

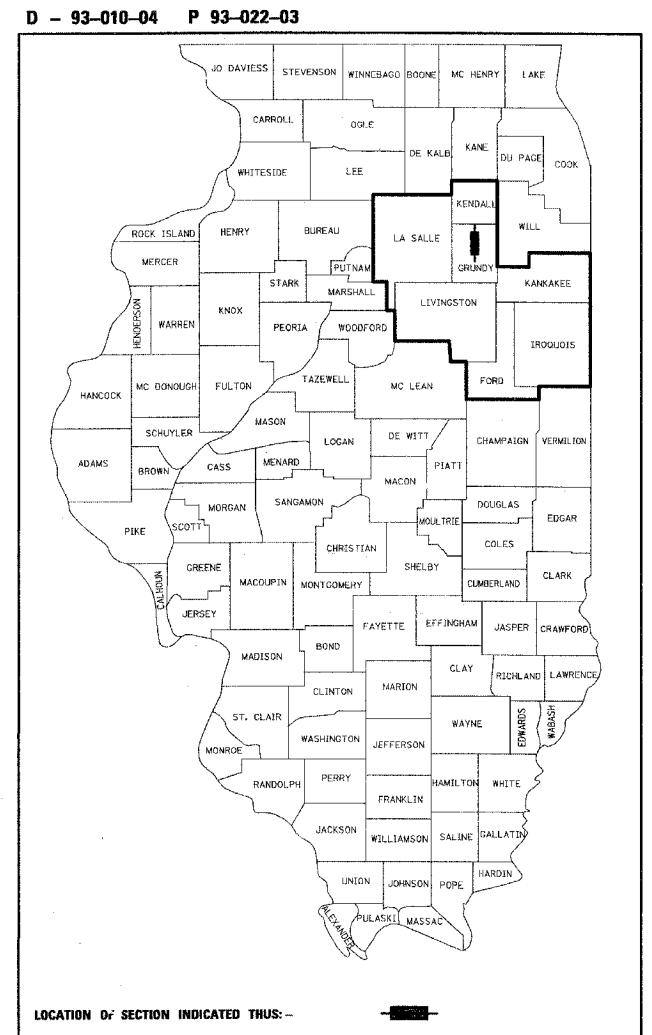
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY IMPROVEMENT

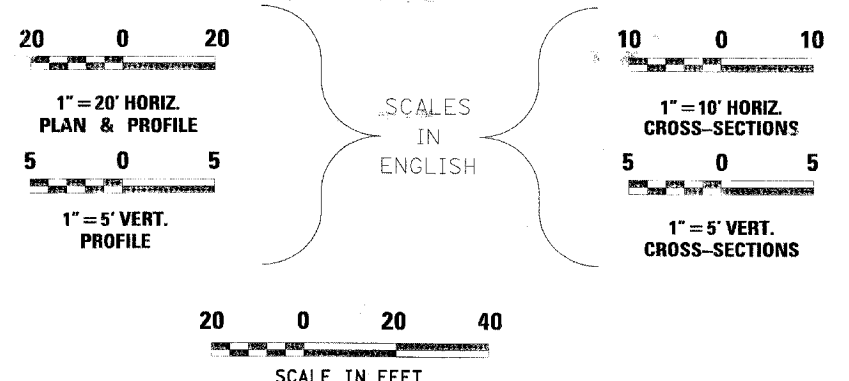
F.A.I. 80 (I-80)
SECTION 32-3HBR-1
GRUNDY COUNTY
C-93-005-04
PROJECT BRI-IM-080-3(120)113

RECEIVED
STUDIES & PLANS
SEP 13 2005
DESIGNED
ENVIRONMENTAL
ESTIMATED
PERMITS
HYDRAULIC
EDUCATIONAL
PLANS DIV
SECTION
NO.
DATE
APPROVED

FAI RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	1
F.H.W.A. REG.	ILLINOIS	PROJECT		



SEE SHEET NO. 2 FOR INDEX TO SHEETS



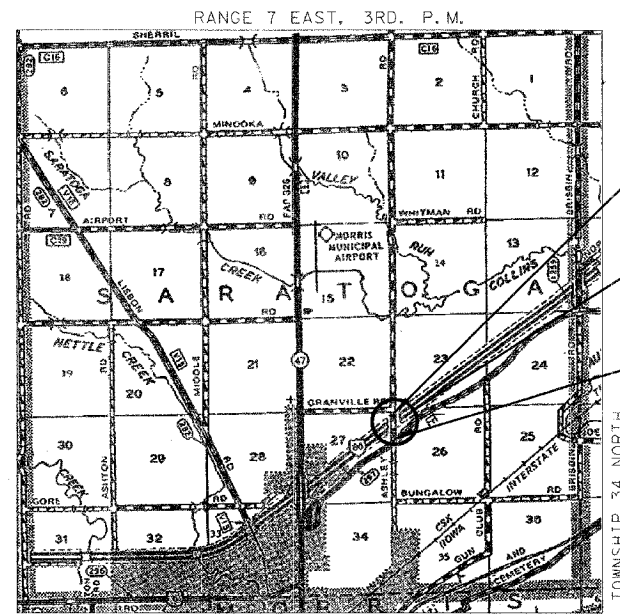
THIS PROJECT INVOLVES THE REMOVAL AND REPLACEMENT OF EXIST.S.N.032-0057 WHICH CARRIES ASHLEY ROAD OVER I 80, WHICH IS LOCATED 1.3 MILES EAST OF MORRIS

DESIGN DESIGNATION

ASHLEY ROAD
SPEED LIMIT: 55 MPH
ADT = 710 (2003) 750 (2006)
% SU = 3.0%
% MU = 3.0%

HIGHWAY CLASSIFICATION

MINOR ARTERIAL (URBAN)
SURVEY BOOK NOS.
FARNSWORTH GROUP, INC. - BOOK 2595 & 2594



LOCATION MAP

3 2 1 0 1 2 3 MILES
APPROXIMATE SCALE

GROSS LENGTH OF IMPROVEMENT = 1830 FEET = (0.35 MILES)
NET LENGTH OF IMPROVEMENT = 1830 FEET = (0.35 MILES)

IMPROVEMENT BEGINS
STA. 100+95

(PROPOSED)

S.N. 032-0113
A TWO SPAN COMPOSITE PLATE GIRDER BRIDGE WITH CONCRETE DECK ON A CONCRETE PIER AND CONCRETE ABUTMENTS. THE BACK TO BACK OF ABUTMENTS IS 251'-0" OUT TO OUT IS 35'-2".

IMPROVEMENT ENDS
STA. 120+60



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 _____

JULIE 1-800-892-0123
DISTRICT 3 NO. (815) 434-6131
PROJECT ENGINEER: Mr. DAVE BROVIAK
UNIT CHIEF: Mr. SCOTT FERGUSON
TOWNSHIP: SARATOGA

CONTRACT NO. 66407

FARNSWORTH GROUP, INC.



Mark S. Wylie Date 9/9/05
MARK S. WYLIE
ILLINOIS PROFESSIONAL ENGINEER
NO. 062-043716
EXPIRATION 11/30/05

Farnsworth GROUP
2709 McGraw Drive
Bloomington, Illinois 61704
309/663-8435, 309/663-1571 fax
PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED October 28, 2005

Gregory P. Munton
DEPUTY DIRECTOR OF HIGHWAYS,
REGION ENGINEER

February 3, 2006
Mike Stone
ENGINEER OF DESIGN AND ENVIRONMENT

February 3, 2006
Milton R. Sew
DIRECTOR, DIVISION OF HIGHWAYS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	2
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

GENERAL NOTES

THE THICKNESS OF BITUMINOUS MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.

EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.

BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTH.

AGGREGATE (PRIME COAT): FA 20 MAY BE USED IN ADDITION TO THE GRADATIONS LISTED IN THE 3RD PARAGRAPH OF ARTICLE 1003.03(G) OF THE STANDARD SPECIFICATIONS.

THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.

FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

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.

SEEDING AND/OR SODDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDDED WILL BE DETERMINED BY THE ENGINEER.

ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR LISTED IN THE TREE REMOVAL SCHEDULE SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES IN AREAS TO BE SEEDDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION.

ALL ELEVATIONS REFER TO U.S.G.S. MEAN SEA LEVEL DATUM.

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

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.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS / CU YD
BITUMINOUS MATERIALS	0.08	GAL / SQ YD OR
(PRIME COAT)	0.375	GAL / SQ YD
AGGREGATE (PRIME COAT)	0.002	TONS / SQ YD
BITUMINOUS RESURFACING	112	LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10	FT / 100 FT OF APPLICATION
MIX FOR CRACKS, JTS & FLGWYS	0.0003	TONS / SQ YD
LEVELING BINDER (HAND METHOD)	0.0005	TONS / SQ YD
SUPPLEMENTAL WATERING	3	GAL / SQ YD / APPLICATION
CALCIUM CHLORIDE	2	LB / SQ YD / APPLICATION
TEMPORARY DITCH CHECKS	9	BALES OR
	5	TONS AGGREGATE

ALL DAMAGE TO DEPARTMENT OWNED UNDERGROUND FACILITIES, CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S EXPENSE. THIS SHALL INCLUDE ALL TEMPORARY REPAIRS REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS. SPLICING OF ELECTRIC CABLE SHALL NOT BE ALLOWED. ELECTRIC CABLE SHALL BE REPLACED FROM POLE TO POLE OR POLE TO CONTROLLER.

THE COST OF MAKING ANY SEWER CONNECTIONS TO AN EXISTING DRAINAGE STRUCTURE OR PIPE SHALL BE INCLUDED IN THE COST OF THE NEW SEWER.

ALL EXISTING SIGNS TO BE LOGGED & RE-ERECTED IN SUITABLE LOCATIONS AS DIRECTED BY THE ENGINEER. THIS ITEM SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED WITH EARTH EXCAVATION.

MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:
SBC
COMCAST
NICOR GAS
COMMONWEALTH EDISON

NON-MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

COMMITMENTS

- TWO WEEKS PRIOR TO COMMENCING ANY WORK, PARTICULARLY ANY CLEARING OR EXCAVATION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER, CITY OF MORRIS, POLICE, FIRE, AND MEDICAL FACILITIES.

INDEX OF SHEETS

- 1 COVER SHEET
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 - TREATMENT OF EXISTING FIELD TILE
 - INERTIAL BARRIER INSTALLATION DETAILS
 - REFLECTOR AND TERMINAL MARKER PLACEMENT
 - TOTAL INTERSTATE CLOSURE AT NIGHT (ALL TRAFFIC MUST EXIT)
- 75-88 CROSS SECTIONS

STANDARD NUMBERS

- 000001-04 STANDARD SYMBOLS, ABBREVIATIONS, & PATTERNS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-02 TEMPORARY EROSION CONTROL SYSTEMS
- 406201 MAILBOX TURNOUT
- 420401-05 BRIDGE APPROACH PAVEMENT
- 482001 BITUMINOUS SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
- 515001-02 NAME PLATE FOR BRIDGES
- 542101 REINFORCED CONCRETE END SECTIONS WITH PARALLEL WINGWALLS FOR PIPE CULVERTS 300 MM (12") THRU 1200 MM (48") DIAMETER AT RIGHT ANGLE WITH ROADWAY
- 542401 METAL END SECTION FOR PIPE CULVERTS
- 601101 CONCRETE HEADWALL FOR PIPE DRAINS
- 602401 MANHOLE, TYPE A
- 602601 PRECAST REINFORCED CONCRETE FLAT SLAB TOP
- 602701 CAST IRON STEPS
- 604036-01 GRATE, TYPE 8
- 609006-02 BRIDGE APPROACH PAVEMENT (DRAIN DETAILS)
- 630001-05 STEEL PLATE BEAM GUARDRAIL
- 630201-03 PCC/BITUMINOUS STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
- 630301-03 SHOULDER WIDENING FOR TYPE 1, (SPECIAL) GUARDRAIL TERMINALS
- 631011-02 TRAFFIC BARRIER TERMINAL, TYPE 2
- 631031-05 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635006-02 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-01 REFLECTOR MARKER AND MOUNTING DETAILS
- 666001 RIGHT-OF-WAY MARKERS
- 701106-01 OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 4.5 M (15') AWAY, FOR SPEEDS > OR = 45 MPH
- 701400-02 APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701401-03 LANE CLOSURE, FREEWAY/EXPRESSWAY
- 702001-05 TRAFFIC CONTROL DEVICES
- 704001-02 TEMPORARY CONCRETE BARRIER
- 780001-01 TYPICAL PAVEMENT MARKINGS
- BLR 21-6 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

REVIEWED BY: Steve B. Anderson
ACTING DISTRICT STUDIES & PLANS ENGINEER

DATE: OCTOBER 28, 2005

EXAMINED BY: Richard K. Long
DISTRICT CONSTRUCTION ENGINEER

Samuel R. Long
DISTRICT MATERIALS ENGINEER

James A. Huchler
DISTRICT OPERATIONS ENGINEER

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
INDEX OF SHEETS, STATE STANDARDS,
GENERAL NOTES, & COMMITMENTS
F.A.I. 80 (I-80)
SECTION 32-3HBR-1
GRUNDY COUNTY

DATE: 09/09/05
DRAWN BY: JJO
CHECKED BY: MSW

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	3
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CODE	ITEM	UNIT	TOTAL	BRI 80% FED 20% STATE		IM 90% FED 10% ST.	
				STRUCTURE SMO32-0113 X771-2A	CULVERT I14+17.59 X028-2A	ROADWAY 1000	
20100110	TREE REMOVAL 6 TO 15 UNITS DIAMETER	UNIT	36				36
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	3				3
20100500	TREE REMOVAL, ACRES	ACRE	2.4				2.4
20200100	EARTH EXCAVATION	CU. YD.	1,244				1,244
20201400	SUB-BASE GRANULAR MATERIAL, TYPE A	TON	374				374
20400800	FURNISHED EXCAVATION	CU. YD.	19,301				19,301
20700400	POROUS GRANULAR EMBANKMENT (SPECIAL)	CU. YD.	547	160			387
20800150	TRENCH BACKFILL	CU. YD.	48				48
21300010	EXPLORATION TRENCH, SPECIAL	FOOT	300				300
25000110	SEEDING, CLASS 1A	ACRE	0.4				0.4
25000300	SEEDING, CLASS 3	ACRE	2.2				2.2
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	234				234
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	234				234
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	234				234
25100115	MULCH, METHOD 2	ACRE	2.6				2.6
25100630	EROSION CONTROL BLANKET	SO. YD.	10,826				10,826
25200100	SODDING	SO. YD.	700				700
25200200	SUPPLEMENTAL WATERING	UNIT	15				15
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	10,400				10,400
28000300	TEMPORARY DITCH CHECKS	EACH	29				29
28000400	PERIMETER EROSION BARRIER	FOOT	2,662				2,662
28000500	INLET AND PIPE PROTECTION	EACH	9				9
28100107	STONE RIPRAP, CLASS A4	SO. YD.	810				810
28200400	FILTER FABRIC	SO. YD.	810				810
35101400	AGGREGATE BASE COURSE, TYPE B	TON	3,473				3,473
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	25				25
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GAL	110				110
40800040	INCIDENTAL BITUMINOUS SURFACING	TON	53				53
42001165	BRIDGE APPROACH PAVEMENT	SO. YD.	222				222
42001300	PROTECTIVE COAT	SO. YD.	323				323
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SO. YD.	56				56
42100335	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 11 3/4"	SO. YD.	134				134
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SO. YD.	95				95
44000200	DRIVEWAY PAVEMENT REMOVAL	SO. YD.	140				140
48202600	BITUMINOUS SHOULDER SUPERPAVE, 8"	SO. YD.	1,415				1,415
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1	1			
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1		1		
50104650	SLOPEWALL REMOVAL	SO. YD.	388	388			
50105220	PIPE CULVERT REMOVAL	FOOT	100				100
50200100	STRUCTURE EXCAVATION	CU. YD.	957	957			
50300150	NEOPRENE EXPANSION JOINT 2"	FOOT	82	82			
50300225	CONCRETE STRUCTURES	CU. YD.	176.9	176.9			
50300255	CONCRETE SUPERSTRUCTURE	CU. YD.	280.1	280.1			
50300260	BRIDGE DECK GROOVING	SO. YD.	1,016	816			200
50300300	PROTECTIVE COAT	SO. YD.	1,080	1,080			
50300310	ELASTOMERIC BEARING ASSEMBLY, TYPE 1	EACH	12	12			
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1			
50500505	STUD SHEAR CONNECTORS	EACH	2,424	2,424			
50800105	REINFORCEMENT BARS	POUND	4,500	4,500			
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	84,780	83,330	1,450		
51100100	SLOPEWALL 4 INCH	SO. YD.	507	507			
51201610	FURNISHING STEEL PILES HP12X63	FOOT	1,714	1,714			
51202700	DRIVING STEEL PILES	FOOT	1,714	1,714			
51203610	TEST PILE STEEL HP12X63	EACH	3	3			
51500100	NAME PLATES	EACH	1	1			
54003000	CONCRETE BOX CULVERTS	CU. YD.	43.1		43.1		
54011208	PRECAST CONCRETE BOX CULVERT 12'x8'	FOOT	129		129		
542A0223	PIPE CULVERTS, CLASS A, TYPE 1 18"	FOOT	113				113
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	222				222
5421D015	PIPE CULVERTS, CLASS D, TYPE 1 15" (TEMPORARY)	FOOT	130				130
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	2				2
54215421	CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 21"	EACH	1				1
54215424	CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 24"	EACH	1				1

CODE	ITEM	UNIT	TOTAL	BRI 80% FED 20% STATE		IM 90% FED 10% ST.	
				STRUCTURE SMO32-0113 X771-2A	CULVERT I14+17.59 X028-2A	ROADWAY 1000	
54215547	METAL END SECTIONS 12"	EACH	4				4
54215550	METAL END SECTIONS 15"	EACH	8				8
550A0110	STORM SEWERS, CLASS A, TYPE 1 21"	FOOT	144				144
550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	110				110
55101100	STORM SEWER REMOVAL, 21"	FOOT	15				15
58700200	BRIDGE SEAT SEALER	SO. FT.	232	232			
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	4				4
60100945	PIPE DRAINS 12"	FOOT	238				238
60219000	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	1				1
60221700	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	1				1
60255500	MANHOLE TO BE ADJUSTED	EACH	1				1
60900140	TYPE B INLET BOX, STANDARD 609006	EACH	4				4
61140000	STORM SEWERS, SPECIAL 8"	FOOT	100				100
61140100	STORM SEWERS, SPECIAL 10"	FOOT	100				100
61140200	STORM SEWERS, SPECIAL 12"	FOOT	100				100
61140800	STORM SEWERS, SPECIAL 21"	FOOT	100				100
61140900	STORM SEWERS, SPECIAL 24"	FOOT	100				100
63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	1,648				1,648
63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1				1
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4				4
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT)	EACH	4				4
63200310	GUARDRAIL REMOVAL	FOOT	1,615				1,615
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	19				19
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12				12
67100100	MOBILIZATION	L SUM	1				1
70100205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	EACH	1				1
70103700	TRAFFIC CONTROL COMPLETE	L SUM	1				1
70400100	TEMPORARY CONCRETE BARRIER	EACH	90				90
72000100	SIGN PANEL - TYPE 1	SQ. FT.	75				75
72000300	SIGN PANEL - TYPE 3	SQ. FT.	202				202
78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	7,911				7,911
78200400	GUARDRAIL REFLECTORS	EACH	50				50
Z0002600	BAR SPLICERS	EACH	64	64			
Z0005215	BITUMINOUS STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL	SO. YD.	632				632
Z0013300	CONCRETE REMOVAL (SPECIAL)	SO. YD.	14				14
Z0013798	CONSTRUCTION LAYOUT	L SUM	1				1
Δ Z0030050	IMPACT ATTENUATORS (FULLY REDIRECTIVE, WIDE), TEST LEVEL 3	EACH	2				2
Δ Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4				4
⊖ Z0076600	TRAINEES	HOOR	200				200
XX000372	TEMPORARY AGGREGATE	TON	170				170
X0323582	REMOTE MESSAGE BOARD	CAL MO	12				12
X0323830	DRAINAGE SCUPPERS, DS-11	EACH	4		4		
X0350800	BOLLARDS	EACH	3				3
X0996100	CONCRETE POST REMOVAL	EACH	3				3
X4073046	BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE, 8 1/4"	SO. YD.	4,373				4,373
XX000714	FENCE TO BE REMOVED AND RE-ERECTED	FOOT	185				185
XX001017	REMOVE RIGHT-OF-WAY MARKERS	EACH	4				4

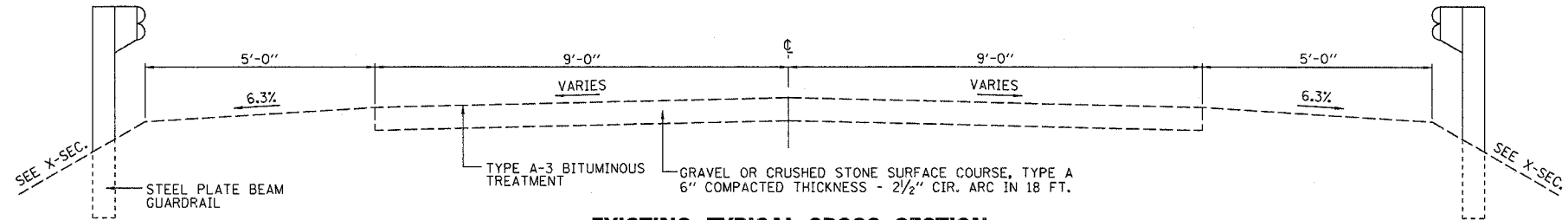
* SPECIALTY ITEM
 Δ SAFETY PAY ITEM PAY CODE SFTY-3N
 ⊖ Y080

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SUMMARY OF QUANTITIES
 F.A.I. 80 (I-80)
 SECTION 32-3HBR-1
 GRUNDY COUNTY
 DATE: 09/09/05
 DRAWN BY: JJO
 CHECKED BY: MSW

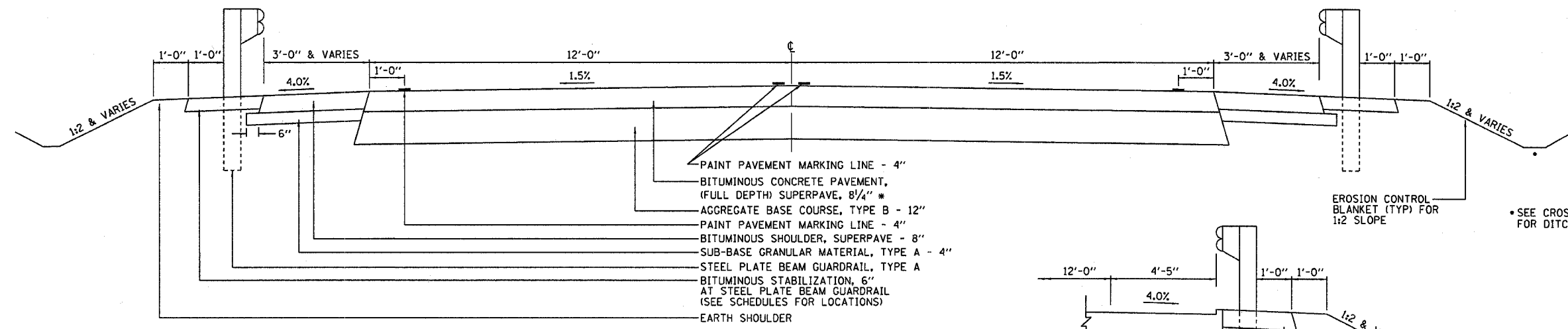
62407

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	4
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



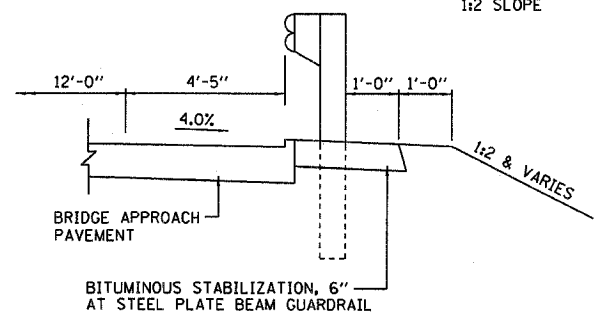
EXISTING TYPICAL CROSS SECTION

F.A.U. 5974 (ASHLEY ROAD)

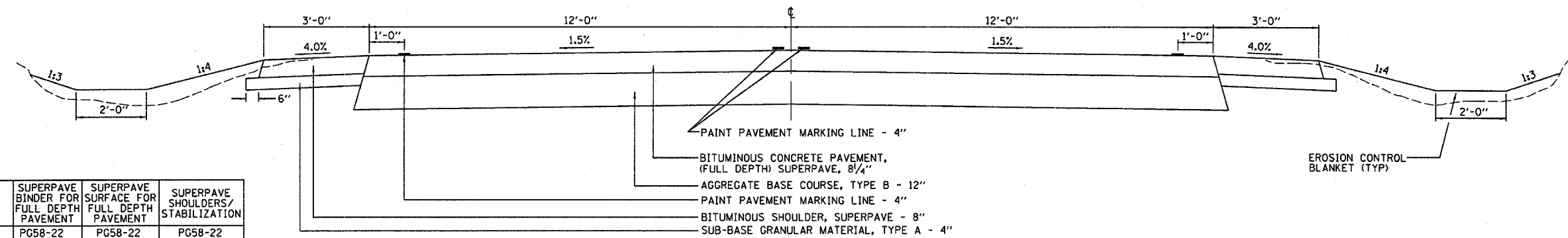


PROPOSED TYPICAL CROSS SECTION

F.A.U. 5974 (ASHLEY ROAD)
 STA 104+59.55 RT TO STA 115+89.68 RT
 STA 104+97.82 LT TO STA 116+65.45 LT
 N. BRIDGE APPROACH PAVEMENT
 STA 108+45.12 TO STA 108+75.12
 BRIDGE STA 108+74.50 TO STA 111+25.50
 S. BRIDGE APPROACH PAVEMENT
 STA 111+24.88 TO STA 111+54.88



BRIDGE APPROACH SHOULDER TYPICAL



PROPOSED TYPICAL CROSS SECTION

F.A.U. 5974 (ASHLEY ROAD)
 STA 100+95 RT TO STA 104+59.55 RT
 STA 101+00 LT TO STA 104+97.82 LT
 STA 115+89.68 RT TO STA 119+00 RT
 STA 116+65.45 LT TO STA 119+25 LT
 STA 119+25.00 TO STA 120+60

	SUPERPAVE BINDER FOR FULL DEPTH PAVEMENT	SUPERPAVE SURFACE FOR FULL DEPTH PAVEMENT	SUPERPAVE SHOULDERS/STABILIZATION
PG GRADE	PC58-22	PC58-22	PC58-22
MAX % RAP ALLOWABLE**	25%	15%	40%
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50	2.0% @ N30
MIXTURE COMPOSITION	IL 19.0	IL 12.5 OR IL 9.5	BAM
FRICION AGGREGATE		MIXTURE C	
PLANT CONTROL LIMITS	CLASS I	CLASS I	NON CLASS I
DENSITY TEST METHOD	CORES	CORES	.

- MATERIAL SHALL BE COMPACTED TO 93-97 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT THE BOTTOM LIFT SHALL BE COMPACTED TO A MINIMUM OF 91.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE OC/OA SPECIFICATION.
- IF RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TYPICAL SECTIONS F.A.U. 5974 (ASHLEY ROAD)
 F.A.I. 80 (I-80)
 SECTION 32-3HBR-1
 GRUNDY COUNTY
 DATE: 09/09/05
 DRAWN BY: JJO
 CHECKED BY: MSW

66407

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	5
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

TREE REMOVAL (6 TO 15 UNITS DIAMETER)

STATION	UNIT
101+54 LT	6
101+58 LT	6
101+60 LT	6
117+00 RT	6
117+24 RT	6
117+62 RT	6
TOTAL	36

TREE PRUNING

STATION	EACH
116+66 RT	1
118+00 RT	1
118+43 RT	1
TOTAL	3

TREE REMOVAL, ACRES

STATION TO STATION	ACRE
105+70 LT 108+70 LT	0.4
104+92 RT 108+90 RT	0.6
111+00 LT 116+40 LT	0.8
111+30 RT 115+98 RT	0.6
TOTAL	2.4

SUB-BASE GRANULAR MATERIAL, TYPE A

STATION TO STATION	TON
100+95 LT 108+33.57 LT	66
104+65 LT 108+33.57 LT (GUARDRAIL TAPER)	38
111+46.22 LT (BRIDGE) 119+25 LT	69
100+95 RT RPC 101+72.08 RT	7
NW QUAD GRANVILLE ROAD	7
SW QUAD GRANVILLE ROAD	7
102+91.66 RT RPC 108+53.77 RT	50
103+40.42 RT 103+48.04 RT (MAILBOX TURNOUT)	4
111+64.68 RT 119+75 RT	72
113+64 RT 116+12.4 RT (GUARDRAIL TAPER)	26
117+19.70 RT 117+67.61 RT (MAILBOX)	4
118+84 RT 119+25 RT (MAILBOX)	3
119+25 - 120+60	21
TOTAL	374

TRENCH BACKFILL

STATION	CU YD
102+29.53 RT GRANVILLE RD.	8
103+33.13 LT P.E.	6
104+53.95 LT C.E.	23
116+76.27 RT P.E.	2
117+83.35 LT C.E.	4
104+53.95 LT C.E. (EXISTING CULVERT REMOVAL)	2
116+76.27 RT P.E. (EXISTING CULVERT REMOVAL)	3
TOTAL	48

SEEDING, CLASS 1A

STATION	ACRE
NORTH OF BRIDGE	0.3
SOUTH OF BRIDGE	0.1
TOTAL	0.4

SEEDING, CLASS 3

STATION	ACRE
NORTH OF BRIDGE	0.9
SOUTH OF BRIDGE	1.3
TOTAL	2.2

NITROGEN FERTILIZER NUTRIENT

STATION TO STATION	POUND
100+95 LT & RT 119+25 LT & RT	234
TOTAL	234

PHOSPHORUS FERTILIZER NUTRIENT

STATION TO STATION	POUND
100+95 LT & RT 119+25 LT & RT	234
TOTAL	234

POTASSIUM FERTILIZER NUTRIENT

STATION TO STATION	POUND
100+95 LT & RT 119+25 LT & RT	234
TOTAL	234

MULCH, METHOD 2

STATION TO STATION	ACRE
100+95 LT & RT 119+25 LT & RT	2.6
TOTAL	2.6

EROSION CONTROL BLANKET

STATION TO STATION	SQ YD
Ditch Bottoms:	
100+95 LT 104+98 LT	90
100+95 RT 104+60 RT	81
115+90 RT 119+25 RT	74
116+65 LT 119+25 LT	58
TOTAL	303

2:1 Side Slopes:

STATION TO STATION	ACRE
NORTH OF BRIDGE	4.140
SOUTH OF BRIDGE	6.271
TOTAL	10.411

Pipe Culverts:

STATION TO STATION	BOX CULVERT
102+29.53 RT 24" END SECTION	32
113+50 LT 21" END SECTION	32
114+17.59 LT & RT	48
TOTAL	112

SODDING

STATION TO STATION	SQ YD
102+60 LT 104+53 LT	400
116+87 RT 118+60 RT	300
TOTAL	700

SUPPLEMENTAL WATERING

STATION TO STATION	UNIT
102+60 LT 104+53 LT	8.5
116+87 RT 118+60 RT	6.5
TOTAL	15

TEMPORARY DITCH CHECKS

STATION	EACH
101+50 LT & RT	2
103+50 RT	1
104+00 LT & RT	2
104+50 RT	1
105+00 RT	1
105+50 LT & RT	2
106+00 LT & RT	2
106+50 LT & RT	2
107+00 LT & RT	2
107+50 LT	1
107+60 RT	1
108+00 LT & RT	2
111+50 LT	1
112+00 LT	1
112+50 LT	1
113+00 LT	1
116+09 RT	1
116+50 LT	1
117+00 LT	1
117+50 RT	1
118+00 RT	1
118+50 LT	1
TOTAL	29

PERIMETER EROSION BARRIER

STATION TO STATION	FOOT
100+95 LT 102+00 LT	110
100+95 RT 102+00 RT	108
102+50 LT 103+19 LT	69
102+50 RT 108+95 RT	737
103+50 LT 104+50 LT	104
105+20 LT 108+67 LT	385
111+06 LT 114+00 LT	370
111+39 RT 113+50 RT	254
114+50 RT 116+50 RT	205
115+00 LT 117+00 LT	203
118+15 LT 119+25 LT	117
TOTAL	2,662

INLET PIPE PROTECTION

STATION	EACH
101+83 RT	1
103+08 LT	1
104+30 LT	1
107+36.5 RT	4
117+03 RT	1
118+15 LT	1
TOTAL	9

STONE RIPRAP, CLASS A4

STATION TO STATION	SQ YD
108+50 RT	74
113+39.53 LT 115+99.42 LT	393
113+62.34 RT 116+00.00 RT	343
TOTAL	810

FILTER FABRIC

STATION TO STATION	SQ YD
108+50 RT	74
113+39.53 LT 115+99.42 LT	393
113+62.34 RT 116+00.00 RT	343
TOTAL	810

AGGREGATE BASE COURSE, TYPE B

STATION TO STATION	TONS
101+00 LT & RT 108+45.12 LT & RT	1,500
111+54.88 LT & RT 119+00 LT & RT	1,500
102+29.53 RT GRANVILLE RD.	110
104+53.95 LT C.E.	50
116+76.27 RT P.E.	25
117+83.35 LT C.E.	30
118+75.03 RT P.E.	12
119+25 - 120+60	246
TOTAL	3473

AGGREGATE SURFACE COURSE, TYPE B

STATION TO STATION	TON
102+24.31 LT C.E.	25
TOTAL	25

BITUMINOUS MATERIALS (PRIME COAT)

STATION	GALLON
104+53.95 LT C.E.	45
116+76.27 RT P.E.	20
117+83.35 LT C.E.	35
118+75.03 RT P.E.	10
TOTAL	110

INCIDENTAL BITUMINOUS SURFACING

STATION	TON
104+53.95 LT C.E.	22
116+76.27 RT P.E.	10
117+83.35 LT C.E.	15
118+75.03 RT P.E.	6
TOTAL	53

BRIDGE APPROACH PAVEMENT

STATION TO STATION	SQ YD
108+45.12 108+75.12	111
111+24.88 111+54.88	111
TOTAL	222

PROTECTIVE COAT

STATION TO STATION	SQ YD
103+33.13 LT P.E.	95
108+45.12 108+75.12	114
111+24.88 111+54.88	114
TOTAL	323

BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

STATION TO STATION	SQ YD
108+41.42 108+48.82	28
111+51.18 111+58.58	28
TOTAL	56

CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 11 3/4"

STATION TO STATION	SQ YD
FAI-80	
1266+32.90 LT 1266+92.90 LT	67
FAI-80	
1265+60.20 RT 1266+20.20 RT	67
TOTAL	134

PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH

STATION	SQ YD
103+33.13 LT P.E.	95
TOTAL	95

DRIVEWAY PAVEMENT REMOVAL

STATION	SQ YD
103+33.13 LT P.E.	70
117+83.35 LT C.E.	60
118+75.03 LT P.E.	10
TOTAL	140

BRIDGE DECK GROOVING

STATION TO STATION	SQ YD
NORTH APPROACH PAVEMENT	
108+45.12 108+75.12	100
SOUTH APPROACH PAVEMENT	
111+24.88 111+54.88	100
TOTAL	200

BITUMINOUS SHOULDER SUPERPAVE, 8"

STATION TO STATION	SQ YD
100+95 LT 108+33.57 LT	250
104+65 LT 108+33.57 LT (GUARDRAIL TAPER)	146
111+46.22 LT (BRIDGE) 119+25 LT	260
100+95 RT RPC 101+72.08 RT	26
NW QUAD GRANVILLE ROAD	26
SW QUAD GRANVILLE ROAD	26
102+91.66 RT RPC 108+53.77 RT	190
103+40.42 RT 103+48.04 RT (MAILBOX TURNOUT)	16
111+64.68 RT 119+75 RT (GUARDRAIL TAPER)	260
113+64 RT 116+12.4 RT (MAILBOX)	100
117+19.70 RT 117+67.61 RT (MAILBOX)	16
118+84 RT 119+25 RT (MAILBOX)	9
119+25 - 120+60	90
TOTAL	1415

PIPE CULVERT REMOVAL

STATION	FOOT
104+54 LT DRIVEWAY	30
116+72 RT DRIVEWAY	35
117+83 LT DRIVEWAY	35
TOTAL	100

CONCRETE HEADWALLS FOR PIPE DRAINS

STATION	EACH
108+58.10 LT	1
108+83.50 RT	1
111+16.50 LT	1
111+41.90 RT	1
TOTAL	4

MANHOLE TO BE ADJUSTED

STATION	EACH
105+00 LT	1
TOTAL	1

*** STORM SEWERS, SPECIAL 8"**

STATION TO STATION	FOOT
100+95 119+25	100

*** STORM SEWERS, SPECIAL 10"**

STATION TO STATION	FOOT
100+95 119+25	100

*** STORM SEWERS, SPECIAL 12"**

STATION TO STATION	FOOT
100+95 119+25	100

*** STORM SEWERS, SPECIAL 21"**

STATION TO STATION	FOOT
100+95 119+25	100

*** STORM SEWERS, SPECIAL 24"**

STATION TO STATION	FOOT
100+95 119+25	100

STEEL PLATE BEAM GUARDRAIL, TYPE A

STATION TO STATION	FOOT
ASHLEY RD.	
104+09.55 RT 107+59.55 RT	350
105+25.00 LT 108+35.32 LT	310
111+40.45 LT 116+15.45 LT	475
111+64.68 RT 115+39.68 RT	375
FAI-80	
1266+25 LT 1269+00 LT	75
1265+43.5 RT 1266+06 RT	63
TOTAL	1,648

TRAFFIC BARRIER TERMINAL, TYPE 2

STATION TO STATION	EACH
FAI-80	
1266+06.00 RT 1266+20.27 RT	1
TOTAL	1

TRAFFIC BARRIER TERMINAL, TYPE 6

STATION TO STATION	EACH
ASHLEY RD.	
108+35.32 LT 108+68.48 LT	1
108+59.55 RT 108+92.70 RT	1
111+07.30 LT 111+40.45 LT	1
111+31.53 RT 111+64.68 RT	1
TOTAL	4

TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT)

GUARDRAIL REMOVAL

STATION TO STATION	FOOT
ASHLEY RD.	
105+41.5 LT 108+67 LT	327
105+61 RT 108+85 RT	325
111+17 LT 115+40 LT	424
111+36 RT 115+93 RT	458
FAI-80	
1265+43.50 RT 1266+19.50 RT	41
1266+25 LT 1267+00 LT	40
TOTAL	1,615

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS

STATION	EACH
101+00 LT & RT	2
101+99.03 LT	1
101+99.87 RT	1
102+89.95 RT	1
106+00.00 RT	1
108+00.00 RT	1
108+15.47 LT	1
109+14.39 RT	1
112+50.04 LT	1
113+00.00 RT	1
114+00.00 LT & RT	2
114+50.00 RT	1
116+00.00 LT	1
116+82.48 RT	1
118+60.00 RT	1
119+00.00 LT & RT	2
TOTAL	19

ENGINEER'S FIELD OFFICE, TYPE A

STATION	MONTHS
THROUGHTOUT PROJECT	12
TOTAL	12

TEMPORARY CONCRETE BARRIER

STATION TO STATION	EACH
FAI-80 (WB)	
1264+25.94 RT 1266+45.86 RT	22
1264+40.95 RT 1266+70.94 RT	23
FAI-80 (EB)	
1265+75.85 LT 1268+05.86 LT	23
1266+00.93 LT 1268+20.88 LT	22
TOTAL	90

PAINT PAVEMENT MARKING LINE 4"

STATION TO STATION	FOOT
100+94 - 120+60	
LEFT EOP	1966
LEFT CENTERLINE	1831
RIGHT CENTERLINE	1831
RIGHT EOP @ GRANVILLE	2013
TOTAL	7911

GUARDRAIL REFLECTORS

STATION TO STATION	EACH
ASHLEY RD.	
105+09.55 RT 108+68.47 RT	10
105+25.00 LT 108+92.70 LT	10
111+07.30 LT 116+15.45 LT	14
111+31.53 RT 115+39.68 RT	11
FAI-80	
1266+25.00 LT 1267+00.00 LT	3
1265+43.5 RT 1266+06.00 RT	2
TOTAL	50

BITUMINOUS STABILIZATION 6" AT STEEL PLATE BEAM GUARDRAIL

STATION TO STATION	SO YD
108+33.57 LT 108+63.57 LT	10
108+56.66 RT 108+86.66 RT	10
111+13.34 LT 111+43.34 LT	10
111+36.43 RT 111+66.43 RT	10
104+59 RT 108+75 RT	139
104+75 LT 108+53 LT	126
111+26 LT 116+66 LT	180
111+48 RT 115+90 RT	147
TOTAL	632

CONCRETE REMOVAL (SPECIAL)

STATION	SQ YD
107+36.5 RT	14
TOTAL	14

IMPACT ATTENUATORS (FULLY REDIRECTIVE, WIDE), TEST LEVEL 3

STATION	EACH
FAI-80	
1265+75	1
1266+75	1
TOTAL	2

IMPACT ATTENUATORS TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3

STATION	EACH
FAI-80	
1263+97.43 RT	1
1264+15 RT	1
1268+12 LT	1
1268+49.40 LT	1
TOTAL	4

TEMPORARY AGGREGATE

STATION TO STATION	TON
STAGE 1	
102+46.44 LT 104+80.41 LT	95
116+69.82 RT 118+61.33 RT	75
TOTAL	170

BOLLARDS

STATION	EACH
117+83.35 LT	3
TOTAL	3

CONCRETE POST REMOVAL

STATION	EACH
101+31 RT	1
101+35 RT	1
102+00 LT	1
TOTAL	3

BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 8 1/4"

STATION TO STATION	SO YD
100+95.00 101+45.00	120
101+45.00 108+45.12	1,921
111+54.88 118+75.00	1,976
118+75.00 119+25	125
102+29.53 RT	232
119+25 - 120+10	189
120+10 - 120+60	122
TOTAL	4685

FENCE TO BE REMOVED AND RE-ERECTED

STATION	FOOT
108+74 LT	65
108+93 RT	40
111+36 RT	80
TOTAL	185

REMOVE RIGHT-OF-WAY MARKERS

STATION	EACH
108+22.00 LT	1
109+16.99 LT	1
116+99.40 RT	1
117+00.69 LT	1
TOTAL	4

DRAINAGE SCHEDULE

LOCATION	B A C K F I L L	STORM SEWER CLASS A TYPE 1		PIPE CULVERTS TYPE 1			MANHOLES TYPE A TYPE B GRATE		END SECTIONS			TYPE B INLET BOX STD 609006	PIPE DRAINS 12"	STORM SEWER REMOVAL 21"	MANHOLE TO BE ADJUSTED	CONCRETE HEADWALLS STD 542101	CONCRETE HEADWALLS FOR PIPE DRAINS
		21"	24"	CL A	CL D	CL D 15" (TEMP)	4' DIA	5'DIA	METAL 12"	METAL 15"	PRC FLARED 18"						
RT 101+87																	
RT 101+87 TO 103+00	8			113													
RT 103+00																	
LT 103+15										1							
LT 103+15 TO 103+51	6			36													
LT 103+51										1							
LT 104+35										1							
LT 104+35 TO 105+04	23			63	65												
LT 105+01							1										
LT 105+01 TO 105+24				18													
LT 105+24										1							
LT 105+00																	
RT 107+36.5																	
RT 107+36.5 TO 108+50				110													
RT 108+50																	
LT 108+49										1		53					1
RT 108+72										1		65					1
LT 111+28										1		62					1
RT 111+50										1		58					1
LT 112+04														15			
LT 112+04 TO 113+50																	
LT 113+50				144													
RT 116+53																	
RT 116+53 TO 116+99	2			45													
RT 116+99																	
RT 116+65 TO 117+30																	
LT 117+49																	
LT 117+49 TO 118+10	4			60													
LT 118+10																	
LT 104+53.95	2																
RT 116+76.27	3																
TOTAL	48	144	110	113	222	130	1	1	4	8	2	4	238	15	1	2	4

* PAID FOR AS CAST-IN-PLACE CONCRETE END SECTION

EARTHWORK SCHEDULE SUMMARY

ROADWAY EARTHWORK	RAW EARTH EXCAVATION (CU YD)	RAW EMBANKMENT (CU YD)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25% SF) (CU YD)	EARTH EXCAVATION WASTE (+) OR SHORTAGE (-) (CU YD)
LOCATION				
MAIN ROADWAY STA 100+95 TO STA 119+25	1,244	20,234	933	-19,301
TOTAL	1,244	20,234	933	-19,301

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF QUANTITIES
 F.A.I. 80 (I-80)
 SECTION 32-3HBR-1
 GRUNDY COUNTY
 DRAWN BY: JJO
 CHECKED BY: MSW
 DATE: 09/09/05

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	7
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

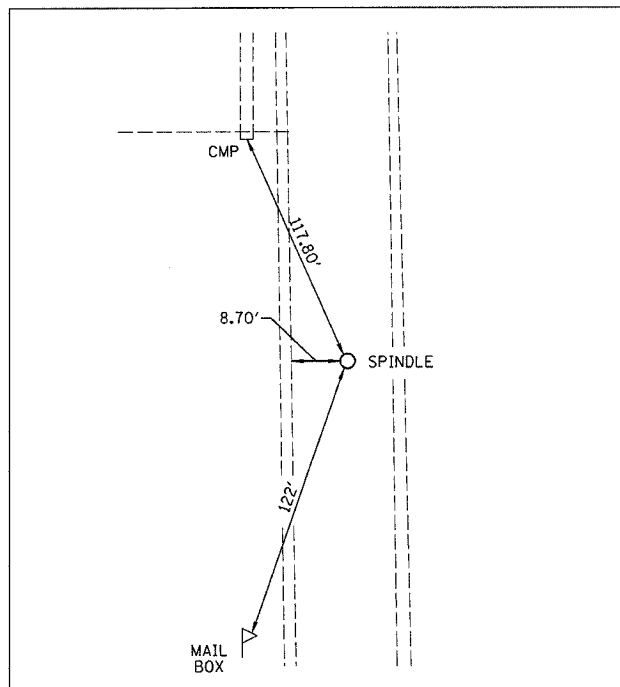
STATION	OFFSET	SIZE
104+97.943	RIGHT, 31.928	4 IN
104+98.216	RIGHT, 28.524	10 IN
105+02.057	RIGHT, 36.307	10 IN
105+04.545	RIGHT, 29.834	10 IN
105+05.256	RIGHT, 39.345	14 IN
105+06.584	RIGHT, 38.404	8 IN
105+09.567	RIGHT, 23.760	20 IN
105+11.716	RIGHT, 36.282	8 IN
105+13.103	RIGHT, 33.678	6 IN
105+14.413	RIGHT, 33.966	6 IN
105+15.410	RIGHT, 45.744	4 IN
105+17.892	RIGHT, 41.140	10 IN
105+19.138	RIGHT, 27.866	3 IN
105+20.554	RIGHT, 39.134	10 IN
105+21.325	RIGHT, 35.477	3 IN
105+23.064	RIGHT, 27.707	8 IN
105+24.636	LEFT, 28.487	16 IN
105+25.251	RIGHT, 36.400	8 IN
105+25.371	RIGHT, 41.267	3 IN
105+26.655	RIGHT, 31.350	12 IN
105+30.457	RIGHT, 28.716	6 IN
105+31.089	RIGHT, 36.304	3 IN
105+33.335	RIGHT, 24.528	10 IN
105+37.660	RIGHT, 25.670	6 IN
105+38.266	RIGHT, 27.260	3 IN
105+38.370	RIGHT, 38.716	4 IN
105+40.439	RIGHT, 37.405	4 IN
105+40.712	RIGHT, 43.853	10 IN
105+41.847	RIGHT, 42.770	6 IN
105+45.023	RIGHT, 43.994	12 IN
105+46.242	RIGHT, 39.152	8 IN
105+50.140	LEFT, 29.284	6 IN
105+50.152	LEFT, 29.293	6 IN
105+50.686	RIGHT, 39.933	4 IN
105+51.227	RIGHT, 27.668	10 IN
105+51.470	RIGHT, 43.149	4 IN
105+52.302	RIGHT, 42.893	4 IN
105+52.965	RIGHT, 42.533	3 IN
105+53.578	RIGHT, 19.034	24 IN
105+54.581	RIGHT, 23.827	4 IN
105+58.580	RIGHT, 43.297	8 IN
105+61.883	RIGHT, 43.569	8 IN
105+62.455	LEFT, 28.343	12 IN
105+64.502	RIGHT, 45.195	4 IN
105+65.746	RIGHT, 45.816	4 IN
105+66.557	RIGHT, 26.222	24 IN
105+68.852	RIGHT, 46.728	3 IN
105+69.086	LEFT, 26.139	3 IN
105+71.407	RIGHT, 48.230	3 IN
105+71.610	RIGHT, 47.125	8 IN
105+71.794	LEFT, 26.147	6 IN
105+71.811	LEFT, 26.082	6 IN
105+72.532	RIGHT, 41.681	3 IN
105+75.698	LEFT, 22.906	10 IN
105+75.920	LEFT, 22.846	6 IN
105+76.703	LEFT, 25.244	3 IN
105+76.723	RIGHT, 47.549	8 IN
105+79.601	RIGHT, 45.845	3 IN
105+80.683	RIGHT, 25.722	12 IN
105+83.079	RIGHT, 44.305	8 IN
105+84.221	RIGHT, 27.784	26 IN
105+84.670	LEFT, 36.133	4 IN
105+84.670	LEFT, 36.133	6 IN
105+84.670	LEFT, 36.133	8 IN
105+85.006	RIGHT, 49.893	7 IN
105+91.900	RIGHT, 45.017	6 IN
105+95.508	RIGHT, 27.135	8 IN
105+96.054	RIGHT, 49.845	3 IN
105+96.384	LEFT, 27.629	12 IN
105+96.475	LEFT, 30.365	3 IN
105+96.841	RIGHT, 51.204	4 IN
105+99.627	RIGHT, 48.695	3 IN
105+99.635	RIGHT, 27.476	8 IN
105+99.835	RIGHT, 39.048	5 IN
106+00.853	RIGHT, 51.098	3 IN
106+01.323	RIGHT, 49.643	10 IN
106+02.937	RIGHT, 49.809	8 IN
106+05.610	RIGHT, 51.429	4 IN
106+06.161	LEFT, 19.541	6 IN
106+08.631	RIGHT, 33.031	18 IN
106+08.424	LEFT, 30.828	3 IN
106+09.157	RIGHT, 50.279	4 IN
106+15.498	RIGHT, 33.862	20 IN
106+16.017	RIGHT, 53.123	4 IN
106+16.714	LEFT, 50.492	3 IN
106+19.653	RIGHT, 51.645	3 IN
106+24.911	RIGHT, 46.139	3 IN
106+25.554	LEFT, 39.424	3 IN
106+26.513	LEFT, 50.891	4 IN
106+27.421	RIGHT, 33.451	3 IN
106+27.744	LEFT, 22.945	12 IN
106+28.788	LEFT, 28.694	16 IN
106+28.531	RIGHT, 30.765	3 IN
106+30.145	RIGHT, 27.732	16 IN
106+31.365	RIGHT, 52.336	7 IN
106+31.494	LEFT, 54.234	3 IN
106+35.855	RIGHT, 52.099	16 IN
106+36.479	LEFT, 40.090	3 IN
106+36.503	LEFT, 40.150	8 IN
106+38.245	RIGHT, 29.923	30 IN
106+38.857	RIGHT, 51.639	3 IN
106+38.870	RIGHT, 34.189	4 IN
106+39.451	LEFT, 38.765	10 IN
106+42.206	LEFT, 28.832	6 IN
106+44.186	LEFT, 30.495	10 IN
106+44.219	LEFT, 19.126	8 IN
106+48.202	LEFT, 23.901	4 IN
106+48.301	LEFT, 23.637	3 IN
106+48.492	RIGHT, 56.782	7 IN
106+53.646	RIGHT, 40.434	3 IN
106+55.585	RIGHT, 42.594	4 IN

STATION	OFFSET	SIZE
106+56.042	RIGHT, 37.771	5 IN
106+57.574	LEFT, 56.293	6 IN
106+57.850	RIGHT, 64.338	4 IN
106+57.869	LEFT, 23.302	12 IN
106+58.235	RIGHT, 53.580	7 IN
106+59.018	RIGHT, 41.800	3 IN
106+60.726	RIGHT, 37.152	3 IN
106+64.789	RIGHT, 40.375	3 IN
106+65.842	RIGHT, 49.940	8 IN
106+66.470	RIGHT, 45.909	4 IN
106+67.983	RIGHT, 55.279	3 IN
106+70.954	RIGHT, 55.314	12 IN
106+74.324	RIGHT, 39.661	20 IN
106+74.541	LEFT, 36.791	8 IN
106+75.859	RIGHT, 57.441	5 IN
106+79.526	LEFT, 43.903	4 IN
106+79.572	RIGHT, 53.155	6 IN
106+80.674	RIGHT, 56.842	8 IN
106+83.018	RIGHT, 45.291	3 IN
106+83.775	RIGHT, 33.848	26 IN
106+86.036	RIGHT, 55.238	8 IN
106+87.019	RIGHT, 50.526	8 IN
106+87.825	RIGHT, 56.550	12 IN
106+89.777	RIGHT, 45.980	3 IN
106+89.829	RIGHT, 24.208	4 IN
106+97.510	RIGHT, 53.884	10 IN
106+97.685	RIGHT, 30.512	12 IN
107+00.711	RIGHT, 55.952	3 IN
107+00.781	RIGHT, 58.104	10 IN
107+03.507	LEFT, 35.398	3 IN
107+04.468	LEFT, 38.486	12 IN
107+05.540	LEFT, 27.326	10 IN
107+07.504	RIGHT, 49.608	4 IN
107+09.559	RIGHT, 55.748	6 IN
107+09.771	RIGHT, 34.118	30 IN
107+10.101	RIGHT, 60.776	4 IN
107+12.574	RIGHT, 24.161	10 IN
107+13.720	LEFT, 34.796	10 IN
107+14.394	RIGHT, 50.274	4 IN
107+21.736	RIGHT, 64.971	6 IN
107+22.422	LEFT, 22.303	10 IN
107+24.118	RIGHT, 67.183	6 IN
107+24.708	RIGHT, 37.869	24 IN
107+24.723	LEFT, 36.648	10 IN
107+26.122	RIGHT, 60.519	5 IN
107+27.445	RIGHT, 66.589	9 IN
107+27.641	LEFT, 26.017	10 IN
107+28.996	RIGHT, 27.720	12 IN
107+34.192	RIGHT, 37.434	4 IN
107+34.614	RIGHT, 68.764	12 IN
107+35.499	RIGHT, 69.924	5 IN
107+35.684	RIGHT, 67.814	4 IN
107+36.008	RIGHT, 35.194	10 IN
107+36.717	RIGHT, 28.885	4 IN
107+37.180	RIGHT, 41.676	14 IN
107+37.599	RIGHT, 34.466	8 IN
107+38.343	RIGHT, 67.064	3 IN
107+43.523	RIGHT, 64.068	6 IN
107+45.233	LEFT, 19.713	24 IN
107+45.554	RIGHT, 37.141	16 IN
107+45.888	RIGHT, 67.957	3 IN
107+46.204	RIGHT, 66.706	3 IN
107+46.569	RIGHT, 68.239	3 IN
107+46.580	RIGHT, 28.991	10 IN
107+46.843	LEFT, 44.257	10 IN
107+47.717	RIGHT, 48.590	3 IN
107+47.746	LEFT, 32.212	3 IN
107+48.355	RIGHT, 46.069	24 IN
107+48.570	RIGHT, 70.336	4 IN
107+48.937	LEFT, 39.083	4 IN
107+50.602	LEFT, 29.133	6 IN
107+51.262	RIGHT, 68.100	5 IN
107+51.451	LEFT, 48.735	3 IN
107+51.455	LEFT, 48.735	3 IN
107+51.506	RIGHT, 18.466	4 IN
107+52.585	RIGHT, 50.336	4 IN
107+52.725	RIGHT, 70.174	5 IN
107+57.407	RIGHT, 26.144	6 IN
107+60.916	LEFT, 28.807	8 IN
107+61.688	RIGHT, 70.119	5 IN
107+61.936	RIGHT, 46.625	4 IN
107+64.241	LEFT, 21.592	18 IN
107+64.629	RIGHT, 37.122	24 IN
107+67.033	RIGHT, 45.863	4 IN
107+68.011	RIGHT, 67.869	3 IN
107+68.148	RIGHT, 54.102	8 IN
107+68.257	RIGHT, 43.661	4 IN
107+70.393	RIGHT, 73.296	7 IN
107+70.670	RIGHT, 37.526	4 IN
107+70.899	LEFT, 38.939	10 IN
107+73.481	RIGHT, 27.385	10 IN
107+74.628	RIGHT, 53.720	22 IN
107+76.105	RIGHT, 65.902	3 IN
107+77.407	RIGHT, 71.917	8 IN
107+77.974	RIGHT, 42.767	4 IN
107+81.278	RIGHT, 71.636	4 IN
107+81.442	LEFT, 46.619	4 IN
107+82.292	LEFT, 22.863	10 IN
107+82.299	LEFT, 22.856	8 IN
107+82.442	RIGHT, 22.117	5 IN
107+83.316	RIGHT, 34.635	3 IN
107+85.043	RIGHT, 43.122	12 IN
107+85.963	RIGHT, 37.935	18 IN
107+86.842	RIGHT, 30.963	30 IN
107+88.706	RIGHT, 53.071	18 IN
107+89.964	RIGHT, 32.348	16 IN
107+90.729	RIGHT, 70.646	10 IN
107+91.358	RIGHT, 75.236	6 IN
107+91.428	RIGHT, 67.213	10 IN
107+91.502	RIGHT, 48.845	3 IN
107+92.337	RIGHT, 46.328	3 IN

