

PROJECT ENGINEER - REBECCA MARRUFFO

SQUAD LEADER - BRAD CUSHMAN (815)284-5996

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
226	3T & 3BR-1	HENRY	210	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 64F25		

INDEX 11-08-2013 LETTING ITEM 086

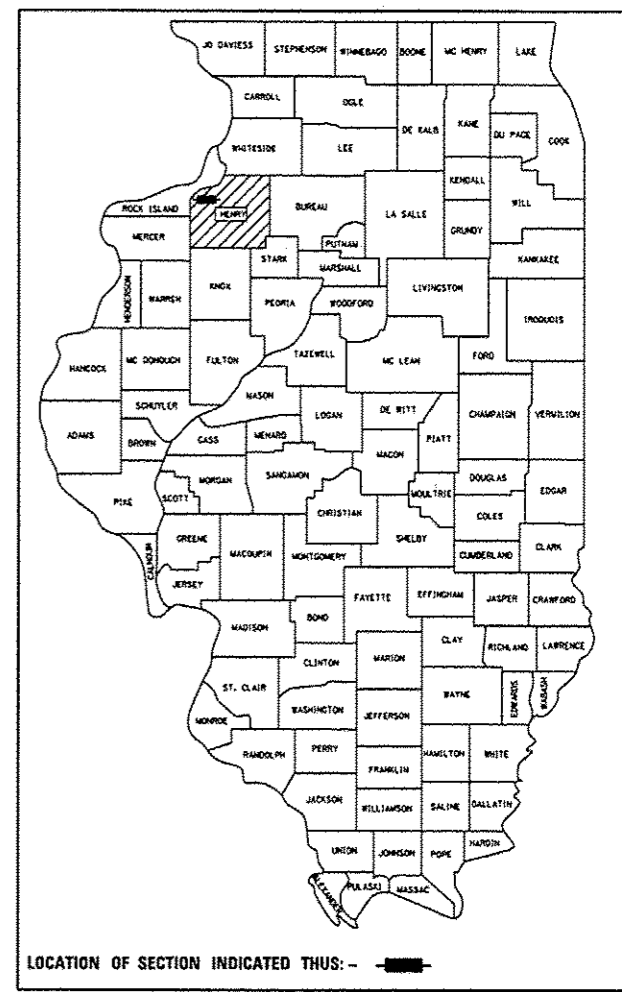
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAS ROUTE 226 (US 6)
SECTION 3T & 3BR-1
PROJECT : ACHSIP-ACRS-0226(102)
HENRY COUNTY

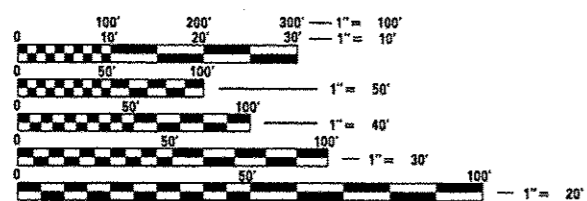
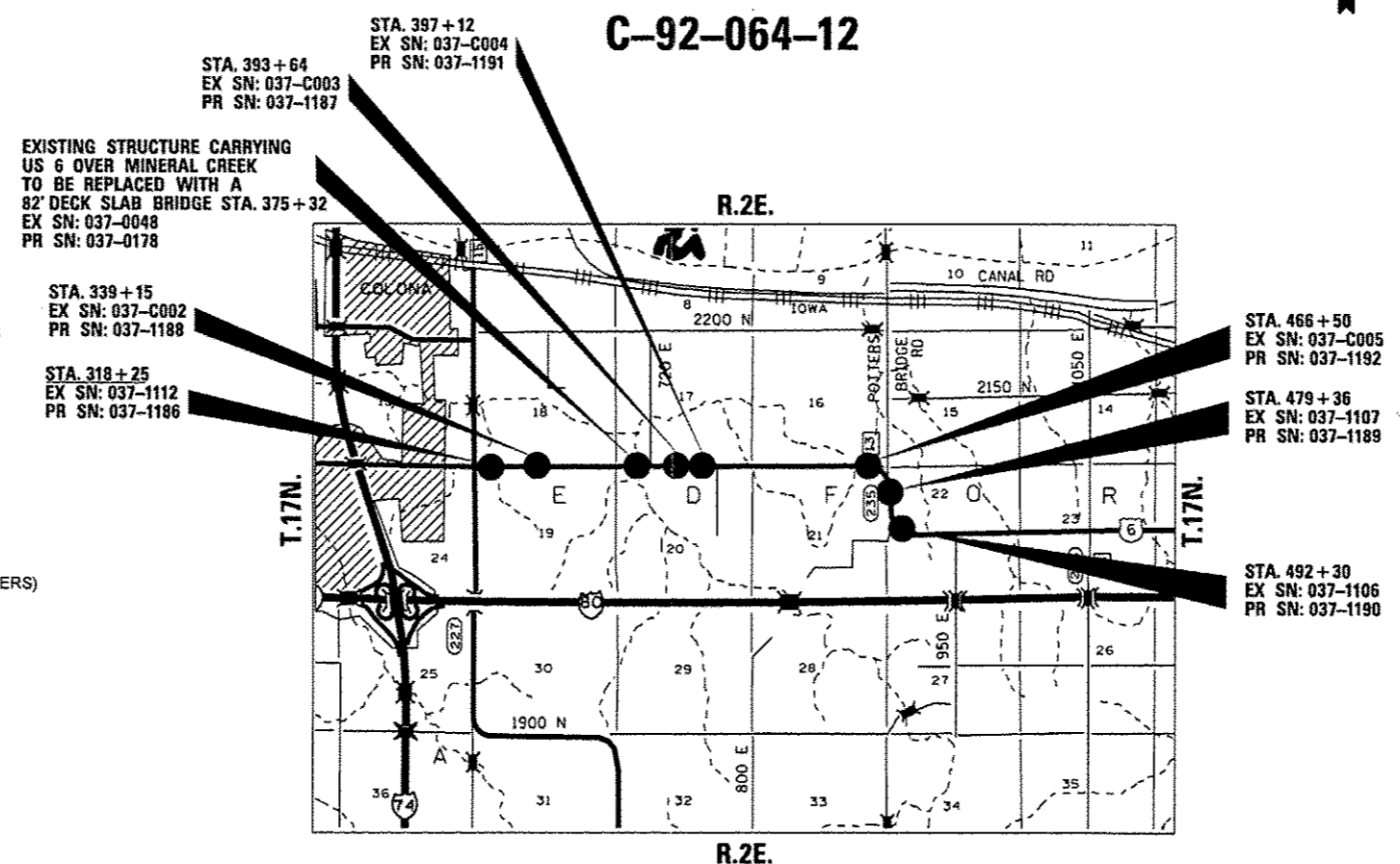
D-92-088-09



STATE STANDARDS

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 001006-00 DECIMAL OF AN INCH AND A FOOT
- 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
- 420001-07 PAVEMENT JOINTS
- 420401-09 BRIDGE APPROACH PAVEMENT CONNECTOR
- 442201-03 CLASS C AND D PATCHES
- 515001-03 NAME PLATE FOR BRIDGES
- 542001-03 CONCRETE END SECTIONS FOR PIPE CULVERTS 15" THRU 84" DIA.
- 542311-04 TRAVERSABLE PIPE GRATE
- 542401-01 METAL END SECTION FOR PIPE CULVERTS
- 601101-01 CONCRETE HEADWALL FOR PIPE DRAIN
- 630001-10 STEEL PLATE BEAM GUARDRAIL
- 630201-06 PCC / HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
- 630301-06 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
- 631031-11 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635001-01 DELINEATORS
- 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
- 666001-01 RIGHT-OF-WAY MARKERS
- 701001-02 OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
- 701006-04 OFF-ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM EDGE OF PAVEMENT
- 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY
- 701901-03 TRAFFIC CONTROL DEVICES
- 720011-01 METAL POST FOR SIGNS, MARKERS AND DELINEATORS
- 728001-01 TELESCOPING STEEL SIGN SUPPORT
- 729001-01 APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS AND MARKERS)
- 780001-03 TYPICAL PAVEMENT MARKINGS
- 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

C-92-064-12



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

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

EDFORD TOWNSHIP SECTION 16,17,18,19,20,21,22

GROSS LENGTH = 5,550 FT. = 1.05 MILE
NET LENGTH = 5,550 FT. = 1.05 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Oct 19 2012

Paul A. Zwick
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

John P. Baranzoli PE
ENGINEER OF DESIGN AND ENVIRONMENT

Omair Osman PE
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

BRIDGE
037-0048

DOUBLE
BOX

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	ACRS		ACHSIP	ACRS
				80% FED 20% STATE 0040	80% FED 20% STATE 0011	90% FED 10% STATE 0021	80% FED. 20% STATE 0011
				QUANTITY	QUANTITY	QUANTITY	QUANTITY
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	1,183	1,183			
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	2,042	791		1,251	
20101000	TEMPORARY FENCE	FOOT	183	183			
20200100	EARTH EXCAVATION	CU YD	30,195	30,195			
20300100	CHANNEL EXCAVATION	CU YD	750	750			
* 25000210	SEEDING, CLASS 2A	ACRE	5.5	5.5			
* 25000310	SEEDING, CLASS 4	ACRE	6.25	6.25			
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	1,125	1,125			
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	1,125	1,125			
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	1,125	1,125			
Δ 25000750	MOWING	ACRE	5.5	5.5			
* 25100125	MULCH, METHOD 3	ACRE	8.25	8.25			
* 25100630	EROSION CONTROL BLANKET	SQ YD	4,350	4,350			
* 25100900	TURF REINFORCEMENT MAT	SQ YD	2,110	2,110			
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	4,000	4,000			
28000305	TEMPORARY DITCH CHECKS	FOOT	1,390	1,390			
28000400	PERIMETER EROSION BARRIER	FOOT	660	660			
28000500	INLET & PIPE PROTECTION	EACH	14	14			
28100105	STONE RIPRAP, CLASS A3	SQ YD	2,474	2,474			
28100107	STONE RIPRAP, CLASS A4	SQ YD	452	452			
28100109	STONE RIPRAP, CLASS A5	SQ YD	594			594	
28100205	STONE RIPRAP, CLASS A3	TON	638	638			
28200200	FILTER FABRIC	SQ YD	3,835	3,241		594	

* SPECIALTY ITEMS
Δ 100% STATE

FILE NAME *	USER NAME : hognson.jd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\pwork\pwidot\cushman\40819166\0280091-ht-schedule.dgn	DRAWN -	REVISED -	226			3T & 3BR-1	HENRY	210	2	
PLOT SCALE * 1/8"=1'-0"	CHECKED -	REVISED -	CONTRACT NO. 64F25							
PLOT DATE * Wed Oct 24 11:21:44 2012	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							

Rev.

SUMMARY OF QUANTITIES

BRIDGE
037-0048

DOUBLE
BOX

ACRS

ACHSIP

ACRS

80% FED
20% STATE
0040

80% FED
20% STATE
0011

90% FED
10% STATE
0021

80% FED
20% STATE
0011

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	1,784		1,784		
35101400	AGGREGATE BASE COURSE, TYPE B	TON	483	483			
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	323	323			
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	1,684		1,684		
44000100	PAVEMENT REMOVAL	SQ YD	1,180		1,180		
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	290	290			
44004250	PAVED SHOULDER REMOVAL	SQ YD	788	788			
44201383	CLASS C PATCHES, TYPE IV, 12 INCH	SQ YD	1,845	1,470			
48101600	AGGREGATE SHOULDERS, TYPE B 8"	SQ YD	4,531	4,531			
48203021	HOT-MIX ASPHALT SHOULDER, 6"	SQ YD	672	672			
50100300	REMOVAL OF EXISTING STRUCTURES NO.1	EACH	1	1			
50100400	REMOVAL OF EXISTING STRUCTURES NO.2	EACH	1	1			
50100500	REMOVAL OF EXISTING STRUCTURES NO.3	EACH	1	1			
50100600	REMOVAL OF EXISTING STRUCTURES NO.4	EACH	1		1		
50100700	REMOVAL OF EXISTING STRUCTURES NO.5	EACH	1	1			
50100800	REMOVAL OF EXISTING STRUCTURES NO.6	EACH	1	1			
50100900	REMOVAL OF EXISTING STRUCTURES NO.7	EACH	1	1			
50101000	REMOVAL OF EXISTING STRUCTURES NO.8	EACH	1	1			
50101100	REMOVAL OF EXISTING STRUCTURES NO.9	EACH	1	1			
50101200	REMOVAL OF EXISTING STRUCTURES NO.10	EACH	1				
50101300	REMOVAL OF EXISTING STRUCTURES NO.11	EACH	1	1			
50101400	REMOVAL OF EXISTING STRUCTURES NO.12	EACH	1	1			
50104400	CONCRETE HEADWALL REMOVAL	EACH	1	1			
50200100	STRUCTURE EXCAVATION	CUYD	57		57		

375

* SPECIALTY ITEMS
 Δ 100% STATE

FILE NAME : C:\p\work\p10101\shmanb\10101180\02	USER NAME : hoyjensen.jf	DESIGNED : -	REVISED : -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.S. RTE. 226	SECTION 3T & 3BR-1	COUNTY HENRY	TOTAL SHEETS 210	SHEET NO. 3	
PLOT SCALE : 1/8" = 1'-0"				SCALE:				SHEET NO. OF SHEETS STA. TO STA.			
PLOT DATE : Wed Oct 24 11:04:24 2012				DATE				ILLINOIS FED. AID PROJECT CONTRACT NO. 64F25			

Rev.

SUMMARY OF QUANTITIES

BRIDGE
037-0048

DOUBLE
BOX

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	ACRS		ACHSIP	DOUBLE BOX
				80% FED 20% STATE	80% FED 20% STATE	90% FED 10% STATE	80% FED 20% STATE
				0040	0011	0021	0011
				QUANTITY	QUANTITY	QUANTITY	QUANTITY
50200300	COFFERDAM EXCAVATION	CU YD	54		54		
50201101	COFFERDAM (TYPE 1) (LOCATION - 1)	EACH	1		1		
50201102	COFFERDAM (TYPE 1) (LOCATION - 2)	EACH	1		1		
50300225	CONCRETE STRUCTURES	CU YD	169.7		169.7		
50300255	CONCRETE SUPERSTRUCTURE	CU YD	325.6		325.6		
50300260	BRIDGE DECK GROOVING	SQ YD	596		596		
50300280	CONCRETE ENCASEMENT	CU YD	4.2		4.2		
50300300	PROTECTIVE COAT	SQ YD	725		725		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	97,290		97,290		
51201600	FURNISHING STEEL PILES HP12X53	FOOT	295		295		
51201610	FURNISHING STEEL PILES HP12X63	FOOT	609		609		
51202305	DRIVING PILES	FOOT	295		295		
51203600	TEST PILE STEEL HP12X53	EACH	2		2		
51500100	NAME PLATES	EACH	8	6	1		1
54001001	BOX CULVERT END SECTIONS, CULVERT NO. 01	EACH	1	1			
54001002	BOX CULVERT END SECTIONS, CULVERT NO. 02	EACH	2	2			
54001003	BOX CULVERT END SECTIONS, CULVERT NO. 03	EACH	4				4
54001004	BOX CULVERT END SECTIONS, CULVERT NO. 04	EACH	4	4			
54001005	BOX CULVERT END SECTIONS, CULVERT NO. 05	EACH	2	2			
54010603	PRECAST CONCRETE BOX CULVERTS 6' X 3'	FOOT	76	76			
54010906	PRECAST CONCRETE BOX CULVERTS 9' X 6'	FOOT	160	160			
54011206	PRECAST CONCRETE BOX CULVERTS 12' X 6'	FOOT	136				136
54011208	PRECAST CONCRETE BOX CULVERTS 12' X 8'	FOOT	102	102			
542A1081	PIPE CULVERTS, CLASS A, TYPE 2 36"	FOOT	101	101			

* SPECIALTY ITEMS
 Δ 100% STATE

FILE NAME *	USER NAME * hogemaonj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.S. RTE. 226	SECTION 3I & 3BR-1	COUNTY HENRY	TOTAL SHEETS 210	SHEET NO. 4
C:\p\work\pvidot\cushnanb\1010106\02	0001\shc-schedule.dgn	DRAWN -	REVISED -							
	PLOT SCALE * 1/8"=1'-0"	CHECKED -	REVISED -		SCALE:					
	PLOT DATE * Wed Oct 24 11:04:34 2012	DATE -	REVISED -		SHEET NO. OF SHEETS	STA.	TO STA.			CONTRACT NO. 64F25
										ILLINOIS FED. AID PROJECT

Rev.

SUMMARY OF QUANTITIES

BRIDGE
037-0048

ACRS ACHSIP

80% FED 20% STATE 0040	80% FED 20% STATE 0011	90% FED 10% STATE 0021
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CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	QUANTITY	QUANTITY	QUANTITY
542A1093	PIPE CULVERTS, CLASS A, TYPE 2 48"	FOOT	62	62		
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	266	266		
542D1087	PIPE CULVERTS, CLASS D, TYPE 2 42"	FOOT	72	72		
54213450	END SECTIONS 15"	EACH	12	12		
54213477	END SECTIONS 42"	EACH	2	2		
54215408	CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 8"	EACH	3	3		
54215410	CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 10"	EACH	1	1		
54261436	CONCRETE END SECTION, STANDARD 542001, 36", 1:4	EACH	1	1		
54261448	CONCRETE END SECTION, STANDARD 542001, 48", 1:4	EACH	1	1		
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	43			43
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	18	18		
60100925	PIPE DRAINS 8"	FOOT	110	110		
60100935	PIPE DRAINS 10"	FOOT	40	40		
60100955	PIPE DRAINS 15"	FOOT	20	20		
60107600	PIPE UNDERDRAINS 4"	FOOT	520	520		
61100500	EXPLORATION TRENCH 52" DEPTH	FOOT	900	900		
61133200	FIELD TILE JUNCTION VAULTS, 3' DIA.	EACH	8	8		
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	75			75
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4			4
* 63100169	TRAFFIC BARRIER TERMINAL, TYPE 1(SPECIAL) FLARED	EACH	4			4
63200310	GUARDRAIL REMOVAL	FOOT	3,882	3,882		
63500105	DELINEATORS	EACH	18	18		
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	78	78		

* SPECIALTY ITEMS
 Δ 100% STATE

Rev.

SUMMARY OF QUANTITIES

BRIDGE
037-004B

ACRS

ACH5 IP

80% FED 20% STATE 0040	80% FED 20% STATE 0011	90% FED 10% STATE 0021
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CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	QUANTITY	QUANTITY	QUANTITY
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	7	7		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	5	5		
67100100	MOBILIZATION	L SUM	1	1		
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	8,197	8,197		
* 78100100	RAISED REFLECTIVE PAVEMENT MARKERS	EACH	15	15		
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8		
* 78200520	BARRIER WALL MARKERS, TYPE B	EACH	4	4		
* 78201000	TERMINAL MARKER- DIRECT APPLIED	EACH	4	4		
* A2001714	TREE, ACER SACCHARUM (SUGAR MAPLE), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	24	20		4
* A2002714	TREE, CARYA OVATA (SHAGBARK HICKORY), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	11	7		4
* A2002914	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	10	7		3
* A2005114	TREE, JUGLANS NIGRA (BLACK WALNUT), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	10	7		3
* A2005814	TREE, PLATANUS OCCIDENTALIS (SYCAMORE), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	12	7		5
* A2006514	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	40	35		5
* A2006714	TREE, QUERCUS MACROCARPA (BUR OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	30	24		6
* A2006914	TREE, QUERCUS PALUSTRIS (PIN OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	23	20		3
* B2001114	TREE, CERCIS CANADENSIS (EASTERN REDBUD), 1-3/4" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	14	14		
* B2005413	TREE, PRUNUS VIRGINIANA SCHUBERT (CANADA RED CHOKECHERRY), 1-3/4" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	10	10		
* C2001481	SHRUB, CORNUS DRUMMONDI (ROUGHLEAF DOGWOOD), 3' HEIGHT, BALLED AND BURLAPPED	EACH	7	7		
* C2009640	SHRUB, SAMBUCUS CANADENSIS (COMMON ELDERBERRY), 3' HEIGHT, BALLED AND BURLAPPED	EACH	7	7		
X2070304	POROUS GRANULAR EMBANKMENT (SPECIAL)	CUYD	72			72
* X2501810	SEEDING, CLASS 5 (SPECIAL)	ACRE	0.75	0.75		
X0322352	SEEDING MOBILIZATION	EACH	2	2		

* SPECIALTY ITEMS
 Δ 100% STATE

Rev.

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	BRIDGE 037-004B		DOUBLE BOX	
				ACRS		ACHSIP	
				80% FED 20% STATE 0040	80% FED 20% STATE 0011	90% FED 10% STATE 0021	80% FED 20% STATE 0011
				QUANTITY	QUANTITY	QUANTITY	QUANTITY
X0323660	DROP BOX NO.1	EACH	1	1			
X0323661	DROP BOX NO.2	EACH	1	1			
X0323662	DROP BOX NO.3	EACH	1	1			
54260311	TRAVERSABLE PIPE GRATE	FOOT	1,755	1,187			568
X7010216	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1			
Z0004552	APPROACH SLAB REMOVAL	SQ YD	150		150		
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1			
Z0020900	ESTABLISHING AND REFERENCING LAND SECTION MARKERS	EACH	1	1			
Z0025505	PROPERTY MARKERS	EACH	4	4			
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES, 4"	FOOT	139		139		
* Z0065000	SETTING PILES IN ROCK	EACH	14		14		
* Z0054500	ROCK FILL	TON	850	850			

* SPECIALTY ITEMS
 Δ 100% STATE

FILE NAME *	USER NAME * hogensonjd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\pwwork\pwwork\11010166102	0009\ehs-schadula.dgn	DRAWN -	REVISED -			226	3T & 38A-1	HENRY	210	7
	PLOT SCALE * 1/8" = 1' in.	CHECKED -	REVISED -							
	PLOT DATE * Wed Oct 24 11:04:35 2012	DATE -	REVISED -							
					SCALE:	SHEET NO. OF SHEETS		STA.	TO STA.	
					ILLINOIS FED. AID PROJECT					

Rev.

GENERAL NOTES

See cross sections for special ditches and backslopes.

The final top 4 inches of soil in any right-of-way area disturbed by the Contractor must be capable of supporting vegetation. The soil must be from the A horizon (zero to 2' deep) of soil profiles of local soils.

All Borrow/Waste/Use sites must be approved by the Department prior to removing any material from the project or initiating any earthmoving activities, including temporary stockpiling outside the limits of construction.

The Contractor shall seed all disturbed areas within the project limits. Seeding Class 4 or 2A shall be used, except in front of properties where the grass will be mowed, then use Seeding, Class 1. Class 2A shall be used on front slopes and ditch bottoms. Class 4 shall be used behind Type A gutter, on all backslopes and areas behind the backslope, and beyond the toe of front slope on fill sections without ditches.

Placement and compaction of the backfill for proposed across road culverts and existing across road culverts that are removed shall conform to Section 502.10 of the Standard Specifications, except that the material shall conform to Article 208.02 of the Standard Specifications, and shall be compacted to a minimum of 95% of the standard laboratory density. Any material conforming to the requirements of Article 1003.04 or 1004.05 which has been excavated from the trenches shall be used for backfilling the trenches. The entire excavation, within 2 feet outside of each shoulder, shall be backfilled with trench backfill material to the bottom of the proposed subgrade. Impervious material shall be used on the outer 3 feet of each end of the culvert. This trench backfill material will not be measured for payment, but shall be included in the contract unit price for the class of concrete involved or other unit price item of the work for which it is required.

All "Aggregate Subgrade Improvement" (Section 303), shall be completed in accordance with Articles 311.04, 311.05, 311.05(a), 311.06 and 311.07. All aggregate subgrade thicknesses less than 12 inches shall be constructed of aggregate of CA02 gradation.

Class C Patches shall be tied to the adjacent lane when the patches are more than 20 feet. The cost of the tie bars shall be included in the cost of the patch.

The following Mixture Requirements are applicable for this project:

Mixture Uses(s):	Mainline Resurfacing		Shoulders	
	Surface	Surface	6" Shoulder	6" Shoulder
PG:	PG 64-22	PG 64-22	PG 64-22	PG 64-22
Design Air Voids	4.0 @ N50	4 @ N50	2 @ N50	2 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	IL 9.5 or 12.5	BAM or IL 19.0	BAM or IL 19.0
Friction Aggregate	C	C	N/A	N/A
20 Year ESAL	0.4	0.4	N/A	N/A

The Contractor will be required to furnish 5 1/2" high brass stencils as approved by the Engineer and install stationing at 250' intervals. Stationing shall be placed on both lanes of 2-lane highways and on the outside lanes in both directions on 4-lane highways. The stations shall be placed 6" inside the pavement marking edge so they can be read from the shoulder. This work will be included in the cost of the final pavement surface.

The area to be primed shall be limited to that which can be covered with HMA on the next days productivity, but no more than five days in advance of the placement of the HMA, unless approved by the Engineer.

Bituminous and Aggregate prime coat shall be placed in accordance with Section 406 of the Standard Specifications. The cost of the prime coats shall be included in the contract unit price per Ton for HOT-MIX ASPHALT SURFACE COURSE of the type specified.

A Nationwide 404 Permit has been issued for this project and the conditions of that permit must be adhered to.

The new number for these structures will be:

Sta. 318+25	SN 037-1186
Sta. 339+15	SN 037-1188
Sta. 375+32	SN 037-0178
Sta. 393+64	SN 037-1187
Sta. 397+17	SN 037-1191
Sta. 466+50	SN 037-1192
Sta. 479+36	SN 037-1189
Sta. 492+34	SN 037-1190

The thickness for the Bridge Approach Pavement Connector (Flexible) adjacent to existing pavement shall be a minimum of 12". The material shall be 2" Hot-Mix Asphalt Surface Course, and the remaining thickness shall be Hot-Mix Asphalt Binder Course.

Reflector Markers Type B shall be installed on the top of bridge parapet walls. The markers shall be according to Standard 635011 and the color and spacing according to Standard 635006, except the minimum is 2 per side.

The boring logs for this structure indicate that groundwater levels may encroach on the construction limits of this culvert. It shall be the responsibility of the contractor to control the ground water and divert the stream flow during construction in order to keep the construction area free of water. The method of controlling the water shall be subject to approval of the Engineer and the cost shall be included in the contract unit price for Precast Concrete Box Culverts.

Culvert & bridge flows must be maintained throughout the project. Normal flow shall be allowed to pass at the rate it enters the jobsite. High flows shall be allowed to pass without causing damage to upstream properties.

The proposed pipes for entrances and side roads shall be placed in line with the existing or proposed ditch line.

Connecting bands for corrugated metal pipes shall be metal and shall be coated with the same material as the pipe sections. The connecting bands shall be a minimum of 18" wide.

Where field tile is encountered, storm sewer or pipe drain will be used in accordance with Section 611. The minimum size for replacement will be 6" for Pipe Drains and 8" for Storm Sewer, but the size must be at least 2" larger than the adjoining tile. A Field Tile Junction Vault will be constructed at the right of way to connect the tile and storm sewer. See the Summary of Quantities for the estimated quantities.

The underdrain system scheduled on this project is to be constructed in accordance with Section 601 of the Standard Specifications for Road and Bridge Construction, except CA 16 shall be used in lieu of FA 1 or FA 2 for trench backfill. The CA 16 shall be according to Article 1004.05 and Article 1004.01 of the Standard Specifications, except in the table, Course Aggregate Gradation, the percent passing the No. 16 sieve shall be 4 ± 4%. The trench shall be wrapped using a fabric envelope meeting the requirements of Article 1080.05 of the Standard Specifications. Fabric encasing the pipe shall be eliminated.

Embankment quantities for the construction of the Traffic Barrier Terminals as shown in the plans are included in quantities for Earth Excavation.

The Contractor shall supply the Resident Engineer with the manufacturer's installation requirements for the type of Steel Plate Beam Guardrail Terminal Type 1 Special (Tangent) or Steel Plate Beam Guardrail Terminal Type I Special (Flared).

One 16d galvanized nail shall be used to toe nail the wood block out to the wood post on all Traffic Barrier Terminal Type I Specials.

Delineators shall be installed as shown in Standard 635001, except that the post shall be rotated 180° and only metal-backed delineators shall be permitted. Delineators shall be placed at the ends of approach guardrail terminal sections, and at each headwall or end section of AR Culverts. This work will be paid for at the contract unit price each for DELINEATORS.

FILE NAME = 64F25.GN.DOCX	USER NAME =	DESIGNED - Engineering Systems	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED -			FAS 226	3T & 3BR-1	Henry	210	8	
	PLOT SCALE =	CHECKED -	REVISED -			(US 6)			CONTRACT NO. 64F25		
	PLOT DATE = 10/19/2012 6:34 AM	DATE - 8/4/2012 11:31 AM	REVISED -			SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.

GENERAL NOTES

The Contractor shall be responsible for collecting and maintaining an electronic log of all stakeout survey that is performed on the job, either by him/her or any sub-contractor performing the stakeout. Upon request, all logs shall be submitted to the Department. No additional compensation will be allowed for this work, but shall be considered included in the cost for CONSTRUCTION LAYOUT.

Pavement Marking shall be done according to Standard 780001, except as follows:

1. All words, such as ONLY, shall be 8 feet high.
2. All non-freeway arrows shall be the large size.
3. The distance between yellow no-passing lines shall be 8 inches, not 7 inches, as shown in the detail of Typical Lane and Edge Lines.
4. Centerline Skip Dash Pavement Marking on multi-lane divided, multi-lane undivided, and one-way roadway shall be according to District Standard 41.1.

PERMANENT SURVEY MARKERS, TYPE II, shall be set at intervals of 1 mile or as directed by the Engineer. Bridge or culvert projects shall have one survey marker placed near the structure. Estimated: 7 Each.

Permanent Survey Markers, Type II shall be cast-in-place as shown on District Standard 66.2. Option 2 would be to install a vaulted style, monumented as described by NGS as a 3D monument (Top Security Sleeve Rod Monument), with installation instructions provided by the District Chief of Surveys. If poured in place, the bottom of the marker shall be 5'-0" below the ground surface.

The Permanent Survey Markers, if possible, shall be installed at the beginning of the job and protected throughout.

The Contractor shall submit to the Engineer a description of location, elevation, and coordinates for each permanent survey marker. The horizontal coordinates must be derived by GPS and the elevation derived using an electronic level. The meta data, such as the Geoid used, (NGS adjustment ie: 97 HARN, 03, 07), and the base point(s) name or number shall be submitted along with a complete collection log. If collected using RTK method, it will require either 3 collections (averaged) from 2 different bases, or a minimum of 3 collections (averaged), at least 2 hours apart, from the same base. If using a CORS type network, the collection procedure shall include localizing with check shots on at least 2 different HARN monuments both before and after collection. The level circuit shall be run from furnished mark to furnished mark and then adjusted. The error of closure shall be submitted with the electronic level notes in a recognized format approved by the Engineer and/or the Chief of Surveys. The Engineer shall submit this information to the District Chief of Surveys.

Tree planting layout shall be performed by the District Landscape Architect. Mulch shall be placed 4" thick and to the diameter around the tree as shown on District Standard 92.1. The mulch shall be hardwood wood chips placed on weed barrier fabric. This work shall be included in the cost of the tree.

Right-of-way markers will be erected per Highway Standard 666001 with the back face of the marker on the right-of-way line unless the new right-of-way line has been surveyed and pinned, in which instance the right-of-way markers will be erected 12 inches inside the new right-of-way line. Method of installation shall be approved by the Engineer.

The Contractor shall be responsible for protecting utility property during construction operations as outlined in Article 107.31 of the Standard Specifications. A minimum of 48 hours advance notice is required for non-emergency work. The JULIE number is 800-892-0123. The following listed utilities located within the project limits or immediately adjacent to the project construction limits are members of JULIE:

Geneseo Telephone Co. (309/944-8012) AT&T (309/757-4707)
 MidAmerican Energy/Electric (309/793-3833) MidAmerican Energy/Gas (309/793-3707)
 Lightcore (636/887-4755)

IDOT is not a member of JULIE. If you are near any overhead lighting, intersection lighting or traffic signals, contact the IDOT Traffic Office at 815/284-5469 at least 48 hours prior to work.

The applicable portions of Article 105.07 of the Standard Specification shall apply except for the following: The Contractor shall be responsible to locate the vertical depths of the underground utilities which may interfere with construction operations. This work will not be measured or paid for separately, but shall be considered as included in the unit bid price for the item of construction involved.

Per SB 699 (90 day utility relocation law), once right-of-way is clear to award the project, a notice will be sent to the utility companies instructing them to have their facilities relocated within 90 days. Estimated date relocation complete = Award Date + 100 days.

CADD data will be available to Contractors and Consultants working on this project. This information will be provided upon request as MicroStation CADD files and Geopak coordinate geometry files ONLY. If data is required in other formats it will be your responsibility to make these conversions. If any discrepancy or inconsistency arises between the electronic data and the information on the hard copy, the information on the hard copy should be used. Contact the District's Project Engineer to request these files.

COMMITMENTS:

1. The construction limits in front of the wetland sites shall be marked in the field with snow fence.
2. No construction activities shall take place beyond the construction limits in the wetland sites. This includes driving and parking vehicles and stock piling materials.
3. The disturbed area along the banks of Mineral Creek shall be re-vegetated according to the Re-vegetation Plan and Special Provisions attached.

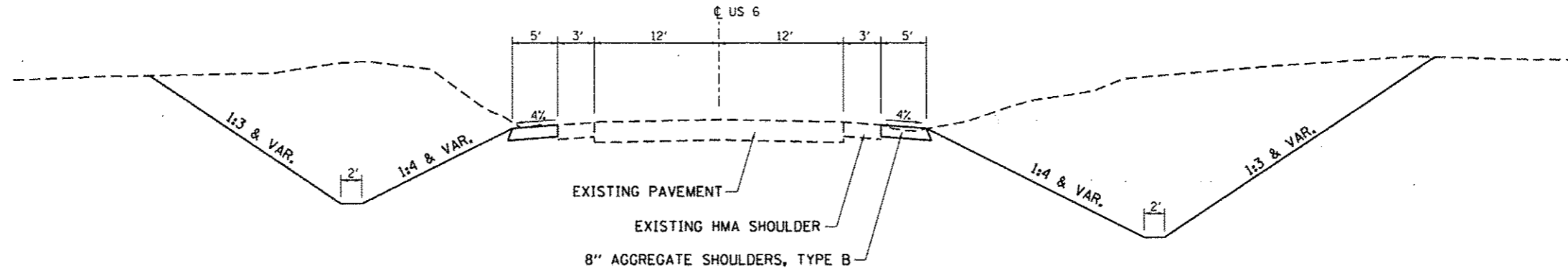
FILE NAME = 64F25.GN.DOCX	USER NAME =	DESIGNED - Engineering Systems	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED -			FAS 226	3T & 3BR-1	Henry	210	9	
	PLOT SCALE =	CHECKED -	REVISED -			(US 6)					
	PLOT DATE = 10/19/2012 8:34 AM	DATE = 6/4/2012 11:31 AM	REVISED -					ILLINOIS	FED. AID PROJECT		
						SCALE:	SHEET NO.	OF	SHEETS	STA	TO STA

TYPICAL SECTIONS

STA. 316+50 - 317+83.4
 STA. 318+66.6 - 324+39.7
 STA. 324+78.8 - 326+25
 STA. 337+75 - 338+93.3
 STA. 339+36.6 - 340+50
 STA. 378+00 - 378+89.4
 STA. 379+24.4 - 383+65
 STA. 384+06.6 - 386+50

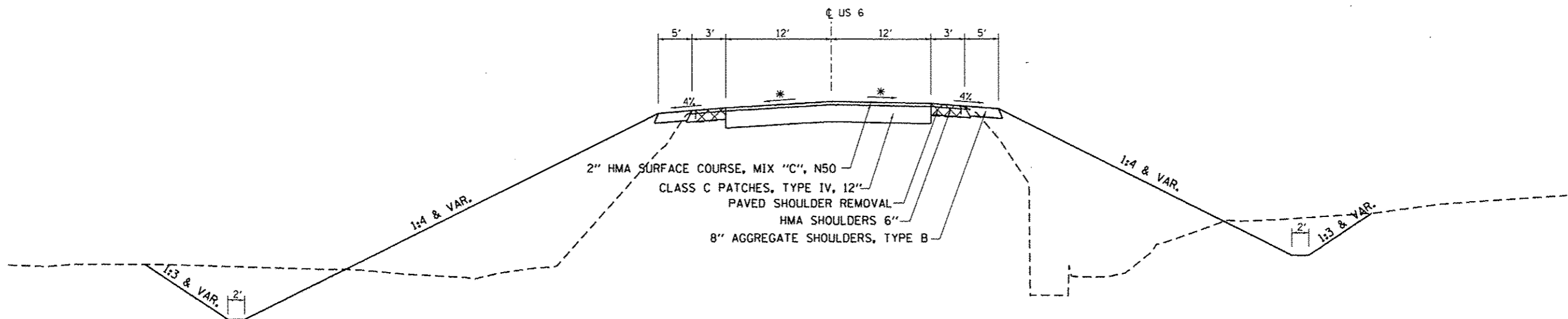
STA. 393+00 - 393+36.66
 STA. 393+92.35 - 396+81.6
 STA. 397+53.5 - 398+75
 STA. 461+25 - 462+15.5
 STA. 462+57.1 - 466+09.8
 STA. 467+50.2 - 479+08.8 *
 STA. 479+63.6 - 481+50
 STA. 490+75 - 491+91
 STA. 492+76.0 - 493+75

* 467+50 - 478+25 RIGHT SIDE ONLY



STA. 317+83.4 - 318+66.6
 STA. 324+39.7 - 324+78.8
 STA. 338+93.3 - 339+36.6
 STA. 378+89.4 - 379+24.4
 STA. 383+65.0 - 384+06.60
 STA. 393+36.66 - 393+92.35
 STA. 396+81.6 - 397+53.5
 STA. 462+02.0 - 462+71.0
 STA. 466+09.8 - 467+50.2
 STA. 479+08.8 - 479+63.6
 STA. 491+91.0 - 492+76.0

* MATCH EXISTING CROSS SLOPE, MIN 1/8" PER FT.
 112 LBS/SO YD/IN



STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

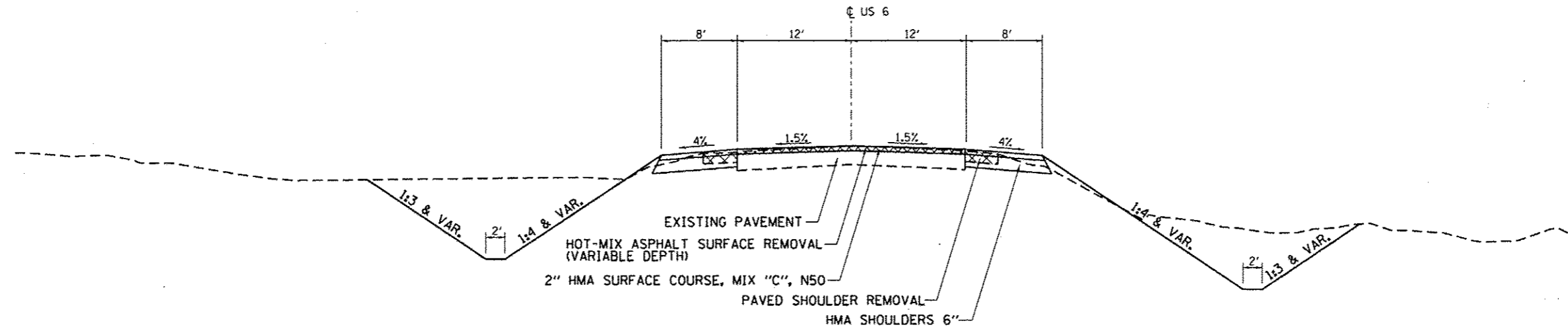
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PLOT DATE = Wed Oct 24 11:13:34 2012		DATE -	REVISED -

SCALE:	SHEET NO. OF SHEETS	STA. TO STA.
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
226	3T & 3BR-1	HENRY	210	10
CONTRACT NO. 64F25				
ILLINOIS FED. AID PROJECT				

TYPICAL SECTIONS

STA. 372+49.88 - 373+10.88
 STA. 377+52.88 - 378+00.38



BRIDGE APPROACH PAVEMENT

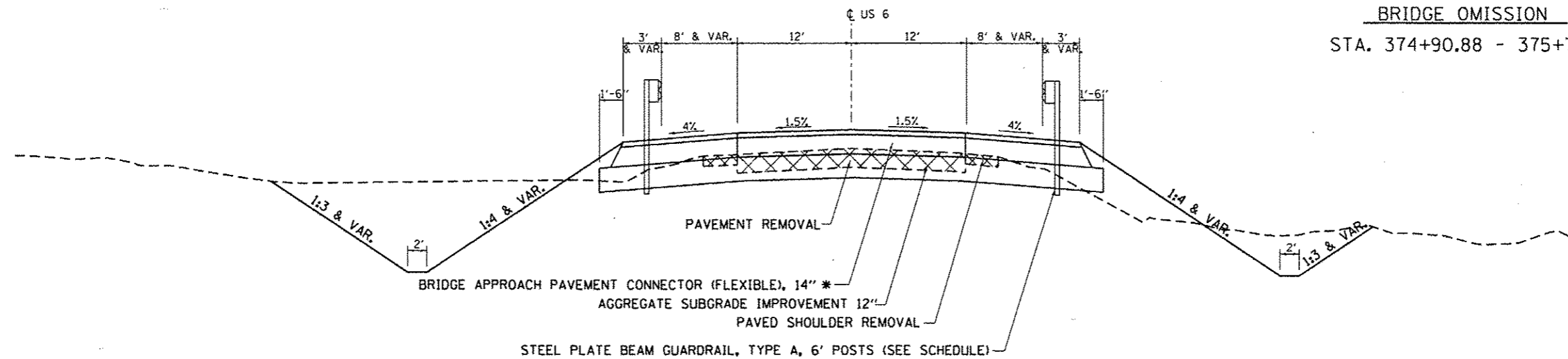
STA. 374+60.88 - 374+90.88
 STA. 375+72.38 - 376+02.38

STA. 373+10.88 - 374+60.88
 STA. 376+02.38 - 377+52.88

BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) (SEE HIGHWAY STD.)

BRIDGE OMISSION

STA. 374+90.88 - 375+72.88

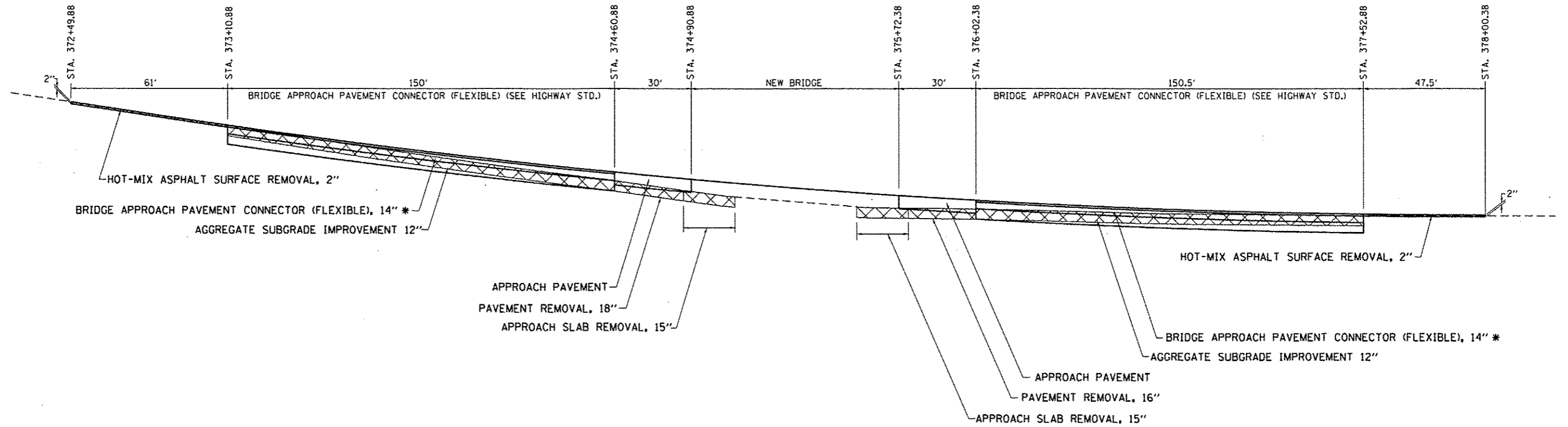


* CONSISTS OF:
 2" HMA SURFACE COARSE, MIX C, N50
 3" TOP LIFT HMA BINDER COURSE, IL-19.0, N50
 4" MIDDLE LIFT HMA BINDER COURSE, IL-19.0, N50
 5" BOTTOM LIFT HMA BINDER COURSE, IL-19.0, N50

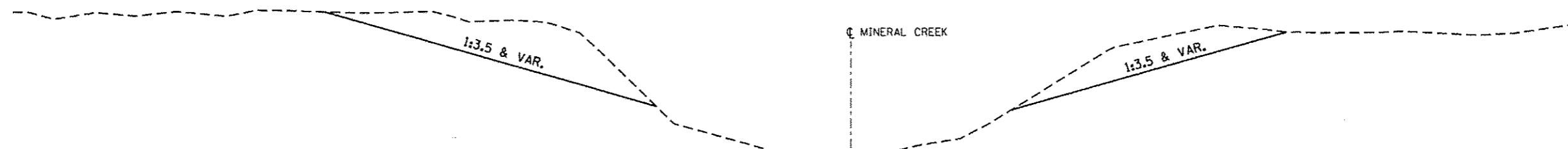
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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 64F25					
	PLOT DATE = Wed Oct 24 11:13:34 2012	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE:	SHEET NO. OF SHEETS		STA.	TO STA.		

TYPICAL SECTIONS

CONNECTOR DETAIL



STA. 7+75 - 12+75



FILE NAME :	USER NAME : hogansonjd	DESIGNED -	REVISED -
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PLOT DATE = Wed Oct 24 11:35 2012		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
226	3T & 3BR-1	HENRY	210	12
CONTRACT NO. 64F25				
ILLINOIS FED. AID PROJECT				

SCHEDULE OF QUANTITIES

20100110

TREE REMOVAL (6 TO 15 UNITS DIAMETER)

LOCATION	UNITS	COMMENTS	
STA 374+04.62	47.6' RT		9
STA 374+06.16	48.8' RT		14
STA 375+20.39	96.7' RT		14
STA 375+23.99	96.2' RT		6
STA 375+24.36	97.5' RT		7
STA 375+10.12	115.7' RT		12
STA 375+06.33	136.7' RT		12
STA 375+11.76	158.1' RT		7
STA 375+02.23	226.6' RT		14
STA 375+89.85	38.5' RT		15
STA 375+65.49	52.7' RT		6
STA 375+98.33	63.4' RT		7
STA 375+53.02	88.5' RT		6
STA 375+53.02	88.5' RT		6
STA 375+52.61	90.4' RT		11
STA 375+50.26	203.6' RT		11
STA 375+60.68	46.5' LT		6
STA 375+60.99	46.9' LT		6
STA 375+60.50	51.4' LT		13
STA 375+79.04	54' LT		10
STA 375+69.01	57.9' LT		7
STA 375+78.80	77.3' LT		10
STA 375+78.65	82' LT		8
STA 375+72.22	96.5' LT		9
STA 375+86.25	106.1' LT		9
STA 375+88.48	104.3' LT		10
STA 375+90.32	110.6' LT		9
STA 376+29.96	102.9' LT		6
STA 375+39.05	152.5' LT		15
STA 375+96.54	159.1' LT		9
STA 376+27.41	150.1' LT		7
STA 376+28.44	150.5' LT		10
STA 396+08.62	55.3' LT		6
STA 396+23.98	61.8' LT		11
STA 396+55.91	65.6' LT		8
STA 396+66.93	55.8' LT		10
STA 396+67.56	56.7' LT		12
STA 396+76.53	66.5' LT		14
STA 396+84.76	63' LT		6
STA 396+97.16	59.4' LT		8
STA 397+17.85	55.1' LT		8
STA 397+53.13	55.2' LT		14
STA 397+55.96	54.9' LT		15
STA 397+64.97	53.7' LT		8
STA 461+60.42	48.5' RT		10
STA 461+68.27	41' RT		6
STA 461+68.59	39' RT		7
STA 461+75.21	61.4' RT		10
STA 461+95.27	53.8' RT		9
STA 461+97.85	45.3' RT		11
STA 461+98.60	44.2' RT		7
STA 462+07.97	58.8' RT		7
STA 462+64.47	69.5' RT		8
STA 463+05.96	47.1' LT		15
STA 463+24.84	48.1' LT		15
STA 463+28.74	48.3' LT		8
STA 464+49.66	51.5' LT		10
STA 464+77.20	53.5' LT		12
STA 464+78.27	54.6' LT		14
STA 465+29.33	61.7' LT		14
STA 465+73.04	59.3' LT		6
STA 465+82.64	71.8' LT		6
STA 466+03.53	72.3' LT		8
STA 466+11.54	72.9' LT		8
STA 466+38.92	69.3' LT		6
STA 466+44.83	70.5' LT		6
STA 466+44.83	70.5' LT		6
STA 466+44.83	70.5' LT		6
STA 466+44.83	70.5' LT		6
STA 466+44.83	70.5' LT		6
STA 466+44.83	70.5' LT		6
STA 466+44.83	70.5' LT		6
STA 466+44.83	70.5' LT		6
STA 466+44.83	70.5' LT		6
STA 466+44.83	70.5' LT		6
STA 467+14.76	74.6' RT		8
STA 479+27.55	59.9' LT		11
STA 479+56.31	61.6' LT		7
STA 479+57.58	55.1' LT		7
STA 479+66.87	40.5' LT		6
STA 479+68.26	41.1' LT		10
STA 479+77.60	48.7' LT		8
STA 479+79.13	49.8' LT		6
STA 479+81.94	56.6' LT		6
STA 479+84.53	62.6' LT		6
STA 479+91.68	39.5' LT		7
STA 480+22.73	51.8' LT		8
STA 480+30.28	41.3' LT		10
STA 480+31.34	45.4' LT		12
STA 480+33.28	46' LT		7
STA 480+54.30	44.7' LT		9
STA 480+54.40	45.8' LT		12
STA 480+94.74	39.2' LT		8
STA 480+97.10	39.3' LT		7
STA 481+05.66	41.71' LT		9
STA 481+12.65	55.2' LT		11
STA 481+20.72	47.2' LT		14
STA 481+19.92	47.8' LT		14
STA 481+19.80	49.3' LT		8
STA 481+20.53	59.6' LT		13
STA 481+23.48	48.9' LT		12
STA 481+23.26	51.6' LT		14
STA 481+24.02	51' LT		14
STA 481+23.97	52.4' LT		10
STA 492+47.13	37.2' RT		7
STA 492+42.03	44.9' RT		10
STA 492+45.18	54.5' RT		14
STA 492+48.24	69.8' RT		10
STA 492+58.85	69.4' RT		11
STA 492+70.80	84.2' RT		11
STA 492+67.37	90.8' RT		9
STA 492+65.53	95.8' RT		10
STA 492+65.02	103.4' RT		6
STA 492+66.43	105.2' RT		7
STA 492+56.82	35' RT		10
STA 492+58.36	33' RT		14
STA 492+72.77	44.6' RT		14
STA 492+75.66	47.3' RT		8
STA 492+79.17	46.8' RT		9
STA 492+92.94	44.2' RT		6
STA 492+93.44	37.8' RT		13
STA 492+79.37	63.3' RT		6
STA 492+81.18	67.1' RT		11
STA 492+83.25	67.1' RT		11
STA 492+98.15	54.5' RT		11
STA 493+00.26	63.8' RT		8
STA 492+95.91	75.7' RT		7
STA 493+06.07	69.2' RT		14
TOTAL			1183

FILE NAME :	USER NAME : hoganxonyd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
C:\pwork\pwork\cushmanbu\0169166\02	8809-sh-schedule.dgn	DRAWN -	REVISED -			226	3T & 3BR-1	HENRY	210	13	
PLOT SCALE : 100.0000 ' = 1 in.	CHECKED -	REVISED -				CONTRACT NO. 64F25					
PLOT DATE : Wed Oct 24 11:41:31 2012	DATE -	REVISED -				SCALE:	SHEET NO. OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT

SCHEDULE OF QUANTITIES

44004250	PAVED SHOULDER REMOVAL LOCATION	SQ YD	COMMENTS				
	STA 317+83.40 TO 318+66.60	55		50101200	REMOVAL OF EXISTING STRUCTURES NO. 10 LOCATION	EACH	COMMENTS
	STA 324+39.70 TO 324+78.80	26			STA 467+10	1	SEE SPECIAL PROVISIONS FOR DETAILS
	STA 338+93.30 TO 339+36.60	29				TOTAL	1
	STA 372+49.88 TO 374+88.25	159					
	STA 375+75.32 TO 378+00.00	150					
	STA 378+89.40 TO 379+24.40	23		50101300	REMOVAL OF EXISTING STRUCTURES NO. 11 LOCATION	EACH	COMMENTS
	STA 383+65.00 TO 384+06.60	28			STA 479+36	1	SEE SPECIAL PROVISIONS FOR DETAILS
	STA 393+36.66 TO 393+92.35	37				TOTAL	1
	STA 396+81.60 TO 397+53.50	48					
	STA 462+02.20 TO 462+70.85	46					
	STA 466+09.80 TO 467+50.20	94		50101400	REMOVAL OF EXISTING STRUCTURES NO. 12 LOCATION	EACH	COMMENTS
	STA 479+08.80 TO 479+63.60	37			STA 492+30	1	SEE SPECIAL PROVISIONS FOR DETAILS
	STA 491+91.00 TO 492+76.00	57				TOTAL	1
	TOTAL	788.00					
44201383	CLASS C PATCHES, TYPE IV, 12 INCH LOCATION	SQ YD	COMMENTS	50104400	CONCRETE HEADWALL REMOVAL LOCATION	EACH	COMMENTS
	STA 317+83.43 TO 318+66.63	222			STA 465+07 LT	1	SEE SPECIAL PROVISIONS FOR DETAILS
	STA 324+39.79 TO 324+78.86	104				TOTAL	1
	STA 338+93.34 TO 339+36.65	115					
	STA 378+89.43 TO 379+24.41	93		51500100	NAME PLATES LOCATION	EACH	COMMENTS
	STA 383+65.05 TO 384+06.69	111			STA 318+25	1	Proposed SN 037-1186
	STA 393+36.66 TO 393+92.35	149			STA 339+15	1	Proposed SN 037-1188
	STA 396+81.66 TO 397+53.50	192			STA 375+32	1	Proposed SN 037-0178
	STA 462+02.20 TO 462+70.85	111			STA 393+64	1	Proposed SN 037-1187
	STA 466+09.84 TO 467+50.28	375			STA 397+17	1	Proposed SN 037-1191
	STA 479+08.85 TO 479+63.68	146			STA 466+50	1	Proposed SN 037-1192
	STA 491+91.01 TO 492+76.03	227			STA 479+36	1	Proposed SN 037-1189
	TOTAL	1845			STA 492+34	1	Proposed SN 037-1190
					TOTAL	8	
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1 LOCATION	EACH	COMMENTS	54001001	BOX CULVERT END SECTIONS, CULVERT NO. 01 LOCATION	EACH	COMMENTS
	STA 318+25	1	SEE SPECIAL PROVISIONS FOR DETAILS		STA 318+25 LT	1	SEE SPECIAL PROVISIONS FOR DETAILS
	TOTAL	1				TOTAL	1
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2 LOCATION	EACH	COMMENTS	54001002	BOX CULVERT END SECTIONS, CULVERT NO. 02 LOCATION	EACH	COMMENTS
	STA 324+59	1	SEE SPECIAL PROVISIONS FOR DETAILS		STA 393+64 LT & RT	2	SEE SPECIAL PROVISIONS FOR DETAILS
	TOTAL	1			TOTAL	2	
50100500	REMOVAL OF EXISTING STRUCTURES NO. 3 LOCATION	EACH	COMMENTS	54001003	BOX CULVERT END SECTIONS, CULVERT NO. 03 LOCATION	EACH	COMMENTS
	STA 339+23	1	SEE SPECIAL PROVISIONS FOR DETAILS		STA 466+50 LT & RT	4	SEE SPECIAL PROVISIONS FOR DETAILS
	TOTAL	1			TOTAL	4	
50100600	REMOVAL OF EXISTING STRUCTURES NO. 4 LOCATION	EACH	COMMENTS	54001004	BOX CULVERT END SECTIONS, CULVERT NO. 04 LOCATION	EACH	COMMENTS
	STA 375+32	1	SEE SPECIAL PROVISIONS FOR DETAILS		STA 479+36 LT & RT	2	SEE SPECIAL PROVISIONS FOR DETAILS
	TOTAL	1			STA 492+34 LT & RT	2	SEE SPECIAL PROVISIONS FOR DETAILS
					TOTAL	4	
50100700	REMOVAL OF EXISTING STRUCTURES NO. 5 LOCATION	EACH	COMMENTS	54001005	BOX CULVERT END SECTIONS, CULVERT NO. 05 LOCATION	EACH	COMMENTS
	STA 379+07	1	SEE SPECIAL PROVISIONS FOR DETAILS		STA 380+50 RT	2	SEE SPECIAL PROVISIONS FOR DETAILS
	TOTAL	1			TOTAL	2	See Detail on Parallel Grate
50100800	REMOVAL OF EXISTING STRUCTURES NO. 6 LOCATION	EACH	COMMENTS	54010603	PRECAST CONCRETE BOX CULVERTS 6' X 3' LOCATION	EQ FT	COMMENTS
	STA 383+86	1	SEE SPECIAL PROVISIONS FOR DETAILS		STA 380+50 44' RT	30	SEE SPECIAL PROVISIONS FOR DETAILS
	TOTAL	1			STA 393+64 23' LT & 23' RT @ 15° SKEW	46	SEE SPECIAL PROVISIONS FOR DETAILS
					TOTAL	76	
50100900	REMOVAL OF EXISTING STRUCTURES NO. 7 LOCATION	EACH	COMMENTS	54010906	PRECAST CONCRETE BOX CULVERTS 9' X 6' LOCATION	EQ FT	COMMENTS
	STA 393+64	1	SEE SPECIAL PROVISIONS FOR DETAILS		STA 479+36 26' LT & 22' RT	48	SEE SPECIAL PROVISIONS FOR DETAILS
	TOTAL	1			STA 492+34 50' LT & 62' RT @ 34° SKEW	112	SEE SPECIAL PROVISIONS FOR DETAILS
					TOTAL	160	
50101000	REMOVAL OF EXISTING STRUCTURES NO. 8 LOCATION	EACH	COMMENTS	54011206	PRECAST CONCRETE BOX CULVERTS 12' X 6' LOCATION	EQ FT	COMMENTS
	STA 397+12	1	SEE SPECIAL PROVISIONS FOR DETAILS		STA 466+50 39' LT & 29' RT	136	SEE SPECIAL PROVISIONS FOR DETAILS
	TOTAL	1			TOTAL	136	
50101100	REMOVAL OF EXISTING STRUCTURES NO. 9 LOCATION	EACH	COMMENTS				
	STA 462+35	1	SEE SPECIAL PROVISIONS FOR DETAILS				
	TOTAL	1					

FILE NAME : C:\pwork\pwork\cushmanbv\d016162\028889-ent-schedule.dgn	USER NAME : hagensonjd	DESIGNED : -	REVISED : -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A.S. RTE. 226	SECTION 3T & 3BR-1	COUNTY HENRY	TOTAL SHEETS 210	SHEET NO. 16
PLOT SCALE : 100.0000' / 1" /	CHECKED : -	DATE : -	REVISED : -	SCALE :	SHEET NO. OF SHEETS	STA.	TO STA.	CONTRACT NO. 64F25 ILLINOIS FED. AID PROJECT		

SCHEDULE OF QUANTITIES

54011208	PRECAST CONCRETE BOX CULVERTS 12' X 8' LOCATION STA 318+25 52' LT & 50' RT	FOOT 102 <hr/> TOTAL 102	COMMENTS LOCATION TO BE DETERMINED IN THE FIELD	60100925	PIPE DRAINS 8" LOCATION STA 318+25 RT STA 324+67 RT STA 339+15 RT STA 470+09 RT STA 480+68 LT	FOOT 20 20 20 25 25 <hr/> TOTAL 110	COMMENTS LOCATION TO BE DETERMINED IN THE FIELD LOCATION TO BE DETERMINED IN THE FIELD LOCATION TO BE DETERMINED IN THE FIELD LOCATION TO BE DETERMINED IN THE FIELD
542A1081	PIPE CULVERTS, CLASS A, TYPE 2 36" LOCATION STA 397+17 59' LT & 45' RT @ 45° SKEW	FOOT 101 <hr/> TOTAL 101	COMMENTS LOCATION TO BE DETERMINED IN THE FIELD	60100935	PIPE DRAINS 10" LOCATION STA 397+17 RT STA 479+36 RT	FOOT 20 20 <hr/> TOTAL 40	COMMENTS LOCATION TO BE DETERMINED IN THE FIELD LOCATION TO BE DETERMINED IN THE FIELD
542A1093	PIPE CULVERTS, CLASS A, TYPE 2 48" LOCATION STA 339+15 32' LT & 30' RT @ 15° SKEW	FOOT 62 <hr/> TOTAL 62	COMMENTS LOCATION TO BE DETERMINED IN THE FIELD	60100955	PIPE DRAINS 15" LOCATION STA 318+25 RT	FOOT 20 <hr/> TOTAL 20	COMMENTS LOCATION TO BE DETERMINED IN THE FIELD
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15" LOCATION STA 317+00 32' LT STA 371+50 32' RT STA 373+57 36' LT STA 398+00 40' LT STA 398+25 34' RT STA 481+67 31' LT	FOOT 42 46 42 46 44 46 <hr/> TOTAL 266	COMMENTS FIELD ENTRANCE FIELD ENTRANCE FIELD ENTRANCE FIELD ENTRANCE FIELD ENTRANCE FIELD ENTRANCE	60107600	PIPE UNDERDRAINS 4" LOCATION STA 318+25 LT & RT STA 339+15 LT & RT STA 393+64 LT & RT STA 397+12 LT & RT STA 466+50 LT & RT STA 479+36 LT & RT STA 492+30 LT & RT	FOOT 115 115 58 58 58 58 58 <hr/> TOTAL 520	COMMENTS SEE DISTRICT STD. 37.2 FOR LOCATIONS SEE DISTRICT STD. 37.2 FOR LOCATIONS SEE DISTRICT STD. 37.2 FOR LOCATIONS SEE DISTRICT STD. 37.2 FOR LOCATIONS SEE DISTRICT STD. 37.2 FOR LOCATIONS SEE DISTRICT STD. 37.2 FOR LOCATIONS SEE DISTRICT STD. 37.2 FOR LOCATIONS
542D1087	PIPE CULVERTS, CLASS D, TYPE 2, 42" LOCATION STA 319+86 56' RT	FOOT 72 <hr/> TOTAL 72	COMMENTS FIELD ENTRANCE	61100500	EXPLORATION TRENCH 52" DEPTH LOCATION STA 318+25 RT STA 324+67 RT STA 339+15 RT STA 397+17 RT STA 470+09 RT STA 479+36 RT STA 480+68 RT	FOOT 150 100 150 150 100 150 100 <hr/> TOTAL 900	COMMENTS LOCATION TO BE DETERMINED IN THE FIELD LOCATION TO BE DETERMINED IN THE FIELD LOCATION TO BE DETERMINED IN THE FIELD LOCATION TO BE DETERMINED IN THE FIELD LOCATION TO BE DETERMINED IN THE FIELD LOCATION TO BE DETERMINED IN THE FIELD LOCATION TO BE DETERMINED IN THE FIELD
54213450	END SECTIONS 15" LOCATION STA 317+00 LT STA 371+50 RT STA 373+57 LT STA 398+00 LT STA 398+25 RT STA 481+67 LT	EACH 2 2 2 2 2 2 <hr/> TOTAL 12	COMMENTS LOCATION TO BE DETERMINED IN THE FIELD	61133200	FIELD TILE JUNCTION VAULTS 3' DIA. LOCATION STA 318+25 RT STA 324+67 RT STA 339+15 RT STA 397+17 RT STA 470+09 RT STA 479+36 RT STA 480+68 RT	EACH 2 1 1 1 1 1 1 <hr/> TOTAL 8	COMMENTS LOCATION TO BE DETERMINED IN THE FIELD LOCATION TO BE DETERMINED IN THE FIELD LOCATION TO BE DETERMINED IN THE FIELD LOCATION TO BE DETERMINED IN THE FIELD LOCATION TO BE DETERMINED IN THE FIELD LOCATION TO BE DETERMINED IN THE FIELD LOCATION TO BE DETERMINED IN THE FIELD
54213477	END SECTIONS 42" LOCATION STA 319+86 RT	EACH 2 <hr/> TOTAL 2	COMMENTS FIELD ENTRANCE	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS LOCATION STA 373+95.70 TO 374+33.20 RT STA 376+30.41 TO 376+67.91 LT	FOOT 37.5 37.5 <hr/> TOTAL 75	COMMENTS LOCATION TO BE DETERMINED IN THE FIELD LOCATION TO BE DETERMINED IN THE FIELD
54215408	CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 8" LOCATION STA 324+67 RT STA 470+09 RT STA 480+68 LT	EACH 1 1 1 <hr/> TOTAL 3	COMMENTS LOCATION TO BE DETERMINED IN THE FIELD LOCATION TO BE DETERMINED IN THE FIELD LOCATION TO BE DETERMINED IN THE FIELD	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6 LOCATION STA 374+33.20 TO 374+76.95 RT STA 374+33.20 TO 374+76.95 LT STA 375+86.66 TO 376+30.41 RT STA 375+86.66 TO 376+30.41 LT	EACH 1 1 1 1 <hr/> TOTAL 4	COMMENTS LOCATION TO BE DETERMINED IN THE FIELD LOCATION TO BE DETERMINED IN THE FIELD LOCATION TO BE DETERMINED IN THE FIELD LOCATION TO BE DETERMINED IN THE FIELD
54215410	CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 10" LOCATION STA 479+36 RT	EACH 1 <hr/> TOTAL 1	COMMENTS LOCATION TO BE DETERMINED IN THE FIELD	63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED LOCATION STA 373+45.70 TO 373+95.70 RT STA 373+83.20 TO 374+33.20 LT STA 376+30.41 TO 376+80.41 RT STA 376+67.91 TO 377+17.91 LT	EACH 1 1 1 1 <hr/> TOTAL 4	COMMENTS SEE DISTRICT STD. 37.2 FOR LOCATIONS SEE DISTRICT STD. 37.2 FOR LOCATIONS SEE DISTRICT STD. 37.2 FOR LOCATIONS SEE DISTRICT STD. 37.2 FOR LOCATIONS SEE DISTRICT STD. 37.2 FOR LOCATIONS
54261436	CONCRETE END SECTION, STANDARD 542001, 36", 1:4 LOCATION STA 397+17 LT	EACH 1 <hr/> TOTAL 1	COMMENTS LOCATION TO BE DETERMINED IN THE FIELD				
54261448	CONCRETE END SECTION, STANDARD 542001, 48", 1:4 LOCATION STA 339+15 LT	EACH 1 <hr/> TOTAL 1	COMMENTS LOCATION TO BE DETERMINED IN THE FIELD				
60100060	CONCRETE HEADWALL FOR PIPE DRAINS LOCATION STA 318+25 LT & RT STA 339+15 LT & RT STA 393+64 LT & RT STA 397+17 LT & RT STA 466+50 LT & RT STA 479+36 LT & RT STA 492+30 LT & RT	EACH 4 4 2 2 2 2 2 <hr/> TOTAL 18	COMMENTS SEE DISTRICT STD. 37.2 FOR LOCATIONS SEE DISTRICT STD. 37.2 FOR LOCATIONS SEE DISTRICT STD. 37.2 FOR LOCATIONS SEE DISTRICT STD. 37.2 FOR LOCATIONS SEE DISTRICT STD. 37.2 FOR LOCATIONS SEE DISTRICT STD. 37.2 FOR LOCATIONS SEE DISTRICT STD. 37.2 FOR LOCATIONS				

