11-21-14 LETTING ITEM 052

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	1
	ILLINOIS	CONTRACT NO. 66B27		

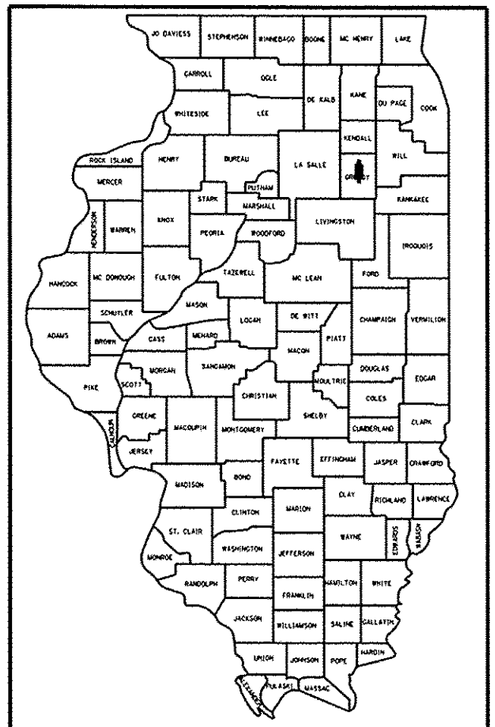
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

F.A.I. ROUTE 80 *(I-80)*
SECTION (32-2)HBR-6
PROJECT : *ACNHPP-0080 (406)*
GRUNDY COUNTY
BRIDGE REPLACEMENT

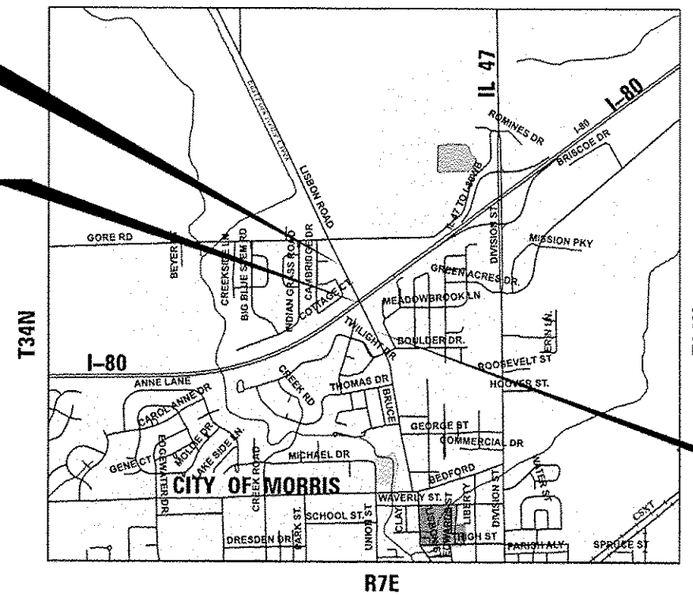
INDEX

D-93-070-12



LOCATION OF SECTION INDICATED THUS: –

C-93-147-12



LOCATION MAP
NOT TO SCALE

100'	200'	300'	1" = 100'
0 10'	20'	30'	1" = 10'
0 50'	100'		1" = 50'
0 50'	100'		1" = 40'
0 50'	100'		1" = 30'
0 50'	100'		1" = 20'

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

PROJECT ENGINEER: CRAIG REED, PE
SQUAD LEADER: PAT BRABOY, PE
TOWNSHIP(S): SARATOGA
CONTRACT NO. 66B27

GROSS & NET LENGTH ALONG LISBON RD = 1,467.0 FT. = 0.278 MILE

FUNCTIONAL CLASSIFICATION

LISBON RD	I-80
URBAN MINOR ARTERIAL	URBAN INTERSTATE
2014 ADT: 4,670	2013 ADT: 28,370
2024 ADT: 4,990	2023 ADT: 30,320
2034 ADT: 5,300	2033 ADT: 32,000

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED August 18 20 14
Paul Loete P.E.
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
Oct 17 20 14
John D. Baranzelli P.E.
ENGINEER OF DESIGN AND ENVIRONMENT
Oct 17 20 14
Omer Osman P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

LIST OF ILLINOIS DOT HIGHWAY STANDARDS

BLR 22-7	TYPICAL APP OF T.C.D. RURAL LOCAL HIGHWAY (2-LANE 2-WAY RURAL TRAF.) (ROAD CLOSED TO THRU TRAFFIC)
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
442201-03	CLASS C AND D PATCHES
482006-03	HMA SHOULDER ADJACENT TO RIGID PAVEMENT
483001-04	PCC SHOULDER
515001-03	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
542401-01	METAL END SECTION FOR PIPE CULVERTS
601101-01	CONCRETE HEADWALL FOR PIPE DRAINS
602301-04	INLET, TYPE A
602306-03	INLET, TYPE B
604006-04	FRAME AND GRATE, TYPE 3
606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606006-02	OUTLET FOR CONCRETE CURB AND GUTTER, TYPE B-6.24 (B-15.60)
609006-05	BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
610001-06	SHOULDER INLET WITH CURB
630001-10	STEEL PLATE BEAM GUARDRAIL
630301-06	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-12	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
642001-02	SHOULDER RUMBLE STRIPS, 16 INCH
643001-01	SAND MODULE IMPACT ATTENUATORS
665001-02	WOVEN WIRE FENCE
701101-04	OFF-ROAD OPERATIONS MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
701400-07	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-08	LANE CLOSURE, FREEWAY/EXPRESSWAY
701402-09	LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER
701406-08	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701411-08	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP FOR SPEEDS **@" 45 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701901-03	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
780001-04	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
825001-01	LIGHTING CONTROLLER, POLE MOUNTED, 240V

	HMA LEVEL BINDER	HMA SURFACE	HMA BINDER
PG GRADE	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSISION	IL 9.5 FG	IL 9.5	IL 19.0 FG
FRICTION AGGREGATE		MIXTURE C	
DENSITY CONTROL LIMITS	CORES	CORES	CORES/NUCLEAR

*MATERIAL SHALL BE COMPACTED TO 93.0-97.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT WHEN PLACED AS FIRST LIFT ON AN UNIMPROVED SUBGRADE THE MINIMUM PERCENT COMPACTION SHALL BE 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE OCHOA SPECIFICATION.
**WHEN RAP/RAS ABR EXCEEDS 20 PERCENT, THE HIGH AND LOW VIRGIN ASPHALT BINDER GRADES SHALL EACH BE REDUCED BY ONE GRADE (i.e. 25% ABR WOULD REQUIRE A VIRGIN ASPHALT BINDER GRADE OF PG 64-22 TO BE REDUCED TO PG 58-28)

GENERAL NOTES

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

THE HMA SURFACE OF ALL MAILBOX TURNOUTS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, AND SIDE ROADS SHALL BE MADE NEATLY, IN A WORKMANLIKE MANNER, AND SHALL ACCURATELY CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. IF REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL SAW CUT THE HMA SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK WILL BE INCLUDED IN THE COST OF THE HMA SURFACE.

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

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

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

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

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

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

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES (100 MILLIMETERS) IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION.

ALL EXCAVATED MATERIAL, WHICH INCLUDES DIGGING OR GRADING OF ANY SOIL OR FILL MATERIAL, WITH THE EXCEPTION OF AGGREGATE FILLS, MUST BE INCORPORATED WITHIN THE IDOT RIGHT OF WAY DUE TO ENVIRONMENTAL DOCUMENTATION REQUIREMENTS.

ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW HMA PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.

ALL ELEVATIONS REFERRING TO U.S.C.S. MEAN SEA LEVEL DATUM.

ADDITIONAL LEVELING BINDER, AT THE RATE GIVEN ON THE TYPICAL SECTIONS, HAS BEEN ADDED TO THE QUANTITIES TO CORRECT TO A 3/16"/FT. (1.5%) CROWN ON SECTIONS OF EXISTING ROADWAYS.

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

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.

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

GRANULAR MATERIALS	2.05	TONS / CU YD
HMA RESURFACING	112	LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10	FT /100 FT OF APPLICATION
MIX FOR CRACKS, JTS & FLGWYS	0.0003	TONS / SQ YD
LEVEL BINDER (HAND METHOD)	0.0005	TONS / SQ YD
SUPPLEMENTAL WATERING	3	GAL / SQ YD / APPLICATION
CALCIUM CHLORIDE	2	LB / SQ YD / APPLICATION
AGGREGATE DITCH CHECKS	5	TONS AGGREGATE

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE PRESENCE OF DEPARTMENT-OWNED UNDERGROUND ELECTRICAL CABLE WITHIN THE LIMITS OF THE PROPOSED IMPROVEMENT. THE CONTRACTOR SHALL REQUEST THE ILLINOIS DEPARTMENT OF TRANSPORTATION IN OTTAWA (815-434-8417) TO LOCATE THE UNDERGROUND FACILITIES, PROVIDING A MINIMUM OF 72 HOURS NOTICE. THE DEPARTMENT IS NOT A MEMBER OF THE JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS (JULIE) SYSTEM.

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

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

MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE: COMCAST, AT&T, NICOR, AND COMED

NON-MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE: CITY OF MORRIS, ILINOIS DEPT. OF TRANSPORTATION

THE CONTRACTOR SHALL CONTACT JULIE AT LEAST 48 HOURS PRIOR TO EXCAVATION TO DETERMINE WHICH UTILITIES ARE IN THE AREA.

COMMITMENTS

1. THE CONTRACTOR IS TO NOTIFY MORRIS PUBLIC WORKS TO ARRANGE FOR GUARDRAIL THAT IS SALVAGABLE TO BE DISMANTLED INTACT BY THE CONTRACTOR AND REMOVED BY THE CITY OF MORRIS.
2. ENVIORNMENTAL COORDINATION
3. CONTRACTOR TO CONTACT EMERGENCY SEVICES AT LEAST FOURTEEN DAYS PRIOR TO CLOSING LISBON ROAD.
4. TRAFFIC MANAGEMENT PLAN
5. STORM WATER POLLUTION PREVENTION PLAN
6. COMMITMENT TO USE CLASS 3 SEEDING THROUGHOUT PROJECT
7. STRUCTURAL STATUS AND VERTICAL CLEARANCE FORMS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: _____
DISTRICT STUDIES & PLANS ENGINEER

DATE: August 18, 2014

EXAMINED BY: _____
DISTRICT CONSTRUCTION ENGINEER

_____
DISTRICT MATERIALS ENGINEER

_____
DISTRICT OPERATIONS ENGINEER

FILE NAME = e:\FILE\e PW\IDOT\Documents\IDOT Offices\District3\Projects\0366827\C400ate\C400sheets\0366827-sht-cover.dgn	USER NAME = \$user\$	DESIGNED AJR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES, STANDARDS & COMMITMENTS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN AJR	REVISED -					80	(32-2H)BR-6	GRUNDY	98	2
	PLOT SCALE = \$SCALE\$	CHECKED -	REVISED -							CONTRACT NO. 66B27		
	PLOT DATE = \$DATE\$	DATE -	REVISED -		SCALE: none	SHEET NO. 2 OF 98 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			

URBAN
80% FED. / 20% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				BRIDGE	ROADWAY
				0011	0004
				EXIST. S.N. 032-0041	URBAN
20100500	TREE REMOVAL, ACRES	ACRE	2.5		2.5
20200100	EARTH EXCAVATION	CU YD	602		602
20400800	FURNISHED EXCAVATION	CU YD	6855		6855
20800150	TRENCH BACKFILL	CU YD	35.3		35.3
25000300	SEEDING, CLASS 3	ACRE	3.8		3.8
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	348		348
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	348		348
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	348		348
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	18535		18535
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	766		766
28000305	TEMPORARY DITCH CHECKS	FOOT	20		20
28000400	PERIMETER EROSION BARRIER	FOOT	4034		4034
28000500	INLET AND PIPE PROTECTION	EACH	2		2
35100300	AGGREGATE BASE COURSE, TYPE A 4"	SQ YD	4137		4137

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 3 OF 98 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)NBR-6	GRUNDY	98	3
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			

URBAN

80% FED./ 20% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				BRIDGE	ROADWAY
				0011	0004
				EXIST. S.N. 032-0041	URBAN
35400400	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 9"	SQ YD	534		534
35501322	HOT-MIX ASPHALT BASE COURSE, 9 1/2"	SQ YD	1200		1200
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	1696		1696
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	2		2
40600527	LEVELING BINDER (HAND METHOD), IL-9.5FG, N50	TON	2		2
40600627	LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N50	TON	108		108
40603082	HOT-MIX ASPHALT BINDER COURSE, IL-19.0 FG, N50	TON	653		653
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	301		301
42400100	PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH	SQ FT	6019		6019
44000100	PAVEMENT REMOVAL	SQ YD	1200		1200
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	3563		3563
44004250	PAVED SHOULDER REMOVAL	SQ YD	267		267
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	112		112
44213204	TIE BARS 3/4"	EACH	2427		2427

FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = *SCALE*	CHECKED -	REVISED -
MODELNAME	PLOT DATE = *DATE*	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 4 OF 98 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	132-2HBR-6	GRUNDY	98	4
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			

URBAN

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				BRIDGE	ROADWAY
				0011	0004
				EXIST. S.N. 032-0041	URBAN
48101200	AGGREGATE SHOULDERS, TYPE B	TON	17		17
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	436		436
48300610	PORTLAND CEMENT CONCRETE SHOULDERS 11 1/2"	SQ YD	2937		2937
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1	
50105220	PIPE CULVERT REMOVAL	FOOT	400		400
50200100	STRUCTURE EXCAVATION	CU YD	245	245	
50300225	CONCRETE STRUCTURES	CU YD	156.6	156.6	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	429	429	
50300260	BRIDGE DECK GROOVING	SQ YD	835	835	
50300300	PROTECTIVE COAT	SQ YD	1253	1253	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1	
50500505	STUD SHEAR CONNECTORS	EACH	2772	2772	
~~50800105~~	~~REINFORCEMENT BARS~~	~~POUND~~	~~40~~	~~40~~	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	115040	115040	

14

Rev,

FILE NAME =	USER NAME = $USER$	DESIGNED -	REVISED -
$PLREL$		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 5 OF 98 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	132-2HBR-6	GRUNDY	98	5
		CONTRACT NO. 66827		
		ILLINOIS FED. AID PROJECT		

URBAN

80% FED. / 20% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				BRIDGE	ROADWAY
				0011	0004
				EXIST. S.N. 032-0041	URBAN
50900105	ALUMINUM RAILING, TYPE L	FOOT	236	236	
51100100	SLOPE WALL 4 INCH	SQ YD	386	386	
51201800	FURNISHING STEEL PILES HP14X73	FOOT	658	658	
51202305	DRIVING PILES	FOOT	658	658	
51500100	NAME PLATES	EACH	1	1	
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	12	12	
52100520	ANCHOR BOLTS, 1"	EACH	24	24	
52100530	ANCHOR BOLTS, 1 1/4"	EACH	12	12	
54002020	EXPANSION BOLTS 3/4 INCH	EACH	12		12
542A0241	PIPE CULVERTS, CLASS A, TYPE 1 36"	FOOT	6		6
542D0217	PIPE CULVERTS, CLASS D, TYPE 1 12"	FOOT	742		742
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	1		1
54215547	METAL END SECTIONS 12"	EACH	13		13
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	189		189

FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -
FILEL		DRAWN -	REVISED -
	PLOT SCALE = *SCALE*	CHECKED -	REVISED -
MODELNAME	PLOT DATE = *DATE*	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 6 OF 98 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	132-2HBR-5	GRUNDY	98	6
		CONTRACT NO. 66827		
	ILLINOIS FED. AID PROJECT			

URBAN
80% FED./20% STATE

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
					BRIDGE	ROADWAY
					0011	0004
					EXIST. S.N. 032-0041	URBAN
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	78	78	
	60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	2		2
	60100945	PIPE DRAINS 12"	FOOT	60		60
	60235700	INLETS, TYPE A, TYPE 3 FRAME AND GRATE	EACH	7		7
	60240220	INLETS, TYPE B, TYPE 3 FRAME AND GRATE	EACH	7		7
	60405900	GRATES AND COVERS, TYPE 2B	EACH	4		4
	60600095	CLASS SI CONCRETE (OUTLET)	CU YD	9		9
	60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	2427		2427
	60900515	CONCRETE THRUST BLOCKS	EACH	7		7
*	63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	1038		1038
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2		2
*	63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	2		2
	63200310	GUARDRAIL REMOVAL	FOOT	3497		3497
	64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	2954		2954

*Specialty Items

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			80	132-2MBR-6	GRUNDY	98	7
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED -	REVISED -					CONTRACT NO. 66827		
	PLOT DATE = $DATE$	DATE -	REVISED -		SCALE: SHEET NO. 7 OF 98 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

URBAN
80% FED./20% STATE

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
					BRIDGE	ROADWAY
					0011	0004
					EXIST. S.N. 032-0041	URBAN
	64300450	IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2		2
	64300770	IMPACT ATTENUATORS (SEVERE USE, NARROW), TEST LEVEL 3	EACH	2		2
	64301090	ATTENUATOR BASE	SQ YD	54		54
	66500105	WOVEN WIRE FENCE, 4'	FOOT	241		241
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	75		75
*	66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1		1
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	1		1
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	15		15
	67100100	MOBILIZATION	L SUM	1		1
	70101835	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 22	L SUM	1		1
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1		1
	70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	20		20
	70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1		1
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	10140		10140

*Specialty Items

FILE NAME = #FILEL#	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN -	REVISED -	
#MODELNAME#	PLOT SCALE = #SCALE#	CHECKED -	REVISED -	
	PLOT DATE = #DATE#	DATE -	REVISED -	

SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 8 OF 98 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	8
		CONTRACT NO. 66B27		
		ILLINOIS FED. AID PROJECT		

URBAN

80% FED. / 20% STATE

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
					BRIDGE	ROADWAY
					0011	0004
					EXIST. S.N. 032-0041	URBAN
	70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	586		586
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2161		2161
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	874		874
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	828		828
	70600280	IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3	EACH	2		2
	70600370	IMPACT ATTENUATORS, RELOCATE (SEVERE USE, NARROW), TEST LEVEL 3	EACH	2		2
*	72000300	SIGN PANEL - TYPE 3	SQ FT	102		102
*	73304000	OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	FOOT	15.5		15.5
*	78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	10140		10140
*	78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	586		586
*	78200410	GUARDRAIL MARKERS, TYPE A	EACH	33		33
*	78200510	BARRIER WALL MARKERS, TYPE A	EACH	7		7
*	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2		2
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	2727		2727

* Specialty Items

FILE NAME = #FILEL# PwIDOT\Documents\IDOT Offices\Districts\Projects\D366827\C400data\CADsheets\D366827-sht-cover.dgn

USER NAME = #user#

PLOT SCALE = #SCALE#

PLOT DATE = #DATE#

DESIGNED	AJR	REVISED -
DRAWN	AJR	REVISED -
CHECKED	-	REVISED -
DATE	-	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: none | SHEET NO. 9 OF 98 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	9
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			

URBAN
80% FED./20% STATE

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: BRIDGE 0011 EXIST. S.N. 032-0041	CONSTRUCTION CODE: ROADWAY 0004 URBAN
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	15		15
*	80400100	ELECTRIC SERVICE INSTALLATION	EACH	1		1
*	81028770	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 3" DIA.	FOOT	50		50
*	81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	540		540
*	81300550	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	3		3
*	81300555	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 8"	EACH	1		1
*	81603000	UNIT DUCT, 600V, 2-1C NO. 8, 1/C NO. 8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	360		360
*	81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	328		328
*	82109105	SIGN LIGHTING (HIGH PRESSURE SODIUM)	EACH	1		1
*	82500300	LIGHTING CONTROLLER, POLE MOUNTED, 240VOLT, 30AMP	EACH	1		1
	X0325279	CLASS SI CONCRETE (MISCELLANEOUS)	CU YD	0.33		0.33
	X0325969	PORTABLE, VEHICLE MOUNTED, CHANGEABLE MESSAGE BOARD	CAL DA	200		200
	X0326208	ALTERNATE ROUTE SIGNING	L SUM	1		1
-	X0326880	MESSAGE BOARD VEHICLE DRIVER	HOUR	1000		1000

*Specialty Items

FILE NAME = &FILEL& PwIDOT\Documents\IDOT Offices\District 3\Projects\D3668827\C400data\C400sheets\D3668827-sht-cover.dgn

USER NAME = $user$ | PLOT SCALE = $SCALE$ | PLOT DATE = $DATE$

DESIGNED AJR | DRAWN AJR | CHECKED - | DATE -

REVISED - | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: none | SHEET NO. 10 OF 98 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)BR-6	GRUNDY	98	10
		CONTRACT NO. 66827		
	ILLINOIS FED. AID PROJECT			

URBAN
80% FED./20% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				BRIDGE	ROADWAY
				0011	0004
				EXIST. S.N. 032-0041	URBAN
X2020502	BRACED EXCAVATION	CU YD	102	102	
X4404260	PAVED SHOULDER REMOVAL (SPECIAL)	SQ YD	2937		2937
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	156	156	
X6431120	REMOVE IMPACT ATTENUATOR SAND MODULE	EACH	30		30
X6650202	WOVEN WIRE FENCE REMOVAL	FOOT	241		241
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1		1
X7010410	SPEED DISPLAY TRAILER	CAL MO	18		18
X7010805	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401 (SPECIAL)	L SUM	1		1
X7030030	WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH	FOOT	4364		4364
Z0004552	APPROACH SLAB REMOVAL	SQ YD	191		191
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	42		42
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	151	151	

12

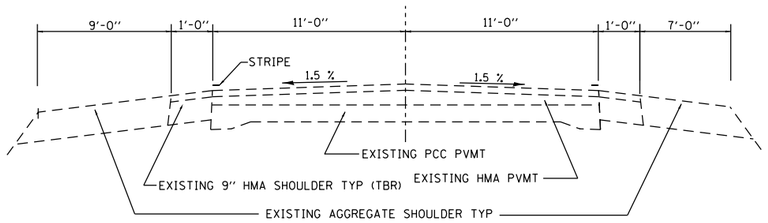
FILE NAME = $FILEL$ PWIDOT\Documents\IDOT Offices\Districts\Projects\D366827\CADData\CADsheets\D366827-sht-cover.dgn	USER NAME = $user$	DESIGNED AJR	REVISED -
		DRAWN AJR	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

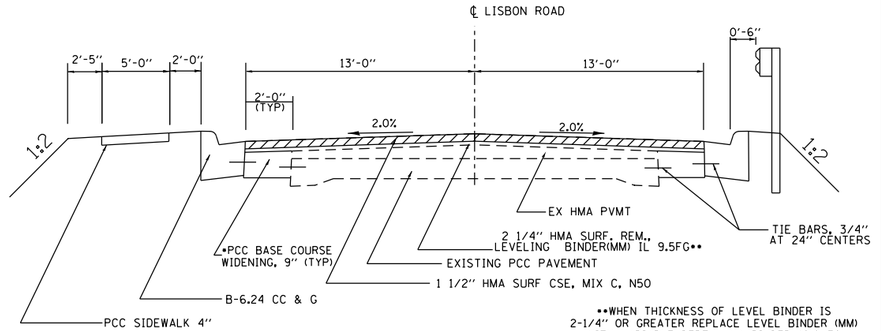
SCALE: none | SHEET NO. 11 OF 98 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	132-2HBR-6	GRUNDY	98	11
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			



EXISTING LISBON RD. TYPICAL SECTION

(LOOKING SOUTH)

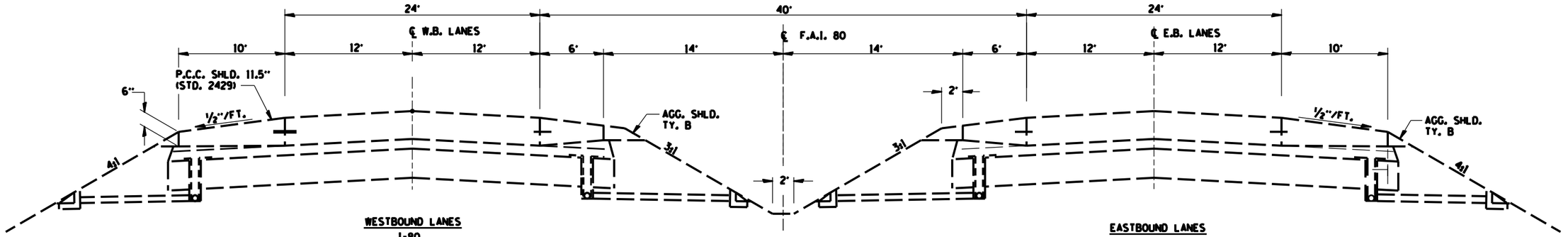


•REMOVE EXISTING 1' HMA SHLD
REPLACE W/2' WIDE PCC BSE CSE

••WHEN THICKNESS OF LEVEL BINDER IS 2-1/4" OR GREATER REPLACE LEVEL BINDER (MM) WITH VARIABLE DEPTH HMA BINDER 19.0 FG ±STA 11+50 TO 13+15 AND STA 15+75 TO STA 17+50

PROPOSED LISBON RD. TYPICAL SECTION

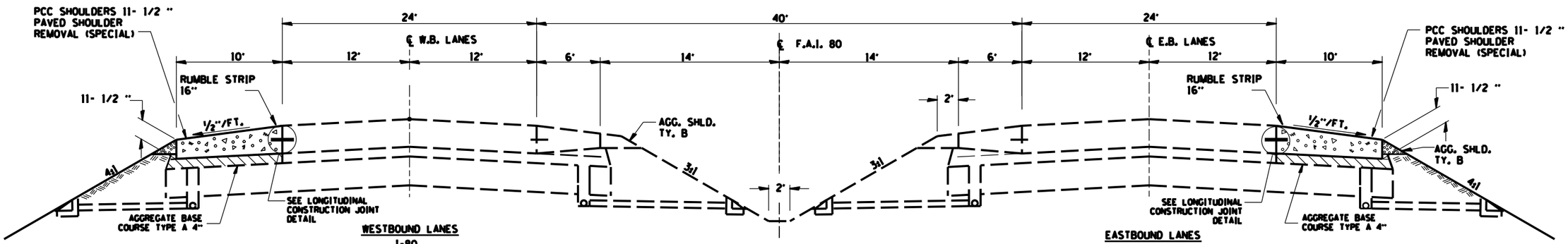
STA 6+52 TO STA 13+15
STA 15+75 TO STA 21+33



WESTBOUND LANES
I-80
STA 1169+58 - STA 1158+92

EASTBOUND LANES
I-80
STA 1159+08 - STA 1170+24

EXISTING
TYPICAL SECTION – I-80



WESTBOUND LANES
I-80
STA 1169+58 - STA 1158+92

EASTBOUND LANES
I-80
STA 1159+08 - STA 1170+24

PROPOSED
TYPICAL SECTION – I-80

• SEE SCHEDULE FOR LOCATION OF 6' MEDIAN SHOULDER WHICH WILL ALSO BE REMOVED AND REPLACED

FILE NAME = $FILE$ P:\IDOT\Documents\IDOT Offices\District3\Projects\D366827\CADData\CADsheets\D366827-sht-cover.dgn	USER NAME = $user$	DESIGNED SRM	REVISED -
		DRAWN SRM	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: none | SHEET NO. 12 OF 98 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	12
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			

MILLING & RESURFACING SCHEDULE

STATION	TO	STATION	AREA	HMA SURF REM 2 1/4"	BIT MATL (PRM CT)	LEVEL BINDER (HM) N50	MIX FOR CRACKS, JOINTS, & FLGWYS	LEVEL BINDER (MM) N50	HMA BINDER IL 19.0FG N50•	HMA SURF CSE MIX "C", N50 IL 9.5	AGG SHLD TY B
			SQ YD	SQ YD	POUND	TON	TON	TON	TON	TON	TON
4+00.0	TO	6+82.0	94								9
6+82.0	TO	11+50.0	1352	1352.0	643	0.7	0.5	57		114	
11+50	TO	13+15	434	434.0	207	0.3	0.2		315	37	
13+15.0	TO	15+75.0	BRIDGE AND APPROACH PAVEMENT OMISSION								
15+75	TO	17+50	578	578.0	276	0.3	0.2		338	49	
17+50.0	TO	21+65.0	1199	1199.0	570	0.6	0.4	51		101	
21+65.0	TO	24+14.0	83								8
TOTAL				3563.0	1696	1.9	1.3	108	653	301	17

•REPLACE THE LEVELING BINDER WITH THIS MIX WHEN THE TOTAL OVERLAY THICKNESS IS OVER 3.75"

PCC BASE CSE. WID., CC&G & SIDEWALK SCHEDULE

STATION	TO	STATION	RT/LT	PCC SIDEWALK 4"	CC&G TYPE B 6.24	PAVED SHOULDER REMOVAL•	PCC BASE CSE. WID., 9"•	TIE BARS 3/4"••	QUANTITIES FOR CCC&GUTTER OUTLET, TYPE 2		
									CLASS SI CONC. OUTLET	GRATES & COVERS, TY 2B	PIPE DRAINS, 12"
				SQ FT	FOOT	SQ YD	SQ YD	EACH	CU YD	EACH	FOOT
7+05.50	TO	13+48.00	RT		642.5			642.5	2.1	1.0	15.0
15+47.53	TO	21+28.26	RT		580.7			580.7	2.1	1.0	15.0
6+92.00	TO	12+23.60	LT	2658	531.6			531.6	2.1	1.0	15.0
12+23.60	TO	13+14.70	LT	456	91.1			91.1			
15+74.00	TO	16+60.00	LT	430	86.0			86.0			
16+60.00	TO	21+55.00	LT	2475	495.0			495.0	2.1	1.0	15.0
6+92.00	TO	13+14.70	LT&RT			138.0	276.0				
15+74.00	TO	21+55.00	LT&RT			129	258				
TOTALS				6019	2426.9	267.0	534.0	2427	8.3	4.0	60.0

•REMOVE EXISTING 1' HMA SHOULDER, REPLACE IT WITH PCC BASE CSE WIDENING, 9"
••TO TIE OFF CURB TO ADJACENT PCC BSE CSE WIDENING, AND TO TIE OFF EXISTING PAVEMENT TO THE PCC BSE CSE WIDENING-24" c-c SPACING

PAVEMENT MARKING SCHEDULE

STATION	TO	STATION	PAINT PAVEMENT MARKING			BARRIER WALL MARKERS TYPE A
			WHITE 4"	YELLOW 4"	YELLOW 6"	
			FOOT	FOOT	FOOT	EACH
6+85	TO	13+15	1260	630	158	
13+15	TO	15+75	520	1040		7
15+75	TO	21+15	1080	540	135	
SUB TOTALS			2860	2210	293	7
DOUBLE PAINT APPLICATION			5720	4420	586	
TOTALS			10140		586	7

FILE NAME = $FILES$	USER NAME = $USER$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					80	(32-2) HBR-6	GRUNDY	98	13
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -							CONTRACT NO. 66827		
	PLOT DATE = $DATE$	DATE -	REVISED -		SCALE: 1"=200'	SHEET NO. 13 OF 98 SHEETS	STA. TO STA.		ILLINOIS FED. AID PROJECT			

GUARDRAIL SCHEDULE

STATION	TO	STATION	RT/LT	STEEL PLATE BEAM GUARDRAIL TYPE A, 9' POSTS	TRAFFIC BARRIER TERMINAL TY 6	TRAFFIC BARRIER TERM. TY 1 SPECIAL, FLARED	TERMINAL MARKERS DIRECT APPLIED	GUARDRAIL MARKER TY A	IMPACT ATTEN. (SEVERE USE, NARROW), TL3	REMOVE IMPACT ATTEN. SAND MODULE	IMPACT ATTEN. NON-REDIREC. TEST LEVEL 3	ATTENUATOR BASE
				FEET	EACH	EACH	EACH	EACH	EACH	EACH	EACH	SQ. YD.
7+03.72	TO	7+53.75	RT			1	1	2				
7+53.75	TO	13+03.75	RT	550.00				14				
13+03.75	TO	13+47.50	RT		1			1				
15+47.50	TO	15+91.25	RT		1			1				
15+91.25	TO	20+78.75	RT	487.50				13				
20+78.75	TO	21+28.75	RT			1	1	2				
13+16			LT						1			
15+65			LT						1			
EAST SIDE OF CENTER PIER ON I-80			MEDIAN							15	1	27
WEST SIDE OF CENTER PIER ON I-80			MEDIAN							15	1	27
TOTALS				1037.50	2	2	2	33	2	30	2	54

GUARDRAIL REMOVAL

STATION	TO	STATION	RT/LT	GUARDRAIL REMOVAL
				FEET
6+63.50	TO	13+45	RT	681.5
15+49.80	TO	22+27	RT	677.20
6+57	TO	13+41	LT	684
15+45	TO	22+33	LT	688
I-80 WESTBOUND UNDER BRIDGE			MEDIAN	386
I-80 EASTBOUND UNDER BRIDGE			MEDIAN	380
TOTALS				3496.70

EROSION CONTROL

STATION	TO	STATION	RT/LT	TREE REMOVAL	TEMP DITCH CHECKS	PERIMETER EROSION BARRIER	INLET PIPE PROTECTION
				ACRES	FOOT	FOOT	EACH
3+00	TO	14+00	RT/LT	1.37	10	2150	1
14+00	TO	15+00	I-80 MEDIAN	0	0	56	0
15+00	TO	25+00	RT/LT	1.07	10	1828	1
TOTALS				2.44	20	4034	2

EARTHWORK

STATION	TO	STATION	RT/LT	AREA	EARTH EXCAVATION	EARTH EXCAVATION ADJ FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE(-)•
				SQ YD	CU YD	CU YD	CU YD	
4+00	TO	13+40	RT/LT	2002	186	140	2954	-2815
15+50	TO	24+00	RT/LT	1838	6	5	3585	-3581
1162+75	TO	1166+25	MEDIAN••				50	-50
EAST CROSSOVER			MEDIAN•••		205		205	-205
WEST ROSSOVER			MEDIAN•••		205		205	-205
TOTALS					602	144	6999	-6855

•PAY FOR AS FURNISHED EXCAVATION
••TO PROVIDE A 1:10 CROSS SLOPE FOR THE ATTENUATORS, SEE ATTENUATOR DETAILS
••• EARTH EXCAVATION FOR CROSSOVERS IS TO REMOVE THE PROPOSED CROSSOVERS WHEN COMPLETED

FILE NAME = $FILES$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES

SCALE: 1"=200' | SHEET NO. 14 OF 98 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	98	14
		CONTRACT NO. 66827		
	ILLINOIS FED. AID PROJECT			

SEEDING AND WOVEN WIRE FENCE SCHEDULE

STATION	TO	STATION	RT/LT	AREA	SEEDING CLASS 3	NITROGEN FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	HEAVY DUTY EROSION CONTROL BLANKET	TEMP EROSION CONTROL SEEDING	WOVEN WIRE FENCE 4'	WOVEN WIRE FENCE REMOVAL
LISBON ROAD				SQ YD	ACRE	POUND	POUND	POUND	SQ YD	LB	FOOT	FOOT
3+00	TO	5+50	RT/LT	678	0.14	13	13	13	678	28		
5+50	TO	11+50	RT/LT	5953	1.23	111	111	111	5953	246		
11+50	TO	17+50	RT/LT	4308	0.89	81	81	81	4308	178		
17+50	TO	23+50	RT/LT	2178	0.45	41	41	41	2178	90		
23+50	TO	25+00	RT/LT	194	0.04	4	4	4	194	8		
I-80 MEDIAN												
1163+50	TO	1165+50	MEDIAN	968	0.2	18	18	18	968	40		
1153+61	TO	1160+45	MEDIAN•	2128	0.44	40	40	40	2128	88		
1176+05	TO	1182+88	MEDIAN•	2128	0.44	40	40	40	2128	88		
LISBON ROAD AND I-80 QUADRANTS												
NE QUAD											62	62
NW QUAD											68	68
SE QUAD											44	44
SW QUAD											67	67
TOTALS					3.83	348	348	348	18535	766	241	241

•TEMPORARY CROSSOVER LOCATIONS

DRAINAGE SCHEDULE

STATION	INLET, TYPE A TYPE 3 F&G	INLET, TYPE B TYPE 3 F&G	CONCRETE THRUST BLOCKS	PIPE CULVERT TY 1, CL D 12"	STORM SEWER CL A TY 1, 12"	PIPE CULVERT TY 1, CL A 36"	METAL END SECTION 12"	CONCRETE HEADWALLS FOR PIPE DRAINS	PRECAST REINFORCED CONC. FLARED END SECTION 36"
	EACH	EACH	EACH	FEET	FEET	FEET	EACH	EACH	FEET
	TYPE 3 F&G	TYPE 3 F&G	BLOCKS	12"		36"		PIPE DRAINS	36"
	EACH	EACH	EACH	FEET	FEET	FEET	EACH	EACH	FEET
6+92.5 RT•									
7+20 RT		1			27		1		
9+10 RT		1			27				
11+00 RT		1			27				
12+90 RT		1			27				
13+60 RT									
15+24.8 RT									
16+00 RT		1			27				
18+50 RT		1			27				
21+00 RT		1			27				
21+54.5 RT•							1		
6+92.5 LT•							1		
7+20 LT	1		1	36			1		
9+10 LT	1		1	48			1		
11+00 LT	1		1	56			1		
12+22 LT						6			1
12+90 LT	1		1	56			1		
16+00 LT	1		1	56			1		
18+50 LT	1		1	48			1		
21+00 LT	1		1	42			1		
21+54.5 LT•							1		
BEHIND N. ABUT••.								1	
BEHIND S. ABUT.••								1	
TOTALS	7	7	7	342	189	6	11	2	1

SEE CROSS SECTION 11+00 FOR EXAMPLE OF PIPE CULVERT AND THRUST BLOCK PLACEMENT

•SEE SIDEWALK AND CURB AND GUTTER SCHEDULE FOR DRAINAGE AT CURB AND GUTTER OUTLETS

•• FOR ABUTMENT DRAINS-SEE BRIDGE SHEETS. PLACE HEADWALLS ON NORTH SLOPES

FILE NAME = $FILES$

USER NAME = $USER$ | PLOT SCALE = $SCALE$ | PLOT DATE = $DATE$

DESIGNED - | DRAWN - | CHECKED - | DATE -

REVISED - | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES

SCALE: 1"=200' | SHEET NO. 15 OF 98 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	98	15
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			

STAGE CONSTRUCTION ITEMS

LOCATION		TEMPORARY CONCRETE BARRIER	RELOCATE TEMP CONC BARRIER	IMPACT ATTEN., TEMP (SEVERE USE, NARROW),TL3	IMPACT ATTEN., RELOCATE (SEVERE USE, NARROW),TL3	WORK ZONE PVT MK REMOVAL(2)	PAVEMENT MARKING REMOVAL(3)	WET TEMP PVT MK TAPE, TYPE III-4" WHITE	AGG. BASE COURSE TYPE A 4"	PCC SHOULDER 11-1/2"	PAVED SHLDER REMOVAL SPECIAL	RUMBLE STRIPS 16" (4)
STA	LENGTH	FOOT	FOOT	EACH	EACH	SQ FT	SQ FT	FOOT	S.Y.	S.Y.	S.Y.	
STAGE I												
WBL												
1168+33 TO 1163+20.5	512.5	414		1								
EBL												
1160+83 TO STA 1165+95.5	512.5	414		1								
STAGE II												
WBL												
1169+58 TO 1158+92	1066	23	414		1	1056	1332	2132	1185	1185	1185	1066
EBL												
1159+08 TO 1170+24	1116	23	414		1	1105	1395	2232	1240	1240	1240	1116
TOTALS		874	828	2	2	2161	2727	4364	2425	2425	2425	2182

(2) WK ZONE PVT MK REMOVAL IS TO REMOVE THE WET TEMP PVT MK TAPE
(3) PAVEMENT MARKING REMOVAL IS TO REMOVE EXISTING PAVEMENT MARKINGS PRIOR TO STAGE I CONSTRUCTION
(4) RUMBLE STRIPS TO BE GROUND INTO PAVEMENT ONLY AFTER STAGE 2 CONSTRUCTION IS COMPLETE.

SIGN PANEL-TYPE 3•

LOCATION	SIGN PANEL-TYPE 3
	SQ FT
LISBON RD OVERPASS BRIDGE	101.25
TOTALS	101.25

•THE REMOVAL OF THE EXISTING SIGN AND ITS RELATED HANDWARE SHALL BE INCLUDED IN THE COST OF REMOVAL OF EXISTING STRUCTURES

PLACE SIGN SUCH THAT THE CENTER OF THE SIGN ALIGNS WITH THE CENTER OF THE EB DRIVING LANE OF I-80.

CLASS D PATCHING, 10 IN

STATION	TYPE III SQ YD	TRENCH BACKFILL CU YD
7+20	16	5.04
9+10	16	5.04
11+00	16	5.04
12+90	16	5.04
16+00	16	5.04
18+50	16	5.04
21+00	16	5.04
TOTAL	112	35.3

APPROACH SLAB REMOVAL

STA. TO STA.		LENGTH	AREA	APPROACH SLAB REMOVAL
		FT	SQ YD	SQ YD
GRUNDY COUNTY				
13+05	13+44	39	95	95.3
15+46	15+85	39	95	95.3
GRAND TOTALS				191

CROSSOVER SCHEDULE

STA. TO STA.		HMA BASE CSE 9-1/2"	PAVEMENT REMOVAL ••••	PCC SHLDR 11-1/2"	SHLD RUMBLE STRIPS, 16"•••	PAVED SHLDR REMOVAL SPECIAL••	AGG BASE COURSE TYPE A 4"	AGG SHLD 6"	PIPE CULVERT CLASS D, TY 1 12"•	PIPE CULVERT REMOVAL••••	END SECTION 12"
		SQ YD	SQ YD	SQ YD	FOOT	SQ YD	SQ YD	SQ YD	LF	FOOT	EA
EAST CROSSOVER											
1175+00	1183+93	600.0	600.0	256.0	386.0	256.0	856.0	218.0	400.0	400.0	2.0
EAST CROSSOVER TOTAL		600	600	256	386	256	856	218	400	400	2
WEST CROSSOVER											
1153+06	1162+00	600.0	600.0	256.0	386.0	256.0	856.0	218.0			
WEST CROSSOVER TOTAL		600	600	256	386	256	856	218			
GRAND TOTALS		1200	1200	512	772	512	1712	436	400	400	2

•NO PIPE CULVERT NEEDED FOR WEST CROSSOVER SINCE IT IS IN A SUMMIT
•• THE COST OF REMOVING THE EXISTING OPEN-GRADED DRAINAGE LAYER UNDERNEATH THE PCC SHOULDER IS INCLUDED IN THE COST OF PAVED SHOULDER REMOVAL. REMOVE AND REPLACE SHLD BEFORE CROSSOVER USED
••• PLACE THESE AFTER CROSSOVERS HAVE BEEN USED
•••• THESE ITEMS ARE TO REMOVE THE CROSSOVERS WHEN COMPLETE. THE AGG BSE CSE, TYPE A, 4", AND AGG SHLD 6" QUANTIES SHALL BE PAID FOR AS EARTH EXCAVATION

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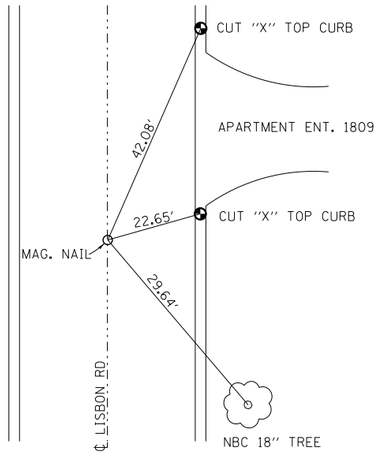
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

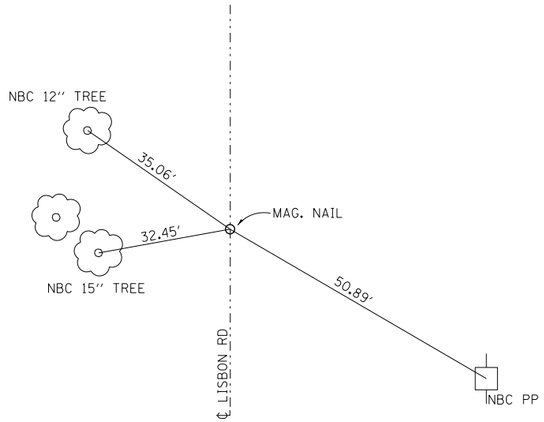
SCHEDULES

SCALE: 1"=200' | SHEET NO. 16 OF 98 SHEETS | STA. | TO STA.

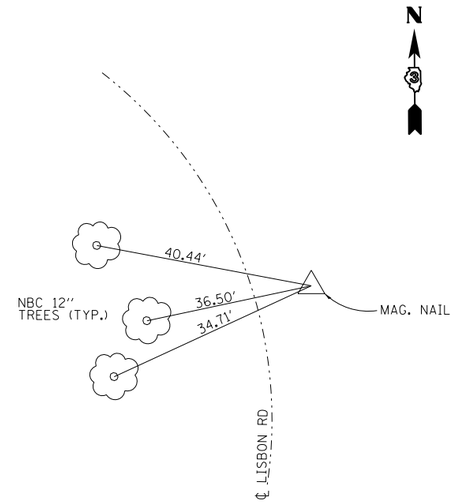
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	98	16
		CONTRACT NO. 66827		
	ILLINOIS FED. AID PROJECT			



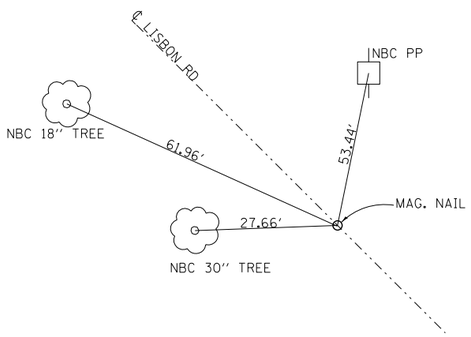
P.O.T. 36+52.97



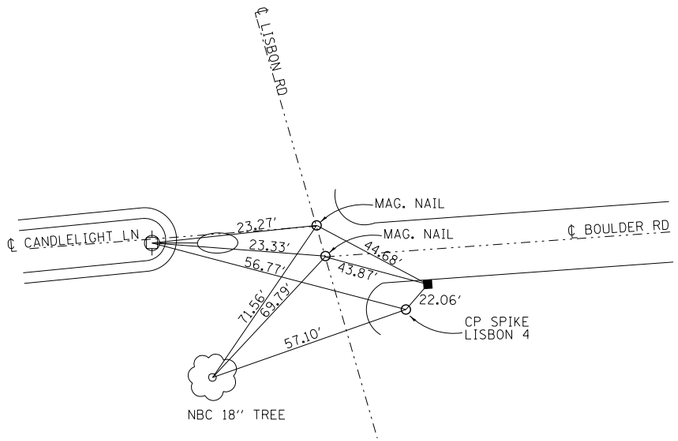
P.T. 29+00.18



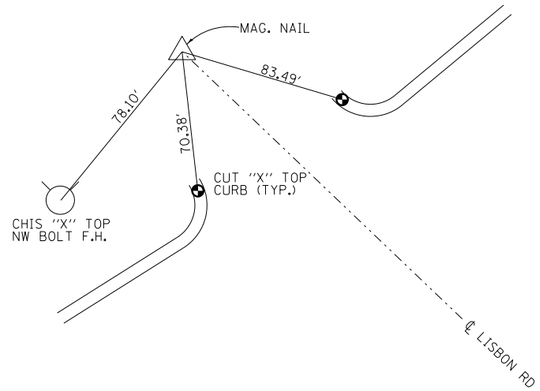
P.I. 28+28.30
4.37' LT



P.C. 27+55.72



P.O.T. 26+30.70 = 30+00.00 CANDLELIGHT LN
P.O.T. 26+32.56 = 40+00.00 BOULDER RD
CP LISBON 4



P.I. 25+08.26

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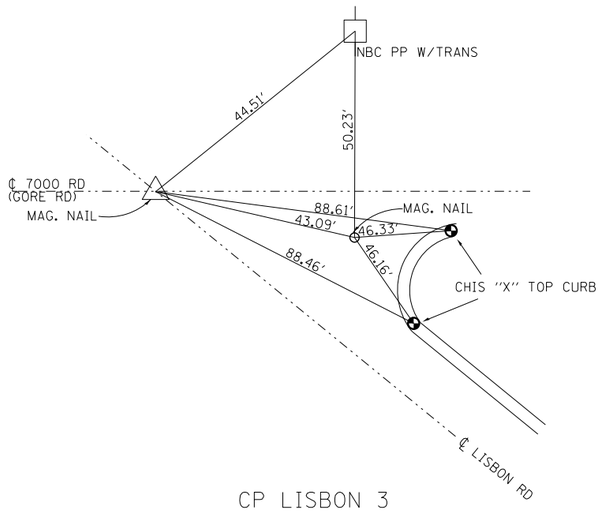
	PLOT DATE = 8/13/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

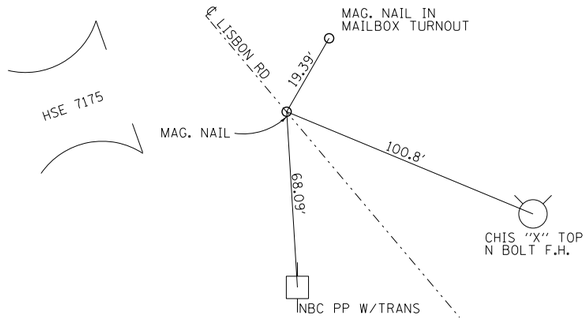
LISBON RD OVER I-80
TIE POINTS

SCALE: | SHEET NO. 17 OF 98 SHEETS | STA. | TO STA.

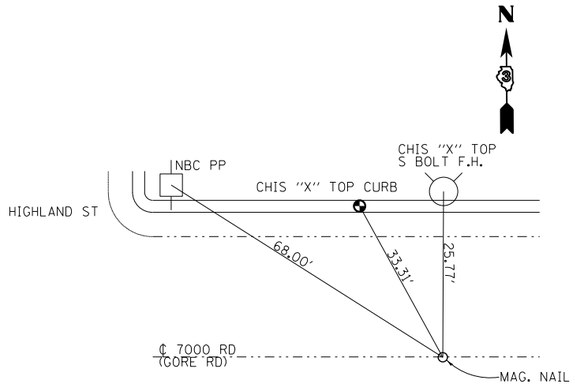
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	17
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			



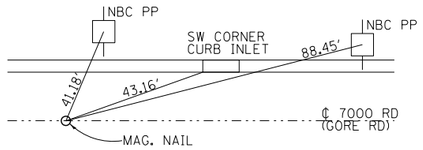
CP LISBON 3
P.I. STA. EQ. 110+00.00 BK =
0+00.37 AH =
20+00.00 7000 RD



P.O.T. 100+66.94

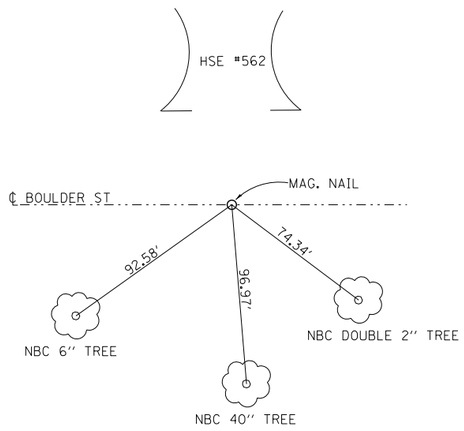


P.O.T. 12+25.79 7000 RD

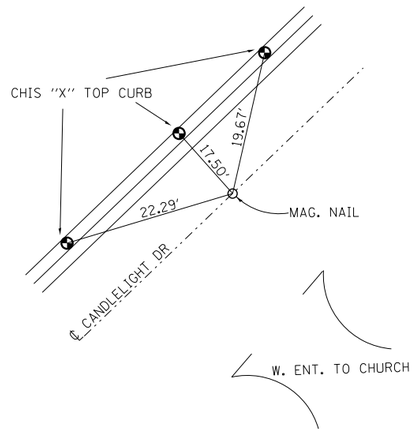


JENNIFER'S GARDEN

P.O.T. 30+76.64 7000 RD



P.O.T. 41+53.24 BOULDER RD



POT 25+27.02 CANDLELIGHT DR

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	PLOT DATE = 8/13/2014	DATE -	REVISED -

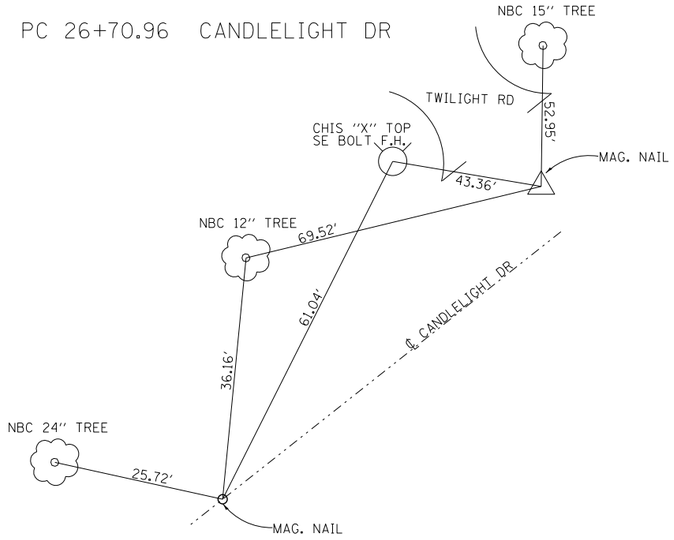
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LISBON RD OVER I-80
TIE POINTS

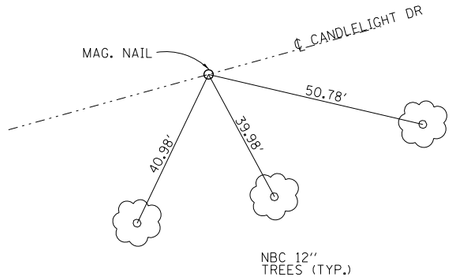
SCALE: | SHEET NO. 18 OF 98 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	18
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			

PC 26+70.96 CANDLELIGHT DR



P.I. 27+67.45
13.06' LT



P.T. 28+59.26 CANDLELIGHT DR

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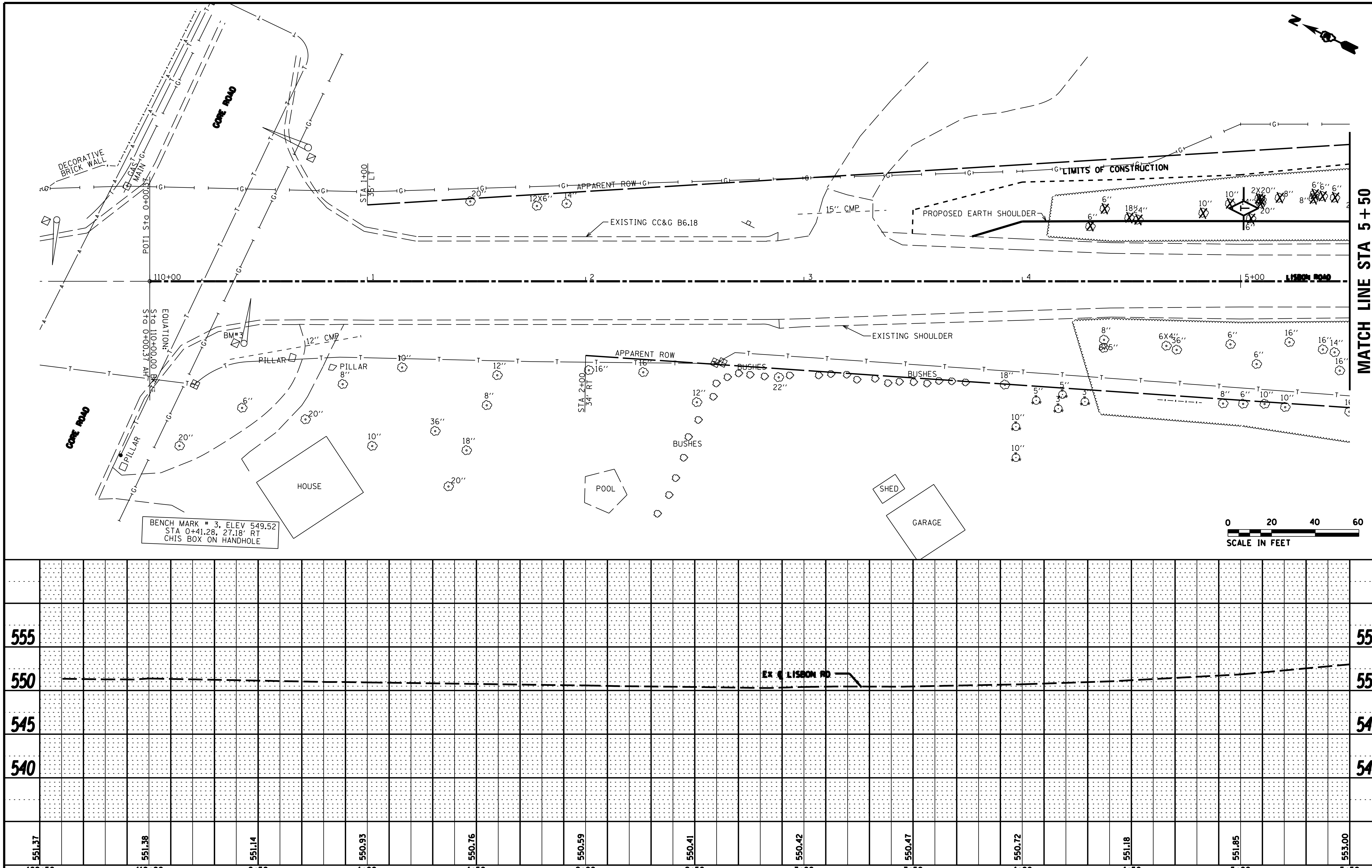
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LISBON RD OVER I-80
TIE POINTS

SCALE: | SHEET NO. 19 OF 98 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	19
		CONTRACT NO. 66B27		
	ILLINOIS	FED. AID PROJECT		



DECORATIVE BRICK WALL
GAS MAIN
CORE ROAD
POT1 Sta 0+00.37
STA 1+00 35' LT
20"
12X6"
14"
APPARENT ROW
EXISTING CC&G B6.18
15" CMP
PROPOSED EARTH SHOULDER
LIMITS OF CONSTRUCTION
MATCH LINE STA 5+50
110+00
1
2
3
4
5+00
LISBON ROAD
EQUATION: Sta 110+00.00 BK= Sta 0+00.37 AH
BM#3
12" CMP
PILLAR
EXISTING SHOULDER
STA 2+00 34' RT
BUSHES
HOUSE
POOL
SHED
GARAGE
BENCH MARK # 3, ELEV 549.52
STA 0+41.28, 27.18' RT
CHIS BOX ON HANDHOLE
0 20 40 60
SCALE IN FEET
555
550
545
540
EX ℄ LISBON RD
551.37
551.38
551.14
550.93
550.76
550.59
550.41
550.42
550.47
550.72
551.18
551.85
553.00
109+50
110+00
0+50
1+00
1+50
2+00
2+50
3+00
3+50
4+00
4+50
5+00
5+50

PLAN — NOTE BOOK — NO. — SURVEYED — PLOTTED — ALIGNMENT CHECKED — R/T OF WAY CHECKED — CADD FILE NAME — BY — DATE

PROFILE — NOTE BOOK — NO. — SURVEYED — PLOTTED — GRADES CHECKED — B.M. NOTED — STRUCTURE NOTAT'NS CH'KD — BY — DATE

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	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