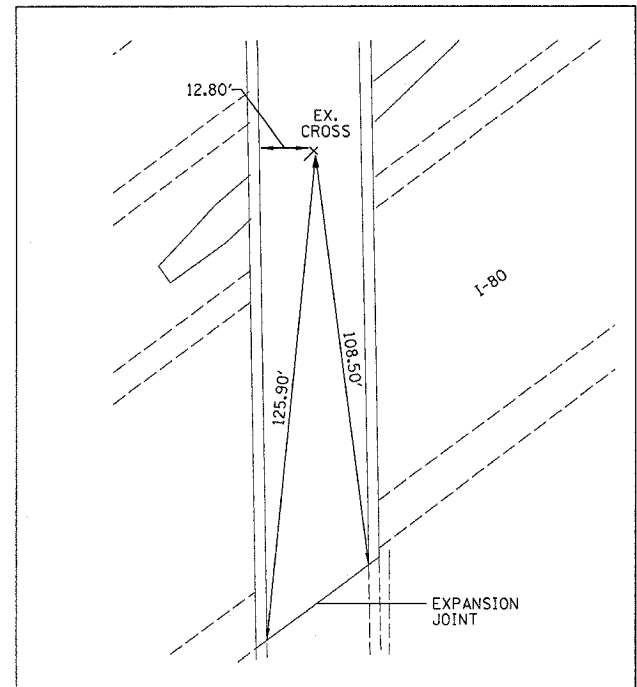
STATION	OFFSET	SIZE
107+97.640	LEFT, 25.884	8 IN
107+99.510	RIGHT, 63.176	12 IN
107+99.564	LEFT, 29.713	8 IN
107+99.874	LEFT, 40.433	4 IN
107+99.988	RIGHT, 35.514	24 IN
108+00.962	LEFT, 59.556	5 IN
108+00.962	LEFT, 59.556	4 IN
108+01.433	LEFT, 35.322	8 IN
108+01.480	RIGHT, 51.191	3 IN
108+01.508	RIGHT, 76.297	4 IN
108+02.148	RIGHT, 27.612	5 IN
108+06.252	LEFT, 42.885	12 IN
108+06.958	RIGHT, 26.221	8 IN
108+07.111	RIGHT, 31.668	8 IN
108+07.612	RIGHT, 52.050	24 IN
108+07.844	LEFT, 34.177	3 IN
108+08.788	LEFT, 44.695	5 IN
108+09.677	RIGHT, 75.597	4 IN
108+09.782	LEFT, 46.677	12 IN
108+10.606	RIGHT, 39.845	24 IN
108+11.269	LEFT, 34.945	4 IN
108+11.941	RIGHT, 27.117	10 IN
108+12.010	RIGHT, 76.153	5 IN
108+12.272	LEFT, 33.942	4 IN
108+12.814	RIGHT, 72.884	4 IN
108+13.025	RIGHT, 77.055	5 IN
108+13.612	LEFT, 24.768	6 IN
108+14.355	LEFT, 28.064	6 IN
108+14.479	LEFT, 38.358	6 IN
108+14.816	RIGHT, 40.171	10 IN
108+14.900	RIGHT, 42.706	10 IN
108+15.413	LEFT, 40.135	14 IN
108+18.425	LEFT, 25.975	3 IN
108+18.466	LEFT, 37.762	3 IN
108+18.466	LEFT, 37.762	3 IN
108+18.565	LEFT, 25.891	12 IN
108+22.272	LEFT, 45.439	12 IN
108+22.497	RIGHT, 52.838	4 IN
108+22.906	LEFT, 25.850	8 IN
108+23.326	RIGHT, 31.270	13 IN
108+25.598	LEFT, 42.134	6 IN
108+27.466	LEFT, 44.214	4 IN
108+27.581	RIGHT, 51.159	24 IN
108+28.231	LEFT, 43.927	5 IN
108+29.684	LEFT, 25.518	8 IN
108+30.462	LEFT, 30.722	5 IN
108+30.671	RIGHT, 29.634	3 IN
108+30.783	RIGHT, 75.386	3 IN
108+31.443	RIGHT, 70.408	7 IN
108+35.368	LEFT, 24.951	5 IN
108+35.369	LEFT, 24.952	6 IN
108+35.706	RIGHT, 71.071	5 IN
108+36.182	RIGHT, 30.545	13 IN
108+38.195	RIGHT, 75.080	3 IN
108+39.916	RIGHT, 44.932	4 IN
108+40.343	LEFT, 35.047	3 IN
108+41.634	RIGHT, 39.257	14 IN
108+42.070	LEFT, 40.622	4 IN
108+42.083	LEFT, 40.617	4 IN
108+42.763	LEFT, 37.622	6 IN
108+42.926	LEFT, 29.622	8 IN
108+45.495	LEFT, 32.008	6 IN
108+47.631	LEFT, 32.778	8 IN
108+48.320	LEFT, 25.015	4 IN
108+48.445	RIGHT, 53.338	12 IN
108+48.611	LEFT, 30.188	

66407

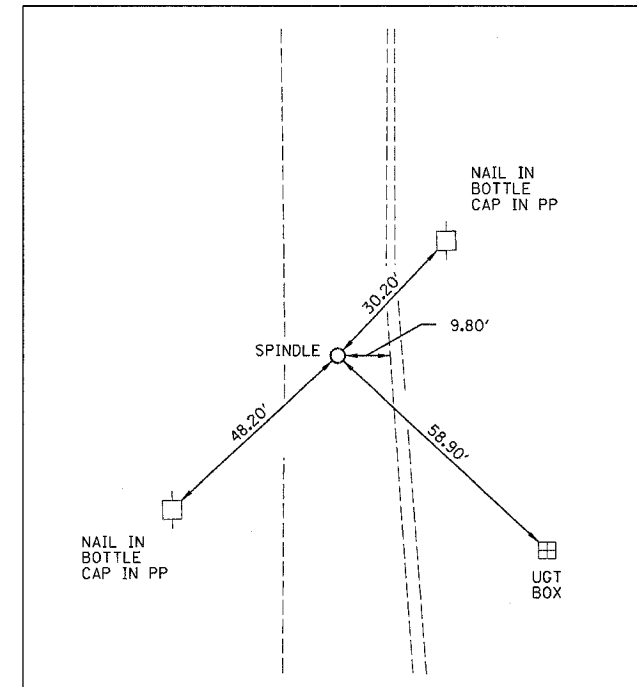
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	8
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



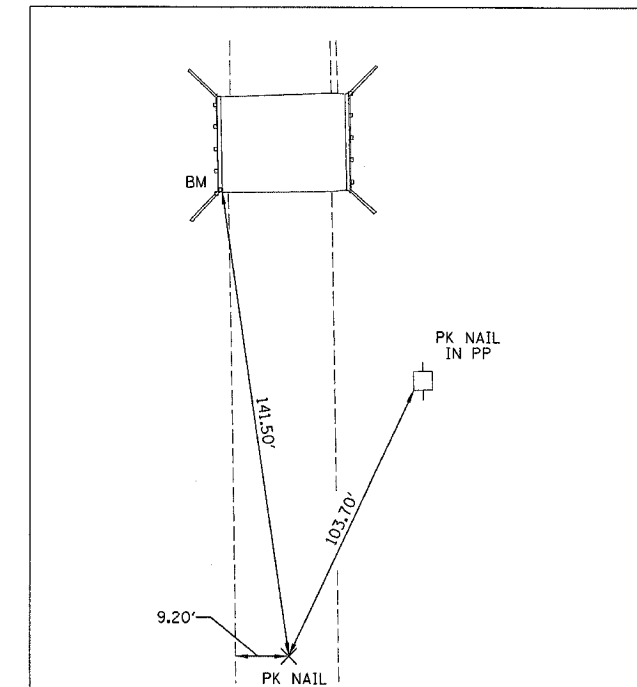
ASHLEY RD
STA 95+00, 0.00' LT
N=1725270.405
E=965064.547



ASHLEY RD
STA 110+00, 0.00' LT=
STA 1266+24.59 FAI-80
N=1723770.648
E=965088.998

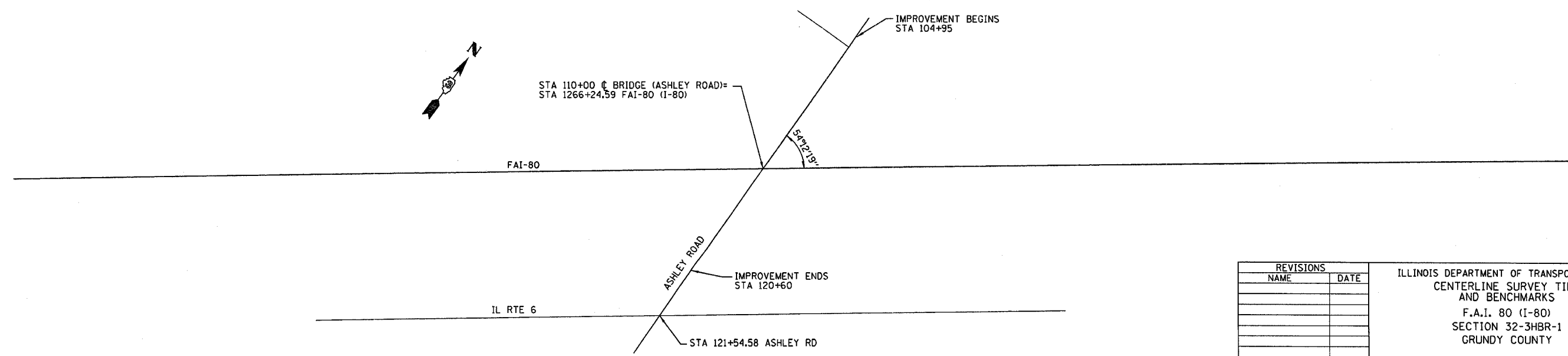


ASHLEY RD
STA 120+00, 0.00' LT
N=1722770.793
E=965105.227



ASHLEY RD
STA 130+00, 0.00' LT
N=1721770.918
E=965121.588

- BENCHMARK**
STA 123+15±, 26' RT
ELEV=545.39
EX RR SPIKE IN POWER POLE @ S.W. CORNER OF RTE 6 & SUSAN RD
- BENCHMARK**
STA 120+37±, 34' RRT
ELEV=549.25
EX RR SPIKE IN POWER POLE @ N.W. CORNER OF ASHLEY RD & RTE 6
- BENCHMARK**
ELEV=566.51
STA 110+00
EX "X" @ C ASHLEY BRIDGE AND C I-80
- BENCHMARK**
STA 103+67±, 90.5' RT
ELEV=550.08
E FOUNDATION OF 3RD CORN DRYER S. OF GRANVILLE RD W. SIDE OF ASHLEY RD
- BENCHMARK**
STA 102+57±, 29' LT
ELEV=551.64
EX RR SPIKE IN POWER POLE @ S.E. CORNER OF GRANVILLE RD & ASHLEY RD
- BENCHMARK**
ELEV=549.11
EX "□" @ CRASH WALL UNDER ASHLEY RD S. SIDE OF I-80
- BENCHMARK**
ELEV=542.46
EX "□" ON E. END S. HEADWALL S. SIDE OF I-80 400' ± W. OF ASHLEY RD
- BENCHMARK**
STA 128+65±, 15.5' RT
ELEV=530.90
EX "□" S.W. CORNER OF HEADWALL ON BRIDGE 500' ± S. OF RTE 6 ON ASHLEY RD



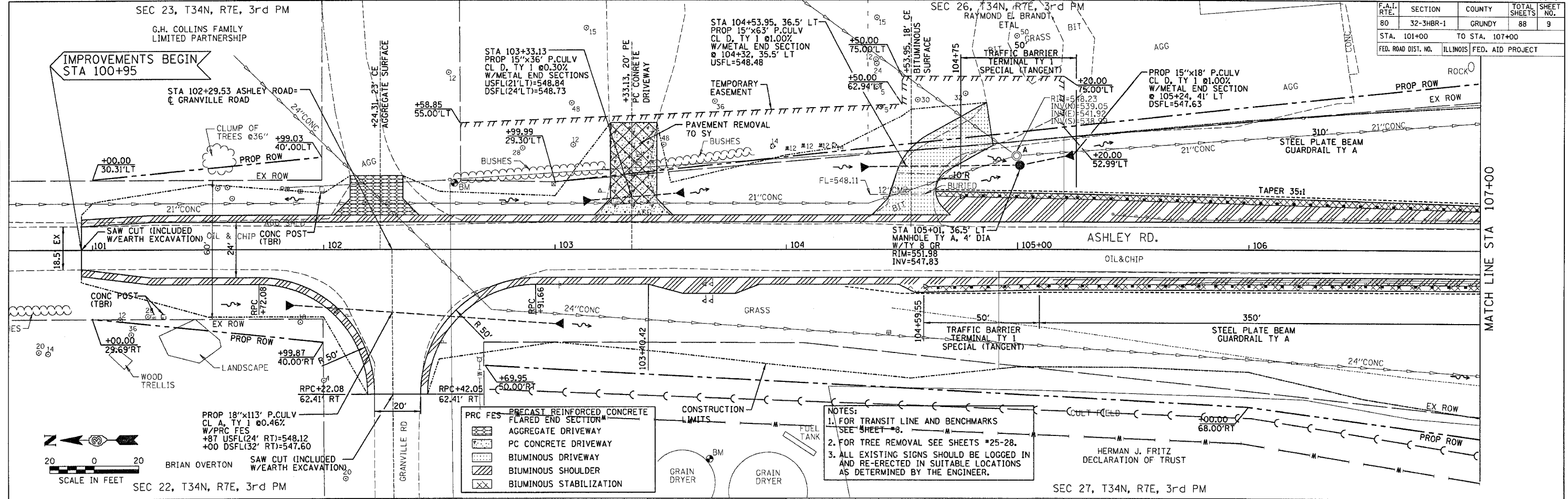
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CENTERLINE SURVEY TIES
AND BENCHMARKS
F.A.I. 80 (I-80)
SECTION 32-3HBR-1
GRUNDY COUNTY

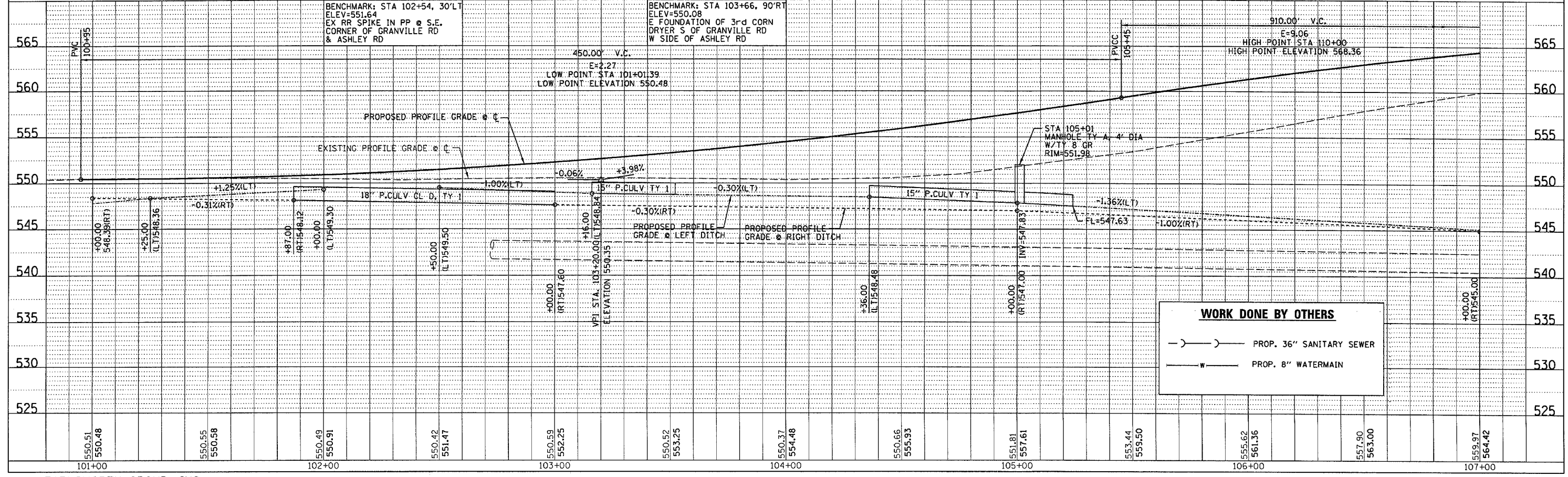
DATE: 09/09/05
DRAWN BY: JJO
CHECKED BY: MSW

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3BR-1	GRUNDY	88	9
STA. 101+00		TO STA. 107+00		
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT

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



DATE: _____
 BY: _____
 PROFILE: _____
 NOTE BOOK: _____
 NO.: _____

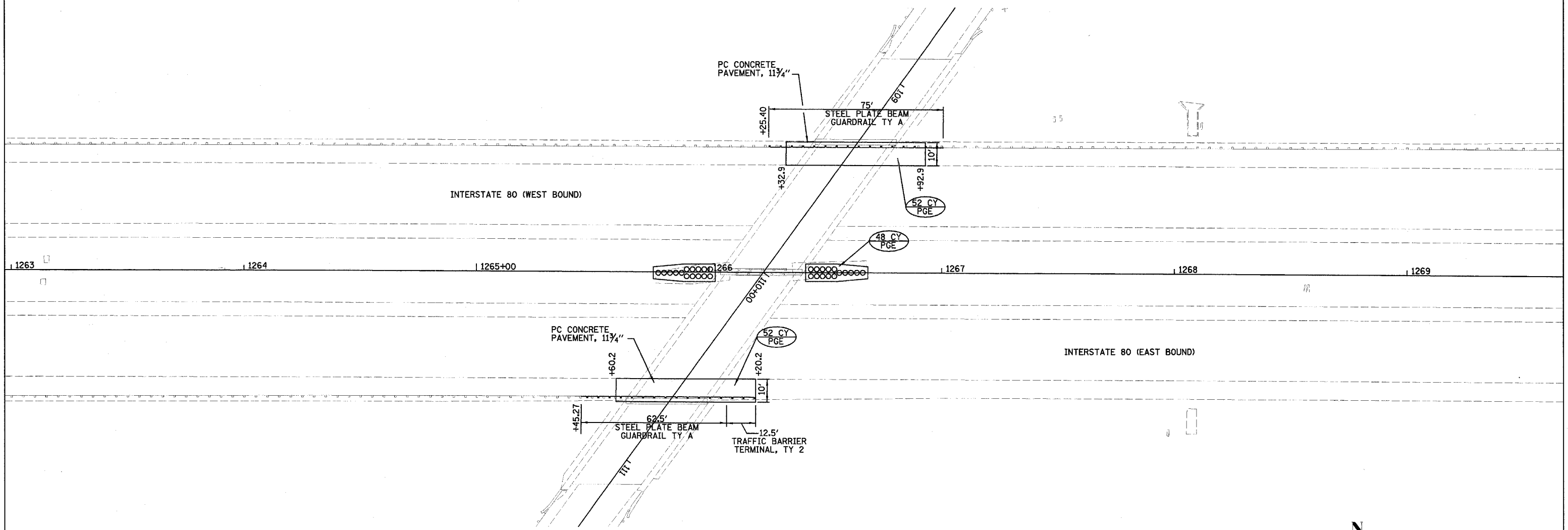


WORK DONE BY OTHERS

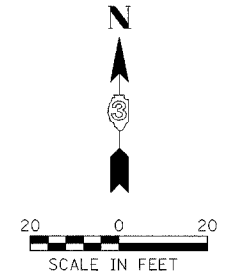
— — — — — PROP. 36" SANITARY SEWER

— — — — — PROP. 8" WATERMAIN

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	12
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



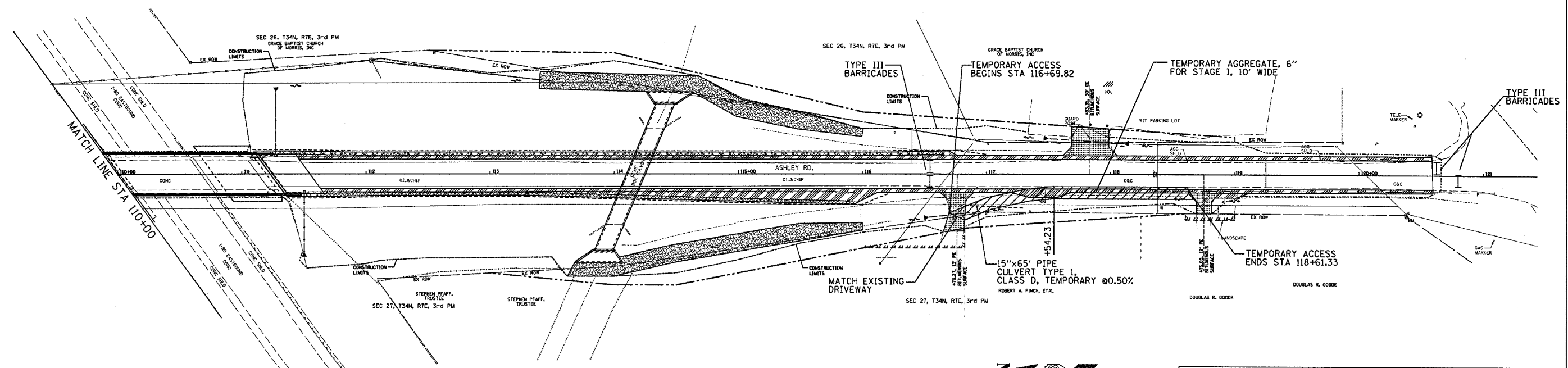
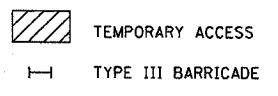
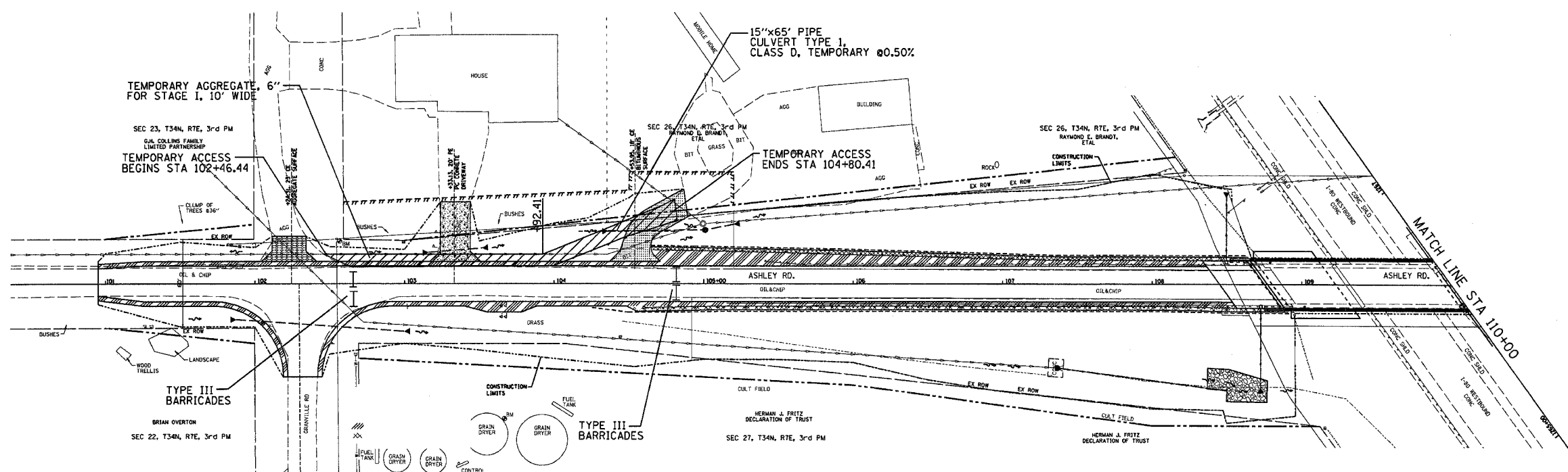
NOTE
 BACKFILL PGE (POROUS GRANULAR EMBANKMENT)
 WHERE EXISTING PIERS HAVE BEEN REMOVED
 152 cy



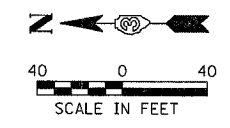
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION FAI-80 PLAN F.A.I. 80 (I-80) SECTION 32-3HBR-1 GRUNDY COUNTY
NAME	DATE	
		DRAWN BY: JJO CHECKED BY: MSW DATE: 09/09/05

6/10/07

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	13
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



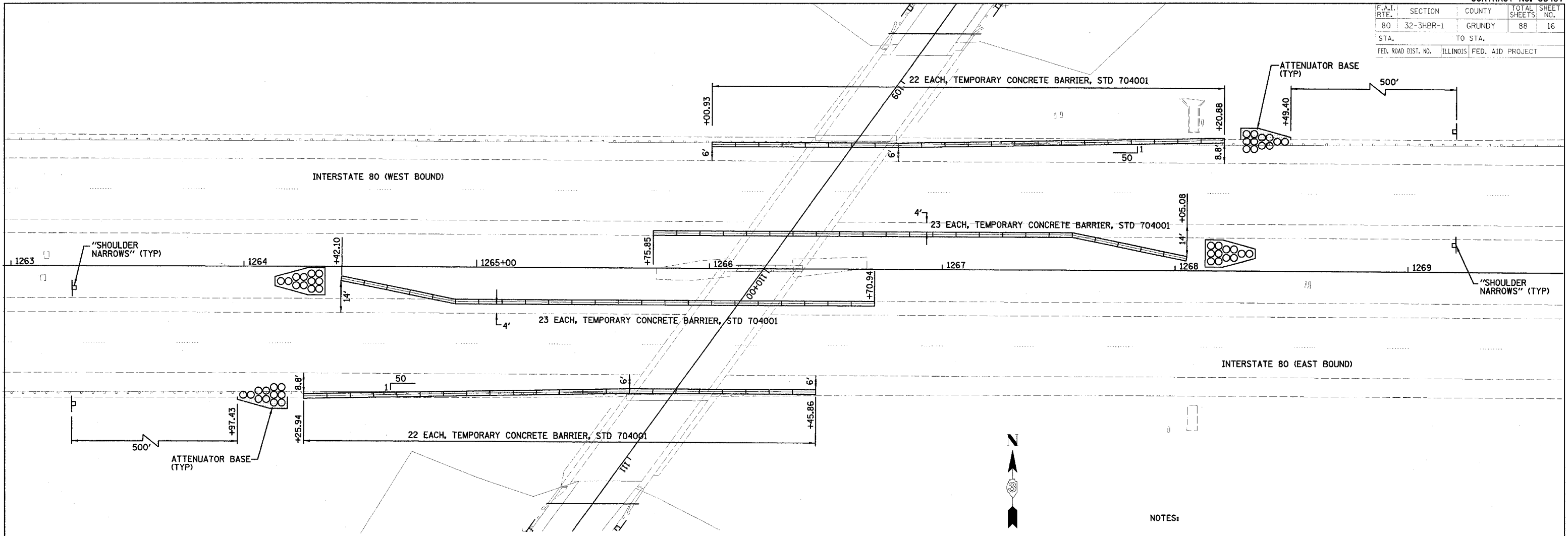
NOTE:
 MAINTAIN TEMPORARY ACCESS TO EXISTING PRIVATE RESIDENCE AT ALL TIMES OR COORDINATE ALTERNATE ACCESS WITH THE RESPECTIVE OWNERS.



REVISIONS	
NAME	DATE

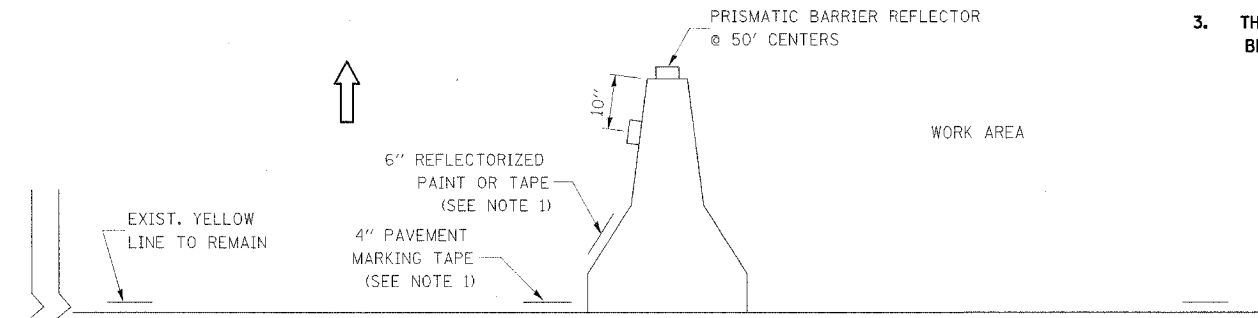
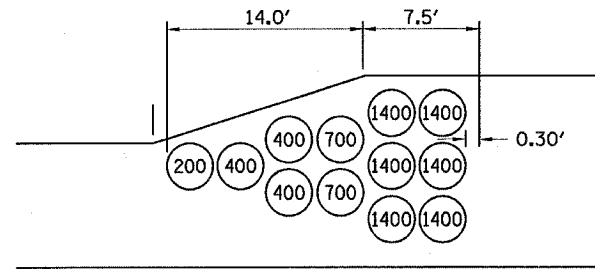
ILLINOIS DEPARTMENT OF TRANSPORTATION
 TEMPORARY ACCESS PLAN
 F.A.I. 80 (I-80)
 SECTION 32-3HBR-1
 GRUNDY COUNTY
 DRAWN BY: JJO
 CHECKED BY: MSW
 DATE: 09/09/05

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	16
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



NOTES:

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



TO BE USED WITH STANDARD 701401.
IF ALSO USING TEMPORARY
CONCRETE BARRIER STANDARD 704001-02

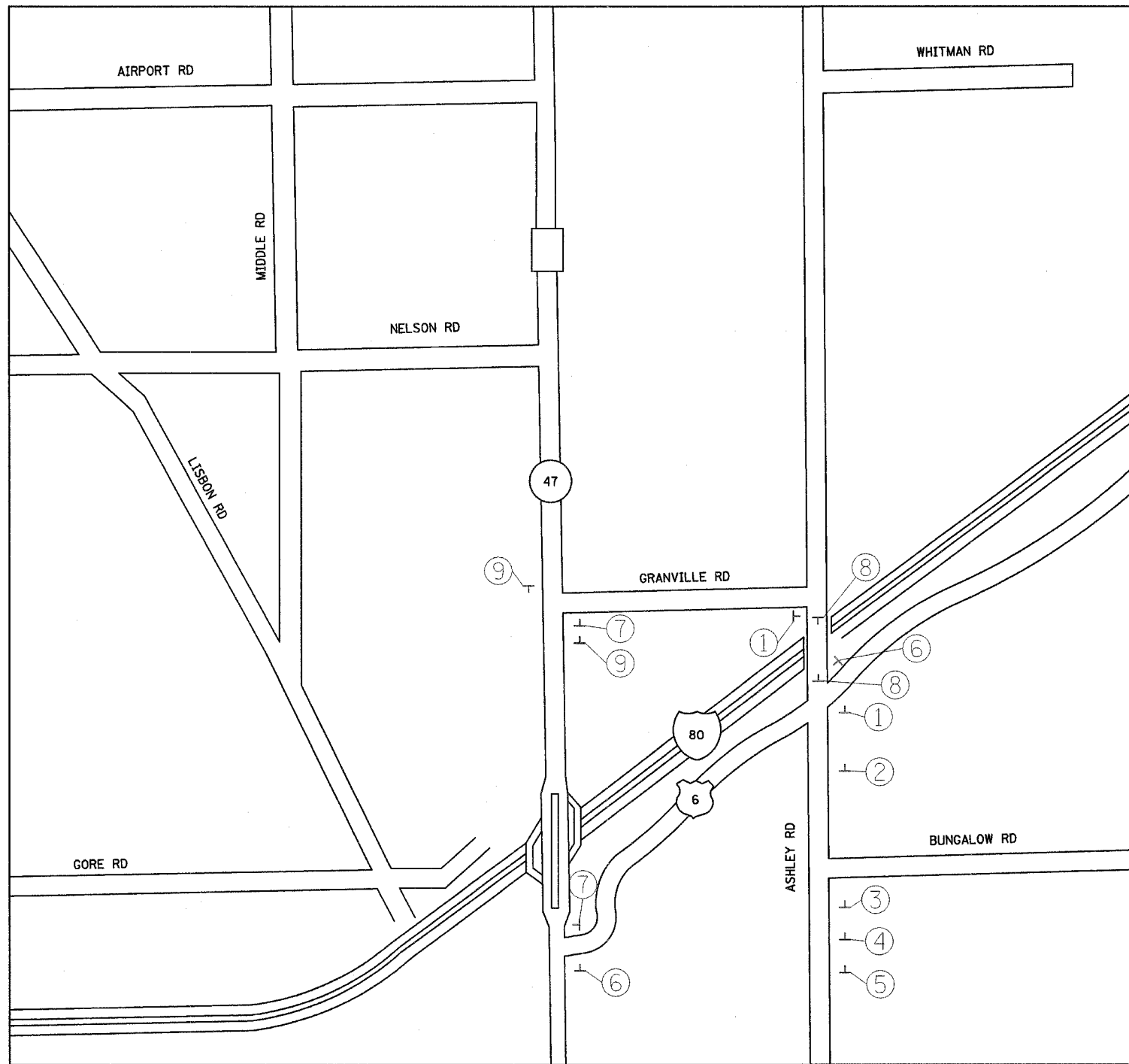
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL FAI-80
F.A.I. 80 (I-80)
SECTION 32-3HBR-1
GRUNDY COUNTY

DRAWN BY: JJO
CHECKED BY: MSW

DATE: 09/09/05

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	17
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

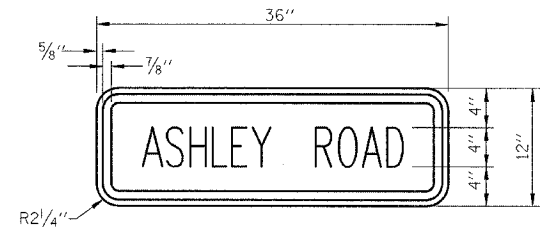


LEGEND

- FLASHING LIGHT
- ◊ 18"x8" ORANGE FLAG
- ① M4-10 48x18 SEE "SIGN DETAIL"
- ② R11-3a 60x30 SEE "SIGN DETAIL"
- ③ R11-3a 60x30 SEE "SIGN DETAIL"
- ④ W20-2 36x36
- ⑤ W20-3 36x36
- ⑥ M4-8 24x12, M3-1 24x12 SEE "SIGN DETAIL"; M6-3 24x15
- ⑦ M4-10 48x18 SEE "SIGN DETAIL"
- ⑧ TYPE III BARRICADE W/ ROAD CLOSED MOUNTED
- ⑨ M3-1 24x12 SEE "SIGN DETAIL"; R11-3a 60x30

GENERAL NOTES:

- 1.) ONLY SIGNS THAT ARE TO BE ADDED ARE SHOWN ON THIS MAP.
- 2.) ALL SIGNS TO BE POST MOUNTED.
- 3.) CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ALL SIGNAGE AT ALL TIMES.
- 4.) WORK SHALL BE DONE IN ACCORDANCE WITH BLR-21
- 5.) DETOUR SIGNS SHALL BE COVERED WHEN NOT IN USE.
- 6.) ALL SIGNS WILL BE SUPPLIED AND INSTALLED BY THE CONTRACTOR.



SIGN DETAIL
SIGN PANEL - TYPE 1

NOTES:

- 1.) AREA = 3.0 SQ. FT.
- 2.) TOTAL AREA REQUIRED (10-SIGNS) = 30.0 SQ. FT.
- 3.) 4" SERIES C LETTERS
- 4.) LEGEND = BLACK
- 5.) BACKGROUND = ORANGE



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETOUR MAP NORTH BOUND
ASHLEY ROAD
F.A.I. 80 (I-80)
SECTION 32-3HBR-1
GRUNDY COUNTY

DATE: 09/09/05


DRAWN BY: JJO
CHECKED BY: MSW

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	18
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

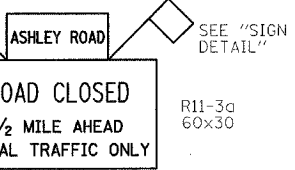
LEGEND

- FLASHING LIGHT
- ◊ 18"x8" ORANGE FLAG

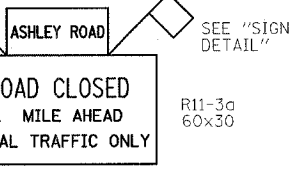
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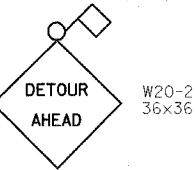
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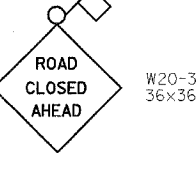
③



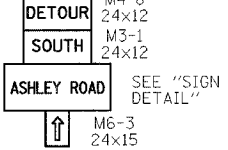
④




⑤



⑥



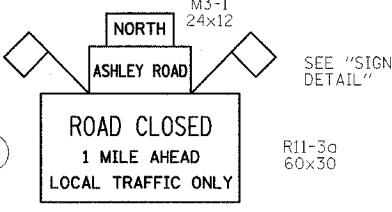
⑦



⑧

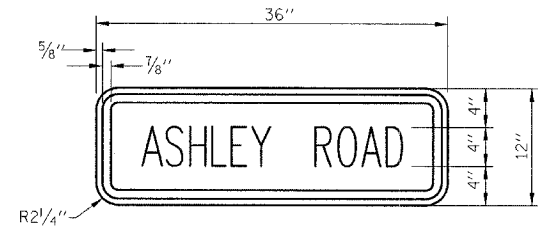
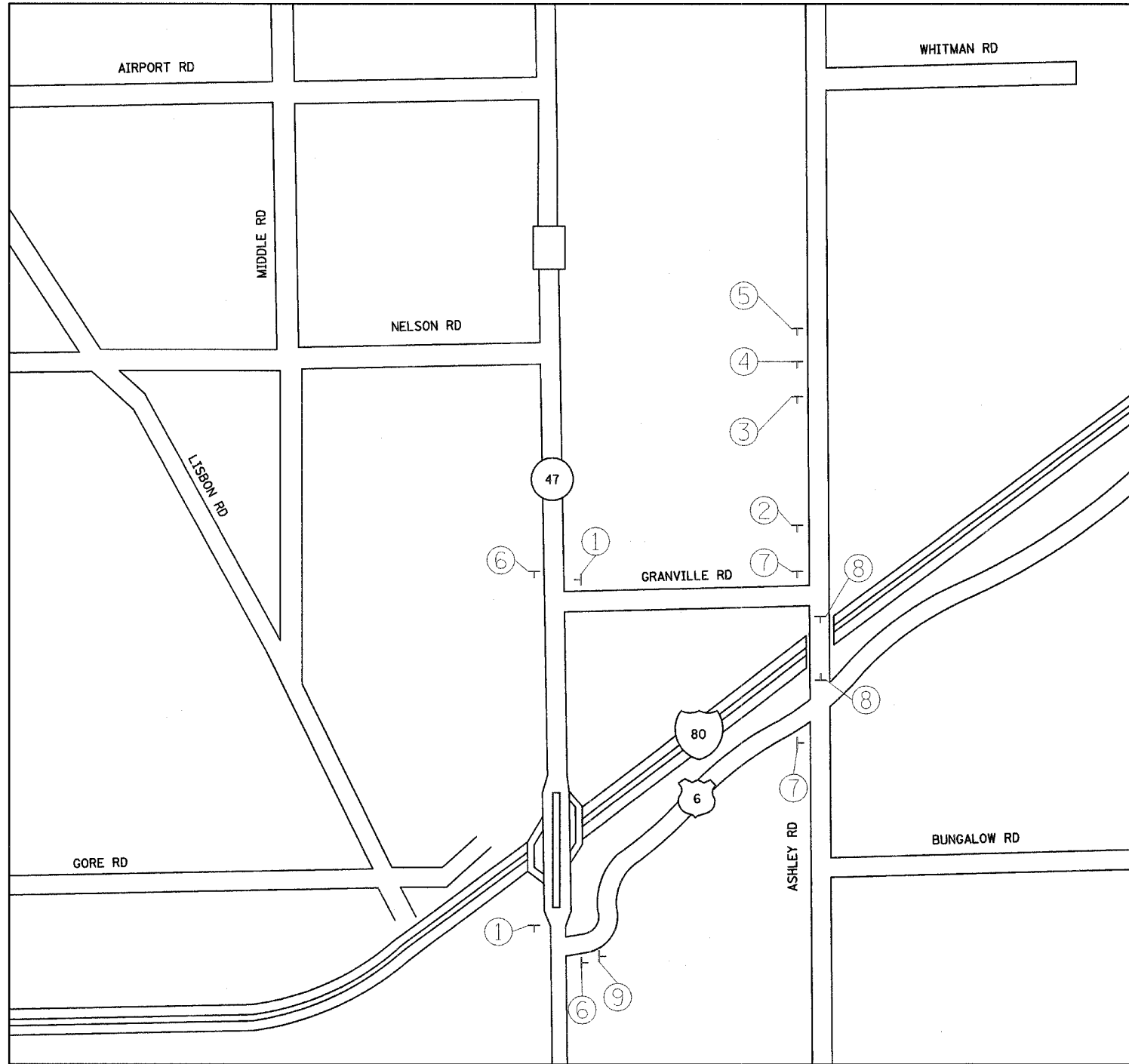
TYPE III BARRICADE W/
ROAD CLOSED MOUNTED

⑨



GENERAL NOTES:

- 1.) ONLY SIGNS THAT ARE TO BE ADDED ARE SHOWN ON THIS MAP.
- 2.) ALL SIGNS TO BE POST MOUNTED.
- 3.) CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ALL SIGNAGE AT ALL TIMES.
- 4.) WORK SHALL BE DONE IN ACCORDANCE WITH BLR-21
- 5.) DETOUR SIGNS SHALL BE COVERED WHEN NOT IN USE.
- 6.) ALL SIGNS WILL BE SUPPLIED AND INSTALLED BY THE CONTRACTOR.



SIGN DETAIL
SIGN PANEL - TYPE 1

NOTES:

- 1.) AREA = 3.0 SQ. FT.
- 2.) TOTAL AREA REQUIRED (9-SIGNS) = 27.0 SQ. FT.
- 3.) 4" SERIES C LETTERS
- 4.) LEGEND = BLACK
- 5.) BACKGROUND = ORANGE



REVISIONS	
NAME	DATE

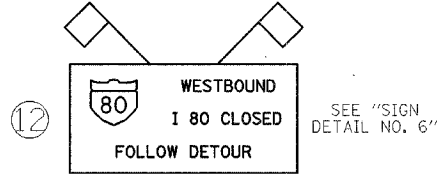
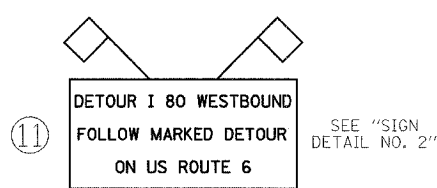
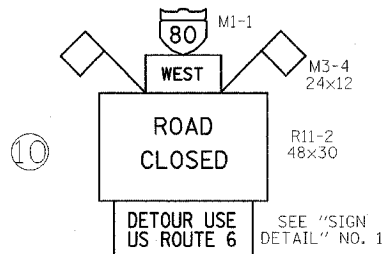
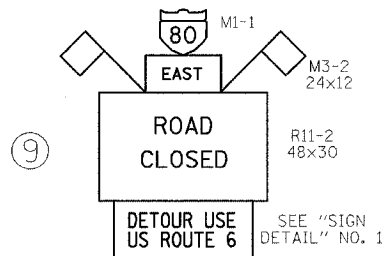
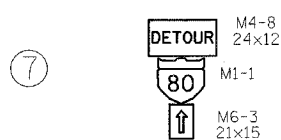
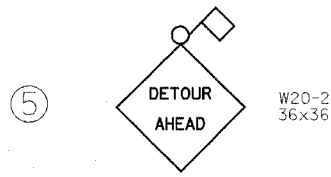
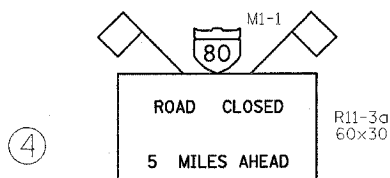
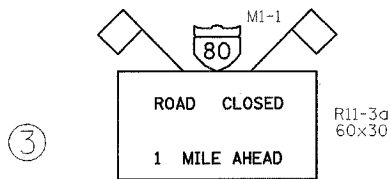
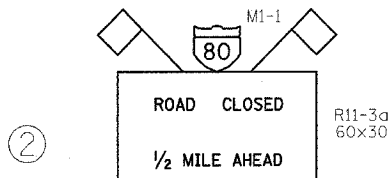
ILLINOIS DEPARTMENT OF TRANSPORTATION
DETOUR MAP SOUTH BOUND
ASHLEY ROAD
F.A.I. 80 (I-80)
SECTION 32-3HBR-1
GRUNDY COUNTY

DATE: 09/09/05
DRAWN BY: JJO
CHECKED BY: MSW

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	19
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

LEGEND

- FLASHING LIGHT
- ◇ 18"x8" ORANGE FLAG

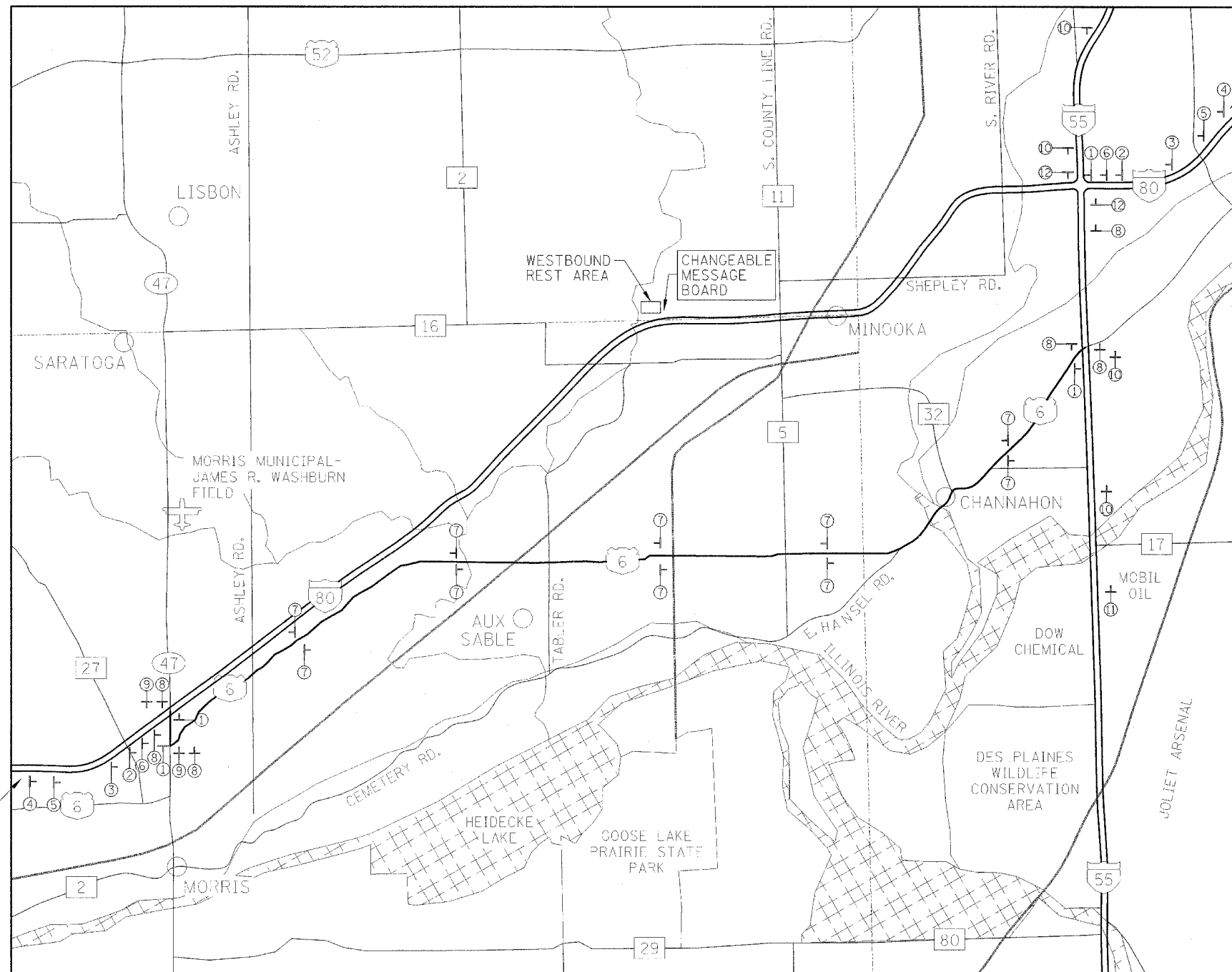


GENERAL NOTES:

- 1.) ONLY SIGNS THAT ARE TO BE ADDED ARE SHOWN ON THIS MAP.
- 2.) ALL SIGNS TO BE POST MOUNTED.
- 3.) CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ALL SIGNAGE AT ALL TIMES.
- 4.) WORK SHALL BE DONE IN ACCORDANCE WITH BLR-21
- 5.) DETOUR SIGNS SHALL BE COVERED WHEN NOT IN USE.
- 6.) ALL SIGNS WILL BE SUPPLIED AND INSTALLED BY THE CONTRACTOR.
- 7.) SEE SHEET 19A FOR SIGNAGE LAYOUT.

NOTE:

RAMPS AT I-55 AND I-80 WESTBOUND, IL 47 TO I-80 EASTBOUND, AND MINOOKA TO I-80 WESTBOUND WILL NEED TO BE CLOSED WITH TYPE III BARRICADES AND ROAD CLOSED SIGNS.



CHANGEABLE MESSAGE BOARD

CHANGEABLE MESSAGE BOARD



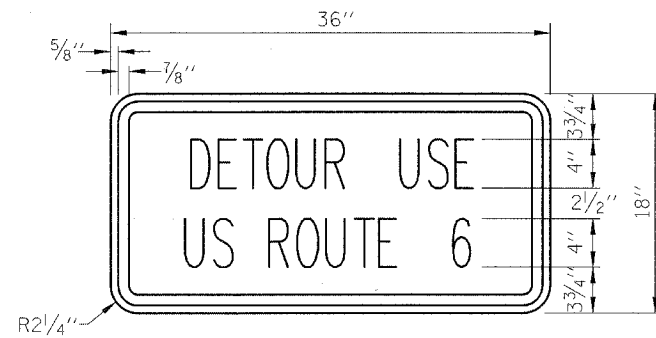
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DETOUR MAP I-80
 F.A.I. 80 (I-80)
 SECTION 32-3HBR-1
 GRUNDY COUNTY

DATE: 09/09/05

DRAWN BY: JJO
 CHECKED BY: MSW

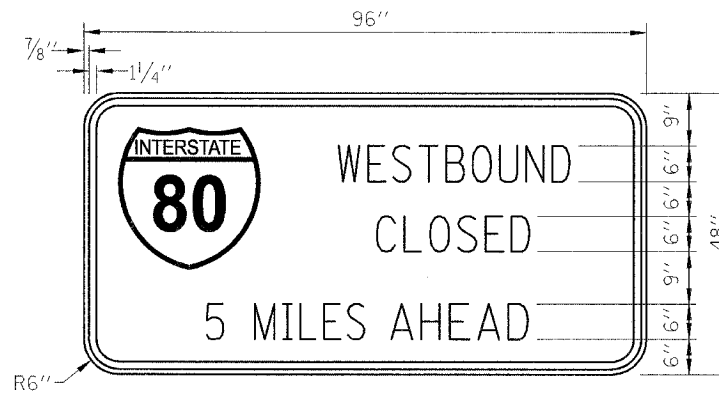
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	19A
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SIGN DETAIL NO. 1
SIGN PANEL - TYPE 1

NOTES:

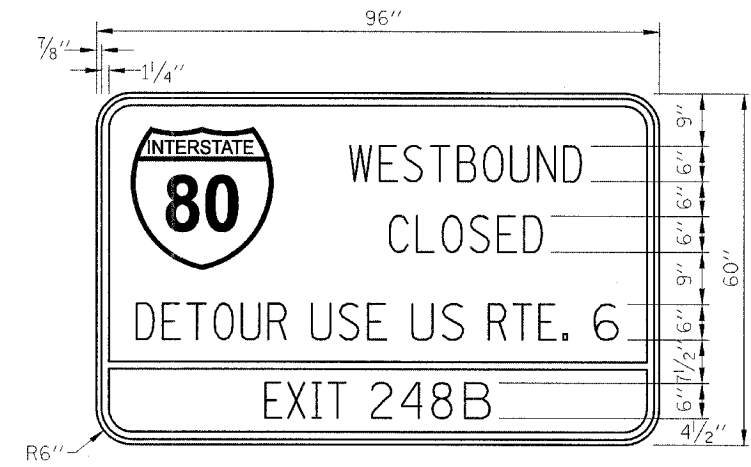
- 1.) AREA = 4.50 SQ. FT.
- 2.) TOTAL AREA REQUIRED (4-SIGNS) = 18.0 SQ. FT.
- 3.) 4" SERIES C LETTERS
- 4.) LEGEND = BLACK
- 5.) BACKGROUND = ORANGE



SIGN DETAIL NO. 3
SIGN PANEL - TYPE 3

NOTES:

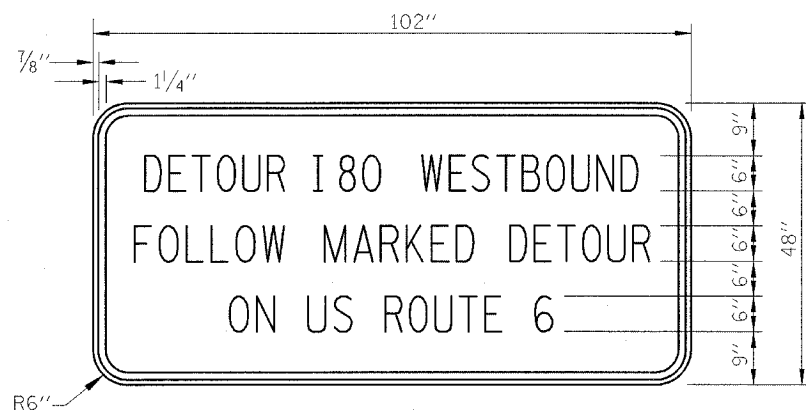
- 1.) AREA = 32.0 SQ. FT.
- 2.) LOCATE 5 MILES NORTH OF I-80 ON I-55 SOUTHBOUND (MILE POST #255)
- 3.) 6" SERIES E MODIFIED LETTERS
- 4.) LEGEND = BLACK
- 5.) BACKGROUND = ORANGE
- 6.) ADD FLASHING LIGHT AND 18"x8" ORANGE FLAGS AS REQUIRED



SIGN DETAIL NO. 5
SIGN PANEL - TYPE 3

NOTES:

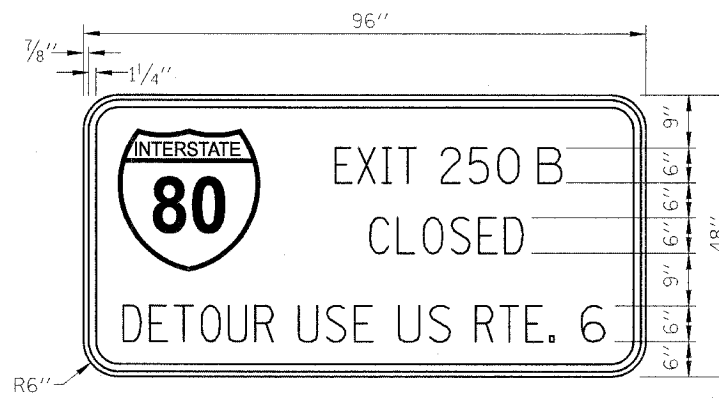
- 1.) AREA = 40.0 SQ. FT.
- 2.) LOCATE 1 MILE NORTH OF I-80 ON I-55 SOUTHBOUND (MILE POST #251)
- 3.) 6" SERIES E MODIFIED LETTERS
- 4.) LEGEND = BLACK
- 5.) BACKGROUND = ORANGE
- 6.) ADD FLASHING LIGHT AND 18"x8" ORANGE FLAGS AS REQUIRED



SIGN DETAIL NO. 2
SIGN PANEL - TYPE 3

NOTES:

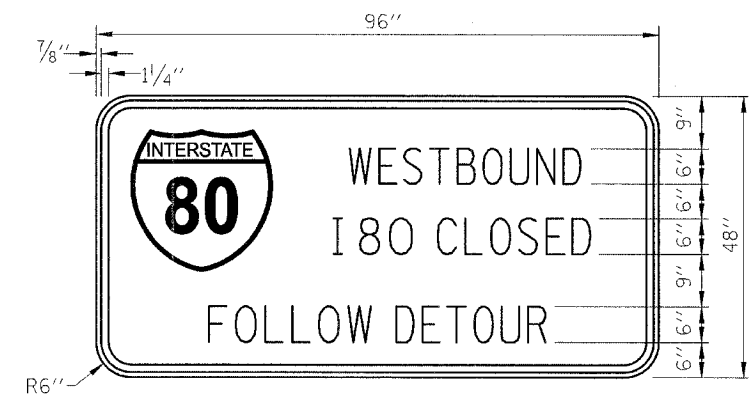
- 1.) AREA = 34.0 SQ. FT.
- 2.) 6" SERIES E MODIFIED LETTERS
- 3.) LEGEND = BLACK
- 4.) BACKGROUND = ORANGE
- 5.) ADD FLASHING LIGHT AND 18"x8" ORANGE FLAGS AS REQUIRED



SIGN DETAIL NO. 4
SIGN PANEL - TYPE 3

NOTES:

- 1.) AREA = 32.0 SQ. FT.
- 2.) LOCATE 3 MILES NORTH OF I-80 ON I-55 SOUTHBOUND (MILE POST #253)
- 3.) 6" SERIES E MODIFIED LETTERS
- 4.) LEGEND = BLACK
- 5.) BACKGROUND = ORANGE
- 6.) ADD FLASHING LIGHT AND 18"x8" ORANGE FLAGS AS REQUIRED



SIGN DETAIL NO. 6
SIGN PANEL - TYPE 3

NOTES:

- 1.) AREA = 32.0 SQ. FT.
- 2.) TOTAL AREA REQUIRED (2-SIGNS) = 64.0 SQ. FT.
- 3.) 6" SERIES C LETTERS
- 4.) LEGEND = BLACK
- 5.) BACKGROUND = ORANGE
- 6.) ADD FLASHING LIGHT AND 18"x8" ORANGE FLAGS AS REQUIRED

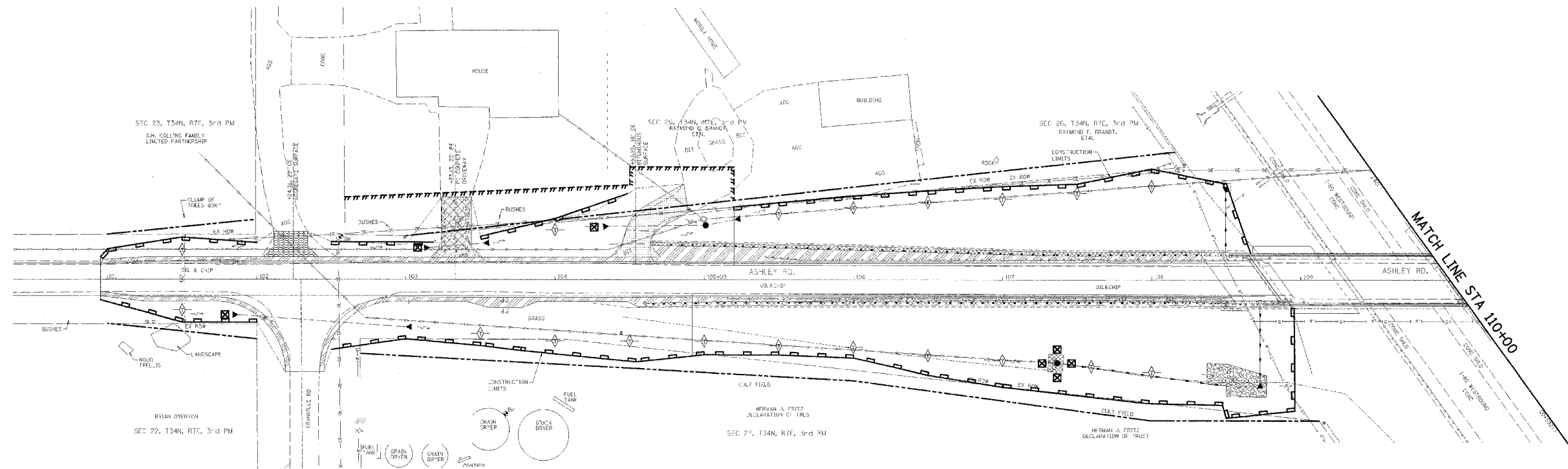
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETOUR DETAILS
F.A.I. 80 (I-80)
SECTION 32-3HBR-1
GRUNDY COUNTY

DATE: 09/09/05

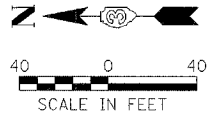
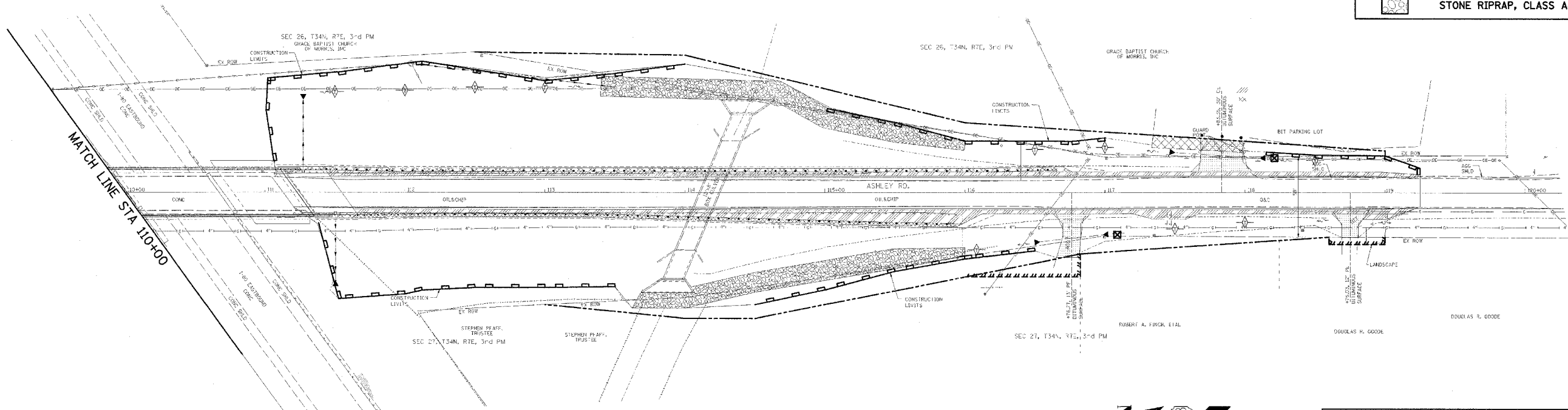
DRAWN BY: JJO
CHECKED BY: MSW

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	20
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



LEGEND

- INLET & PIPE PROTECTION
- TEMPORARY DITCH CHECK @ 50' SPACING
- PERIMETER EROSION CONTROL BARRIER
- STONE RIPRAP, CLASS A4 & FILTER FABRIC



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 EROSION CONTROL PLAN
 F.A.I. 80 (I-80)
 SECTION 32-3HBR-1
 GRUNDY COUNTY

DATE: 09/09/05
 DRAWN BY: JJO
 CHECKED BY: MSW

SOUTHWEST 1/4 OF SEC. 23,
T. 34 N., R. 7 E. OF THE 3RD P.M.