SCHEDULE OF QUANTITIES

66600105

FURNISHING AND ERECTING RIGHT-OF-WAY-MARKERS

63200310

GUARDRAIL REMOVAL

LOCATION	TO	FOOT
STA 316+47	TO 319+37	290
STA 317+08	TO 319+97	289
STA 373+74	TO 375+08	134
STA 373+73	TO 375+08	135
STA 375+56	TO 380+28	472
STA 375+55	TO 380+28	471
STA 382+06	TO 385+09	303
STA 382+68	TO 385+71	303
STA 461+90	TO 464+89	299
STA 465+27	TO 468+50	323
STA 478+19	TO 481+43	324
STA 477+47	TO 480+52	305
STA 491+36	TO 493+70	234

TOTAL 3882

63500105

DELINEATORS

LOCATION	EACH	COMMENTS
STA 318+25	LT & RT	2
STA 339+15	LT & RT	2
STA 373+21.16	RT	1
STA 373+83.16	LT	1
STA 376+80.45	RT	1
STA 377+42.38	LT	1
STA 393+64	LT & RT	2
STA 397+17	LT & RT	2
STA 466+50	LT & RT	2
STA 479+36	LT & RT	2
STA 492+30	LT & RT	2

TOTAL 18

LOCATION	EACH	COMMENTS
STA 317+00	50' RT	1
STA 317+50	50' LT	1
STA 317+75	60' RT	1
STA 318+00	110' RT	1
STA 318+00	120' LT	1
STA 318+50	110' RT	1
STA 318+50	120' LT	1
STA 319+00	85' RT	1
STA 319+00	100' LT	1
STA 320+00	110' LT	1
STA 321+00	110' LT	1
STA 321+00	110' RT	1
STA 322+00	75' LT	1
STA 322+00	110' RT	1
STA 323+00	95' RT	1
STA 324+00	65' LT	1
STA 324+00	70' RT	1
STA 326+20.79	60' RT	1
STA 326+20.79	65' LT	1
STA 337+00	50' LT	1
STA 338+00	60' LT	1
STA 338+00	50' RT	1
STA 338+50	90' LT	1
STA 339+00	75' RT	1
STA 339+25	90' LT	1
STA 339+50	75' RT	1
STA 340+00	50' LT	1
STA 340+50	50' RT	1
STA 375+13.89	75' LT	1
STA 378+00	75' LT	1
STA 379+50	50' LT	1
STA 379+61.92	75' RT	1
STA 381+00	65' RT	1
STA 382+00	65' RT	1
STA 383+00	60' RT	1
STA 386+00	60' RT	1
STA 387+00	50' RT	1
STA 392+00	50' LT	1
STA 393+00	65' LT	1
STA 393+61.90	70' RT	1
STA 394+00	65' LT	1
STA 395+00	70' RT	1
STA 395+00	50' LT	1
STA 396+00	80' RT	1
STA 396+00	50' LT	1
STA 396+25	80' LT	1
STA 396+50	80' RT	1
STA 397+00	70' RT	1
STA 398+00	70' RT	1
STA 398+62.10	75' LT	1
STA 398+50	50' RT	1
STA 461+00	60' RT	1
STA 461+94.49	50' LT	1
STA 462+50	65' LT	1
STA 463+50	135' RT	1
STA 464+00	140' RT	1
STA 465+00	75' LT	1
STA 466+00	125' RT	1
STA 466+00	86.84' LT	1
STA 467+61.15	100' RT	1
STA 469+60.53	99.12' RT	1
STA 472+00	105' RT	1
STA 474+00	100' RT	1
STA 476+00	100' RT	1
STA 478+00	90' RT	1
STA 478+00	50' LT	1
STA 479+00	85' RT	1
STA 479+00	75' LT	1
STA 479+25	100' LT	1
STA 479+75	85' RT	1
STA 479+75	100' LT	1
STA 480+50	50' RT	1
STA 481+25	90' LT	1
STA 482+00	50' LT	1
STA 480+50	48.03' LT	1
STA 491+75	105' LT	1
STA 492+50	65' LT	1
STA 494+00	47.10' LT	1

TOTAL 78

FILE NAME : C:\pwork\pwork\cushmanb\16169166\0248809-shit-schedule.dgn	USER NAME : hoganonjd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A.S. RTE. 226	SECTION 3T & 3BR-1	COUNTY HENRY	TOTAL SHEETS 210	SHEET NO. 1B		
PLOT SCALE : 1/8" = 1'-0"	DRAWN -	CHECKED -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT CONTRACT NO. 64F25			
PLOT DATE : Wed Oct 24 11:43:4 2012	DATE -	REVISED -	REVISED -									

HMA SCHEDULE

STATIONING	REMARKS	H.M.A.		H.M.A. AREA		* BIT PRIME	HMA SURF REMOVAL 2"	HMA SURF CSE MIX "C", N50	HMA SHLDR 6"	H.M.A. SURF CRS MIX "C" N50
		LGTH	WIDTH							
		FEET	FEET	SQ. FT.	SQ. YD.					
MAINLINE -- US 6 Henry County										
317+83.4 - 318+66.6	3' Sldr Both Sides	83	24	1997	221.9	0.13		24.8	55.5	6.2
324+39.7 - 324+78.8	3' Sldr Both Sides	39	24	938	104.3	0.06		11.7	26.1	2.9
338+93.3 - 339+36.6	3' Sldr Both Sides	43	24	1039	115.5	0.07		12.9	28.9	3.2
378+89.4 - 379+24.4	3' Sldr Both Sides	35	24	840	93.3	0.05		10.5	23.3	2.6
383+65.0 - 384+06.6	3' Sldr Both Sides	42	24	998	110.9	0.06		12.4	27.7	3.1
393+36.7 - 393+92.4	3' Sldr Both Sides	56	24	1337	148.5	0.08		16.6	37.1	4.2
396+81.6 - 397+53.5	3' Sldr Both Sides	72	24	1726	191.7	0.11		21.5	47.9	5.4
462+02.2 - 462+70.9	3' Sldr Both Sides	69	24	1648	183.1	0.10		20.5	45.8	5.1
466+09.8 - 467+50.2	3' Sldr Both Sides	140	24	3370	374.4	0.21		41.9	93.6	10.5
479+08.8 - 479+63.6	3' Sldr Both Sides	55	24	1315	146.1	0.08		16.4	36.5	4.1
491+91.0 - 492+76.0	3' Sldr Both Sides	85	24	2040	226.7	0.13		25.4	56.7	6.3
372+49.9 - 373+10.9		61	24	1464	162.7	0.09	162.7	18.2	108.4	12.1
374+60.9 - 376+02.4	Bridge Omission	142								
377+52.9 - 378+00.4		48	24	1140	126.7	0.07	126.7	14.2	84.4	9.5
						1.26	289.33	247.04	671.98	75.26

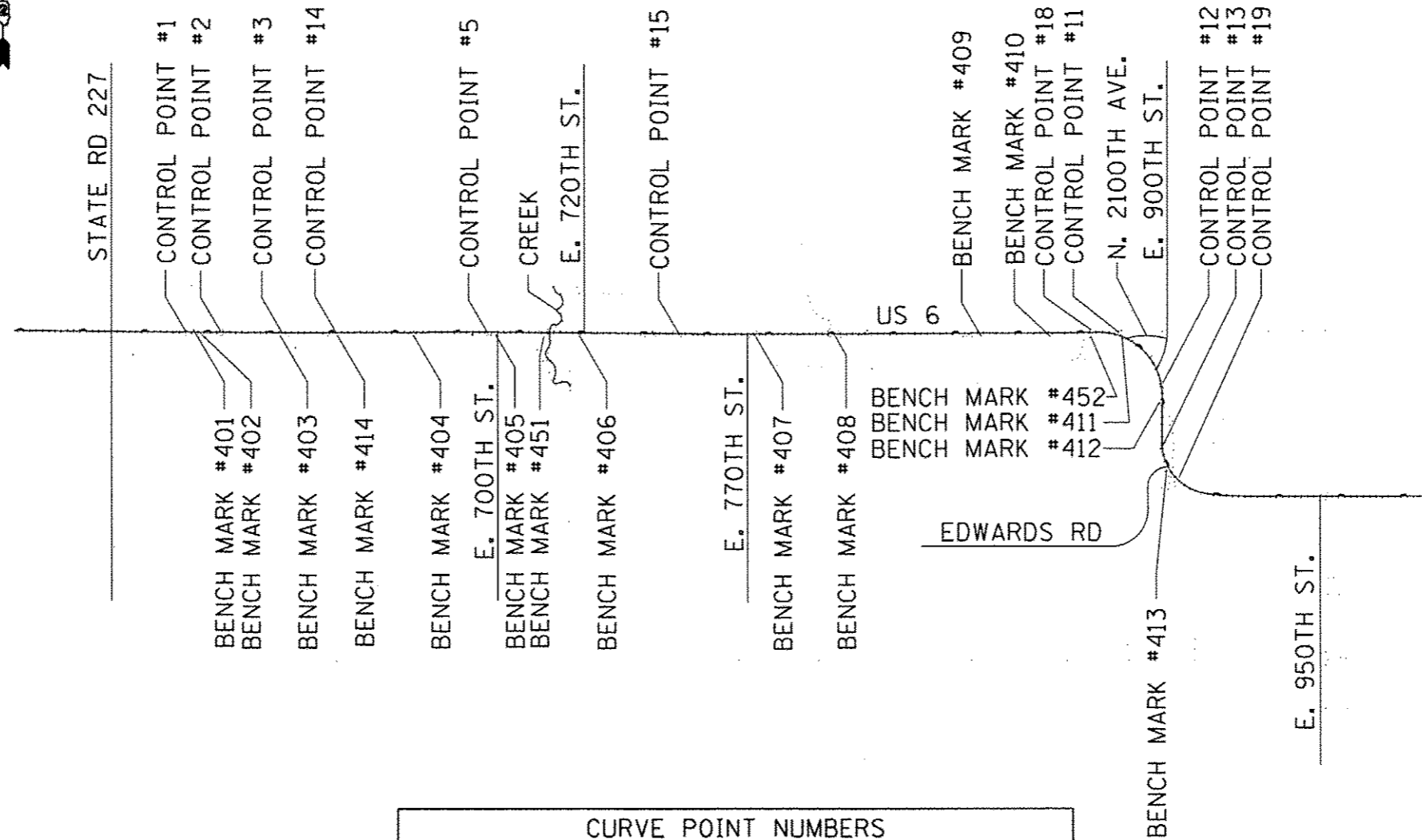
EARTHWORK SCHEDULE

LOCATION	20200100	20300100	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) SHORTAGE (-) (CU YD)
	EARTH EXCAVATION	CHANNEL EXCAVATION			
	(CU YD)	(CU YD)			
US 6					
316+50.00 TO 321+00.00	5383.7		4037.8	779.0	3258.8
321+00.00 TO 326+25.00	7195.1		5396.3	269.0	5127.3
337+75.00 TO 340+50.00	45.1		33.8	331.0	-297.2
372+50.00 TO 378+00.00	1806.9		1355.2	661.2	694.0
378+00.00 TO 384+00.00	452.4		339.3	408.4	-69.1
384+00.00 TO 386+50.00	23.1		17.3	98.5	-81.2
393+00.00 TO 396+00.00	749.1		561.8	54.4	507.4
396+00.00 TO 398+75.00	792.6		594.5	158.2	436.3
461+25.00 TO 465+00.00	4992.6		3744.5	918.1	2826.4
465+00.00 TO 471+00.00	5731.1		4298.3	822.7	3475.6
471+00.00 TO 477+00.00	382.3		286.7	450.6	-163.9
477+00.00 TO 481+50.00	1770.4		1327.8	819.1	508.7
490+75.00 TO 493+75.00	870.8		653.1	457.2	195.9
Mineral Creek					
7+75.00 TO 12+75.00		748.9	561.7	0.0	561.7
TOTALS	30195.2		23208.1	6227.4	16980.7

AGGREGATE SCHEDULE

LOCATION	WIDTH	AREA	Z0054500 ROCK FILL		48101600 AGGREGATE SHOULDERS TYPE B 8"	35101400 AGGREGATE BASE COURSE TYPE B	
			INCHES	TON	SQ YD	TON	
			FOOT	SQ FT			
Sta. 316 + 50 - 326 + 25	RT 5'	4875			541.7		
Sta. 316 + 50 - 325 + 25	LT 5'	4375			486.1		
Sta. 337 + 75 - 340 + 25	LT 5'	1250			138.9		
Sta. 338 + 75 - 340 + 75	RT 5'	1000			111.1		
Sta. 378 + 0 - 386 + 50	RT 5'	4250			472.2		
Sta. 378 + 0 - 380 + 25	LT 5'	1125			125.0		
Sta. 382 + 67 - 385 + 73	LT 5'	1530			170.0		
Sta. 393 + 0 - 398 + 75	RT 5'	2875			319.4		
Sta. 393 + 0 - 398 + 75	LT 5'	2875			319.4		
Sta. 461 + 25 - 467 + 50	LT 5'	3125			347.2		
Sta. 478 + 25 - 481 + 50	LT 5'	1625			180.6		
Sta. 461 + 25 - 480 + 59	RT 5'	9670			1074.4		
Sta. 490 + 75 - 492 + 75	LT 5'	1000			111.1		
Sta. 491 + 35 - 493 + 75	RT 5'	1200			133.3		
FE 317 + 0	LT 24'	856				43.3	
FE 319 + 86	RT 24'	1948				98.6	
FE 371 + 50	RT 24'	1389				70.3	
FE 373 + 57	LT 24'	628				31.8	
FE 380 + 50	RT 24'	1311				66.4	
FE 398 + 0	LT 24'	1494				75.6	
FE 398 + 25	RT 24'	1094				55.4	
FE 461 + 67	LT 24'	823				41.7	
Culvert 339 + 15		707	24"	107.4			
Culvert 393 + 64		825	36"	187.9			
Culvert 397 + 12		744	24"	113.0			
Culvert 466 + 50		4224	12"	320.7			
Culvert 479 + 36		1595	12"	121.1			
TOTAL				17638	850	4531	483

HORIZONTAL & VERTICAL CONTROL



CURVE POINT NUMBERS					
CHAIN	CURVE	PI	CC	PC	PT
US_6	A017200	017200	17201	17202	17203
US_6	A017210	017210	17211	17212	17213
US_6	200	200	201	202	203
US_6	210	210	211	212	213
US_6	220	220	221	222	223
US_6	230	230	231	232	233
US_6	240	240	241	242	243
US_6	250	250	251	252	253
US_6	260	260	261	262	263
US_6	270	270	271	272	273
US_6	280	280	281	282	283

HORIZONTAL & VERTICAL CONTROL

Chain US_6 contains:
A01765 CUR A017200 CUR A017210 CUR 200 CUR 210 CUR 220 CUR 230 CUR 240 CUR 250-
CUR 260 CUR 270 CUR 280 105

Beginning chain US_6 description

Point A01765 N 1,744,871.6634 E 2,239,475.4060 Sta 157+41.34

Course from A01765 to PC A017200 96° 10' 13.56" Dist 1,886.6955'

Curve Data

Curve A017200

P.I. Station 182+80.10 N 1,744,598.7811 E 2,241,999.4606
Delta = 6° 31' 31.34" (RT)
Degree = 0° 30' 03.25"
Tangent = 652.0672'
Length = 1,302.7245'
Radius = 11,438.5205'
External = 18.5709'
Long Chord = 1,302.0206'
Mid. Ord. = 18.5408'
P.C. Station 176+28.03 N 1,744,668.8694 E 2,241,351.1710
P.T. Station 189+30.76 N 1,744,455.4731 E 2,242,635.5852
C.C. N 1,733,296.6173 E 2,240,121.6863

Course from PT A017200 to PC A017210 102° 41' 44.91" Dist 1,132.5706'

Curve Data

Curve A017210

P.I. Station 205+91.27 N 1,744,090.5332 E 2,244,255.5040
Delta = 10° 33' 05.13" (LT)
Degree = 1° 00' 07.64"
Tangent = 527.9469'
Length = 1,052.9080'
Radius = 5,717.4436'
External = 24.3235'
Long Chord = 1,051.4208'
Mid. Ord. = 24.2204'
P.C. Station 200+63.33 N 1,744,206.5626 E 2,243,740.4651
P.T. Station 211+16.23 N 1,744,070.7786 E 2,244,783.0812
C.C. N 1,749,784.2183 E 2,244,997.0152

Course from PT A017210 to PC 200 92° 08' 39.77" Dist 2,617.1285'

Curve Data

Curve 200

P.I. Station 242+61.59 N 1,743,953.0864 E 2,247,926.2335
Delta = 1° 09' 28.55" (LT)
Degree = 0° 06' 34.59"
Tangent = 528.2265'
Length = 1,056.4170'
Radius = 52,272.7718'
External = 2.6688'
Long Chord = 1,056.3990'
Mid. Ord. = 2.6687'
P.C. Station 237+33.36 N 1,743,972.8514 E 2,247,398.3769
P.T. Station 247+89.78 N 1,743,943.9924 E 2,248,454.3817
C.C. N 1,796,209.0171 E 2,249,354.3082

Course from PT 200 to PC 210 90° 59' 11.22" Dist 2,323.7985'

Curve Data

Curve 210

P.I. Station 275+76.61 N 1,743,896.0144 E 2,251,240.8002
Delta = 0° 33' 16.65" (LT)
Degree = 0° 03' 35.61"
Tangent = 463.0332'
Length = 926.0591'
Radius = 95,666.8302'
External = 1.1205'
Long Chord = 926.0555'
Mid. Ord. = 1.1205'
P.C. Station 271+13.58 N 1,743,903.9860 E 2,250,777.8357
P.T. Station 280+39.64 N 1,743,892.5247 E 2,251,703.8203
C.C. N 1,839,556.6378 E 2,252,424.8332

Course from PT 210 to PC 220 90° 25' 54.57" Dist 4,703.3189'

Curve Data

Curve 220

P.I. Station 331+99.94 N 1,743,853.6330 E 2,256,863.9786
Delta = 0° 36' 47.93" (LT)
Degree = 0° 04' 01.58"
Tangent = 456.9860'
Length = 913.9633'
Radius = 85,382.5609'
External = 1.2229'
Long Chord = 913.9590'
Mid. Ord. = 1.2229'
P.C. Station 327+42.96 N 1,743,857.0771 E 2,256,407.0055
P.T. Station 336+56.92 N 1,743,855.0805 E 2,257,320.9623
C.C. N 1,829,237.2131 E 2,257,050.5089

Course from PT 220 to PC 230 89° 49' 06.65" Dist 2,405.9941'

Curve Data

Curve 230

P.I. Station 365+62.91 N 1,743,864.2854 E 2,260,226.9418
Delta = 0° 43' 59.48" (RT)
Degree = 0° 04' 23.95"
Tangent = 500.0000'
Length = 999.9864'
Radius = 78,145.0030'
External = 1.5996'
Long Chord = 999.9795'
Mid. Ord. = 1.5995'
P.C. Station 360+62.91 N 1,743,862.7016 E 2,259,726.9443
P.T. Station 370+62.90 N 1,743,859.4709 E 2,260,726.9186
C.C. N 1,665,718.0906 E 2,259,974.4723

Course from PT 230 to PC 240 90° 33' 06.12" Dist 2,923.1046'

Curve Data

Curve 240

P.I. Station 404+42.83 N 1,743,826.9261 E 2,264,106.6923
Delta = 0° 41' 56.20" (LT)
Degree = 0° 04' 35.40"
Tangent = 456.8257'
Length = 913.6402'
Radius = 74,895.4760'
External = 1.3932'
Long Chord = 913.6345'
Mid. Ord. = 1.3932'
P.C. Station 399+86.00 N 1,743,831.3248 E 2,263,649.8877
P.T. Station 408+99.64 N 1,743,828.1001 E 2,264,563.5165
C.C. N 1,818,723.3288 E 2,264,371.0448

Course from PT 240 to PC 250 89° 51' 09.93" Dist 4,210.5391'

Curve Data

Curve 250

P.I. Station 456+23.96 N 1,743,840.2410 E 2,269,287.8137
Delta = 0° 53' 43.95" (LT)
Degree = 0° 05' 13.76"
Tangent = 513.7738'
Length = 1,027.5266'
Radius = 65,740.0257'
External = 2.0076'
Long Chord = 1,027.5161'
Mid. Ord. = 2.0075'
P.C. Station 451+10.18 N 1,743,838.9206 E 2,268,774.0417
P.T. Station 461+37.71 N 1,743,849.5912 E 2,269,801.5024
C.C. N 1,809,578.7292 E 2,268,605.0983

Course from PT 250 to PC 260 88° 57' 25.98" Dist 189.5057'

Curve Data

Curve 260

P.I. Station 473+62.87 N 1,743,871.8879 E 2,271,026.4588
Delta = 91° 17' 26.58" (RT)
Degree = 5° 39' 30.18"
Tangent = 1,035.6537'
Length = 1,613.3710'
Radius = 1,012.5821'
External = 435.8312'
Long Chord = 1,448.0458'
Mid. Ord. = 304.6885'
P.C. Station 463+27.22 N 1,743,853.0400 E 2,269,990.9767
P.T. Station 479+40.59 N 1,742,836.2439 E 2,271,021.9773
C.C. N 1,742,840.6255 E 2,270,009.4047

Course from PT 260 to PC 270 180° 14' 52.55" Dist 757.4550'

Curve Data

Curve 270

P.I. Station 494+25.33 N 1,741,351.5162 E 2,271,015.5525
Delta = 82° 56' 53.01" (LT)
Degree = 6° 57' 48.67"
Tangent = 727.2866'
Length = 1,191.1801'
Radius = 822.7991'
External = 275.3558'
Long Chord = 1,089.8476'
Mid. Ord. = 206.3119'
P.C. Station 486+98.04 N 1,742,078.7959 E 2,271,018.6997
P.T. Station 498+89.22 N 1,741,259.1054 E 2,271,736.9442
C.C. N 1,742,075.2355 E 2,271,841.4911

Curve Data

Curve 280

P.I. Station 502+38.48 N 1,741,214.7274 E 2,272,083.3750
Delta = 7° 20' 16.78" (LT)
Degree = 1° 03' 06.98"
Tangent = 349.2617'
Length = 697.5683'
Radius = 5,446.6818'
External = 11.1865'
Long Chord = 697.0916'
Mid. Ord. = 11.1636'
P.C. Station 498+89.22 N 1,741,259.1054 E 2,271,736.9442
P.T. Station 505+86.79 N 1,741,214.9597 E 2,272,432.6366
C.C. N 1,746,661.6403 E 2,272,429.0128

Course from PT 280 to 105 89° 57' 42.77" Dist 3,040.6005'

Point 105 N 1,741,216.9827 E 2,275,473.2364 Sta 536+27.39

Ending chain US_6 description

FILE NAME :	USER NAME : cushmanbu	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HORIZONTAL & VERTICAL CONTROL SHEETS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
cr:\pwork\pwork\cushmanbu\0816156\028089-shl-ATB.dgn		DRAWN -	REVISED -			226	3T & 3BR-1	HENRY	210	23	
PLOT SCALE = 1/8" = 100.0000' / in.		CHECKED -	REVISED -			CONTRACT NO. 64F25					
PLOT DATE = Fri Oct 19 12:01:05 2012		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
						SCALE:	SHEET	OF	SHEETS	STA. TO STA.	

HORIZONTAL & VERTICAL CONTROL

Chain CREEK contains:

12345 12346 12347 12348 12349 12350 12351 12352 12353 12354 12355 12356 12357 -
 12358 12359 12360 12361 12362 12363 12364 12365 12366 12367 12368 12369 12370 1-
 2371 12372 MM01 12373 12374 12375 12376 12377 MM02 12378 12379 12380 12381 1238-
 2 12383 12384 12385 12386 12387 12388 12389 12390 12391 12392 12393 12394 12395-
 12396 12397 12398 12399 12400 12401 12402 12403 12404 12405

Beginning chain CREEK description

Point 12345 N 1,744,596.3140 E 2,261,247.4728 Sta 0+00.00 Course from 12345 to 12346 143° 12' 30.50" Dist 49.0880' Point 12346 N 1,744,557.0033 E 2,261,276.8718 Sta 0+49.09 Course from 12346 to 12347 160° 28' 40.46" Dist 40.5512' Point 12347 N 1,744,518.7833 E 2,261,290.4228 Sta 0+89.64 Course from 12347 to 12348 138° 35' 52.34" Dist 53.3096' Point 12348 N 1,744,478.7966 E 2,261,325.6785 Sta 1+42.95 Course from 12348 to 12349 104° 50' 57.68" Dist 29.5429' Point 12349 N 1,744,471.2253 E 2,261,354.2348 Sta 1+72.49 Course from 12349 to 12350 112° 23' 31.09" Dist 23.4393' Point 12350 N 1,744,462.2963 E 2,261,375.9068 Sta 1+95.93 Course from 12350 to 12351 150° 32' 13.02" Dist 22.4677' Point 12351 N 1,744,442.7343 E 2,261,386.9578 Sta 2+18.40 Course from 12351 to 12352 160° 28' 23.08" Dist 40.0898' Point 12352 N 1,744,404.9503 E 2,261,400.3578 Sta 2+58.49 Course from 12352 to 12353 164° 36' 50.42" Dist 37.2832' Point 12353 N 1,744,369.0033 E 2,261,410.2498 Sta 2+95.77 Course from 12353 to 12354 170° 20' 56.10" Dist 27.0564' Point 12354 N 1,744,342.3299 E 2,261,414.7857 Sta 3+22.83 Course from 12354 to 12355 195° 20' 31.56" Dist 35.6552' Point 12355 N 1,744,307.9454 E 2,261,405.3520 Sta 3+58.48 Course from 12355 to 12356 217° 47' 28.97" Dist 31.7966' Point 12356 N 1,744,282.8182 E 2,261,385.8675 Sta 3+90.28 Course from 12356 to 12357 224° 13' 44.69" Dist 30.5459' Point 12357 N 1,744,260.9303 E 2,261,364.5608 Sta 4+20.83 Course from 12357 to 12358 235° 53' 12.09" Dist 47.3083' Point 12358 N 1,744,234.3983 E 2,261,325.3928 Sta 4+68.13 Course from 12358 to 12359 198° 02' 32.39" Dist 24.1538' Point 12359 N 1,744,211.4323 E 2,261,317.9119 Sta 4+92.29 Course from 12359 to 12360 147° 57' 02.79" Dist 45.3708' Point 12360 N 1,744,172.9763 E 2,261,341.9878 Sta 5+37.66 Course from 12360 to 12361 128° 47' 22.39" Dist 37.0350'	Point 12361 N 1,744,149.7753 E 2,261,370.8548 Sta 5+74.69 Course from 12361 to 12362 153° 41' 15.21" Dist 32.9667' Point 12362 N 1,744,120.2243 E 2,261,385.4678 Sta 6+07.66 Course from 12362 to 12363 169° 25' 08.36" Dist 38.6166' Point 12363 N 1,744,082.2643 E 2,261,392.5588 Sta 6+46.28 Course from 12363 to 12364 184° 40' 33.67" Dist 36.0615' Point 12364 N 1,744,046.3228 E 2,261,389.6190 Sta 6+82.34 Course from 12364 to 12365 217° 22' 10.00" Dist 22.2926' Point 12365 N 1,744,028.6061 E 2,261,376.0885 Sta 7+04.63 Course from 12365 to 12366 224° 20' 20.13" Dist 27.4886' Point 12366 N 1,744,008.9457 E 2,261,356.8766 Sta 7+32.12 Course from 12366 to 12367 233° 05' 57.29" Dist 27.7637' Point 12367 N 1,743,992.2755 E 2,261,334.6746 Sta 7+59.88 Course from 12367 to 12368 251° 32' 28.78" Dist 27.9803' Point 12368 N 1,743,983.4163 E 2,261,308.1338 Sta 7+87.86 Course from 12368 to 12369 271° 04' 59.48" Dist 21.9529' Point 12369 N 1,743,983.8313 E 2,261,286.1848 Sta 8+09.82 Course from 12369 to 12370 281° 15' 20.39" Dist 24.0180' Point 12370 N 1,743,988.5193 E 2,261,262.6288 Sta 8+33.83 Course from 12370 to 12371 257° 28' 54.73" Dist 19.1058' Point 12371 N 1,743,984.3782 E 2,261,243.9772 Sta 8+52.94 Course from 12371 to 12372 241° 09' 26.36" Dist 24.3842' Point 12372 N 1,743,972.6151 E 2,261,222.6180 Sta 8+77.32 Course from 12372 to MM01 208° 48' 38.86" Dist 20.4756' Point MM01 N 1,743,954.6741 E 2,261,212.7504 Sta 8+97.80 Course from MM01 to 12373 188° 23' 21.59" Dist 13.0686' Point 12373 N 1,743,941.7453 E 2,261,210.8437 Sta 9+10.87 Course from 12373 to 12374 195° 50' 38.27" Dist 32.2362' Point 12374 N 1,743,910.7338 E 2,261,202.0426 Sta 9+43.10 Course from 12374 to 12375 188° 45' 35.19" Dist 39.1788' Point 12375 N 1,743,872.0120 E 2,261,196.0760 Sta 9+82.28 Course from 12375 to 12376 180° 08' 11.42" Dist 35.3110'	Point 12376 N 1,743,836.7011 E 2,261,195.9919 Sta 10+17.59 Course from 12376 to 12377 175° 28' 47.69" Dist 49.4606' Point 12377 N 1,743,787.3943 E 2,261,199.8898 Sta 10+67.06 Course from 12377 to MM02 184° 22' 19.77" Dist 34.2828' Point MM02 N 1,743,753.2113 E 2,261,197.2763 Sta 11+01.34 Course from MM02 to 12378 173° 17' 20.85" Dist 69.2484' Point 12378 N 1,743,684.4374 E 2,261,205.3686 Sta 11+70.59 Course from 12378 to 12379 193° 52' 53.24" Dist 47.0260' Point 12379 N 1,743,638.7849 E 2,261,194.0864 Sta 12+17.61 Course from 12379 to 12380 212° 23' 01.99" Dist 46.9427' Point 12380 N 1,743,599.1428 E 2,261,168.9444 Sta 12+64.56 Course from 12380 to 12381 214° 23' 46.11" Dist 35.3319' Point 12381 N 1,743,569.9886 E 2,261,148.9850 Sta 12+99.89 Course from 12381 to 12382 200° 42' 13.12" Dist 54.3422' Point 12382 N 1,743,519.1557 E 2,261,129.7732 Sta 13+54.23 Course from 12382 to 12383 168° 31' 28.10" Dist 40.5805' Point 12383 N 1,743,479.3864 E 2,261,137.8466 Sta 13+94.81 Course from 12383 to 12384 147° 56' 52.46" Dist 48.5975' Point 12384 N 1,743,438.1968 E 2,261,163.6368 Sta 14+43.41 Course from 12384 to 12385 134° 26' 14.48" Dist 26.5329' Point 12385 N 1,743,419.6203 E 2,261,182.5818 Sta 14+69.94 Course from 12385 to 12386 135° 16' 23.03" Dist 29.5256' Point 12386 N 1,743,398.6433 E 2,261,203.3598 Sta 14+99.47 Course from 12386 to 12387 125° 30' 36.41" Dist 36.0043' Point 12387 N 1,743,377.7303 E 2,261,232.6678 Sta 15+35.47 Course from 12387 to 12388 133° 38' 44.81" Dist 25.9522' Point 12388 N 1,743,359.8182 E 2,261,251.4474 Sta 15+61.42 Course from 12388 to 12389 146° 53' 50.01" Dist 28.9211' Point 12389 N 1,743,335.5912 E 2,261,267.2424 Sta 15+90.34 Course from 12389 to 12390 159° 13' 02.43" Dist 42.1723' Point 12390 N 1,743,296.1629 E 2,261,282.2062 Sta 16+32.52 Course from 12390 to 12391 164° 44' 16.47" Dist 47.0593'	Point 12391 N 1,743,250.7633 E 2,261,294.5938 Sta 16+79.57 Course from 12391 to 12392 179° 00' 40.07" Dist 52.9289' Point 12392 N 1,743,197.8423 E 2,261,295.5072 Sta 17+32.50 Course from 12392 to 12393 193° 15' 58.22" Dist 23.8063' Point 12393 N 1,743,174.6713 E 2,261,290.0443 Sta 17+56.31 Course from 12393 to 12394 204° 17' 18.52" Dist 52.5472' Point 12394 N 1,743,126.7753 E 2,261,268.4300 Sta 18+08.86 Course from 12394 to 12395 198° 50' 58.57" Dist 32.7147' Point 12395 N 1,743,095.8152 E 2,261,257.8604 Sta 18+41.57 Course from 12395 to 12396 183° 24' 50.18" Dist 38.2307' Point 12396 N 1,743,057.6523 E 2,261,255.5838 Sta 18+79.80 Course from 12396 to 12397 148° 45' 05.64" Dist 18.2940' Point 12397 N 1,743,042.0123 E 2,261,265.0738 Sta 18+98.10 Course from 12397 to 12398 95° 08' 00.32" Dist 50.3851' Point 12398 N 1,743,037.5041 E 2,261,315.2568 Sta 19+48.48 Course from 12398 to 12399 76° 00' 42.70" Dist 24.0742' Point 12399 N 1,743,043.3233 E 2,261,338.6170 Sta 19+72.56 Course from 12399 to 12400 76° 35' 30.68" Dist 60.4333' Point 12400 N 1,743,057.3370 E 2,261,397.4031 Sta 20+32.99 Course from 12400 to 12401 84° 06' 23.30" Dist 37.0112' Point 12401 N 1,743,061.1373 E 2,261,434.2187 Sta 20+70.00 Course from 12401 to 12402 94° 22' 22.55" Dist 40.4962' Point 12402 N 1,743,058.0496 E 2,261,474.5970 Sta 21+10.50 Course from 12402 to 12403 121° 34' 41.39" Dist 30.3895' Point 12403 N 1,743,042.1357 E 2,261,500.4866 Sta 21+40.89 Course from 12403 to 12404 145° 20' 11.59" Dist 27.1449' Point 12404 N 1,743,019.8089 E 2,261,515.9254 Sta 21+68.03 Course from 12404 to 12405 163° 00' 16.96" Dist 39.2068' Point 12405 N 1,742,982.3144 E 2,261,527.3853 Sta 22+07.24 ===== Ending chain CREEK description
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FILE NAME : c:\p\work\p\dot\c\ushmenbw\120169166\02	USER NAME : cushmenbw	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HORIZONTAL & VERTICAL CONTROL SHEETS	F.A.S. RTE. 226	SECTION 3T & 3BR-1	COUNTY HENRY	TOTAL SHEETS 210	SHEET NO. 24	
PLOT SCALE : 100.0000' / in.				CHECKED - REVISED -				CONTRACT NO. 64F25			
PLOT DATE : Fri Oct 19 12:01:48 2012				DATE - REVISED -				ILLINOIS FED. AID PROJECT			
SCALE:		SHEET		OF		SHEETS		STA.		TO STA.	

HORIZONTAL & VERTICAL CONTROL

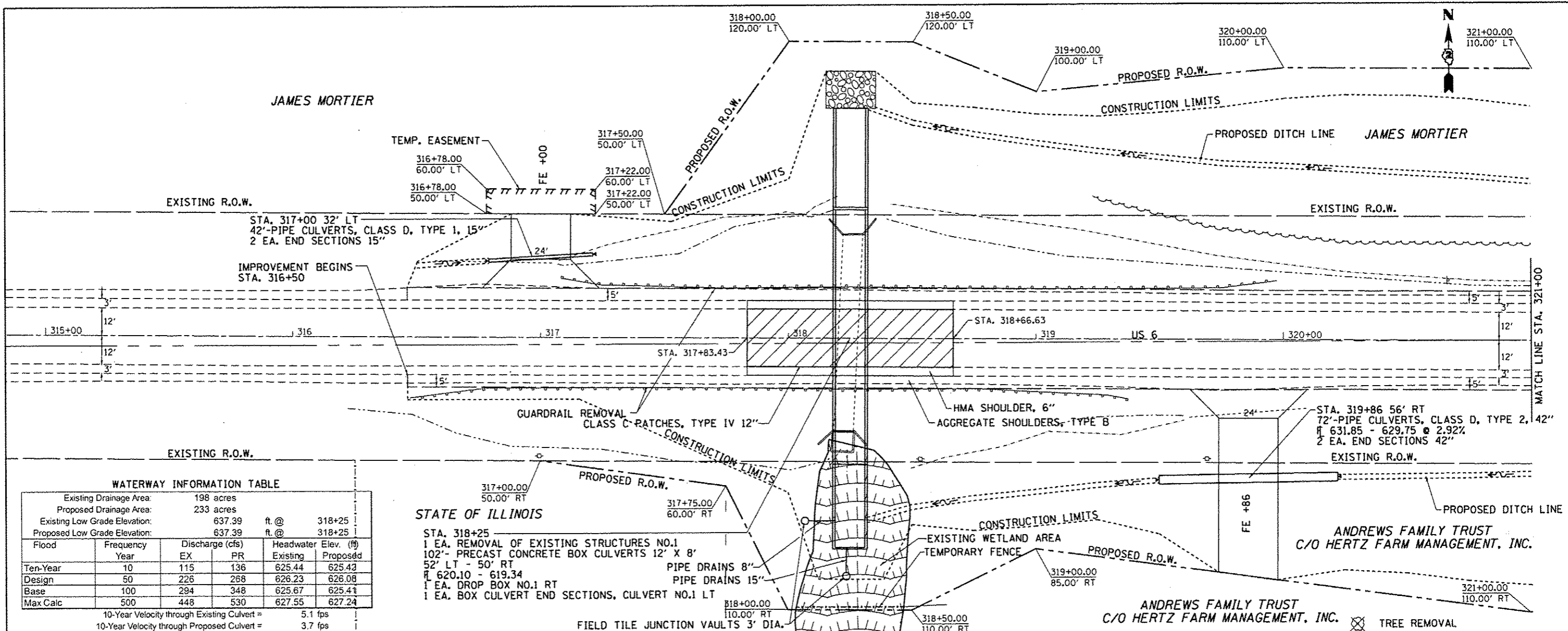
HORIZONTAL CONTROL POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
1	1743890.1290	2255358.2760	638.7665	US_6	316+94.01	25.147' LT	GPS CONTROL POINT, PIN
2	1743887.9197	2255917.2519	642.2833	US_6	322+52.98	27.1506' LT	GPS CONTROL POINT, PIN
3	1743877.5994	2256899.4205	661.7991	US_6	332+35.34	22.8135' LT	GPS CONTROL POINT, PIN
4	1743841.4538	2258936.5783	651.7343	US_6	352+72.48	18.7442' RT	GPS CONTROL POINT, PIN
5	1743843.1556	2260206.9304	643.0784	US_6	365+42.96	19.5922' RT	GPS CONTROL POINT, PIN
6	1743827.0855	2261702.1766	607.9307	US_6	380+38.42	22.9933' RT	GPS CONTROL POINT, PIN
7	1743807.8659	2264486.9200	642.0729	US_6	408+23.02	20.0765' RT	GPS CONTROL POINT, PIN
8	1743853.9974	2266268.2505	642.6664	US_6	426+04.44	21.5163' LT	GPS CONTROL POINT, PIN
9	1743815.8840	2267928.3672	654.9112	US_6	442+64.45	20.8633' RT	GPS CONTROL POINT, PIN
10	1743820.0116	2269253.0882	650.9210	US_6	455+89.02	21.8845' RT	GPS CONTROL POINT, PIN
11	1743846.5150	2270328.7800	632.3804	US_6	466+56.95	42.7918' LT	GPS CONTROL POINT, PIN
12	1743037.6166	2271033.4402	642.0481	US_6	477+43.77	30.2286' LT	GPS CONTROL POINT, GPS CONTROL POINT
13	1741981.4513	2271005.5849	659.7227	US_6	487+93.53	18.3516' RT	GPS CONTROL POINT, PIN
14	1743905.7087	2257746.9154	651.9980	US_6	340+83.03	49.2787' LT	GPS CONTROL POINT, PIN
15	1743853.9060	2263256.5060	616.5150	US_6	395+92.42	18.7923' LT	GPS CONTROL POINT, REBAR
16	1743851.9610	2265672.2270	630.3410	US_6	420+08.41	21.0116' LT	GPS CONTROL POINT, REBAR
18	1743894.6050	2269882.3220	636.1200	US_6	462+19.34	43.5356' LT	GPS CONTROL POINT, REBAR
19	1741532.2000	2271297.6150	659.3000	US_6	493+47.19	54.2363' LT	GPS CONTROL POINT, REBAR

SURVEY WORK POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
100	1743865.3383	2262847.6630	609.1653	US_6	391+83.49	26.2874' LT	TOPO SURVEY POINT, TOPO SURVEY POINT
106	1743841.3550	2255606.1730	637.7560	US_6	319+42.26	21.7573' RT	SURVEY WORK POINT, NAIL
107	1743886.0450	2261032.1460	615.3440	US_6	373+67.86	29.5118' LT	SURVEY WORK POINT, NAIL
108	1743721.2390	2261225.9480	606.1820	US_6	375+63.24	133.4205' RT	SURVEY WORK POINT, NAIL
115	1743952.5130	2261305.7590	606.4170	US_6	376+40.82	98.6113' LT	SURVEY WORK POINT, NAIL
116	1744035.3600	2261413.7090	605.9600	US_6	377+47.96	182.4939' LT	SURVEY WORK POINT, NAIL
122	1743826.3350	2261172.4120	605.4140	US_6	375+08.69	28.8448' RT	SURVEY WORK POINT, NAIL
128	1743914.9900	2261170.5610	608.5800	US_6	375+05.99	59.7882' LT	SURVEY WORK POINT, NAIL
133	1743575.6520	2261001.9670	606.7020	US_6	373+40.67	281.1574' RT	SURVEY WORK POINT, NAIL
134	1743595.3180	2261204.1570	606.3500	US_6	375+42.66	259.5454' RT	SURVEY WORK POINT, NAIL
135	1743810.2560	2263498.7370	620.7780	US_6	398+35.06	22.5232' RT	SURVEY WORK POINT, POC
136	1743850.8520	2265080.8240	636.5670	US_6	414+17.01	21.4224' LT	SURVEY WORK POINT, NAIL
137	1743860.1870	2267072.0400	651.1230	US_6	434+08.24	25.6402' LT	GPS CONTROL POINT, NAIL
138	1743876.3380	2268722.7890	648.0140	US_6	450+59.03	37.549' LT	SURVEY WORK POINT, NAIL
139	1743477.8050	2270857.6760	643.5770	US_6	472+83.86	48.3429' LT	SURVEY WORK POINT, NAIL
140	1742505.4970	2271042.6760	647.3500	US_6	482+71.24	22.1297' LT	SURVEY WORK POINT, NAIL
141	1743982.3070	2265701.6790	623.7090	US_6	420+38.20	151.2815' LT	SURVEY WORK POINT, NAIL
142	1744048.3870	2265671.4040	623.3700	US_6	420+08.09	217.439' LT	SURVEY WORK POINT, NAIL
143	1744087.1440	2265578.8880	622.5360	US_6	419+15.68	256.4337' LT	SURVEY WORK POINT, NAIL
148	1743766.4070	2269859.2970	635.1510	US_6	461+93.98	84.2222' RT	SURVEY WORK POINT, NAIL
149	1743724.3790	2269768.5010	635.4570	US_6	461+02.50	124.6003' RT	SURVEY WORK POINT, NAIL
150	1743614.2580	2269746.2590	637.8960	US_6	460+78.40	234.3156' RT	SURVEY WORK POINT, NAIL
154	1743865.6820	2270177.9320	633.2970	US_6	465+10.65	26.2356' LT	SURVEY WORK POINT, NAIL
157	1742864.5320	2271046.1780	642.9200	US_6	479+12.86	24.4668' LT	SURVEY WORK POINT, NAIL
158	1742644.7790	2271047.5810	643.4800	US_6	481+31.94	26.4319' LT	SURVEY WORK POINT, NAIL
159	1742360.0570	2271147.8870	645.7540	US_6	484+16.22	127.9691' LT	SURVEY WORK POINT, NAIL
160	1742504.7730	2271138.8900	639.8780	US_6	482+71.55	118.3459' LT	SURVEY WORK POINT, NAIL
161	1742425.4570	2271189.0820	640.1520	US_6	483+50.65	168.8807' LT	SURVEY WORK POINT, NAIL
162	1742231.1240	2271187.7430	647.1920	US_6	485+44.98	168.3826' LT	SURVEY WORK POINT, NAIL
163	1742072.9600	2271202.1000	651.9040	US_6	487+04.53	183.404' LT	SURVEY WORK POINT, NAIL
164	1741960.3840	2271202.0100	652.9910	US_6	488+47.82	173.0862' LT	SURVEY WORK POINT, NAIL
165	1741836.1930	2271190.4590	655.4810	US_6	489+91.14	129.269' LT	SURVEY WORK POINT, NAIL
166	1741682.7450	2271195.2280	656.0790	US_6	491+50.68	66.6875' LT	SURVEY WORK POINT, NAIL
167	1741538.0470	2271123.2340	660.0380	US_6	492+29.97	74.1204' RT	SURVEY WORK POINT, NAIL
168	1741339.0870	2271117.5790	662.6480	US_6	493+54.72	209.6559' RT	SURVEY WORK POINT, NAIL
169	1741515.7380	2271158.4620	648.1390	US_6	492+66.29	60.1313' RT	SURVEY WORK POINT, NAIL
170	1741432.6770	2271133.5400	649.8510	US_6	493+08.02	133.2742' RT	SURVEY WORK POINT, NAIL
171	1743821.0485	2259960.1305	642.2433	US_6	362+96.09	42.0438' RT	TOPO SURVEY POINT, NAIL
1102	1743911.1120	2260347.6230	646.3730	US_6	366+83.36	48.9087' LT	GPS CONTROL POINT, REBAR

FILE NAME :	USER NAME : hognsonjd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HORIZONTAL & VERTICAL CONTROL SHEETS			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
or:\pwork\pwork\cushman\18169165\024	8889-shr-ATB.dgn	DRAWN -	REVISED -		226	3T & 3BR-1	HENRY	210	25			
	PLOT SCALE : 100.0000' / in.	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 64F25				
	PLOT DATE : Wed Oct 24 11:14:39 2012	DATE -	REVISED -		[ILLINOIS] FED. AID PROJECT							

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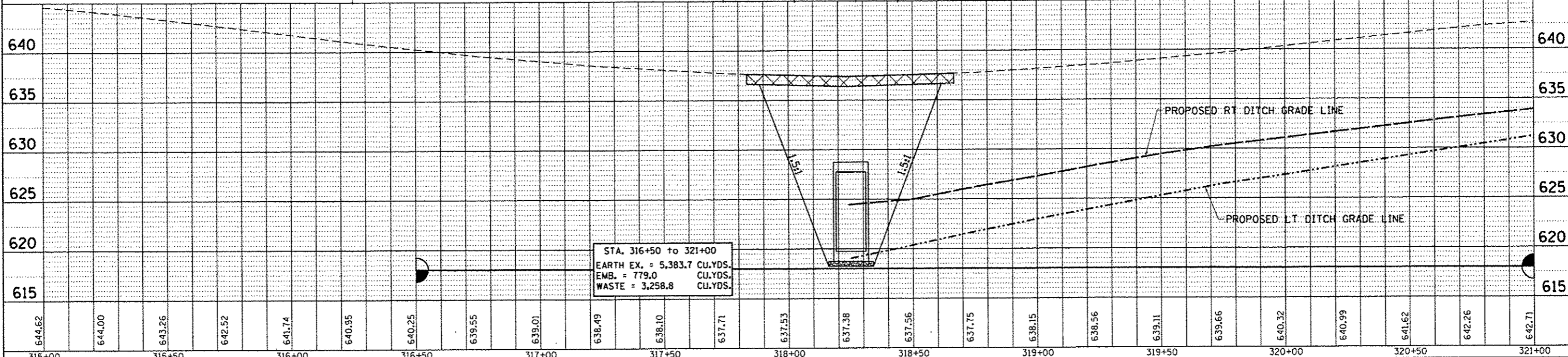


WATERWAY INFORMATION TABLE

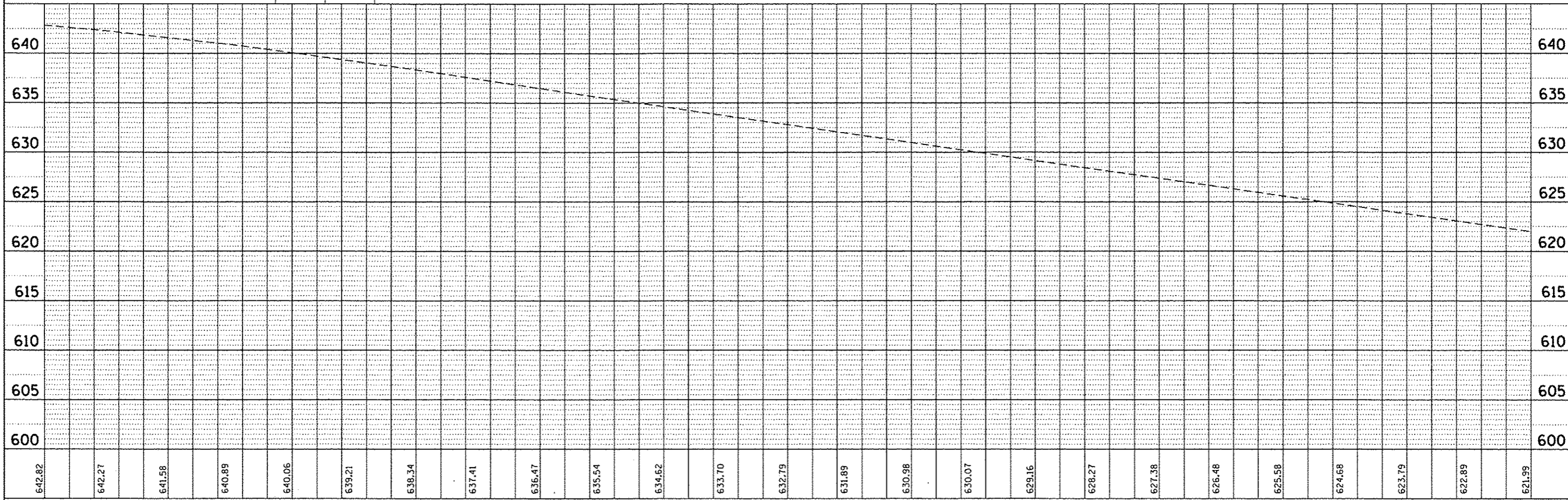
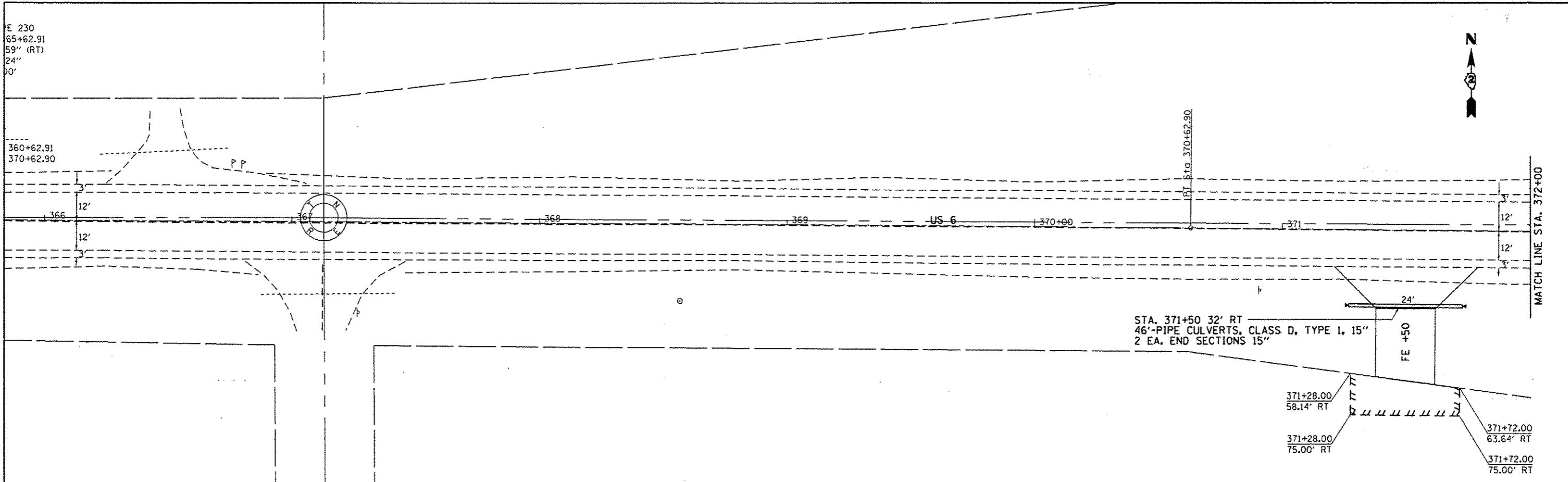
Existing Drainage Area:		198 acres			
Proposed Drainage Area:		233 acres			
Existing Low Grade Elevation:		637.39	ft. @ 318+25		
Proposed Low Grade Elevation:		637.39	ft. @ 318+25		
Flood Year	Frequency	Discharge (cfs)	Headwater Elev. (ft)		
		EX	PR	Existing	Proposed
Ten-Year	10	115	136	625.44	625.43
Design	50	226	268	626.23	626.08
Base	100	294	348	625.67	625.41
Max Calc	500	448	530	627.55	627.24
10-Year Velocity through Existing Culvert =				5.1 fps	
10-Year Velocity through Proposed Culvert =				3.7 fps	

STATE OF ILLINOIS

STA. 318+25
 1 EA. REMOVAL OF EXISTING STRUCTURES NO.1
 102'- PRECAST CONCRETE BOX CULVERTS 12' X 8'
 52' LT - 50' RT
 # 620.10 - 619.34
 1 EA. DROP BOX NO.1 RT
 1 EA. BOX CULVERT END SECTIONS, CULVERT NO.1 LT
 PIPE DRAINS 8"
 PIPE DRAINS 15"
 FIELD TILE JUNCTION VAULTS 3' DIA.



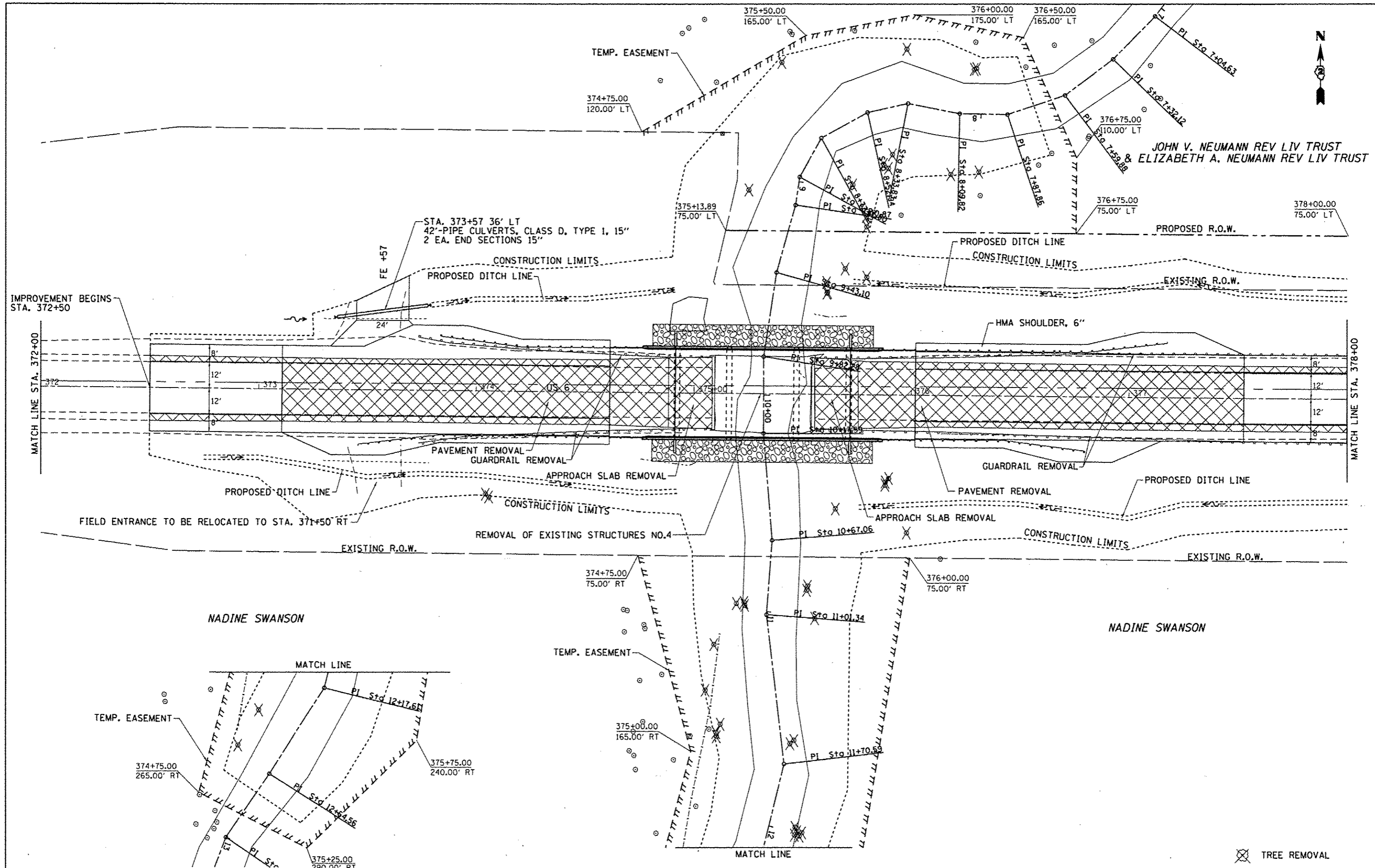
STA. 316+50 to 321+00
 EARTH EX. = 5,383.7 CU.YDS.
 EMB. = 779.0 CU.YDS.
 WASTE = 3,258.8 CU.YDS.



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PLANNED	
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ALIGNED	
AS BUILT	
FILE NAME	
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NOTED	
GRADES CHECKED	
STRUCTURE NOTINGS	
NO.	

642.82	642.27	641.58	640.89	640.06	639.21	638.34	637.41	636.47	635.54	634.62	633.70	632.79	631.89	630.98	630.07	629.16	628.27	627.38	626.48	625.58	624.68	623.79	622.89	621.99					
366+00	366+50	367+00	367+50	368+00	368+50	369+00	369+50	370+00	370+50	371+00	371+50	372+00																	
FILE NAME =										USER NAME = cushmanbw										DESIGNED -		REVISED -							
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PLOT DATE = Fri Oct 19 12:35:38 2012																				CHECKED -		REVISED -							
																				DATE -		REVISED -							
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION										US 6 PLAN & PROFILE										F.A.S. RTE.		SECTION		COUNTY		TOTAL SHEETS		SHEET NO.	
																				226		3T & 3BR-1		HENRY		210		30	
SCALE:										SHEET										OF		SHEETS		STA.		TO STA.			

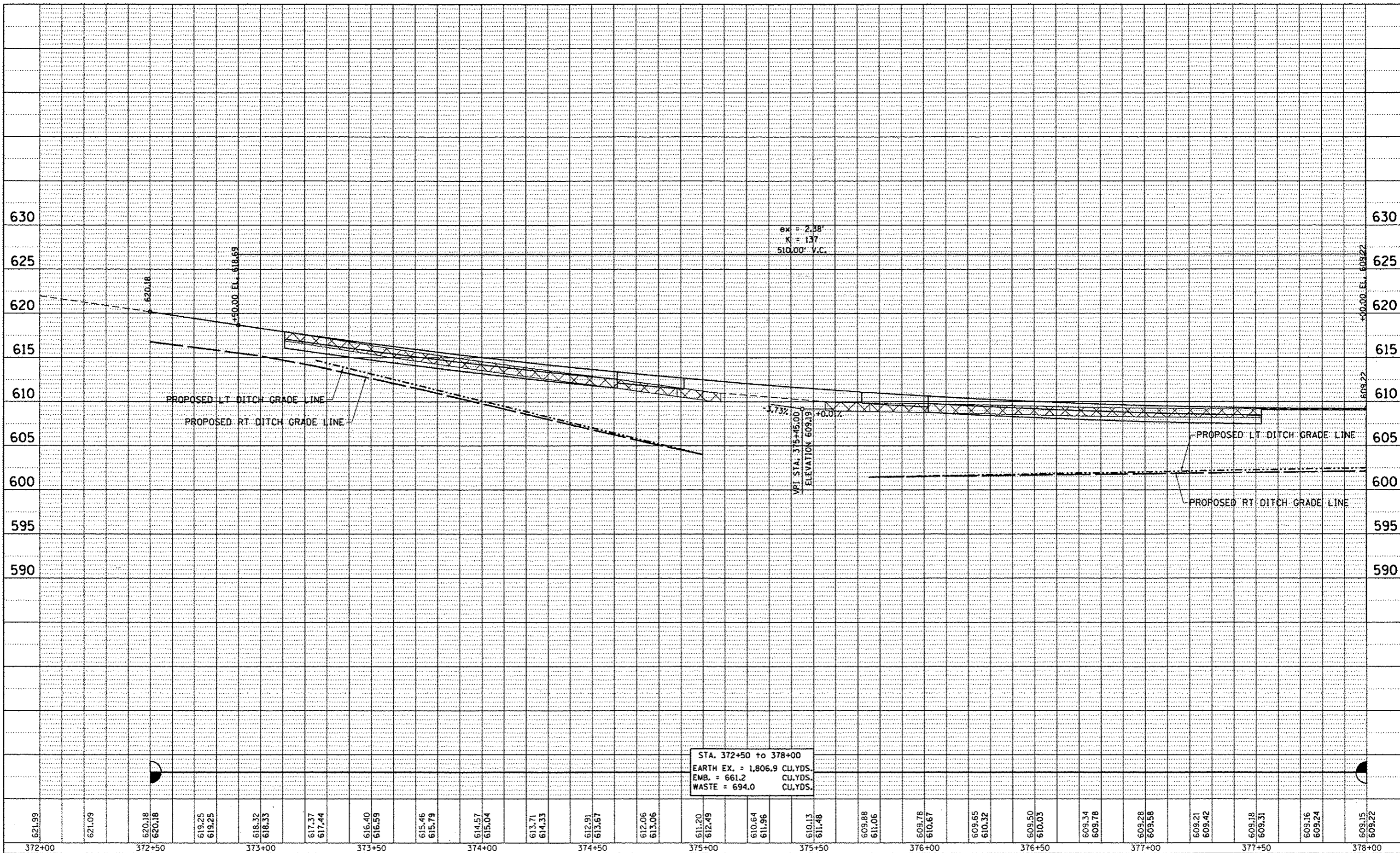


FILE NAME *	USER NAME = cushmanbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 6 PLAN		F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\cushmanbw\d0169166\028889-shs-plnpr.f.dgn	DRAWN -	REVISED -	226				3T & 3BR-1	HENRY	210	31	
PLOT SCALE = 20,0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 64F25								
PLOT DATE = Fri Oct 19 12:36:04 2012	DATE -	REVISED -	ILLINOIS FED. AID PROJECT								
			SCALE:	SHEET	OF	SHEETS	STA.	TO STA.			

