/19/07

DRAWN BY RGR
CHECKED BY DDM

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	Q-BR	GRUNDY	86	5
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

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				ROADWAY	NETTLE CR. PR. 032-0107 EX. 032-0076	RETAINING WALL #1	RETAINING WALL #2 SN 032-8802
			URBAN	1000-2A	X071-2A	Y007	
44000700	APPROACH SLAB REMOVAL	SQ YD	150		150		
44004000	PAVED DITCH REMOVAL	FOOT	226	226			
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	600	600			
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	1783	1783			
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1		
50105220	PIPE CULVERT REMOVAL	FOOT	62	62			
50200100	STRUCTURE EXCAVATION	CU YD	1731		260	178	283 1010
50300100	FLOOR DRAINS	EACH	10		10		
50300225	CONCRETE STRUCTURES	CU YD	1363.2		449.3	49.0	250.7 614.2
50300255	CONCRETE SUPERSTRUCTURE	CU YD	322.3		322.3		
50300260	BRIDGE DECK GROOVING	SQ YD	1620		1620		
50300300	PROTECTIVE COAT	SQ YD	2250		1871	119	50 210
50300510	RUSTICATION FINISH	SQ FT	6691				1900 4791
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1		
50500505	STUD SHEAR CONNECTORS	EACH	5956		5730	226	
* 50700209	UNTREATED TIMBER LAGGING	SQ FT	787			787	
50800105	REINFORCEMENT BARS	POUND	8950		8950		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	213780		117310	7620	24360 64490
50800515	BAR SPLICERS	EACH	804		804		
50901125	STEEL RAILING (TEMPORARY)	FOOT	117.5		117.5		
50901720	BICYCLE RAILING	FOOT	259			259	
51201400	FURNISHING STEEL PILES HP10X42	FOOT	792		792		
51202305	DRIVING PILES	FOOT	792		792		
51203400	TEST PILE STEEL HP10X42	EACH	2		2		
51204650	PILE SHOES	EACH	46		46		
51205200	TEMPORARY SHEET PILING	SQ FT	867		867		
51500100	NAME PLATES	EACH	1		1		
51602000	PERMANENT CASING	FOOT	133		133		
* 51603000	DRILLED SHAFT IN SOIL	CU YD	40		40		
* 51604000	DRILLED SHAFT IN ROCK	CU YD	4		4		
52000110	PREFORMED JOINT STRIP SEAL	FOOT	183		183		
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	30		30		
52100520	ANCHOR BOLTS, 1"	EACH	40		40		
52100530	ANCHOR BOLTS, 1 1/4"	EACH	20		20		
52100540	ANCHOR BOLTS, 1 1/2"	EACH	20		20		

*SPECIALTY ITEM

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 6
SUMMARY OF QUANTITIES

SCALE: VERT. NTS
HORIZ. NTS
DATE 3/19/07
DRAWN BY RGR
CHECKED BY DDM

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	Q-BR	GRUNDY	86	6
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES

80% FEDERAL
20% STATE
0% CITY

CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITY	80% FEDERAL 20% STATE 0% CITY					
				ROADWAY 1000-2A	NETTLE CR. PR. 032-0107 EX. 032-0076 X071-2A	RETAINING WALL #1	RETAINING WALL #2 SN 032-8802	RETAINING WALL #3 SN 032-8803	Y007
54213453	END SECTIONS 18"	EACH	1	1					
54213459	END SECTIONS 24"	EACH	4	4					
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	1	1					
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	1	1					
55101200	STORM SEWER REMOVAL 24"	FOOT	317	317					
58700300	CONCRETE SEALER	SQ FT	510		510				
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	1056		107	124	199	626	
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	208	208					
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	1759		174	293	240	1052	
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3	3					
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	8	8					
60225400	RESTRICTED DEPTH MANHOLES, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1					
60226200	RESTRICTED DEPTH MANHOLES, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	5	5					
60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	8	8					
60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	2	2					
60255500	MANHOLES TO BE ADJUSTED	EACH	10	10					
60256400	MANHOLES TO BE ADJUSTED WITH NEW TYPE 8 GRATE	EACH	2	2					
60261000	INLETS TO BE ADJUSTED WITH NEW TYPE 8 GRATE	EACH	7	7					
60600097	CLASS S1 CONCRETE (OUTLET), SPECIAL	CU YD	1.5	1.5					
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	30	30					
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	1112.5	1112.5					
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	3	3					
* 63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	3	3					
63200310	GUARDRAIL REMOVAL	FOOT	805	805					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9					
67100100	MOBILIZATION	L SUM	1	1					
70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1	1					
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	2332	2332					
70300625	TEMPORARY PAINT PAVEMENT MARKING LINE 4"	FOOT	21070	21070					
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	6093	6093					
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1712.5	1712.5					
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	262.5	262.5					
* 70500690	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 11	EACH	2	2					
* 78008210	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 4"	FOOT	5827	5827					
* 78008230	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 6"	FOOT	183	183					
* 78008250	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 12"	FOOT	531	531					

* SPECIALTY ITEM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 6
SUMMARY OF QUANTITIES

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



SCALE: VERT. NTS
HORIZ. NTS
DATE 3/19/07

DRAWN BY RGR
CHECKED BY DDM

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	Q-BR	GRUNDY	86	7
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITY	80% FEDERAL 20% STATE 0% CITY				
				ROADWAY	NETTLE CR. PR. 032-0107 EX. 032-0076	RETAINING WALL #1	RETAINING WALL #2 SN 032-8802	RETAINING WALL #3 SN 032-8803
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	25	25				
78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	4	4				
78200200	BIDIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	45	45				
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	3	3				
78300100	PAVEMENT MARKING REMOVAL	SQ FT	826	826				
542D0223	PIPE CULVERTS, CLASS D, TYPE 1 18"	FOOT	17	17				
542D0229	PIPE CULVERTS, CLASS D, TYPE 1 24"	FOOT	425	425				
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	116	116				
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	3	3				
550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	59	59				
550A0180	STORM SEWERS, CLASS A, TYPE 1 42"	FOOT	195	195				
550A0190	STORM SEWERS, CLASS A, TYPE 1 48"	FOOT	321	321				
550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	247	247				
550A0400	STORM SEWERS, CLASS A, TYPE 2 21"	FOOT	400	400				
550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	323	323				
X0320139	TEMPORARY CONSTRUCTION FENCE	FOOT	1755	1755				
X0323080	DRAINAGE SCUPPERS, DS-12	EACH	2		2			
X0712400	TEMPORARY PAVEMENT	SO YD	2780	2780				
X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION, LOCATION 1	EACH	1		1			
X5020502	UNDERWATER STRUCTURE EXCAVATION PROTECTION, LOCATION 2	EACH	1		1			
51202210	FURNISHING SOLDIER PILES (HP SECTION)	FOOT	403			403		
XX006396	STORM SEWER DUCTILE IRON PIPE CLASS 52 36"	FOOT	26.4	26.4				
Z0001050	AGGREGATE SUBGRADE 12"	SO YD	4267	4267				
Z0030240	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2	EACH	4	4				
Z0030340	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 2	EACH	2	2				
X0325751	DRIVING SOLDIER PILES	FOOT	403			403		
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1				
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1				
70103015	TRAFFIC CONTROL SURVEILLANCE	CAL DA	5	5				
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	44		44			
Z0076600	TRAINEES	Hour	1,000	1,000				

■ Y080
* SPECIALTY ITEM

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

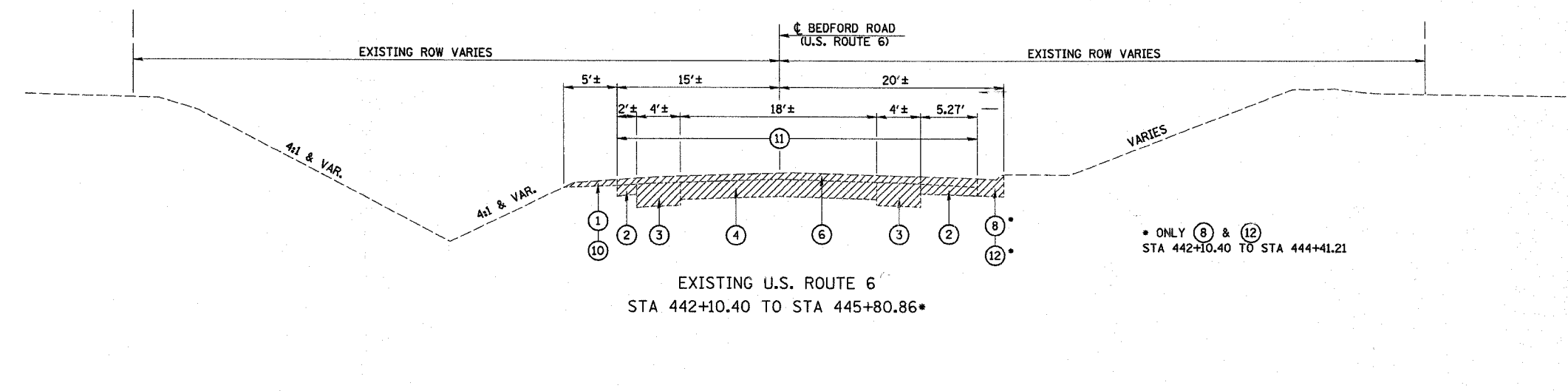
U.S. ROUTE 6
SUMMARY OF QUANTITIES

SCALE: VERT. NTS
HORIZ. NTS
DATE 3/19/07

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CHECKED BY DDM

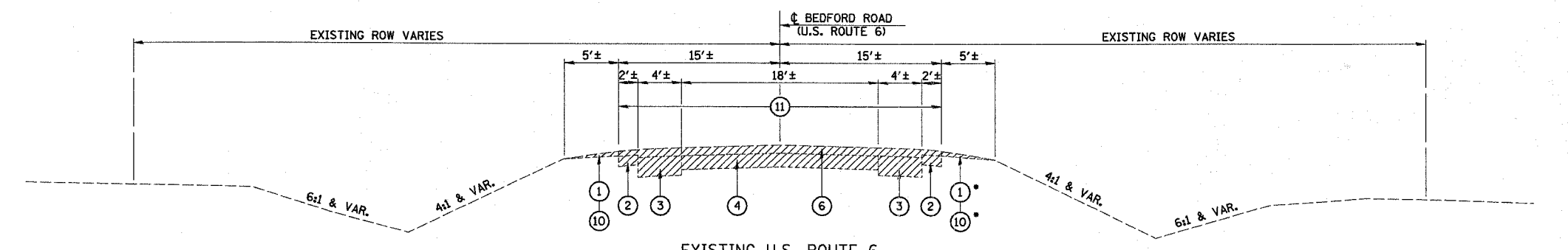
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	Q-BR	GRUNDY	86	8
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



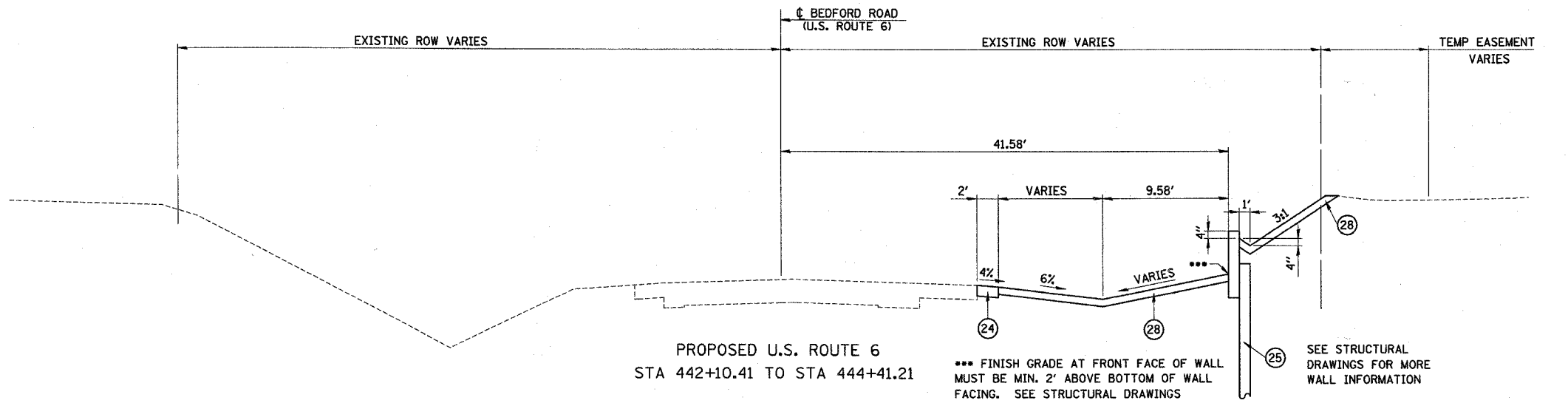
EXISTING U.S. ROUTE 6
STA 442+10.40 TO STA 445+80.86*

* ONLY 8 & 12
STA 442+10.40 TO STA 444+41.21



EXISTING U.S. ROUTE 6
STA 445+80.86 TO STA 458+60.00**

** ONLY 1 & 10 (RT ONLY)
STA 456+31.21 TO STA 458+60.00



PROPOSED U.S. ROUTE 6
STA 442+10.41 TO STA 444+41.21

*** FINISH GRADE AT FRONT FACE OF WALL
MUST BE MIN. 2' ABOVE BOTTOM OF WALL
FACING. SEE STRUCTURAL DRAWINGS

SEE STRUCTURAL
DRAWINGS FOR MORE
WALL INFORMATION

- LEGEND**
- 1 EXISTING AGGREGATE SHOULDERS, TYPE B, 2 1/2"±
 - 2 EXISTING BITUMINOUS SHOULDERS, 6"±
 - 3 EXISTING BITUMINOUS BASE COURSE WIDENING, 9"±
 - 4 EXISTING PCC PAVEMENT, 8"±
 - 5 NOT USED
 - 6 EXISTING BITUMINOUS OVERLAYS, 5"±
 - 7 NOT USED
 - 8 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.24
 - 9 NOT USED
 - 10 EARTH EXCAVATION
 - 11 PAVEMENT REMOVAL
 - 12 COMBINATION CURB AND GUTTER REMOVAL
 - 13 NOT USED
 - 14 NOT USED
 - 15 NOT USED
 - 16 NOT USED
 - 17 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1 1/2"
 - 18 POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 1/4"
 - 19 HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 9 1/4"
 - 20 NOT USED
 - 21 NOT USED
 - 22 AGGREGATE SUBGRADE 12"
 - 23 BITUMINOUS SHOULDERS 6"
 - 24 AGGREGATE SHOULDERS, TYPE B 6"
 - 25 RETAINING WALL
 - 26 NOT USED
 - 27 NOT USED
 - 28 TOPSOIL EXCAVATION AND PLACEMENT, 4" / SEEDING CLASS 2A
 - 29 NOT USED
 - 30 SUB-BASE GRANULAR MATERIALS, TYPE C
 - 31 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
 - 32 NOT USED
 - 33 STEEL PLATE BEAM GUARDRAIL, TYPE A
- REMOVALS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 6
U.S. ROUTE 6 TYPICAL SECTIONS

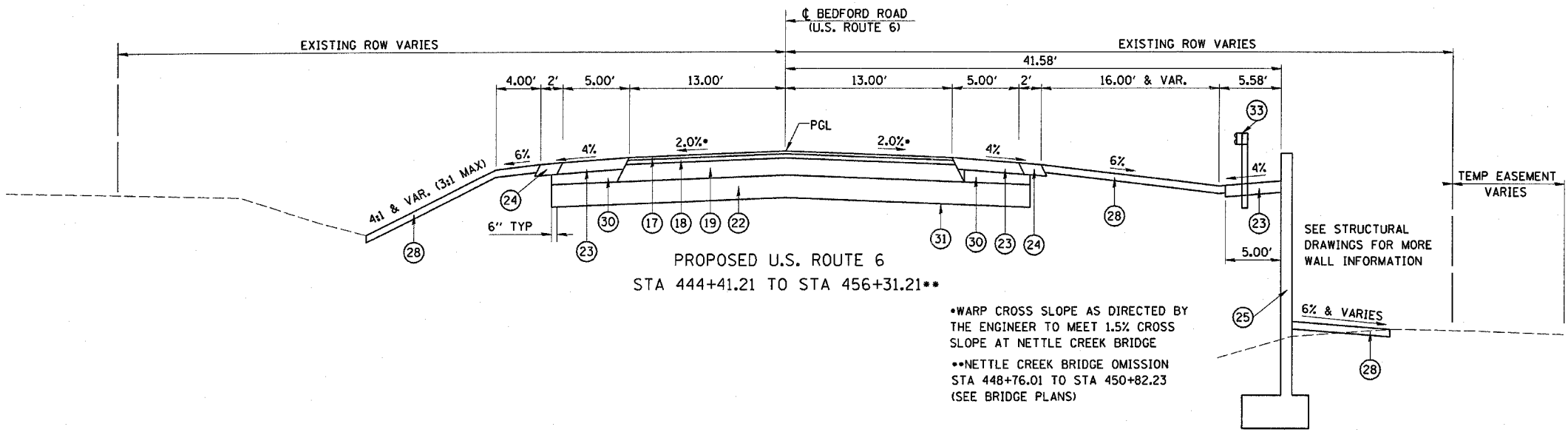
SCALE: VERT. NTS
HORIZ. NTS
DATE 3/19/01

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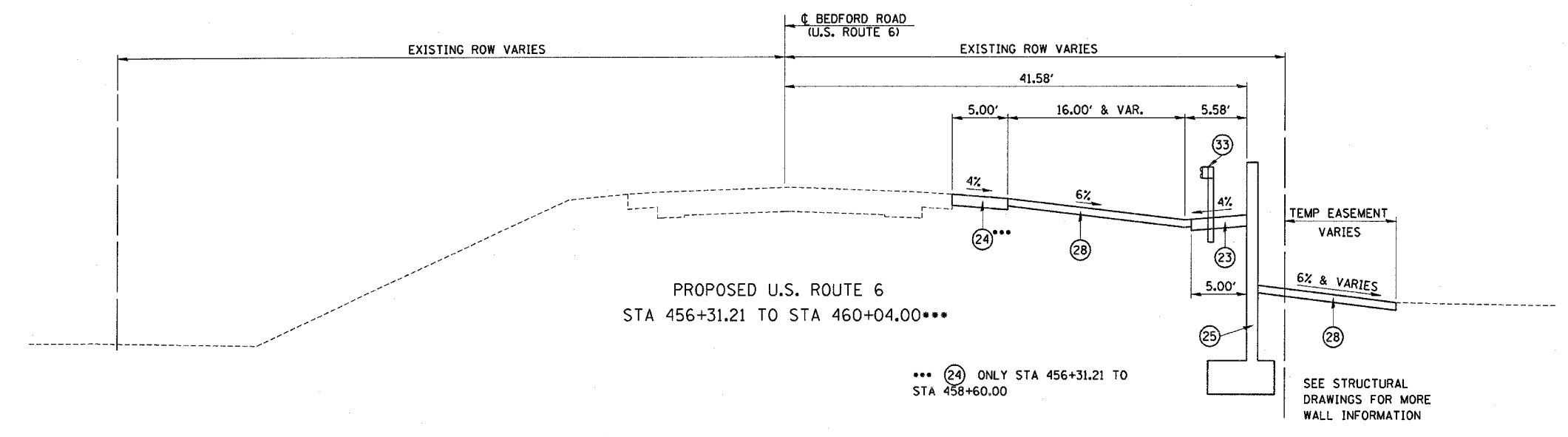
BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	Q-BR	GRUNDY	86	9
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



•WARP CROSS SLOPE AS DIRECTED BY THE ENGINEER TO MEET 1.5% CROSS SLOPE AT NETTLE CREEK BRIDGE
 **NETTLE CREEK BRIDGE OMISSION STA 448+76.01 TO STA 450+82.23 (SEE BRIDGE PLANS)



*** (24) ONLY STA 456+31.21 TO STA 458+60.00

- LEGEND**
- (1) EXISTING AGGREGATE SHOULDERS, TYPE B, 2 1/2"±
 - (2) EXISTING BITUMINOUS SHOULDERS, 6"±
 - (3) EXISTING BITUMINOUS BASE COURSE WIDENING, 9"±
 - (4) EXISTING PCC PAVEMENT, 8"±
 - (5) NOT USED
 - (6) EXISTING BITUMINOUS OVERLAYS, 5"±
 - (7) NOT USED
 - (8) EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.24
 - (9) NOT USED
 - (10) EARTH EXCAVATION
 - (11) PAVEMENT REMOVAL
 - (12) COMBINATION CURB AND GUTTER REMOVAL
 - (13) NOT USED
 - (14) NOT USED
 - (15) NOT USED
 - (16) NOT USED
 - (17) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1 1/2"
 - (18) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 1/4"
 - (19) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 9/4"
 - (20) NOT USED
 - (21) NOT USED
 - (22) AGGREGATE SUBGRADE 12"
 - (23) BITUMINOUS SHOULDERS 6"
 - (24) AGGREGATE SHOULDERS, TYPE B 6"
 - (25) RETAINING WALL
 - (26) NOT USED
 - (27) NOT USED
 - (28) TOPSOIL EXCAVATION AND PLACEMENT, 4" / SEEDING CLASS 2A
 - (29) NOT USED
 - (30) SUB-BASE GRANULAR MATERIALS, TYPE C
 - (31) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
 - (32) NOT USED
 - (33) STEEL PLATE BEAM GUARDRAIL, TYPE A
- REMOVALS

	POLYMERIZED HMA BINDER	HMA BINDER	POLYMERIZED HMA SURFACE	HMA SHOULDER
PG GRADE	SBS PG64-28	PG64-22	SBS PG64-28	PG58-22
MAX % RAP ALLOWABLE**	10%	25%	10%	40%
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50	4.0% @ N50	3.0% @ N50
MIXTURE COMPOSITION	IL 19.0	IL 19.0	IL 12.5 OR IL 19.0	IL 19.0
FRICTION AGGREGATE			MIXTURE D	
DENSITY TEST METHOD	CORES/NUCLEAR	CORES/NUCLEAR	CORES/NUCLEAR	*

* 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/QA SPECIFICATION.

** IF RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.

BOWMAN, BARRETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 130 E. RANDOLPH STREET
 CHICAGO, ILLINOIS 60601
 JOB NO. 541



REVISIONS	
NAME	DATE
BDD	5/1/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 6
 U.S. ROUTE 6 TYPICAL SECTIONS

SCALE: VERT. NTS
 DATE: HORIZ. NTS

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 CHECKED BY DDM

5/1/2007 8:15AM duncanbd

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	Q-BR	GRUNDY	86	10
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

LOCATION STA TO STA	TOPSOIL EXCAVATION (CU YD)		EXCAVATION (CU YD)		ADJ. EX. (SHR = 0.25) FOR USE IN EMBANKMENT (CU YD)		EMBANKMENT (CU YD)		EARTHWORK BALANCE WASTE(+) OR SHORTAGE(-) (CU YD)		
	STAGE 1	STAGE 2	STAGE 1	STAGE 2	STAGE 1	STAGE 2	STAGE 1	STAGE 2	STAGE 1	STAGE 2	
442+00	443+00	58	0	27	10	20	8	7	0	13	8
443+00	444+00	117	0	77	13	58	10	15	5	43	4
444+00	445+00	122	57	86	92	65	69	19	34	46	35
445+00	446+00	137	98	36	135	27	101	373	70	-346	32
446+00	447+00	147	111	0	98	0	73	597	188	-597	-115
447+00	448+00	148	115	0	108	0	81	540	322	-540	-241
448+00	449+00	157	139	0	55	0	42	305	174	-305	-133
449+00	450+00	81	93	0	0	0	0	0	0	0	0
450+00	451+00	80	99	0	52	0	39	226	428	-226	-389
451+00	452+00	143	169	4	152	3	114	353	657	-350	-543
452+00	453+00	127	109	14	276	10	207	229	247	-219	-40
453+00	454+00	124	40	18	391	14	294	174	17	-161	276
454+00	455+00	124	43	13	368	10	276	168	40	-158	236
455+00	456+00	127	43	11	265	8	199	195	40	-187	159
456+00	457+00	128	0	12	136	9	102	202	4	-193	98
457+00	458+00	130	0	11	51	8	39	225	6	-217	33
458+00	459+00	129	0	5	29	4	22	218	2	-214	20
459+00	460+00	111	0	0	0	0	0	198	0	-198	0
460+00	461+00	46	0	0	0	0	0	103	0	-103	0
TOTALS:		2236	1115	314	2233	236	1675	4147	2234	-3911	-559

STATION	TO	STATION	INLET AND PIPE PROTECTION		PERIMETER EROSION BARRIER		TEMPORARY DITCH CHECKS	
			EACH		FOOT		EACH	
			STAGE 1	STAGE 2	STAGE 1	STAGE 2	STAGE 1	STAGE 2
440+00	TO	450+00	3	2	90	90	8	5
450+00	TO	461+00	2	4	1035	47	12	5
TOTALS:			11		1262		30	

STATION	TO	STATION	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SUB-BASE GRANULAR MATERIAL, TYPE C	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	AGGREGATE SHOULDERS, TYPE B 6"	HOT-MIX ASPHALT SHOULDERS, 6"	AGGREGATE SUBGRADE 12"
STATION	TO	STATION	SQ YD	CU YD	TON	TON	TON	TON	TON	SQ YD	SQ YD	SQ YD
440+00	TO	444+00	0	0	0	0	0	0	0	42	0	0
444+00	TO	450+00	1911	91	3.0	3.8	664.6	161.7	107.8	206	662	1911
450+00	TO	456+00	2223	105	3.5	4.5	774.8	188.5	125.6	218	877	2223
456+00	TO	461+00	132	6	0.2	0.3	46.7	11.4	7.6	134	244	132
TOTALS:			4266	202	6.8	8.6	1486.1	361.5	241.0	600	1782	4266

STATION	TO	STATION	TOPSOIL PLACEMENT	SEEDING, CLASS 1A	SEEDING, CLASS 2A	NITROGEN FERTILIZER NUTRIENT	PHOSPHOROUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	EROSION CONTROL BLANKET
STATION	TO	STATION	CU YD	ACRE	ACRE	POUND	POUND	POUND	SQ YD
440+00	TO	444+00	88.4	0.077	0.089	15	15	15	804.1
444+00	TO	450+00	390.2	0.194	0.539	66	66	66	3547.4
450+00	TO	456+00	354.2	0.179	0.486	60	60	60	3219.8
456+00	TO	461+00	168.7	0.127	0.190	29	29	29	1533.4
TOTALS:			1002	0.6	1.3	169	169	169	9105

NAME	DATE
REVISED SHEET	4-24-07

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. ROUTE 6
EARTHWORK SCHEDULE

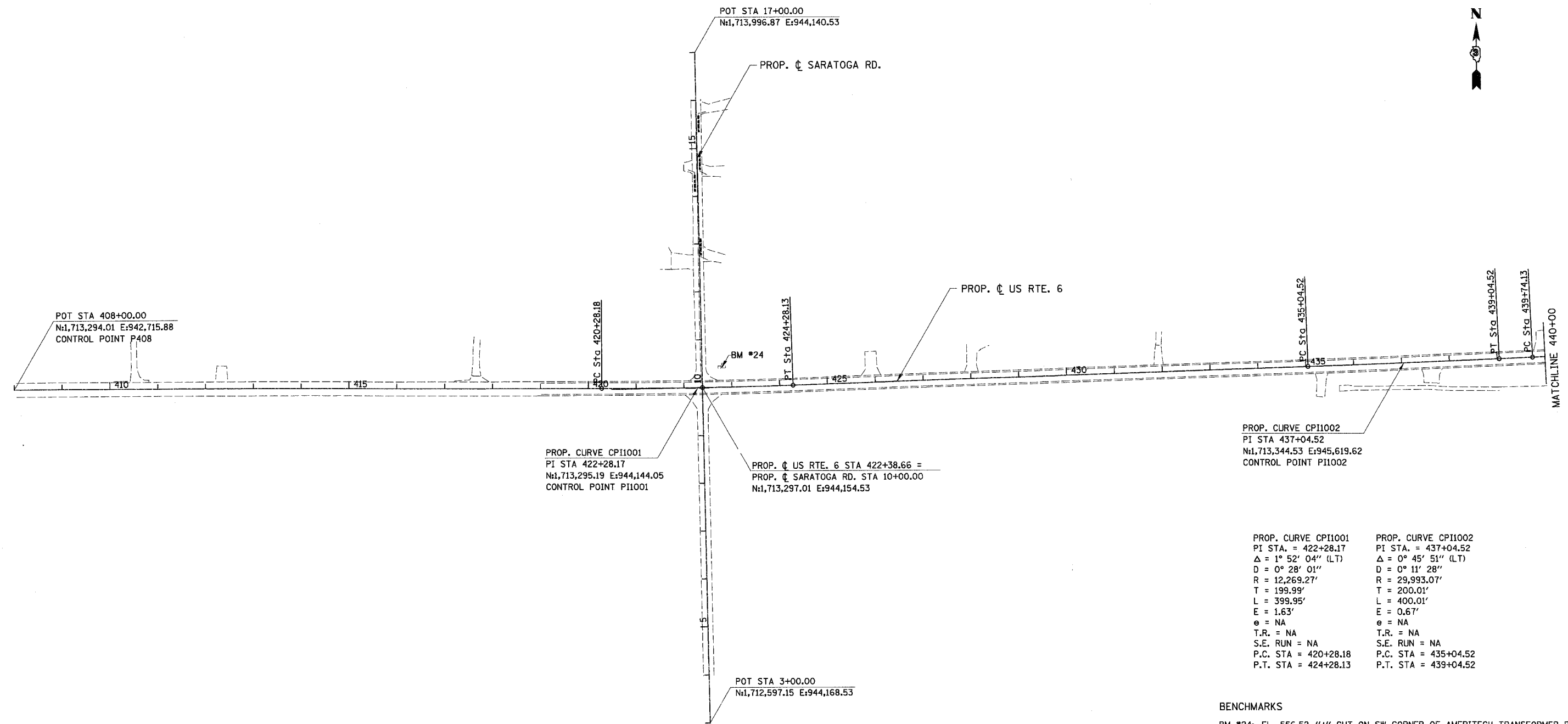
BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



SCALE: VERT. N.T.S.
HORIZ. N.T.S.
DATE 3/19/07

DRAWN BY JAM
CHECKED BY DDM

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	Q-BR	GRUNDY	86	11
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



PROP. CURVE CPI1001
 PI STA 422+28.17
 N:1,713,295.19 E:944,144.05
 CONTROL POINT PI1001

PROP. US RTE. 6 STA 422+38.66 =
 PROP. SARATOGA RD. STA 10+00.00
 N:1,713,297.01 E:944,154.53

PROP. CURVE CPI1002
 PI STA 437+04.52
 N:1,713,344.53 E:945,619.62
 CONTROL POINT PI1002

PROP. CURVE CPI1001
 PI STA. = 422+28.17
 $\Delta = 1^\circ 52' 04''$ (LT)
 $D = 0^\circ 28' 01''$
 $R = 12,269.27'$
 $T = 199.99'$
 $L = 399.95'$
 $e = 1.63'$
 $\theta = NA$
 $T.R. = NA$
 $S.E. RUN = NA$
 $P.C. STA = 420+28.18$
 $P.T. STA = 424+28.13$

PROP. CURVE CPI1002
 PI STA. = 437+04.52
 $\Delta = 0^\circ 45' 51''$ (LT)
 $D = 0^\circ 11' 28''$
 $R = 29,993.07'$
 $T = 200.01'$
 $L = 400.01'$
 $e = 0.67'$
 $\theta = NA$
 $T.R. = NA$
 $S.E. RUN = NA$
 $P.C. STA = 435+04.52$
 $P.T. STA = 439+04.52$

BENCHMARKS
 BM #24: EL. 556.52 "4" CUT ON SW CORNER OF AMERITECH TRANSFORMER PAD AT NE CORNER OF RTE. 6 AND SARATOGA RD.

NOTES
 1. ALL COORDINATES ARE IN A LOCAL COORDINATE SYSTEM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 6
 ALIGNMENT AND TIES

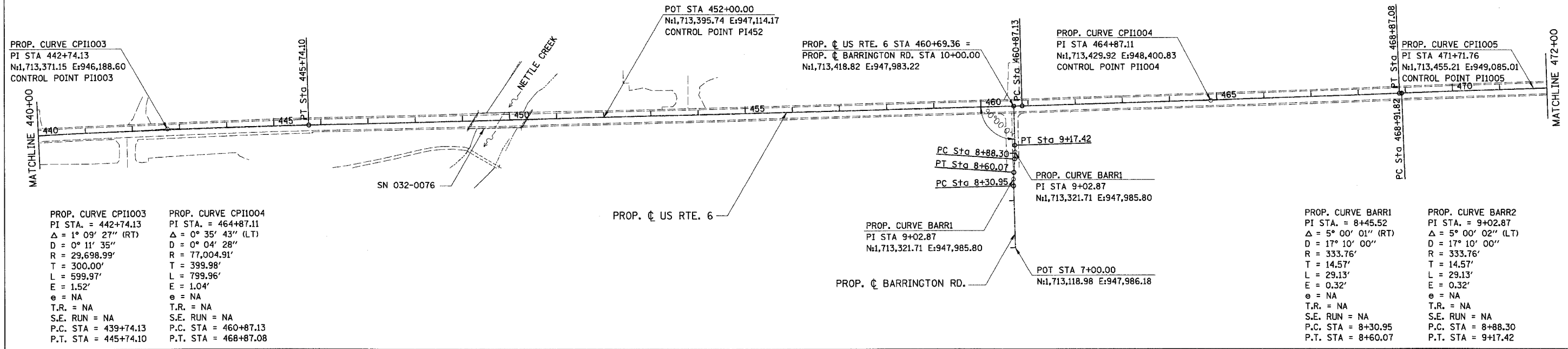
BOWMAN, BARRETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 130 E. RANDOLPH STREET
 CHICAGO, ILLINOIS 60601
 JOB NO. 541



SCALE: VERT. N.T.S.
 HORIZ. 1"=100'
 DATE 3/19/07

DRAWN BY RA
 CHECKED BY JD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	0-BR	GRUNDY	86	12
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



PROP. CURVE CPI1003
PI STA. = 442+74.13
Δ = 1° 09' 27" (RT)
D = 0° 11' 35"
R = 29,698.99'
T = 300.00'
L = 599.97'
E = 1.52'
e = NA
T.R. = NA
S.E. RUN = NA
P.C. STA = 439+74.13
P.T. STA = 445+74.10

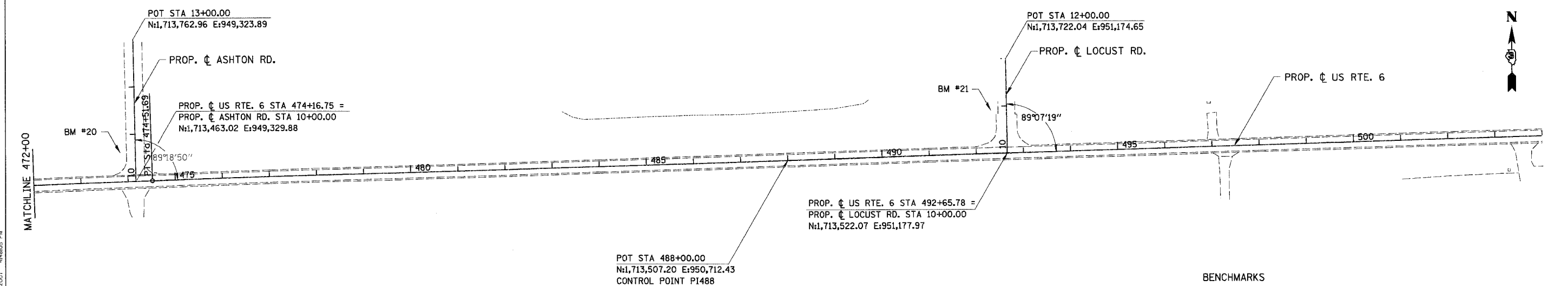
PROP. CURVE CPI1004
PI STA. = 464+87.11
Δ = 0° 35' 43" (LT)
D = 0° 04' 28"
R = 77,004.91'
T = 399.98'
L = 799.96'
E = 1.04'
e = NA
T.R. = NA
S.E. RUN = NA
P.C. STA = 460+87.13
P.T. STA = 468+87.08

PROP. CURVE BARR1
PI STA 9+02.87
N1,713,321.71 E:947,985.80

PROP. CURVE BARR2
PI STA. = 9+02.87
Δ = 5° 00' 02" (LT)
D = 17° 10' 00"
R = 333.76'
T = 14.57'
L = 29.13'
E = 0.32'
e = NA
T.R. = NA
S.E. RUN = NA
P.C. STA = 8+30.95
P.T. STA = 8+60.07

PROP. CURVE BARR1
PI STA. = 8+45.52
Δ = 5° 00' 01" (RT)
D = 17° 10' 00"
R = 333.76'
T = 14.57'
L = 29.13'
E = 0.32'
e = NA
T.R. = NA
S.E. RUN = NA
P.C. STA = 8+30.95
P.T. STA = 8+60.07

PROP. CURVE BARR2
PI STA. = 9+02.87
Δ = 5° 00' 02" (LT)
D = 17° 10' 00"
R = 333.76'
T = 14.57'
L = 29.13'
E = 0.32'
e = NA
T.R. = NA
S.E. RUN = NA
P.C. STA = 8+88.30
P.T. STA = 9+17.42



PROP. CURVE CPI1005
PI STA. = 471+71.76
Δ = 0° 17' 13" (RT)
D = 0° 03' 05"
R = 111,787.72'
T = 279.94'
L = 559.87'
E = 0.35'
e = NA
T.R. = NA
S.E. RUN = NA
P.C. STA = 468+91.82
P.T. STA = 474+51.69

BENCHMARKS
BM #20: EL. 547.68 "4" ON NORTH FLANGE BOLT OF FIRE HYDRANT @ THE NW CORNER OF RTE. 6 AND ASHTON RD.
BM #21: EL. 551.09 "4" CUT ON SE FLANGE BOLT OF FIRE HYDRANT @ NW CORNER OF RTE 6 AND LOCUST RD.

NOTES
1. ALL COORDINATES ARE IN A LOCAL COORDINATE SYSTEM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 6
ALIGNMENT AND TIES

SCALE: VERT. N.T.S.
HORIZ. 1"=100'
DATE 3/19/07

DRAWN BY RA
CHECKED BY JD

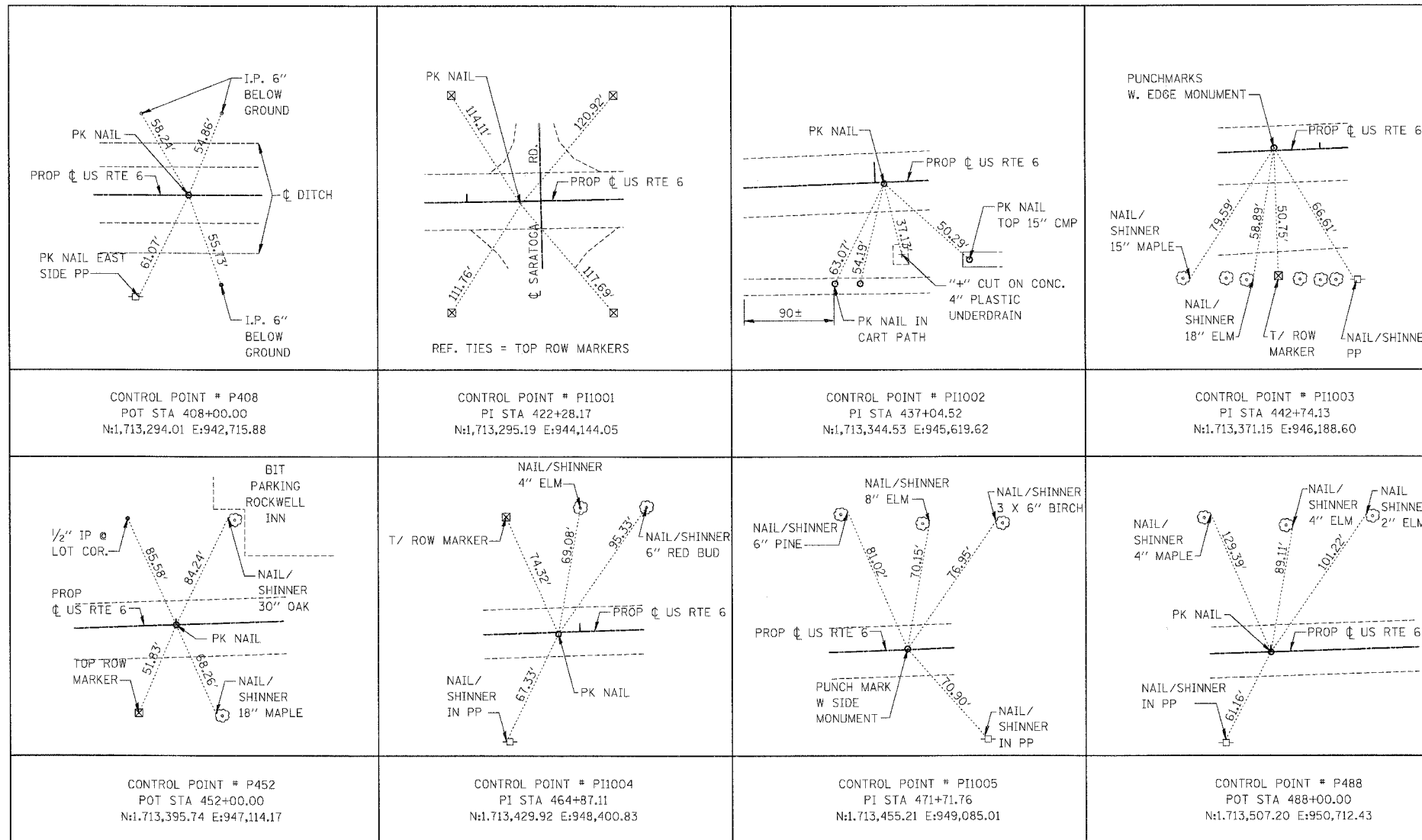
BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	0-BR	GRUNDY	86	13
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



NORTH DIRECTION TYPICAL FOR ALL REFERENCE TIES, UNLESS NOTED OTHERWISE



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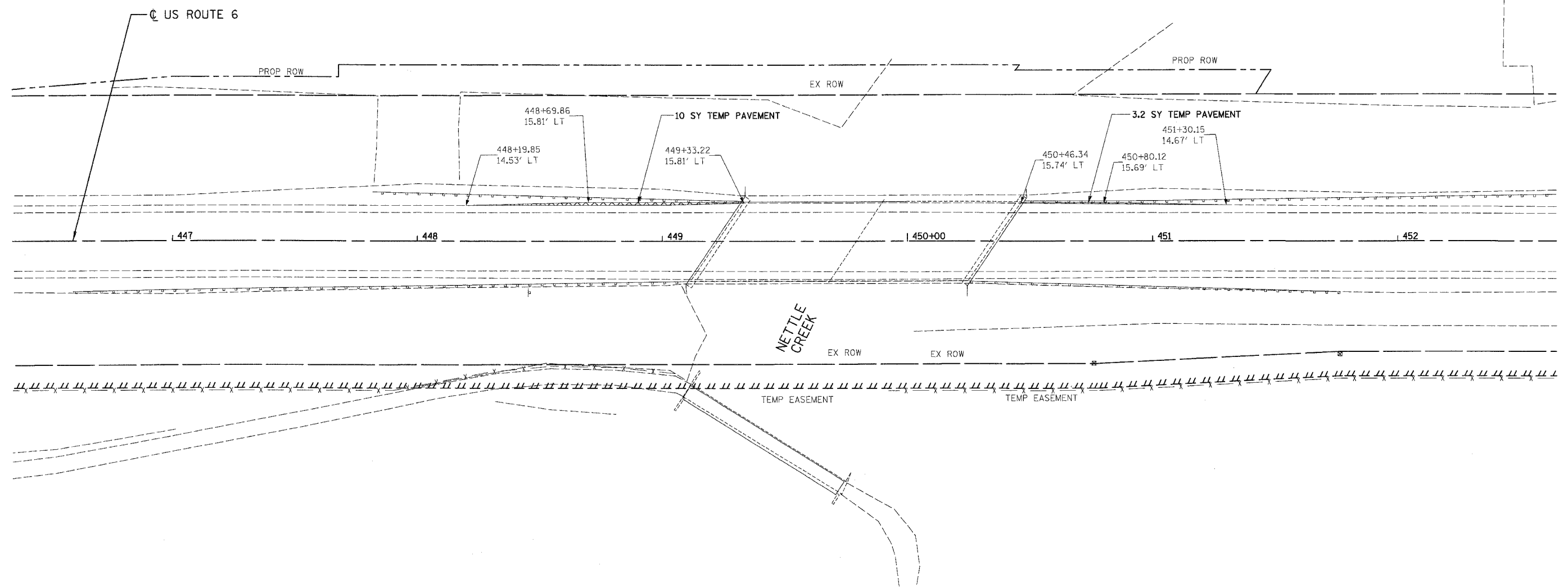
default

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<p>U.S. ROUTE 6 ALIGNMENT AND TIES</p> <p>SCALE: VERT. N.T.S. HORIZ. N.T.S. DATE 3/19/07</p> <p>DRAWN BY RA CHECKED BY JD</p>

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	Q-BR	GRUNDY	86	14
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



NOTE: TRAFFIC TO BE CONTROLLED USING STD 701326 DURING PRE-STAGE PAVEMENT WIDENING.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 6
MAINTENANCE OF TRAFFIC
PRE-STAGE

SCALE: VERT. 1" = 20'
HORIZ. 1" = 20'

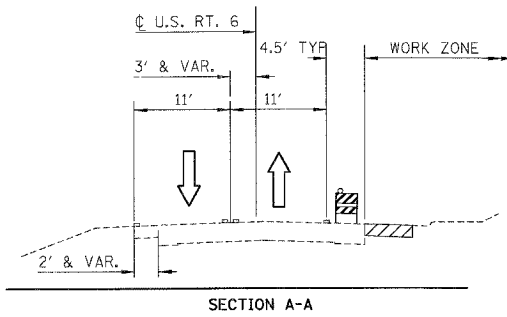
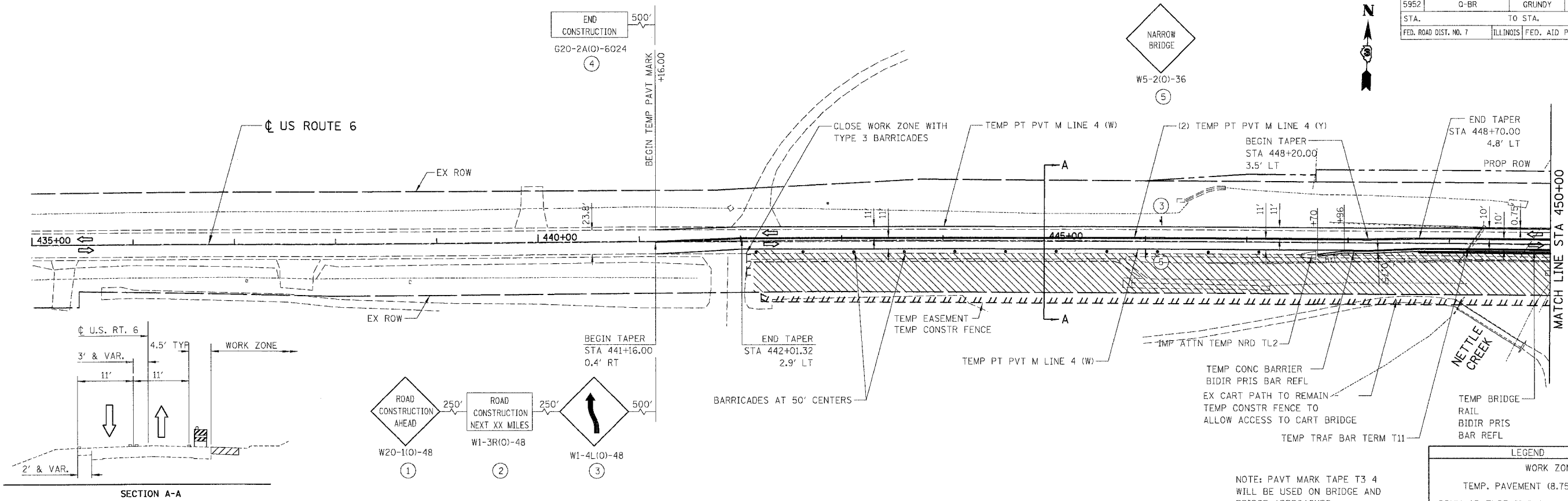
DATE 3/19/07

DRAWN BY DDM
CHECKED BY JMD

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541

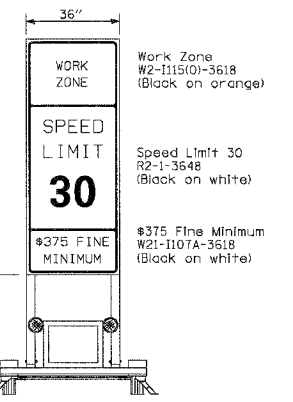
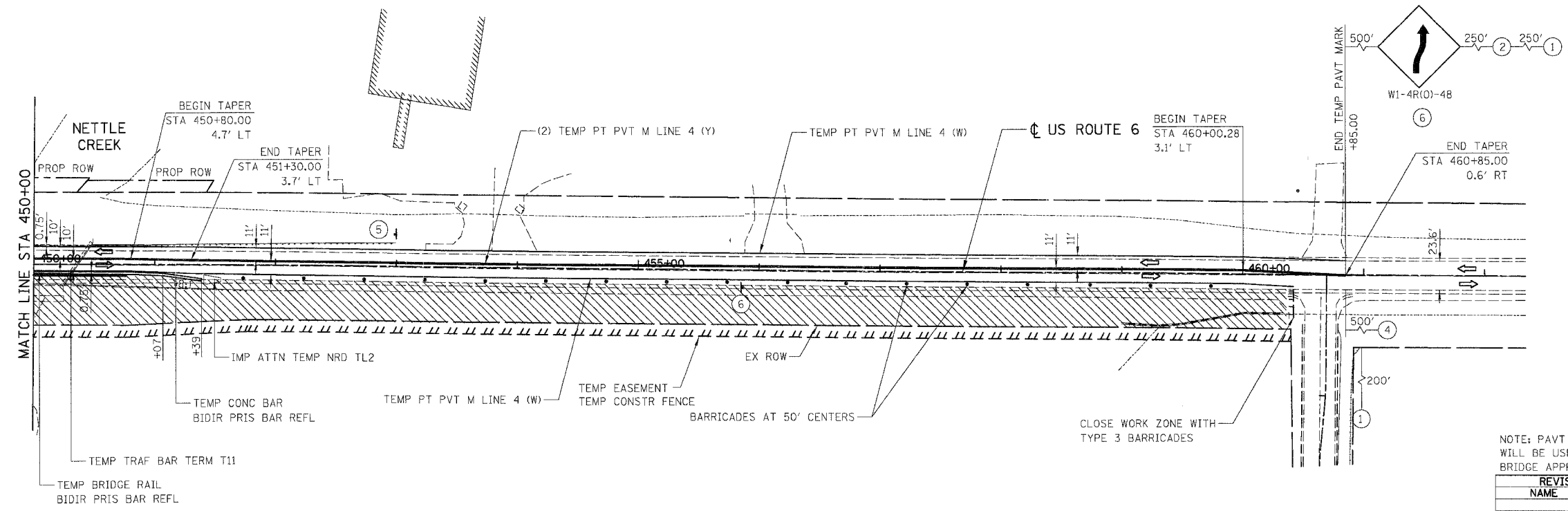
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 default

F.A.I.D. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952 0-BR	GRUNDY	86	15
STA. TO STA.		FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT	



NOTE: PAVT MARK TAPE T3 4 WILL BE USED ON BRIDGE AND BRIDGE APPROACHES

LEGEND	
	WORK ZONE
	TEMP. PAVEMENT (8.75")
	DRUM OR TYPE II BARRICADE
	TRAFFIC SIGN
	TRAFFIC FLOW DIRECTION
	TYPE III BARRICADE



ANY EXISTING CONTRADICTORY SPEED LIMIT SIGNS TO BE REMOVED. SIGNS TO APPEAR EVERY 1/2 MILE, AND AT LOCATIONS OF SPEED LIMIT CHANGES.

NOTE: PAVT MARK TAPE T3 4 WILL BE USED ON BRIDGE AND BRIDGE APPROACHES

REVISIONS	
NAME	DATE

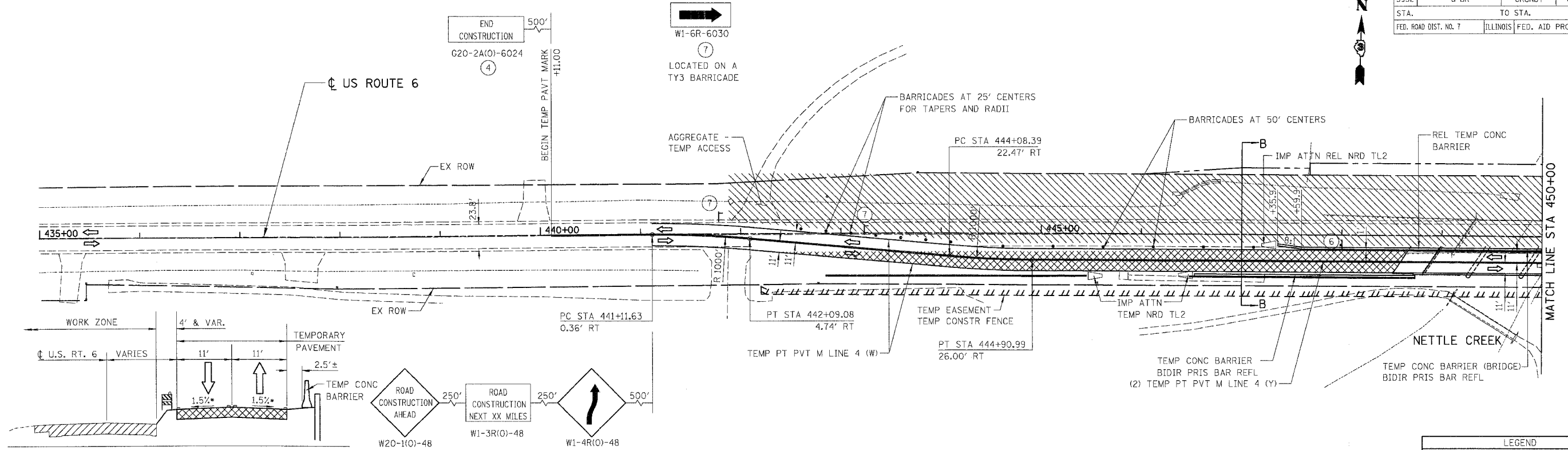
ILLINOIS DEPARTMENT OF TRANSPORTATION
 U.S. ROUTE 6
 MAINTENANCE OF TRAFFIC
 STAGE 1
 SCALE: VERT. NTS
 HORIZ. 1" = 50'
 DATE 3/19/07
 DRAWN BY JAM
 CHECKED BY DDM

BOWMAN, BARRETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 130 E. RANDOLPH STREET
 CHICAGO, ILLINOIS 60601
 JOB NO. 541



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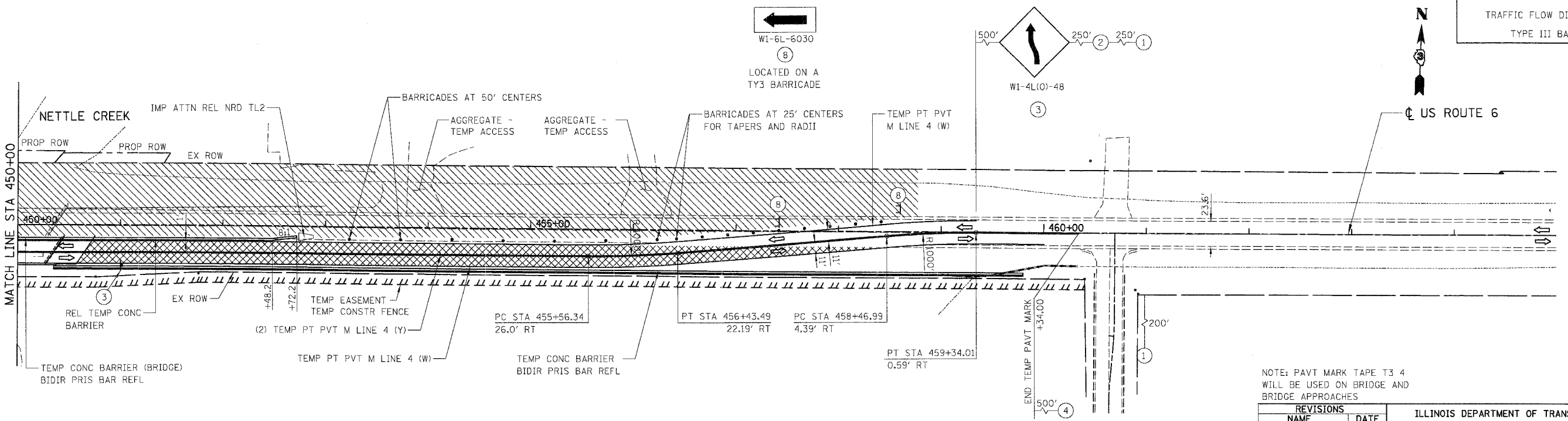
F.A.I.D. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	D-BR	GRUNDY	86	16
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



SECTION B-B
 * NOTE: CONSTRUCT TEMPORARY PAVEMENT FOLLOWING PROPOSED PROFILE; WARP CROSS SLOPE AS DIRECTED BY THE ENGINEER TO MEET EXISTING PAVEMENT AND PROPOSED BRIDGE APPROACH PAVEMENT.