NORTHWEST 1/4 OF SEC. 26, T. 34 N., R. 7 E. OF THE 3RD P.M.

PARCEL NO. 3SE0004

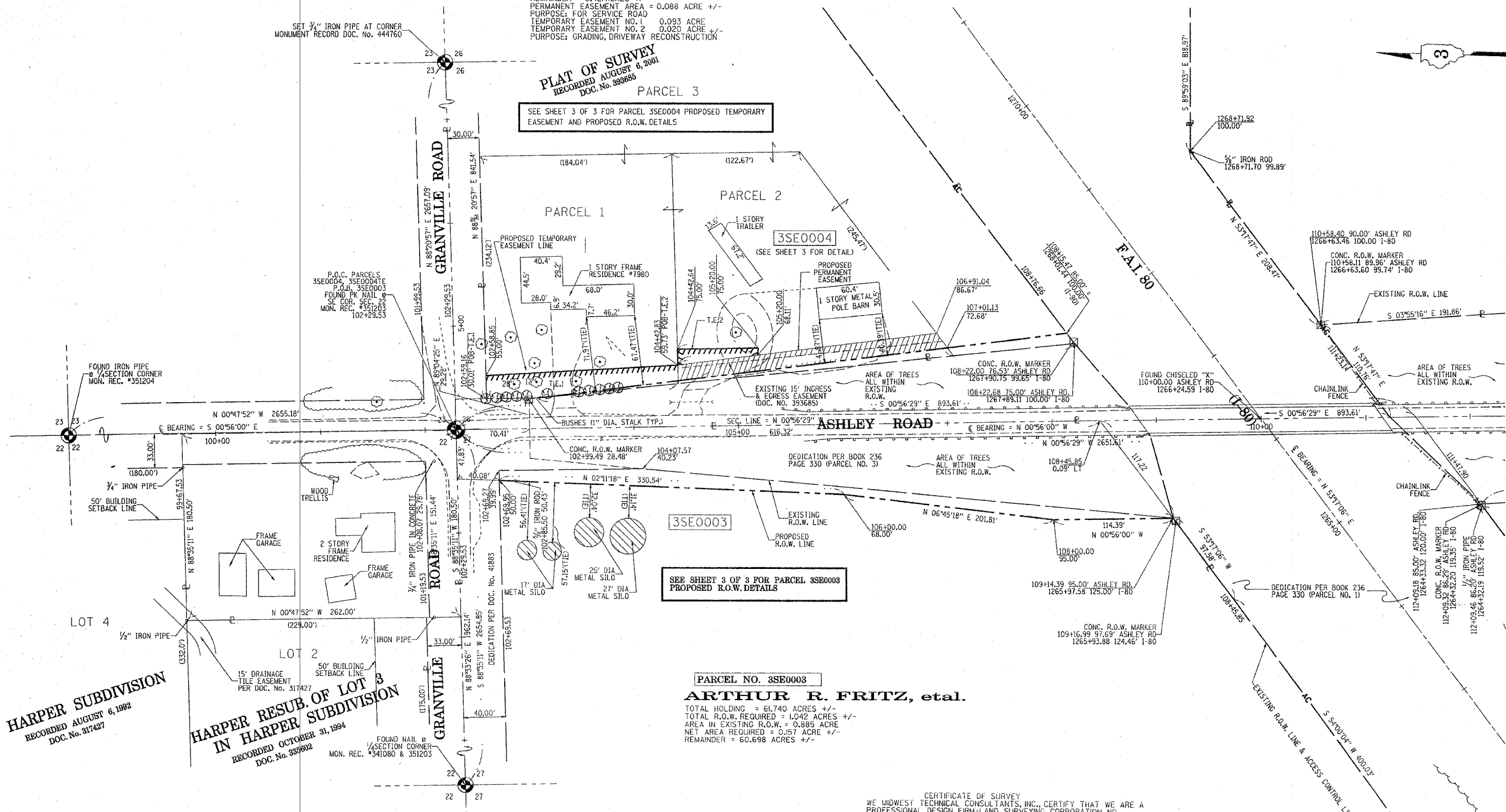
RAYMOND E. BRANDT, ETUX.

TOTAL HOLDING = 5.464 ACRES +/-
TOTAL R.O.W. REQUIRED = 0.063 ACRE +/-
REMAINDER = 5.421 ACRES +/-
PERMANENT EASEMENT AREA = 0.088 ACRE +/-
PURPOSE: FOR SERVICE ROAD
TEMPORARY EASEMENT NO. 1 0.093 ACRE
TEMPORARY EASEMENT NO. 2 0.020 ACRE +/-
PURPOSE: GRADING, DRIVEWAY RECONSTRUCTION

PLAT OF SURVEY
RECORDED AUGUST 6, 2001
DOC. NO. 898885

PARCEL 3

SEE SHEET 3 OF 3 FOR PARCEL 3SE0004 PROPOSED TEMPORARY
EASEMENT AND PROPOSED R.O.W. DETAILS



SEE SHEET 3 OF 3 FOR PARCEL 3SE0003
PROPOSED R.O.W. DETAILS

PARCEL NO. 3SE0003

ARTHUR R. FRITZ, etal.

TOTAL HOLDING = 61.740 ACRES +/-
TOTAL R.O.W. REQUIRED = 1.042 ACRES +/-
AREA IN EXISTING R.O.W. = 0.885 ACRE
NET AREA REQUIRED = 0.157 ACRE +/-
REMAINDER = 60.698 ACRES +/-

CERTIFICATE OF SURVEY
WE, MIDWEST TECHNICAL CONSULTANTS, INC., CERTIFY THAT WE ARE A
PROFESSIONAL DESIGN FIRM-LAND SURVEYING CORPORATION NO.
184-002917 OF THE STATE OF ILLINOIS, THAT THE SURVEY OF F.A.U.
574 ASHLEY ROAD OVER F.A.I. ROUTE 80 (I-80) WAS MADE BY US OR
UNDER OUR DIRECTION AND THAT THE SURVEY IS TRUE AND COMPLETE
AS SHOWN TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THAT ALL
MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE
POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE
SURVEY TO BE RETRACED.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT (2000)
ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY

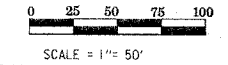
DATE: FEBRUARY 16, 2005
RUSSELL W. OLSEN, P.L.S. 2718
VICE PRESIDENT
LICENSE EXPIRES 11/30/2006



DATE: FEBRUARY 16, 2005
BRUCE A. BRUCKELMEYER, P.L.S. #2456
PRESIDENT
LICENSE EXPIRES 11/30/2006



NOTE: BEARINGS ARE REFERENCED TO STATE PLANE
COORDINATES, ILLINOIS EAST ZONE, NAD83



SCALE = 1" = 50'

RIGHT OF WAY PLANS table with columns for ROUTE, SECTION, COUNTY, JOB NO., STATION, and SCALE.

HARPER SUBDIVISION
RECORDED AUGUST 6, 1992
DOC. NO. 317427

HARPER RESUB. OF LOT 3
IN HARPER SUBDIVISION
RECORDED OCTOBER 31, 1994
DOC. NO. 355602

REVISED: AUGUST 5, 2005 - DELETED
PARCELS 3SE0001 AND 3SE0002.

REVISED: JUNE 10, 2005 - ADDED PERMANENT EASEMENT
TO PARCEL NO. 3SE0004

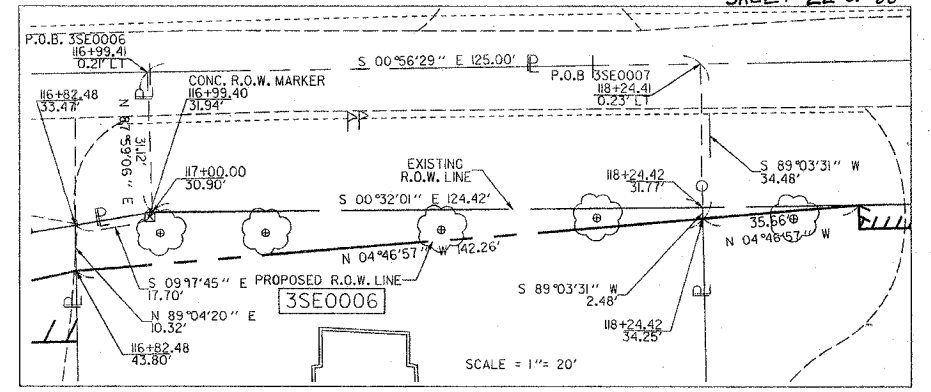
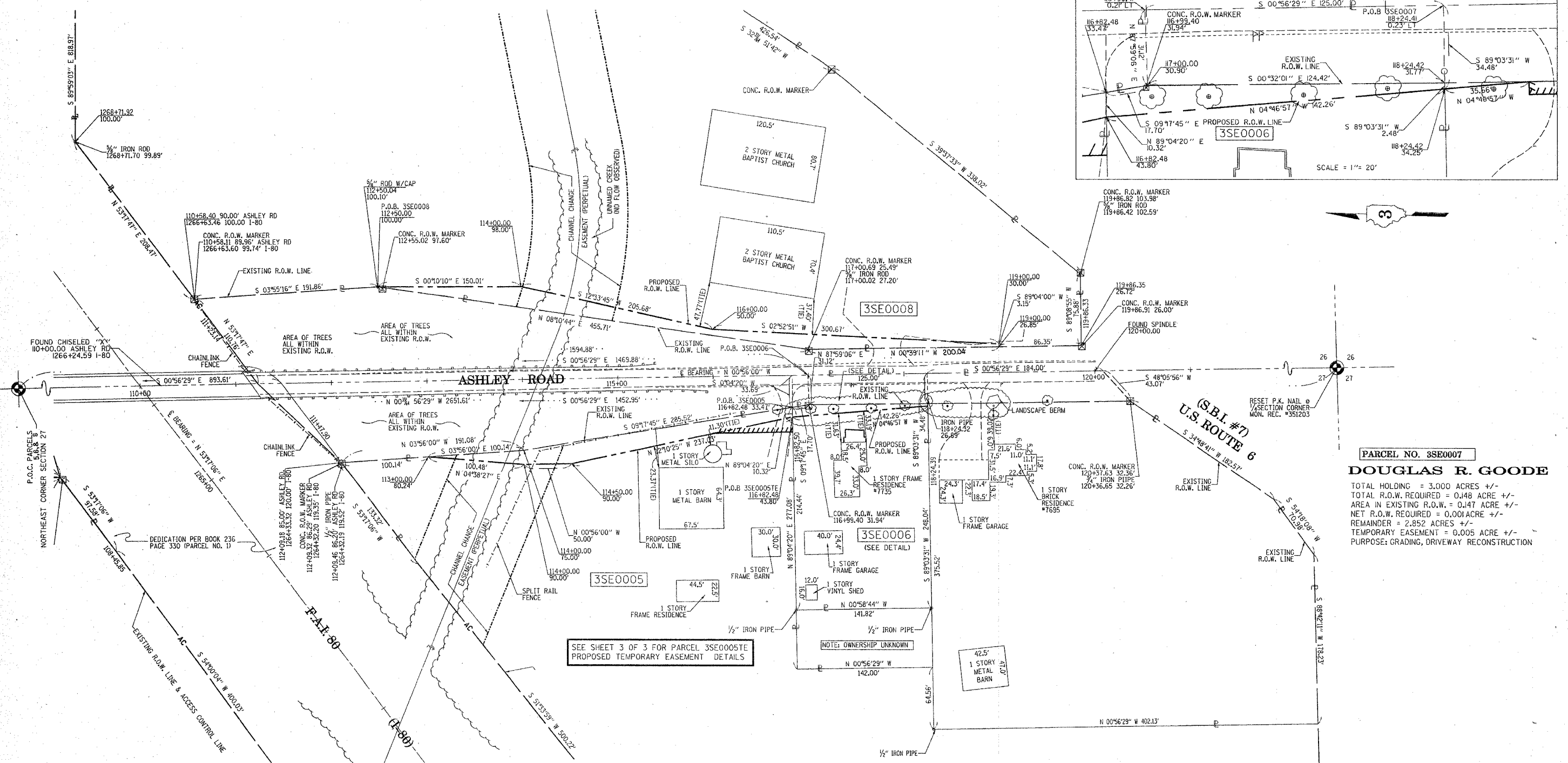
ROBERT K. FOUNDESTONE
ILL. PROF. LAND SURVEYOR NO. 2105

NORTHEAST 1/4 OF SEC. 27, T. 34 N., R. 7 E. OF THE 3RD P.M.

SOUTHEAST 1/4 OF SEC. 22,
T. 34 N., R. 7 E. OF THE 3RD P.M.

Table with columns: NO., DATE, DESCRIPTION, BY.

NORTHWEST 1/4 OF SEC. 26, T. 34 N., R. 7 E. OF THE 3RD P.M.



PARCEL NO. 3SE0007
DOUGLAS R. GOODE
 TOTAL HOLDING = 3.000 ACRES +/-
 TOTAL R.O.W. REQUIRED = 0.148 ACRE +/-
 AREA IN EXISTING R.O.W. = 0.147 ACRE +/-
 NET R.O.W. REQUIRED = 0.001 ACRE +/-
 REMAINDER = 2.852 ACRES +/-
 TEMPORARY EASEMENT = 0.005 ACRE +/-
 PURPOSE: GRADING, DRIVEWAY RECONSTRUCTION

NO.	DATE	DESCRIPTION	BY
1	8-9-05	REVISION PER I.D.O.	MEK
2	2/15/05	REVISIONS PER I.D.O.	MEK
3	7/18/04	REVISIONS PER I.D.O.	MEK
4	3/10/04	REVISIONS PER I.D.O.	MEK
5	12/23/03	ORIGINAL ISSUE	MEK

PARCEL NO. 3SE0005
STEPHEN PFAFF, TRUSTEE

TOTAL HOLDING = 13.290 ACRES +/-
 TOTAL R.O.W. REQUIRED = 0.126 ACRE +/-
 REMAINDER = 13.164 ACRES +/-
 TEMPORARY EASEMENT = 0.016 ACRE +/-
 PURPOSE: GRADING, DRIVEWAY RECONSTRUCTION

PARCEL NO. 3SE0008
ASHLEY ROAD BAPTIST CHURCH

TOTAL HOLDING = 10.990 ACRES +/-
 TOTAL R.O.W. REQUIRED = 0.170 ACRE +/-
 REMAINDER = 10.820 ACRE +/-

PARCEL NO. 3SE0006
ROBERT A. FINCH, ETUX.

TOTAL HOLDING = 0.802 ACRE +/-
 TOTAL R.O.W. REQUIRED = 0.115 ACRE +/-
 AREA IN EXISTING R.O.W. = 0.090 ACRE +/-
 NET R.O.W. REQUIRED = 0.025 ACRE +/-
 REMAINDER = 0.687 ACRE +/-

REVISED: AUGUST 5, 2005
 DELETED PARCEL 3SE0007

CERTIFICATE OF SURVEY
 WE, MIDWEST TECHNICAL CONSULTANTS, INC., CERTIFY THAT WE ARE A PROFESSIONAL DESIGN FIRM—LAND SURVEYING CORPORATION NO. 184-002917 OF THE STATE OF ILLINOIS THAT THE SURVEY OF F.A.U. 5974 ASHLEY ROAD OVER F.A.L. ROUTE 80 (I-80) WAS MADE BY US OR UNDER OUR DIRECTION AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF OUR KNOWLEDGE AND BELIEF THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT (2004) ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY

DATE: FEBRUARY 16, 2005
 Russell W. Olsen
 RUSSELL W. OLSEN, P.L.S. 2718
 VICE PRESIDENT
 LICENSE EXPIRES 11/30/2006



DATE: FEBRUARY 16, 2005
 Bruce A. Bruckelmeier
 BRUCE A. BRUCKELMEIER, P.L.S. #2456
 PRESIDENT
 LICENSE EXPIRES 11/30/2006

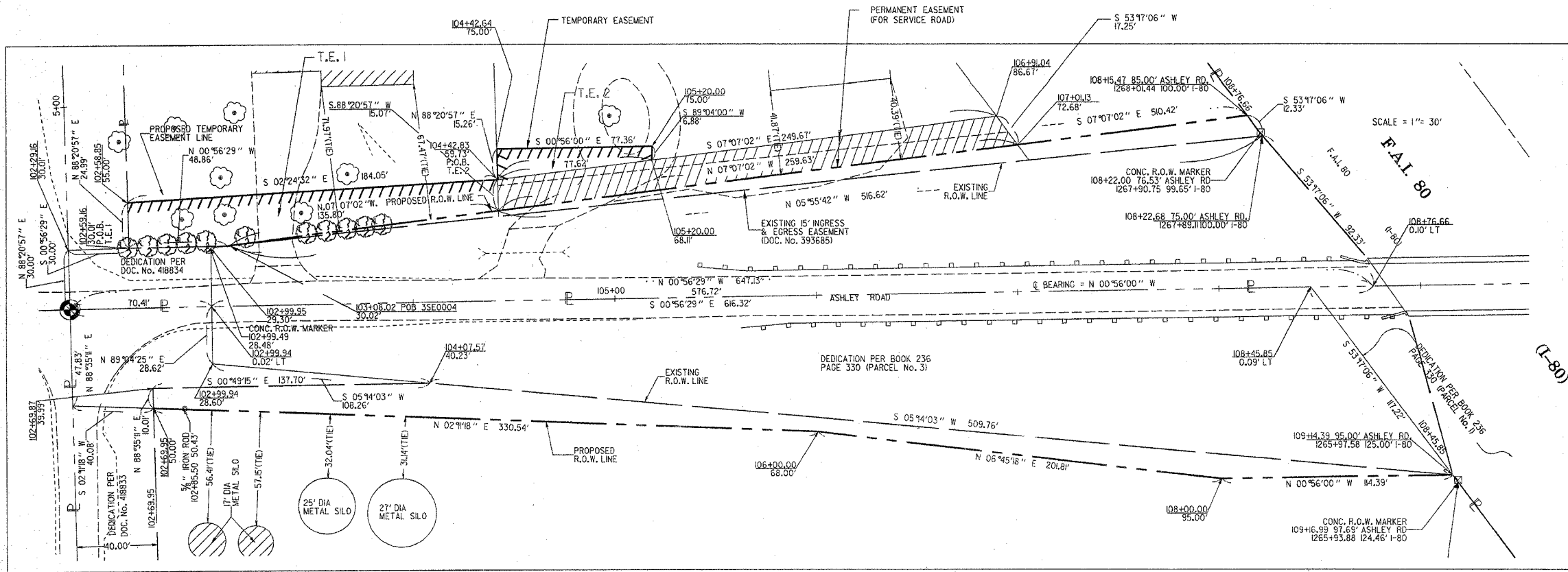


NOTE: BEARINGS ARE REFERENCED TO STATE PLANE COORDINATES, ILLINOIS EAST ZONE, NAD83
 SCALE = 1" = 50'

RIGHT OF WAY PLANS
 ROUTE OVER F.A.L. 80 (I-80)
 SECTION 32-3 HBR-1
 COUNTY GRUNDY
 JOB No. R-93-001-03
 STATION 110+00 TO 120+00
 SCALE 1" = 50' SHEET 2 OF 3

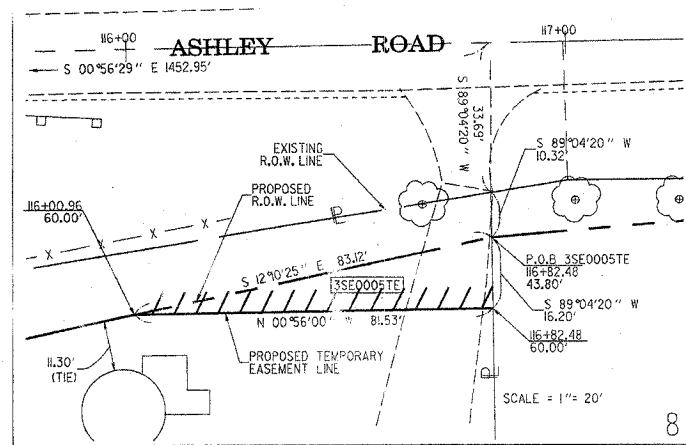
NORTHEAST 1/4 OF SEC. 27, T. 34 N., R. 7 E. OF THE 3RD P.M.

10407



SCALE = 1" = 30'

(L-80)



8

CERTIFICATE OF SURVEY
 WE, MIDWEST TECHNICAL CONSULTANTS, INC., CERTIFY THAT WE ARE A PROFESSIONAL DESIGN FIRM-LAND SURVEYING CORPORATION NO. 184-002917 OF THE STATE OF ILLINOIS, THAT THE SURVEY OF F.A.I. 5974 ASHLEY ROAD OVER F.A.I. ROUTE 80 (I-80) WAS MADE BY US OR UNDER OUR DIRECTION AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT (2000) ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.
 DATE: FEBRUARY 16, 2005
 RUSSELL W. OLSEN, P.L.S. 2718
 VICE PRESIDENT
 LICENSE EXPIRES 11/30/2006



DATE: FEBRUARY 16, 2005
 BRUCE A. BRUCKELMEYER, P.L.S. #2456
 PRESIDENT
 LICENSE EXPIRES 11/30/2006



NOTE: BEARINGS ARE REFERENCED TO STATE PLANE COORDINATES, ILLINOIS EAST ZONE, NAD83

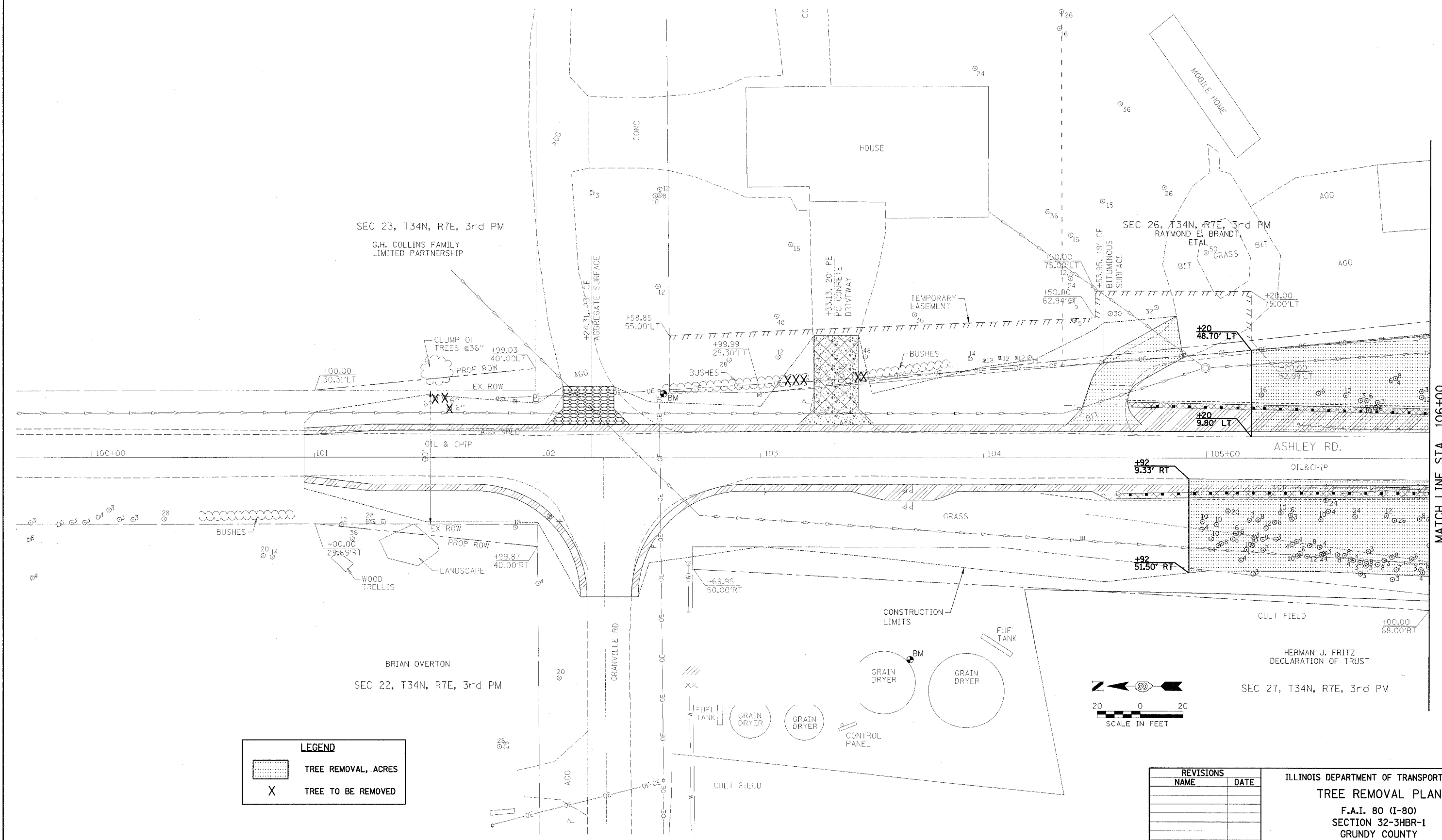
RIGHT OF WAY PLANS

ROUTE OVER F.A.I. 80 (I-80)
 SECTION 32-3 HBR-1
 COUNTY GRUNDY
 JOB No. R-93-Q01-03
 STATION 10+00 TO 120+00
 SCALE 1" = 30' SHEET 3 OF 3

NO.	DATE	DESCRIPTION	BY
3	2/16/05	REVISIONS PER I.D.O.	MEK
2	1/28/04	REVISIONS PER I.D.O.T.	MEK
1	3/10/04	REVISIONS PER I.D.O.T.	MEK
	12/23/03	ORIGINAL ISSUE	MEK

REVISED: JUNE 10, 2005 - ADDED PERMANENT EASEMENT TO PARCEL NO. 3SE0004
 Robert K. Pounds
 ROBERT K. POUNDS
 ILL. PROF. LAND SURVEYOR NO. 2105

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	24
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



LEGEND

	TREE REMOVAL, ACRES
	TREE TO BE REMOVED

REVISIONS

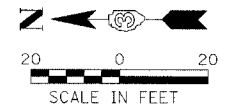
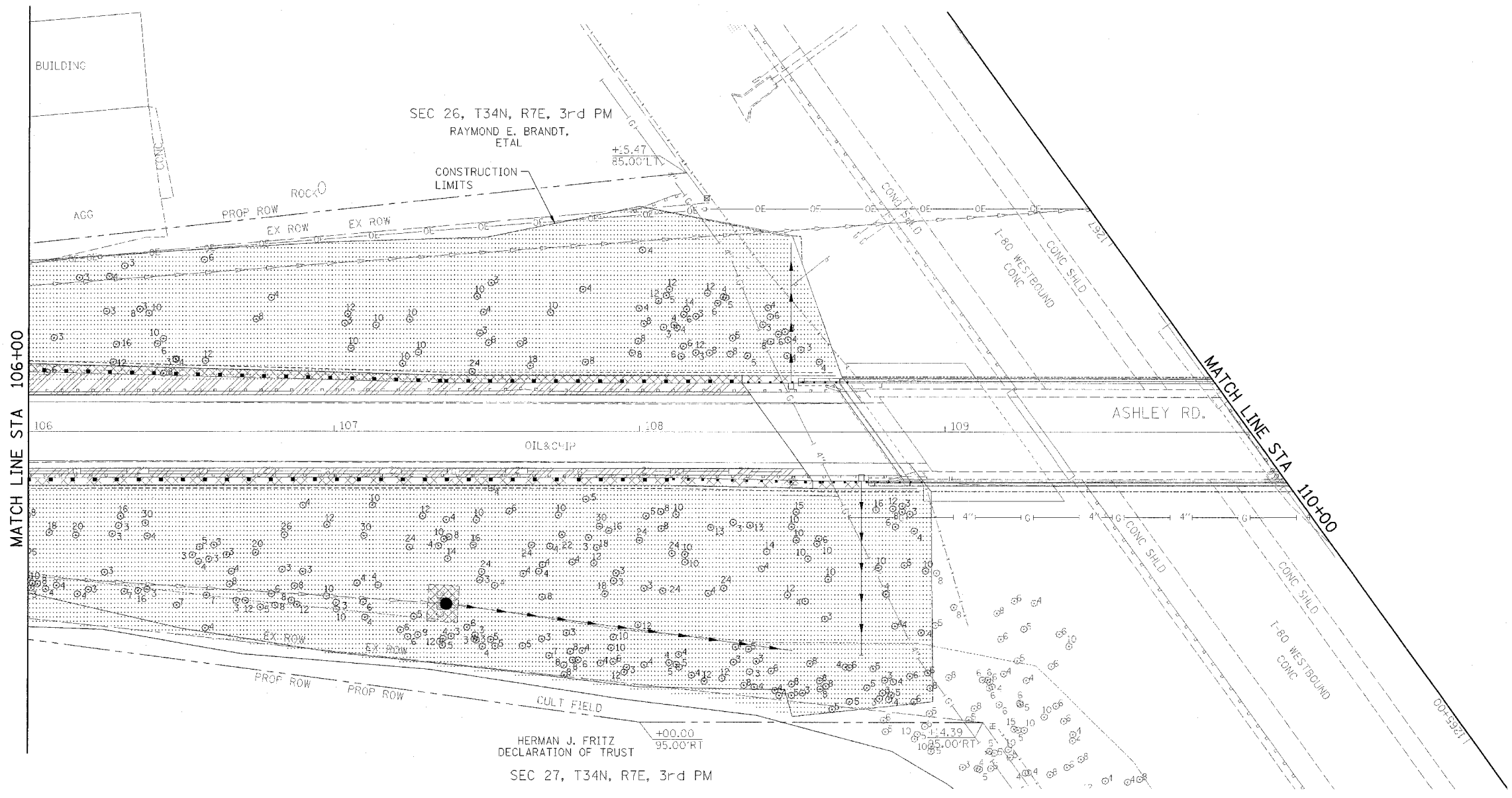
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TREE REMOVAL PLAN
 F.A.I. 80 (I-80)
 SECTION 32-3HBR-1
 GRUNDY COUNTY

DATE: 09/09/05

DRAWN BY: JJO
 CHECKED BY: MSW

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	25
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

	TREE REMOVAL, ACRES
	TREE TO BE REMOVED

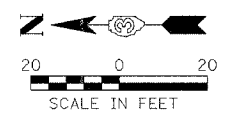
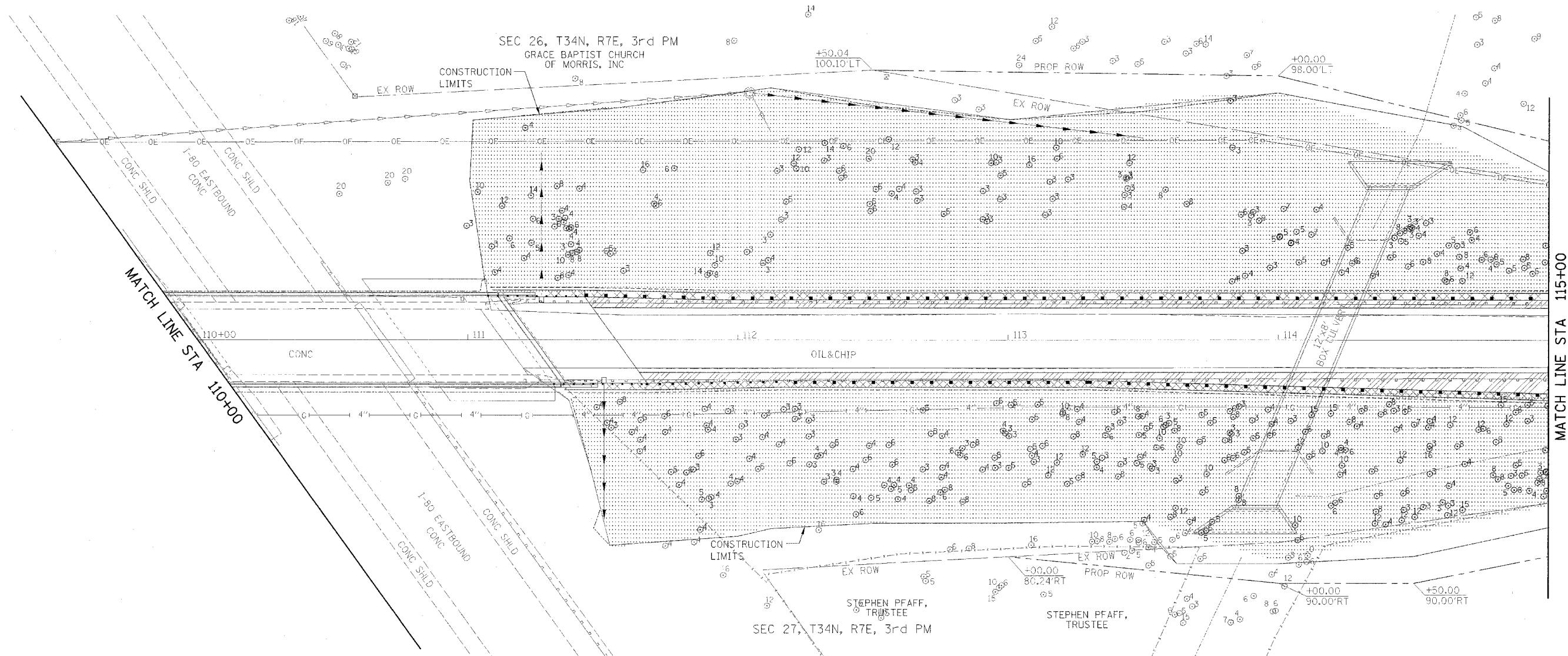
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TREE REMOVAL PLAN
 F.A.I. 80 (I-80)
 SECTION 32-3HBR-1
 GRUNDY COUNTY

DATE: 09/09/05

DRAWN BY: JJO
 CHECKED BY: MSW

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	26
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



LEGEND	
	TREE REMOVAL, ACRES
	TREE TO BE REMOVED

REVISIONS	
NAME	DATE

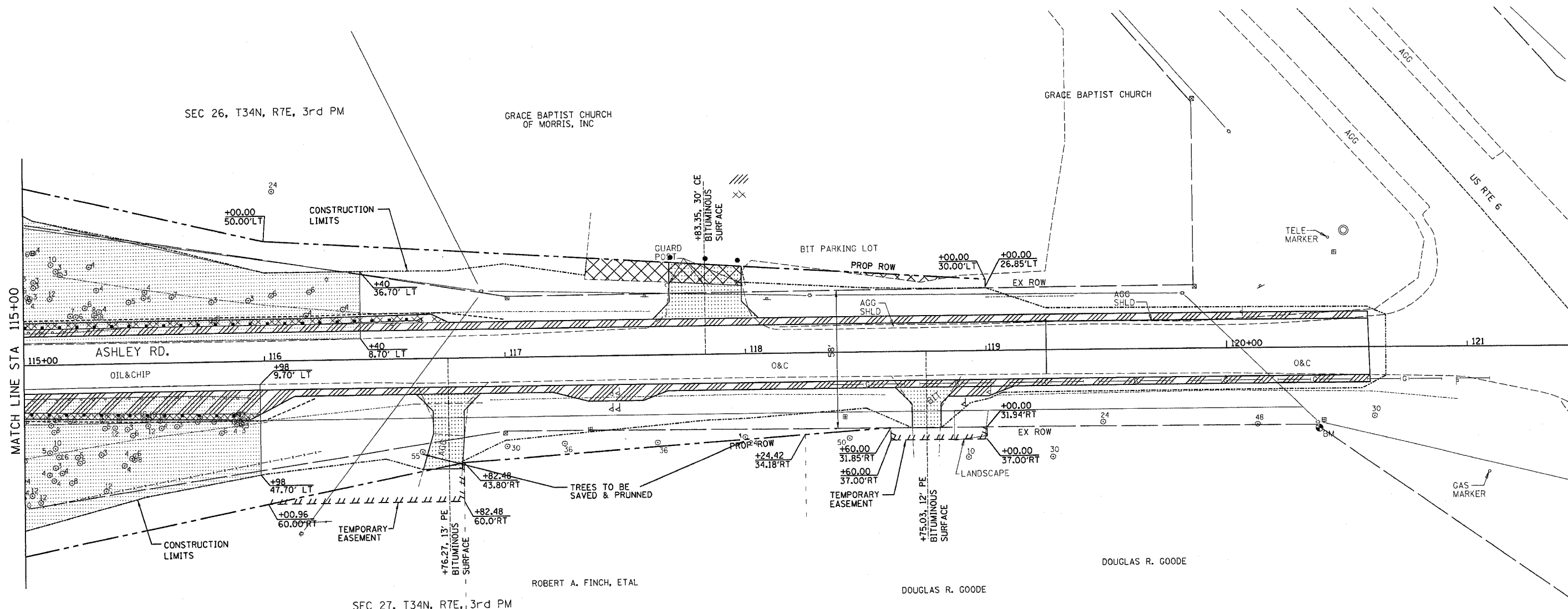
ILLINOIS DEPARTMENT OF TRANSPORTATION
TREE REMOVAL PLAN
 F.A.I. 80 (I-80)
 SECTION 32-3HBR-1
 GRUNDY COUNTY

DATE: 09/09/05

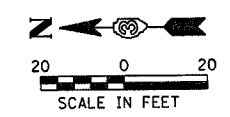
DRAWN BY: JJO
 CHECKED BY: MSW

66407

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	27
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



LEGEND	
	TREE REMOVAL, ACRES
	TREE TO BE REMOVED



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TREE REMOVAL PLAN
 F.A.I. 80 (I-80)
 SECTION 32-3HBR-1
 GRUNDY COUNTY

DATE: 09/09/05

DRAWN BY: JJO
 CHECKED BY: MSW

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

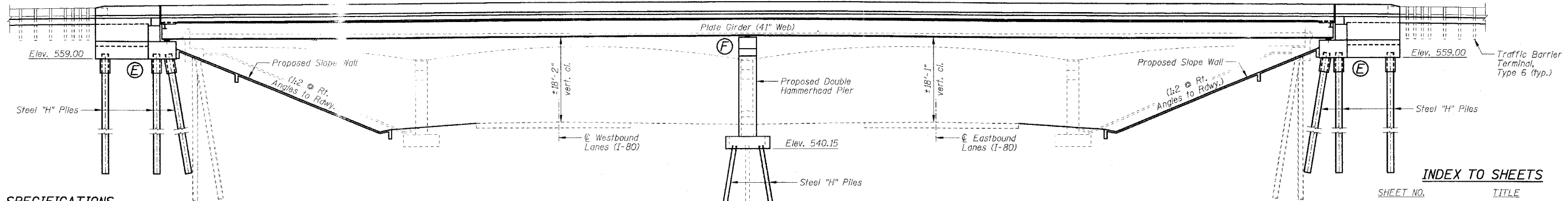
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	28
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Benchmarks: 1.) Existing railroad spike in power pole @ S.E. corner of Granville Rd. & Ashley Rd. Station 102+56.46/28.81' LT., Elevation = 551.64
2.) Existing railroad spike in power pole @ N.W. corner of Rte. 6 & Ashley Rd. Station 120+38.15/33.68' RT., Elevation = 549.25.

Existing Structure: SN 032-0057 built in 1957 as Section 32-3HBR-1. Structure consists of continuous four span haunched reinforced concrete T-beam superstructure on pile bent spill thru abutments and double hammerhead piers. 235'-6" back-to-back abutments, 29'-8" out-to-out deck. Structure to be removed and replaced. Road to be closed and traffic detoured during construction.

No Salvage.

SHEET NO. B1
OF 35 SHEETS



DESIGN SPECIFICATIONS

AASHTO 2002

LOADING HS20-44

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

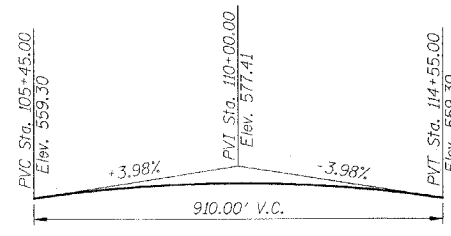
DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi (Cast-In-Place)
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 36,000$ psi (Structural Steel - M270 Grade 36)
 $f_y = 50,000$ psi (Structural Steel - M270 Grade 50)

SEISMIC DATA

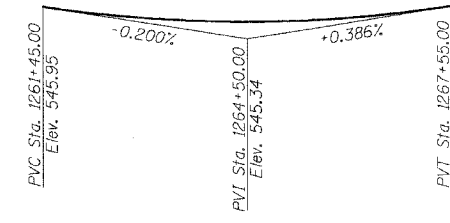
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.04
Site Coefficient (S) = 1.2



PROFILE GRADE

F.A.U. 5974 (Ashley Rd.) (Along ϕ Roadway)

ELEVATION
(Dimensions & Elevations @ Right Angles to I-80 Roadway)

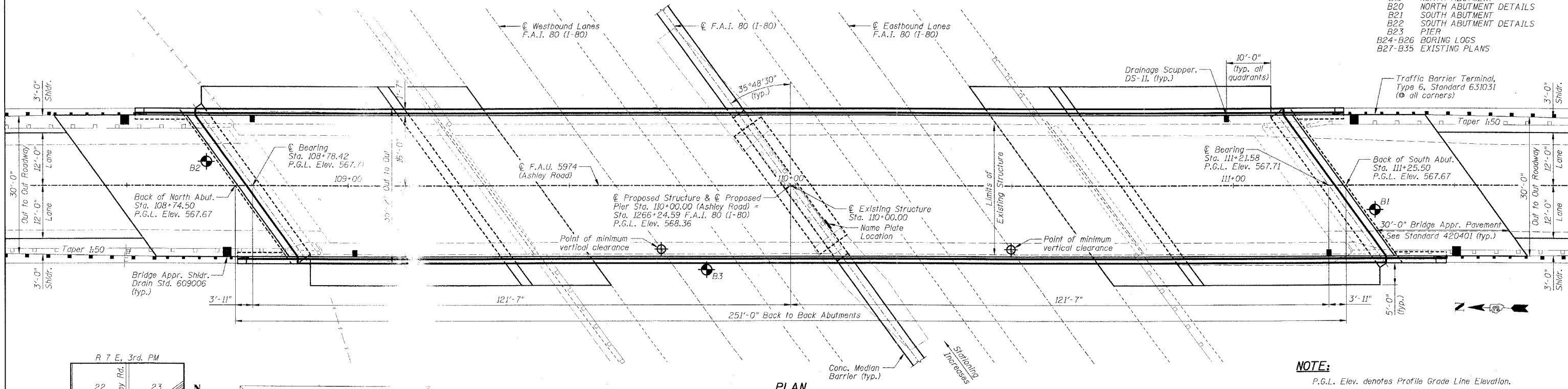


PROFILE GRADE

I-80 (Along ϕ Roadway)

INDEX TO SHEETS

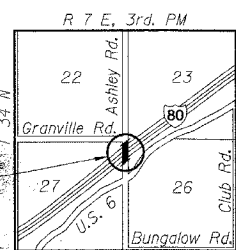
SHEET NO.	TITLE
B1	GENERAL PLAN AND ELEVATION
B2	GENERAL NOTES, BILL OF MATERIAL AND SUBSTRUCTURE LAYOUT PLAN
B3	MISCELLANEOUS DETAILS
B4	BAR SPlicer ASSEMBLY DETAILS
B5	ELEVATION LOCATIONS AND DEAD LOAD DEFLECTION DIAGRAM
B6-B7	TOP OF SLAB ELEVATIONS
B8-B9	SUPERSTRUCTURE DECK
B10	SUPERSTRUCTURE CROSS SECTION
B11	SUPERSTRUCTURE DETAILS, PARAPET DETAILS AND BILL OF MATERIAL
B12	NEOPRENE EXPANSION JOINTS
B13	DRAINAGE SCUPPER, DS-II
B14	STRUCTURAL STEEL FRAMING PLAN
B15-B16	STRUCTURAL STEEL DETAILS
B17	BEARING DETAILS
B18	ANCHOR BOLT DETAILS
B19	NORTH ABUTMENT
B20	NORTH ABUTMENT DETAILS
B21	SOUTH ABUTMENT
B22	SOUTH ABUTMENT DETAILS
B23	PIER
B24-B26	BORING LOGS
B27-B35	EXISTING PLANS



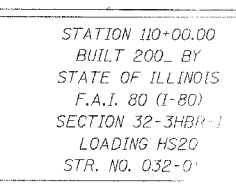
PLAN

NOTE:

P.G.L. Elev. denotes Profile Grade Line Elevation.



LOCATION SKETCH

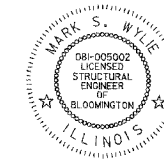


NAME PLATE DETAIL

See Standard 515

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES



Mark S. Wylie Date 9/1/05
MARK S. WYLIE
ILLINOIS STRUCTURAL ENGINEER
NO. 081-005002
Exp. Date 11/30/06

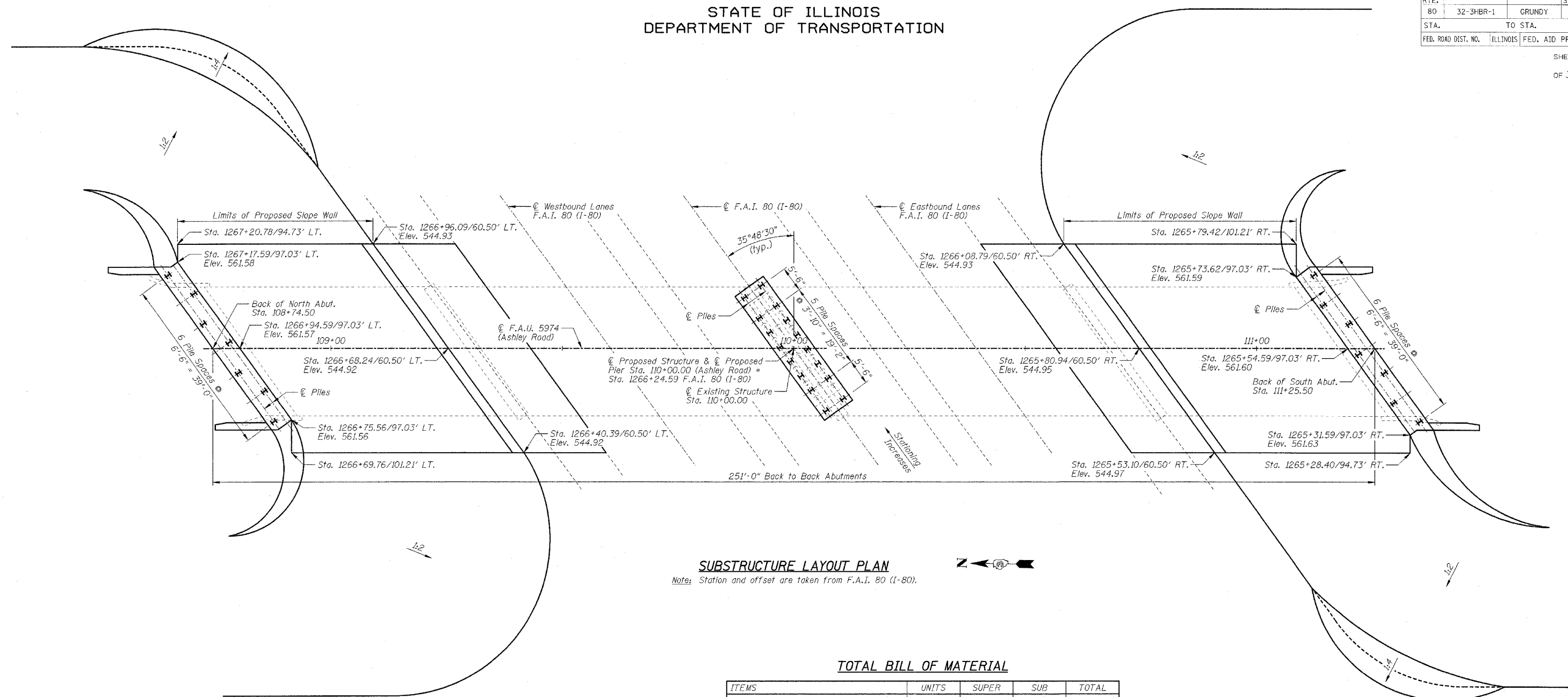
REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION	
GENERAL PLAN AND ELEVATION	
F.A.I. 80 (I-80)	
F.A.U. 5974 (ASHLEY ROAD) OVER I-80	
SECTION 32-3HBR-1	
GRUNDY COUNTY	
STATION 110+00.00	STRUCTURE NO. 032-0113
DESIGNED BY: JML	DRAWN BY: DJM
DATE: 09/09/05	CHECKED BY: MSW

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	29
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

SHEET NO. B2
OF 35 SHEETS



SUBSTRUCTURE LAYOUT PLAN

Note: Station and offset are taken from F.A.I. 80 (I-80).

TOTAL BILL OF MATERIAL

ITEMS	UNITS	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu Yd		160	160
Removal of Existing Structures No. 1	Each	1		1
Slope Wall Removal	Sq Yd		388	388
Structure Excavation	Cu Yd		957	957
Neoprene Expansion Joint 2"	Foot	82		82
Concrete Structures	Cu Yd		176.9	176.9
Concrete Superstructure	Cu Yd	280.1		280.1
Bridge Deck Grooving	Sq Yd		816	816
Protective Coat	Sq Yd		1080	1080
Elastomeric Bearing Assembly, Type 1	Each		12	12
Furnishing And Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	2424		2424
Reinforcement Bars, Epoxy Coated	Pound	61650	21680	83330
Slope Wall 4 Inch	Sq Yd		507	507
Furnishing Steel Piles HP12x63	Foot		1714	1714
Driving Steel Piles	Foot		1714	1714
Test Pile Steel HP12x63	Each		3	3
Name Plates	Each		1	1
Bridge Seat Sealer	Sq Ft		232	232
Drainage Scuppers, DS-II	Each	4		4
Bar Splicers	Each		64	64

GENERAL NOTES:

- Fasteners shall be high strength bolts. Bolts $\frac{9}{16}$ " ϕ , open holes $\frac{11}{16}$ " ϕ , unless otherwise noted.
- Calculated weight of Structural Steel AASHTO M270 Gr50 = 309,320 lb. and AASHTO M270 Gr36 = 19,060 lb.
- Field welding of construction accessories will not be permitted to beams or girders.
- Anchor bolts shall be set before bolting diaphragms over supports.
- The structural steel bearing plates of the Elastomeric Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.
- 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 tension flanges, webs and all splice plate material except fill plates.
- Reinforcement Bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
- Slope walls shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.
- 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 1 Elastomeric Bearings, two $\frac{1}{8}$ " adjusting shims shall be provided and placed as detailed.
- The Contractor shall drive three (3) HP 12x63 test piles in permanent locations, one at each abutment and one at the pier, as directed by the Engineer before ordering the remainder of piles.
- Bridge Seat Sealer shall be applied to the seat area of the abutments.
- All construction joints shall be bonded.
- 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".
- The existing plans are provided for informational use only.

