

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-4B)BP	BUREAU	15	1
		ILLINOIS	CONTRACT NO. 66F80	

INDEX OF SHEETS

1. COVER SHEET
2. GENERAL NOTES
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7. TRAFFIC CONTROL AND PROTECTION - STANDARD 701402 (SPECIAL)
8. MISCELLANEOUS TRAFFIC CONTROL DETAILS
- 9 - 14. EXISTING STRUCTURE PLANS FOR SN 006-0016 (WB) AND SN 006-0017 (EB)
15. TYPICAL PAVEMENT MARKING

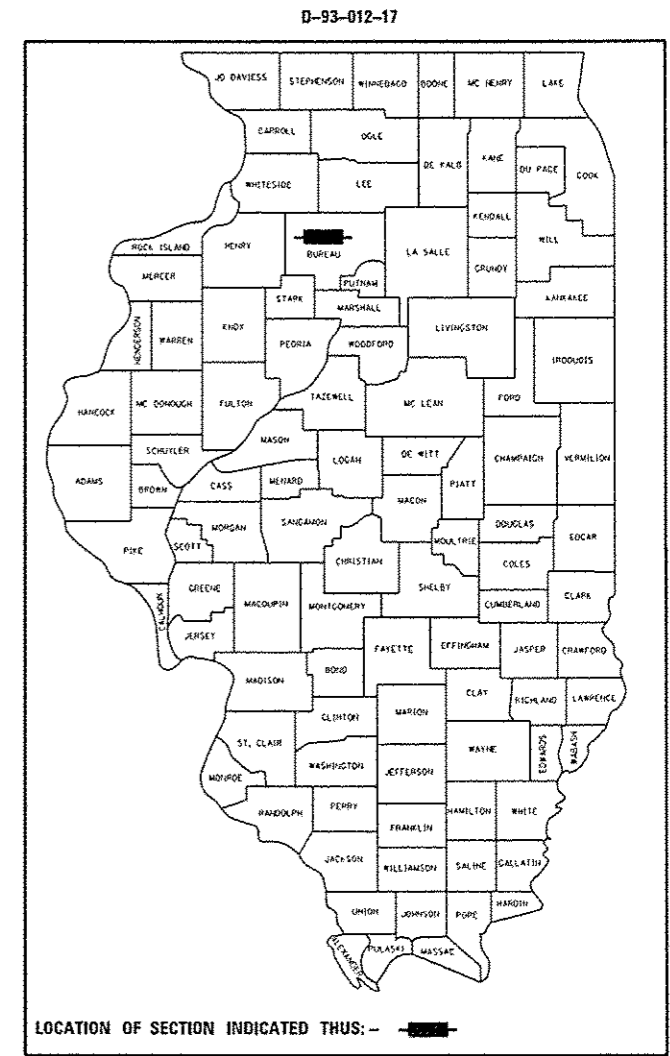
STANDARDS

- 701101-05 OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24' (600 mm) FROM PAVEMENT EDGE
- 701106-02 OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
- 701411-09 LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP FOR SPEEDS ≥ 45 MPH
- 701426-09 LANE CLOSURE, MULTILANE INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≥ 45 MPH
- 701428-01 TRAFFIC CONTROL, SETUP AND REMOVAL, FREEWAY/EXPRESSWAY
- 701901-06 TRAFFIC CONTROL DEVICES
- 704001-08 TEMPORARY CONCRETE BARRIER

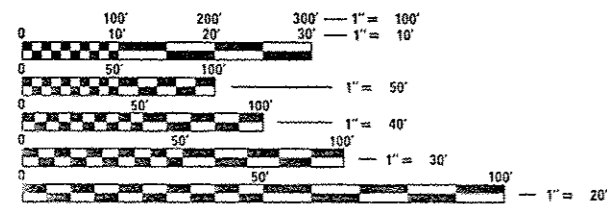
# PROPOSED HIGHWAY PLANS

F.A.I. ROUTE 80 (I-80)  
SECTION (06-4B)BP  
BRIDGE PAINTING  
STRUCTURE NO. 006-0016 (WB)  
STRUCTURE NO. 006-0017 (EB)  
OVER W. BUREAU CREEK  
2.0 MILES NORTH OF WYANET  
BUREAU COUNTY

C-93-006-17



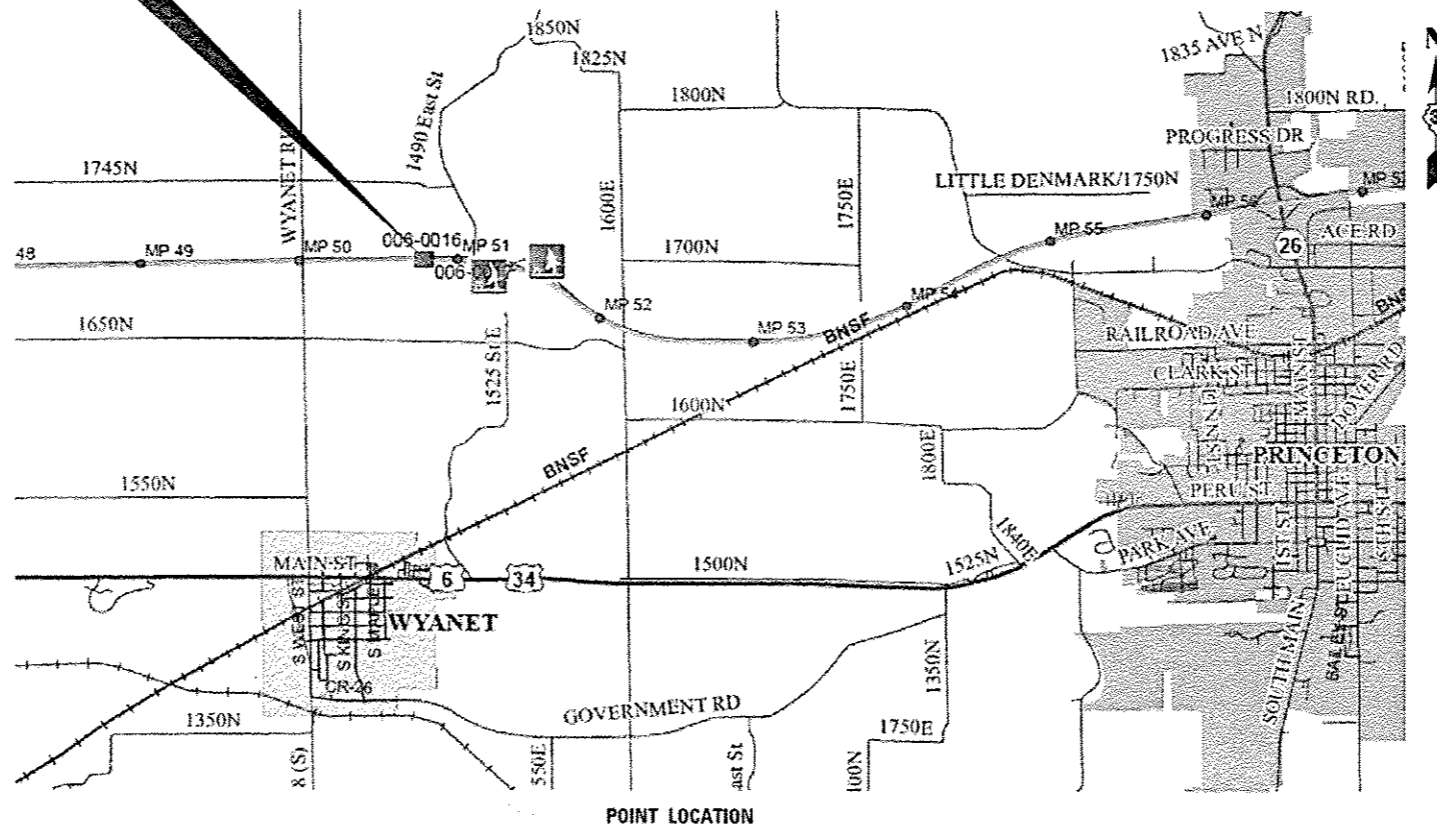
PROJECT LOCATION  
STRUCTURE NO. 006-0016 (WB)  
STRUCTURE NO. 006-0017 (EB)



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

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

PROJECT ENGINEER: JOE KANNEL P.E.  
UNIT CHIEF: RON WOODSHANK  
DISTRICT 3 NO. (815) 434-6131  
CONTRACT NO. 66F80



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED 12-16-2016  
Kevin Marchetti, P.E.  
REGIONAL ENGINEER

Jan 27 2017  
Maurice M. Adair, P.E.  
ENGINEER OF DESIGN AND ENVIRONMENT

Jan 27 2017  
[Signature]  
DIRECTOR OF PROGRAM DEVELOPMENT

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

GENERAL NOTES

COMMITMENTS

1. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN SCOPE OF WORK; HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
2. STRUCTURE NO. 006-0016 (WB) SHALL BE DESIGNATED AS "LOCATION 1".
3. STRUCTURE NO. 006-0017 (EB) SHALL BE DESIGNATED AS "LOCATION 2".
4. THE SSPC-OP1 "PAINTING CONTRACTOR CERTIFICATIONS" WILL BE REQUIRED FOR THIS PROJECT.
5. A MINIMUM OF TWO AIR MONITORS SHALL BE REQUIRED FOR EACH STRUCTURE. THE CONTRACTOR SHALL FURNISH AND INSTALL THE MONITORS AS SHOWN ON PLAN DETAILS. (SEE THE SPECIAL PROVISION FOR "CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES".)
6. CLEANING AND PAINTING OF EXISTING STRUCTURAL STEEL SHALL BE AS SPECIFIED IN THE SPECIAL PROVISION FOR "CLEANING AND PAINTING EXISTING STEEL STRUCTURES" AND AS SPECIFIED BELOW.
  - a) ALL EXISTING STRUCTURAL STEEL, (INCLUDING BEAMS, DIAPHRAGMS, CROSS/LATERAL FRAMING WHEN PRESENT, BEARING ASSEMBLIES AND ALL OTHER ASSOCIATED STEEL COMPONENTS SHALL BE CLEANED PER THE REQUIREMENTS OF "NEAR WHITE BLAST CLEANING - SSPC-SP-10.
  - b) ALL EXISTING STRUCTURAL STEEL, (INCLUDING BEAMS, DIAPHRAGMS, CROSS/LATERAL FRAMING WHEN PRESENT, BEARING ASSEMBLIES AND ALL OTHER ASSOCIATED STEEL COMPONENTS SHALL BE PAINTED PER THE REQUIREMENTS OF "PAINT SYSTEM 1 - OZ/E/U".
    - 1) THE FINAL FINISH COAT FOR ALL INTERIOR STRUCTURAL STEEL SHALL BE "GRAY, MUNSELL NO. 5B 7/1".
    - 2) FINISH COAT FOR EXTERIOR FACE, BOTTOM FLANGE AND BEARING ASSEMBLIES OF THE FASCIA BEAMS SHALL BE "GREEN, MUNSELL NO. 7.5G 1/2.
7. THE CONTRACTOR SHALL BE REQUIRED TO SECURE WASTE CONTAINERS THAT REMAIN ON THE JOB SITE. THIS WILL ENTAIL THAT ALL WASTE CONTAINERS CAN NOT BE MOVED OR OPENED DURING NON-WORKING HOURS.
8. WORKING DAYS SHALL BE CHARGED UNTIL THE CONTRACTOR/SUBCONTRACTOR LISCENSED TO DISPOSE OF LEAD PAINT RESIDUES HAS REMOVED THE WASTE MATERIAL FROM THE JOB SITE ACCORDING TO ALL FEDERAL, STATE AND LOCAL LAWS AND ORDINANCES. IF THE LISCENSED CONTRACTOR OR SUBCONTRACTOR FAILS TO DISPOSE OF THE LEAD PAINT RESIDUES ON OR BEFORE THE SPECIFIED COMPLETION DATE, LIQUIDATED DAMAGES SHALL BE CHARGED PER CALENDAR DAY ACCORDING TO ARTICLE 109.09 OF THE STANDARD SPECIFICATIONS UNTIL SUCH TIME THAT ALL PAINT RESIDUE MATERIALS HAVE BEEN PROPERLY REMOVED AND DISPOSED OF.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DISTRICT THREE  
AS BUILT INFORMATION

