

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

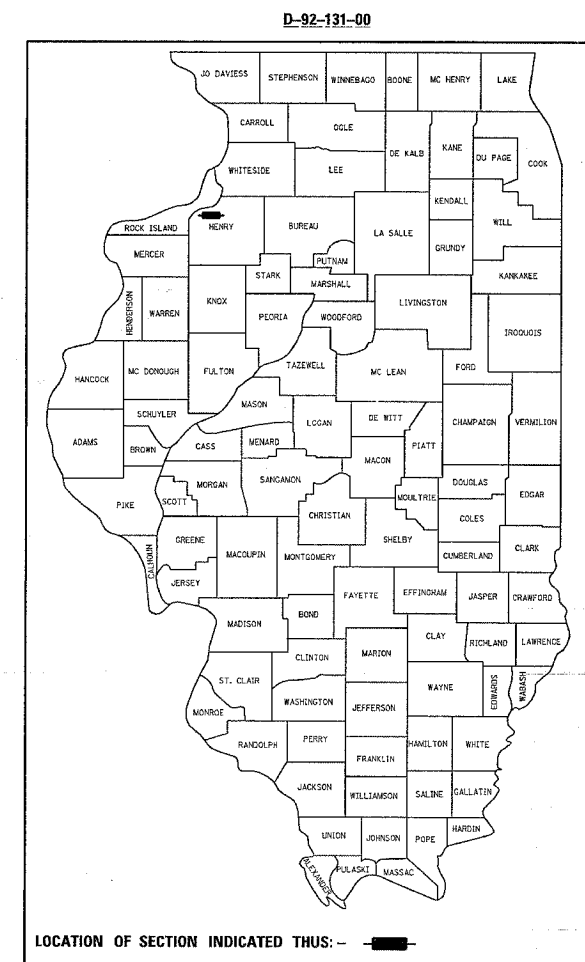
**PROPOSED
HIGHWAY PLANS**

FAI ROUTE 80 (I-80)
SECTION 37-1HBR-1
PROJECT NHI BRI-080-1(139)008
HENRY COUNTY
BRIDGE REPLACEMENT

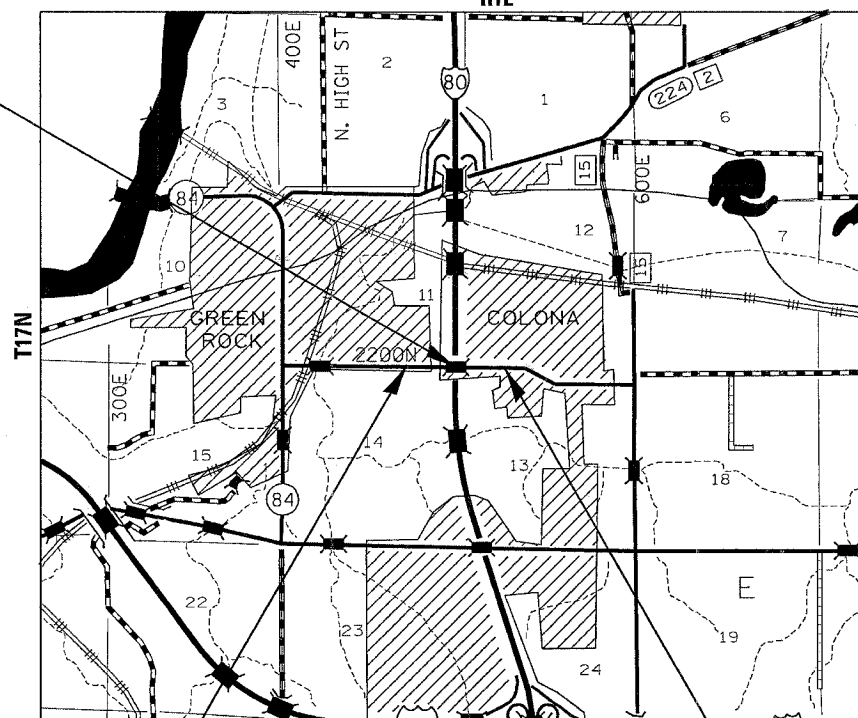
C-92-002-07
R1E

SQUAD LEADER: PAUL DREZEN (815)284-5519

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR STATE STANDARDS, SEE SHEET NO. 2



POPPYGARDEN ROAD BRIDGE OVER I-80
EXISTING SN-037-0093
PROPOSED SN-037-0171
STA 50+70.90 - STA 52+76.90



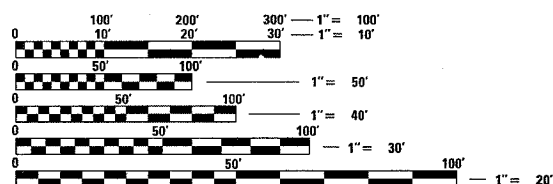
LOCATION PLAN
SCALE - NA

POPPY GARDEN ROAD
IMPROVEMENT BEGINS STA 35+50
SECTION BEGINS STA 35+90

POPPY GARDEN ROAD
IMPROVEMENT & SECTION ENDS
STA 63+70

GROSS LENGTH OF PROJECT = 2780 LIN. FT = .53 MI.
NET LENGTH = 2780 LIN. FT. = .53 MI.

SCALES



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

COLONA TOWNSHIP 11,12,13,14
CONTRACT NO. 64602

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Aug 30 20 06

Gregory Mount
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 13, 2006
Mike Nunez
ENGINEER OF DESIGN AND ENVIRONMENT

October 13, 2006
Milton R. Seeger, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

REGION 2, DISTRICT 2
DIXON

PROJECT ENGINEER: MASOOD AHMAD

F.A. I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..BD..	37-1HBR-J	HENRY	133	..2..
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT _____		

INDEX OF SHEETS, STATE STANDARDS

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STATE STANDARDS

- 280001-02 TEMPORARY EROSION CONTROL SYSTEMS
- 406201 MAILBOX TURNOUT
- 420001-06 PAVEMENT JOINTS
- 420401-05 BRIDGE APPROACH PAVEMENT
- 421001-01 BAR REINFORCEMENT FOR CRC PAVEMENT
- 421101-05 7.2m (24 5/32) CRC PAVEMENT
- 442201-01 CLASS C AND D PATCHES
- 482001 BITUMINOUS SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
- 515001-02 NAME PLATE FOR BRIDGES
- 542301 PRECAST REINFORCED CONCRETE FLARED END SECTION
- 542401 METAL END SECTION FOR PIPE CULVERTS
- 601101 CONCRETE HEADWALL FOR PIPE DRAIN
- 604036-01 GRATE,TYPE 8
- 606101-01 TYPE A GUTTER (INLET, OUTLET, AND ENTRANCE)
- 609006-02 BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
- 630001-06 STEEL PLATE BEAM GUARDRAIL
- 630301-03 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
- 631031-05 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635001 DELINEATORS
- 635006-02 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-01 REFLECTOR MARKER AND MOUNTING DETAILS
- 642001 SHOULDER RUMBLE STRIPS
- 665001-01 WOVEN WIRE FENCE
- 666001 RIGHT-OF-WAY MARKERS
- 667101 PERMANENT SURVEY MARKERS
- 701101-01 OFF-ROAD OPERATIONS, MULTILANE, 4.5 m (15 5/32) TO 600 mm (24 9/32) FROM PAVEMENT EDGE
- 701106-01 OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 4.5 m (15 5/32) AWAY
- 701201-02 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEED > 45 MPH
- 701301-02 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701306-01 LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS, DAY ONLY, FOR SPEEDS > 45 MPH
- 701311-02 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS 13/32 DAY ONLY
- 701400-02 APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701401-03 LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701402-05 LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER
- 701406-04 LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
- 702001-06 TRAFFIC CONTROL DEVICES
- 704001-02 TEMPORARY CONCRETE BARRIER
- 720011 METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
- 780001-01 TYPICAL PAVEMENT MARKINGS
- 000001-01 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT

PLOT DATE = Fri, Sep 01 11:05:23 2006
 FILE NAME = G:\projects\10213106\10213106.dgn
 PLOT SCALE = 1/16"
 USER NAME = rekhwal

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SCALE: VERT. _____ HORIZ. _____ DATE _____
DRAWN BY _____		CHECKED BY _____

GENERAL NOTES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80 (I-80)	37-1HBR-1	Henry	133	3
FED ROAD DIST. NO.	ILLINOIS	PROJECT		
Contract #64602				

See cross sections for special ditches and backslopes.

At the locations where Excavation Quantities on the plans are indicated as having been estimated, the Engineer will obtain original and final cross sections to determine Pay Quantities.

The removal of Bituminous Surfacing not on a rigid type base removed in conjunction with the base shall be removed as EARTH EXCAVATION. The removal of Bituminous Surfacing on a rigid type base removed in conjunction with the base shall be included in the contract unit price for PAVEMENT REMOVAL of the type specified.

The final top 100 mm (four inches) of soil in any right-of-way area disturbed by the Contractor must be capable of supporting vegetation. The soil must be from the A horizon (zero to 2' deep) of soil profiles of local soils.

It is estimated that 27,209 cubic yards of earth will be hauled to the job from outside the project limits. An average shrinkage factor of 25% has been used.

The topsoil excavation quantities have been adjusted to allow for 25 shrinkage of topsoil between removal and replacement.

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

Mulch on temporary seeding shall be MULCH METHOD 2.

For the trees identified on the plans as "to be saved", care shall be taken to avoid impacts and to minimize root system disturbance and damage during adjacent excavation and construction.

Tree replacement layout shall be performed by the District Landscape Architect.

Mulch shall be hardwood wood chips, 5 foot width, 4 inches thick with weed barrier fabric.

Alternate planting site: FAI-80, 74 & 280 interchange.

Previously pugmilled stockpiles of "Type A" older than 1 month will not be approved for use until a moisture check is run to verify moisture content. Material shipped to projects without being tested will not be accepted.

Placement and compaction of the backfill for AR culverts shall conform to Section 502.10 of the Standard Specifications, except that the material shall conform to the Interim Special Provision for COARSE AGGREGATE FOR TRENCH BACKFILL, BACKFILL AND BEDDING, and shall be compacted to a minimum of 95% of the standard laboratory density. The entire excavation, within 2 feet outside of each shoulder, shall be backfilled with trench backfill material to the bottom of the proposed subgrade. This trench backfill material will not be measured for payment, but shall be included in the contract unit price for the class of pipe involved or other unit price item of the work for which it is required.

The subgrade on this project, exclusive of rock cut areas is scheduled to be improved to a 300 mm (12") depth according to Mechanistic Pavement Design. The areas scheduled to be improved to a depth greater than 300 mm (12") are estimated based on the original geotechnical investigation. The subgrade shall be processed in accordance with Article 301.03 of the Standard Specifications before the engineer shall determine the limits and the additional thickness of improvement required, if any. Any additional undercutting required after this evaluation shall be paid for as EARTH EXCAVATION.

Except for the top 75 mm (3"), all aggregate bases and subbases 300 mm (12") in thickness shall be constructed of aggregate gradation CA-2. If the specified thickness exceeds 300 mm (12"), the bases or subbases shall be constructed of topline 150 mm (6") breaker-run crushed stone with 70% to 90% by weight, passing the 4" sieve and 15% to 40% by weight, passing the 50 mm (2") size sieve, except for the top 75 mm (3"). The breaker-run crushed stone shall be reasonably uniformly graded from coarse to fine and be taken from a quarry ledge capable of producing Class "D" quality aggregate. The top 75 mm (3") shall be gradation CA-6 or CA-10 regardless of thickness. The water necessary to achieve compaction in all but the top 75 mm (3") layer may be added after the subbase or base course is placed on the grade.

All embankment constructed of cohesive soil shall be constructed with not more than 110% of optimum moisture content, determined by the standard proctor test. Cohesive soil shall be defined as any soil which contains greater than 10% particles by weight passing the 75 µm (#200 sieve). The 110% of optimum moisture limit may be waived in free-draining granular material when approved by the Engineer.

Cost of removal and disposal of material from the temporary patch shall be included in AGGREGATE BASE COURSE, TYPE B.

The existing bituminous surface on private and commercial entrances shall be bladed off or milled and disposed of outside the project limits. The cost of the blading, milling, rolling, and disposal is included in the contract unit price for INCIDENTAL BITUMINOUS SURFACING.

The following Mixture Requirements are applicable for this project:

Higher Volume N50 ESALs>0.3
Poppy Garden Road

Mixture Uses(s):	Surface	Binder	Top Shoulder/Incidental/Temporary	Bottom Shoulder
PG:	PG 64-22	PG 64-22	PG 58-22	PG 58-22
RAP%: (Max)	15	25	30	50
Design Air Voids	4.2 @ N50	4.2 @ N50	3 @ N50	2 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5 of IL 12.5	IL 19.0	IL 9.5 or IL 12.5	BAM
Friction Aggregate	C	N/A	C	N/A
20 Year ESAL	N/A		N/A	N/A

Full depth pavement will have SBS PG 64-28 when over 500 tons

The Contractor will be required to furnish 140 mm (5 1/2") high brass stencils as approved by the Engineer and install stationing at 250' intervals. Stationing shall be placed on both lanes of 2-lane highways and on the outside lanes in both directions on 4-lane highways. The stations shall be placed 150 mm (6") inside the pavement marking edge so they can be read from the shoulder. This work will be included in the cost of the final pavement surface.

On full depth pavement, shoulder widths of 1.8 m (6 ft) or less may be placed, at the Contractor's option, simultaneously with the adjacent traffic lane for both the binder and surface courses, provided the cross slope of both the pavement and shoulder can be satisfactorily obtained. The shoulder will be paid for at the contract unit price per Square Meter (Square Yard) for BITUMINOUS SHOULDERS of the thickness specified on the plans.

A contingency for "rumble strip" has been added to this contract should the shoulders on I-80, as identified on the plans, be damaged and repair of existing rumble strips is necessary. This pay item will be used as directed by the Engineer.

Bituminous and Aggregate prime coat shall be placed in accordance with Section 406 of the Standard Specifications. The cost of the prime coats shall be included in the contract unit price per Square Yard for BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 8-1/2 ".

REVIS
11-13-2006

Program #5
(Arch. Size)
Enlarge
200%
Enlarge 107%

GENERAL NOTES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80 (I-80)	37-1HBR-1	Henry	133	4
FED ROAD DIST. NO.	ILLINOIS	PROJECT		
Contract #64602				

Bituminous and Aggregate Prime Coat shall be placed in accordance with Section 406 of the Standard Specifications. The cost of the prime coat shall be included in the contract unit price of the work for which it is required.

The new number for this structure will be 037-0171.

The contractor shall submit four copies of the required shop drawings for review and approval to the Bureau of Bridges and Structures, 2300 South Dirksen Parkway, Springfield, IL 62764. After approval of initial submittal, the contractor shall submit one set of shop drawings to Eric Harm, Engineer of Materials, 126 East Ash Street, Springfield, IL 62706, and eight (8) sets of shop drawings to be distributed to:

- District 2 District Engineer (1)
- Fabricator (1)
- Contractor (2)
- Resident Engineer (2)
- District 2 Bureau of Materials (2)

The additional thickness of proposed pavement required to match the bridge approach pavement, shown in Standard 420401, shall be included in the cost of the proposed pavement and not paid for separately.

The thickness for the Bridge Approach Pavement Connector (Flexible) adjacent to existing pavement shall be a minimum of 300 mm (12"). The material shall be 50 mm (2") Bituminous Concrete Surface Course Mixture D, and the remaining thickness shall be Bituminous Binder Course.

At bridge expansion joints, if temporary expansion joint bulkheads are attached to adjacent deck slabs or abutments for support, the Contractor shall cut the attachments as soon as the concrete has set to prevent joint damage due to horizontal contraction or expansion.

The curb is required on the bridge approach pavement as shown on Standard 420401.

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

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

It is anticipated that several mailboxes will require relocation to the approach side of the entrances. When this is done, the contractor shall be required to mount the mailbox on a 100 mm x 100 mm (4" x 4") wood post 1 m (40 inches) above the shoulder surface and extending to a minimum of 0.6 m (24 inches) into the embankment. This work shall be included in the contract unit price for the EARTH EXCAVATION. There are an estimated 3 mailboxes to be relocated.

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

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

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

Delineators shall be installed as shown in Standard 635001, except that the post shall be rotated 180° and only metal-backed delineators shall be permitted.

Delineators shall be placed at the ends of approach guardrail terminal sections, and at each headwall or end section of AR Culverts. This work will be paid for at the contract unit price each for DELINEATORS.

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

1. All words, such as ONLY, shall be 2.4 m (8 feet) high.
2. All non-freeway arrows shall be the large size.
3. The distance between yellow no-passing lines shall be 200 mm (8"), not 180 mm (7") as shown in the detail of Typical Lane and Edge Lines.

PERMANENT SURVEY MARKERS, TYPE II, shall be set at intervals of 1.6 Km (1 mile) or as directed by the Engineer. Bridge or culvert projects shall have one survey marker placed near the structure. Estimated: 3 Each.

Permanent Survey Markers, Type II shall be cast-in-place as shown on District Standard 66.2.

The Resident Engineer shall determine the location of each Permanent Survey Marker Type II based on the project plans and modify locations as necessary. The Resident Engineer shall submit proposed locations to the Department's Chief of Survey a minimum of two weeks prior to Contractor installation for review and approval by the Department

The Contractor shall begin fence erection as soon as clearing operations permit. Before moving existing fence from an area that contains livestock, the Contractor shall erect, along the proposed right-of-way, a temporary fence or wire meeting the approval of the Engineer.

A contingency of 1,230 lineal feet of temporary fence has been included for those areas that might contain livestock. Temporary fence will be used as directed by the engineer.

All gutter outlets shall be extended to ditch flow as directed by the Engineer.

Right-of-way markers will be erected with the back face of the marker on the right-of-way line unless the new right-of-way line has been surveyed and pinned, in which instance the right-of-way markers will be set 300 mm (12 inches) inside the new right-of-way line.

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

Geneseo Telephone
Mediacom
City of Colona

MidAmerican Energy Co.
MCI World Com
Geneseo Electric

Following are the known utilities located within the project limits or immediately adjacent to the project construction limits which are not members of JULIE and should be notified individually by the contractor:

Mr. Robert Delp
Farmers Mutual Electric Co.
PO Box 43
1004 S. Chicago St.
Geneseo, IL 61254-0043
Ph. 309/944-4669

Mr. Kyle Lorenz
IDOT - District 2
819 Depot Ave.
Dixon, IL 61021
Ph. 815/284-5469

Program #5
(Arch. Size)
Enlarge
200%
Enlarge 107%

REVISÉ
10-31-06

GENERAL NOTES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80 (I-80)	37-1HBR-1	Henry	133	5
FED ROAD DIST. NO.	ILLINOIS	PROJECT		
Contract #64602				

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

Per SB 699 (90 day utility relocation law), once right-of-way is clear to award the project, a notice will be sent to the utility companies instructing them to have their facilities relocated within 90 days. Estimated date relocation complete = Letting Date + 135 days.

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

It shall be the Contractor's responsibility to contact the municipality to determine approved methods of utility structure adjustment. Utility structures may include, but are not limited to, manholes, water valves, handholes, etc. All materials and work necessary to complete adjustments per municipality requirements shall be considered included in the cost of the associated adjustment pay item.

Where field tile is encountered, Storm Sewer (Special) pipe will be used in accordance with Section 611 of the Standard Specifications. The minimum size for replacement will be 200 mm (8 in.) for Storm Sewer (Special), but the size must be at least 50 mm (2 in.) larger than the adjoining tile. A field tile junction vault will be constructed at the right-of-way line in order to connect the tile and storm sewer (special) pipe.

These items have been included in this contract as contingency items for locating and replacing existing farm tile systems crossing within the proposed right-of-way:

EXPLORATION TRENCH (48")	750.00 LIN. FT.
FIELD TILE JUNCTION VAULT (2' DIA.)	4 EACH
STORM SEWER SPECIAL 8"	100 LIN. FT.
STORM SEWER SPECIAL 10"	100 LIN. FT.
STORM SEWER SPECIAL 12"	100 LIN. FT.

Commitments:

1. The Contractor will not reconstruct both the Private Entrance located at Sta. 39+75 LT and the Field Entrance located at Sta. 41+65 LT simultaneously. Only one of the above entrances shall be constructed at any given time.
2. Throughout the construction process the Contractor will not disturb the following:
 - a. Existing well located at Sta. 38+87 approximately 45-feet LT of centerline.
 - b. Two trees located adjacent to the Private Entrance (Sta. 38+67 LT) located at Sta. 38+58 LT and Sta. 38+78 LT, both of which are approximately 33 feet LT of centerline.
 - c. Trees located at Sta. 38+37 RT approximately 33 feet RT of centerline, Sta. 37+54 RT approximately 34 feet RT of centerline, Sta. 37+89 RT approximately 34 feet RT of centerline, and Sta. 38+78 approximately 33 feet RT of centerline.
 - d. Existing sign located at Sta. 38+42 RT approximately 35.50 feet RT of centerline.
 - e. The tree located on Carroll Street, Sta. 101+04 RT approximately 50 feet RT of centerline.
 - f. The "Well Hand Pump" located at Sta. 48+21.40 approximately 76 feet LT of centerline.
3. The Contractor will not plant trees within the State right-of-way from Sta. 53+00 RT to Sta. 63+70 RT.
4. The Contractor shall install woven wire fence and woven wire fence gate as shown on the project plans from Sta. 38+64 RT to Sta. 50+45 RT.

Program #5
(Arch. Size)
Enlarge
200%
Enlarge 107%

SUMMARY OF QUANTITIES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HR-1	HENRY	133	7
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CODE NUMBER	ITEM	UNITS	URBAN TOTAL	90%-FED	80%-FED
				10%-STATE NHS	20%-STATE BR
				1000 ROADWAY	X771-2A BRIDGE
542A4021	PIPE CULVERTS, CLASS A, TYPE 6 36"	FOOT	362	362	
542C1075	PIPE CULVERTS, CLASS C, TYPE 2 30"	FOOT	85	85	
542D1060	PIPE CULVERTS, CLASS D, TYPE 2 15"	FOOT	199	199	
54205890	PIPE CULVERTS, TYPE 1, CORRUGATED STEEL, EQUIVALENT ROUND-SIZE 15"	FOOT	56	56	
54213447	END SECTIONS 12"	EACH	4	4	
54213450	END SECTIONS 15"	EACH	4	4	
54213465	END SECTIONS 30"	EACH	2	2	
54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	4	4	
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	4	4	
54214290	END SECTIONS, EQUIVELANT ROUND-SIZE 15"	EACH	2	2	
54247170	GRATING FOR CONCRETE FLARED END SECTION 36"	EACH	2	2	
* 56400300	FIRE HYDRANTS TO BE ADJUSTED	EACH	1	1	
59100100	GEOCOMPOSITE WALL DRAIN	SQ. YD.	112.5		112.5
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	6	2	4
60100070	SHOULDER REMOVAL AND REPLACEMENT	FOOT	100	100	
60100945	PIPE DRAINS 12"	FOOT	291	291	
60107600	PIPE UNDERDRAINS 4"	FOOT	79		79
60107700	PIPE UNDERDRAINS 6"	FOOT	200	200	
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	163		163
* 60255500	MANHOLES TO BE ADJUSTED	EACH	4	4	
* 60265700	VALVE VAULTS TO BE ADJUSTED	EACH	2	2	
60600095	CLASS SI CONCRETE (OUTLET)	CU YD.	20.1	20.1	
60602500	CONCRETE GUTTER, TYPE A	FOOT	98	98	
60611815	COMBINATION CONCRETE CURB AND GUTTER, TYPE M (SPECIAL)	FOOT	79	79	
60900140	TYPE B INLET BOX, STANDARD 609006	EACH	4	4	
60900515	CONCRETE THRUST BLOCKS	EACH	4	4	
61133100	FIELD TILE JUNCTION VAULTS, 2' DIA.	EACH	4	4	
61140000	STORM SEWERS, SPECIAL 8"	FOOT	100	100	
61140100	STORM SEWERS, SPECIAL 10"	FOOT	100	100	
61140200	STORM SEWERS, SPECIAL 12"	FOOT	100	100	

*SPECIALTY ITEM

CODE NUMBER	ITEM	UNITS	URBAN TOTAL	90%-FED	80%-FED
				10%-STATE NHS	20%-STATE BR
				1000 ROADWAY	X771-2A BRIDGE
63000000	STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	762.5	762.5	
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	4	4	
63200310	GUARD RAIL REMOVAL	FOOT	2850	2850	
63500105	DELINEATORS	EACH	10	10	
64200105	SHOULDER RUMBLE STRIP	FOOT	200	200	
66500105	WOVEN WIRE FENCE, 4'	FOOT	1,612	1,612	
66502000	WOVEN WIRE GATES, 4' X 24' DOUBLE	EACH	1	1	
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	33	33	
66700305	PERMANENT SURVEY MARKERS, TYPE 2	EACH	3	3	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL. MO.	9	9	
67100100	MOBILIZATION	L. SUM.	1	1	
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	2	2	
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L. SUM.	1	1	
70100460	TRAFFIC CONTROL & PROTECTION, STANDARD 701306	L. SUM.	1	1	
70100700	TRAFFIC CONTROL & PROTECTION, STANDARD 701406	L. SUM.	1	1	
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L. SUM.	1	1	
70101800	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L. SUM.	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL. DA.	30	30	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	42	42	
70300220	TEMPORARY PAVEMENT MARKING LINE 4"	FOOT	8056	8056	
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	3550	3550	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ. FT.	3657	3657	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	800	800	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	800	800	
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	16888	16888	
* 78001180	PAINT PAVEMENT MARKING - LINE 24"	FOOT	24	24	
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	3		3
78200410	GUARDRAIL MARKERS, TYPE A	EACH	19	19	
78200520	BARRIER WALL MARKERS, TYPE B	EACH	12		12

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. _____
 HORIZ. _____
 DATE _____

DRAWN BY _____
 CHECKED BY _____

PLOT DATE = Tue Sep 12 13:32:19 2006
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 PLOT SCALE = 50.0000 / IN.
 USER NAME = rhenesj

SUMMARY OF QUANTITIES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..80..	37-UHBR-1	HENRY	133	8
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNITS	URBAN		90%-FED 10%-STATE NHS	80%-FED 20%-STATE BR
			TOTAL	1000 ROADWAY	X771-2A BRIDGE	
78201000	TERMINAL MARKER-DIRECT APPLIED	EACH	4		4	
78200530	BARRIER WALL MARKERS, TYPE C	EACH	52		52	
Z0002600	BAR SPLICERS	EACH	66			66
Z0013798	CONSTRUCTION LAYOUT	L SUM	1		1	
Z0020900	ESTABLISHING AND REFERENCING LAND SECTION MARKERS	EACH	1		1	
Z0029999	IMPACT ATTENUATOR REMOVAL	EACH	28		28	
Z0030030	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2			2
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2			2
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2			2
Z0049800	RELOCATE EXISTING SURVEY MARKERS	EACH	23		23	
Z0069400	STONE WELLS, SPECIAL	EACH	4		4	
Z0047300	PROTECTIVE SHIELD	SQ YD	455.7			455.7
A2006714	TREE, QUERCUS MACROCARPA (BUR OAK), 1 3/4" CALIPER, BALLED AND BURLAPPED	EACH	20		20	
B2000116	TREE, ACER CAMPESTRE (HEDGE MAPLE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	10		10	
B2003714	TREE, MALUS INDIAN SUMMER (INDIAN SUMMER CRABAPPLE), 1 3/4" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	8		8	
B2005014	TREE, MALUS SNOWDRIFT (SNOWDRIFT CRABAPPLE), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	8		8	
XX004900	TURF REINFORCEMENT MAT	SQ YD	87		87	
X0325278	DRIVING PILES	FOOT	1627			1627
X0325519	DRAIN FOR AGGREGATE BASE COURSE	SQ YD	14		14	
X0712400	TEMPORARY PAVEMENT	SQ YD	893.5		893.5	
X0919000	TEMPORARY PAVEMENT REMOVAL	SQ YD	893.5		893.5	
X4021000	TEMPORARY ACCESS - PRIVATE ENTRANCE	EACH	4		4	
X4024000	TEMPORARY ACCESS - FIELD ENTRANCE	EACH	3		3	
X4066414	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	TON	77.4		77.4	
X4073051	BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE, 8-1/2"	SQ YD	7422.85		7422.85	
X7013015	TRAFFIC CONTROL FOR ROAD CLOSURE	L SUM	1		1	

* SPECIALTY ITEMS

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 USER NAME: rnkheal

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. _____
 HORIZ. _____

DATE _____

DRAWN BY _____
 CHECKED BY _____

SUMMARY OF QUANTITIES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	9
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

TYPICAL SECTIONS

POPPY GARDEN RD
STATION 35+90-44+50
STATION 59+50-63+70

STRUCTURAL DESIGN INFORMATION - FLEXIBLE PAVEMENT
STRUCTURAL DESIGN TRAFFIC: YEAR 2025
PV = 2960 SU = 125 MU = 15

ROAD/STREET CLASSIFICATION: Class II

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P = 50 S = 50 M = 50

TRAFFIC FACTOR: Actual TF = 0.202 Minimum TF = 0.5

AC Type = 20 AC Mixture Temp. = 78.6oF

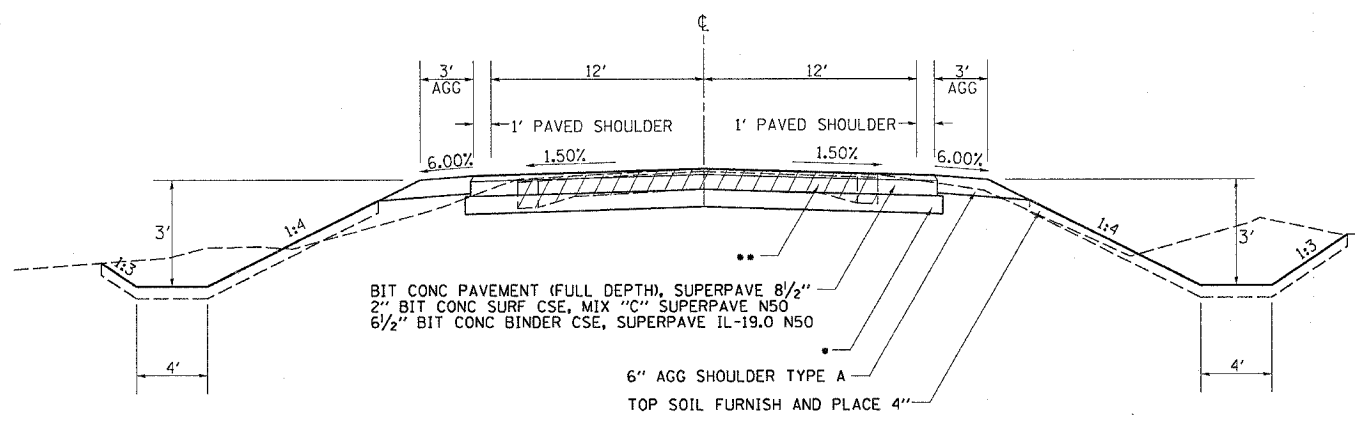
AC Mixture Modulus = 585 Design Strain = 130

AC GRADE: Binder = PG 64-22 Surface = PG 64-22

Flexible Pavement Thickness = 8.5" Surface = 2" Binder = 6.5"

SUBGRADE SUPPORT RATING:

SSR = Poor (Sta. 35+90 to 63+70)



BIT CONC PAVEMENT (FULL DEPTH), SUPERPAVE 8 1/2"
2" BIT CONC SURF CSE, MIX "C" SUPERPAVE N50
6 1/2" BIT CONC BINDER CSE, SUPERPAVE 1L-19.0 N50

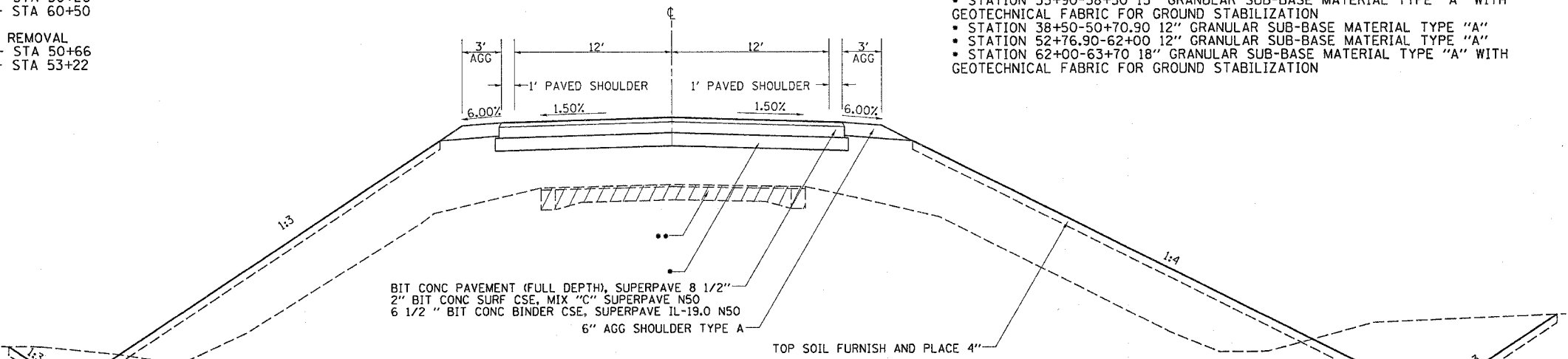
6" AGG SHOULDER TYPE A
TOP SOIL FURNISH AND PLACE 4"

BRIDGE OMISSION 50+70.9 - 52+76.9

POPPY GARDEN RD
STATION 44+50-45+50

- NOTE:
PAVEMENT REMOVAL LIMITS
• STA 35+90 - STA 42+50
• STA 60+50 - STA 63+70
- PAVEMENT BREAKING LIMITS
• STA 42+50 - STA 50+26
• STA 53+22 - STA 60+50
- APPROACH SLAB REMOVAL
• STA 50+26 - STA 50+66
• STA 52+82 - STA 53+22

- NOTE:
• STATION 35+90-38+50 15" GRANULAR SUB-BASE MATERIAL TYPE "A" WITH GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
• STATION 38+50-50+70.90 12" GRANULAR SUB-BASE MATERIAL TYPE "A"
• STATION 52+76.90-62+00 12" GRANULAR SUB-BASE MATERIAL TYPE "A"
• STATION 62+00-63+70 18" GRANULAR SUB-BASE MATERIAL TYPE "A" WITH GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

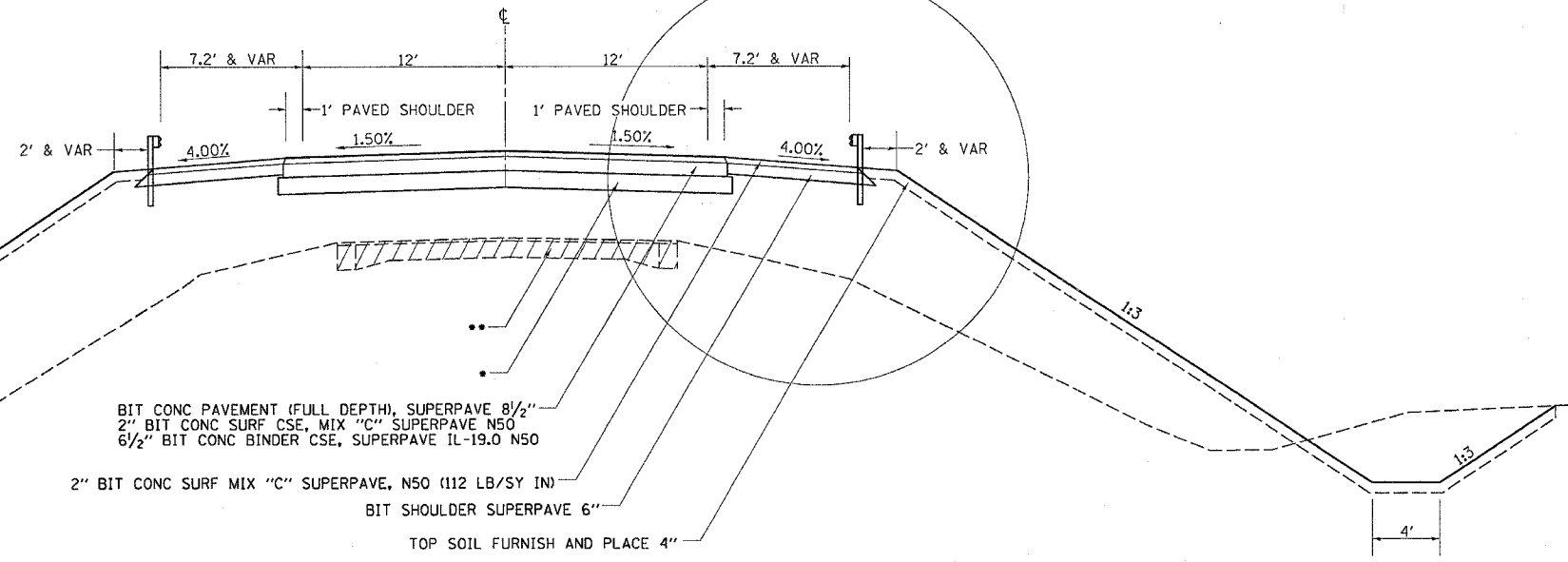


BIT CONC PAVEMENT (FULL DEPTH), SUPERPAVE 8 1/2"
2" BIT CONC SURF CSE, MIX "C" SUPERPAVE N50
6 1/2" BIT CONC BINDER CSE, SUPERPAVE 1L-19.0 N50

6" AGG SHOULDER TYPE A
TOP SOIL FURNISH AND PLACE 4"

POPPY GARDEN RD
STATION 52+76.9-59+50

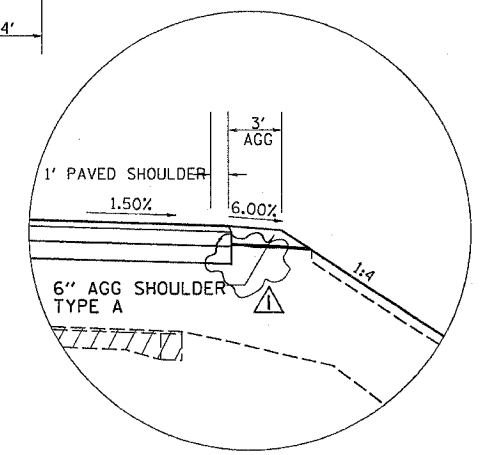
*** DETAIL A



BIT CONC PAVEMENT (FULL DEPTH), SUPERPAVE 8 1/2"
2" BIT CONC SURF CSE, MIX "C" SUPERPAVE N50
6 1/2" BIT CONC BINDER CSE, SUPERPAVE 1L-19.0 N50

2" BIT CONC SURF MIX "C" SUPERPAVE, N50 (112 LB/SY IN)
BIT SHOULDER SUPERPAVE 6"

TOP SOIL FURNISH AND PLACE 4"



*** DETAIL A
STA 54+87.87 - STA 59+50 LT
STA 54+76.10 - STA 59+50 RT

REVISED
10-31-06

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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LEVELS = LEVELS
PLOT SCALE = PLOTSCALE\$
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F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
37-1HRR-J	HENRY	ILLINOIS	133	10
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

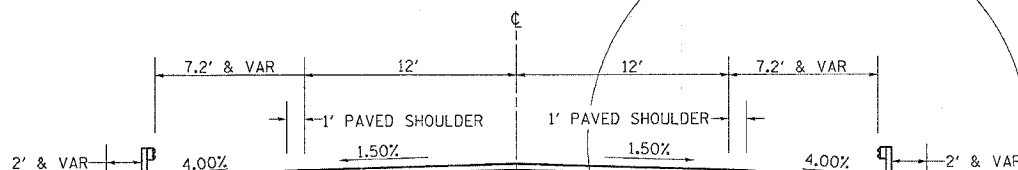
TYPICAL SECTIONS

- NOTE:
 PAVEMENT REMOVAL LIMITS
 •• STA 35+90 - STA 42+50
 •• STA 60+50 - STA 63+70
- PAVEMENT BREAKING LIMITS
 •• STA 42+50 - STA 50+26
 •• STA 53+22 - STA 60+50
- APPROACH SLAB REMOVAL
 •• STA 50+26 - STA 50+66
 •• STA 52+82 - STA 53+22

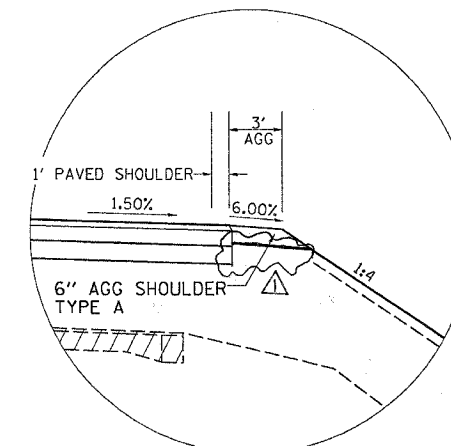
• STA 45+50 - 46+00
 LT FORESLOPE TRANSITIONS FROM 1:3 TO 1:2

POPPY GARDEN RD
 STATION 45+50-50+70.9

..... DETAIL



..... GUARDRAIL ON RT
 STA 48+51.55 - STA 50+70.9



..... DETAIL
 STA 45+50 - STA 48+59.36 RT

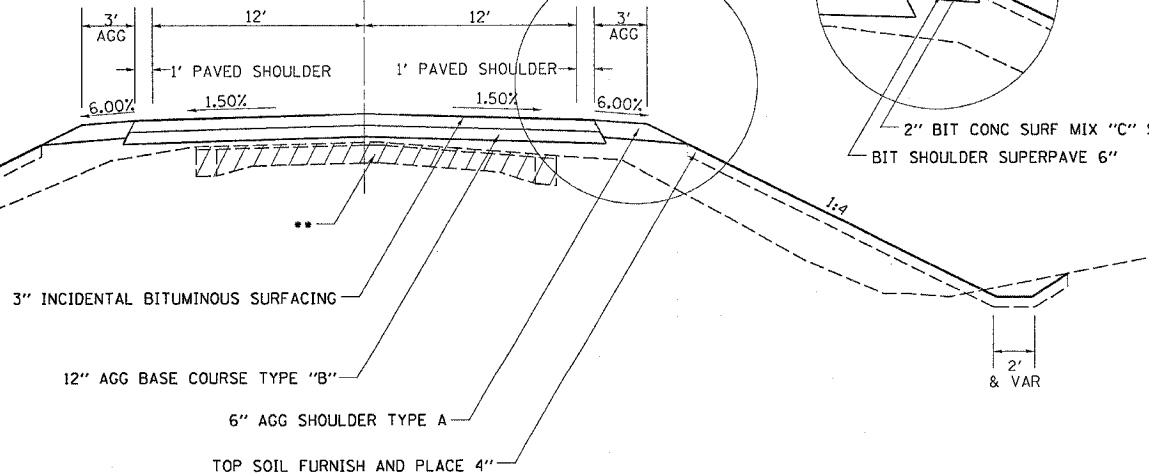
12" GRANULAR SUB-BASE MATERIAL TYPE A
 BIT CONC PAVEMENT (FULL DEPTH), SUPERPAVE 8 1/2"
 2" BIT CONC SURF CSE, MIX "C" SUPERPAVE N50
 6 1/2" BIT CONC BINDER CSE, SUPERPAVE IL-19.0 N50
 2" BIT CONC SURF MIX "C" SUPERPAVE, N50 (112 LB/SY IN)
 BIT SHOULDER SUPERPAVE 6"

TOP SOIL FURNISH AND PLACE 4"

..... DETAIL A
 STA 100+13 - STA 100+63.63 LT
 STA 100+13 - STA 100+62.38 RT

CARROLL ST

..... DETAIL



3" BIT CONC SURF MIX "C" SUPERPAVE, N50 (112 LB/SY IN)
 BIT SHOULDER SUPERPAVE 6"

3" INCIDENTAL BITUMINOUS SURFACING
 12" AGG BASE COURSE TYPE "B"
 6" AGG SHOULDER TYPE A
 TOP SOIL FURNISH AND PLACE 4"

STRUCTURAL DESIGN INFORMATION - FLEXIBLE PAVEMENT
 STRUCTURAL DESIGN TRAFFIC: YEAR 2025
 PV = 2960 SU = 125 MU = 15

ROAD/STREET CLASSIFICATION: Class II

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
 P = 50 S = 50 M = 50

TRAFFIC FACTOR: Actual TF = 0.202 Minimum TF = 0.5

AC Type = 20 AC Mixture Temp. = 78.6oF

AC Mixture Modulus = 585 Design Strain = 130

AC GRADE: Binder = PG 64-22 Surface = PG 64-22

Flexible Pavement Thickness = 8.5" Surface = 2" Binder = 6.5"

SUBGRADE SUPPORT RATING:

SSR = Poor (Sta. 35+90 to 63+70)

REVIS
 10-31-06

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

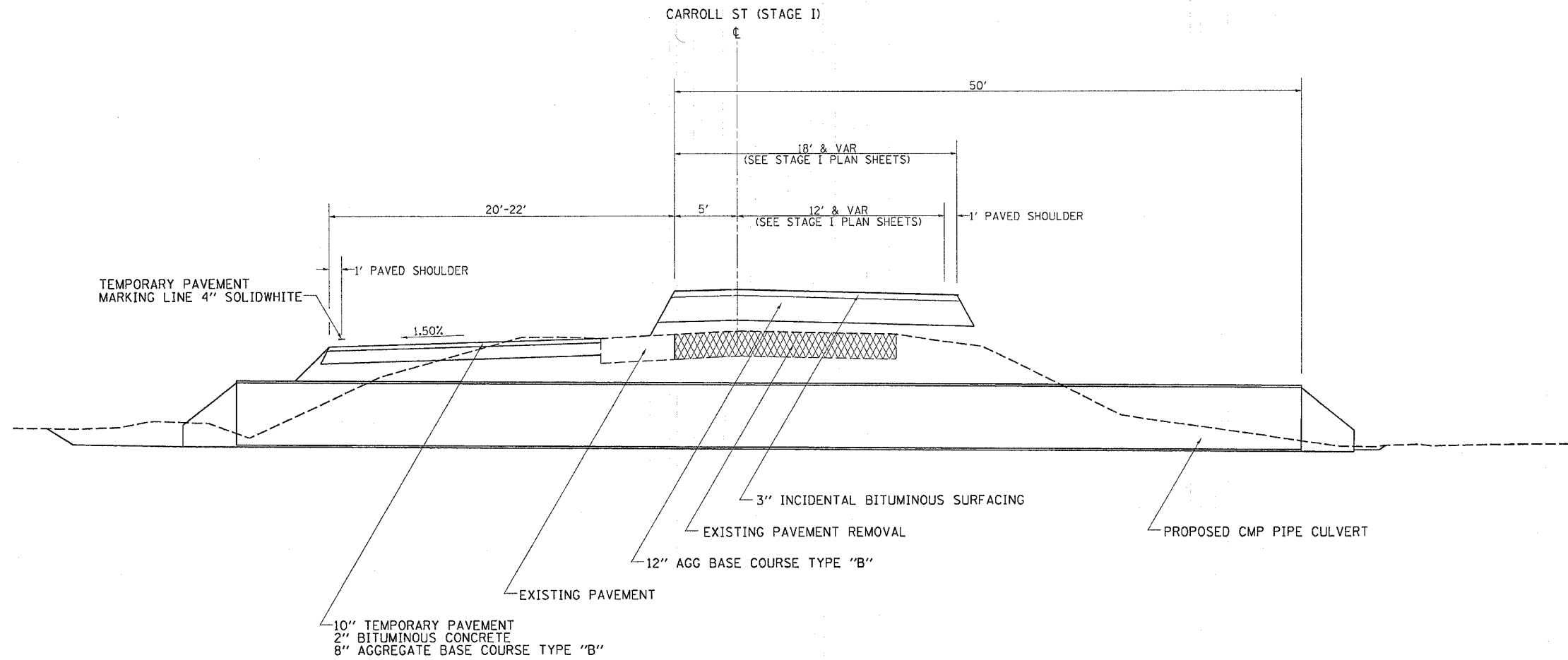
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 OPERATOR:
 DATE:
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	31-UHR-J	HENRY	133	11
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

STAGING TYPICAL SECTIONS

STAGE I

1. CONSTRUCT 30" AR CULVERT WITH CLASS D PATCH & EXTEND EXISTING PIPE CULVERT
2. CONSTRUCT TEMPORARY PAVEMENT (WEST SIDE OF CARROLL ST) STA 100+10.21 LT TO STA 102+35.53
3. REMOVE AND RECONSTRUCT EAST SIDE OF CARROLL ST
4. SEE CARROLL ST STAGING NOTES

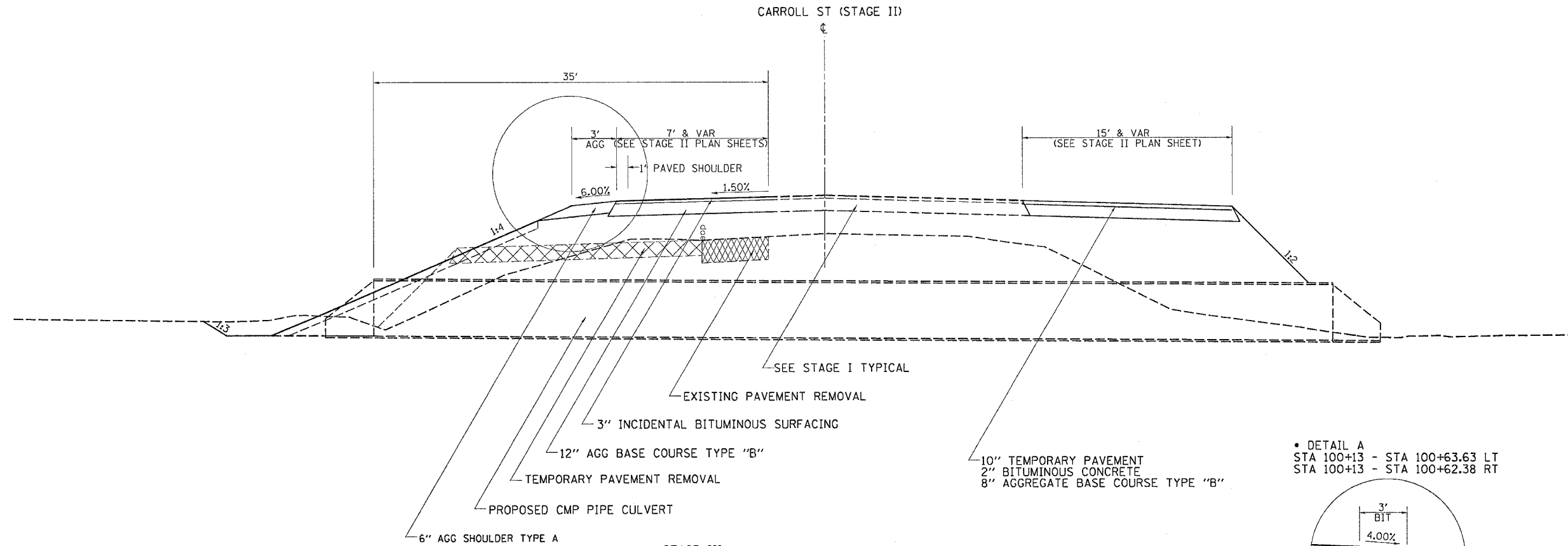


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 USER NAME = reneka.j

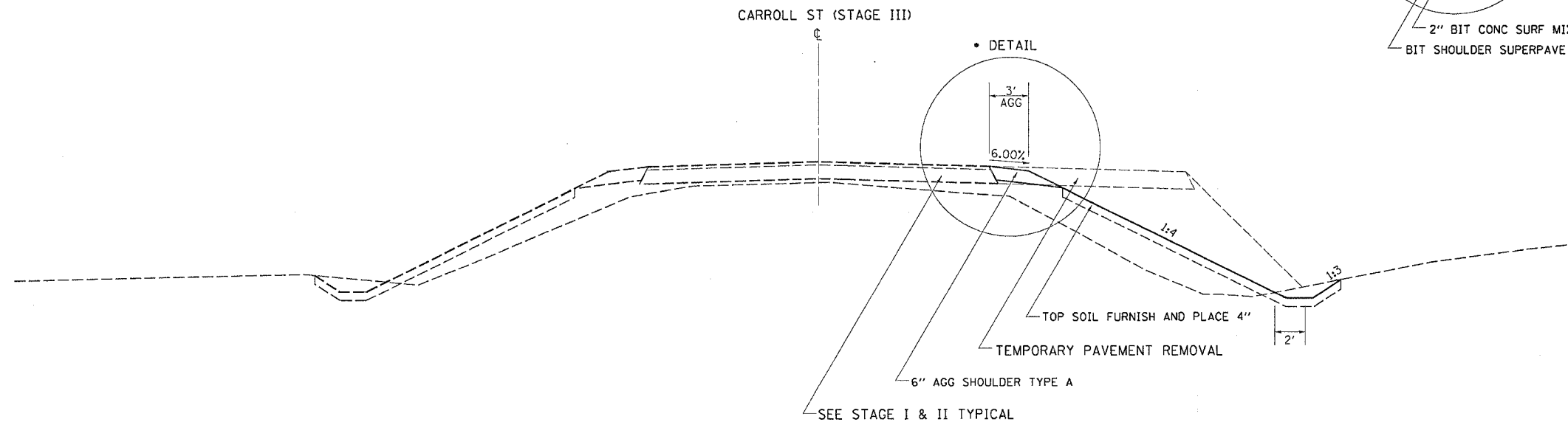
F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..80..	..37-UHR-1..	..HENRY..	..133..	..12..
STA. _____ TO STA. _____		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

STAGING TYPICAL SECTIONS

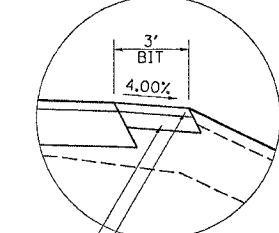
- STAGE II**
1. CONSTRUCT TEMPORARY PAVEMENT ON EAST SIDE OF CARROLL ST STA 43+74.6 POPPY GARDEN RD TO STA STA 102+40 CARROLL ST
 2. REMOVE STAGE I TEMPORARY PAVEMENT ON CARROLL ST & REMOVE EXISTING PIPE CULVERT
 3. REMOVE AND RECONSTRUCT WEST SIDE OF CARROLL ST
 4. SEE CARROLL ST STAGING NOTES



- STAGE III**
1. REMOVE TEMPORARY PAVEMENT ON EAST SIDE OF CARROLL STREET
 2. REGRADE FORESLOPE, DITCH BOTTOM, AND BACKSLOPE
 3. CONSTRUCT SHOULDER AS IDENTIFIED IN THE PLANS & SPECIFICATIONS
 4. RESEED AS REQUIRED IN PROJECT DOCUMENTS



• DETAIL A
 STA 100+13 - STA 100+63.63 LT
 STA 100+13 - STA 100+62.38 RT



• DETAIL
 2" BIT CONC SURF MIX "C" SUPERPAVE, N50 (112 LB/SY IN)
 BIT SHOULDER SUPERPAVE 6"

PLOT DATE = Nov 04 09 09:35:10 PM
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 USER NAME = mckeej

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-IHBR-1	HENRY	133	14
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

EARTHWORK SCHEDULE

EARTH WORK SCHEDULE					
20200100 - EARTH EXCAVATION					
20400800 - FURNISHED EXCAVATION					
LOCATION	EARTH EXC (CUT) CU YD	EARTH EXC ADJ SHRINK 25% CU YD	EMBANK (FILL) CU YD	EARTH WORK BALANCE	
				WASTE (+)	SHORTAGE (-)
				CU YD	
34 + 50 - 41 + 00	1778	1334	28	1306	
41 + 00 - 47 + 00	2047	1536	3028	-1492	
47 + 00 - 53 + 00	1285	964	10300	-9336	
53 + 00 - 59 + 00	188	141	16136	-15996	
59 + 00 - 64 + 00	3054	2290	3981	-1691	
TOTAL	8352	6264	33473	-27209	
SIDEROADS					
CARROLL STREET STAGE I					
100 + 13 - 102 + 00	373	280	74	205	
CARROLL STREET STAGE II					
100 + 13 - 102 + 00	111	83	270	-187	
CARROLL STREET STAGE III					
100 + 13 - 102 + 00	171	128	0	128	
TOTAL - CARROLL STREET	654	491	344	147	

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SCALE: VERT. DATE: HORIZ. DRAWN BY: CHECKED BY:

PLOT DATE = Fri, Sep 01 10:12:57 2006
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 USER NAME = petersj

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	15
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

SCHEDULE OF QUANTITIES

20100110 TREE REMOVAL (6 TO 15 UNITS IN DIAMETER)

UNIT	LOCATION	OFFSET (FT)	
8.2	STA. 41+08.30	33	RT
8.9	STA. 47+10.56	36.5	RT
11.1	STA. 47+10.56	36.5	RT
10.1	STA. 47+47.14	33.5	RT
7.1	STA. 48+11.54	34.63	RT
7.9	STA. 48+11.54	34.63	RT
8.0	STA. 48+11.54	34.63	RT
8.8	STA. 48+52.89	39.88	RT
13.1	STA. 48+84.61	80.14	RT
6.8	STA. 48+95.79	54.41	RT
7.4	STA. 48+95.79	54.41	RT
7.2	STA. 49+09.95	53.37	RT
6.0	STA. 49+80.74	36.82	RT
7.7	STA. 49+80.74	36.82	RT
7.7	STA. 50+15.66	40.4	RT
6.3	STA. 50+22.52	34.27	RT
11.8	STA. 50+49.11	36.22	RT
10.0	STA. 50+54.81	32.53	RT
6.2	STA. 462+59.34	100.4	RT I-80
6.2	STA. 462+59.34	100.4	RT I-80
13.8	STA. 462+75.11	99.59	RT I-80
9.0	STA. 54+53.99	31.17	RT
14.2	STA. 55+29.77	36.38	RT
9.6	STA. 55+29.77	36.38	RT
12.3	STA. 55+29.77	36.38	RT
6.2	STA. 56+28.65	31.13	RT
8.3	STA. 56+28.65	31.13	RT
6.0	STA. 56+28.65	31.13	RT
9.0	STA. 56+28.65	31.13	RT
9.8	STA. 56+28.65	31.13	RT
9.2	STA. 56+37.98	32.46	RT
6.5	STA. 56+37.98	32.46	RT
8.0	STA. 56+57.17	34.05	RT
9.0	STA. 56+57.17	34.05	RT
9.6	STA. 61+43.78	43.12	RT
8.1	STA. 61+43.78	43.12	RT
6.0	STA. 61+93.00	57.5	RT
6.0	STA. 50+60.00	48.83	LT
8.7	STA. 50+60.00	37.95	LT
7.0	STA. 62+24.40	33	LT
6.2	STA. 62+24.40	33	LT
349 TOTAL			

20100210 TREE REMOVAL (OVER 15 UNITS IN DIAMETER)

UNIT	LOCATION	OFFSET (FT)	
15	STA. 46+30.46	39.17	RT
17	STA. 46+90.25	40.15	RT
23.7	STA. 54+87.92	30	RT
15.2	STA. 56+47.51	34.13	RT
70.90 TOTAL			

20101000 TEMPORARY FENCE

FOOT	LOCATION	
1230	STA. 53+00 TO 65+00	RT
1230 TOTAL		

20101400 NITROGEN FERTILIZER NUTRIENT

POUND	LOCATION	
212.40	STA. 35+90 TO 50+70.90	LT & RT
180.90	STA. 52+76.90 TO 63+70	LT & RT
12.00	STA. 101+13.0 TO 10200	LT & RT
405.30 TOTAL		

20101500 PHOSPHOROUS FERTILIZER NUTRIENT

POUND	LOCATION	
212.40	STA. 35+90 TO 50+70.90	LT & RT
180.90	STA. 52+76.90 TO 63+70	LT & RT
12.00	STA. 101+13.0 TO 102+00	LT & RT
405.30 TOTAL		

20101600 POTASSIUM FERTILIZER NUTRIENT

POUND	LOCATION	
212.40	STA. 35+90 TO 50+70.90	LT & RT
180.90	STA. 52+76.90 TO 63+70	LT & RT
12.00	STA. 101+13 TO 102+00	LT & RT
405.30 TOTAL		

20201200 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL

CU. YD.	LOCATION	
8.88	STA. 461+12 TO 462+36	36" I-80 RT
7.4	STA. 461+26 TO 462+26	36" I-80 LT
16.28 TOTAL		

21001000 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

SQ. YD.	LOCATION	
751	STA. 35+90 TO 38+50	
491	STA. 62+00 TO 63+70	
116.5	STA. 461+36 TO 462+14	15' I-80 SLOPEWALL LT
116.5	STA. 461+35 TO 462+13	15' I-80 SLOPEWALL RT
1475 TOTAL		

21101615 TOPSOIL FURNISH AND PLACE 4"

SQ. YD.	LOCATION	
14281	STA. 35+90 TO 50+70.90	LT & RT
12120	STA. 52+76.90 TO 63+70	LT & RT
775	STA. 101+13 TO 102+00	LT & RT
27176 TOTAL		

21301048 EXPLORATION TRENCH 48" DEPTH

FOOT	LOCATION	
50	STA. 461+15 TO 461+65	I-80 LT (CONTINGENCY)
50	STA. 461+00 TO 461+50	I-80 RT (CONTINGENCY)
100	STA. 461+90 TO 462+35	I-80 LT & RT (CONTINGENCY)
200	STA. 58+00 TO 59+00	LT & RT (CONTINGENCY)
350	STA. 60+00 TO 63+50	RT (CONTINGENCY)
750 TOTAL		

25000100 SEEDING, CLASS 1

ACRE	LOCATION	
0.005	STA. 35+55.0 TO 35+63.0	LT - WEST SIDE DWY/EASEMENT AREA
0.094	STA. 38+73.0 TO 39+68.0	LT - EASEMENT AREA
0.016	STA. 39+83.0 TO 40+10	LT-EASEMENT AREA
0.12 TOTAL		

25000210 SEEDING, CLASS 2A

ACRE	LOCATION	
0.27	STA. 35+90 TO 50+70.90	LT & RT
0.23	STA. 52+76.90 TO 63+70	LT & RT
0.01	STA. 100+13 TO 102+00	LT & RT
0.51 TOTAL		

25000310 SEEDING, CLASS 4

ACRE	LOCATION	
2.08	STA. 35+90 TO 50+70.90	LT & RT
1.68	STA. 52+76.90 TO 63+70	LT & RT
0.11	STA. 100+13 TO 102+00	LT & RT
3.87 TOTAL		

25000750 MOWING

ACRE	LOCATION	
2.36	STA. 35+90 TO 50+70.90	LT & RT
2.00	STA. 52+76.90 TO 63+70	LT & RT
0.14	STA. 100+13 TO 102+00	LT & RT
4.50 TOTAL		

25100115 MULCH, METHOD 2

ACRE	LOCATION	
2.36	STA. 35+90 TO 50+70.90	LT & RT
2.00	STA. 52+76.90 TO 63+70	LT & RT
0.14	STA. 100+13 TO 102+00	LT & RT
4.50 TOTAL		

25100630 EROSION CONTROL BLANKET

SQ. YD.	LOCATION	
3606	STA. 35+90 TO 50+70.90	LT
2092	STA. 35+90 TO 50+70.90	RT
997	STA. 52+76.90 TO 63+70	LT
1258	STA. 52+76.90 TO 63+70	RT
194	STA. 100+13 TO 101+85	LT
194	STA. 100+13 TO 101+85	RT
8341 TOTAL		

28000250 TEMPORARY EROSION CONTROL SEEDING

POUND	LOCATION	
2832	STA. 35+90 TO 50+70.90	LT & RT
2412	STA. 52+76.90 TO 63+70	LT & RT
156	STA. 100+13 TO 102+00	LT & RT
5400 TOTAL		

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. _____
 HORIZ. _____

DATE _____

DRAWN BY _____
 CHECKED BY _____

SCHEDULE OF QUANTITIES

PLOT DATE = Fri Sep 01 10:24:09 2006
 FILE NAME = c:\nrc\mca\213100\dl3100crr.dgn
 PLOT SCALE = 3/8"=1'-0"
 USER NAME = renkaej

SCHEDULE OF QUANTITIES

F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..37..	UHR-J..	HENRY	133	16
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

28000300 TEMPORARY DITCH CHECKS

EACH	LOCATION
1	STA. 36+00 25' LT
1	STA. 36+00 23' RT
2	STA. 42+50 32' LT & RT
1	STA. 43+20 38' LT
1	STA. 43+20 37' RT
1	STA. 43+73 53' RT
1	STA. 44+20 55' RT
1	STA. 44+60 46' LT
1	STA. 44+60 58' RT
1	STA. 45+03 51' LT
1	STA. 45+03 61' RT
1	STA. 45+50 60' LT
1	STA. 45+50 66' RT
1	STA. 45+86 53' LT
1	STA. 45+86 72' RT
1	STA. 46+30 52.5' LT
1	STA. 46+30 77.5' RT
1	STA. 46+70 55' LT
1	STA. 46+70 83' RT
1	STA. 47+12 57' LT
1	STA. 47+12 88.5' RT
1	STA. 47+50 60' LT
1	STA. 47+50 93.5' RT
1	STA. 48+00 61.5' LT
1	STA. 48+00 99' RT
1	STA. 48+37 64' LT
1	STA. 48+37 108.5' RT
1	STA. 48+80 66' LT
1	STA. 48+80 114' RT
1	STA. 49+30 68.8' LT
1	STA. 49+30 119' RT
1	STA. 49+90 70.25' LT
1	STA. 49+90 123.5' RT
1	STA. 54+11 105.5' LT
1	STA. 54+11 86.5' RT
1	STA. 54+72 105' LT
1	STA. 54+72 84' RT
1	STA. 55+25 102.5' LT
1	STA. 55+25 79.5' RT
1	STA. 55+65 96.25' LT
1	STA. 55+65 74' RT
1	STA. 56+00 91' LT
1	STA. 56+00 68.5' RT
1	STA. 56+50 85' LT
1	STA. 56+50 63' RT
1	STA. 57+00 79' LT
1	STA. 57+00 59' RT
1	STA. 57+33 75' LT
1	STA. 57+33 57' RT
1	STA. 57+75 72' LT
1	STA. 57+75 54' RT
1	STA. 58+17 68.5' LT
1	STA. 58+17 51.50' RT
1	STA. 58+60 64.75' LT
1	STA. 58+60 53.50' RT
1	STA. 59+00 60.75' LT
1	STA. 59+00 40.5' RT
1	STA. 59+44 57' LT
1	STA. 59+44 53' RT
1	STA. 61+25 46' LT
1	STA. 61+25 49.5' RT
1	STA. 62+50 32.5' LT
1	STA. 62+50 36.5' RT
1	STA. 460+50 85.65' LT
1	STA. 463+25 91.67' RT
1	STA. 100+75 39' LT
1	STA. 100+75 40.5' RT
1	STA. 101+50 32.75' LT
1	STA. 101+50 34.75' RT
1	70 TOTAL

28000400 PERIMETER EROSION BARRIER

FOOT	LOCATION
615	STA. 52+85 TO 59+00 LT
507	STA. 52+95 TO 58+00 RT
582	STA. 58+00 TO 63+70 RT
80	STA. 100+20 TO 101+00 RT CARROLL ST
180	STA. 100+20 TO 101+85 LT CARROLL ST
1964	TOTAL

28000500 INLET & PIPE PROTECTION

EACH	LOCATION
1	STA. 36+50 24' RT
1	STA. 37+90 22.4' LT
1	STA. 38+65.88 20.3' RT
1	STA. 39+19 25' LT
1	STA. 41+33.28 24' LT
1	STA. 46+00 52' LT
1	STA. 59+60 53' LT
1	STA. 59+60 RT
1	STA. 60+58.59 45' LT
1	STA. 100+41.28 55' LT CARROLL ST.
1	STA. 461+00 91.67' RT I-80
1	STA. 462+75 85.65' LT I-80
12	TOTAL

28100107 STONE RIPRAP, CLASS A4

SQ. YD.	LOCATION
9	STA. 46+00 66' RT 8' x 10'
9	STA. 60+58.59 50' RT 8' x 10'
7	STA. 100+41.28 50' RT 8.25' x 8' - CARROLL ST
25	TOTAL

28100109 STONE RIPRAP, CLASS A5

SQ. YD.	LOCATION
9.72	STA. 50+69 LT 3.5' x 25'
24.7	STA. 50+69 RT 3.5' x 63.5'
15.6	STA. 52+79 LT 3.5' x 40'
14.39	STA. 52+79 RT 3.5' x 37'
64	TOTAL

28200200 FILTER FABRIC

SQ. YD.	LOCATION
9	STA. 46+00 66' RT 8' x 10'
9.72	STA. 50+69 LT 3.5' x 25'
24.7	STA. 50+69 RT 3.5' x 63.5'
15.6	STA. 52+79 LT 3.5' x 40'
14.39	STA. 52+79 RT 3.5' x 37'
9	STA. 60+58.59 50' RT 8' x 10'
7	STA. 100+41.28 50' RT 8.25' x 8' - CARROLL ST
89	TOTAL

35101400 AGGREGATE BASE COURSE, TYPE B

TONS	LOCATION
22	STA. 38+67 PE-LT
56	STA. 38+48 TO 40+50.40 SHLDR-LT
51	STA. 38+54 PE-RT
8	STA. 38+70.55 TO 38+87.55 SHLDR-RT
103	STA. 39+11.55 FE&MB-RT
90	STA. 41+65 FE-LT
118	STA. 60+00 FE-LT
351	STA. 60+00 FE-RT
347.5	STA. 100+13 TO 101+85 CARROLL ST - STAGE I
224	STA. 100+13 TO 101+85 CARROLL ST - STAGE II
66	STA. 102+20 PE-LT CARROLL ST
450	STA. 35+90 TO 63+70 TEMPORARY ACCESS - VARIOUS LOCATIONS
1887	TOTAL

40600990 TEMPORARY RAMP

SQ. YD.	LOCATION
160	STA. 100+10 TO 100+70 24' Wide x 60' Long
80	STA. 43+49 TO 43+79 24' Wide x 30' Long
53.33	STA. 35+90 TO 36+10 24' Wide x 20' Long
293.33	TOTAL

40800040 INCIDENTAL BITUMINOUS SURFACING

TONS	LOCATION
41.2	STA. 38+67 PE-LT
12.6	STA. 38+48 TO 40+50.40 SHLDR-LT
10.9	STA. 38+54 PE-RT
1.7	STA. 38+70.55 TO 38+87.55 SHLDR-RT
21.9	STA. 39+11.55 FE&MB-RT
71.0	STA. 100+13 TO 101+85 CARROLL ST
39.8	STA. 100+13 TO 101+85 CARROLL ST
16.2	STA. 102+20 PE-LT CARROLL ST
72.3	COUNTY RD 15 - GOOD NEIGHBOR POLICY
287.6	TOTAL