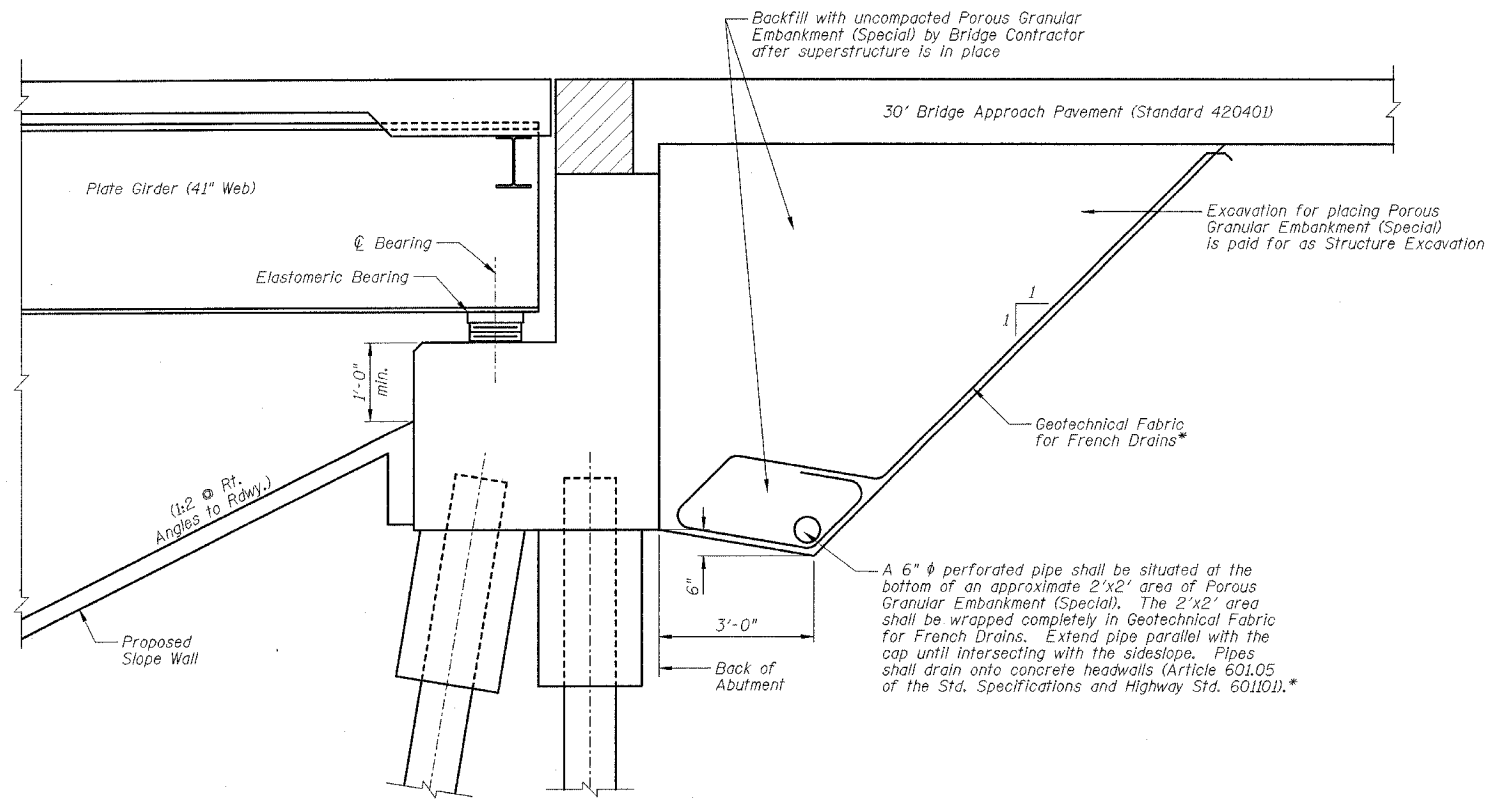
REVISIONS	
NAME	DATE
DJM	11/21/05

ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL NOTES, BILL OF MATERIAL
AND SUBSTRUCTURE LAYOUT PLAN
F.A.I. 80 (I-80)
F.A.U. 5974 (ASHLEY ROAD) OVER I-80
SECTION 32-3HBR-1
GRUNDY COUNTY
STATION 110+00.00 STRUCTURE NO. 032-0113
DESIGNED BY: JML
DRAWN BY: DJM
DATE: 09/09/05
CHECKED BY: MSW

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

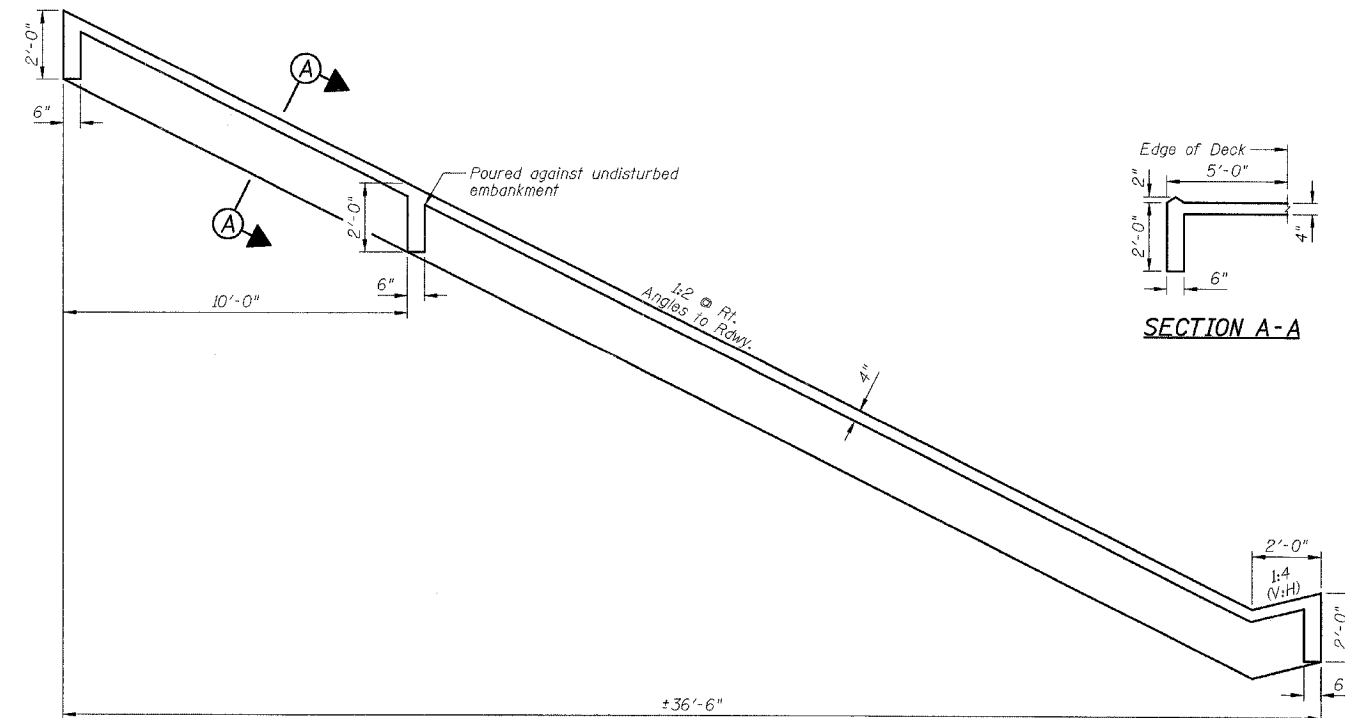
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	30
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SHEET NO. B3
OF 35 SHEETS



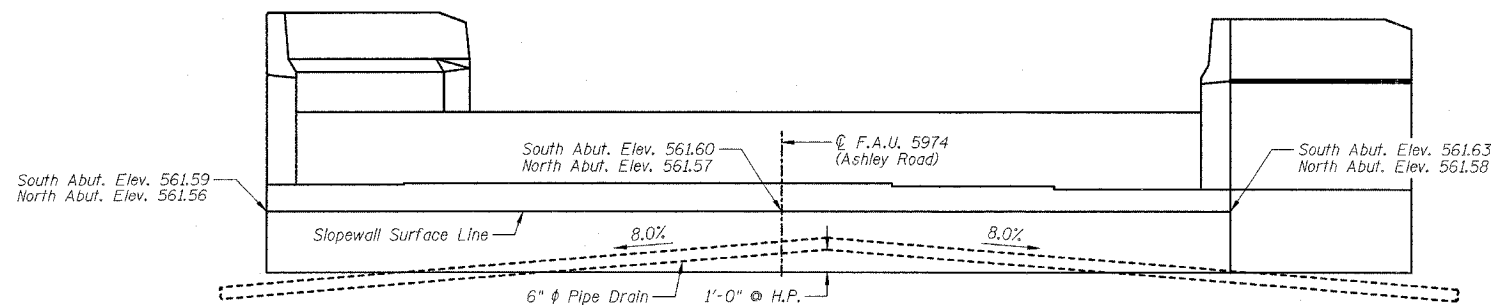
SECTION THRU ABUTMENT
(Dimensions @ Right Angles to Abutment)

*Included in the cost of Porous Granular Embankment (Special).



SECTION THRU SLOPE WALL

Note: All horizontal dimensions are at right angles to the roadway.



ABUTMENT ELEVATION, TYPICAL DRAIN DETAIL

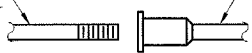
REVISIONS	
NAME	DATE
DJM	11/21/05

ILLINOIS DEPARTMENT OF TRANSPORTATION
MISCELLANEOUS DETAILS
F.A.I. 80 (I-80)
F.A.U. 5974 (ASHLEY ROAD) OVER I-80
SECTION 32-3HBR-1
GRUNDY COUNTY
STATION 110+00.00 STRUCTURE NO. 032-0113
DESIGNED BY: JML
DRAWN BY: DJM
DATE: 09/09/05
CHECKED BY: MSW

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	31
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

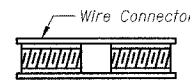
SHEET NO. B4
OF 35 SHEETS

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

ROLLED THREAD DOWEL BAR



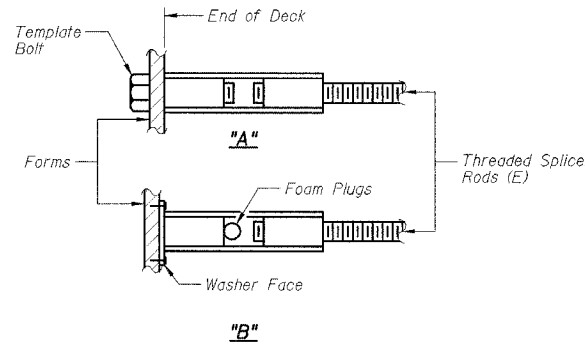
**** ONE PIECE**



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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

NOTES:

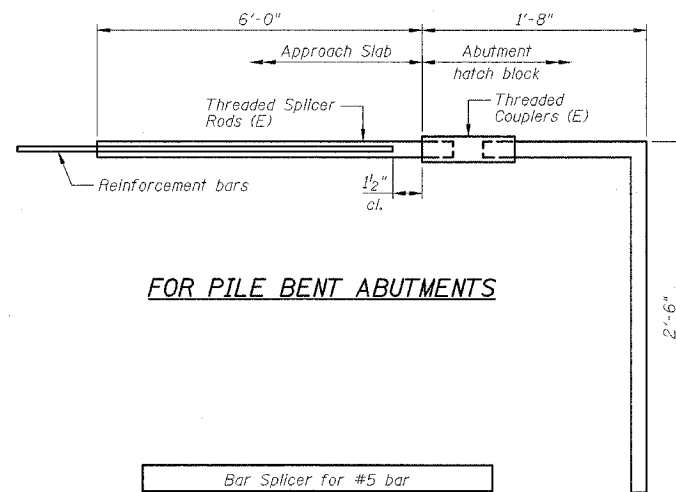
Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
Splicer rods shall be of minimum 60 ksi yield strength, threaded full length.
All reinforcement bars shall be lapped and tied to the splicer rods 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:

- Minimum Capacity = $1.25 \times f_y \times A_t$
(Tension in kips)
- Minimum *Pull-out Strength = $1.25 \times f_{sallow} \times A_t$
(Tension in kips)

Where f_y = Yield strength of lapped reinforcement bars in ksi.
 f_{sallow} = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
 A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

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



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 = 64

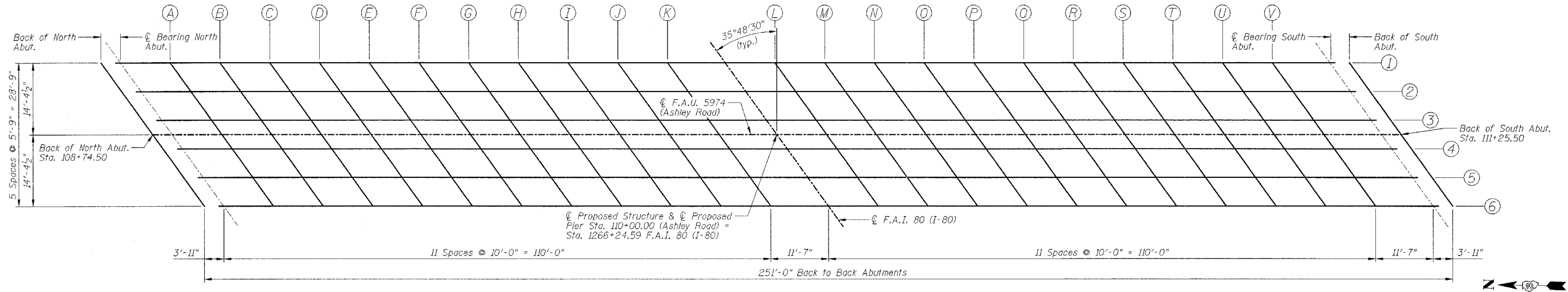
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BAR SPLICER ASSEMBLY DETAILS
F.A.I. 80 (I-80)
F.A.U. 5974 (ASHLEY ROAD) OVER I-80
SECTION 32-3HBR-1
GRUNDY COUNTY
STATION 110+00.00 STRUCTURE NO. 032-0113
DESIGNED BY: JML DRAWN BY: DJM
DATE: 09/09/05 CHECKED BY: MSW

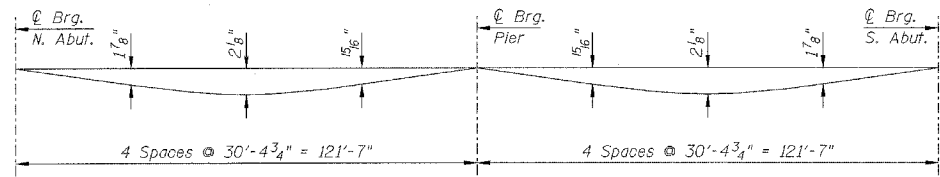
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	32
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. B5
OF 35 SHEETS



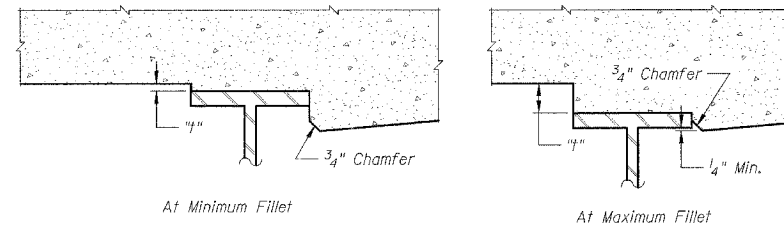
PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)

- NOTES: 1.) The above deflections are not to be used in the field if the Engineer is working from the Theoretical Grade Elevations Adjusted for Dead Load Deflections as shown on Sheets B6 & B7.
2.) Work this sheet with Sheets B6 & B7.



FILLET HEIGHTS

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 Sheets B6 & B7, minus slab thickness, equals the fillet heights "t" above top flange of beams.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION ELEVATION LOCATIONS AND DEAD LOAD DEFLECTION DIAGRAM F.A.I. 80 (I-80) F.A.U. 5974 (ASHLEY ROAD) OVER I-80 SECTION 32-3HBR-1 GRUNDY COUNTY STATION 110+00.00 STRUCTURE NO. 032-0113 DESIGNED BY: JML DATE: 09/09/05
NAME	DATE	
		DRAWN BY: DJM CHECKED BY: MSW

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	33
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SHEET NO. B6
OF 35 SHEETS

Girder 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of North Abut.	108+64.129	-14.375	567.320	567.320
☉ Brg. North Abut.	108+68.046	-14.375	567.365	567.365
A	108+78.046	-14.375	567.477	567.537
B	108+88.046	-14.375	567.579	567.692
C	108+98.046	-14.375	567.672	567.826
D	109+08.046	-14.375	567.757	567.936
E	109+18.046	-14.375	567.833	568.020
F	109+28.046	-14.375	567.901	568.079
G	109+38.046	-14.375	567.959	568.113
H	109+48.046	-14.375	568.009	568.129
I	109+58.046	-14.375	568.050	568.130
J	109+68.046	-14.375	568.082	568.129
K	109+78.046	-14.375	568.106	568.123
☉ Brg. Pier	109+89.629	-14.375	568.122	568.122
L	109+99.629	-14.375	568.127	568.138
M	110+09.629	-14.375	568.123	568.161
N	110+19.629	-14.375	568.110	568.184
O	110+29.629	-14.375	568.089	568.202
P	110+39.629	-14.375	568.058	568.207
Q	110+49.629	-14.375	568.019	568.194
R	110+59.629	-14.375	567.971	568.157
S	110+69.629	-14.375	567.915	568.096
T	110+79.629	-14.375	567.850	568.009
U	110+89.629	-14.375	567.776	567.897
V	110+99.629	-14.375	567.693	567.762
☉ Brg. South Abut.	111+11.212	-14.375	567.586	567.586
Bk. of South Abut.	111+15.129	-14.375	567.547	567.547

Girder 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of North Abut.	108+72.426	-2.875	567.600	567.600
☉ Brg. North Abut.	108+76.343	-2.875	567.643	567.643
A	108+86.343	-2.875	567.746	567.806
B	108+96.343	-2.875	567.841	567.954
C	109+06.343	-2.875	567.928	568.082
D	109+16.343	-2.875	568.005	568.184
E	109+26.343	-2.875	568.074	568.261
F	109+36.343	-2.875	568.134	568.312
G	109+46.343	-2.875	568.185	568.339
H	109+56.343	-2.875	568.228	568.348
I	109+66.343	-2.875	568.262	568.342
J	109+76.343	-2.875	568.287	568.334
K	109+86.343	-2.875	568.303	568.320
☉ Brg. Pier	109+97.926	-2.875	568.311	568.311
L	110+07.926	-2.875	568.309	568.320
M	110+17.926	-2.875	568.297	568.335
N	110+27.926	-2.875	568.277	568.351
O	110+37.926	-2.875	568.248	568.361
P	110+47.926	-2.875	568.211	568.360
Q	110+57.926	-2.875	568.165	568.340
R	110+67.926	-2.875	568.110	568.296
S	110+77.926	-2.875	568.046	568.227
T	110+87.926	-2.875	567.973	568.132
U	110+97.926	-2.875	567.892	568.013
V	111+07.926	-2.875	567.802	567.871
☉ Brg. South Abut.	111+19.509	-2.875	567.687	567.687
Bk. of South Abut.	111+23.426	-2.875	567.645	567.645

Girder 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of North Abut.	108+68.278	-8.625	567.466	567.466
☉ Brg. North Abut.	108+72.195	-8.625	567.511	567.511
A	108+82.195	-8.625	567.618	567.678
B	108+92.195	-8.625	567.717	567.830
C	109+02.195	-8.625	567.807	567.961
D	109+12.195	-8.625	567.888	568.067
E	109+22.195	-8.625	567.960	568.147
F	109+32.195	-8.625	568.024	568.202
G	109+42.195	-8.625	568.079	568.233
H	109+52.195	-8.625	568.125	568.245
I	109+62.195	-8.625	568.163	568.243
J	109+72.195	-8.625	568.191	568.238
K	109+82.195	-8.625	568.211	568.228
☉ Brg. Pier	109+93.778	-8.625	568.223	568.223
L	110+03.778	-8.625	568.225	568.236
M	110+13.778	-8.625	568.217	568.255
N	110+23.778	-8.625	568.200	568.274
O	110+33.778	-8.625	568.175	568.288
P	110+43.778	-8.625	568.141	568.290
Q	110+53.778	-8.625	568.099	568.274
R	110+63.778	-8.625	568.047	568.233
S	110+73.778	-8.625	567.987	568.168
T	110+83.778	-8.625	567.918	568.077
U	110+93.778	-8.625	567.840	567.961
V	111+03.778	-8.625	567.754	567.823
☉ Brg. South Abut.	111+15.361	-8.625	567.643	567.643
Bk. of South Abut.	111+19.278	-8.625	567.603	567.603

Centerline - F.A.U. Rte. 5974 (Ashley Road)
& Profile Grade Line

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of North Abut.	108+74.500	0.000	567.666	567.666
☉ Brg. North Abut.	108+78.417	0.000	567.708	567.708
A	108+88.417	0.000	567.810	567.870
B	108+98.417	0.000	567.903	568.016
C	109+08.417	0.000	567.988	568.142
D	109+18.417	0.000	568.063	568.242
E	109+28.417	0.000	568.130	568.317
F	109+38.417	0.000	568.189	568.367
G	109+48.417	0.000	568.238	568.392
H	109+58.417	0.000	568.279	568.399
I	109+68.417	0.000	568.311	568.391
J	109+78.417	0.000	568.334	568.381
K	109+88.417	0.000	568.349	568.366
☉ Brg. Pier	110+00.000	0.000	568.355	568.355
L	110+10.000	0.000	568.350	568.361
M	110+20.000	0.000	568.337	568.375
N	110+30.000	0.000	568.315	568.389
O	110+40.000	0.000	568.285	568.398
P	110+50.000	0.000	568.245	568.394
Q	110+60.000	0.000	568.197	568.372
R	110+70.000	0.000	568.140	568.326
S	110+80.000	0.000	568.075	568.256
T	110+90.000	0.000	568.000	568.159
U	111+00.000	0.000	567.917	568.038
V	111+10.000	0.000	567.825	567.894
☉ Brg. South Abut.	111+21.583	0.000	567.708	567.708
Bk. of South Abut.	111+25.500	0.000	567.666	567.666

NOTES:

- 1.) Work this sheet with Sheets B5 & B7.
- 2.) For Elevation Locations see Sheet B5.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION TOP OF SLAB ELEVATIONS F.A.I. 80 (I-80) F.A.U. 5974 (ASHLEY ROAD) OVER I-80 SECTION 32-3HBR-1 GRUNDY COUNTY STATION 110+00.00 STRUCTURE NO. 032-0113 DESIGNED BY: JML DATE: 09/09/05
NAME	DATE	
		DRAWN BY: DJM
		CHECKED BY: MSW

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	34
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SHEET NO. B7
OF 35 SHEETS

Girder 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of North Abut.	108+76.574	2.875	567.645	567.645
☉ Brg. North Abut.	108+80.491	2.875	567.687	567.687
A	108+90.491	2.875	567.787	567.847
B	109+00.491	2.875	567.878	567.991
C	109+10.491	2.875	567.961	568.115
D	109+20.491	2.875	568.035	568.214
E	109+30.491	2.875	568.100	568.287
F	109+40.491	2.875	568.156	568.334
G	109+50.491	2.875	568.204	568.358
H	109+60.491	2.875	568.243	568.363
I	109+70.491	2.875	568.273	568.353
J	109+80.491	2.875	568.295	568.342
K	109+90.491	2.875	568.307	568.324
☉ Brg. Pier	110+02.074	2.875	568.311	568.311
L	110+12.074	2.875	568.305	568.316
M	110+22.074	2.875	568.290	568.328
N	110+32.074	2.875	568.266	568.340
O	110+42.074	2.875	568.234	568.347
P	110+52.074	2.875	568.193	568.342
Q	110+62.074	2.875	568.143	568.318
R	110+72.074	2.875	568.084	568.270
S	110+82.074	2.875	568.017	568.198
T	110+92.074	2.875	567.941	568.100
U	111+02.074	2.875	567.856	567.977
V	111+12.074	2.875	567.762	567.831
☉ Brg. South Abut.	111+23.657	2.875	567.643	567.643
Bk. of South Abut.	111+27.574	2.875	567.600	567.600

Girder 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of North Abut.	108+84.871	14.375	567.547	567.547
☉ Brg. North Abut.	108+88.788	14.375	567.586	567.586
A	108+98.788	14.375	567.679	567.739
B	109+08.788	14.375	567.763	567.876
C	109+18.788	14.375	567.839	567.993
D	109+28.788	14.375	567.905	568.084
E	109+38.788	14.375	567.963	568.150
F	109+48.788	14.375	568.012	568.190
G	109+58.788	14.375	568.053	568.207
H	109+68.788	14.375	568.084	568.204
I	109+78.788	14.375	568.107	568.187
J	109+88.788	14.375	568.122	568.169
K	109+98.788	14.375	568.127	568.144
☉ Brg. Pier	110+10.371	14.375	568.122	568.122
L	110+20.371	14.375	568.109	568.120
M	110+30.371	14.375	568.087	568.125
N	110+40.371	14.375	568.056	568.130
O	110+50.371	14.375	568.016	568.129
P	110+60.371	14.375	567.968	568.117
Q	110+70.371	14.375	567.910	568.085
R	110+80.371	14.375	567.844	568.030
S	110+90.371	14.375	567.770	567.951
T	111+00.371	14.375	567.686	567.845
U	111+10.371	14.375	567.594	567.715
V	111+20.371	14.375	567.493	567.562
☉ Brg. South Abut.	111+31.954	14.375	567.365	567.365
Bk. of South Abut.	111+35.871	14.375	567.320	567.320

Girder 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of North Abut.	108+80.722	8.625	567.603	567.603
☉ Brg. North Abut.	108+84.639	8.625	567.643	567.643
A	108+94.639	8.625	567.740	567.800
B	109+04.639	8.625	567.827	567.940
C	109+14.639	8.625	567.906	568.060
D	109+24.639	8.625	567.977	568.156
E	109+34.639	8.625	568.038	568.225
F	109+44.639	8.625	568.091	568.269
G	109+54.639	8.625	568.135	568.289
H	109+64.639	8.625	568.170	568.290
I	109+74.639	8.625	568.197	568.277
J	109+84.639	8.625	568.215	568.262
K	109+94.639	8.625	568.224	568.241
☉ Brg. Pier	110+06.222	8.625	568.223	568.223
L	110+16.222	8.625	568.214	568.225
M	110+26.222	8.625	568.195	568.233
N	110+36.222	8.625	568.168	568.242
O	110+46.222	8.625	568.132	568.245
P	110+56.222	8.625	568.087	568.236
Q	110+66.222	8.625	568.033	568.208
R	110+76.222	8.625	567.971	568.157
S	110+86.222	8.625	567.900	568.081
T	110+96.222	8.625	567.820	567.979
U	111+06.222	8.625	567.732	567.853
V	111+16.222	8.625	567.634	567.703
☉ Brg. South Abut.	111+27.805	8.625	567.511	567.511
Bk. of South Abut.	111+31.722	8.625	567.466	567.466

NOTES:

- 1.) Work this sheet with Sheets B5 & B6.
- 2.) For Elevation Locations see Sheet B5.

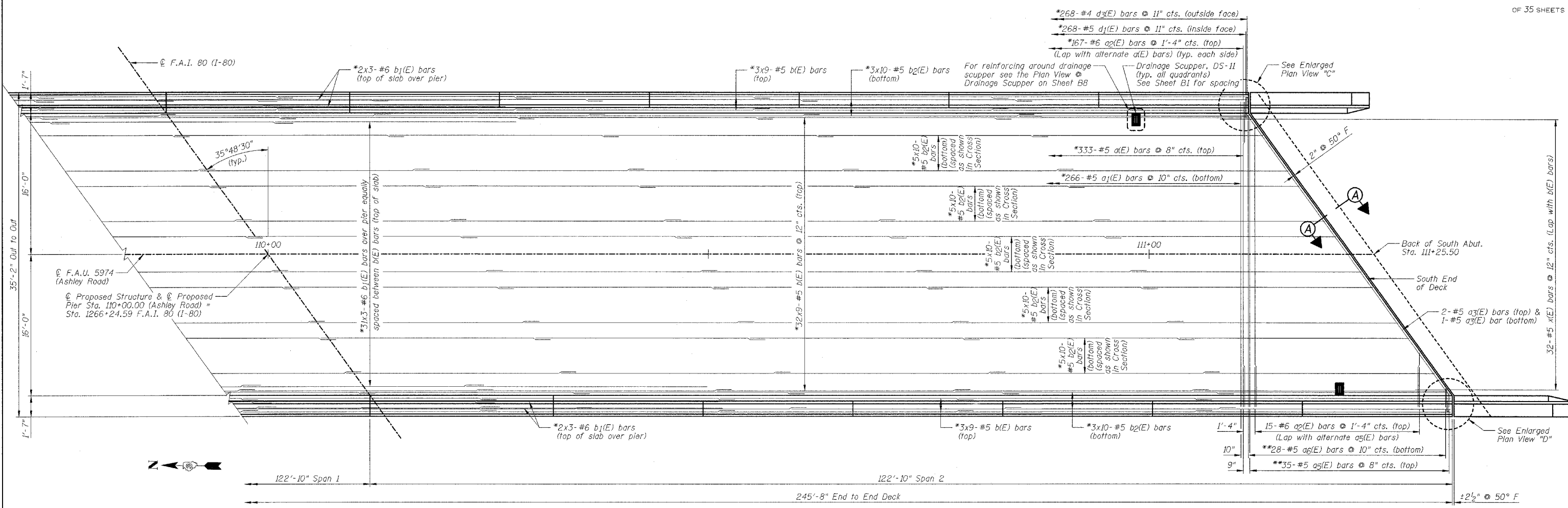
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION TOP OF SLAB ELEVATIONS F.A.I. 80 (I-80) F.A.U. 5974 (ASHLEY ROAD) OVER I-80 SECTION 32-3HBR-1 GRUNDY COUNTY STATION 110+00.00 STRUCTURE NO. 032-0113 DESIGNED BY: JML DATE: 09/09/05
NAME	DATE	
		DRAWN BY: DJM
		CHECKED BY: MSW

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

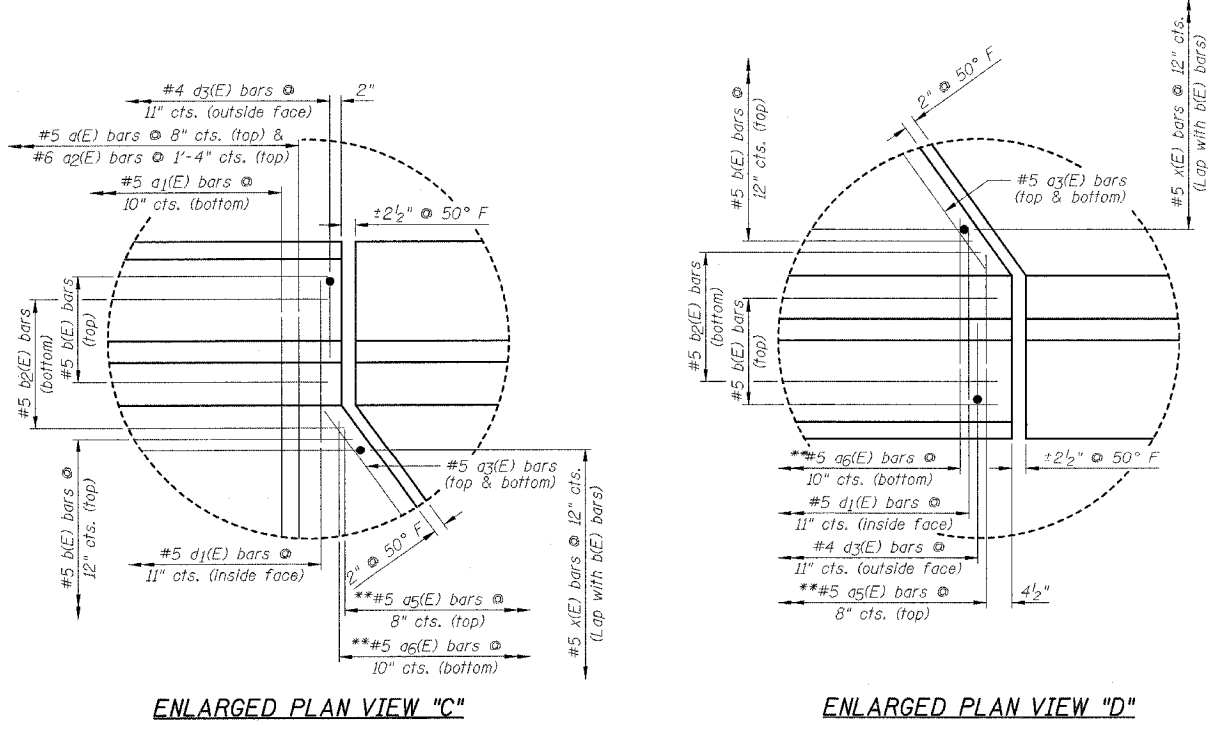
CONTRACT NO. 66407

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	36
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SHEET NO. B9
OF 35 SHEETS



DECK - HALF PLAN



BAR LAP

#5	- 1'-8"
#6	- 2'-0"

* Bar quantity is for entire deck.
** Order a5(E) & a6(E) bars full length. Cut to fit skew and use remainder of bars in opposite end. See Sheet B11 for Bar Cutting Diagram.

NOTES:

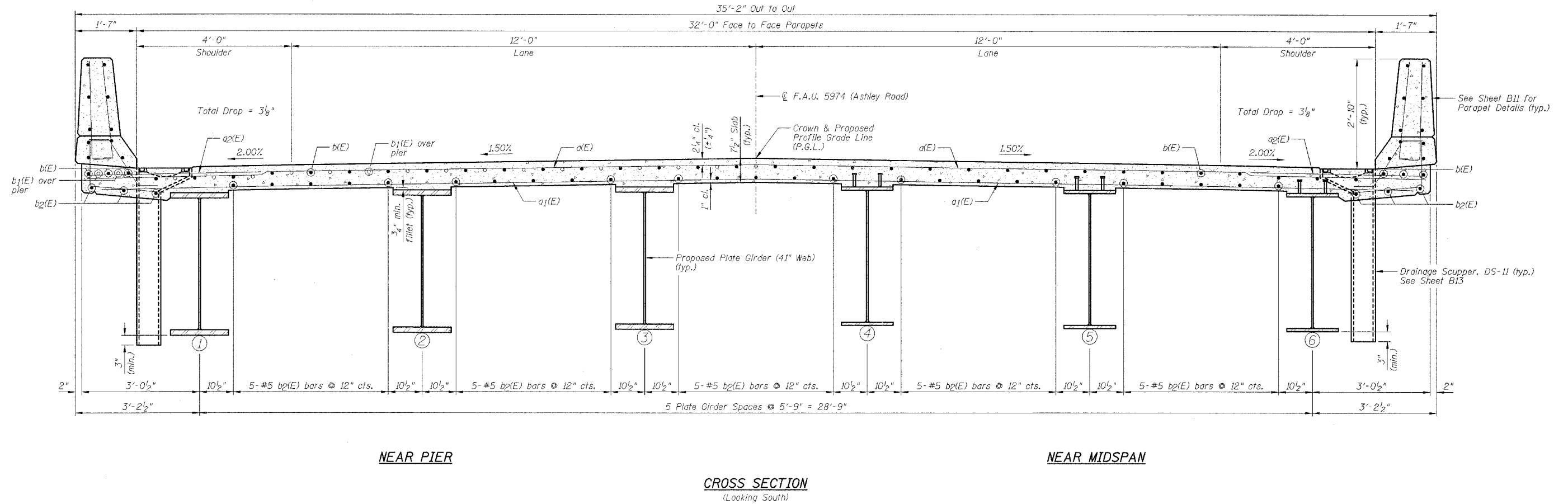
- 1.) Work this sheet with Sheets B6 thru B8, B10 & B11.
- 2.) See Sheet B10 for Deck Cross Section & Sheet B11 for Superstructure Details and Bill of Material.
- 3.) See Sheet B11 for Section A-A.
- 4.) Reinforcement bars designated (E) shall be epoxy coated.
- 5.) Bars indicated thus 32x9-#5 etc. indicates 32 lines of bars with 9 lengths per line.
- 6.) Parapet width exaggerated to show reinforcement bars.
- 7.) Space drainage scupper to miss stud shear connectors and reinforcing bars.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION SUPERSTRUCTURE DECK F.A.I. 80 (I-80) F.A.U. 5974 (ASHLEY ROAD) OVER I-80 SECTION 32-3HBR-1 GRUNDY COUNTY STATION 110+00.00 STRUCTURE NO. 032-0113
NAME	DATE	
		DESIGNED BY: JML
		DRAWN BY: DJM
		CHECKED BY: MSW
		DATE: 09/09/05

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	37
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

SHEET NO. B10
OF 35 SHEETS



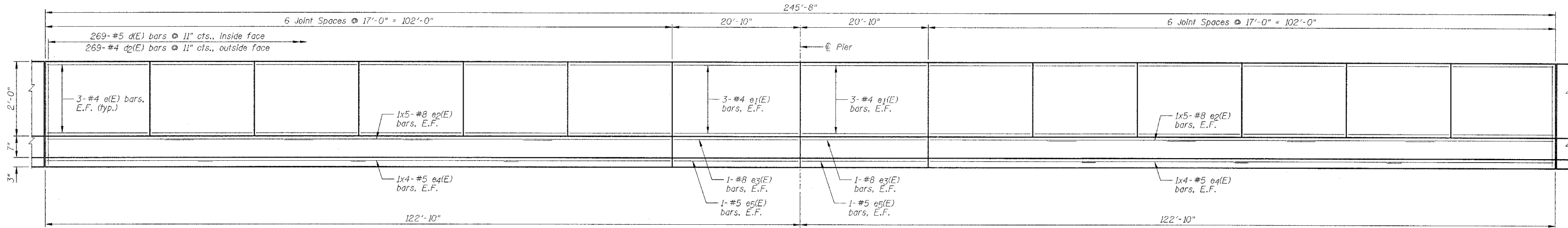
- NOTES:**
- 1.) Work this sheet with Sheets B8, B9 & B11.
 - 2.) Reinforcement bars designated (E) shall be epoxy coated.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION SUPERSTRUCTURE CROSS SECTION F.A.I. 80 (I-80) F.A.U. 5974 (ASHLEY ROAD) OVER I-80 SECTION 32-3HBR-1 GRUNDY COUNTY STATION 110+00.00 STRUCTURE NO. 032-0113 DESIGNED BY: JML DATE: 09/09/05
NAME	DATE	
		DRAWN BY: DJM CHECKED BY: MSW

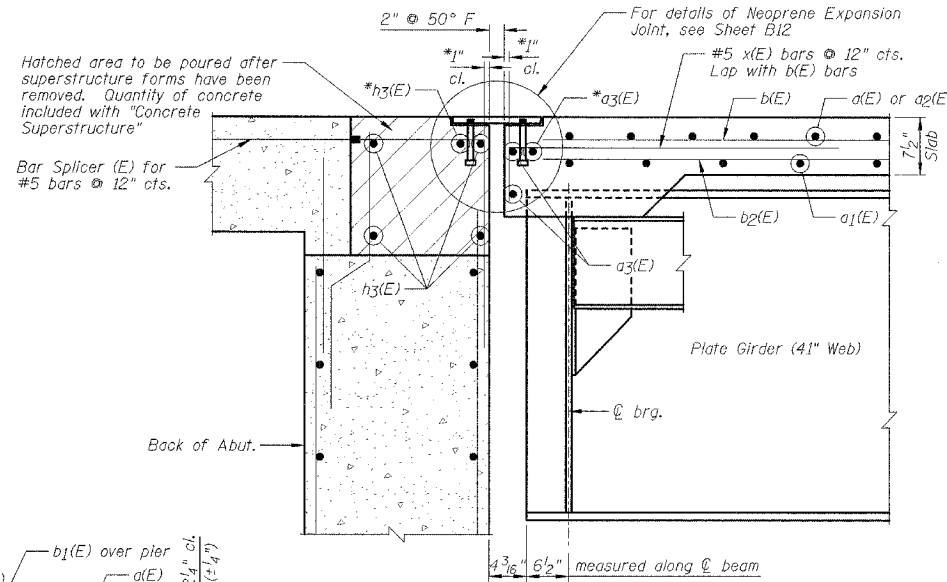
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	38
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. B11
OF 35 SHEETS



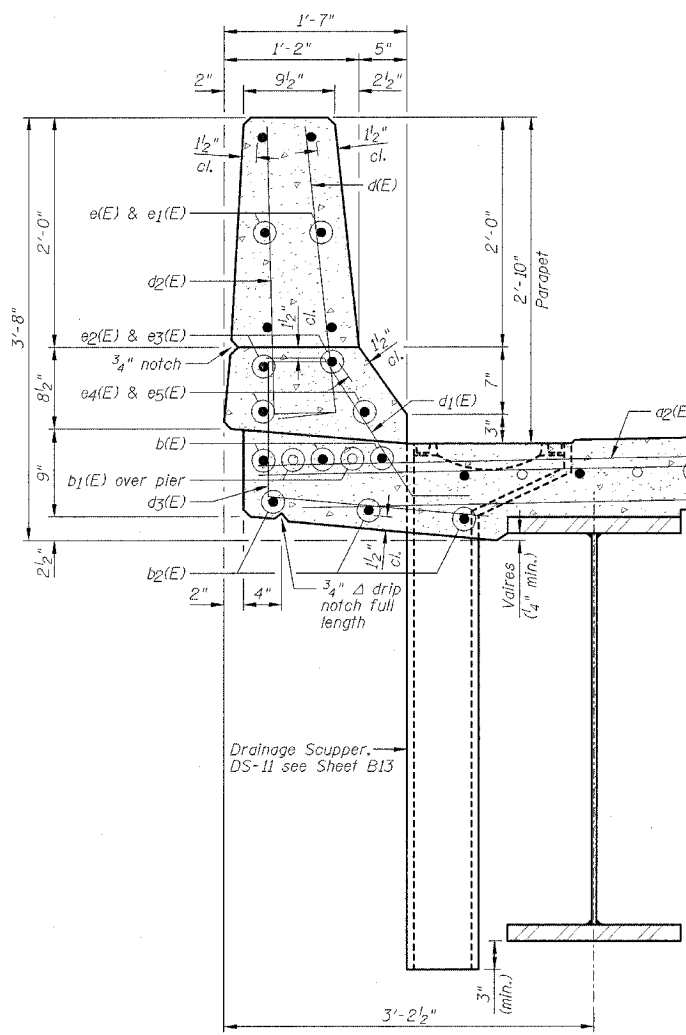
INSIDE ELEVATION OF PARAPET



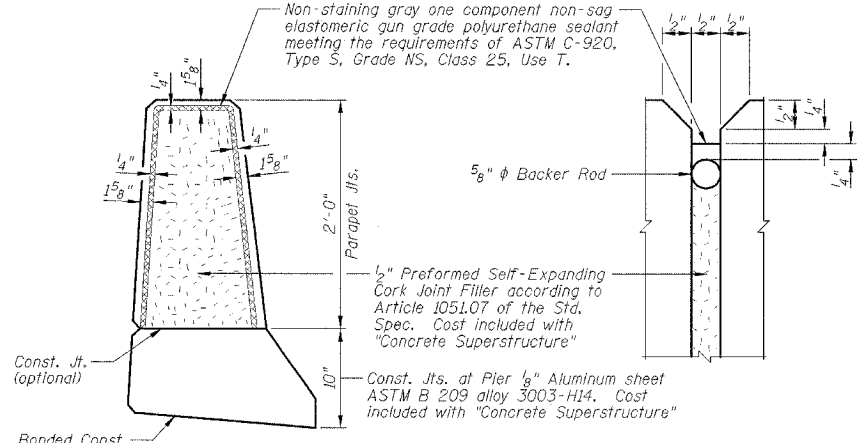
SECTION A-A

*Place a3(E) and h3(E) bars in back of anchor bolt as shown if required to maintain 1" cl. (+0.1/8"). Anchor bolts should be tied to a3(E) and h3(E) bars.

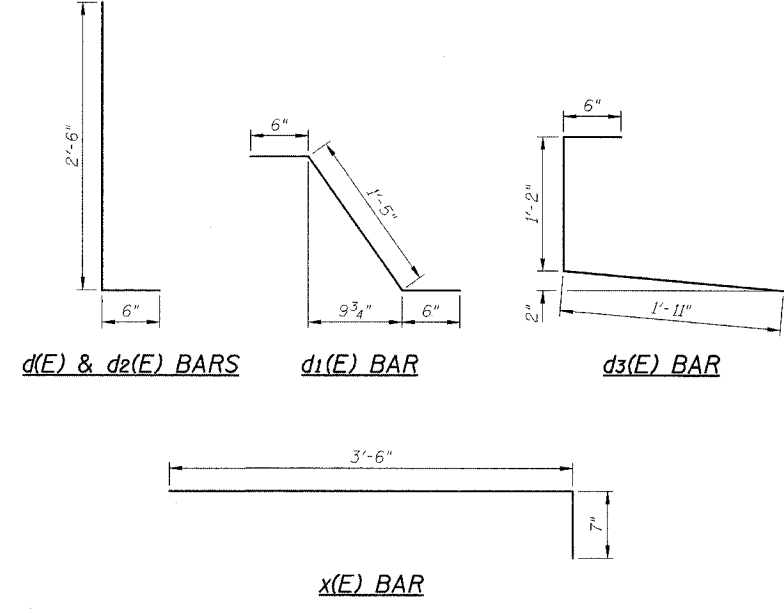
Note: Unless noted otherwise, dimensions are at right angles.



SECTION THRU PARAPET



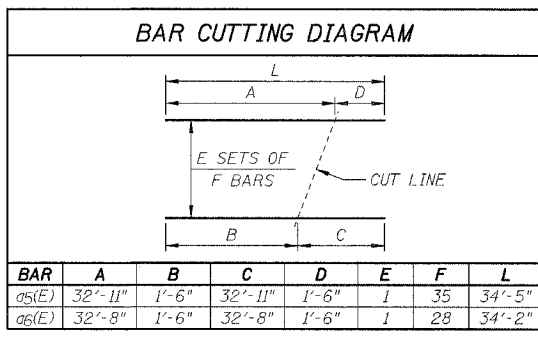
PARAPET JOINT DETAILS



BAR LAP	
#5	2'-2"
#8	4'-6"

SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1(E)	333	#5	34'-6"	—
a2(E)	266	#5	33'-10"	—
a3(E)	364	#6	4'-6"	—
a4(E)	6	#5	39'-0"	—
a5(E)	32	#5	2'-0"	—
a6(E)	35	#5	34'-5"	—
a7(E)	28	#5	34'-2"	—
b1(E)	342	#5	28'-9"	—
b2(E)	105	#6	27'-4"	—
b3(E)	310	#5	26'-1"	—
c1(E)	536	#5	3'-0"	—
c2(E)	536	#5	2'-5"	—
c3(E)	536	#4	3'-0"	—
c4(E)	536	#4	3'-7"	—
d1(E)	144	#4	16'-8"	—
d2(E)	24	#4	20'-6"	—
d3(E)	40	#8	24'-0"	—
d4(E)	8	#8	20'-6"	—
d5(E)	32	#5	27'-1"	—
d6(E)	8	#5	20'-6"	—
e1(E)	10	#6	39'-1"	—
e2(E)	64	#5	4'-1"	—



BAR	A	B	C	D	E	F	L
a5(E)	32'-11"	1'-6"	32'-11"	1'-6"	1	35	34'-5"
a6(E)	32'-8"	1'-6"	32'-8"	1'-6"	1	28	34'-2"

Item	Unit	Quantity
Reinforcement Bars, Epoxy Coated	Pound	61650
Concrete Superstructure	Cu Yd	280.1
Protective Coat	Sq Yd	1080
Bridge Deck Grooving	Sq Yd	816

NOTES:

- 1.) Work this sheet with Sheets B8-B10.
- 2.) E.F. denotes Each Face.
- 3.) Space drainage scuppers to miss stud shear connectors and reinforcing bars.
- 4.) Reinforcement bars designated (E) shall be epoxy coated.
- 5.) Bars indicated thus 1x4-#5 etc. indicates 1 line of bars with 4 lengths per line.
- 6.) Inside Elevation of Parapet view is exaggerated vertically to show reinforcement.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE DETAILS, PARAPET
DETAILS AND BILL OF MATERIAL
F.A.I. 80 (I-80)
F.A.U. 5974 (ASHLEY ROAD) OVER I-80
SECTION 32-3HBR-1
GRUNDY COUNTY
STATION 110+00.00 STRUCTURE NO. 032-0113
DESIGNED BY: JML
DRAWN BY: DJM
DATE: 09/09/05
CHECKED BY: MSW

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	39
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SHEET NO. B12
OF 35 SHEETS

Joint Size	"C" at 50°F	"D" at 50°F
2"	2"	1 1/2" Min.
2 1/2"	2 1/2"	1 3/4" Min.
4"	3"	2 1/2" Min.

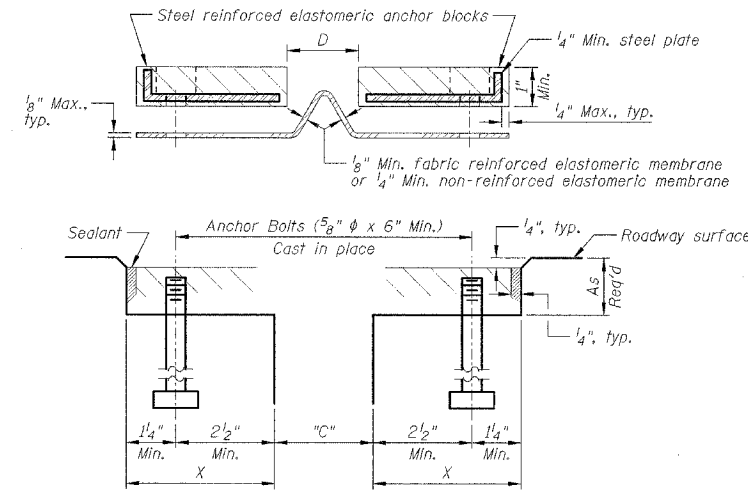
INSTALLATION NOTES:

- ① Install continuous seal in roadway, parapet, curb, and sidewalk.
- ② Install anchor blocks as indicated.

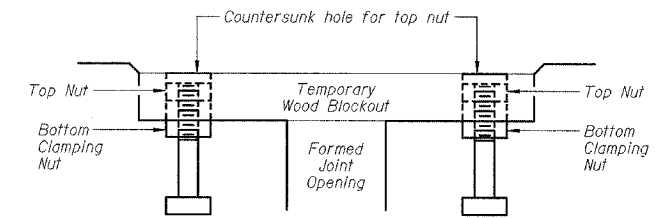
NOTE A: Maximum spacing of anchor bolts shall be 12" centers.

SKREW LIMITATIONS:

The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews. For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed according to dimension "D", might require modifications to insure a minimum clearance of 1/2" from centerline of anchor studs to edge of parapet opening. The anchor blocks and the elastomeric membrane shall also be installed to the top of the parapet with the anchor studs spaced at ±12" cts.



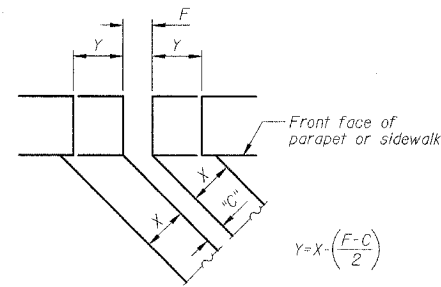
CROSS SECTION



Note: Stud needs to be threaded lower to allow for use of clamping nut.

RECOMMENDED BLOCKOUT DETAIL

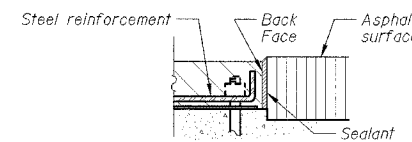
Note: Anchor studs should be stainless.



FORMING BLOCKOUT SKETCH

$$Y = X - \left(\frac{F - C}{2} \right)$$

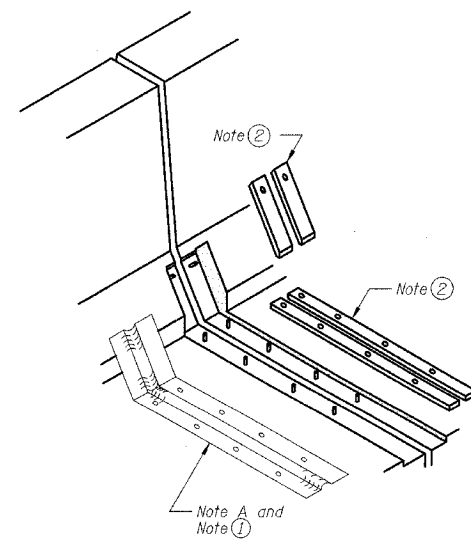
For dimension "F" see Sheets B8 & B9.



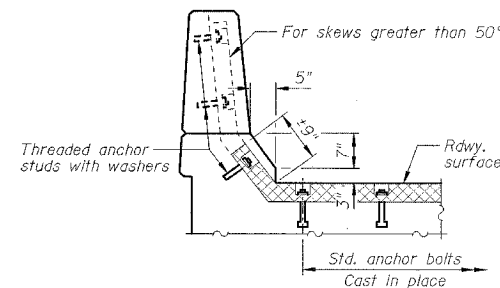
ANCHOR BLOCK WITH ASPHALT SURFACE

GENERAL NOTES:

- 1.) Continuous Seal Neoprene Expansion Joint shall consist of molded anchor blocks of elastomer and steel, field assembled over continuous lengths of elastomeric membrane.
- 2.) The elastomeric membrane shall be premolded with a single or a double upward convolution that will have a "memory" to return to its molded position upon joint closure.
- 3.) The convolution length shall be such that the extended length will not be greater than the manufactured length when the joint is fully expanded in its design range and will not protrude above the anchor blocks when the joint is fully compressed.
- 4.) Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.
- 5.) The parapet and roadway membrane shall be made continuous by an approved vulcanizing process. Lapping will not be permitted.



AT PARAPET



AT PARAPET

BILL OF MATERIAL

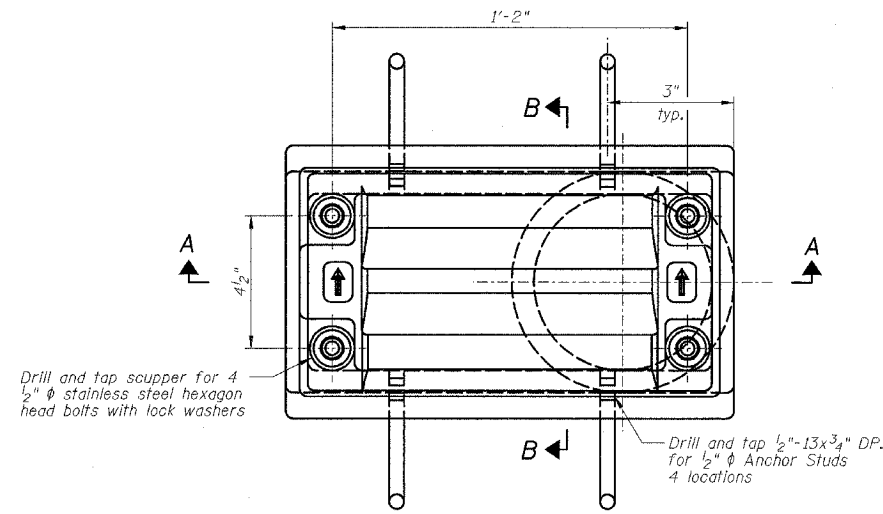
ITEM	UNIT	QUANTITY
Neoprene Expansion Joint - 2"	Foot	82

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION CONTINUOUS SEAL TYPE NEOPRENE EXPANSION JOINTS F.A.I. 80 (I-80) F.A.U. 5974 (ASHLEY ROAD) OVER I-80 SECTION 32-3HBR-1 GRUNDY COUNTY STATION 110+00.00 STRUCTURE NO. 032-0113
NAME	DATE	
		DESIGNED BY: JML
		DRAWN BY: DJM
		CHECKED BY: MSW
		DATE: 09/09/05

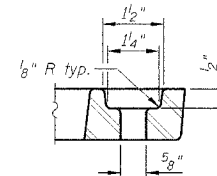
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	40
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

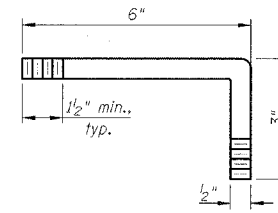
SHEET NO. B13
OF 35 SHEETS



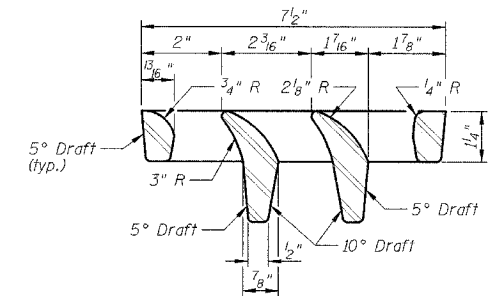
PLAN



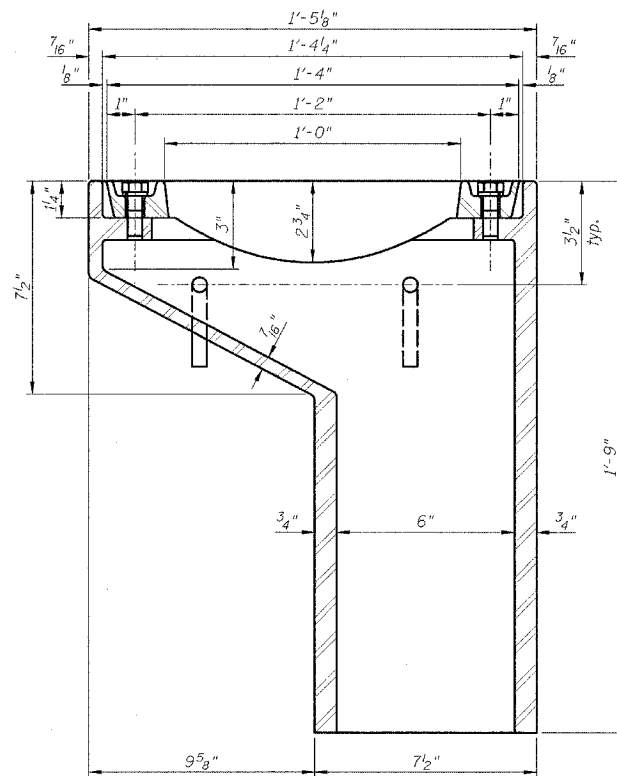
BOLT HOLE DETAIL



ANCHOR STUD DETAIL

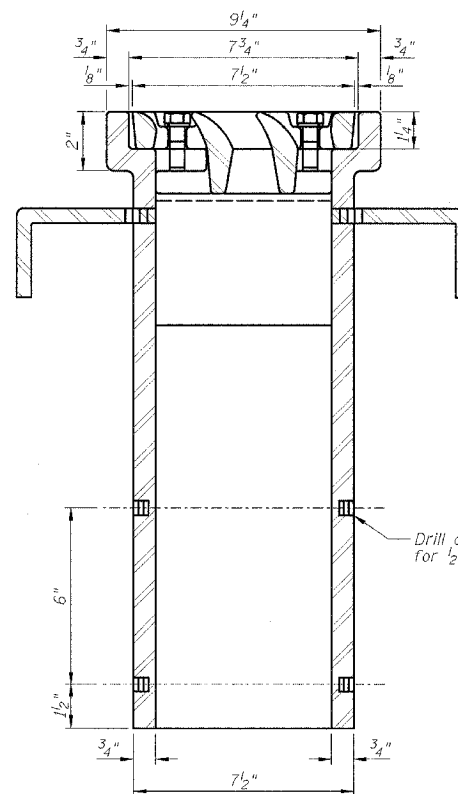


VANE GRATE DETAIL



SECTION A-A

See Sheet B1 for scupper location relative to parapet.