⊗ TREE REMOVAL

PLAN	REVISIONS	DATE
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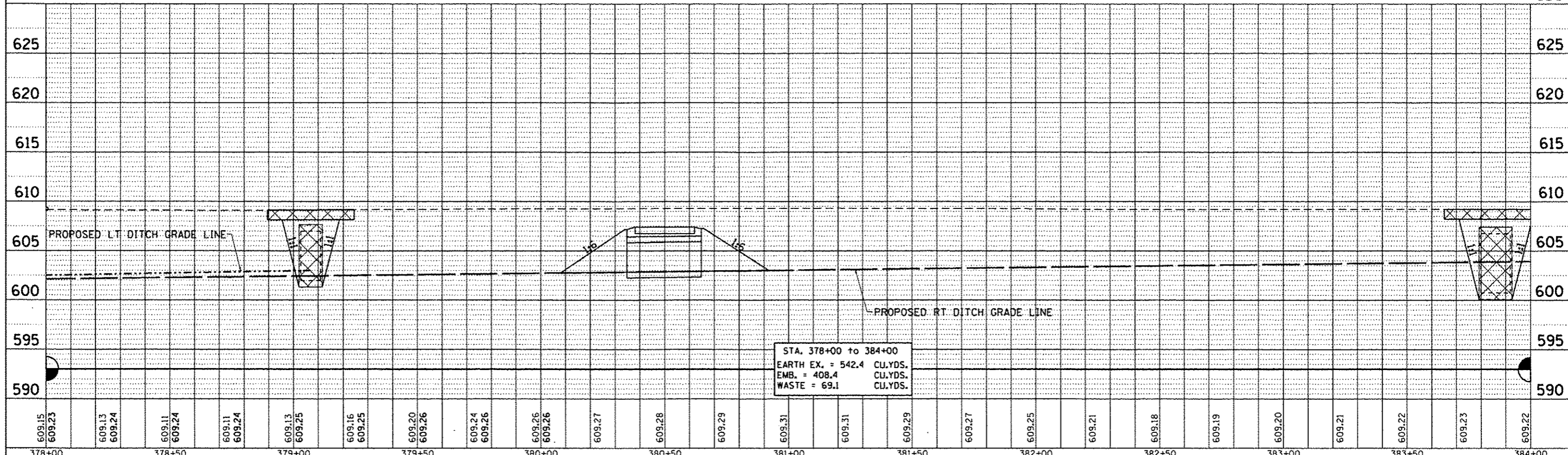
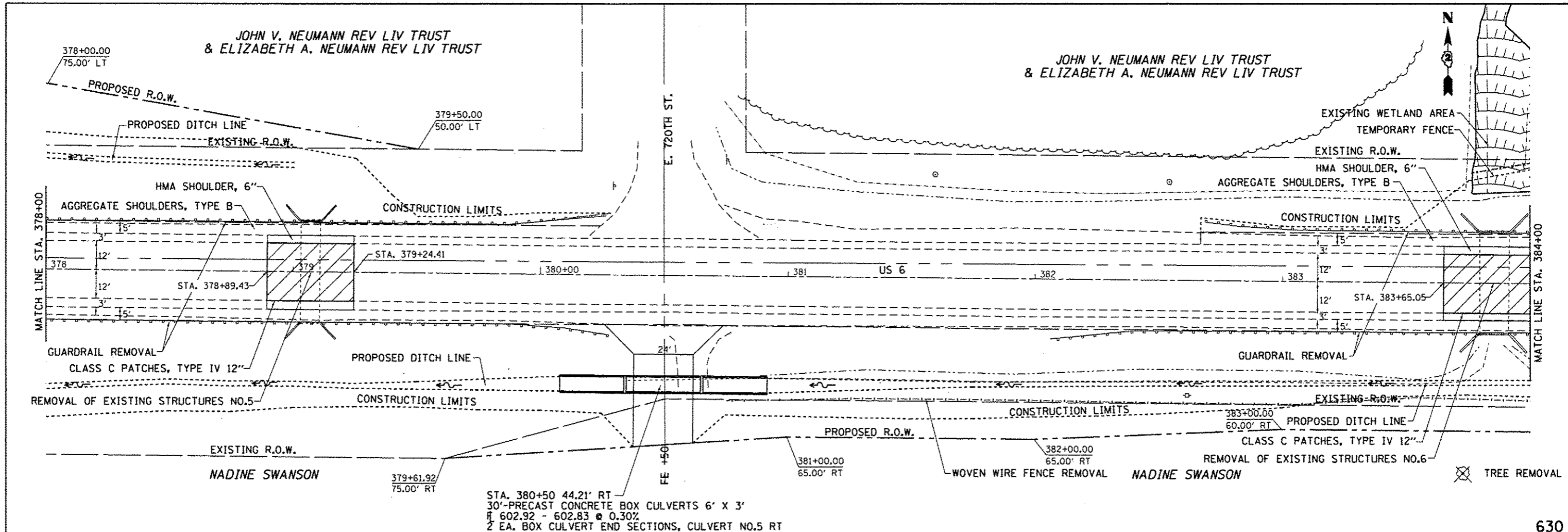


STA. 372+50 to 378+00
 EARTH EX. = 1,806.9 CU.YDS.
 EMB. = 661.2 CU.YDS.
 WASTE = 694.0 CU.YDS.

FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 6 PROFILE	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
				SCALE: SHEET OF SHEETS STA. TO STA.							

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FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 6 PLAN & PROFILE	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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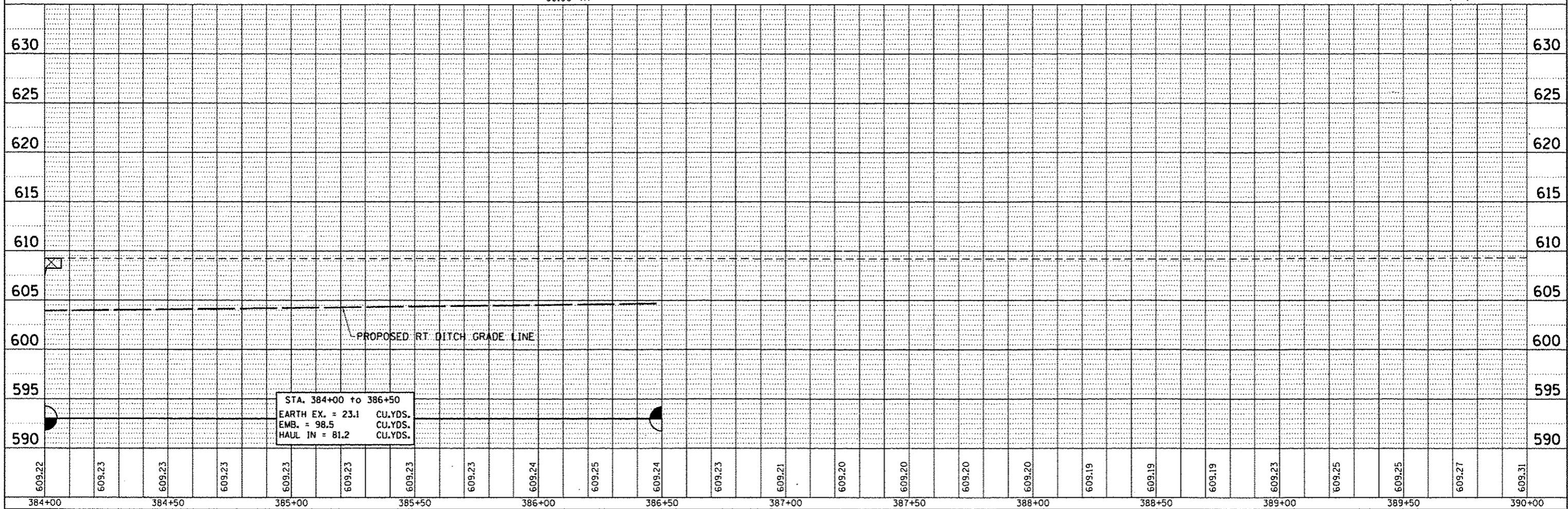
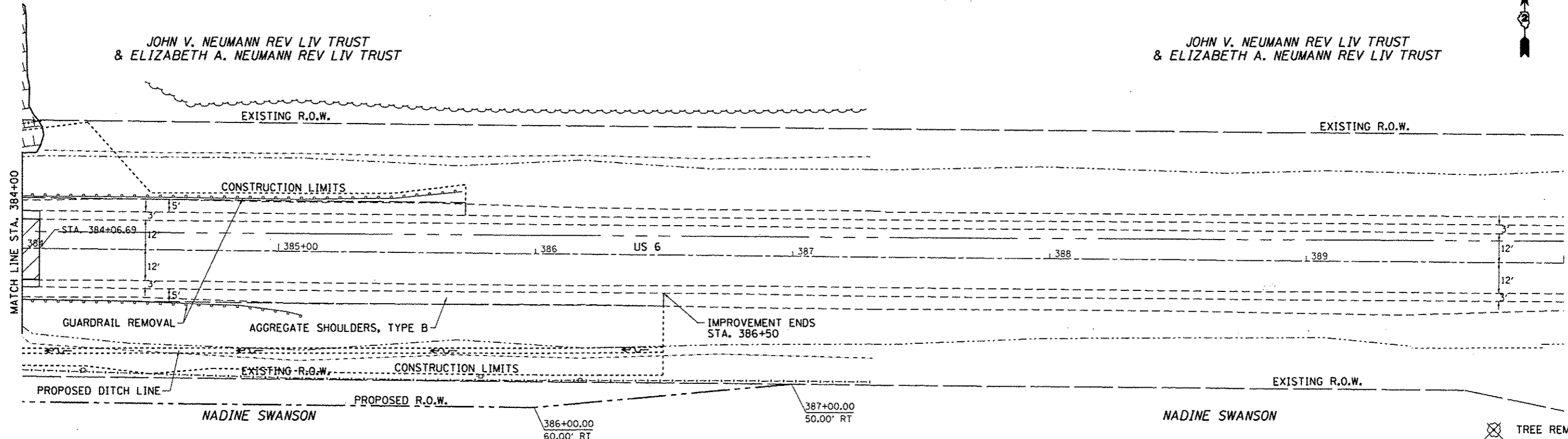
JOHN V. NEUMANN REV LIV TRUST
& ELIZABETH A. NEUMANN REV LIV TRUST

JOHN V. NEUMANN REV LIV TRUST
& ELIZABETH A. NEUMANN REV LIV TRUST



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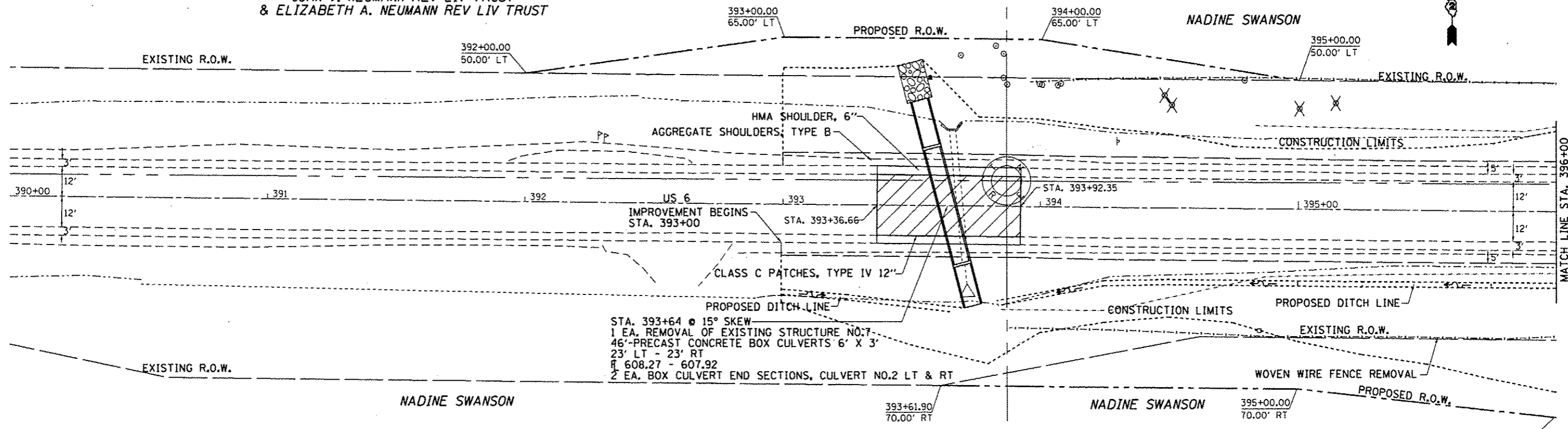
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201210191238072012	cushmanbw	-	-					226	3T & 3BR-1	HENRY	210	34
SCALE	SHEET NO.	OF	SHEETS	STA.	TO STA.			ILLINOIS FED. AID PROJECT				

JOHN V. NEUMANN REV LIV TRUST
& ELIZABETH A. NEUMANN REV LIV TRUST



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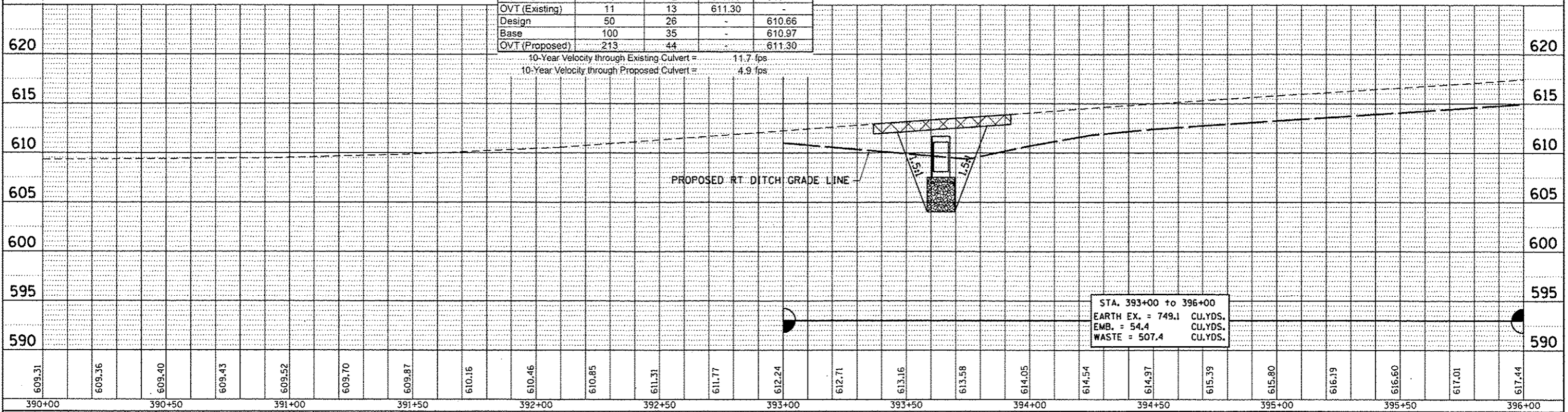
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WATERWAY INFORMATION TABLE

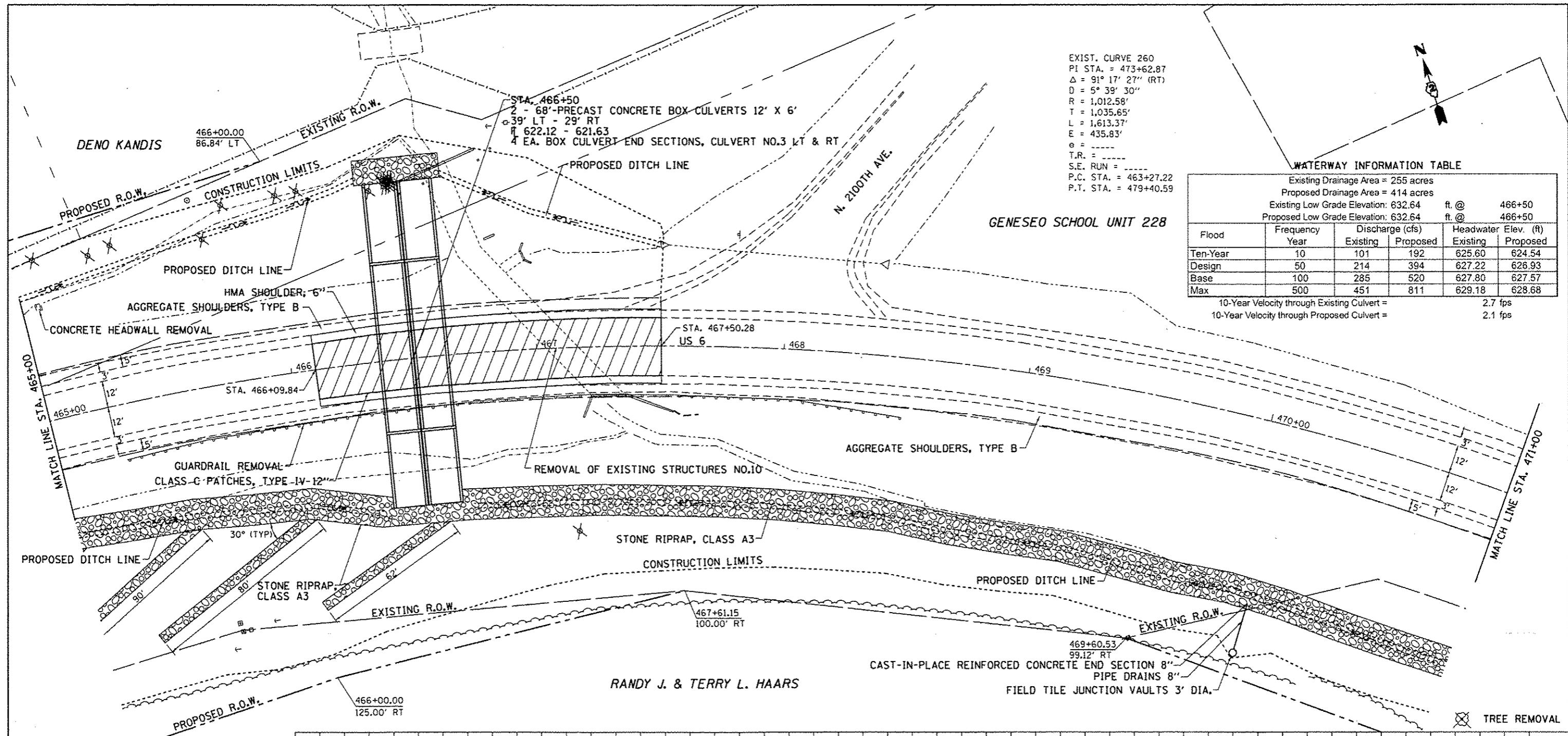
Drainage Area = 17 acres				
Existing Low Grade Elevation:		611.30	ft. @	393+64
Proposed Low Grade Elevation:		611.30	ft. @	393+64
Flood Year	Frequency	Discharge cfs	Headwater Elev. (ft)	
			Existing	Proposed
Ten-Year	10	12	610.90	610.11
OVT (Existing)	11	13	611.30	-
Design	50	26	-	610.66
Base	100	35	-	610.97
OVT (Proposed)	213	44	-	611.30

10-Year Velocity through Existing Culvert = 11.7 fps
10-Year Velocity through Proposed Culvert = 4.9 fps



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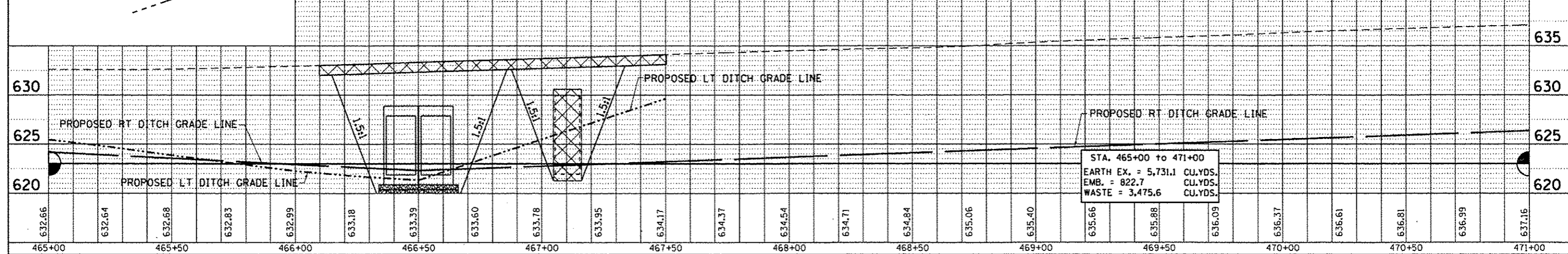


EXIST. CURVE 260
 PI STA. = 473+62.87
 $\Delta = 91^\circ 17' 27''$ (RT)
 $D = 5^\circ 39' 30''$
 $R = 1,012.58'$
 $T = 1,035.65'$
 $L = 1,613.37'$
 $E = 435.83'$
 $e = \text{---}$
 T.R. = ---
 S.E. RUN = ---
 P.C. STA. = 463+27.22
 P.T. STA. = 479+40.59

WATERWAY INFORMATION TABLE

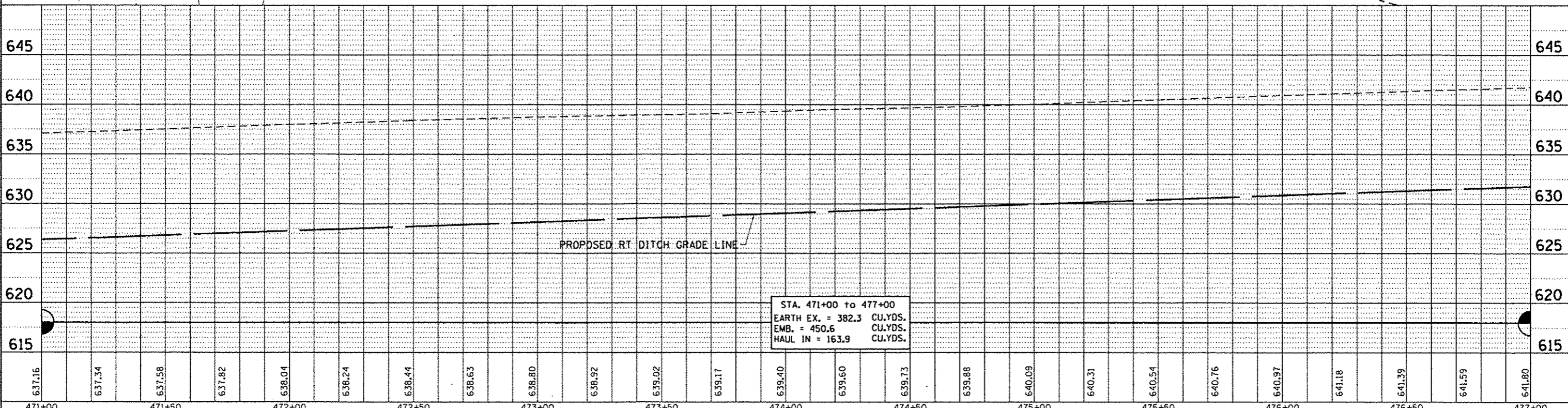
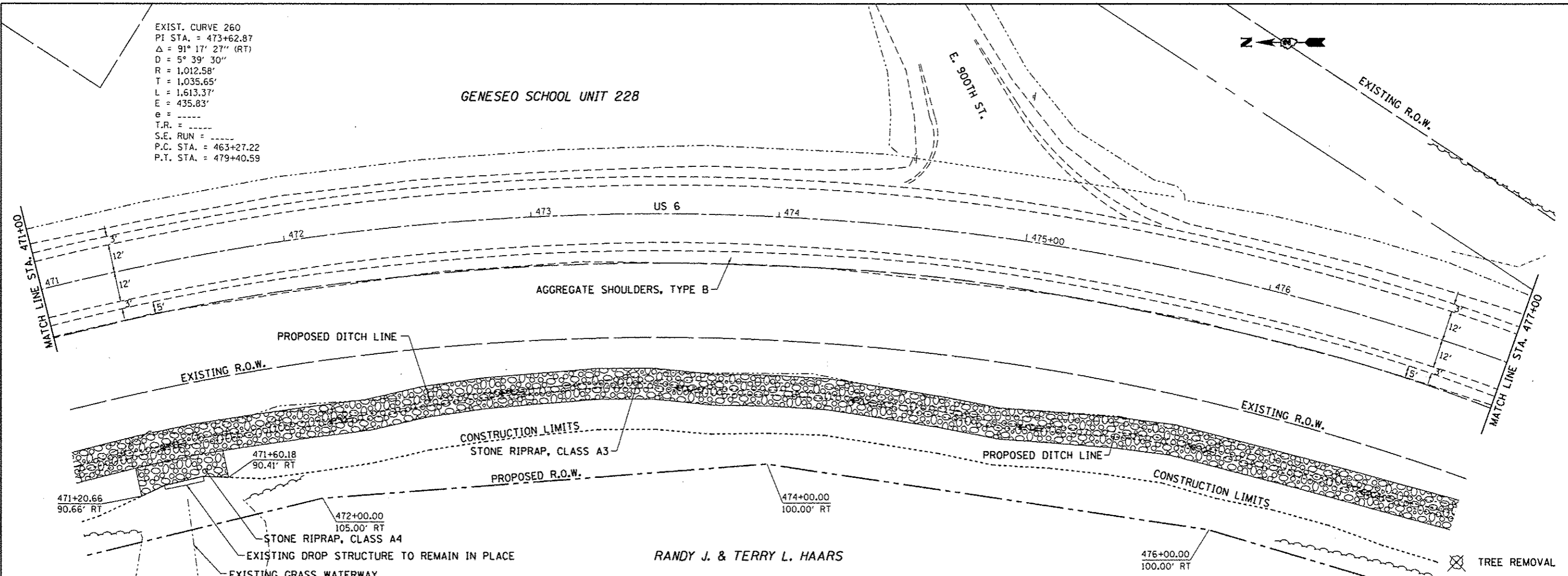
Existing Drainage Area = 255 acres		Proposed Drainage Area = 414 acres			
Existing Low Grade Elevation: 632.64 ft. @ 466+50		Proposed Low Grade Elevation: 632.64 ft. @ 466+50			
Flood Year	Frequency	Discharge (cfs) Existing	Discharge (cfs) Proposed	Headwater Elev. (ft) Existing	Headwater Elev. (ft) Proposed
Ten-Year	10	101	192	625.60	624.54
Design	50	214	394	627.22	626.93
Base	100	285	520	627.80	627.57
Max	500	451	811	629.18	628.68

10-Year Velocity through Existing Culvert = 2.7 fps
 10-Year Velocity through Proposed Culvert = 2.1 fps



EXIST. CURVE 260
 PI STA. = 473+62.87
 $\Delta = 91^\circ 17' 27''$ (RT)
 $D = 5^\circ 39' 30''$
 $R = 1,012.58'$
 $T = 1,035.65'$
 $L = 1,613.37'$
 $E = 435.83'$
 $e =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA. = 463+27.22$
 $P.T. STA. = 479+40.59$

GENESEO SCHOOL UNIT 228

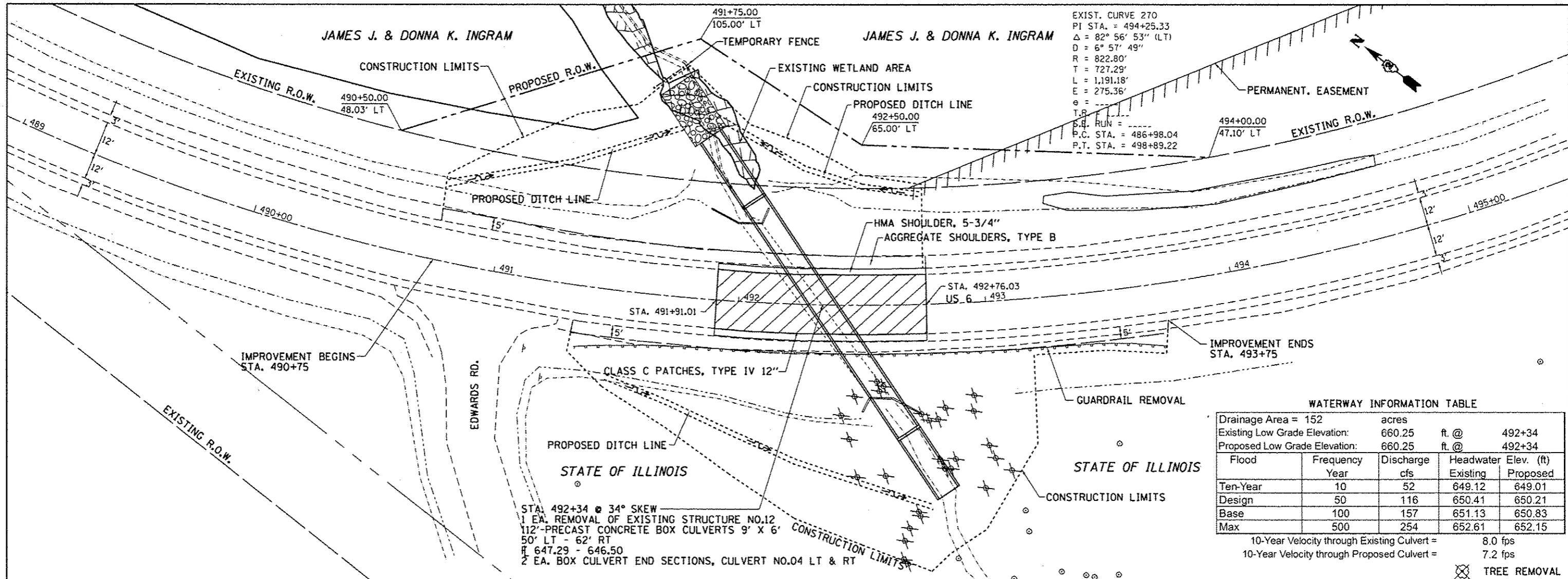


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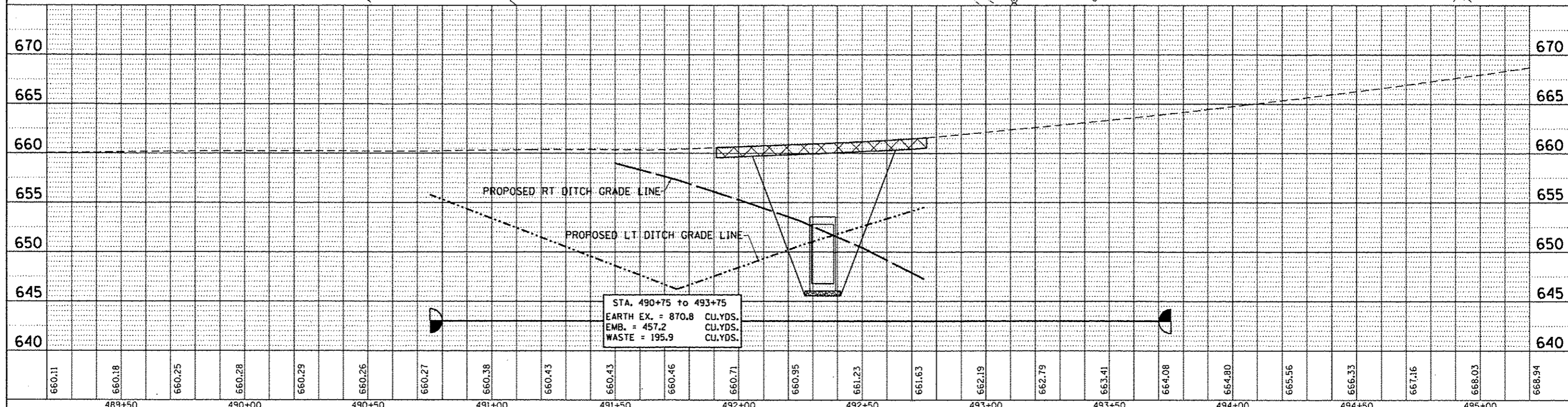
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WATERWAY INFORMATION TABLE

Drainage Area = 152	acres			
Existing Low Grade Elevation:	660.25 ft. @ 492+34			
Proposed Low Grade Elevation:	660.25 ft. @ 492+34			
Flood Year	Frequency	Discharge cfs	Headwater Elev. (ft) Existing	Proposed
Ten-Year	10	52	649.12	649.01
Design	50	116	650.41	650.21
Base	100	157	651.13	650.83
Max	500	254	652.61	652.15

10-Year Velocity through Existing Culvert = 8.0 fps
 10-Year Velocity through Proposed Culvert = 7.2 fps



Bench Mark: Chiseled square set in headwall of SN 037-1113 located at Sta. 303+07.43 and elevation 627.21.

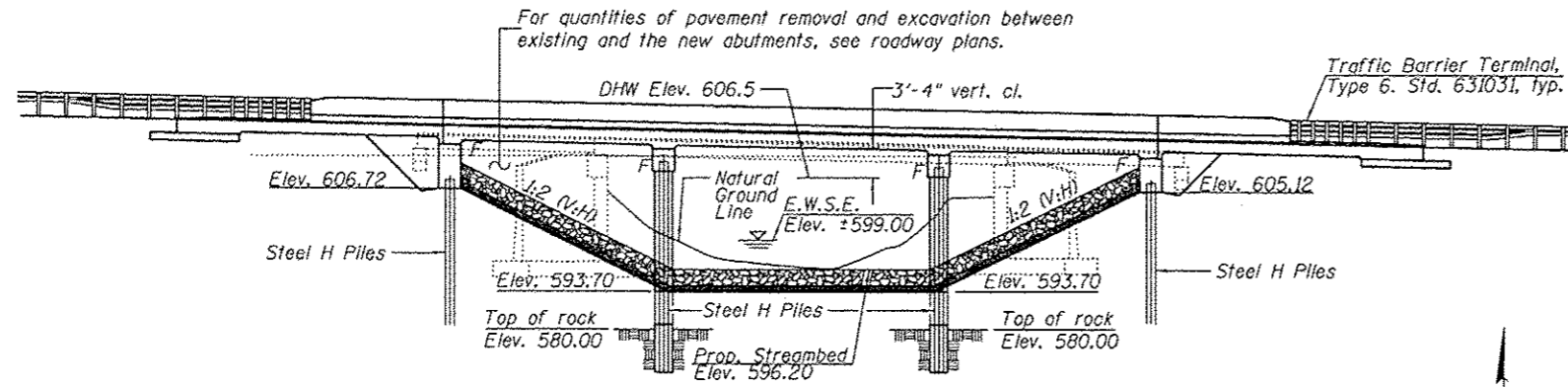
Existing Structure: SN 037-0048 was originally constructed in 1921 as a single span RC through girder on RC abutments. In 1976 the superstructure was reconstructed with a new single span PPC deck beam superstructure on new, widened abutment seats. The bridge is 48'-0" bk. to bk. abuts. and 33'-0" o. to o. of deck.

Existing structure to be removed and replaced. Traffic shall be detoured during construction.

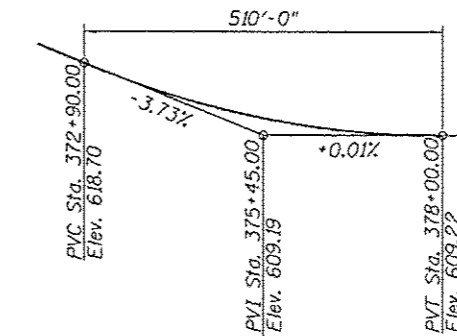
No Salvage

INDEX OF SHEETS

- 1 General Plan & Elevation
- 2 General Data
- 3-4 Top of Slab Elevations
- 5 Top of West Approach Slab Elevations
- 6 Top of East Approach Slab Elevations
- 7 Superstructure
- 8 Superstructure Details
- 9-10 Bridge Approach Slab Details
- 11 West Abutment
- 12 East Abutment
- 13 Piers 1 & 2
- 14 Steel H Pile Details
- 15 Soil Boring Logs



ELEVATION



PROFILE GRADE
(Along Center Roadway)

STATION 375+31.63
BUILT 20 BY
STATE OF ILLINOIS
F.A.S. RTE. 226 SEC. 3T & 3BR-1
LOADING HL-93
STRUCTURE NO. 037-0178

NAME PLATE
See Std. 515001

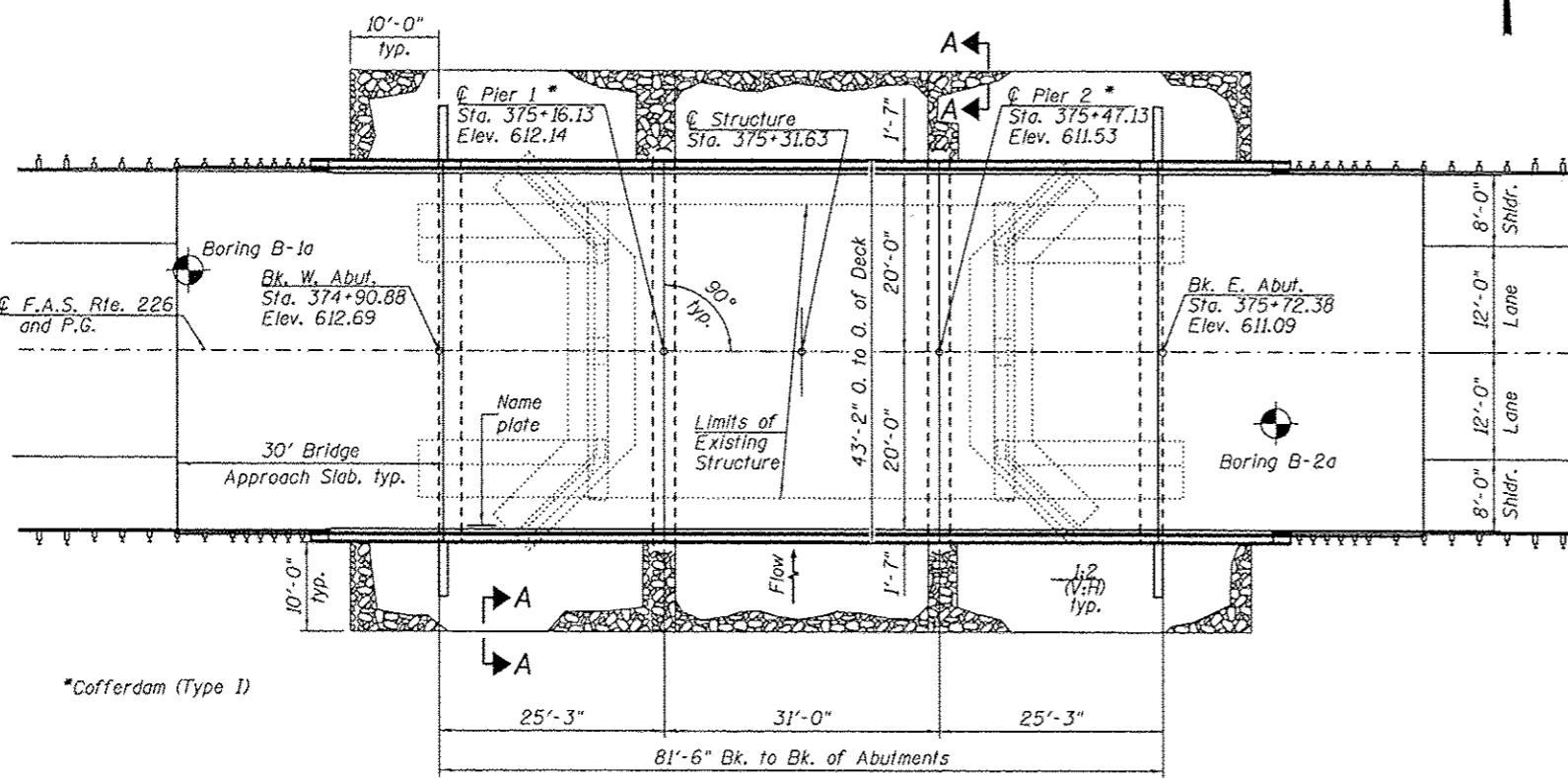
DESIGN SCOUR ELEVATION TABLE

Design Scour Elevations (ft.)				
	W. Abut.	Pier 1	Pier 2	E. Abut.
0.100	606.7	586.5	584.0	605.1

WATERWAY INFORMATION

Drainage Area = 22.3 sq. mi. Low Grade Elev. 609.11 @ Sta. 378+50

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Ten-Year	10	2,450	295	479	606.0	2.3	2.1	608.3	608.1
Existing Overtopping	25	3,197	309	n/a	606.3	2.8	n/a	609.1	n/a
Design	50	3,750	318	516	606.5	2.8	2.4	609.3	608.9
Proposed Overtopping	73	4,063	n/a	523	606.6	n/a	2.5	n/a	609.1
Base	100	4,300	327	530	606.7	2.9	2.9	609.6	609.6



PLAN

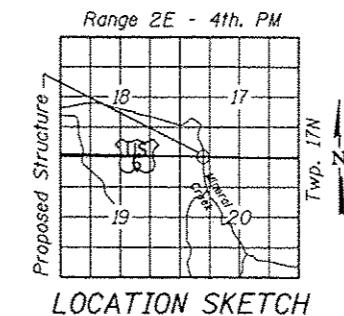
Note: For Section A-A, see sheet 2 of 15.

DESIGN SPECIFICATIONS
2010 AASHTO LRFD Bridge Design Specifications

LOADING HL-93
Allow 50#/sq. ft. for future wearing surface.

DESIGN STRESSES
FIELD UNITS
f_c = 3,500 psi
f_y = 60,000 psi (Reinforcement)

SEISMIC DATA
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S₀₁) = 0.063g
Design Spectral Acceleration at 0.2 sec. (S₀₂) = 0.100g
Soil Site Class = C



LOCATION SKETCH

GENERAL PLAN & ELEVATION
US ROUTE 6 OVER MINERAL CREEK
F.A.S. RTE. 226 SEC. 3T & 3BR-1
HENRY COUNTY
STATION 375+31.63
STRUCTURE NO. 037-0178



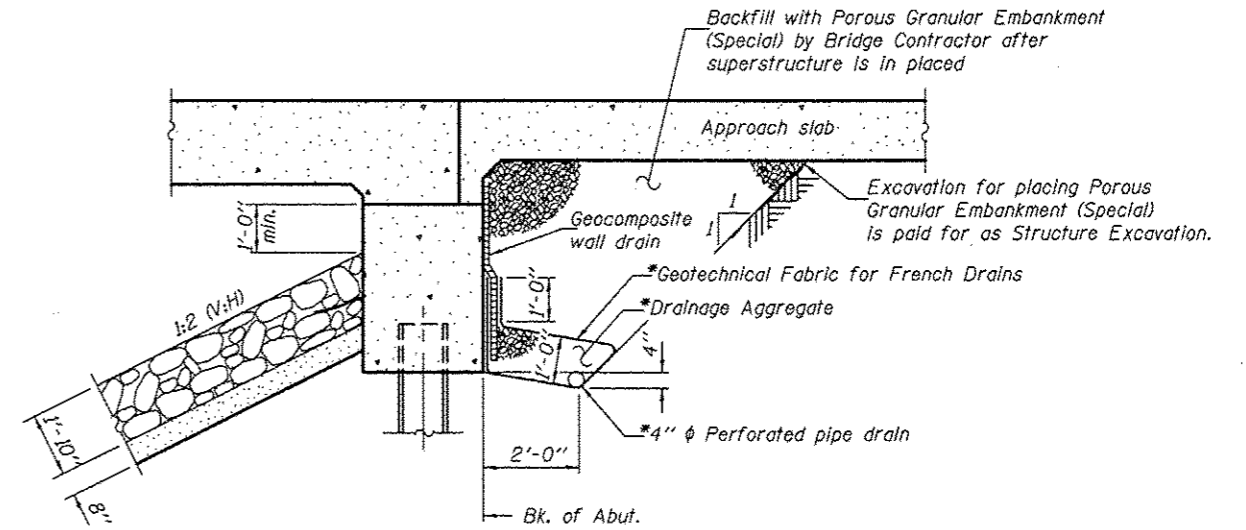
EXPIRES 11-30-2014

DESIGNED - Fajela, P.K. Khanna	EXAMINED - Jay F. [Signature]	DATE - December 4, 2012
CHECKED - Stephen M. Ryan	PASSED - [Signature]	REVISIONS
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISIONS
CHECKED - FTI SMR/JEA		

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		GENERAL PLAN & ELEVATION STRUCTURE NO. 037-0178		F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				226	3T & 3BR-1	HENRY	210	42
SHEET NO. 1 OF 15 SHEETS				CONTRACT NO. 64F25				

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.
 Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
 The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework. Dead load deflections are negligible. Forms for deck slab shall be removed prior to placement of bridge approach slab.
 Slipforming of the parapet is not allowed.



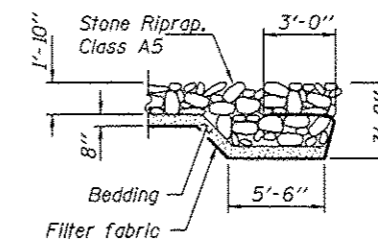
SECTION THRU INTEGRAL ABUTMENT

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

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

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.		71.1	71.1
Stone Riprap, Class A5	Sq. Yd.		594	594
Filter Fabric	Sq. Yd.		594	594
Removal of Existing Structures No. 4	Each	1		1
Structure Excavation	Cu. Yd.		56.2	56.2
Concrete Structures	Cu. Yd.		169.7	169.7
Concrete Superstructure	Cu. Yd.	325.6		325.6
Bridge Deck Grooving	Sq. Yd.	596.0		596.0
Concrete Encasement	Cu. Yd.		4.2	4.2
Protective Coat	Sq. Yd.	725.0		725.0
Reinforcement Bars, Epoxy Coated	Pound	82520	14770	97290
Furnishing Steel Piles HP12x53	Foot		295	295
Furnishing Steel Piles HP12x63	Foot		609	609
Driving Piles	Foot		295	295
Test Pile Steel HP12x53	Each		2	2
Setting Piles in Rock	Each		14	14
Name Plates	Each	1		1
Geocomposite Wall Drain	Sq. Yd.		42.8	42.8
Pipe Underdrains for Structures, 4"	Foot		139	139
Cofferdam Excavation	Cu. Yd.		54.0	54.0
Cofferdam (Type 1), Location 1	Each		1	1
Cofferdam (Type 1), Location 2	Each		1	1



SECTION A-A

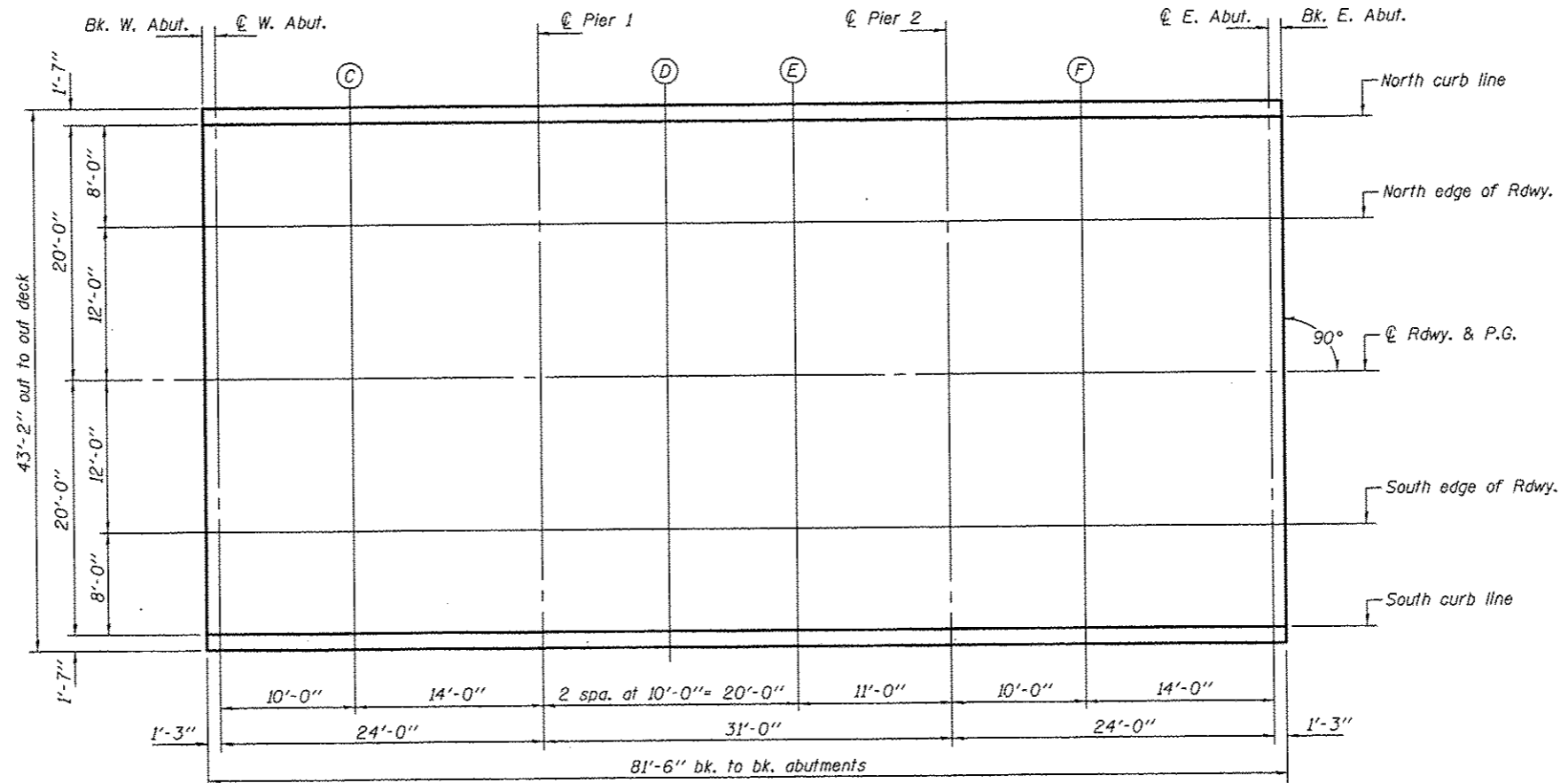
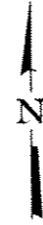
DESIGNED - FESSEHA TEKLEHAIMANOT	EXAMINED - <i>James F. [Signature]</i>	DATE - December 4, 2012
CHECKED - STEPHEN M. RYAN	PASSED - <i>Carl [Signature]</i>	
DRAWN - h.t. duong		
CHECKED - GRA/FT		

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL DATA
 STRUCTURE NO. 037-0178

SHEET NO. 2 OF 15 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
226	3T & 3BR-1	HENRY	210	43
CONTRACT NO. 64F25				
[ILLINOIS] FED. AID PROJECT				



PLAN

DESIGNED - FESSEHA TEKLEHAIMANOT	EXAMINED	DATE - December 4, 2012	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 037-0178	F.A.S. RTE. 226	SECTION 3T & 3BR-1	COUNTY HENRY	TOTAL SHEETS 210	SHEET NO. 44	
CHECKED - STEPHEN M. RYAN	PASSED	REVISOR			CONTRACT NO. 64F25					
DRAWN - h.t. duong		REVISOR			ILLINOIS FED. AID PROJECT					
CHECKED - GRA/FT					SHEET NO. 3 OF 15 SHEETS					

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. W. Abut.	374+90.88	-20.00	612.33
CL. W. Abut	374+92.13	-20.00	612.30
C	375+02.13	-20.00	612.08
CL. Pier 1	375+16.13	-20.00	611.79
D	375+26.13	-20.00	611.58
E	375+36.13	-20.00	611.39
CL. Pier 2	375+47.13	-20.00	611.18
F	375+57.13	-20.00	611.00
CL. E. Abut	375+71.13	-20.00	610.76
Bk. E. Abut.	375+72.38	-20.00	610.74

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
Bk. W. Abut.	374+90.88	-12.00	612.50
CL. W. Abut	374+92.13	-12.00	612.47
C	375+02.13	-12.00	612.25
CL. Pier 1	375+16.13	-12.00	611.95
D	375+26.13	-12.00	611.75
E	375+36.13	-12.00	611.55
CL. Pier 2	375+47.13	-12.00	611.35
F	375+57.13	-12.00	611.17
CL. E. Abut	375+71.13	-12.00	610.92
Bk. E. Abut.	375+72.38	-12.00	610.90

@ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
Bk. W. Abut.	374+90.88	0.00	612.69
CL. W. Abut	374+92.13	0.00	612.66
C	375+02.13	0.00	612.44
CL. Pier 1	375+16.13	0.00	612.14
D	375+26.13	0.00	611.94
E	375+36.13	0.00	611.74
CL. Pier 2	375+47.13	0.00	611.53
F	375+57.13	0.00	611.35
CL. E. Abut	375+71.13	0.00	611.11
Bk. E. Abut.	375+72.38	0.00	611.09

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
Bk. W. Abut.	374+90.88	12.00	612.50
CL. W. Abut	374+92.13	12.00	612.47
C	375+02.13	12.00	612.25
CL. Pier 1	375+16.13	12.00	611.95
D	375+26.13	12.00	611.75
E	375+36.13	12.00	611.55
CL. Pier 2	375+47.13	12.00	611.35
F	375+57.13	12.00	611.17
CL. E. Abut	375+71.13	12.00	610.92
Bk. E. Abut.	375+72.38	12.00	610.90

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. W. Abut.	374+90.88	20.00	612.33
CL. W. Abut	374+92.13	20.00	612.30
C	375+02.13	20.00	612.08
CL. Pier 1	375+16.13	20.00	611.79
D	375+26.13	20.00	611.58
E	375+36.13	20.00	611.39
CL. Pier 2	375+47.13	20.00	611.18
F	375+57.13	20.00	611.00
CL. E. Abut	375+71.13	20.00	610.76
Bk. E. Abut.	375+72.38	20.00	610.74

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	374+61.38	-20.00	613.03
A	374+71.38	-20.00	612.79
B	374+81.38	-20.00	612.55
East end of W. Appr. Slab	374+91.38	-20.00	612.32

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	374+61.38	-12.00	613.20
A	374+71.38	-12.00	612.95
B	374+81.38	-12.00	612.72
East end of W. Appr. Slab	374+91.38	-12.00	612.49

☉ ROADWAY & PROFILE GRADE

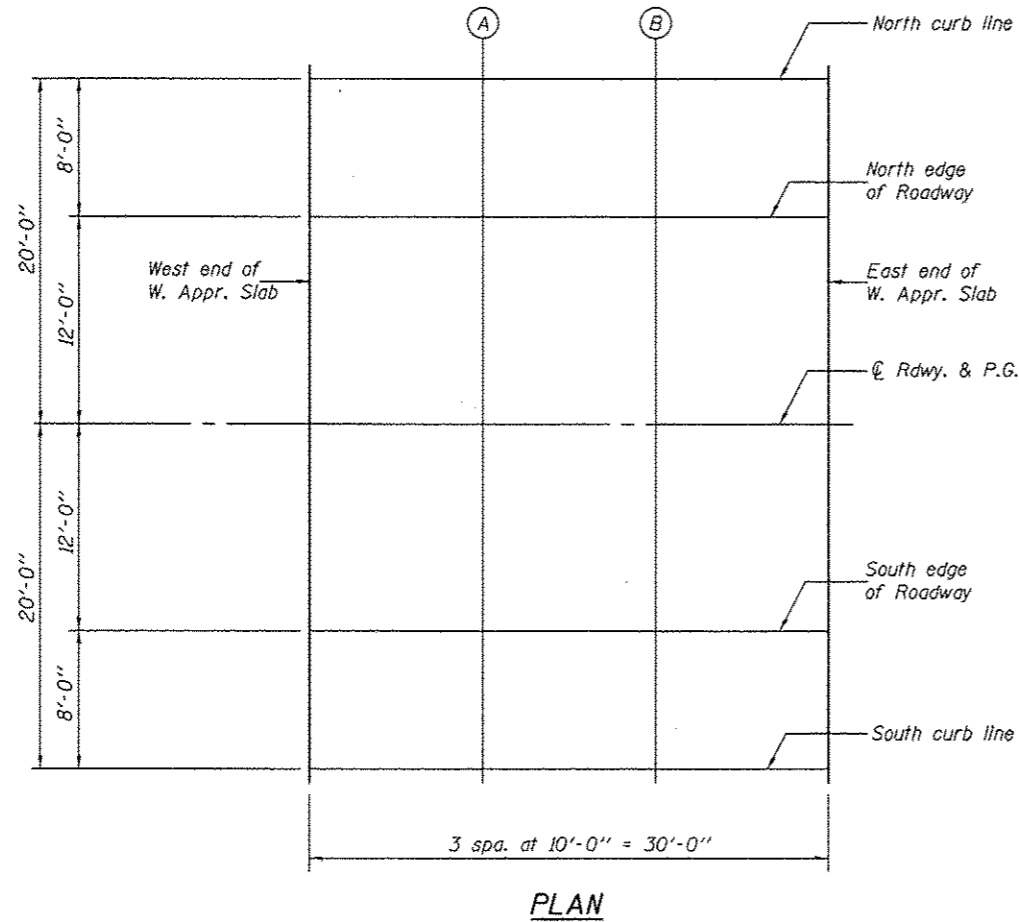
Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	374+61.38	0.00	613.38
A	374+71.38	0.00	613.14
B	374+81.38	0.00	612.90
East end of W. Appr. Slab	374+91.38	0.00	612.68

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	374+61.38	12.00	613.20
A	374+71.38	12.00	612.95
B	374+81.38	12.00	612.72
East end of W. Appr. Slab	374+91.38	12.00	612.49

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	374+61.38	20.00	613.03
A	374+71.38	20.00	612.79
B	374+81.38	20.00	612.55
East end of W. Appr. Slab	374+91.38	20.00	612.32



DESIGNED - FESSEHA TEKLEHAIMANOT
 CHECKED - STEPHEN M. RYAN
 DRAWN - h.t. duong
 CHECKED - GRA/FT

EXAMINED
 PASSED

DATE - December 4, 2012

ACTING ENGINEER OF BRIDGE DESIGN
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

REVISED
 REVISED

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF WEST APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 037-0178**

SHEET NO. 5 OF 15 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
226	3T & 3BR-1	HENRY	210	46

CONTRACT NO. 64F25
 ILLINOIS FED. AID PROJECT

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	375+71.88	-20.00	610.75
G	375+81.88	-20.00	610.58
H	375+91.88	-20.00	610.43
East end of E. Appr. Slab	376+01.88	-20.00	610.28

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	375+71.88	-12.00	610.91
G	375+81.88	-12.00	610.75
H	375+91.88	-12.00	610.59
East end of E. Appr. Slab	376+01.88	-12.00	610.45

☉ ROADWAY & PROFILE GRADE

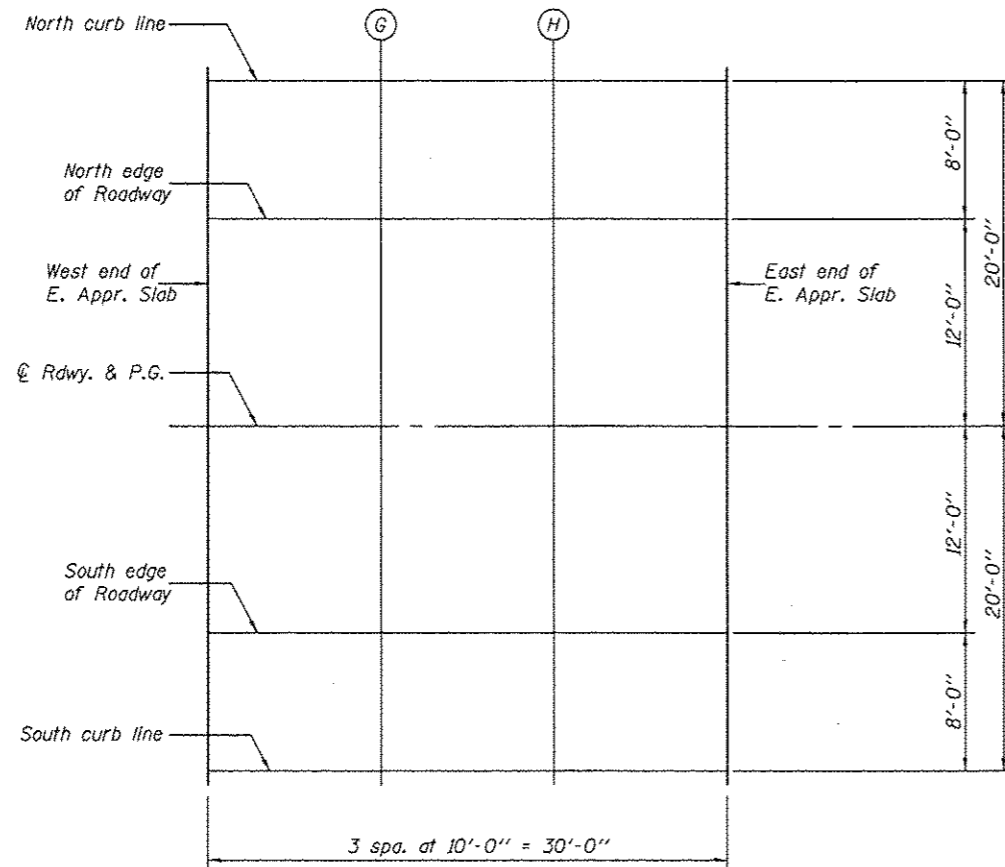
Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	375+71.88	0.00	611.10
G	375+81.88	0.00	610.94
H	375+91.88	0.00	610.78
East end of E. Appr. Slab	376+01.88	0.00	610.63

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	375+71.88	12.00	610.91
G	375+81.88	12.00	610.75
H	375+91.88	12.00	610.59
East end of E. Appr. Slab	376+01.88	12.00	610.45

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	375+71.88	20.00	610.75
G	375+81.88	20.00	610.58
H	375+91.88	20.00	610.43
East end of E. Appr. Slab	376+01.88	20.00	610.28



PLAN

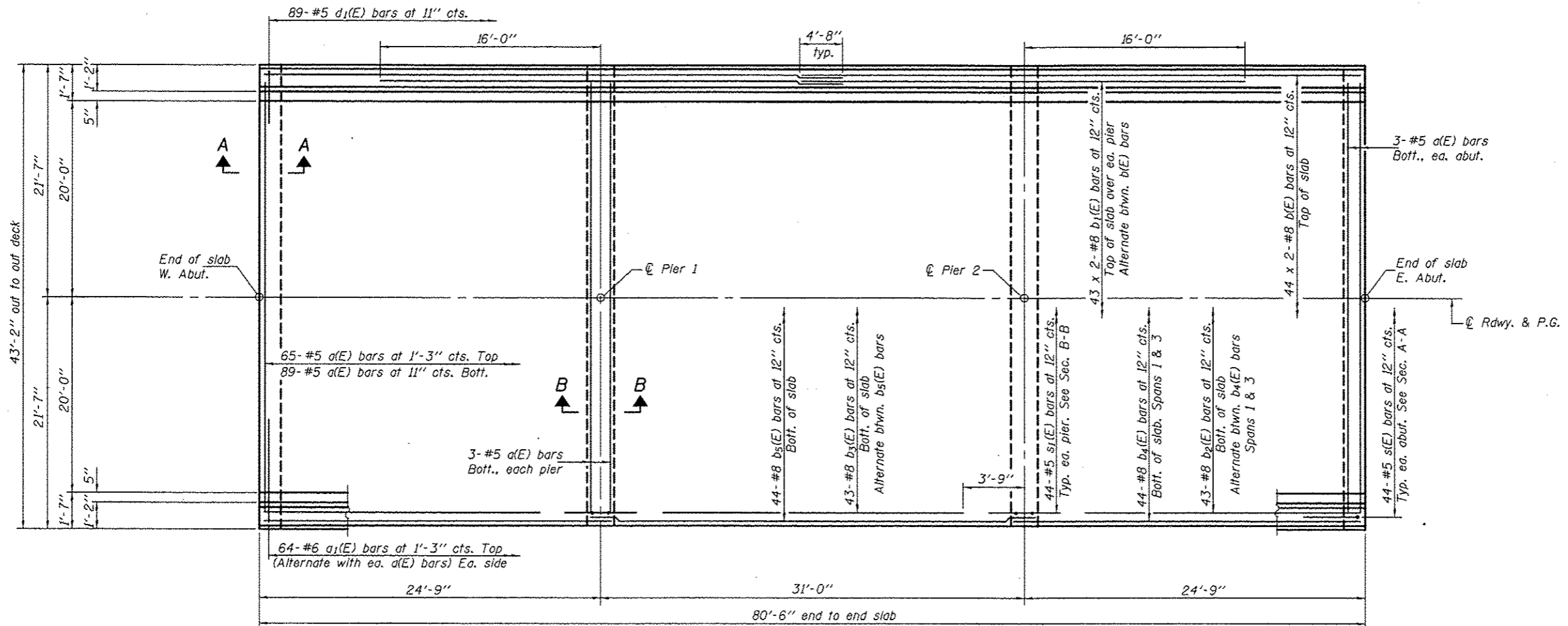
DESIGNED - FESSEHA TEKLEHAIMANOT	EXAMINED - <i>Jayne F. [Signature]</i>	DATE - December 4, 2012
CHECKED - STEPHEN M. RYAN	PASSED - <i>[Signature]</i>	REVISED
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED
CHECKED - GRA/FT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

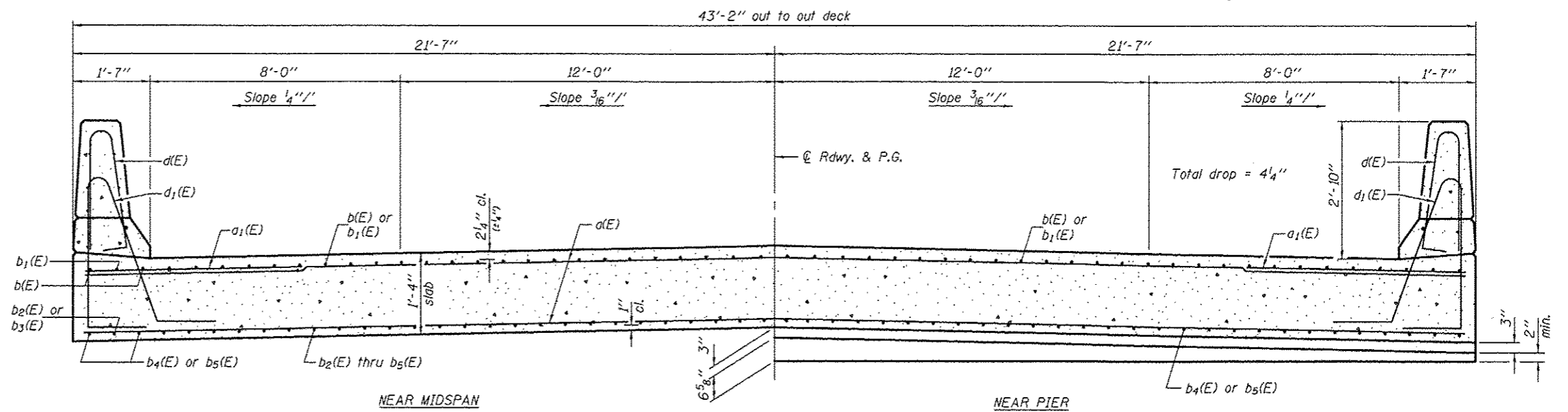
TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 037-0178

SHEET NO. 6 OF 15 SHEETS

F.A.S. RTE. 226	SECTION 3T & 3BR-1	COUNTY HENRY	TOTAL SHEETS 210	SHEET NO. 47
CONTRACT NO. 64F25				
ILLINOIS FEDERAL AID PROJECT				



PLAN



CROSS SECTION
(Looking east)

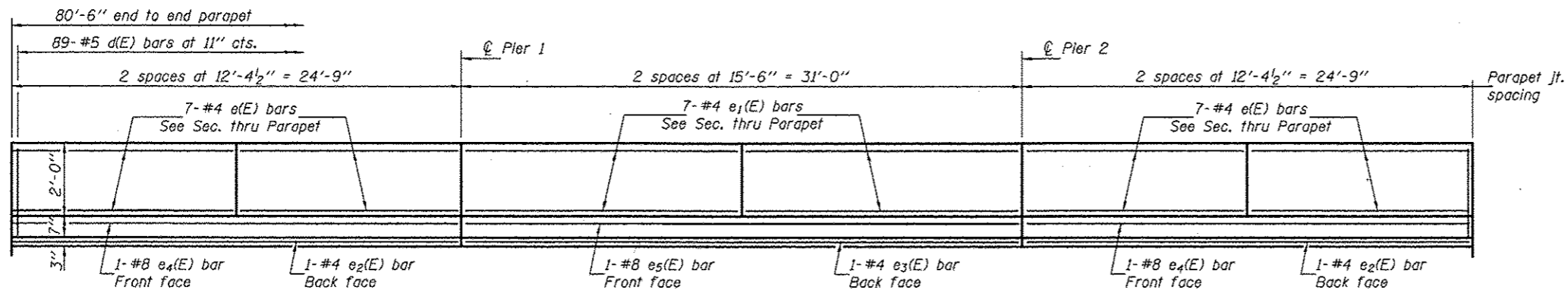
Notes: See sheet 8 of 15 for superstructure details and Bill of Material.
See sheet 8 of 15 for parapet reinforcement.
See sheet 8 of 15 for Sections A-A & B-B.
Bars indicated thus 44 x 2-#8 etc. indicates 44 lines of bars with 2 lengths per line.

