03-05-2021 LETTING ITEM 151

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173*	1
	ILLINOIS	CONTRACT NO. 66H15		

* 173 + 2 = 175 TOTAL SHEETS

P-93-027-17
D-93-018-20

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

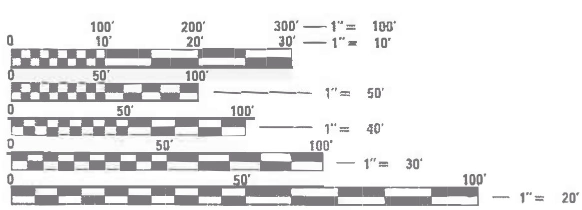
PROPOSED HIGHWAY PLANS

FAI 55 (I–55)
SECTION [((32–3)HB–1)]HBK
PROJECT NHPP–HIBR–7C00(501)
REPLACEMENT OF STRUCTURE CARRYING IL 47 OVER I–55
GRUNDY COUNTY

C–93–047–20

INDEX OF SHEETS

FOR LIST OF HIGHWAY STANDARDS, SEE SHEET NO. 2



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

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS
1–800–892–0123
OR 811

DISTRICT 3 NO. (815) 434–6131
PROJECT ENGINEER: JOE KANNEL, P.E.
UNIT CHIEF: MICHELE LINDEMANN, P.E.

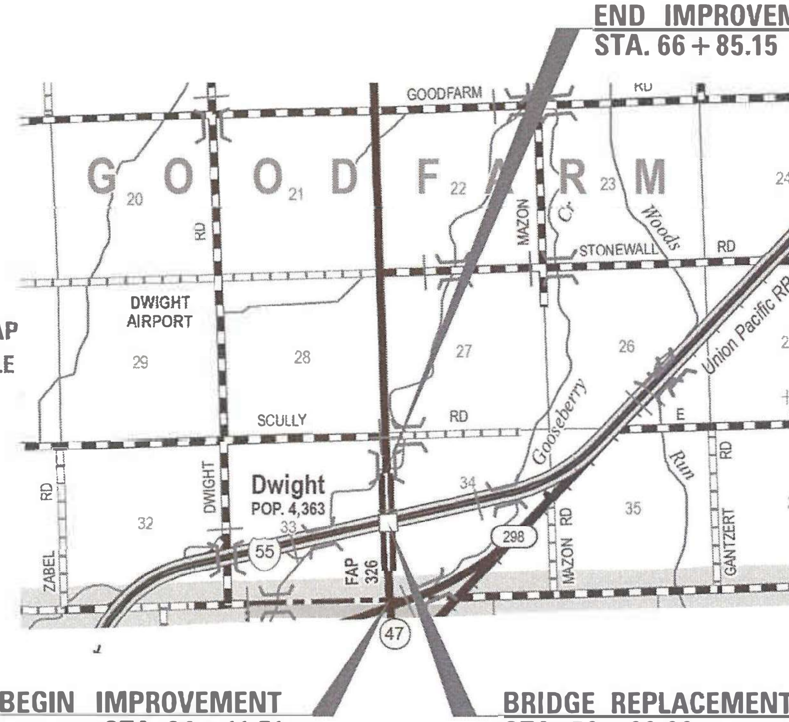
CONTRACT NO. 66H15

END IMPROVEMENT
STA. 66 + 85.15

N

LOCATION MAP
NOT TO SCALE

CITY OF DWIGHT



BEGIN IMPROVEMENT
STA. 34 + 11.71

BRIDGE REPLACEMENT
STA 50 + 00.00
EXIST SN 032–0079
PROP SN 032–0125

GROSS LENGTH = 3,273.44 FT. = 0.62 MILE
NET LENGTH = 3,273.44 FT. = 0.62 MILE

FIRM: BLOOM COMPANIES, LLC
NAME: LEE S. AUSTIN
LICENSE NUMBER:
062-033859

DATE: 10/07/2020

SIGNATURE AND SEAL APPLY TO DRAWINGS:
1 TO 72 AND 133 TO 173

LICENSED PROFESSIONAL ENGINEER LEE S. AUSTIN 062-033859 STATE OF ILLINOIS

EXPIRATION DATE: 11/30/2021

FIRM: BLOOM COMPANIES, LLC
NAME: WILLIAM A. OLSON, JR.
LICENSE NUMBER:
081006140

DATE: 10/07/2020

SIGNATURE AND SEAL APPLY TO DRAWINGS:
86 TO 88, 90 TO 104 & 113

LICENSED STRUCTURAL ENGINEER WILLIAM A. OLSON 081006140 STATE OF ILLINOIS

EXPIRATION DATE: 11/30/2020

FIRM: HUTCHISON ENGINEERING, INC.
NAME: BENJAMIN A. NEBEL
LICENSE NUMBER:
081006527

DATE: 10/07/2020

SIGNATURE AND SEAL APPLY TO DRAWINGS:
89, 105 TO 112 & 114 TO 116

LICENSED STRUCTURAL ENGINEER BENJAMIN A. NEBEL 081006527 STATE OF ILLINOIS

EXPIRATION DATE: 11/30/2020

LOCATION OF SECTION INDICATED THUS: –

FUNCTIONAL CLASSIFICATION (FAI 55)
INTERSTATE
2019 ADT = 20,500
P.V. = 65.8% S.U. = 6.7% M.U. = 27.5%

FUNCTIONAL CLASSIFICATION (FAP 326 /IL 47)
OTHER PRINCIPAL ARTERIAL
2017 ADT = 8,125
P.V. = 65.4% S.U. = 8.5% M.U. = 26.1%

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED December 17, 20 20

REGIONAL ENGINEER

January 29, 2021

ENGINEER OF DESIGN AND ENVIRONMENT

January 29, 2021

DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION 13

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV. 1/26/21 REV. 1/21/21 REV. 1/19/21

HIGHWAY STANDARDS

000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-09	PAVEMENT JOINTS
420101-06	24' (7.2 M) JOINTED PCC PAVEMENT
420106-06	36' (10.8 M) JOINTED PCC PAVEMENT
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
420111-04	PCC PAVEMENT ROUNDOUTS
483001-05	PCC SHOULDER
515001-04	NAME PLATE FOR BRIDGES
542001-06	CONCRETE END SECTIONS FOR PIPE CULVERTS 15"(375 MM) THRU 84" (2100 MM) DIAMETER
542401-03	METAL FLARED END SECTION FOR PIPE CULVERTS
601001-05	PIPE UNDERDRAINS
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAIN
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606006-04	OUTLET FOR CONCRETE CURB AND GUTTER, TYPE B-6.24 (B-15.60)
606301-04	PC CONCRETE ISLANDS AND MEDIANS
606306-04	CORRUGATED PC CONRETE MEDIANS
610001-08	SHOULDER INLET WITH CURB
630001-12	STEEL PLATE BEAM GUARDRAIL
630201-07	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-16	TRAFFIC BARRIER TERMINAL, TYPE 6
642001-02	SHOULDER RUMBLE STRIPS, 16 IN.
643001-02	SAND MODULE IMPACT ATTENUATORS
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 M) AWAY
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24"(600 MM) FROM PAVEMENT EDGE
701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
701400-10	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-12	LANE CLOSURE, FREEWAY/EXPRESSWAY
701421-08	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS ≥ 45 MPH TO 55 MPH
701422-10	LANE CLOSURE, MULTILANE, FOR SPEEDS ≥ 45 MPH TO 55 MPH
701431-13	LANE CLOSURE, MULTILANE, UNDIV. WITH CROSSOVER, FOR SPEEDS ≥ 45 MPH TO 55 MPH
701456-05	PARTIAL EXIT RAMP CLOSURE FREEWAY/EXPRESSWAY
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
821101-02	LUMINAIRE WIRING IN POLE
825011-04	LIGHTING CONTROLLER PEDESTAL MOUNTED, 240V
835001-01	LIGHT TOWER
837001-05	LIGHT TOWER FOUNDATION
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

GENERAL NOTES

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

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

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

4. SHORT TERM PAVEMENT MARKING SHALL BE USED TO OUTLINE EXIT AND ENTRANCE RAMPS FOR THE PRIME COAT APPLICATION AND EACH RESURFACING LIFT.

5. ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.

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

GRANULAR MATERIALS	2.05 TONS / CU YD
HMA 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
SUPPLEMENTAL WATERING	3 GAL / SQ YD / APPLICATION
CALCIUM CHLORIDE	2 LB / SQ YD / APPLICATION
AGGREGATE DITCH CHECKS	5 TONS AGGREGATE

7. THE WORK REQUIRED TO CONNECT ANY SEWER TO AN EXISTING DRAINAGE STRUCTURE OR PIPE WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE BID FOR THE SEWER ITEMS.

8. MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

   AT&T
   CENTURYLINK
   COMED
   NICOR GAS
   VILLAGE OF DWIGHT

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

   NONE

COMMITMENTS

NONE

HMA MIXTURE REQUIREMENT TABLE			
LOCATIONS	TEMP PVMT / SHOULDER RESURFACING.	TEMP PVMT	ENTIRE PROJECT
MIXTURE USES	HMA SURFACE (2")	HMA BINDER (7")	HMA STABILIZED SUBBASE (4")
BINDER GRADE (PG)	PG64-22	PG64-22	PG64-22
DESIGN AIR VOIDS	4.0% @ N70	4.0% @ N70	4.0% @ N50
MIXTURE COMPOSITION (MIXTURE GRADATION)	IL 9.5	IL 19.0	IL 19.0
FRICTION AGGREGATE	MIXTURE C		
MIXTURE WEIGHT	112 LB/SY/IN	112 LB/SY/IN	112 LB/SY/IN
QUALITY MANAGEMENT PROGRAM	QC/QA	QC/QA	QC/QA
SUBLOT SIZE	N/A	N/A	N/A
DENSITY TEST METHOD	CORES	CORES	CORES/NUCLEAR

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

REVIEWED BY: ____________________
DISTRICT STUDIES & PLANS ENGINEER

DATE: ____________________

EXAMINED BY: ____________________
DISTRICT CONSTRUCTION ENGINEER

____
DISTRICT MATERIALS ENGINEER

____
DISTRICT OPERATIONS ENGINEER

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED / 10% STATE SN 032-0125 0013 RURAL
20101000	TEMPORARY FENCE	FOOT	6,204	6,204
20200100	EARTH EXCAVATION	CU YD	12,786	12,786
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	17,193	17,193
25000210	SEEDING, CLASS 2A	ACRE	4.0	4.0
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	360	360
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	360	360
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	360	360
25100630	EROSION CONTROL BLANKET	SQ YD	17,193	17,193
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	800	800
28000305	TEMPORARY DITCH CHECKS	FOOT	70	70
28000400	PERIMETER EROSION BARRIER	FOOT	7,863	7,863
28000500	INLET AND PIPE PROTECTION	EACH	10	10
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	28,315	28,315
31102000	SUBBASE GRANULAR MATERIAL, TYPE C	CU YD	594	594

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED / 10% STATE SN 032-0125 0013 RURAL
31200500	STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"	SQ YD	20,975	20,975
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	198	198
40604052	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N70	TON	668	668
42000060	WELDED WIRE REINFORCEMENT	SQ YD	736	736
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	484	484
42000506	PORTLAND CEMENT CONCRETE PAVEMENT 10 1/4" (JOINTED)	SQ YD	17,744	17,744
44000100	PAVEMENT REMOVAL	SQ YD	18,329	18,329
44000165	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SQ YD	2,976	2,976
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	5,096	5,096
44003100	MEDIAN REMOVAL	SQ FT	23,400	23,400
44004250	PAVED SHOULDER REMOVAL	SQ YD	5,465	5,465
44200956	CLASS B PATCHES, TYPE II, 9 INCH	SQ YD	710	710
44200962	CLASS B PATCHES, TYPE III, 9 INCH	SQ YD	74	74
44200964	CLASS B PATCHES, TYPE IV, 9 INCH	SQ YD	178	178

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED / 10% STATE SN 032-0125 0013 RURAL
44201298	DOWEL BARS 1 1/4"	EACH	1,958	1,958
44213200	SAW CUTS	FOOT	4,555	4,555
44213204	TIE BARS 3/4"	EACH	42	42
48300505	PORTLAND CEMENT CONCRETE SHOULDERS 10 1/4"	SQ YD	5,679	5,679
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1
50104400	CONCRETE HEADWALL REMOVAL	EACH	4	4
50104650	SLOPE WALL REMOVAL	SQ YD	583	583
50105220	PIPE CULVERT REMOVAL	FOOT	132	132
50157300	PROTECTIVE SHIELD	SQ YD	844	844
50200100	STRUCTURE EXCAVATION	CU YD	805	805
50300225	CONCRETE STRUCTURES	CU YD	387.5	387.5
50300255	CONCRETE SUPERSTRUCTURE	CU YD	870.7	870.7
50300260	BRIDGE DECK GROOVING	SQ YD	2,261	2,261
50300300	PROTECTIVE COAT	SQ YD	3,338	3,338

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BLOOM COMPANIES, LLC
Infrastructure Innovation and Ingenuity
150 N. Wacker Drive, Suite 1650 • Chicago, IL 60606
Phone: (312) 876-9500 Fax: (312) 876-9600

USER NAME = fyousef	DESIGNED - TSB	REVISED -	
	DRAWN - TSB	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - LSA	REVISED -	
PLOT DATE = 10/7/2020	DATE - 10/7/20	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A | SHEET 3 OF 11 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	5

CONTRACT NO. 66H15
ILLINOIS | FED. AID PROJECT

REV. 1/21/21

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED / 10% STATE SN 032-0125 0013 RURAL
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	255.9	255.9
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1
50500505	STUD SHEAR CONNECTORS	EACH	7,164	7,164
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	367,670	367,670
50800515	BAR SPLICERS	EACH	1,184	1,184
51100100	SLOPE WALL 4 INCH	SQ YD	970	970
51200963	FURNISHING METAL SHELL PILES 16" X 0.375"	FOOT	1,199	1,199
51201600	FURNISHING STEEL PILES HP12X53	FOOT	2,450	2,450
51202305	DRIVING PILES	FOOT	3,649	3,649
51203200	TEST PILE METAL SHELLS	EACH	2	2
51203600	TEST PILE STEEL HP12X53	EACH	1	1
51204650	PILE SHOES	EACH	24	24
51500100	NAME PLATES	EACH	1	1
52100520	ANCHOR BOLTS, 1"	EACH	48	48

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED / 10% STATE SN 032-0125 0013 RURAL
52100540	ANCHOR BOLTS, 1 1/2"	EACH	24	24
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	628	628
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	2	2
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	2	2
54262712	METAL FLARED END SECTIONS 12"	EACH	4	4
542D1069	PIPE CULVERTS, CLASS D, TYPE 2 24"	FOOT	79	79
542D1081	PIPE CULVERTS, CLASS D, TYPE 2 36"	FOOT	86	86
55100300	STORM SEWER REMOVAL 8"	FOOT	257	257
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	490	490
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	171	171
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	16	16
60100945	PIPE DRAINS 12"	FOOT	370	370
60108501	PIPE UNDERDRAINS, TYPE 3	FOOT	5,563	5,563
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	4,727	4,727

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED / 10% STATE SN 032-0125 0013 RURAL
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	21,338	21,338
60618390	CONCRETE MEDIAN SURFACE, CORRUGATED	SQ FT	1,727	1,727
60620000	CONCRETE MEDIAN, TYPE SB-6.24	SQ FT	3,571	3,571
61000225	TYPE F INLET BOX, STANDARD 610001	EACH	4	4
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	237.5	237.5
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4
63200310	GUARDRAIL REMOVAL	FOOT	708	708
63500105	DELINEATORS	EACH	16	16
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	4,869	4,869
64300450	IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2
* 66700205	PERMANENT SURVEY MARKER, TYPE 1	EACH	4	4
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9
67100100	MOBILIZATION	L SUM	1	1
70100315	TRAFFIC CONTROL AND PROTECTION, STANDARD 701422	EACH	2	2

*= SPECIALTY ITEM

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED / 10% STATE SN 032-0125 0013 RURAL
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	350	350
*	66900400	SPECIAL WASTE GROUNDWATER DISPOSAL	GAL	1,000	1,000
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	5	5
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	20	20

*= SPECIALTY ITEM

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED / 10% STATE SN 032-0125 0013 RURAL
70100400	TRAFFIC CONTROL AND PROTECTION, STANDARD 701431	EACH	2	2
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1
70100825	TRAFFIC CONTROL AND PROTECTION, STANDARD 701456	L SUM	1	1
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	800	800
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	801	801
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	67,254	67,254
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	926	926
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	445	445
70400100	TEMPORARY CONCRETE BARRIER	FOOT	4,750.0	4,750.0
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	2,040	2,040

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BLOOM COMPANIES, LLC
Infrastructure Innovation and Ingenuity
150 N. Wacker Drive, Suite 1650 • Chicago, IL 60606
Phone: (312) 876-9600 Fax: (312) 876-9600

USER NAME = corcoranlm
PLOT SCALE = 2.0000 ' / in.
PLOT DATE = 12/22/2020

DESIGNED - DES
DRAWN - DRW
CHECKED - CHK
DATE - $DATE%

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	9

CONTRACT NO. 66H15
ILLINOIS FED. AID PROJECT

REV. 1/21/21

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED / 10% STATE SN 032-0125 0013 RURAL
	70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4	4
	70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	3	3
	70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	3	3
*	72000100	SIGN PANEL - TYPE 1	SQ FT	317	317
*	72000200	SIGN PANEL - TYPE 2	SQ FT	24	24
*	72000300	SIGN PANEL - TYPE 3	SQ FT	358	358
*	72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	293	293
*	72400320	REMOVE SIGN PANEL - TYPE 2	SQ FT	20	20
*	72400330	REMOVE SIGN PANEL - TYPE 3	SQ FT	300	300
*	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4
	72700100	STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY	POUND	1,664	1,664
	73000100	WOOD SIGN SUPPORT	FOOT	531	531
	73400100	CONCRETE FOUNDATIONS	CU YD	8	8
*	78003100	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LETTERS AND SYMBOLS	SQ FT	666	666

*= SPECIALTY ITEM

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED / 10% STATE SN 032 -0125 0013 RURAL
*	78003180	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24"	FOOT	287	287
*	78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	20,961	20,961
*	78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	380	380
*	78008240	POLYUREA PAVEMENT MARKING TYPE I - LINE 8"	FOOT	2,654	2,654
*	78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	244	244
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	199	199
*	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	16	16
*	78200020	CURB REFLECTORS	EACH	188	188
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	3,717	3,717
*	80400100	ELECTRIC SERVICE INSTALLATION	EACH	1	1
*	81028750	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2" DIA.	FOOT	475	475
*	81603000	UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	1,980	1,980
*	81603030	UNIT DUCT, 600V, 2-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	3,680	3,680
*	82110015	LUMINAIRE, LED, HIGHMAST, OUTPUT DESIGNATION H	EACH	24	24
*	82500330	LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240VOLT, 60AMP	EACH	1	1

*= SPECIALTY ITEM

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED / 10% STATE SN 032-0125 0013 RURAL
*	83502400	LIGHT TOWER, 100 FT. MOUNTING HEIGHT, LUMINAIRE MT. - 6	EACH	4	4
*	83700300	LIGHT TOWER FOUNDATION, 48" DIAMETER	FOOT	74	74
	84500110	REMOVAL OF LIGHTING CONTROLLER	EACH	1	1
	84500120	REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH	1	1
	84500130	REMOVAL OF LIGHTING CONTROLLER FOUNDATION	EACH	1	1
*	88600100	DETECTOR LOOP, TYPE I	FOOT	653	653
	89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1	1
*	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	14,310	14,310
*	X0323710	REMOVE CONDUIT ATTACHED TO STRUCTURE	FOOT	370	370
	X0326649	LINEAR DELINEATOR PANELS, 6 INCH	EACH	8	8
	X0327809	LINEAR DELINEATOR PANELS, 4 INCH	EACH	8	8
*	X1400273	REMOVAL OF EXISTING TOWER LUMINAIRE, NO SALVAGE	EACH	24	24
*	X2700012	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 8"	FOOT	1,559	1,559
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1

*= SPECIALTY ITEM

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED / 10% STATE SN 032-0125 0013 RURAL
	X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	16,908	16,908
	X7040125	PINNING TEMPORARY CONCRETE BARRIER	EACH	100	100
	X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	50	50
*	X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	20,961	20,961
*	X7830074	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	380	380
*	X7830076	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	4,059	4,059
*	X7830090	GROOVING FOR RECESSED PAVEMENT MARKING 25"	FOOT	287	287
*	X8420502	REMOVAL OF LIGHT TOWER, NO SALVAGE	EACH	4	4
*	X8420510	REMOVAL OF TOWER FOUNDATION	EACH	4	4
*	X8860100	LOOP DETECTOR TESTING	EACH	1	1
*	X8950114	MODIFY EXISTING CONTROLLER AND CABINET	EACH	1	1
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
	Z0040530	PIPE UNDERDRAIN REMOVAL	FOOT	1,751	1,751
Ø	Z0076600	TRAINEES	HOUR	2,000	2,000
	Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	206	206
Ø	Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	2,000	2,000
	Z0062456	TEMPORARY PAVEMENT	SQ YD	2,358	2,358

Ø 0042

MODEL: Default
FILE NAME: X:\BM3-1450B IL 47 over I-55\6 Drawings\CADD Sheets\0366H15-sht-SOQ-11.dgn

BLOOM COMPANIES, LLC
Infrastructure Innovation and Ingenuity
150 N. Wacker Drive, Suite 1950 • Chicago, IL 60606
Phone: (312) 876-9500 Fax: (312) 876-9600

USER NAME = fyousef	DESIGNED - TSB	REVISED -	
	DRAWN - TSB	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - LSA	REVISED -	
PLOT DATE = 11/12/2020	DATE - 11/3/20	REVISED -	

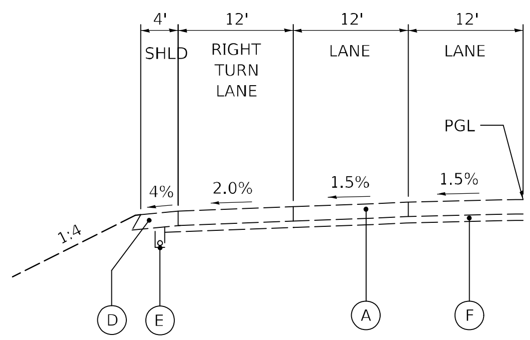
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A | SHEET 11 OF 11 SHEETS | STA. TO STA.

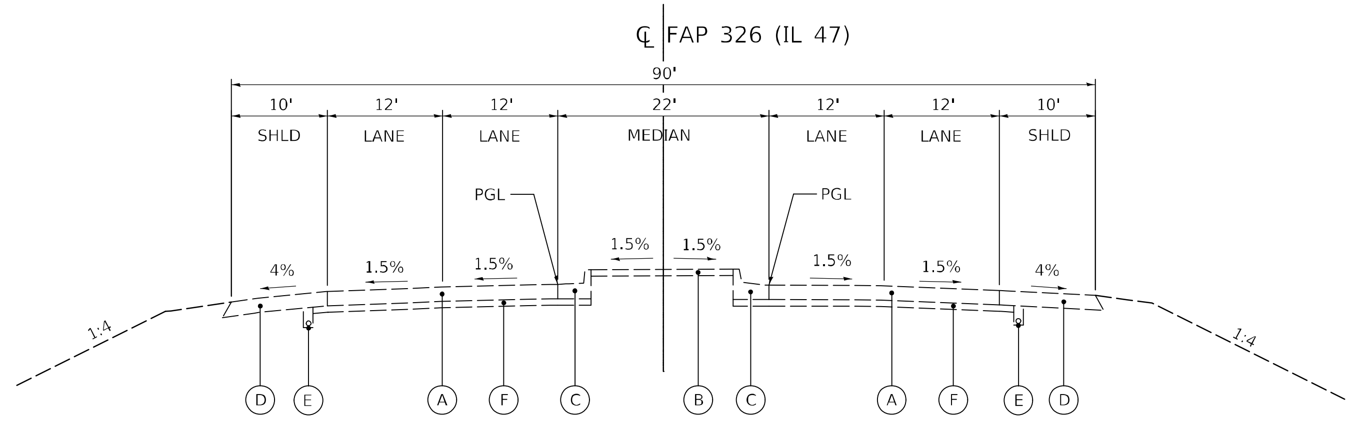
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	13
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		

REV. 1/26/21 REV. 1/21/21 REV. 1/19/21



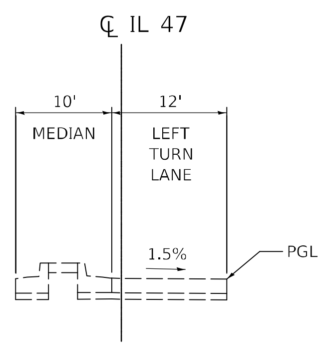
SOUTHBOUND RIGHT TURN LANE DETAIL

STATION 34+83.88 TO 37+19.02



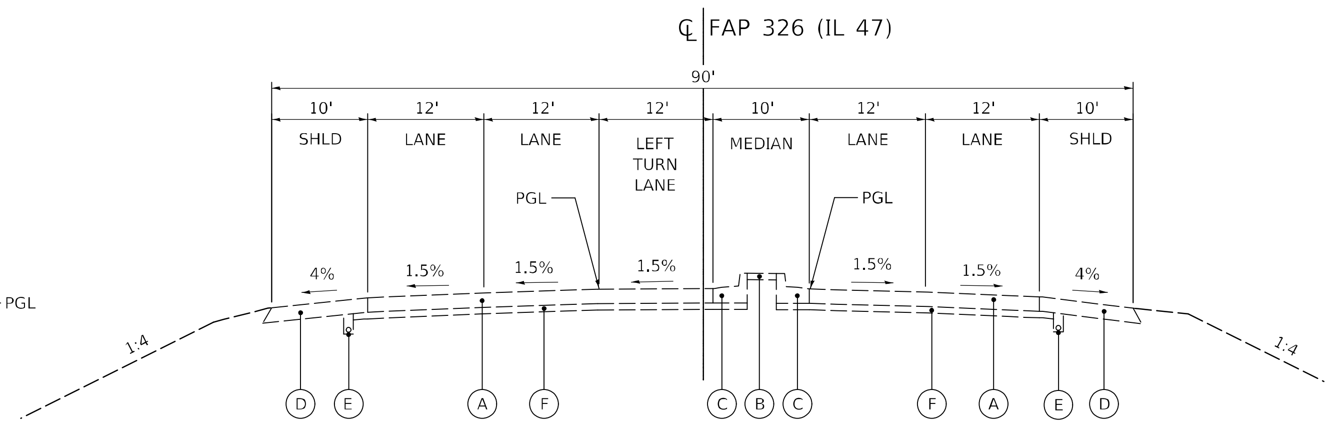
EXISTING FAP 326 (IL 47) TYPICAL SECTION

STATION 39+22.00 TO 42+13.73
STATION 48+50.58 TO 61+00.00
BRIDGE OMISSION STATION 48+98.05 TO 51+01.82



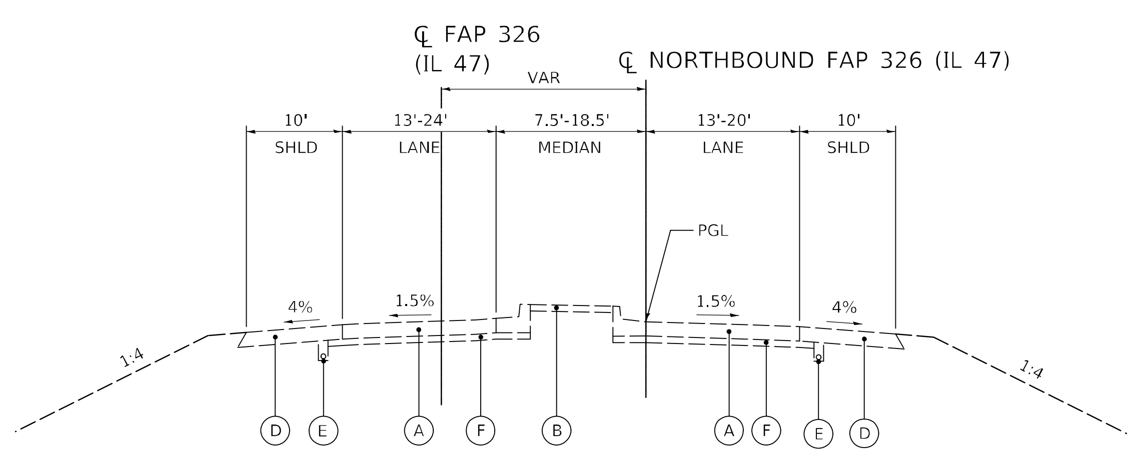
NORTHBOUND LEFT TURN LANE DETAIL

STATION 52+00.12 TO 57+86.44



EXISTING FAP 326 (IL 47) TYPICAL SECTION

STATION 34+21.07 TO 39+22.00
STATION 42+13.73 TO 48+50.58



EXISTING FAP 326 (IL 47) TYPICAL SECTION

STATION 261+00.00 TO 267+15.12

EXISTING LEGEND

- (A) EXISTING CONCRETE PAVEMENT - 9"
- (B) EXISTING CONCRETE MEDIAN - 4"
- (C) EXISTING CONCRETE CURB AND GUTTER - B-9.24
- (D) EXISTING HMA SHOULDER - 9"
- (E) EXISTING UNDERDRAIN
- (F) STABILIZED SUBBASE - 4"

MODEL: Default
FILE NAME: X:\BM3-1450B IL 47 over I-55\6 Drawings\CADD Sheets\D366H15-sht-typical-01.dgn

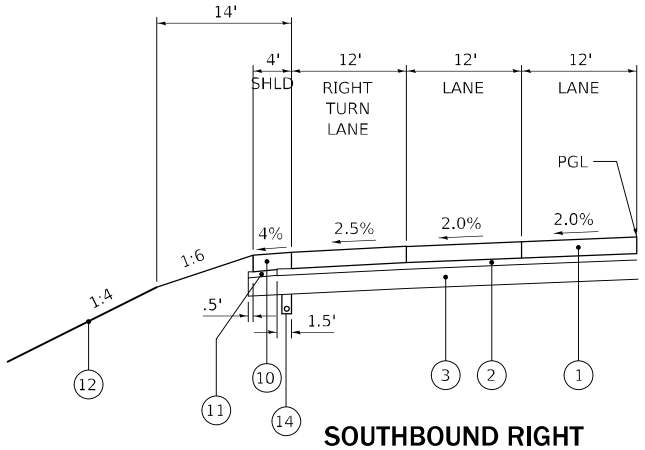
BLOOM COMPANIES, LLC Infrastructure Innovation and Ingenuity	USER NAME = fyousef	DESIGNED - TSB	REVISED -
150 N. Wacker Drive, Suite 1650 • Chicago, IL 60606		DRAWN - TSB	REVISED -
Phone: (312) 876-0500 Fax: (312) 876-9600	PLOT SCALE = 20.0000 ' / in.	CHECKED - LSA	REVISED -
	PLOT DATE = 10/7/2020	DATE - 10/7/20	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

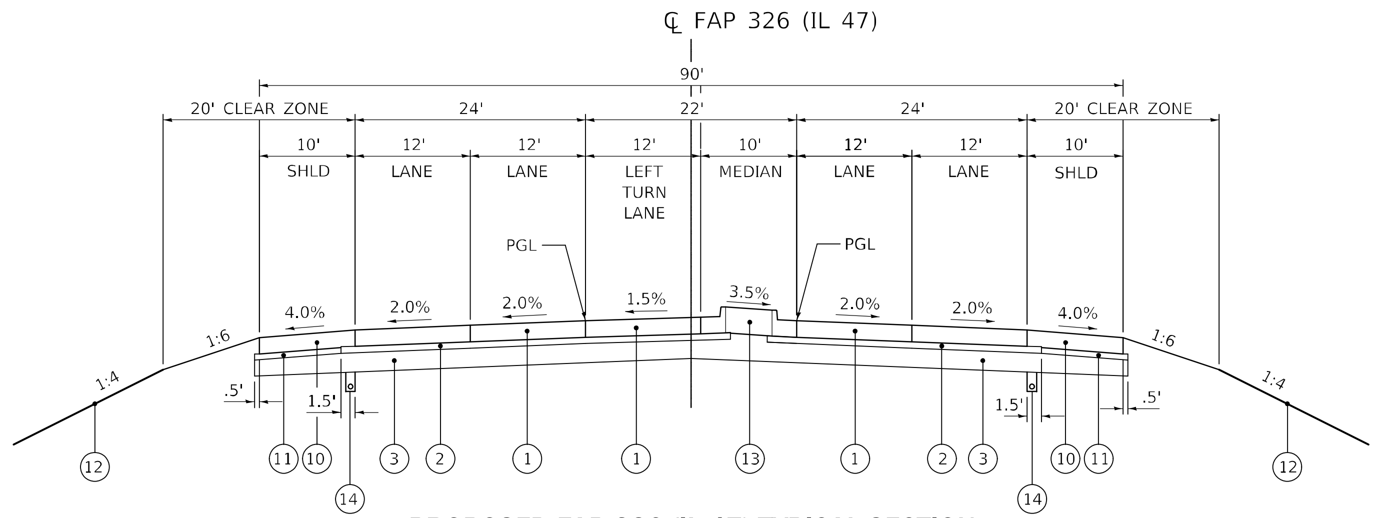
SCALE: N/A | SHEET 1 OF 3 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	14
CONTRACT NO. 66H15				
ILLINOIS FED. AID PROJECT				



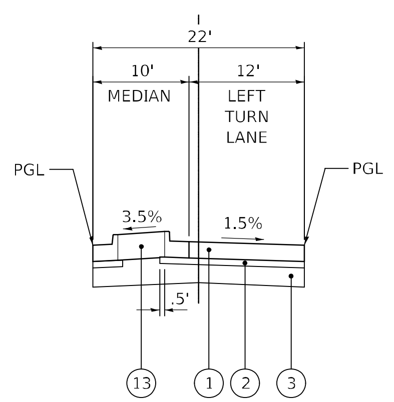
SOUTHBOUND RIGHT TURN LANE DETAIL

STATION 34+11.71 TO 37+20.00



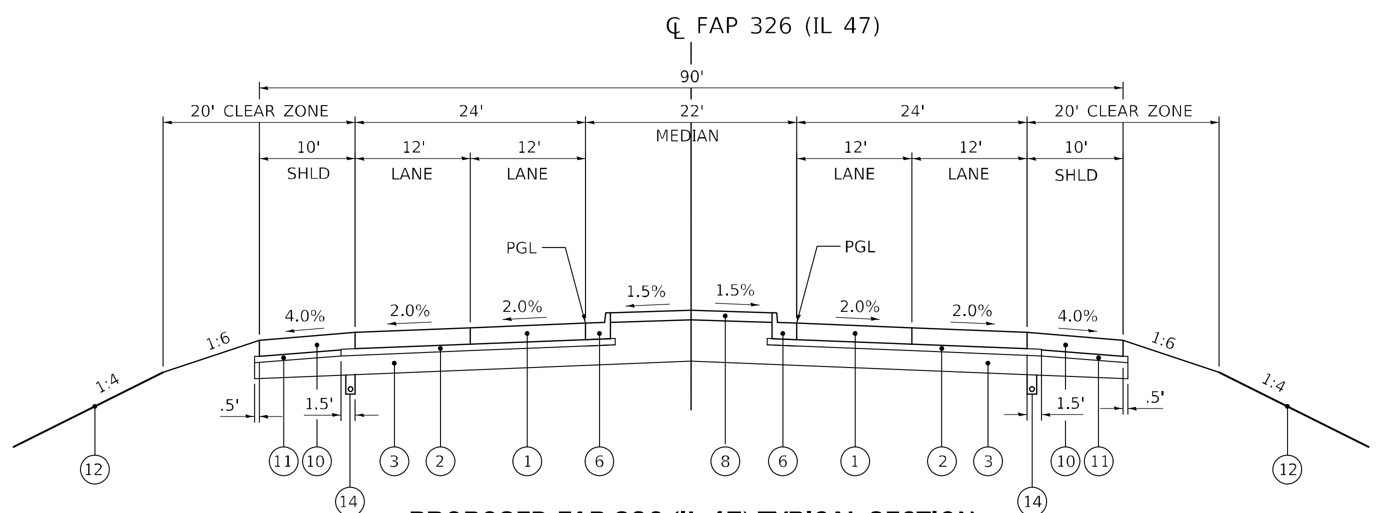
PROPOSED FAP 326 (IL 47) TYPICAL SECTION

STATION 34+21.08 TO 37+90.00 (CENTERLINE IS 4.68' FROM EOP)
STATION 42+00.00 TO 46+20.00 (CENTERLINE IS 1.00' FROM EOP)



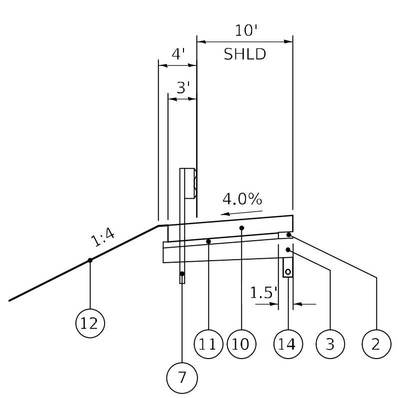
NORTHBOUND LEFT TURN LANE DETAIL

STATION 53+80.00 TO 58+13.83



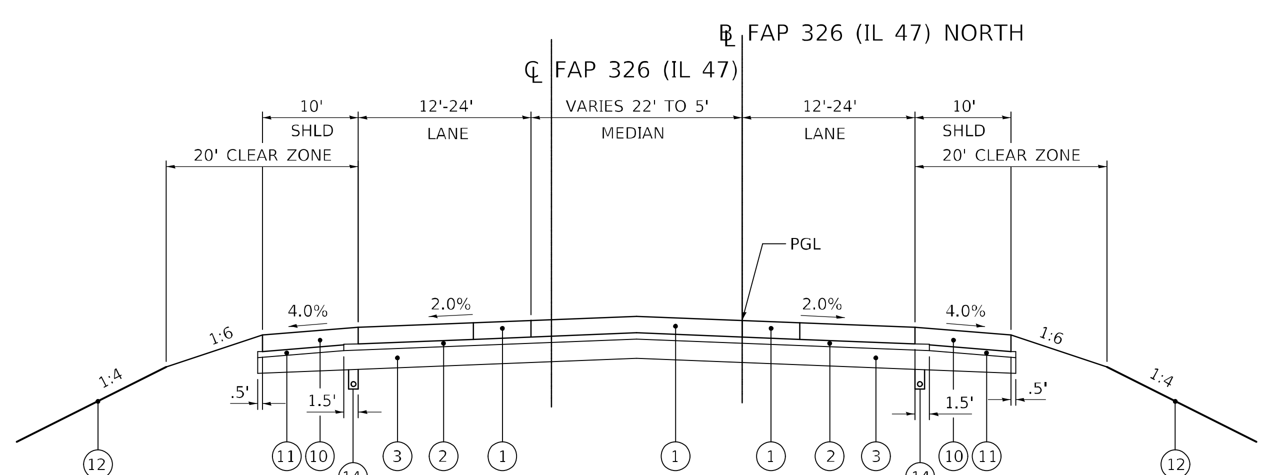
PROPOSED FAP 326 (IL 47) TYPICAL SECTION

STATION 37+90.00 TO 42+00.00
STATION 46+20.00 TO 53+80.00
BRIDGE OMISSION STATION 48+77.35 TO 51+22.64
STATION 58+13.83 TO 60+06.04 (260+06.00 ℄ IL 47 NORTH)



GUARDRAIL DETAIL

SEE PLAN VIEW FOR LIMITS.
STABILIZATION WIDTH VARIES
AT TYPE 1 TERMINALS.



PROPOSED FAP 326 (IL 47) TYPICAL SECTION

STATION 60+06.04 TO 66+85.15 (260+06.00 TO 266+85.28)

EXISTING LEGEND

- (A) EXISTING CONCRETE PAVEMENT - 9"
- (B) EXISTING CONCRETE MEDIAN - 4"
- (C) EXISTING CONCRETE CURB AND GUTTER - B-9.24
- (D) EXISTING HMA SHOULDER - 9"
- (E) EXISTING UNDERDRAIN
- (F) STABILIZED SUBBASE - 4"

PROPOSED LEGEND

- (1) PORTLAND CEMENT CONCRETE PAVEMENT 10 1/4" (JOINTED)
- (2) STABILIZED SUBBASE 4"
- (3) AGGREGATE SUBGRADE IMPROVEMENT 12"
- (4) TRAFFIC BARRIER TERMINAL, TYPE 6
- (5) NOT USED
- (6) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (7) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
- (8) CONCRETE MEDIAN SURFACE, 4 INCH
- (9) NOT USED
- (10) PORTLAND CEMENT CONCRETE SHOULDERS 10 1/4"
- (11) SUBBASE GRANULAR MATERIAL, TYPE C
- (12) SEEDING
- (13) CONCRETE MEDIAN, TYPE SB-6.24
- (14) PIPE UNDERDRAINS, TYPE 3

MODEL: Default
FILE NAME: X:\BM3-14508 IL 47 over I-55\6 Drawings\CADD Sheets\D366H15-sht-typical-02.dgn

BLOOM COMPANIES, LLC	USER NAME = fyousef	DESIGNED - TSB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - TSB	REVISED -	
	PLOT SCALE = 20.0000 ' / in.	CHECKED - LSA	REVISED -	
	PLOT DATE = 10/7/2020	DATE - 10/7/20	REVISED -	

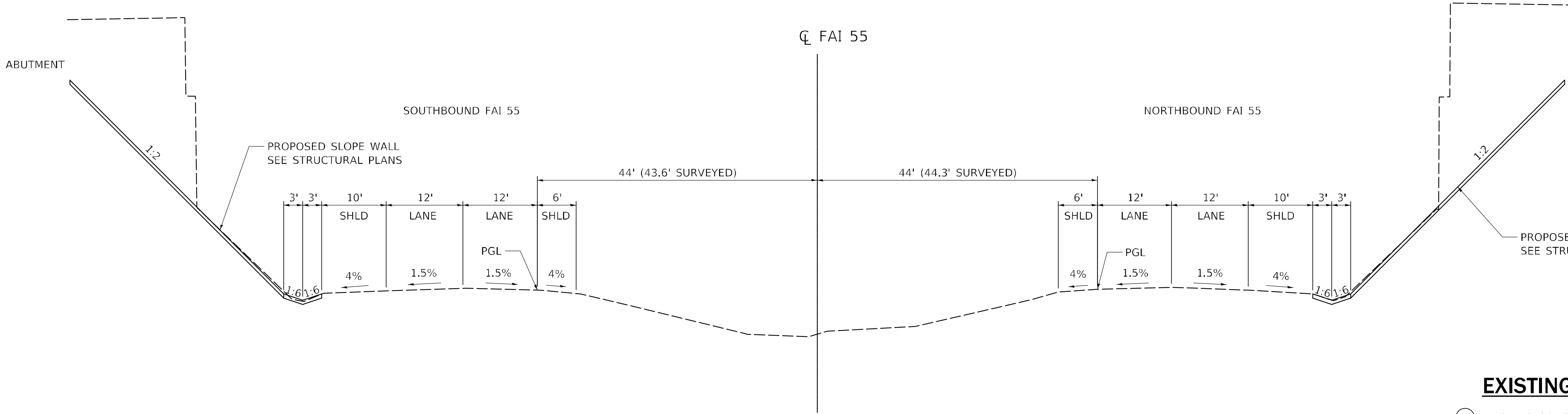
TYPICAL SECTIONS

SCALE: N/A | SHEET 2 OF 3 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	15

CONTRACT NO. 66H15

ILLINOIS FED. AID PROJECT



PROPOSED FAI 55 TYPICAL SECTION

WITHIN PROPOSED S.N. 032-0125 LIMITS

EXISTING LEGEND

- (A) EXISTING CONCRETE PAVEMENT - 9"
- (B) EXISTING CONCRETE MEDIAN - 4"
- (C) EXISTING CONCRETE CURB AND GUTTER - B-9.24
- (D) EXISTING HMA SHOULDER - 9"
- (E) EXISTING UNDERDRAIN
- (F) STABILIZED SUBBASE - 4"

PROPOSED LEGEND

- (1) PORTLAND CEMENT CONCRETE PAVEMENT 10 1/4" (JOINTED)
- (2) STABILIZED SUBBASE 4"
- (3) AGGREGATE SUBGRADE IMPROVEMENT 12"
- (4) TRAFFIC BARRIER TERMINAL, TYPE 6
- (5) NOT USED
- (6) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (7) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
- (8) CONCRETE MEDIAN SURFACE, 4 INCH
- (9) NOT USED
- (10) PORTLAND CEMENT CONCRETE SHOULDERS 10 1/4"
- (11) SUBBASE GRANULAR MATERIAL, TYPE C
- (12) SEEDING
- (13) CONCRETE MEDIAN, TYPE SB-6.24
- (14) PIPE UNDERDRAINS, TYPE 3

EARTHWORK SCHEDULE

STA.	LENGTH (FT)	EARTH EXCAVATION (SQ FT)	FILL (SQ FT)	FILL (20% SHRINKAGE) (SQ FT)	EARTH EXCAVATION (CU YD)	FILL (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)
34+50		0	0	0			
	50.00				74	0	74
35+00		80	0	0			
	50.00				207	0	207
35+50		143	0	0			
	50.00				273	1	272
36+00		152	1	1			
	50.00				292	2	289
36+50		163	1	1			
	50.00				301	2	299
37+00		162	1	1			
	50.00				304	2	302
37+50		166	1	1			
	50.00				306	2	303
38+00		164	1	1			
	50.00				297	2	295
38+50		157	1	1			
	50.00				295	2	293
39+00		162	1	1			
	50.00				300	2	298
39+50		162	1	1			
	50.00				289	2	287
40+00		150	1	1			
	50.00				279	2	277
40+50		151	1	1			
	50.00				246	2	244
41+00		115	1	1			
	50.00				188	1	187
41+50		88	0	0			
	50.00				154	0	154
42+00		78	0	0			
	50.00				172	1	171
42+50		108	1	1			
	50.00				206	2	203
43+00		114	1	1			
	50.00				207	2	204
43+50		109	1	1			
	50.00				202	2	200
44+00		109	1	1			
	50.00				216	2	214
44+50		124	1	1			
	50.00				237	2	235
45+00		132	1	1			
	50.00				254	2	252
45+50		142	1	1			
	50.00				268	2	265
46+00		147	1	1			
	50.00				270	2	267
46+50		144	1	1			
	50.00				258	2	256
47+00		135	1	1			
	50.00				227	3	224
47+50		110	2	2			
	50.00				184	5	180
48+00		89	2	2			
	50.00				135	6	130
48+50		57	3	4			
	50.00				53	3	49
49+00		0	0	0			
	50.00				0	0	0
49+50		0	0	0			
	50.00				0	0	0
50+00		0	0	0			
	50.00				0	0	0
50+50		0	0	0			
	50.00				0	0	0
51+00		0	0	0			

EARTHWORK SCHEDULE

STA.	LENGTH (FT)	EARTH EXCAVATION (SQ FT)	FILL (SQ FT)	FILL (20% SHRINKAGE) (SQ FT)	EARTH EXCAVATION (CU YD)	FILL (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)
	50.00				59	1	58
51+50		64	1	1			
	50.00				159	3	156
52+00		108	2	2			
	50.00				218	3	214
52+50		127	1	1			
	50.00				249	2	247
53+00		142	1	1			
	50.00				273	1	272
53+50		153	0	0			
	50.00				290	0	290
54+00		160	0	0			
	50.00				285	0	285
54+50		148	0	0			
	50.00				274	1	273
55+00		148	1	1			
	50.00				260	1	259
55+50		133	0	0			
	50.00				245	1	244
56+00		132	1	1			
	50.00				244	2	241
56+50		131	1	1			
	50.00				237	2	235
57+00		125	1	1			
	50.00				209	1	208
57+50		101	0	0			
	50.00				166	0	166
58+00		78	0	0			
	50.00				153	0	153
58+50		87	0	0			
	50.00				162	1	161
59+00		88	1	1			
	50.00				182	1	180
59+50		108	0	0			
	50.00				217	0	217
60+00		126	0	0			
	50.00				232	0	232
60+50		124	0	0			
	50.00				239	0	239
61+00		134	0	0			
	50.00				244	1	242
61+50		129	1	1			
	50.00				234	5	230
62+00		124	3	4			
	50.00				230	12	217
62+50		124	8	10			
	50.00				207	36	171
63+00		99	24	29			
	50.00				156	63	92
63+50		69	33	40			
	50.00				114	73	41
64+00		54	33	40			
	50.00				94	81	12
64+50		47	40	48			
	50.00				82	63	18
65+00		41	17	20			
	50.00				88	21	67
65+50		54	2	2			
	50.00				107	3	103
66+00		61	1	1			
	50.00				122	1	121
66+50		71	0	0			
	50.00				66	0	66
67+00		0	0	0			
				TOTALS	12786	448	12338

PATCHING SCHEDULE (I-55 RAMPS)								
LOCATION	PATCH LENGTH	CLASS B PATCHES, TYPE II, 9 INCH	CLASS B PATCHES, TYPE III, 9 INCH	CLASS B PATCHES, TYPE IV, 9 INCH	DOWEL BARS, 1 1/4"	SAW CUTS	WELDED WIRE REINF.	TIE BARS 3/4"
STATION / LANE	FOOT	SQ YD	SQ YD	SQ YD	EACH	FOOT	SQ YD	EACH
RAMP E								
15+98	15			27	28	78	27	
16+25	6	11			28	60		
17+17	6	11			28	60		
17+80	6	11			28	60		
18+28	6	11			28	60		
18+64	6	11			28	60		
18+81	6	11			28	60		
19+28	6	11			28	60		
19+79	6	11			28	60		
20+69	6	11			28	60		
21+29	6	11			28	60		
21+65	6	11			28	60		
22+22	6	11			28	60		
24+12	6	11			28	60		
24+29	6	11			28	60		
25+25	6	11			28	60		
25+74	6	11			28	60		
26+22	6	11			28	60		
28+25	6	11			28	60		
28+70	6	11			28	60		
29+23	6	11			28	60		
30+63	9		16		28	66	16	
RAMP F								
11+63	6	11			28	60		
12+29	6	11			28	60		
12+82	6	11			28	60		
13+30	6	11			28	60		
15+33	6	11			28	60		
17+83	8	14			28	64		
20+31	6	11			28	60		
24+94	33			59	28	114	59	16
RAMP G								
16+16	6	11			28	60		
16+33	6	11			28	60		
16+82	6	11			28	60		
17+38	6	11			28	60		
18+77	6	11			28	60		
19+81	6	11			28	60		
20+29	6	11			28	60		
21+32	6	11			28	60		
22+32	6	11			28	60		
22+77	13		23		28	74	23	
24+76	6	11			28	60		
25+76	6	11			28	60		
28+22	6	11			28	60		
28+74	6	11			28	60		
29+28	6	11			28	60		
RAMP H								
11+77	22			39	28	92	39	11
14+25	6	11			28	60		
16+32	6	11			28	60		
16+81	6	11			28	60		
17+86	6	11			28	60		
20+77	6	11			28	60		
21+24	6	11			28	60		
21+89	6	11			28	60		
22+20	6	11			28	60		
24+24	6	11			28	60		
25+28	6	11			28	60		
25+76	6	11			28	60		
26+19	6	11			28	60		
27+18	30			53	28	108	53	15
TOTALS	442	586	39	178	1652	3716	217	42

PRE-STAGE 1 PATCHING SCHEDULE (IL 47 SB)						
LOCATION	PATCH LENGTH	CLASS B PATCHES, TYPE II, 9 INCH	CLASS B PATCHES, TYPE III, 9 INCH	DOWEL BARS, 1 1/4"	SAW CUTS	WELDED WIRE REINF.
STATION / LANE	FOOT	SQ YD	SQ YD	EACH	FOOT	SQ YD
39+14 RT TL	18	6		2	45	
42+73 LT TL	6	7		16	42	
43+80 DL	6	8		20	48	
43+80 PL	6	8		20	48	
46+45 LT TL	10	13		20	56	
48+34 DL	6	8		20	48	
48+34 PL	6	8		20	48	
48+52 DL	6	8		20	48	
48+52 PL	8	11		20	52	
52+48 DL	6	8		20	48	
52+48 PL	6	8		20	48	
52+89 DL	6	8		20	48	
53+14 DL	12		16	20	60	16
54+42 DL	6	8		20	48	
55+03 DL	14		19	20	64	19
56+74 DL	11	15		20	58	
62+23 DL	6			8	30	
TOTALS	139	124	35	306	839	35

NOTE: WELDED WIRE REINFORCEMENT ITEM ALSO INCLUDED IN PAVEMENT SCHEDULE. TOTAL QUANTITY FOR WELDED WIRE REINFORCEMENT IS 736 SQ YD.

TRAFFIC CONTROL SCHEDULE															
LOCATION	HMA SC IL-9.5 C N70	HMA SURF REM 4	TEMP PVT MK LTR & SYM	TEMP PVT MK LINE 4	TEMP PVT MK LINE 12	TEMP PVT MK LINE 24	TEMP CONC BARRIER	REL TEMP CONC BARRIER	IMP ATTN TEMP NRD TL3	IMP ATTN TEMP FRN TL3	IMP ATTN REL FRN TL3	PAVMT MRKG REM WTR BL	TEMP PAVT MKING REMOV	PIN TEMP CONC BARRIER	TEMP PAVEMENT
	TON	SQ YD	SQ FT	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH	SQ FT	SQ FT	EACH	SQ YD
PRE-STAGE 1	668	2976													2358
STAGE 1			250	23109	444	145	4750		4	3		3717	1606	100	
STAGE 1A				552		40									
STAGE 1B				896		40									
STAGE 2			281	24449	482	170		2040			3		9201		
STAGE 2A				1167									391		
STAGE 2B				604									161		
STAGE 3			270	16477		50							5549		
TOTALS	668	2976	801	67254	926	445	4750	2040	4	3	3	3717	16908	100	2358

PAVEMENT SCHEDULE												
LOCATION				AGG SUBGRADE IMPR 12	SUB GRAN MAT C	STAB SUBBASE 4	AGG SURF CSE B	WELDED WIRE REINF	PVT CON PCC BR APP SL	PCC PVT 10 1/4 JOINTD	PCC SHOULDERS 10 1/4	SHOULDER RUM STRIP 16
STA.	TO	STA.	LT/RT	SQ YD	CU YD	SQ YD	TON	SQ YD	SQ YD	SQ YD	SQ YD	FOOT
34+21	TO	48+23	LT/RT	11173		10707				9274		
34+84	TO	40+76	LT	427	41						427	134
35+30	TO	41+45	RT	684	69						684	616
42+19	TO	48+23	LT	670	73						670	652
42+50	TO	48+23	RT	691	76						691	635
48+23	TO	48+47	LT/RT	242				242	242			
51+53	TO	51+77	LT/RT	242				242	242			
51+77	TO	57+73	LT	716	78						716	658
51+77	TO	57+79	RT	669	73						669	649
51+77	TO	66+85	LT/RT	10979		10268				8470		
59+23	TO	67+15	LT	899	91						899	764
59+24	TO	67+16	RT	923	93						923	761
65+00	TO	65+54	LT				97					
65+02	TO	65+51	RT				101					
TOTALS				28315	594	20975	198	484	484	17744	5679	4869

NOTE: WELDED WIRE REINFORCEMENT ITEM ALSO INCLUDED IN PATCHING SCHEDULES. TOTAL QUANTITY FOR WELDED WIRE REINFORCEMENT IS 736 SQ YD.

PAVEMENT REMOVAL SCHEDULE							
LOCATION				PAVEMENT REM	COMB CURB GUTTER REM	MEDIAN REMOVAL	PAVED SHLD REMOVAL
STA.	TO	STA.	LT/RT	SQ YD	FOOT	SQ FT	SQ YD
34+21	TO	48+73	LT/RT	9466			
34+77	TO	42+13	LT/RT		1479	7464	
34+84	TO	40+76	LT				414
35+30	TO	41+45	RT				660
42+19	TO	48+53	LT				700
42+50	TO	48+70	RT				654
42+88	TO	48+73	LT/RT		1173	4337	
48+53	TO	48+64	LT		12		
48+70	TO	48+76	RT		6		
51+18	TO	51+30	LT		12		
51+27	TO	66+85	LT/RT	8863			
51+27	TO	57+32	LT/RT		1213	4676	
51+30	TO	57+73	LT				679
51+36	TO	51+47	RT		12		
51+47	TO	57+78	RT				675
57+91	TO	63+83	LT/RT		1189	6923	
59+23	TO	66+85	LT				843
59+24	TO	66+85	RT				840
TOTALS				18329	5096	23400	5465

CURB AND MEDIAN SCHEDULE								
LOCATION				COMB CC&G TB6.24	CONC MEDIAN SURF 4	CONC MED SURF CORR	CONC MED TSB6.24	CURB REFLECTORS
STA.	TO	STA.	LT/RT	FOOT	SQ FT	SQ FT	SQ FT	EACH
34+77	TO	41+99	LT/RT	1447	5330		450	58
43+07	TO	46+20	LT/RT				1513	
43+07	TO	48+77	LT/RT	1139	4387			49
51+23	TO	57+13	LT/RT	1177	4481			46
53+80	TO	57+13	LT/RT				1608	
58+17	TO	62+99	LT/RT	964	7140			35
61+97	TO	64+40	LT/RT			1727		
TOTALS				4727	21338	1727	3571	188

ROADSIDE SAFETY SCHEDULE													
LOCATION				SPBGR TY A 6FT POSTS	TRAF BAR TERM T6	TR BAR TRM T1 SPL TAN	GUARDRAIL REMOV	DELINEATORS	IMP ATTEN NRD TL3	TERMINAL MARKER - DA	GRDRAIL REF TYPE A	LINEAR DELIN PANELS 6	LINEAR DELIN PANELS 4
STA.	TO	STA.	LT/RT	FOOT	EACH	EACH	FOOT	EACH	EACH	EACH	EACH	EACH	EACH
I-55 ALIGNMENT													
396+70			LT/RT						1				
397+62			LT/RT						1				
IL-47 ALIGNMENT													
34+84	TO	40+76	LT					2					
35+30	TO	41+45	RT					2					
42+23	TO	48+38	LT					2					
42+50	TO	48+71	RT					2					
47+44	TO	48+59	LT				115						
47+09	TO	48+72	RT	75.0	1	1				1	4		2
47+61	TO	48+76	RT				115						
48+53	TO	51+29	LT									4	
48+71	TO	51+47	RT									4	
51+24	TO	52+38	LT				115						
51+29	TO	57+73	LT					2					
51+41	TO	52+56	RT				115						
51+62	TO	57+79	RT					2					
51+28	TO	52+91	LT	75.0	1	1				1	4		2
59+23	TO	67+15	LT					2					
59+24	TO	67+15	RT					2					
65+51	TO	67+15	RT				165						
65+53	TO	67+15	RT	75.0	1	1				1	4		2
66+15	TO	67+15	LT	12.5	1	1				1	4		2
66+33	TO	67+15	LT				83						
TOTALS				237.5	4	4	708	16	2	4	16	8	8

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SEEDING AND EROSION CONTROL SCHEDULE

LOCATION STA.	TO	STA.	LT/RT	TEMPORARY FENCE FOOT	TOPSOIL F & P 6 SQ YD	SEEDING CL 2A ACRE	NITROGEN FERT NUTR POUND	PHOSPHORUS FERT NUTR POUND	POTASSIUM FERT NUTR POUND	EROSION CONTR BLANKET SQ YD	TEMP EROS CONTR SEED POUND	TEMP DITCH CHECKS FOOT	PERIMETER EROS BAR FOOT	INLET AND PIPE PROTECT EACH
IL 47 ALIGNMENT														
34+84	TO	40+75	LT		1842	0.4	36	36	36	1842	80	10		
35+29	TO	41+45	RT		1755	0.4	36	36	36	1755	80	20		
38+01	TO	41+43	LT	367									367	
38+50	TO	41+69	RT	337									337	
42+25	TO	48+99	LT		2494	0.6	54	54	54	2494	120			
42+50	TO	49+36	RT		1563	0.4	36	36	36	1563	80			
43+22	TO	47+57	RT	464									464	
48+36			42.5' LT											1
48+53			42.5' RT											1
50+62	TO	57+86	LT		1899	0.4	36	36	36	1899	80			
50+82	TO	57+00	LT	619									619	
50+99	TO	57+75	RT		2377	0.5	45	45	45	2377	100			
51+47			42.5' LT											1
51+65			42.5' RT											1
54+00	TO	57+19	RT	323									323	
57+02			138.1' RT											1
57+10			138.4' LT											1
58+77	TO	61+00	LT	240									240	
59+23	TO	65+19	LT		2410	0.5	45	45	45	2410	100	20		
59+25	TO	65+00	RT		1742	0.4	36	36	36	1742	80	20		
64+84			100.0' RT											1
64+93			76.7' LT											1
65+49	TO	67+15	LT		557	0.2	18	18	18	557	40			
65+44	TO	67+15	RT		554	0.2	18	18	18	554	40			
RAMP E ALIGNMENT														
12+00	TO	13+95	RT	254									254	
14+26	TO	16+96	RT	313									313	
27+00	TO	30+00	LT	316									316	
RAMP F ALIGNMENT														
11+24	TO	16+00	LT	423									423	
11+16	TO	16+00	RT	517									517	
RAMP G ALIGNMENT														
27+00	TO	30+17	LT	288									288	
10+50	TO	13+60	RT	363									363	
13+94	TO	16+50	RT	304									304	
RAMP H ALIGNMENT														
11+36	TO	15+00	LT	340									340	
11+11	TO	12+00	RT	98									98	
I-55 ALIGNMENT														
392+08	TO	395+83	LT										375	
394+60	TO	395+83	LT	122										
393+70	TO	395+16	LT/RT										340	
395+74			10.8' LT											1
399+19	TO	401+86	RT	312									312	
399+98			14.2' LT											1
400+39	TO	402+83	LT/RT										536	
405+78	TO	408+19	LT/RT										530	
413+63	TO	413+88	LT/RT	77									77	
414+19	TO	414+67	LT/RT	127									127	
TOTALS				6204	17193	4.0	360	360	360	17193	800	70	7863	10

SIGNING SCHEDULE

LOCATION STA.	LT/RT	SIGN ID	SIGN PANEL T1 SQ FT	SIGN PANEL T2 SQ FT	SIGN PANEL T3 SQ FT	STR STL SIN SUP BA POUND	WOOD SIN SUPPORT FOOT	CONC FOUNDATION CU YD
33+20	46.13' LT	SB-01	9					
33+51	72.82' RT	EB-02		12				
34+50	68.43' LT	WB-03		12				
34+77	47.7' RT	NB-04	9					
34+80	8.3' RT	NB-WP-05	5				16	
35+35	51.5' RT	NB-WP-06	8				16	
37+30	51.6' RT	NB-WP-07	15				18	
39+15	50.4' LT	SB-WP-08 SB-WP-09	11				18	
40+25	50.2' LT	SB-WP-10	8				16	
40+50	60.3' RT	NB-BS(2)-11			120	429		2
40+85	52.9' LT	SB-WP-12	6				16	
41+48	76.5' LT	SB-WP-13	7				16	
41+67	106.6' LT	SB-WP-14	7				16	
41+84	51.2' LT	NB-WP-16 SB-WP-17 EB-WP-18 EB-WP-19	16				18	
41+85	4.8' RT	SB-WP-15	17				19	
42+20	86.6' LT	SB-WP-20	7				16	
42+50	50.0' LT	NB-WP-21 SB-WP-22	18				16	
42+60	50.7' RT	EB-WP-23	8				17	
43+25	67.6' LT	SB-BS(2)-24			53	403		2
44+95	51.1' RT	NB-WP-25	8				16	
48+50	4.0' LT	SB-WP-26	4				16	
51+50	3.9' RT	NB-WP-27	4				16	
53+70	50.3' RT	NB-WP-28	9				17	
55+30	51.6' RT	NB-WP-29	8				16	
55+30	50.8' LT	SB-WP-30	8				16	
56+70	70.2' RT	NB-BS(2)-31			65	403		2
57+30	53.3' RT	NB-WP-32 SB-WP-33	18				16	
57+50	50.8' LT	WB-WP-34	8				17	
57+80	81.5' RT	EB-WP-35	7				16	
58+14	51.5' RT	NB-WP-36 SB-WP-37 WB-WP-38 WB-WP-39	16				18	
58+35	3.3' LT	NB-WP-40	17				19	
58+36	96.5' RT	EB-WP-41	7				16	
58+57	71.5' RT	WB-WP-42	7				16	
59+50	51.7' RT	NB-WP-43	9				17	
59+75	69.3' LT	SB-BS(2)-44			120	429		2
61+75	52.3' RT	NB-WP-45	6				16	
62+85	8.1' RT	SB-WP-46	5				16	
64+00	51.1' RT	NB-WP-47	9				17	
66+50	20.0' LT	SB-WP-48	8				16	
66+50	55.2' RT	NB-WP-49	8				16	
TOTALS			317	24	358	1664	531	8

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BLOOM COMPANIES, LLC Infrastructure Innovation and Ingenuity 150 N. Wacker Drive, Suite 1650 • Chicago, IL 60606 Phone: (312) 878-6500 Fax: (312) 878-9800	USER NAME = fyousef	DESIGNED - TSB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES OF QUANTITIES
		DRAWN - TSB	REVISED -		
	PLOT SCALE = 2.0000 ' / in.	CHECKED - LSA	REVISED -		
	PLOT DATE = 10/7/2020	DATE - 10/7/20	REVISED -		SCALE: N/A SHEET 4 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	20
		CONTRACT NO. 66H15		
	ILLINOIS FED. AID PROJECT			

PAVEMENT MARKING SCHEDULE

LOCATION STA.	TO	STA.	LT/RT	PREFORMED PLASTIC PAVEMENT MARKINGS TYPE B LETTERS AND SYMBOLS SQ FT	PREFORMED PLASTIC PAVEMENT MARKINGS TYPE B - LINE 24" FOOT	POLYUREA PAVEMENT MARKING TYPE I - TYPE D - LINE 8" FOOT	POLYUREA PAVEMENT MARKING TYPE I - LINE 4" FOOT	POLYUREA LINE 6" FOOT	POLYUREA LINE 8" FOOT	POLYUREA LINE 12" FOOT	RAISED REFL PAVT MKR EACH	GROOVING FOR RECESSED PAVEMENT MARKINGS 5" FOOT	GROOVING 7" FOOT	GROOVING 9" FOOT	GROOVING 25" FOOT
22+69	TO	26+02	LT						334					334	
22+70	TO	33+69	LT				1144					1144			
22+74	TO	22+92	RT		24										24
22+92	TO	23+90	RT						99					99	
22+92	TO	33+54	RT				1137					1137			
22+93	TO	24+46	RT				308					308			
23+13			11.7' RT	16											
23+13			11.7' LT	16											
23+67			10.7' RT	16											
23+70	TO	33+36	RT			242								242	
23+91	TO	24+46	RT						14					14	
24+46	TO	30+80	RT				634					634			
24+46			16.3' LT	16											
24+46	TO	30+50	RT				604					604			
24+46	TO	30+50	LT					151					151		
24+47	TO	30+51	RT					151					151		
25+10			6.6' RT	16											
25+47			4.3' RT	16											
25+78	TO		20.2' LT	16											
26+02	TO	29+47	LT						87					87	
27+88			4.3' RT	16											
28+26			3.3' RT	16											
29+61	TO	33+28	LT			92								92	
29+87			4.3' RT	16											
30+25			2.8' RT	16											
30+50	TO	32+36	RT						47					47	
30+80	TO	33+36	LT				514					514			
31+53	TO	33+13	RT							52					
33+36	TO	33+36	RT		45				100					100	45
32+60			4.4' RT	16											
33+13			4.7' RT	16											
33+45	TO	34+51	LT		60										60
33+66	TO	33+94	LT		28										28
33+82			LT						69					69	
33+82	TO	33+86	RT				142					142			
33+87			98.1' LT	16											
33+87	TO	34+39	RT		52										52
33+91			81' RT	16											
33+94	TO	33+98	LT				290					290			
33+98			RT						31					31	
34+14	TO	41+93	LT				923					923			
34+38	TO	42+36	RT				881					881			
34+41	TO	42+02	RT				768					768			
34+41	TO	42+02	RT				764					764			
34+45	TO	37+20	LT						274					274	
34+45	TO	37+90	LT						344					344	
34+45	TO	34+72	RT							31					
34+45	TO	63+24	LT								72				
34+45	TO	48+43	LT			350								350	
34+46	TO	37+20	LT								7				
34+46	TO	37+90	LT								9				
34+69			36.0' LT	16											
34+69			2.3' LT	16											
35+30	TO	48+52	RT			331								331	
35+52	TO	61+52	RT								66				
35+64			36.6' LT	16											
36+17			2.3' LT	16											
36+95			36.8' LT	16											
37+20	TO	39+40	LT						55					55	
37+66			2.6' LT	16											
37+90	TO	40+10	LT						55					55	

PAVEMENT MARKING SCHEDULE

LOCATION STA.	TO	STA.	LT/RT	PREFORMED PLASTIC PAVEMENT MARKINGS TYPE B LETTERS AND SYMBOLS SQ FT	PREFORMED PLASTIC PAVEMENT MARKINGS TYPE B - LINE 24" FOOT	POLYUREA PAVEMENT MARKING TYPE I - TYPE D - LINE 8" FOOT	POLYUREA PAVEMENT MARKING TYPE I - LINE 4" FOOT	POLYUREA LINE 6" FOOT	POLYUREA LINE 8" FOOT	POLYUREA LINE 12" FOOT	RAISED REFL PAVT MKR EACH	GROOVING FOR RECESSED PAVEMENT MARKINGS 5" FOOT	GROOVING 7" FOOT	GROOVING 9" FOOT	GROOVING 25" FOOT
40+97			27.6' RT	26											
40+97			16.2' RT	26											
41+59	TO	41+94	LT						123					123	
41+59	TO	41+94	LT							84					
41+64	TO	41+79	LT		22										22
41+86			78.5' LT	16											
41+94	TO	42+09	LT		16										16
42+02			153.4' LT	12											
42+02			78.5' LT	12											
42+09	TO	42+14	LT				119					119			
42+14	TO	43+09	LT/RT				28					28			
42+14	TO	57+73	LT				1560					1560			
42+50	TO	57+85	RT				1536					1536			
42+50	TO	42+52	RT				133					133			
43+04	TO	57+16	LT/RT				1418					1418			
43+04	TO	57+16	LT/RT				1418					1418			
43+09	TO	46+20	LT						311					311	
43+34			28.0' LT	12											
43+34			16.2' LT	12											
43+34			6.1' LT	16											
44+64			6.3' LT	16											
45+96			6.3' LT	16											
46+20	TO	48+40	LT						55					55	
48+43	TO	51+48	LT						77						
48+52	TO	51+57	LT						77						
51+48	TO	63+24	LT			295								295	
51+57	TO	61+52	RT			249								249	
51+60	TO	53+80	RT						55					55	
53+80	TO	57+11	RT						331		9			331	
54+05			5.3' RT	16											
55+45			5.7' RT	16											
56+87			28.6' RT	26											
56+87			16.8' RT	26											
56+87			5.7' RT	16											
57+11	TO	57+85	LT				23					23			
57+73	TO	57+91	LT				117					117			
57+85	TO	57+90	RT				106					106			
57+90	TO	58+06	RT		17										17
57+97			87.3' RT	26											
58+06	TO	58+42	RT							77					
58+06	TO	58+42	RT						116					116	
58+07	TO	72+46	LT/RT				1507					1507			
58+08	TO	72+46	RT				1495					1495			
58+11			85.5' RT	16											
58+14	TO	63+50	LT				538					538			
58+14	TO	64+39	LT/RT				631					631			
58+20	TO	58+36	RT		23										23
59+42			16.8' LT	12											
59+43			28.4' LT	26											
63+50	TO	68+51	LT/RT				1004					1004			
63+50	TO	69+43	LT								15				
63+50	TO	69+43	RT								13				
64+39	TO	68+51	RT				824					824			
68+51	TO	72+46	RT				395					395			
69+33	TO	72+46	RT					78					78		
69+43	TO	72+50	RT								8				
TOTALS				666	287	1559	20961	380	2654	244	199	20961	380	4059	287

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BLOOM COMPANIES, LLC
Infrastructure Innovation and Ingenuity
150 N. Wacker Drive, Suite 1650 • Chicago, IL 60606
Phone: (312) 876-0500 Fax: (312) 876-9600

USER NAME = fyousef	DESIGNED - TSB	REVISED -
	DRAWN - TSB	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - LSA	REVISED -
PLOT DATE = 10/7/2020	DATE - 10/7/20	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES

SCALE: N/A | SHEET 5 OF 6 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	21