SECTION B-B

NOTES:

- 1.) All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.
- 2.) Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
- 3.) 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.
- 4.) As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.
- 5.) 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.
- 6.) The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
- 7.) 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-11.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	4

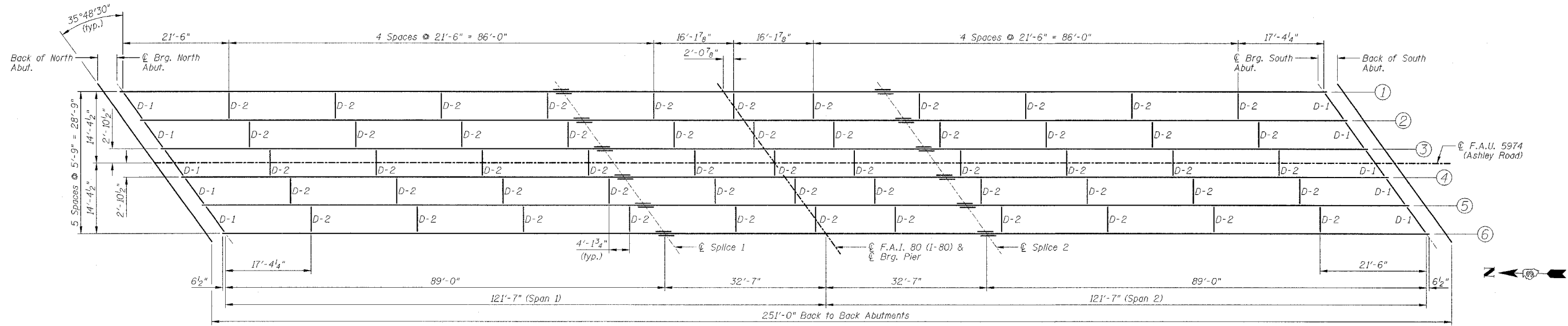
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DRAINAGE SCUPPER, DS-11
F.A.I. 80 (I-80)
F.A.U. 5974 (ASHLEY ROAD) OVER I-80
SECTION 32-3HBR-1
GRUNDY COUNTY
STATION 110+00.00 STRUCTURE NO. 032-0113
DESIGNED BY: JML
DRAWN BY: DJM
DATE: 09/09/05
CHECKED BY: MSW

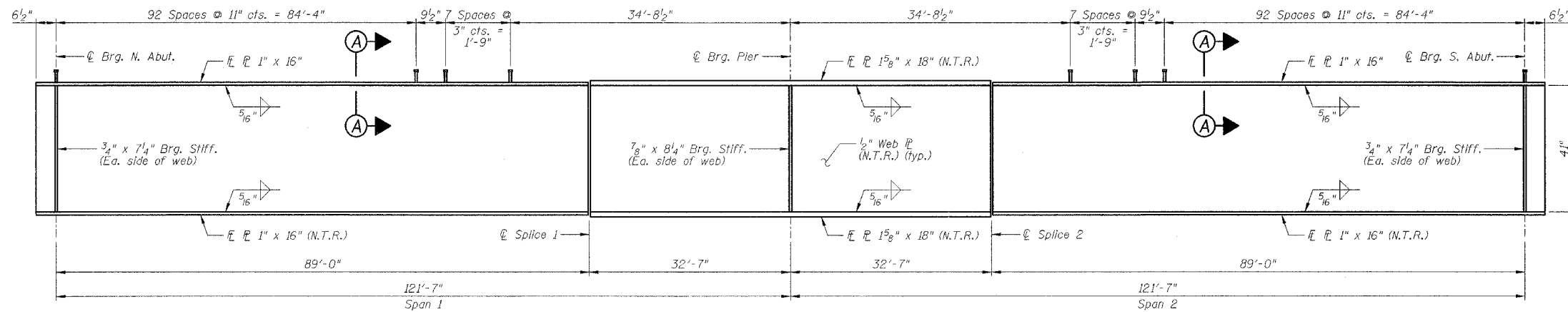
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	41
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

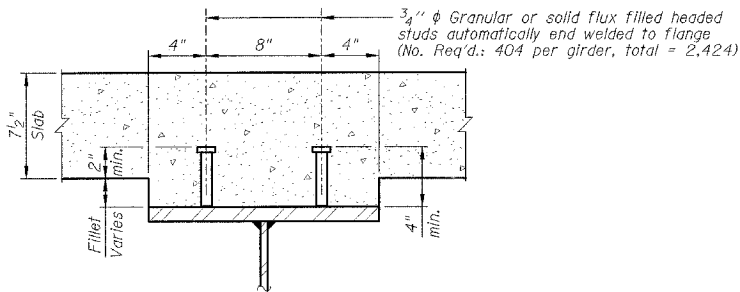
SHEET NO. B14
OF 35 SHEETS



FRAMING PLAN



GIRDER ELEVATION



SECTION A-A

NOTES:

- 1.) All girder flange plates and web plates shall be AASHTO M270, Gr50.
- 2.) N.T.R. denotes plates to which Notch Toughness Requirements are applicable.
- 3.) Work this sheet with Sheets B15 & B16.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION STRUCTURAL STEEL FRAMING PLAN F.A.I. 80 (I-80) F.A.U. 5974 (ASHLEY ROAD) OVER I-80 SECTION 32-3HBR-1 GRUNDY COUNTY STATION 110+00.00 STRUCTURE NO. 032-0113 DESIGNED BY: JML DATE: 09/09/05
NAME	DATE	
		DRAWN BY: DJM CHECKED BY: MSW

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	42
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SHEET NO. B15
OF 35 SHEETS

	0.4 Sp. 1	Pier
I_s (in ⁴)	16986	23457
I_c (n) (in ⁴)	35898	
I_c (3n) (in ⁴)	26666	
S_s (in ³)	790	1331
S_c (n) (in ³)	1020	
S_c (3n) (in ³)	934	
Z (in ³)		1457
ϕ (k/')	0.770	1.283
$M\phi$ (k)	697	2512
$s\phi$ (k/')	0.421	
$M_s\phi$ (k)	426	
$M\phi$ (k)	818	781
M (Imp) (k)	172	164
$^{2/3}[M_d + M(Imp)]$ (k)	1650	1575
M_a (k)	3605	5313
M_u (k)	3675	6071
$f_s\phi$ non-comp (ksi)	10.6	22.6
$f_s\phi$ (comp) (ksi)	5.5	
$f_s^{2/3}[M_d + M(Imp)]$ (ksi)	19.4	14.2
f_s (Overload) (ksi)	35.5	36.8
f_s (Total) (ksi)		
VR (k)	41.0	

	Abut.	Pier
$R\phi$ (k)	52.6	189.8
$R\frac{1}{2}$ (k)	35.3	64.5
$Imp.$ (k)	7.4	13.5
R (Total) (k)	95.3	267.8

I_s and S_s are the moment of inertia and section modulus of the steel section used in computing f_s (Total and 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 Live Load.

$I_c(3n)$ and $S_c(3n)$ are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads. (See AASHTO 10.38).

VR is the maximum $\frac{1}{4}$ + impact shear range within the composite portion of the span.

Z is the plastic section modulus used to determine the Fully Plastic Moments in the non-composite areas.

The Plastic Moment capacity (M_u) is computed according to AASHTO 10.48.1 & 10.50.1.1.

f_s (Total) is the sum of the stresses due to $1.3 [M\phi + M_s\phi + ^{2/3}(M\frac{1}{2} + M(Imp))]$

f_s (Overload) is the sum of the stresses due to $M\phi + M_s\phi + ^{2/3}(M\frac{1}{2} + M(Imp))$

$M\phi$ - Moment due to dead loads on non-composite section.

$M_s\phi$ - Moment due to dead loads on composite section.

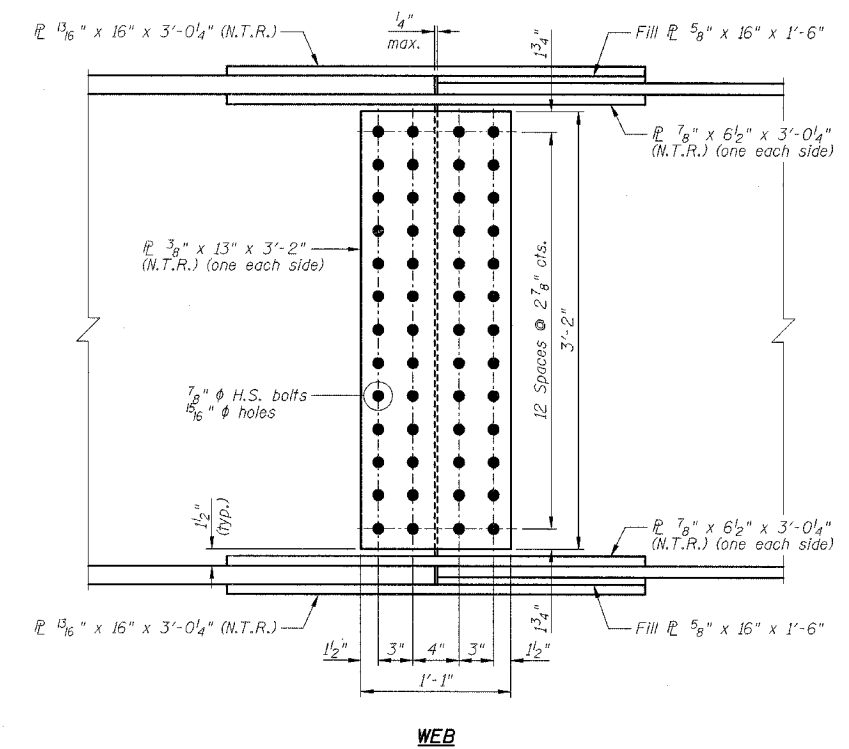
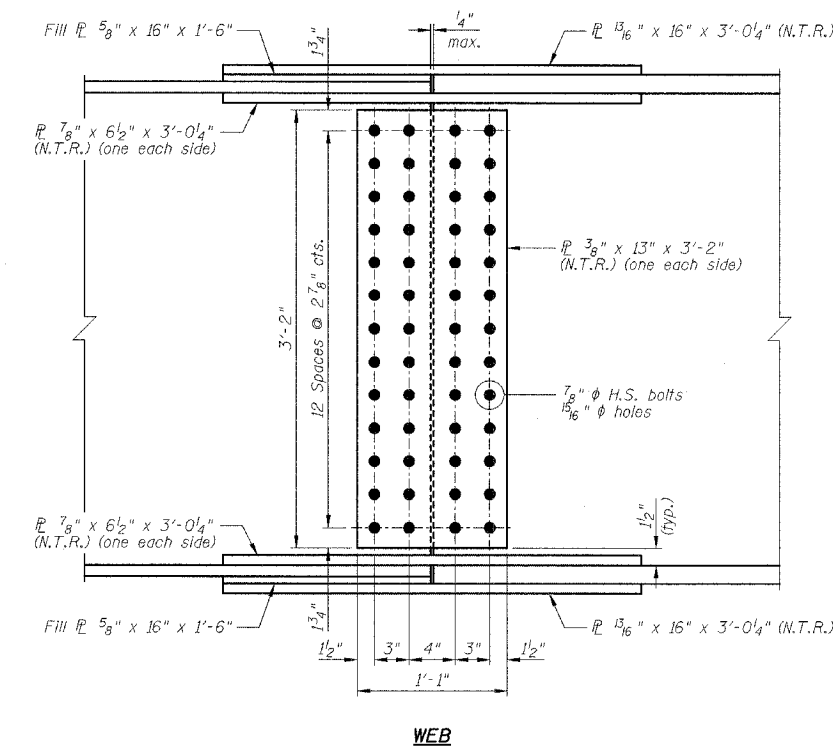
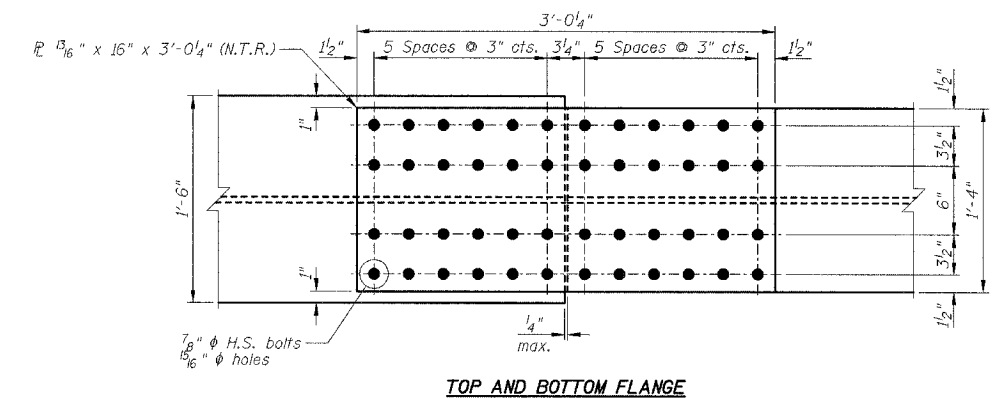
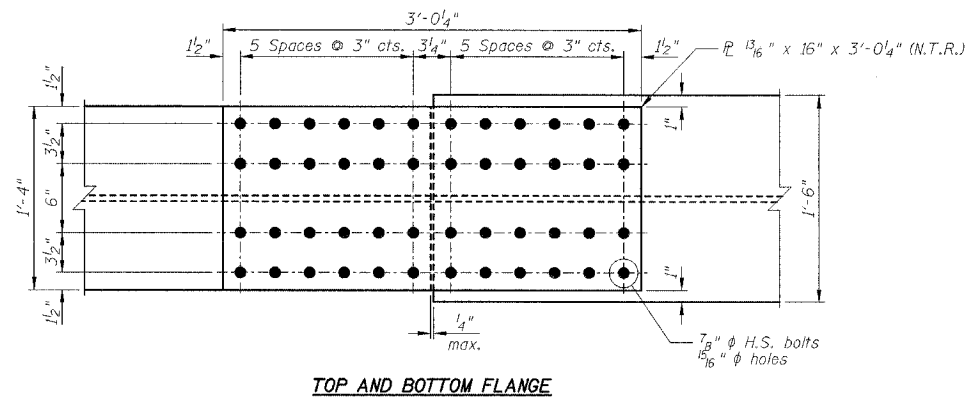
$M\frac{1}{2}$ - Moment due to live load on non-composite or composite section.

$M(Imp)$ - Moment due to live load impact on non-composite or composite section.

M_a (Applied Moment) = $1.3 [M\phi + M_s\phi + ^{2/3}(M\frac{1}{2} + M(Imp))]$

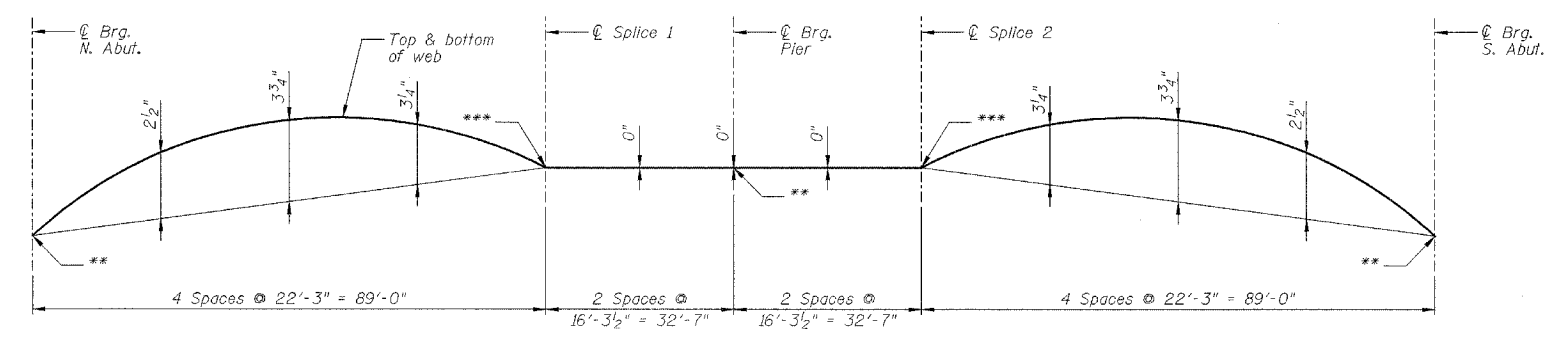
Location	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6
℄ Brg. N. Abut.	566.594	566.740	566.872	566.916	566.872	566.815
℄ Splice 1	567.251	567.364	567.464	567.476	567.400	567.310
℄ Brg. Pier	567.281	567.382	567.470	567.470	567.382	567.281
℄ Splice 2	567.310	567.400	567.476	567.464	567.364	567.251
℄ Brg. S. Abut.	566.815	566.872	566.916	566.872	566.740	566.594

*For fabrication use only.
Elevations at splices have been adjusted for Dead Load Deflection.



WEB
SPLICE 1 DETAILS
(6 - Required)

WEB
SPLICE 2 DETAILS
(6 - Required)



CAMBER DIAGRAM

**Final top of web elevations at abutments and pier.
***Theoretical top of web elevations before Dead Load Deflection.

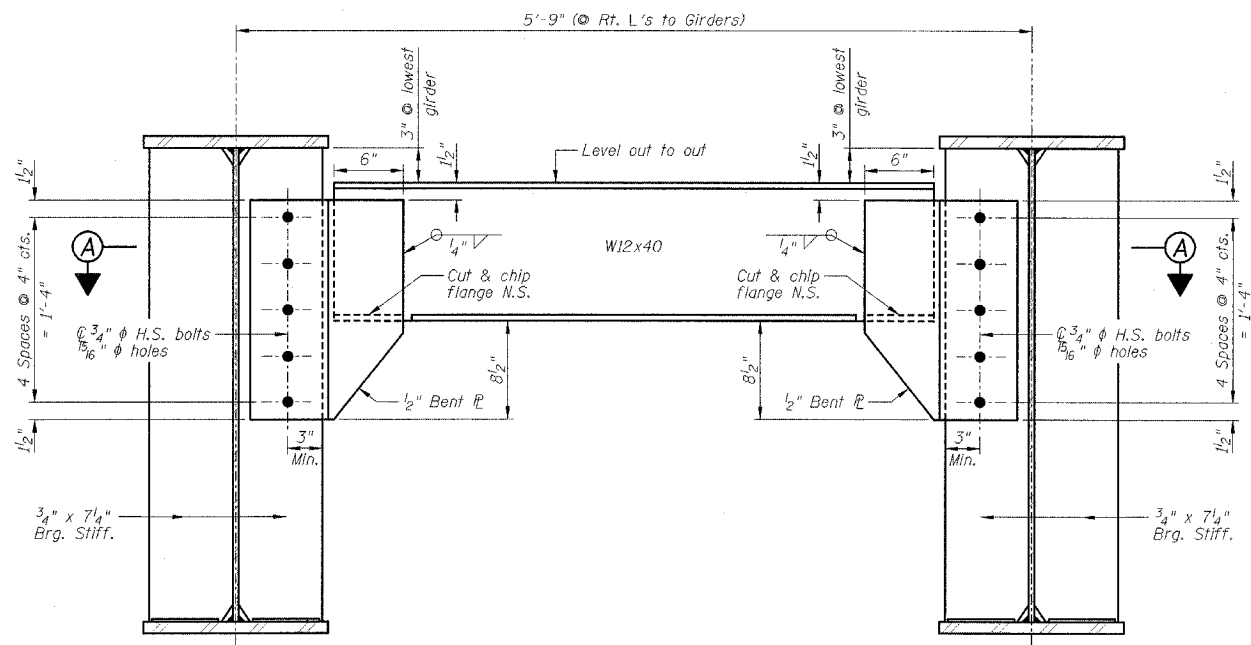
- NOTES:
- All splice plate material shall be AASHTO M270 Gr50.
 - N.T.R. denotes plates to which Notch Toughness Requirements are applicable.
 - Work this sheet with Sheets B14 & B16.

REVISIONS	
NAME	DATE

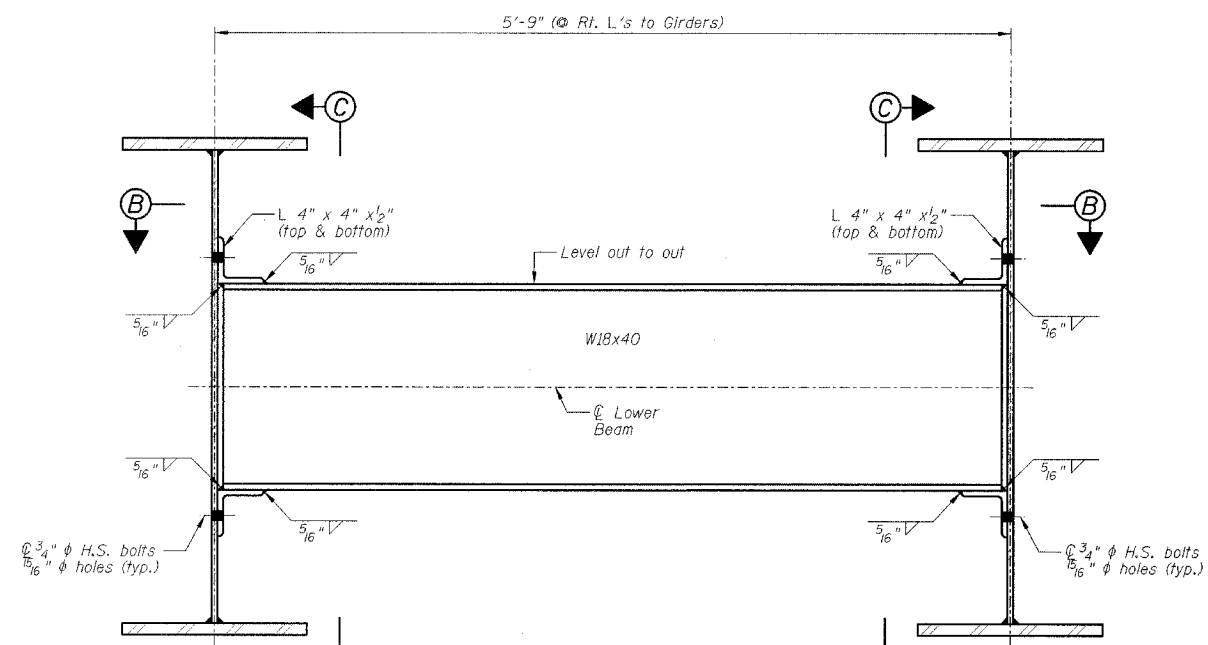
ILLINOIS DEPARTMENT OF TRANSPORTATION
STRUCTURAL STEEL DETAILS
F.A.I. 80 (I-80)
F.A.U. 5974 (ASHLEY ROAD) OVER I-80
SECTION 32-3HBR-1
GRUNDY COUNTY
STATION 110+00.00 STRUCTURE NO. 032-0113
DESIGNED BY: JML
DRAWN BY: DJM
DATE: 09/09/05
CHECKED BY: MSW

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	43
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

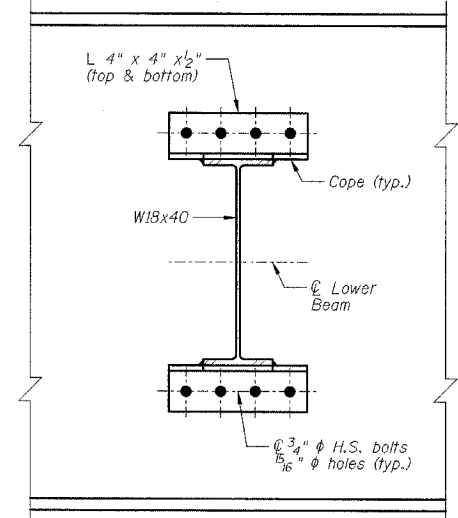
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



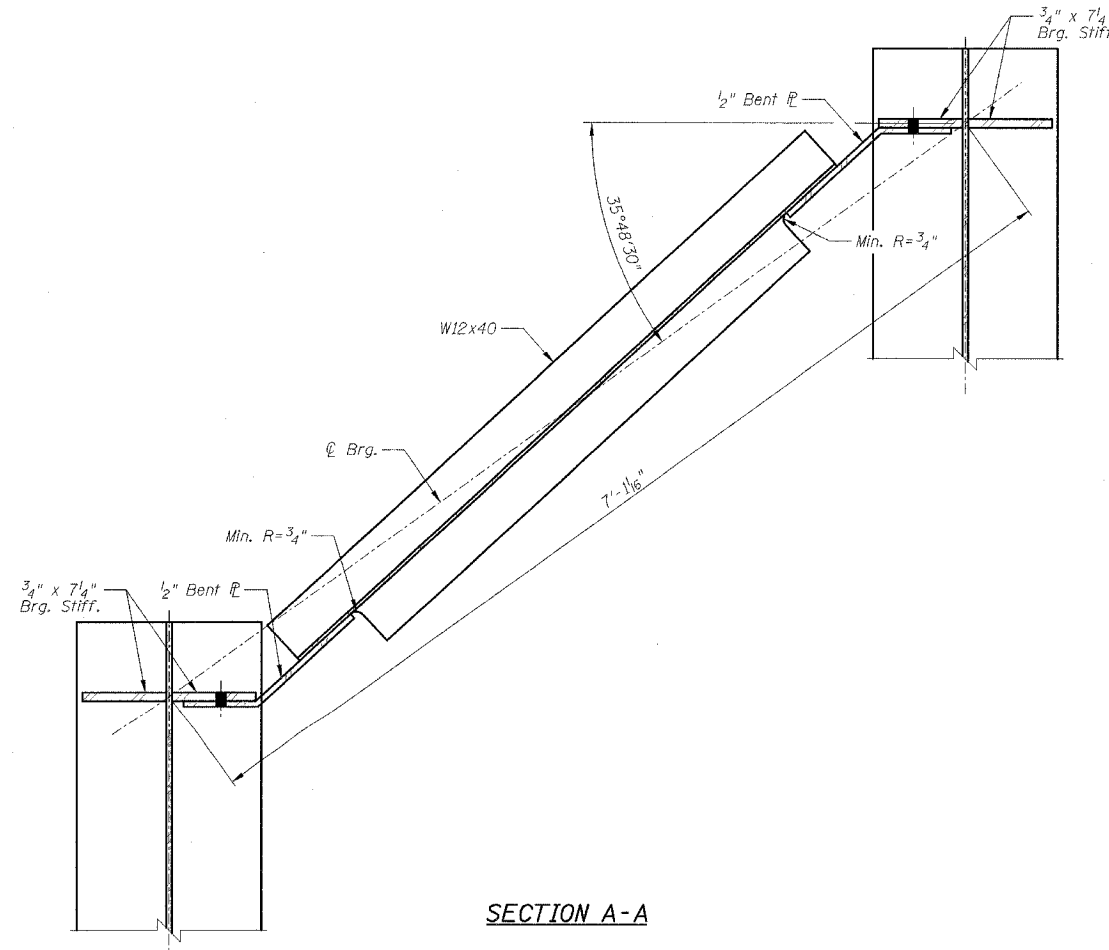
DIAPHRAGM D-1
(10 - Required)



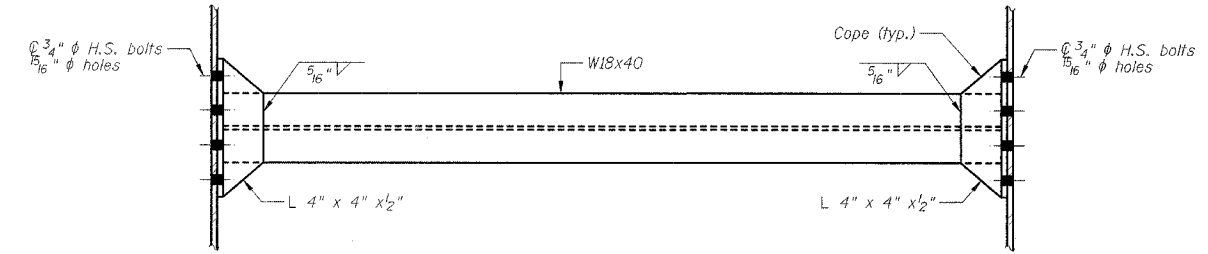
DIAPHRAGM D-2
(55 - Required)



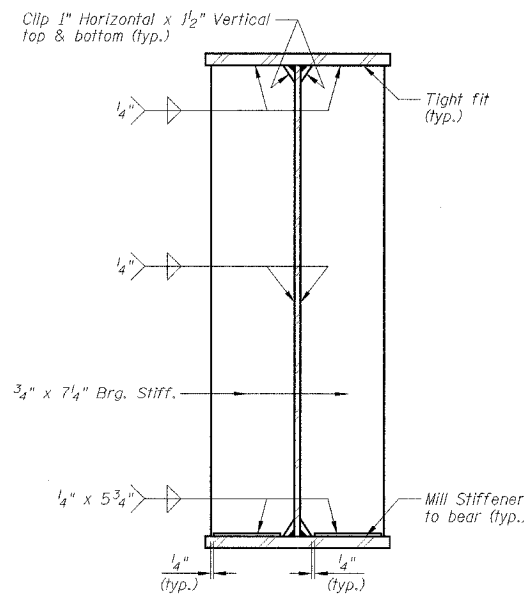
SECTION C-C



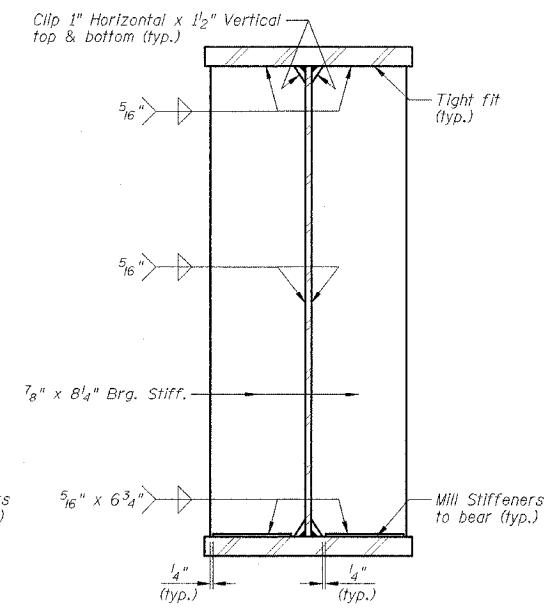
SECTION A-A



SECTION B-B



SECTION @ ABUTMENTS



SECTION @ PIER

- NOTES:**
- 1.) All diaphragms and diaphragm connecting members shall be AASHTO M270 Gr36.
 - 2.) Two hardened washers shall be required over all oversized holes.
 - 3.) Work this sheet with Sheets B14 & B15.

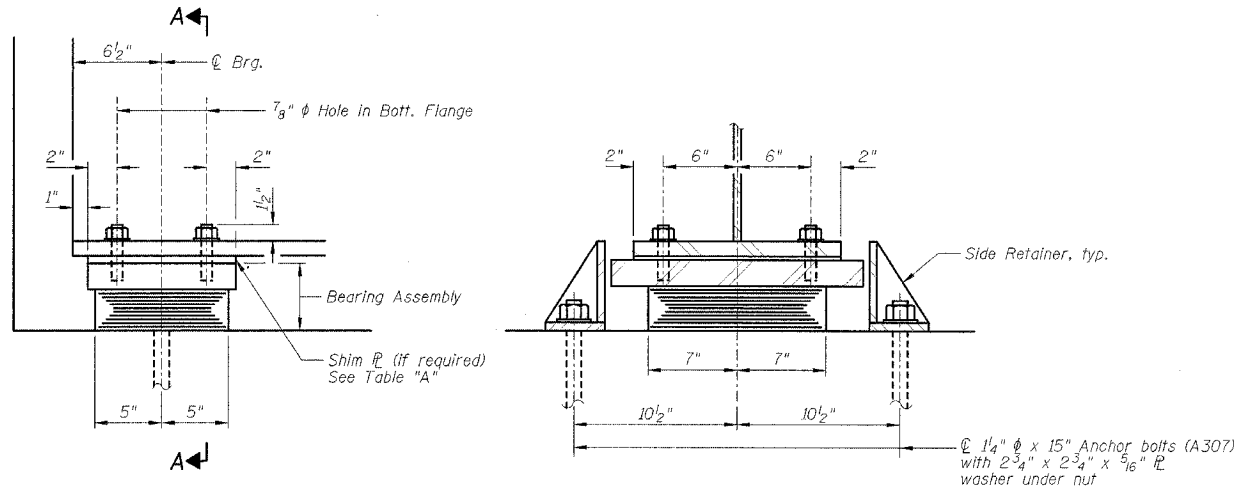
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STRUCTURAL STEEL DETAILS
F.A.I. 80 (I-80)
F.A.U. 5974 (ASHLEY ROAD) OVER I-80
SECTION 32-3HBR-1
GRUNDY COUNTY
STATION 110+00.00 STRUCTURE NO. 032-0113
DESIGNED BY: JML
DRAWN BY: DJM
DATE: 09/09/05
CHECKED BY: MSW

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	44
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

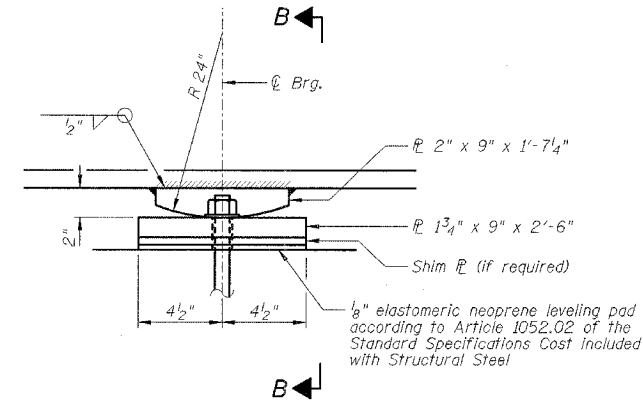
SHEET NO. B17
OF 35 SHEETS



ELEVATION AT ABUT.

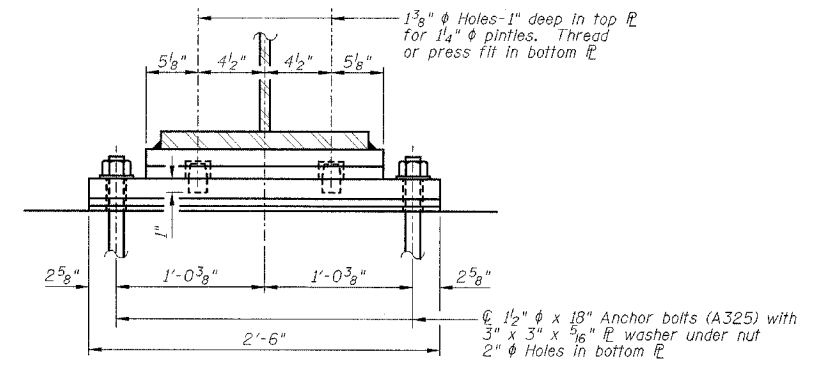
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

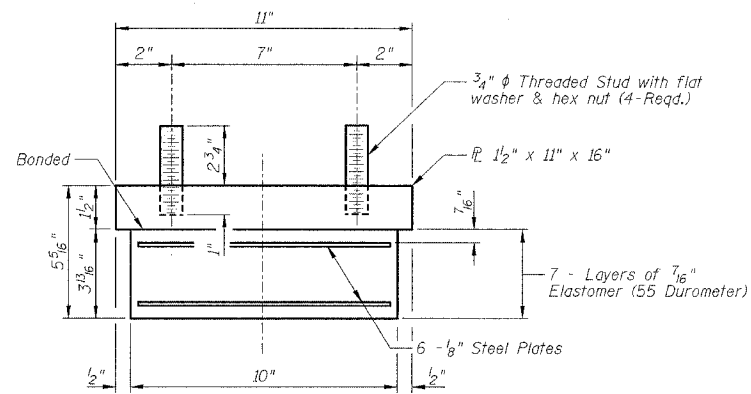


ELEVATION AT PIER

FIXED BEARING

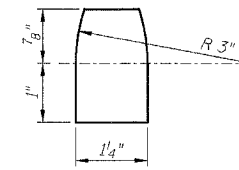


SECTION B-B



BEARING ASSEMBLY

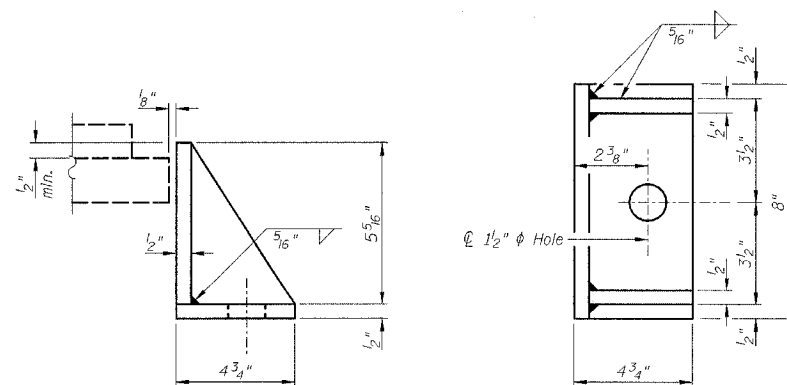
Note: Shim plates shall not be placed under Bearing Assembly.



PINTLE

TABLE "A"

Location/Beam	Shim Thickness
North Abutment/Beam 4	1/2"
South Abutment/Beam 3	1/2"



SIDE RETAINER

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

NOTES:

- All pier and abutment bearing plates and pintles shall be AASHTO M270 Gr50.
- All side retainer plates shall be AASHTO M270 Gr36.
- See Sheet B18 for Anchor Bolt Installation.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE	BEARING DETAILS	
		F.A.I. 80 (I-80)	
		F.A.U. 5974 (ASHLEY ROAD) OVER I-80	
		SECTION 32-3HBR-1	
		GRUNDY COUNTY	
		STATION 110+00.00 STRUCTURE NO. 032-0113	
		DESIGNED BY: JML	DRAWN BY: DJM
		DATE: 09/09/05	CHECKED BY: MSW

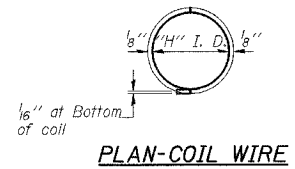
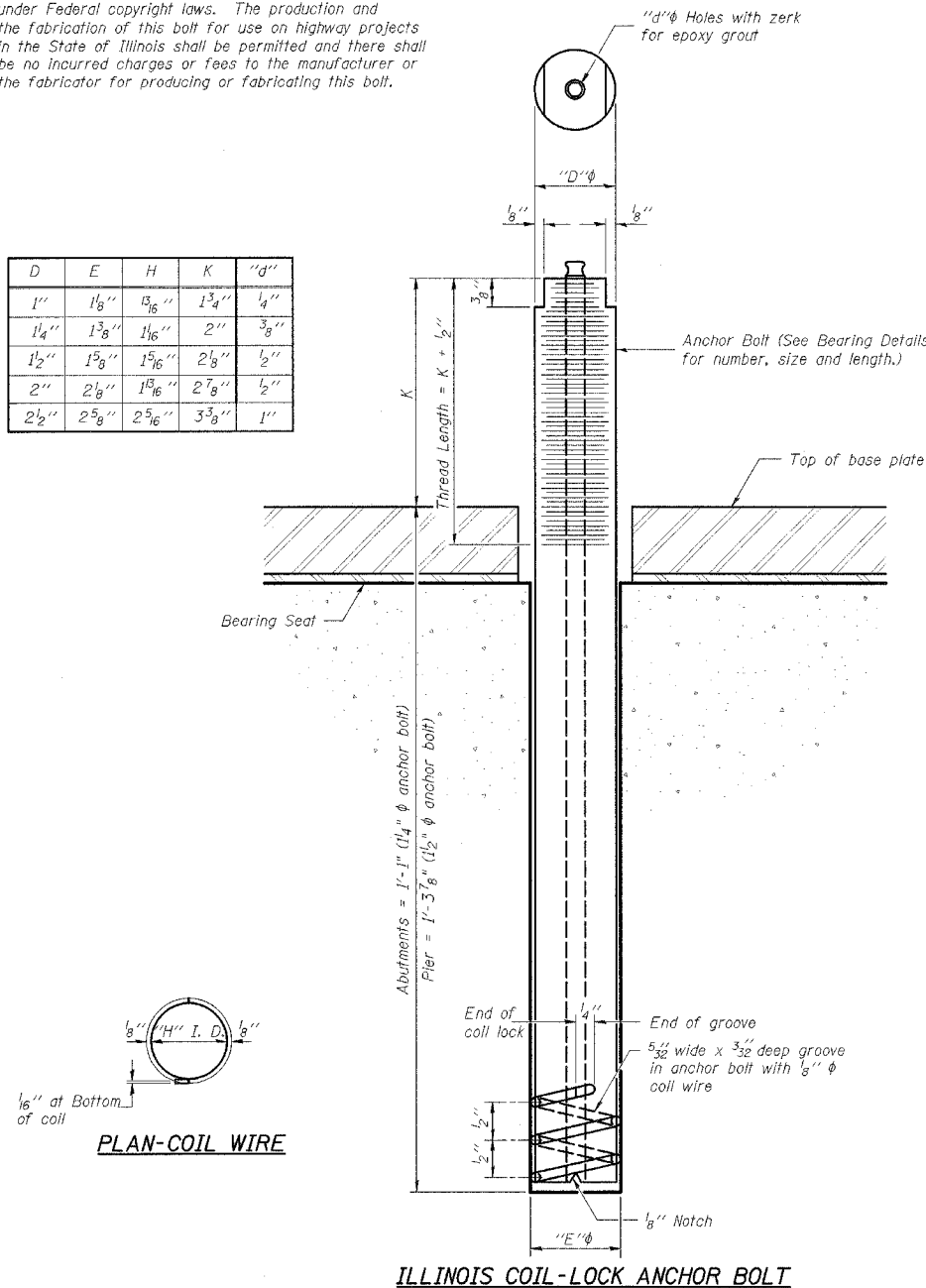
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	45
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. B18
OF 35 SHEETS

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.

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



PLAN-COIL WIRE

ILLINOIS COIL-LOCK ANCHOR BOLT

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.

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
Abutments	A307
Pier	A325

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.

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 and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel".

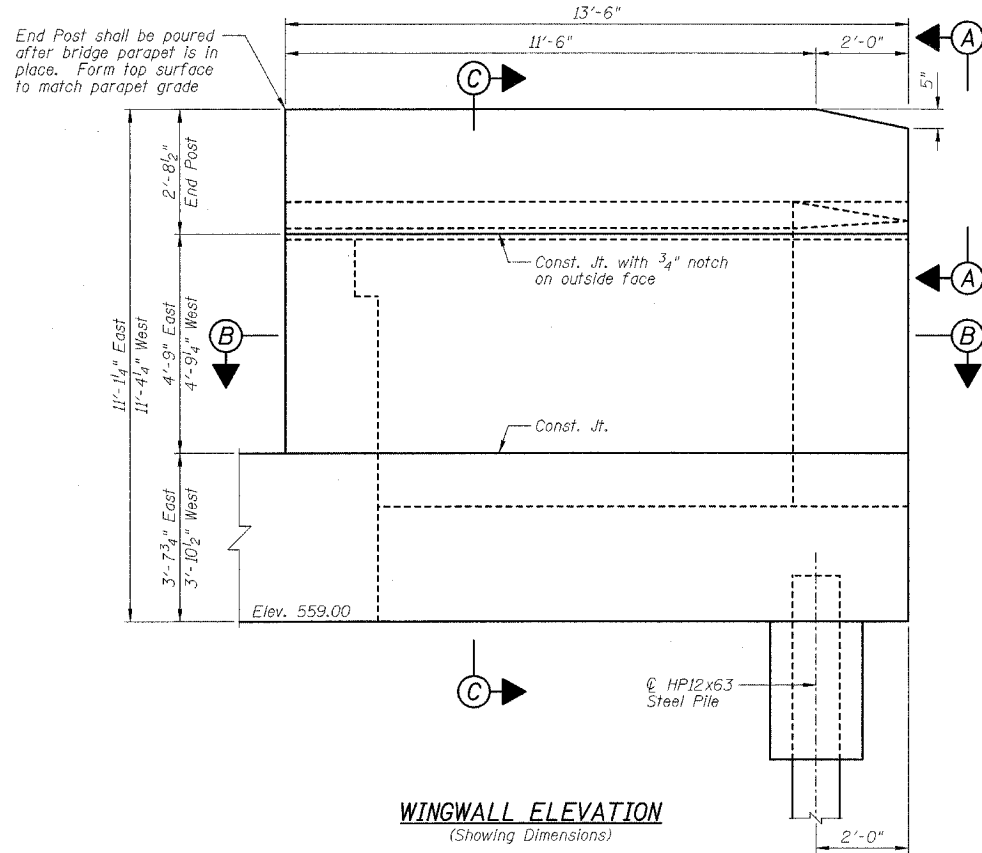
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ANCHOR BOLT DETAILS
F.A.I. 80 (I-80)
F.A.U. 5974 (ASHLEY ROAD) OVER I-80
SECTION 32-3HBR-1
GRUNDY COUNTY
STATION 110+00.00 STRUCTURE NO. 032-0113
DESIGNED BY: JML
DRAWN BY: DJM
DATE: 09/09/05
CHECKED BY: MSW

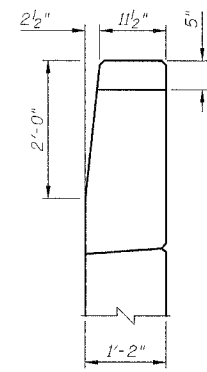
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	47
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

SHEET NO. B20
OF 35 SHEETS

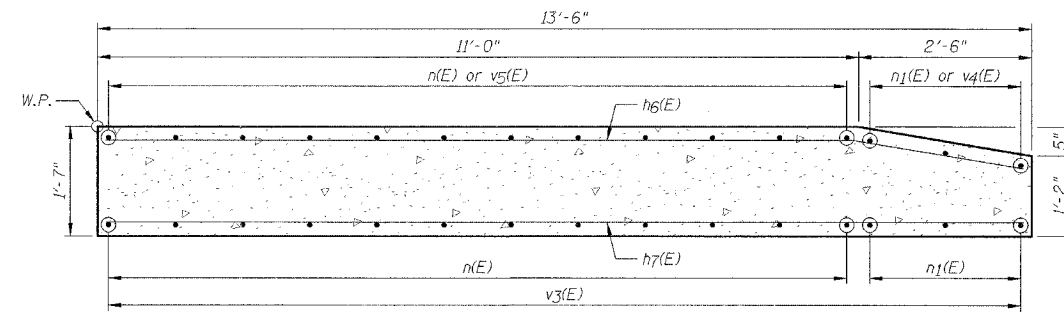
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



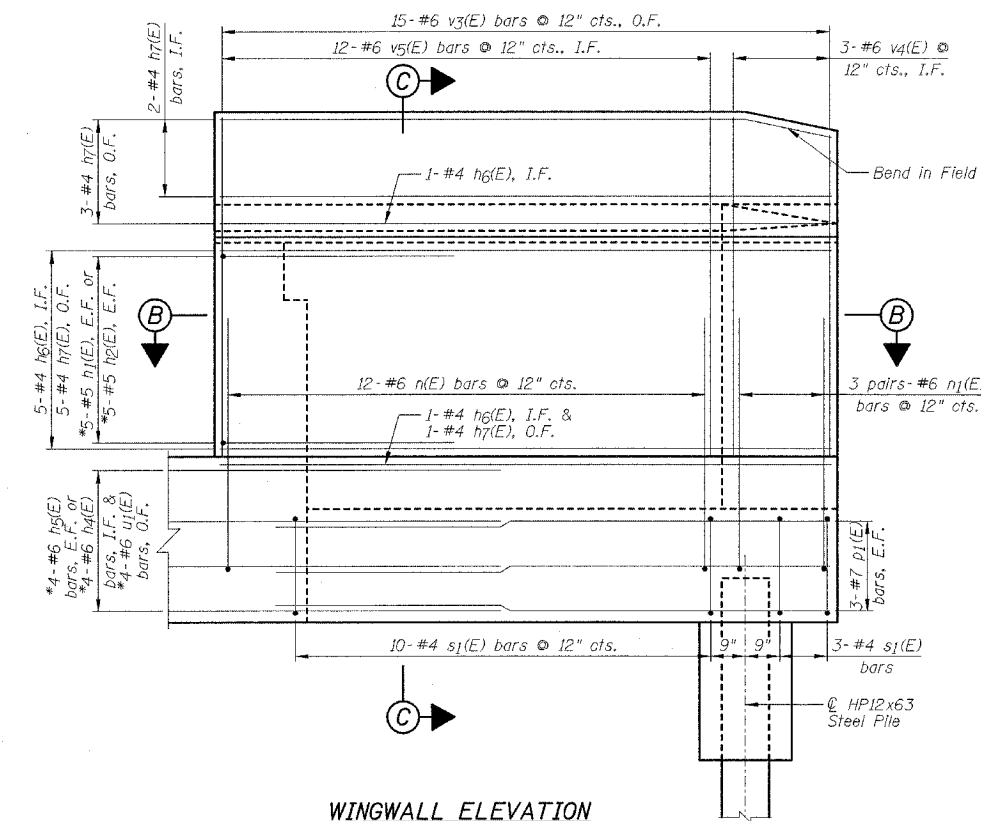
WINGWALL ELEVATION
(Showing Dimensions)



SECTION A-A

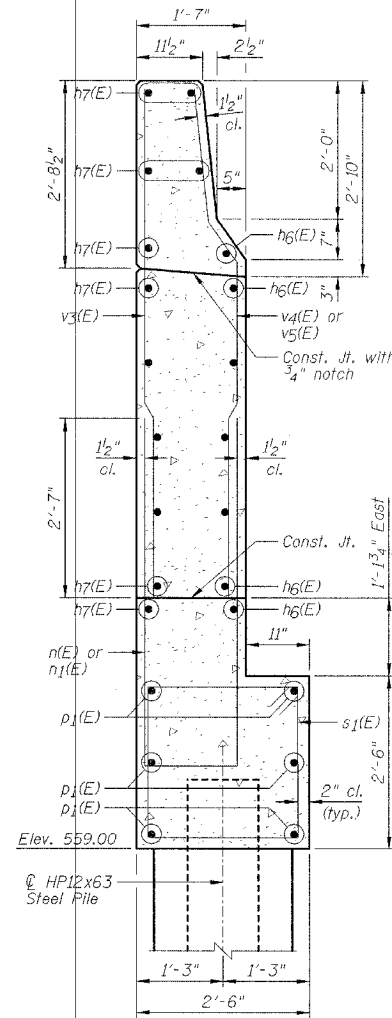


SECTION B-B

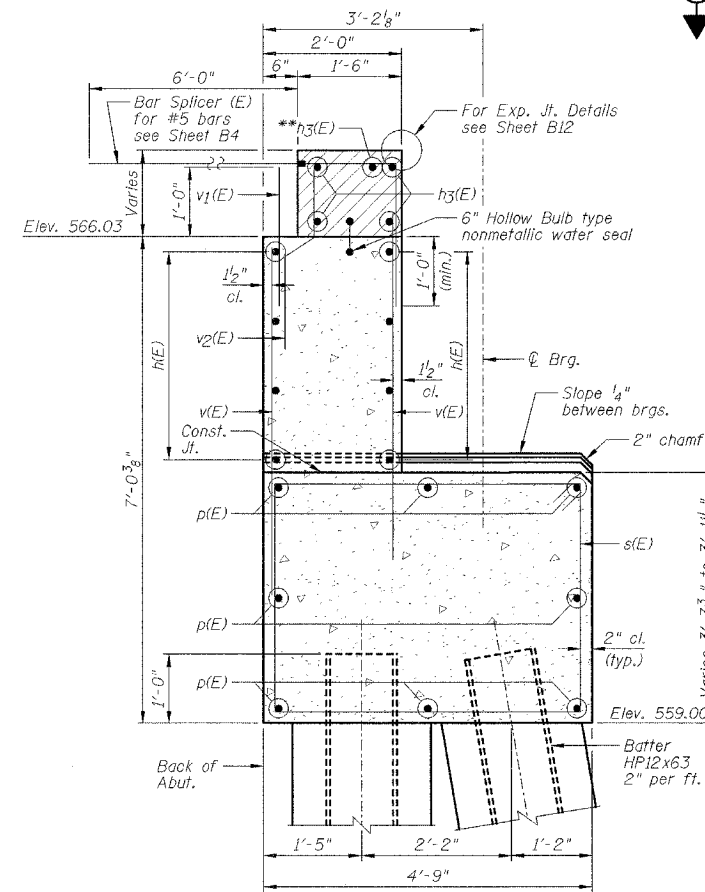


WINGWALL ELEVATION
(Showing Reinforcement)

*See Plan Views on Sheet B19 for reinforcement locations.

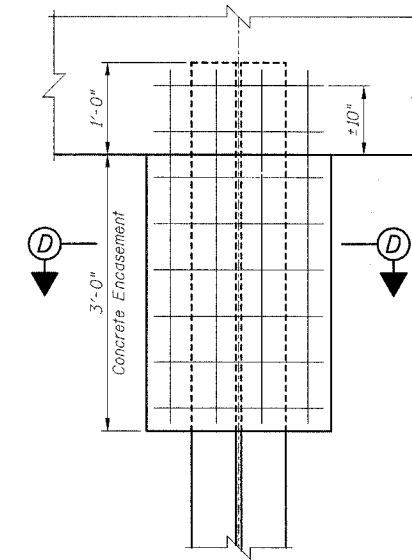


SECTION C-C

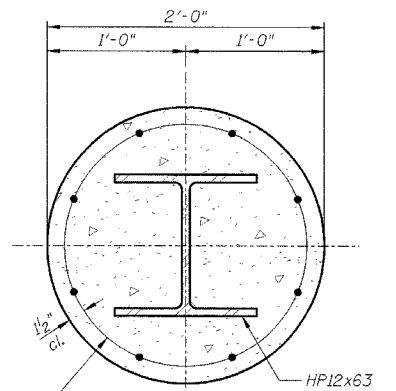


SECTION THRU ABUTMENT

**See Section A-A on Sheet B11.



PILE ENCASEMENT DETAIL



SECTION D-D

Welded wire fabric 6 x 6-W4.0 x W4.0 weighing 58#/100 sq. ft. The cost of Excavation, Concrete Encasement and Reinforcement is included with Furnishing Piles. Forms for Encasement may be omitted when soil conditions permit.

NOTES:

- 1.) Work this sheet with Sheets B2, B4 & B19.
- 2.) Space reinforcement in cap to miss anchor bolts.
- 3.) Reinforcement bars designated (E) shall be epoxy coated.
- 4.) Pour steps monolithically with cap.
- 5.) E.F. denotes Each Face, I.F. denotes Inside Face, O.F. denotes Outside Face.
- 6.) Hatched area to be poured after Superstructure forms have been removed. Quantity of concrete included with "Concrete Superstructure".
- 7.) Quantity of concrete in end post included with "Concrete Superstructure" on Sheet B11.
- 8.) h3(E) bars are included with the Superstructure Quantities on Sheet B11.