42001165 BRIDGE APPROACH PAVEMENT

SQ. YD.	LOCATION
107	STA. 50+40.9 TO 50+70.9
107	STA. 52+76.9 TO 53+06.9
214	TOTAL

42001430 BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

SQ. YD.	LOCATION
21.55	STA. 50+70.90 CENTERED
21.55	STA. 52+76.90 CENTERED
43.10	TOTAL

PLOT DATE = Mon Dec 02 09:34:41 2008
 PLOT SCALE = 50:0000 / IN.
 USER NAME = rensal

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. DRAWN BY
 DATE: HORIZ. CHECKED BY

SCHEDULE OF QUANTITIES

SCHEDULE OF QUANTITIES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..80.	..37-UNBR-..	..HENRY..	..133	..17..
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		

42300300 PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH

SQ. YD.	LOCATION
155	STA. 39+75.46 PE-LT
155	TOTAL

44000100 PAVEMENT REMOVAL

SQ. YD.	LOCATION
1467	STA. 35+90 TO 42+50
711	STA. 60+50 TO 63+70
392	STA. 100+13 TO 100+85
97	STA. 101+13 TO 101+85
2667	TOTAL

PE-LT
CARROLL ST - STAGE I
CARROLL ST - STAGE II

44000700 APPROACH SLAB REMOVAL

SQ. YD.	LOCATION
88.9	STA. 50+26 TO 50+66
88.9	STA. 52+82 TO 53+22
178	TOTAL

44004300 PAVEMENT BREAKING

SQ. YD.	LOCATION
1725	STA. 42+50 TO 50+26
1618	STA. 53+22 TO 60+50
3343	TOTAL

44201709 CLASS D PATCHES, TYPE III, 5"

SQ. YD.	LOCATION
16.67	STA. 101+48 7.5' WIDE - CARROLL ST
16.67	TOTAL

50100300 REMOVAL OF EXISTING STRUCTURES NO. 1

EACH	LOCATION
1	STA. 51+74.40 POPPY GARDEN ROAD BRIDGE OVER I-80
1	TOTAL

50100400 REMOVAL OF EXISTING STRUCTURES NO. 2

EACH	LOCATION
1	STA. 461+11.67 36" GRATED END SECTION I-80 RT
1	TOTAL

50100500 REMOVAL OF EXISTING STRUCTURES NO. 3

EACH	LOCATION
1	STA. 462+25 36" GRATED END SECTION I-80 LT
1	TOTAL

50102600 CONCRETE REMOVAL

EACH	LOCATION
1	STA. 461+32 TO 461+66 I-80 CONCRETE PAD FOR SAND BARRELS
1	STA. 461+81 TO 462+15 I-80 CONCRETE PAD FOR SAND BARRELS
2	TOTAL

50104400 CONCRETE HEADWALL REMOVAL

EACH	LOCATION
1	STA. 461+26.25 85' LT I-80
1	STA. 462+35.46 93' RT I-80
2	STA. 60+59 LT & RT
4	TOTAL

50105210 REMOVE EXISTING CULVERTS

FOOT	LOCATION
73	STA. 60+58.59 30" CMP - AR CULVERT
87	STA. 100+41.28 30" CMP - AR CULVERT
124	STA. 461+12 TO 462+36 36" I-80 RT
100	STA. 461+26 TO 462+26 36" I-80 LT
384	TOTAL

542A1075 PIPE CULVERTS, CLASS A, TYPE 2 30"

FOOT	LOCATION
82	STA. 60+58.59 AR CULVERT
82	TOTAL

542A1915 PIPE CULVERTS, CLASS A, TYPE 3 30"

FOOT	LOCATION
106	STA. 46+00 AR CULVERT
106	TOTAL

542A4021 PIPE CULVERTS, CLASS A, TYPE 6 36"

FOOT	LOCATION
182	STA. 461+08 TO 462+90 I-80 RT
180	STA. 460+85 TO 462+65 I-80 LT
362	TOTAL

542C1075 PIPE CULVERTS, CLASS C, TYPE 2 30"

FOOT	LOCATION
10	STA. 100+41.28 CARROLL ST. - STAGE I
75	STA. 100+41.28 CARROLL ST.
85	TOTAL

PLOT DATE = Mon Dec 02 09:34:15 2008
 PLOT SCALE = 50:0000 / IN.
 USER NAME = reneka.j

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. DATE
 HORIZ. DRAWN BY
 CHECKED BY

SCHEDULE OF QUANTITIES

SCHEDULE OF QUANTITIES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..80.	..37-UHBR-J..	..HENRY..	..133..	..18..
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

542D1060 PIPE CULVERTS, CLASS D, TYPE 2 15"

FOOT	LOCATION	
81	STA. 60+00	FE-RT
62	STA. 60+00	FE-LT
56	STA. 63+00	FE-RT (TEMP)
199	TOTAL	

54205890 PIPE CULVERTS, TYPE 1, CORRUGATED STEEL, EQUIVALENT ROUND-SIZE 15"

FOOT	LOCATION	
56	STA. 41+64	FE-LT
56	TOTAL	

54213447 END SECTIONS 12"

EACH	LOCATION	
1	STA. 50+56.9	LT
1	STA. 50+56.9	RT
1	STA. 52+90.9	LT
1	STA. 52+90.9	RT
4	TOTAL	

54213450 END SECTIONS 15"

EACH	LOCATION	
2	STA. 60+00	FE-LT
2	STA. 60+00	FE-RT
4	TOTAL	

54213465 END SECTIONS 30"

EACH	LOCATION	
2	STA. 100+41.28	CARROLL ST.
2	TOTAL	

54213675 PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"

EACH	LOCATION	
2	STA. 46+00	AR CULVERT
2	STA. 60+58.59	AR CULVERT
4	TOTAL	

54213681 PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"

EACH	LOCATION	
1	STA. 460+75	I-80 LT
1	STA. 461+00	I-80-RT
1	STA. 462+75	I-80-LT
1	STA. 463+00	I-80-RT
4	TOTAL	

54214290 END SECTIONS, EQUIVALENT ROUND-SIZE 15"

EACH	LOCATION	
2	STA. 41+64	FE-LT
2	TOTAL	

54247170 GRATING FOR CONCRETE FLARED END SECTION 36"

EACH	LOCATION	
1	STA. 462+75	I-80 LT
1	STA. 461+00	I-80 RT
2	TOTAL	

56400300 FIRE HYDRANTS TO BE ADJUSTED

EACH	LOCATION	
1	STA. 101+80	30' LT
1	TOTAL	

60100060 CONCRETE HEADWALL FOR PIPE DRAIN

EACH	LOCATION	
2	STA. 50+68.9	RT & LT - ABUTMENT DRAINS
2	STA. 52+78.9	RT & LT - ABUTMENT DRAINS
1	STA. 460+69	I-80 LT (CONTINGENCY)
1	STA. 463+04	I-80 RT (CONTINGENCY)
6	TOTAL	

60100070 SHOULDER REMOVAL AND REPLACEMENT

FOOT	LOCATION	
100	STA. 461+50.0 TO 462+00.0	I-80 LT & RT
100	TOTAL	

60100945 PIPE DRAINS 12"

FOOT	LOCATION	
46	STA. 50+56.9	LT
103	STA. 50+56.9	RT
78	STA. 52+90.9	LT
64	STA. 52+90.9	RT
291	TOTAL	

PLOT DATE = Mon Dec 02 09:34:33 2008
 PLOT SCALE = 50.0000' / IN.
 USER NAME = ram-kauj

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VERT. SCALE: _____
 HORIZ. SCALE: _____
 DATE: _____

DRAWN BY: _____
 CHECKED BY: _____

SCHEDULE OF QUANTITIES

SCHEDULE OF QUANTITIES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-148R-1	HENRY	133	19
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

60107600 PIPE UNDERDRAINS 4"

FOOT	LOCATION	
10	STA. 50+68.9	LT
25	STA. 50+68.9	RT
27	STA. 52+78.9	LT
17	STA. 52+78.9	RT
<u>79</u>	TOTAL	

60107700 PIPE UNDERDRAINS 6"

FOOT	LOCATION	
<u>200</u>	STA. 460+50 TO 463+00	I-80 RT & LT (CONTINGENCY)
200	TOTAL	

60255500 MANHOLES TO BE ADJUSTED

EACH	LOCATION	
1	STA. 37+84.76	18.35' RT
1	STA. 41+51.84	15.88' RT
1	STA. 43+95.64	28.60' RT
1	STA. 101+10.36	11.83' RT
<u>4</u>	TOTAL	

60265700 VALVE VAULTS TO BE ADJUSTED

EACH	LOCATION	
1	STA. 100+35.76	33' RT
1	STA. 101+77.29	28.70' LT
<u>2</u>	TOTAL	

60600095 CLASS SI CONCRETE (OUTLET)

CU. YD.	LOCATION	
1.67	STA. 38+30 TO 38+53	OUTLET-LT
3.75	STA. 40+05 TO 40+50	OUTLET-LT
0.92	STA. 461+92 TO 462+04	I-80 GUTTER INLET LT
5.67	STA. 460+51 TO 461+15	I-80 OUTLET LT
0.92	STA. 461+43 TO 461+55	I-80 GUTTER INLET RT
7.13	STA. 462+44 TO 463+24	I-80 OUTLET RT
<u>20.1</u>	TOTAL	

60602500 CONCRETE GUTTER, TYPE A

FOOT	LOCATION	
55	STA. 461+90 TO 462+45	I-80 RT
43	STA. 461+15 TO 461+58	I-80 LT
<u>98</u>	TOTAL	

60611815 COMBINATION CONCRETE CURB AND GUTTER, TYPE M (SPECIAL)

FOOT	LOCATION	
32	STA. 38+53 TO 38+85	LT
47	STA. 39+53 TO 40+00	LT
<u>79</u>	TOTAL	

60900140 TYPE B INLET BOX, STANDARD 609006

EACH	LOCATION	
2	STA. 50+56.9	LT & RT
2	STA. 52+90.9	LT & RT
<u>4</u>	TOTAL	

60900515 CONCRETE THRUST BLOCKS

EACH	LOCATION	
1	STA. 50+56.9	LT
1	STA. 50+56.9	RT
1	STA. 52+90.9	LT
1	STA. 52+90.9	RT
<u>4</u>	TOTAL	

61133100 FIELD TILE JUNCTION VAULTS, 2' DIA.

EACH	LOCATION	
2	STA. 35+90 TO 50+70.90	(CONTINGENCY)
2	STA. 52+76.90 TO 63+70	(CONTINGENCY)
<u>4</u>	TOTAL	

61140000 STORM SEWERS, SPECIAL 8"

FOOT	LOCATION	
100	STA. 35+90 TO 63+70	(CONTINGENCY)
<u>100</u>	TOTAL	

61140100 STORM SEWERS, SPECIAL 10"

FOOT	LOCATION	
100	STA. 35+90 TO 63+70	(CONTINGENCY)
<u>100</u>	TOTAL	

61140200 STORM SEWERS, SPECIAL 12"

FOOT	LOCATION	
100	STA. 35+90 TO 63+70	(CONTINGENCY)
<u>100</u>	TOTAL	

63000000 STEEL PLATE BEAM GUARD RAIL, TYPE A

FOOT	LOCATION	
437.5	STA. 46+03.40 TO 50+40.9	LT
112.5	STA. 49+28.4 TO 50+40.9	RT
112.5	STA. 53+06.9 TO 54+19.4	LT
100.0	STA. 53+06.9 TO 54+06.9	RT
<u>762.5</u>	TOTAL	

PLOT DATE = Mon Oct 02 09:24:44 2006
 FILE NAME = C:\Users\j\Documents\201108\31186\cur.dgn
 PLOT SCALE = 50.00000 / IN.
 USER NAME = jrekaal

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. DRAWN BY
 HORIZ. CHECKED BY
 DATE

SCHEDULE OF QUANTITIES

SCHEDULE OF QUANTITIES

F.A.I. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
RD. 37-1HBR-1	HENRY	133	20
STA. _____ TO STA. _____			
FED. ROAD DIST. NO. _____ ILLINOIS		FED. AID PROJECT	

6310085 TRAFFIC BARRIER TERMINAL, TYPE 6

EACH	LOCATION
2	STA. 50+70.90 LT & RT
2	STA. 52+76.90 LT & RT
4	TOTAL

63100167 TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT)

EACH	LOCATION
1	STA. 45+53.4 LT
1	STA. 48+78.4 RT
1	STA. 54+69.4 LT
1	STA. 54+56.9 RT
4	TOTAL

63200310 GUARDRAIL REMOVAL

FOOT	LOCATION
590	STA. 44+77 TO 50+69.50 LT
590	STA. 44+77 TO 50+69.50 RT
589	STA. 50+77 TO 58+71 LT
589	STA. 50+77 TO 58+71 RT
221	STA. 459+61.73 TO 461+82 I-80 RT
271	STA. 461+65 TO 464+35 I-80 LT
2850	TOTAL

63500105 DELINEATORS

EACH	LOCATION
2	STA. 100+41.55 LT & RT - AR CULVERT
2	STA. 46+00 LT & RT - AR CULVERT
1	STA. 45+50 LT - TRAFFIC BARRIER TERMINAL
1	STA. 48+51.54 RT - TRAFFIC BARRIER TERMINAL
2	STA. 54+96.25 LT & RT - TRAFFIC BARRIER TERMINAL
2	STA. 60+58.59 LT & RT - AR CULVERT
10	TOTAL

64200105 SHOULDER RUMBLE STRIPS

FOOT	LOCATION
200	STA. 461+50 TO 462+00.0 I-80 LT & RT
200	TOTAL

66500105 WOVEN WIRE FENCE

FOOT	LOCATION
1227	STA. 38+64 TO 50+45 I-80 R.O.W. LT
98	STA. 461+15 TO 461+52 I-80 R.O.W. RT
72	STA. 460+87 TO 461+55 I-80 R.O.W. LT
85	STA. 461+92 TO 462+76 I-80 R.O.W. LT
130	STA. 461+90 TO 463+17 I-80 R.O.W. RT
1612	TOTAL

66502000 WOVEN WIRE GATES, 4' X 24' DOUBLE

EACH	LOCATION
1	STA. 39+12 FE - RT
1	TOTAL

66600105 FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS

EACH	LOCATION
1	STA. 38+64.44 29.94' RT
1	STA. 38+64.73 40' RT
1	STA. 39+25.00 40' RT
1	STA. 39+45.61 40' LT
1	STA. 39+45.70 32.18' LT
1	STA. 39+99.82 50' RT
1	STA. 41+22.60 40' LT
1	STA. 41+24.40 50' RT
1	STA. 41+25.00 45' LT
1	STA. 42+75.00 45' LT
1	STA. 43+20.00 60' LT
1	STA. 101+40.51 45' LT
1	STA. 101+61.85 52.89' RT
1	STA. 44+43.86 65' LT
1	STA. 45+00 65' LT
1	STA. 45+00 80' RT
1	STA. 45+33.33 75' LT
1	STA. 48+00 130' RT
1	STA. 48+32.84 75' LT
1	STA. 49+50 145' RT
1	STA. 50+00 85' LT
1	STA. 50+45.15 85' LT
1	STA. 50+46.48 145' RT
1	STA. 52+87.75 115' LT
1	STA. 52+95.86 100' RT
1	STA. 54+00 100' RT
1	STA. 55+00 115' LT
1	STA. 57+00 75' RT
1	STA. 59+00 80' LT
1	STA. 62+40 75' RT
1	STA. 63+50 55' LT
1	STA. 64+20 30' RT
1	STA. 64+25 33' LT
33	TOTAL

CARROLL STREET
CARROLL STREET

66700305 PERMANENT SURVEY MARKERS, TYPE II

EACH	LOCATION
1	STA. 38+80 23' RT
1	STA. 48+45 22' RT
1	STA. 60+50 18' RT
3	TOTAL

PLOT DATE = Mon Dec 02 09:34:58 2008
PLOT SCALE = 50.0000' / IN.
USER NAME = renealj

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. _____
HORIZ. _____

DATE _____

DRAWN BY _____
CHECKED BY _____

SCHEDULE OF QUANTITIES

SCHEDULE OF QUANTITIES

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..80.	..37-1HBR-1..	..HENRY..	..133..	..21..
STA.		TO STA.		
FED. ROAD DIST. NO. .		ILLINOIS FED. AID PROJECT		

70300100 SHORT-TERM PAVEMENT MARKING

FOOT	LOCATION				
21	STA. 100+13 TO 102+40	CL	YELLOW SKIP DASH	STAGE I - CARROLL ST	
21	STA. 100+13 TO 102+40	CL	YELLOW SKIP DASH	STAGE II - CARROLL ST	
42	TOTAL				

70400200 RELOCATE TEMPORARY CONCRETE BARRIER

FOOT	LOCATION				
450	STA. 460+00 TO 464+50			STAGE II	I-80 WB-OUTSIDE LANE
350	STA. 459+50 TO 463+00			STAGE II	I-80 EB-OUTSIDE LANE
800	TOTAL				

70300220 TEMPORARY PAVEMENT MARKING - LINE 4"

FOOT	LOCATION				
860	STA. 35+90 TO 44+50	LTEOP	SOLID WHITE		
860	STA. 35+90 TO 44+50	RTEOP	SOLID WHITE		
215	STA. 35+90 TO 44+50	CL	YELLOW SKIP DASH		
621	STA. 44+50.0 TO 50+70.90	LTEOP	SOLID WHITE		
621	STA. 44+50.0 TO 50+70.90	RTEOP	SOLID WHITE		
1093	STA. 52+76.90 TO 63+70	RTEOP	SOLID WHITE		
1093	STA. 52+76.90 TO 63+70	RTEOP	SOLID WHITE		
137.5	STA. 44+50.0 TO 50+00	CL	YELLOW SKIP DASH		
137.5	STA. 44+50.0 TO 50+00	CL	SOLID YELLOW		
600	STA. 50+00 TO 53+00	CL	SOLID DBL YELLOW		
990	STA. 53+00 TO 63+10	CL	SOLID YELLOW		
247.5	STA. 53+00 TO 63+10	CL	YELLOW SKIP DASH		
15	STA. 63+10 TO 63+70	CL	YELLOW SKIP DASH		
195	STA. 43+16 TO 101+85	LTEOP	SOLID WHITE	STAGE III - CARROLL ST	
175	STA. 100+10.0 TO 101+85	CL	SOLID DBL YELLOW	STAGE III - CARROLL ST	
195	STA. 44+42 TO 101+85	RTEOP	SOLID WHITE	STAGE III - CARROLL ST	
8056	TOTAL				

78001110 PAINT PAVEMENT MARKING - LINE 4"

FOOT	LOCATION				
652	STA. 35+90 TO 43+16	LTEOP	SOLID WHITE		
1258	STA. 44+42 TO 50+70.90	LTEOP	SOLID WHITE		
2186	STA. 52+76.90 TO 63+70	LTEOP	SOLID WHITE		
2962	STA. 35+90 TO 50+70.90	RTEOP	SOLID WHITE		
2186	STA. 52+76.90 TO 63+70	RTEOP	SOLID WHITE		
255	STA. 35+90 TO 41+00	CL	YELLOW SKIP DASH		
450	STA. 41+00 TO 50+00	LT CL	YELLOW SKIP DASH		
1800	STA. 41+00 TO 50+00	RT CL	SOLID YELLOW		
1200	STA. 50+00 TO 53+00	CL	SOLID DBL YELLOW		
2020	STA. 53+00 TO 63+10	LT CL	SOLID YELLOW		
505	STA. 53+00 TO 63+10	RT CL	YELLOW SKIP DASH		
300	STA. 63+10 TO 63+70	CL	YELLOW SKIP DASH		
412	STA. 43+16 TO 101+85	LTEOP	SOLID WHITE		
300	STA. 100+13 TO 101+85	CL	SOLID DBL YELLOW		
402	STA. 100+13 TO 101+85	RTEOP	SOLID WHITE		
16888	TOTAL				

70300520 PAVEMENT MARKING TAPE, TYPE III 4"

FOOT	LOCATION				
1750	STA. 446+00 TO 463+00	RTEOP	SOLID WHITE	I-80 STAGE II	
1800	STA. 460+00 TO 478+00	RTEOP	SOLID WHITE	I-80-STAGE II	
3550	TOTAL				

78001180 PAINT PAVEMENT MARKING - LINE 24"

FOOT	LOCATION				
24	STA. 100+20 CARROLL ST.				(WHITE STOP BAR)
24	TOTAL				

70301000 WORK ZONE PAVEMENT MARKING REMOVAL

SQ. FT.	LOCATION				
286.67	STA. 35+90 TO 44+50	LTEOP	SOLID WHITE		
286.67	STA. 35+90 TO 44+50	RTEOP	SOLID WHITE		
71.67	STA. 35+90 TO 44+50	CL	YELLOW SKIP DASH		
204.93	STA. 44+50.0 TO 50+70.90	LTEOP	SOLID WHITE		
204.93	STA. 44+50.0 TO 50+70.90	RTEOP	SOLID WHITE		
360.69	STA. 52+76.90 TO 63+70	RTEOP	SOLID WHITE		
360.69	STA. 52+76.90 TO 63+70	RTEOP	SOLID WHITE		
45.38	STA. 44+50.0 TO 50+00	LT CL	YELLOW SKIP DASH		
45.38	STA. 44+50.0 TO 50+00	RT CL	SOLID YELLOW		
198	STA. 50+00 TO 53+00	CL	SOLID DBL YELLOW		
326.7	STA. 53+00 TO 63+10	LT CL	SOLID YELLOW		
81.68	STA. 53+00 TO 63+10	RT CL	YELLOW SKIP DASH		
5	STA. 63+10 TO 63+70	CL	YELLOW SKIP DASH		
7	STA. 100+13 TO 102+40	CL	YELLOW SKIP DASH	STAGE III - CARROLL ST	
578	STA. 446+00 TO 463+50	RTEOP	SOLID WHITE	I-80 STAGE II	
594	STA. 460+00 TO 478+00	RTEOP	SOLID WHITE	I-80-STAGE II	
3657	TOTAL				

78100105 RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)

EACH	LOCATION				
1	STA. 51+00.0				
1	STA. 51+80.0				
1	STA. 52+60.0				
3	TOTAL				

78200410 GUARDRAIL MARKERS, TYPE A

EACH	LOCATION				
7	STA. 45+50 TO 50+70.90	LT	MONODIRECTIONAL SILVER		
4	STA. 48+51.50 TO 50+70.90	RT	MONODIRECTIONAL SILVER		
4	STA. 52+77.50 TO 54+96.25	LT	MONODIRECTIONAL SILVER		
4	STA. 52+77.50 TO 54+96.25	RT	MONODIRECTIONAL SILVER		
19	TOTAL				

70400100 TEMPORARY CONCRETE BARRIER

FOOT	LOCATION				
400	STA. 460+50 TO 464+50	STAGE I	I-80 WB-INSIDE LN		
400	STA. 446+00 TO 463+00	STAGE I	I-80 EB-INSIDE LN		
800	TOTAL				

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. DRAWN BY
 HORIZ. CHECKED BY
 DATE

Mon Oct 02 09:58:17 2006
 FILE NAME = 58.80000 / IN.
 PLOT SCALE = 58.80000 / IN.
 USER NAME = renealj

SCHEDULE OF QUANTITIES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..80.	..37-1HBR-J..	..HENRY..	..133	..23..
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		

X0325519

DRAIN FOR AGGREGATE BASE COURSE

SQ. YD.	LOCATION
1.52	STA. 41+00 RT
3.12	STA. 42+50 LT & RT
3.12	STA. 47+00 LT & RT
3.12	STA. 60+50 LT & RT
3.12	STA. 63+50 LT & RT
14 TOTAL	

X0712400

TEMPORARY PAVEMENT

SQ. YD.	LOCATION
444.3	STA. 100+10 TO 102+40 LT CARROLL ST. - STAGE I
449.2	STA. 45+37.61 TO 102+50 RT CARROLL ST. - STAGE II
893.5 TOTAL	

X0919000

TEMPORARY PAVEMENT REMOVAL

SQ. YD.	LOCATION
444.3	STA. 100+10 TO 102+40 LT CARROLL ST. - STAGE II
449.2	STA. 45+37.61 TO 102+50 RT CARROLL ST. - STAGE III
893.5 TOTAL	

PLOT DATE = Nov 02 09 05:41 2005
 FILE NAME = 58.0000 / IN.
 USER NAME = mnteej

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

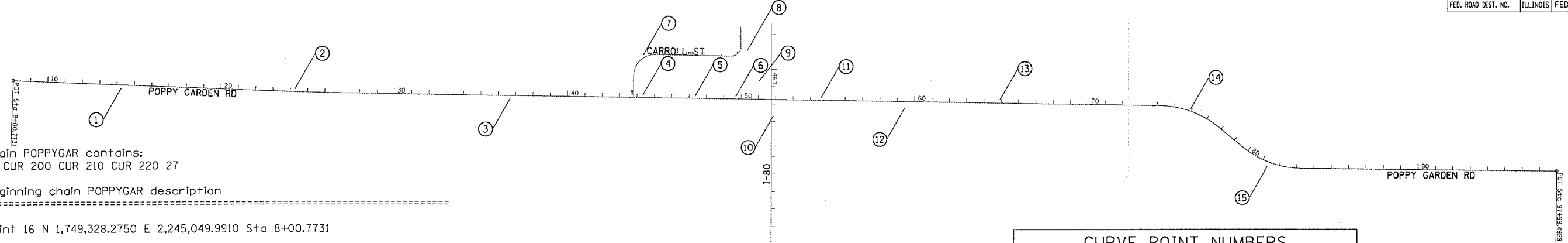
SCALE: VERT. _____
 DATE _____

DRAWN BY _____
 CHECKED BY _____

SCHEDULE OF QUANTITIES

EXISTING HORIZONTAL & VERTICAL CONTROL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	24
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



Chain POPPYGAR contains:
16 CUR 200 CUR 210 CUR 220 27

Beginning chain POPPYGAR description

Point 16 N 1,749,328.2750 E 2,245,049.9910 Sta 8+00.7731

Course from 16 to PC 200 92° 23' 04.7695" Dist 1,365.8555'

Curve Data

Curve 200
P.I. Station 24+90.8572 N 1,749,257.9538 E 2,246,738.6115
Delta = 1° 23' 08.0644" (LT)
Degree = 0° 12' 49.2577"
Tangent = 324.2286'
Length = 648.4257'
Radius = 26,813.4852'
External = 1.9602'
Long Chord = 648.4099'
Mid. Ord. = 1.9601'
P.C. Station 21+66.6286 N 1,749,271.4443 E 2,246,414.6637
P.T. Station 28+15.0543 N 1,749,252.3004 E 2,247,062.7909
C.C. N 1,776,061.7092 E 2,247,530.3225

Course from PT 200 to PC 210 90° 59' 56.7051" Dist 4,600.6055'

Curve Data

Curve 210
P.I. Station 76+10.9805 N 1,749,168.6765 E 2,251,857.9881
Delta = 38° 45' 28.9166" (RT)
Degree = 10° 19' 05.2569"
Tangent = 195.3208'
Length = 375.6305'
Radius = 555.2924'
External = 33.3500'
Long Chord = 368.5095'
Mid. Ord. = 31.4605'
P.C. Station 74+15.6598 N 1,749,172.0822 E 2,251,662.6970
P.T. Station 77+91.2903 N 1,749,043.7621 E 2,252,008.1433
C.C. N 1,748,616.8742 E 2,251,653.0146

Course from PT 210 to PC 220 129° 45' 25.6216" Dist 159.8876'

Curve Data

Curve 220
P.I. Station 81+48.2892 N 1,748,815.4490 E 2,252,282.5907
Delta = 39° 05' 50.1993" (LT)
Degree = 10° 19' 16.3060"
Tangent = 197.1114'
Length = 378.8057'
Radius = 555.1273'
External = 33.9561'
Long Chord = 371.4989'
Mid. Ord. = 31.9988'
P.C. Station 79+51.1778 N 1,748,941.5085 E 2,252,131.0589
P.T. Station 83+29.9835 N 1,748,813.1790 E 2,252,479.6890
C.C. N 1,749,368.2696 E 2,252,486.0819

Course from PT 220 to 27 90° 39' 35.4223" Dist 1,469.5094'

Point 27 N 1,748,796.2560 E 2,253,949.1010 Sta 97+99.4929

Ending chain POPPYGAR description

CURVE	PI	CC	PC	PT
200	200	201	202	203
210	210	211	212	213
220	220	221	222	223

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
100	1749250.7830	2248204.4720	608.0250	POPPYGAR	39+56.5883	18.3897' LT	SURVEY POINT, PIN
101	1749202.8360	2249049.3590	621.4820	POPPYGAR	48+02.1829	14.8182' RT	SURVEY POINT, PIN
102	1749199.9840	2249211.7340	625.6640	POPPYGAR	49+64.5829	14.8385' RT	SURVEY POINT, PIN

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
401	1749335.5410	2245264.3900	586.2580	POPPYGAR	10+14.6841	16.1804' LT	WALL, CROSS CUT
403	1749266.0770	2247792.3290	608.6080	POPPYGAR	35+44.2413	26.4951' LT	TELEPHONE POLE, RAILROAD SPIKE
411	1749223.6600	2249529.0850	629.0030	POPPYGAR	52+81.4728	14.3673' LT	SIDEWALK, PLUG
903333	1752406.9530	2249430.7550	609.8590	POPPYGAR	51+27.6525	3195.4619' LT	GPS CONTROL POINT, PIN
903334	1750219.5480	2249403.5260	608.1410	POPPYGAR	51+38.5682	1007.9146' LT	GPS CONTROL POINT, PIN
903335	1748306.4600	2249423.7560	606.9390	POPPYGAR	51+92.1525	904.5298' RT	GPS CONTROL POINT, PIN
AH3000	1738758.4740	2247391.8410	690.7510	POPPYGAR	33+27.0293	10486.4936' RT	TD2-NETWORK MONUMENT, PERMANENT SURVEY MARKER

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
700	1749206.0860	2247941.3530	608.3500	POPPYGAR	36+94.2886	30.8884' RT	PROPERTY CORNER, PIN
701	1749204.0700	2248111.4920	608.8600	POPPYGAR	38+64.4369	29.9374' RT	PROPERTY CORNER, PIN
702	1749267.3340	2248103.9180	608.8750	POPPYGAR	38+55.7610	33.1849' LT	PROPERTY CORNER, PIN
703	1749291.0090	2248881.5980	606.5020	POPPYGAR	46+32.9099	70.4162' LT	PROPERTY CORNER, PIN
704	1749504.5520	2248713.0460	607.9440	POPPYGAR	44+60.6601	280.9878' LT	PROPERTY CORNER, PIN
705	1749436.8610	2248743.1400	607.4730	POPPYGAR	44+91.9299	213.8319' LT	PROPERTY CORNER, PIN
706	1749435.1750	2248883.0860	606.4460	POPPYGAR	46+31.8840	214.5863' LT	PROPERTY CORNER, PIN
707	1749428.6200	2249212.7820	607.7600	POPPYGAR	49+61.6441	213.7810' LT	PROPERTY CORNER, PIN
708	1749494.6360	2249212.9290	607.0090	POPPYGAR	49+60.6400	279.7895' LT	PROPERTY CORNER, PIN
709	1749295.0910	2249211.7520	608.4440	POPPYGAR	49+62.9426	80.2543' LT	PROPERTY CORNER, PIN
710	1749157.3720	2250866.3350	610.3230	POPPYGAR	66+19.6754	28.5937' RT	PROPERTY CORNER, PIN

FILE NAME = 111111
LEVELS = 111111
PLOT SCALE = 1"=100'
PLOT DATE = 11/11/11
OPERATOR = 111111
REF = 111111
REF = 111111

EXISTING HORIZONTAL & VERTICAL CONTROL

CONTRACT NO. 64602

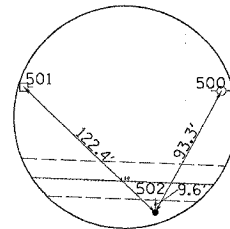
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	25
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

REFERENCE TIES

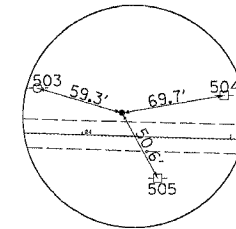
POINT	CHAIN	STATION	OFFSET	DESCRIPTION
500	POPPYGAR	14+64.9235	63.2258' LT	TELEPHONE POLE, SHINER
501	POPPYGAR	13+31.8807	60.5738' LT	POWER POLE, SHINER
502	POPPYGAR	14+23.5404	10.7912' RT	PAVEMENT STATION NUMBER
503	POPPYGAR	23+68.8689	30.2119' LT	TELEPHONE POLE, SHINER
504	POPPYGAR	24+94.9276	29.0477' LT	POWER POLE, SHINER
505	POPPYGAR	24+51.9119	28.0442' RT	POWER POLE, SHINER
506	POPPYGAR	36+93.2005	28.8850' RT	POWER POLE, SHINER
507	POPPYGAR	36+64.5999	24.2374' LT	POWER POLE, SHINER
508	POPPYGAR	36+70.7723	8.7050' RT	PAVEMENT STATION NUMBER
509	POPPYGAR	44+11.9483	57.9156' LT	POWER POLE, SHINER
510	POPPYGAR	44+18.3356	34.6144' LT	2.5' PIPE CULVERT, END
511	POPPYGAR	44+77.1837	19.2942' LT	GUARDRAIL STEEL PLATE BEAM, END
512	POPPYGAR	44+60.7620	281.3437' LT	FENCE POST, SHINER
513	POPPYGAR	44+81.7516	235.6667' LT	MANHOLE LID, CENTER
514	POPPYGAR	44+41.7224	264.5211' LT	PIPE CULVERT, END
515	POPPYGAR	49+60.4159	279.3365' LT	R.O.W MARKER, BACK
516	POPPYGAR	49+92.6056	253.3659' LT	MANHOLE LID, CENTER
517	POPPYGAR	50+39.0234	231.7599' LT	WATER BUFFALO BOX, CENTER
518	POPPYGAR	47+27.0402	17.3288' RT	GUARDPOST, SHINER
519	POPPYGAR	47+39.6658	17.3667' RT	GUARDPOST, SHINER
520	POPPYGAR	47+52.1007	17.3658' RT	GUARDPOST, SHINER
521	POPPYGAR	49+76.9450	17.2013' RT	GUARDPOST, SHINER
522	POPPYGAR	49+64.4525	17.1671' RT	GUARDPOST, SHINER
523	POPPYGAR	49+51.9725	17.1037' RT	GUARDPOST, SHINER
524	POPPYGAR	50+53.3452	77.2222' LT	POWER POLE, SHINER
525	POPPYGAR	51+06.1066	90.2731' LT	GUARDPOST, SHINER
526	POPPYGAR	51+05.3544	121.3087' LT	GUARDPOST, SHINER
527	POPPYGAR	52+41.6713	83.3285' RT	GUARDPOST, SHINER
528	POPPYGAR	52+41.9504	95.8365' RT	GUARDPOST, SHINER
529	POPPYGAR	52+42.2287	108.3556' RT	GUARDPOST, SHINER
530	POPPYGAR	54+70.6406	17.2340' RT	GUARDPOST, SHINER
531	POPPYGAR	54+58.1089	17.3596' RT	GUARDPOST, SHINER
532	POPPYGAR	54+45.6460	17.3609' RT	GUARDPOST, SHINER
533	POPPYGAR	58+46.5472	59.8731' RT	POWER POLE, SHINER
534	POPPYGAR	58+70.9977	18.4524' RT	GUARDRAIL STEEL PLATE BEAM, END
535	POPPYGAR	58+71.0720	19.9587' LT	GUARDRAIL STEEL PLATE BEAM, END
536	POPPYGAR	64+90.5034	24.6204' RT	POWER POLE WITH TRANSFORMER, SHINER
537	POPPYGAR	64+79.6339	32.4368' LT	FENCE POST, SHINER
538	POPPYGAR	64+94.7941	33.6483' LT	GATE POST, SHINER
539	POPPYGAR	75+39.9799	34.3841' LT	TELEPHONE POLE, SHINER
540	POPPYGAR	76+12.5233	34.0934' LT	TELEPHONE POLE, SHINER
541	POPPYGAR	76+44.2948	33.5346' LT	POWER POLE WITH TRANSFORMER, SHINER
542	POPPYGAR	81+30.4915	68.4219' RT	POWER POLE, SHINER
543	POPPYGAR	81+35.3302	72.6643' RT	FENCE POST, SHINER
544	POPPYGAR	81+84.3781	17.9608' RT	MAILBOX, SHINER

HORIZONTAL CONTROL POINTS

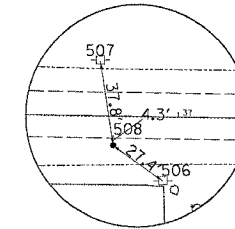
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
1	1749281.9650	2245671.4700	581.2690	POPPYGAR	14+23.6408	20.4113' RT	SURVEY POINT, PIN
2	1749277.5440	2246674.8140	606.8210	POPPYGAR	24+26.4557	15.6606' LT	SURVEY POINT, PIN
3	1749224.3370	2247918.2300	608.5170	POPPYGAR	36+70.8509	13.0433' RT	SURVEY POINT, PIN
4	1749240.8120	2248682.3340	610.9080	POPPYGAR	44+34.5515	16.7524' LT	SURVEY POINT, PIN
5	1749232.9360	2248982.8660	619.6050	POPPYGAR	47+35.1751	14.1178' LT	SURVEY POINT, PIN
6	1749229.6010	2249217.0030	625.9200	POPPYGAR	49+69.3347	14.8658' LT	SURVEY POINT, PIN
7	1749470.9180	2248685.8000	609.1380	POPPYGAR	44+34.0047	246.8839' LT	SURVEY POINT, PIN
8	1749491.7630	2249282.7210	608.3690	POPPYGAR	50+30.4715	278.1339' LT	SURVEY POINT, PIN
9	1749316.7090	2249351.1770	607.3880	POPPYGAR	51+01.9694	104.3001' LT	SURVEY POINT, PIN
10	1749115.6250	2249431.9090	606.6160	POPPYGAR	51+86.1954	95.3456' RT	SURVEY POINT, PIN
11	1749220.9720	2249708.7020	623.9290	POPPYGAR	54+61.1094	14.8116' LT	SURVEY POINT, PIN
12	1749160.3890	2250190.5280	611.1710	POPPYGAR	59+43.9185	37.3608' RT	SURVEY POINT, PIN
13	1749206.8670	2250739.9940	610.2670	POPPYGAR	64+92.4906	18.6908' LT	SURVEY POINT, PIN
14	1749154.8390	2251840.6380	610.7130	POPPYGAR	75+92.3188	14.4519' LT	SURVEY POINT, PIN
15	1748824.1120	2252279.7290	606.7110	POPPYGAR	81+35.1644	26.8426' RT	SURVEY POINT, PIN



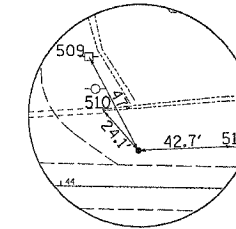
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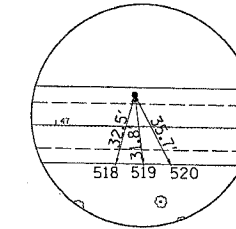
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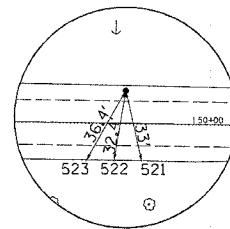
HORIZONTAL CONTROL POINT No. 3



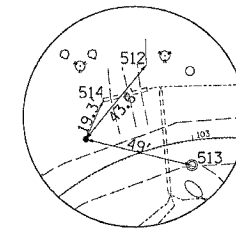
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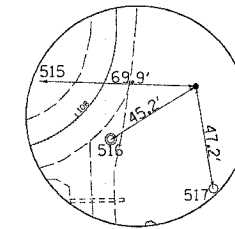
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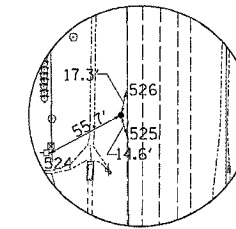
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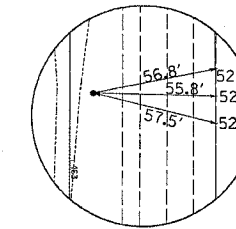
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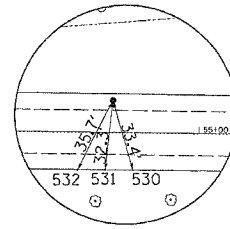
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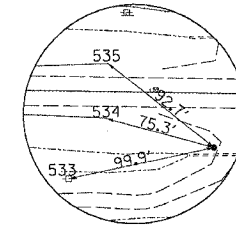
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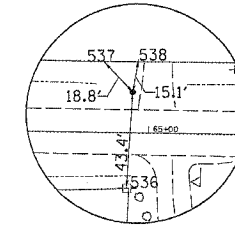
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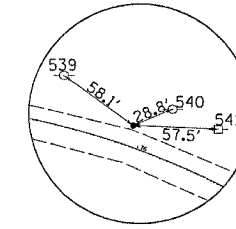
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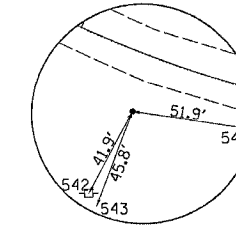
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HORIZONTAL CONTROL POINT No. 13



HORIZONTAL CONTROL POINT No. 14



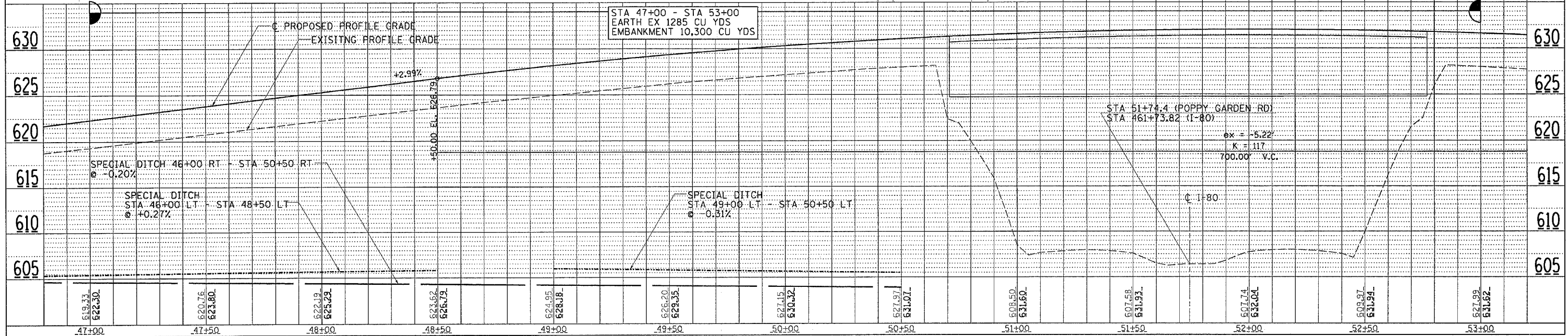
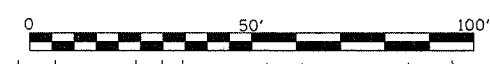
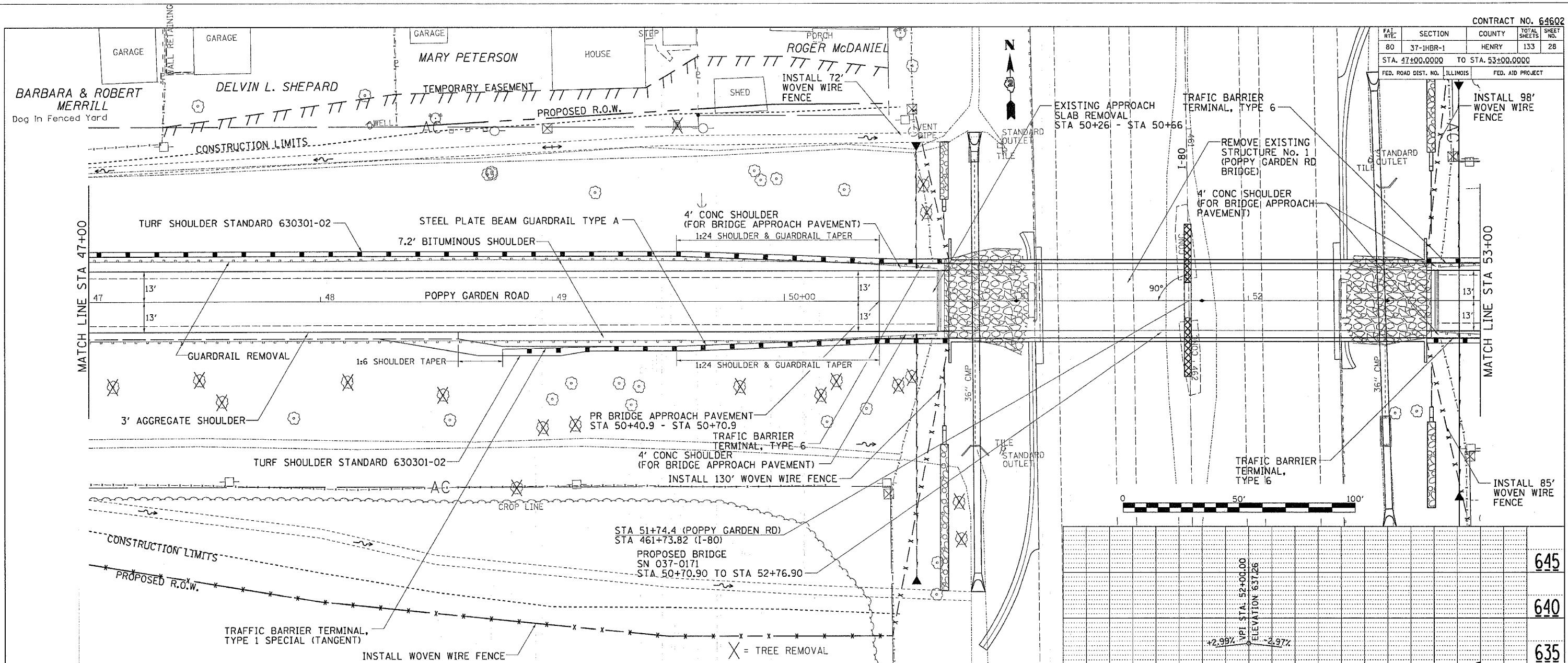
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 PLOT SCALE = 1"=100'
 OPERATOR = J. J. J.
 REF. REF.

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING HORIZONTAL & VERTICAL CONTROL

FAL	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	28
STA. 47+00.0000		TO STA. 53+00.0000		
FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT		



PLAN

DATE	
BY	
CHECKED	
IN CHARGE	
NO.	

PROFILE

DATE	
BY	
CHECKED	
IN CHARGE	
NO.	

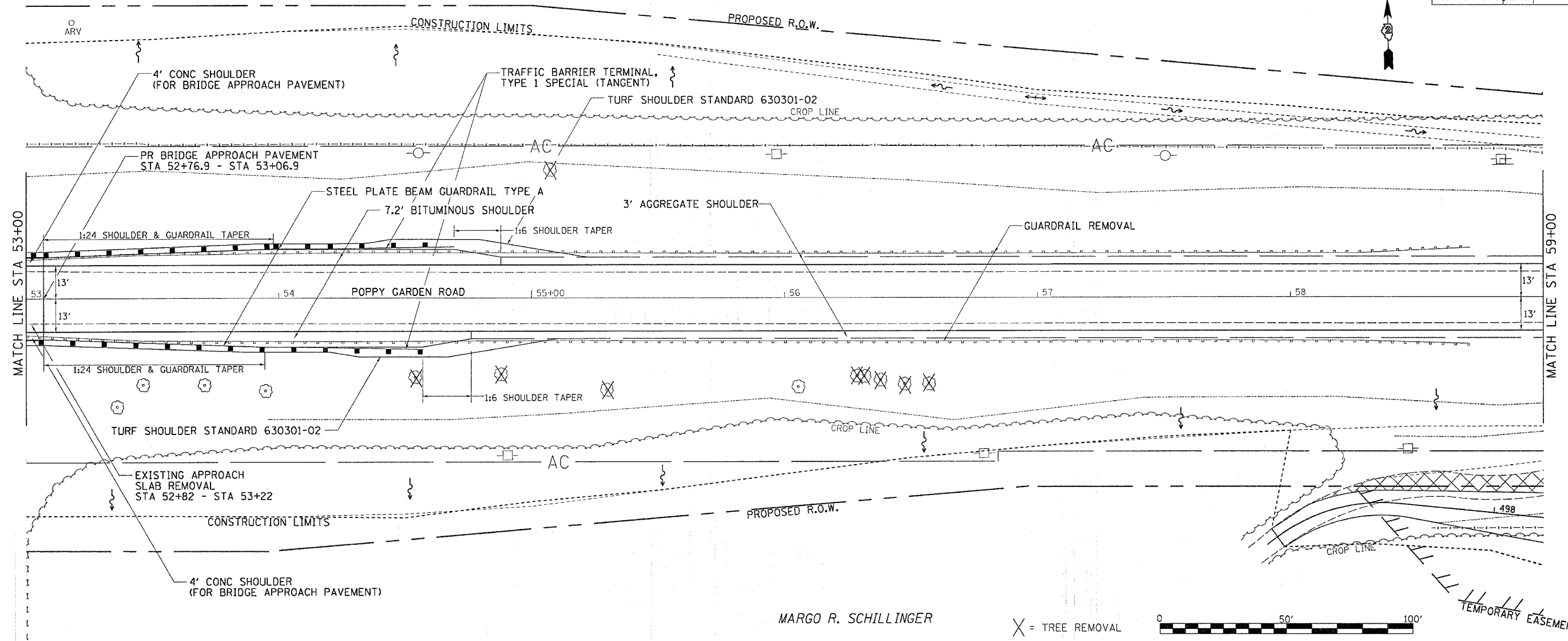
DATE TIME
 DRAWN SPEC
 CHECKED
 IN CHARGE
 NO.

POPPLY GARDEN RD
STA 47+00 - STA 53+00

JOSE M. ALBERT, MD

CONTRACT NO. 64602

FAL. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	29
STA. 53+00.0000 TO STA. 59+00.0000				
FED. ROAD DIST. NO. ILLINOIS			FED. AID PROJECT	

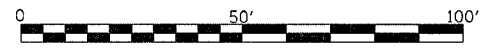


DATE	
BY	
REVISION	
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
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NO. 9	
NO. 10	

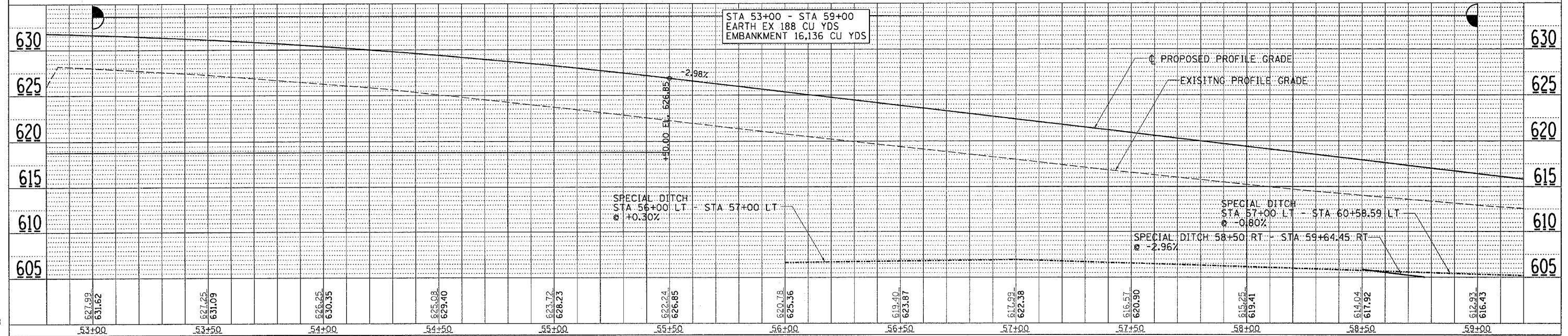
DATE-TIME	
DATE	
BY	
REVISION	
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	

MARGO R. SCHILLINGER

X = TREE REMOVAL



TEMPORARY EASEMENT



POPPY GARDEN RD
STA 53+00 - STA 59+00

JOSE M. ALBERT, MD

CONTRACT NO. 64602

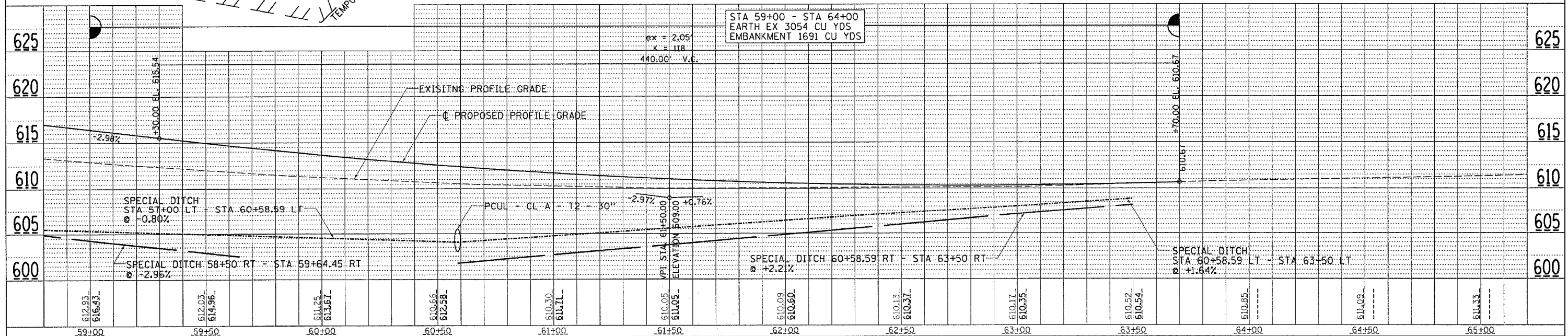
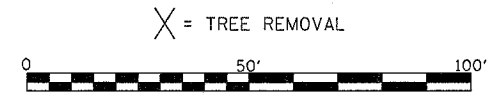
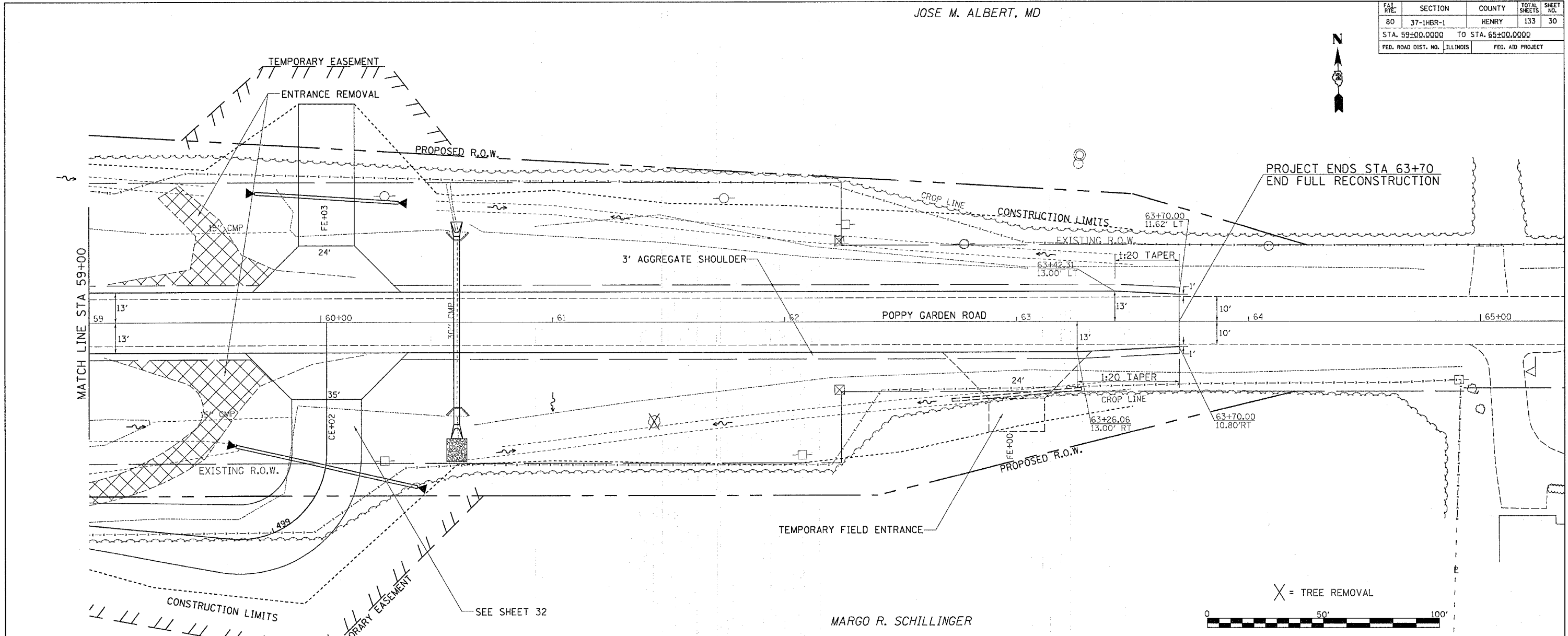
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80	37-1HBR-1	HENRY	133	30
STA. 59±00.0000		TO STA. 65±00.0000		
FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT		



DATE	
BY	
PROJECT	
NO. OF WAY CHECKED	
DATE FILE NAME	

DATE	
BY	
PROJECT	
NO. OF WAY CHECKED	
DATE FILE NAME	

DATE-TIME: 5/17/92
 APP-SPEC: 5/17/92
 APP-REF: 5/17/92
 APP-REV: 5/17/92



STA 59+00 - STA 64+00
 EARTH EX 3054 CU YDS
 EMBANKMENT 1691 CU YDS

POPPY GARDEN RD
STA 59+00 - STA 65+00

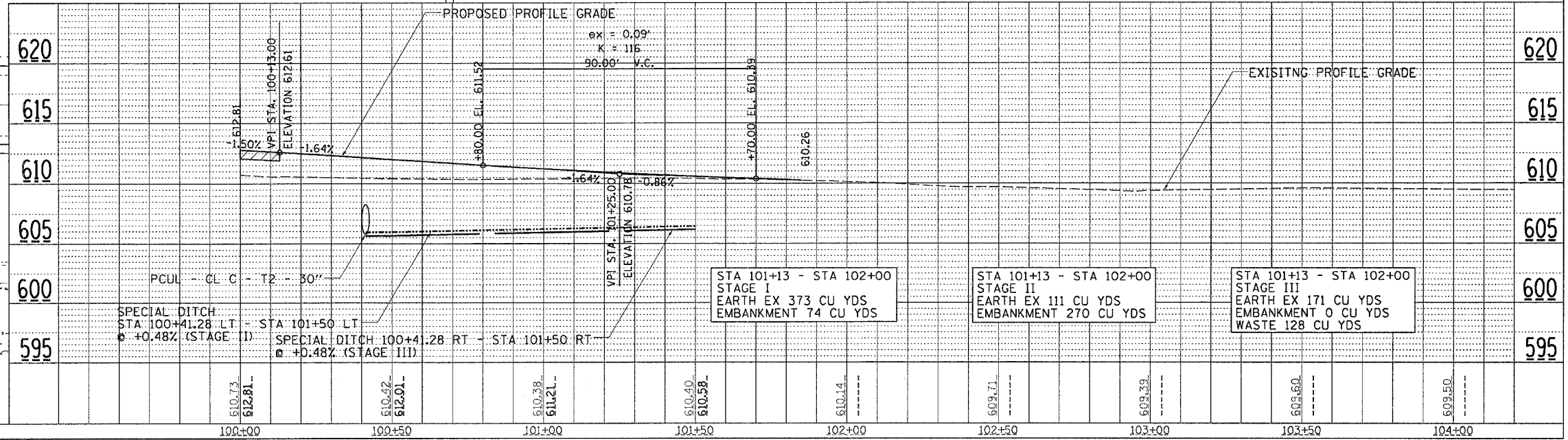
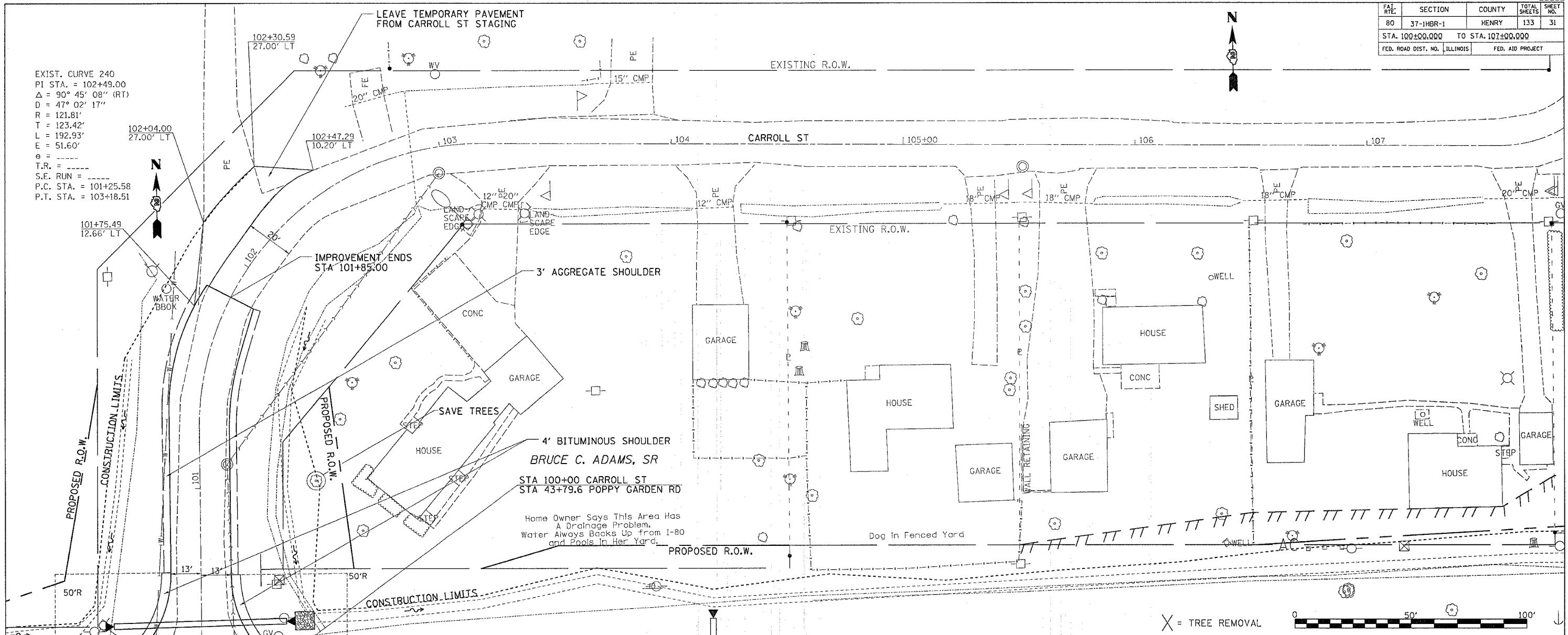
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80	37-1HBR-1	HENRY	133	31
STA. 100±00.000 TO STA. 107±00.000				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



EXIST. CURVE 240
 PI STA. = 102+49.00
 $\Delta = 90^\circ 45' 08''$ (RT)
 $D = 47^\circ 02' 17''$
 $R = 121.81'$
 $T = 123.42'$
 $L = 192.93'$
 $E = 51.60'$
 $e =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA. = 101+25.58$
 $P.T. STA. = 103+18.51$

PLAN	SUBMITTED	DATE
	NOTED	
	CHECKED	
	DATE	

PROFILE	SUBMITTED	DATE
	NOTED	
	CHECKED	
	DATE	



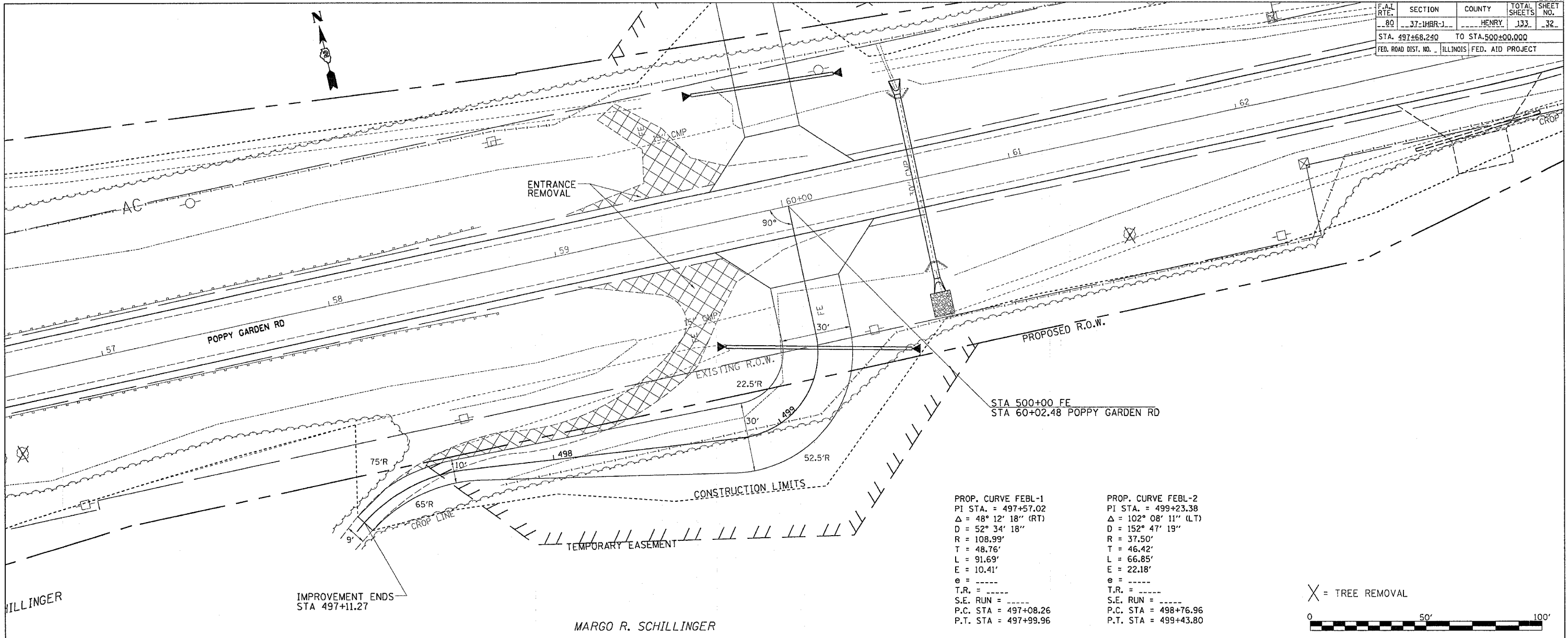
DATE-TIME
 -CON-SPEC-
 -REF-
 -REF-
 -REF-

F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-J	HENRY	133	32
STA. 497+68.240		TO STA. 500+00.000		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PLAN	SURVEYED	DATE
	PLOTTED	
	REVIEWED	
	BY	
	DATE	

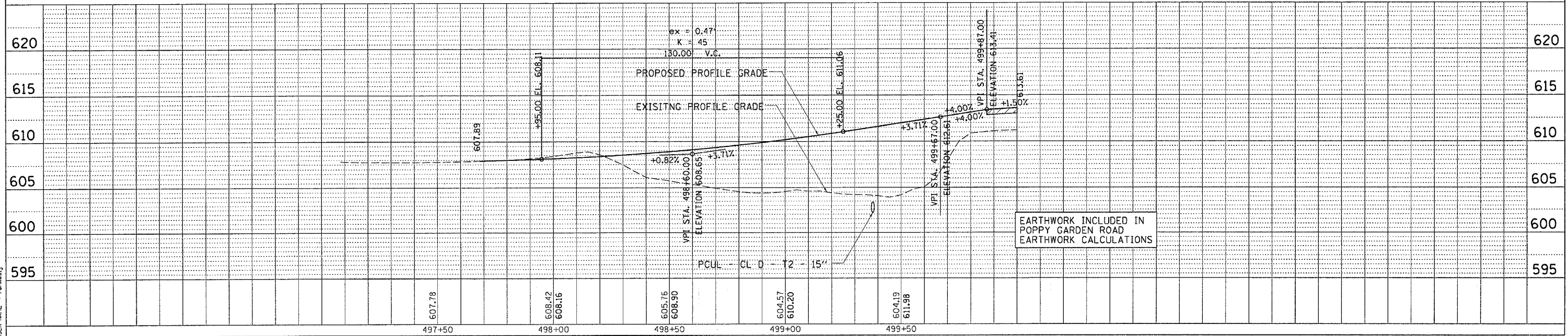
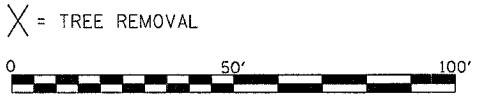
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	PLOTTED	
	REVIEWED	
	BY	
	DATE	

PLOT DATE = Mon Oct 02 08:46:49 2006
 PLOT SCALE = 20.0000 / IN.
 USER NAME = rekaal



PROP. CURVE FEBL-1
 PI STA. = 497+57.02
 $\Delta = 48^\circ 12' 18''$ (RT)
 $D = 52^\circ 34' 18''$
 $R = 108.99'$
 $T = 48.76'$
 $L = 91.69'$
 $E = 10.41'$
 $e =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA = 497+08.26$
 $P.T. STA = 497+99.96$

PROP. CURVE FEBL-2
 PI STA. = 499+23.38
 $\Delta = 102^\circ 08' 11''$ (LT)
 $D = 152^\circ 47' 19''$
 $R = 37.50'$
 $T = 46.42'$
 $L = 66.85'$
 $E = 22.18'$
 $e =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA = 498+76.96$
 $P.T. STA = 499+43.80$



EARTHWORK INCLUDED IN
 POPPY GARDEN ROAD
 EARTHWORK CALCULATIONS

MARGO R. SCHILLINGER

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-IHBR-J	HENRY	J33	33
STA. 458+00.000		TO STA. 464+00.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