\_\_\_\_\_  
SUPERVISING CONSTRUCTION FIELD ENGINEER

\_\_\_\_\_  
RESIDENT ENGINEER / TECHNICIAN

START & END DATES  
OF CONSTRUCTION:

INSPECTORS:

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DISTRICT THREE

PREPARED BY: *Don Beaul*  
DISTRICT STUDIES & PLANS ENGINEER

DATE: 12-16-16

EXAMINED BY: *[Signature]*  
DISTRICT CONSTRUCTION ENGINEER

*[Signature]*  
DISTRICT MATERIALS ENGINEER

*[Signature]*  
DISTRICT OPERATIONS ENGINEER

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

FILE NAME : p:\11084E81\INTEG\Illinois.gov\PWIDOT\Documents\IDOT Offices\District 3\Projects\0306\DRAWNData\0306\RWcover.dgn	USER NAME : woodshankr1	DESIGNED - RW	REVISED -	SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.	F.A.I. RTE. 80	SECTION (06-4B)BP	COUNTY BUREAU	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 100.0000' / 1" / in.	CHECKED -	REVISED -	15					2	
PLOT DATE = 12/13/2016	DATE - 11/18/2017	REVISED -	CONTRACT NO. 66F80						
Default								ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				B. P. O. 100% STATE BRIDGE 0014	B. P. O. 100% STATE BRIDGE 0014
				S. N. 006-0016	S. N. 006-0017
50606701	CLEANING AND PAINTING STRUCTURAL STEEL, LOCATION 1	LSUM	1	1	
50606702	CLEANING AND PAINTING STRUCTURAL STEEL, LOCATION 2	LSUM	1		1
67100100	MOBILIZATION	LSUM	1	0.5	0.5
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	1	1	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	376	188	188
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SO FT	124	62	62
70400100	TEMPORARY CONCRETE BARRIER	FOOT	450	450	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	450		450
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	1	1
78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	940	470	470
X0326880	MESSAGE BOARD VEHICLE DRIVER	HOUR	160	80	80
X0326907	PORTABLE, VEHICLE MOUNTED, CHANGEABLE MESSAGE SIGN	CAL MO	2	1	1
X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SO FT	310	155	155
<b>Z0007101</b>	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 1	LSUM	1	1	

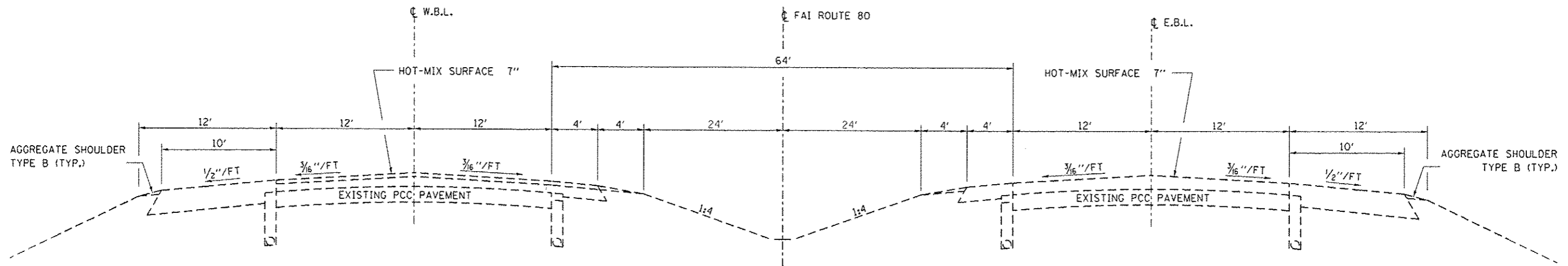
\*SPECIALITY ITEMS

FILE NAME :	USER NAME : woodshank1	DESIGNED - RW	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\11\084EBID\TEC\Illinois.gov\PWIDOT\Documents\DOT Offices\District 3\Projects\0366\DRAWING\0366F RWcover.dgn		DRAWN	REVISED -			80	(06-4B)BP	BUREAU	15	3
PLOT SCALE : 100.0000' = 1" / 16'		CHECKED -	REVISED -			SCALE:	SHEET 1 OF 2 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT
Default		DATE - 11/18/2017	REVISED -							

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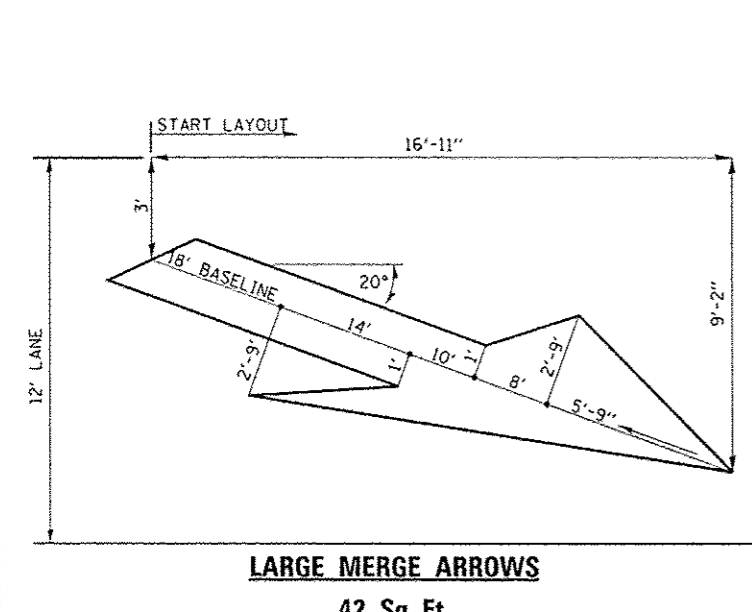
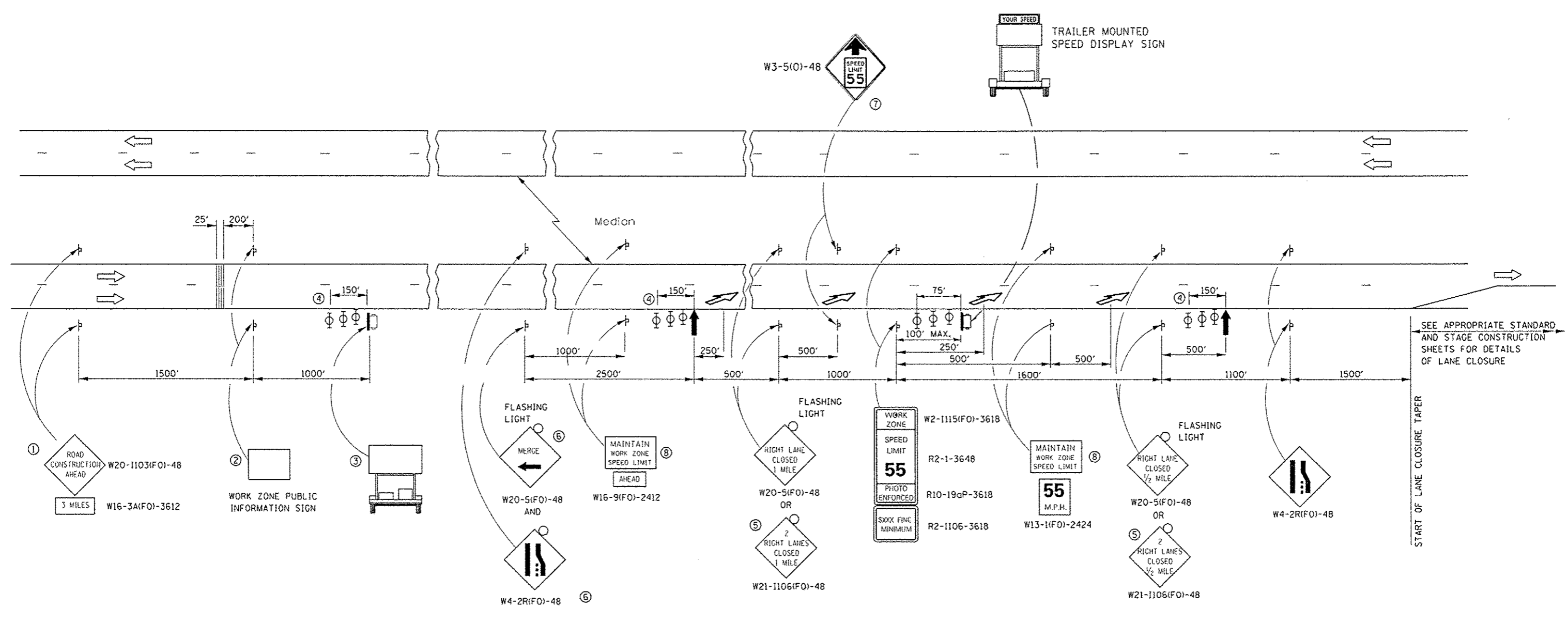
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				B. P. O. 100% STATE BRIDGE	B. P. O. 100% STATE BRIDGE
				0014	0014
				S. N. 006-0016	S. N. 006-0017
Z0007102	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 2	LSUM	1		1
X5067501	BRIDGE CLEANING AND PAINTING WARRANTY NUMBER 1	LSUM	1	1	
X5067502	BRIDGE CLEANING AND PAINTING WARRANTY NUMBER 2	LSUM	1		1
X7010208	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402 (SPECIAL)	EACH	2	1	1
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	42	21	21

5



**EXISTING TYPICAL SECTION 1**  
**I-80**  
**STA 503+11 TO STA 872+36 EB**  
**STA 503+11 TO STA 893+48 WB**  
**STA EQ. = 772+00 (BK) = 819+16.79 AH**

FILE NAME : p:\1\1084E\BID\TEC\Illinois.gov\PIDOT\00	USER NAME : woodshenk1	DESIGNED - RW	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTION</b>	F.A.I. RTE. 80	SECTION 06-4B1BP	COUNTY BUREAU	TOTAL SHEETS 15	SHEET NO. 5
	PLOT SCALE : 100.0000 / in.	CHECKED -	REVISED -			SCALE:	SHEET 1 OF 1 SHEETS	STA. TO STA.	CONTRACT NO. 66F80	
PLOT DATE : 12/13/2016	DATE : 11/18/2017	REVISED -	REVISED -							



- ① THE ROAD CONSTRUCTION AHEAD SIGN SHALL BE LOCATED 3 MILES IN ADVANCE OF THE PROJECT LIMITS.
- ② THE MESSAGE AND SIZE OF THE WORK ZONE PUBLIC INFORMATION SIGN SHALL BE AS SPECIFIED BY THE DEPARTMENT.
- ③ TO BE PLACED IN THE MEDIAN WHEN FEASIBLE. THE MESSAGE BOARD SHALL BE USED TO DISPLAY STATUS OF LANES WITHIN THE PROJECT. THE PRIMARY MESSAGES SHALL BE:  
 "RIGHT LANE CLOSED" / " x MILES AHEAD"  
 "LEFT LANE CLOSED" / " x MILES AHEAD"  
 "ALL LANES OPEN"
- ④ THREE, TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES AT 50' CENTERS.
- ⑤ THIS SIGN SHALL BE USED WHEN 2 LANES ARE CLOSED.
- ⑥ WHEN THE LEFT LANE IS CLOSED, SWITCH THESE TWO SIGNS AND THE DIRECTION OF THE MERGE ARROW.
- ⑦ THIS SIGN SHALL ONLY BE USED IF THE EXISTING SPEED LIMIT IS GREATER THAN 65 MPH.
- ⑧ 48"x36" FLUORESCENT ORANGE SIGN WITH BLACK LETTERS.  
 48"  
 36" MAINTAIN WORK ZONE SPEED LIMIT 8" 6" 6"