NOTE: PAVT MARK TAPE T3 4 WILL BE USED ON BRIDGE AND BRIDGE APPROACHES

LEGEND	
WORK ZONE	[Hatched Box]
TEMP. PAVEMENT (8.75")	[Cross-hatched Box]
DRUM OR TYPE II BARRICADE	[Circle with dot]
TRAFFIC SIGN	[Diamond]
TRAFFIC FLOW DIRECTION	[Arrow]
TYPE III BARRICADE	[T-shaped symbol]



NOTE: PAVT MARK TAPE T3 4 WILL BE USED ON BRIDGE AND BRIDGE APPROACHES

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 6
 MAINTENANCE OF TRAFFIC
 STAGE 2

SCALE: VERT. NTS
 HORIZ. 1" = 50'

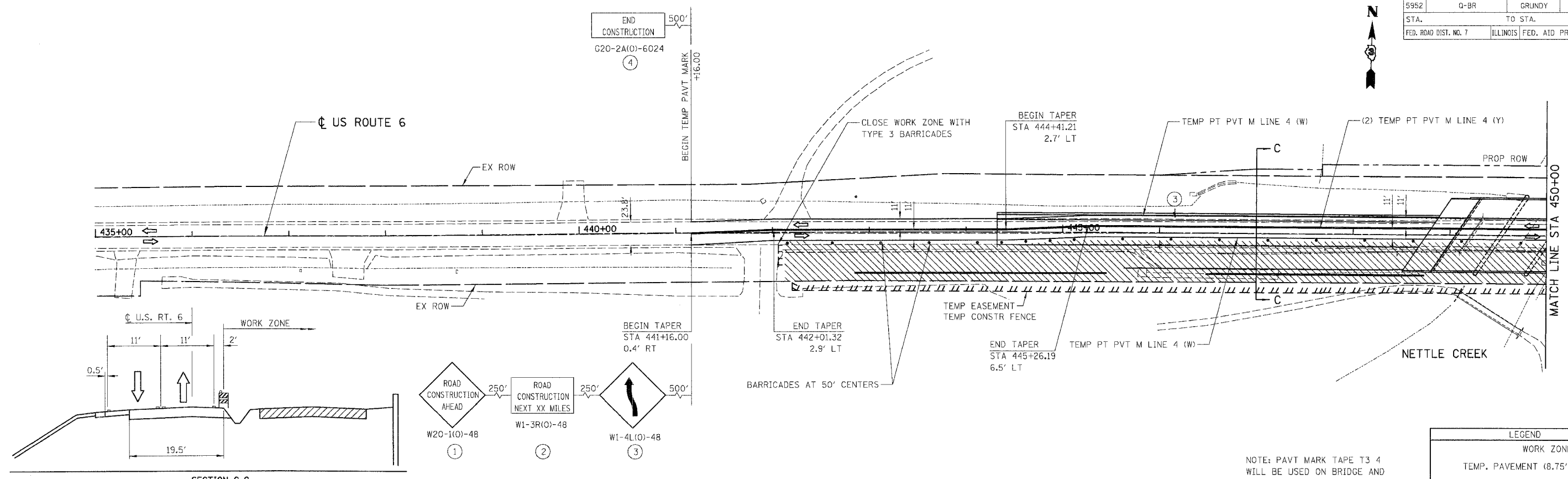
DATE 3/19/07

DRAWN BY JAM
 CHECKED BY ODM

BOWMAN, BARRETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 130 E. RANDOLPH STREET
 CHICAGO, ILLINOIS 60601
 JOB NO. 541

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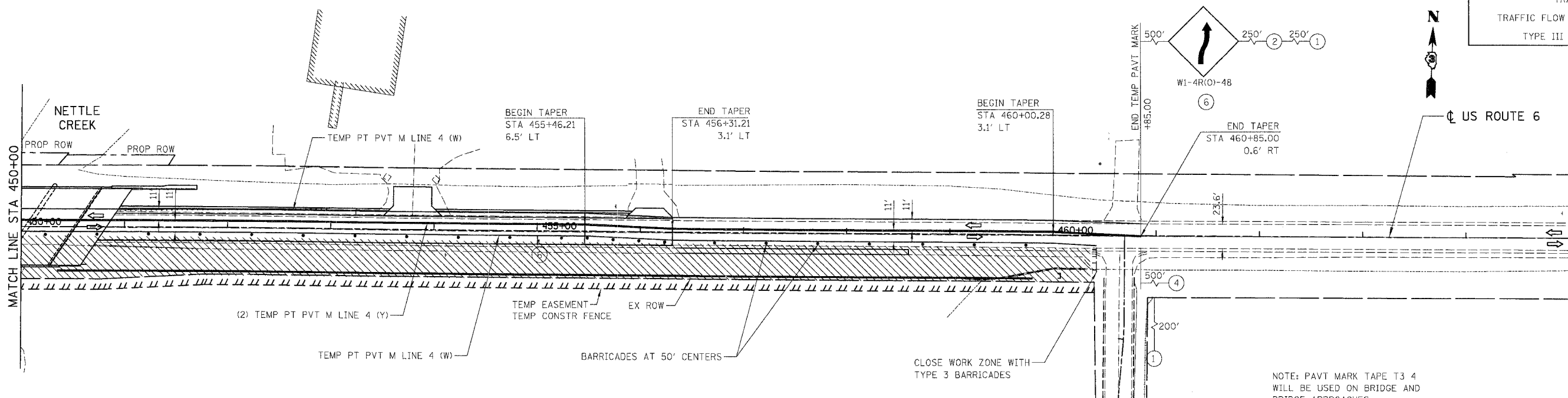
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	Q-BR	GRUNDY	86	17
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS FED. AID PROJECT			



SECTION C-C

NOTE: PAVT MARK TAPE T3 4 WILL BE USED ON BRIDGE AND BRIDGE APPROACHES

LEGEND	
WORK ZONE	
TEMP. PAVEMENT (8.75")	
DRUM OR TYPE II BARRICADE	
TRAFFIC SIGN	
TRAFFIC FLOW DIRECTION	
TYPE III BARRICADE	



NOTE: PAVT MARK TAPE T3 4 WILL BE USED ON BRIDGE AND BRIDGE APPROACHES

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 6
MAINTENANCE OF TRAFFIC
STAGE 3

SCALE: VERT. NTS
HORIZ. 1" = 50'

DATE 3/19/07

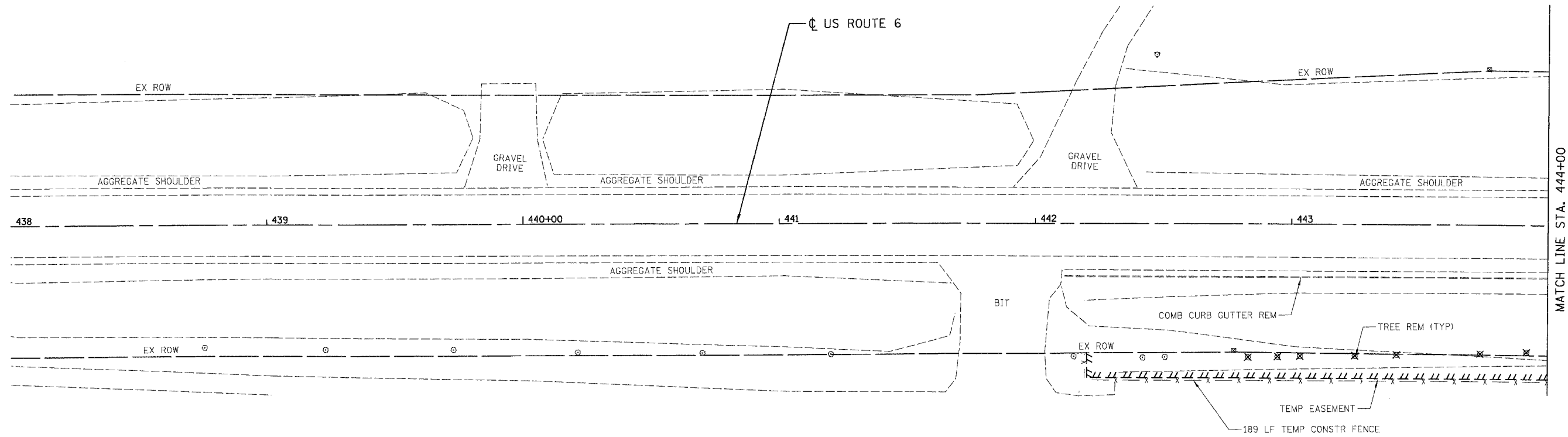
DRAWN BY JAM
CHECKED BY DDM

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	0-BR	GRUNDY	86	18
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



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BOWMAN, BARRETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 130 E. RANDOLPH STREET
 CHICAGO, ILLINOIS 60601
 JOB NO. 541



REVISIONS	
NAME	DATE

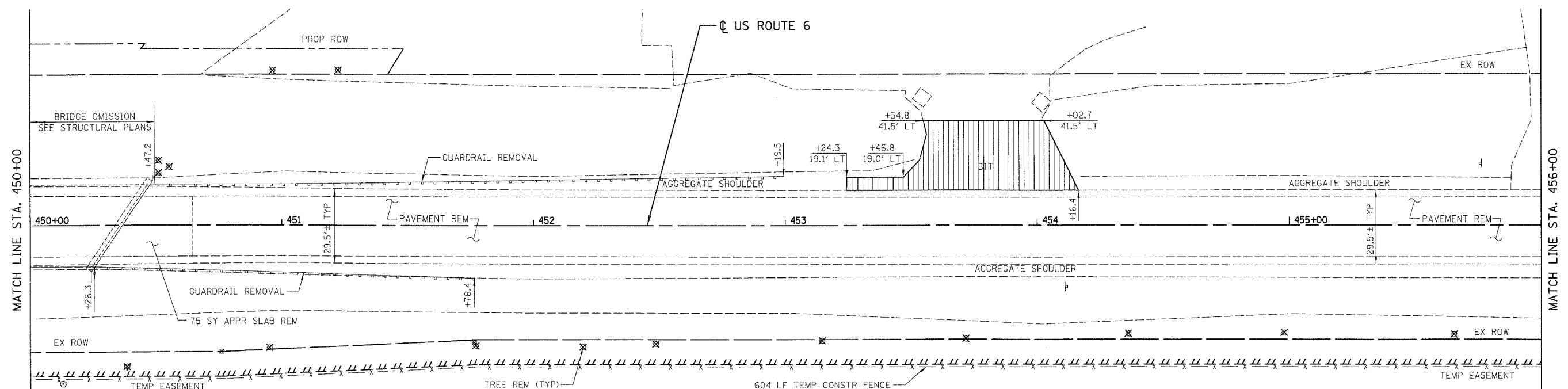
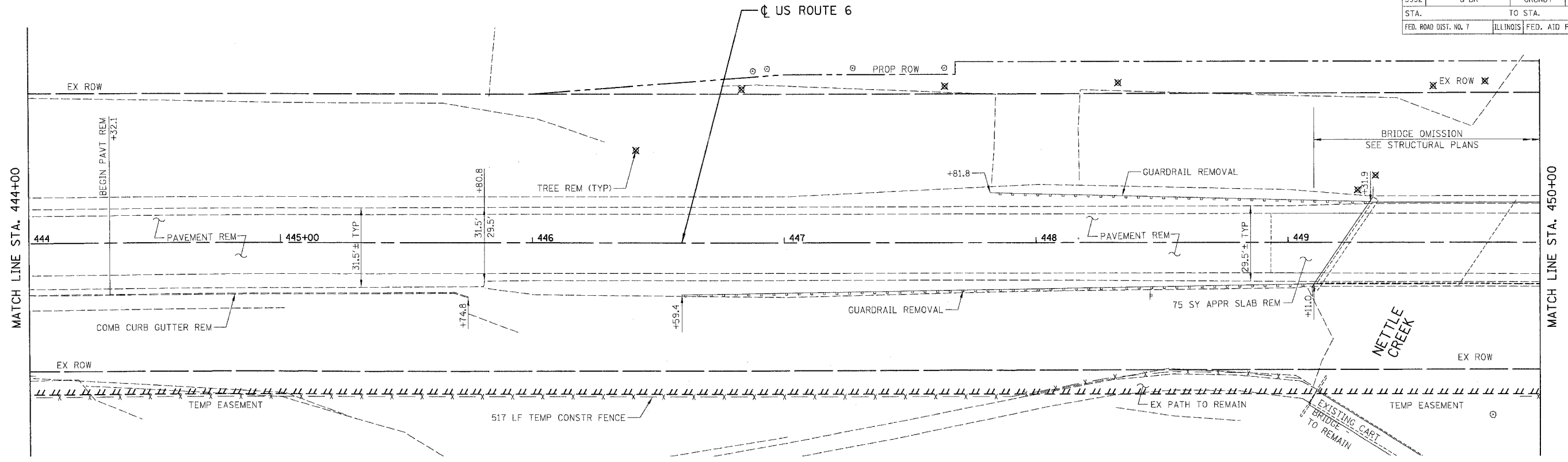
ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 6
 REMOVAL PLANS

SCALE: VERT. 1" = 20'
 HORIZ. 1" = 20'
 DATE 3/19/07

DRAWN BY RGR
 CHECKED BY JMD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	0-BR	GRUNDY	86	19
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



LEGEND
 DRIVEWAY PAVEMENT REMOVAL

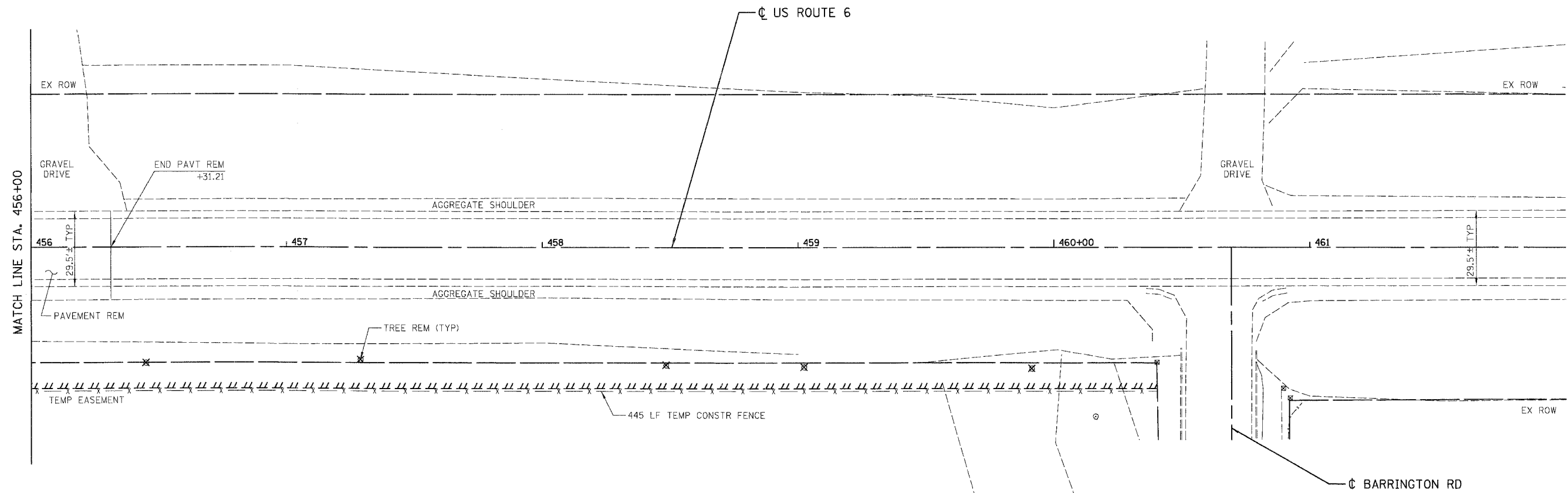
REVISIONS	
NAME	DATE

BOWMAN, BARRETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 130 E. RANDOLPH STREET
 CHICAGO, ILLINOIS 60601
 JOB NO. 541

ILLINOIS DEPARTMENT OF TRANSPORTATION
 U.S. ROUTE 6
 REMOVAL PLANS
 SCALE: VERT. 1" = 20'
 HORIZ. 1" = 20'
 DATE 3/19/07
 DRAWN BY RGR
 CHECKED BY JMD

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	Q-BR	GRUNDY	86	20
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



MATCH LINE STA. 456+00

LEGEND

DRIVEWAY PAVEMENT REMOVAL

BOWMAN, BARRETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 130 E. RANDOLPH STREET
 CHICAGO, ILLINOIS 60601
 JOB NO. 541



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 6
 REMOVAL PLANS

SCALE: VERT.
 HORIZ.
 DATE 3/19/07

DRAWN BY RGR
 CHECKED BY JMD

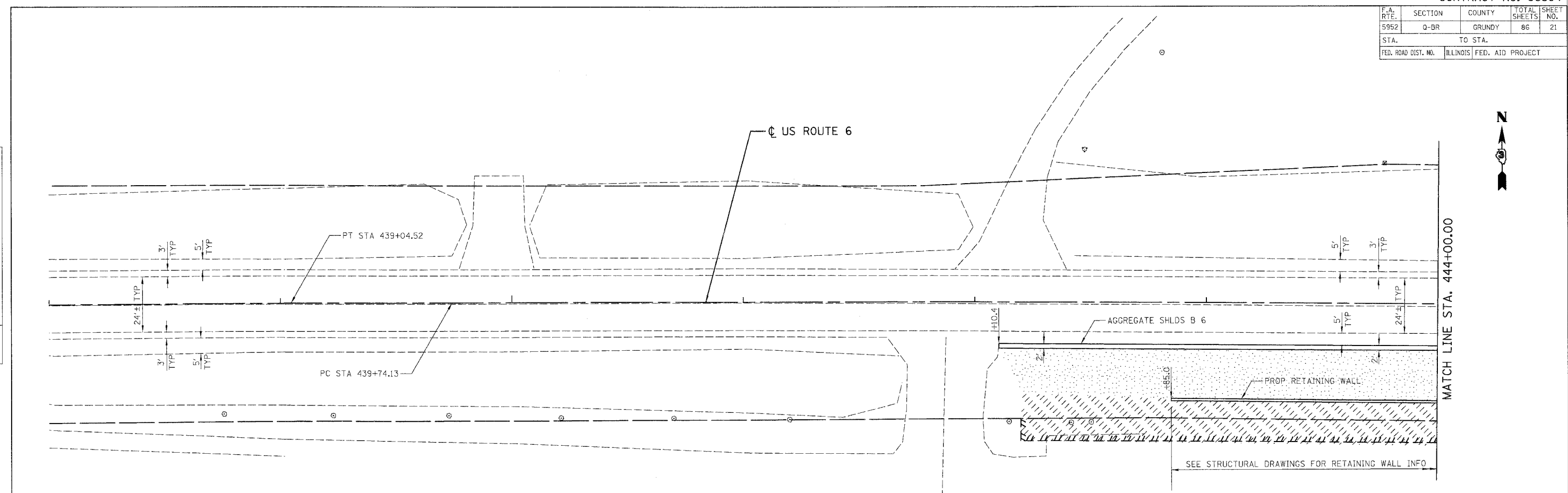
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5952	0-BR	GRUNDY	86	21
STA. TO STA.		ILLINOIS FED. AID PROJECT		
FED. ROAD DIST. NO.				

PLAN

SURVEYED	BY	DATE
PLANNED		
ALIGNED		
CHECKED		
RT. OF WAY CHECKED		
NO.		

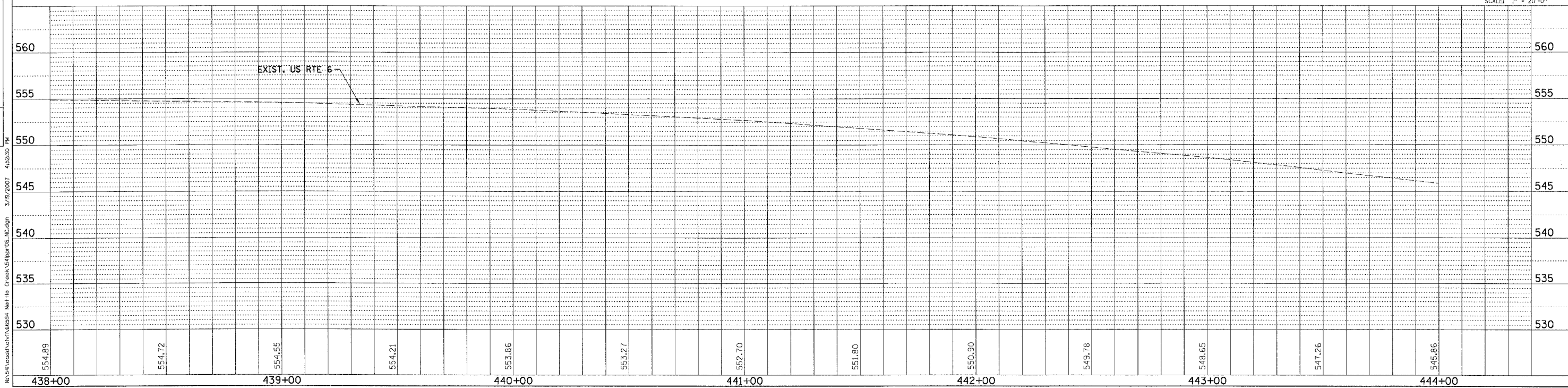
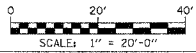
PROFILE

SURVEYED	BY	DATE
PLANNED		
ALIGNED		
CHECKED		
NO. NOTED		
STRUCTURE NOTATIONS CHRD		



LEGEND

- SEEDING, CLASS 2A
- EROSION CONTROL BLANKET
- SEEDING, CLASS 1A
- EROSION CONTROL BLANKET

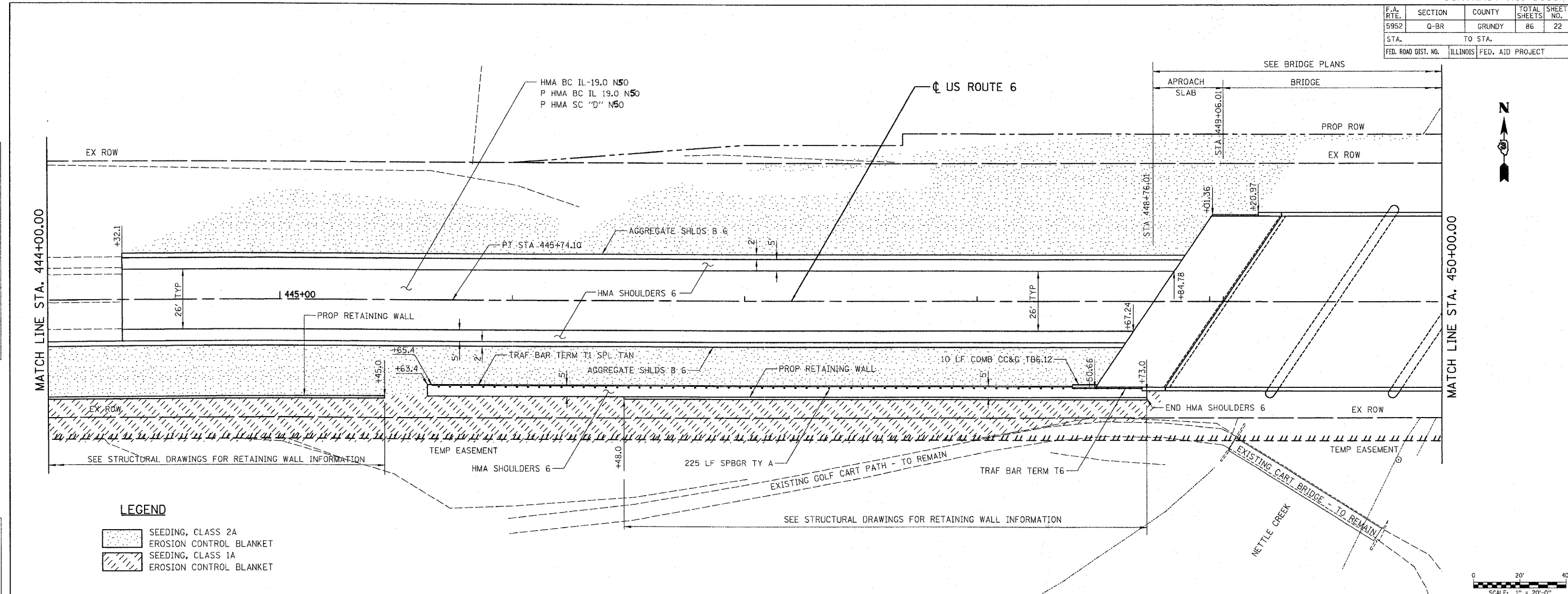


US ROUTE 6 - PROPOSED ROADWAY PLAN & PROFILE

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	Q-BR	GRUNDY	86	22
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

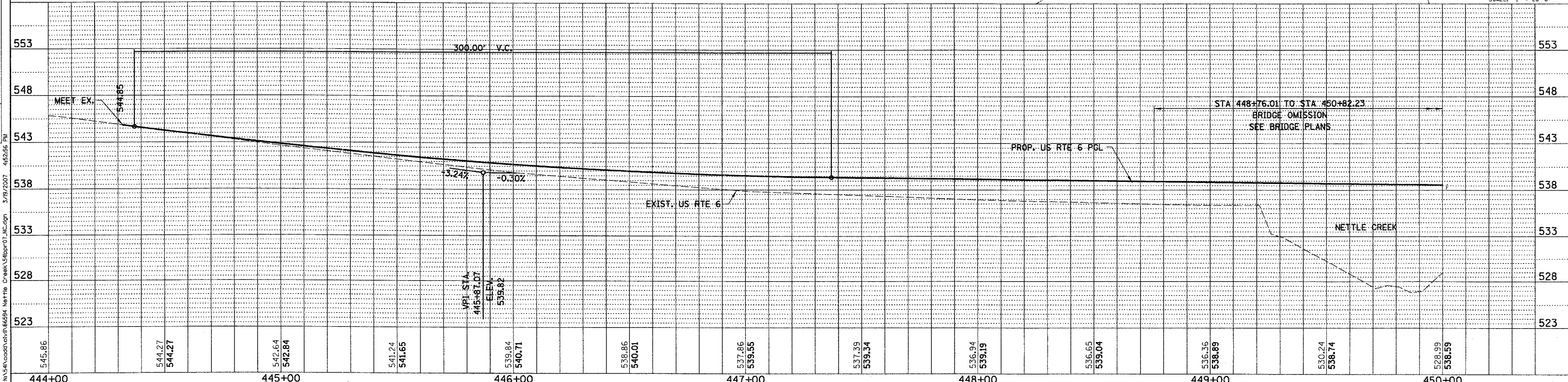
PLAN	DATE
SURVEYED	BY
ALIGNED	BY
CHECKED	BY
NO. OF W.A. CHECKED	
DATE FILED	

PROFILE	DATE
SURVEYED	BY
GRADES CHECKED	BY
BLM. NOTED	BY
STRUCTURE NOTATIONS	BY
NO.	



LEGEND

[Stippled pattern]	SEEDING, CLASS 2A
[Dotted pattern]	EROSION CONTROL BLANKET
[Diagonal hatching]	SEEDING, CLASS 1A
[Cross-hatching]	EROSION CONTROL BLANKET



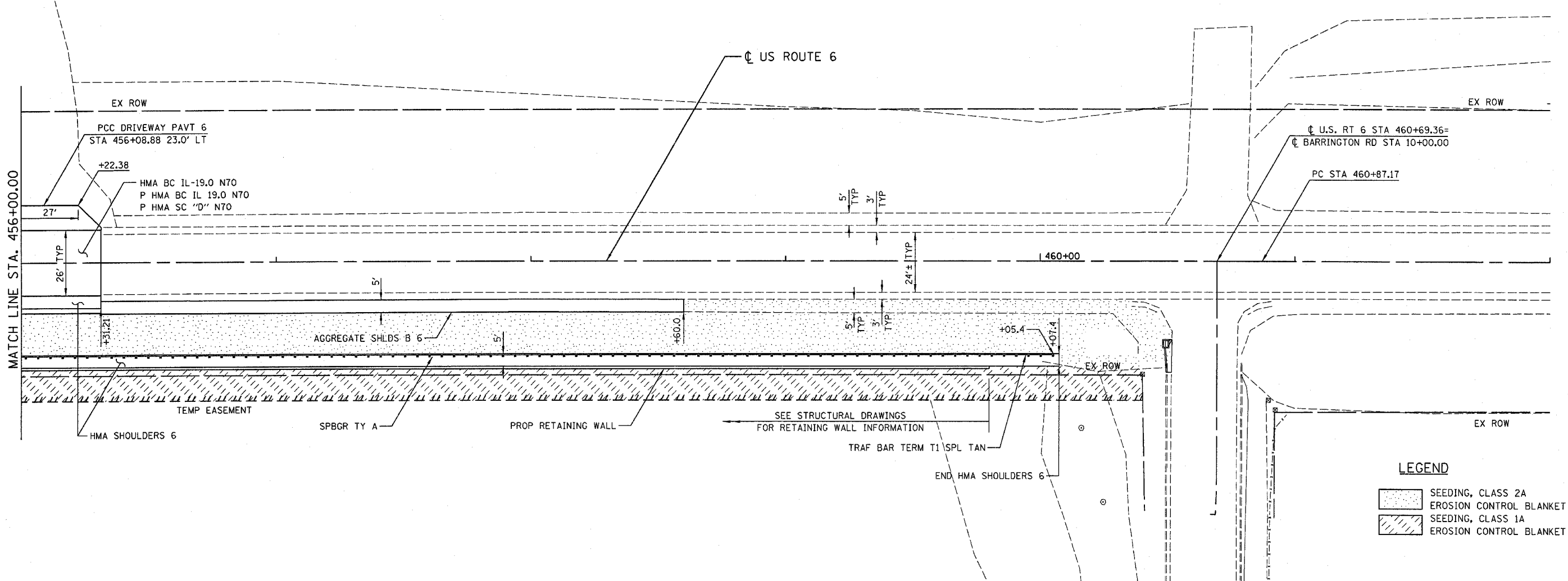
US ROUTE 6 - PROPOSED ROADWAY PLAN & PROFILE

default

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	0-BR	GRUNDY	86	24
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

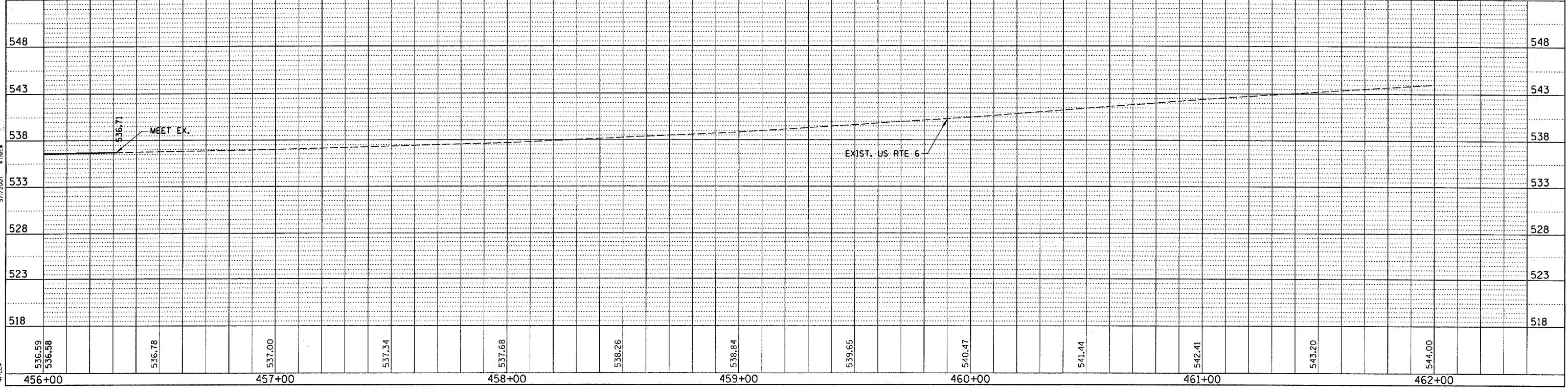
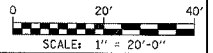
PLAN	DATE
DESIGNED	
PLOTTED	
ALIGNED	
CHECKED	
NO. 1000	
NO. 1000	
NO. 1000	

PROFILE	DATE
DESIGNED	
PLOTTED	
GRADES CHECKED	
NO. 1000	
NO. 1000	
NO. 1000	



LEGEND

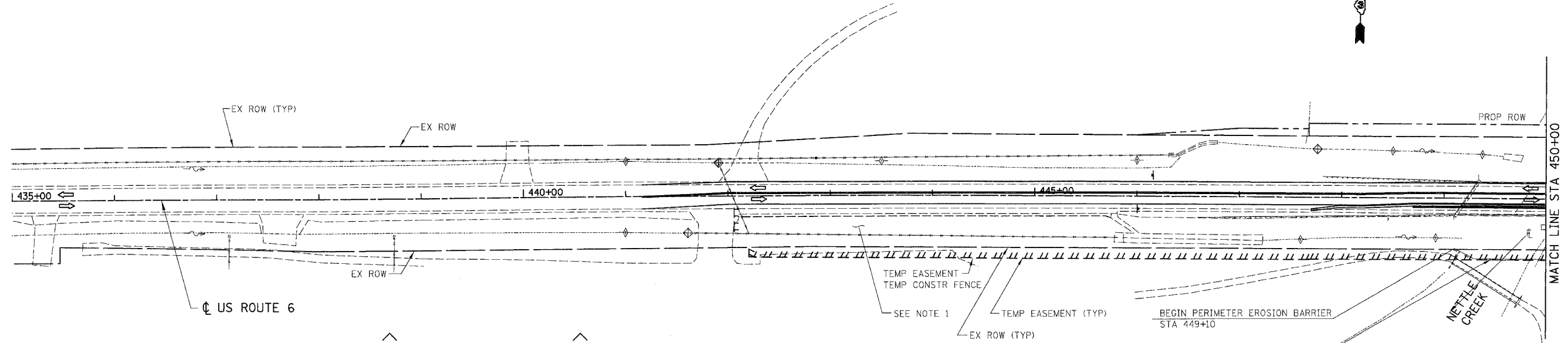
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	EROSION CONTROL BLANKET
	SEEDING, CLASS 1A
	EROSION CONTROL BLANKET



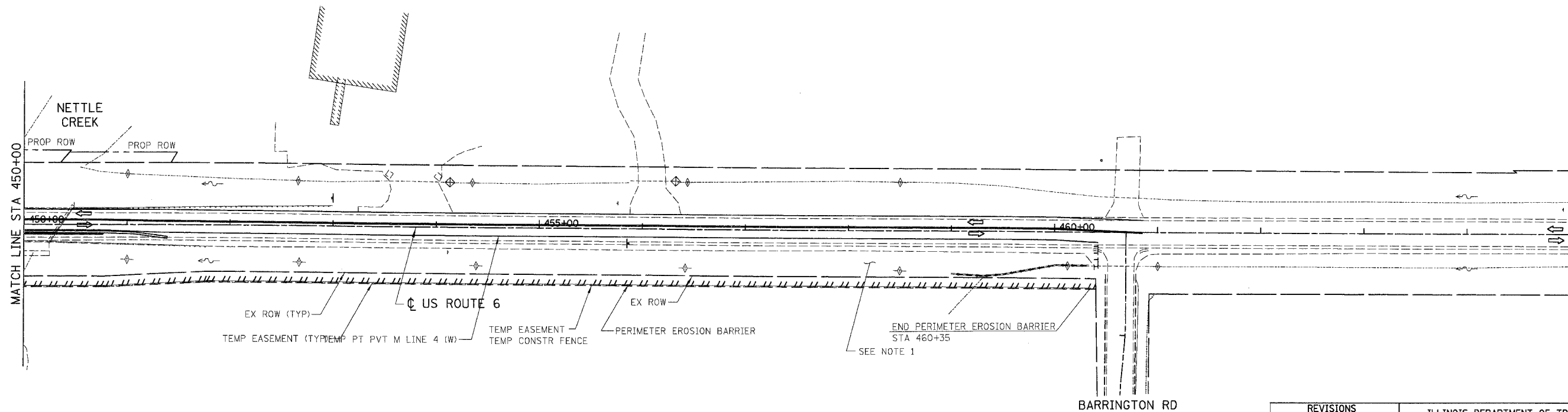
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REV. 05/01/07

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	0-BR	GRUNDY	86	25
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



THE CONTRACTOR SHALL NOT COMMENCE WITH INSTREAM WORK UNTIL EROSION CONTROL MEASURES ARE IN PLACE AND ACCEPTED BY THE ENGINEER. CHANNEL EXCAVATION, STONE RIPRAP - CLASS 4A, FILTER FABRIC, AND REMOVAL OF EXISTING STRUCTURES MUST BE DONE DURING PERIODS OF LOW STREAM FLOW AND IN THE DRY. THE USE OF SAND BAGS AND DEWATERING MECHANISMS MAY BE REQUIRED. THE CONTRACTOR SHALL SUBMIT A WORK PLAN FOR THESE ITEMS TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO THE START OF THE WORK. COST OF THESE PROVISIONS WILL BE INCLUDED INTO THE VARIOUS ITEMS OF WORK.



NOTES:
 1. 'TEMPORARY EROSION CONTROL SEEDING' WILL BE PLACED ON ALL ERODIBLE EARTH AREAS AS DIRECTED BY THE ENGINEER AS PER THE SPECIFICATIONS.

LEGEND

	INLET AND PIPE PROTECTION
	PERIMETER EROSION BARRIER
	TEMPORARY DITCH CHECK

BARRINGTON RD

BOWMAN, BARRETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 130 E. RANDOLPH STREET
 CHICAGO, ILLINOIS 60601
 JOB NO. 541



REVISIONS	
NAME	DATE

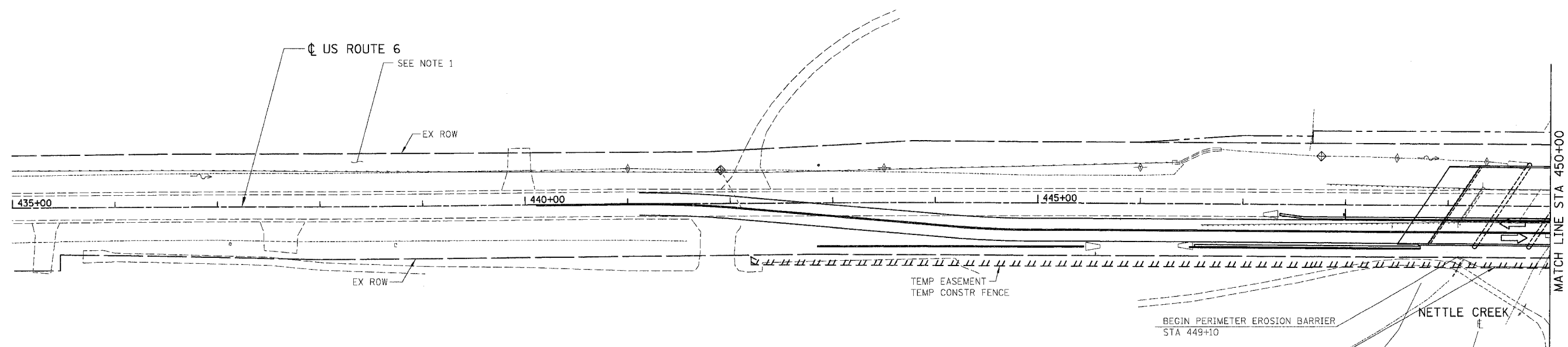
ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 6
 EROSION CONTROL PLAN
 STAGE 1

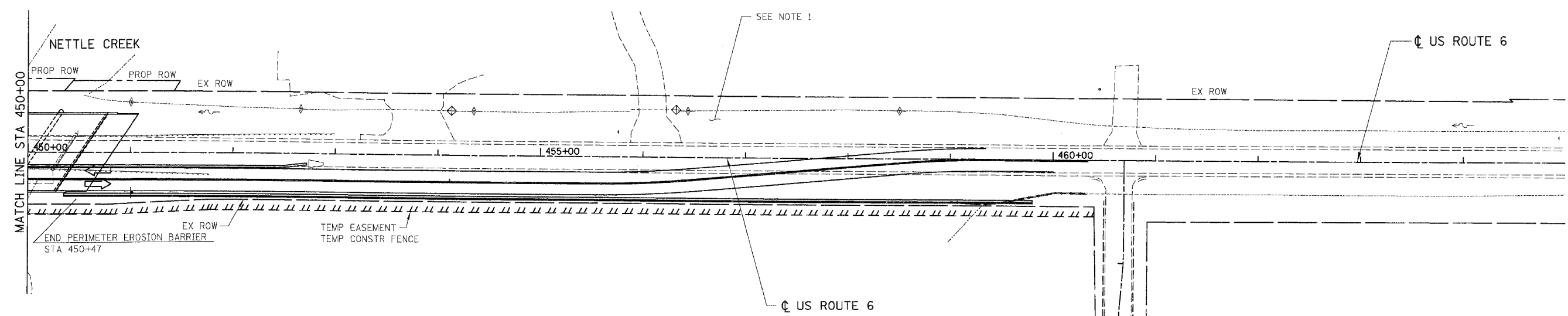
SCALE: VERT. 1" = 50'
 HORIZ. 1" = 50'
 DATE 3/19/07

DRAWN BY RGR
 CHECKED BY DDM

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	Q-BR	GRUNDY	86	26
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



THE CONTRACTOR SHALL NOT COMMENCE WITH INSTREAM WORK UNTIL EROSION CONTROL MEASURES ARE IN PLACE AND ACCEPTED BY THE ENGINEER. CHANNEL EXCAVATION, STONE RIPRAP - CLASS 4A, FILTER FABRIC, AND REMOVAL OF EXISTING STRUCTURES MUST BE DONE DURING PERIODS OF LOW STREAM FLOW AND IN THE DRY. THE USE OF SAND BAGS AND DEWATERING MECHANISMS MAY BE REQUIRED. THE CONTRACTOR SHALL SUBMIT A WORK PLAN FOR THESE ITEMS TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO THE START OF THE WORK. COST OF THESE PROVISIONS WILL BE INCLUDED INTO THE VARIOUS ITEMS OF WORK.



NOTES:
 1. 'TEMPORARY EROSION CONTROL SEEDING' WILL BE PLACED ON ALL ERODIBLE EARTH AREAS AS DIRECTED BY THE ENGINEER AS PER THE SPECIFICATIONS.

LEGEND

	INLET AND PIPE PROTECTION
	PERIMETER EROSION BARRIER
	TEMPORARY DITCH CHECK

BOWMAN, BARRETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 130 E. RANDOLPH STREET
 CHICAGO, ILLINOIS 60601
 JOB NO. 541



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 6
 EROSION CONTROL PLAN
 STAGE 2

SCALE: VERT. 1" = 50'
 HORIZ. 1" = 50'
 DATE 3/19/07

DRAWN BY RGR
 CHECKED BY DDM

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	Q-BR	GRUNDY	86	27
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	LOCATION STATION - OFFSET	STRUCTURE TYPE AND CASTING	FINAL RIM EL.	INVERT ELEVATION(S)	ADJUST	ADJUST W/ NEW T8G	STAGE 1 RIM EL.	NOTES
1	449+18.16 35.74' RT	PRC FLAR END SEC 36	N/A	527.15				
2	448+87.41 15.00' RT	RD MAN TA 6' TIF CL	538.58	527.77SW, 527.67SE	1		538.76	
3	448+47.00 28.00' RT	RD MAN TA 6' TIF CL	538.03	527.88E, 533.43S, 530.29W, 532.65N	1		538.87	
4	447+50.00 28.00' RT	RD MAN TA 6' TIF CL	538.32	530.57E, 533.72S, 530.59W	1		539.16	
5	446+50.00 28.00' RT	RD MAN TA 6' TIF CL	538.99	530.87E, 530.89W		1	539.83	
6	445+45.00 28.00' RT	RD MAN TA 6' TIF CL	540.74	531.18E, 535.05W		1	541.58	
7	443+45.00 28.00' RT	MAN TA 5' TIF CL	546.42	537.66E, 537.74W	1		547.05	
8	442+65.00 37.79' RT	RD MAN TA 5' TIF CL	551.00	545.10W, 538.90E				
10	448+45.60 36.00' RT	IN TA TIF OL	537.55	533.47N		1	538.71	
11	447+50.00 36.00' RT	IN TA TIF OL	537.84	533.76N		1	539.00	
12	448+94.26 36.00' LT	IN TA TIF OL	538.40	533.40S				
201	450+10.77 27.00' RT	PRC FLAR END SEC 24	N/A	527.15				
202	450+78.24 28.00' RT	MAN TA 5' TIF CL	537.17	527.33E, 527.32W	1		538.01	
203	452+00.00 28.00' RT	MAN TA 5' TIF CL	535.75	527.70E, 528.84S, 527.68W	1		536.59	
204	453+35.00 28.00' RT	MAN TA 5' TIF CL	534.66	528.11E, 528.99S, 528.09W	1		535.50	
205	454+25.00 28.00' RT	MAN TA 5' TIF CL	534.86	528.38E, 529.27S, 528.36W	1		535.70	
206	455+35.00 28.00' RT	MAN TA 5' TIF CL	535.30	528.71E, 529.60S, 528.69W	1		536.14	
207	456+45.00 28.00' RT	MAN TA 5' TIF CL	535.75	529.04E, 529.93S, 529.02W	1		536.59	
208	457+55.00 28.00' RT	MAN TA 5' TIF CL	536.33	529.41E, 529.78S, 529.35W				
209	458+65.00 28.00' RT	MAN TA 4' TIF CL	537.39	532.64E, 531.43S, 531.13W				
210	460+10.00 28.00' RT	MAN TA 4' TIF CL	540.00	535.07SE, 534.97W				
211	452+00.00 36.00' RT	IN TA TIF OL	535.27	528.88N		1	536.43	
212	453+35.00 36.00' RT	IN TA TIF OL	534.18	529.03N		1	535.34	
213	454+25.00 36.00' RT	IN TA TIF OL	534.38	529.31N		1	535.54	
214	455+35.00 36.00' RT	IN TA TIF OL	534.82	529.64N		1	535.98	
215	456+45.00 36.00' RT	IN TA TIF OL	535.33	529.97N		1	536.49	
216	457+55.00 36.00' RT	IN TA T8G	535.91	529.82N				
217	458+65.00 36.00' RT	IN TA T8G	536.97	531.48N				
218	450+65.21 50.16' LT	END SECTIONS 24	N/A	527.86				
219	453+00.00 42.73' LT	END SECTIONS 24	N/A	529.50				
220	460+15.00 32.17' RT	MAN TA 4' TIF CL	540.00	537.19E, 535.12NW				
221	460+22.73 32.24' RT	END SECTIONS 18	N/A	537.30				
F01	449+78.77 53.94' LT	END SECTIONS 24	N/A	527.10				
F02	447+75.00 53.94' LT	END SECTIONS 24	N/A	528.50				


*NOTE: MATCH EXISTING SEWER INVERT ELEVATION

STORM SEWER PIPE SCHEDULE

FROM STR. NO.	TO STR. NO.	LENGTH (FEET)	DIAMETER (INCHES)	SLOPE (%)	TRENCH BACKFILL (CU. YD.)	STORM SEWER TYPE	NOTES
008	007	75.5	24	1.35%	108.0	SS CL A 2	
007	006	194.4	42	1.35%	162.9	SS CL A 1	
006	005	99.0	48	0.30%	124.7	SS CL A 1	
005	004	94.0	48	0.30%	94.0	SS CL A 1	
004	003	91.0	48	0.30%	86.3	SS CL A 1	
003	002	36.4	48	0.31%	57.8	SS CL A 1	**
002	001	26.4	36	1.50%	43.3	SS D I P CL 52	**
012	003	75.5	12	1.00%	21.6	SS CL A 1	**
011	004	4.0	12	1.00%	0.6	SS CL A 1	
010	003	4.1	12	1.00%	0.6	SS CL A 1	
210	209	141.0	18	1.65%	28.8	SS CL A 2	
209	208	105.5	18	1.65%	43.8	SS CL A 2	
208	207	105.0	21	0.30%	78.5	SS CL A 2	
207	206	105.0	21	0.30%	83.2	SS CL A 2	
206	205	105.0	21	0.30%	80.9	SS CL A 2	
205	204	85.0	21	0.30%	64.9	SS CL A 2	
204	203	130.0	24	0.30%	120.8	SS CL A 2	
203	202	116.8	24	0.30%	146.9	SS CL A 2	
202	201	58.9	24	0.30%	84.4	SS CL A 1	**
211	203	4.5	12	1.00%	2.2	SS CL A 1	
212	204	4.5	12	1.00%	1.1	SS CL A 1	
213	205	4.5	12	1.00%	1.0	SS CL A 1	
214	206	4.5	12	1.00%	1.1	SS CL A 1	
215	207	4.5	12	1.00%	1.1	SS CL A 1	
216	208	4.5	12	1.00%	1.0	SS CL A 1	
217	209	5.0	12	1.00%	1.0	SS CL A 1	
F02	F01	197.0	24	0.70%	0.0	P CUL CL D 1	
219	218	228.1	24	0.70%	0.0	P CUL CL D 1	
220	210	2.5	18	1.65%	0.2	SS CL A 1	
221	220	3.1	18	1.65%	0.0	P CUL CL D 1	

** NOTE: USE CLSM FOR TRENCH BACKFILL WHERE NOTED

LEGEND:

STRUCTURE TO BE ADJUSTED 

PROP SWALE FLOWLINE 

NOTES:

1. STATION AND OFFSET VALUES GIVEN FOR PROPOSED STRUCTURES REPRESENT THE CENTER OF THE CASTING.
2. STATION AND ELEVATION VALUES GIVEN FOR PROPOSED END SECTIONS REPRESENT THE END OF THE END SECTION OPPOSITE THE CONNECTING SEWER OR CULVERT PIPE.
3. THE CONTRACTOR MUST ENSURE POSITIVE DRAINAGE TO ALL INLETS, CATCH BASINS, AND MANHOLES WITH OPEN LIDS.
4. SEE GENERAL NOTES SHEET FOR ADDITIONAL DRAINAGE AND UTILITIES NOTES.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 6
DRAINAGE SCHEDULES & NOTES

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



SCALE: VERT. N.T.S.
HORIZ. N.T.S.
DATE 3/19/07

DRAWN BY DDM
CHECKED BY JMD

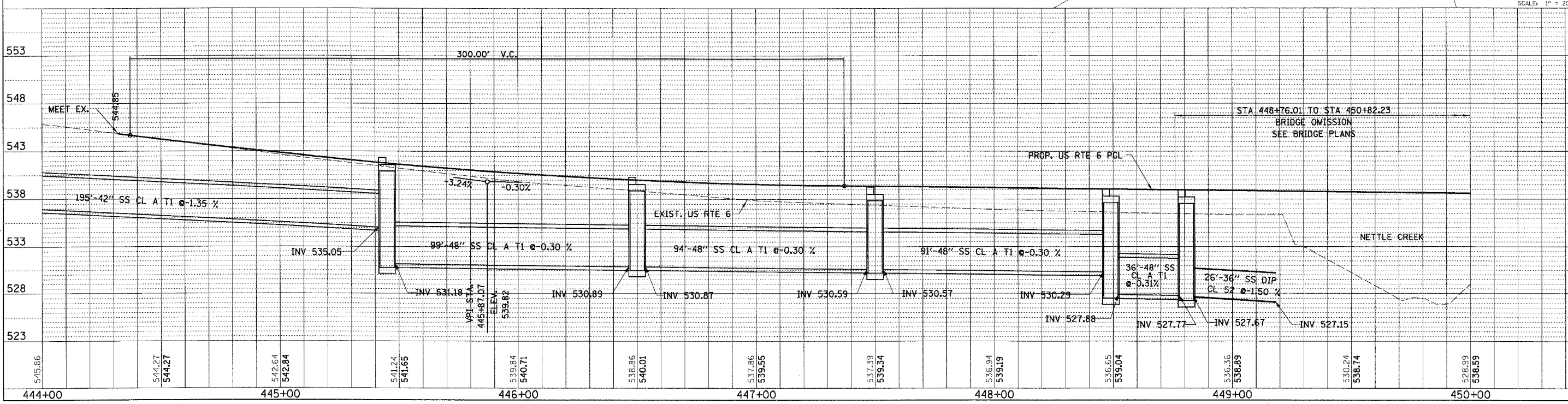
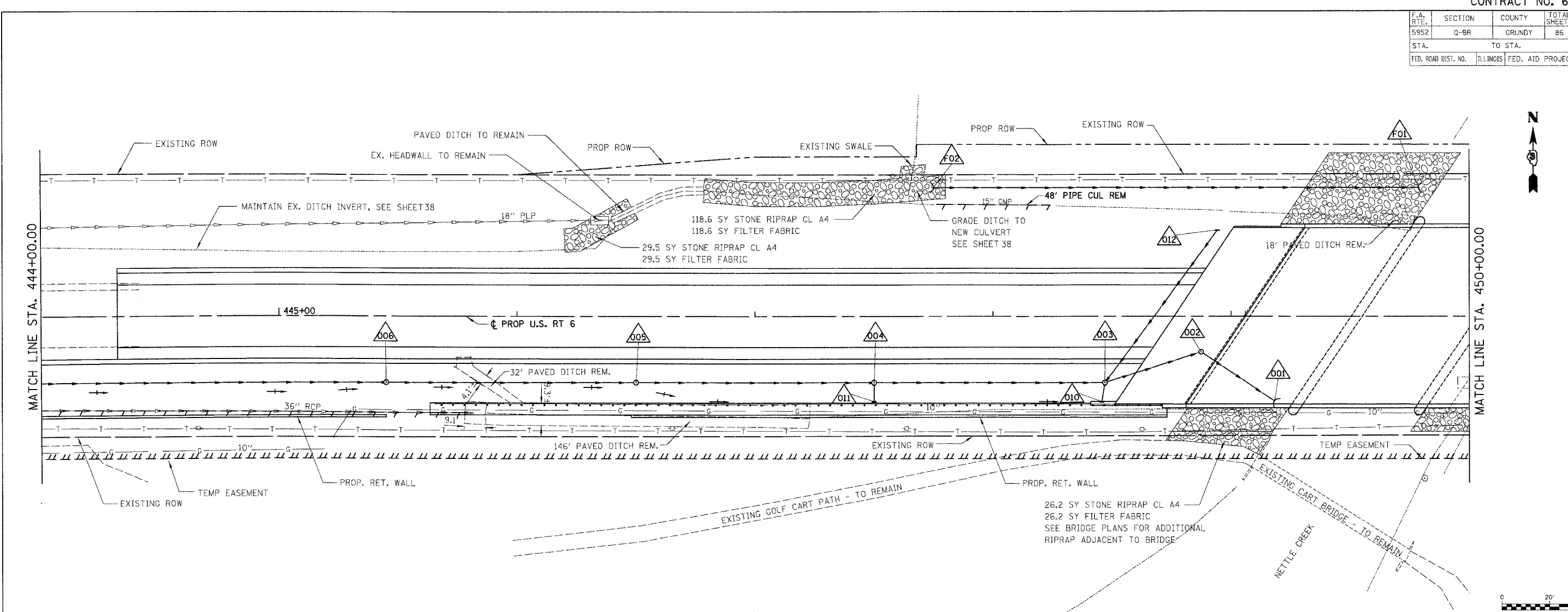
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	Q-BR	GRUNDY	86	29
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PLAN

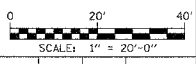
BY	DATE
SURVEYED	
DESIGNED	
CHECKED	
IN CHARGE	
NO. OF SHEETS	
NO. OF SHEETS CHECKED	
NO. OF SHEETS NOT CHECKED	
NO. OF SHEETS NOT YET CHECKED	
NO. OF SHEETS NOT YET CHECKED	
NO. OF SHEETS NOT YET CHECKED	

PROFILE

BY	DATE
SURVEYED	
DESIGNED	
CHECKED	
IN CHARGE	
NO. OF SHEETS	
NO. OF SHEETS CHECKED	
NO. OF SHEETS NOT CHECKED	
NO. OF SHEETS NOT YET CHECKED	
NO. OF SHEETS NOT YET CHECKED	
NO. OF SHEETS NOT YET CHECKED	

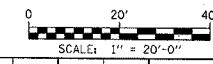
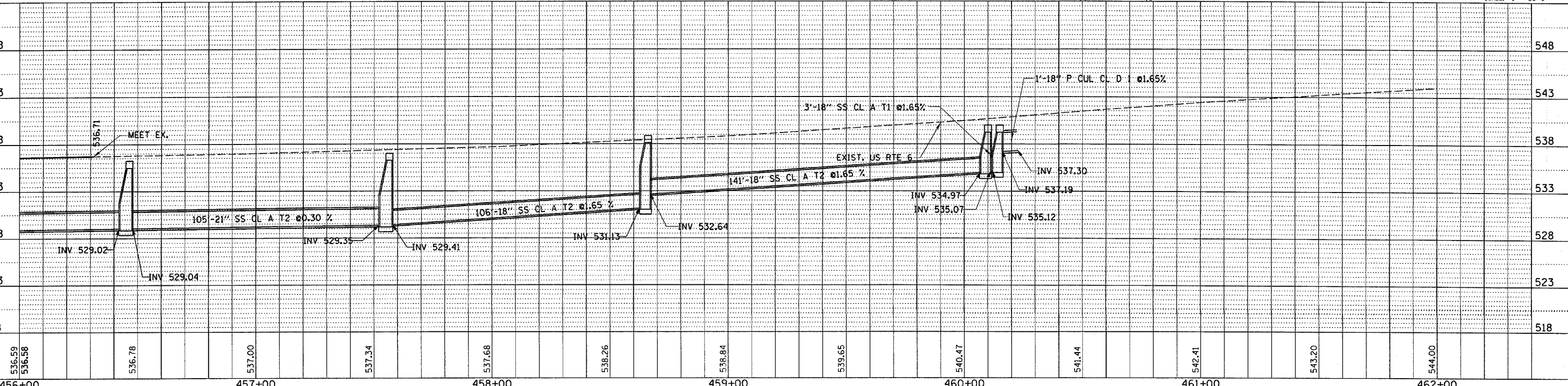
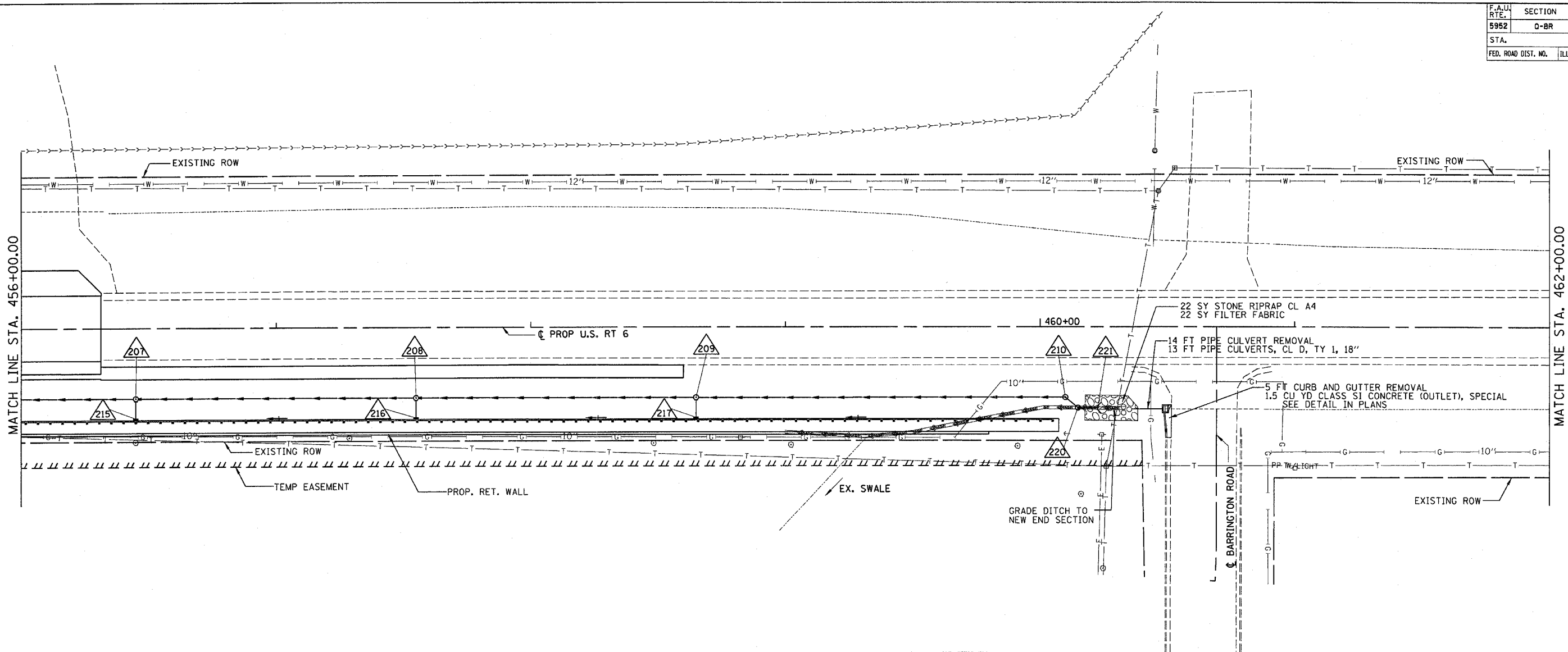


US ROUTE 6 - DRAINAGE & UTILITIES



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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	0-BR	GRUNDY	86	31
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PLAN

DATE	BY

PROFILE

DATE	BY

S.W.1/4 SEC. 31, T.34N., R.7E. OF 3RD P.M.

GR-272

PARCEL 3LF0037

STEVEN TALLER, et al., as Trustees

TOTAL HOLDING = 39.410 AC ±
TOTAL R.O.W. REQUIRED = 0.098 AC ± [4,273 SQ FT ±]
REMAINDER = 39.312 AC ±

Table with 4 columns: PARCEL, POINT TO POINT, BEARING, DISTANCE. Contains survey data for Parcel 3LF0037.



FD IB MONUMENT REC. NO. 358333



EAST LINE OF SW 1/4 SEC 31-34-7 N.01°04'40"W. 5332.23'

FD R.R.S. MONUMENT REC. NO. 320268



WEST LINE OF SW 1/4 SEC 31-34-7 N.01°08'27"W. 26581.12'

STA. 442+05.23

441+77.04 50'

442+05.23 51.34'

PI STA. = 442+74.13

181°09'27"

443+77.04 60'

EX. R.O.W. LINE

446+00.00 59.38'

447+00.00 67.00'

447+67.97 67.00'

447+68.01 72.00'

PROP. R.O.W. LINE

P.O.C. 3LF0037 447+67.92 59.40'
P.O.C. 3LF0038 7.11'
P.O.C. 3LF0040 7.11'

U.S. RTE. 6

U.S. RTE. 6

N.88°28'42"E.

SOUTH LINE OF SW 1/4 SEC 31-34-7 N.88°09'07"E. 2528.67'

FD PLAQUE MONUMENT REC. NO. 358331 STA. 447+67.36 7.11'

P.O.B. 3LF0038 TE 447+67.36 50.57'

WEST LINE OF NW 1/4 SEC 6-33-7 S.01°08'48"E. 2586.32'



FD BAR IN CONC. MONUMENT REC. NO. 351635 STA. 422+38.66 1.41' RT.



FD PLAQUE MONUMENT REC. NO. 351629

CURVE DATA

PI STA. = 442+74.13
Delta = 1° 09' 27" (RT)
D = 0° 11' 35"
R = 29,698.99'
T = 300.00'
L = 599.97'
E = 1.52'
P.C. STA = 439+74.13
P.T. STA = 445+74.10

GR-329

PARCEL 3LF0038

MORRIS COUNTRY CLUB

TOTAL HOLDING = 121.219 AC ±
TEMPORARY EASEMENT = 0.410 AC ±
PURPOSE: RETAINING WALL CONSTRUCTION / GRADING

Table with 4 columns: PARCEL, POINT TO POINT, BEARING, DISTANCE. Contains survey data for Parcel 3LF0038 TE.

*353.39' along a 29638.99' curve left whose chord bears S.68°08'13"W.

FD IP MONUMENT REC. NO. 358331



EAST LINE OF NW 1/4 SEC 6-33-7 S.01°28'23"E. 5265.50'

TEMP. EASEMENT LINE

447+67.38 60.00'

445+74.10 60.00'

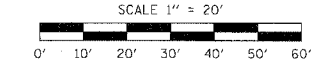
EX. R.O.W. LINE

CERTIFICATION OF SURVEY
I, LOUIS BOWMAN JR. HEREBY CERTIFY THAT I AM AN ILLINOIS PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS...

BOWMAN, BARRETT & ASSOCIATES INC.
DATE BY
LOUIS BOWMAN JR.
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-1911
EXPIRATION DATE:

N.W.1/4 SEC. 6, T.33N., R.7E. OF 3RD P.M.

NOTE: BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83)



RIGHT OF WAY PLANS

Table with 2 columns: FIELD, VALUE. Contains project details: ROUTE F.A.U. 5952 (U.S. ROUTE 6), SECTION Q-BR, PROJECT, COUNTY GRUNDY, JOB NUMBER R-93-017-95, STATION 441+50 TO 447+67.40, SHEET 01 OF 03, SCALE 1" = 20'.

S.E.1/4 SEC. 31, T.34N., R.7E. OF 3RD P.M.