MARGO R. SCHILLINGER

JOSE M. ALBERT, MD

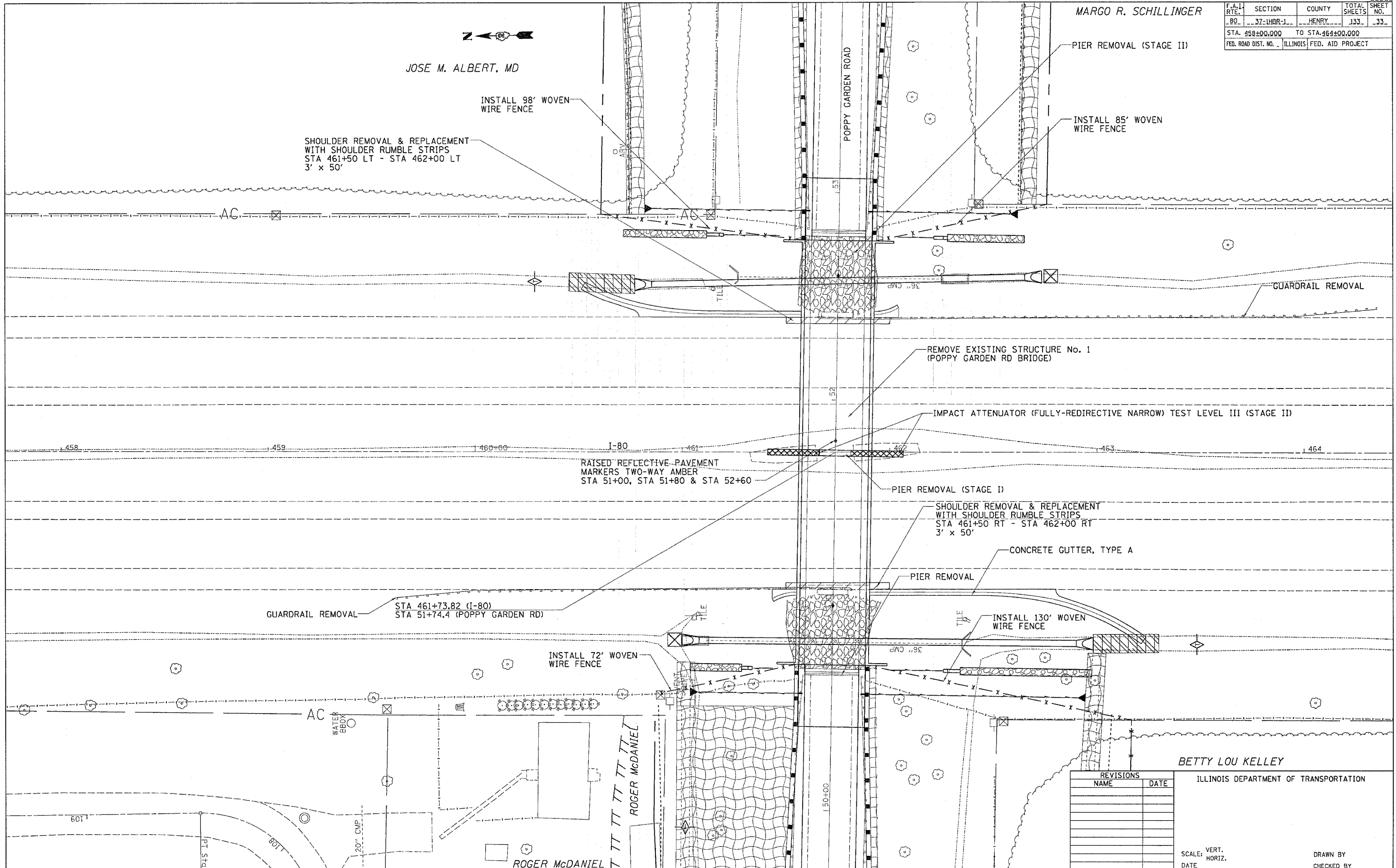
BETTY LOU KELLEY

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. HORIZ. DATE

DRAWN BY CHECKED BY

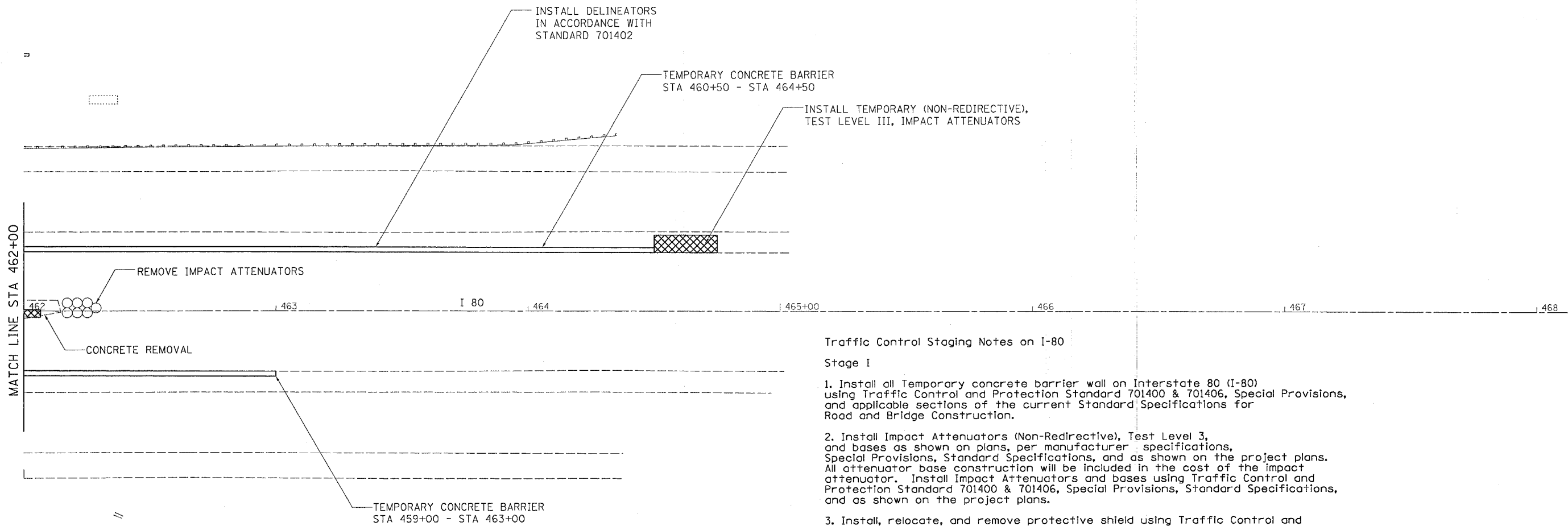
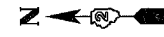
REVISIONS	
NAME	DATE



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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	35
STA. 462+00.000		TO STA. 468+00.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

I-80 STAGE I



Traffic Control Staging Notes on I-80

Stage I

1. Install all Temporary concrete barrier wall on Interstate 80 (I-80) using Traffic Control and Protection Standard 701400 & 701406, Special Provisions, and applicable sections of the current Standard Specifications for Road and Bridge Construction.
2. Install Impact Attenuators (Non-Redirective), Test Level 3, and bases as shown on plans, per manufacturer specifications, Special Provisions, Standard Specifications, and as shown on the project plans. All attenuator base construction will be included in the cost of the impact attenuator. Install Impact Attenuators and bases using Traffic Control and Protection Standard 701400 & 701406, Special Provisions, Standard Specifications, and as shown on the project plans.
3. Install, relocate, and remove protective shield using Traffic Control and Protection Standard 701400 & 701406, Special Provisions, Standard Specifications, and as shown on project plans.
4. Remove existing center bridge pier using Traffic Control and Protection Standard 701101, Special Provisions, Standard Specifications, and as shown on the project plans.
5. Remove existing bridge beams using Traffic Control and Protection (Special), Special Provisions, Standard Specifications, and as shown on the project plans.
6. Construct center bridge pier and install permanent fully-redirective and self-restoring Test Level III Impact Attenuators per manufacturer specifications, using Traffic Control and Protection Standard 701101, Special Provisions, Standard Specifications, and as shown on the project plans. All attenuator bases necessary for the installation of temporary and/or permanent impact attenuators shall be included in the cost of the impact attenuator.
7. Temporary concrete barrier wall shall not be relocated until all permanent impact attenuators have been installed and approved by the Engineer.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT.
HORIZ.
DATE

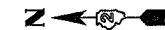
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USER NAME = ramkshj

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80	37-1HBR-1	HENRY	133	36
STA. 235+00.000		TO STA. 262+00.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

I-80 STAGE II

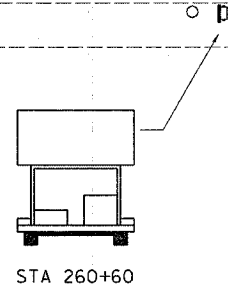
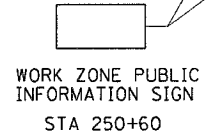
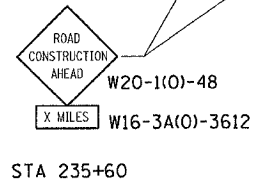
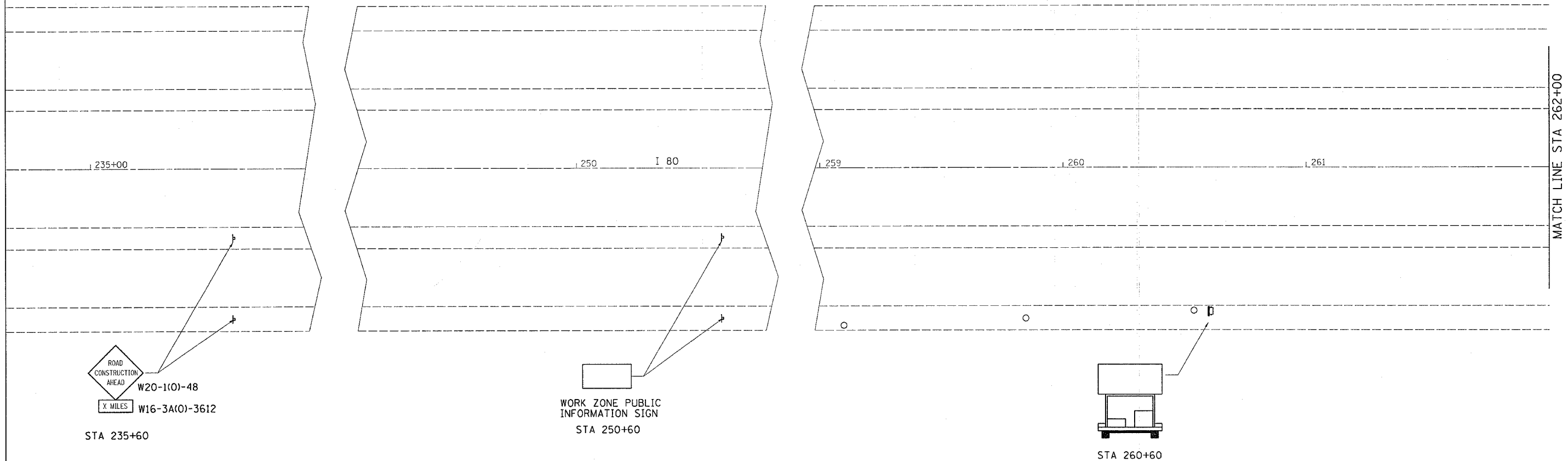


Stage II

1. Relocate temporary concrete barrier wall and temporary impact attenuators as shown on the plans, per manufacturer specifications, Special Provisions, and Standard Specifications using Traffic Control and Protection Standard 701400 & 701406.
2. Outside bridge pier removal, slope wall removal & replacement, culvert removal and replacement, shoulder repair, and guardrail removal operations on I-80 shall be completed using Traffic Control and Protection Standard 701400 & 701402, Special Provisions, Standard Specifications, and as shown on the project plans.

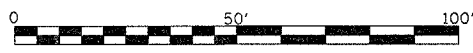
Stage III

1. Install bridge beams using Traffic Control and Protection (Special), Special Provisions, and Standard Specifications.
2. All shaping & grading of ditches, seeding, and mulch work shall be conducted using Traffic Control and Protection Standard 701101, Special Provisions, Standard Specifications, and as shown on the project plans.
3. All pavement marking operations (placement, removal, replacement) on I-80 shall be completed using Traffic Control and Protection Standard 701401 OR 701406, Special Provisions, Standard Specifications, and as shown on the project plans.



STAGE II NOTES:
SEE STANDARDS 701400-02, & 7011402-05

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

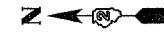


REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
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USER NAME = petersen,j

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-IHBR-1	HENRY	133	37
STA. 262+00.000		TO STA. 421+00.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

I-80 STAGE II

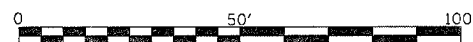
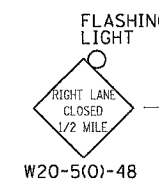
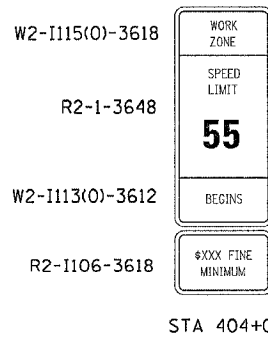
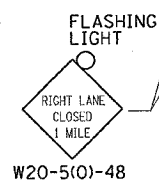
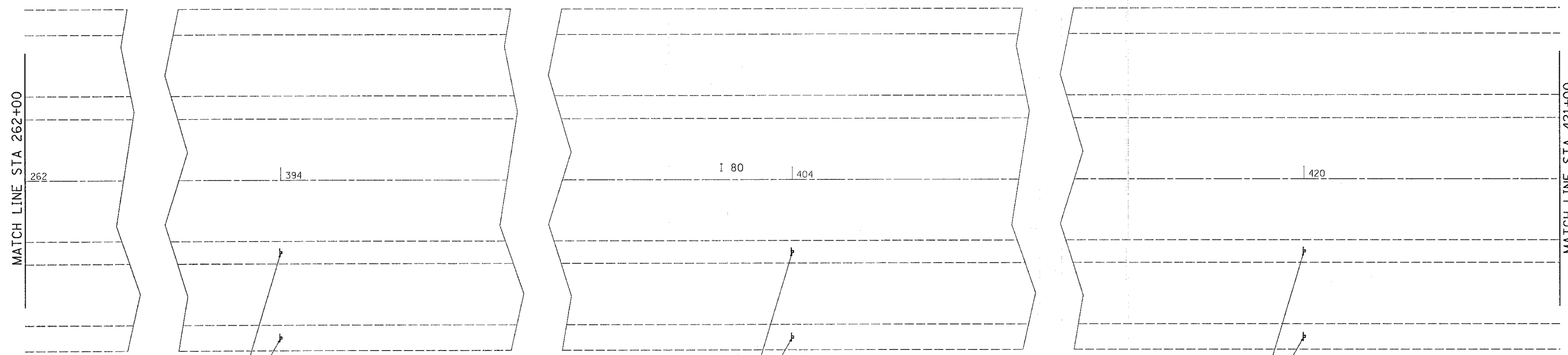


Stage II

1. Relocate temporary concrete barrier wall and temporary impact attenuators as shown on the plans, per manufacturer specifications, Special Provisions, and Standard Specifications using Traffic Control and Protection Standard 701400 & 701406.
2. Outside bridge pier removal, slope wall removal & replacement, culvert removal and replacement, shoulder repair, and guardrail removal operations on I-80 shall be completed using Traffic Control and Protection Standard 701400 & 701402, Special Provisions, Standard Specifications, and as shown on the project plans.

Stage III

1. Install bridge beams using Traffic Control and Protection (Special), Special Provisions, and Standard Specifications.
2. All shaping & grading of ditches, seeding, and mulch work shall be conducted using Traffic Control and Protection Standard 701101, Special Provisions, Standard Specifications, and as shown on the project plans.
3. All pavement marking operations (placement, removal, replacement) on I-80 shall be completed using Traffic Control and Protection Standard 701401 OR 701406, Special Provisions, Standard Specifications, and as shown on the project plans.



STAGE II NOTES:
SEE STANDARDS 701400-02, & 7011402-05

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SCALE: VERT. HORIZ. DATE

DRAWN BY
CHECKED BY

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STA. 421+00.000		TO STA. 447+00.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

I-80 STAGE II

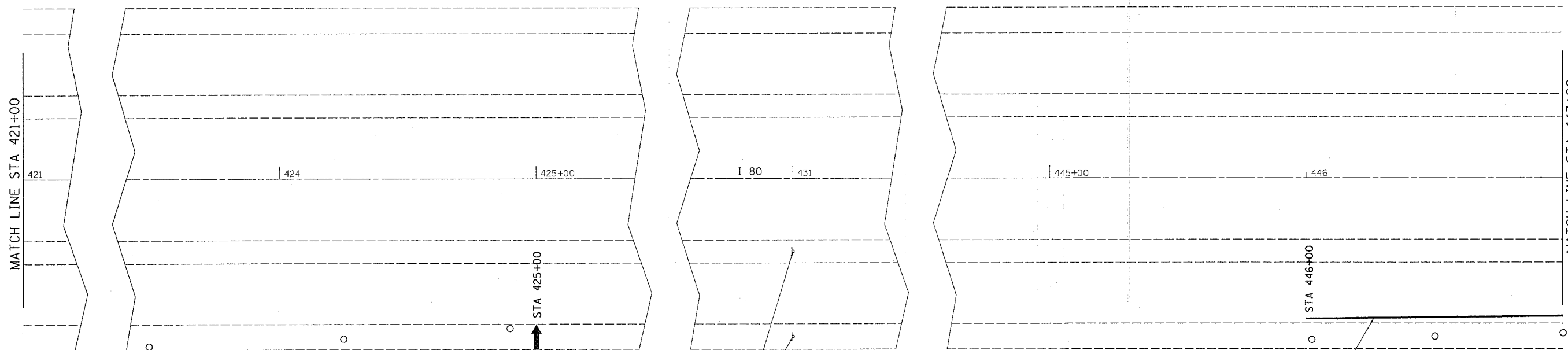


Stage II

1. Relocate temporary concrete barrier wall and temporary impact attenuators as shown on the plans, per manufacturer specifications, Special Provisions, and Standard Specifications using Traffic Control and Protection Standard 701400 & 701406.
2. Outside bridge pier removal, slope wall removal & replacement, culvert removal and replacement, shoulder repair, and guardrail removal operations on I-80 shall be completed using Traffic Control and Protection Standard 701400 & 701402, Special Provisions, Standard Specifications, and as shown on the project plans.

Stage III

1. Install bridge beams using Traffic Control and Protection (Special), Special Provisions, and Standard Specifications.
2. All shaping & grading of ditches, seeding, and mulch work shall be conducted using Traffic Control and Protection Standard 701101, Special Provisions, Standard Specifications, and as shown on the project plans.
3. All pavement marking operations (placement, removal, replacement) on I-80 shall be completed using Traffic Control and Protection Standard 701401 OR 701406, Special Provisions, Standard Specifications, and as shown on the project plans.



W4-2R(O)-48
STA 431+00

PAVEMENT MARKING TAPE,
TYPE III SOLID WHITE 4"
STA 446+00 - STA 463+00

STAGE II NOTES:
SEE STANDARDS 701400-02, & 7011402-05

- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
- STA 446+00 - STA 456+00 DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT.
HORIZ.
DATE

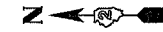
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I-80 STAGE II

CONTRACT NO. 64602

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	39
STA. 447+00.000		TO STA. 453+00.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

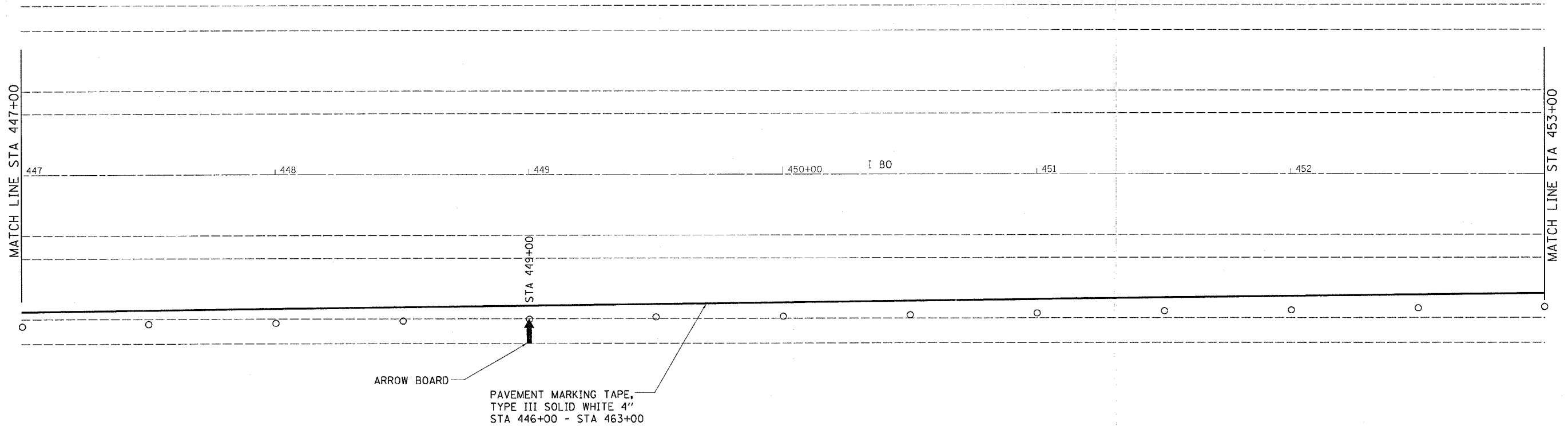


Stage II

- Relocate temporary concrete barrier wall and temporary impact attenuators as shown on the plans, per manufacturer specifications, Special Provisions, and Standard Specifications using Traffic Control and Protection Standard 701400 & 701406.
- Outside bridge pier removal, slope wall removal & replacement, culvert removal and replacement, shoulder repair, and guardrail removal operations on I-80 shall be completed using Traffic Control and Protection Standard 701400 & 701402, Special Provisions, Standard Specifications, and as shown on the project plans.

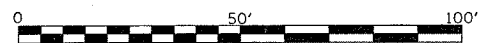
Stage III

- Install bridge beams using Traffic Control and Protection (Special), Special Provisions, and Standard Specifications.
- All shaping & grading of ditches, seeding, and mulch work shall be conducted using Traffic Control and Protection Standard 701101, Special Provisions, Standard Specifications, and as shown on the project plans.
- All pavement marking operations (placement, removal, replacement) on I-80 shall be completed using Traffic Control and Protection Standard 701401 OR 701406, Special Provisions, Standard Specifications, and as shown on the project plans.



STAGE II NOTES:
SEE STANDARDS 701400-02, & 7011402-05

○ STA 446+00 - STA 456+00 DIRECTION INDICATOR BARRICADE
WITH STEADY BURN MONODIRECTIONAL LIGHT



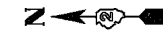
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		DRAWN BY CHECKED BY

SCALE: VERT.
HORIZ.
DATE

PLOT DATE = Fri, Sep 01, 10:16:53 2006
 FILE NAME = c:\p\projects\231388\313188.dgn
 PLOT SCALE = 20:0000 / 1" = 100'
 USER NAME = f.mccall

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-IHBR-1	HENRY	133	41
STA. 459+00.000		TO STA. 465+00.000		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

I-80 STAGE II

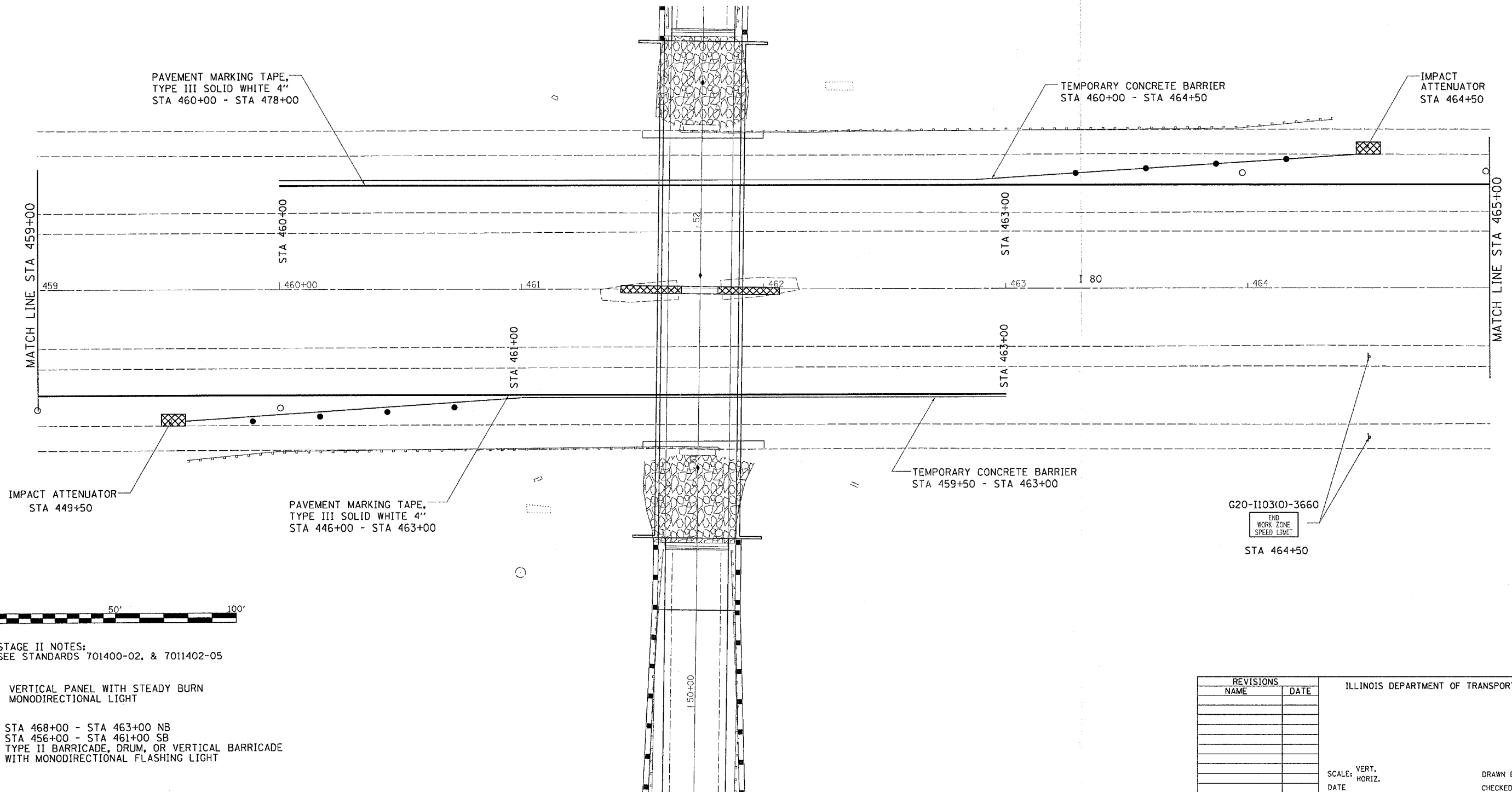


Stage II

- Relocate temporary concrete barrier wall and temporary impact attenuators as shown on the plans, per manufacturer specifications, Special Provisions, and Standard Specifications using Traffic Control and Protection Standard 701400 & 701406.
- Outside bridge pier removal, slope wall removal & replacement, culvert removal and replacement, shoulder repair, and guardrail removal operations on I-80 shall be completed using Traffic Control and Protection Standard 701400 & 701402, Special Provisions, Standard Specifications, and as shown on the project plans.

Stage III

- Install bridge beams using Traffic Control and Protection (Special), Special Provisions, and Standard Specifications.
- All shaping & grading of ditches, seeding, and mulch work shall be conducted using Traffic Control and Protection Standard 701101, Special Provisions, Standard Specifications, and as shown on the project plans.
- All pavement marking operations (placement, removal, replacement) on I-80 shall be completed using Traffic Control and Protection Standard 701401 OR 701406, Special Provisions, Standard Specifications, and as shown on the project plans.



STAGE II NOTES:
SEE STANDARDS 701400-02, & 7011402-05

- VERTICAL PANEL WITH STEADY BURN MONODIRECTIONAL LIGHT
- STA 468+00 - STA 463+00 NB
STA 456+00 - STA 461+00 SB
TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT

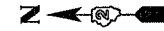
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	

SCALE: VERT. _____
HORIZ. _____
DATE _____

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CHECKED BY _____

PLOT DATE = Fri, Sep 01 10:53:33 2006
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USER NAME = ramhslj

I-80 STAGE II



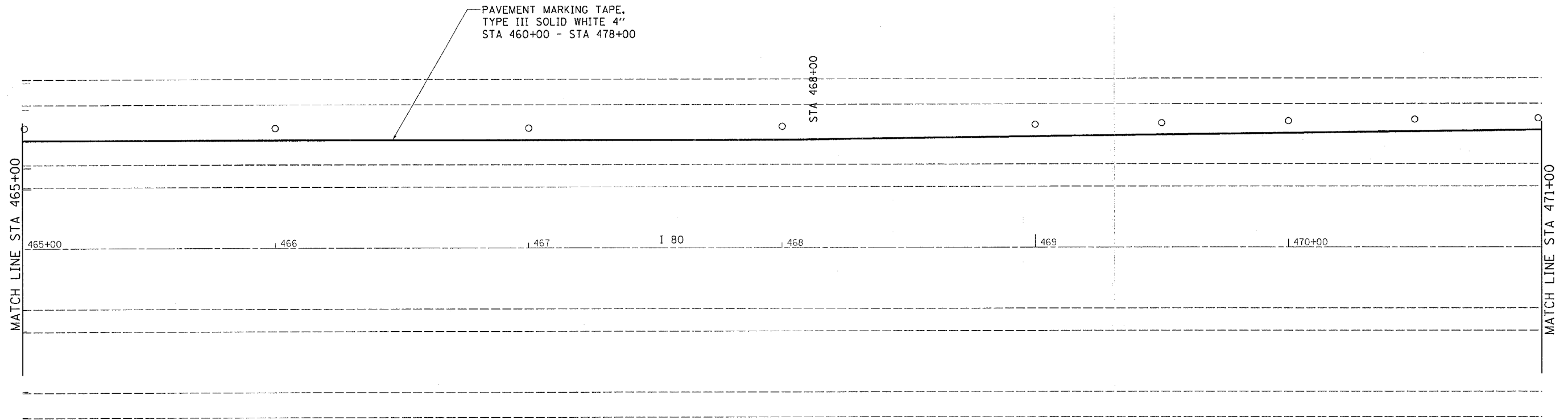
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	42
STA. 465+00.000		TO STA. 471+00.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

Stage II

1. Relocate temporary concrete barrier wall and temporary impact attenuators as shown on the plans, per manufacturer specifications, Special Provisions, and Standard Specifications using Traffic Control and Protection Standard 701400 & 701406.
2. Outside bridge pier removal, slope wall removal & replacement, culvert removal and replacement, shoulder repair, and guardrail removal operations on I-80 shall be completed using Traffic Control and Protection Standard 701400 & 701402, Special Provisions, Standard Specifications, and as shown on the project plans.

Stage III

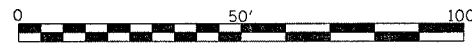
1. Install bridge beams using Traffic Control and Protection (Special), Special Provisions, and Standard Specifications.
2. All shaping & grading of ditches, seeding, and mulch work shall be conducted using Traffic Control and Protection Standard 701101, Special Provisions, Standard Specifications, and as shown on the project plans.
3. All pavement marking operations (placement, removal, replacement) on I-80 shall be completed using Traffic Control and Protection Standard 701401 OR 701406, Special Provisions, Standard Specifications, and as shown on the project plans.



PLOT DATE = Fri Sep 01 10:16:34 2006
 PLOT SCALE = 50.0000 / IN.
 USER NAME = rnkcsaj

STAGE II NOTES:
SEE STANDARDS 701400-02, & 7011402-05

- STA 468+00 - STA 463+00 TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
- STA 478+00 - STA 468+00 DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT



REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SCALE: VERT. HORIZ. DATE

DRAWN BY
CHECKED BY

F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	43
STA. 471+00.000		TO STA. 477+00.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

I-80 STAGE II

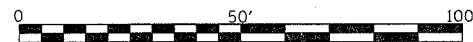
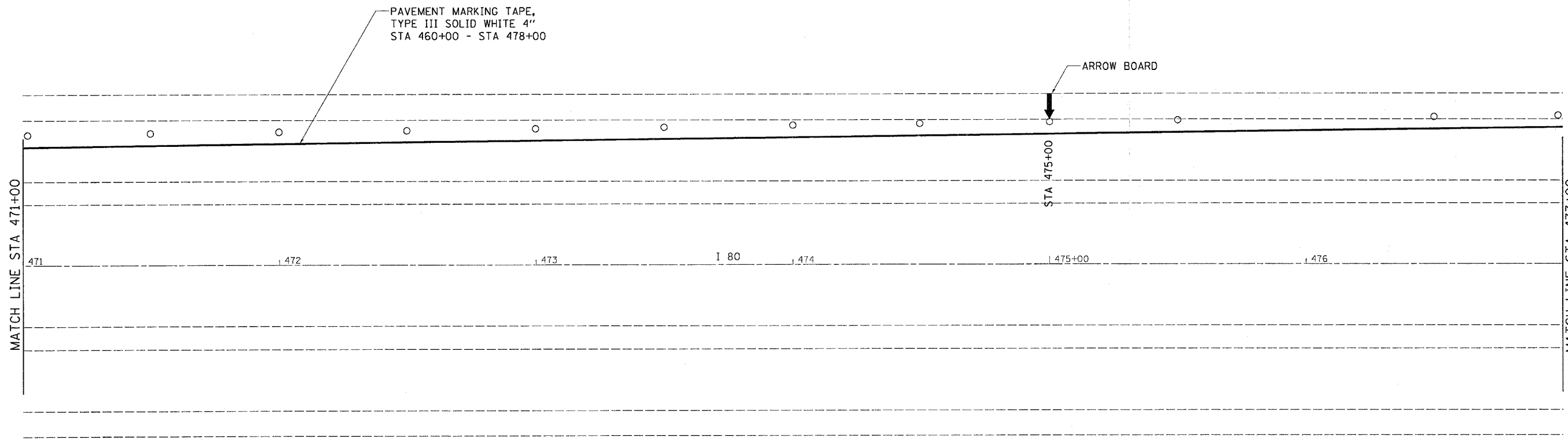


Stage II

1. Relocate temporary concrete barrier wall and temporary impact attenuators as shown on the plans, per manufacturer specifications, Special Provisions, and Standard Specifications using Traffic Control and Protection Standard 701400 & 701406.
2. Outside bridge pier removal, slope wall removal & replacement, culvert removal and replacement, shoulder repair, and guardrail removal operations on I-80 shall be completed using Traffic Control and Protection Standard 701400 & 701402, Special Provisions, Standard Specifications, and as shown on the project plans.

Stage III

1. Install bridge beams using Traffic Control and Protection (Special), Special Provisions, and Standard Specifications.
2. All shaping & grading of ditches, seeding, and mulch work shall be conducted using Traffic Control and Protection Standard 701101, Special Provisions, Standard Specifications, and as shown on the project plans.
3. All pavement marking operations (placement, removal, replacement) on I-80 shall be completed using Traffic Control and Protection Standard 701401 OR 701406, Special Provisions, Standard Specifications, and as shown on the project plans.



STAGE II NOTES:
SEE STANDARDS 701400-02, & 7011402-05

- STA 478+00 - STA 468+00 DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. _____
HORIZ. _____

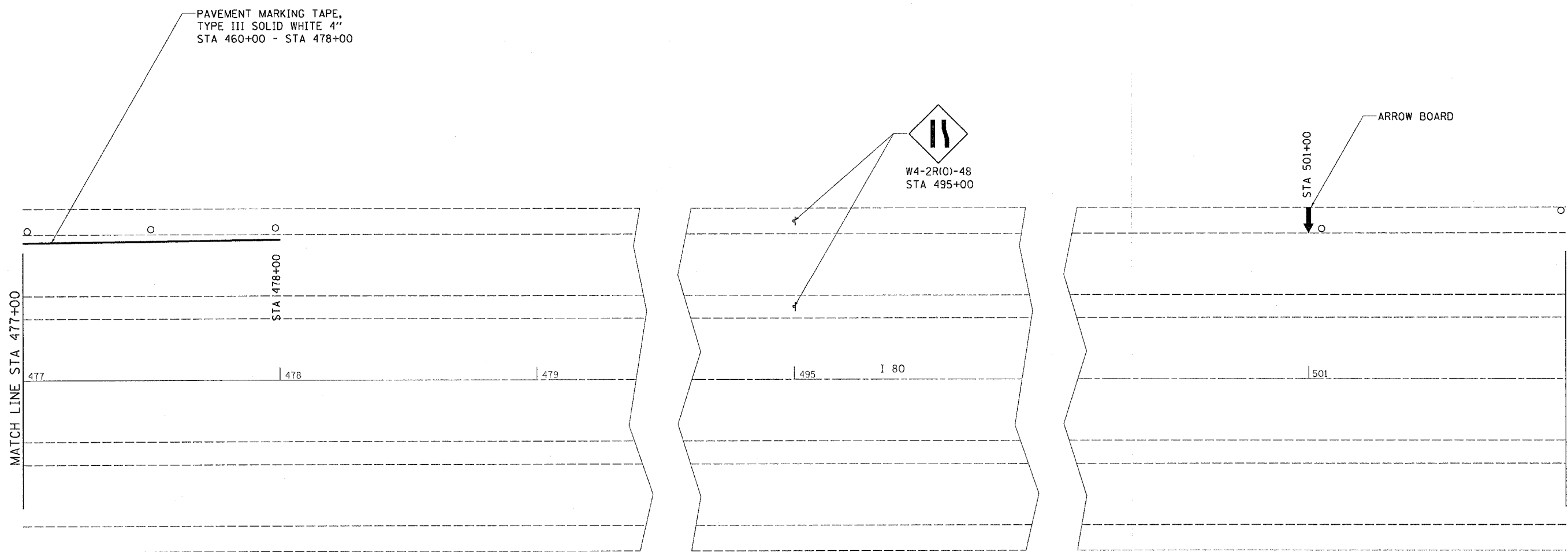
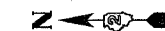
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USER NAME = reeveslj

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	44
STA. 477+00.000		TO STA. 502+00.000		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

I-80 STAGE II



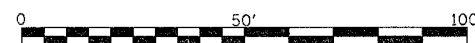
Stage II

1. Relocate temporary concrete barrier wall and temporary impact attenuators as shown on the plans, per manufacturer specifications, Special Provisions, and Standard Specifications using Traffic Control and Protection Standard 701400 & 701406.
2. Outside bridge pier removal, slope wall removal & replacement, culvert removal and replacement, shoulder repair, and guardrail removal operations on I-80 shall be completed using Traffic Control and Protection Standard 701400 & 701402, Special Provisions, Standard Specifications, and as shown on the project plans.

Stage III

1. Install bridge beams using Traffic Control and Protection (Special), Special Provisions, and Standard Specifications.
2. All shaping & grading of ditches, seeding, and mulch work shall be conducted using Traffic Control and Protection Standard 701101, Special Provisions, Standard Specifications, and as shown on the project plans.
3. All pavement marking operations (placement, removal, replacement) on I-80 shall be completed using Traffic Control and Protection Standard 701401 OR 701406, Special Provisions, Standard Specifications, and as shown on the project plans.

PLOT DATE = Fri Sep 01 10:15:34 2006
 PLOT SCALE = 1/8" = 20'-0"
 USER NAME = frankesj



STAGE II NOTES:
SEE STANDARDS 701400-02, & 7011402-05

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

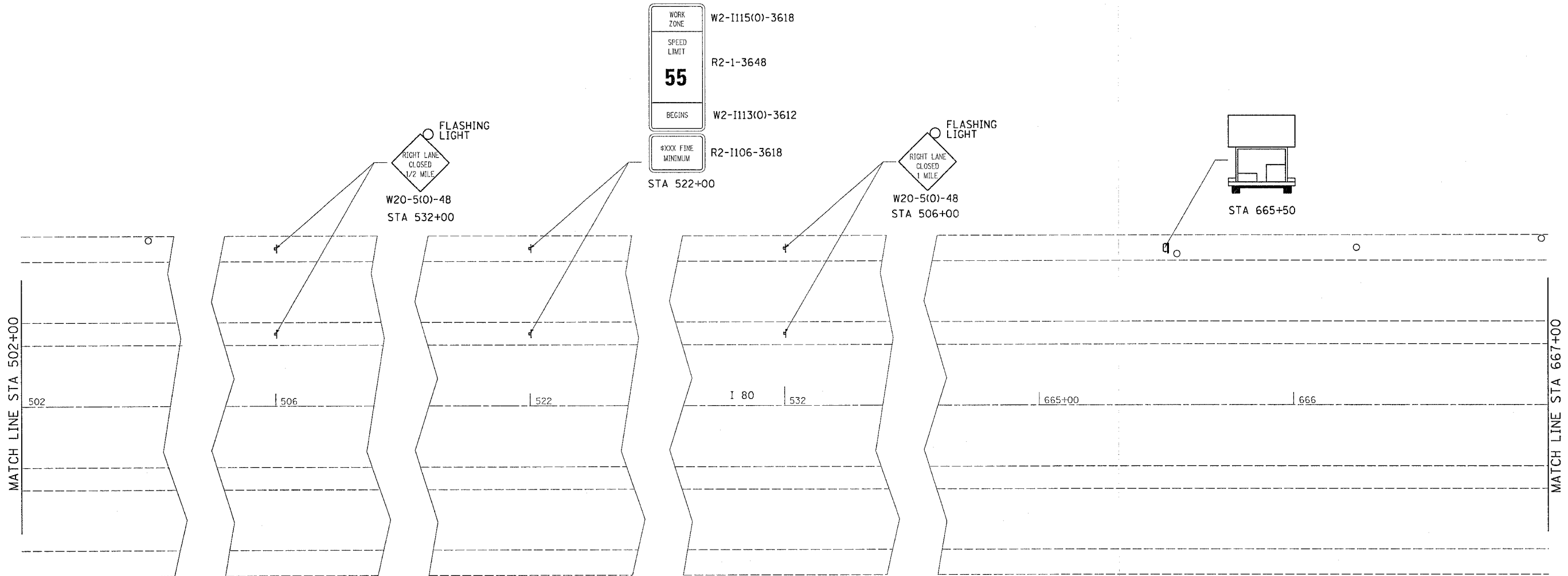
SCALE: VERT. _____
HORIZ. _____

DATE _____

DRAWN BY _____
CHECKED BY _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	45
STA. 502+00.000		TO STA. 667+00.000		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

I-80 STAGE II



Stage II

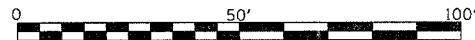
1. Relocate temporary concrete barrier wall and temporary Impact attenuators as shown on the plans, per manufacturer specifications, Special Provisions, and Standard Specifications using Traffic Control and Protection Standard 701400 & 701406.
2. Outside bridge pier removal, slope wall removal & replacement, culvert removal and replacement, shoulder repair, and guardrail removal operations on I-80 shall be completed using Traffic Control and Protection Standard 701400 & 701402, Special Provisions, Standard Specifications, and as shown on the project plans.

Stage III

1. Install bridge beams using Traffic Control and Protection (Special), Special Provisions, and Standard Specifications.
2. All shaping & grading of ditches, seeding, and mulch work shall be conducted using Traffic Control and Protection Standard 701101, Special Provisions, Standard Specifications, and as shown on the project plans.
3. All pavement marking operations (placement, removal, replacement) on I-80 shall be completed using Traffic Control and Protection Standard 701401 OR 701406, Special Provisions, Standard Specifications, and as shown on the project plans.

STAGE II NOTES:
SEE STANDARDS 701400-02, & 7011402-05

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



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT.
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DATE

DRAWN BY
CHECKED BY

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USER NAME = fernesl.j

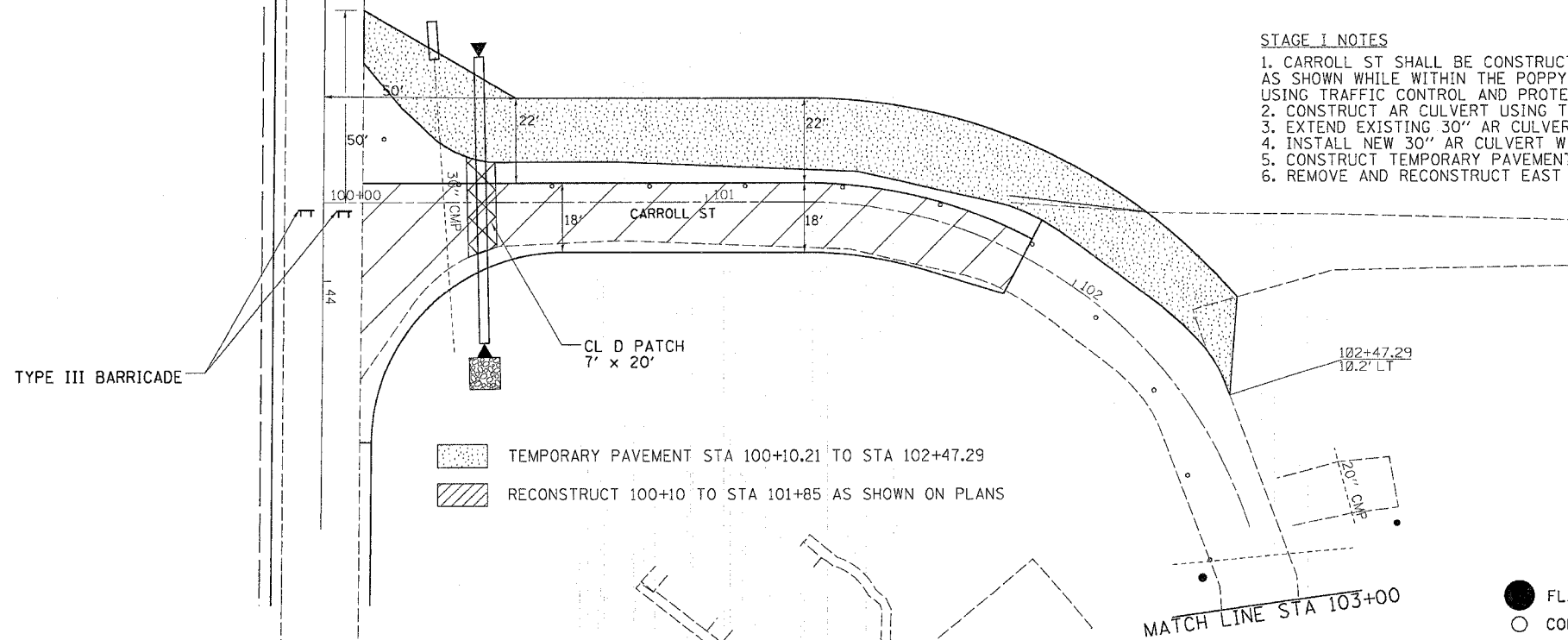
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
37	1-1	HENRY	133	47
STA. 100+00.000		TO STA. 103+00.000		
FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT

CARROLL ST. STAGE I



STAGE I NOTES

1. CARROLL ST SHALL BE CONSTRUCTED UNDER STAGED CONSTRUCTION AS SHOWN WHILE WITHIN THE POPPY GARDEN RDS, ROAD CLOSURE USING TRAFFIC CONTROL AND PROTECTION STANDARDS 701201 & 701306
2. CONSTRUCT AR CULVERT USING TRAFFIC CONTROL & PROTECTION STANDARD 701306
3. EXTEND EXISTING 30" AR CULVERT AS SHOWN IN THE PLANS
4. INSTALL NEW 30" AR CULVERT WITH 7' x 20' CL D PATCH STA 100+41.81
5. CONSTRUCT TEMPORARY PAVEMENT (WEST SIDE OF CARROLL ST)
6. REMOVE AND RECONSTRUCT EAST SIDE OF CARROLL ST



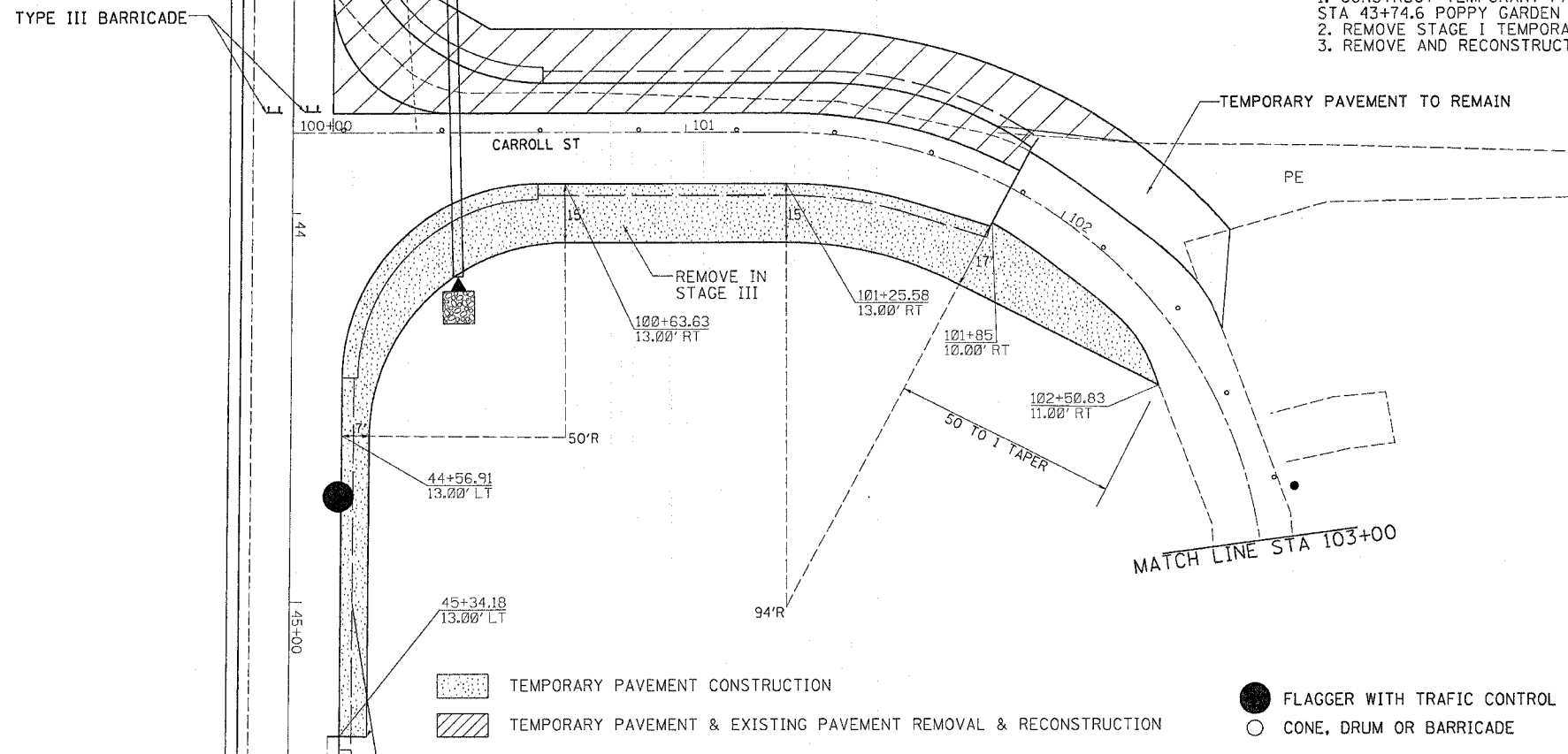
TEMPORARY PAVEMENT STA 100+10.21 TO STA 102+47.29
 RECONSTRUCT 100+10 TO STA 101+85 AS SHOWN ON PLANS

FLAGGER WITH TRAFFIC CONTROL SIGN
 CONE, DRUM OR BARRICADE

CARROLL ST. STAGE II

STAGE II NOTES

1. CONSTRUCT TEMPORARY PAVEMENT ON EAST SIDE OF CARROLL ST STA 43+74.6 POPPY GARDEN RD TO STA STA 100+10 CARROLL ST
2. REMOVE STAGE I TEMPORARY PAVEMENT ON CARROLL ST
3. REMOVE AND RECONSTRUCT WEST SIDE OF CARROLL ST

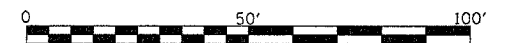


TEMPORARY PAVEMENT CONSTRUCTION
 TEMPORARY PAVEMENT & EXISTING PAVEMENT REMOVAL & RECONSTRUCTION

FLAGGER WITH TRAFFIC CONTROL SIGN
 CONE, DRUM OR BARRICADE

STAGE III

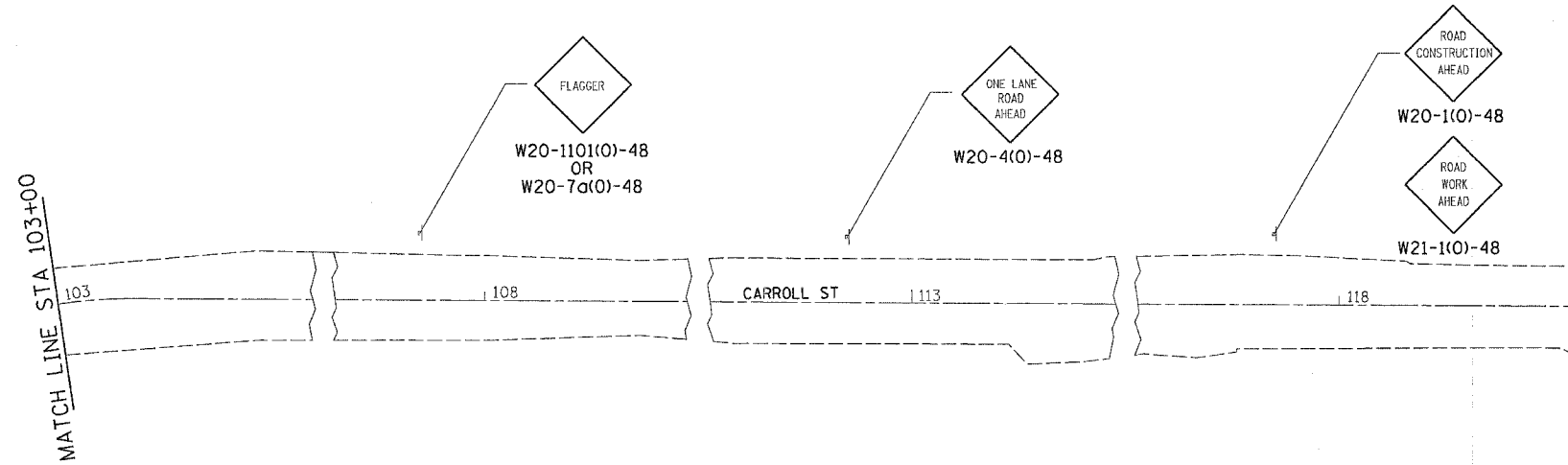
REMOVE TEMPORARY PAVEMENT ON EAST SIDE OF CARROLL STREET, REGRADE FORESLOPE, DITCH BOTTOM, AND BACKSLOPE. RESEED AS REQUIRED IN PROJECT DOCUMENTS.



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 FILE NAME = 20.00000 / IN.
 USER NAME = rnkneal

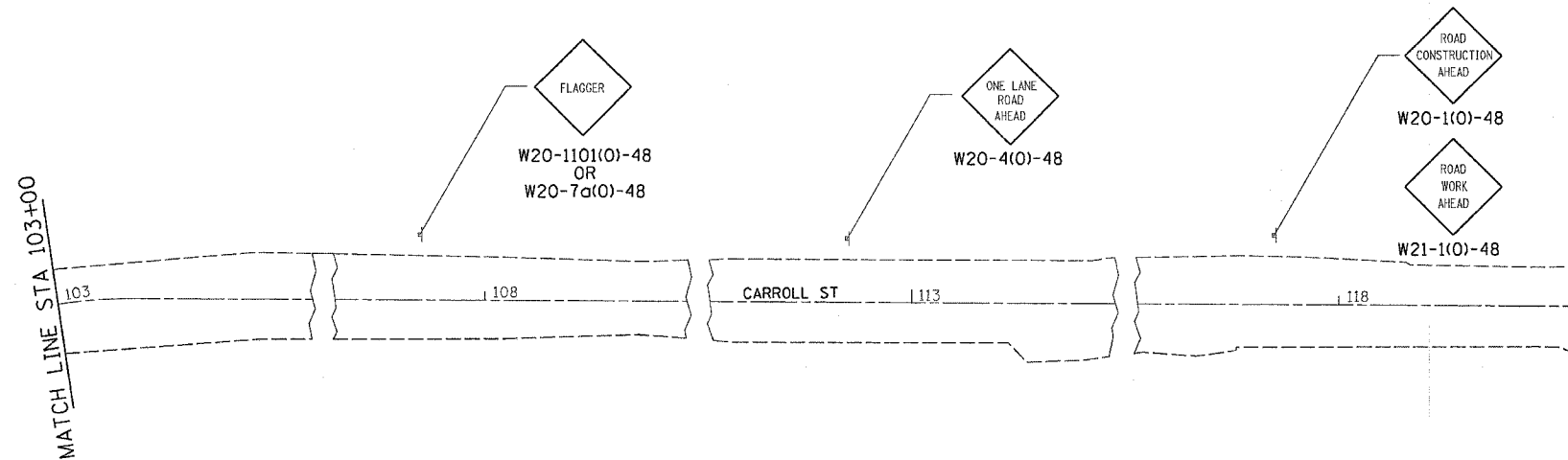
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80	37-1HBR-1	HENRY	133	48
STA. 103+00.000		TO STA. 118+00.000		
FEB. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CARROLL ST. STAGE I

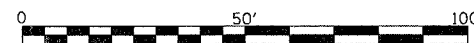


- FLAGGER WITH TRAFFIC CONTROL SIGN
- CONE, DRUM OR BARRICADE

CARROLL ST. STAGE II



- FLAGGER WITH TRAFFIC CONTROL SIGN
- CONE, DRUM OR BARRICADE



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT.
HORIZ.
DATE

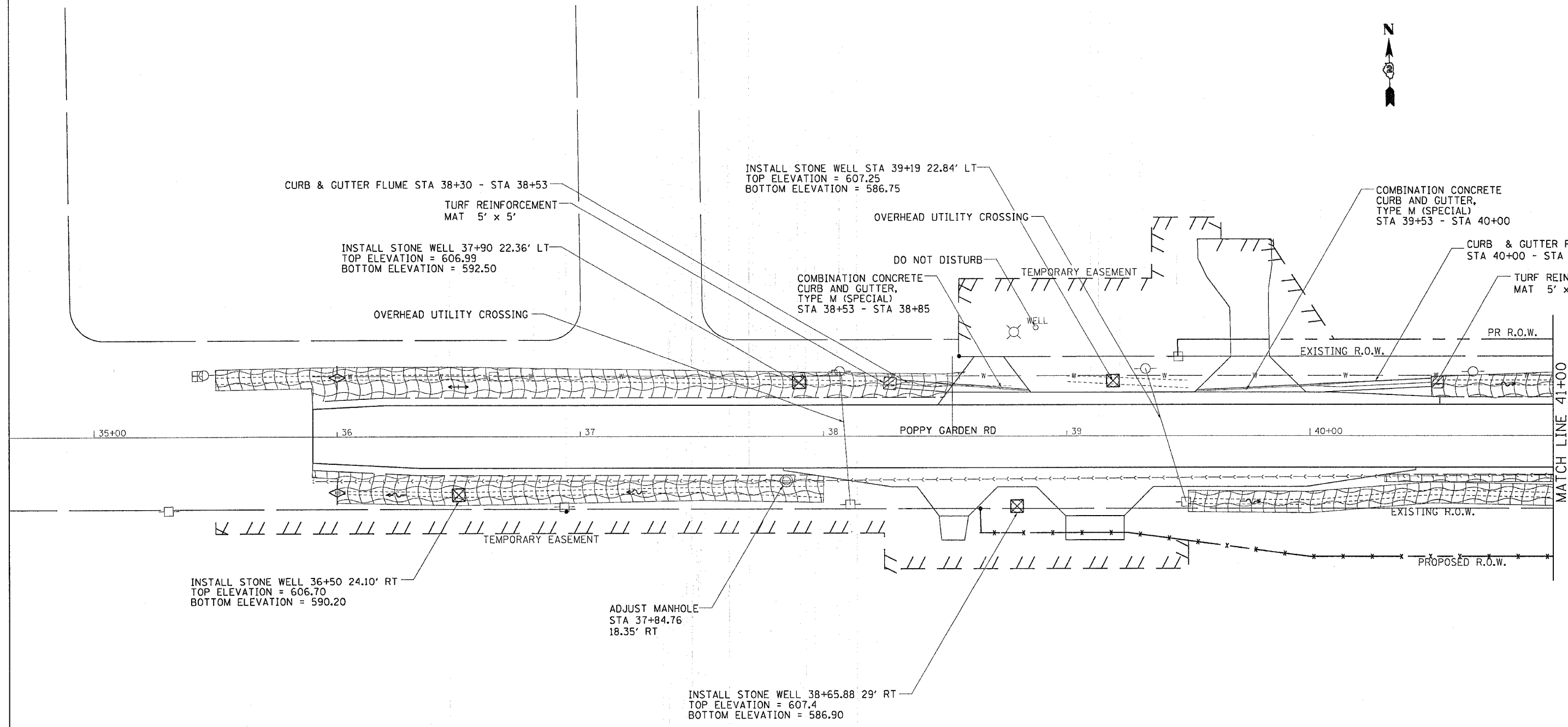
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CHECKED BY

CARROLL STREET STAGE I & II TRAFFIC CONTROL & PROTECTION

PLDT DATE = Fri, Sep 01 10:16:35 2006
 PLS NAME = s:\projects\64602\103\103.txd
 USER NAME = rnk\j

UTILITY, DRAINAGE, EROSION CONTROL DETAILS

CONTRACT NO. 64602	
F.A.I. RTE.	SECTION
-BD-	37-1HRR-1
COUNTY	JENNY
TOTAL SHEETS	133
SHEET NO.	49
STA. 35+00.000	TO STA. 41+00.000
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT



INSTALL STONE WELL 36+50 24.10' RT
TOP ELEVATION = 606.70
BOTTOM ELEVATION = 590.20

CURB & GUTTER FLUME STA 38+30 - STA 38+53
TURF REINFORCEMENT MAT 5' x 5'

INSTALL STONE WELL 37+90 22.36' LT
TOP ELEVATION = 606.99
BOTTOM ELEVATION = 592.50

INSTALL STONE WELL STA 39+19 22.84' LT
TOP ELEVATION = 607.25
BOTTOM ELEVATION = 586.75

COMBINATION CONCRETE CURB AND GUTTER, TYPE M (SPECIAL) STA 38+53 - STA 38+85

COMBINATION CONCRETE CURB AND GUTTER, TYPE M (SPECIAL) STA 39+53 - STA 40+00

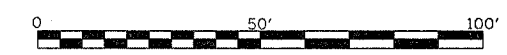
CURB & GUTTER FLUME STA 40+00 - STA 40+50

ADJUST MANHOLE STA 37+84.76 18.35' RT

INSTALL STONE WELL 38+65.88 29' RT
TOP ELEVATION = 607.4
BOTTOM ELEVATION = 586.90

LEGEND

- INLET PROTECTION STD 280001
- TEMPORARY DITCH CHECK
- PERIMETER EROSION BARRIER
- EROSION CONTROL BLANKET
- STONE RIPRAP W/ FILTER FABRIC



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. _____
HORIZ. _____

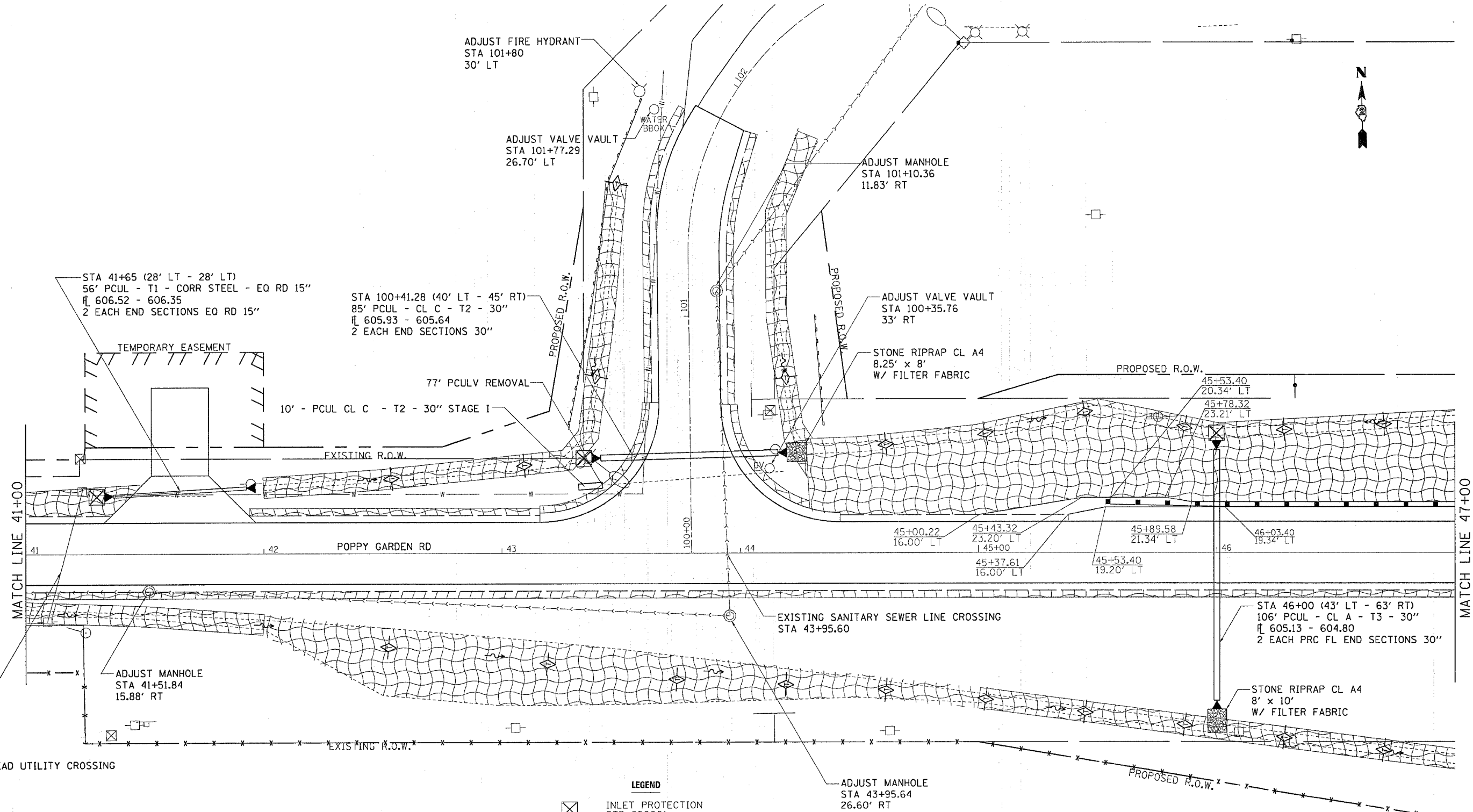
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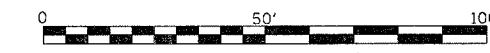
UTILITY, DRAINAGE, EROSION CONTROL DETAILS

CONTRACT NO. 64602			
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS
80	37-UHR-J	HENRY	133
STA. 41+00.00		TO STA. 47+00.00	
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT



PLOT DATE = Nov Dec 02 09:41:18 2008
 PLOT SCALE = 20,000.00 / IN.
 USER NAME = renkaej

- LEGEND**
- INLET PROTECTION STD 280001
 - TEMPORARY DITCH CHECK
 - PERIMETER EROSION BARRIER
 - EROSION CONTROL BLANKET
 - STONE RIPRAP W/ FILTER FABRIC



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

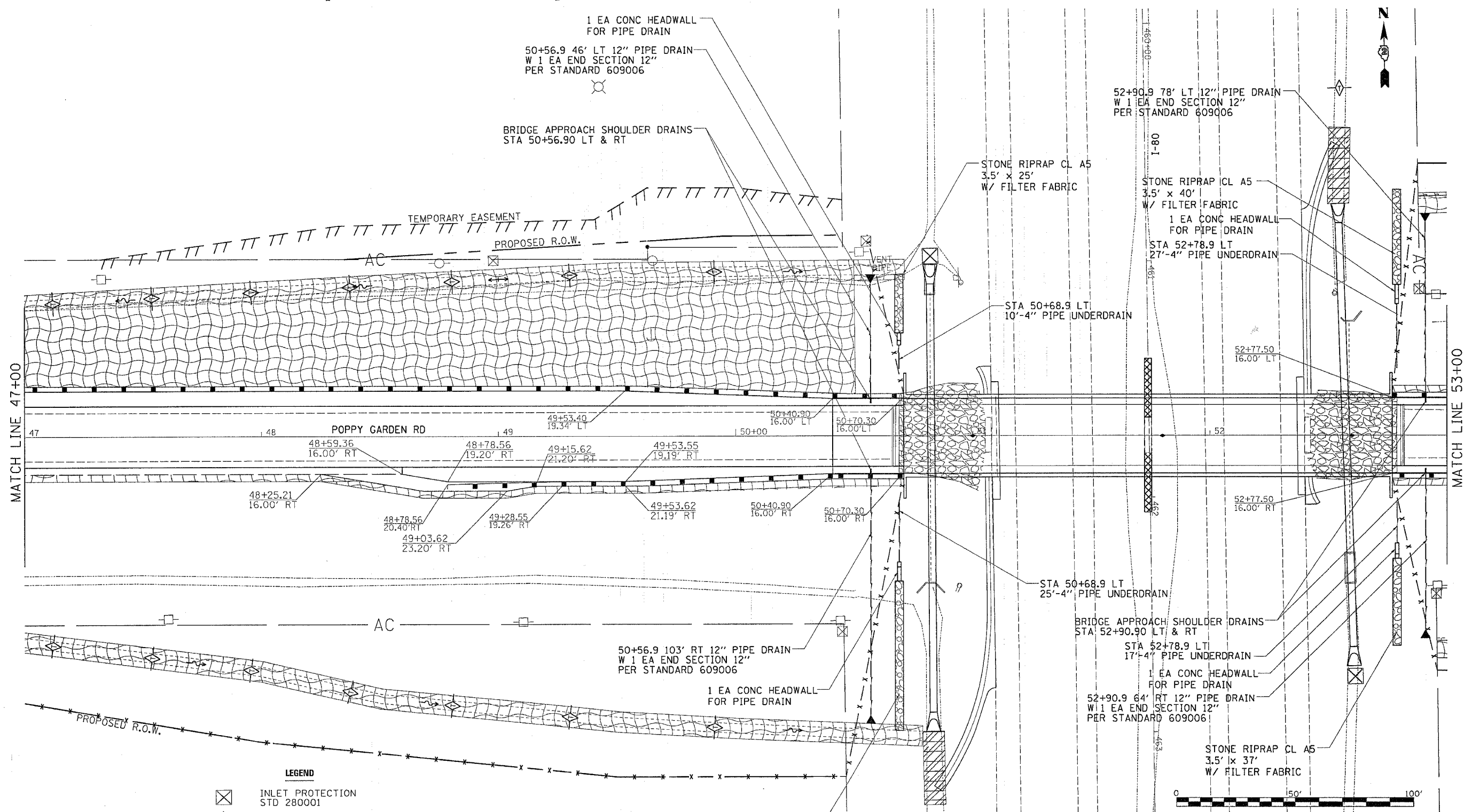
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 HORIZ. _____