CONTRACT NO. 66H15

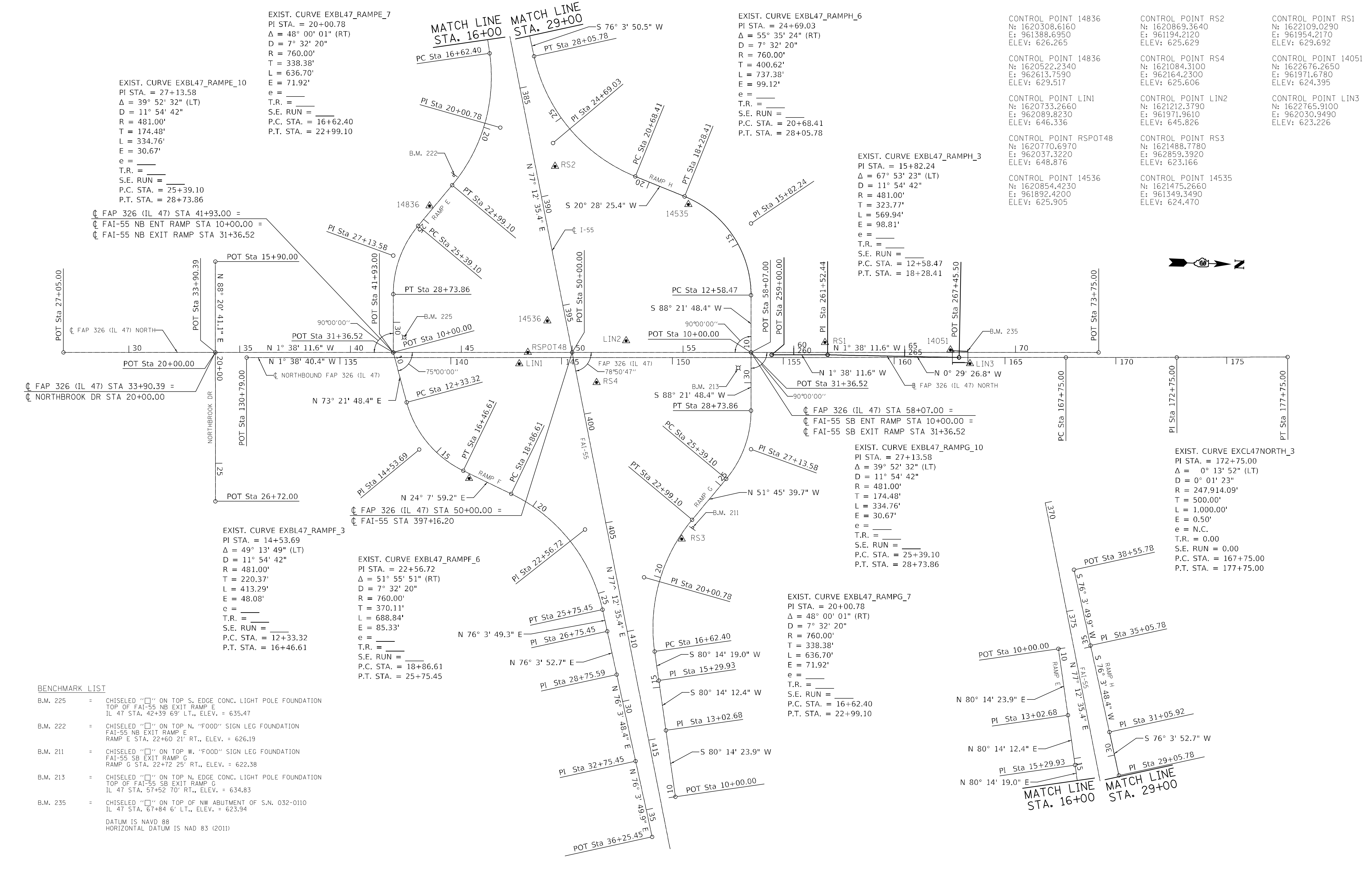
ILLINOIS | FED. AID PROJECT

DRAINAGE SCHEDULE

LOCATION				CONC HDWL REM	PIPE CULVERT REMOV	PRC FLAR END SEC 24	PRC FLAR END SEC 36	METAL FL END SEC 12"	P CUL CL D 2 24	P CUL CL D 2 36	STORM SEWER REM 8	CONC HDWL FOR P DRAIN	PIPE DRAINS 12	PIPE UNDERDR T 3	TY F INLET BOX 610001	PIPE UNDERDRAIN REMOV
STA.	TO	STA.	LT/RT	EACH	FOOT	EACH	EACH	EACH	FOOT	FOOT	FOOT	EACH	FOOT	FOOT	EACH	FOOT
35+07	TO	40+76	LT									2		606		
35+31	TO	41+45	RT									2		667		
39+00	TO	41+00	RT													246
38+40			RT													44
42+64			RT													49
42+00	TO	45+00	LT/RT													602
42+28	TO	48+40	LT									2		662		
42+52	TO	48+54	RT									2		656		
47+00	TO	48+70	RT													171
47+00	TO	48+53	LT													154
48+35			42.50' LT												1	
48+35	TO	48+70	LT										80			
48+53			42.50' RT												1	
48+53	TO	49+04	RT										84			
48+56	TO	48+88	LT								63					
48+70			126.20' LT					1								
48+73	TO	49+12	RT								68					
49+04			111.58' RT					1								
50+85			135.68' LT					1								
50+85	TO	51+47	LT										110			
50+93	TO	51+27	LT								66					
51+11	TO	51+44	RT								60					
51+42			138.46' RT					1								
51+47	TO	53+00	RT													153
51+30	TO	53+00	LT													171
51+42	TO	51+65	RT										96			
51+46	TO	57+70	LT									2		678		
51+60	TO	57+70	RT									2		664		
54+48			LT													39
54+46			RT													39
59+23	TO	66+84	LT									2		816		
59+24	TO	66+84	RT									2		814		
51+47			42.50' LT												1	
51+65			42.50' RT												1	
62+52			LT													45
62+50			RT													38
64+86	TO	65+72	RT							86						
64+86			99.88' RT				1									
64+95			76.40' LT			1										
64+95	TO	65+74	LT						79							
65+04	TO	65+63	LT		60											
65+04	TO	65+76	RT		72											
65+04			75.1' LT	1												
65+04			99.1' RT	1												
65+63			66.9' LT	1												
65+72			102.61' RT				1									
65+74			65.52' LT			1										
65+76			102.8' RT	1												
TOTALS				4	132	2	2	4	79	86	257	16	370	5563	4	1751

SIGNING REMOVAL SCHEDULE

LOCATION		REMOVE SIGN PANEL T1	REMOVE SIGN PANEL T2	REMOVE SIGN PANEL T3
STA.	LT/RT	SQ FT	SQ FT	SQ FT
I-55 RAMP E ALIGNMENT				
30+30	28.5' RT	7		
30+51	26.2' LT	7		
I-55 RAMP F ALIGNMENT				
11+01	22.5' RT		20	
I-55 RAMP G ALIGNMENT				
30+50	26.8' LT	7		
30+46	31.6' RT	7		
30+62	46.2' RT	7		
IL-47 ALIGNMENT				
34+37	72.0' RT	7		
34+88	63.2' RT	8		
35+00	8.1' RT	3		
36+49	58.2' RT	12		
37+62	58.8' LT	7		
37+62	53.6' LT	8		
39+17	60.2' LT	11		
40+26	54.8' LT	8		
40+48	65.5' RT			120
40+84	56.4' LT	6		
41+51	76.0' LT	7		
41+88	49.3' LT	15		
41+82	2.2' RT	11		
42+58	55.6' RT	8		
42+66	53.8' LT	18		
45+08	52.7' RT	8		
48+69	4.6' LT	6		
51+30	4.1' RT	6		
53+79	50.4' RT	9		
55+37	51.6' RT	8		
55+46	50.8' LT	8		
56+80	65.5' RT			60
57+27	53.4' RT	18		
57+59	52.4' LT	8		
58+19	46.7' RT	15		
59+64	53.2' RT	9		
59+85	64.5' LT			120
61+32	53.8' RT	6		
63+22	9.86' RT	3		
63+83	54.5' RT	9		
66+82	48.5' RT	8		
66+83	11.25' LT	8		
TOTALS		293	20	300



EXIST. CURVE EXBL47_RAMPE_7
PI STA. = 20+00.78
Δ = 48° 00' 01" (RT)
D = 7° 32' 20"
R = 760.00'
T = 338.38'
L = 636.70'
E = 71.92'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 16+62.40
P.T. STA. = 22+99.10

EXIST. CURVE EXBL47_RAMPE_10
PI STA. = 27+13.58
Δ = 39° 52' 32" (LT)
D = 11° 54' 42"
R = 481.00'
T = 174.48'
L = 334.76'
E = 30.67'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 25+39.10
P.T. STA. = 28+73.86

EXIST. CURVE EXBL47_RAMPH_6
PI STA. = 24+69.03
Δ = 55° 35' 24" (RT)
D = 7° 32' 20"
R = 760.00'
T = 400.62'
L = 737.38'
E = 99.12'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 20+68.41
P.T. STA. = 28+05.78

EXIST. CURVE EXBL47_RAMPH_3
PI STA. = 15+82.24
Δ = 67° 53' 23" (LT)
D = 11° 54' 42"
R = 481.00'
T = 323.77'
L = 569.94'
E = 98.81'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 12+58.47
P.T. STA. = 18+28.41

CONTROL POINT 14836
N: 1620308.6160
E: 961388.6950
ELEV: 626.265

CONTROL POINT RS2
N: 1620869.3640
E: 961194.2120
ELEV: 625.629

CONTROL POINT RS1
N: 1622109.0290
E: 961954.2170
ELEV: 629.692

CONTROL POINT 14836
N: 1620522.2340
E: 962613.7590
ELEV: 629.517

CONTROL POINT RS4
N: 1621084.3100
E: 962164.2300
ELEV: 625.606

CONTROL POINT 14051
N: 1622676.2650
E: 961971.6780
ELEV: 624.395

CONTROL POINT LIN1
N: 1620733.2660
E: 962089.8230
ELEV: 646.336

CONTROL POINT LIN2
N: 1621212.3790
E: 961971.9610
ELEV: 645.826

CONTROL POINT LIN3
N: 1622765.9100
E: 962030.9490
ELEV: 623.226

CONTROL POINT RSPOT48
N: 1620770.6970
E: 962037.3220
ELEV: 648.876

CONTROL POINT RS3
N: 1621488.7780
E: 962859.3920
ELEV: 623.166

CONTROL POINT 14536
N: 1620854.4230
E: 961892.4200
ELEV: 625.905

CONTROL POINT 14535
N: 1621475.2660
E: 961349.3490
ELEV: 624.470

EXIST. CURVE EXBL47_RAMPG_10
PI STA. = 27+13.58
Δ = 39° 52' 32" (LT)
D = 11° 54' 42"
R = 481.00'
T = 174.48'
L = 334.76'
E = 30.67'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 25+39.10
P.T. STA. = 28+73.86

EXIST. CURVE EXCL47NORTH_3
PI STA. = 172+75.00
Δ = 0° 13' 52" (LT)
D = 0° 01' 23"
R = 247,914.09'
T = 500.00'
L = 1,000.00'
E = 0.50'
e = N.C.
T.R. = 0.00
S.E. RUN = 0.00
P.C. STA. = 167+75.00
P.T. STA. = 177+75.00

EXIST. CURVE EXBL47_RAMPF_3
PI STA. = 14+53.69
Δ = 49° 13' 49" (LT)
D = 11° 54' 42"
R = 481.00'
T = 220.37'
L = 413.29'
E = 48.08'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 12+33.32
P.T. STA. = 16+46.61

EXIST. CURVE EXBL47_RAMPF_6
PI STA. = 22+56.72
Δ = 51° 55' 51" (RT)
D = 7° 32' 20"
R = 760.00'
T = 370.11'
L = 688.84'
E = 85.33'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 18+86.61
P.T. STA. = 25+75.45

EXIST. CURVE EXBL47_RAMPG_7
PI STA. = 20+00.78
Δ = 48° 00' 01" (RT)
D = 7° 32' 20"
R = 760.00'
T = 338.38'
L = 636.70'
E = 71.92'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 16+62.40
P.T. STA. = 22+99.10

BENCHMARK LIST

B.M. 225	=	CHISELED "□" ON TOP S. EDGE CONC. LIGHT POLE FOUNDATION TOP OF FAI-55 NB EXIT RAMP E IL 47 STA. 42+39 69' LT., ELEV. = 635.47
B.M. 222	=	CHISELED "□" ON TOP N. "FOOD" SIGN LEG FOUNDATION FAI-55 NB EXIT RAMP E RAMP E STA. 22+60 21' RT., ELEV. = 626.19
B.M. 211	=	CHISELED "□" ON TOP W. "FOOD" SIGN LEG FOUNDATION FAI-55 SB EXIT RAMP G RAMP G STA. 22+72 25' RT., ELEV. = 622.38
B.M. 213	=	CHISELED "□" ON TOP N. EDGE CONC. LIGHT POLE FOUNDATION TOP OF FAI-55 SB EXIT RAMP G IL 47 STA. 57+52 70' RT., ELEV. = 634.83
B.M. 235	=	CHISELED "□" ON TOP OF NW ABUTMENT OF S.N. 032-0110 IL 47 STA. 67+84 6' LT., ELEV. = 623.94

DATUM IS NAVD 88
HORIZONTAL DATUM IS NAD 83 (2011)

MODEL: Default
FILE NAME: V:\4363 - I-55 and IL 47 Interchange (Bloom-IDOT D3)\CADD\CADD Sheets\D366H15-ATB-1.dgn

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USER NAME = BDeCraene	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 400.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/2/2020	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 326 (IL 47)
ALIGNMENT, TIES & BENCHMARKS

SCALE: 1"=200' | SHEET 1 OF 4 SHEETS | STA. N/A TO STA. N/A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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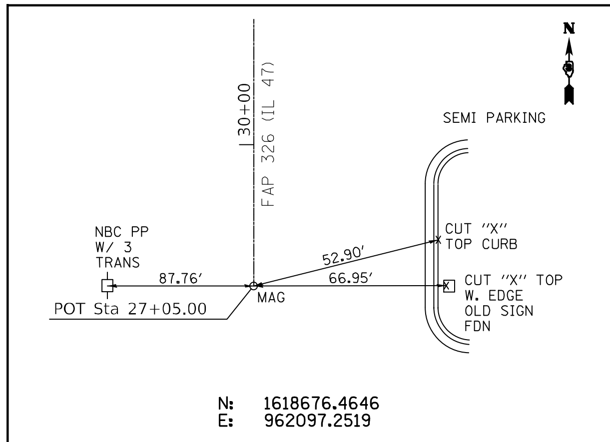
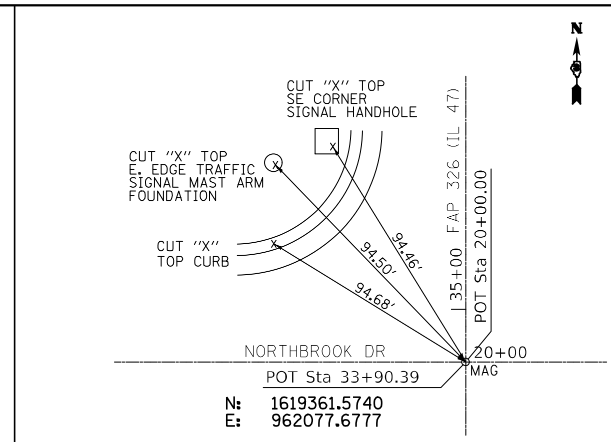
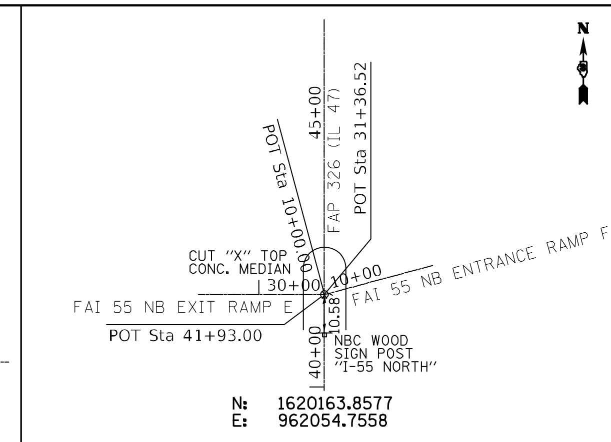
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		



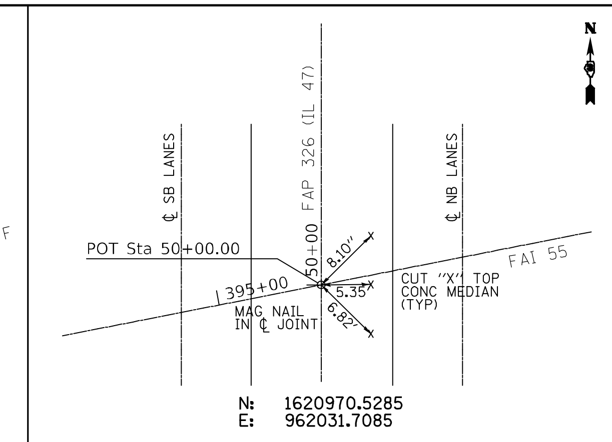
FAP 326 (IL 47) P.O.T. 27 + 05.00



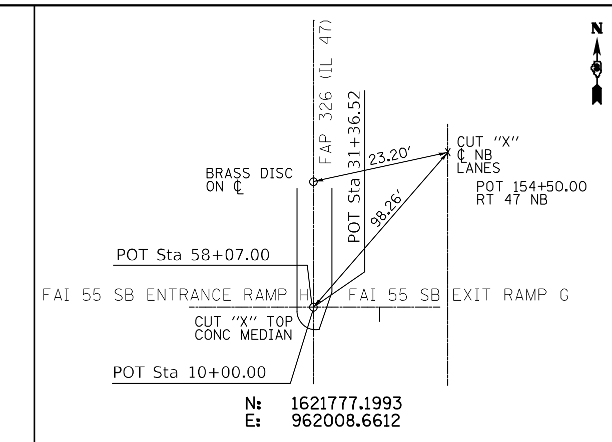
FAP 326 (IL 47) P.O.T. 33 + 90.39



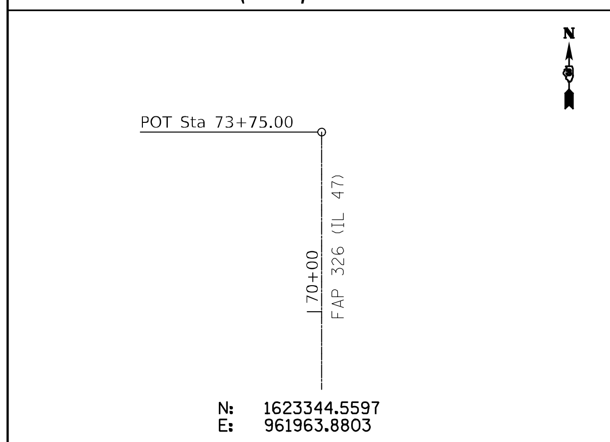
FAP 326 (IL 47) P.O.T. 41 + 93.00



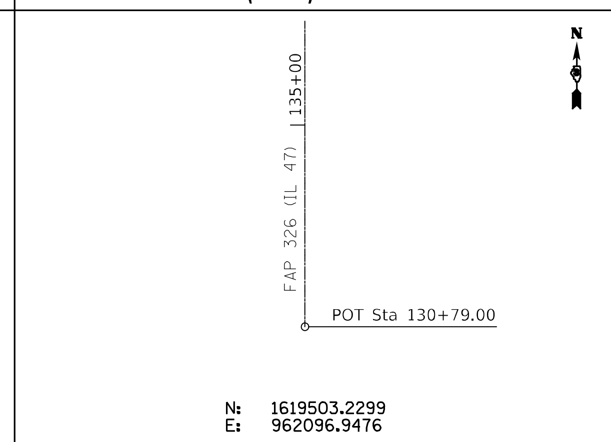
FAP 326 (IL 47) P.O.T. 50 + 00.00



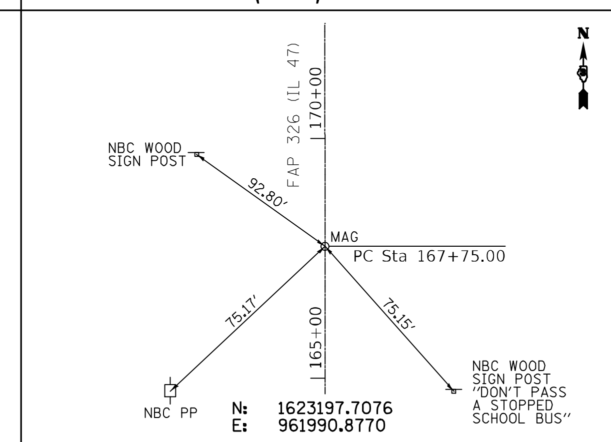
FAP 326 (IL 47) P.O.T. 58 + 07.00



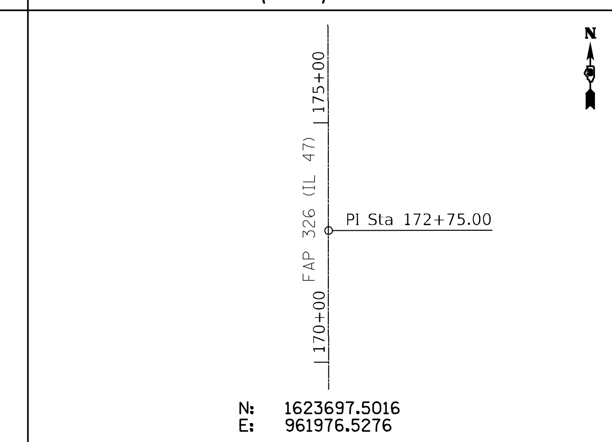
FAP 326 (IL 47) P.O.T. 73 + 75.00



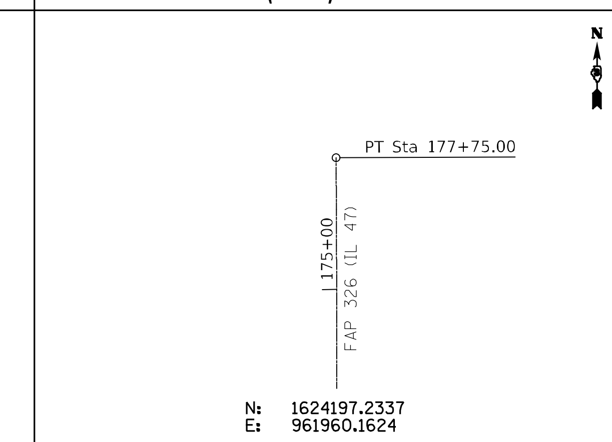
NORTHBOUND FAP 326 (IL 47) P.O.T. 130 + 79.00



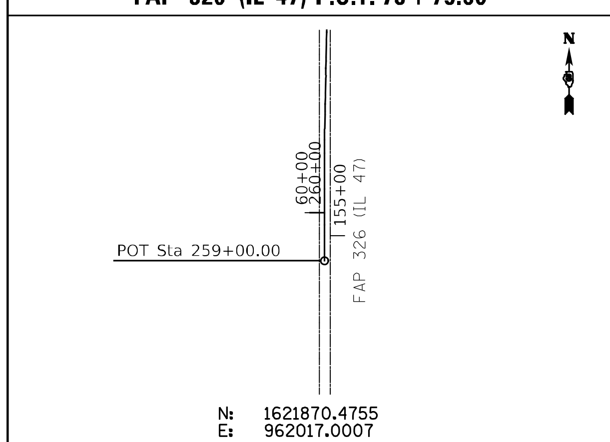
NORTHBOUND FAP 326 (IL 47) P.C. 167 + 75.00



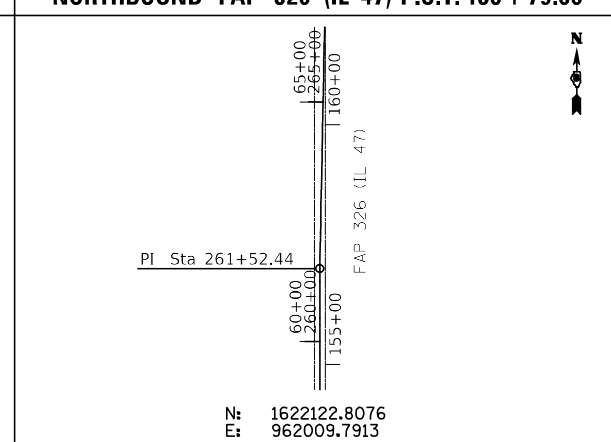
NORTHBOUND FAP 326 (IL 47) P.I. 172 + 75.00



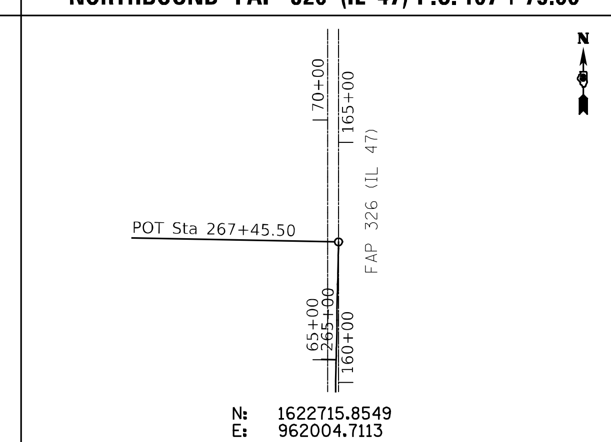
NORTHBOUND FAP 326 (IL 47) P.T. 177 + 75.00



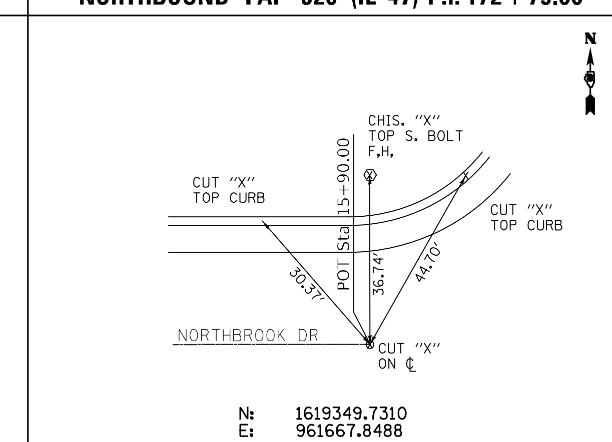
FAP 326 (IL 47) NORTH P.O.T. 259 + 00.00



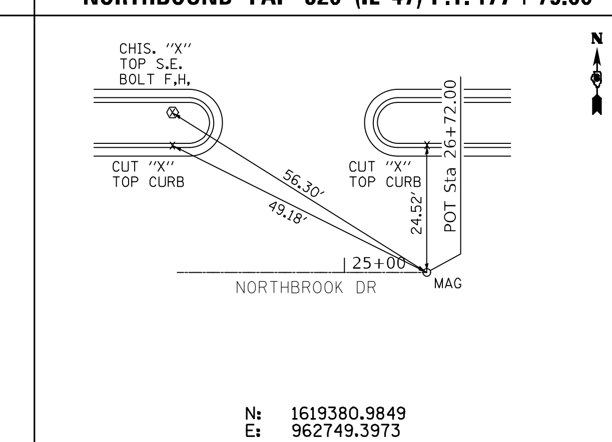
FAP 326 (IL 47) NORTH P.I. 261 + 52.44



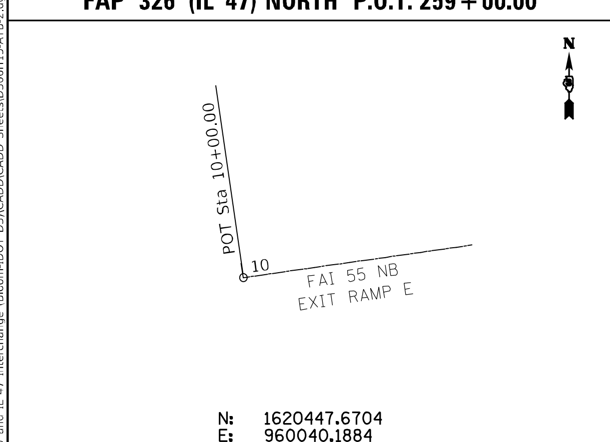
FAP 326 (IL 47) NORTH P.O.T. 267 + 45.50



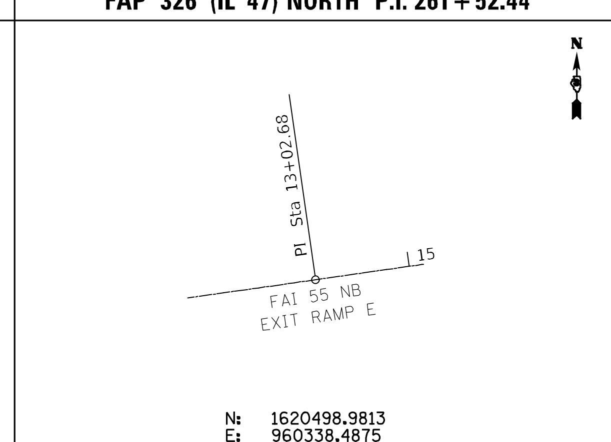
NORTHBROOK DR P.O.T. 15 + 90.00



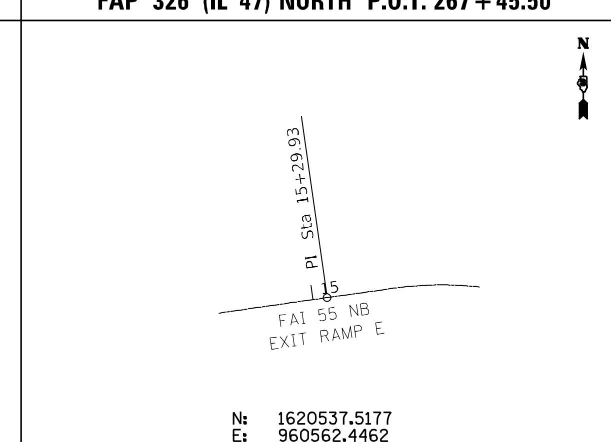
NORTHBROOK DR P.O.T. 26 + 72.00



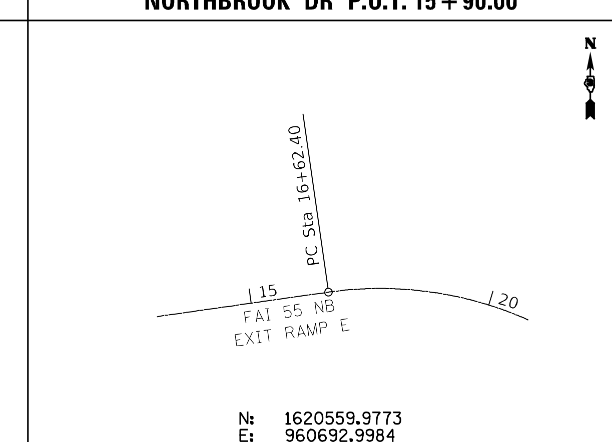
FAI 55 NB ENTRANCE RAMP E P.O.T. 10 + 00.00



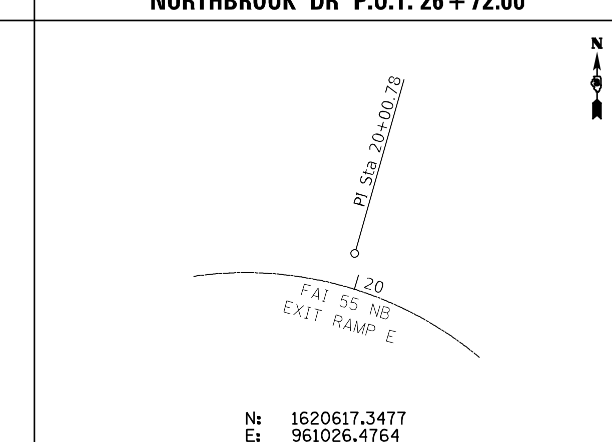
FAI 55 NB EXIT RAMP E P.I. 13 + 02.68



FAI 55 NB EXIT RAMP E P.I. 15 + 29.93



FAI 55 NB EXIT RAMP E P.C. 16 + 62.40



FAI 55 NB EXIT RAMP E P.I. 20 + 00.78

MODEL: Default
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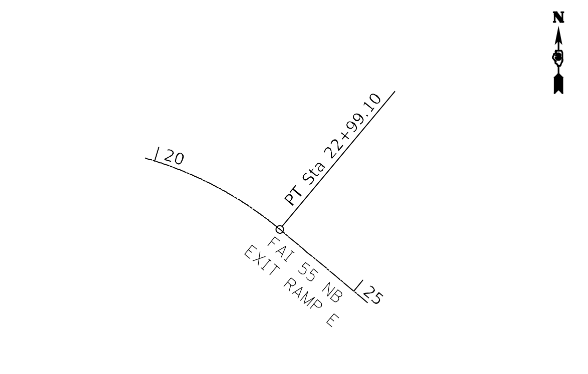
USER NAME = BDeCraene	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 400.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/2/2020	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 326 (IL 47)
ALIGNMENT, TIES & BENCHMARKS

SCALE: 1"=200' | SHEET 2 OF 4 SHEETS | STA. N/A TO STA. N/A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	24
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		



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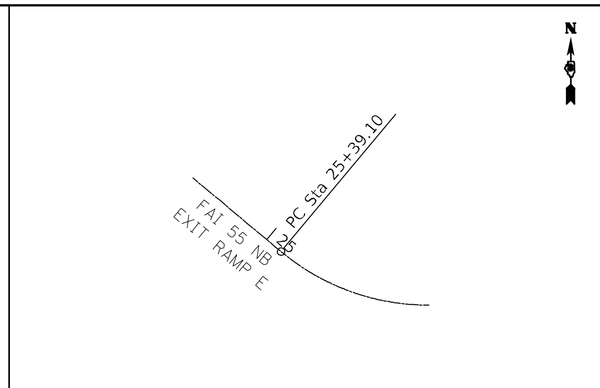
E: 961292.2497

FAI 55 NB EXIT RAMP E P.T. 22 + 99.10



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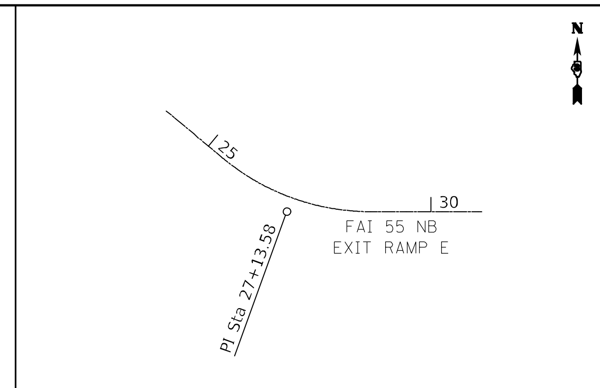
FAI 55 NB EXIT RAMP E P.C. 25 + 39.10



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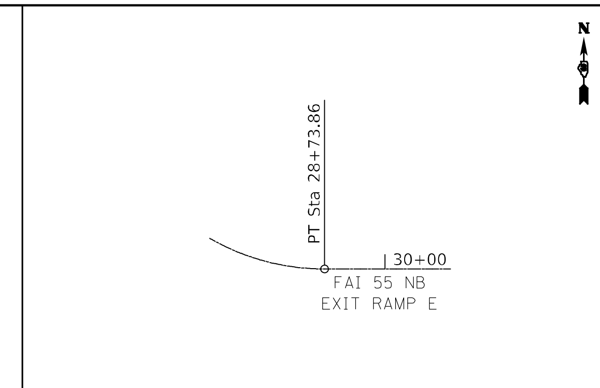
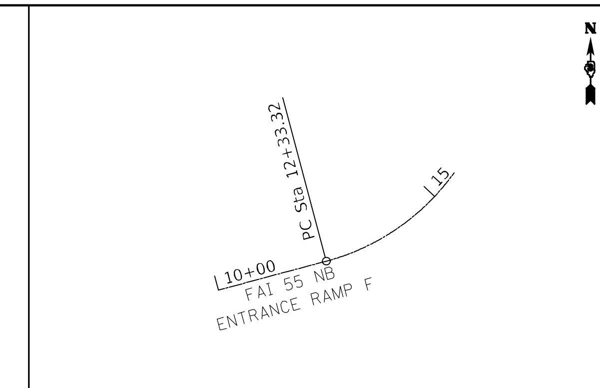
FAI 55 NB EXIT RAMP E P.I. 27 + 13.58



N: 1620156.3563
E: 961792.2029

FAI 55 NB EXIT RAMP E P.T. 28 + 73.86



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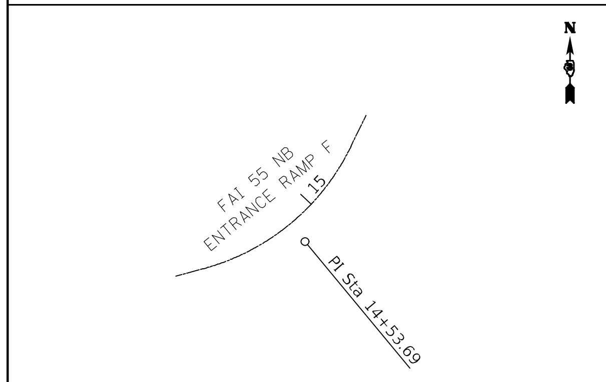

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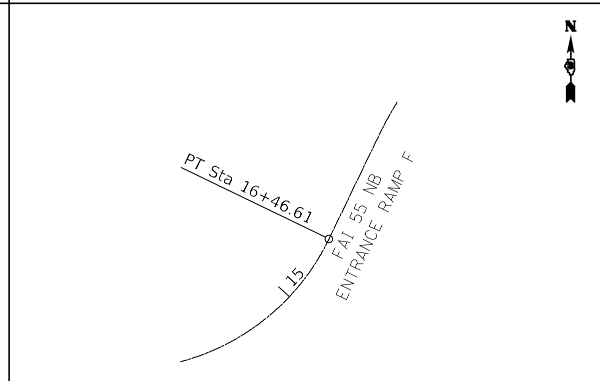
E: 962489.4573

FAI 55 NB ENTRANCE RAMP F P.I. 14 + 53.69



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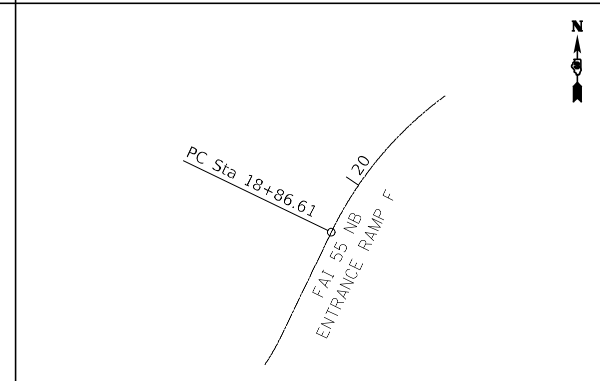

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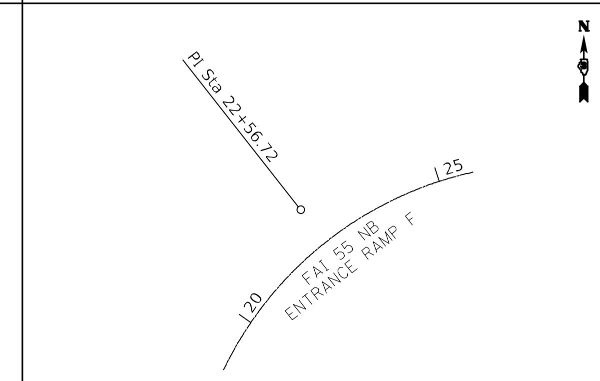
FAI 55 NB ENTRANCE RAMP F P.C. 18 + 86.61



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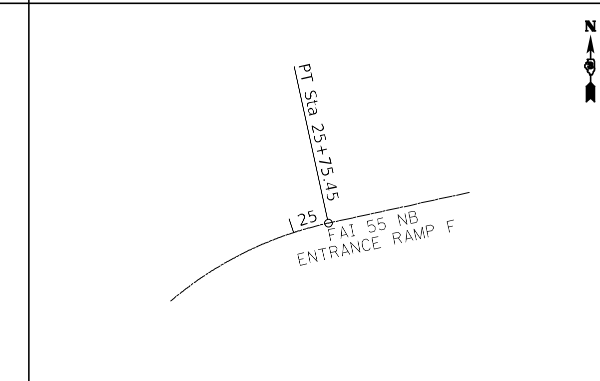
FAI 55 NB ENTRANCE RAMP F P.I. 22 + 56.72



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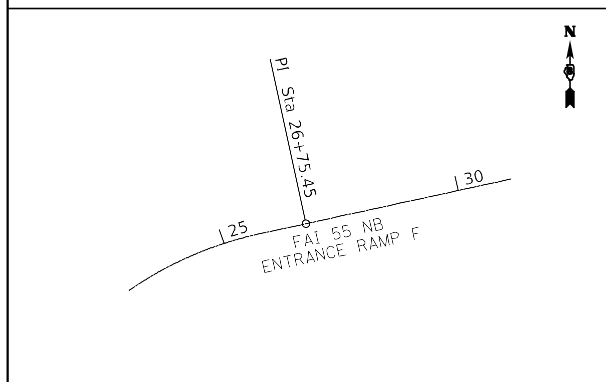

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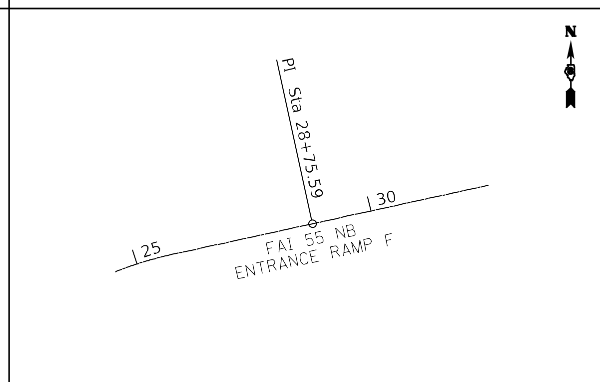
FAI 55 NB ENTRANCE RAMP F P.I. 26 + 75.45



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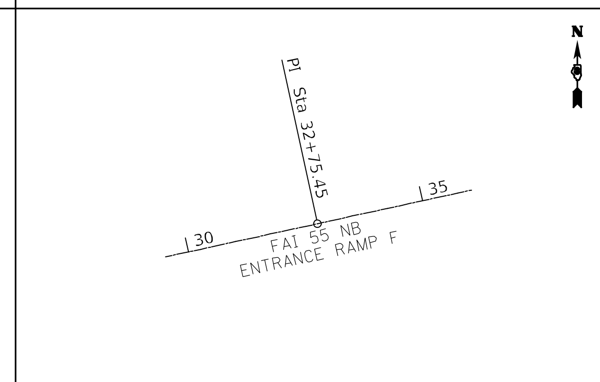

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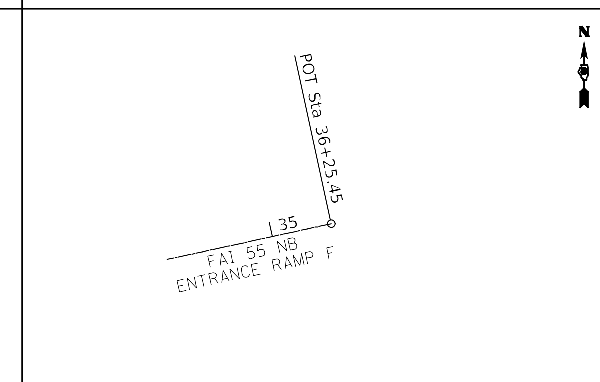

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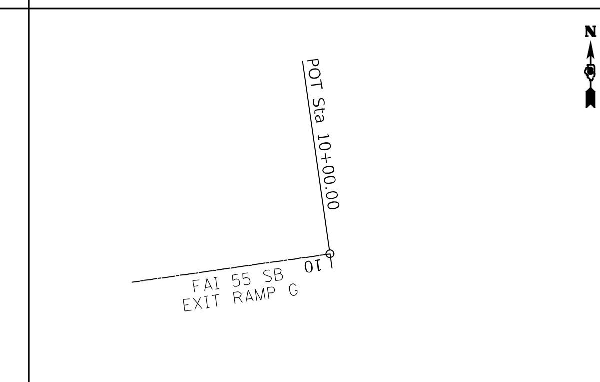
E: 964207.3134

FAI 55 NB ENTRANCE RAMP F P.O.T. 36 + 25.45



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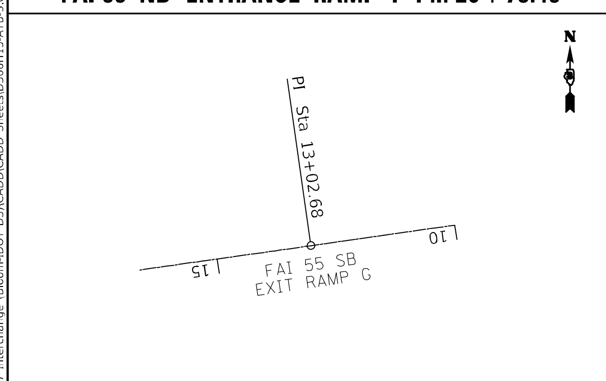
FAI 55 SB EXIT RAMP G P.O.T. 10 + 00.00



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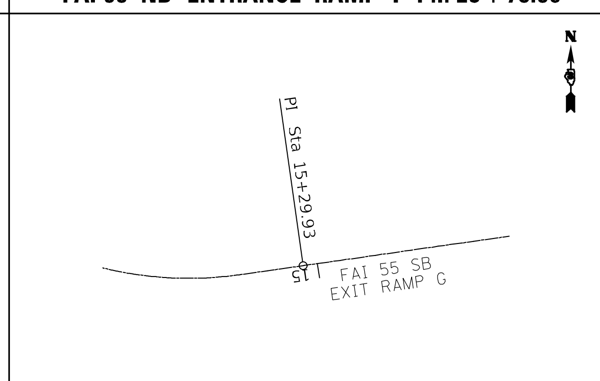

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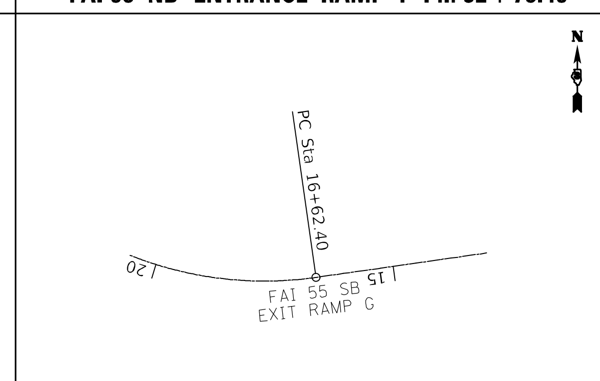

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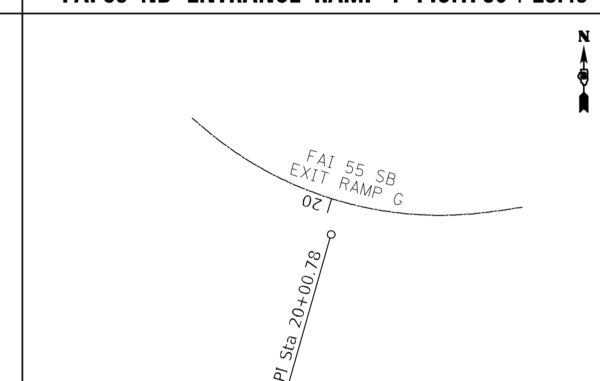

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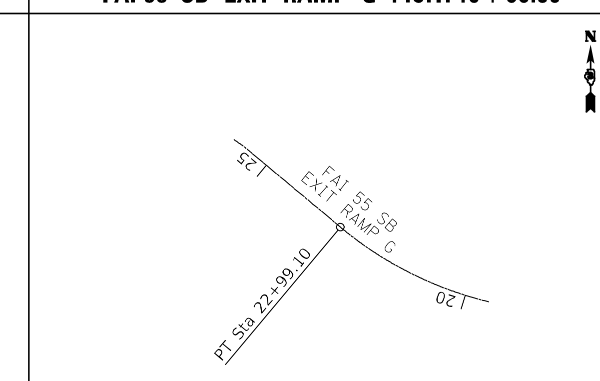

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FAI 55 SB EXIT RAMP G P.T. 22 + 99.10

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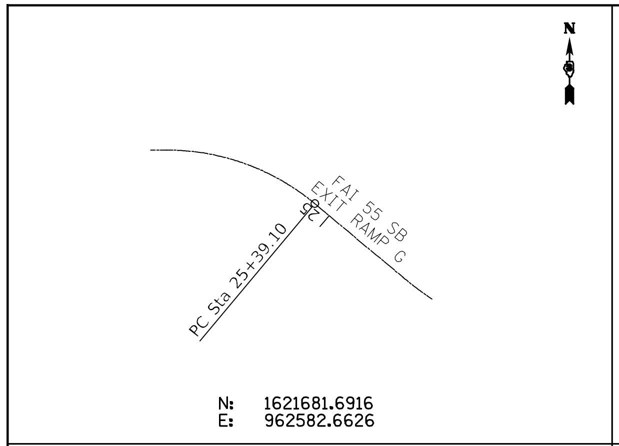
	PLOT SCALE = 400.0000 ' / in.	CHECKED -	REVISED -		
	PLOT DATE = 10/2/2020	DATE -	REVISED -		SCALE: 1"=200' SHEET 3 OF 4 SHEETS STA. N/A TO STA. N/A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	25
CONTRACT NO. 66H15				
ILLINOIS FED. AID PROJECT				



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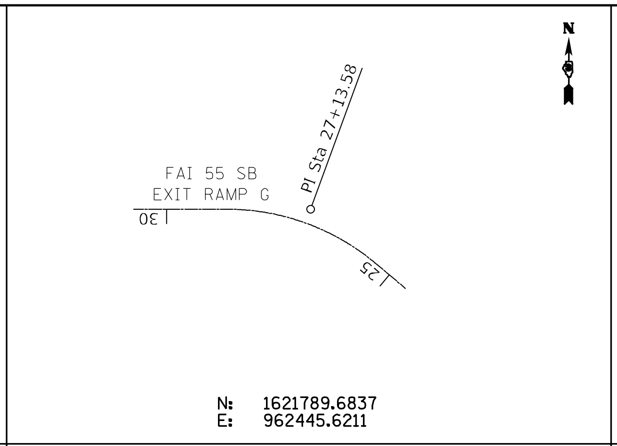

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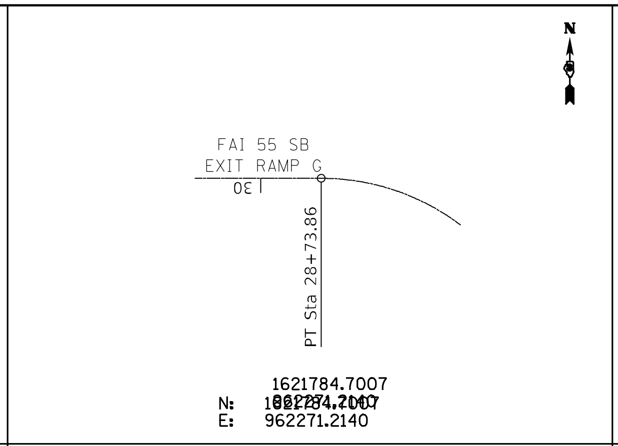

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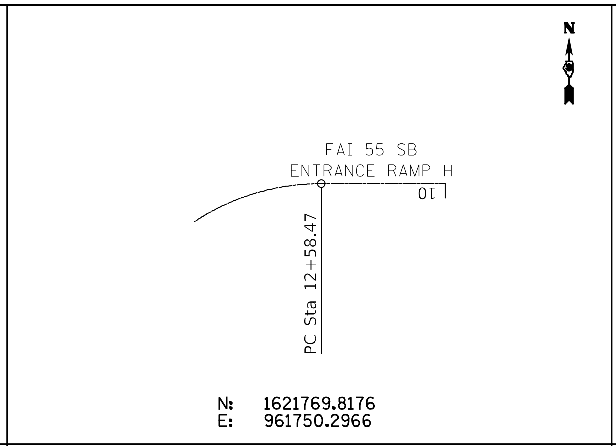

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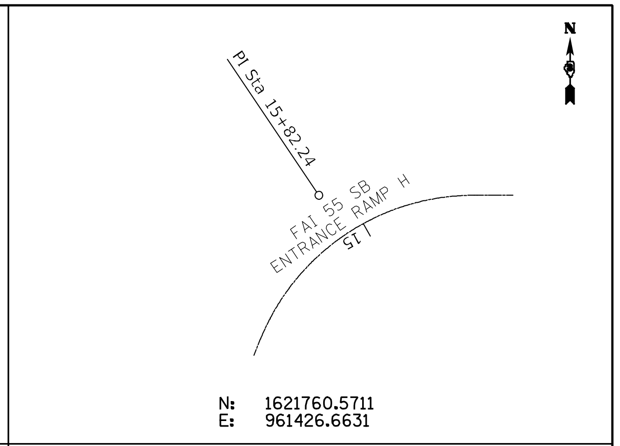

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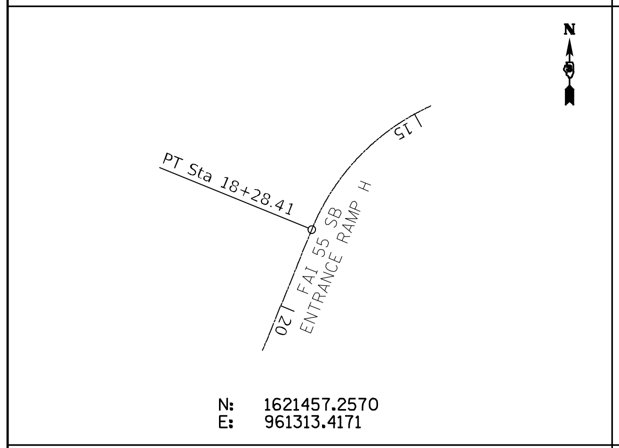

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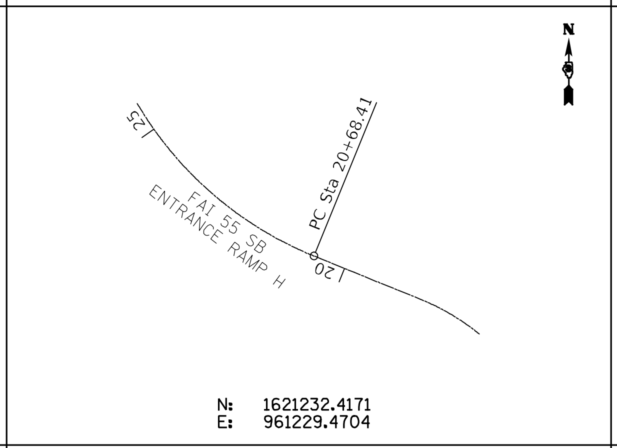

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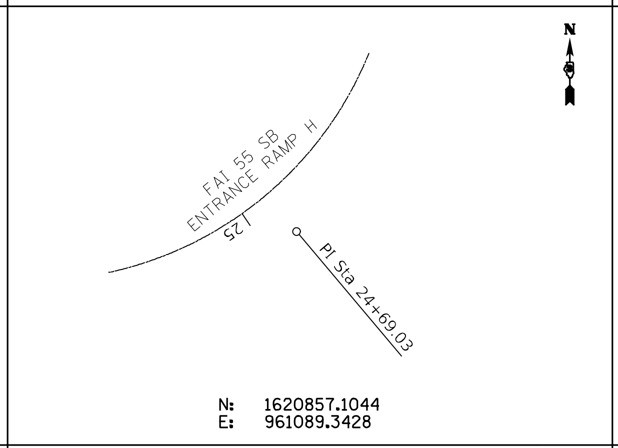

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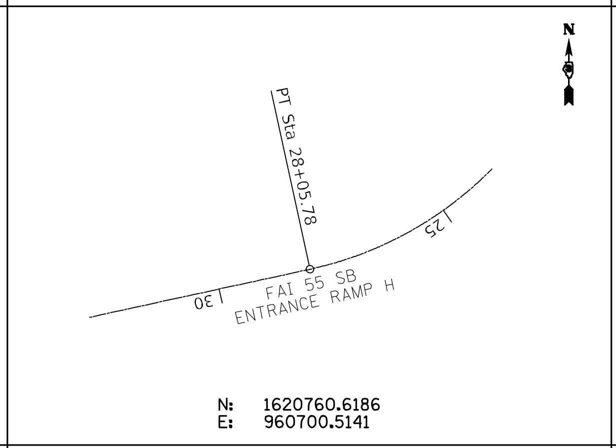

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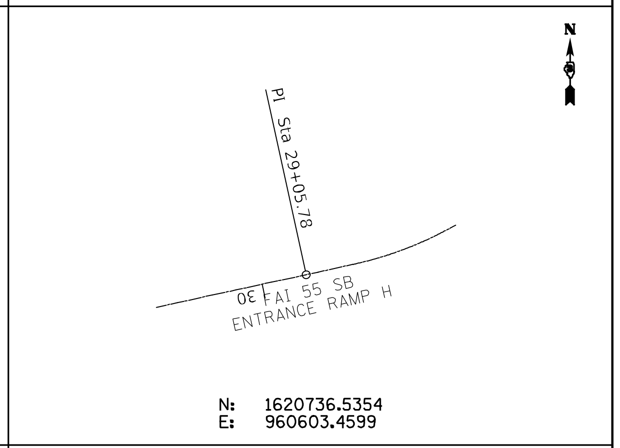

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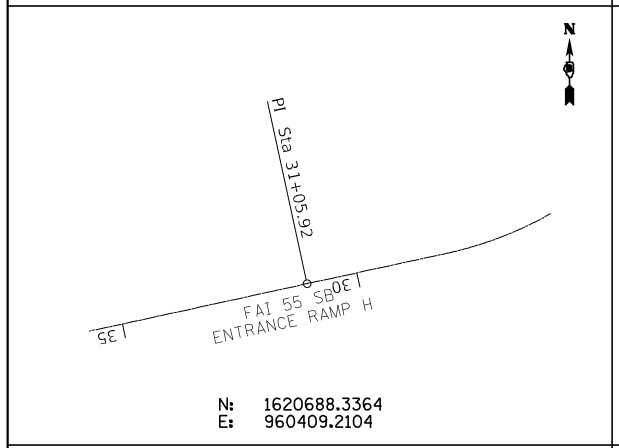

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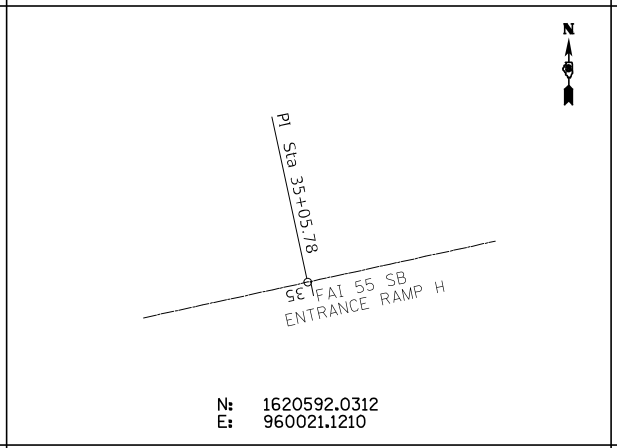

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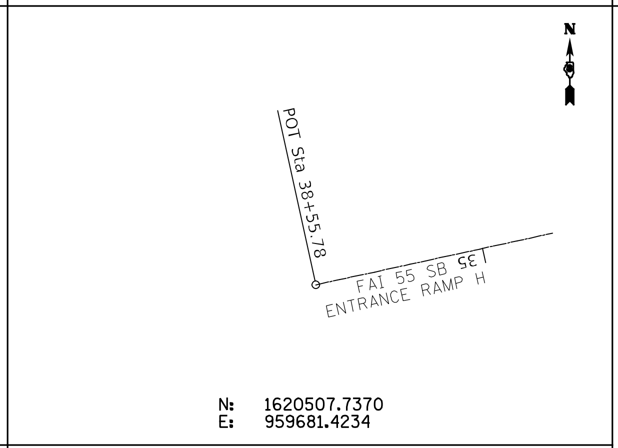

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STATE OF ILLINOIS
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FAP 326 (IL 47)
ALIGNMENT, TIES & BENCHMARKS

SCALE: 1"=200' | SHEET 4 OF 4 SHEETS | STA. N/A TO STA. N/A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	26
		CONTRACT NO. 66H15		
		ILLINOIS	FED. AID PROJECT	

MONUMENT NUMBER	DESCRIPTION	APPROXIMATE LOCATION	EXISTING MONUMENT TYPE	PROPOSED MONUMENT TYPE	MONUMENT RECORD TO BE RECORDED	RESPONSIBILITY
055001	WEST QTR CORNER SECTION 34, T31N, R7E, 3RD PM	ON BRIDGE EAST LANE NB ILL 47	NAIL STEM	CUT CROSS	YES	2
POT339039	POT STA 33+90.39 (ILL 47)	= STA 20+00.00 NORTHBROOK DR	MAG NAIL	TYPE 1	NO	1
POT500000	POT STA 50+00.00 (ILL 47)	= STA 397+16.20 (FAI 55)	MAG NAIL	TYPE 1	NO	1
PI2615244	PI STA 261+52.44 (ILL 47)			TYPE 1*	NO	1
	*MAY BE ON OR NEXT TO A RAISED CURB. SET A CUT CROSS OR DRILL HOLE IF SETTING THE PSM IS NOT POSSIBLE.					
PI1727500	PI STA 172+75.22			TYPE 1	NO	1

UNKNOWN MONUMENTS SET BY OTHERS MAY EXIST. IF FOUND, R.E. WILL DIRECT PLATS AND PLANS TO TO GPS ANY MONUMENT SUBJECT TO DESTRUCTION FROM THE BRIDGE REPLACEMENT WORK FOR THE PURPOSE OF RESETTING IT AFTER JOB COMPLETION.

R.E. WILL DIRECT PLATS AND PLANS TO SEARCH FOR ADDITIONAL MONUMENTS IF THE CONSTRUCTION LIMITS ARE EXPANDED DURING CONSTRUCTION.

UPON PAVING COMPLETION, R.E. WILL DIRECT PLATS AND PLANS PERSONNEL TO STAKE THE LOCATION(S) FOR TYPE 1 MONUMENT CORING.

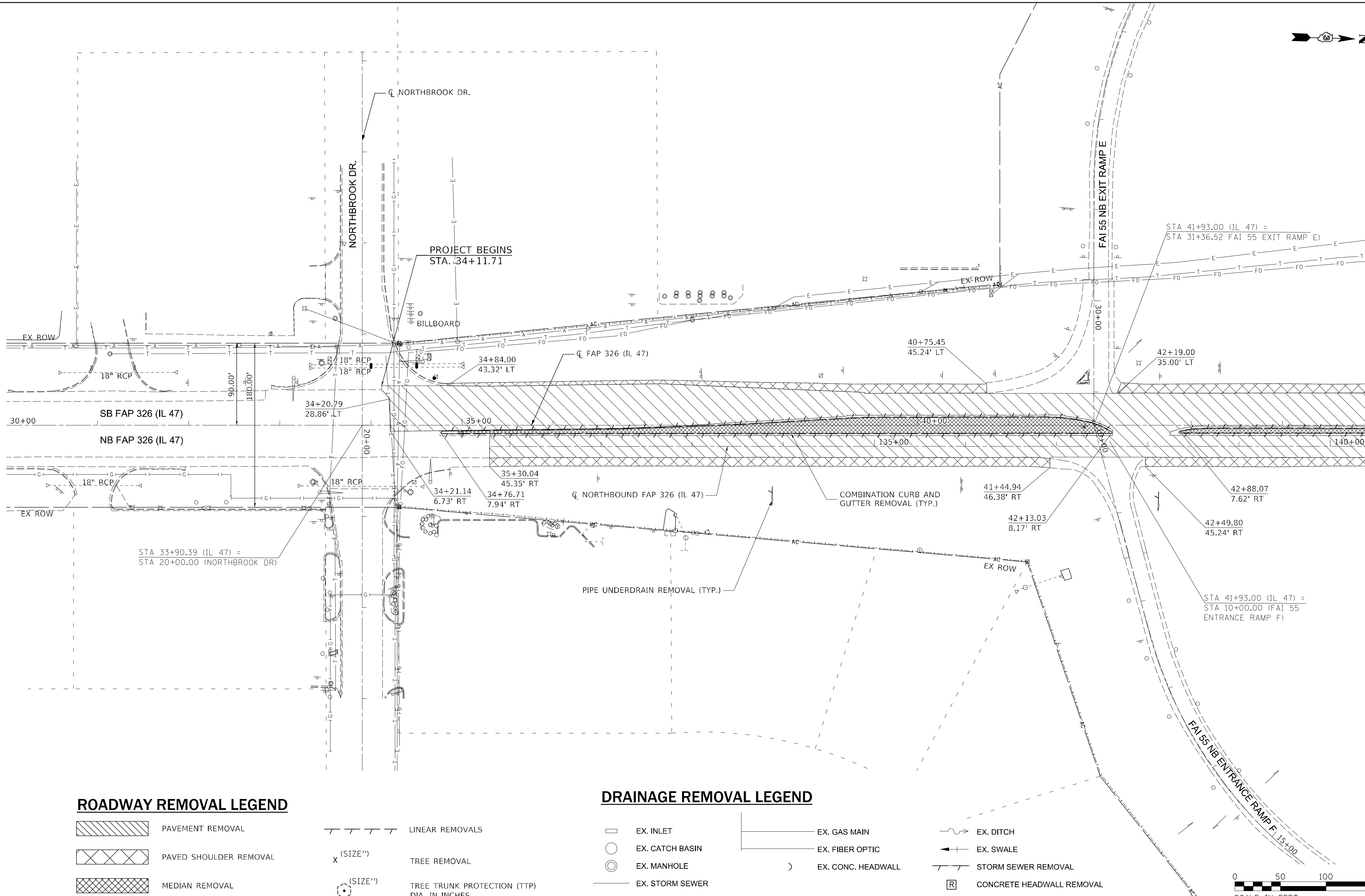
PLATS AND PLANS WILL PREPARE AND RECORD THE REQUIRED MONUMENT RECORD.

NOTE: FOR BIDDING PURPOSES, NO CONTRACTED LAND SURVEYING SERVICES WILL BE REQUIRED FOR SETTING THE LISTED PERMANENT SURVEY MARKERS.