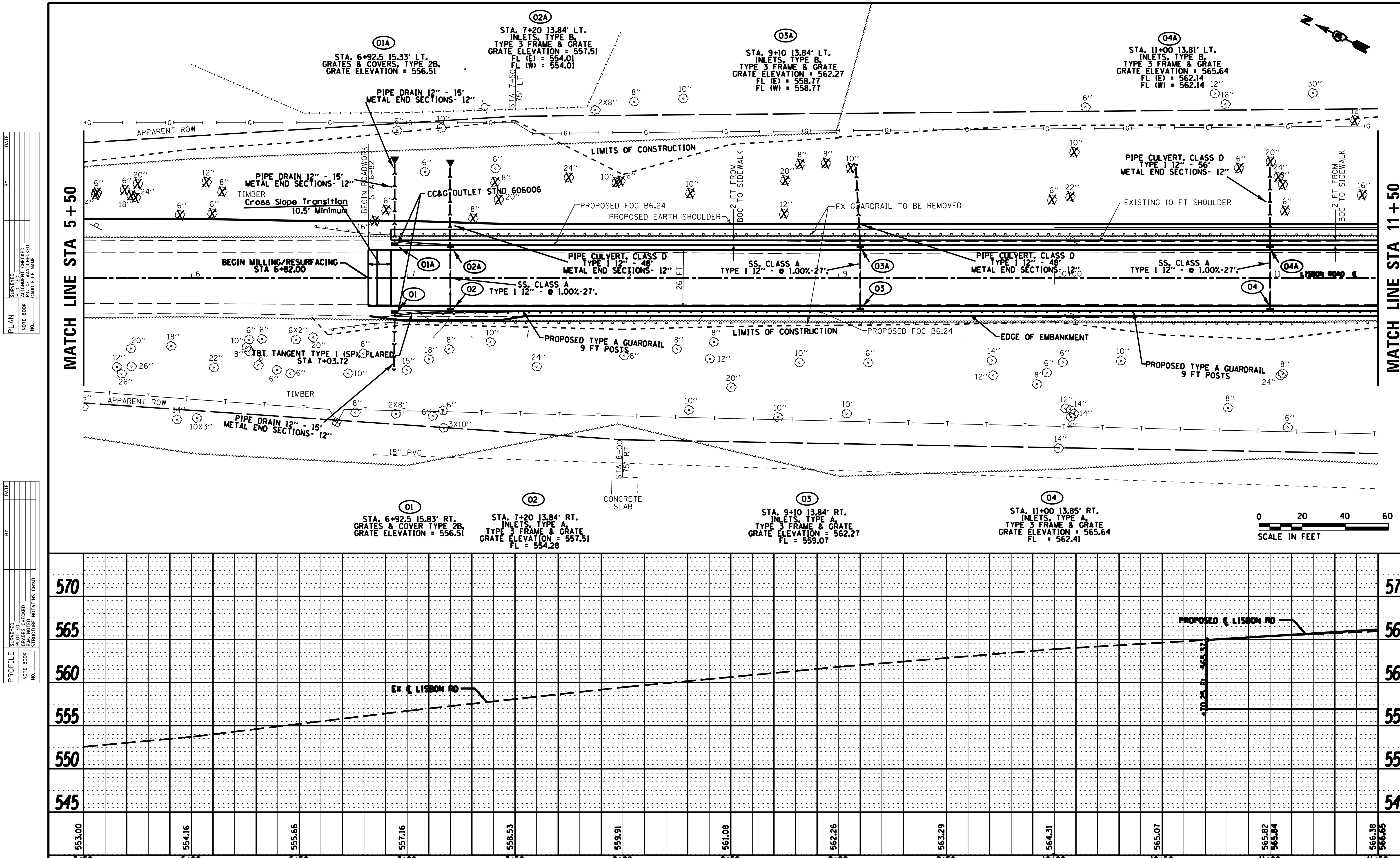
LISBON RD OVER I-80
PLAN AND PROFILE

SCALE: SHEET NO. 20 OF 98 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	98	20

CONTRACT NO. 66B27

ILLINOIS FED. AID PROJECT


MATCH LINE STA 5+50
MATCH LINE STA 11+50
O1A
STA. 6+92.5 15.33' LT.
GRATES & COVERS, TYPE 2B,
GRATE ELEVATION = 556.51
O2A
STA. 7+20 13.84' LT.
INLETS, TYPE B,
TYPE 3 FRAME & GRATE
GRATE ELEVATION = 557.51
FL (E) = 554.01
FL (W) = 554.01
O3A
STA. 9+10 13.84' LT.
INLETS, TYPE B,
TYPE 3 FRAME & GRATE
GRATE ELEVATION = 562.27
FL (E) = 558.77
FL (W) = 558.77
O4A
STA. 11+00 13.81' LT.
INLETS, TYPE B,
TYPE 3 FRAME & GRATE
GRATE ELEVATION = 565.64
FL (E) = 562.14
FL (W) = 562.14
PIPE DRAIN 12" - 15'
METAL END SECTIONS- 12"
STA 7+50 75' LT
APPARENT ROW
LIMITS OF CONSTRUCTION
BEGIN ROADWORK STA 6+82
CC&G OUTLET STND 606006
TIMBER
Cross Slope Transition
10.5' Minimum
PROPOSED FOC B6.24
PROPOSED EARTH SHOULDER
2 FT FROM BOC TO SIDEWALK
EX GUARDRAIL TO BE REMOVED
EXISTING 10 FT SHOULDER
PIPE CULVERT, CLASS D
TYPE 1 12" - 56'
METAL END SECTIONS- 12"
BEGIN MILLING/RESURFACING
STA 6+82.00
PIPE CULVERT, CLASS D
TYPE 1 12" - 48'
METAL END SECTIONS- 12"
SS, CLASS A
TYPE 1 12" - @ 1.00%-27'.
26 FT
LISBON ROAD ℄
PROPOSED TYPE A GUARDRAIL
9 FT POSTS
LIMITS OF CONSTRUCTION
PROPOSED FOC B6.24
EDGE OF EMBANKMENT
TBT, TANGENT TYPE 1 (SPL) FLARED
STA 7+03.72
15" PVC
STA 8+00 75' RT
CONCRETE SLAB
O1
STA. 6+92.5 15.83' RT.
GRATES & COVER TYPE 2B,
GRATE ELEVATION = 556.51
O2
STA. 7+20 13.84' RT.
INLETS, TYPE A,
TYPE 3 FRAME & GRATE
GRATE ELEVATION = 557.51
FL = 554.28
O3
STA. 9+10 13.84' RT.
INLETS, TYPE A,
TYPE 3 FRAME & GRATE
GRATE ELEVATION = 562.27
FL = 559.07
O4
STA. 11+00 13.85' RT.
INLETS, TYPE A,
TYPE 3 FRAME & GRATE
GRATE ELEVATION = 565.64
FL = 562.41
0 20 40 60
SCALE IN FEET
PROPOSED ℄ LISBON RD
EX ℄ LISBON RD
570
565
560
555
550
545
553.00
554.16
555.66
557.16
558.53
559.91
561.08
562.26
563.29
564.31
565.07
565.82
565.84
566.38
566.65
5+50
6+00
6+50
7+00
7+50
8+00
8+50
9+00
9+50
10+00
10+50
11+00
11+50
PLAN
NOTE BOOK NO.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
R/W CHECKED
CADD FILE NAME
PROFILE
GRADES CHECKED
STRUCTURE NOTATIONS CHECKED
BY
DATE

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LISBON RD OVER I-80 PLAN AND PROFILE
		DRAWN -	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -		
	PLOT DATE = $DATE$	DATE -	REVISED -		SCALE: SHEET NO. 21 OF 98 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	98	21
		CONTRACT NO. 66B27		
		ILLINOIS FED. AID PROJECT		

MATCH LINE STA 11+50

MATCH LINE STA 17+50

05A

STA. 12+90 13.83' LT.
INLETS, TYPE B,
TYPE 3 FRAME & GRATE
GRATE ELEVATION-568.91
FL (E) = 565.4
FL (W) = 565.4

SIDEWALK CROSS SLOPE TRANSITIONS FROM +2.0% TO -1.7% FROM STA 13+16.5 TO STA 13+41.5

RDWY CROSS SLOPE TRANSITIONS FROM 1.5% AT STA 13+45.28 TO 2.0% AT STA 13+15.28

STA 1165+55 100' LT

STA 1163+28 80' LT

APPARENT ROW

LIMITS OF CONSTRUCTION

PRECAST REINFORCED CONCRETE FLARED END SECTION, 36" - 1 EACH

18" PIPE CULVERT, CLASS D TYPE 1 12" - 56' METAL END SECTIONS- 12"

IMPACT ATTENUATOR (SEVERE USE, NARROW) TL3

TIMBER

PROPOSED 5 FT SIDEWALK

PROPOSED FOC B6.24

DEPRESSED CURB SECTION FROM STA 12+23.6 TO STA 13+14.7

36" CONC

26 FT

13 FT

SS, CLASS A TYPE 1 12" - @ 1.00% 27', 0.27'

05

PROPOSED FOC B6.24

LIMITS OF CONSTRUCTION

BEGIN GUARDRAIL FLARE AT A RATE OF 1:14

STA 13+15.28

PROP TYPE 6 TERM

WOVEN WIRE FENCE REMOVAL, REPLACE WITH WOVEN WIRE FENCE, 4'

I-80 ℄

42" CONC

PARAPET FLARES AT RATE OF 1:15

SIDEWALK TRANSITIONS INTO BRIDGE TYPICAL SIDEWALK (8" RAISED CURB) AT A LONGITUDINAL GRADIENT MAX OF 5%.

STA 14+45.40

06A

STA. 16+00 13.80' LT.
INLETS, TYPE B,
TYPE 3 FRAME & GRATE
GRATE ELEV.-568.85
FL (E) = 565.4
FL (W) = 565.4

IMPACT ATTENUATORS,(NON-REDIRECTIVE), TL3

IMPACT ATTENUATOR (SEVERE USE, NARROW) TL3

PARAPET FLARES AT RATE OF 1:15

STA 1165+06 100' RT

RDWY CROSS SLOPE TRANSITIONS FROM 1.5% AT STA 15+44.85 TO 2.0% AT STA 15+74.85

PARKING LOT

APPARENT ROW

LIMITS OF CONSTRUCTION

TIMBER

DEPRESSED CURB SECTION FROM STA 15+67.8 TO STA 16+60

PROPOSED EARTH SHOULDER

2 FT FROM BOC TO SIDEWALK

06A

PIPE CULVERT, CLASS D TYPE 1 12" - 56' METAL END SECTIONS- 12"

SS, CLASS A TYPE 1 12" - @ 1.00%-27'.

LISBON ROAD ℄

06

15+00

15+75.00

TRAFFIC BARRIER TERMINAL TY 6

PROPOSED TYPE A GUARDRAIL 9 FT POSTS

BEGIN GUARDRAIL FLARE AT A RATE OF 1:14

EX GUARDRAIL TO BE REMOVED

LIMITS OF CONSTRUCTION

APPARENT ROW

WOVEN WIRE FENCE REMOVAL, REPLACE WITH WOVEN WIRE FENCE, 4'

I-80 ℄

42" CONC

36" CONC

STA 1164

STA 1163+88 110' LT

STA 1163+50 80' RT

STA 1163+10 80' RT

15" PVC

05

STA. 12+90 13.84' RT.
INLETS, TYPE A,
TYPE 3 FRAME & GRATE
GRATE ELEVATION-568.91
FL = 565.67

STA 13+50 85' RT

22"

06

STA. 16+00 13.36' RT.
INLETS, TYPE A,
TYPE 3 FRAME & GRATE
GRATE ELEVATION-568.85
FL = 565.67

BENCH MARK # 2, ELEV 569.80
STA 15+58.86, 16.83' RT
CHIS BOX ON SW WING WALL SN 032-0041

0 20 40 60
SCALE IN FEET

PROFILE

250.00' V.C.

PROPOSED ℄ LISBON RD

+1.90%

-1.94%

VPI STA. 11+99.25
ELEVATION 567.30

PVCC STA. 13+20.25
ELEVATION 568.67

VPI STA. 14+45.25
ELEVATION 572.05

PVCC STA. 15+70.25
ELEVATION 568.62

VPI STA. 16+99.25
ELEVATION 567.20

Ex ℄ LISBON RD

250.00' V.C.

570	565	560	555	550	545

566.38	566.95	567.39	567.68	562.54	547.71	546.51	547.63	567.62	567.53	567.15	566.75	566.17
566.65	567.49	568.38	569.29	570.17	570.70	570.85	570.61	569.99	569.05	568.13	567.24	566.39

11+50 12+00 12+50 13+00 13+50 14+00 14+50 15+00 15+50 16+00 16+50 17+00 17+50

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO.

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO.

BY | DATE

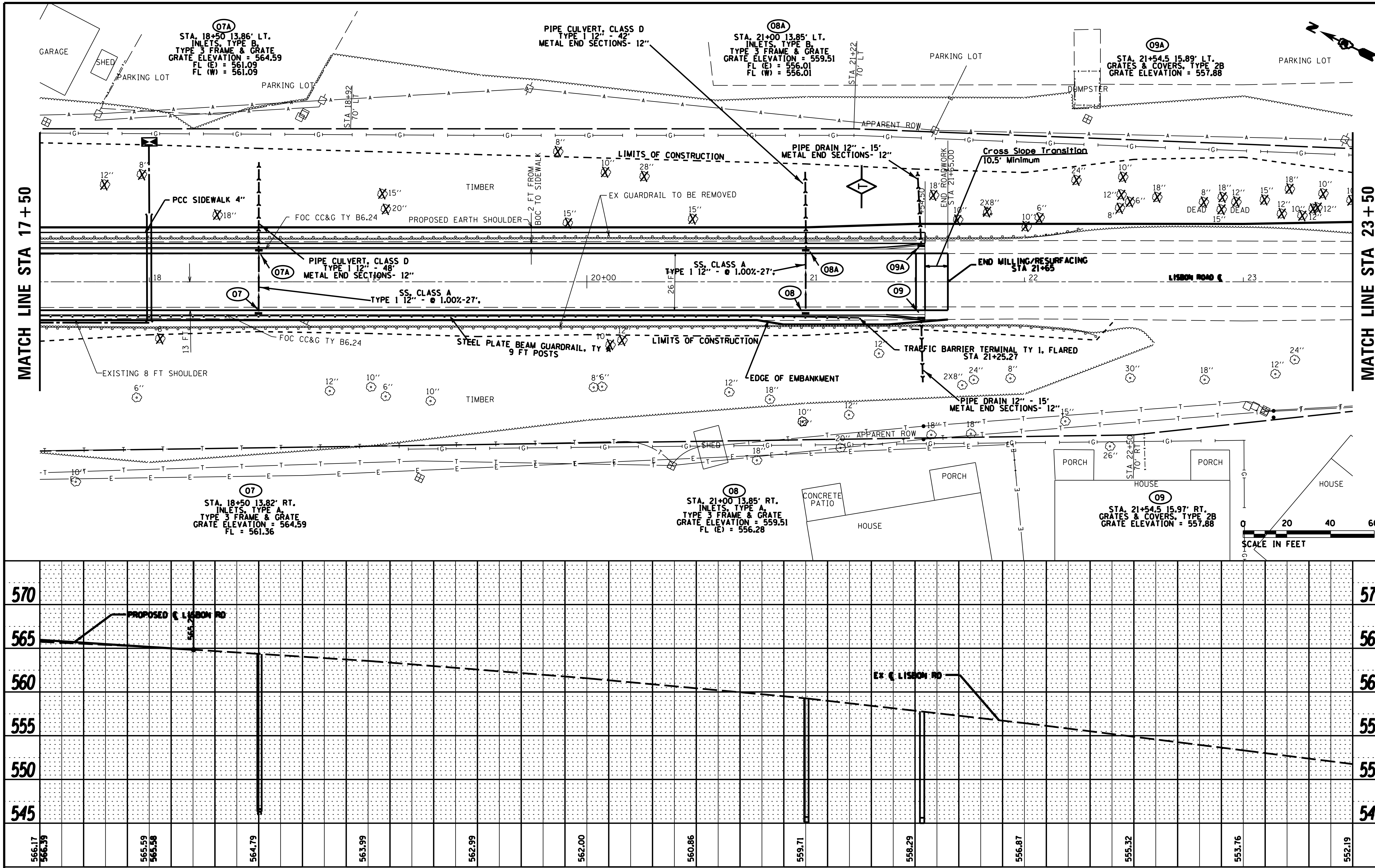
FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LISBON RD OVER I-80
PLAN AND PROFILE

SCALE: | SHEET NO. 22 OF 98 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) NBR-6	GRUNDY	98	22
		CONTRACT NO. 66B27		
		ILLINOIS FED. AID PROJECT		



MATCH LINE STA 17+50
MATCH LINE STA 23+50
07A
STA. 18+50 13.86' LT.
INLETS, TYPE B,
TYPE 3 FRAME & GRATE
GRATE ELEVATION = 564.59
FL (E) = 561.09
FL (W) = 561.09
PIPE CULVERT, CLASS D
TYPE 1 12" - 42'
METAL END SECTIONS- 12"
08A
STA. 21+00 13.85' LT.
INLETS, TYPE B,
TYPE 3 FRAME & GRATE
GRATE ELEVATION = 559.51
FL (E) = 556.01
FL (W) = 556.01
09A
STA. 21+54.5 15.89' LT.
GRATES & COVERS, TYPE 2B
GRATE ELEVATION = 557.88
GARAGE
SHED
PARKING LOT
DUMPSTER
APPARENT ROW
LIMITS OF CONSTRUCTION
PIPE DRAIN 12" - 15'
METAL END SECTIONS- 12"
Cross Slope Transition
10.5' Minimum
END ROADWORK STA 21+65.00
STA 18+92 70' LT
STA 21+22 70' LT
TIMBER
2 FT FROM BOC TO SIDEWALK
EX GUARDRAIL TO BE REMOVED
PCC SIDEWALK 4"
FOC CC&G TY B6.24
PROPOSED EARTH SHOULDER
PIPE CULVERT, CLASS D
TYPE 1 12" - 48'
METAL END SECTIONS- 12"
SS, CLASS A
TYPE 1 12" - @ 1.00%-27'.
END MILLING/RESURFACING
STA 21+65
LISBON ROAD ℄
20+00
07
08
09
STEEL PLATE BEAM GUARDRAIL, TY A
9 FT POSTS
EDGE OF EMBANKMENT
TRAFFIC BARRIER TERMINAL TY 1, FLARED
STA 21+25.27
EXISTING 8 FT SHOULDER
DEAD
STA. 18+50 13.82' RT.
INLETS, TYPE A,
TYPE 3 FRAME & GRATE
GRATE ELEVATION = 564.59
FL = 561.36
STA. 21+00 13.85' RT.
INLETS, TYPE A,
TYPE 3 FRAME & GRATE
GRATE ELEVATION = 559.51
FL (E) = 556.28
STA. 21+54.5 15.97' RT.
GRATES & COVERS, TYPE 2B
GRATE ELEVATION = 557.88
CONCRETE PATIO
HOUSE
PORCH
STA 22+50 70' RT
0 20 40 60
SCALE IN FEET
PROPOSED ℄ LISBON RD
EX ℄ LISBON RD
570
565
560
555
550
545
566.17 566.39 565.59 565.58 564.79 563.99 562.99 562.00 560.86 559.71 558.29 556.87 555.32 553.76 552.19
17+50 18+00 18+50 19+00 19+50 20+00 20+50 21+00 21+50 22+00 22+50 23+00 23+50
PLAN
PROFILE

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LISBON RD OVER I-80 PLAN AND PROFILE
		DRAWN -	REVISED -		
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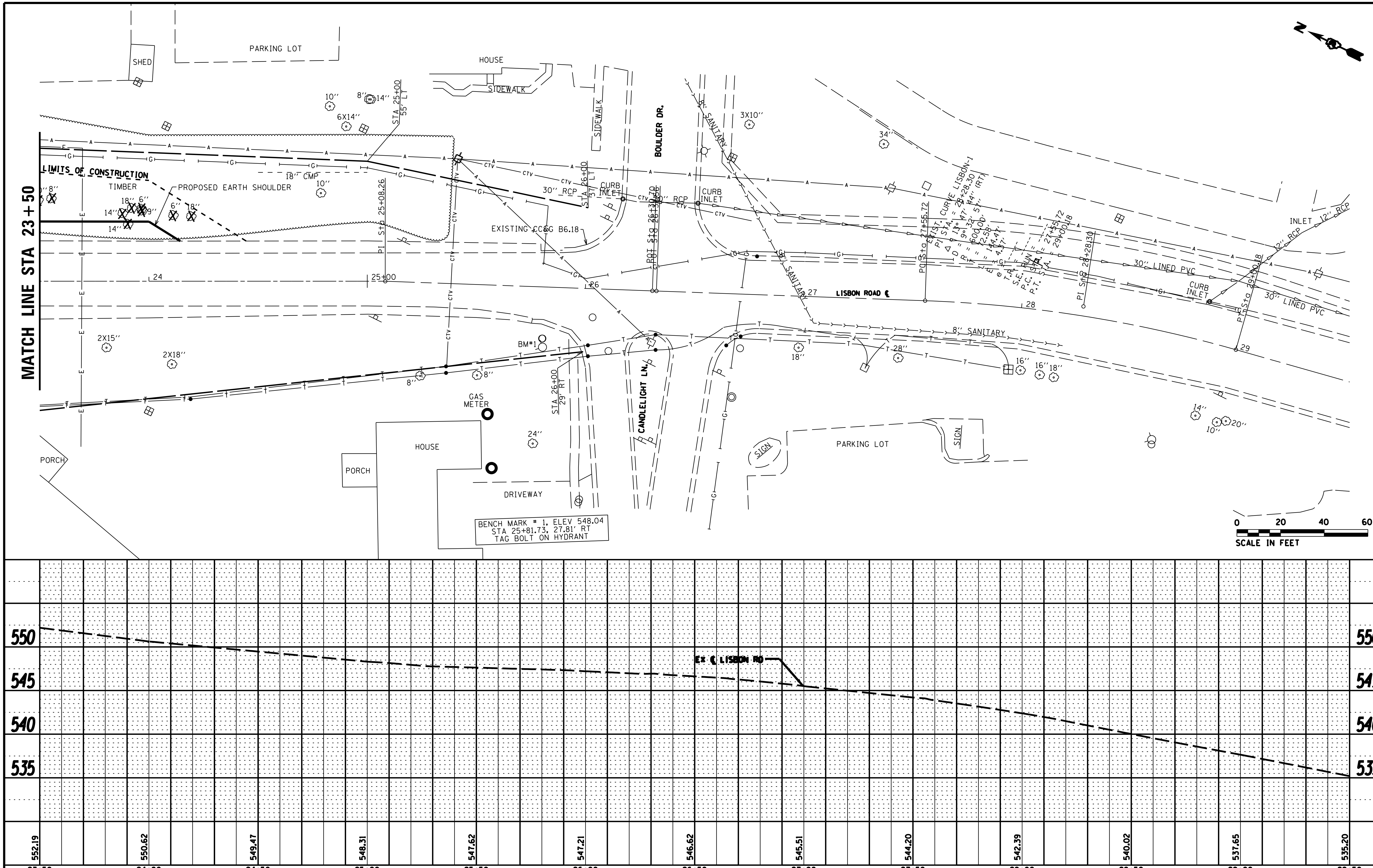
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	98	23
		CONTRACT NO. 66827		
	ILLINOIS FED. AID PROJECT			

PLAN	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
R/T OF WAY CHECKED		
CADD FILE NAME		
BY	DATE	

PROFILE	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
GRADES CHECKED		
BM NOTED		
STRUCTURE NOTAT'NS CH'KD		
BY	DATE	



MATCH LINE STA 23+50
PARKING LOT
SHED
HOUSE
SIDEWALK
BOULDER DR.
LIMITS OF CONSTRUCTION
TIMBER
PROPOSED EARTH SHOULDER
18" CMP
STA 25+00 55' LT
PI Sta 25+08.26
30" RCP
STA 26+00 37' LT
CURB INLET
EXISTING CC&G B6.18
SANITARY
3X10"
34"
POT Sta 26+39.70
PI Sta 27+56.72
EXIST. CURVE LISBON-1
PI Sta 28+28.30
PI Sta 29+00.18
30" LINED PVC
LISBON ROAD ℄
8" SANITARY
INLET
12" RCP
BM#1
GAS METER
STA 26+00 29' RT
CANDLELIGHT LN.
PORCH
DRIVEWAY
SIGN
BENCH MARK # 1, ELEV 548.04
STA 25+81.73, 27.81' RT
TAG BOLT ON HYDRANT
0 20 40 60
SCALE IN FEET
Ex ℄ LISBON RD
550
545
540
535
552.19
550.62
549.47
548.31
547.62
547.21
546.62
545.51
544.20
542.39
540.02
537.65
535.20
23+50
24+00
24+50
25+00
25+50
26+00
26+50
27+00
27+50
28+00
28+50
29+00
29+50

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LISBON RD OVER I-80
PLAN AND PROFILE SHEETS

SCALE: | SHEET NO. 24 OF 98 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	98	24

CONTRACT NO. 66B27

ILLINOIS | FED. AID PROJECT

GENERAL LIGHTING NOTES

1. THE CONTRACTOR IS RESPONSIBLE FOR UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. THE COST OF THIS WORK IS TO BE INCLUDED WITH THE APPLICABLE UNDERGROUND CONDUIT OR UNIT DUCT PAY ITEM.

2.UNDERGROUND COILABLE NON-METALLIC CONDUIT SHALL BE SCHEDULE 80.

3. PROPOSED UNIT DUCT SHALL BE SCHEDULE 40.

INDEX OF SHEETS:

7/2/14

ILLINOIS DEPARTMENT OF TRANSPORTATION
SIGN LUMINAIRE PERFORMANCE TABLE

GIVEN CONDITIONS

SIGN PANEL DATA:	Type (T=Truss C=Cantilever)	T
	Height	7.5 FT
	Width	13.5 FT
	Maintained Reflectance	
	Contrast	
MOUNTING DATA:	Number of Luminaires Per Sign	1
	Mounting Height (- below, + above) Bottom Edge of Sign Panel	0 FT
	Distance to Edge of Sign Panel	6.75 FT
	Fixture Spacing (If More Than 1)	FT
	Luminaire Setback From Sign Face	4.25 FT
LUMINAIRE DATA:	Lamp Type (HPS – Typical)	HPS
	Lamp Lumens	16000
	IES Vertical Distribution	S
	IES Control Of Distribution	NC
	IES Lateral Distribution	4
	Total Light Loss Factor	0.7
LAYOUT DATA:	Ambient Light Level	Medium

NOTE: Variations from the above specified IES distribution pattern may be requested and acceptance of variations will be subject to review by the Engineer based on how well the performance requirements are met.

PERFORMANCE REQUIREMENTS

NOTE: These performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above.

ILLUMINATION:	Maintained Average Sign Illumination	26 fc
	Uniformity Ratio, (Max / Min)	6.0
LUMINANCE:	Maintained Average Sign Luminance	40 Cd/m^2
	Uniformity Ratio, (L_{Max}/L_{MIN})	6.0
	Sign Gradient Luminance Difference Ratio, (Max)	2.0

BILL OF MATERIALS

PAY ITEM	DESCRIPTION	UNIT	QUANTITY TOTALS
80400100	ELECTRIC SERVICE INSTALLATION	EACH	1
81028770	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 3" DIA.	FOOT	50
81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	540
81300550	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	3
81300555	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 8"	EACH	1
81603000	UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	360
81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	328
82500300	LIGHTING CONTROLLER, POLE MOUNTED, 240VOLT, 30AMP	EACH	1
82109105	SIGN LIGHTING (HIGH PRESSURE SODIUM)	EACH	1

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

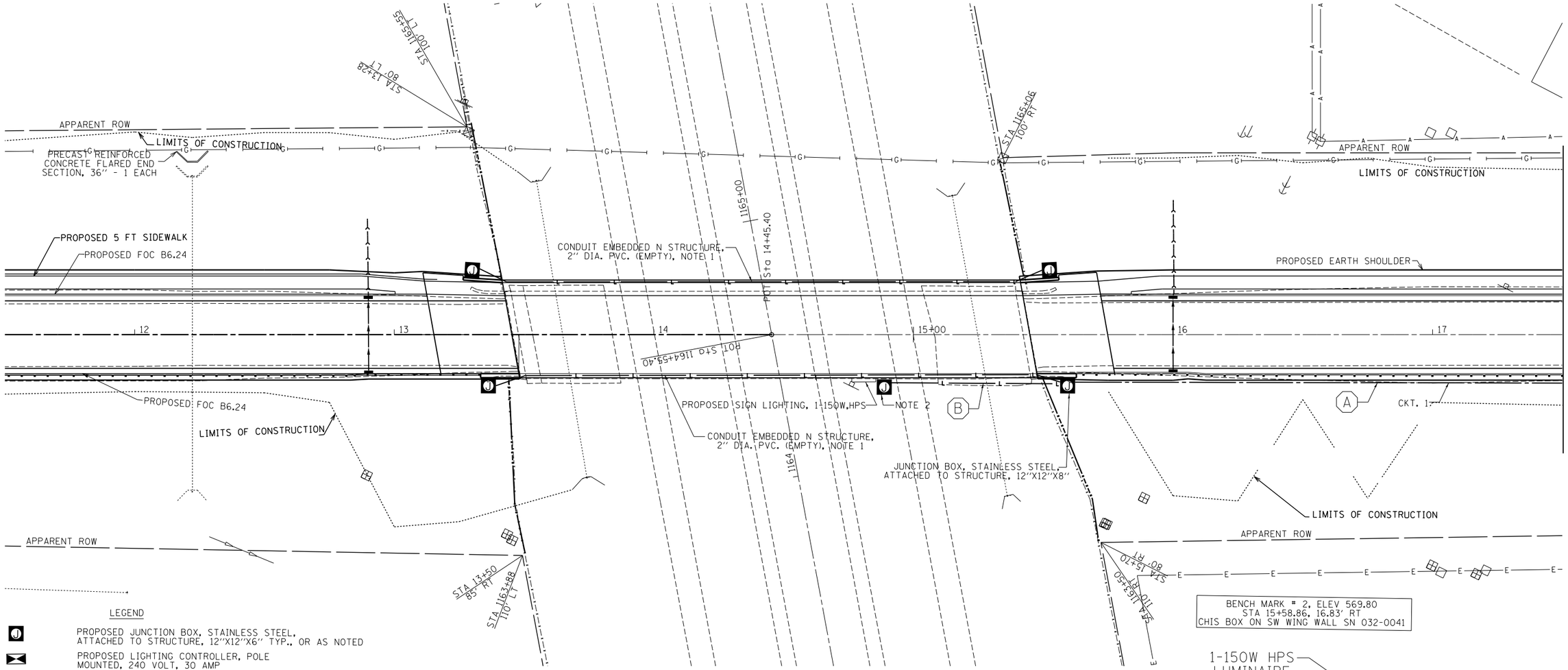
GENERAL NOTES, SCHEDULES, LUMINAIRE PERFORMANCE TABLE AND INDEX OF LIGHTING SHEETS

SCALE: | SHEET NO. 25 OF 98 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	98	25
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			

NOTES

1. CONTRACTOR TO INSTALL PULL ROPE IN 2" EMPTY CONDUIT FOR FUTURE USE.
2.THE COST OF THE JUNCTION BOX SHALL BE INCLUDED IN THE COST OF EMBEDDED CONDUIT.

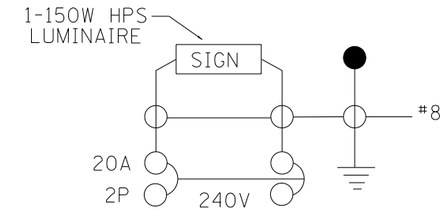


LEGEND

- PROPOSED JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12"X12"X6" TYP., OR AS NOTED
- PROPOSED LIGHTING CONTROLLER, POLE MOUNTED, 240 VOLT, 30 AMP
- PROPOSED UNIT DUCT, 600V, 2-1C, NO.8, 1/C NO. 8 GROUND (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE
- L — CONDUIT EMBEDDED N STRUCTURE, 2" DIA. PVC.
- PROPOSED COILABLE, NON-METALLIC CONDUIT, 3" DAI., SECHEDULE 80

CABLE/CONDUIT SCHEDULE

- (A) UNIT DUCT, 600V, 2-1C, NO.8, 1/C NO. 8 GROUND (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE
- (B) ELECTRIC CABLE IN CONDUIT,(XLP-TYPE USE) 2-1C, NO.8, 1/C NO. 8 GROUND IN 2" DIA. PVC CONDUIT EMBEDDED IN STRUCTURE



LIGHTING CKT. 1 WIRING DIAGRAM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

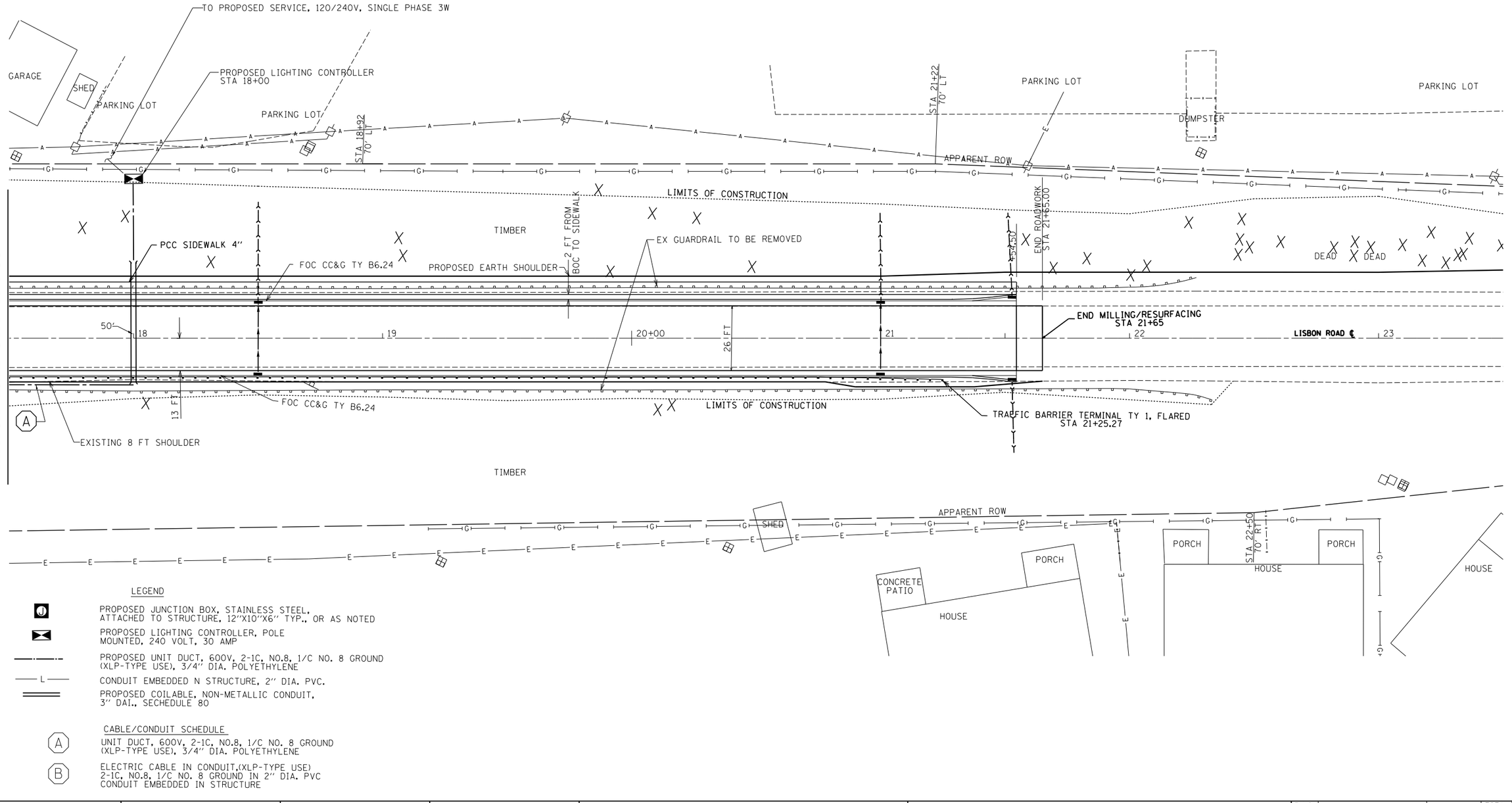
PROPOSED LIGHTING PLAN

SCALE: | SHEET NO. 26 OF 98 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	98	26
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			

NOTES

1. CONTRACTOR TO INSTALL PULL ROPE IN 2" EMPTY CONDUIT FOR FUTURE USE.
2.THE COST OF THE JUNCTION BOX SHALL BE INCLUDED IN THE COST OF EMBEDDED CONDUIT.



LEGEND

- PROPOSED JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12"X10"X6" TYP., OR AS NOTED
- PROPOSED LIGHTING CONTROLLER, POLE MOUNTED, 240 VOLT, 30 AMP
- PROPOSED UNIT DUCT, 600V, 2-1C, NO.8, 1/C NO. 8 GROUND (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE
- L — CONDUIT EMBEDDED N STRUCTURE, 2" DIA. PVC.
- PROPOSED COILABLE, NON-METALLIC CONDUIT, 3" DAI., SECHEDULE 80

CABLE/CONDUIT SCHEDULE

- (A) UNIT DUCT, 600V, 2-1C, NO.8, 1/C NO. 8 GROUND (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE
- (B) ELECTRIC CABLE IN CONDUIT,(XLP-TYPE USE) 2-1C, NO.8, 1/C NO. 8 GROUND IN 2" DIA. PVC CONDUIT EMBEDDED IN STRUCTURE

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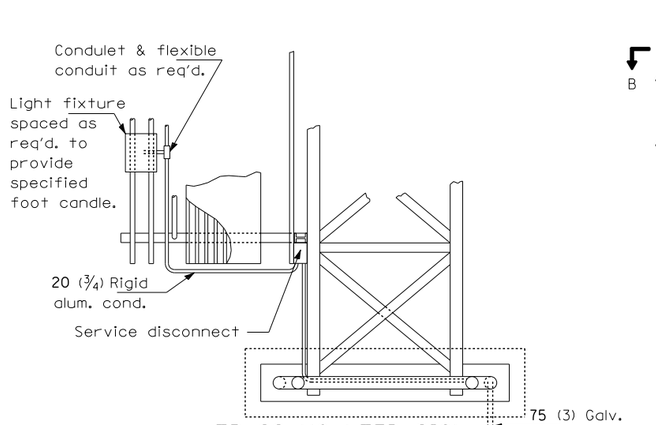
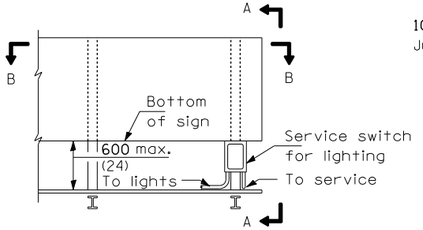
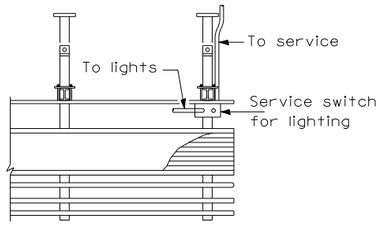
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	98	27
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			



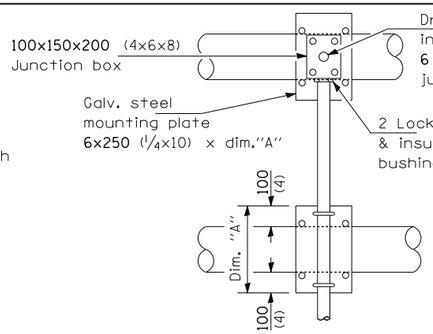
TRUSS MOUNTED SIGN
(Top view)



FRONT ELEVATION

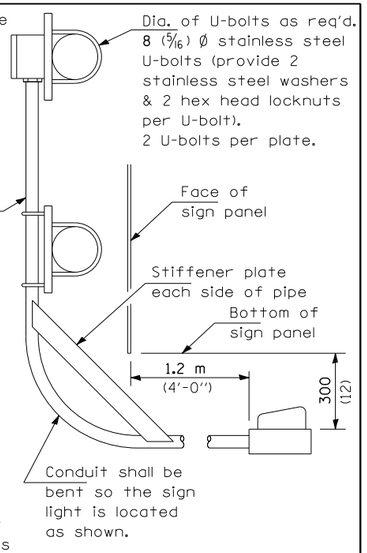


SECTION B-B

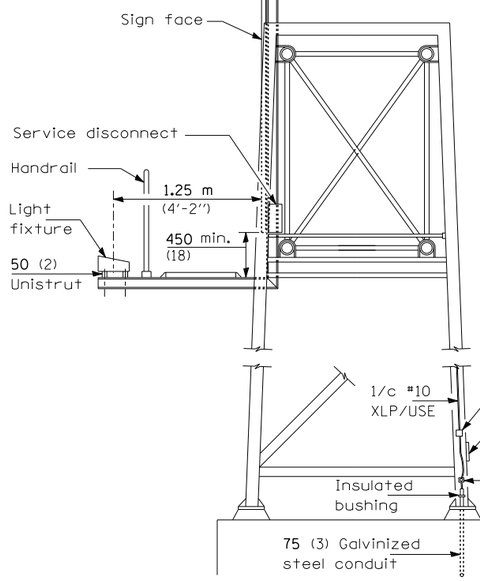


TOP BOTTOM

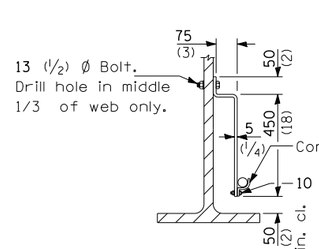
Dimension "A" = monotube dia. + 200 (8)
Dimension "B" = monotube dia. + 10 (3/8)

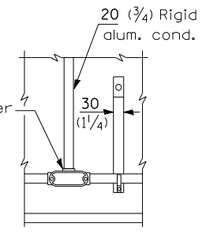


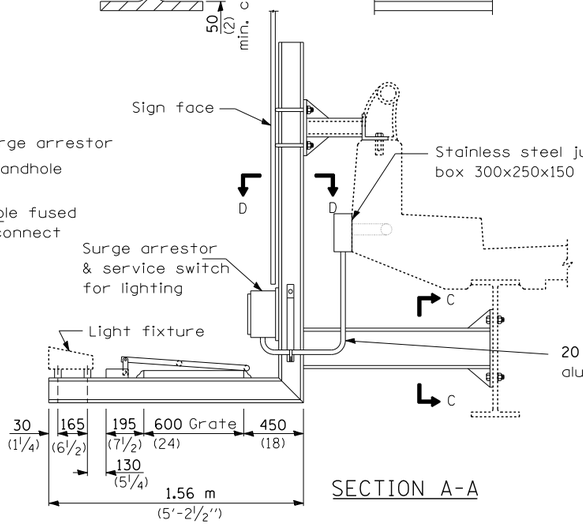
TWIN MONOTUBE



TRUSS MOUNTED SIGN
(Side elevation)

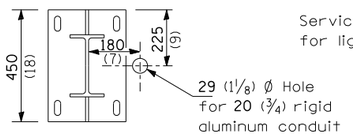




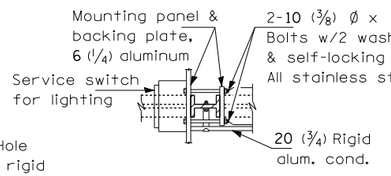


SECTION A-A

MOUNTING PLATES



SECTION C-C



SECTION D-D

GENERAL NOTES

All sign lighting fixtures shall have a minimum of 3 mounting points.

All mounting hardware shall be stainless steel.

Service disconnect shall be stainless steel.

All dimensions are in millimeters unless otherwise shown.

DATE	REVISIONS

SIGN LIGHTING DETAILS

LGT013.M32

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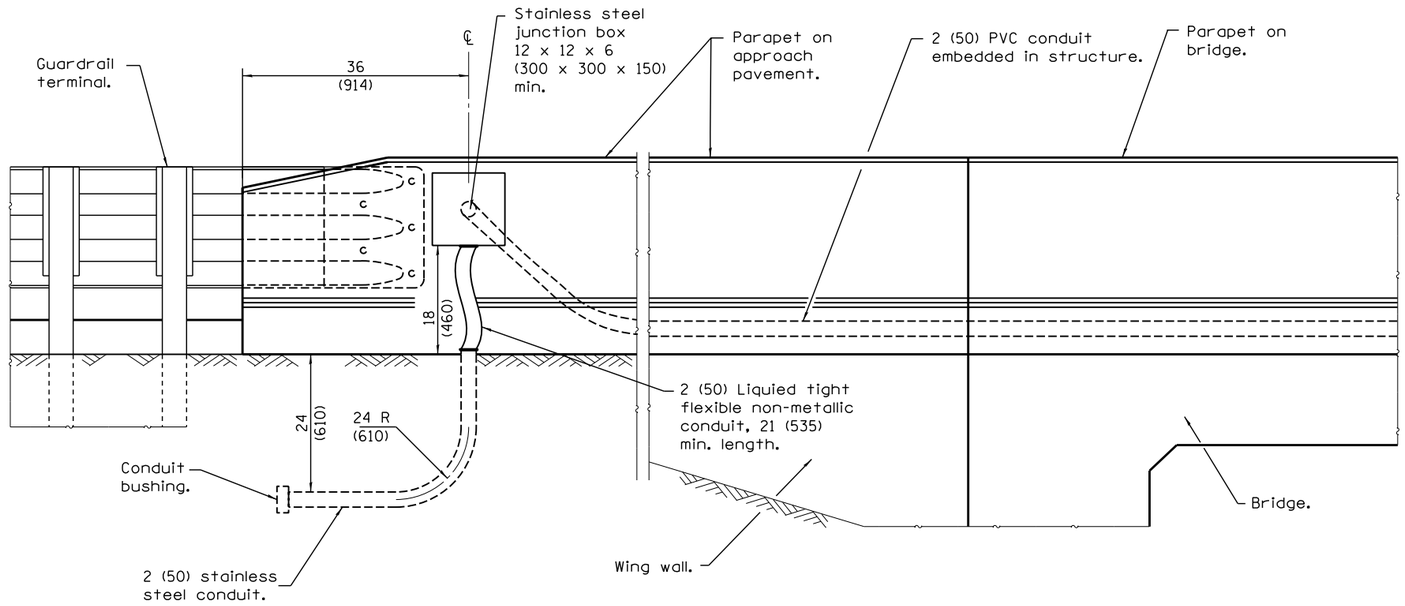
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

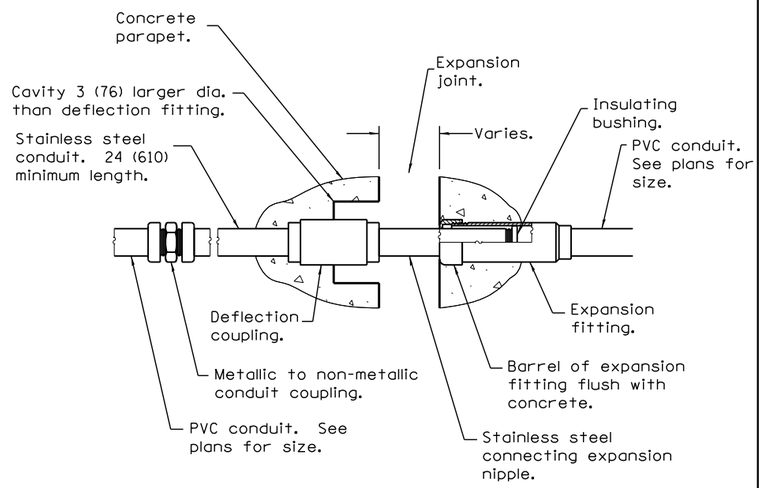
SIGN LIGHTING DETAILS

SCALE: | SHEET NO. 28 OF 98 SHEETS | STA. | TO STA.

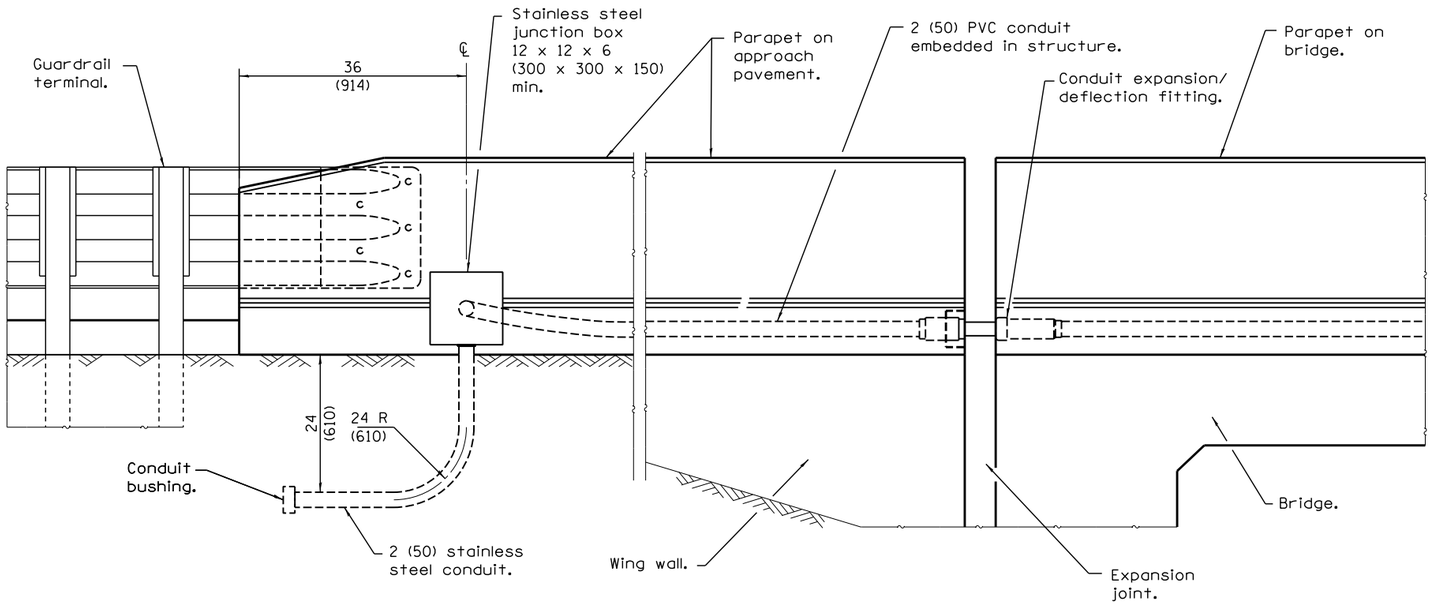
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	98	28
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			



INTEGRAL/SEMI-INTEGRAL ABUTMENT WITH PARAPET ON APPROACH PAVEMENT



COMBINATION EXPANSION/DEFLECTION FITTING



JOINTED ABUTMENT WITH PARAPET ON APPROACH PAVEMENT

GENERAL NOTES

The barrel in the expansion fitting shall be fully embedded in the concrete on one side of the expansion joint. One half the length of the deflection fitting shall be imbedded in the concrete on the other side of the expansion joint.

The contractor shall install combination expansion deflection fittings at all bridge expansion joints.

With the approval of the Engineer, the Contractor may substitute two 12 x 12 x 6 (300 x 300 x 150) min. stainless steel junction boxes attached to back of wall and connected with liquid tight flexible non-metallic conduit for all expasion joints.

All dimensions are in inches (millimeters) unless otherwise shown.

RACEWAY EMBEDDED IN STRUCTURE

(Sheet 1 of 3)

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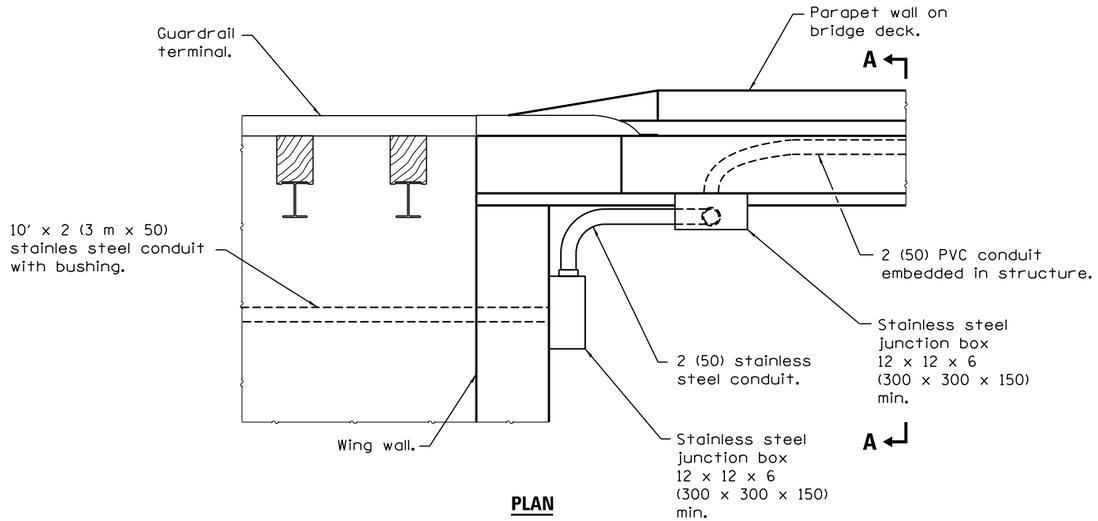
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

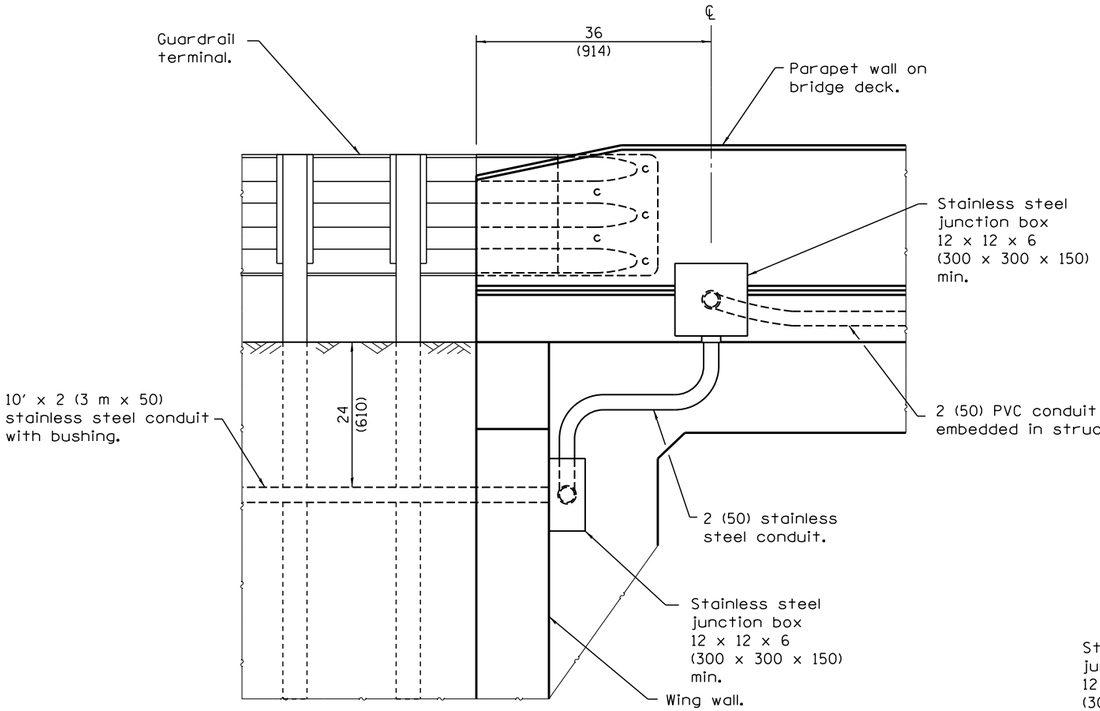
RACEWAY EMBEDDED IN STRUCTURE

SCALE: | SHEET NO. 29 OF 98 SHEETS | STA. | TO STA.