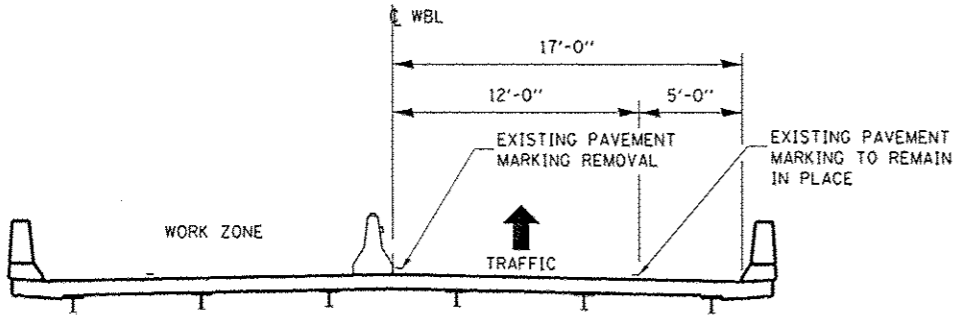
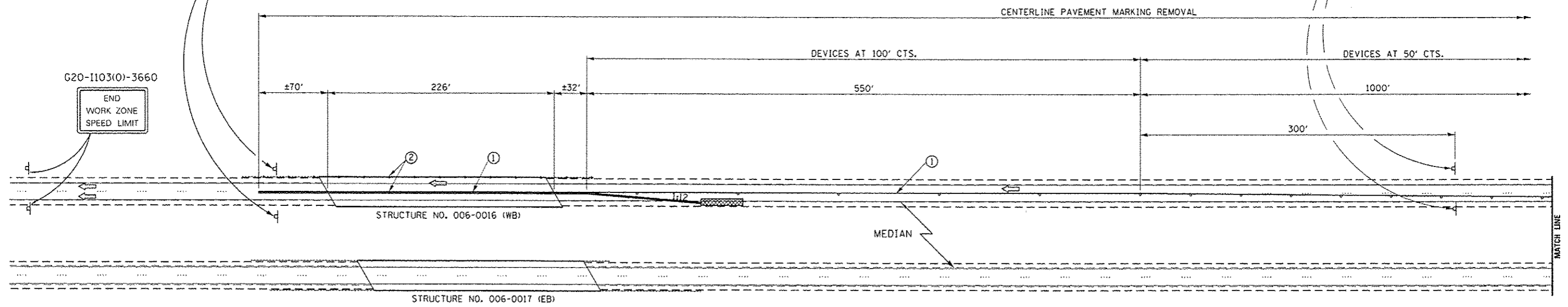
- ↑ ARROW BOARD
- ▭ PORTABLE CHANGEABLE MESSAGE SIGN
- ⊥ SIGN
- ⊕ TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT
- ↘ LANE DROP ARROW - SEE STANDARD 780001
- ▨ TEMPORARY RUMBLE STRIPS

**GENERAL NOTE:**  
 THIS STANDARD IS USED WHERE AT ANY TIME A LANE IS CLOSED ON A FREEWAY/EXPRESSWAY.  
 WHEN THE LEFT LANE IS CLOSED, LEFT LANE CLOSED SIGNS SHALL BE SUBSTITUTED FOR THE RIGHT LANE CLOSED SIGNS.  
 THE FIRST TWO SIGNS AND THE MESSAGE BOARD ARE STATIONARY. THE OTHER SIGNS AND ARROWBOARDS SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED DISTANCE FROM THE START OF THE LANE CLOSURE TAPER(S).

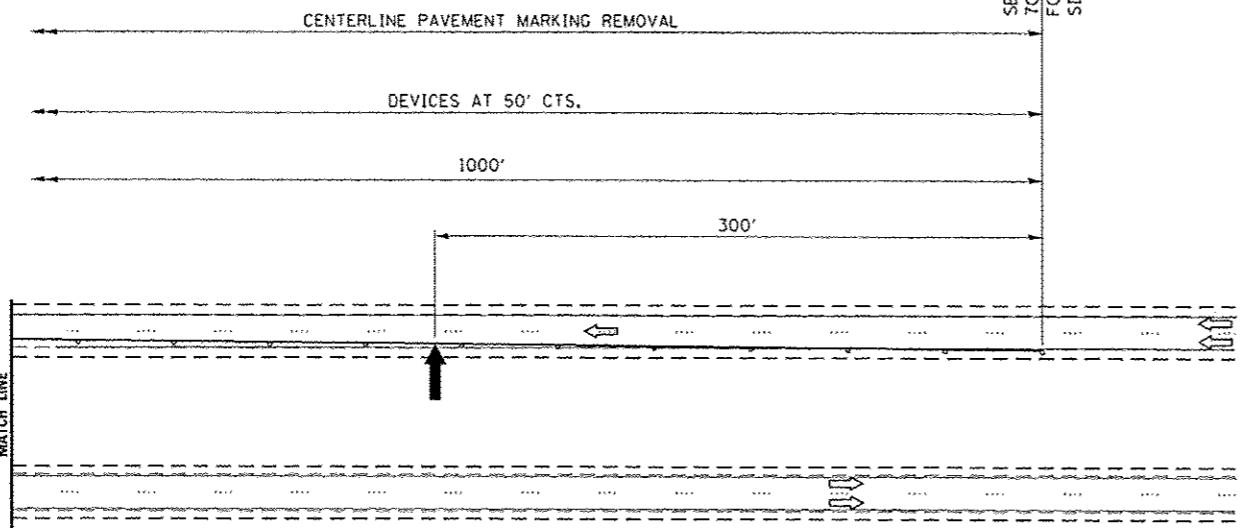


WORK ZONE	W2-1115(0)-3618
SPEED LIMIT	R2-1-3648
<b>45</b>	
PHOTO ENFORCED	R10-1108p-3618
SXXX FINE MINIMUM	R2-1106p-3618

WORK ZONE	W2-1115(0)-3618
SPEED LIMIT	R2-1-3648
<b>45</b>	
PHOTO ENFORCED	R10-1108p-3618
SXXX FINE MINIMUM	R2-1106p-3618



**CROSS SECTION**  
STRUCTURE NO. 006-0016 (WB) SHOWN  
LOOKING IN DIRECTION OF TRAFFIC



- ① TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND ALONG-SIDE THE WORK AREA. THE RIGHT EDGE LINE SHALL BE WHITE AND THE LEFT EDGE LINE SHALL BE YELLOW.
- ② TYPE C BARRIER WALL/TYPE A GUARDRAIL MARKERS AT 25' CTS. MARKERS ON RIGHT SHALL BE SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.
- ③ TRAFFIC CONTROL DRUMS SHALL BE USED THROUGHOUT TANGENT SECTIONS AND LANE SHIFT TAPERS.

**GENERAL NOTES**

THIS STANDARD IS USED WHERE AT ANY TIME ANY VEHICLE, EQUIPMENT, WORKERS OR THEIR ACTIVITIES WILL ENCROACH ON THE PAVEMENT OR ON THE SHOULDER WITHIN 24 OF THE EDGE OF PAVEMENT FOR DAYLIGHT OPERATION EXCEEDING ONE DAY AND WHERE TEMPORARY CONCRETE BARRIER IS UTILIZED.

THIS STANDARD MUST ALWAYS BE USED IN COMBINATION WITH STANDARD 701400.

WHEN WORK IS BEING PERFORMED IN THE EASTBOUND LANES, THE SET UP WOULD BE A MIRROR IMAGE TO WHAT IS SHOWN.

TEMPORARY CONCRETE BARRIER SHALL BE ACCORDING TO STANDARD 704001.

CALCULATE L AS FOLLOWS:  
NORMAL POSTED SPEED FORMULAS  
45 MPH OR MORE ENGLISH  
L=(W/S)

W = WIDTH OF OFFSET IN FEET (METERS).  
S = NORMAL POSTED SPEED IN MPH (KM/H).

**SYMBOLS**

- ↑ ARROW BOARD
- ▨ WORK AREA
- ⊥ SIGN
- DRUM, WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- ◁ MONODIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- ▩ TEMPORARY IMPACT ATTENUATOR

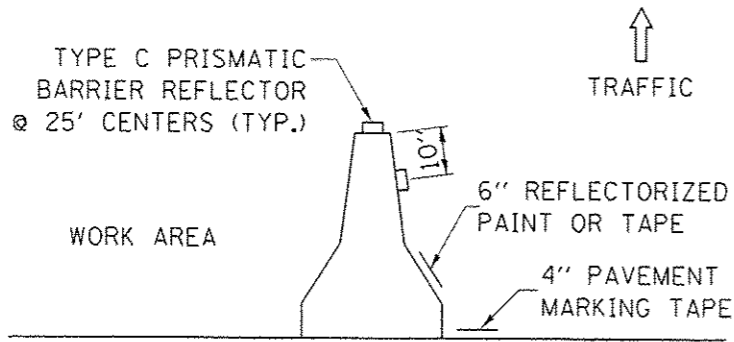
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PLOT SCALE = 100.0000 / 1 in.	CHECKED -	REVISED -
PLOT DATE = 12/13/2016	DATE - 11/18/2017	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION  
STANDARD 701402 (SPECIAL)