RESPONSIBILITY:

1) RESIDENT TO RE-ESTABLISH MONUMENT (PAY ITEM REQUIRED. PERMANENT SURVEY MARKER, TYPE 1)

2) PLATS AND PLANS TO RE-ESTABLISH MONUMENT



ROADWAY REMOVAL LEGEND

(hatch)	PAVEMENT REMOVAL
(cross-hatch)	PAVED SHOULDER REMOVAL
(double cross-hatch)	MEDIAN REMOVAL
	LINEAR REMOVALS
x (SIZE'')	TREE REMOVAL
(SIZE'')	TREE TRUNK PROTECTION (TTP) DIA. IN INCHES

DRAINAGE REMOVAL LEGEND

EX. INLET	EX. GAS MAIN
EX. CATCH BASIN	EX. FIBER OPTIC
EX. MANHOLE	EX. CONC. HEADWALL
EX. STORM SEWER	EX. DITCH
	EX. SWALE
	STORM SEWER REMOVAL
R	CONCRETE HEADWALL REMOVAL

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 326 (IL 47)
REMOVAL PLANS

SCALE: 1"=50' | SHEET 1 OF 3 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	27
		CONTRACT NO. 66H15		
	ILLINOIS	FED. AID PROJECT		

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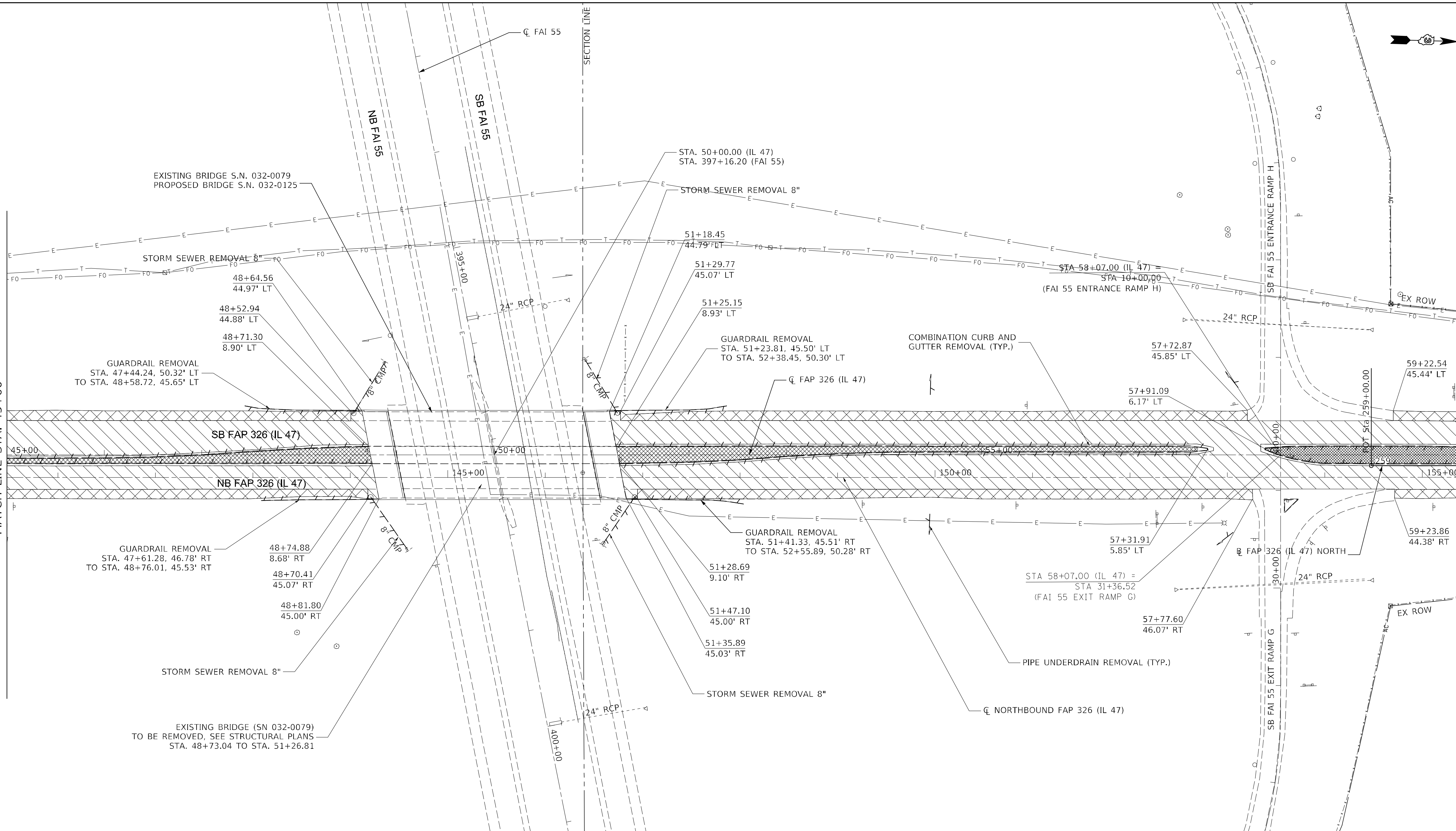

ROADWAY REMOVAL LEGEND

- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- MEDIAN REMOVAL
- LINEAR REMOVALS
- X (SIZE") TREE REMOVAL
- (SIZE") TREE TRUNK PROTECTION (TTP) DIA. IN INCHES

DRAINAGE REMOVAL LEGEND

- EX. INLET
- EX. CATCH BASIN
- EX. MANHOLE
- EX. STORM SEWER
- EX. GAS MAIN
- EX. FIBER OPTIC
- EX. CONC. HEADWALL
- EX. DITCH
- EX. SWALE
- STORM SEWER REMOVAL
- R CONCRETE HEADWALL REMOVAL

0 50 100 150
SCALE IN FEET

MODEL: Default
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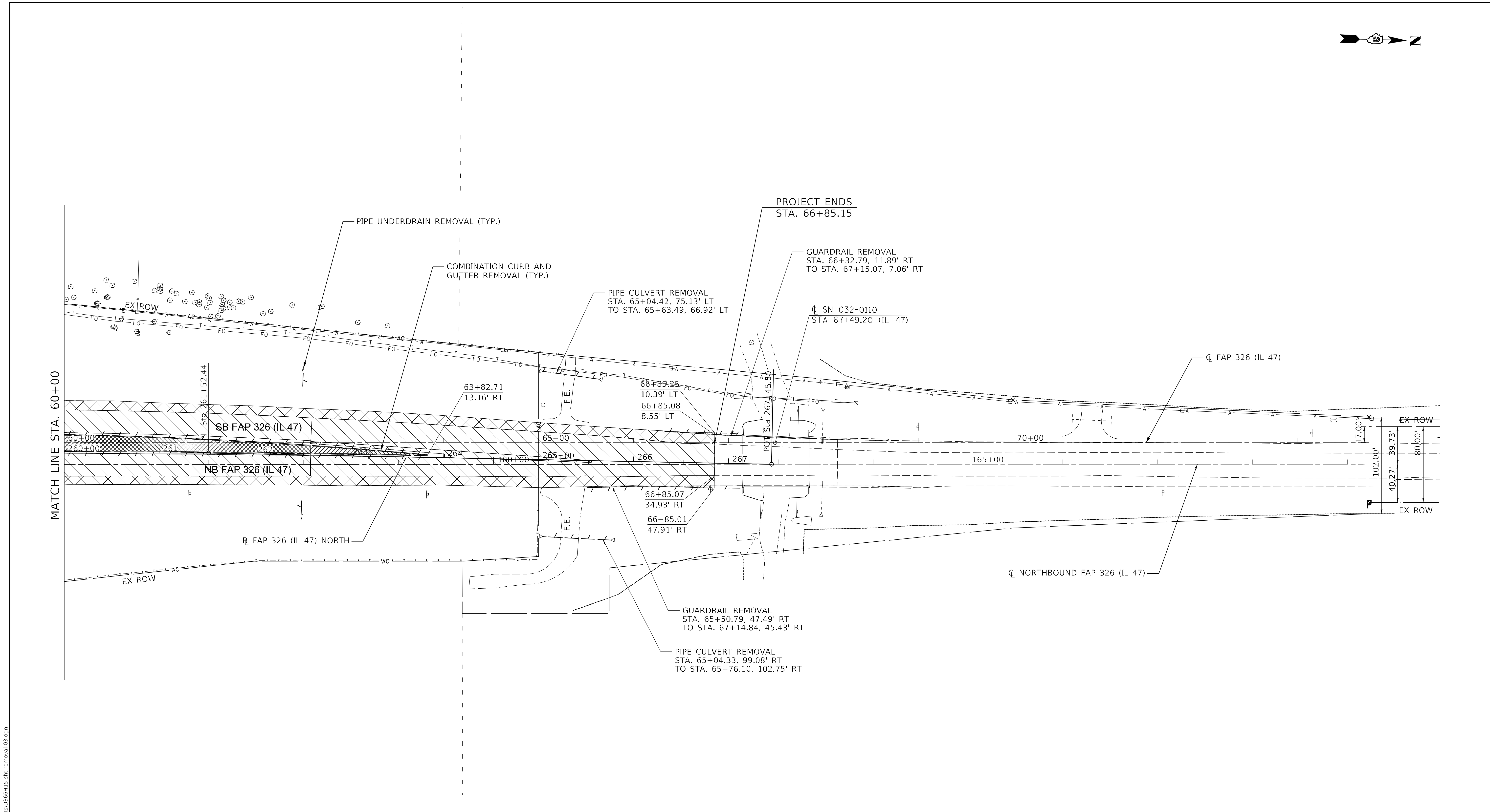
DEPARTMENT OF TRANSPORTATION

FAP 326 (IL 47)
REMOVAL PLANS

SCALE: 1"=50' | SHEET 2 OF 3 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	28
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		



ROADWAY REMOVAL LEGEND

PAVEMENT REMOVAL	LINEAR REMOVALS
PAVED SHOULDER REMOVAL	X (SIZE") TREE REMOVAL
MEDIAN REMOVAL	(SIZE") TREE TRUNK PROTECTION (TTP) DIA. IN INCHES

DRAINAGE REMOVAL LEGEND

EX. INLET	EX. GAS MAIN	EX. DITCH
EX. CATCH BASIN	EX. FIBER OPTIC	EX. SWALE
EX. MANHOLE	EX. CONC. HEADWALL	STORM SEWER REMOVAL
EX. STORM SEWER		R CONCRETE HEADWALL REMOVAL

0 50 100 150
SCALE IN FEET

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STATE OF ILLINOIS
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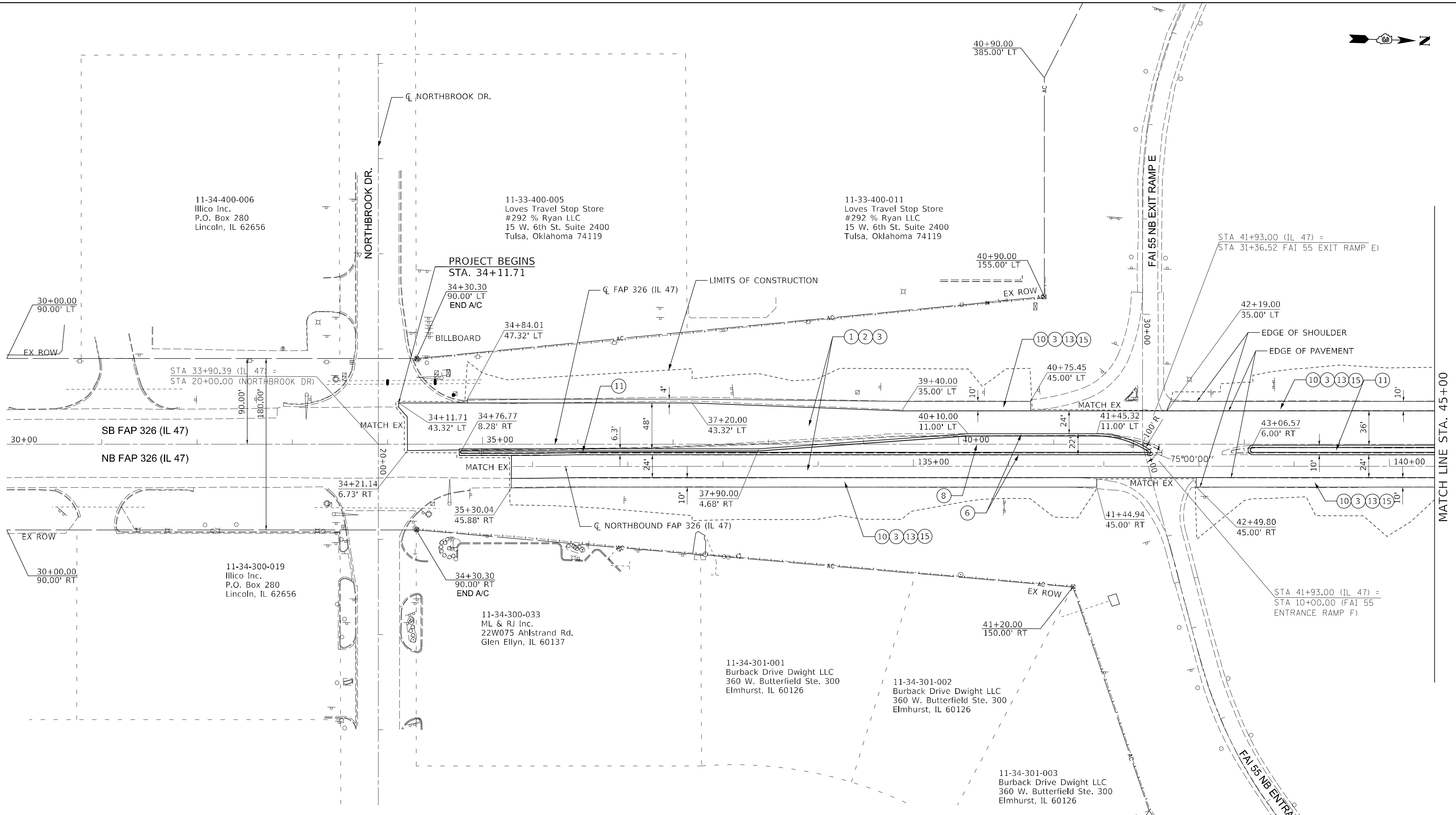
FAP 326 (IL 47)
REMOVAL PLANS

SCALE: 1"=50' | SHEET 3 OF 3 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	29
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		



PROPOSED ROADWAY LEGEND

1. PORTLAND CEMENT CONCRETE PAVEMENT 10 1/4" (JOINTED)
2. STABILIZED SUBBASE, HOT-MIX ASPHALT, 4"
3. AGGREGATE SUBGRADE IMPROVEMENT 12"
4. TRAFFIC BARRIER TERMINAL, TYPE 6
5. EARTH SHOULDER
6. COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
7. STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
8. CONCRETE MEDIAN SURFACE, 4 INCH
9. TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
10. PORTLAND CEMENT CONCRETE SHOULDERS 10 1/4"
11. CONCRETE MEDIAN, TYPE SB-6.24
12. AGGREGATE SURFACE COURSE, TYPE B
13. SHOULDER RUMBLE STRIPS, 16 INCH (PER STANDARD 642001)
14. LINEAR DELINEATOR PANELS, 4 INCH
15. SUBBASE GRANULAR MATERIAL, TYPE C

0 50 100 150
SCALE IN FEET

MODEL: Default
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STATE OF ILLINOIS
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FAP 326 (IL 47)
PROPOSED ROADWAY PLAN

SCALE: 1"=50' SHEET 1 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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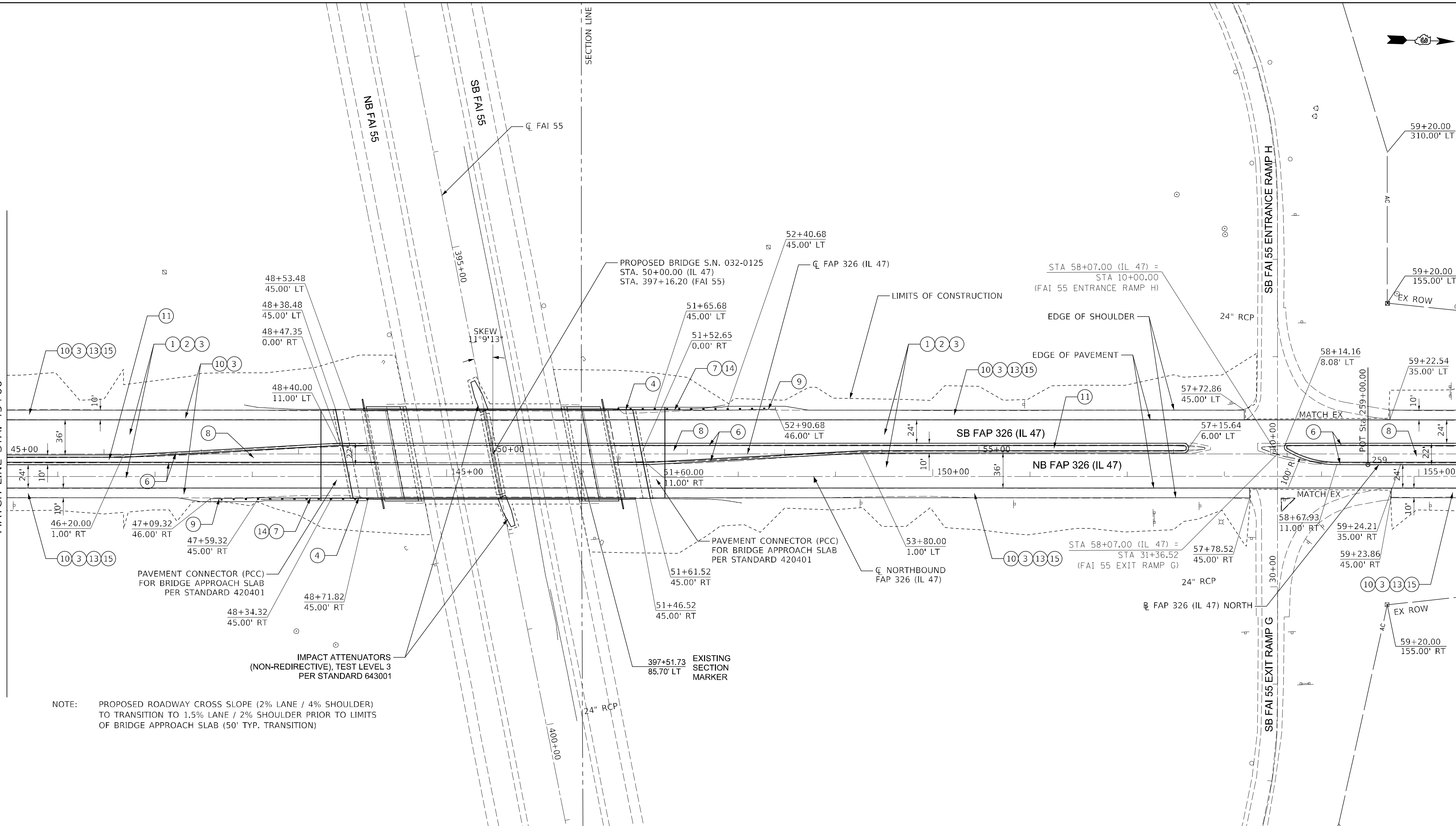
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		



NOTE: PROPOSED ROADWAY CROSS SLOPE (2% LANE / 4% SHOULDER) TO TRANSITION TO 1.5% LANE / 2% SHOULDER PRIOR TO LIMITS OF BRIDGE APPROACH SLAB (50' TYP. TRANSITION)

PROPOSED ROADWAY LEGEND

1. PORTLAND CEMENT CONCRETE PAVEMENT 10 1/4" (JOINTED)
2. STABILIZED SUBBASE, HOT-MIX ASPHALT, 4"
3. AGGREGATE SUBGRADE IMPROVEMENT 12"
4. TRAFFIC BARRIER TERMINAL, TYPE 6
5. EARTH SHOULDER
6. COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
7. STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
8. CONCRETE MEDIAN SURFACE, 4 INCH
9. TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
10. PORTLAND CEMENT CONCRETE SHOULDERS 10 1/4"
11. CONCRETE MEDIAN, TYPE SB-6.24
12. AGGREGATE SURFACE COURSE, TYPE B
13. SHOULDER RUMBLE STRIPS, 16 INCH (PER STANDARD 642001)
14. LINEAR DELINEATOR PANELS, 4 INCH
15. SUBBASE GRANULAR MATERIAL, TYPE C

MODEL: Default
FILE NAME: X:\BM3-14598 IL 47 over I-55\6 Drawings\CADD Sheets\D366H15-sht-plan-02.dgn

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FAP 326 (IL 47)
PROPOSED ROADWAY PLAN

SCALE: 1"=50' | SHEET 2 OF 6 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	31

CONTRACT NO. 66H15
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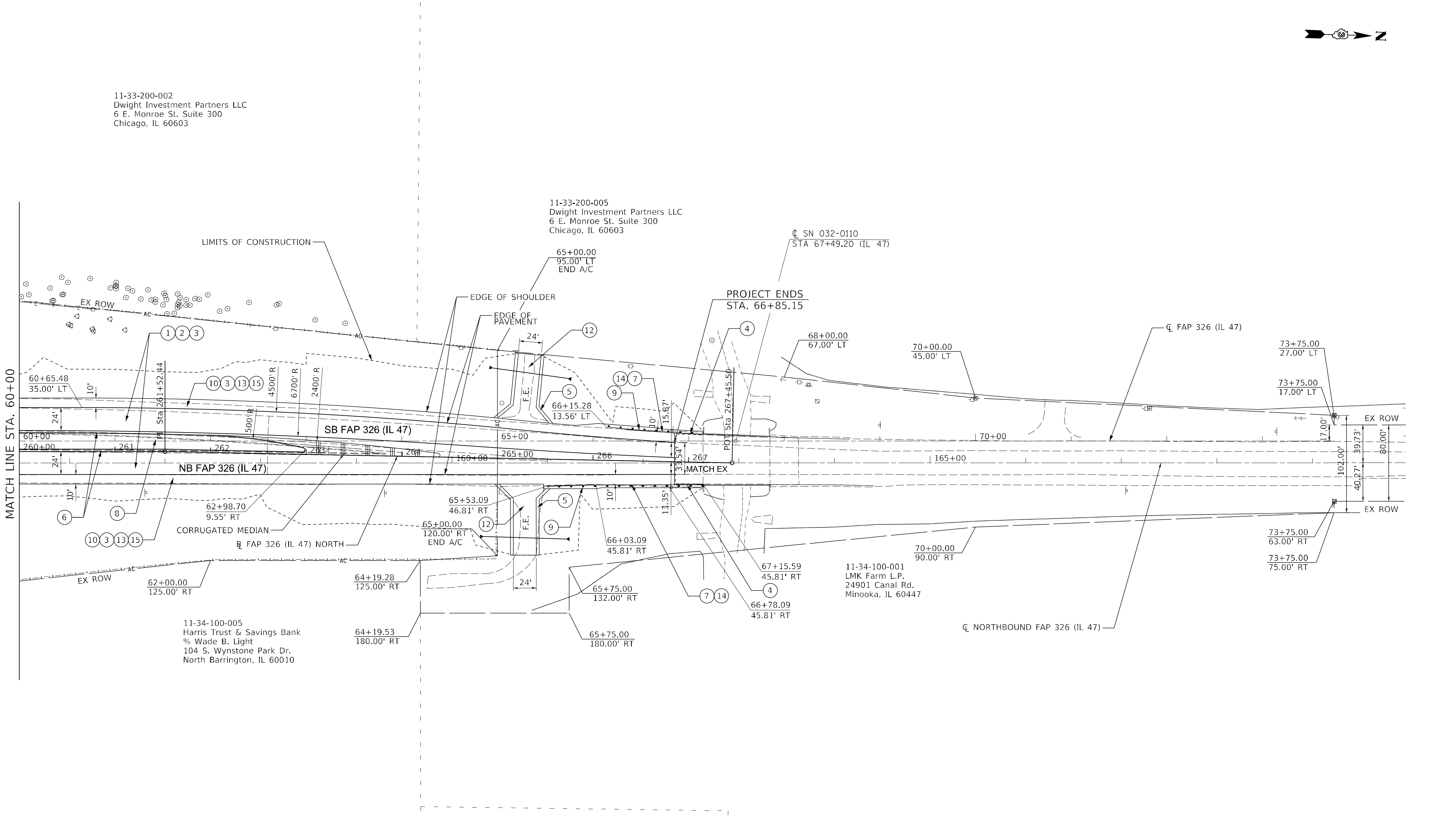

PROPOSED ROADWAY LEGEND

1. PORTLAND CEMENT CONCRETE PAVEMENT 10 1/4" (JOINTED)
2. STABILIZED SUBBASE, HOT-MIX ASPHALT, 4"
3. AGGREGATE SUBGRADE IMPROVEMENT 12"
4. TRAFFIC BARRIER TERMINAL, TYPE 6
5. EARTH SHOULDER
6. COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
7. STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
8. CONCRETE MEDIAN SURFACE, 4 INCH
9. TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
10. PORTLAND CEMENT CONCRETE SHOULDERS 10 1/4"
11. CONCRETE MEDIAN, TYPE SB-6.24
12. AGGREGATE SURFACE COURSE, TYPE B
13. SHOULDER RUMBLE STRIPS, 16 INCH (PER STANDARD 642001)
14. LINEAR DELINEATOR PANELS, 4 INCH
15. SUBBASE GRANULAR MATERIAL, TYPE C

0 50 100 150
SCALE IN FEET

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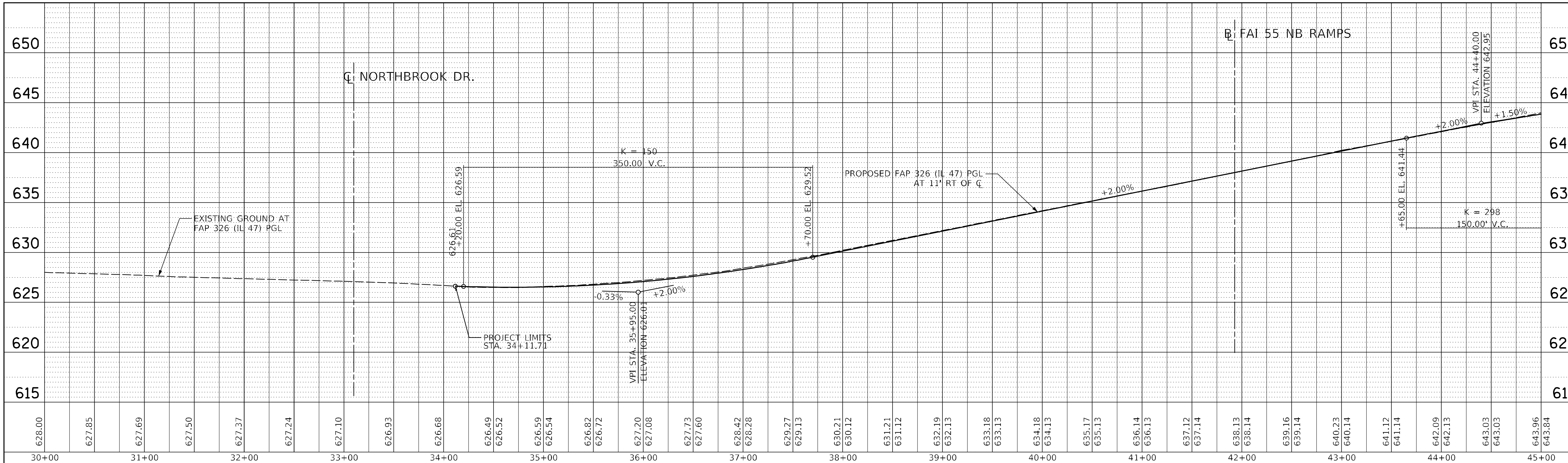
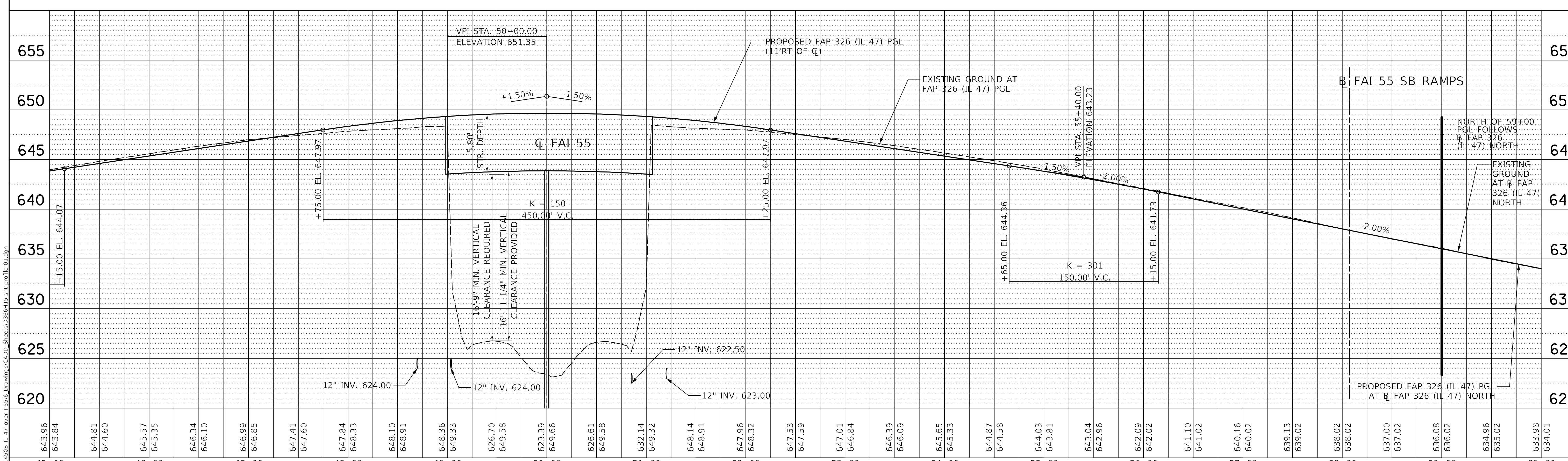
FAP 326 (IL 47)
PROPOSED ROADWAY PLAN

SCALE: 1"=50' | SHEET 3 OF 6 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	32
		CONTRACT NO. 66H15		
	ILLINOIS	FED. AID PROJECT		





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BLOOM COMPANIES, LLC
Infrastructure Innovation and Ingenuity
10 N. Wacker Drive, Suite 1600 • Chicago, IL 60606
Phone: (312) 876-0500 Fax: (312) 876-9600

USER NAME = fyousef	DESIGNED -	TSB	REVISED -		
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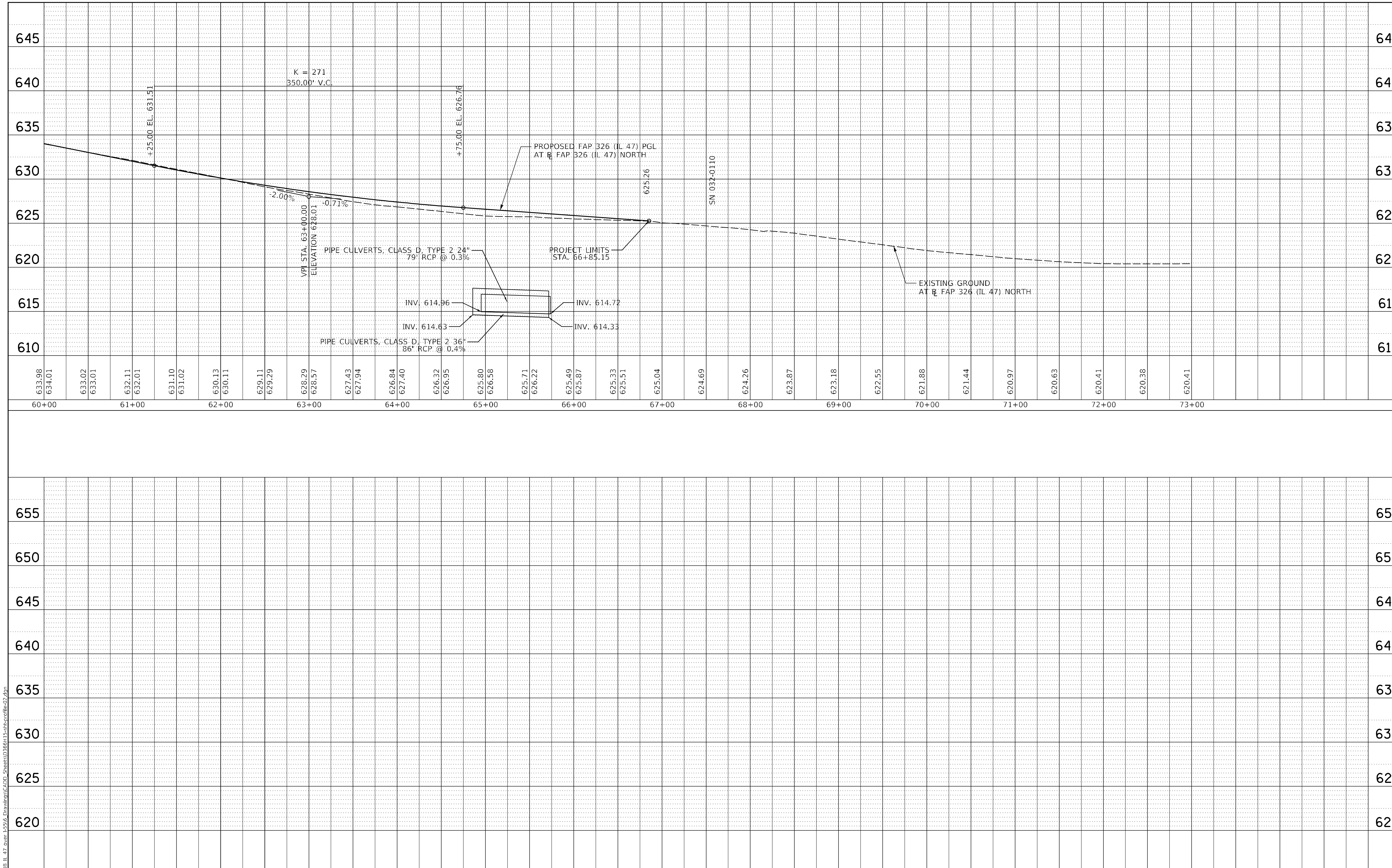
PLOT DATE = 10/7/2020	DATE -	10/7/20	REVISED -		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 326 (IL 47)
PROPOSED PROFILES

SCALE: 1"=50' | SHEET 4 OF 6 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	33
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		



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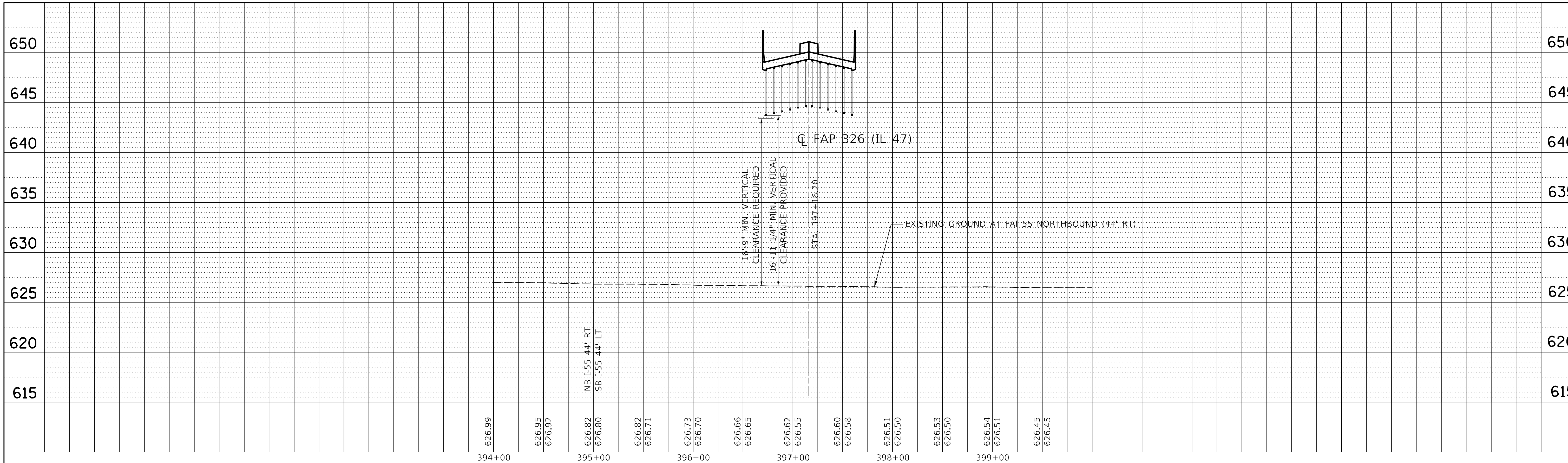
USER NAME = fyousef	DESIGNED - TSB	REVISED -	
	DRAWN - TSB	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - LSA	REVISED -	
PLOT DATE = 10/7/2020	DATE - 10/7/20	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 326 (IL 47)
PROPOSED PROFILES

SCALE: 1"=50' | SHEET 5 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	34
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		



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SURVEYED	
PLOTTED	
ALIGNMENT CHECKED	
RT. OF WAY CHECKED	
CADD FILE NAME	
BY	
DATE	

PROFILE	NOTE BOOK NO.___
SURVEYED	
PLOTTED	
GRADES CHECKED	
B.M. NOTED	
STRUCTURE NOTATN'S CHK'D	
BY	
DATE	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 55
PROPOSED PROFILES

SCALE: 1"=50' | SHEET 6 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	35

CONTRACT NO. 66H15
ILLINOIS | FED. AID PROJECT

PRE-STAGE 1 CONSTRUCTION

INSTALL WIDTH RESTRICTION SIGNING. SEE WIDTH RESTRICTION SPECIAL PROVISION FOR LOCATIONS.

INSTALL TRAFFIC CONTROL SIGNING.

CONSTRUCT SOUTHBOUND SHOULDER REPAIR AT VARIOUS LOCATIONS. SEE PRE-STAGE PLANS FOR DETAILS ON LOCATIONS.

CONSTRUCT TEMPORARY PAVEMENT AS SHOWN IN THE PRE-STAGE PLANS.

CONSTRUCT DECK AND PAVEMENT PATCHING AS SHOWN IN THE PLANS.

INSTALL TEMPORARY TRAFFIC SIGNALS AT NORTHBROOK DRIVE INTERSECTION.

REMOVE EXISTING ISLANDS AND REPLACE WITH TEMPORARY PAVEMENT AT STA 41+81 (I-55 NB RAMP E) AND AT STA 58+18 (I-55 SB RAMP G).

REPAIR EXISTING SLOPE DRAINS AND REPLACE EXISTING SHOULDER INLETS, AS NEEDED.

TRAFFIC CONTROL AND PROTECTION

TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN, SECTION 701 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS.

IL 47
TWO-WAY TRAFFIC SHALL BE ACCOMMODATED AT ALL TIMES ON EXISTING PAVEMENT, EXCEPT DURING ISOLATED FLAGGER CONTROLLED LANE CLOSURES.

I-55
MAINTAIN EXISTING TRAFFIC.

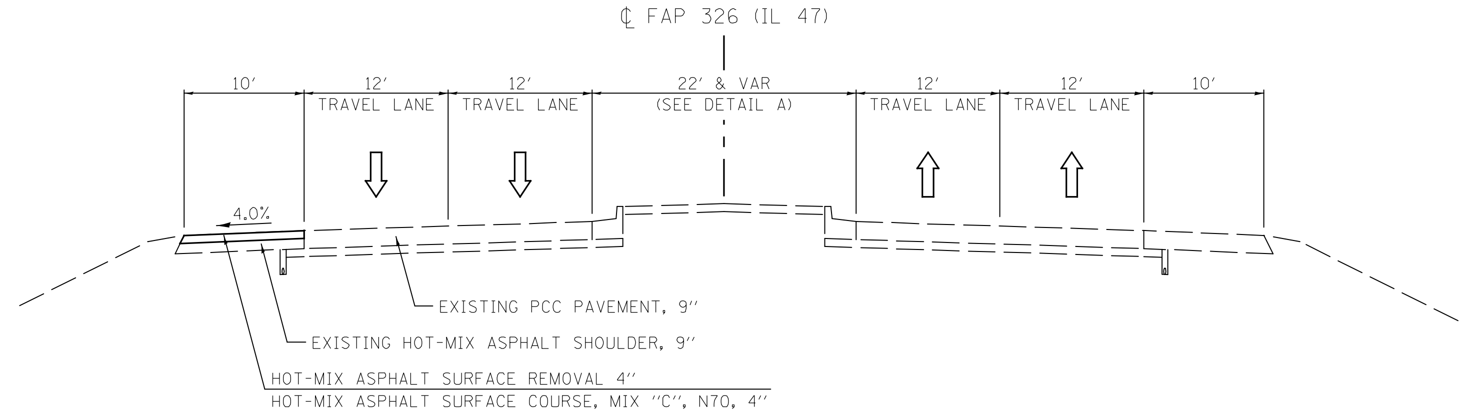
EXISTING TRAFFIC CONTROL SIGNS AND DEVICES WILL BE REMOVED BY THE CONTRACTOR AFTER THE PROPOSED TRAFFIC CONTROL REQUIREMENTS ARE MET, OR AS AUTHORIZED BY THE ENGINEER. SIGNS OR DEVICES LEFT IN PLACE AT THIS TIME ARE TO BE PROTECTED FROM DAMAGE BY THE CONTRACTOR.

THE CONTRACTOR SHALL SCHEDULE OPERATIONS TO ENSURE THAT NO DROP-OFF OF GREATER THAN 12", WITHIN 3' OF THE TRAVEL LANE, IS PRESENT FOR 48 HOURS OR MORE.

DRUMS WITH WARNING LIGHTS ARE REQUIRED TO DELINEATE THE TRAVEL WAY. THE MAXIMUM SPACING SHALL BE 100 FEET, CENTER TO CENTER ALONG TANGENTS (50 FEET ALONG TAPERS); AND 25 FEET, CENTER TO CENTER ALONG RADII TO SIDE ROADS AND ENTRANCES.

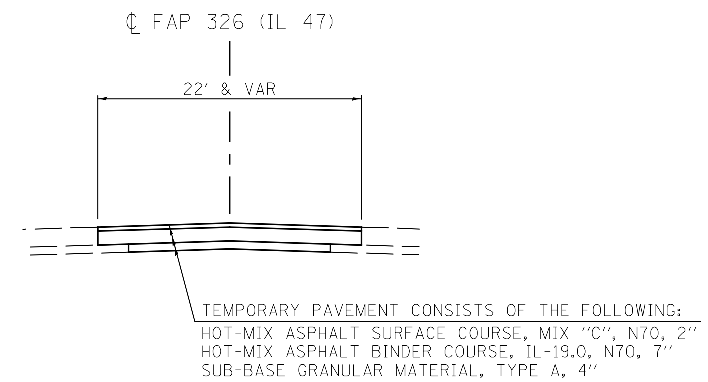
THE FOLLOWING TRAFFIC CONTROL STANDARDS ARE THE MINIMUM REQUIREMENTS FOR THE TRAFFIC FOR THIS PROJECT: 701001, 701006, 701011, 701201, 701301, 701326, 701421, 701422, 701901 & 704001.

CHANGEABLE MESSAGE SIGNS (IL 47) ARE TO BE IN PLACE 2 WEEKS PRIOR TO THE BEGINNING OF CONSTRUCTION.



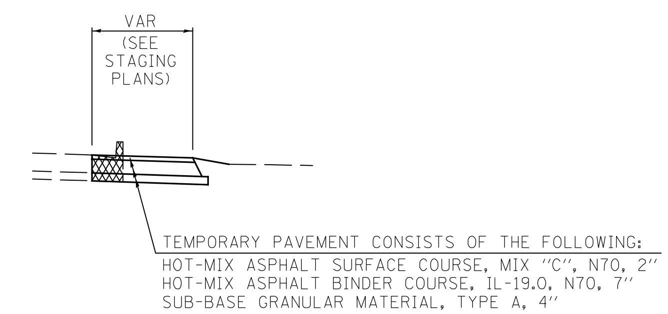
PRE-STAGE 1 TYPICAL SECTION
FAP 326 (IL 47)

STA 37+19 TO STA 40+76
STA 42+19 TO STA 48+53
STA 51+31 TO STA 57+73
STA 59+23 TO STA 66+85
STA 68+15 TO STA 71+49



DETAIL A

STA 34+77 TO STA 36+30
STA 40+51 TO STA 42+14
STA 42+77 TO STA 48+74
STA 51+25 TO STA 57+38
STA 57+86 TO STA 62+60



DETAIL B

NORTHBROOK - NE QUAD
NORTHBROOK - SE QUAD

PRE-STAGE 1 TEMPORARY PAVEMENT CONSTRUCTION REQUIREMENTS

THE CONTRACTOR SHALL SCHEDULE OPERATIONS TO ENSURE THAT NO DROP-OFF OF >12", WITHIN 3' OF THE TRAVEL LANE, IS PRESENT FOR 48 HOURS OR MORE.

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Hutchison Engineering, Inc.
Jacksonville Moline Peoria Shorewood
Since 1945

USER NAME = BDeCraene	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	STATE OF ILLINOIS
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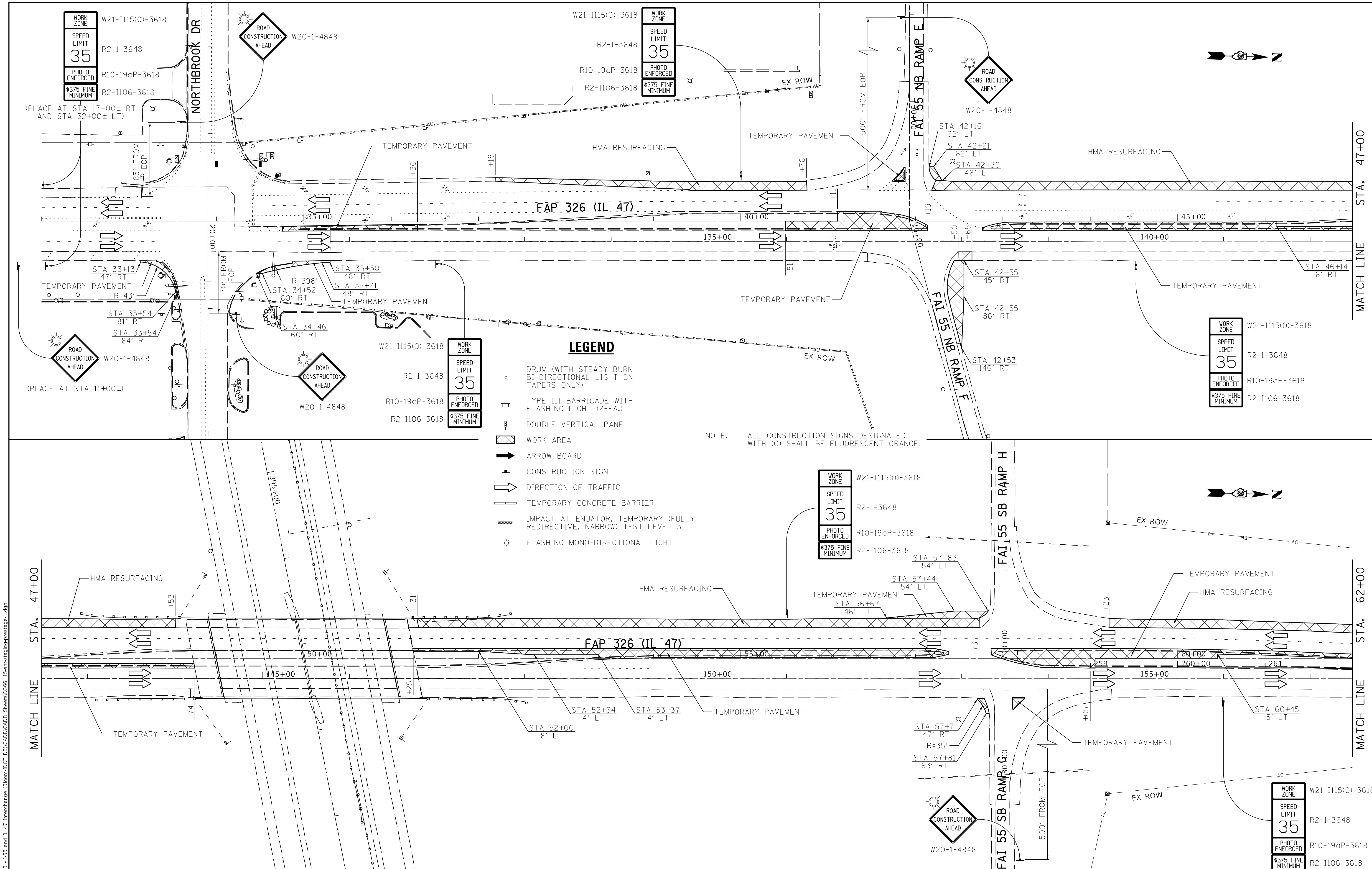
PLOT DATE = 10/2/2020	DATE -	REVISED -	

FAP 326 (IL 47)
PRE-STAGE 1 CONSTRUCTION NOTES AND TYPICAL SECTIONS

SCALE: N/A | SHEET 1 OF 1 SHEETS | STA. N/A TO STA. N/A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	36
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		



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Hutchison Engineering, Inc. Jacksonville · Moline · Peoria · Shorewood Since 1945	USER NAME = LZeller	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN -	REVISED -	
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
	PLOT DATE = 10/7/2020	DATE -	REVISED -	

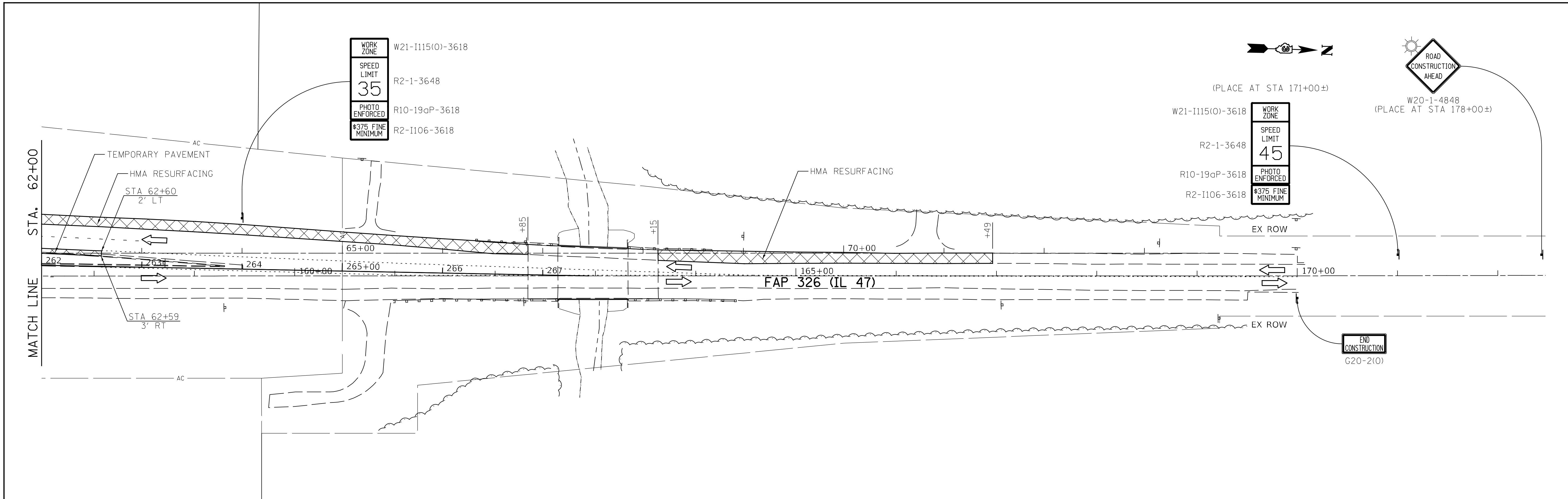
FAP 326 (IL 47)
PRE-STAGE 1 CONSTRUCTION AND TRAFFIC CONTROL

SCALE: 1"=50' | SHEET 1 OF 2 SHEETS | STA. 32+00 TO STA. 62+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	37

CONTRACT NO. 66H15

ILLINOIS | FED. AID PROJECT



LEGEND

- DRUM (WITH STEADY BURN BI-DIRECTIONAL LIGHT ON TAPERS ONLY)
- TYPE III BARRICADE WITH FLASHING LIGHT (2-EA.)
- DOUBLE VERTICAL PANEL
- WORK AREA
- ARROW BOARD
- CONSTRUCTION SIGN
- DIRECTION OF TRAFFIC
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
- FLASHING MONO-DIRECTIONAL LIGHT

NOTE: ALL CONSTRUCTION SIGNS DESIGNATED WITH (O) SHALL BE FLUORESCENT ORANGE.

Hutchison Engineering, Inc. Jacksonville · Moline · Peoria · Shorewood Since 1945	USER NAME = BDeCraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/2/2020	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 326 (IL 47)
PRE-STAGE 1 CONSTRUCTION & TRAFFIC CONTROL

SCALE: 1"=50' | SHEET 2 OF 2 SHEETS | STA. 62+00 TO STA. 77+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	38
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		

STAGE 1 CONSTRUCTION

INSTALL TRAFFIC CONTROL SIGNING

ADJUST TEMPORARY SIGNALS ACCORDING TO TEMPORARY SIGNAL PLANS.

CONSTRUCT PERMANENT NORTHBOUND LANES FROM STA 35+30 TO STA 66+85. RAMP INTERSECTIONS TO BE GAPPED FROM STA 42+14 TO STA 42+70 AND FROM STA 57+78 TO STA 58+17 FOR RAMPS TO REMAIN OPEN DURING STAGE 1.

REMOVE NORTHBOUND SUBSTRUCTURE AND SUPERSTRUCTURE OF EXISTING SN 032-0079 AS SHOWN IN THE STRUCTURE PLANS. CONSTRUCT NORTHBOUND SUBSTRUCTURE AND SUPERSTRUCTURE OF PROPOSED SN 032-0125 AS SHOWN IN THE STRUCTURE PLANS.

CONSTRUCT MEDIAN CURB FROM STA 36+30 TO STA 40+57 AND FROM STA 59+18 TO STA 62+97. MEDIAN CURB WILL NOT BE CONSTRUCTED IN REMAINING LOCATIONS DUE TO PLACEMENT OF TEMPORARY CONCRETE BARRIER IN STAGE 1.

STAGE 1A & 1B CONSTRUCTION

CONSTRUCT THE REMAINING PERMANENT NORTHBOUND LANES AT RAMP INTERSECTIONS FROM STA 42+14 TO STA 42+70 AND FROM STA 57+78 TO STA 58+17, AS SHOWN IN THE STAGE 1A & 1B CONSTRUCTION PLANS.

TRAFFIC CONTROL AND PROTECTION

TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN, SECTION 701 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS.

IL 47

TWO-WAY TRAFFIC SHALL BE ACCOMMODATED AT ALL TIMES, EXCEPT DURING ISOLATED FLAGGER CONTROLLED LANE CLOSURES.

I-55

MAINTAIN TWO LANES OF TRAFFIC IN EACH DIRECTION OF ALL TIMES.

DURING SUPERSTRUCTURE DEMOLITION, LIVE TRAFFIC ON I-55 UNDERNEATH THE BRIDGE WILL ONLY BE PERMITTED FOR ADVANCE DEMOLITION PREPARATIONS (SAWCUTTING, PARTIAL CHIPPING) WITH PROTECTIVE SHIELDING IN PLACE. ALL OTHER DEMOLITION OPERATIONS TO THE BRIDGE WILL DIVERT THE I-55 TRAFFIC UP THE EXISTING RAMPS AS SHOWN IN THE "TOTAL INTERSTATE CLOSURE AT NIGHT" DETAIL. CHANGEABLE MESSAGE SIGNS SHALL BE IN PLACE 2 WEEKS PRIOR TO ANY INTERSTATE CLOSURE.

FOR BEAM PLACEMENT, DIVERT THE I-55 TRAFFIC UP THE EXISTING RAMPS AS SHOWN IN THE "TOTAL INTERSTATE CLOSURE AT NIGHT" DETAIL. TYPICALLY MAINTAIN TWO LANES OF TRAFFIC IN EACH DIRECTION FROM 5:00 AM TO 9:00 PM.

DURING INSTALLATION OF FORMS FOR THE CONCRETE DECK, LANE CLOSURES WILL BE ALLOWED SO THAT NO FORMING WORK IS PERFORMED ABOVE LIVE TRAFFIC.

EXISTING TRAFFIC CONTROL SIGNS AND DEVICES WILL BE REMOVED BY THE CONTRACTOR AFTER THE PROPOSED TRAFFIC CONTROL REQUIREMENTS ARE MET, OR AS AUTHORIZED BY THE ENGINEER. SIGNS OR DEVICES LEFT IN PLACE AT THIS TIME ARE TO BE PROTECTED FROM DAMAGE BY THE CONTRACTOR.

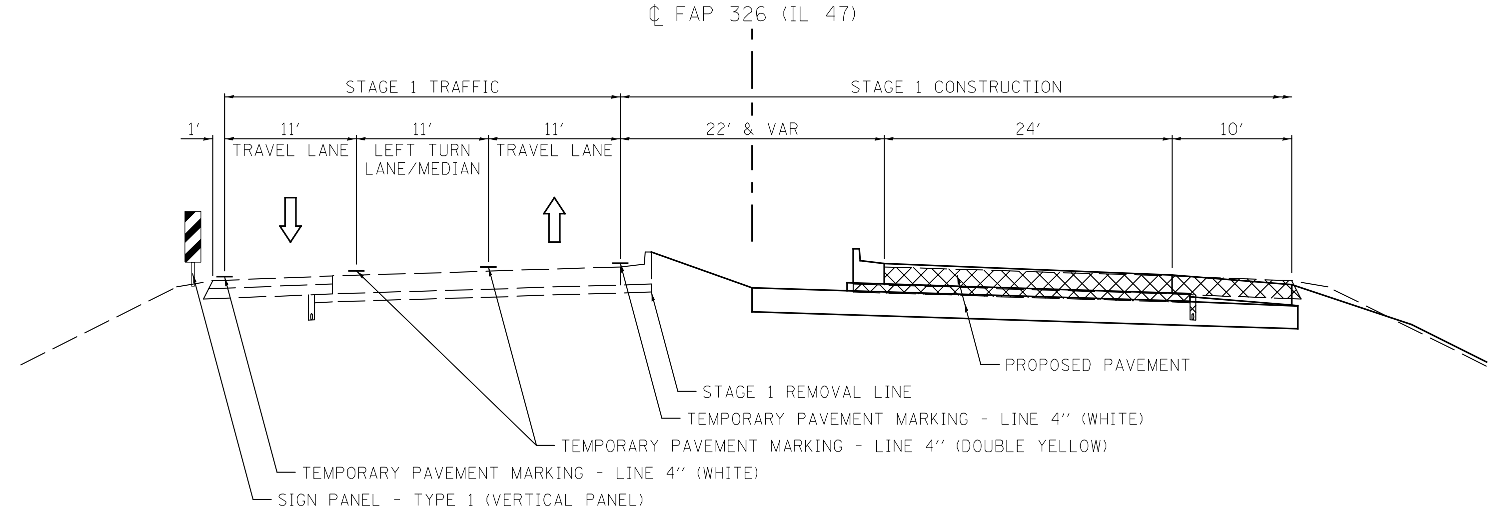
THE CONTRACTOR SHALL SCHEDULE OPERATIONS TO ENSURE THAT NO DROP-OFF OF GREATER THAN 12", WITHIN 3' OF THE TRAVEL LANE, IS PRESENT FOR 48 HOURS OR MORE.

NO DROP-OFF GREATER THAN 24" WITHIN 12' OF THE TRAVEL LANE WILL BE ALLOWED UNLESS A FLAGGER CONTROLLED LANE CLOSURE IS PROVIDED. SEGMENTS WHERE THESE CONDITIONS OCCUR DURING NON-WORKING HOURS MUST BE PROTECTED WITH TEMPORARY CONCRETE BARRIER. UNLESS AUTHORIZED BY THE ENGINEER, THE CONTRACTOR WILL ONLY BE PAID FOR TEMPORARY CONCRETE BARRIER ALONG SEGMENTS SHOWN IN THE PLANS.

DRUMS WITH STEADY-BURNING LIGHTS SHALL BE REQUIRED TO DELINEATE THE TRAVEL WAY. THE MAXIMUM SPACING SHALL BE 100 FEET, CENTER TO CENTER ALONG TANGENTS (50 FEET ALONG TAPERS); AND 25 FEET, CENTER TO CENTER ALONG RADII TO SIDE ROADS AND ENTRANCES.

THE FOLLOWING TRAFFIC CONTROL STANDARDS ARE THE MINIMUM REQUIREMENTS FOR THE TRAFFIC FOR THIS PROJECT: 701001, 701006, 701011, 701201, 701301, 701326, 701400, 701401, 701421, 701422, 701901 & 704001.

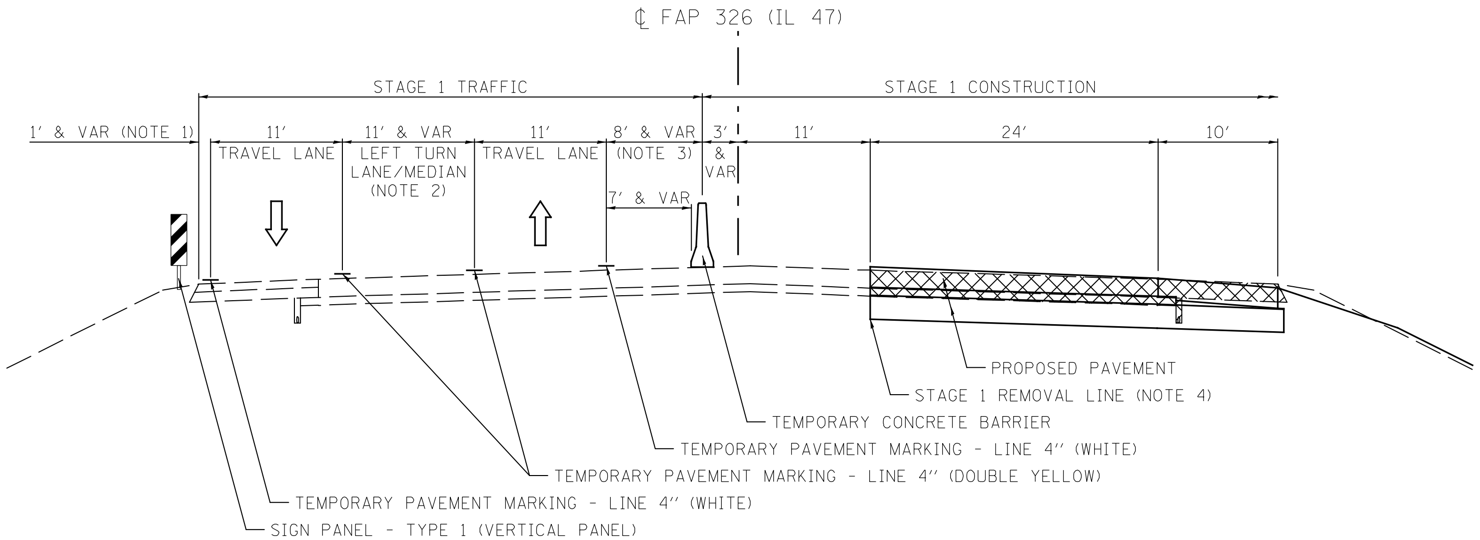
CHANGEABLE MESSAGE SIGNS ARE TO BE IN PLACE 2 WEEKS PRIOR TO THE BEGINNING OF CONSTRUCTION.



STAGE 1 TYPICAL SECTION

FAP 326 (IL 47)

STA 35+30 TO STA 42+70



STAGE 1 TYPICAL SECTION

FAP 326 (IL 47)

STA 42+70 TO STA 48+73
STA 51+27 TO STA 60+46

NOTES:

1. VARIES FROM 1' AT STA 46+00 TO 2' AT STA 48+00
   VARIES FROM 2' AT STA 52+00 TO 1' AT STA 48+00
   VARIES FROM 1' AT STA 58+02 TO 12' AT STA 60+46
2. VARIES FROM 11' AT STA 46+00 TO 7' AT STA 48+00
   VARIES FROM 7' AT STA 52+00 TO 11' AT STA 54+00
   VARIES FROM 11' AT STA 58+02 TO 0' AT STA 60+46
3. VARIES FROM 8' AT STA 46+00 TO 3' AT STA 48+00
   VARIES FROM 3' AT STA 52+00 TO 4' AT STA 54+00
4. STAGE 1 REMOVAL LINE VARIES FROM 11' RT AT STA 51+60 TO 1' LT AT STA 53+60

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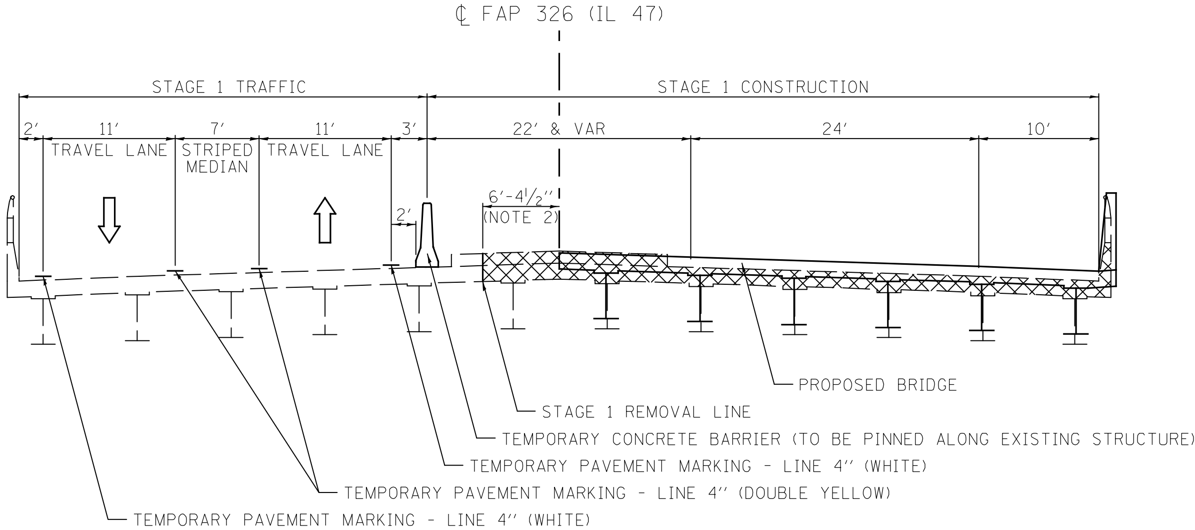
	PLOT DATE = 10/2/2020	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 326 (IL 47)
STAGE 1 CONSTRUCTION NOTES AND TYPICAL SECTIONS

SCALE: N/A | SHEET 1 OF 2 SHEETS | STA. N/A TO STA. N/A

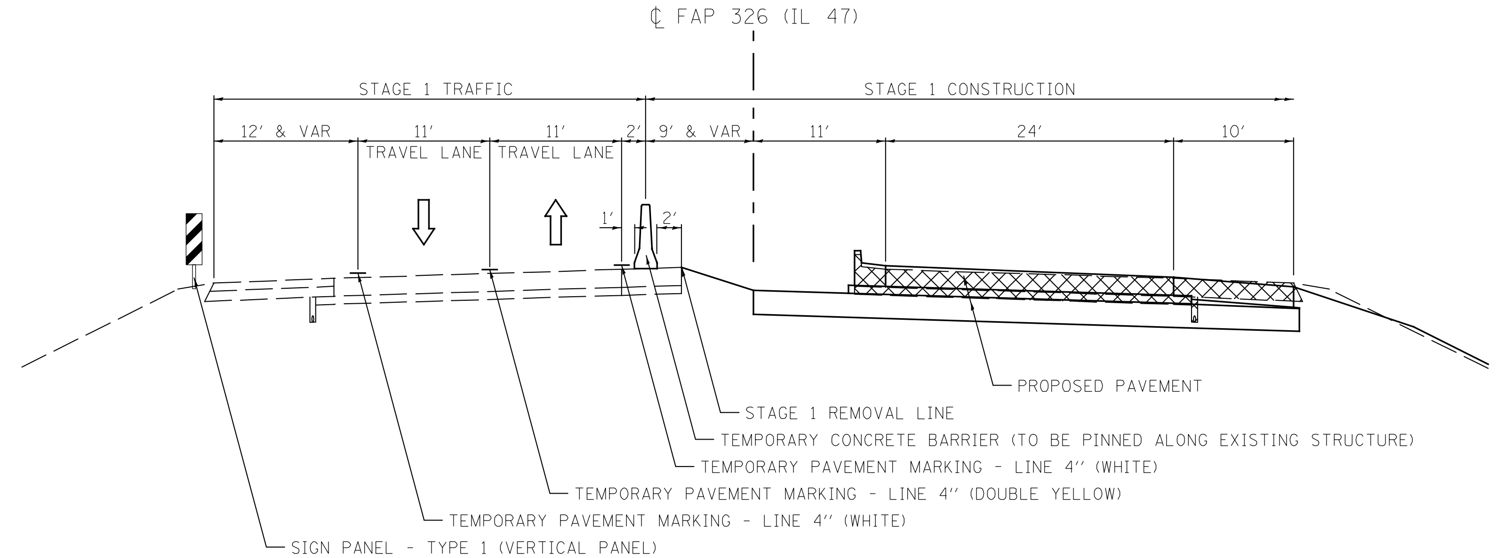
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	39
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		



STAGE 1 BRIDGE TYPICAL SECTION

FAP 326 (IL 47)

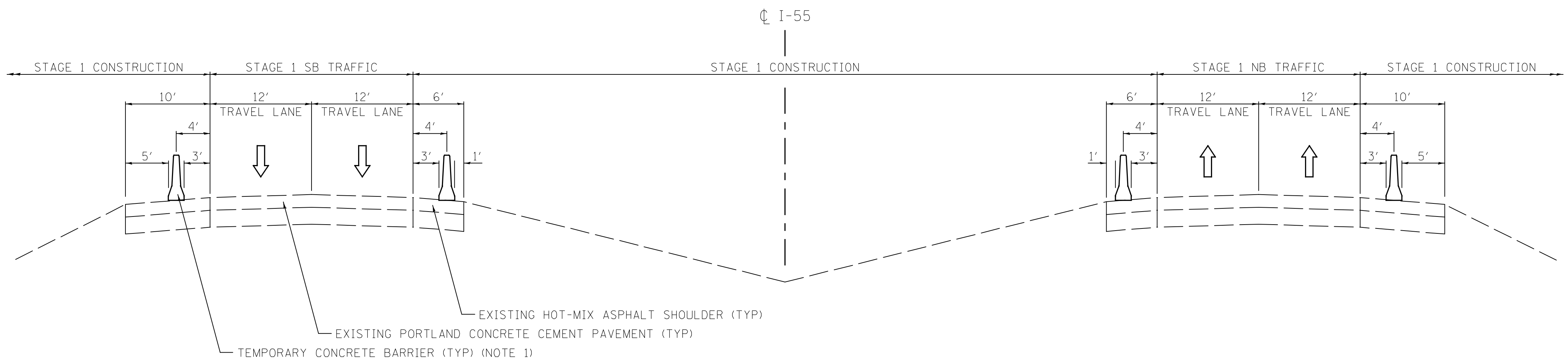
STA 48+73 TO STA 51+27



STAGE 1 TYPICAL SECTION

FAP 326 (IL 47)

STA 60+46 TO STA 66+85



STAGE 1 TYPICAL SECTION

FAI 55

STA 393+00 TO STA 401+50

NOTES:

1. NB - FROM STA 393+00 TO STA 398+50
   SB - FROM STA 396+00 TO STA 401+50
2. SEE STRUCTURE PLANS FOR BRIDGE STAGING DETAILS.

Hutchison Engineering, Inc.
Jacksonville Moline Peoria Shorewood
Since 1945

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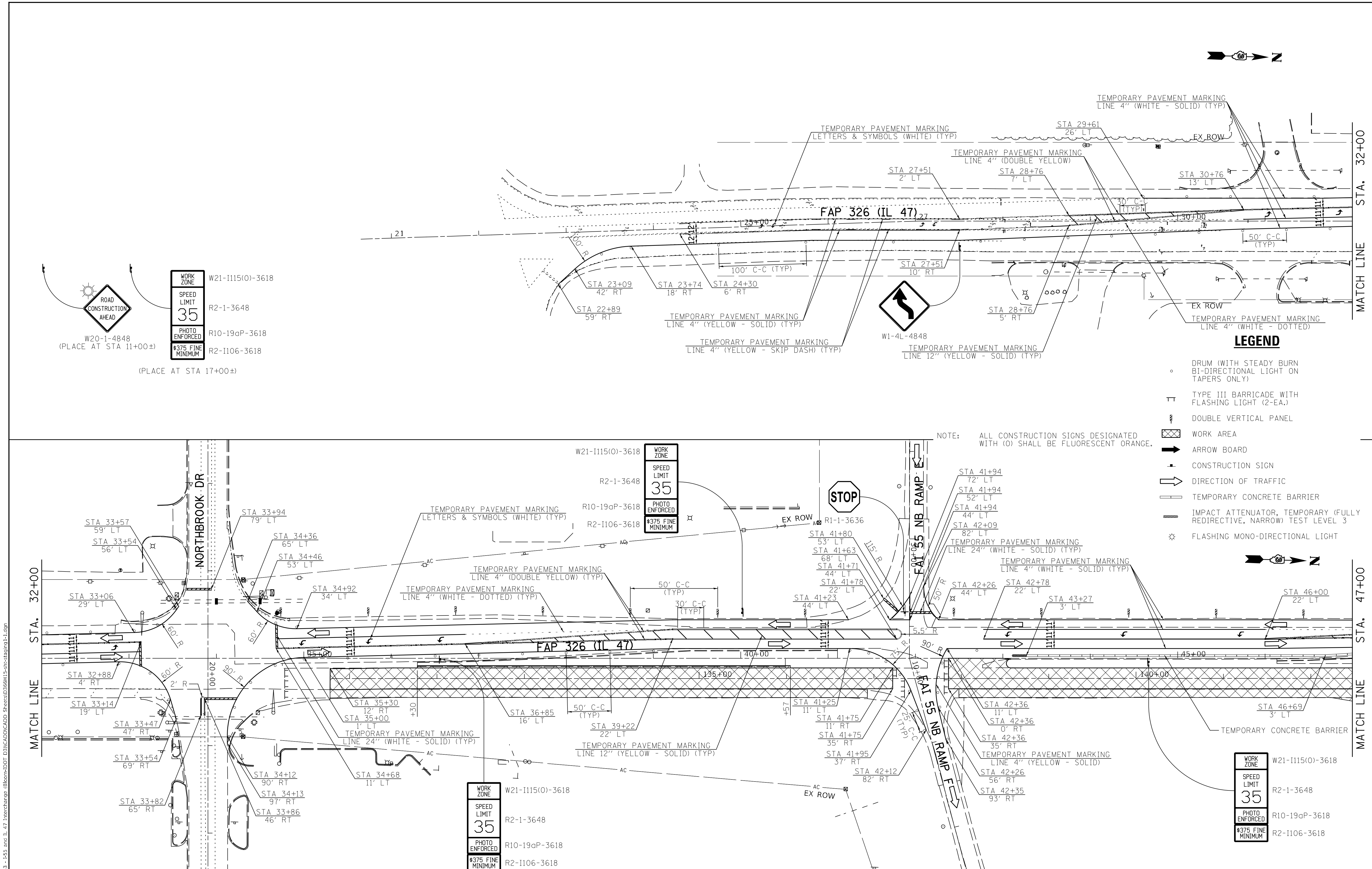
PLOT DATE = 10/2/2020	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 326 (IL 47) & FAI 55
STAGE 1 CONSTRUCTION NOTES AND TYPICAL SECTIONS

SCALE: N/A | SHEET 2 OF 2 SHEETS | STA. N/A TO STA. N/A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	40
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		



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USER NAME = BDeCraene	DESIGNED -	REVISED -	
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PLOT DATE = 10/2/2020	CHECKED -	REVISED -	
	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 326 (IL 47)
STAGE 1 CONSTRUCTION AND TRAFFIC CONTROL

SCALE: 1"=50' SHEET 1 OF 3 SHEETS STA. 17+00 TO STA. 47+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	41
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		

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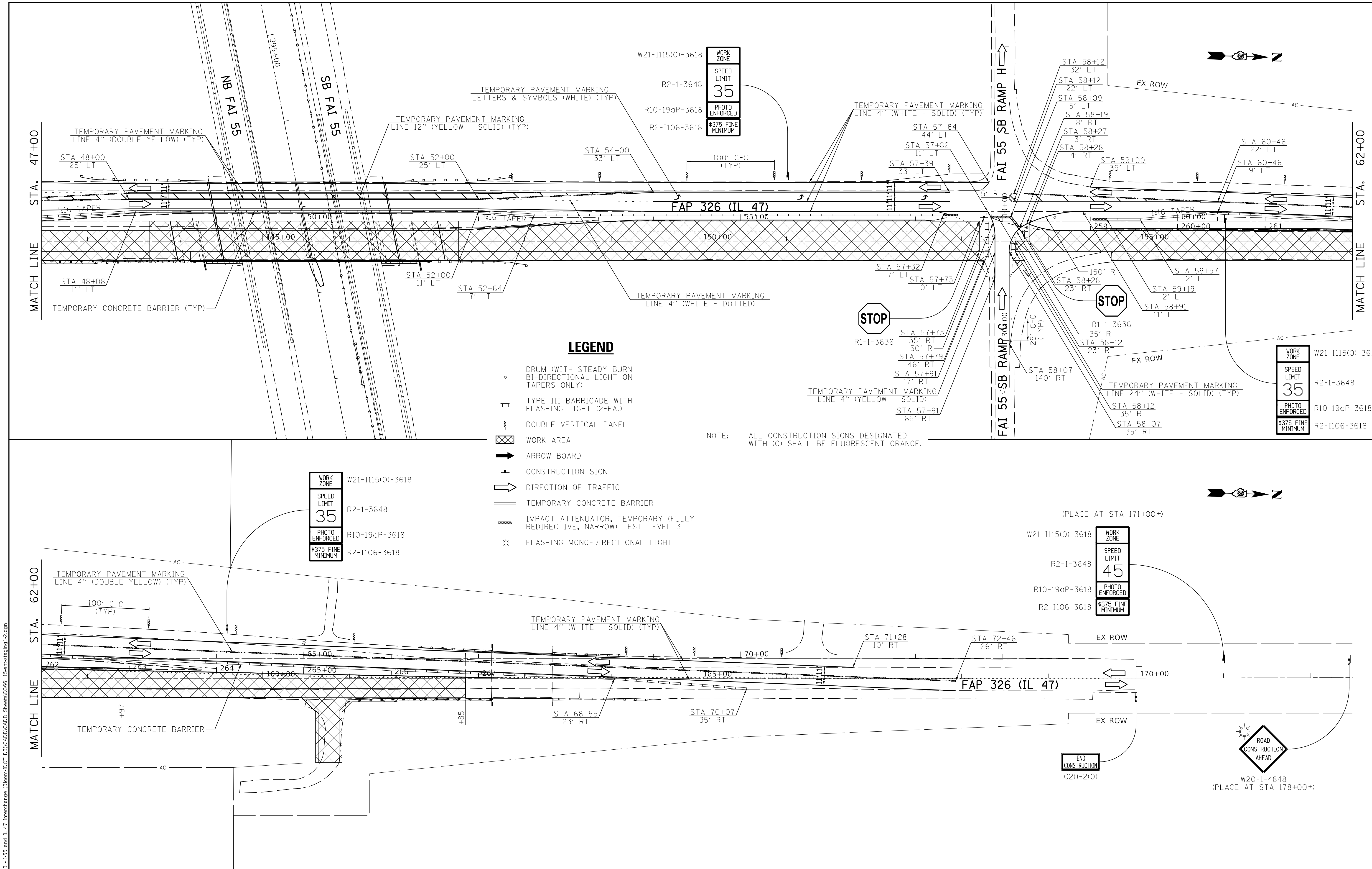

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		DRAWN -	REVISED -							
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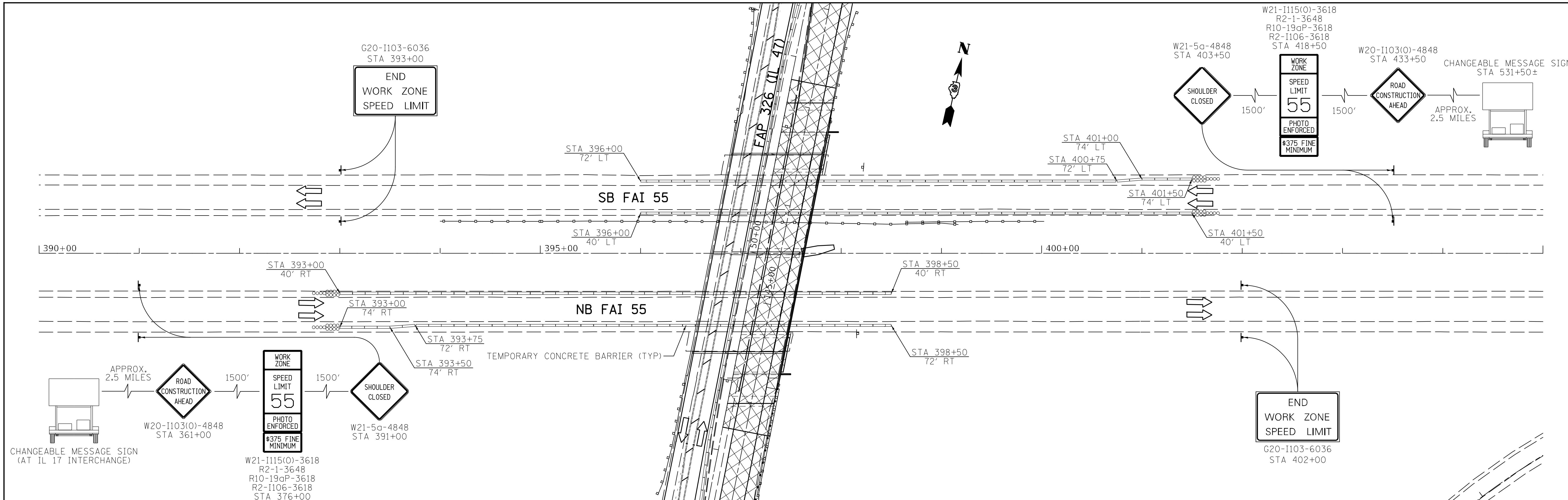
	PLOT DATE = 10/7/2020	DATE -	REVISED -		SCALE: 1"=50' SHEET 2 OF 3 SHEETS STA. 47+00 TO STA. 77+00	ILLINOIS FED. AID PROJECT				



LEGEND

- DRUM (WITH STEADY BURN BI-DIRECTIONAL LIGHT ON TAPERS ONLY)
- TYPE III BARRICADE WITH FLASHING LIGHT (2-EA.)
- DOUBLE VERTICAL PANEL
- WORK AREA
- ARROW BOARD
- CONSTRUCTION SIGN
- DIRECTION OF TRAFFIC
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
- FLASHING MONO-DIRECTIONAL LIGHT

NOTES:

WORK AREA SHOWN IS FOR IL 47. THERE IS NO WORK PROPOSED ON I-55 IN STAGE 1.

