CONTRACT NO. 66645

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-8HBR	LASALLE	143	1

D-92-063-01
P-92-063-01

INDEX OF SHEETS

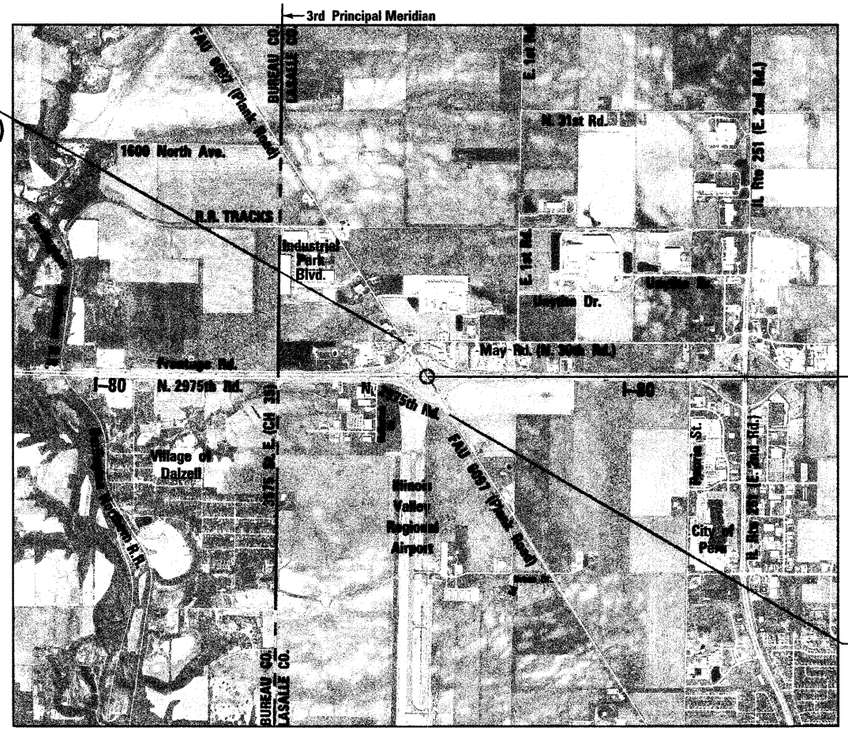
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

F.A.I. ROUTE 80 UNDER F.A.U. 6097 (PLANK ROAD)
SECTION 50-8HBR

LASALLE COUNTY
C - 93 - 062 - 06

PAVEMENT REHABILITATION AND STRUCTURE REPLACEMENT

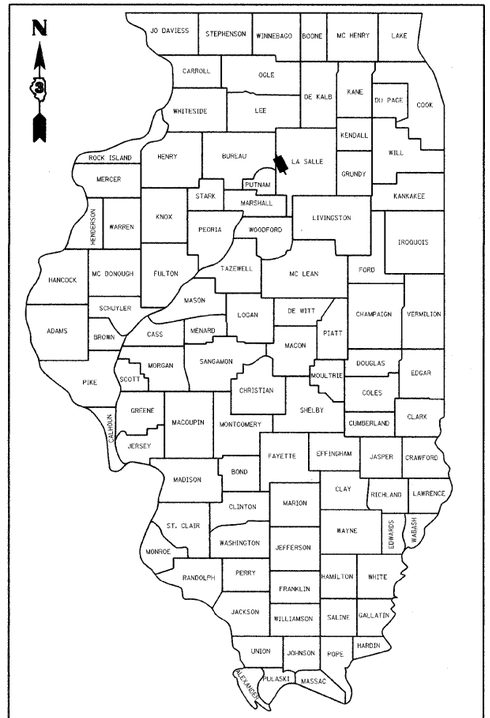


PROJECT ENDS
FAU 6097 (PLANK RD.)
OVER FAI 80
STA. 309+14.95

PROJECT BEGINS
FAU 6097 (PLANK RD.)
OVER FAI 80
STA. 290+96.28

N
N.T.S.