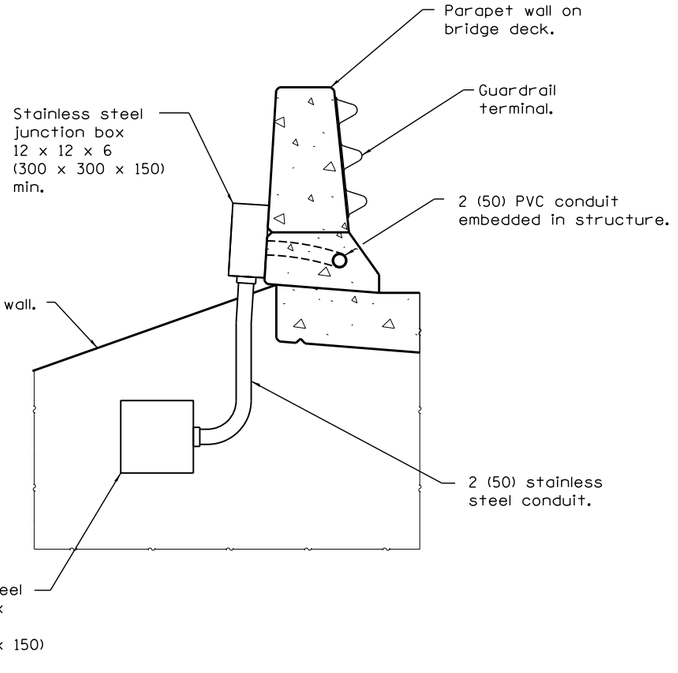
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	98	29
		CONTRACT NO. 66B27		
	ILLINOIS	FED. AID PROJECT		



PLAN



ELEVATION



VIEW A–A

INTEGRAL/SEMI–INTEGRAL ABUTMENT WITH PARAPET ENDING ON BRIDGE DECK

RACEWAY EMBEDDED IN STRUCTURE

(Sheet 2 of 3)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RACEWAY EMBEDDED IN STRUCTURE

SCALE: | SHEET NO. 30 OF 98 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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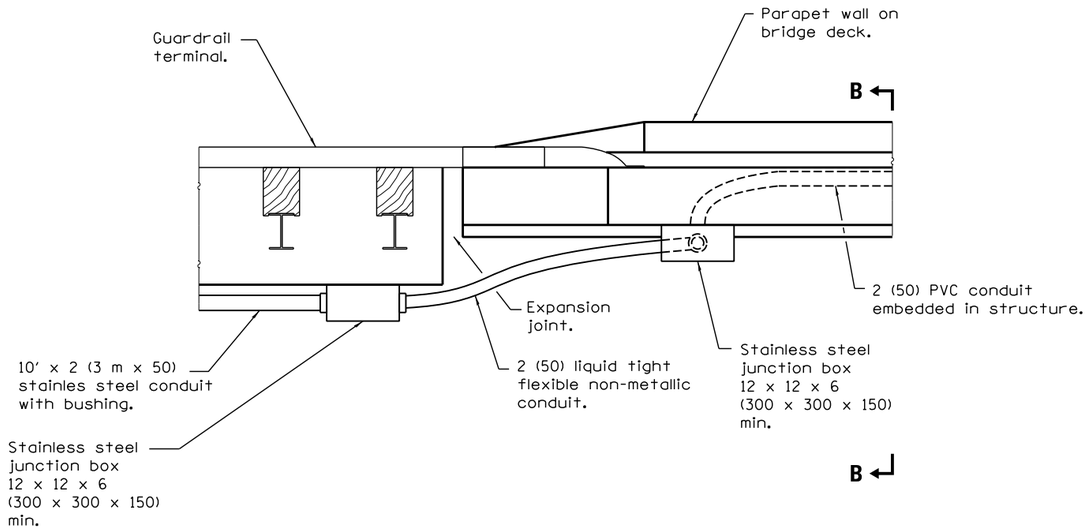
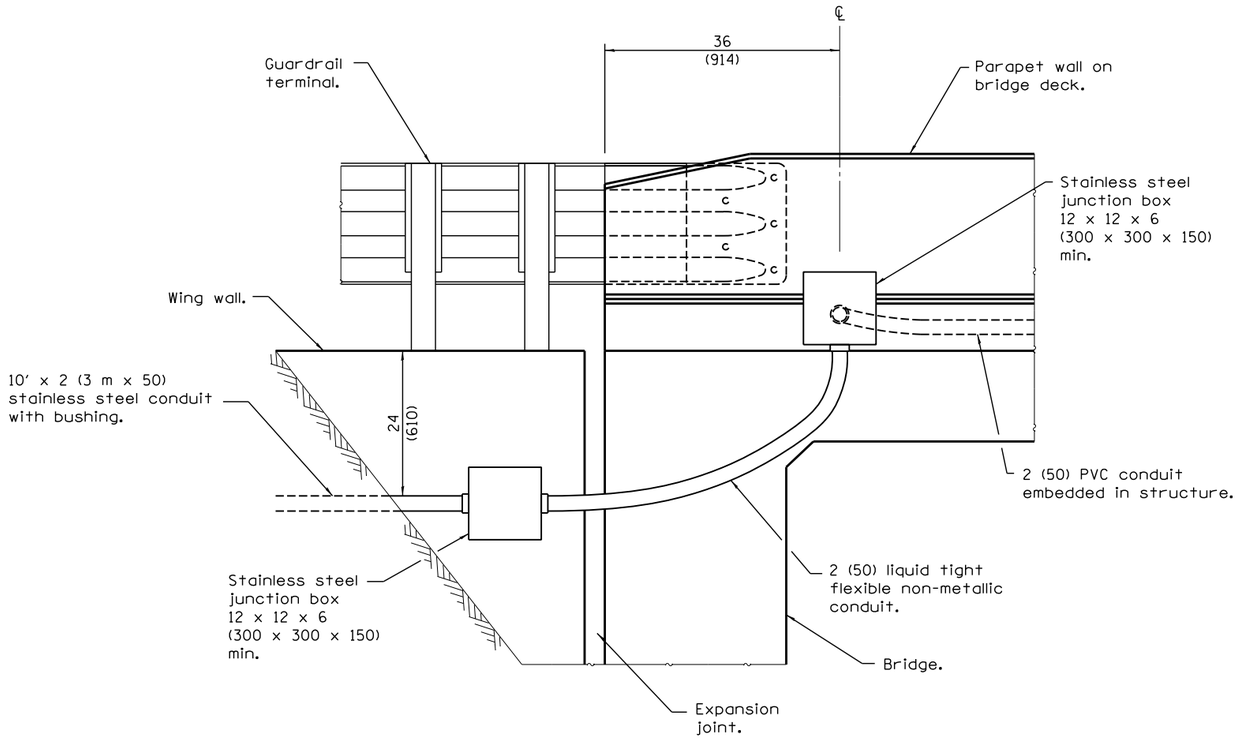
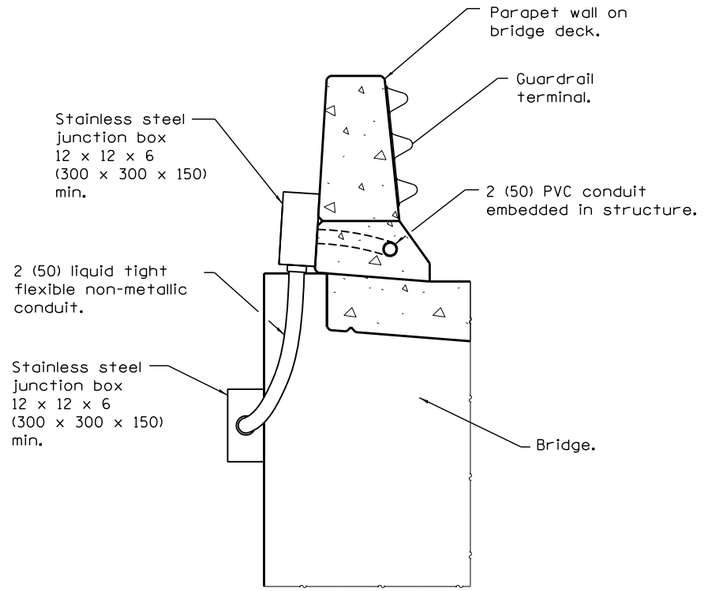
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			





ELEVATION



VIEW B-B

JOINTED ABUTMENT WITH PARAPET ENDING ON BRIDGE DECK

RACEWAY EMBEDDED IN STRUCTURE

(Sheet 3 of 3)

FILE NAME = c:\pw_work\pwidot\jauche\d0249654\D366B27-sht-plnprf.dgn	USER NAME = jauche	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 8/13/2014	DATE -	REVISED -

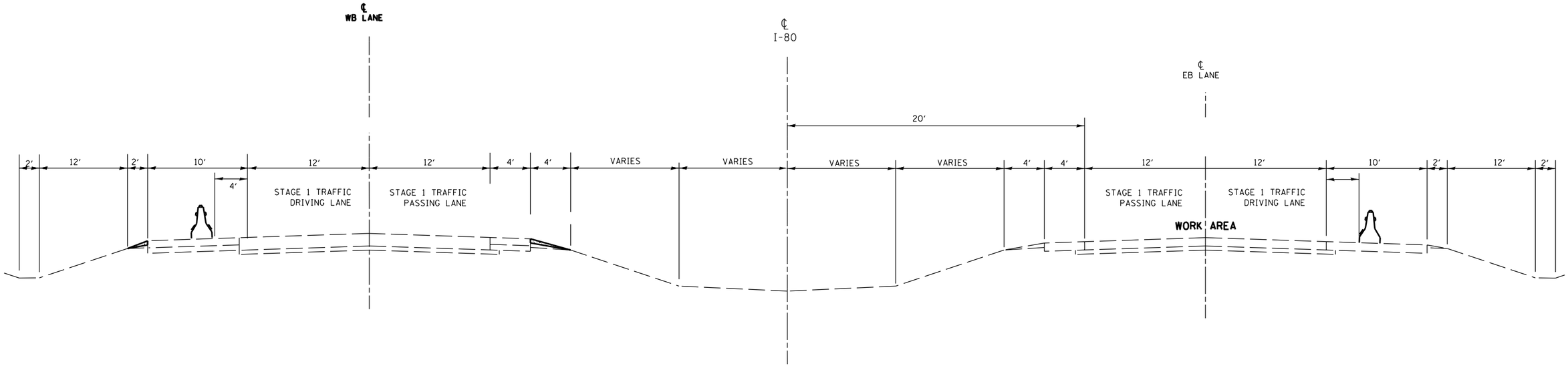
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RACEWAY EMBEDDED IN STRUCTURE

SCALE: | SHEET NO. 31 OF 98 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	98	31
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			

BETWEEN MEDIAN CROSSOVERS



STA 1162+20 TO STA 1166+95

NOTES:

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

STAGE 1

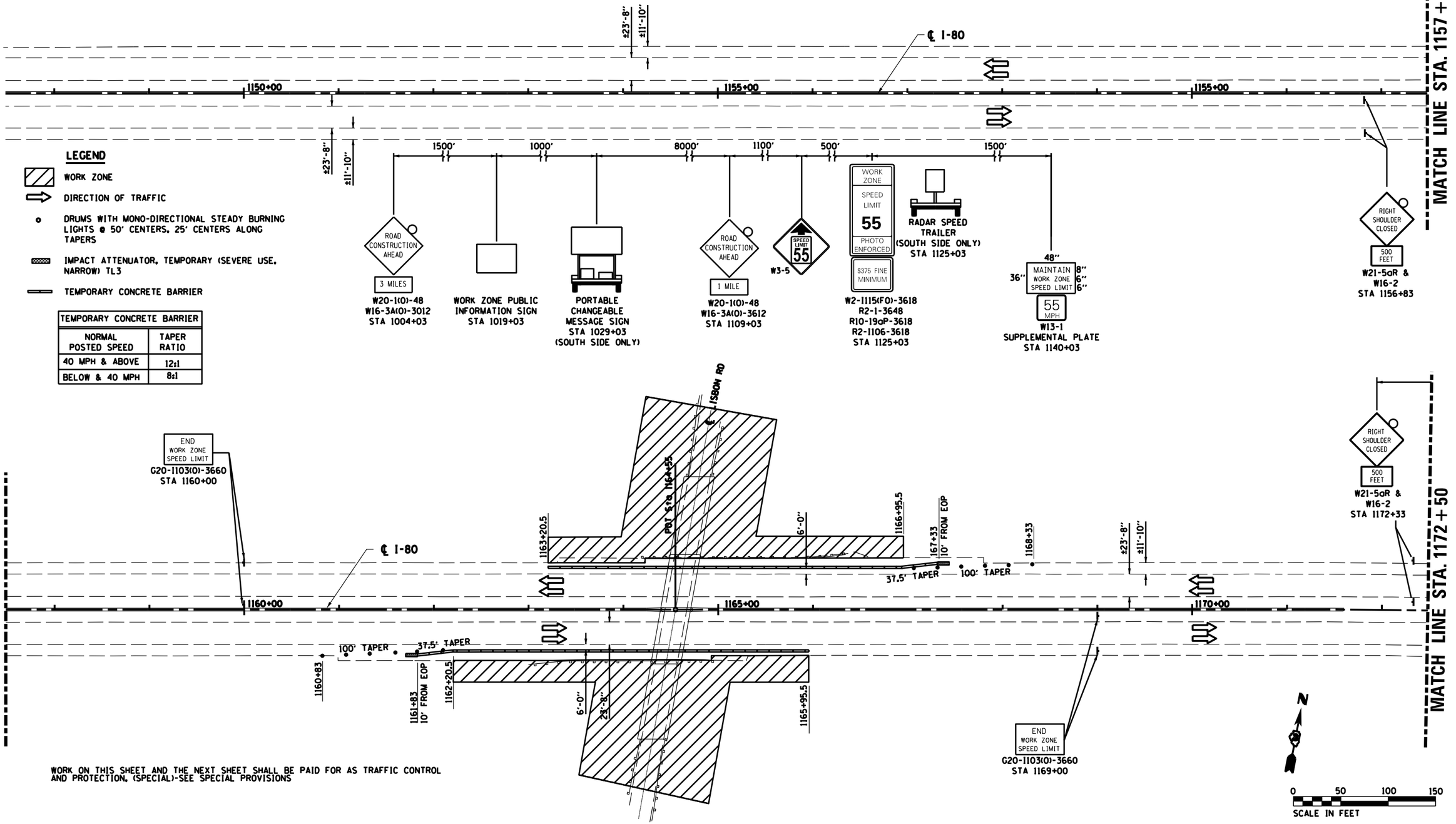
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 1 TYPICAL SECTION

SCALE: | SHEET NO. 32 OF 98 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	132-2HBR-6	GRUNDY	98	32
		CONTRACT NO. 66B27		
	ILLINOIS	FED. AID PROJECT		



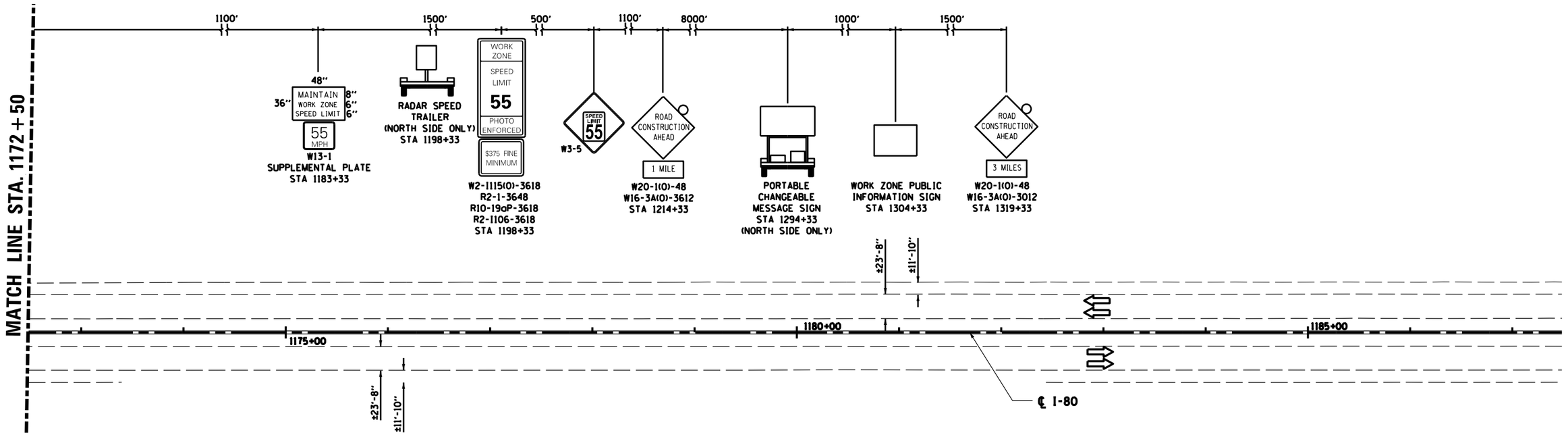
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC
I-80 STAGE 1

SCALE: | SHEET NO. 33 OF 98 SHEETS | STA. | TO STA.

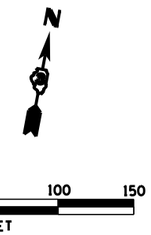
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	33
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			



LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS @ 50' CENTERS, 25' CENTERS ALONG TAPERS
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE)
- TEMPORARY CONCRETE BARRIER

TEMPORARY CONCRETE BARRIER	
NORMAL POSTED SPEED	TAPER RATIO
40 MPH & ABOVE	12:1
BELOW & 40 MPH	8:1



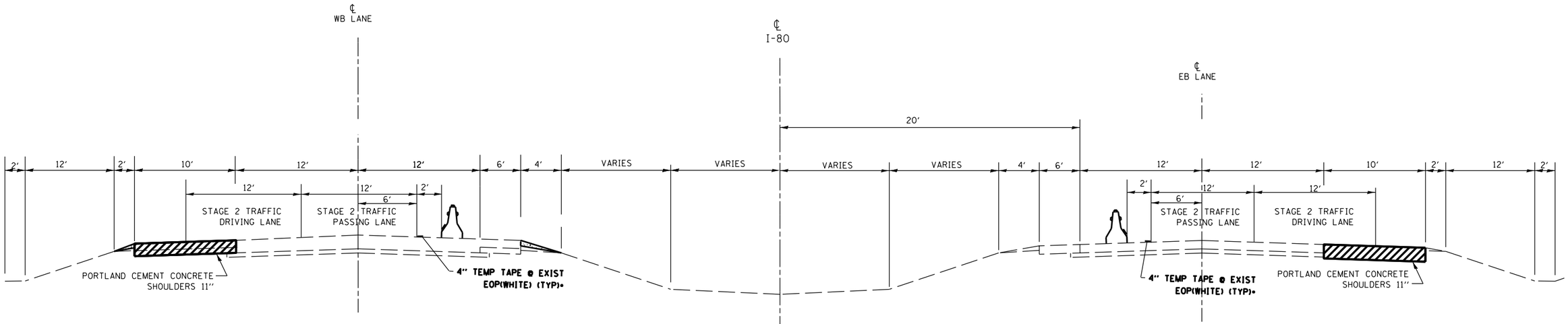
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC
I-80 STAGE 1

SCALE: | SHEET NO. 34 OF 98 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	34
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			



•WET TEMPORARY PAVEMENT MARKING TAPE TYPE III (REMOVE ALL EXIST PVT MK)

STA 1162+20 TO STA 1166+95

STAGE 2

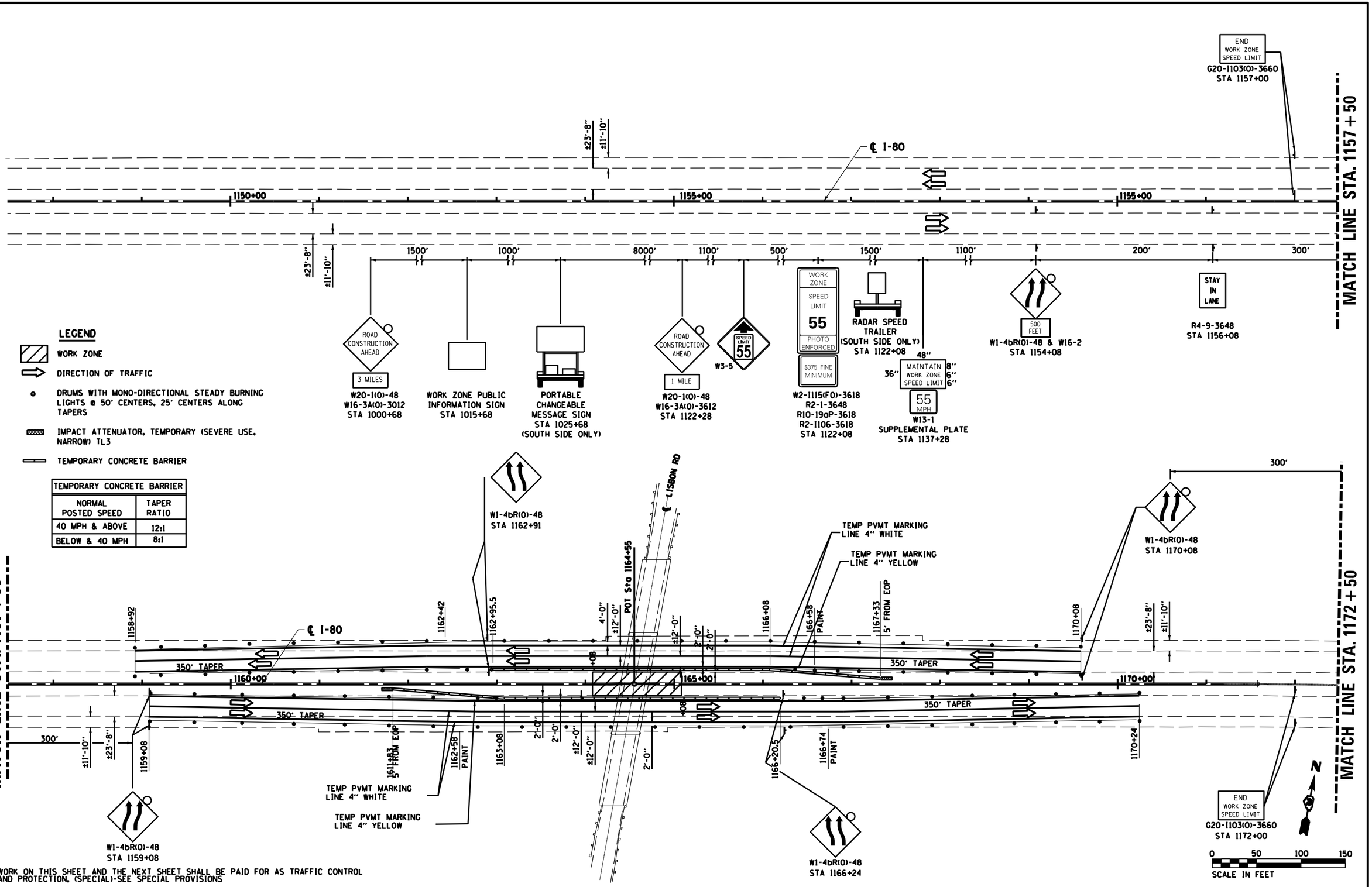
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II TYPICAL SECTION

SCALE: | SHEET NO. 35 OF 98 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	35
		CONTRACT NO. 66B27		
	ILLINOIS	FED. AID PROJECT		



WORK ON THIS SHEET AND THE NEXT SHEET SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, (SPECIAL)-SEE SPECIAL PROVISIONS

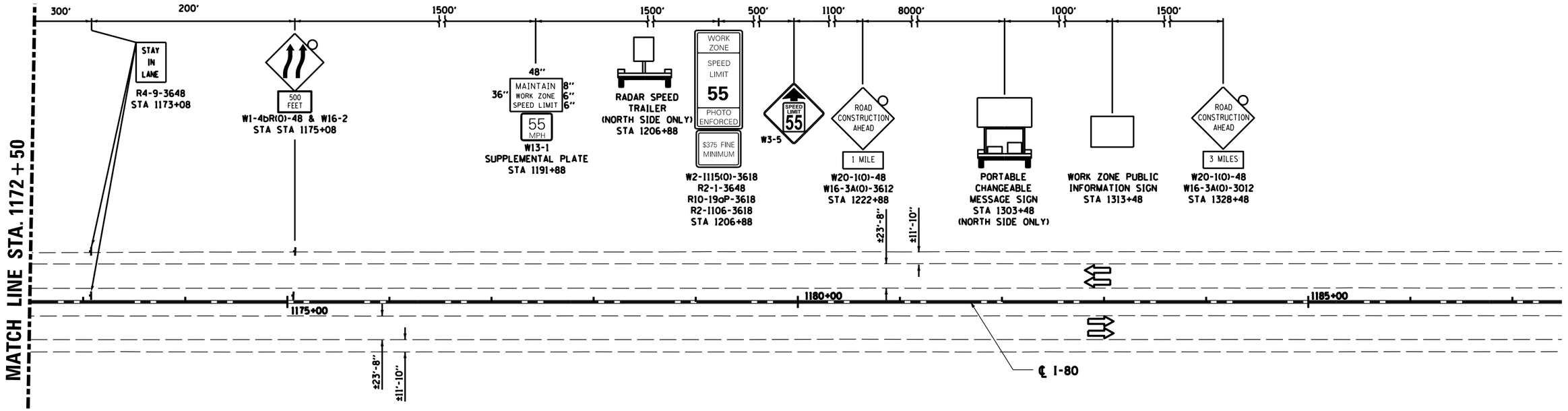
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC
I-80 STAGE 2

SCALE: | SHEET NO. 36 OF 98 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	36
		CONTRACT NO. 66B27		
	ILLINOIS	FED. AID PROJECT		



LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS @ 50' CENTERS, 25' CENTERS ALONG TAPERS
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE)
- TEMPORARY CONCRETE BARRIER

TEMPORARY CONCRETE BARRIER	
NORMAL POSTED SPEED	TAPER RATIO
40 MPH & ABOVE	12:1
BELOW & 40 MPH	8:1

N

0 50 100 150

SCALE IN FEET

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC
I-80 STAGE 2

SCALE: | SHEET NO. 37 OF 98 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	37
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			

NOT TO SCALE

NOTES:

TEMS ON THIS SHEET AND THE SHEETS SHOWING THE TOTAL INTERSTATE CLOSURE SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION (SPECIAL)

CONTRACTOR TO COVER UP ANY EXISTING SIGNS THAT ARE IN CONFLICT WITH THESE SIGNS

WIDENING AND TRAFFIC CONTROL TAPER SHOWN AT ONE CROSSOVER ONLY FOR CLARITY. THE OTHER CROSSOVER SIMILAR

END WORK ZONE SPEED LIMIT
G20-1103(0)-3660

℄ PROPOSED CROSSOVER STA 1157+40

470'

100' TYP. BARREL SPACING THROUGH OUT LANE CLOSURE

STA 1154+00

680 FT HMA WIDENING LENGTH (TYP., EACH CROSSOVER) SEE CROSSOVER WIDENING DETAIL

STA 1160+80

30 FT TYP. SPACING THROUGHOUT TAPER

(500')

(1000')
W1-4R(0)-48
When T >

W13-1(0)-2424
MPH 35

HMA BASE COURSE 9 1/2 "
600 SQ YD PER CROSSOVER

AGG. SHLDR.
TY. B 6" - 216 SQ YD
PER COROSSOVER

STRIPE TYP.

2' 11' 2'

EXIST. PVMT.

EXISITNG CONCRETE SHLDRS.

FURNISHED EXCAVATION

SUB-BASE GRANULAR MATERIAL TY. A, 4"

PIPE CULVERT, CL D, TI, 12"
(ONLY NEEDED FOR EAST X-OVER)

SECTION A-A

CL PROPOSED CROSSOVER
1/2 MILE WEST OF IL 47 STA 1179+48

See next sheet

LISBON RD. OVERHEAD
TO BE REMOVED
STA +-1164+58

DETAIL A

W13-1(0)-2424
MPH 35
W1-4L(0)-48

STA 1183+93

IL 47 ENTRANCE RAMP
SEE STD 701411

Median

Median

min. (30')

SYMBOLS

- Arrow board
- Work area
- Sign
- Direction indicator barricade with steady burn monodirectional light
- Drum with steady burn monodirectional light
- Vertical Panel (back to back)
- Type III barricade with flashing lights
- Flagger with traffic control sign
- Type II barricade, drum, or vertical barricade with steady burn monodirectional light

100' TYP. BARREL SPACING
THROUGH OUT LANE CLOSURE

STA 1172+93

L/2 TAPER = 35MPH*64'/2=1120' (TYP. , BOTH CROSSOVERS)

White reflectorized pavement marking tape

SEE STANDARDS 701400 (SP),701401, AND 701411 FOR DETAILS NOT SHOWN

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DURING BEAM REMOVAL

SCALE: | SHEET NO. 38 OF 98 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	38
		CONTRACT NO. 66B27		
		ILLINOIS FED. AID PROJECT		

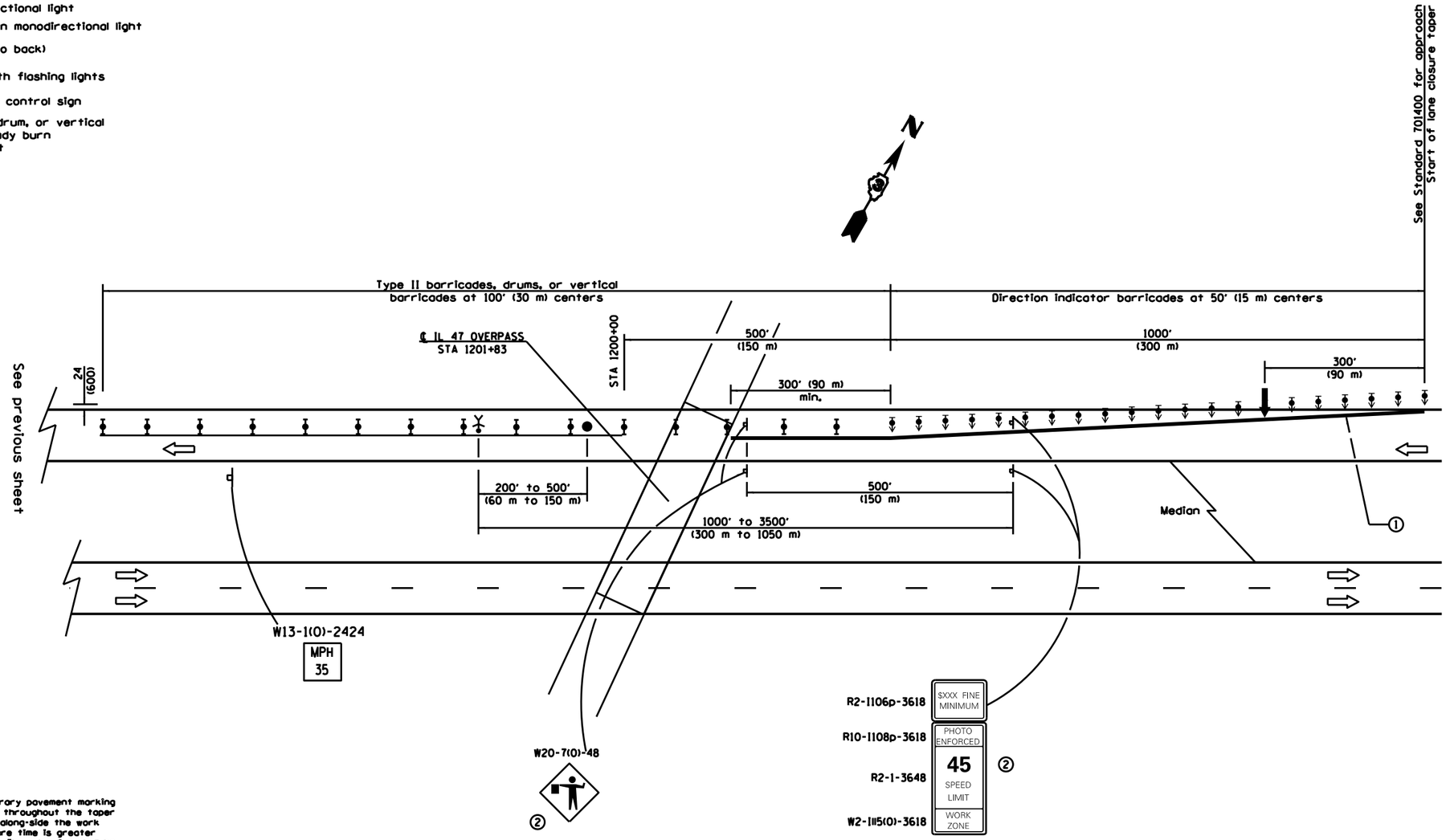
NOT TO SCALE

ITEMS ON THIS SHEET AND THE SHEETS SHOWING THE TOTAL INTERSTATE CLOSURE SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION (SPECIAL)

CONTRACTOR TO COVER UP ANY EXISTING SIGNS THAT ARE IN CONFLICT WITH THESE SIGNS

SYMBOLS

- Arrow board
- Work area
- Sign
- Direction indicator barricade with steady burn monodirectional light
- Drum with steady burn monodirectional light
- Vertical Panel (back to back)
- Type III barricade with flashing lights
- Flagger with traffic control sign
- Type II barricade, drum, or vertical barricade with steady burn monodirectional light



① Reflectorized temporary pavement marking tape shall be placed throughout the taper and for 300' (90 m) along-side the work area when the closure time is greater than fourteen days. The edge line shall be white for right lane closure and yellow for left lane closures.

② Work Zone speed limit signs and FLAGGER signs shall be moved as necessary to maintain the required spacing between the signs and the workers in each separate work activity. Work Zone Speed Limit 55 Photo Enforced sign shall be omitted when the work area dictates placement of the sign array within 500' (150 m) of the End Work Zone Speed Limit Sign.

SEE STANDARDS 701400 (SP),701401, AND 701411 FOR DETAILS NOT SHOWN

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DURING BEAM REMOVAL

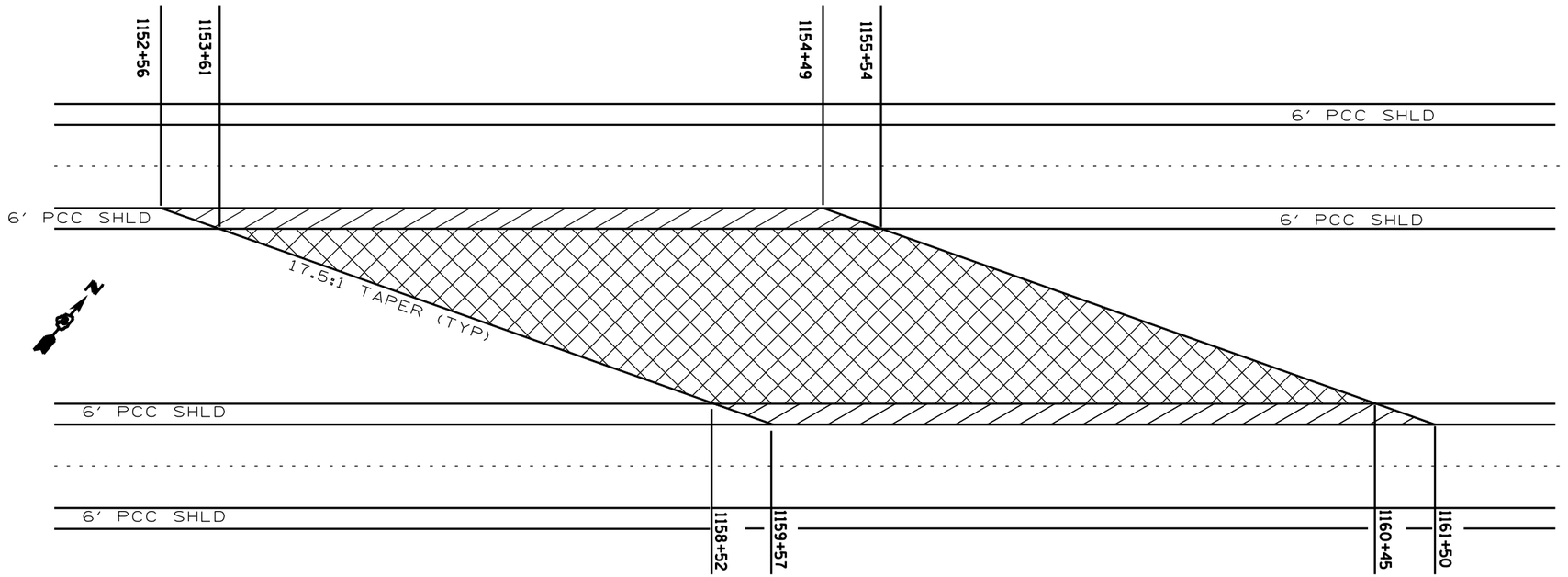
SCALE: | SHEET NO. 39 OF 98 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	39
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			

NOT TO SCALE

HMA BSE CSE WID., 9 1/2''

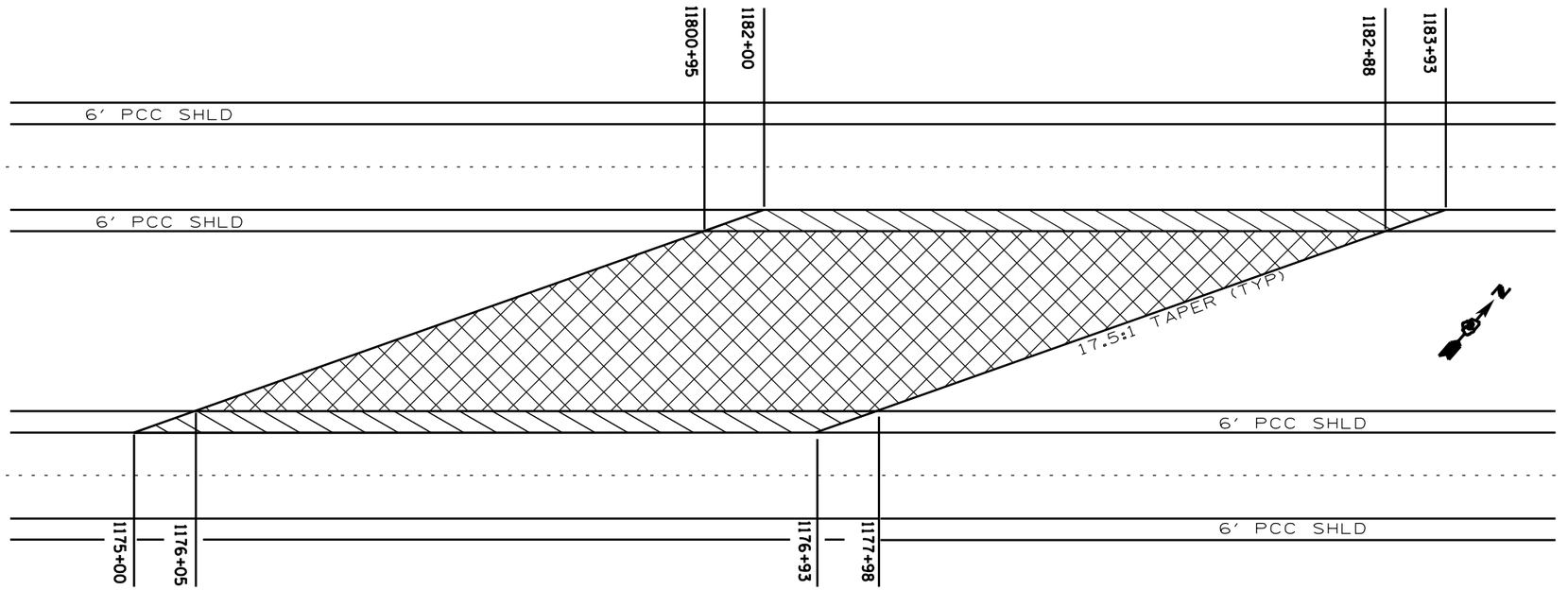
PCC SHLD 11 1/2'', PAVED SHOULDER REMOVAL(SP)



HMA BSE CSE WID., 9 1/2''

PCC SHLD 11 1/2'', PAVED SHOULDER REMOVAL(SP)

NOT TO SCALE



FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSSOVER WIDENING DETAILS

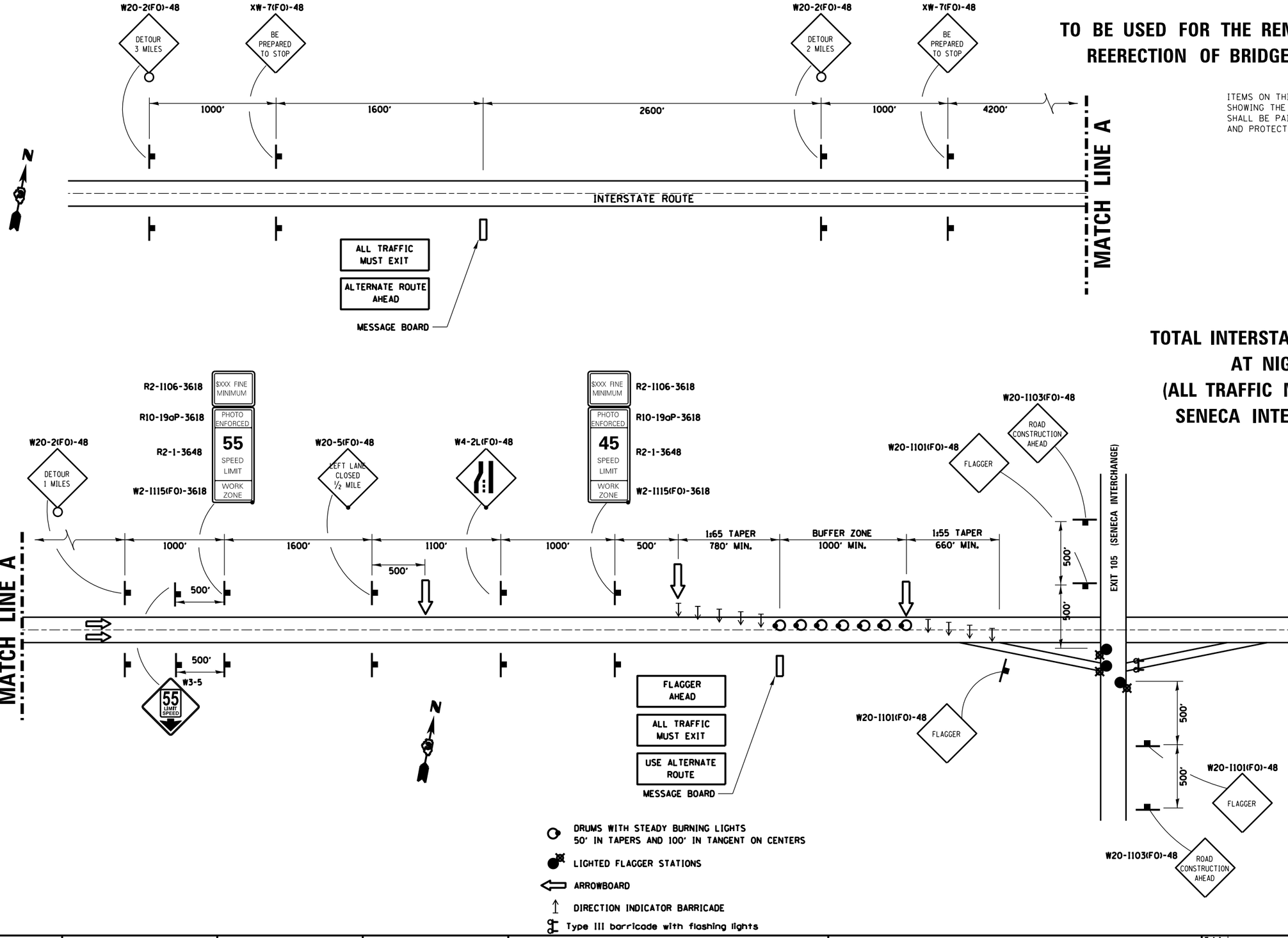
SCALE: | SHEET NO. 40 OF 98 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	40
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			

TO BE USED FOR THE REMOVAL AND REERECTION OF BRIDGE BEAMS

ITEMS ON THIS SHEET AND THE SHEETS SHOWING THE TEMPORARY RUNAROUND SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION (SPECIAL)

TOTAL INTERSTATE CLOSURE AT NIGHT (ALL TRAFFIC MUST EXIT) SENECA INTERCHANGE



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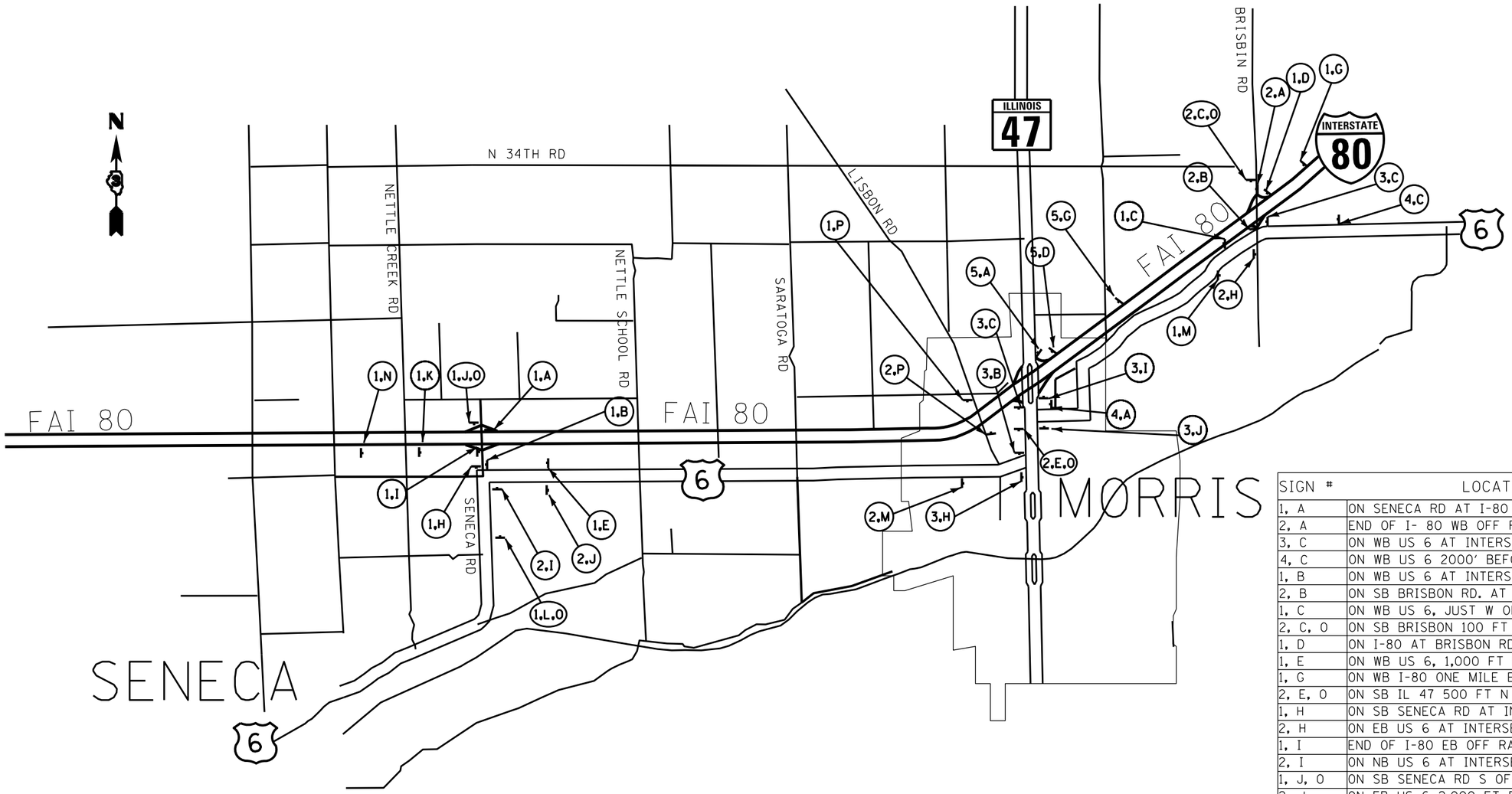
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOTAL INTERSTATE CLOSURE
(I-80 DETOUR)

SCALE: | SHEET NO. 41 OF 98 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	41
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			



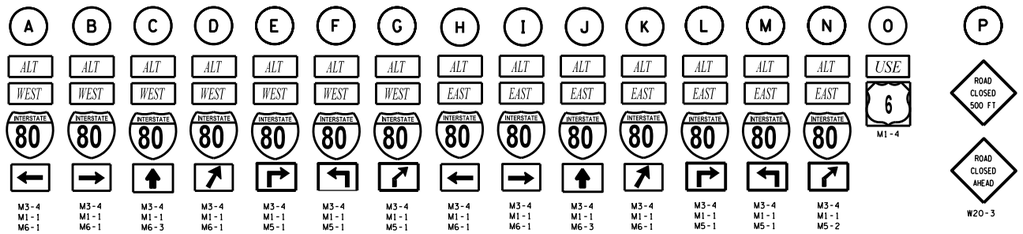
SIGN #	LOCATION / DESCRIPTION
1, A	ON SENECA RD AT I-80 WB ON RAMP, EXIT #105
2, A	END OF I- 80 WB OFF RAMP BRISBON RD. EXIT
3, C	ON WB US 6 AT INTERSECTION WITH BRISBON RD.
4, C	ON WB US 6 2000' BEFORE BRISBON RD. INTERSECTION
1, B	ON WB US 6 AT INTERSECTION WITH SENECA RD
2, B	ON SB BRISBON RD. AT INSTERSECTION WITH ROUTE 6
1, C	ON WB US 6, JUST W OF BRISBON RD
2, C, O	ON SB BRISBON 100 FT N OF I-80 WB ON RAMP
1, D	ON I-80 AT BRISBON RD. EXIT WB OFF RAMP
1, E	ON WB US 6, 1,000 FT E OF INTERSECTION WITH SENECA RD
1, G	ON WB I-80 ONE MILE E OF OFF RAMP AT BRISBON RD. EXIT
2, E, O	ON SB IL 47 500 FT N OF INTERSECTION WITH US 6
1, H	ON SB SENECA RD AT INTERSECTION WITH US 6
2, H	ON EB US 6 AT INTERSECTION WITH BRISBON RD.
1, I	END OF I-80 EB OFF RAMP EXIT #105
2, I	ON NB US 6 AT INTERSETCION WITH SENECA RD
1, J, O	ON SB SENECA RD S OF I-80 EXIT #105 INTERCHANGE
2, J	ON EB US 6 2,000 FT E OF INTERSECTION WITH SENECA RD
1, K	ON I-80 AT EXIT #105 EB OFF RAMP
1, L, O	ON NB US 6 1,000 FT S OF INTERSECTION WITH SENECA RD
1, M	ON EB US 6 1,000 FT E OF INTERSECTION WITH BRISBON RD.
1, N	ON EB I-80 ONE MILE E OF OFF RAMP AT EXIT #105
1, P	NORTH LISBON ROAD CLOSURE
2, P	SOUTH LISBON ROAD CLOSURE
3, B	ON SB RT. 47 AT INSTERSECTION WITH ROUTE 6
3, C	ON SB RT. 47 JUST NORTH OF US 6 EAST INTERSECTION
3, H	ON EB US 6 AT INTERSECTION WITH IL 47
2, M	ON EB US 6 1,000 FT W OF INTERSECTION WITH RT. 47
3, I	ON I-80 AT EB ON RAMP
3, J	ON NB RT. 47 AT INSTERSECTION WITH ROUTE 6
4, A	ON WB US 6, JUST W OF RT. 47
5, A	ON THE TOP OF IL 47 WB EXIT RAMP
5, D	ON WB I-80 AT IL 47 EXIT RAMP
5, G	ON WB I-80 1,000' PRIOR TO 47 EXIT RAMP

P — SEE DISTRICT DETAIL BLR-22 FOR DETAILS

A TO O — I-80 "ALT" SIGN IS TO BE COVERED AND/ OR REPLACED WITH DETOUR SIGNAGE

DETOUR DETOUR R6-1R, R6-1L

WHEN DETAIL 701-1 IS IN PLACE ON I-80



EAST & WEST SIGNS ARE BLUE WITH WHITE, ALT & ALL DIRECTIONAL ARROWS → ARE FLORESCENT ORANGE

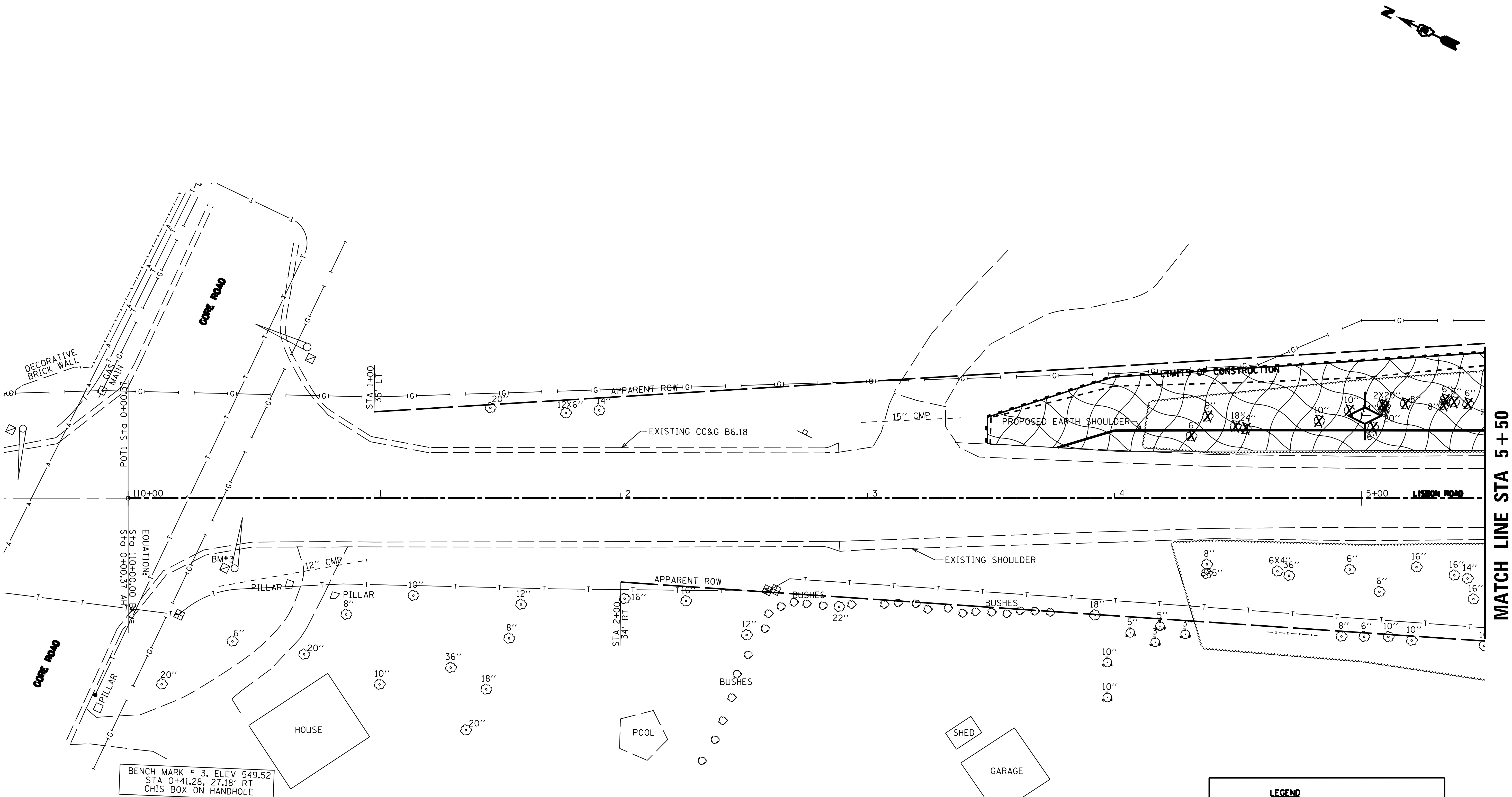
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALTERNATE ROUTE SIGNING SHEET

SCALE: | SHEET NO. 42 OF 74 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	74	42
		CONTRACT NO. 66B27		
		ILLINOIS FED. AID PROJECT		



LEGEND

- TEMPORARY DITCH CHECK
- PERIMETER EROSION BARRIER
- TEMPORARY EROSION CONTROL SEEDING, EROSION CONTROL BLANKET AND SEEDING CLASS 3 & TREE REMOVAL, ACRES
- LIMITS OF CONSTRUCTION

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL	F.A.I RTE. 80	SECTION (32-1) HBR-6	COUNTY GRUNDY	TOTAL SHEETS 98	SHEET NO. 43
$MODELNAME$	PLOT SCALE = $SCALE$	DRAWN -	REVISED -		SCALE:	SHEET NO. 43 OF 98 SHEETS	STA.	TO STA.	CONTRACT NO. 66B27	
	PLOT DATE = $DATE$	CHECKED -	REVISED -						ILLINOIS FED. AID PROJECT	
		DATE -	REVISED -							

MATCH LINE STA 5+50

MATCH LINE STA 11+50

APPARENT ROW

TIMBER

BEGIN ROADWORK STA 6+82

BEGIN MILLING/RESURFACING STA 6+82.00

STA 7+50 75' LT

LIMITS OF CONSTRUCTION

PROPOSED FOC 86.24

PROPOSED EARTH SHOULDER

2 FT FROM BOC TO SIDEWALK

EX GUARDRAIL TO BE REMOVED

EXISTING 10 FT SHOULDER

26 FT

10+00

TBT, TANGENT TYPE 1 (SP), FLARED STA 7+03.72

LIMITS OF CONSTRUCTION

PROPOSED FOC 86.24

APPARENT ROW

TIMBER

10X3"

15" PVC

STA 8+00 75' RT

CONCRETE SLAB

LEGEND

- TEMPORARY DITCH CHECK
- PERIMETER EROSION BARRIER
- TEMPORARY EROSION CONTROL SEEDING, EROSION CONTROL BLANKET AND SEEDING CLASS 3 & TREE REMOVAL, ACRES
- LIMITS OF CONSTRUCTION

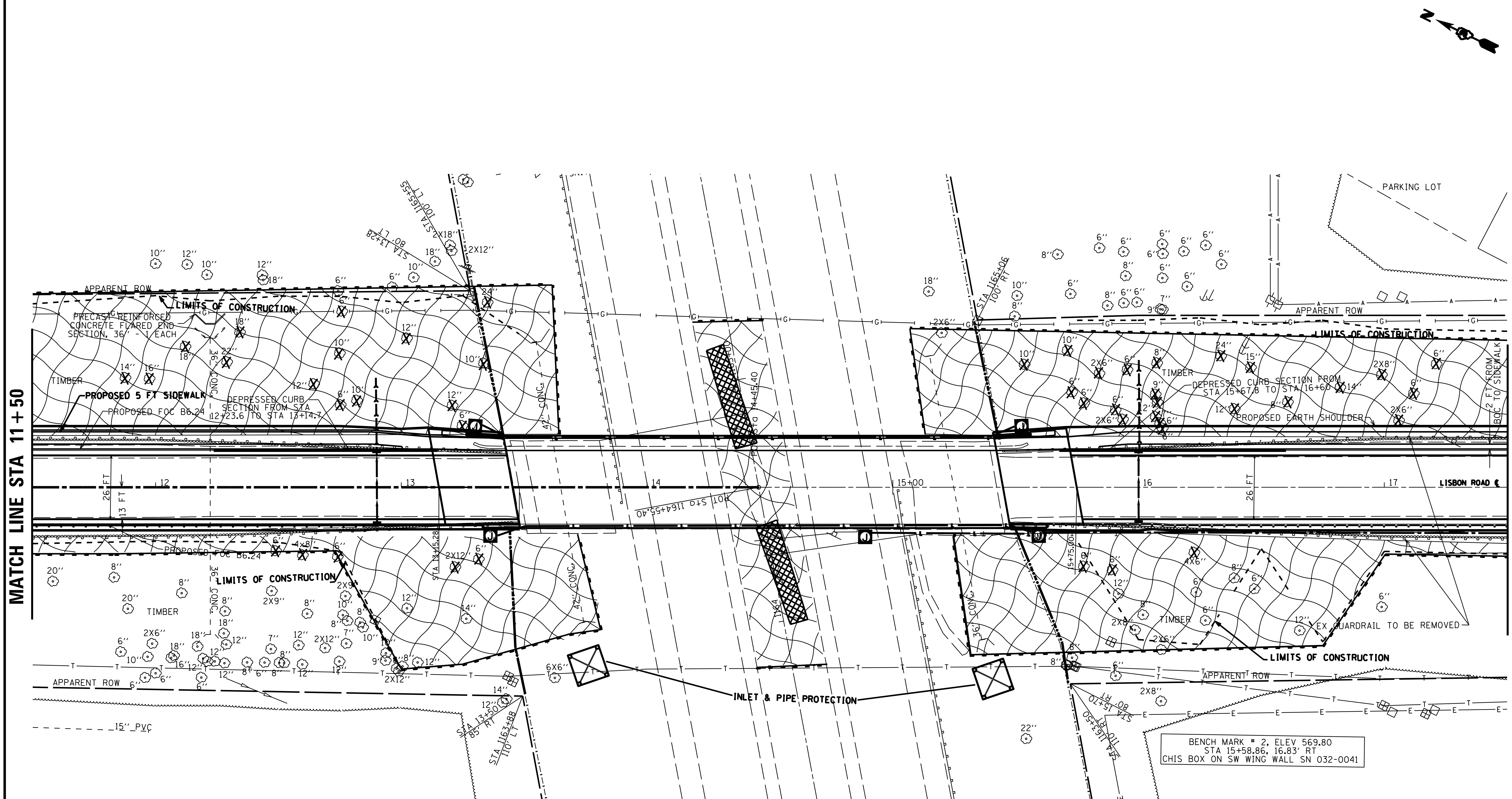
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL

SCALE: | SHEET NO. 44 OF 74 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	74	44
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			


MATCH LINE STA 11+50
MATCH LINE STA 17+50
N
PARKING LOT
APPARENT ROW
LIMITS OF CONSTRUCTION
PRECAST REINFORCED CONCRETE FLARED END SECTION, 36" - 1 EACH
TIMBER
PROPOSED 5 FT SIDEWALK
PROPOSED FOC B6.24
DEPRESSED CURB SECTION FROM STA 12+23.6 TO STA 13+14.7
DEPRESSED CURB SECTION FROM STA 15+67.8 TO STA 16+60
PROPOSED EARTH SHOULDER
2 FT FROM BOC TO SIDEWALK
LISBON ROAD ℄
POT Sta 1164+55.40
STA 1165+55 100' LT
STA 13+28 80' LT
STA 1165+06 100' RT
STA 13+50 85' RT
STA 1163+88 110' LT
STA 15+70 80' RT
STA 1163+50 110' RT
STA 13+15.28
15+75.00
26 FT
13 FT
36" CONC.
42" CONC.
EX GUARDRAIL TO BE REMOVED
INLET & PIPE PROTECTION
15" PVC
BENCH MARK # 2, ELEV 569.80
STA 15+58.86, 16.83' RT
CHIS BOX ON SW WING WALL SN 032-0041

LEGEND

- TEMPORARY DITCH CHECK
- PERIMETER EROSION BARRIER
- TEMPORARY EROSION CONTROL SEEDING, EROSION CONTROL BLANKET AND SEEDING CLASS 2A & TREE REMOVAL, ACRES
- LIMITS OF CONSTRUCTION

FILE NAME = $FILEL$ $MODELNAME$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL

SCALE: | SHEET NO. 45 OF 98 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	98	45

CONTRACT NO. 66B27

ILLINOIS FED. AID PROJECT

MATCH LINE STA 17+50

MATCH LINE STA 23+50

GARAGE

SHED

PARKING LOT

PARKING LOT

STA 18+92
70' LT

STA 21+22
70' LT

PARKING LOT

DUMPSTER

PARKING LOT

APPARENT ROW

LIMITS OF CONSTRUCTION

PCC SIDEWALK 4"

TIMBER

2 FT FROM BOC TO SIDEWALK

EX GUARDRAIL TO BE REMOVED

FOC CC&G TY B6.24

PROPOSED EARTH SHOULDER

END ROADWORK
STA 21+45.00

END MILLING/RESURFACING
STA 21+65

LISBON ROAD ℄

18

19

20+00

21

22

23

26 FT

FOC CC&G TY B6.24

LIMITS OF CONSTRUCTION

TRAFFIC BARRIER TERMINAL TY 1, FLARED
STA 21+25.27

EXISTING 8 FT SHOULDER

TIMBER

20' APPARENT ROW

SHED

STA 22+50
70' RT

PORCH

PORCH

HOUSE

HOUSE

CONCRETE PATIO

PORCH

HOUSE

LEGEND

- TEMPORARY DITCH CHECK
- PERIMETER EROSION BARRIER
- TEMPORARY EROSION CONTROL SEEDING, EROSION CONTROL BLANKET AND SEEDING CLASS 3 & TREE REMOVAL, ACRES
- LIMITS OF CONSTRUCTION

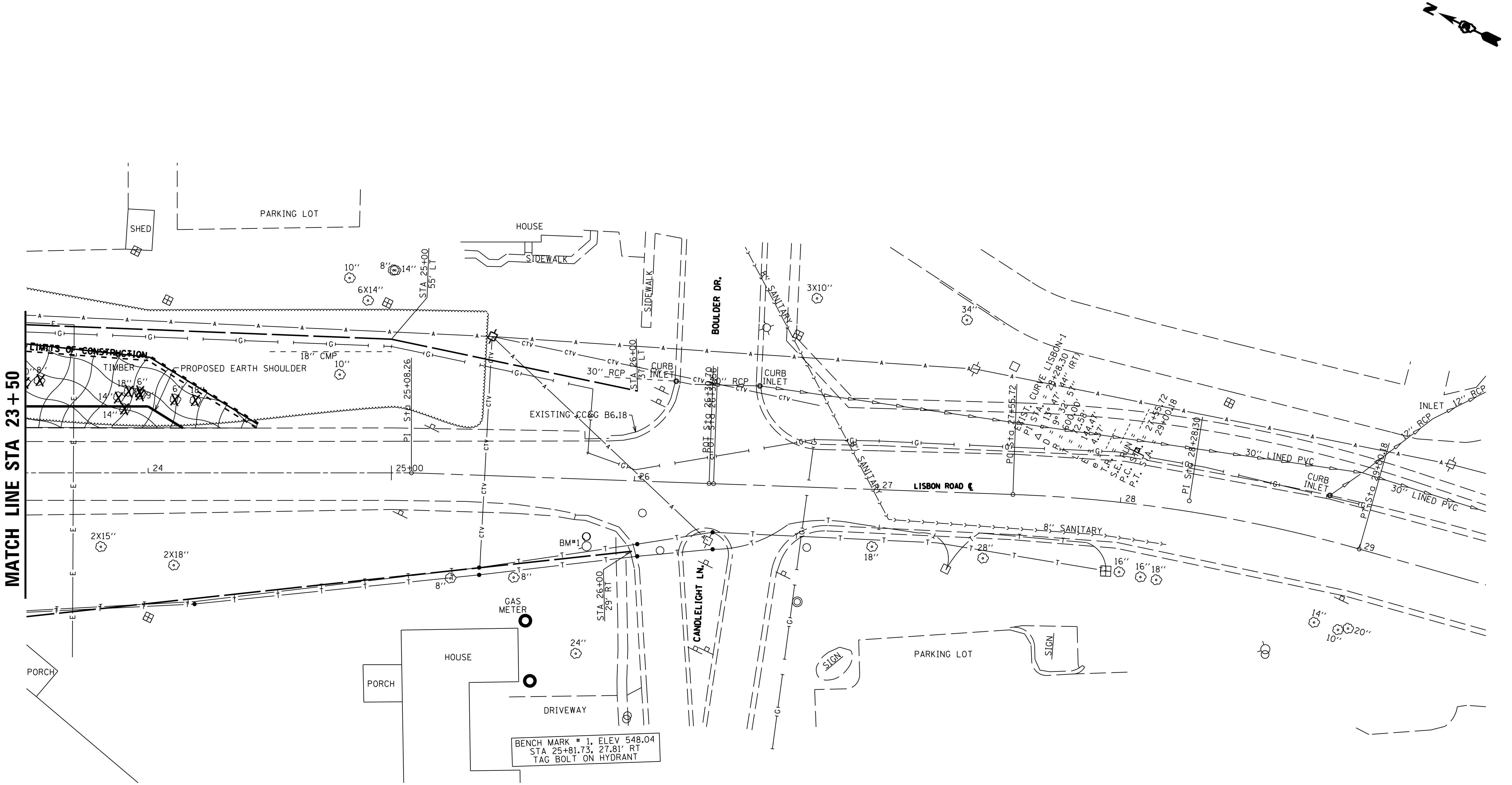
FILE NAME = $FILE1$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL

SCALE: | SHEET NO. 46 OF 98 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	98	46
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			


MATCH LINE STA 23+50
PARKING LOT
SHED
HOUSE
SIDEWALK
SIDEWALK
BOULDER DR.
SANITARY
LIMITS OF CONSTRUCTION
TIMBER
PROPOSED EARTH SHOULDER
18'' CMP
30'' RCP
CURB INLET
30'' RCP
CURB INLET
EXISTING CC&G B6.18
STA 25+00 55' LT
STA 26+00 57' LT
PI Sta 25+08.26
BOT Sta 26+30.70
EXIST. CURVE LISBON-1
LISBON ROAD ℄
30'' LINED PVC
30'' LINED PVC
CURB INLET
INLET
12'' RCP
8'' SANITARY
BM#1
GAS METER
STA 26+00 29' RT
CANDLELIGHT LN.
HOUSE
PORCH
PORCH
DRIVEWAY
SIGN
SIGN
PARKING LOT
BENCH MARK # 1, ELEV 548.04
STA 25+81.73, 27.81' RT
TAG BOLT ON HYDRANT

LEGEND

- TEMPORARY DITCH CHECK
- PERIMETER EROSION BARRIER
- TEMPORARY EROSION CONTROL SEEDING, EROSION CONTROL BLANKET AND SEEDING CLASS 3 & TREE REMOVAL, ACRES
- LIMITS OF CONSTRUCTION

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL

SCALE: | SHEET NO. 47 OF 98 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	98	47

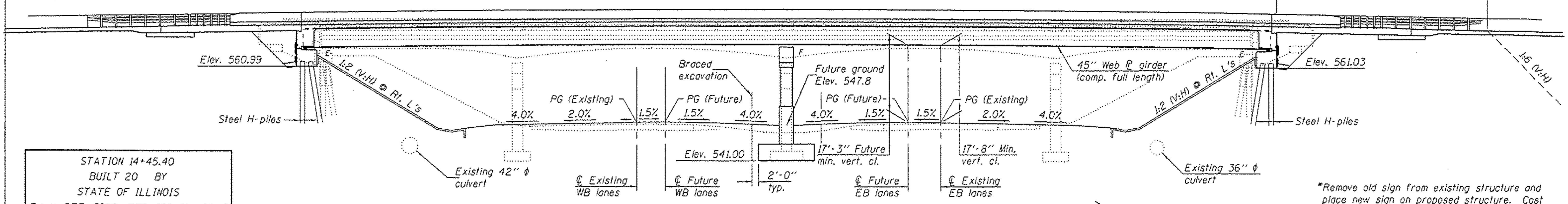
CONTRACT NO. 66B27

ILLINOIS FED. AID PROJECT

Benchmark: Chiseled "□" on SW wingwall of SN 032-0041; Sta. 15+58.86, 16.83' Rt., Elev. 569.80.