FD 1B
MONUMENT REC.
NO. 358333

GR-274

PARCEL 3LF0037

STEVEN TALLER et al., as Trustees

SEE SHEET 1 FOR AREAS

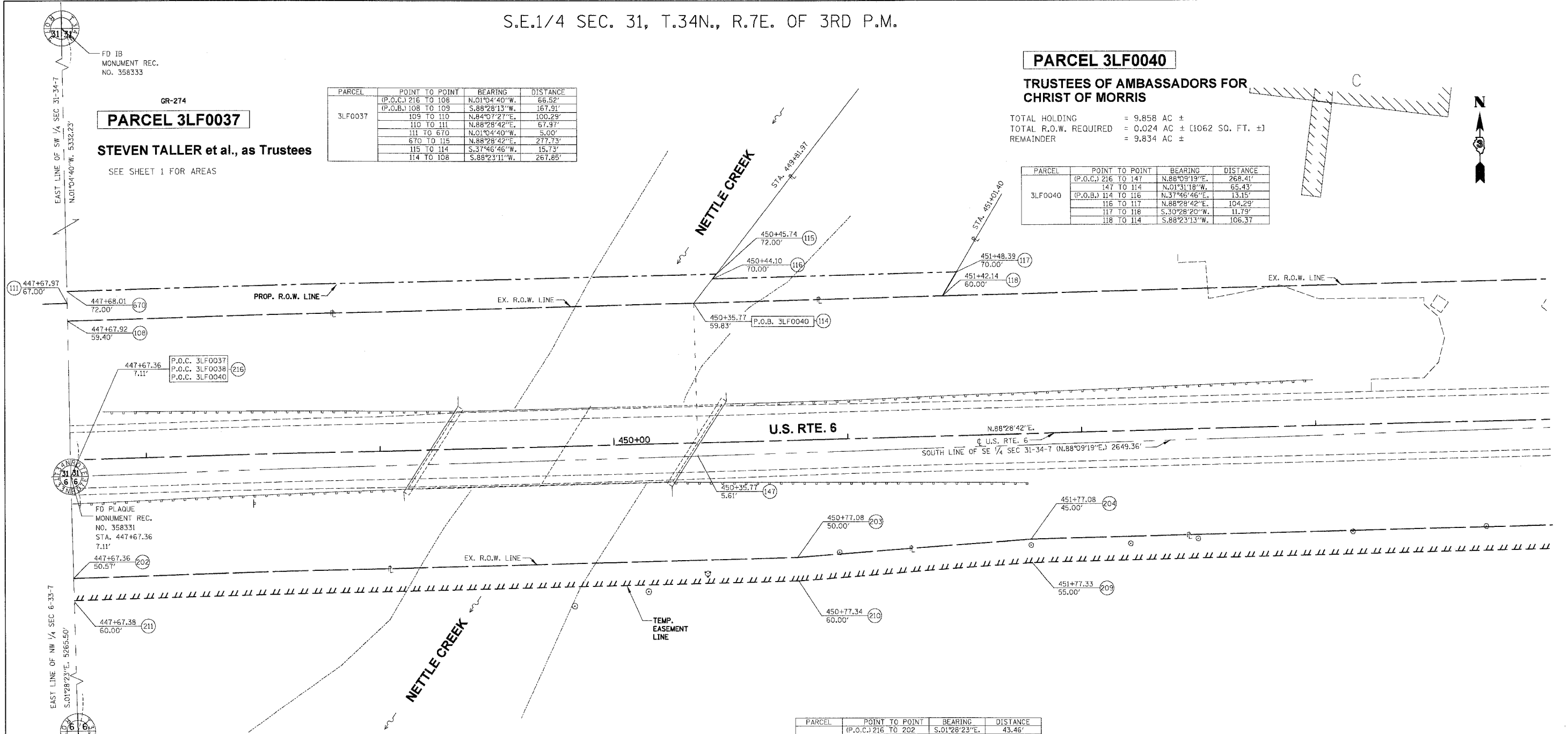
PARCEL	POINT TO POINT	BEARING	DISTANCE
3LF0037	(P.O.C.) 216 TO 108	N.01°04'40"W.	66.52'
	(P.O.B.) 108 TO 109	S.88°28'13"W.	167.91'
	109 TO 110	N.84°07'27"E.	100.29'
	110 TO 111	N.88°28'42"E.	67.97'
	111 TO 670	N.01°04'40"W.	5.00'
	670 TO 115	N.88°28'42"E.	277.73'
115 TO 114	S.37°46'46"W.	15.73'	
114 TO 108	S.88°23'11"W.	267.85'	

PARCEL 3LF0040

**TRUSTEES OF AMBASSADORS FOR
CHRIST OF MORRIS**

TOTAL HOLDING = 9.858 AC ±
TOTAL R.O.W. REQUIRED = 0.024 AC ± [1062 SQ. FT. ±]
REMAINDER = 9.834 AC ±

PARCEL	POINT TO POINT	BEARING	DISTANCE
3LF0040	(P.O.C.) 216 TO 147	N.88°09'19"E.	268.41'
	147 TO 114	N.01°31'18"W.	65.43'
	(P.O.B.) 114 TO 116	N.37°46'46"E.	13.15'
	116 TO 117	N.88°28'42"E.	104.29'
	117 TO 118	S.30°28'20"W.	11.79'
118 TO 114	S.88°23'13"W.	106.37'	



GR-329

PARCEL 3LF0038

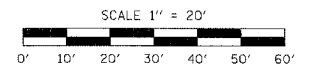
MORRIS COUNTRY CLUB

SEE SHEET 1 FOR AREAS

PARCEL	POINT TO POINT	BEARING	DISTANCE
3LF0038 TE	(P.O.C.) 216 TO 202	S.01°28'23"E.	43.46'
	(P.O.B.) 202 TO 203	N.88°22'23"E.	309.72'
	203 TO 204	N.85°36'58"E.	100.12'
	204 TO 206	N.88°28'42"E.	863.01'
	206 TO 207	S.02°39'31"E.	10.00'
	207 TO 209	S.88°28'42"W.	862.96'
	209 TO 210	S.85°36'58"W.	100.12'
	210 TO 211	S.88°28'41"W.	309.96'
	211 TO 213	S.88°28'42"W.	193.28'
	213 TO 212	S.88°08'13"W.*	353.39'
	212 TO 200	N.02°12'12"W.	9.52'
	200 TO 201	N.87°22'19"E.	56.99'
201 TO 202	N.88°22'18"E.	489.78'	

*353.39' along a 29638.99' curve left whose chord bears S.88°08'13"W.

NOTE: BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83)



CERTIFICATION OF SURVEY

I, LOUIS BOWMAN JR. HEREBY CERTIFY THAT I AM AN ILLINOIS PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS; THAT THE SURVEY OF PROPOSED F.A.U. ROUTE 5952 WAS HEREBY MADE BY BOWMAN, BARRETT & ASSOCIATES INC. 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 THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

BOWMAN, BARRETT & ASSOCIATES INC.

DATE _____ BY _____

LOUIS BOWMAN JR.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-1911

EXPIRATION DATE: _____

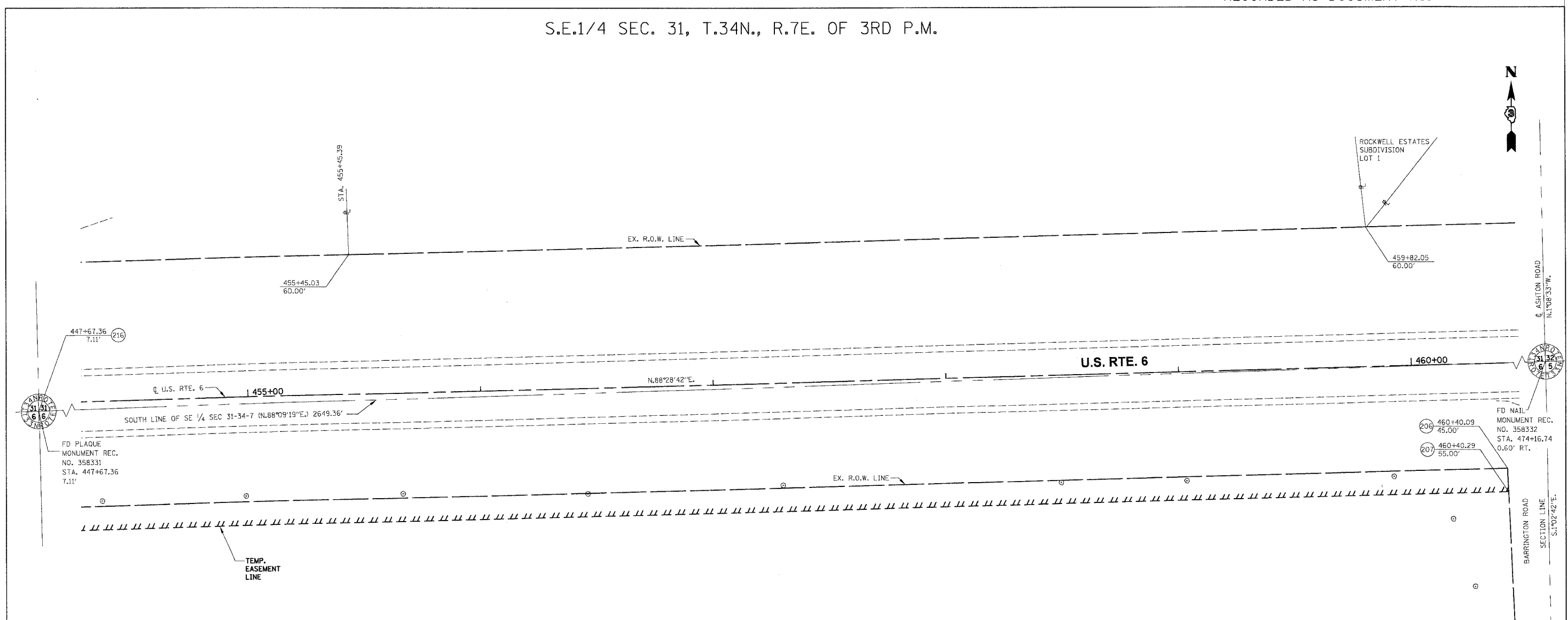
S.E.1/4 SEC. 6, T.33N., R.7E. OF 3RD P.M.

RIGHT OF WAY PLANS

ROUTE	F.A.U. 5952 (U.S. ROUTE 6)
SECTION	Q-BR
PROJECT	
COUNTY	GRUNDY
JOB NUMBER	R-93-017-95
STATION	447+67.40 TO 454+00
SHEET	02 OF 03
SCALE	1" = 20'

N:\S\4476740\1166534_Nett11b_Creek\SRW\PLAT.dwg

S.E.1/4 SEC. 31, T.34N., R.7E. OF 3RD P.M.



GR-329
PARCEL 3LF0038

MORRIS COUNTRY CLUB
 SEE SHEET 1 FOR AREAS

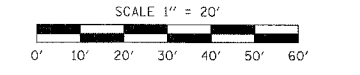
PARCEL	POINT TO POINT	BEARING	DISTANCE
3LF0038 TE	(P.O.C.) 216 TO 202	S.01°28'23"E.	43.46'
	(P.O.B.) 202 TO 203	N.88°22'23"E.	309.72'
	203 TO 204	N.85°36'58"E.	100.12'
	204 TO 206	N.88°28'42"E.	863.01'
	206 TO 207	S.02°39'31"E.	10.00'
	207 TO 209	S.88°28'42"W.	862.96'
	209 TO 210	S.85°46'58"W.	100.12'
	210 TO 211	S.88°28'41"W.	309.96'
	211 TO 213	S.88°28'42"W.	193.28'
	213 TO 212	S.88°08'13"W.*	353.39'
	212 TO 200	N.02°12'12"W.	9.52'
	200 TO 201	N.87°22'19"E.	56.99'
201 TO 202	N.88°22'18"E.	489.78'	

*353.39' along a 29638.99' curve left whose chord bears S.88°08'13"W.

CERTIFICATION OF SURVEY
 I, LOUIS BOWMAN JR. HEREBY CERTIFY THAT I AM AN ILLINOIS PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS; THAT THE SURVEY OF PROPOSED F.A.U. ROUTE 5952 WAS HEREBY MADE BY BOWMAN, BARRETT & ASSOCIATES INC. 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 THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

BOWMAN, BARRETT & ASSOCIATES INC.
 DATE _____ BY _____
 LOUIS BOWMAN JR.
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-1911
 EXPIRATION DATE: _____

NOTE: BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83)



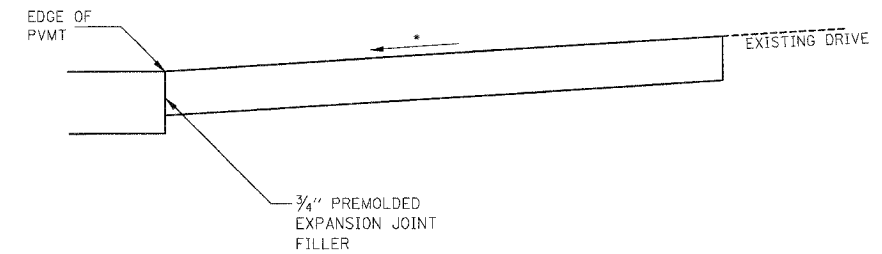
RIGHT OF WAY PLANS	
ROUTE	F.A.U. 5952 (U.S. ROUTE 6)
SECTION	Q-BR
PROJECT	
COUNTY	GRUNDY
JOB NUMBER	R-93-017-95
STATION	454+00 TO 460+50
SHEET	03 OF 03 SCALE 1" = 20'

N.E.1/4 SEC. 6, T.33N., R.7E. OF 3RD P.M.

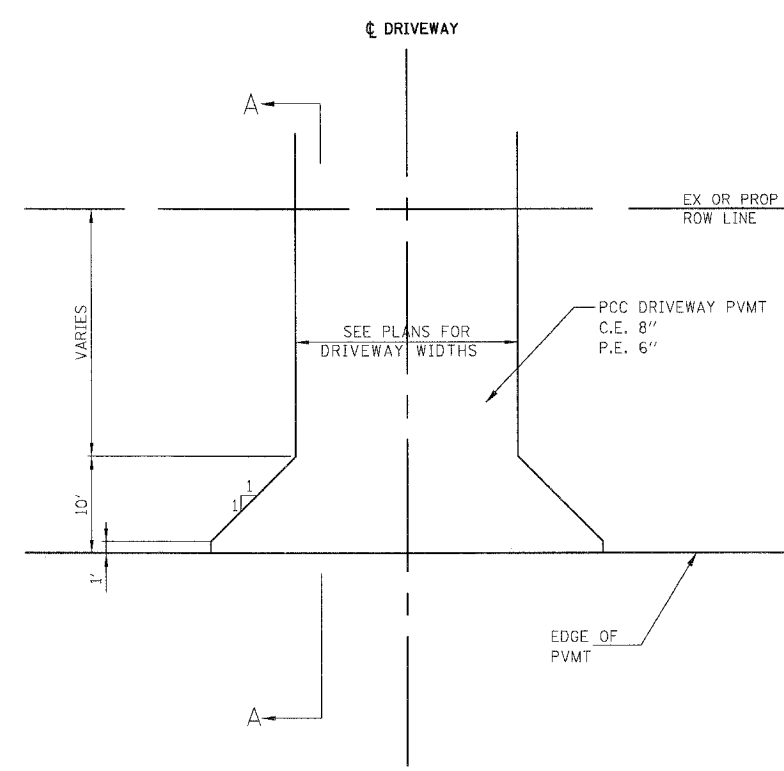
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(G, Q)R(O)R, BR, BR-1	GRUNDY	86	35
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

• SLOPE VARIES
1.5% MIN
P.E. 8% MAX
C.E. 6% MAX



SEC A-A



PLAN

PRIVATE OR COMMERCIAL ENTRANCE WITHOUT SIDEWALK

NOTES:

DRIVEWAY SLOPES, LOCATIONS & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK.

CONSTRUCT ENTRANCE TO ROW LINE UNLESS OTHERWISE SHOWN IN THE PLANS WHEN WIDTH OF PROPOSED DRIVEWAY IS GREATER THAN 20', SAWED OR TOOLED RELIEF JOINTS SHALL BE USED ALONG THE DRIVEWAY'S CENTERLINE.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 815-434-8490 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF DRIVEWAY.

3/4" PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

US ROUTE 6
DRIVEWAY DETAILS

SCALE: VERT. NTS
HORIZ. 3/19/07

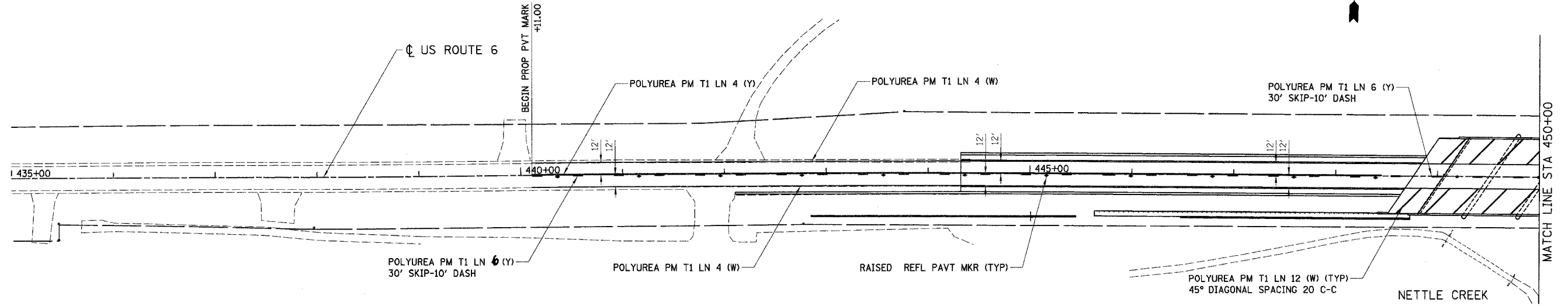
DRAWN BY KAR
CHECKED BY DDM

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541

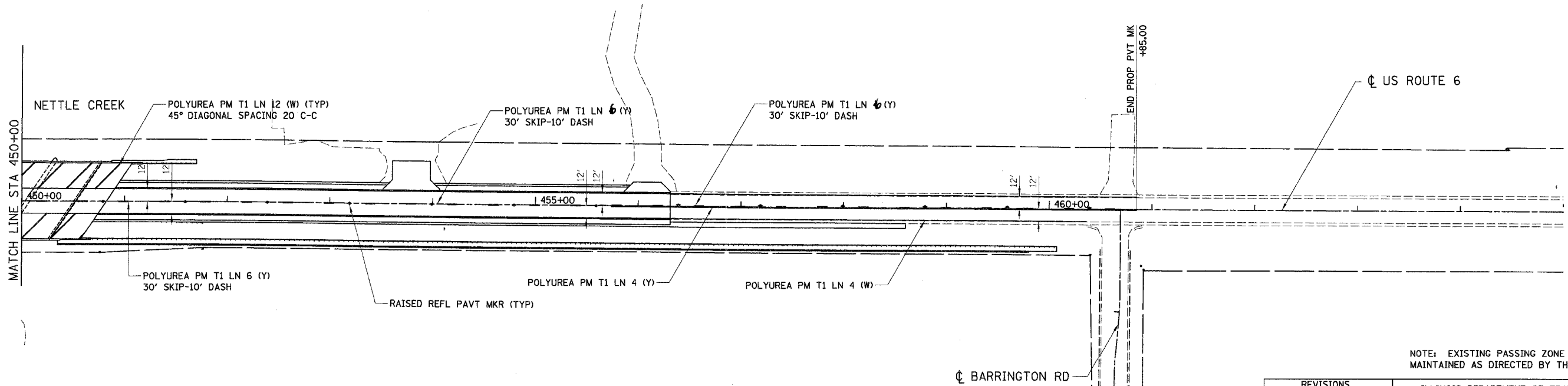


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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	0-BR	GRUNDY	86	36
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



NOTE: EXISTING PASSING ZONE LIMITS TO BE MAINTAINED AS DIRECTED BY THE ENGINEER



NOTE: EXISTING PASSING ZONE LIMITS TO BE MAINTAINED AS DIRECTED BY THE ENGINEER



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 6
PAVEMENT MARKINGS
& SIGNING PLAN

SCALE: VERT. 1"=50'
HORIZ. 1"=50'
DATE 3/19/07
DRAWN BY JAM
CHECKED BY DM

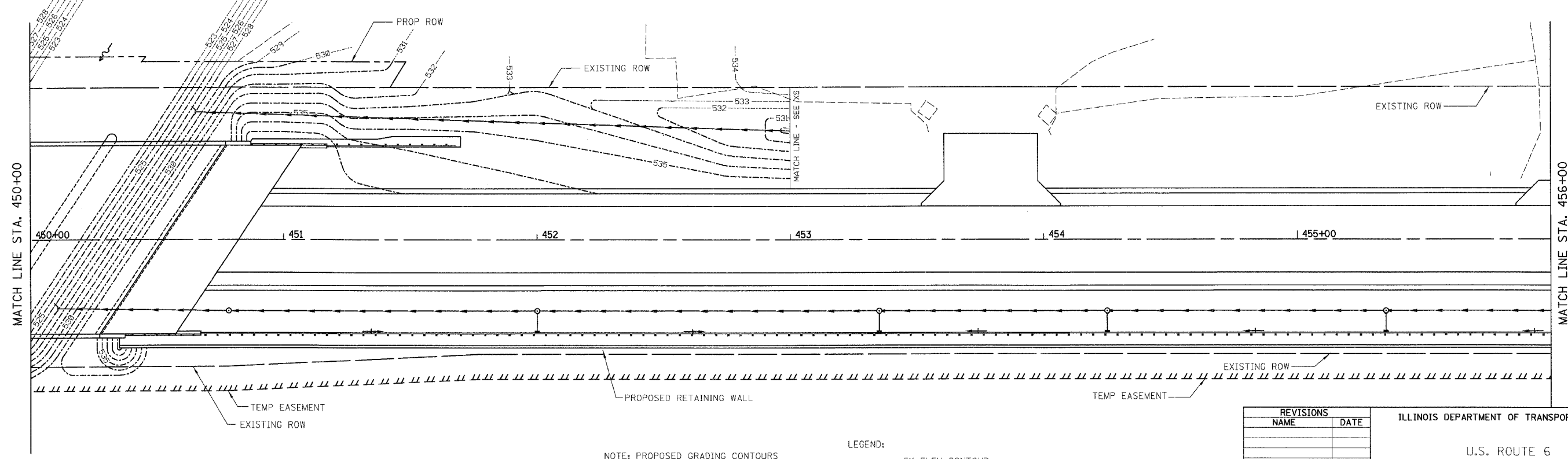
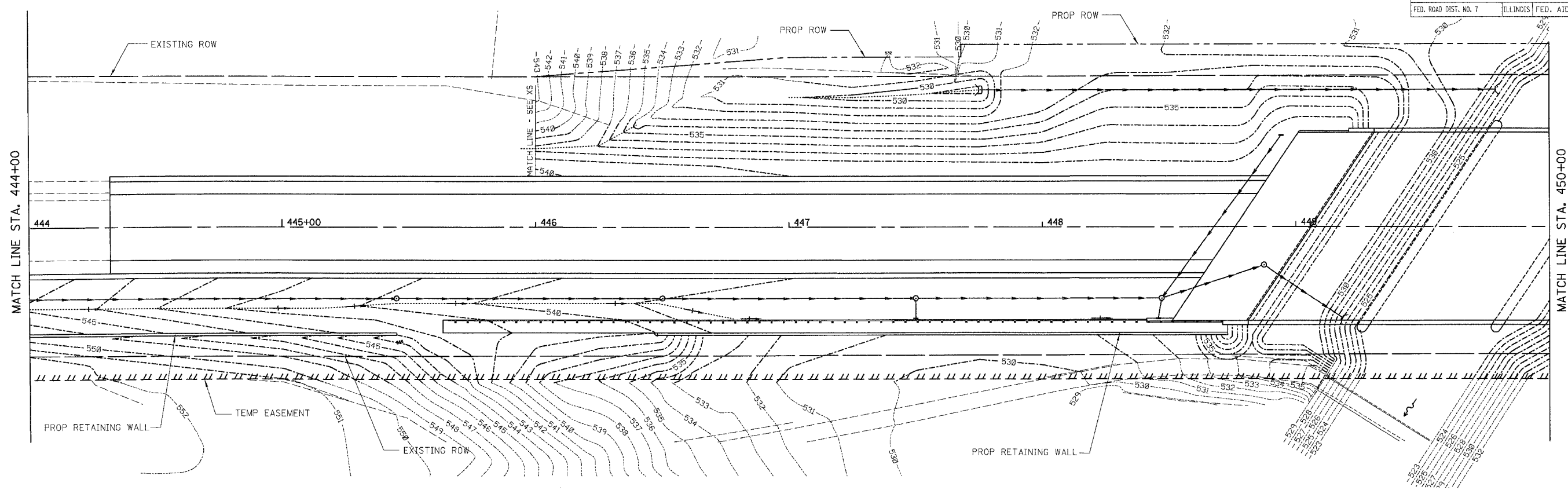
BOWMAN, BARRETT
& ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 54



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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	0-BR	GRUNDY	86	38
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



NOTE: PROPOSED GRADING CONTOURS PROVIDED ONLY TO SUPPLEMENT CROSS SECTION DRAWINGS IN AREAS NOT CLEARLY SHOWN BY CROSS SECTIONS

- LEGEND:
- EX ELEV CONTOUR
 - PROP ELEV CONTOUR
 - PROP SWALE / DITCH INVERT
- SEE DRAINAGE PLANS FOR OTHER LEGEND ITEMS

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 CONSULTING ENGINEERS
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 CHICAGO, ILLINOIS 60601
 JOB NO. 541

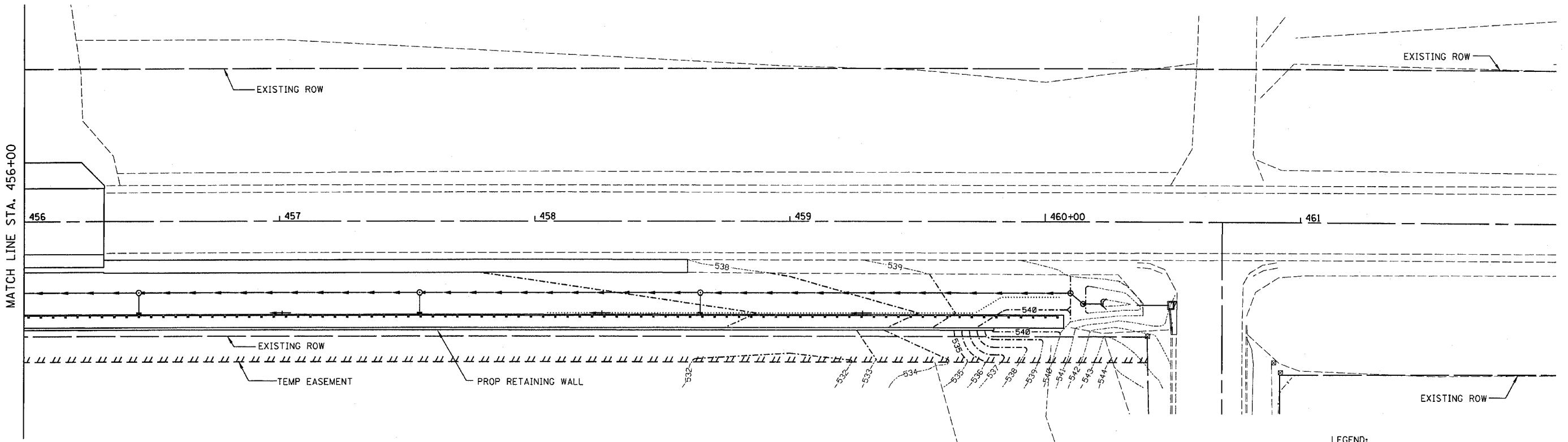


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 U.S. ROUTE 6
 PROPOSED GRADING CONTOURS

SCALE: VERT. 1" = 20'
 HORIZ. 1" = 20'
 DATE: 3/19/07
 DRAWN BY: DDM
 CHECKED BY: JMD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	Q-BR	GRUNDY	86	39
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	



LEGEND:
 - - - - - EX ELEV CONTOUR
 - - - - - PROP ELEV CONTOUR
 PROP SWALE / DITCH INVERT
 SEE DRAINAGE PLANS FOR OTHER LEGEND ITEMS

NOTE: PROPOSED GRADING CONTOURS
 PROVIDED ONLY TO SUPPLEMENT CROSS
 SECTION DRAWINGS IN AREAS NOT CLEARLY
 SHOWN BY CROSS SECTIONS



MATCH LINE STA. 456+00

5/17/2007 8:15 AM duncanbd

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 CONSULTING ENGINEERS
 130 E. RANDOLPH STREET
 CHICAGO, ILLINOIS 60601
 JOB NO. 541



REVISIONS	
NAME	DATE
BDD	5/1/07

ILLINOIS DEPARTMENT OF TRANSPORTATION
 U.S. ROUTE 6
 PROPOSED GRADING CONTOURS

SCALE: VERT. DRAWN BY DDM
 HORIZ. CHECKED BY JMD
 DATE #SDATE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S2
U.S. 6	Q	GRUNDY	86	41	OF 826 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

GENERAL NOTES

Fasteners shall be high strength bolts. Bolts $\frac{7}{8}$ " ϕ , open holes $\frac{15}{16}$ " ϕ , unless otherwise noted.

Calculated weight of Structural Steel = 197500 lbs. AASHTO M270 Grade 36

Reinforcement bars shall conform to the requirements of ASTM A706 Gr. 60 (IL modified). See Special Provisions.

The Steel H Piles shall be according to AASHTO M270 Grade 50

Field welding of construction accessories will not be permitted to beams or girders.

Anchor bolts shall be set before bolting diaphragms over supports.

The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the wide flange beams and all splice plate material except fill plates.

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

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two $\frac{1}{8}$ " adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. For Type I Elastomeric Bearings, two $\frac{1}{8}$ " adjusting shims shall be provided for each bearing and placed as detailed.

The Contractor shall drive one HP10x42 test pile in a permanent location at each abutment before ordering the remainder of piles. The test pile(s) shall be driven to 110 percent of the Nominal Required Bearing indicated in the pile data information.

The concrete for bridge floors finished according to Article 503.16(a) of the Standard Specifications, shall be placed and compacted parallel to the skew in uniform increments along centerline of the bridge. The finishing machine, when required, shall be set parallel to the skew for striking off and screeding the concrete.

Concrete Sealer shall be applied to the seat area of the abutments.

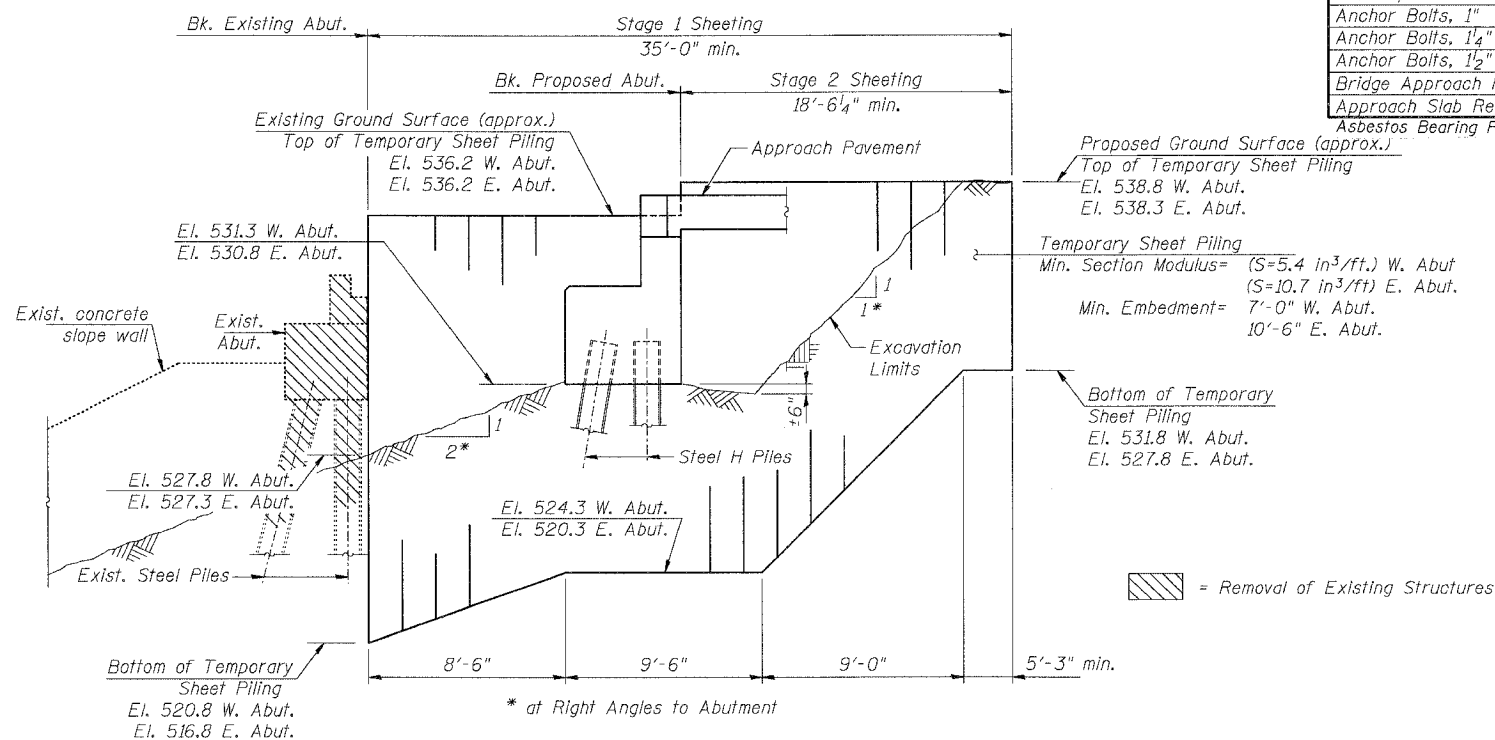
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

All construction joints shall be bonded.

If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06 of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

The Inorganic zinc rich primer/Acrylic/Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown, Munsell No 2.5YR 3/4. See special provision for "Cleaning and Painting New Metal Structures."

Note:
Hard driving conditions 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.



TEMPORARY SHEET PILING

(Above diagram is drawn looking perpendicular to ϕ roadway)

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each	-	-	1
Structure Excavation	Cu. Yd.	-	260	260
Concrete Structures	Cu. Yd.	-	449.3	449.3
Concrete Superstructure	Cu. Yd.	322.3	-	322.3
Furnishing and Erecting Structural Steel	L. Sum	1	-	1
Stud Shear Connectors	Each	5730	-	5730
Elastomeric Bearing Assembly, Type I	Each	30	-	30
Reinforcement Bars, Epoxy Coated	Pound	85400	31910	117310
Reinforcement Bars	Pound	-	8950	8950
Bar Splicers	Each	542	262	804
Name Plates	Each	1	-	1
Bridge Deck Grooving	Sq. Yd.	1620	-	1620
Protective Coat	Sq. Yd.	1871	-	1871
Concrete Sealer	Sq. Ft.	-	510	510
Drainage Scuppers, DS-12	Each	2	-	2
Floor Drains	Each	10	-	10
Preformed Joint Strip Seal	Foot	183	-	183
Furnishing Steel Piles HP 10x42	Foot	-	792	792
Driving Piles	Foot	-	792	792
Test Pile Steel HP 10x42	Each	-	2	2
Temporary Sheet Piling	Sq. Ft.	-	867	867
Pile Shoes	Each	-	46	46
Drilled Shaft in Rock	Cu. Yd.	-	4	4
Drilled Shaft in Soil	Cu. Yd.	-	40	40
Underwater Structure Excavation Protection, Location 1	Each	-	1	1
Underwater Structure Excavation Protection, Location 2	Each	-	1	1
Porous Granular Embankment (Special)	Cu. Yd.	-	224	224
Stone Riprap, Class A4	Sq. Yd.	-	1301	1301
Filter Fabric	Sq. Yd.	-	1301	1301
Steel Railing (Temporary)	Foot	117.5	-	117.5
Permanent Casing	Foot	-	133	133
Pipe Underdrains for Structures 4"	Foot	-	174	174
Geocomposite Wall Drain	Sq. Yd.	-	107	107
Anchor Bolts, 1"	Each	-	40	40
Anchor Bolts, 1 1/4"	Each	-	20	20
Anchor Bolts, 1 1/2"	Each	-	20	20
Bridge Approach Pavement	Sq. Yd.	502	-	502
Approach Slab Removal	Sq. Yd.	150	-	150
Asbestos Bearing Pad Removal	Each	44	-	44

**GENERAL NOTES AND
TOTAL BILL OF MATERIALS
U.S. ROUTE 6 OVER
NETTLE CREEK
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
STATION 449+79.12
S.N. 032-0107**

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130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541

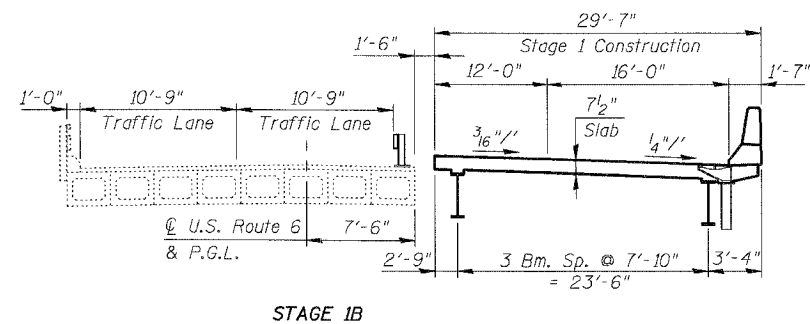
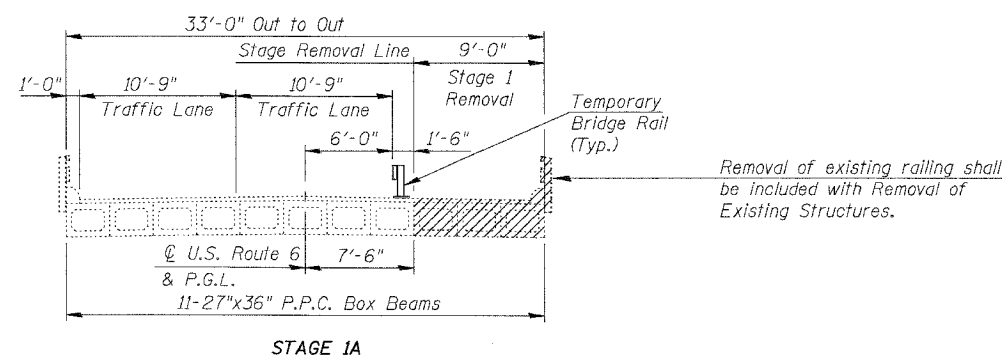


DESIGNED	LT/MRM
CHECKED	UM
DRAWN	MTR/MRM
CHECKED	BLU

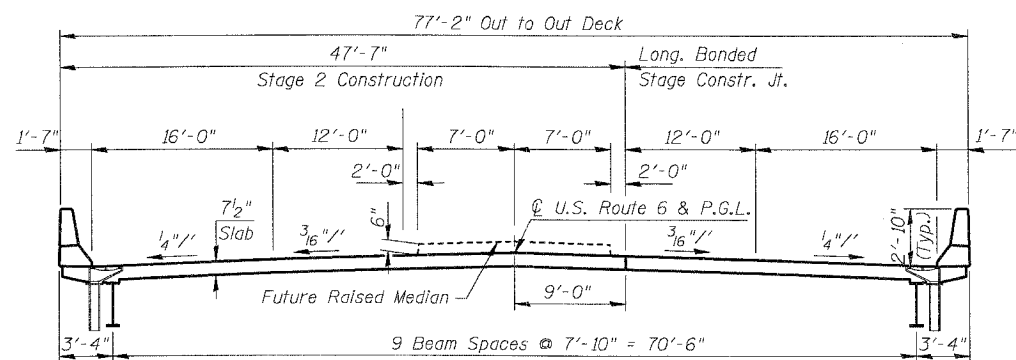
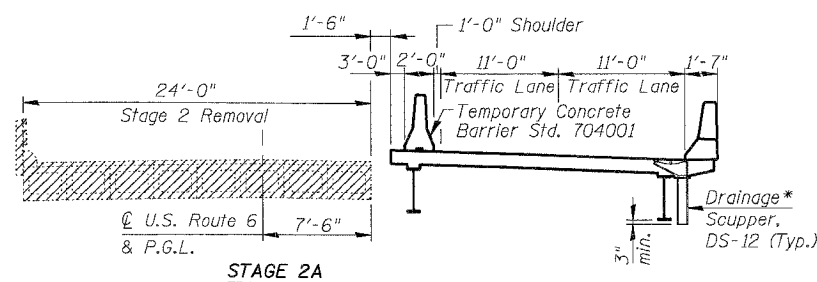
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S3
S.B.L. F.A.U. 5952	①	GRUNDY	86	42	OF S26 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:			



CONSTRUCTION STAGE 1



STAGE 2B (FINAL)
CONSTRUCTION STAGE 2

PROPOSED CROSS SECTIONS (LOOKING EAST)

See Roadway Plans for Quantity of Temporary Concrete Barrier

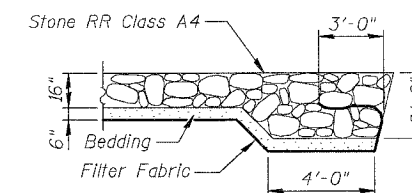
DESIGNED	UM
CHECKED	BLU
DRAWN	EBP
CHECKED	UM

DATE: 3/19/07

Removal of existing railing shall be included with Removal of Existing Structures.

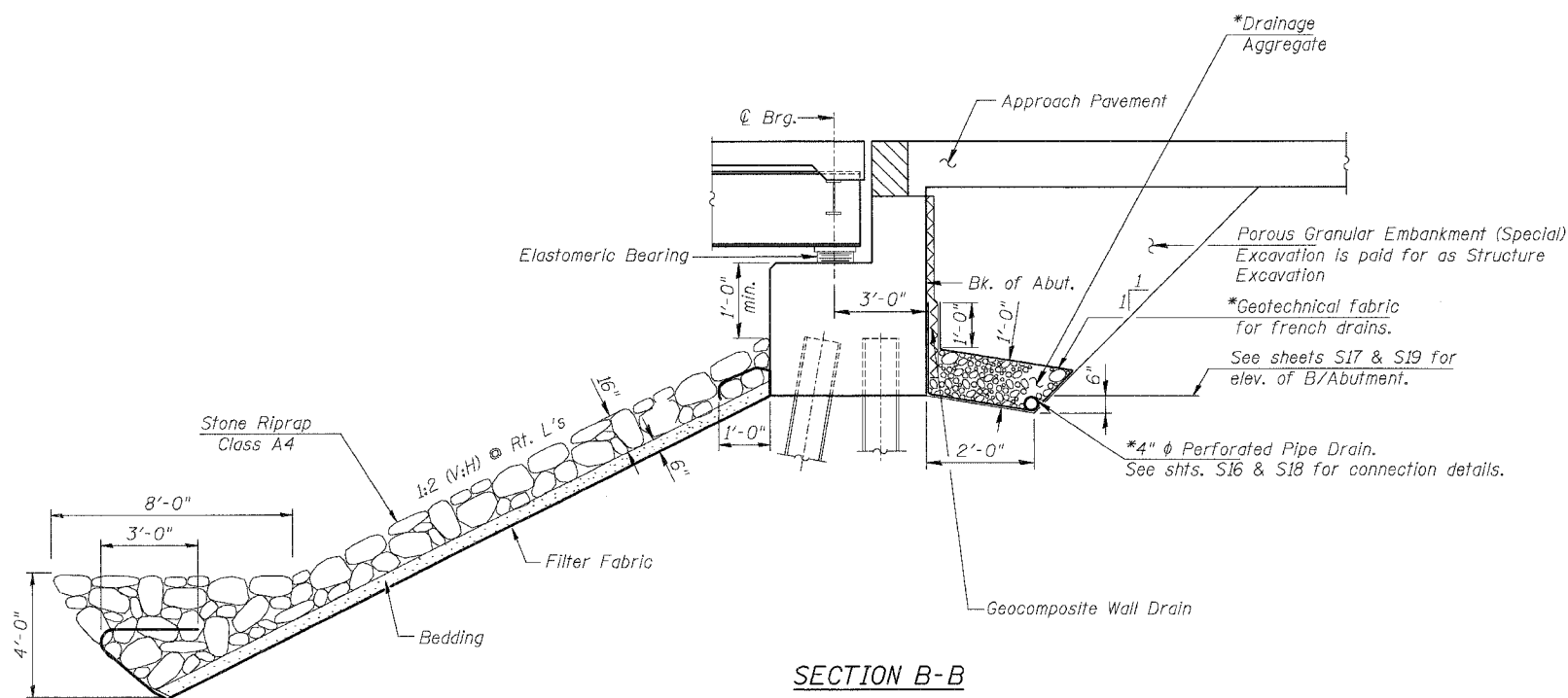
/// = Superstructure Removal

* Floor drains at all other locations



SECTION A-A

See sheet S1 for location



SECTION B-B

See sheet S1 for location

Dimensions at Right Angles

*Included in the cost of Pipe Underdrains for Structures

CONSTRUCTION STAGING & DETAILS

U.S. ROUTE 6 OVER
NETTLE CREEK
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
STATION 449+79.12
S.N. 032-0107

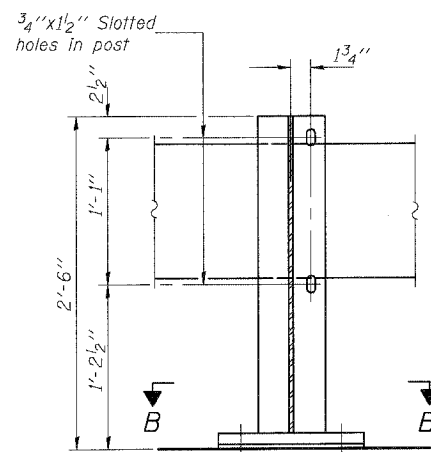
BOWMAN, BARRETT
& ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



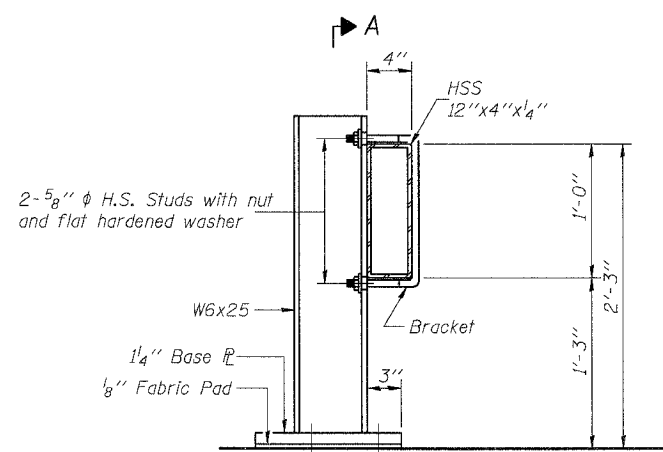
ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO. 55
R.R. 1	①	GRUNDY	86	44
F.A.U. DIST.				OF 526 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Q-BR

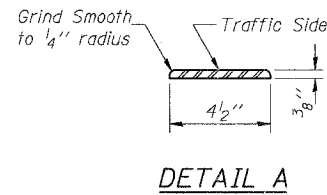
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



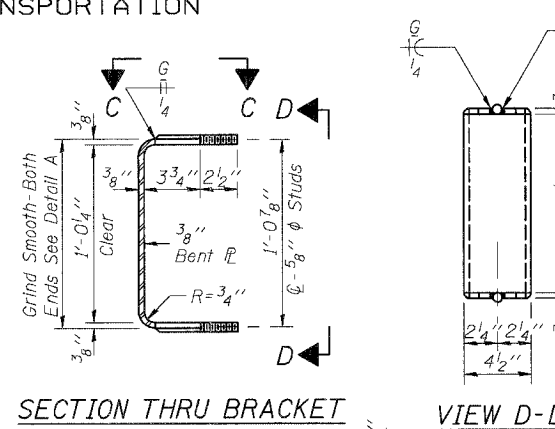
SECTION A-A



SECTION AT RAIL POST

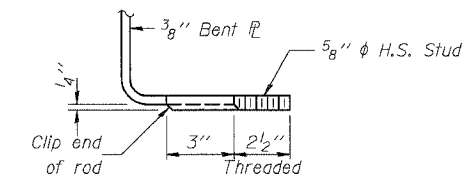


DETAIL A

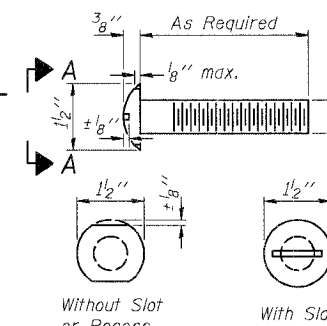


SECTION THRU BRACKET

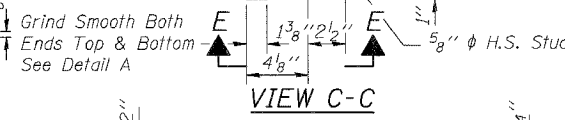
VIEW D-D



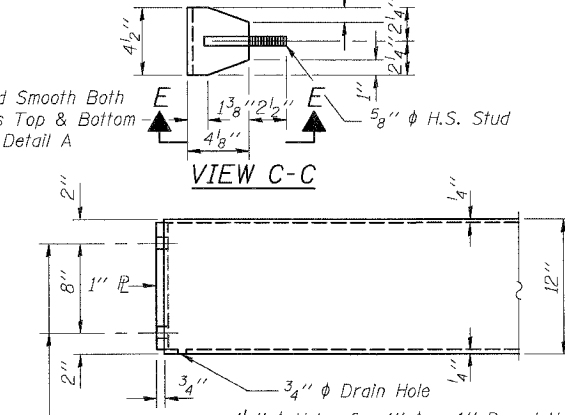
VIEW E-E



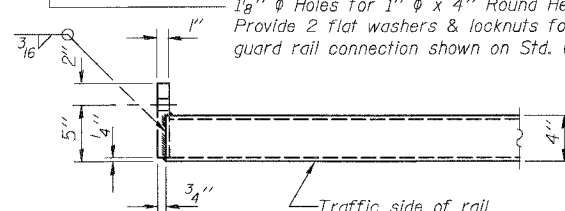
VIEW A-A
ROUND HEAD BOLT



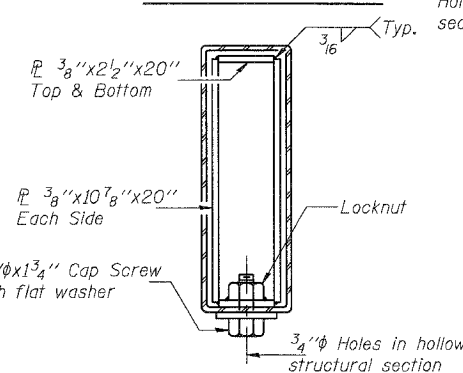
VIEW C-C



END OF RAIL DETAILS



RAIL SPLICE CONNECTION
AT EXPANSION JT.



SECTION AT RAIL SPLICE

NOTES

Hollow structural sections shall conform to the requirements of ASTM designation A 500 Grade B Structural Steel Tubing.

All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36 except posts and brackets shall conform to AASHTO M 270, Grade 50.

Bolts, cap screws, and nuts shall conform to the requirements of ASTM designation A 307 except for high strength bolts, threaded rods, studs, nuts and washers noted which shall conform to AASHTO M 164.

The bridge rail shall receive one shop coat of a steel prime paint.

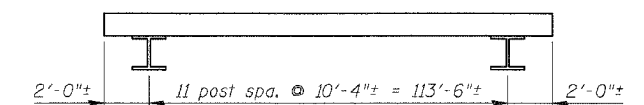
The 1" high strength bolts or threaded rods used to connect the railposts shall be tightened according to Article 505.04(f)(2) of the Standard Specifications.

Steel Railing (Temporary) shall be according to Section 514 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot for Steel Railing (Temporary).

The contact surfaces between post flange, rail and inside face of bracket for Alternate I shall be free of all lubricants.

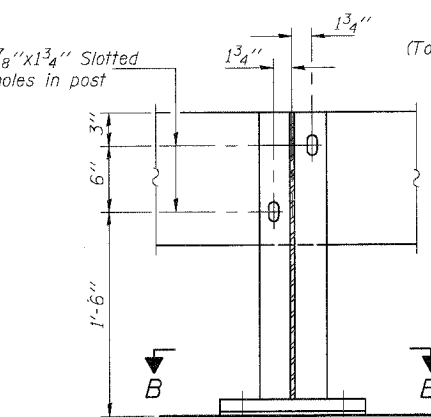
The nut for 5/8" high strength studs used in Alternate I to connect bracket to post shall be tightened to a snug fit and given an additional one half turn.

Anchorage Details shown are provided for information only. Contractor will submit proper anchorage details and calculations based on existing deck beam conditions, sealed by a Licensed Structural Engineer prior to installation. Cost included with Steel Railing (Temporary).

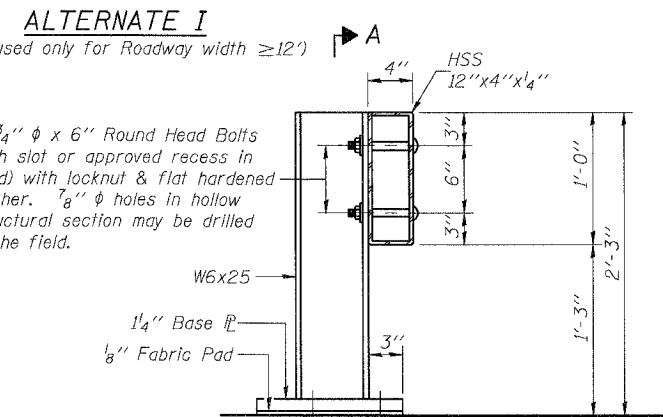


TEMPORARY BRIDGE RAIL POST SPACING

Space posts to miss existing bridge joints



SECTION A-A

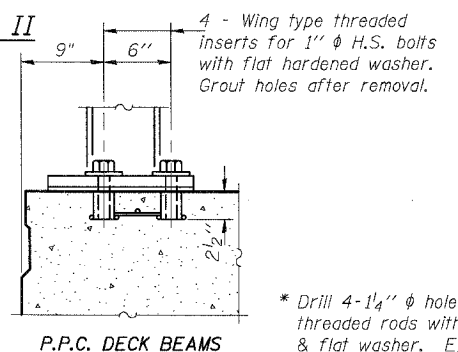


SECTION AT RAIL POST

ALTERNATE I
(To be used only for Roadway width ≥ 12')

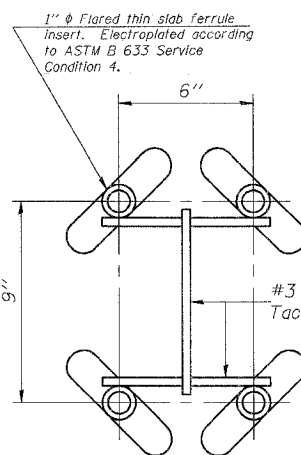
2-3/4" φ x 6" Round Head Bolts (With slot or approved recess in head) with locknut & flat hardened washer. 7/8" φ holes in hollow structural section may be drilled in the field.

ALTERNATE II

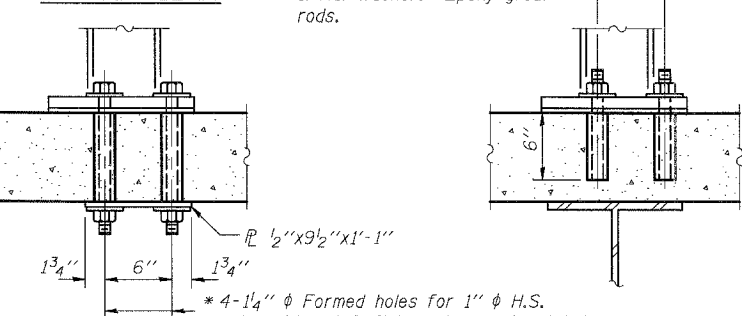


P.P.C. DECK BEAMS

* Drill 4-1 1/4" φ holes for 1" φ threaded rods with hex nut & flat washer. Epoxy grout rods.

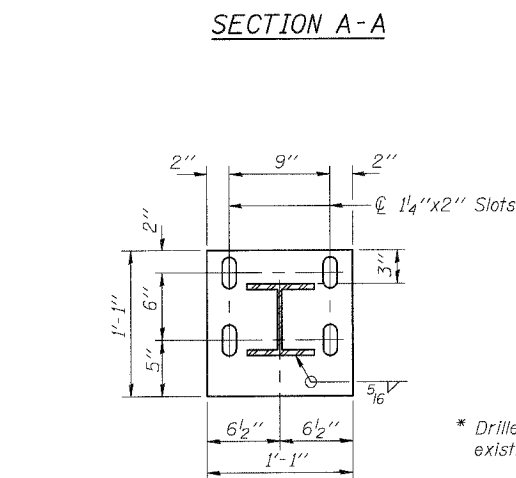


INSERT DETAIL



* 4-1 1/4" φ Formed holes for 1" φ H.S. bolts with nut & flat washers. Grout holes in deck after bolt removal.

NEW & EXISTING DECKS
ANCHORAGE DETAILS



SECTION B-B

* Drilled holes for existing deck.

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing (Temporary)	Foot	117.5

DESIGNED	UM
CHECKED	BLU
DRAWN	UM
CHECKED	BLU

R-25 10-31-02

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CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541

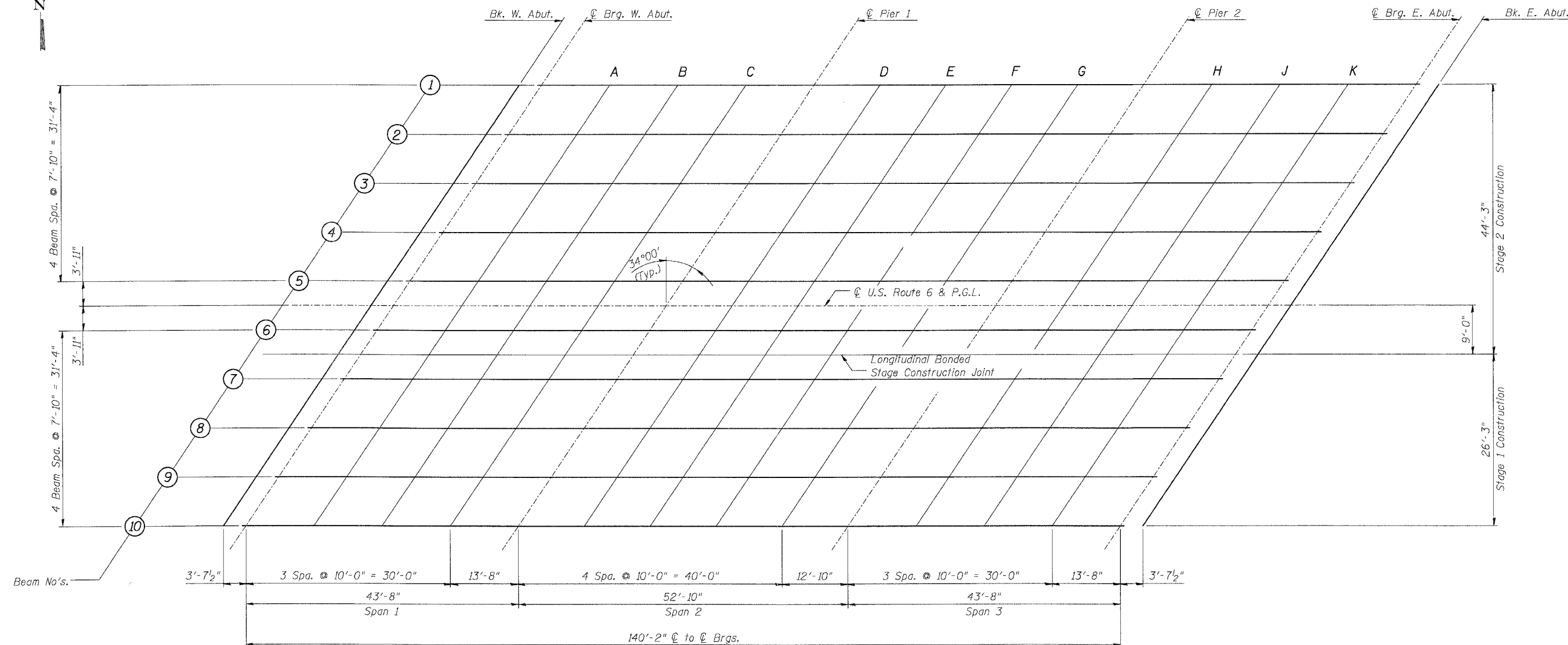


TEMPORARY BRIDGE RAIL
U.S. ROUTE 6 OVER
NETTLE CREEK
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
STATION 449+79.12
S.N. 032-0107

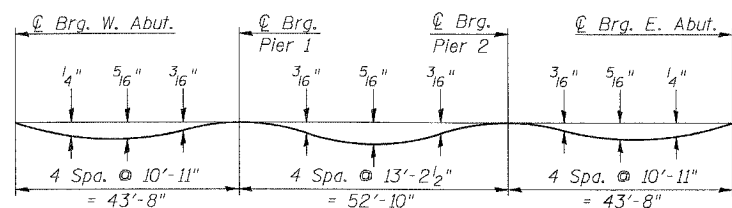
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 56 OF 526 SHEETS
S.L.L.	①	GRUNDY	86	45	
F.A.U. DIST.					
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Q-BR



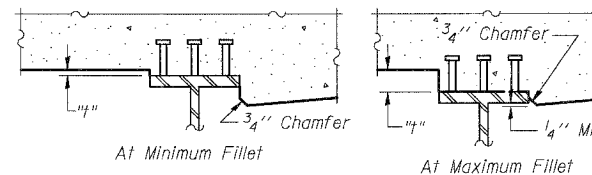
PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheet S7 and S8.