ALL CONSTRUCTION SIGNS DESIGNATED WITH (O) SHALL BE FLUORESCENT ORANGE.

MODEL: Default
FILE NAME: V:\4363 - I-55 and IL 47 Interchange (Bloom-IDOT D3)\CADD\CADD Sheets\D366H15-sht-staging1-3.dgn

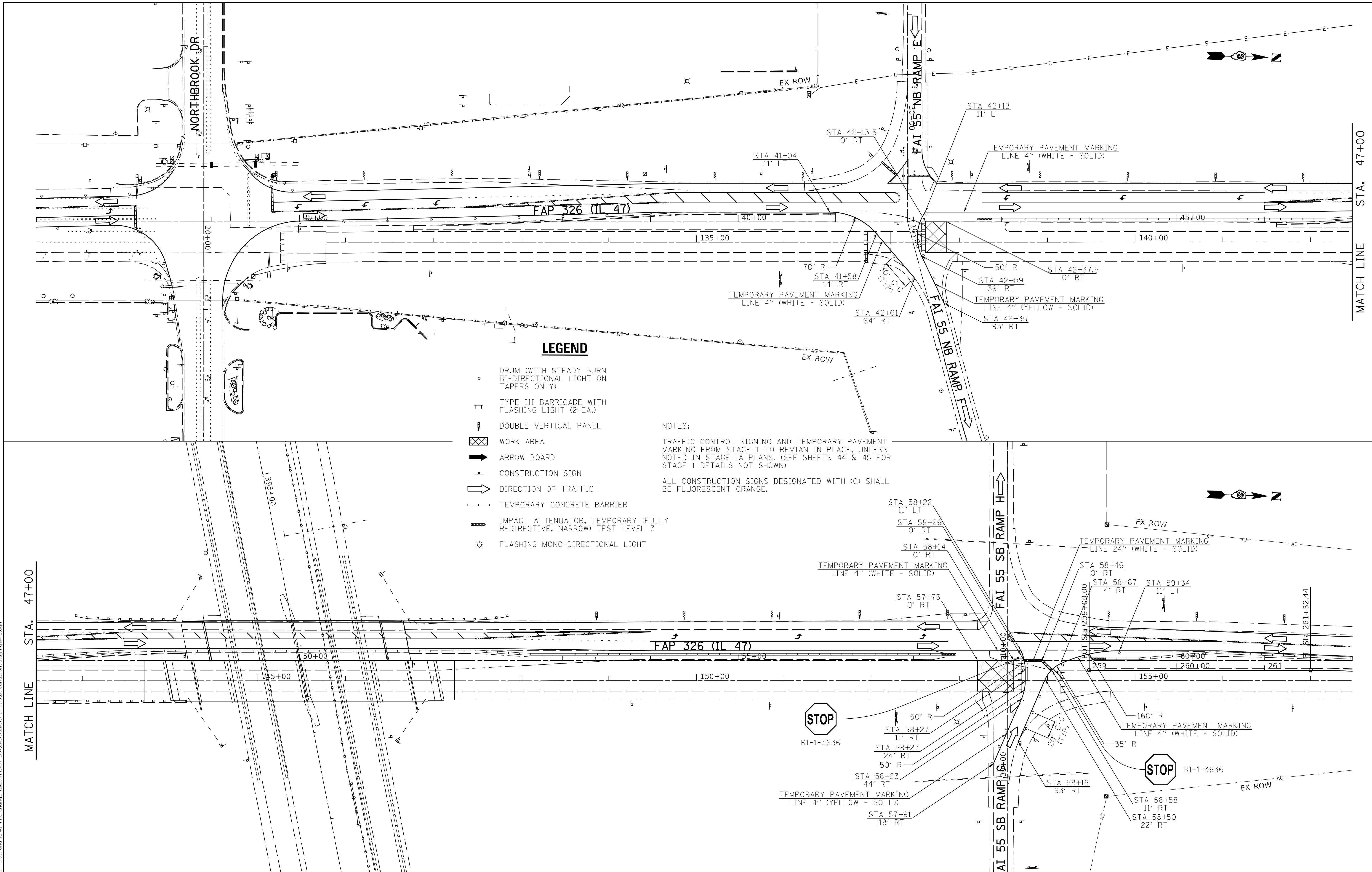
Hutchison Engineering, Inc. Jacksonville · Moline · Peoria · Shorewood Since 1945	USER NAME = BDeCraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/2/2020	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 326 (IL 47) & FAI 55
STAGE 1 CONSTRUCTION & TRAFFIC CONTROL

SCALE: 1"=50' | SHEET 3 OF 3 SHEETS | STA. 390+00 TO STA. 405+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	43
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		



LEGEND

- DRUM (WITH STEADY BURN BI-DIRECTIONAL LIGHT ON TAPERS ONLY)
- TYPE III BARRICADE WITH FLASHING LIGHT (2-EA.)
- DOUBLE VERTICAL PANEL
- WORK AREA
- ARROW BOARD
- CONSTRUCTION SIGN
- DIRECTION OF TRAFFIC
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
- FLASHING MONO-DIRECTIONAL LIGHT

NOTES:

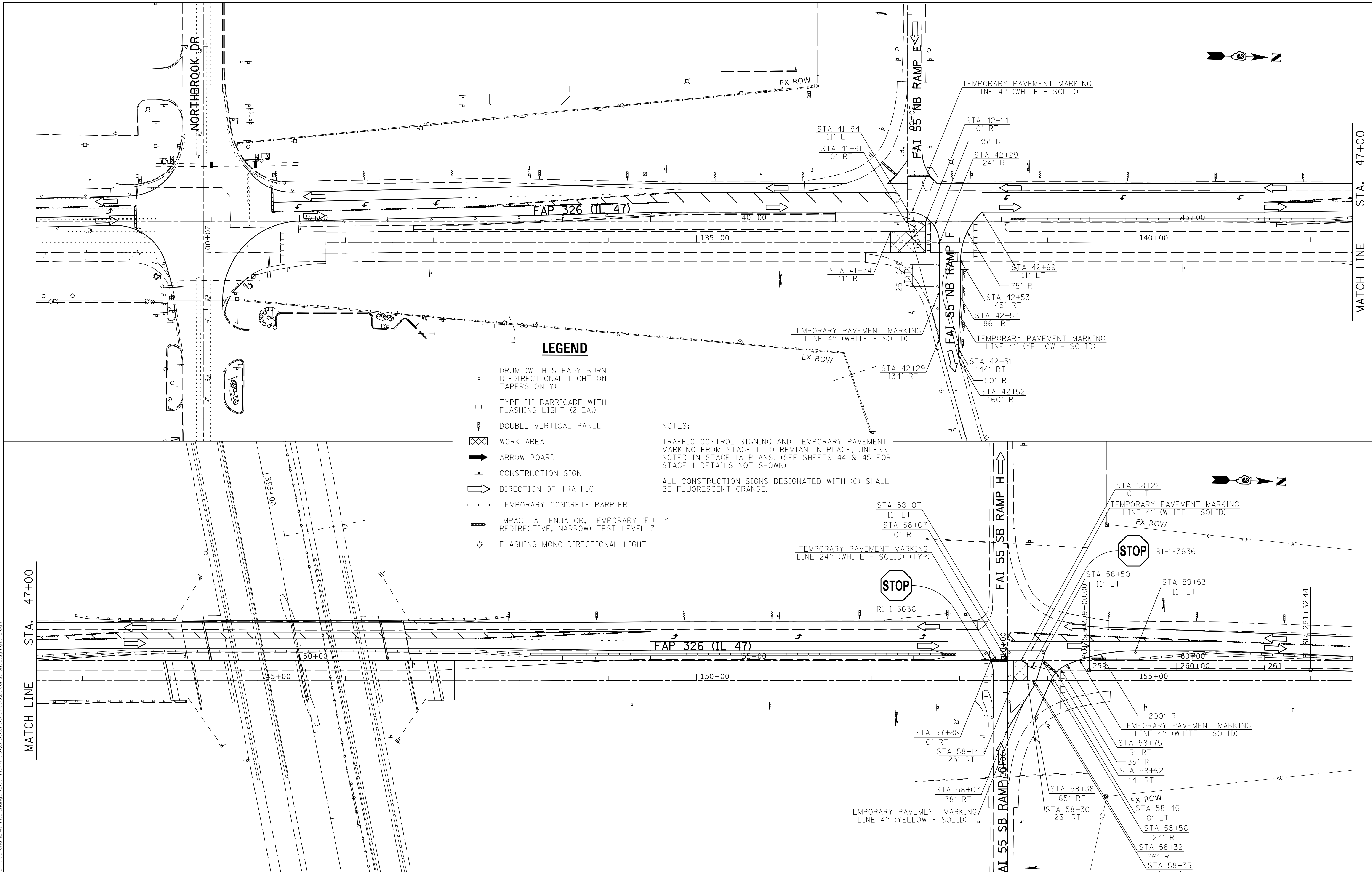
TRAFFIC CONTROL SIGNING AND TEMPORARY PAVEMENT MARKING FROM STAGE 1 TO REMIAN IN PLACE, UNLESS NOTED IN STAGE 1A PLANS. (SEE SHEETS 44 & 45 FOR STAGE 1 DETAILS NOT SHOWN)

ALL CONSTRUCTION SIGNS DESIGNATED WITH (O) SHALL BE FLUORESCENT ORANGE.

MODEL: Default
FILE NAME: V:\4363 - I-55 and IL 47 Interchange (Bloom-IDOT D3)\CADD\CADD Sheets\D366H15-sht-staging1A-1.dgn

Hutchison Engineering, Inc. Jacksonville · Moline · Peoria · Shorewood Since 1945	USER NAME = BDeCraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 326 (IL 47) STAGE 1A CONSTRUCTION AND TRAFFIC CONTROL
		DRAWN -	REVISED -		
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -		
	PLOT DATE = 10/2/2020	DATE -	REVISED -		SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 32+00 TO STA. 62+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	44
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		



LEGEND

- DRUM (WITH STEADY BURN BI-DIRECTIONAL LIGHT ON TAPERS ONLY)
- TYPE III BARRICADE WITH FLASHING LIGHT (2-EA.)
- DOUBLE VERTICAL PANEL
- WORK AREA
- ARROW BOARD
- CONSTRUCTION SIGN
- DIRECTION OF TRAFFIC
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
- FLASHING MONO-DIRECTIONAL LIGHT

NOTES:

TRAFFIC CONTROL SIGNING AND TEMPORARY PAVEMENT MARKING FROM STAGE 1 TO REMIAN IN PLACE, UNLESS NOTED IN STAGE 1A PLANS. (SEE SHEETS 44 & 45 FOR STAGE 1 DETAILS NOT SHOWN)

ALL CONSTRUCTION SIGNS DESIGNATED WITH (O) SHALL BE FLUORESCENT ORANGE.

MODEL: Default
FILE NAME: V:\4363 - I-55 and IL 47 Interchange (Bloom-IDOT D3)\CADD\CADD Sheets\D366H15-sht-staging1B-1.dgn

Hutchison Engineering, Inc. Jacksonville · Moline · Peoria · Shorewood Since 1945	USER NAME = BDeCraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/2/2020	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 326 (IL 47)
STAGE 1B CONSTRUCTION AND TRAFFIC CONTROL

SCALE: 1"=50' | SHEET 1 OF 1 SHEETS | STA. 32+00 TO STA. 62+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	45
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		

STAGE 2 CONSTRUCTION

INSTALL TRAFFIC CONTROL SIGNING

ADJUST TEMPORARY SIGNALS ACCORDING TO THE TEMPORARY SIGNAL PLANS.

CONSTRUCT PERMANENT SOUTHBOUND LANES FROM STA 34+33 TO STA 66+85. RAMP INTERSECTIONS TO BE GAPPED FROM STA 41+84 TO STA 42+19 AND FROM STA 57+73 TO STA 58+25 FOR RAMPS TO REMAIN OPEN DURING STAGE 2.

REMOVE SOUTHBOUND SECTION OF EXISTING SN 032-0079 AS SHOWN IN THE STRUCTURE PLANS. CONSTRUCT REMAINING SOUTHBOUND SECTION OF PROPOSED SN 032-0125 AS SHOWN IN THE STRUCTURE PLANS.

CONSTRUCT MEDIAN CURB FROM STA 36+30 TO STA 41+45, STA 46+20 TO STA 48+73, STA 51+27 TO 57+16 AND FROM STA 58+71 TO STA 63+01. MEDIAN CURB WILL NOT BE CONSTRUCTED IN REMAINING LOCATIONS DUE TO PLACEMENT OF TEMPORARY CONCRETE BARRIER IN STAGE 2.

STAGE 2A & 2B CONSTRUCTION

CONSTRUCT THE REMAINING PERMANENT SOUTHBOUND LANES AT THE RAMP INTERSECTIONS FROM STA 41+84 TO STA 42+19 AND FROM STA 57+73 TO STA 58+25, AS SHOWN IN THE STAGE 2A & 2B CONSTRUCTION PLANS.

CONSTRUCT THE REMAINING PERMANENT SOUTHBOUND LANES AT THE NORTHBROOK DR. INTERSECTION AS SHOWN IN THE STAGE 2A CONSTRUCTION PLANS.

TRAFFIC CONTROL AND PROTECTION

TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN, SECTION 701 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS.

IL 47

TWO-WAY TRAFFIC SHALL BE ACCOMMODATED AT ALL TIMES, EXCEPT DURING ISOLATED FLAGGER CONTROLLED LANE CLOSURES.

I-55

MAINTAIN TWO LANES OF TRAFFIC IN EACH DIRECTION OF ALL TIMES.

DURING SUPERSTRUCTURE DEMOLITION, LIVE TRAFFIC ON I-55 UNDERNEATH THE BRIDGE WILL ONLY BE PERMITTED FOR ADVANCE DEMOLITION PREPARATIONS (SAWCUTTING, PARTIAL CHIPPING) WITH PROTECTIVE SHIELDING IN PLACE. ALL OTHER DEMOLITION OPERATIONS TO THE BRIDGE WILL DIVERT THE I-55 TRAFFIC UP THE EXISTING RAMPS AS SHOWN IN THE "TOTAL INTERSTATE CLOSURE AT NIGHT" DETAIL. CHANGEABLE MESSAGE SIGNS SHALL BE IN PLACE 2 WEEKS PRIOR TO ANY INTERSTATE CLOSURE.

FOR BEAM PLACEMENT, DIVERT THE I-55 TRAFFIC UP THE EXISTING RAMPS AS SHOWN IN THE "TOTAL INTERSTATE CLOSURE AT NIGHT" DETAIL. TYPICALLY MAINTAIN TWO LANES OF TRAFFIC IN EACH DIRECTION FROM 5:00 AM TO 9:00 PM.

DURING INSTALLATION OF FORMS FOR THE CONCRETE DECK, LANE CLOSURES WILL BE ALLOWED SO THAT NO FORMING WORK IS PERFORMED ABOVE LIVE TRAFFIC.

EXISTING TRAFFIC CONTROL SIGNS AND DEVICES WILL BE REMOVED BY THE CONTRACTOR AFTER THE PROPOSED TRAFFIC CONTROL REQUIREMENTS ARE MET, OR AS AUTHORIZED BY THE ENGINEER. SIGNS OR DEVICES LEFT IN PLACE AT THIS TIME ARE TO BE PROTECTED FROM DAMAGE BY THE CONTRACTOR.

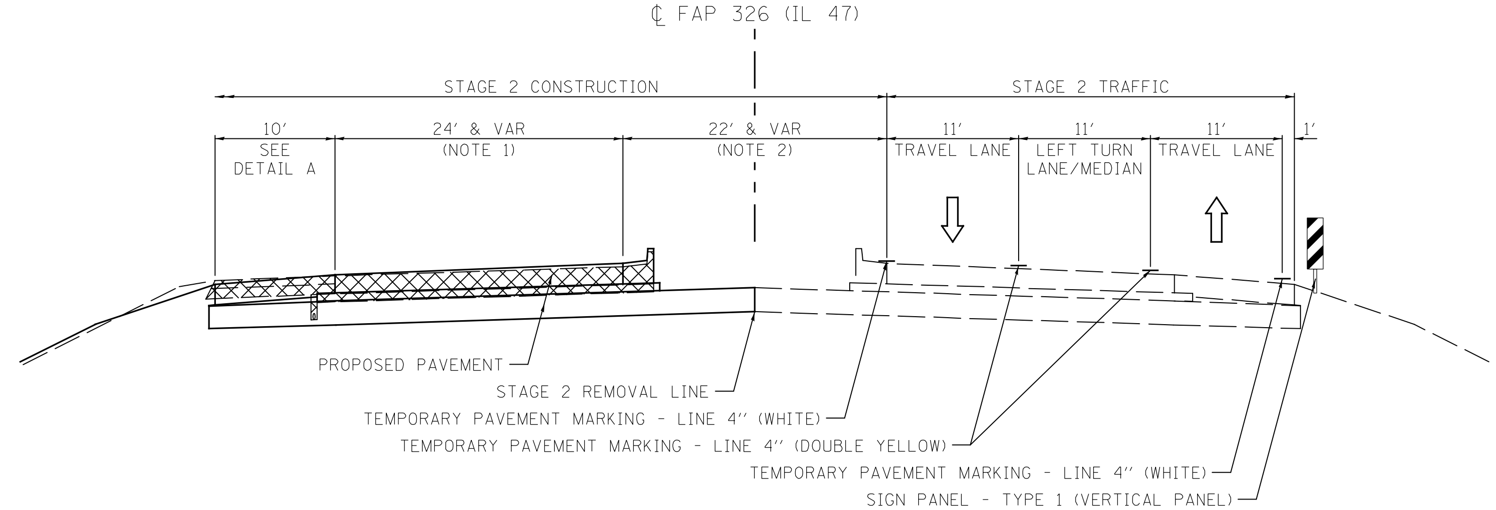
THE CONTRACTOR SHALL SCHEDULE OPERATIONS TO ENSURE THAT NO DROP-OFF OF GREATER THAN 12", WITHIN 3' OF THE TRAVEL LANE, IS PRESENT FOR 48 HOURS OR MORE.

NO DROP-OFF GREATER THAN 24" WITHIN 12' OF THE TRAVEL LANE WILL BE ALLOWED UNLESS A FLAGGER CONTROLLED LANE CLOSURE IS PROVIDED. SEGMENTS WHERE THESE CONDITIONS OCCUR DURING NON-WORKING HOURS MUST BE PROTECTED WITH TEMPORARY CONCRETE BARRIER. UNLESS AUTHORIZED BY THE ENGINEER, THE CONTRACTOR WILL ONLY BE PAID FOR TEMPORARY CONCRETE BARRIER ALONG SEGMENTS SHOWN IN THE PLANS.

DRUMS WITH STEADY-BURNING LIGHTS SHALL BE REQUIRED TO DELINEATE THE TRAVEL WAY. THE MAXIMUM SPACING SHALL BE 100 FEET, CENTER TO CENTER ALONG TANGENTS (50 FEET ALONG TAPERS); AND 25 FEET, CENTER TO CENTER ALONG RADII TO SIDE ROADS AND ENTRANCES.

THE FOLLOWING TRAFFIC CONTROL STANDARDS ARE THE MINIMUM REQUIREMENTS FOR THE TRAFFIC FOR THIS PROJECT: 701001, 701006, 701011, 701201, 701301, 701326, 701400, 701401, 701421, 701422, 701901 & 704001.

CHANGEABLE MESSAGE SIGNS ARE TO BE IN PLACE 2 WEEKS PRIOR TO THE BEGINNING OF CONSTRUCTION.



STAGE 2 TYPICAL SECTION

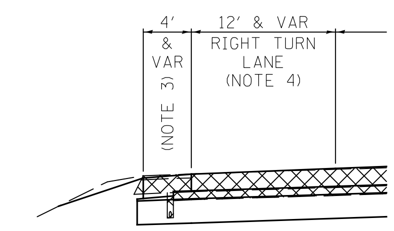
FAP 326 (IL 47)

STA 34+33 TO STA 42+19

NOTES:

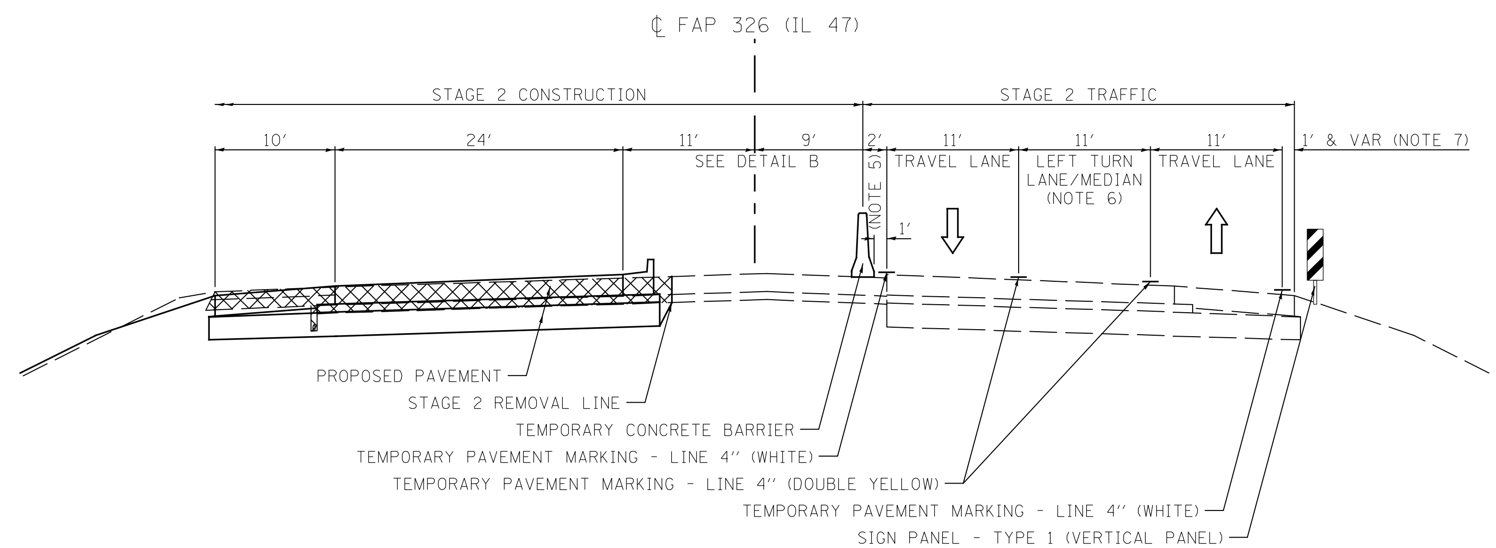
1. 36' FROM STA 34+33 TO STA 37+90
   VARIES FROM 36' AT STA 37+90 TO 24' AT STA 40+10
2. 6.3' FROM STA 34+33 TO STA 37+90
   VARIES FROM 6.3' AT STA 37+90 TO 22' AT STA 40+10
3. 4' FROM STA 34+33 TO STA 37+20
   VARIES FROM 4' AT STA 37+20 TO 10' AT STA 39+40
4. 12' FROM STA 34+33 TO STA 37+20
   VARIES FROM 12' AT STA 37+20 TO 0' AT STA 39+40
5. VARIES FROM 2' AT STA 54+00 TO 6' AT STA 55+80
6. VARIES FROM 11' AT STA 46+00 TO 7' AT STA 48+00
   VARIES FROM 7' AT STA 52+00 TO 11' AT STA 54+00
7. VARIES FROM 1' AT STA 46+00 TO 2' AT STA 48+00
   VARIES FROM 2' AT STA 52+00 TO 1' AT STA 54+00
8. 12' FROM STA 42+19 TO STA 46+20
   VARIES FROM 12' AT STA 46+20 TO 0' AT STA 48+40

TEMPORARY PAVEMENT MARKING ON FINAL WEARING SURFACE SHALL BE PAVEMENT MARKING TAPE, TYPE IV



DETAIL A

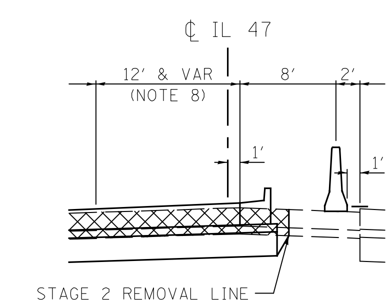
STA 34+33 TO STA 39+40



STAGE 2 TYPICAL SECTION

FAP 326 (IL 47)

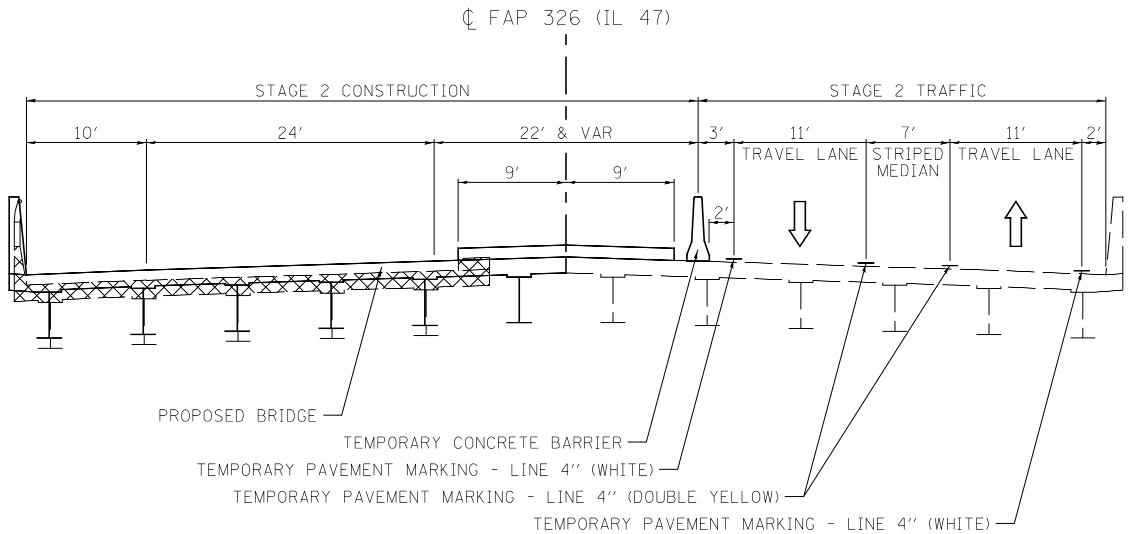
STA 42+19 TO STA 48+73
STA 51+27 TO STA 60+46



DETAIL B

STA 42+19 TO STA 48+40

Hutchison Engineering, Inc. Jacksonville Moline Peoria Shorewood Since 1945	USER NAME = BDeCraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 326 (IL 47) STAGE 2 CONSTRUCTION NOTES AND TYPICAL SECTIONS	F.A.I. RTE. 55	SECTION [(32-3)HB-1]HBK	COUNTY GRUNDY	TOTAL SHEETS 173	SHEET NO. 46
		DRAWN -	REVISED -					CONTRACT NO. 66H15		
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -		SCALE: N/A · SHEET 1 OF 2 SHEETS · STA. N/A TO STA. N/A			ILLINOIS FED. AID PROJECT		
	PLOT DATE = 10/2/2020	DATE -	REVISED -							

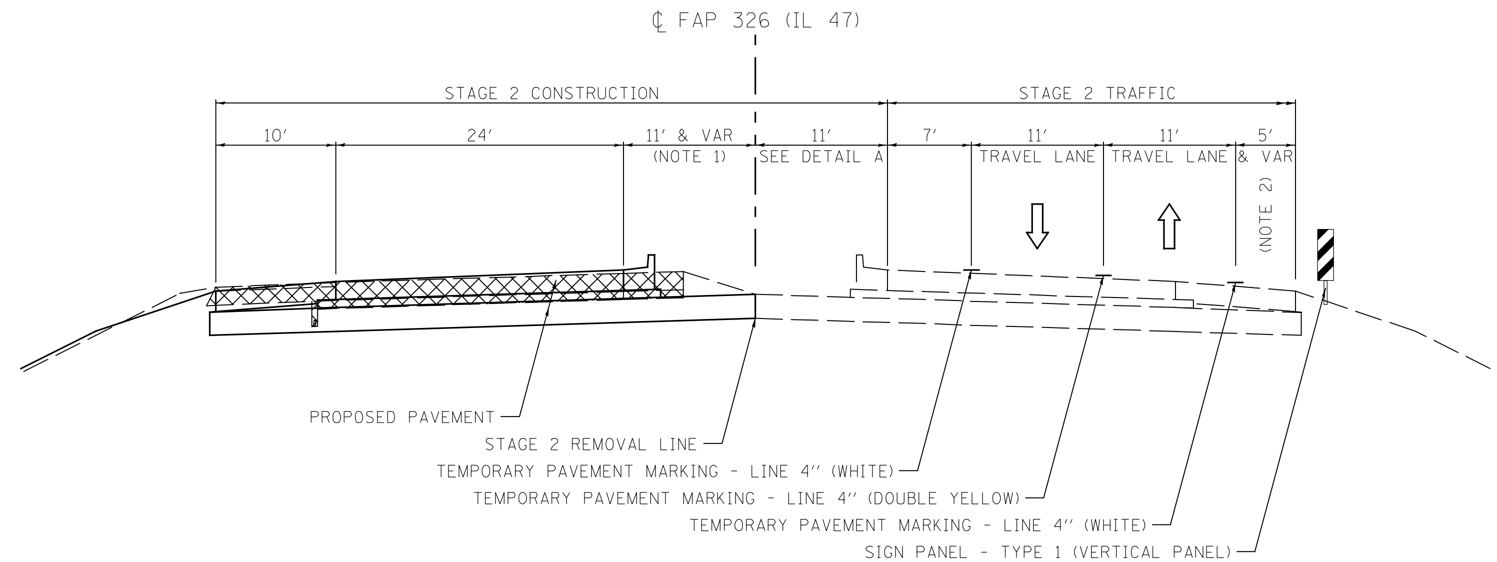


STAGE 2 BRIDGE TYPICAL SECTION

FAP 326 (IL 47)

STA 48+73 TO STA 51+27

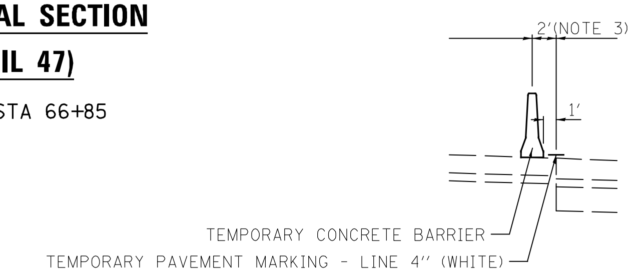
TEMPORARY PAVEMENT MARKING ON FINAL WEARING SURFACE SHALL BE PAVEMENT MARKING TAPE, TYPE IV



STAGE 2 TYPICAL SECTION

FAP 326 (IL 47)

STA 61+28 TO STA 66+85

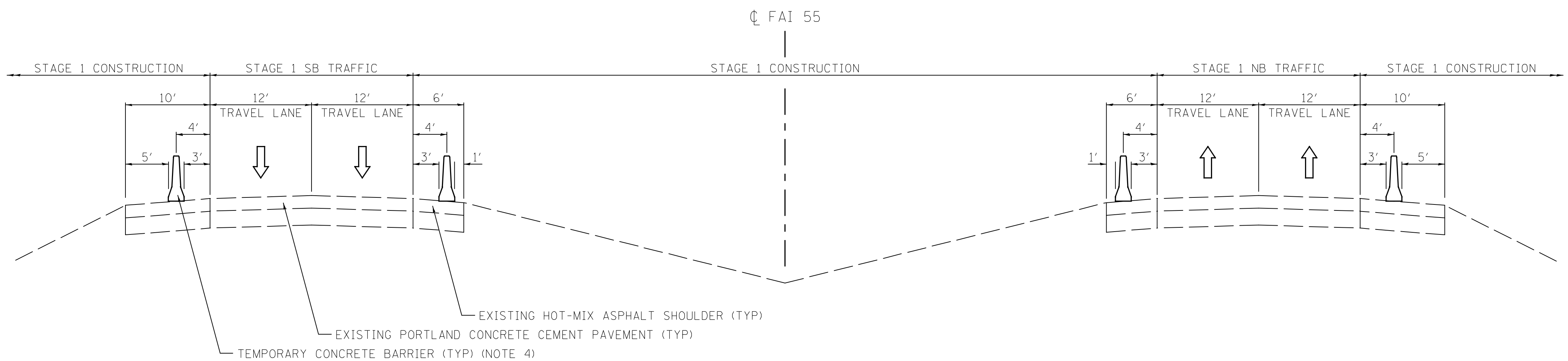


DETAIL A

STA 63+05 TO STA 66+85

NOTES:

1. VARIES FROM 11' LT AT STA 60+08 TO 17' RT AT STA 66+85
2. VARIES FROM 5' AT STA 63+05 TO 1' AT STA 64+85
3. VARIES FROM 8' AT STA 63+59 TO 2' AT STA 64+85
4. NB - FROM STA 393+00 TO STA 398+50
   SB - FROM STA 396+00 TO STA 401+50



STAGE 2 TYPICAL SECTION

FAI 55

STA 393+00 TO STA 401+50

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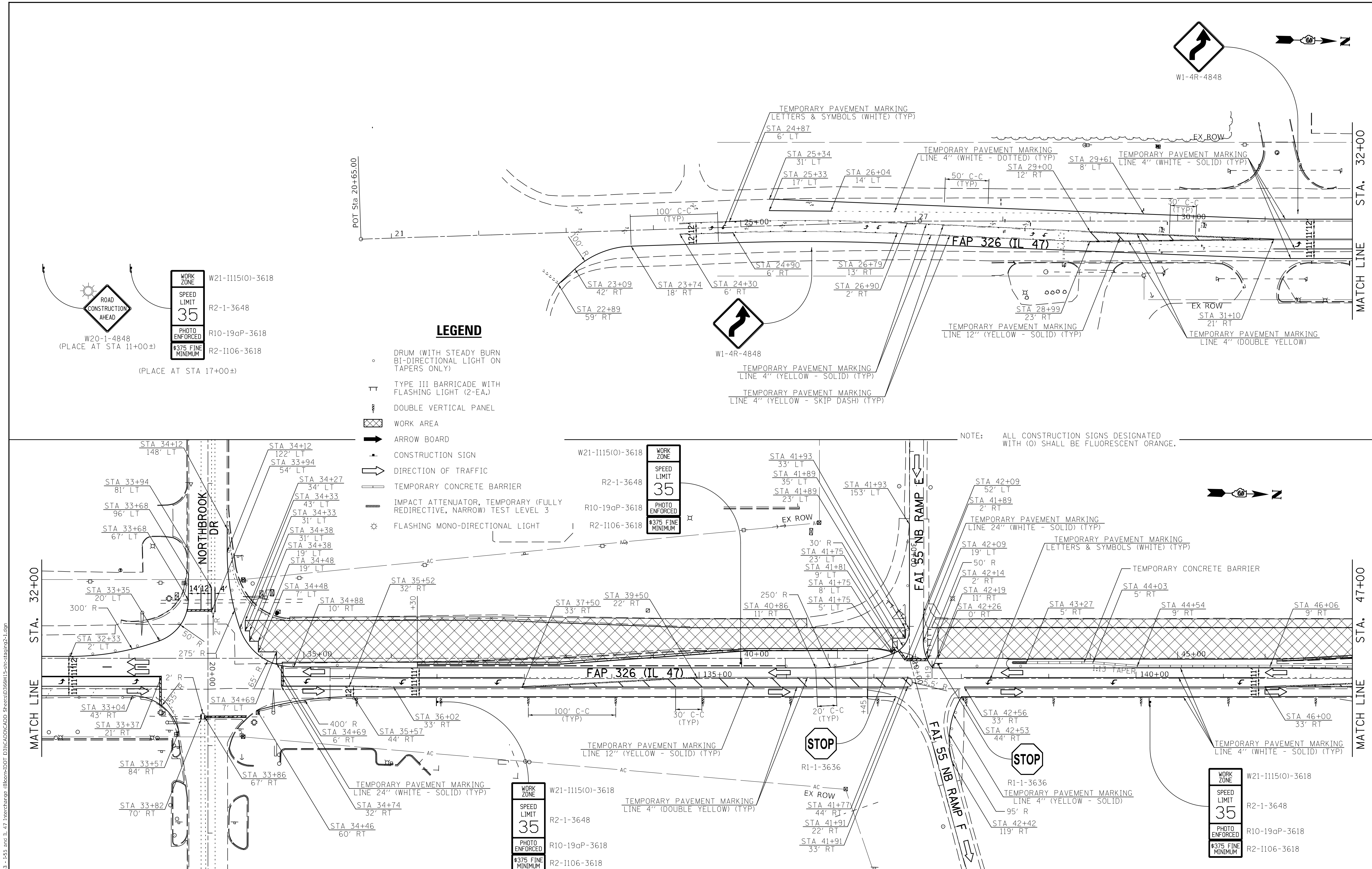
Hutchison Engineering, Inc. Jacksonville Moline Peoria Shorewood Since 1945	USER NAME = BDeCraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 326 (IL 47) & FAI 55 STAGE 2 CONSTRUCTION NOTES AND TYPICAL SECTIONS
		DRAWN -	REVISED -		
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -		
	PLOT DATE = 10/2/2020	DATE -	REVISED -		SCALE: N/A · SHEET 2 OF 2 SHEETS · STA. N/A · TO STA. N/A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	47
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		



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Hutchison Engineering, Inc. Jacksonville · Moline · Peoria · Shorewood Since 1945	USER NAME = BDeCraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN	REVISED -	
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
	PLOT DATE = 10/2/2020	DATE -	REVISED -	

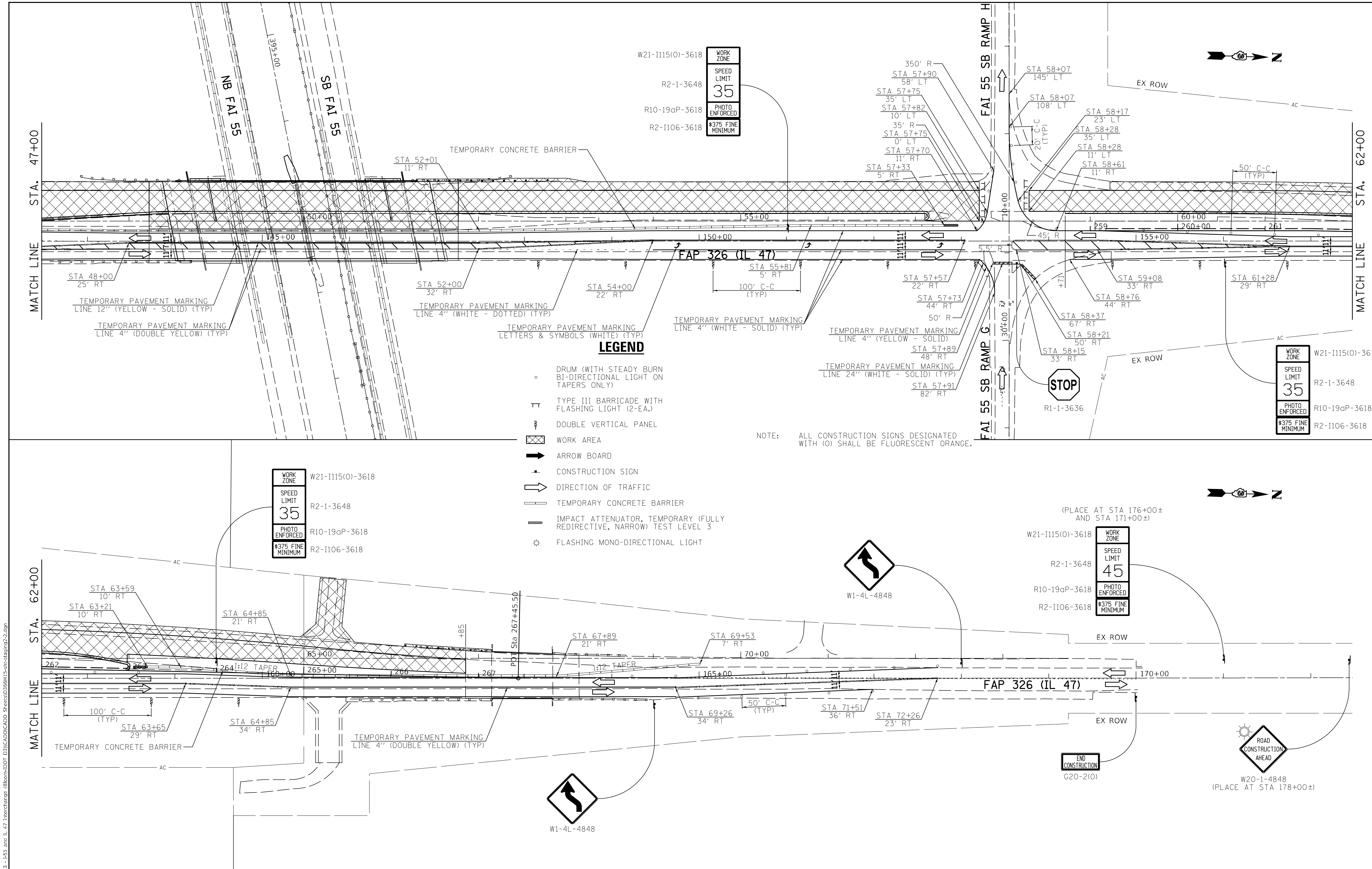
FAP 326 (IL 47)
STAGE 2 CONSTRUCTION AND TRAFFIC CONTROL

SCALE: 1"=50' | SHEET 1 OF 3 SHEETS | STA. 17+00 TO STA. 47+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	48

CONTRACT NO. 66H15

ILLINOIS | FED. AID PROJECT



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Hutchison Engineering, Inc.
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Since 1945

USER NAME = LZeller	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/7/2020	DATE -	REVISED -	

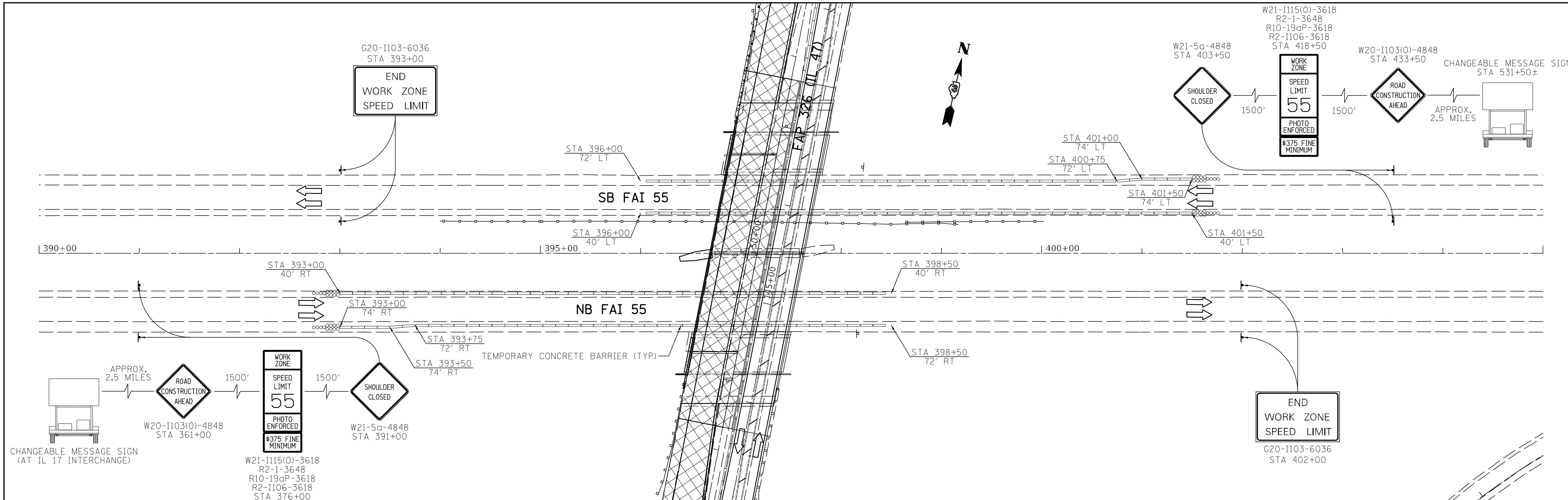
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 326 (IL 47)
STAGE 2 CONSTRUCTION & TRAFFIC CONTROL

SCALE: 1"=50' | SHEET 2 OF 3 SHEETS | STA. 47+00 TO STA. 77+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	49

CONTRACT NO. 66H15
ILLINOIS FED. AID PROJECT



LEGEND

- DRUM (WITH STEADY BURN BI-DIRECTIONAL LIGHT ON TAPERS ONLY)
- TYPE III BARRICADE WITH FLASHING LIGHT (2-EA.)
- DOUBLE VERTICAL PANEL
- WORK AREA
- ARROW BOARD
- CONSTRUCTION SIGN
- DIRECTION OF TRAFFIC
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
- FLASHING MONO-DIRECTIONAL LIGHT

NOTES:

WORK AREA SHOWN IS FOR IL 47. THERE IS NO WORK PROPOSED ON I-55 IN STAGE 2.

ALL CONSTRUCTION SIGNS DESIGNATED WITH (O) SHALL BE FLUORESCENT ORANGE.

MODEL: Default
FILE NAME: V:\4363 - I-55 and IL 47 Interchange (Bloom-IDOT D3)\CADD\CADD Sheets\D366H15-sht-staging2-3.dgn

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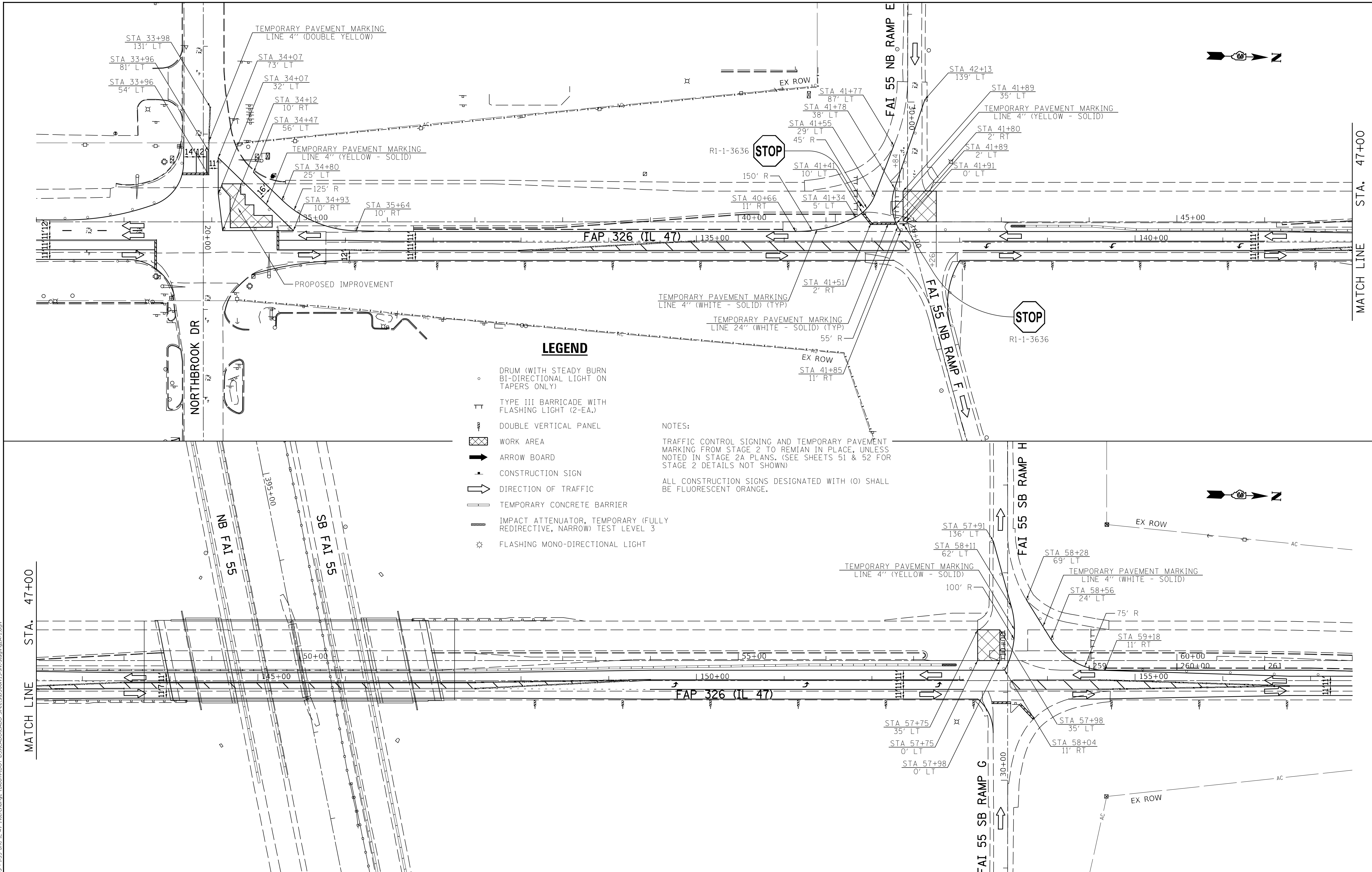
USER NAME = BDeCraene	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/2/2020	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 326 (IL 47) & FAI 55
STAGE 2 CONSTRUCTION & TRAFFIC CONTROL

SCALE: 1"=50' | SHEET 3 OF 3 SHEETS | STA. 390+00 TO STA. 405+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	50
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		



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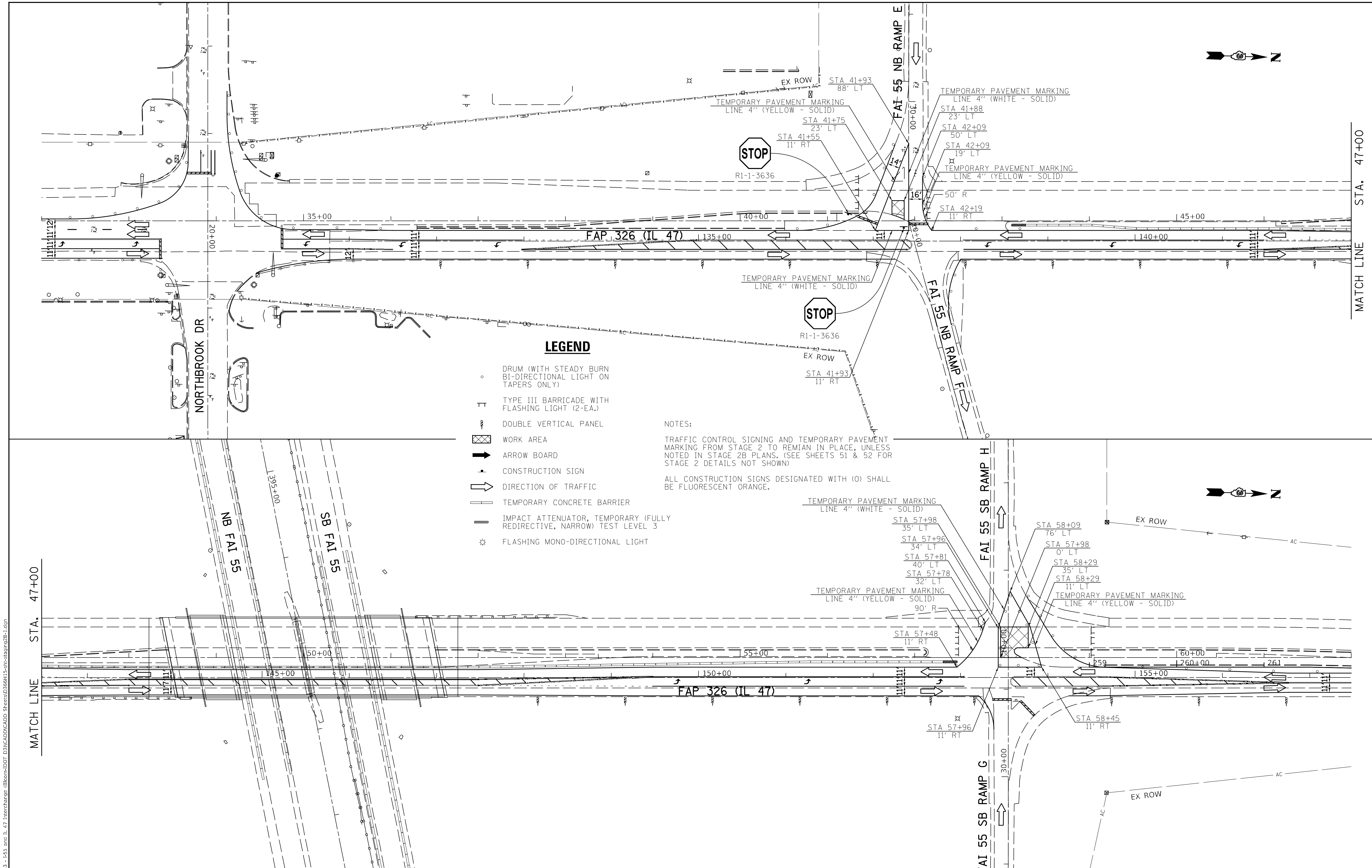
Hutchison Engineering, Inc. Jacksonville · Moline · Peoria · Shorewood Since 1945	USER NAME = BDeCraene	DESIGNED -	REVISED -
		DRAWN	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/2/2020	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 326 (IL 47)
STAGE 2A CONSTRUCTION AND TRAFFIC CONTROL

SCALE: 1"=50' | SHEET 1 OF 1 SHEETS | STA. 32+00 TO STA. 62+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	51
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		



LEGEND

- DRUM (WITH STEADY BURN BI-DIRECTIONAL LIGHT ON TAPERS ONLY)
- TYPE III BARRICADE WITH FLASHING LIGHT (2-EA.)
- DOUBLE VERTICAL PANEL
- WORK AREA
- ARROW BOARD
- CONSTRUCTION SIGN
- DIRECTION OF TRAFFIC
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
- FLASHING MONO-DIRECTIONAL LIGHT

NOTES:

TRAFFIC CONTROL SIGNING AND TEMPORARY PAVEMENT MARKING FROM STAGE 2 TO REMIAN IN PLACE, UNLESS NOTED IN STAGE 2B PLANS. (SEE SHEETS 51 & 52 FOR STAGE 2 DETAILS NOT SHOWN)

ALL CONSTRUCTION SIGNS DESIGNATED WITH (O) SHALL BE FLUORESCENT ORANGE.

MODEL: Default
FILE NAME: V:\4363 - I-55 and IL 47 Interchange (Bloom-IDOT D3)\CADD\CADD Sheets\D366H15-sht-staging2B-1.dgn

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USER NAME = BDeCraene	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/2/2020	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 326 (IL 47)
STAGE 2B CONSTRUCTION AND TRAFFIC CONTROL

SCALE: 1"=50' | SHEET 1 OF 1 SHEETS | STA. 32+00 TO STA. 62+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	52

CONTRACT NO. 66H15

ILLINOIS FED. AID PROJECT

STAGE 3 CONSTRUCTION

INSTALL TRAFFIC CONTROL SIGNING

ADJUST TEMPORARY SIGNALS ACCORDING TO TEMPORARY SIGNAL PLANS.

CONSTRUCT REMAINING MEDIAN AND CURB & GUTTER FROM STA 34+46 TO STA 63+01. CONSTRUCT REMAIN PAVEMENT FROM STA 63+01 TO STA 66+85.

TRAFFIC CONTROL AND PROTECTION

TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN, SECTION 701 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS.

IL 47
TWO-WAY TRAFFIC SHALL BE ACCOMMODATED AT ALL TIMES, EXCEPT DURING ISOLATED FLAGGER CONTROLLED LANE CLOSURES.

I-55
MAINTAIN EXISTING TRAFFIC.

EXISTING TRAFFIC CONTROL SIGNS AND DEVICES WILL BE REMOVED BY THE CONTRACTOR AFTER THE PROPOSED TRAFFIC CONTROL REQUIREMENTS ARE MET, OR AS AUTHORIZED BY THE ENGINEER. SIGNS OR DEVICES LEFT IN PLACE AT THIS TIME ARE TO BE PROTECTED FROM DAMAGE BY THE CONTRACTOR.

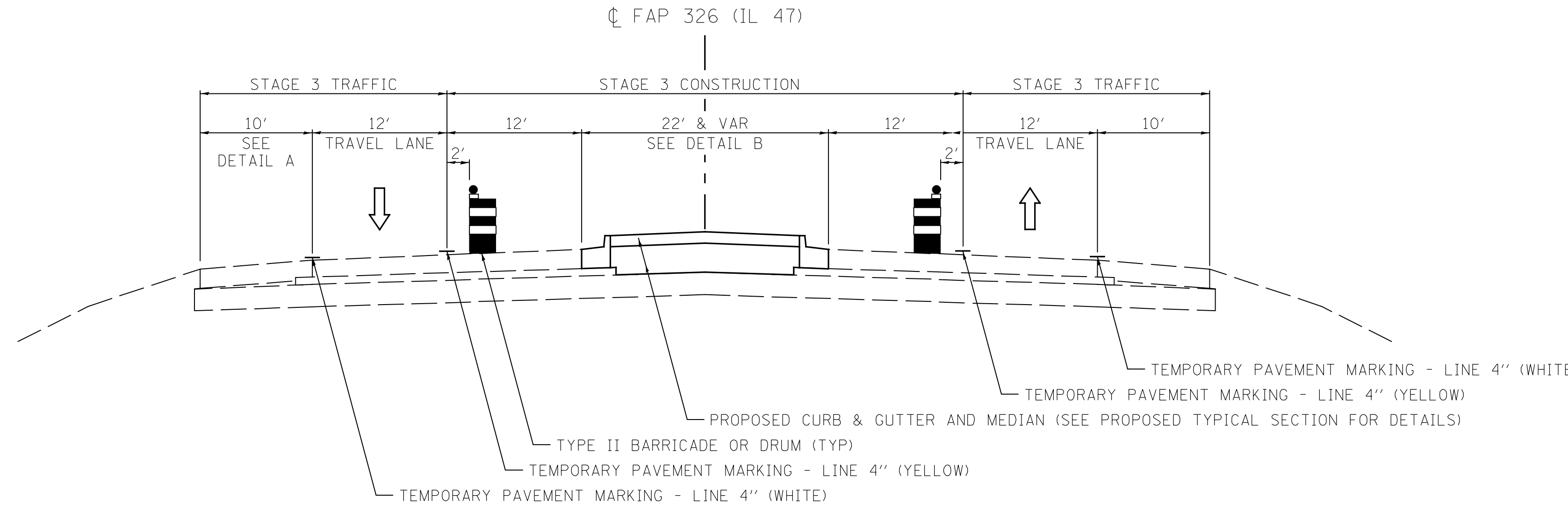
THE CONTRACTOR SHALL SCHEDULE OPERATIONS TO ENSURE THAT NO DROP-OFF OF GREATER THAN 12", WITHIN 3' OF THE TRAVEL LANE, IS PRESENT FOR 48 HOURS OR MORE.

NO DROP-OFF GREATER THAN 24" WITHIN 12' OF THE TRAVEL LANE WILL BE ALLOWED UNLESS A FLAGGER CONTROLLED LANE CLOSURE IS PROVIDED. SEGMENTS WHERE THESE CONDITIONS OCCUR DURING NON-WORKING HOURS MUST BE PROTECTED WITH TEMPORARY CONCRETE BARRIER. UNLESS AUTHORIZED BY THE ENGINEER, THE CONTRACTOR WILL ONLY BE PAID FOR TEMPORARY CONCRETE BARRIER ALONG SEGMENTS SHOWN IN THE PLANS.

DRUMS WITH STEADY-BURNING LIGHTS SHALL BE REQUIRED TO DELINEATE THE TRAVEL WAY. THE MAXIMUM SPACING SHALL BE 100 FEET, CENTER TO CENTER ALONG TANGENTS (50 FEET ALONG TAPERS); AND 25 FEET, CENTER TO CENTER ALONG RADII TO SIDE ROADS AND ENTRANCES.

THE FOLLOWING TRAFFIC CONTROL STANDARDS ARE THE MINIMUM REQUIREMENTS FOR THE TRAFFIC FOR THIS PROJECT: 701001, 701006, 701011, 701201, 701301, 701326, 701421, 701422, 701901 & 704001.

CHANGEABLE MESSAGE SIGNS ARE TO BE IN PLACE 2 WEEKS PRIOR TO THE BEGINNING OF CONSTRUCTION.



STAGE 3 TYPICAL SECTION

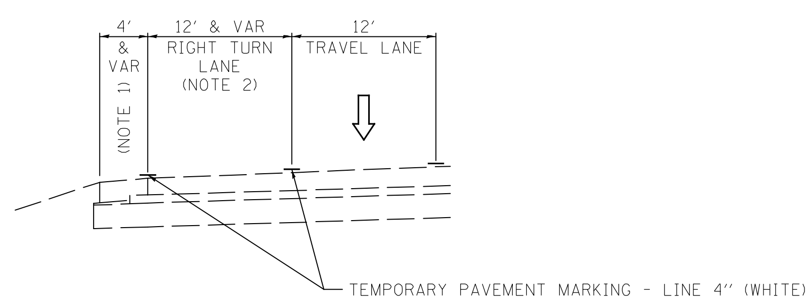
FAP 326 (IL 47)

STA 34+46 TO STA 48+73
STA 51+27 TO STA 63+01

TEMPORARY PAVEMENT MARKING ON FINAL WEARING SURFACE SHALL BE PAVEMENT MARKING TAPE, TYPE IV

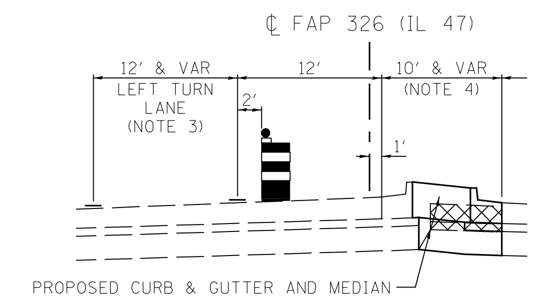
NOTES:

1. 4' FROM STA 34+46 TO STA 37+20
   VARIES FROM 4' AT STA 37+20 TO 10' AT STA 39+40
2. 12' FROM STA 34+46 TO STA 37+20
   VARIES FROM 12' AT STA 37+20 TO 0' AT STA 39+40
3. 12' FROM STA 34+46 TO STA 37+90
   12' FROM STA 43+04 TO STA 46+20
   12' FROM STA 53+80 TO STA 57+16
   VARIES FROM 12' AT STA 37+90 TO 0' AT STA 40+10
   VARIES FROM 12' AT STA 46+20 TO 0' AT STA 48+40
   VARIES FROM 0' AT STA 51+60 TO 12' AT STA 53+80
4. 10' FROM STA 34+46 TO STA 37+90
   10' FROM STA 43+04 TO STA 46+20
   10' FROM STA 53+80 TO STA 57+16
   VARIES FROM 10' AT STA 37+90 TO 22' AT STA 40+10
   VARIES FROM 10' AT STA 46+20 TO 22' AT STA 48+40
   VARIES FROM 22' AT STA 51+60 TO 10' AT STA 53+80



DETAIL A

STA 34+46 TO STA 39+40



DETAIL B

STA 34+46 TO STA 40+10
STA 43+04 TO STA 48+40
STA 51+60 TO STA 57+16

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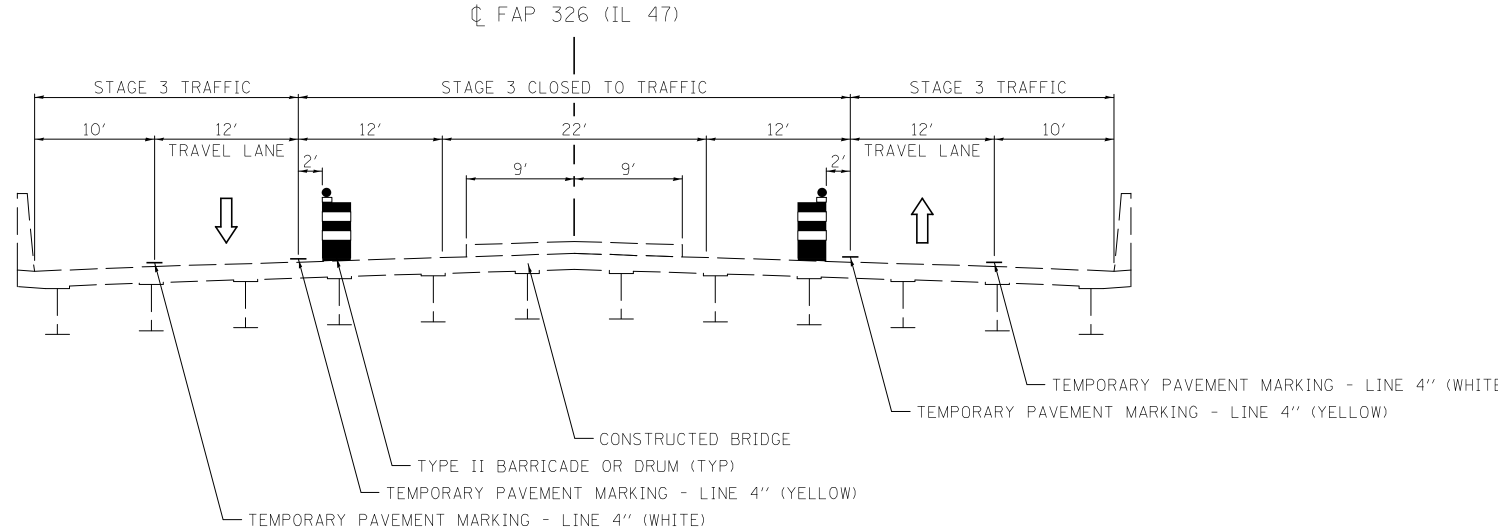
Hutchison Engineering, Inc. Jacksonville Moline Peoria Shorewood Since 1945	USER NAME = BDeCraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/2/2020	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 326 (IL 47)
STAGE 3 CONSTRUCTION NOTES AND TYPICAL SECTIONS

SCALE: N/A | SHEET 1 OF 2 SHEETS | STA. N/A TO STA. N/A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	53
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		

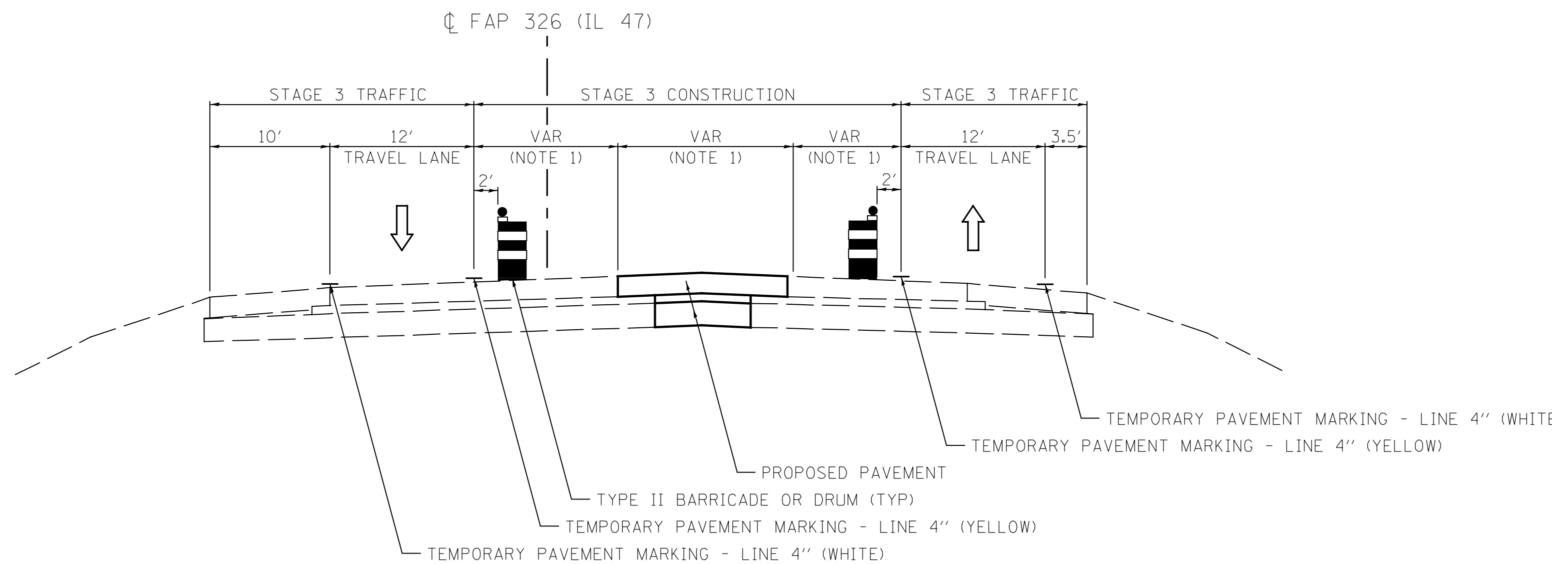


STAGE 3 BRIDGE TYPICAL SECTION

FAP 326 (IL 47)

STA 48+73 TO STA 51+27

TEMPORARY PAVEMENT MARKING ON FINAL WEARING SURFACE SHALL BE PAVEMENT MARKING TAPE, TYPE IV



NOTES:

1. SEE STAGE 3 CONSTRUCTION PLANS FOR DETAILS.

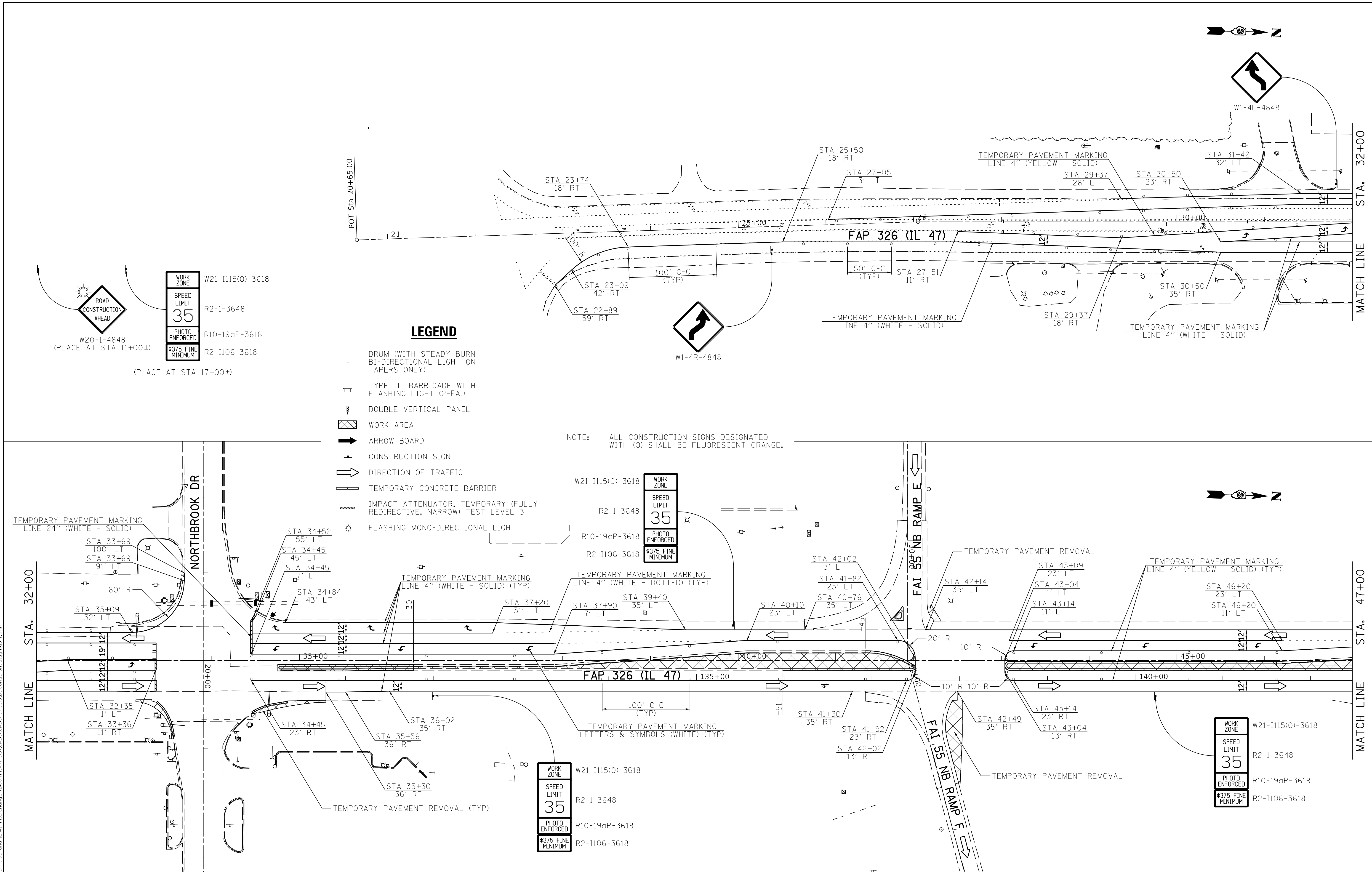
STAGE 3 TYPICAL SECTION

FAP 326 (IL 47)

STA 63+01 TO STA 66+85

Hutchison Engineering, Inc. Jacksonville Moline Peoria Shorewood Since 1945	USER NAME = BDeCraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 326 (IL 47) STAGE 3 CONSTRUCTION NOTES AND TYPICAL SECTIONS
		DRAWN -	REVISED -		
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -		
	PLOT DATE = 10/2/2020	DATE -	REVISED -		SCALE: N/A SHEET 2 OF 2 SHEETS STA. N/A TO STA. N/A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	54
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		



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Hutchison Engineering, Inc.
Jacksonville · Moline · Peoria · Shorewood
Since 1945

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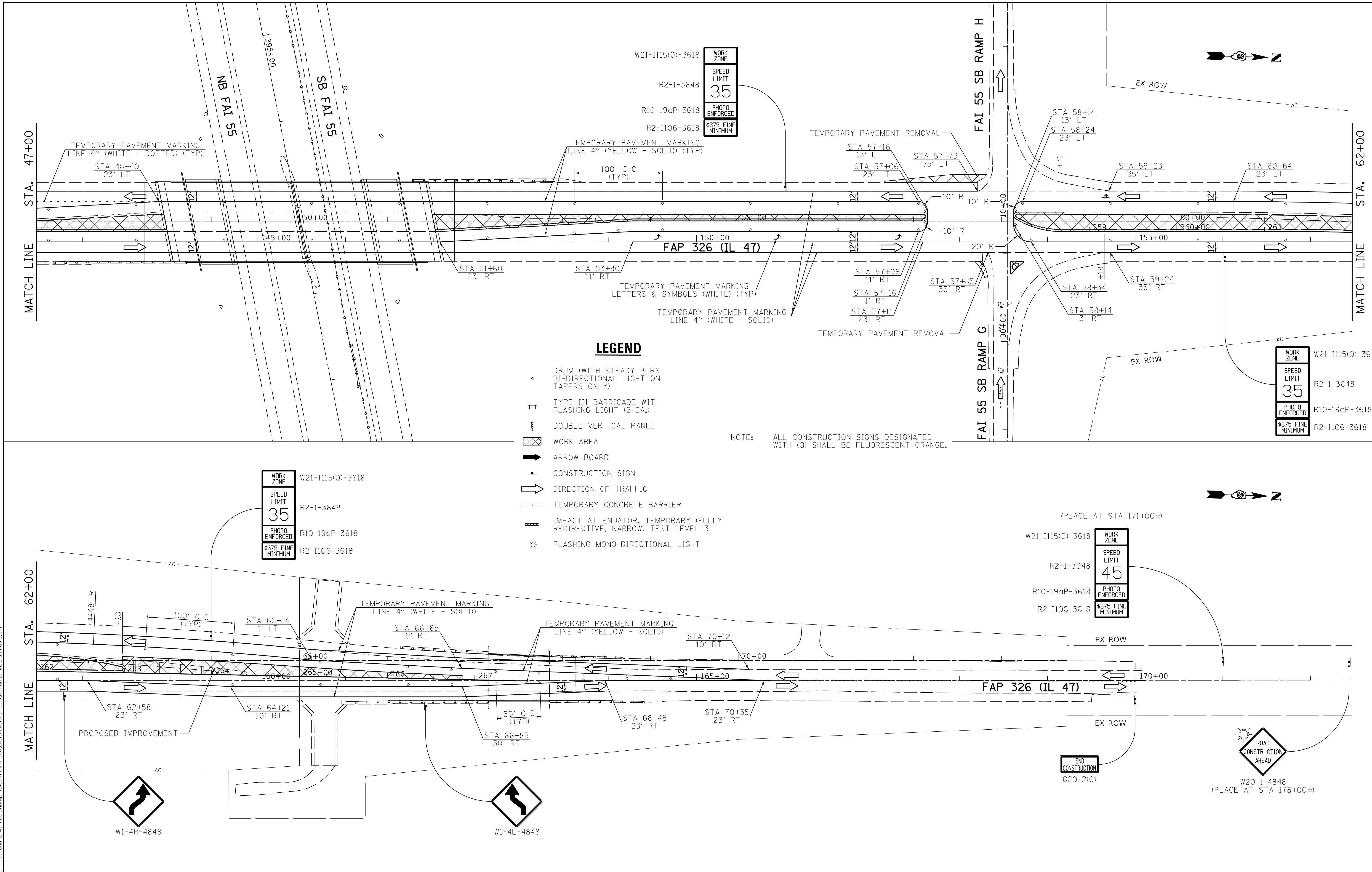
	DRAWN	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 10/2/2020	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 326 (IL 47)
STAGE 3 CONSTRUCTION AND TRAFFIC CONTROL

SCALE: 1"=50' | SHEET 1 OF 2 SHEETS | STA. 17+00 TO STA. 47+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	55
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		



LEGEND

- DRUM (WITH STEADY BURN BI-DIRECTIONAL LIGHT ON TAPERS ONLY)
- TYPE III BARRICADE WITH FLASHING LIGHT (2-EA.)
- DOUBLE VERTICAL PANEL
- WORK AREA
- ARROW BOARD
- CONSTRUCTION SIGN
- DIRECTION OF TRAFFIC
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
- FLASHING MONO-DIRECTIONAL LIGHT

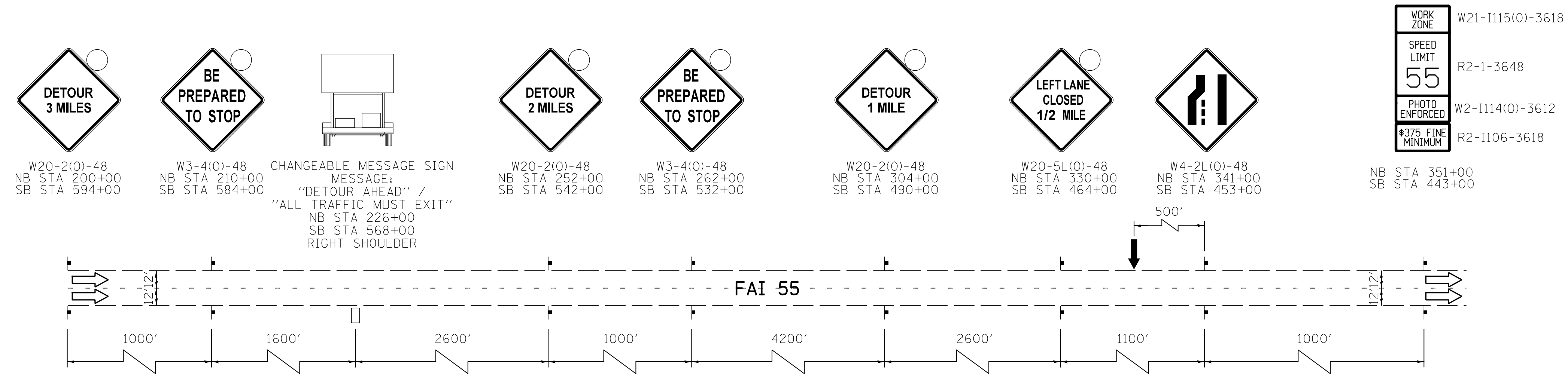
NOTE: ALL CONSTRUCTION SIGNS DESIGNATED WITH (O) SHALL BE FLUORESCENT ORANGE.