DESIGNED - FESSEHA TEKLEHAIMANOT	EXAMINED - <i>Jayne F. Jeff</i>	DATE - December 4, 2012
CHECKED - STEPHEN M. RYAN	ACTING ENGINEER OF BRIDGE DESIGN	
DRAWN - h.t. duong	PASSED - <i>Paul Perry</i>	REVISED
CHECKED - GRA/FT	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

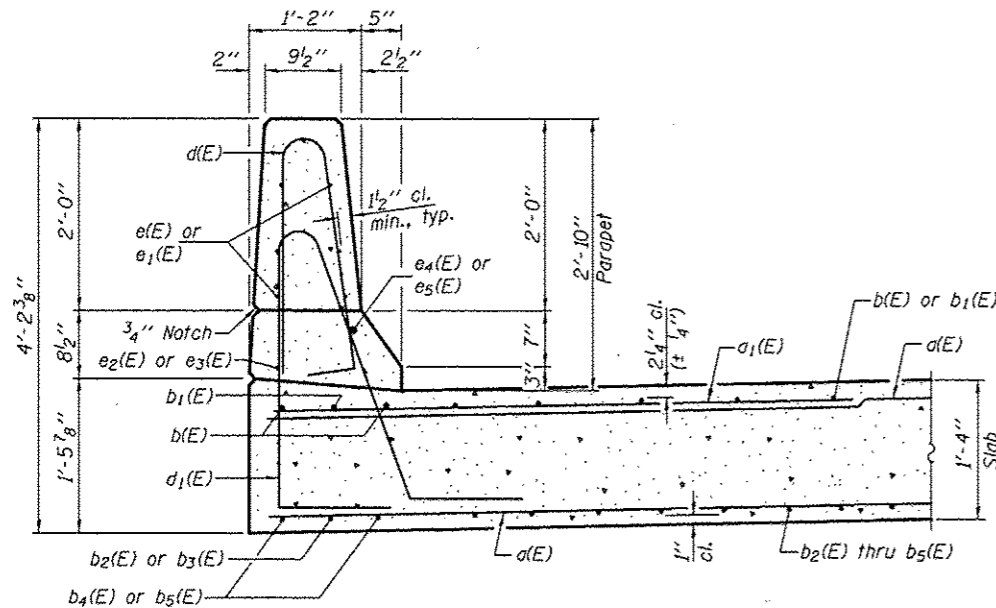
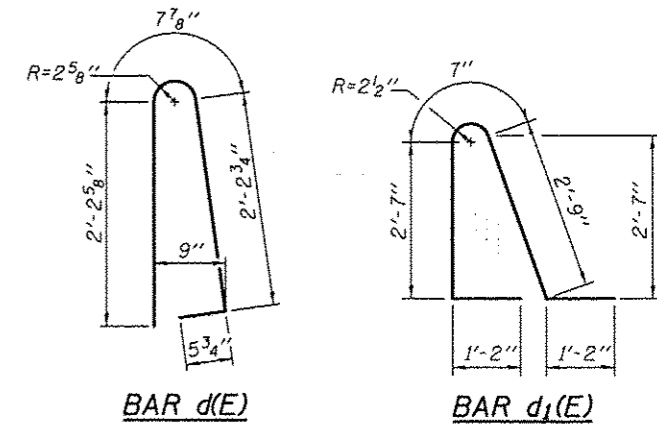
SUPERSTRUCTURE
STRUCTURE NO. 037-0178
SHEET NO. 7 OF 15 SHEETS

F.A.S. RTE. 226	SECTION 3T & 3BR-1	COUNTY HENRY	TOTAL SHEETS 210	SHEET NO. 48
CONTRACT NO. 64F25				
ILLINOIS FED. AID PROJECT				

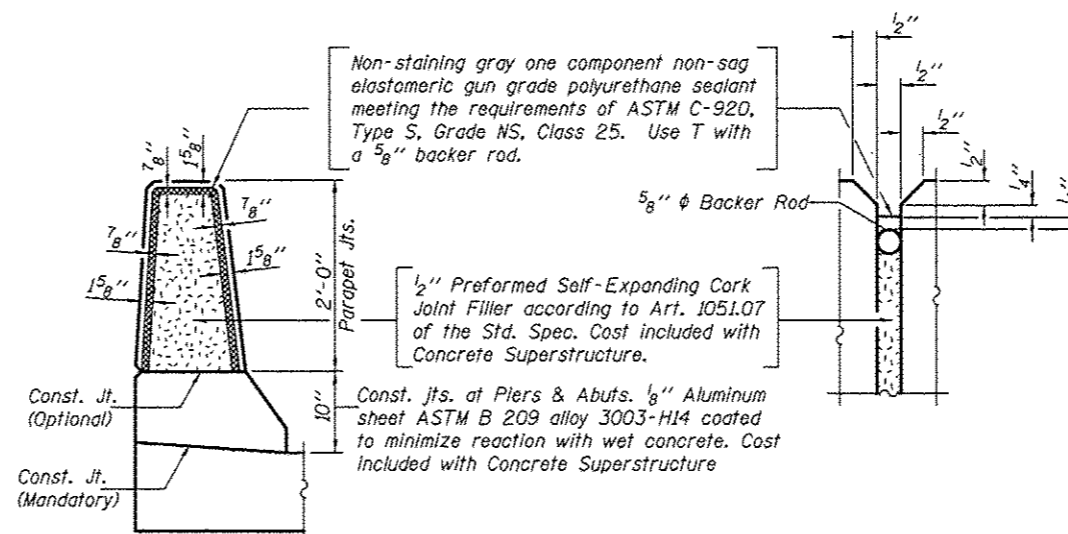


INSIDE ELEVATION OF PARAPET

(North parapet - Looking north; South parapet similar)



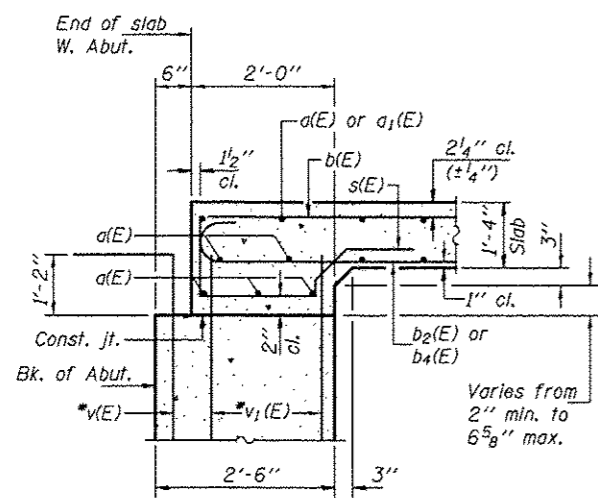
SECTION THRU PARAPET



PARAPET JOINT DETAILS

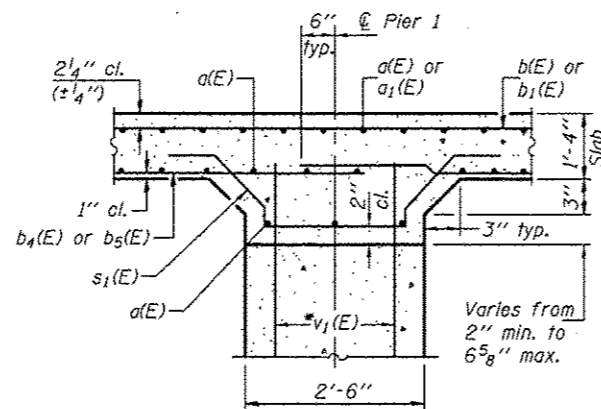
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	166	#5	42'-10"	—
a1(E)	128	#6	6'-6"	—
b(E)	88	#8	42'-6"	—
b1(E)	86	#8	33'-10"	—
b2(E)	86	#8	23'-7"	—
b3(E)	43	#8	23'-6"	—
b4(E)	88	#8	26'-1"	—
b5(E)	44	#8	32'-0"	—
d(E)	178	#5	5'-7"	—
d1(E)	178	#5	8'-3"	—
e(E)	56	#4	12'-1"	—
e1(E)	28	#4	15'-3"	—
e2(E)	4	#4	24'-5"	—
e3(E)	2	#4	30'-8"	—
e4(E)	4	#8	24'-5"	—
e5(E)	2	#8	30'-8"	—
s(E)	88	#5	5'-6"	—
s1(E)	88	#5	6'-8"	—
Reinforcement Bars, Epoxy Coated			Pound	49370
Concrete Superstructure			Cu. Yds.	199.9

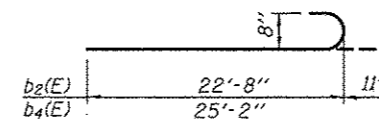


SECTION A-A

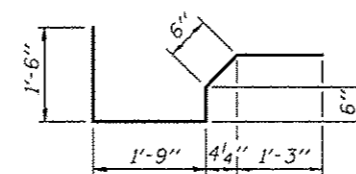
*v(E) & v1(E) bars billed with abutments & piers



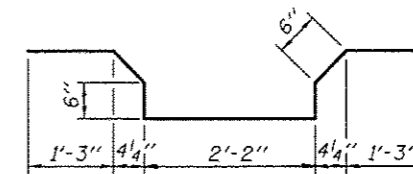
SECTION B-B



BARS b2(E) & b4(E)



BAR s(E)



BAR s1(E)

DESIGNED - FESSEHA TEKLEHAIMANOT
 CHECKED - STEPHEN M. RYAN
 DRAWN - h.t. duong
 CHECKED - GRA/FT

EXAMINED
 PASSED
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

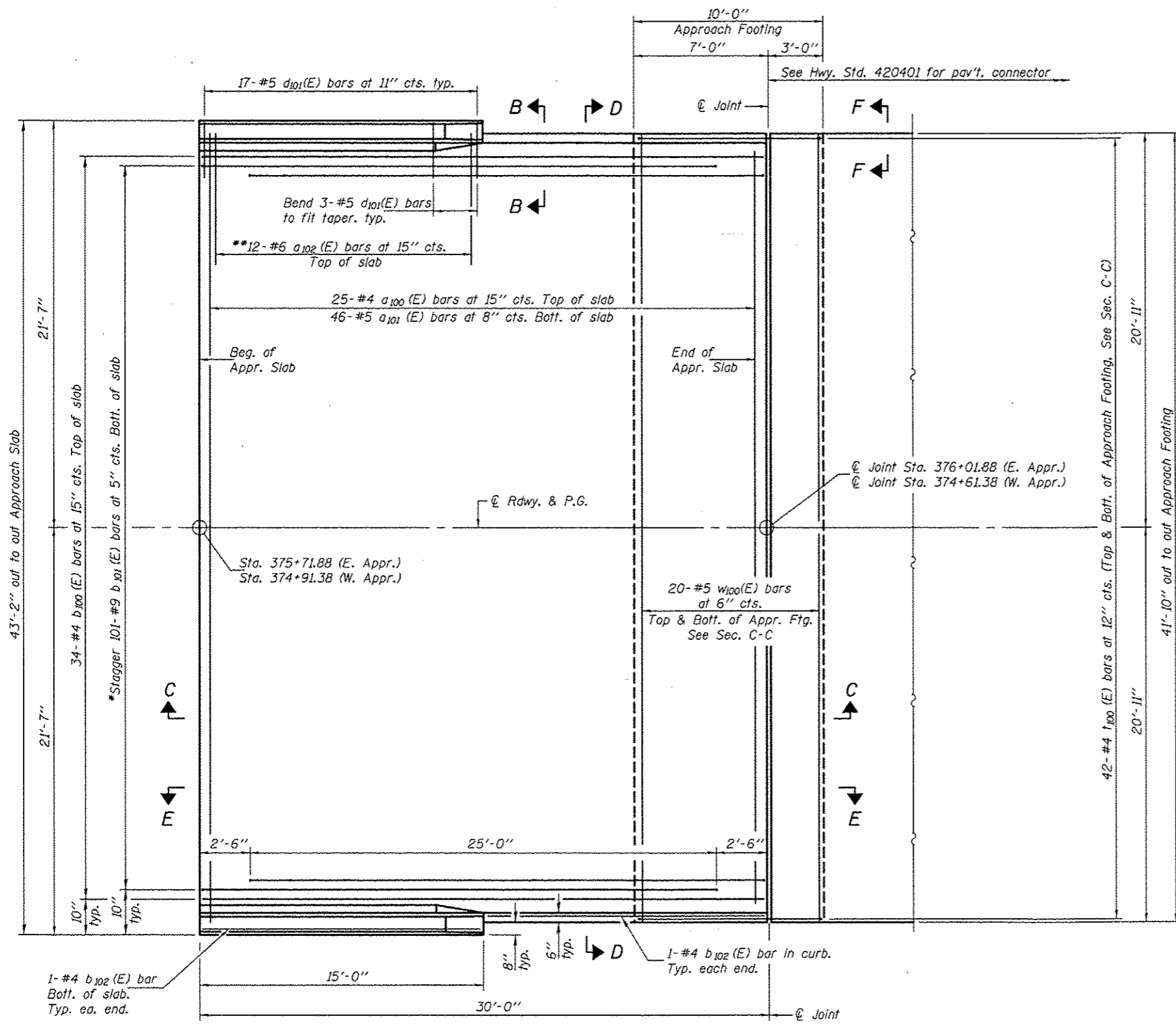
DATE - December 4, 2012
 REVISED
 REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
 STRUCTURE NO. 037-0178

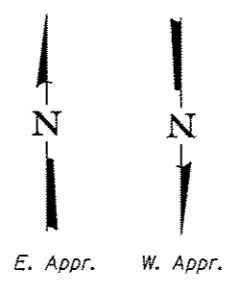
SHEET NO. 8 OF 15 SHEETS

F.A.S. RTE. 226
 SECTION 3T & 3BR-1
 COUNTY HENRY
 TOTAL SHEETS 210
 SHEET NO. 49
 CONTRACT NO. 64F25
 ILLINOIS FED. AID PROJECT

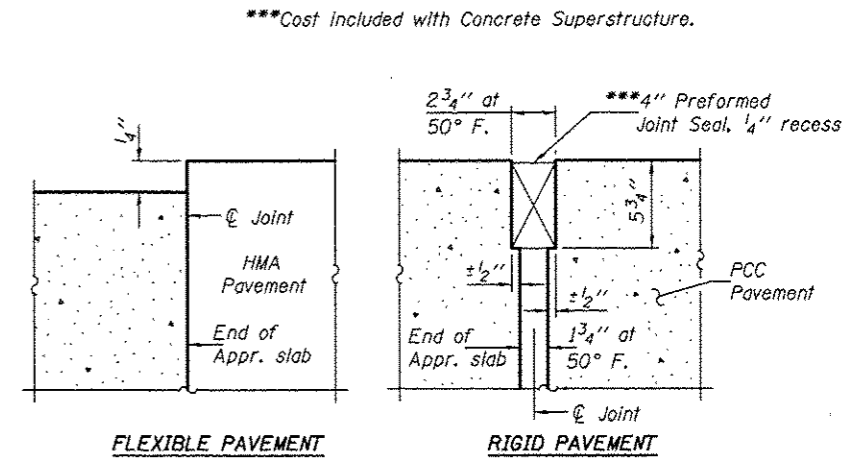


PLAN
(East Approach shown - West Approach similar by mirror image)

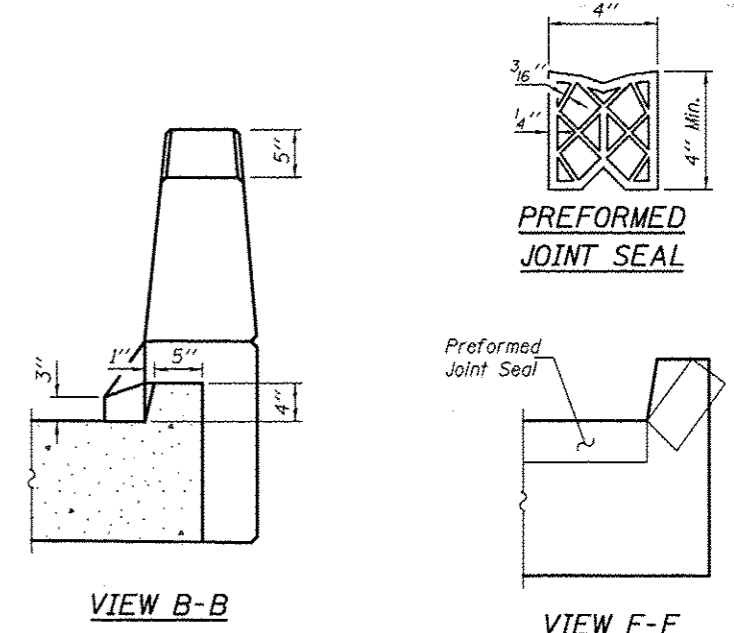
*Tilt #9 b101 (E) bars as required to maintain clearance.
**Spaced between a100 (E) bars, typ. ea. parapet.



Notes: See sheet 10 of 15 for Sections C-C & D-D and View E-E.
a100 (E), a101 (E), and w100 (E) bar spacings measured along $\text{\textcircled{C}}$ Rdwy.

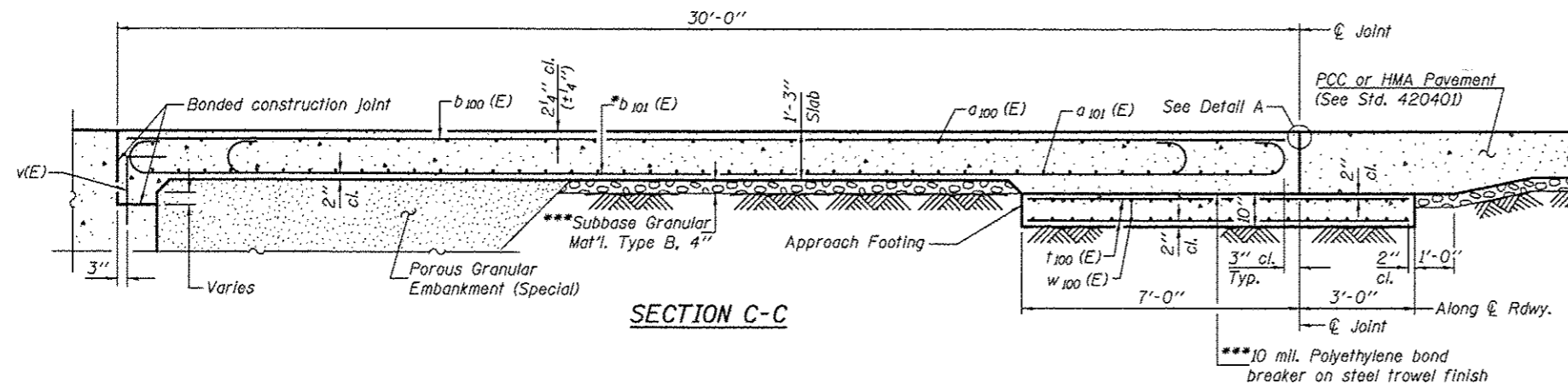


DETAIL A



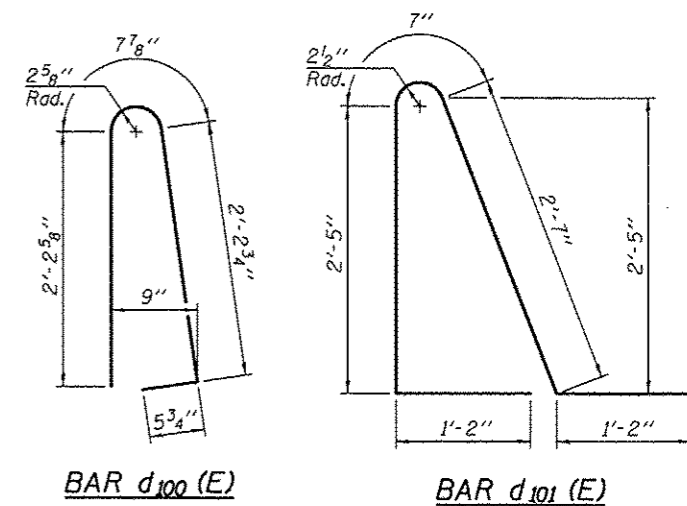
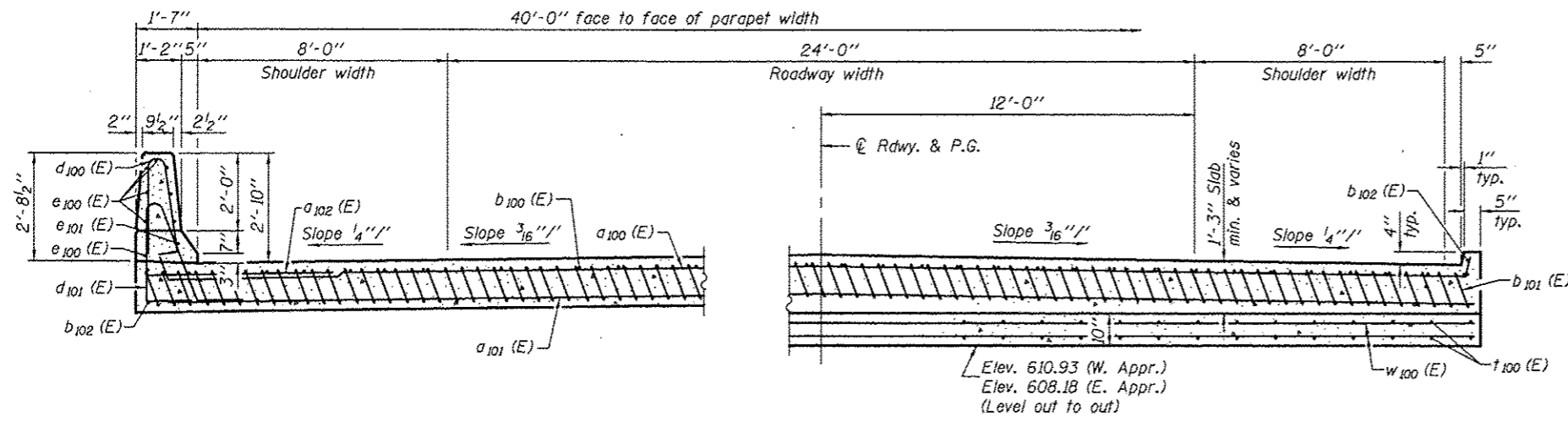
Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.

DESIGNED - FESSEHA TEKLEHAIMANOT	EXAMINED - <i>Joey F. [Signature]</i>	DATE - December 4, 2012	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 037-0178	F.A.S. RTE. 226	SECTION 3T & 3BR-1	COUNTY HENRY	TOTAL SHEETS 210	SHEET NO. 50
CHECKED - STEPHEN M. RYAN	PASSED - <i>[Signature]</i>	REVISED			SHEET NO. 9 OF 15 SHEETS		CONTRACT NO. 64F25		
DRAWN - h.f. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED	ILLINOIS FED. AID PROJECT						



Notes:
 See sheet 9 of 15 for Detail A and View B-B.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For (E) bars details, see sheets 11, 12, & 13 of 15.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 15.
 For additional parapet details, see sheet 8 of 15.

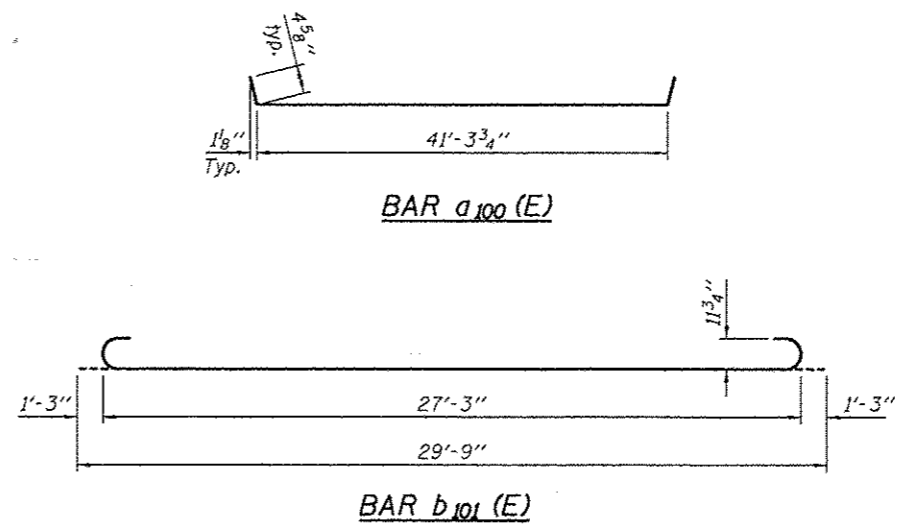
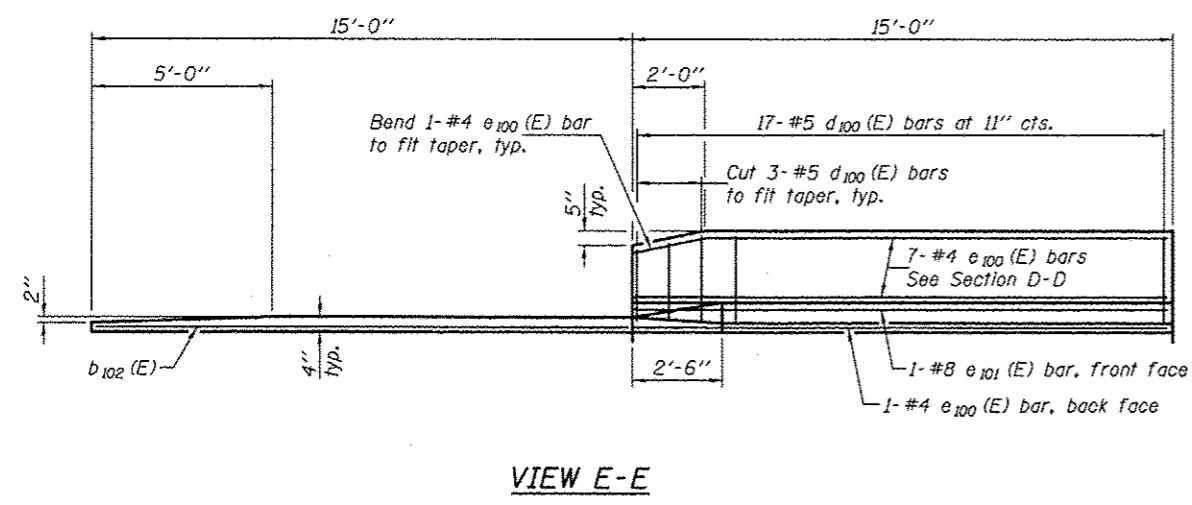
*Tilt #9 b_{101} (E) bars as required to maintain clearance.
 ***Cost included with Concrete Superstructure.

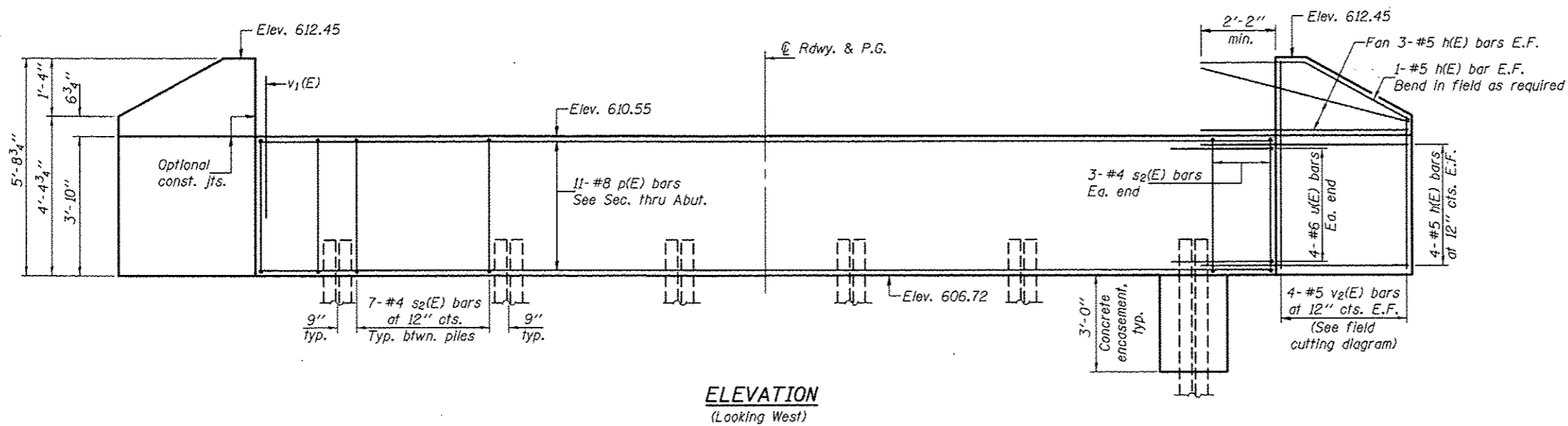


NEAR ABUTMENT
 SECTION D-D
 (See Plan for dimensions not shown)
 AT APPROACH FOOTING

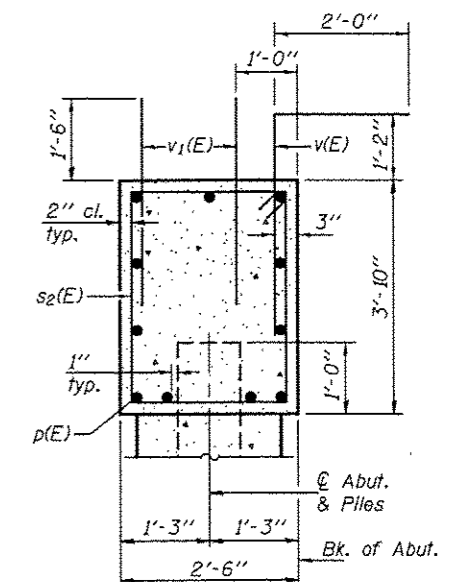
TWO APPROACHES
 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a_{100} (E)	50	#4	42'-1"	—
a_{101} (E)	92	#5	41'-6"	—
a_{102} (E)	48	#6	6'-6"	—
b_{100} (E)	68	#4	29'-8"	—
b_{101} (E)	202	#9	29'-9"	—
b_{102} (E)	8	#4	14'-8"	—
d_{100} (E)	68	#5	5'-7"	⤴
d_{101} (E)	68	#5	7'-11"	⤴
e_{100} (E)	32	#4	14'-8"	—
e_{101} (E)	4	#8	14'-8"	—
t_{100} (E)	84	#4	9'-8"	—
w_{100} (E)	80	#5	41'-6"	—
Concrete Superstructure		Cu. Yd.	125.7	
Concrete Structures		Cu. Yd.	25.8	
Reinforcement Bars, Epoxy Coated		Pound	33150	

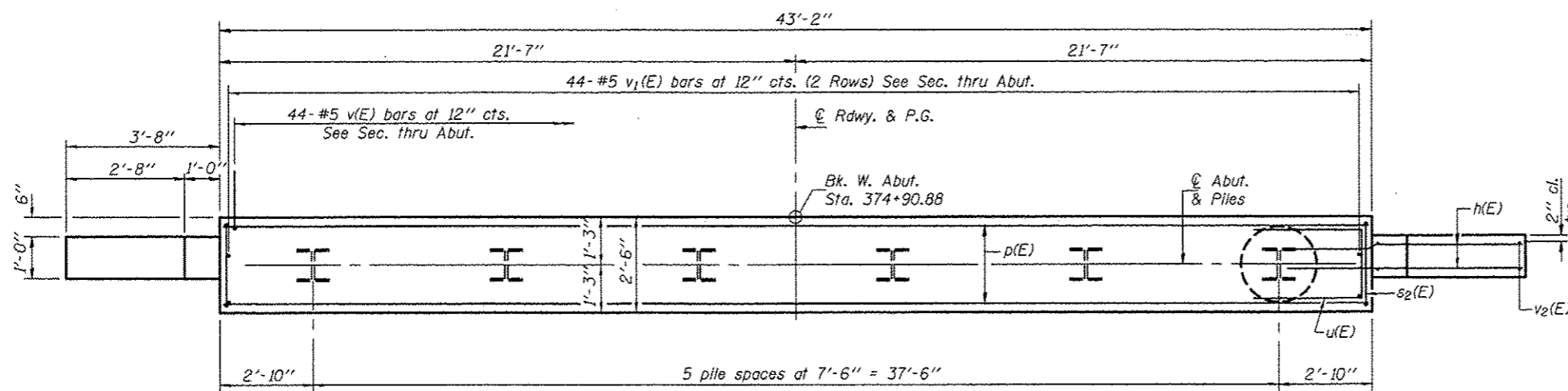




ELEVATION
(Looking West)



SEC. THRU ABUT.



PLAN

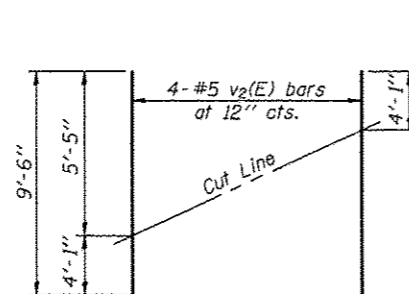
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
n(E)	32	#5	6'-0"	—
p(E)	11	#8	42'-10"	—
s2(E)	41	#4	12'-1"	□
u(E)	8	#6	8'-1"	—
v(E)	44	#5	4'-8"	—
v1(E)	88	#5	3'-0"	—
v2(E)	8	#5	9'-6"	—
Structure Excavation		Cu. Yd.	28.1	
Concrete Structures		Cu. Yd.	16.8	
Reinforcement Bars, Epoxy Coated		Pound	2460	
Furnishing Steel Piles HP12x53		Foot	135	
Driving Piles		Foot	135	
Test Pile Steel HP12x53		Each	1	
Concrete Encasement		Cu. Yd.	2.1	

For details of piles and concrete encasement, see sheet 14 of 15.

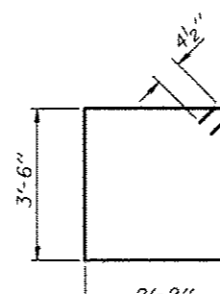
PILE DATA

Type: Steel HP12x53
 Nominal Required Bearing: 419 Kips
 Factored Resistance Available: 230 Kips
 Est. Length: 27'
 No. Production Piles: 5
 No. Test Piles: 1

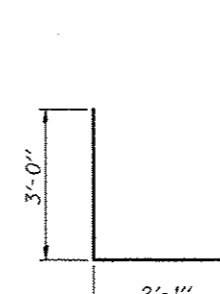


FIELD CUTTING DIAGRAM

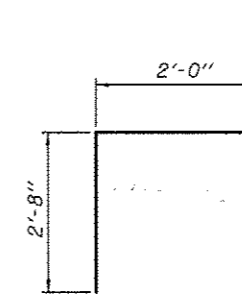
Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.



BAR s2(E)



BAR u(E)



BAR v(E)

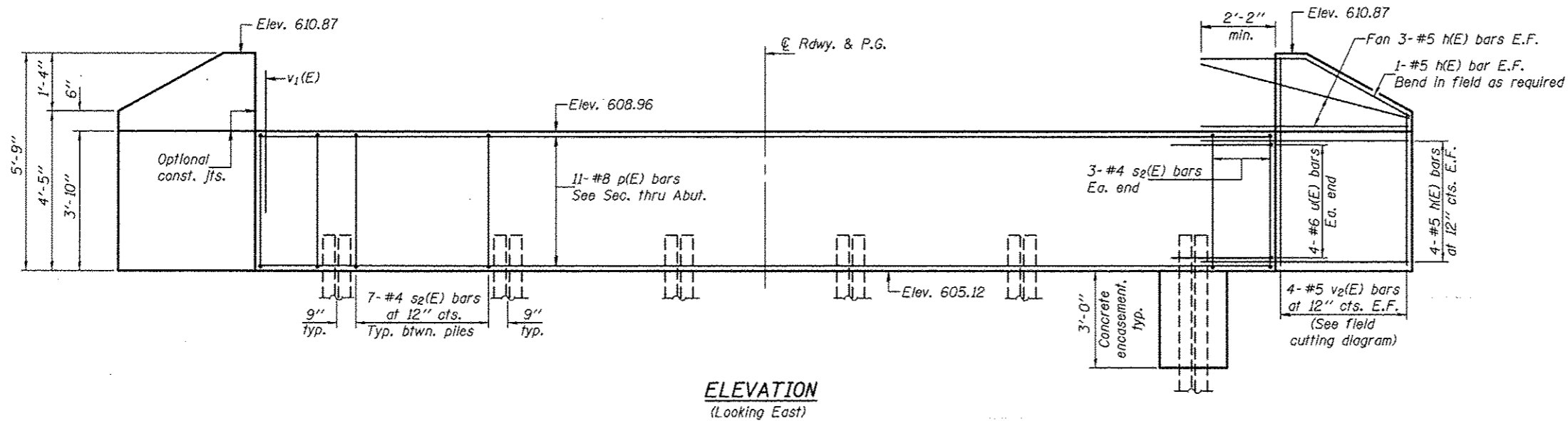
DESIGNED - FESSEHA TEKLEHAIMANOT	EXAMINED - <i>Jayne F. Joffe</i>	DATE - December 4, 2012
CHECKED - STEPHEN M. RYAN	ACTING ENGINEER OF BRIDGE DESIGN	
DRAWN - h.t. duong	PASSED - <i>Carl Kasper</i>	REVISED
CHECKED - GRA/FT	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

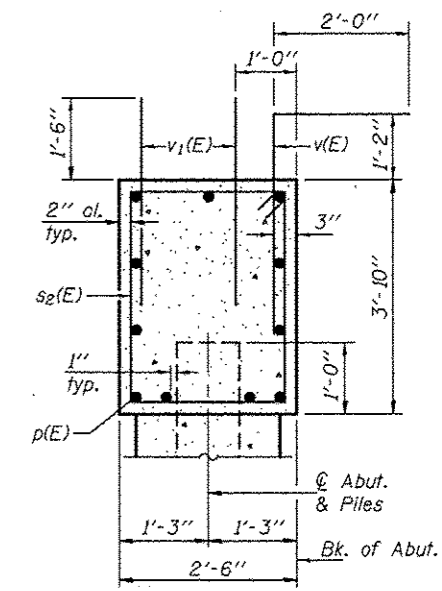
WEST ABUTMENT
STRUCTURE NO. 037-0178

SHEET NO. 11 OF 15 SHEETS

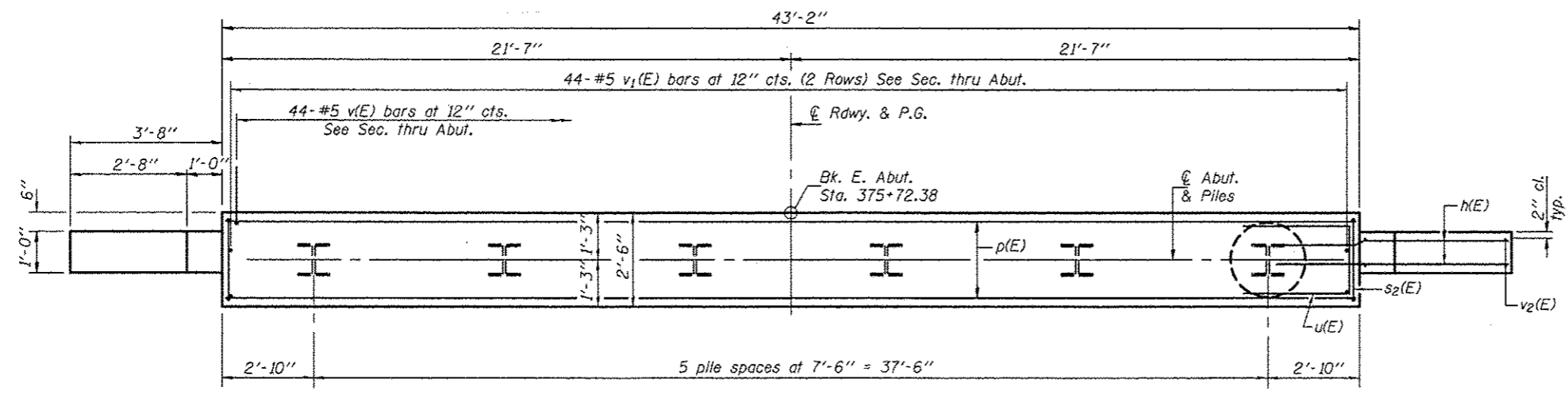
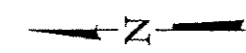
F.A.S. RTE. 226	SECTION 3T & 3BR-1	COUNTY HENRY	TOTAL SHEETS 210	SHEET NO. 52
			CONTRACT NO. 64F25	
ILLINOIS FED. AID PROJECT				



ELEVATION
(Looking East)



SEC. THRU ABUT.



PLAN

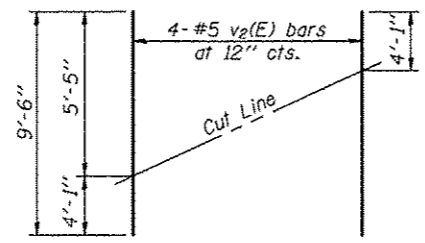
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	32	#5	6'-0"	—
p(E)	11	#8	42'-10"	—
s2(E)	41	#4	12'-1"	□
u(E)	8	#6	8'-1"	—
v(E)	44	#5	4'-8"	└
v1(E)	88	#5	3'-0"	—
v2(E)	8	#5	9'-6"	—
Structure Excavation		Cu. Yd.	28.1	
Concrete Structures		Cu. Yd.	16.8	
Reinforcement Bars, Epoxy Coated		Pound	2460	
Furnishing Steel Piles HP12x53		Foot	160	
Driving Piles		Foot	160	
Test Pile Steel HP12x53		Each	1	
Concrete Encasement		Cu. Yd.	2.1	

For details of piles and concrete encasement, see sheet 14 of 15.

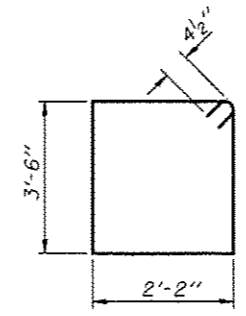
PILE DATA

Type: Steel HP12x53
 Nominal Required Bearing: 419 Kips
 Factored Resistance Available: 230 Kips
 Est. Length: 32'
 No. Production Piles: 5
 No. Test Piles: 1

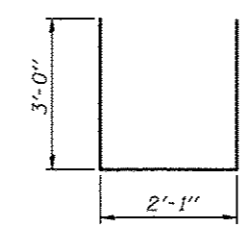


FIELD CUTTING DIAGRAM

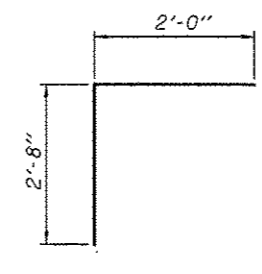
Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.



BAR s2(E)



BAR u(E)



BAR v(E)

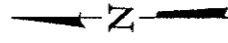
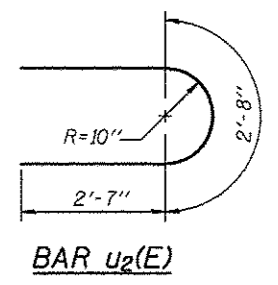
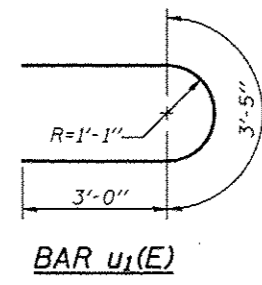
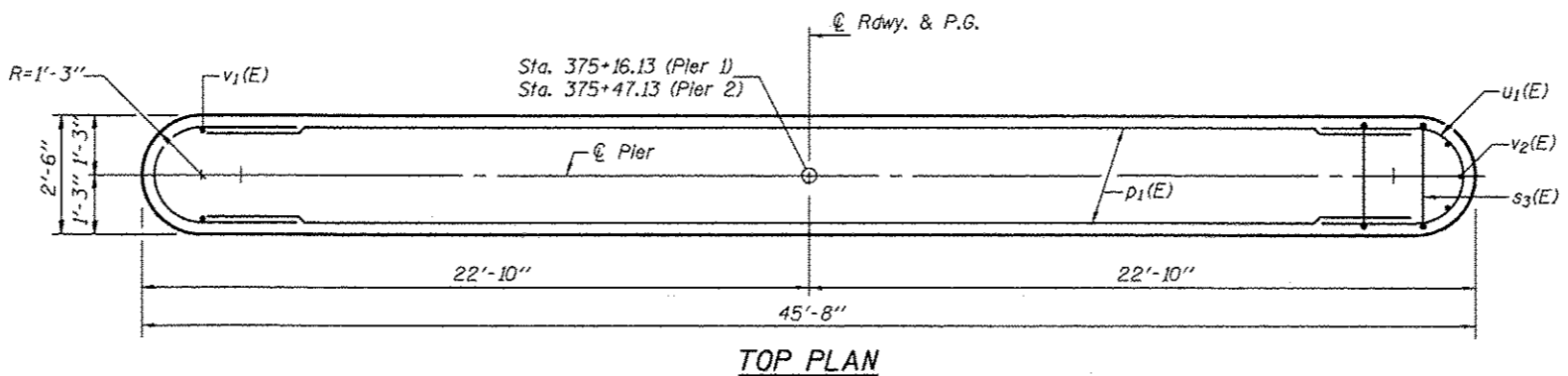
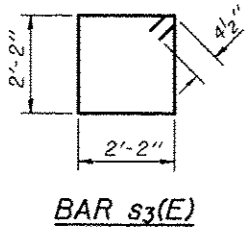
DESIGNED - FESSEHA TEKLEHAIMANOT	EXAMINED - <i>James F. [Signature]</i>	DATE - December 4, 2012
CHECKED - STEPHEN M. RYAN	PASSED - <i>Carl [Signature]</i>	REVISED
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED
CHECKED - GRA/FT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT
STRUCTURE NO. 037-0178

SHEET NO. 12 OF 15 SHEETS

F.A.S. R.T.E. 226	SECTION 3T & 3BR-1	COUNTY HENRY	TOTAL SHEETS 210	SHEET NO. 53
			CONTRACT NO. 64F25	
ILLINOIS FED. AID PROJECT				

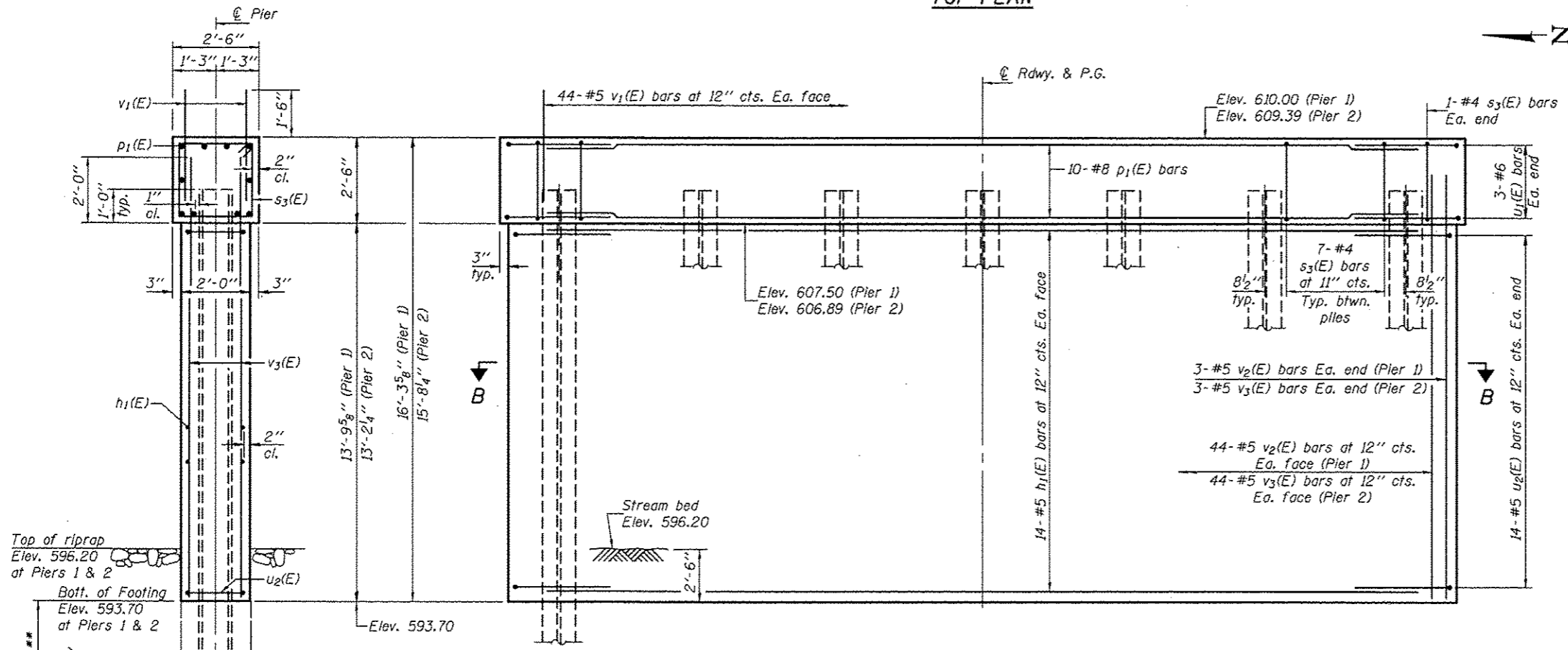


PILE DATA - PIER 1

Type: Steel HP12x63
 Nominal Required Bearing: Set in Rock
 Factored Resistance Available: 480 Kips
 Est. Length: 44'
 No. Production Piles: 7
 No. Test Piles: 0
 Est. Top of Rock Elev.: 580.00
 Rock Socket Depth: 15'-0"
 Rock Socket Diameter: 2'-0"

PILE DATA - PIER 2

Type: Steel HP12x63
 Nominal Required Bearing: Set in Rock
 Factored Resistance Available: 480 Kips
 Est. Length: 43'
 No. Production Piles: 7
 No. Test Piles: 0
 Est. Top of Rock Elev.: 580.00
 Rock Socket Depth: 15'-0"
 Rock Socket Diameter: 2'-0"



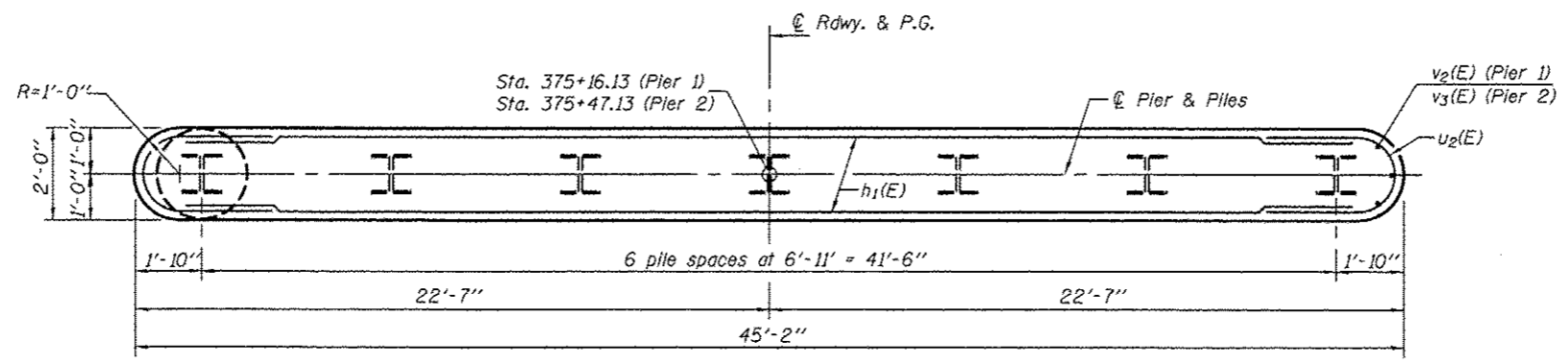
ELEVATION
(Looking East)

PIERS 1 & 2
BILL OF MATERIAL

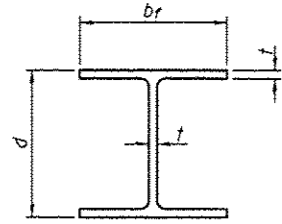
Bar	No.	Size	Length	Shape
h1(E)	56	#5	43'-2"	—
p1(E)	20	#8	43'-2"	—
s3(E)	88	#5	9'-5"	□
u1(E)	12	#6	9'-5"	⊂
u2(E)	56	#5	7'-10"	⊂
v(E)	176	#5	3'-0"	—
v2(E)	94	#5	15'-6"	—
v3(E)	94	#5	14'-11"	—
Cofferdam Excavation	Cu. Yd.		54.0	
Concrete Structures	Cu. Yd.		110.3	
Reinforcement Bars, Epoxy Coated	Pound		9850	
Furnishing Steel Piles HP12x63	Foot		609	
Setting Piles in Rock	Each		14	
Cofferdam (Type 1), Location 1	Each		1	
Cofferdam (Type 1), Location 2	Each		1	

END VIEW

**Backfill remaining holes with Class SI Concrete or Porous granular Embankment. Cost is included with Setting Piles in Rock.

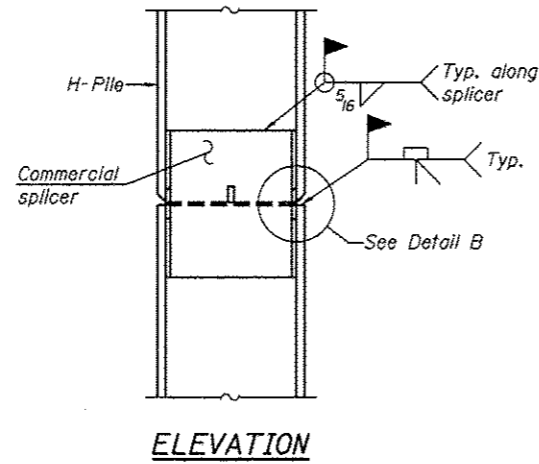


SECTION B-B

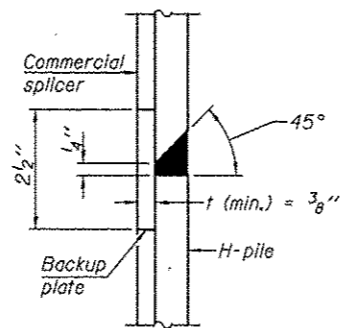


STEEL PILE TABLE

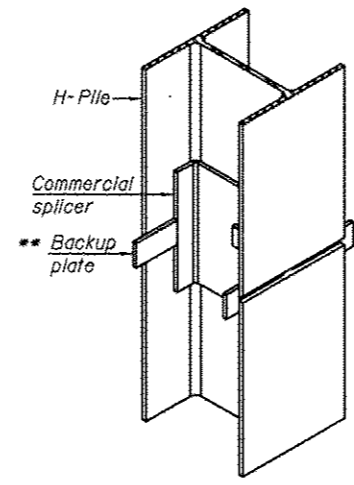
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 5/8"	1/2"	24"
x53	11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



ELEVATION

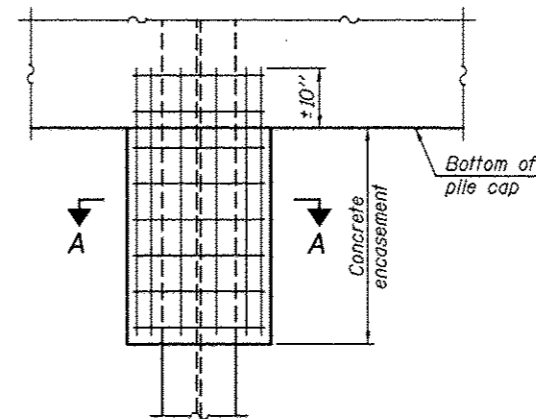


DETAIL "B"



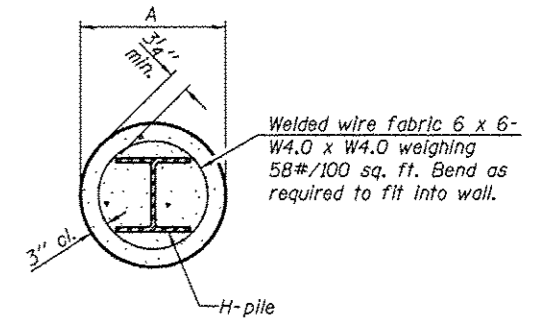
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



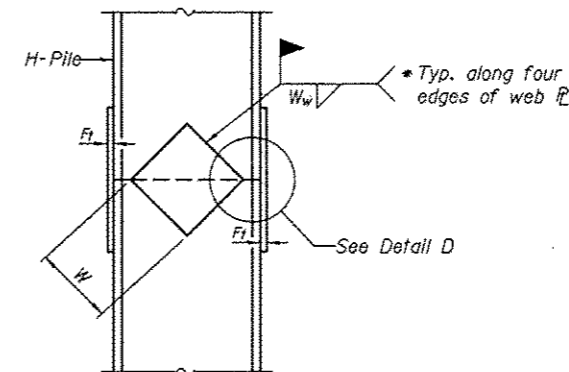
ELEVATION

PILE ENCASEMENT

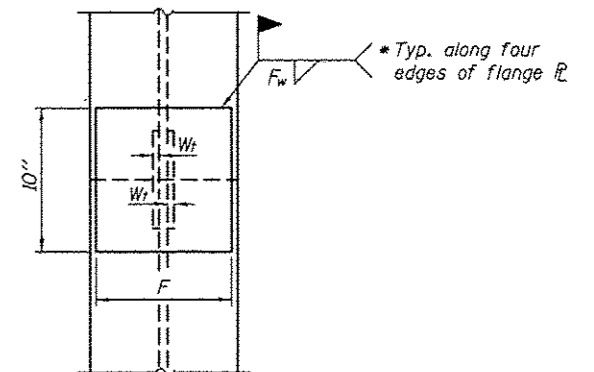


SECTION A-A

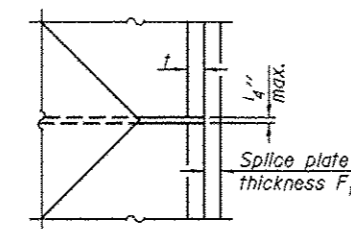
Note: Forms for encasement may be omitted when soil conditions permit.



ELEVATION



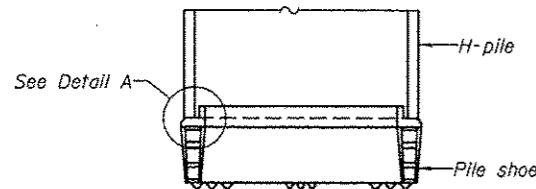
END VIEW



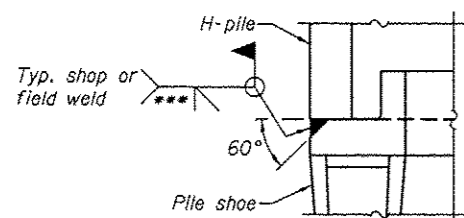
DETAIL D

WELDED PLATE FIELD SPLICE

Designation	F	F _t	F _w	W	W _t	W _w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5 5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5 5/8"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5 5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5 5/8"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5 5/8"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5 5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

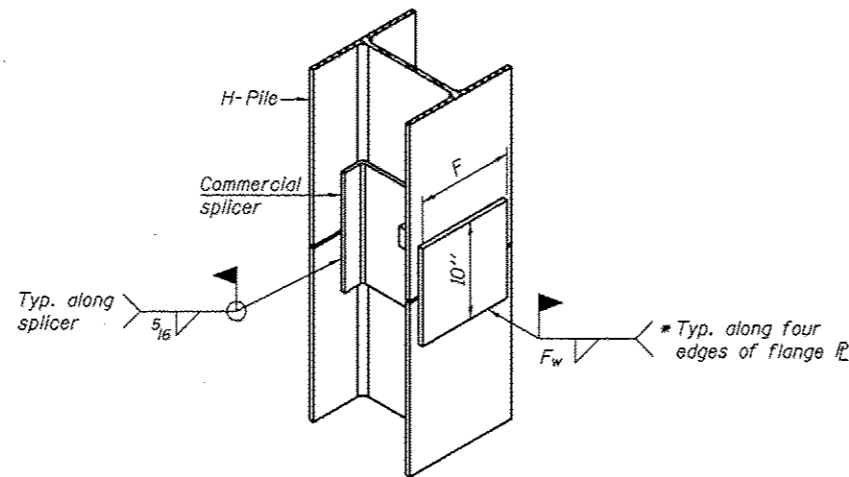


ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

- * Interrupt welds 1/4" from end of web and/or each flange.
- ** Remove portions of backup plates that extend outside the flanges.
- *** Weld size per pile shoe manufacturer (5/16" min.).

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

F-HP 1-27-12

DESIGNED - FESSEHA TEKLEHAIMANOT	EXAMINED	DATE - December 4, 2012	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		HP PILE DETAILS STRUCTURE NO. 037-0187		F.A.S. RTE. 226	SECTION 3T & 3BR-1	COUNTY HENRY	TOTAL SHEETS 210	SHEET NO. 55
CHECKED - STEPHEN M. RYAN	PASSED	REVISOR			SHEET NO. 14 OF 15 SHEETS		CONTRACT NO. 64F25		ILLINOIS FED. AID PROJECT		
DRAWN - h.t. duong		REVISOR									
CHECKED - GRA/FT		REVISOR									

Illinois Department of Transportation
 Division of Highways
 Illinois Department of Transportation-2

SOIL BORING LOG

Page 1 of 1
 Date 6/20/09

ROUTE FAS 226 DESCRIPTION 037-0048 P92-088-09 Bridge on US 6 over Mineral Creek, 1.2 m. E. of Green River Road LOGGED BY W. Garza

SECTION 3T & 3BR-1 LOCATION Edford Twp. - 20NW, SEC. , TWP. 17N, R1G. 2E

COUNTY Henry DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 037-0048 D B U M Surface Water Elev. 88.5 ft D B U M
 Station 375+32 E L C O Stream Bed Elev. 88.5 ft P O S I
 BORING NO. B-1a H S O S Groundwater Elev.:
 Station 374+79 H S O S T W O S First Encounter
 Offset 9.00 ft CL H S O S T W O S Upon Completion
 Ground Surface Elev. 611.2 ft (ft) (ft) (ft) (ft) After Hrs.

Soil Description	(ft)	(#)	(%)	(ft)	(%)	(ft)	(%)
10" Asphalt, 8" Concrete							
MEDIUM brown SILTY CLAY LOAM	587.70	2	0.5	20			
VERY SOFT brown LOAM	608.70	2	0.2	18			
	607.20	3	0.2	18			
MEDIUM brown LOAM	604.70	1	0.5	18			
VERY STIFF dark gray SILTY CLAY LOAM	602.20	3	2.3	22			
VERY SOFT brown SILTY CLAY LOAM	599.70	4	0.2	30			
SOFT dark gray CLAY LOAM	597.20	1	0.3	30			
MEDIUM light graytan CLAY LOAM with SILT lons	584.20	1	0.9	34			
LOOSE tan fine SAND	581.70	1					

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 (ASTM D-1586).
 Borehole continued with rock.
 BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
 Division of Highways
 Illinois Department of Transportation-2

ROCK CORE LOG

Page 1 of 1
 Date 6/20/09

ROUTE FAS 226 DESCRIPTION 037-0048 P92-088-09 Bridge on US 6 over Mineral Creek, 1.2 m. E. of Green River Road LOGGED BY W. Garza

SECTION 3T & 3BR-1 LOCATION Edford Twp. - 20NW, SEC. , TWP. 17N, R1G. 2E

COUNTY Henry CORING METHOD

STRUCT. NO. 037-0048 CORING BARREL TYPE & SIZE
 Station 375+32
 BORING NO. B-1a Core Diameter 2 in
 Station 374+79 Top of Rock Elev. 579.20 ft
 Offset 9.00 ft CL Begin Core Elev. 571.20 ft
 Ground Surface Elev. 611.2 ft

Rock Description	(ft)	(#)	(%)	(min/ft)	(ft)
Shale: dark gray, dense, fissile, having a soapy luster. Too fissile to test.	585.20	1	90	27	9
Shale: As above, light gray and compact.	585.20	2	100	90	7.4
End of Boring	581.20				

Color pictures of the cores _____
 Cores will be stored for examination until _____
 The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938).
 BBS, form 138 (Rev. 8-99)

Illinois Department of Transportation
 Division of Highways
 Illinois Department of Transportation-2

SOIL BORING LOG

Page 1 of 1
 Date 6/20/09

ROUTE FAS 226 DESCRIPTION 037-0048 P92-088-09 Bridge on US 6 over Mineral Creek, 1.2 m. W. of Green River Road LOGGED BY W. Garza

SECTION 3T & 3BR-1 LOCATION Edford Twp. - 20NW, SEC. , TWP. 17N, R1G. 2E

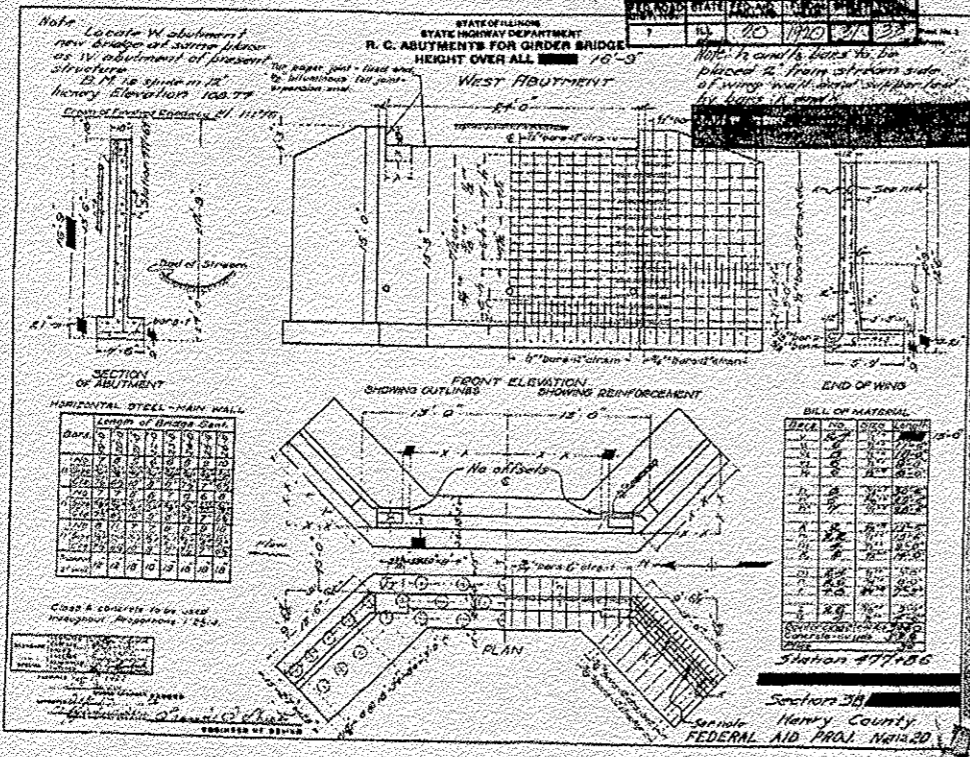
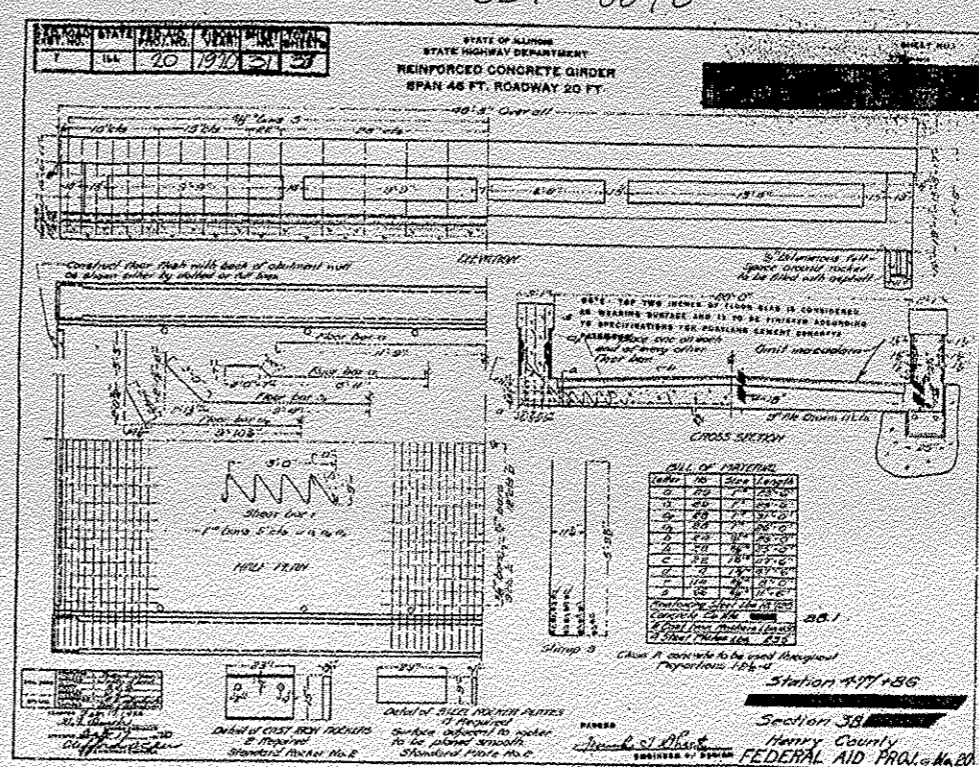
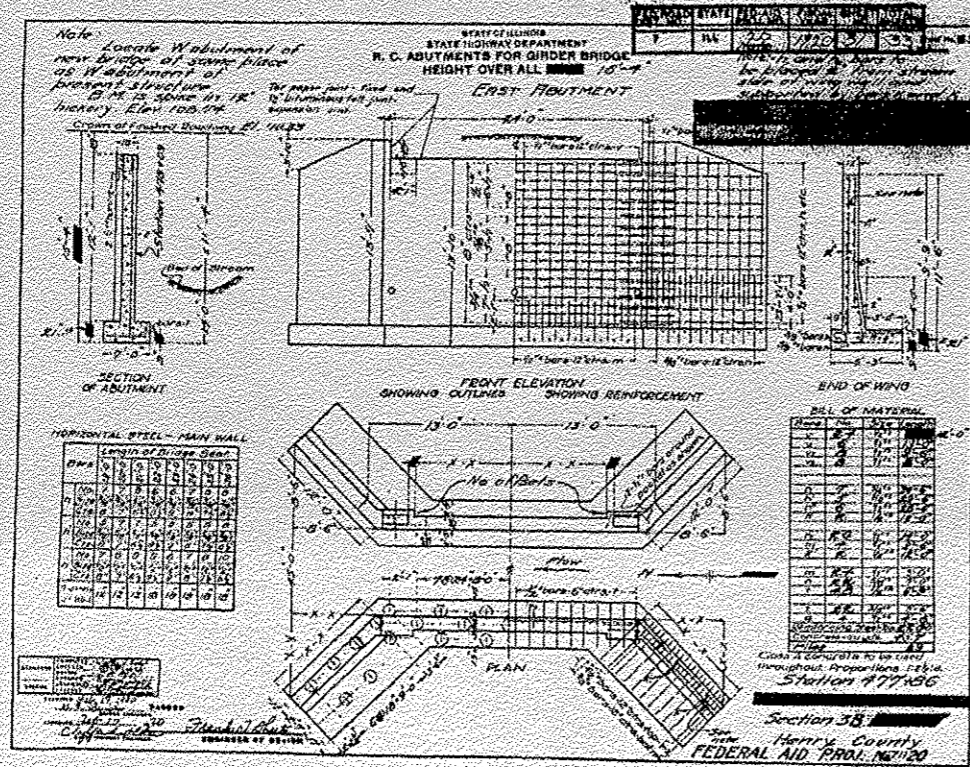
COUNTY Henry DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 037-0048 D B U M Surface Water Elev. 88.5 ft D B U M
 Station 375+32 E L C O Stream Bed Elev. 87.5 ft P O S I
 BORING NO. B-2a H S O S Groundwater Elev.:
 Station 375+32 H S O S T W O S First Encounter
 Offset 8.00 ft CL H S O S T W O S Upon Completion
 Ground Surface Elev. 609.4 ft (ft) (ft) (ft) (ft) After Hrs.