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 S7 and S8, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

DESIGNED	MRM
CHECKED	UM
DRAWN	MTR/MRM
CHECKED	BLU

DATE: 3/19/07

TOP OF SLAB ELEVATION LAYOUT

U.S. ROUTE 6 OVER
NETTLE CREEK
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
STATION 449+79.12
S.N. 032-0107

BOWMAN, BARRETT
& ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO. 57
P. A. I. 1982	①	GRUNDY	86	46
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	OF 526 SHEETS

① Q-BR

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	44929.19	-35.250	538.174	538.174
☉ BRG. W. ABUT.	44932.81	-35.250	538.163	538.163
A	44942.81	-35.250	538.133	538.152
B	44952.81	-35.250	538.103	538.128
C	44962.81	-35.250	538.073	538.089
☉ PIER 1	44976.48	-35.250	538.032	538.032
D	44986.48	-35.250	538.002	538.011
E	44996.48	-35.250	537.972	537.994
F	45006.48	-35.250	537.942	537.966
G	45016.48	-35.250	537.910	537.924
☉ PIER 2	45029.32	-35.250	537.861	537.861
H	45039.32	-35.250	537.814	537.824
J	45049.32	-35.250	537.760	537.783
K	45059.32	-35.250	537.698	537.721
☉ BRG. E. ABUT.	45072.99	-35.250	537.602	537.602
BK. E. ABUT.	45076.61	-35.250	537.574	537.574

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	44923.90	-27.417	538.353	538.353
☉ BRG. W. ABUT.	44927.52	-27.417	538.342	538.342
A	44937.52	-27.417	538.312	538.328
B	44947.52	-27.417	538.282	538.303
C	44957.52	-27.417	538.252	538.265
☉ PIER 1	44971.19	-27.417	538.211	538.211
D	44981.19	-27.417	538.181	538.189
E	44991.19	-27.417	538.151	538.170
F	45001.19	-27.417	538.121	538.141
G	45011.19	-27.417	538.091	538.103
☉ PIER 2	45024.03	-27.417	538.046	538.046
H	45034.03	-27.417	538.003	538.011
J	45044.03	-27.417	537.952	537.972
K	45054.03	-27.417	537.895	537.914
☉ BRG. E. ABUT.	45067.70	-27.417	537.804	537.804
BK. E. ABUT.	45071.32	-27.417	537.777	537.777

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	44918.62	-19.583	538.524	538.524
☉ BRG. W. ABUT.	44922.24	-19.583	538.514	538.514
A	44932.24	-19.583	538.484	538.499
B	44942.24	-19.583	538.454	538.474
C	44952.24	-19.583	538.424	538.437
☉ PIER 1	44965.91	-19.583	538.383	538.383
D	44975.91	-19.583	538.353	538.361
E	44985.91	-19.583	538.323	538.341
F	44995.91	-19.583	538.293	538.313
G	45005.91	-19.583	538.263	538.274
☉ PIER 2	45018.75	-19.583	538.221	538.221
H	45028.75	-19.583	538.182	538.191
J	45038.75	-19.583	538.136	538.155
K	45048.75	-19.583	538.082	537.101
☉ BRG. E. ABUT.	45062.42	-19.583	537.996	537.996
BK. E. ABUT.	45066.04	-19.583	537.971	537.971

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	44913.34	-11.750	538.663	538.663
☉ BRG. W. ABUT.	44916.96	-11.750	538.652	538.652
A	44926.96	-11.750	538.622	538.638
B	44936.96	-11.750	538.592	538.613
C	44946.96	-11.750	538.562	538.575
☉ PIER 1	44960.63	-11.750	538.521	538.521
D	44970.63	-11.750	538.491	538.499
E	44980.63	-11.750	538.461	538.480
F	44990.63	-11.750	538.431	538.451
G	45000.63	-11.750	538.401	538.412
☉ PIER 2	45013.47	-11.750	538.361	538.361
H	45023.47	-11.750	538.326	538.335
J	45033.47	-11.750	538.284	538.303
K	45043.47	-11.750	538.234	538.253
☉ BRG. E. ABUT.	45057.14	-11.750	538.153	538.153
BK. E. ABUT.	45060.76	-11.750	538.130	538.130

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	44908.05	-3.917	538.801	538.801
☉ BRG. W. ABUT.	44911.67	-3.917	538.790	538.790
A	44921.67	-3.917	538.760	538.776
B	44931.67	-3.917	538.730	538.751
C	44941.67	-3.917	538.700	538.713
☉ PIER 1	44955.34	-3.917	538.659	538.659
D	44965.34	-3.917	538.629	538.637
E	44975.34	-3.917	538.599	538.618
F	44985.34	-3.917	538.569	538.590
G	44995.34	-3.917	538.539	538.551
☉ PIER 2	45008.18	-3.917	538.500	538.500
H	45018.18	-3.917	538.468	538.477
J	45028.18	-3.917	538.429	538.449
K	45038.18	-3.917	538.383	538.403
☉ BRG. E. ABUT.	45051.85	-3.917	538.308	538.308
BK. E. ABUT.	45055.47	-3.917	538.286	538.286

☉ U.S. ROUTE 6 & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	44905.41	0.000	538.870	538.870
☉ BRG. W. ABUT.	44909.03	0.000	538.859	538.859
A	44919.03	0.000	538.829	538.845
B	44929.03	0.000	538.799	538.820
C	44939.03	0.000	538.769	538.782
☉ PIER 1	44952.70	0.000	538.728	538.728
D	44962.70	0.000	538.698	538.706
E	44972.70	0.000	538.668	538.687
F	44982.70	0.000	538.638	538.659
G	44992.70	0.000	538.608	538.620
☉ PIER 2	45005.54	0.000	538.570	538.570
H	45015.54	0.000	538.538	538.547
J	45025.54	0.000	538.502	538.521
K	45035.54	0.000	538.457	538.477
☉ BRG. E. ABUT.	45049.21	0.000	538.385	538.385
BK. E. ABUT.	45052.83	0.000	538.364	538.364

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	44902.77	3.917	538.817	538.817
☉ BRG. W. ABUT.	44906.39	3.917	538.806	538.806
A	44916.39	3.917	538.776	538.792
B	44926.39	3.917	538.746	538.767
C	44936.39	3.917	538.716	538.729
☉ PIER 1	44950.06	3.917	538.675	538.675
D	44960.06	3.917	538.645	538.653
E	44970.06	3.917	538.615	538.634
F	44980.06	3.917	538.585	538.605
G	44990.06	3.917	538.555	538.567
☉ PIER 2	45002.90	3.917	538.516	538.516
H	45012.90	3.917	538.486	538.494
J	45022.90	3.917	538.451	538.470
K	45032.90	3.917	538.409	538.428
☉ BRG. E. ABUT.	45046.57	3.917	538.339	538.339
BK. E. ABUT.	45050.19	3.917	538.318	538.318

LONG. BONDED STAGE CONSTR. JT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	44899.34	9.000	538.748	538.748
☉ BRG. W. ABUT.	44902.96	9.000	538.737	538.737
A	44912.96	9.000	538.707	538.723
B	44922.96	9.000	538.677	538.698
C	44932.96	9.000	538.647	538.660
☉ PIER 1	44946.63	9.000	538.606	538.606
D	44956.63	9.000	538.576	538.584
E	44966.63	9.000	538.546	538.565
F	44976.63	9.000	538.516	538.536
G	44986.63	9.000	538.486	538.497
☉ PIER 2	44999.47	9.000	538.447	538.447
H	45009.47	9.000	538.417	538.426
J	45019.47	9.000	538.384	538.403
K	45029.47	9.000	538.345	538.364
☉ BRG. E. ABUT.	45043.14	9.000	538.278	538.278
BK. E. ABUT.	45046.76	9.000	538.259	538.259

DESIGNED	MRM
CHECKED	UM
DRAWN	MRM
CHECKED	BLU

DATE: 3/19/07

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541

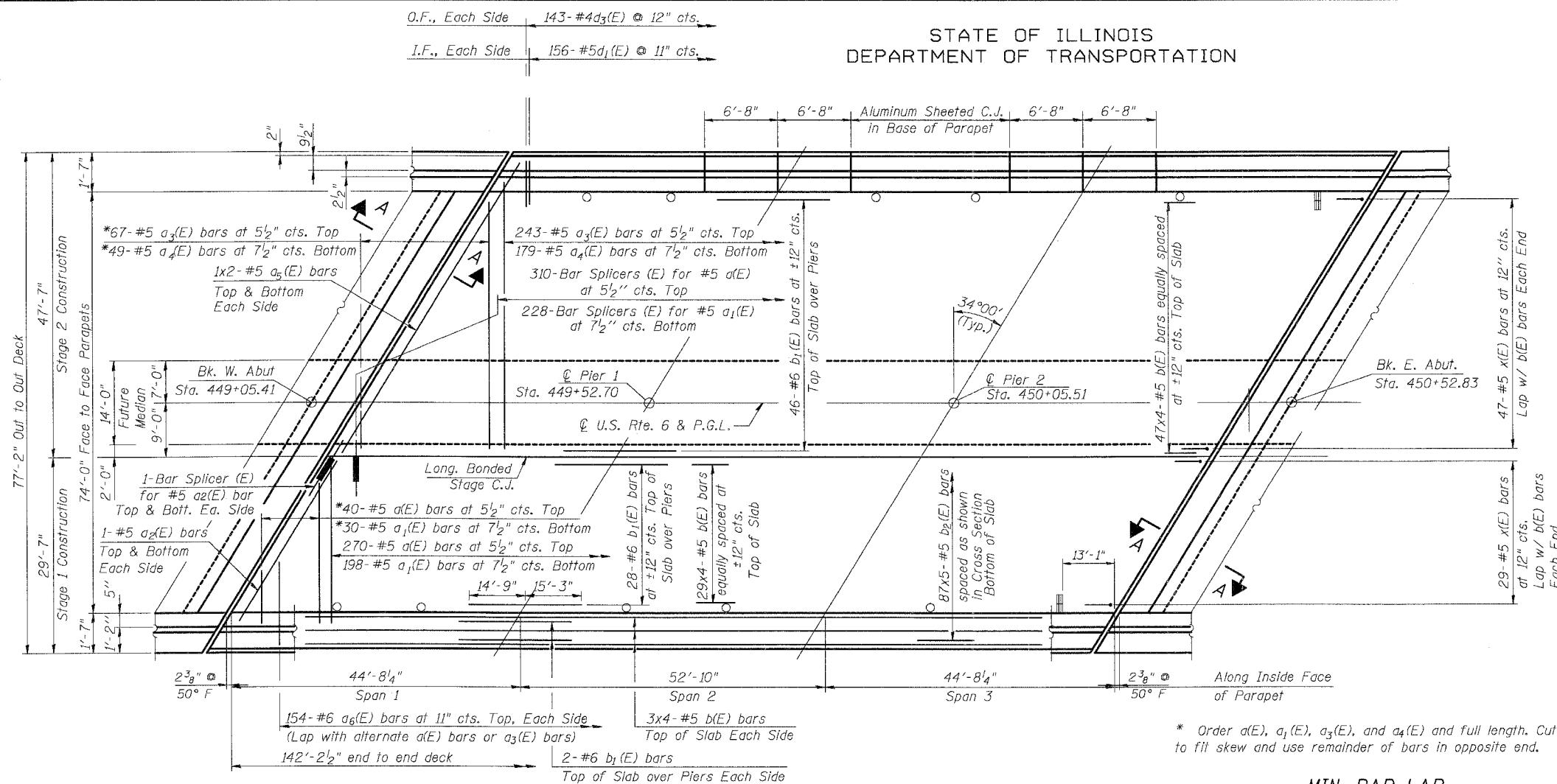


TOP OF SLAB ELEVATIONS 1
U.S. ROUTE 6 OVER
NETTLE CREEK
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
STATION 449+79.12
S.N. 032-0107

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET	SHEET NO. S9 OF 526 SHEETS
S. B. I.	Q	GRUNDY	86	48	
F. A. U. PROJ.					
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

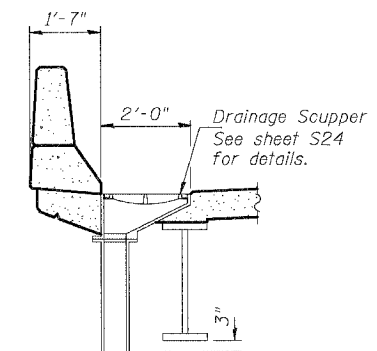
Q-BR



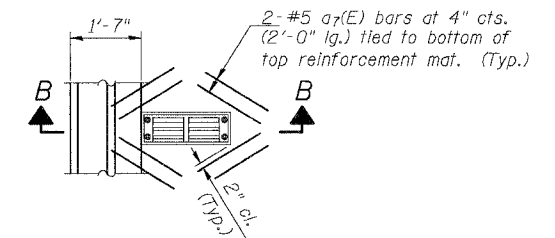
PLAN
O.F. - Outside Face
I.F. - Inside Face

* Order a(E), a1(E), a3(E), and a4(E) and full length. Cut to fit skew and use remainder of bars in opposite end.

MIN. BAR LAP
#5 - 2'-2"

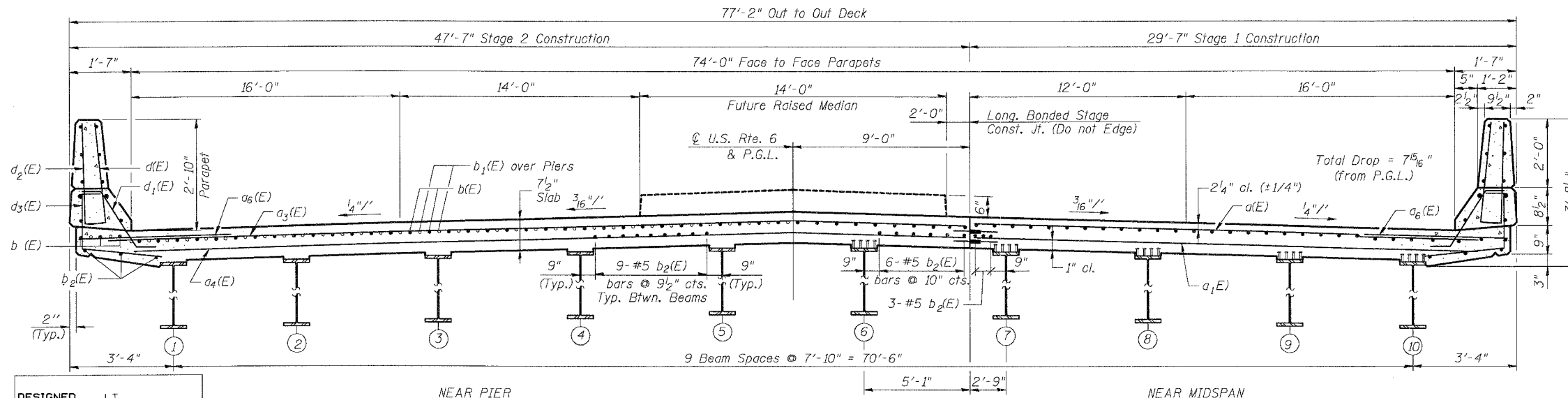


SECTION B-B



PLAN AT SCUPPER

Notes: See Sheet S10 of S25 for Section A-A, superstructure details, parapet reinforcement and Bill of Material.
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 29 x 3-#5 etc. indicate 29 lines of bars with 3 lengths per line.
Cut Longitudinal bars at scuppers as necessary to provide 2" cl.



CROSS SECTION
(Looking Upstream)

DESIGNED	LT
CHECKED	UM
DRAWN	MTR
CHECKED	BLU

DATE: 3/19/07

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



SUPERSTRUCTURE PLAN
U.S. ROUTE 6 OVER
NETTLE CREEK
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
STATION 449+79.12
S.N. 032-0107

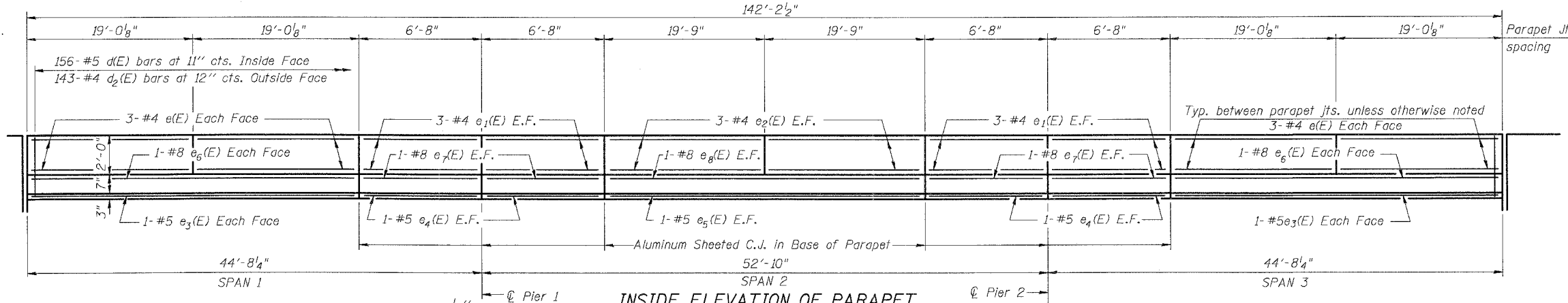
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 510
S.S.L.	①	GRUNDY	86	49	OF 526 SHEETS
F.A.L. DIVISION					
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

① Q-BR

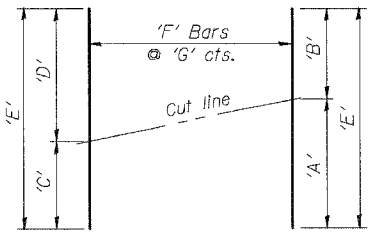
**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
*** a(E)	310	#5	28'-11"	—
*** a ₁ (E)	228	#5	28'-6"	—
a ₂ (E)	4	#5	33'-6"	—
*** a ₃ (E)	310	#5	47'-1"	—
*** a ₄ (E)	228	#5	46'-10"	—
a ₅ (E)	8	#5	28'-9"	—
a ₆ (E)	308	#6	4'-6"	—
a ₇ (E)	16	#5	2'-0"	—
b(E)	328	#5	37'-2"	—
b ₁ (E)	156	#6	30'-0"	—
b ₂ (E)	435	#5	30'-2"	—
d(E)	312	#5	3'-0"	┌
d ₁ (E)	312	#5	2'-5"	┌
d ₂ (E)	286	#4	3'-0"	┌
d ₃ (E)	286	#4	4'-2"	┌
x(E)	152	#5	4'-1"	┌
e(E)	48	#4	18'-9"	—
e ₁ (E)	48	#4	6'-5"	—
e ₂ (E)	24	#4	19'-6"	—
e ₃ (E)	8	#5	37'-9"	—
e ₄ (E)	16	#5	6'-5"	—
e ₅ (E)	4	#5	39'-3"	—
e ₆ (E)	8	#8	37'-9"	—
e ₇ (E)	16	#8	6'-5"	—
e ₈ (E)	4	#8	39'-3"	—
Reinforcement Bars, Epoxy Coated	Pound		85,400	
Concrete Superstructure	Cu. Yds.		322.3	
Bar Splicers	Each		542	
Protective Coat	Sq. Yd.		1301	
Bridge Deck Grooving	Sq. Yd.		1620	
Floor Drains	Each		10	
Preformed Joint Strip Seal	Foot		18.3	



INSIDE ELEVATION OF PARAPET

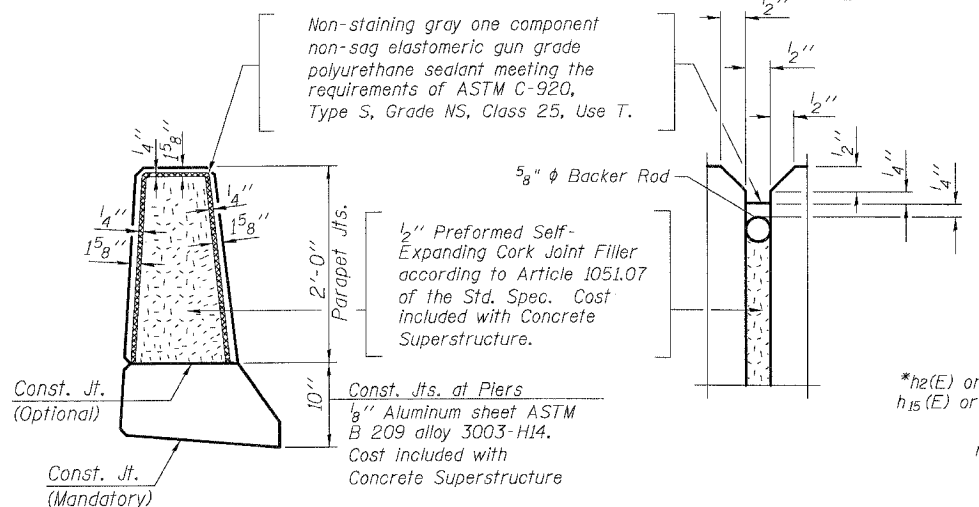
O.F. - Outside Face
I.F. - Inside Face
E.F. - Each Face



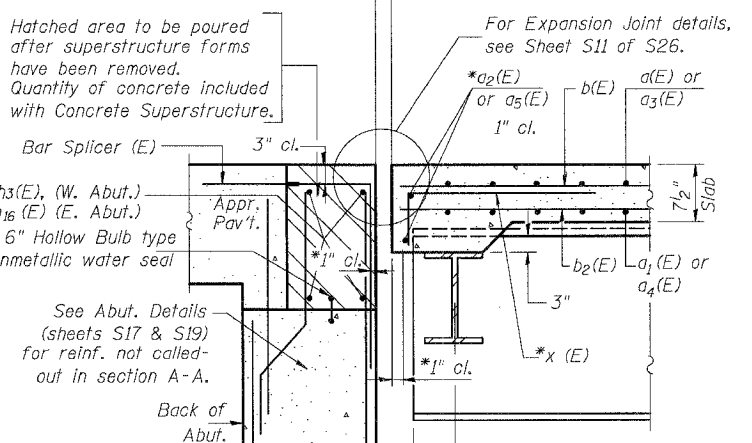
*****CUTTING DIAGRAM
BARS d(E), a₁(E), a₃(E),
& a₄(E)**

***Order a(E), a₁(E), a₃(E), & a₄(E) bars full length. Cut to fit as shown and use remainder as indicated on Sheet 59.

Bar	'A'	'B'	'C'	'D'	'E'	'F'	'G'
a(E)	27'-5"	1'-6"	11"	28'-0"	28'-11"	40	5 1/2"
a ₁ (E)	27'-0"	1'-6"	11"	27'-7"	28'-6"	30	7 1/2"
a ₃ (E)	44'-11"	2'-2"	1'-1"	46'-0"	47'-1"	67	5 1/2"
a ₄ (E)	45'-9"	1'-1"	1'-8"	45'-2"	46'-10"	49	7 1/2"



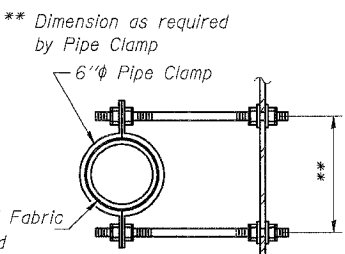
PARAPET JOINT DETAILS



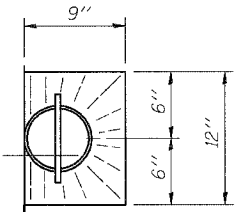
SECTION A-A

FIBERGLASS PIPE

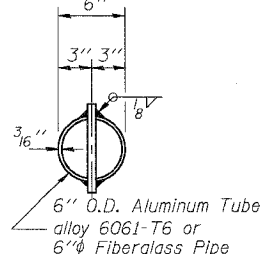
ALUMINUM TUBE



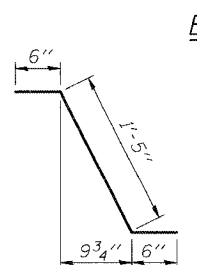
SECTION B-B



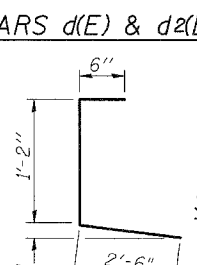
TOP PLAN



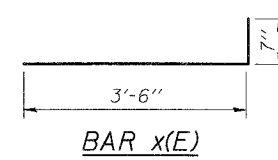
TOP PLAN (Showing Aluminum Tube)



BAR d₁(E)



BAR d₃(E)



SUPERSTRUCTURE DETAILS

**U.S. ROUTE 6 OVER
NETTLE CREEK
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
STATION 449+79.12
S.N. 032-0107**

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



Notes:
The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Steel Structures Painting Council's Spec. SSPC-SP1 prior to painting. Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

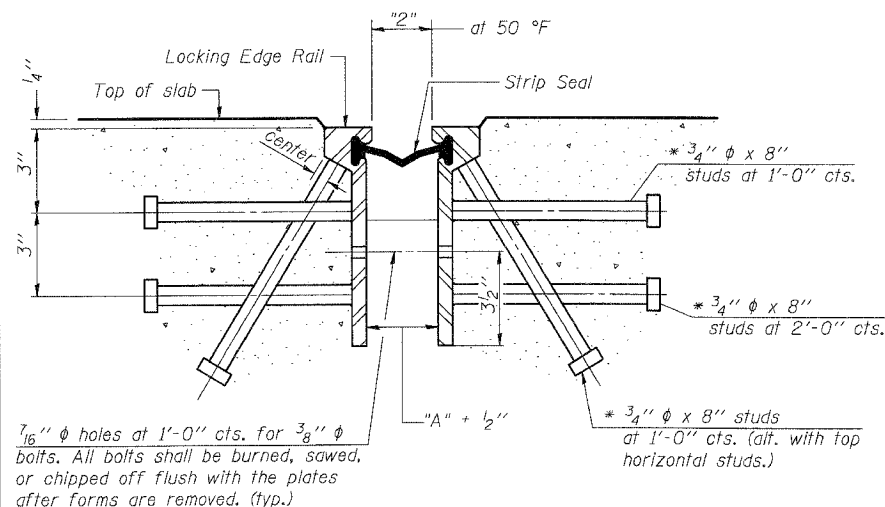
DESIGNED	LT
CHECKED	UM
DRAWN	MTR
CHECKED	BLU

DATE: 3/19/07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

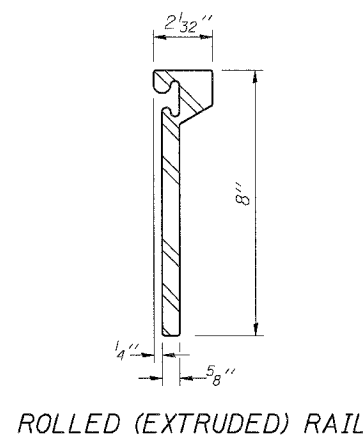
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	% SET	SHEET NO. S11
S. S. I.	Q	GRUNDY	86	50	OF 526 SHEETS
F. A. I. 5702					
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Q-BR

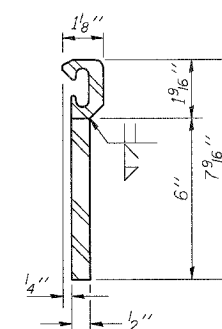


SECTION THRU ROLLED RAIL EXP. JOINT

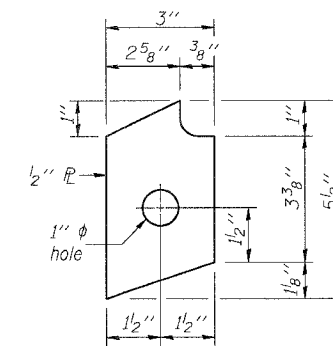
(906 Studs Required)



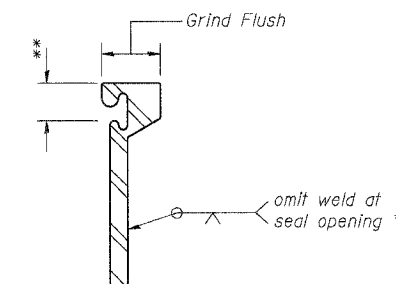
ROLLED (EXTRUDED) RAIL



WELDED RAIL



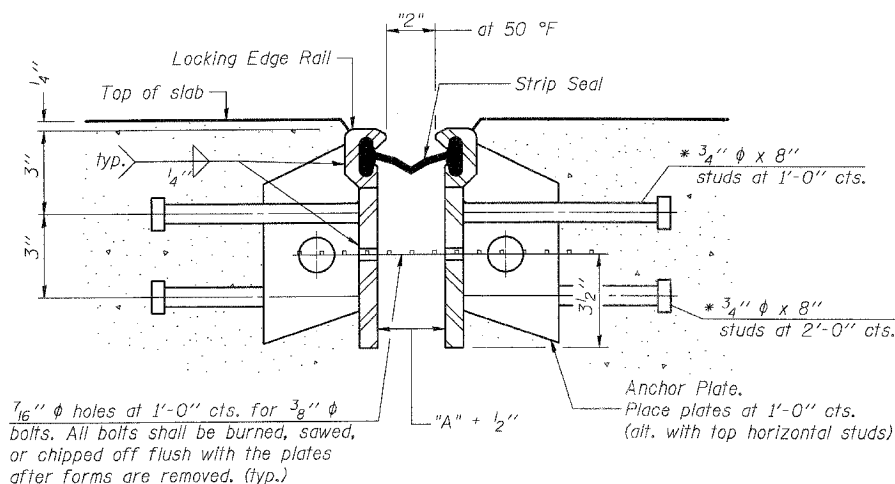
ANCHOR PLATE
(for welded rail)



LOCKING EDGE RAIL SPLICE

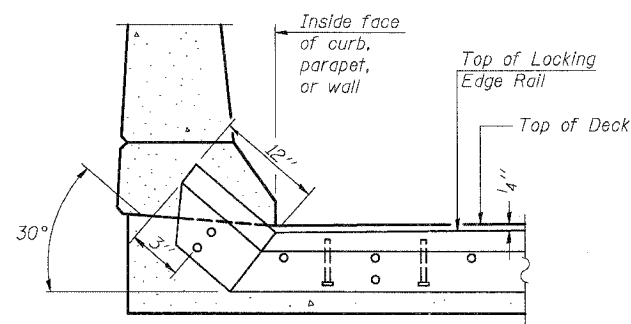
The inside of the locking edge rail groove shall be free of weld residue.

EXPANSION JOINT LOCKING EDGE RAIL DETAILS

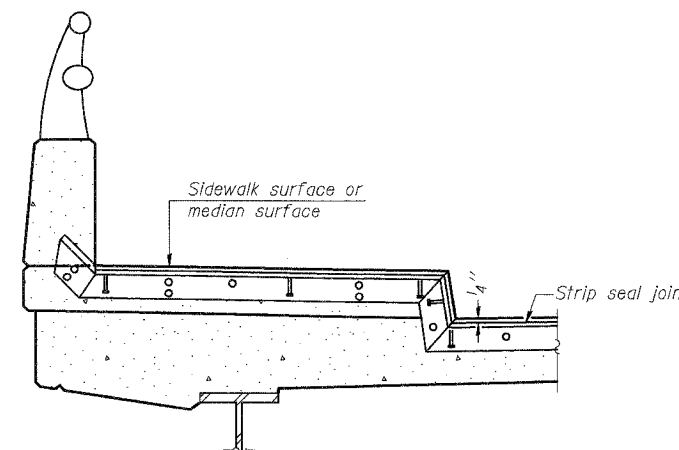


SECTION THRU WELDED RAIL EXP. JOINT

(550 Studs Required)
(356 Anchor Plates Required)



AT CURB, PARAPET, OR WALL



AT SIDEWALK OR MEDIAN*

* Shorter plates with a single row of studs at 12" centers may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

TYPICAL END TREATMENTS

GENERAL NOTES

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails.

The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.

Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed.

STRIP SEAL EXPANSION JOINT

ASSEMBLY DETAILS

U.S. ROUTE 6 OVER

NETTLE CREEK

FAU 5952-SEC. Q-BR

GRUNDY COUNTY

STATION 449+79.12

S.N. 032-0107

DESIGNED
CHECKED
DRAWN
CHECKED

EJ-BJS 9-01-03

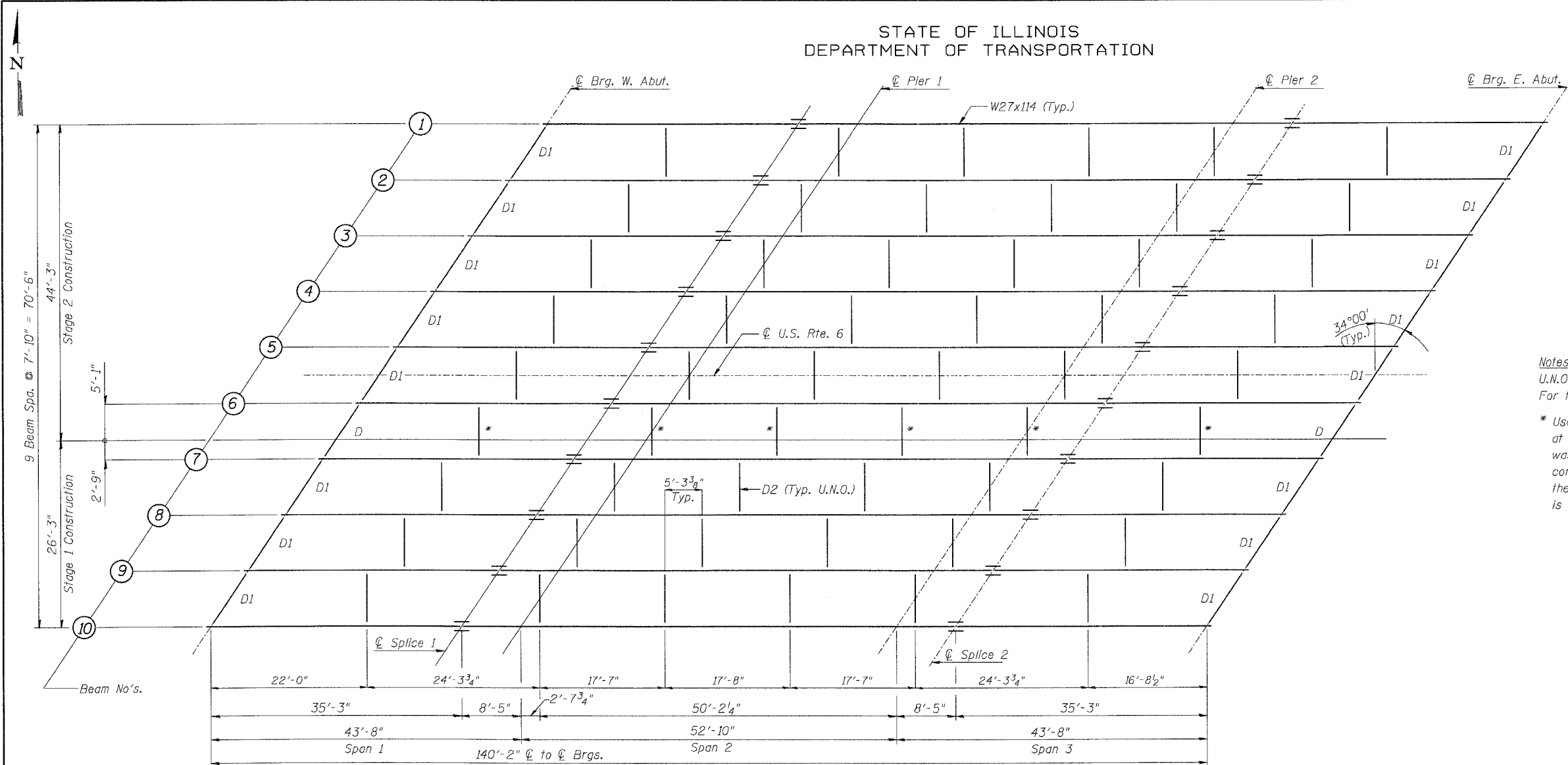
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

BOWMAN, BARRETT
& ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541

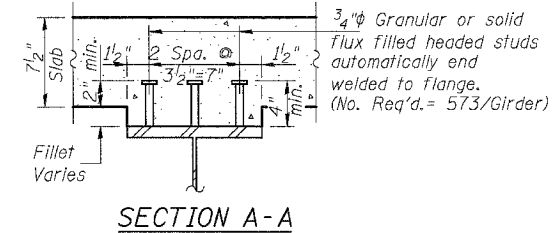
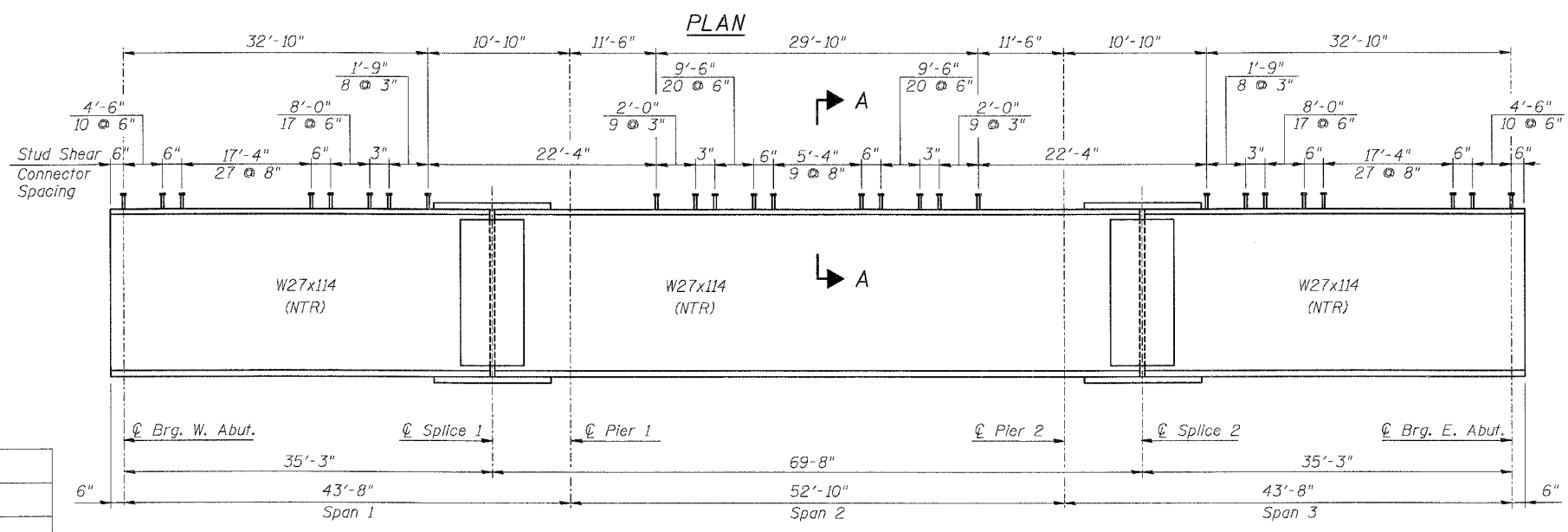


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S12
S. R. I.	Q	GRUNDY	86	51	OF 826 SHEETS
F. A. U. 5952					
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			



Notes
 U.N.O. = Unless Noted Otherwise
 For top of beam elevations, splices and diaphragms, see Sheet S13.
 * Use 1/2" vert. x 7/8" slotted holes in connection angles for beam 6 at diaphragm locations designated with * only. Provide 3/8" plate washers for slotted holes. The bolts for slotted holes in connecting angles at * locations shall be finger-tightened prior to the deck pour for Stage 2 Construction. Tighten bolts after deck is poured.



DESIGNED	MRM
CHECKED	UM
DRAWN	MTR/MRM
CHECKED	BLU

BEAM ELEVATION
 "NTR" denotes steel to which notch toughness requirements are applicable.

BOWMAN, BARRETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 130 E. RANDOLPH STREET
 CHICAGO, ILLINOIS 60601
 JOB NO. 541

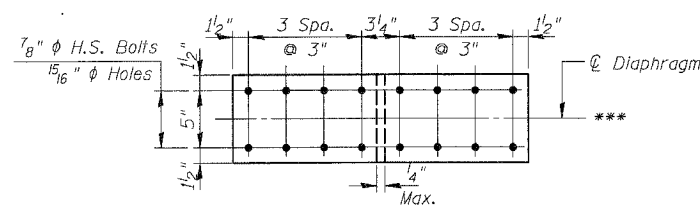
FRAMING PLAN
U.S. ROUTE 6 OVER
NETTLE CREEK
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
STATION 449+79.12
S.N. 032-0107

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

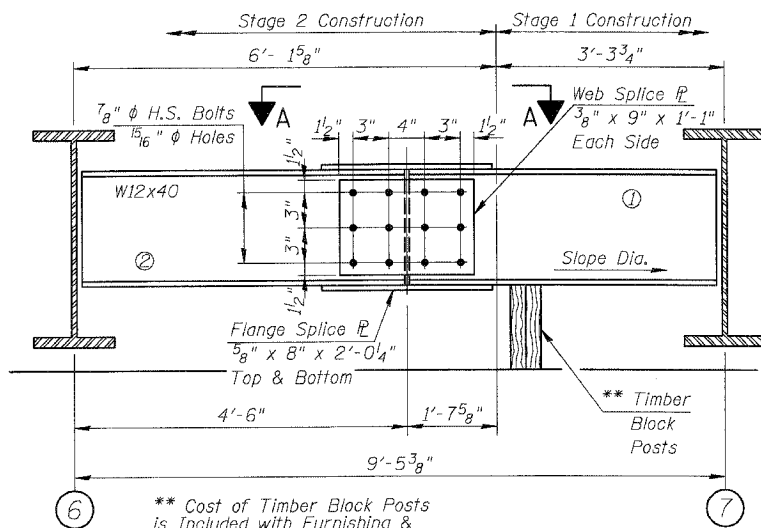
ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET	SHEET NO. S13 OF S26 SHEETS
86	Q	GRUNDY	86	52	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Q-BR



*** Place Diaphragms Along the Skew Line.

VIEW A-A



END DIAPHRAGM D

2 Required
(Looking Upstation)

For details of connections to beams for Diaphragm D, see Diaphragm D₁.

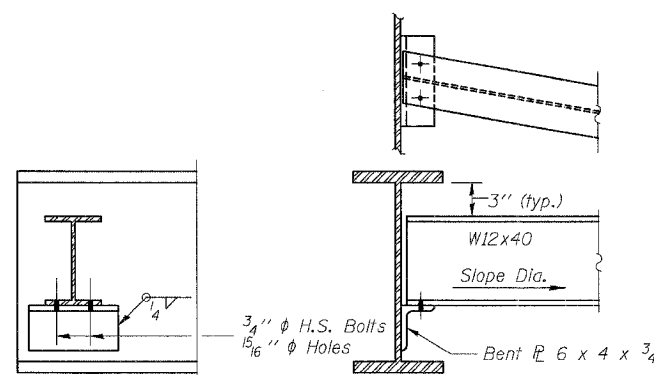
DIAPHRAGM D CONSTRUCTION SEQUENCE

- 1.) Order Diaphragm D in two sections with lengths as shown for Sections ① and ②.
- 2.) Attach section ① of Diaphragm to Beam 7 during Stage 1 Construction.
- 3.) Place Timber Block Posts between section ① of diaphragm and abutment bearing seat.
- 4.) Attach section ② of diaphragm to both Beam 6 and Section ① through top flange splice plate during Stage 2 Construction.
- 5.) Attach web splice plates to sections ① and ② of diaphragms.
- 6.) Attach bottom flange splice plate to sections ① and ② of diaphragms.
- 7.) Remove Timber Block Posts.

TOP OF BEAM ELEVATIONS

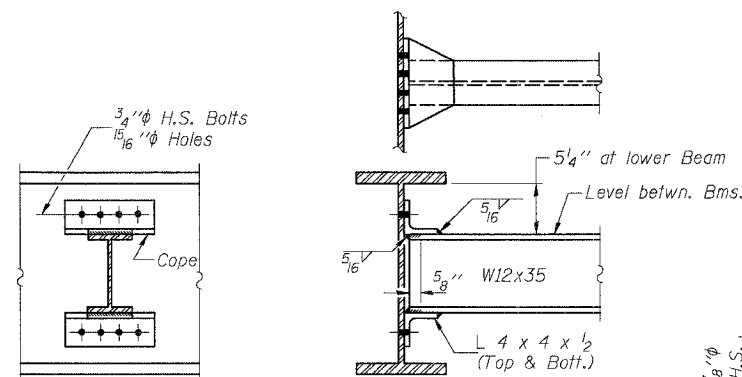
(for fabrication use only)

Beam No.	Abut. E.	Splice 1	Pier 1	Pier 2	Splice 2	Abut. E.
1	537.49	537.29	537.26	537.08	537.05	536.93
2	537.67	537.47	537.44	537.27	537.24	537.13
3	537.84	537.64	537.62	537.45	537.42	537.32
4	537.98	537.78	537.76	537.59	537.57	537.48
5	538.12	537.92	537.90	537.73	537.71	537.64
6	538.13	537.94	537.91	537.75	537.73	537.67
7	538.03	537.83	537.80	537.65	537.62	537.57
8	537.92	537.72	537.70	537.54	537.51	537.48
9	537.78	537.58	537.56	537.40	537.37	537.34
10	537.63	537.43	537.41	537.25	537.23	537.20



DIAPHRAGM D1

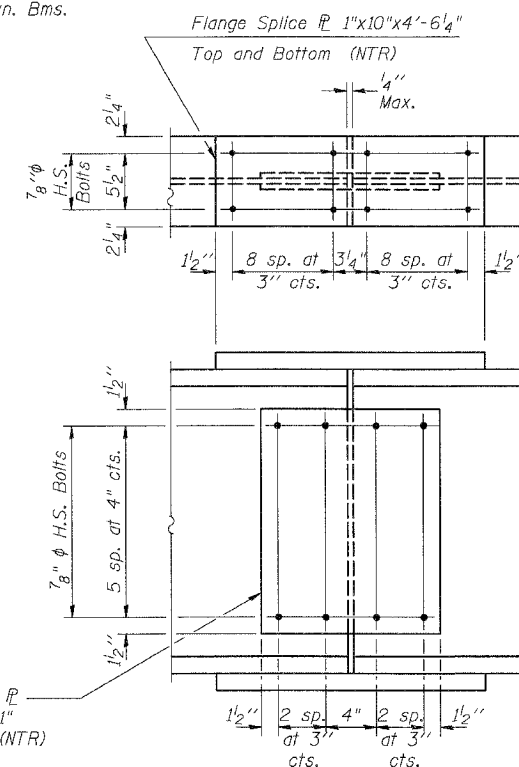
16 Required



DIAPHRAGM D2

54 Required

Note: Two hardened washers shall be required over all oversize holes for diaphragms.



DETAIL OF SPLICE 1 & 2

INTERIOR BEAM MOMENT TABLE

	0.4 Sp. 1 & 0.6 Sp. 3	Pier 1 & Pier 2	0.5 Sp. 2
I_s	4090	4090	4090
$I_c (n)$	12340	-	12340
$I_c (3n)$	9104	-	9104
S_s	299	299	299
$S_c (n)$	467	-	467
$S_c (3n)$	422	-	422
Z	-	-	-
ϕ	0.89	1.39	0.89
$M\phi$	120	303	101
$s\phi$	0.50	-	0.50
$M_s\phi$	76	-	78
$M\phi$	315	164	343
$M (Imp)$	93	49	97
$\phi_3(M\phi + M (Imp))$	681	355	733
M_a	1139	855	1186
M_u	1401	-	1401
$f_s\phi$ (non-comp) (k.s.i.)	4.8	12.1	4.1
$f_s\phi$ (comp) (k.s.i.)	2.2	-	2.2
$f_s\phi_3$ (k.s.i.)	17.5	14.2	18.8
f_s (Overload) (k.s.i.)	24.5	26.3	25.1
f_s (Total) (k.s.i.)	-	34.2	-
VR	60.0	-	45.0

INTERIOR BEAM REACTION TABLE

	Abuts.	Piers
$R\phi$	23.3	73.7
$R\phi$	43.7	49.7
Imp.	13.0	14.4
R (Total)	80.0	137.8

I_s and S_s are the moment of inertia and section modulus of the steel section used in computing f_s (Total & Overload).
 $I_c (n)$ and $S_c (n)$ are the moment of inertia and section modulus of the composite section used in computing stresses due to ϕ .
 $I_c (3n)$ and $S_c (3n)$ are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed ϕ .
 VR is the maximum ϕ + Impact shear range within the composite portion of span.
 Z is the plastic section modulus used to determine the Fully Plastic Moments in the non-composite areas.
 M_a (Applied Moment) = $1.3[M\phi + M_s\phi + \phi_3(M\phi + M (Imp))]$.
 M_u is the Full Plastic Moment Capacity for Compact, Braced section.
 f_s (Overload) is the sum of the stresses due to $M\phi + M_s\phi + \phi_3(M\phi + M (Imp))$.
 f_s (Total) is the sum of the stresses due to $1.3[M\phi + M_s\phi + \phi_3(M\phi + M (Imp))]$.

DESIGNED	LT/MRM
CHECKED	MRM/UM
DRAWN	MTR/MRM
CHECKED	BLU

DATE: 3/19/07

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541

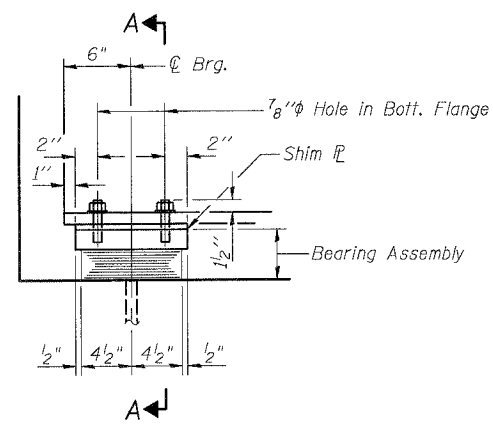


BEAM DETAILS
U.S. ROUTE 6 OVER
NETTLE CREEK
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
STATION 449+79.12
S.N. 032-0107

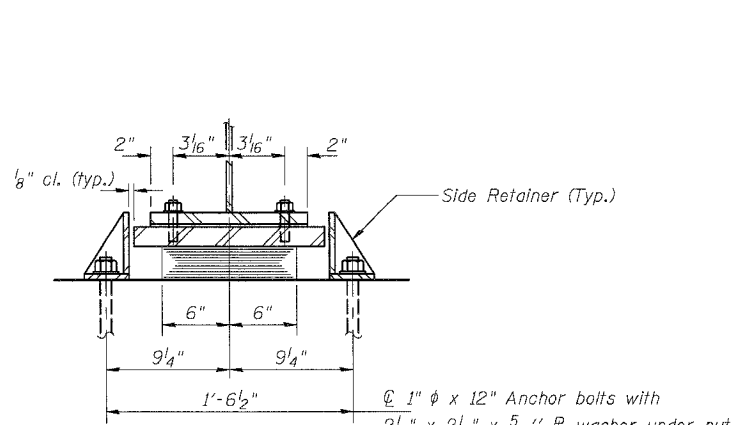
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S14
P.A. U. 5952	①	GRUNDY	86	53	OF 526 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

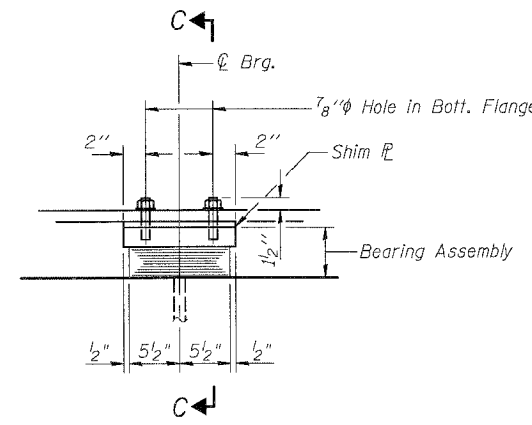
Q-BR



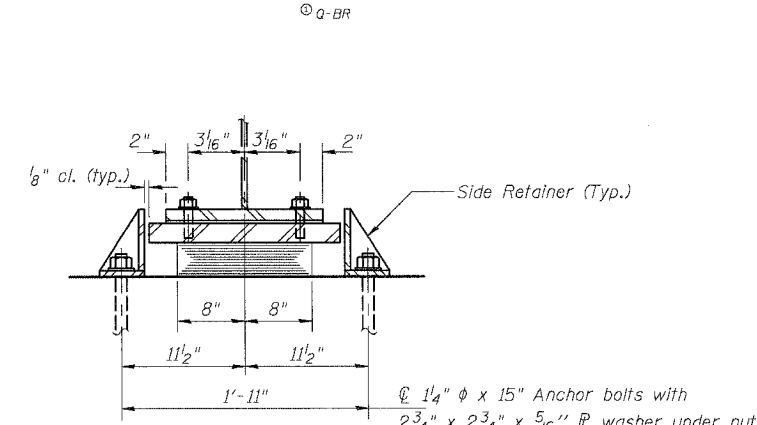
ELEVATION



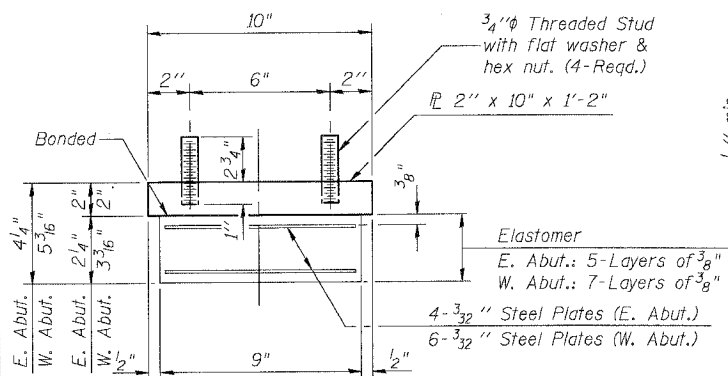
SECTION A-A



ELEVATION

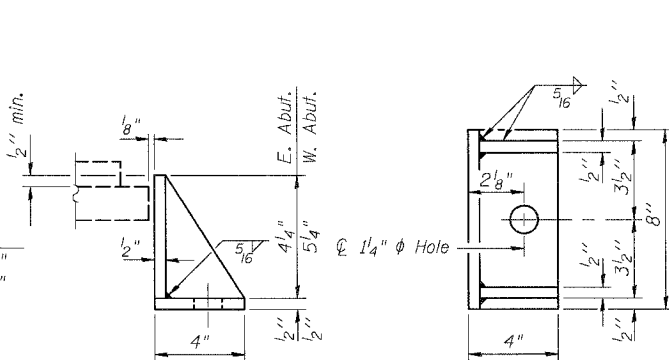


SECTION C-C



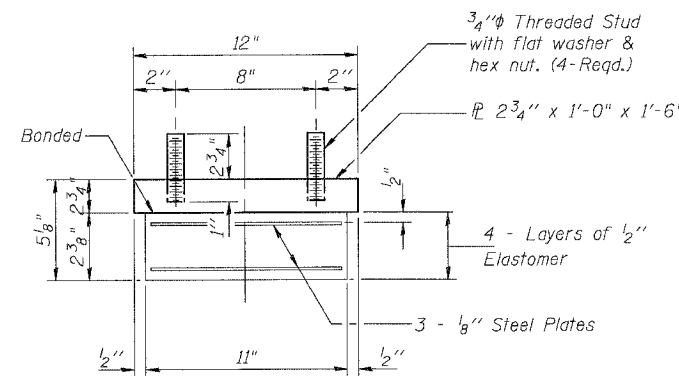
BEARING ASSEMBLY

Note: Shim plates shall not be placed under Bearing Assembly.



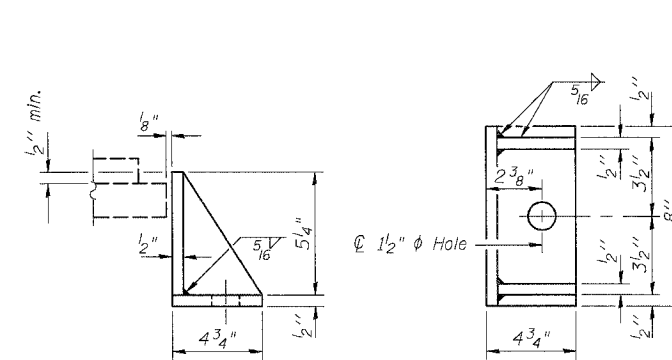
SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Structural Steel.



BEARING ASSEMBLY

Note: Shim plates shall not be placed under Bearing Assembly.



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Structural Steel.

TYPE I ELASTOMERIC EXP. BRG. AT EAST & WEST ABUTMENTS

TYPE I ELASTOMERIC EXP. BRG. AT PIER 1

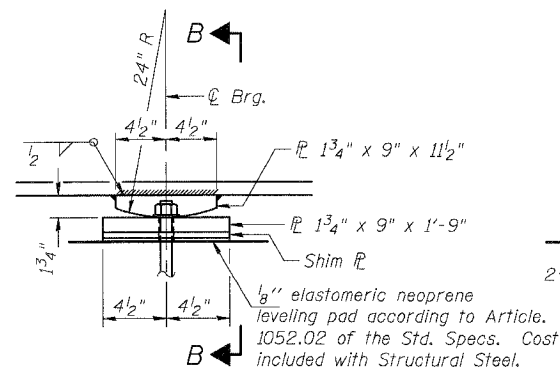
BEARING SHIM PLATE THICKNESS TABLE

Location	Beam No.	6
West Abutment		1/8"
Pier 1		1/2"
Pier 2		1/4"
East Abutment		3/8"

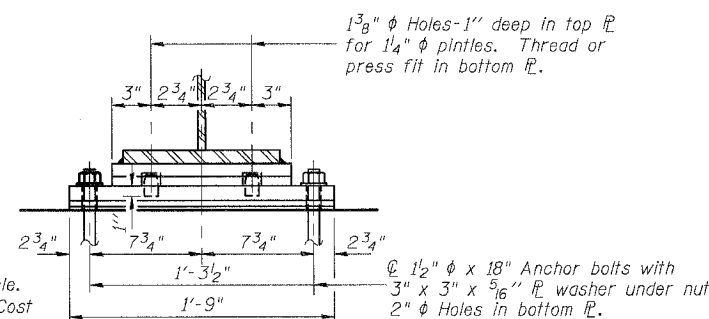
Notes: Anchor bolts at fixed bearings may be built into the masonry. See sheet S15 for Anchor Bolt installation.

BILL OF MATERIAL

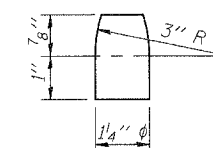
Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	30



ELEVATION



SECTION B-B



PINTLE

FIXED BEARING AT PIER 2

DESIGNED	MRM
CHECKED	UM
DRAWN	MRM
CHECKED	BLU

DATE: 9/19/07

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



BEARING DETAILS
U.S. ROUTE 6 OVER
NETTLE CREEK
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
STATION 449+79.12
S.N. 032-0107

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S15
S. R. I.	①	GRUNDY	86	54	OF 526 SHEETS
F. A. I. I. 5952					
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

① Q-BR

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.
The coil wire shall be made of any suitable soft steel wire.
The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.
The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

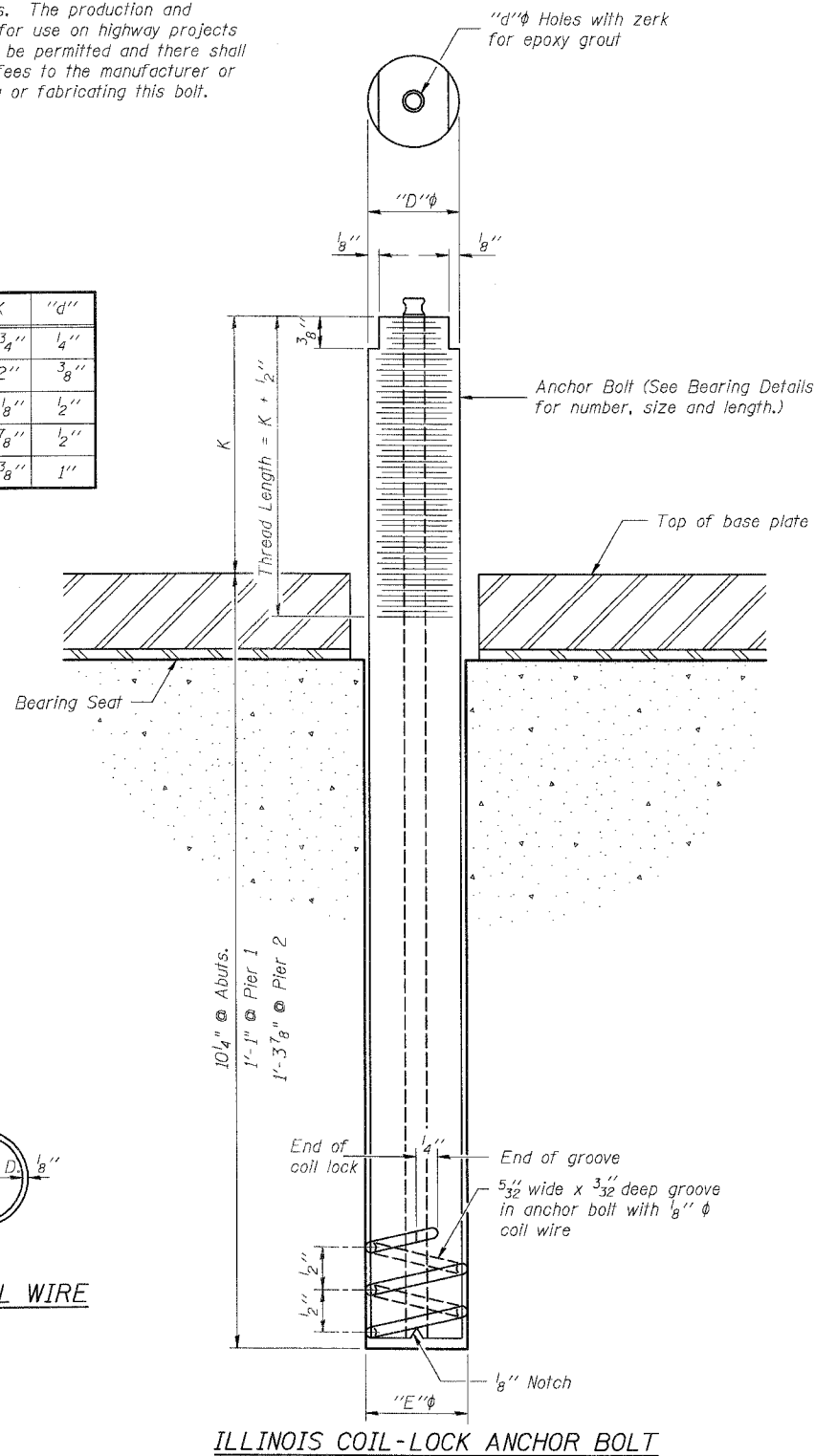
GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.
Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.
The anchor bolts, furnished and installed including the epoxy grout or capsules shall be paid for separately and shall be included in the unit bid price for Anchor Bolts of the size indicated below.

ANCHOR BOLT BILL OF MATERIAL

ITEM	UNIT	TOTAL
Anchor Bolts, 1"	Each	40
Anchor Bolts, 1 1/4"	Each	20
Anchor Bolts, 1 1/2"	Each	20

D	E	H	K	"d"
1"	1 1/8"	1 3/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 13/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

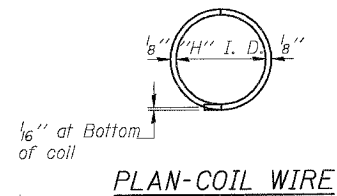
1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.
The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:
1. A threaded rod stud with nut and washer of the type specified.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
Abuts.	A307
Pier 1	A307
Pier 2	A307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.