DATE _____

DRAWN BY _____
 CHECKED BY _____

UTILITY, DRAINAGE, EROSION CONTROL DETAILS

CONTRACT NO. 64602	
F.A.I. SECTION	TOTAL SHEETS
RD. 37-1HR-1	133
COUNTY HENRY	SHEET NO. 51
STA. 47+00.00 TO STA. 53+00.00	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	



MATCH LINE 47+00

MATCH LINE 53+00

LEGEND

	INLET PROTECTION STD 280001
	TEMPORARY DITCH CHECK
	PERIMETER EROSION BARRIER
	EROSION CONTROL BLANKET
	STONE RIPRAP W/ FILTER FABRIC

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. _____
HORIZ. _____

DATE _____

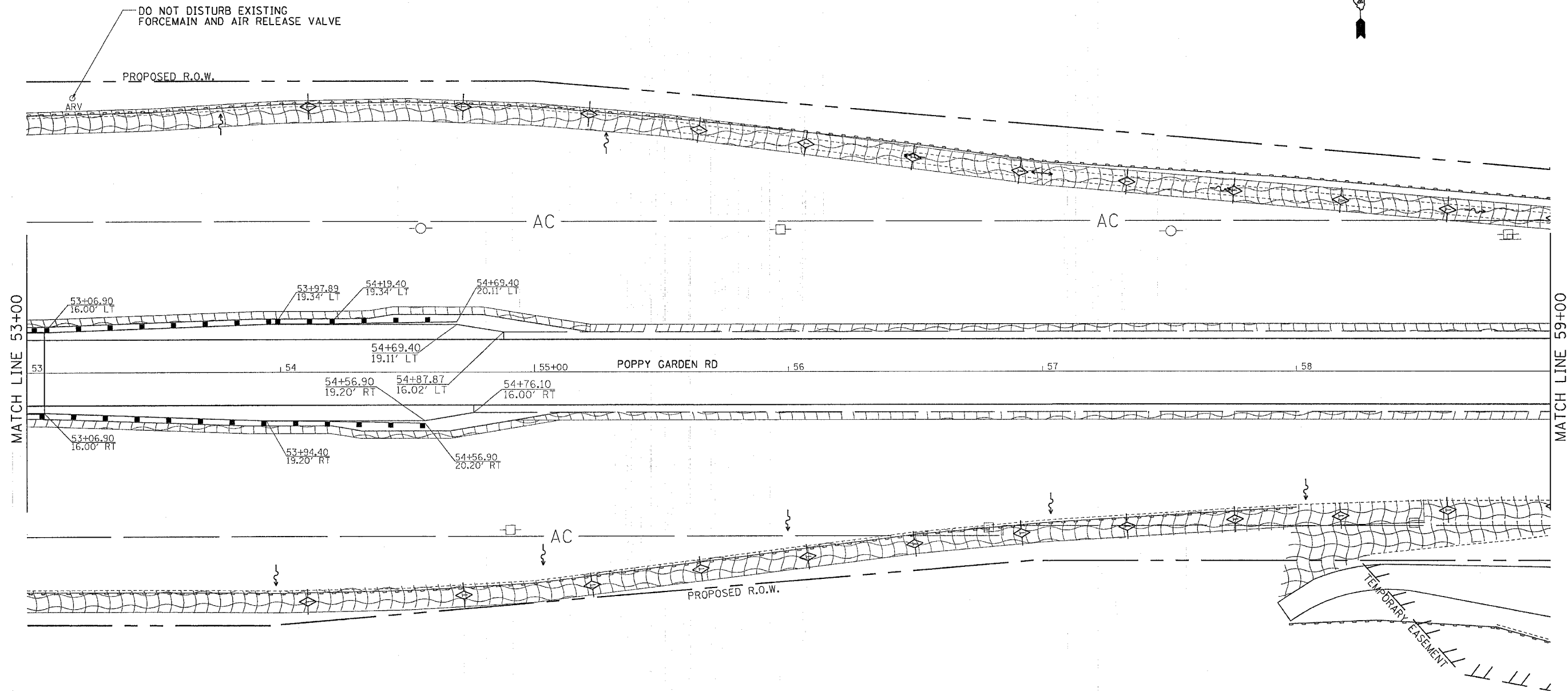
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PLOT DATE: Mon Oct 02 09:44:1 2006
 FILE NAME: C:\213180\213180.dwg
 PLOT SCALE: 1/8" = 1'-0"
 USER NAME: reneal

UTILITY, DRAINAGE, & EROSION CONTROL DETAILS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
37-148R-J		HENRY	133	52
STA. 53+00.000		TO STA. 59+00.000		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		




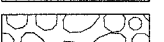
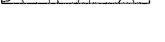
UTILITY, DRAINAGE, EROSION CONTROL DETAILS



MATCH LINE 53+00

MATCH LINE 59+00

PLOT DATE = Mon Dec 02 09:15:08 2008
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 USER NAME = rnkwalj

- LEGEND**
-  INLET PROTECTION STD 280001
 -  TEMPORARY DITCH CHECK
 -  PERIMETER EROSION BARRIER
 -  EROSION CONTROL BLANKET
 -  STONE RIPRAP W/ FILTER FABRIC

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		VERT. SCALE: HORIZ. SCALE: DATE:
DRAWN BY		CHECKED BY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
37-148R-1	HENRY		133	53
STA. 59+00.000		TO STA. 65+00.000		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

UTILITY, DRAINAGE, EROSION CONTROL DETAILS

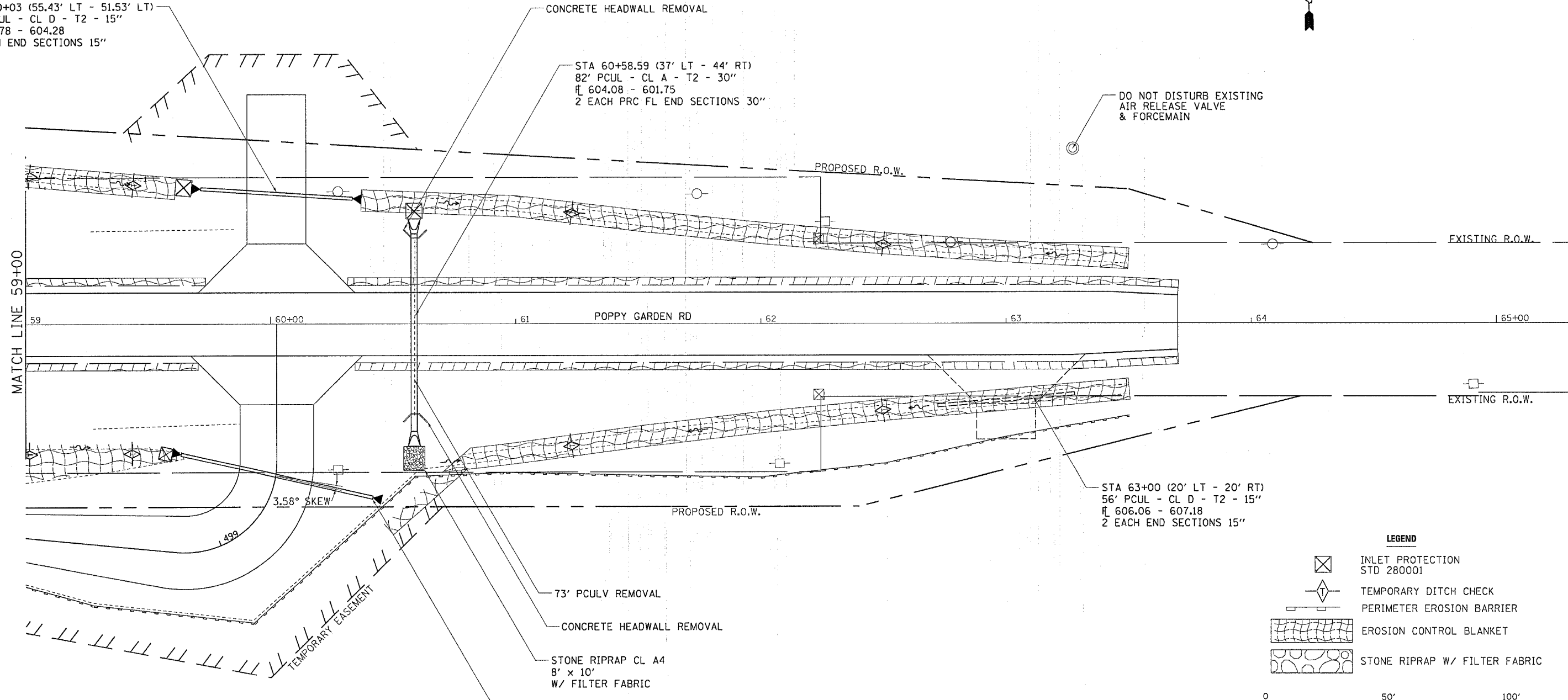


STA 60+03 (55.43' LT - 51.53' RT)
62' PCUL - CL D - T2 - 15"
E 604.78 - 604.28
2 EACH END SECTIONS 15"

CONCRETE HEADWALL REMOVAL

STA 60+58.59 (37' LT - 44' RT)
82' PCUL - CL A - T2 - 30"
E 604.08 - 601.75
2 EACH PRC FL END SECTIONS 30"

DO NOT DISTURB EXISTING
AIR RELEASE VALVE
& FORCEMAIN






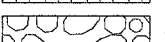
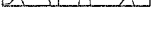
MATCH LINE 59+00

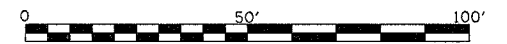
POPPY GARDEN RD

STA 63+00 (20' LT - 20' RT)
56' PCUL - CL D - T2 - 15"
E 606.06 - 607.18
2 EACH END SECTIONS 15"

STA 499+37.8 (40' LT - 41' RT) 3.58° SKEW
81' PCUL - CL D - T2 - 15"
E - 602.46 LT - 601.89 RT
2 EACH END SECTIONS 15"

LEGEND

-  INLET PROTECTION
STD 280001
-  TEMPORARY DITCH CHECK
-  PERIMETER EROSION BARRIER
-  EROSION CONTROL BLANKET
-  STONE RIPRAP W/ FILTER FABRIC



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. _____
HORIZ. _____

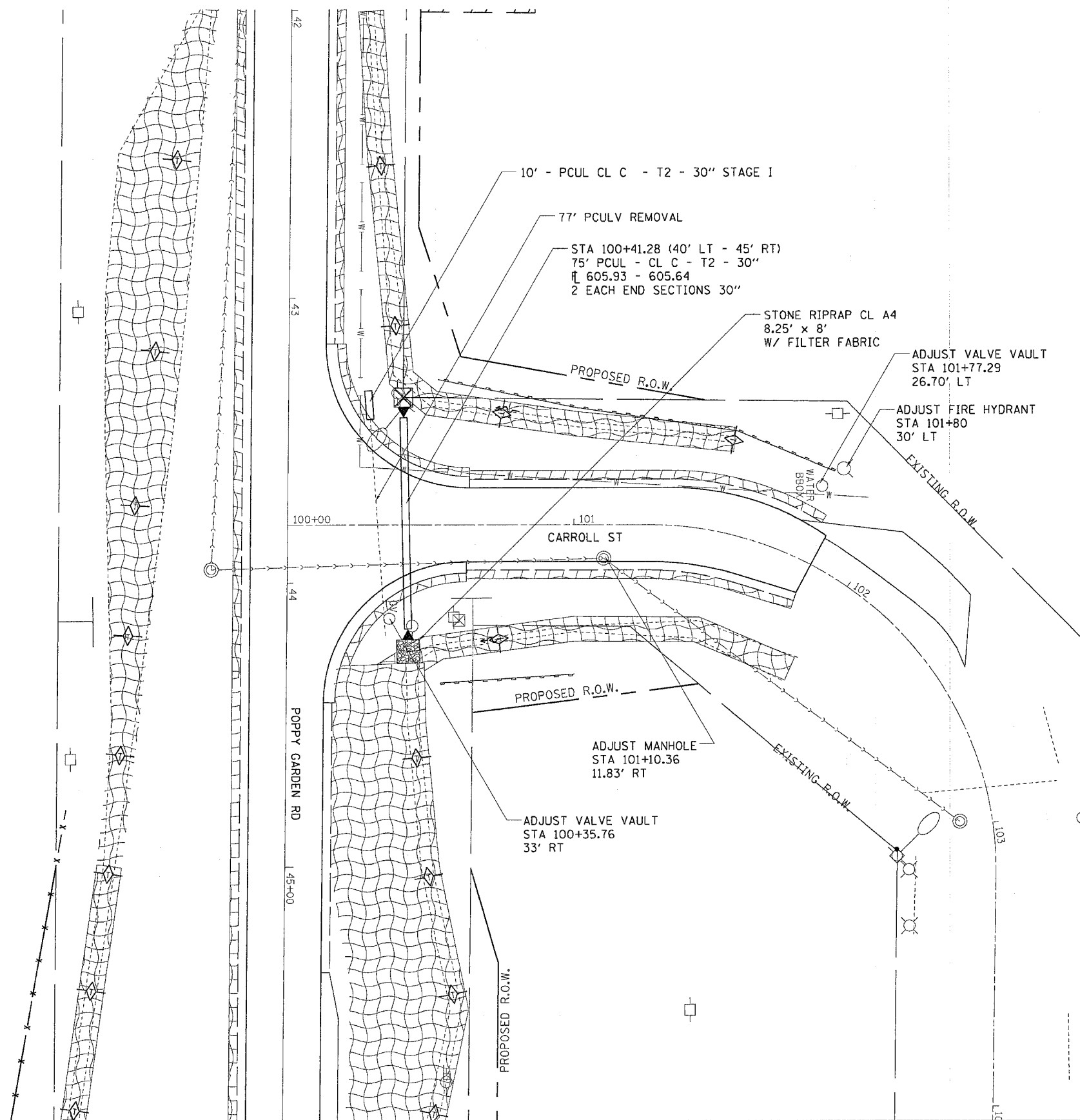
DATE _____

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CHECKED BY _____

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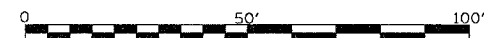
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	54
STA. 100+00.000		TO STA. 103+00.000		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

UTILITY, DRAINAGE, EROSION CONTROL DETAILS



LEGEND

- INLET PROTECTION
STD 280001
- TEMPORARY DITCH CHECK
- PERIMETER EROSION BARRIER
- EROSION CONTROL BLANKET
- STONE RIPRAP W/ FILTER FABRIC



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

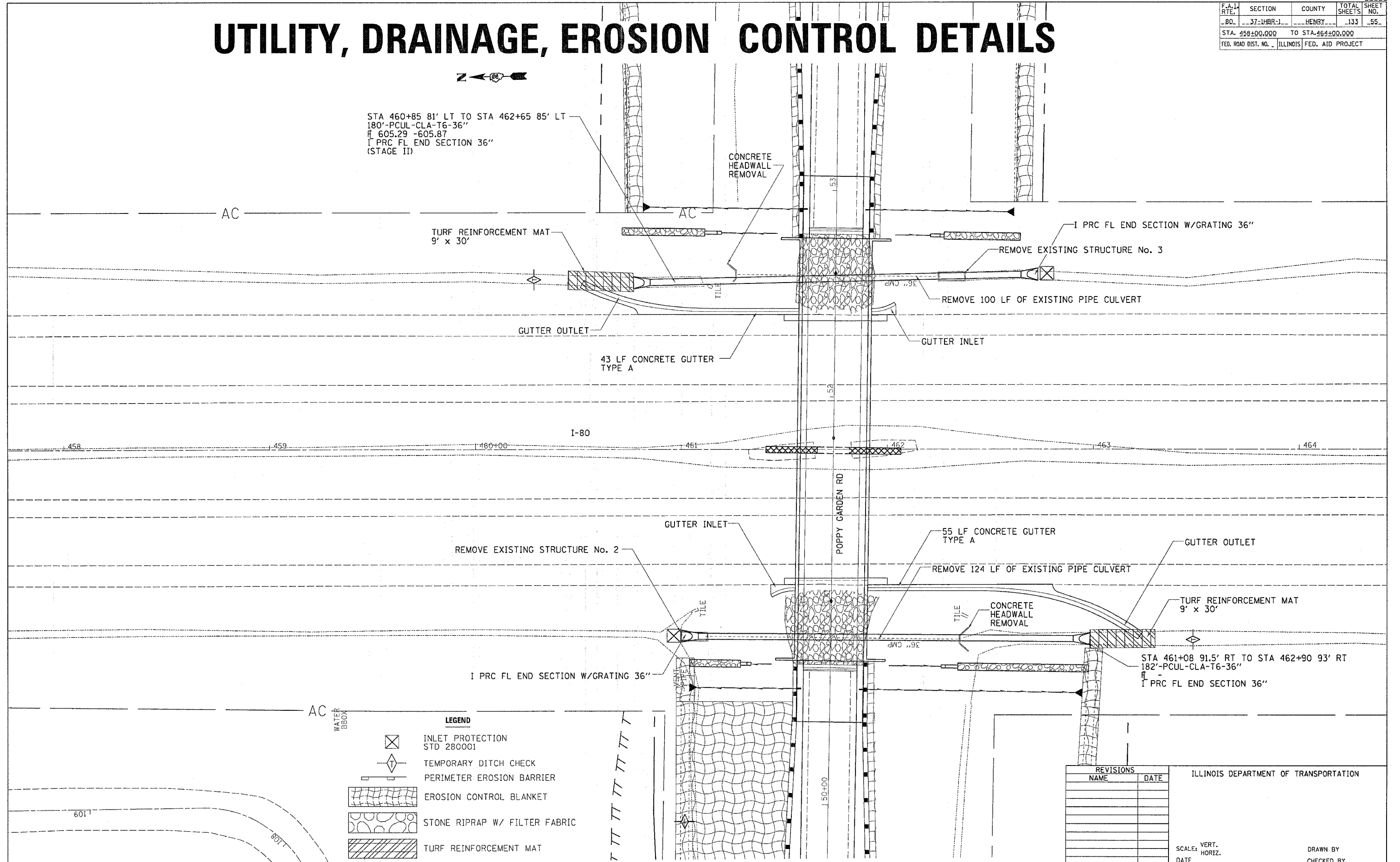
SCALE: VERT.
HORIZ.
DATE

DRAWN BY
CHECKED BY

PLOT DATE = Fri Sep 01 10:44:35 2006
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PLOT SCALE = 20.0000 / 1 IN.
USER NAME = renkaij

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..80	..37-14BR-1	..HENRY	..133	..55
STA. 458±00.000		TO STA. 464±00.000		
FED. ROAD DIST. NO. .		ILLINOIS FED. AID PROJECT		

UTILITY, DRAINAGE, EROSION CONTROL DETAILS



STA 460+85 81' LT TO STA 462+65 85' LT
 180'-PCUL-CLA-T6-36"
 FL 605.29 -605.87
 I PRC FL END SECTION 36"
 (STAGE II)

STA 461+08 91.5' RT TO STA 462+90 93' RT
 182'-PCUL-CLA-T6-36"
 FL -
 I PRC FL END SECTION 36"

- LEGEND**
- INLET PROTECTION STD 280001
 - TEMPORARY DITCH CHECK
 - PERIMETER EROSION BARRIER
 - EROSION CONTROL BLANKET
 - STONE RIPRAP W/ FILTER FABRIC
 - TURF REINFORCEMENT MAT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. HORIZ.
 DATE

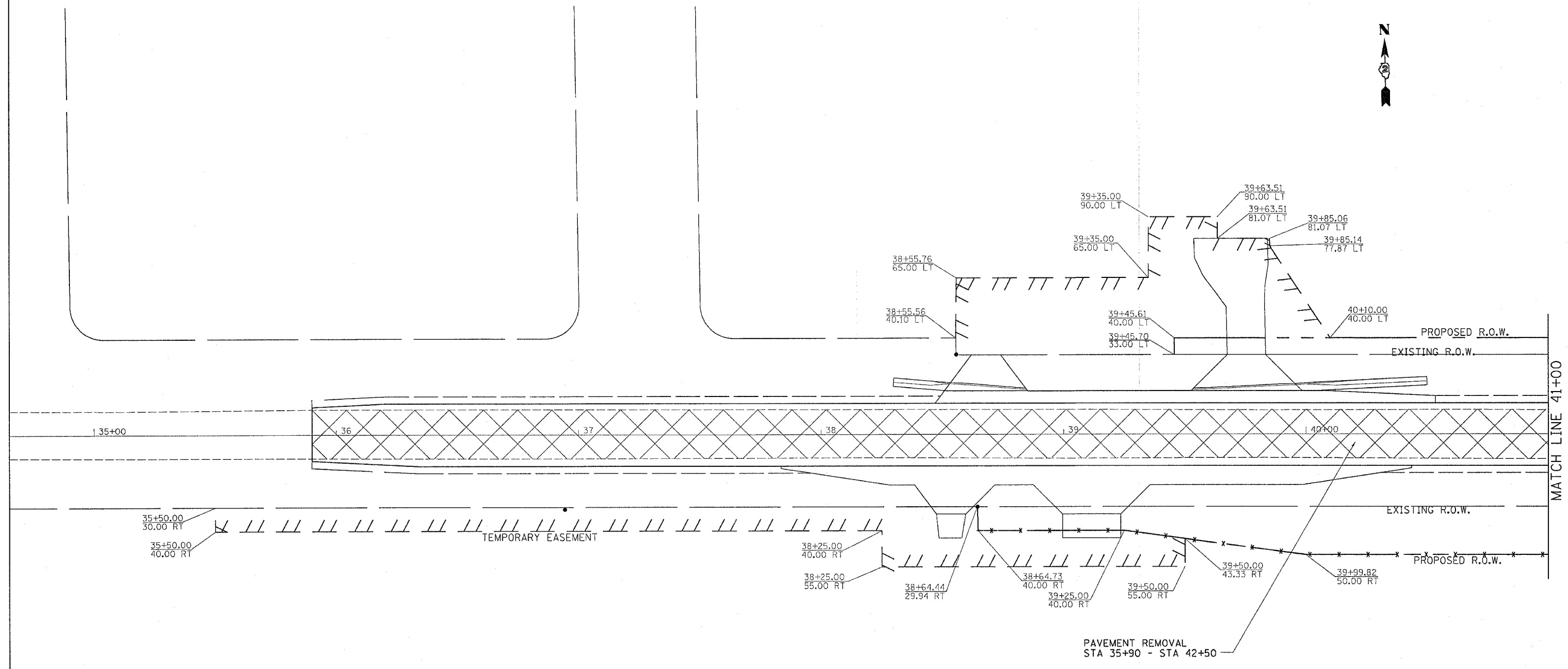
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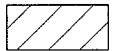

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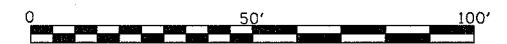
R.O.W. & EASEMENT DETAILS, PAVEMENT REMOVAL

CONTRACT NO. 64602

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	56
STA. 35+00.0000		TO STA. 41+00.0000		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



-  PAVEMENT REMOVAL
-  PAVEMENT BREAKING
-  APPROACH SLAB REMOVAL



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. _____
 HORIZ. _____

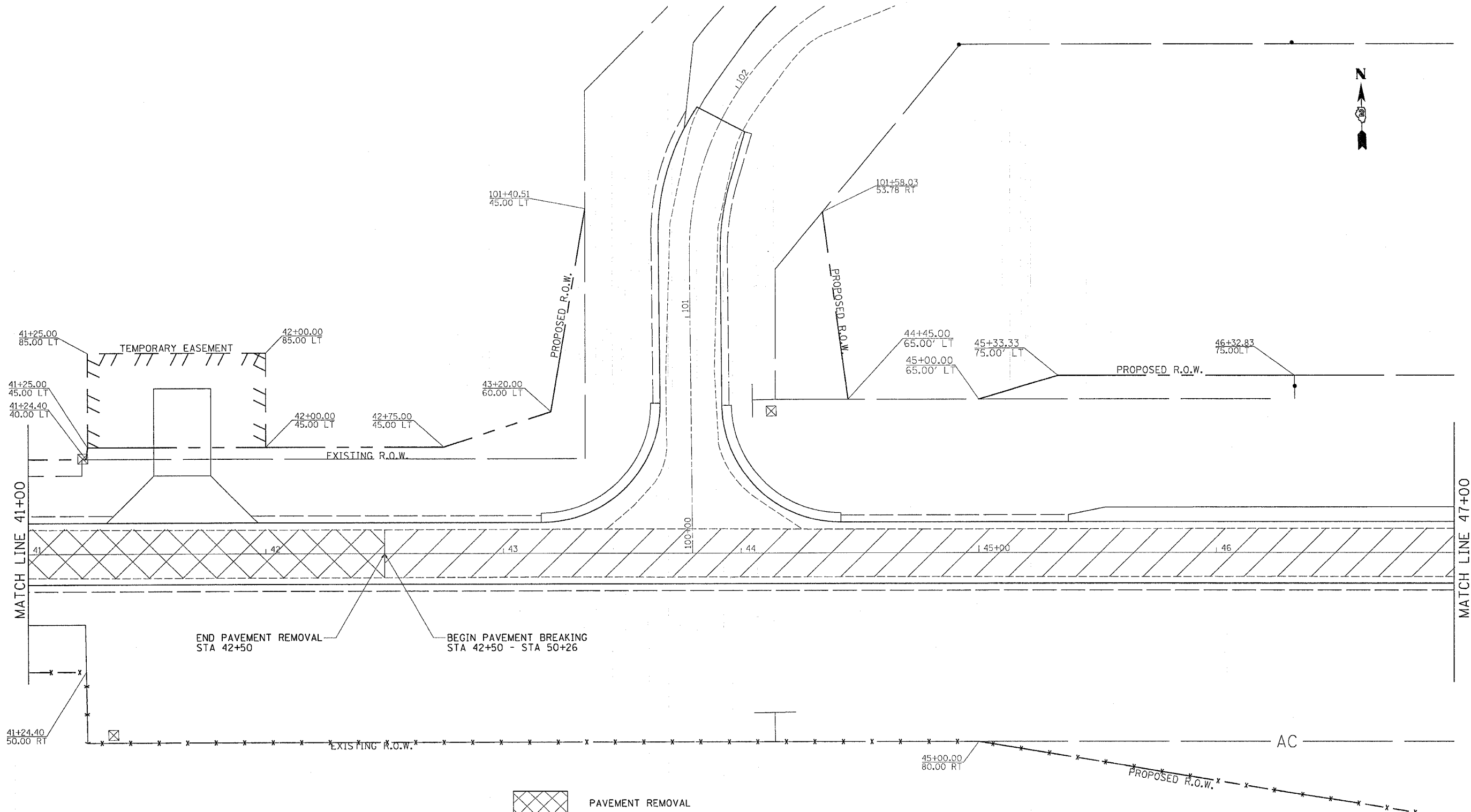
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R.O.W. & EASEMENT DETAILS, PAVEMENT REMOVAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-J	HENRY	133	57
STA. 41+00.0000		TO STA. 47+00.0000		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		


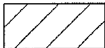



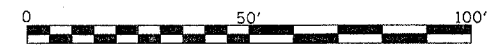
MATCH LINE 41+00

MATCH LINE 47+00

END PAVEMENT REMOVAL STA 42+50

BEGIN PAVEMENT BREAKING STA 42+50 - STA 50+26

-  PAVEMENT REMOVAL
-  PAVEMENT BREAKING
-  APPROACH SLAB REMOVAL



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. _____
HORIZ. _____

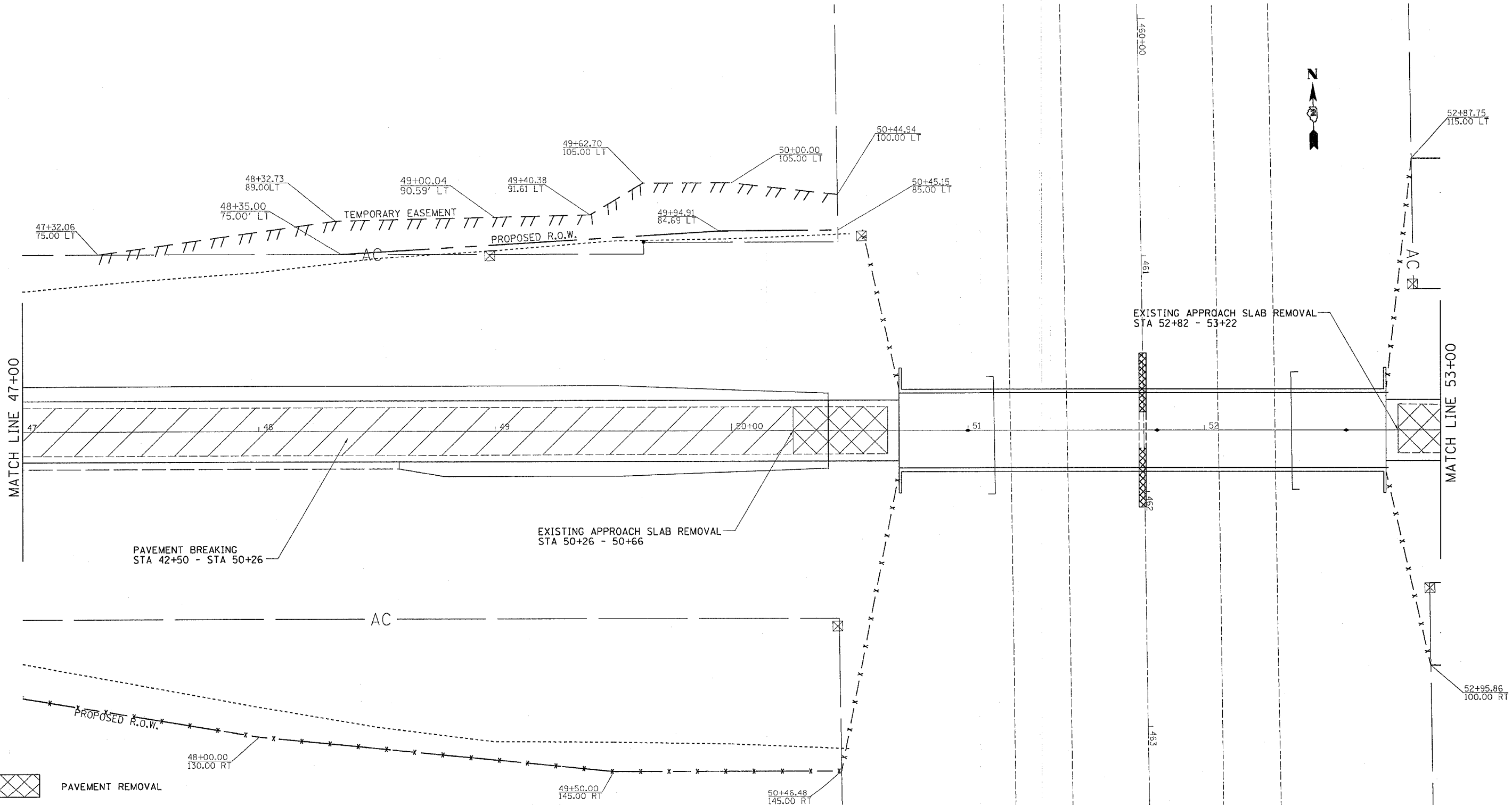
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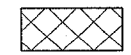
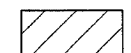
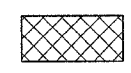
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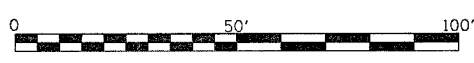
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80	37-1HBR-1	HENRY	133	58
STA. 47+00.0000		TO STA. 53+00.0000		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

R.O.W. & EASEMENT DETAILS, PAVEMENT REMOVAL



-  PAVEMENT REMOVAL
-  PAVEMENT BREAKING
-  APPROACH SLAB REMOVAL



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

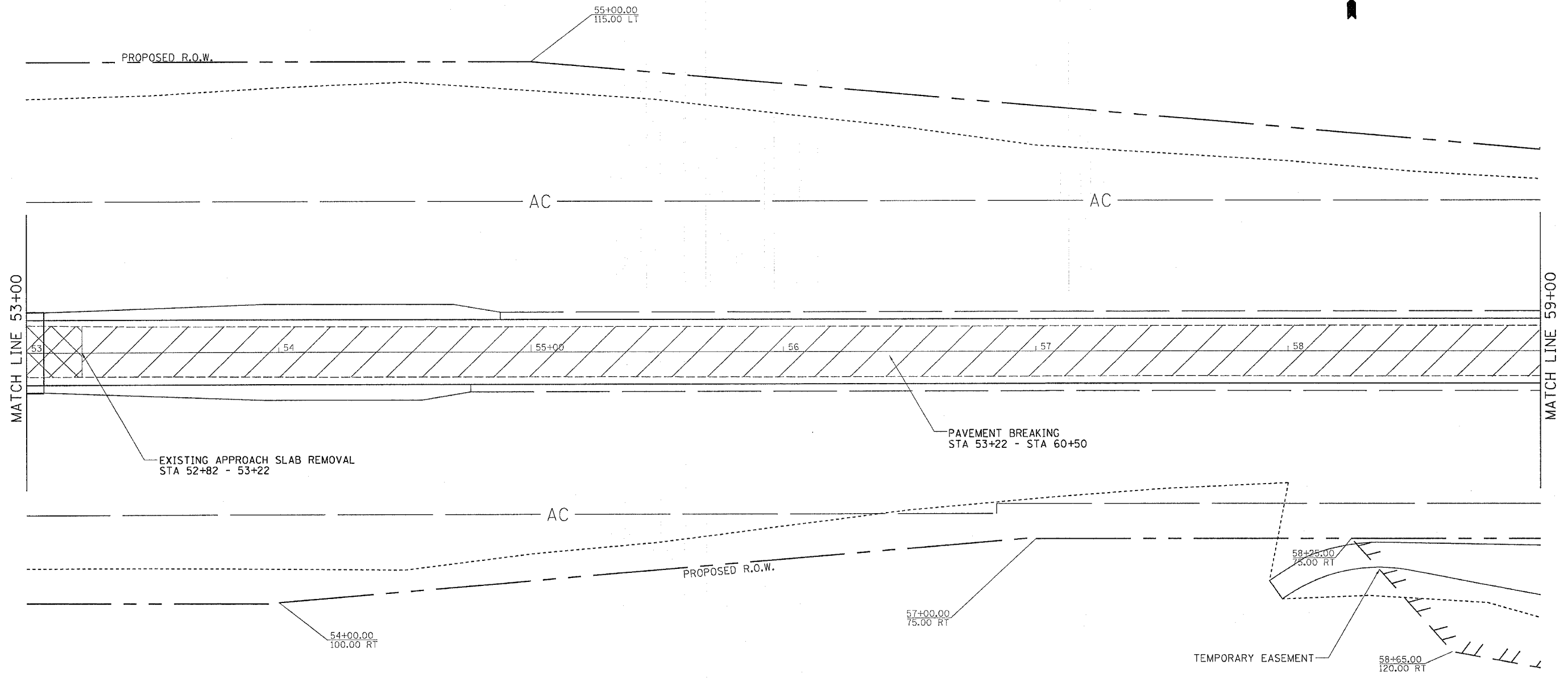
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DRAWN BY / CHECKED BY




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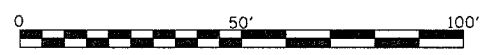
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	37-WBR-1	HENRY	133	59
STA. 53+00.0000		TO STA. 59+00.0000		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

R.O.W. & EASEMENT DETAILS, PAVEMENT REMOVAL



PLOT DATE = Nov 05 12 08:47:00 2005
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-  PAVEMENT REMOVAL
-  PAVEMENT BREAKING
-  APPROACH SLAB REMOVAL



REVISIONS	
NAME	DATE

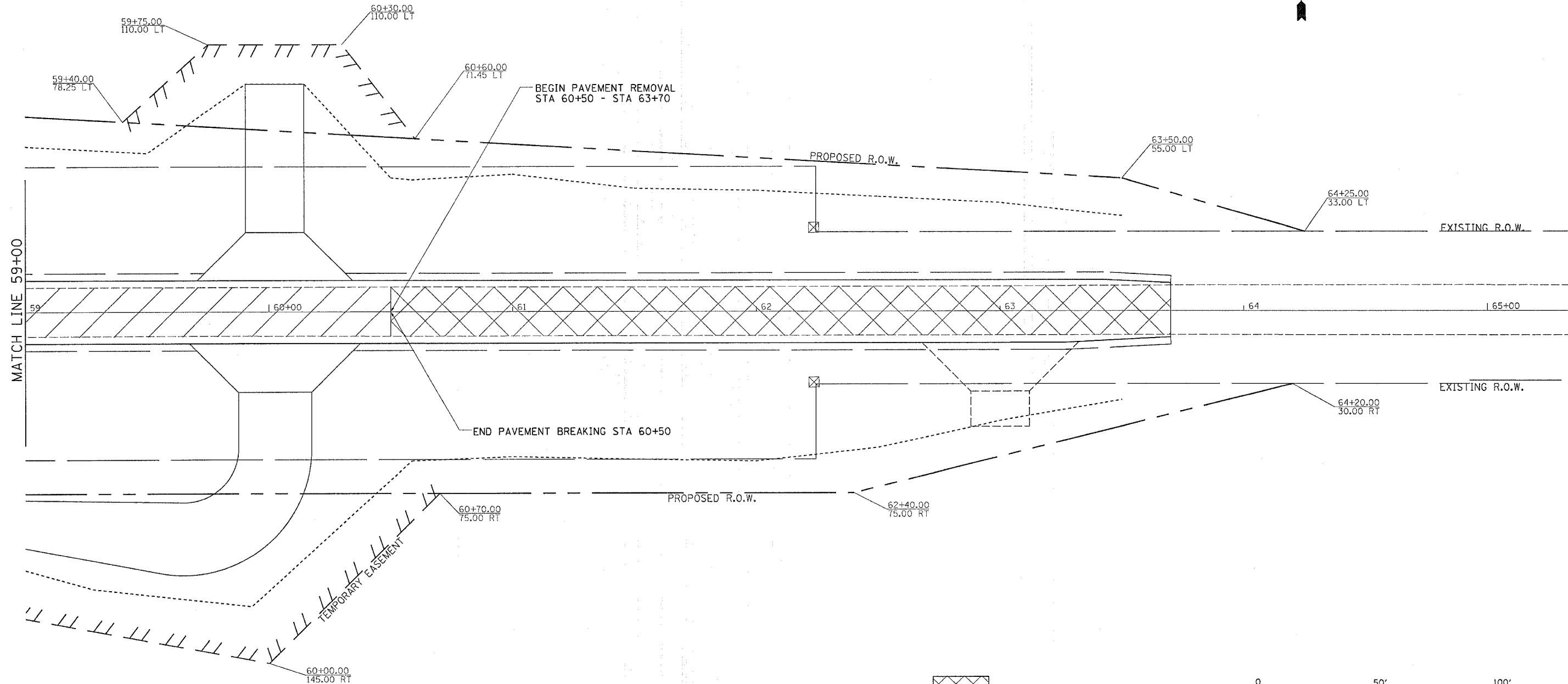
ILLINOIS DEPARTMENT OF TRANSPORTATION


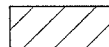

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 HORIZ. CHECKED BY
 DATE

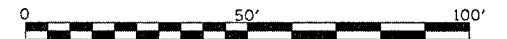
R.O.W. & EASEMENT DETAILS, PAVEMENT REMOVAL

CONTRACT NO. 64602

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
37-1HBR-J	HENRY		133	60
STA. 59+00.0000		TO STA. 65+00.0000		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



-  PAVEMENT REMOVAL
-  PAVEMENT BREAKING
-  APPROACH SLAB REMOVAL



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. _____
 HORIZ. _____

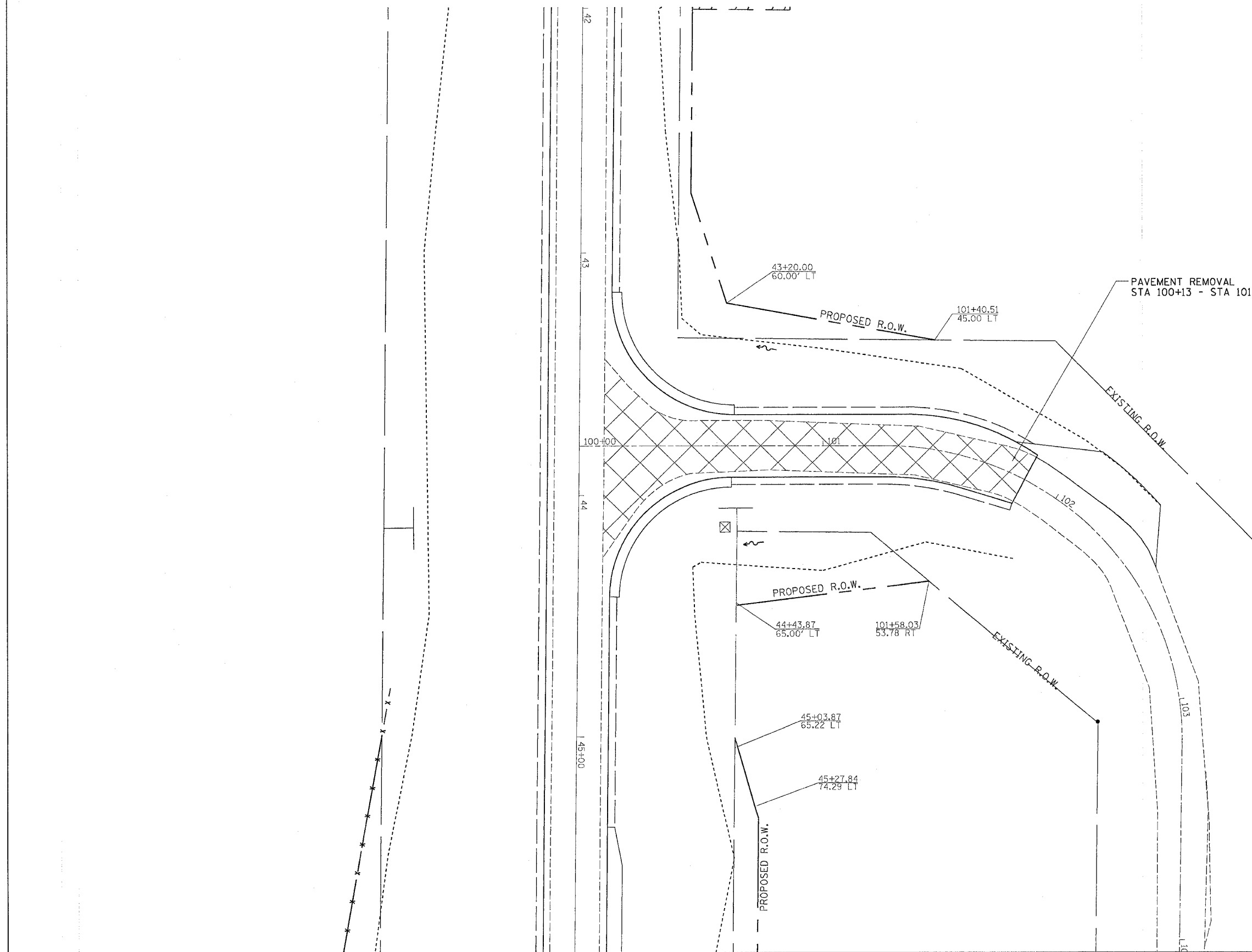
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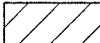

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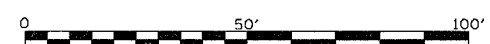
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	61
STA. 100+00.000		TO STA. 103+00.000		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

R.O.W. & EASEMENT DETAILS, PAVEMENT REMOVAL



-  PAVEMENT REMOVAL
-  PAVEMENT BREAKING
-  APPROACH SLAB REMOVAL



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. _____
 HORIZ. _____

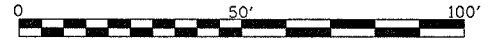
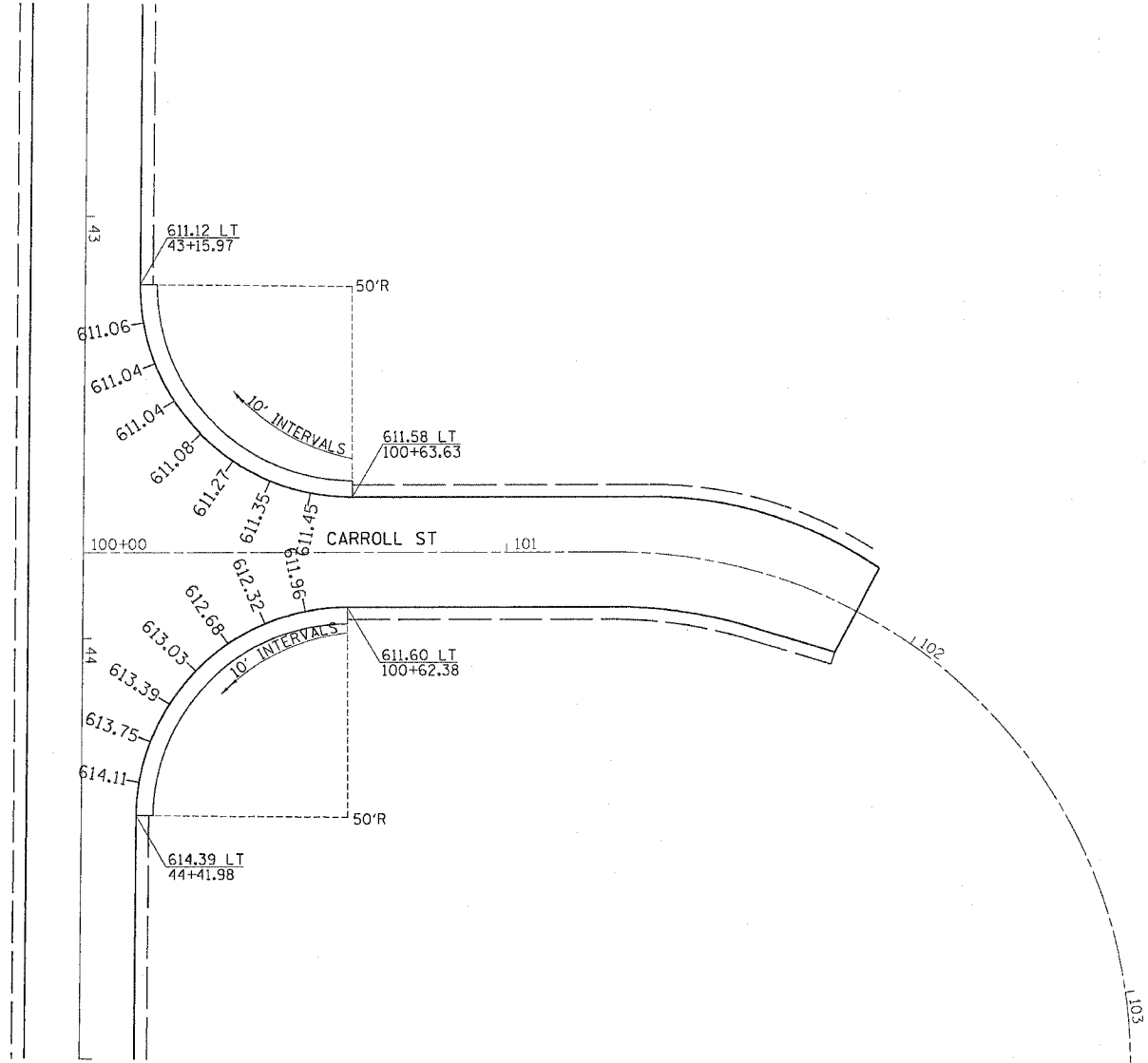
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F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	62
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

PAVEMENT ELEVATIONS



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. _____
 HORIZ. _____

DATE _____ DRAWN BY _____
 CHECKED BY _____

PLOT DATE = Fri Sep 01 10:41:11 2006
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 USER NAME = pntestj

Bench Mark: RR spike in telephone pole at Station 35+44, 26.5' left. Elevation 608.61.

Existing Structure: S.N. 037-0093 built in 1963 as F.A.I. Route 80, Section 37-IHBR-1. Structure consists of four span reinforced concrete steel deck on continuous steel wide flange beams supported by pile bent spill thru abutments and hammerhead piers. 216'-2" back-to-back abutments. 31'-8" out-to-out deck. Structure to be removed and replaced. Road to be closed and traffic detoured during construction.

No salvage.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	37-IHBR-1	HENRY	133	64
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT-

Contract #64602

GENERAL NOTES

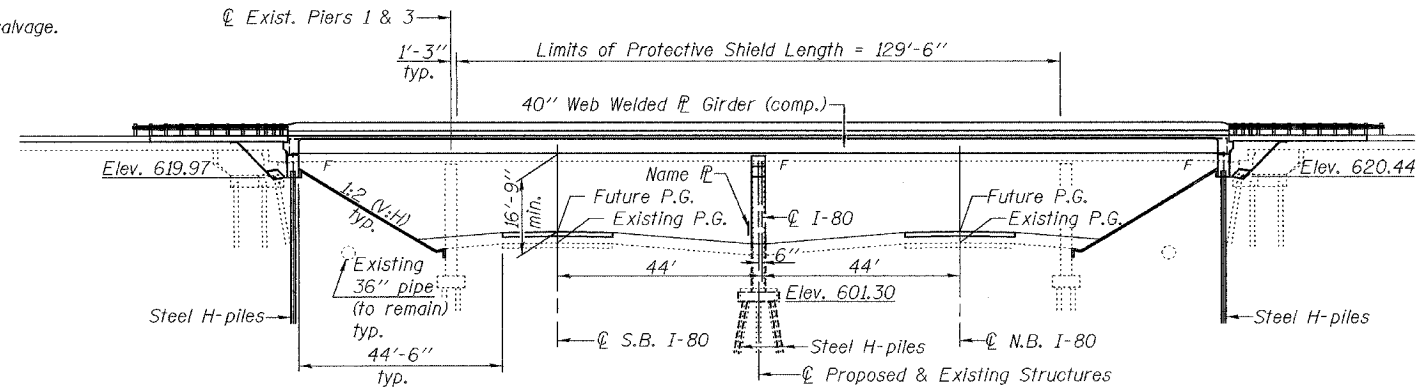
Fasteners shall be high strength bolts. Bolts $\frac{7}{8}$ " ϕ open holes $\frac{15}{16}$ " ϕ unless otherwise noted.
Anchor bolts shall be set before bolting diaphragms over supports.
Calculated weight of Structural Steel = AASHTO M270 Grade 50 = 234,200 lb.
= AASHTO M270 Grade 36 = 22,050 lb.

All Construction joints shall be bonded.
The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2.
These components are the tension flanges, webs and all splice plate material except fill plates.
Reinforcement bars shall conform to the requirements of AASHTO M 31 or M 322 Grade 60.
Field welding of construction accessories will not be permitted to girders.
Slope wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.
Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two $\frac{1}{8}$ " adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims.

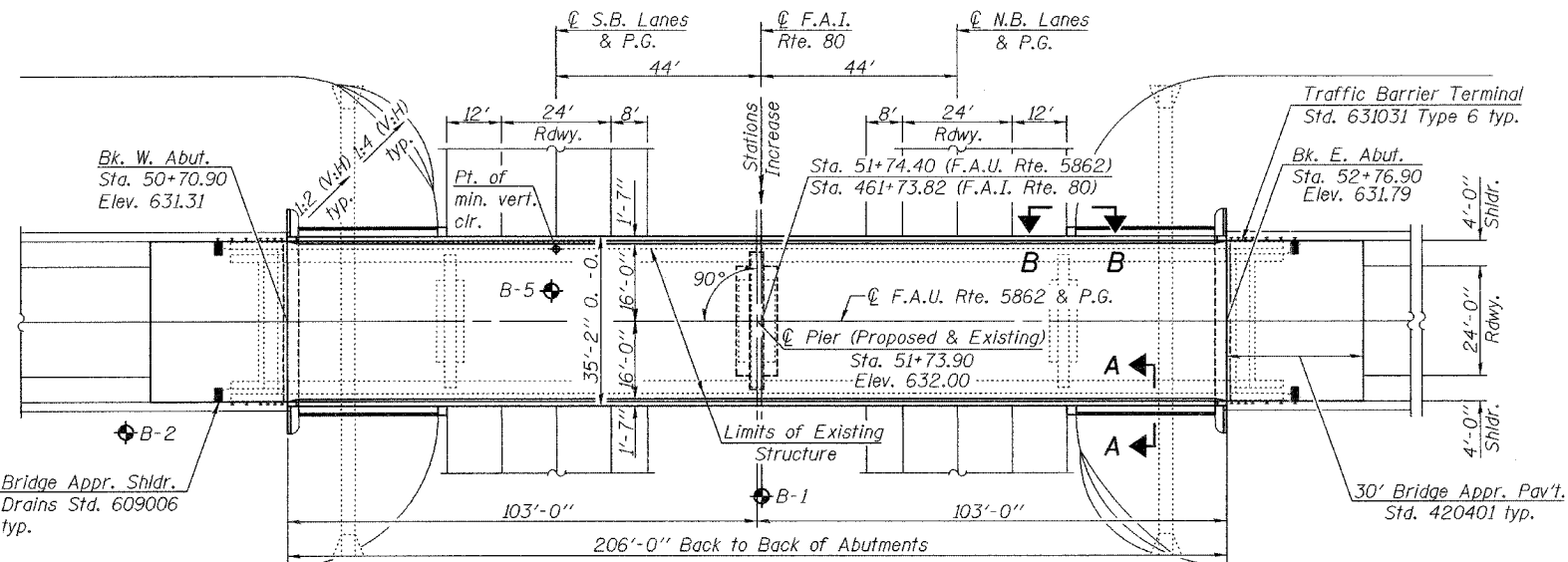
The Contractor shall drive two Steel HP 12x63 test piles in a permanent location, one each at the East Abutment and at the Pier, as directed by the Engineer before ordering the remainder of piles.
The Inorganic zinc rich primer/Acrylic/Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5 G 4/8. See special provisions for Cleaning and Painting New Metal Structures.
The Cost of the removal of existing slopewall shall be included with "Removal of Existing Structures".
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

INDEX OF SHEETS

1. General Plan & Elevation
2. General Details
- 3-4. Top of Slab Elevations
5. Superstructure
6. Superstructure Details
7. Diaphragm
8. Structural Steel
9. Structural Steel Details
10. Bearing Details
11. Anchor Bolt Details
12. West Abutment
13. East Abutment
14. Pier
15. Bar Splicer Assembly Details
- 16-18. Borings

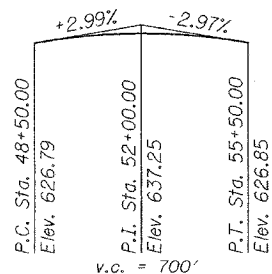


ELEVATION

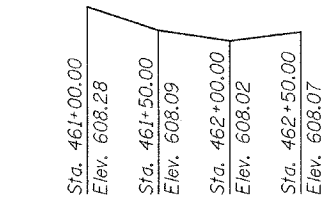


PLAN

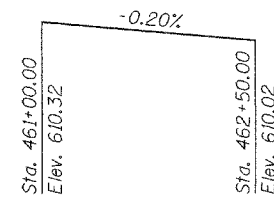
Note: See sheet 2 of 18 for Section A-A and B-B.



PROFILE GRADE
(along ϕ F.A.I. Rte. 5862)



EXISTING PROFILE GRADE
(along P.G. S.B. F.A.I. Rte. 80)



FUTURE PROFILE GRADE
(along P.G. F.A.I. Rte. 80)

DESIGNED	Michael D. Lima
CHECKED	[Signature]
DRAWN	R. Sommer
CHECKED	MDC, PRL

EXAMINED	September 25, 2006
PASSED	[Signature]



EXPIRES 11-30-2006

LOADING HL-93

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

DESIGN SPECIFICATIONS

AASHTO LRFD Bridge Design Specifications, US, 3rd. Edition - 2004

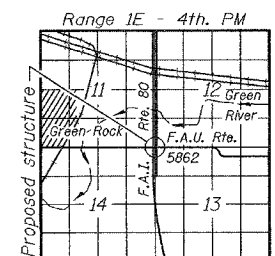
DESIGN STRESSES

FIELD UNITS

- $f'_c = 3,500$ psi
- $f_y = 60,000$ psi (reinforcement)
- $f_y = 50,000$ psi (AASHTO M270 Grade 50)
- $f_y = 36,000$ psi (AASHTO M270 Grade 36)

SEISMIC DATA

- Seismic Performance Zone (SPZ) = 1
- Bedrock Acceleration Coefficient (A) = 3.4%
- Site Coefficient (S) = 1.0



LOCATION SKETCH

TOTAL BILL OF MATERIAL

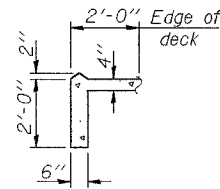
ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Superstructure	Cu. Yd.	243.0		243.0
Concrete Structures	Cu. Yd.		125.2	125.2
Removal of Existing Structures No. 1	Each			1
Reinforcement Bars, Epoxy Coated	Pound	57370	19950	77320
Protective Coat	Sq. Yd.	906.4		906.4
Name Plates	Each	1		1
Porous Granular Embankment-(Special)	Cu. Yd.		150.0	150.0
Stud Shear Connectors	Each	1908		1908
Bar Splicers	Each	66		66
Furnishing and Erecting Structural Steel	L. Sum			1
Structure Excavation	Cu. Yd.		262.0	262.0
Furnishing Steel Piles HP 12x63	Foot		1627	1627
Test Pile Steel HP 12x63	Each		2	2
Driving Piles	Foot		1627	1627
Slopewall 4"	Sq. Yd.			261.1
Bridge Deck Grooving	Sq. Yd.	687		687
Pipe Underdrains for Structures 4"	Foot		163	163
Geocomposite Wall Drain	Sq. Yd.		112.5	112.5
Protective Shield	Sq. Yd.	455.7		455.7

GENERAL PLAN & ELEVATION
POPPY GARDEN ROAD OVER I-80
F.A.I. ROUTE 80 - SEC. 37-IHBR-1
HENRY COUNTY
STATION 461+73.82
STRUCTURE NO. 037-0171

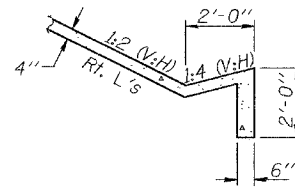
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO. 2 18 SHEETS
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FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

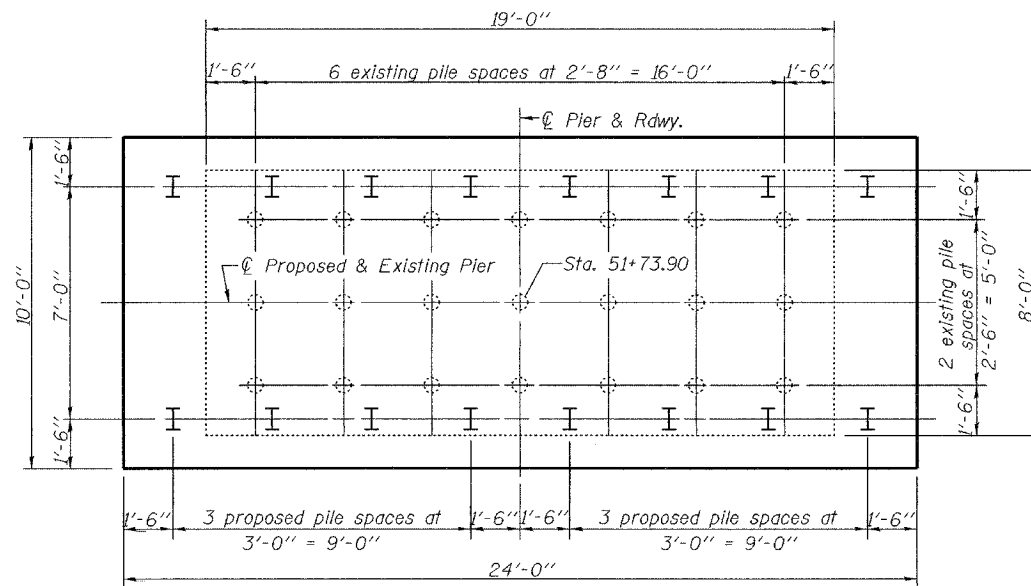
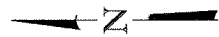
Contract #64602



SLOPEWALL SECTION A-A

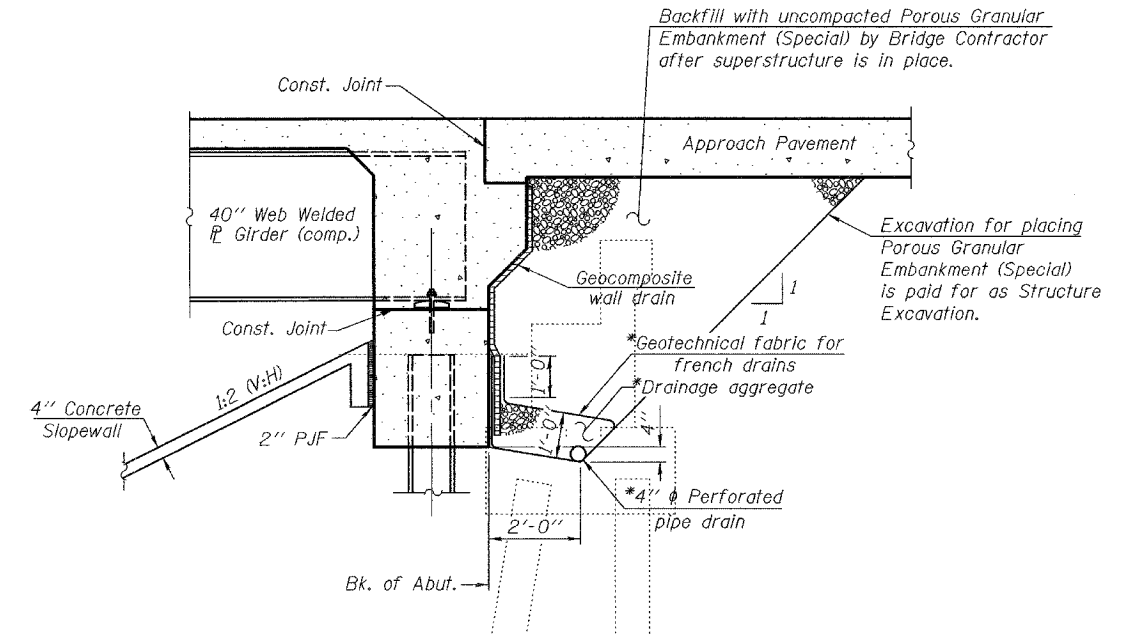


SLOPEWALL SECTION B-B



EXISTING AND PROPOSED FOOTING PILE LAYOUT AT PIER

Note: Existing plans indicate existing piles are timber piles.