Hutchison Engineering, Inc. Jacksonville · Moline · Peoria · Shorewood Since 1945	USER NAME = LZeller	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 326 (IL 47) STAGE 3 CONSTRUCTION & TRAFFIC CONTROL
		DRAWN	REVISED -		
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -		
	PLOT DATE = 10/7/2020	DATE -	REVISED -		SCALE: 1"=50' · SHEET 2 OF 2 SHEETS · STA. 47+00 TO STA. 77+00

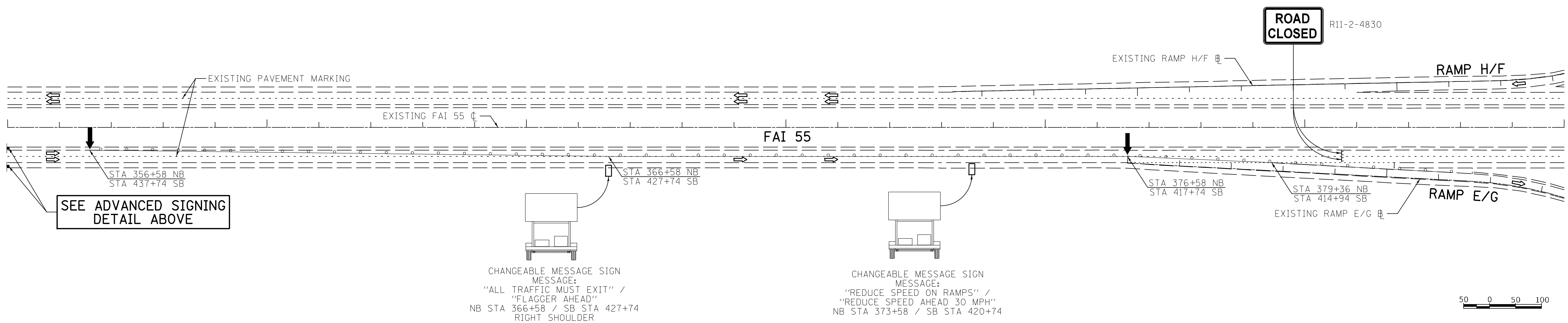
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	56
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		

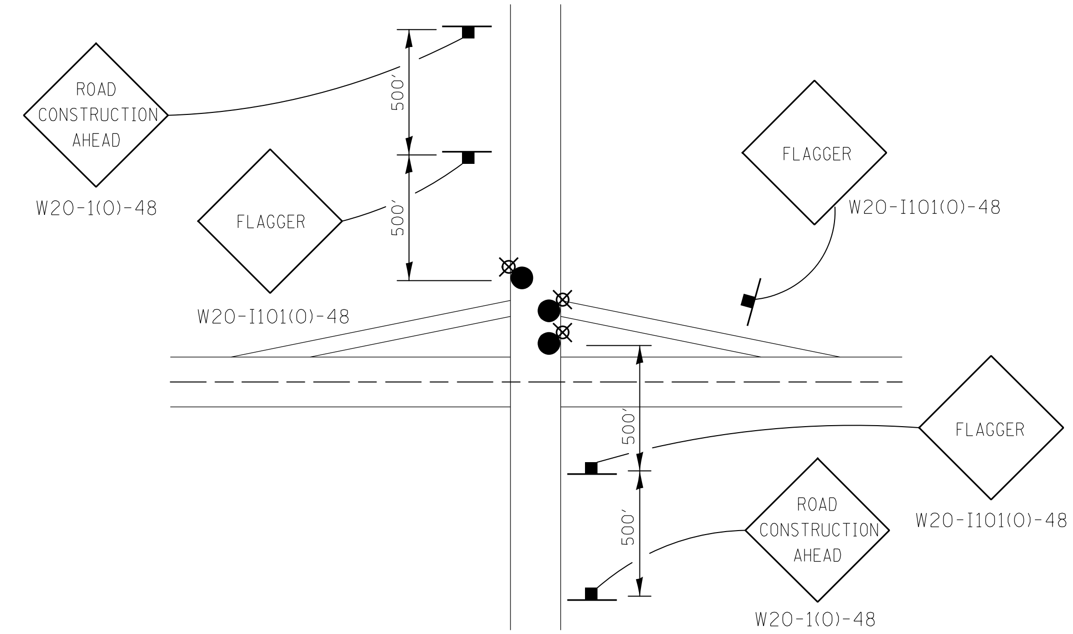
LEGEND

- DRUMS OR VERTICAL BARRICADES WITH STEADY BURNING WARNING LIGHTS AT 100' CENTERS. (50' CENTERS AT TAPERS) UNLESS OTHERWISE NOTED ON PLANS
- TYPE III BARRICADE WITH FLASHING LIGHT (2-EA.)
- DOUBLE VERTICAL PANEL
- WORK AREA
- FLASHING ARROW BOARD
- CONSTRUCTION SIGN
- DIRECTION OF TRAFFIC
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3
- FLASHING MONO-DIRECTIONAL LIGHT



FAI 55 ADVANCED SIGNING DETAIL (NOT TO SCALE)





LEGEND

LIGHTED FLAGGER STATIONS

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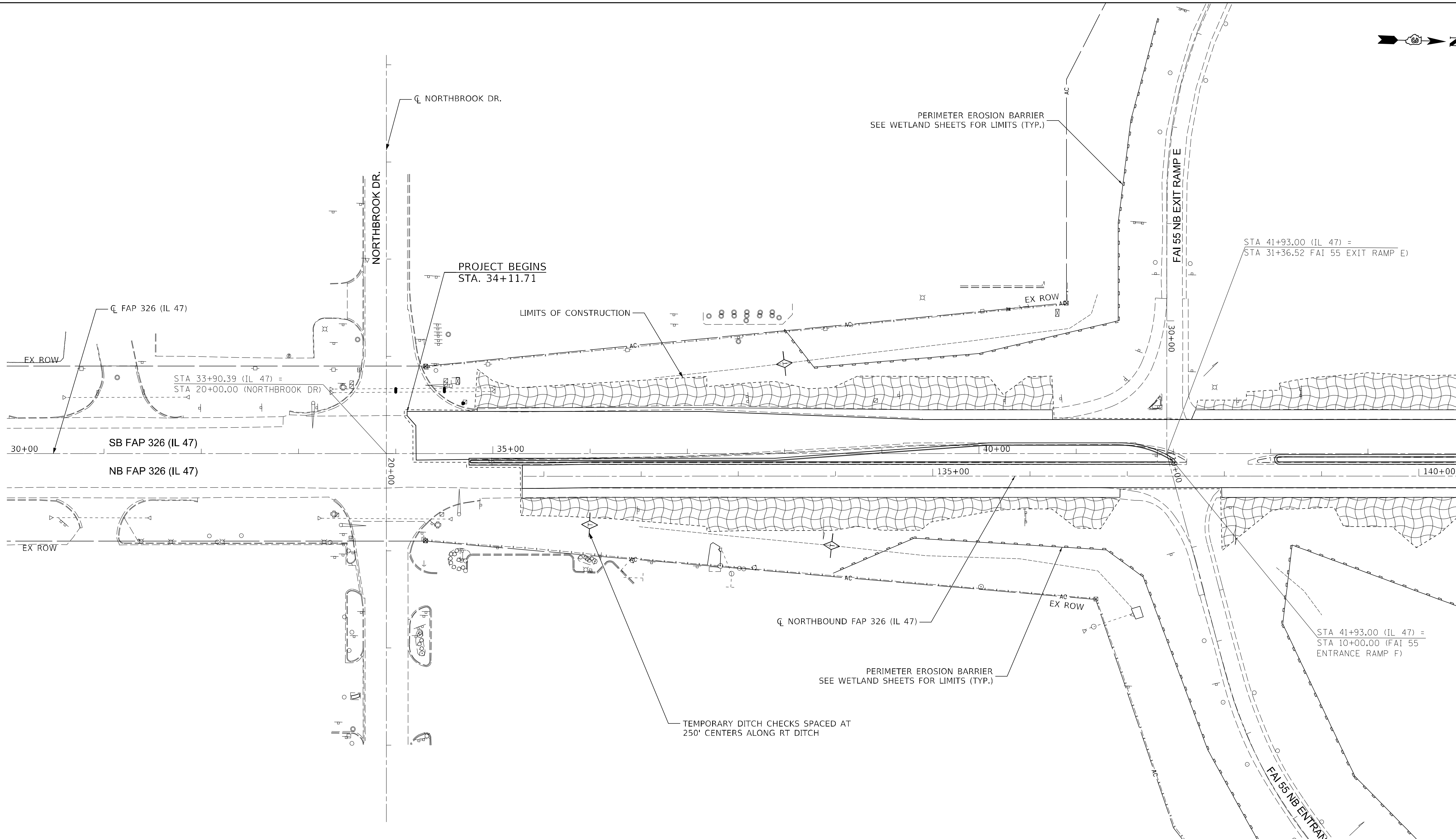
	PLOT DATE = 10/29/2020	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 55
TOTAL INTERSTATE CLOSURE AT NIGHT DETAIL

SCALE: 1"=50' | SHEET 1 OF 1 SHEETS | STA. 355+00 STA. 413+00 | TO STA. 385+00 TO STA. 443+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	57
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		



EROSION CONTROL AND LANDSCAPING LEGEND

INLET AND PIPE PROTECTION

TEMPORARY DITCH CHECKS

PERIMETER EROSION BARRIER (PEB)

DURING CONSTRUCTION:
TEMPORARY EROSION CONTROL SEEDING
SHALL BE PLACED ON ANY DISTURBED AREAS
NOT FINISHED WITHIN 14 CALENDAR DAYS

POST CONSTRUCTION:
SEEDING, CLASS 2A (SALT TOLERANT ROADSIDE MIXTURE)
TOPSOIL FURNISH AND PLACEMENT - 6" THICK
NITROGEN, PHOSPHORUS AND POTASSIUM FERTILIZER NUTRIENTS (90 LBS/ACRE EACH)
EROSION CONTROL BLANKET

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BLOOM COMPANIES, LLC
Infrastructure Innovation and Ingenuity
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Phone: (312) 876-0600 Fax: (312) 876-9600

USER NAME = fyousef	DESIGNED - TSB	REVISED -	
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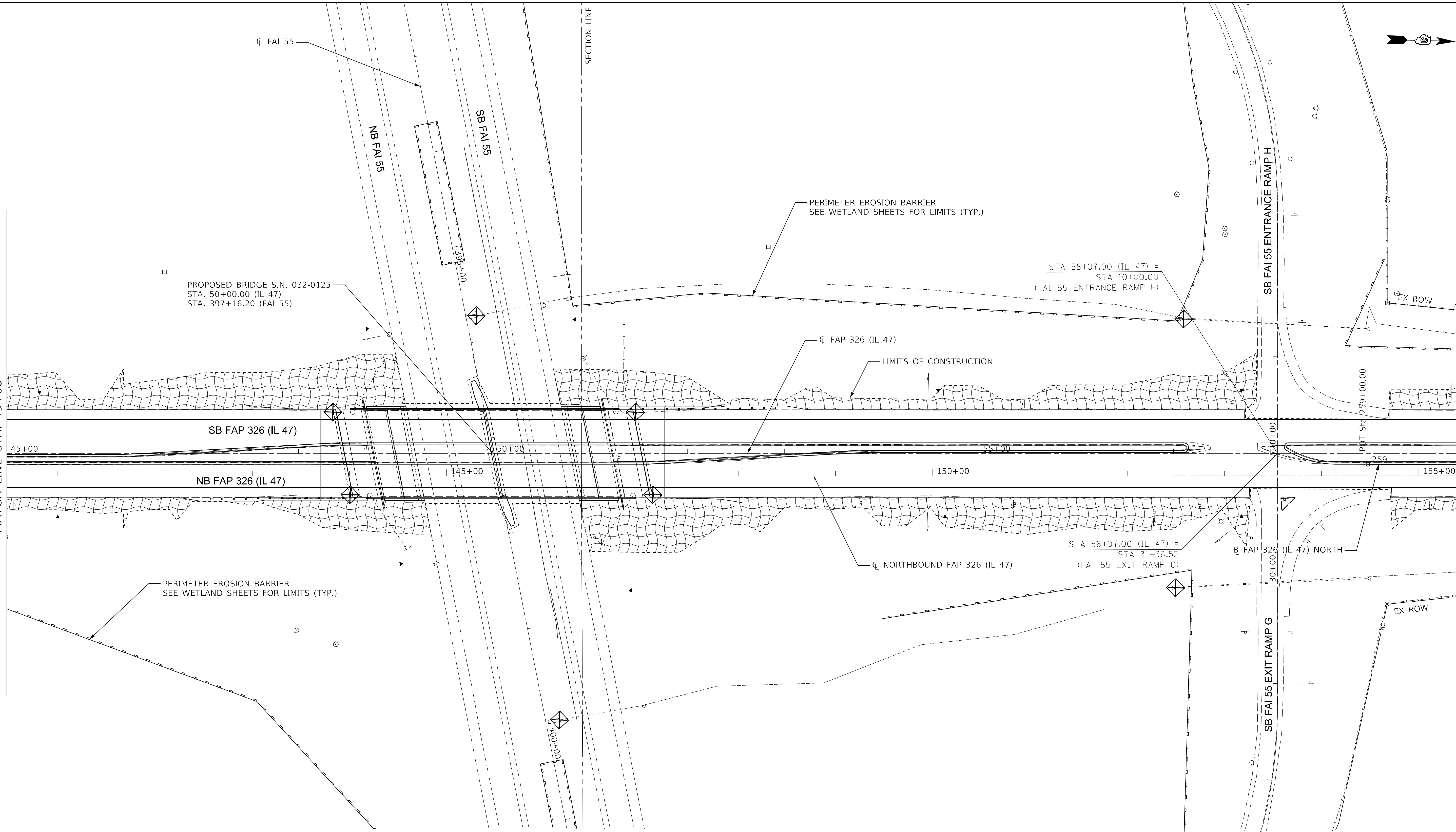
PLOT DATE = 10/7/2020	DATE - 10/7/20	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL AND LANDSCAPING PLAN

SCALE: 1"=50' | SHEET 1 OF 3 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	58
		CONTRACT NO. 66H15		
	ILLINOIS	FED. AID PROJECT		



EROSION CONTROL AND LANDSCAPING LEGEND

INLET AND PIPE PROTECTION

TEMPORARY DITCH CHECKS

PERIMETER EROSION BARRIER (PEB)

DURING CONSTRUCTION:
TEMPORARY EROSION CONTROL SEEDING
SHALL BE PLACED ON ANY DISTURBED AREAS
NOT FINISHED WITHIN 14 CALENDAR DAYS

POST CONSTRUCTION:
SEEDING, CLASS 2A (SALT TOLERANT ROADSIDE MIXTURE)
TOPSOIL FURNISH AND PLACEMENT - 6" THICK
NITROGEN, PHOSPHORUS AND POTASSIUM FERTILIZER NUTRIENTS (90 LBS/ACRE EACH)
EROSION CONTROL BLANKET

0 50 100 150
SCALE IN FEET

MODEL: Default
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PLOT DATE = 10/7/2020	DATE - 10/7/20	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

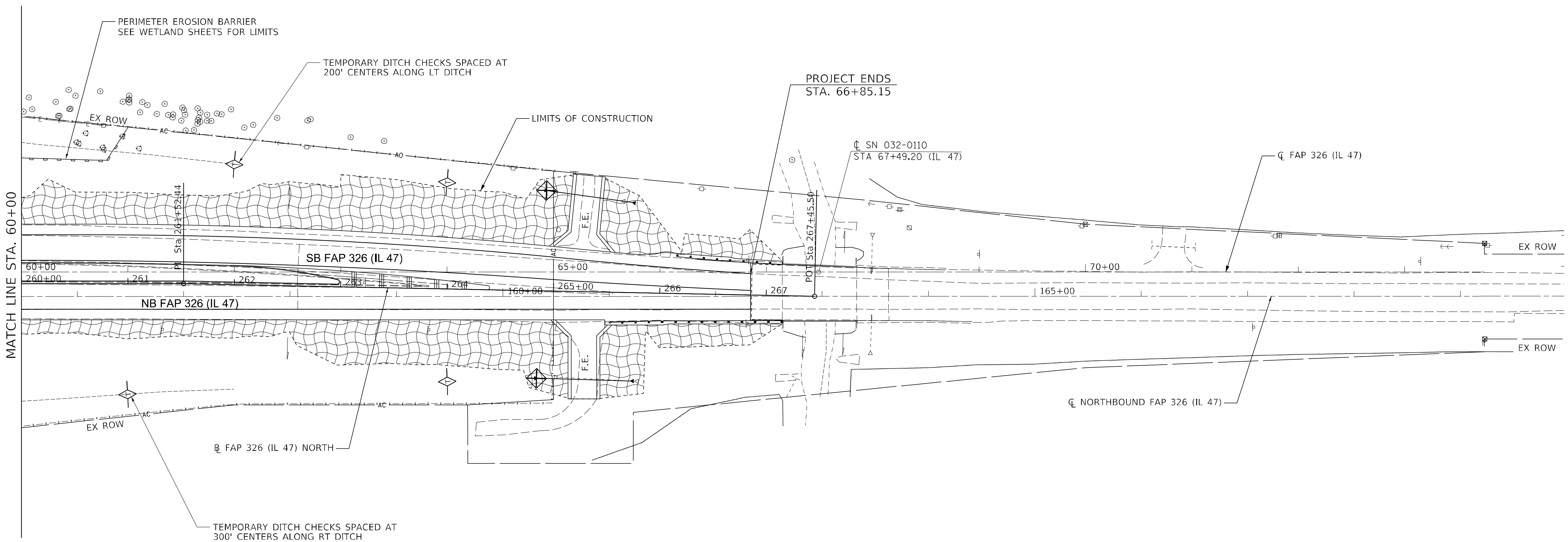
EROSION CONTROL AND LANDSCAPING PLAN

SCALE: 1"=50' | SHEET 2 OF 3 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	59

CONTRACT NO. 66H15

ILLINOIS FED. AID PROJECT



EROSION CONTROL AND LANDSCAPING LEGEND

INLET AND PIPE PROTECTION

TEMPORARY DITCH CHECKS

PERIMETER EROSION BARRIER (PEB)

DURING CONSTRUCTION:
TEMPORARY EROSION CONTROL SEEDING
SHALL BE PLACED ON ANY DISTURBED AREAS
NOT FINISHED WITHIN 14 CALENDAR DAYS

POST CONSTRUCTION:
SEEDING, CLASS 2A (SALT TOLERANT ROADSIDE MIXTURE)
TOPSOIL FURNISH AND PLACEMENT - 6" THICK
NITROGEN, PHOSPHORUS AND POTASSIUM FERTILIZER NUTRIENTS (90 LBS/ACRE EACH)
EROSION CONTROL BLANKET

0 50 100 150
SCALE IN FEET

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PLOT DATE = 10/7/2020	DATE - 10/7/20	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

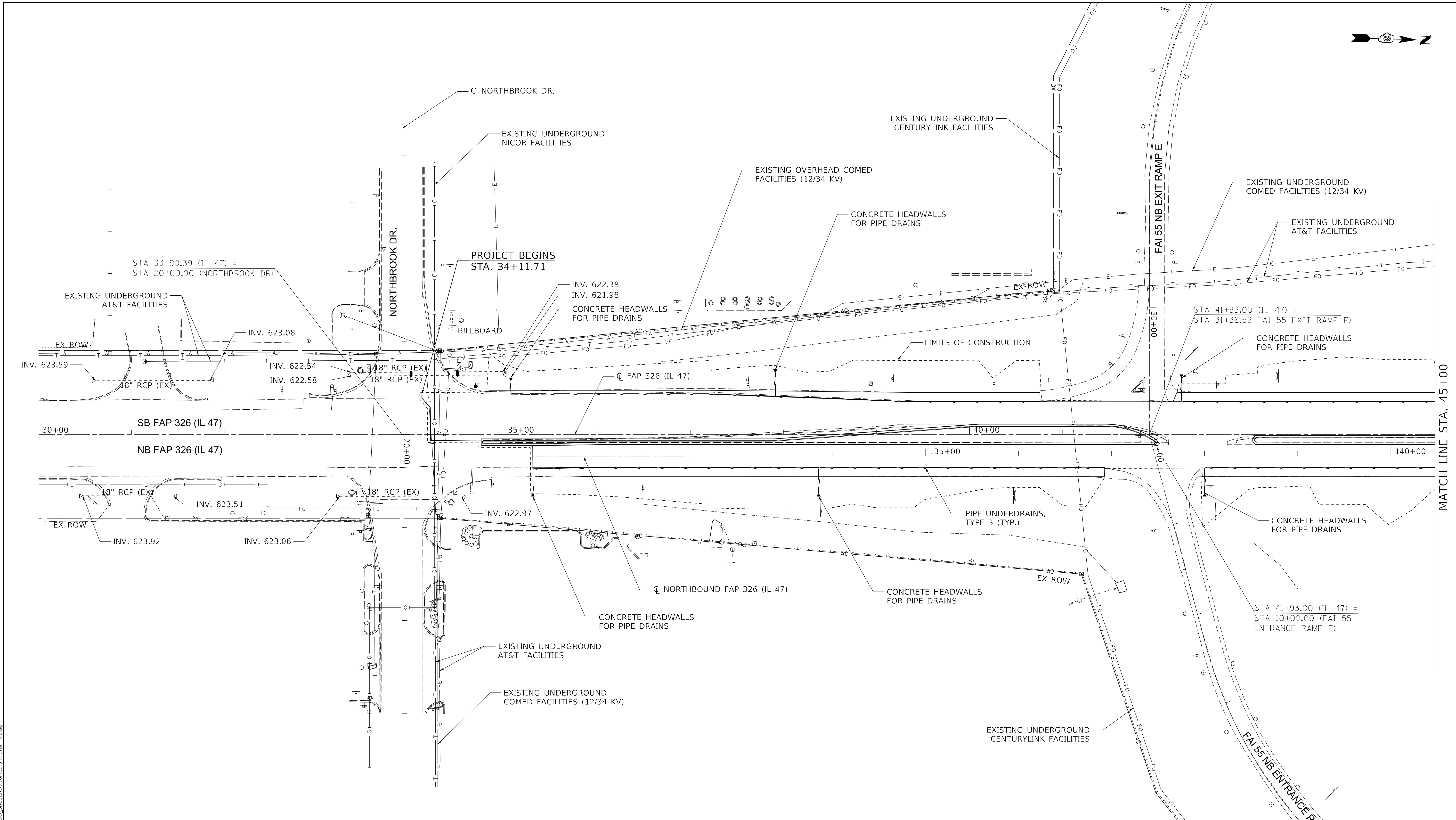
EROSION CONTROL AND LANDSCAPING PLAN

SCALE: 1"=50' | SHEET 3 OF 3 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	60

CONTRACT NO. 66H15

ILLINOIS | FED. AID PROJECT



LEGEND

- PROPOSED MANHOLE
- PROPOSED INLET
- PROPOSED CULVERT END SECTION
- PROPOSED SWALE
- PROPOSED STORM SEWER
- PROPOSED PIPE UNDERDRAINS
- PROPOSED DITCH SUMMIT
- PROPOSED DITCH

0 50 100 150
SCALE IN FEET

MODEL: Default
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150 N. Wacker Drive, Suite 1600 • Chicago, IL 60606
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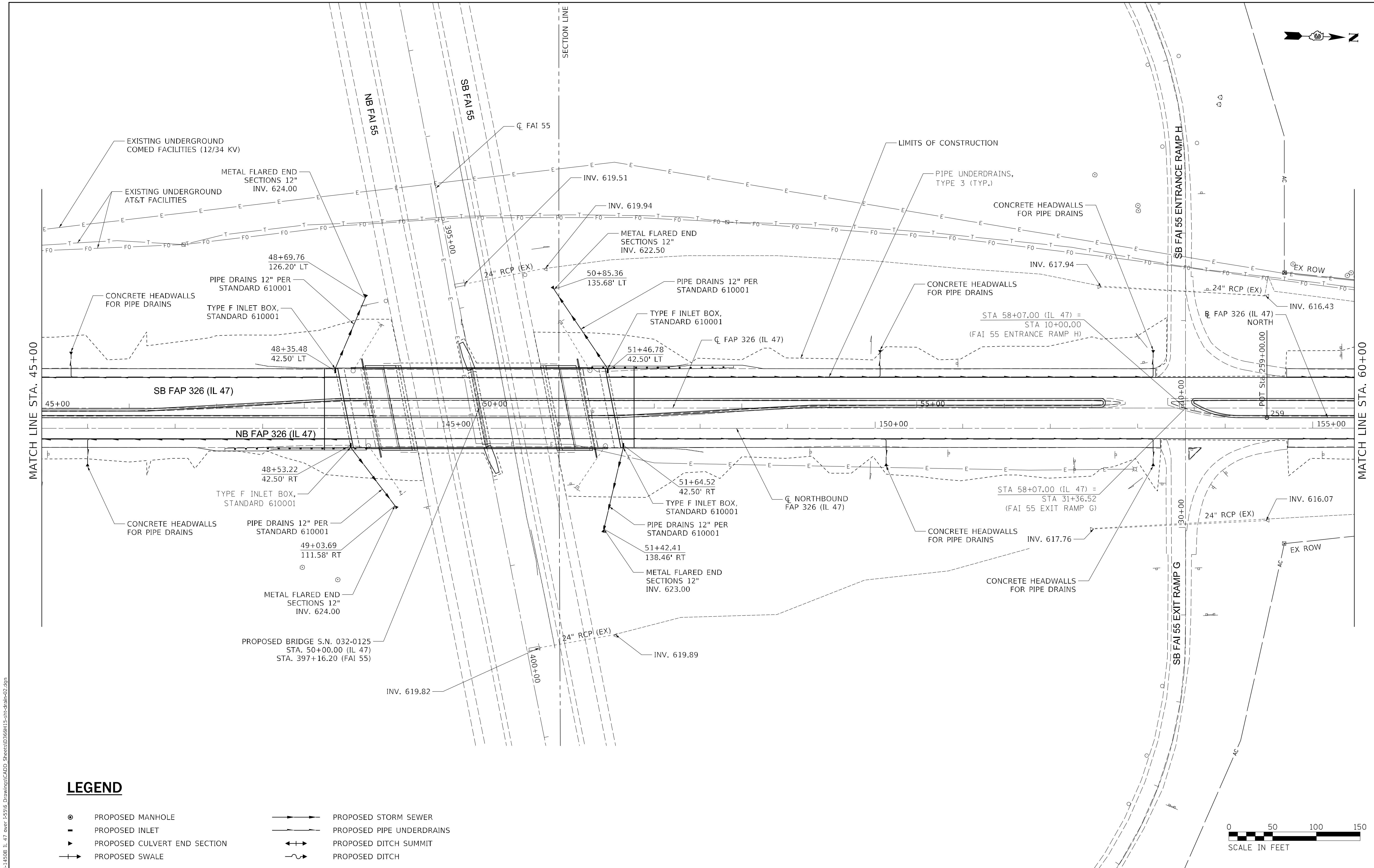
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY PLAN

SCALE: 1"=50' | SHEET 1 OF 3 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	61
		CONTRACT NO. 66H15		
		ILLINOIS	FED. AID PROJECT	



LEGEND

- ⊙ PROPOSED MANHOLE
- ▬ PROPOSED INLET
- ▸ PROPOSED CULVERT END SECTION
- PROPOSED SWALE
- PROPOSED STORM SEWER
- PROPOSED PIPE UNDERDRAINS
- PROPOSED DITCH SUMMIT
- PROPOSED DITCH

MODEL: Default
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PLOT DATE = 10/7/2020	DATE - 10/7/20	REVISED -	

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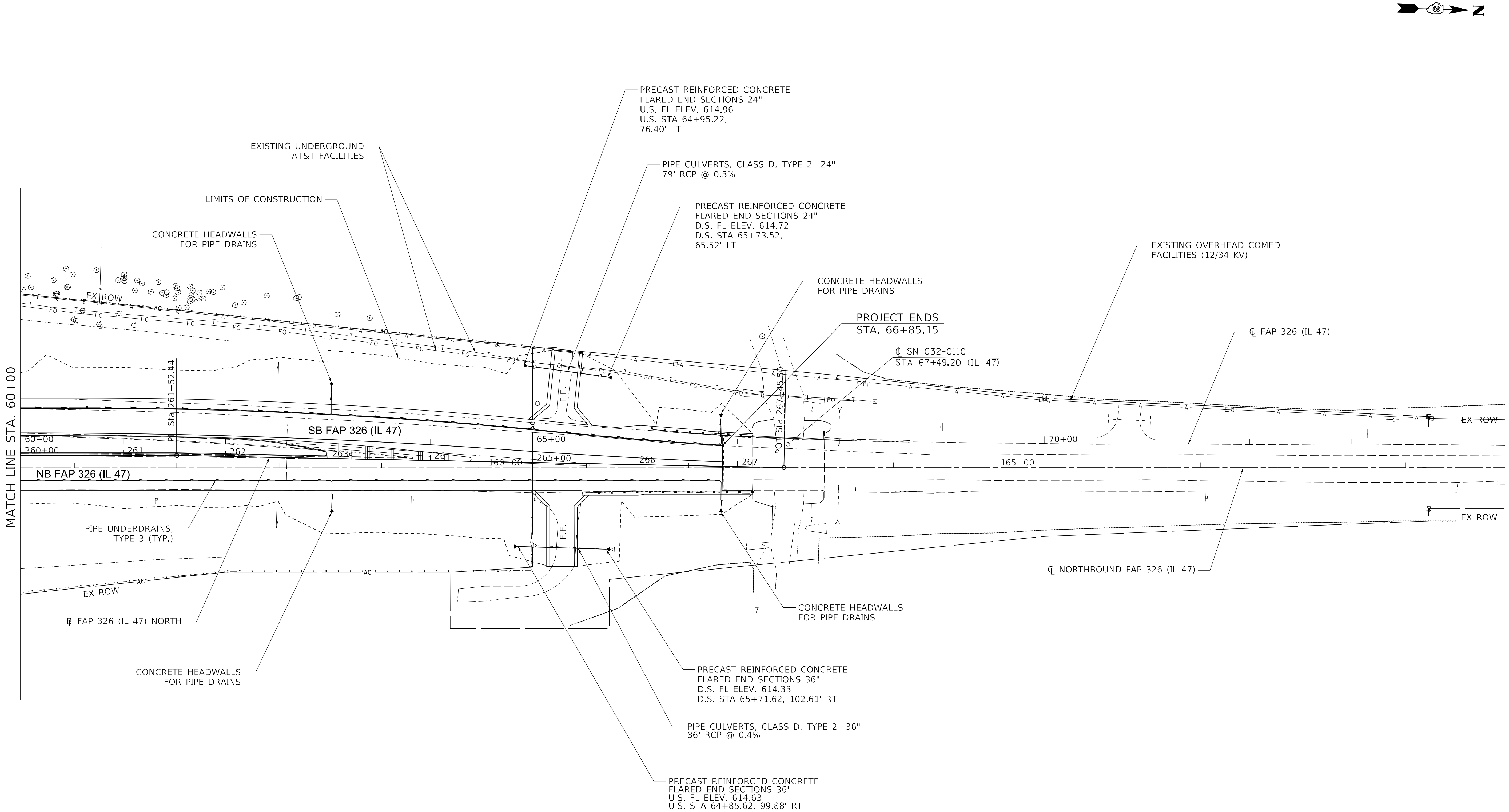
Infrastructure Innovation and Ingenuity
150 N. Wacker Drive, Suite 1650 • Chicago, IL 60606
Phone: (312) 876-6500 Fax: (312) 876-9603

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY PLAN

SCALE: 1"=50' | SHEET 2 OF 3 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	62
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		



LEGEND

PROPOSED MANHOLE
PROPOSED INLET
PROPOSED CULVERT END SECTION
PROPOSED SWALE
PROPOSED STORM SEWER
PROPOSED PIPE UNDERDRAINS
PROPOSED DITCH SUMMIT
PROPOSED DITCH

0 50 100 150
SCALE IN FEET

MODEL: Default
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Infrastructure Innovation and Ingenuity
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Phone: (312) 876-6500 Fax: (312) 876-9600

USER NAME = fyousef	DESIGNED - TSB	REVISED -	
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PLOT DATE = 10/7/2020	DATE - 10/7/20	REVISED -	

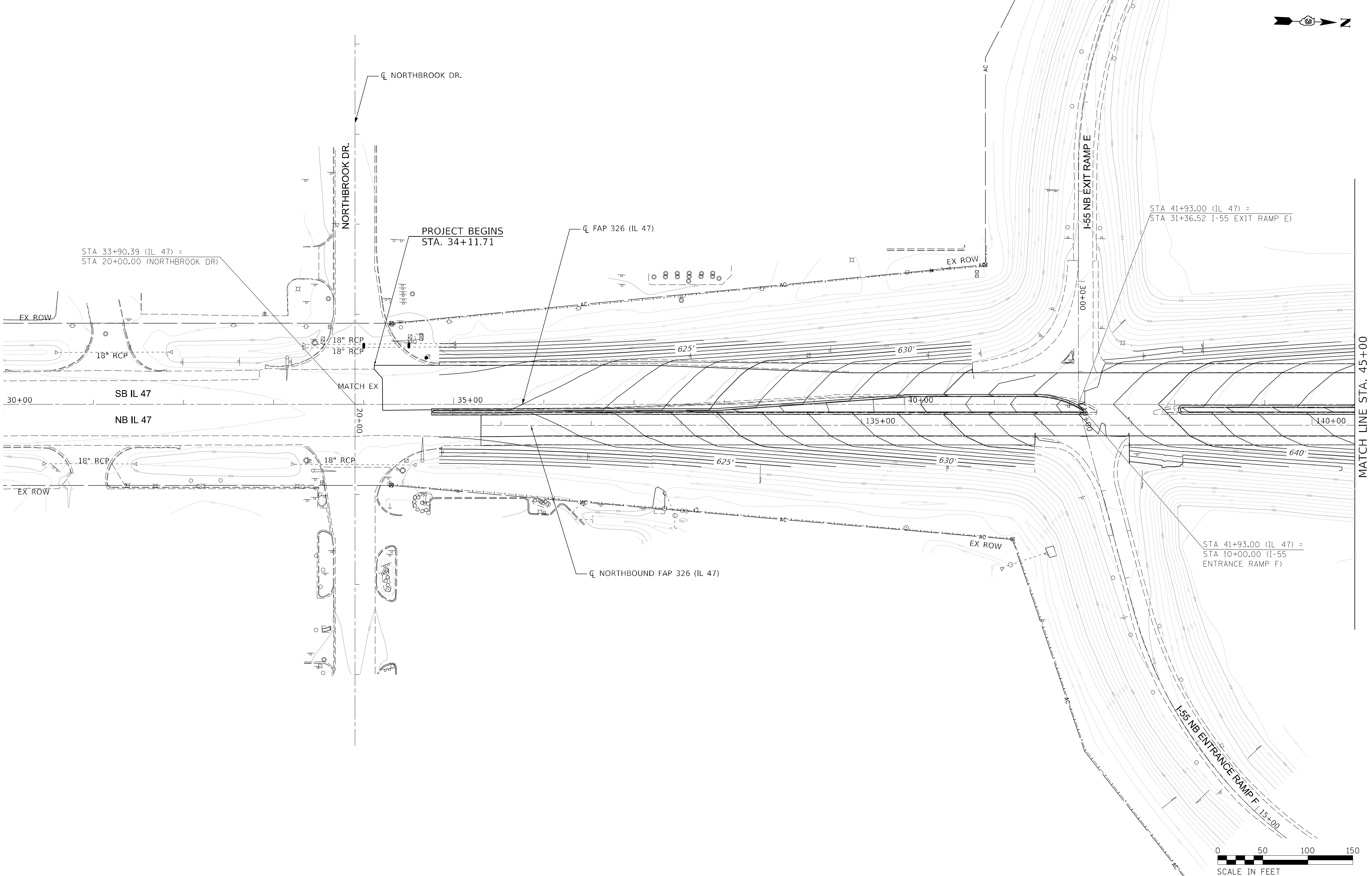
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY PLAN

SCALE: 1"=50' | SHEET 3 OF 3 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	63

CONTRACT NO. 66H15
ILLINOIS FED. AID PROJECT



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BLOOM COMPANIES, LLC Infrastructure Innovation and Ingenuity 150 N. Wacker Drive, Suite 1650 • Chicago, IL 60606 Phone: (312) 876-9500 Fax: (312) 876-9600	USER NAME = tborges	DESIGNED - TSB	REVISED -
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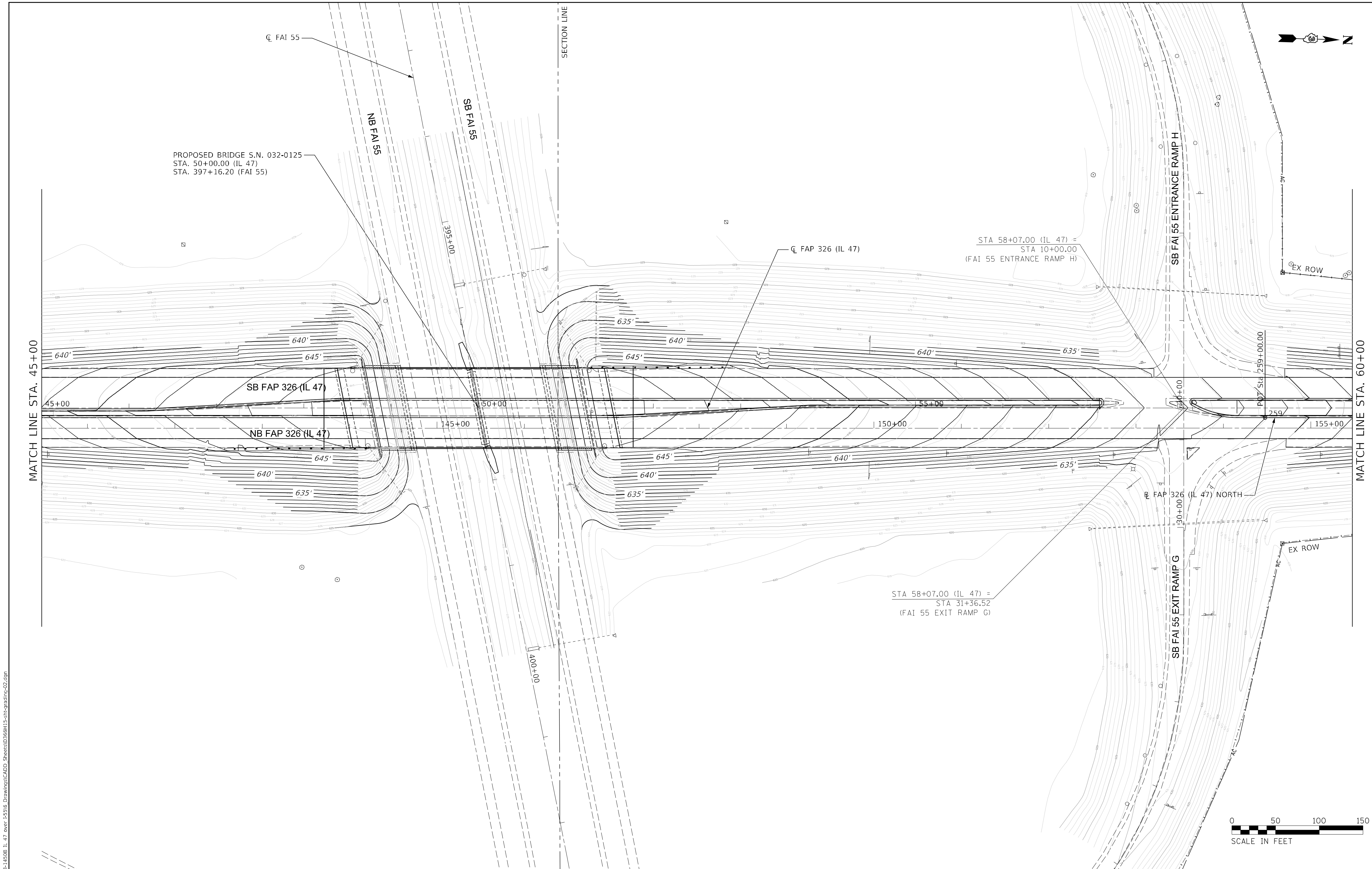
	PLOT DATE = 10/7/2020	DATE - 10/7/20	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GRADING PLAN

SCALE: 1"=50' | SHEET 1 OF 3 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	64
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		



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Infrastructure Innovation and Ingenuity
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Phone: (312) 876-6500 Fax: (312) 876-9603

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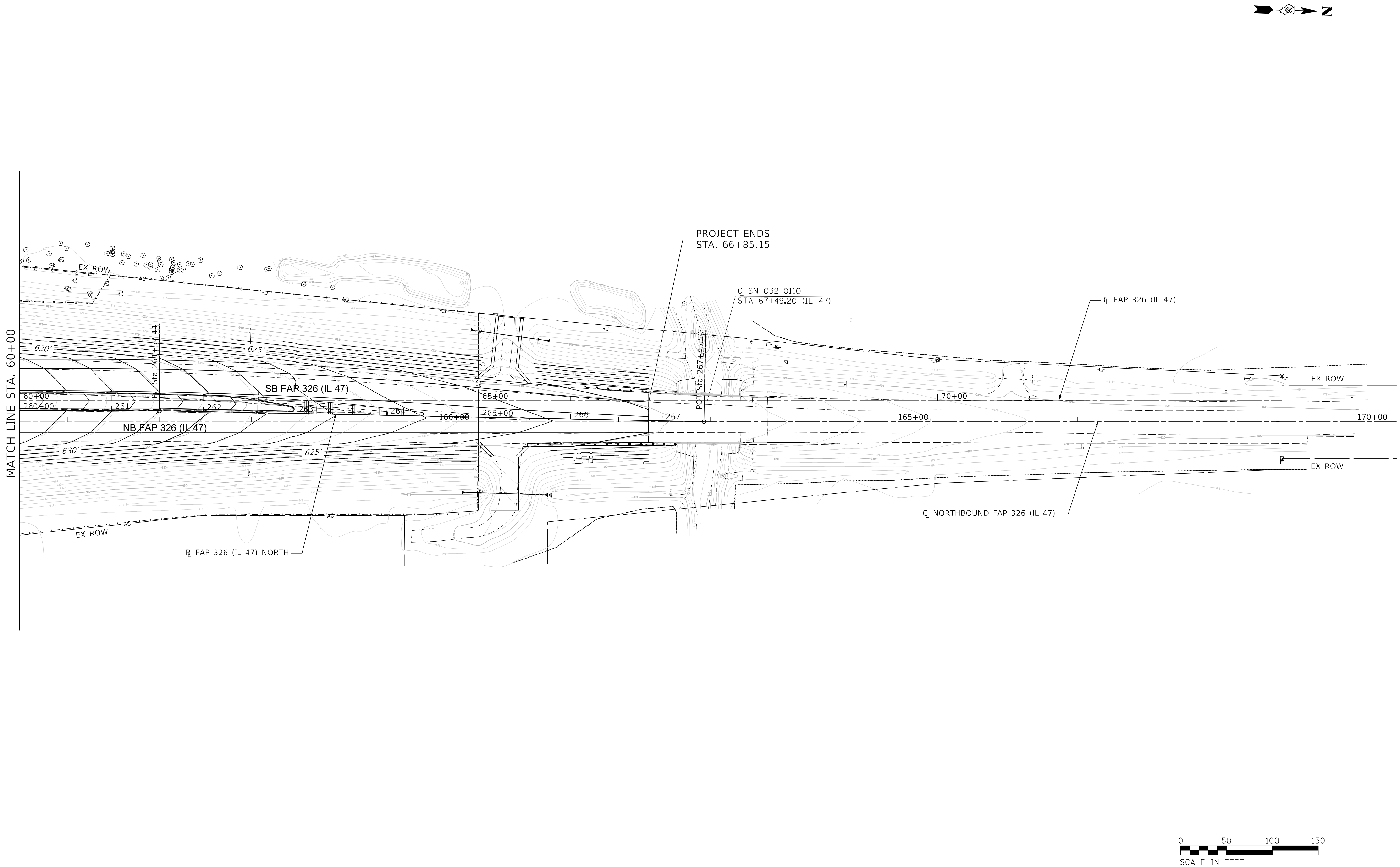
PLOT DATE = 10/7/2020	DATE - 10/7/20	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GRADING PLAN

SCALE: 1"=50' | SHEET 2 OF 3 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	65
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		



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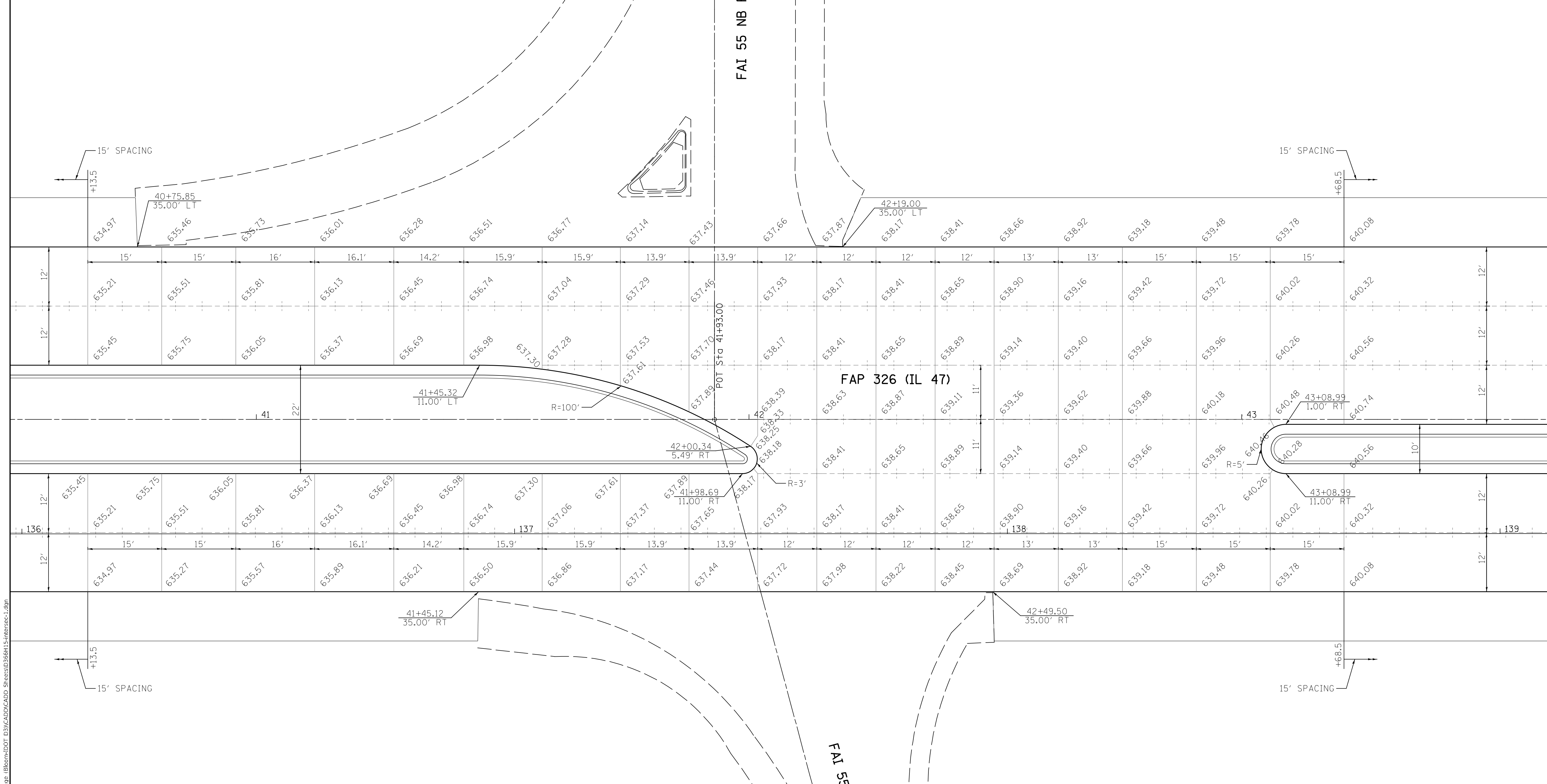
BLOOM COMPANIES, LLC Infrastructure Innovation and Ingenuity 150 N. Wacker Drive, Suite 1650 • Chicago, IL 60606 Phone: (312) 876-9500 Fax: (312) 876-9600	USER NAME = tborges	DESIGNED - TSB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GRADING PLAN
		DRAWN - TSB	REVISED -		
	PLOT SCALE = 100.0000 ' / in.	CHECKED - LSA	REVISED -		
	PLOT DATE = 10/7/2020	DATE - 10/7/20	REVISED -		SCALE: 1"=50' SHEET 3 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	66
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		

LEGEND

- LONGITUDINAL OR TRANSVERSE CONSTRUCTION JOINT
- SAWED LONGITUDINAL JOINT WITH TIE BARS
- TRANSVERSE SAWED CONTRACTION JOINT
- SAWED CONSTRUCTION JOINT WITH DOWEL BARS



NOTES:

1. ALL TRANSVERSE JOINTS ARE SPACED AT 15' UNLESS OTHERWISE NOTED.
2. ELEVATIONS SHOWN AT CURB AND GUTTER LOCATIONS ARE EDGE OF PAVEMENT ELEVATIONS.

Hutchison Engineering, Inc. Jacksonville · Moline · Peoria · Shorewood Since 1945	USER NAME = BDeCraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/2/2020	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 326 (IL 47) & FAI 55 NORTHBOUND RAMPS
INTERSECTION DETAIL AND JOINTING PLAN

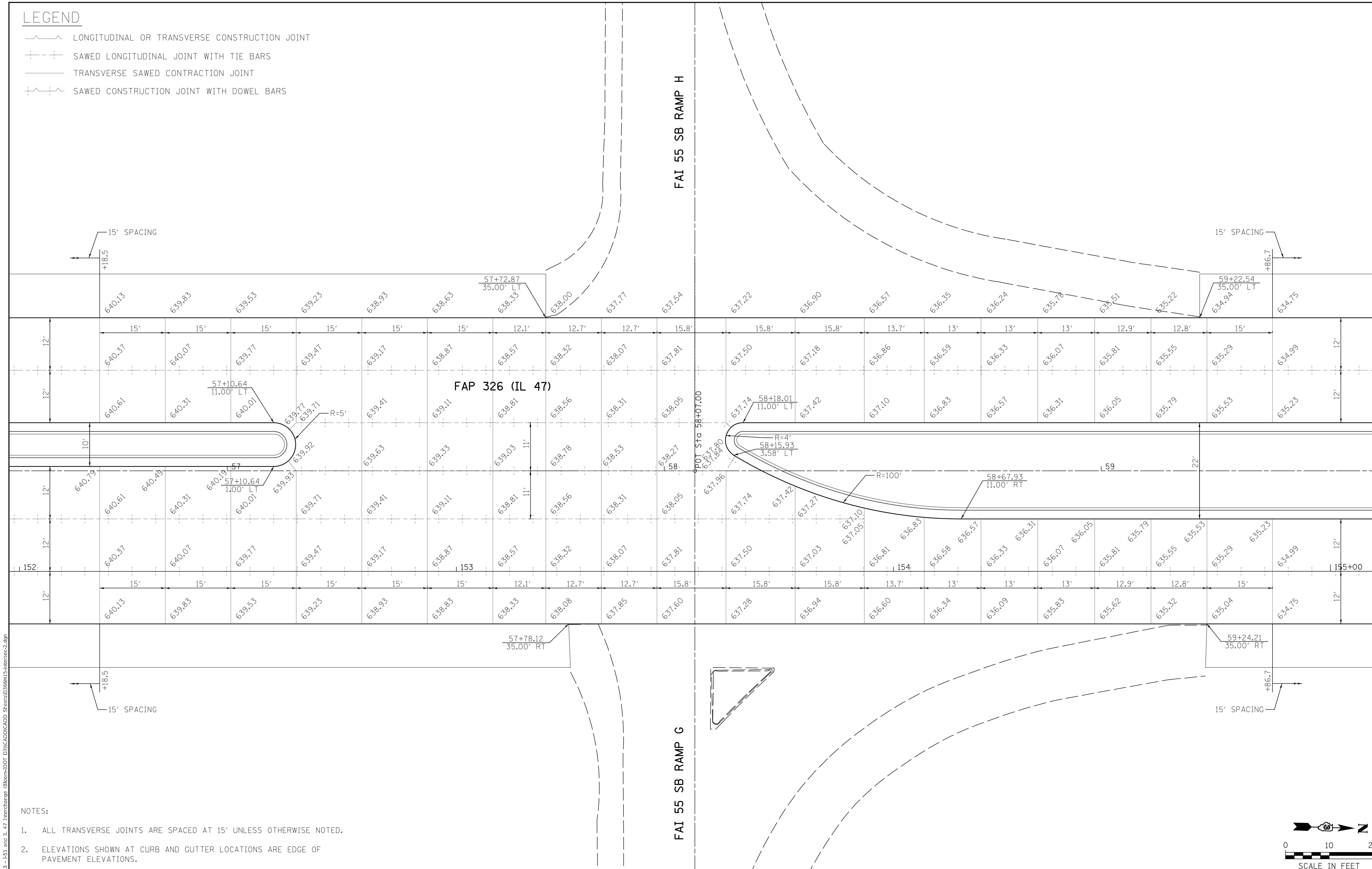
SCALE: 1"=10' | SHEET 1 OF 2 SHEETS | STA. 40+50 TO STA. 43+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	67
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		

MODEL: Default
FILE NAME: V:\4363 - I-55 and IL 47 Interchange (Bloom-IDOT D3)\CADD\CADD Sheets\D366H15-intersec-1.dgn

LEGEND

- LONGITUDINAL OR TRANSVERSE CONSTRUCTION JOINT
- SAWED LONGITUDINAL JOINT WITH TIE BARS
- TRANSVERSE SAWED CONTRACTION JOINT
- SAWED CONSTRUCTION JOINT WITH DOWEL BARS



NOTES:

1. ALL TRANSVERSE JOINTS ARE SPACED AT 15' UNLESS OTHERWISE NOTED.
2. ELEVATIONS SHOWN AT CURB AND GUTTER LOCATIONS ARE EDGE OF PAVEMENT ELEVATIONS.

MODEL: Default
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Hutchison Engineering, Inc. Jacksonville · Moline · Peoria · Shorewood Since 1945	USER NAME = BDeCraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/2/2020	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 326 (IL 47) & FAI 55 SOUTHBOUND RAMPS
INTERSECTION DETAIL AND JOINTING PLAN

SCALE: 1"=10' | SHEET 2 OF 2 SHEETS | STA. 56+50 TO STA. 59+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	68
		CONTRACT NO. 66H15		
	ILLINOIS	FED. AID PROJECT		

SIGN NUMBERING CODE

SB-WP-01

DIRECTION OF TRAFFIC

- EB - EASTBOUND
- WB - WESTBOUND
- NB - NORTHBOUND
- SB - SOUTHBOUND

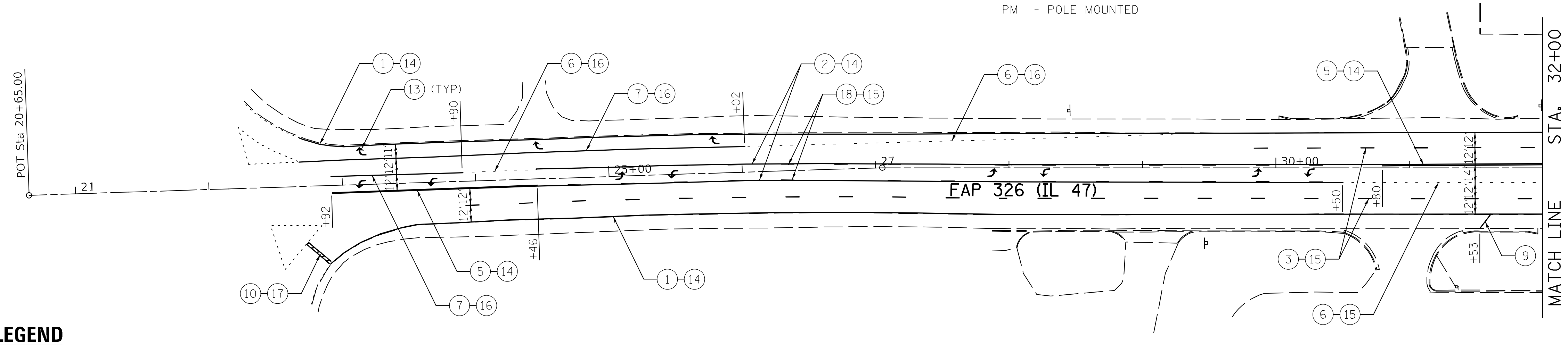
SIGN PANEL NUMBER

MOUNTING TYPE

- BS - BREAKAWAY STEEL POSTS
- WP - WOOD POSTS
- TS - TELESCOPING STEEL POSTS
- PM - POLE MOUNTED

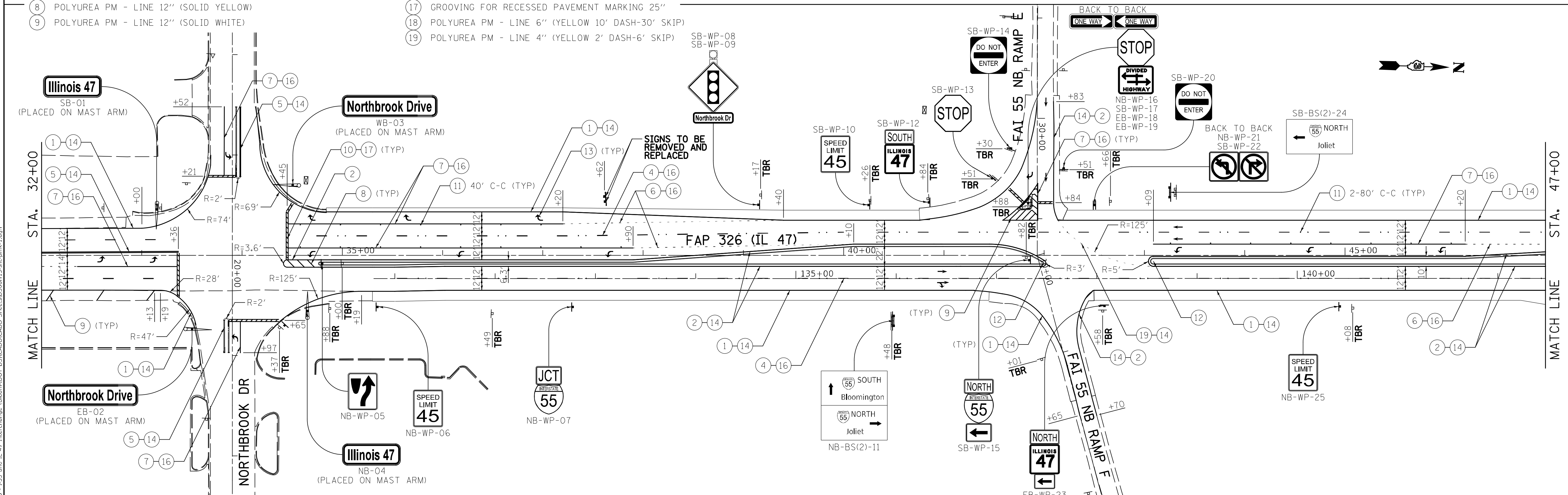
NOTES:

1. PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO HIGHWAY STANDARDS 780001 AND 781001 AND DISTRICT 3 STANDARD 780.
2. ALL SIGNS SHOULD BE ERECTED IN ACCORDANCE WITH HIGHWAY STANDARD 720006 AND AS DIRECTED BY THE ENGINEER, ON WOOD SIGN SUPPORTS UNLESS OTHERWISE NOTED.
3. PRISMATIC CURB REFLECTORS ARE TO BE INSTALLED IN ACCORDANCE WITH DISTRICT 3 STANDARD 782-1.
4. 12''x12'' BLOCK OUTS WILL BE REQUIRED FOR EACH SIGN LOCATION IN CONCRETE MEDIAN SURFACE.
5. EXISTING SIGNS THAT ARE REMOVED SHALL BE RETURNED TO THE MORRIS MAINTENANCE YARD.
6. PREFORMED PLASTIC PAVEMENT MARKING TYPE D, 8'' IS TO BE CONTRAST TAPE (1½'' BLACK BORDER AND 5'' WHITE).
7. STREET NAME SIGNS PLACED ON MAST ARMS PARALLEL TO THE RESPECTIVE ROUTE AND LOCATED AS DIRECTED BY THE ENGINEER.



PAVEMENT MARKING LEGEND

(1) POLYUREA PM - LINE 4'' (SOLID WHITE)	(10) PREFORMED PLASTIC PM TB L24 (SOLID WHITE)
(2) POLYUREA PM - LINE 4'' (SOLID YELLOW)	(11) RAISED REFLECTIVE PM (ONE-WAY CRYSTAL)
(3) POLYUREA PM - LINE 6'' (WHITE 10' DASH-30' SKIP))	(12) PRISMATIC CURB REFLECTOR
(4) PREFORMED PLASTIC PM TD L8 (WHITE 10' DASH-30' SKIP) (SEE NOTES)	(13) PREFORMED PLASTIC PM TB - LETTERS & SYMBOLS
(5) POLYUREA PM - LINE 4'' (DOUBLE YELLOW)	(14) GROOVING FOR RECESSED PAVEMENT MARKING 5''
(6) POLYUREA PM - LINE 8'' (WHITE 2' DASH-6' SKIP)	(15) GROOVING FOR RECESSED PAVEMENT MARKING 7''
(7) POLYUREA PM - LINE 8'' (SOLID WHITE)	(16) GROOVING FOR RECESSED PAVEMENT MARKING 9''
(8) POLYUREA PM - LINE 12'' (SOLID YELLOW)	(17) GROOVING FOR RECESSED PAVEMENT MARKING 25''
(9) POLYUREA PM - LINE 12'' (SOLID WHITE)	(18) POLYUREA PM - LINE 6'' (YELLOW 10' DASH-30' SKIP)
	(19) POLYUREA PM - LINE 4'' (YELLOW 2' DASH-6' SKIP)



Hutchison Engineering, Inc. Jacksonville · Moline · Peoria · Shorewood Since 1945	USER NAME = BDeCraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/2/2020	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 326 (IL 47)
PAVEMENT MARKING & SIGNING PLAN

SCALE: 1"=50' | SHEET 1 OF 2 SHEETS | STA. 17+00 TO STA. 47+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	69
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		

MODEL: Default
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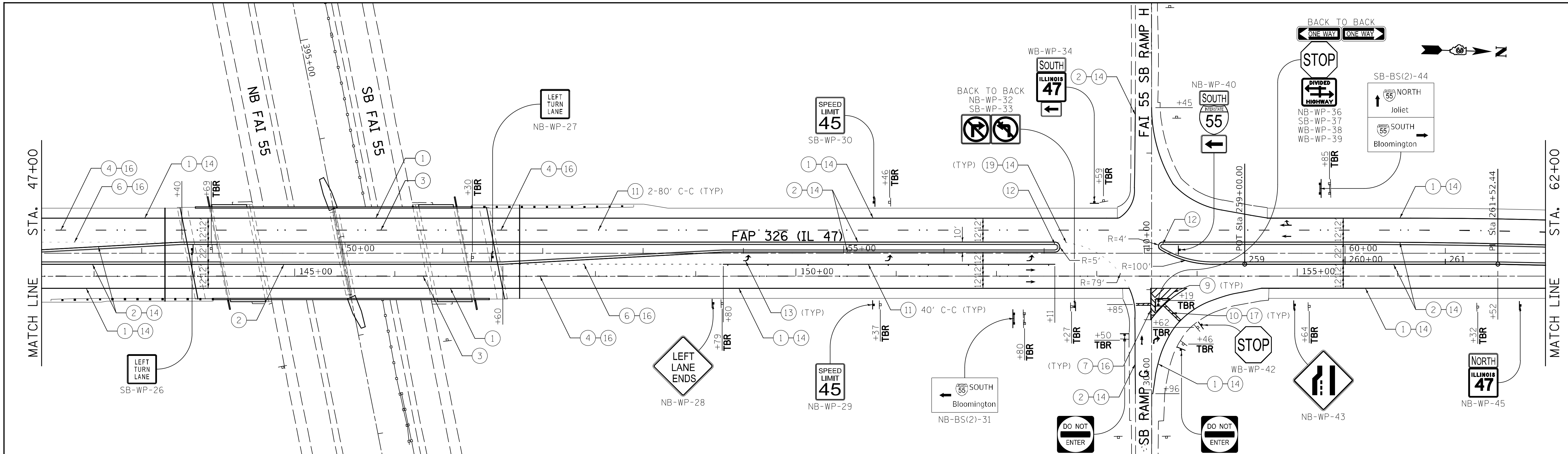
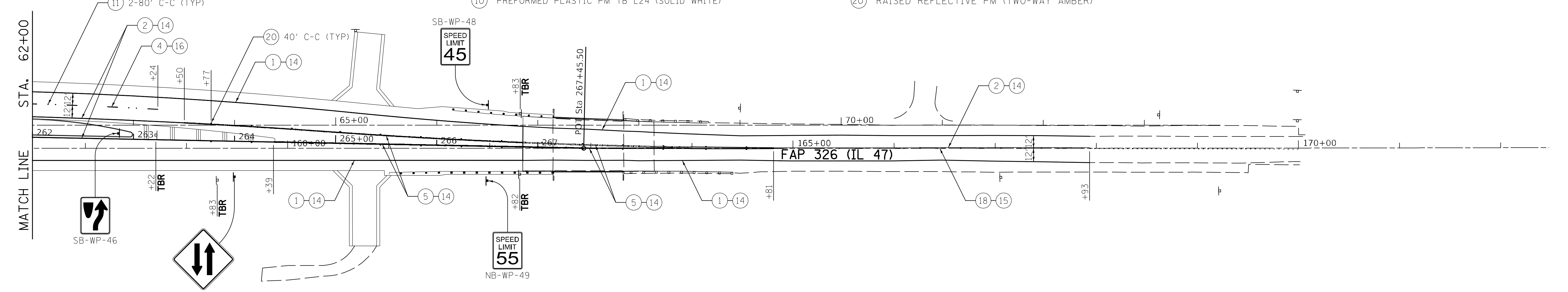


NOTES:

1. PROPOSED BRIDGE WILL NOT HAVE GROOVING FOR RECESSED PAVEMENT MARKING.
2. PREFORMED PLASTIC PAVEMENT MARKING TYPE D, 8" IS TO BE CONTRAST TAPE (1½" BLACK BORDER AND 5" WHITE).