DESIGNED	UM
CHECKED	BLU
DRAWN	UM
CHECKED	BLU

ABB-1 4-30-99

ANCHOR BOLT DETAILS FOR BEARINGS
U.S. ROUTE 6 OVER
NETTLE CREEK
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
STATION 449+79.12
S.N. 032-0107

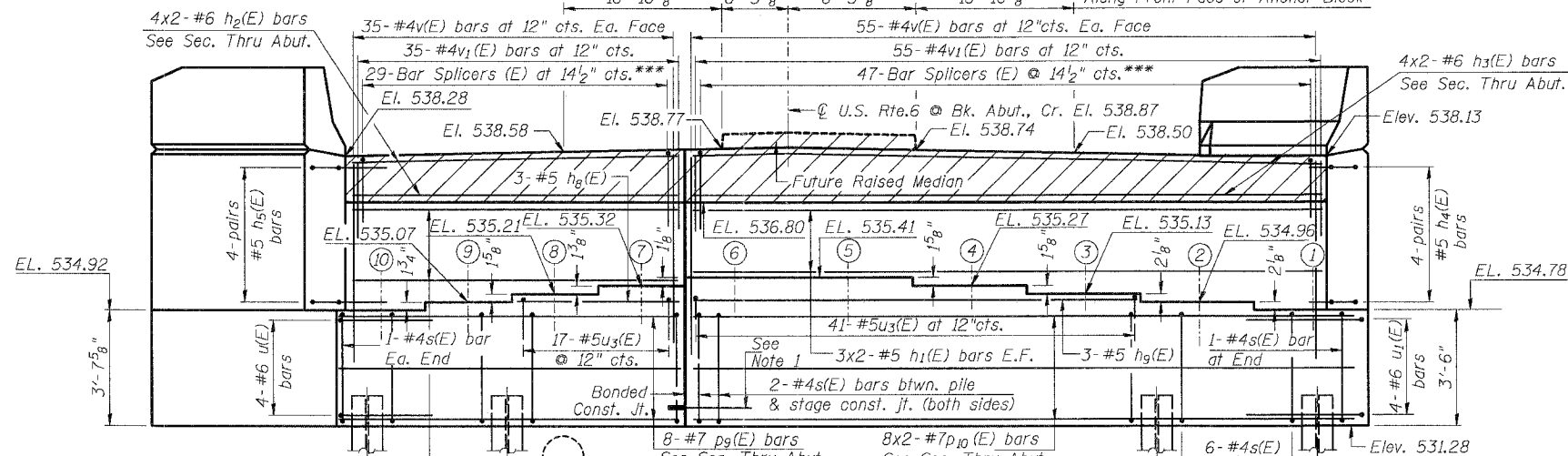
BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S16
FAU 5952	Q	GRUNDY	86	55	OF 526 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

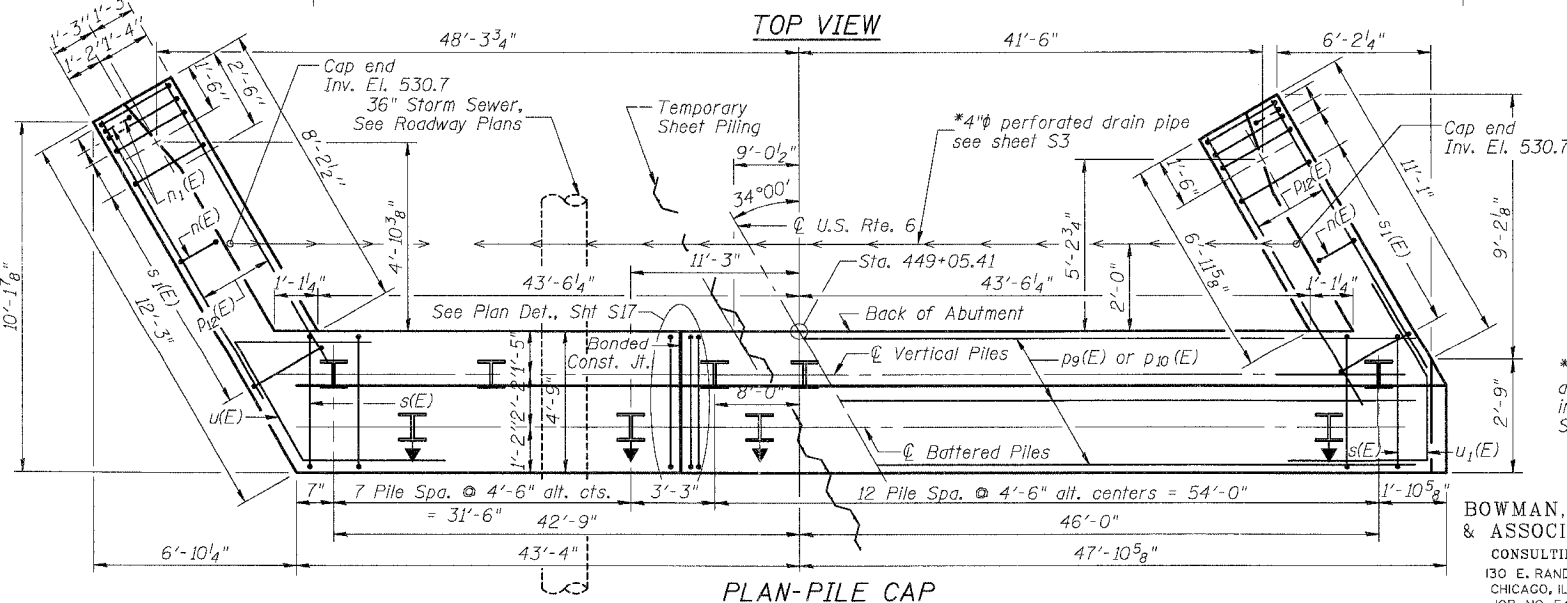
***Alternate w/ v(E) bars and place parallel to beams



ELEVATION
(Looking West)

Notes:
1. Provide 8-Bar Splicers (E) for #7 p9(E) bars, 3-Bar Splicers (E) for #5 h8(E) bars, 6-Bar Splicers (E) for #5 h(E) bars and 4-Bar Splicers (E) for #6 h2(E) bars.

PILE DATA
Type & Size: Steel HP 10x42
Nominal Required Bearing: 330 kips
Allowable Resistance Available: 110 kips
Est. Length: 21'
No. Required: 22
No. of Test Piles: 1



PLAN-PILE CAP

MIN. BAR LAP

#5	2'-2"
#6	2'-7"
#7	3'-5"

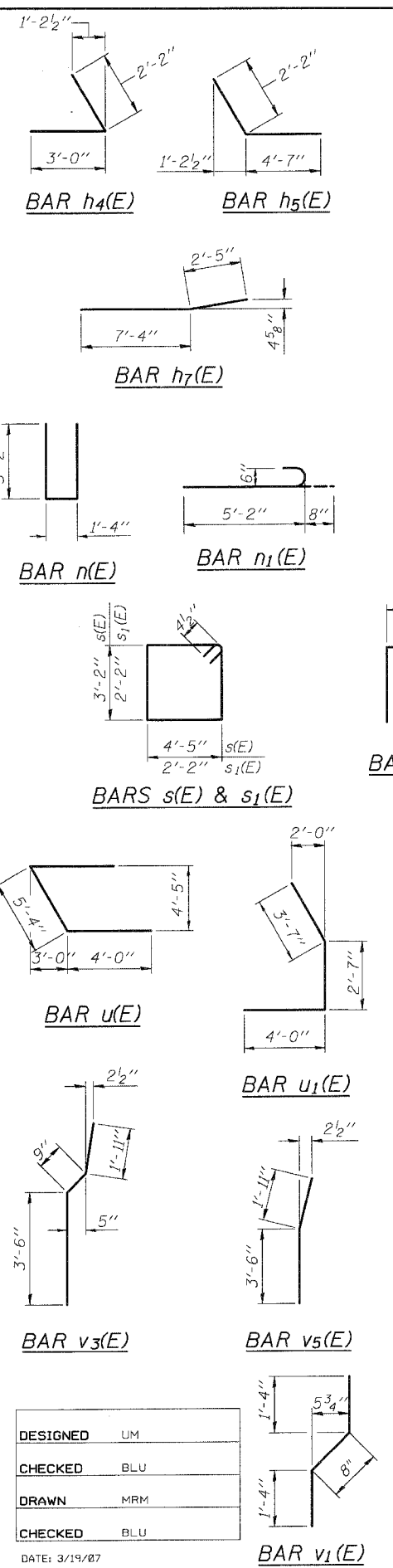
**WEST ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	12	#5	18'-5"	
h1(E)	12	#5	28'-8"	
h2(E)	8	#6	18'-5"	
h3(E)	8	#6	28'-8"	
h4(E)	8	#5	5'-2"	L
h5(E)	8	#5	6'-9"	L
h6(E)	16	#4	10'-9"	
h7(E)	16	#4	9'-9"	
h8(E)	3	#5	16'-1"	
h9(E)	3	#5	39'-6"	
n(E)	18	#6	11'-8"	
n1(E)	12	#6	5'-10"	
p9(E)	8	#7	33'-0"	
p10(E)	16	#7	30'-3"	
p12(E)	12	#7	10'-9"	
s(E)	120	#4	15'-11"	
s1(E)	28	#4	9'-5"	
u(E)	4	#6	13'-4"	L
u1(E)	4	#6	10'-2"	L
u3(E)	58	#5	8'-2"	
v(E)	180	#4	5'-0"	
v1(E)	90	#4	3'-4"	
v2(E)	90	#5	2'-0"	
v3(E)	16	#6	6'-2"	
v4(E)	22	#6	5'-10"	
v5(E)	6	#6	5'-4"	
Structure Excavation	Cu. Yd.		105	
Concrete Structures	Cu. Yd.		82.1	
Reinforcement Bars, Epoxy Coated	Pound		7330	
Furnishing Steel Piles	Foot		462	
HP10x42 Driving Piles	Foot		462	
Test Pile Steel	Each		1	
HP10x42 Pile Shoes	Each		23	
Geocomposite Wall Drain	Sq. Yd.		54	
Bar Splicers	Each		97	
Concrete Sealer	Sq. Ft.		255	

Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 8x2-#7 etc. indicate 8 lines of bars with 2 lengths per line.
For Detail A & B see sheet S17.
Space reinforcement in cap to miss anchor bolts.
Four steps monolithically with cap.
The test pile shall be driven to 110 percent of the Nominal Required Bearing indicated in the pile data information.
The steel H-piles shall be according to AASHTO M270 Grade 50.

**WEST ABUTMENT
U.S. ROUTE 6 OVER
NETTLE CREEK
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
STATION 449+79.12
S.N. 032-0107**

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



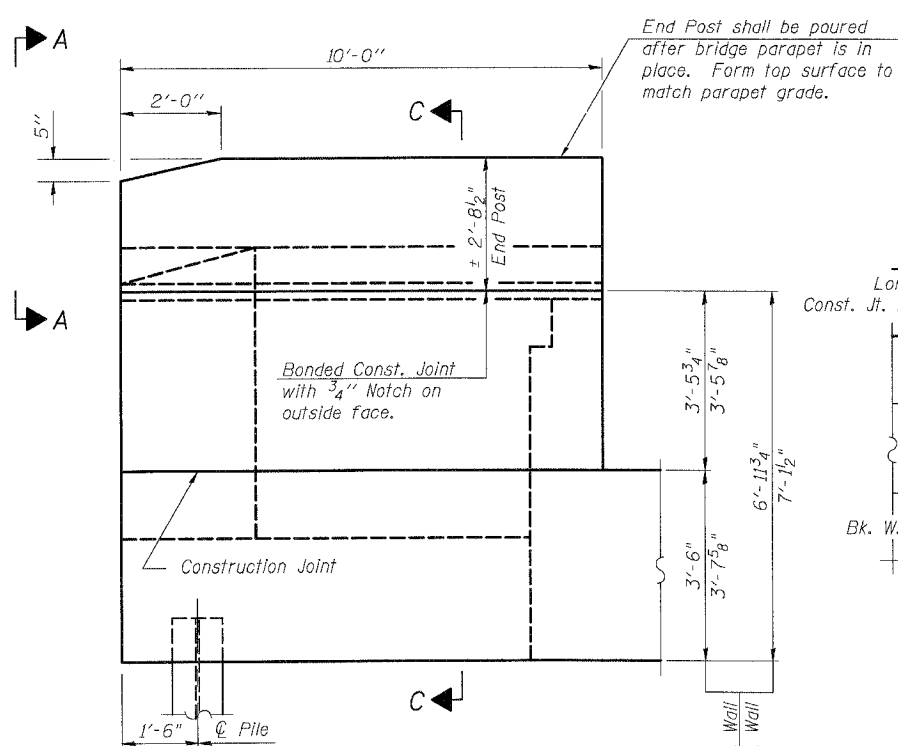
DESIGNED	UM
CHECKED	BLU
DRAWN	MRM
CHECKED	BLU

DATE: 3/19/87

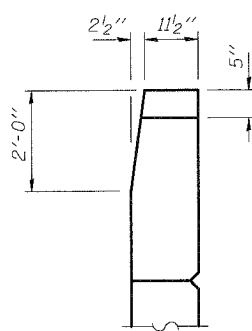
ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO. S17
S.B.L.	①	GRUNDY	86	56	OF S26 SHEETS
F.A.U. NO.					
FED. ROAD DIST. NO. 7	ILL. PROJ.	FED. AID PROJECT			

① Q-BR

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

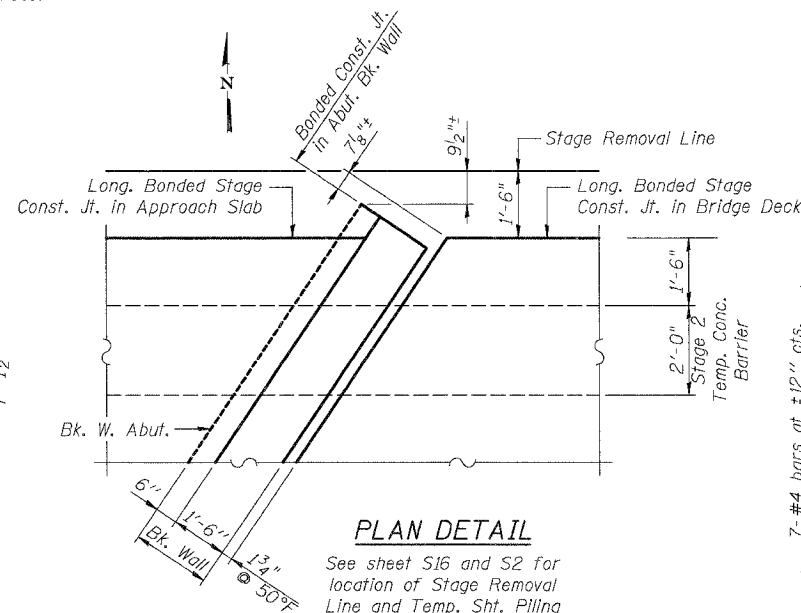


WING WALL ELEVATION
Showing Dimensions



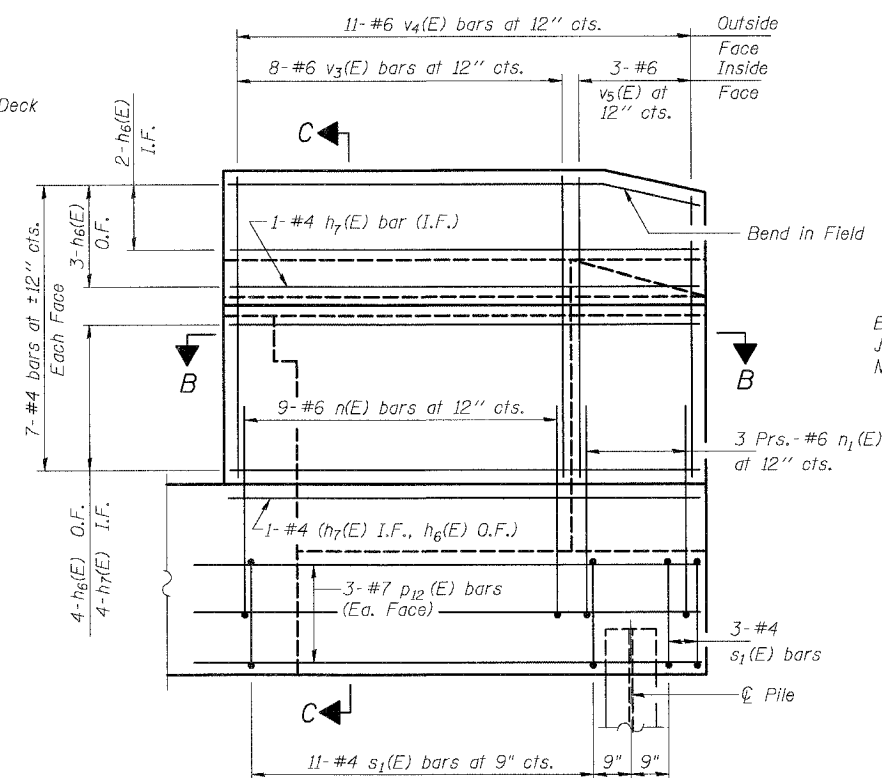
VIEW A-A

End Post shall be poured after bridge parapet is in place. Form top surface to match parapet grade.

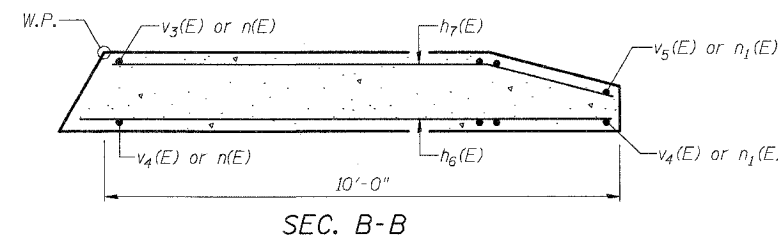


PLAN DETAIL

See sheet S16 and S2 for location of Stage Removal Line and Temp. Sht. Piling

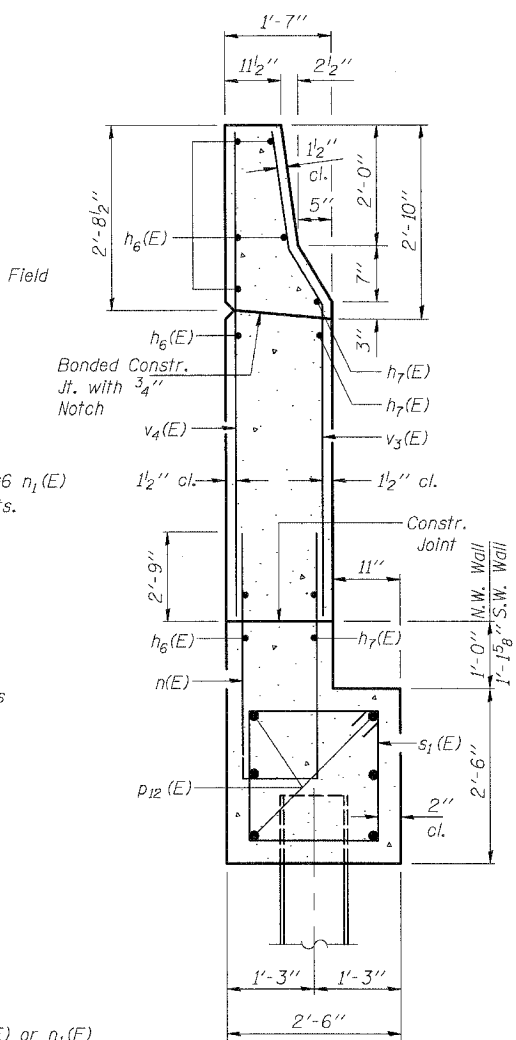


WING WALL ELEVATION
Showing Reinforcement

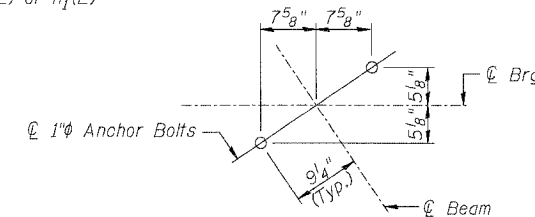


SEC. B-B

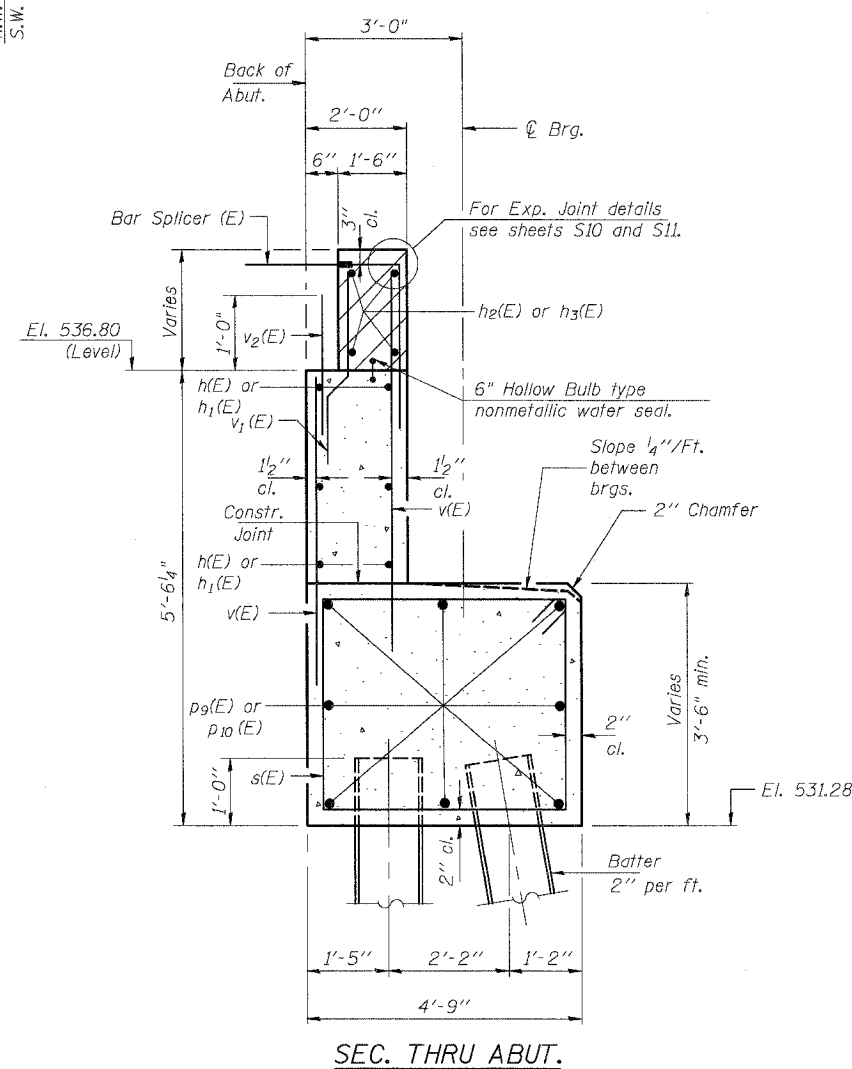
Notes:
Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure. Reinforcement bars designated (E) shall be epoxy coated. Quantity of concrete in end post included with Concrete Superstructure on sheet S10. Cut bar h6(E) in field to fit.



SEC. C-C



DETAIL A



SEC. THRU ABUT.

DESIGNED	UM
CHECKED	BLU
DRAWN	UM
CHECKED	BLU

DATE: 3/19/07

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541

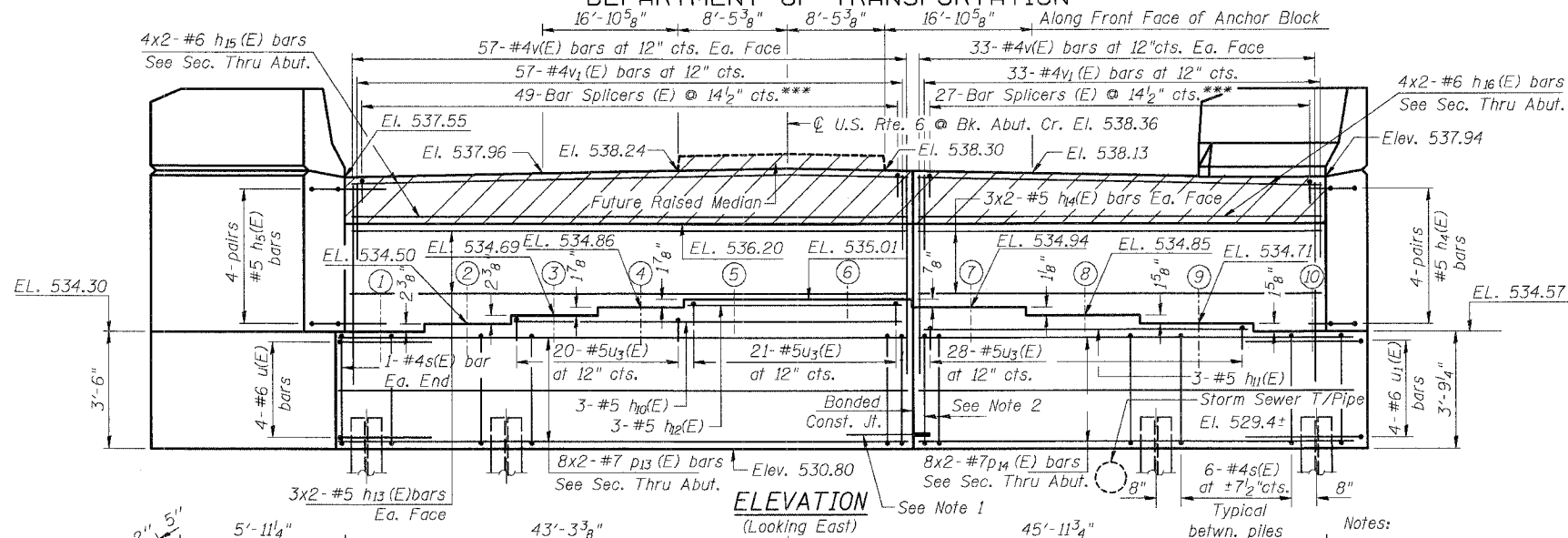


WEST ABUTMENT DETAILS
U.S. ROUTE 6 OVER
NETTLE CREEK
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
STATION 449+79.12
S.N. 032-0107

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET	SHEET NO. S18
U.S. Rte. 6	Q	GRUNDY	86	57	OF 526 SHEETS
FED. ROAD DIST. NO. 7	PLAN	FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

***Alternate w/ v₉(E) bars and place parallel to beams



EAST ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h ₃ (E)	12	#5	29'-9"	
h ₄ (E)	12	#5	17'-11"	
h ₅ (E)	8	#6	29'-9"	
h ₆ (E)	8	#6	17'-11"	
h ₇ (E)	8	#5	5'-2"	
h ₈ (E)	8	#5	6'-9"	
h ₉ (E)	16	#4	10'-9"	
h ₁₀ (E)	16	#4	9'-9"	
h ₁₁ (E)	3	#5	38'-2"	
h ₁₂ (E)	3	#5	26'-10"	
h ₁₃ (E)	3	#5	19'-2"	
n(E)	18	#6	11'-8"	
n ₁ (E)	12	#6	5'-10"	
p ₁₃ (E)	16	#7	30'-0"	
p ₁₁ (E)	16	#7	19'-0"	
p ₁₂ (E)	12	#7	10'-9"	
s(E)	121	#4	15'-11"	
s ₁ (E)	28	#4	9'-5"	
u(E)	4	#6	13'-4"	
u ₁ (E)	4	#6	10'-2"	
u ₃ (E)	69	#5	8'-2"	
v ₉ (E)	180	#4	4'-8"	
v ₁ (E)	90	#4	3'-4"	
v ₂ (E)	90	#5	2'-0"	
v ₆ (E)	16	#6	5'-11"	
v ₇ (E)	22	#6	5'-7"	
v ₈ (E)	6	#6	5'-2"	

Notes:

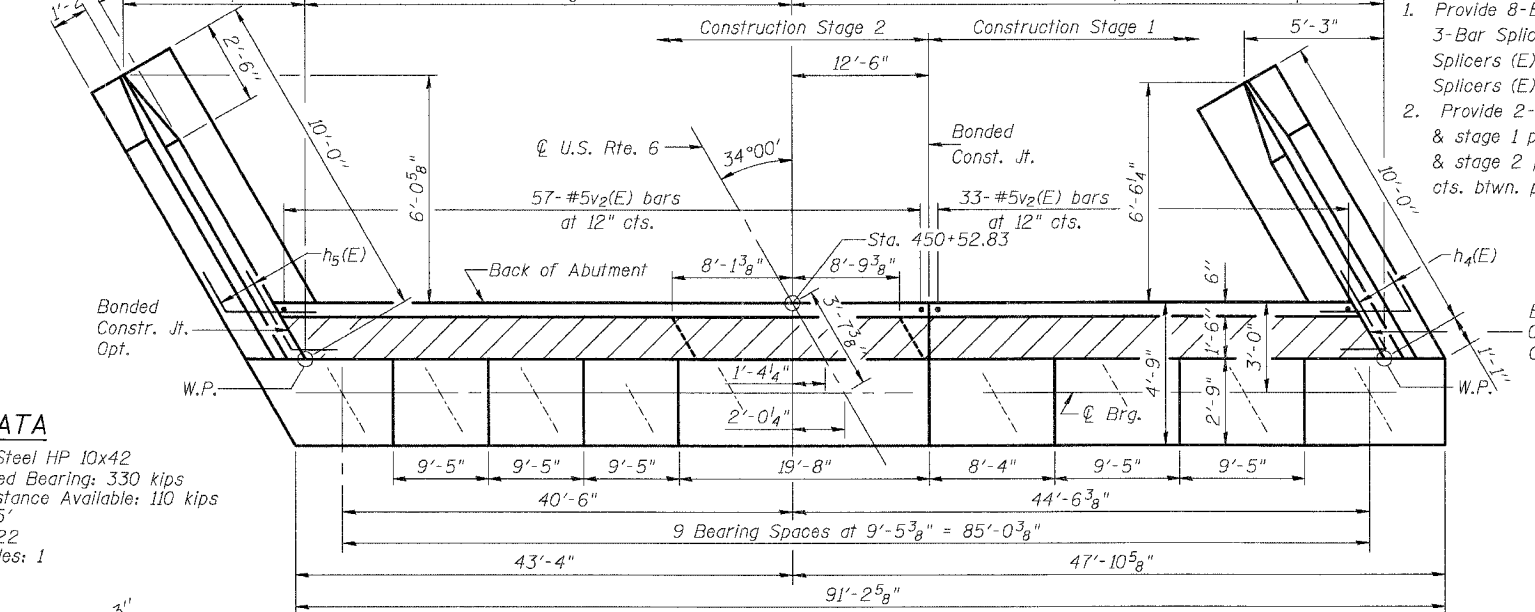
- Provide 8-Bar Splicers (E) for #7 p₁₁(E) bars, 3-Bar Splicers (E) for #5 h₁₁(E) bars, 6-Bar Splicers (E) for #6 h₁₆(E) bars.
- Provide 2-#4 s(E) bars btwn. Const. Jt. & stage 1 pile, 4-#4 s(E) bars btwn. Const. Jt. & stage 2 pile. Provide 5-#4 s(E) bars @ 6" cts. btwn. piles spaced at 3'-3".

MIN. BAR LAP

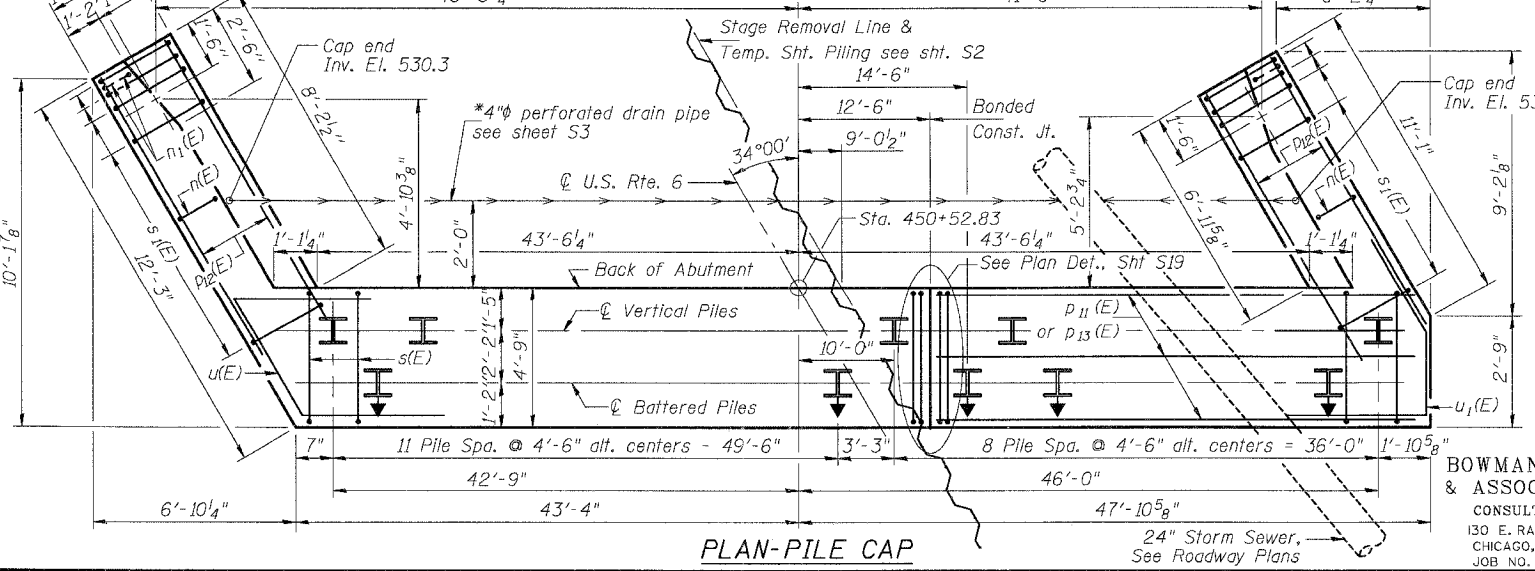
#5	2'-2"
#6	2'-7"
#7	3'-5"

PILE DATA

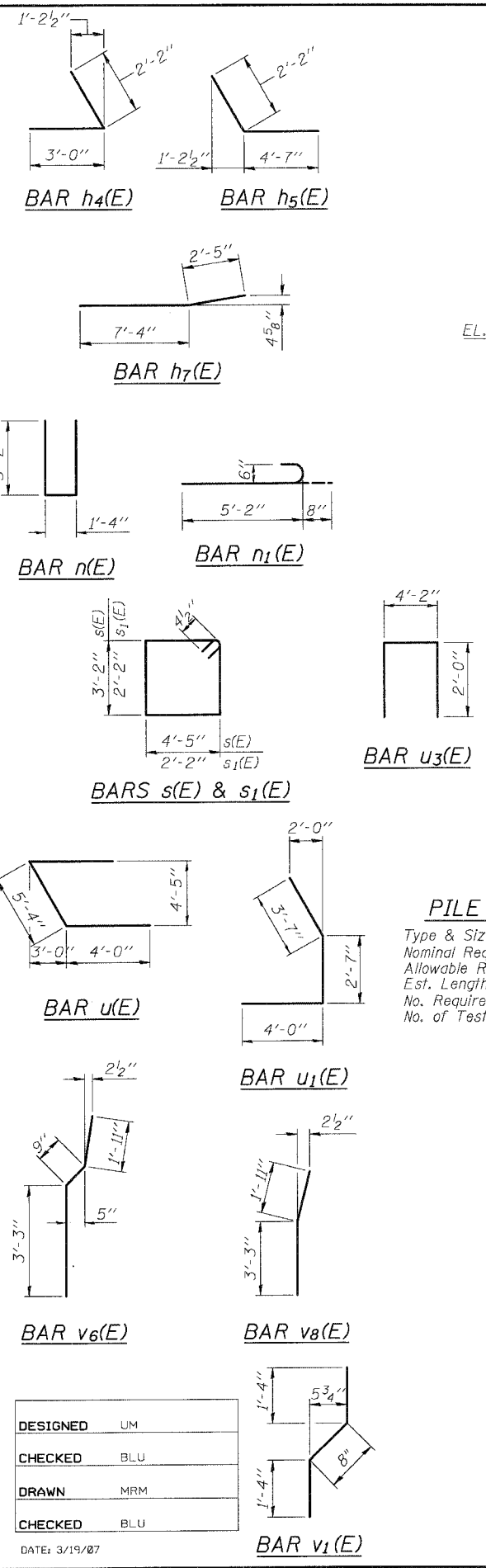
Type & Size: Steel HP 10x42
Nominal Required Bearing: 330 kips
Allowable Resistance Available: 110 kips
Est. Length: 15'
No. Required: 22
No. of Test Piles: 1



TOP VIEW



PLAN-PILE CAP



DESIGNED	UM
CHECKED	BLU
DRAWN	MRM
CHECKED	BLU

DATE: 3/19/87

Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 8x2-#7 etc. indicate 8 lines of bars with 2 lengths per line.
For Detail A & B see sheet S19.
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
The test pile shall be driven to 110 percent of the Nominal Required Bearing indicated in the pile data information.
The steel H-piles shall be according to AASHTO M270 Grade 50.

EAST ABUTMENT
U.S. ROUTE 6 OVER
NETTLE CREEK
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
STATION 449+79.12
S.N. 032-0107

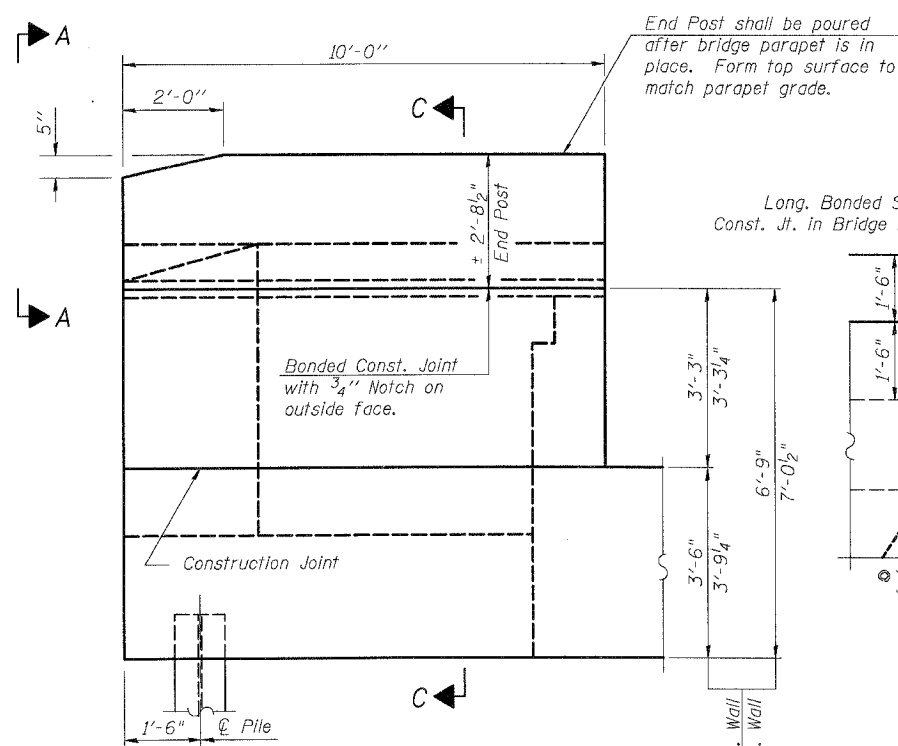
BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



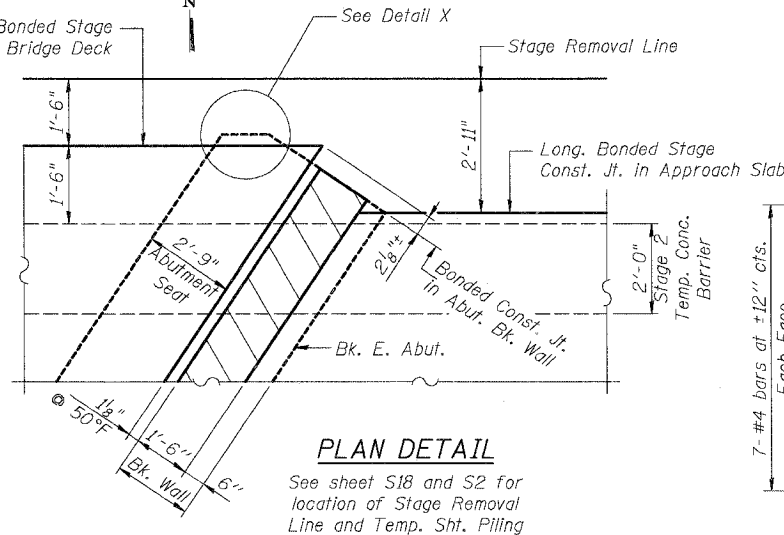
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S19
A.S.L.	①	GRUNDY	86	58	OF 526 SHEETS
F.A.U. 5952					
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Q-BR

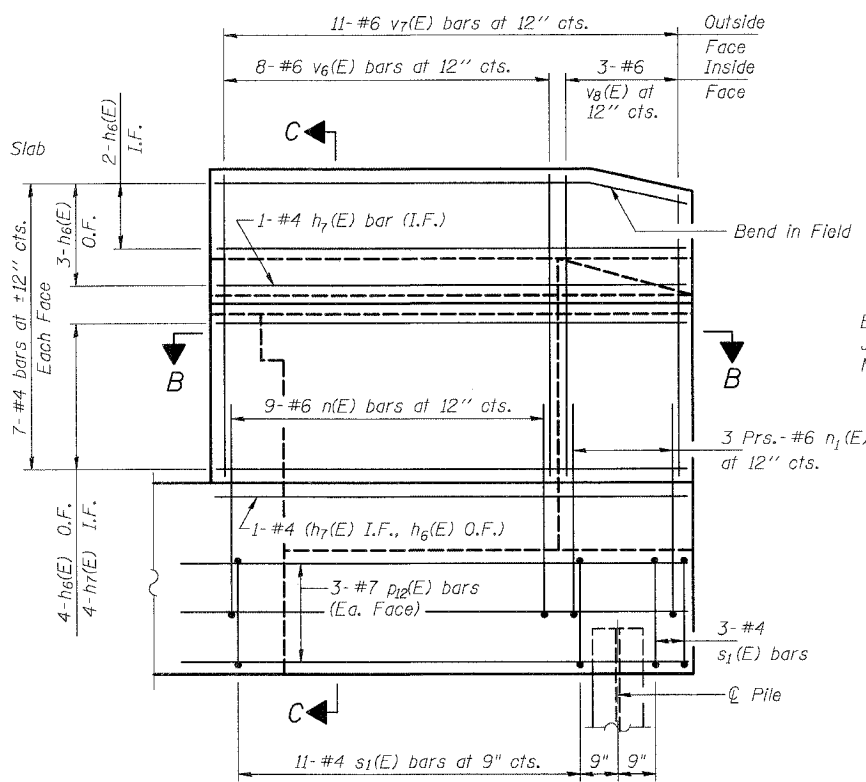


WING WALL ELEVATION
Showing Dimensions

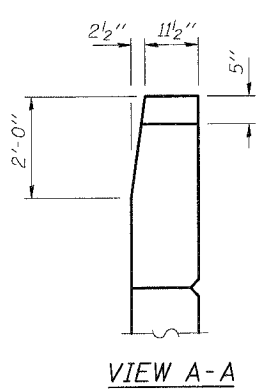


PLAN DETAIL

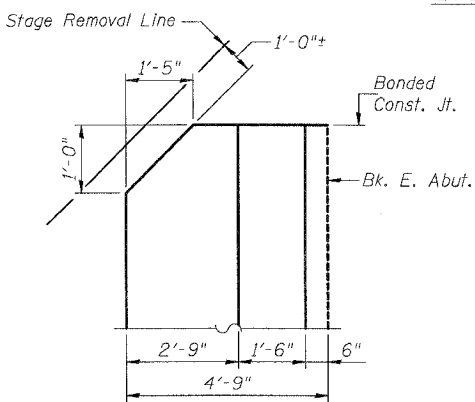
See sheet S18 and S2 for location of Stage Removal Line and Temp. Sht. Piling



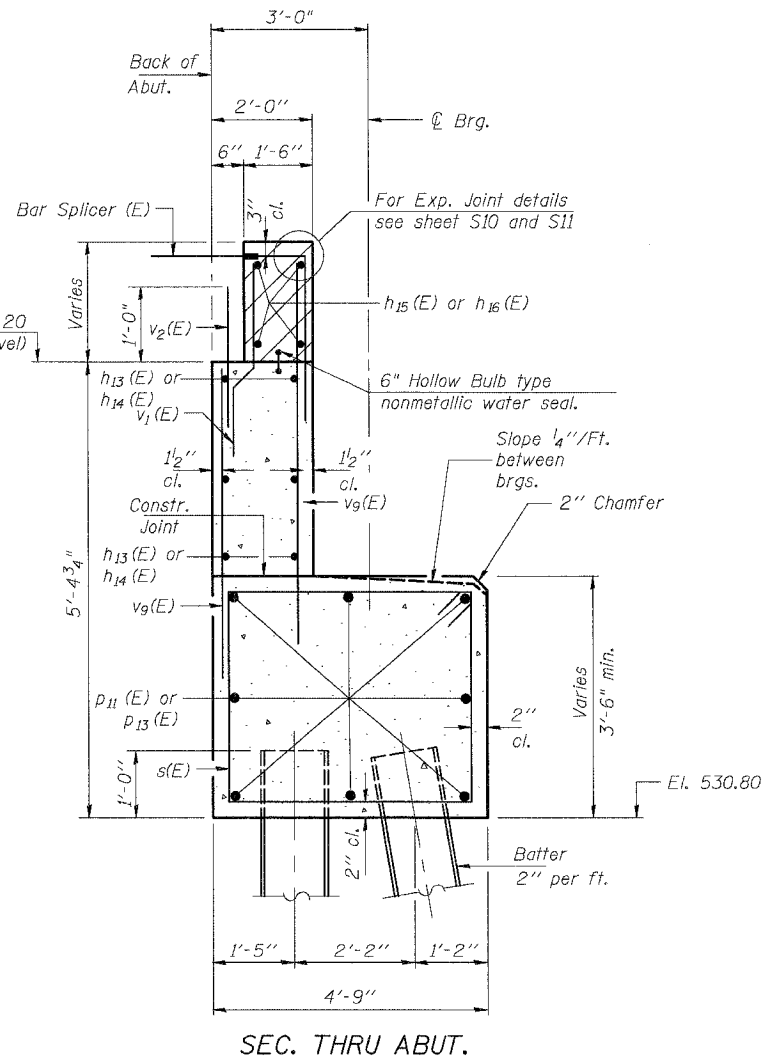
WING WALL ELEVATION
Showing Reinforcement



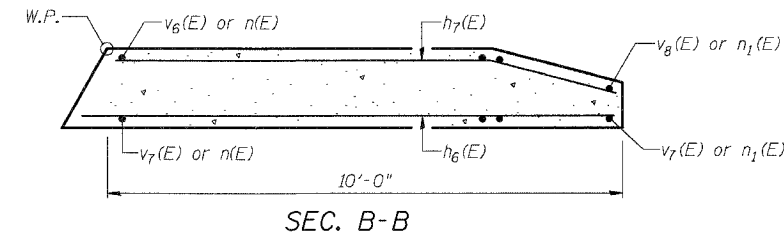
VIEW A-A



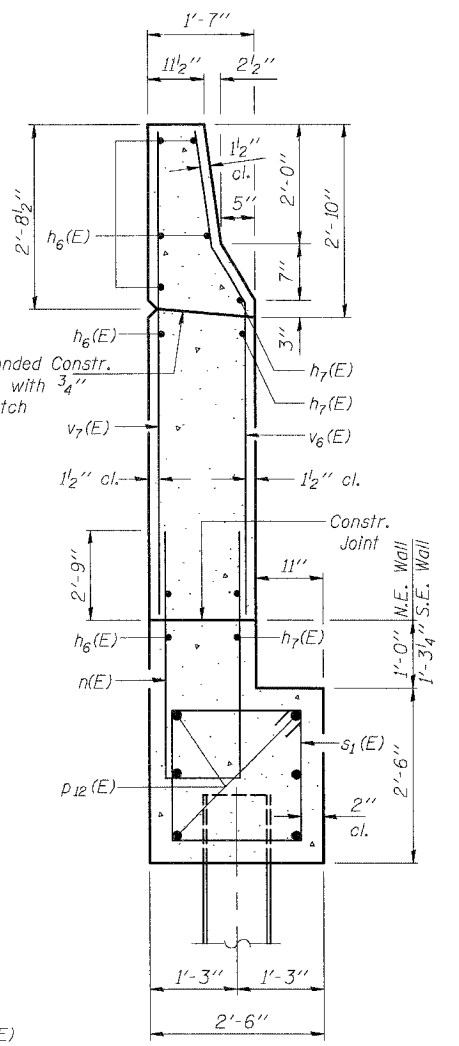
DETAIL X



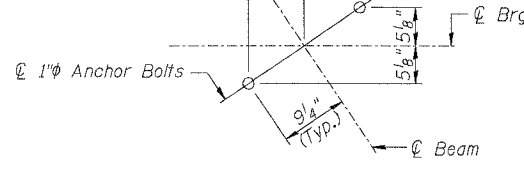
SEC. THRU ABUT.



SEC. B-B



SEC. C-C



DETAIL A

Notes:
Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure. Reinforcement bars designated (E) shall be epoxy coated. Quantity of concrete in end post included with Concrete Superstructure on sheet S10. Cut bar h6(E) in field to fit.

EAST ABUTMENT DETAILS
U.S. ROUTE 6 OVER
NETTLE CREEK
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
STATION 449+79.12
S.N. 032-0107

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



DESIGNED	UM
CHECKED	BLU
DRAWN	UM
CHECKED	BLU

DATE: 3/19/07

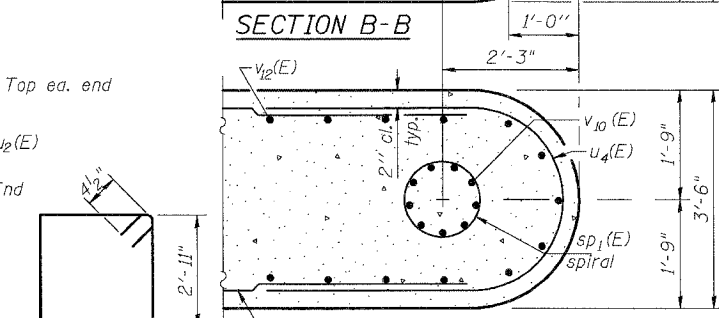
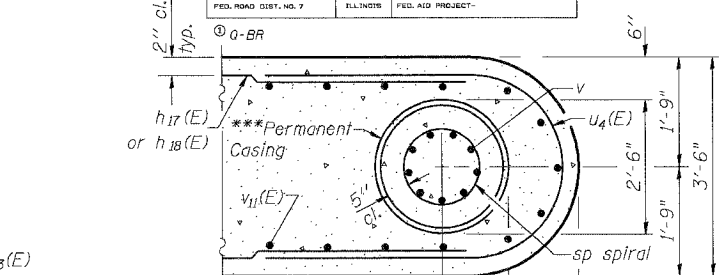
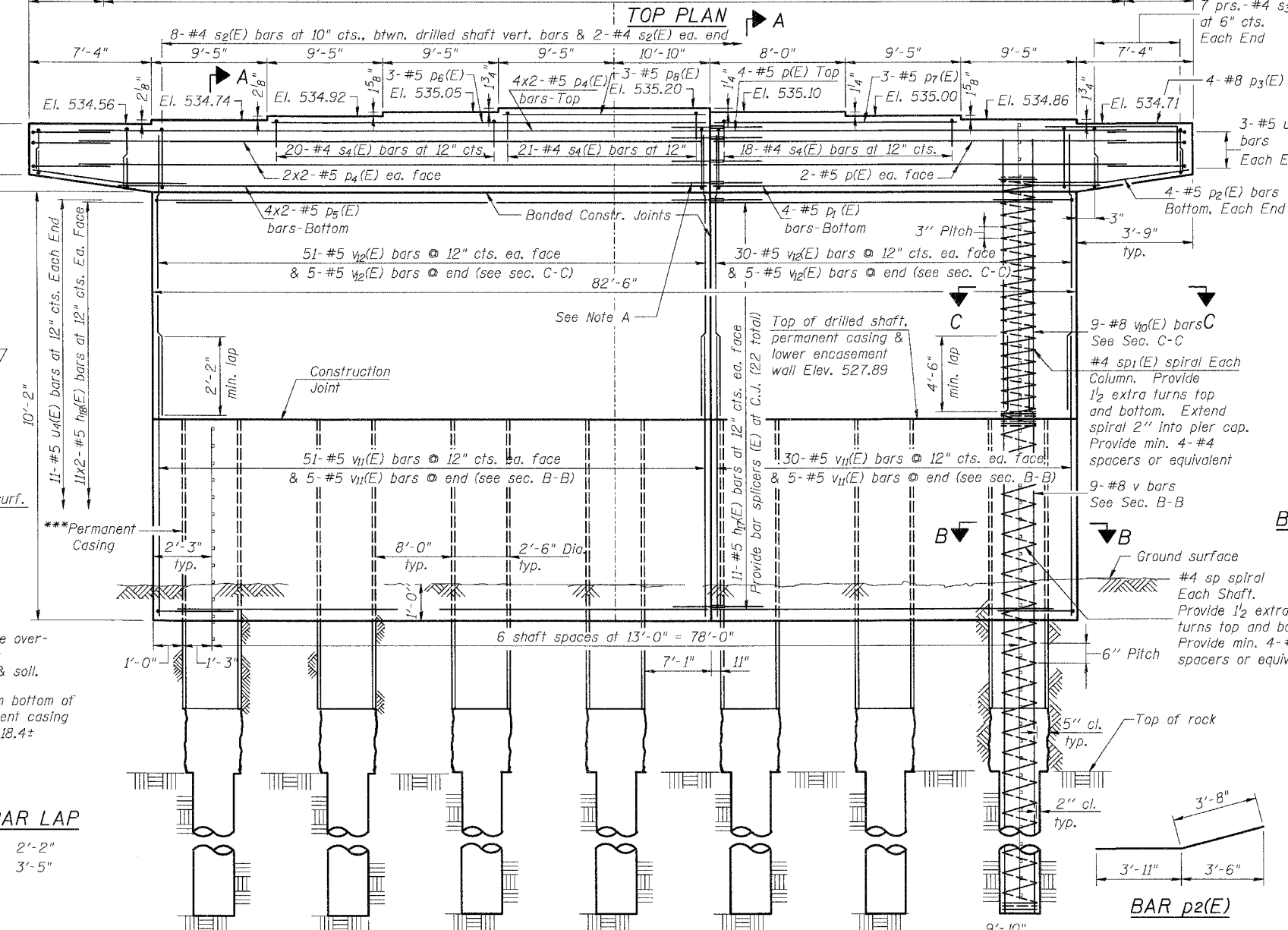
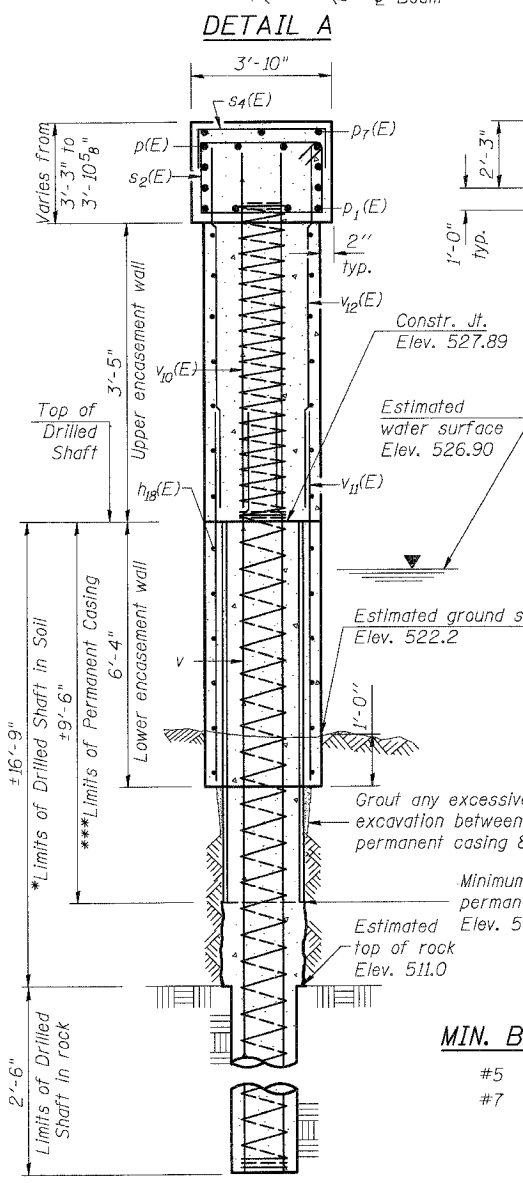
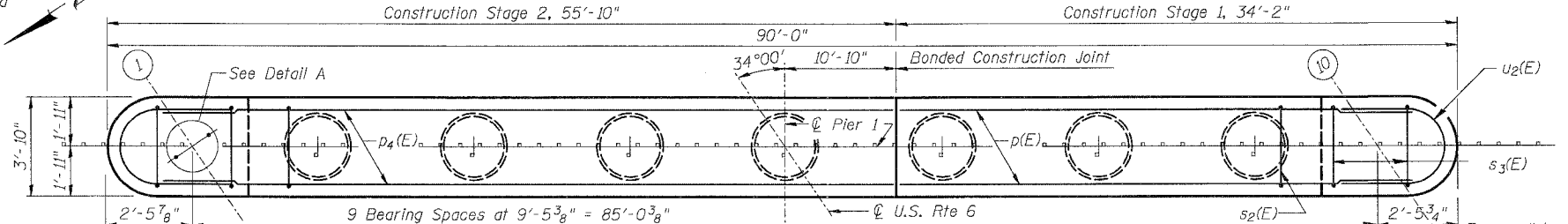
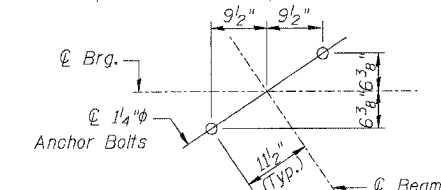
default 3/16/2007 1:37:52 PM m:\541\cadd\bridge\107\ab04.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET	SHEET NO. S26
F.A.U. 5952	Q	GRUNDY	86	59	OF S26 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

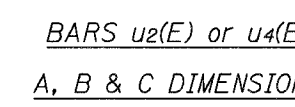
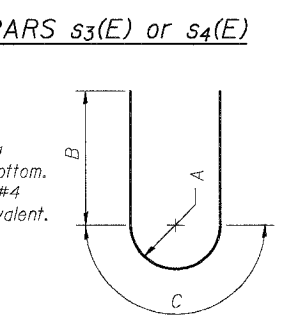
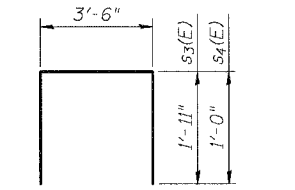
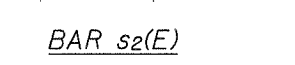
*** Contractor is responsible for determining the casing thickness and the actual tip elevation to be used (see Special Provisions).
Pay limits for the Permanent Casing are based on the minimum length shown.

Note A:
Provide 4-Bar Splicers (E) for #5 p₁(E) & 8-Bar Splicers (E) for #5 p(E) bars.



BILL OF MATERIAL

Bar No.	Size	Length	Shape
h ₁₇ (E)	22 #5	28'-2"	—
h ₁₈ (E)	44 #5	26'-1"	—
p(E)	8 #5	32'-3"	—
p ₁ (E)	4 #5	30'-5"	—
p ₂ (E)	8 #5	7'-7"	—
p ₃ (E)	8 #8	11'-2"	—
p ₄ (E)	16 #5	28'-1"	—
p ₅ (E)	8 #5	27'-2"	—
p ₆ (E)	3 #5	38'-9"	—
p ₇ (E)	3 #5	17'-1"	—
p ₈ (E)	3 #5	19'-11"	—
s ₂ (E)	52 #4	13'-7"	□
s ₃ (E)	28 #4	7'-4"	□
s ₄ (E)	59 #4	5'-6"	□
sp	7 #4	20'-3"	~
sp ₁ (E)	7 #4	4'-6"	~
u ₂ (E)	6 #5	11'-6"	—
u ₄ (E)	22 #5	8'-6"	—
v	63 #8	23'-9"	—
v ₁₀ (E)	63 #8	5'-9"	—
v ₁₁ (E)	172 #5	8'-11"	—
v ₁₂ (E)	172 #5	5'-3"	—
Underwater Structure Excavation Protection, Location 1	Each	1	
Drilled Shaft in Soil	Cu. Yd.	21.5	
Drilled Shaft in Rock	Cu. Yd.	2.0	
Concrete Structures	Cu. Yd.	140.7	
Reinforcement Bars, Epoxy Coated	Pound	8510	
Reinforcement Bars	Pound	4970	
Permanent Casing	Foot	66.5	
Bar Splicers	Each	34	



A, B & C DIMENSIONS

Bar	A	B	C
u ₂ (E)	1'-9"	3'-0"	5'-6"
u ₄ (E)	1'-7"	1'-9"	5'-0"

DESIGNED UM
CHECKED BLU
DRAWN MRM
CHECKED BLU

DATE: 3/19/07

* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

- Construction Sequence for encasement walls:
- Excavate through water, between and outside of shafts, to base of lower encasement wall.
 - Set lower encasement wall forms into place through water and secure at top and bottom as required to maintain proper clearance from shaft.
 - Place the lower encasement wall reinforcement cage into forms using spacers to maintain proper clearances from shaft and forms.
 - If the forms can be sealed against the streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
 - Prepare construction joint at top of drilled shafts and lower encasement wall.
 - Splice upper encasement wall reinforcement and cage length to lower encasement and shaft reinforcement, form and pour upper encasement wall.