SECTION THRU INTEGRAL ABUTMENT

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

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

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

STATION 461+73.82
BUILT 200 BY
STATE OF ILLINOIS
F.A.I. RTE. 80 - SEC. 37-IHBR-1
LOADING HL93
STR. NO. 037-0171

NAME PLATE
See Std. 515001

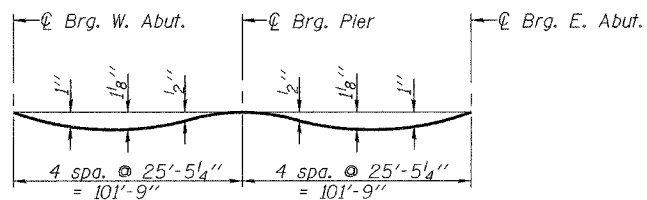
DESIGNED Michael D. Cima
CHECKED Phillip R. Litchfield
DRAWN R. Sommer
CHECKED MDC/PRL

September 25, 2006
EXAMINED Thomas J. Domagalaki
PASSED Ralph E. Anderson

GENERAL DETAILS
F.A.I. RTE. 80 SEC. 37-IHBR-1
HENRY COUNTY
STATION 461+73.82
STRUCTURE NO. 037-0171

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

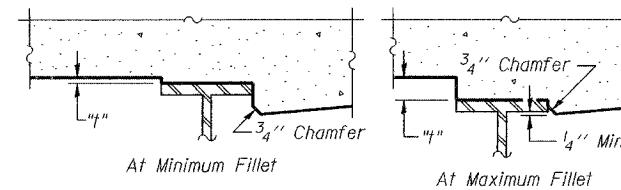
ROUTE NO.	SECTION	COUNTY	STATION	SHEET NO.	SHEET NO. 3 18 SHEETS
F.A.I. 80	37-IHBR -1	HENRY	133	66	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract #64602		



DEAD LOAD DEFLECTION DIAGRAM

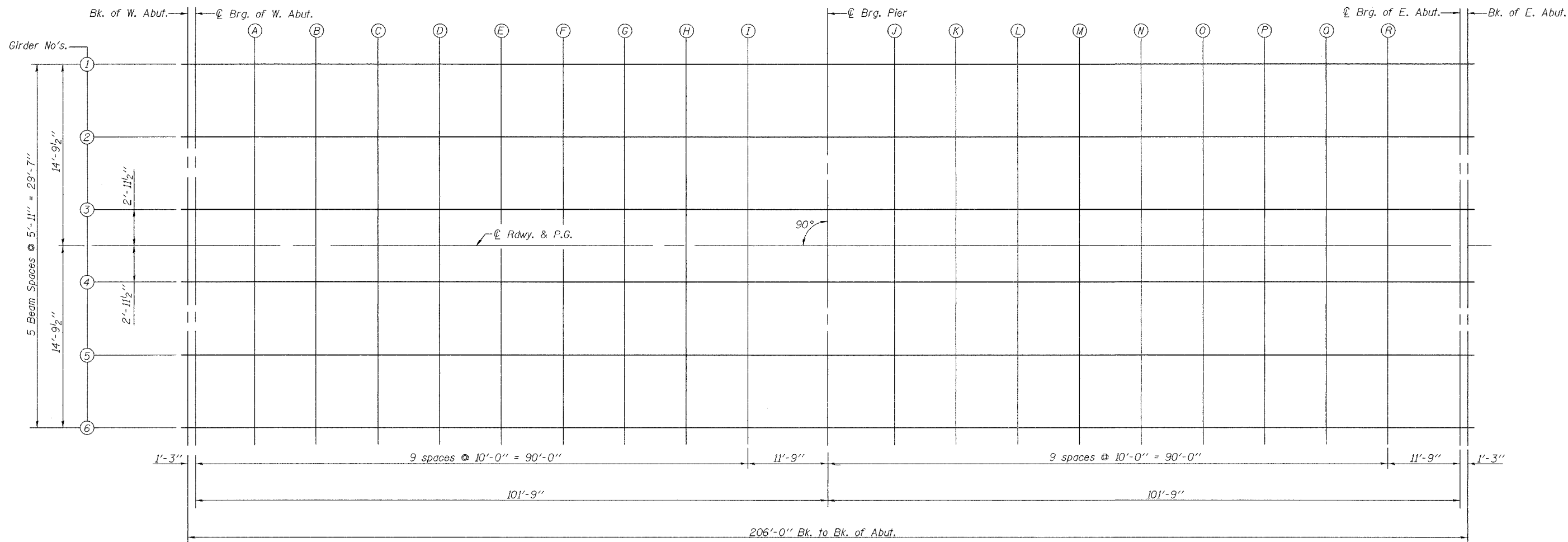
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet 4 of 18.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheet 4 of 18, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

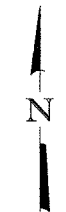


PLAN

DESIGNED	Michael D. Cima
CHECKED	Phillip R. Litchfield
DRAWN	R. Sommer
CHECKED	MDC/PRL

September 25 2006
EXAMINED *Thomas J. Demagala*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
F.A.I. RT. 80 SEC. 37-IHBR-1
HENRY COUNTY
STATION 461+73.82
STRUCTURE NO. 037-0171



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	37-IHBR-1	HENRY	135	67
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 4

18 SHEETS

Contract #64602

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	5070.90	-14.79	631.07	631.07
⊕ Brg. W. Abut.	5072.15	-14.79	631.08	631.08
A	5082.15	-14.79	631.19	631.23
B	5092.15	-14.79	631.28	631.37
C	5102.15	-14.79	631.37	631.48
D	5112.15	-14.79	631.45	631.57
E	5122.15	-14.79	631.52	631.65
F	5132.15	-14.79	631.59	631.69
G	5142.15	-14.79	631.64	631.71
H	5152.15	-14.79	631.69	631.73
I	5162.15	-14.79	631.72	631.75
⊕ Brg. Pier	5173.90	-14.79	631.76	631.76
J	5183.90	-14.79	631.78	631.80
K	5193.90	-14.79	631.79	631.83
L	5203.90	-14.79	631.79	631.86
M	5213.90	-14.79	631.78	631.88
N	5223.90	-14.79	631.77	631.89
O	5233.90	-14.79	631.74	631.86
P	5243.90	-14.79	631.71	631.82
Q	5253.90	-14.79	631.67	631.76
R	5263.90	-14.79	631.62	631.67
⊕ Brg. E. Abut.	5275.65	-14.79	631.55	631.55
Bk. E. Abut.	5276.90	-14.79	631.55	631.55

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	5070.90	-8.88	631.17	631.17
⊕ Brg. W. Abut.	5072.15	-8.88	631.19	631.19
A	5082.15	-8.88	631.29	631.34
B	5092.15	-8.88	631.39	631.48
C	5102.15	-8.88	631.48	631.59
D	5112.15	-8.88	631.56	631.68
E	5122.15	-8.88	631.63	631.75
F	5132.15	-8.88	631.69	631.79
G	5142.15	-8.88	631.75	631.82
H	5152.15	-8.88	631.79	631.84
I	5162.15	-8.88	631.83	631.86
⊕ Brg. Pier	5173.90	-8.88	631.86	631.86
J	5183.90	-8.88	631.88	631.90
K	5193.90	-8.88	631.89	631.94
L	5203.90	-8.88	631.90	631.96
M	5213.90	-8.88	631.89	631.98
N	5223.90	-8.88	631.87	632.00
O	5233.90	-8.88	631.85	631.97
P	5243.90	-8.88	631.82	631.93
Q	5253.90	-8.88	631.78	631.87
R	5263.90	-8.88	631.73	631.78
⊕ Brg. E. Abut.	5275.65	-8.88	631.66	631.66
Bk. E. Abut.	5276.90	-8.88	631.65	631.65

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	5070.90	-2.96	631.27	631.27
⊕ Brg. W. Abut.	5072.15	-2.96	631.28	631.28
A	5082.15	-2.96	631.39	631.43
B	5092.15	-2.96	631.48	631.57
C	5102.15	-2.96	631.57	631.68
D	5112.15	-2.96	631.65	631.77
E	5122.15	-2.96	631.72	631.85
F	5132.15	-2.96	631.79	631.89
G	5142.15	-2.96	631.84	631.91
H	5152.15	-2.96	631.89	631.93
I	5162.15	-2.96	631.92	631.95
⊕ Brg. Pier	5173.90	-2.96	631.96	631.96
J	5183.90	-2.96	631.98	632.00
K	5193.90	-2.96	631.99	632.03
L	5203.90	-2.96	631.99	632.06
M	5213.90	-2.96	631.98	632.08
N	5223.90	-2.96	631.97	632.09
O	5233.90	-2.96	631.94	632.06
P	5243.90	-2.96	631.91	632.02
Q	5253.90	-2.96	631.87	631.96
R	5263.90	-2.96	631.82	631.87
⊕ Brg. E. Abut.	5275.65	-2.96	631.75	631.75
Bk. E. Abut.	5276.90	-2.96	631.74	631.74

⊕ ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	5070.90	0.00	631.31	631.31
⊕ Brg. W. Abut.	5072.15	0.00	631.33	631.33
A	5082.15	0.00	631.43	631.47
B	5092.15	0.00	631.53	631.61
C	5102.15	0.00	631.62	631.73
D	5112.15	0.00	631.70	631.82
E	5122.15	0.00	631.77	631.89
F	5132.15	0.00	631.83	631.93
G	5142.15	0.00	631.89	631.96
H	5152.15	0.00	631.93	631.98
I	5162.15	0.00	631.97	632.00
⊕ Brg. Pier	5173.90	0.00	632.00	632.00
J	5183.90	0.00	632.02	632.04
K	5193.90	0.00	632.03	632.08
L	5203.90	0.00	632.03	632.10
M	5213.90	0.00	632.03	632.12
N	5223.90	0.00	632.01	632.14
O	5233.90	0.00	631.99	632.11
P	5243.90	0.00	631.96	632.07
Q	5253.90	0.00	631.92	632.01
R	5263.90	0.00	631.87	631.92
⊕ Brg. E. Abut.	5275.65	0.00	631.80	631.80
Bk. E. Abut.	5276.90	0.00	631.79	631.79

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	5070.90	2.96	631.27	631.27
⊕ Brg. W. Abut.	5072.15	2.96	631.28	631.28
A	5082.15	2.96	631.39	631.43
B	5092.15	2.96	631.48	631.57
C	5102.15	2.96	631.57	631.68
D	5112.15	2.96	631.65	631.77
E	5122.15	2.96	631.72	631.85
F	5132.15	2.96	631.79	631.89
G	5142.15	2.96	631.84	631.91
H	5152.15	2.96	631.89	631.93
I	5162.15	2.96	631.92	631.95
⊕ Brg. Pier	5173.90	2.96	631.96	631.96
J	5183.90	2.96	631.98	632.00
K	5193.90	2.96	631.99	632.03
L	5203.90	2.96	631.99	632.06
M	5213.90	2.96	631.98	632.08
N	5223.90	2.96	631.97	632.09
O	5233.90	2.96	631.94	632.06
P	5243.90	2.96	631.91	632.02
Q	5253.90	2.96	631.87	631.96
R	5263.90	2.96	631.82	631.87
⊕ Brg. E. Abut.	5275.65	2.96	631.75	631.75
Bk. E. Abut.	5276.90	2.96	631.74	631.74

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	5070.90	8.88	631.17	631.17
⊕ Brg. W. Abut.	5072.15	8.88	631.19	631.19
A	5082.15	8.88	631.29	631.34
B	5092.15	8.88	631.39	631.48
C	5102.15	8.88	631.48	631.59
D	5112.15	8.88	631.56	631.68
E	5122.15	8.88	631.63	631.75
F	5132.15	8.88	631.69	631.79
G	5142.15	8.88	631.75	631.82
H	5152.15	8.88	631.79	631.84
I	5162.15	8.88	631.83	631.86
⊕ Brg. Pier	5173.90	8.88	631.86	631.86
J	5183.90	8.88	631.88	631.90
K	5193.90	8.88	631.89	631.94
L	5203.90	8.88	631.90	631.96
M	5213.90	8.88	631.89	631.98
N	5223.90	8.88	631.87	632.00
O	5233.90	8.88	631.85	631.97
P	5243.90	8.88	631.82	631.93
Q	5253.90	8.88	631.78	631.87
R	5263.90	8.88	631.73	631.78
⊕ Brg. E. Abut.	5275.65	8.88	631.66	631.66
Bk. E. Abut.	5276.90	8.88	631.65	631.65

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	5070.90	14.79	631.07	631.07
⊕ Brg. W. Abut.	5072.15	14.79	631.08	631.08
A	5082.15	14.79	631.19	631.23
B	5092.15	14.79	631.28	631.37
C	5102.15	14.79	631.37	631.48
D	5112.15	14.79	631.45	631.57
E	5122.15	14.79	631.52	631.65
F	5132.15	14.79	631.59	631.69
G	5142.15	14.79	631.64	631.71
H	5152.15	14.79	631.69	631.73
I	5162.15	14.79	631.72	631.75
⊕ Brg. Pier	5173.90	14.79	631.76	631.76
J	5183.90	14.79	631.78	631.80
K	5193.90	14.79	631.79	631.83
L	5203.90	14.79	631.79	631.86
M	5213.90	14.79	631.78	631.88
N	5223.90	14.79	631.77	631.89
O	5233.90	14.79	631.74	631.86
P	5243.90	14.79	631.71	631.82
Q	5253.90	14.79	631.67	631.76
R	5263.90	14.79	631.62	631.67
⊕ Brg. E. Abut.	5275.65	14.79	631.55	631.55
Bk. E. Abut.	5276.90	14.79	631.55	631.55

DESIGNED Michael D. Cima
CHECKED Phillip R. Litchfield
DRAWN R. Sommer
CHECKED MDC/PRL

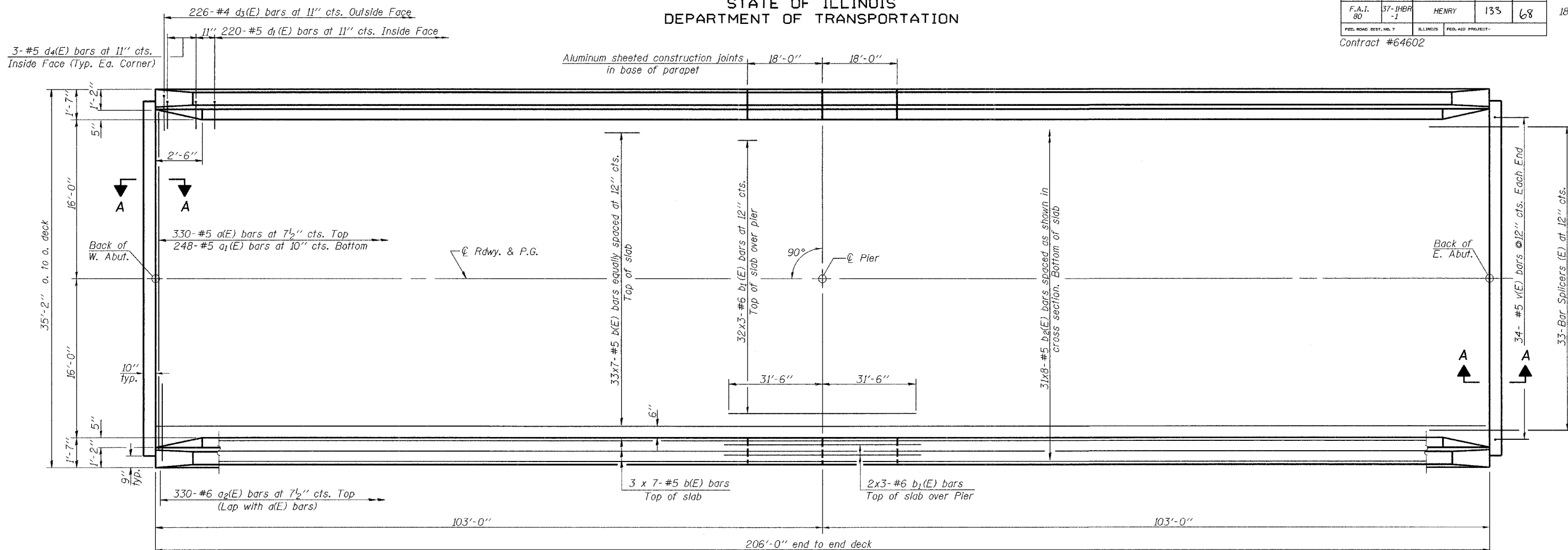
September 25, 2006
EXAMINED Thomas J. Demagalki
PASSED Ralph E. Anderson

TOP OF SLAB ELEVATIONS
F.A.I. RT. 80 SEC. 37-IHBR-1
HENRY COUNTY
STATION 461+73.82
STRUCTURE NO. 037-0171

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	37-IHBR-1	HENRY	135	68
FED. ROAD DIST. NO. 7	ILL. PROJ. NO.	FED. AID PROJECT		

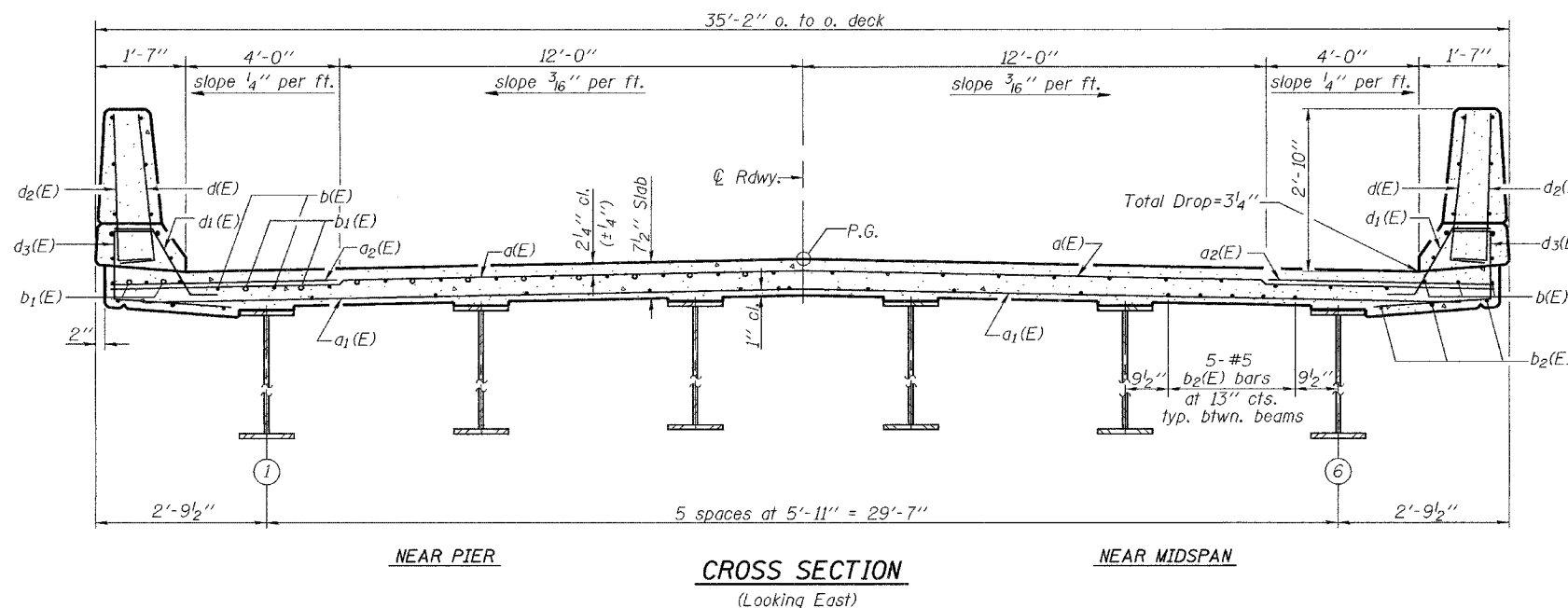
SHEET NO. 5
18 SHEETS
Contract #64602



PLAN

MIN. BAR LAP

#5 bar = 1'-8"
#6 bar = 2'-7"



NEAR PIER

CROSS SECTION
(Looking East)

NEAR MIDSPAN

Notes: See Sheet 6 of 18 for superstructure details and Bill of Material.
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 33 x 7-#5 etc. indicates 33 lines of bars with 7 lengths per line.
See Sheet 6 of 18 for parapet reinforcement.
See Sheet 7 of 18 for Section A-A.
For bar splicer details see sheet 15 of 18.

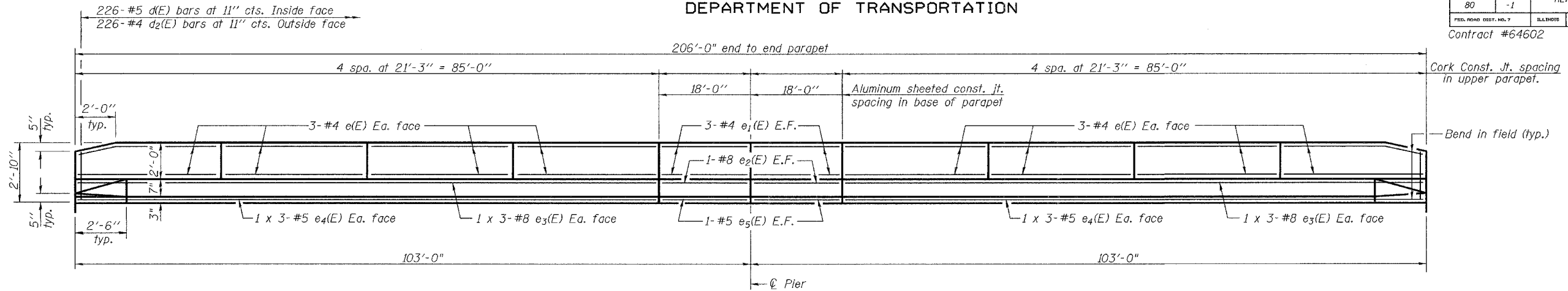
DESIGNED	Michael D. Cima
CHECKED	Phillip R. Litchfield
DRAWN	R. Sommer
CHECKED	MDC/PRL

EXAMINED	September 25, 2006	Thomas J. Demagalki
PASSED		Ralph E. Anderson

SUPERSTRUCTURE
F.A.I. RT. 80 SEC. 37-IHBR-1
HENRY COUNTY
STATION 461+73.82
STRUCTURE NO. 037-0171

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

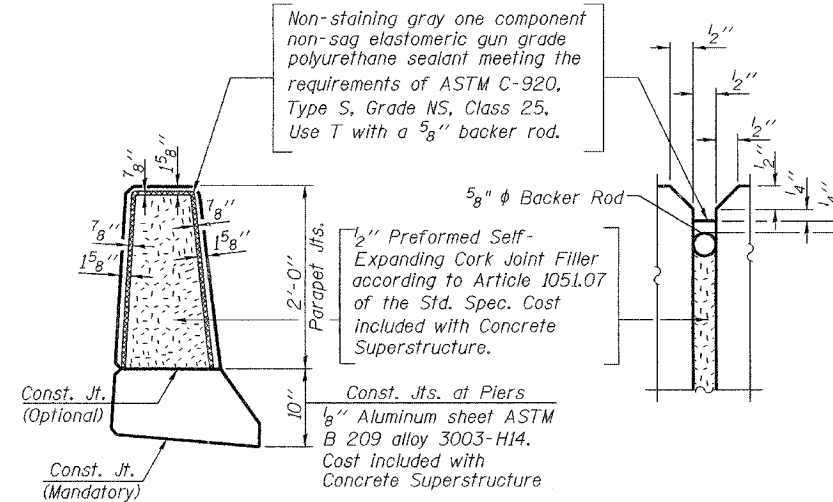
ROUTE NO.	SECTION	COUNTY	STATION	SHEET NO.	SHEET NO. 6 18 SHEETS
F.A.I. 80	37-IHBR-1	HENRY	133	69	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-	Contract #64602		



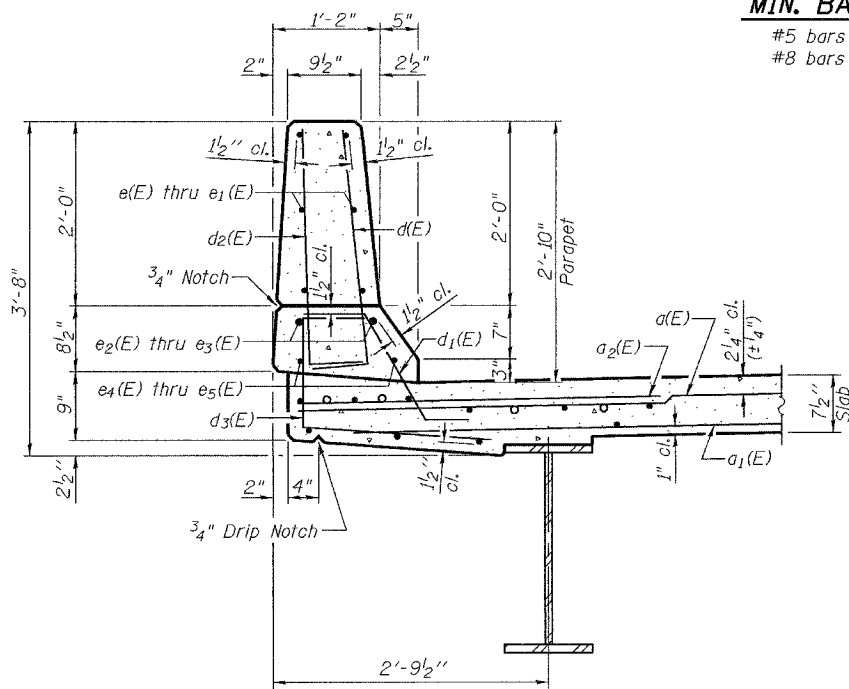
MIN. BAR LAPS

#5 bars = 1'-8"
#8 bars = 3'-5"

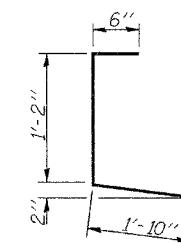
INSIDE ELEVATION OF PARAPET



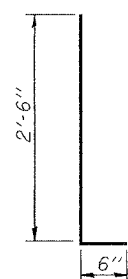
PARAPET JOINT DETAILS



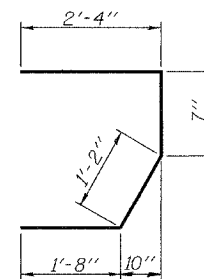
SECTION THRU PARAPET



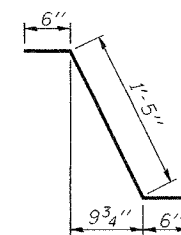
BAR d3(E)



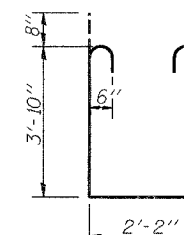
BARS d(E) & d2(E)



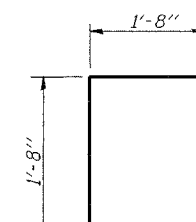
BAR s(E)



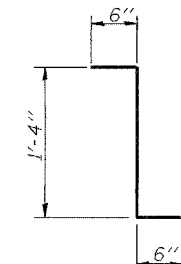
BAR d1(E)



BAR s1(E)



BAR v(E)



BAR d4(E)

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
d(E)	330	#5	34'-6"	—
d1(E)	248	#5	33'-6"	—
d2(E)	660	#6	6'-0"	—
b(E)	273	#5	30'-10"	—
b1(E)	108	#6	22'-9"	—
b2(E)	248	#5	27'-2"	—
d(E)	452	#5	3'-0"	—
d1(E)	440	#5	2'-5"	—
d2(E)	452	#4	3'-0"	—
d3(E)	452	#4	3'-6"	—
d4(E)	12	#5	2'-4"	—
e(E)	96	#4	20'-11"	—
e1(E)	24	#4	17'-8"	—
e2(E)	8	#8	17'-8"	—
e3(E)	24	#8	30'-6"	—
e4(E)	24	#5	29'-4"	—
e5(E)	8	#5	17'-8"	—
m(E)	4	#6	33'-4"	—
m1(E)	6	#6	34'-9"	—
m2(E)	24	#6	8'-0"	—
m3(E)	10	#6	5'-7"	—
m4(E)	4	#6	2'-7"	—
s(E)	72	#5	5'-9"	—
s1(E)	62	#4	11'-2"	—
v(E)	68	#5	3'-4"	—
Reinforcement Bars, Epoxy Coated		Pound	57370	
Concrete Superstructure		Cu. Yds.	243.0	

Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 1 x 3-#5 etc. indicates 1 line of bars with 3 lengths per line.

SUPERSTRUCTURE DETAILS
F.A.I. RT. 80 SEC. 37-IHBR-1
HENRY COUNTY
STATION 461+73.82
STRUCTURE NO. 037-0171

DESIGNED Michael D. Cima
CHECKED Phillip R. Litchfield
DRAWN R. Sommer
CHECKED MDC/PRL

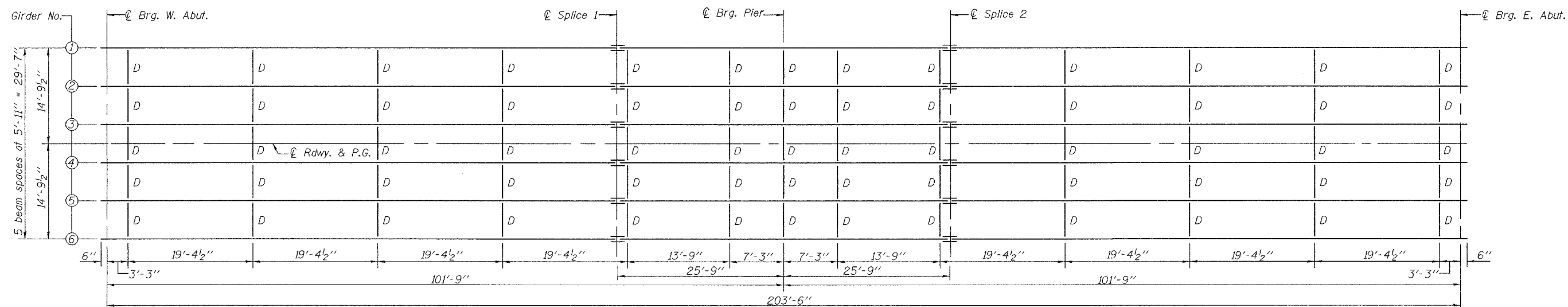
September 25, 2006
EXAMINED Thomas J. Domagala
PASSED Ralph E. Anderson

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

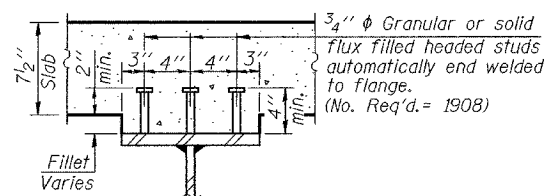
ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
F.A.I. 80	37-IHBR-1	HENRY	133	71
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract #64602

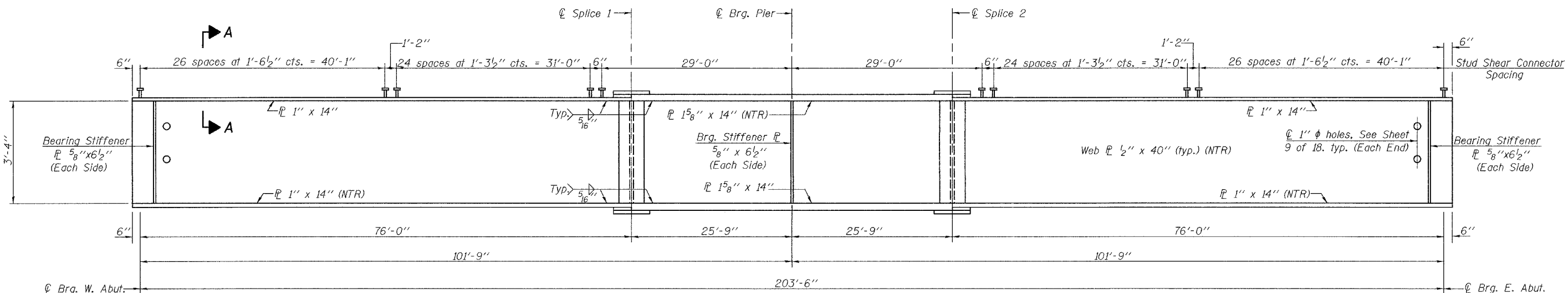
SHEET NO. 8
18 SHEETS



FRAMING PLAN



SECTION A-A



GIRDER ELEVATION

*TOP OF WEB ELEVATIONS

Location	℄ Brg. W. Abut.	℄ Splice 1	℄ Brg. Pier	℄ Splice 2	℄ Brg. E. Abut.
Girder 1	630.31	630.83	630.89	630.95	630.78
Girder 2	630.42	630.94	631.00	631.06	630.89
Girder 3	630.51	631.03	631.09	631.15	630.98
Girder 4	630.51	631.03	631.09	631.15	630.98
Girder 5	630.42	630.94	631.00	631.06	630.89
Girder 6	630.31	630.83	630.89	630.95	630.78

*For fabrication only.

DESIGNED	Michael D. Cima
CHECKED	Phillip R. Litchfield
DRAWN	R. Sommer
CHECKED	MDC/PRL

September 25, 2006
 EXAMINED *Thomas J. Domagala*
 PASSED *Ralph E. Anderson*
 ENGINEER OF BRIDGE DESIGN
 ENGINEER OF BRIDGES AND STRUCTURES

Notes: "NTR" denotes plates to which Notch Toughness Requirements are applicable. All plates of the girders, including stiffeners, shall be AASHTO M270 Grade 50. For remainder of structural steel details see sheet 9 of 18.

STRUCTURAL STEEL
 F.A.I. RT. 80 SEC. 37-IHBR-1
 HENRY COUNTY
 STATION 461+73.82
 STRUCTURE NO. 037-0171

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 9
F.A.I. 80	37-IHBR-1	HENRY	133	72	18 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #64602

		0.4 Sp. 1 & 0.6 Sp. 2	Pier
Is	(in ⁴)	14436	22385
Ic (n)	(in ⁴)	32007	
Ic (3n)	(in ⁴)	23694	
Ss	(in ³)	687	1035
Sc (n)	(in ³)	910	
Sc (3n)	(in ³)	831	
Z	(in ³)		
DC1	(k/ft.)	0.764	0.836
M DC1	('k)	500.0	1146.8
DC2	(k/ft.)	0.15	0.15
M DC2	('k)	117.1	173.2
DW	(k/ft.)	0.296	0.296
M DW	('k)	231.0	341.8
M _± +Imp	('k)	1172.0	1044.3
Ma (Strength I)	('k)	3168.9	3990.3
φMn	('k)	4593	
fs DC1	(k.s.i.)	8.73	13.30
fs DC2	(k.s.i.)	1.69	2.01
fs DW	(k.s.i.)	3.34	3.96
fs 1.3 (L+I)	(k.s.i.)	20.09	15.74
fs (Service II)	(k.s.i.)	33.85	35.01
fs (Total)(Strength I)	(k.s.i.)		46.27
Vsr	(k)	25.1	

		Abutts.	Pier
R DC1	(k)	27.8	103.5
R DC2+DW	(k)	17.6	55.5
R _±	(k)	57.1	113.6
R Imp.	(k)	18.8	23.4
R (Total)	(k)	121.3	296.0

Is and Ss are the moment of inertia and section modulus of the steel section used in computing fs due to non-composite loads.

Ic(n) and Sc(n) are the moment of inertia and section modulus of the composite section used in computing fs due to short-term composite loads.

Ic(3n) and Sc(3n) are the moment of inertia and section modulus of the composite section used in computing fs due to long-term composite loads.

DC1 is the dead load acting on the non-composite section.

DC2 is the dead load acting on the long-term composite section.

DW is the dead load acting on the long-term composite section due to wearing surface.

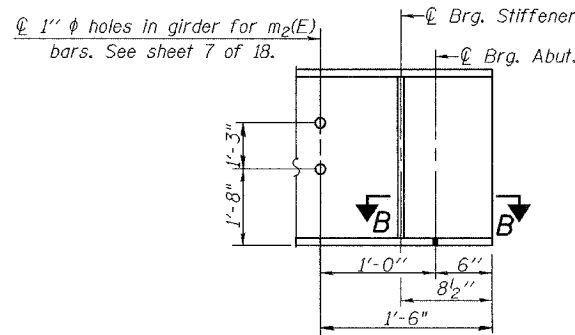
Ma (Strength I)=1.25 M(DC1+DC2)+1.5M (DW)+1.75 M(L+Imp).

φMn is the full plastic moment capacity computed in accordance with appendix D6.1 and 6.10.7.

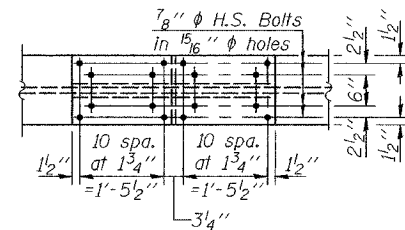
fs (Service II) is the sum of the stresses due to DC1+DC2+DW+1.3(L+Imp).

fs (Total) (Strength I) (Non-compact section) is the sum of the stresses due to 1.25(DC1+DC2)+1.5DW+1.75(L+Imp).

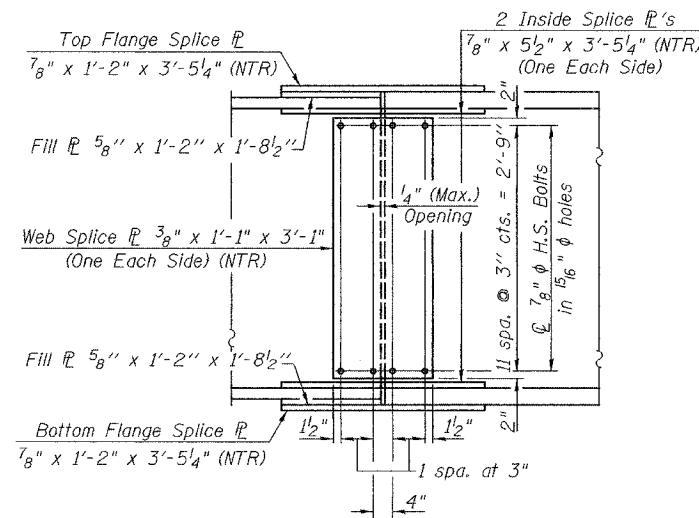
Vsr is the maximum shear range in the span 0.75 (L+Imp).



TYP. END OF GIRDER ELEVATION



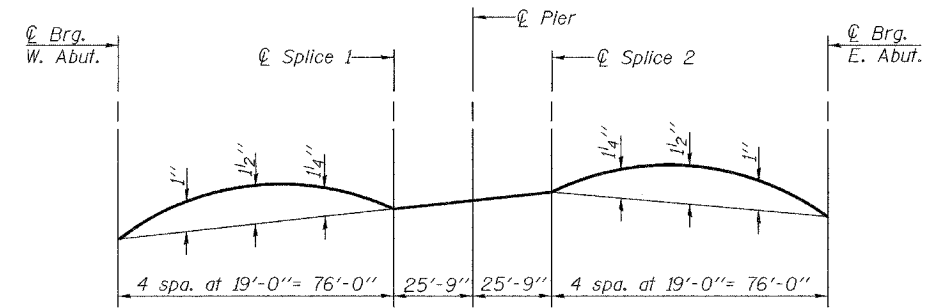
TOP & BOTTOM FLANGE P



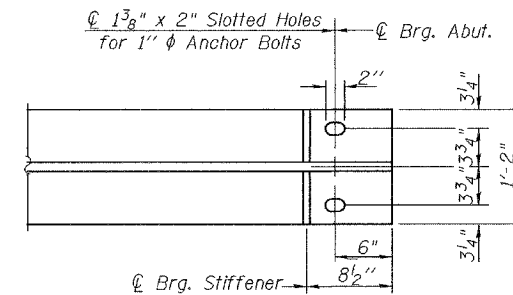
SPLICE DETAILS

(12 Required)

For Splice locations 1 & 2.

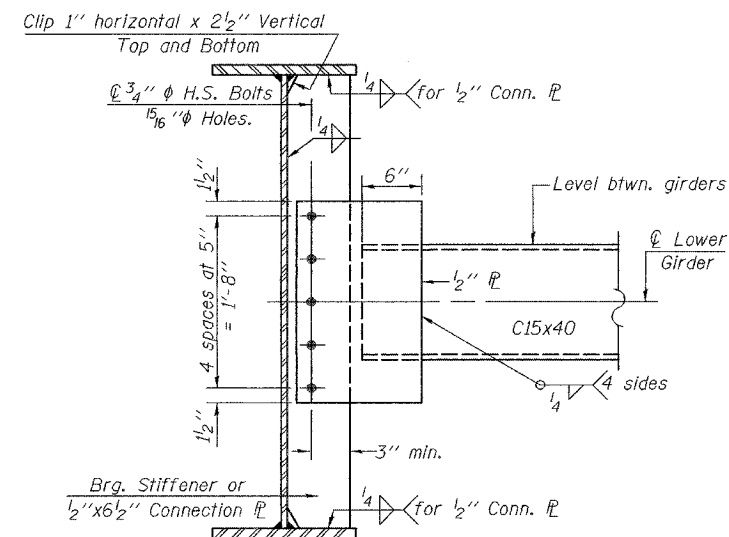


CAMBER DIAGRAM



SECTION B-B

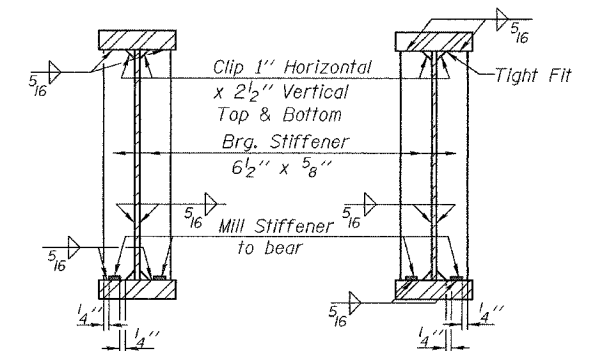
Note: All structural steel for splice plates shall be AASHTO M 270 Grade 50.



DIAPHRAGM D

(65 Required)

Note: Two hardened washers shall be required for all 1 5/16" holes in diaphragms.



SECTION AT PIER

SECTION AT ABUTMENTS

BEARING STIFFENER P's

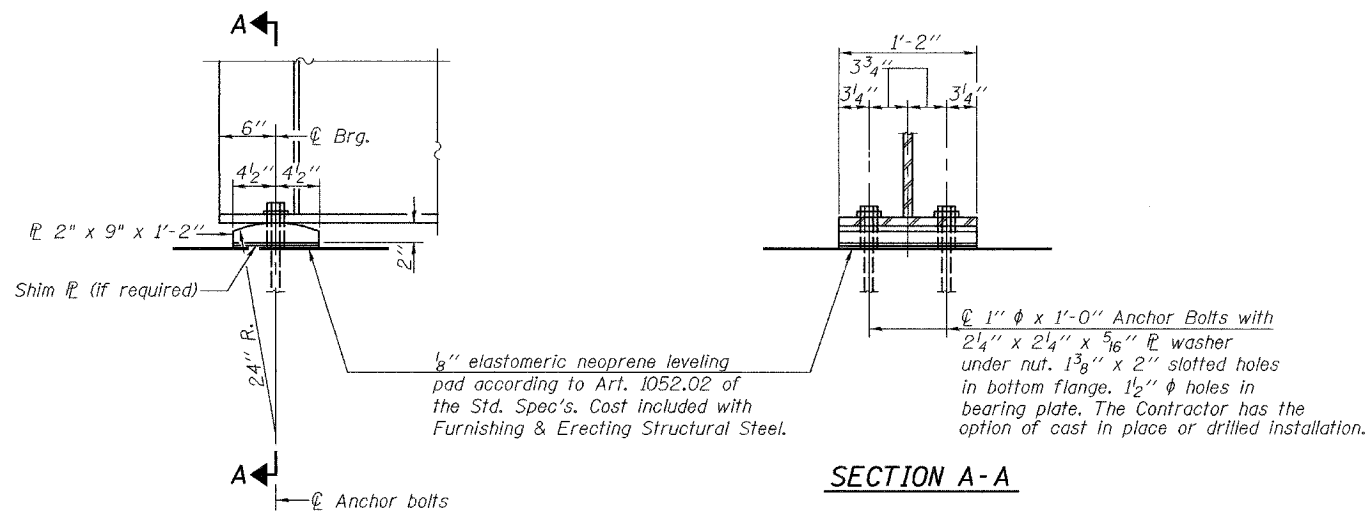
DESIGNED	Michael D. Cima
CHECKED	Phillip R. Litchfield
DRAWN	R. Sommer
CHECKED	MDC/PRL

EXAMINED	Thomas J. Domagalaki	September 25, 2006
PASSED	Ralph E. Anderson	

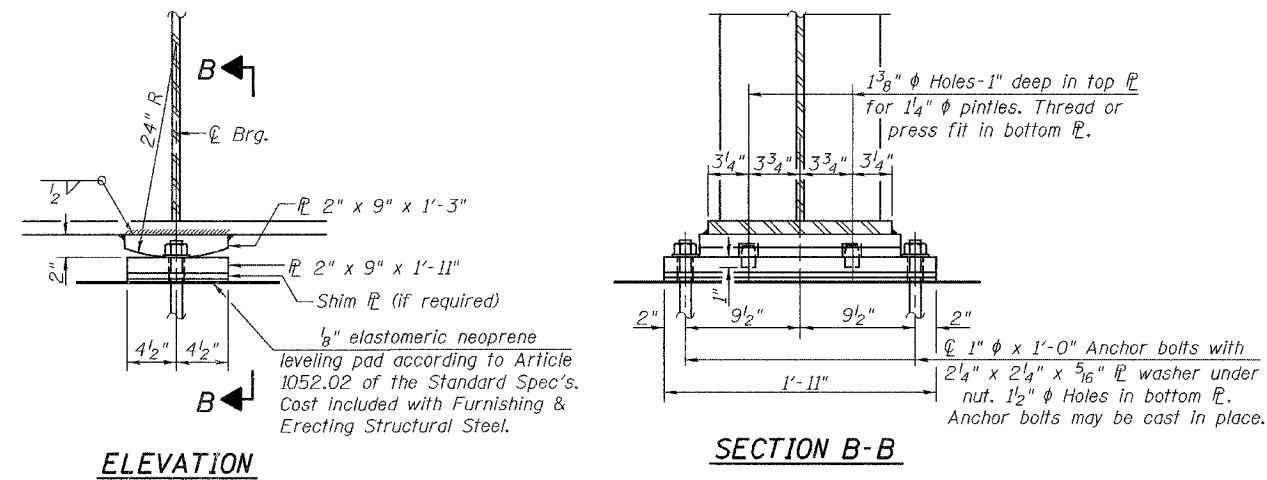
STRUCTURAL STEEL DETAILS
F.A.I. RT. 80 SEC. 37-IHBR-1
HENRY COUNTY
STATION 461+73.82
STRUCTURE NO. 037-0171

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

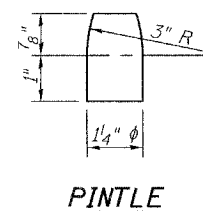
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 10
F.A.I. 80	37-IHBR-1	HENRY	133	73	18 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract #64602		



FIXED BEARINGS AT ABUTMENTS
(12 Required)



FIXED BEARINGS AT PIER
(6 Required)



Note: For Anchor Bolt details, See Sheet 11 of 18.
All bearing plates shall be AASHTO M270 Grade 50.

DESIGNED	Michael D. Cima
CHECKED	Phillip R. Litchfield
DRAWN	R. Sommer
CHECKED	MDC/PRL

September 25 2006
EXAMINED *Thomas J. Domagalaki*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

BEARING DETAILS
F.A.I. RT. 80 SEC. 37-IHBR-1
HENRY COUNTY
STATION 461+73.82
STRUCTURE NO. 037-0171

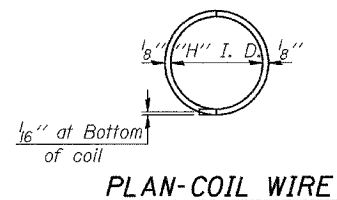
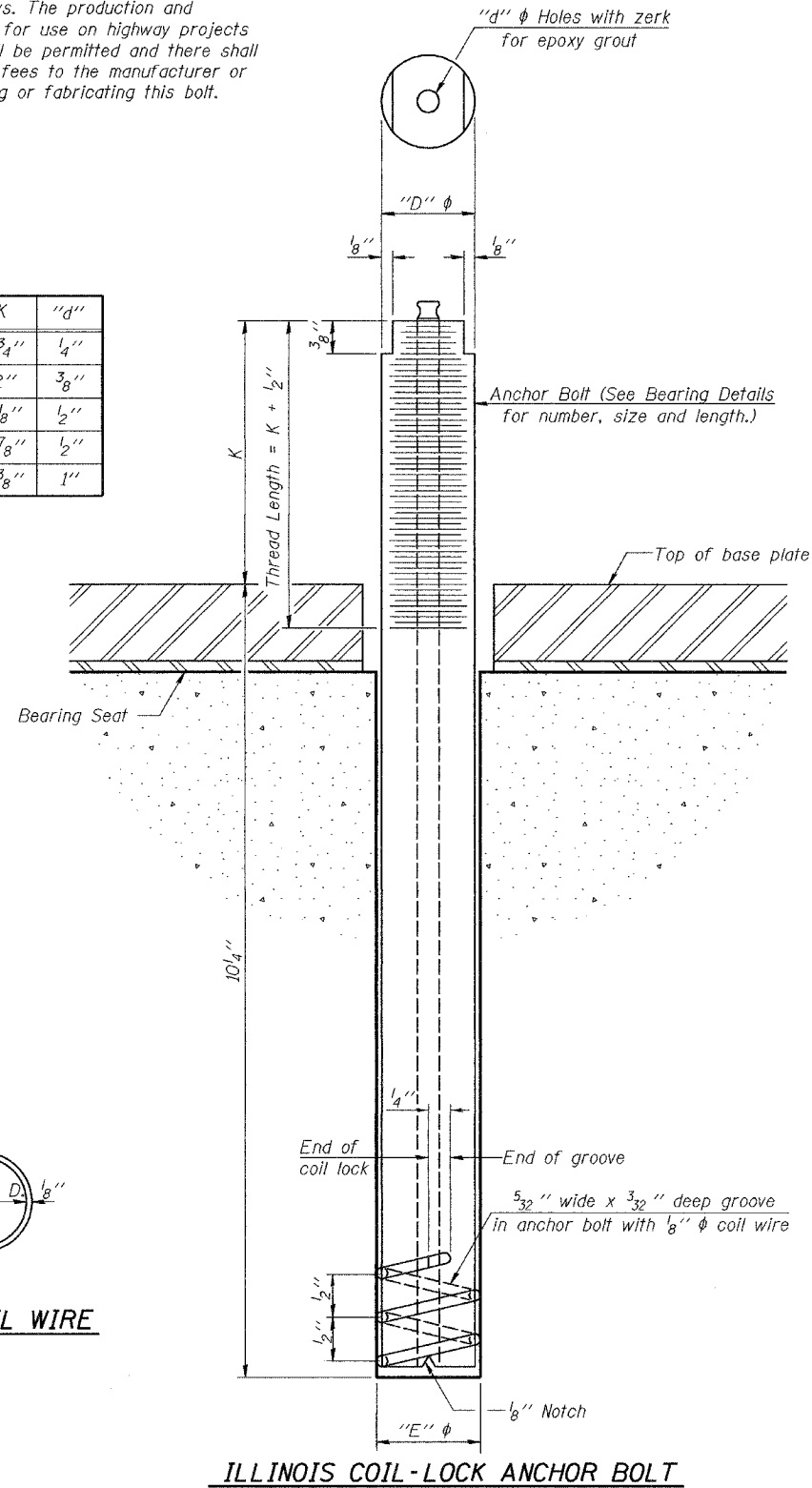
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATION	SHEET	SHEET NO. 11
F.A.I. 80	37-IHBR-1	HENRY	133	74	18 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #64602

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

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



MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

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

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

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

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.

- The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:
1. A threaded rod stud with nut and washer of the type specified.
 2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
Abuts.	A325
Piers	A325

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

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.
Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.
The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for Furnishing and Erecting Structural Steel.

DESIGNED	Michael D. Cima
CHECKED	Phillip R. Litchfield
DRAWN	R. Sommer
CHECKED	MDC/PRL

September 25, 2006	
EXAMINED	Thomas J. Domagalaki
PASSED	Ralph E. Anderson

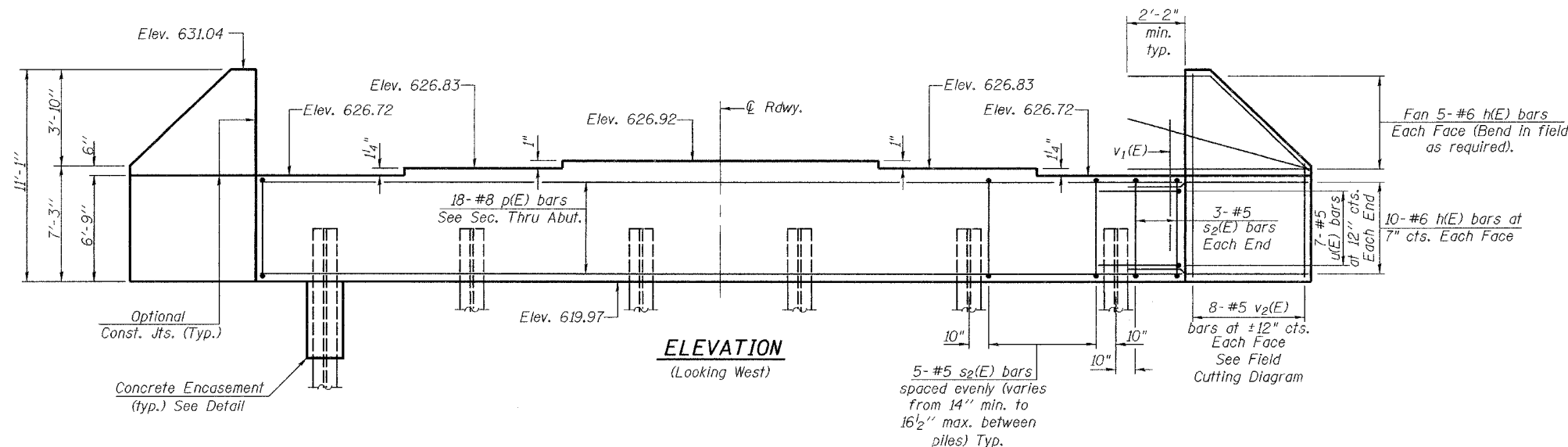
ABB-1 10-22-04

**ANCHOR BOLT DETAILS
FOR BEARINGS
F.A.I. RT. 80 SEC. 37-IHBR-1
HENRY COUNTY
STATION 461+73.82
STRUCTURE NO. 037-0171**

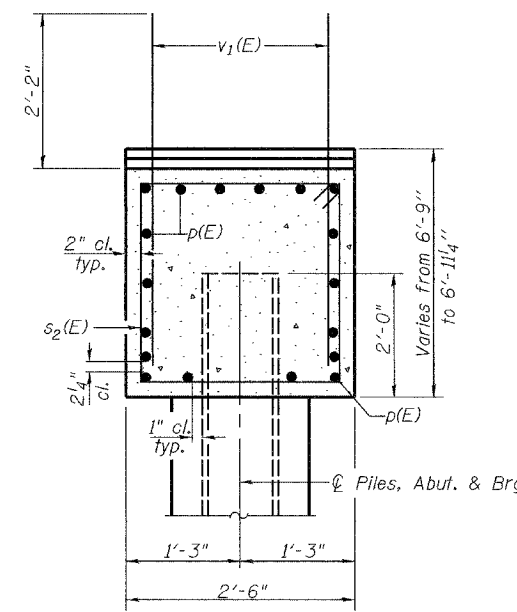
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATION	SHEET NO.	SHEET NO. 12
F.A.I. 80	37-1HBR-1	HENRY	133	75	18 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract #64602		

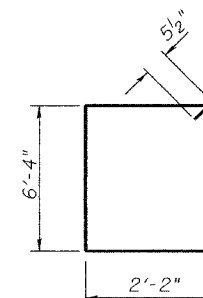
Notes:
Pour steps monolithically with cap.
Reinforcement bars designated (E) shall be epoxy coated.
Space reinforcement in cap to miss anchor bolts.
For anchor bolt installation details see sheet 11 of 18.



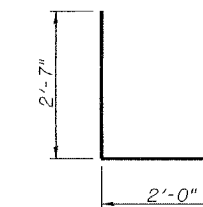
ELEVATION
(Looking West)



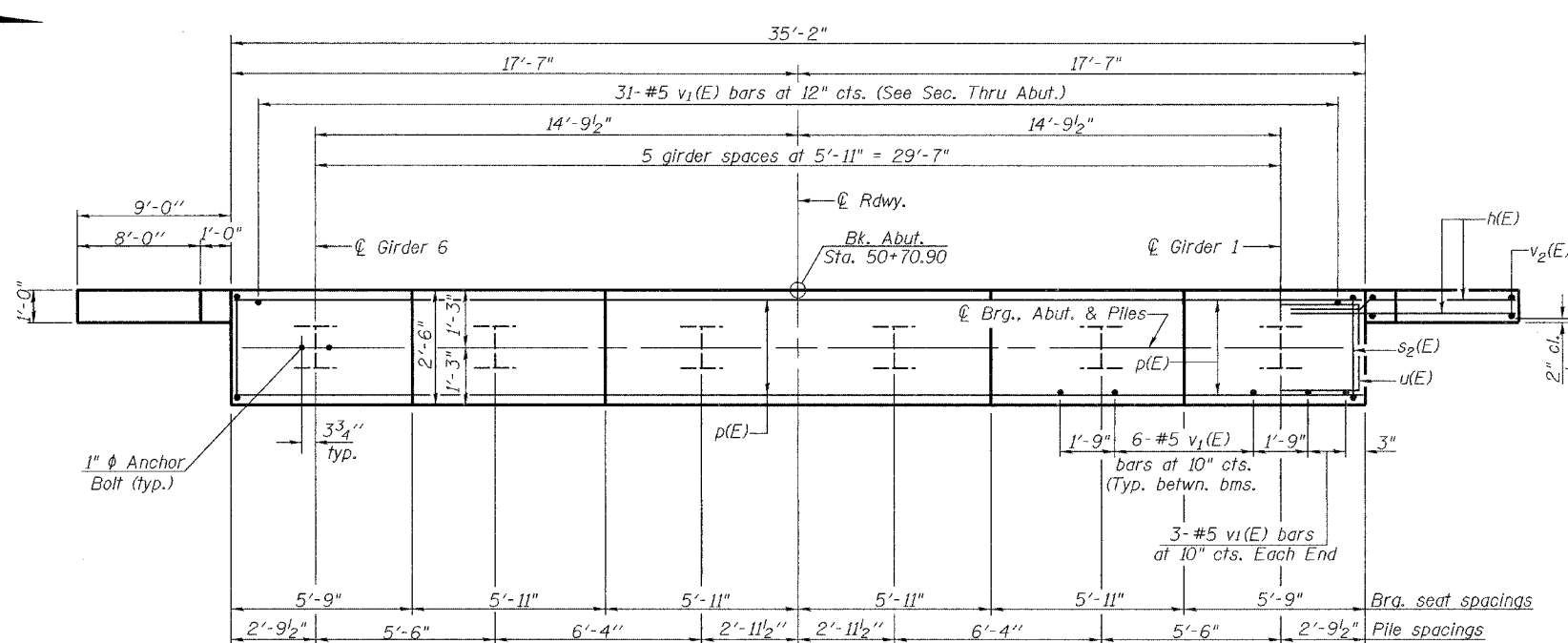
SEC. THRU ABUT.



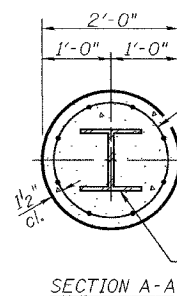
BAR s2(E)



BAR u(E)



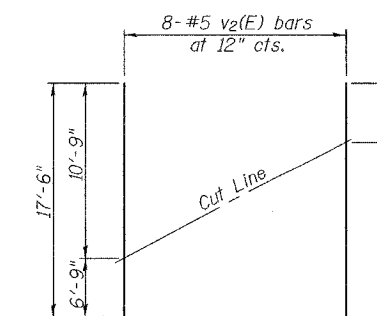
PLAN



SECTION A-A

Welded wire fabric
6x6-W4.0xW4.0
weighing 58#/100 sq. ft.
The cost of Excavation,
Concrete Encasement and
Reinforcement is included
with Furnishing Piles.
Forms for Encasement may
be omitted when soil
conditions permit.

PILE ENCASEMENT DETAIL



FIELD CUTTING DIAGRAM

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

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	60	#6	11'-10"	—
p(E)	18	#8	34'-10"	—
s2(E)	31	#5	17'-11"	□
u(E)	14	#5	7'-2"	□
v1(E)	67	#5	4'-4"	—
v2(E)	16	#5	17'-6"	—
Concrete Structures		Cu. Yd.	28.4	
Reinforcement Bars, Epoxy Coated		Pound	4020	
Furnishing Steel Piles HP12x63		Foot	432	
Driving Piles		Foot	432	
Structure Excavation		Cu. Yd.	87.5	

WEST ABUTMENT
F.A.I. RT. 80 SEC. 37-1HBR-1
HENRY COUNTY
STATION 461+73.82
STRUCTURE NO. 037-0171

DESIGNED	Michael D. Cima
CHECKED	Phillip R. Litchfield
DRAWN	R. Sommer
CHECKED	MDC/PRL

EXAMINED	Thomas J. Domagalaki	September 25, 2006
PASSED	Ralph E. Anderson	

PILE DATA

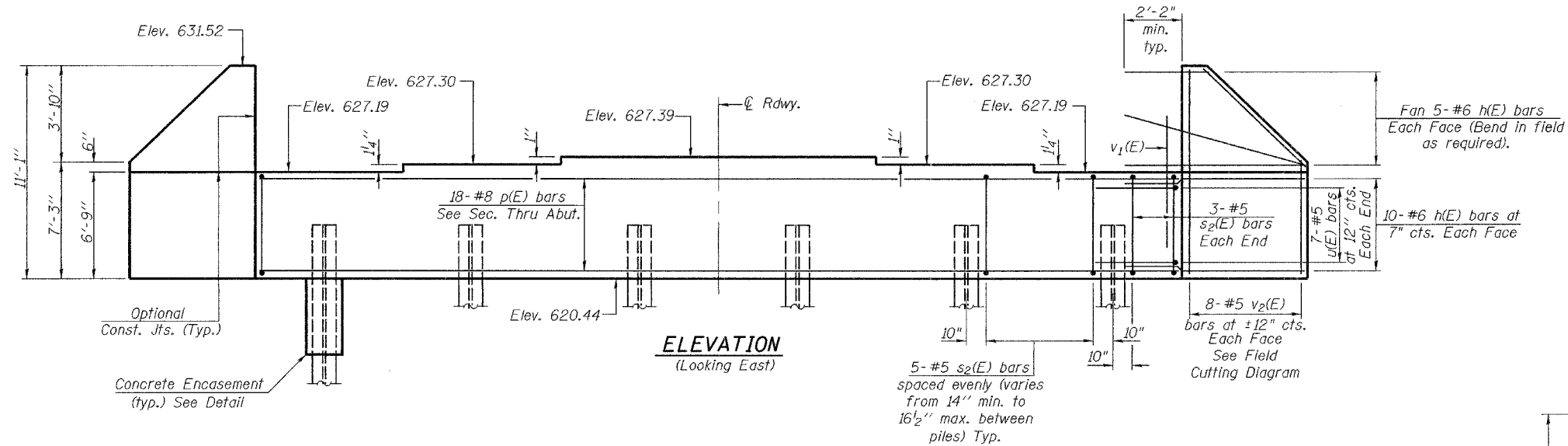
Type: Steel HP12x63
Nominal Required Bearing: 459 kips
Factored Resistance Available: 229.5 kips
Est. Length: 72'
No. of Production Piles: 6

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

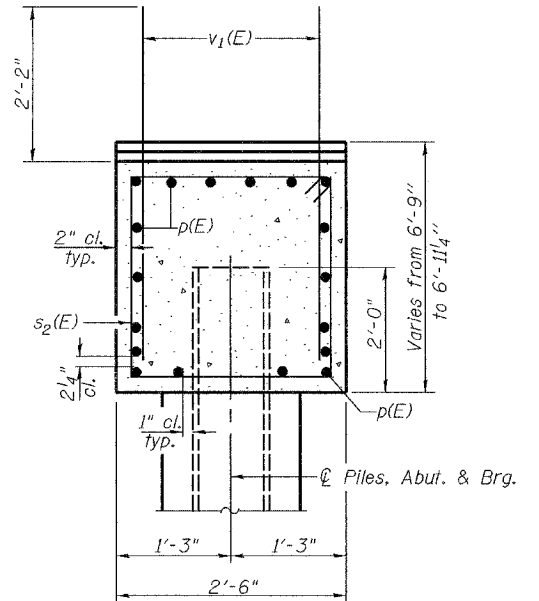
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 13 18 SHEETS
F.A.I. 80	37-1HBR-1	HENRY	133	76	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract #64602

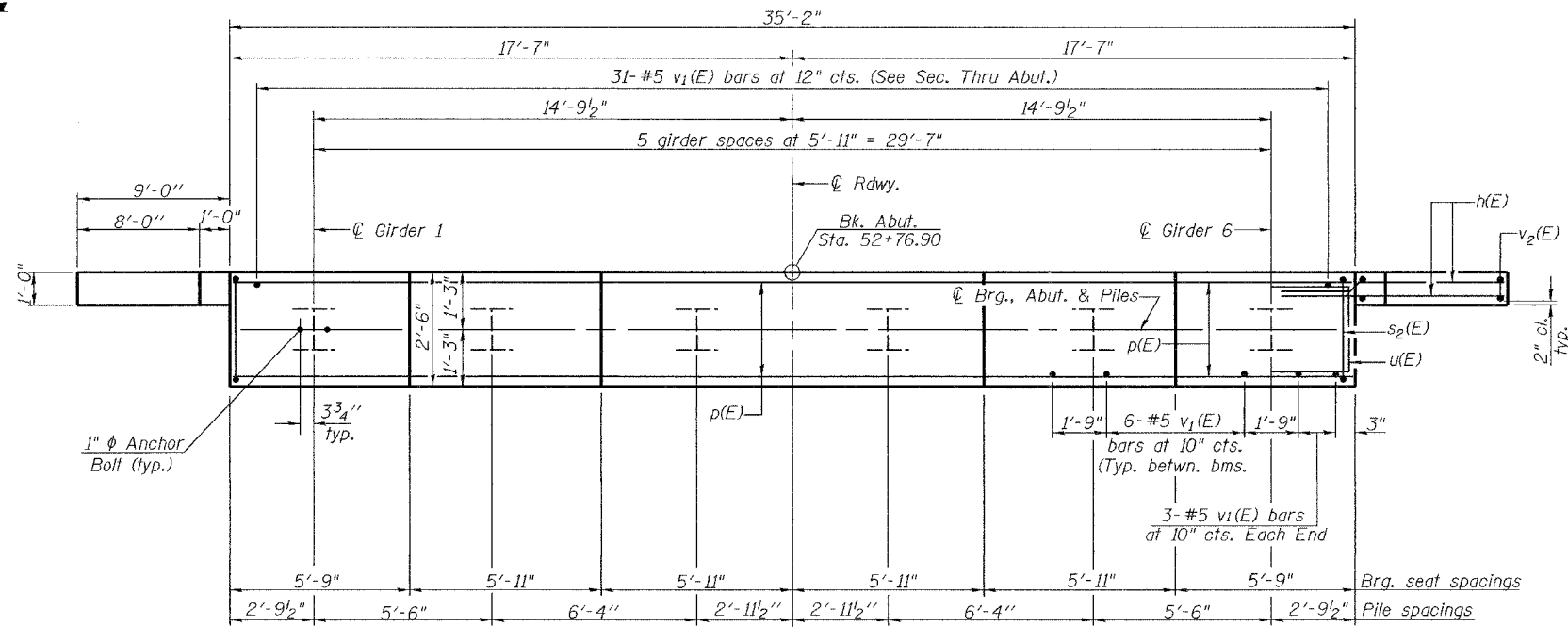
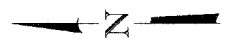
Notes:
Pour steps monolithically with cap.
Reinforcement bars designated (E) shall be epoxy coated.
Space reinforcement in cap to miss anchor bolts.
For anchor bolt installation details see sheet 11 of 18.



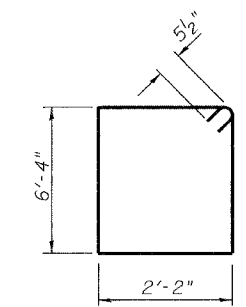
ELEVATION
(Looking East)



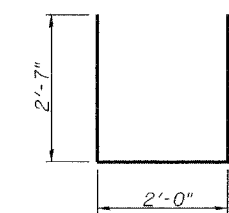
SEC. THRU ABUT.



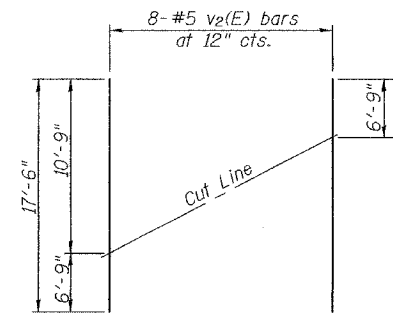
PLAN



BAR s2(E)



BAR u(E)



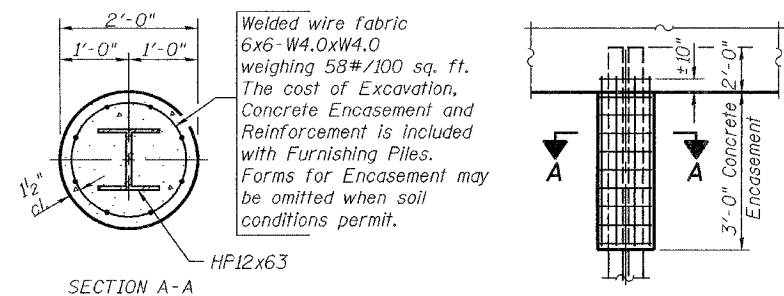
FIELD CUTTING DIAGRAM

BILL OF MATERIAL

Bar No.	Size	Length	Shape
h(E)	#6	11'-10"	—
p(E)	#8	34'-10"	—
s2(E)	#5	17'-11"	□
u(E)	#5	7'-2"	□
v1(E)	#5	4'-4"	—
v2(E)	#5	17'-6"	—
Concrete Structures			Cu. Yd. 28.4
Reinforcement Bars, Epoxy Coated			Pound 4020
Furnishing Steel Piles HP12x63			Foot 370
Driving Piles			Foot 370
Structure Excavation			Cu. Yd. 87.5
Test Pile Steel HP 12x63			Each 1

PILE DATA

Type: Steel HP12x63
Nominal Required Bearing: 450 kips
Factored Resistance Available: 225 kips
Est. Length: 74'
No. of Production Piles: 5
No. of Test Piles: 1



PILE ENCASEMENT DETAIL

DESIGNED	Michael D. Cima
CHECKED	Phillip R. Litchfield
DRAWN	R. Sommer
CHECKED	MDC/PRL

September 25, 2006
EXAMINED *Thomas J. Donagale*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

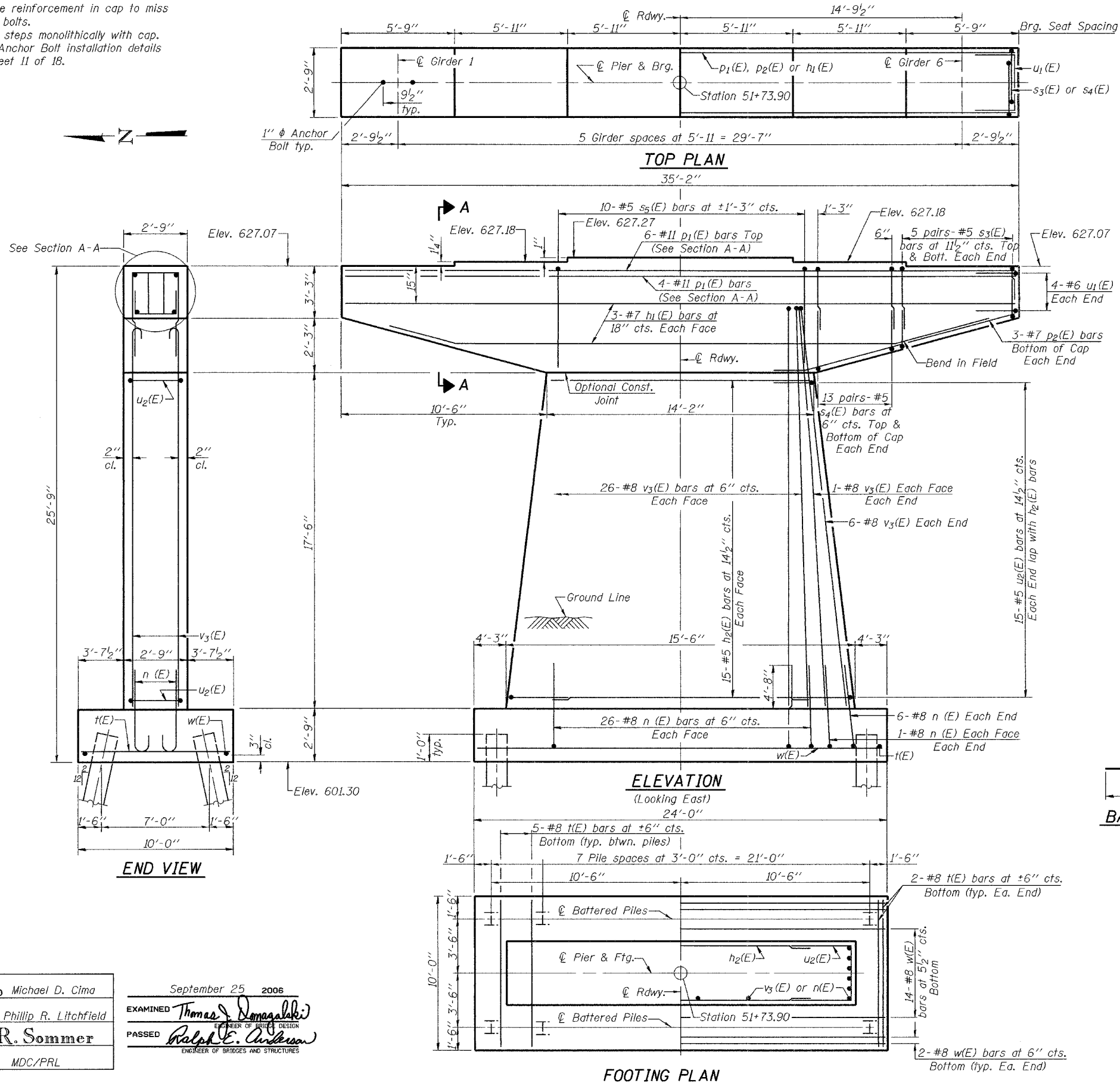
EAST ABUTMENT
F.A.I. RT. 80 SEC. 37-1HBR-1
HENRY COUNTY
STATION 461+73.82
STRUCTURE NO. 037-0171

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATION	SHEET NO.	SHEET NO. 14 18 SHEETS
F.A.I. 80	37-IHBR-1	HENRY	133	77	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

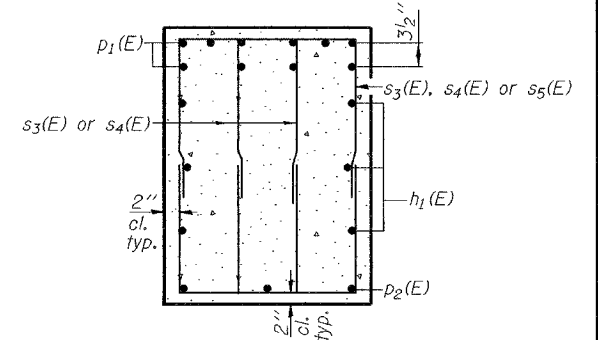
Contract #64602

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For Anchor Bolt installation details See sheet 11 of 18.



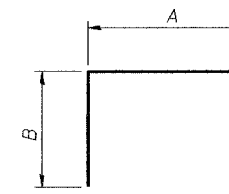
PILE DATA

Type: Steel HP12x63
Nominal Required Bearing: 442.8 kips
Factored Resistance Available: 221.4 kips
Est. Length: 55'
No. of Production Piles: 15
No. of Test Piles: 1



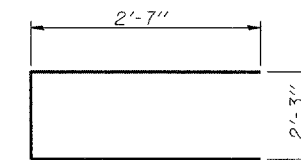
SECTION A-A

BARS s3(E), s4(E) & s5(E)

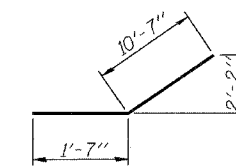


A & B DIMENSIONS

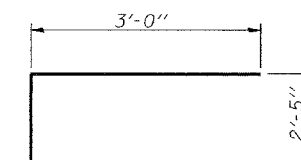
Bar	A	B
s3(E)	1'-5"	3'-0"
s4(E)	1'-5"	3'-8"
s5(E)	2'-4"	5'-2"



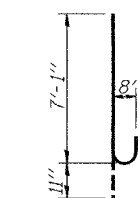
BAR u1(E)



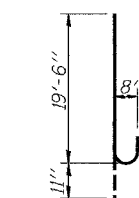
BAR p2(E)



BAR u2(E)



BAR n(E)



BAR v3(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	6	#7	34'-10"	—
h2(E)	30	#5	13'-10"	—
n(E)	68	#8	8'-0"	—
p1(E)	10	#11	34'-10"	—
p2(E)	6	#7	12'-2"	—
s3(E)	40	#5	7'-5"	□
s4(E)	104	#5	8'-9"	□
s5(E)	10	#5	12'-8"	□
t(E)	39	#8	9'-8"	—
u1(E)	8	#6	7'-5"	—
u2(E)	30	#5	8'-5"	—
v3(E)	68	#8	20'-5"	—
w(E)	18	#8	23'-8"	—
Structure Excavation		Cu. Yd.	87.0	
Concrete Structures		Cu. Yd.	68.4	
Reinforcement Bars, Epoxy Coated		Pound	11910	
Furnishing Steel Piles HP12x63		Foot	825	
Driving Piles		Foot	825	
Test Pile Steel HP12x63		Each	1	

Reinforcement Bars designated (E) shall be epoxy coated.