Existing Structure: SN 032-0041 built in 1958 as F.A.I. Route 6, Section 32-2 HB-1 at Sta. 1164+55.40. A four span RC girder bridge 202'-0" back-to-back abutments and 33'-8" out-to-out on pile bent abutments and single column hammer head piers. The existing structure is to be removed and replaced. Traffic will be maintained using a detour route during construction.

No salvage.



ELEVATION

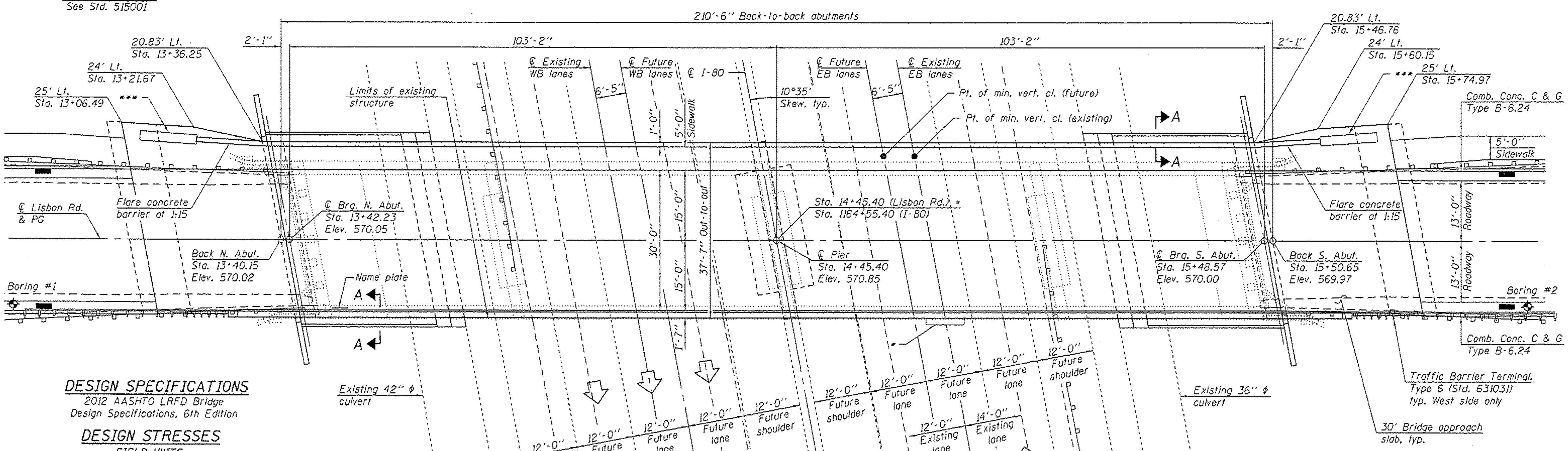
*Remove old sign from existing structure and place new sign on proposed structure. Cost included with Removal of Existing Structures.

***Impact Attenuator TL2 Narrow Re-Directive

STATION 14+45.40
BUILT 20 BY
STATE OF ILLINOIS
F.A.U. RTE. 5966 SEC. (32-2) HBR-6
LOADING HL-93
STRUCTURE NO. 032-0124

NAME PLATE

See Std. 515001



DESIGN SPECIFICATIONS

2012 AASHTO LRFD Bridge Design Specifications, 6th Edition

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

LOADING HL-93

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

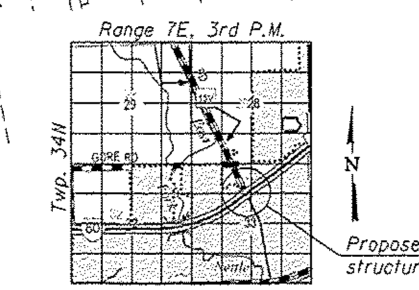
SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.070 g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.128 g
Soil Site Class = C

LICENSED STRUCTURAL ENGINEER DAVID CARL PUZEY 081-005470 SPRINGFIELD ILLINOIS STATE OF ILLINOIS

EXPIRES 11-30-2014

PLAN



LOCATION SKETCH

GENERAL PLAN & ELEVATION
LISBON ROAD OVER I-80
F.A.U. RTE. 5966 - SEC. (32-2) HBR-6
GRUNDY COUNTY
STATION 14+45.40
STRUCTURE NO. 032-0124

DESIGNED - [signature]	EXAMINED [signature] ACTING ENGINEER OF BRIDGE DESIGN	DATE - 10/9/14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - [signature]	PASSED [signature] ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED	
DRAWN - h.t. duong		REVISED	
CHECKED - DHC / FWS			

SHEET NO. 1 OF 24 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5966	(32-2) HBR-6	GRUNDY	98	48
		CONTRACT NO. 66B27		
		ILLINOIS FED. AID PROJECT		

GENERAL NOTES

Fasteners shall be ASTM A 325 Type 1. Bolts $^{7}/_{8}$" ϕ, holes $^{15}/_{16}$" ϕ, unless otherwise noted.

Calculated weight of Structural Steel = 254100 lbs (M 270 Grade 50).

Calculated weight of Structural Steel = 18450 lbs (M 270 Grade 36).

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

Reinforcement bars designated (E) shall be epoxy coated.

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

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

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

Slipforming of the parapets is not allowed.

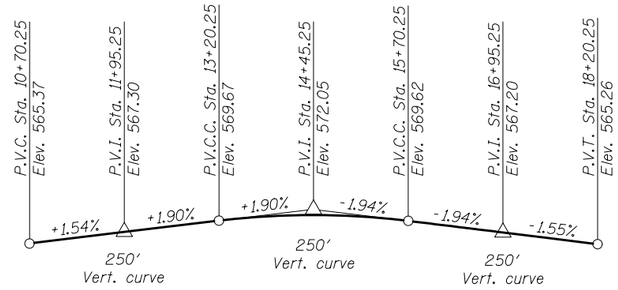
The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

The Contractor shall retain the services of an engineering firm, prequalified in the IDOT consultant selection category of Highway Bridges Advanced Typical, for the preparation of the Structural Assessment Report. Contractor's pre-approval shall not be applicable for this project. See Special Provisions.

Current Ratings on file for Existing Structure
Inventory: HS 17.8
Operating: HS 29.8
Live Load Restrictions: No

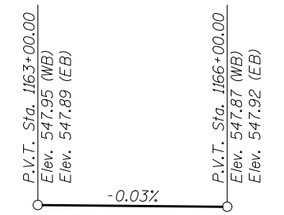
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Granular Backfill for Structures	Cu. Yd.		156	156
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		245	245
Concrete Structures	Cu. Yd.		156.6	156.6
Concrete Superstructure	Cu. Yd.	429.0		429.0
Bridge Deck Grooving	Sq. Yd.	835		835
Protective Coat	Sq. Yd.	1253		1253
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	2772		2772
Reinforcement Bars, Epoxy Coated	Pound	91340	23700	115040
Aluminum Railing, Type L	Foot	236		236
Slopewall 4 Inch	Sq. Yd.		386	386
Furnishing Steel Piles HP14x73	Foot		658	658
Driving Piles	Foot		658	658
Name Plates	Each	1		1
Elastomeric Bearing Assembly, Type I	Each		12	12
Anchor Bolts 1"	Each		24	24
Anchor Bolts 1$^{1}/_{4}$"	Each		12	12
Geocomposite Wall Drain	Sq. Yd.		78	78
Pipe Underdrains for Structures, 4"	Foot		151	151
Braced Excavation	Cu. Yd.		102	102



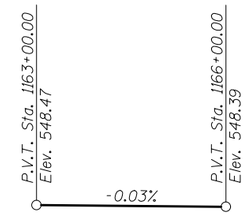
PROFILE GRADE

(Along ℄ Lisbon Road)



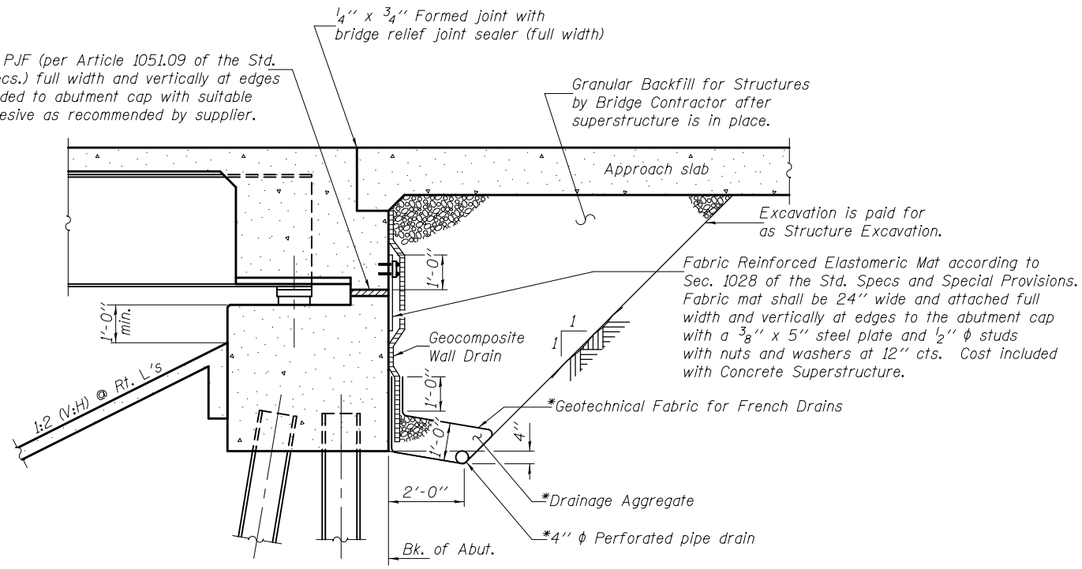
EXISTING PROFILE GRADE

(Along Existing ℄ E.B. and W.B. I-80)



FUTURE PROFILE GRADE

(Along ℄ Future E.B. and W.B. I-80)

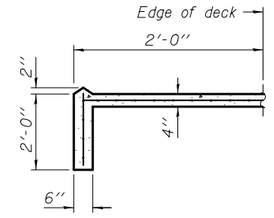


*Included in the cost of Pipe Underdrains for Structures, 4".

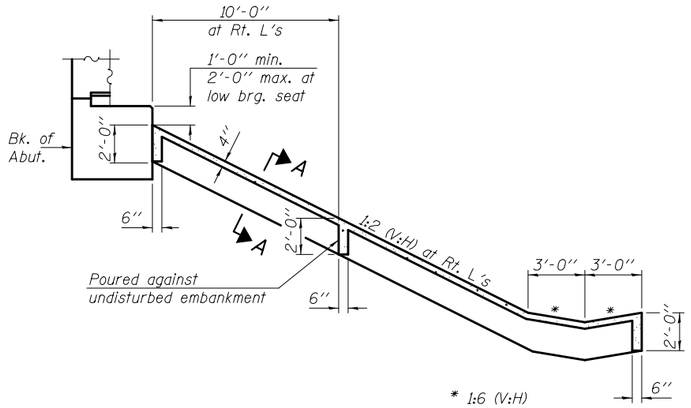
SECTION THRU SEMI-INTEGRAL ABUTMENT

(Horiz. dim. at Rt. L's)

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 Art. 601.05 of the Standard Specifications and Highway Standard 601101).



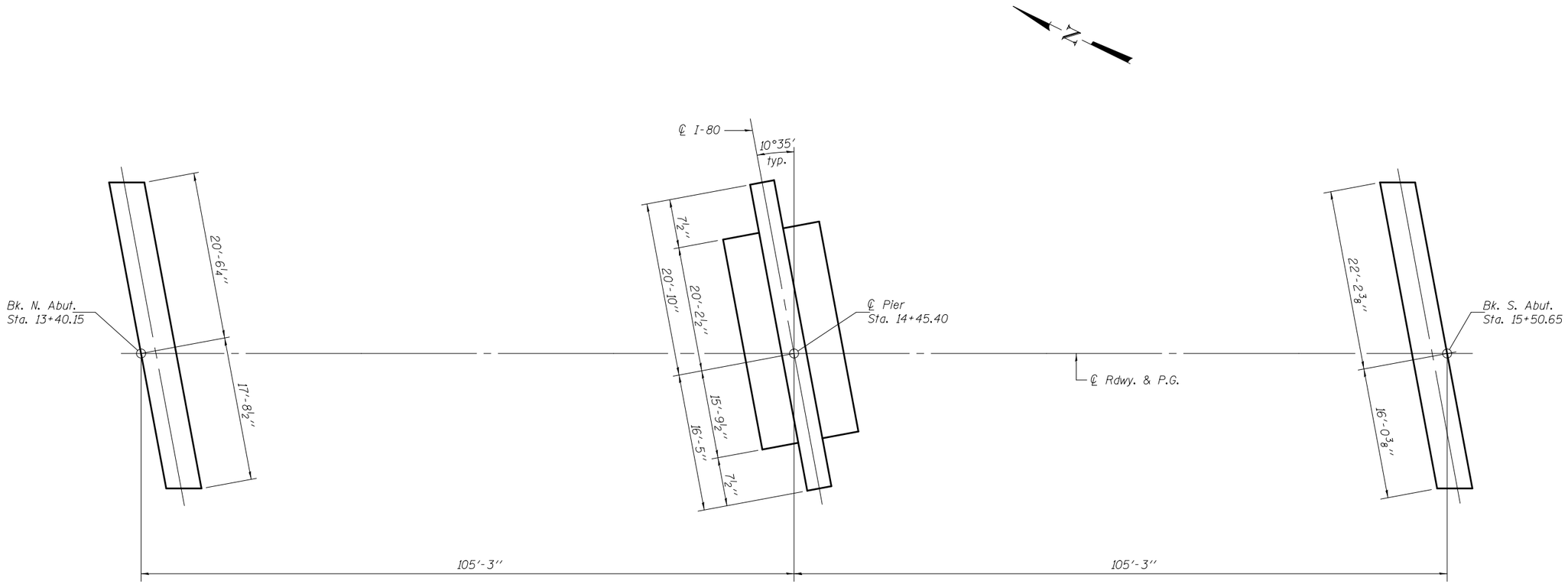
SECTION A-A



SECTION THRU CONCRETE SLOPEWALL

INDEX OF SHEETS

DESIGNED - Dewey H. Coultas	EXAMINED	DATE - OCTOBER 9, 2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL DATA STRUCTURE NO. 032-0124	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - Frank W. Sharpe					5966	(32-2) HBR-6	GRUNDY	98	49
DRAWN - h.t. duong	PASSED	REVISED					CONTRACT NO. 66B27		
CHECKED - DHC/FWS	ACTING ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 2 OF 24 SHEETS		ILLINOIS FED. AID PROJECT			

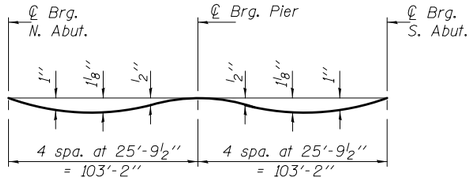


FOOTING LAYOUT

DESIGNED - Dewey H. Coultas	EXAMINED	DATE - OCTOBER 9, 2014	**STATE OF ILLINOIS**	**FOOTING LAYOUT**	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - Frank W. Sharpe			**DEPARTMENT OF TRANSPORTATION**	**STRUCTURE NO. 032-0124**	5966	(32-2) HBR-6	GRUNDY	98	50
DRAWN - h.t. duong	PASSED	REVISED					CONTRACT NO. 66B27		
CHECKED - DHC/FWS		REVISED		SHEET NO. 3 OF 24 SHEETS			ILLINOIS FED. AID PROJECT		

ACTING ENGINEER OF BRIDGE DESIGN

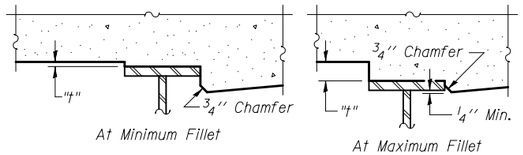
ACTING ENGINEER OF BRIDGES AND STRUCTURES



DEAD LOAD DEFLECTION DIAGRAM

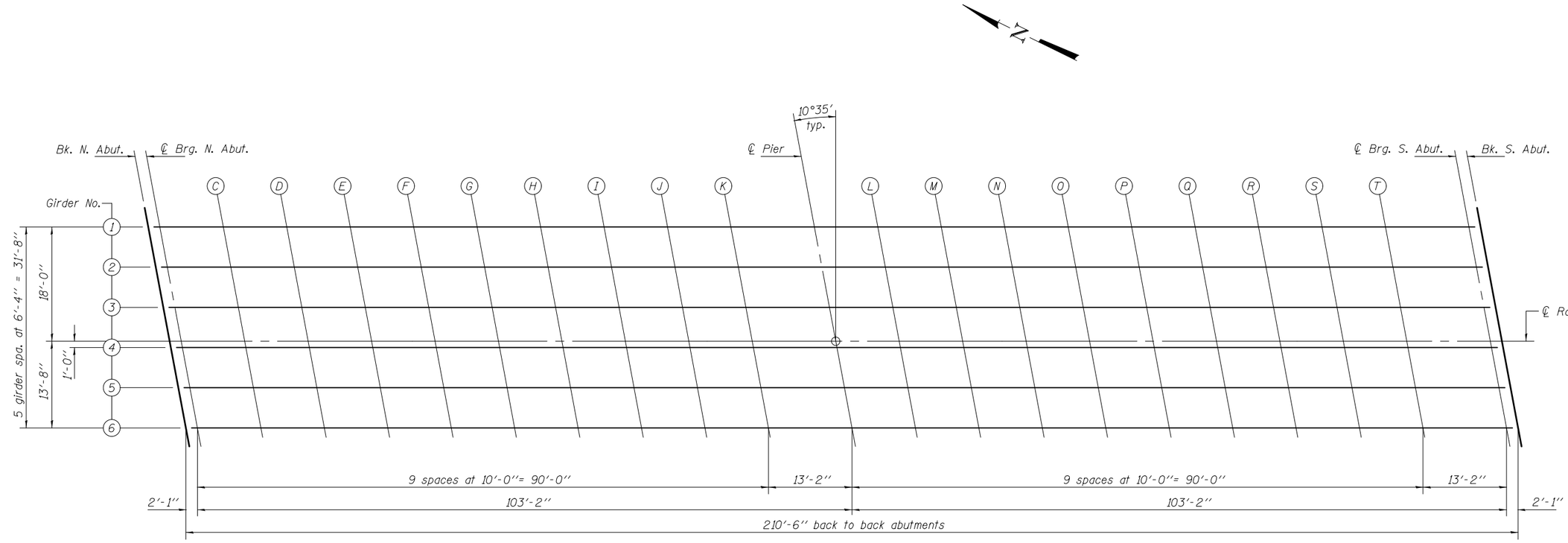
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 5 & 6 of 24.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 5 & 6 of 24, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

DESIGNED - Dewey H. Coultas	EXAMINED	DATE - OCTOBER 9, 2014	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**TOP OF SLAB ELEVATIONS STRUCTURE NO. 032-0124**	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - Frank W. Sharpe					5966	(32-2) HBR-6	GRUNDY	98	51
DRAWN - h.t. duong	PASSED	REVISED		SHEET NO. 4 OF 24 SHEETS			CONTRACT NO. 66B27		
CHECKED - DHC/FWS	ACTING ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED					ILLINOIS FED. AID PROJECT		

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	13+36.79	-18.00	569.68	569.68
℄ Brg. N. Abut.	13+38.87	-18.00	569.72	569.72
C	13+48.87	-18.00	569.87	569.91
D	13+58.87	-18.00	570.01	570.08
E	13+68.87	-18.00	570.13	570.23
F	13+78.87	-18.00	570.24	570.35
G	13+88.87	-18.00	570.33	570.44
H	13+98.87	-18.00	570.41	570.50
I	14+08.87	-18.00	570.47	570.53
J	14+18.87	-18.00	570.52	570.55
K	14+28.87	-18.00	570.55	570.56
℄ Brg. Pier	14+42.04	-18.00	570.56	570.56
L	14+52.04	-18.00	570.56	570.57
M	14+62.04	-18.00	570.54	570.57
N	14+72.04	-18.00	570.50	570.56
O	14+82.04	-18.00	570.45	570.53
P	14+92.04	-18.00	570.39	570.49
Q	15+02.04	-18.00	570.30	570.42
R	15+12.04	-18.00	570.21	570.31
S	15+22.04	-18.00	570.10	570.18
T	15+32.04	-18.00	569.97	570.02
℄ Brg. S. Abut.	15+45.20	-18.00	569.78	569.78
Bk. S. Abut.	15+47.29	-18.00	569.74	569.74

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	13+37.97	-11.67	569.80	569.80
℄ Brg. N. Abut.	13+40.05	-11.67	569.83	569.83
C	13+50.05	-11.67	569.99	570.03
D	13+60.05	-11.67	570.12	570.20
E	13+70.05	-11.67	570.24	570.34
F	13+80.05	-11.67	570.35	570.46
G	13+90.05	-11.67	570.44	570.55
H	14+00.05	-11.67	570.51	570.60
I	14+10.05	-11.67	570.57	570.64
J	14+20.05	-11.67	570.62	570.65
K	14+30.05	-11.67	570.65	570.66
℄ Brg. Pier	14+43.22	-11.67	570.66	570.66
L	14+53.22	-11.67	570.66	570.67
M	14+63.22	-11.67	570.63	570.66
N	14+73.22	-11.67	570.60	570.65
O	14+83.22	-11.67	570.54	570.63
P	14+93.22	-11.67	570.48	570.58
Q	15+03.22	-11.67	570.39	570.50
R	15+13.22	-11.67	570.29	570.40
S	15+23.22	-11.67	570.18	570.26
T	15+33.22	-11.67	570.05	570.11
℄ Brg. S. Abut.	15+46.39	-11.67	569.86	569.86
Bk. S. Abut.	15+48.47	-11.67	569.82	569.82

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	13+39.15	-5.33	569.92	569.92
℄ Brg. N. Abut.	13+41.24	-5.33	569.95	569.95
C	13+51.24	-5.33	570.10	570.14
D	13+61.24	-5.33	570.24	570.31
E	13+71.24	-5.33	570.36	570.46
F	13+81.24	-5.33	570.46	570.57
G	13+91.24	-5.33	570.55	570.65
H	14+01.24	-5.33	570.62	570.71
I	14+11.24	-5.33	570.68	570.74
J	14+21.24	-5.33	570.72	570.76
K	14+31.24	-5.33	570.75	570.76
℄ Brg. Pier	14+44.40	-5.33	570.76	570.76
L	14+54.40	-5.33	570.75	570.76
M	14+64.40	-5.33	570.73	570.76
N	14+74.40	-5.33	570.69	570.75
O	14+84.40	-5.33	570.64	570.72
P	14+94.40	-5.33	570.57	570.67
Q	15+04.40	-5.33	570.48	570.59
R	15+14.40	-5.33	570.38	570.49
S	15+24.40	-5.33	570.26	570.35
T	15+34.40	-5.33	570.13	570.19
℄ Brg. S. Abut.	15+47.57	-5.33	569.94	569.94
Bk. S. Abut.	15+49.65	-5.33	569.90	569.90

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	13+40.15	0.00	570.02	570.02
℄ Brg. N. Abut.	13+42.23	0.00	570.05	570.05
C	13+52.23	0.00	570.20	570.24
D	13+62.23	0.00	570.33	570.41
E	13+72.23	0.00	570.45	570.55
F	13+82.23	0.00	570.55	570.66
G	13+92.23	0.00	570.64	570.75
H	14+02.23	0.00	570.71	570.80
I	14+12.23	0.00	570.77	570.83
J	14+22.23	0.00	570.81	570.84
K	14+32.23	0.00	570.83	570.85
℄ Brg. Pier	14+45.40	0.00	570.84	570.84
L	14+55.40	0.00	570.84	570.84
M	14+65.40	0.00	570.81	570.84
N	14+75.40	0.00	570.77	570.82
O	14+85.40	0.00	570.71	570.80
P	14+95.40	0.00	570.64	570.74
Q	15+05.40	0.00	570.56	570.67
R	15+15.40	0.00	570.45	570.56
S	15+25.40	0.00	570.34	570.42
T	15+35.40	0.00	570.20	570.26
℄ Brg. S. Abut.	15+48.57	0.00	570.00	570.00
Bk. S. Abut.	15+50.65	0.00	569.97	569.97

DESIGNED - Dewey H. Coultas
CHECKED - Frank W. Sharpe
DRAWN - h.t. duong
CHECKED - DHC/FWS

EXAMINED
ACTING ENGINEER OF BRIDGE DESIGN
PASSED
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - OCTOBER 9, 2014
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 032-0124
SHEET NO. 5 OF 24 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5966	(32-2) HBR-6	GRUNDY	98	52
		CONTRACT NO. 66B27		
	ILLINOIS	FED. AID PROJECT		

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	13+40.34	1.00	570.01	570.01
℄ Brg. N. Abut.	13+42.42	1.00	570.04	570.04
C	13+52.42	1.00	570.19	570.23
D	13+62.42	1.00	570.32	570.40
E	13+72.42	1.00	570.44	570.54
F	13+82.42	1.00	570.54	570.65
G	13+92.42	1.00	570.63	570.73
H	14+02.42	1.00	570.70	570.79
I	14+12.42	1.00	570.75	570.82
J	14+22.42	1.00	570.79	570.83
K	14+32.42	1.00	570.82	570.83
℄ Brg. Pier	14+45.59	1.00	570.83	570.83
L	14+55.59	1.00	570.82	570.83
M	14+65.59	1.00	570.79	570.82
N	14+75.59	1.00	570.75	570.81
O	14+85.59	1.00	570.70	570.78
P	14+95.59	1.00	570.62	570.73
Q	15+05.59	1.00	570.54	570.65
R	15+15.59	1.00	570.44	570.54
S	15+25.59	1.00	570.32	570.40
T	15+35.59	1.00	570.18	570.24
℄ Brg. S. Abut.	15+48.75	1.00	569.99	569.99
Bk. S. Abut.	15+50.84	1.00	569.95	569.95

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	13+41.52	7.33	569.92	569.92
℄ Brg. N. Abut.	13+43.60	7.33	569.96	569.96
C	13+53.60	7.33	570.10	570.15
D	13+63.60	7.33	570.23	570.31
E	13+73.60	7.33	570.35	570.45
F	13+83.60	7.33	570.45	570.56
G	13+93.60	7.33	570.54	570.64
H	14+03.60	7.33	570.61	570.69
I	14+13.60	7.33	570.66	570.72
J	14+23.60	7.33	570.70	570.73
K	14+33.60	7.33	570.72	570.74
℄ Brg. Pier	14+46.77	7.33	570.73	570.73
L	14+56.77	7.33	570.72	570.73
M	14+66.77	7.33	570.69	570.72
N	14+76.77	7.33	570.65	570.70
O	14+86.77	7.33	570.59	570.67
P	14+96.77	7.33	570.52	570.62
Q	15+06.77	7.33	570.43	570.54
R	15+16.77	7.33	570.32	570.43
S	15+26.77	7.33	570.20	570.29
T	15+36.77	7.33	570.07	570.12
℄ Brg. S. Abut.	15+49.94	7.33	569.87	569.87
Bk. S. Abut.	15+52.02	7.33	569.83	569.83

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	13+42.70	13.67	569.84	569.84
℄ Brg. N. Abut.	13+44.79	13.67	569.88	569.88
C	13+54.79	13.67	570.02	570.06
D	13+64.79	13.67	570.15	570.23
E	13+74.79	13.67	570.26	570.36
F	13+84.79	13.67	570.36	570.47
G	13+94.79	13.67	570.45	570.55
H	14+04.79	13.67	570.51	570.60
I	14+14.79	13.67	570.57	570.63
J	14+24.79	13.67	570.60	570.64
K	14+34.79	13.67	570.63	570.64
℄ Brg. Pier	14+47.95	13.67	570.63	570.63
L	14+57.95	13.67	570.62	570.63
M	14+67.95	13.67	570.59	570.62
N	14+77.95	13.67	570.54	570.60
O	14+87.95	13.67	570.48	570.57
P	14+97.95	13.67	570.41	570.51
Q	15+07.95	13.67	570.32	570.43
R	15+17.95	13.67	570.21	570.32
S	15+27.95	13.67	570.09	570.17
T	15+37.95	13.67	569.95	570.01
℄ Brg. S. Abut.	15+51.12	13.67	569.75	569.75
Bk. S. Abut.	15+53.20	13.67	569.71	569.71

DESIGNED - Dewey H. Coultas
CHECKED - Frank W. Sharpe
DRAWN - h.t. duong
CHECKED - DHC/FWS

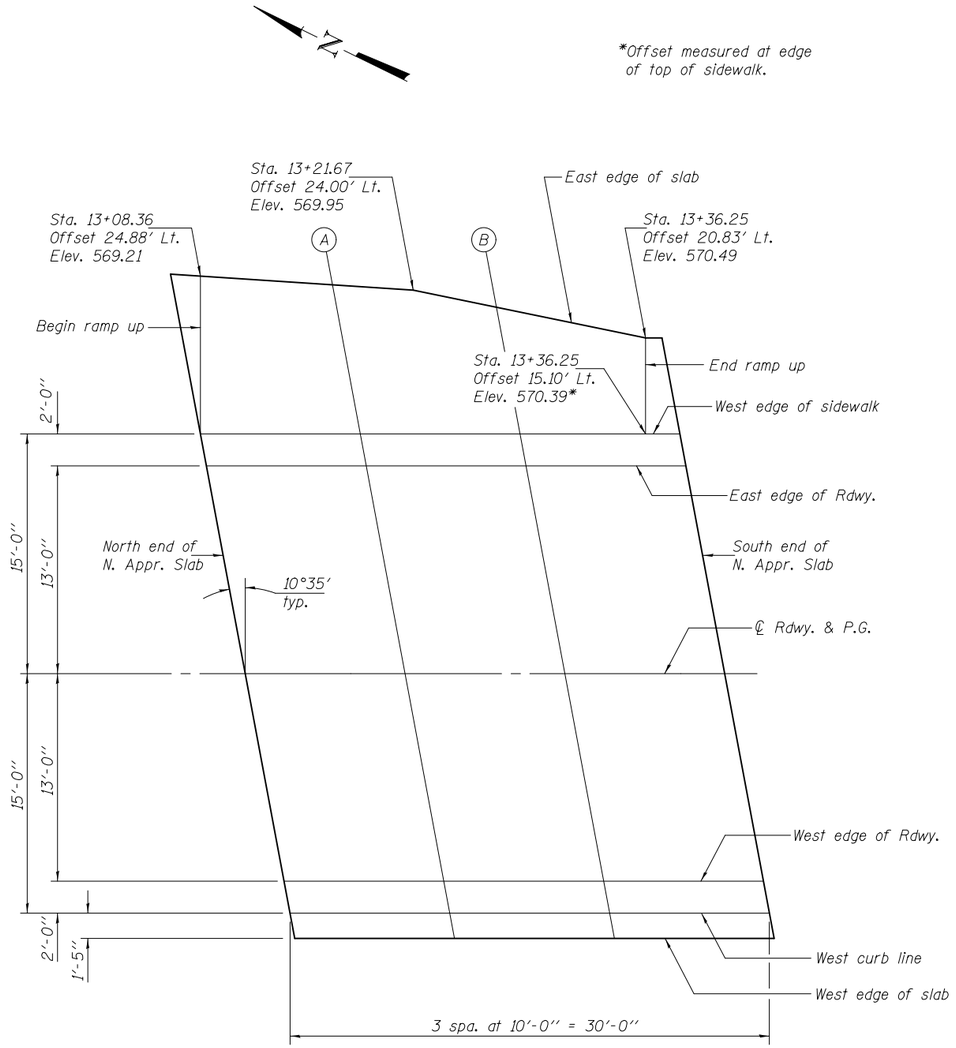
EXAMINED
Joyce F. Dobbs
ACTING ENGINEER OF BRIDGE DESIGN
PASSED
Carl Puzey
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - OCTOBER 9, 2014
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 032-0124
SHEET NO. 6 OF 24 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5966	(32-2) HBR-6	GRUNDY	98	53
		CONTRACT NO. 66B27		
	ILLINOIS	FED. AID PROJECT		



PLAN

EAST EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
North end of N. Appr. Slab	13+06.49	-25.00	569.17
A	13+16.62	-24.33	569.61
B	13+26.89	-22.87	570.09
South end of N. Appr. Slab	13+37.27	-20.83	570.50

WEST EDGE OF SIDEWALK-TOP OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
North end of N. Appr. Slab	13+08.35	-15.10	569.21
A	13+18.35	-15.10	569.64
B	13+28.35	-15.10	570.06
South end of N. Appr. Slab	13+38.35	-15.10	570.42

WEST EDGE OF SIDEWALK-GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations
North end of N. Appr. Slab	13+08.36	-15.00	569.21
A	13+18.36	-15.00	569.40
B	13+28.36	-15.00	569.58
South end of N. Appr. Slab	13+38.36	-15.00	569.75

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
North end of N. Appr. Slab	13+08.74	-13.00	569.25
A	13+18.74	-13.00	569.44
B	13+28.74	-13.00	569.62
South end of N. Appr. Slab	13+38.74	-13.00	569.79

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
North end of N. Appr. Slab	13+11.17	0.00	569.50
A	13+21.17	0.00	569.69
B	13+31.17	0.00	569.87
South end of N. Appr. Slab	13+41.17	0.00	570.03

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
North end of N. Appr. Slab	13+13.60	13.00	569.34
A	13+23.60	13.00	569.53
B	13+33.60	13.00	569.71
South end of N. Appr. Slab	13+43.60	13.00	569.87

WEST CURB LINE

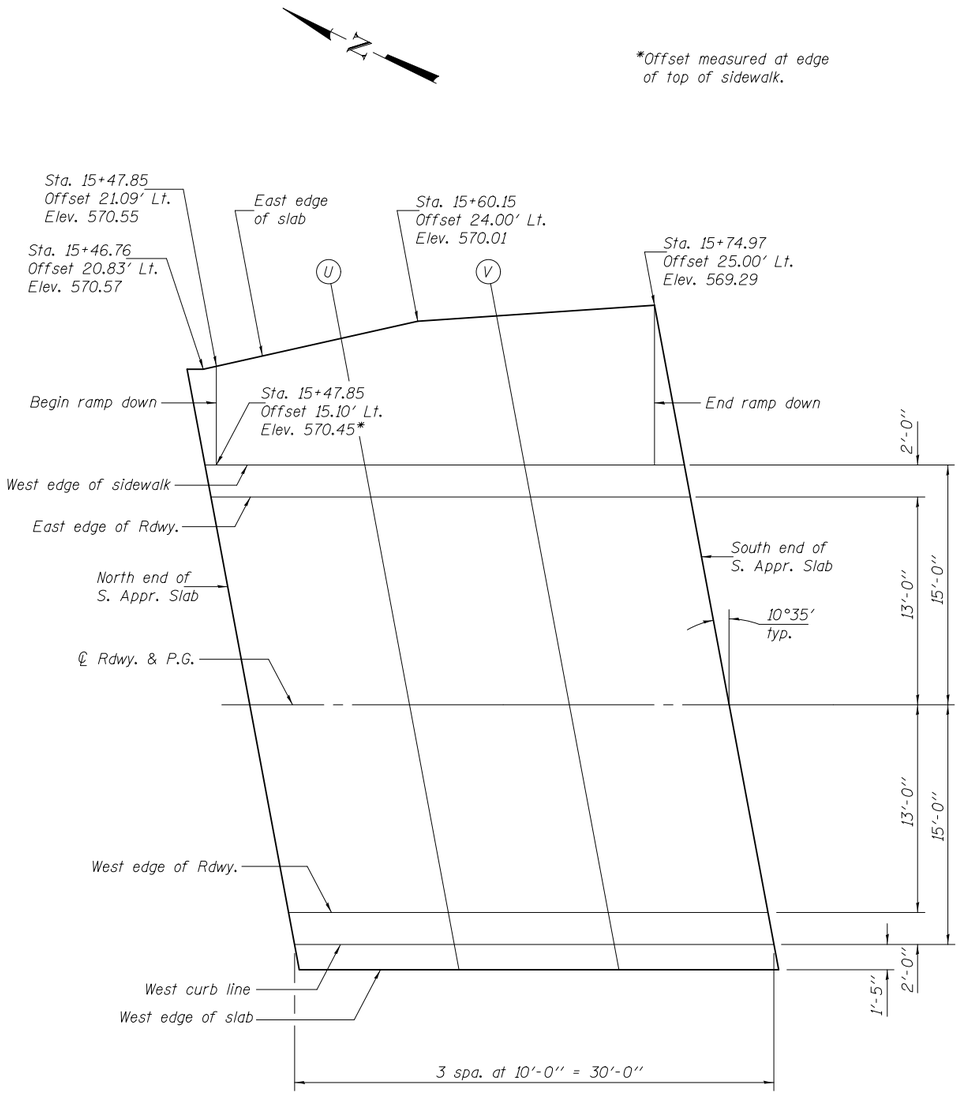
Location	Station	Offset	Theoretical Grade Elevations
North end of N. Appr. Slab	13+13.97	15.00	569.32
A	13+23.97	15.00	569.51
B	13+33.97	15.00	569.68
South end of N. Appr. Slab	13+43.97	15.00	569.84

WEST EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
North end of N. Appr. Slab	13+14.23	16.42	569.32
A	13+24.23	16.42	569.51
B	13+34.23	16.42	569.69
South end of N. Appr. Slab	13+44.23	16.42	569.85

DESIGNED - Dewey H. Coultas	EXAMINED	DATE - OCTOBER 9, 2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - Frank W. Sharpe	PASSED	REVISED	TOP OF NORTH APPROACH SLAB ELEVATIONS STRUCTURE NO. 032-0124
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGE DESIGN	REVISED	SHEET NO. 7 OF 24 SHEETS
CHECKED - DHC/FWS	ACTING ENGINEER OF BRIDGES AND STRUCTURES		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5966	(32-2) HBR-6	GRUNDY	98	54
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			



PLAN

EAST EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
North end of S. Appr. Slab	15+45.74	-20.83	570.58
U	15+55.36	-22.87	570.22
V	15+65.09	-24.33	569.77
South end of S. Appr. Slab	15+74.97	-25.00	569.29

WEST EDGE OF SIDEWALK-TOP OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
North end of S. Appr. Slab	15+46.81	-15.10	570.46
U	15+56.81	-15.10	570.07
V	15+66.81	-15.10	569.64
South end of S. Appr. Slab	15+76.81	-15.10	569.26

WEST EDGE OF SIDEWALK-GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations
North end of S. Appr. Slab	15+46.83	-15.00	569.80
U	15+56.83	-15.00	569.63
V	15+66.83	-15.00	569.45
South end of S. Appr. Slab	15+76.83	-15.00	569.26

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
North end of S. Appr. Slab	15+47.20	-13.00	569.82
U	15+57.20	-13.00	569.66
V	15+67.20	-13.00	569.48
South end of S. Appr. Slab	15+77.20	-13.00	569.28

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
North end of S. Appr. Slab	15+49.63	0.00	569.99
U	15+59.63	0.00	569.82
V	15+69.63	0.00	569.63
South end of S. Appr. Slab	15+79.63	0.00	569.44

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
North end of S. Appr. Slab	15+52.06	13.00	569.74
U	15+62.06	13.00	569.57
V	15+72.06	13.00	569.38
South end of S. Appr. Slab	15+82.06	13.00	569.19

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
North end of S. Appr. Slab	15+52.44	15.00	569.71
U	15+62.44	15.00	569.53
V	15+72.44	15.00	569.34
South end of S. Appr. Slab	15+82.44	15.00	569.15

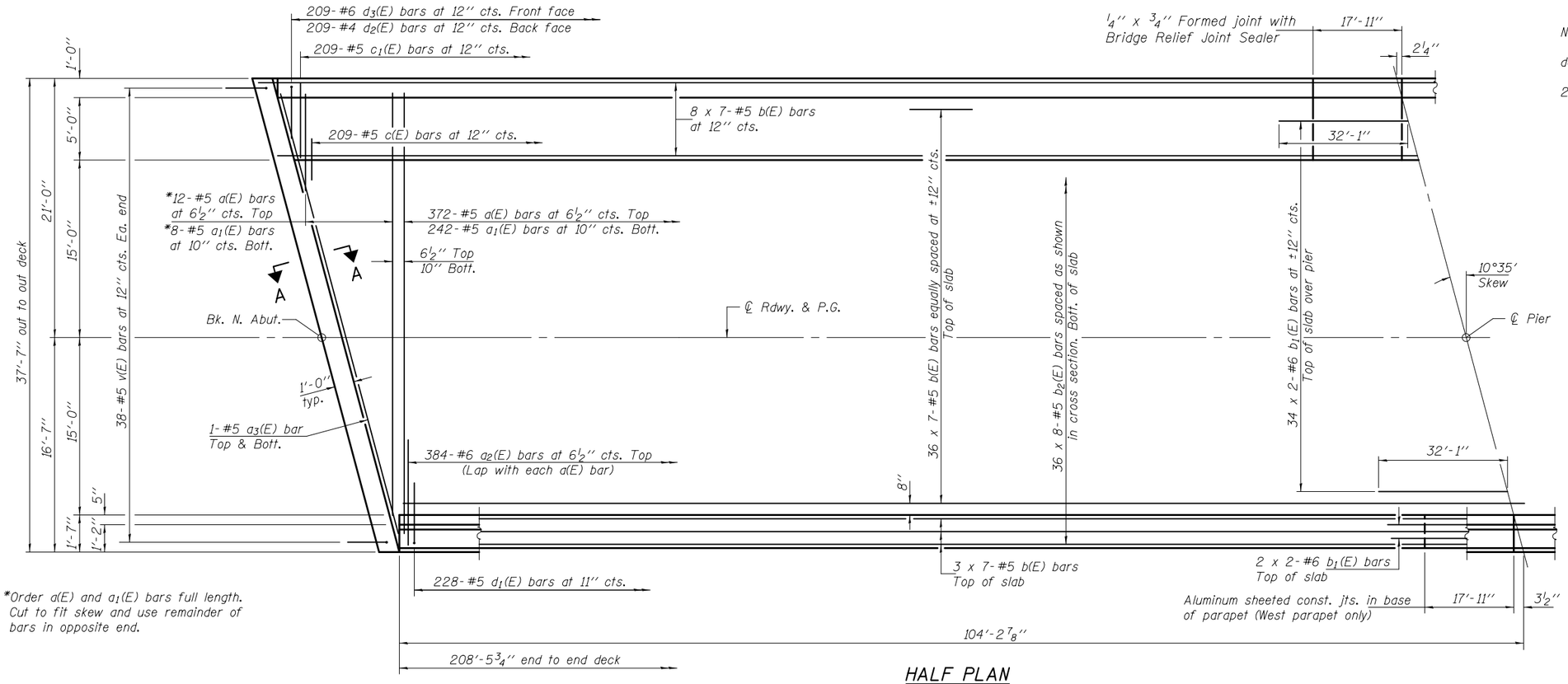
WEST EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
North end of S. Appr. Slab	15+52.70	16.42	569.83
U	15+62.70	16.42	569.65
V	15+72.70	16.42	569.46
South end of S. Appr. Slab	15+82.70	16.42	569.27

DESIGNED - Dewey H. Coultas	EXAMINED	DATE - OCTOBER 9, 2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - Frank W. Sharpe			
DRAWN - h.t. duong	PASSED	REVISED	
CHECKED - DHC/FWS	ACTING ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED	

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 032-0124
SHEET NO. 8 OF 24 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5966	(32-2) HBR-6	GRUNDY	98	55
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			

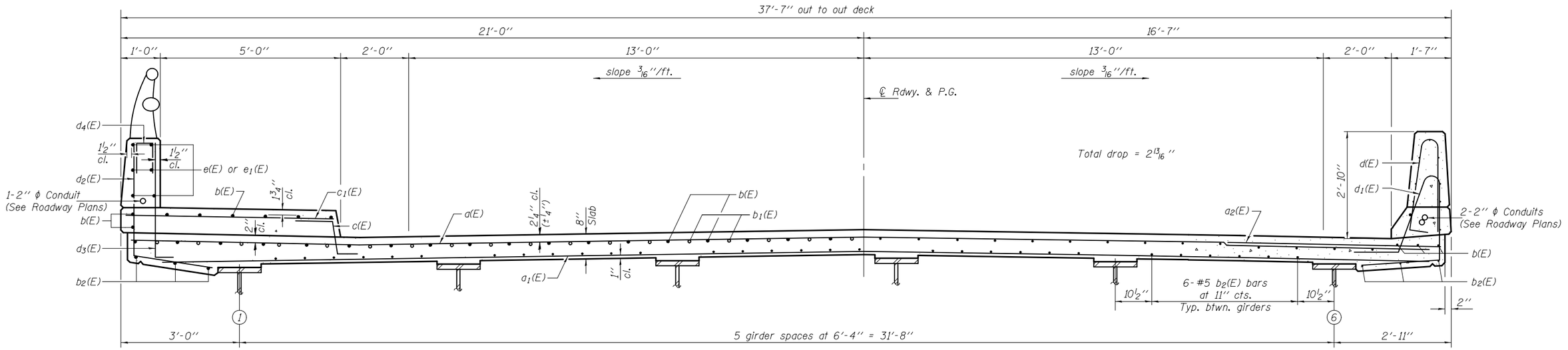


*Order a(E) and a_1(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

Notes:
See sheets 10 & 11 of 24 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See sheets 10 & 11 of 24 for parapet reinforcement.

HALF PLAN

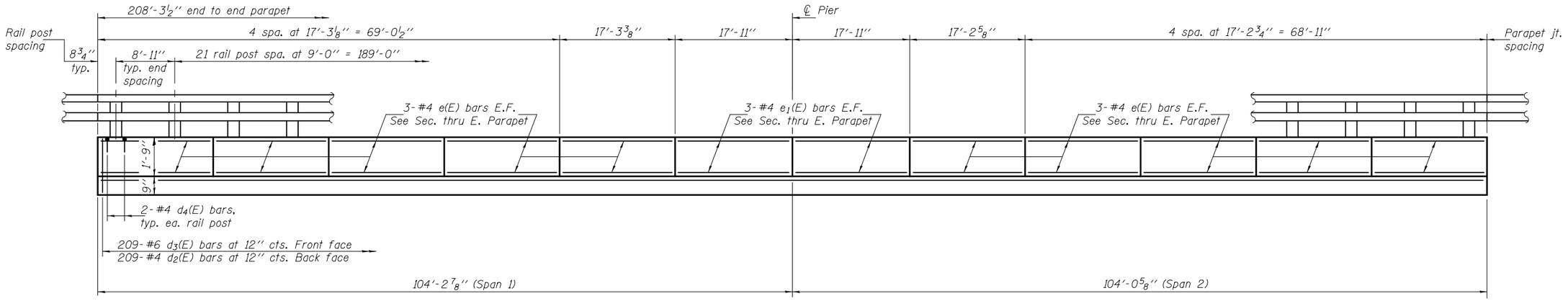
MIN. BAR LAPS
(Deck)
#5 bar = 2'-7"
#6 bar = 3'-1"



NEAR PIER **NEAR MIDSPAN**

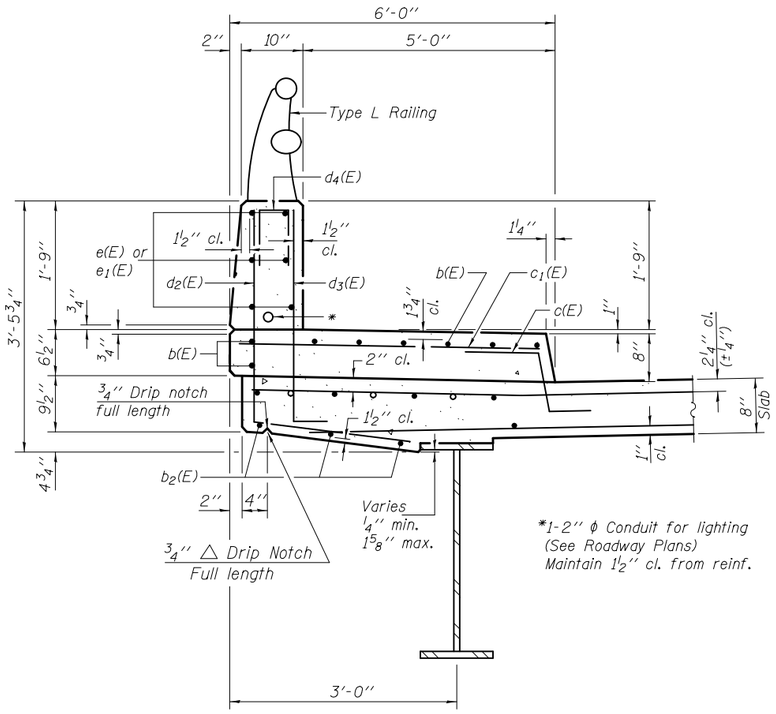
CROSS SECTION
(Looking South)

DESIGNED - Dewey H. Coultas	EXAMINED	DATE - OCTOBER 9, 2014	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**SUPERSTRUCTURE STRUCTURE NO. 032-0124**	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - Frank W. Sharpe		REVISED			5966	(32-2) HBR-6	GRUNDY	98	56
DRAWN - h.t. duong	PASSED	REVISED		SHEET NO. 9 OF 24 SHEETS			CONTRACT NO. 66B27		
CHECKED - DHC/FWS	ACTING ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES						ILLINOIS FED. AID PROJECT		



INSIDE ELEVATION OF EAST PARAPET

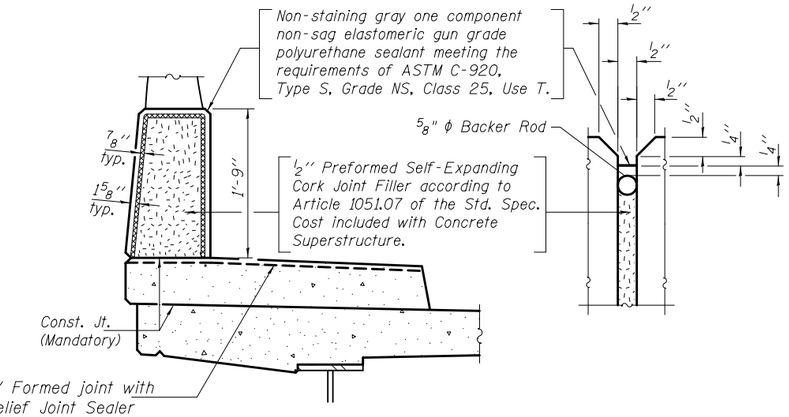
(Looking East)



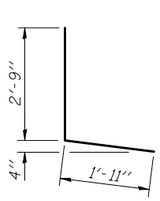
*1-2" ϕ Conduit for lighting (See Roadway Plans) Maintain 1½" cl. from reinf.