Reinforcement Bars designated (E) shall be epoxy coated.
Cast steps monolithically with cap.
Space cap reinforcement to miss anchor bolts.
Minimum lap for spirals = 1 1/2 turns.
*Length is height of spiral.
Bars indicated thus 11x2-#5 etc. indicate 11 lines of bars with 2 lengths per line.

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CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



PIER 1
U.S. ROUTE 6 OVER
NETTLE CREEK
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
STATION 449+79.12
S.N. 032-0107

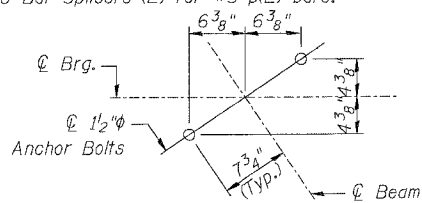
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.
ILL. R.T.	①	GRUNDY	86	60
F.A.U. DIST.				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

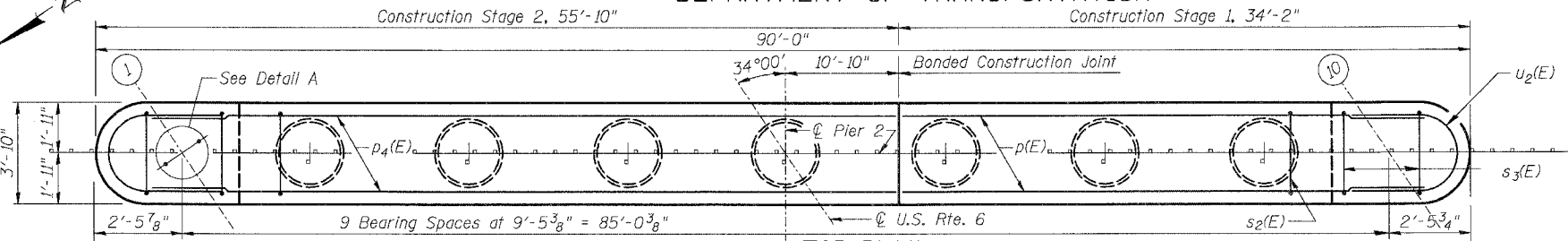
SHEET NO. S21
OF S26 SHEETS

*** Contractor is responsible for determining the casing thickness and the actual tip elevation to be used (see Special Provisions).
Pay limits for the Permanent Casing are based on the minimum length shown.

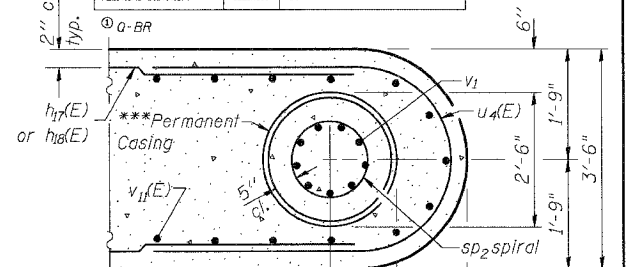
Note A:
Provide 4-Bar Splicers (E) for #5 p₁(E) & 8-Bar Splicers (E) for #5 p₁(E) bars.



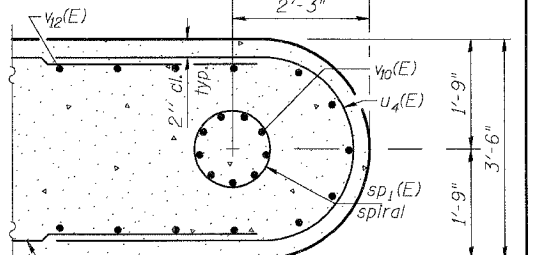
DETAIL A



TOP PLAN



SECTION B-B

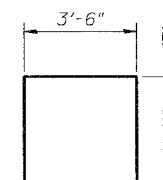


SECTION C-C

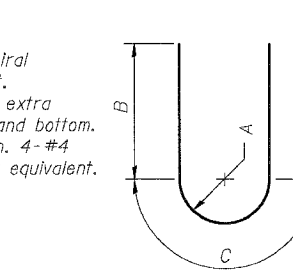
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h ₁₇ (E)	22	#5	28'-2"	—
h ₁₈ (E)	44	#5	26'-1"	—
p(E)	8	#5	32'-3"	—
p ₁ (E)	4	#5	30'-5"	—
p ₂ (E)	8	#5	7'-7"	—
p ₃ (E)	8	#8	11'-2"	—
p ₄ (E)	16	#5	28'-1"	—
p ₅ (E)	8	#5	27'-2"	—
p ₆ (E)	3	#5	38'-9"	—
p ₇ (E)	3	#5	17'-1"	—
p ₈ (E)	3	#5	19'-11"	—
s ₂ (E)	52	#4	13'-7"	□
s ₃ (E)	28	#4	7'-4"	□
s ₄ (E)	59	#4	5'-6"	□
sp ₂	7	#4	18'-0"	⋈
sp ₁ (E)	7	#4	4'-6"	⋈
u ₂ (E)	6	#5	11'-6"	—
u ₄ (E)	22	#5	8'-6"	—
v ₁	63	#8	18'-6"	—
v ₀ (E)	63	#8	5'-9"	—
v ₁₁ (E)	172	#5	8'-11"	—
v ₁₂ (E)	172	#5	5'-3"	—
Underwater Structure Excavation Protection, Location 2	Each		1	
Drilled Shaft in Soil	Cu. Yd.		18.5	
Drilled Shaft in Rock	Cu. Yd.		2.0	
Concrete Structures	Cu. Yd.		144.7	
Reinforcement Bars, Epoxy Coated	Pound		8510	
Reinforcement Bars	Pound		3980	
Permanent Casing	Foot		66.5	
Bar Splicers	Each		34	

BAR s₂(E)



BARS s₃(E) or s₄(E)

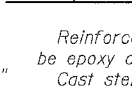


BARS u₂(E) or u₄(E)

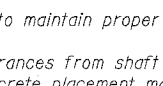
A, B & C DIMENSIONS

Bar	A	B	C
u ₂ (E)	1'-9"	3'-0"	5'-6"
u ₄ (E)	1'-7"	1'-9"	5'-0"

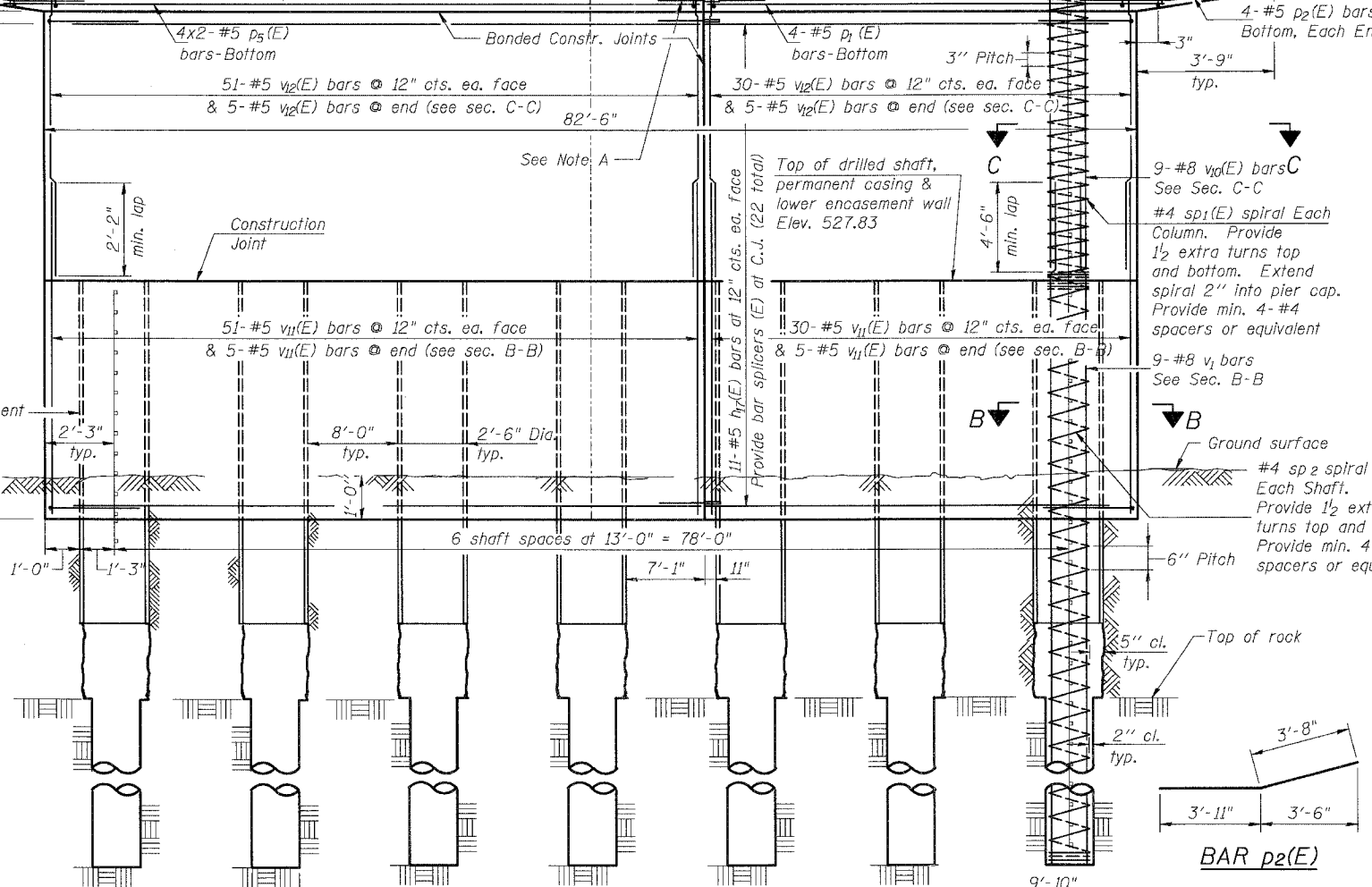
BAR p₂(E)



BAR p₃(E)



ELEVATION
(Looking East)



Construction Sequence for encasement walls:

- Excavate through water, between and outside of shafts, to base of lower encasement wall.
- Set lower encasement wall forms into place through water and secure at top and bottom as required to maintain proper clearance from shaft.
- Place the lower encasement wall reinforcement cage into forms using spacers to maintain proper clearances from shaft and forms.
- If the forms can be sealed against the streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
- Prepare construction joint at top of drilled shafts and lower encasement wall.
- Splice upper encasement wall reinforcement and cage length to lower encasement and shaft reinforcement, form and pour upper encasement wall.

* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

MIN. BAR LAP

#5 2'-2"

SECTION A-A

DESIGNED	UM
CHECKED	BLU
DRAWN	MRM
CHECKED	BLU

DATE: 3/19/07

Reinforcement Bars designated (E) shall be epoxy coated.
Cast steps monolithically with cap.
Space cap reinforcement to miss anchor bolts.
Minimum lap for spirals = 1 1/2 turns.
**Length is height of spiral.
Bars indicated thus 11x2-#5 etc. indicate 11 lines of bars with 2 lengths per line.

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



PIER 2
U.S. ROUTE 6 OVER
NETTLE CREEK
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
STATION 449+79.12
S.N. 032-0107

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

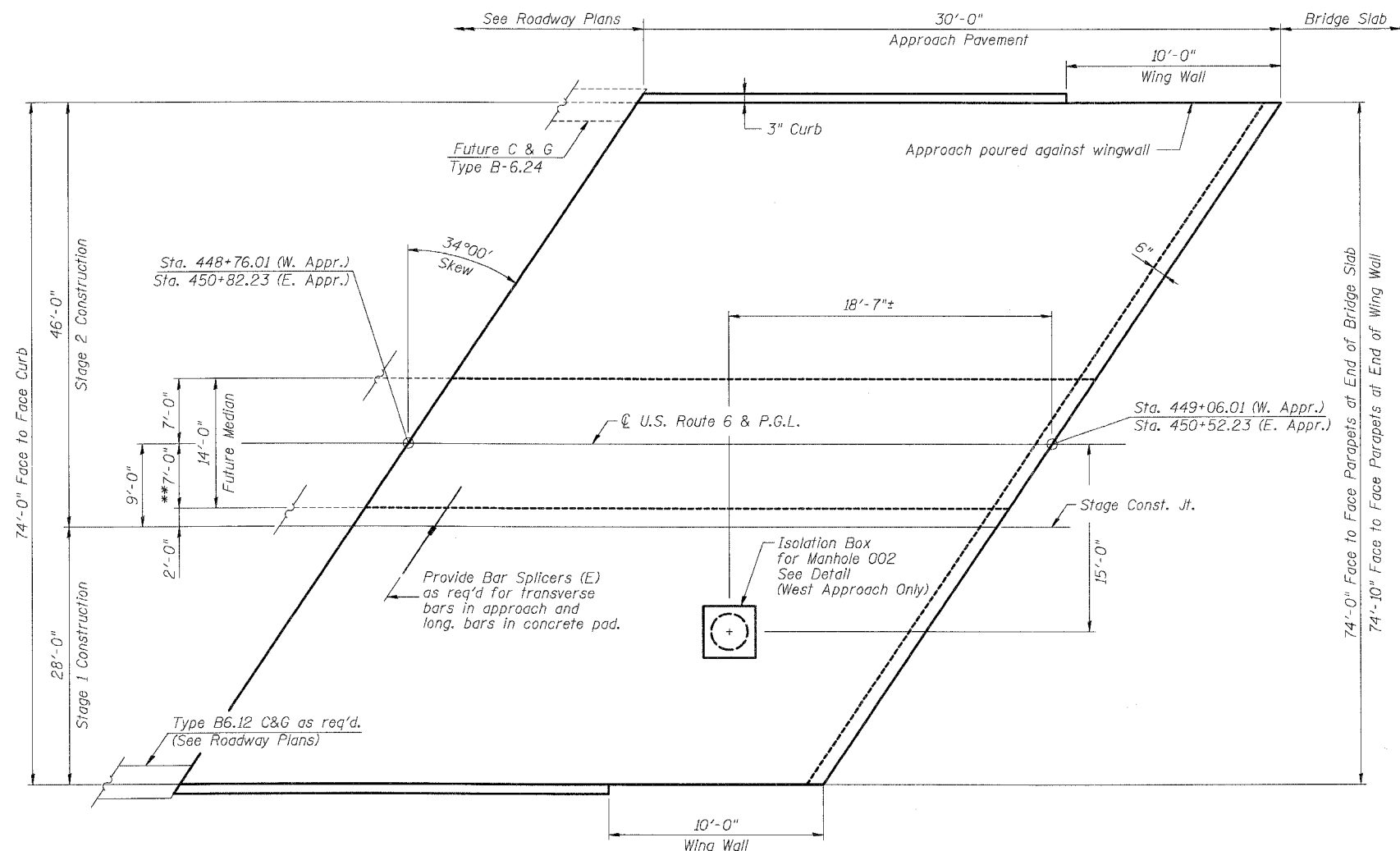
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.L.	①	GRUNDY	86	61
F.A.L. 9982				OF 926 SHEETS
FED. ROAD DIST. NO. 7	ILL. PROJ.	FED. AID PROJECT		

Q-BR

BILL OF BARS

Bar	No.	Size	Length	Shape
a ₂ (E)	8	#6	9'-0"	—
a ₃ (E)	12	#9	16'-0"	U
b ₃ (E)	14	#8	12'-6"	—
b ₄ (E)	12	#9	1'-6"	—

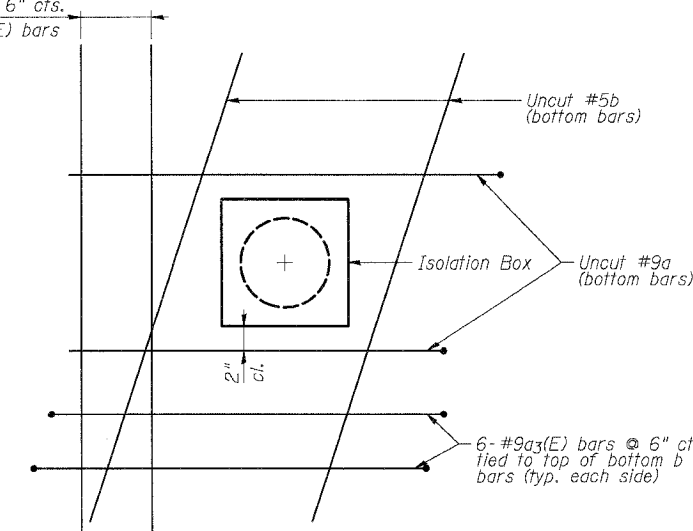
Reinforcement bars designated (E) shall be epoxy coated.
The approach pavements shall be constructed according to the Bridge Approach Pavement Std. 420401 with the exception of those details shown herein.
See Sheet S10 for approach pavement/bridge joint details.
E.F. = Each Face
Cost of all modifications shown on this sheet will be included with Bridge Approach Pavement.



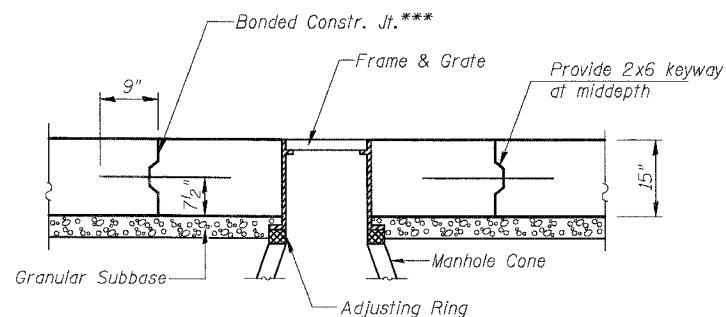
WEST APPROACH PAVEMENT PLAN
(East Approach Similar Except as Noted)

** Future Median Tapers to 4'-9 3/8"± offset at end of east approach, see Roadway Plans.

7- #8b₃(E) bars @ 6" cts.
Tied to top of a₃(E) bars (typ. each side)



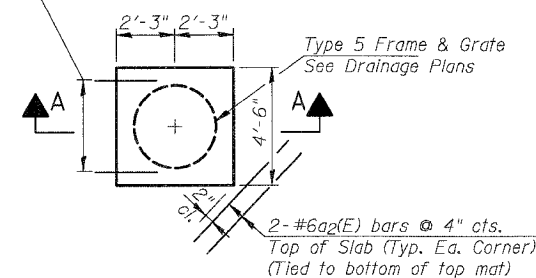
PLAN DETAIL



SECTION A-A

***Saw cut and seal joint around perimeter as shown on Longitudinal Constr. Joint Detail in Std 420001.

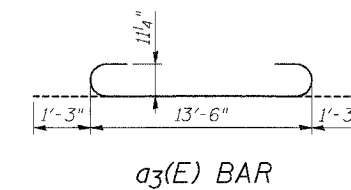
*3- #9b₄(E) bars (Typ. all sides)



ISOLATION BOX DETAIL

*Cut bars in field to provide 2" min. cl. around frame.

Cut top reinforcement provided by Std 420401 to provide 2" min. cl. to isolation box. For each cut bar provide same number of full length bars on each side of isolation box equally spaced between uncut bars. See Plan Detail for bottom reinforcement modifications.



BRIDGE APPROACH PAVEMENT DETAILS

U.S. ROUTE 6 OVER
NETTLE CREEK
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
STATION 449+79.12
S.N. 032-0107

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



DESIGNED	MRM
CHECKED	BLU
DRAWN	MRM
CHECKED	BLU

DATE: 3/19/07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S23 OF S26 SHEETS
S. B. I. P. A. U. 5952	①	GRUNDY	86	62	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

NOTES

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

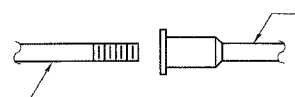
- ① Minimum Capacity = $1.25 \times f_y \times A_l$
(Tension in kips)
- ② Minimum *Pull-out Strength = $1.25 \times f_{s_{allow}} \times A_l$
(Tension in kips)

Where f_y = Yield strength of lapped reinforcement bars in ksi.
 $f_{s_{allow}}$ = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
 A_l = 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	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

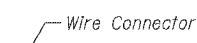
The diameter of this part is equal or larger than the diameter of bar spliced.



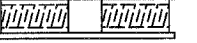
ROLLED THREAD DOWEL BAR



** ONE PIECE



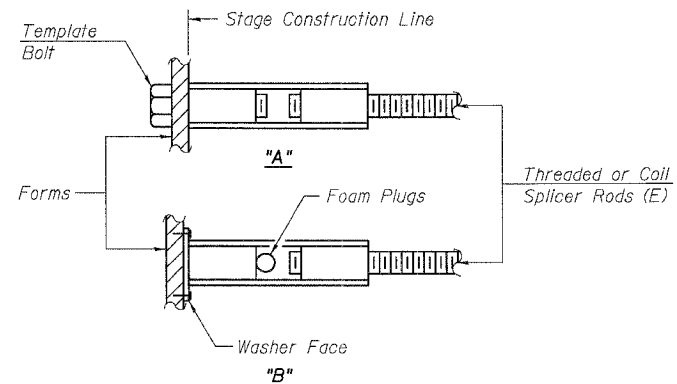
WIRE CONNECTOR



WELDED SECTIONS

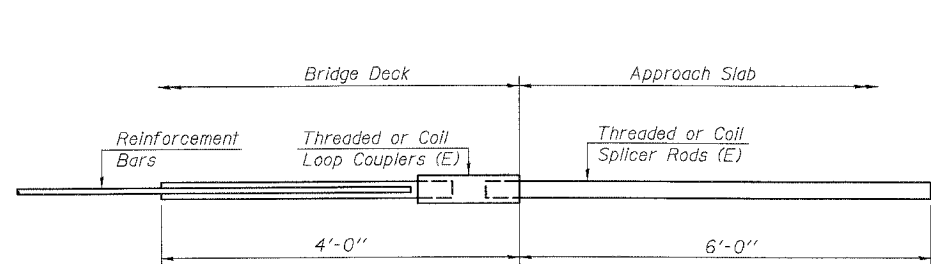
BAR SPLICER ASSEMBLY ALTERNATIVES

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



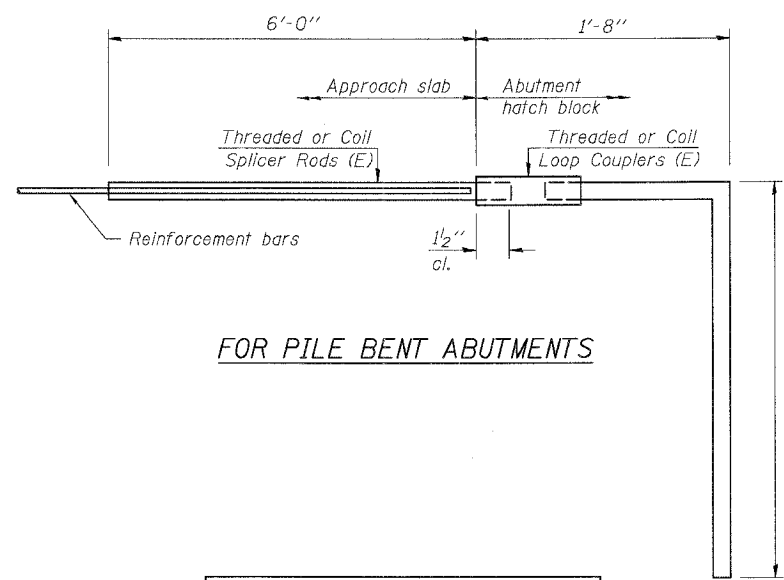
INSTALLATION AND SETTING METHODS

"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.



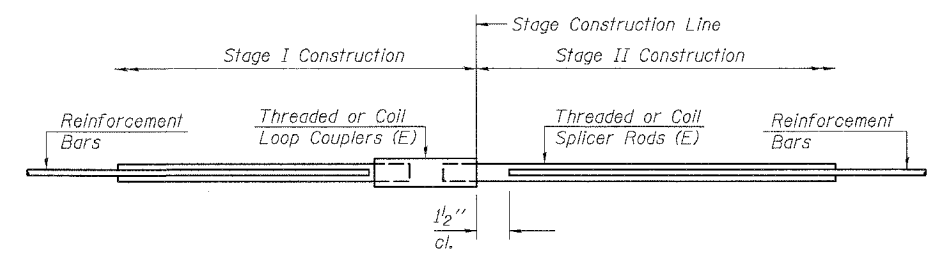
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar	
Min. Capacity =	23.0 kips - tension
Min. Pull-out Strength =	9.2 kips - tension
No. Required =	



FOR PILE BENT ABUTMENTS

Bar Splicer for #5 bar	
Min. Capacity =	23.0 kips - tension
Min. Pull-out Strength =	9.2 kips - tension
No. Required =	152



STANDARD

Bar Size	No. Assemblies Required	Location
#5	542	Deck
#5	18	Abut.
#6	8	Abut.
#7	16	Abut.
#5	68	Pier

BAR SPLICER ASSEMBLY DETAILS

U.S. ROUTE 6 OVER
NETTLE CREEK
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
STATION 449+79.12
S.N. 032-0107

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



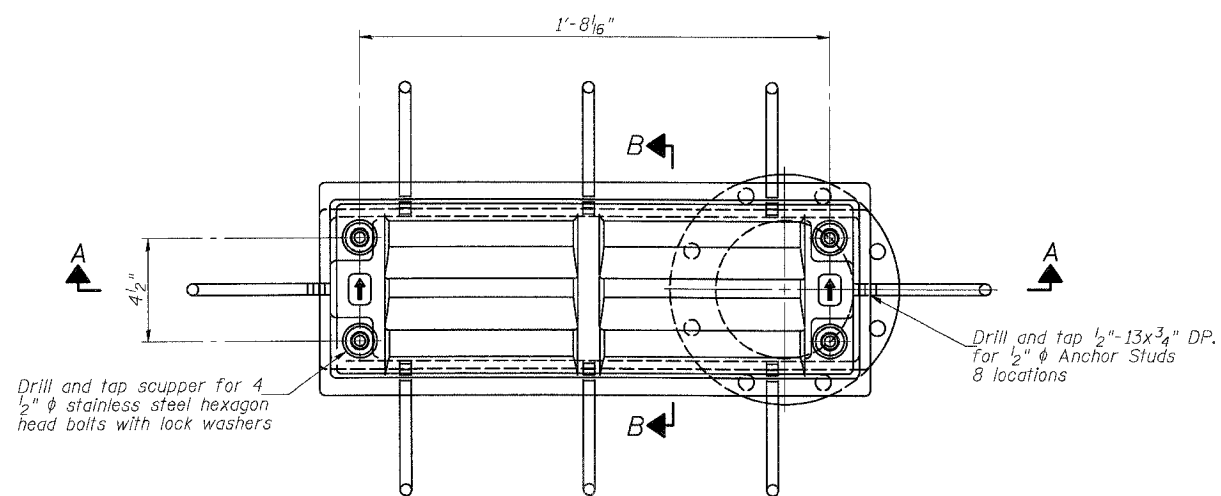
06/01/07 3:16:22 PM m:\s4\l\cadd\bridge\07BSTD04.dgn

DESIGNED	UM
CHECKED	BLU
DRAWN	MRM
CHECKED	BLU
BSD-1	9-01-03

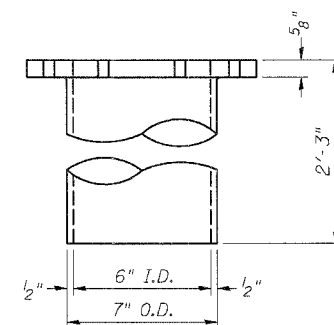
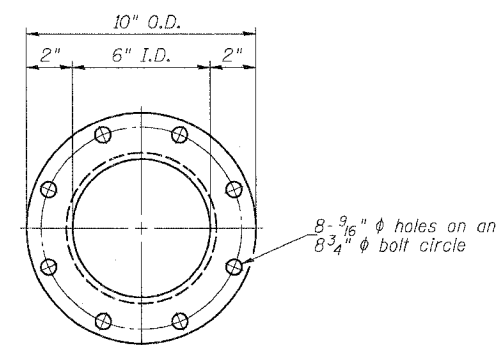
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S24 OF S26 SHEETS
S.B. 1.	①	GRUNDY	86	63	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

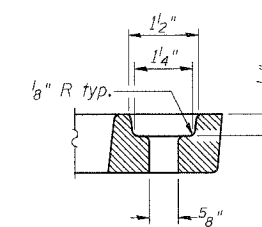
① Q-BR



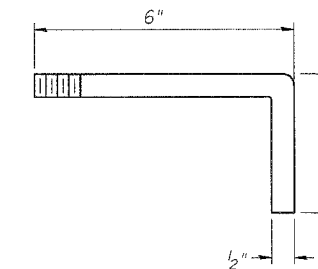
PLAN



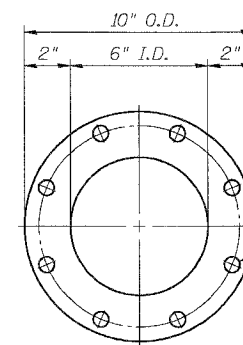
DOWNSPOUT



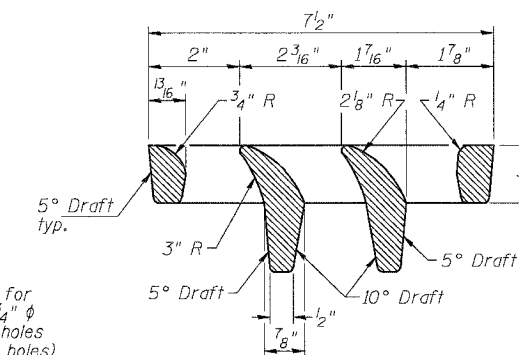
BOLT HOLE DETAIL



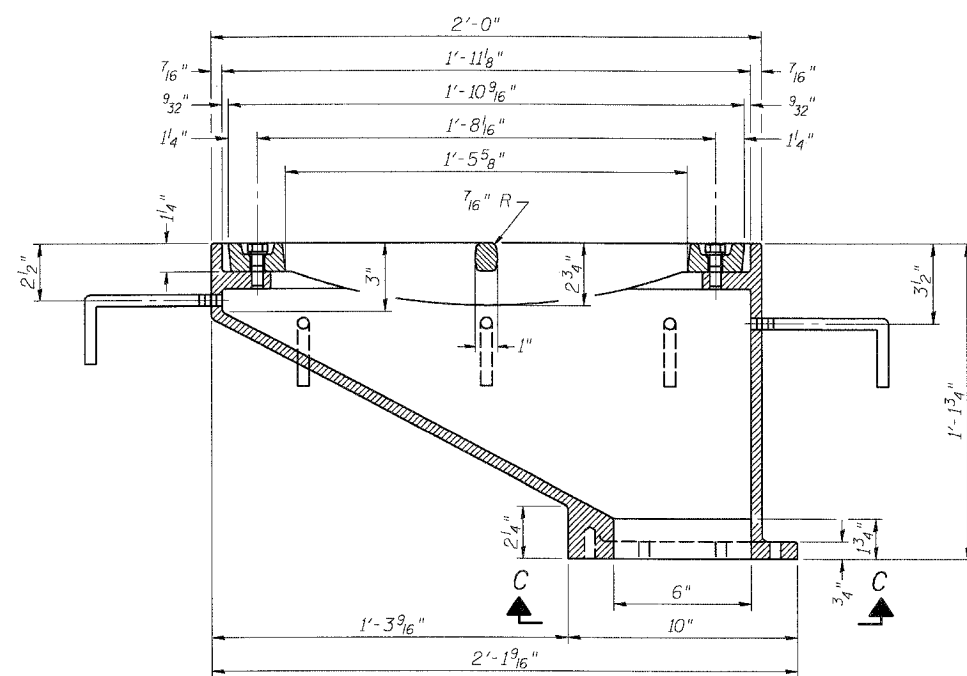
ANCHOR STUD DETAIL



VIEW C-C

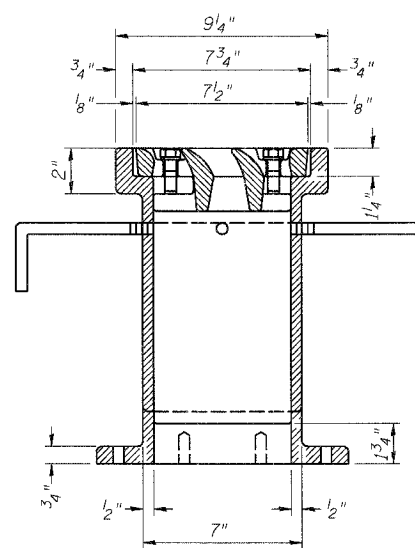


VANE GRATE DETAIL



SECTION A-A

See sheet S9 of S26 for scupper location relative to parapet.



SECTION B-B

Notes: All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.
Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
The grate, frame and downspout shall be galvanized according to AASHTO M 111 and ASTM A 385. Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.
Structural steel weldments of equal sections and of the same configuration may be substituted for cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-12.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-12	Each	2

DESIGNED	UM
CHECKED	BLU
DRAWN	UM
CHECKED	BLU

8/1/2000

BOWMAN, BARRETT
& ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541

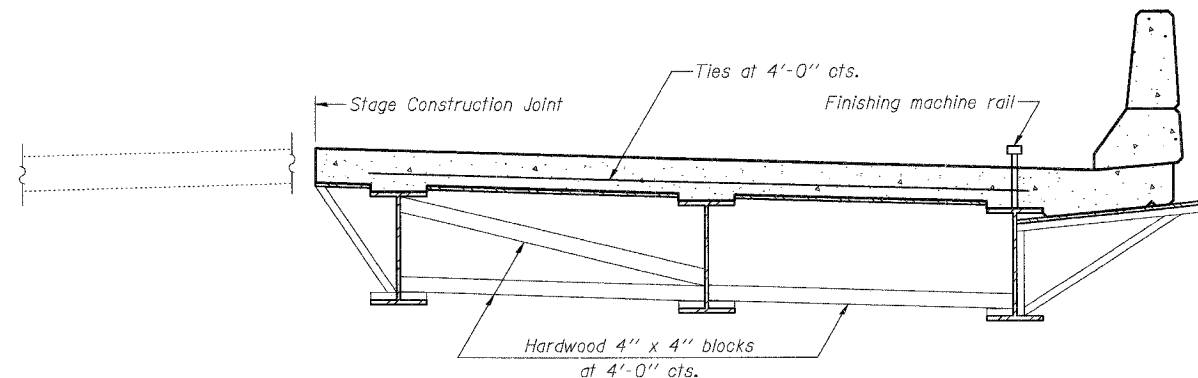


DRAINAGE SCUPPER, DS-12
U.S. ROUTE 6 OVER
NETTLE CREEK
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
STATION 449+79.12
S.N. 032-0107

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

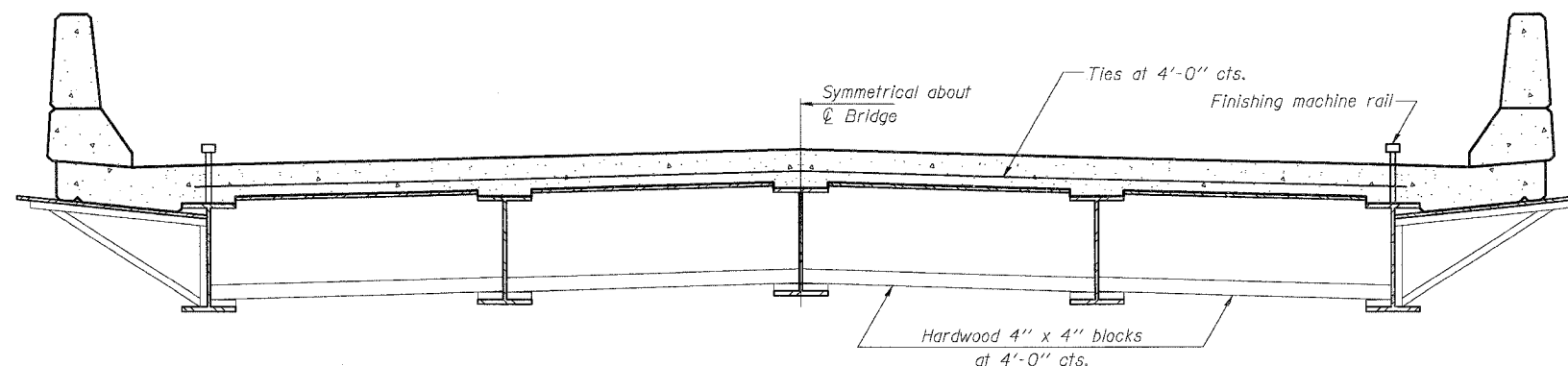
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S25
S. B. L. P. A. U. 5952	①	GRUNDY	86	64	OF S26 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

① Q-BR



FORM BRACES FOR
STAGE CONSTRUCTION

When cantilever forming brackets are used, the work shall be done according to Article 503.06, except as modified below and in the details shown on this sheet.
The finishing machine rails shall be placed on the top flange of the exterior beams.
The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.
For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.



FORM BRACES FOR
STANDARD CONSTRUCTION

CANTILEVER FORMING BRACKETS
FOR SUPERSTRUCTURES WITH
W27 BEAMS AND SMALLER
U.S. ROUTE 6 OVER
NETTLE CREEK
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
STATION 449+79.12
S.N. 032-0107

BOWMAN, BARRETT
& ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



DESIGNED	UM
CHECKED	BLU
DRAWN	UM
CHECKED	BLU

SB-1 9-01-03

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO. S26 OF S26 SHEETS
S.D.S.	①	GRUNDY	86	65	
F.A.U. 5952					
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Q-BR

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG Page 1 of 1
Date 9/18/97

ROUTE FAU 5952 DESCRIPTION US 6 OVER NETTLE CREEK WEST OF MORRIS LOGGED BY K.W.
SECTION Q-BR LOCATION SE 14, SEC. 31, TWP. 34N, RNG. 7E, 3rd PM
COUNTY GRUNDY DRILLING METHOD HOLLOW STEM AUGER HAMMER TYPE AUTOMATIC

STRUCT. NO. 032-0076 Station 449+79.44
BORING NO. 1 EAST ABUT. Station 450+42.44
Offset 13.50ft RT
Ground Surface Elev. 539.29 ft

DEPTH (ft)	DESCRIPTION	WATER ELEV. (ft)	TEMP. (°F)	PERCENTAGE (%)	TESTS
0	Surface Water Elev. 523.92 ft	523.92			
0	Stream Bed Elev. _____ ft				
0	Groundwater Elev.: _____ ft				
0	First Encounter _____ ft				
0	Upon Completion WASH ft				
0	After _____ Hrs.				
1	Medium Brown SILTY CLAY				
2	0.7	20.0			
3	P				
5					
3	0.8	19.0			
3	B				
529.79					
529.29	Loose Brown SAND				
	Medium Brown CLAY LOAM				
3	0.6	18.0			
3	S				
526.79					
-10	Loose Brown SAND & GRAVEL with Layers of Very Soft SANDY LOAM				
2	0.2	19.0			
2	P				
524.29					
16	Very Stiff Brown SILT & SILTY LOAM with Pebbles				
26	3.0P	11.0			
27		9.0			
521.79					
-15	Hard Gray SILTY LOAM TILL with Pieces of LIMESTONE				
24	4.0P	6.0			
21	P				
518.29					
20	4.0P	13.0			
517.79					
100	Very Stiff Weathered SHALE				
516.79					
58	Highly Weathered and Fractured LIMESTONE				
516.29					
90	Dense Gray SHALE				

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)

Bott. of E. Abut.
El. 530.80

**BORING #1
EAST ABUTMENT**

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG Page 1 of 1
Date 9/18/97

ROUTE FAU 5952 DESCRIPTION US 6 OVER NETTLE CREEK WEST OF MORRIS LOGGED BY K.W.
SECTION Q-BR LOCATION SE 14, SEC. 31, TWP. 34N, RNG. 7E, 3rd PM
COUNTY GRUNDY DRILLING METHOD HOLLOW STEM AUGER HAMMER TYPE AUTOMATIC

STRUCT. NO. 032-0076 Station 449+79.44
BORING NO. 2 WEST ABUT. Station 449+13.44
Offset 13.00ft LT
Ground Surface Elev. 536.42 ft

DEPTH (ft)	DESCRIPTION	WATER ELEV. (ft)	TEMP. (°F)	PERCENTAGE (%)	TESTS
0	Surface Water Elev. 523.92 ft	523.92			
0	Stream Bed Elev. _____ ft				
0	Groundwater Elev.: _____ ft				
0	First Encounter _____ ft				
0	Upon Completion _____ ft				
0	After _____ Hrs.				
3	NO RECOVERY				
2					
3					
531.92					
-5	Medium Brown SILTY CLAY with GRAVEL Pieces (FILL)				
2	0.5	10.0			
2	P				
529.92					
1	AUGER REFUSAL AT 7 FEET. HIT EITHER BURIED CONCRETE, BOULDER, OR LIMESTONE RIP RAP(?) MOVED BACK 4 FEET AND HIT 527.92				
2	0.7	21.0			
4	P				
527.92					
-10	MEDIUM BROWN CLAY LOAM AND REFUSAL AND BROKE AUGER! MOVED BACK 8 FEET AND HIT REFUSAL AGAIN AND BROKE SECOND AUGER! MOVED LOCATION 2 A ON SOUTH SIDE OF ROAD.				
End of Boring					

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)

Bott. of W. Abut.
El. 531.28

**BORING #2
WEST ABUTMENT**

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG Page 1 of 1
Date 9/18/97

ROUTE FAU 5952 DESCRIPTION US 6 OVER NETTLE CREEK WEST OF MORRIS LOGGED BY K.W.
SECTION Q-BR LOCATION SE 14, SEC. 31, TWP. 34N, RNG. 7E, 3rd PM
COUNTY GRUNDY DRILLING METHOD HOLLOW STEM AUGER HAMMER TYPE AUTOMATIC

STRUCT. NO. 032-0076 Station 449+79.44
BORING NO. 2A WEST ABUT. Station 448+99.44
Offset 12.00ft RT
Ground Surface Elev. 536.43 ft

DEPTH (ft)	DESCRIPTION	WATER ELEV. (ft)	TEMP. (°F)	PERCENTAGE (%)	TESTS
0	Surface Water Elev. 523.92 ft	523.92			
0	Stream Bed Elev. _____ ft				
0	Groundwater Elev.: _____ ft				
0	First Encounter _____ ft				
0	Upon Completion DRY ft				
0	After _____ Hrs.				
5	Dense Weathered Calcareous SHALE or LIMESTONE (continued)				
18	4.5	11.0			
36	P				
514.43					
15	Dense Gray Calcareous SHALE to SILTSTONE				
33		10.0			
48					
510.93					
2	Very Stiff Gray SILTY CLAY TILL (FILL)				
2.5	20.0				
5	P				
End of Boring					
3	2.5	19.0			
5	P				
527.43					
2	Medium Dark Gray CLAY LOAM with Pebbles				
2	0.7	21.0			
4	P				
524.93					
5	Loose Brown LOAM & GRAVEL				
523.93					
8	6.1	19.0			
14	S				
521.93					
22	Stiff Gray SILT And SILTY LOAM TILL with LIMESTONE Pieces				
25	1.5	10.0			
20	P				
518.93					
45	Dense Weathered Calcareous SHALE or LIMESTONE				
41	8.0				
38					
-20					

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)

Bott. of W. Abut.
El. 531.28

**BORING #2A
WEST ABUTMENT**

DESIGNED	UM
CHECKED	MRM
DRAWN	EBP
CHECKED	UM

DATE: 3/19/97

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541

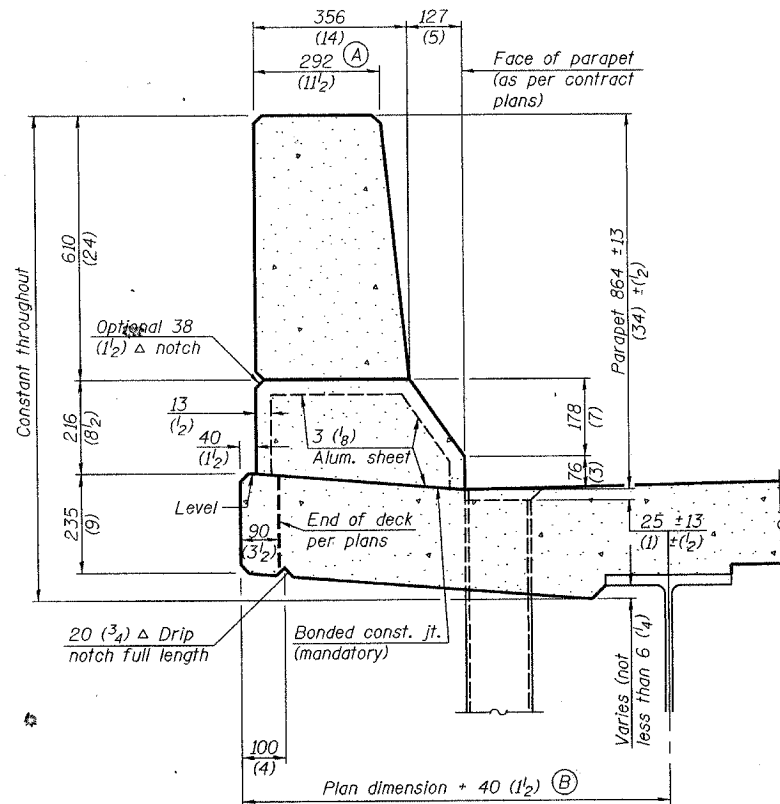


SOIL BORING LOG
U.S. ROUTE 6 OVER
NETTLE CREEK
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
STATION 449+79.12
S.N. 032-0107

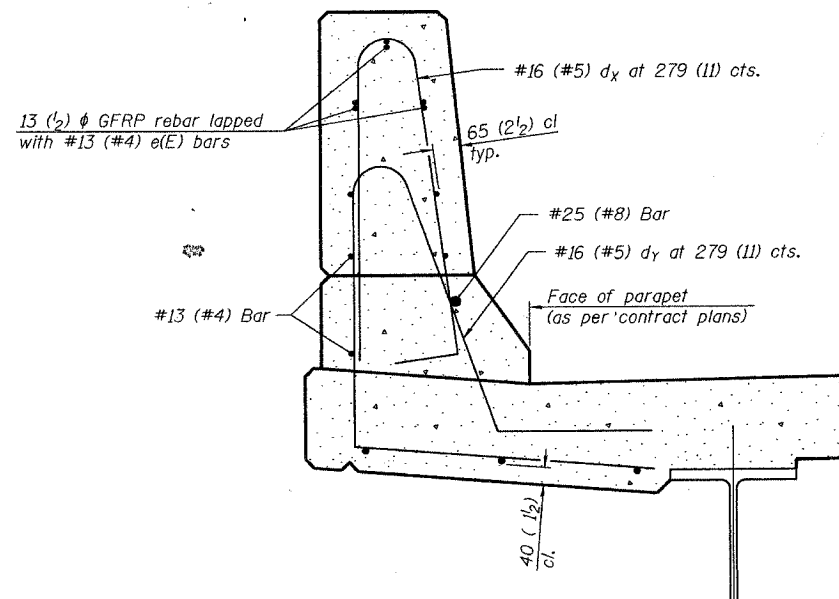
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
F.A.U. 5952	G-BR	GRUNDY	86	65A
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

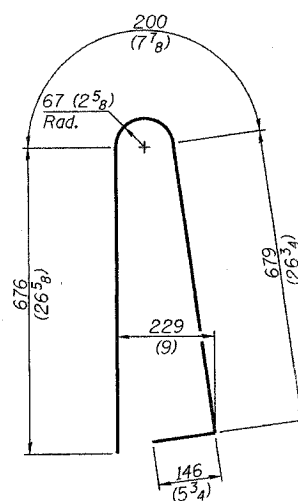
Contract # 66594



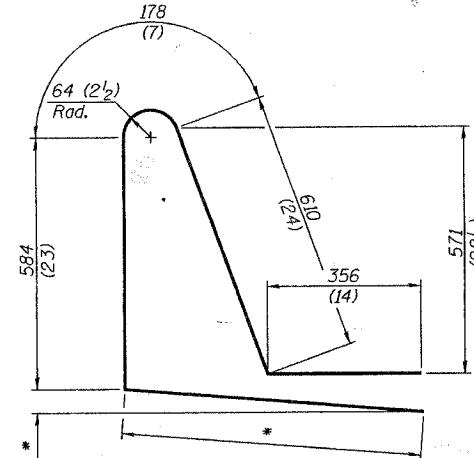
SECTION
(Showing dimensions)



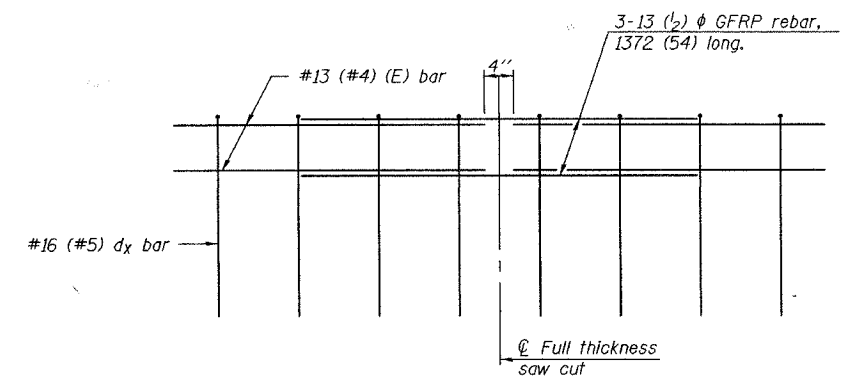
SECTION
(Showing required reinforcement)



BAR dx(e)



BAR dr(e)
* Per contract plans



GFRP REBAR STIFFENING DETAIL
(Place as shown in parapet section)

GENERAL NOTES
All dimensions shall remain the same as shown on contract plans, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B= 0.0422 m³/m (0.165 cu. yds./ft.) of parapet. Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all other locations. Adjust/add joint locations to maintain 3 to 6 meter (10 to 20 foot) spacing.

**CONCRETE PARAPET
SLIPFORMING OPTION**

Benchmark: "□" cut on top of southwest wingwall of bridge over Nettle Creek (S.N. 032-0076) El. 536.39.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO. 51
S. I.	①	GRUNDY	86	66
F. A. U. 6202				OF 54 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

GENERAL NOTES

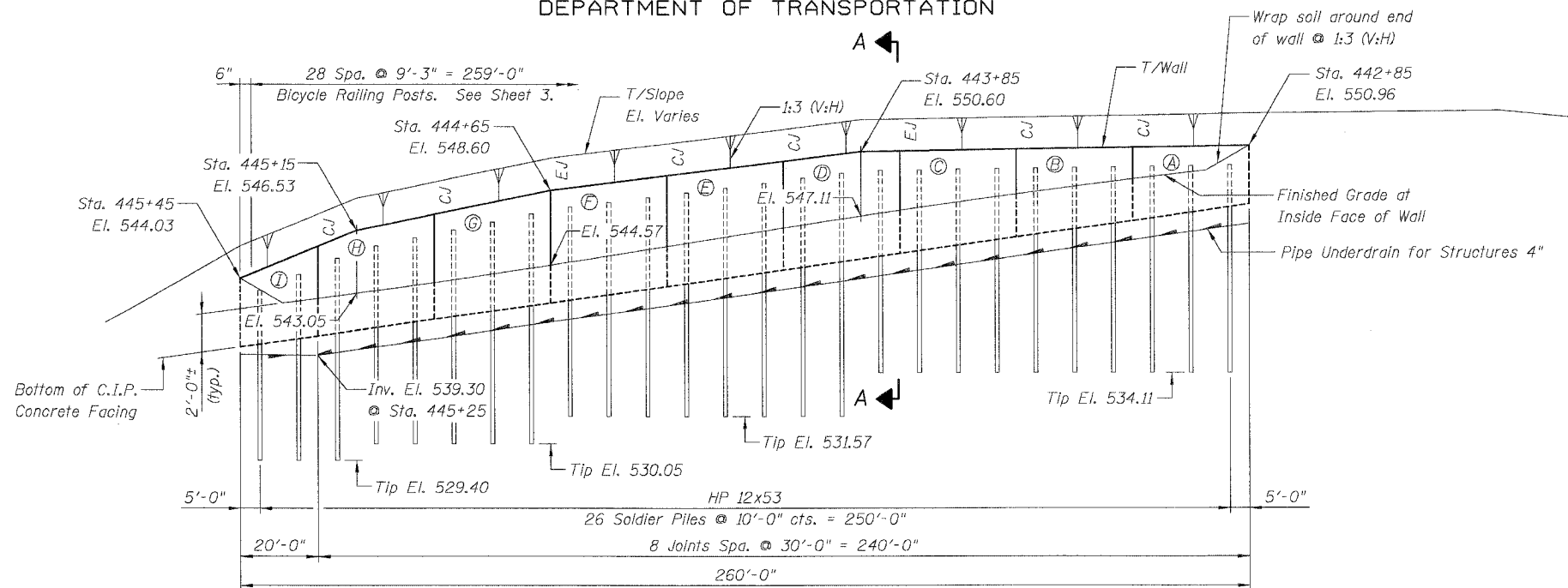
- Protective Coat shall be applied to surfaces of the concrete facing.
- The contractor is responsible for the design and performance of the lagging using no less than a 3" nominal rough-sawn thickness and timber with a minimum allowable bending stress of 1000 psi.
- All exposed concrete edges shall be chamfered 3/4" except as noted.
- See sheet S2 for Section A-A and Wall Details.
- Contractor shall coordinate the retaining wall construction with storm sewer installation as required to ensure stability of the retaining wall.

⊗ Denotes Soil Boring location

CONSTRUCTION SEQUENCE

- Position pile and drive to tip elevation shown in plans.
- Excavate in front of wall in stages removing only the soil necessary to place each timber lagging snug against excavated surface.
- After the lagging has been placed to the depths shown in the plans, the Geocomposite Wall Drain shall be attached to and cover the untreated timber lagging.
- The Pipe Underdrain shall be constructed by excavating a trench, lining it with fabric, placing a pipe and aggregate such that the Geocomposite Wall Drain is connected as shown on the plans.
- Attach shear studs, set reinforcement, form and pour C.I.P. concrete facing.

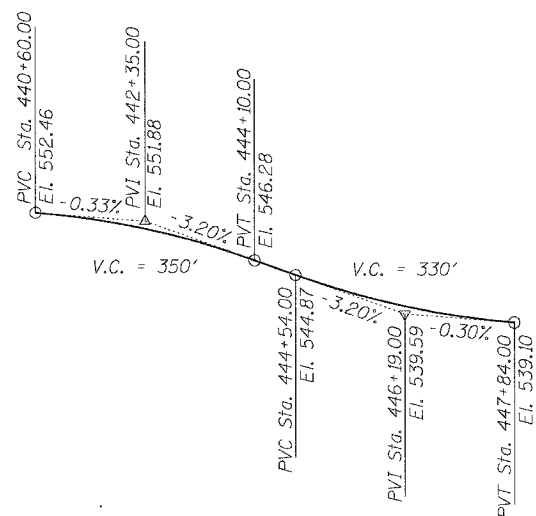
Note A:
Connect Pipe Underdrain to M.H. 6 at Inv. El. 538.85.
Pipe Underdrain to have 1% minimum slope.



Notes: -CJ and EJ denote Construction Joint and Expansion Joint, respectively.
- (A), (B), etc. are labels used for reinforcement detailing.
(see "Reinf. Details" and "Table of Panel Dim.," sht. S2)

ELEVATION

(Looking at Inside Face of Wall)

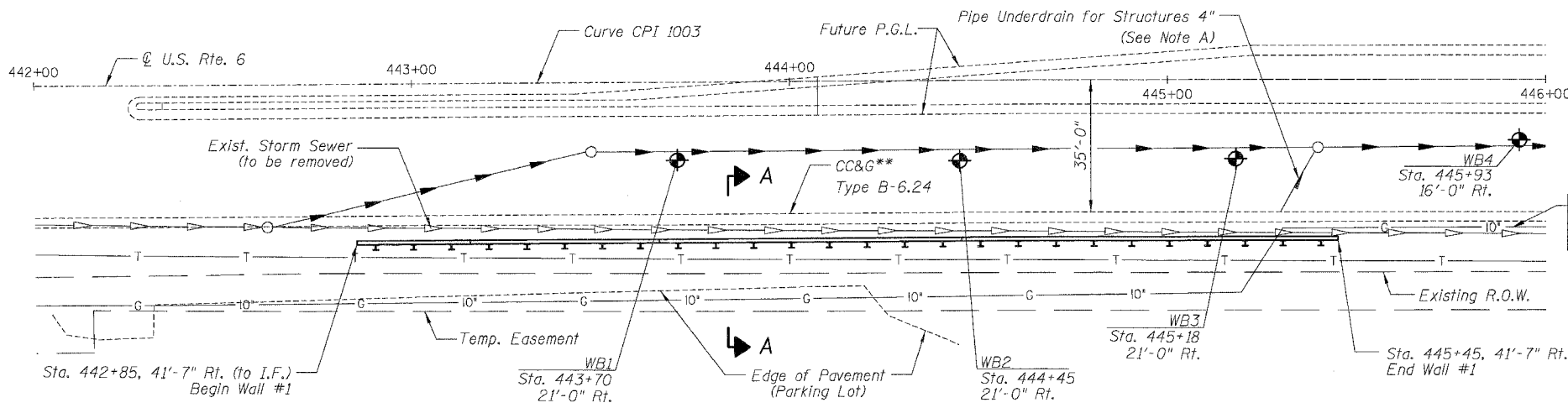


PROFILE GRADE LINE
9' RT. & LT. OF U.S. ROUTE 6

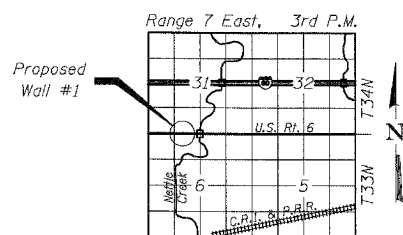
Future P.G.L. See Roadway Plans for limits of work this contract.

DESIGNED	BLU
CHECKED	MRM
DRAWN	MRM
CHECKED	BLU

DATE: 3/19/07



PLAN



LOCATION SKETCH

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structure Excavation	Cu. Yd.	178
Reinforcement Bars, Epoxy Coated	Pound	7,620
Stud Shear Connectors	Each	226
Concrete Structures	Cu. Yd.	49.0
Untreated Timber Lagging	Sq. Ft.	787
Geocomposite Wall Drain	Sq. Yd.	124
Furnishing Soldier Piles (HP Sections)	Foot	403
Driving and Setting Soldier Piles	Foot	403
Protective Coat	Sq. Yd.	119
Pipe Underdrains for Structures 4"	Foot	293
Bicycle Railing	Foot	259

** Plan view shows final future condition, see Roadway Plans and Cross Sections for limits of improvements for this contract.