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

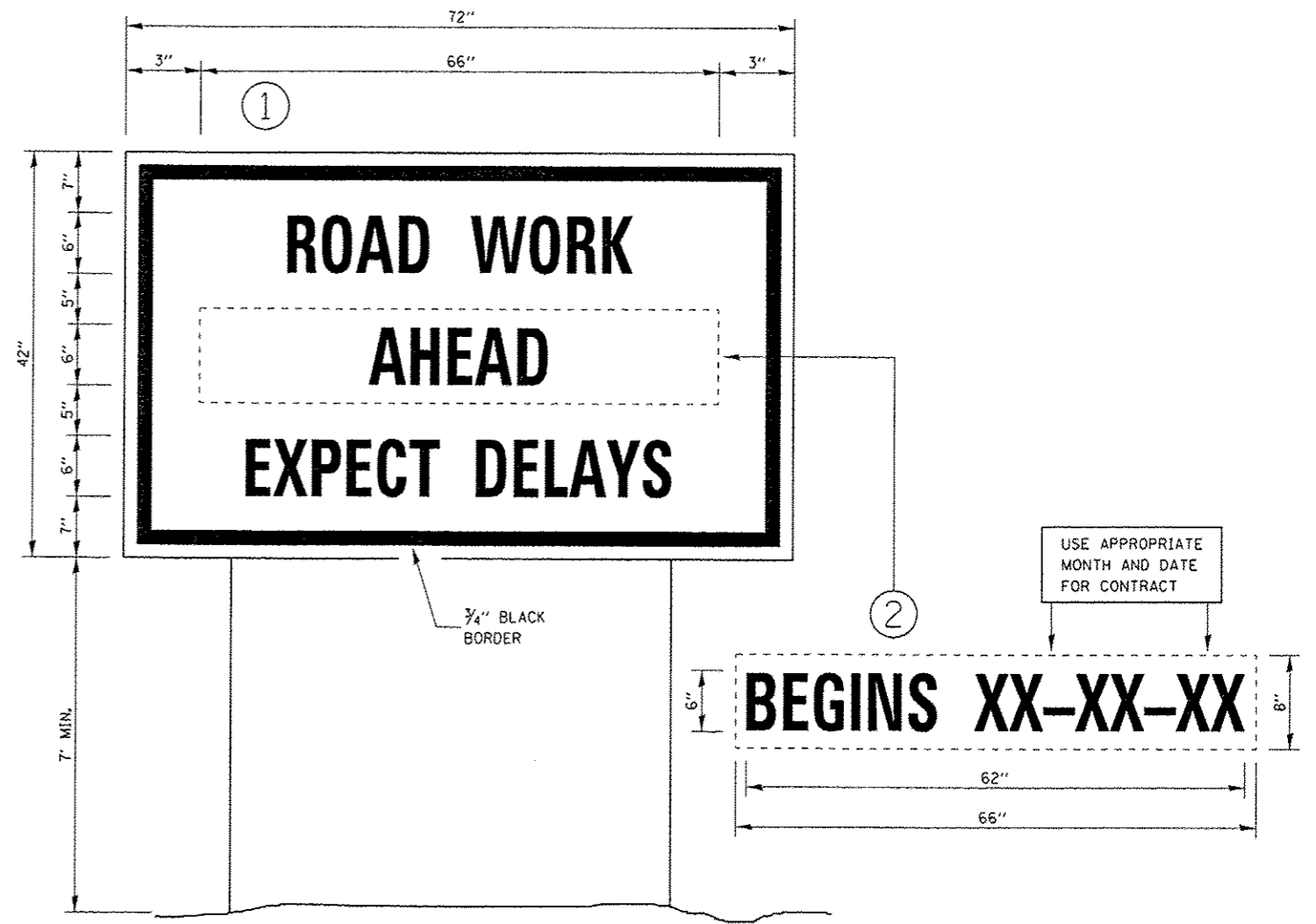
F.A.I. RTE. 80	SECTION 106-4BIBP	COUNTY BUREAU	TOTAL SHEETS 15	SHEET NO. 7
CONTRACT NO. 66F80			ILLINOIS FED. AID PROJECT	



**NOTES:**

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

**TRAFFIC CONTROL DETAIL  
FOR TEMPORARY CONCRETE BARRIER**



**TEMPORARY INFORMATION SIGNING**

**NOTES:**

1. USE 6" D BLACK LETTERING ON FLUORESCENT ORANGE BACKGROUND.
2. ERECT SIGNS AT LOCATIONS IN ADVANCE OF THE "ROAD CONSTRUCTION AHEAD" SIGNS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② A MINIMUM OF ONE WEEK PRIOR TO THE START OF THE LANE CLOSURE.
4. REMOVE PANEL ② ON THAT DATE.
5. SEE SPECIAL PROVISION "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. WILL BE PAID FOR PER 50 FT AS "TEMPORARY INFORMATION SIGNING". EACH SIGN = 21 SO FT AND THE DATE PANEL ② WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.

FILE NAME :	USER NAME :	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MISCELLANEOUS TRAFFIC CONTROL DETAILS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\21\11684EBID\ITC\Illinois.gov\PW\DOT\Documents\DOT Offices\District 3\Projects\0360\DRAWNData\0360FRcover.dgn	woodshank-1	RW	-			80	06-4B1BP	BUREAU	15	8
Default	PLOT SCALE = 1/8" = 1' - 0"	CHECKED -	REVISED -			CONTRACT NO. 66F80				
	PLOT DATE = 12/13/2016	DATE = 11/18/2017	REVISED -			ILLINOIS FED. AID PROJECT				
SCALE:						SHEET 1 OF 1 SHEETS		STA.		TO STA.



U.L. (Noted "D" on top of N.E. Wingwall of W.B. Bridge S.N. 006-0016  
Elevation = 192.628

Exist. Structures S.N. 006-0016(W.B.) & S.N. 006-0017(E.B.) were built in 1963 as a three span R.C. Deck with Steel Girders on R.C. Piers & Abutments. Each structure is 10.87 m wide O. to O. and 69.01 m in length O. to O. of Abutments. The Decks are to be widened with Seal-Integral Abutments and the bearings replaced. The Existing wingwalls are to be removed & replaced and the skewers will be upgraded and repaired. All Approach Pavement will be removed and replaced.

**No Salvage**

Staged Construction shall be utilized with one lane of traffic open to each direction at all times.

EL. 155.0  
EL. 150.0  
EL. 145.0  
EL. 140.0

Traffic Barrier Terminal  
Type 5 Std. 630036  
(Exit End) (Typ.)

EL. 149.797 WB Skirt  
EL. 149.694 EB Bridge

EXIST. JEWEL (English) w/ cover E.

2.56 m  
Min. Clearance

Traffic Barrier Terminal  
Type 6 Std. 630031  
(Approach End) (Typ.)

EL. 149.525 WB Bridge  
EL. 149.571 EB Bridge

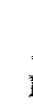
Existing timber approach slab piers  
Top 600 mm to be removed  
at all four approach slabs  
Cost included with concrete  
removal.

Rt. Fig.  
EL. 142.210

Lft. Fig.  
EL. 142.210

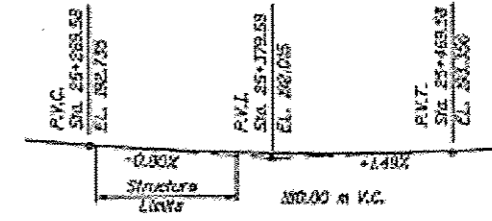
**ELEVATION**

Existing Concrete  
Skewer (Typ.)



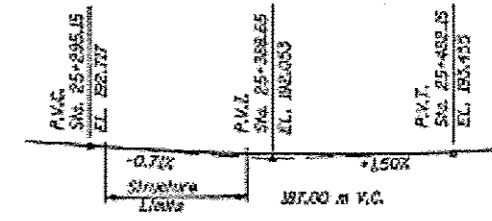
Bridge Sheet 01 of 025

F.A.I. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	06-48R	Bureau	15	9
TO STA.				
ILLINOIS FED. AID PROJECT				



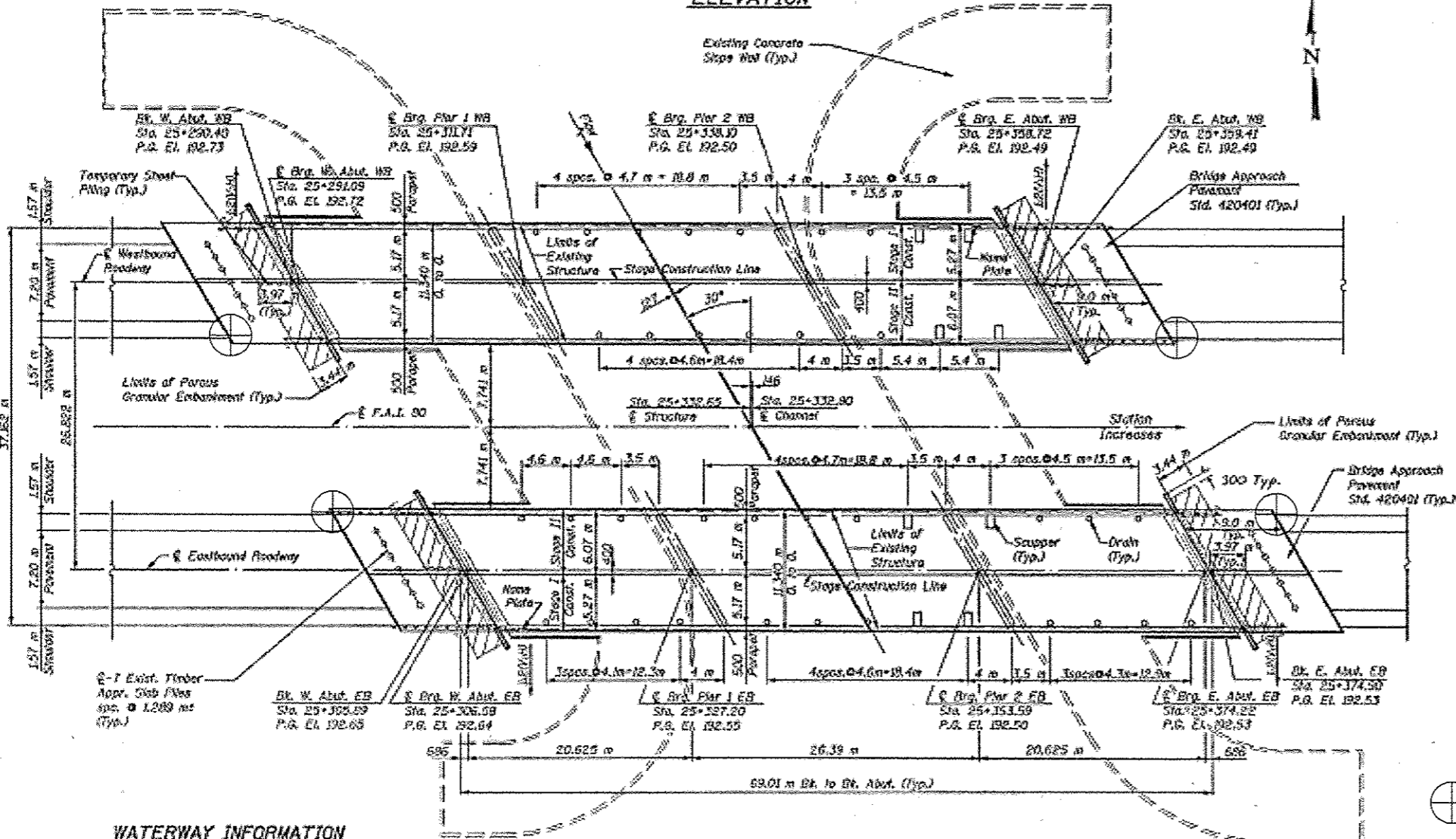
**PROFILE GRADE WESTBOUND**

(AT & ROADWAY-PROPOSED)



**PROFILE GRADE EASTBOUND**

(AT & ROADWAY-PROPOSED)



**DESIGN SPECIFICATIONS**

AASHTO 1996 W19, 1997, 1998, and 1999 Interiors

**LOADING MS18 & ALT.**

Apply 2.4 kN/m<sup>2</sup> for future wearing surface.

**SEISMIC DATA**

S.P.C. = A  
A = 0.037g  
S = 1.2

Hatched areas indicate limits of Porous Granular Embankment.

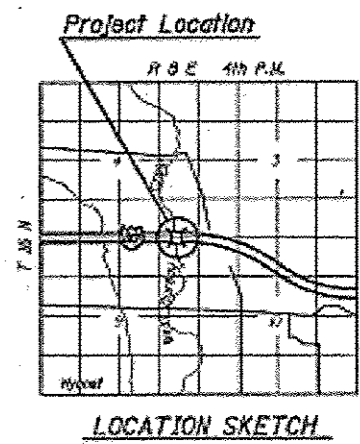
**DESIGN STRESSES**

**EXISTING STRUCTURES**

f<sub>c</sub> = 30 MPa  
f<sub>s</sub> = 140 MPa (brak.)  
f<sub>y</sub> = 250 MPa (struct.)