SECTION THRU EAST PARAPET

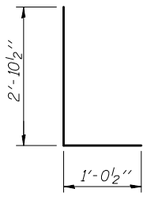
(Looking South)



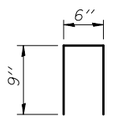
PARAPET JOINT DETAILS



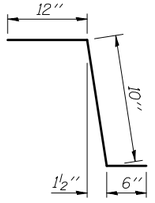
BAR $d_2(E)$



BAR $d_3(E)$

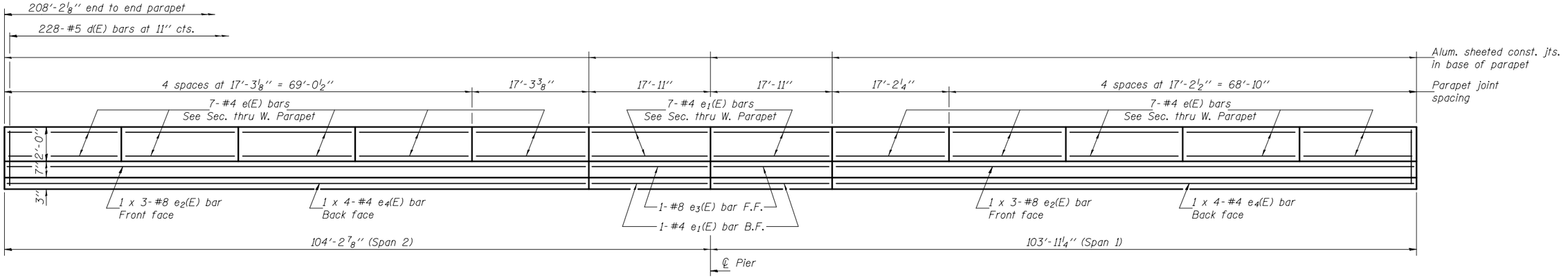


BAR $d_4(E)$



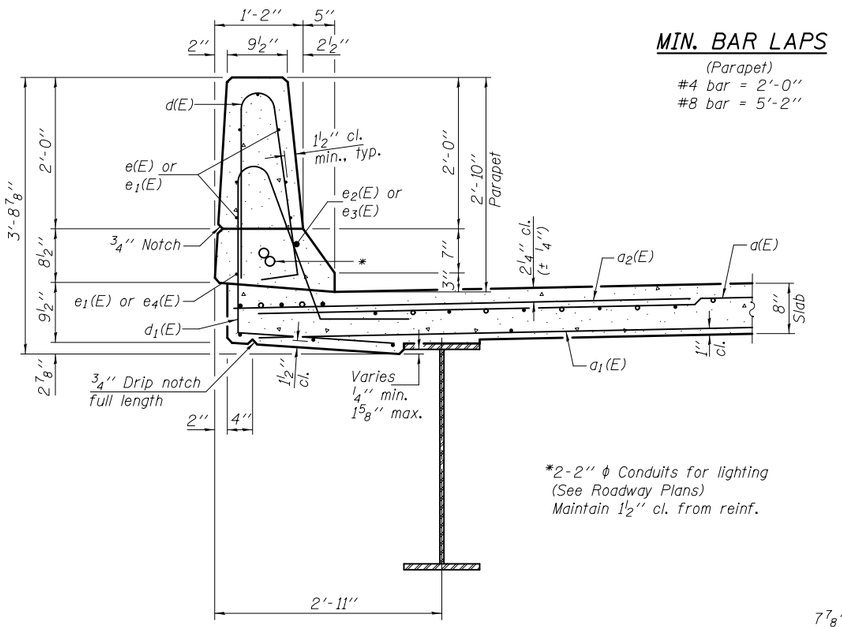
BAR c(E)

DESIGNED - Dewey H. Coultas	EXAMINED	DATE - OCTOBER 9, 2014	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**SUPERSTRUCTURE DETAILS STRUCTURE NO. 032-0124**	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - Frank W. Sharpe					5966	(32-2) HBR-6	GRUNDY	98	57
DRAWN - h.t. duong	PASSED	REVISED		SHEET NO. 10 OF 24 SHEETS			CONTRACT NO. 66B27		
CHECKED - DHC/FWS	ACTING ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED					ILLINOIS FED. AID PROJECT		



INSIDE ELEVATION OF WEST PARAPET

(Looking West)



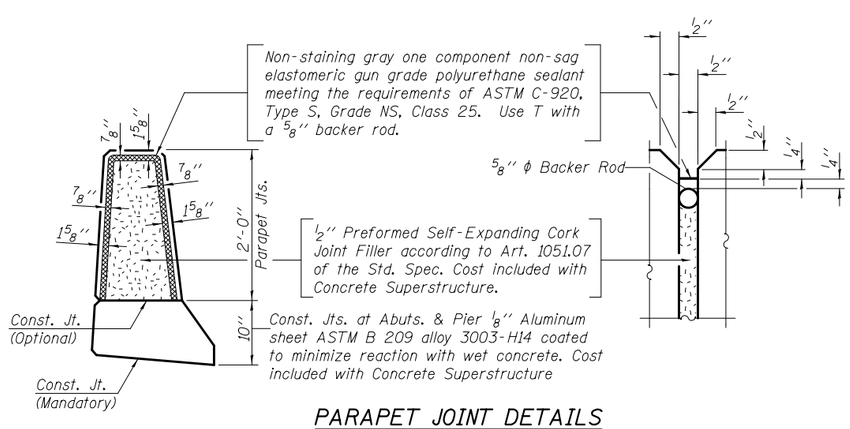
*2-2" ϕ Conduits for lighting (See Roadway Plans) Maintain 1 1/2" cl. from reinf.

SECTION THRU WEST PARAPET

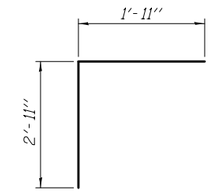
(Looking North)

MIN. BAR LAPS

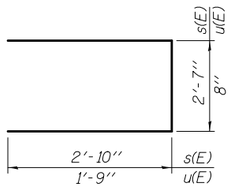
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"



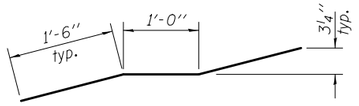
PARAPET JOINT DETAILS



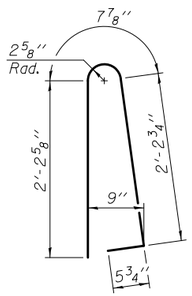
BAR v(E)



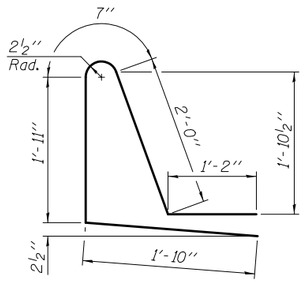
BARS s(E) & u(E)



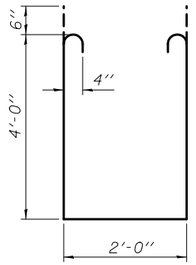
BAR m1(E)



BAR d(E)



BAR d1(E)



BAR s1(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	384	#5	37'-0"	
a1(E)	250	#5	35'-8"	
a2(E)	384	#6	6'-6"	
a3(E)	4	#5	37'-10"	
b(E)	329	#5	32'-0"	
b1(E)	72	#6	33'-8"	
b2(E)	288	#5	28'-4"	
c(E)	209	#5	2'-4"	
c1(E)	209	#5	5'-6"	
d(E)	228	#5	5'-7"	
d1(E)	228	#5	7'-6"	
d2(E)	209	#4	4'-8"	
d3(E)	209	#6	3'-11"	
d4(E)	48	#4	2'-0"	
e(E)	130	#4	16'-11"	
e1(E)	28	#4	17'-8"	
e2(E)	6	#8	33'-3"	
e3(E)	2	#8	17'-8"	
e4(E)	8	#4	23'-6"	
m(E)	16	#6	37'-7"	
m1(E)	48	#5	4'-0"	
m2(E)	16	#6	2'-6"	
m3(E)	40	#6	6'-2"	
s(E)	82	#5	8'-3"	
s1(E)	72	#4	11'-0"	
u(E)	76	#5	4'-2"	
v(E)	76	#5	4'-10"	
Reinforcement Bars, Epoxy Coated		Pound	64020	
Concrete Superstructure		Cu. Yds.	305.0	

Bars indicated thus 1 x 3-#5 etc. indicates 1 line of bars with 3 lengths per line.

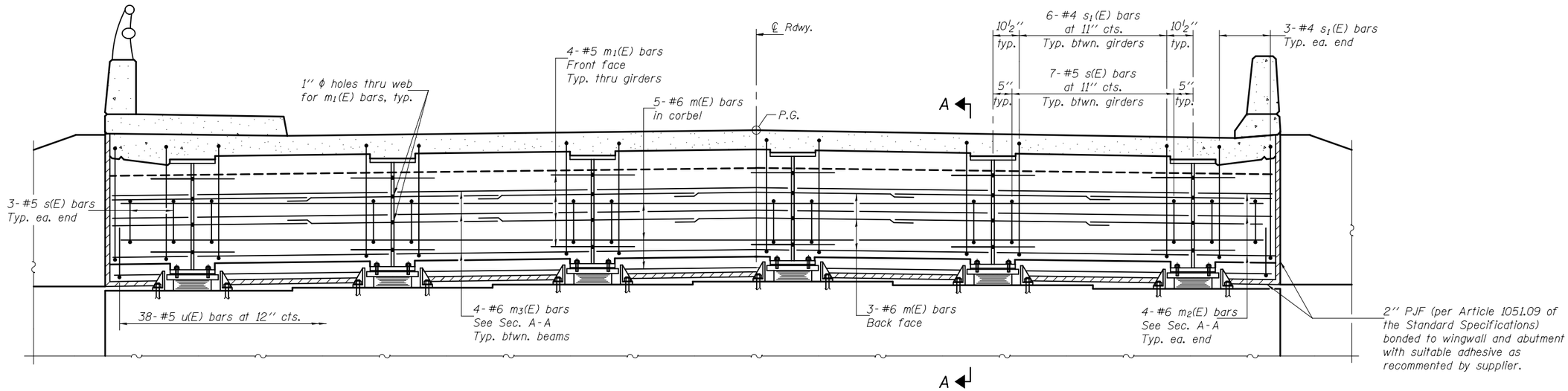
DESIGNED	-	Dewey H. Coultas	
CHECKED	-	Frank W. Sharpe	
DRAWN	-	h.t. duong	
CHECKED	-	DHC/FWS	

EXAMINED — Joyce F. Oberle, ACTING ENGINEER OF BRIDGE DESIGN
PASSED — J. Carl Tracy, ACTING ENGINEER OF BRIDGES AND STRUCTURES
DATE - OCTOBER 9, 2014
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

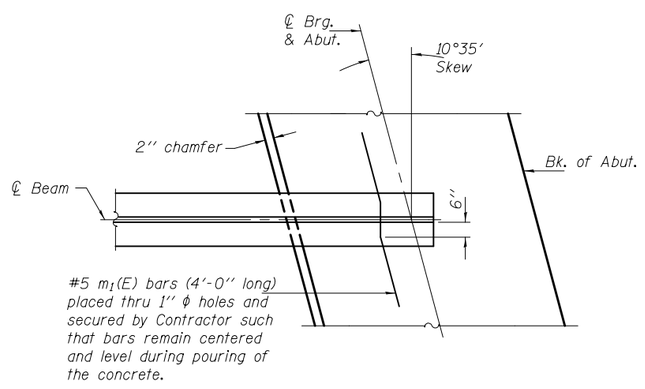
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 032-0124
SHEET NO. 11 OF 24 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5966	(32-2) HBR-6	GRUNDY	98	58
		CONTRACT NO. 66B27		
		ILLINOIS FED. AID PROJECT		



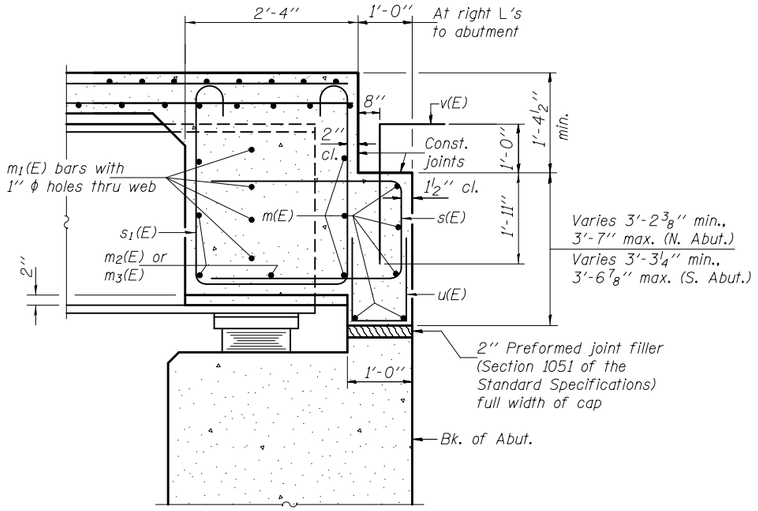
DIAPHRAGM ELEVATION AT SOUTH ABUT.

(Looking South - North Abut. similar)



PLAN

(Showing bott. flange of beam at semi-integral abut.)

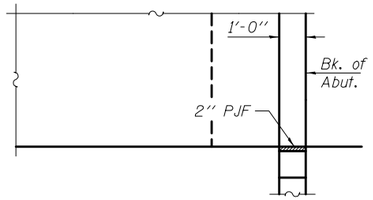


SECTION A-A

(Dimensions are at right L's except as noted)

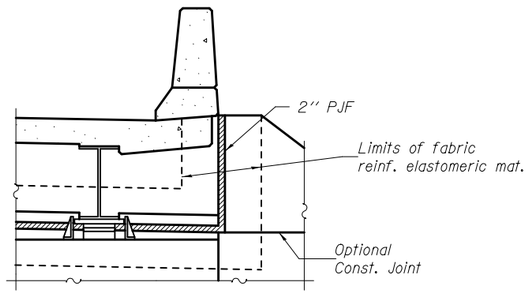
MIN. BAR LAP

#6 bar = 3′-10″



PLAN

(Parapet and approach not included)



ELEVATION

SEMI-INTEGRAL ABUT. DETAILS

Notes: Reinforcement bars in diaphragm are billed with superstructure on sheet 11 of 24.

Concrete in diaphragm is included with Concrete Superstructure on sheet 11 of 24.

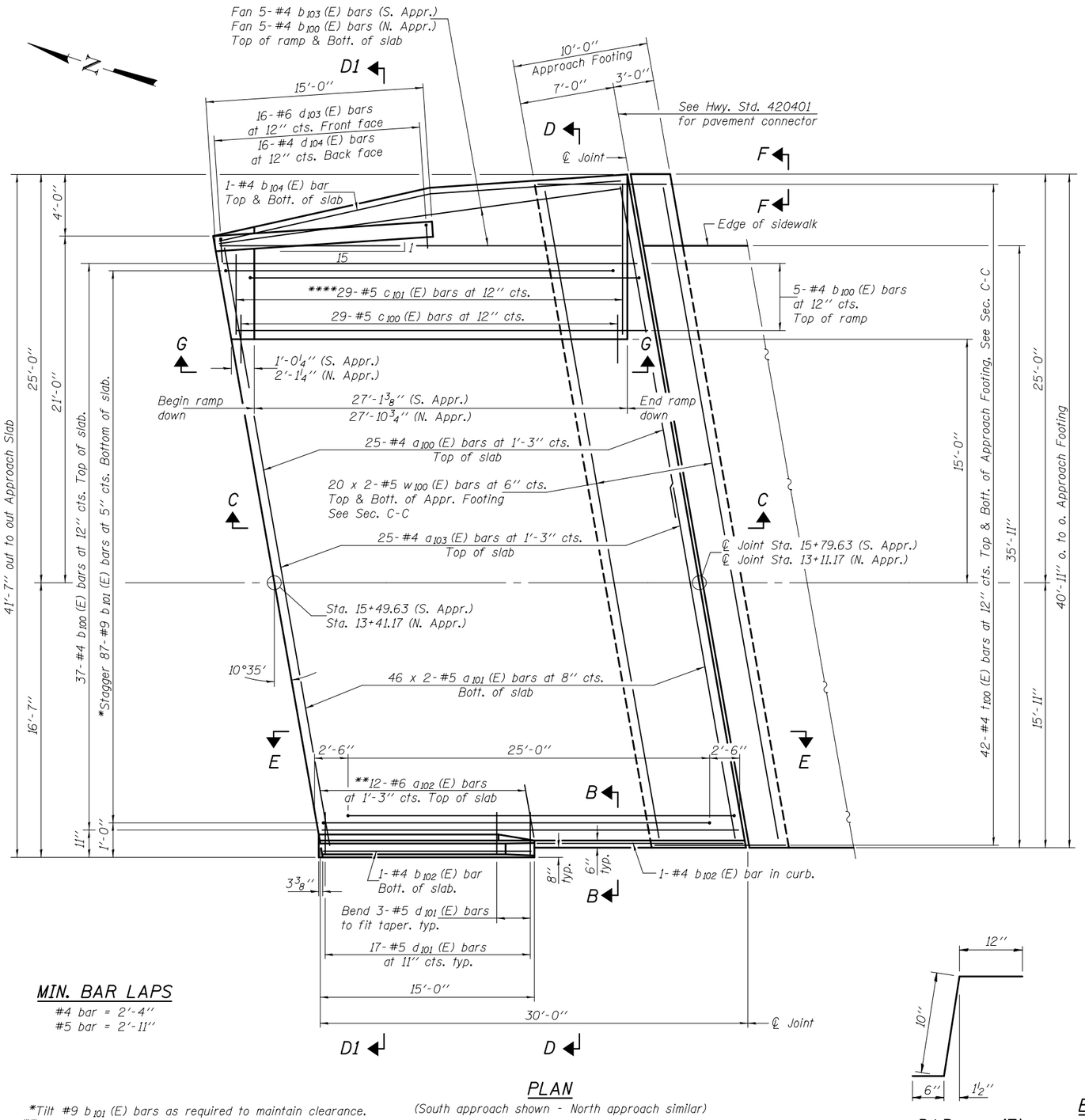
For details of bars m_1(E), s(E), s_1(E), u(E) & v(E), see sheet 11 of 24.

The s(E), s_1(E) & u(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

DESIGNED - Dewey H. Coultas	EXAMINED	DATE - OCTOBER 9, 2014	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
CHECKED - Frank W. Sharpe			
DRAWN - h.t. duong	PASSED	REVISED	
CHECKED - DHC/FWS	ACTING ENGINEER OF BRIDGE DESIGN / ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED	

DIAPHRAGM DETAILS
STRUCTURE NO. 032-0124
SHEET NO. 12 OF 24 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5966	(32-2) HBR-6	GRUNDY	98	59
		CONTRACT NO. 66B27		
	ILLINOIS	FED. AID PROJECT		



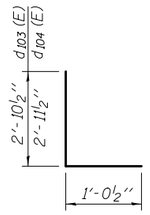
MIN. BAR LAPS

#4 bar = 2'-4"
#5 bar = 2'-11"

PLAN

(South approach shown - North approach similar)

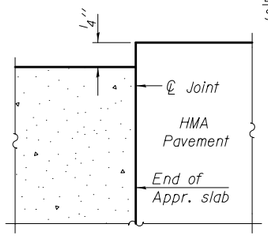
*Tilt #9 b_{101} (E) bars as required to maintain clearance.
**Space between a_{103} (E) bars.
****Cut c_{101} (E) bars to fit.



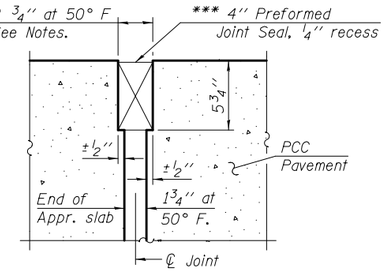
BARS d_{103} (E) & d_{104} (E)

Notes:
See sheet 14 of 24 for Sections C-C, D-D, D1-D1 and Views E-E & G-G.
a_{100} (E) thru a_{103} (E) bar spacings measured along ℄ Rdwy.
The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be 1½" for installation purposes.

*** Cost included with Concrete Superstructure.

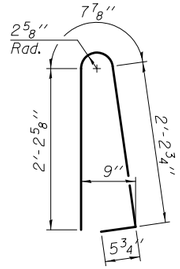


FLEXIBLE PAVEMENT

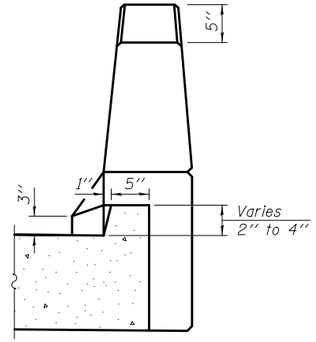


RIGID PAVEMENT

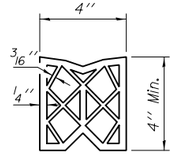
DETAIL A



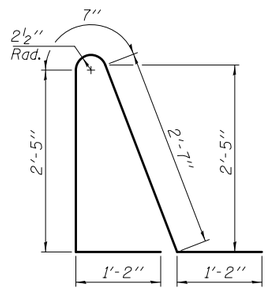
BAR d_{100} (E)



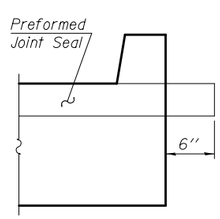
VIEW B-B



PREFORMED JOINT SEAL

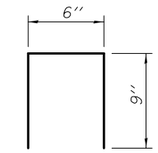


BAR d_{101} (E)

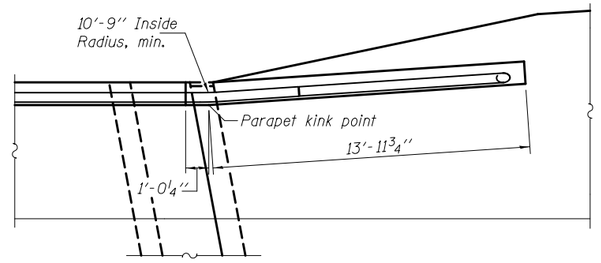


VIEW F-F

BAR c_{100} (E)

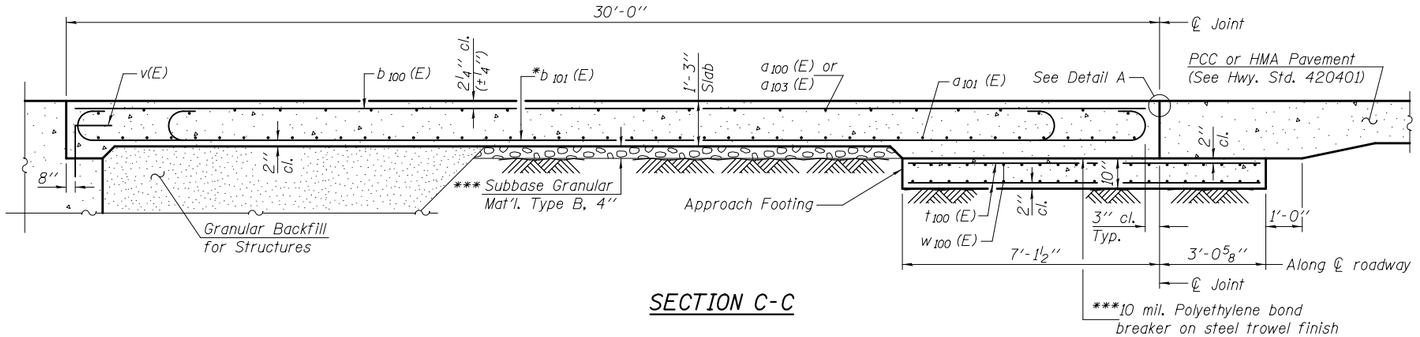


BAR d_{105} (E)

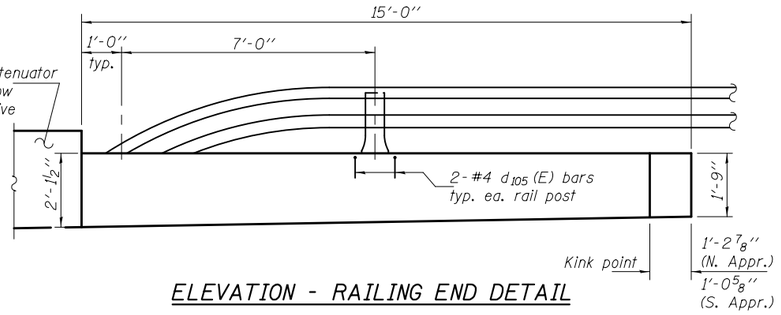


PLAN - RAILING END DETAIL

DESIGNED - Dewey H. Coultas	EXAMINED	DATE - OCTOBER 9, 2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 032-0124	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - Frank W. Sharpe	ACTING ENGINEER OF BRIDGE DESIGN				5966	(32-2) HBR-6	GRUNDY	98	60
DRAWN - h.t. duong	PASSED	REVISED		SHEET NO. 13 OF 24 SHEETS			CONTRACT NO. 66B27		
CHECKED - DHC/FWS	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED					ILLINOIS FED. AID PROJECT		

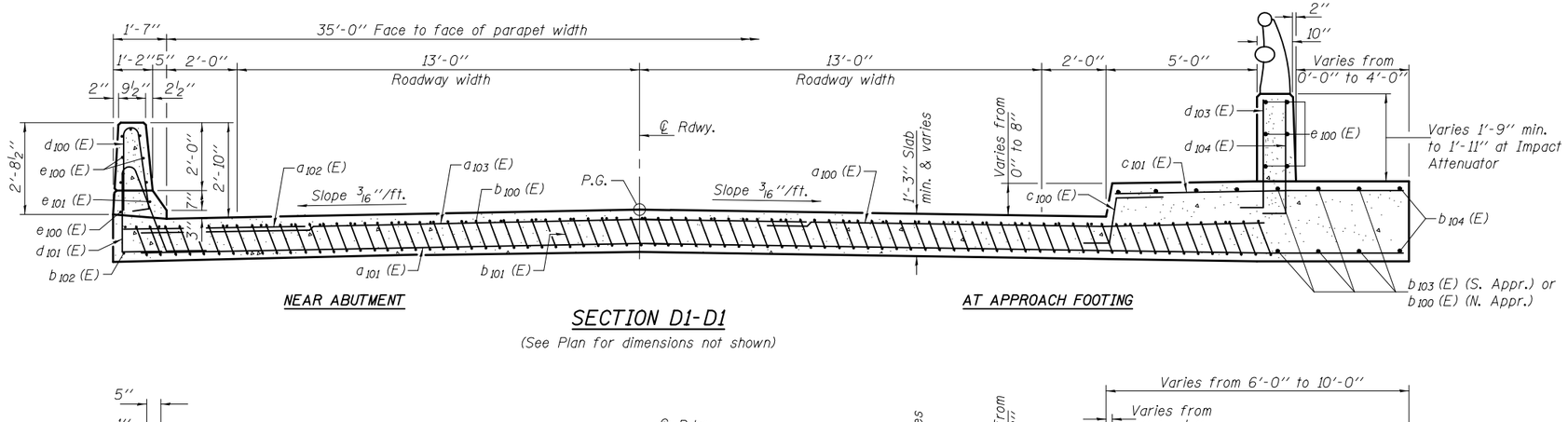


SECTION C-C



ELEVATION - RAILING END DETAIL

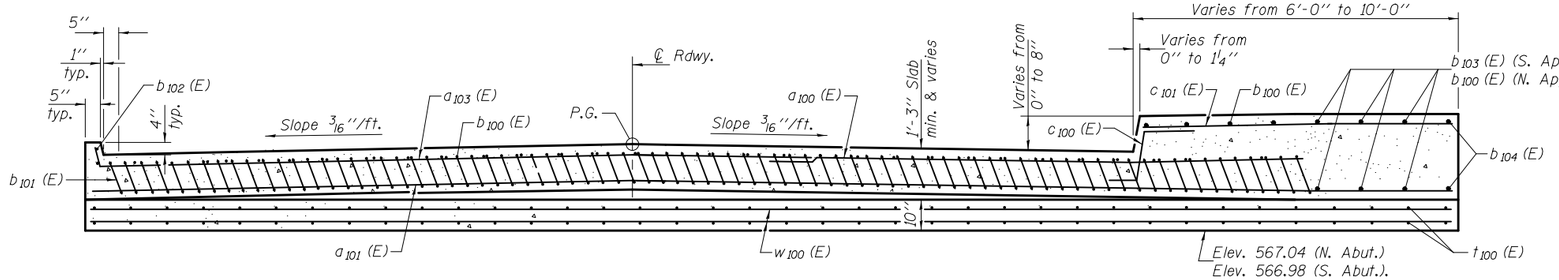
Note: Top of sidewalk parapet is to be parallel to profile grade line.



NEAR ABUTMENT — AT APPROACH FOOTING

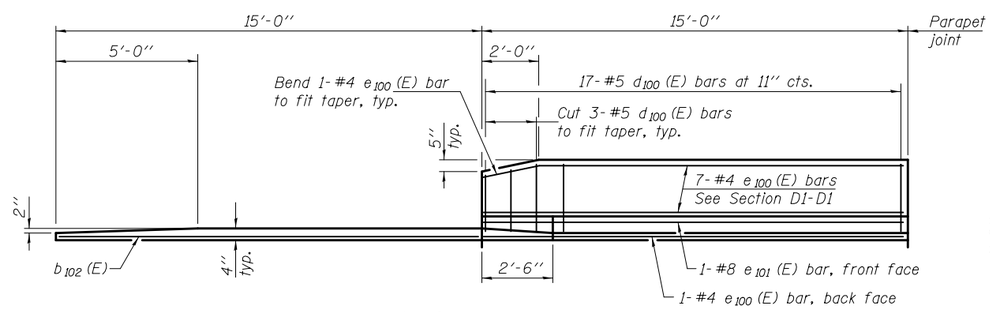
SECTION D1-D1

(See Plan for dimensions not shown)

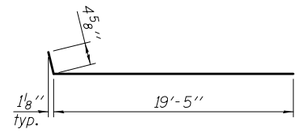


SECTION D-D

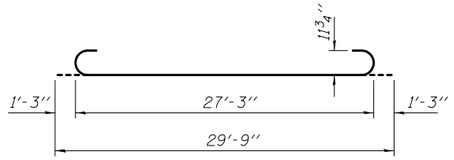
*Tilt #9 b 101 (E) bars as required to maintain clearance.
***Cost included with Concrete Superstructure.



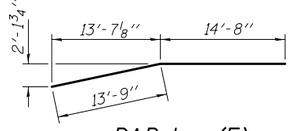
VIEW E-E



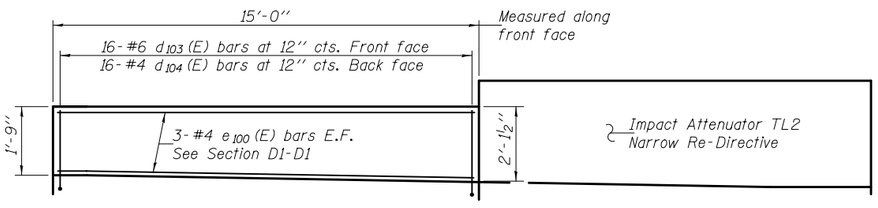
BAR a 103 (E)



BAR b 101 (E)



BAR b 104 (E)



VIEW G-G

Notes:

See sheet 13 of 24 for Detail A, View B-B and Plan - Railing End Detail.

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 v(E) bar details, see sheet 11 of 24.

The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 24.

For additional parapet details, see sheets 10 & 11 of 24.

For c 100 (E) and d 100 (E) thru d 105 (E) bars, see sheet 13 of 24.

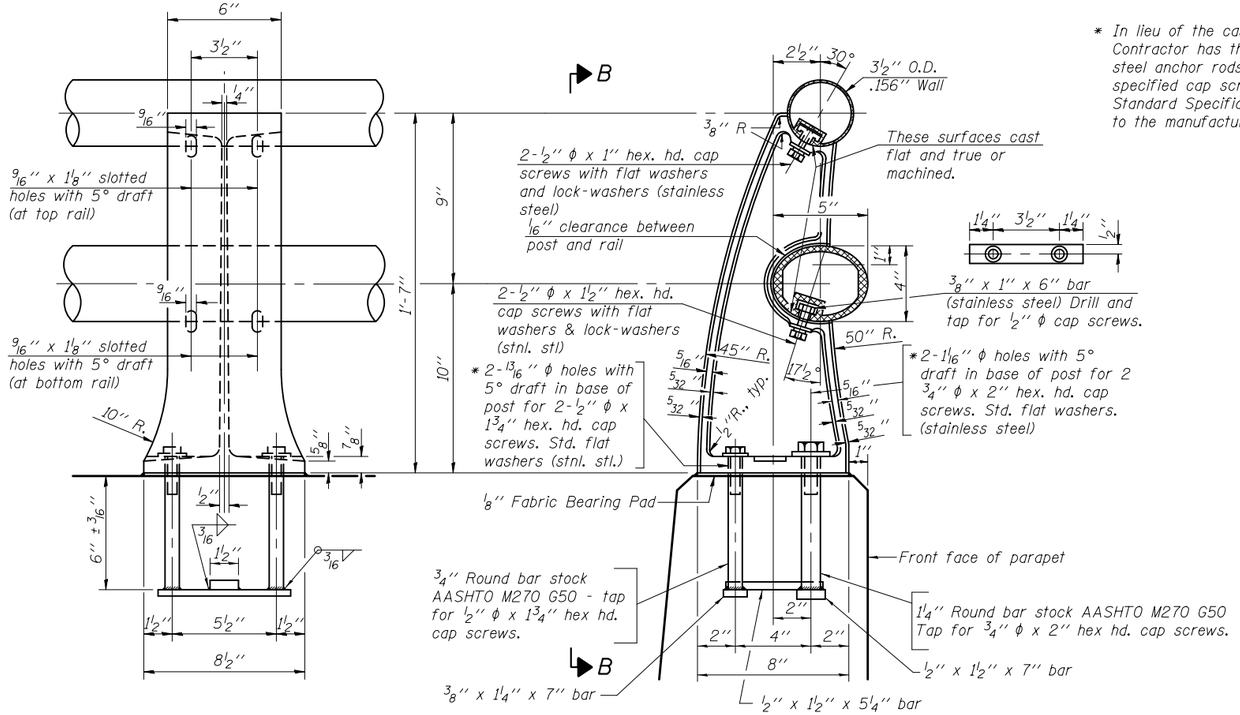
TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size		Shape
a 100 (E)	50	#4	19'-9"	
a 101 (E)	184	#5	21'-11"	
a 102 (E)	24	#6	6'-6"	
a 103 (E)	50	#4	20'-2"	
b 100 (E)	94	#4	29'-8"	
b 101 (E)	174	#9	29'-9"	
b 102 (E)	4	#4	14'-8"	
b 103 (E)	10	#4	29'-2"	
b 104 (E)	4	#4	28'-5"	
c 100 (E)	58	#5	2'-4"	
c 101 (E)	58	#5	9'-6"	
d 100 (E)	34	#5	5'-7"	
d 101 (E)	34	#5	7'-11"	
d 103 (E)	32	#6	3'-11"	
d 104 (E)	32	#4	4'-0"	
d 105 (E)	4	#4	2'-0"	
e 100 (E)	28	#4	14'-8"	
e 101 (E)	2	#8	14'-8"	
t 100 (E)	168	#4	9'-10"	
w 100 (E)	160	#5	22'-2"	
Concrete Superstructure		Cu. Yd.	124.0	
Concrete Structures		Cu. Yd.	25.6	
Reinforcement Bars, Epoxy Coated		Pound	32180	

DESIGNED - Dewey H. Coultas	EXAMINED	DATE - OCTOBER 9, 2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - Frank W. Sharpe	PASSED	REVISED	
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGE DESIGN	REVISED	
CHECKED - DHC/FWS	ACTING ENGINEER OF BRIDGES AND STRUCTURES		

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 032-0124
SHEET NO. 14 OF 24 SHEETS

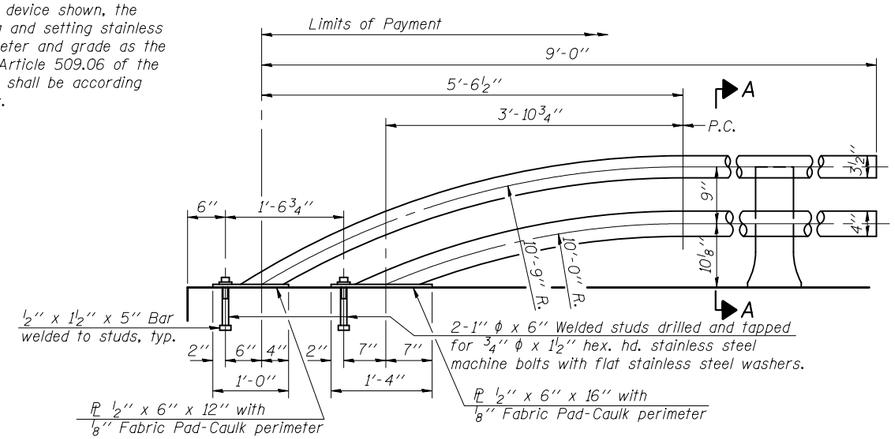
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5966	(32-2) HBR-6	GRUNDY	98	61
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			

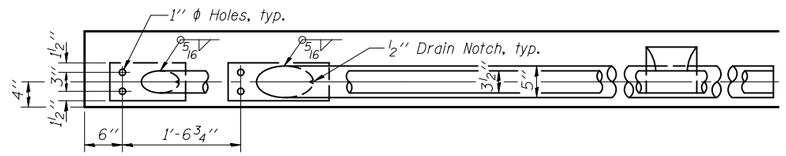


* *In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.*

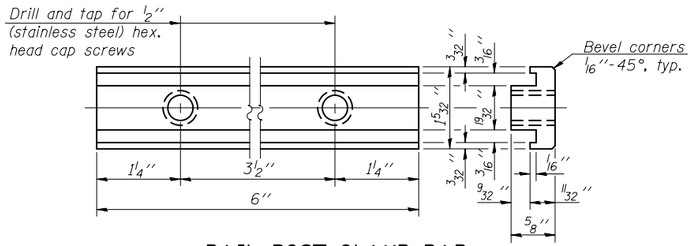
VIEW B-B

SECTION A-A

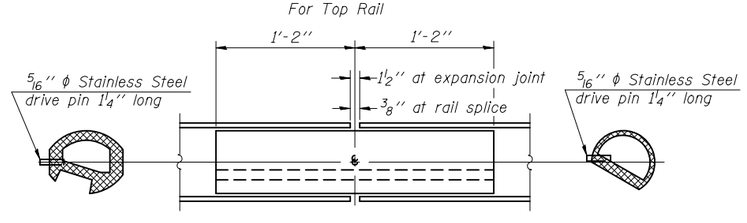




RAIL TERMINAL SECTION



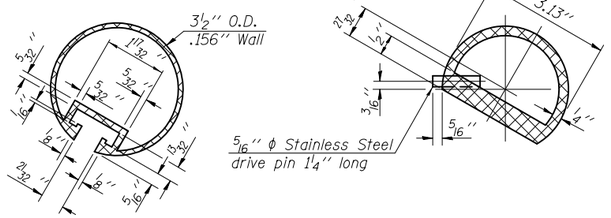
RAIL POST DETAILS



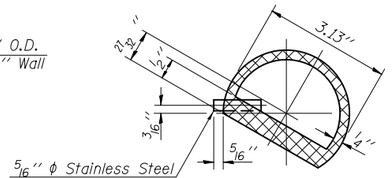
RAIL POST CLAMP BAR

For Top Rail

RAIL SPLICE

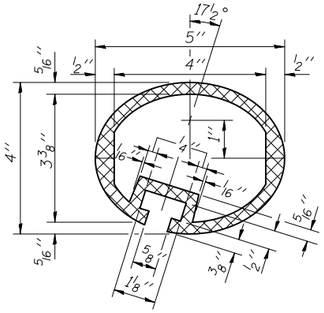


SECTION THRU TOP RAIL

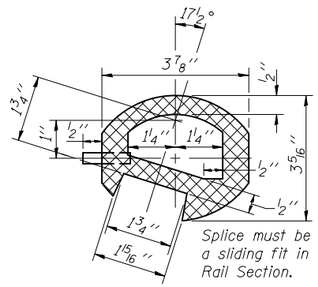


SECTION THRU SPLICE

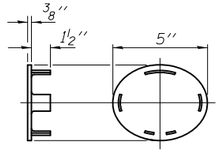
For Top Rail



SEC. THRU ELLIPTICAL RAIL SECTION

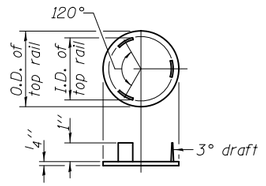


SEC. THRU SPLICE



CAST END CAP

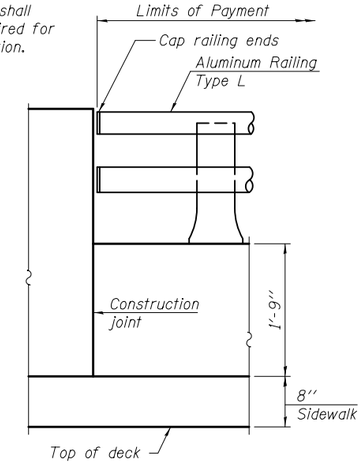
For bottom rail
DRIVE FIT TYPE



CAST END CAP

For top rail

Note:
The end rail post shall be set back as required for the terminal rail section.



RAIL END TREATMENT FOR TYPE 5 AND 6 TERMINAL

Notes:
All Posts shall be normal to parapet.
All joints in rail shall be spliced per detail.
All exposed rail ends shall be capped per detail.
Provide 1-⅛'' and 2-1/16'' Aluminum Shims for 25% of the Posts. Rail elements shall be parallel to Grade-high spots will be ground and low spots shimmed.
See sheet 10 of 24 for rail post spacing.

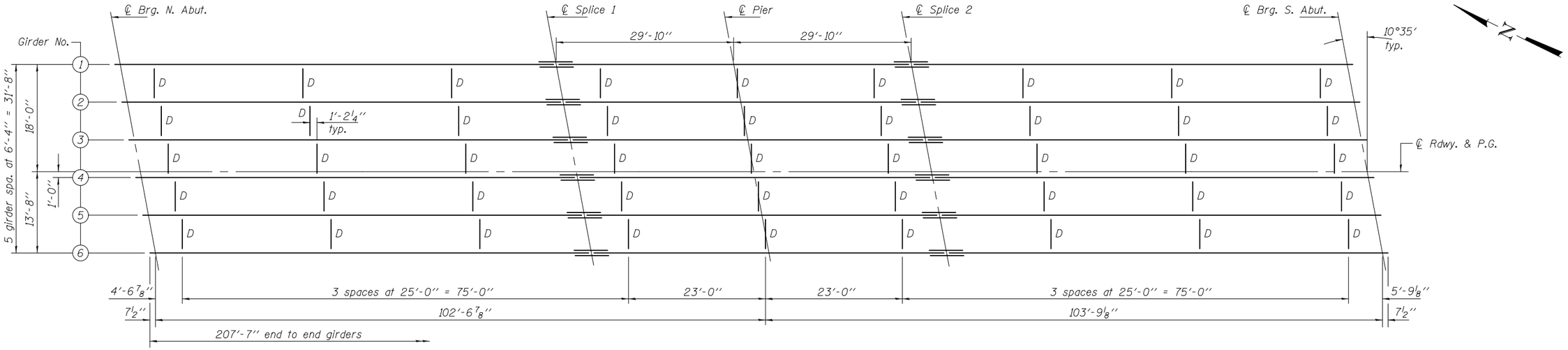
BILL OF MATERIAL

Item	Unit	Quantity
Aluminum Railing, Type L	Foot	236

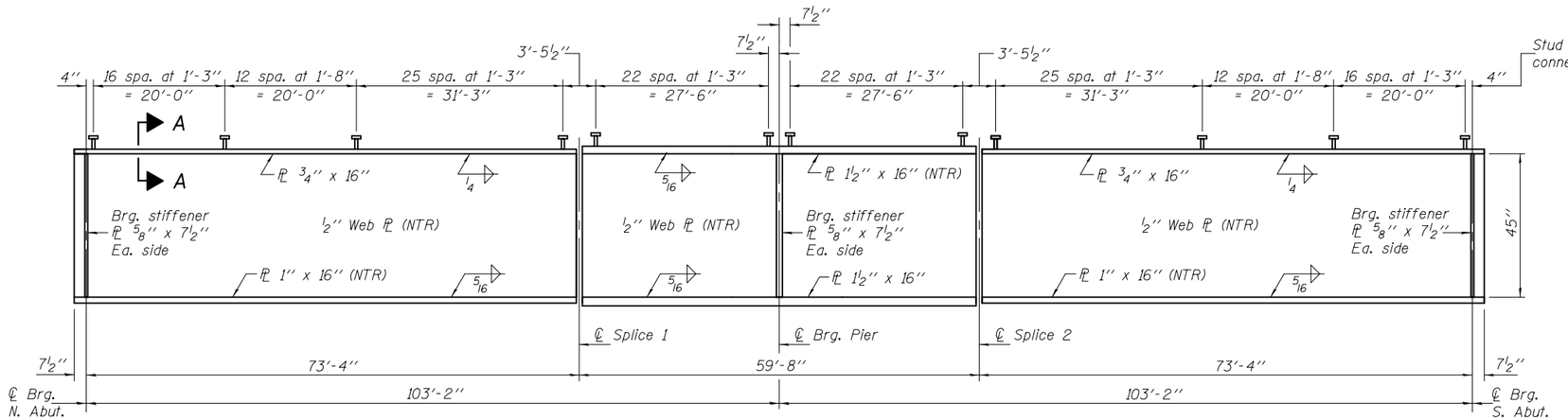
R-20 1-27-12 (7'-0'' to 10'-0'' Post spacing)

DESIGNED - Dewey H. Coultas	EXAMINED	DATE - OCTOBER 9, 2014	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
CHECKED - Frank W. Sharpe	PASSED	REVISED	**ALUMINUM RAILING, TYPE L STRUCTURE NO. 032-0124**
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGE DESIGN	REVISED	SHEET NO. 15 OF 24 SHEETS
CHECKED - DHC/FWS	ACTING ENGINEER OF BRIDGES AND STRUCTURES		

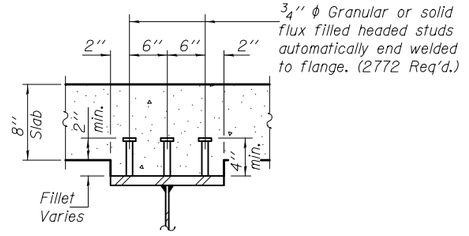
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5966	(32-2) HBR-6	GRUNDY	98	62
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			



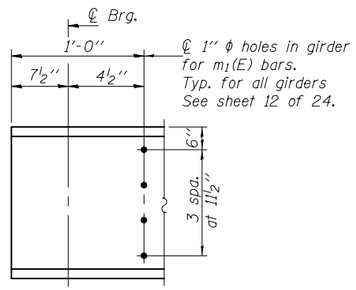
PLAN



GIRDER ELEVATION



SECTION A-A



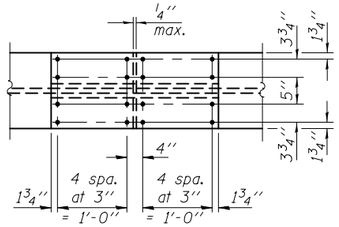
END OF GIRDER ELEVATION

SECTION AT PIER

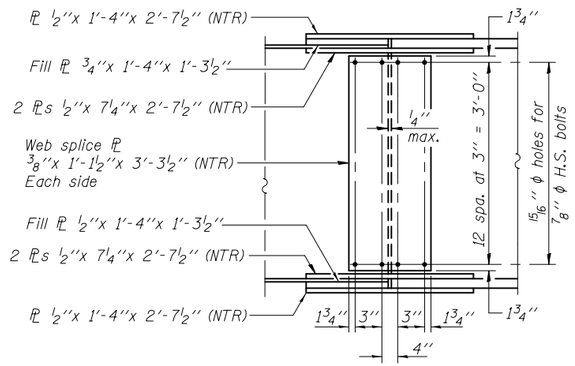
SECTION AT ABUTMENT

Notes: Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.
All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
All structural steel plates including flange plates, web plates and bearing stiffener plates shall be AASHTO M 270, Grade 50.

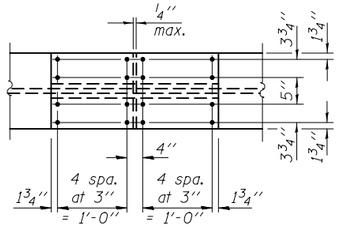
DESIGNED - Dewey H. Coultas	EXAMINED	Jayne F. Schlipf ACTING ENGINEER OF BRIDGE DESIGN	DATE - OCTOBER 9, 2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL STEEL STRUCTURE NO. 032-0124	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - Frank W. Sharpe	PASSED	J. Carl Tenzy ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			5966	(32-2) HBR-6	GRUNDY	98	63
DRAWN - h.t. duong			REVISED						CONTRACT NO. 66B27	
CHECKED - DHC/FWS					SHEET NO. 16 OF 24 SHEETS			ILLINOIS	FED. AID PROJECT	



PLAN - TOP FLANGES



ELEVATION



PLAN - BOTT. FLANGES

SPLICES 1 & 2

*TOP OF WEB ELEVATIONS

Location	℄ Brg. N. Abut.	℄ Splice 1	℄ Brg. Pier	℄ Splice 2	℄ Brg. S. Abut.
Girder 1	568.92	569.65	569.66	569.67	568.98
Girder 2	569.03	569.76	569.76	569.76	569.06
Girder 3	569.15	569.86	569.86	569.86	569.13
Girder 4	569.23	569.94	569.93	569.92	569.19
Girder 5	569.15	569.84	569.83	569.82	569.07
Girder 6	569.08	569.75	569.73	569.71	568.95

*For fabrication use only.

INTERIOR GIRDER MOMENT TABLE			
		0.4 Sp. 1 or 0.6 Sp. 2	Pier
I_s	(in^4)	18369	29753
$I_c(n)$	(in^4)	44573	———
$I_c(3n)$	(in^4)	32484	———
$I_c(cr)$	(in^4)	———	34773
S_s	(in^3)	849	1240
$S_c(n)$	(in^3)	1148	———
$S_c(3n)$	(in^3)	1049	———
$S_c(cr)$	(in^3)	———	1314
DC1	(k/')	0.850	0.918
M_{DC1}	('k)	572	1305
DC2	(k/')	0.261	0.261
M_{DC2}	('k)	181	380
DW	(k/')	0.317	0.317
M_{DW}	('k)	220	461
M_{L+IM}	('k)	1319	1572
M_u (Strength I)	('k)	3580	5549
$\phi_f M_n$	('k)	5725	5945
f_s DC1	(ksi)	8.1	12.6
f_s DC2	(ksi)	2.1	3.5
f_s DW	(ksi)	2.5	4.2
f_s (L+IM)	(ksi)	13.8	14.4
f_s (Service II)	(ksi)	30.6	39.0
$0.95R_hF_{yf}$	(ksi)	47.5	47.5
V_f	(k)	22.9	———

INTERIOR GIRDER REACTION TABLE			
		N. Abut. or S. Abut.	Pier
R_{DC1}	(k)	65.6	116.0
R_{DC2}	(k)	9.8	34.3
R_{DW}	(k)	11.9	41.7
R_{L+IM}	(k)	87.4	164.4
R_{Total}	(k)	174.7	356.4

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads ($in.^4$ and $in.^3$).

$I_c(n)$, $S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to short-term composite live loads ($in.^4$ and $in.^3$).

$I_c(3n)$, $S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

$I_c(cr)$, $S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite dead loads ($in.^4$ and $in.^3$).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) ((kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

$\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender neg. moment capacity according to Art. A6.1.1 or A6.1.2 (kip-ft.).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
M_{DC1} / S_{nc}

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
$M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.

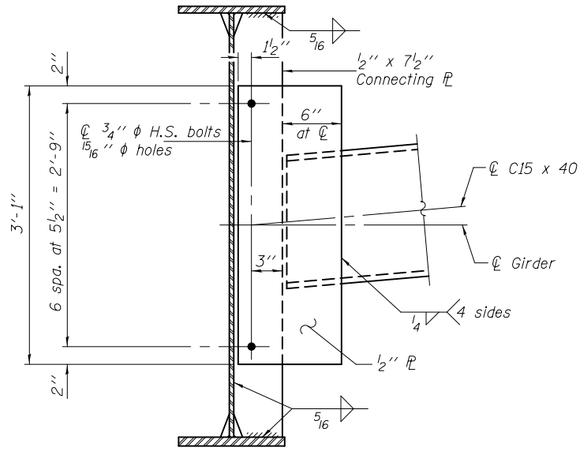
f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
$M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.

f_s (L+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).
$M_{L+IM} / S_c(n)$ or $M_{L+IM} / S_c(cr)$ as applicable.

f_s (Service II): Sum of stresses as computed below (ksi).
$f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3\ f_s(L+IM)$

$0.95R_hF_{yf}$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

V_f: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.



DIAPHRAGM D

(45 Required)

Notes: Two hardened washers shall be required for all oversized holes in diaphragms.

Alternate channels C15x50 are permitted to facilitate material acquisition. Calculated weight of structural steel is based on C15x40 sections. The alternate, if utilized, shall be provided at no cost to the department.

Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.

All splice plates except fill plates shall be AASHTO M 270 Grade 50 steel unless otherwise noted.

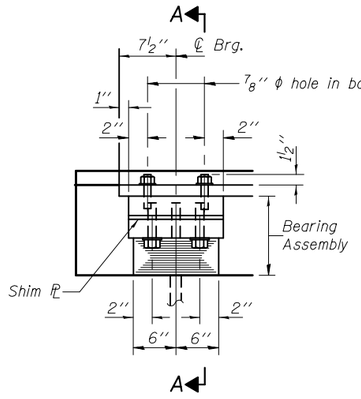
DESIGNED	-	Dewey H. Coultas	
CHECKED	-	Frank W. Sharpe	
DRAWN	-	h.t. duong	
CHECKED	-	DHC/FWS	

EXAMINED — Joyce F. Aldridge, ACTING ENGINEER OF BRIDGE DESIGN
PASSED — H. Carl Tenney, ACTING ENGINEER OF BRIDGES AND STRUCTURES
DATE - OCTOBER 9, 2014
REVISED
REVISED

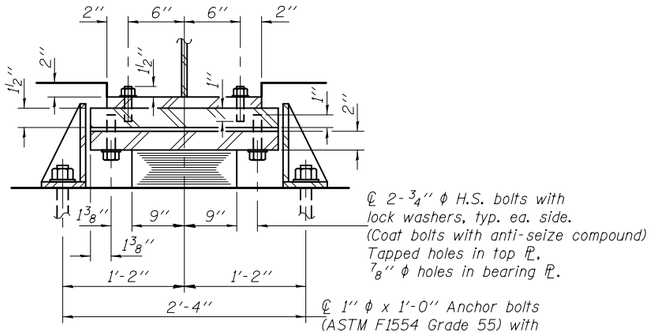
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 032-0124
SHEET NO. 17 OF 24 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5966	(32-2) HBR-6	GRUNDY	98	64
		CONTRACT NO. 66B27		
		ILLINOIS FED. AID PROJECT		

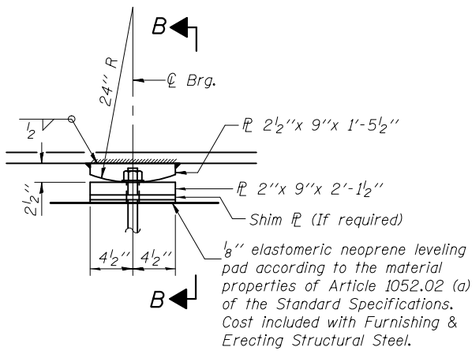


ELEVATION AT ABUTMENTS

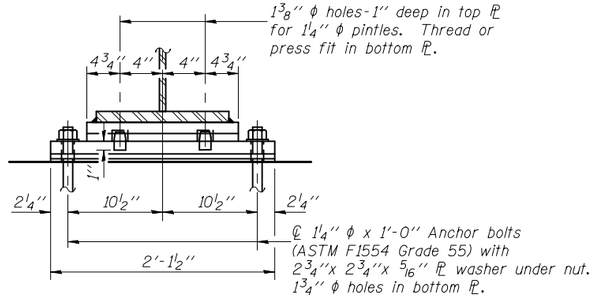


SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.
(12 Required)

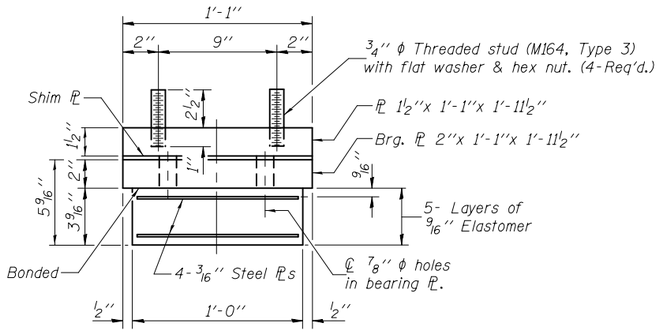


ELEVATION AT PIER



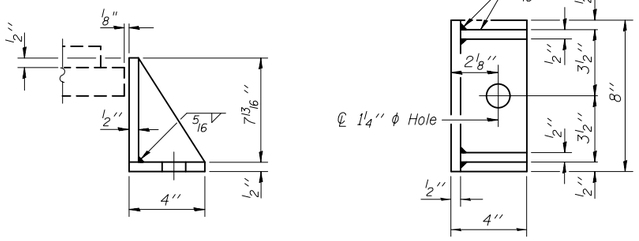
SECTION B-B

FIXED BEARING
(6 Required)

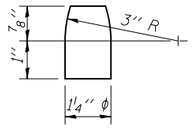


BEARING ASSEMBLY

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



SIDE RETAINER
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



PINTLE
(M 270, Gr. 36)

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270, Grade 50.