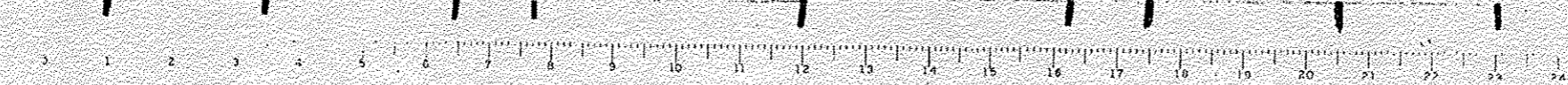
Soil Description	(ft)	(#)	(%)	(ft)	(%)
8" Asphalt, 8" Concrete					
SOFT gray SILTY CLAY	587.90	2	1	0.2	28
LOOSE brown SANDY LOAM	606.90	2			
	605.40	1	10		
VERY SOFT gray SILTY LOAM	584.90	0			
STIFF dark gray SILTY CLAY LOAM	602.90	1	1.0	27	
MEDIUM gray SILTY LOAM	600.40	2	0.8	33	
SOFT gray SILTY LOAM	579.90	1	0.4	28	
SOFT gray LOAM with SAND lons	577.90	3			
VERY LOOSE gray dirty SAND with LOAM lons	584.90	0			
	582.40	1	0.3	21	
VERY SOFT gray LOAM with ORGANICS	590.40	0	0.2	125	

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 (ASTM D-1586).
 Auger Refused at 37'
 End of Boring
 BBS, form 137 (Rev. 8-99)

EXISTING STRUCTURE PLANS (FOR REFERENCE ONLY)



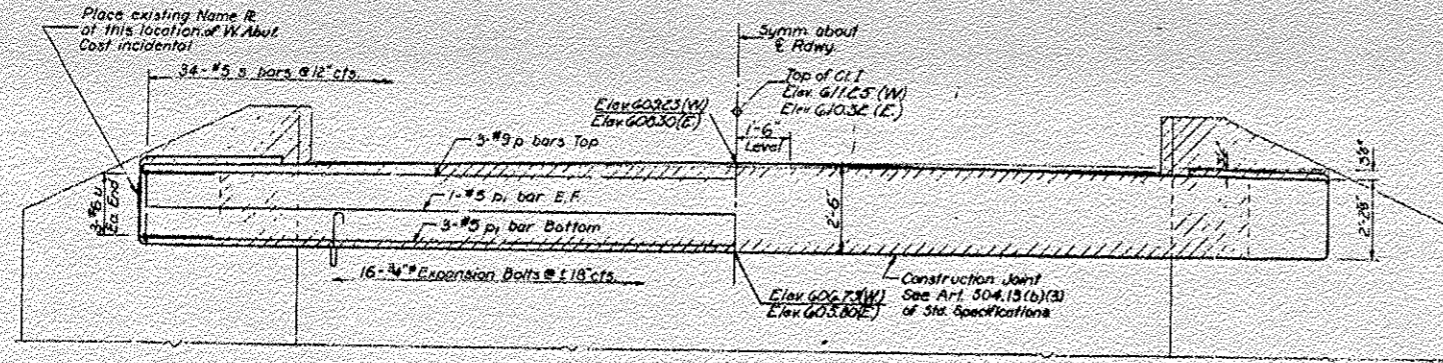
- Original Abutment Plans
• US 6 / Mineral Creek



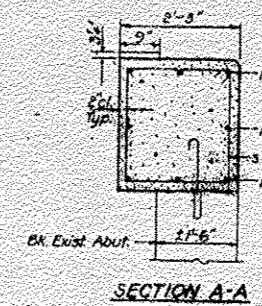
EXISTING STRUCTURE PLANS (FOR REFERENCE ONLY)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION & BUILDINGS
DIVISION OF HIGHWAYS

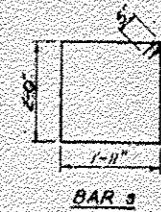
Project No.	Sheet No.	Scale	Sheet No.	Sheet No.
U.S.G. 387	387	ASHT	A	B
SHEET NO. 5 5 SHEETS				



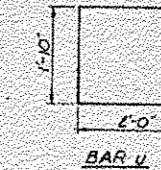
ELEVATION



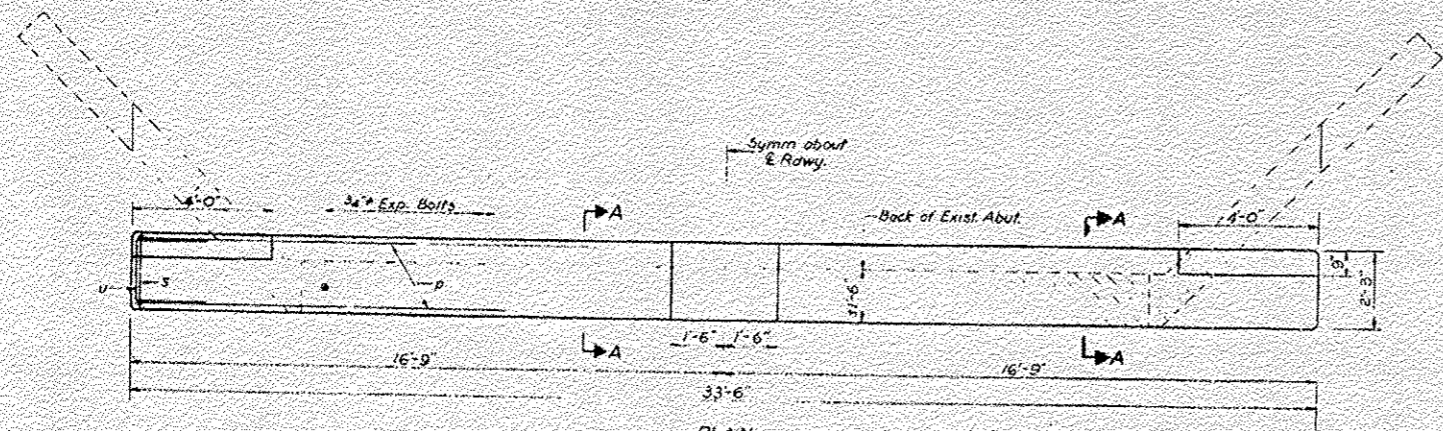
SECTION A-A



BAR 3



BAR U



PLAN

TWO ABUTS.
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
p	6	#9	33'-6"	—
pl	10	#5	33'-6"	—
s	68	#5	8'-8"	□
u	12	#6	5'-10"	□
Class X Concrete		Cu. Yds.	13.5	
Reinforcement Bars		Lbs.	1750	
Expansion Bolts		Each	32	
Concrete Removal		Cu. Yds.	9.0	

NOTE
Hatched area indicates Concrete Removal. Reinforcement extending into removed area shall be cleaned and incorporated into the new construction.
Expansion bolts shall be anchored in sound concrete.
All edges shall have standard 3/4" chamfers except as noted.

ABUTMENTS
S.B.T. R.T. SEC. 3 BR
HENRY COUNTY
STA 477+86

DESIGNED	EXAMINED
CHECKED	PASSED
DRAWN	APPROVED
CHECKED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
226	3T & 3BR-1	HENRY	210	58
CONTRACT NO. 64F25				
ILLINOIS FED. AID PROJECT				

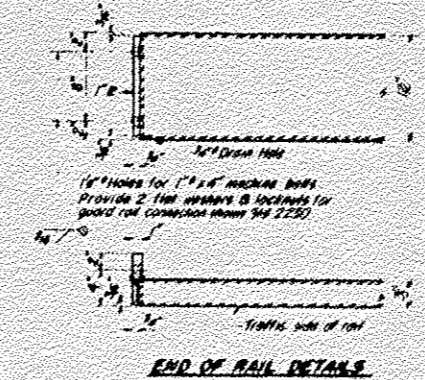
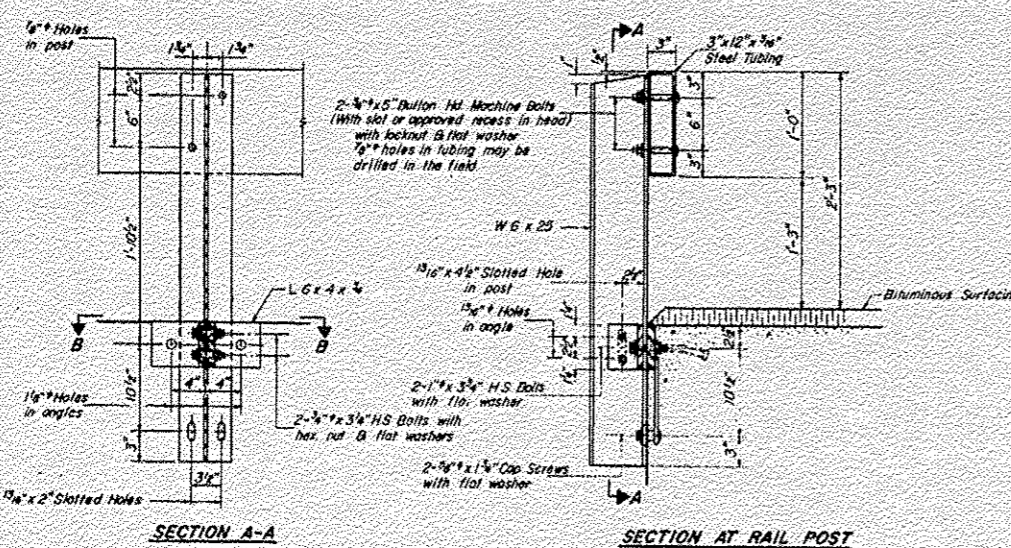
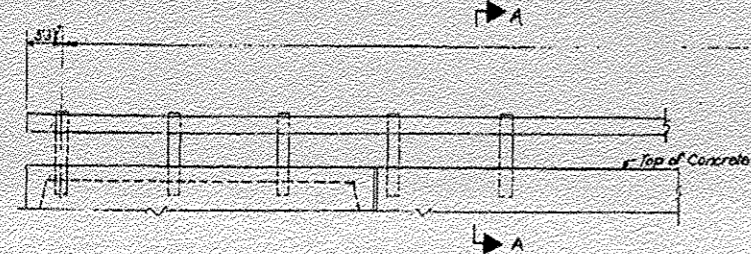
SCALE: SHEET OF SHEETS STA. TO STA.

FILE NAME	USER NAME	DESIGNED	REVISED
ca\pwwork\pwwork\cushmanbu\10169166\1028889-shr-detail.dgn	cushmanbu	-	-
PLOT SCALE	PLOT DATE	DRAWN	REVISED
28.0000 1/8"	19 Oct 19 12:47:02 2012	-	-
		CHECKED	REVISED
		-	-
		DATE	REVISED
		-	-

EXISTING STRUCTURE PLANS (FOR REFERENCE ONLY)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DATE	DESIGNED	CHECKED	DRAWN	SCALE	SHEET NO.
U.S.S.	J.H.H.	J.H.H.	J.H.H.	1"	5



NOTES

Follow structural steel tubing shall conform to the requirements of ASTM designation A-500 Grade B or A-501 Structural Steel Tubing.

All other steel shapes and plates shall conform to the requirements of ASTM designation A-36 except posts shall conform to ASTM A-441.

Bolts, cap screws, and nuts shall conform to the requirement of ASTM designation A-307 except for high strength bolts, nuts and washers noted which shall conform to ASTM designation A-325.

All bolts, nuts, cap screws, washers and lock washers shall be galvanized in accordance with ASTM designation A-153.

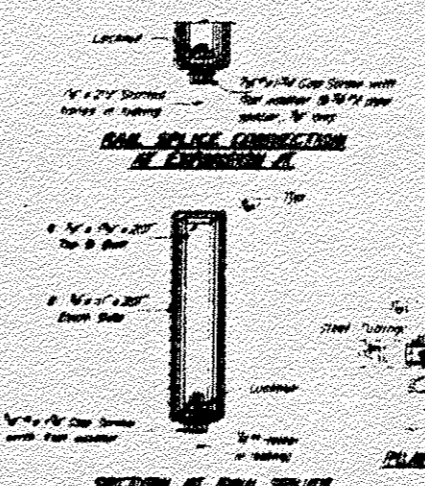
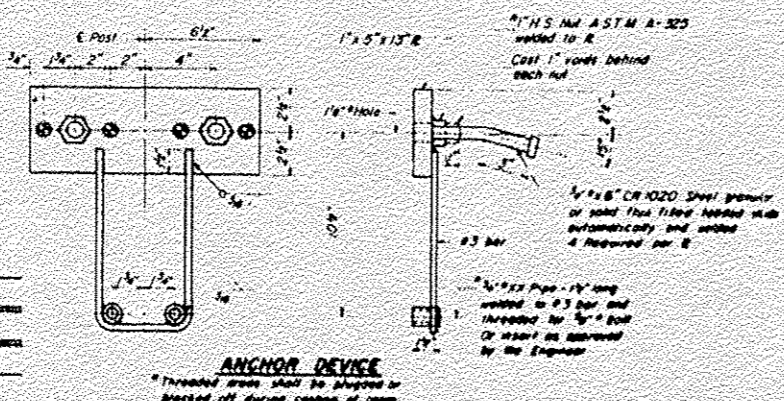
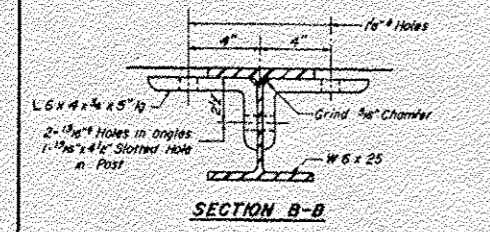
All posts, railings, rail spikes, anchor devices and angles shall be galvanized other than fastenings in accordance with ASTM designation A-123 and A-305. Galvanized rail shall not be painted.

Painting shall be in accordance with Section 508 of the Standard Specifications, except as noted, and shall be paid for at the contract unit price per lineal foot for STEEL RAILING, TYPE S.

All field drilled holes shall be coated with an approved zinc rich paint before erection.

The lower portion of the post flange in contact with concrete shall receive two coats of asphalt paint conforming to Section 714.08 Type B or place 1/2" fabric (leaving gap between the post and concrete).

The 5/8" high strength bolts used to connect the 6 x 4 x 1/2" angles to the post shall be tightened in accordance with Article 902.04(a)(3) of the Standard Specifications. The 1" high strength bolts connecting the angles to the concrete shall be tightened to a snug fit and given an additional 1/2 turn.



BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type S	Lin. Ft.	10

**TYPE S
STEEL RAILING**

S&L P. 7, SEC. 5.01
HENRY COUNTY
7A-477-86

DESIGNED	EXAMINED	19
CHECKED	DRAWN	J.H.H.
DRAWN	APPROVED	J.H.H.
CHECKED		

R-23 12-10-71 (6'-3" Maximum Post Spacing)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
226	3T & 3BR-1	HENRY	210	59
CONTRACT NO. 64F25				

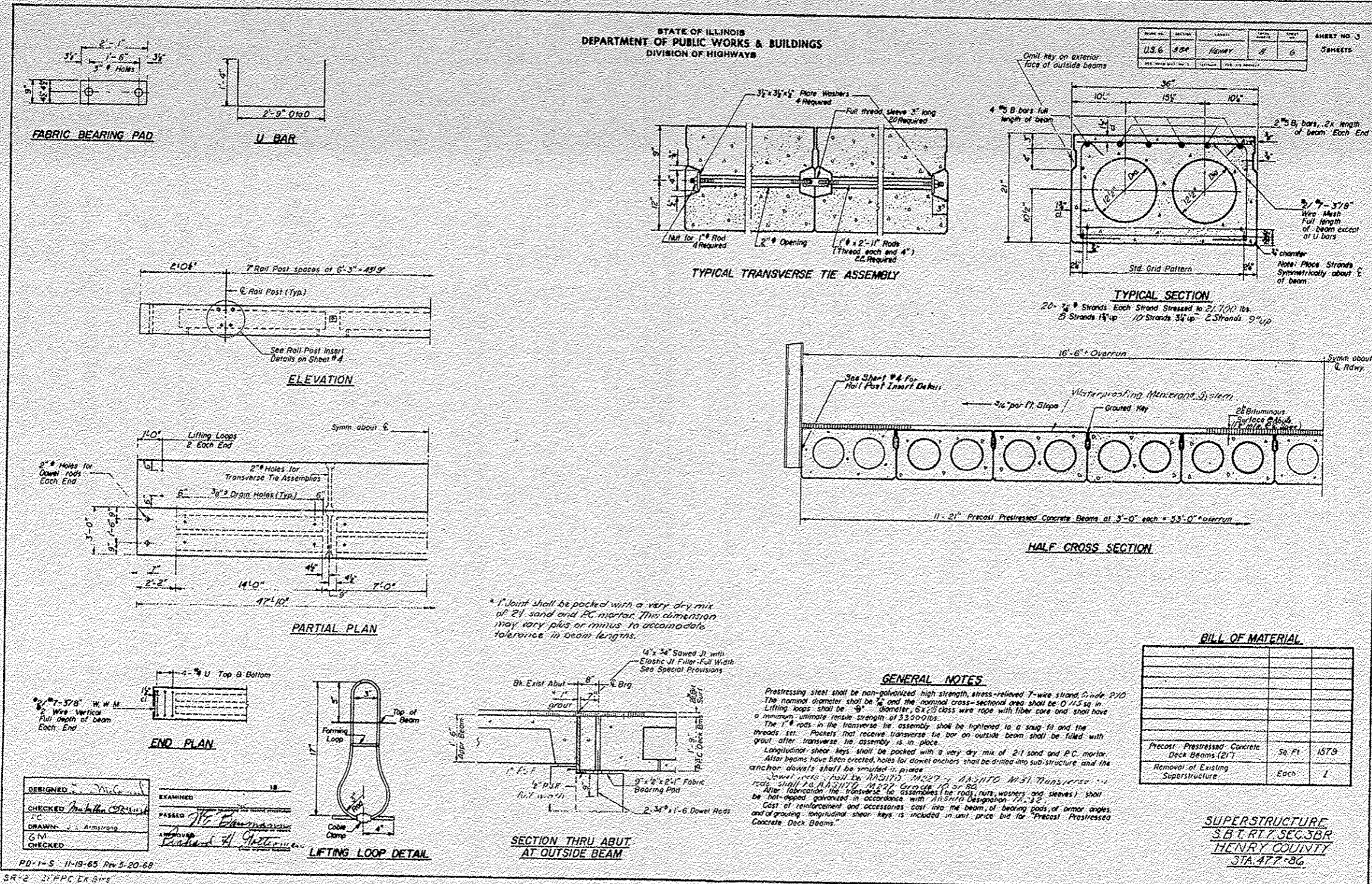
FILE NAME	USER NAME	DESIGNED	REVISED
01\pwwork\pwwork\cushmanbw\d016918610228809-ah-detailed.dgn	cushmanbw	-	-
PLOT SCALE	CHECKED	REVISION	REVISION
1" = 20'-0000' / in.	-	-	-
PLOT DATE	DATE	REVISION	REVISION
Fri Oct 19 12:51:23 2012	-	-	-

SCALE: SHEET OF SHEETS STA. TO STA.

[ILLINOIS] FED. AID PROJECT

EXISTING STRUCTURE PLANS

(FOR REFERENCE ONLY)



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

DATE	SECTION	LABEL	DATE	NO.	SHEET NO. 3
U.S. 6	454	HENRY	8	6	3 SHEETS

GENERAL NOTES

Prestressing steel shall be non-galvanized high strength stress-relieved 7-wire strand, Grade 270. The nominal diameter shall be 7/8" and the nominal cross-sectional area shall be 0.425 sq. in. Lifting loops shall be 3/4" diameter, 6x20 class wire rope with fiber core and shall have a minimum ultimate tensile strength of 32000 lbs.

The 1/2" rods in the transverse tie assembly shall be tightened to a snug fit and the threads in the pockets that receive transverse tie bar on outside beam shall be filled with grout after transverse tie assembly is in place.

Longitudinal shear keys shall be packed with a very dry mix of 2-1 sand and P.C. mortar. After beams have been erected, holes for dowel anchors shall be drilled into sub-structure and the anchor dowels shall be inserted in place.

Dowel rods shall be AASHTO M227 or AASHTO M31 Transverse tie rods shall be AASHTO M227 Grade 270 or 80.

After fabrication the transverse tie assembly (tie rods, plate washers and sleeves) shall be hot-dipped galvanized in accordance with AASHTO designation M-32.

Cost of reinforcement and accessories cast into the beam of bearing pads, corner angles and of grouting longitudinal shear keys is included in unit price bid for "Precast Prestressed Concrete Deck Beams."

BILL OF MATERIAL

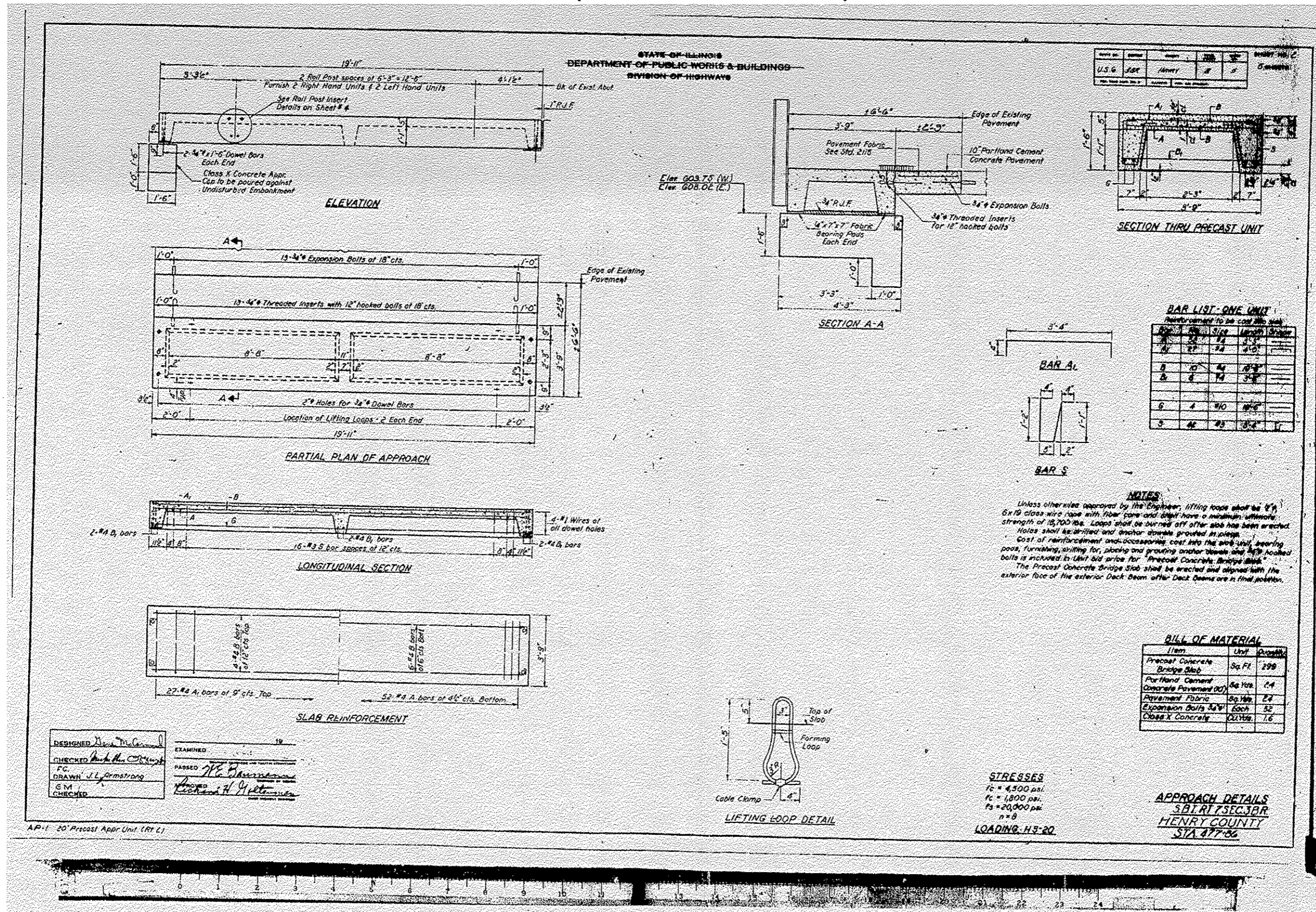
ITEM	QUANTITY	UNIT	PRICE
Precast Prestressed Concrete Deck Beams (21)	Sq. Ft	1570	
Removal of Existing Superstructure	Each	1	

SUPERSTRUCTURE
 S.B.T. RT. SEC. 3BR
 HENRY COUNTY
 STA. 477+86

DESIGNED - <i>McGee</i>	EXAMINED -
CHECKED - <i>McGee</i>	PASSED - <i>McGee</i>
DRAWN - <i>Armstrong</i>	APPROVED - <i>McGee</i>
GM -	
CHECKED -	

PD-1-S 11-19-65 Rev 5-20-68
 SR-2 21" P.C. Deck Beams

EXISTING STRUCTURE PLANS (FOR REFERENCE ONLY)

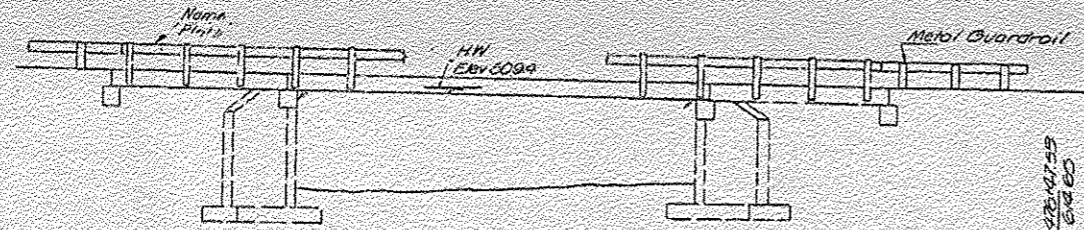


EXISTING STRUCTURE PLANS (FOR REFERENCE ONLY)

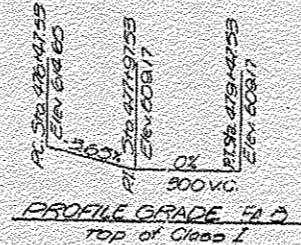
B.M. on E. HDWL. Lt. Sta. 471+50.241' E. Bridge Abut. Elev. 609.74
Existing Structure: Built on S.B.I. File # Dec. 30 in 1921
Superstr. is RC Through Girder Substr. is RC Abutts

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

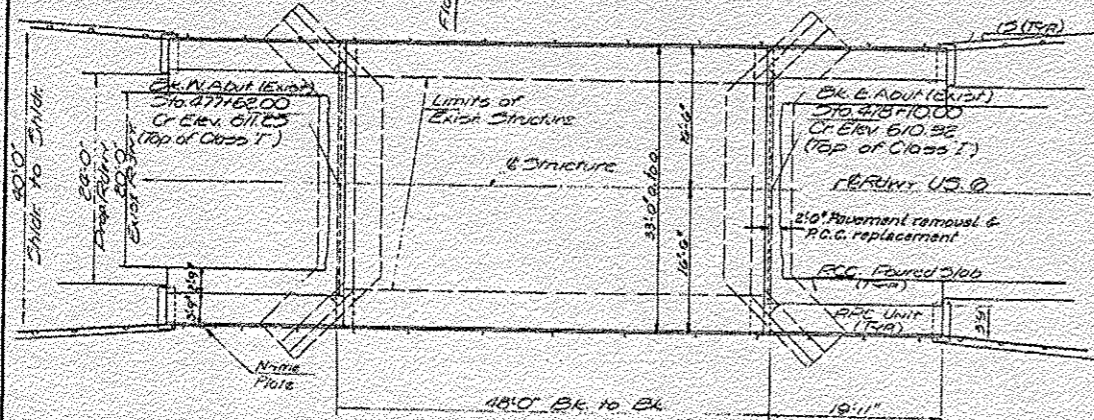
SHEET NO. 1	SHEETS
U.S.G. 381	HENRY 6 4
S.T. 1988-01-15	10/15/88



ELEVATION



PROFILE GRADE FA 2
top of Class I



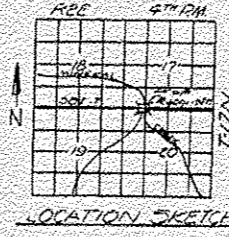
PLAN

STATION 471+6
BUILT 1921
STATE OF ILLINOIS
U.S. RTE. 6 - SEC. 30A
LOADING H320
NAME PLATE
See Dtd. 213

GENERAL NOTES
All reinforcement bars shall be lapped 8d diameters unless otherwise shown.
It shall be the responsibility of the Contractor to verify all dimensions & conditions existing in the field prior to construction & ordering of materials.
Expansion bolts shall consist of self-drilling expansion shields & 3/4" hooked bolts. Hooked bolts shall extend a minimum of 12" into new concrete except as otherwise shown.
Shoulder transition to wingwall shall be sloped with water concrete - cast in place.
Limits of Waterproofing Membrane System shall be two feet back of abutments and out to cut of deck.
The top surface of the beams shall be finished in accordance with Article 505.06 of the Standard Specifications except that the surface shall not be required by brooming. The finished surface shall be free of depressions or high spots with sharp corners.

ITEM	UNIT	SUB.	SUPER.	TOTAL
Portland Cement Concrete Reinforcement (10')	Sq. Yds.			88
Pavement Fabric	Sq. Yds.			88
Concrete Removal	Cu. Yds.	9.0		9.0
Expansion Bolts (3/4")	Ech.			88
Class X Concrete	Cu. Yds.	13.5	1.6	15.1
Precast Concrete Bridge Slab	Sq. Ft.			299
Precast Prestressed Concrete Deck Beams (6')	Sq. Ft.		1,579	1,579
Steel Reinforcing Bars	Lbs.		176	176
Reinforcement Bars	Lbs.	1,750		1,750
Pavement Removal & P.C.C. Replacement (10')	Sq. Yds.			9
Removal of Existing Superstructures	Ech.			1
Waterproofing Membrane System	Sq. Yds.		191	191
Bituminous Concrete Surface Course	Tons		80	80
Portland Cement Mortar Jointing Course	Lbs.		478	478
Man's Time	Hrs.		1	1

See Special Provisions



GENERAL PLAN & ELEVATION
U.S. 6 OVER MINERAL CREEK
SEC. 30A
HENRY COUNTY
STATION 471+6

Rev. 4/1/75

DESIGNED: M.C. [Signature]	EXAMINED: [Signature] 1971
CHECKED: [Signature]	PASSED: [Signature]
DRAWN: [Signature]	APPROVED: [Signature]
CHECKED: [Signature]	

DESIGN STRESSES

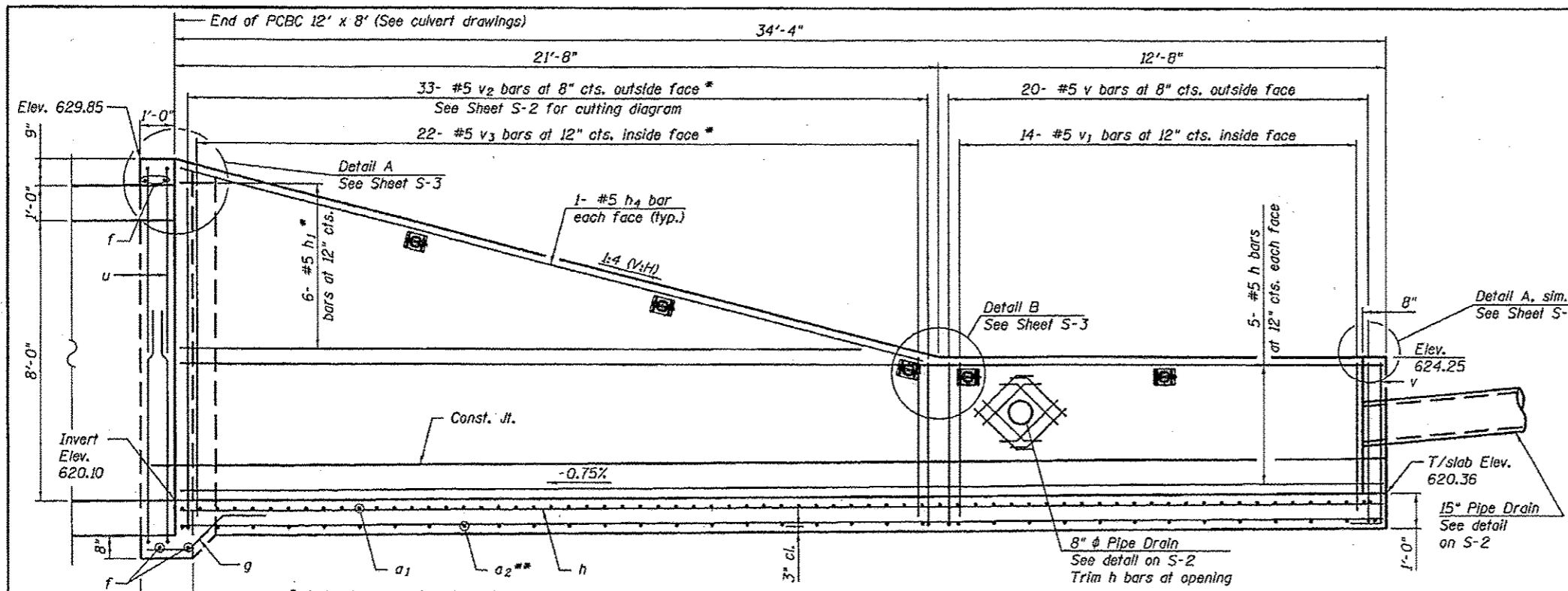
FIELD UNITS
16,000 psi (Sub)
18,000 psi (Main)
16,700 psi (Footings)
1110

PRECAST PRESTRESSED UNITS

16,000 psi
16,400 psi
15,870,000 psi (Strands)
15,158,700 psi (Strands)
Allow for 55 psi/50 ft for full H320
LOADING H320-84

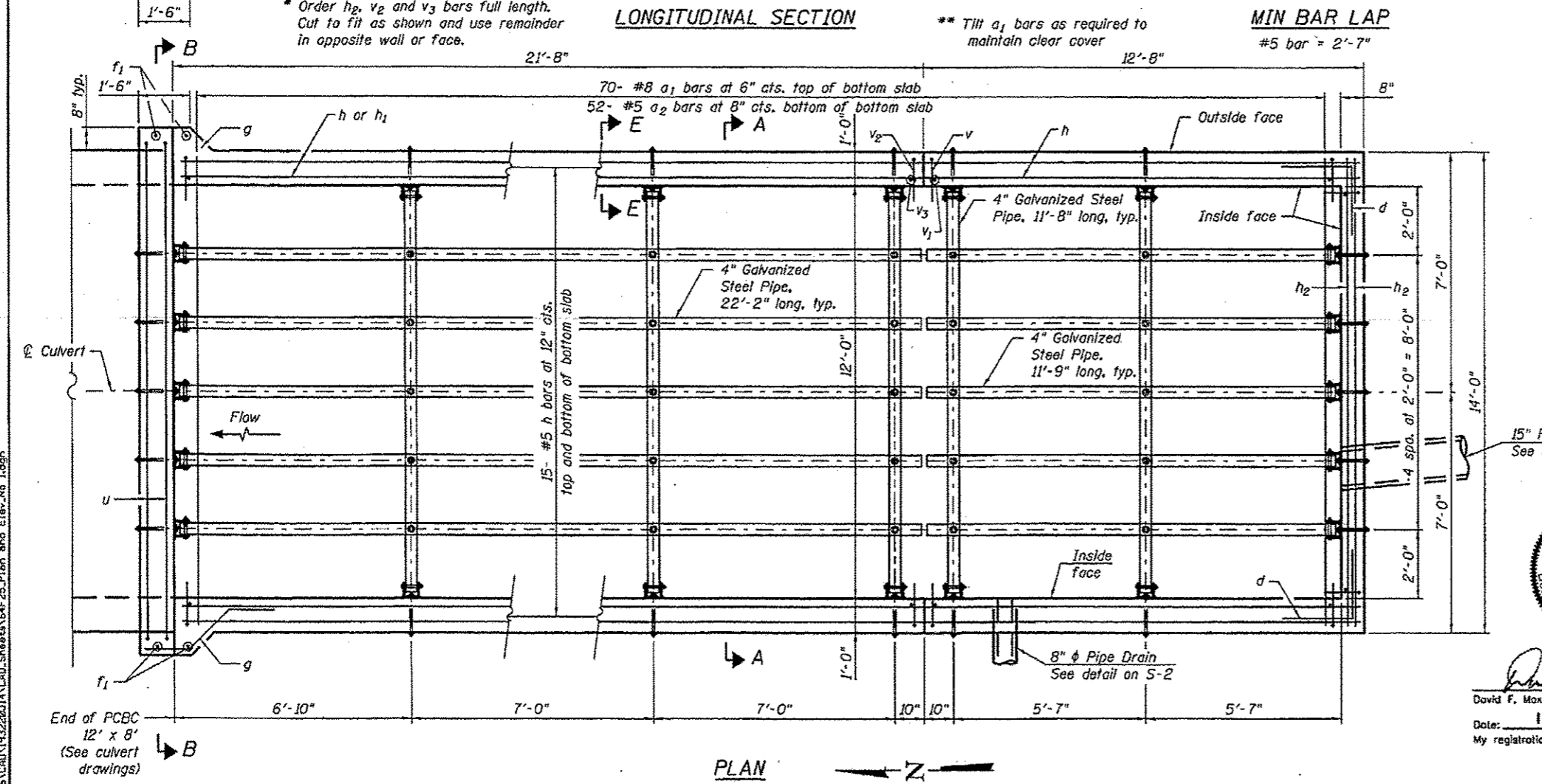
WATERWAY INFORMATION

Drainage: CS 20 M
Character: level & rolling
Present Opening: 502.56 FT
Road Opening: 507.50 FT
Proposed Opening: 507.50 FT
Obs:



GENERAL NOTES:

1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60.
2. All exposed concrete edges shall be chamfered 3/4" unless otherwise noted.
3. All construction joints shall be bonded.
4. The contract unit price "Each" for Drop Box, No.1 shall include the Concrete Structures, Reinforcement Bars, earth excavation where required, backfilling and necessary grading to fit the structure as shown, or to the slope.
5. The contract unit price "Foot" for Traversable Pipe Grates shall include the steel pipe grate System, steel plates, bolts, nuts and washers.
6. Steel pipes shall conform to A.S.T.M. A-53 (Type E or S) Grade B, Schedule 40 & shall be galvanized conforming to A.S.T.M. A-120.
7. Steel plates shall conform to AASHTO M-183 & shall be galvanized conforming to AASHTO M-111.
8. Bolts, nuts, & washers shall be in accordance with Article 1006.08 of the Standard Specifications and shall be galvanized.
9. Contractor shall field verify galvanized pipe length.
10. The minimum distance from the center of a hole to the free edge of a structural shape or plate shall be 1/2" unless noted otherwise.
11. Bolts and anchor rods shall be snug tightened by a few Impacts of an Impact wrench or the full force of a worker using an ordinary spud wrench.
12. This work shall be done according to the applicable portions of 501, 503, 505, 508, and 540 of the Standard Specifications.
13. Fabrication of the Steel Pipe Grate System shall conform to the requirements in Section 505 of the Standard Specifications unless noted otherwise.
14. 8" & 15" pipe drains will be incorporated into the construction of the drop box wall. See Detail.



DESIGN STRESSES

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

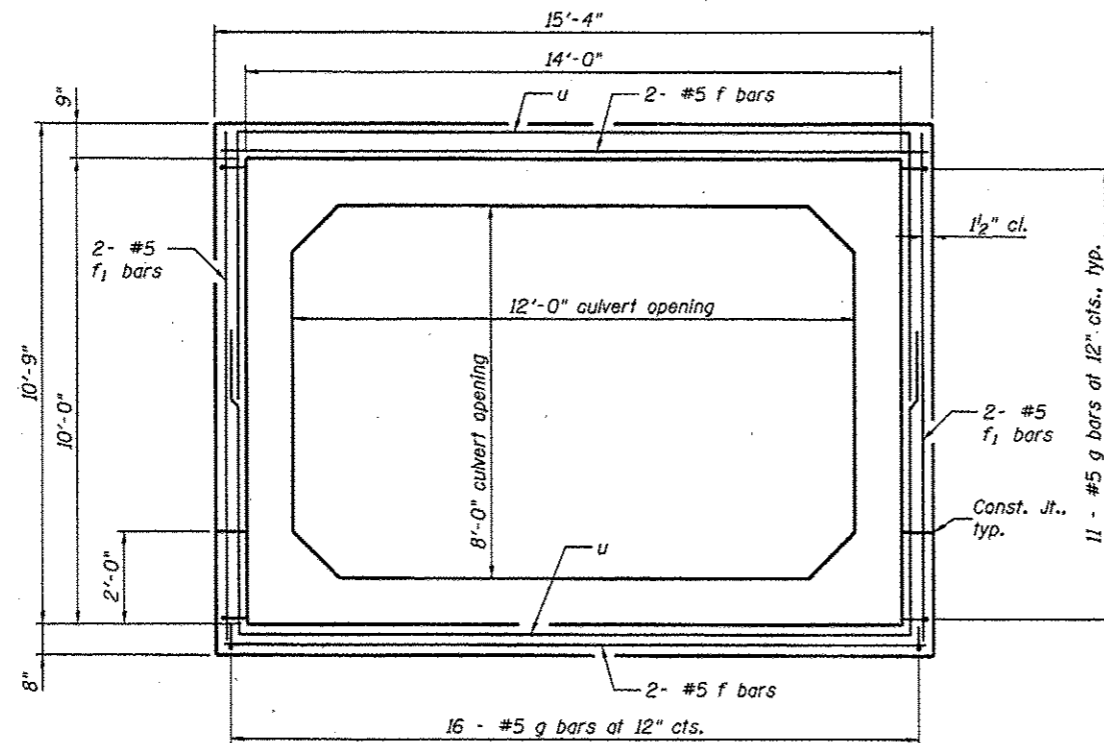
TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Drop Box No. 1	Each	1
Traversable Pipe Grates	Foot	228

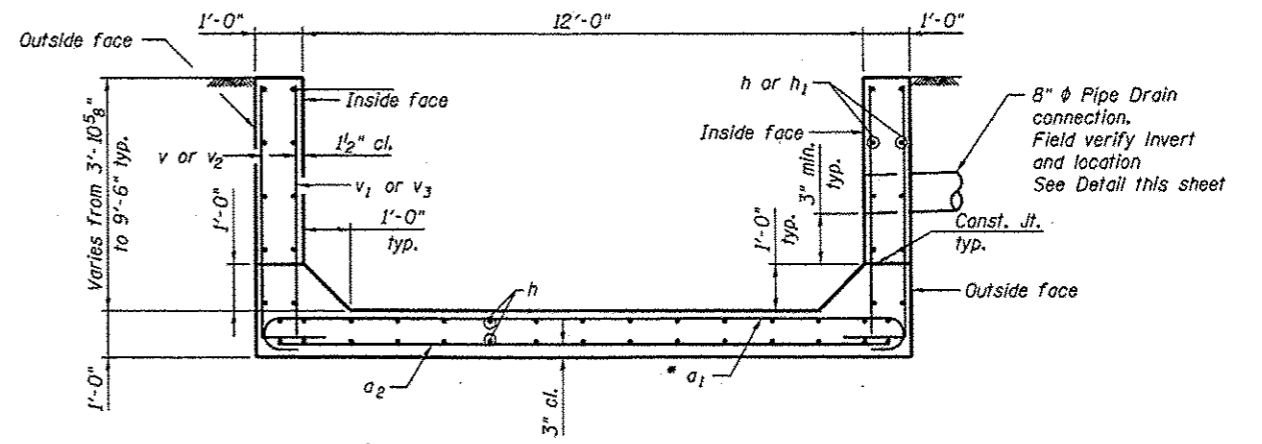


David F. Maxwell, S.E. Reg. No. 081-005455
 Date: 10/11/12
 My registration expires November 30, 2012

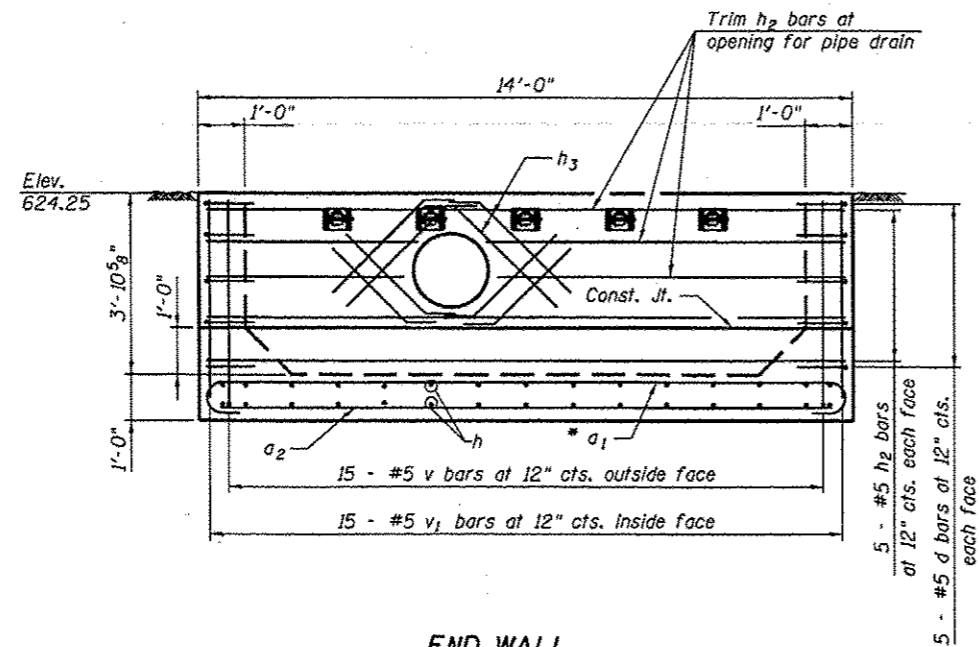
PLAN AND ELEVATION
DROP BOX NO. 1 RT
STATION 318+25



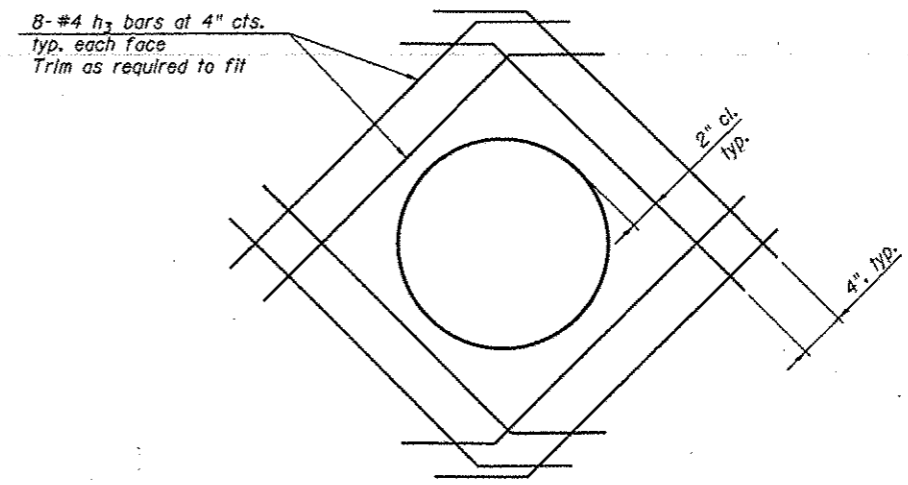
**SECTION B-B
HEADWALL**



SECTION A-A



END WALL

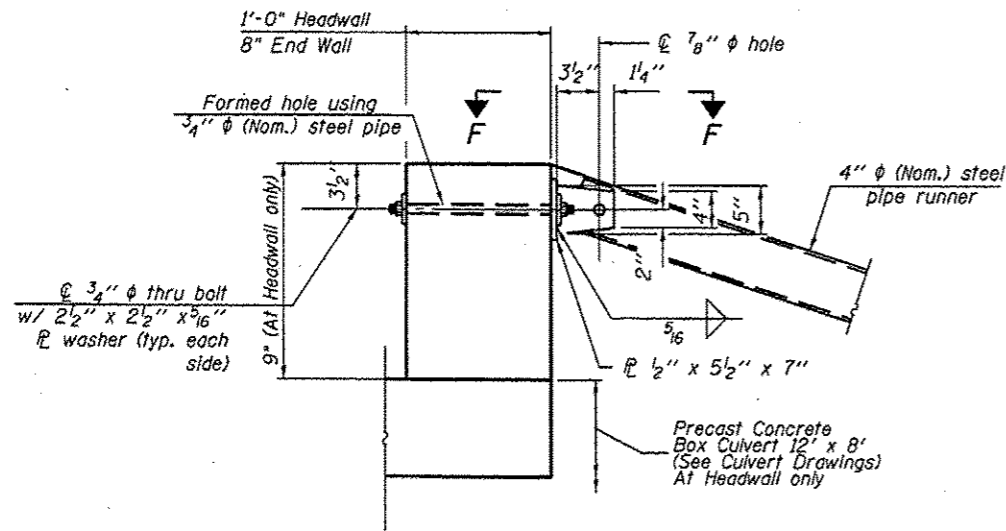


DETAIL FOR PIPE DRAIN
(Maximum 15" ϕ)

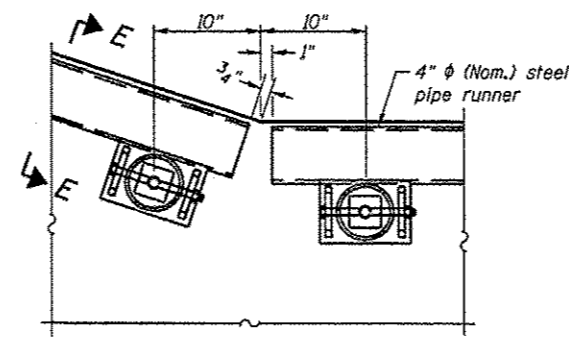
* Tilt a_1 bars as required to maintain clear cover

\\vgp\cas\dotcom\CAAD\19122201\4\VEAD_Sheets\64F25_Details.No.1-1.dgn

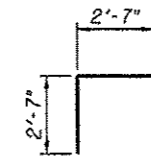
	USER NAME = STLCO_design-consultant PLOT SCALE = NTS PLOT DATE = 10/11/2012	DESIGNED - KJB CHECKED - DFM DRAWN - KJB CHECKED - DFM	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS 1 DROP BOX NO. 1 SHEET NO. 5-2 OF 5-3 SHEETS	F.A.S. RTE. 226	SECTION (37&31BR-1)	COUNTY HENRY	TOTAL SHEETS 210 SHEET NO. 64	CONTRACT NO. 64F25
	ILLINOIS FED. AID PROJECT									



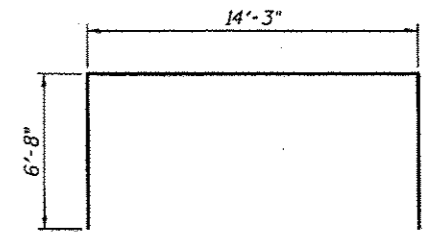
DETAIL A



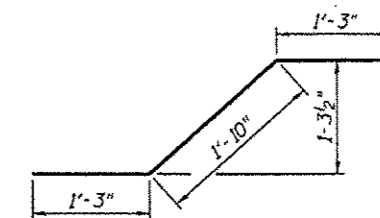
DETAIL B



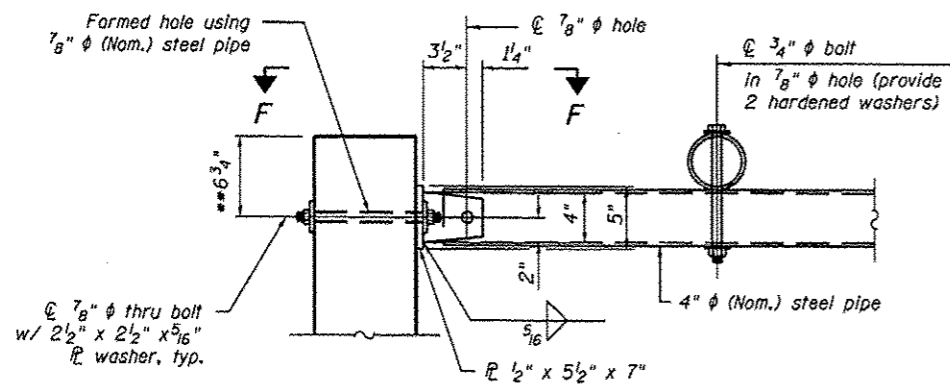
BAR d



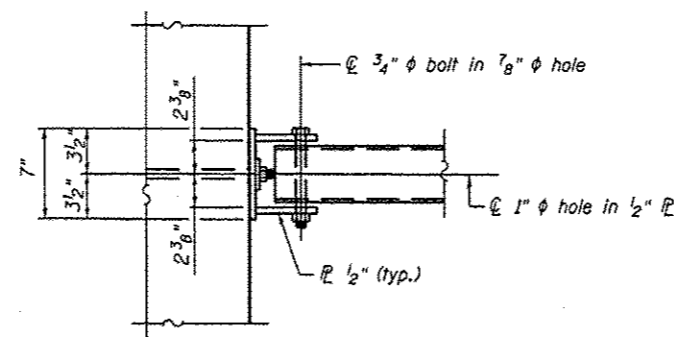
BAR u



BAR g

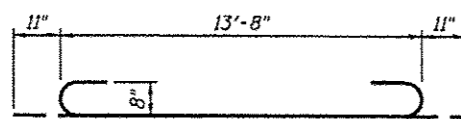


SECTION E-E

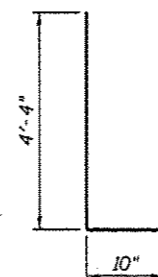


VIEW F-F

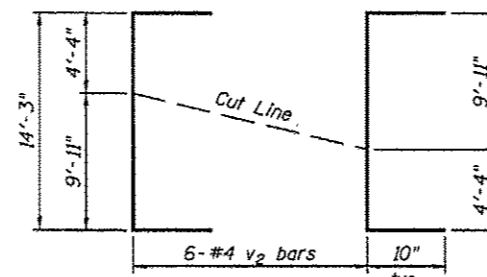
** Measured perpendicular to top of side wall. In addition, formed hole shall be located a minimum of 6" measured horizontally from any vertical joints necessary for construction of the drop box.



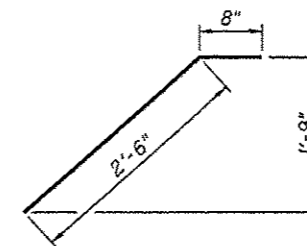
BAR a1



BAR v



BAR v2 CUTTING DIAGRAM



BAR h3

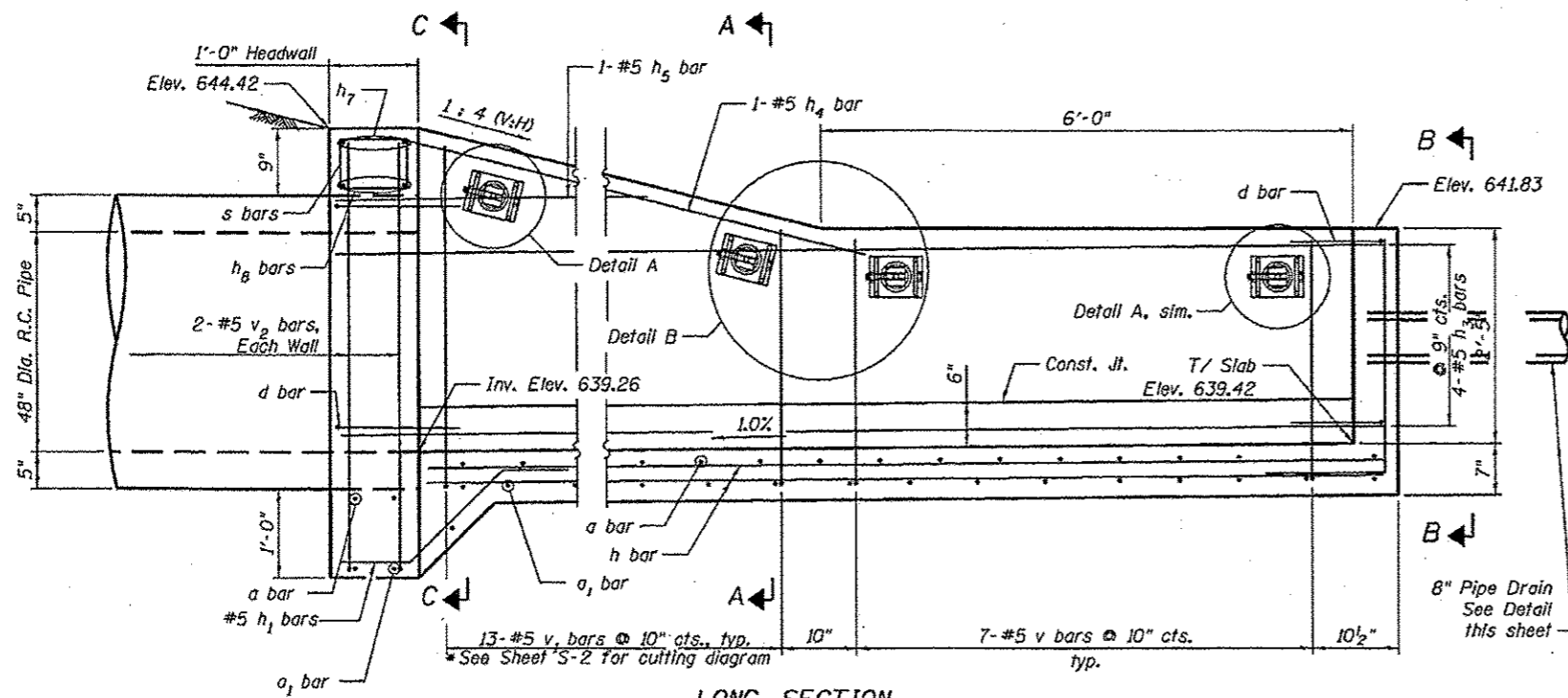
BILL OF MATERIAL
(For Information Only)

Bar No.	Size	Length	Shape
a ₁	#8	15'-6"	—
a ₂	#5	13'-8"	—
d	#5	5'-2"	U
f	#6	15'-1"	—
f ₁	#5	11'-2"	—
g	#5	4'-4"	—
h	#5	34'-0"	—
h ₁	#5	21'-4"	—
h ₂	#5	13'-8"	—
h ₃	#4	3'-2"	—
h ₄	#5	22'-0"	—
u	#5	27'-7"	—
v	#5	5'-2"	—
v ₁	#5	4'-4"	—
v ₂	#5	15'-11"	—
v ₃	#5	14'-3"	—
Concrete Structures			Cu. Yd. 36.5
Reinforcement Bars			Pound 7,800
4" Galv. Steel Pipe			5 @ 5'-9"
			5 @ 11'-9"
1/4" Galv. Steel Bolts			Each 25
Side Assembly			Each 20

** Included in Drop Box, No. 1

** Included in Traversable Pipe Grates with all hardware and steel for Assemblies

\\argreen\desks\CAD\193228\11\CAD_Sheets\64F25_Details\1-2.dgn

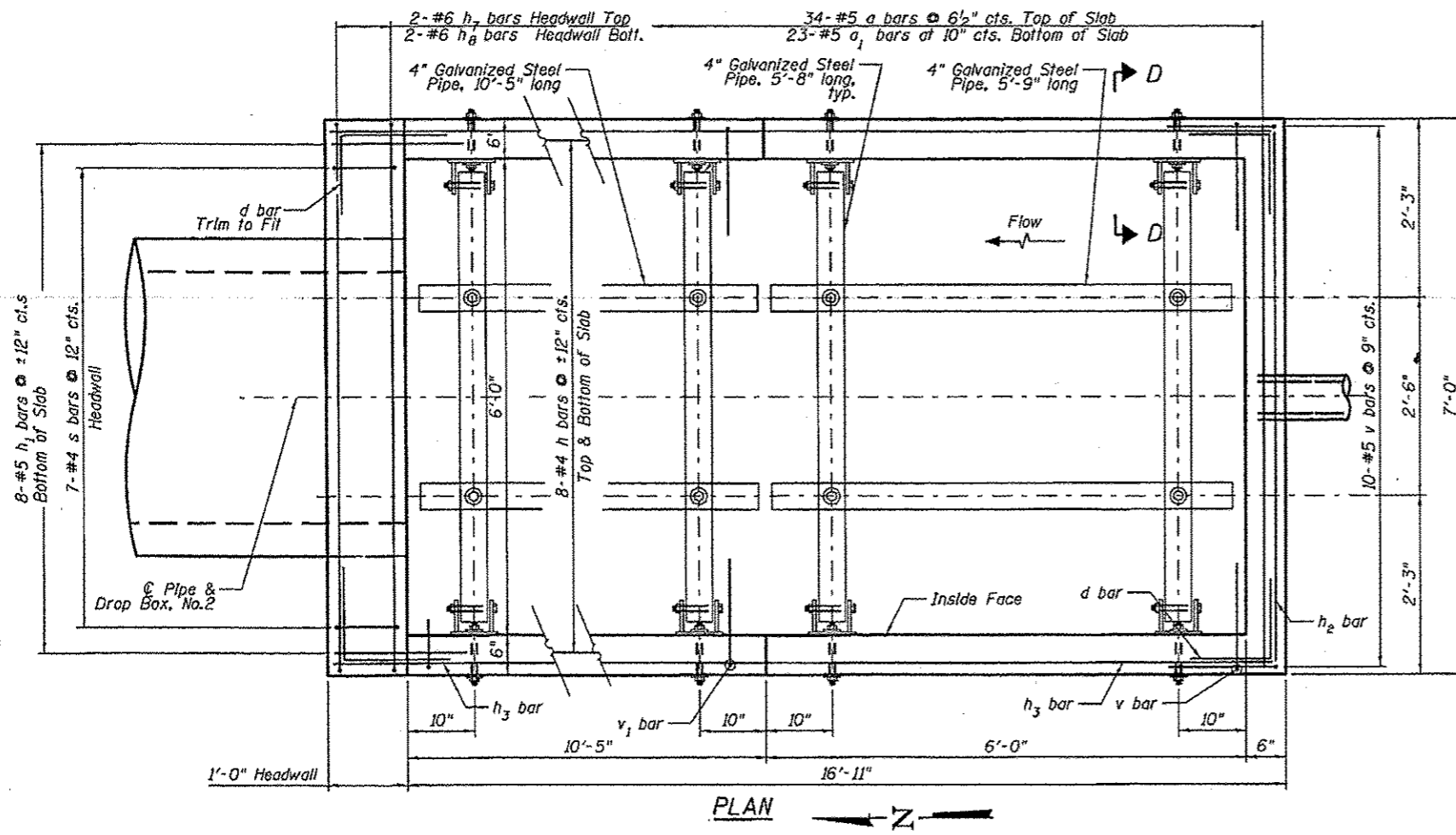


LONG SECTION

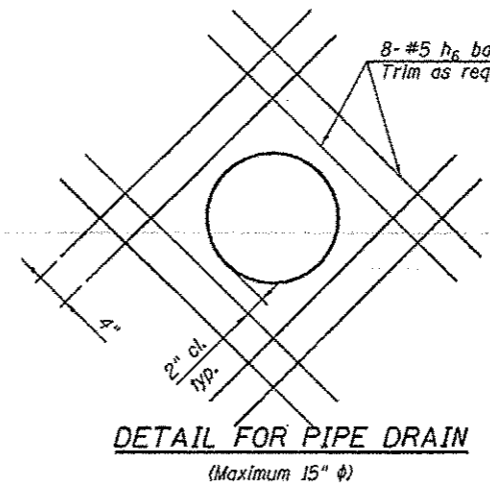
* Order v₁ bars full length. Cut to fit as shown and use remainder of bars in opposite wall.