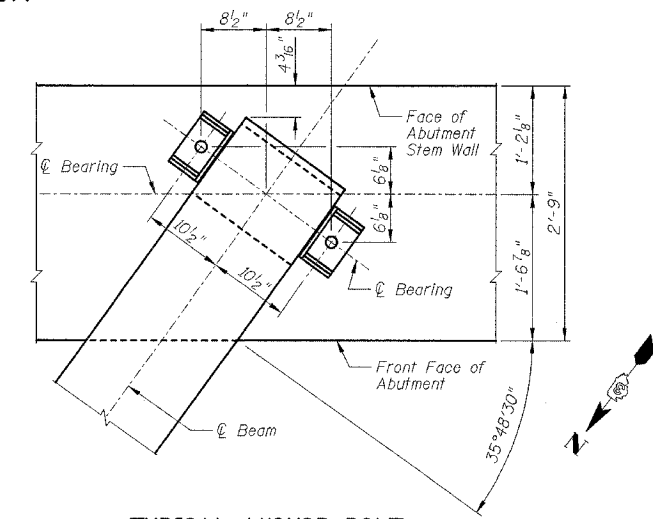
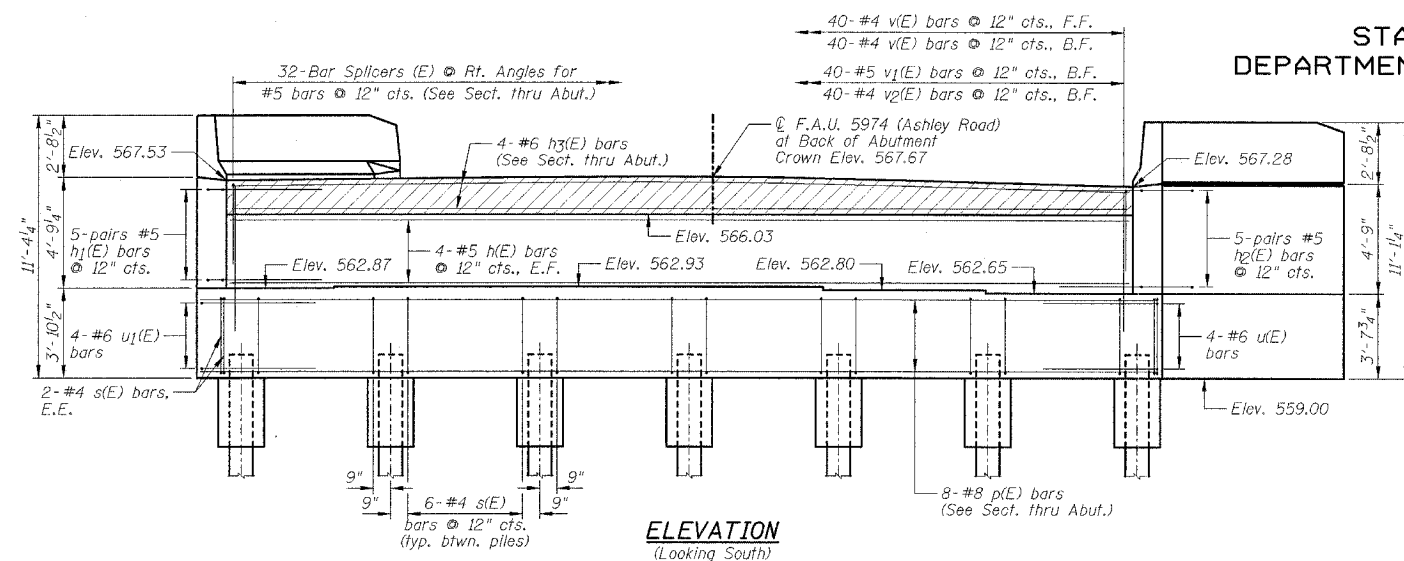
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
NORTH ABUTMENT DETAILS
F.A.I. 80 (I-80)
F.A.U. 5974 (ASHLEY ROAD) OVER I-80
SECTION 32-3HBR-1
GRUNDY COUNTY
STATION 110+00.00 STRUCTURE NO. 032-0113
DESIGNED BY: JML
DRAWN BY: DJM
DATE: 09/09/05
CHECKED BY: MSW

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEET NO.	SHEET NO.
80	32-3HBR-1	GRUNDY	88	48
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SHEET NO. B21
OF 35 SHEETS



TYPICAL ANCHOR BOLT
PLACEMENT DETAIL

SOUTH ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	8	#5	39'-1"	
h2(E)	10	#5	8'-7"	
h4(E)	4	#6	7'-2"	
h5(E)	8	#6	8'-4"	
h7(E)	22	#4	13'-2"	
n(E)	24	#6	12'-2"	
ni(E)	12	#6	6'-1"	
p(E)	8	#8	41'-8"	
pl(E)	12	#7	12'-0"	
s(E)	40	#4	16'-2"	
sl(E)	26	#4	9'-5"	
u(E)	4	#6	14'-4"	
u1(E)	4	#6	13'-4"	
v(E)	80	#4	5'-0"	
v1(E)	40	#5	2'-0"	
v2(E)	40	#4	3'-0"	
v3(E)	28	#6	7'-4"	
v4(E)	6	#6	7'-4"	
v5(E)	24	#6	7'-6"	

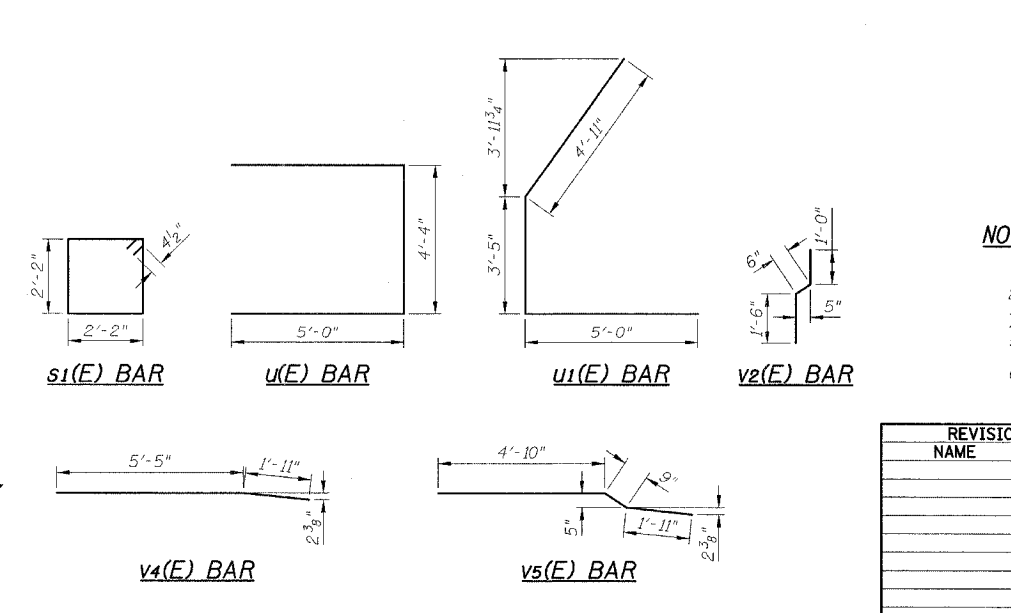
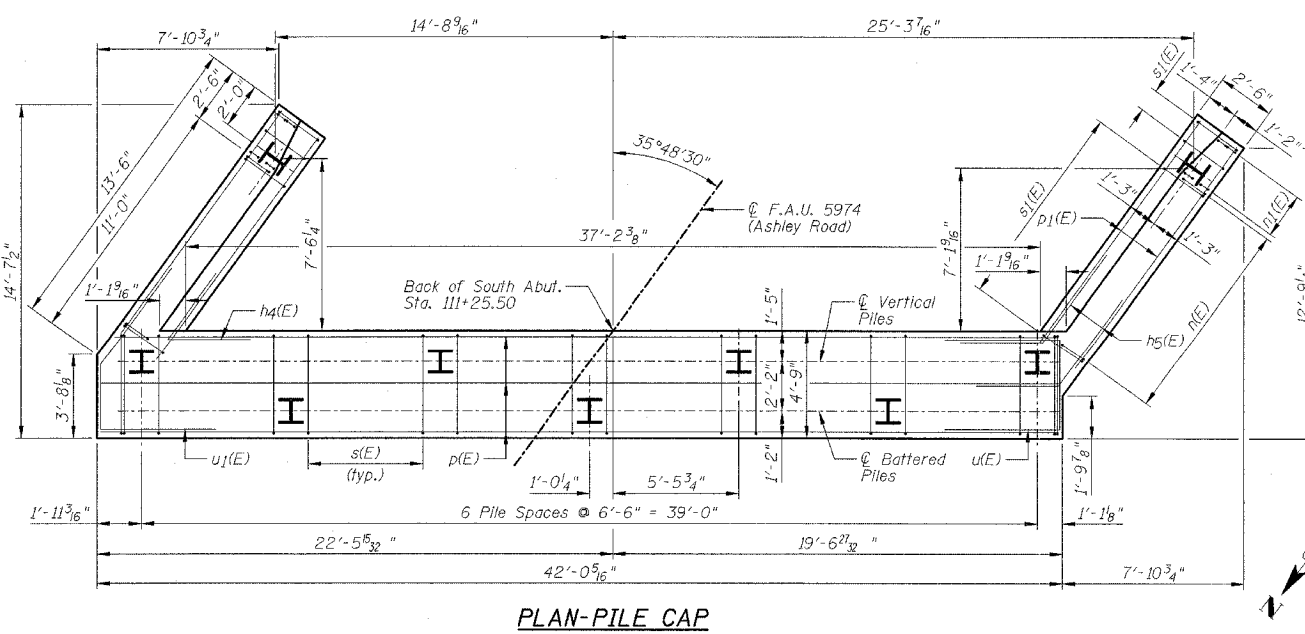
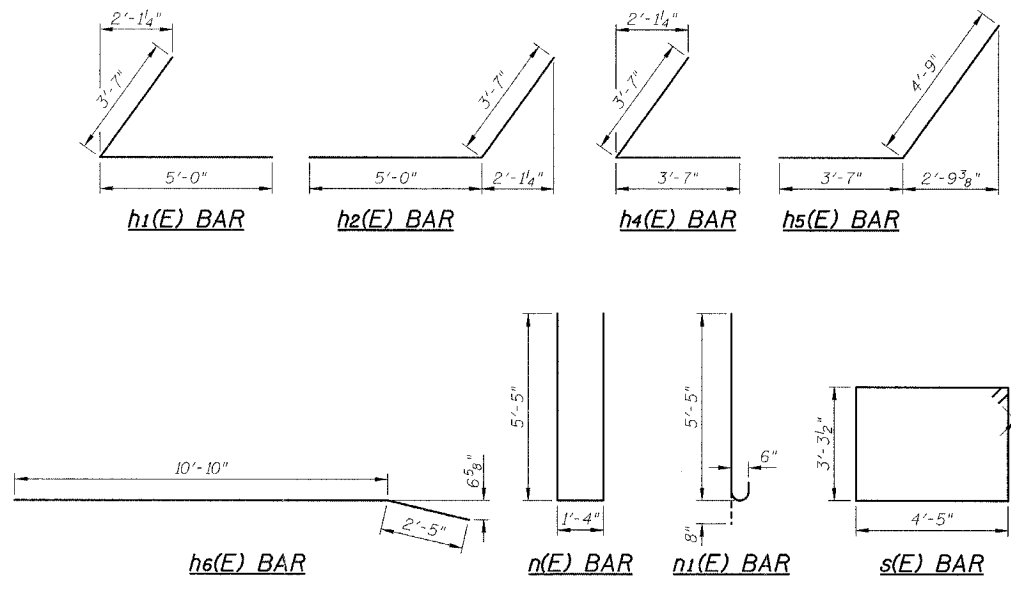
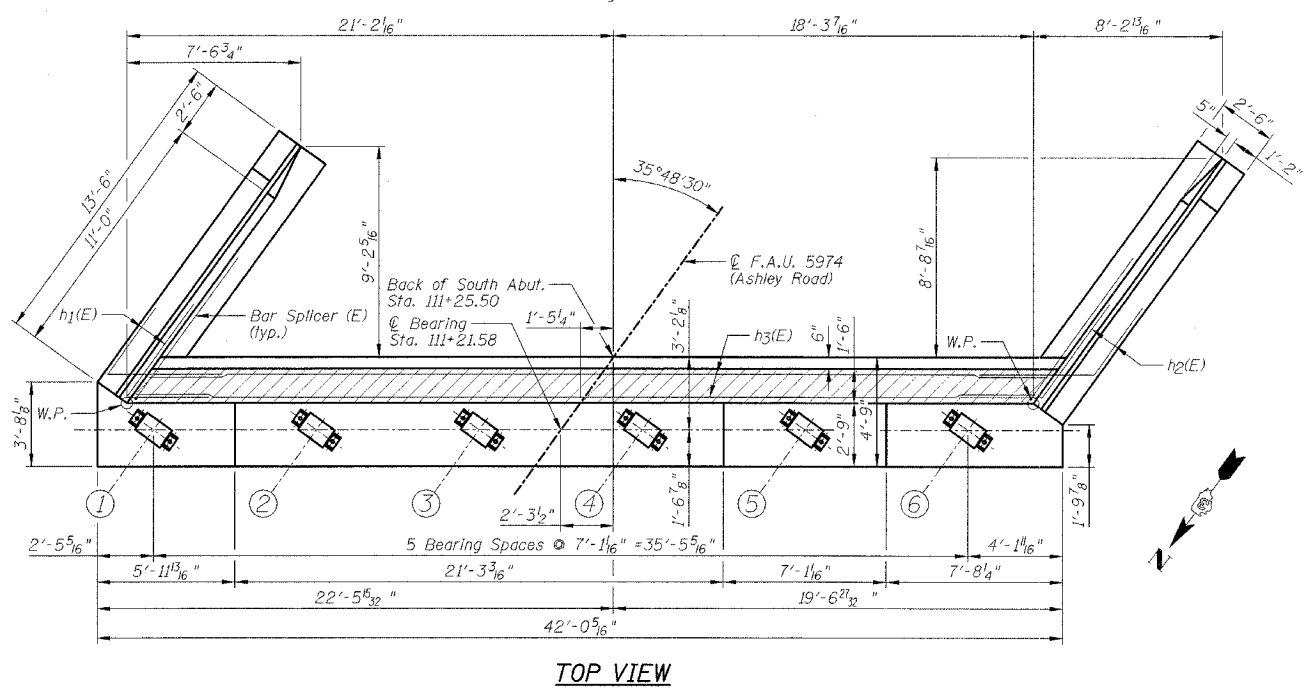
Item	Unit	Quantity
Porous Granular Embankment	Cu Yd	80
Structure Excavation	Cu Yd	450
Concrete Structures	Cu Yd	51.7
Reinforcement Bars, Epoxy Coated	Pound	4560
Furlishing Steel Piles (HP12x63)	Foot	512
Test Piles HP12x63	Each	1
Driving Steel Piles	Foot	512
Bridge Seat Sealer	Sq Ft	116
Bar Splicers	Each	32

PILE DATA:

Type	HP12x63 Steel
No. Req'd.	8+1 Test Pile
Est. Length	64 Feet
Capacity	Drive to Refusal

NOTES:

- 1.) Work this sheet with Sheets B2, B4 & B22.
- 2.) Space reinforcement in cap to miss anchor bolts.
- 3.) Reinforcement bars designated (E) shall be epoxy coated.
- 4.) Pour steps monolithically with cap.
- 5.) B.F. denotes Back Face, F.F. denotes Front Face, E.E. denotes Each Face, E.E. denotes Each End.
- 6.) h3(E) bars are included with the Superstructure Quantities on Sheet B11.

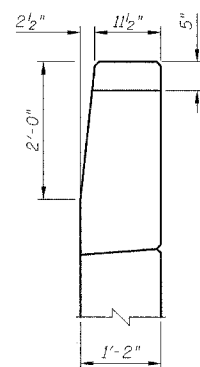
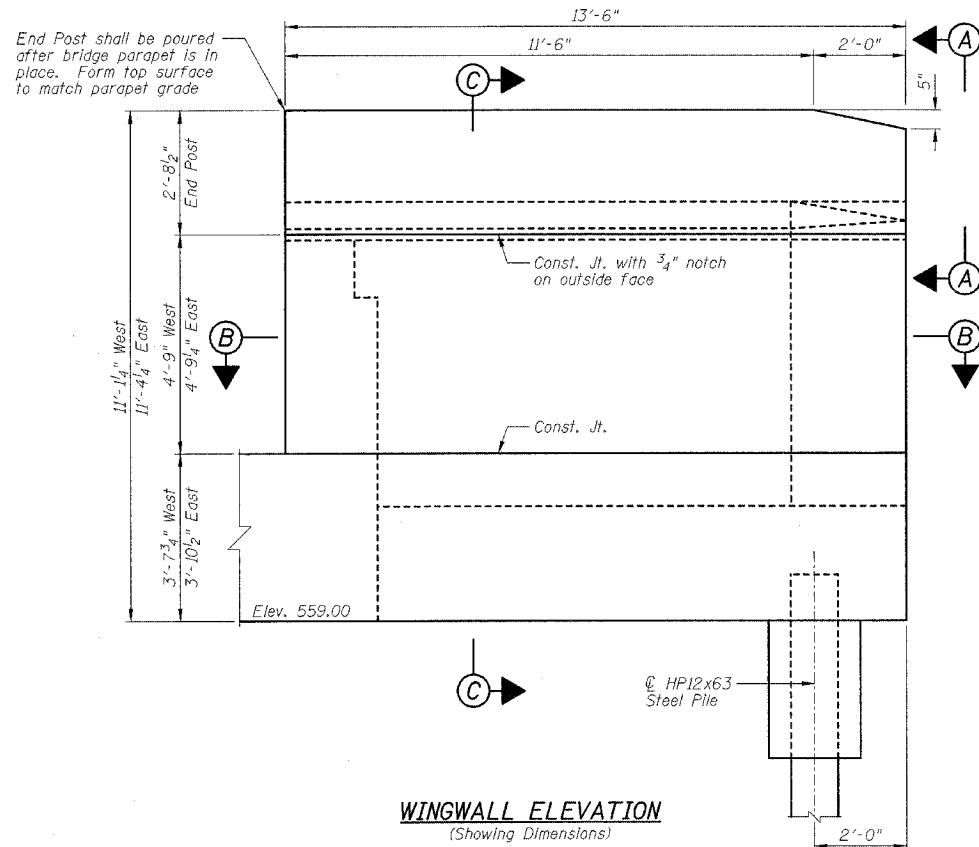


REVISIONS	
NAME	DATE

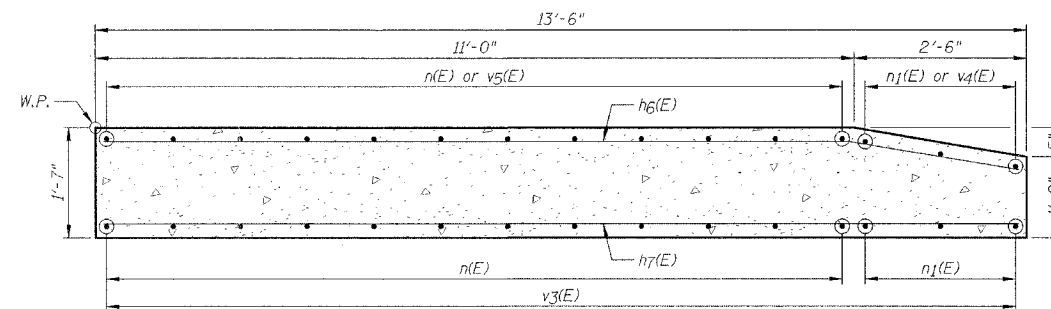
ILLINOIS DEPARTMENT OF TRANSPORTATION
SOUTH ABUTMENT
F.A.I. 80 (I-80)
F.A.U. 5974 (ASHLEY ROAD) OVER I-80
SECTION 32-3HBR-1
GRUNDY COUNTY
STATION 110+00.00 STRUCTURE NO. 032-0113
DESIGNED BY: JML DRAWN BY: DJM
DATE: 09/09/05 CHECKED BY: MSW

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	49
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

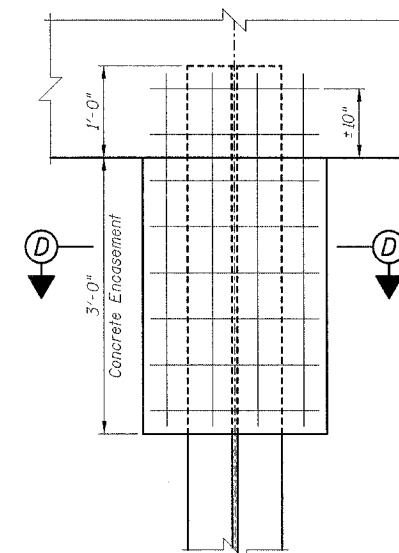
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



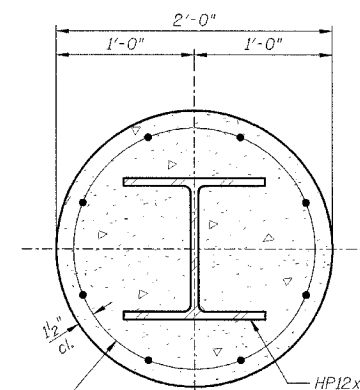
SECTION A-A



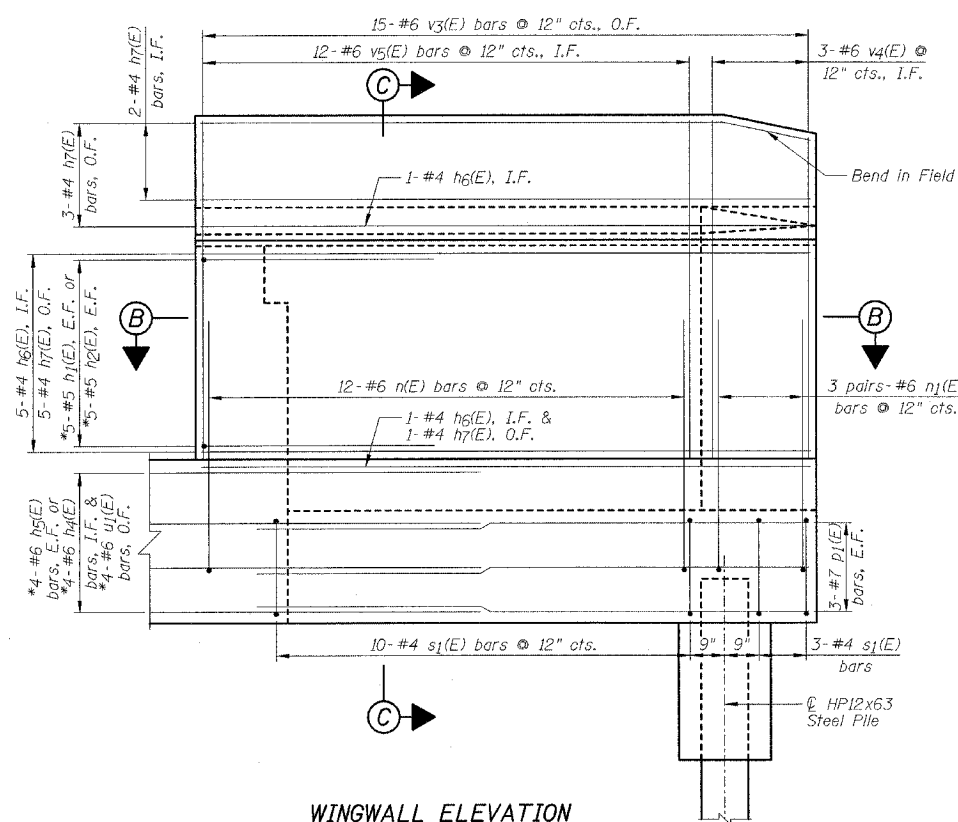
SECTION B-B



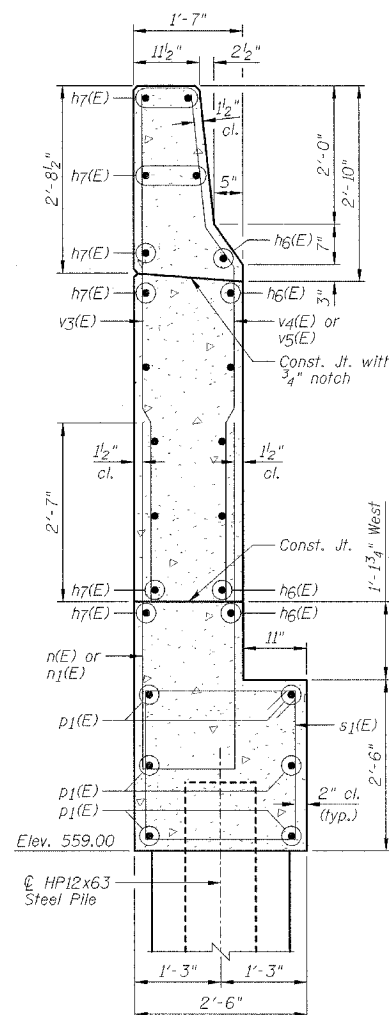
PILE ENCASEMENT DETAIL



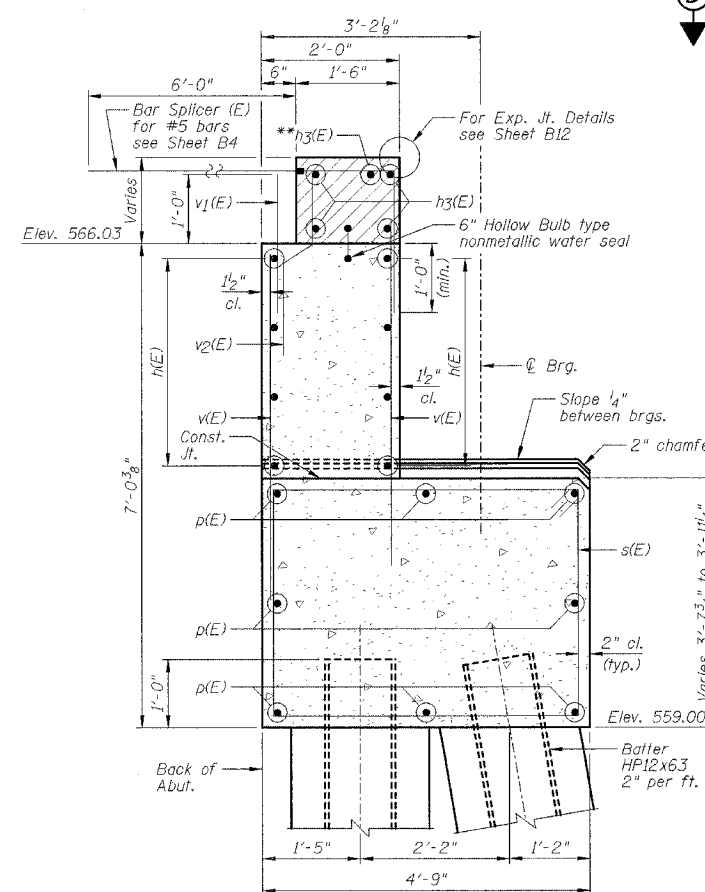
SECTION D-D



*See Plan Views on Sheet B19 for reinforcement locations.



SECTION C-C



SECTION THRU ABUTMENT

**See Section A-A on Sheet B11.

NOTES:

- 1.) Work this sheet with Sheets B2, B4 & B21.
- 2.) Space reinforcement in cap to miss anchor bolts.
- 3.) Reinforcement bars designated (E) shall be epoxy coated.
- 4.) Pour steps monolithically with cap.
- 5.) E.F. denotes Each Face, I.F. denotes Inside Face, O.F. denotes Outside Face.
- 6.) Hatched area to be poured after Superstructure forms have been removed. Quantity of concrete included with "Concrete Superstructure".
- 7.) Quantity of concrete in end post included with "Concrete Superstructure" on Sheet B11.
- 8.) h3(E) bars are included with the Superstructure Quantities on Sheet B11.

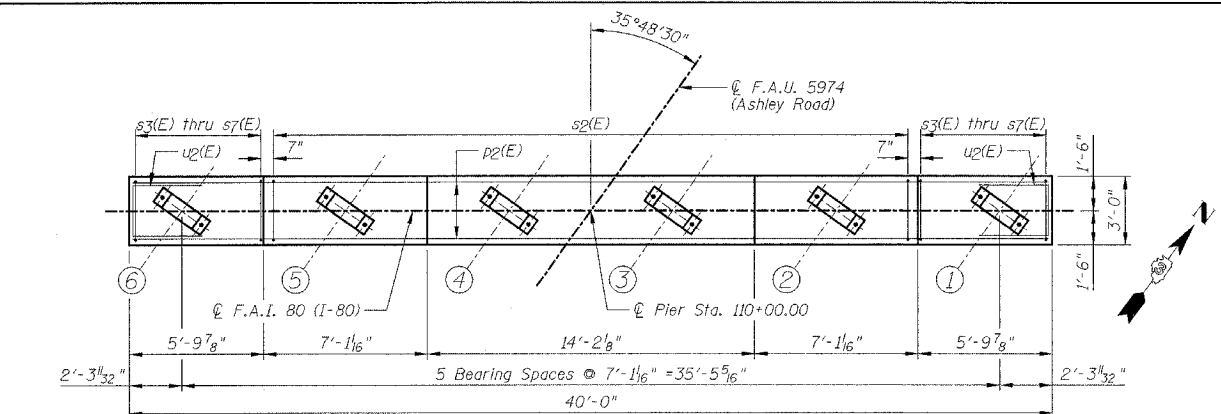
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOUTH ABUTMENT DETAILS
F.A.I. 80 (I-80)
F.A.U. 5974 (ASHLEY ROAD) OVER I-80
SECTION 32-3HBR-1
GRUNDY COUNTY
STATION 110+00.00 STRUCTURE NO. 032-0113
DESIGNED BY: JML DRAWN BY: DJM
DATE: 09/09/05 CHECKED BY: MSW

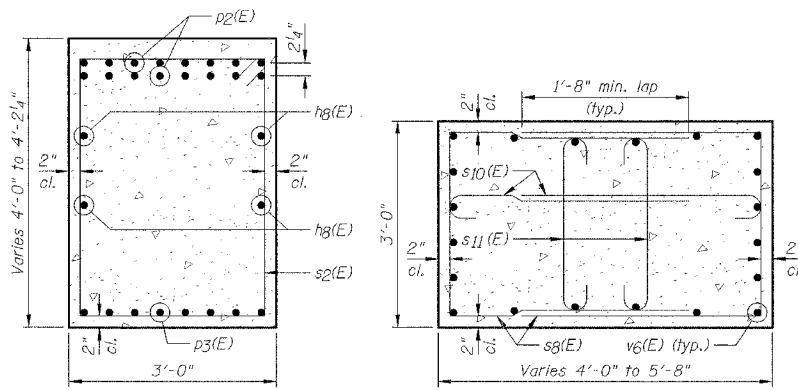
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	50
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. B23
OF 35 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

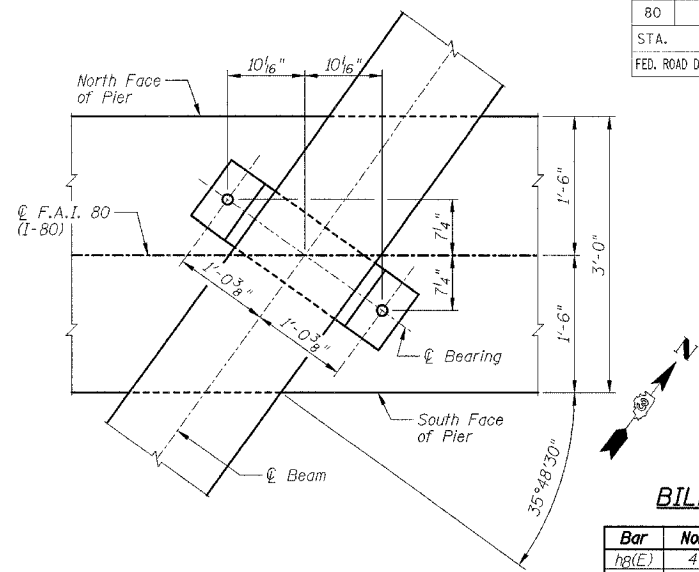


TOP PLAN

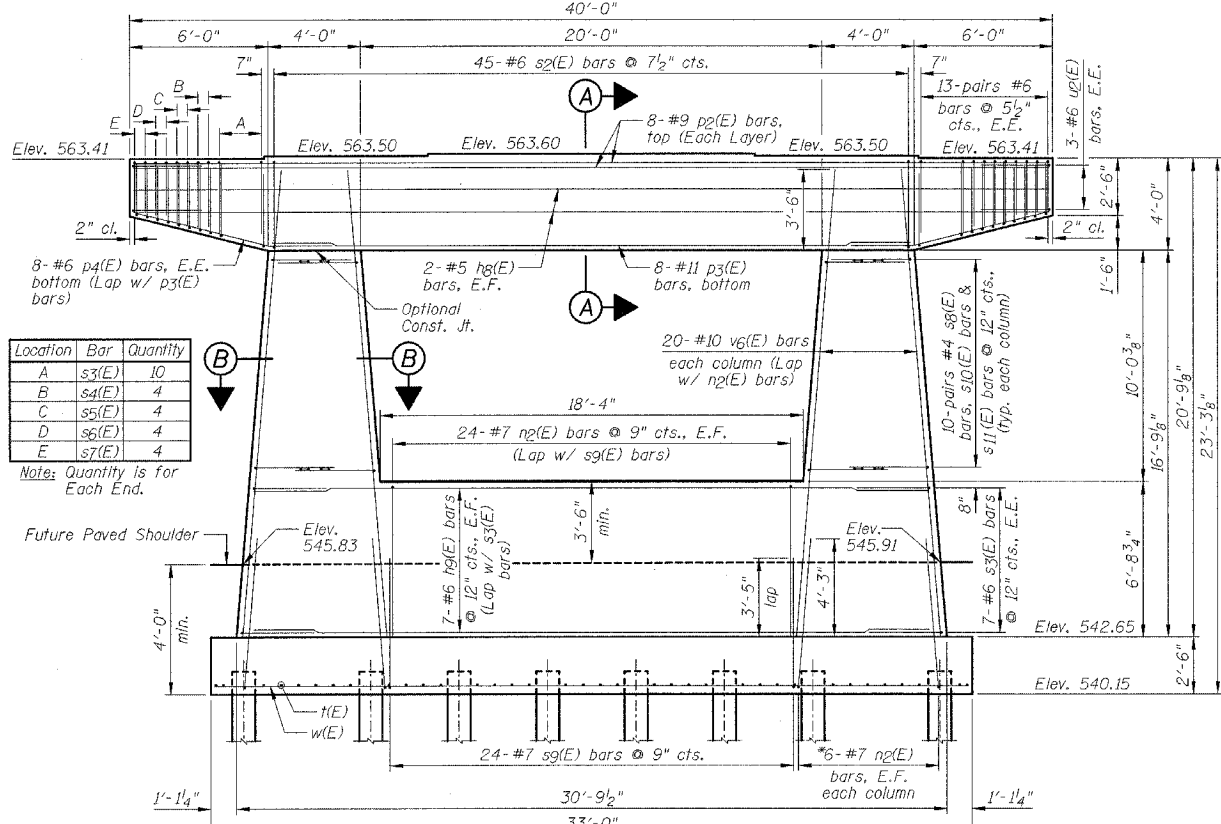


SECTION A-A

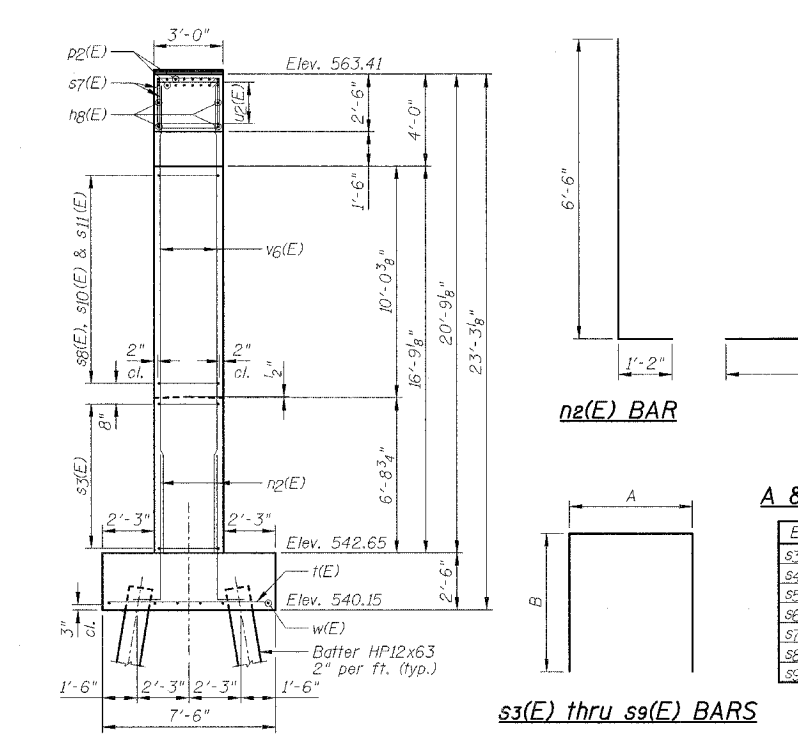
SECTION B-B



TYPICAL ANCHOR BOLT
PLACEMENT DETAIL



ELEVATION
(Looking North)



END VIEW

s3(E) thru s9(E) BARS

A & B DIMENSIONS

Bar	A	B
s3(E)	2'-8"	3'-2"
s4(E)	2'-8"	2'-11"
s5(E)	2'-8"	2'-9"
s6(E)	2'-8"	2'-4"
s7(E)	2'-8"	2'-3"
s8(E)	2'-8"	3'-6"
s9(E)	2'-6"	5'-8"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
hg(E)	4	#5	39'-8"	
hg(E)	14	#6	29'-4"	
n2(E)	72	#7	7'-8"	
p2(E)	16	#9	39'-8"	
p3(E)	8	#11	27'-8"	
p4(E)	16	#6	8'-9"	
sp2(E)	45	#6	14'-2"	
s3(E)	34	#6	9'-0"	
s4(E)	8	#6	8'-6"	
s5(E)	8	#6	8'-2"	
s6(E)	8	#6	7'-4"	
s7(E)	8	#6	7'-2"	
s8(E)	40	#4	9'-8"	
s9(E)	24	#7	13'-10"	
s10(E)	40	#4	4'-0"	
s11(E)	40	#4	3'-8"	
w(E)	36	#6	7'-2"	
u2(E)	6	#6	8'-6"	
v6(E)	40	#10	20'-4"	
w(E)	6	#5	32'-8"	

Item	Unit	Quantity
Structure Excavation	Cu Yd	57
Concrete Structures	Cu Yd	73.5
Reinforcement Bars, Epoxy Coated	Pound	12560
Furlishing Steel Piles (HP12x6.3)	Foot	690
Test Piles HP12x6.3	Each	1
Driving Steel Piles	Foot	690

PILE DATA:

Type	HP12x6.3 Steel
No. Req'd.	15+1 Test Pile
Est. Length	46 Feet
Capacity	Drive to Refusal

NOTES:

- 1.) Work this sheet with Sheet B2.
- 2.) Space reinforcement in cap to miss anchor bolts.
- 3.) Reinforcement bars designated (E) shall be epoxy coated.
- 4.) Pour steps monolithically with cap.
- 5.) E.F. denotes Each Face & E.E. denotes Each End.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PIER
F.A.I. 80 (I-80)
F.A.U. 5974 (ASHLEY ROAD) OVER I-80
SECTION 32-3HBR-1
GRUNDY COUNTY
STATION 110+00.00 STRUCTURE NO. 032-0113
DESIGNED BY: JML
DRAWN BY: DJM
DATE: 09/09/05
CHECKED BY: MSW

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	51
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SHEET NO. B24
OF 35 SHEETS



Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 2

Date 7/2003

ROUTE FAI 80 DESCRIPTION ASHLEY ROAD OVER FAI 80 WEST OF MORRIS LOGGED BY IDOT-LM

SECTION 32-3HBR-1 LOCATION NE 1/4, SEC. 27, TWP. 34N, RNG. 7E, 3rd PM

COUNTY GRUNDY DRILLING METHOD _____ HAMMER TYPE AUTOMATIC

STRUCT. NO. <u>032-0057 EXISTING</u> Station <u>110+00</u>	BORING NO. <u>01 SQ. ABUT</u> Station <u>111+32</u> Offset <u>5.50ft RT</u> Ground Surface Elev. <u>565.60</u> ft	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ ft Stream Bed Elev. _____ ft	Groundwater Elev.: First Encounter _____ ft Upon Completion _____ ft After _____ Hrs.	D E P T H	B L O W S	U C S Ou	M O I S T
AUGERED BITUMINOUS PAVEMENT OVER CA06 AGGREGATE	563.60	4	6	2.5	15.0	Stiff Gray, Black, Green SANDY CLAY LOAM (FILL) (continued)	544.10	7	11	1.5	13.0
5	5	2.0	15.0	Gray & Brown Fine SAND, SANDY CLAY, SANDY CLAY LOAM & LOAMY SAND & GRAVEL INTERBEDDED	540.10	7	19	4.5	10.0		
										5	5
6	7	-	-	Stiff Brown SILT & Fine SAND	537.10	6	7	-	-		
										3	6
4	12	-	-	Hard Gray SANDY LOAM TILL	531.60	34	24	22	4.5		
										7	8
12	-	-	-	Stiff Gray SANDY LOAM (FILL)	527.60	13	6	1.0	12.0		
										3	6
2	7	4.0	10.0	Stiff Gray, Black, Green SANDY CLAY LOAM (FILL)	523.60	13	39	4.5	13.0		
										7	7
2	2	-	-	-	519.60	-55	-55	-	-		

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)



Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Page 2 of 2

Date 7/2003

ROUTE FAI 80 DESCRIPTION ASHLEY ROAD OVER FAI 80 WEST OF MORRIS LOGGED BY IDOT-LM

SECTION 32-3HBR-1 LOCATION NE 1/4, SEC. 27, TWP. 34N, RNG. 7E, 3rd PM

COUNTY GRUNDY DRILLING METHOD _____ HAMMER TYPE AUTOMATIC

STRUCT. NO. <u>032-0057 EXISTING</u> Station <u>110+00</u>	BORING NO. <u>01 SQ. ABUT</u> Station <u>111+32</u> Offset <u>5.50ft RT</u> Ground Surface Elev. <u>565.60</u> ft	D E P T H	B L O W S	U C S Ou	M O I S T	Surface Water Elev. _____ ft Stream Bed Elev. _____ ft	Groundwater Elev.: First Encounter _____ ft Upon Completion _____ ft After _____ Hrs.	D E P T H	B L O W S	U C S Ou	M O I S T		
												(ft)	(#)
Hard Gray SANDY LOAM TILL (continued)	520.60	-45	6	12	4.0	24.0	Hard Gray Varved CLAY & SILT Layers	515.60	-59	7	15	4.0	12.0
Dense Gray SANDY LOAM with Pieces of Weathered Micaceous SANDSTONE	510.60	-55	140	4.5	13.0								
						End of Boring	508.60	-60	-	-	-		

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)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOIL BORING LOGS
F.A.I. 80 (I-80)
F.A.U. 5974 (ASHLEY ROAD) OVER I-80
SECTION 32-3HBR-1
GRUNDY COUNTY
STATION 110+00.00 STRUCTURE NO. 032-0113
DESIGNED BY: JML DRAWN BY: DJM
DATE: 09/09/05 CHECKED BY: MSW

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	52
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SHEET NO. B25
OF 35 SHEETS



Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 2

Date 7/31/03

ROUTE FAI 80 DESCRIPTION ASHLEY ROAD OVER FAI 80 WEST OF MORRIS LOGGED BY IDOT-LM

SECTION 32-3HBR-1 LOCATION NE 1/4, SEC. 27, TWP. 34N, RNG. 7E, 3rd PM

COUNTY GRUNDY DRILLING METHOD _____ HAMMER TYPE AUTOMATIC

STRUCT. NO. <u>032-0057 EXISTING</u> Station <u>110+00</u>	BORING NO. <u>02 NO. ABUT</u> Station <u>108+68</u> Offset <u>5.50ft LT</u> Ground Surface Elev. <u>565.15</u> ft	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ ft Stream Bed Elev. _____ ft	Groundwater Elev.: First Encounter _____ ft Upon Completion <u>540.2</u> ft After _____ Hrs.	D E P T H	B L O W S	U C S Qu	M O I S T	Soil Description				
												(ft)	(#)	(tsf)	(%)	(ft)
													Very Stiff Dark Brown SANDY CLAY LOAM (FILL) (continued)	15 6	3.0 S	28.0
													Very Stiff Brown SANDY CLAY LOAM	543.15 4 6	3 2.6 S	23.0
													Loose Brown Fine SAND & Medium GRAVEL	541.15 2 3 4	2 - -	18.0
													Stiff Gray SILT	538.65 5 9 10	1.5 S	25.0
													Very Stiff SILT & Fine SAND	536.15 2 6 11	-	26.0
													Medium Brown SANDY CLAY LOAM (FILL)	532.15 10 7	3.0 P	20.0
													Hard Gray SANDY CLAY LOAM TILL	530.15 2 3 3	0.6 B	23.0
													Very Stiff Dark Brown SANDY CLAY LOAM (FILL)	548.65 5 9 14	3.8 S	25.0
													Very Stiff Gray SANDY LOAM TILL	526.15 32		

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)



Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Page 2 of 2

Date 7/31/03

ROUTE FAI 80 DESCRIPTION ASHLEY ROAD OVER FAI 80 WEST OF MORRIS LOGGED BY IDOT-LM

SECTION 32-3HBR-1 LOCATION NE 1/4, SEC. 27, TWP. 34N, RNG. 7E, 3rd PM

COUNTY GRUNDY DRILLING METHOD _____ HAMMER TYPE AUTOMATIC

STRUCT. NO. <u>032-0057 EXISTING</u> Station <u>110+00</u>	BORING NO. <u>02 NO. ABUT</u> Station <u>108+68</u> Offset <u>5.50ft LT</u> Ground Surface Elev. <u>565.15</u> ft	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ ft Stream Bed Elev. _____ ft	Groundwater Elev.: First Encounter _____ ft Upon Completion <u>540.2</u> ft After _____ Hrs.	D E P T H	B L O W S	U C S Qu	M O I S T	Soil Description				
												(ft)	(#)	(tsf)	(%)	(ft)
													Very Stiff Gray SANDY LOAM TILL (continued)	20 28	3.5 S	14.0
													Hard Gray SANDY CLAY LOAM TILL	523.15 13		
													Hard Gray clay with Minor SILT Layers	503.15 -45		
													Hard Gray CLAY with Fine SILT Layers	519.65 11 13	10.1 29.0	16.0
													Very Stiff Fine SAND, SILT & SILTY LOAM Layers	517.15 7 17 18	2.9 S	25.0
													Hard Gray SILTY LOAM	511.15 16 28 38	4.5 P	26.0
													Stiff Gray SILT with Minor CLAY	507.15 15		

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)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOIL BORING LOGS
F.A.I. 80 (I-80)
F.A.U. 5974 (ASHLEY ROAD) OVER I-80
SECTION 32-3HBR-1
GRUNDY COUNTY
STATION 110+00.00 STRUCTURE NO. 032-0113
DESIGNED BY: JML
DATE: 09/09/05
DRAWN BY: DJM
CHECKED BY: MSW

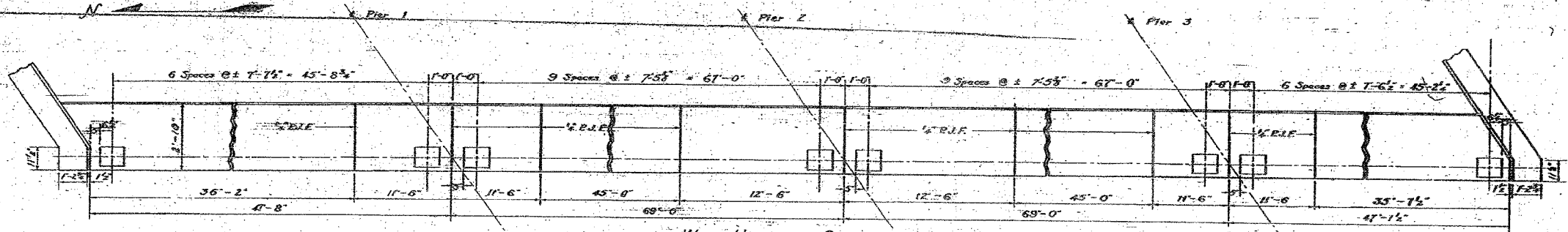
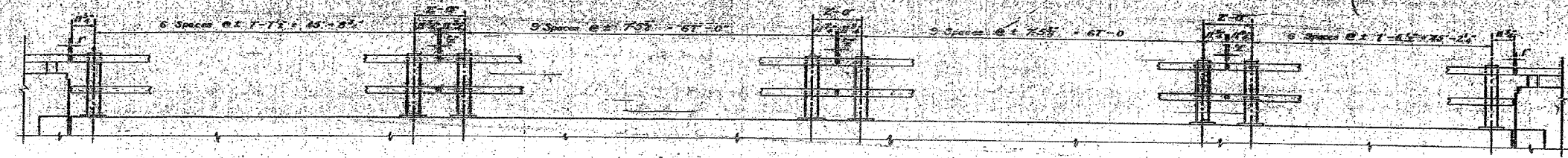
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	57
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

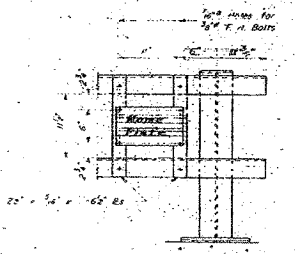
SHEET NO. B30
OF 35 SHEETS

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

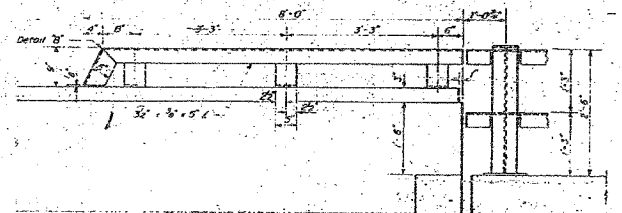
DATE	BY	REVISION



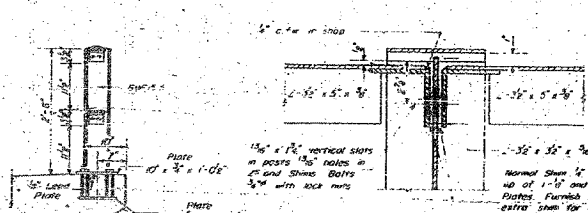
WEST HANDRAIL SPACING
East Handrail Similar Except Opposite Hand
Note - Rail posts shall be vertical.



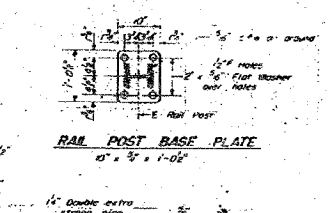
NAME PLATE CONNECTION DETAIL
Erect Name Plate @ N.W. Corner Only



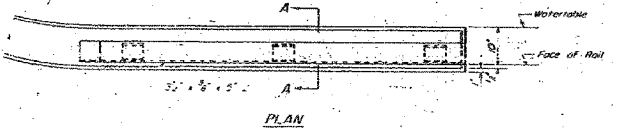
ELEVATION



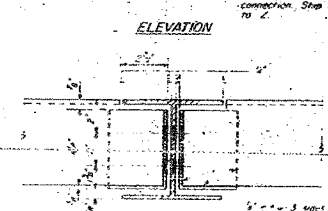
SECTION B-B



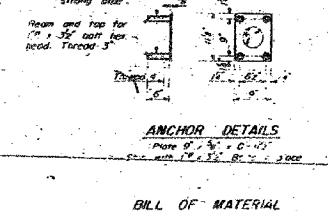
RAIL POST BASE PLATE



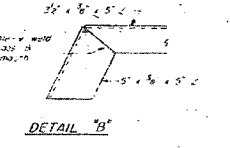
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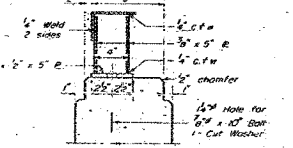
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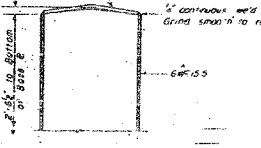
ANCHOR DETAILS



DETAIL B



SECTION A-A



CAP DETAIL

BILL OF MATERIAL

Material	Quantity	Notes

ALTERNATE "A"
HANDRAIL DETAIL
BRIDGE OVER F.A.I. RT. 6
F.A.I. RT. 6 SEC. 32-3HBR-1
GRUNDY COUNTY
STA. 1266 + 24.59 (FAL6)

FOR INFORMATIONAL
USE ONLY

DESIGNED	T. Tambo	DATE	NOV 14 1957
CHECKED			
APPROVED			

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING PLANS
F.A.I. 80 (I-80)
F.A.U. 5974 (ASHLEY ROAD) OVER I-80
SECTION 32-3HBR-1
GRUNDY COUNTY
STATION 110+00.00 STRUCTURE NO. 032-0113
DESIGNED BY: JML
DRAWN BY: DJM
DATE: 09/09/05
CHECKED BY: MSW

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	58
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

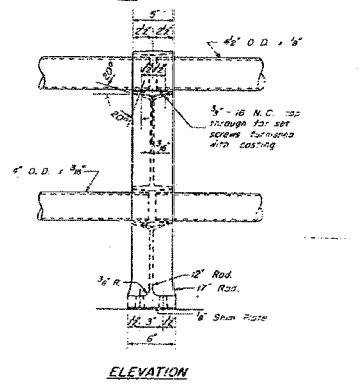
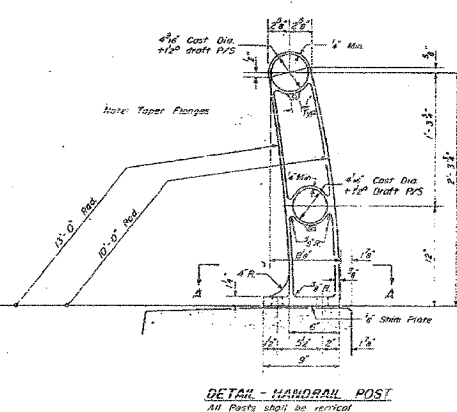
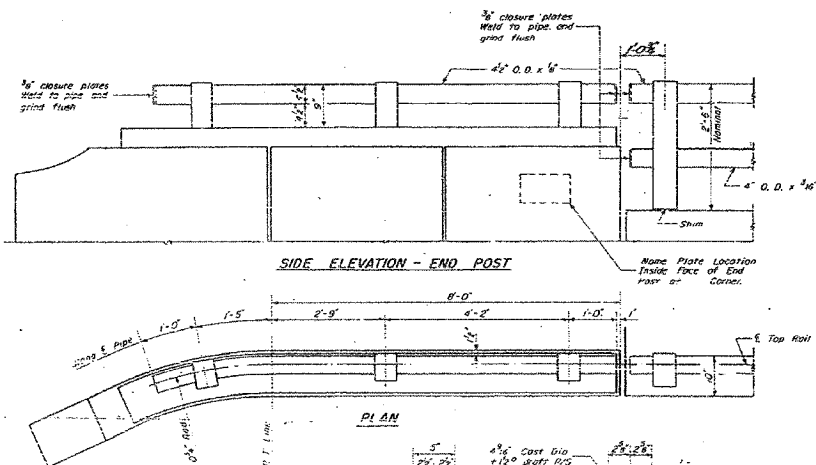
SHEET NO. B31
OF 35 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

DATE	ISSUED	BY	FOR	SHEET NO.
10/26/57	11/14/57	Grundy	10	9

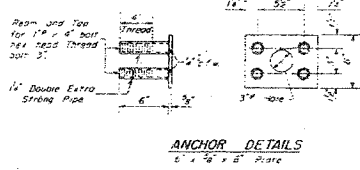
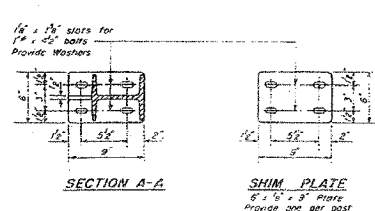
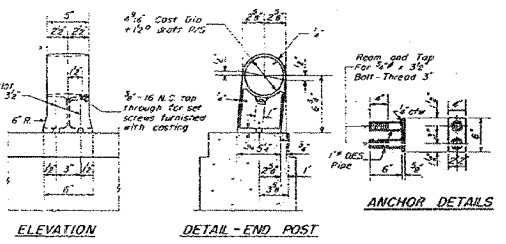
Note: Face spacing of Rail Posts see sheet #4



CALL OF MATERIAL

Notes:
 Aluminum Handrail Post (Paraphrase Cast) shall conform to ASTM Spec B-108-56F Alloy 5052, condition T-2.
 Aluminum Alloy Extruded Tube shall conform to ASTM Spec B241-56T alloy 6061 condition T6.
 Aluminum Alloy Shims shall be made from sheet or plate conforming to ASTM Spec B209-54T alloy 5052 condition D.
 Aluminum Alloy Bars shall be made from rod conforming to ASTM Spec B211-56T Alloy 6061-A Bar ends shall conform to American Standard regular hexagon, ASA Spec B-18.2. Threads shall conform to American Standard coarse series, Class 2, 2A or 2B. The finished ends shall be chamfered to the 1/4 Taper, given an inside chamfer of least .0000 inches in thickness and chamfered edges.
 Aluminum Alloy Washers shall be made from sheet conforming to ASTM Spec B209-54T Alloy Class 5052-A Condition T6.
 Anchor Bolts shall conform to Specification Carbon Steel ASTM A191-50T.
 Where Aluminum alloys come in contact with masonry, the contacting surfaces shall be treated with an aluminum unseparated coating compound.

DESIGNED	T. Tavel	EXAMINED	Nov 14 1957
CHECKED	W. J. ...	PASSED	...
DRAWN	W. C. ...	APPROVED	R.R. ...
CHECKED	A.R.R.		



ALTERNATE 'B'
HANDRAIL DETAIL
BRIDGE OVER F.A.I. RT. 6
F.A.I. RT. 6 SEC. 32-3HBR-1
GRUNDY COUNTY
Sta. 106+12.53 (F.A.I.-C)

FOR INFORMATIONAL
USE ONLY

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION EXISTING PLANS F.A.I. 80 (I-80) F.A.U. 5974 (ASHLEY ROAD) OVER I-80 SECTION 32-3HBR-1 GRUNDY COUNTY STATION 110+00.00 STRUCTURE NO. 032-0113 DESIGNED BY: JML DATE: 09/09/05
NAME	DATE	
		DRAWN BY: DJM CHECKED BY: MSW

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	59
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SHEET NO. B32
OF 35 SHEETS

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

FAI-80

SHEET NO. 6
9 SHEETS

ELEVATION
At Right to E. Abutment

FILE DATA
Capacity 250 Tons
Ext. Length 50' 0"
No. Piles 12 (2 Abut.)
2 Root Piles

DETAIL 7A

DETAIL 7B

SIDE ELEVATION

INSIDE ELEVATION OF BRACKET

PLAN OF ABUTMENT
Dimensions

PLAN OF ABUTMENT
Reinforcement & Pile Spacing

BILL OF MATERIAL - 2 ABUTMENTS

Bar No	Size	Length	Shape	Bar No	Size	Length	Shape
1	#4	18'-3"		72	#4	12'-0"	
2	#4	5'-3"		73	#4	9'-3"	
3	#5	10'-8"		74	#3	5'-0"	
4	#3	12'-8"		75	#6	12'-6"	
5	#3	2'-0"		76	#6	12'-6"	
6	#5	3'-9"		77	#4	5'-0"	
7	#4	5'-3"		78	#4	5'-0"	
8	#6	14'-6"		79	#4	5'-0"	
9	#6	3'-0"		80	#4	5'-0"	
10	#7	36'-0"		81	#4	5'-0"	
Class X Concrete		Cu Yds	55.5	Test Piles (Spec.)			
Reinforcement Bars		Lbs	4360	Each			
Crested Piles		Lin Ft	100				
Concrete Piles		Lin Ft	360				

N.S. ABUTMENTS
BRIDGE OVER FAI RT 6
FAI RT 6 SEC. 32-3HB-1
GRUNDY COUNTY
STA. 1266 + 24.59 (FAI 6)

REVISIONS

NAME	DATE

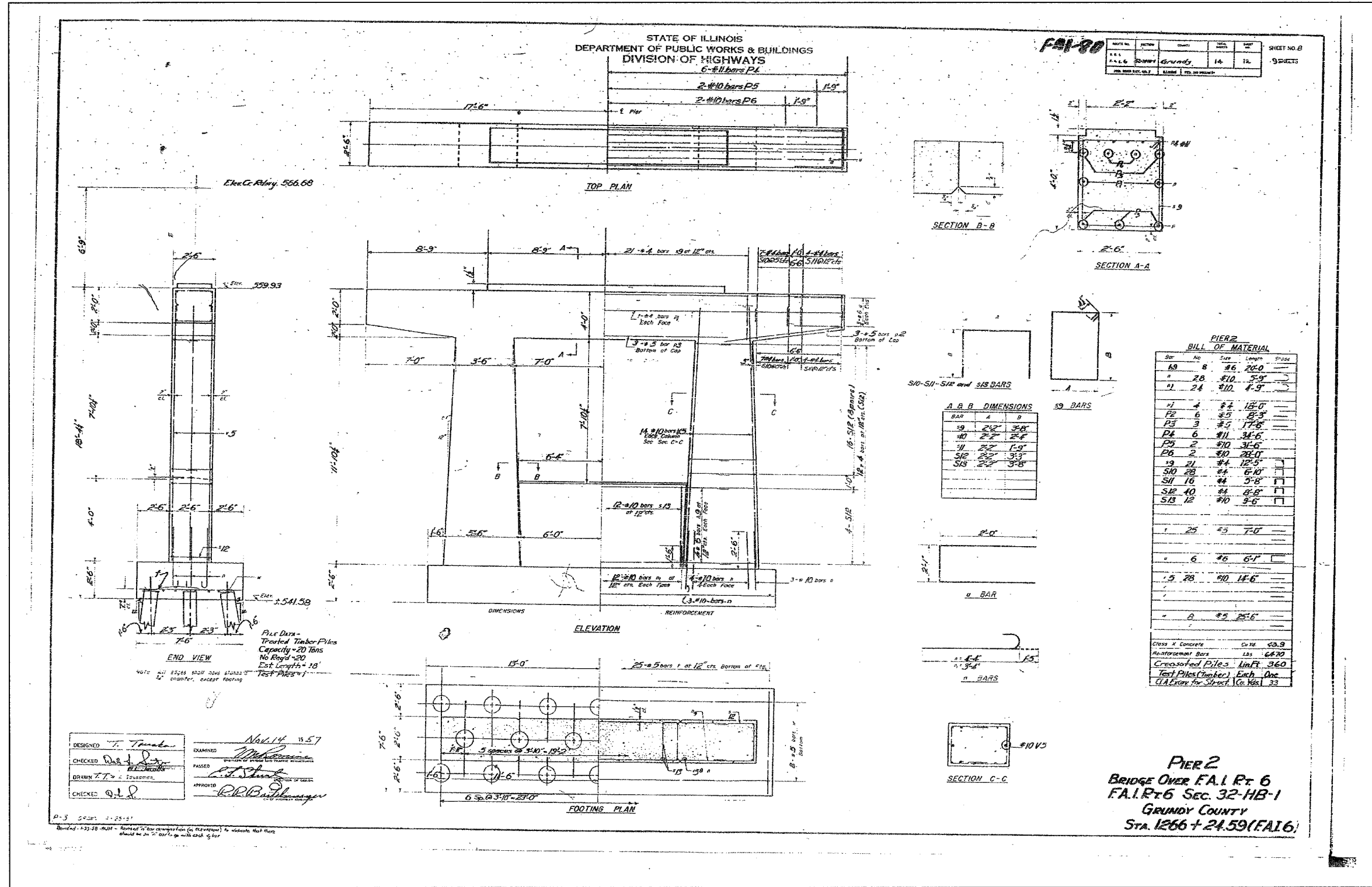
ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING PLANS
F.A.I. 80 (I-80)
F.A.U. 5974 (ASHLEY ROAD) OVER I-80
SECTION 32-3HBR-1
GRUNDY COUNTY
STATION 110+00.00 STRUCTURE NO. 032-0113
DESIGNED BY: JML
DRAWN BY: DJM
DATE: 09/09/05
CHECKED BY: MSW

FOR INFORMATIONAL
USE ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	61
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. B34
OF 35 SHEETS



PIER 2
BRIDGE OVER F.A.I. RT. 6
F.A.I. RT. 6 SEC. 32-HB-1
GRUNDY COUNTY
STA. 1266 + 24.59 (FAI 6)

PIER 2
BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	STOCK
P1	4	#4	12'-0"	
P2	6	#5	8'-3"	
P3	3	#5	17'-6"	
P4	6	#11	34'-6"	
P5	2	#10	34'-6"	
P6	2	#10	28'-0"	
P7	21	#4	12'-5"	
P8	28	#4	6'-10"	
P9	16	#4	5'-8"	
P10	10	#4	8'-8"	
P11	12	#10	9'-6"	
P12	25	#3	7'-0"	
P13	6	#6	6'-1"	
P14	5	#8	14'-6"	
P15	8	#5	25'-6"	

Class X Concrete C14 63.9
Reinforcement Bars Lbs 6870
Crested Piles Linft 360
Test Piles (Timber) Each One
GLA Est for Struct. Co. Post 33

FOR INFORMATIONAL
USE ONLY

DESIGNED: T. Tomaka
CHECKED: D. J. ...
DRAWN: Z. T. ...
CHECKED: Q. J. ...