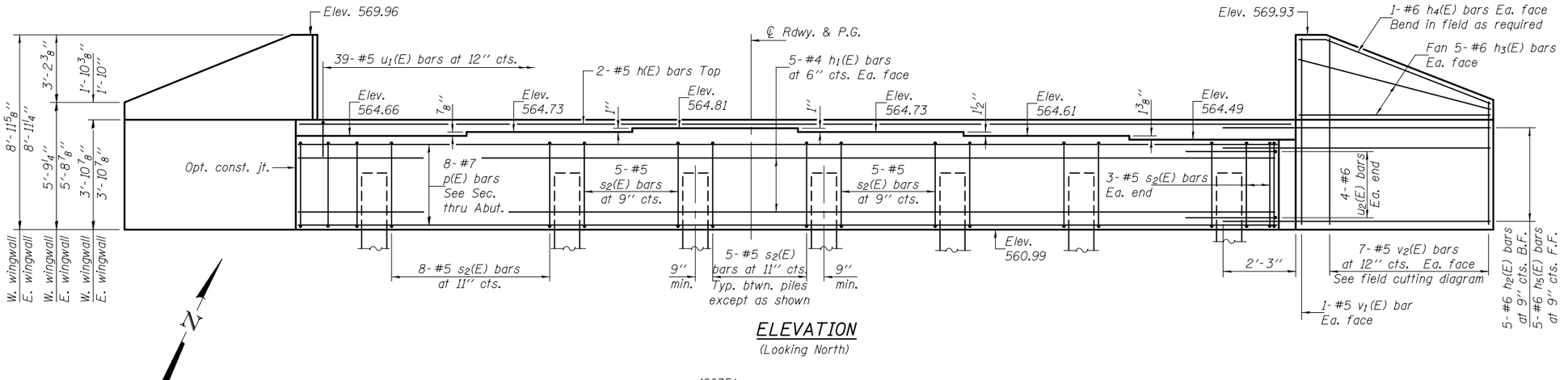
Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

Side retainers and other steel members such as shims and 1½" plates required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

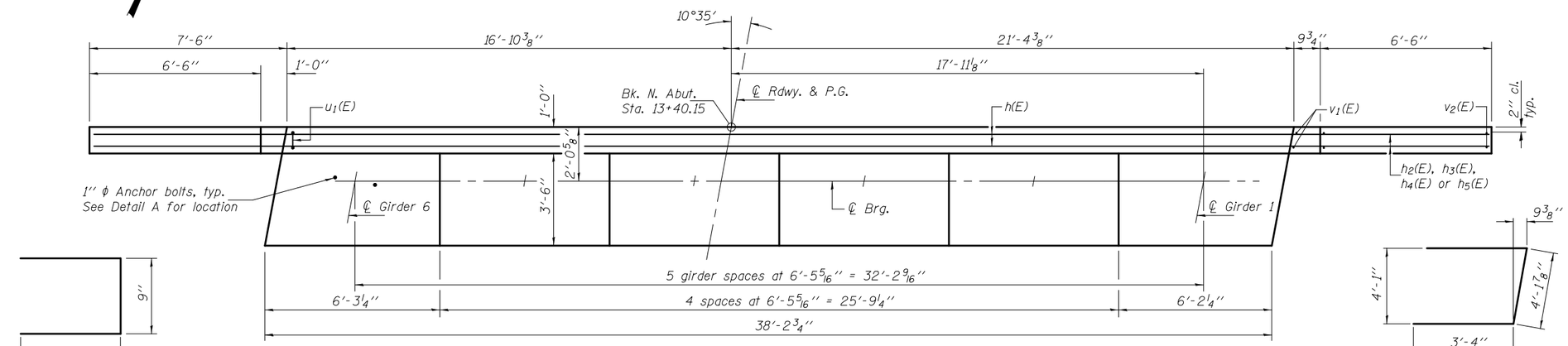
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	12
Anchor Bolts 1"	Each	24
Anchor Bolts 1¼"	Each	12

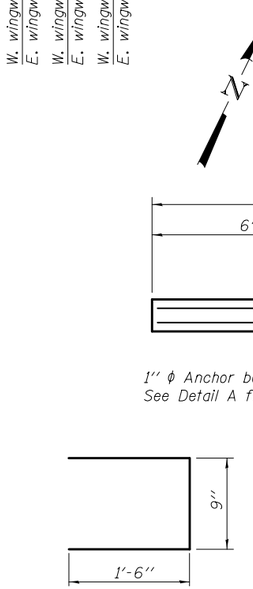
DESIGNED - Dewey H. Coultas	EXAMINED		DATE - OCTOBER 9, 2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEARING DETAILS STRUCTURE NO. 032-0124	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - Frank W. Sharpe		ACTING ENGINEER OF BRIDGE DESIGN				5966	(32-2) HBR-6	GRUNDY	98	65
DRAWN - h.t. duong	PASSED		REVISED					CONTRACT NO. 66B27		
CHECKED - DHC/FWS		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 18 OF 24 SHEETS		ILLINOIS	FED. AID PROJECT		



ELEVATION
(Looking North)

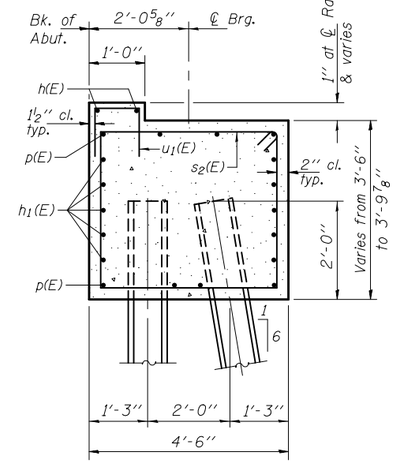


TOP PLAN

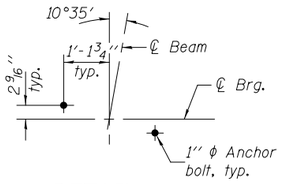


BAR u1(E)

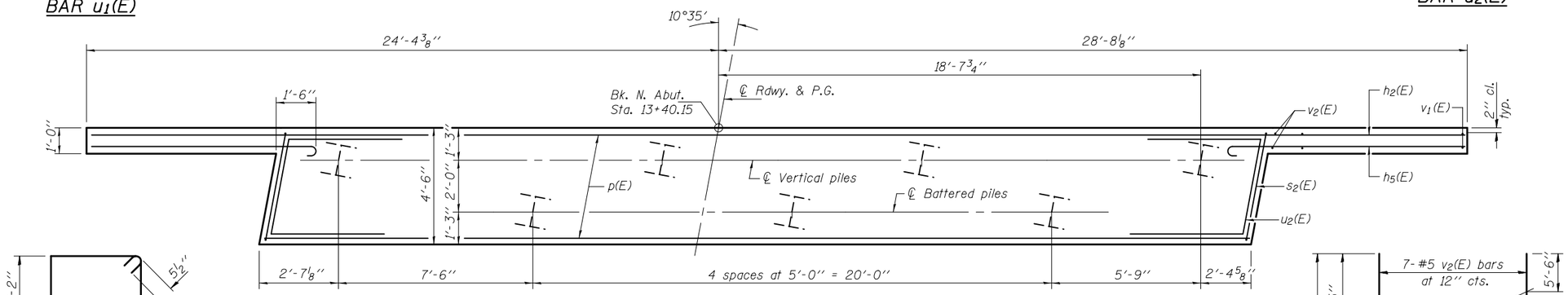
BAR u2(E)



SECTION THRU ABUT.



DETAIL A

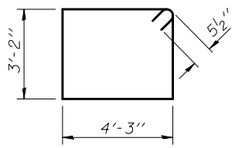


PLAN - CAP

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	2	#5	37'-10"	
h1(E)	10	#4	37'-10"	
h2(E)	10	#6	9'-7"	
h3(E)	20	#6	7'-1"	
h4(E)	4	#6	7'-8"	
h5(E)	10	#6	9'-4"	
p(E)	8	#7	37'-10"	
s2(E)	39	#5	15'-9"	
u1(E)	39	#5	3'-9"	
u2(E)	8	#6	10'-10"	
v1(E)	4	#5	8'-7"	
v2(E)	14	#5	13'-11"	
Structure Excavation		Cu. Yd.	123	
Concrete Structures		Cu. Yd.	28.0	
Reinforcement Bars, Epoxy Coated		Pound	2660	
Furnishing Steel Piles HP14x73		Foot	322	
Driving Piles		Foot	322	

For details of piles, see sheet 22 of 24.



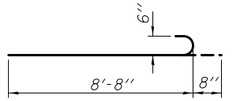
BAR s2(E)

Place s2(E) bars parallel to ℄ Rdwy. Spacing shown is perpendicular to s2(E) bars.

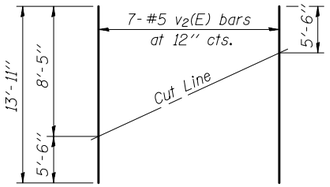
PILE DATA

Type: Steel HP14x73
Nominal Required Bearing: 578 Kips
Factored Resistance Available: 318 Kips
Est. Length: 46'
No. Production Piles: 7
No. Test Piles: 0

Notes: Pour steps monolithically with cap.
Space reinforcement in cap to miss anchor bolts.



BAR h5(E)



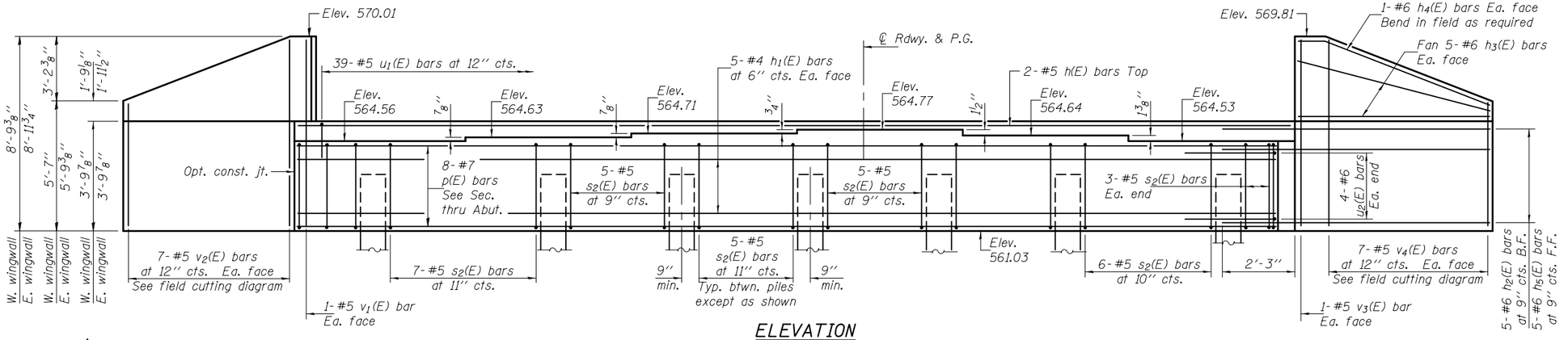
FIELD CUTTING DIAGRAM

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

DESIGNED - Dewey H. Coultas	EXAMINED	DATE - OCTOBER 9, 2014	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
CHECKED - Frank W. Sharpe			
DRAWN - h.t. duong	PASSED	REVISED	
CHECKED - DHC/FWS	ACTING ENGINEER OF BRIDGE DESIGN / ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED	

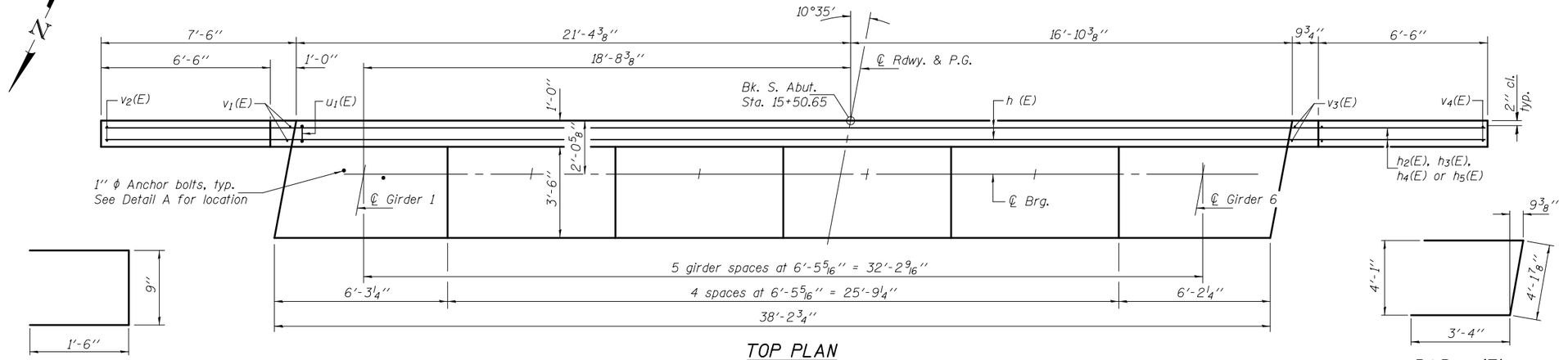
NORTH ABUTMENT
STRUCTURE NO. 032-0124
SHEET NO. 19 OF 24 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5966	(32-2) HBR-6	GRUNDY	98	66
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			



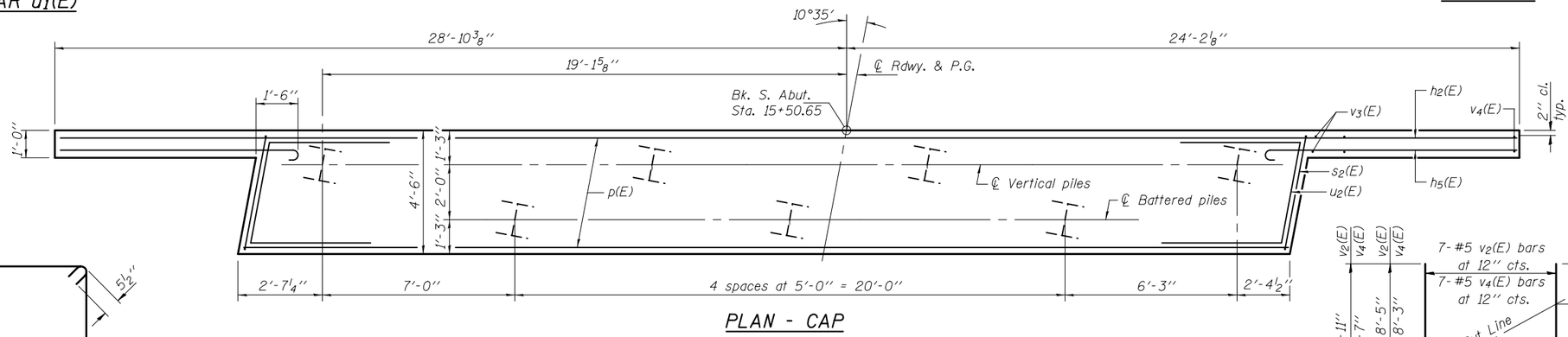
ELEVATION

(Looking South)

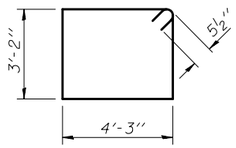


TOP PLAN

BAR u1(E)



PLAN - CAP



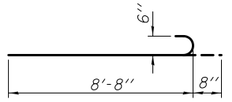
BAR s2(E)

Place $s_2(E)$ bars parallel to ℄ Rdwy. Spacing shown is perpendicular to $s_2(E)$ bars.

PILE DATA

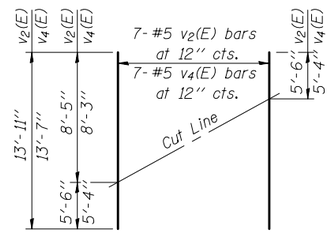
Type: Steel HP14x73
Nominal Required Bearing: 578 Kips
Factored Resistance Available: 318 Kips
Est. Length: 48'
No. Production Piles: 7
No. Test Piles: 0

Notes: Pour steps monolithically with cap.
Space reinforcement in cap to miss anchor bolts.



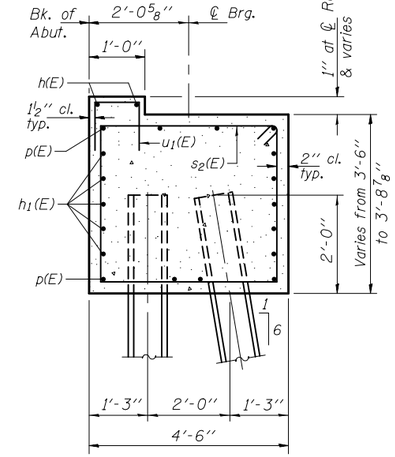
BAR h5(E)

BAR u2(E)

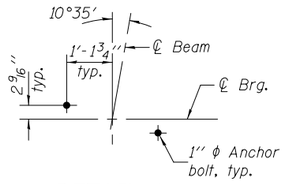


FIELD CUTTING DIAGRAM

Order $v_2(E)$ & $v_4(E)$ full length. Cut as shown & use remainder of bars in opposite face.



SECTION THRU ABUT.



DETAIL A

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	2	#5	37'-10"	
$h_1(E)$	10	#4	37'-10"	
$h_2(E)$	10	#6	9'-7"	
$h_3(E)$	20	#6	7'-1"	
$h_4(E)$	4	#6	7'-8"	
$h_5(E)$	10	#6	9'-4"	
p(E)	8	#7	37'-10"	
$s_2(E)$	38	#5	15'-9"	
$u_1(E)$	39	#5	3'-9"	
$u_2(E)$	8	#6	10'-10"	
$v_1(E)$	2	#5	8'-7"	
$v_2(E)$	7	#5	13'-11"	
$v_3(E)$	2	#5	8'-5"	
$v_4(E)$	7	#5	13'-7"	
Structure Excavation		Cu. Yd.	122	
Concrete Structures		Cu. Yd.	27.5	
Reinforcement Bars, Epoxy Coated		Pound	2640	
Furnishing Steel Piles HP14x73		Foot	336	
Driving Piles		Foot	336	

For details of piles, see sheet 22 of 24.

DESIGNED	-	Dewey H. Coultas	
CHECKED	-	Frank W. Sharpe	
DRAWN	-	h.t. duong	
CHECKED	-	DHC/FWS	

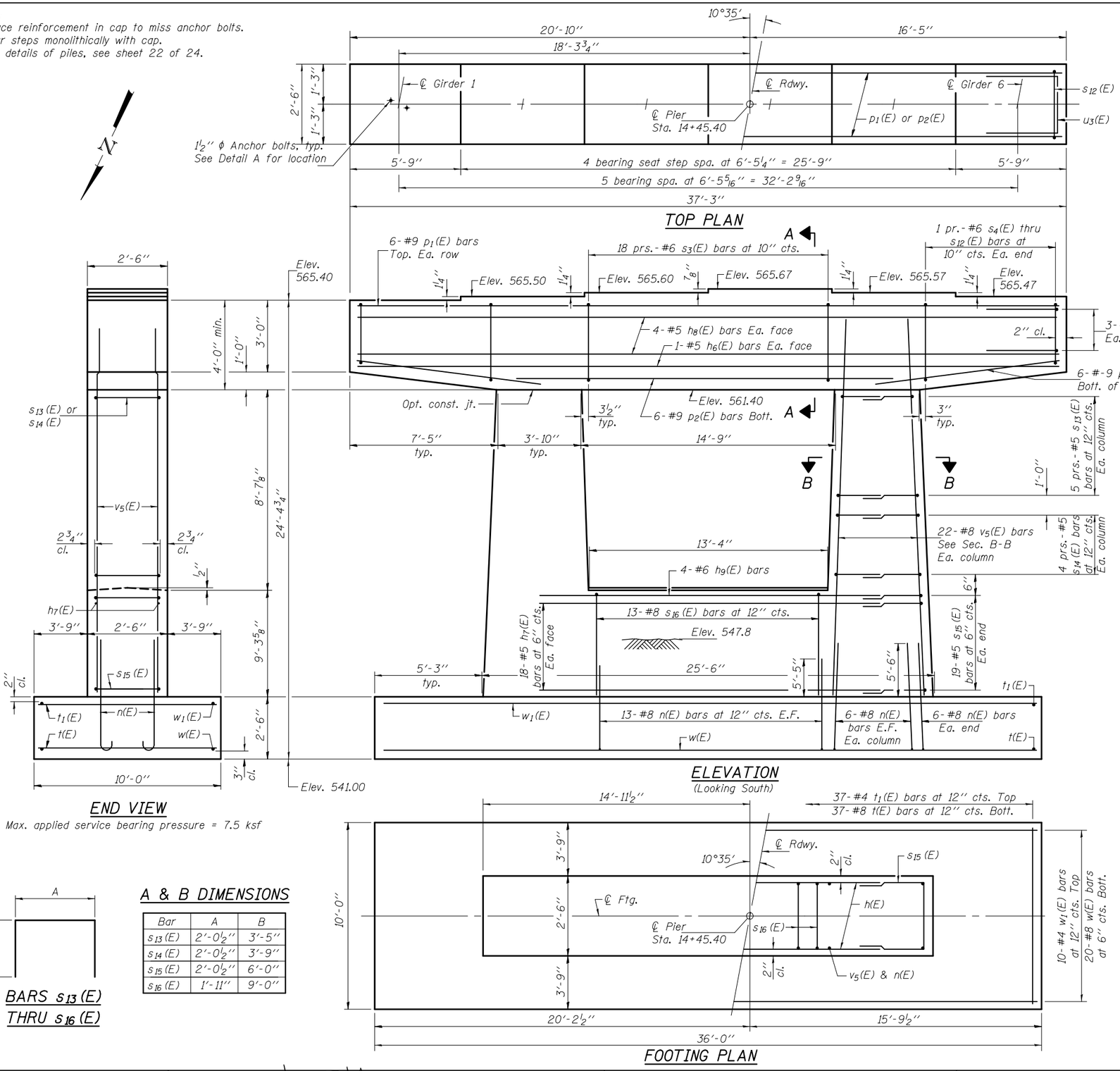
EXAMINED — ACTING ENGINEER OF BRIDGE DESIGN
PASSED — ACTING ENGINEER OF BRIDGES AND STRUCTURES
DATE - OCTOBER 9, 2014
REVISED
REVISED

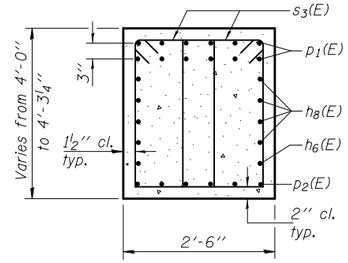
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT
STRUCTURE NO. 032-0124
SHEET NO. 20 OF 24 SHEETS

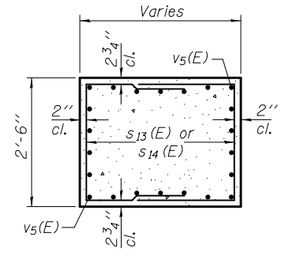
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5966	(32-2) HBR-6	GRUNDY	98	67
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For details of piles, see sheet 22 of 24.

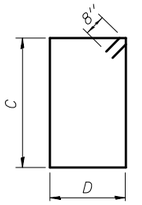




SECTION A-A



SECTION B-B



BARS s3(E) THRU s12(E)

C & D DIMENSIONS

Bar	C	D
s3(E)	3′-8″	1′-6″
s4(E)	3′-7″	1′-6″
s5(E)	3′-6″	1′-6″
s6(E)	3′-5″	1′-6″
s7(E)	3′-3″	1′-6″
s8(E)	3′-2″	1′-6″
s9(E)	3′-0″	1′-6″
s10(E)	2′-11″	1′-6″
s11(E)	2′-10″	1′-6″
s12(E)	2′-8″	1′-6″

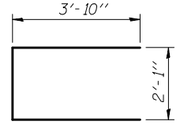
MIN. BAR LAPS

#5 bar = 2′-11″
#6 bar = 3′-1″
#8 bar = 5′-5″

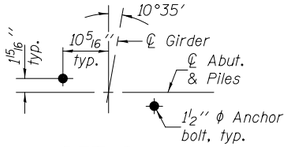
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h6(E)	2	#5	32′-5″	
h7(E)	36	#5	19′-0″	
h8(E)	8	#5	36′-11″	
h9(E)	4	#6	19′-0″	
n(E)	62	#8	8′-8″	
p1(E)	12	#9	36′-11″	
p2(E)	6	#9	22′-4″	
p3(E)	12	#9	7′-4″	
s3(E)	36	#6	11′-8″	
s4(E)	4	#6	11′-6″	
s5(E)	4	#6	11′-4″	
s6(E)	4	#6	11′-2″	
s7(E)	4	#6	10′-10″	
s8(E)	4	#6	10′-8″	
s9(E)	4	#6	10′-4″	
s10(E)	4	#6	10′-2″	
s11(E)	4	#6	10′-0″	
s12(E)	4	#6	9′-8″	
s13(E)	20	#5	8′-10″	
s14(E)	16	#5	9′-6″	
s15(E)	38	#5	14′-0″	
s16(E)	13	#8	19′-11″	
t(E)	37	#8	9′-8″	
t1(E)	37	#4	9′-8″	
u3(E)	6	#6	9′-9″	
v5(E)	44	#8	21′-1″	
w(E)	20	#8	35′-8″	
w1(E)	10	#4	35′-8″	
Concrete Structures		Cu. Yd.	75.5	
Reinforcement Bars, Epoxy Coated		Pound	13600	
Braced Excavation		Cu. Yd.	102	

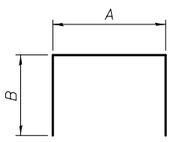
BAR n(E)



BAR u3(E)



DETAIL A



BARS s13(E) THRU s16(E)

A & B DIMENSIONS

Bar	A	B
s13(E)	2′-0½″	3′-5″
s14(E)	2′-0½″	3′-9″
s15(E)	2′-0½″	6′-0″
s16(E)	1′-11″	9′-0″

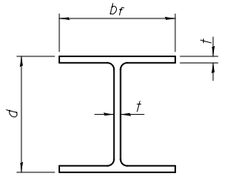
DESIGNED	-	Dewey H. Coultas		
CHECKED	-	Frank W. Sharpe		
DRAWN	-	h.t. duong		
CHECKED	-	DHC/FWS		

EXAMINED — Joyce F. Aldridge, ACTING ENGINEER OF BRIDGE DESIGN
PASSED — J. Carl Thompson, ACTING ENGINEER OF BRIDGES AND STRUCTURES
DATE - OCTOBER 9, 2014
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

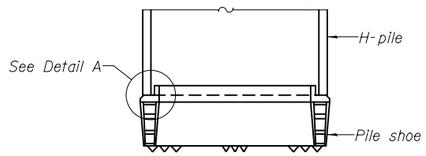
PIER
STRUCTURE NO. 032-0124
SHEET NO. 21 OF 24 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5966	(32-2) HBR-6	GRUNDY	98	68
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			

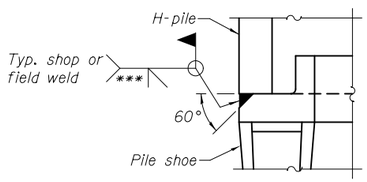


STEEL PILE TABLE

Designation	Depth d	Flange width b_f	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	11/16"	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"	11/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	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 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"

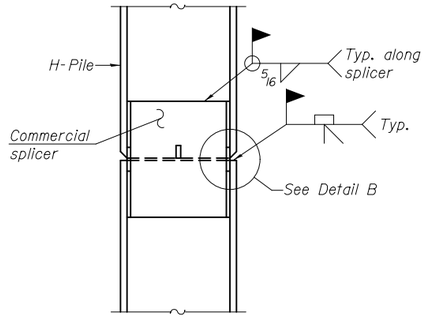


ELEVATION

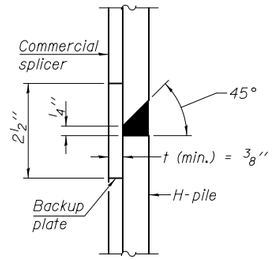


DETAIL A

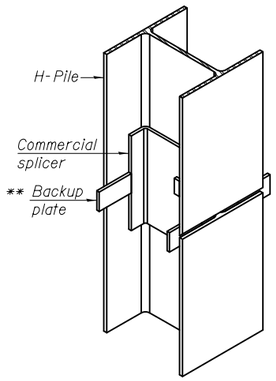
H-PILE SHOE ATTACHMENT



ELEVATION

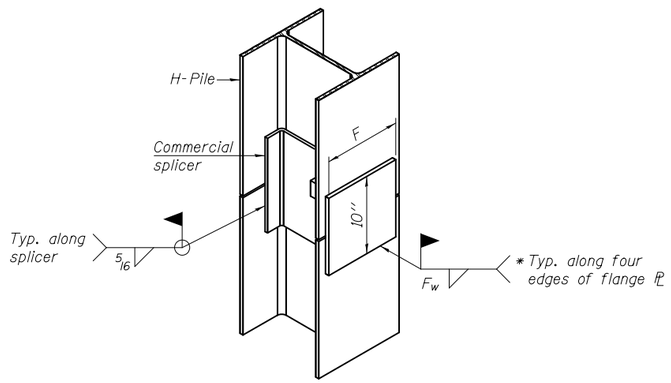


DETAIL "B"



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



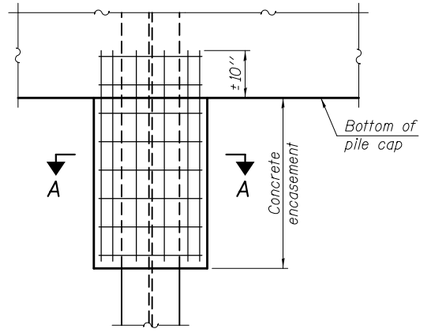
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

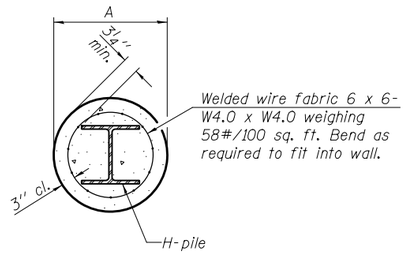
* Interrupt welds 1/4" from end of web and/or each flange.

** Remove portions of backup plates that extend outside the flanges.

*** Weld size per pile shoe manufacturer (5/16" min.).



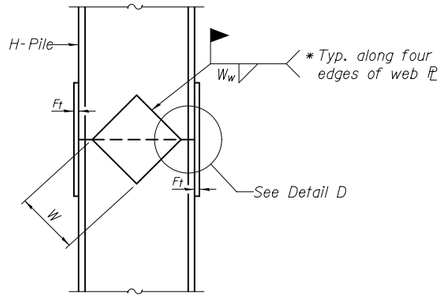
ELEVATION



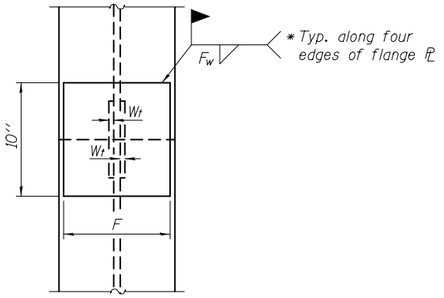
Note:
Forms for encasement may be omitted when soil conditions permit.

SECTION A-A

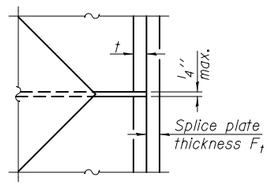
PILE ENCASEMENT



ELEVATION



END VIEW



DETAIL D

Designation	F	F_t	F_w	W	W_t	W_w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	11/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	11/16"	6 1/2"	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"

WELDED PLATE FIELD SPLICE

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

F-HP 1-27-12

DESIGNED	-	Dewey H. Coultas	
CHECKED	-	Frank W. Sharpe	
DRAWN	-	h.t. duong	
CHECKED	-	DHC/FWS	

EXAMINED

Joyce F. Hibbs
ACTING ENGINEER OF BRIDGE DESIGN

PASSED

A. Carl Pawley
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - OCTOBER 9, 2014

REVISED

REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 032-0124
SHEET NO. 22 OF 24 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5966	(32-2) HBR-6	GRUNDY	98	69
		CONTRACT NO. 66B27		
		ILLINOIS FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 5/7/12

ROUTE I-80 (FAI 80) DESCRIPTION Lisbon Road over I-80, 0.7 miles West of IL 47 LOGGED BY Larry Myers

SECTION (32-2)HBR-6 LOCATION NW 1/4, SEC. 33, TWP. 34N, RNG. 7E,
Latitude 41.383168, Longitude -88.433161

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 032-0041 (Exist.)
Station 14+45.40

BORING NO. 1 (N. Abut.)
Station 12+78
Offset 14.0 ft Rt.
Ground Surface Elev. 567.07 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft

Groundwater Elev.:
First Encounter 527.1 ft ▽
Upon Completion 528.1 ft ▽
After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)
Augered Millings and Sand & Gravel Shoulder Gravel & Brown Silty Clay Loam Till Fill			
564.57			
Hard Gray & Brown Silty Clay Loam Till Fill	3		
	4	4.5	23
	5	P	
Some Larger Rocks in Fill up to Cobble Size			
-5			
	4		
	4	4.5	17
	4	P	
	3		
	5	4.2	13
	6	B	
-10			
	3		
	4	4.3	18
	5	B	
	5		
	4	4.0	20
	8	P	
-15			
	4		
	5	4.0	20
	6	B	
	4		
	5	4.0	20
	6	P	
-20			

DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)
Hard Gray & Brown Silty Clay Loam Till Fill	6		
	8	5.8	16
	12	S	
Some Larger Rocks in Fill up to Cobble Size (continued)			
544.57			
Hard Black Silty Clay Loam Topsoil	8		
	10	5.4	21
	12	S	
542.57			
Hard Gray & Brown Silty Clay Loam Till with Minor Loamy Sand & Gravel at 25' & Silt Pockets			
-25			
	4		
	8	4.0	14
	10	P	
	9		
	10	6.1	20
	14	S	
537.57			
Hard Brown & Gray Silty Clay with Layers of Silty Loam & Silt	9		
	12	4.5	21
	15	S	
535.07			
Hard Gray Clay with minor Silt Seams & Silty Clay Pockets			
	8		
	8	4.3	25
	9	S	
-35			
	6		
	8	4.1	24
	10	S	
	7		
	9	4.3	25
	11	S	
527.57 ▽			
-40			

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 5/7/12

ROUTE I-80 (FAI 80) DESCRIPTION Lisbon Road over I-80, 0.7 miles West of IL 47 LOGGED BY Larry Myers

SECTION (32-2)HBR-6 LOCATION NW 1/4, SEC. 33, TWP. 34N, RNG. 7E,
Latitude 41.383168, Longitude -88.433161

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 032-0041 (Exist.)
Station 14+45.40

BORING NO. 1 (N. Abut.)
Station 12+78
Offset 14.0 ft Rt.
Ground Surface Elev. 567.07 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft

Groundwater Elev.:
First Encounter 527.1 ft ▽
Upon Completion 528.1 ft ▽
After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)
Dense to Very Dense Gray Loamy Fine Sand to Coarse Gravel with Loam & Sandy Loam Layers (continued)	14		
	25		11
	25		
	21		
	37		8
	52		
-45			
	60		
	65		9
	81		
520.07			
Dense Gray Blocky Micaceous Shale - Weathered & Reworked in Top 1' 518.65	71		
	100/5"		11
End of Boring			
-50			
-55			
-60			

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

BBS, form 137 (Rev. 8-99)

DESIGNED -	EXAMINED		DATE - OCTOBER 9, 2014	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**SOIL BORING LOGS STRUCTURE NO. 032-0124**	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED -		ACTING ENGINEER OF BRIDGE DESIGN				5966	(32-2) HBR-6	GRUNDY	98	70
DRAWN -	PASSED		REVISED		SHEET NO. 23 OF 24 SHEETS				CONTRACT NO. 66B27	
CHECKED -		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED					ILLINOIS	FED. AID PROJECT	

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 5/7/12

ROUTE I-80 (FAI 80) DESCRIPTION Lisbon Road over I-80, 0.7 miles West of IL 47 LOGGED BY Larry Myers

SECTION (32-2)HBR-6 LOCATION NW 1/4, SEC. 33, TWP. 34N, RNG. 7E,
Latitude 41.382333, Longitude -88.432629

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 032-0041 (Exist.)
Station 14+45.40

BORING NO. 2 (S. Abut.)
Station 16+15
Offset 14.0 ft Rt.
Ground Surface Elev. 566.97 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 527.0 ft
Upon Completion 526.0 ft
After Hrs. ft

DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)	Description
				Augered Millings, Should Stone, Brown & Gray Silty Clay Loam Till Fill
564.47				
	3			Very Stiff to Hard Gray & Brown Silty Clay/Clay & some Silty Clay Loam Till Fill - All Fill
	4	3.5	21	
	5	P		
-5				
	3			
	4	3.5	22	
	5	P		
	2			
	4	4.1	25	
	5	S		
-10				
	2			
	4	4.3	26	
	6	S		
	2			
	3	3.7	25	
	5	S		
-15				
	5			
	3	3.1	21	
	2	B		
	3			
	4	4.0	25	
	5	B		
-20				
				Very Stiff to Hard Gray & Brown Silty Clay/Clay & some Silty Clay Loam Till Fill - All Fill (continued)
542.97				
				Hard Brown & Gray Silty Clay Loam Till
-25				
	5			
	7	4.6	18	
	8	S		
	10			
	12	6.3	17	
	21	S		
-30				
	12			
535.47				
				Hard Gray Blocky Silt with Minor Silty Clay Layers
	14	7.3	13	
	17	S		
	18			
	21	>4.5	18	
	20	P		
-35				
	16			
	18	>4.5	18	
	21	P		
	14			
	16	4.4	25	
	11	S		
526.97 ▼ -40				

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 5/7/12

ROUTE I-80 (FAI 80) DESCRIPTION Lisbon Road over I-80, 0.7 miles West of IL 47 LOGGED BY Larry Myers

SECTION (32-2)HBR-6 LOCATION NW 1/4, SEC. 33, TWP. 34N, RNG. 7E,
Latitude 41.382333, Longitude -88.432629

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 032-0041 (Exist.)
Station 14+45.40

BORING NO. 2 (S. Abut.)
Station 16+15
Offset 14.0 ft Rt.
Ground Surface Elev. 566.97 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 527.0 ft
Upon Completion 526.0 ft
After Hrs. ft

DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)	Description
	11			Very Stiff to Hard Gray & Brown Silty Clay/Clay & some Silty Clay Loam Till Fill - All Fill (continued)
	18	6.1	18	
	23	S		
	4			
	5	4.0	22	
	7	B		
-25				
	5			Hard Brown & Gray Silty Clay Loam Till
	7	4.6	18	
	8	S		
	10			
	12	6.3	17	
	21	S		
-30				
	12			
	14	7.3	13	
	17	S		
	18			Hard Gray Blocky Silt with Minor Silty Clay Layers
	21	>4.5	18	
	20	P		
-35				
	16			
	18	>4.5	18	
	21	P		
	14			
	16	4.4	25	
	11	S		
526.97 ▼ -40				
	14			Dense to Very Dense Gray Fine Sand to Coarse Gravel with Free Water & Sandy Loam/Sandy Clay Loam Layers
▽	18		8	
	21			
	21		6	
	33			
-45				
	18			
	28		10	
	41			
	16			
	22		13	
517.97	31			
				Dense Gray Micaceous Shale
516.80 -50	100/2"		12	
				End of Boring
-55				
-60				

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

BBS, form 137 (Rev. 8-99)

DESIGNED -	EXAMINED	DATE - OCTOBER 9, 2014	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**SOIL BORING LOGS STRUCTURE NO. 032-0124**	
CHECKED -	ACTING ENGINEER OF BRIDGE DESIGN				
DRAWN -	PASSED	REVISED		SHEET NO. 24 OF 24 SHEETS	
CHECKED -	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5966	(32-2) HBR-6	GRUNDY	98	71
		CONTRACT NO. 66B27		
	ILLINOIS	FED. AID PROJECT		

B.M. #127 "+" Top N. End W. Hdwl. X-Rd. Culvert Sta. 12+88 (Lisbon Road) - Elev. 548.64
No Existing Structure

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

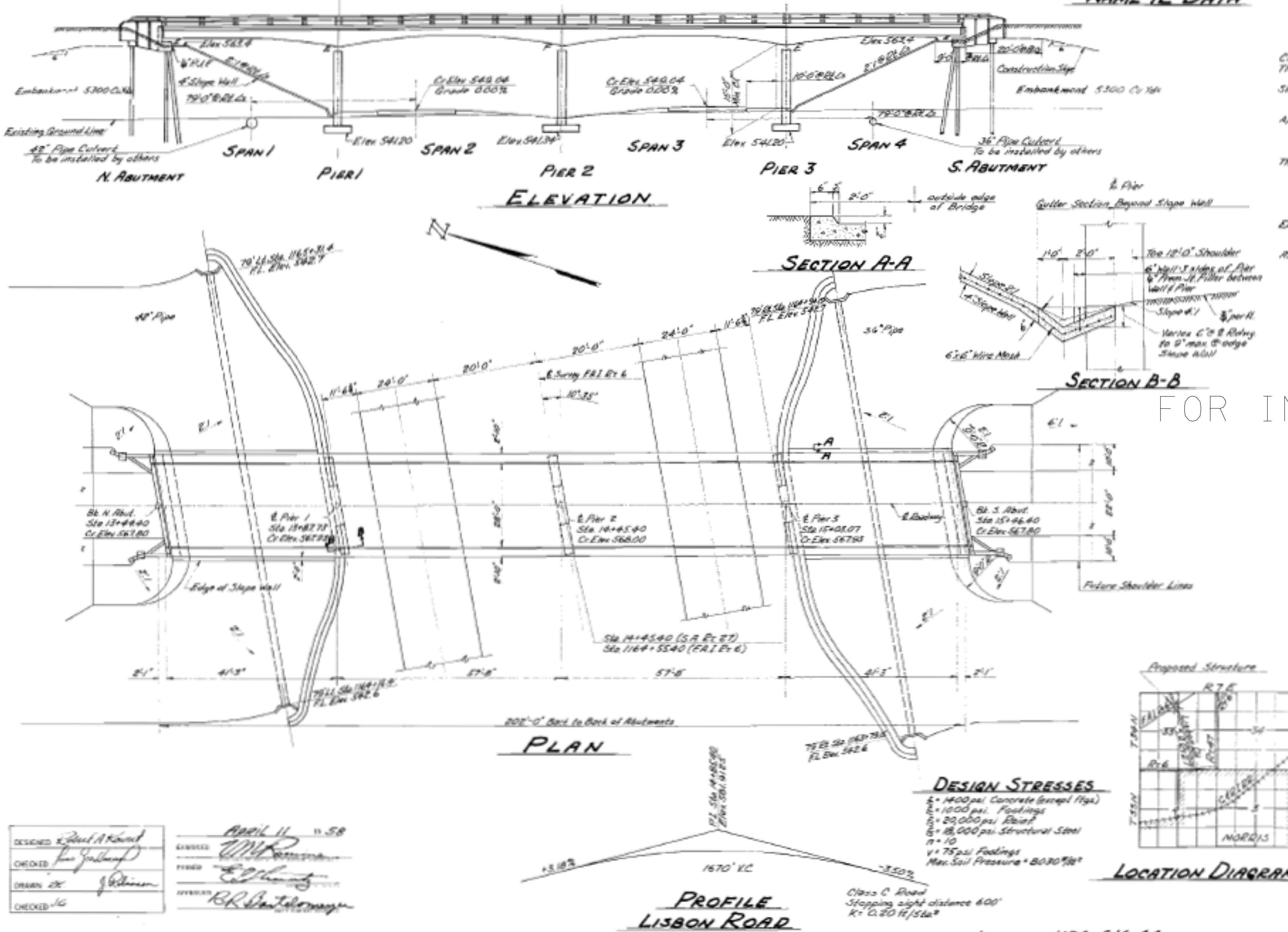
FAI-80

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 6	32-2 HB-1	GRUNDY	29	8

SHEET NO. 1
8 SHEETS

STATION 1164+55.40
BUILT 195_ BY
STATE OF ILLINOIS
F.A.I. RT. 6 SEC. 32-2HB
F.A. PROJ. I-06-3(15)
LOADING H20-S16

NAME PL. DATA



FOR INFORMATION ONLY

GENERAL NOTES

Class X Concrete shall be used throughout.
The Concrete Floor slab shall be finished in accordance with Art. 51.18(e) of the Standard Specifications.
Slope Wall and Drain Trough shall be reinforced with welded wire fabric, 6"x6" mesh, #4 wire, weighing 58#/100 sq. ft. Drain Through is included for payment as Slope Wall.
All Bolsters, Rockers, Bearing Plates, Lead Plates, Pintles and Anchor Bolts shall be fabricated in accordance with Art. 51.14 of the Standard Specifications and are included in quantity of Structural Steel Est. Wt. 10010 Lbs.
The Roadway Expansion Guard shall be fabricated and erected in accordance with Art. 51.12(d) of the Standard Specifications and is included in quantity of Structural Steel. Est. Wt. 1620 Lbs. All surfaces of the Expansion Guard inaccessible after erection shall receive two shop coats of red lead paint except the Anchor Straps which shall not be painted.
Except as otherwise provided all Structural Steel shall receive one shop coat of red lead paint and two field coats of Aluminum Paint. See Art. 57.1 to 57.5 inclusive of the Standard Specifications.
All paint shall be furnished and applied by the Contractor.
The Contractor shall drive one test pile in permanent location at each Abutment before ordering remainder of the piles.

TOTAL BILL OF MATERIAL

ITEM		SUPER.	SUB.	TOTAL
Class X Concrete	Cu. Yds.	345.6	163.3	508.9
Structural Steel	Lbs.	11,630		11,630
Reinforcement Bars	Lbs.	74,840	20,870	95,710
Name Plate	Ea.	One		One
Concrete Piles	Lin. Ft.		300	300
Test Piles (Concrete)	Ea.		2	2
Creosoted Timber Piles	Lin. Ft.		104	104
Metal Handrail	Lin. Ft.	432		432
Class A Excavation for Str.	Cu. Yds.			154
Slope Wall	Sq. Yds.			450

DESIGNED Paul A. Kamil
CHECKED
DRAWN DC
CHECKED JG
April 11 1958

GENERAL PLAN & ELEVATION
PROJ. I-06-3(15)
F.A.I. RT. 6 SEC. 32-2HB-1
GRUNDY COUNTY
STA. 1164+55.40 (F.A.I. 6)

LOADING H20-S16-44

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Default	PLOT DATE = 8/13/2014	DATE -	REVISED -

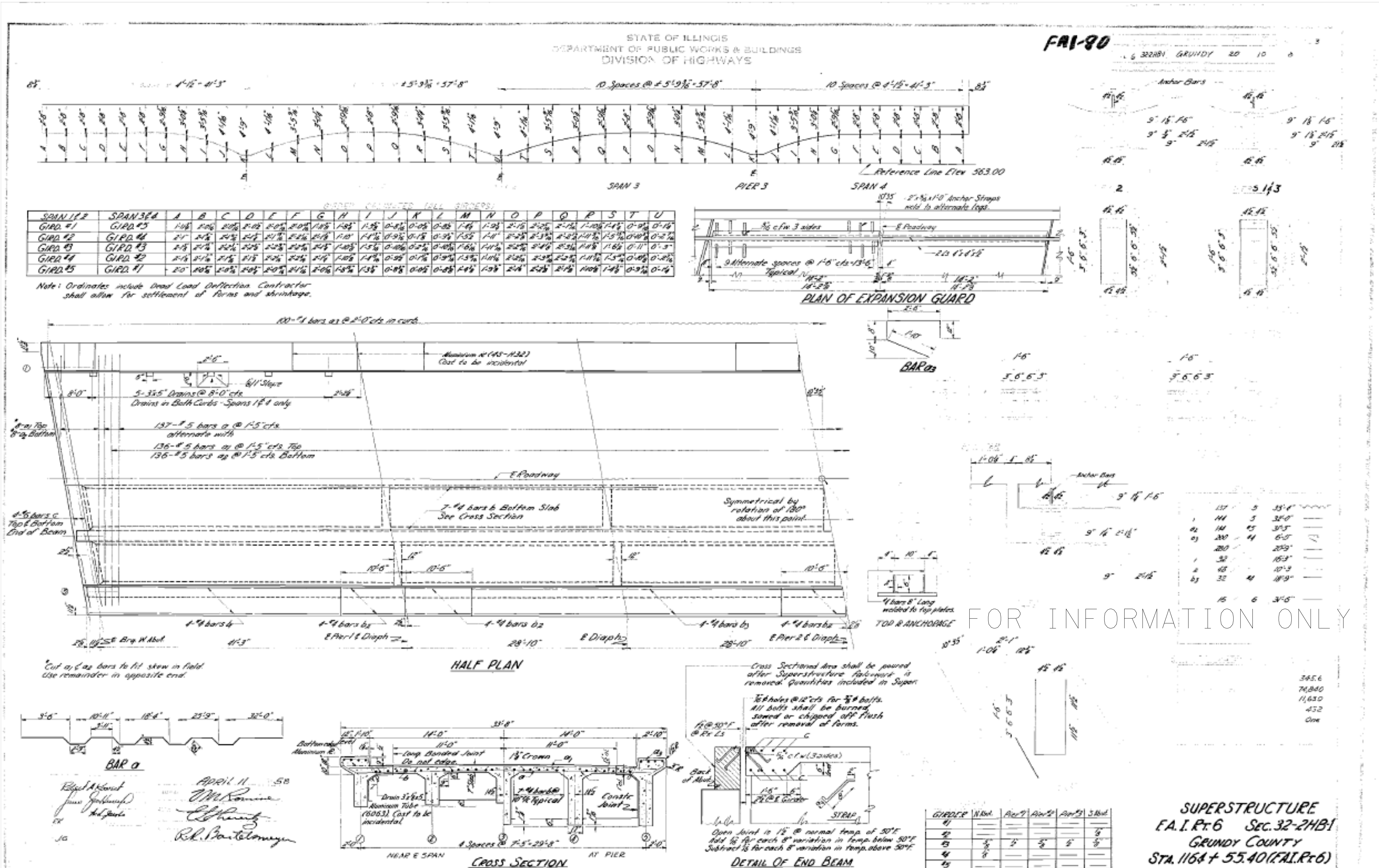
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE
FOR INFORMATION ONLY

SCALE: | SHEET NO. 72 OF 98 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	98	72

CONTRACT NO. 66B27
ILLINOIS FED. AID PROJECT



SPAN 1 & 2	SPAN 3 & 4	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U
GIRD. #1	GIRD. #5	1'-10 5/8"	2'-0 5/16"	2'-0 5/16"	2'-1 1/2"	2'-0 7/16"	2'-0 11/16"	1'-11 5/8"	1'-8 3/4"	1'-3 5/8"	0'-8 5/16"	0'-0 5/8"	0'-8 1/2"	1'-4 1/4"	1'-9 3/8"	2'-1 5/8"	2'-2 5/16"	2'-1 1/16"	1'-10 5/8"	1'-4 1/4"	0'-9 5/16"	0'-1 1/4"
GIRD. #2	GIRD. #4	2'-1"	2'-1 7/8"	2'-1 11/16"	2'-1 1/4"	2'-1 15/16"	2'-2 1/16"	2'-1 5/8"	1'-10"	1'-4 11/16"	0'-9 7/16"	0'-1 5/8"	0'-9 3/4"	1'-5 1/2"	1'-11"	2'-2 5/8"	2'-3 5/16"	2'-2 1/2"	1'-11 5/16"	1'-5 5/16"	0'-10 3/8"	0'-2 7/16"
GIRD. #3	GIRD. #3	2'-1 5/8"	2'-1 7/8"	2'-2 1/16"	2'-2 5/8"	2'-2 3/8"	2'-2 5/16"	2'-1 5/8"	1'-10 5/8"	1'-5 7/16"	0'-10 1/16"	0'-2 1/16"	0'-10 5/16"	1'-6 1/16"	1'-11 5/16"	2'-2 9/16"	2'-4 1/8"	2'-3 1/16"	1'-11 5/8"	1'-6 1/2"	0'-11"	0'-3"
GIRD. #4	GIRD. #2	2'-1 1/8"	2'-1 15/16"	2'-1 5/8"	2'-1 5/8"	2'-2 1/4"	2'-2 3/8"	2'-1 1/4"	1'-10 3/8"	1'-4 9/16"	0'-9 5/8"	0'-1 5/16"	0'-9 9/16"	1'-3 9/16"	1'-11 1/16"	2'-2 5/16"	2'-3 5/16"	2'-2 5/16"	1'-11 3/16"	1'-5 5/16"	0'-10 5/8"	0'-2 5/16"
GIRD. #5	GIRD. #1	2'-0"	2'-0 5/16"	2'-0 9/16"	2'-0 3/4"	2'-0 11/16"	2'-1 1/16"	2'-0 5/8"	1'-8 3/16"	1'-3 5/8"	0'-8 5/8"	0'-0 5/8"	0'-8 5/8"	1'-4 1/2"	1'-9 3/8"	2'-1 1/4"	2'-2 3/8"	2'-1 5/8"	1'-10 5/8"	1'-4 5/8"	0'-9 5/16"	0'-1 1/4"

Note: Ordinates include Dead Load Deflection. Contractor shall allow for settlement of forms and shrinkage.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

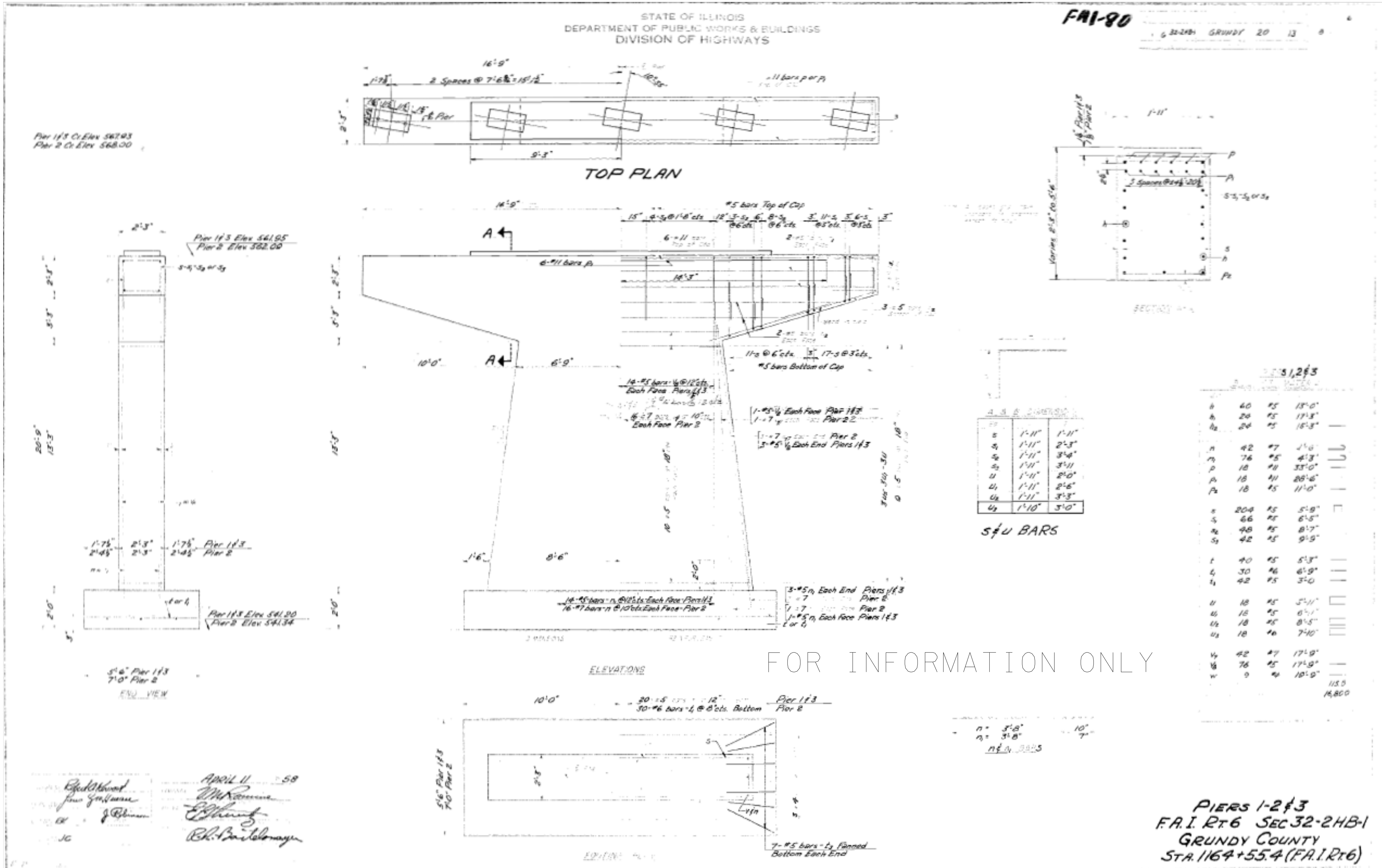
EXISTING STRUCTURE
FOR INFORMATION ONLY

SCALE: | SHEET NO. 73 OF 98 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	98	73

CONTRACT NO. 66B27

ILLINOIS FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

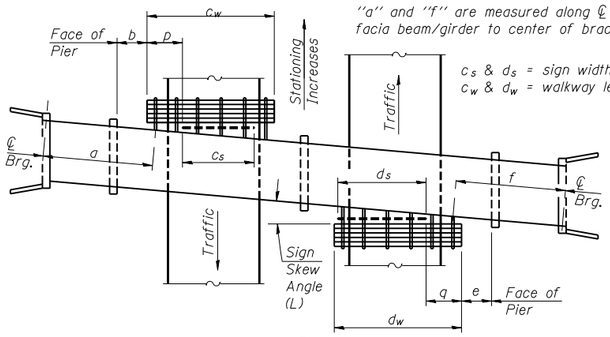
EXISTING STRUCTURE
FOR INFORMATION ONLY

SCALE: | SHEET NO. 74 OF 98 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	98	74

CONTRACT NO. 66B27

ILLINOIS FED. AID PROJECT

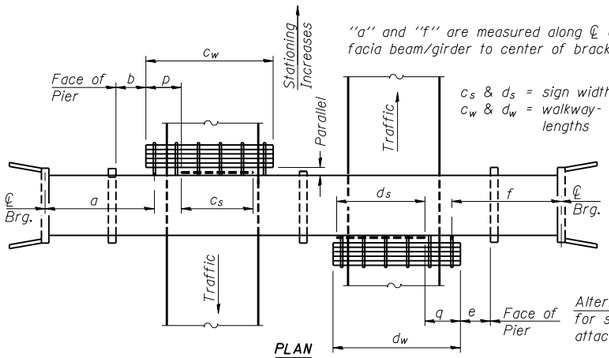


PLAN

(Left Sign Skew > 15°)

WALKWAY AND HANDRAIL SKETCH

(Road plan beneath structure varies.)

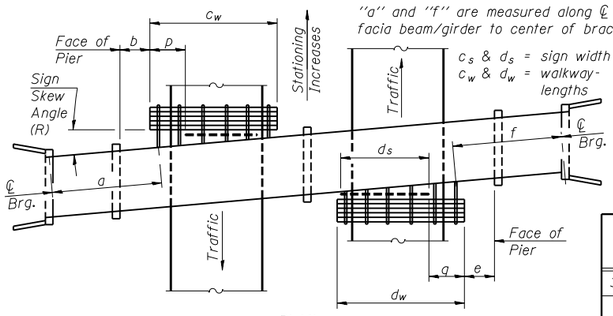


PLAN

(For Sign Skew ≤ 15°, all brackets constant)

WALKWAY AND HANDRAIL SKETCH

(Road plan beneath structure varies.)

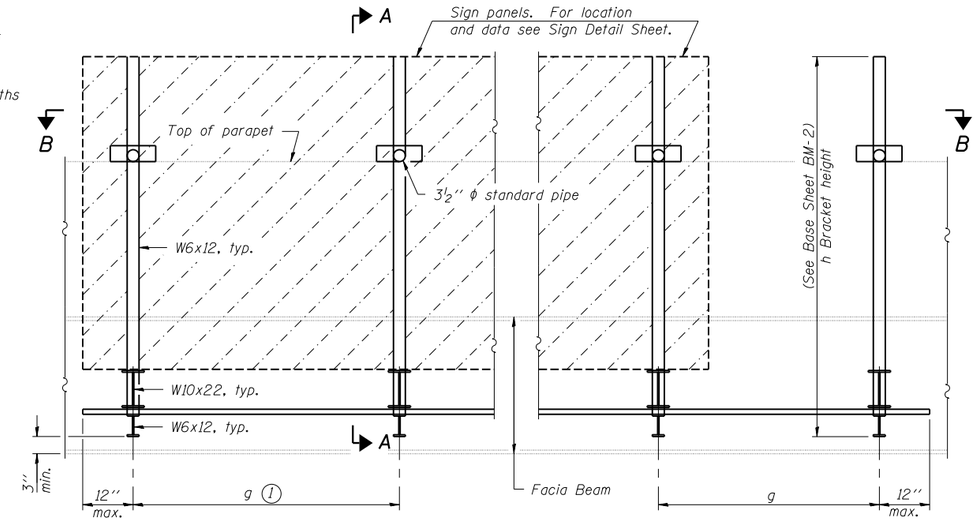


PLAN

(Right Sign Skew > 15°)

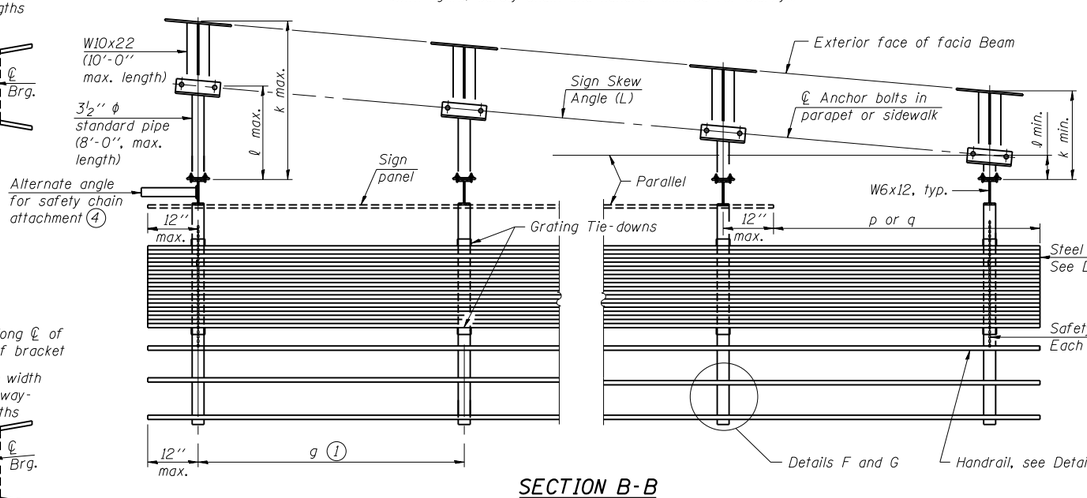
WALKWAY AND HANDRAIL SKETCH

(Road plan beneath structure varies.)