GENERAL NOTES:

1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60.
2. All exposed concrete edges shall be chamfered 3/4" unless otherwise noted.
3. All construction joints shall be banded.
4. The contract unit price "Each" for Drop Box, No. 2 shall include the Concrete Structures, Reinforcement Bars, earth excavation where required, backfilling and necessary grading to fit the structure as shown, or to the slope.
5. The contract unit price "Foot" for Traversable Pipe Grates shall include the steel pipe grate System, steel plates, bolts, nuts and washers.
6. Steel pipes shall conform to A.S.T.M. A-53 (Type E or S) Grade B, Schedule 40 & shall be galvanized conforming to A.S.T.M. A-120.
7. Steel plates shall conform to AASHTO M-183 & shall be galvanized conforming to AASHTO M-111.
8. Bolts, nuts, & washers shall be in accordance with Article 1006.08 of the Standard Specifications and shall be galvanized.
9. Contractor shall field verify galvanized pipe length.
10. The minimum distance from the center of a hole to the free edge of a structural shape or plate shall be 1 1/2" unless noted otherwise.
11. Bolts shall be snug tightened by a few impacts of an impact wrench or the full force of a worker using an ordinary spud wrench.
12. This work shall be done according to the applicable portions of 501, 503, 505, 508, and 540 of the Standard Specifications.
13. Fabrication of the Steel Pipe Grate System shall conform to the requirements in Section 505 of the Standard Specifications unless noted otherwise.
14. 8" pipe drain will be incorporated into the construction of the drop box wall. See Detail.



PLAN



DETAIL FOR PIPE DRAIN
(Maximum 15" φ)

DESIGN STRESSES

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

TOTAL BILL OF MATERIAL

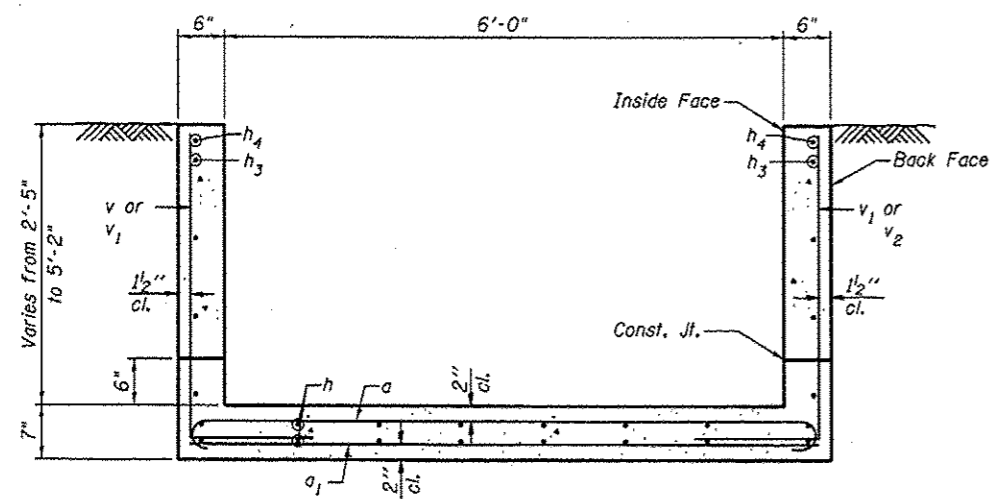
ITEM	UNIT	TOTAL
Drop Box, No. 2	Each	1
Traversable Pipe Grates	Foot	55



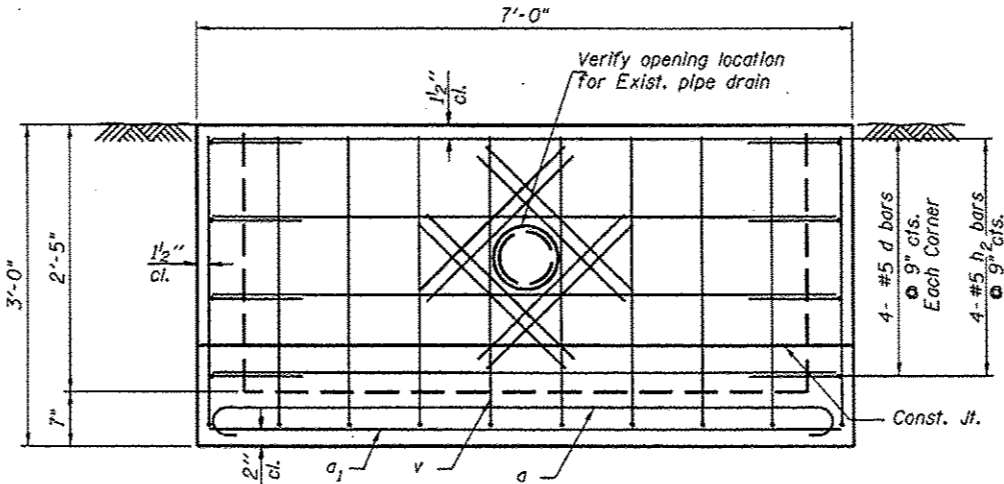
David F. Maxwell, S.E.
Date: 10/11/12
My registration expires November 30, 2012

**PLAN AND ELEVATION
DROP BOX NO. 2 RT
STATION 339+15**

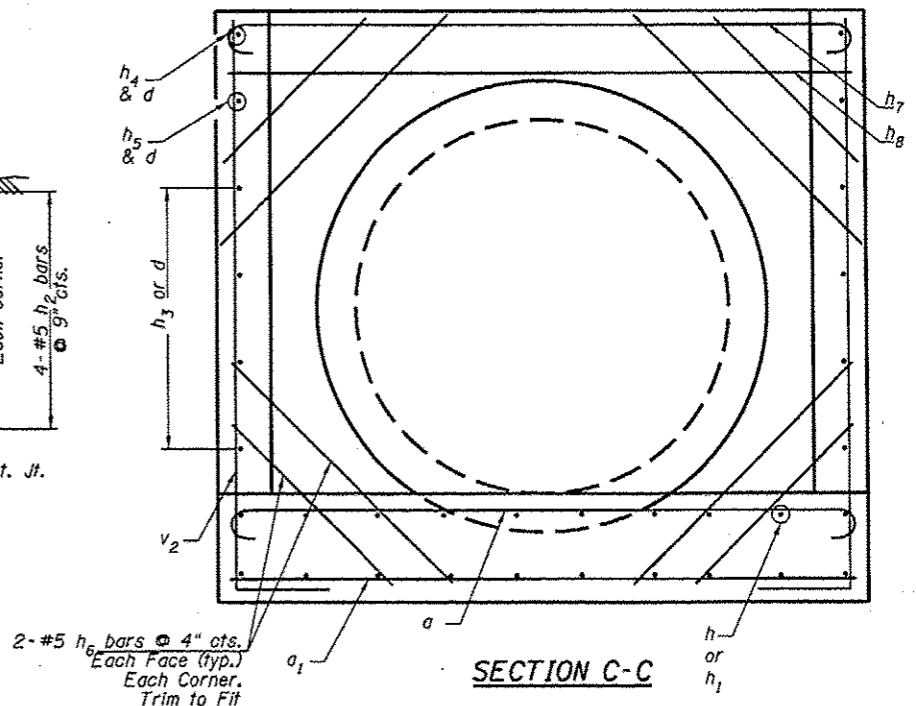
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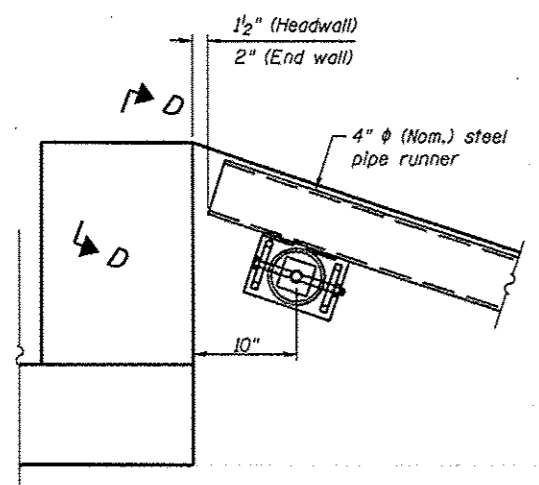
SECTION A-A



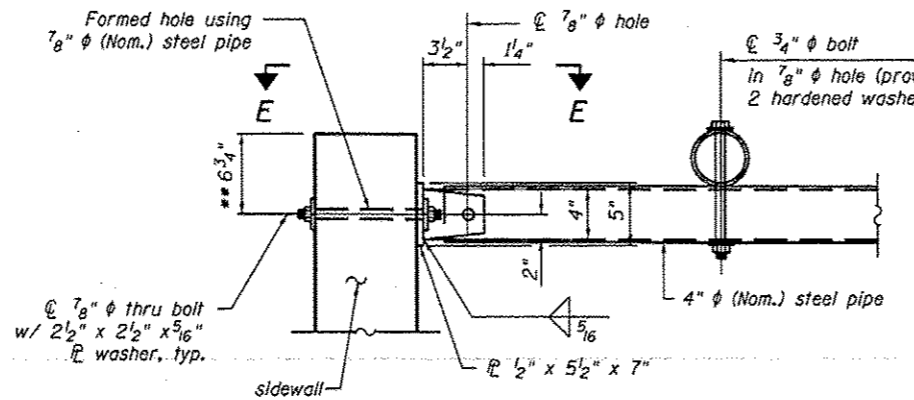
VIEW B-B



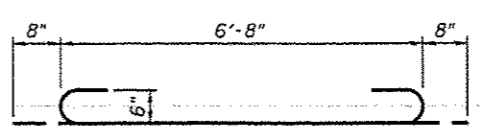
SECTION C-C



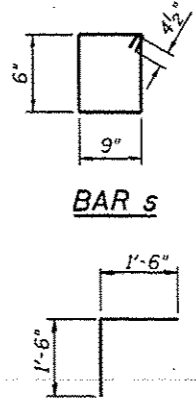
DETAIL A



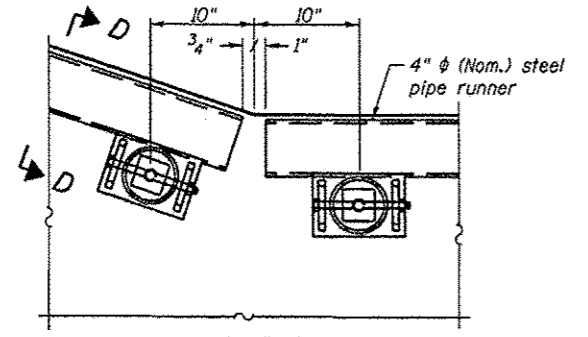
SECTION D-D



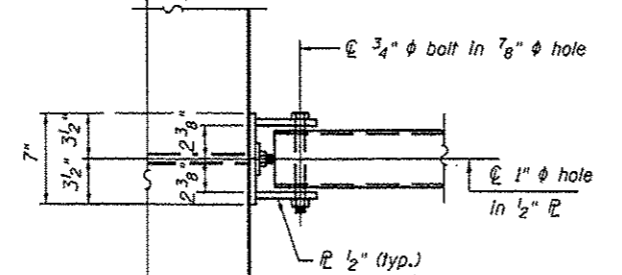
BAR a and h7



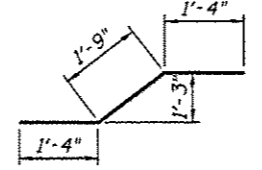
BAR d



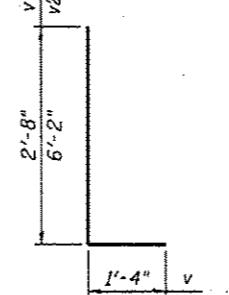
DETAIL B



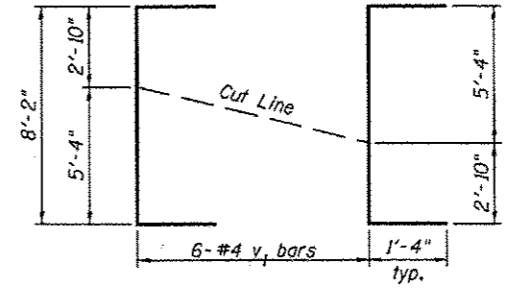
VIEW E-E



BAR h1



BAR v and v2



BAR v1 CUTTING DIAGRAM

BILL OF MATERIAL
(For Information Only)

Bar	No.	Size	Length	Shape
a	34	#5	8'-0"	┌───┐
a1	23	#5	6'-8"	┌───┐
d	20	#5	3'-0"	┌───┐
h	16	#4	16'-7"	┌───┐
h1	8	#5	4'-5"	┌───┐
h2	4	#5	6'-8"	┌───┐
h3	8	#5	17'-7"	┌───┐
h4	2	#5	13'-0"	┌───┐
h5	2	#5	5'-11"	┌───┐
h6	24	#5	4'-6"	┌───┐
h7	2	#6	8'-0"	┌───┐
h8	2	#6	6'-8"	┌───┐
s	7	#4	3'-3"	┌───┐
v	24	#5	4'-0"	┌───┐
v1	13	#5	10'-10"	┌───┐
v2	4	#5	7'-6"	┌───┐

DESCRIPTION	UNIT	QTY.
Concrete Structures	Cu. Yd.	6.1
Reinforcement Bars	Pound	1,380
4" Galv. Steel Pipe	4 @	5'-8"
3/4" Galv. Steel Bolts	2 @	10'-5"
Side Assembly	Each	8

** Included In Drop Box, No. 2
** Included in Traversable Pipe Grates with all hardware and steel for Assemblies

I:\projects\2012\11\14\CD\Drawings\64F25_Details_No_2.dgn



USER NAME = STLCG.design\consultant
DESIGNED - KJB
CHECKED - DFM
PLDT SCALE = NTS
DRAWN - KJB
PLOT DATE = 10/11/2012

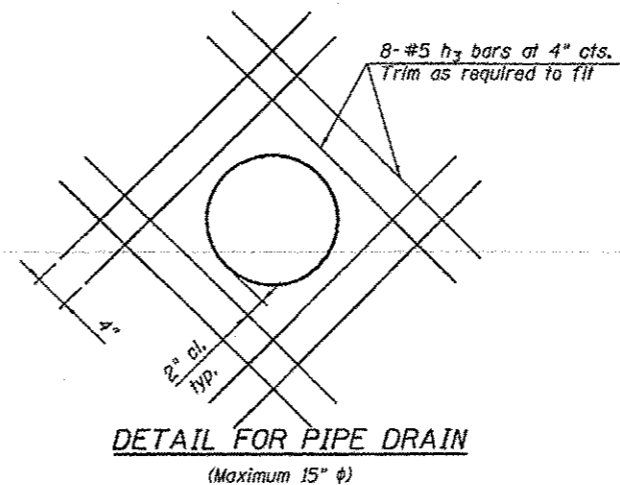
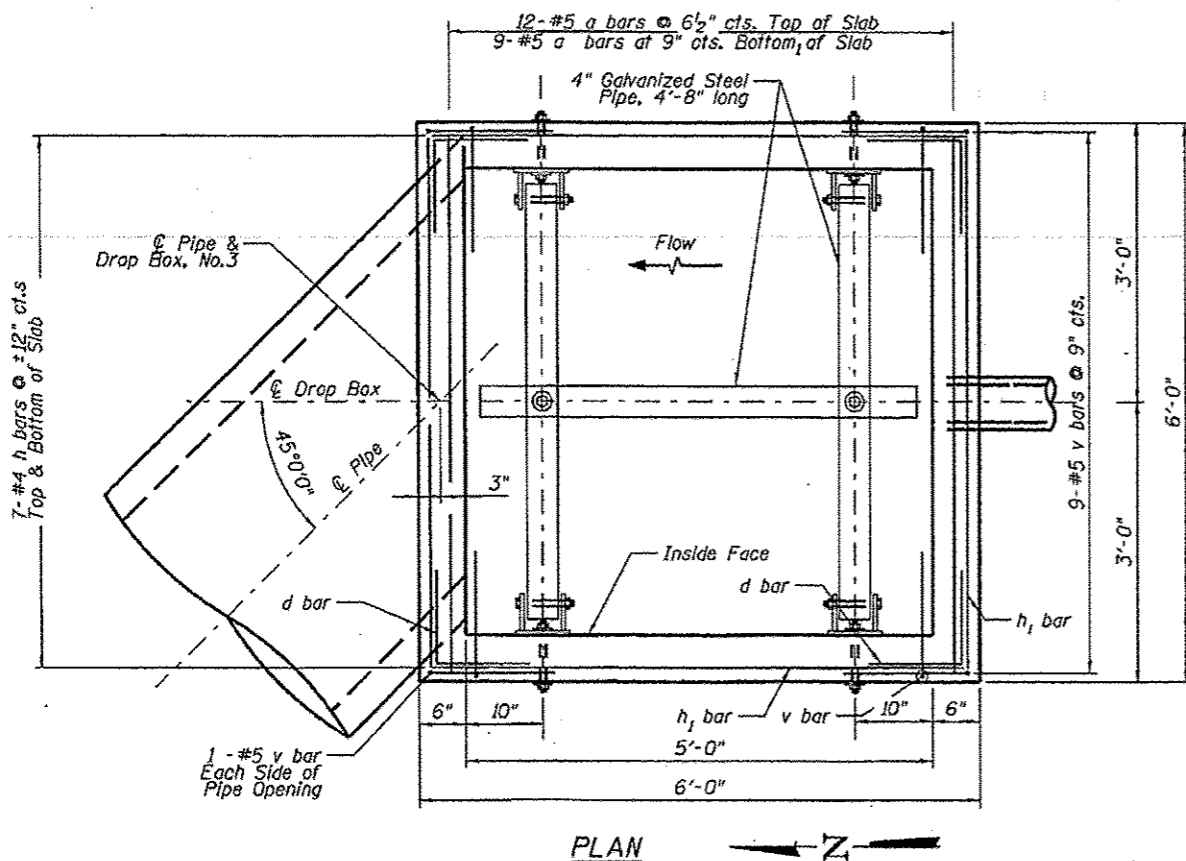
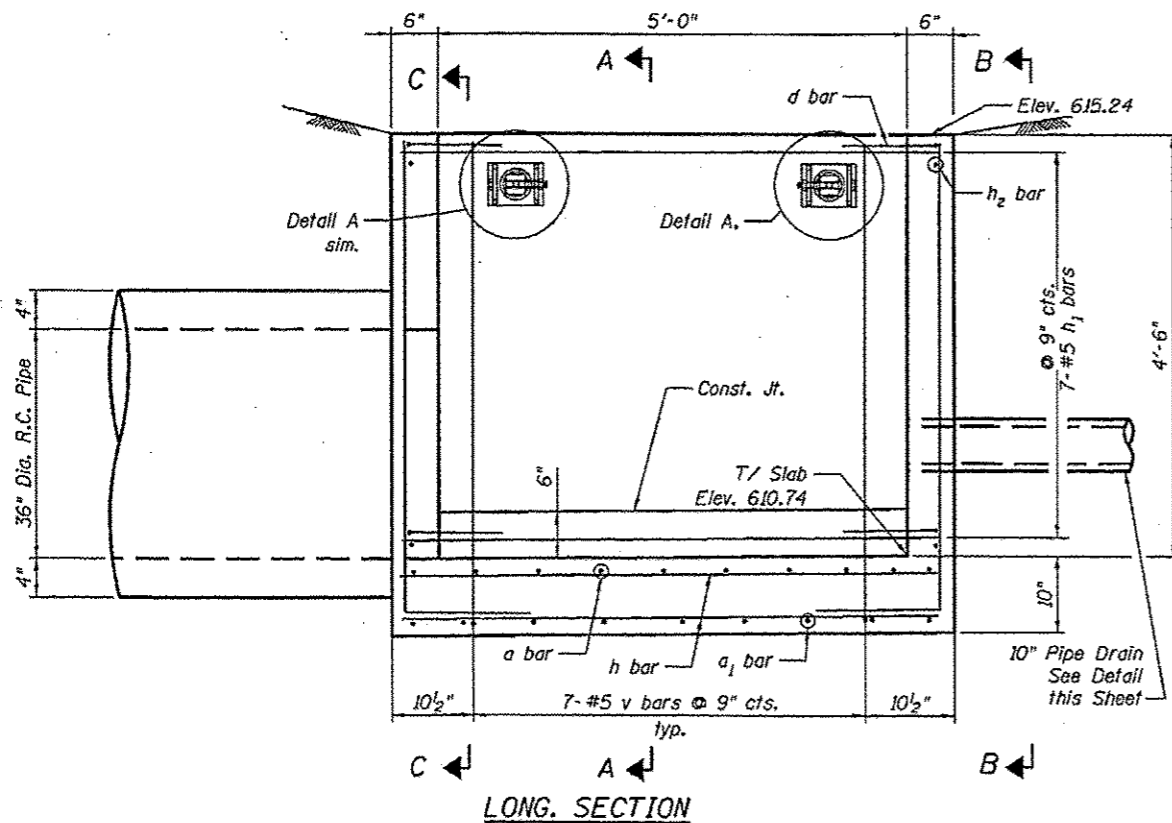
REVISIED -
REVISIED -
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REVISIED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAILS
DROP BOX NO. 2**
SHEET NO. 5-2 OF 5-2 SHEETS

F.A.S. REF.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
226	(3T & 3) BR-1	HENRY	210	67

CONTRACT NO. 64F25
ILLINOIS FED. AID PROJECT



GENERAL NOTES:

1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60.
2. All exposed concrete edges shall be chamfered 3/4" unless otherwise noted.
3. All construction joints shall be bonded.
4. The contract unit price "Each" for Drop Box, No. 3 shall include the Concrete Structures, Reinforcement Bars, earth excavation where required, backfilling and necessary grading to fit the structure as shown, or to the slope.
5. The contract unit price "Foot" for Traversable Pipe Grates shall include the steel pipe grate System, steel plates, bolts, nuts and washers.
6. Steel pipes shall conform to A.S.T.M. A-53 (Type E or S) Grade B, Schedule 40 & shall be galvanized conforming to A.S.T.M. A-120.
7. Steel plates shall conform to AASHTO M-183 & shall be galvanized conforming to AASHTO M-111.
8. Bolts, nuts, & washers shall be in accordance with Article 1006.08 of the Standard Specifications and shall be galvanized.
9. Contractor shall field verify galvanized pipe length.
10. The minimum distance from the center of a hole to the free edge of a structural shape or plate shall be 1 1/2" unless noted otherwise.
11. Bolts shall be snug tightened by a few impacts of an impact wrench or the full force of a worker using an ordinary spud wrench.
12. This work shall be done according to the applicable portions of 501, 503, 505, 508, and 540 of the Standard Specifications.
13. Fabrication of the Steel Pipe Grate System shall conform to the requirements in Section 505 of the Standard Specifications unless noted otherwise.
14. 10" pipe drain will be incorporated into the construction of the drop box wall. See Detail.

DESIGN STRESSES

FIELD UNITS

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

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Drop Box, No. 3	Each	1
Traversable Pipe Grates	Foot	14

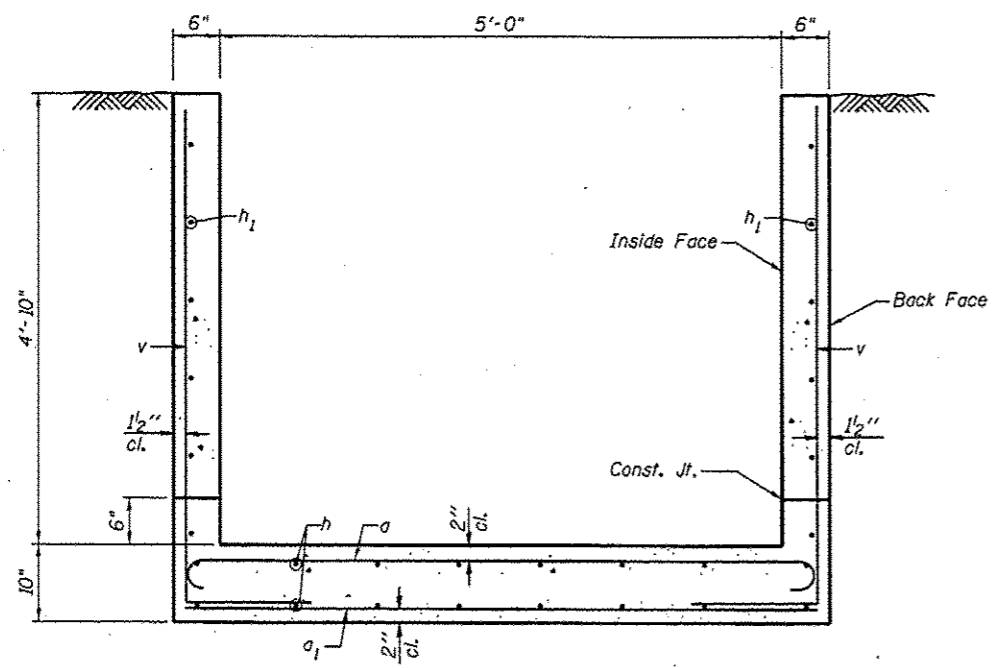


David F. Maxwell, S.E. Reg. No. 081-005455
 Date: 10/11/12
 My registration expires November 30, 2012

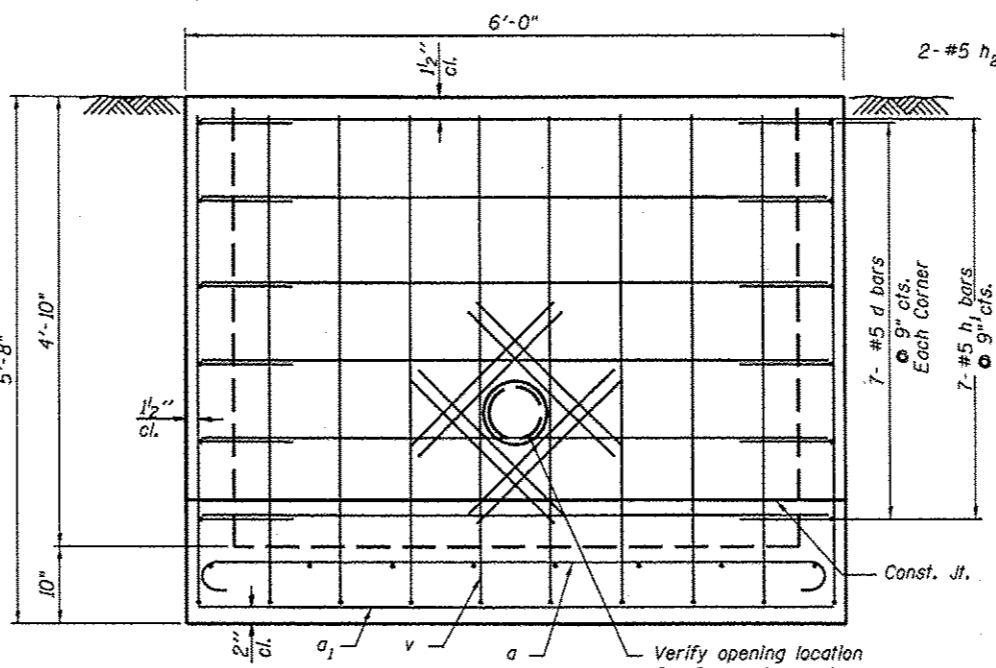
**PLAN AND ELEVATION
 DROP BOX NO. 3 RT
 STATION 397+32**

V:\projects\data\CA0119228\JH\CAD_Sheets\64F25_Plan and Elev..No 3.dgn

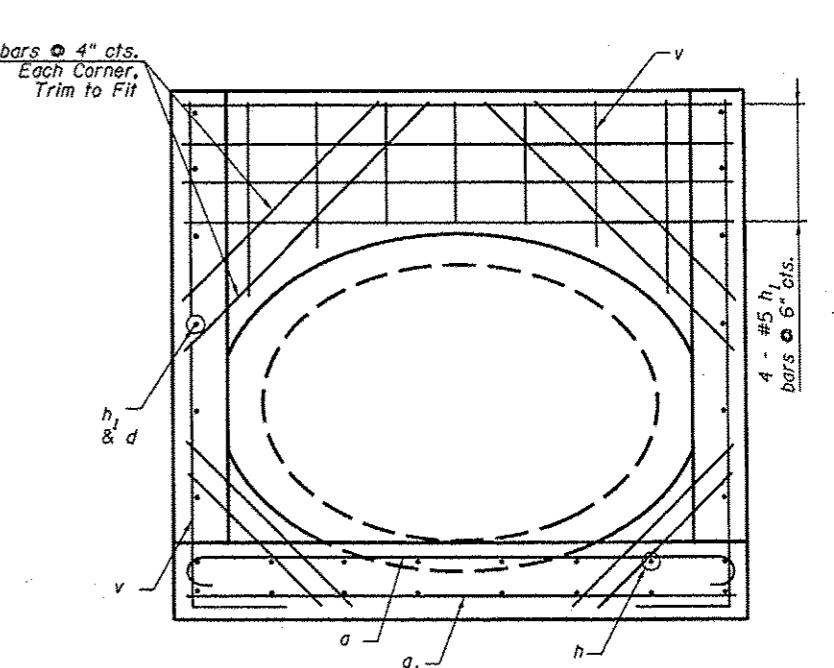
	USER NAME = STLCB.dsgnconsultant PLOT SCALE = HTS PLOT DATE = 12/11/2012	DESIGNED - KJB CHECKED - DFM DRAWN - KJB CHECKED - DFM	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND ELEVATION DROP BOX NO. 3 SHEET NO. S-1 OF S-2 SHEETS	F.A.S. R.T.E. 226	SECTION (3T & 3) BR-1	COUNTY HENRY	TOTAL SHEET NO. 21068	CONTRACT NO. 64F25
	ILLINOIS FED. AID PROJECT									



SECTION A-A

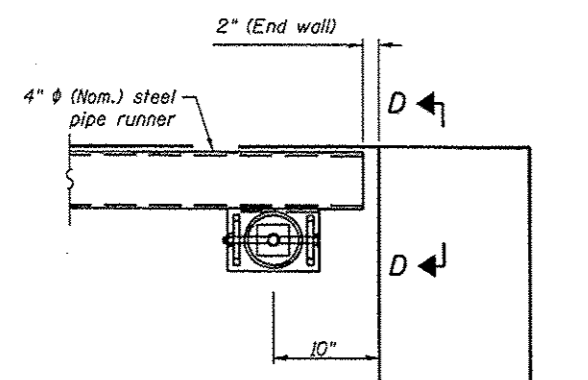


VIEW B-B

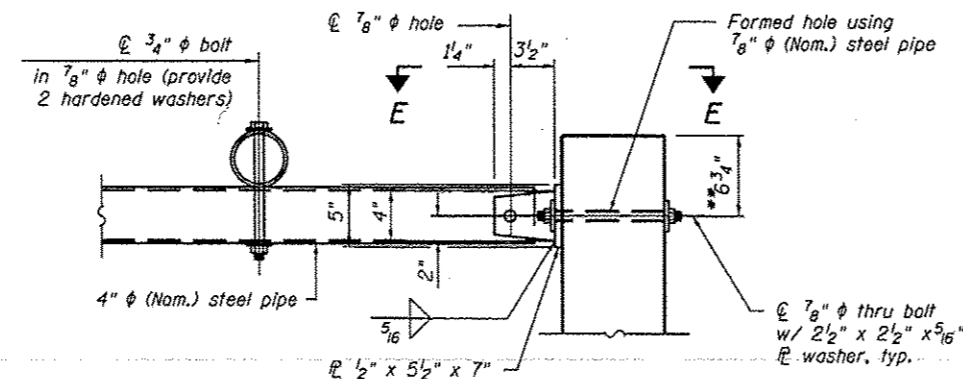


SECTION C-C

Trim a, h, v, and h2 bars around pipe opening

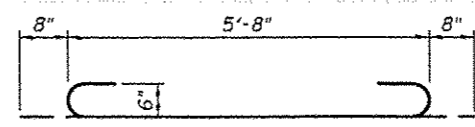


DETAIL A

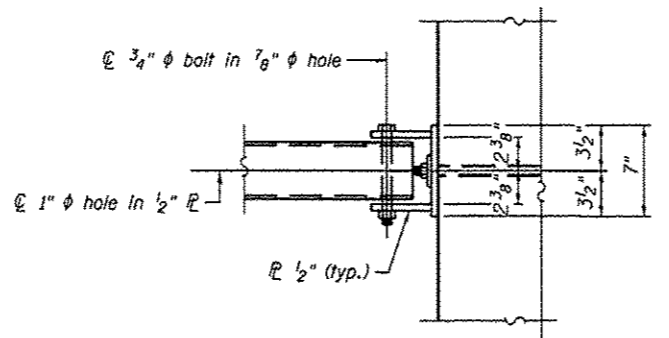


SECTION D-D

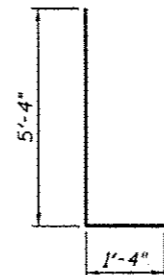
** Measured perpendicular to top of sidewall. In addition, formed hole shall be located a minimum of 6" measured horizontally from any vertical joints necessary for construction of the culvert extension with drop box.



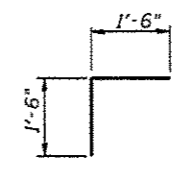
BAR a



VIEW E-E



BAR v



BAR d

BILL OF MATERIAL
(For Information Only)

Bar	No.	Size	Length	Shape
a	12	#5	7'-0"	U
a1	9	#5	5'-8"	—
d	28	#5	3'-0"	L
h	14	#4	5'-8"	—
h1	25	#5	5'-8"	—
h2	8	#5	3'-11"	—
h3	8	#5	3'-0"	—
v	32	#5	6'-8"	L

DESCRIPTION	UNIT	QTY.
* Concrete Structures	Cu. Yd.	2.8
* Reinforcement Bars	Pound	710
** 4" Galv. Steel Pipe	3 @	4'-8"
** 3/4" Galv. Steel Bolts	Each	2
** Side Assembly	Each	4

*Included in Drop Box, No. 3

** Included in Traversable Pipe Grates with all hardware and steel for Assemblies

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 HRGreen.com
 154-001322

HRGreen.com
 154-001322

USER NAME = STLCD.design.consultant	DESIGNED - KJB	REVISED -
PLOT SCALE = NTS	CHECKED - DFM	REVISED -
PLOT DATE = 10/11/2012	DRAWN - KJB	REVISED -
	CHECKED - DFM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS
DROP BOX NO. 3
 SHEET NO. S-2 OF S-2 SHEETS

F.A.S. RTE. 226	SECTION (3T & 3) BR-1	COUNTY HENRY	TOTAL SHEETS NO. 210	SHEET NO. 09
			CONTRACT NO. 64F25	
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

Box Culvert End Sections shall be constructed according to the requirements of Section 540 of the Standard Specifications except as modified herein. End sections will be paid for at the contract unit price per each for Box Culvert End Sections of the culvert number specified.

Typical box section dimensions, materials, and reinforcement details for Box Culvert End Sections shall be according to the requirements of AASHTO M 259 or M 273 as required for the design of the portion of the culvert within the limits of Precast Concrete Box Culverts except as modified herein.

Number of sections shown in Side Elevation is for example only. Length and number of precast box sections required to construct Box Culvert End Sections shall be determined by the Contractor.

See roadway plans for embankment slope (V:H).

1" ϕ anchor rods for the culvert ties shall conform to the requirements of ASTM F1554, Grade 105. Structural steel for tie plate and restraint angle shall conform to the requirements of Article 1006.04 of the Standard Specifications. All components of the culvert tie detail shall be galvanized according to the requirements of AASHTO M 111 or M 232 as applicable. 2 1/4" x 2 1/4" x 5/16" plate washers shall be provided under each nut required for the anchor rods. All anchor rods in a culvert tie assembly shall be snug tightened by a few impacts of an impact wrench or the full force of a worker using an ordinary spud wrench. Holes in the walls for the culvert tie assembly may be drilled using core bits in lieu of using formed holes.

Alternate culvert ties similar in strength and stiffness to the plan details may be provided by the Contractor. Alternate culvert ties shall be subject to approval of the Engineer.

The headwall may be cast monolithically with the box section or a superimposed headwall may be cast directly onto the box sections. Anchor rods shall conform to the requirements of Article 1006.09 of the Standard Specifications and the anchor rods and associated hardware for securing the superimposed headwall to the box section shall be galvanized according to the requirements of AASHTO M 111 or M 232 as applicable. Class SI concrete may be used for construction of superimposed headwall.

In lieu of using ferrule loop inserts, the Contractor may attach the superimposed headwall to the box section by epoxy grouting reinforcement bars according to the requirements of Section 584 of the Standard Specifications. The chemical adhesive system shall be capable of achieving the minimum proof load stated with drilled hole depths that do not exceed 2/3 of the thickness of the slab of the box section.

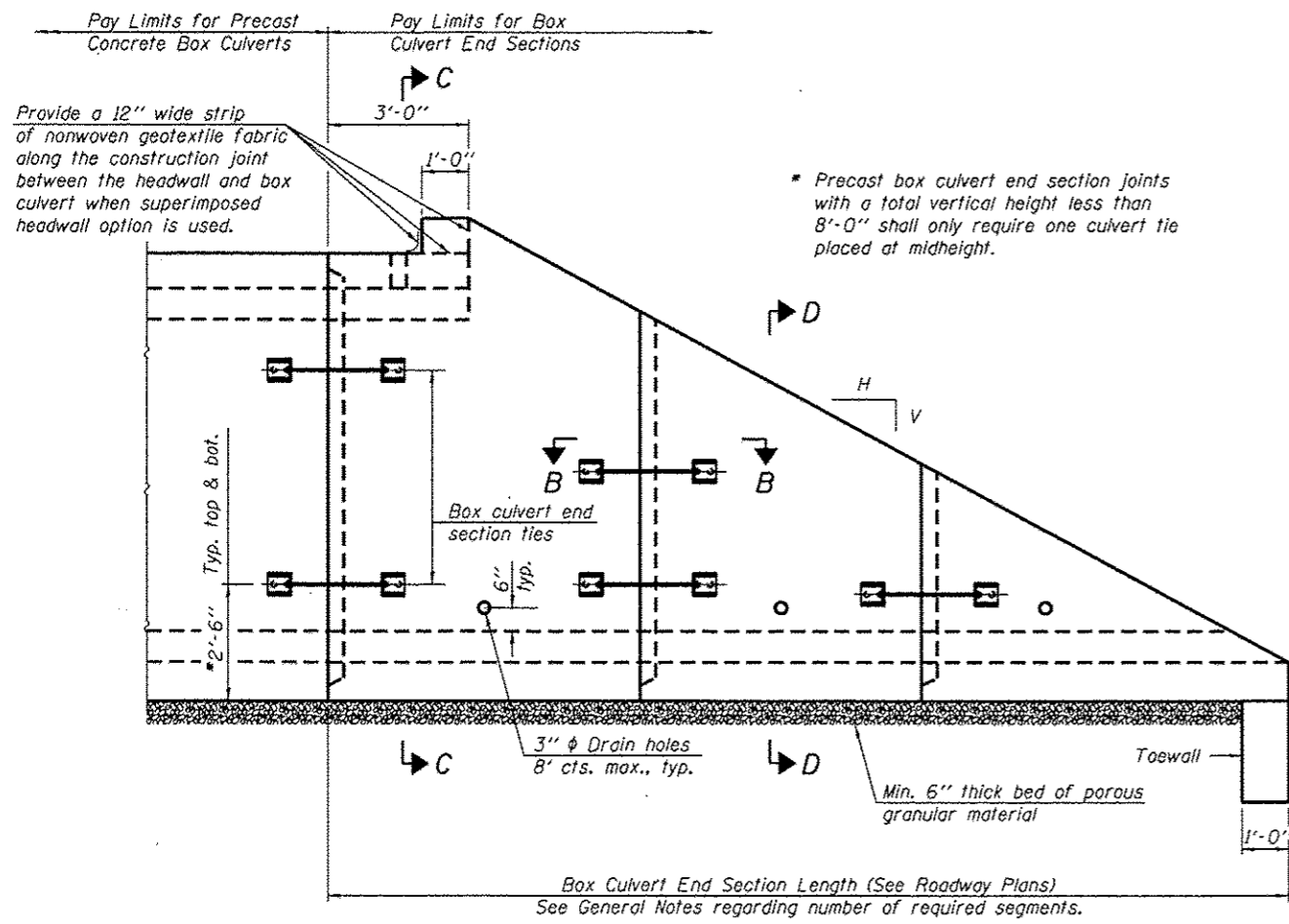
All costs associated with furnishing and installing or constructing the geotextile fabric, toewall, headwall, and culvert ties will not be measured for payment but shall be included in the contract unit price for Box Culvert End Sections of the culvert number specified.

Reinforcement bars designated (E) shall be epoxy coated.

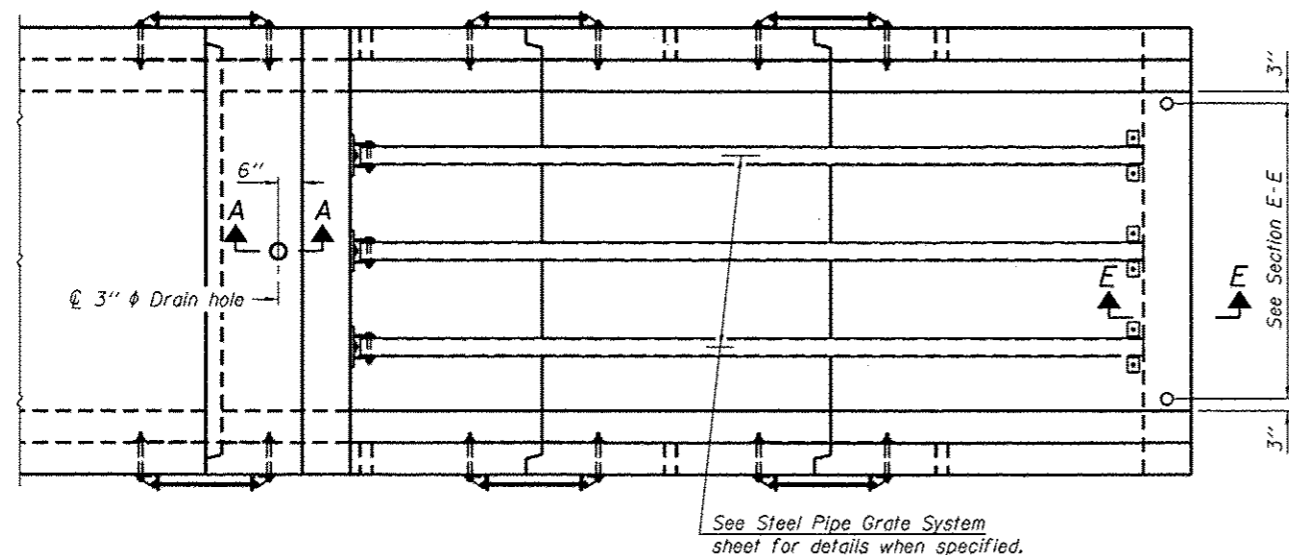
Reinforcement bars shall conform to the requirements of ASTM A 706 Gr. 60.

Drain holes shall conform to the requirements of Article 503.11 of the Standard Specifications unless noted otherwise.

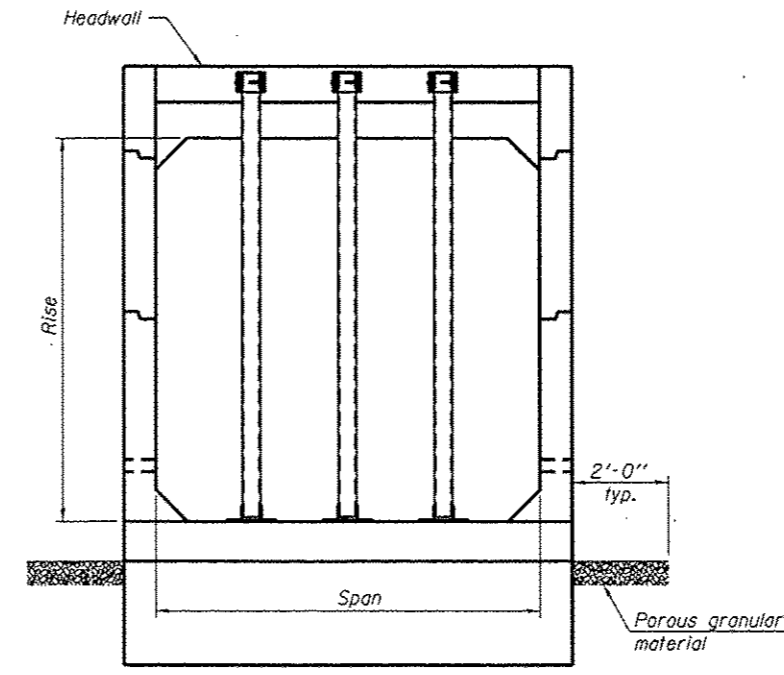
Nonwoven geotextile fabric shall conform to the requirements of Article 1080.01. The minimum weight of the fabric shall be 6 oz. / sq. yd..



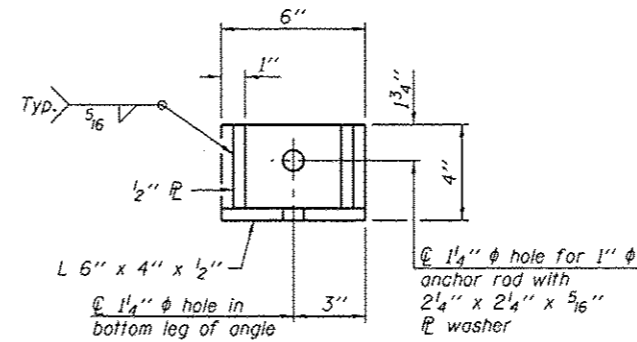
SIDE ELEVATION



PLAN VIEW



END VIEW



RESTRAINT ANGLE DETAIL

12" x 12" block of CA5, CA7 or CA11 coarse aggregate placed over drain opening. Block of aggregate shall be completely wrapped in nonwoven geotextile fabric.

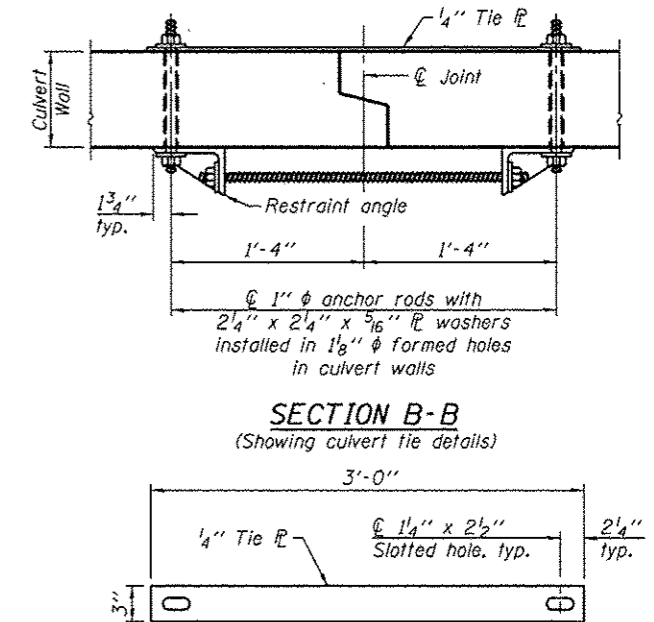
Provide a double layer of 12" x 12" nonwoven geotextile fabric centered over the drain hole. Fabric shall be sealed to the concrete with mastic.

3" ϕ PVC drain cast with the concrete (Adjust location to clear reinforcement).

1/2" Square foam blockout around PVC drain (to be removed after concrete has cured)

SECTION A-A

(All costs associated with furnishing and constructing the above drain details will not be measured for payment but shall be included in the contract unit price for the end section.)



SECTION B-B
(Showing culvert tie details)

TIE PLATE DETAIL

10-19-12

DESIGNED -	EXAMINED	DATE -
CHECKED -	ENGINEER OF BRIDGE DESIGN	
DRAWN -	PASSED	
CHECKED -	ENGINEER OF BRIDGES AND STRUCTURES	

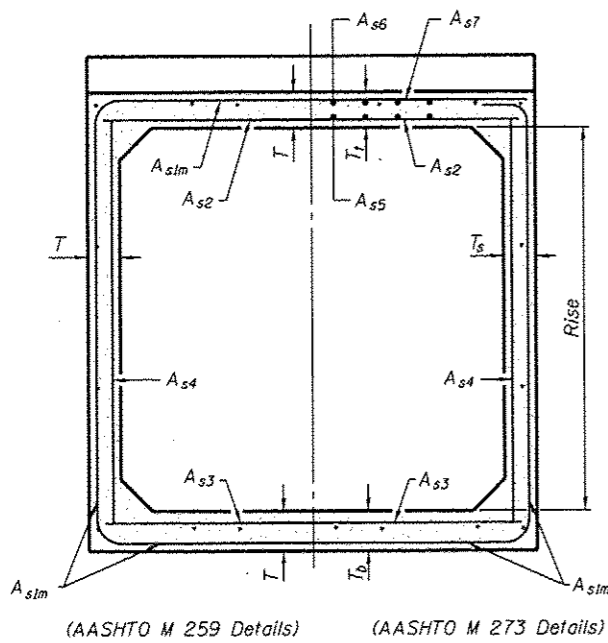
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SINGLE CELL PRECAST BOX CULVERT END SECTIONS
WITH PIPE GRATES**

SHEET NO. 1 OF 3 SHEETS

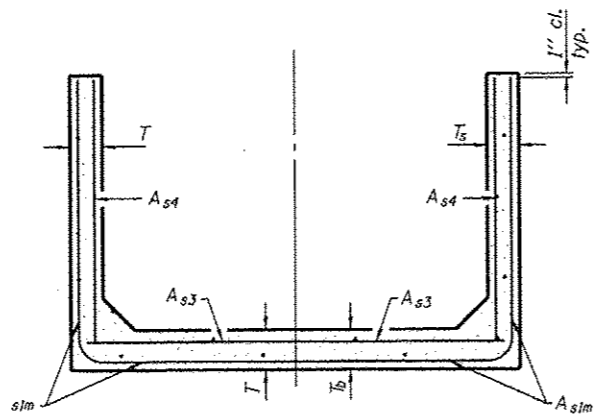
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
226	3T & 3BR-1	HENRY	210	70
CONTRACT NO. 64F25			ILLINOIS FED. AID PROJECT	

(Sheet 1 of 3)



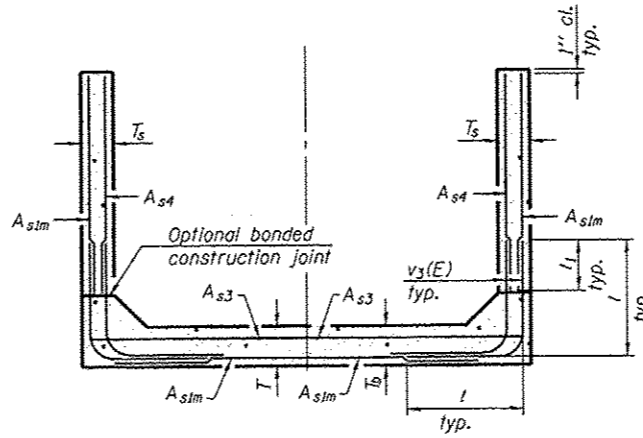
(AASHTO M 259 Details) (AASHTO M 273 Details)

SECTION C-C



(AASHTO M 259 Details) (AASHTO M 273 Details)

SECTION D-D



(AASHTO M 259 Details) (AASHTO M 273 Details)

ALTERNATE SECTION D-D

T(in.), T _s (in.)	Reinforcing Steel A _{slm} (in. ² /ft.)											
	2	3	4	5	6	7	8	9	10	11	12	
4	0.19	0.15										
5	0.26	0.21	0.18									
6		0.26	0.23	0.22								
7		0.33	0.59	0.27	0.28							
8			0.43	0.39	0.36	0.34	0.40					
9				0.43	0.40	0.37	0.36	0.48				
10				0.47	0.44	0.41	0.38	0.42	0.56			
11					0.54	0.46	0.41	0.50	0.65			
12						0.50	0.45	0.46	0.75			

(A_{slm} reinforcement based upon welded wire fabric conforming to AASHTO M 55 or M 221).

1 DIMENSION

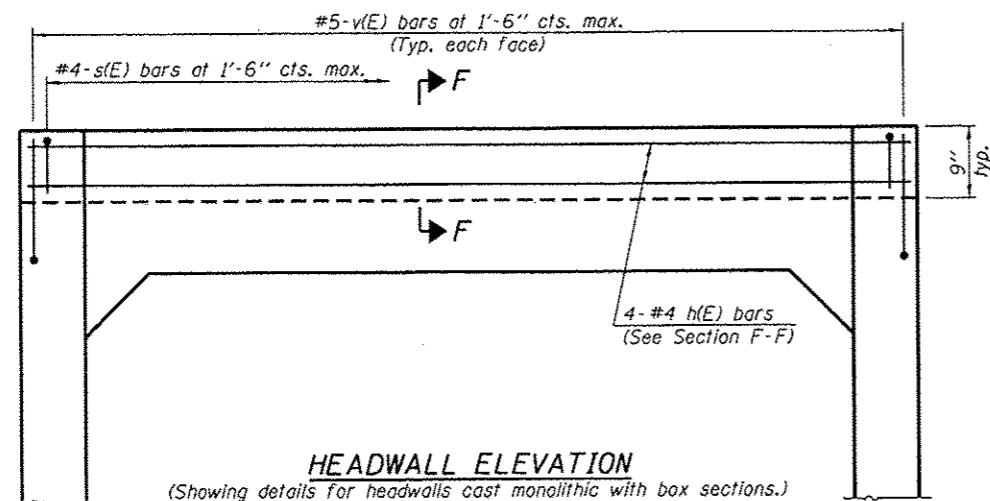
- #3 bar = 2'-0"
- #4 bar = 2'-8"
- #5 bar = 3'-4"
- #6 bar = 3'-11"

Notes:

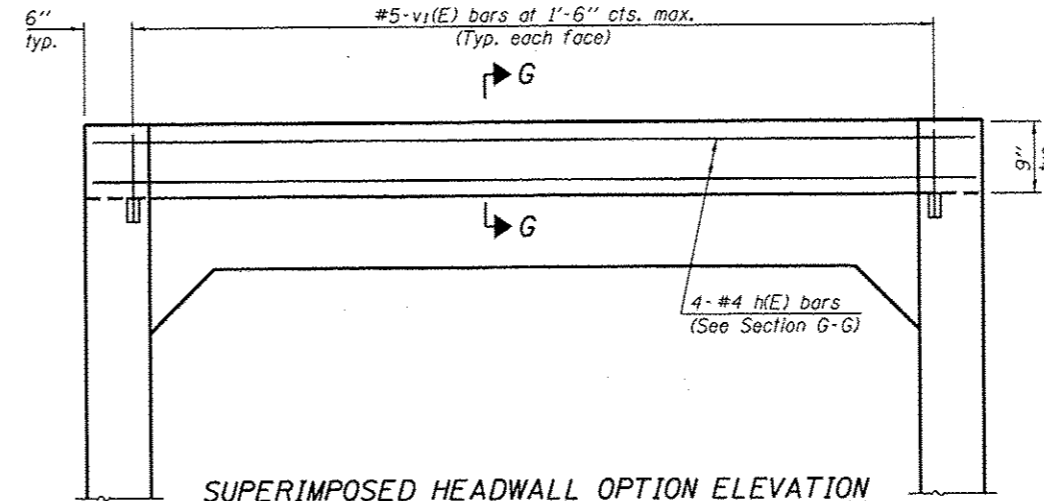
Alternate Section D-D is provided to allow the Contractor the option of casting the bottom slab of the end section first followed by construction of the sidewalls using conventional forming methods. Shop drawings that detail slab thickness and reinforcement layout shall be submitted to the Engineer for review and approval when using Alternate Section D-D.

The size and spacing of the v₃(E) bars shall provide a minimum reinforcement area along each face of the walls (in.²/ft.) equal to 1.10*(A_{slm}). v₃(E) bars may consist of #3 thru #6 size reinforcement bars and the longitudinal spacing shall not exceed the lesser of the wall thickness or 8 inches.

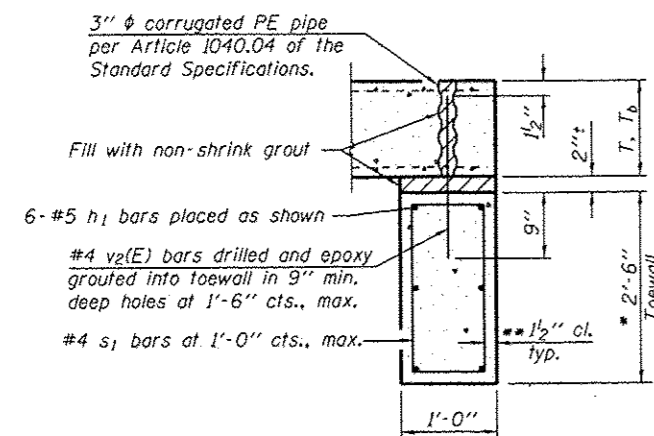
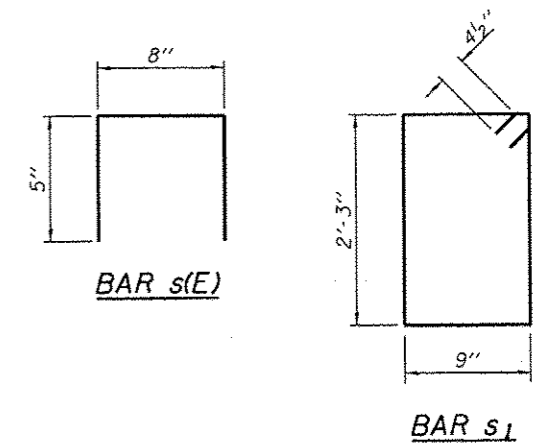
Bonded construction joints shall be prepared according to Article 503.09 of the Standard Specifications.



(Showing details for headwalls cast monolithic with box sections.)
(Allow sidewall reinforcement to extend into end of headwall.)



SUPERIMPOSED HEADWALL OPTION ELEVATION



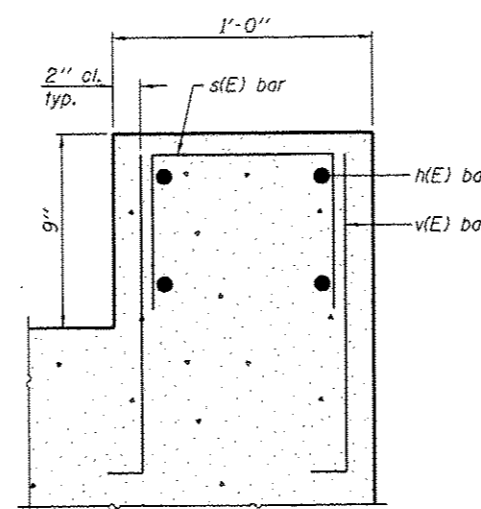
SECTION E-E

TOEWALL CONSTRUCTION SEQUENCE

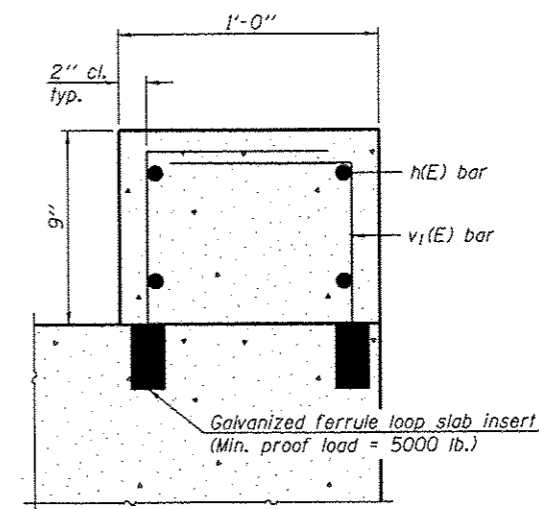
1. Perform excavation and construct toewall.
2. Backfill accordingly and place bedding for precast box culvert end sections.
3. Set precast box culvert end sections in place.
4. Drill and epoxy grout reinforcement in toewall in accordance with Section 584 of the Standard Specifications.
5. Pressure grout voids using non-shrink grout conforming to Section 1024 of the Standard Specifications.

* The Contractor may furnish a precast or cast-in-place toewall. The Contractor shall be responsible for the strength and stability of the precast toewall during handling. Additional lifting points may be required depending upon the length of the toewall or the Contractor may need to modify the design of the toewall for the proposed handling method.

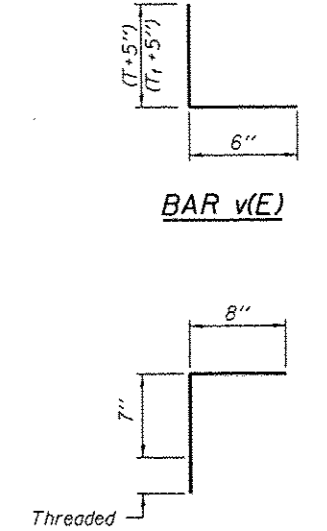
** If soil conditions permit, the sides of the toewall may be poured directly against the soil. The clear cover on the sides of the toewall shall be increased to 3" by increasing the thickness of the toewall.