**NEW CONSTRUCTION**

f<sub>c</sub> = 24 MPa  
f<sub>s</sub> = 400 MPa (brak.)  
f<sub>y</sub> = 250 MPa (struct./AASHTO Gr. 250)



APPROVED  
FOR A CONTRACT ADMINISTRATION ONLY  
*Ralph E. Anderson*  
ENGINEER



**WATERWAY INFORMATION**

Drainage Area = 195.44 km <sup>2</sup>		Exist. Low Grade Elev. 142.340 m @ Sta. 25+326.93							
Flood Yr.	C.M.S.	Opening Sq.m.	Natural Head - m.	Headwater E.C.					
Design	50	282.3	135.4	136.4	149.31	0.27	0.27	149.59	149.59
Base	100	329.8	149.8	149.8	149.69	0.27	0.27	149.92	149.92
Overflowing									
Max. Cat.	500	502.0	149.9	149.9	149.52	0.52	0.52	150.04	150.04

**PLAN**

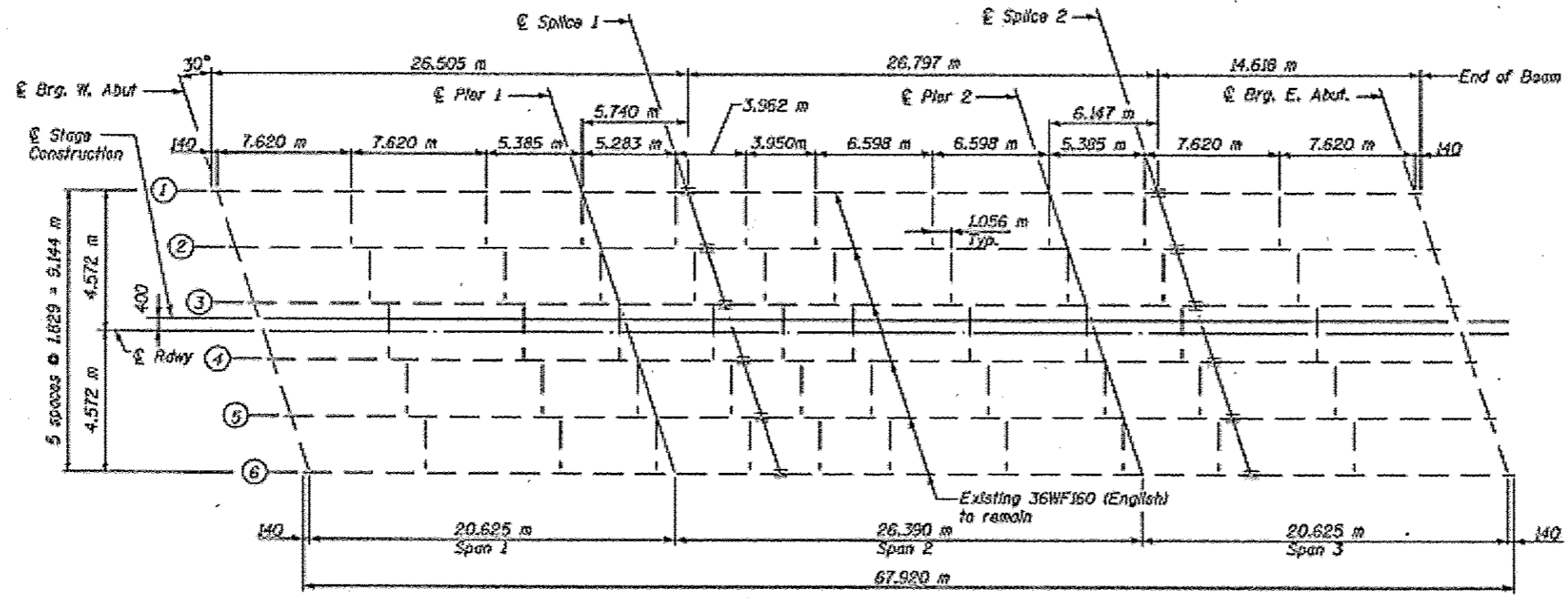


2215 Janet Avenue, 330 254 Street  
P.O. Box 3, 06111 610 744 8000 Fax  
www.vis.com

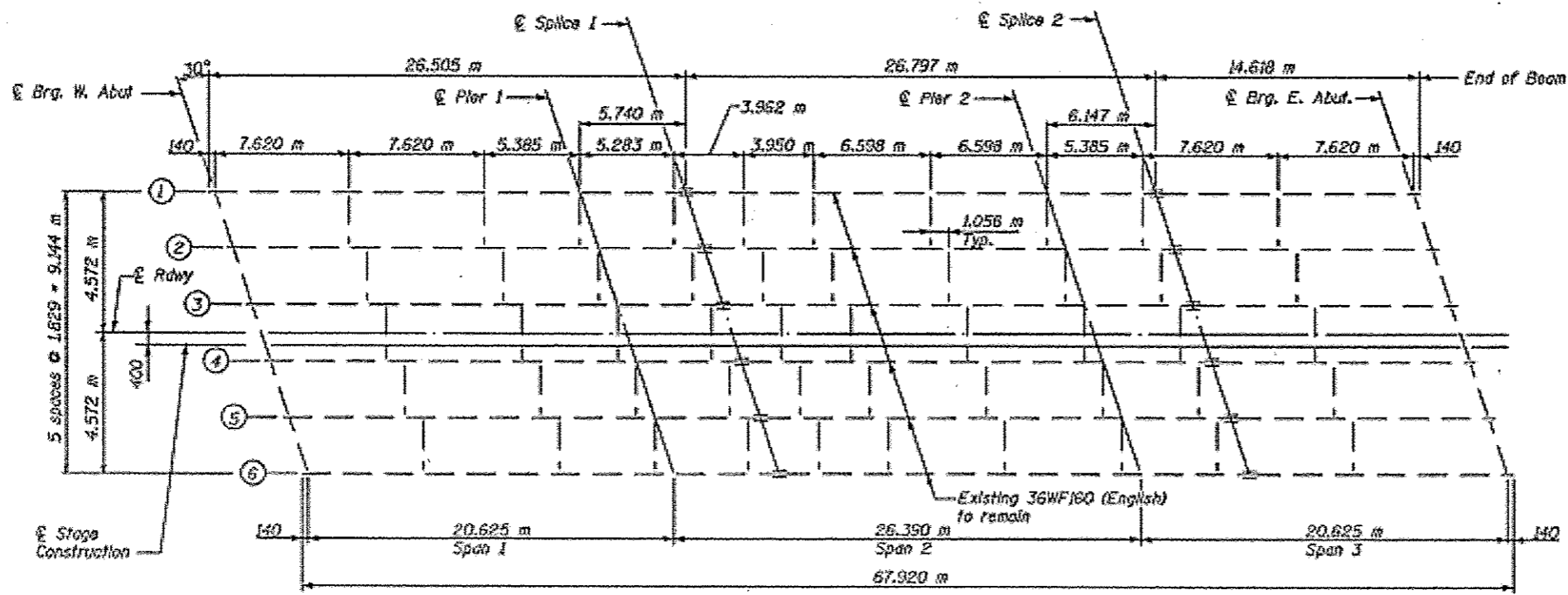
REVISIONS	
NO.	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**GENERAL PLAN & ELEVATION**  
F.A.I. ROUTE 80 OVER  
WEST BUREAU CREEK  
F.A.I. RTE. 80 SEC. 06-48R  
STA. 25+326.622 BUREAU COUNTY  
S.N. 006-0016(W.B.) & 006-0017(E.B.)  
DRAWN BY D.F.  
CHECKED BY M.A.  
DATE 7-11-01

**FOR INFORMATION ONLY**



**WESTBOUND FRAMING PLAN**



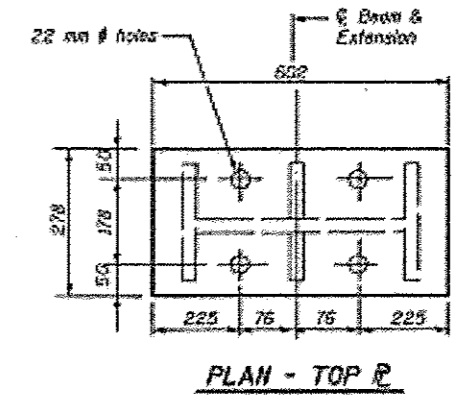
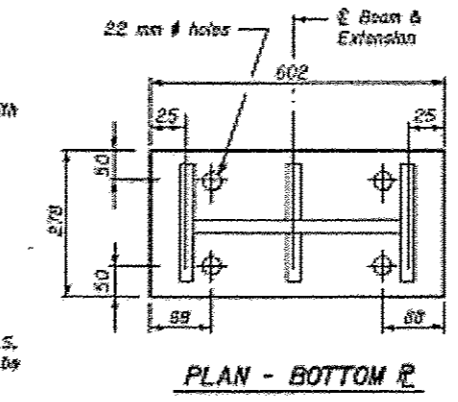
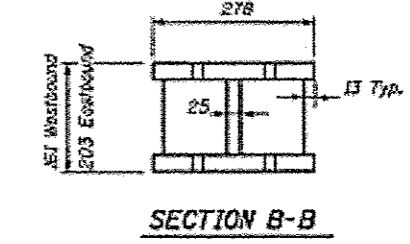
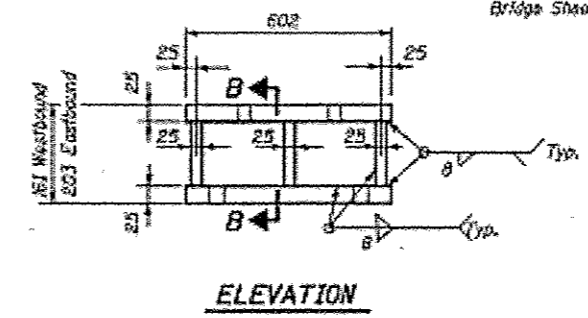
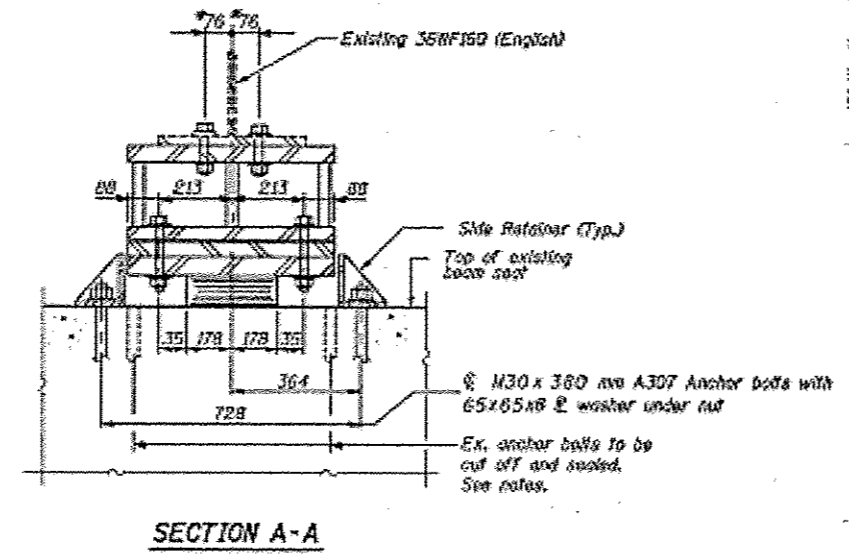
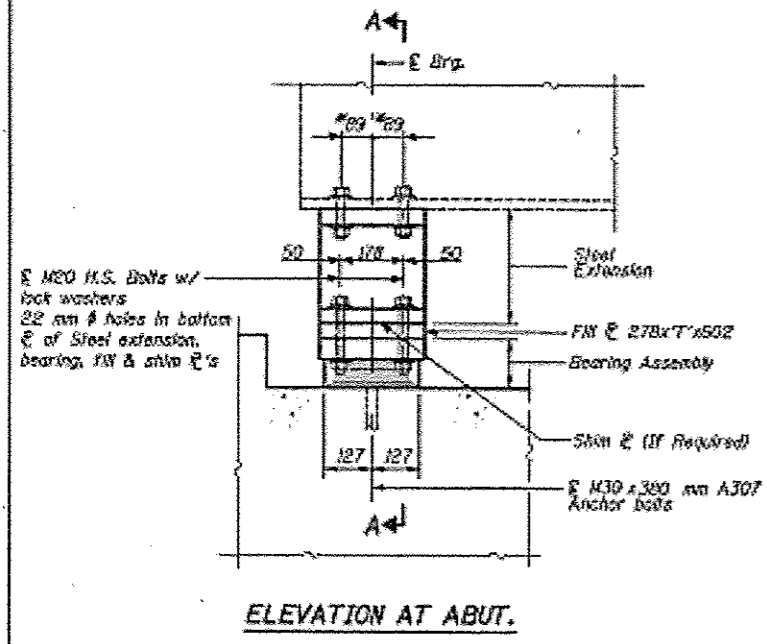
**EASTBOUND FRAMING PLAN**