TYPICAL FRONT ELEVATION

(With lights, safety chain and handrail omitted for clarity.)



SECTION B-B

(Shown: Left Sign Skew > 15°)

Structure Number	Sign Skew Angle (L) or (R)	Bridge Station	Bridge Structure Number	Contract Route Designation	a	b	c_s	c_w	d_s	d_w	e	f*	g	No. of Brackets (Total)	p	q	Total Grating/ Hndrl. Lengths (c_w + d_w)
3B0321080R1111.4	10° 35'	14+45.40	032-0124	FAI 80(1-80)EB	-------	-------	-------	-------	13'-6"	15'-6"	N/A	58'-2¼"	4'-0"	4	-------	0'-9"	15'-6"

Dimensions a, b, e, f & g may vary as approved by the Engineer, see (1).
When c_w < c_s and/or d_w < d_s, use alternate brackets without walkway supports where applicable, see (3).

* "f" measured along ℄ of structure

GENERAL NOTES

SPECIFICATIONS:

DESIGN: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals. ("AASHTO Specifications") (2)

CONSTRUCTION: Current (at time of letting) Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Special Provisions. ("Standard Specifications")

LOADING: 90 M.P.H. WIND VELOCITY

WALKWAY LOADING: Dead load plus 500 lbs. concentrated live load.

MINIMUM CLEARANCE: 3" greater than bridge members at all locations. (All Obstructions)

WELDING: All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 Structural Welding Code (Steel) and the Standard Specificiations.

MATERIALS: All Structural Steel Pipe shall be ASTM A53 Grade B with a minimum yield of 35,000 p.s.i., or A500 Grade B or C with a minimum yield of 46,000 p.s.i. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53.
All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 (M183, M223 Gr. 50.).

HIGH STRENGTH BOLTS: All bolts, washers, nuts and locknuts shall satisfy the requirements of ASTM designation A307 unless noted as "H.S." which shall require AASHTO M164 (A325), ASTM A449, or approved alternate. All fasteners shall be hot dip galvanized per AASHTO M232 unless otherwise specified.

GALVANIZING: All Steel Grating, Plates, Shapes and Pipe shall be Hot Dip Galvanized after fabrication in accordance with AASHTO M111. Painting is not permitted.

ANCHOR RODS: All-threaded rod shall conform to ASTM F1554 Grade 105, ¾" ϕ x 12" long, each with one plate washer and locknut and be hot dip galvanized per AASHTO M232. They shall be either cast into the concrete or epoxy grouted in accordance with Section 584 of the Standard Specifications. Minimum embedment in concrete shall be 9".

(1) Bracket spacing g ≤ 6'-0", max. Spacing shall be uniform if possible but may vary ±6" to miss existing obstruction (rail post, light poles, web stiffeners, splice plates, etc.). Adjust bracket lengths accordingly on skewed structures.

(2) Any design modifications shall be based on the current version of applicable specifications and submitted for the Engineer's approval.

(3) Unit price includes grating, handrail, brackets, supports, anchor bolts, fasteners, fabrication, delivery, erection, field drilling and other necessary items. Limits of payment are based on grating length (c_w, d_w) unless otherwise specified. For Safety Chain Details and Details D, F and G, see Base Sheet BM-4.

(4) If walkway bracket at safety chain location is behind sign, add angle to bracket. See detail on Base Sheet BM-4.

TOTAL BILL OF MATERIAL

(3) OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED	Foot	15'-6"

BM-1 6-1-12

BRIDGE MOUNT SIGN STRUCTURES
GENERAL PLAN AND ELEVATION

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		DRAWN -	REVISED -			80	(32-2) HBR-6	GRUNDY	98	75
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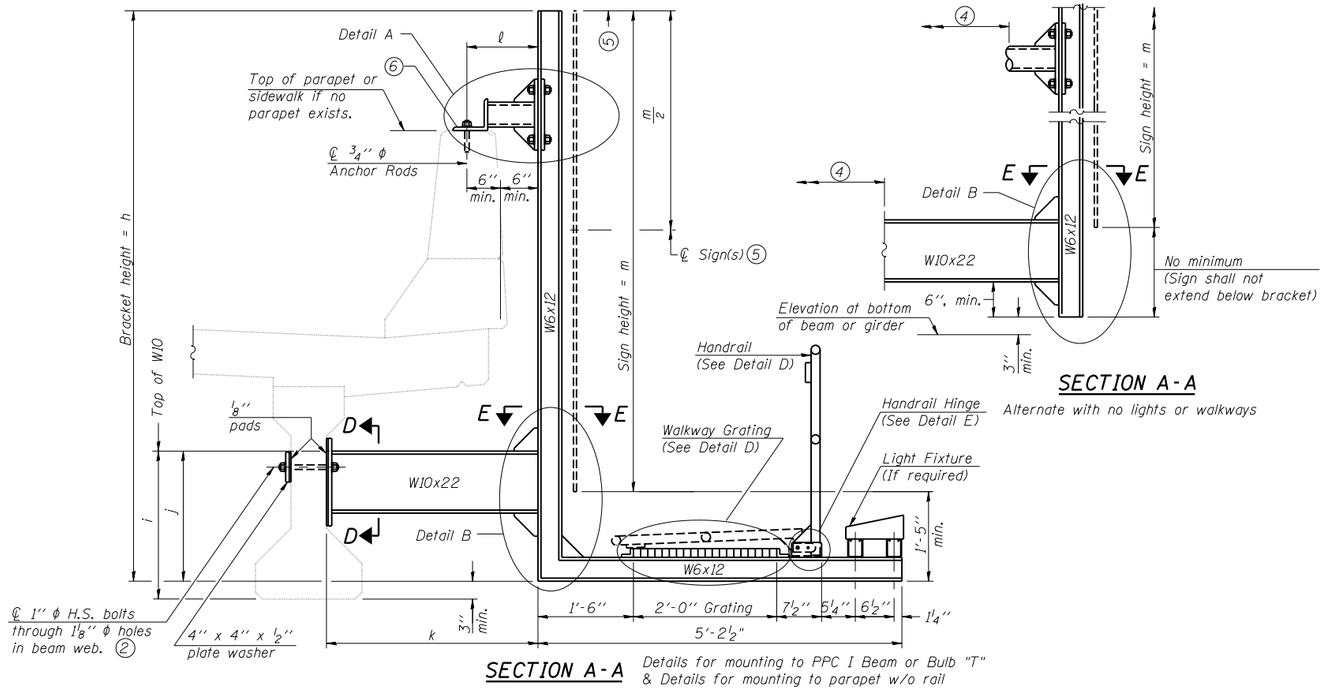
	PLOT DATE = 8/13/2014	DATE -	REVISED -		SCALE: SHEET NO. 75 OF 98 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

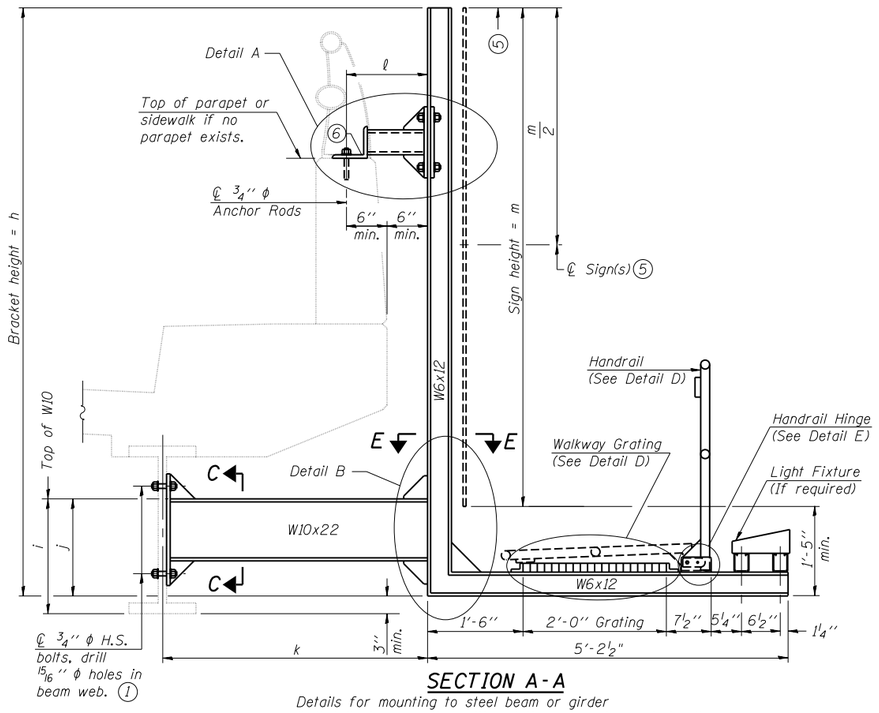


SECTION A-A

Details for mounting to PPC I Beam or Bulb "T" & Details for mounting to parapet w/o rail

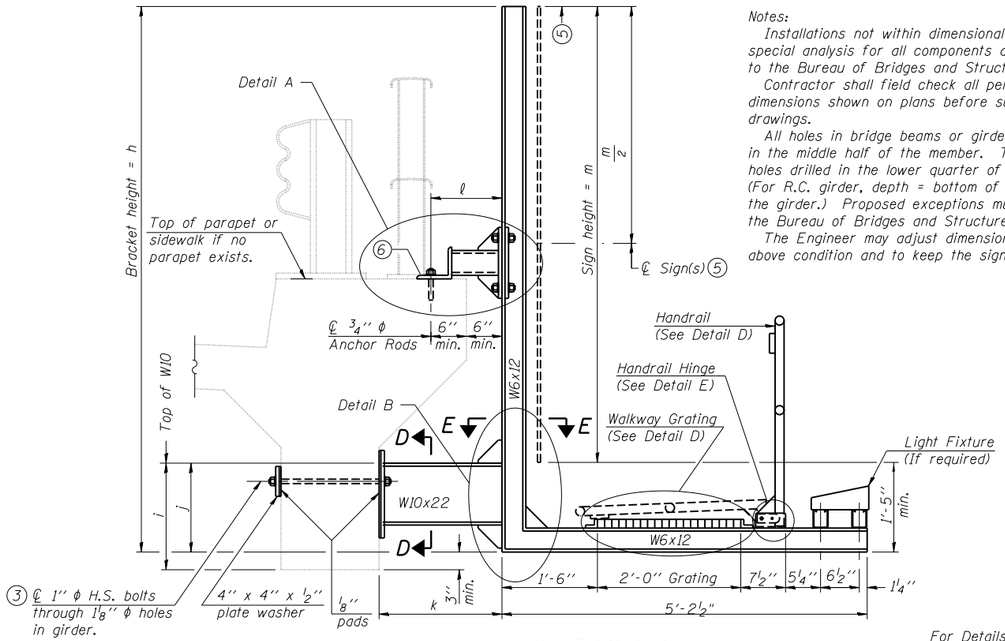
SECTION A-A

Alternate with no lights or walkways



SECTION A-A

Details for mounting to steel beam or girder & Details for mounting with existing parapet mounted rail



SECTION A-A

Details for mounting to integral reinforced concrete girder & Details for mounting on safety curb with surface-mount bridge rail

Notes:

Installations not within dimensional limits shown require special analysis for all components and must be submitted to the Bureau of Bridges and Structures for approval.

Contractor shall field check all pertinent existing bridge dimensions shown on plans before submitting shop drawings.

All holes in bridge beams or girders should be located in the middle half of the member. There shall be no holes drilled in the lower quarter of the member's depth. (For R.C. girder, depth = bottom of deck to bottom of the girder.) Proposed exceptions must be approved by the Bureau of Bridges and Structures.

The Engineer may adjust dimension "i" to meet the above condition and to keep the sign level.

(1) *Holes in new steel members may be drilled in the fabrication shop or in the field. Field drill existing members.*

(2) *For new PPC I beams, holes shall be formed during casting. For existing PPC I beams, prestressing strand locations shall be determined and spaced to miss strands by 6", min. Minimize spalling during field drilling of existing beams.*

(3) *For new construction, form holes. For existing RC beams, locate primary reinforcement and space holes to miss by 6", min. Minimize spalling and concrete fracturing/damage during field drilling of existing concrete. Spalls over 1/4" deep or beyond the coverage of the 4x4 plate washer shall be repaired with epoxy mortar before installing washer.*

(4) *For attachment details of 3 1/2" pipe and W10x22, see other sections as applicable.*

(5) *Sign shall not extend more than 6" above top of bracket, and this dimension may vary to keep sign level if bridge is on grade or vertical curve. Multiple signs of various heights shall share a common horizontal centerline and use equal bracket heights. If no sign is attached to a W6x12 vertical (bracket only supporting walkway), dimension h shall be the same as an adjacent bracket with a sign attached, unless Engineer specifically directs shorter brackets due to locational restraints on future uses. (See Detail A for minimum bracket height.)*

(6) *For bridge mounted sign structures installed on new bridges with railing, during design, bracket spacing must be coordinated with railing post spacing and the Contractor must install upper brackets prior to railing installation. For bridge mounted sign structures installed on existing bridges with railing, during design, brackets spacing must be coordinated with railing post spacing and the Contractor must temporarily remove sections of railing to facilitate upper bracket installation. If it is determined during design that existing railings can't be removed, alternate upper connection details must be developed for the contract plans and approved by the Bureau of Bridges and Structures.*

For Details A & B, Sections C-C, D-D and E-E, see Base Sheet BM-3.
For Details D & E, see Base Sheet BM-4.

Structure Number	Station	h	i	j	k max. (10'-0" max.)	ℓ max. (8'-0" max.)	m (15'-0" max.)
3B0321080R111.4	14+45.40	11'-5"	2'-11 5/8"	2'-8 5/8"	3'-6"	1'-0"	10'-0"

BRIDGE MOUNT SIGN STRUCTURES
WALKWAY AND CONNECTION DETAILS

BM-2 6-1-12

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		DRAWN -	REVISED -
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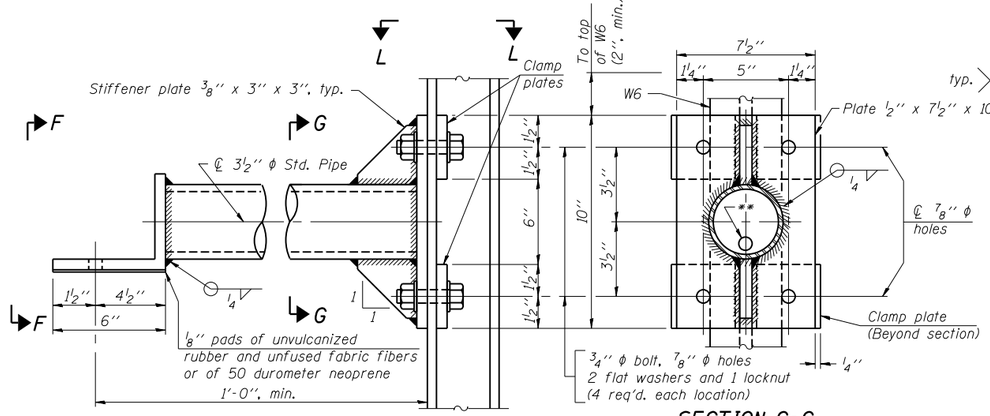
	PLOT DATE = 8/13/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL
EXISTING STEEL RAILING AND PROPOSED GUARDRAIL

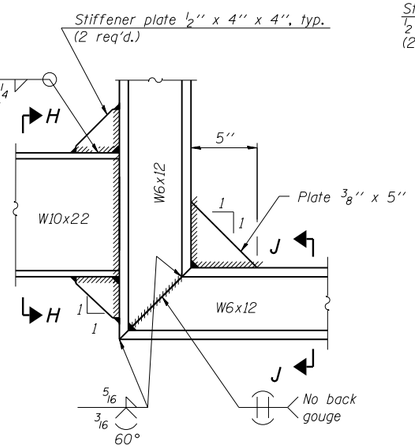
SCALE: | SHEET NO. 76 OF 98 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	98	76
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			

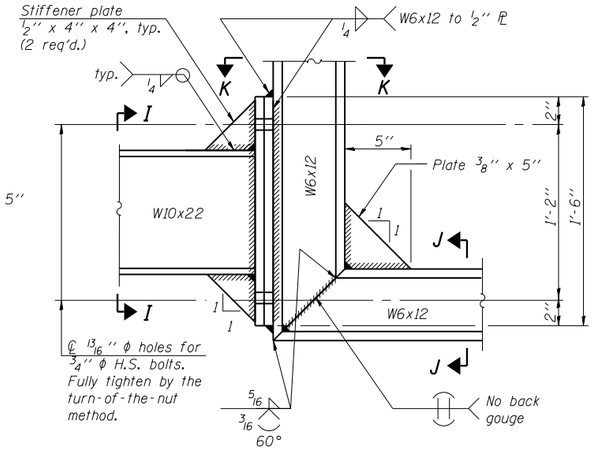


DETAIL A

SECTION G-G

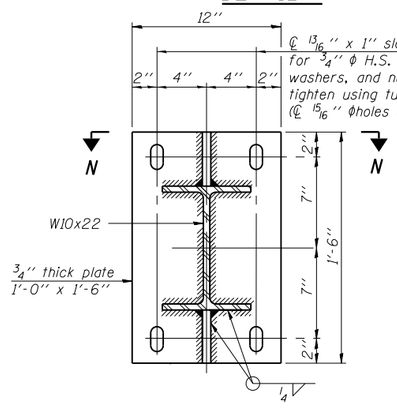


DETAIL B - WELDED W10x22 TO W6x12 CONNECTION



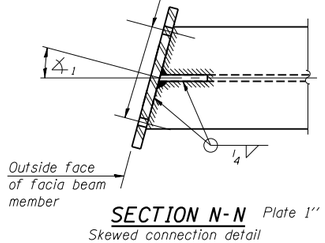
DETAIL B - ALTERNATE BOLTED W10x22 TO W6x12 CONNECTION

Alternate may be substituted by contractor to facilitate construction or galvanizing, especially on long struts for skewed bridges.



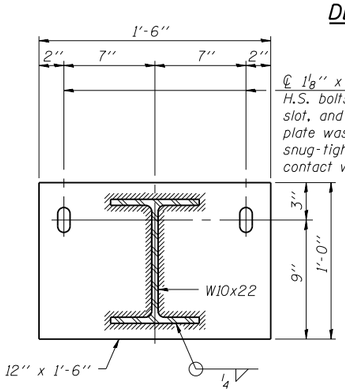
SECTION C-C

Steel beam or girder connection plate details



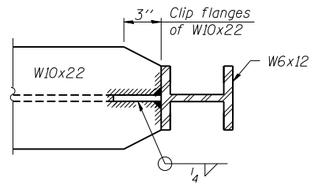
SECTION N-N

Skewed connection detail for W10x22 to facia beam.

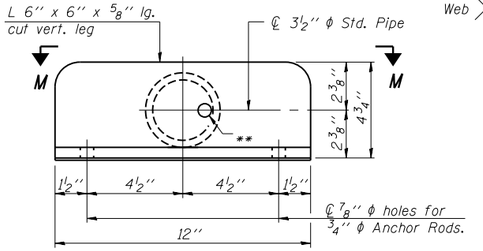


SECTION D-D

Concrete beam or girder connection plate details.

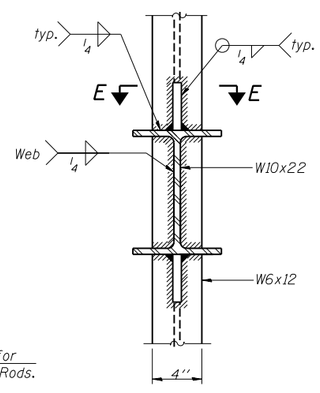


SECTION E-E

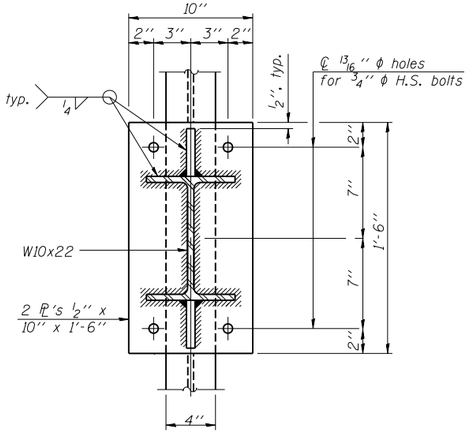


VIEW F-F

** 13/16" ϕ holes for galvanizing. After galvanizing, install 7/8" ϕ A307 hot-dip galvanized bolt to close hole in angle. (No bolt required in 1/2" plate.)

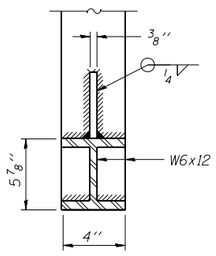


SECTION H-H

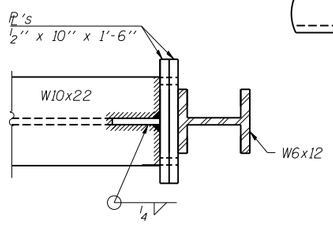


SECTION I-I

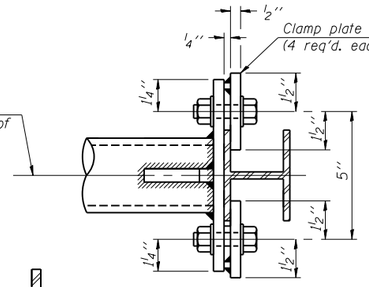
Note: For constant slab overhang at facia beam, ∠1 = ∠2 = sign angle. For flared beams or other special cases where ∠1 ≠ ∠2, ∠1 = sign angle.



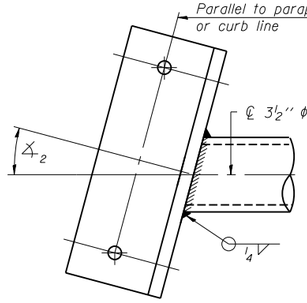
SECTION J-J



SECTION K-K

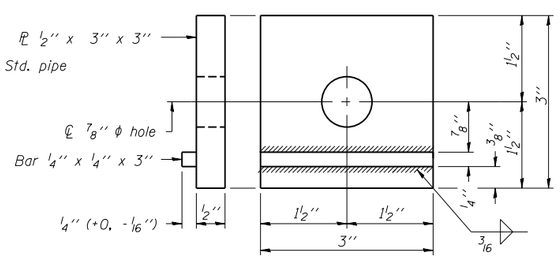


SECTION L-L



SECTION M-M

Skewed connection detail for 3 1/2" ϕ pipe to parapet.



CLAMP PLATE DETAILS

BM-3 6-1-12

BRIDGE MOUNT SIGN STRUCTURES
CONNECTION DETAILS

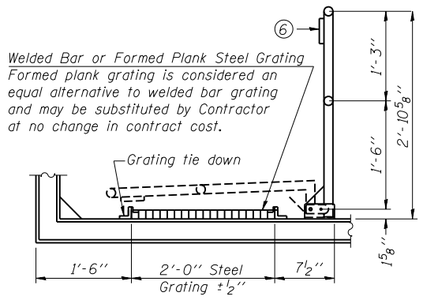
FILE NAME = c:\pw_work\pwidot\jauche\d0249654\D366B27-sht-details.DGN	USER NAME = jauche	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 800.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/13/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

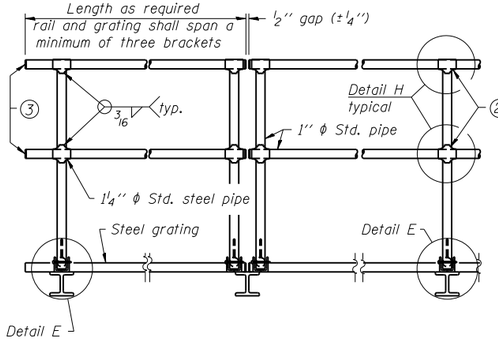
DETAIL
EXISTING STEEL RAILING AND PROPOSED GUARDRAIL

SCALE: | SHEET NO. 77 OF 98 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	98	77
		CONTRACT NO. 66B27		
		ILLINOIS FED. AID PROJECT		

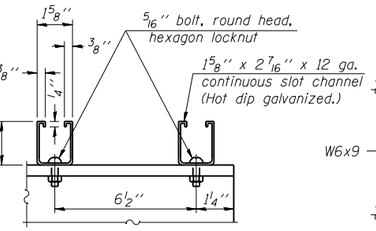


SIDE ELEVATION



DETAIL D HANDRAIL

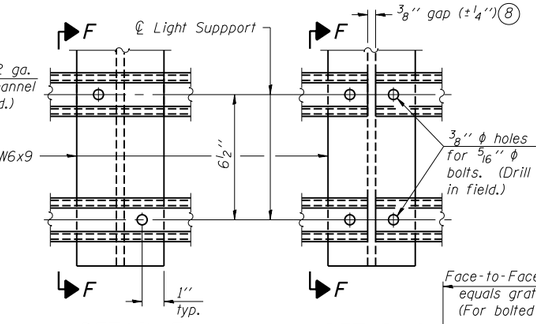
FRONT ELEVATION



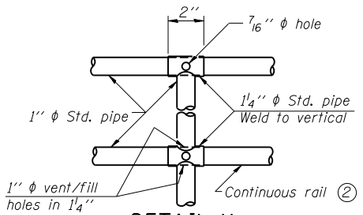
SECTION F-F

LIGHTING FIXTURE MOUNTS

(If required)

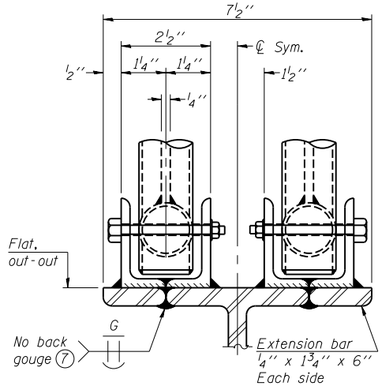


DETAIL F



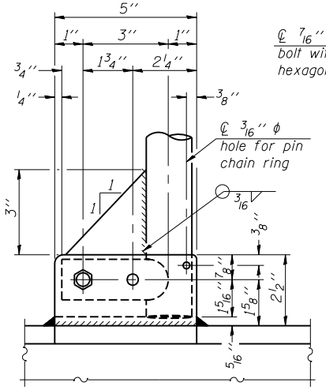
DETAIL H

Welds 3/16" continuous

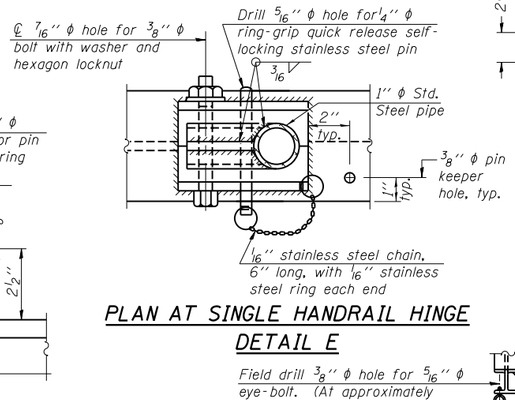


ELEVATION AT HANDRAIL JOINT

(Details not shown same as "FRONT ELEVATION")

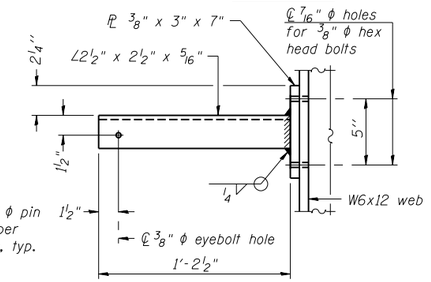


SIDE ELEVATION

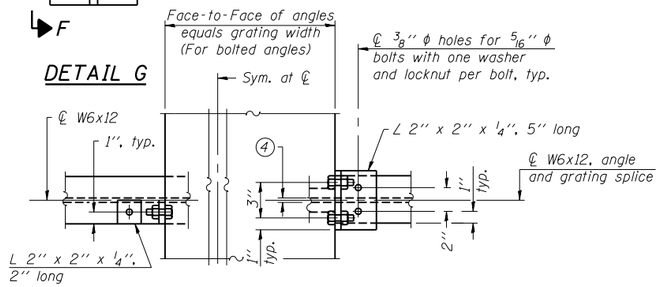


PLAN AT SINGLE HANDRAIL HINGE

DETAIL E

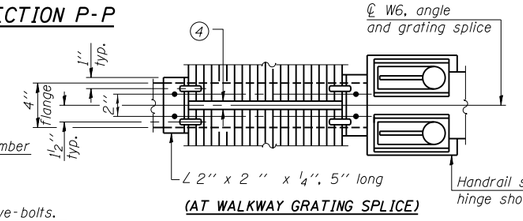


SECTION P-P

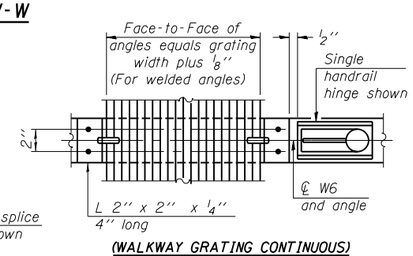


GRATING CONTINUOUS AT GRATING SPLICE

VIEW W-W

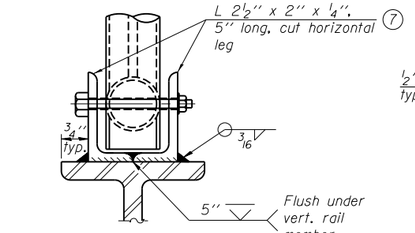


(AT WALKWAY GRATING SPLICE)



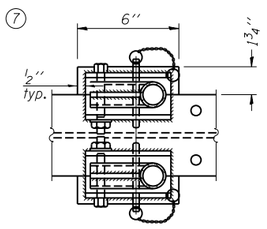
(WALKWAY GRATING CONTINUOUS)

PLAN



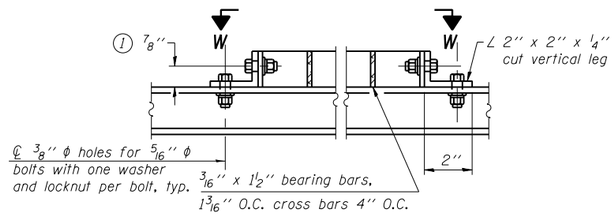
FRONT ELEVATION

(See above Elevations for dimensions.)

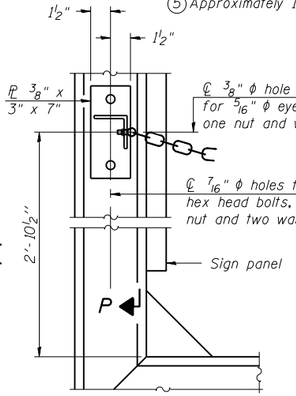


PLAN AT HANDRAIL JOINT

(For Details, see Elevations.)



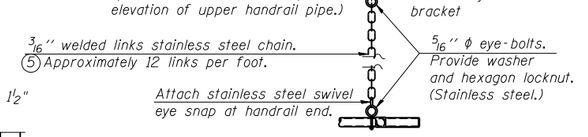
WELDED BAR GRATING DETAILS



SAFETY CHAIN ATTACHMENT

(With Sign Present)

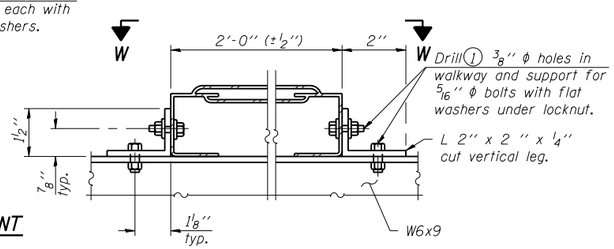
Items not shown same as "SIDE ELEVATION" and "SAFETY CHAIN"



No Sign at Bracket

SAFETY CHAIN

One (1) required for each end of each walkway.



ALTERNATE FORMED PLANK GRATING DETAILS

Plank Grating: nominal depth = 2½" (±½"); perforated or expanded steel sheet with a non-skid surface (non-serrated) concentrated load capacity = 500 lbs. with 6'-0" clear span.

NOTES

(1) Drilling holes in grating may be done in shop or field, based on Contractor's preference and subject to accurate alignment. Field drilled holes must be touched up with galvanized paint.

(2) Horizontal rail member shall be continuous thru 1¼" ϕ pipe. Provide 7/16" ϕ hole in 1¼" ϕ pipe for ⅜" ϕ bolt. Field drill 7/16" ϕ hole in horizontal rail member. Provide washer and locknut for bolt. (Use 5/16" eyebolts in 7/16" ϕ holes on top rail at ends only.)

(3) Install standard force-fit end caps or weld ⅛" end plates with ⅛" c.f.w. and grind smooth. (All rail ends.)

(4) ⅜" (±¼") gap between grating panels at splice.

(5) Chain to be type 304L stainless steel suitable for prolonged exterior exposure. Approximately 3'-6" long chain per location. Maximum sag with handrail erected = 4".

(6) ℄ ⅛" x ½" x 2" welded to handrail posts to protect locations that contact grating.

(7) Extrusions may be used in lieu of details shown, with approval by Engineer.

(8) Field cut ends of light support channels shall be free of burrs or hazardous projections and coated with zinc-rich primer or equivalent.

BM-4

6-1-12

BRIDGE MOUNT SIGN STRUCTURES
WALKWAY DETAILS

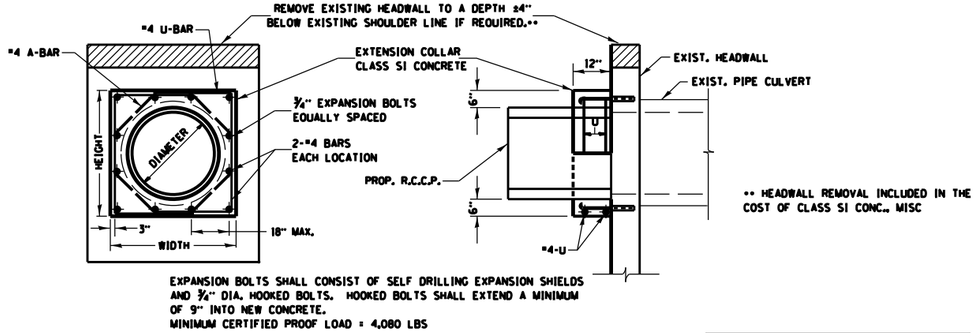
FILE NAME = c:\pw_work\pwidot\jauche\d0249654\D366B27-sht-details.DGN	USER NAME = jauche	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 800.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/13/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

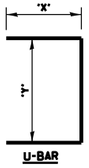
DETAIL
EXISTING STEEL RAILING AND PROPOSED GUARDRAIL

SCALE: | SHEET NO. 78 OF 98 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	98	78
		CONTRACT NO. 66B27		
		ILLINOIS FED. AID PROJECT		

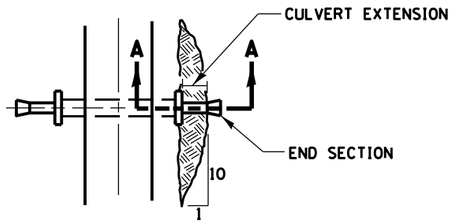


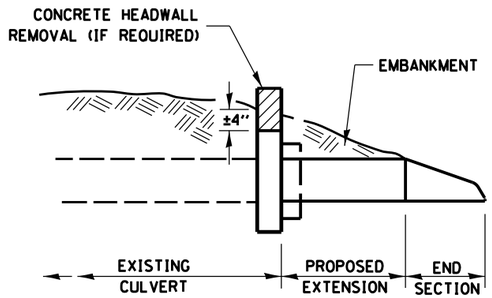
EXPANSION BOLTS SHALL CONSIST OF SELF DRILLING EXPANSION SHIELDS AND 3/4" DIA. HOOKED BOLTS. HOOKED BOLTS SHALL EXTEND A MINIMUM OF 9" INTO NEW CONCRETE.
MINIMUM CERTIFIED PROOF LOAD = 4,080 LBS



LOCATION	EXISTING CULVERT SIZE		PIPE DIMENSION	PIPE AREA	EXTENSION COLLAR		A-BAR	U-BAR		QUANTITIES ARE FOR ONE SIDE ONLY		
					WIDTH	HEIGHT	L2	"X"	"Y"	CLASS SI CONC., MISC.)	REINFORCEMENT BARS	3/4" DIA. EXPANSION BOLTS
	DIA., IN.		DIA., IN.	SQ. FT.	IN.	IN.	IN.	IN.	IN.	CU. YD.	POUND	EACH
12+22 LT	36"		36"	7.07	48"	48"	4"	42"	48"	0.33	40.08	12

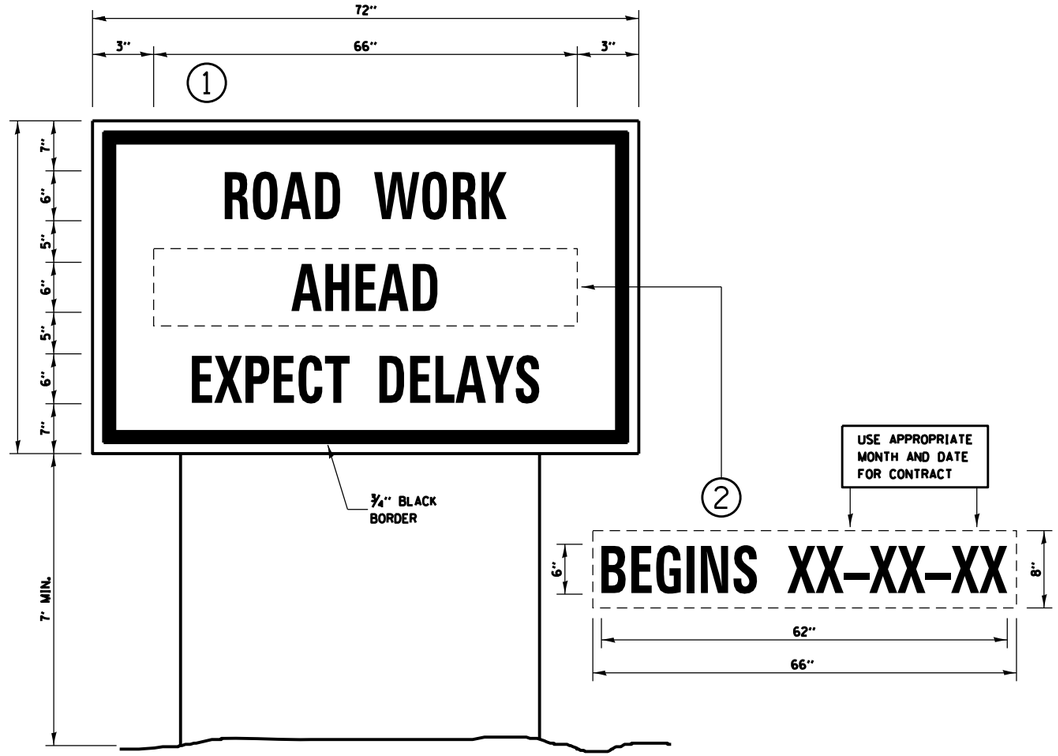
COLLAR DETAIL (R.C.C.P. EXTENSION OF PIPE CULVERT)





SECTION A-A

PLAN AT CULVERT EXTENSIONS



TEMPORARY INFORMATION SIGNING

NOTES:

1. USE 6" D BLACK LETTERING ON FLOURESENT ORANGE BACKGROUND.
2. ERECT SIGNS AT LOCATIONS IN ADVANCE OF THE "ROAD CONSTRUCTION AHEAD" SIGNS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN (1) WITH INSTALLED PANEL (2) A MINIMUM OF ONE WEEK PRIOR TO THE START OF THE LANE CLOSURE.
4. REMOVE PANEL (2) ON THAT DATE.
5. SEE SPECIAL PROVISION "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. WILL BE PAID FOR PER SQ FT AS "TEMPORARY INFORMATION SIGNING". EACH SIGN = 21 SQ FT AND THE DATE PANEL (2) WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.

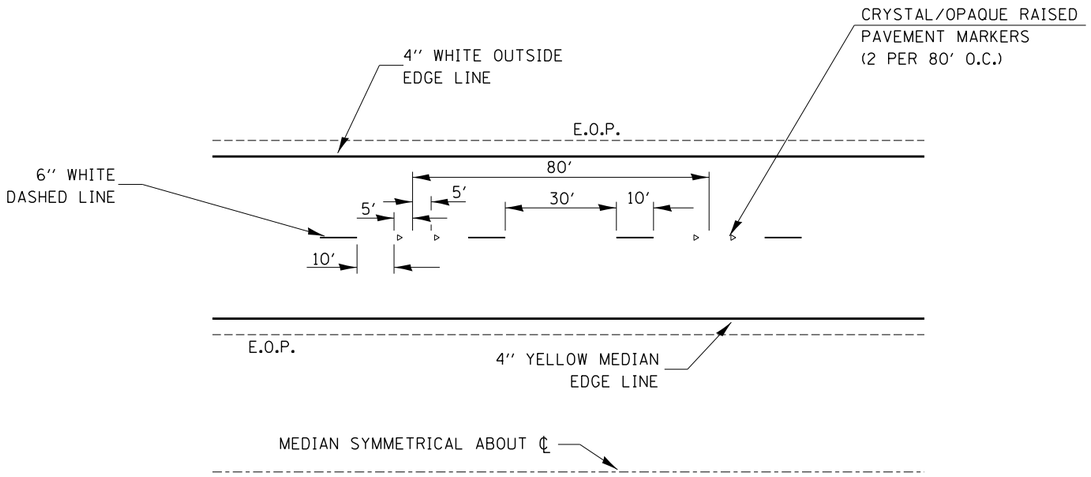
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

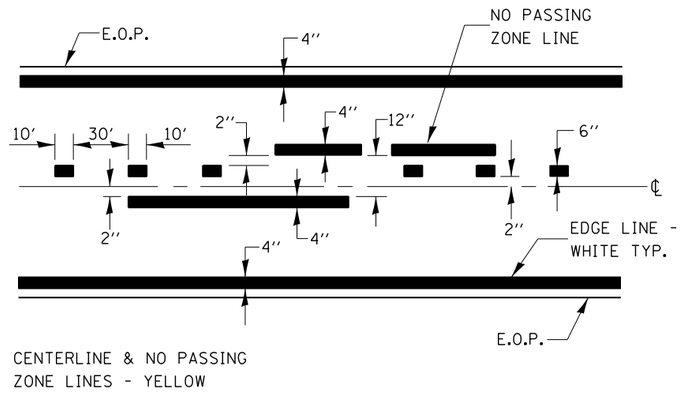
DETAILS

SCALE: | SHEET NO. 79 OF 98 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	98	79
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			

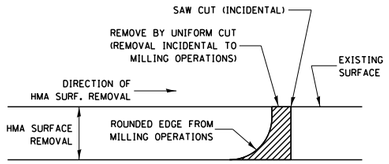


TYPICAL PAVEMENT MARKINGS



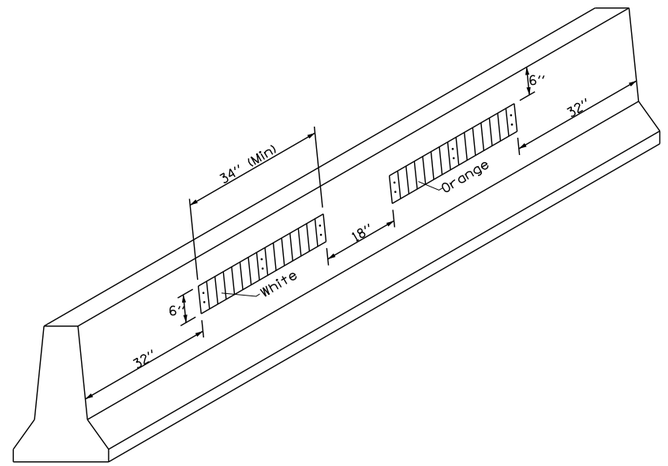
CENTERLINE & NO PASSING
ZONE LINES - YELLOW

PAVEMENT MARKING



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

HMA DETAIL AT BUTT JOINTS



LINEAR DELINEATION PANEL

NOTE: THIS DETAIL DENOTES 1 FULL 12.5' SECTION OF TEMPORARY CONCRETE BARRIER.

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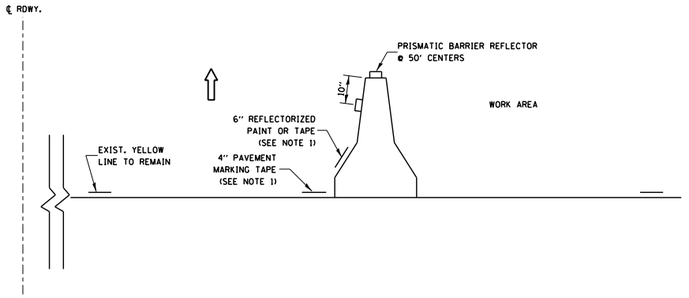
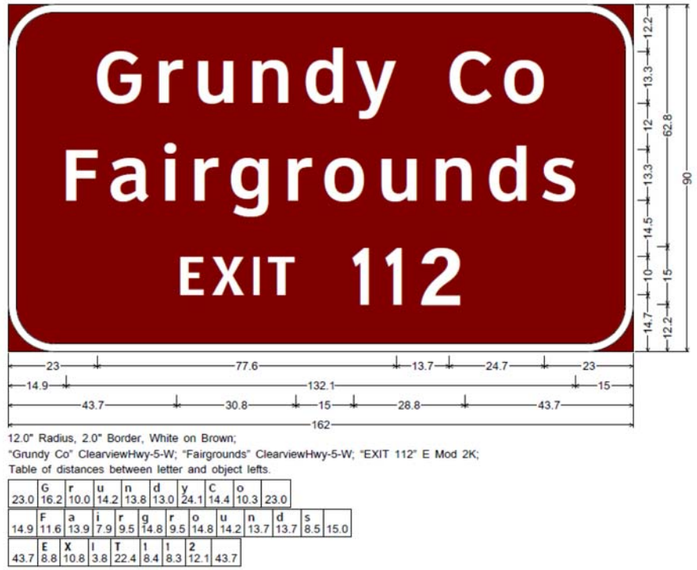
	PLOT SCALE = 800.0000 ' / in.	CHECKED -	REVISED -			80	(32-2) HBR-6	GRUNDY	98	80
Default	PLOT DATE = 8/13/2014	DATE -	REVISED -		SCALE: SHEET NO. 80 OF 98 SHEETS STA. TO STA.			CONTRACT NO. 66B27		
								ILLINOIS FED. AID PROJECT		

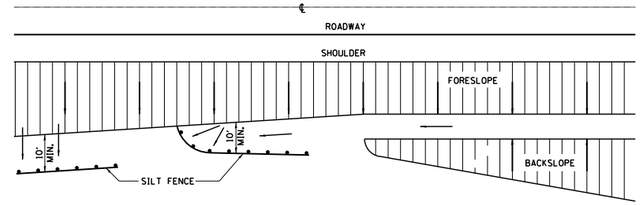


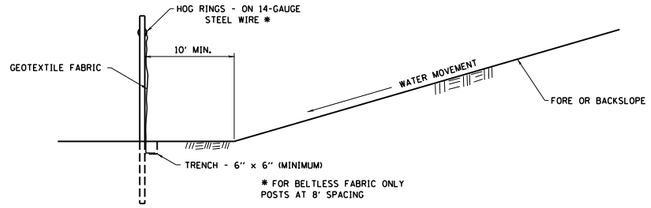
NOTES:

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



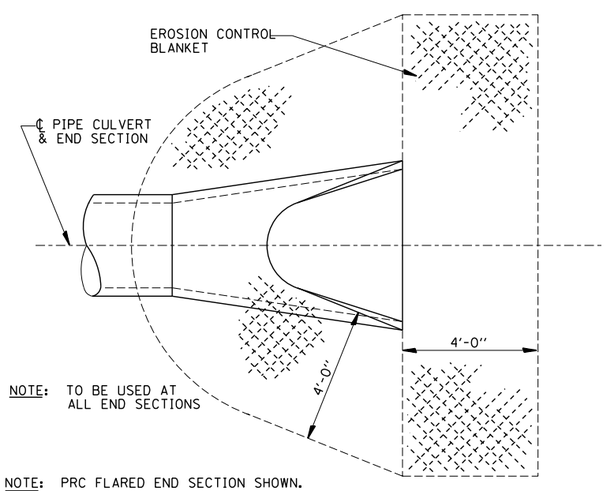
SIGN PANEL, TYPE 3
ON LISBON ROAD OVERPASS BRIDGE
(SEE BRIDGE PLANS FOR LOCATION)





DETAILS OF SILT FENCE

EROSION CONTROL DETAILS
FOR SILT FENCE



NOTE: TO BE USED AT ALL END SECTIONS

NOTE: PRC FLARED END SECTION SHOWN. TREATMENT SAME FOR OTHER END SECTIONS.

DETAIL OF EROSION CONTROL BLANKET
LINING AROUND END SECTION

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Default	PLOT DATE = 8/13/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

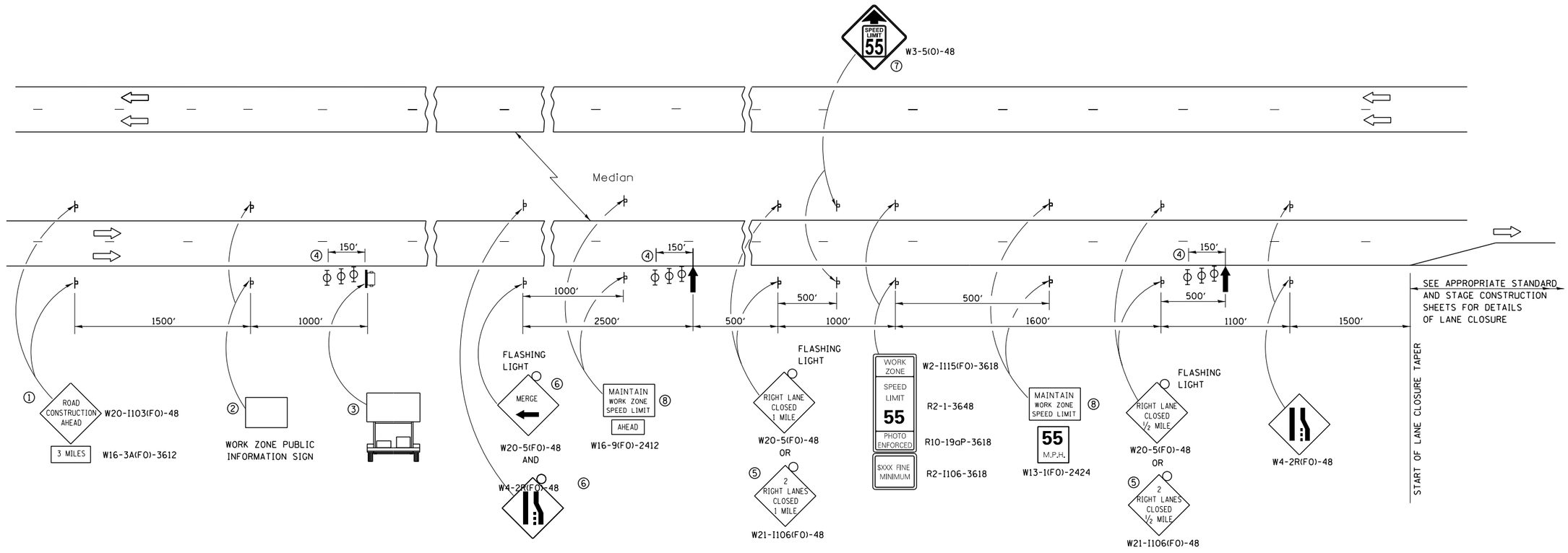
DETAILS

SCALE: | SHEET NO. 81 OF 98 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	98	81

CONTRACT NO. 66B27

ILLINOIS | FED. AID PROJECT



① THE ROAD CONSTRUCTION AHEAD SIGN SHALL BE LOCATED 3 MILES IN ADVANCE OF THE PROJECT LIMITS.

② THE MESSAGE AND SIZE OF THE WORK ZONE PUBLIC INFORMATION SIGN SHALL BE AS SPECIFIED BY THE DEPARTMENT.

③ TO BE PLACED IN THE MEDIAN WHEN FEASIBLE. THE MESSAGE BOARD SHALL BE USED TO DISPLAY STATUS OF LANES WITHIN THE PROJECT. THE PRIMARY MESSAGES SHALL BE:
"RIGHT LANE CLOSED" / " x MILES AHEAD"
"LEFT LANE CLOSED" / " x MILES AHEAD"
"ALL LANES OPEN"

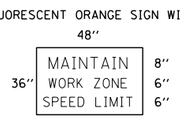
④ THREE, TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES AT 50′ CENTERS.

⑤ THIS SIGN SHALL BE USED WHEN 2 LANES ARE CLOSED.

⑥ WHEN THE LEFT LANE IS CLOSED, SWITCH THESE TWO SIGNS AND THE DIRECTION OF THE MERGE ARROW.

⑦ THIS SIGN SHALL ONLY BE USED IF THE EXISTING SPEED LIMIT IS GREATER THAN 65 MPH.

⑧ 48"x36" FLUORESCENT ORANGE SIGN WITH BLACK LETTERS.



ARROW BOARD

PORTABLE CHANGEABLE MESSAGE SIGN

SIGN

TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT

GENERAL NOTE:

THIS STANDARD IS USED WHERE AT ANY TIME A LANE IS CLOSED ON A FREEWAY/EXPRESSWAY.

WHEN THE LEFT LANE IS CLOSED, LEFT LANE CLOSED SIGNS SHALL BE SUBSTITUTED FOR THE RIGHT LANE CLOSED SIGNS.

THE FIRST TWO SIGNS AND THE MESSAGE BOARD ARE STATIONARY. THE OTHER SIGNS AND ARROWBOARDS SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED DISTANCE FROM THE START OF THE LANE CLOSURE TAPER(S).

SEE SPECIAL PROVISIONS.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

STANDARD 701400 (SPECIAL)

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		DRAWN -	REVISED -
	PLOT SCALE = 800.0000 ′ / in.	CHECKED -	REVISED -
Default	PLOT DATE = 8/13/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS

SCALE: | SHEET NO. 82 OF 98 SHEETS | STA. | TO STA.

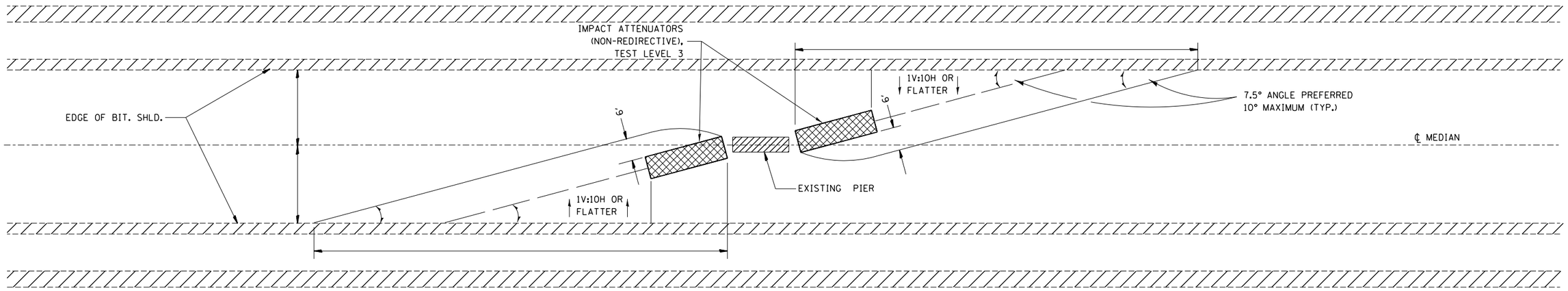
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2) HBR-6	GRUNDY	98	82
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			

GENERAL NOTES

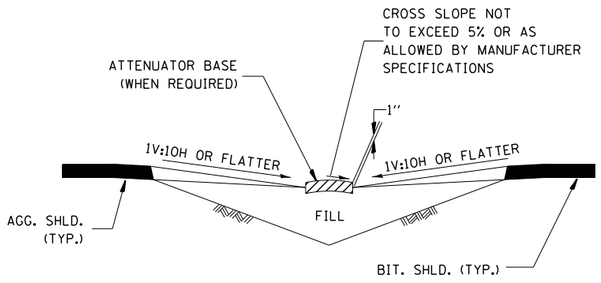
1. THE 10:1 SLOPE CONTROLS NOSE OF ATTENUATOR BASE ELEVATION.

2. ATTENUATOR BASE GRADE PARALLELS EDGE OF PAVEMENT GRADE.

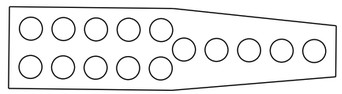
3. SLOPE ADJACENT TO ATTENUATOR BASE SHALL BE 10:1 OR FLATTER.