SECTION F-F



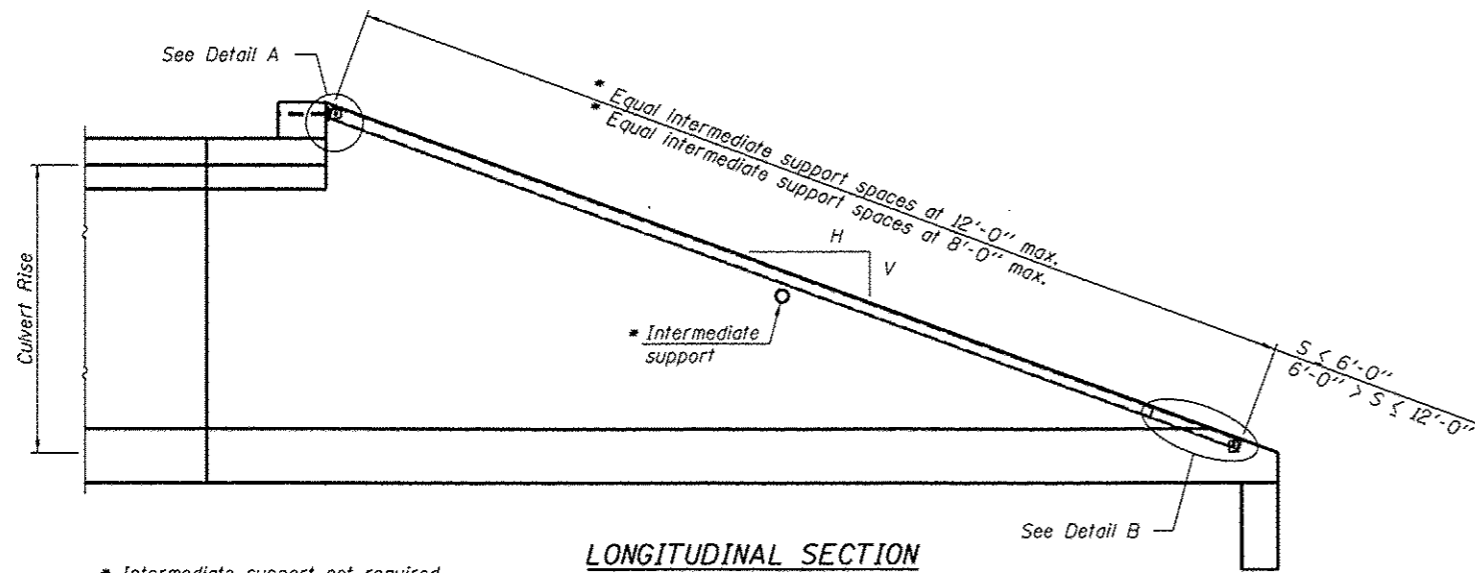
SECTION G-G



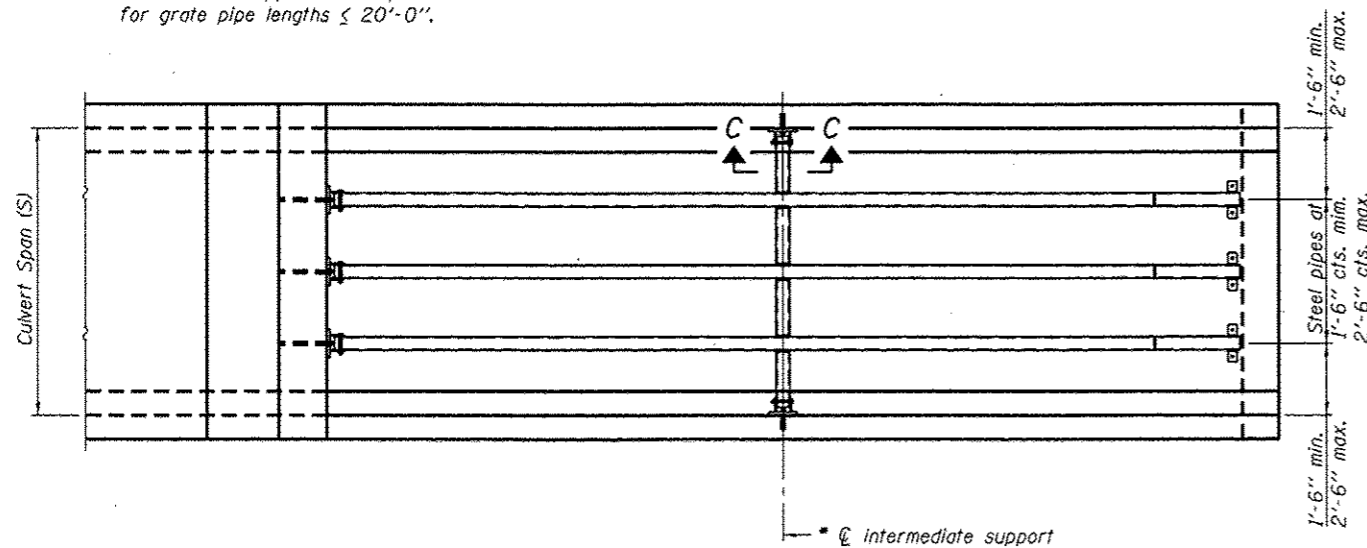
BAR v_1(E)

(Sheet 2 of 3)

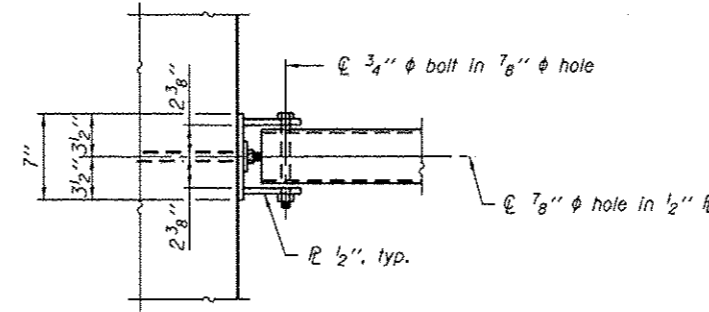
DESIGNED -	EXAMINED -	DATE -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SINGLE CELL PRECAST BOX CULVERT END SECTIONS WITH PIPE GRATES	F.A.S. RTE. 226	SECTION 3T & 3BR-1	COUNTY HENRY	TOTAL SHEETS 210	SHEET NO. 71	
CHECKED -	PASSED -	ENGINEER OF BRIDGE DESIGN			CONTRACT NO. 64F25		ILLINOIS FED. AID PROJECT			
DRAWN -		ENGINEER OF BRIDGES AND STRUCTURES			SHEET NO. 2 OF 3 SHEETS					
CHECKED -										



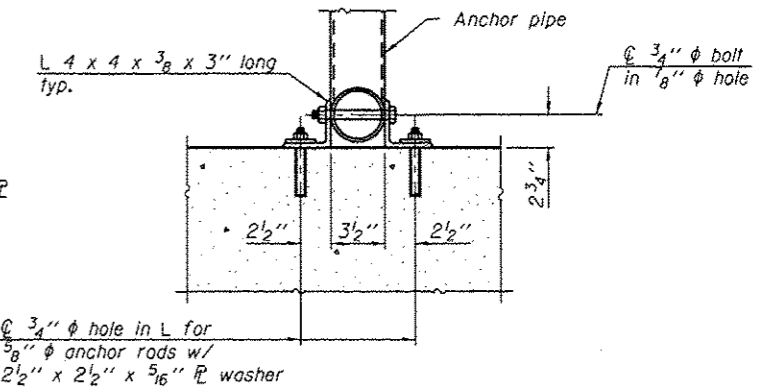
LONGITUDINAL SECTION



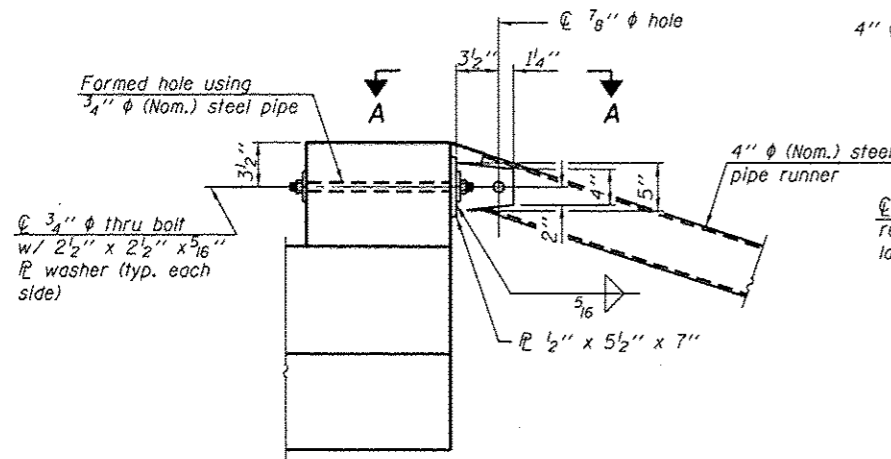
PLAN VIEW



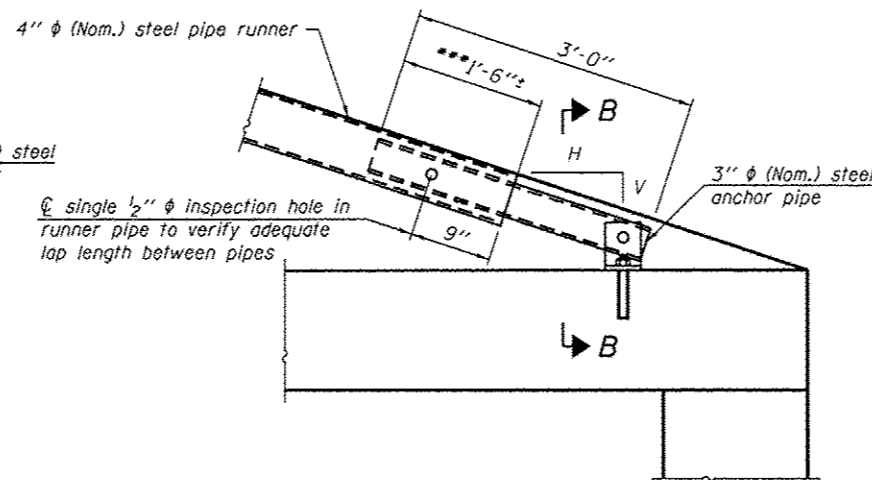
VIEW A-A



SECTION B-B

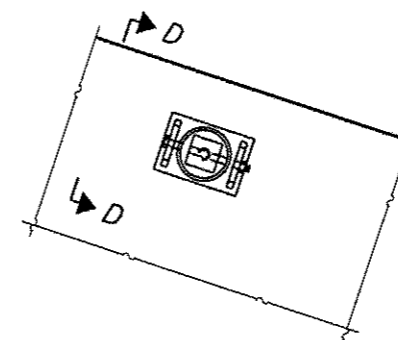


DETAIL A



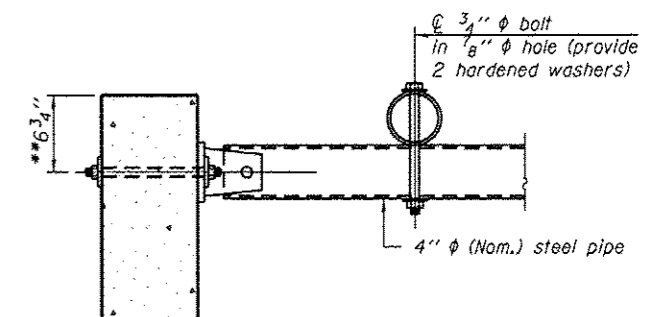
DETAIL B

*** The lap length between pipes may be adjusted in the field to accommodate construction tolerances but shall not be less than 9".



SECTION C-C

(See Detail A For dimensions and details not shown.)



SECTION D-D

** Measured perpendicular to top of culvert wall. In addition, formed hole shall be located a minimum of 6" measured horizontally from any vertical joints necessary for construction of the culvert end section.

GENERAL NOTES

Length and number of steel pipes shall be determined by the Contractor in accordance with the spacing limits shown. All steel pipe shall be standard weight (Sch. 40) unless otherwise noted.
 All components of the Steel Pipe Grate System shall be galvanized according to the requirements of AASHTO M 111 or M 232 as applicable.
 Fabrication of the Steel Pipe Grate System shall conform to the requirements in Section 505 of the Standard Specifications unless noted otherwise.
 Structural steel shapes and plates shall conform to the requirements of Article 1006.04 of the Standard Specifications. Steel pipes shall conform to the requirements of ASTM A 53 (Type E or S), Grade B.
 Anchor rods shall conform to the requirements of ASTM F1554, Grade 105. Anchor rods shall be drilled and epoxy grouted according to the requirements of Section 584 of the Standard Specifications. The chemical adhesive system shall be capable of achieving a minimum proof load of 5000 pounds and an ultimate shear capacity of 8000 pounds per anchor.
 Bolts and thru bolts shall conform to the requirements of Article 1006.08 of the Standard Specifications except threaded rods conforming to the requirements of ASTM F1554, Grade 105 may be used for the thru bolts.
 The minimum edge distance from the center of a hole to the free edge of a structural shape or plate shall be 1 1/2" unless noted otherwise.
 Bolts and anchor rods shall be snug tightened by a few impacts of an impact wrench or the full force of a worker using an ordinary spud wrench.
 All cost associated with fabricating, furnishing, and installing the Steel Pipe Grate System including the steel pipes, steel plates, bolts, nuts and washers shall be included in the contract unit price for Transversible Pipe Grates.

10-19-12

(Sheet 3 of 3)

DESIGNED -	EXAMINED	DATE -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STEEL PIPE GRATE SYSTEM	F.A.S. RTE. 226	SECTION 3T & 3BR-1	COUNTY HENRY	TOTAL SHEETS 210	SHEET NO. 72	
CHECKED -	PASSED								CONTRACT NO. 64F25	
DRAWN -										
CHECKED -										
			SHEET NO. 3 OF 3 SHEETS		[ILLINOIS] FED. AID PROJECT					

GRATING FOR BOX CULVERT END SECTION

STA. 380+50 6'x3' BOX CULVERT ON A 1:6 SLOPE

GENERAL NOTES

Length and number of steel pipes shall be determined by the Contractor in accordance with the spacing limits shown. All steel pipe shall be standard weight (Sch. 40) unless otherwise noted.

All components of the Steel Pipe Grate System shall be galvanized according to the requirements of AASHTO M 111 or M 232 as applicable.

Fabrication of the Steel Pipe Grate System shall conform to the requirements in Section 505 of the Standard Specifications unless noted otherwise.

Structural steel shapes and plates shall conform to the requirements of Article 1006.04 of the Standard Specifications. Steel pipes shall conform to the requirements of ASTM A 53 (Type E or S), Grade B.

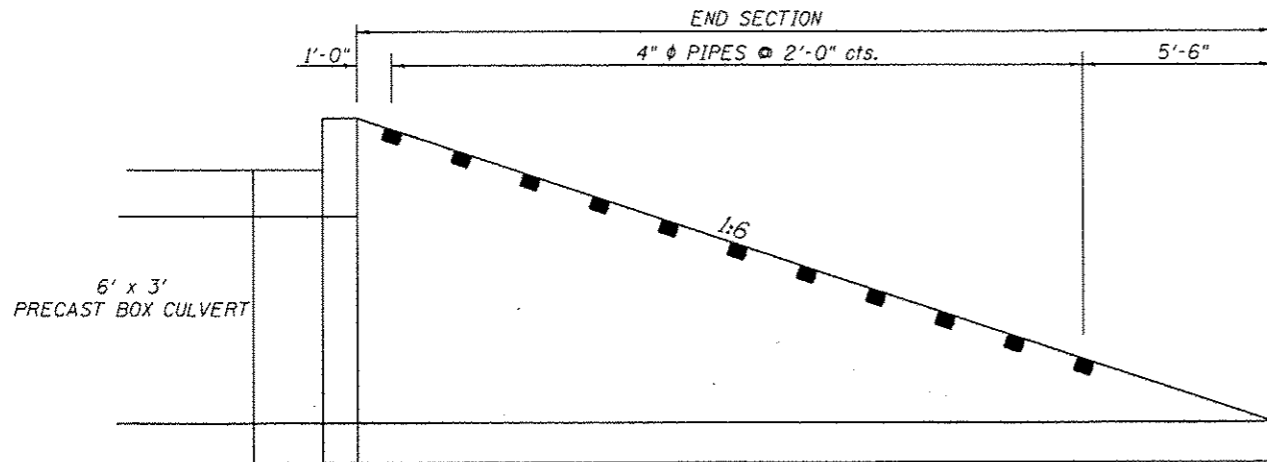
Anchor rods shall conform to the requirements of ASTM F1554, Grade 105. Anchor rods shall be drilled and epoxy grouted according to the requirements of Section 584 of the Standard Specifications. The chemical adhesive system shall be capable of achieving a minimum proof load of 5000 pounds and an ultimate shear capacity of 8000 pounds per anchor.

Bolts and thru bolts shall conform to the requirements of Article 1006.08 of the Standard Specifications except threaded rods conforming to the requirements of ASTM F1554, Grade 105 may be used for the thru bolts.

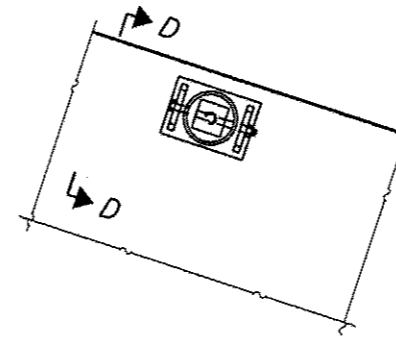
The minimum edge distance from the center of a hole to the free edge of a structural shape or plate shall be 1 1/2" unless noted otherwise.

Bolts and anchor rods shall be snug tightened by a few impacts of an impact wrench or the full force of a worker using an ordinary spud wrench.

All cost associated with fabricating, furnishing, and installing the Steel Pipe Grate System including the steel pipes, steel plates, bolts, nuts and washers shall be included in the contract unit price "Foot" for Traversable Pipe Grates.

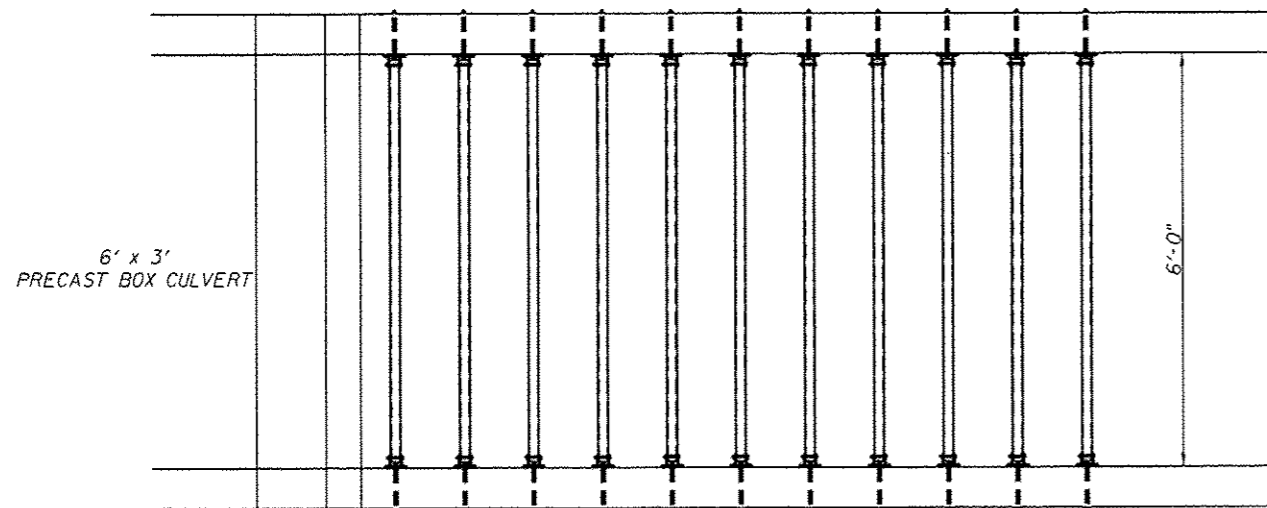


LONGITUDINAL SECTION

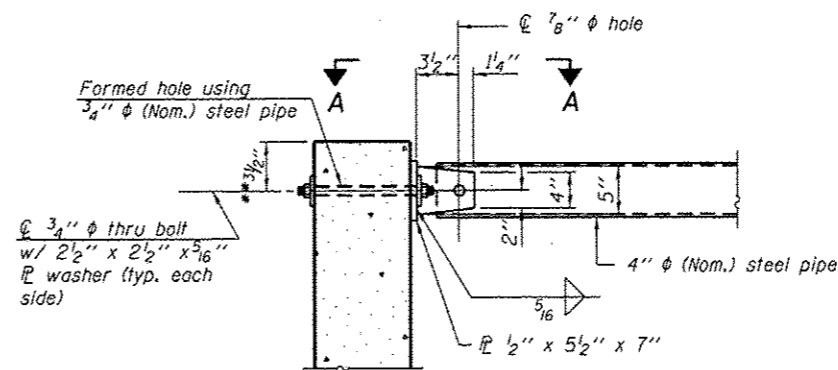


SECTION C-C

(See Detail A for dimensions and details not shown.)

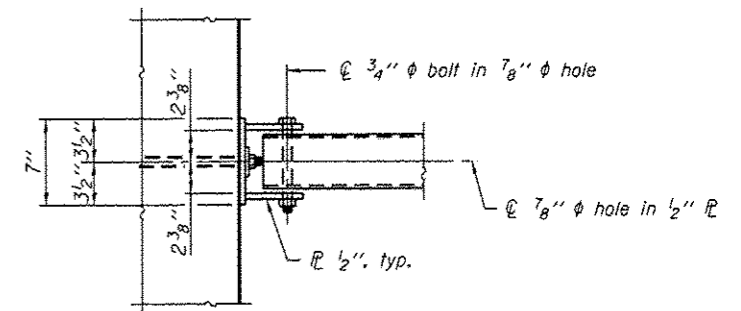


PLAN VIEW



SECTION D-D

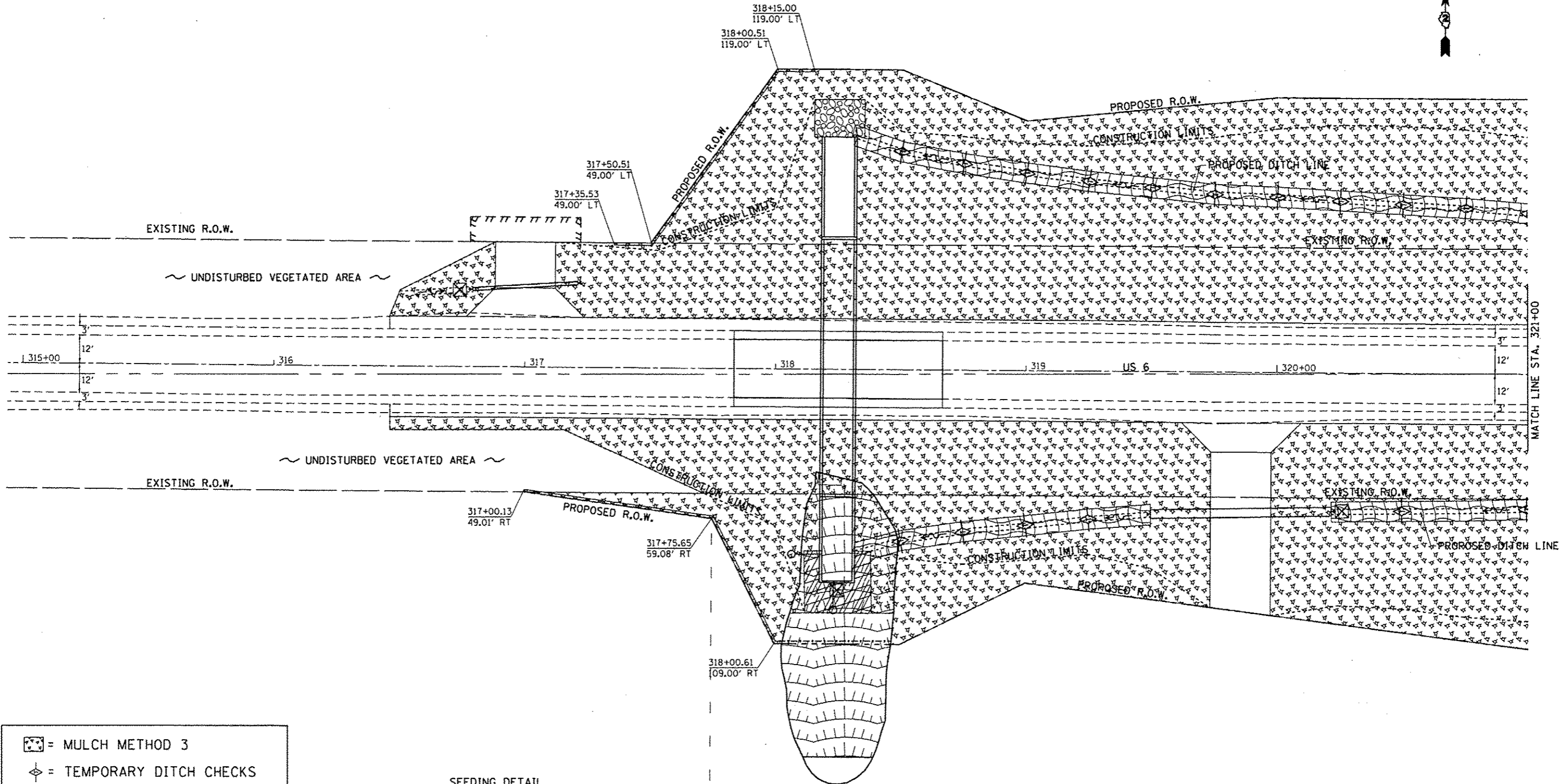
** Measured perpendicular to top of culvert wall. In addition, formed hole shall be located a minimum of 6" measured horizontally from any vertical joints necessary for construction of the culvert end section.



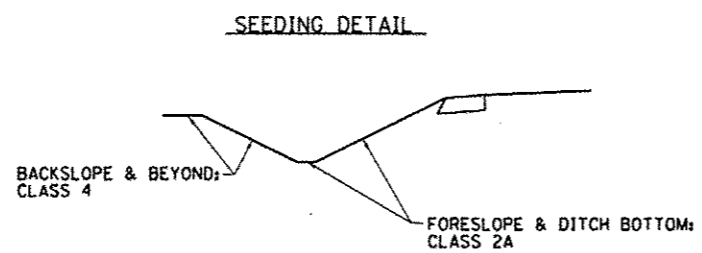
VIEW A-A

FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GRATING FOR BOX CULVERT END SECTION STA. 380+50 6'x3' BOX CULVERT ON A 1:6 SLOPE	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\doshmanbw\d8169166\0268809-shc-details.dgn		DRAWN -	REVISED -			226	3T & 3BR-1	HENRY	210	73
PLOT SCALE = 20.0000' / in.		CHECKED -	REVISED -			CONTRACT NO. 64F25				
PLOT DATE = Fri Oct 19 13:09:56 2012		DATE -	REVISED -			[ILLINOIS] FED. AID PROJECT				

EROSION CONTROL DETAILS

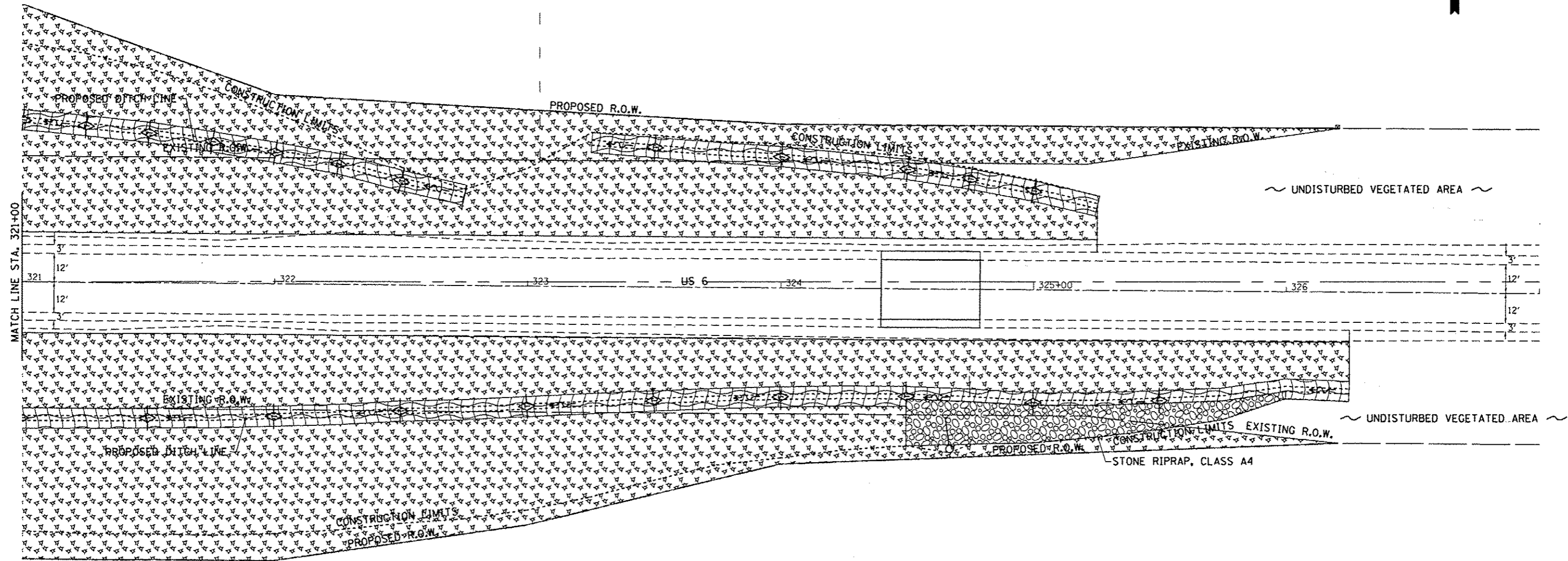
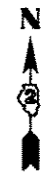









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- = TEMPORARY DITCH CHECKS
- = EROSION CONTROL BLANKET
- = PERIMETER EROSION BARRIER
- = INLET PIPE PROTECTION
- = RIP RAP
- = TURF REINFORCEMENT MAT



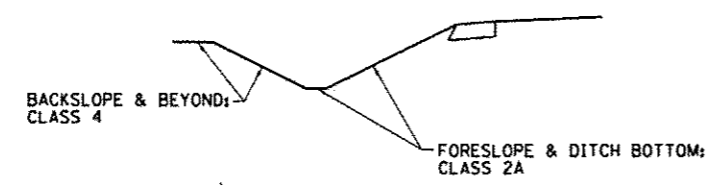
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PLOT DATE = Fri Oct 19 13:55:03 2012						ILLINOIS FED. AID PROJECT						
SCALE:		SHEET OF SHEETS		STA. TO STA.								

EROSION CONTROL DETAILS



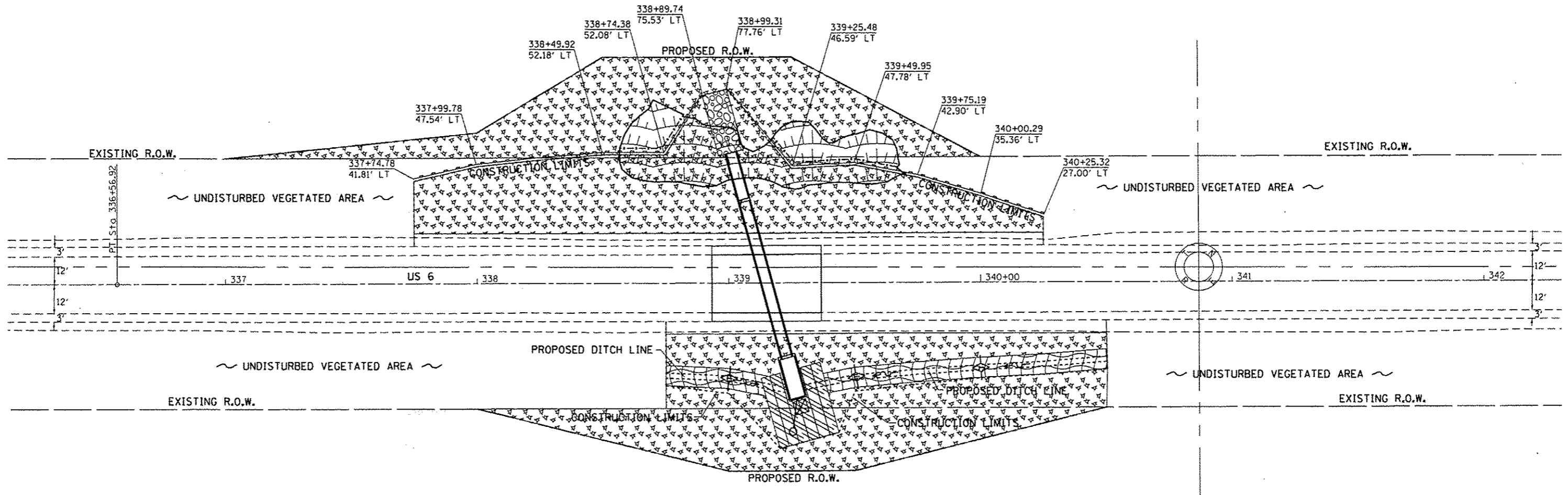
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-  = RIP RAP
-  = TURF REINFORCEMENT MAT

SEEDING DETAIL

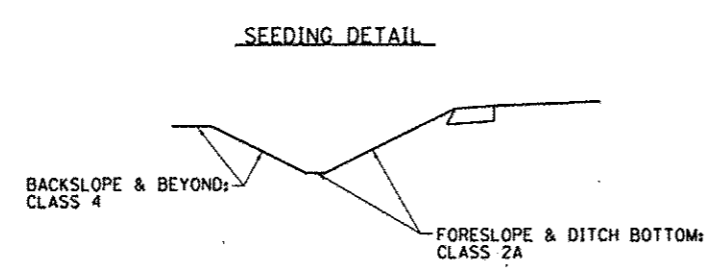


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EROSION CONTROL DETAILS

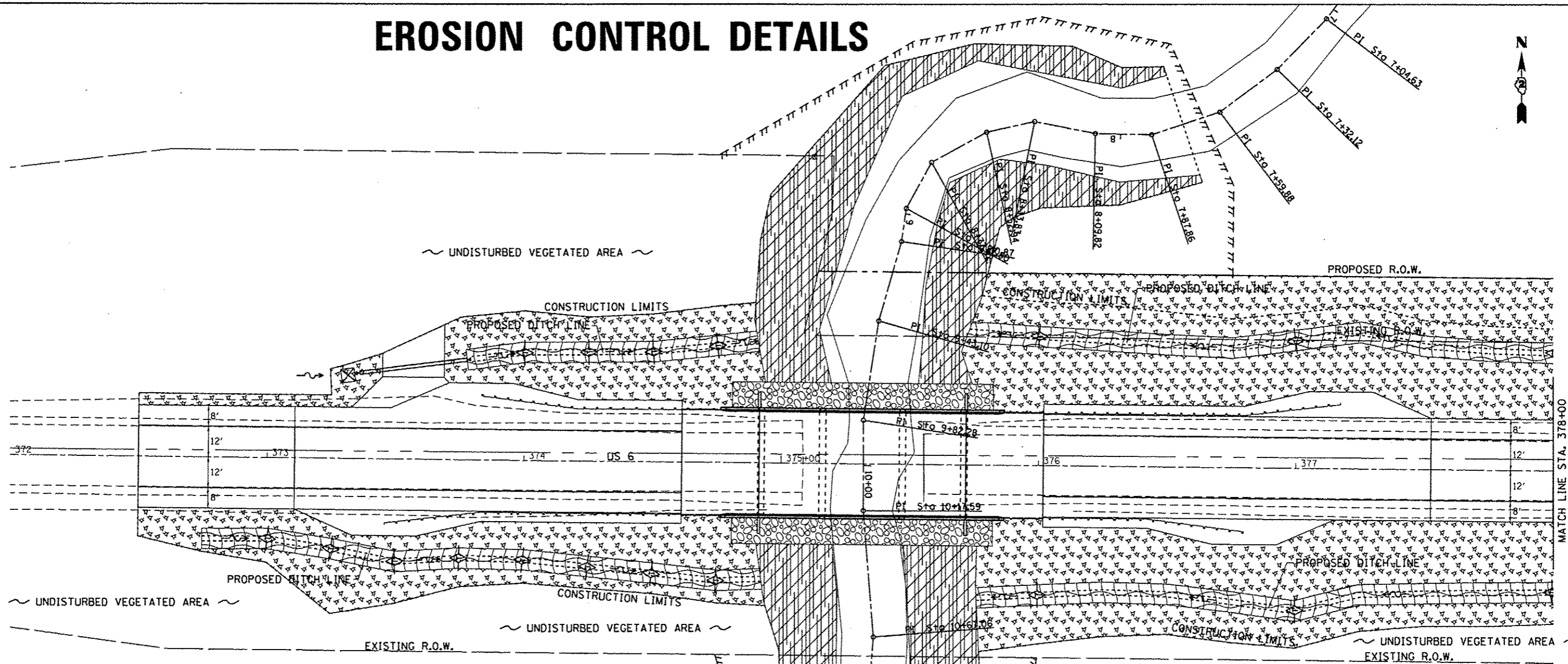


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- = INLET PIPE PROTECTION
- = RIP RAP
- = TURF REINFORCEMENT MAT

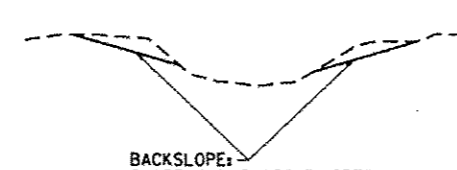


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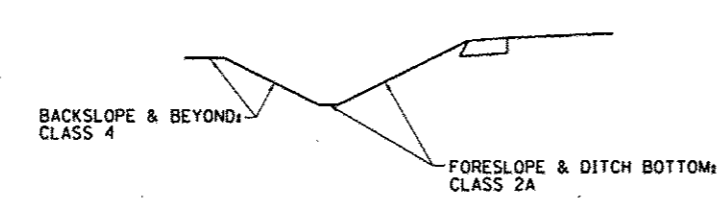
EROSION CONTROL DETAILS



SEEDING DETAIL (MINERAL CREEK)



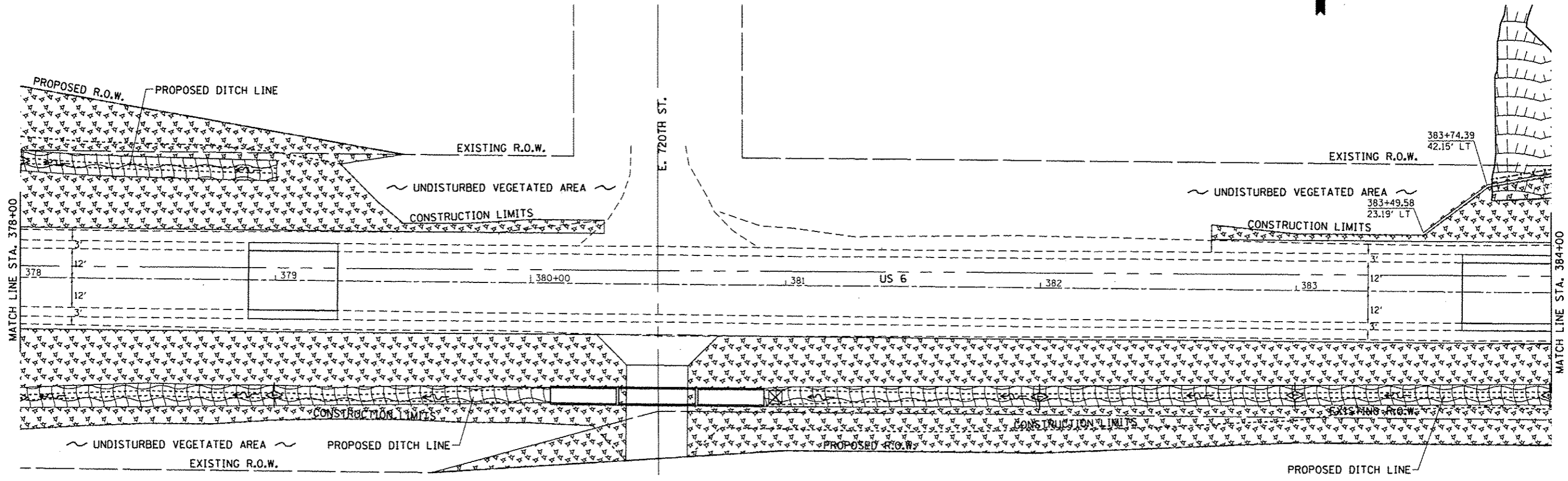
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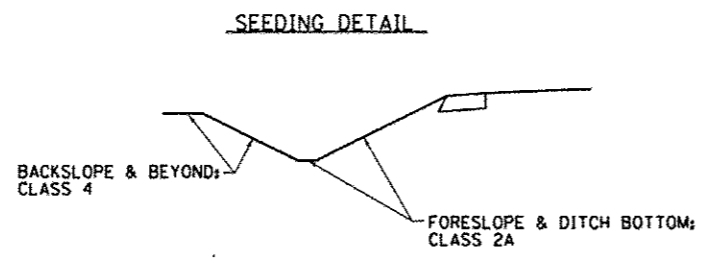
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- = INLET PIPE PROTECTION
- = RIP RAP
- = TURF REINFORCEMENT MAT

FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL DETAILS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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EROSION CONTROL DETAILS

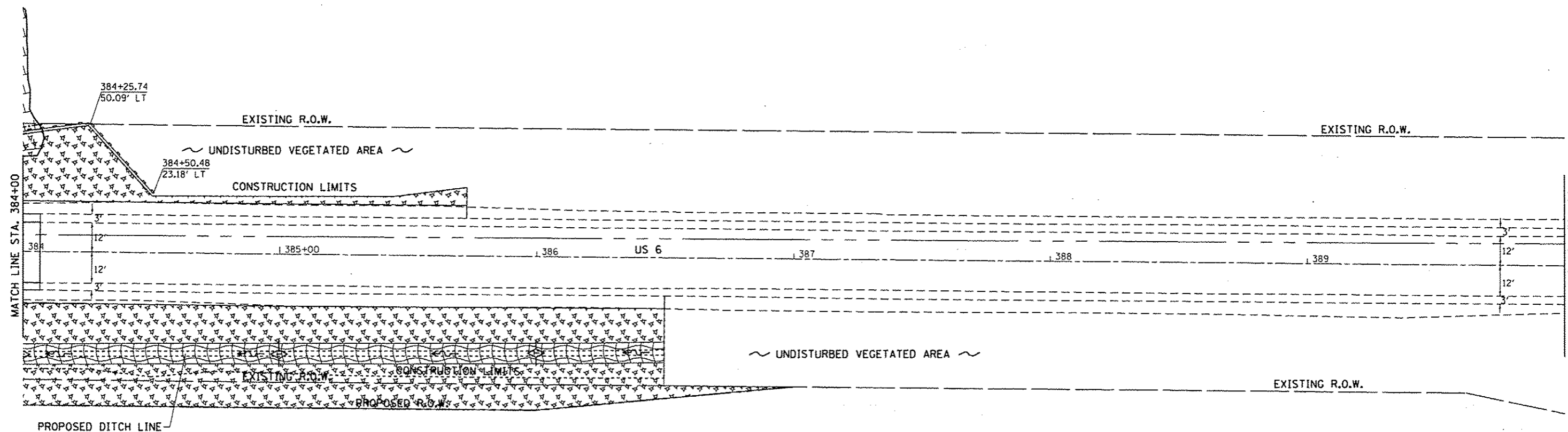
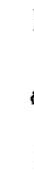


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- = INLET PIPE PROTECTION
- = RIP RAP
- = TURF REINFORCEMENT MAT

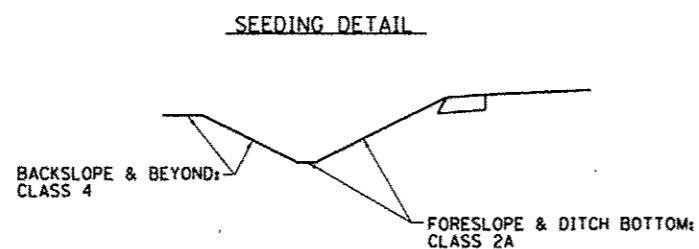


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EROSION CONTROL DETAILS

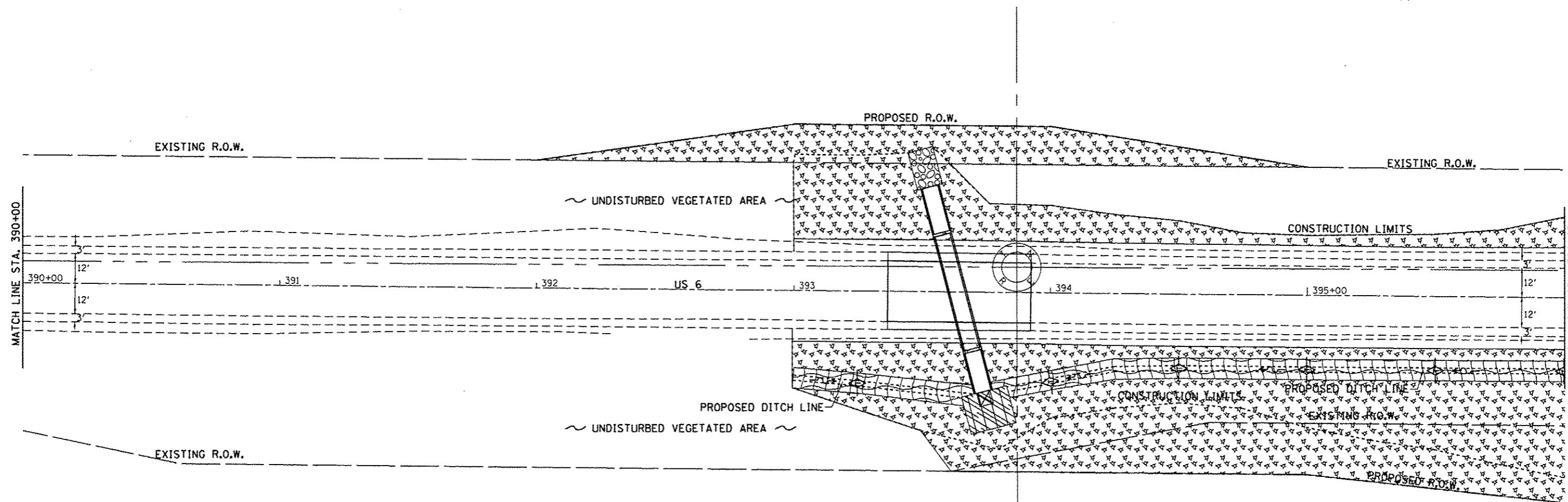


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- = RIP RAP
- = TURF REINFORCEMENT MAT



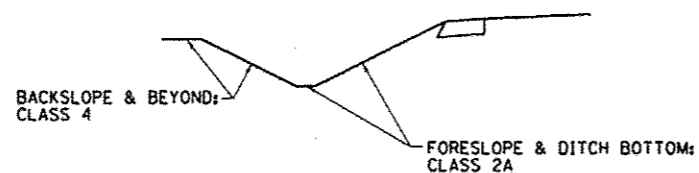
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						ILLINOIS FED. AID PROJECT				

EROSION CONTROL DETAILS



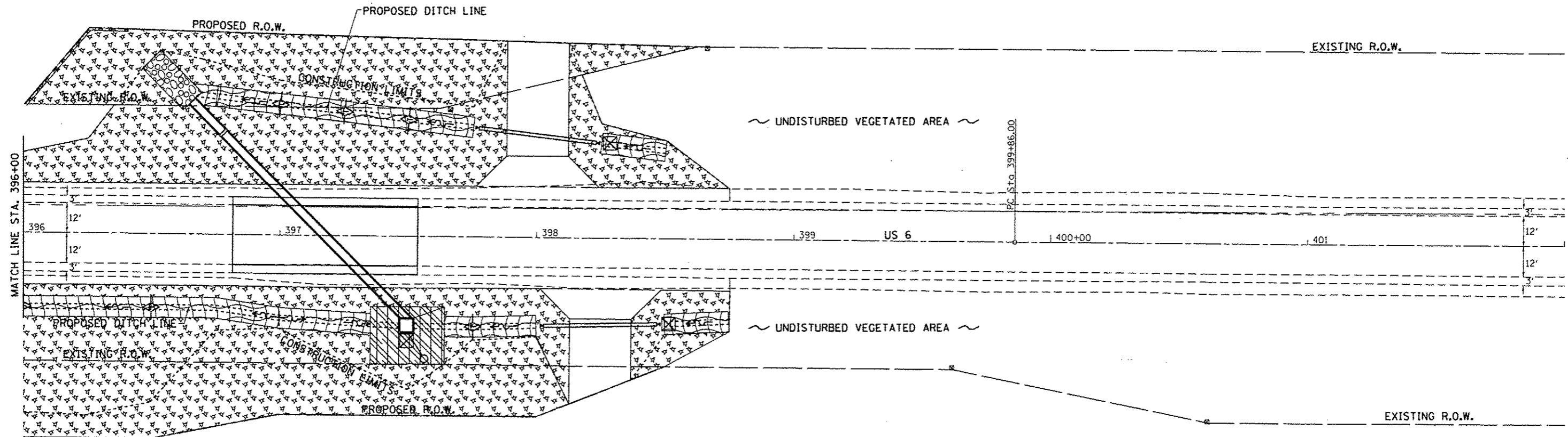
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- = RIP RAP
- = TURF REINFORCEMENT MAT

SEEDING DETAIL



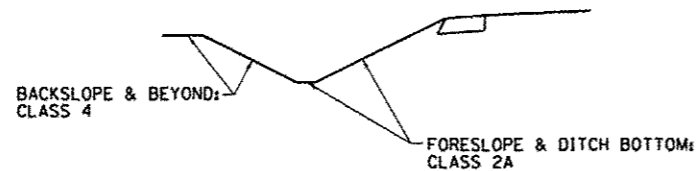
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		DATE -	REVISED -			[ILLINOIS] FED. AID PROJECT					

EROSION CONTROL DETAILS



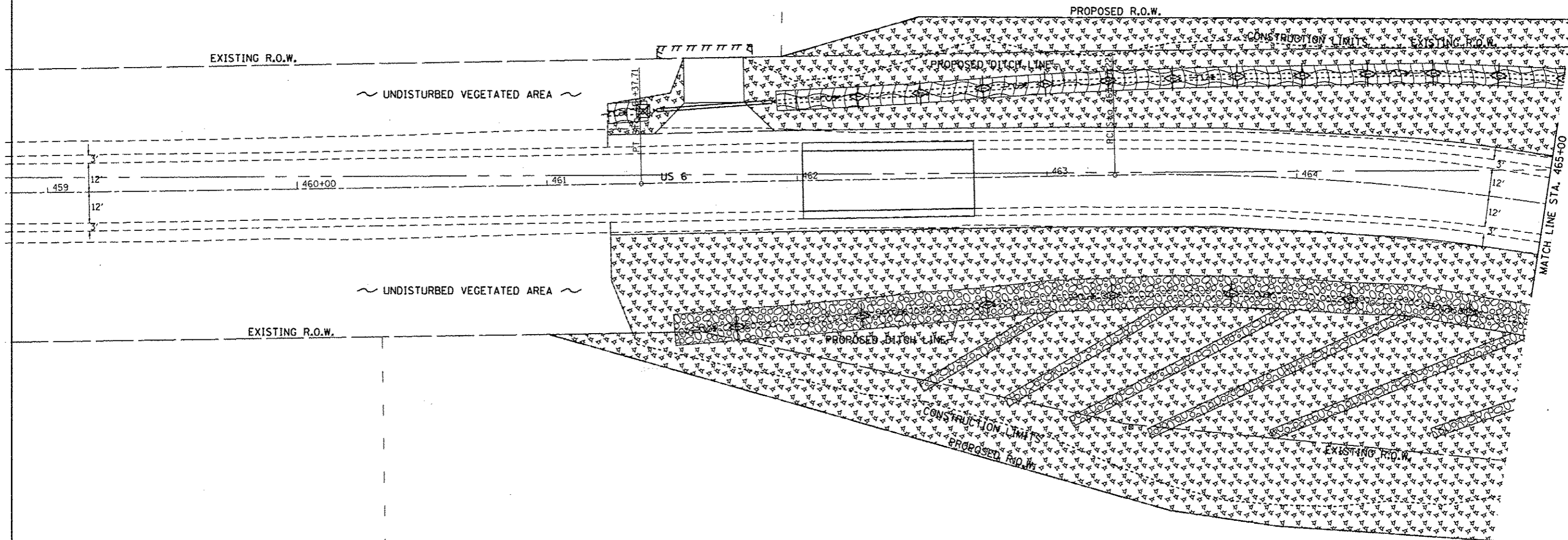
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- = RIP RAP
- = TURF REINFORCEMENT MAT








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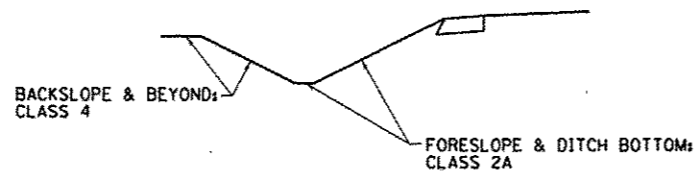
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EROSION CONTROL DETAILS



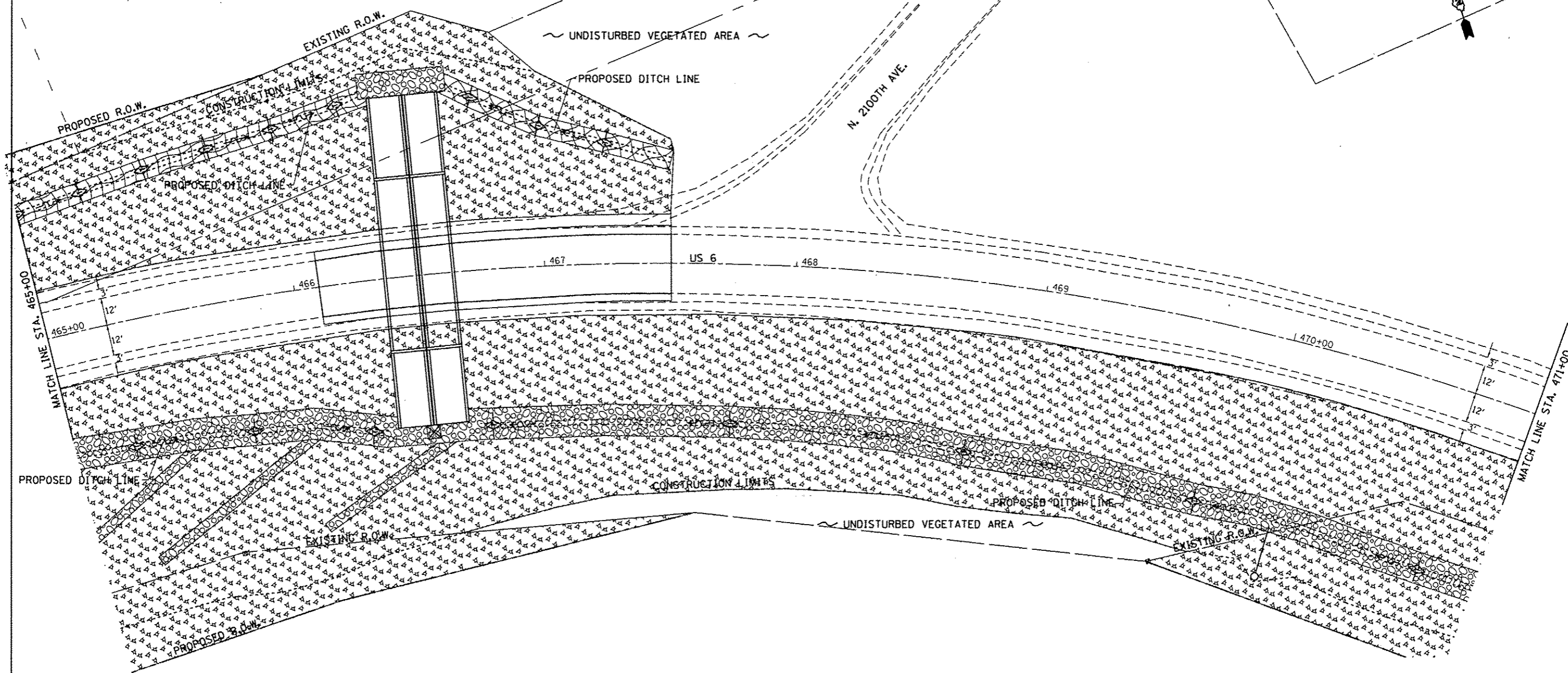
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-  = RIP RAP
-  = TURF REINFORCEMENT MAT

SEEDING DETAIL



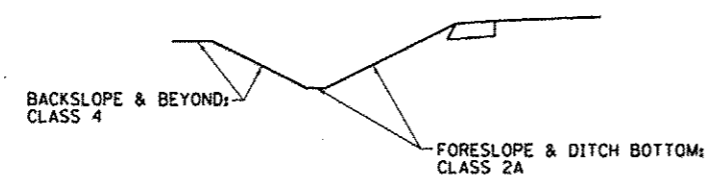
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EROSION CONTROL DETAILS



- = MULCH METHOD 3
- = TEMPORARY DITCH CHECKS
- = EROSION CONTROL BLANKET
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- = INLET PIPE PROTECTION
- = RIP RAP
- = TURF REINFORCEMENT MAT

SEEDING DETAIL

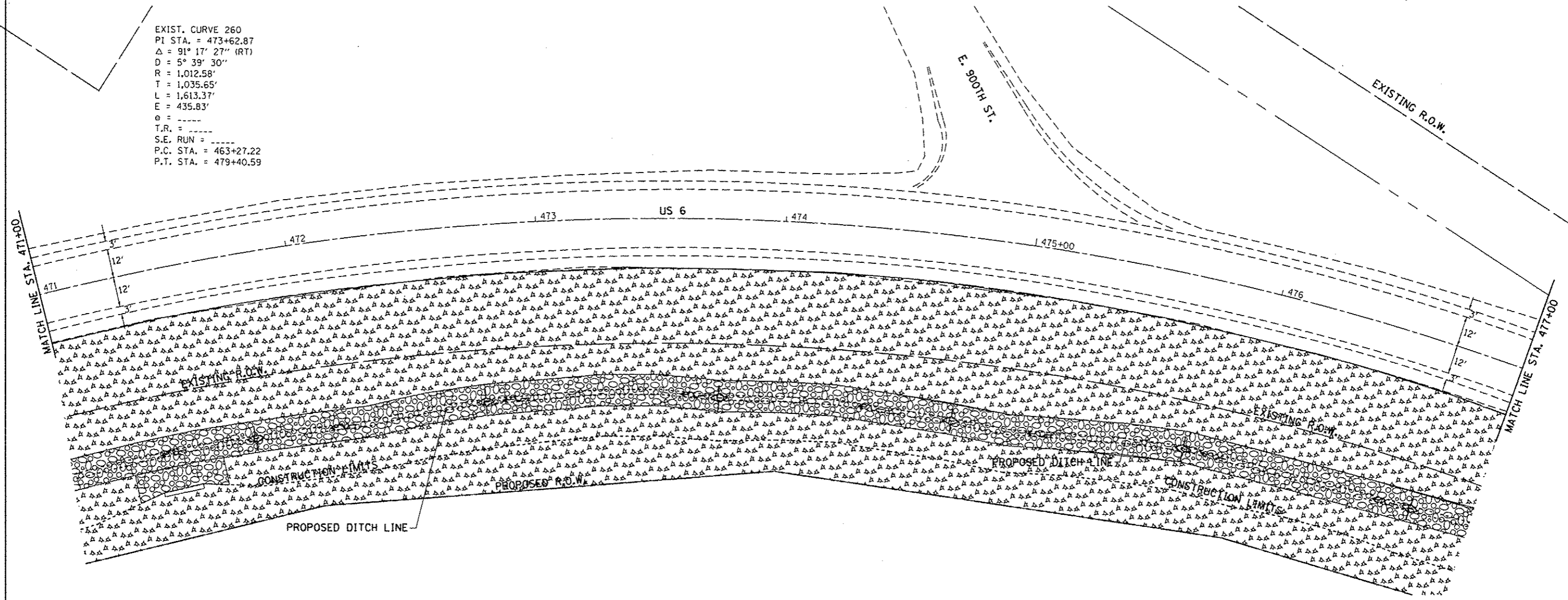


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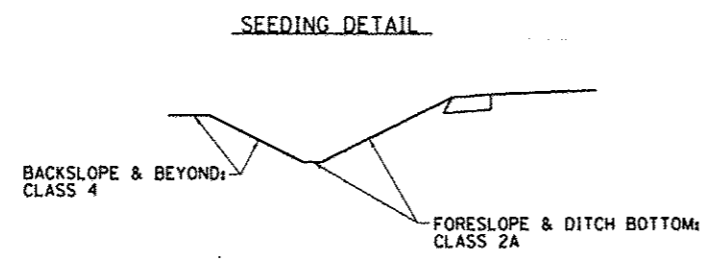
EROSION CONTROL DETAILS



EXIST. CURVE 260
 PI STA. = 473+62.87
 $\Delta = 91^\circ 17' 27''$ (RT)
 $D = 5^\circ 39' 30''$
 $R = 1,012.58'$
 $T = 1,035.65'$
 $L = 1,613.37'$
 $E = 435.83'$
 $\theta = \dots$
 $T.R. = \dots$
 $S.E. RUN = \dots$
 $P.C. STA. = 463+27.22$
 $P.T. STA. = 479+40.59$

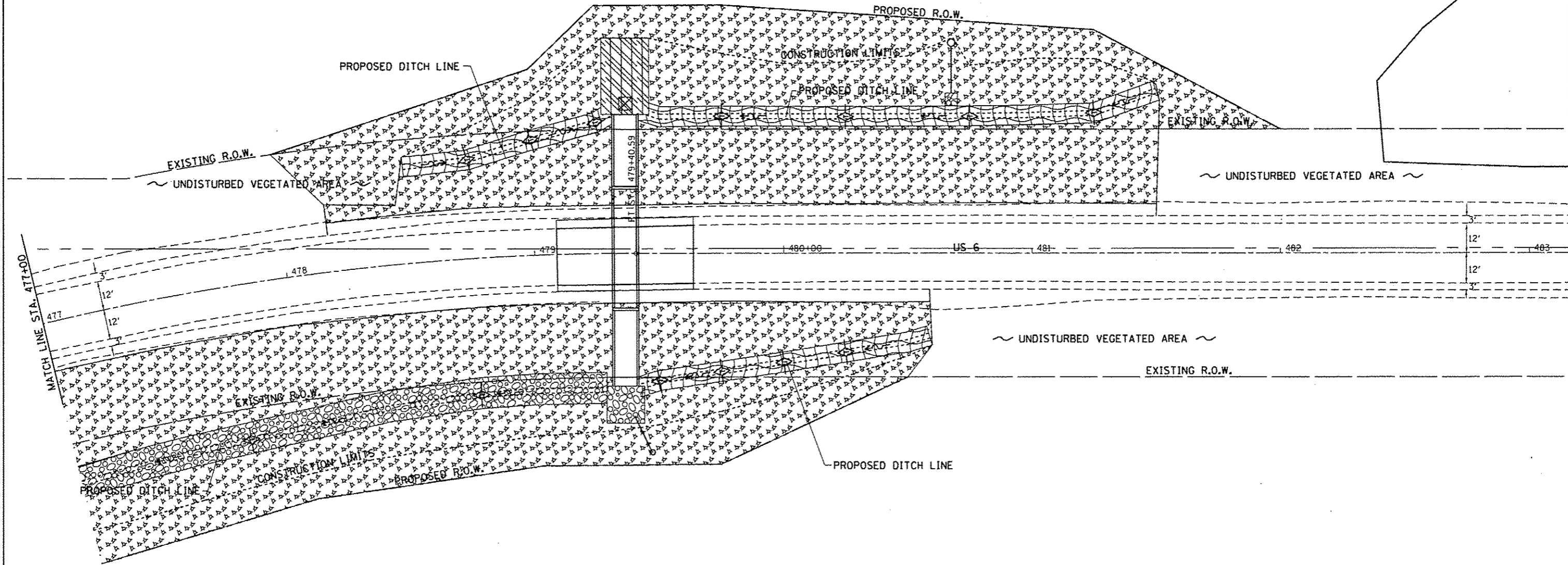









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- = TEMPORARY DITCH CHECKS
- = EROSION CONTROL BLANKET
- = PERIMETER EROSION BARRIER
- = INLET PIPE PROTECTION
- = RIP RAP
- = TURF REINFORCEMENT MAT

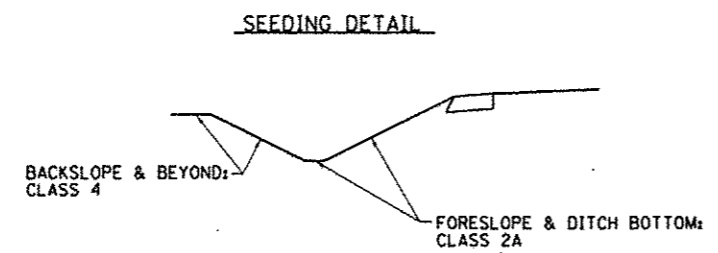


FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL DETAILS			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	
	PLOT DATE = Fri Oct 19 13:59:54 2012	DATE -	REVISED -							CONTRACT NO. 64F25		

EROSION CONTROL DETAILS

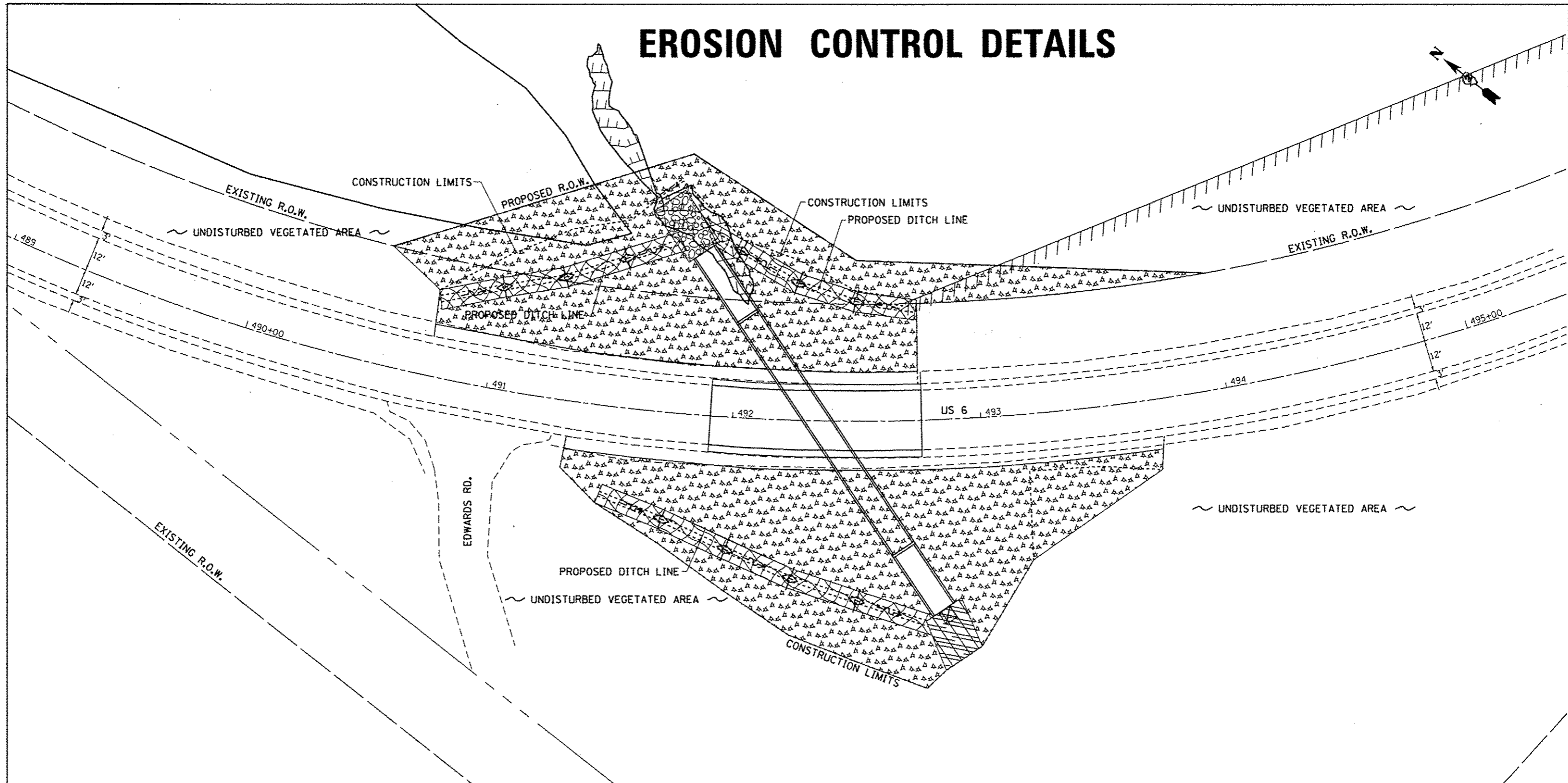









-  = MULCH METHOD 3
-  = TEMPORARY DITCH CHECKS
-  = EROSION CONTROL BLANKET
-  = PERIMETER EROSION BARRIER
-  = INLET PIPE PROTECTION
-  = RIP RAP
-  = TURF REINFORCEMENT MAT



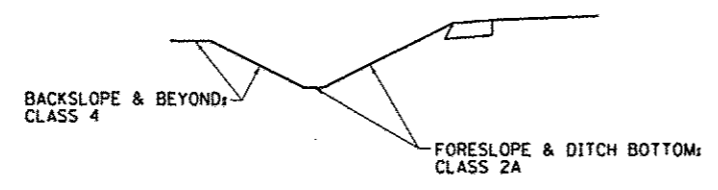
FILE NAME =	USER NAME = cushmanbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL DETAILS	F.A.S. RTE. 226	SECTION 3T & 3BR-1	COUNTY HENRY	TOTAL SHEETS 210	SHEET NO. 85		
Default	Plot SCALE = 20,000' / in.	CHECKED -	REVISED -			SCALE:	SHEET OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT			
	Plot DATE = Fri Oct 19 13:59:15 2012	DATE -	REVISED -									

EROSION CONTROL DETAILS



-  = MULCH METHOD 3
-  = TEMPORARY DITCH CHECKS
-  = EROSION CONTROL BLANKET
-  = PERIMETER EROSION BARRIER
-  = INLET PIPE PROTECTION
-  = RIP RAP
-  = TURF REINFORCEMENT MAT