PAVEMENT MARKING LEGEND

1. POLYUREA PM - LINE 4" (SOLID WHITE)
2. POLYUREA PM - LINE 4" (SOLID YELLOW)
3. POLYUREA PM - LINE 6" (WHITE 10' DASH-30' SKIP))
4. PREFORMED PLASTIC PM TD L8 (WHITE 10' DASH-30' SKIP) (SEE NOTES)
5. POLYUREA PM - LINE 4" (DOUBLE YELLOW)
6. POLYUREA PM - LINE 8" (WHITE 2' DASH-6' SKIP)
7. POLYUREA PM - LINE 8" (SOLID WHITE)
8. POLYUREA PM - LINE 12" (SOLID YELLOW)
9. POLYUREA PM - LINE 12" (SOLID WHITE)
10. PREFORMED PLASTIC PM TB L24 (SOLID WHITE)
11. RAISED REFLECTIVE PM (ONE-WAY CRYSTAL)
12. PRISMATIC CURB REFLECTOR
13. PREFORMED PLASTIC PM TB - LETTERS & SYMBOLS
14. GROOVING FOR RECESSED PAVEMENT MARKING 5"
15. GROOVING FOR RECESSED PAVEMENT MARKING 7"
16. GROOVING FOR RECESSED PAVEMENT MARKING 9"
17. GROOVING FOR RECESSED PAVEMENT MARKING 25"
18. POLYUREA PM - LINE 6" (YELLOW 10' DASH-30' SKIP)
19. POLYUREA PM - LINE 4" (YELLOW 2' DASH-6' SKIP)
20. RAISED REFLECTIVE PM (TWO-WAY AMBER)



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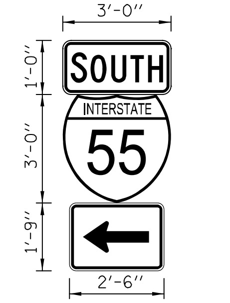
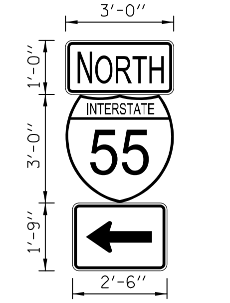
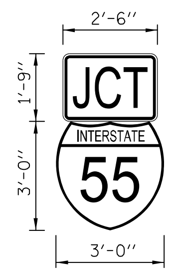
Hutchison Engineering, Inc. Jacksonville · Moline · Peoria · Shorewood Since 1945	USER NAME = BDeCraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 326 (IL 47) PAVEMENT MARKING & SIGNING PLAN	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			55	[(32-3)HB-1]HBK	GRUNDY	173	70
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -			CONTRACT NO. 66H15				
	PLOT DATE = 10/2/2020	DATE -	REVISED -		SCALE: 1"=50' SHEET 2 OF 2 SHEETS STA. 47+00 TO STA. 77+00	ILLINOIS FED. AID PROJECT				



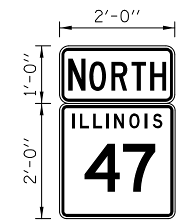
M3-3(I)
M1-1
M6-3(I)



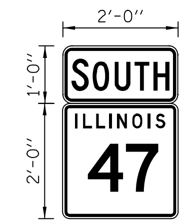
M3-3(I)
M1-1
M6-3(I)



M2-1(I)
M1-1

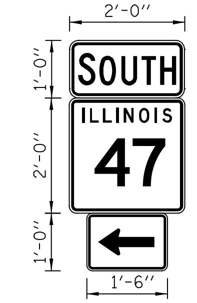


M3-1
M1-5



M3-3
M1-5

M3-3
M1-5
M1-6



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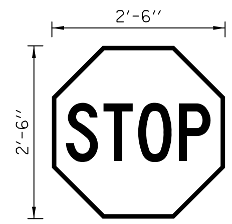
M1-5
M1-6



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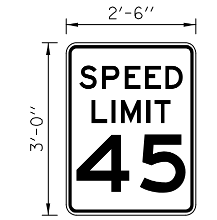
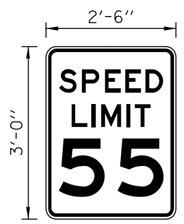


R2-1

NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION
NB-WP-40	58+35	SB-WP-15	41+85	NB-WP-07	37+30	NB-WP-45	61+75	SB-WP-12	40+85	EB-WP-23	42+60	WB-WP-34	57+50	EB-WP-13	30+60	NB-WP-06	35+35
														EB-WP-18	30+85	SB-WP-10	40+25
														WB-WP-38	30+85	NB-WP-25	44+95
														WB-WP-42	30+65	NB-WP-29	55+30
																SB-WP-30	55+30
																SB-WP-48	66+50



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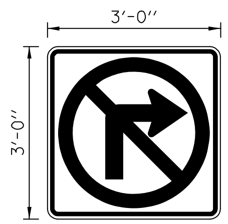
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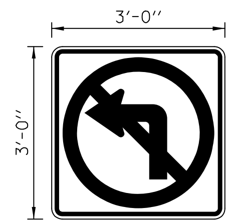
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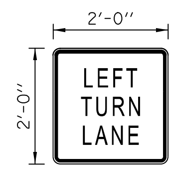

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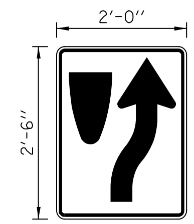
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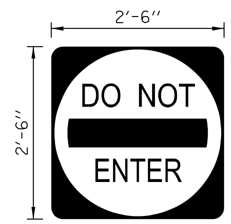

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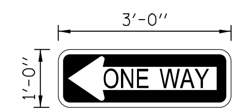

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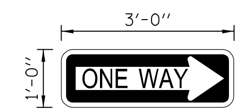

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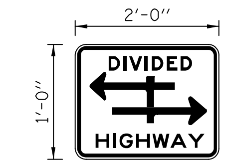

R6-3

NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION
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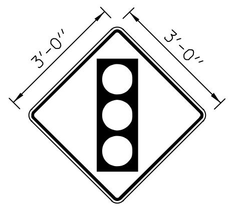
		NB-WP-32	57+30	SB-WP-33	57+30	NB-WP-27	51+80	SB-WP-46	62+85	WB-WP-20	30+50	NB-WP-36	30+85	SB-WP-37	30+85	WB-WP-39	30+85
										EB-WP-35	30+55						
										EB-WP-41	30+40						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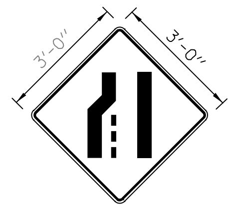
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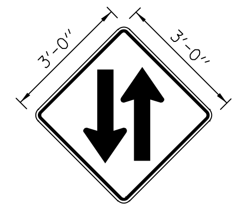
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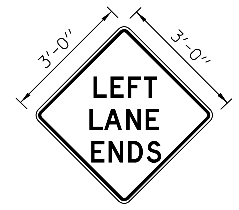

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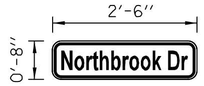

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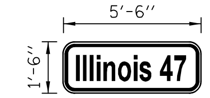
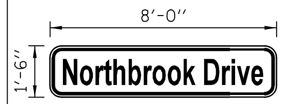


TYPE ZZ SHEETING
WHITE/GREEN BACKGROUND
3/4" BORDER
8" SERIES D LETTERS



TYPE ZZ SHEETING
WHITE/GREEN BACKGROUND
3/4" BORDER
8" SERIES D LETTERS

NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION				
SB-WP-08	39+15	NB-WP-43	59+50	NB-WP-47	64+00	NB-WP-28	53+70	SB-WP-09	39+15	SB-01	SW MA	EB-02	SE MA				
										NB-04	NE MA	WB-03	NW MA				

NOTE: TYPE AP SHEETING ON ALL SIGNS UNLESS OTHERWISE NOTED.

MODEL: Default
FILE NAME: V:\4363 - I-55 and IL 47 Interchange (Bloom-IDOT D3)\CADD\CADD Sheets\D366H15-sht-pmk-3.dgn

Hutchison Engineering, Inc.
Jacksonville · Moline · Peoria · Shorewood
Since 1945

USER NAME = BDeCraene	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 10/2/2020	DATE -	REVISED -

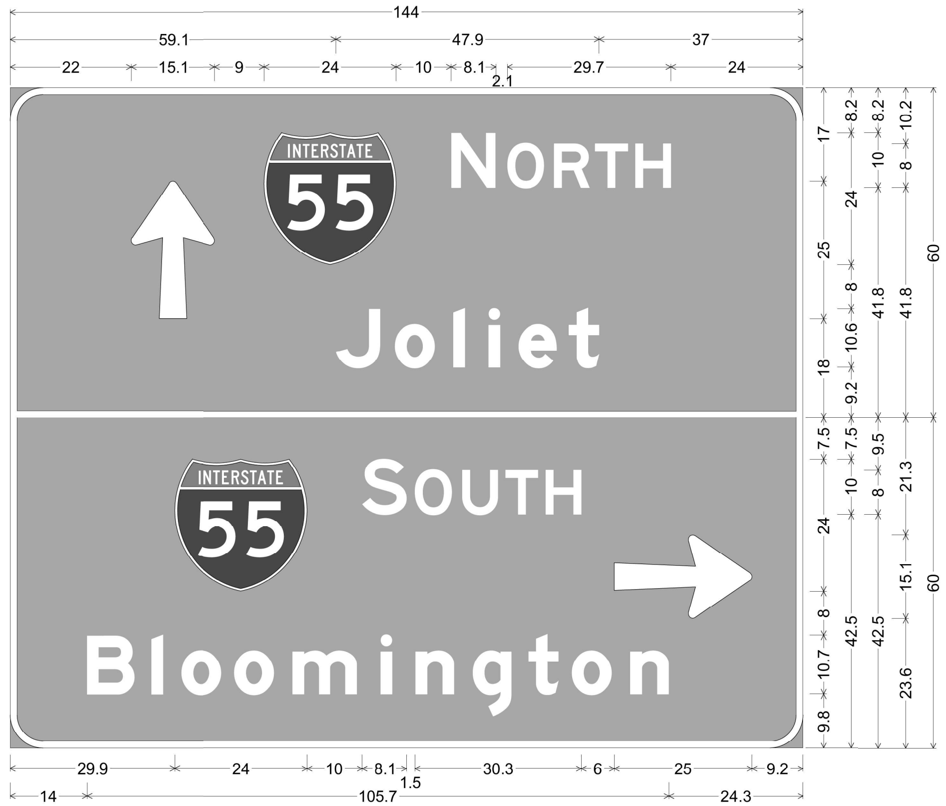
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 326 (IL 47)
SIGNING DETAILS

SCALE: N/A | SHEET 1 OF 2 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	71

CONTRACT NO. 66H15
ILLINOIS FED. AID PROJECT



6.0" Radius, 1.3" Border, White on Green;
Arrow 80 - 25.0" 90°; “NORTH” E 2K; “Joliet” E Mod 2K;
6.0" Radius, 1.3" Border, White on Green;
“SOUTH” E 2K; “Bloomington” E Mod 2K; Arrow 80 - 25.0" 0°;
Table of widths and spaces.

	⇧				N		O		R		T		H	
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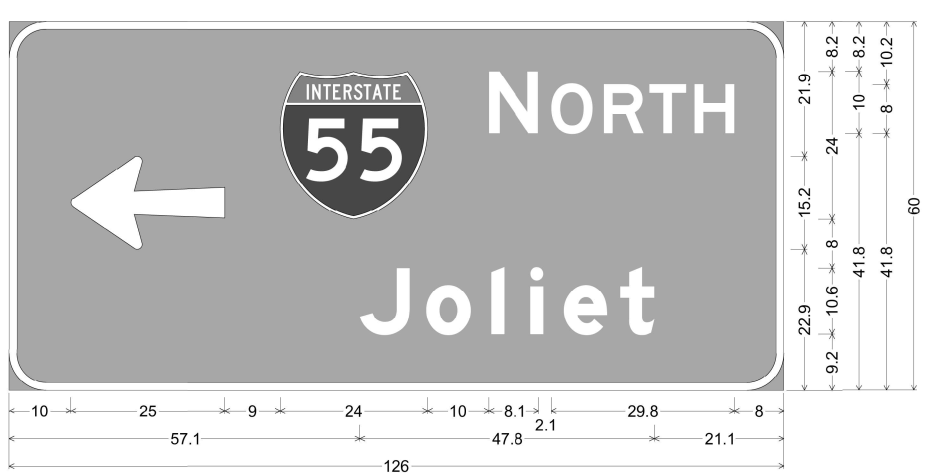
	J		o		l		i		e		t	
59.1	8.1	2.7	7.2	3.3	2.2	4.2	2.2	3.3	7.0	2.2	5.5	37.0

			S		O		U		T		H		⇨	
29.9	24.0	10.0	8.1	1.5	6.7	1.9	6.5	1.3	6.0	1.4	6.5	5.9	25.0	9.3

	B		l		o		o		m		i		n		g		t		o		n	
14.0	8.6	3.0	2.1	3.3	7.3	2.3	7.3	3.3	11.7	4.3	2.1	4.3	7.0	3.3	7.1	3.1	5.5	2.5	7.2	3.3	7.1	24.3



6.0" Radius, 1.3" Border, White on Green;
Arrow 80 - 25.0" 180°; “NORTH” E 2K; “Joliet” E Mod 2K;
Table of widths and spaces.

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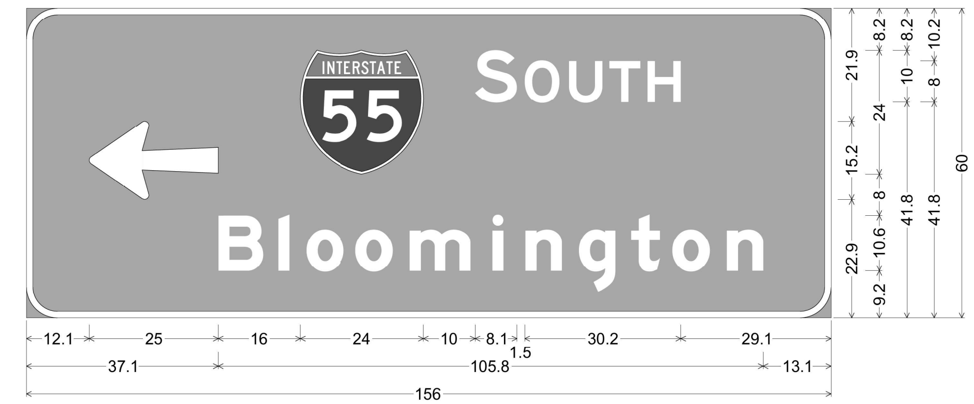
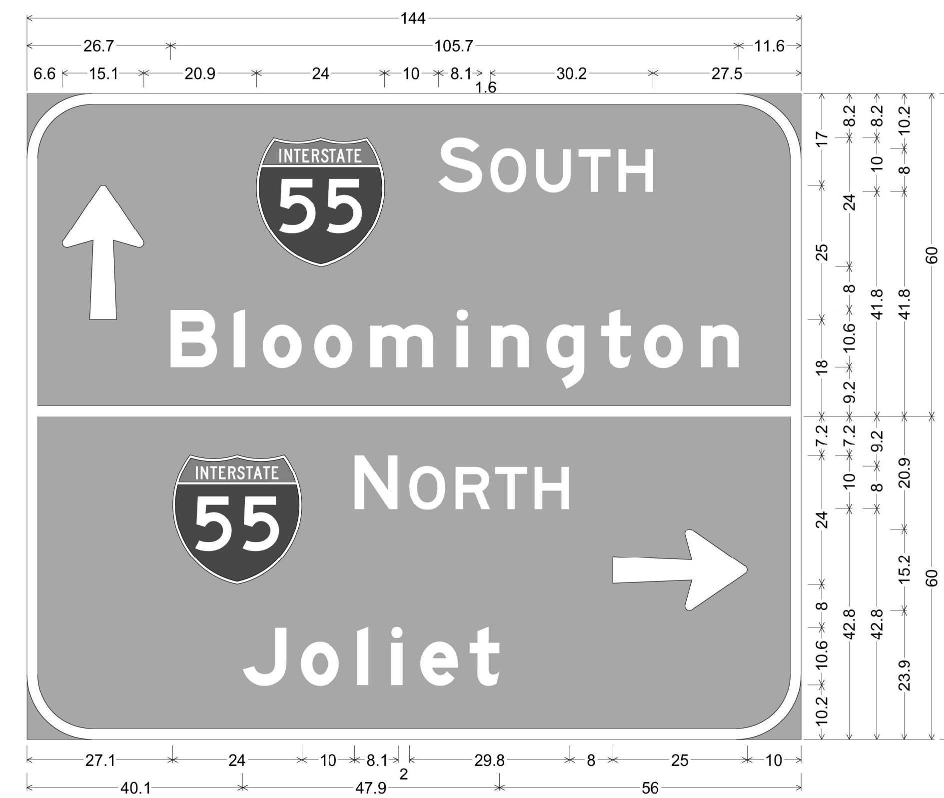
	J		o		l		i		e		t	
57.1	8.1	2.6	7.3	3.3	2.1	4.3	2.1	3.3	7.1	2.1	5.5	21.1



6.0" Radius, 1.3" Border, White on Green;
Arrow 80 - 25.0" 180°; “SOUTH” E 2K; “Bloomington” E Mod 2K;
Table of widths and spaces.

	⇦				S		O		U		T		H	
12.1	25.0	16.0	24.0	10.0	8.1	1.5	6.7	1.9	6.4	1.4	6.0	1.4	6.4	29.1

	B		l		o		o		m		i		n		g		t		o		n	
37.1	8.7	3.0	2.1	3.3	7.3	2.3	7.3	3.3	11.7	4.3	2.1	4.3	7.0	3.3	7.1	3.1	5.5	2.5	7.2	3.3	7.1	13.1



12.0" Radius, 2.0" Border, White on Green;
Arrow 80 - 25.0" 90°; “SOUTH” E 2K; “Bloomington” E Mod 2K;
12.0" Radius, 2.0" Border, White on Green;
“NORTH” E 2K; “Joliet” E Mod 2K; Arrow 80 - 25.0" 0°;
Table of widths and spaces.

	⇧				S		O		U		T		H	
6.6	15.1	20.9	24.0	10.0	8.1	1.6	6.7	1.8	6.5	1.4	6.0	1.3	6.5	27.5

	B		l		o		o		m		i		n		g		t		o		n	
26.7	8.6	3.0	2.2	3.3	7.2	2.4	7.2	3.3	11.8	4.2	2.2	4.2	7.1	3.3	7.0	3.1	5.6	2.4	7.3	3.3	7.0	11.6

			N		O		R		T		H		⇨	
27.1	24.0	10.0	8.1	2.0	6.8	1.8	6.5	0.9	6.0	1.3	6.5	8.0	25.0	10.0

	J		o		l		i		e		t	
40.1	8.1	2.7	7.2	3.3	2.2	4.2	2.2	3.3	7.0	2.1	5.6	56.0

Hutchison Engineering, Inc.
Jacksonville · Moline · Peoria · Shorewood
Since 1945

USER NAME = BDeCraene	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 10/29/2020	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

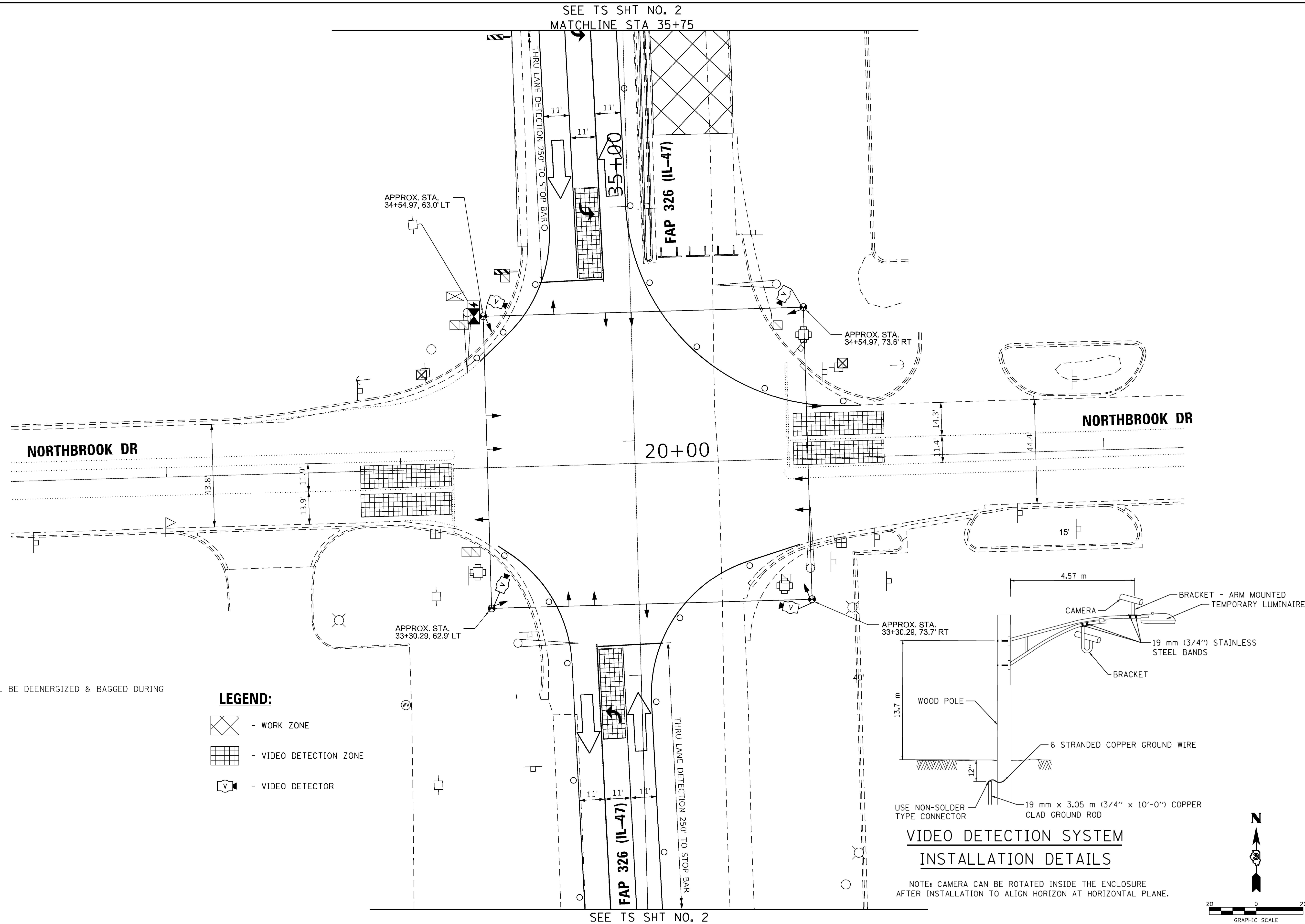
FAP 326 (IL 47)
SIGNING DETAILS

SCALE: N/A | SHEET 2 OF 2 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	72

CONTRACT NO. 66H15
ILLINOIS FED. AID PROJECT

MODEL: Default
FILE NAME: V:\4363 - I-55 and IL 47 Interchange (Bloom-IDOT D3)\CADD\CADD Sheets\D366H15-sht-pmk-4.dgn



NOTES:

1) EXISTING SIGNALS WILL BE DEENERGIZED & BAGGED DURING CONSTRUCTION

LEGEND:

- WORK ZONE
- VIDEO DETECTION ZONE
- VIDEO DETECTOR

VIDEO DETECTION SYSTEM INSTALLATION DETAILS

NOTE: CAMERA CAN BE ROTATED INSIDE THE ENCLOSURE AFTER INSTALLATION TO ALIGN HORIZON AT HORIZONTAL PLANE.

MODEL: Default
FILE NAME: S:\Projects\1802 - IDOT I-55 and IL 47 Interchange in Dwight - Bloom\Project Work\CADD\CADD Sheets\1802 TempSignal MOT1.dgn

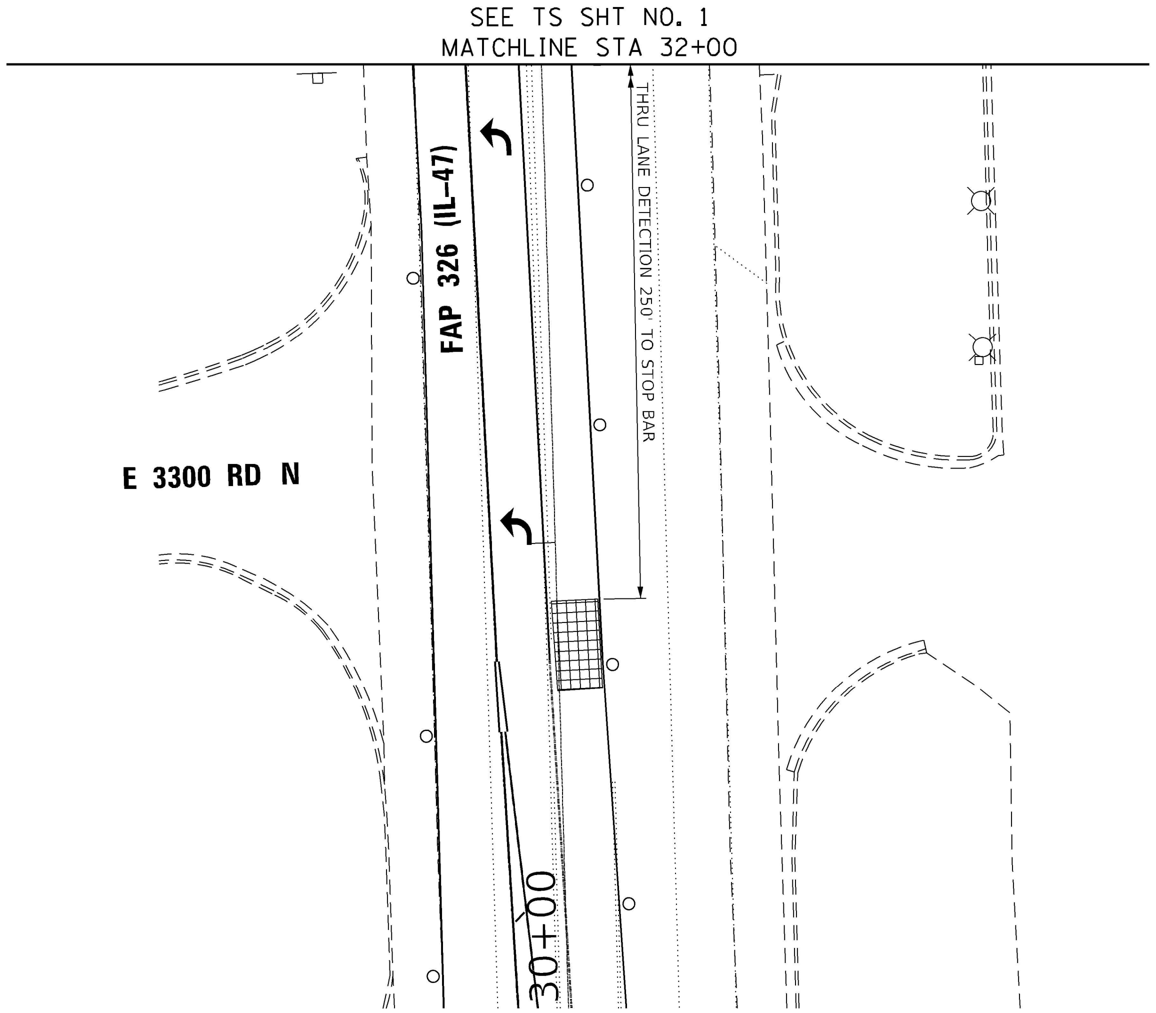
TranSmart/EJM
411 South Wells Street Suite 1000
Chicago, Illinois 60607

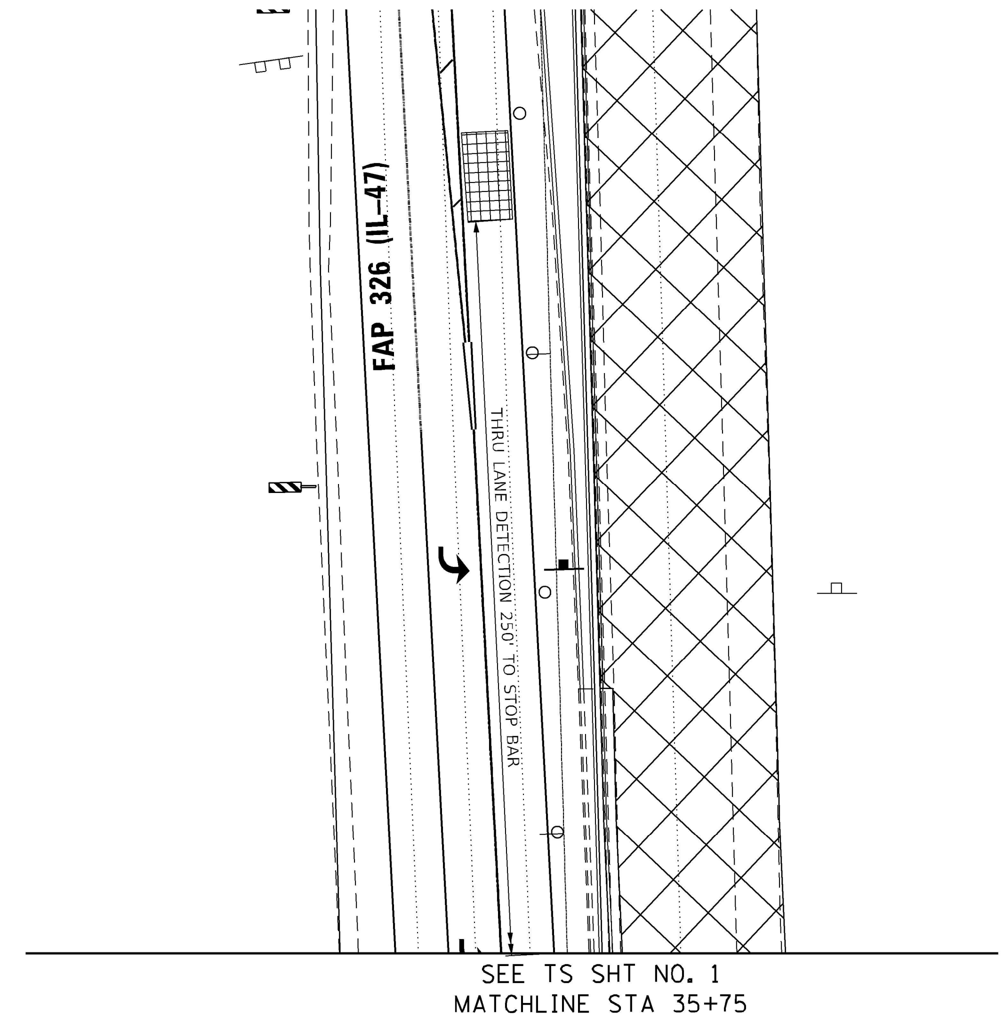
USER NAME = jturk	DESIGNED - SA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - SA	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - JW	REVISED -	
PLOT DATE = 10/5/2020	DATE - 10/5/2020	REVISED -	

FAP 326 (IL-47)
TEMPORARY TRAFFIC SIGNAL
STAGE 1 (SHEET 1 OF 2)

SCALE: 1"=20' | SHEET 1 OF 7 SHEETS | STA. 32+00 TO STA. 35+75

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3) HB-1] HBK	GRUNDY	173	73
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		



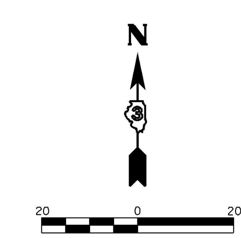


NOTES:

1) EXISTING SIGNALS WILL BE DEENERGIZED & BAGGED DURING CONSTRUCTION

LEGEND:

- WORK ZONE
- VIDEO DETECTION ZONE
- VIDEO DETECTOR



MODEL: Default
FILE NAME: S:\Projects\1802 - IDOT I-55 and IL 47 Interchange in Dwight - Bloom\Project Work\CADD\CADD Sheets\1802 TempSignal MOT1 2.dgn

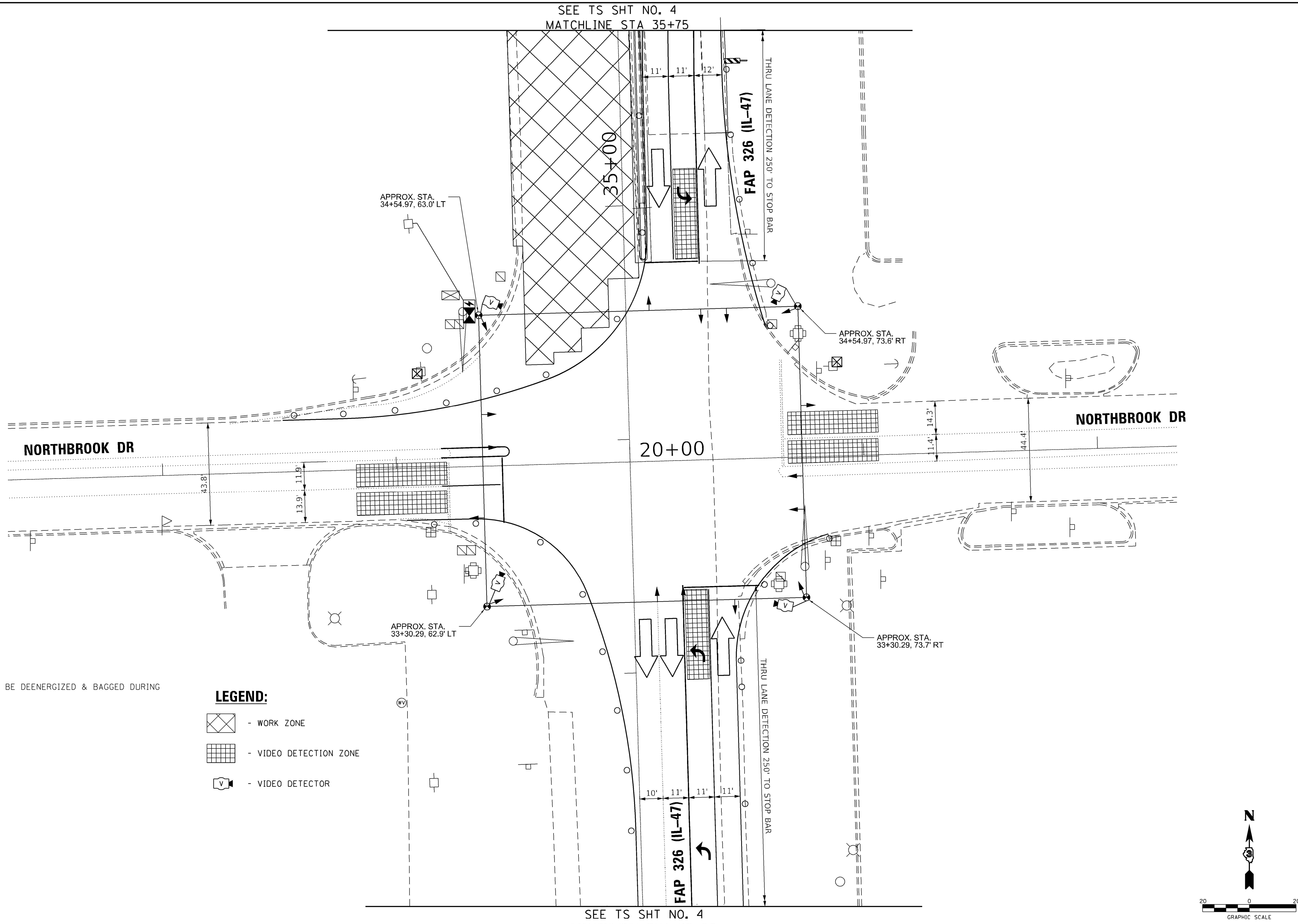
TranSmart/EJM 411 South Wells Street Suite 1000 Chicago, Illinois 60607	USER NAME = jturk	DESIGNED - SA	REVISED -
		DRAWN - SA	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - JW	REVISED -
	PLOT DATE = 10/5/2020	DATE - 10/5/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 326 (IL-47)
TEMPORARY TRAFFIC SIGNAL
STAGE 1 (SHEET 2 OF 2)

SCALE: 1"=20' | SHEET 2 OF 7 SHEETS | STA. N/A | TO STA. N/A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3) HB-1] HBK	GRUNDY	173	74
		CONTRACT NO. 66H15		
	ILLINOIS	FED. AID PROJECT		



NOTES:

1) EXISTING SIGNALS WILL BE DEENERGIZED & BAGGED DURING CONSTRUCTION

LEGEND:

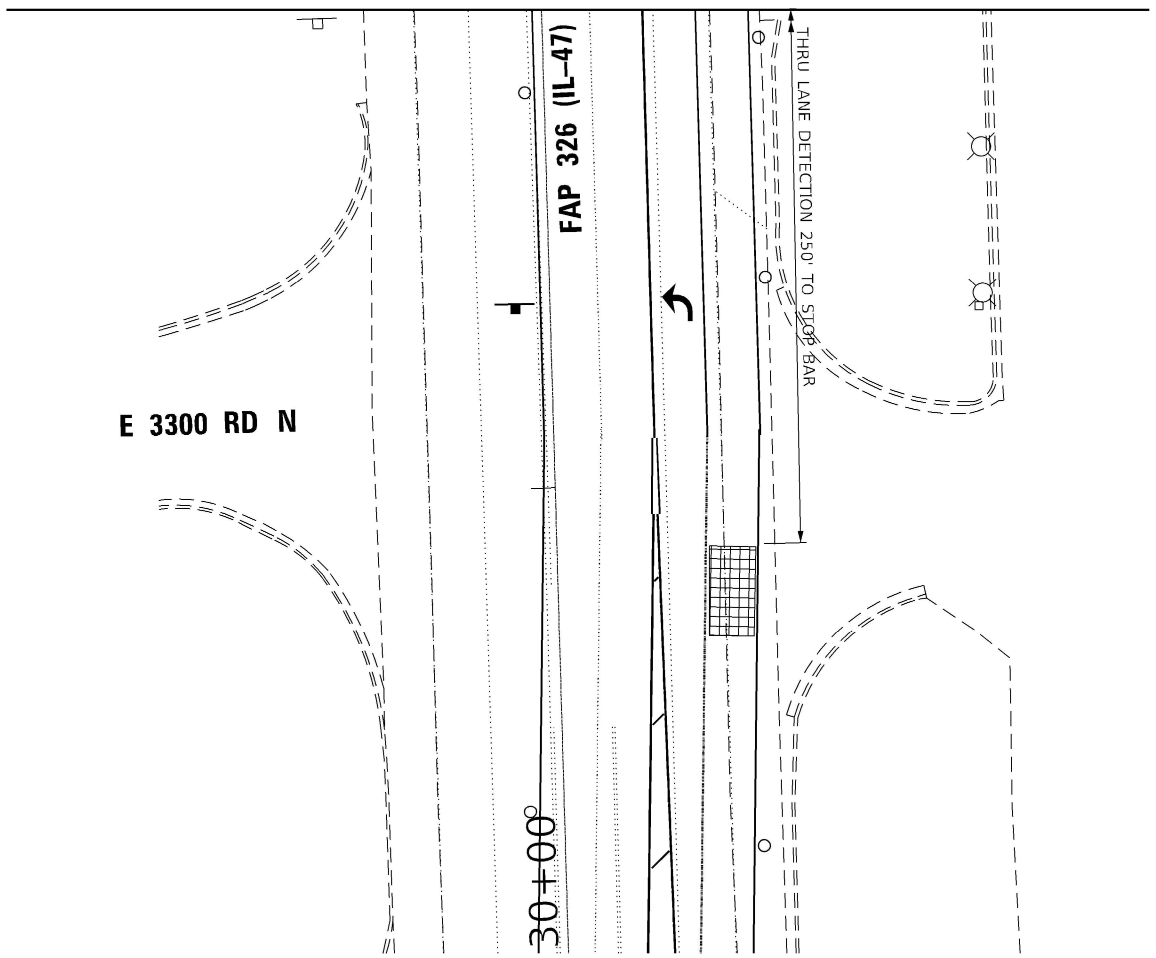
- WORK ZONE
- VIDEO DETECTION ZONE
- VIDEO DETECTOR

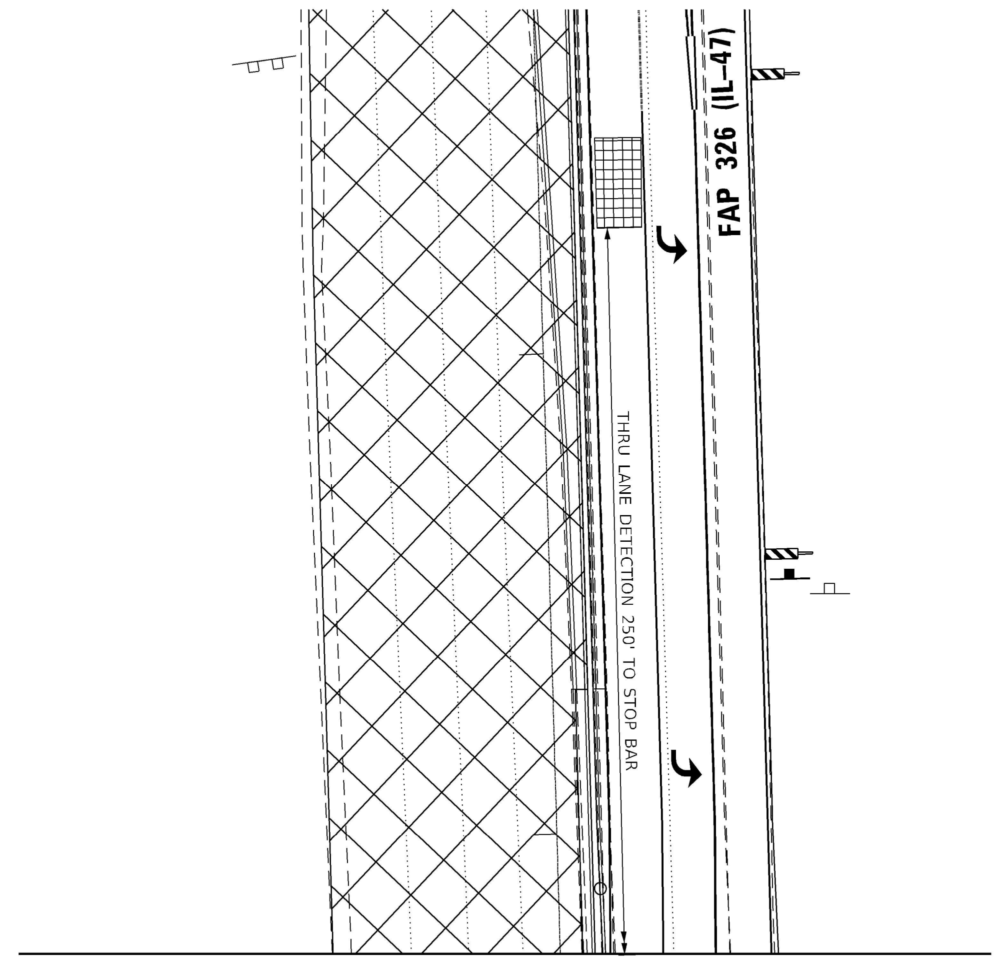
MODEL: Default
FILE NAME: S:\Projects\1802 - IDOT I-55 and IL 47 Interchange in Dwight - Bloom\Project Work\CADD\CADD Sheets\1802 TempSignal MOT2.dgn

TranSmart/EJM 411 South Wells Street Suite 1000 Chicago, Illinois 60607	USER NAME = jturk	DESIGNED - SA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 326 (IL-47) TEMPORARY TRAFFIC SIGNAL STAGE 2 (SHEET 1 OF 2)
		DRAWN - SA	REVISED -		
	PLOT SCALE = 40.0000 ' / in.	CHECKED - JW	REVISED -		
	PLOT DATE = 10/5/2020	DATE - 10/5/2020	REVISED -		SCALE: 1"=20' SHEET 3 OF 7 SHEETS STA. 32+00 TO STA. 35+75

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3) HB-1] HBK	GRUNDY	173	75
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		

SEE TS SHT NO. 3
MATCHLINE STA 32+00





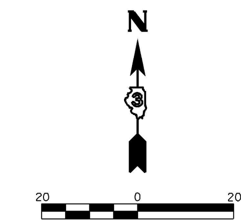
SEE TS SHT NO. 3
MATCHLINE STA 35+75

NOTES:

1) EXISTING SIGNALS WILL BE DEENERGIZED & BAGGED DURING CONSTRUCTION

LEGEND:

- WORK ZONE
- VIDEO DETECTION ZONE
- VIDEO DETECTOR

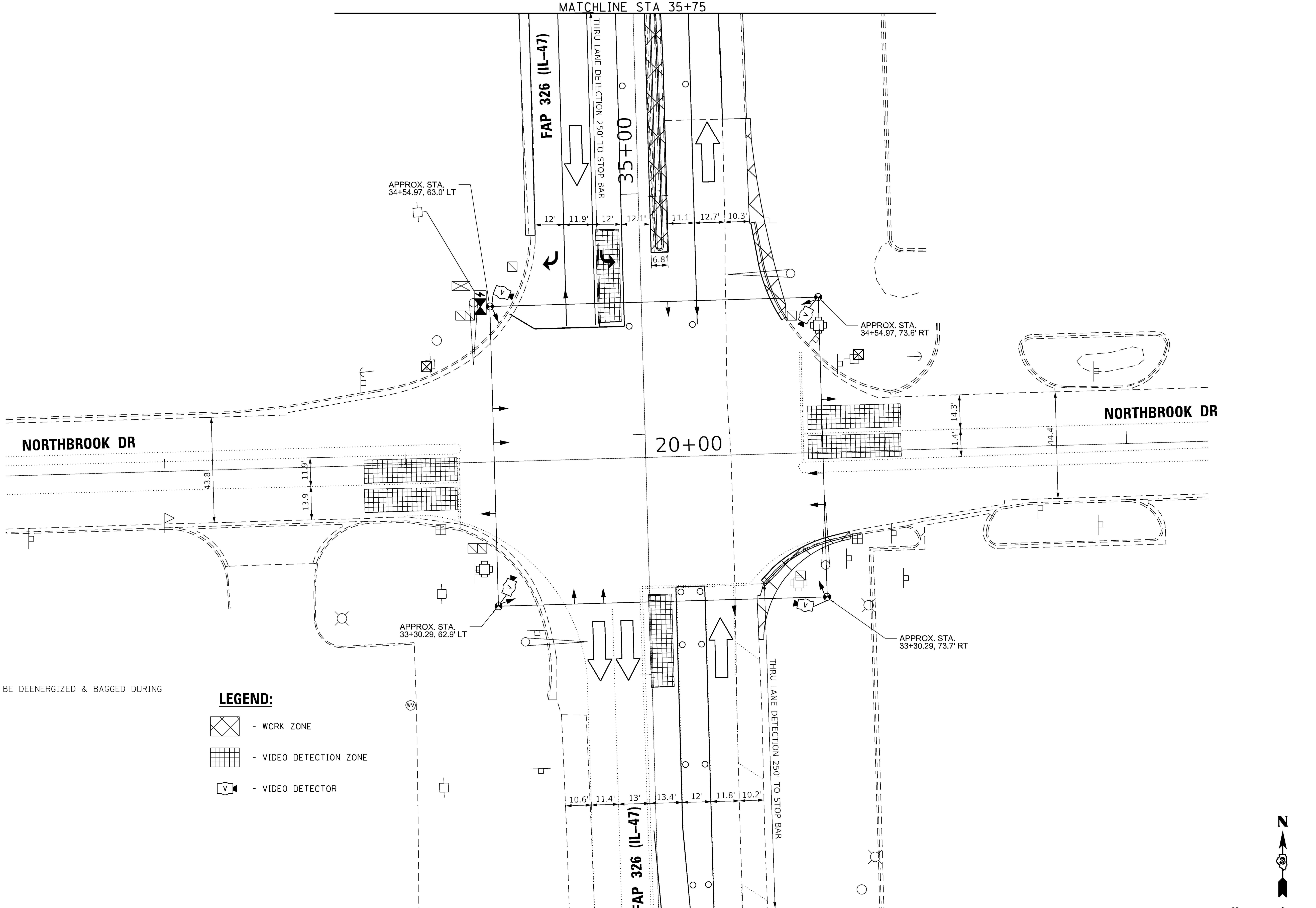


TranSmart/EJM 411 South Wells Street Suite 1000 Chicago, Illinois 60607	USER NAME = jturk	DESIGNED - SA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 326 (IL-47) TEMPORARY TRAFFIC SIGNAL STAGE 2 (SHEET 2 OF 2)
		DRAWN - SA	REVISED -		
	PLOT SCALE = 40.0000 ' / in.	CHECKED - JW	REVISED -		
	PLOT DATE = 10/5/2020	DATE - 10/5/2020	REVISED -		SCALE: 1"=20' SHEET 4 OF 7 SHEETS STA. N/A TO STA. N/A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3) HB-1] HBK	GRUNDY	173	76
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		

MODEL: Default
FILE NAME: S:\Projects\1802 - IDOT I-55 and IL 47 Interchange in Dwight - Bloom\Project Work\CADD\CADD Sheets\1802 TempSignal MOT2 2.dgn

SEE TS SHT NO. 6
MATCHLINE STA 35+75



SEE TS SHT NO. 6
MATCHLINE STA 32+00

NOTES:

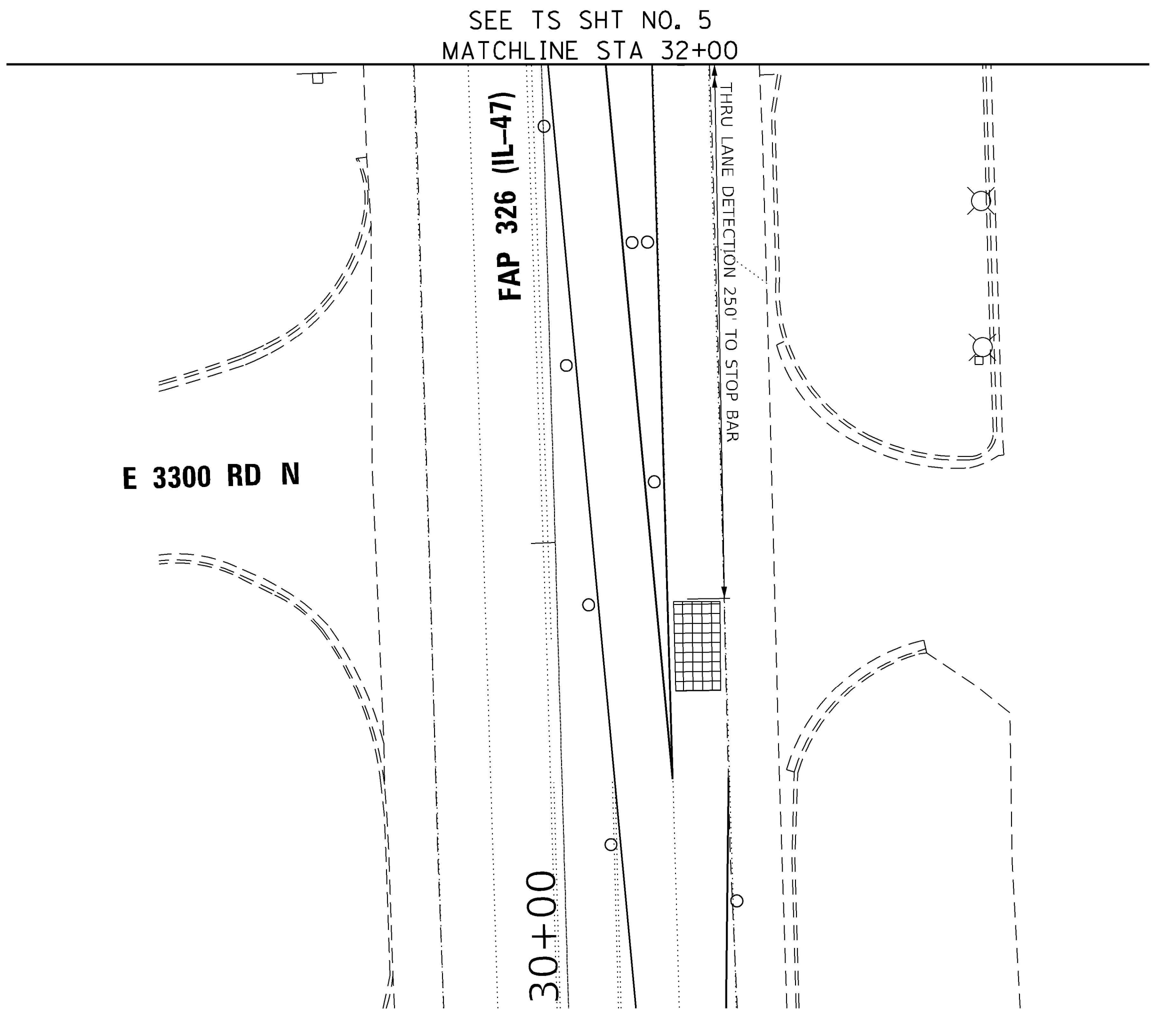
1) EXISTING SIGNALS WILL BE DEENERGIZED & BAGGED DURING CONSTRUCTION

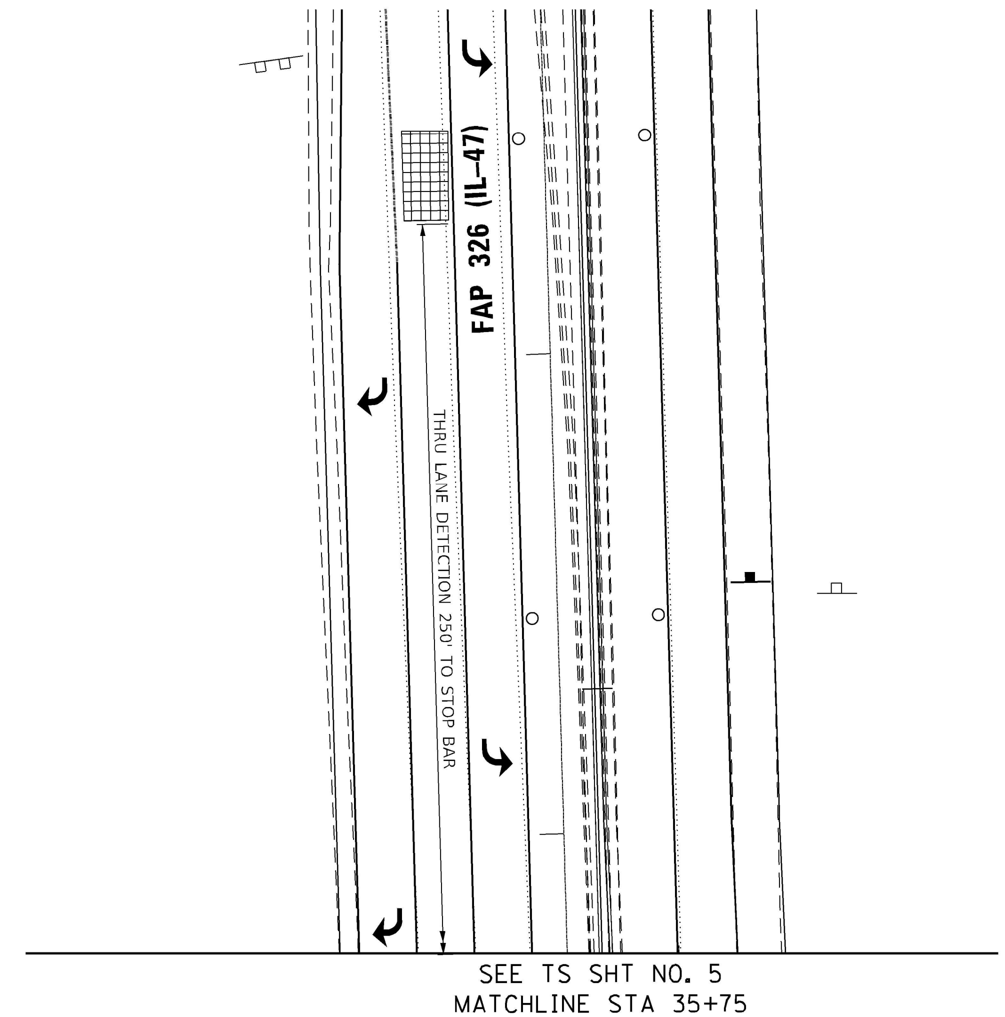
LEGEND:

- WORK ZONE
- VIDEO DETECTION ZONE
- VIDEO DETECTOR

MODEL: Default
FILE NAME: S:\Projects\1802 - IDOT I-55 and IL 47 Interchange in Dwight - Bloom\Project Work\CADD\CADD Sheets\1802 TempSignal MOT3.dgn

TranSmart/EJM 411 South Wells Street Suite 1000 Chicago, Illinois 60607	USER NAME = jturk	DESIGNED - SA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 326 (IL-47) TEMPORARY TRAFFIC SIGNAL STAGE 3 (SHEET 1 OF 2)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - SA	REVISED -			55	[(32-3) HB-1] HBK	GRUNDY	173	77
	PLOT SCALE = 40.0000 ' / in.	CHECKED - JW	REVISED -					CONTRACT NO. 66H15		
	PLOT DATE = 10/5/2020	DATE - 10/5/2020	REVISED -		SCALE: 1"=20' SHEET 5 OF 7 SHEETS STA. 32+00 TO STA. 35+75		ILLINOIS FED. AID PROJECT			





NOTES:

1) EXISTING SIGNALS WILL BE DEENERGIZED & BAGGED DURING CONSTRUCTION

LEGEND:

- WORK ZONE
- VIDEO DETECTION ZONE
- VIDEO DETECTOR

N

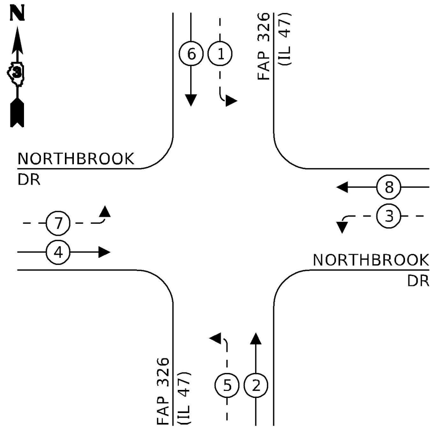
20 0 20
GRAPHIC SCALE

TranSmart/EJM 411 South Wells Street Suite 1000 Chicago, Illinois 60607	USER NAME = jturk	DESIGNED - SA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 326 (IL-47) TEMPORARY TRAFFIC SIGNAL STAGE 3 (SHEET 2 OF 2)
		DRAWN - SA	REVISED -		
	PLOT SCALE = 40.0000 ' / in.	CHECKED - JW	REVISED -		
	PLOT DATE = 10/5/2020	DATE - 10/5/2020	REVISED -		SCALE: 1"=20' SHEET 6 OF 7 SHEETS STA. N/A TO STA. N/A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3) HB-1] HBK	GRUNDY	173	78
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		

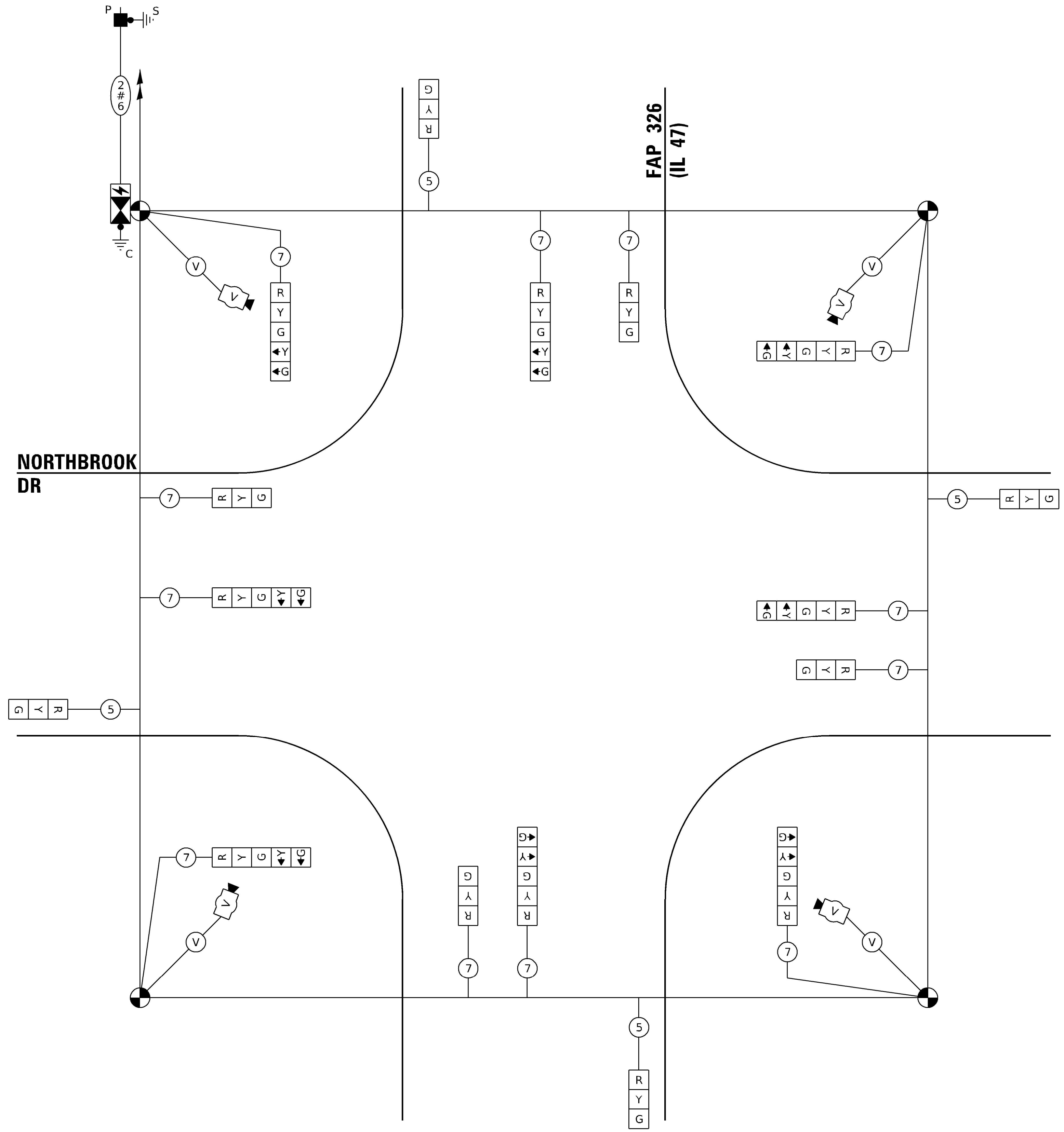
MODEL: Default
FILE NAME: S:\Projects\1802 - IDOT I-55 and IL 47 Interchange in Dwight - Bloom\Project Work\CADD\CADD Sheets\1802 TempSignal MOT3 2.dgn

TEMPORARY CONTROLLER SEQUENCE



LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OL OVERLAP



CABLE PLAN
(NOT TO SCALE)

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	12	11	50	66.0
(YELLOW)	12	20	5	12.0
(GREEN)	12	12	45	64.8
PERMISSIVE ARROW	16	10	10	16.0
PED. SIGNAL	-	20	100	-
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	1	150	100	150.0
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
			TOTAL =	433.8

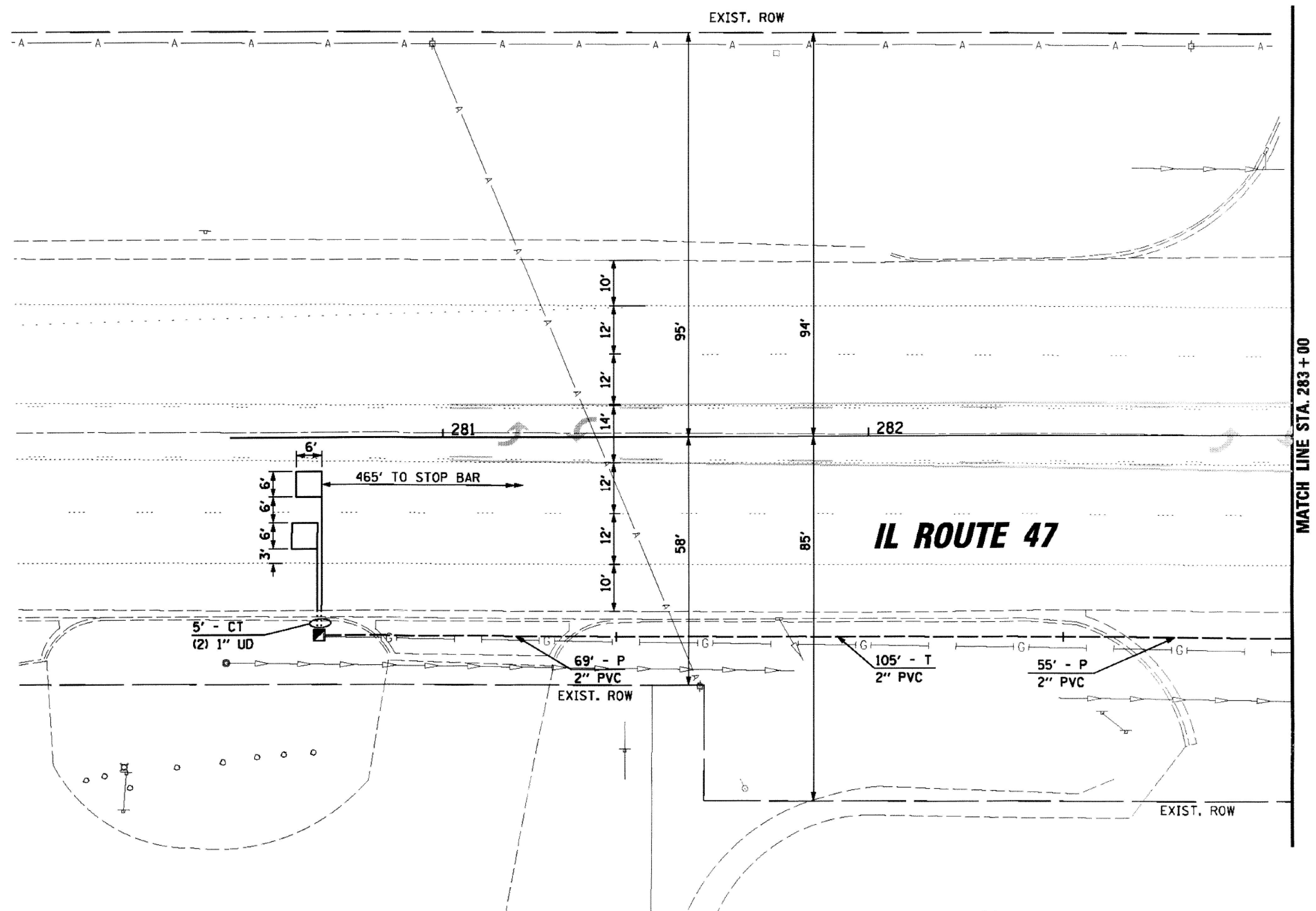
ENERGY COSTS TO:

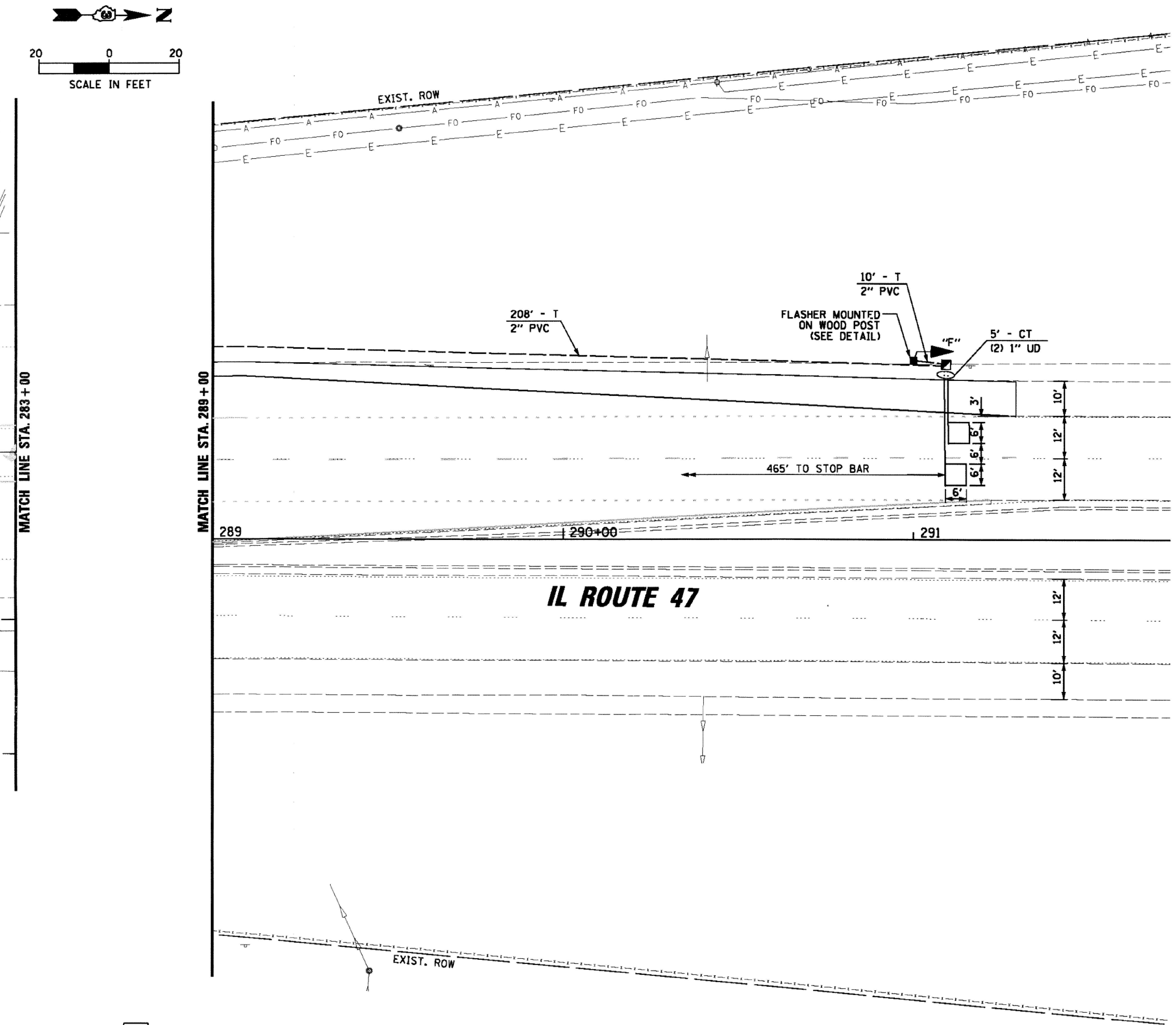
ILLINOIS DEPARTMENT OF TRANSPORTATION
700 E NORRIS DR
OTTAWA, IL 61350

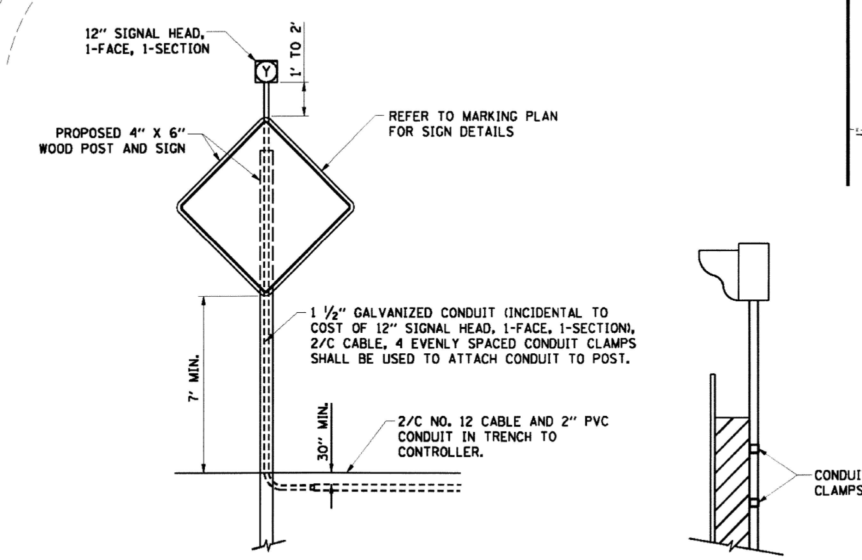
ENERGY SUPPLY: CONTACT: ------- -------
PHONE: (XXX) XXX-XXXX
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: ---

MODEL: Default
FILE NAME: S:\Projects\1802 - IDOT I-55 and IL 47 Interchange in Dwight - Bloom\Project Work\CADD\CADD Sheets\1802_CablePlan.dgn

TranSmart/EJM 411 South Wells Street Suite 1000 Chicago, Illinois 60607	USER NAME = jturk	DESIGNED - SA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE FAP 326 (IL 47) AND NORTHBROOK DR	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - SA	REVISED -			55	[(32-3) HB-1] HBK	GRUNDY	173	79
	PLOT SCALE = 40.0000 ' / in.	CHECKED - JW	REVISED -					CONTRACT NO. 66H15		
	PLOT DATE = 10/5/2020	DATE - 10/5/2020	REVISED -		SCALE: N/A SHEET 7 OF 7 SHEETS STA. N/A TO STA. N/A		ILLINOIS FED. AID PROJECT			







POST MOUNTED SIGN AND FLASHING BEACON (N.T.S.)