EXAMINED: ...
PASSED: ...
APPROVED: ...

Nov 14 1957

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	62
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. B35
OF 35 SHEETS

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

NO.	DATE	BY	REVISION
1	10/15/57	J.M.L.	ISSUED FOR PERMITS

SHEET NO. 9
OF 9 SHEETS

OPTIONAL FLAT END

SECTION A-A

**ALTERNATE B
DETAIL OF SPIRALLY WELDED STEEL SHELL
FOR CAST IN PLACE CONCRETE PILES**

SECTION A-A

**ALTERNATE B
DETAIL OF METAL SHELL
FOR CAST IN PLACE CONCRETE PILES**

SECTION A-A FOR PILES UNDER 45' LONG

SECTION A-A FOR PILES 45' OR MORE

**ALTERNATE A
DETAIL OF PRECAST CONCRETE PILES**

BOREHOLE DATA

BOREHOLE #	LOCATION	SOIL DESCRIPTION
BOREHOLE #1	Located at Sta. 1116, 12' E.T.C.	Dark silty clay, Dense brown silty sand and gravel, Dense gray sandy silt, Hard gray silty clay fill, Hard gray sandy clay fill, Very dense gray sandy fill, Hard gray clay fill, Hard gray clay fill with silty lenses.
BOREHOLE #2	Located at Sta. 1076, 12' E.T.C.	Dark brown silty sandy clay, Very dense brown sandy fill, Hard gray clay fill, Very dense gray subangular coarse sand and subangular gravel, Hard gray clay fill, Hard gray silty clay fill.
BOREHOLE #3	Located at Station, 6' E.T.C.	Very stiff and fine clay fill, Hard gray clay fill, Dense gray sandy silt, Very stiff gray sandy clay fill, Hard gray pebbly clay fill, Dense gray very sandy silt, Hard gray clay fill.
BOREHOLE #4	Located at Sta. 378, 12' E.T.C.	Stiff black silty clay, Very stiff and fine silty clay, Very dense brown poorly sorted subangular gravel, Very dense gray pebbly silt, Hard gray very gravelly silt, Very dense gray pebbly silt.
BOREHOLE #5	Located at Sta. 612, 10' E.T.C.	Stiff black silty clay, Stiff brown silty clay, Dense gray silt, Very dense gray pebbly silt, Hard gray pebbly clay fill, Very dense gray pebbly silt.

Note: N = Blows per foot of penetration of standard cone penetrometer (100 lbs. C.P.G. = 12 inches. Q_u = Unconfined compressive strength in tons per square foot.)

**FILE DETAILS & BOREHOLE DATA
BRIDGE OVER I-80
F.A.I. ETC. SEC. 32-3HBR-1
GRUNDY COUNTY
STA. 1266 + 04.53 (F.A.I.G.)**

**FOR INFORMATIONAL
USE ONLY**

DESIGNED: T. Tomlin	EXAMINED: Nov. 14, 1957
CHECKED: R. J. DeLoach	APPROVED: R. B. Bartholomew
DRAWN: W. J. Sauerborn	
CHECKED: R. J. DeLoach	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	63
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

Benchmarks: 1.) Existing railroad spike in power pole @ S.E. corner of Granville Rd. & Ashley Rd. @ Station 102+56.46/28.81' LT., Elevation = 551.64
2.) Existing railroad spike in power pole @ N.W. corner of Rte. 6 & Ashley Rd. @ Station 120+38.15/33.68' RT., Elevation = 549.25.

Existing Structure: Existing Culvert, built 1957, Section 32-3 HBR-1 at Station 114+17.59 and carries F.A.U. Route 5974 (Ashley Road) over an unnamed creek. Consists of a single 12'x8' reinforced concrete box culvert and the out to out headwall length Traffic will be maintained during construction via detour routes.

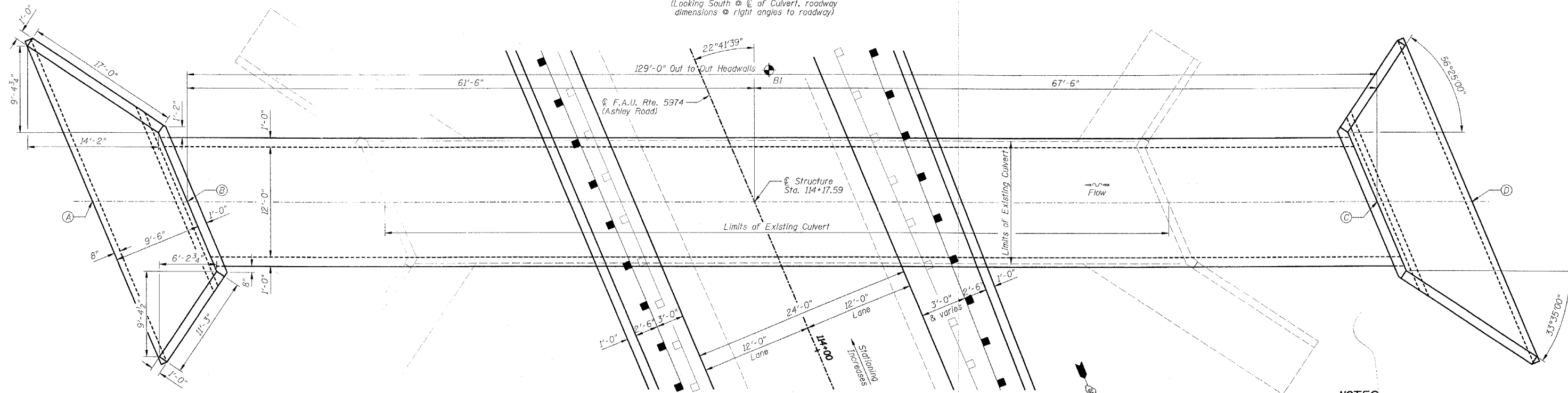
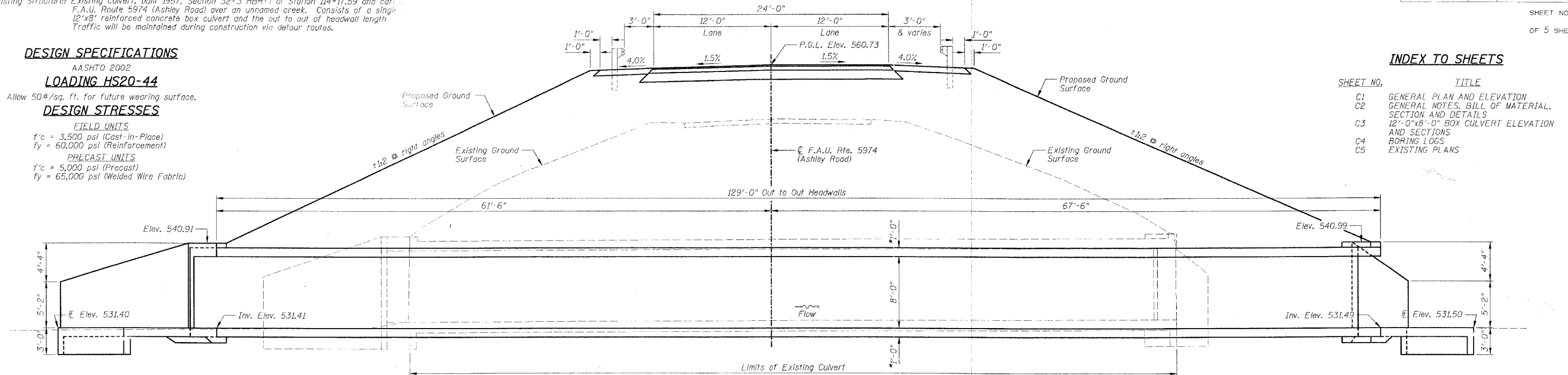
DESIGN SPECIFICATIONS

AASHTO 2002
LOADING HS20-44
Allow 50#/sq. ft. for future wearing surface.
DESIGN STRESSES
FIELD UNITS
f'c = 3,500 psi (Cast-in-Place)
fy = 60,000 psi (Reinforcement)
PRECAST UNITS
f'c = 5,000 psi (Precast)
fy = 65,000 psi (Welded Wire Fabric)

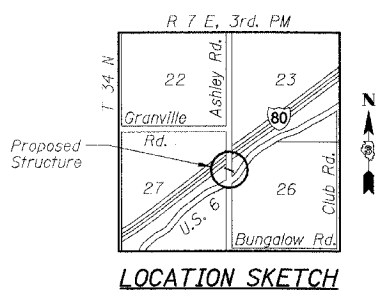
INDEX TO SHEETS

SHEET NO.	TITLE
C1	GENERAL PLAN AND ELEVATION
C2	GENERAL NOTES, BILL OF MATERIAL, SECTION AND DETAILS
C3	12'-0"x8'-0" BOX CULVERT ELEVATION AND SECTIONS
C4	BORING LOGS
C5	EXISTING PLANS

SHEET NO. C1
OF 5 SHEETS



- NOTES:**
- 1.) Work this sheet with Sheets C2-C4.
 - 2.) P.G.L. denotes Profile Grade Line.
 - 3.) For riprap locations, see Roadway Plans.

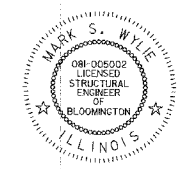


TOTAL BILL OF MATERIAL - BOX CULVERT

ITEMS	UNITS	TOTAL
Removal of Existing Structures No. 2	Each	1
Concrete Box Culverts	Cu Yd	43.1
Reinforcement Bars	Pound	4500
Reinforcement Bars, Epoxy Coated	Pound	1450
Precast Concrete Box Culvert 2'x8'	Foot	129

POINT DESIGNATION

LETTER	STATION	OFFSET	ELEVATION
(A)	114+45.29	66.24' LT	531.40
(B)	114+41.32	56.74' LT	531.41
(C)	113+91.54	62.27' RT	531.49
(D)	113+87.57	71.77' RT	531.50



Mark S. Wylie Date 9/19/05
MARK S. WYLIE
ILLINOIS STRUCTURAL ENGINEER
NO. 081-005002
Exp. Date 11/30/06

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL PLAN AND ELEVATION
CULVERT @ STATION 114+17.59
F.A.I. 80 (I-80)
SECTION 32-3HBR-1
GRUNDY COUNTY

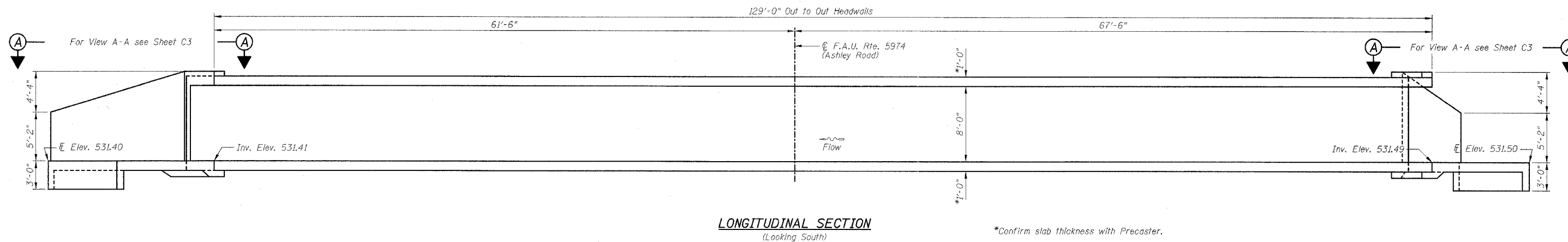
DESIGNED BY: JML
DATE: 09/09/05

DRAWN BY: DJM
CHECKED BY: MSW

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	64
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SHEET NO. C2
OF 5 SHEETS



BAR BENDING DIAGRAMS

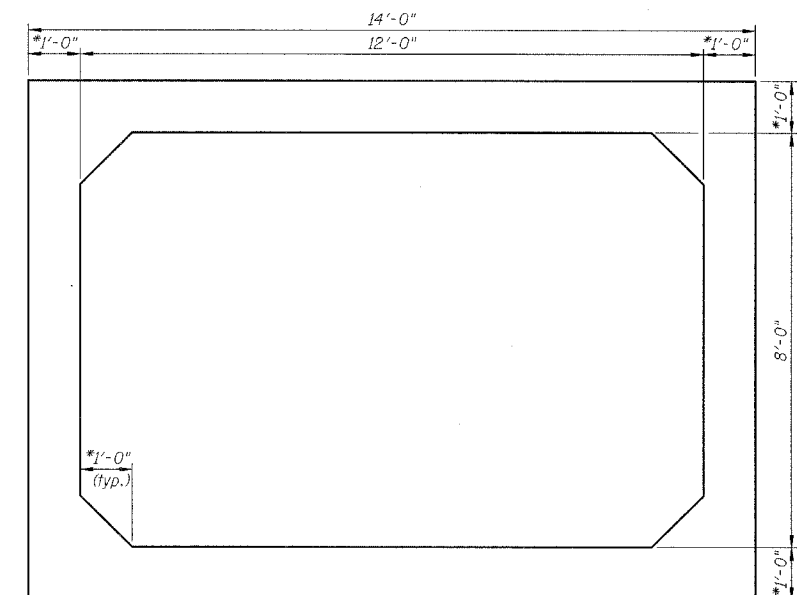
Bar	a	b	Diagram	
d20	2'-7"	9'-1"		
s20	6'-3"	16'-3"	6'-3"	
u20	4"	8"	4"	
v20(E)	2'-0"	15'-10"	2'-0"	
h20	17'-7"	9'-6"	5'-3 1/4"	7'-10 3/4"
h21	12'-4"	9'-6"	7'-10 3/4"	5'-3 1/4"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a20	74	#5	9'-1"	---
b20	32	#5	20'-0"	---
b21	16	#5	21'-2"	---
b22	6	#5	37'-7"	---
b23	6	#5	19'-2"	---
d20	74	#5	11'-8"	L
h20	2	#5	27'-1"	---
h21	2	#5	21'-10"	---
h22	40	#5	16'-8"	---
h23	40	#5	10'-11"	---
s20	8	#5	28'-9"	L
u20	34	#4	1'-4"	L
v20(E)	70	#5	19'-10"	L
Item	Unit	Quantity		
Concrete Box Culverts	Cu. Yd.	43.1		
Reinforcement Bars	Pound	4500		
Reinforcement Bars, Epoxy Coated	Pound	1450		

GENERAL NOTES:

- Cast-in-place concrete exposed edges shall be beveled 3/4 in.
- Class SI concrete shall be used throughout (concrete strength, f'c=3500 psi @ 28 days).
- Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42, or M-53, grade 60.
- Reinforcement bars denoted (E) shall be epoxy coated.
- It shall be the responsibility of the Contractor to divert the stream flow during construction in order to keep the construction areas free of water. The method of water diversion shall be subject to the approval of the Engineer and the cost shall be included with the cost of "Precast Concrete Box Culvert 12'x8".
- See Sheet C4 for boring data.
- Structural seal is for cast-in-place portion of structure only.
- The precast concrete culvert sections shall be designed and manufactured in accordance with AASHTO M259 (ASTM C1433).
- For backfilling and embankment, see Standard Specifications.
- End of precast section shall not have a bell or spigot.
- The apron end sections shown shall be cast-in-place.
- Contractor to confirm all precast culvert dimensions with the supplier before starting construction.
- The existing plans are provided for informational use only.



SECTION THRU BARREL

*Confirm slab and wall thickness with Precaster.

BAR CUTTING DIAGRAM

BAR	A	B	C	D	E	F	L
b21	18'-2"	3'-0"	18'-2"	3'-0"	2	8	21'-2"
v20(E)	10'-1"	5'-9"	10'-1"	5'-9"	2	21	15'-10"
v20(E)	10'-1"	5'-9"	10'-1"	5'-9"	2	14	15'-10"

Note: "L" dimension does not include the 2'-0" bent legs for the v20(E) bars.

NOTES:

- Work this sheet with Sheets C1, C3-C4.
- For View A-A, see Sheet C3.

REVISIONS	
NAME	DATE

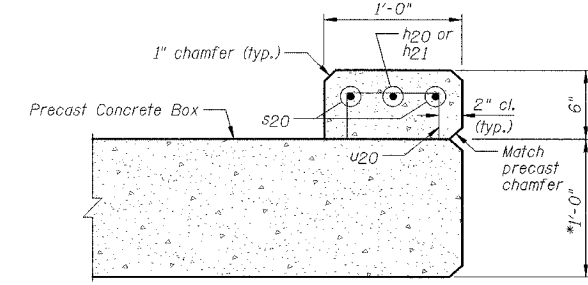
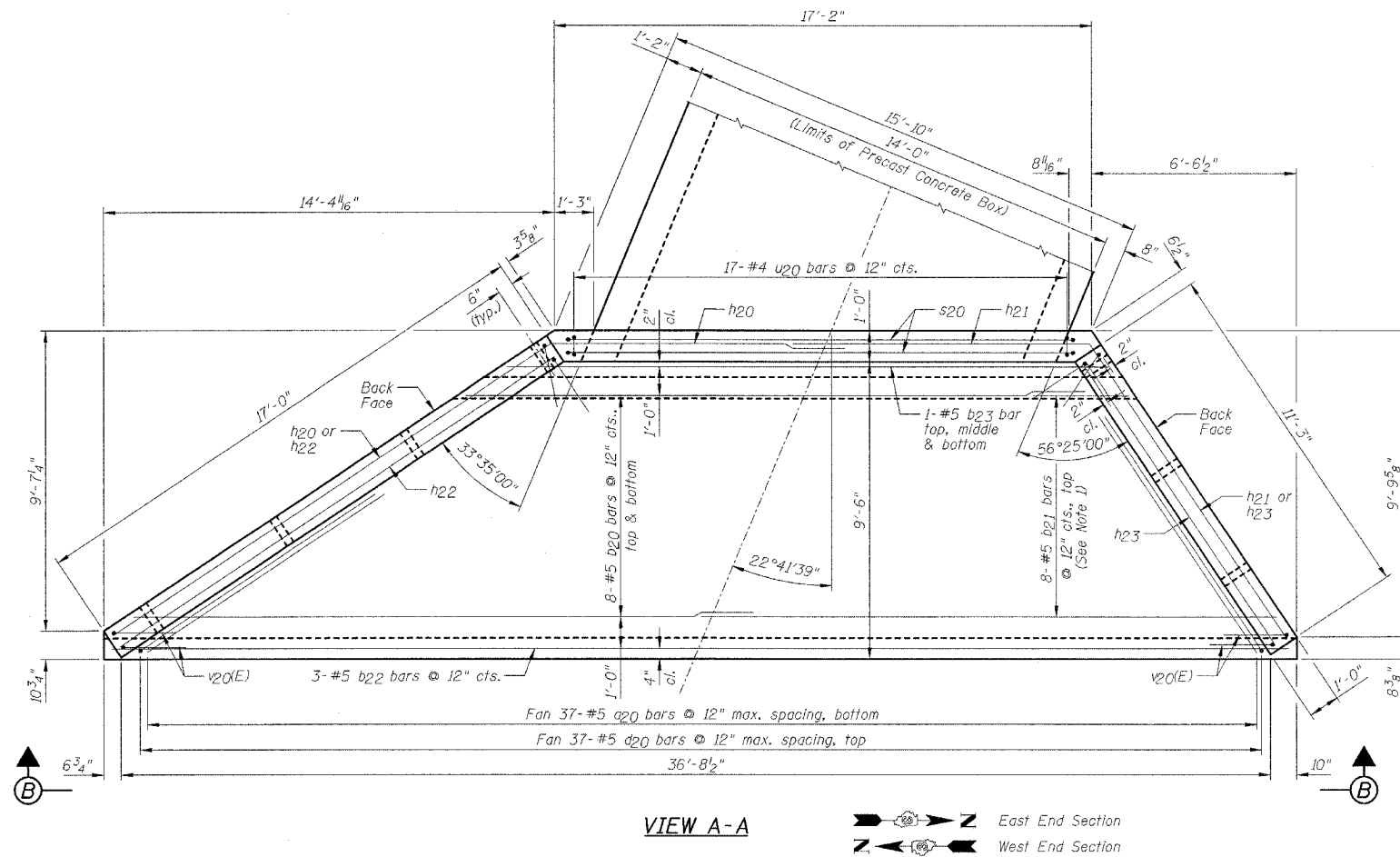
ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL NOTES, BILL OF MATERIAL,
SECTION AND DETAILS
CULVERT @ STATION 114+17.59
F.A.I. 80 (I-80)
SECTION 32-3HBR-1
GRUNDY COUNTY

DESIGNED BY: JML
DATE: 09/09/05
DRAWN BY: DJM
CHECKED BY: MSW

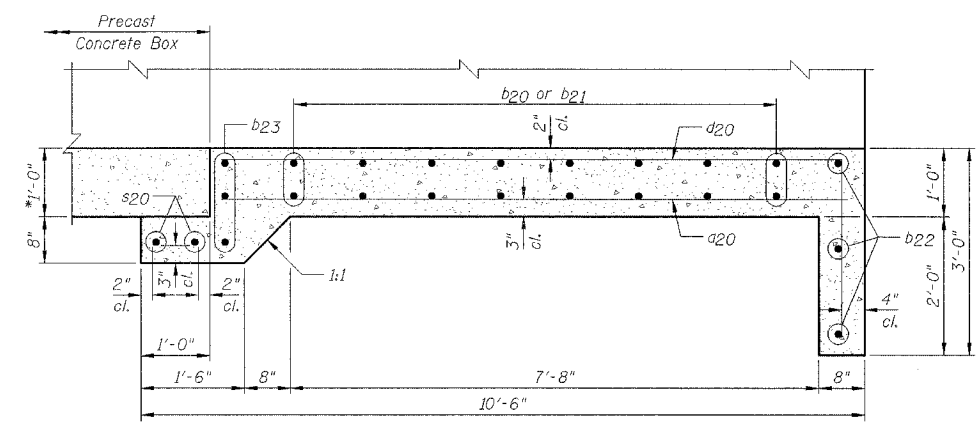
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	65
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

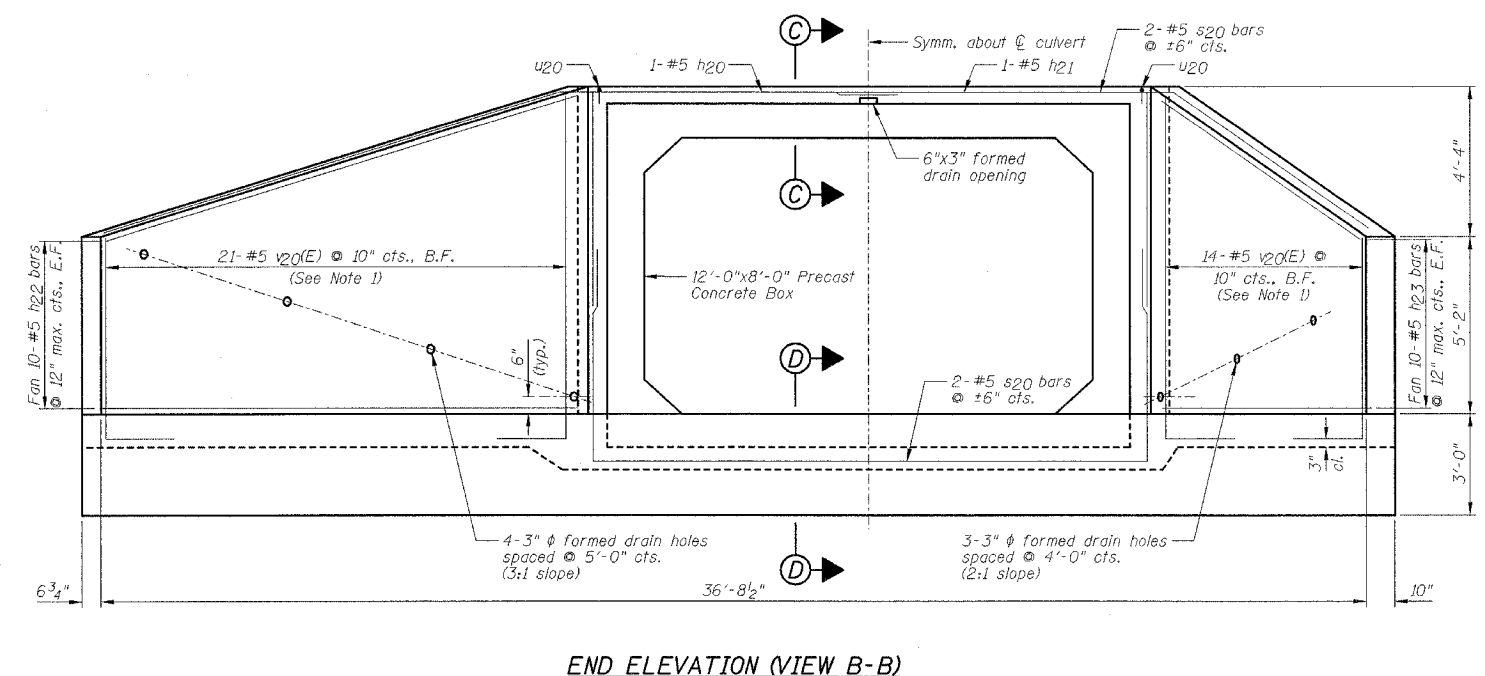
SHEET NO. C3
OF 5 SHEETS



SECTION C-C
*Confirm slab thickness with Precaster.



SECTION D-D
*Confirm slab thickness with Precaster.



END ELEVATION (VIEW B-B)

- NOTES:**
- 1.) Order b21 and v20(E) full length, cut according to Bar Cutting Diagram on Sheet C2. Use remainder of b21 bars in bottom of slab and remainder of v20(E) bars in opposite face of wingwall.
 - 2.) Minimum bar lap: #5 = 1'-8"
 - 3.) Work this sheet with Sheets C1-C2 and C4.
 - 4.) E.F. denotes Each Face
B.F. denotes Back Face
 - 5.) For location of View A-A, see Sheet C2.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
12'-0"x8'-0" BOX CULVERT
ELEVATION AND SECTIONS
CULVERT @ STATION 114+17.59
F.A.I. 80 (I-80)
SECTION 32-3HBR-1
GRUNDY COUNTY

DESIGNED BY: JML
DATE: 09/09/05

DRAWN BY: DJM
CHECKED BY: MSW

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	66
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SHEET NO. C4
OF 5 SHEETS



Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 2

Date 6/22/05

ROUTE FAI 80 (Ashley Road) DESCRIPTION Ashley Road Box Culvert LOGGED BY LM
SECTION 32-3HBR-1 LOCATION NE 1/4, SEC. 27, TWP. 34N, RNG. 7E, 3rd PM
COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. none
Station 114+17.59
BORING NO. 1
Station 114+32
Offset 7.00ft Rt
Ground Surface Elev. 554.00 ft

DEPTH (ft)	SOIL DESCRIPTION	UCS (tsf)	Failure Mode	SPT (blows)
0	Augered Bituminous & Brown Sand & Gravel Fill (Subbase)			
3	Stiff Brown Gray Clay Loam to Sandy Loam (continued)			3
2		1.0		19.3
4		P		
532.00				
5	Hard Brown/Gray Sandy Clay Loam Till with layers of Silty Clay and Clay (<6")			5
6	Large Limestone Rock at 28' down.	6.7		13.7
5		S		
7				
6				
5		4.5		9.3
2		P		
4				
4		4.5		14.5
6		P		
524.50				
2	Hard Gray Silty Clay Till with layers (up to 6") of Silt and Fine to Medium Sand			6
4	Large Rock at 39' down	4.0		14.2
7		P		
12				
12		4.0		12.6
12		P		
541.00				
9	Very Stiff Gray & Brown Sandy Clay Loam Till Fill with layers of Brown Sand and Sandy Loam (Fill)			9
9		2.5		11.0
9		P		
537.00				
2	Stiff Black Loam to Silty Loam (Fill)			8
3		1.0		24.2
3		B		
515.00				
16		9.4		11.1
50		S		
534.50				

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)



Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Page 2 of 2

Date 6/22/05

ROUTE FAI 80 (Ashley Road) DESCRIPTION Ashley Road Box Culvert LOGGED BY LM
SECTION 32-3HBR-1 LOCATION NE 1/4, SEC. 27, TWP. 34N, RNG. 7E, 3rd PM
COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. none
Station 114+17.59
BORING NO. 1
Station 114+32
Offset 7.00ft Rt
Ground Surface Elev. 554.00 ft

DEPTH (ft)	SOIL DESCRIPTION	UCS (tsf)	Failure Mode	SPT (blows)
12	Very Stiff to Hard weathered and Reworked micaceous Shale and Silt (continued)			12
50		2.2		12.4
100		S		
50				
78		4.5		11.0
100		P		
508.50				
75	Hard Micaceous Shale			7.3
100		1"		
50				
100				6.1
502.50				
End of Boring				

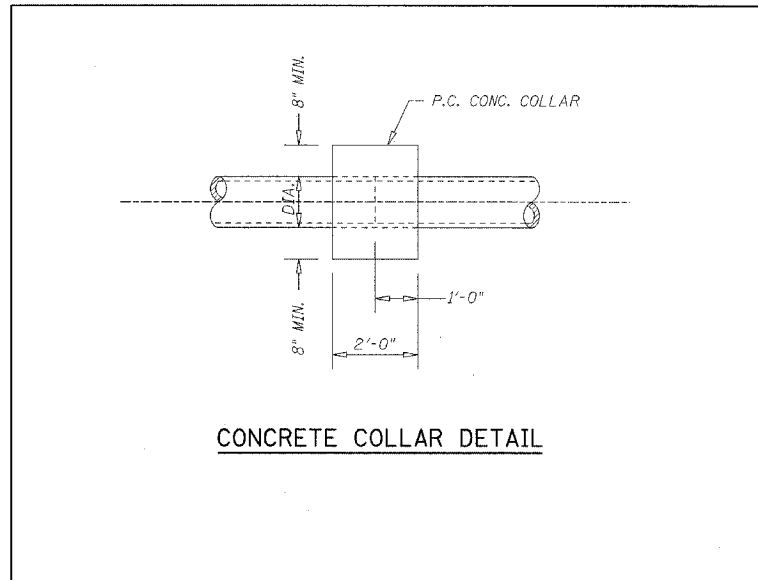
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

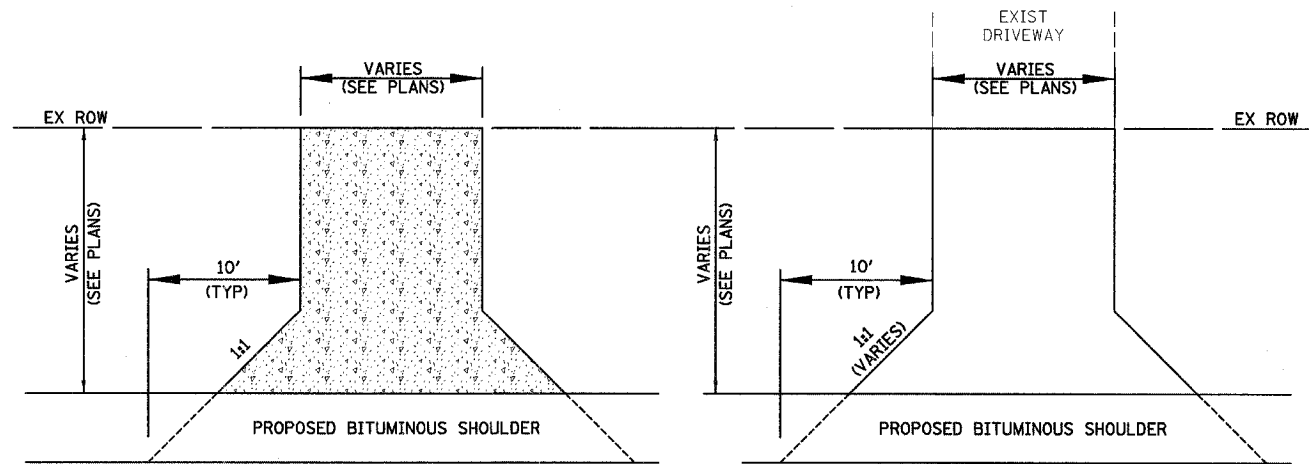
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BORING LOGS
CULVERT @ STATION 114+17.59
F.A.I. 80 (I-80)
SECTION 32-3HBR-1
GRUNDY COUNTY
DESIGNED BY: JML
DATE: 09/09/05
DRAWN BY: DJM
CHECKED BY: MSW

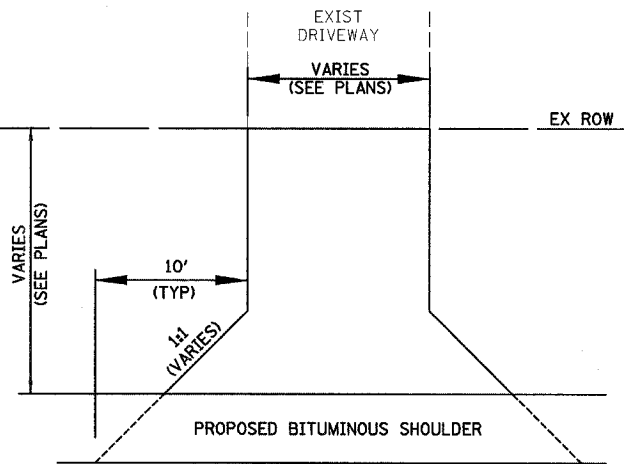
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	68
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



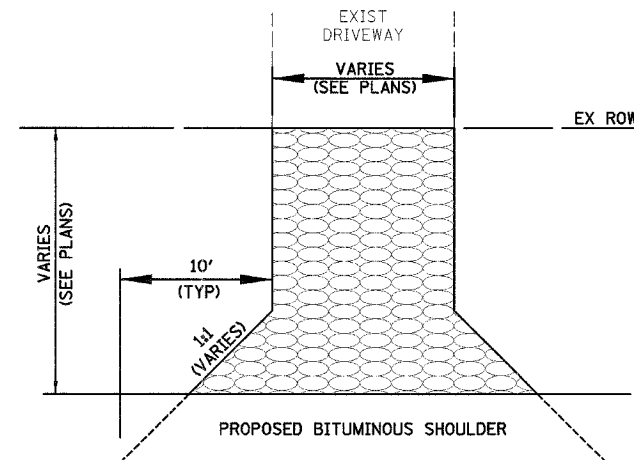
CONCRETE COLLAR DETAIL



PLAN VIEW
PC CONCRETE DRIVEWAY -6"



PLAN VIEW
PROPOSED BITUMINOUS
DRIVEWAY -8"

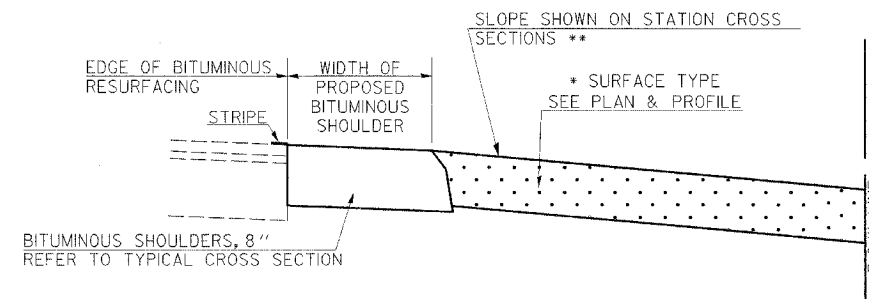


PLAN VIEW
PROPOSED AGGREGATE
DRIVEWAY -8"

GENERAL NOTES

1. THE EXISTING SURFACE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 408 OF THE STANDARD SPECIFICATIONS.
2. ANY NECESSARY WORK BEHIND THE BITUMINOUS SHOULDER SHALL BE AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
3. ENTRANCE SIDE SLOPES SHALL BE CONSTRUCTED TO 1:4 SLOPES, UNLESS OTHERWISE SHOWN.

** MIN. SLOPE = 1%
MAX. SLOPE = 12%



- AGGREGATE BASE COURSE, TYPE B - 8"
- INCIDENTAL BITUMINOUS 3"
- AGGREGATE BASE COURSE TYPE B, 6"
- PC CONCRETE DRIVEWAY - 6"

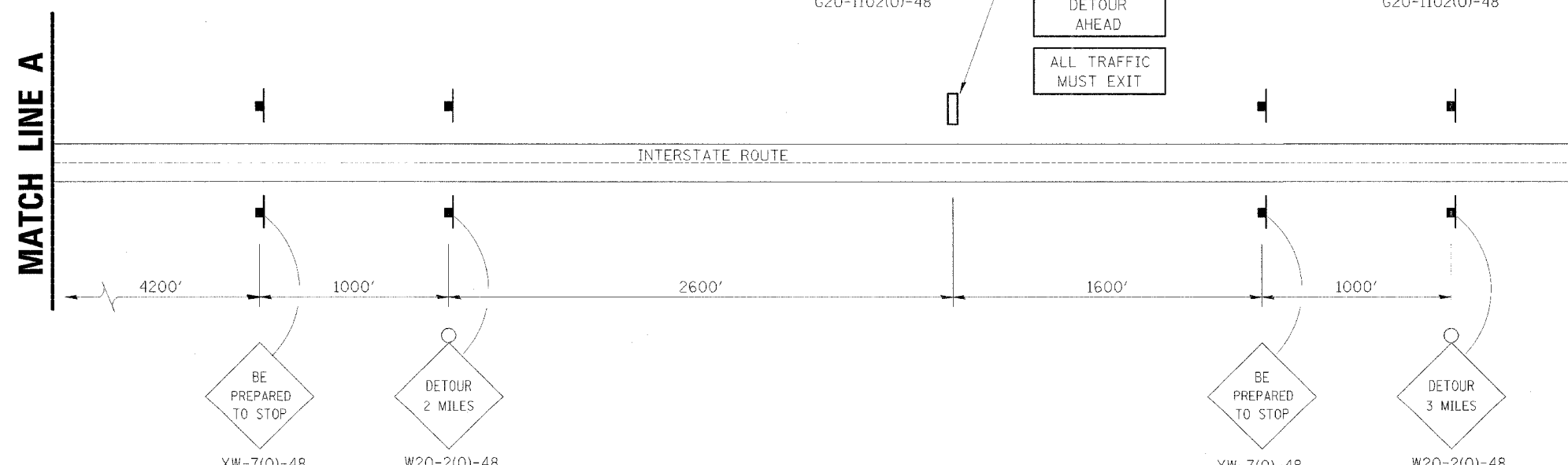
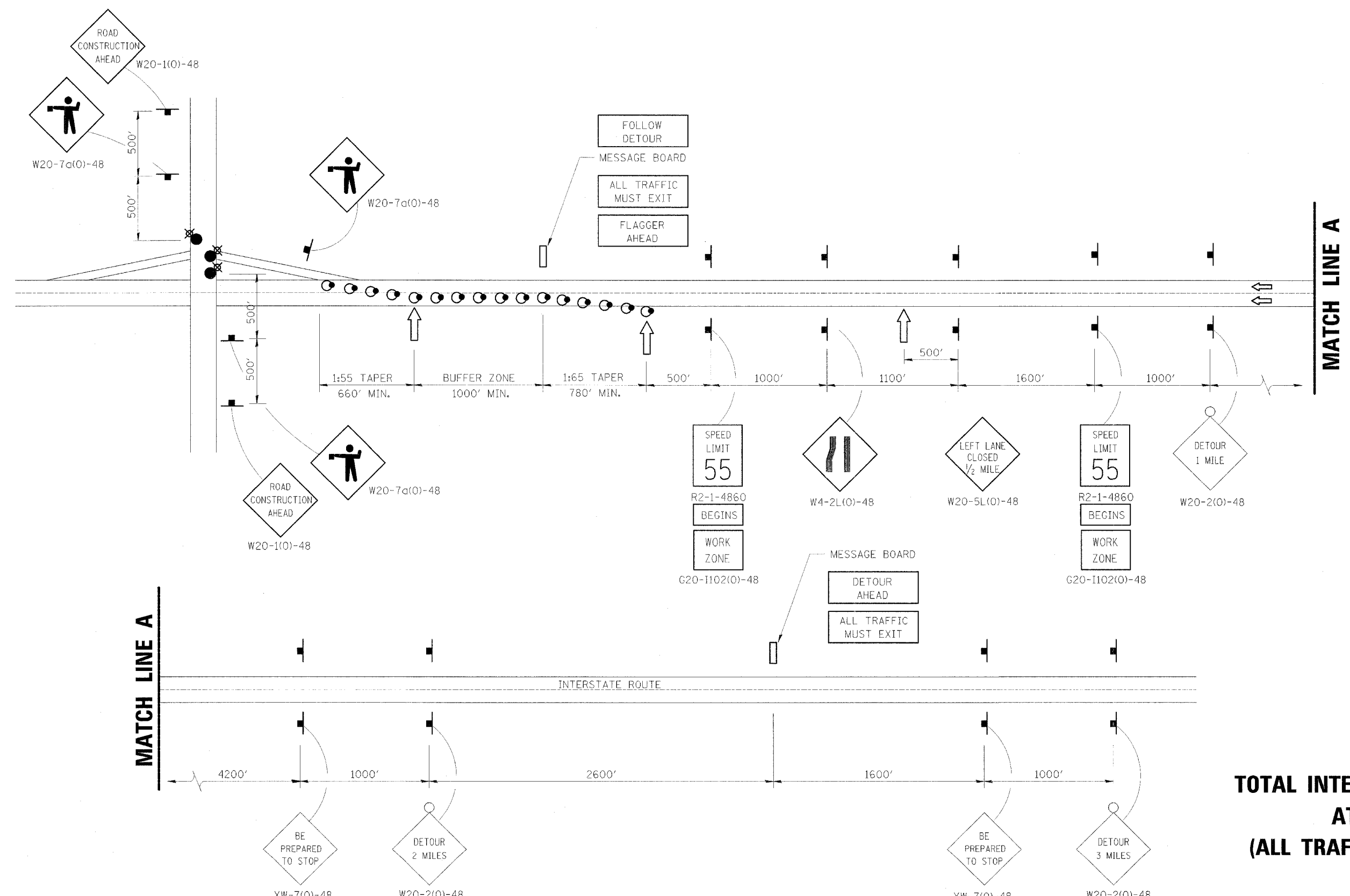
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
MISCELLANEOUS DETAILS
F.A.I. 80 (I-80)
SECTION 32-3HBR-1
GRUNDY COUNTY

DATE: 09/09/05

DRAWN BY: JJO
CHECKED BY: MSW

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	69
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



**TOTAL INTERSTATE CLOSURE
AT NIGHT
(ALL TRAFFIC MUST EXIT)**

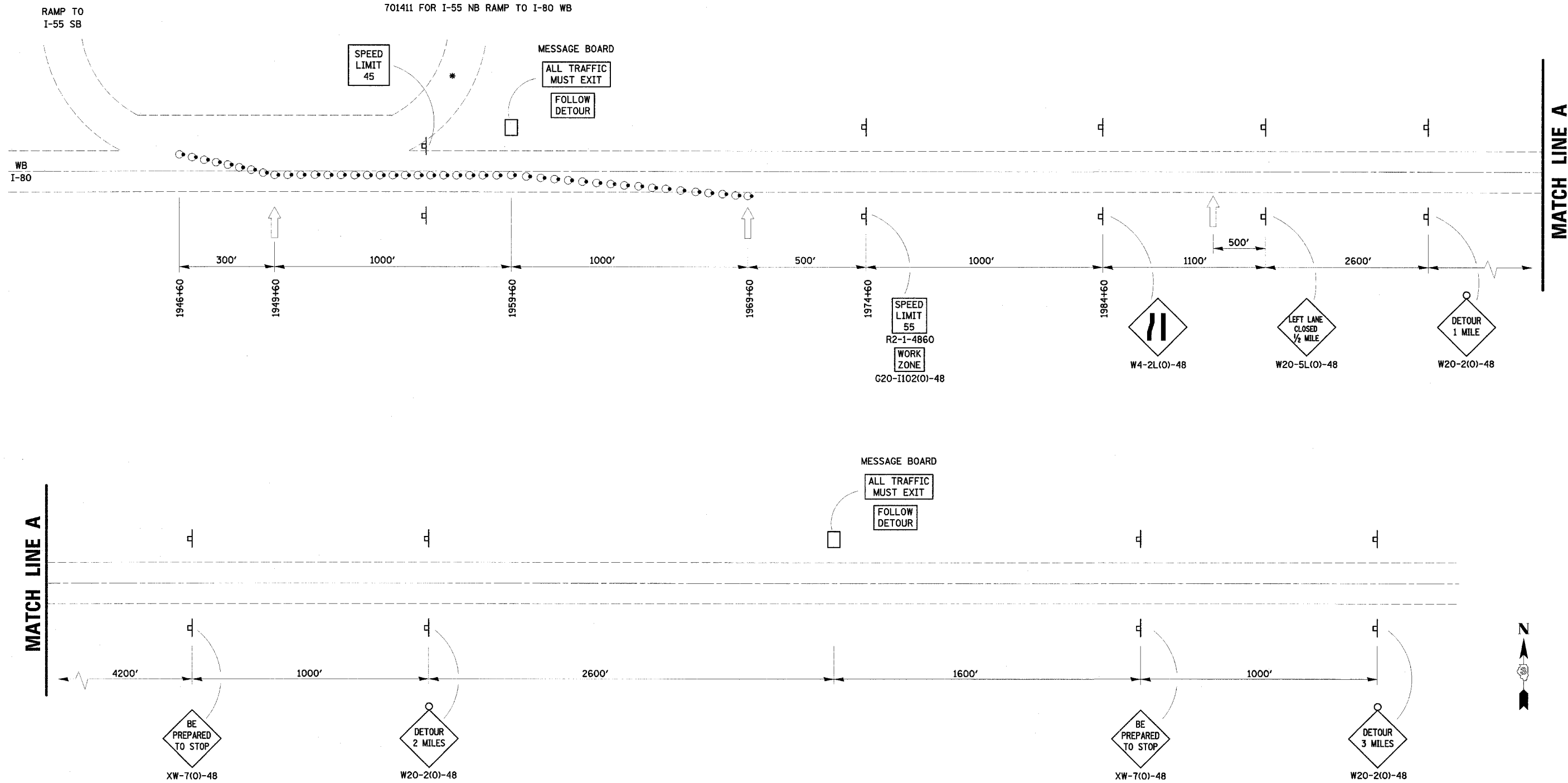
- DRUMS WITH STEADY BURNING LIGHTS
50' IN TAPERS AND 100' IN TANGENT ON CENTERS
- LIGHTED FLAGGER STATIONS
- ← ARROWBOARD

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT DETAILS
F.A.I. 80 (I-80)
SECTION 32-3HBR-1
GRUNDY COUNTY
DRAWN BY: JJO
CHECKED BY: MSW
DATE: 09/09/05

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	70
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

* INSTALL HIGHWAY STANDARD
701411 FOR I-55 NB RAMP TO I-80 WB



● DRUMS WITH STEADY BURNING LIGHTS
50' IN TAPERS AND 100' IN TANGENT ON CENTERS

← ARROWBOARD

**TOTAL INTERSTATE CLOSURE
AT NIGHT
(ALL TRAFFIC MUST EXIT)**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

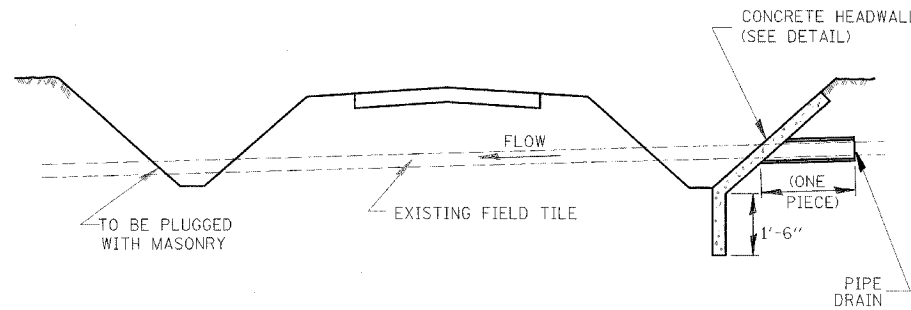
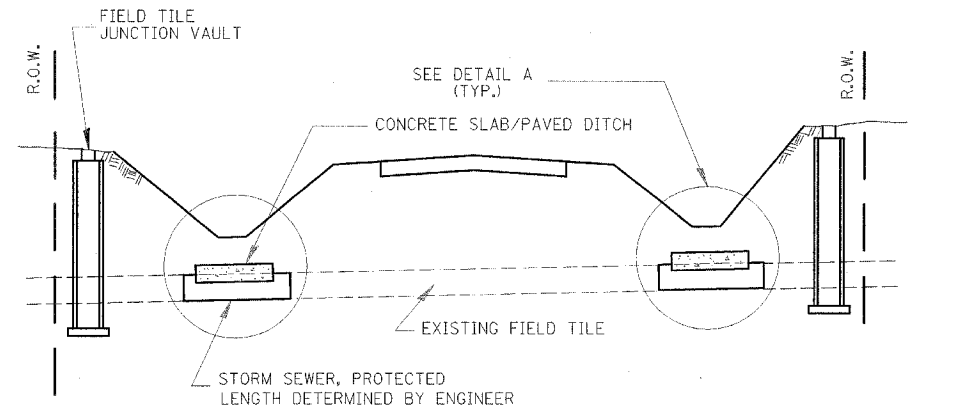
F.A.I. 80 (I-80)
SECTION 32-3HBR-1
GRUNDY COUNTY

DATE: 09/09/05

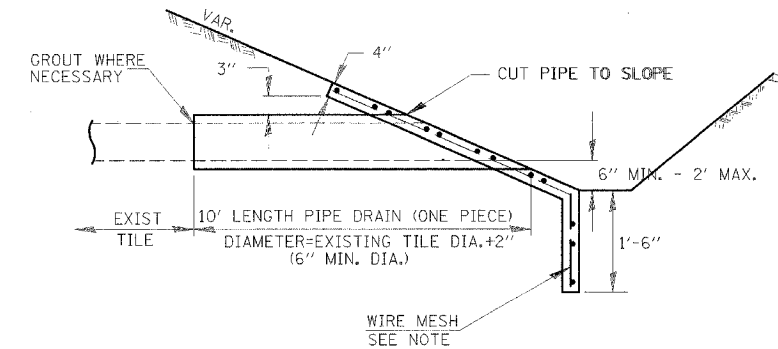
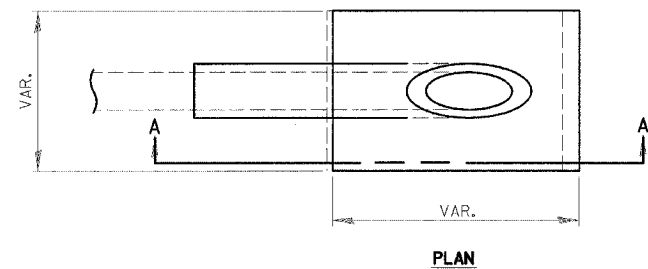
DRAWN BY: JJO
CHECKED BY: MSW

F.A.I. SECTION	COUNTY	TOTAL SHEET SHEETS: NO.
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STA.	TO STA.	
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

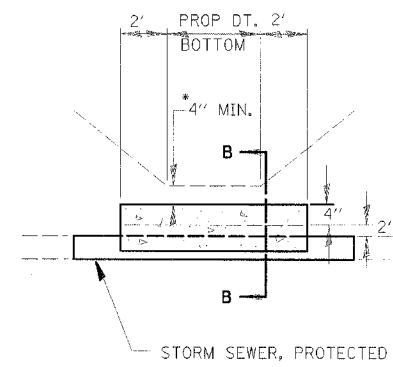
ALTERNATE MATERIALS FOR WALLS	T
PRECAST REINFORCED CONCRETE RISERS	4"
CONCRETE MASONRY UNIT	5"
MONOLITHIC CONCRETE	6"
BUILDING BRICK, GRADE SW FROM CLAY OR SHALE	8"
CONCRETE BUILDING BRICK, GRADE A	8"



FIELD TILE REPLACEMENT

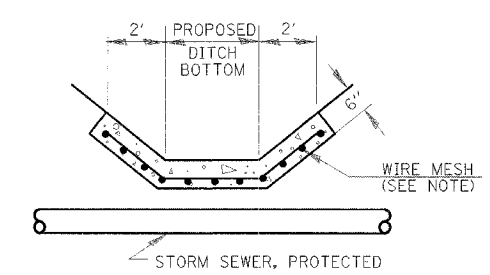


SECTION A-A
CLASS SI CONCRETE HEADWALLS

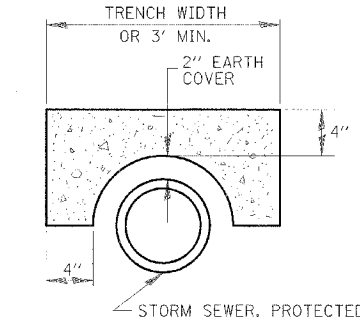


DETAIL A
NO SCALE

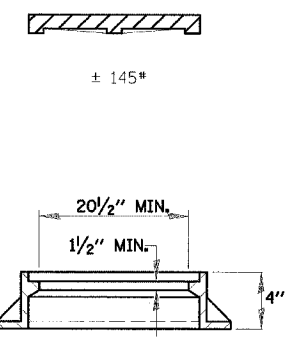
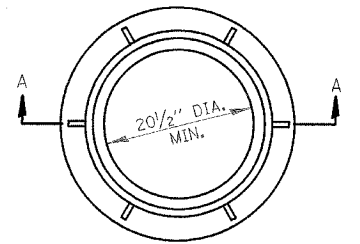
- * IF A 4" COVER CAN NOT BE PROVIDED A PAVED DITCH SHALL BE CONSTRUCTED AS SHOWN IN DETAIL C.
- NOTES**
1. WIDTH OF CONCRETE SLAB SHALL BE THE SAME AS THE TRENCH WIDTH IN ACCORDANCE WITH SECTION 550 OF THE STD. SPECIFICATIONS, OR 3' MIN.
 2. CONCRETE FOR SLAB, HEADWALL AND PAVED DITCH SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE.
 3. COST OF FURNISHING AND INSTALLING WIRE MESH SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE. WIRE MESH TO WEIGH NOT LESS THAN 58# PER 100 SQ. FT.



DETAIL C
NO SCALE

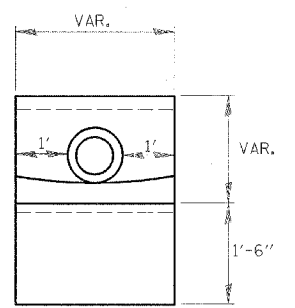


SECTION B-B

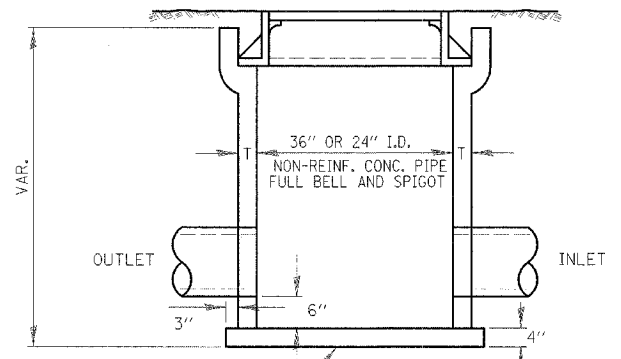


SECTION A-A

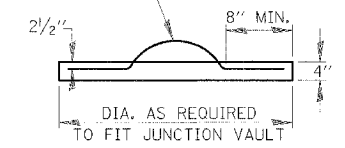
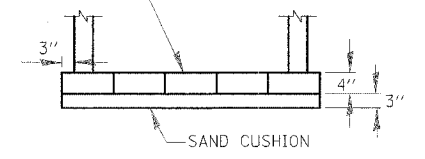
- NOTES**
1. ANY STORM SEWER OR FIELD TILE OUTLET INTO A DITCH SHALL HAVE A HEADWALL BUILT IN ACCORDANCE WITH THIS DETAIL.
 2. COST OF FURNISHING AND INSTALLING WIRE MESH SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE. WIRE MESH TO WEIGH NOT LESS THAN 58# PER 100 SQ. FT.