LEGEND

— T —	Existing Telephone Line
— G —	Existing Gas Line
— (circle with arrow) —	Existing Storm Sewer
— (circle with arrow) —	Proposed Storm Sewer
— (circle with arrow) —	Proposed Underdrain

GENERAL PLAN & ELEVATION
RETAINING WALL #1
U.S. ROUTE 6
STA 442+85 TO STA. 445+45
FAU 5952-SEC. Q-BR
GRUNDY COUNTY

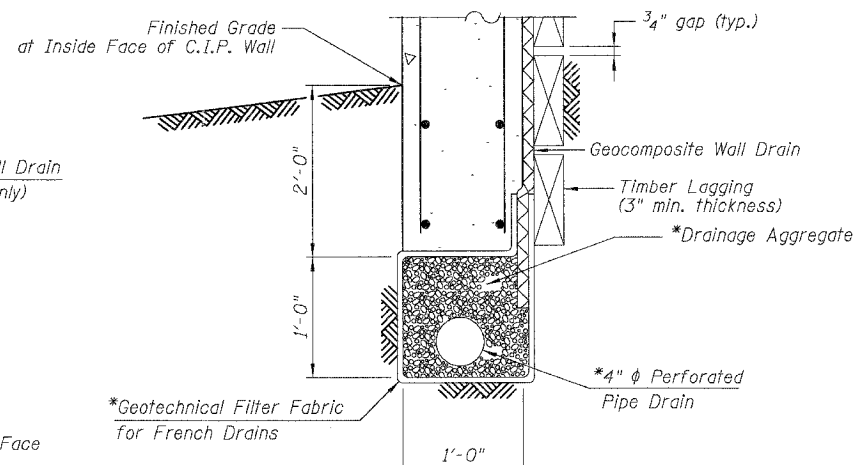
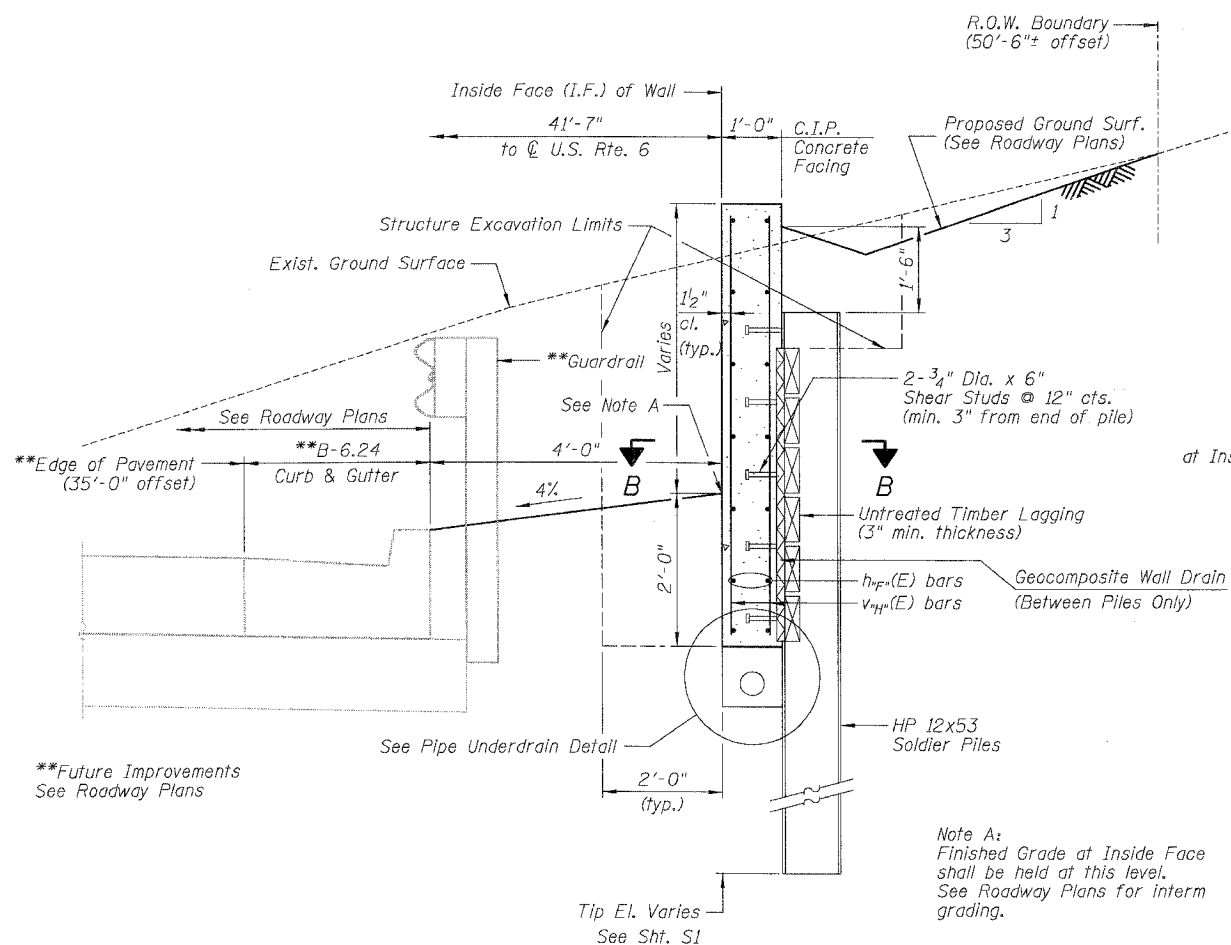
BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S2
66594	Q	GRUNDY	86	67	OF 54 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

Q-BR



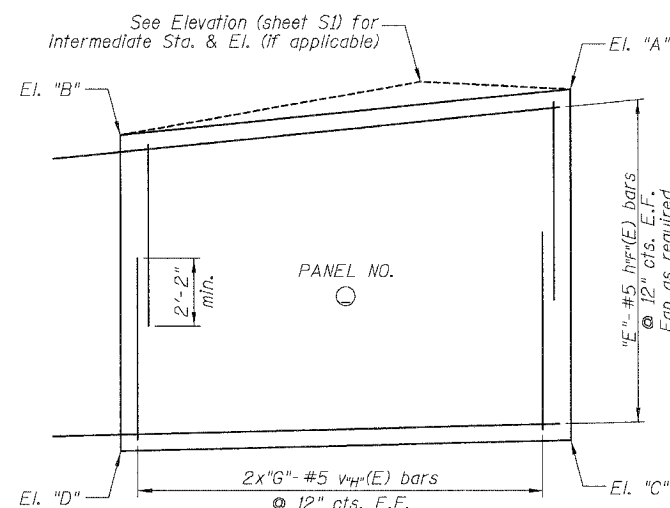
BILL OF BARS

Bar	No.	Size	Length	Shape
$h_{10}(E)$	76	#5	32'-2"	—
$h_{11}(E)$	26	#5	28'-8"	—
$h_{12}(E)$	12	#5	19'-8"	—
$v_{10}(E)$	124	#5	2'-10"	—
$v_{11}(E)$	208	#5	3'-3"	—
$v_{12}(E)$	372	#5	3'-9"	—
$v_{13}(E)$	372	#5	3'-11"	—

Reinforcement bars designated (E) shall be epoxy coated

MIN. BAR LAP

#5 2'-2"



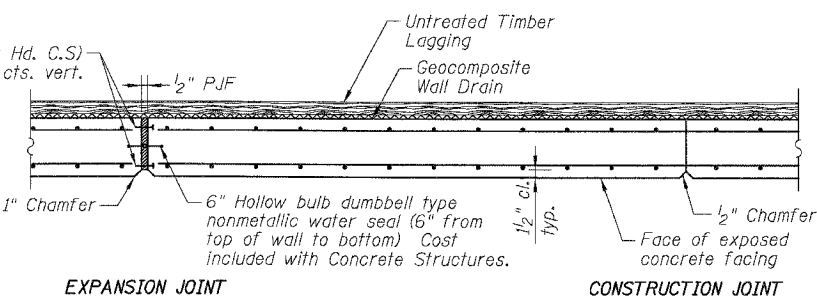
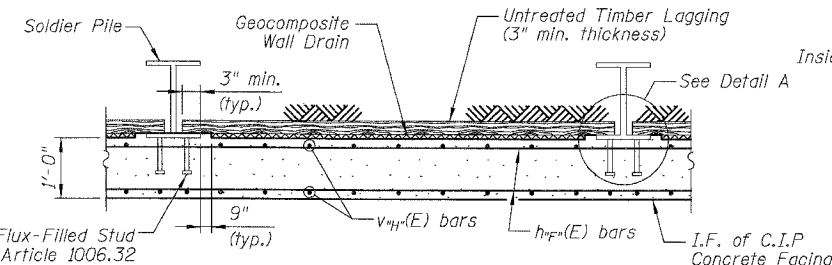
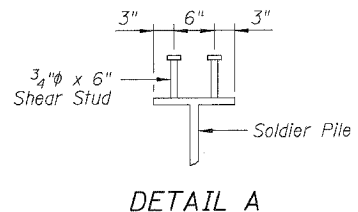
REINFORCEMENT DETAILS
TABLE OF PANEL DIMENSIONS

PANEL NO.	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"
A	550.96	550.85	547.72	547.03	5	10	31	10
B	550.85	550.74	547.03	546.27	5	10	31	11
C	550.74	550.64	546.27	545.43	6	11	31	12
D	550.64	550.10	545.43	544.52	7	10	31	12
E	550.10	549.35	544.52	543.56	7	10	31	13
F	549.35	548.60	543.56	542.61	7	11	31	13
G	548.60	547.36	542.61	541.71	7	10	31	13
H	547.36	545.70	541.71	540.90	7	10	31	12
I	545.70	544.03	540.90	540.40	6	12	21	11

WALL DETAILS
RETAINING WALL #1

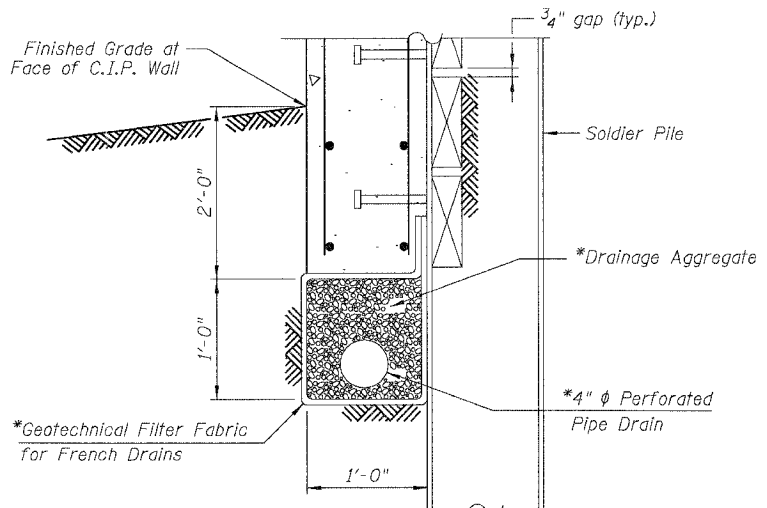
U.S. ROUTE 6
STA 442+85 TO STA. 445+45
FAU 5952-SEC. Q-BR
GRUNDY COUNTY

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



RETAINING WALL JOINT DETAILS

Cost of P.J.F. and Water Seal included with "Concrete Structures"



*Cost included with "Pipe Underdrains for Structures 4"

DESIGNED	BLU
CHECKED	MRM
DRAWN	MRM
CHECKED	BLU

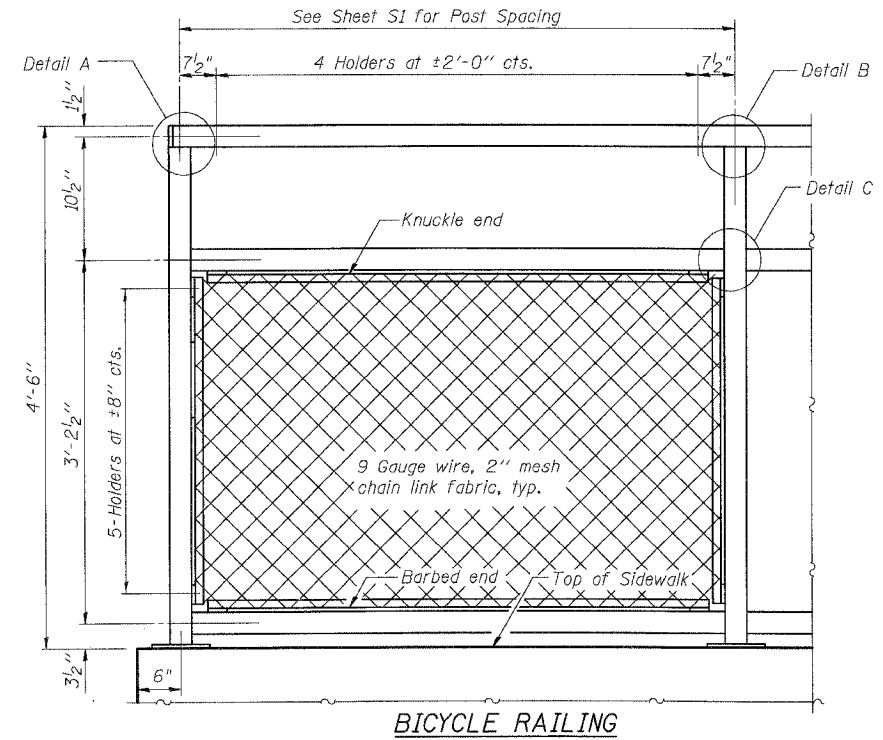
DATE: 3/19/07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

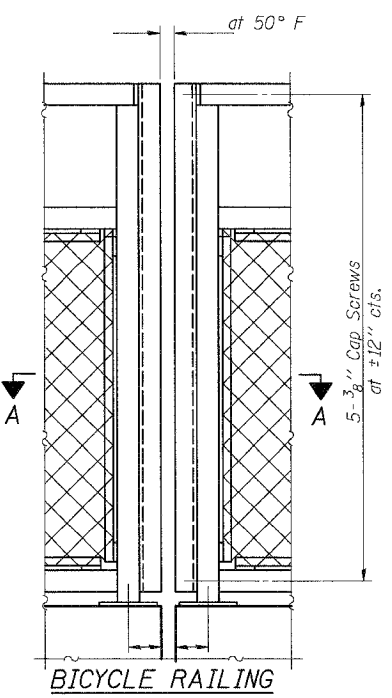
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 53
6. I.L.	Q	GRUNDY	86	68	OF 54 SHEETS
F.A.U. 5952					
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Q-BR

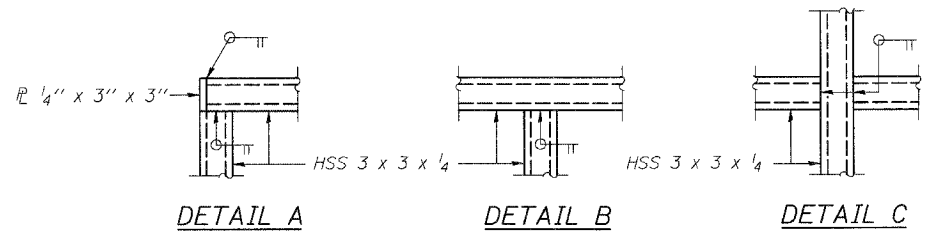
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications. Use only Bicycle Railing and appropriate details. Parapet Railing shall not be used.



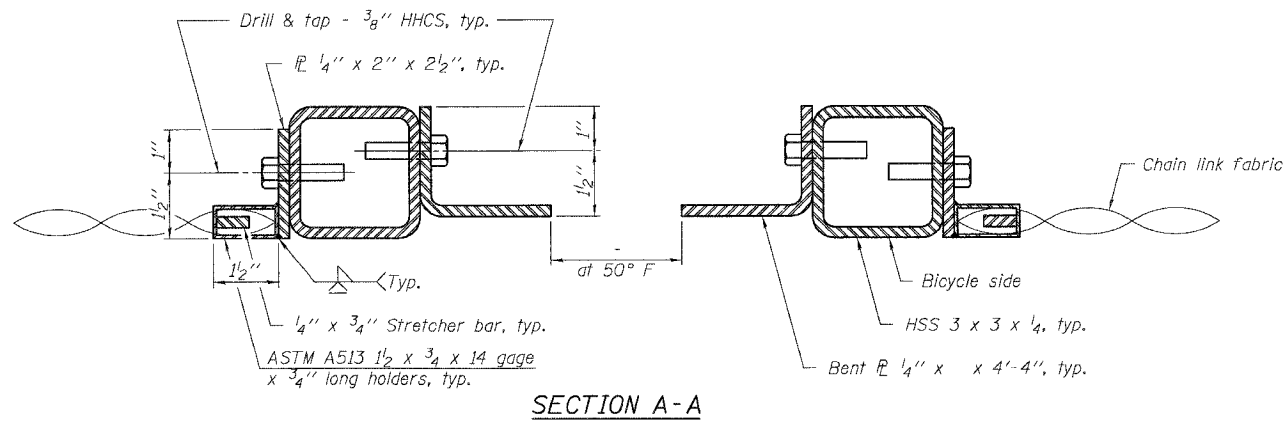
BICYCLE RAILING



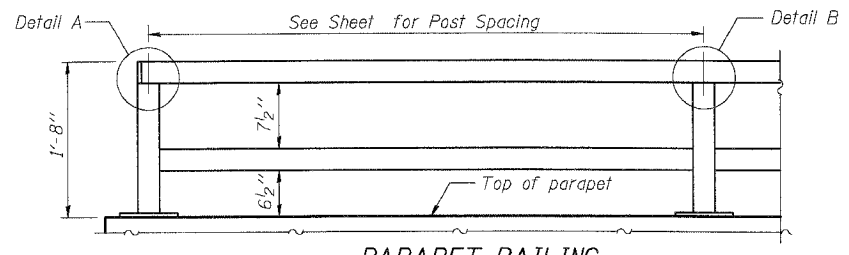
BICYCLE RAILING



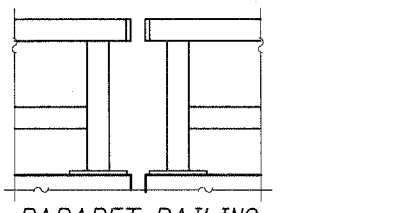
DETAIL A DETAIL B DETAIL C



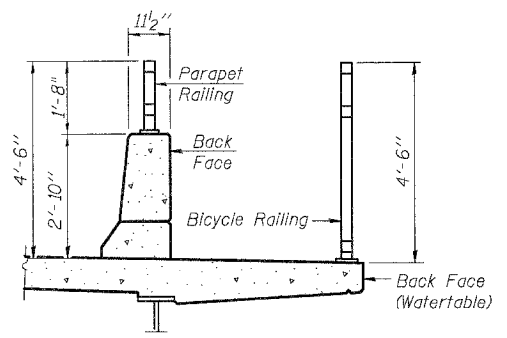
SECTION A-A



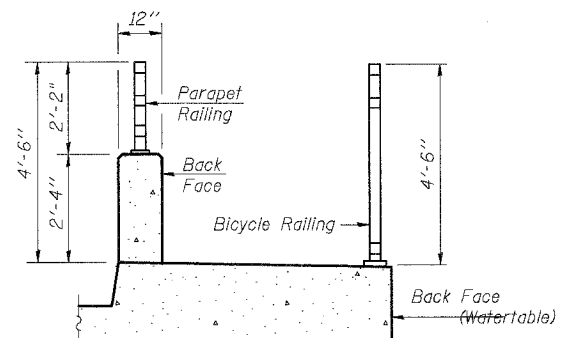
PARAPET RAILING
ELEVATION
(Inside Face of Two Element Rail)



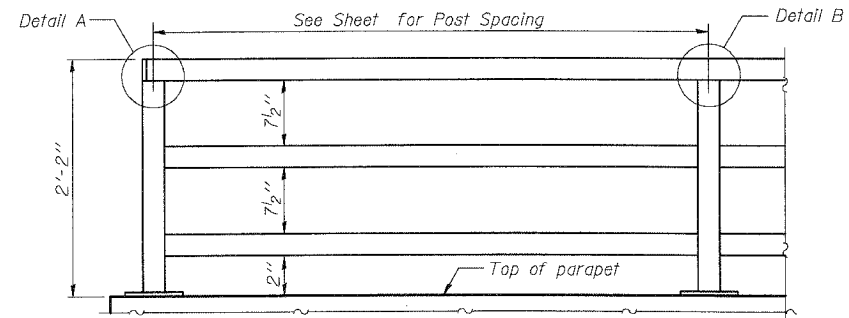
PARAPET RAILING
ELEVATION AT EXPANSION JOINT
(Two Element Rail Shown - Three Element Rail Similar)



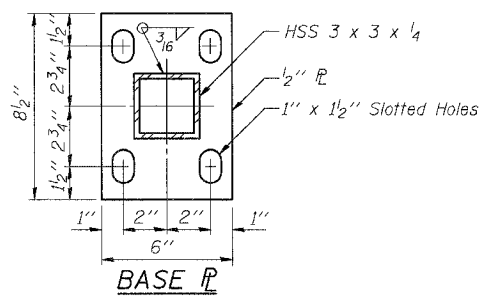
SECTION THRU DECK



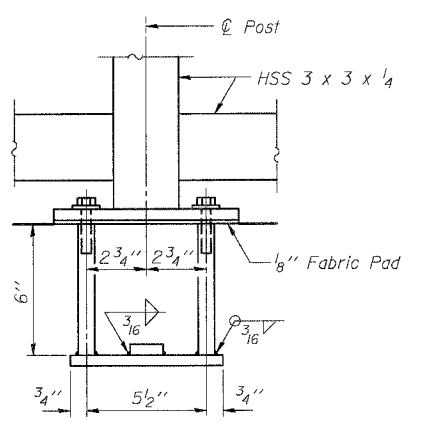
SECTION THRU SIDEWALK



PARAPET RAILING
ELEVATION
(Inside Face of Three Element Rail)

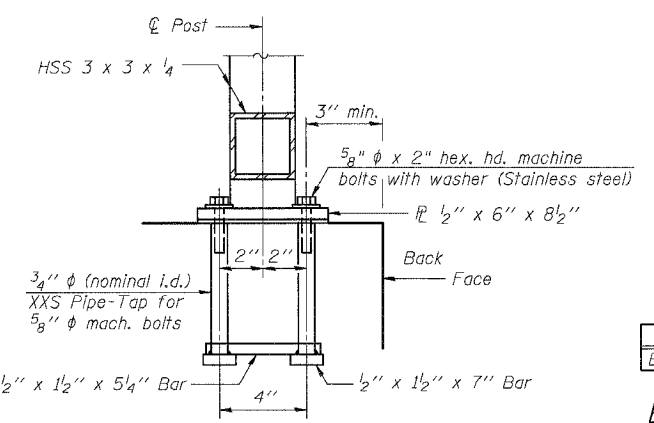


BASE PLATE

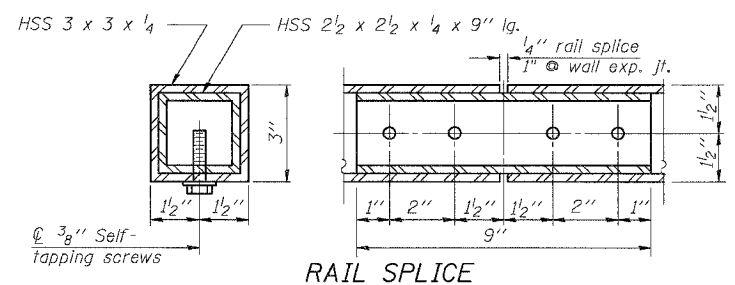


ANCHOR BOLT DETAILS

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



ANCHOR BOLT DETAILS



RAIL SPLICE

At wall exp. jt. provide self tapping screws on one side only.

BILL OF MATERIAL

Item	Unit	Quantity
Bicycle Railing	Foot	259

BICYCLE RAILING
RETAINING WALL #1
U.S. ROUTE 6
STA 442+85 TO STA. 445+45
FAU 5952-SEC. Q-BR
GRUNDY COUNTY

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



DESIGNED	BLU
CHECKED	
DRAWN	LAM
CHECKED	BLU

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 5952/SEC. Q-BR	Q	GRUNDY	86	69
OF 84 SHEETS				

Q-BR

Soil Boring Log for WB1

DEPTH (ft)	SOIL DESCRIPTION	TESTS	REMARKS
0	Surface		
1	Very Stiff Dark Brown Silty Clay Loam		
4	Very Stiff Brown Silty Clay Loam		
5	TOP OF ROCK: Hard Greenish Gray Weathered SHALE CARBONIFEROUS FORMATION PENNSYLVANIAN SYSTEM		
5.5	Stiff Brown Silty Clay Loam		
6	Loose Brown Medium to Coarse SAND (FILL)		
6.5	Very Stiff Dark Brown Clay Loam with 2' Medium to Coarse SAND LAYERS		
7	Hard Gray Silty Clay Loam Till		
8	Stiff Gray Silty Clay Till		
9	Very Stiff Gray Loam Till		
10			

WB1

Soil Boring Log for WB2

DEPTH (ft)	SOIL DESCRIPTION	TESTS	REMARKS
0	Surface		
1	Very Stiff Dark Brown Silty Clay Loam		
2	Stiff Brown Silty Clay Loam with GRAVEL Pieces (FILL)		
3	Hard Brown Gray Silty Clay Till		
4	Hard Gray Silty Clay Loam Till		
5	Hard Gray Silty Clay Till		
6	Hard Gray Silty Clay Till		
7	Very Stiff Gray Silty Clay Loam Till		
8			

WB2

Soil Boring Log for WB3

DEPTH (ft)	SOIL DESCRIPTION	TESTS	REMARKS
0	Surface		
1	Very Stiff Brown Silty Clay Loam		
2	Very Stiff Brown & Gray Silty Clay Loam Till		
3	Hard Gray Silty Clay Loam Till		
4	Hard Gray Clay Till with Minor SILT Layers		
5	Stiff Gray Silty Clay Till		
6	Stiff Gray Silty Clay Till		
7	Very Stiff Gray Silty Clay Loam Till		
8	Stiff Gray Silty Clay Till		
9	Hard Gray Silty Clay Till		
10	Hard Gray Silty Clay Till		
11	Hard Gray Silty Clay Till		
12	Hard Gray Silty Clay Till		
13	Hard Gray Silty Clay Till		
14	Hard Gray Silty Clay Till		
15	Hard Gray Silty Clay Till		
16	Hard Gray Silty Clay Till		
17	Hard Gray Silty Clay Till		
18	Hard Gray Silty Clay Till		
19	Hard Gray Silty Clay Till		
20	Hard Gray Silty Clay Till		

WB3

Soil Boring Log for WB4

DEPTH (ft)	SOIL DESCRIPTION	TESTS	REMARKS
0	Surface		
1	Very Stiff Dark Brown Silty Clay Loam		
2	Very Stiff Brown Silty Clay Loam		
3	Very Stiff Gray Silty Clay		
4	Very Stiff Gray Clay		
5	Very Stiff Gray Silty Clay Till		
6	Very Stiff Gray Silty Clay Till		
7	Very Stiff Gray Silty Clay Till		
8	Very Stiff Gray Silty Clay Till		
9	Very Stiff Gray Silty Clay Till		
10	Very Stiff Gray Silty Clay Till		
11	Very Stiff Gray Silty Clay Till		
12	Very Stiff Gray Silty Clay Till		
13	Very Stiff Gray Silty Clay Till		
14	Very Stiff Gray Silty Clay Till		
15	Very Stiff Gray Silty Clay Till		
16	Very Stiff Gray Silty Clay Till		
17	Very Stiff Gray Silty Clay Till		
18	Very Stiff Gray Silty Clay Till		
19	Very Stiff Gray Silty Clay Till		
20	Very Stiff Gray Silty Clay Till		

WB4

DESIGNED	BLU
CHECKED	MRM
DRAWN	MRM
CHECKED	BLU

DATE: 3/19/07

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



SOIL BORINGS
RETAINING WALL #1
U.S. ROUTE 6
STA 442+85 TO STA. 445+45
FAU 5952-SEC. Q-BR
GRUNDY COUNTY

3/16/2007 4:50:07 PM m:\54\oodd\brf\cage\w\sb01.dgn

Benchmark: "□" cut on top of southwest wingwall of bridge over Nettie Creek (S.N. 032-0076) El. 536.39.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 51
S. R. L.	①	GRUNDY	86	70	OF 54 SHEETS
F.A.U. 5952					
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

GENERAL NOTES

- Protective Coat shall be applied to surfaces of the top and exposed inside face of wall.
- See sheet S2 for Section A-A and Wall Details.
- The limits and quantities of removal and replacement shown are based on the boring data and may be modified by the Engineer for variable subsurface conditions encountered in the field.
- The gradations of the soil used to replace the unsuitable material shall be CA-5 or CA-7. See Special Provisions for Porous Granular Embankment (Special).
- Lateral limits for Removal and Replacement of Unsuitable Material are 2'-0" beyond the footing edge on each side.
- Rustication Finish shall extend a minimum of 1'-0" below finished grade and to 3" from top of wall.
- All cast-in-place stem concrete shall be integrally colored, see Special Provision "Colored Concrete, Cast-In-Place".
- Contractor shall coordinate retaining wall construction with bridge wing wall construction and sequencing as required.

DESIGN SPECIFICATIONS

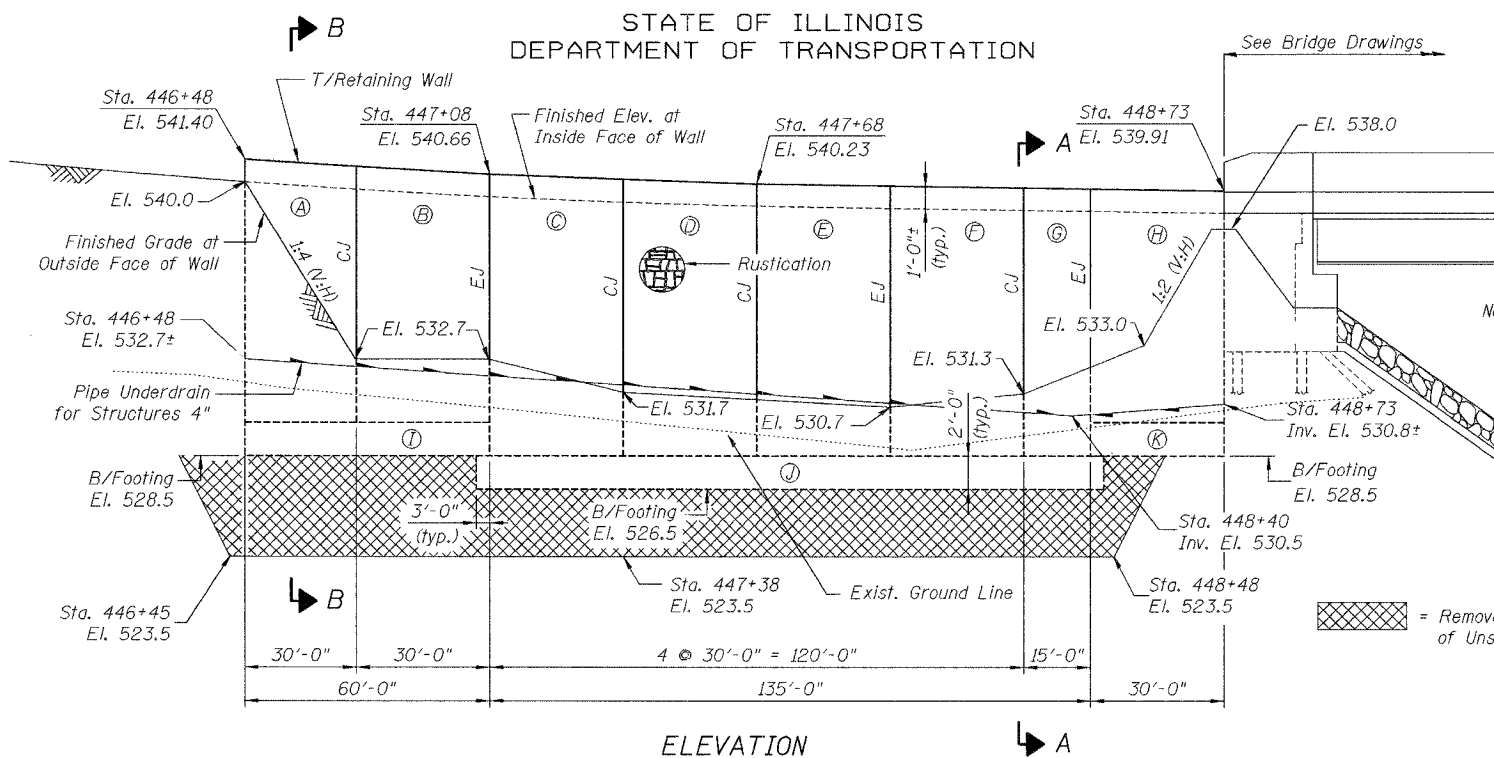
1996 AASHTO with 1997 thru 2002 Interims

DESIGN STRESSES

FIELD UNITS
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)

Denotes Soil Boring location

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION



Notes: -CJ and EJ denote Construction Joint and Expansion Joint, respectively.
 - (A), (B), etc. are labels used for reinforcement detailing.
 (see "Reinf. Details," "Table of Panel Dim." and "Table of Footing Dim.," sht. S2)

APPROVED
 FOR STRUCTURAL ADEQUACY ONLY

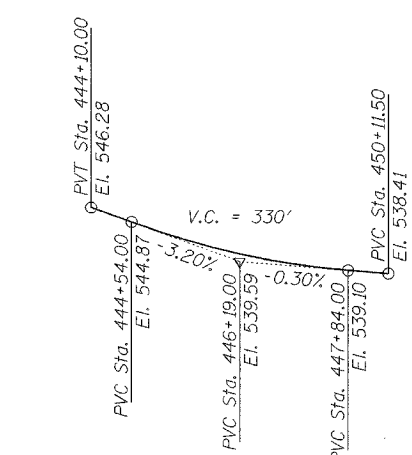
Ralph E. Anderson, P.E.
 ENGINEER OF BRIDGES AND STRUCTURES



Brian L. Umbright
 Date: March 19, 2007

License Expires: November 30, 2008

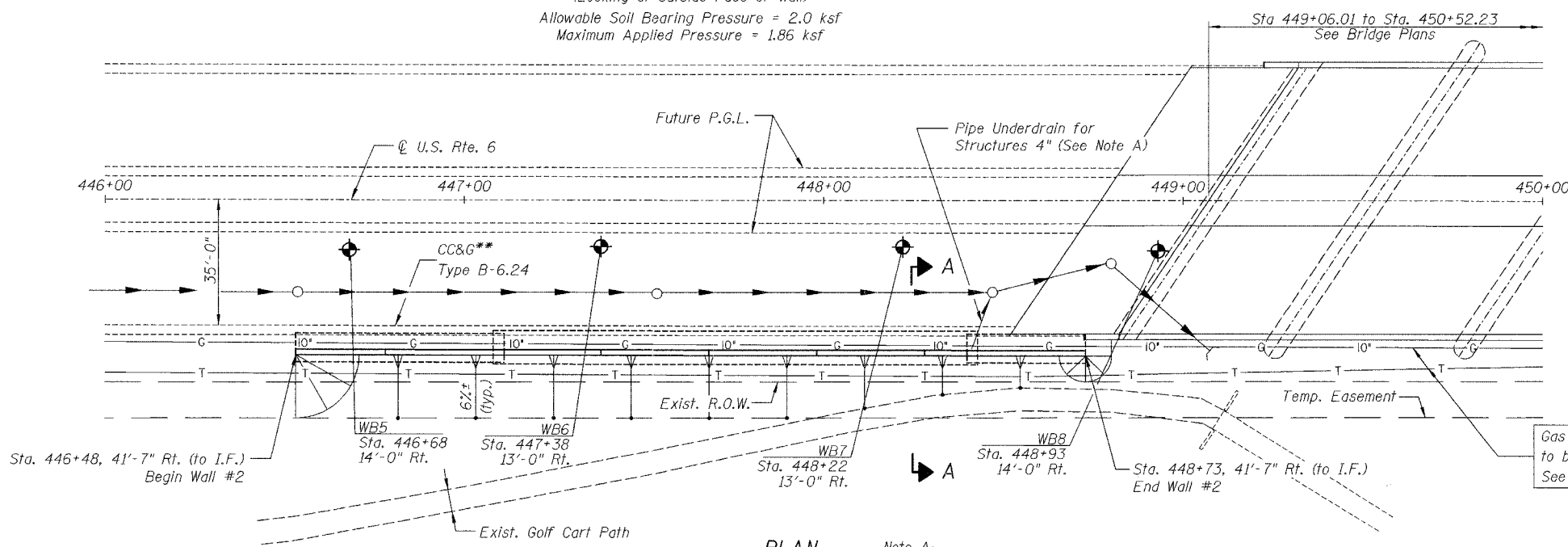
ELEVATION
 (Looking at Outside Face of Wall)
 Allowable Soil Bearing Pressure = 2.0 ksf
 Maximum Applied Pressure = 1.86 ksf



PROFILE GRADE LINE
 9' RT. & LT. OF C U.S. ROUTE 6
 Future P.G.L. See Roadway Plans for limits of work this contract.

DESIGNED	BLU
CHECKED	MRM
DRAWN	MRM
CHECKED	BLU

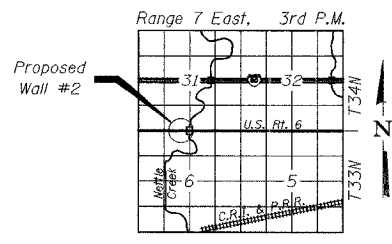
DATE: 3/19/07



PLAN
 Note A: Connect to M.H. #3 at Inv. El. 530.2. Pipe Underdrains to have 1% minimum slope.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structure Excavation	Cu. Yd.	283
Porous Granular Embankment, Special	Cu. Yd.	520
Concrete Structures	Cu. Yd.	250.7
Reinforcement Bars, Epoxy Coated	Pound	24,400
Rustication Finish	Sq. Ft.	1900
Geocomposite Wall Drain	Sq. Yd.	199
Pipe Underdrains for Structures 4"	Foot	240
Removal and Disposal of Unsuitable Material	Cu. Yd.	288
Protective Coat	Sq. Yd.	50



LOCATION SKETCH

** Plan view shows final future condition, see Roadway Plans and Cross Sections for limits of improvements for this contract.

LEGEND

— T —	Existing Telephone Line
— G —	Existing Gas Line
— S —	Existing Storm Sewer
— P —	Proposed Storm Sewer
— U —	Proposed Underdrain

GENERAL PLAN & ELEVATION
RETAINING WALL #2
STA. 446+48 TO STA. 448+73
U.S. ROUTE 6
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
S.N. 032-8802

BOWMAN, BARETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 130 E. RANDOLPH STREET
 CHICAGO, ILLINOIS 60601
 JOB NO. 541



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

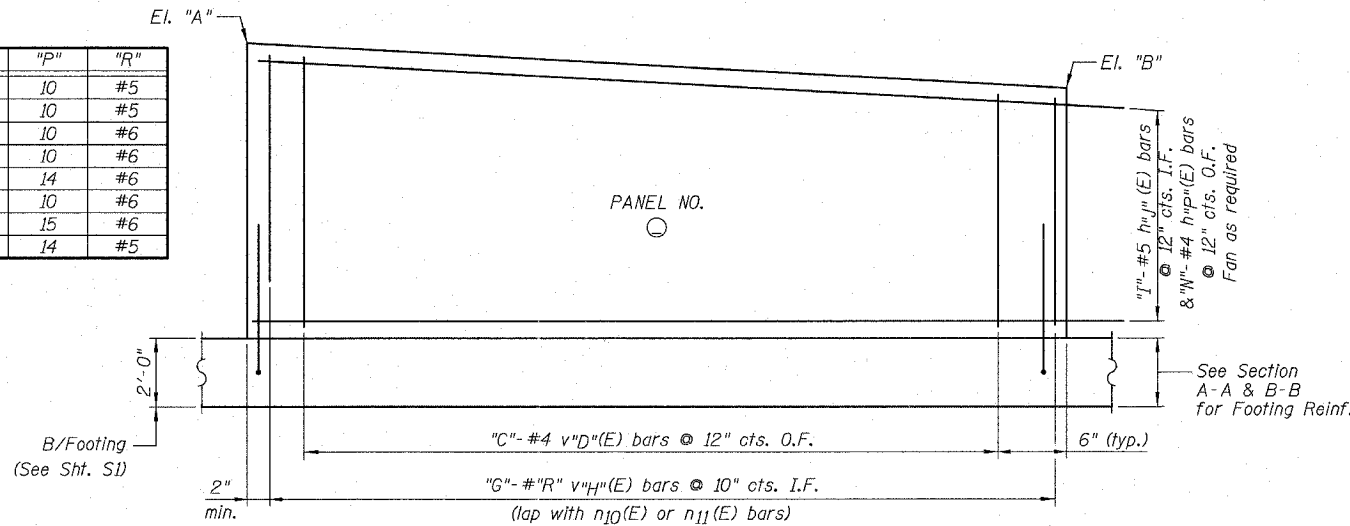
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S. D. I.	①	GRUNDY	86	71
F. A. ILL. 0982				OF 84 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

TABLE OF PANEL DIMENSIONS

PANEL NO.	"A"	"B"	"C"	"D"	"G"	"H"	"I"	"J"	"N"	"P"	"R"
Ⓐ	541.40	541.02	30	10	37	14	12	12	12	10	#5
Ⓑ	541.02	540.66	30	10	37	14	12	11	12	10	#5
Ⓒ	540.66	540.45	30	11	37	15	13	12	13	10	#6
Ⓓ	540.45	540.23	30	11	37	15	13	12	13	10	#6
Ⓔ	540.23	540.14	30	12	37	15	13	11	13	14	#6
Ⓕ	540.14	540.05	30	12	37	15	13	12	13	10	#6
Ⓖ	540.05	540.00	15	12	18	15	13	13	13	15	#6
Ⓗ	540.00	539.91	30	13	37	16	11	11	11	14	#5

TABLE OF FOOTING DIMENSIONS

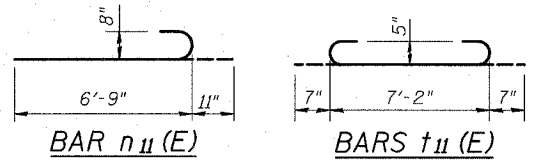
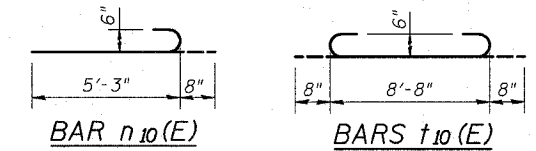
FOOTING NO.	"E"	"K"	"L"	"M"
Ⓚ	73	2	10	61
Ⓛ	163	5	12	142
Ⓚ	37	1	11	31



REINFORCEMENT DETAILS

MIN. BAR LAP

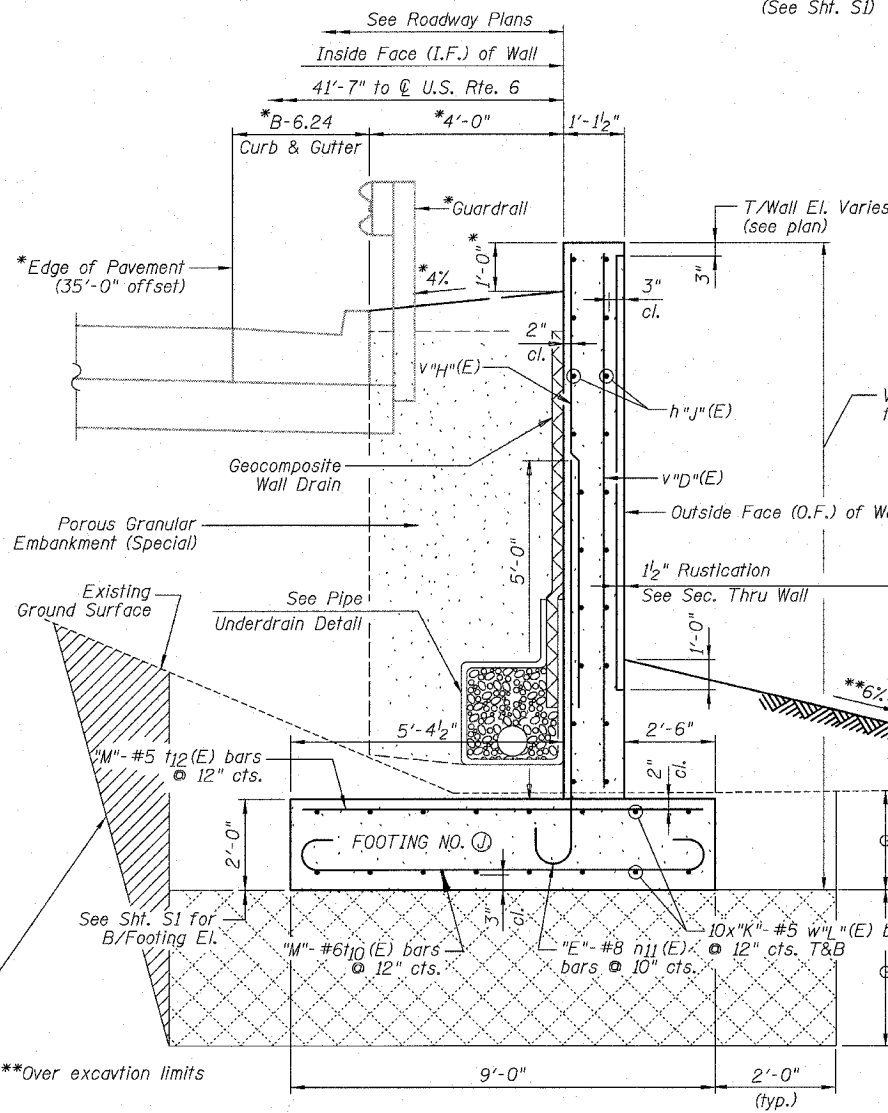
#5 2'-2"
#6 2'-7"



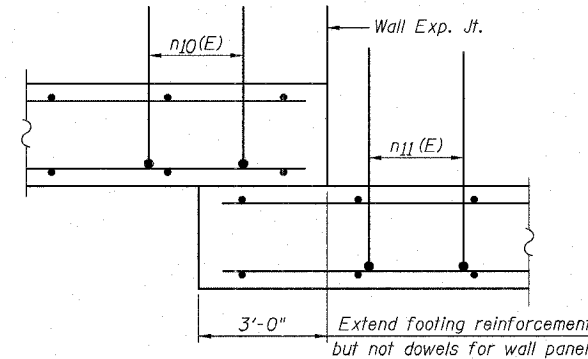
BILL OF BARS

Bar	No.	Size	Length	Shape
h10(E)	51	#4	31'-8"	—
h11(E)	36	#5	29'-8"	—
h12(E)	51	#5	32'-2"	—
h13(E)	13	#5	14'-8"	—
h14(E)	36	#4	29'-8"	—
h15(E)	13	#4	14'-8"	—
n10(E)	110	#6	5'-11"	U
n11(E)	163	#8	7'-8"	U
t10(E)	142	#6	10'-0"	U
t11(E)	92	#5	8'-4"	U
t12(E)	142	#5	8'-8"	—
t13(E)	92	#5	7'-2"	—
v10(E)	60	#4	10'-6"	—
v11(E)	60	#4	11'-8"	—
v12(E)	75	#4	11'-4"	—
v13(E)	30	#4	9'-2"	—
v14(E)	74	#6	9'-10"	—
v15(E)	166	#6	9'-7"	—
v16(E)	37	#6	8'-5"	—
w10(E)	32	#5	31'-0"	—
w11(E)	16	#5	29'-8"	—
w12(E)	100	#5	29'-11"	—

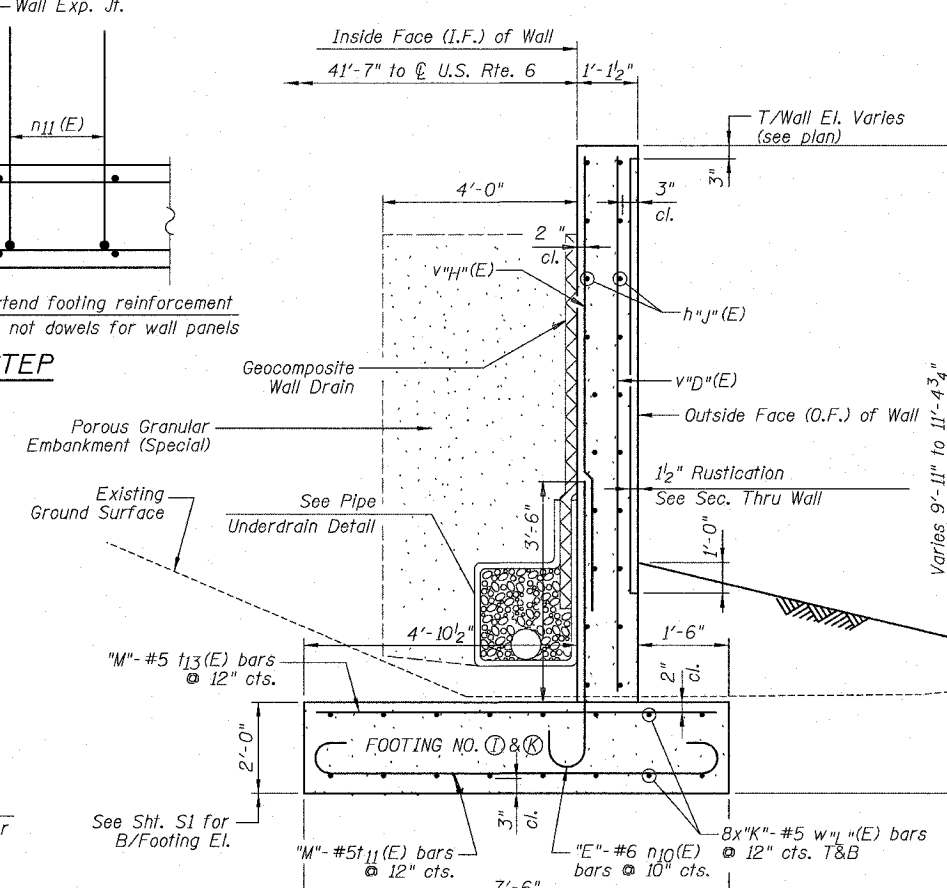
Notes:
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 29 x 3-#5 etc. indicate 29 lines of bars with 3 lengths per line.
See Sheet S3 for Pipe Underdrain Details, Top of Wall Detail and Section Thru Wall.
Cut vertical bars to fit in field as necessary.



SECTION A-A



DETAIL AT STEP



SECTION B-B

See Section A-A for notes and details not shown

DESIGNED	BLU
CHECKED	MRR
DRAWN	MRR
CHECKED	BLU

DATE: 3/19/07

*Future Improvements, see Roadway Plans and Sheet S3 for notes and details regarding this contract.
**Slope from edge of temp. easement boundary to outside face of wall. If edge of exist. golf cart path lies between outside face of wall and temp. easement boundary, slope to edge of exist. golf cart path. See cross sections. Slope allowed to increase to maintain 4 feet cover over toe of footing.
***Backfill remainder of structure excavation and over excavation with same material specified for roadway embankment. Over excavation limits not measured for payment.

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541

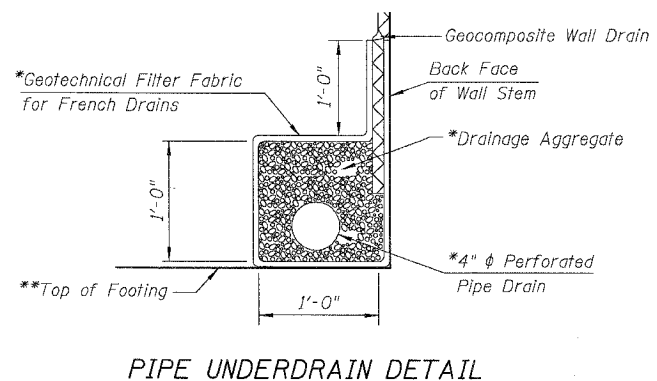
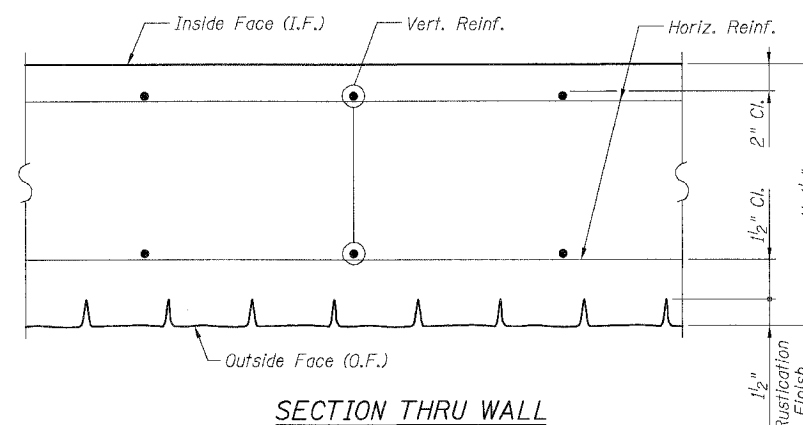
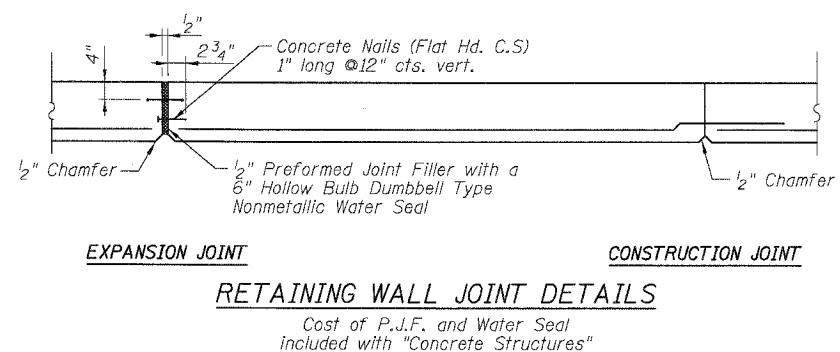
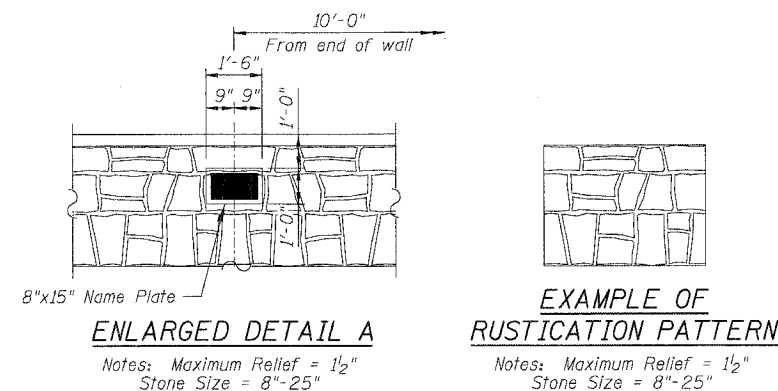
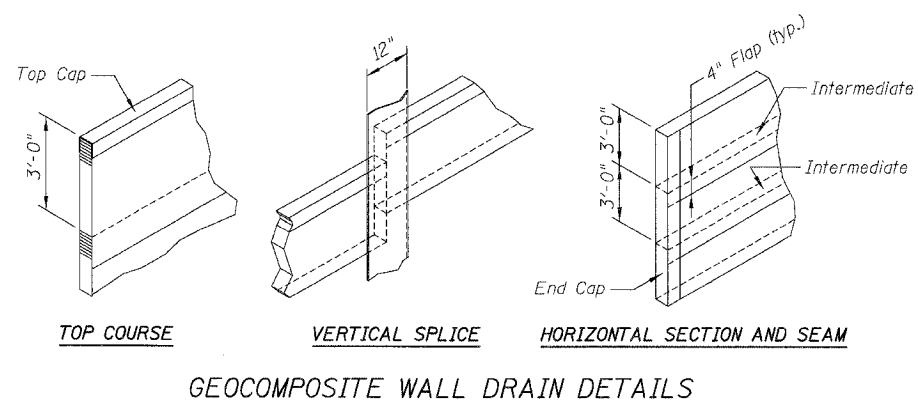


WALL DETAILS 1
RETAINING WALL #2
STA. 446+48 TO STA. 448+73
U.S. ROUTE 6
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
S.N. 032-8802

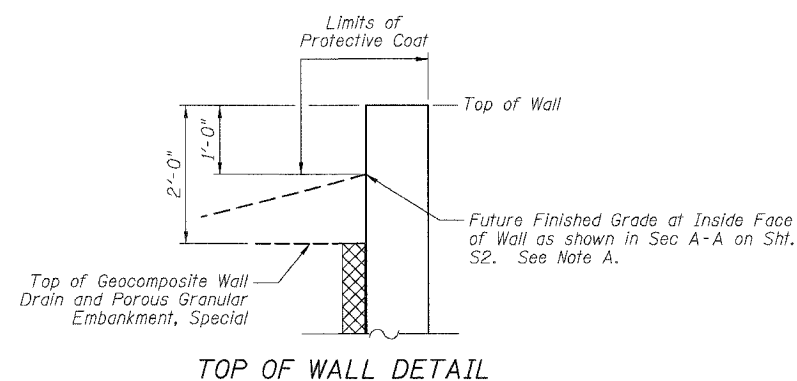
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 53 OF 54 SHEETS
U. S. L. P. A. U. 5952	①	GRUNDY	86	72	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

① Q-BR



*Included in the cost of Pipe Underdrains for Structures 4"
**Provide impervious back fill on top of footing to maintain pipe underdrain invert as shown on Sheet S1. Cost included with Structure Excavation.



Note A: See Roadway Plans and cross sections for finish grade for interim stages and completion of this contract. Contractor shall protect geocomposite wall drain during construction as directed by Engineer.

DESIGNED	BLU
CHECKED	MRM
DRAWN	LAM
CHECKED	BLU

DATE: 3/19/07

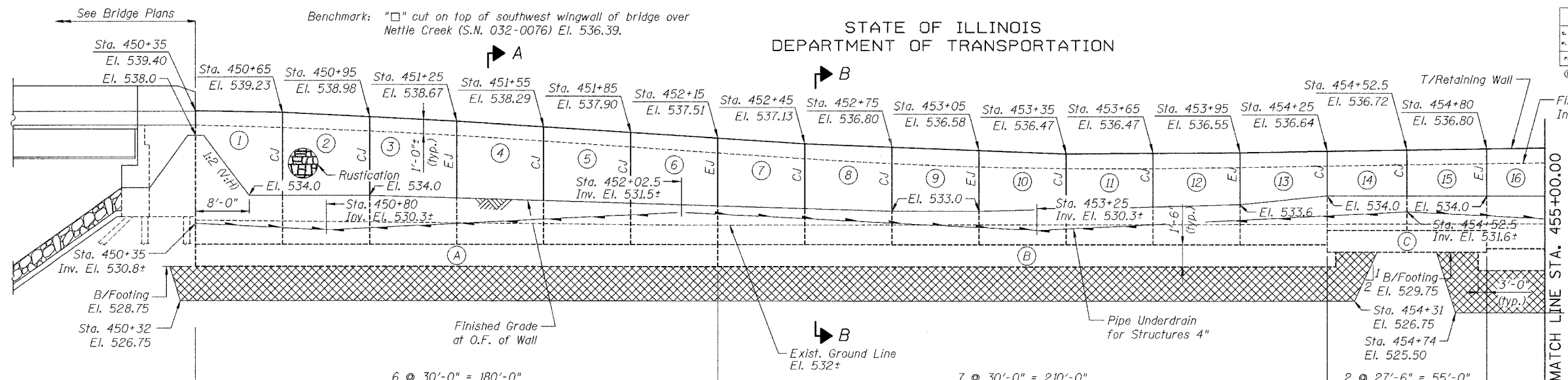
BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



WALL DETAILS 2
RETAINING WALL #2
STA. 446+48 TO STA. 448+73
U.S. ROUTE 6
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
S.N. 032-8802

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

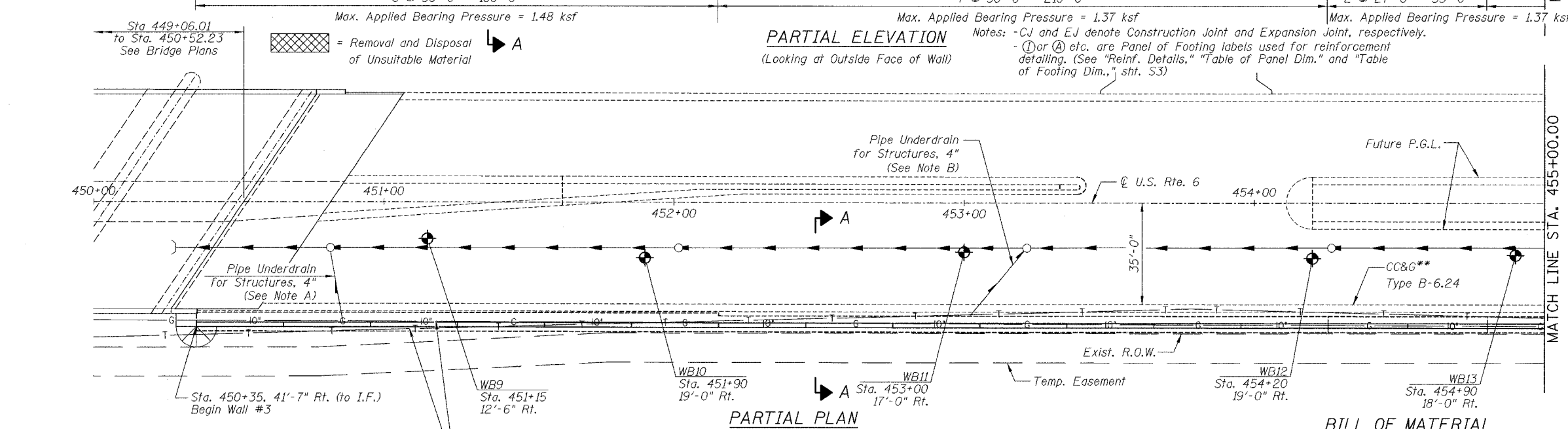
ROUTE NO.	SECTION	COUNTY	DISTRICT	SHEET NO.	SHEET NO. 51
S.B.L.	①	GRUNDY	86	74	OF 57 SHEETS
F.A.U. NO.					
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			



APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Relativ E. Anderson, J. 1910
ENGINEER OF BRIDGES AND STRUCTURES



Brian L. Umbright
Date: March 19, 2007
License Expires: November 30, 2008



Allowable Soil Bearing Pressure = 2.0 ksf
Note A: Connect to manhole #202 at Inv. El. 530.0+. Pipe Underdrains to have 1% minimum slope.
Note B: Connect to manhole #202 at Inv. El. 530.0+. Pipe Underdrains to have 1% minimum slope.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structure Excavation	Cu. Yd.	1,010
Porous Granular Embankment, Special	Cu. Yd.	1,521
Concrete Structures	Cu. Yd.	614.2
Reinforcement Bars, Epoxy Coated	Pound	64,490
Rustication Finish	Sq. Ft.	4,791
Geocomposite Wall Drain	Sq. Yd.	626
Pipe Underdrains for Structures 4"	Foot	1,052
Removal and Disposal of Unsuitable Material	Cu. Yd.	827
Protective Coat	Sq. Yd.	210

** Plan view shows final future condition, see Roadway Plans and Cross Sections for limits of improvements for this contract.

LEGEND

- T — Existing Telephone Line
- G — Existing Gas Line
- S — Existing Storm Sewer
- P — Proposed Storm Sewer
- U — Proposed Underdrain

GENERAL NOTES

Protective Coat shall be applied to the top and exposed inside face of wall.
See sheet S3 for Section A-A and Wall Details.
The limits and quantities of removal and replacement shown are based on the boring data and may be modified by the Engineer for variable subsurface conditions encountered in the field.
The gradations of the soil used to replace the unsuitable material shall be CA-5 or CA-7. See Special Provisions for Porous Granular Embankment (Special).
Lateral limits for Removal and Replacement of Unsuitable Material are 2'-0" beyond the footing edge on each side.
Rustication Finish shall extend a minimum of 1'-0" below finished grade and to 3" from top of wall.
All cast-in-place stem concrete shall be integrally colored, see Special Provision "Colored Concrete, Cast-In-Place".
Contractor shall coordinate retaining wall construction with bridge wing wall construction and sequencing as required.