MOUNTING DETAIL (N.T.S.)

FOR INFORMATION ONLY

THE ONLY WORK ITEM ON THIS SHEET IS TO REPLACE SOUTHBOUND LOOP DETECTOR

PAY ITEM	DESCRIPTION	QUANTITY	UNIT
88600100	DETECTOR LOOP, TYPE I	96	FOOT

CHRISTOPHER B. BURKE ENGINEERING LTD.
310 N. Liberty Street
Morris, Illinois 60450
(815) 941-0260

CLIENT: VILLAGE OF DWIGHT
209 S. Prairie Ave.
Dwight, Illinois 60420
(815) 584-3077

NO.	DATE	NATURE OF REVISION	CHKD.
1	3/21/11	IDOT 3/2/11 COMMENTS REVISIONS	KRC

FILE NAME: n:\dwight\09-0390.r0009\traffic\TSD_2.090390.09.dgn

DSGN.	ABR
DWN.	CJM
CHKD.	WCE
SCALE:	20'
PLOT DATE:	5/9/2011
CAD USER:	RHANSEN
MODEL:	Default

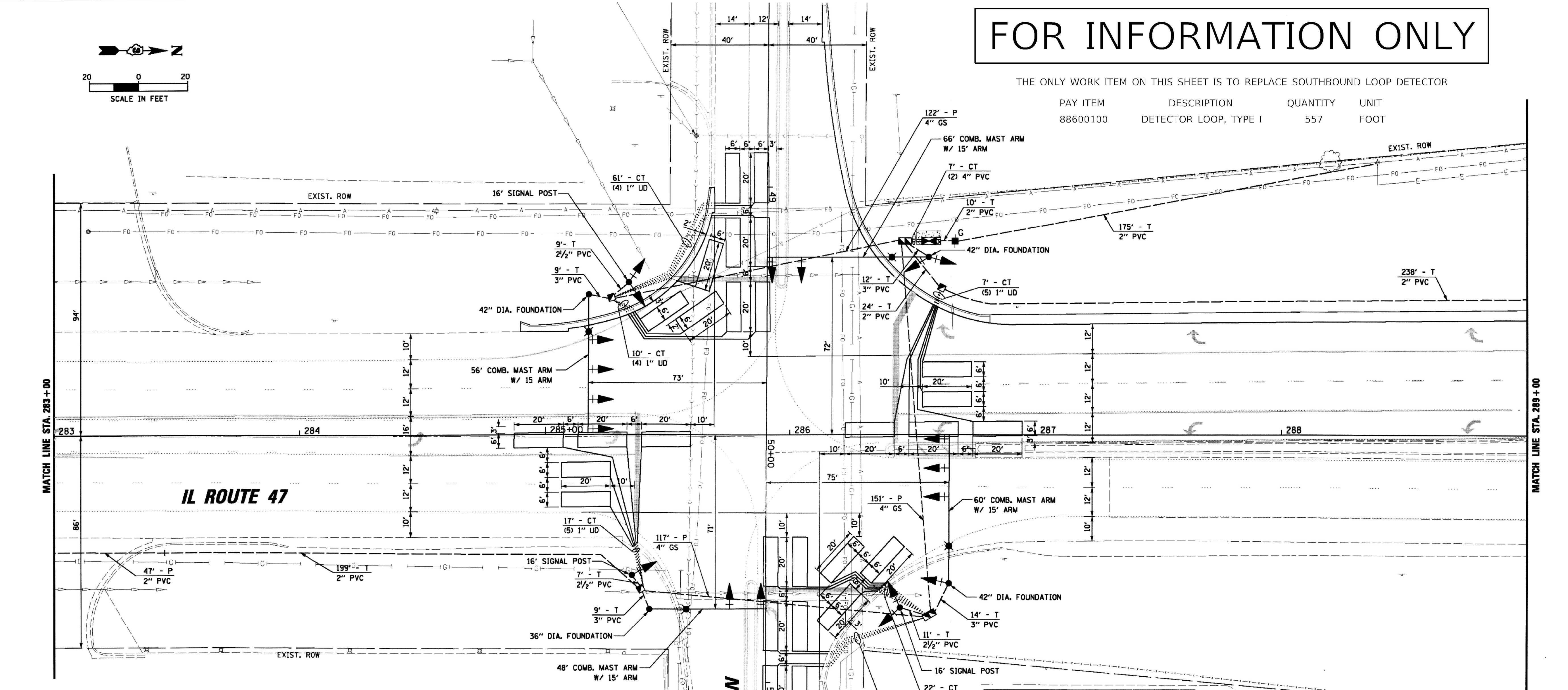
TITLE: **TRAFFIC SIGNAL INSTALLATION PLAN**
IL ROUTE 47
STA 280+50 TO STA 283+00 AND STA 289+00 TO STA 291+70
IL ROUTE 47 AND NORTHBROOK DRIVE
DWIGHT, ILLINOIS

PROJ. NO. 09-0390.R09
DATE: 3/21/2010
SHEET 17 OF 25
DRAWING NO. TSD-2

FOR INFORMATION ONLY

THE ONLY WORK ITEM ON THIS SHEET IS TO REPLACE SOUTHBOUND LOOP DETECTOR

PAY ITEM	DESCRIPTION	QUANTITY	UNIT
88600100	DETECTOR LOOP, TYPE I	557	FOOT



TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD, PEDESTRIAN		
SIGNAL POST		
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE		
UNIT DUCT	UD	
COMMON TRENCH	CT	
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		
CAST IRON JUNCTION BOX		"E"
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIRMATION BEACON		
SIGNAL HEAD OPTICALLY PROGRAMMED	"P"	"P"
CONDUIT SPLICE		
WOOD POLE		"E"
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		"E"
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RAILROAD CONTROL CABINET		"E"
TELEPHONE CONNECTION		
ILLUMINATED SIGN "NO LEFT TURN"		"E"
ILLUMINATED SIGN "NO RIGHT TURN"		"E"
UNINTERRUPTIBLE POWER SUPPLY	UPS	UPS

SIGNAL INSTALLATION STATIONING (IL. ROUTE 47)		
SIGNAL ITEM/ LOCATION	STATION	OFFSET
SW MA	285+17.6	56.5' LT
SE MA	285+42.4	70.5' RT
NW MA	286+56.5	71.5' LT
NE MA	286+64.7	60.2' RT
SW POST	285+34.0	61.4' LT
SE POST	285+35.3	56.8' RT
NE POST	286+44.8	69.9' RT
NW SERVICE PEDESTAL (GROUND MOUNT)	286+67.2	78.0' LT
SW HH	285+26.9	55.3' LT
SE HH	285+38.8	62.4' RT
NW HH	286+61.8	59.1' LT
NW DOUBLE HH	286+46.8	78.0' LT
NE DOUBLE HH	286+56.8	72.9' RT
NB FAR BACK HH	280+70.8	46.1' RT
SB FAR BACK HH	291+09.3	49.9' LT
SB FLASHER MOUNTED ON WOOD POST	291+00	51.0' LT
TRAFFIC SIGNAL CONTROLLER	286+56.5	78.0' LT
NOTE: CONTRACTOR SHALL NOTIFY ENGINEER OF CHANGES IN LOCATION		

NOTE:
LOCATIONS OF TRAFFIC SIGNAL POSTS AND MAST ARM ASSEMBLIES MAY BE CHANGED IN THE FIELD AS NECESSARY TO AVOID UTILITIES. THE NEW LOCATIONS SHALL BE COORDINATED WITH THE ENGINEER AND APPROVED BY THE DISTRICT TRAFFIC SIGNAL SECTION TO ENSURE THE NEW LOCATIONS MEET OPERATIONAL OFFSET/CLEAR ZONE REQUIREMENTS AND MAINTAIN PROPER POSITION OF SIGNAL HEADS IN RELATION TO THE TRAVELED LANES.

CHRISTOPHER B. BURKE ENGINEERING LTD.
310 N. Liberty Street
Morris, Illinois 60450
(815) 941-0260

CLIENT:
VILLAGE OF DWIGHT
209 S. Prairie Ave.
Dwight, Illinois 60420
(815) 584-3077

NO.	DATE	NATURE OF REVISION	CHKD.
1	3/21/11	IDOT 3/2/11 COMMENTS REVISIONS	KRC

FILE NAME: n:\dwight\09-0390.r0009\traffic\TSD_1_090390.09.dgn

DSGN.	ABR
DWN.	CJM
CHKD.	WCE
SCALE:	20'
PLOT DATE:	5/9/2011
CAD USER:	RHANSEN
MODEL:	Default

TITLE:
TRAFFIC SIGNAL INSTALLATION PLAN
IL ROUTE 47
STA 283+00 TO STA 289+00
IL ROUTE 47 AND NORTHBROOK DRIVE
DWIGHT, ILLINOIS

PROJ. NO. 09-0390.R09
DATE: 3/21/2010
SHEET 16 OF 25
DRAWING NO.
TSD-1

MODEL: Default
FILE NAME: S:\Projects\1802 - IDOT I-55 and IL 47 Interchange in Dwight - Bloom\Project Work\CADD\CADD Sheets\1802_PermSignPlan2.dgn

TranSmart/EJM
411 South Wells Street Suite 1000
Chicago, Illinois 60607

USER NAME = jturk	DESIGNED - SA	REVISED -
	DRAWN - SA	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - JW	REVISED -
PLOT DATE = 10/5/2020	DATE - 10/5/2020	REVISED -

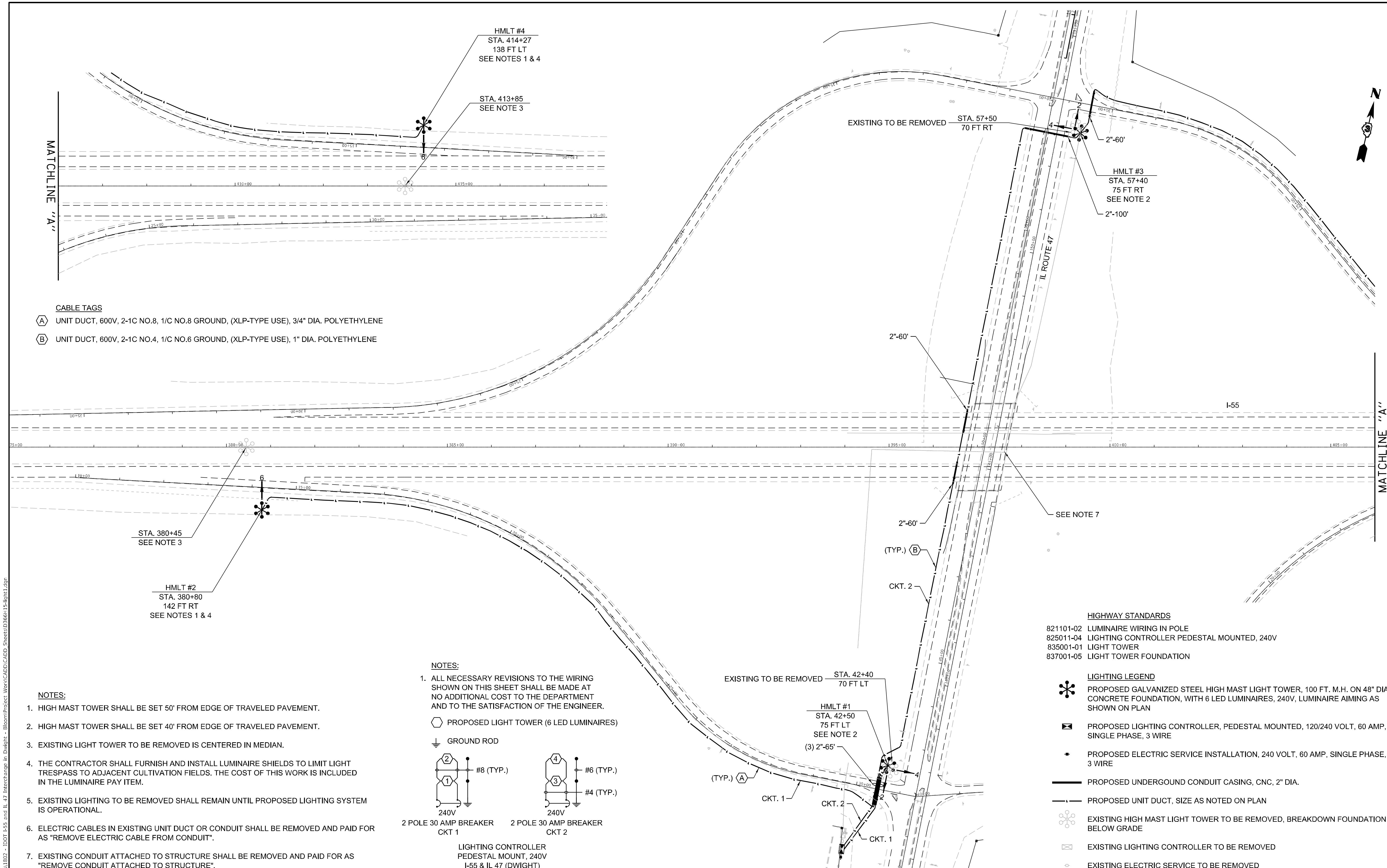
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LOOP DETECTOR REPLACEMENT

SCALE: N/A | SHEET 7 OF 7 SHEETS | STA. N/A | TO STA. N/A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3) HB-1] HBK	GRUNDY	173	81

CONTRACT NO. 66H15
ILLINOIS FED. AID PROJECT



CABLE TAGS

(A) UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE

(B) UNIT DUCT, 600V, 2-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE

HIGHWAY STANDARDS

821101-02	LUMINAIRE WIRING IN POLE
825011-04	LIGHTING CONTROLLER PEDESTAL MOUNTED, 240V
835001-01	LIGHT TOWER
837001-05	LIGHT TOWER FOUNDATION

LIGHTING LEGEND

- PROPOSED GALVANIZED STEEL HIGH MAST LIGHT TOWER, 100 FT. M.H. ON 48" DIA. CONCRETE FOUNDATION, WITH 6 LED LUMINAIRES, 240V, LUMINAIRE AIMING AS SHOWN ON PLAN
- PROPOSED LIGHTING CONTROLLER, PEDESTAL MOUNTED, 120/240 VOLT, 60 AMP, SINGLE PHASE, 3 WIRE
- PROPOSED ELECTRIC SERVICE INSTALLATION, 240 VOLT, 60 AMP, SINGLE PHASE, 3 WIRE
- PROPOSED UNDERGOUND CONDUIT CASING, CNC, 2" DIA.
- PROPOSED UNIT DUCT, SIZE AS NOTED ON PLAN
- EXISTING HIGH MAST LIGHT TOWER TO BE REMOVED, BREAKDOWN FOUNDATION BELOW GRADE
- EXISTING LIGHTING CONTROLLER TO BE REMOVED
- EXISTING ELECTRIC SERVICE TO BE REMOVED

NOTES:

1. HIGH MAST TOWER SHALL BE SET 50' FROM EDGE OF TRAVELED PAVEMENT.
2. HIGH MAST TOWER SHALL BE SET 40' FROM EDGE OF TRAVELED PAVEMENT.
3. EXISTING LIGHT TOWER TO BE REMOVED IS CENTERED IN MEDIAN.
4. THE CONTRACTOR SHALL FURNISH AND INSTALL LUMINAIRE SHIELDS TO LIMIT LIGHT TRESPASS TO ADJACENT CULTIVATION FIELDS. THE COST OF THIS WORK IS INCLUDED IN THE LUMINAIRE PAY ITEM.
5. EXISTING LIGHTING TO BE REMOVED SHALL REMAIN UNTIL PROPOSED LIGHTING SYSTEM IS OPERATIONAL.
6. ELECTRIC CABLES IN EXISTING UNIT DUCT OR CONDUIT SHALL BE REMOVED AND PAID FOR AS "REMOVE ELECTRIC CABLE FROM CONDUIT".
7. EXISTING CONDUIT ATTACHED TO STRUCTURE SHALL BE REMOVED AND PAID FOR AS "REMOVE CONDUIT ATTACHED TO STRUCTURE".

NOTES:

1. ALL NECESSARY REVISIONS TO THE WIRING SHOWN ON THIS SHEET SHALL BE MADE AT NO ADDITIONAL COST TO THE DEPARTMENT AND TO THE SATISFACTION OF THE ENGINEER.

PROPOSED LIGHT TOWER (6 LED LUMINAIRES)

GROUND ROD

LIGHTING CONTROLLER
PEDESTAL MOUNT, 240V
I-55 & IL 47 (DWIGHT)

MODEL: Default
FILE NAME: S:\Projects\1802 - IDOT I-55 and IL 47 Interchange in Dwight - Bloom\Project Work\CADD\CADD Sheets\D366-I55-light1.dgn

USER NAME = jturk	DESIGNED - IDOT	REVISED -	
	DRAWN - IDOT	REVISED -	
PLOT SCALE = 200.0000 ' / in.	CHECKED - IDOT	REVISED -	
PLOT DATE = 10/5/2020	DATE - 10/5/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 326 (IL-47)
ROADWAY LIGHTING PLAN

SCALE: 1"=100' SHEET 1 OF 4 SHEETS STA. N/A TO STA. N/A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3) HB-1] HBK	GRUNDY	173	82

CONTRACT NO. 66H15

ILLINOIS FED. AID PROJECT

LIGHTING SUMMARY OF QUANTITIES

S.P.	PAY ITEM	DESCRIPTION	UNIT	QUANTITY
BDE	80400100	ELECTRIC SERVICE INSTALLATION	EACH	1
	81028750	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2" DIA.	FOOT	475
	81603000	UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	1,980
	81603030	UNIT DUCT, 600V, 2-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	3,680
BDE	82110015	LUMINAIRE, LED, HIGHMAST, OUTPUT DESIGNATION H	EACH	24
	82500330	LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240VOLT, 60AMP	EACH	1
	83502400	LIGHT TOWER, 100 FT. MOUNTING HEIGHT, LUMINAIRE MT. - 6	EACH	4
	83700300	LIGHT TOWER FOUNDATION, 48" DIAMETER	FOOT	74.0
	84500110	REMOVAL OF LIGHTING CONTROLLER	EACH	1
	84500120	REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH	1
	84500130	REMOVAL OF LIGHTING CONTROLLER FOUNDATION	EACH	1
	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	14,310
*	X0323710	REMOVE CONDUIT ATTACHED TO STRUCTURE	FOOT	370
*	X1400273	REMOVAL OF EXISTING TOWER LUMINAIRE, NO SALVAGE	EACH	24
*	X8420502	REMOVAL OF LIGHT TOWER, NO SALVAGE	EACH	4
*	X8420510	REMOVAL OF TOWER FOUNDATION	EACH	4

LEGEND FOR S.P. COLUMN

* INDICATES SPECIAL PROVISION
BDE INDICATES IDOT BDE SPECIAL PROVISION

Luminaire Performance Table

Project

Date	Contract Number	Section Number	County
9-30-2020	66H15	[(32-3)HB-1]HBK	GRUNDY

Marked Route Number	Municipality
I-55	DWIGHT

Roadway

Lane Width	#of Lanes	Median Width	I.E.S Surface Classification	Q-Zero Value
12 ft	3	N/A	R3	0.07

Structure

Mounting Height	Arm Length	Set Back	Number of Luminaires (Highmast & Sign Lighting Only)
100 ft	5 ft	50 ft	6

Luminaire

Description	I.E.S. Lateral Distribution	I.E.S. Vertical Distribution
LED, HIGHMAST, H	TYPE II	MEDIUM

Total Light Loss Factor (LLF)	BUG Rating	Shields	Dimming Protocol
0.684	U = 0	YES	0-10V

Layout

Spacing (to Nearest 5 Ft)	Configuration (Opposite, Staggered, 1 Sided, or Median)
575 ft	SINGLE SIDED

Performance

Average Illuminance, E_{AVE} (fc)	Uniformity Ratio, E_{AVE}/E_{MIN}
≥ 0.6	≤ 3.0:1

Average Luminance, L_{AVE} (cd/m²)	Uniformity Ratio, L_{AVE}/L_{MIN}	Uniformity Ratio, L_{MAX}/L_{MIN}	Veiling Luminance Ratio, L_V/L_{MIN}
N/A	N/A	N/A	N/A

Light Tresspass

Distance to ROW (behind pole)	Max. Horizontal Illuminance at ROW, E_H	Max. Vertical Illuminance at ROW, E_V
60 ft	< 0.2 fc	< 0.2 fc (at 3 ft above grade)

Notes

1. Set Back is from Edge of Pavement (white line) except for sign luminaires when it is vertical and horizontal distance from the sign to the luminaire.
2. Lighting calculations shall be performed with all luminaires oriented toward and perpendicular to roadway.
3. Total Light Loss Factor (LLF) = the product of "Lumen Maintenance" (LLD) = 0.9, "Dirt Depreciation" (LDD) = 0.8, and "Equipment Factors" (EF) = 0.95.
4. Performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions above.
5. Lighting calculations shall be performed in one direction only.
6. Compliance with performance criteria shall be held to one significant digit.
7. Initial lumens of the proposed luminaire may vary from the values specified in the table givin in Article 1067.06 of the BDE Special Provision Luminaire, LED.
8. Light trespass performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions above, at a Total Light Loss Factor (LLF) = 1.0.

Illinois Department of Transportation

Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 6/20/19

ROUTE I-55 / IL 47 **DESCRIPTION** I-55 / IL 47 Interchange High Mast Towers in Dwight **LOGGED BY** Larry Myers

SECTION [(32-3)HB-1]ES **LOCATION** SE 1/4, **SEC.** 33, **TWP.** 31N, **RNG.** 7E, 3rd **PM**, **Latitude** 41.116038, **Longitude** -88.419675

COUNTY Grundy **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. ______
Station ______

BORING NO. 01
Station 380+80.25*
Offset 103.3 ft Rt.*
Ground Surface Elev. 626.92 ft

Surface Water Elev. ______ ft
Stream Bed Elev. ______ ft

Groundwater Elev.:
First Encounter 613.4 ft ▼
Upon Completion Dry ft
After 24 **Hrs.** 614.9 ft ▽

Description	Elev. (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered Shoulder Stone, Brown & Gray Silty Clay Loam Till Fill	624.42				
Hard Gray Silty Clay Loam Till Fill			5 / 6 / 6	4.0 P	13
		-5	4 / 5 / 8	4.0 P	19
	620.42				
Black Silty Clay Loam Topsoil with Organics	619.42				
Very Stiff Gray & Brown Silty Clay Loam Till			3 / 4 / 5	3.4 B	26
		-10	2 / 3 / 4	2.7 B	23
		▽			
		▼	2 / 3 / 3	2.0 B	30
Minor Superficial Water at 13.5 ft.	612.42				
Hard Gray Silty Clay Loam Till with some Silt Pockets		-15	5 / 7 / 9	4.1 S	19
			5 / 7 / 9	4.1 S	15
		-20			
Hard Gray Silty Clay Loam Till with some Silt Pockets *(continued)*			5 / 7 / 7	4.2 S	15
			5 / 7 / 7	4.2 S	18
	602.42				
Very Stiff Gray Silty Clay Loam Till		-25	3 / 4 / 5	3.4 B	16
	600.42				
*Ramp E Sta. 14+23.13, 11.96 ft Rt. End of Boring					
		-30			
		-35			
		-40			

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, form 137 (Rev. 8-99)

SOIL BORING I-55_IL 47 INTERCHANGE IN DWIGHT.GPJ IL_DOT.GDT 9/16/19

Illinois Department of Transportation

Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 1

Date 6/20/19

ROUTE I-55 / IL 47 **DESCRIPTION** I-55 / IL 47 Interchange High Mast Towers in Dwight **LOGGED BY** Larry Myers

SECTION [(32-3)HB-1]ES **LOCATION** SE 1/4, **SEC.** 33, **TWP.** 31N, **RNG.** 7E, 3rd **PM**, **Latitude** 41.115224, **Longitude** -88.41408

COUNTY Grundy **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. ______
Station ______

BORING NO. 02
Station 395+17.33*
Offset 735.4 ft Rt.*
Ground Surface Elev. 637.20 ft

Surface Water Elev. ______ ft
Stream Bed Elev. ______ ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After 24 **Hrs.** Dry ft

Description	Elev. (ft)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered Black & Gray Silty Clay Loam Fill	634.70				
Hard Gray Silty Clay Loam Till Fill with Limestone Gravel Pieces			5 / 9 / 14	5.4 S	14
		-5	5 / 7 / 12	6.4 S	13
	630.20				
Hard Gray & Brown Silty Clay Loam Till Fill			5 / 7 / 12	5.7 S	17
		-10	5 / 7 / 10	5.4 S	13
			5 / 7 / 9	5.1 S	19
	622.70				
Hard Gray & Brown Silty Clay Loam Till		-15	4 / 5 / 10	4.8 S	18
			6 / 10 / 12	6.1 S	20
		-20			
Hard Gray & Brown Silty Clay Loam Till *(continued)*			5 / 12 / 15	6.7 S	18
			5 / 11 / 12	5.7 S	20
		-25	6 / 9 / 11	5.4 S	21
	610.70				
*Ramp E Sta. 30+83.65, 47.05 ft Lt. End of Boring					
		-30			
		-35			
		-40			

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, form 137 (Rev. 8-99)

SOIL BORING I-55_IL 47 INTERCHANGE IN DWIGHT.GPJ IL_DOT.GDT 9/16/19

MODEL: Default
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USER NAME = jturk	DESIGNED - IDOT	REVISED -
	DRAWN - IDOT	REVISED -
PLOT SCALE = 200.0000 ' / in.	CHECKED - IDOT	REVISED -
PLOT DATE = 10/5/2020	DATE - 10/5/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 326 (IL–47)
SOIL BORINGS

SCALE: NONE | SHEET 3 OF 4 SHEETS | STA. N/A | TO STA. N/A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3) HB-1] HBK	GRUNDY	173	84
		CONTRACT NO. 66H15		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 1

Date 6/25/19

ROUTE I-55 / IL 47 **DESCRIPTION** I-55 / IL 47 Interchange High Mast Towers in Dwight **LOGGED BY** Larry Myers

SECTION [(32-3)HB-1]ES **LOCATION** NW 1/4, **SEC.** 34, **TWP.** 31N, **RNG.** 7E, 3rd **PM**, **Latitude** 41.119398, **Longitude** -88.413859

COUNTY Grundy **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. ______
Station ______

BORING NO. 03
Station 399+14.93*
Offset 734.0 ft Lt.*
Ground Surface Elev. 637.38 ft

Surface Water Elev. ______ ft
Stream Bed Elev. ______ ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After 24 **Hrs.** 625.4 ft ▽

Description	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered Shoulder Gravel, Black & Gray Silty Clay Loam Fill				
634.88				
Very Stiff Black & Gray Silty Clay Loam Fill		4 4 5	4.0 P	26
	-5	3 2 5	3.0 P	24
630.38				
Very Stiff to Hard Brown & Gray Silty Clay Loam Till		3 4 5	3.7 B	19
	-10	2 3 6	4.2 B	18
625.38 ▽				
Hard to Very Stiff Silty Clay Loam Till - Potential Cobble / Boulders @ 21 Ft. as felt by augers		4 6 7	4.5 B	18
	-15	3 4 4	3.9 B	21
		2 3 5	3.4 B	24
	-20			
Hard to Very Stiff Silty Clay Loam Till - Potential Cobble / Boulders @ 21 Ft. as felt by augers *(continued)*		5 7 10	5.4 S	13
		5 8 11	5.4 S	13
	-25	6 9 10	5.4 S	13
610.88				
*Ramp G Sta. 14+20.68, 12.4 ft Rt. End of Boring				
	-30			
	-35			
	-40			

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, form 137 (Rev. 8-99)

SOIL BORING I-55_IL 47 INTERCHANGE IN DWIGHT.GPJ IL_DOT.GDT 9/16/19

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 1

Date 6/25/19

ROUTE I-55 / IL 47 **DESCRIPTION** I-55 / IL 47 Interchange High Mast Towers in Dwight **LOGGED BY** Larry Myers

SECTION [(32-3)HB-1]ES **LOCATION** NW 1/4, **SEC.** 34, **TWP.** 31N, **RNG.** 7E, 3rd **PM**, **Latitude** 41.11859, **Longitude** -88.408256

COUNTY Grundy **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. ______
Station ______

BORING NO. 04
Station 413+54.62*
Offset 103.6 ft Lt.*
Ground Surface Elev. 623.99 ft

Surface Water Elev. ______ ft
Stream Bed Elev. ______ ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After 24 **Hrs.** Dry ft

Description	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered Shoulder Stone, Brown & Gray Silty Clay Loam Fill				
621.49				
Very Stiff to Hard Gray Silty Clay Loam Till Fill with Black Silty Clay Loam Mixed in @ 16 Ft.		3 2 4	3.0 P	15
	-5	3 5 7	4.0 P	16
		3 3 5	3.2 B	16
	-10	5 5 4	4.3 S	13
		5 6 5	4.1 B	17
	-15	5 7 8	4.1 B	20
606.99				
Very Stiff to Hard Gray & Brown Silty Clay Loam Till		5 5 7	4.0 B	19
	-20			
Very Stiff to Hard Gray & Brown Silty Clay Loam Till *(continued)*		5 5 6	3.7 B	21
601.99				
Hard Gray & Brown Silty Clay Loam Till		9 10 12	5.1 S	17
	-25	8 12 14	5.4 S	17
597.49				
*Ramp G Sta. 30+83.52, 48.45 ft Lt. End of Boring				
	-30			
	-35			
	-40			

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, form 137 (Rev. 8-99)

SOIL BORING I-55_IL 47 INTERCHANGE IN DWIGHT.GPJ IL_DOT.GDT 9/16/19

Benchmark: Cut "□" in top south edge of concrete light pole foundation at I-55 NB exit ramp to IL-47, 69.39' LT. Sta. 42+39.13 - Elevation = 635.468

Existing Structure: S.N. 032-0079 was originally built in 1973 as Ill.-47 Section 32-3HB. The existing structure is a 2 span, concrete deck on continuous steel beam superstructure with concrete piers and vaulted abutments. The structure underwent repairs in 2006 including deck slab repair, substructure repair, joint replacement, and expansion bearing replacement. 203'-10½" Bk. to bk. abutments, 92'-0" out to out deck, 11° 9' 13" right ahead skew. Traffic to be maintained utilizing staged construction.

No salvage.

Firm: Bloom Companies, LLC.
Name: William A. Olson
License Number: 081006140
Date: 10/07/2020

Signature And Seal Apply To Drawings: 86 to 88, 90 to 104 & 113

LICENSED STRUCTURAL ENGINEER WILLIAM A. OLSON 081006140 STATE OF ILLINOIS
Expires 11/30/2020

Firm: Hutchison Engineering, Inc.
Name: Benjamin A. Nebel
License Number: 081006527
Date: 10/07/2020

Signature And Seal Apply to Drawings: 89, 105 to 112 & 114 to 116

LICENSED STRUCTURAL ENGINEER BENJAMIN A. NEBEL 081006527 STATE OF ILLINOIS
Expires 11/30/2020

LOADING HL-93

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

DESIGN SPECIFICATIONS

2017 AASHTO LRFD Bridge Design Specifications, 8th Edition

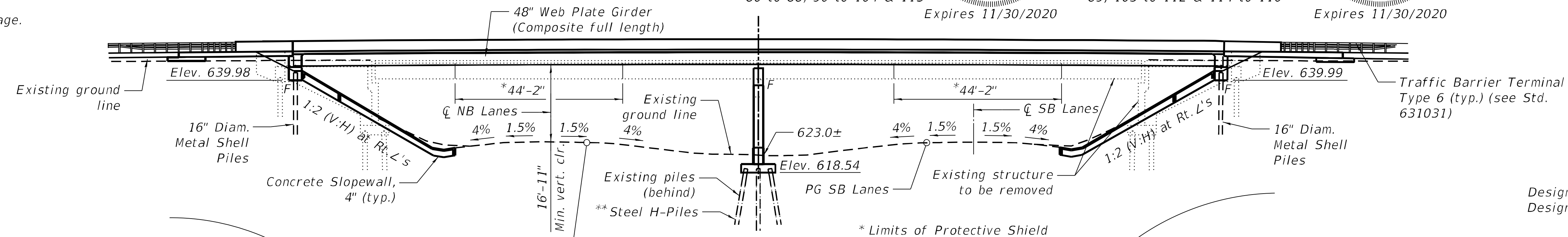
DESIGN STRESSES

FIELD UNITS

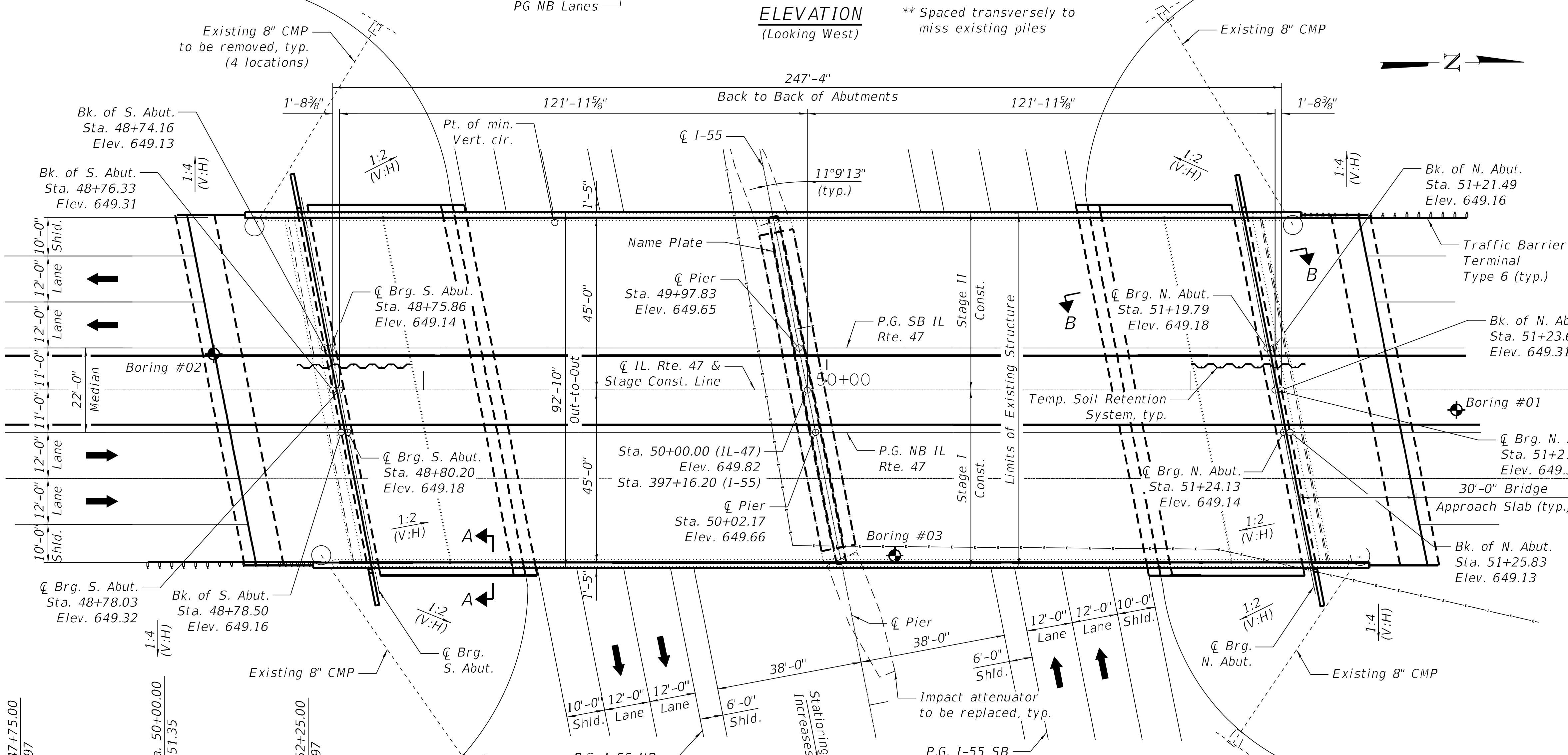
f'c = 4,000 psi (superstructure)
f'c = 3,500 psi (substructure)
fy = 60,000 psi (reinforcement)
fy = 50,000 psi (M270 Grade 50) (girders)
fy = 36,000 psi (M270 Grade 36) (cross frames)
fy = 36,000 psi (M270 Grade 36) (bearings)

SEISMIC DATA

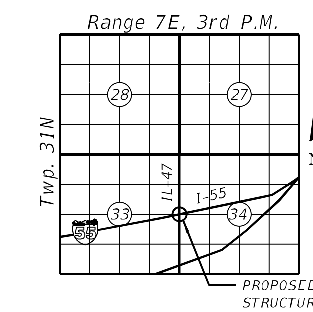
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.074g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.129g
Soil Site Class = C



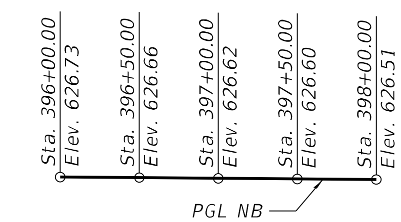
ELEVATION
(Looking West)



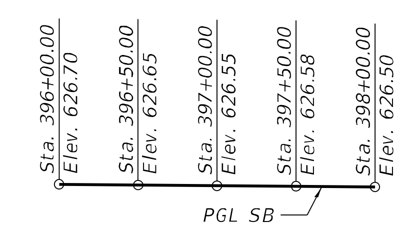
PLAN



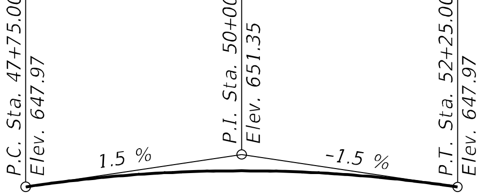
LOCATION SKETCH



I-55 NB PROFILE GRADE



I-55 SB PROFILE GRADE



IL-47 PROFILE GRADE
(LVC = 450')

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

GENERAL PLAN & ELEVATION
ILLINOIS ROUTE 47 OVER I-55
F.A.I.-55 SEC [(32-3)HB-1]HBK
GRUNDY COUNTY
STA. 50+00.00
STRUCTURE NO. 032-0125

HRG PROJECT NO.: $PROJECTNO$
HRG PROJ.CONTACT: $HRGPM$
FILE NAME: 032025-66H5_001_gpe.dgn
PLOT DRIVER: PLT_DRV
PEN TABLE: PEN_TABLE

BLOOM COMPANIES, LLC
Infrastructure Innovation and Ingenuity
150 N. Wacker Drive, Suite 1650 • Chicago, IL 60606
Phone: (312) 876-0500 Fax: (312) 876-0600

USER NAME = jandrews	DESIGNED - JA	REVISED -	
	CHECKED - BT & WAO	REVISED -	
PLOT SCALE =	DRAWN - JA	REVISED -	
PLOT DATE = 11/11/2020	CHECKED - 11/3/20	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 032-0125
SHEET NO. 1 OF 31 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3) HB-1] HBK	GRUNDY	173	86
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		

INDEX OF SHEETS

ABBREVIATIONS

Abut.	Abutment	E.F.	Each Face	SE	Southeast
@	At	Elev.	Elevation	Shldr.	Shoulder
B.F.	Back Face	Exist.	Existing	Spa.	Spaces
Bk.	Back	Exp.	Expansion	Std.	Standard
Brg.	Bearing	F.F.	Front Face	Sta.	Station
Btw.	Between	Max.	Maximum	SW	Southwest
℄	Centerline	Min.	Minimum	Typ.	Typical
Clr.	Clearance	N.	North	U.N.O.	Unless Noted Otherwise
Cts.	Centers	NE	Northeast	Vert.	Vertical
Const.	Construction	No.	Number	W.	West
○	Diameter	Pt.	Point		
E.	East	S.	South		

GENERAL NOTES

1. Fasteners shall be ASTM F1325 Grade A325 Type 1, mechanically galvanized bolts. Bolts 7/8 in., holes 15/16 in., unless otherwise noted.

2. Calculated weight of structural steel = 30,520 lb (AASTO M270 Gr. 36)
   = 792,950 lb (AASHTO M270 Gr. 50)

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

4. Reinforcement bars designated (E) shall be epoxy coated.

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

6. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft). Adjustment shall be made either by grinding the surface or by shimming the bearings.

7. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

8. The Organic Zinc Rich Primer/Epoxy/Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that the exterior surfaces and the bottom of the bottom flange of fascia beams, masked off connections surfaces, field installed fasteners, and damaged areas shall be touched up and finished coated in the field. The color of the final finished coat for all the interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finished coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8.

9. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

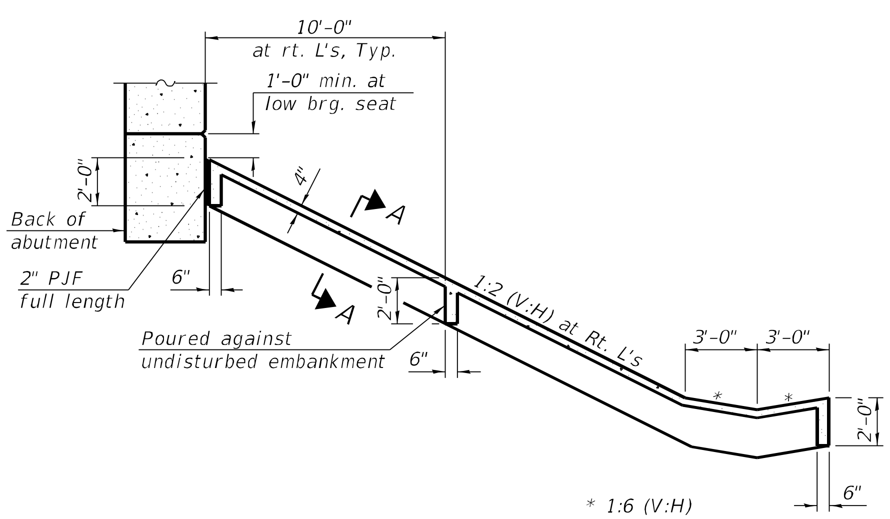
10. Slopewall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0xW4.0, weighing 58 lbs. per 100 sq. ft.

11. Slipforming of parapets shall not be permitted.

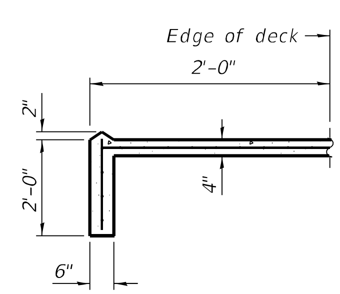
12. All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each	1		1
Slope Wall Removal	Sq Yd		583	583
Protective Shield	Sq Yd		844	844
Structure Excavation	Cu Yd		805	805
Concrete Structures	Cu Yd	57.3	330.2	387.5
Concrete Superstructure	Cu Yd	870.7		870.7
Bridge Deck Grooving	Sq Yd	2,261		2,261
Protective Coat	Sq Yd	3,338		3,338
Concrete Superstructure (Approach Slab)	Cu Yd	255.9		255.9
Furnishing and Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	7,164		7,164
Reinforcement Bars, Epoxy Coated	Pound	309,180	58,490	367,670
Bar Splicers	Each	1,184		1,184
Slope Wall 4 Inch	Sq Yd		970	970
Furnishing Metal Shell Piles 16" x 0.375"	Foot		1,199	1,199
Furnishing Steel Piles HP12x53	Foot		2,450	2,450
Driving Piles	Foot		3,649	3,649
Test Pile Metal Shells	Each		2	2
Test Pile Steel HP12x53	Each		1	1
Pile Shoes	Each		24	24
Name Plates	Each		1	1
Anchor Bolts, 1"	Each		48	48
Anchor Bolts, 1½"	Each		24	24
Temporary Soil Retention System	Sq Ft		628	628
Granular Backfill For Structures	Cu Yd		490	490
Geocomposite Wall Drain	Sq Yd		171	171
Pipe Underdrains For Structures 4"	Foot		206	206



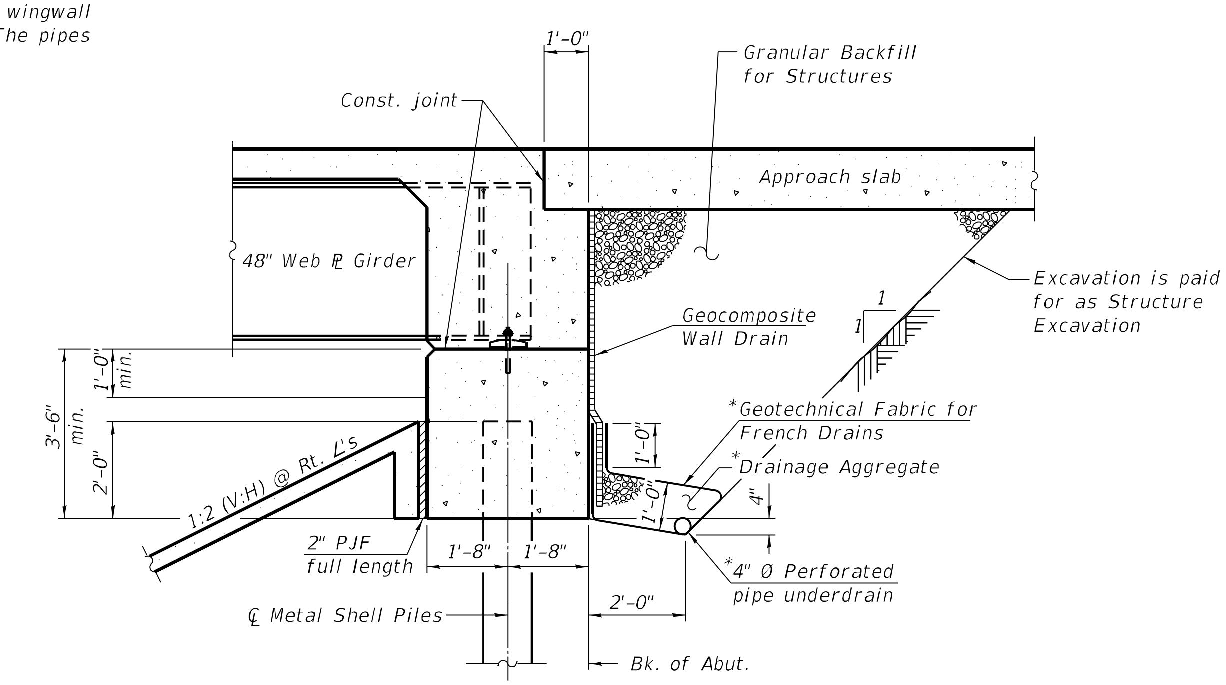
SECTION B-B



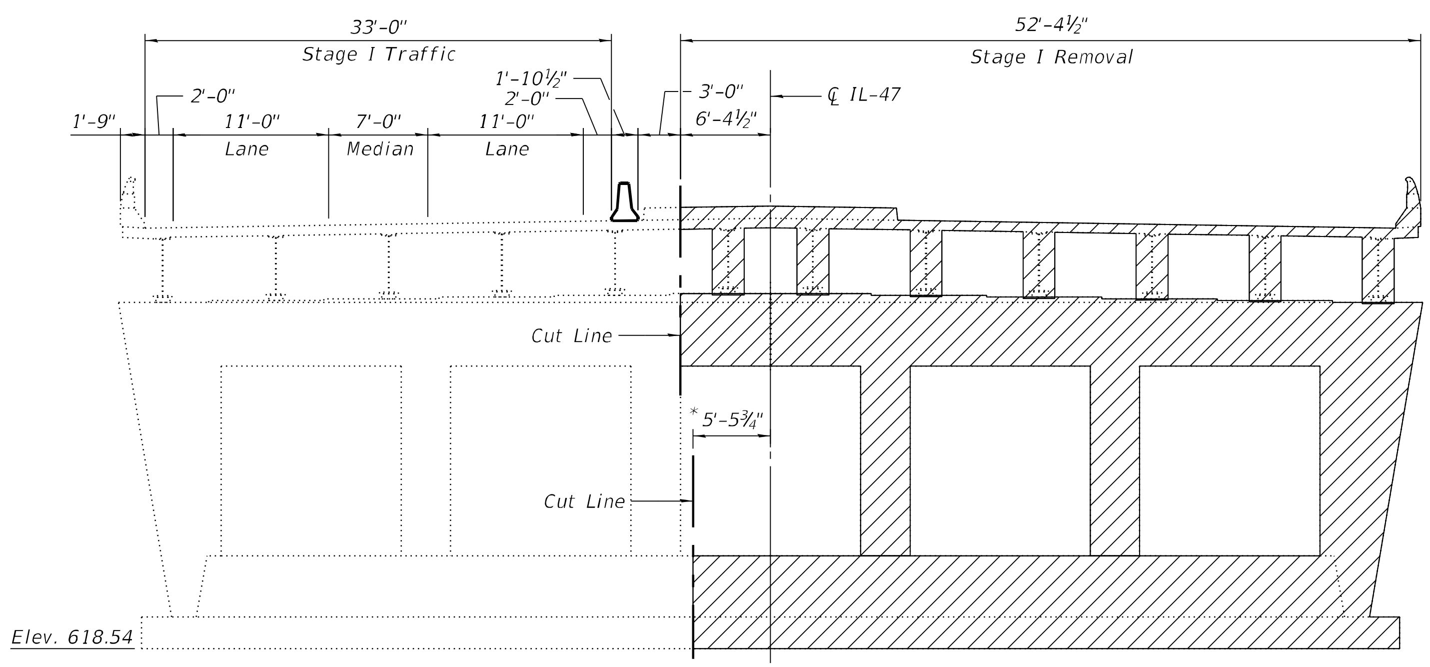
SECTION A-A

STATION 50+00.00
BUILT 202_ BY
STATE OF ILLINOIS
FAI-55
SEC. [(32-3)HB-1]HBK
LOADING HL-93
STRUCTURE NO. 032-0125

NAME PLATE
See Std. 515001-04

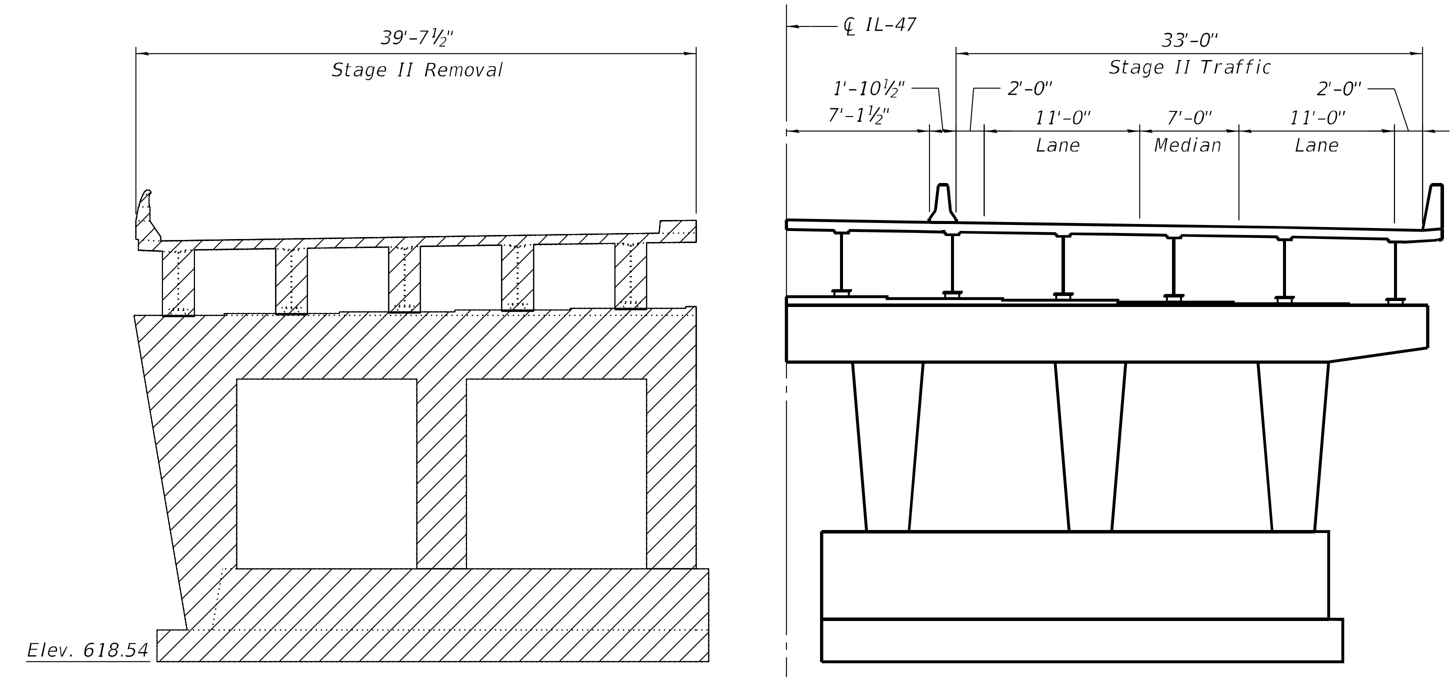


SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. L's)
* Included in the cost of Pipe Underdrains for Structures (See Special Provisions)

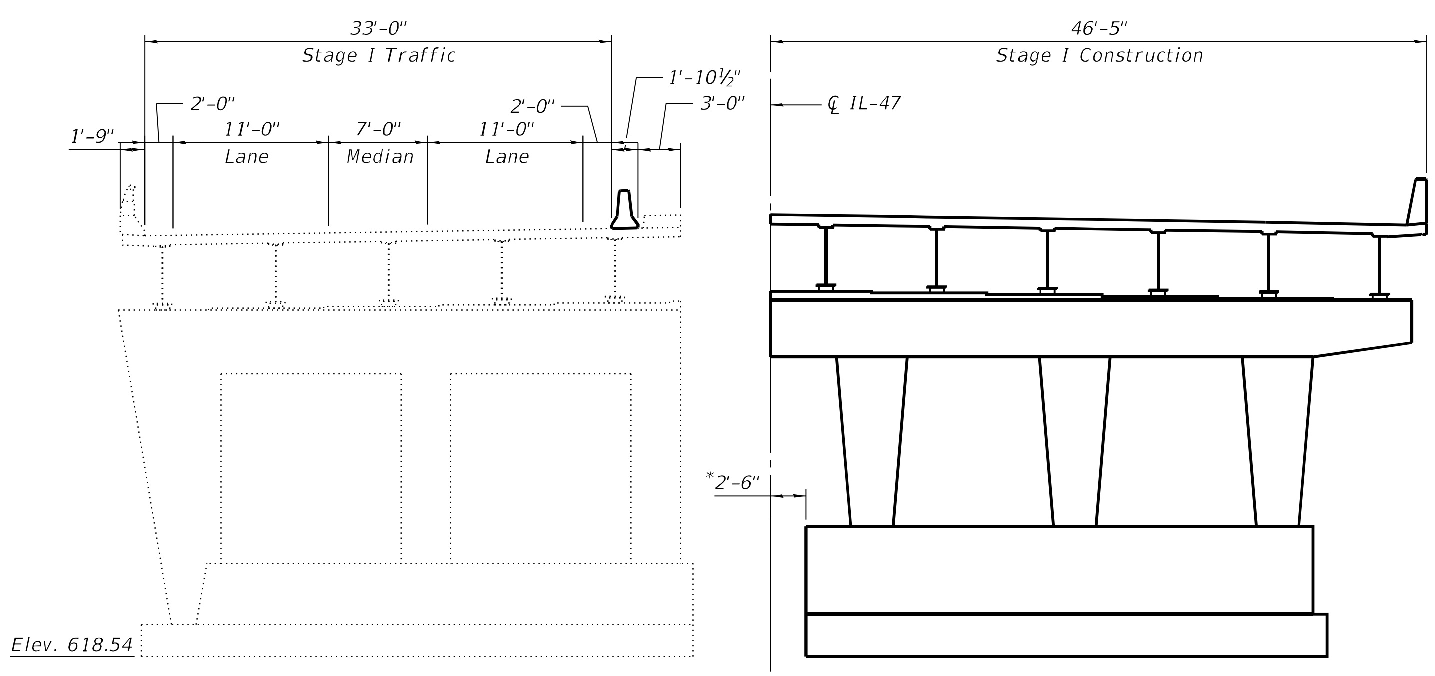


STAGE I REMOVAL

* Parallel to ℄ Pier

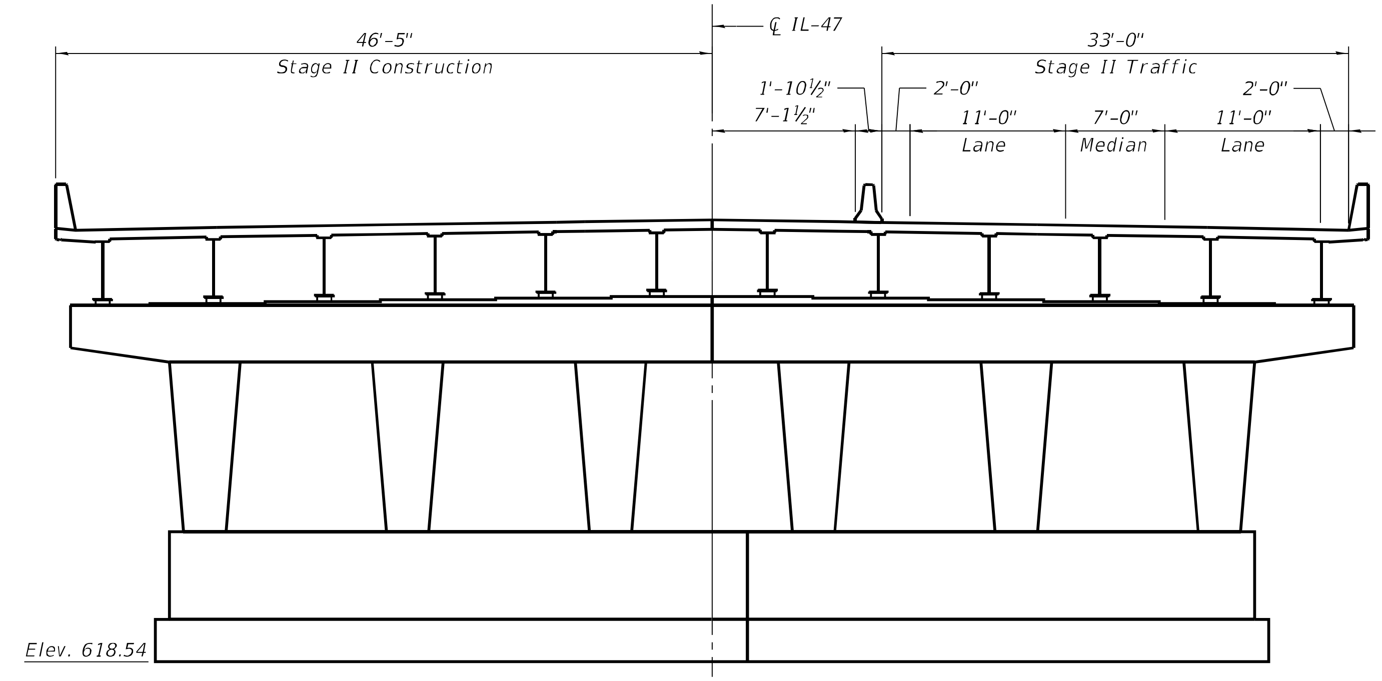


STAGE II REMOVAL



STAGE I CONSTRUCTION

* Parallel to ℄ Pier



STAGE II CONSTRUCTION

Notes:

All cross sections shown looking North along IL. Rte. 47.
All dimensions shown perpendicular to centerline of roadway, U.N.O.

HRG PROJECT NO.: $PROJECTNO$
HRG PROJ.CONTACT: $HRGPM$
FILE NAME: 032025-66H5_003_stgconst.dgn
PLOT DRIVER: PLT_DRV
PEN TABLE: PEN_TABLE

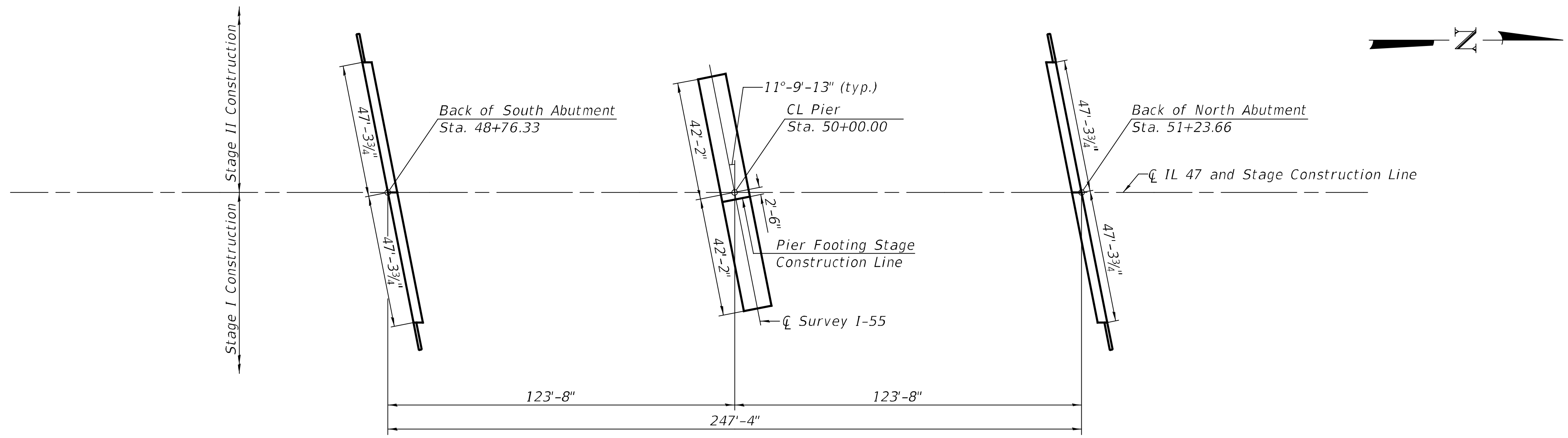
BLOOM COMPANIES, LLC
Infrastructure Innovation and Ingenuity
150 N. Wacker Drive, Suite 1650 • Chicago, IL 60606
Phone: (312) 876-0500 Fax: (312) 876-9600

USER NAME = jandrews	DESIGNED - JA	REVISED -
	CHECKED - BT & WAO	REVISED -
PLOT SCALE =	DRAWN - JA	REVISED -
PLOT DATE = 11/12/2020	CHECKED - 11/3/20	REVISED -

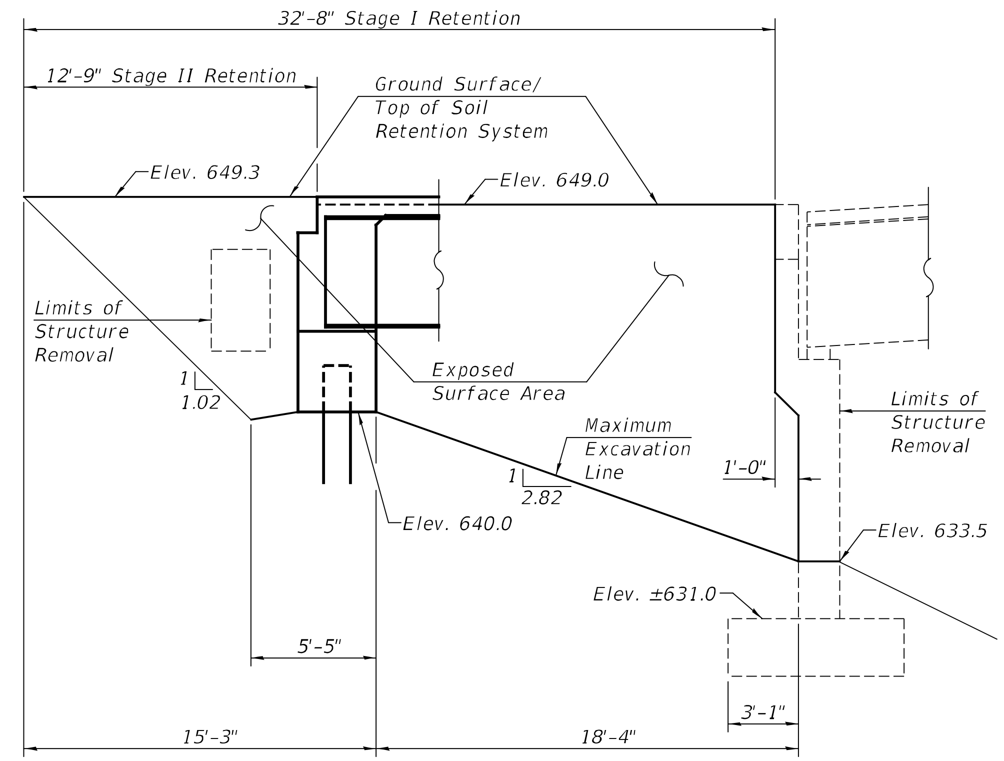
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 032-0125
SHEET NO. 3 OF 31 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3) HB-1] HBK	GRUNDY	173	88
		CONTRACT NO. 66H15		
	ILLINOIS FED. AID PROJECT			



FOOTING LAYOUT



TEMPORARY SOIL RETENTION SYSTEM

South Abutment Shown - North Abutment Similar

A cantilevered sheet piling design does not appear feasible. An additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

All horizontal dimensions are given along stage removal line.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Temporary Soil Retention System	SQ FT	628

MODEL: $MODELNAME$
FILE NAME: V:\4363 - I-55 and IL 47 Interchange (Bloom-IDOT D3)\CADD\CADD Sheets\0320125-66H15-004-Footing Layout & Temp Retention.dgn

Hutchison Engineering, Inc.
Jacksonville–Moline–Peoria–Shorewood
Since 1945

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	CHECKED - ZL	REVISED -
PLOT SCALE =	DRAWN - JCW	REVISED -
PLOT DATE = 11/11/2020	CHECKED - BAN/ZL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

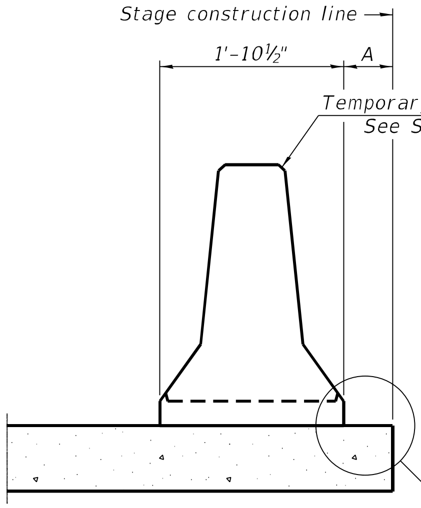
FOOTING LAYOUT & TEMPORARY SOIL RETENTION SYSTEM
STRUCTURE NO. 032-0125

SHEET 4 OF 31 SHEETS

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3)HB-1]HBK	GRUNDY	173	89

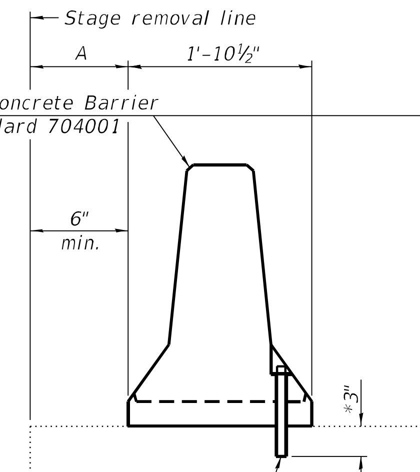
CONTRACT NO. 66H15

ILLINOIS | FED. AID PROJECT



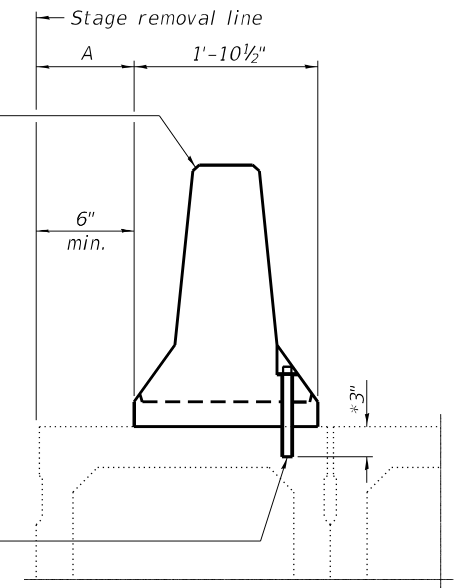
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



Drill 3-1¼" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

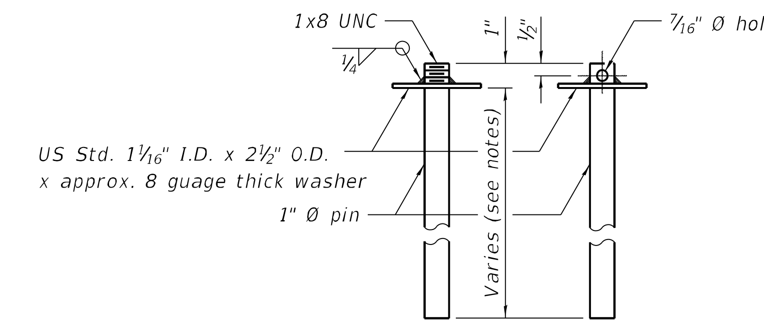
EXISTING SLAB



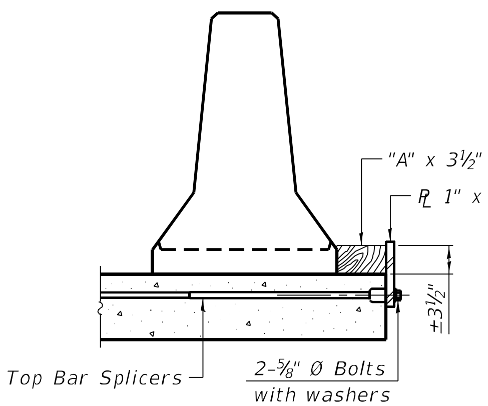
* When hot-mix asphalt wearng surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

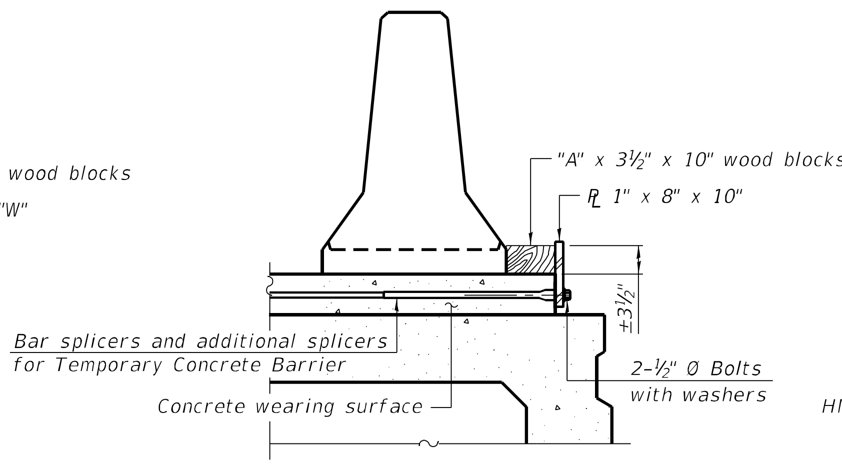
SECTIONS THRU SLAB OR DECK BEAM



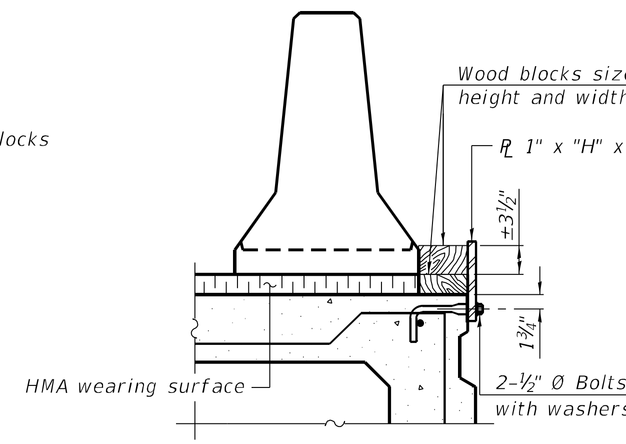
RESTRAINING PIN



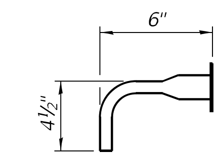
DETAIL I



DETAIL II



DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate ℄ of each temporary concrete barrier.

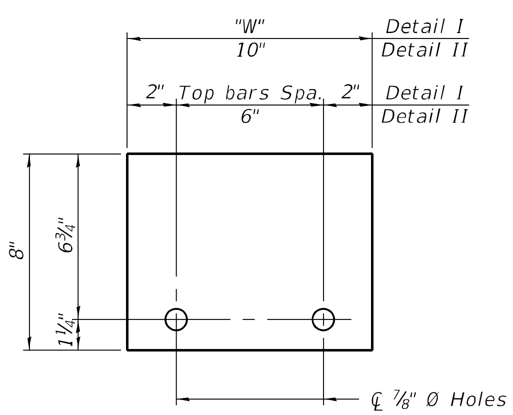
The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1½", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

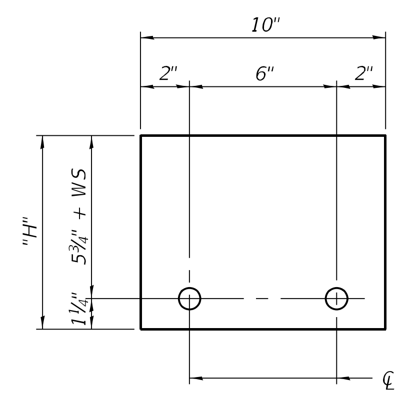
Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.