PIER
F.A.I. RT. 80 SEC. 37-IHBR-1
HENRY COUNTY
STATION 461+73.82
STRUCTURE NO. 037-0171

DESIGNED	Michael D. Cima
CHECKED	Phillip R. Litchfield
DRAWN	R. Sommer
CHECKED	MDC/PRL

September 25 2006
EXAMINED *Thomas J. Donagale*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

FOOTING PLAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 17 18 SHEETS
F.A.I. 80	37-1HBR-1	HENRY	133	80	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #64602

Illinois Department of Transportation
Division of Highways
District 2 Materials

SOIL BORING LOG

Page 1 of 2 Date 7/14/94

ROUTE FAU 5862 DESCRIPTION Poppy Garden Rd over I-80 at E. edge of Colona LOGGED BY S. Mendoza

SECTION 37-1HBR-1 LOCATION SEC. 13 & 14, TWP. 17N, RING. 1E, 4 PM

COUNTY Henry DRILLING METHOD HAMMER TYPE

STRUCT. NO. 037-0093
Station 51+74.40

BORING NO. B-3
Station 49+40
Offset 22.50ft Lt
Ground Surface Elev. 607.79 ft

DEPTH (ft)	SOIL DESCRIPTION	DRILLING METHOD	BLOWS	WASH	REMARKS	DEPTH (ft)	SOIL DESCRIPTION	DRILLING METHOD	BLOWS	WASH	REMARKS
0	Bituminous Shoulder					0	None				
0.5	Soft black Silty Loam	P	21			3	Medium gray Silt w/Sand lens		3	1.6	50
1.7	Stiff gray Sandy Loam	S	22			3	Stream Bed Elev.		3		
4.0						7	Groundwater Elev.:		7		
5.0						4	Upon Completion		4		
6.0						3	First Encounter		3		
8.0	Medium gray mottled rust Silty Loam	B	31			5	Medium tan fine Sand		5		
10.0						6			6		
12.0	Medium rusty Clay Loam	B	49			1	Medium tan fine Sand		1		
14.0						9			9		
16.0						14			14		
18.0	Medium tan fine Sand					2	Medium brown fine Sand		2		
20.0						4			4		
22.0						12			12		
24.0	Medium same as above					5	Wash		5		
26.0						6	No recovery		6		
28.0						13	Evidence of Medium fine Sand		13		
30.0	Medium same as above					5			5		
32.0						6			6		
34.0						13			13		
36.0						5			5		
38.0						13			13		
40.0	Stiff brown Clay Loam w/Sand lenses					10	No recovery		10		
42.0						13	Presumably Dense fine Sand		13		
44.0						19			19		
46.0						19			19		
48.0						19			19		
50.0						40			40		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District 2 Materials

SOIL BORING LOG

Page 2 of 2 Date 7/14/94

ROUTE FAU 5862 DESCRIPTION Poppy Garden Rd over I-80 at E. edge of Colona LOGGED BY S. Mendoza

SECTION 37-1HBR-1 LOCATION SEC. 13 & 14, TWP. 17N, RING. 1E, 4 PM

COUNTY Henry DRILLING METHOD HAMMER TYPE

STRUCT. NO. 037-0093
Station 51+74.40

BORING NO. B-3
Station 49+40
Offset 22.50ft Lt
Ground Surface Elev. 607.79 ft

DEPTH (ft)	SOIL DESCRIPTION	DRILLING METHOD	BLOWS	WASH	REMARKS	DEPTH (ft)	SOIL DESCRIPTION	DRILLING METHOD	BLOWS	WASH	REMARKS
36	Dense Sand & Gravel					33	Very Dense Sand & Gravel		33		
32						31			31		
15						40	End of Boring		40		
45						50			50		
45						50			50		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District 2 Materials

SOIL BORING LOG

Page 1 of 2 Date 7/18/94

ROUTE FAU 5862 DESCRIPTION Poppy Garden Rd over I-80 at E. edge of Colona LOGGED BY S. Mendoza

SECTION 37-1HBR-1 LOCATION SEC. 13 & 14, TWP. 17N, RING. 1E, 4 PM

COUNTY Henry DRILLING METHOD HAMMER TYPE

STRUCT. NO. 037-0093
Station 51+74.40

BORING NO. B-4
Station 48+72
Offset 11.00ft Rt
Ground Surface Elev. 627.89 ft

DEPTH (ft)	SOIL DESCRIPTION	DRILLING METHOD	BLOWS	WASH	REMARKS	DEPTH (ft)	SOIL DESCRIPTION	DRILLING METHOD	BLOWS	WASH	REMARKS
0	Bituminous Surface					5	dark gray, rusty brown, black Clay Loam w/Sand lenses		5	0.5	20
0.2	Very Soft black, brown Clay Loam w/Sand lenses	P	18			5	Medium fine Sand		5		
1.3	Stiff green, olive green Clay Loam w/Sand lenses	S	22			6			6		
7.0						9			9		
8.0						3	Stiff rusty brown, light gray Clay Loam w/Sand lenses		3	1.6	32
10.0						3			3		
11.0	Medium fine Sand					2	Stiff olive green, rusty brown, black Clay Loam		2	1.3	46
13.0						6			6		
14.0						6	Medium fine Sand		6		
15.0						5			5		
17.0						4			4		
19.0						6			6		
20.0						1	Loose fine Sand		1		
21.0						2			2		
22.0	Stiff olive green, gray Clay Loam w/Sand lenses	P	23			8			8		
23.0						4	Loose fine Sand		4		
24.0						3			3		
25.0						7			7		
26.0	Stiff rusty brown, Clay Loam w/Sand lenses	P	29			3	Medium fine Sand		3		
27.0						8			8		
28.0						7			7		
29.0						3			3		
30.0	Medium fine Sand					8			8		
31.0						7			7		
32.0						7			7		
33.0						40			40		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District 2 Materials

SOIL BORING LOG

Page 2 of 2 Date 7/18/94

ROUTE FAU 5862 DESCRIPTION Poppy Garden Rd over I-80 at E. edge of Colona LOGGED BY S. Mendoza

SECTION 37-1HBR-1 LOCATION SEC. 13 & 14, TWP. 17N, RING. 1E, 4 PM

COUNTY Henry DRILLING METHOD HAMMER TYPE

STRUCT. NO. 037-0093
Station 51+74.40

BORING NO. B-4
Station 48+72
Offset 11.00ft Rt
Ground Surface Elev. 627.89 ft

DEPTH (ft)	SOIL DESCRIPTION	DRILLING METHOD	BLOWS	WASH	REMARKS	DEPTH (ft)	SOIL DESCRIPTION	DRILLING METHOD	BLOWS	WASH	REMARKS
9	Medium fine Sand					18	Very Dense dirty Sand & Gravel		18		
12						40			40		
14						37			37		
14						663.89	End of Boring		663.89		
45						65			65		
45						70			70		
50						70			70		
50						70			70		
55						75			75		
55						75			75		
60						80			80		
60						80			80		

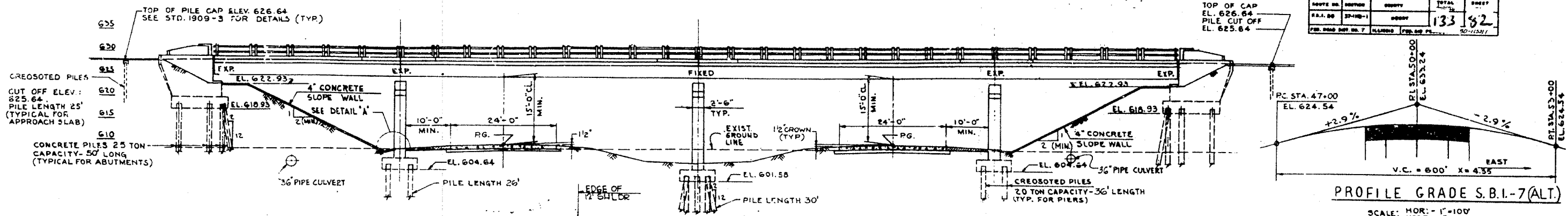
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

SOIL BORING DETAILS
F.A.I. RT. 80 SEC. 37-1HBR-1
HENRY COUNTY
STATION 461+73.82
STRUCTURE NO. 037-0171

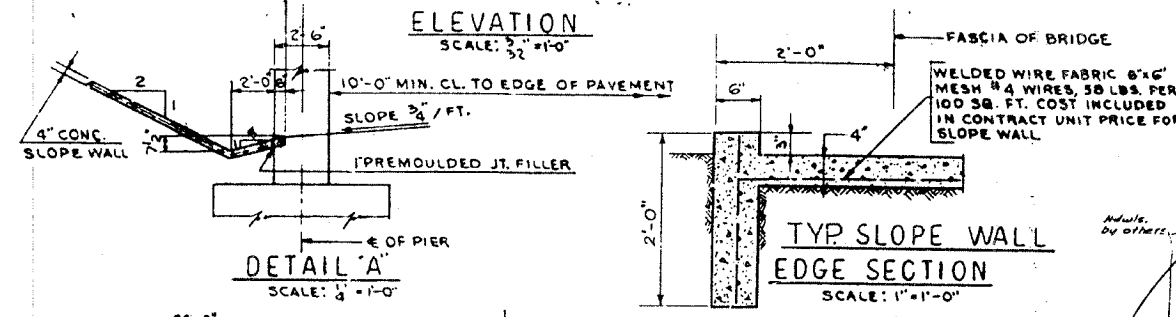
B.M. - R.R. SPIKE IN POWER POLE
173' LT P.A.I. 80 STA. 461+26 EL. 609.80

NOTE: PRECORE HOLES IN EMBANKMENTS
FOR CONCRETE PILES IN ABUTMENTS

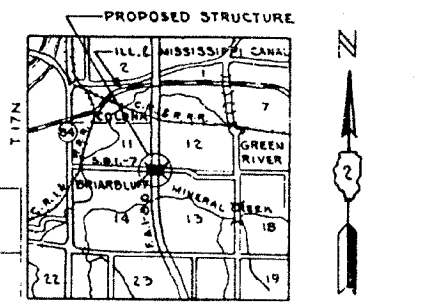
ROUTE NO.	SECTION	NO.	TOTAL	BORE
F.A.I. 80	37-1HB-1	0007	133	82
FOR ROAD DIST. NO. 7		PLANNED	70-11317	



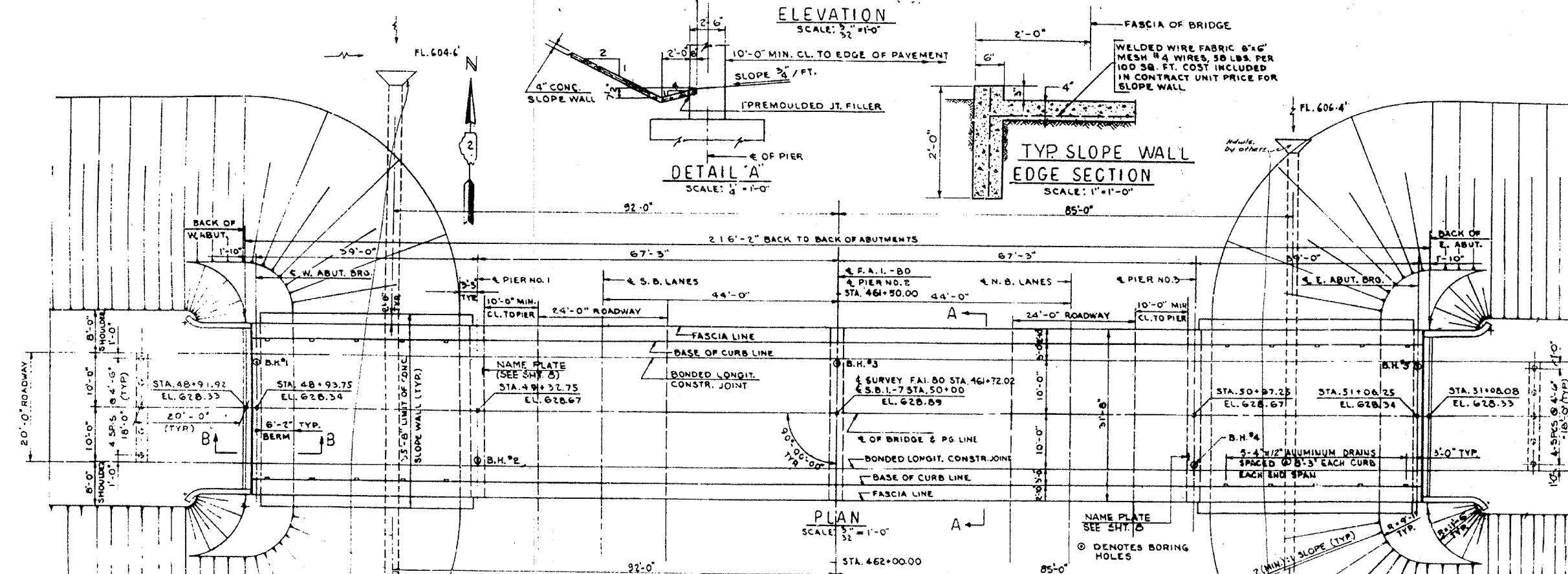
PROFILE GRADE S.B.I.-7(ALT.)
SCALE: HOR: 1"=100'
VERT: 1"=10'



PROFILE GRADE F.A.I.-80
SCALE: HOR: 1"=200'
VERT: 1"=10'



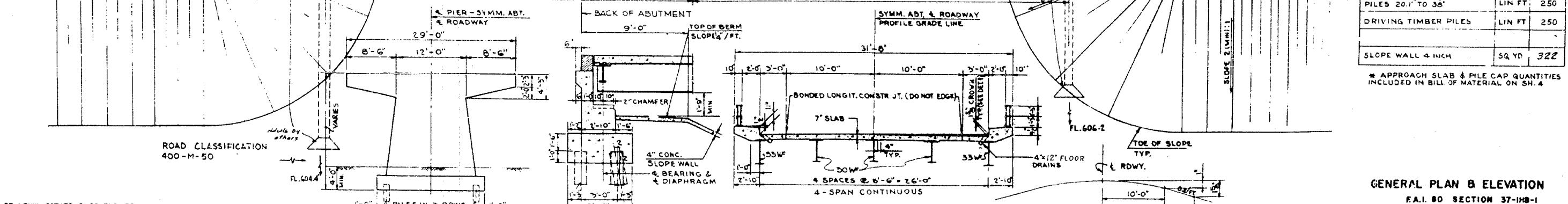
PROPOSED STRUCTURE
APPROACH SLABS (TYP)
STA. 51+08.08 TO 51+45.08 AND
48+51.92 TO 48+31.92 INCLUDED IN
THIS CONTRACT.
SEE STD. 1909-3 (METHOD 2) FOR
DETAILS.
DESIGN LOADING H15-S12



PLAN
SCALE: 1/32" = 1'-0"

BILL OF MATERIALS *		
ITEM	UNIT	QUANTITY
FURNISHING CREOSOTED PILES 20' TO 36'	LIN FT.	250
DRIVING TIMBER PILES	LIN FT.	250
SLOPE WALL 4 INCH	SQ YD	322

* APPROACH SLAB & PILE CAP QUANTITIES INCLUDED IN BILL OF MATERIAL ON SH. 4



PIER ELEVATION
SCALE: 1/8" = 1'-0"

SECTION B-B
SCALE: 1/4" = 1'-0"

DECK SECTION A-A
SCALE: 1/2" = 1'-0"

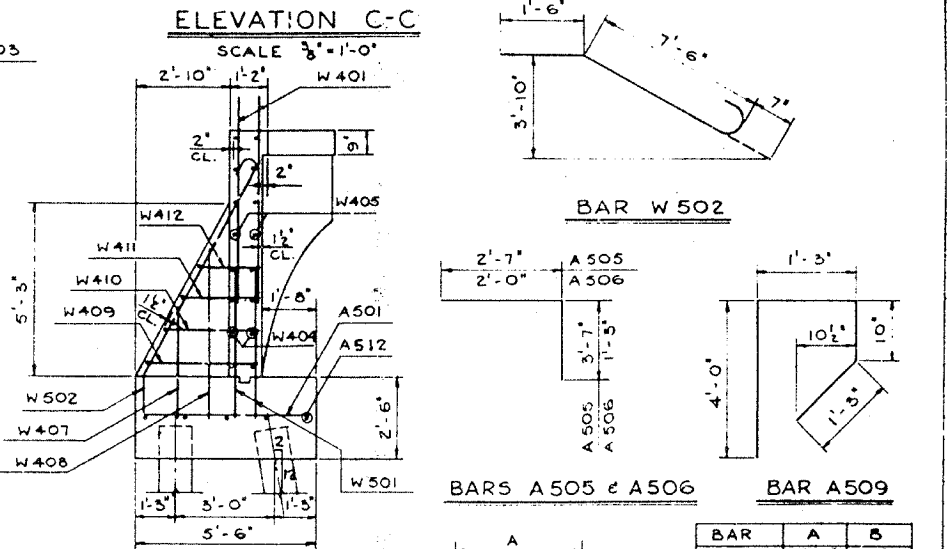
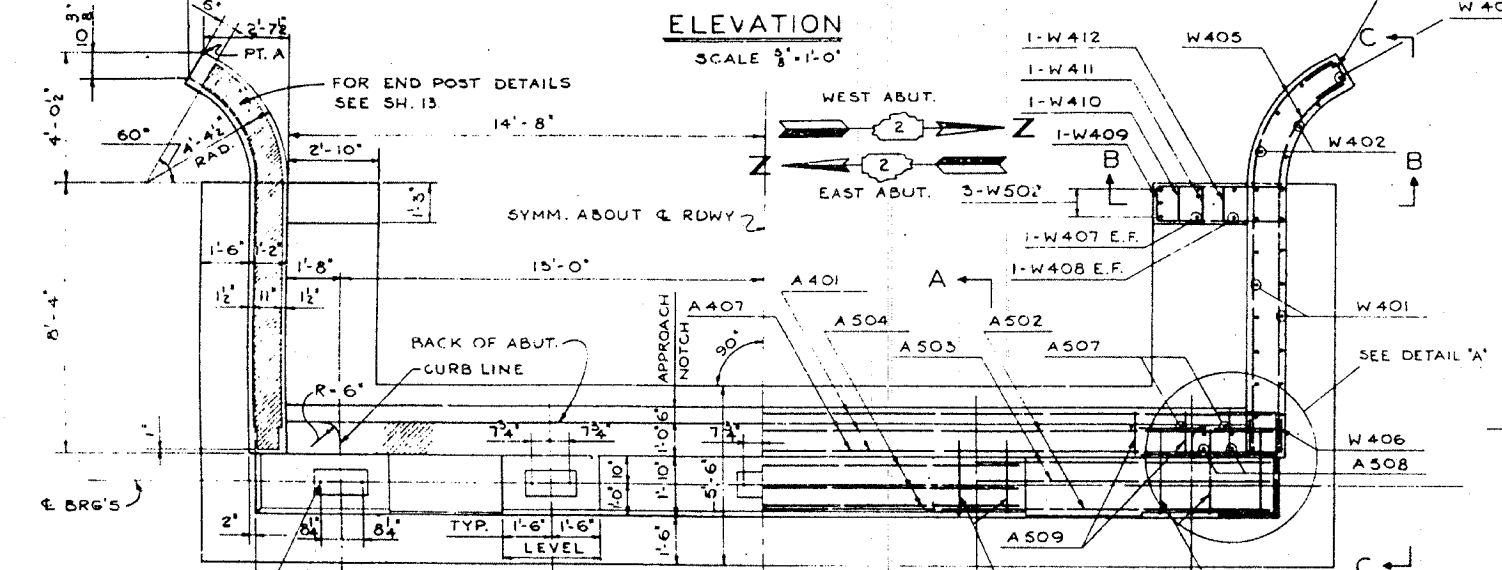
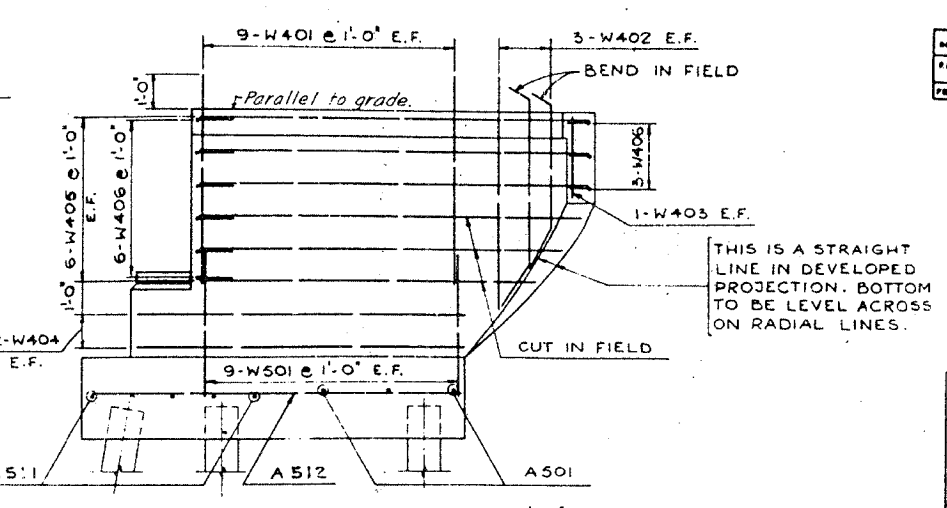
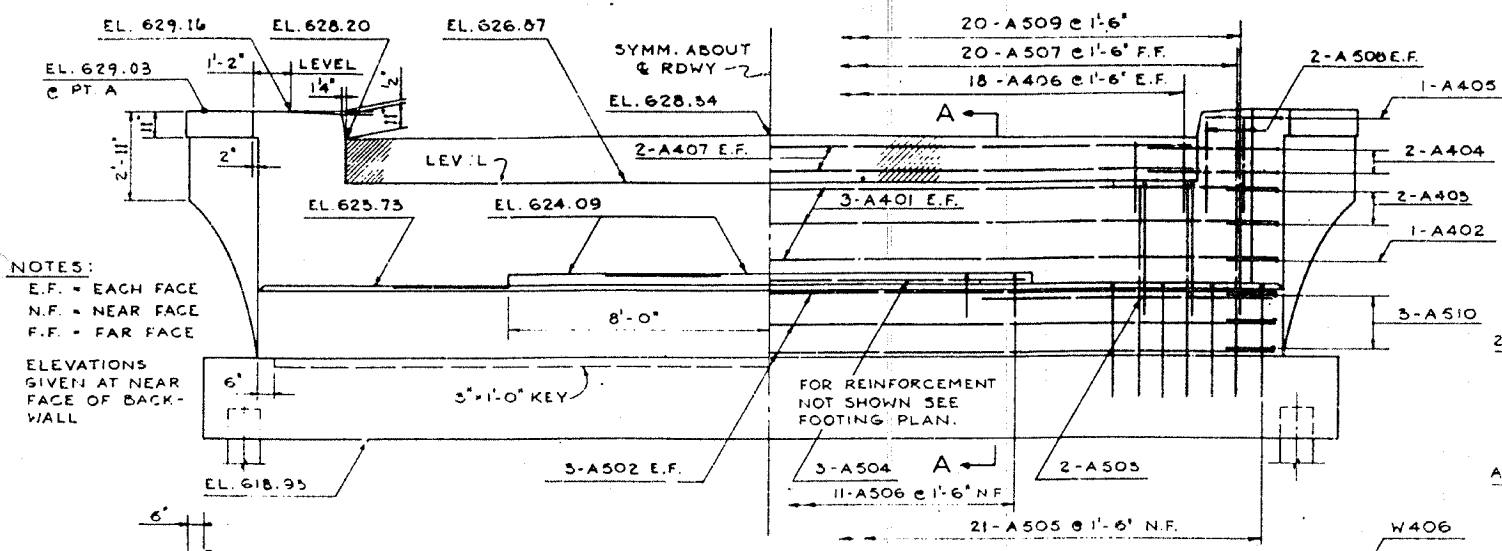
DETAIL B

CROWN OF RDWY. IS A CIRCULAR CURVE 10' ON EITHER SIDE OF RDWY. WITH A DROP OF 1" REMAINDER OF RDWY. TO BASE LINE OF CURB SLOPES 0.2' PER FOOT.

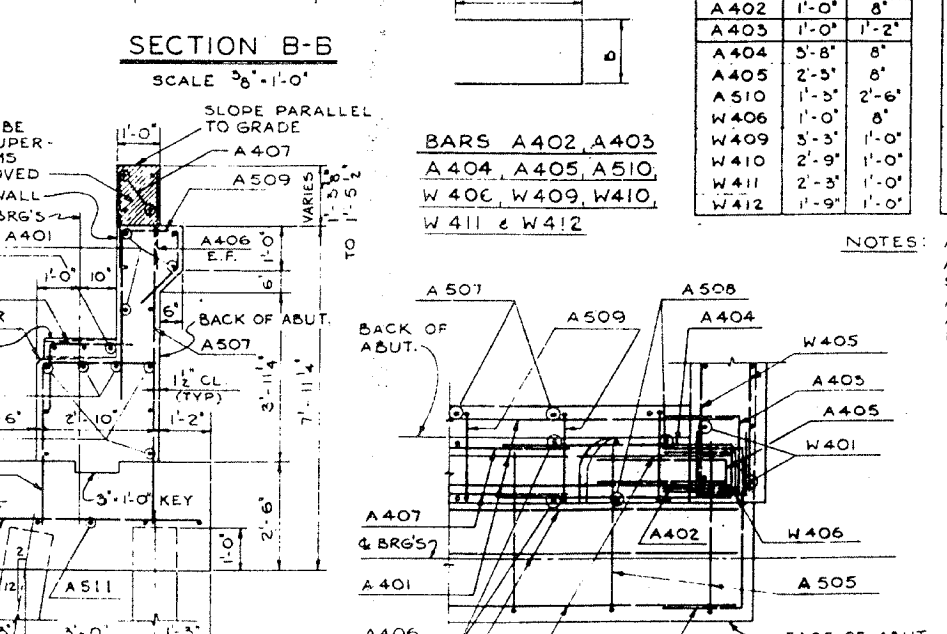
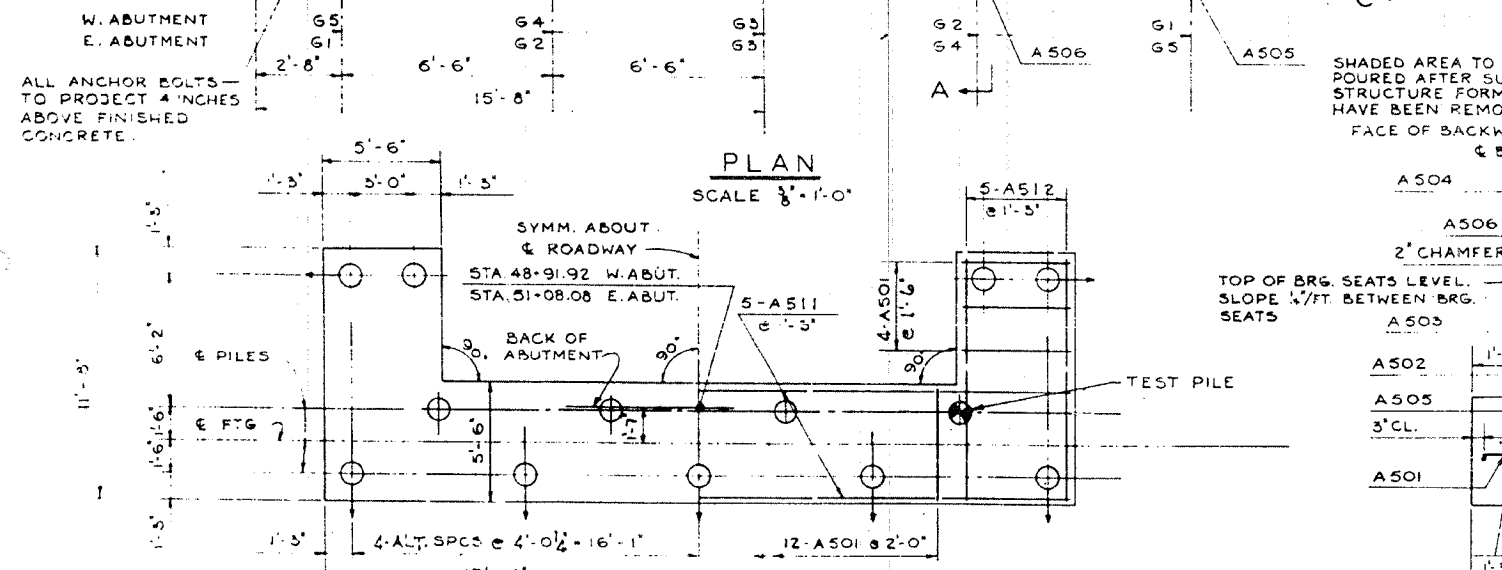
GENERAL PLAN & ELEVATION
F.A.I. 80 SECTION 37-1HB-1
F.A.I. 80 UNDER S.B.I.-7(ALT.)
HENRY COUNTY
STATION 461 + 72.02
SCALE: AS NOTED DATE:

DE LEUW, CATHER & CO., ENGINEERS
DESIGNED BY P. J. VLAMAKIS
DRAWN BY H. HUD
CHECKED D. H. MICHLEBACHER
IN CHARGE E. S. MARTINS
APPROVED L. N. RIAN

ROUTE NO.	SECTION	QUANTITY	TOTAL QUANTITY	SHEET NO.
F.A.I. 80	37-110-1	REINFORCING BARS	133	84
FBI. ROAD DIST. NO.		ILLINOIS	FEB. 20 1934	



BAR LIST - 2 ABUTMENTS					
BAR	NUMBER	SIZE	LENGTH	SHAPE	WEIGHT
A401	12	4	31'-0"		248
A402	4	4	2'-8"		7
A403	8	4	3'-2"		17
A404	8	4	8'-0"		43
A405	4	4	5'-2"		14
A406	72	4	2'-6"		120
A407	8	4	25'-9"		138
A501	40	5	5'-0"		209
A502	12	5	31'-0"		388
A503	8	5	9'-0"		75
A504	6	5	15'-6"		97
A505	42	5	6'-2"		270
A506	22	5	3'-3"		75
A507	40	5	6'-9"		282
A508	16	5	5'-5"		57
A509	40	5	7'-4"		306
A510	12	5	5'-0"		63
A511	10	5	34'-2"		356
A512	20	5	11'-2"		233
W401	72	4	6'-5"		309
W402	24	4	7'-2"		115
W403	8	4	2'-6"		13
W404	16	4	10'-0"		107
W405	48	4	12'-3"		393
W406	36	4	2'-8"		64
W407	8	4	5'-3"		17
W408	8	4	5'-3"		28
W409	4	4	7'-6"		20
W410	4	4	6'-6"		17
W411	4	4	5'-6"		15
W412	4	4	4'-6"		12
W501	72	5	4'-9"		357
W502	12	5	9'-7"		120
TOTAL					4 585



NOTES: ALL BAR DIMENSIONS ARE OUT TO OUT. ALL BAR MARKS ARE TO BE PREFIXED FOR SHIPMENT WITH LETTER 'W' FOR WEST ABUTMENT AND LETTER 'E' FOR EAST ABUTMENT. FOR EXAMPLE: WA401, EW406. USE HALF OF THE NUMBER GIVEN IN BAR LIST FOR EACH ABUTMENT.

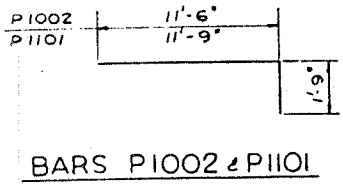
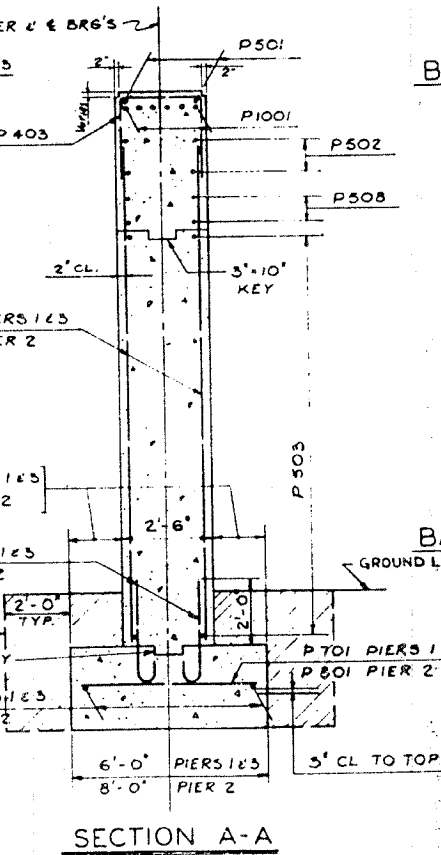
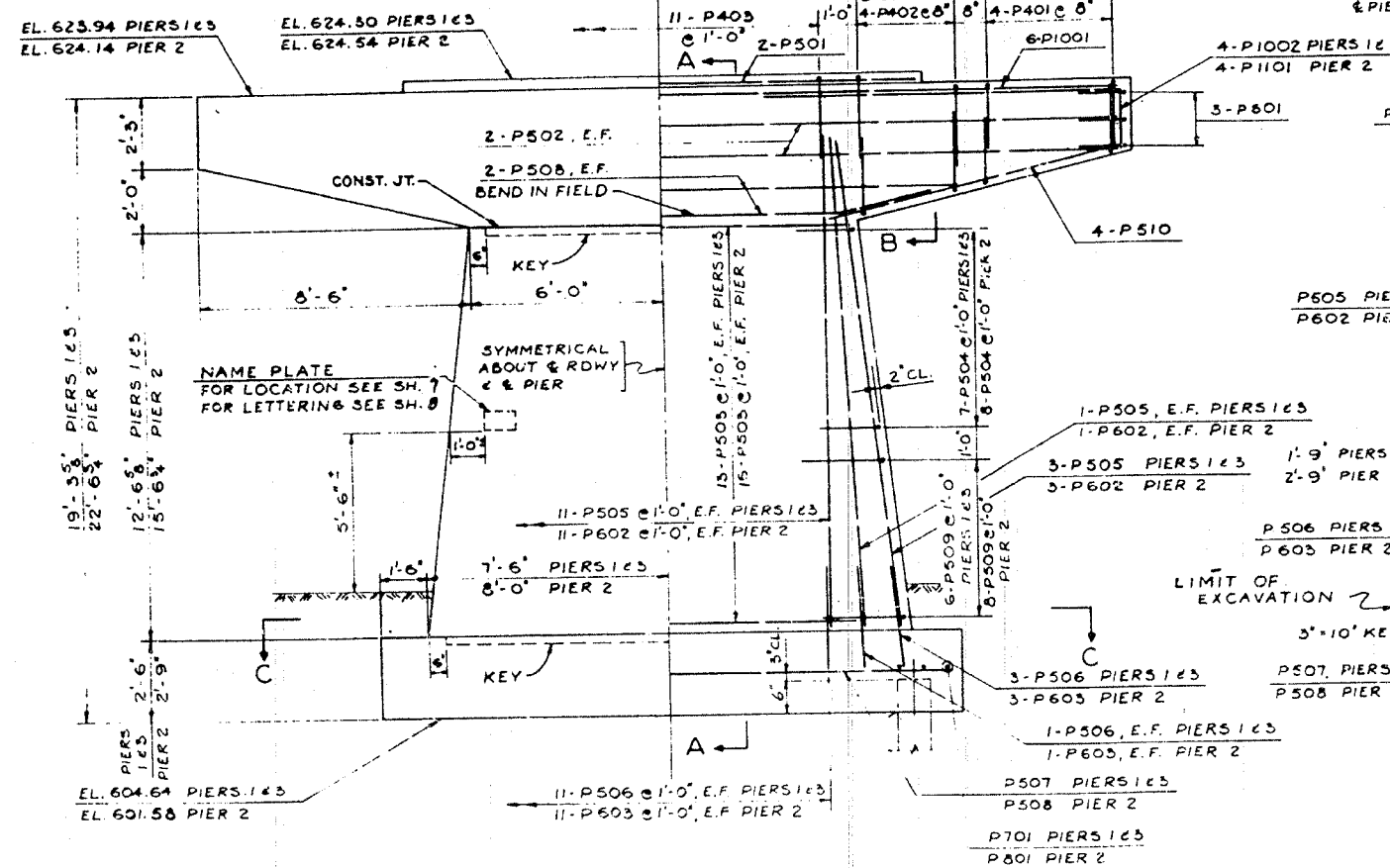
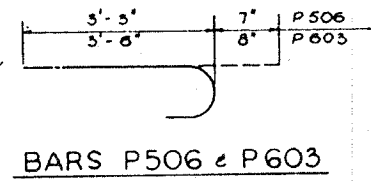
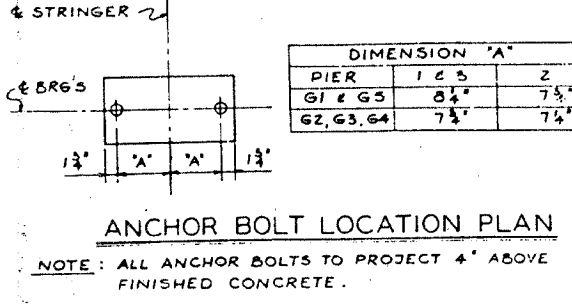
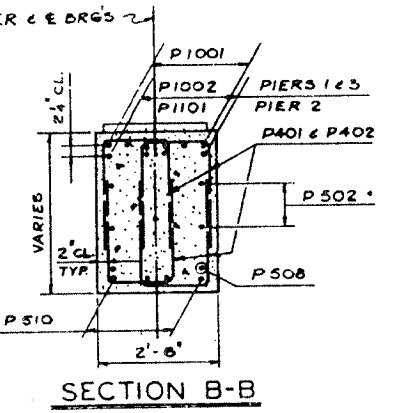
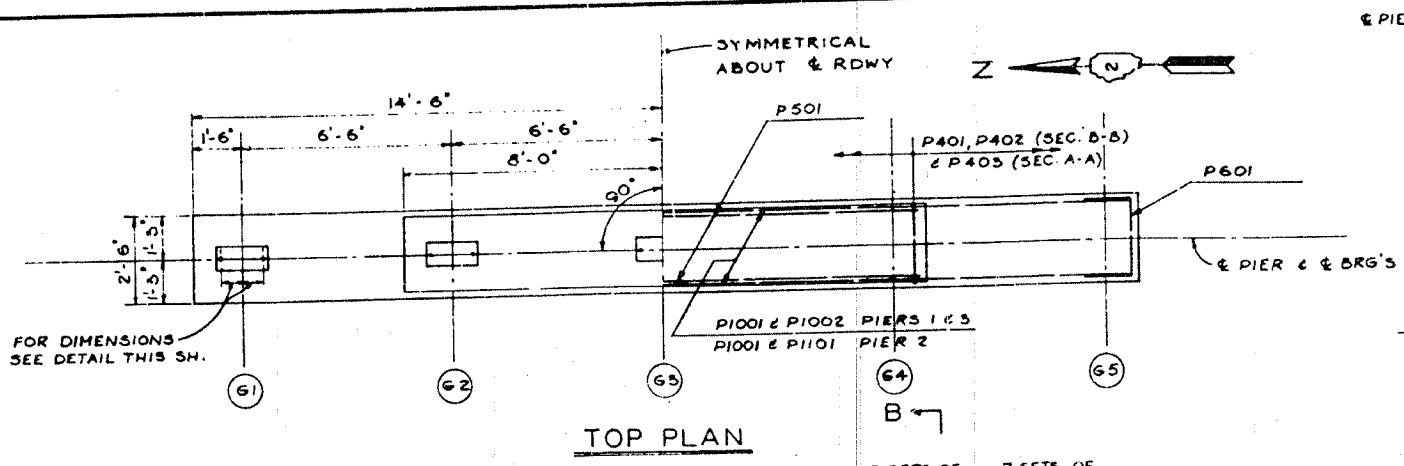
BILL OF MATERIAL - 2 ABUT'S		
ITEM	UNIT	QUANTITY
CLASS X CONCRETE	CU YD	90.8
REINFORCEMENT BARS	POUND	4,585
DRIVING CONCRETE PILES	LIN FT	1,200
FURNISHING CONCRETE PILES	LIN FT	1,200
TEST PILE CONCRETE	EACH	2

DE LELW, CATHER & CO. ENGINEERS
DESIGNED BY V.K. BURKEVICS
DRAWN BY V.K. BURKEVICS
CHECKED E.S. MARTINS
IN CHARGE E.S. MARTINS
APPROVED L.H. RIAN

ABUTMENT DETAILS
F.A.I. 80 SECTION 37-110-1
F.A.I. 80 UNDER S.B.L.-7 (ALT.)
HENRY COUNTY
STATION 461+72.02
SCALE: AS NOTED DATE:

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	37-118-1	HENRY	153	85
FED. ROAD DIST. NO.	ILLINOIS	FED. RD. 24		

DIMENSION 'A'			
PIER	1 & 3	2	
G1 & G3	8' 4"	7' 5"	
G2, G3, G4	7' 3"	7' 4"	



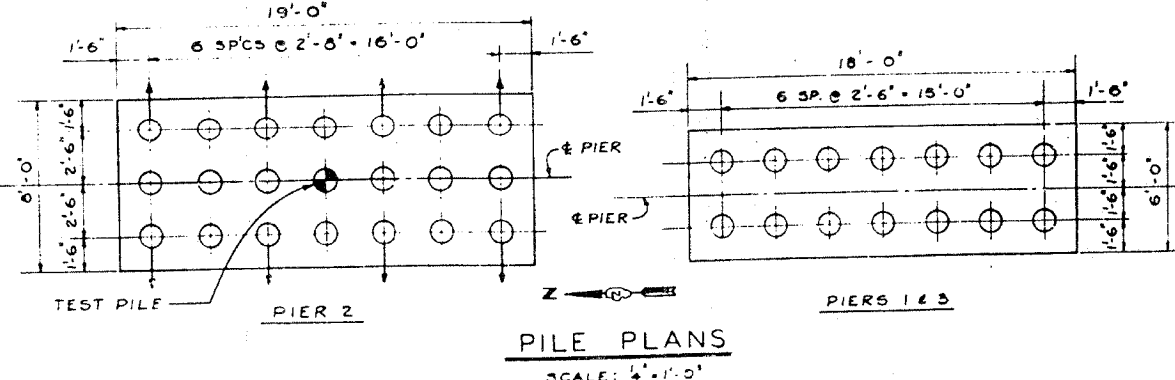
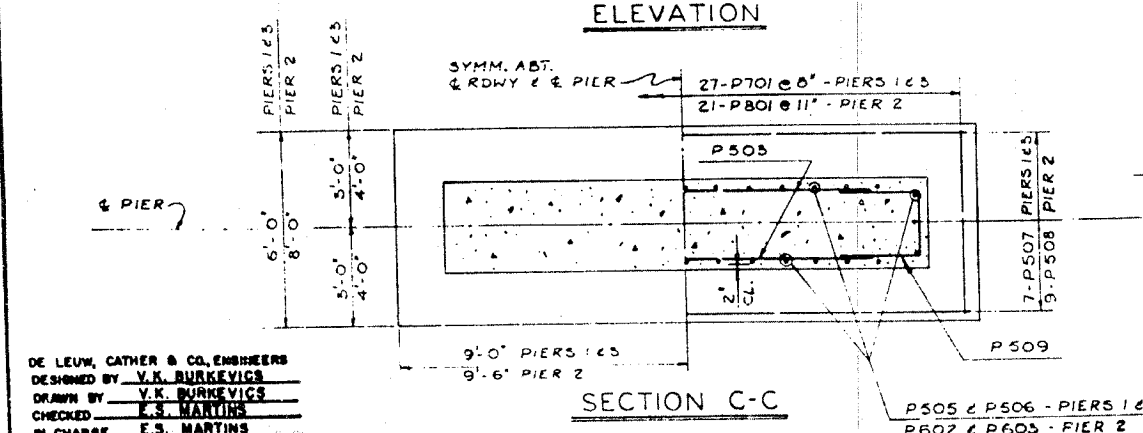
BAR	DIM. B	DIM. C
P401	1'-5"	2'-0"
P402	1'-5"	2'-8"
P403	2'-2"	2'-8"
P504	2'-0"	2'-3 1/2"
P509	2'-0"	3'-3 1/2"
P601	2'-2"	1'-6"

BARS P401, P402, P403, P504, P509 & P601

BAR LIST - 3 PIERS							
BAR	NUMBER			SIZE	LENGTH	SHAPE	WEIGHT
	PIERS 1 & 3	PIER 2	TOTAL				
P401	112	56	168	4	5'-5"	□	608
P402	96	48	144	4	6'-9"	□	649
P403	22	11	33	4	7'-8"	□	163
P501	4	2	6	5	15'-9"	—	99
P502	8	4	12	4	28'-6"	—	357
P503	52	32	84	4	11'-6"	—	1,008
P504	28	16	44	4	6'-7"	□	302
P505	64	—	64	4	15'-6"	—	1,035
P506	64	—	64	4	3'-10"	□	236
P507	14	—	14	4	17'-6"	—	256
P508	8	15	23	4	18'-6"	—	105
P509	24	16	40	4	8'-7"	□	358
P510	15	8	23	5	9'-0"	—	225
P601	12	6	18	6	5'-2"	□	140
P602	—	52	52	6	18'-6"	—	889
P603	—	32	32	6	4'-2"	□	200
P701	54	—	54	7	5'-6"	—	607
P801	—	21	21	8	7'-6"	—	421
P1001	12	6	18	10	28'-6"	—	2,207
P1002	16	—	16	10	15'-5"	□	912
P1101	—	8	8	11	15'-6"	□	574
TOTAL:							11,673

NOTE: ALL BAR MARKS ARE TO BE PREFIXED FOR SHIPMENT WITH THE NUMBER OF THE PIER WHERE THE BARS WILL BE USED. FOR EXAMPLE: 3P401 MEANS BARS P401 FOR PIERS 1 & 3. * USE HALF OF THE NUMBER OF BARS FOR PIERS 1 & 3 IN EACH PIER.

BILL OF MATERIAL - 3 PIERS		
ITEM	UNIT	QUANTITY
CLASS A EXCAVATION FOR STRUCTURES	CU YD	106
CLASS A CONCRETE	CU YD	116.8
REINFORCEMENT BARS	POUND	11,673
FURNISHING CREOSOTED PILES 2010S&FEET	LIN FT	1,468
TEST PILE TIMBER	EACH	1
DRIVING TIMBER PILES	LIN FT	1,468
NAME PLATES	EACH	2

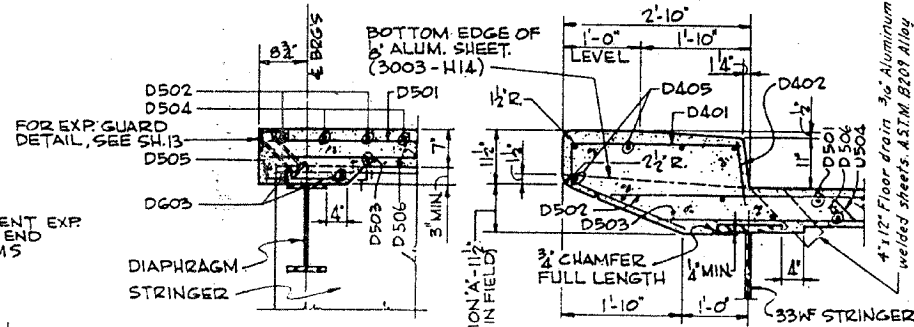
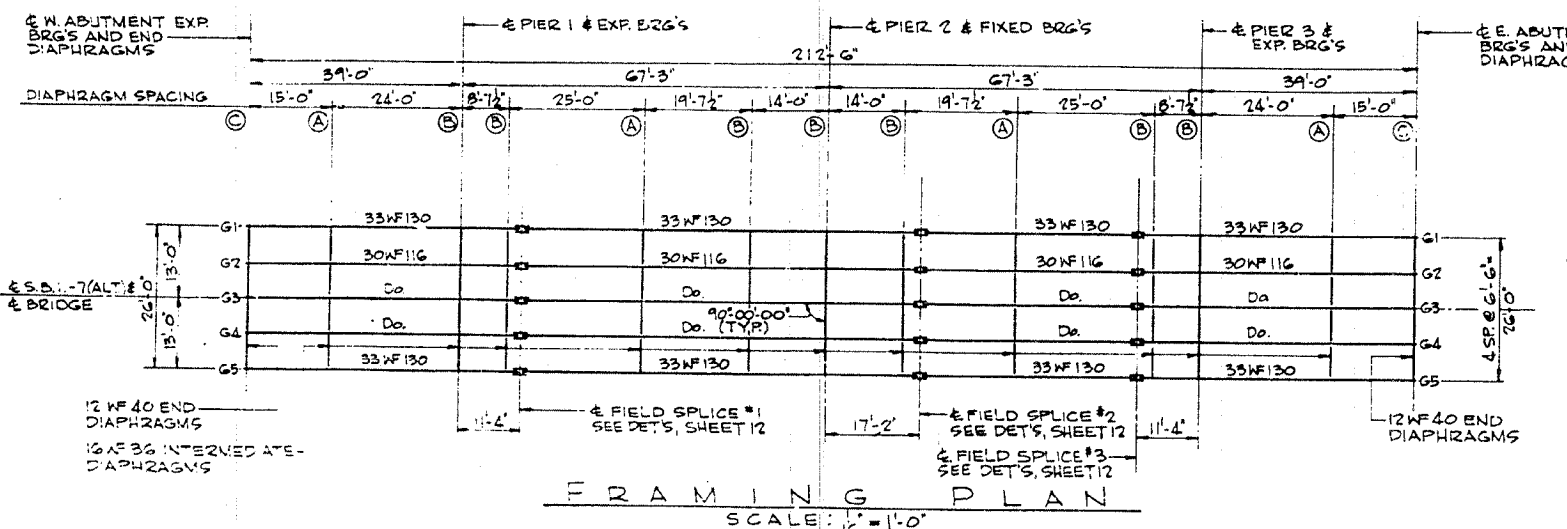
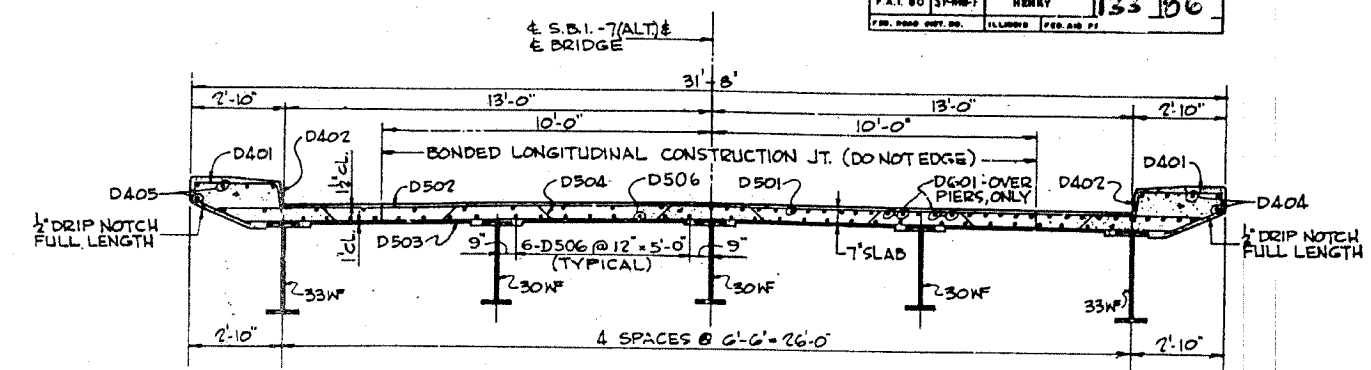
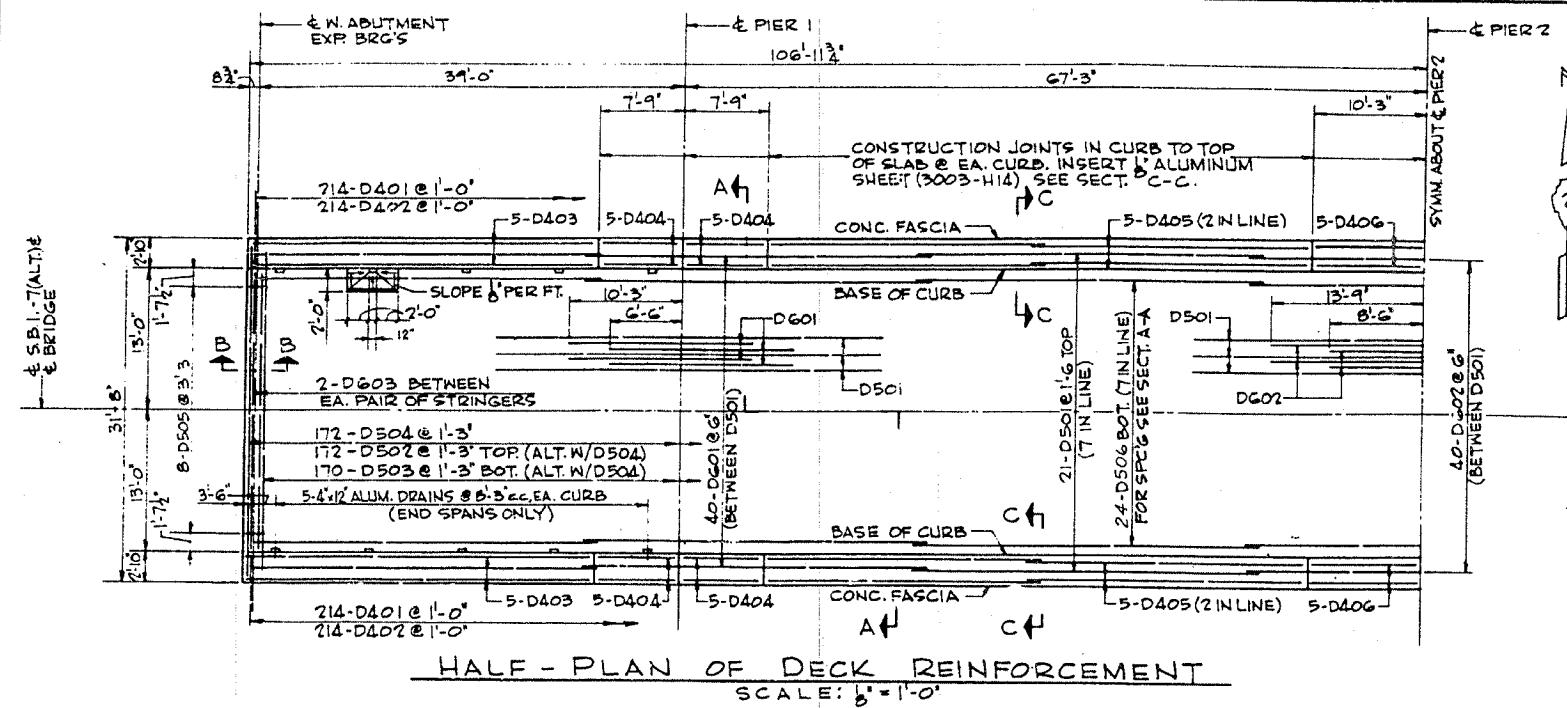


NOTES: ALL PILES ARE CREOSOTED PILES, 20 TON CAPACITY. FOR LENGTHS SEE SH. 7. O DENOTES BATTER PILES. BATTER = 2:12

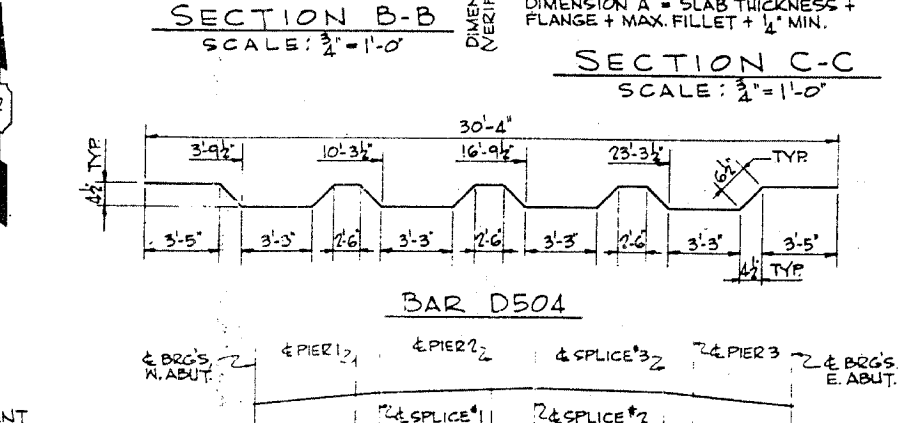
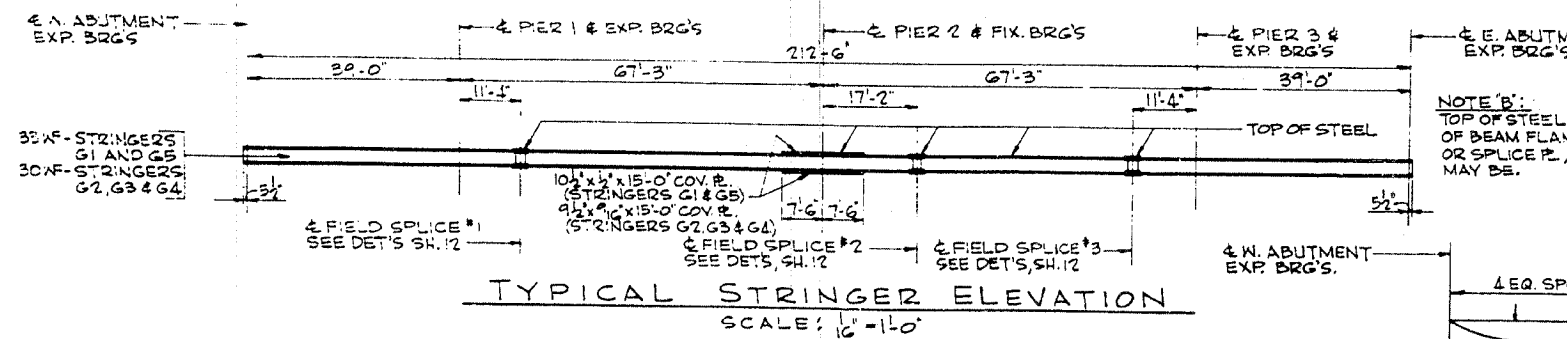
DE LEUW, CATHER & CO. ENGINEERS
 DESIGNED BY V.K. BURKEVICS
 DRAWN BY V.K. BURKEVICS
 CHECKED E.S. MARTINS
 IN CHARGE E.S. MARTINS
 APPROVED L.M. BIAN

PIER DETAILS
 F.A.I. 80 SECTION 37-118-1
 F.A.I. 80 UNDER S.B.I.-7 (ALT.)
 HENRY COUNTY
 STATION 461+72.02
 SCALE: AS NOTED DATE:

ROUTE NO.	SECTION	SUBJECT	TOTAL SHEETS	SHEET NO.
F.A.I. 80	37-100-1	HENRY	133	86
ILLINOIS	FEB. 28 1912			

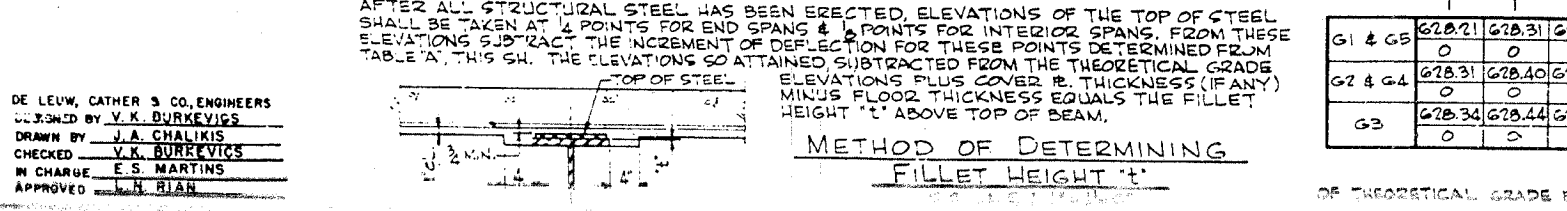


BAR	NO	SIZE	LENGTH	SHAPE	WEIGHT
D401	478	4	5'-1"		1,453
D402	428	4	1'-2"		334
D403	70	4	31'-8"		423
D404	40	4	7'-6"		200
D405	40	4	25'-0"		668
D406	70	4	10'-0"		134
D501	147	5	31'-10"		4881
D502	172	5	30'-4"		5,442
D503	170	5	28'-5"		5,039
D504	172	5	31'-8"		5,681
D505	16	5	1'-0"		17
D506	168	5	31'-8"		5,549
D601	80	6	16'-9"		2,013
D602	40	6	22'-3"		1,337
D603	16	6	6'-0"		144
TOTAL					33,315



LOCATION	W.ABUT.	PIER 1	SPlice #1	PIER 2	SPlice #2	SPlice #3	PIER 3	E.ABUT.
G1 & G5	627.628	627.697	628.072	628.122	628.159	628.072	627.897	627.628
G2 & G4	627.726	627.799	628.170	628.230	628.257	628.170	627.999	627.726
G3	627.761	628.035	628.136	628.166	628.243	628.156	628.035	627.761

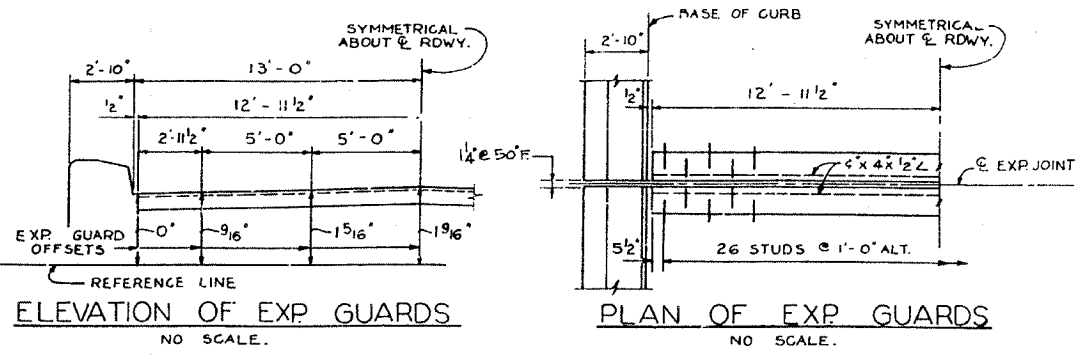
ITEM	UNIT	QUANTITY
CLASS X CONCRETE	CU. YD.	182.9
FURNISHING & ERECTING STRUCTURAL STEEL*	POUND	154,522
REINFORCEMENT BARS	POUND	33,315



G1 & G5	628.21	628.31	628.39	628.47	628.54	628.59	628.63	628.67	628.70	628.73	628.74	628.75	628.76
0	0	0	0	0	0	0	0	0	0	0	0	0	0
628.31	628.40	628.49	628.57	628.64	628.69	628.73	628.77	628.80	628.87	628.84	628.85	628.85	628.85
628.34	628.44	628.53	628.60	628.67	628.72	628.77	628.80	628.84	628.86	628.88	628.89	628.89	628.89
0	0	0	0	0	0	0	0	0	0	0	0	0	0

DE LEUW, CATHER & CO., ENGINEERS
 DESIGNED BY V.K. BURKEVICS
 DRAWN BY J.A. CHALIKIS
 CHECKED V.K. BURKEVICS
 IN CHARGE E.S. MARTINS
 APPROVED L.H. RIAN

SUPERSTRUCTURE DETAILS
 SLAB AND FRAMING PLAN
 F.A.I. 80 SECTION 37-100-1
 F.A.I. 80 UNDER S.B.I.-7 (ALT.)
 HENRY COUNTY
 STATION 461+72.02
 SCALE: AS NOTED DATE:



EXPANSION GUARD NOTES:

- SEE "GENERAL NOTES FOR STRUCTURAL STEEL," SHT. NO. 2
- EXPANSION GUARD ASSEMBLIES SHALL BE FABRICATED AND ERECTED TO CONFORM TO THE ROADWAY CROWN AND SLOPE OF GRADE AT THE GUARD. THEY SHALL BE ASSEMBLED IN THE SHOP FOR INSPECTION.
- ALL PARTS OF GUARD ASSEMBLY INCLUDING STUDS SHALL BE INCLUDED IN STRUCTURAL STEEL FOR PAYMENT.

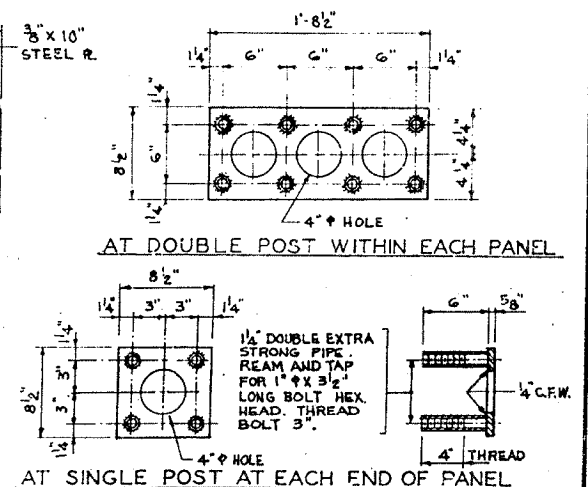
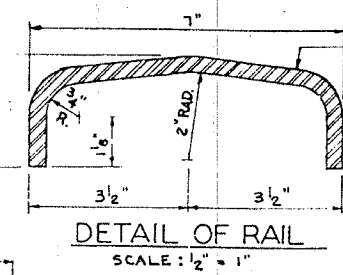
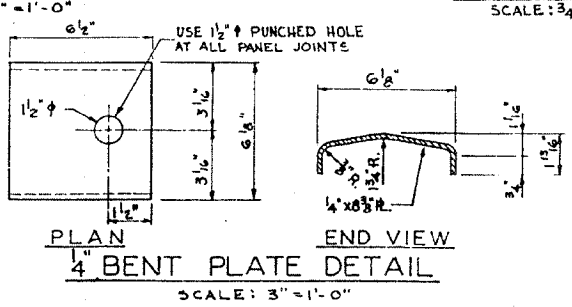
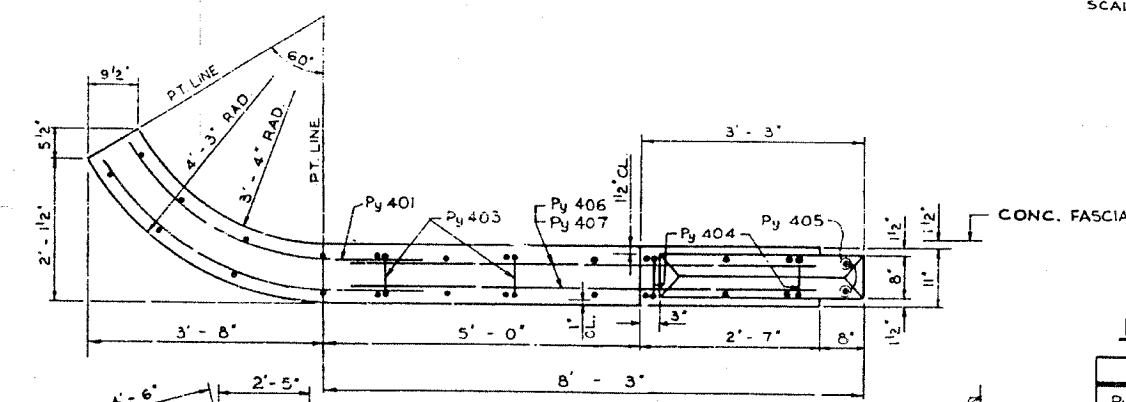
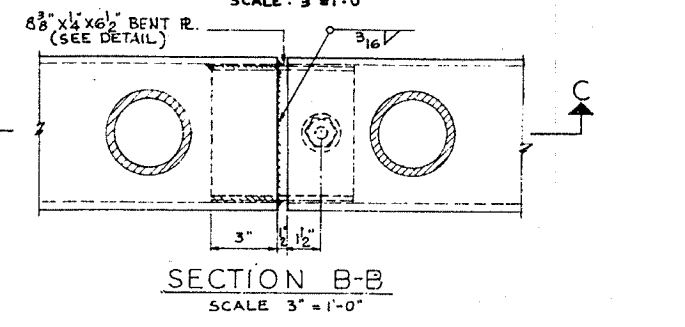
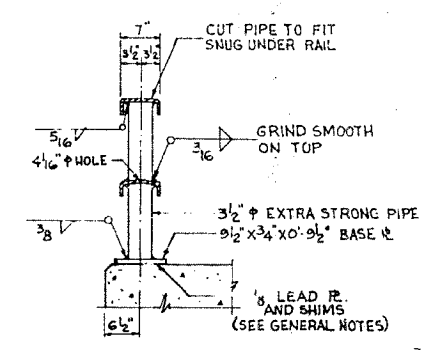
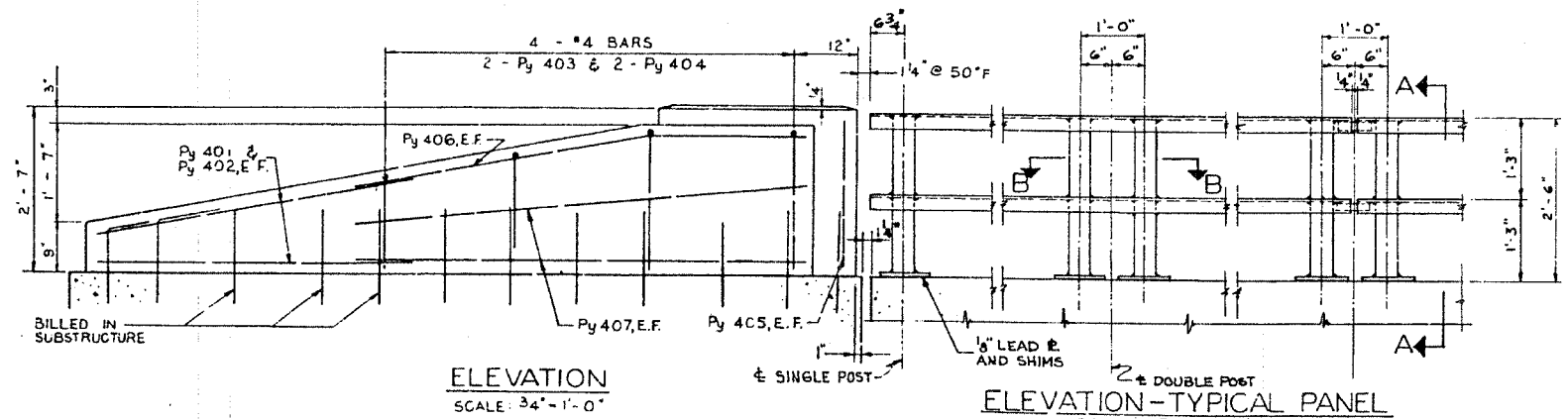
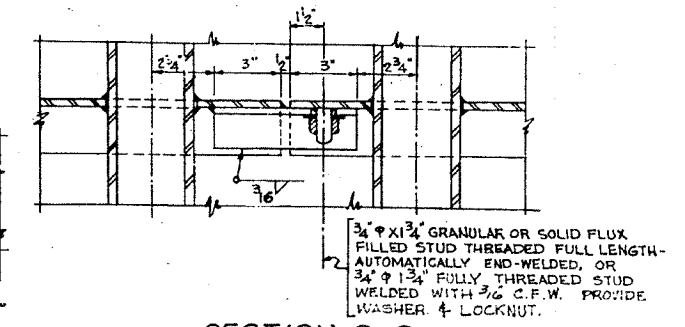
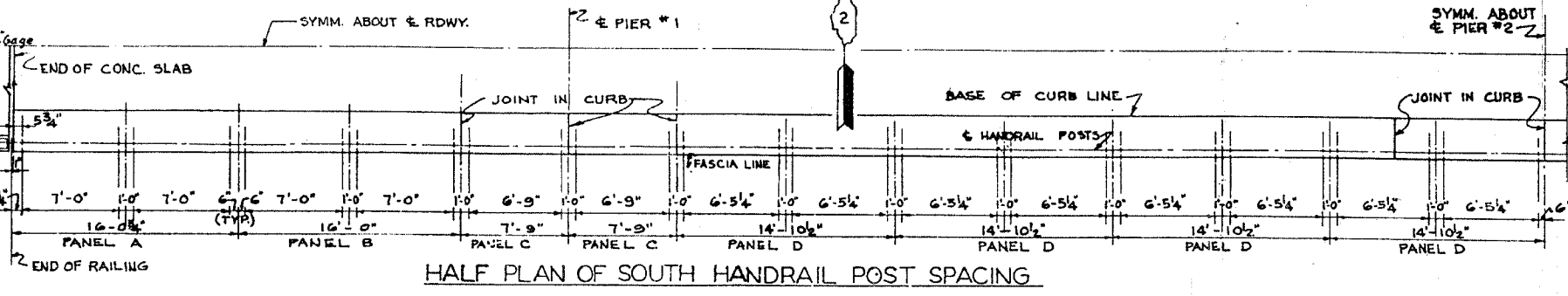
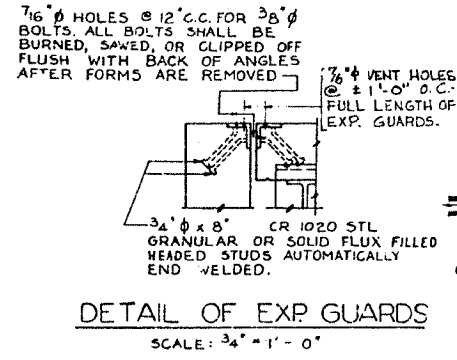
GUARD SETTING INSTRUCTIONS:

- JOINT OPENINGS SHOWN ON GUARD DETAILS ARE BASED ON AN ASSUMED TEMPERATURE OF 50°F. THE OPENING ALSO INCLUDES A 1/2" ALLOWANCE FOR POSSIBLE FORWARD MOVEMENT AT THE TOP OF THE ABUTMENT DUE TO EARTH PRESSURE THRUST OF APPROACH SLAB, ETC. THE OPENING WILL INCREASE OR DECREASE APPROXIMATELY 3/32" FOR EACH 10°F DROP OR RISE IN TEMPERATURE.
- TOTAL ESTIMATED WEIGHT OF SUPER-STRUCTURE EXPANSION GUARDS = 1,457 LBS.