**FOR INFORMATION ONLY**

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	PLOT SCALE: 1/8"=1'-0"	CHECKED: -	REVISOR: -		SCALE: SHEET 2 OF 6 SHEETS	STA. TO STA.	CONTRACT NO. 66F80	ILLINOIS FED. AID PROJECT			
Default	PLOT DATE: 12/13/2016	DATE: 11/18/2017	REVISOR: -								

P.A.I. RITE	SECTION	COUNTY	TOTAL SHEETS NO.
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STA.	TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

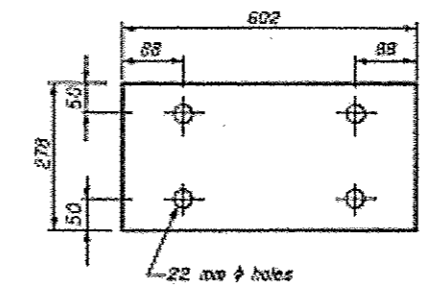
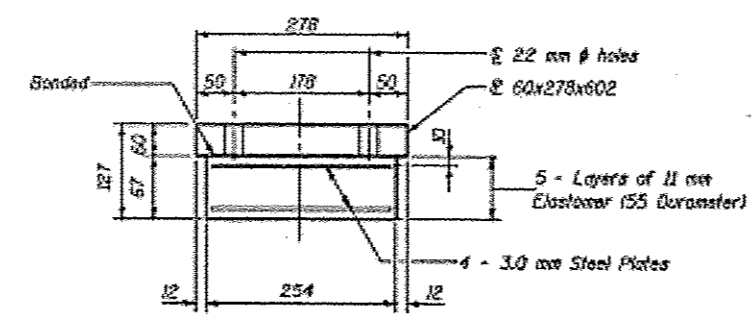
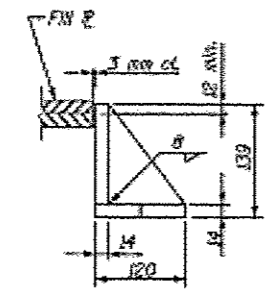
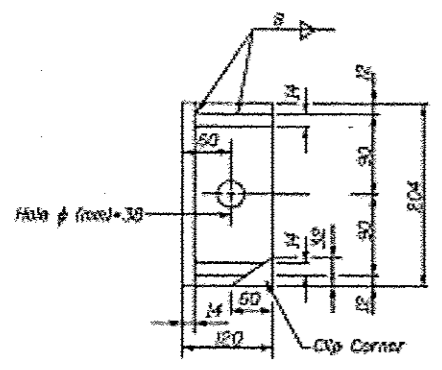
Bridge Sheet 514 of 525



**TYPE I ELASTOMERIC EXP. BRG.**  
**EAST ABUTMENT-WESTBOUND & EASTBOUND**  
 (12 REQUIRED)

\*The Contractor shall field drill 22 mm # holes for 4-M20 H.S. bolts. The cost of field drilling, bolts, nuts & washers shall be included with F & E Structural Steel.

**STEEL EXTENSION**  
**EAST ABUTMENT-WESTBOUND & EASTBOUND**  
 (12 REQUIRED)



**SIDE RETAINER**  
 Notes:  
 The Cost For Side Retainer Shall Be Included In The Cost For "Furnishing And Erecting Structural Steel."

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

- NOTES:**
- See Bridge Sheet 522 for Anchor Bolt Installation.
  - All dimensions are in millimeters (mm) except as noted.
  - The cost for fabricating and installing the steel extensions shall be included in the unit bid price for "Furnishing and Erecting Structural Steel."
  - Existing top plate of existing bearing to be removed using the air-arc method and grind smooth all weld material remaining on the bottom flange. Cost is included with the cost of Jack and Remove Existing Bearings.
  - Burn existing anchor bolts flush with existing concrete surface. Grind existing anchor bolt smooth and seal with epoxy. Cost is included with cost of Jack and Remove Existing Bearings.
  - See Sheet 519 for anchor bolt locations.

**FILL PLATE THICKNESS 'T'**  
**EAST ABUTMENT-WESTBOUND & EASTBOUND**

BEAM MARK	BEAM NO. 1	BEAM NO. 2	BEAM NO. 3	BEAM NO. 4	BEAM NO. 5	BEAM NO. 6
WESTBOUND	34	18	6	18	34	43
EASTBOUND	37	24	15	9	6	27

**JACK AND REMOVE EXISTING BEARINGS PROCEDURE**

- Jacking and Removing Existing Bearings shall be done after existing deck removal is complete.
- The Contractor shall submit for approval by the Engineer, plans for lifting existing beams and installing new bearings prior to commencing any related work. This work shall be done for each stage after existing concrete deck is removed and prior to pouring of the new concrete deck. The maximum dead load reaction per beam (mass of steel only) of abutments is 25 kN. Minimum jack capacity is 50 kN at abutments.
- Prior to ordering any material, the Contractor shall verify steel extension and shim plate thicknesses required at each bearing.
- There shall be at least one jack per bearing and the jack shall be placed close to the bearing. The steel shall be raised a maximum of 4 mm transversely between adjacent beams or 7 mm longitudinally between adjacent supports. The beams shall be blocked in position until after the completion of the installation of new bearings.
- The new bearings and steel extensions shall be in place and the jacks shall be lowered before the new concrete deck is poured.

**JACKING LOADS**

East Abutment Jacking Load (At One Bearing)
Dead load due to Steel only = 2.5 kN

**BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	12
Jack and Remove Existing Bearings	Each	12
Furnishing and Erecting Structural Steel	kg	1787

REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**EAST ABUTMENT BEARINGS**  
**WESTBOUND & EASTBOUND**  
 P.A.I. ROUTE 80 OVER  
 WEST BUREAU CREEK  
 P.A.I. RITE, RD. 80-484  
 STA. 25+130.652 BUREAU COUNTY  
 S.W. COR. COURSE & 206-COURSE  
 DRAWN BY: C.G.  
 DATE: 7-8-01  
 CHECKED BY: K.A.

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS FOR  
 SN 006-0016 (WB) AND SN 006-0017 (EB)

P.A.I. RITE	SECTION	COUNTY	TOTAL SHEETS NO.
80	06-481BP	BUREAU	15
STA.	TO STA.		
ILLINOIS FED. AID PROJECT			

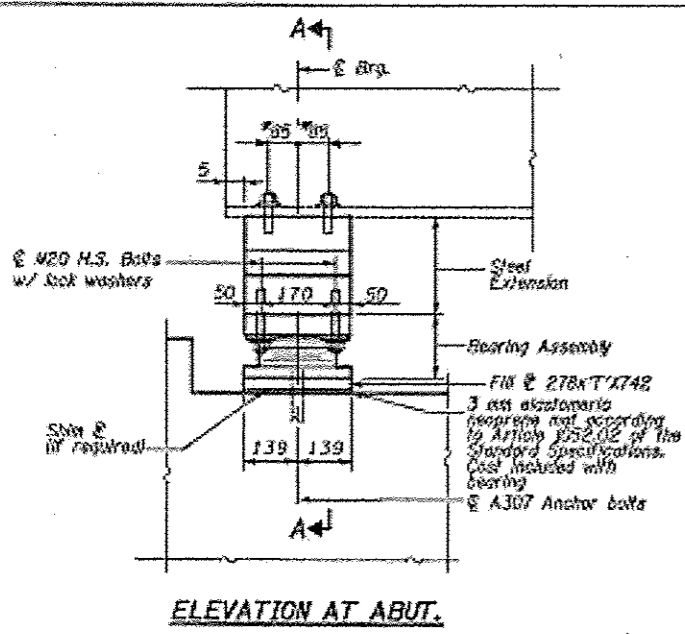
**FOR INFORMATION ONLY**

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PLLOT SCALE: 100.0000 / 1 in.	CHECKED -	REVISED -
PLLOT DATE: 12/13/2016	DATE - 11/18/2017	REVISED -

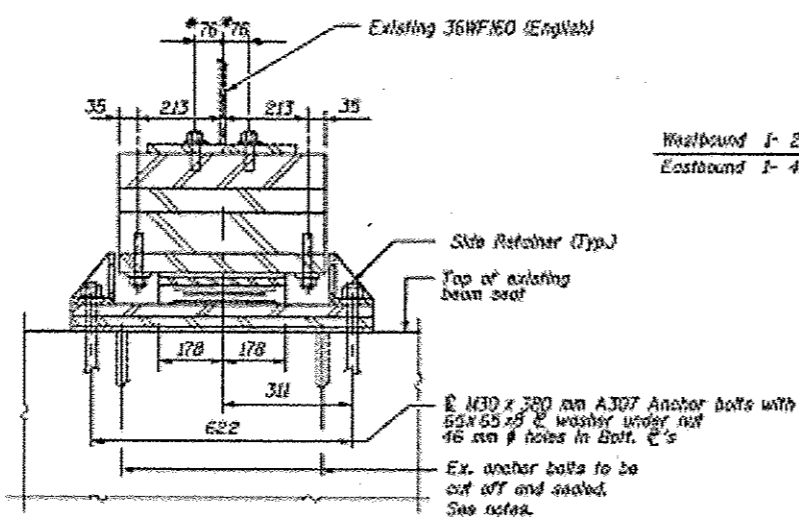
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

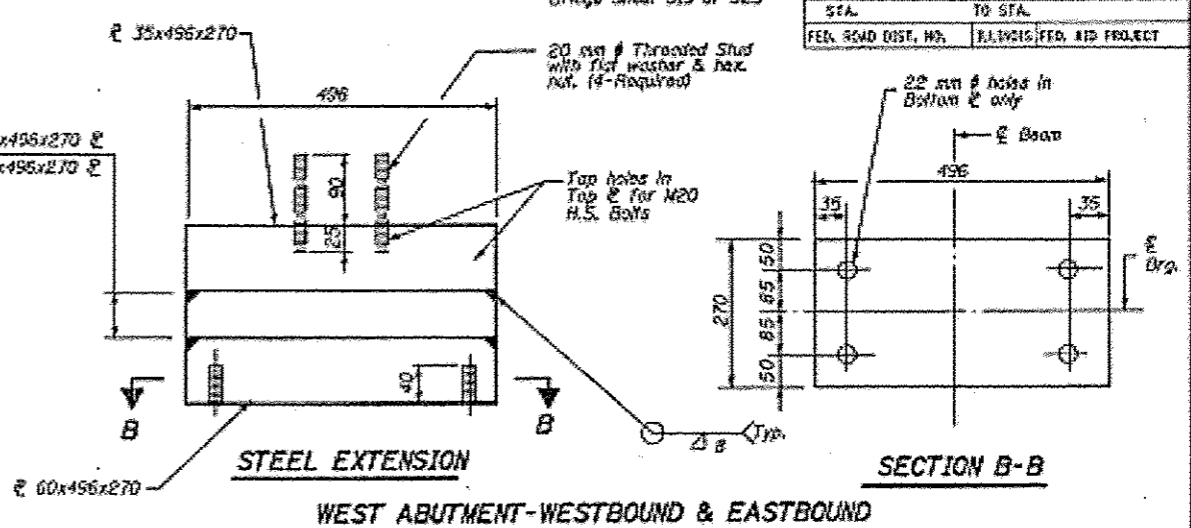
Bridge Sheet 515 of 525



ELEVATION AT ABUT.