END VIEW



CLASS SI CONCRETE OR PRECAST REINFORCED CONCRETE SLABS NOT LESS THAN 12" WIDE



FIELD TILE JUNCTION VAULT

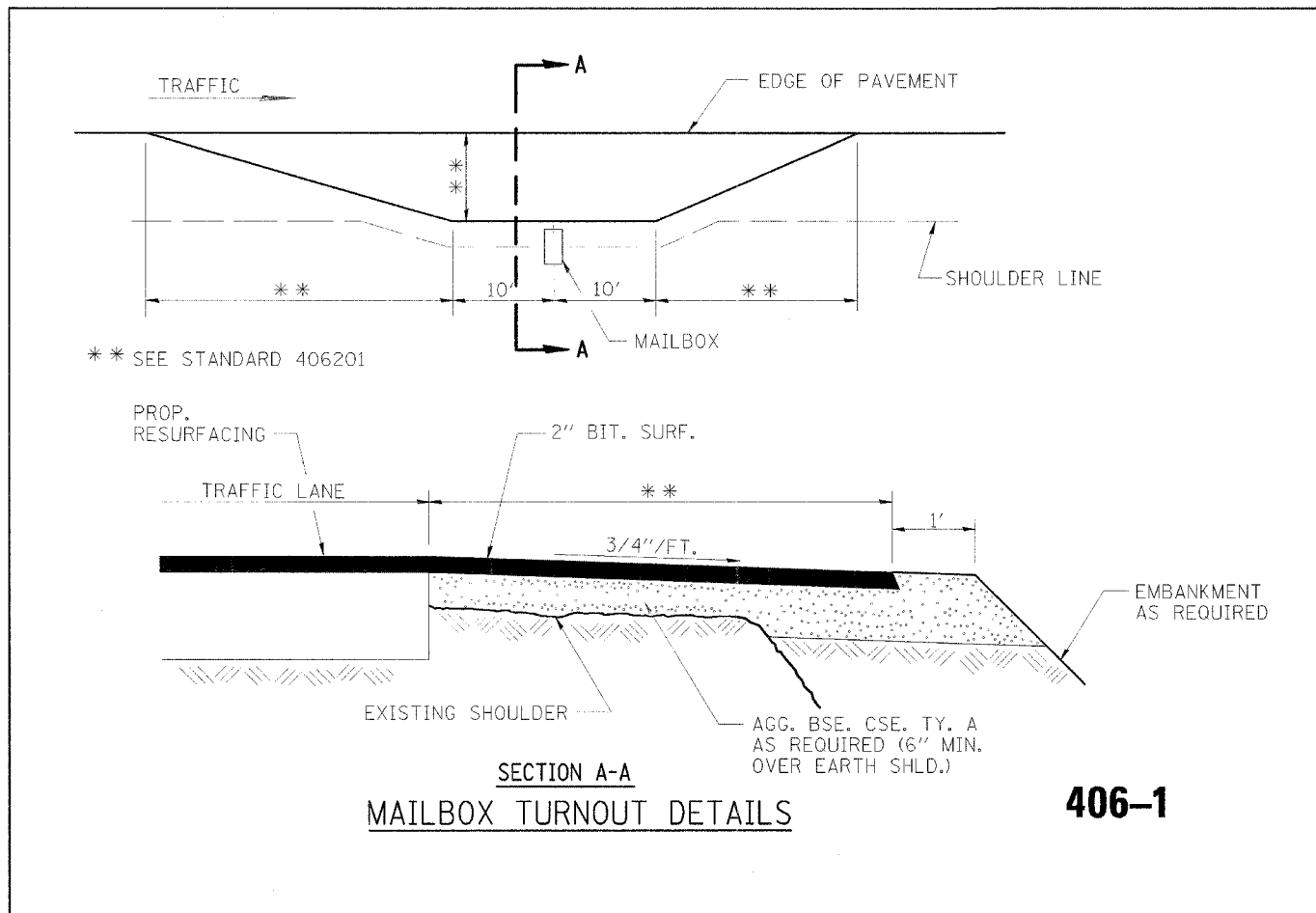
REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT DETAILS
F.A.I. 80 (I-80)
SECTION 32-3HBR-1
GRUNDY COUNTY

DRAWN BY: JJO
CHECKED BY: MSW

DATE: 09/09/05

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	72
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



REVISIONS	
NAME	DATE

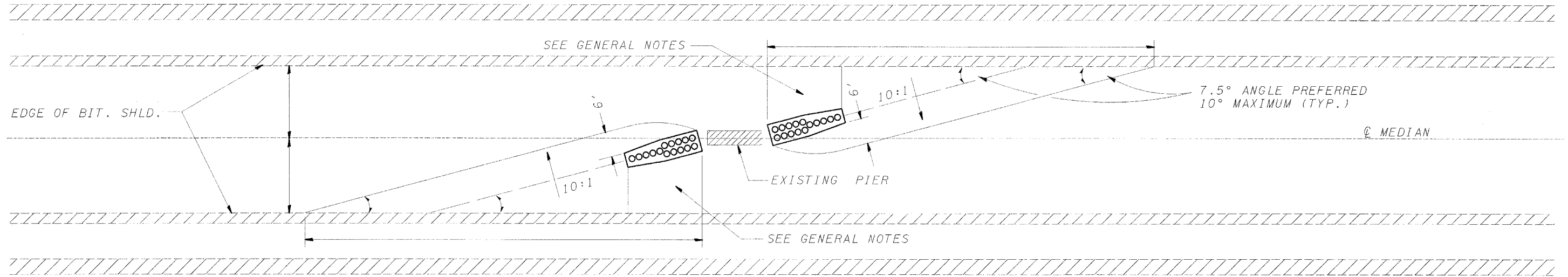
ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT DETAILS
 F.A.I. 80 (I-80)
 SECTION 32-3HBR-1
 GRUNDY COUNTY

DATE: 09/09/05
 DRAWN BY: JJO
 CHECKED BY: MSW

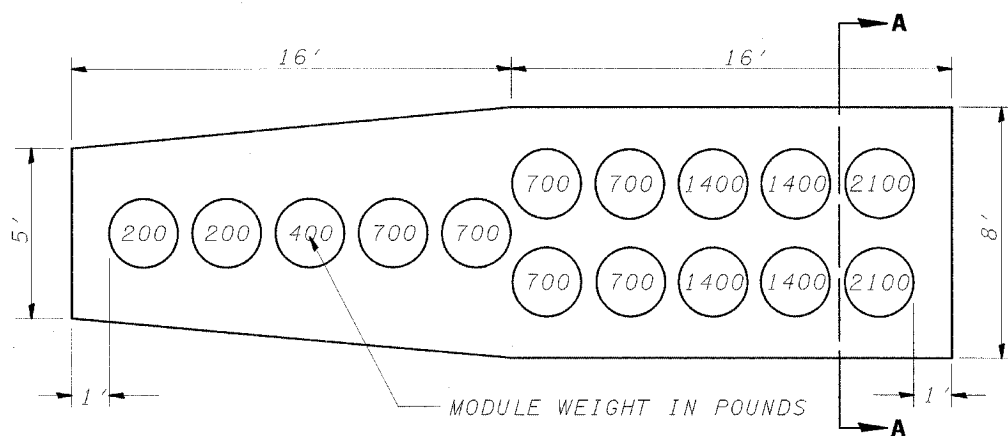
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80	32-3HBR-1	GRUNDY	88	73
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

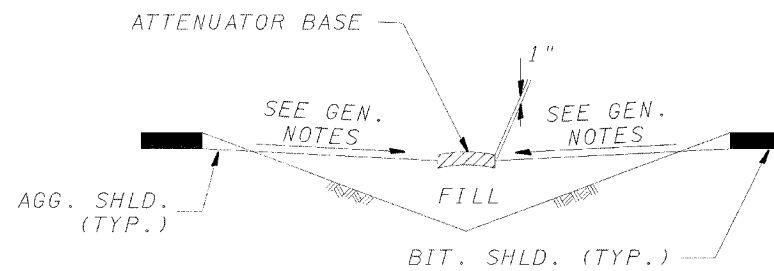
1. THE 10:1 SLOPE CONTROLS NOSE OF ATTENUATOR BASE ELEVATION.
2. ATTENUATOR BASE GRADE PARALLELS EDGE OF PAVEMENT GRADE.
3. SLOPE ADJACENT TO ATTENUATOR BASE SHALL BE 10:1 OR FLATTER.



INERTIAL BARRIER LAYOUT AND GRADING PLAN

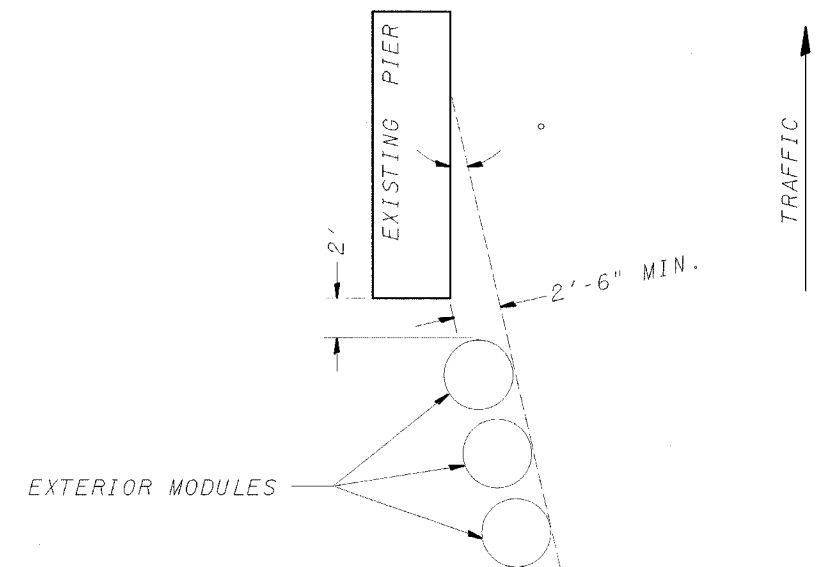


INERTIAL BARRIER MODULE ARRAY AND ATTENUATOR BASE PLAN



SECTION A - A

INERTIAL BARRIER INSTALLATION DETAILS



EXTERIOR MODULE LAYOUT

631-1

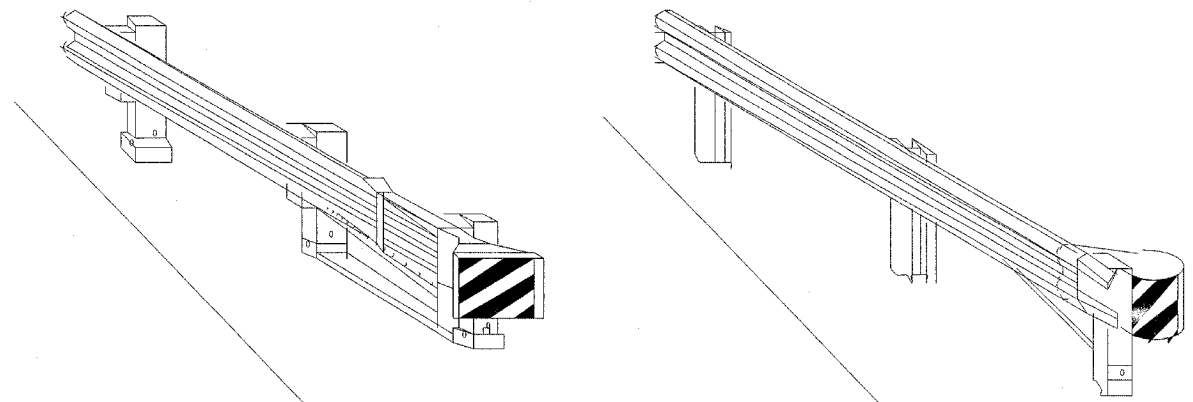
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT DETAILS
 F.A.I. 80 (I-80)
 SECTION 32-3HBR-1
 GRUNDY COUNTY

DATE: 09/09/05

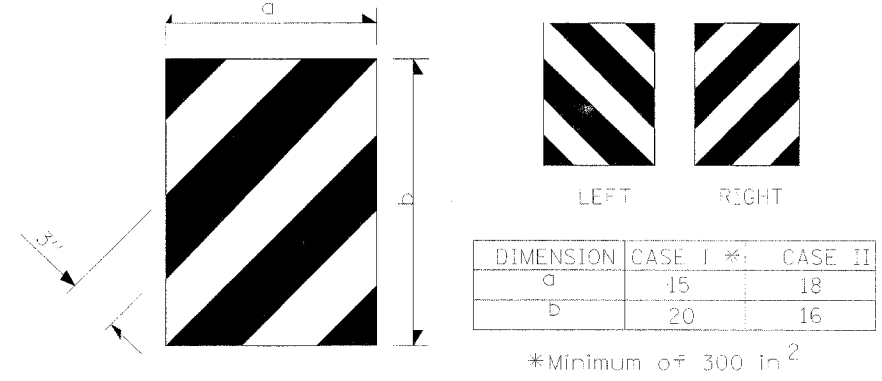
DRAWN BY: JJO
 CHECKED BY: MSW

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	74
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



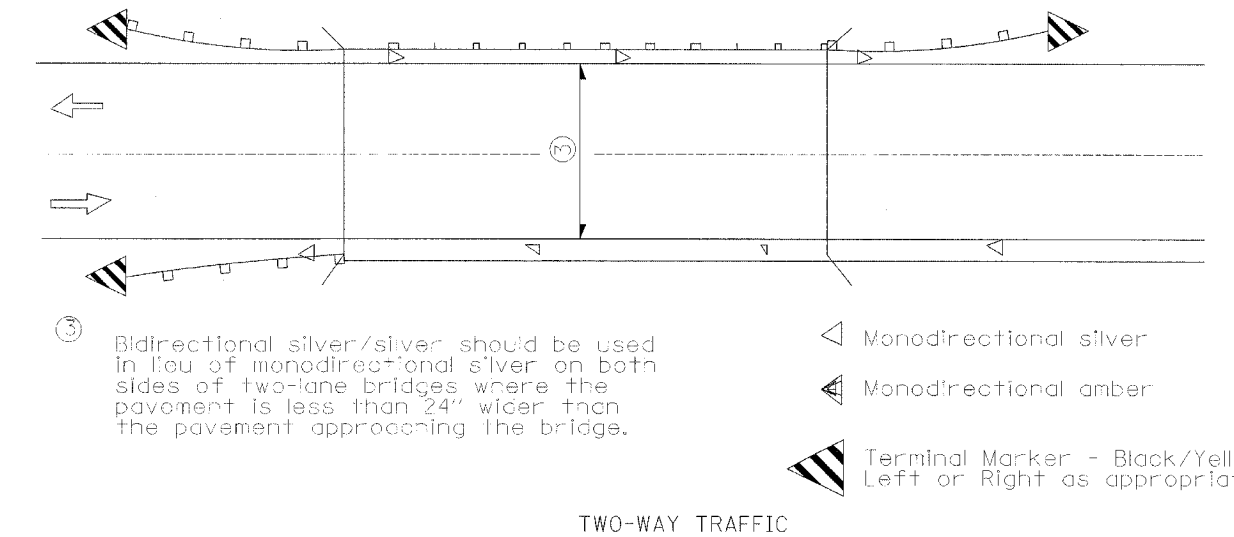
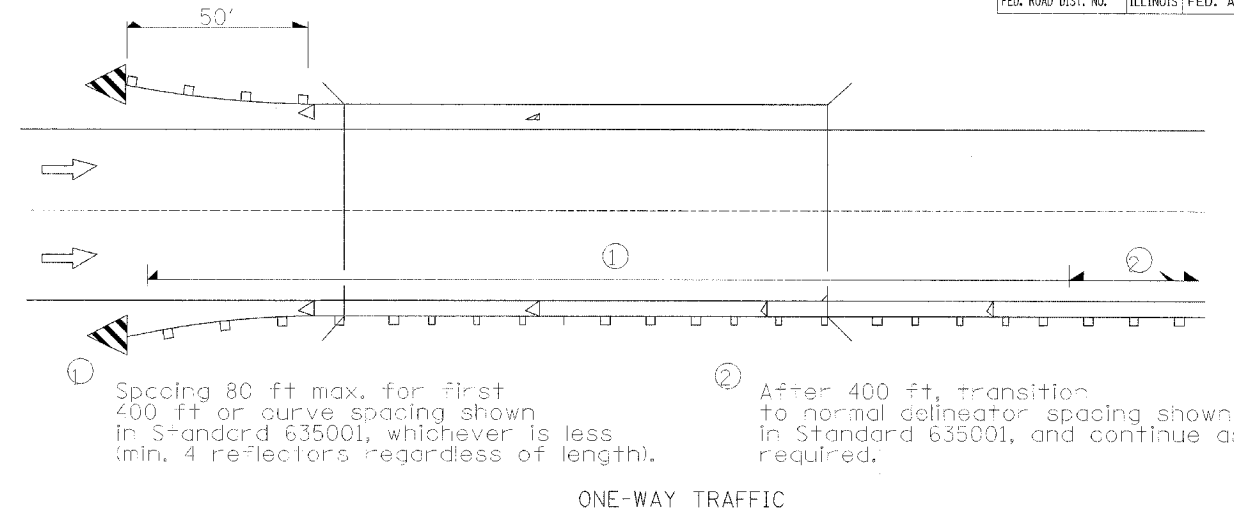
CASE I

CASE II

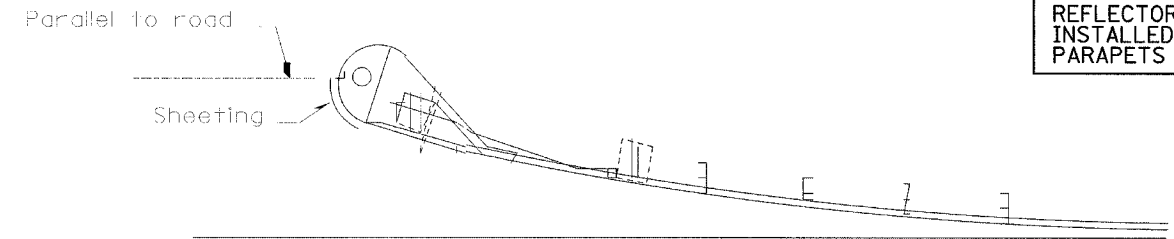


TERMINAL MARKER DETAILS

Color: Black / Yellow reflectorized



GUARDRAIL / BARRIER WALL / BRIDGE RAIL REFLECTORS



NOTE:
REFLECTORS WILL BE INSTALLED ON PARAPETS ONLY

SHEETING POSITION: CASE II

635-1

REFLECTOR AND TERMINAL MARKER PLACEMENT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT DETAILS
F.A.I. 80 (I-80)
SECTION 32-3HBR-1
GRUNDY COUNTY

DATE: 09/09/05

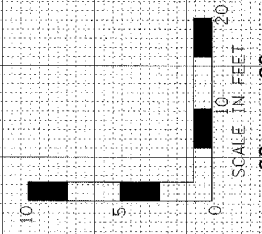
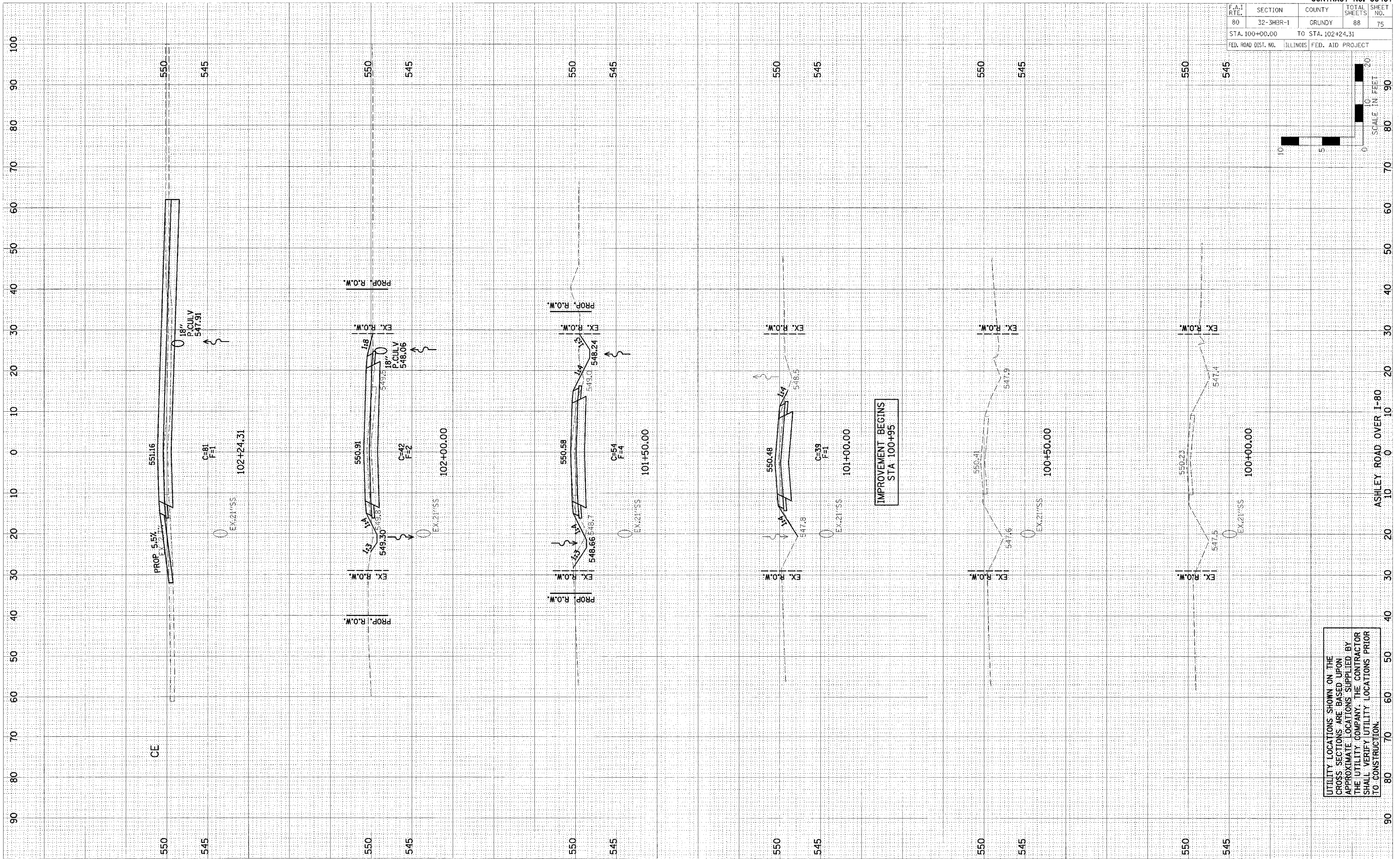
DRAWN BY: JJO
CHECKED BY: MSW

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	75
STA. 100+00.00 TO STA. 102+24.31				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

DATE	9/11/05
DESIGNED	...
FLUENT	...
TEMPLATE	...
NOTE BOOK	...
AREAS CHECKED	...

DATE	9/11/05
DESIGNED	...
FLUENT	...
TEMPLATE	...
NOTE BOOK	...
CHECKER	...

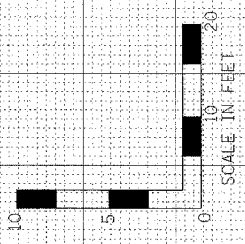
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IMPROVEMENT BEGINS
 STA 100+95

UTILITY LOCATIONS SHOWN ON THE
 CROSS SECTIONS ARE BASED UPON
 APPROXIMATE LOCATIONS SUPPLIED BY
 THE UTILITY COMPANY. THE CONTRACTOR
 SHALL VERIFY UTILITY LOCATIONS PRIOR
 TO CONSTRUCTION.

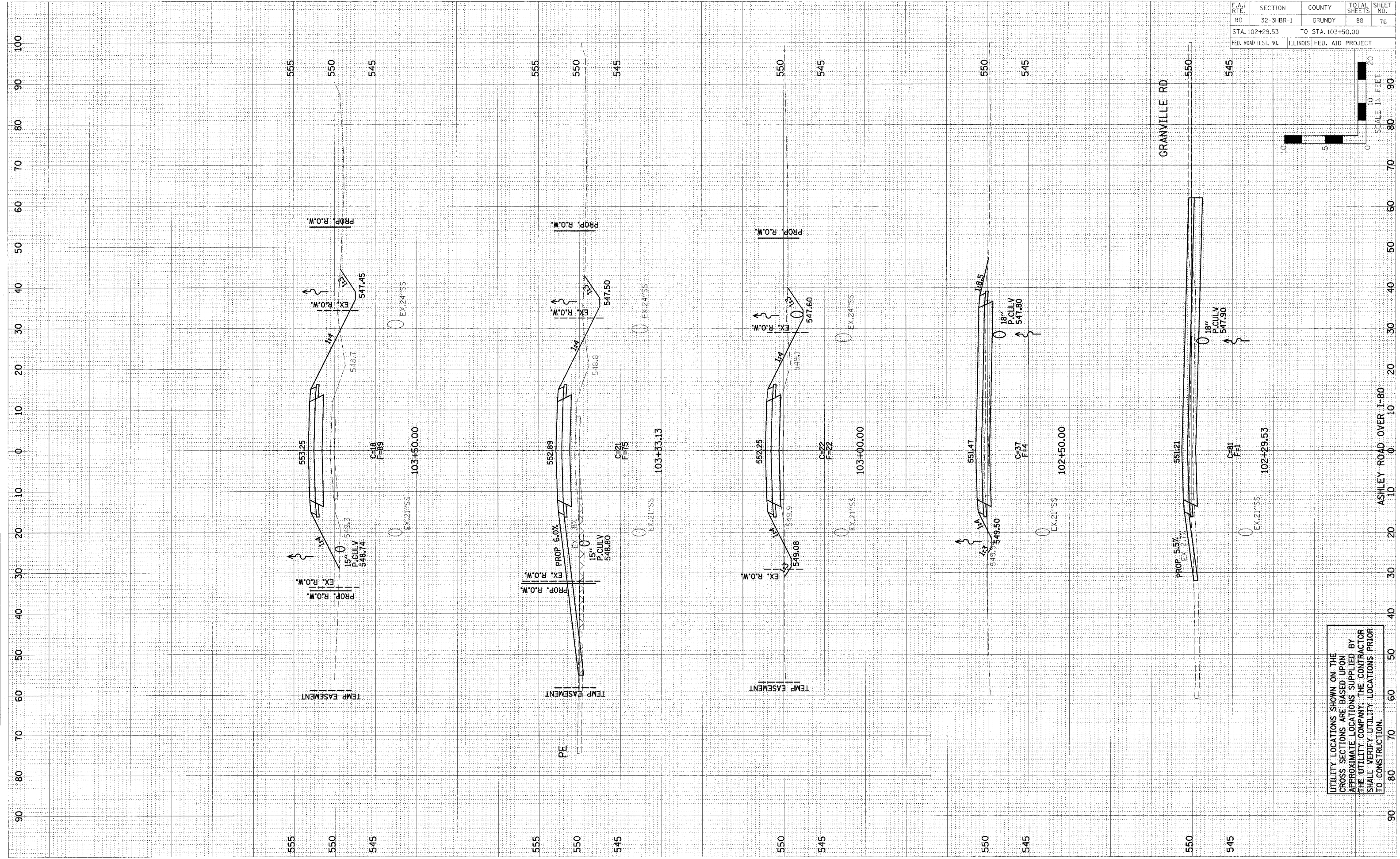
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	76
STA. 102+29.53 TO STA. 103+50.00				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



DATE	BY	REVISION

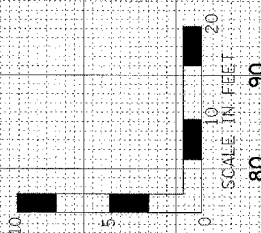
DATE	BY	REVISION

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UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED UPON APPROXIMATE LOCATIONS SUPPLIED BY THE UTILITY COMPANY. THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

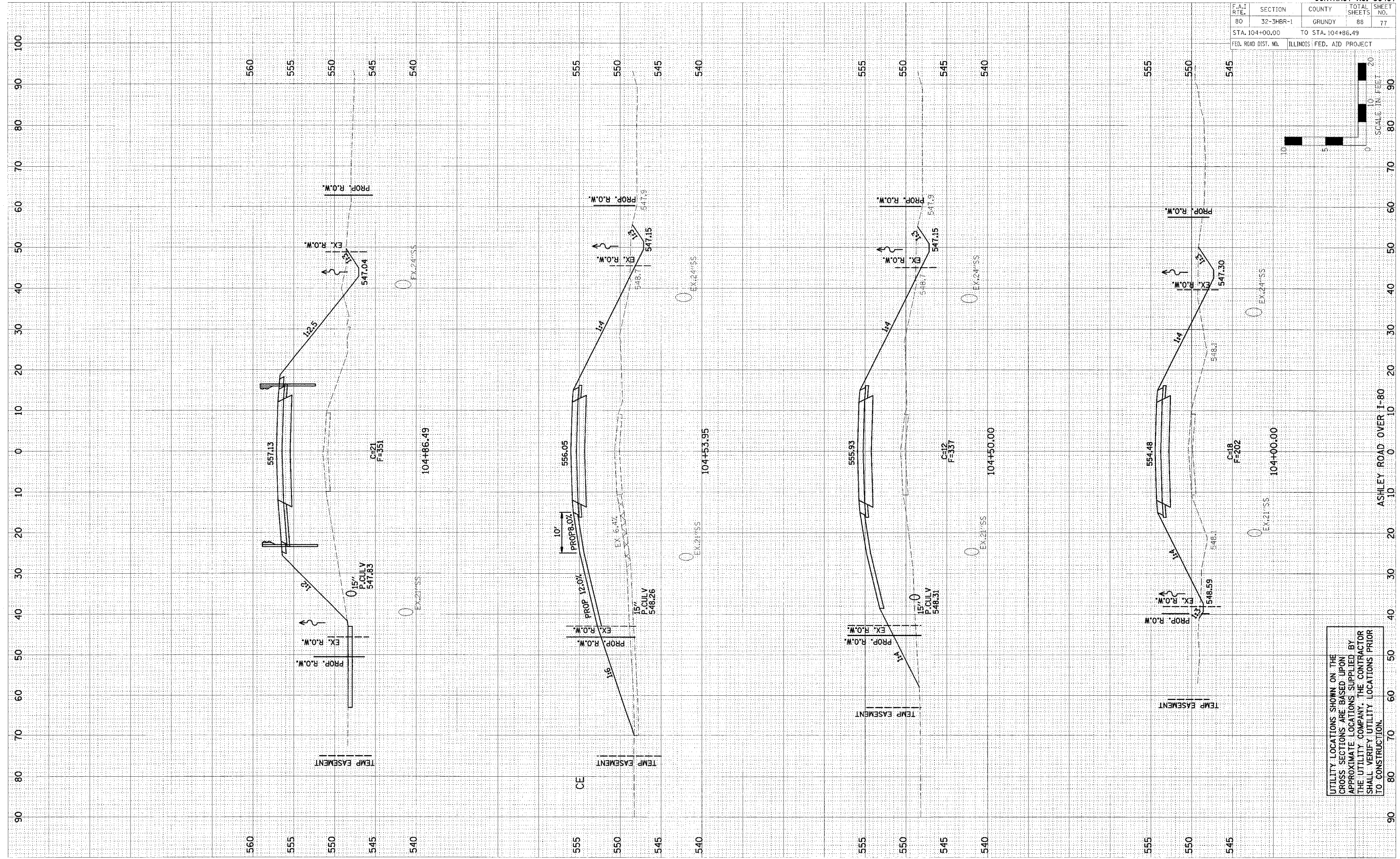
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	77
STA. 104+00.00		TO STA. 104+86.49		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



DATE	
BY	
DESIGNED	
CHECKED	
DATE	
BY	
DATE	
BY	

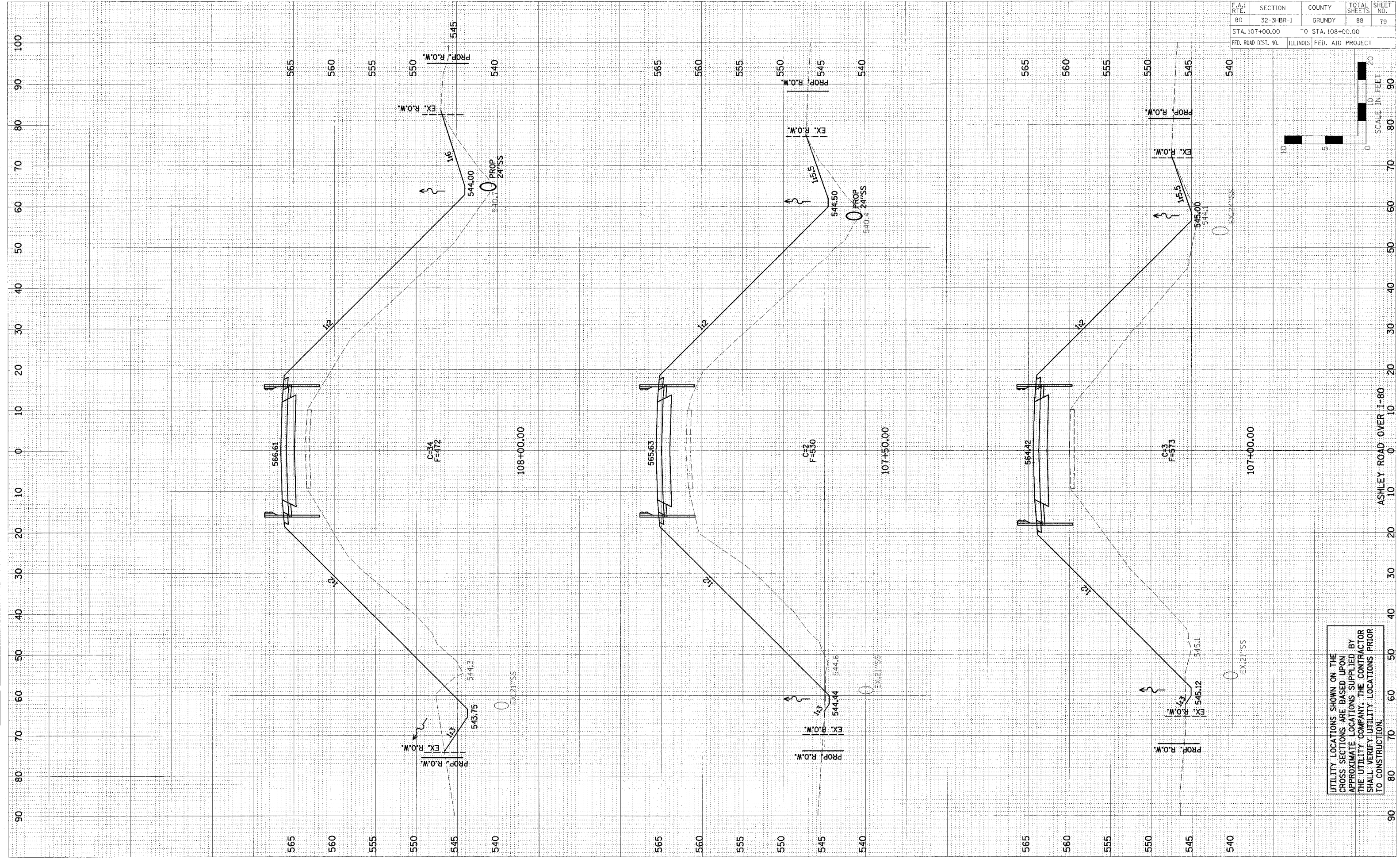
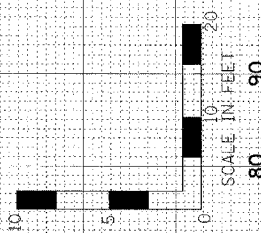
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BY	
DESIGNED	
CHECKED	
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BY	
DATE	
BY	

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UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED UPON APPROXIMATE LOCATIONS SUPPLIED BY THE UTILITY COMPANY. THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	79
STA. 107+00.00		TO STA. 108+00.00		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



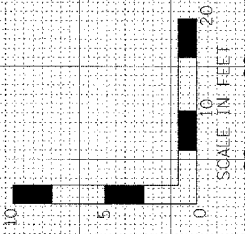
UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED UPON APPROXIMATE LOCATIONS SUPPLIED BY THE UTILITY COMPANY. THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

FINAL SURVEY
NOTE BOOK
DATE

ORIGINAL SURVEY
NOTE BOOK
DATE

PLOT DATE = \$DATE\$
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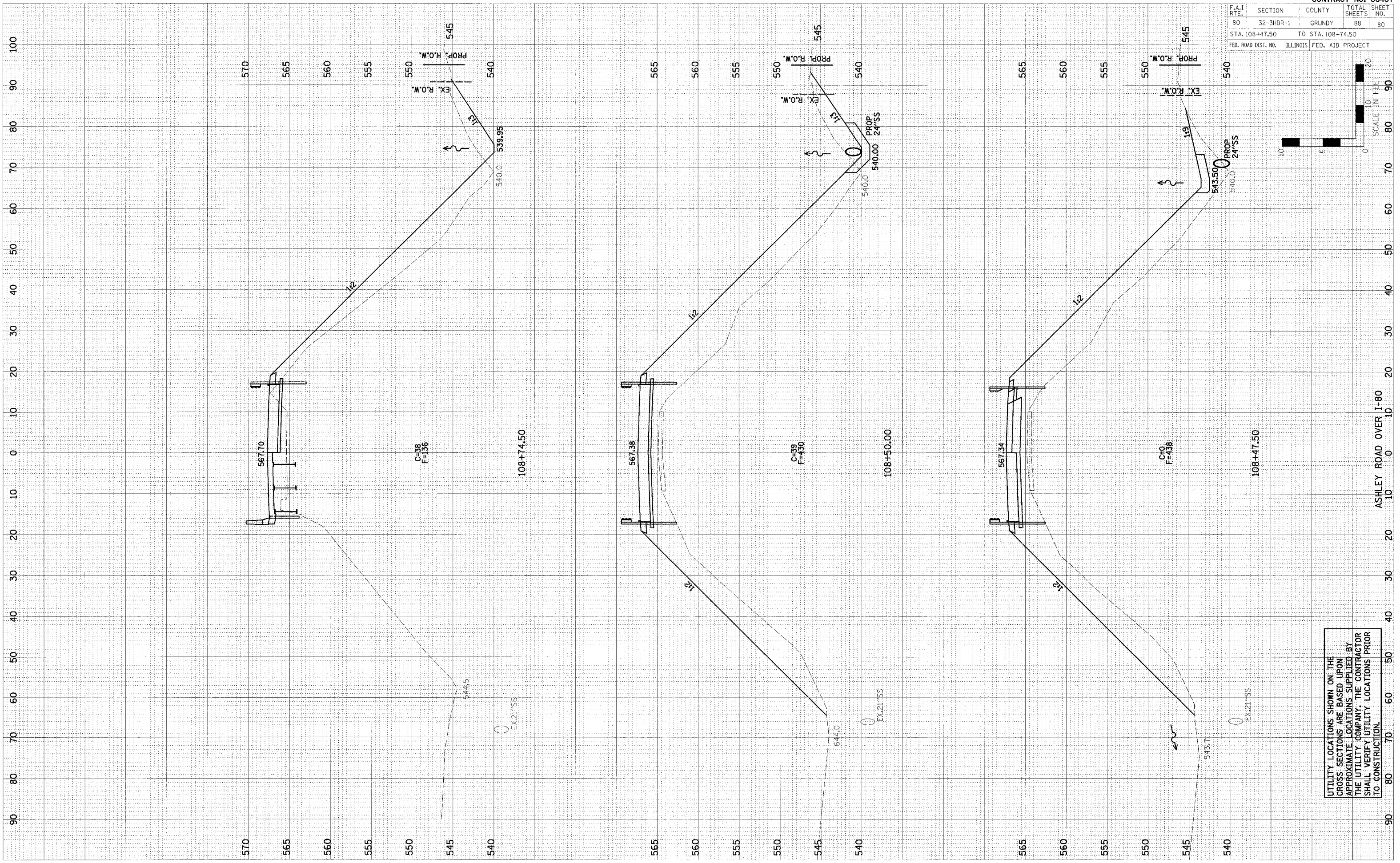
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	80
STA. 108+47.50		TO STA. 108+74.50		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



DATE	BY

DATE	BY

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 SURVEY PLOTTED
 NOTE BOOK EXPLATE
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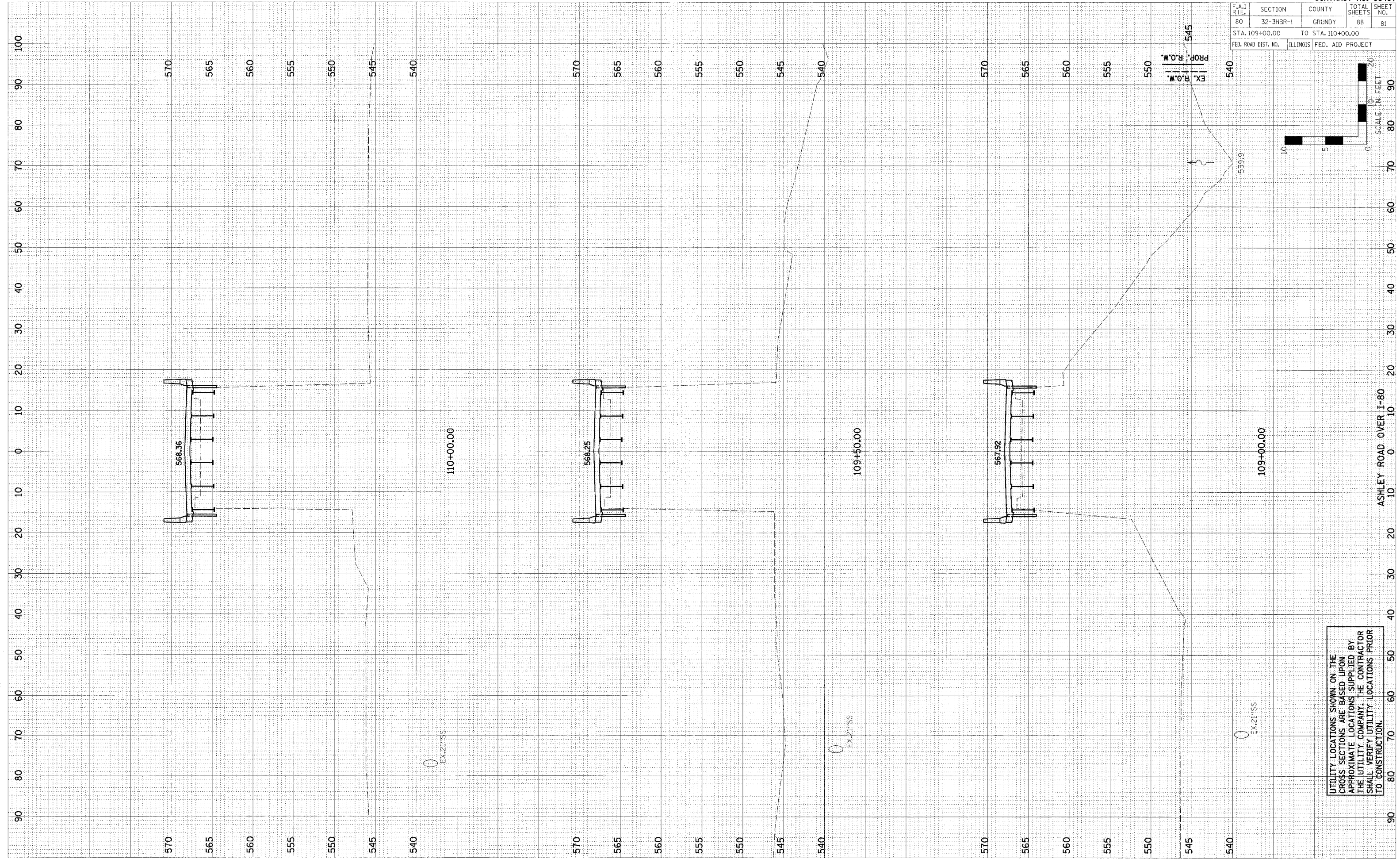
UTILITY LOCATIONS SHOWN ON THE
 CROSS SECTIONS ARE BASED UPON
 APPROXIMATE LOCATIONS SUPPLIED BY
 THE UTILITY COMPANY. THE CONTRACTOR
 SHALL VERIFY UTILITY LOCATIONS PRIOR
 TO CONSTRUCTION.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HBR-1	GRUNDY	88	81
STA. 109+00.00		TO STA. 110+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

FINAL SURVEY	DATE
NO. _____	_____
BY _____	_____
CHECKED _____	_____

ORIGINAL SURVEY	DATE
NO. _____	_____
BY _____	_____
CHECKED _____	_____

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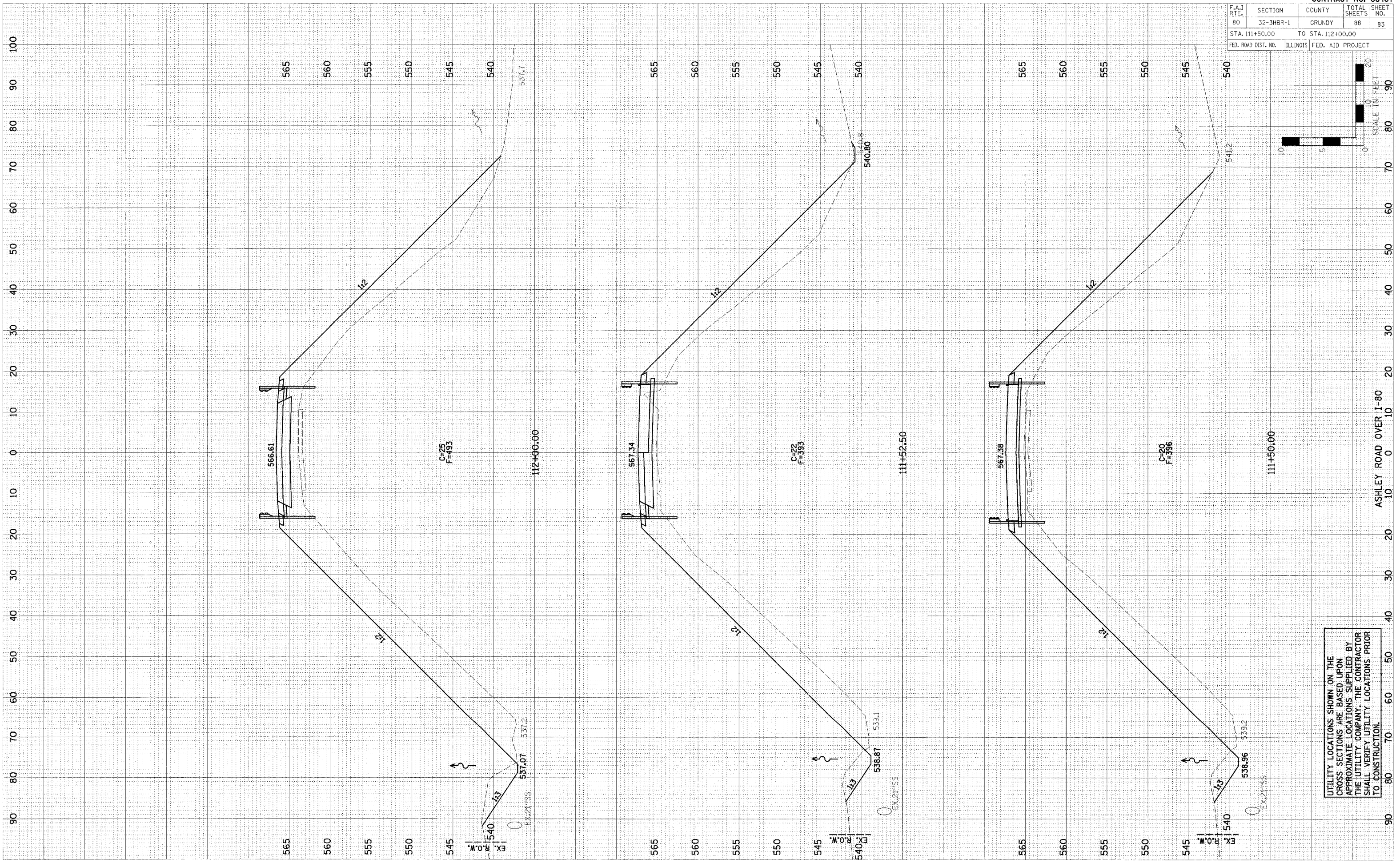
UTILITY LOCATIONS SHOWN ON THE
 CROSS SECTIONS ARE BASED UPON
 APPROXIMATE LOCATIONS SUPPLIED BY
 THE UTILITY COMPANY. THE CONTRACTOR
 SHALL VERIFY UTILITY LOCATIONS PRIOR
 TO CONSTRUCTION.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-3HR-1	GRUNDY	88	83
STA. 111+50.00		TO STA. 112+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

FINISH	SUPERVISED	DATE
SURVEY	PLOTTED	
NOTE BOOK	TEMPLATE	
NO.	AREAS CHECKED	

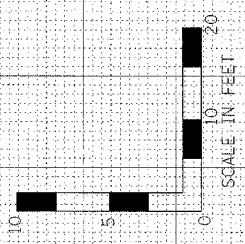
DATE	BY

DATE	BY



UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED UPON APPROXIMATE LOCATIONS SUPPLIED BY THE UTILITY COMPANY. THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

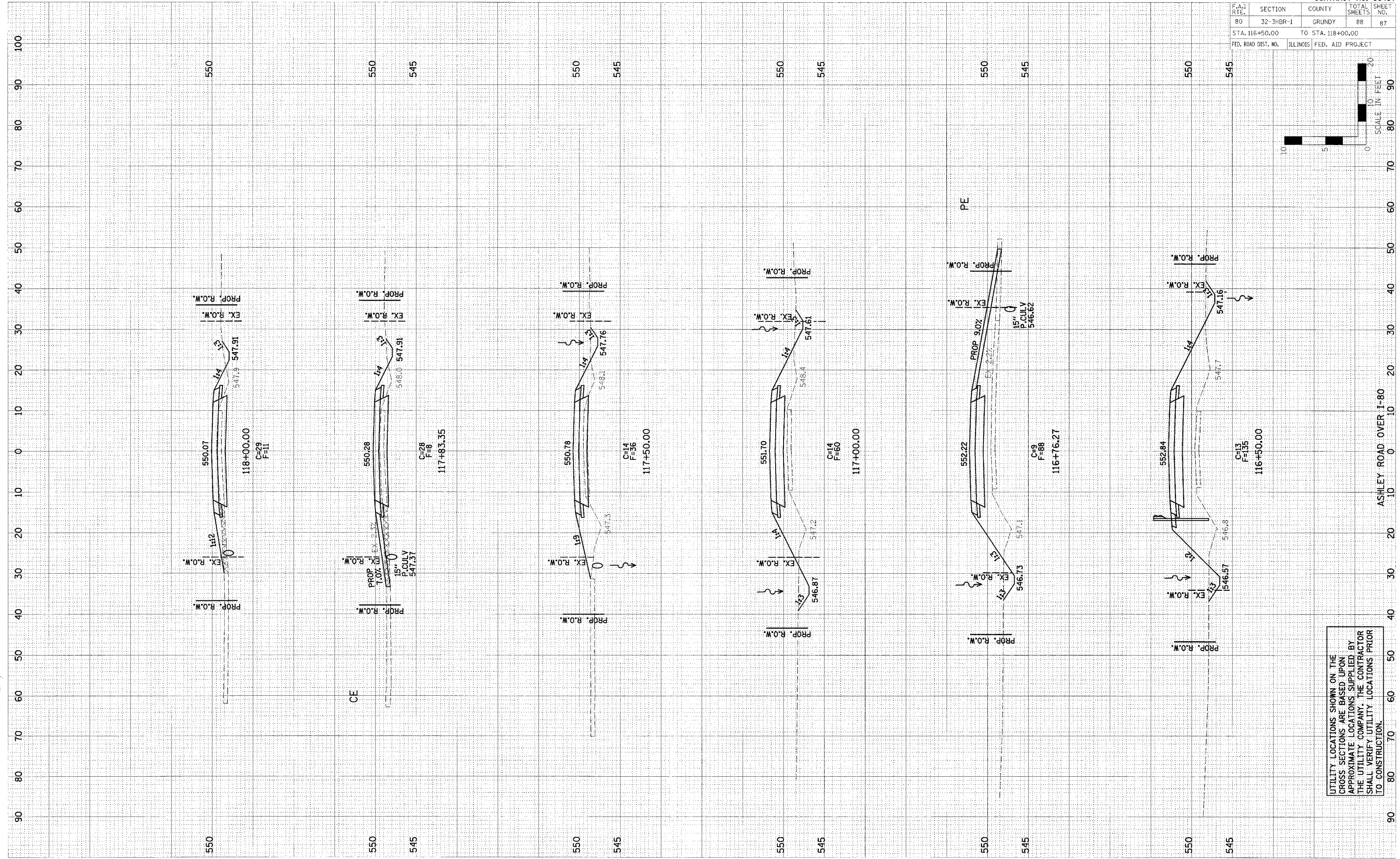
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80	32-3HBR-1	GRUNDY	88	87
STA. 116+50.00		TO STA. 118+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



DATE	BY	DATE	BY

NO.	AREA	DATE	BY

NO.	AREA	DATE	BY



UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED UPON APPROXIMATE LOCATIONS SUPPLIED BY THE UTILITY COMPANY. THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

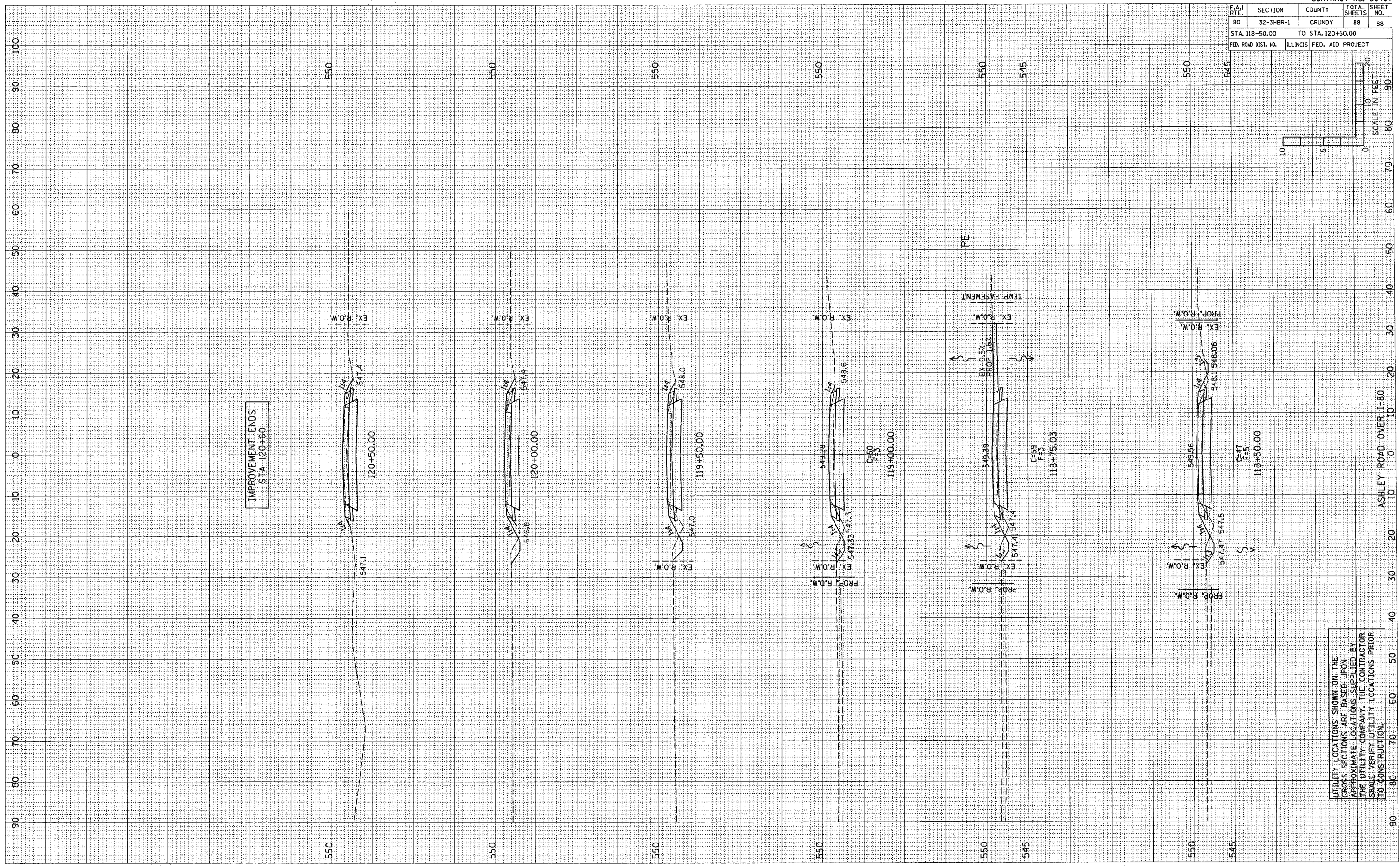
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ORIGINAL SURVEY
 SURVEY PLOTTED
 NOTE BOOK TEMPLATE
 NO. AREAS CHECKED

FINAL SURVEY
 SURVEY PLOTTED
 NOTE BOOK TEMPLATE
 NO. AREAS CHECKED

BY DATE

BY DATE



UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED UPON APPROXIMATE LOCATIONS SUPPLIED BY THE UTILITY COMPANY. THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

CONTRACT NO. 66407			
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS
80	32-3HBR-1	GRUNDY	88
STA. 118+50.00		TO STA. 120+50.00	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	