ROUTE NO.	SECTION	QUANTITY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	37-1HB-1	HENRY	133	98
FBI. 0040 DIST. NO. 7		ILLINOIS	FEB. 24 '11	

EXPANSION GUARD ADJUSTMENT SCHEDULE

TEMPERATURE °F	110°	90°	70°	50°	30°	10°
OPENING @ ABUTMENTS	3/4"	15/16"	1 1/8"	1 1/4"	1 7/8"	1 9/16"



BILL OF REINFORCEMENT -

BAR	NO.	SIZE	LENGTH	SHAPE	WEIGHT
Py 401	8	# 4	5'-1"		
Py 402	8	# 4	5'-8"		
Py 403	8	# 4	3'-9"		
Py 404	8	# 4	5'-1"		
Py 405	8	# 4	2'-3"		
Py 406	8	# 4	6'-3"		
Py 407	16	# 4	7'-0"		

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
CLASS X CONCRETE	CU YD	5.8
REINFORCEMENT BARS	POUND	455
FURNISHING & ERECTING HANDRAIL	LIN FT	429
FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	1,457

GENERAL NOTES

AFTER ERECTION ALL BOLTS AND WASHERS SHALL BE SPOT PAINTED WITH ONE COAT OF RED LEAD AND TWO COATS OF ALUMINUM PAINT. PROVIDE 1-1/8" AND 2-1/8" SHIMS FOR 50% OF THE POSTS.

COARSE AGGREGATE WHICH IS TO BE USED IN CLASS X CONCRETE FOR HANDRAIL PARAPETS SHALL BE ABSOLUTELY FREE FROM CHERT, FLINT, LIMONITE, LIGNITE, AND SOFT SANDSTONE.

EXPANSION GUARDS, HANDRAIL AND PYLON DETAILS

F.A.I. 80 SECTION 37-1HB-1
F.A.I. 80 UNDER S.B.I.-7 (ALT.)

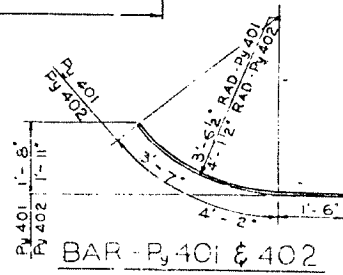
HENRY COUNTY
STATION 461 + 72.02

SCALE: AS NOTED DATE:

BAR - Py 406

DE LEUW, CATHEN & CO. ENGINEERS
DESIGNED BY V. B. BURKEVICS
DRAWN BY M. V. F.H.
CHECKED D. H. MEHLWACKER
IN CHARGE E. S. MARTINS
APPROVED L. N. RIAN

BAR - Py 403 & 404



STORM WATER POLLUTION PREVENTION PLAN EROSION CONTROL PLAN

CONTRACT NO. 64602				
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	89
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

THE FOLLOWING PLAN WAS ESTABLISHED AND INCLUDED IN THESE PLANS TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE UNDER NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE SILTATION WITHIN THE CONSTRUCTION ZONE AND TO ELIMINATE SEDIMENTS FROM ENTERING AND LEAVING THE CONSTRUCTION ZONE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN ITEMS, AS SHOWN IN THIS PLAN AND REFERENCED BY THE LEGEND, SHALL BE PLACED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE PLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION RESULTING FROM THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL PLACE PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A REASONABLE AMOUNT OF TIME; THEREFORE, REDUCING THE AMOUNT OF AREA BEING OPEN TO THE POSSIBILITY OF EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING. THE RESIDENT ENGINEER WILL DETERMINE IF TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED, THE SIZE OF THE PROPOSED DITCH CHECKS, THE PROPER METHOD OF INSTALLATION, AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS SHALL BE ADDED WHICH ARE NOT INCLUDED IN THE PLANS. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN STANDARD 280001 OF THE PLANS.

SITE DESCRIPTION

DESCRIPTION OF CONSTRUCTION ACTIVITY:

THIS PROJECT CONSISTS OF ~~REMOVAL & REPLACEMENT OF THE POPPY GARDEN ROAD BRIDGE~~ OVER I-80, DITCH GRADING, & SEEDING, AND RECONSTRUCTION OF 2,780 LF OF PAVEMENT

DESCRIPTION OF INTENDED SEQUENCE OF ACTIVITIES:

THE SEQUENCE OF EVENTS ARE AS FOLLOW: CLEARING, EMBANKMENT, EXCAVATION, GRADING AND PAVING. THIS PROJECT WILL BE CONSTRUCTED IN SEGMENTS AS SHOWN IN THE "STAGING PLANS".

TOTAL CONSTRUCTION SITE (CONSTRUCTION LIMIT TO CONSTRUCTION LIMIT) 9.08 ACRES

PROPOSED R.O.W (TOTAL PARCEL AREA) 2.26 ACRES

DISTURBED BY EXCAVATION (E.O.P TO CONSTRUCTION LIMIT) 4.5 ACRES

SUPPORTING REPORTS AND PLANS

THE FOLLOWING ASSISTED IN DEVELOPING THE EROSION CONTROL PLAN AS REFERENCED DOCUMENTS:

- SOIL PROFILE SHEETS, SOILS REPORTS, BORING LOGS
- USGS DRAINAGE MAPS, PROJECT PLAN DOCUMENTS

DRAINAGE TRIBUTARIES RECEIVING WATER FROM CONSTRUCTION SITE

MINERAL CREEK

EROSION CONTROLS AND SEDIMENT CONTROL PROCEDURES

STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:

PERIMETER EROSION CONTROL SHALL BE PLACED PRIOR TO BEGINNING EARTHWORK.

STABILIZATION PRACTICES DURING CONSTRUCTION:

AS EARTH EXCAVATION AND EMBANKMENT ARE BEING COMPLETED THE CONTRACTOR SHALL PLACE DITCH CHECKS, INLET AND PIPE PROTECTION, EROSION CONTROL BLANKET, AND SEEDING AS STAGES OF THE PROJECT ARE COMPLETED. PERIMETER EROSION BARRIER WILL BE INSTALLED AT ADDITIONAL LOCATIONS AS THE PROJECT PROGRESSES. SEEDING SHALL BE COMPLETED AS SPECIFIED IN THE EROSION CONTROL/ SEEDING MOBILIZATION AND TEMPORARY SEEDING SPECIAL PROVISION.

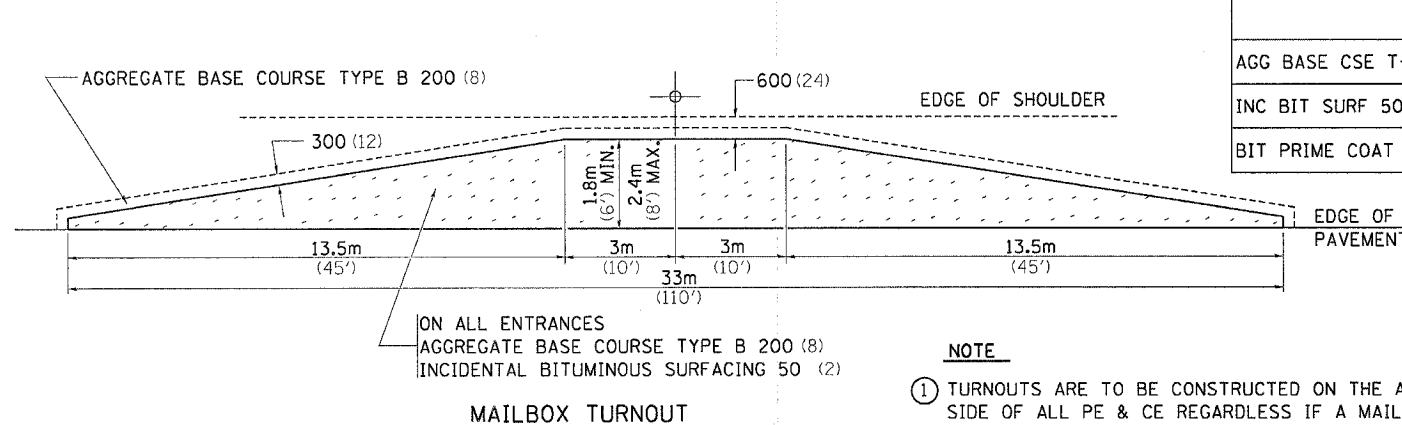
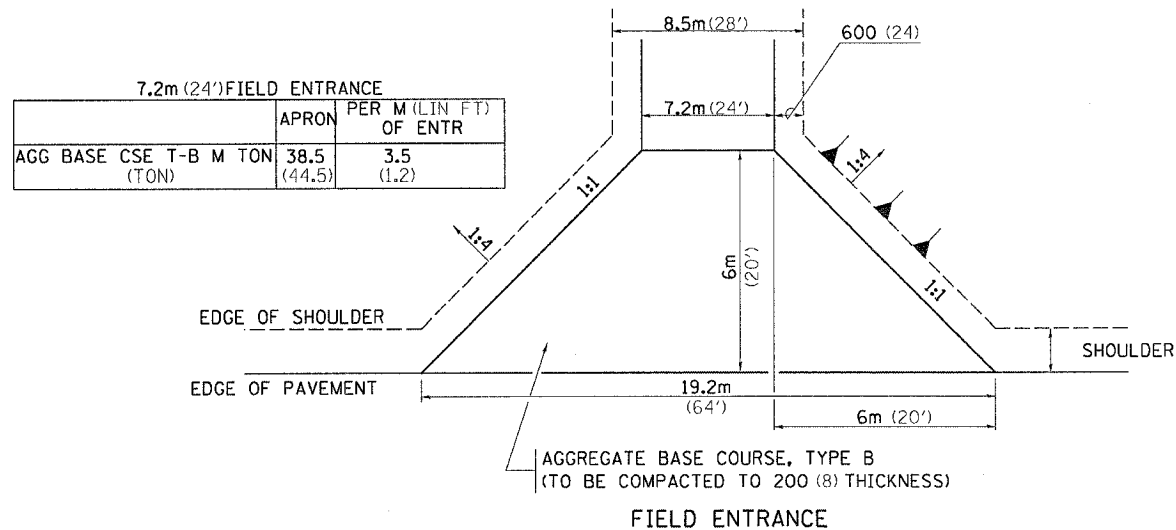
MAINTENANCE AFTER FINAL GRADING

TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS SEEDED AND ESTABLISHED WITH THE PROPER STAND. ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP AND DISTURBED TURF RESEEDDED.

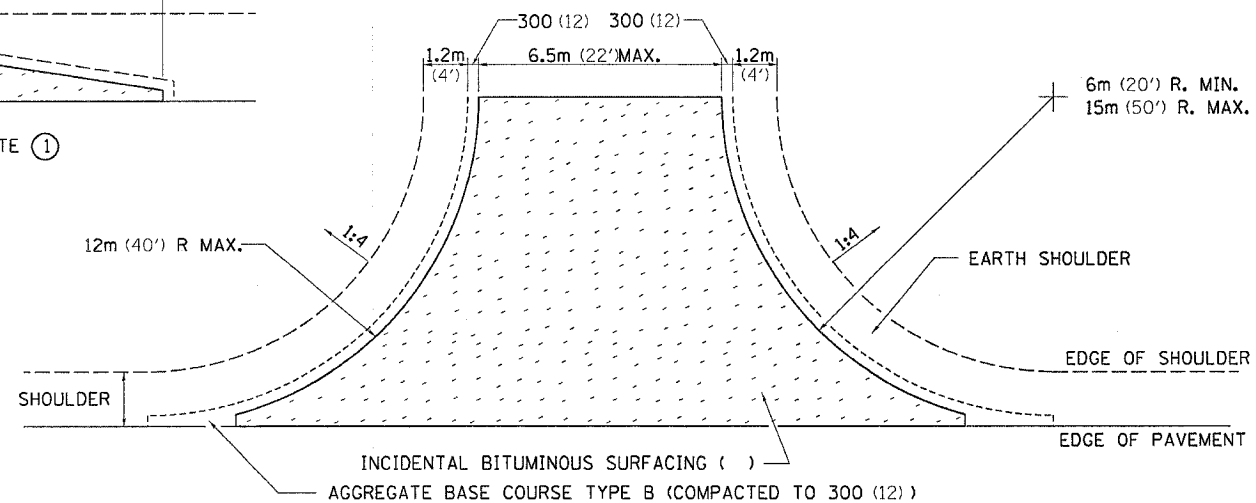
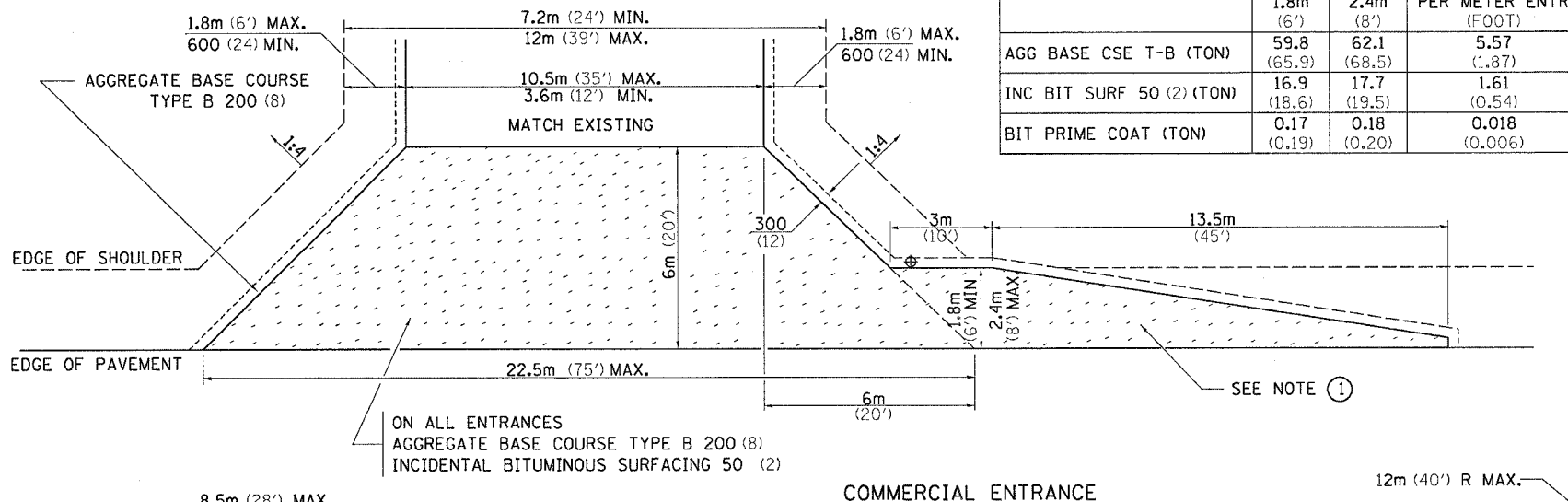
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-IHBR-1	HENRY	133	90
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BITUMINOUS APPROACHES & MAILBOX RETURNS



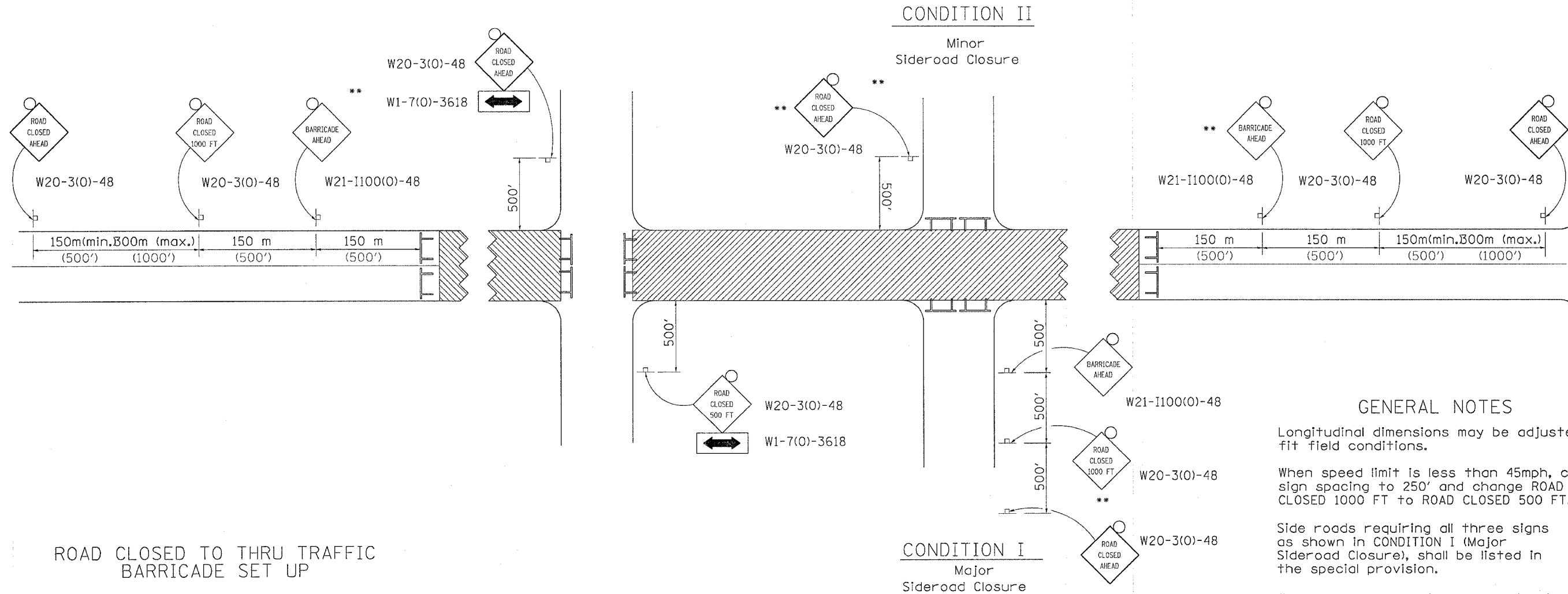
- NOTE**
- TURNOUTS ARE TO BE CONSTRUCTED ON THE APPROACH SIDE OF ALL PE & CE REGARDLESS IF A MAILBOX IS PRESENT.
 - ALL PE & CE ARE TO BE SURFACED TO RIGHT OF WAY LINE. AREA BEHIND RIGHT OF WAY SHALL MATCH EXISTING SURFACE.
 - FE ARE TO BE AGGREGATE TO RIGHT OF WAY OR TOUCH DOWN, WHICH EVER IS GREATEST.
 - QUANTITIES ARE CALCULATED WITH 1' BITUMINOUS SHOULDER IN PLACE. AGGREGATE QUANTITIES SHOWN ARE FOR NEW CONSTRUCTION.
 - EXCAVATION REQUIRED FOR PLACEMENT OF AGGREGATE BASE COURSE SHALL BE CONSIDERED INCIDENTAL TO THE AGGREGATE BASE COURSE.
 - ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.



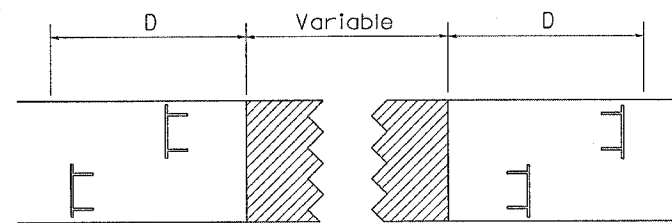
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-IHBR-1	HENRY	133	91
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TRAFFIC CONTROL FOR ROAD CLOSURE



ROAD CLOSED TO THRU TRAFFIC BARRICADE SET UP



Type III Barricades and R11-4-4830 signs shall be as shown in "Road Closed To All Thru Traffic" detail on Highway Standard 702001. If the distance "D" exceeds 600 m (2000') an additional set of barricades and R11-4-4830 shall be placed at each end of the work area.

GENERAL NOTES

Longitudinal dimensions may be adjusted to fit field conditions.

When speed limit is less than 45mph, change sign spacing to 250' and change ROAD CLOSED 1000 FT to ROAD CLOSED 500 FT.

Side roads requiring all three signs as shown in CONDITION I (Major Sideroad Closure), shall be listed in the special provision.

** Where local access is to be maintained, barricades are to be set up as shown in Road Closed to thru traffic.

Type III Barricades and R11-2-4830 signs shall be as shown in "Road Closed To All Traffic" detail on Highway Standard 702001.

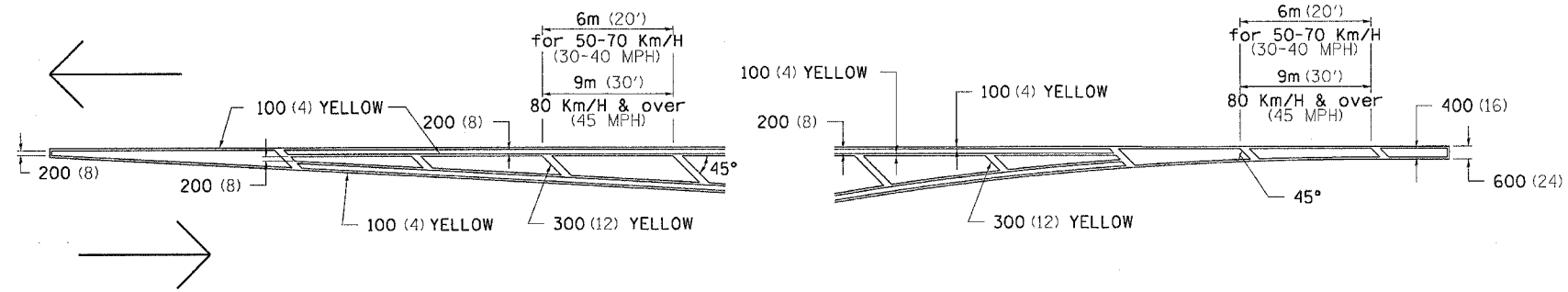
All dimensions are in millimeters (inches) unless otherwise shown.

TYPICAL APPLICATION FOR ROAD CLOSURE

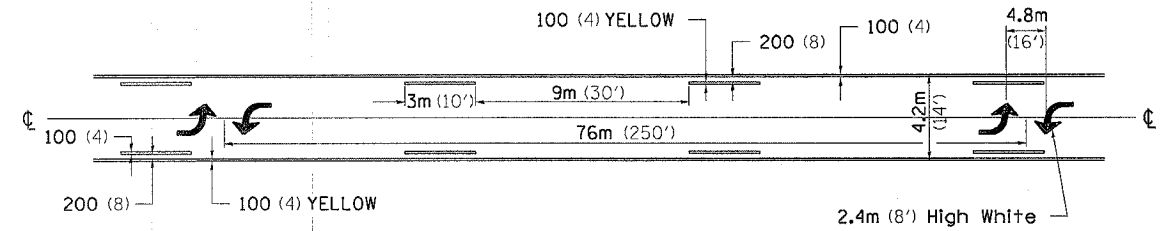
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	92
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS

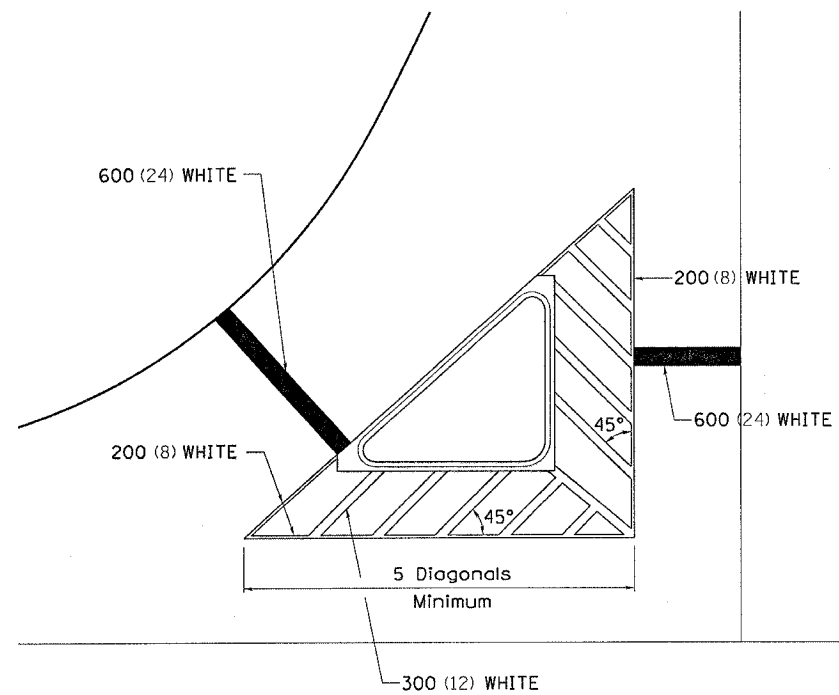
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE



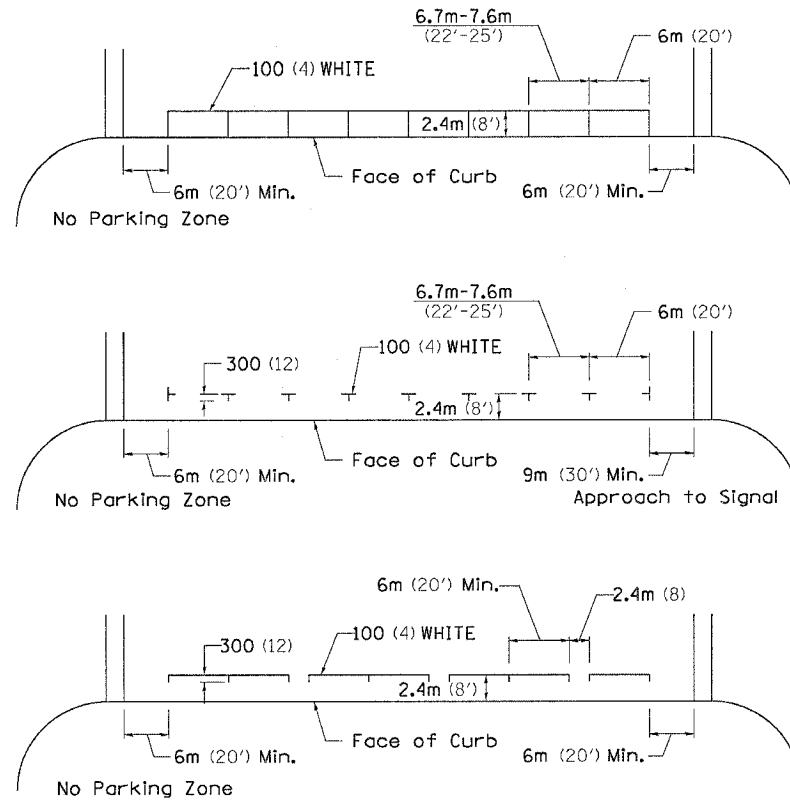
MEDIAN PAVEMENT MARKING



TYPICAL ISLAND OFFSET SHOULDER WIDTH

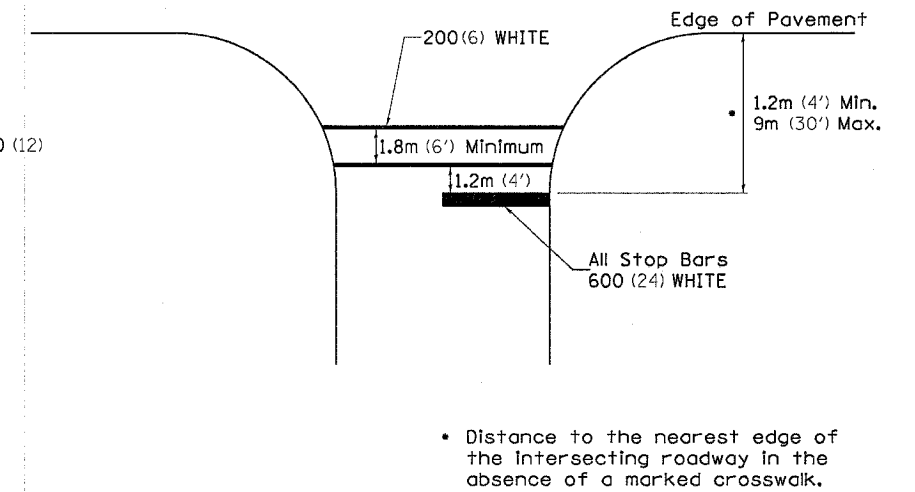


TYPICAL PARKING SPACING



•• ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

STANDARD CROSSWALK MARKING
See Schedules for Locations



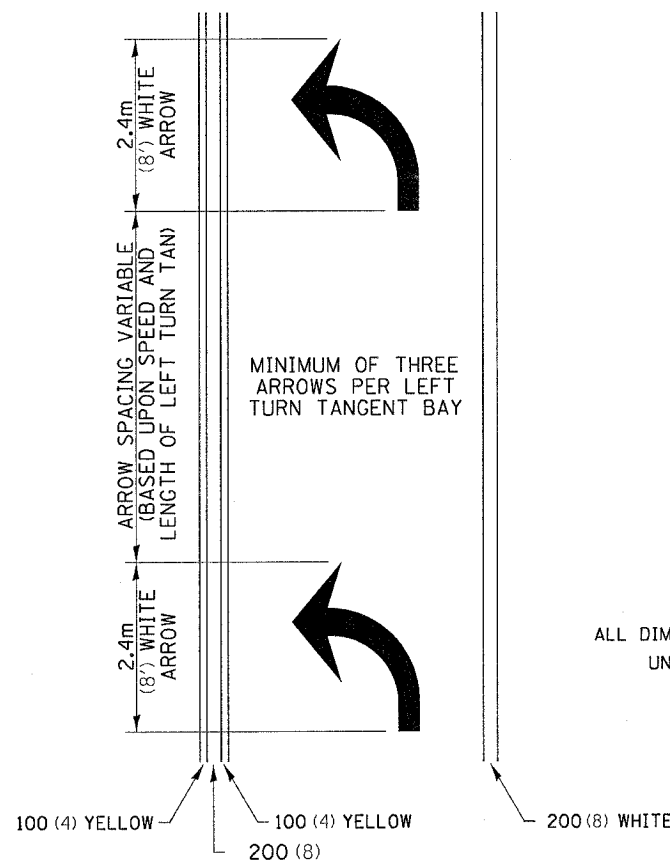
• Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

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

TYPICAL PAVEMENT MARKINGS

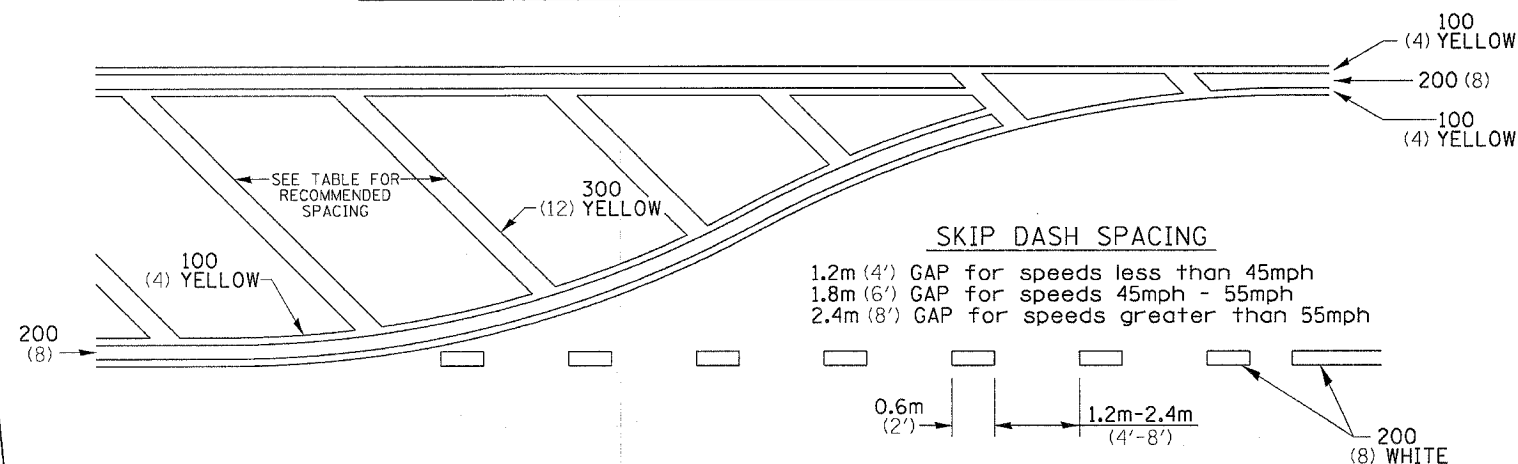
ARROW LAYOUT



- ▲ ONE-WAY AMBER MARKER
- △ ONE-WAY CRYSTAL MARKER
- ◆ TWO-WAY AMBER MARKER

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

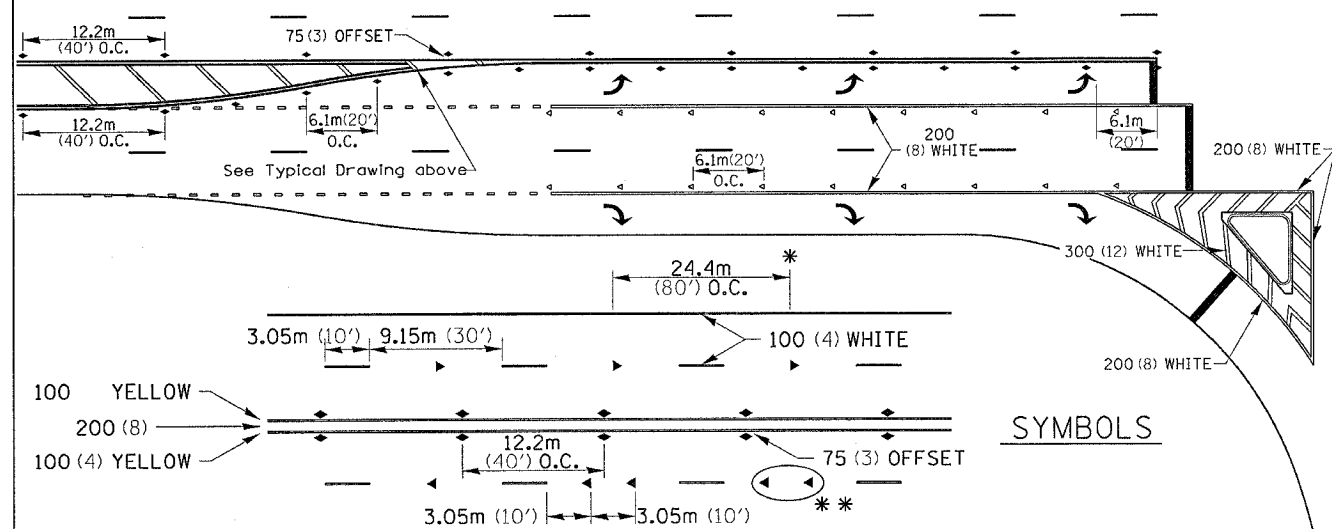
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 50Km/H (30MPH)	15.3m (50')	4.53m (15')	3.05m (10')
50-60Km/H (30-40MPH)	22.9m (75')	6.1m (20')	4.53m (15')
70Km/H (45MPH) & over	22.9m (75')	9.05m (30')	6.1m (20')

NOTE: If the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.



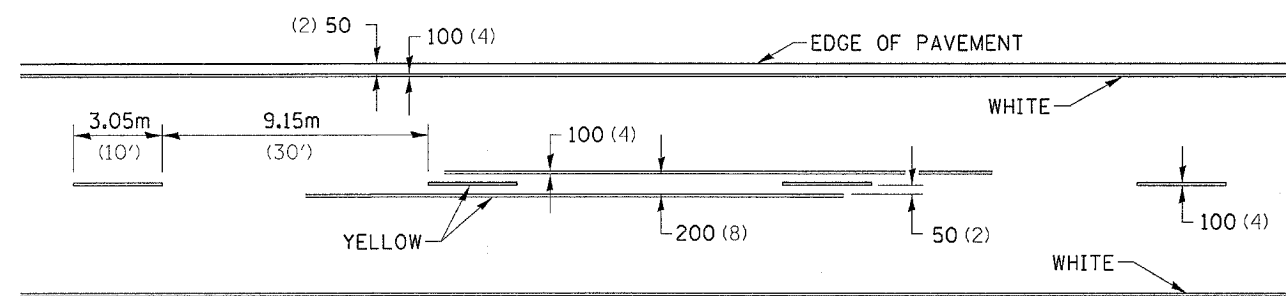
SYMBOLS

See Typical Drawing above
12.2m (40') O.C. APPROACH SIDE ONLY

- * REDUCE TO 12.2m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 15Km/H (10MPH) LOWER THAN POSTED SPEEDS.
- ** USE DOUBLE MARKERS WHEN ADT ≥ 25,000

MULTI-LANE / UNDIVIDED

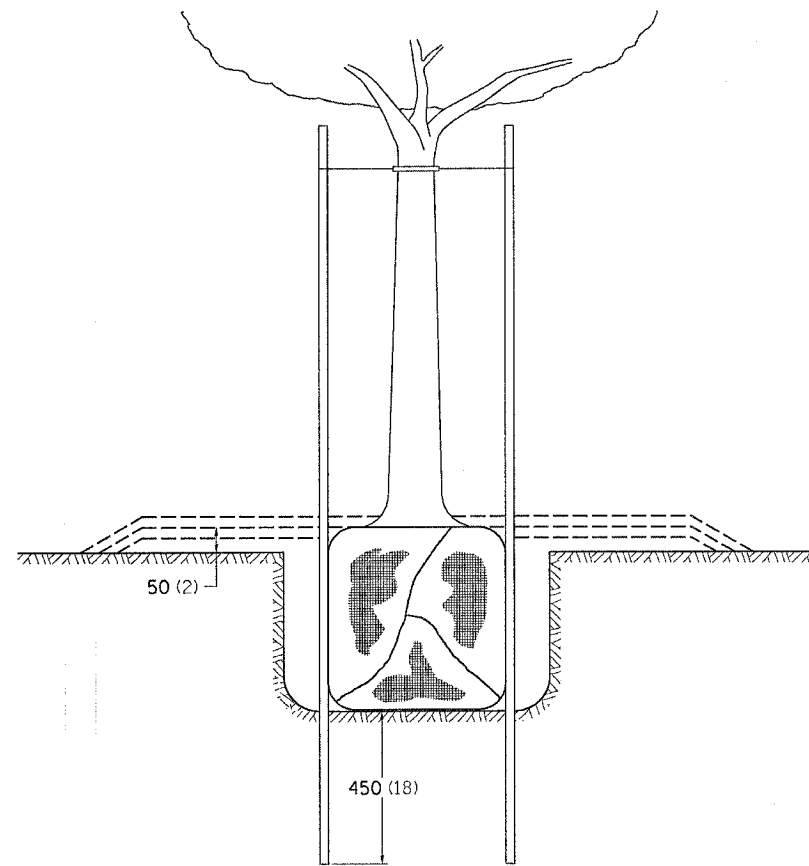
TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION - NO PASSING ZONES



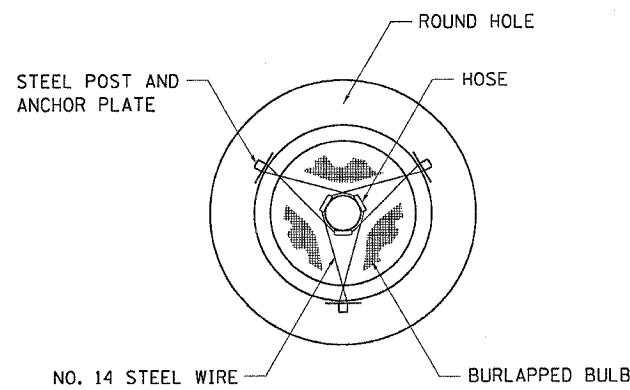
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	94
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

DETAILS OF PLANTING AND BRACING TREES

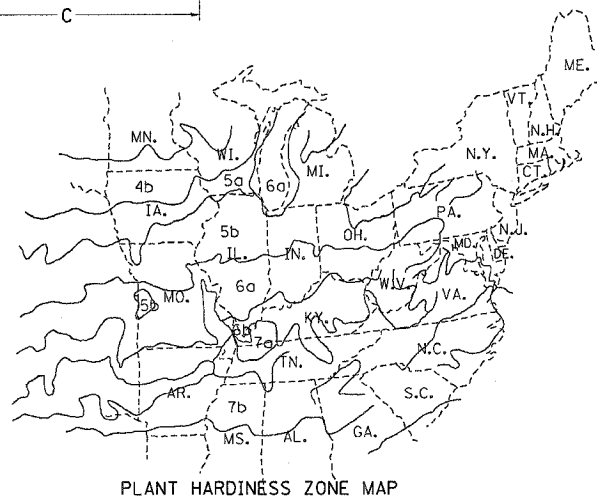
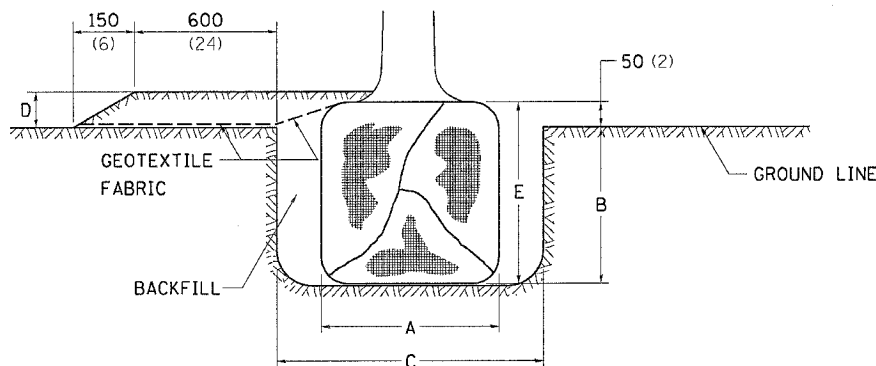


TREES SMALLER THAN 115 (4 1/2) IN DIAMETER

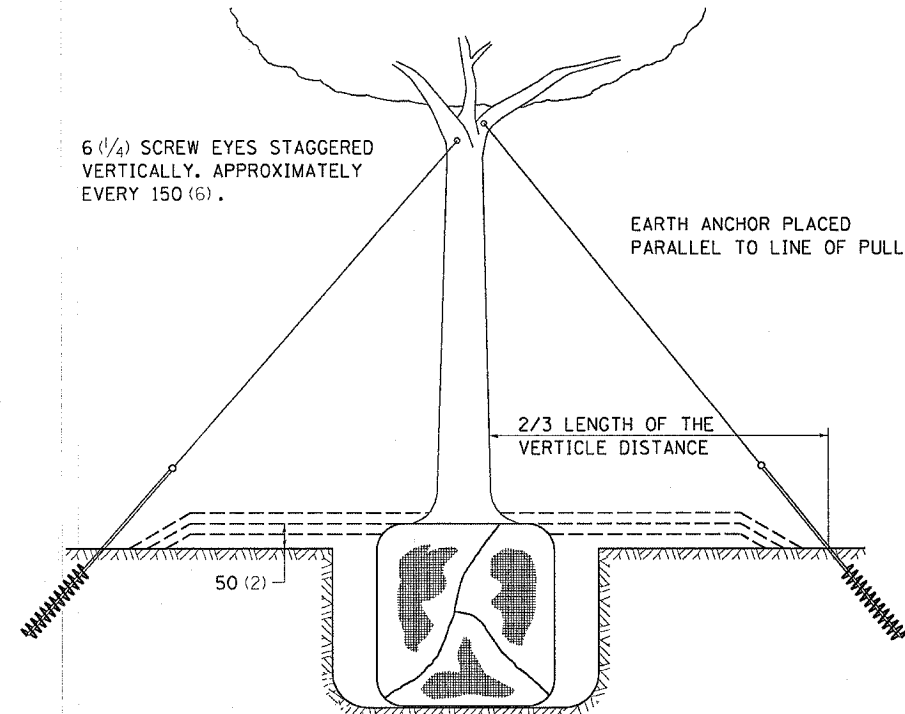


SMALL	A	B	C	D	E	F
TREE SIZE	DIAMETER OF BALL OR ROOT SYS.	DEPTH OF HOLE EXCAVATION	WIDTH OF HOLE EXCAVATION	THICKNESS OF MULCH COVER	DEPTH OF BALL OR ROOT SYS.	VOLUME OF MULCH COVER m ³ (CU. YDS.)
1.5-1.8m (5'-6')	400 (16)	250 (10)	750 (30)	100 (4)	300 (12)	0.41 (0.54)
1.5-1.8m (5'-6') BB	400 (16)	250 (10)	750 (30)	100 (4)	300 (12)	0.41 (0.54)
1.8-2.0m (6'-7') BB	450 (18)	300 (12)	750 (30)	100 (4)	350 (14)	0.41 (0.54)
2.0-2.4m (7'-8') BB	500 (20)	275 (11)	750 (30)	100 (4)	325 (13)	0.41 (0.54)
2.4-3.0m (8'-10') BB	600 (24)	350 (14)	900 (36)	100 (4)	400 (16)	0.47 (0.61)
3.0-3.6m (10'-12') BB	650 (26)	375 (15)	900 (36)	100 (4)	425 (17)	0.47 (0.61)

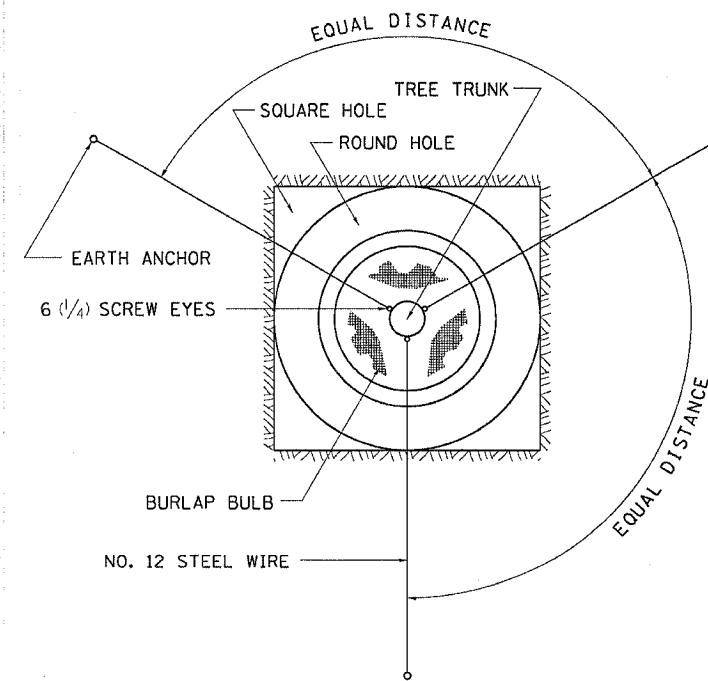
LARGE	A	B	C	D	E	F
TREE SIZE	DIAMETER OF BALL OR ROOT SYS.	DEPTH OF HOLE EXCAVATION	WIDTH OF HOLE EXCAVATION	THICKNESS OF MULCH COVER	DEPTH OF BALL OR ROOT SYS.	VOLUME OF MULCH COVER m ³ (CU. YDS.)
0-50 (0-2)	500 (20)	275 (11)	900 (36)	100 (4)	325 (13)	0.47 (0.61)
50-65 (2-2 1/2) BB	600 (24)	350 (14)	1200 (48)	100 (4)	400 (16)	0.60 (0.78)
65-75 (2 1/2-3) BB	700 (28)	425 (17)	1200 (48)	100 (4)	475 (19)	0.60 (0.78)
75-90 (3-3 1/2) BB	800 (32)	425 (17)	1500 (60)	100 (4)	475 (19)	0.73 (0.96)
90-100 (3 1/2-4) BB	900 (36)	500 (20)	1500 (60)	100 (4)	550 (22)	0.73 (0.96)
100-115 (4-4 1/2) BB	1000 (40)	550 (22)	1800 (72)	100 (4)	600 (24)	0.89 (1.16)
115-125 (4 1/2-5) BB	1100 (44)	600 (24)	1800 (72)	100 (4)	650 (26)	0.89 (1.16)
125-140 (5-5 1/2) BB	1200 (48)	675 (27)	2100 (84)	100 (4)	725 (29)	1.06 (1.38)



U.S. DEPARTMENT OF AGRICULTURE
AGRICULTURAL RESEARCH SERVICE
PUBLICATION NO. 814



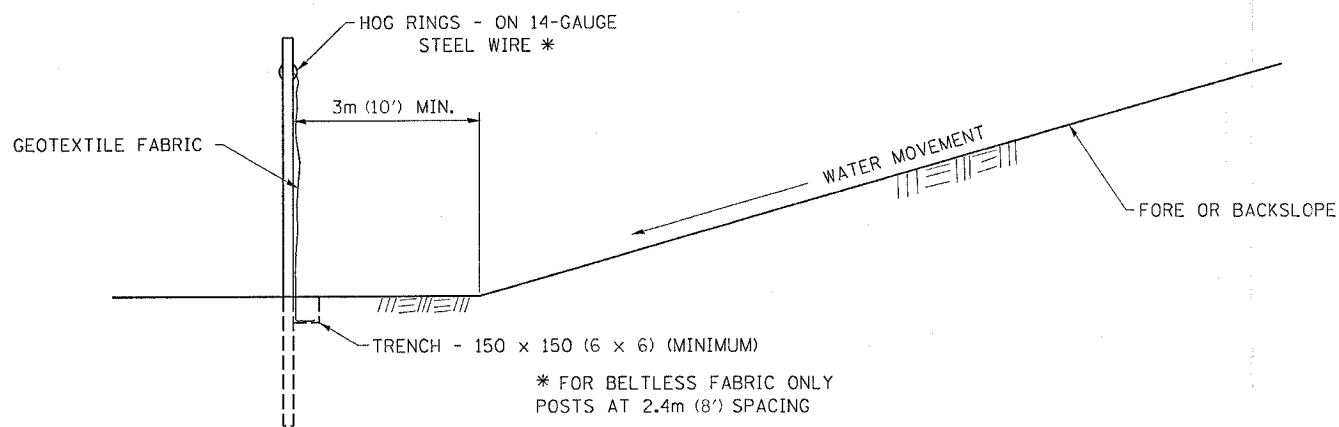
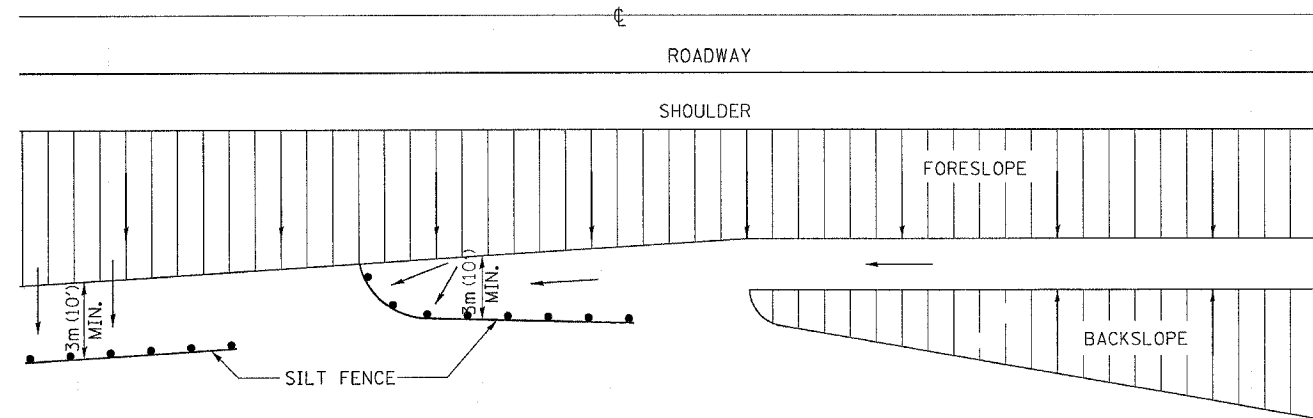
TREES OVER 115 (4 1/2) IN DIAMETER



ALL DIMENSIONS ARE IN MILLIMETERS (INCHES)
UNLESS OTHERWISE NOTED.

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EROSION CONTROL DETAILS FOR SILT FENCE

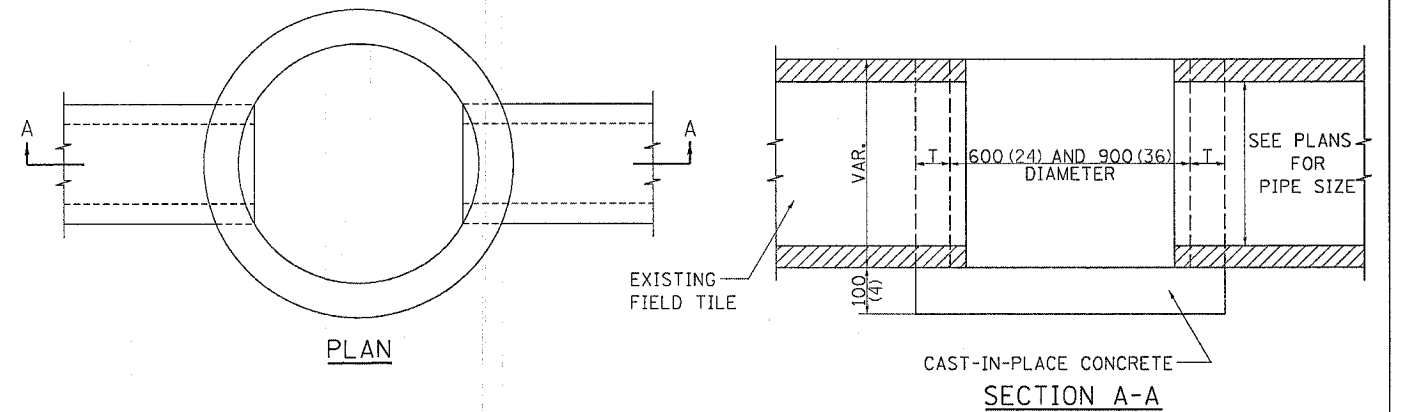
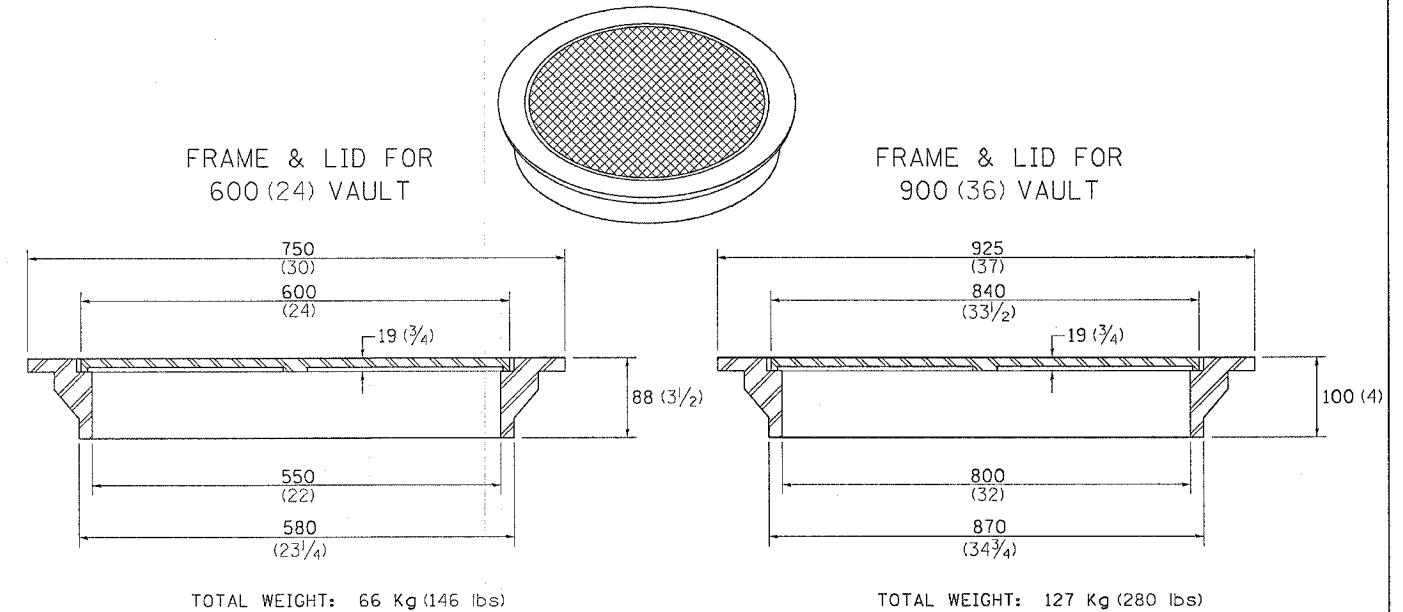


DETAILS OF SILT FENCE

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

FIELD TILE JUNCTION VAULTS 600 (24) AND 900 (36) DIA.

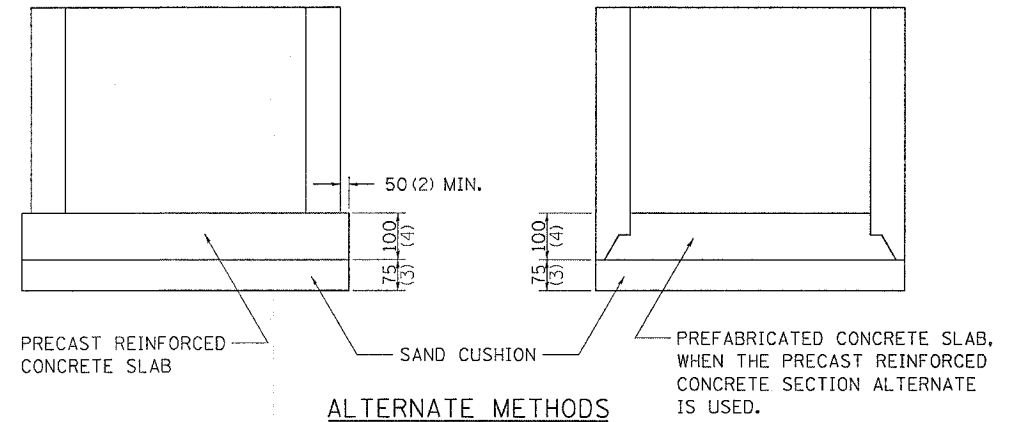
CONTRACT NO. 64602				
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80	37-1HBR-1	HENRY	133	95
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



ALTERNATE MATERIALS FOR WALLS	T
BRICK MASONRY	200 (8)
CAST-IN-PLACE CONCRETE	150 (6)
CONCRETE MASONRY UNIT	125 (5)
PRECAST REINFORCED CONCRETE SECTION	75 (3)

NOTE: THE FRAME AND LID IS REQUIRED ON ALL JUNCTION VAULTS.

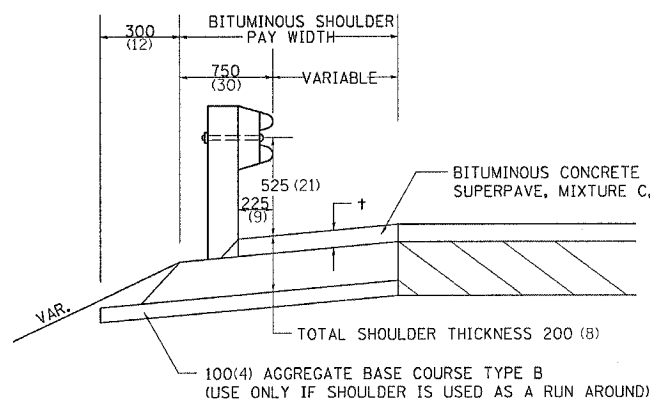
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.



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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	98
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

DETAIL OF BITUMINOUS SHOULDER AT GUARD RAIL



† = SEE TYPICAL SECTIONS FOR THICKNESS

GENERAL NOTES

THE TOP LIFT SHALL NOT BE PLACED BEHIND THE GUARDRAIL POSTS. WHEN PLACING THE TOP LIFT THE RAIL MUST BE REMOVED FROM THE POSTS. THE POST SHALL NOT BE REMOVED.

THE HEIGHT OF THE GUARD RAIL SHALL BE SET 525 (21) FROM THE FINISHED SURFACE.

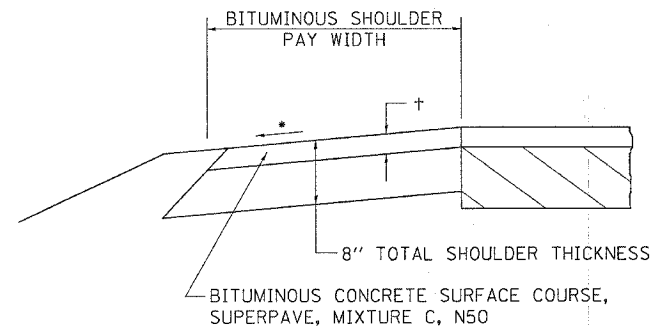
THE BITUMINOUS SHOULDER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 482 EXCEPT THE TOP LIFT SHALL BE BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIXTURE C, N50. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIXTURE C, N50, AND SQUARE METER (SQUARE YARD) FOR BITUMINOUS SHOULDERS SUPERPAVE OF THE THICKNESS SPECIFIED. THE REMOVAL & REINSTALLATION OF THE GUARDRAIL WILL BE INCLUDED IN THE COST OF THE BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIXTURE C, N50.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

DETAIL OF BITUMINOUS SHOULDER AT GUARD RAIL 23.4

REVISED 1-17-02

BITUMINOUS SHOULDER



† = SEE TYPICAL SECTIONS FOR THICKNESS

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

GENERAL NOTES

THE BITUMINOUS SHOULDER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 482 EXCEPT THE TOP LIFT SHALL BE BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIXTURE C, N50. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIXTURE C, N50, AND SQUARE YARD FOR BITUMINOUS SHOULDERS SUPERPAVE OF THE THICKNESS SPECIFIED.

USE BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIXTURE C, N50, WHEN RESURFACING EXISTING BITUMINOUS SHOULDERS. THE THICKNESS IS SHOWN ON THE TYPICAL SECTIONS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIXTURE C, N50.

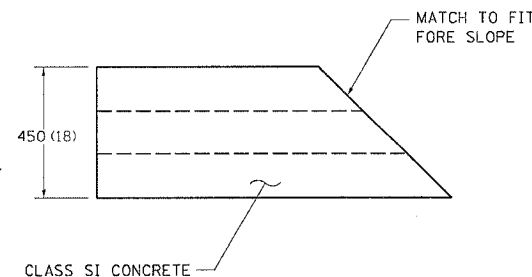
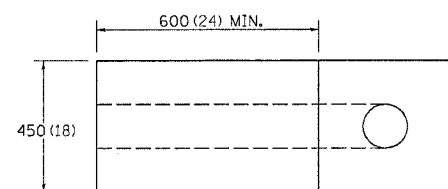
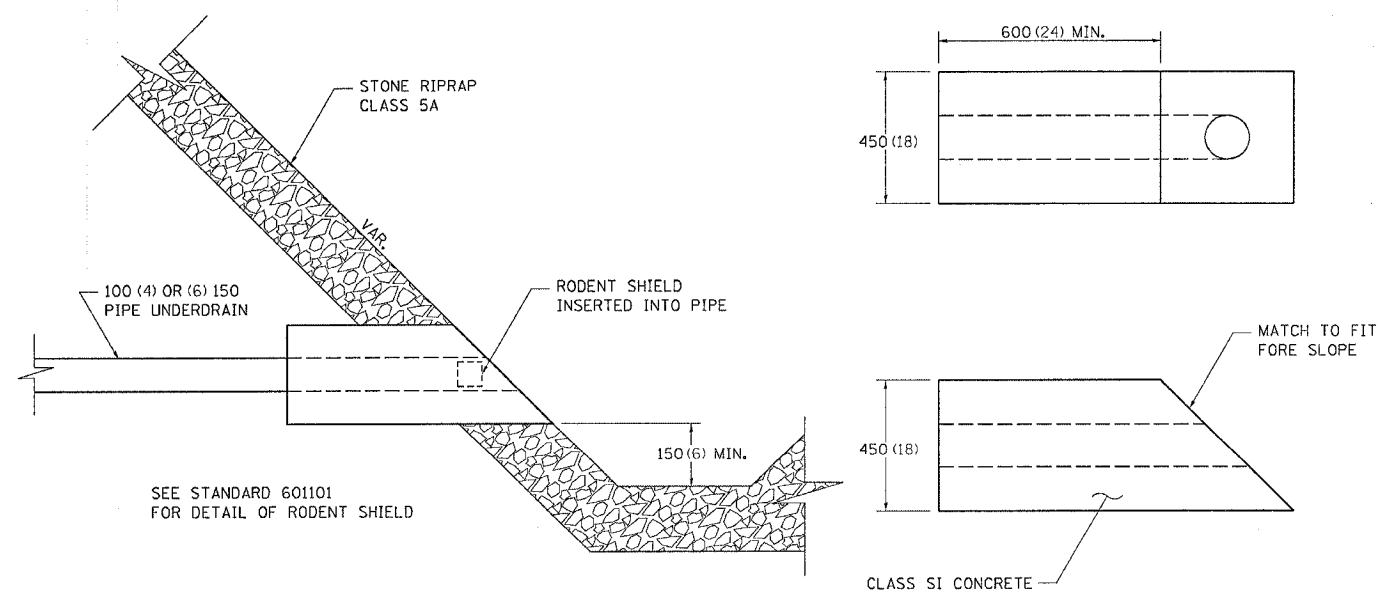
REMOVAL OF MATERIAL FOR PLACEMENT OF THE BITUMINOUS SHOULDER TO BE PAID FOR IN UNITS FOR EXCAVATING AND GRADING EXISTING SHOULDERS OR IN CUBIC YARDS FOR EARTH EXCAVATION OR EARTH EXCAVATION WIDENING.