STEEL RETAINER PL 1" x 8" x "W"

(Detail I and II)

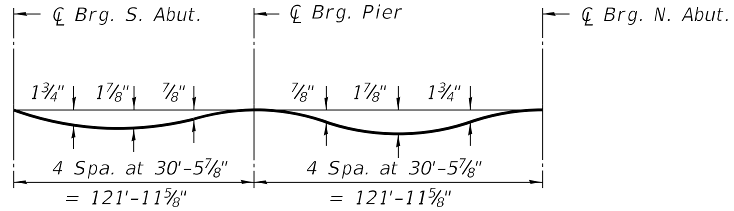


STEEL RETAINER PL 1" x "H" x 10"

(Detail III)

R-27

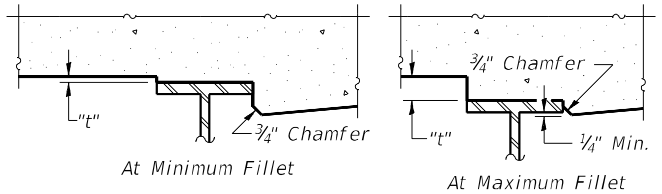
2-17-2017



DEAD LOAD DEFLECTION DIAGRAM

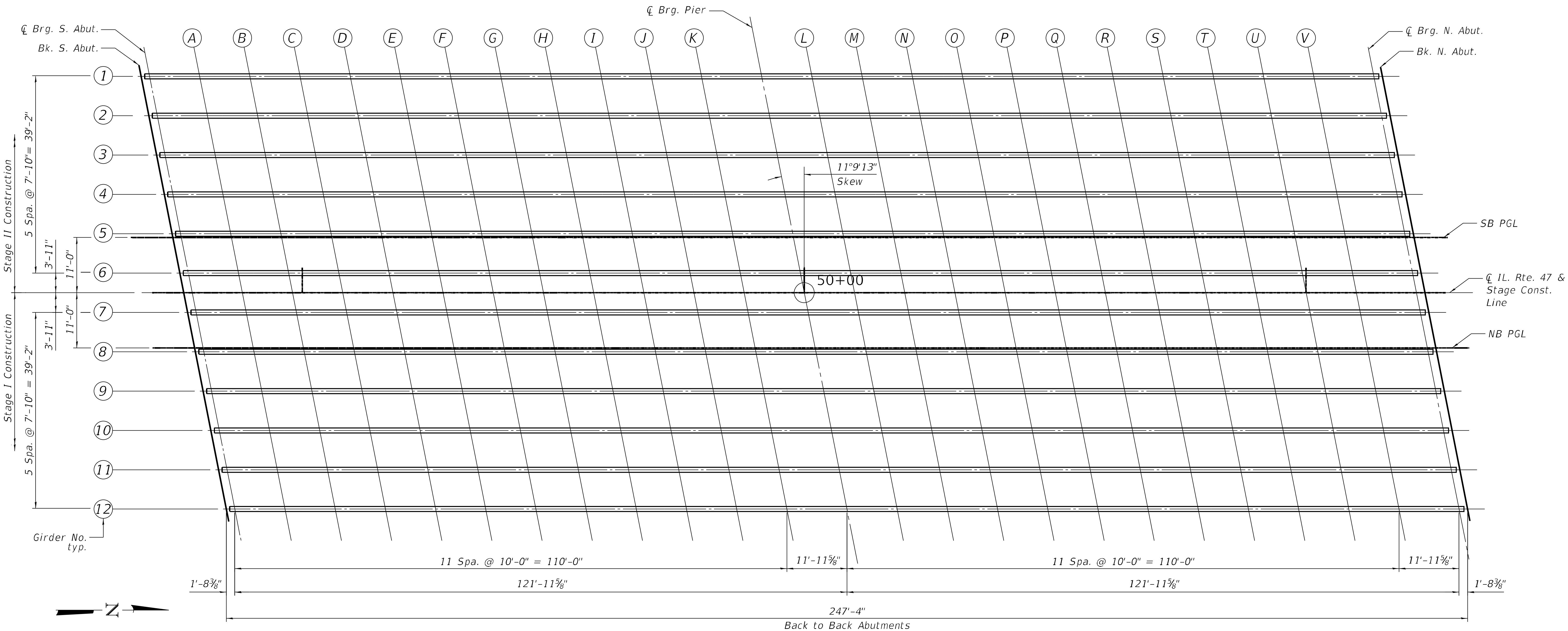
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets 7 to 9.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 7 to 9, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

HRG PROJECT NO.: $PROJECTNO$
HRG PROJ.CONTACT: $HRGPM$
FILE NAME: 032025-66H15_006_elevplan.dgn
PLOT DRIVER: PLT_DRV
PEN TABLE: PEN_TABLE

BLOOM COMPANIES, LLC
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USER NAME = jandrews	DESIGNED - JA	REVISED -	
	CHECKED - BT & WAO	REVISED -	
PLOT SCALE =	DRAWN - JA	REVISED -	
PLOT DATE = 11/19/2020	CHECKED - 11/3/20	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS – I
STRUCTURE NO. 032–0125

SHEET NO. 6 OF 31 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(32-3) HB-1) HBK	GRUNDY	173	91
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	48+67.84	32.083	648.55	648.55
℄ Brg. S. Abut.	48+69.54	32.083	648.57	648.57
A	48+79.54	32.083	648.65	648.71
B	48+89.54	32.083	648.73	648.85
C	48+99.54	32.083	648.80	648.96
D	49+09.54	32.083	648.86	649.05
E	49+19.54	32.083	648.92	649.11
F	49+29.54	32.083	648.97	649.15
G	49+39.54	32.083	649.01	649.17
H	49+49.54	32.083	649.05	649.17
I	49+59.54	32.083	649.08	649.16
J	49+69.54	32.083	649.10	649.15
K	49+79.54	32.083	649.12	649.14
℄ Brg. Pier	49+91.51	32.083	649.13	649.13
L	50+01.51	32.083	649.14	649.15
M	50+11.51	32.083	649.13	649.17
N	50+21.51	32.083	649.12	649.20
O	50+31.51	32.083	649.10	649.22
P	50+41.51	32.083	649.08	649.23
Q	50+51.51	32.083	649.05	649.23
R	50+61.51	32.083	649.01	649.20
S	50+71.51	32.083	648.97	649.15
T	50+81.51	32.083	648.91	649.08
U	50+91.51	32.083	648.86	648.98
V	51+01.51	32.083	648.79	648.87
℄ Brg. N. Abut.	51+13.47	32.083	648.71	648.71
Bk. N. Abut.	51+15.17	32.083	648.69	648.69

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	48+69.38	24.250	648.72	648.72
℄ Brg. S. Abut.	48+71.08	24.250	648.74	648.74
A	48+81.08	24.250	648.82	648.89
B	48+91.08	24.250	648.90	649.02
C	49+01.08	24.250	648.97	649.13
D	49+11.08	24.250	649.03	649.22
E	49+21.08	24.250	649.08	649.29
F	49+31.08	24.250	649.13	649.33
G	49+41.08	24.250	649.18	649.34
H	49+51.08	24.250	649.21	649.34
I	49+61.08	24.250	649.24	649.33
J	49+71.08	24.250	649.26	649.31
K	49+81.08	24.250	649.28	649.30
℄ Brg. Pier	49+93.05	24.250	649.29	649.29
L	50+03.05	24.250	649.29	649.30
M	50+13.05	24.250	649.29	649.33
N	50+23.05	24.250	649.28	649.35
O	50+33.05	24.250	649.26	649.38
P	50+43.05	24.250	649.23	649.39
Q	50+53.05	24.250	649.20	649.39
R	50+63.05	24.250	649.16	649.36
S	50+73.05	24.250	649.12	649.31
T	50+83.05	24.250	649.06	649.24
U	50+93.05	24.250	649.00	649.14
V	51+03.05	24.250	648.94	649.02
℄ Brg. N. Abut.	51+15.02	24.250	648.85	648.85
Bk. N. Abut.	51+16.72	24.250	648.84	648.84

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	48+70.93	16.417	648.86	648.86
℄ Brg. S. Abut.	48+72.63	16.417	648.87	648.87
A	48+82.63	16.417	648.95	649.02
B	48+92.63	16.417	649.03	649.15
C	49+02.63	16.417	649.09	649.26
D	49+12.63	16.417	649.16	649.35
E	49+22.63	16.417	649.21	649.42
F	49+32.63	16.417	649.26	649.46
G	49+42.63	16.417	649.30	649.47
H	49+52.63	16.417	649.34	649.47
I	49+62.63	16.417	649.36	649.45
J	49+72.63	16.417	649.39	649.43
K	49+82.63	16.417	649.40	649.42
℄ Brg. Pier	49+94.59	16.417	649.41	649.41
L	50+04.59	16.417	649.41	649.42
M	50+14.59	16.417	649.40	649.45
N	50+24.59	16.417	649.39	649.47
O	50+34.59	16.417	649.37	649.49
P	50+44.59	16.417	649.35	649.51
Q	50+54.59	16.417	649.31	649.50
R	50+64.59	16.417	649.27	649.48
S	50+74.59	16.417	649.23	649.42
T	50+84.59	16.417	649.17	649.35
U	50+94.59	16.417	649.11	649.25
V	51+04.59	16.417	649.05	649.13
℄ Brg. N. Abut.	51+16.56	16.417	648.96	648.96
Bk. N. Abut.	51+18.26	16.417	648.95	648.95

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	48+72.47	8.583	648.99	648.99
℄ Brg. S. Abut.	48+74.17	8.583	649.00	649.00
A	48+84.17	8.583	649.08	649.15
B	48+94.17	8.583	649.15	649.28
C	49+04.17	8.583	649.22	649.39
D	49+14.17	8.583	649.28	649.48
E	49+24.17	8.583	649.34	649.54
F	49+34.17	8.583	649.38	649.58
G	49+44.17	8.583	649.42	649.59
H	49+54.17	8.583	649.46	649.59
I	49+64.17	8.583	649.49	649.57
J	49+74.17	8.583	649.51	649.55
K	49+84.17	8.583	649.52	649.54
℄ Brg. Pier	49+96.14	8.583	649.53	649.53
L	50+06.14	8.583	649.53	649.54
M	50+16.14	8.583	649.52	649.56
N	50+26.14	8.583	649.51	649.59
O	50+36.14	8.583	649.49	649.61
P	50+46.14	8.583	649.46	649.62
Q	50+56.14	8.583	649.42	649.61
R	50+66.14	8.583	649.38	649.59
S	50+76.14	8.583	649.34	649.53
T	50+86.14	8.583	649.28	649.46
U	50+96.14	8.583	649.22	649.36
V	51+06.14	8.583	649.15	649.23
℄ Brg. N. Abut.	51+18.11	8.583	649.06	649.06
Bk. N. Abut.	51+19.81	8.583	649.05	649.05

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	48+74.02	0.75	649.12	649.12
℄ Brg. S. Abut.	48+75.71	0.75	649.13	649.13
A	48+85.71	0.75	649.21	649.28
B	48+95.71	0.75	649.28	649.41
C	49+05.71	0.75	649.35	649.52
D	49+15.71	0.75	649.41	649.61
E	49+25.71	0.75	649.46	649.67
F	49+35.71	0.75	649.51	649.70
G	49+45.71	0.75	649.55	649.72
H	49+55.71	0.75	649.58	649.71
I	49+65.71	0.75	649.61	649.69
J	49+75.71	0.75	649.63	649.67
K	49+85.71	0.75	649.64	649.66
℄ Brg. Pier	49+97.68	0.75	649.65	649.65
L	50+07.68	0.75	649.64	649.66
M	50+17.68	0.75	649.64	649.68
N	50+27.68	0.75	649.62	649.70
O	50+37.68	0.75	649.60	649.72
P	50+47.68	0.75	649.57	649.73
Q	50+57.68	0.75	649.54	649.73
R	50+67.68	0.75	649.49	649.70
S	50+77.68	0.75	649.45	649.64
T	50+87.68	0.75	649.39	649.57
U	50+97.68	0.75	649.33	649.46
V	51+07.68	0.75	649.26	649.34
℄ Brg. N. Abut.	51+19.65	0.75	649.17	649.17
Bk. N. Abut.	51+21.35	0.75	649.16	649.16

SB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	48+74.16	0.00	649.13	649.13
℄ Brg. S. Abut.	48+75.86	0.00	649.14	649.14
A	48+85.86	0.00	649.22	649.29
B	48+95.86	0.00	649.30	649.42
C	49+05.86	0.00	649.36	649.53
D	49+15.86	0.00	649.42	649.62
E	49+25.86	0.00	649.47	649.68
F	49+35.86	0.00	649.52	649.72
G	49+45.86	0.00	649.56	649.73
H	49+55.86	0.00	649.59	649.72
I	49+65.86	0.00	649.62	649.71
J	49+75.86	0.00	649.64	649.69
K	49+85.86	0.00	649.65	649.67
℄ Brg. Pier	49+97.83	0.00	649.66	649.66
L	50+07.83	0.00	649.66	649.67
M	50+17.83	0.00	649.65	649.69
N	50+27.83	0.00	649.63	649.71
O	50+37.83	0.00	649.61	649.73
P	50+47.83	0.00	649.58	649.74
Q	50+57.83	0.00	649.55	649.74
R	50+67.83	0.00	649.50	649.71
S	50+77.83	0.00	649.46	649.65
T	50+87.83	0.00	649.40	649.58
U	50+97.83	0.00	649.34	649.47
V	51+07.83	0.00	649.27	649.35
℄ Brg. N. Abut.	51+19.80	0.00	649.18	649.18
Bk. N. Abut.	51+21.50	0.00	649.17	649.17

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	48+75.56	-7.083	649.25	649.25
℄ Brg. S. Abut.	48+77.26	-7.083	649.26	649.26
A	48+87.26	-7.083	649.34	649.41
B	48+97.26	-7.083	649.41	649.54
C	49+07.26	-7.083	649.48	649.65
D	49+17.26	-7.083	649.54	649.73
E	49+27.26	-7.083	649.59	649.79
F	49+37.26	-7.083	649.63	649.83
G	49+47.26	-7.083	649.67	649.84
H	49+57.26	-7.083	649.70	649.83
I	49+67.26	-7.083	649.73	649.82
J	49+77.26	-7.083	649.75	649.79
K	49+87.26	-7.083	649.76	649.77
℄ Brg. Pier	49+99.23	-7.083	649.76	649.76
L	50+09.23	-7.083	649.76	649.77
M	50+19.23	-7.083	649.75	649.79
N	50+29.23	-7.083	649.74	649.81
O	50+39.23	-7.083	649.71	649.83
P	50+49.23	-7.083	649.68	649.84
Q	50+59.23	-7.083	649.65	649.84
R	50+69.23	-7.083	649.60	649.81
S	50+79.23	-7.083	649.55	649.75
T	50+89.23	-7.083	649.50	649.67
U	50+99.23	-7.083	649.44	649.57
V	51+09.23	-7.083	649.37	649.45
℄ Brg. N. Abut.	51+21.20	-7.083	649.27	649.27
Bk. N. Abut.	51+22.90	-7.083	649.26	649.26

STAGE CONSTRUCTION LINE/℄ IL-47

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	48+76.33	±11.00	649.31	649.31
℄ Brg. S. Abut.	48+78.03	±11.00	649.33	649.33
A	48+88.03	±11.00	649.40	649.47
B	48+98.03	±11.00	649.48	649.60
C	49+08.03	±11.00	649.54	649.71
D	49+18.03	±11.00	649.60	649.79
E	49+28.03	±11.00	649.65	649.86
F	49+38.03	±11.00	649.69	649.89
G	49+48.03	±11.00	649.73	649.90
H	49+58.03	±11.00	649.76	649.89
I	49+68.03	±11.00	649.79	649.88
J	49+78.03	±11.00	649.81	649.85
K	49+88.03	±11.00	649.82	649.83
℄ Brg. Pier	50+00.00	±11.00	649.82	649.82
L	50+10.00	±11.00	649.82	649.83
M	50+20.00	±11.00	649.81	649.85
N	50+30.00	±11.00	649.79	649.87
O	50+40.00	±11.00	649.77	649.89
P	50+50.00	±11.00	649.74	649.90
Q	50+60.00	±11.00	649.70	649.89
R	50+70.00	±11.00	649.66	649.86
S	50+80.00	±11.00	649.61	649.81
T	50+90.00	±11.00	649.55	649.73
U	51+00.00	±11.00	649.49	649.63
V	51+10.00	±11.00	649.42	649.50
℄ Brg. N. Abut.	51+21.97	±11.00	649.33	649.33
Bk. N. Abut.	51+23.67	±11.00	649.31	649.31

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	48+77.10	-7.083	649.26	649.26
℄ Brg. S. Abut.	48+78.80	-7.083	649.27	649.27
A	48+88.80	-7.083	649.35	649.42
B	48+98.80	-7.083	649.42	649.55
C	49+08.80	-7.083	649.49	649.66
D	49+18.80	-7.083	649.54	649.74
E	49+28.80	-7.083	649.59	649.80
F	49+38.80	-7.083	649.64	649.83
G	49+48.80	-7.083	649.68	649.84
H	49+58.80	-7.083	649.71	649.84
I	49+68.80	-7.083	649.73	649.82
J	49+78.80	-7.083	649.75	649.80
K	49+88.80	-7.083	649.76	649.78
℄ Brg. Pier	50+00.77	-7.083	649.76	649.76
L	50+10.77	-7.083	649.76	649.77
M	50+20.77	-7.083	649.75	649.79
N	50+30.77	-7.083	649.73	649.81
O	50+40.77	-7.083	649.71	649.83
P	50+50.77	-7.083	649.68	649.84
Q	50+60.77	-7.083	649.64	649.83
R	50+70.77	-7.083	649.60	649.80
S	50+80.77	-7.083	649.55	649.75
T	50+90.77	-7.083	649.49	649.67
U	51+00.77	-7.083	649.43	649.56
V	51+10.77	-7.083	649.36	649.43
℄ Brg. N. Abut.	51+22.74	-7.083	649.26	649.26
Bk. N. Abut.	51+24.44	-7.083	649.25	649.25

NB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	48+78.50	0.00	649.17	649.17
℄ Brg. S. Abut.	48+80.20	0.00	649.18	649.18
A	48+90.20	0.00	649.25	649.32
B	49+00.20	0.00	649.32	649.45
C	49+10.20	0.00	649.39	649.56
D	49+20.20	0.00	649.44	649.64
E	49+30.20	0.00	649.49	649.70
F	49+40.20	0.00	649.54	649.73
G	49+50.20	0.00	649.57	649.74
H	49+60.20	0.00	649.60	649.73
I	49+70.20	0.00	649.63	649.72
J	49+80.20	0.00	649.64	649.69
K	49+90.20	0.00	649.65	649.67
℄ Brg. Pier	50+02.17	0.00	649.66	649.66
L	50+12.17	0.00	649.65	649.67
M	50+22.17	0.00	649.64	649.68
N	50+32.17	0.00	649.62	649.70
O	50+42.17	0.00	649.60	649.72
P	50+52.17	0.00	649.57	649.73
Q	50+62.17	0.00	649.53	649.72
R	50+72.17	0.00	649.48	649.69
S	50+82.17	0.00	649.43	649.63
T	50+92.17	0.00	649.37	649.55
U	51+02.17	0.00	649.31	649.45
V	51+12.17	0.00	649.24	649.32
℄ Brg. N. Abut.	51+24.14	0.00	649.14	649.14
Bk. N. Abut.	51+25.84	0.00	649.13	649.13

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	48+78.65	0.75	649.15	649.15
℄ Brg. S. Abut.	48+80.35	0.75	649.17	649.17
A	48+90.35	0.75	649.25	649.31
B	49+00.35	0.75	649.31	649.44
C	49+10.35	0.75	649.38	649.55
D	49+20.35	0.75	649.43	649.63
E	49+30.35	0.75	649.48	649.69
F	49+40.35	0.75	649.53	649.72
G	49+50.35	0.75	649.56	649.73
H	49+60.35	0.75	649.59	649.72
I	49+70.35	0.75	649.62	649.70
J	49+80.35	0.75	649.63	649.68
K	49+90.35	0.75	649.64	649.66
℄ Brg. Pier	50+02.32	0.75	649.65	649.65
L	50+12.32	0.75	649.64	649.65
M	50+22.32	0.75	649.63	649.67
N	50+32.32	0.75	649.61	649.69
O	50+42.32	0.75	649.59	649.71
P	50+52.32	0.75	649.56	649.72
Q	50+62.32	0.75	649.52	649.71
R	50+72.32	0.75	649.47	649.68
S	50+82.32	0.75	649.42	649.62
T	50+92.32	0.75	649.36	649.54
U	51+02.32	0.75	649.30	649.43
V	51+12.32	0.75	649.23	649.31
℄ Brg. N. Abut.	51+24.29	0.75	649.13	649.13
Bk. N. Abut.	51+25.98	0.75	649.12	649.12

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	48+80.19	8.583	649.05	649.05
℄ Brg. S. Abut.	48+81.89	8.583	649.06	649.06
A	48+91.89	8.583	649.14	649.21
B	49+01.89	8.583	649.21	649.33
C	49+11.89	8.583	649.27	649.44
D	49+21.89	8.583	649.32	649.52
E	49+31.89	8.583	649.37	649.58
F	49+41.89	8.583	649.42	649.61
G	49+51.89	8.583	649.45	649.62
H	49+61.89	8.583	649.48	649.61
I	49+71.89	8.583	649.50	649.59
J	49+81.89	8.583	649.52	649.57
K	49+91.89	8.583	649.53	649.54
℄ Brg. Pier	50+03.86	8.583	649.53	649.53
L	50+13.86	8.583	649.52	649.53
M	50+23.86	8.583	649.51	649.55
N	50+33.86	8.583	649.49	649.57
O	50+43.86	8.583	649.46	649.59
P	50+53.86	8.583	649.43	649.59
Q	50+63.86	8.583	649.39	649.58
R	50+73.86	8.583	649.35	649.55
S	50+83.86	8.583	649.29	649.49
T	50+93.86	8.583	649.24	649.41
U	51+03.86	8.583	649.17	649.30
V	51+13.86	8.583	649.10	649.18
℄ Brg. N. Abut.	51+25.83	8.583	649.00	649.00
Bk. N. Abut.	51+27.53	8.583	648.99	648.99

HRG PROJECT NO.: $PROJECTNO$
HRG PROJ. CONTACT: $HRGPM$
FILE NAME: 032025-66H15_008_elevtbl2.dgn
PLOT DRIVER: PLT_DRV
PEN TABLE: PEN_TABLE

BLOOM COMPANIES, LLC
Infrastructure Innovation and Ingenuity
150 N. Wacker Drive, Suite 1650 • Chicago, IL 60606
Phone: (312) 876-9500 Fax: (312) 876-9600

USER NAME = jandrews	DESIGNED - JA	REVISED -
	CHECKED - BT & WAO	REVISED -
PLOT SCALE =	DRAWN - JA	REVISED -
PLOT DATE = 11/11/2020	CHECKED - 11/3/20	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS – III
STRUCTURE NO. 032–0125
SHEET NO. 8 OF 31 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3) HB-1] HBK	GRUNDY	173	93

CONTRACT NO. 66H15
ILLINOIS FED. AID PROJECT

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	48+81.74	16.417	648.94	648.94
℄ Brg. S. Abut.	48+83.44	16.417	648.96	648.96
A	48+93.44	16.417	649.03	649.10
B	49+03.44	16.417	649.10	649.23
C	49+13.44	16.417	649.16	649.33
D	49+23.44	16.417	649.22	649.41
E	49+33.44	16.417	649.26	649.47
F	49+43.44	16.417	649.30	649.50
G	49+53.44	16.417	649.34	649.51
H	49+63.44	16.417	649.37	649.50
I	49+73.44	16.417	649.39	649.48
J	49+83.44	16.417	649.40	649.45
K	49+93.44	16.417	649.41	649.43
℄ Brg. Pier	50+05.41	16.417	649.41	649.41
L	50+15.41	16.417	649.40	649.42
M	50+25.41	16.417	649.39	649.43
N	50+35.41	16.417	649.37	649.45
O	50+45.41	16.417	649.34	649.46
P	50+55.41	16.417	649.31	649.47
Q	50+65.41	16.417	649.27	649.46
R	50+75.41	16.417	649.22	649.43
S	50+85.41	16.417	649.17	649.37
T	50+95.41	16.417	649.11	649.28
U	51+05.41	16.417	649.04	649.18
V	51+15.41	16.417	648.97	649.05
℄ Brg. N. Abut.	51+27.37	16.417	648.87	648.87
Bk. N. Abut.	51+29.07	16.417	648.86	648.86

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	48+83.28	24.25	648.84	648.84
℄ Brg. S. Abut.	48+84.98	24.25	648.85	648.85
A	48+94.98	24.25	648.92	648.99
B	49+04.98	24.25	648.99	649.12
C	49+14.98	24.25	649.05	649.22
D	49+24.98	24.25	649.10	649.30
E	49+34.98	24.25	649.15	649.36
F	49+44.98	24.25	649.19	649.39
G	49+54.98	24.25	649.22	649.39
H	49+64.98	24.25	649.25	649.38
I	49+74.98	24.25	649.27	649.36
J	49+84.98	24.25	649.28	649.33
K	49+94.98	24.25	649.29	649.31
℄ Brg. Pier	50+06.95	24.25	649.29	649.29
L	50+16.95	24.25	649.28	649.30
M	50+26.95	24.25	649.27	649.31
N	50+36.95	24.25	649.25	649.33
O	50+46.95	24.25	649.22	649.34
P	50+56.95	24.25	649.18	649.35
Q	50+66.95	24.25	649.14	649.33
R	50+76.95	24.25	649.10	649.30
S	50+86.95	24.25	649.04	649.24
T	50+96.95	24.25	648.98	649.16
U	51+06.95	24.25	648.91	649.05
V	51+16.95	24.25	648.84	648.92
℄ Brg. N. Abut.	51+28.92	24.25	648.74	648.74
Bk. N. Abut.	51+30.62	24.25	648.72	648.72

GIRDER 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	48+84.83	32.083	648.69	648.69
℄ Brg. S. Abut.	48+86.53	32.083	648.71	648.71
A	48+96.53	32.083	648.78	648.84
B	49+06.53	32.083	648.84	648.96
C	49+16.53	32.083	648.90	649.06
D	49+26.53	32.083	648.96	649.14
E	49+36.53	32.083	649.00	649.20
F	49+46.53	32.083	649.04	649.22
G	49+56.53	32.083	649.07	649.23
H	49+66.53	32.083	649.10	649.22
I	49+76.53	32.083	649.12	649.20
J	49+86.53	32.083	649.13	649.18
K	49+96.53	32.083	649.14	649.15
℄ Brg. Pier	50+08.49	32.083	649.13	649.13
L	50+18.49	32.083	649.12	649.14
M	50+28.49	32.083	649.11	649.15
N	50+38.49	32.083	649.09	649.16
O	50+48.49	32.083	649.06	649.17
P	50+58.49	32.083	649.02	649.17
Q	50+68.49	32.083	648.98	649.16
R	50+78.49	32.083	648.93	649.12
S	50+88.49	32.083	648.88	649.06
T	50+98.49	32.083	648.81	648.98
U	51+08.49	32.083	648.74	648.87
V	51+18.49	32.083	648.67	648.74
℄ Brg. N. Abut.	51+30.46	32.083	648.57	648.57
Bk. N. Abut.	51+32.16	32.083	648.55	648.55

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Approach	48+38.48	34.00	648.23
A1	48+48.48	34.00	648.33
A2	48+58.48	34.00	648.43
N. End of S. Approach	48+68.48	34.00	648.52
S. End of N. Approach	51+13.78	34.00	648.67
A3	51+23.78	34.00	648.59
A4	51+33.78	34.00	648.50
N. End of N. Approach	51+43.78	34.00	648.41

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Approach	48+40.45	24.00	648.45
A1	48+50.45	24.00	648.55
A2	48+60.45	24.00	648.65
N. End of S. Approach	48+70.45	24.00	648.74
S. End of N. Approach	51+15.75	24.00	648.85
A3	51+25.75	24.00	648.77
A4	51+35.75	24.00	648.68
N. End of N. Approach	51+45.75	24.00	648.59

SB PGL

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Approach	48+45.18	0.00	648.86
A1	48+55.18	0.00	648.96
A2	48+65.18	0.00	649.05
N. End of S. Approach	48+75.18	0.00	649.14
S. End of N. Approach	51+20.48	0.00	649.17
A3	51+30.48	0.00	649.09
A4	51+40.48	0.00	649.00
N. End of N. Approach	51+50.48	0.00	648.90

STAGE CONSTRUCTION LINE/℄ IL-47

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Approach	48+47.35	+/- 11.00	649.05
A1	48+57.35	+/- 11.00	649.14
A2	48+67.35	+/- 11.00	649.24
N. End of S. Approach	48+77.35	+/- 11.00	649.32
S. End of N. Approach	51+22.65	+/- 11.00	649.32
A3	51+32.65	+/- 11.00	649.24
A4	51+42.65	+/- 11.00	649.14
N. End of N. Approach	51+52.65	+/- 11.00	649.05

NB PGL

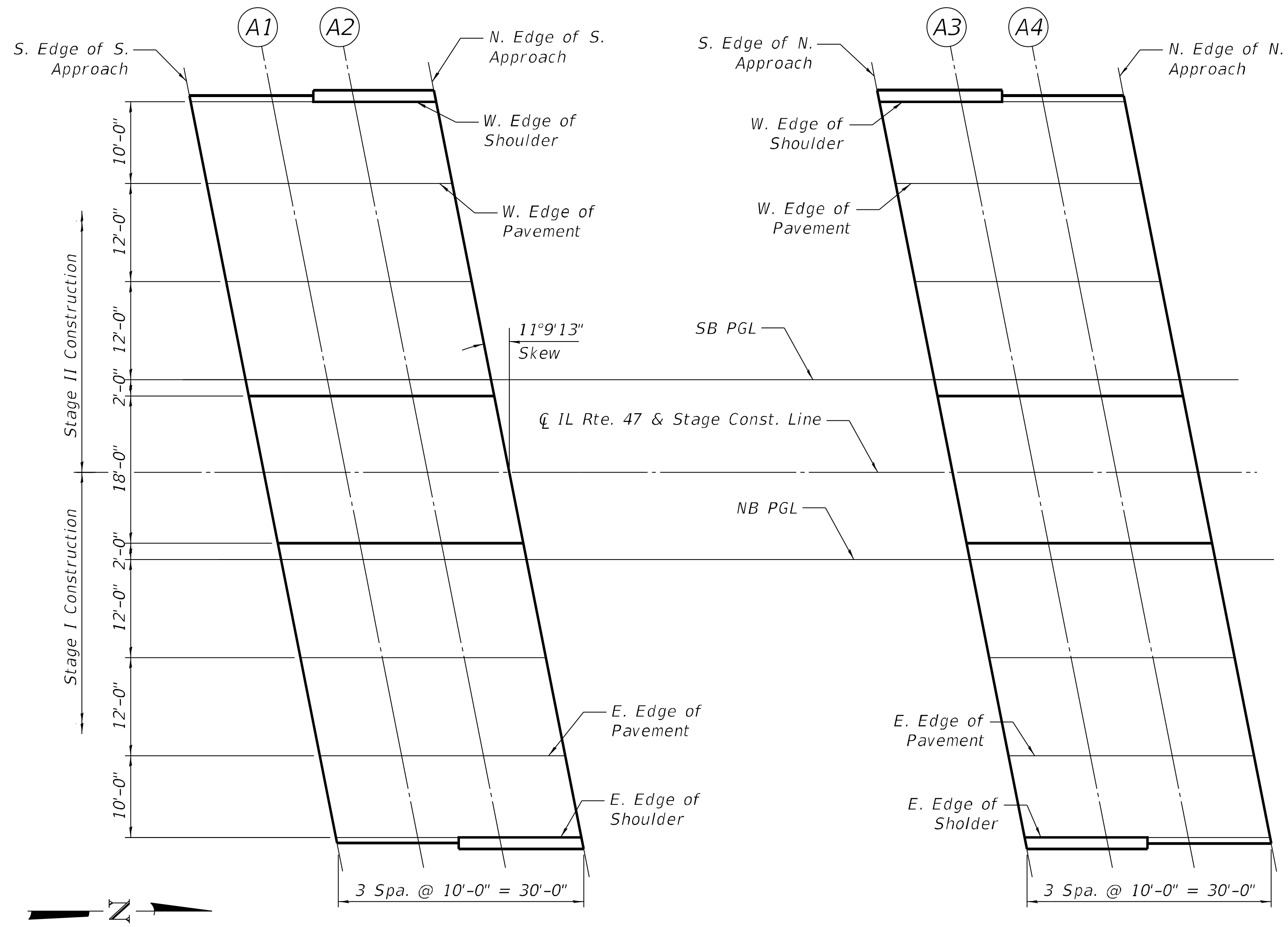
Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Approach	48+49.52	0.00	648.90
A1	48+59.52	0.00	649.00
A2	48+69.52	0.00	649.09
N. End of S. Approach	48+79.52	0.00	649.17
S. End of N. Approach	51+24.82	0.00	649.14
A3	51+34.82	0.00	649.05
A4	51+44.82	0.00	648.96
N. End of N. Approach	51+54.82	0.00	648.86

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Approach	48+54.25	24.00	648.59
A1	48+64.25	24.00	648.68
A2	48+74.25	24.00	648.77
N. End of S. Approach	48+84.25	24.00	648.85
S. End of N. Approach	51+29.55	24.00	648.74
A3	51+39.55	24.00	648.65
A4	51+49.55	24.00	648.55
N. End of N. Approach	51+59.55	24.00	648.45

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Approach	48+56.37	34.00	648.41
A1	48+66.37	34.00	648.50
A2	48+76.37	34.00	648.59
N. End of S. Approach	48+86.37	34.00	648.67
S. End of N. Approach	51+31.67	34.00	648.52
A3	51+41.67	34.00	648.43
A4	51+51.67	34.00	648.33
N. End of N. Approach	51+61.67	34.00	648.23



SOUTH APPROACH

NORTH APPROACH

HRG PROJECT NO.: $PROJECTNO$
HRG PROJ. CONTACT: $HRGPM$
FILE NAME: 032025-66H5_010_apprelev.dgn
PLOT DRIVER: PLT_DRV
PEN TABLE: PEN_TABLE

BLOOM COMPANIES, LLC
Infrastructure Innovation and Ingenuity
150 N. Wacker Drive, Suite 1650 • Chicago, IL 60606
Phone: (312) 876-9500 Fax: (312) 876-9600

USER NAME = jandrews	DESIGNED - JA	REVISED -
	CHECKED - BT & WAO	REVISED -
PLOT SCALE =	DRAWN - JA	REVISED -
PLOT DATE = 11/11/2020	CHECKED - 11/3/20	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

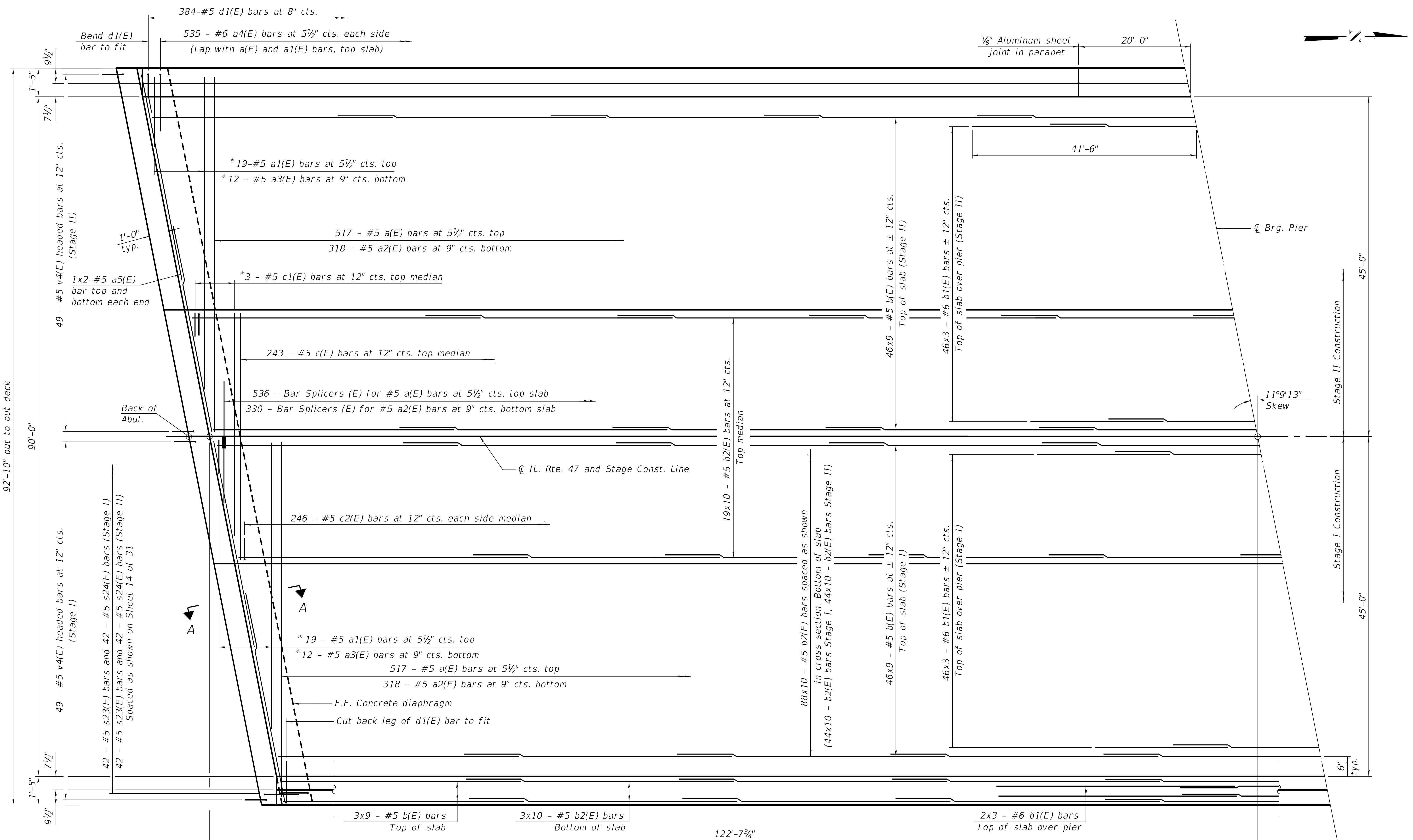
TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 032-0125

SHEET NO. 10 OF 31 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3) HB-1] HBK	GRUNDY	173	95

CONTRACT NO. 66H15

ILLINOIS FED. AID PROJECT



PARTIAL PLAN

MINIMUM BAR LAP

#5 bar = 3'-6"
#6 bar = 4'-4"

* See Field Cutting Diagram on sheet 13 of 31.

Notes:
See Sheets 13 & 14 of 31 for superstructure details, Section A-A and Bill of Material.
See Sheet 12 of 31 for cross section.

Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

HRG PROJECT NO.: $PROJECTNO$
HRG PROJ.CONTACT: $HRGPM$
FILE NAME: 032025-66H15_011_deckplan.dgn
PLOT DRIVER: PLT_DRV
PEN TABLE: PEN_TABLE

BLOOM COMPANIES, LLC
Infrastructure Innovation and Ingenuity
150 N. Wacker Drive, Suite 1650 • Chicago, IL 60606
Phone: (312) 876-6500 Fax: (312) 876-9600

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PLOT DATE = 11/11/2020	CHECKED - 11/3/20	REVISED -	

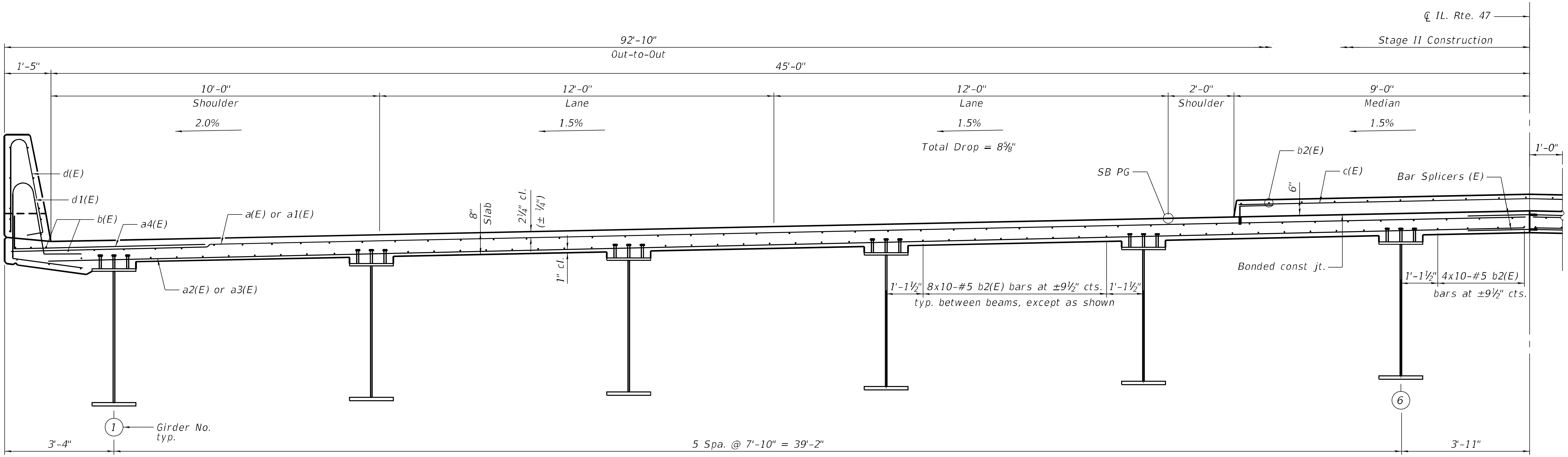
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - I
STRUCTURE NO. 032-0125
SHEET NO. 11 OF 31 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3) HB-1] HBK	GRUNDY	173	96

CONTRACT NO. 66H15

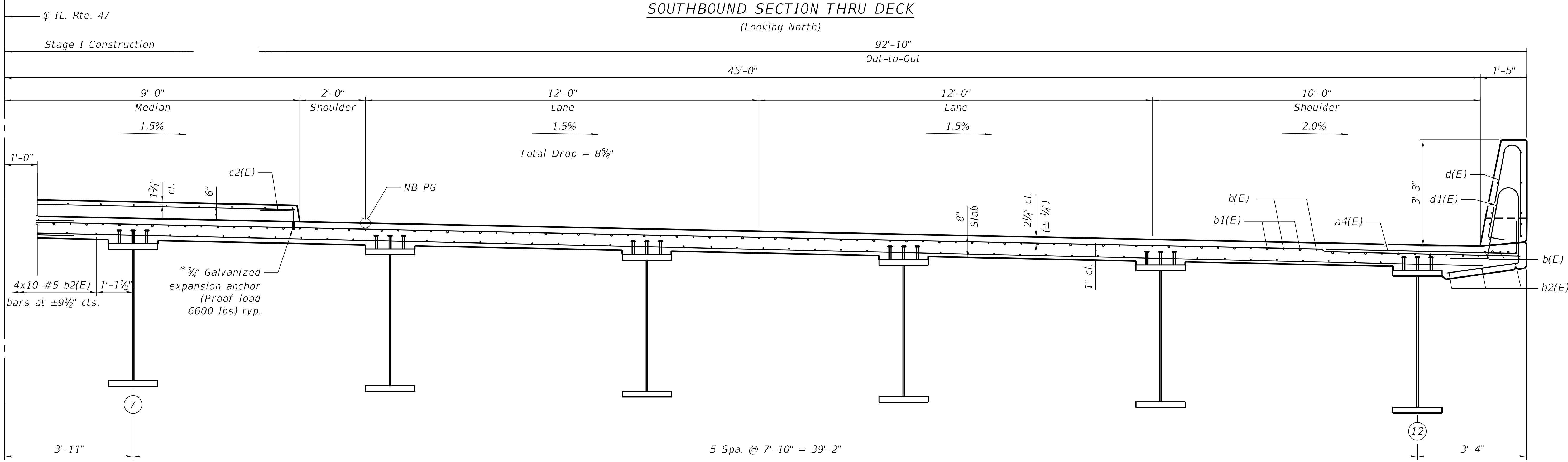
ILLINOIS FED. AID PROJECT



NEAR MIDSPAN

SOUTHBOUND SECTION THRU DECK

(Looking North)



NEAR PIER

NORTHBOUND SECTION THRU DECK

(Looking North)

* Cost of expansion anchor/inserts is inlcuded in the cost of Reinforcement Bars, Epoxy Coated

HRG PROJECT NO.: $PROJECTNO$
HRG PROJ.CONTACT: $HRGPM$
FILE NAME: 032025-66H15_012_decksec.dgn
PLOT DRIVER: PLT_DRV
PEN TABLE: PEN_TABLE

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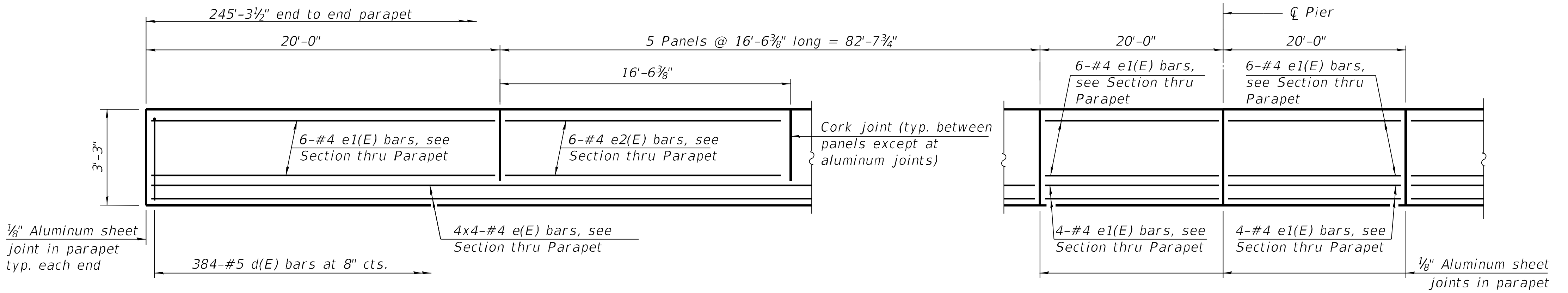
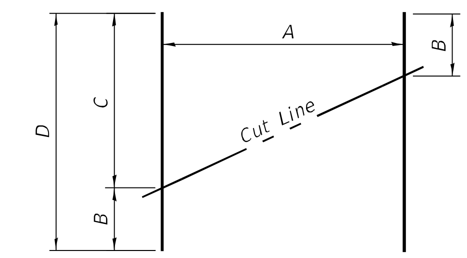
		CHECKED - BT & WAO	REVISED -	
	PLOT SCALE =	DRAWN - JA	REVISED -	
	PLOT DATE = 11/11/2020	CHECKED - 11/3/20	REVISED -	

SUPERSTRUCTURE – II
STRUCTURE NO. 032–0125
SHEET NO. 12 OF 31 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3) HB-1] HBK	GRUNDY	173	97
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		



INSIDE ELEVATION OF PARAPET



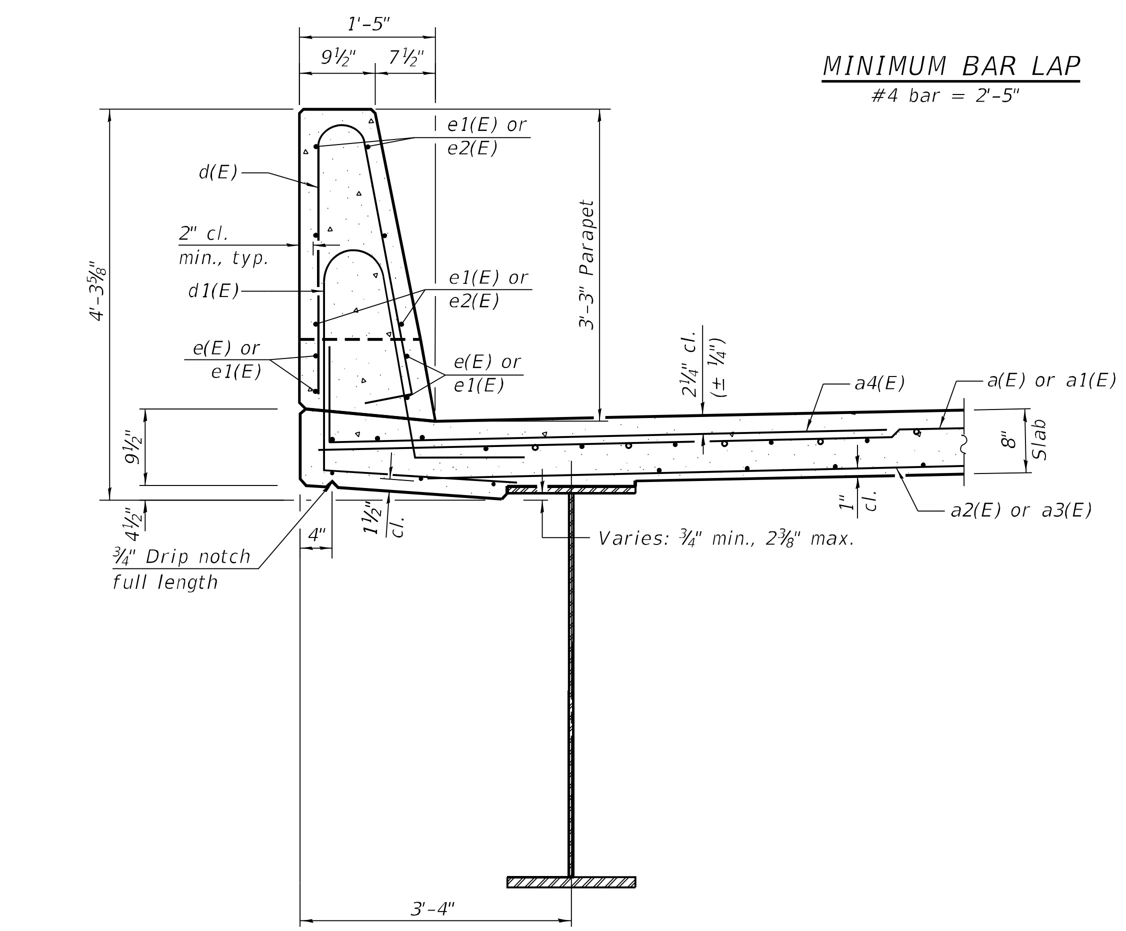
Location	A	B	C	D
Top of Slab	2 Series of 19 - #5 a1(E) bars	3'-0"	44'-5"	47'-5"
Bottom of Slab	2 Series of 12 - #5 a3(E) bars	3'-0"	44'-5"	47'-5"
Top of Median	1 Series of 3 - #5 c1(E) bars	3'-0"	14'-7"	17'-7"

FIELD CUTTING DIAGRAM

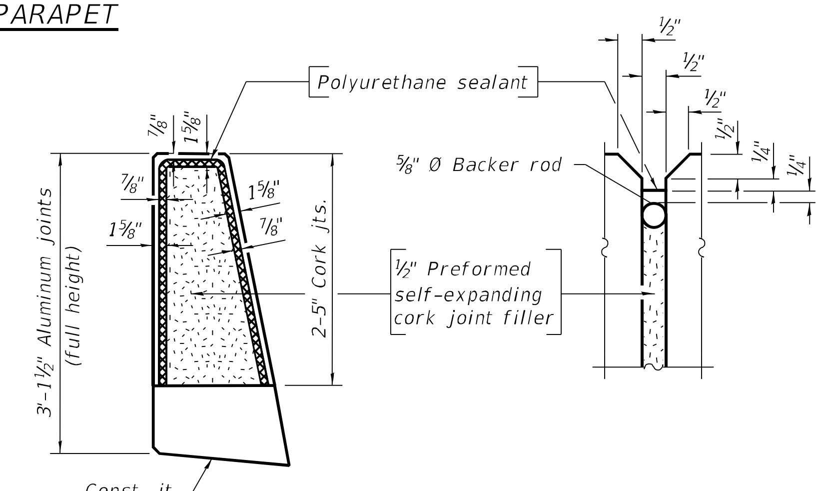
Order a1(E), a3(E) and c1(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.

MINIMUM BAR LAP

#4 bar = 2'-5"



SECTION THRU PARAPET



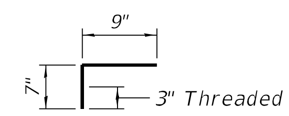
PARAPET JOINT DETAILS

Notes:

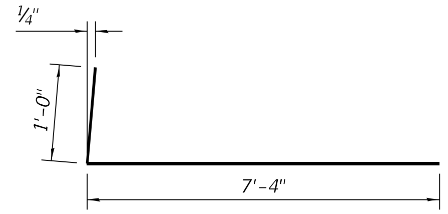
The ⅛" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

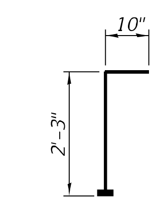
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.



BAR c2(E)

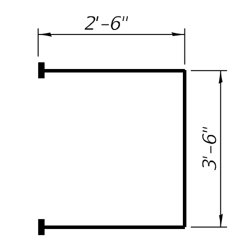


BAR a4(E)



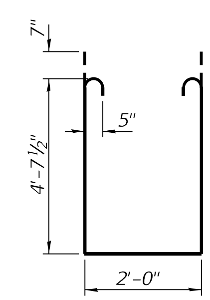
BAR v4(E)

(Headed)



BAR s23(E)

(Headed)

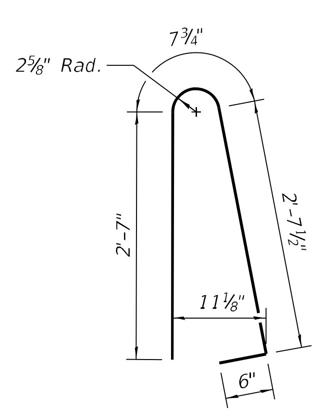


BAR s24(E)

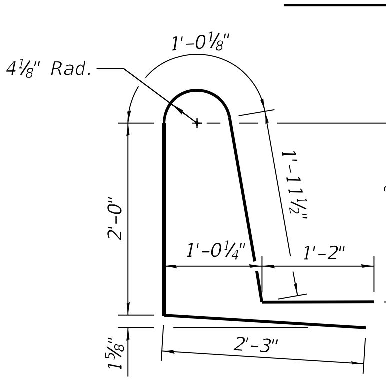
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	1034	#5	46'-2"	
a1(E)	38	#5	47'-5"	
a2(E)	636	#5	45'-2"	
a3(E)	24	#5	47'-5"	
a4(E)	1070	#6	8'-4"	
a5(E)	16	#5	25'-5"	
b(E)	882	#5	30'-4"	
b1(E)	288	#6	30'-0"	
b2(E)	1130	#5	27'-8"	
c(E)	243	#5	17'-7"	
c1(E)	3	#5	17'-7"	
c2(E)	492	#5	1'-4"	
d(E)	768	#5	6'-4"	
d1(E)	768	#5	8'-5"	
e(E)	64	#4	28'-3"	
e1(E)	64	#4	19'-9"	
e2(E)	120	#4	16'-3"	
m(E)	48	#6	26'-1"	
m1(E)	120	#6	6'-4"	
m2(E)	24	#6	2'-5"	
m3(E)	24	#6	3'-0"	
s23(E)	168	#5	8'-6"	
s24(E)	168	#5	12'-9"	
v4(E)	196	#5	3'-1"	
Reinforcement Bars, Epoxy Coated			Lbs.	198,060
Concrete Superstructure			Cu. Yds.	842.8

Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.



BAR d(E)



BAR d1(E)

HRG PROJECT NO.: $PROJECTNO$
HRG PROJ.CONTACT: $HRGPM$
FILE NAME: 032025-66H5_013_deckdet.dgn
PLOT DRIVER: PLT_DRV
PEN TABLE: PEN_TABLE

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150 N. Wacker Drive, Suite 1650 • Chicago, IL 60606
Phone: (312) 676-6500 Fax: (312) 676-6600

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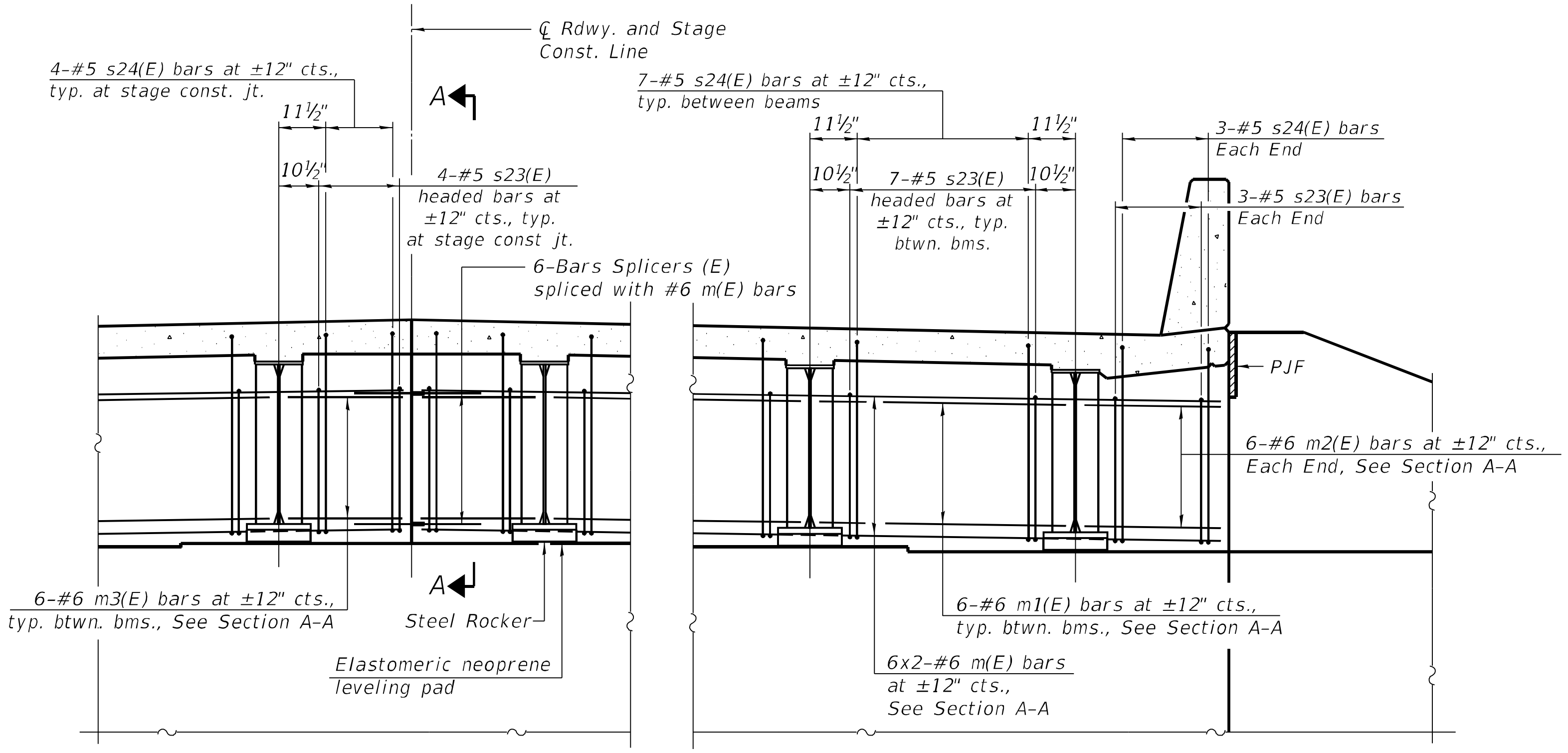
PLOT DATE = 2/1/2021	CHECKED - 2/1/21	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 032-0125

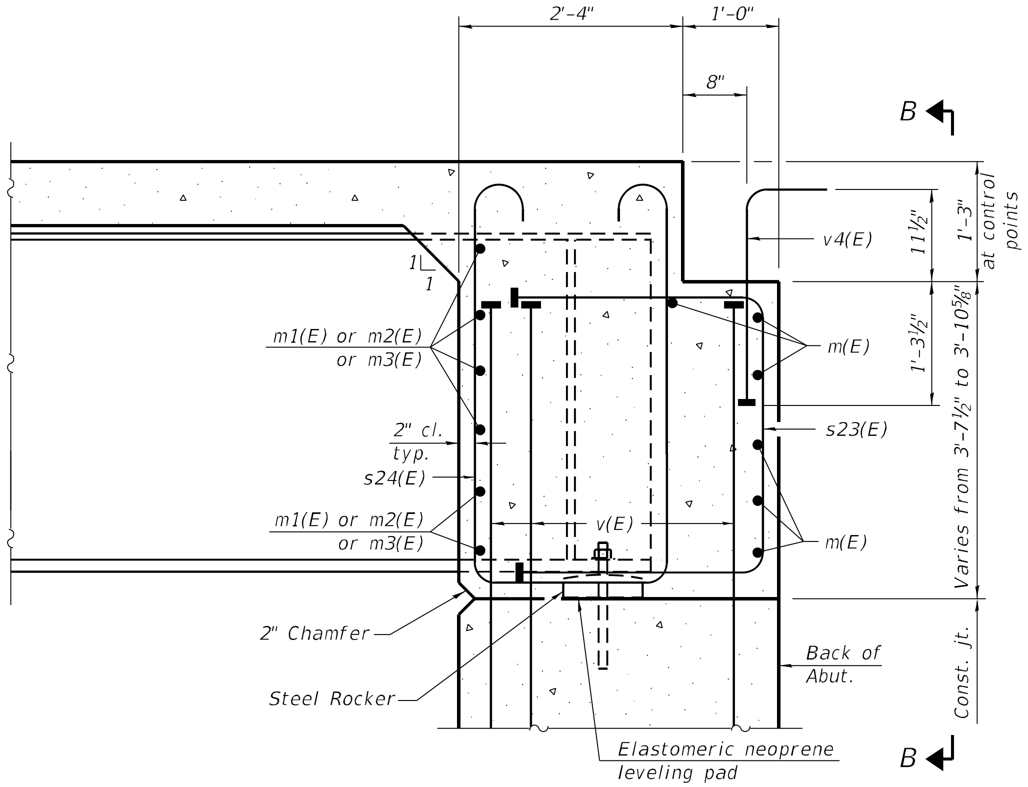
SHEET NO. 13 OF 31 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3) HB-1] HBK	GRUNDY	173	98
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		



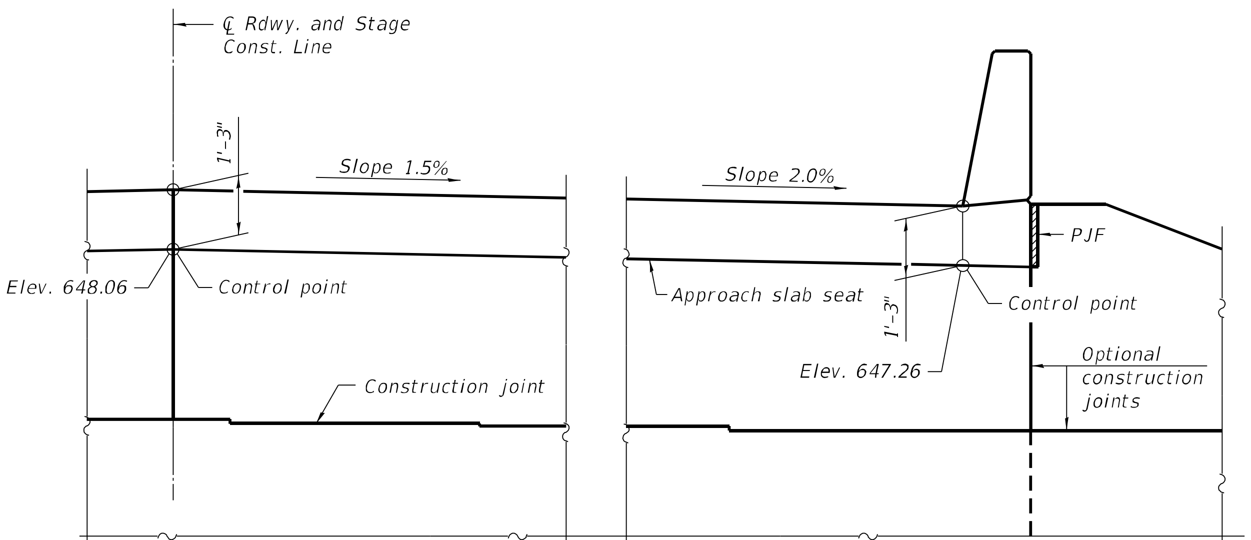
DIAPHRAGM AT ABUTMENT

(Median bars not shown for clarity)



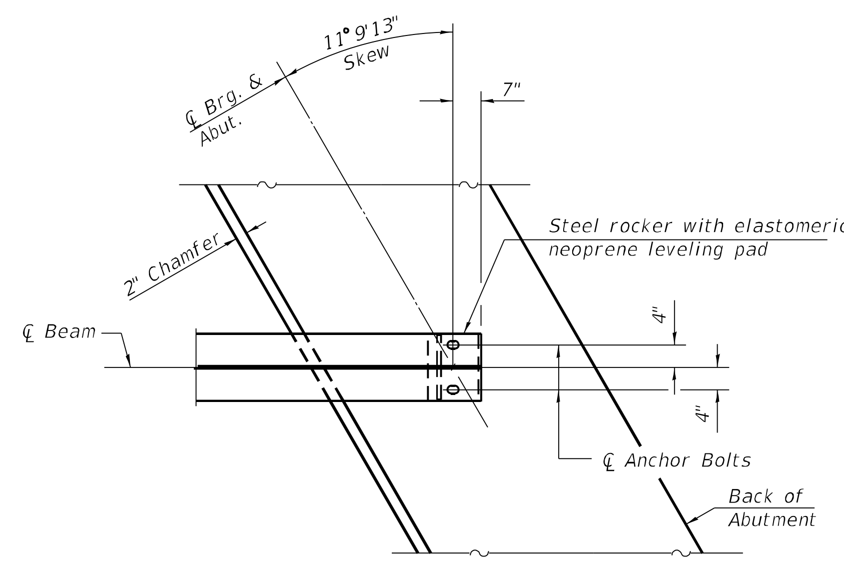
SECTION A-A

(at Rt. ∠'s)



VIEW B-B

(Median bars not shown for clarity)



PLAN AT ABUTMENT

(Showing bottom flange of beam)

Notes:
See sheet 13 of 31 for superstructure details and Bill of Material.
See sheet 15 of 31 for PJF details.
The s23(E) and s24(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
The approach slab seat shall have a constant slope determined from the control points shown.

HRG PROJECT NO.: $PROJECTNO$
HRG PROJ.CONTACT: $HRGPM$
FILE NAME: 032025-66H5_014_diaphr.dgn
PLOT DRIVER: PLT_DRV
PEN TABLE: PEN_TABLE

BLOOM COMPANIES, LLC
Infrastructure Innovation and Ingenuity
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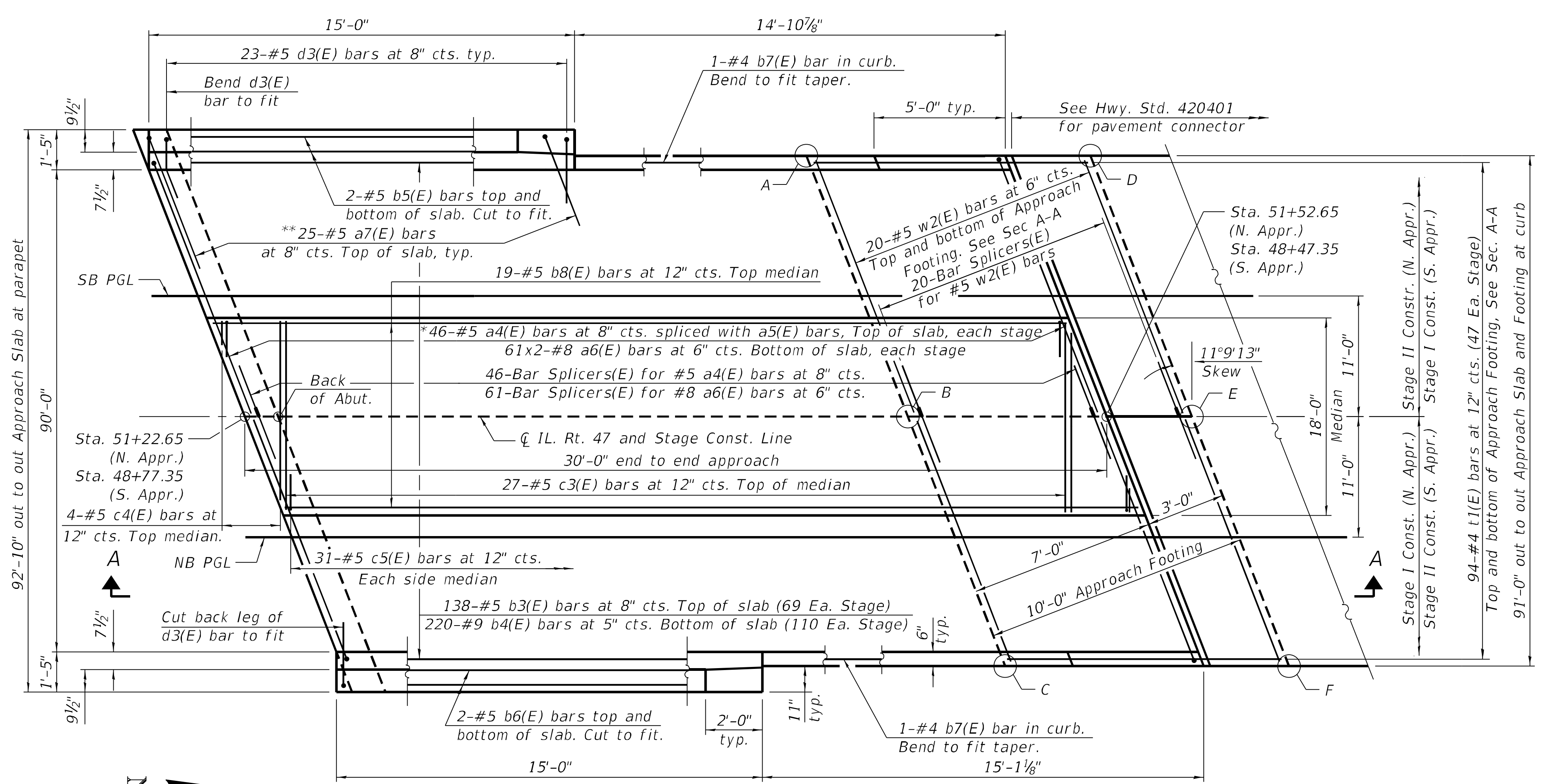
	CHECKED - BT & WAO	REVISED -	
PLOT SCALE =	DRAWN - JA	REVISED -	
PLOT DATE = 11/11/2020	CHECKED - 11/3/20	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 032-0125

SHEET NO. 14 OF 31 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	[(32-3) HB-1] HBK	GRUNDY	173	99
		CONTRACT NO. 66H15		
		ILLINOIS FED. AID PROJECT		



PLAN

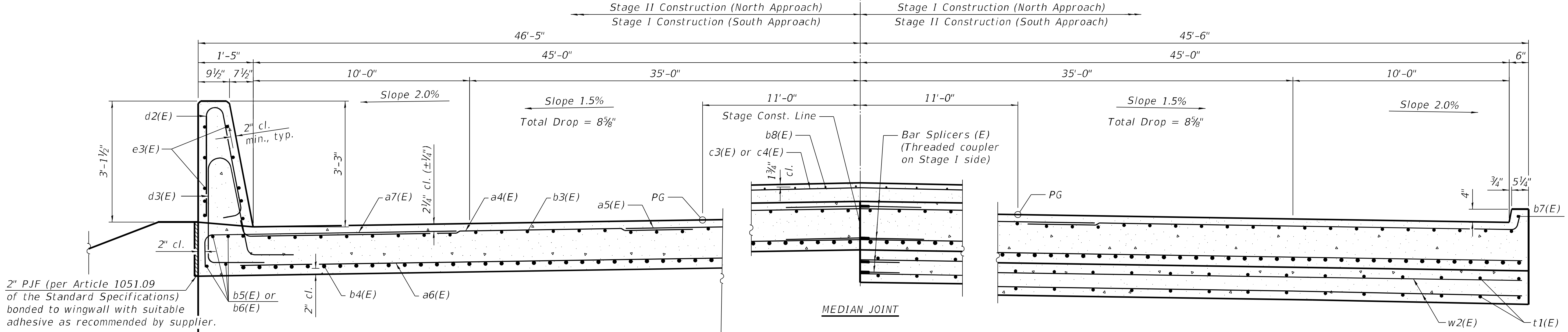
(North Approach shown. South Approach symmetric by 180° rotation)

* Tilt a4(E) bars as necessary to fit curb.

** Lap with each a4(E) bar.

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	North Approach		South Approach	
Point	Top	Bottom	Top	Bottom
A	647.22	646.38	647.22	646.38
B	647.87	647.03	647.87	647.03
C	647.04	646.21	647.04	646.21
D	647.12	646.29	647.12	646.29
E	647.76	646.93	647.76	646.93
F	646.93	646.10	646.93	646.10



CROSS SECTION

(Looking South for South Approach)
(Looking North for North Approach)

(Sheet 1 of 2)

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		CHECKED - BT & WAO	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS - I
STRUCTURE NO. 032-0125

SHEET NO. 15 OF 31 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(32-3) HB-1) HBK	GRUNDY	173	100

CONTRACT NO. 66H15

ILLINOIS FED. AID PROJECT

HRG PROJECT NO.: $PROJECTNO$
HRG PROJ.CONTACT: $HRGPM$
FILE NAME: 032025-66H15_015_appr.dgn
PLOT DRIVER: PLT_DRV
PEN TABLE: PEN_TABLE