⊕ Denotes Soil Boring location

DESIGN SPECIFICATIONS

1996 AASHTO with 1997 thru 2002 Interims

DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)

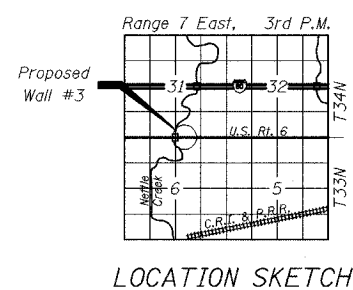
BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



GENERAL PLAN & ELEVATION 1

RETAINING WALL #3
STA. 450+35 TO STA. 459+80
U.S. ROUTE 6
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
S.N. 032-8803

PROFILE GRADE LINE
9' RT. & LT. OF C U.S. ROUTE 6
Future P.G.L. see Roadway Plans for limits of work this contract

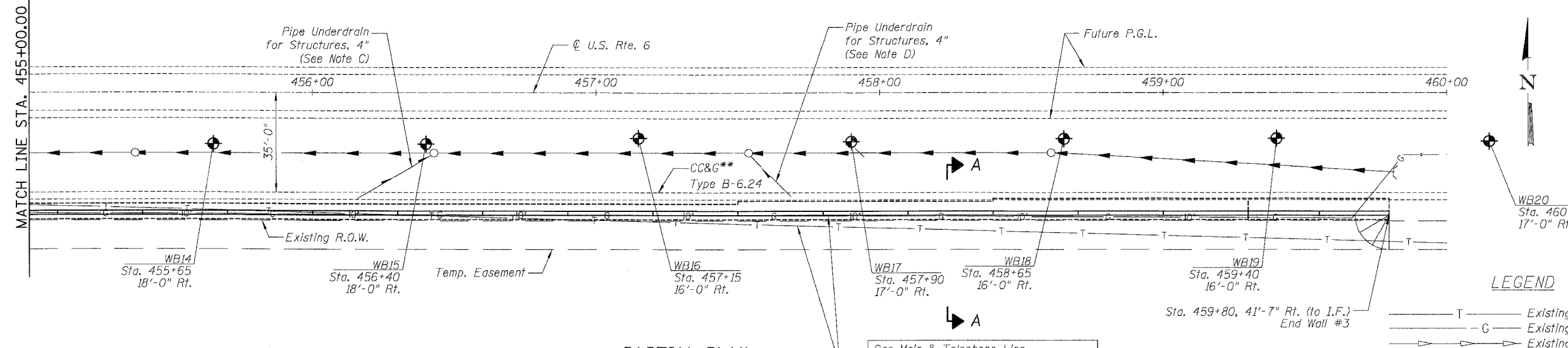
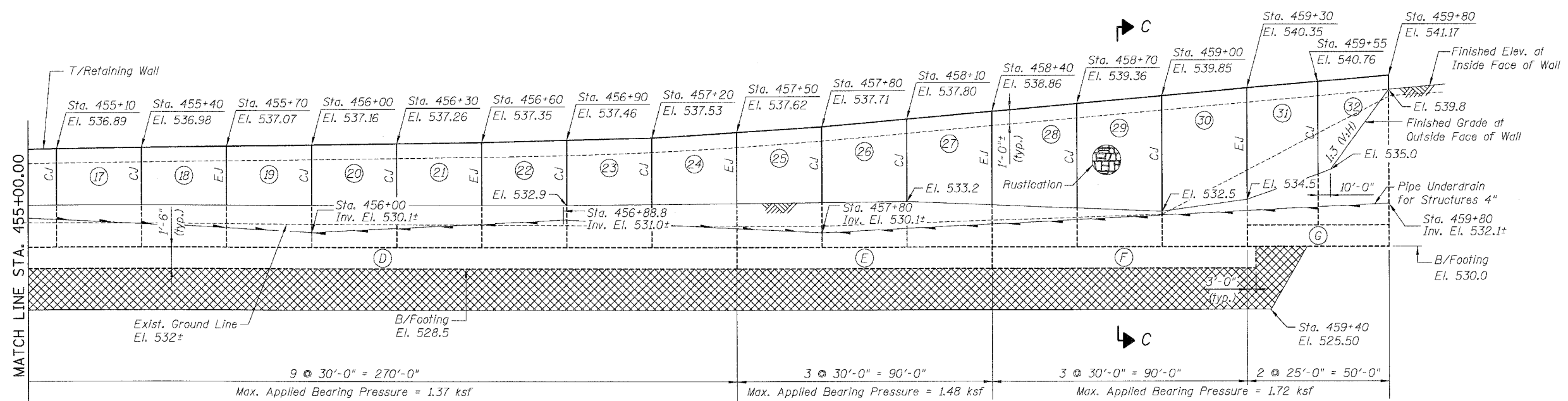


DESIGNED	BLU
CHECKED	MRM
DRAWN	MRM
CHECKED	BLU

DATE: 3/19/07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SPIN SHEETS	SHEET NO.	SHEET NO. 52
S. B. I.	①	GRUNDY	86	75	OF 57 SHEETS
F. A. U. 0902					
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			



LEGEND

— T —	Existing Telephone Line
— G —	Existing Gas Line
— S —	Existing Storm Sewer
— P —	Proposed Storm Sewer
— U —	Proposed Underdrain

GENERAL PLAN & ELEVATION 2
RETAINING WALL #3
STA. 450+35 TO STA. 459+80
U.S. ROUTE 6
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
S.N. 032-8803

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



DESIGNED	BLU
CHECKED	MRM
DRAWN	MRM
CHECKED	BLU

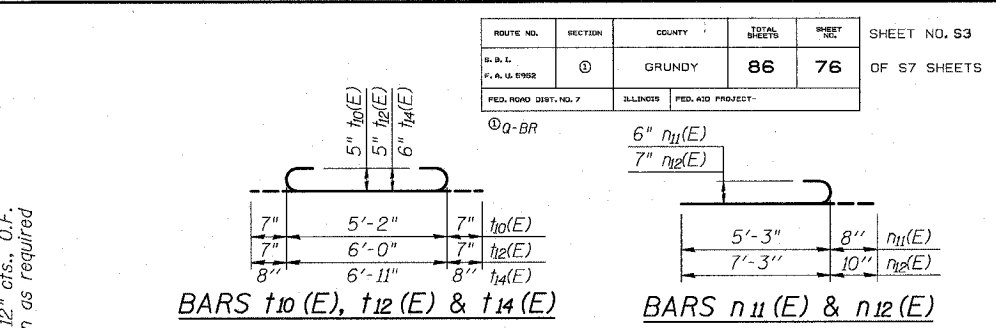
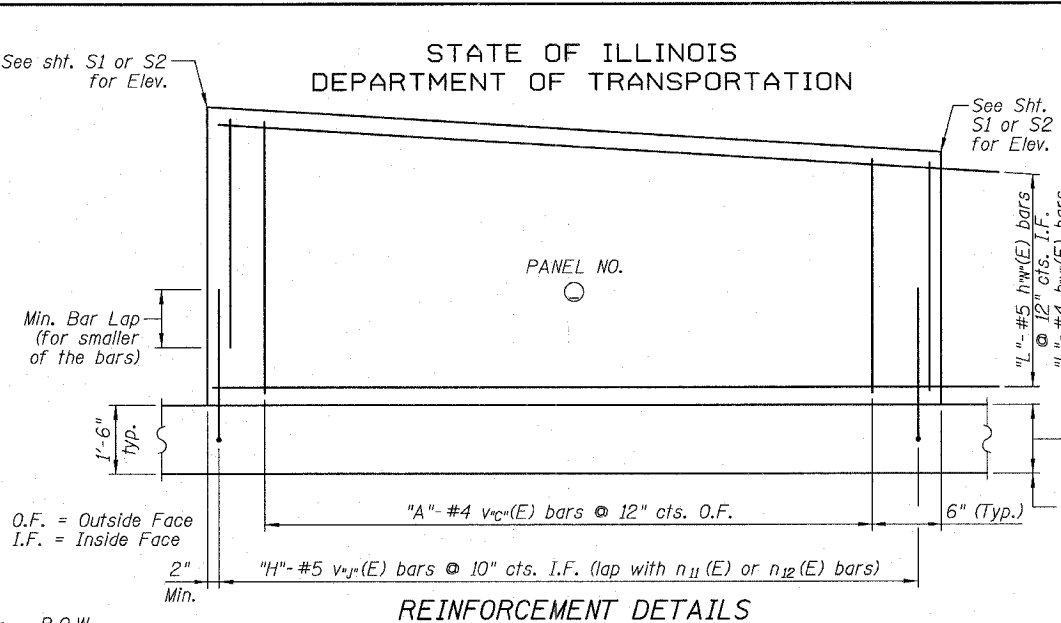
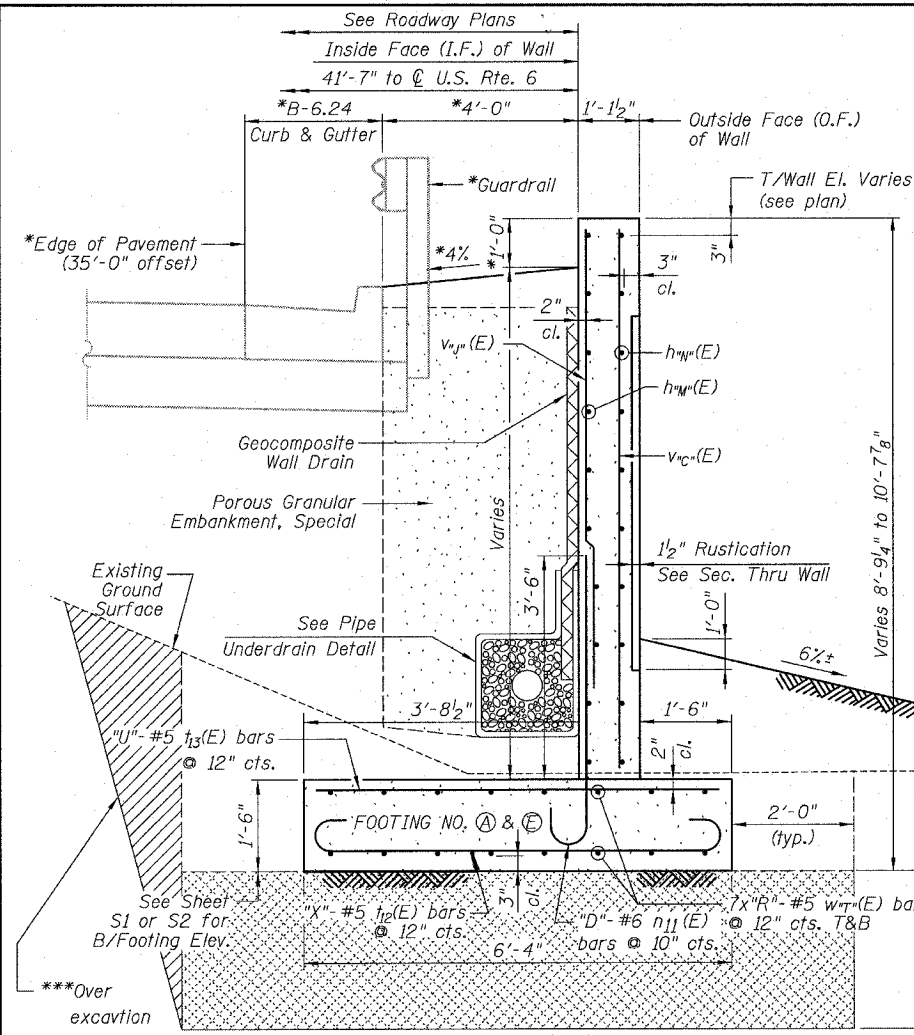
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
86	76	GRUNDY	86	76

OF 87 SHEETS



MIN. BAR LAP

#4	1'-8"
#5	2'-2"
#6	2'-7"
#7	3'-5"

TABLE OF FOOTING DIMENSIONS

FOOTING NO.	"D"	"R"	"T"	"U"	"X"	"Y"
(A)	216	6	13	181	181	5
(B)	252	7	15	214	214	5
(C)	66	2	10	56	56	5
(D)	324	9	15	274	274	5
(E)	108	3	12	91	91	5
(F)	108	3	15	94	94	6
(G)	60	2	14	51	51	6

BILL OF BARS

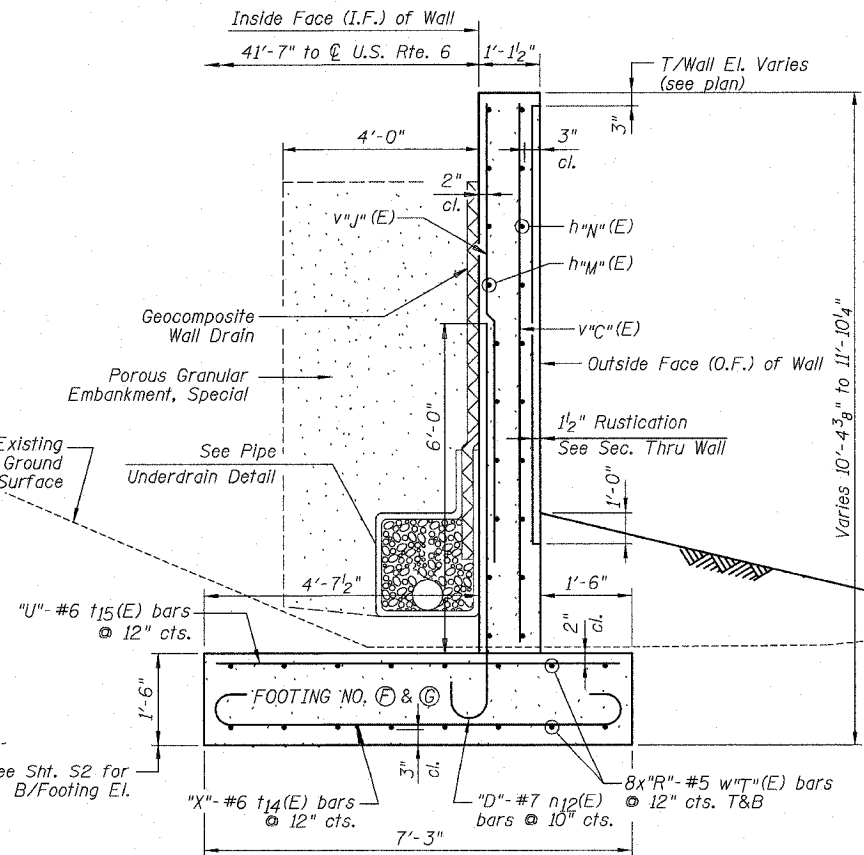
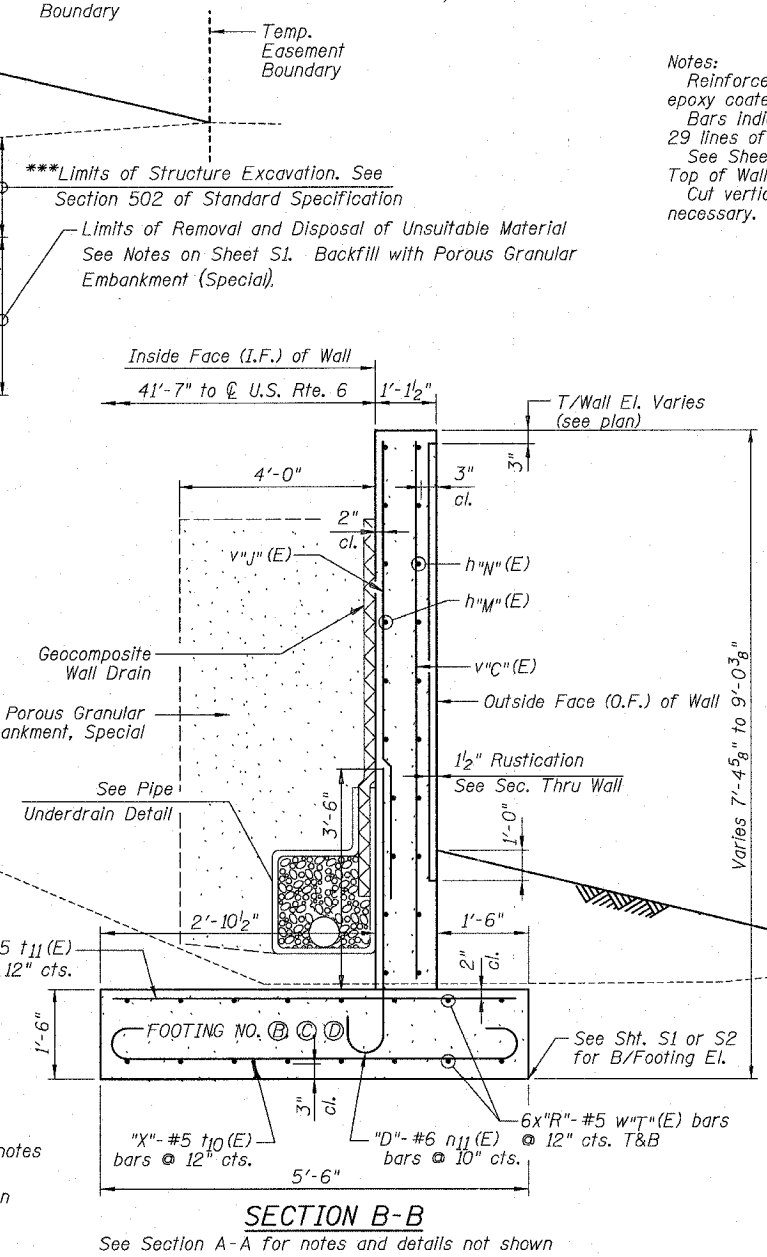
Bar No.	Size	Length	Shape
t10(E)	#4	31'-8"	—
t11(E)	#5	32'-2"	—
t12(E)	#4	29'-8"	—
t13(E)	#5	29'-8"	—
t14(E)	#4	29'-2"	—
t15(E)	#4	27'-2"	—
t16(E)	#5	27'-2"	—
t17(E)	#4	26'-8"	—
t18(E)	#4	24'-8"	—
t19(E)	#4	24'-8"	—
n11(E)	#6	5'-11"	U
n12(E)	#7	8'-1"	U
t20(E)	#5	6'-4"	—
t21(E)	#5	5'-2"	—
t22(E)	#5	7'-2"	—
t23(E)	#5	6'-0"	—
t24(E)	#6	8'-3"	—
t25(E)	#6	6'-11"	—
v10(E)	#5	4'-0"	—
v11(E)	#4	5'-2"	—
v12(E)	#5	4'-10"	—
v13(E)	#4	6'-0"	—
v14(E)	#5	5'-0"	—
v15(E)	#4	6'-2"	—
v16(E)	#5	5'-2"	—
v17(E)	#4	6'-4"	—
v18(E)	#5	5'-7"	—
v19(E)	#4	6'-9"	—
v20(E)	#5	5'-11"	—
v21(E)	#4	7'-1"	—
v22(E)	#5	6'-4"	—
v23(E)	#4	7'-6"	—
v24(E)	#5	6'-10"	—
v25(E)	#4	8'-0"	—
v26(E)	#5	7'-1"	—
v27(E)	#4	8'-3"	—
v28(E)	#5	7'-7"	—
v29(E)	#4	8'-9"	—
v30(E)	#5	6'-0"	—
v31(E)	#4	9'-3"	—
v32(E)	#5	6'-6"	—
v33(E)	#4	9'-9"	—
v34(E)	#5	7'-4"	—
v35(E)	#4	8'-6"	—
w10(E)	#4	28'-5"	—
w11(E)	#5	5'-0"	—
w12(E)	#5	31'-4"	—
w13(E)	#5	31'-9"	—
w14(E)	#5	25'-11"	—
w15(E)	#5	32'-4"	—

TABLE OF PANEL DIMENSIONS

PANEL NO.	"A"	"C"	"H"	"J"	"L"	"M"	"N"	PANEL NO.	"A"	"C"	"H"	"J"	"L"	"M"	"N"
1	30	29	37	28	10	10	11	17	30	19	37	18	8	10	11
2	30	35	37	34	9	10	11	18	30	19	37	18	8	12	13
3	30	27	37	26	9	12	13	19	30	19	37	18	8	10	11
4	30	25	37	24	9	10	11	20	30	21	37	20	8	10	11
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14	28	11	34	10	6	14	13	30	30	33	37	32	11	12	13
15	28	11	34	10	6	16	17	31	25	29	30	18	10	18	17
16	30	19	37	18	7	10	11	32	25	31	30	30	10	20	21

DESIGNED	BLU
CHECKED	MRM
DRAWN	MRM
CHECKED	BLU

*Future improvements, see Roadway Plans and Sheet S4 for notes and details regarding this contract.
***Backfill remainder of structure excavation and over excavation with same material specified for roadway embankment. Over excavation limits not measured for payment.



SECTION C-C

See Section A-A for notes and details not shown

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541

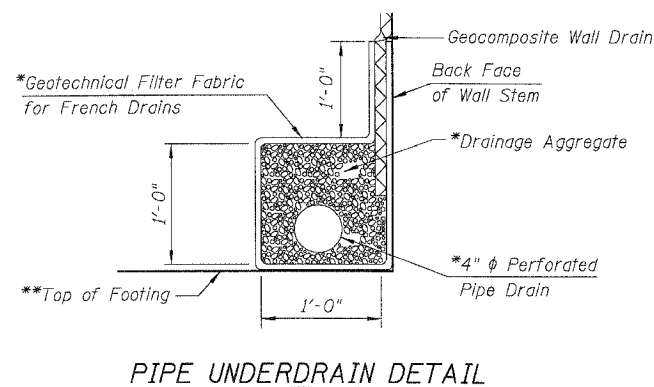
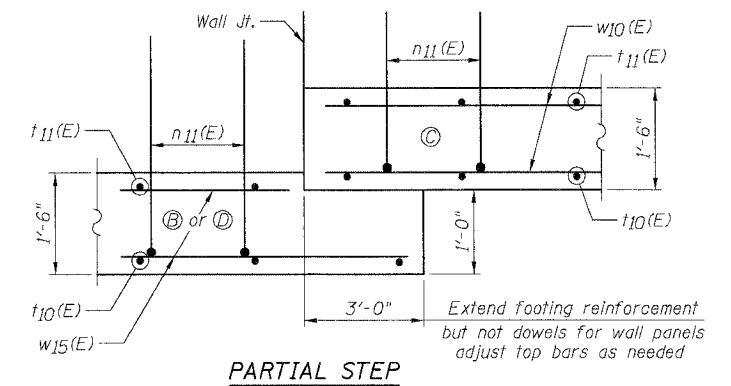
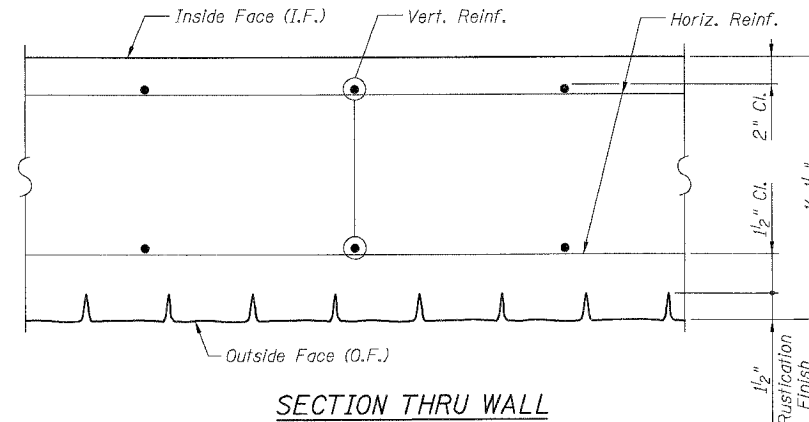
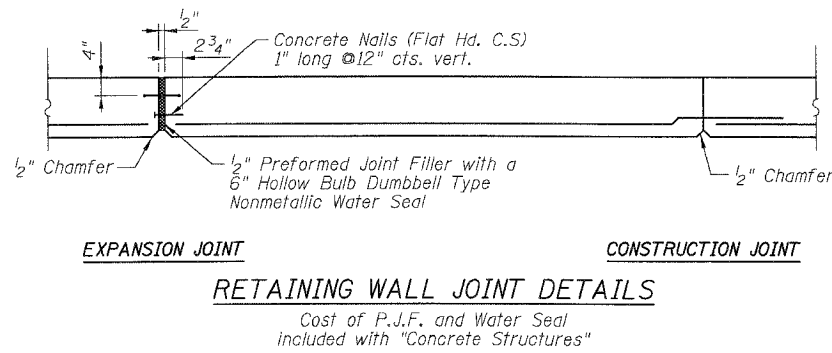
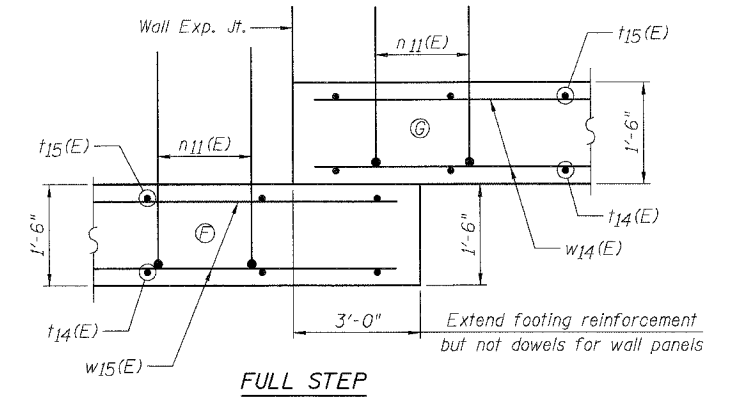
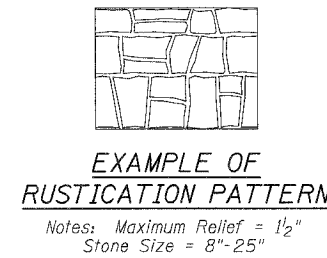
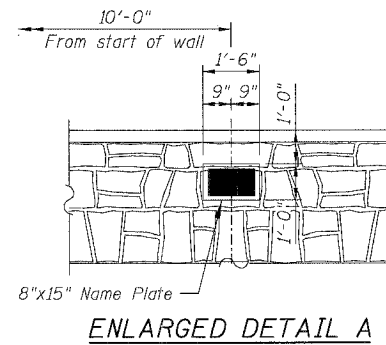
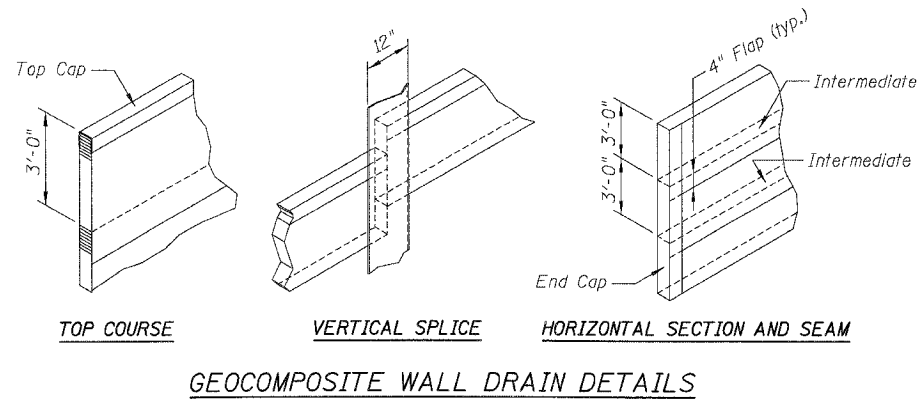


WALL DETAILS 1
RETAINING WALL #3
STA. 450+35 TO STA. 459+80
U.S. ROUTE 6
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
S.N. 032-8803

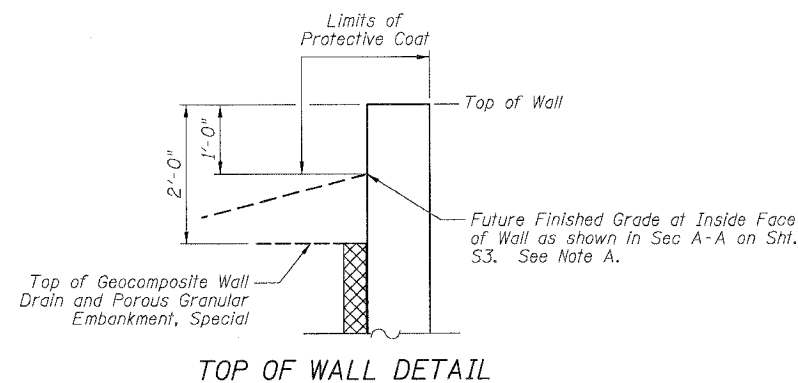
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. S4
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F.A.U. SHEET					
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

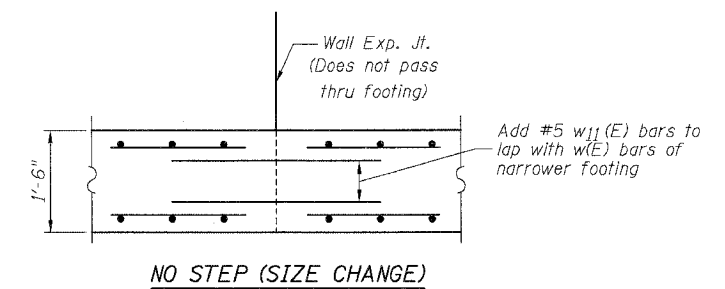
Q-BR



*Included in the cost of Pipe Underdrains for Structures 4"
**Provide impervious back fill on top of footing to maintain pipe underdrain invert as shown on Sheets S1 and S2. Cost included with Structure Excavation.



Note A: See Roadway Plans and cross sections for finish grade for interim stages and completion of this contract. Contractor shall protect geocomposite wall drain during construction as directed by Engineer.



DETAILS AT FOOTINGS
Refer to Shts. S1 and S2 for locations

WALL DETAILS 2
RETAINING WALL #3
STA. 450+35 TO STA. 459+80
U.S. ROUTE 6
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
S.N. 032-8803

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



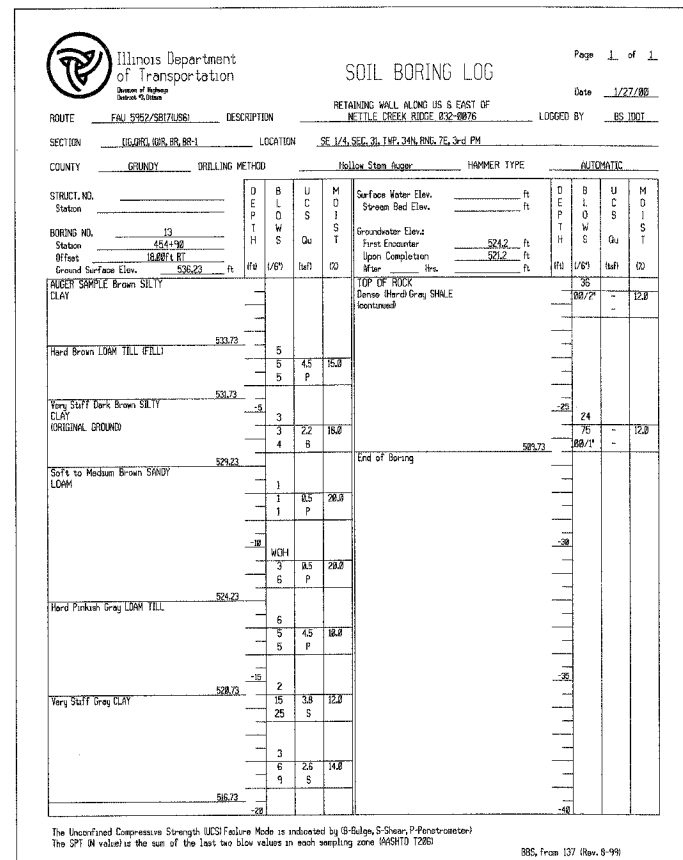
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CHECKED	BLU

DATE: 3/19/07

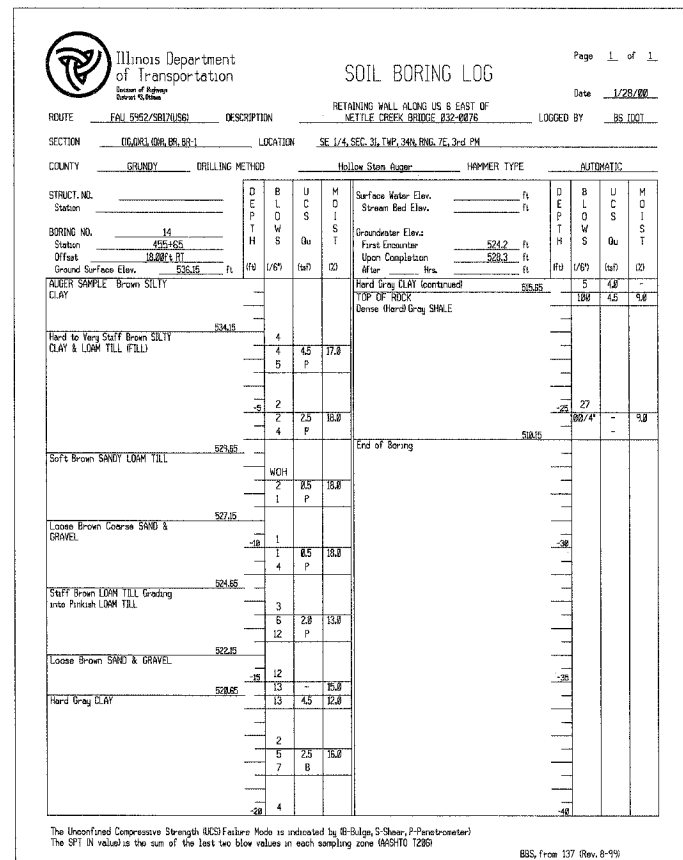
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 56
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F.A. I. 0952					
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

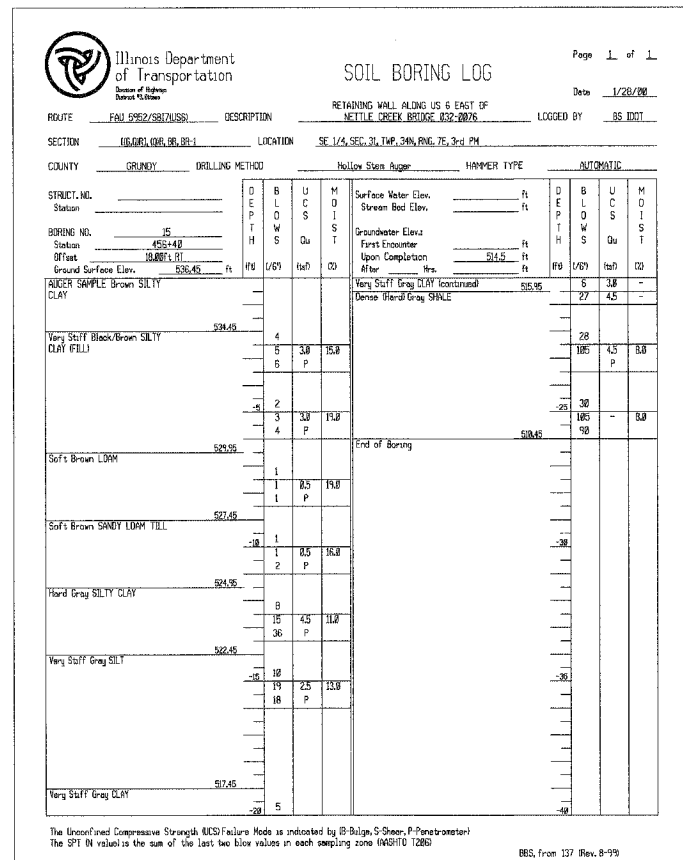
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WB13



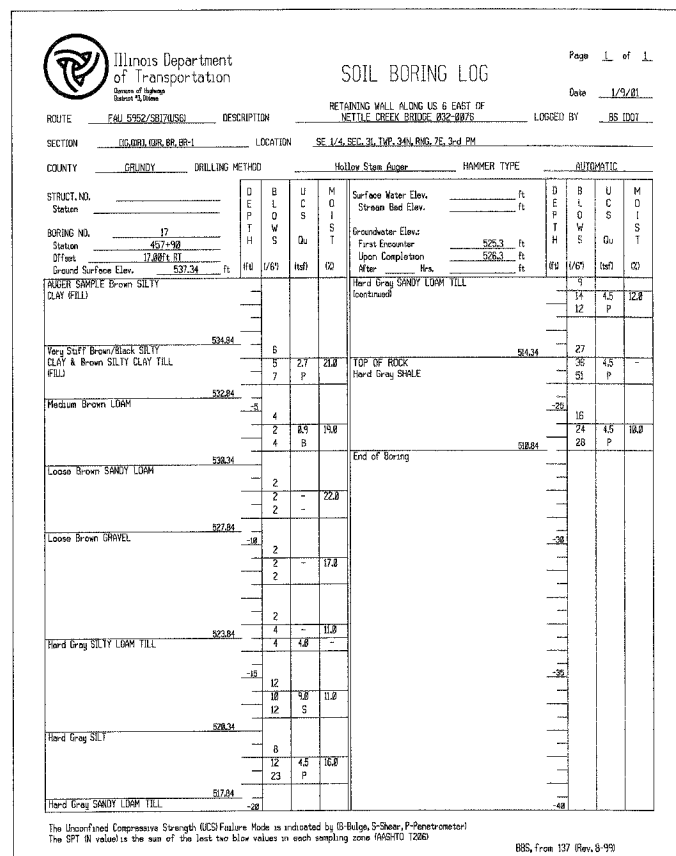
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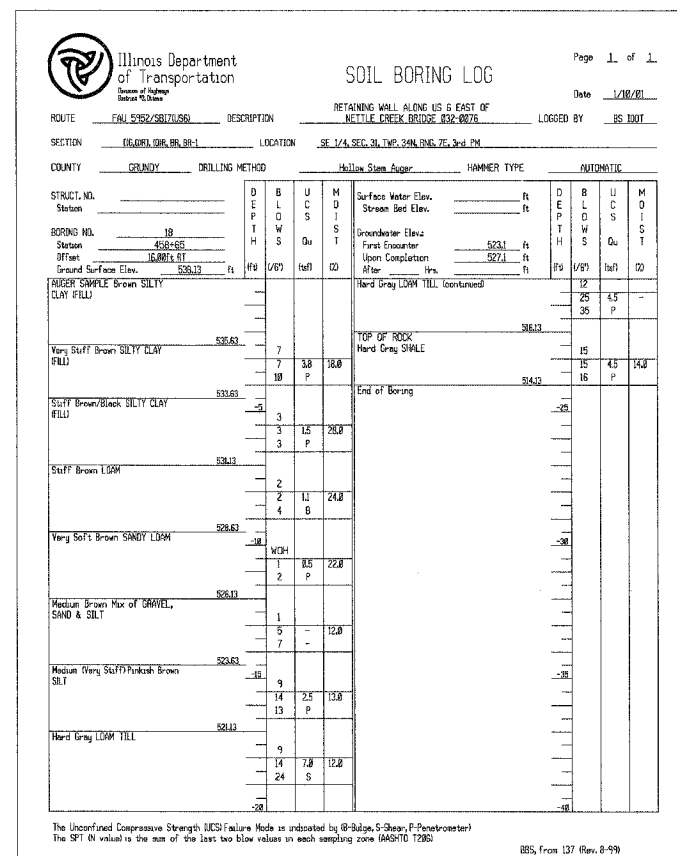
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 57 OF 57 SHEETS
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FILL ROAD DIST. NO. 7		PLAN NO.	FEED. AND PROJECT.		

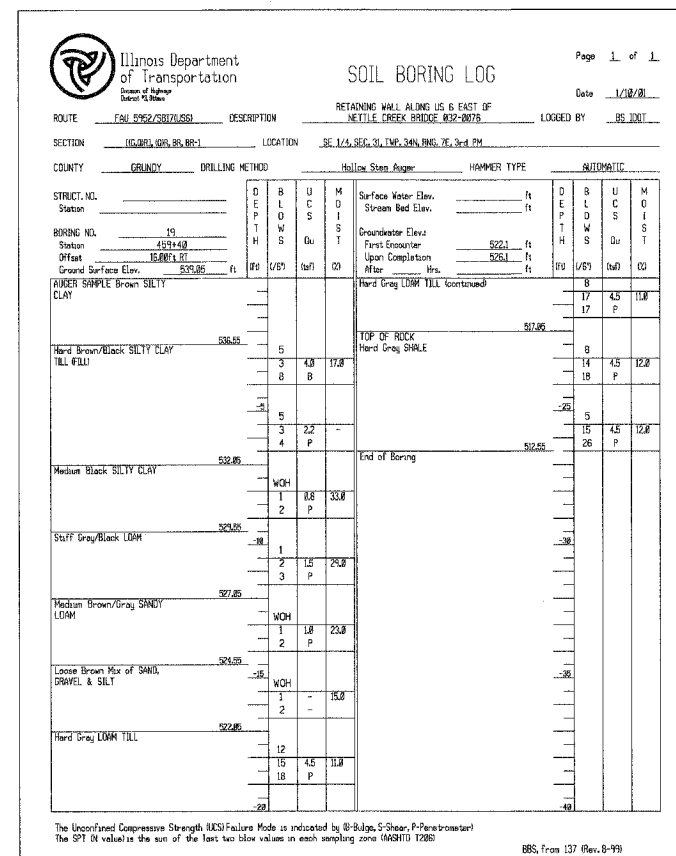
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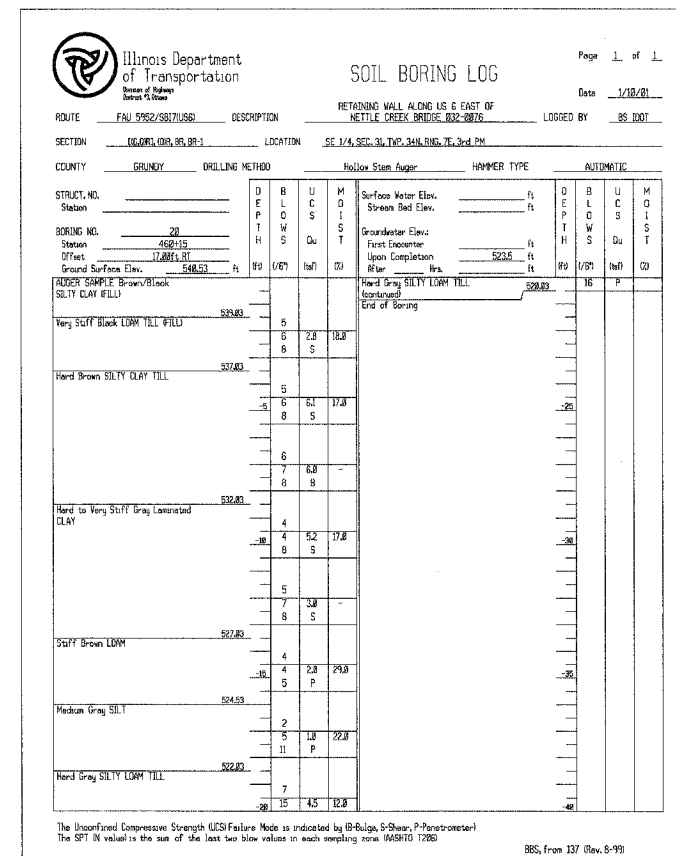
WB17



WB18



WB19



WB20

DESIGNED	BLU
CHECKED	MRM
DRAWN	MRM
CHECKED	BLU

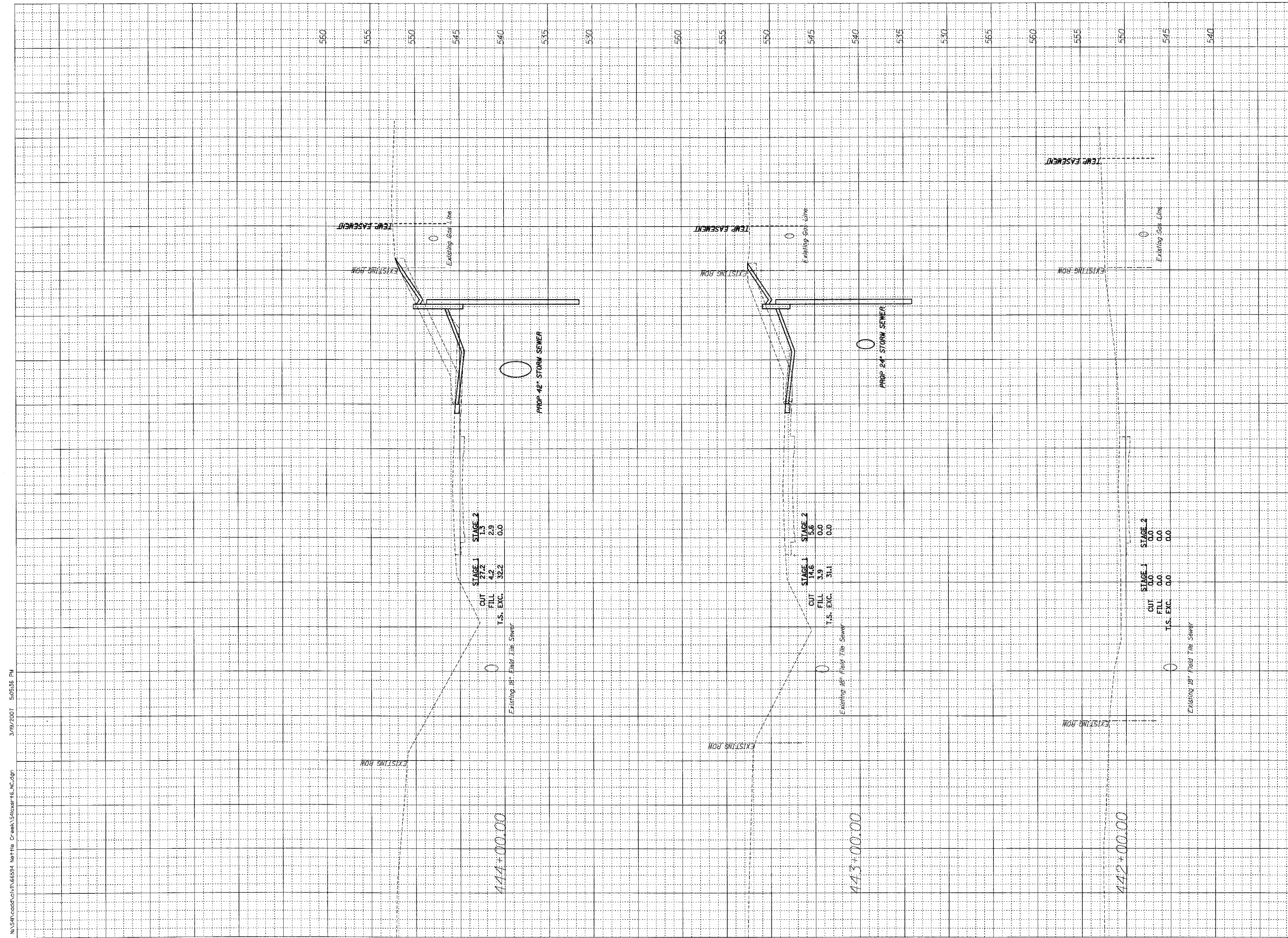
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BOWMAN, BARETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601
JOB NO. 541



SOIL BORINGS 3
RETAINING WALL #3
STA. 450+35 TO STA. 459+80
U.S. ROUTE 6
FAU 5952-SEC. Q-BR
GRUNDY COUNTY
S.N. 032-8803

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	Q-BR	GRUNDY	86	81
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



144+00.00

STAGE 1	STAGE 2
CUT 4.2	CUT 2.9
FILL 3.2	FILL 2.9
T.S. EXC. 32.2	T.S. EXC. 0.0

143+00.00

STAGE 1	STAGE 2
CUT 3.9	CUT 5.6
FILL 3.1	FILL 0.0
T.S. EXC. 31.1	T.S. EXC. 0.0

142+00.00

STAGE 1	STAGE 2
CUT 0.0	CUT 0.0
FILL 0.0	FILL 0.0
T.S. EXC. 0.0	T.S. EXC. 0.0

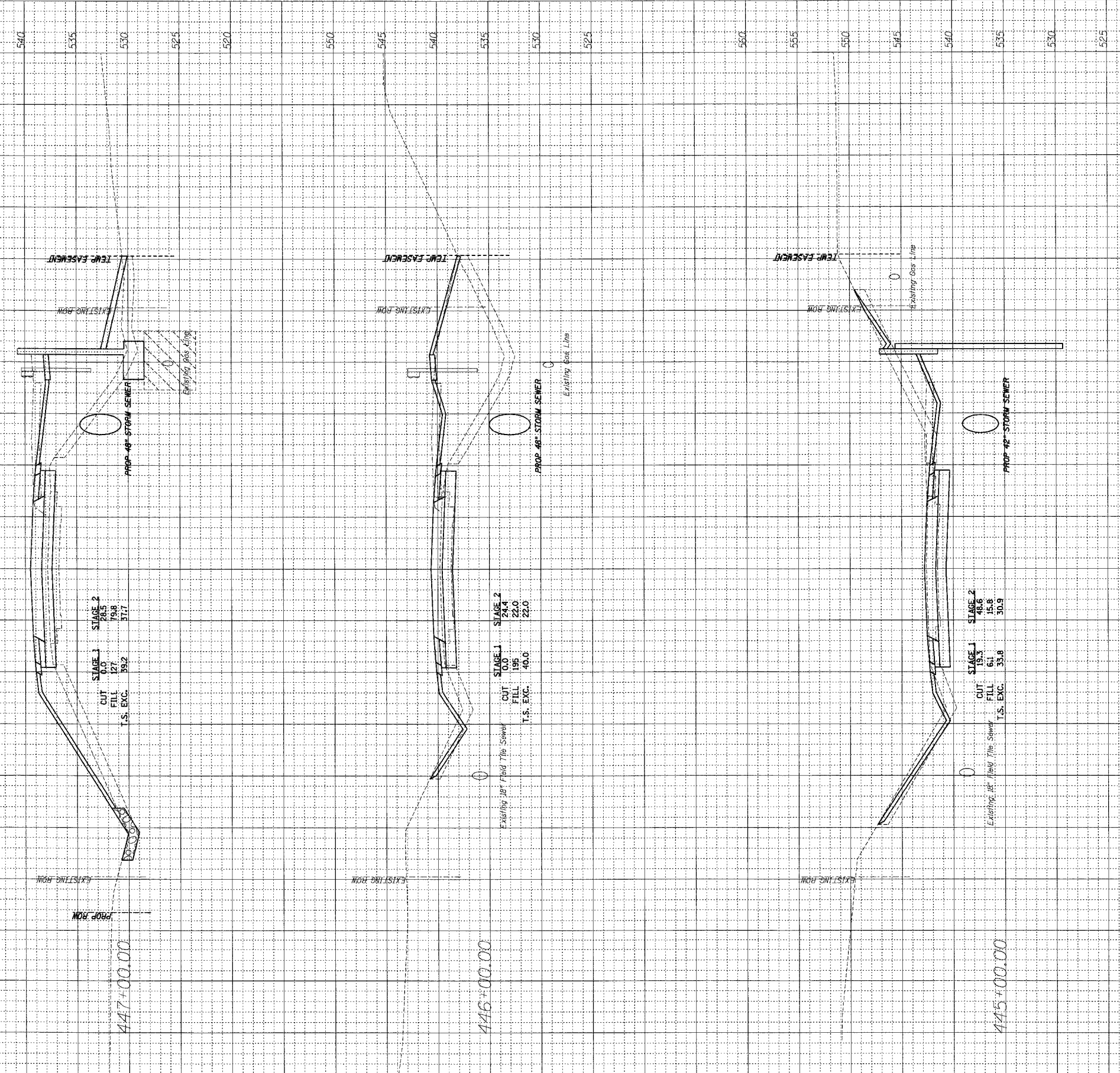
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 REM & DISP UMS MATL

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5952	Q-BR	GRUNDY	86	82
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

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LEGEND

REIN & DISA UNS MATL

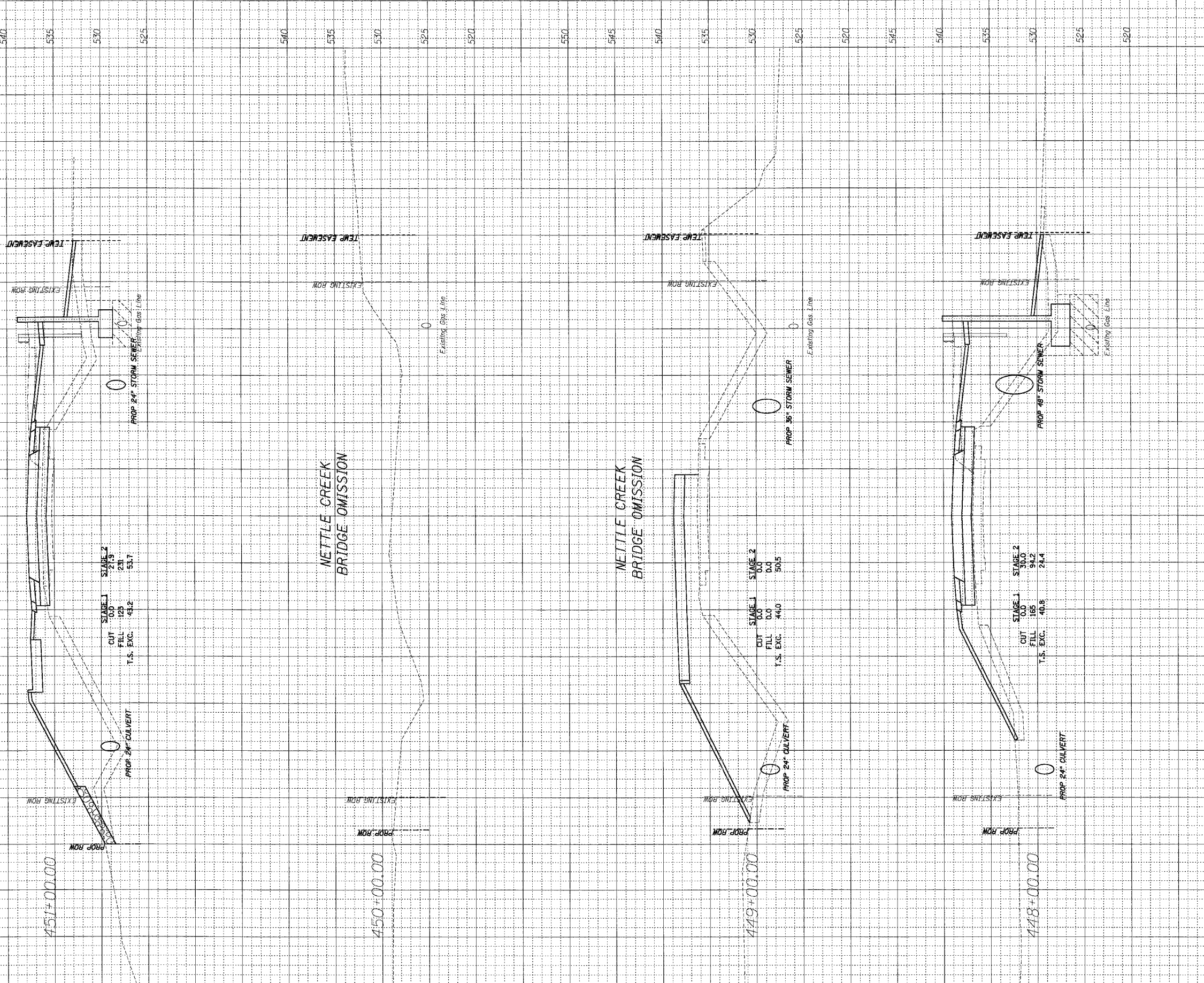
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STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

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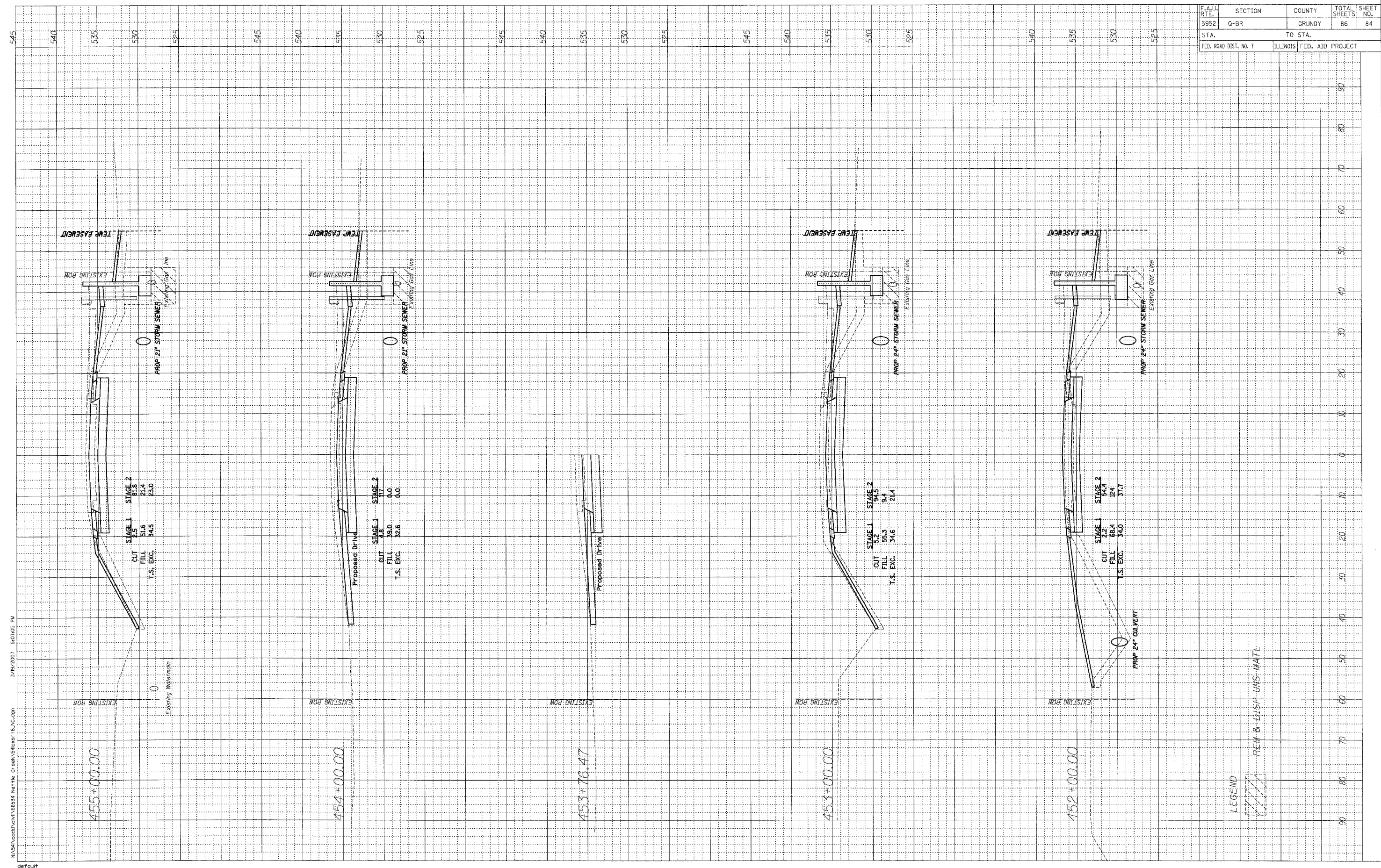


LEGEND

REVISIONS

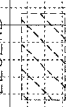
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STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



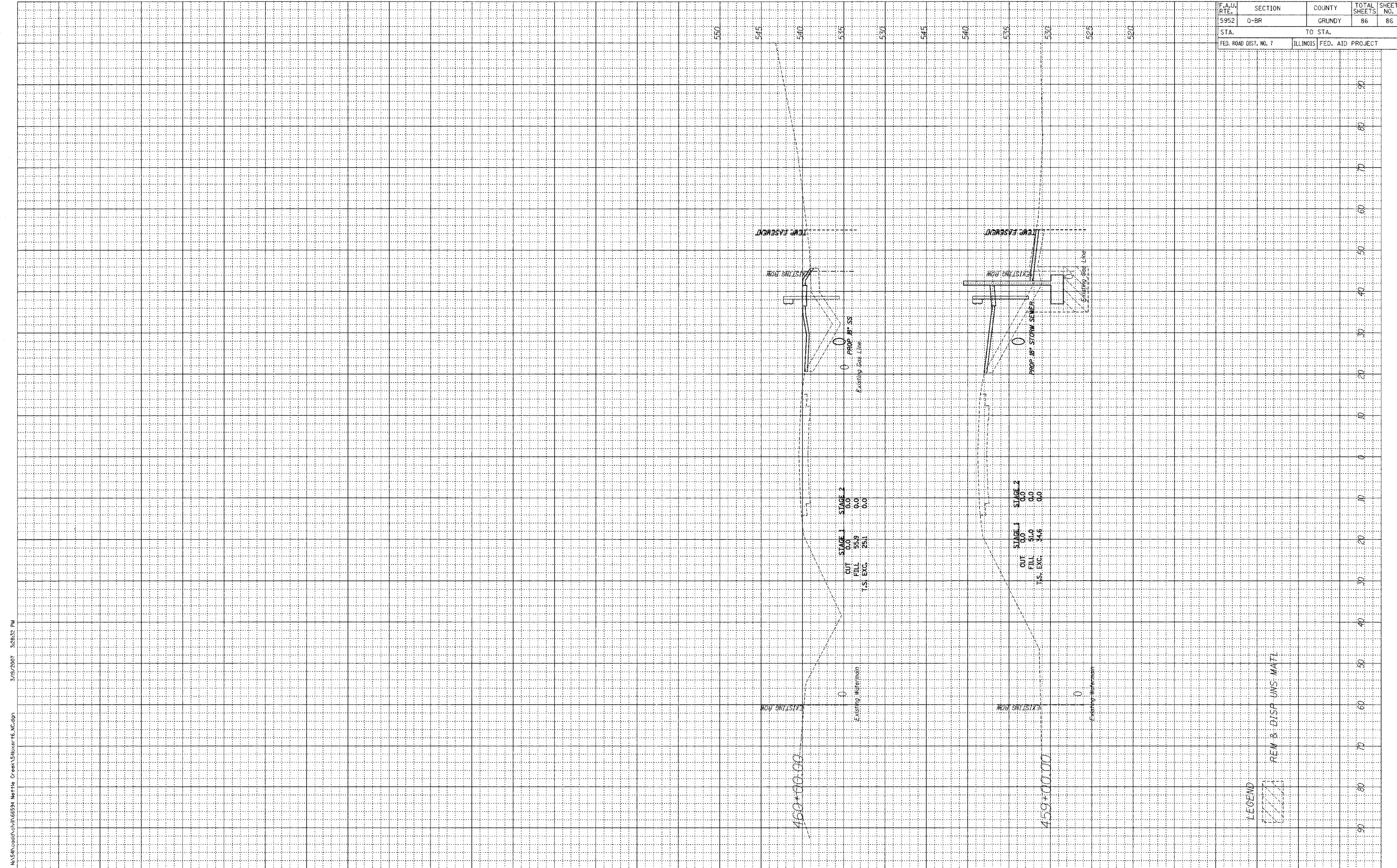
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LEGEND
 REM & DISP UNS-MAT

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5952	0-BR	GRUNDY	86	86
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

550 545 540 535 530 525 520



STAGE	CUT	FILL	T.S. EXC.
STAGE 1	0.0	55.9	26.1
STAGE 2	0.0	0.0	0.0

LEGEND
 REM & DISP UNS. MATL

90 80 70 60 50 40 30 20 10 0