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

BITUMINOUS SHOULDER 23.4a

REVISED 5-30-03

CONCRETE HEADWALLS FOR PIPE DRAINS

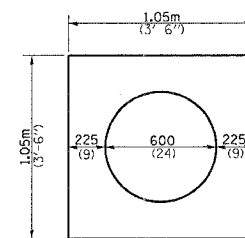


ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

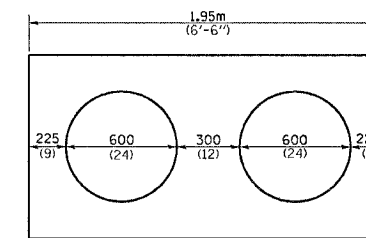
CONCRETE HEADWALLS FOR PIPE DRAINS 27.4

REVISED 10-15-04

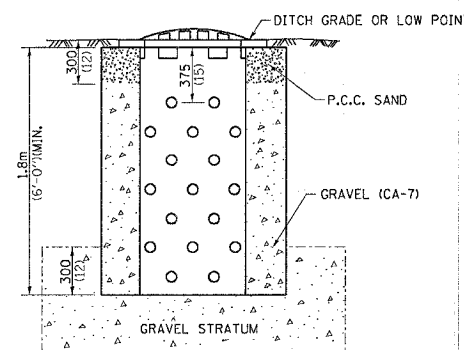
STONE WELL SPECIAL



PLAN SINGLE STONE WELL



PLAN DOUBLE STONE WELL



NOTE:

THE INSIDE LINER OF THE STONEWELL SHALL BE A 600 (24) CORRUGATED METAL PIPE OF THE SAME QUALITY AS SPECIFIED FOR PIPE CULVERTS, TYPE I. THE PERFORATIONS SHALL BEGIN 375 (15) FROM THE TOP OF THE STONEWELL AT THE RATE OF 4 HOLES PER 0.093m (FT²) FOOT. THE SIZE OF THE HOLES SHALL NOT BE LESS THAN 8 (5/16) OR MORE THAN 16 (5/8) DIAMETER. DOUBLE STONEWELL TO BE PAID FOR AS TWO (2) STONEWELLS. STANDARD GRATE TYPE B (STD. 604036) WILL BE USED. THE CONTRACT UNIT PRICE FOR STONEWELLS SPECIAL SHALL INCLUDE ALL MATERIALS AND LABOR FOR THE COMPLETE IN PLACE STONEWELL.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

STONE WELL SPECIAL 30.4

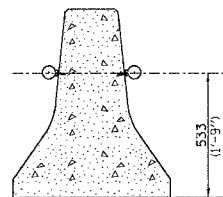
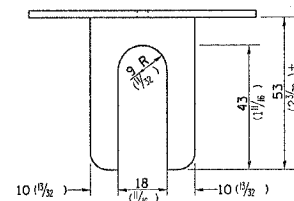
REVISED 5-4-94

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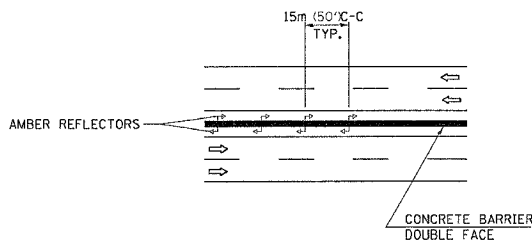
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	100
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

BARRIER REFLECTORS

BARRIER REFLECTOR BRACKET

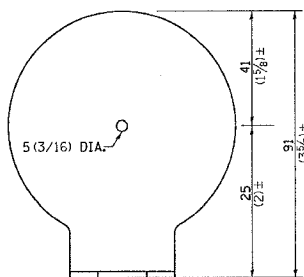


REFLECTOR MOUNTED ON CONCRETE BARRIER

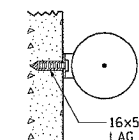
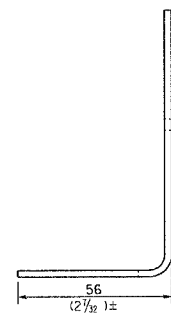


NOTES:

- BRACKET TO BE FABRICATED FROM 12 GAUGE (MIN) STEEL GALVANIZED IN ACCORDANCE WITH ASSHTO M III.
- INSTALL AMBER REFLECTORS WITH SPACING OF 15m (50') CENTERS.
- BRACKET SHALL BE PLACED BETWEEN THE BOLT HEAD AND THE PLATE WASHER.
- REFLECTORS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 784.07 OF THE STANDARD SPECIFICATIONS.
- THIS WORK SHALL BE CONSIDERED INCIDENTAL TO UNIT COST OF CONCRETE BARRIER.
- ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.



CIRCULAR SHAPE
83 (3 1/4) DIA.

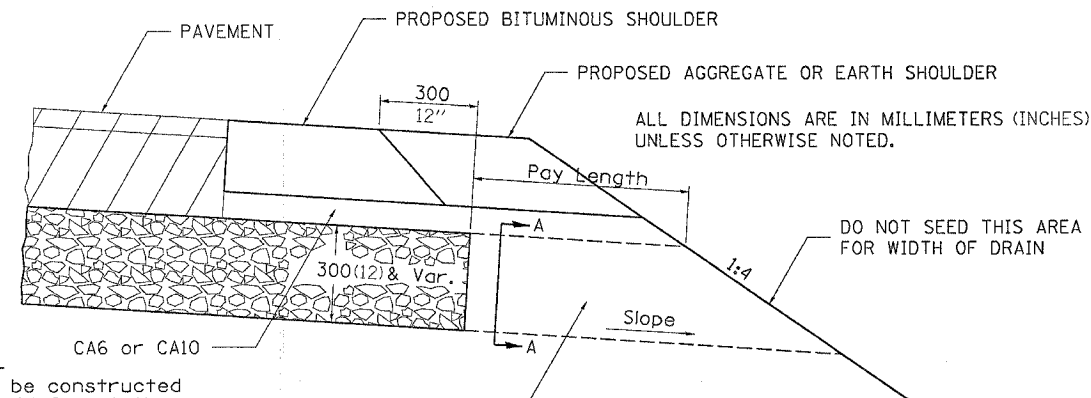


TYPICAL MOUNTING WITH REFLECTOR, BRACKET, & BOLT

BARRIER REFLECTORS 92.4

REVISED 10-15-04

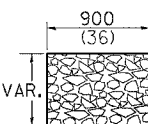
DRAIN FOR AGGREGATE BASE COURSE



ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

NOTES:

- The rock outlets shall be constructed using CA7 and will be paid for at the contract unit price per m² (SQ. YD.) for DRAIN FOR AGGREGATE BASE COURSE. The thickness shall be the same as the adjacent sub-base material as noted on the plans and shall include the cost of the filter fabric. The Rock outlets will be measured in m² (SQ. YD.), the width being 900 (36) by the length shown above. The cost of the CA6 or CA10 under the shoulder shall be included in the contract unit price per m² (SQ. YD.) for SUB-BASE GRANULAR MATERIAL, TYPE A of the thickness specified. The filter fabric to be used shall conform to the filter fabric used for Riprap.



SECTION A-A

ROCK OUTLET AT ALL LOW POINTS TO BE 900 (36) WIDE AND EXTEND TO FORESLOPE

NOTE: Slope same as shoulder with 2% min.

DRAIN FOR AGGREGATE BASE COURSE 96.4

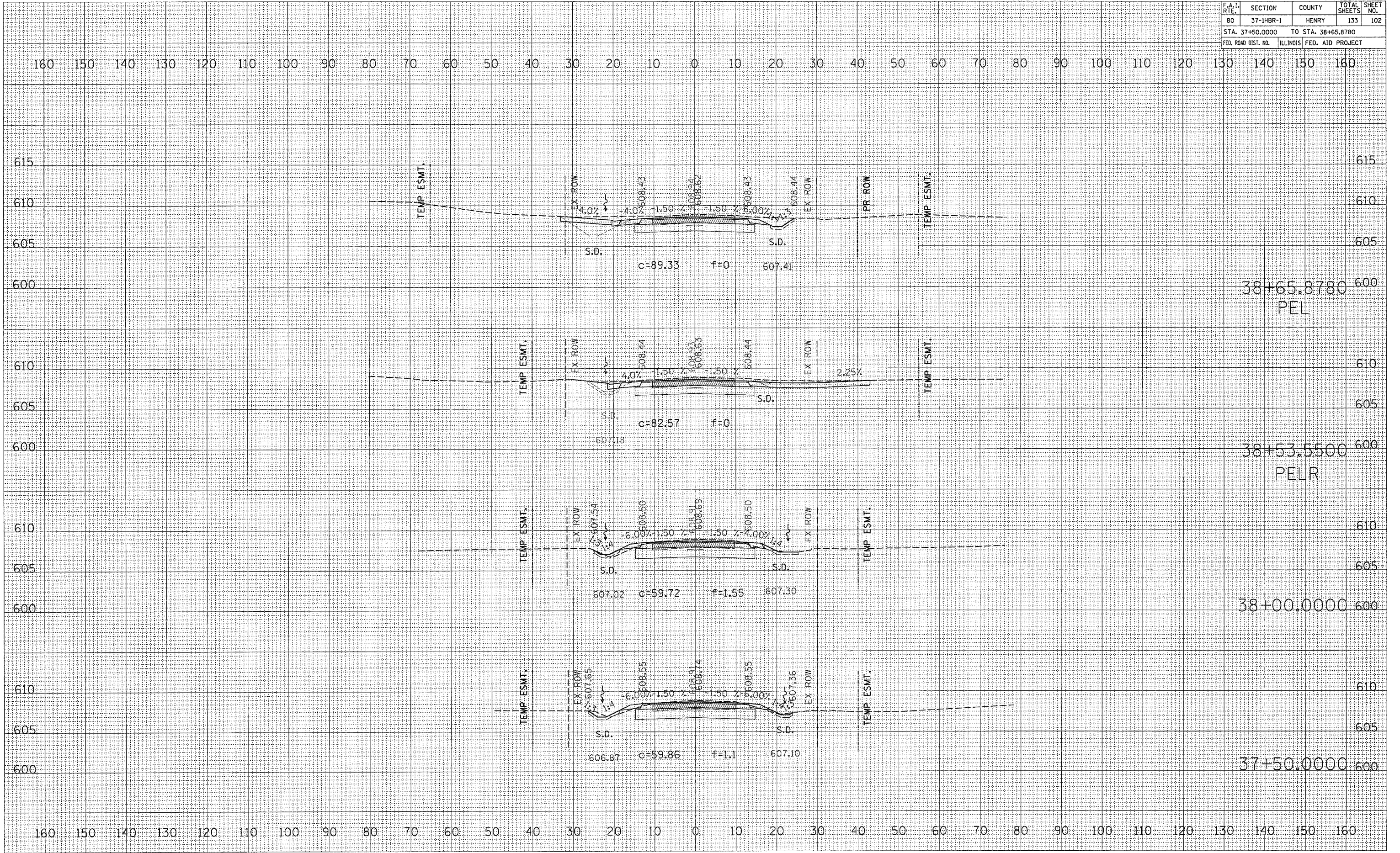
REVISED 6-5-06

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STA. 37+50.0000 TO STA. 38+65.8780				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DATE	
BY	
SURVEYED	
NOTE BOOK	
NO.	
AREAS CHECKED	

DATE	
BY	
SURVEYED	
NOTE BOOK	
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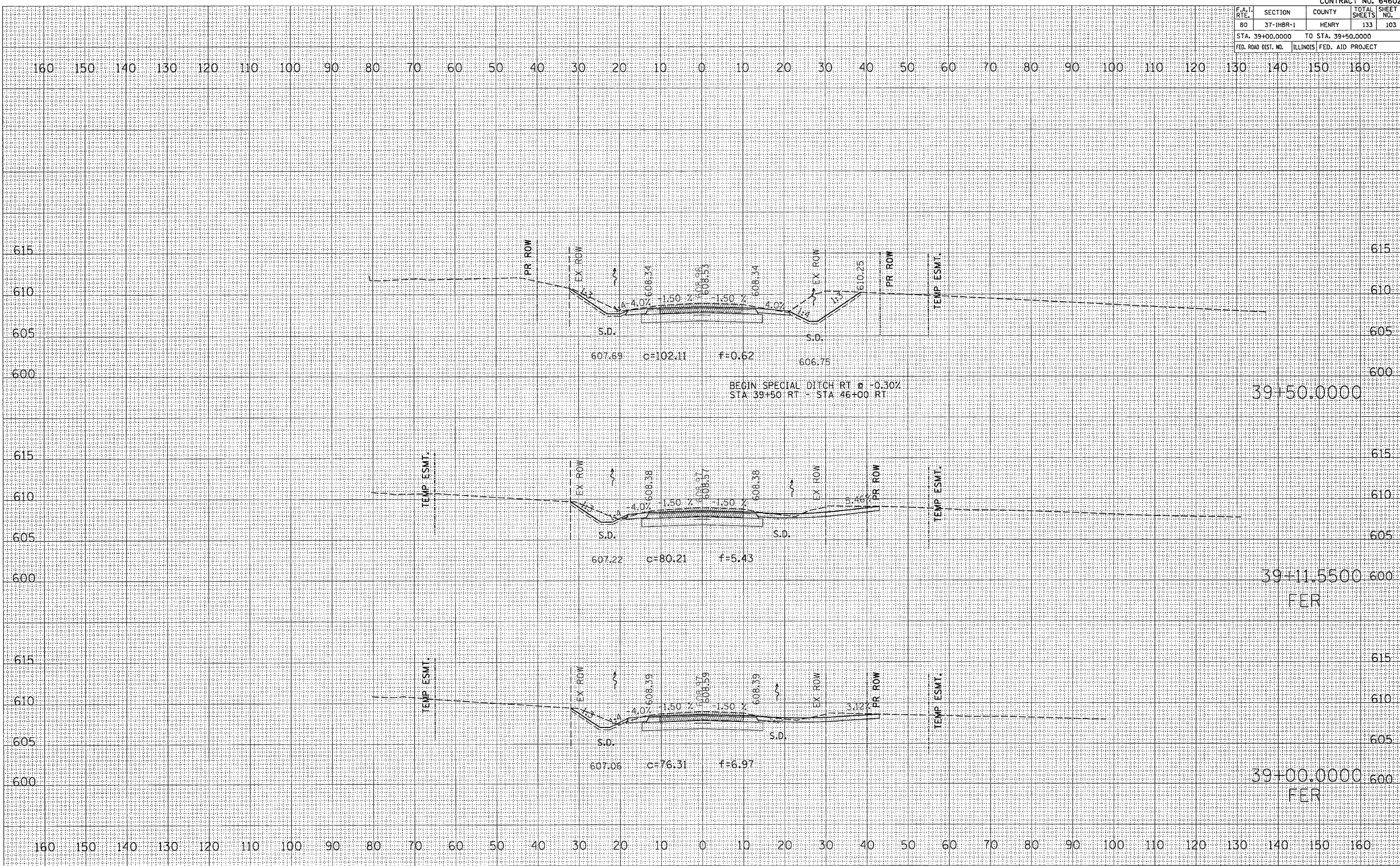


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STA. 39+00.0000 TO STA. 39+50.0000				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

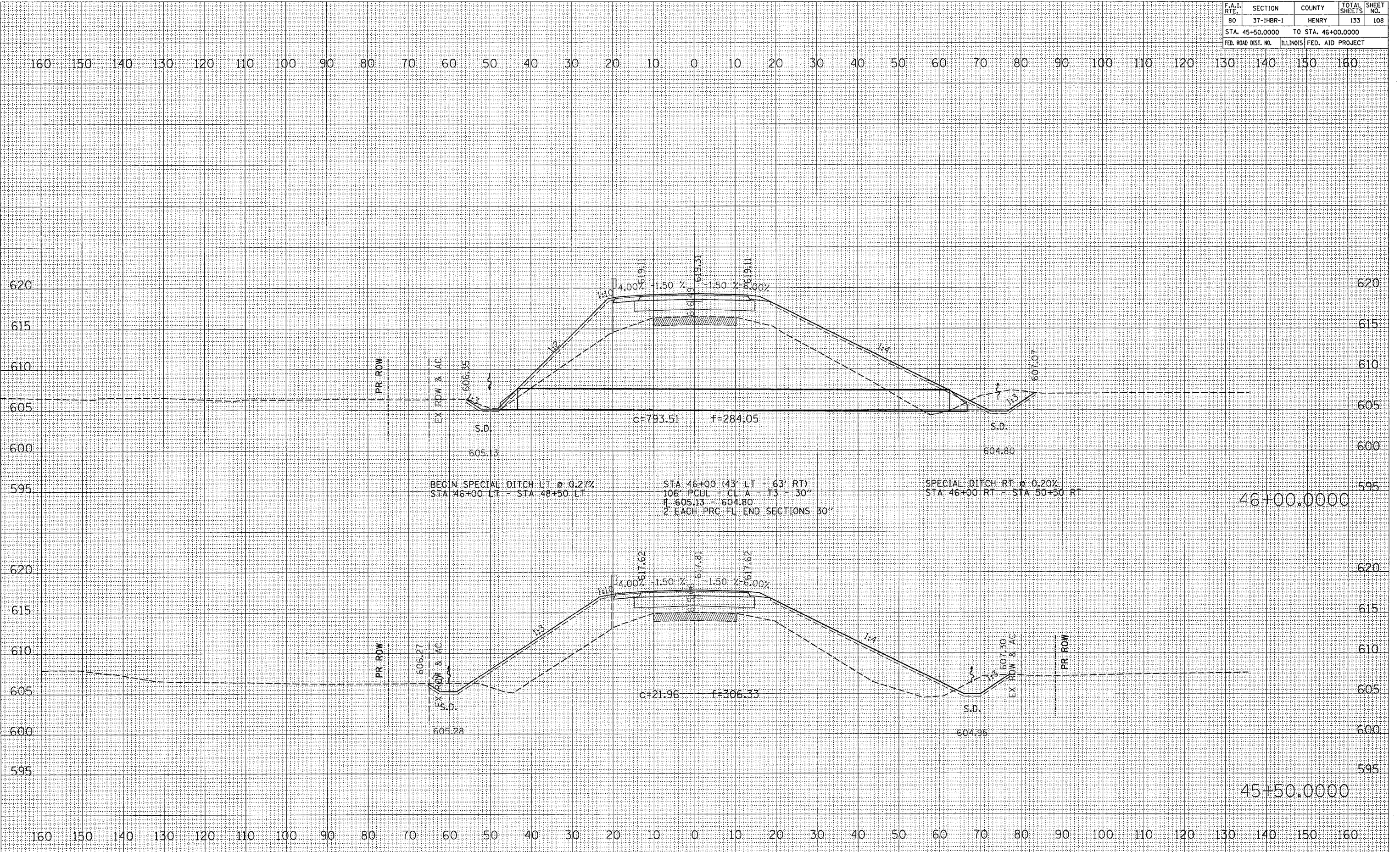
DATE	BY

DATE	BY

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 SURVEY PLOTTED
 NOTE 6
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 USER NAME = retnalj



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	108
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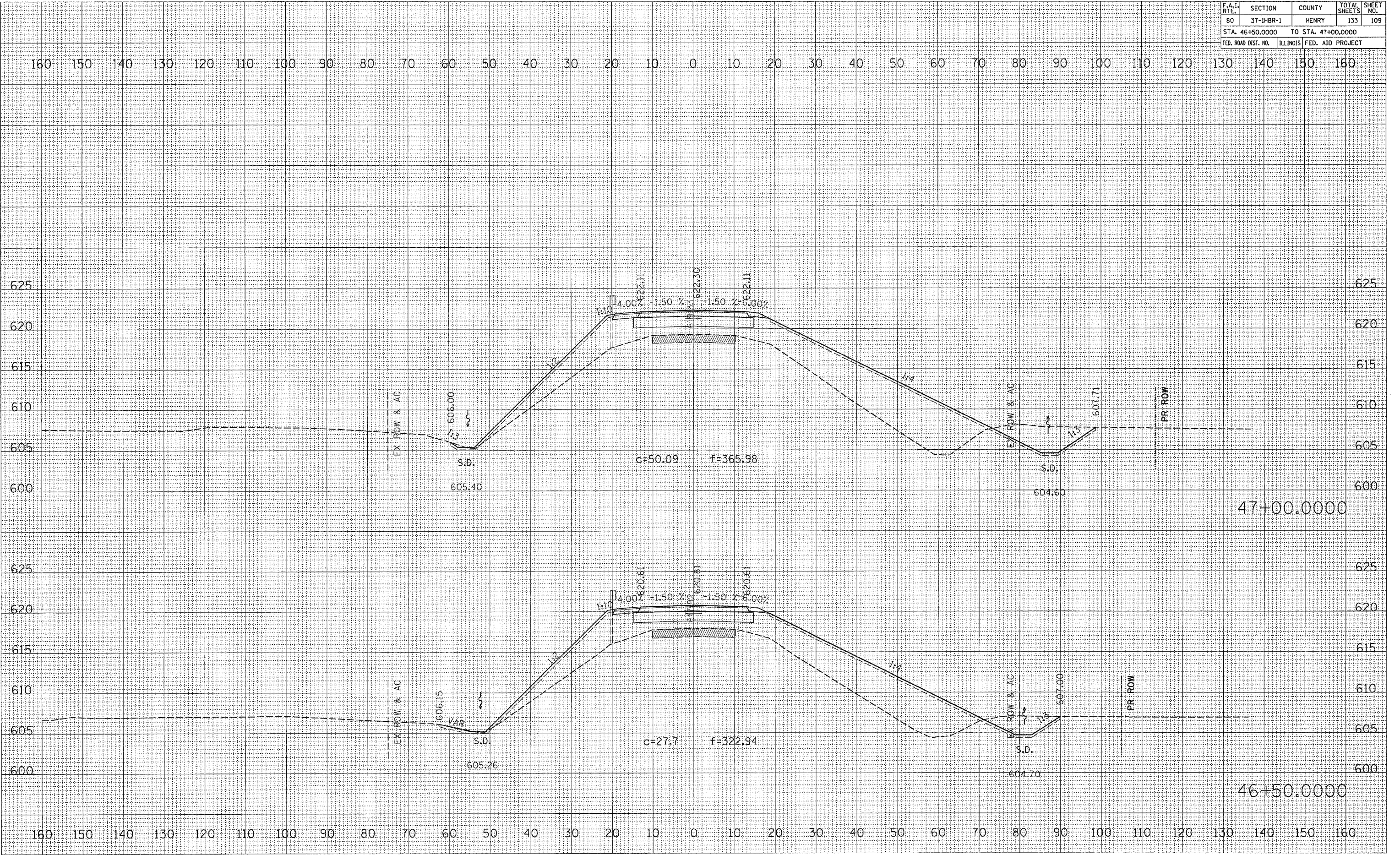


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 BY: _____
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 SURVEY: _____
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DATE: _____
 BY: _____
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STA. 46+50.0000 TO STA. 47+00.0000				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

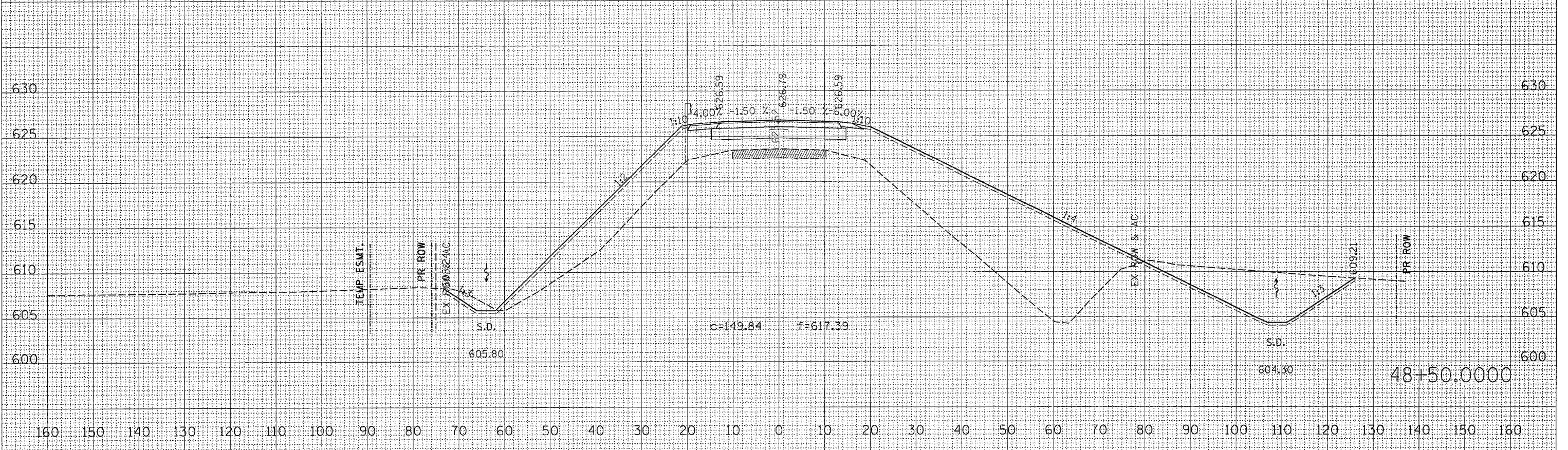
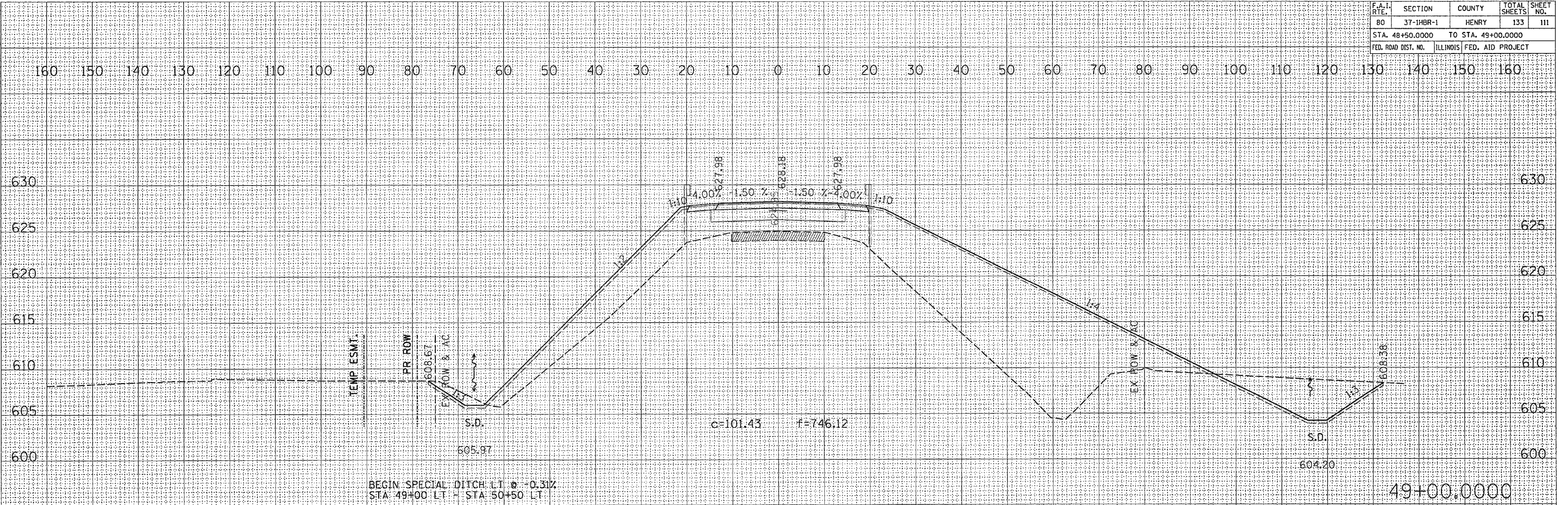


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SURVEYED	DATE
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STA. 48+50.0000		TO STA. 49+00.0000		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

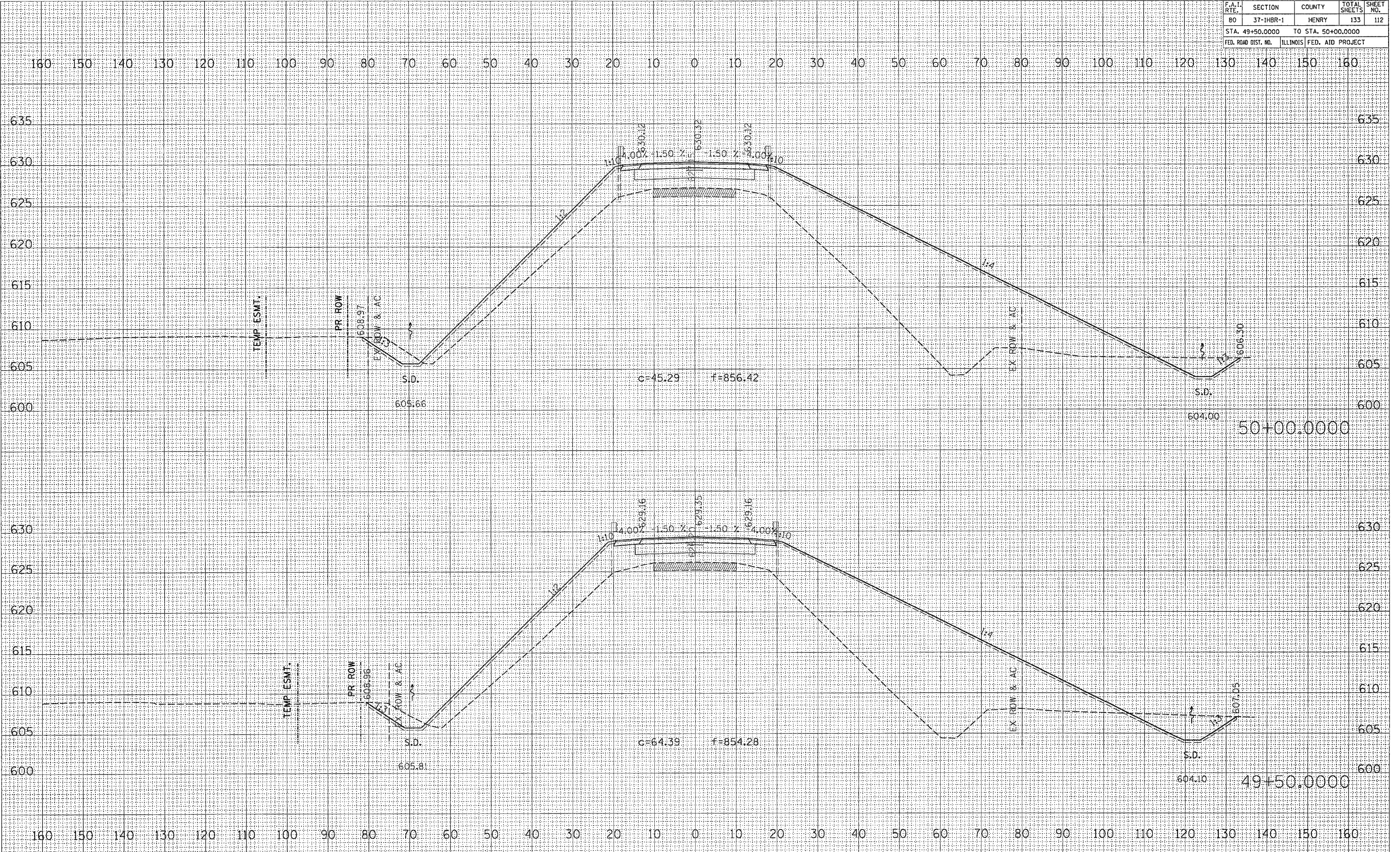


FINAL SURVEY BY DATE
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 NOTE BOOK NO.
 PLANNED BY
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ORIGINAL SURVEY BY DATE
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 NOTE BOOK NO.
 PLANNED BY
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	112
STA. 49+50.0000 TO STA. 50+00.0000				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY BY DATE
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 NOTE BOOK NO. DATE
 AREAS CHECKED

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

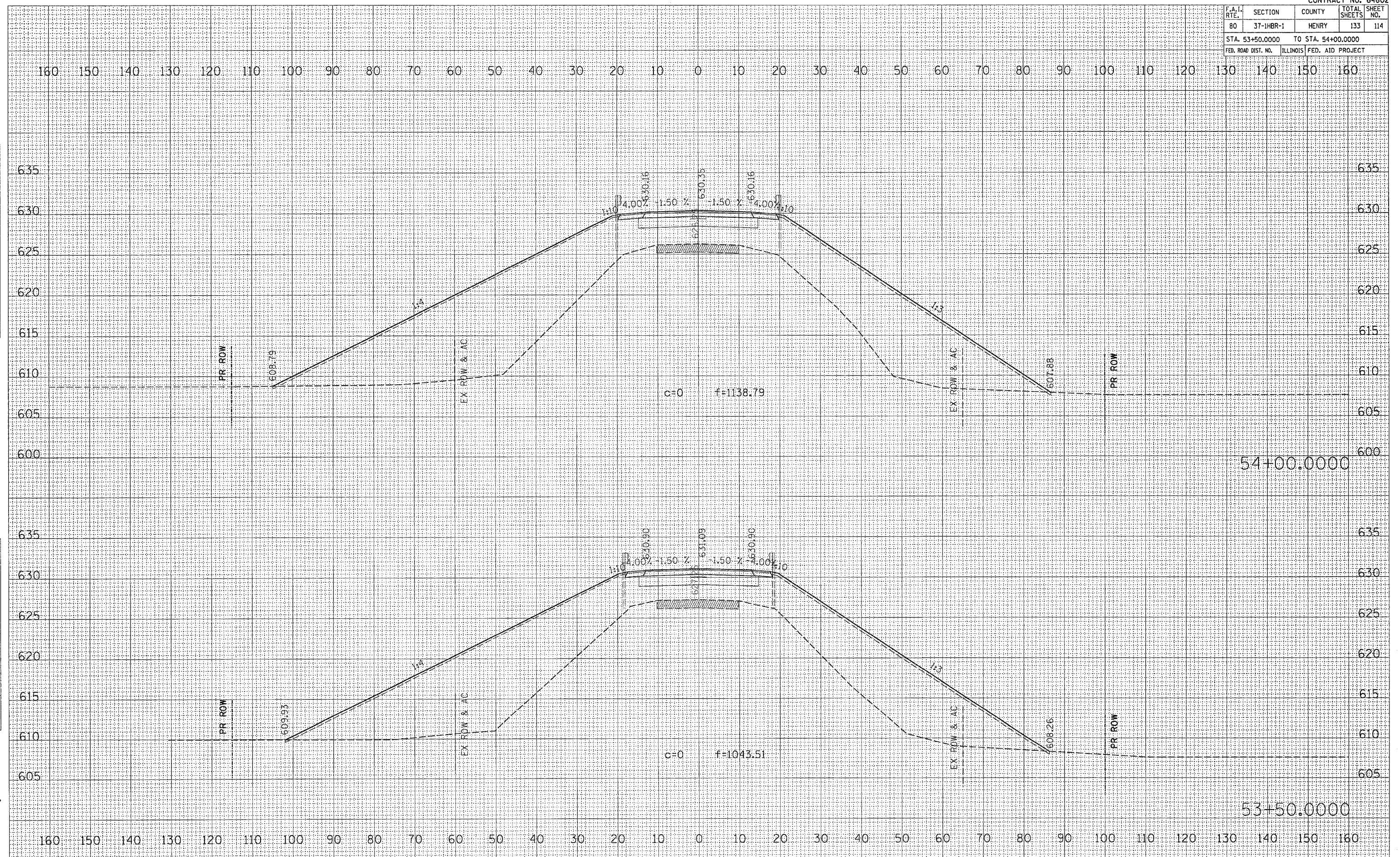
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	114
STA. 53+50.0000 TO STA. 54+00.0000				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

FINAL SURVEY	DATE
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-1HBR-1	HENRY	133	119
STA. 58+50.0000 TO STA. 59+50.0000				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DATE	BY

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NO.	NOTE

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NO.	PLOTTED

NO.	FINAL SURVEY

DATE	BY

NO.	AREAS CHECKED

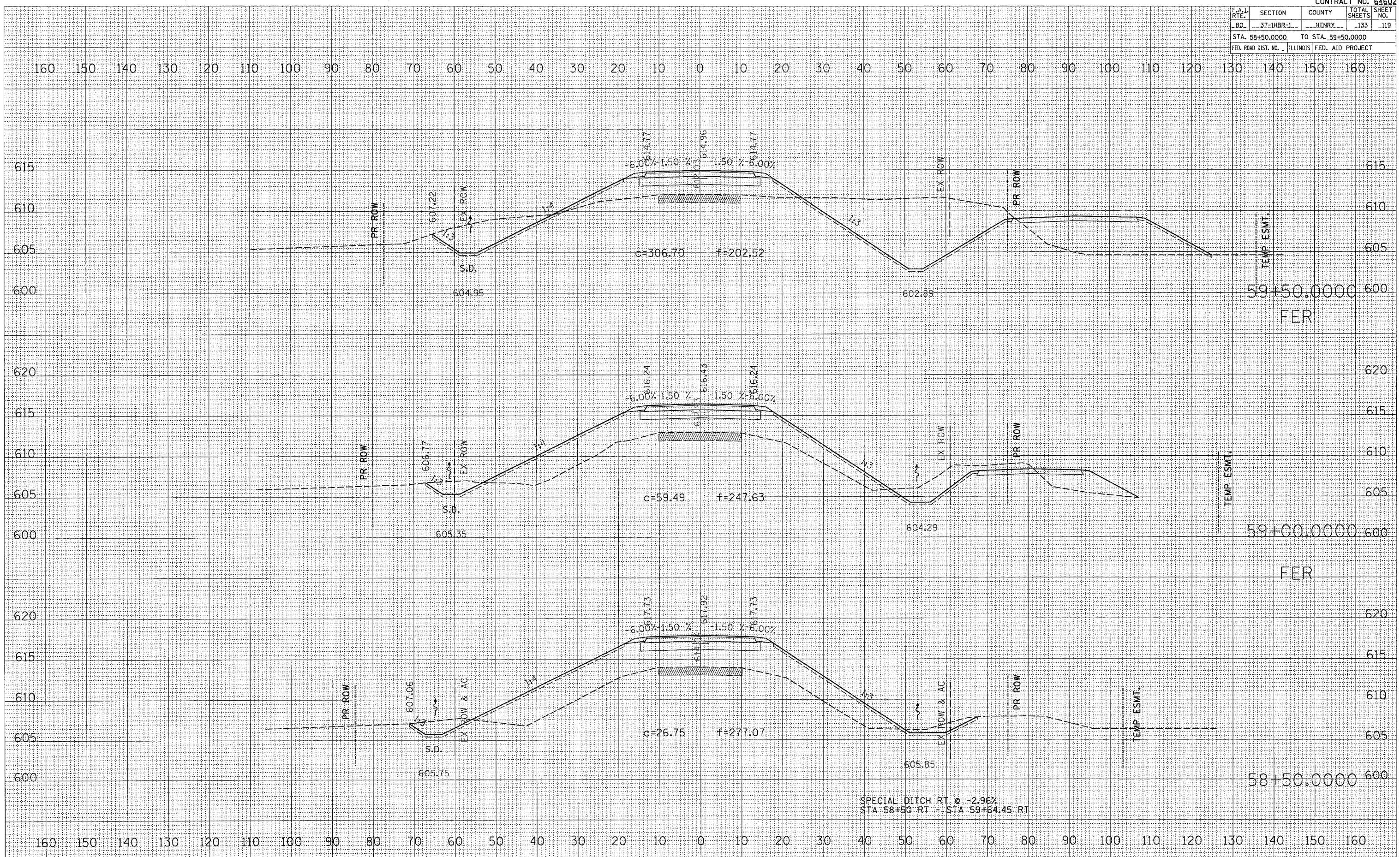
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NO.	PLOTTED

NO.	ORIGINAL SURVEY

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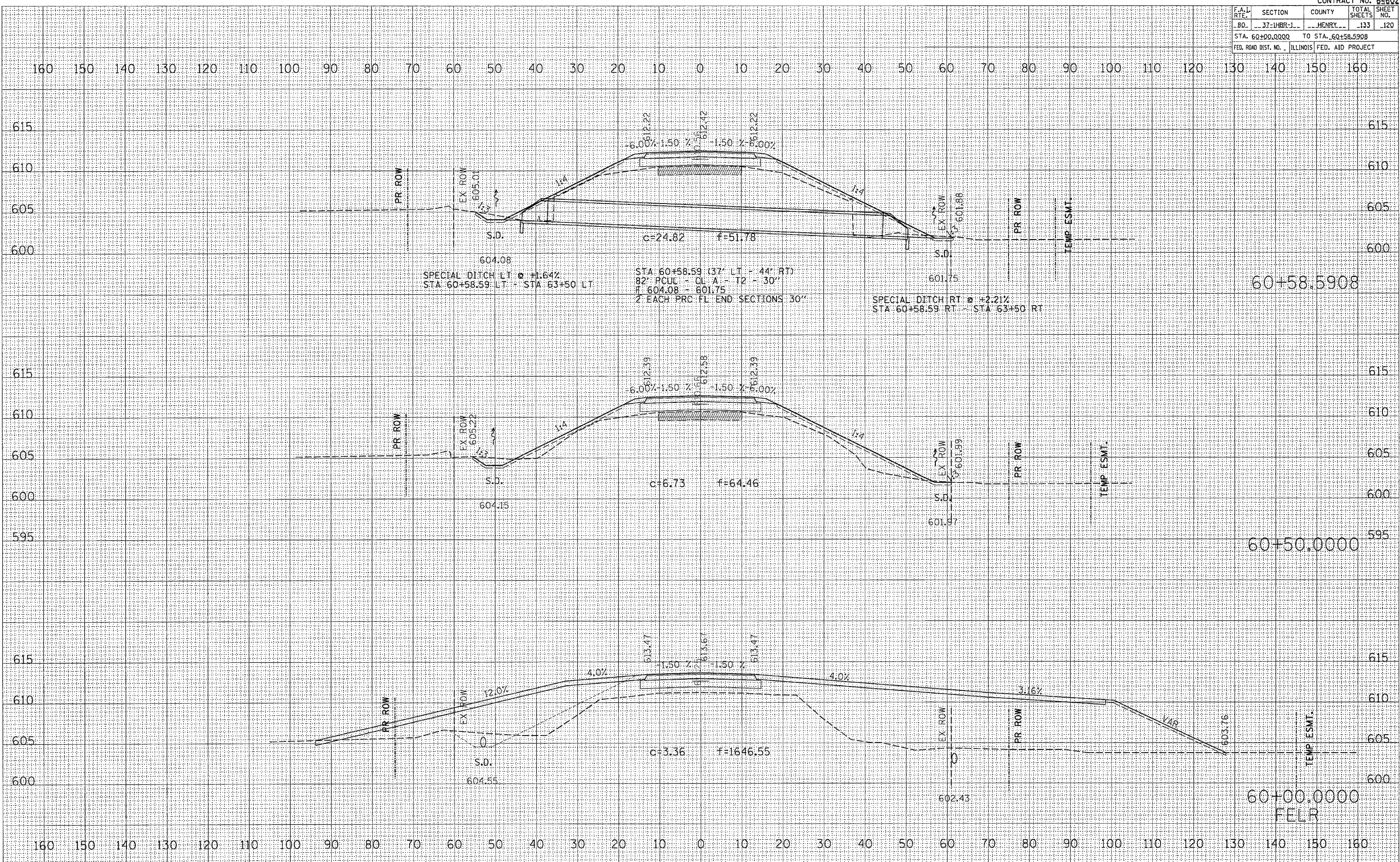


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37-14RR-1		HENRY	133	120
STA. 60+00.0000 TO STA. 60+58.5908				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DATE	
BY	
FINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
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DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

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 USER NAME = mchasej



60+58.5908

60+50.0000

60+00.0000
FELR

F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. 61+00.0000 TO STA. 62+00.0000				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

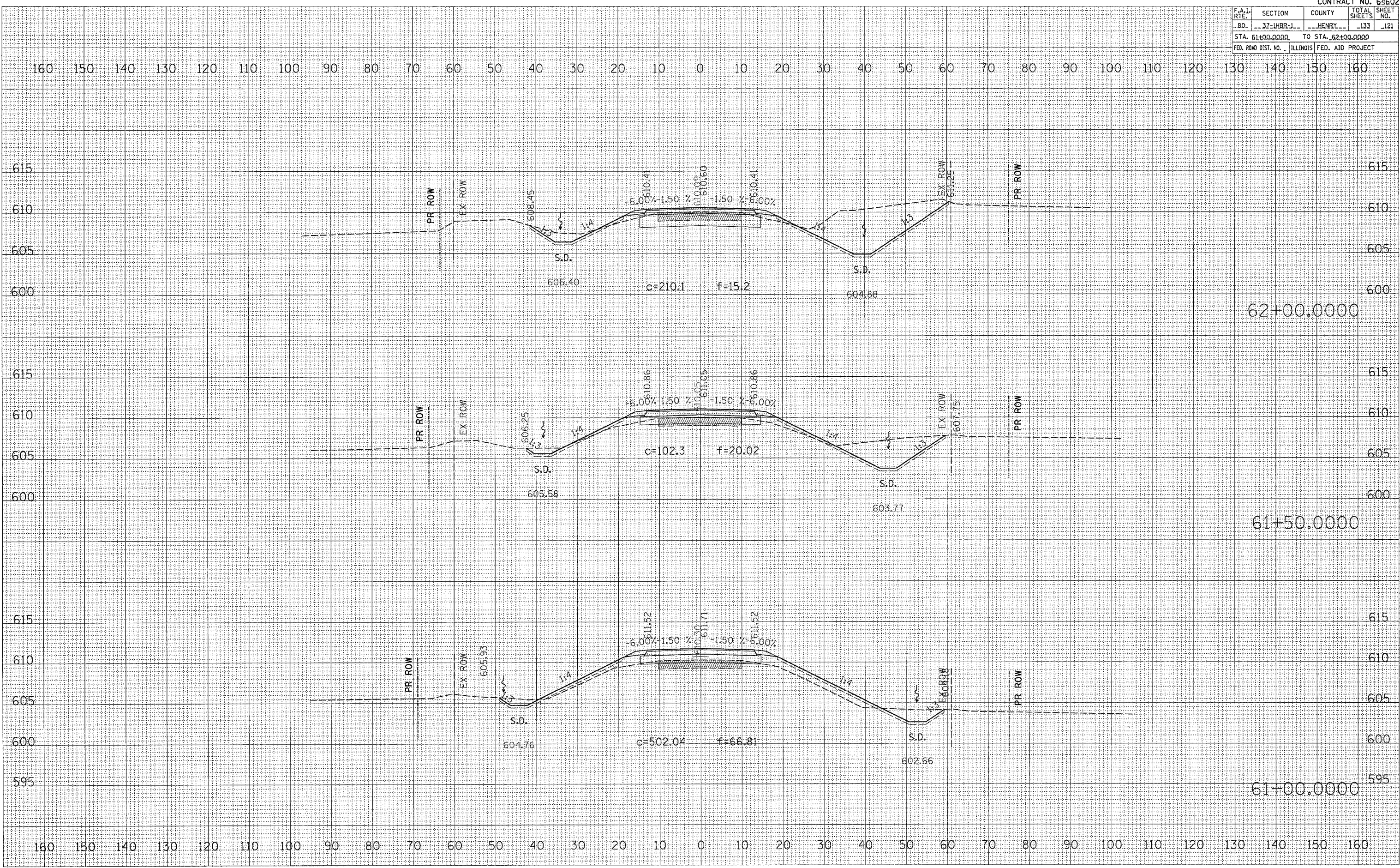
BY	DATE

NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

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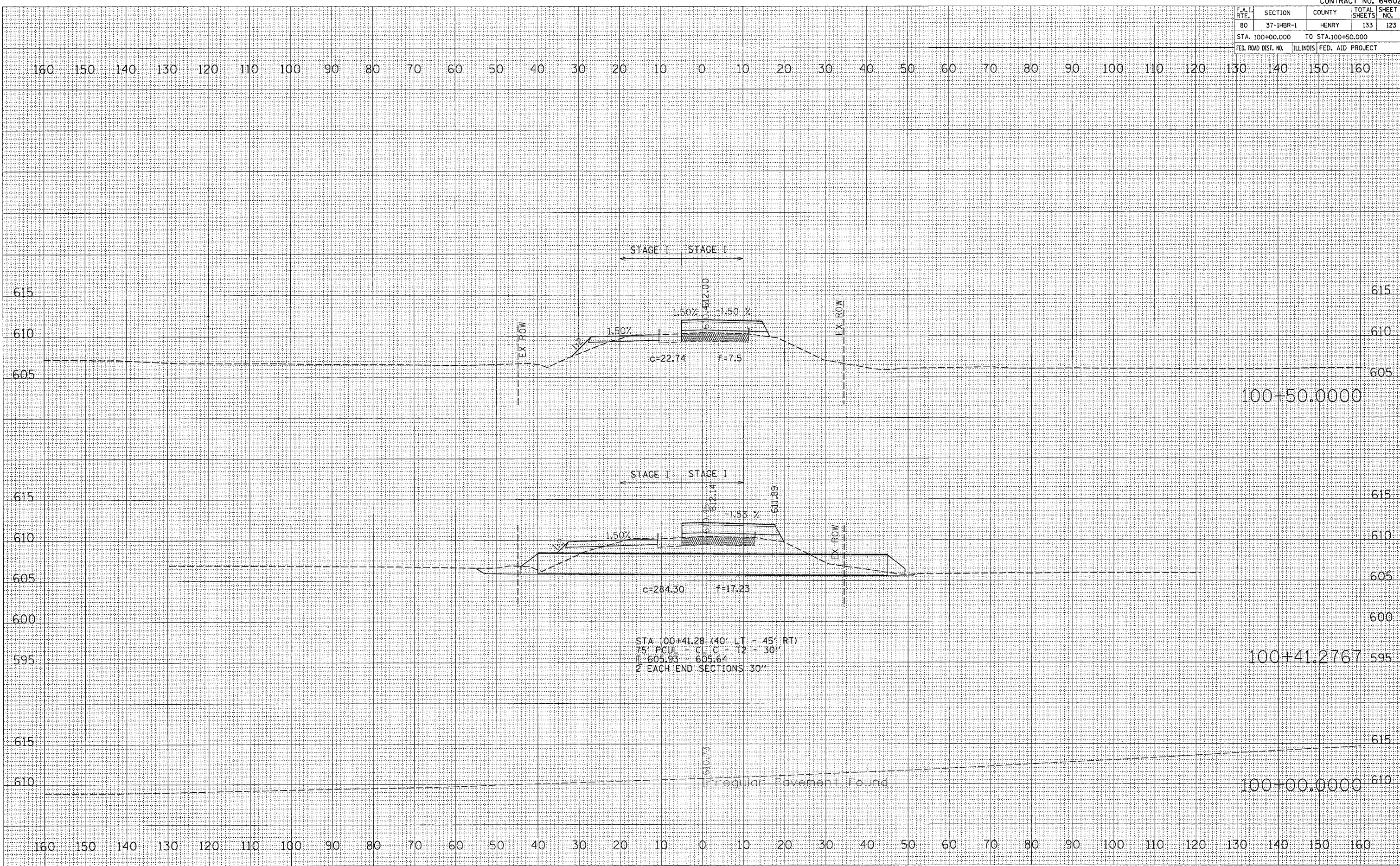


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STA. 100+00.000 TO STA. 100+50.000				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DATE	BY	FILED	DATE

DATE	BY	FILED	DATE

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 PLOT SCALE = 1/8" = 20.0000' / IN
 USER NAME = rnkmlj



STA 100+41.28 (40' LT - 45' RT)
 75' PCUL - CL C - T2 - 30"
 ELEV 605.93 - 605.64
 2' EACH END SECTIONS 30"

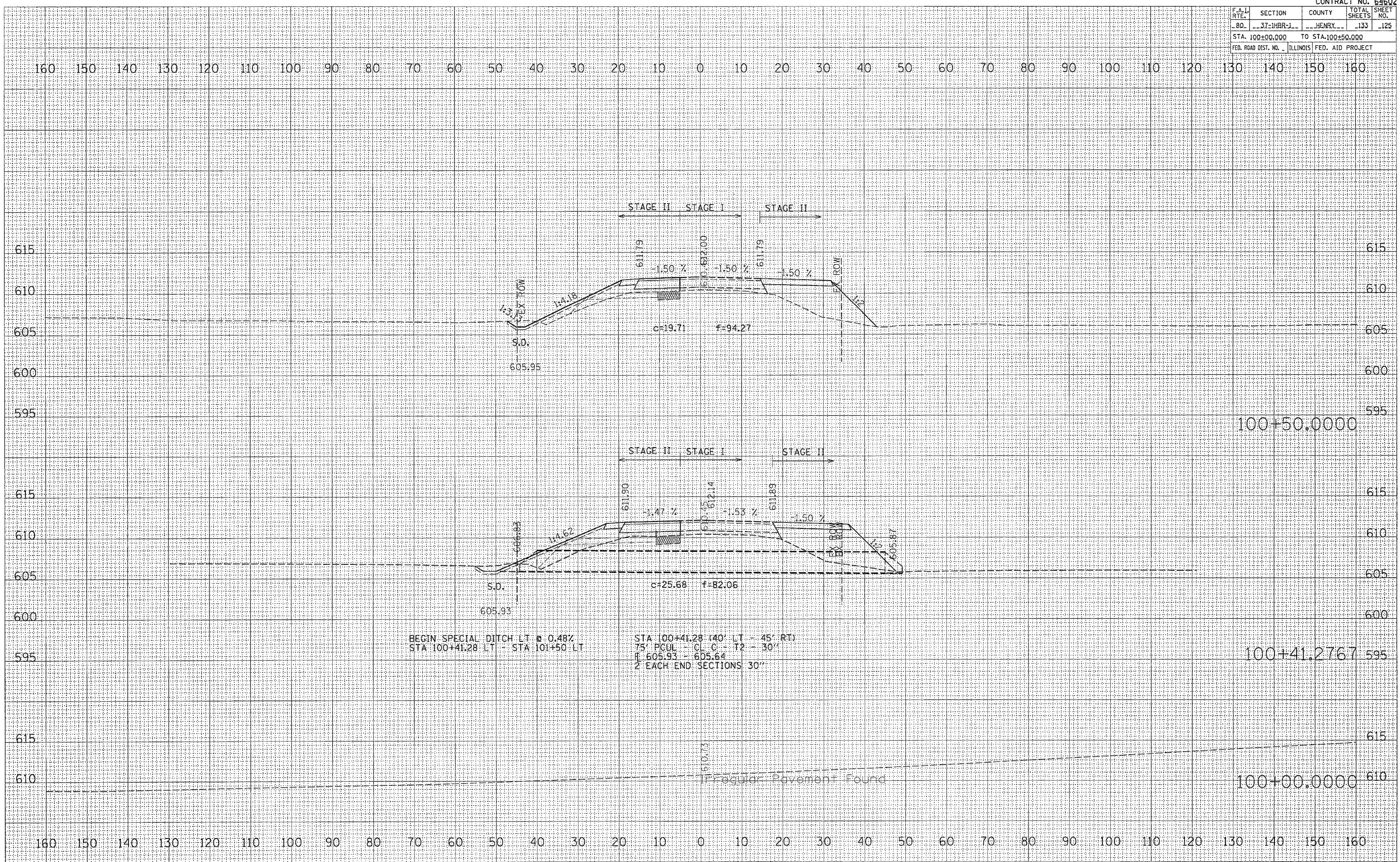
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

FINAL SURVEY	DATE
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NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
NO.	

ORIGINAL SURVEY	DATE
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NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
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BEGIN SPECIAL DITCH LT @ 0.48%
 STA 100+41.28 LT - STA 101+50 LT

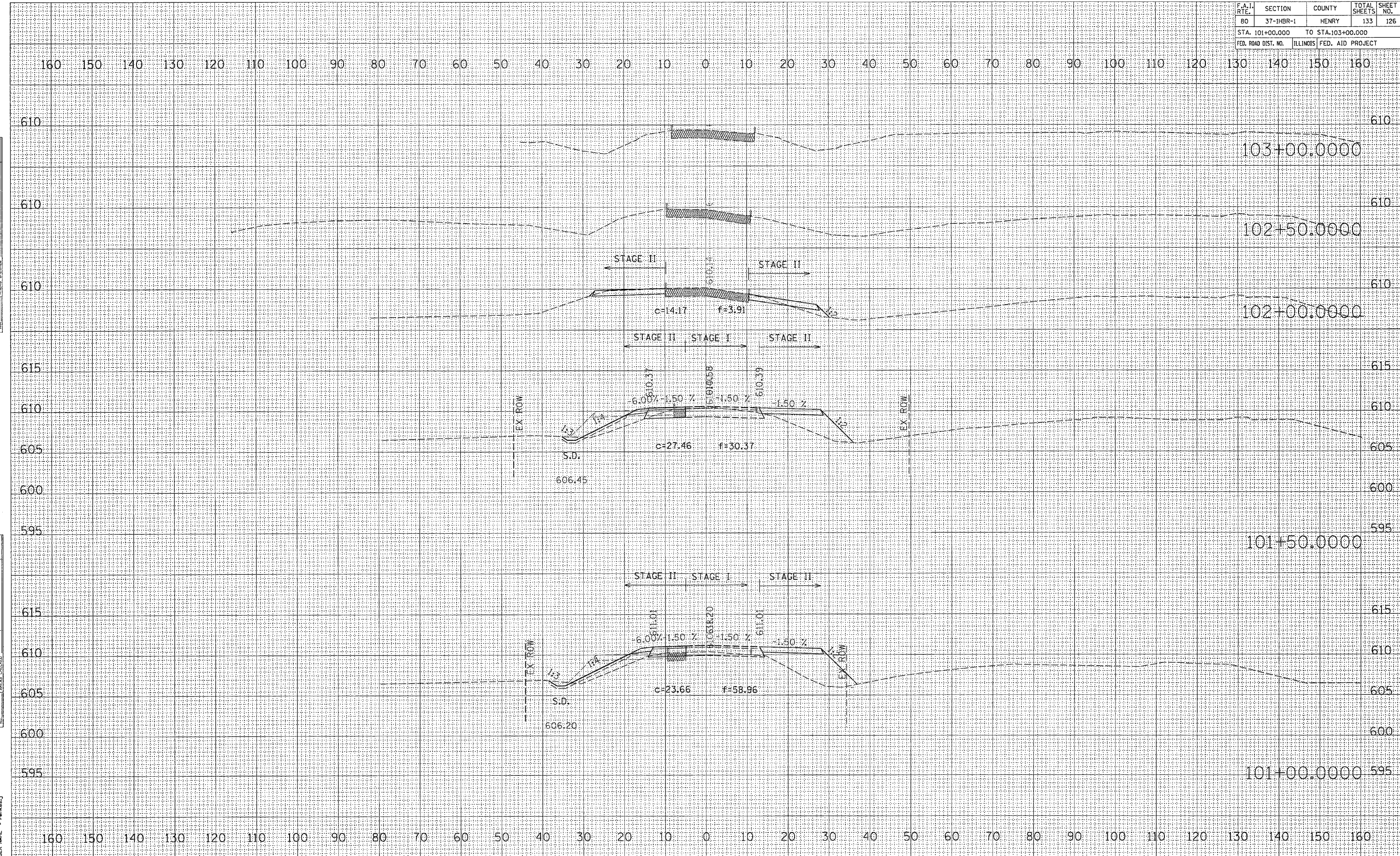
STA 100+41.28 (40' LT - 45' RT)
 75' PCUL - CL C - T2 - 30"
 E 605.93 - 605.64
 2' EACH END SECTIONS 30"

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-IHBR-1	HENRY	133	126
STA. 101+00.000		TO STA. 103+00.000		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

DATE	
BY	
NO.	
AREAS CHECKED	
AREAS PLOTTED	
NOTE BOOK	
NO.	
FINISHED SURVEY	
NO.	

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

PLOT DATE = Fri Sep 01 10:16:37 2006
 PLOT SCALE = 1/8" = 100'-0"
 USER NAME = renkoj



F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
37-IHRR-J		HENRY	133	127
STA. 100+00.0000 TO STA. 100+50.0000				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

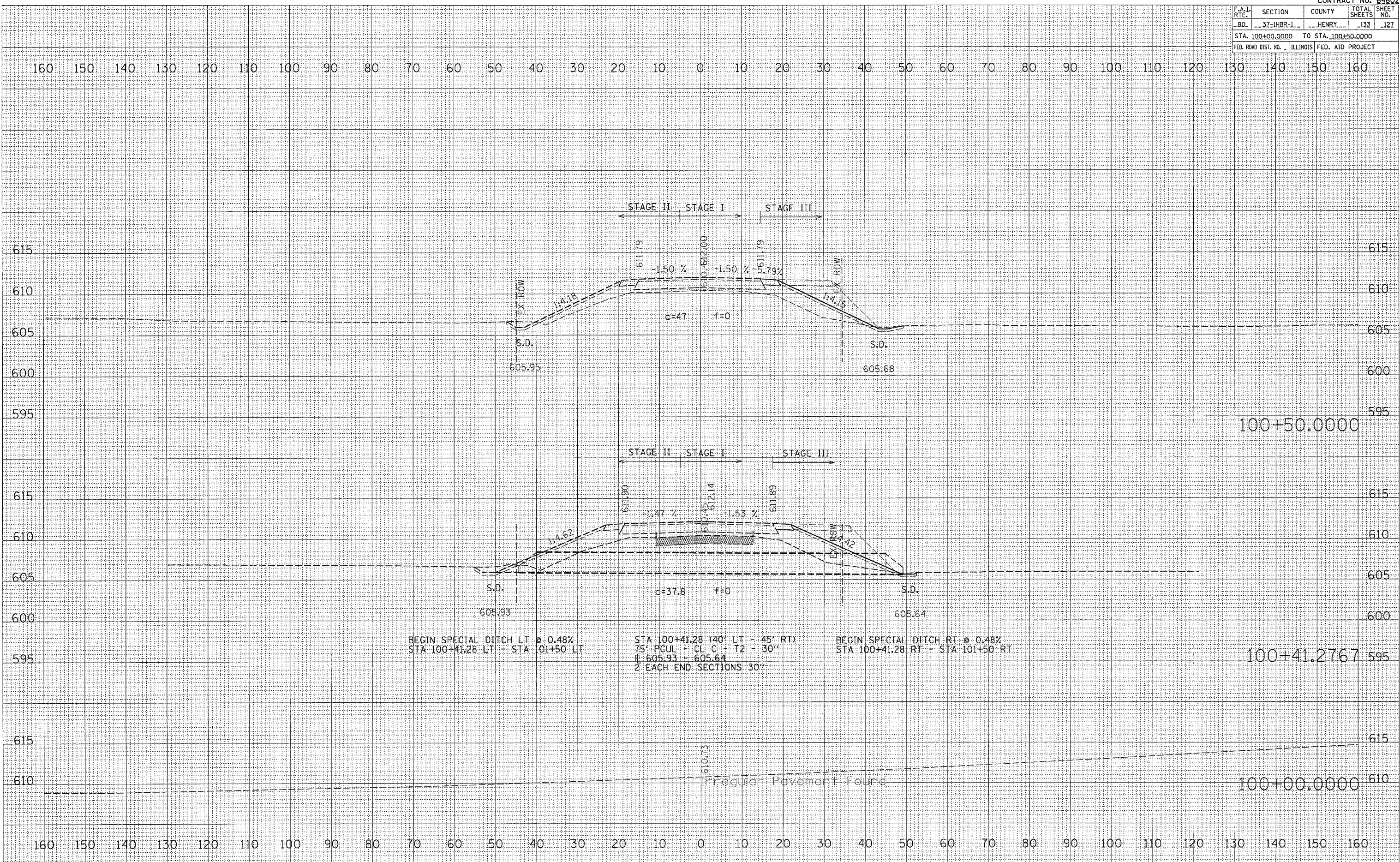
DATE	BY

NO.	AREAS CHECKED

DATE	BY

NO.	AREAS CHECKED

PLOT DATE = Mon, Oct 02 09:58:26 2006
 PLOT SCALE = 1/8" = 100'
 USER NAME = mskesj

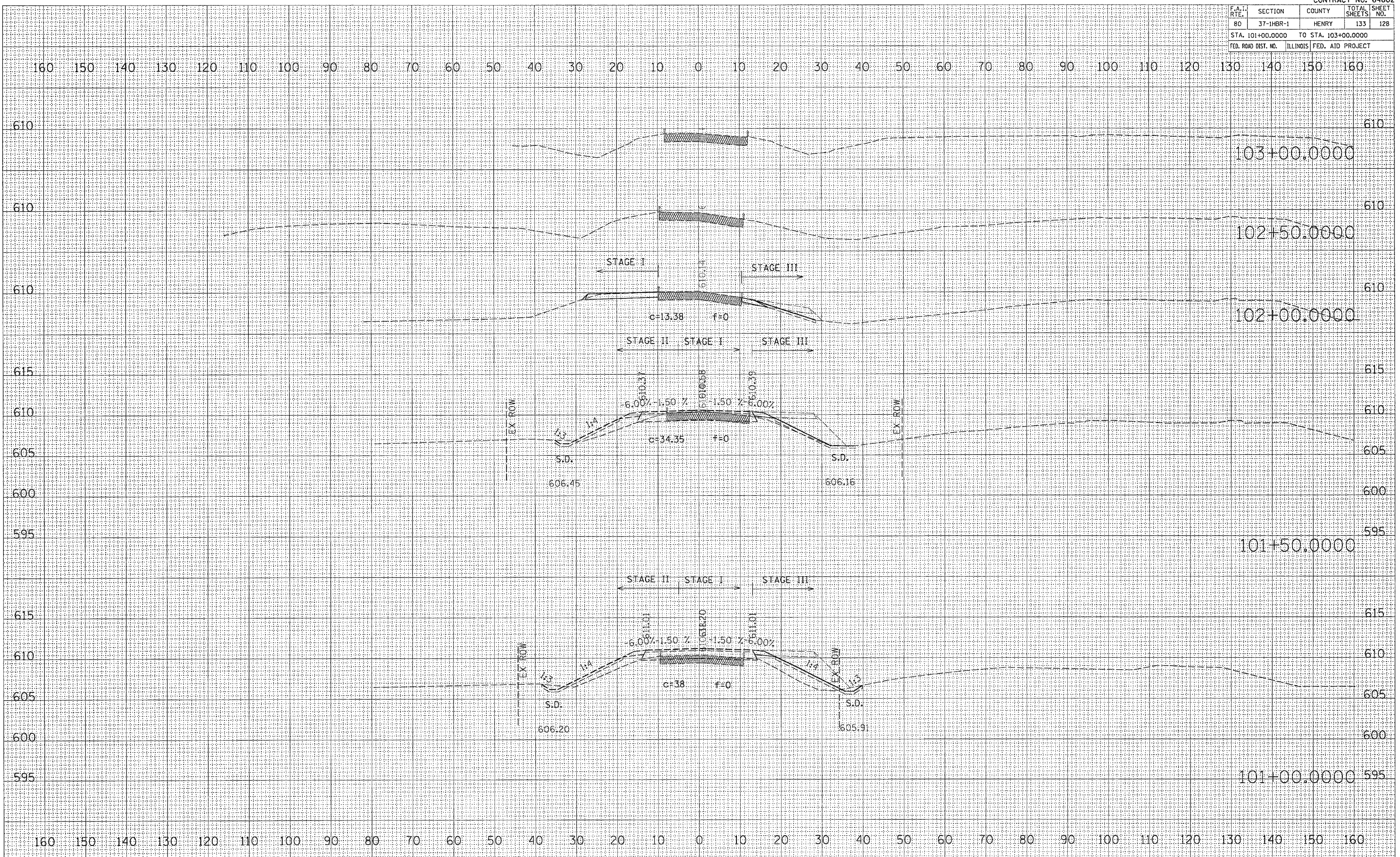


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	37-IHBR-1	HENRY	133	128
STA. 101+00.0000		TO STA. 103+00.0000		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DATE	
BY	
FINN	
SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	

DATE	
BY	
ORIGINAL	
SURVEY	
PLOTTED	
NOTE	
AREAS CHECKED	

PLOT DATE = Fri Sep 01 10:28:06 2006
 PLOT SCALE = 1/8" = 20.0000' / IN.
 USER NAME = retnanlj



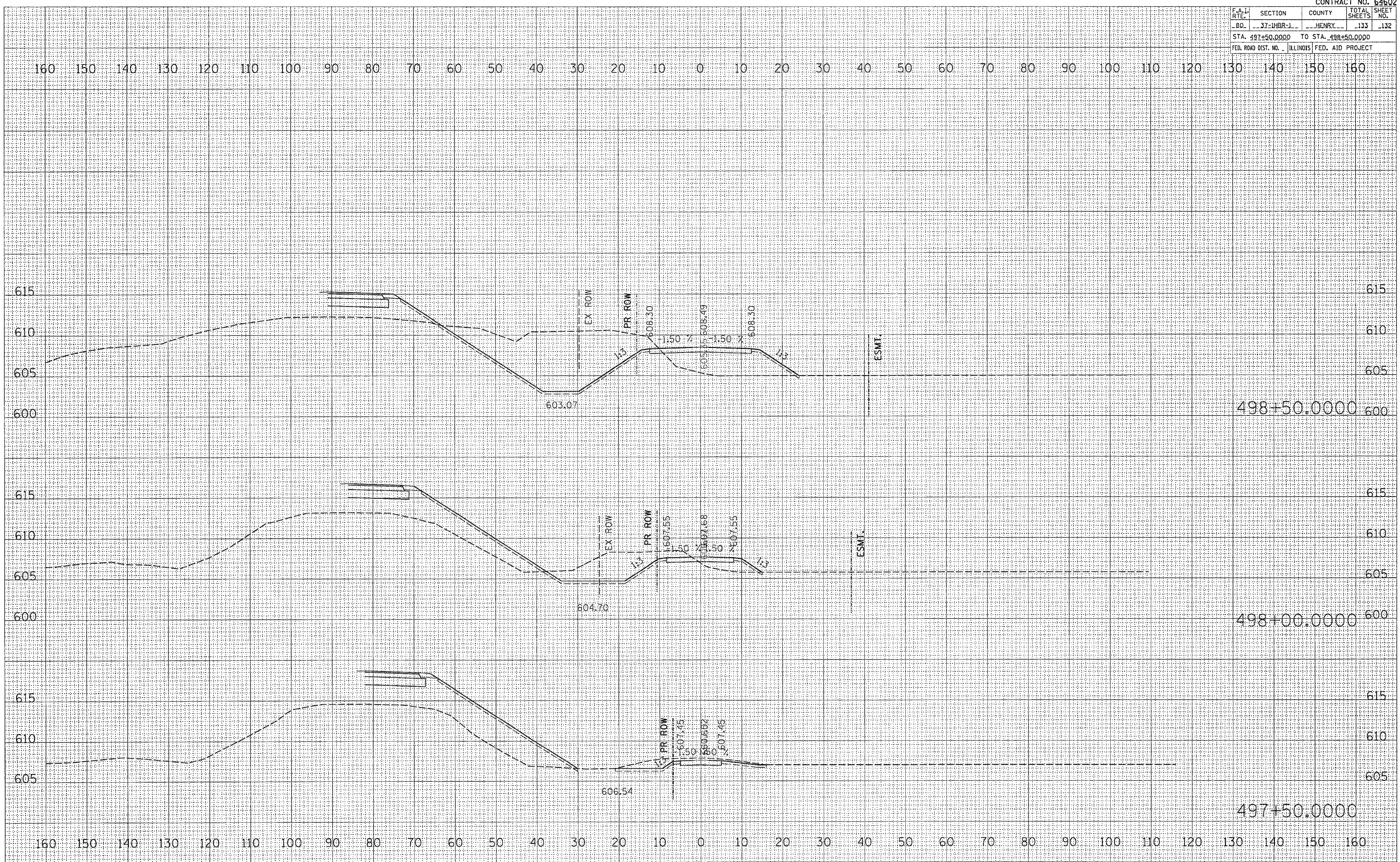
STAGE III CARROLL ST

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
37	UHR-1	HENRY	133	132
STA. 497+50.0000 TO STA. 498+50.0000				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DATE	
BY	
NO.	
FINISHED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	

DATE	
BY	
NO.	
ORIGINAL	
SURVEY	
PLOTTED	
TEMPLATE	
NOTE	
AREAS CHECKED	

PLOT DATE = Mon Dec 02 09:51:18 2008
 FILE NAME = c:\pwworkspace\13180\13180.dwg
 USER NAME = rshelby



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
37	IHR-1	HENRY	133	133
STA. 499+00.0000 TO STA. 499+99.9999				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DATE	BY	NO.

DATE	BY	NO.

PLOT DATE = Mon Dec 02 09:51:11 2008
 FILE NAME = c:\pwworkspace\213108\413108.dwg
 USER NAME = rnk
 ORIGINAL SURVEY PLOTTED TEMPLATE AREAS CHECKED
 SURVEYED PLOTTED TEMPLATE AREAS CHECKED