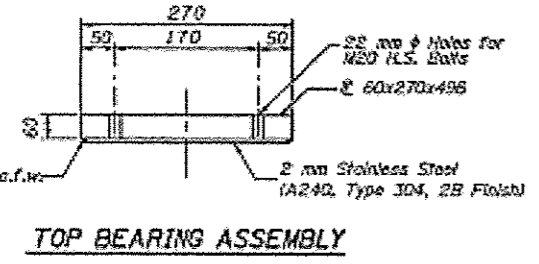
SECTION A-A



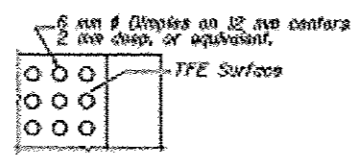
WEST ABUTMENT-WESTBOUND & EASTBOUND (12 REQUIRED)

**TYPE II ELASTOMERIC EXP. BRG.**  
WEST ABUTMENT-WESTBOUND & EASTBOUND  
(12 REQUIRED)

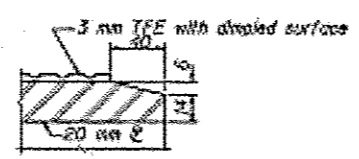
\*The Contractor shall field drill 22 mm  $\phi$  holes for 4-M20 mm  $\phi$  H.S. bolts. The cost of field drilling, bolts, nuts & washers shall be included with F & E Structural Steel.



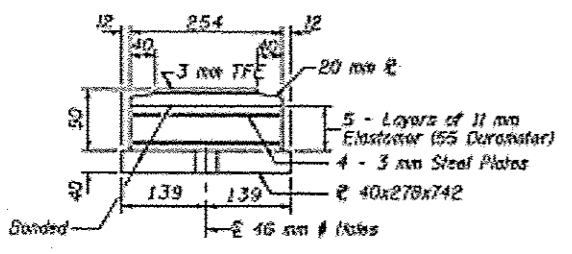
TOP BEARING ASSEMBLY



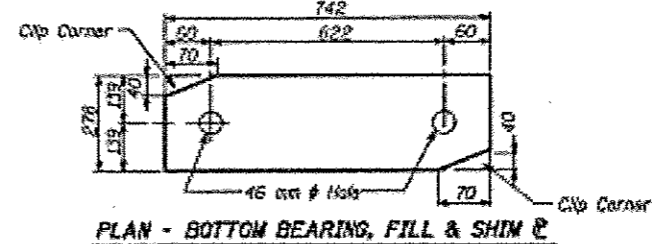
PLAN-TFE SURFACE



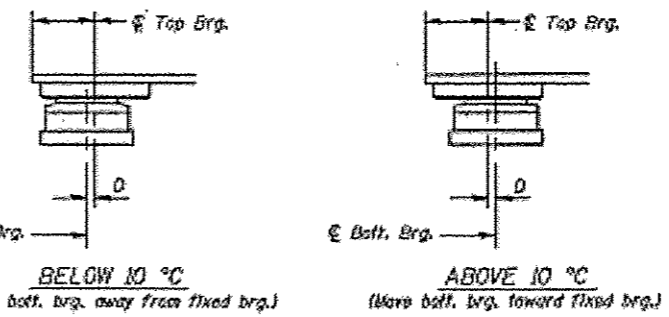
SECTION THRU TFE



BOTTOM BEARING ASSEMBLY



PLAN - BOTTOM BEARING, FILL & SHIM  $\phi$



**BELOW 10 °C**  
(Move bolt, brg. away from fixed brg.)

**ABOVE 10 °C**  
(Move bolt, brg. toward fixed brg.)

**SETTING ANCHOR BOLTS AT EXP. BRG.**  
D = 1 mm per each 10 m of expansion for every 8 °C temp. change from the normal temp. of 10 °C.

**FILL PLATE THICKNESS 'T'**  
WEST ABUTMENT-WESTBOUND & EASTBOUND

BEAM MARK	BEAM NO. 1	BEAM NO. 2	BEAM NO. 3	BEAM NO. 4	BEAM NO. 5	BEAM NO. 6
STRUCTURE						
WESTBOUND	6	12	6	10	10	30
EASTBOUND	31	24	18	6	6	31

- NOTES:**
- See Bridge sheet 522 for Anchor Bolt Installation.
  - All dimensions are in millimeters (mm) except as noted.
  - The cost for fabricating and installing the steel extensions shall be included in the unit bid price for "Furnishing and Erecting Structural Steel."
  - Existing top plate of existing bearing to be removed using the air-arc method and grind smooth all weld material remaining on the bottom flange. Cost is included with the cost of Jack and Remove Existing Bearings.
  - Burn existing anchor bolts flush with existing concrete surface. Grind existing anchor bolt smooth and seal with epoxy. Cost is included with cost of Jack and Remove Existing Bearings.
  - See Sheet 518 for anchor bolt locations.

**BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	12
Jack and Remove Existing Bearings	Each	12
Furnishing and Erecting Structural Steel	kg	2,199

**JACK AND REMOVE EXISTING BEARINGS PROCEDURE**

- Jacking and Removing Existing Bearings shall be done after existing deck removal is complete.
- The Contractor shall submit for approval by the Engineer, plans for lifting existing beams and installing new bearings prior to commencing any related work. This work shall be done for each stage after existing concrete deck is removed and prior to pouring of the new concrete deck. The maximum dead load reaction per beam (mass of steel only) at abutments is 25 kN. Maximum jack capacity is 50 kN at abutments.
- Prior to ordering any material, the Contractor shall verify steel extension and plate thicknesses required at each bearing.
- There shall be at least one jack per bearing and the jack shall be placed close to the bearing. The steel shall be raised a maximum of 4 mm transversely between adjacent beams or 7 mm longitudinally between adjacent supports. The beams shall be blocked in position until after the completion of the installation of new bearings.
- The new bearings and steel extensions shall be in place and the jacks shall be lowered before the new concrete deck is poured.

**JACKING LOADS**

West Abutment Jacking Load (At One Bearing)  
Dead load due to Steel only = 25 kN

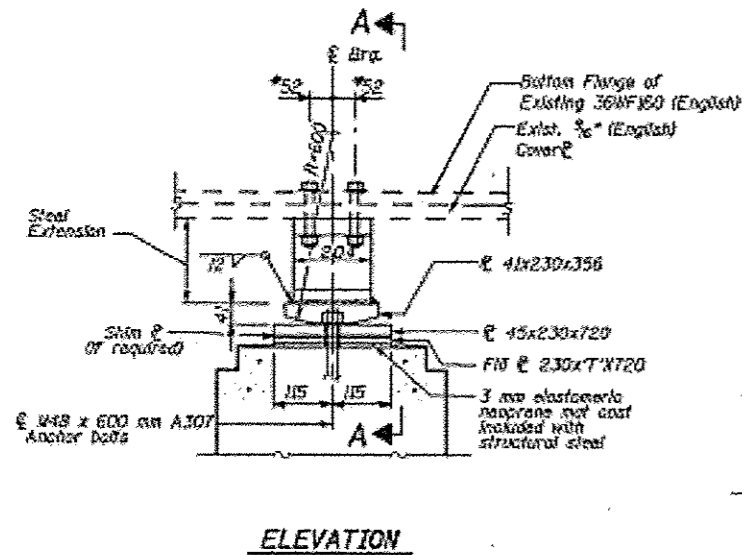
REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**WEST ABUTMENT BEARINGS**  
WESTBOUND & EASTBOUND  
F.A.I. ROUTE 80 OVER WEST BUREAU CREEK  
F.A.I. RTE. 80 SEC. 05-48B  
STA. 25+332.652 BUREAU COUNTY  
S.N. 006-0016WB & 006-0017EB  
DRAWN BY C.B.  
CHECKED BY W.A.  
DATE 7-11-07

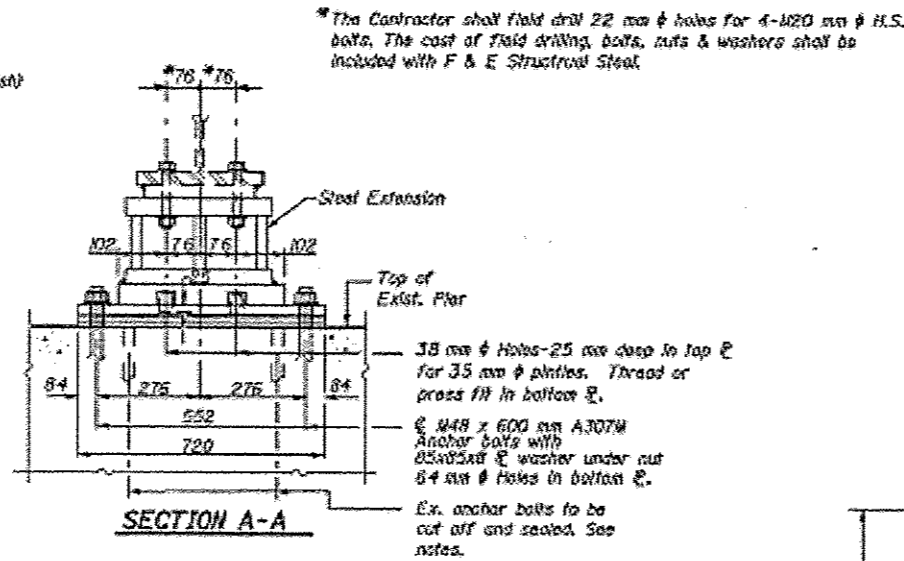
**FOR INFORMATION ONLY**



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

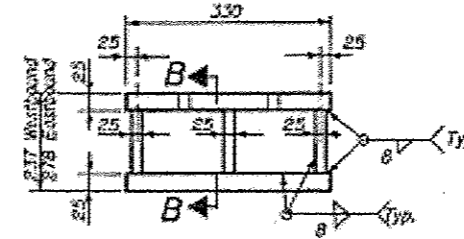


ELEVATION

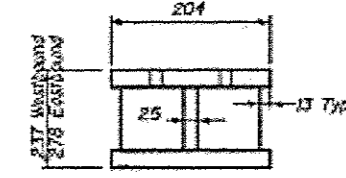


SECTION A-A

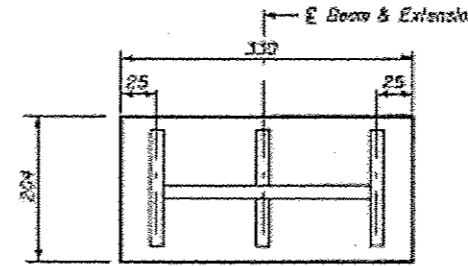
**FIXED BEARING**  
**PIER 2 - WESTBOUND & EASTBOUND**  
 (12 REQUIRED)