IMPACT ATTENUATOR LAYOUT AND GRADING PLAN



SECTION A – A



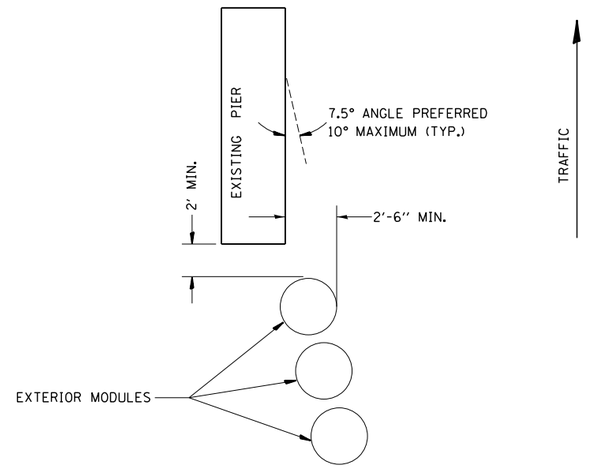
TYPICAL BARREL ARRAY

NOTE:

ATTENUATOR BASE SHALL BE PER MANUFACTURER SPECIFICATIONS EXCEPT SAND MODULE SYSTEMS SHALL HAVE THE FOLLOWING ADDITIONAL REQUIREMENTS:

1. ATTENUATOR BASE SHALL PROVIDE A 1' BUFFER ALONG THE SIDES AND FRONT OF THE ARRAY.

2. SAND MODULE SYSTEMS SHALL BE PLACED ON A HMA OR CONCRETE BASE.



TYPICAL EXTERIOR MODULE LAYOUT

631–1

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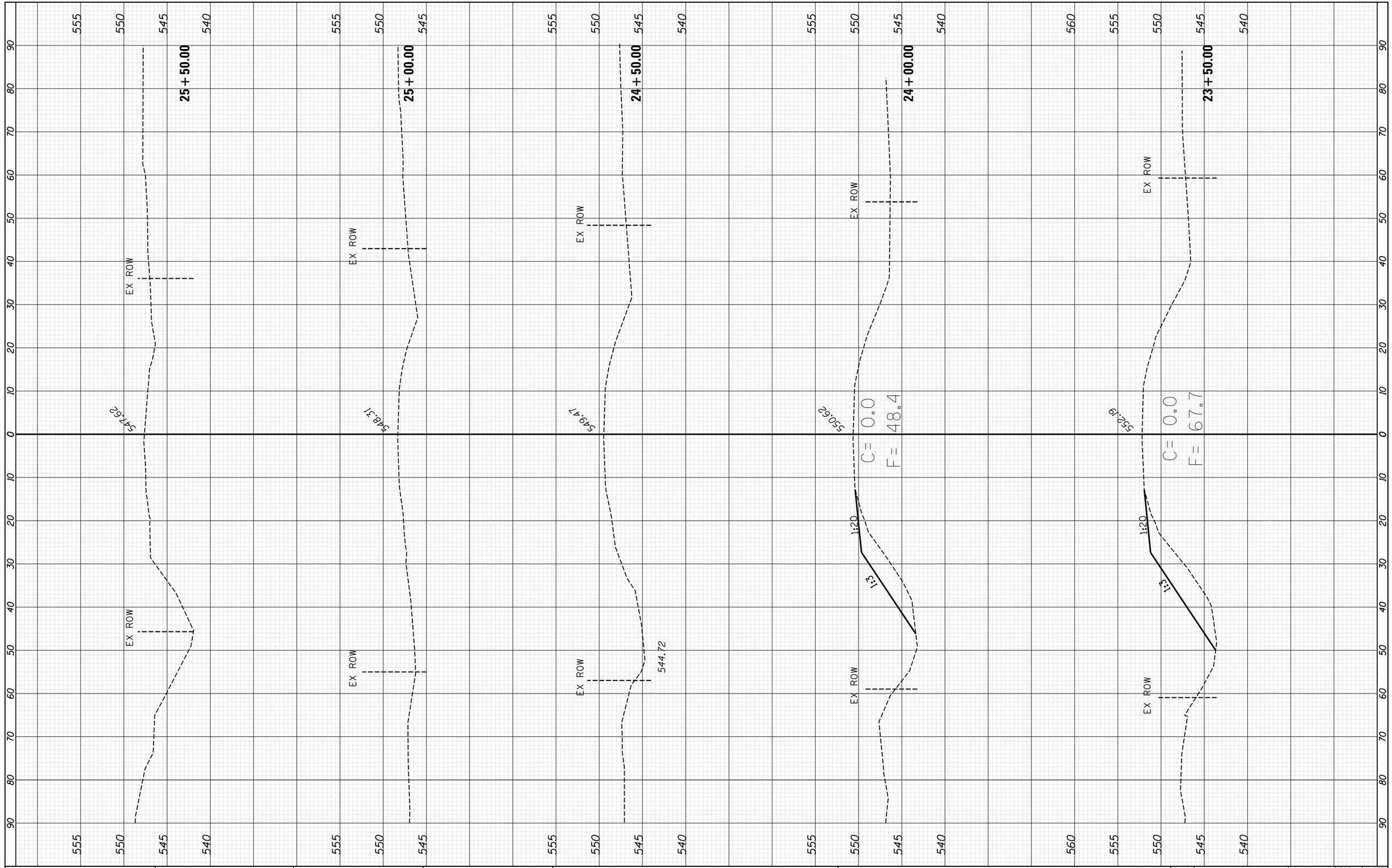
	PLOT SCALE = 800.0000 ' / in.	DRAWN -	REVISED -			80	(32-2) HBR-6	GRUNDY	98	83
Default	PLOT DATE = 8/13/2014	CHECKED -	REVISED -					CONTRACT NO. 66B27		
		DATE -	REVISED -		SCALE: SHEET NO. 83 OF 98 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

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

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



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	PLOT DATE = 8/13/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

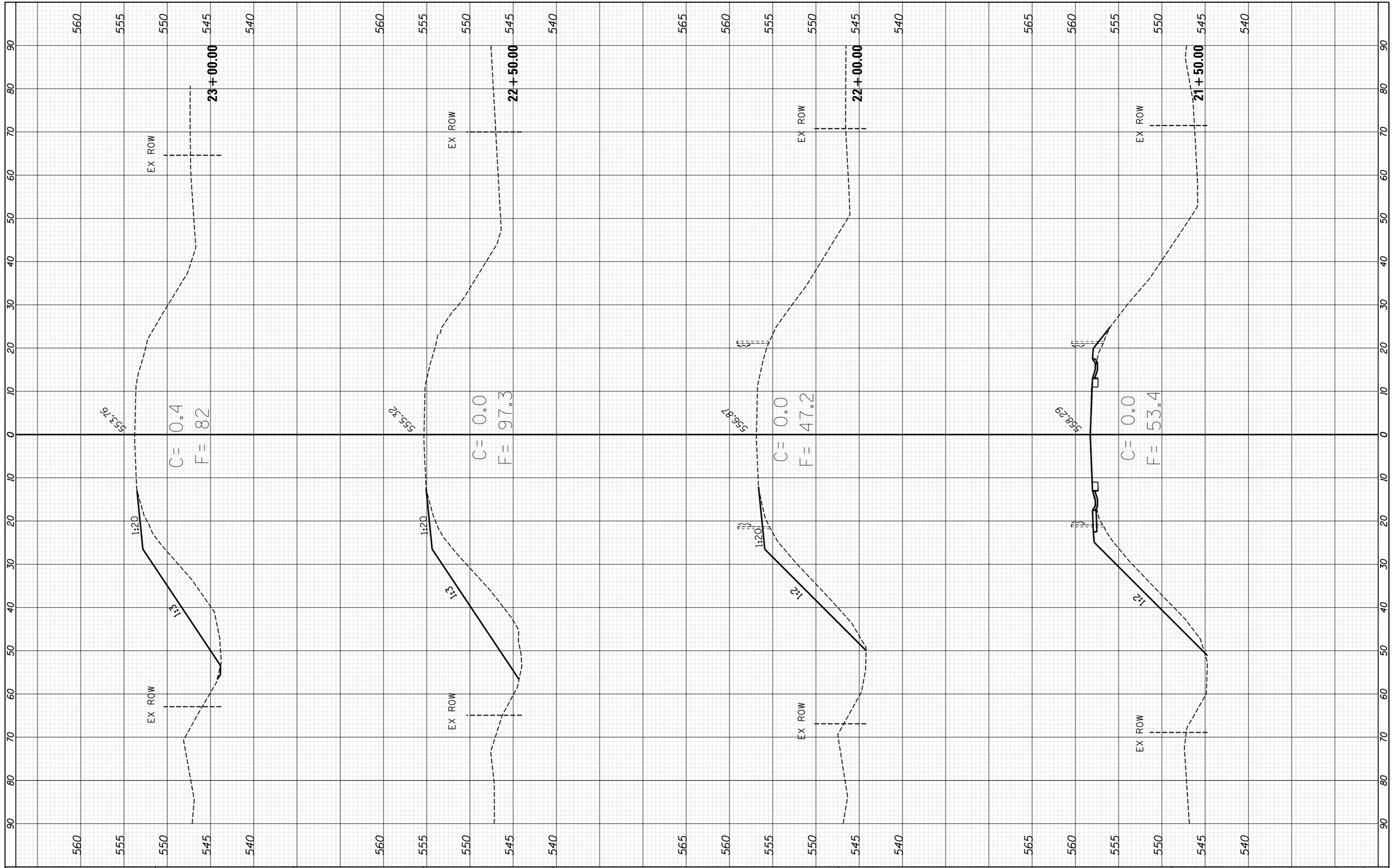
LISBON ROAD
CROSS SECTIONS

SCALE: | SHEET NO. 84 OF 98 SHEETS | STA. 23+50.00 | TO STA. 25+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	84
		CONTRACT NO. 66B27		
	ILLINOIS	FED. AID PROJECT		

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

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



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	PLOT DATE = 8/13/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

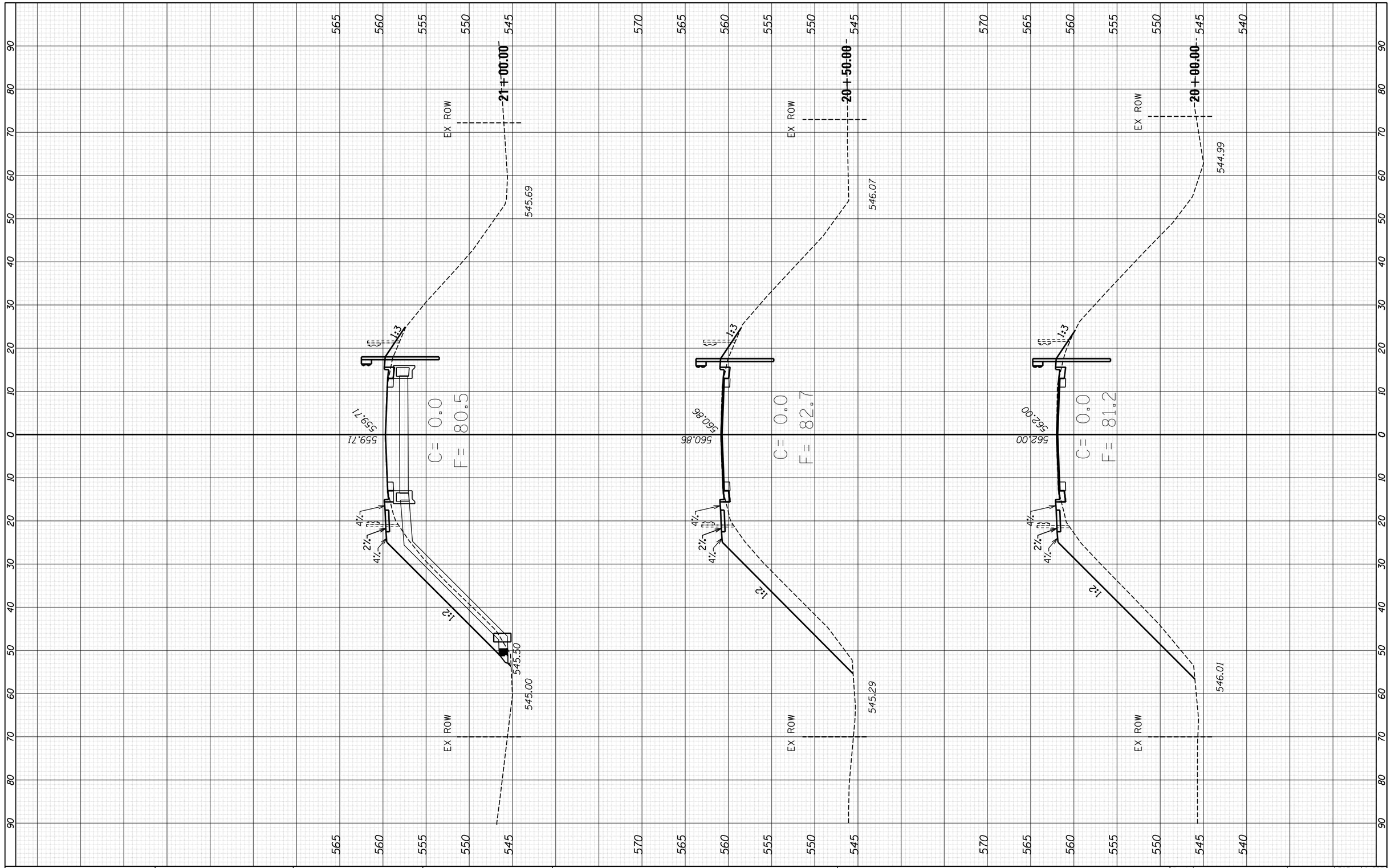
LISBON ROAD
CROSS SECTIONS

SCALE: | SHEET NO. 85 OF 98 SHEETS | STA. 21+50.00 | TO STA. 23+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	85
		CONTRACT NO. 66B27		
	ILLINOIS	FED. AID PROJECT		

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

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



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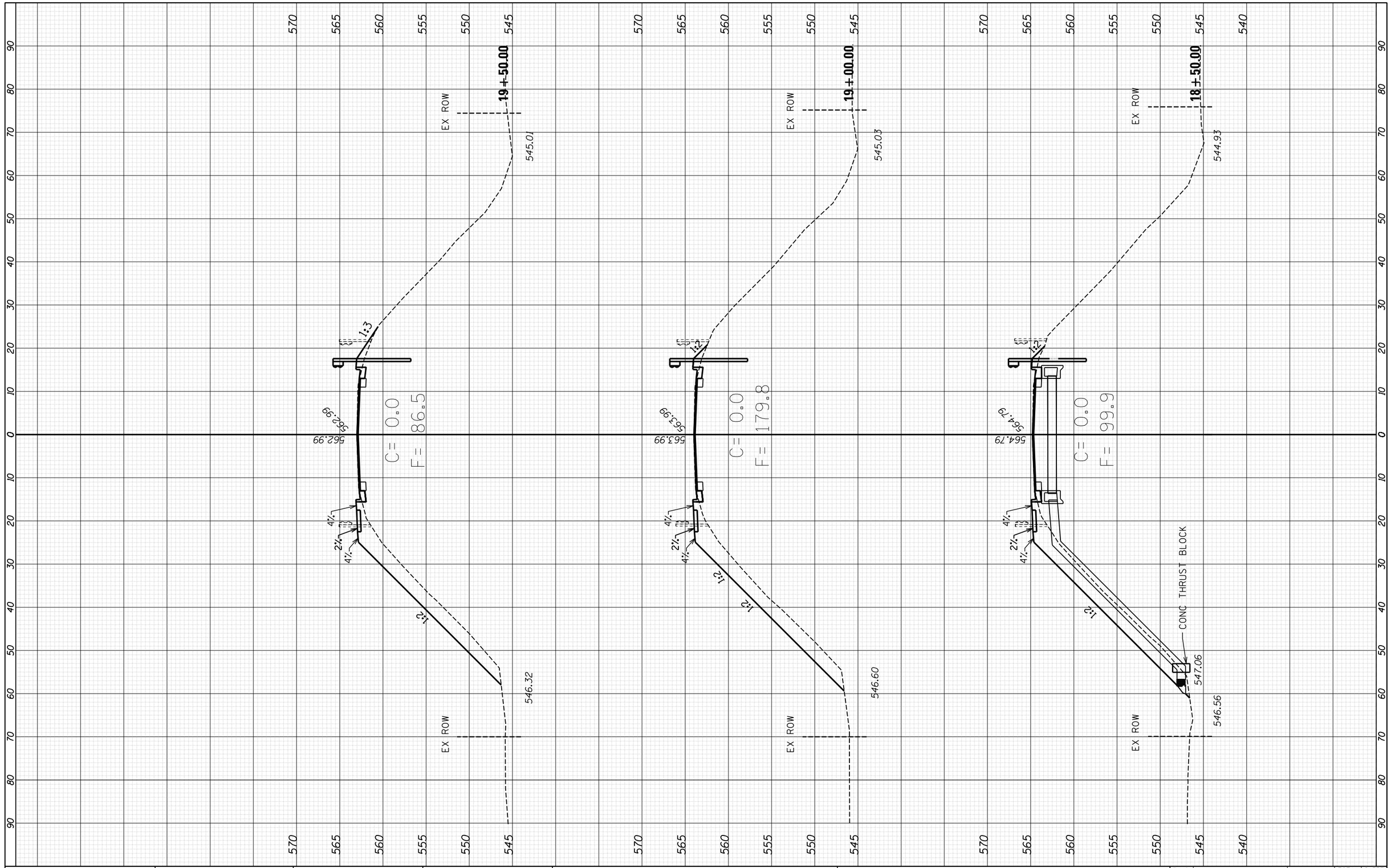
	PLOT DATE = 8/13/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LISBON ROAD
CROSS SECTIONS

SCALE: | SHEET NO. 86 OF 98 SHEETS | STA. 20+00.00 | TO STA. 21+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	86
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY
NOTE BOOK
NO.

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

ORIGINAL SURVEY
NOTE BOOK
NO.

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

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	PLOT DATE = 8/13/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

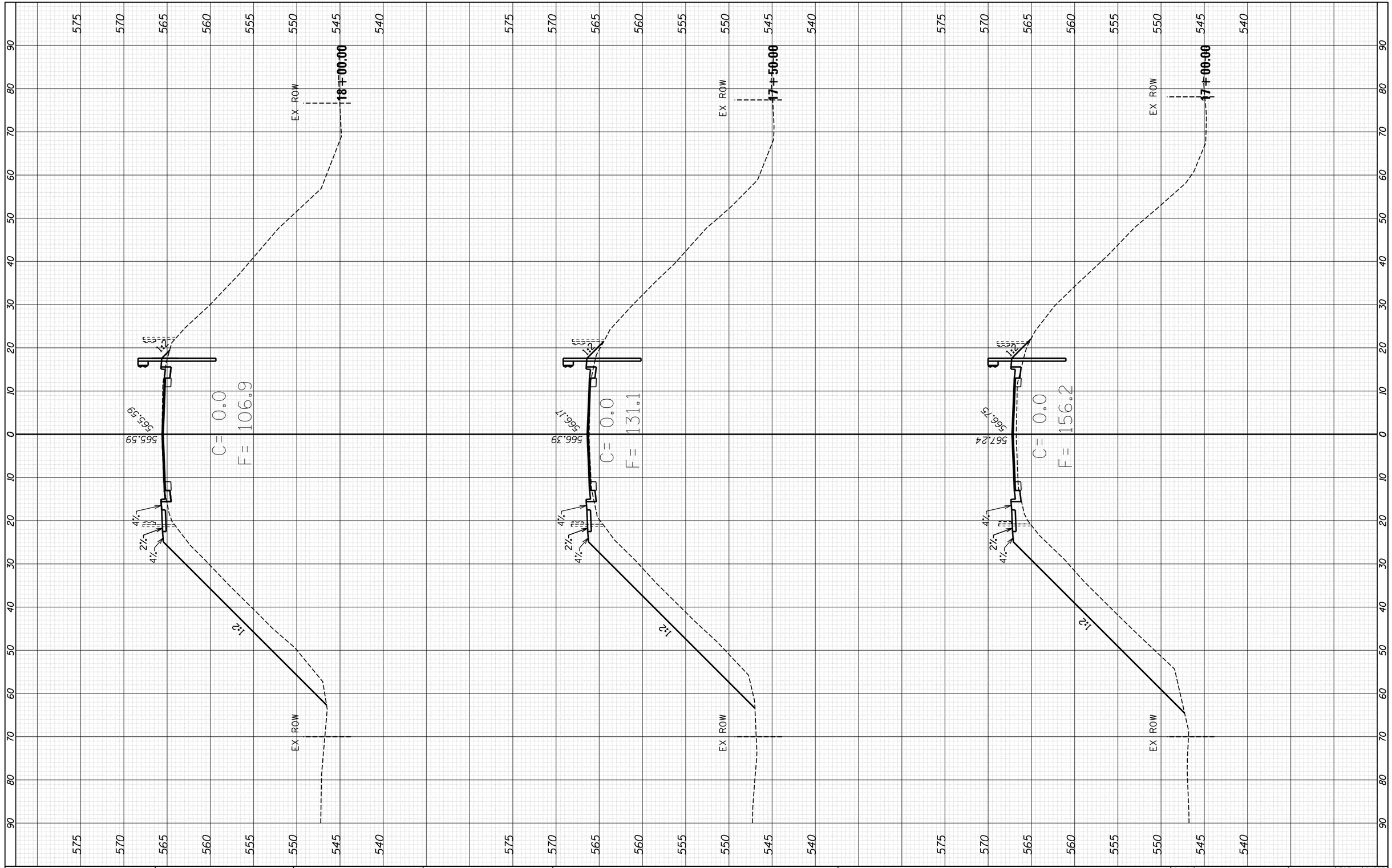
LISBON ROAD
CROSS SECTIONS

SCALE: | SHEET NO. 87 OF 98 SHEETS | STA. 18+50.00 | TO STA.19+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	87
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			

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

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



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	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/13/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

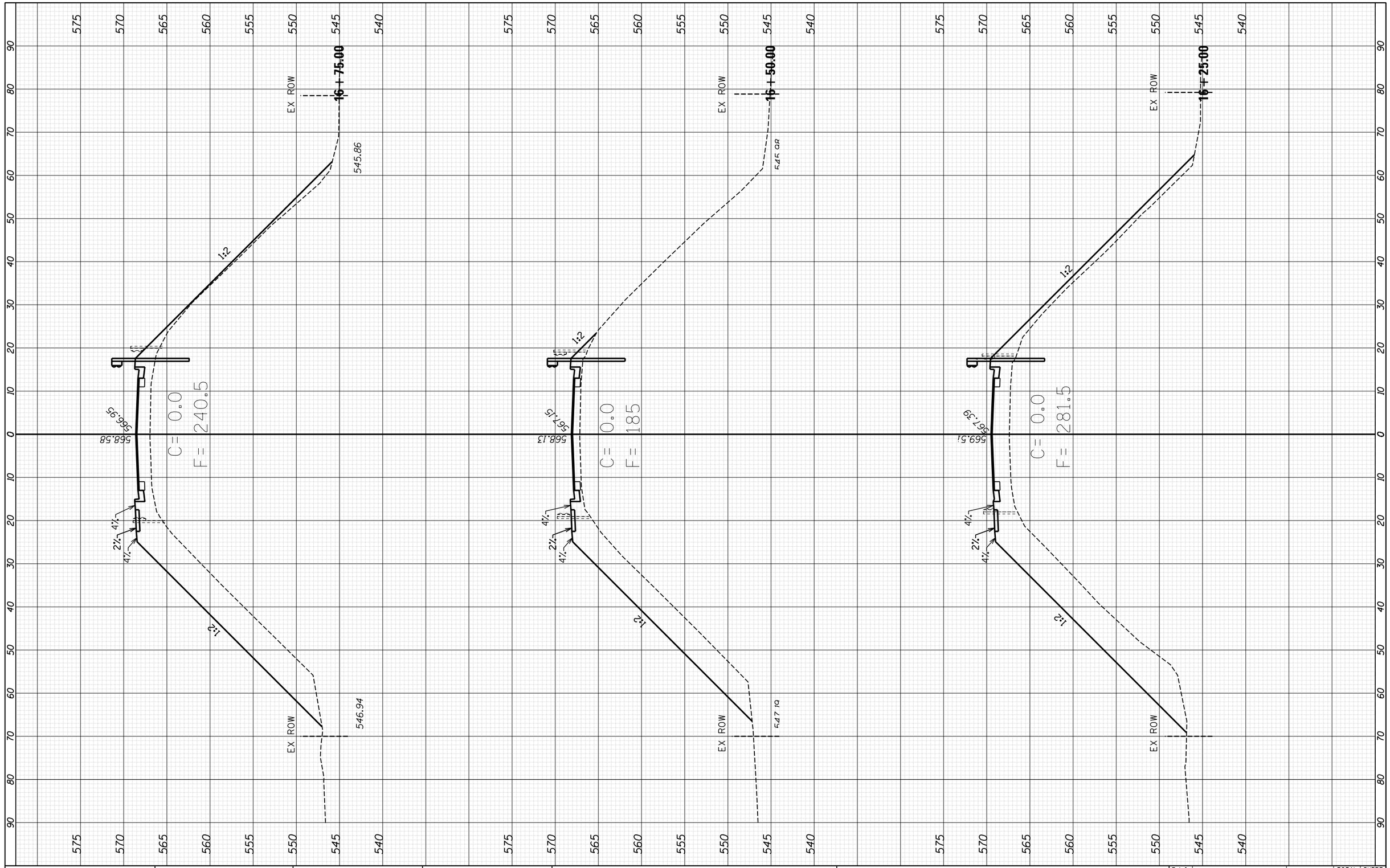
LISBON ROAD
CROSS SECTIONS

SCALE: | SHEET NO. 88 OF 98 SHEETS | STA. 17+00.00 | TO STA. 18+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	88
		CONTRACT NO. 66B27		
	ILLINOIS	FED. AID PROJECT		

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

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



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	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/13/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

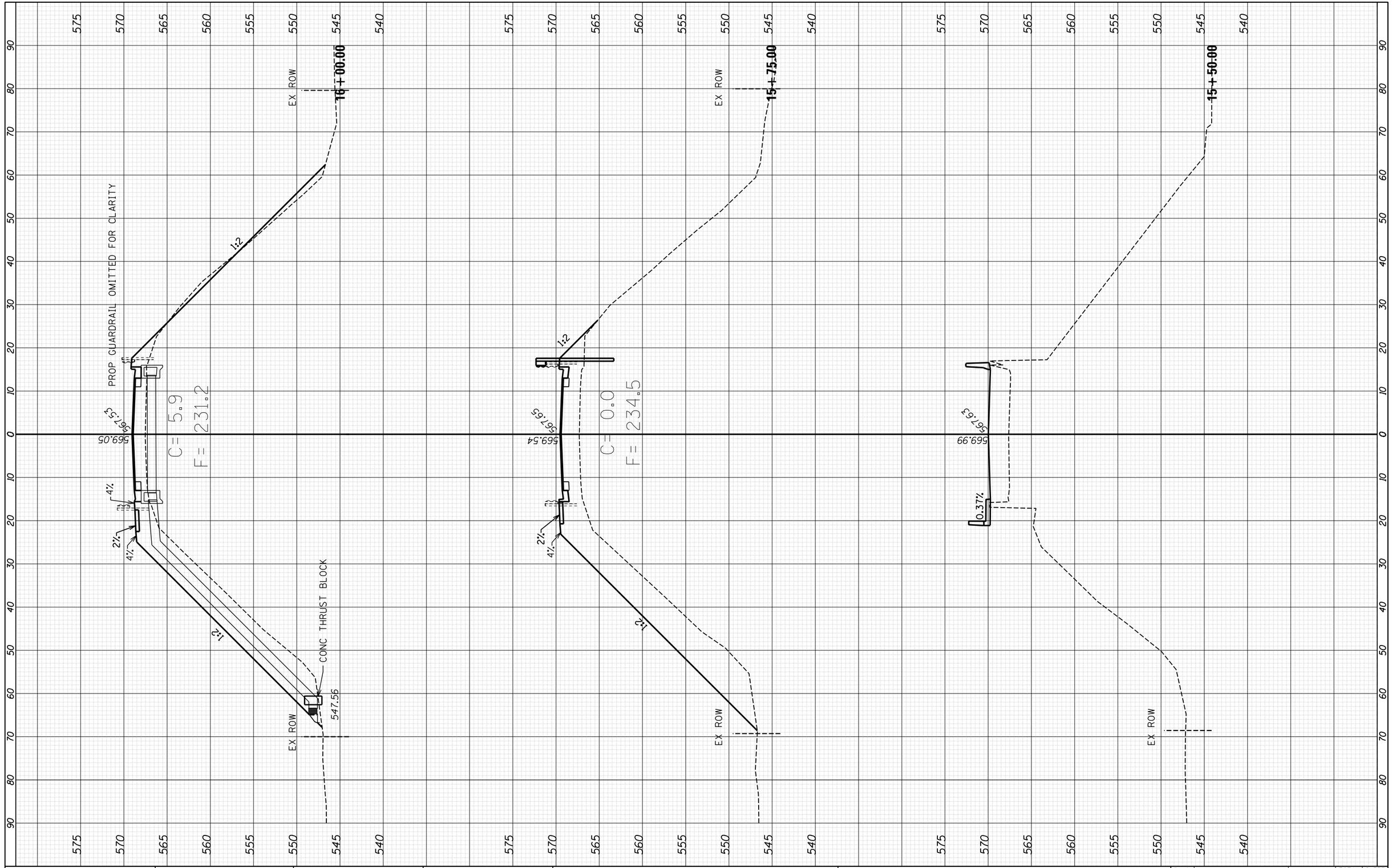
LISBON ROAD
CROSS SECTIONS

SCALE: | SHEET NO. 89 OF 98 SHEETS | STA. 16+25.00 | TO STA.16+75.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	89
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			

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

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



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	PLOT DATE = 8/13/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

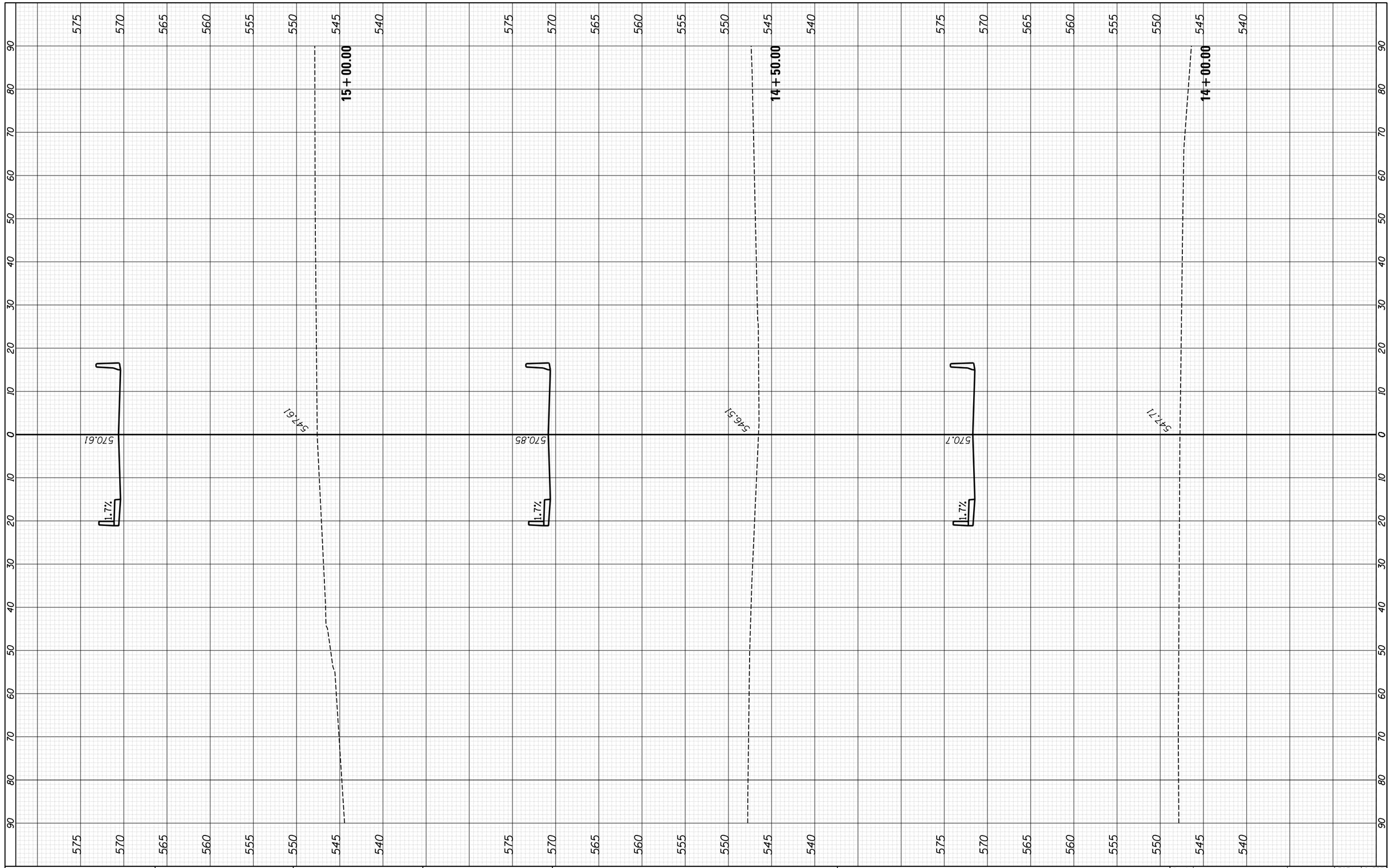
LISBON ROAD
CROSS SECTIONS

SCALE: | SHEET NO. 90 OF 98 SHEETS | STA. 15+50.00 | TO STA. 16+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	90
		CONTRACT NO. 66B27		
		ILLINOIS FED. AID PROJECT		

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

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



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	PLOT DATE = 8/13/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LISBON ROAD
CROSS SECTIONS

SCALE: | SHEET NO. 91 OF 98 SHEETS | STA. 14+00.00 | TO STA.15+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	91
		CONTRACT NO. 66B27		
	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
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ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
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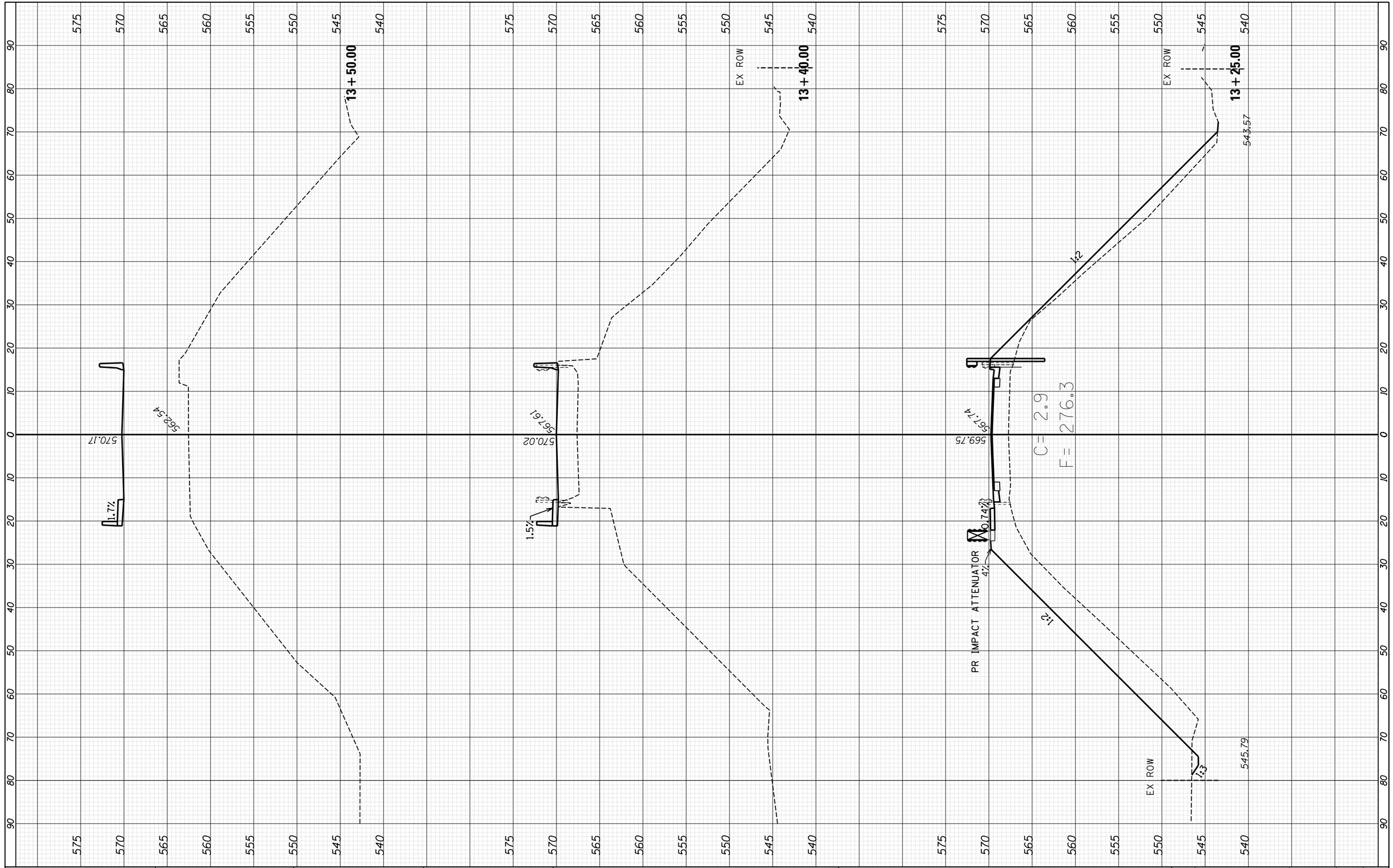

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	PLOT DATE = 8/13/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

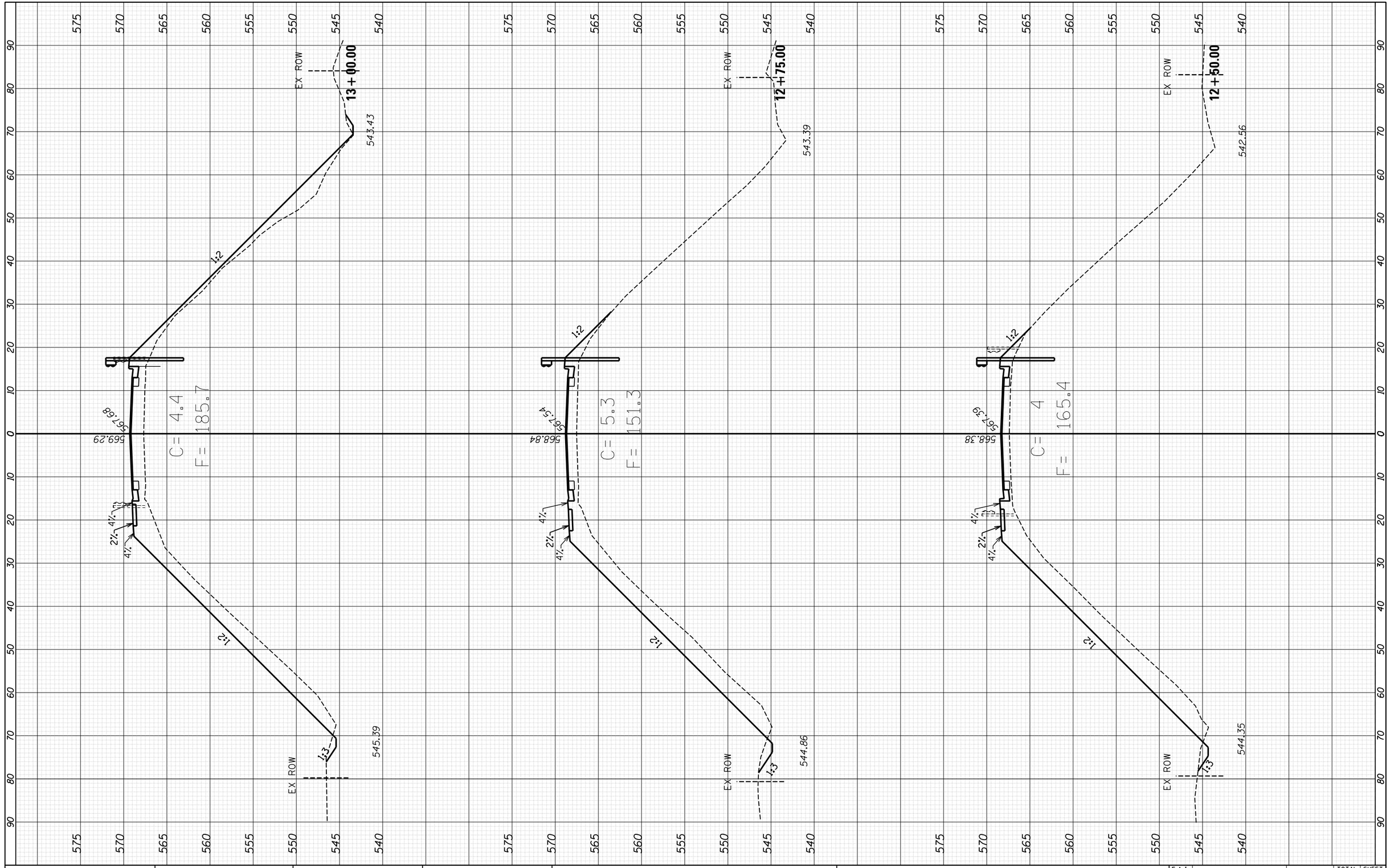
LISBON ROAD
CROSS SECTIONS

SCALE: | SHEET NO. 92 OF 98 SHEETS | STA. 13+25.00 | TO STA. 13+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	92
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			

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

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



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	PLOT DATE = 8/13/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LISBON ROAD
CROSS SECTIONS

SCALE: | SHEET NO. 93 OF 98 SHEETS | STA. 12+50.00 | TO STA. 13+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	93
		CONTRACT NO. 66B27		
	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
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	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
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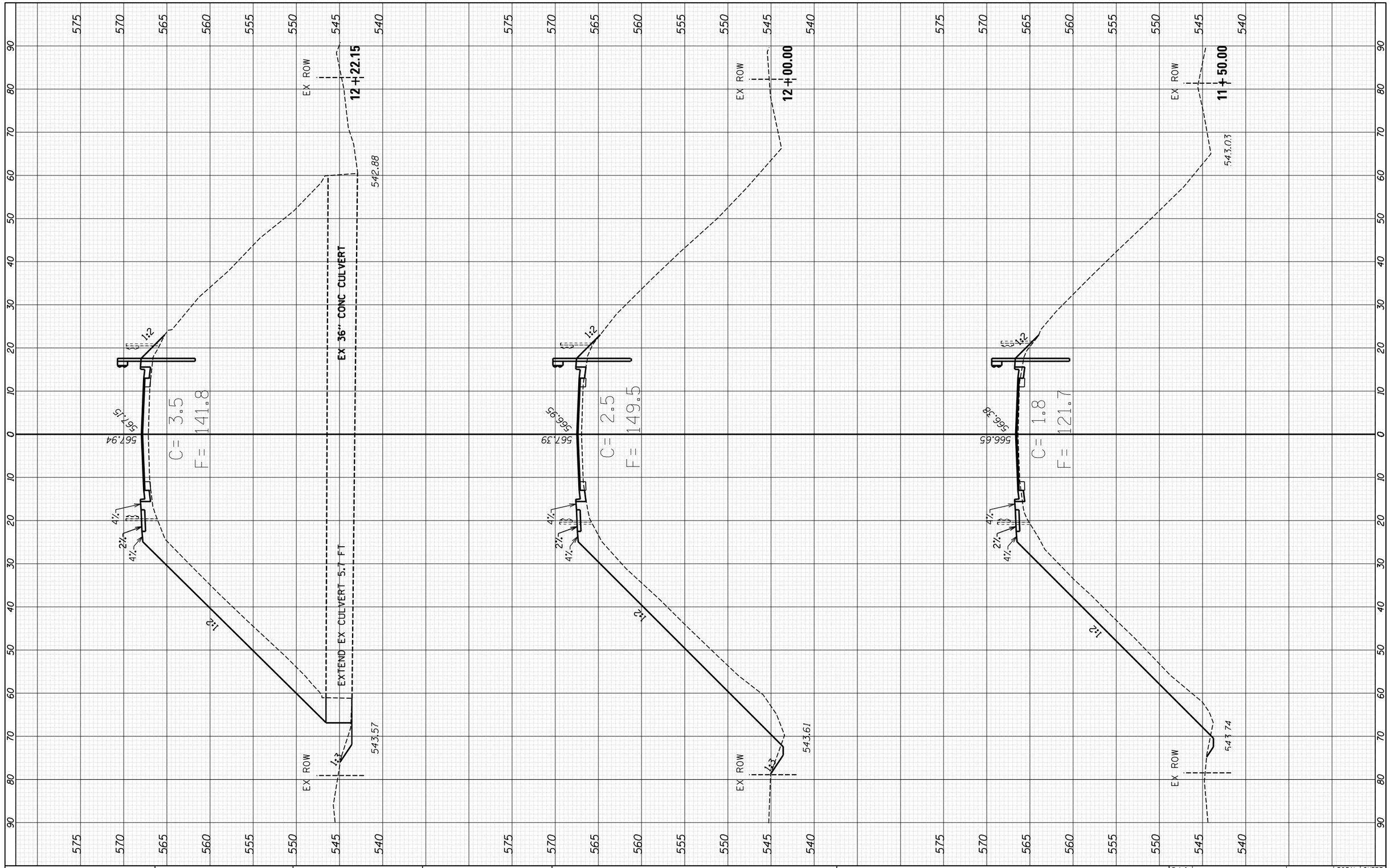

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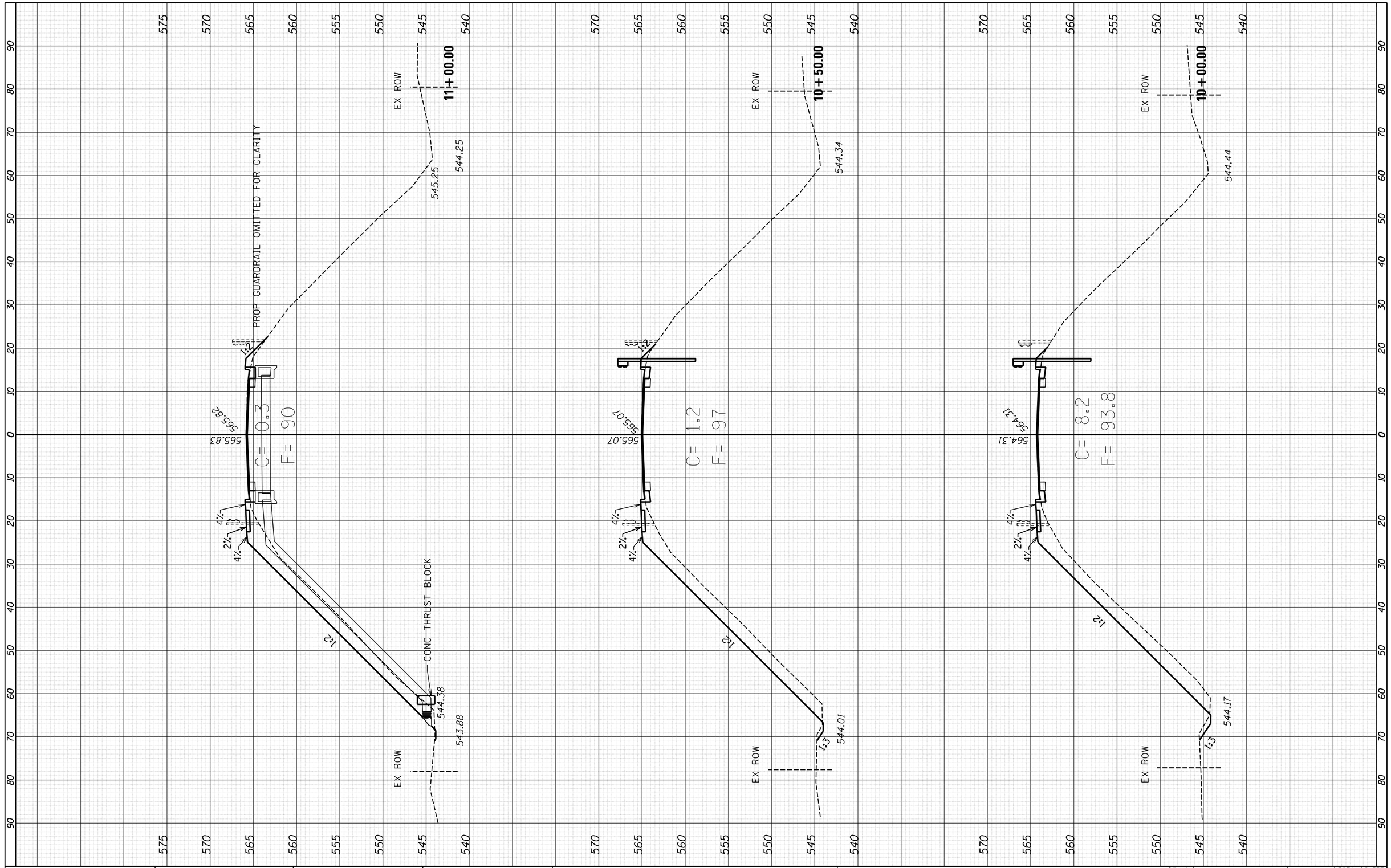
	PLOT DATE = 8/13/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LISBON ROAD
CROSS SECTIONS

SCALE: | SHEET NO. 94 OF 98 SHEETS | STA. 11+50.00 | TO STA. 12+22.15

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	94
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY

NOTE BOOK	SURVEYED	BY	DATE
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY

NOTE BOOK	SURVEYED	BY	DATE
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

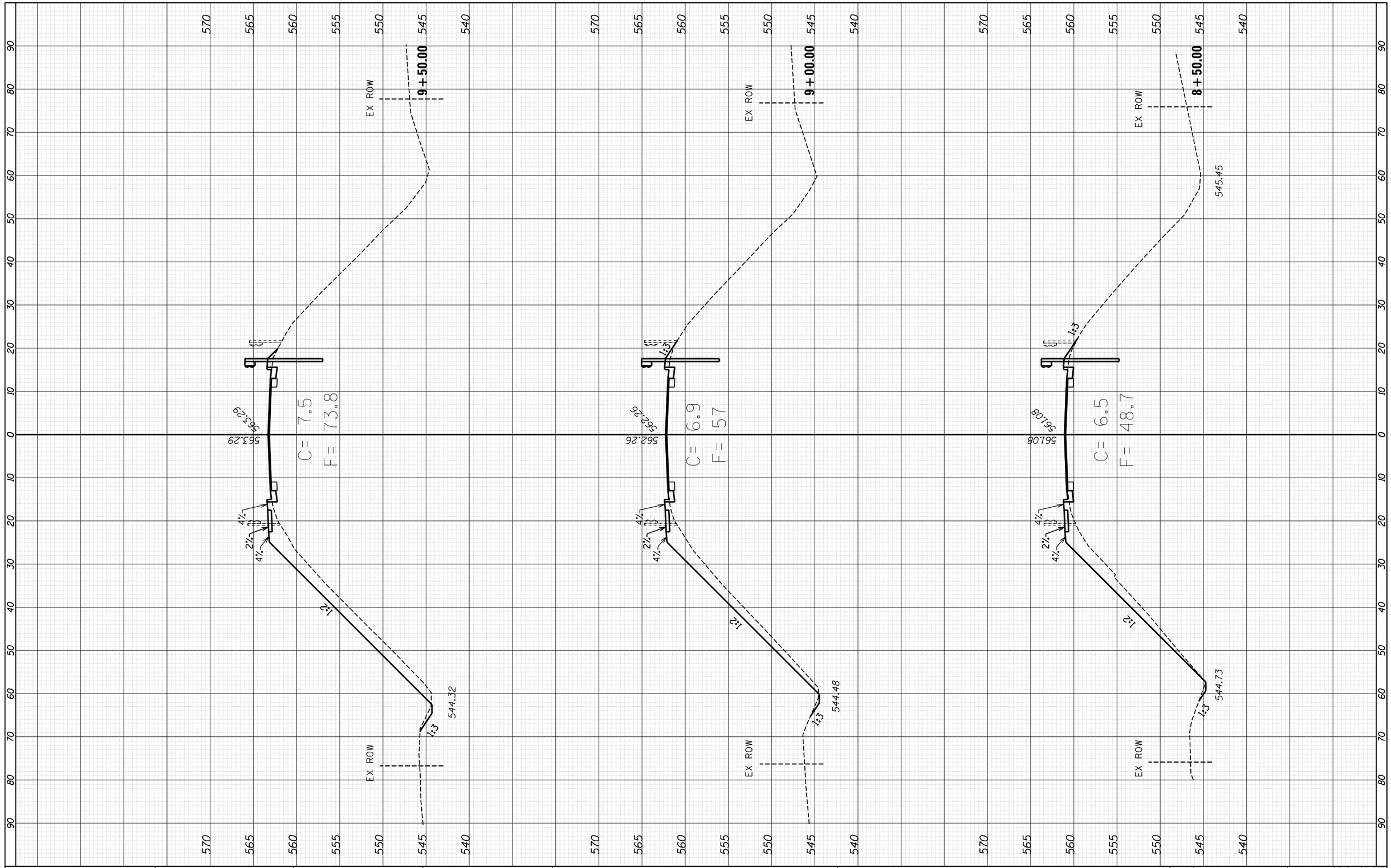
LISBON ROAD
CROSS SECTIONS

SCALE: | SHEET NO. 95 OF 98 SHEETS | STA. 10+00.00 | TO STA. 11+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	95
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			

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

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



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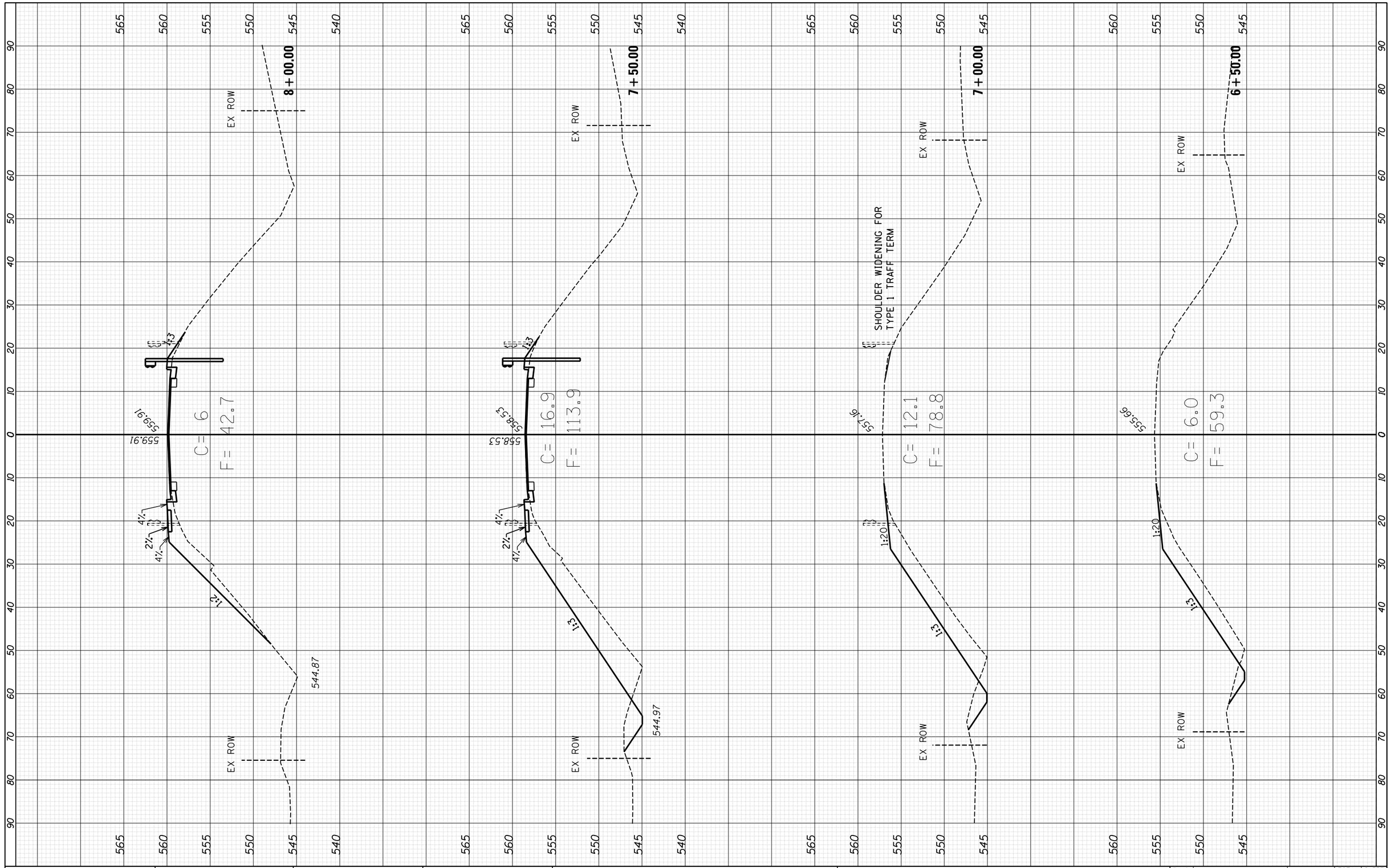
	PLOT DATE = 8/13/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LISBON ROAD
CROSS SECTIONS

SCALE: | SHEET NO. 96 OF 98 SHEETS | STA. 8+50.00 | TO STA. 9+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	96
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

NOTE BOOK
NO.

ORIGINAL SURVEY

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

NOTE BOOK
NO.

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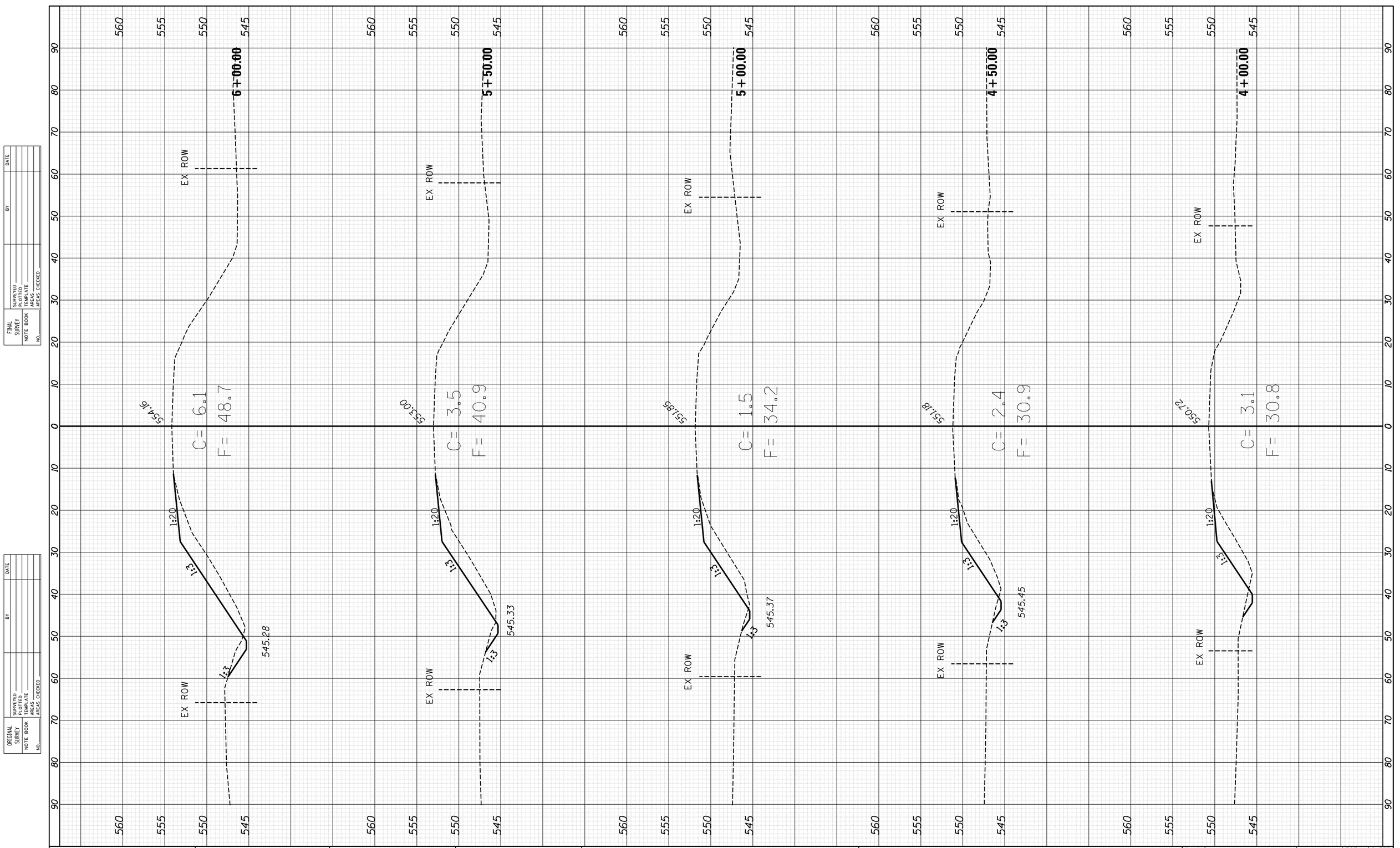
	PLOT DATE = 8/13/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LISBON ROAD
CROSS SECTIONS

SCALE: | SHEET NO. 97 OF 98 SHEETS | STA. 6+50.00 | TO STA.8+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	97
		CONTRACT NO. 66B27		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

NOTE BOOK
NO.

ORIGINAL SURVEY

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

NOTE BOOK
NO.

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	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/13/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LISBON ROAD
CROSS SECTIONS

SCALE: | SHEET NO. 98 OF 98 SHEETS | STA. 4+00.00 | TO STA. 6+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(32-2)HBR-6	GRUNDY	98	98
		CONTRACT NO. 66B27		
	ILLINOIS	FED. AID PROJECT		