SEEDING DETAIL



FILE NAME *	USER NAME = cushmanbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL DETAILS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cr:\pv_work\pvidot\cushmanbw\d8169166\0248889-shl-eros.dgn	PLOT SCALE = 20.0000' / in.	DRAWN -	REVISED -			226	3T & 3BR-1	HENRY	210	86
Default	PLOT DATE = Fri Oct 19 13:59:38 2012	CHECKED -	REVISED -			SCALE: SHEET OF SHEETS STA. TO STA.		CONTRACT NO. 64F25 ILLINOIS FED. AID PROJECT		

BORING LOGS

STA. 318 + 25

SN 037-1186

Illinois Department of Transportation <small>Division of Highways Illinois Department of Transportation/D-2</small>		SOIL BORING LOG		Page <u>1</u> of <u>1</u> Date <u>5/28/09</u>																																									
ROUTE <u>FAS 226</u>	DESCRIPTION <u>037-1112 P92-088-09 Box culvert on US 6 over drainway, .1 m. E. of Green River Road</u>	LOGGED BY <u>W. Garza</u>																																											
SECTION <u>3T & 3BR-1</u>	LOCATION <u>Edford Twp. - 18SW, SEC. , TWP. 17N, RNG. 2E</u>																																												
COUNTY <u>Henry</u>	DRILLING METHOD <u>Hollow Stem Auger</u>	HAMMER TYPE <u>CME-45 Automatic</u>																																											
STRUCT. NO. <u>037-1112</u> Station <u>318+24</u>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">D E P T H</td> <td style="text-align: center;">B L O W S</td> <td style="text-align: center;">U C S Qu</td> <td style="text-align: center;">M O I S T</td> <td>Surface Water Elev. _____ ft</td> <td style="text-align: center;">D E P T H</td> <td style="text-align: center;">B L O W S</td> <td style="text-align: center;">U C S Qu</td> <td style="text-align: center;">M O I S T</td> <td>Stream Bed Elev. <u>14.00</u> ft</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>Groundwater Elev.: _____ ft</td> <td></td> <td></td> <td></td> <td></td> <td>First Encounter <u>620.0</u> ft</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>Upon Completion <u>607.0</u> ft</td> <td></td> <td></td> <td></td> <td></td> <td>Upon Completion <u>607.0</u> ft</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>After _____ Hrs.</td> <td></td> <td></td> <td></td> <td></td> <td>After _____ Hrs.</td> </tr> </table>	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ ft	D E P T H	B L O W S	U C S Qu	M O I S T	Stream Bed Elev. <u>14.00</u> ft					Groundwater Elev.: _____ ft					First Encounter <u>620.0</u> ft					Upon Completion <u>607.0</u> ft					Upon Completion <u>607.0</u> ft					After _____ Hrs.					After _____ Hrs.				
D E P T H		B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ ft	D E P T H	B L O W S	U C S Qu	M O I S T	Stream Bed Elev. <u>14.00</u> ft																																			
					Groundwater Elev.: _____ ft					First Encounter <u>620.0</u> ft																																			
					Upon Completion <u>607.0</u> ft					Upon Completion <u>607.0</u> ft																																			
				After _____ Hrs.					After _____ Hrs.																																				
BORING NO. <u>B-1b</u> Station <u>318+08</u> Offset <u>15.00ft Rt CL</u> Ground Surface Elev. <u>637.00</u> ft	(ft)	(/6")	(tsf)	(%)	(ft)	(/6")	(tsf)	(%)																																					
STIFF tan brown LOAM			1.0 P	14.0	616.00		9 5	3.2 P	16.0																																				
DENSE tan CONCRETE	635.00		40 27 6				6 12 17		16.0																																				
STIFF brown SILTY CLAY LOAM	633.50		1 2 3	1.1 P	631.00		5 7 14																																						
MEDIUM brown SILTY CLAY LOAM	628.50		1 2 3	0.5 B	608.50		13 19 25																																						
STIFF gray SILTY LOAM	626.00		1 2 3	1.1 P	606.00		10 16 22																																						
MEDIUM black SILTY CLAY LOAM with 9.5% ORGANICS	623.50		0 0 2	0.5 B	603.50		100/7"																																						
MEDIUM gray LOAM	620.50		0 0 2	0.7 B																																									
DENSE tan SANDY GRAVEL	618.00		6 15 16																																										
			7																																										

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation <small>Division of Highways Illinois Department of Transportation/D-2</small>		SOIL BORING LOG		Page <u>1</u> of <u>1</u> Date <u>5/28/09</u>																																									
ROUTE <u>FAS 226</u>	DESCRIPTION <u>037-1112 P92-088-09 Box culvert on US 6 over drainway, .1 m. E. of Green River Road</u>	LOGGED BY <u>W. Garza</u>																																											
SECTION <u>3T & 3BR-1</u>	LOCATION <u>Edford Twp. - 18SW, SEC. , TWP. 17N, RNG. 2E</u>																																												
COUNTY <u>Henry</u>	DRILLING METHOD <u>Hollow Stem Auger</u>	HAMMER TYPE <u>CME-45 Automatic</u>																																											
STRUCT. NO. <u>037-1112</u> Station <u>318+24</u>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">D E P T H</td> <td style="text-align: center;">B L O W S</td> <td style="text-align: center;">U C S Qu</td> <td style="text-align: center;">M O I S T</td> <td>Surface Water Elev. _____ ft</td> <td style="text-align: center;">D E P T H</td> <td style="text-align: center;">B L O W S</td> <td style="text-align: center;">U C S Qu</td> <td style="text-align: center;">M O I S T</td> <td>Stream Bed Elev. <u>84.00</u> ft</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>Groundwater Elev.: _____ ft</td> <td></td> <td></td> <td></td> <td></td> <td>First Encounter <u>623.0</u> ft</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>Upon Completion _____ ft</td> <td></td> <td></td> <td></td> <td></td> <td>Upon Completion <u>Dry</u> ft</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>After _____ Hrs.</td> <td></td> <td></td> <td></td> <td></td> <td>After _____ Hrs.</td> </tr> </table>	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ ft	D E P T H	B L O W S	U C S Qu	M O I S T	Stream Bed Elev. <u>84.00</u> ft					Groundwater Elev.: _____ ft					First Encounter <u>623.0</u> ft					Upon Completion _____ ft					Upon Completion <u>Dry</u> ft					After _____ Hrs.					After _____ Hrs.				
D E P T H		B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ ft	D E P T H	B L O W S	U C S Qu	M O I S T	Stream Bed Elev. <u>84.00</u> ft																																			
					Groundwater Elev.: _____ ft					First Encounter <u>623.0</u> ft																																			
					Upon Completion _____ ft					Upon Completion <u>Dry</u> ft																																			
				After _____ Hrs.					After _____ Hrs.																																				
BORING NO. <u>B-2b</u> Station <u>318+56</u> Offset <u>57.00ft Lt CL</u> Ground Surface Elev. <u>627.50</u> ft	(ft)	(/6")	(tsf)	(%)	(ft)	(/6")	(tsf)	(%)																																					
MEDIUM black SILTY CLAY LOAM			0.6 P	28.0																																									
SOFT light gray LOAM	625.50		0 0 2	0.4 B	623.50																																								
MEDIUM gray fine SAND	621.00		2 4 6																																										
VERY STIFF light gray CLAY	619.00		1 4 7	2.3 B	616.00																																								
VERY STIFF light gray/gray CLAY with SHALE	616.00		3 6 10	3.7 S	615.00																																								
MEDIUM gray SHALE	614.00		6 9 12																																										
MEDIUM gray SHALE	611.50		6 10 16																																										
VERY DENSE gray COAL with SHALE	609.00		100/6"																																										
End of Boring																																													


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

BBS, from 137 (Rev. 8-99)

BORING LOGS

STA. 339 + 15

SN 037-1188



Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Page 1 of 1
Date 1/31/12

ROUTE FAS 226 DESCRIPTION 037-1188 P92-088-09 Box Culvert on US 6, .7 m. E. of Osco Road LOGGED BY Be. Wetzell

SECTION 3T & 3BR-1 LOCATION Edford Twp. - 18SE, SEC. , TWP. 17N, RNG. 2E

COUNTY Henry DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. 037-1188 DEPTH (ft) (1/6") (tsf) (%)

Station 339+23

BORING NO. B-1 DEPTH (ft) (1/6") (tsf) (%)

Station 339+33


Offset 17.00ft Rt CL

Ground Surface Elev. 646.20 ft

DEPTH (ft)	(1/6")	(tsf)	(%)	DESCRIPTION	DEPTH (ft)	(1/6")	(tsf)	(%)
625.20	4	15		MEDIUM black weathered SHALE with COAL (continued)	625.20	4	15	
644.20	6			MEDIUM gray weathered SHALE	644.20	6		
642.70	7	0.8	16.0		642.70	7	0.8	16.0
	7	P				7	P	
640.20	2			VERY DENSE gray weathered SHALE	640.20	2		
	2	0.6	30.0			2	0.6	30.0
	3	B				3	B	
620.20	3			End of Boring	620.20	3		
	0					0		
637.70	0	0.4	33.0	SOFT black SILTY CLAY LOAM	637.70	0	0.4	33.0
	2	B				2	B	
635.20	1	0.6	47.0	MEDIUM black SILTY CLAY LOAM with IRGANICS	635.20	1	0.6	47.0
	3	B				3	B	
632.20	0			MEDIUM black SILTY CLAY LOAM	632.20	0		
	3	0.9	32.0			3	0.9	32.0
	3	B				3	B	
629.70	1			MEDIUM gray dirty fine SAND	629.70	1		
	5					5		
	8					8		
627.70	6			MEDIUM gray weathered SHALE	627.70	6		
	12					12		
	7					7		
	1					1		

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

BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Page 1 of 1
Date 1/31/12

ROUTE FAS 226 DESCRIPTION 037-1188 P92-088-09 Box Culvert on US 6, .7 m. E. of Osco Road LOGGED BY Be. Wetzell

SECTION 3T & 3BR-1 LOCATION Edford Twp. - 18SE, SEC. , TWP. 17N, RNG. 2E

COUNTY Henry DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. 037-1188 DEPTH (ft) (1/6") (tsf) (%)

Station 339+23

BORING NO. B-2 DEPTH (ft) (1/6") (tsf) (%)

Station 339+98

Offset 17.00ft Lt CL

Ground Surface Elev. 646.80 ft

DEPTH (ft)	(1/6")	(tsf)	(%)	DESCRIPTION	DEPTH (ft)	(1/6")	(tsf)	(%)
625.80	7	10		MEDIUM gray weathered SHALE (continued)	625.80	7	10	
644.80	2			VERY STIFF brown SILTY CLAY LOAM	644.80	2		
643.30	5	2.5	21.0	VERY DENSE gray weathered SHALE	643.30	5	2.5	21.0
	7	B				7	B	
640.80	2			MEDIUM brown SILTY CLAY LOAM	640.80	2		
	3	0.7	18.0			3	0.7	18.0
	4	B				4	B	
638.30	1			MEDIUM brown SILTY CLAY LOAM	638.30	1		
	2	0.8	35.0			2	0.8	35.0
	3	B				3	B	
635.80	0			SOFT black SILTY CLAY LOAM	635.80	0		
	1	0.4	38.0			1	0.4	38.0
	3	B				3	B	
633.30	0			MEDIUM tan SILTY CLAY LOAM	633.30	0		
	1	0.9	27.0			1	0.9	27.0
	2	B				2	B	
630.30	0			SOFT tan SILTY CLAY LOAM	630.30	0		
	0	0.3	30.0			0	0.3	30.0
	1	B				1	B	
628.30	2			MEDIUM black weathered SHALE	628.30	2		
	5					5		
	8					8		
620.80	6			MEDIUM gray weathered SHALE	620.80	6		

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

BBS, from 137 (Rev. 8-99)

BORING LOGS

STA. 393 + 64

SN 037-1187

Illinois Department of Transportation <small>Division of Highways Illinois Department of Transportation</small>		SOIL BORING LOG		Page <u>1</u> of <u>1</u>
ROUTE <u>FAS 226</u> DESCRIPTION <u>037-1187 Pipe on US 6, 2/3 m. E. of Talbot Road</u> LOGGED BY <u>W. Garza</u>		DATE <u>6/15/12</u>		
SECTION <u>3T & 3BR-1</u> LOCATION <u>Edford Twp. - 17SE, SEC. , TWP. 17N, RNG. 2E</u>				
COUNTY <u>Henry</u> DRILLING METHOD <u>Hollow Stem Auger</u> HAMMER TYPE <u>CME-45 Automatic</u>				
STRUCT. NO. <u>037-1187 Prop.</u> Station <u>496+14.5</u>	D E P T H S Qu T	B L O W S Qu T	U C S Qu T	M O I S T S T
BORING NO. <u>B-1</u> Station <u>496+11</u> Offset <u>26.00ft RI CL</u> Ground Surface Elev. <u>98.1</u> ft	(ft) (/6") (tsf) (%)	Surface Water Elev. <u>95.4</u> ft Stream Bed Elev. <u>94.8</u> ft Groundwater Elev.: First Encounter <u>86.1</u> ft ▼ Upon Completion <u>Dry</u> ft After _____ Hrs.	(ft) (/6") (tsf) (%)	(ft) (/6") (tsf) (%)
DRY brown SILTY CLAY LOAM		MEDIUM gray TILL (continued)	2 0.9 16 5 B	77.10
SOFT black SILTY CLAY LOAM	1 0.4 32 3 B	VERY STIFF gray TILL	3 4 2.3 13 8 B	96.10 74.60
SOFT dark gray SILTY LOAM	2 0.4 31 1 B 3 B	VERY STIFF gray TILL	3 2.9 13 4 B 7 B	92.10 72.10
MEDIUM light gray SILT	2 0.9 25 4 B 5 B	VERY STIFF gray TILL	4 2.7 13 5 B 9 B	89.60 69.60
VERY SOFT light gray SILTY LOAM with SAND lens	1 0.2 32 1 P 2 P	VERY STIFF gray TILL	4 2.1 13 5 B 9 B	67.10 67.10
LOOSE tan/light gray fine SAND	3 2 4	VERY STIFF gray TILL	4 2.9 12 7 B 10 B	86.60 84.10
STIFF gray TILL with SAND lens	4 1.5 12 5 B 5 B	VERY STIFF gray TILL	4 2.5 13 5 B 10 B	82.10 82.10
MEDIUM gray TILL	4 0.8 15 4 B 7 B	VERY STIFF gray TILL	4 3.7 13 8 B 11 B	79.60 59.10
MEDIUM gray TILL	2	End of Boring		59.10 -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, from 137 (Rev. 8-99)

Illinois Department of Transportation <small>Division of Highways Illinois Department of Transportation</small>		SOIL BORING LOG		Page <u>1</u> of <u>1</u>
ROUTE <u>FAS 226</u> DESCRIPTION <u>037-1187 Pipe on US 6, 2/3 m. E. of Talbot Road</u> LOGGED BY <u>W. Garza</u>		DATE <u>6/18/12</u>		
SECTION <u>3T & 3BR-1</u> LOCATION <u>Edford Twp. - 17SE, SEC. , TWP. 17N, RNG. 2E</u>				
COUNTY <u>Henry</u> DRILLING METHOD <u>Hollow Stem Auger</u> HAMMER TYPE <u>CME-45 Automatic</u>				
STRUCT. NO. <u>037-1187 Prop.</u> Station <u>496+14.5</u>	D E P T H S Qu T	B L O W S Qu T	U C S Qu T	M O I S T S T
BORING NO. <u>B-2</u> Station <u>496+23</u> Offset <u>24.00ft LI CL</u> Ground Surface Elev. <u>98.2</u> ft	(ft) (/6") (tsf) (%)	Surface Water Elev. <u>95.4</u> ft Stream Bed Elev. <u>94.8</u> ft Groundwater Elev.: First Encounter <u>86.2</u> ft ▼ Upon Completion <u>67.2</u> ft ▼ After _____ Hrs.	(ft) (/6") (tsf) (%)	(ft) (/6") (tsf) (%)
MEDIUM brown SILTY CLAY LOAM		STIFF gray TILL (continued)	3 1.8 13 6 B	77.20
STIFF brown SILTY CLAY LOAM	0.5 20 3 4 1.5 25 5 B	STIFF gray TILL	0 4 1.1 15 8 P	96.20 74.70
MEDIUM black SILTY CLAY LOAM	1 0.5 31 2 B 2 B	No Recovery	3 6 6 9	92.20 72.20
STIFF light gray SILT	2 1.1 22 2 P 5 P	No Recovery	5 7 7 9	89.70 69.70
MEDIUM light gray SILT	1 0.8 27 1 P 3 P	STIFF gray TILL	3 1.4 15 5 B 7 B	67.20 67.20
LOOSE light gray fine SAND	0 3 6	VERY STIFF gray TILL	5 2.5 14 8 B 12 B	86.70 84.70
MEDIUM tan fine SAND	4 3.3 16 7 B 8 B	VERY STIFF gray CLAY LOAM TILL	5 8 16 8 B 14 B	82.20 82.20
MEDIUM tan fine SAND	6 7 12	End of Boring		79.20 59.10
STIFF gray TILL	2			-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, from 137 (Rev. 8-99)

BORING LOGS

STA. 466 + 50

SN 037-1192



Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Page 1 of 2
Date 2/2/12

ROUTE FAS 226 DESCRIPTION 037-1192 P92-088-09 Box Culvert on US 6, .1 m. W. of 900E LOGGED BY Bo. Wetzell

SECTION 3T & 3BR-1 LOCATION Edford Twp. - 16SE, SEC., TWP. 17N, RNG. 2E

COUNTY Henry DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic


STRUCT. NO. 037-1192 Station 466+50

BORING NO. B-1 Station 466+48 Offset 55.00ft Lt CL Ground Surface Elev. 632.40 ft

Description	D	B	U	M	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev.: First Encounter Upon Completion After Hrs.	D	B	U	M	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev.: First Encounter Upon Completion After Hrs.
VERY STIFF tan SILTY LOAM			2.2	15.0				3	2.0	12.0				
			P		611.40			6	B					
VERY STIFF black SILTY LOAM	630.40	8						1						
		8	3.0	18.0				4	2.5	14.0				
	628.90	9	P					6	B					
VERY STIFF black SILTY LOAM		6						1						
		4	2.5	17.0				4	2.3	12.0				
	626.40	5	P					6	B					
MEDIUM black SILTY CLAY LOAM		0						1						
		2	0.8	24.0				6	2.9	12.0				
	623.90	3	B					8	B					
MEDIUM gray SILTY CLAY LOAM		0						2						
		2	0.6	20.0				5	3.3	13.0				
	620.90	3	B					9	B					
MEDIUM gray SILTY CLAY LOAM TILL		0						3						
		1	1.0	14.0				6	4.5	20.0				
	618.90	4	B					10	B					
VERY STIFF gray SILTY CLAY LOAM TILL		1						3						
		3	2.1	13.0				6	3.7	15.0				
	616.40	6	B					12	B					
VERY STIFF gray SILTY CLAY LOAM TILL		1						3						
		3	2.1	14.0				6	5.4	15.0				
	613.90	6	B					13	B					
		1						2						

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

BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Page 2 of 2
Date 2/2/12

ROUTE FAS 226 DESCRIPTION 037-1192 P92-088-09 Box Culvert on US 6, .1 m. W. of 900E LOGGED BY Bo. Wetzell

SECTION 3T & 3BR-1 LOCATION Edford Twp. - 16SE, SEC., TWP. 17N, RNG. 2E

COUNTY Henry DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. 037-1192 Station 466+50

BORING NO. B-1 Station 466+48 Offset 55.00ft Lt CL Ground Surface Elev. 632.40 ft

Description	D	B	U	M	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev.: First Encounter Upon Completion After Hrs.	D	B	U	M	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev.: First Encounter Upon Completion After Hrs.
VERY STIFF gray SILTY CLAY LOAM TILL			10	3.1	20.0									
			12*	B	591.40									
* Estimated (continued)														
End of Boring														


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

BBS, from 137 (Rev. 8-99)

BORING LOGS

STA. 466 + 50

SN 037-1192



Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Page 1 of 1
Date 2/16/12

ROUTE FAS 226 DESCRIPTION 037-1192 P92-088-09 Box Culvert on US 6, .1 m. W. of 900E LOGGED BY Be. Wetzell

SECTION 3T & 3BR-1 LOCATION Edford Twp. - 16SE, SEC. , TWP. 17N, RNG. 2E

COUNTY Henry DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. 037-1192
Station 466+50

BORING NO. B-2
Station 466+62
Offset 11.00ft Rt Cl
Ground Surface Elev. 632.50 ft

SOIL DESCRIPTION	D E P T H ft	B L O W S Qu	U C S (/6")	M O I S T (%)	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev.: First Encounter ft Upon Completion ft After Hrs.	D E P T H ft	B L O W S Qu	U C S (/6")	M O I S T (%)	
												(ft)
MEDIUM gray SANDY LOAM				0.5 P	13.0							
						611.00		4				
								5	2.7	13.0		
								8	B			
VERY STIFF black SILTY LOAM	630.00			4								
								5				
				5	2.3	16.0						
						608.50		6	2.5	12.0		
								8	B			
VERY STIFF black SILTY CLAY LOAM				4								
								5				
				5	2.1	27.0						
						606.00		8	B	14.0		
								11	B			
SOFT gray SANDY LOAM				2								
								3				
				2	0.4	24.0						
						603.50		10	2.9	15.0		
								11*	B			
LOOSE gray dirty fine SAND				2								
								4				
				4								
						601.00		12	3.3	14.0		
								11*	B			
STIFF gray SILTY CLAY LOAM TILL				3								
				4	1.5	14.0						
						598.50		5				
				6	B			22	5.7	12.0		
								19*	B			
STIFF gray SILTY CLAY LOAM TILL				3								
								3				
				5	1.9	12.0						
						616.00		18	5.2	13.0		
				7	B			19*	B			
						596.00						
STIFF gray SILTY CLAY LOAM TILL				4								
				6	2.1	14.0						
						613.50		7	B			

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


BBS, from 137 (Rev. 8-99)



BORING LOGS

STA. 479 + 36

SN 037-1189



Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Page 1 of 1
Date 5/19/09

ROUTE FAS 226 DESCRIPTION 037-1107 P92-088-09 Box culvert on US 6, .75 m. W. of 950E LOGGED BY W. Garza


SECTION 3T & 3BR-1 LOCATION Edford Twp. - 21NE, SEC. , TWP. 17N, RNG. 2E

COUNTY Henry DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. Station	BORING NO. Station	Offset Ground Surface Elev.	DEPTH (ft)	BULGE (/6")	UNCONSOLIDATED (tsf)	MOISTURE (%)	Surface Water Elev. Stream Bed Elev.	Groundwater Elev.: First Encounter Upon Completion After Hrs.	DEPTH (ft)	BULGE (/6")	UNCONSOLIDATED (tsf)	MOISTURE (%)	Description
037-1107 479+36	B-1b 479+70	27.00ft RI CL					91.00 ft 90.50 ft	630.2 ft 612.2 ft					SOFT brown SILTY CLAY LOAM
			640.20		0.3 P	23.0			621.20	4	2.7	14.0	VERY STIFF gray CLAY LOAM TILL (continued)
				1						5			MEDIUM gray CLAY LOAM TILL
			638.70	2	0.6 P				618.70	6	0.8	25.0	
				3						8			
				1						3			VERY STIFF gray CLAY LOAM TILL
			636.20	2	0.8 B	28.0			616.20	6	3.3	8.0	
				3						11			
				1						4			VERY STIFF gray CLAY LOAM TILL
			633.70	2	0.5 B	28.0			613.70	7	3.1	13.0	
				3						9			
				0						7			VERY STIFF gray CLAY LOAM TILL
			630.70	3	0.7 B	26.0			611.20	7	2.9	14.0	
				3						10			
				1						2			VERY STIFF gray CLAY LOAM TILL
			628.20	6					608.70	5	3.9	14.0	
				10						10			
				0						4			VERY STIFF gray CLAY LOAM TILL
			626.20	3	1.5 B	14.0			606.20	6	3.9	19.0	
				4						10			
				1						6			HARD gray CLAY LOAM TILL
			623.70	4	2.3 B	13.0			603.70	8	5.4	16.0	
				5						13			
													End of Boring
				1									

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

BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Page 1 of 1
Date 5/19/09

ROUTE FAS 226 DESCRIPTION 037-1107 P92-088-09 Box culvert on US 6, .75 m. W. of 950E LOGGED BY W. Garza

SECTION 3T & 3BR-1 LOCATION Edford Twp. - 21NE, SEC. , TWP. 17N, RNG. 2E

COUNTY Henry DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. Station	BORING NO. Station	Offset Ground Surface Elev.	DEPTH (ft)	BULGE (/6")	UNCONSOLIDATED (tsf)	MOISTURE (%)	Surface Water Elev. Stream Bed Elev.	Groundwater Elev.: First Encounter Upon Completion After Hrs.	DEPTH (ft)	BULGE (/6")	UNCONSOLIDATED (tsf)	MOISTURE (%)	Description
037-1107 479+18	B-2b 479+18	49.00ft LI CL					91.00 ft 90.50 ft	None ft Dry ft					MEDIUM brown SILTY CLAY LOAM
			641.20		0.5 P	24.0			622.20	5	3.1	13.0	VERY STIFF gray CLAY LOAM TILL (continued)
				0						1			MEDIUM gray CLAY LOAM TILL
			639.70	2	0.6 B	32.0			619.70	5	2.7	13.0	VERY STIFF gray CLAY LOAM TILL
				2						6			
				0						1			VERY STIFF gray CLAY LOAM TILL
			637.20	1	0.3 B	32.0			617.20	5	2.9	16.0	
				3						6			
				0						1			VERY STIFF gray CLAY LOAM TILL
			634.70	0	2.0 P	15.0			614.70	5	3.5	15.0	
				4						9			
				4						1			VERY STIFF gray CLAY LOAM TILL
			632.20	6	1.0 B	14.0			612.20	5	2.9	18.0	
				10						8			
				2						2			HARD gray CLAY LOAM TILL
			629.70	6	2.9 B	11.0			609.70	5	4.3	16.0	
				8						10			
				2						2			VERY STIFF gray SILTY CLAY LOAM TILL
			627.20	6	2.1 P	13.0			607.20	5	2.7	18.0	
				7						10			
													End of Boring
				2									VERY STIFF gray CLAY LOAM TILL
			624.70	6	3.5 B	13.0							
				9									
				1									


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

BBS, from 137 (Rev. 8-99)

BORING LOGS

STA. 492+34

SN 037-1190



Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Page 1 of 1
Date 5/18/09

ROUTE FAS 226 DESCRIPTION 037-1106 P92-088-09 Box culvert on US 6, .5 m. W. of 950E LOGGED BY W. Garza


SECTION 3T & 3BR-1 LOCATION Edford Twp. - 22NW, SEC. , TWP. 17N, RNG. 2E

COUNTY Henry DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. Station	BORING NO. Station	Offset Ground Surface Elev.	D E L C O I S				Surface Water Elev. Stream Bed Elev.	D E L C O I S	U P W S	M O I S S	ft	ft	ft	ft	ft	ft	ft	ft
			(ft)	(/6")	(tsf)	(%)												
037-1106 492+30	B-1a 492+38	62.00ft LI CL																
		655.00			0.5	27.0	HARD gray CLAY LOAM TILL (continued)				634.00							
		653.00		1			HARD gray CLAY LOAM TILL											
		651.50		2	0.3	36.0												
				3	P						631.50							
		649.00		0			HARD gray CLAY LOAM TILL											
				0	0.5	31.0												
				2	B						629.00							
		646.50		0			HARD gray CLAY LOAM TILL											
				1	0.2	23.0												
				1	P						626.50							
		644.00		4			VERY STIFF gray CLAY LOAM TILL											
				10	5.0	10.0												
				10	P						624.00							
		641.50		4			HARD gray CLAY LOAM TILL											
				6	5.8	11.0												
				11	B													
		639.00		1			VERY STIFF gray CLAY LOAM TILL											
				3	3.5	11.0												
				9	B													
		636.50		3			VERY STIFF gray CLAY LOAM TILL											
				6	3.9	11.0												
				9	B													
				3			HARD gray CLAY LOAM TILL											

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

BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Page 1 of 1
Date 5/27/09

ROUTE FAS 226 DESCRIPTION 037-1106 P92-088-09 Box culvert on US 6, .5 m. W. of 950E LOGGED BY W. Garza

SECTION 3T & 3BR-1 LOCATION Edford Twp. - 22NW, SEC. , TWP. 17N, RNG. 2E

COUNTY Henry DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

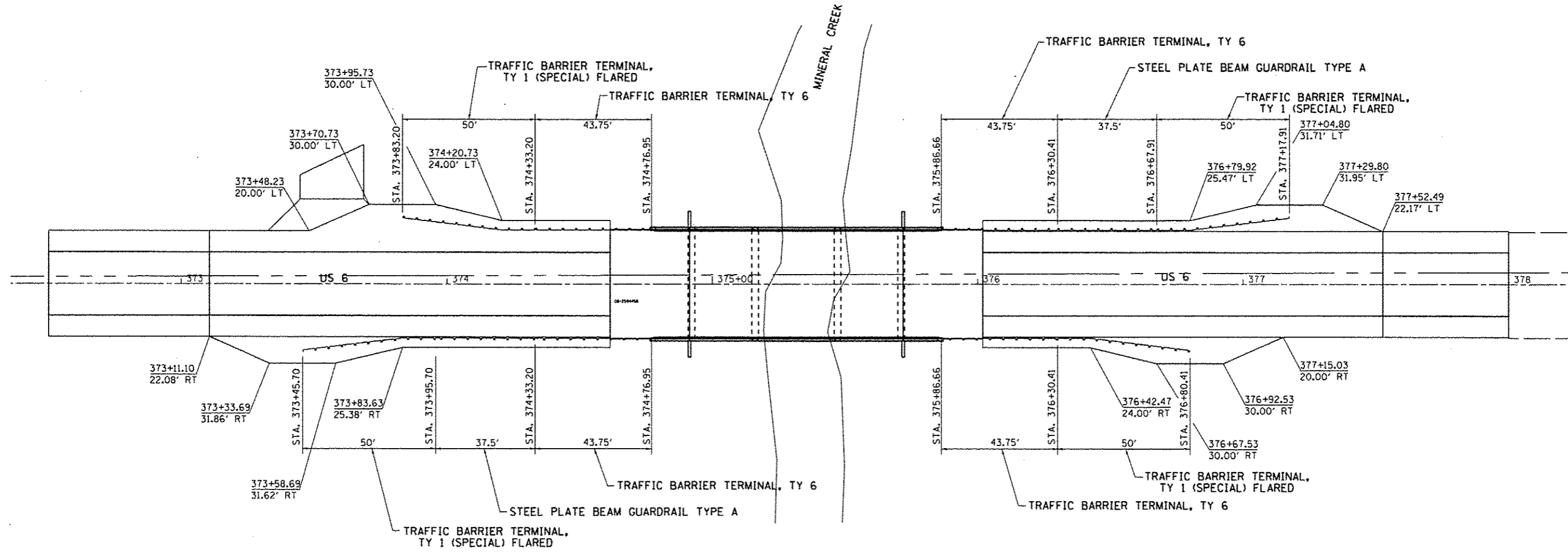
STRUCT. NO. Station	BORING NO. Station	Offset Ground Surface Elev.	D E L C O I S				Surface Water Elev. Stream Bed Elev.	D E L C O I S	U P W S	M O I S S	ft	ft	ft	ft	ft	ft	ft	ft
			(ft)	(/6")	(tsf)	(%)												
037-1106 492+30	B-2a 492+22	16.00ft RI CL																
		661.70			2.0	21.0	HARD gray CLAY LOAM TILL (continued)				640.70							
		659.70		2			STIFF brown SILTY CLAY LOAM											
		658.20		2	1.1	24.0												
				6	P						638.20							
		655.70		1			STIFF brown SILTY CLAY LOAM											
				2	1.5	24.0												
				4	P						635.70							
		653.20		2			MEDIUM dark brown SILTY CLAY LOAM											
				3	0.8	20.0												
				4	P						633.20							
		650.70		1			STIFF tan/gray LOAM											
				4	2.0	15.0												
				7	B						630.70							
		648.20		4			VERY STIFF tan LOAM TILL											
				5	2.3	12.0												
				6	B						628.20							
		645.70		1			VERY STIFF tan LOAM TILL											
				5	2.3	11.0												
				9	B						625.70							
		643.20		5			VERY STIFF tan LOAM TILL with COAL lens											
				9	3.5	10.0												
				13	B													
				3			HARD gray CLAY LOAM TILL											

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

BBS, from 137 (Rev. 8-99)

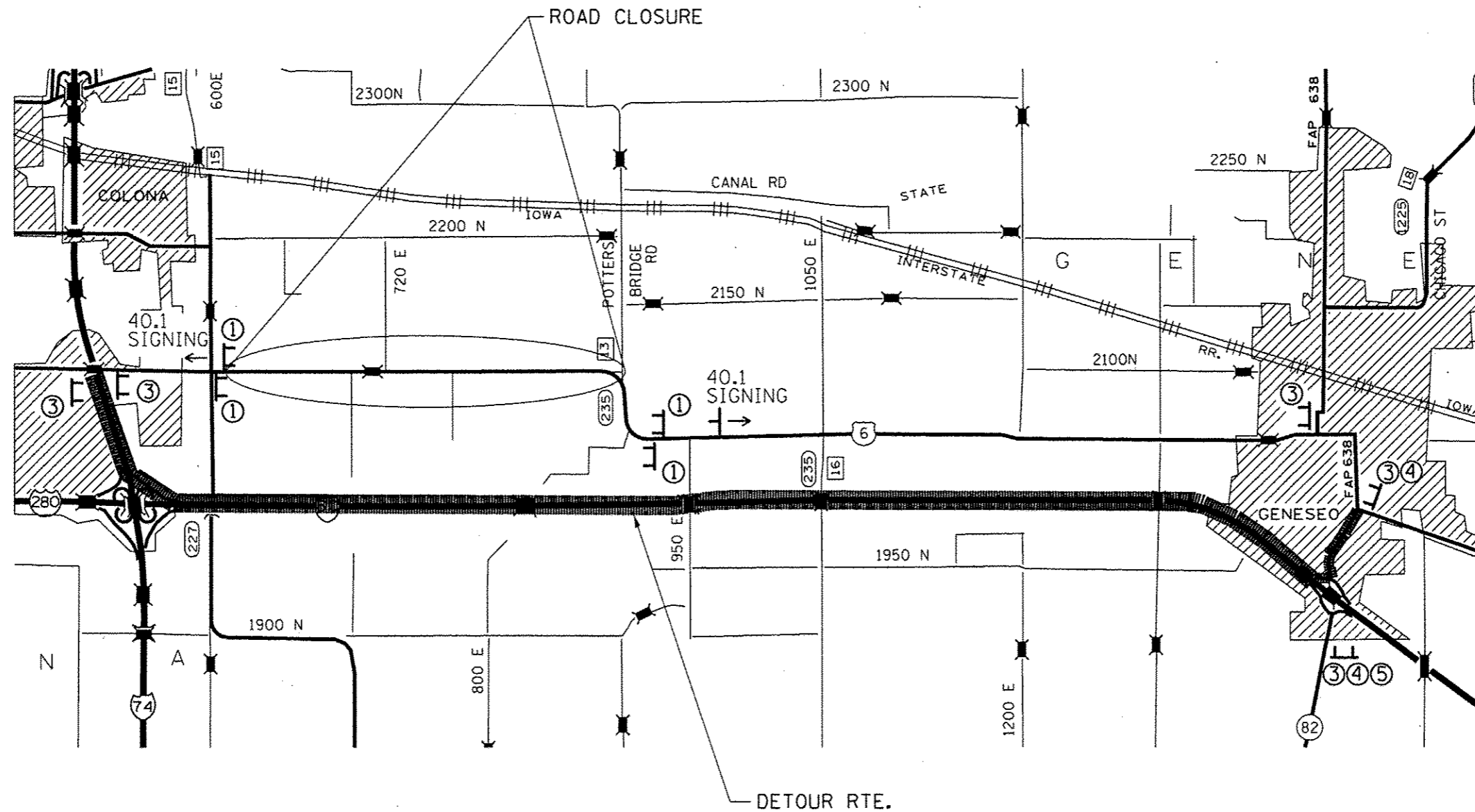
GUARDRAIL DETAIL

STA. 375 + 32
SN 037-0178



FILE NAME : c:\pwork\p1dot\cushmanbw\d0169166\02	USER NAME : cushmanbw	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GUARDRAIL DETAIL	F.A.S. RTE. 226	SECTION 3T & 3BR-1	COUNTY HENRY	TOTAL SHEETS 210	SHEET NO. 96	
PLOT SCALE : 20,0000' / in.		CHECKED -	REVISED -			SCALE:	SHEET	OF	SHEETS	STA.	TO STA.
PLOT DATE : Fri Oct 19 13:12:32 2012		DATE -	REVISED -			CONTRACT NO. 64F25					
ILLINOIS FED. AID PROJECT											

DETOUR ROUTE



- ▨ DETOUR ROUTE
- ⌌ TYPE III BARRICADES WITH FLASHERS PLACED AS SHOWN IN STANDARD 701901.
- ⌌ ROAD CLOSED X MILE(S) SIGN WITH SUPPLEMENTAL PLATES AS REQUIRED IN THE SPECIAL PROVISIONS

THIS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL)

- ① ROAD CLOSED TO THRU TRAFFIC
- ② ROAD CLOSED AHEAD
- ③ ROAD CLOSED X MILES AHEAD LOCAL TRAFFIC ONLY

- ④ ADD SIGN TO ALL WING BARRICADES
- ⑤ WEST

FILE NAME *	USER NAME *	DESIGNED -	REVISED -
ci:\p\work\p\dot\cushmanb\ad0159166\028809-sht-detour1.sdg	cushmanb	DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

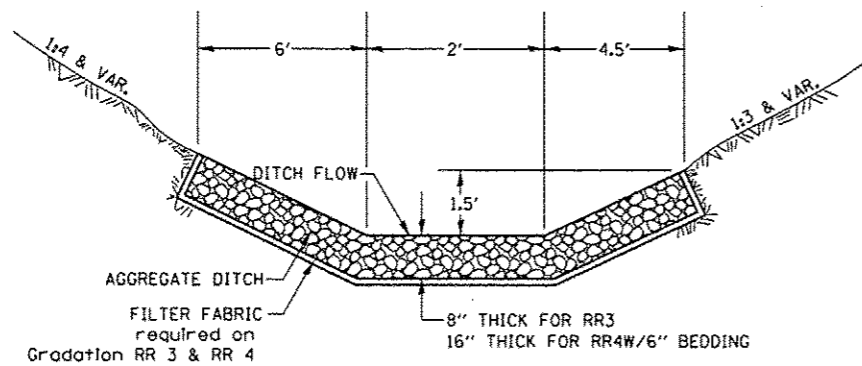
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR ROUTE

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

P.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
226	3T & 3BR-1	HENRY	210	97
CONTRACT NO. 64F25				
ILLINOIS FED. AID PROJECT				

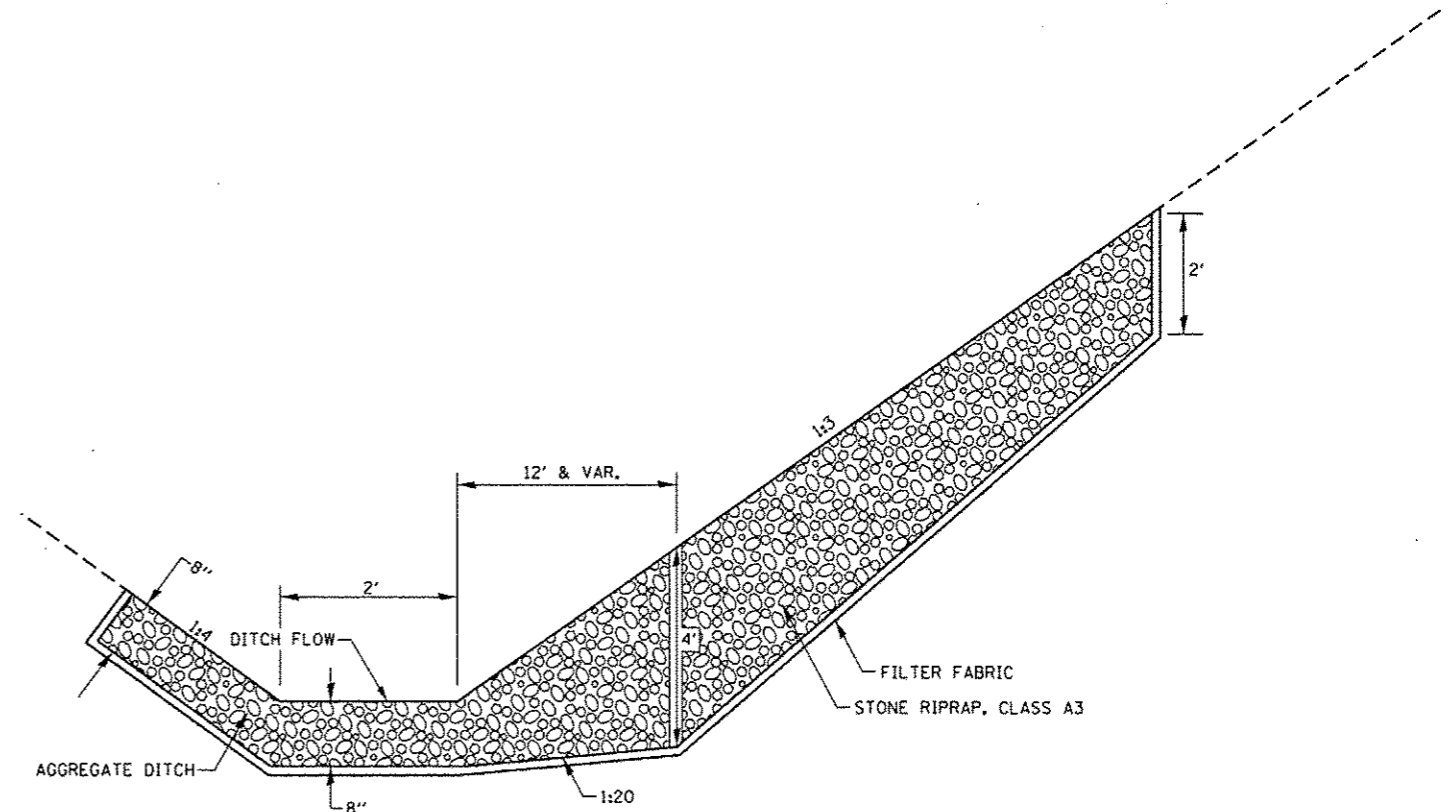
AGGREGATE DITCH FOR FLEXIBLE DITCH LINING



THIS WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 281. AGGREGATE DITCH WILL BE MEASURED FOR PAYMENT IN PLACE AND THE AREA COMPUTED IN SQUARE YARDS OF ACTUAL SURFACE AREA. AGGREGATE DITCH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR STONE RIPRAP CLASS A3. THE FILTER FABRIC SHALL BE ACCORDING TO SECTION 282. FILTER FABRIC WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR FILTER FABRIC.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

BACKSLOPE STABILITY DRAIN



NOTE: SEE PLAN AND PROFILE SHEETS FOR PLAN LAYOUT

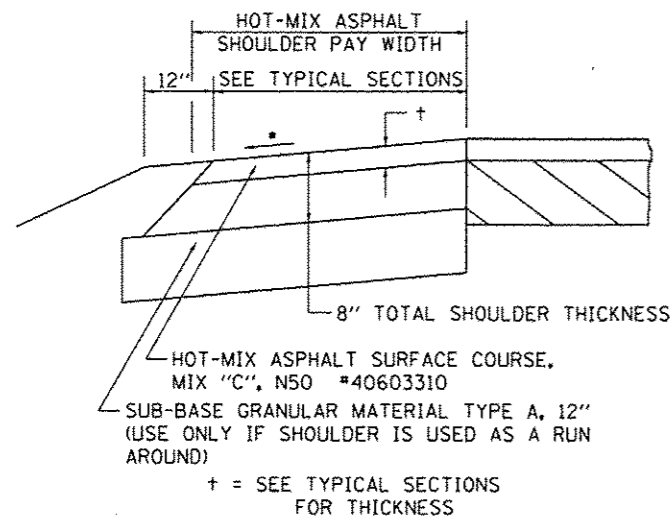
THIS WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 281.

THIS BACKSLOPE STABILITY DRAIN WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR STONE RIPRAP CLASS A3. THE FILTER FABRIC SHALL BE ACCORDING TO SECTION 282. FILTER FABRIC WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR FILTER FABRIC.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

FILE NAME :	USER NAME : cushmanbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	AGGREGATE DITCH FOR FLEXIBLE DITCH LINING	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwwork\pwwork\cushmanbw\2169166\028889\shd-deta11.dgn		DRAWN -	REVISED -			226	37 & 3BR-1	HENRY	210	98	
PLOT SCALE = 28.0000 / / in.		CHECKED -	REVISED -			CONTRACT NO. 64F25					
PLOT DATE = Fri Oct 19 13:13:02 2012		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
				SCALE: SHEET OF SHEETS STA. TO STA.							

HOT-MIX ASPHALT SHOULDER



GENERAL NOTES

THE HOT-MIX ASPHALT SHOULDER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 482 EXCEPT THE TOP LIFT SHALL BE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310 AND SQUARE YARD FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED.

USE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310. WHEN RESURFACING EXISTING HOT-MIX ASPHALT SHOULDERS. THE THICKNESS IS SHOWN ON THE TYPICAL SECTIONS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310.

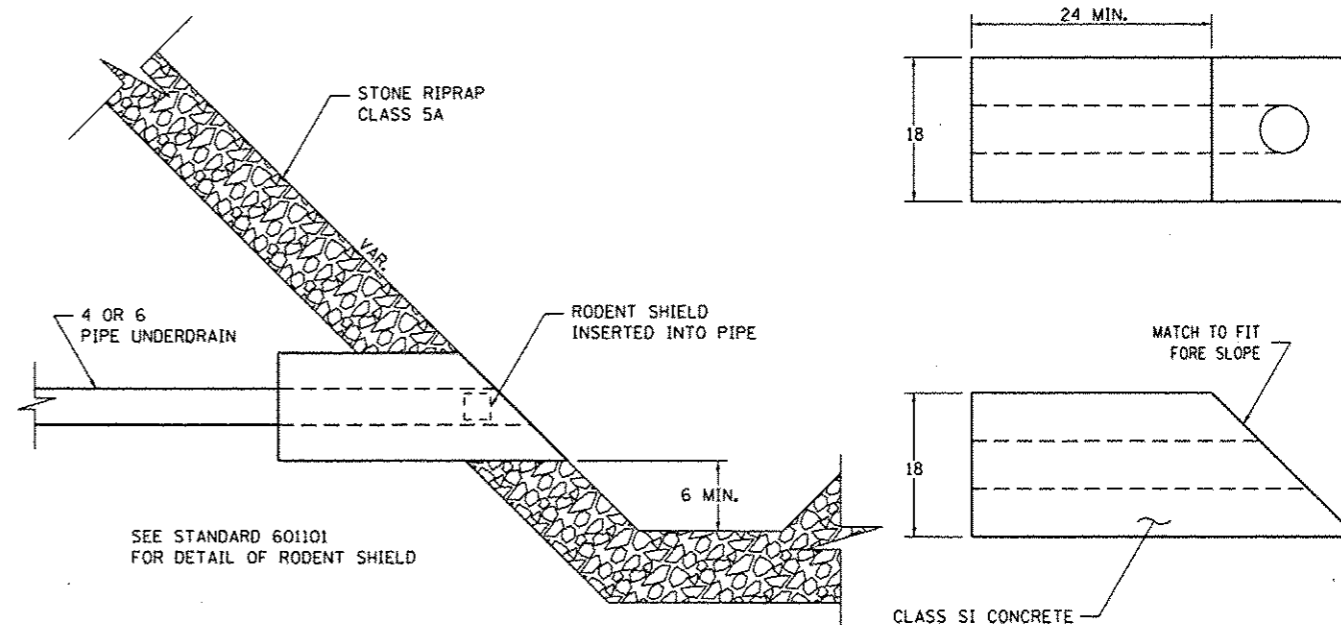
REMOVAL OF MATERIAL FOR PLACEMENT OF THE HOT-MIX ASPHALT SHOULDER TO BE PAID FOR IN UNITS FOR EXCAVATING AND GRADING EXISTING SHOULDERS OR IN CUBIC YARDS FOR EARTH EXCAVATION OR EARTH EXCAVATION WIDENING.

* 4% WHEN MAINLINE IS ON TANGENT. FOR CROSS SLOPE ON SUPERELEVATION SECTION, SEE HIGHWAY STANDARD 482001 OR 482006.

REVISED - 7-05-12

HOT-MIX ASPHALT SHOULDER 23.4a

CONCRETE HEADWALLS FOR PIPE DRAINS

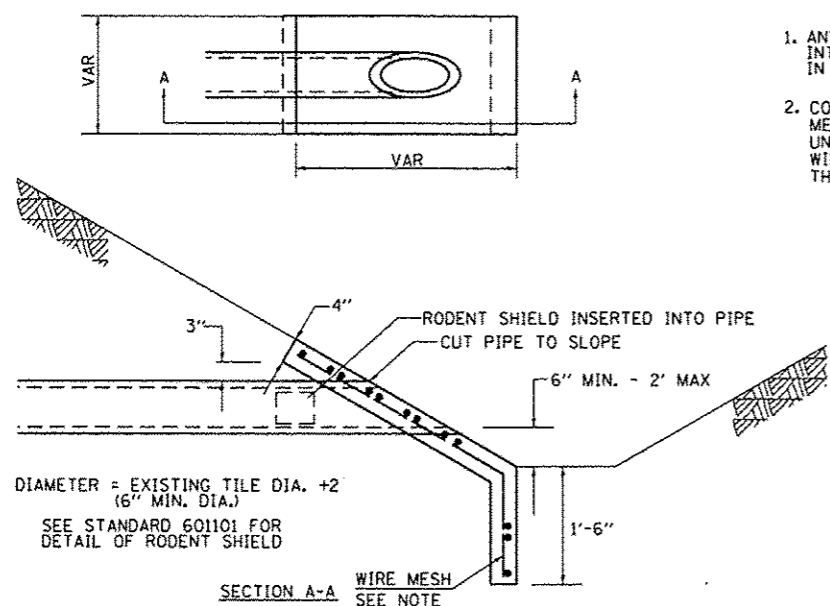


ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 10-3-11

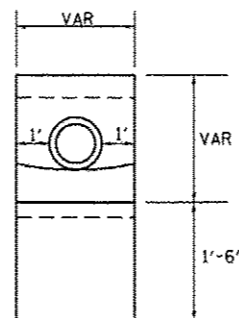
CONCRETE HEADWALLS FOR PIPE DRAINS 27.4

CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS



NOTES

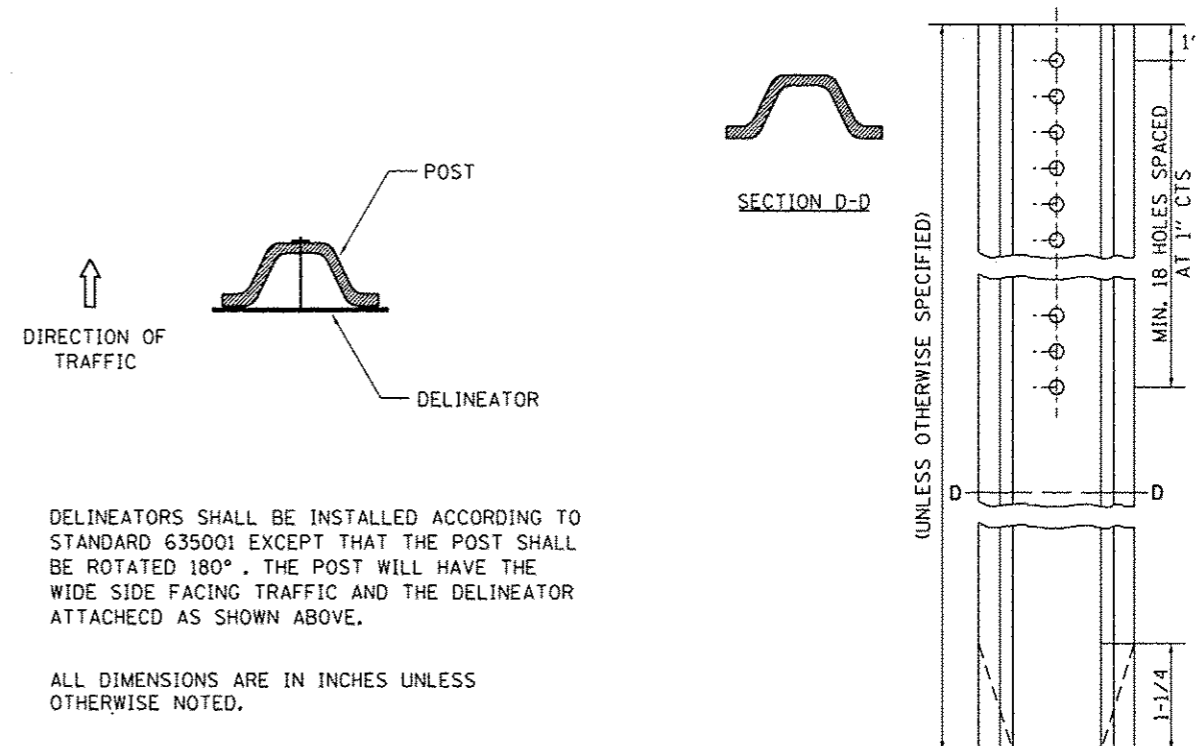
1. ANY STORM SEWER OR FIELD TILE OUTLET INTO A DITCH SHALL HAVE A HEADWALL BUILT IN ACCORDANCE WITH THIS DETAIL.
2. COST OF FURNISHING AND INSTALLING WIRE MESH SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH OF THE SIZE SPECIFIED. WIRE MESH TO WEIGH NOT LESS THAN 58# PER 100 SQ. FT.



REVISED - 10-09-10

CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 28.4

DELINEATOR AND POST ORIENTATION



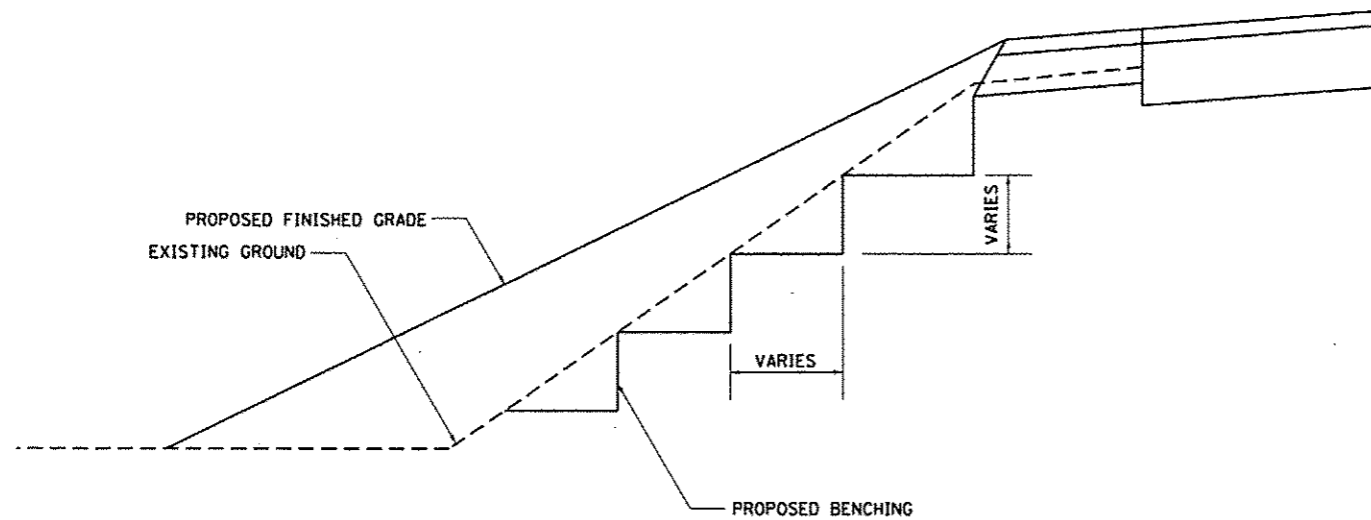
DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180°. THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE DELINEATOR ATTACHED AS SHOWN ABOVE.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 10-3-11	REGION 2 / DISTRICT 2 STANDARD	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
REVISED -		226	3T & 3BR-1	HENRY	210	99	
REVISED -						CONTRACT NO. 64F25	
REVISED -		SCALE: 28.8888' / 1" SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

DELINEATOR AND POST ORIENTATION 37.4

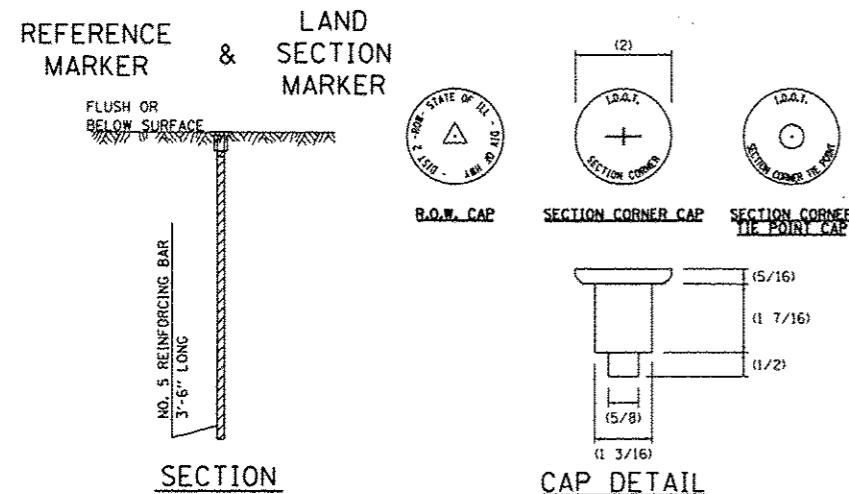
TYPICAL BENCHING ON EXISTING EMBANKMENT



REVISED - 2-22-06

TYPICAL BENCHING ON EXISTING EMBANKMENT 50.4

LAND SECTION & REFERENCE MARKERS



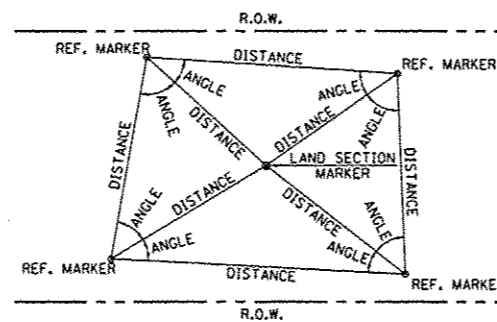
METHOD OF REFERENCING POINTS

REFERENCE MARKERS SHALL BE USED TO TIE IN PERMANENT LAND SECTION AND 1/4 SECTION CORNERS. WHERE LAND SECTION MARKERS FALL IN THE SHOULDERS OR GRAVEL SURFACES, THE TOP OF THE BAR SHALL BE KEPT 3" BELOW THE SURFACE. LAND SECTION MARKERS LOCATED IN TRAFFIC LANES SHALL BE REPLACED BY CORE DRILL AND RESETTING PIN.

ALUMINUM CAPS SHALL BE PLACED ON TOP OF THE REINFORCEMENT BAR. THERE ARE 3 TYPES OF CAPS, ONE FOR THE RIGHT-OF-WAY CORNERS, ONE FOR THE SECTION CORNERS AND ONE FOR THE SECTION CORNER TIE POINTS. THE CAPS WILL BE SUPPLIED BY THE SURVEYOR WHO IS RESPONSIBLE FOR MONUMENTING CORNERS.

REVISED - 03-05-10

METHOD OF REFERENCING MARKERS

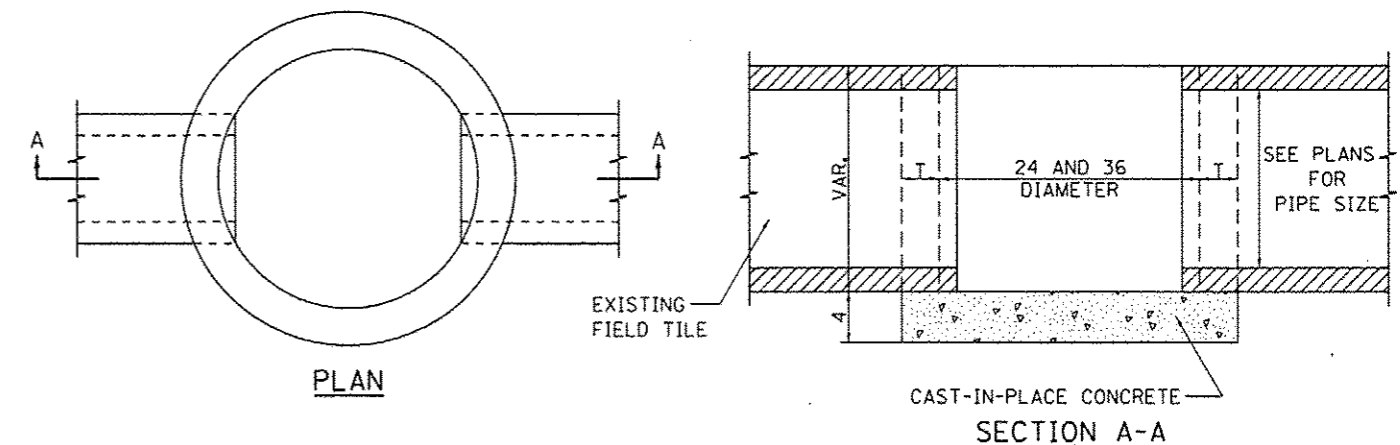
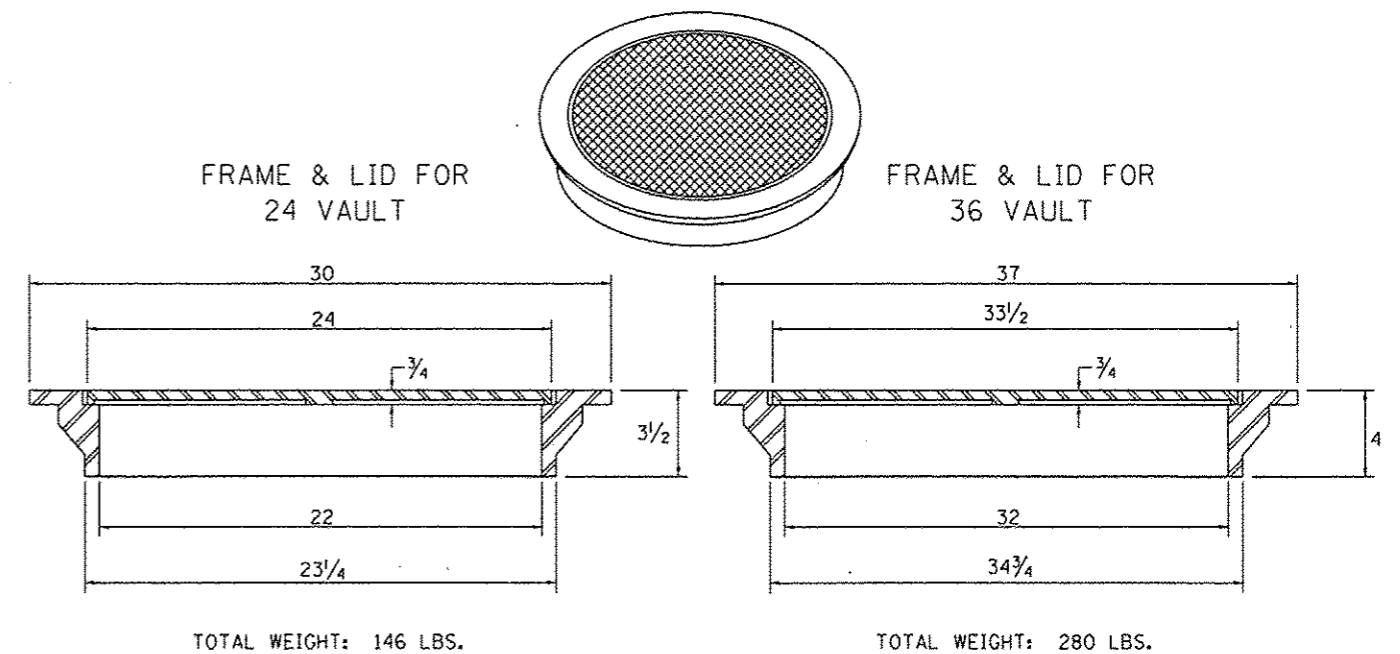


USE INSTRUMENT TIES TO NEARBY LAND-MARKS (STEEPLES, TOWERS, SILOS, ETC...) IN CULTIVATED FIELDS, SET 28" OR MORE BELOW GROUND SURFACE.

IN FENCE LINE OR PROTECTED AREA SET TOP AT GROUND LEVEL SO AS NOT TO BE DISTURBED BY MOWING.

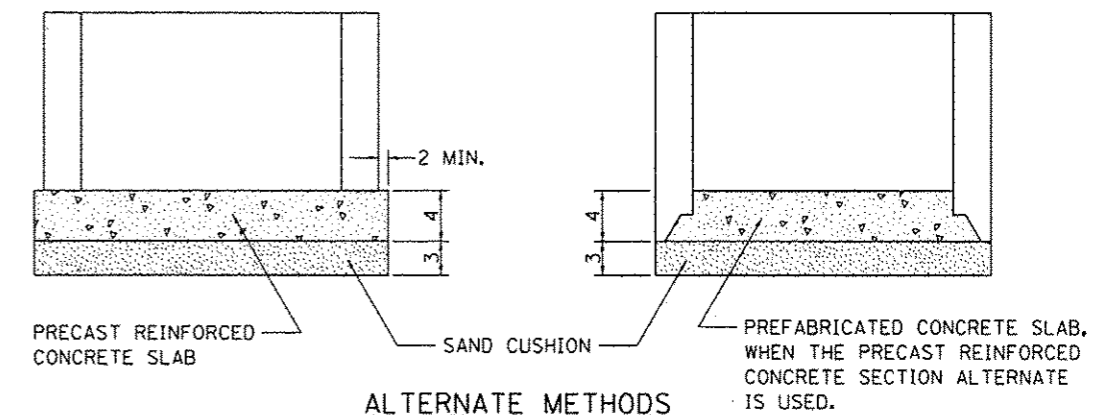
ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

FIELD TILE JUNCTION VAULTS 24 AND 36 DIA.



ALTERNATE MATERIALS FOR WALLS		T
BRICK MASONRY		8
CAST-IN-PLACE CONCRETE		6
CONCRETE MASONRY UNIT		5
PRECAST REINFORCED CONCRETE SECTION		3

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.



ALTERNATE METHODS

REVISED -	10-14-11	REGION 2 / DISTRICT 2 STANDARD				F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
REVISED -		SCALE: 20,000' / 1"	SHEET NO.	OF	SHEETS	STA.	TO STA.	226	3T & 3BR-1	HENRY	210	100	
REVISED -											FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 64F25