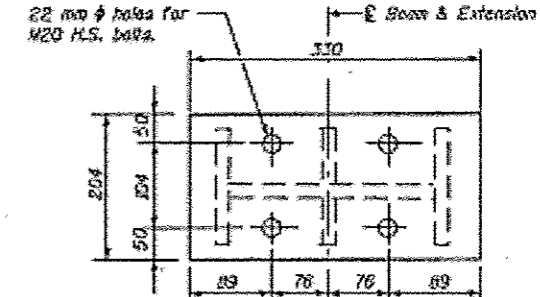
ELEVATION



SECTION B-B



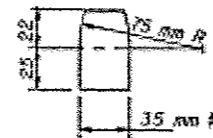
PLAN - BOTTOM F



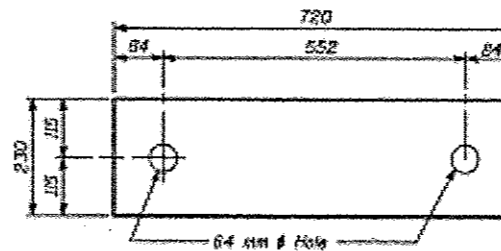
PLAN - TOP F

**FILL PLATE THICKNESS T'**  
**PIER 2 - WESTBOUND AND EASTBOUND**

BEAM STRUCTURE	BEAM NO. 1	BEAM NO. 2	BEAM NO. 3	BEAM NO. 4	BEAM NO. 5	BEAM NO. 6
WESTBOUND	6	8	14	8	8	14
EASTBOUND	6	9	6	6	9	9



PIN & SHIM



PLAN - P 230x720x45  
 (PIN & SHIM ASSEMBLY)

**JACKING LOADS**

Pier 2 Jacking Load (At One Bearing)
Dead load due to Steel only = 80 kN

**STEEL EXTENSION**

**PIER 2 - WESTBOUND & EASTBOUND**  
 (12 REQUIRED)

**Notes**

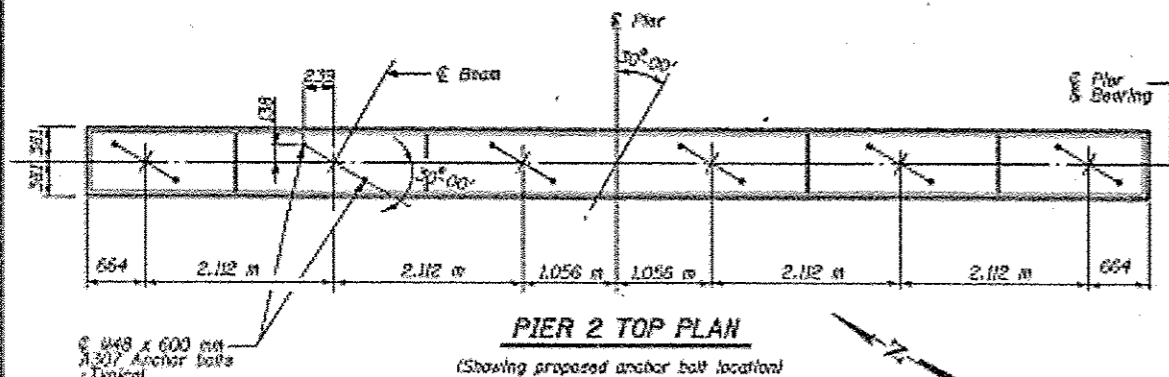
- See Bridge sheet S22 for Anchor Bolt Installation.
- All dimensions are in millimeters (mm) except as noted.
- Furnishing and installing fixed bearings shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel".
- Existing top plate of existing bearing to be removed using the air-arc method and grind smooth all weld material remaining on the bottom flange. Cost is included with the cost of Jack and Remove Existing Bearings.
- Burn existing anchor bolts flush with existing concrete surface. Grind existing anchor bolt smooth and seal with epoxy. Cost is included with cost of Jack and Remove Existing Bearings.

**JACK AND REMOVE EXISTING BEARINGS PROCEDURE**

- Jacking and Removing Existing Bearings shall be done after existing deck removal is complete.
- The Contractor shall submit for approval by the Engineer, plans for lifting existing beams and installing new bearings prior to commencing any related work. This work shall be done for each stage after existing concrete deck is removed and prior to pouring of the new concrete deck. The maximum dead load reaction per beam (mass of steel only) at the pier is 80 kN. Minimum jack capacity is 160 kN at the pier.
- Prior to ordering any material, the Contractor shall verify steel extension and shim plate thicknesses required at each bearing.
- There shall be at least one jack per bearing and the jack shall be placed close to the bearing. The steel shall be raised a maximum of 4 mm transversely between adjacent beams or 7 mm longitudinally between adjacent supports. The beams shall be blocked in position until after the completion of the installation of new bearings.
- The new bearings and steel extensions shall be in place and the jacks shall be lowered before the new concrete deck is poured.

**BILL OF MATERIAL**

Item	Unit	Total
Jack and Remove Existing Bearings	Each	12
Furnishing and Erecting Structural Steel	kg	1915



PIER 2 TOP PLAN

(Showing proposed anchor bolt locations)



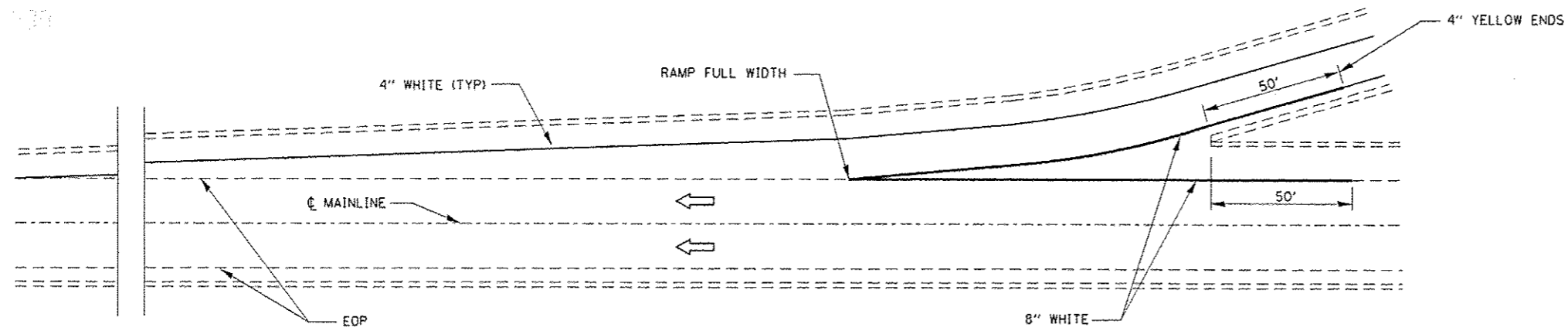
1011 Jones Avenue, Suite 104, Oak Brook, IL 60451-4011  
 Chicago, IL 60611-4011  
 www.visinfrastructure.com

REVISIONS	
NAME	DATE

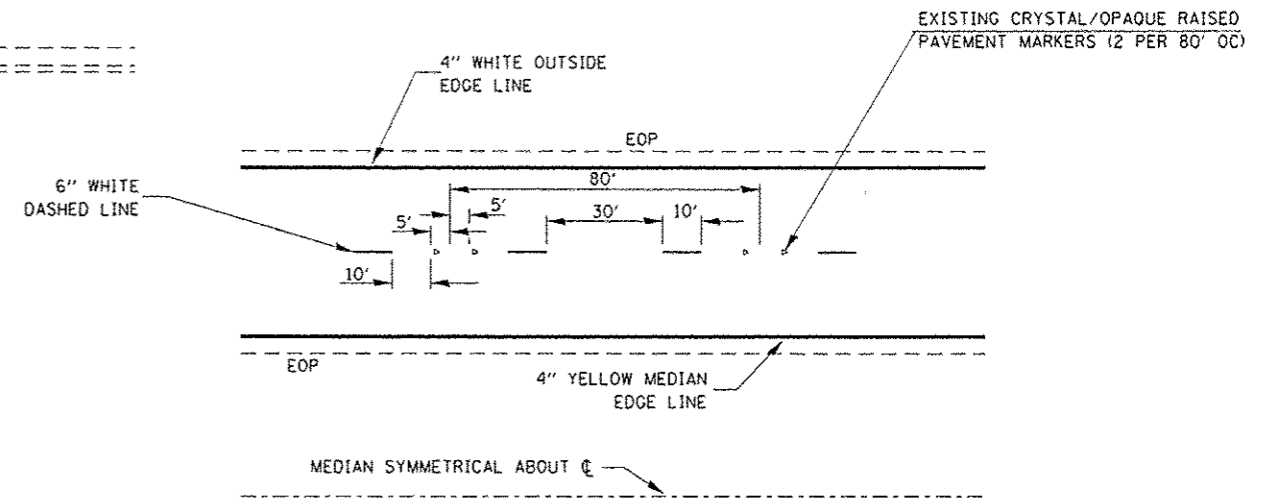
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PIER 2 BEARINGS**  
**WESTBOUND & EASTBOUND**  
 F.A.I. ROUTE 80 OVER  
 WEST BUREAU CREEK  
 F.A.I. RTE. 80 SEC. 05-40R  
 STA. 25+332.652 BUREAU COUNTY  
 S.N. 006-0016WB & 006-0017EB  
 DRAWN BY C.B.  
 DATE 7-11-01 CHECKED BY W.A.

**FOR INFORMATION ONLY**

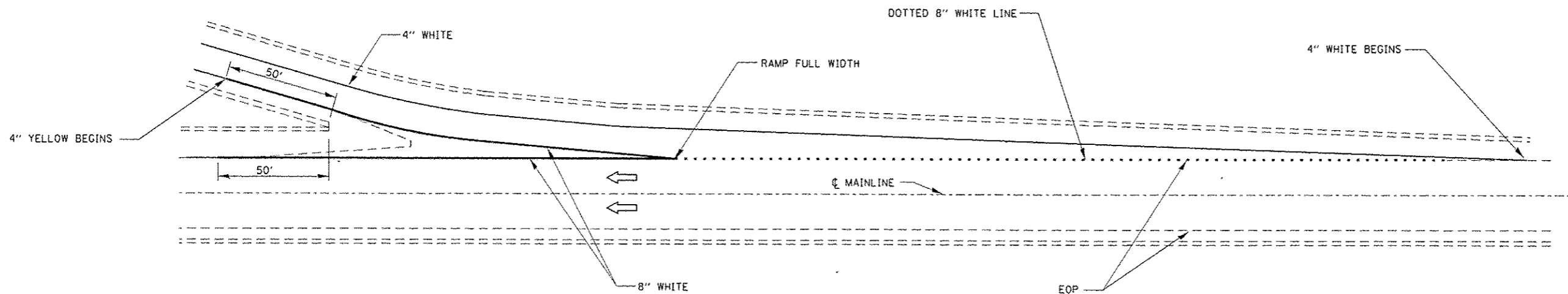
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USER NAME: woodshark-1	CHECKED -	REVISED -	SCALE:	SHEET 6 OF 6 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT			
PLOT SCALE: 100:0000 1/8" = 1'	DATE: 11/18/2017	REVISED -							



**TYPICAL PAVEMENT MARKING FOR ENTRANCE RAMP TERMINALS**



**TYPICAL PAVEMENT MARKINGS**



**TYPICAL PAVEMENT MARKINGS FOR EXIT RAMP TERMINALS**

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	PLOT SCALE : 100.0000 / 1 in.	CHECKED -	REVISED -					BUREAU	CONTRACT NO. 66F80			
Default	PLOT DATE : 12/13/2016	DATE - 11/18/2017	REVISED -		SCALE:	SHEET 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			