STRUCTURE NUMBER
EX SN 050-0082
PR SN 050-0249
PLANK STA. 300+00.80
I-80 STA. 3886+74.90



LOCATION OF SECTION INDICATED THUS: -

POSTED SPEED LIMIT = 45 MPH
DESIGN SPEED = 45 MPH
F.A.U. 6097 (PLANK ROAD)
2006 ADT = 5,700
FRONTAGE ROAD
2005 ADT = 550
MAY ROAD
2006 ADT = 8,000

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

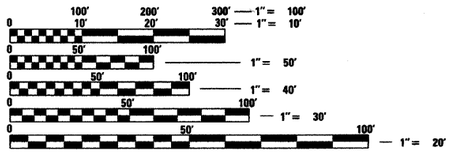
SUBMITTED _____ 20 _____

George Bymon
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 19, 20 10
Scott E. Stitt, P.E./D
ACTING ENGINEER OF DESIGN AND ENVIRONMENT

March 19, 20 10
Christine M. Reed/D
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

LOCATION MAP
GROSS LENGTH = 1,818.67 FT. = 0.34 MI.
NET LENGTH = 1,818.67 FT. = 0.34 MI.



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.

MICROFILMED _____
REEL NUMBER _____
AWARDED _____
RESIDENT ENGINEER _____
AS BUILT CHANGES WERE MADE
ON THE FOLLOWING SHEETS _____

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

DISTRICT 3 NO. (815) 434-6131

PROJECT ENGINEER: JOE KANNEL
UNIT CHIEF: PAT BRABOY
TOWNSHIP: HALL

CONTRACT NO. 66645

LICENSED PROFESSIONAL ENGINEER — THOMAS M. HEIN 062-053199 — STATE OF ILLINOIS

THOMAS M. HEIN, P. E.
IL. LIC. NO. 062-053199
EXP 11/30/2011
DATE 01/25/2010

LICENSED PROFESSIONAL ENGINEER — P. K. GANDHI 062-034993 — STATE OF ILLINOIS

P. K. GANDHI, P. E.
IL. LIC. NO. 062-034993
EXP 11/30/2011
DATE 01/25/2010

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

01/25/2010 10:01:39 AM
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CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	2
STA.		TO STA.		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

GENERAL NOTES - MISCELLANEOUS
****

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

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

3. THE BASE COURSE WIDENING SHALL BE CARRIED THROUGH ALL ENTRANCES, SIDE ROADS, AND MAILBOX TURNOUTS. EXCEPTIONS WILL BE SHOWN ON THE PLANS.

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

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

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

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

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

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

10. THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF TOPSOIL FURNISH AND PLACEMENT, 4" (21101615).

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

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

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

14. THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES.
    GRANULAR MATERIALS: 2.05 TONS / CUYD
    POLYMERIZED BITUMINOUS MATERIAL PRIME COAT: 0.10 GAL/SQYD
    FOR ADDITIONAL HMA LIFTS - FOG COAT : 0.08 GAL/SQYD
    AGGREGATE PRIME COAT: 0.002 TONS/SQ YD
    HMA RESURFACING: 112 LBS/SQ YD/IN
    SHORT TERM PAVEMENT MARKING: 10 FT/100 FT OF APPLICATION
    MIX FOR CRACKS, JTS & FLGWYS: 0.0003 TONS/SQ YD
    LEVEL BINDER (HAND METHOD): 0.0005 TONS/SQ YD
    SUPPLEMENTAL WATERING: 3 GAL/SQ YD/ APP
    CALCIUM CHLORIDE: 2 LB/SQ YD/ APP
    TEMPORARY DITCH CHECKS: 5 TONS AGGREGATE

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

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

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

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

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

COMMITMENTS
****

1. ENVIRONMENTAL COORDINATION
2. STRUCTURAL STATUS AND CLEARANCE FORM
3. NPDES PERMIT

HIGHWAY STANDARDS

HIGHWAY STANDARDS
****

280001-05 TEMPORARY EROSION CONTROL SYSTEMS

353001-04 PCC BASE COURSE WITH HMA BINDER AND SURFACE COURSES

420001-07 PAVEMENT JOINTS

420401-08 BRIDGE APPROACH PAVEMENT CONNECTOR

421001-02 BAR REINFORCEMENT FOR CRC PAVEMENT

482001-02 HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT

482006-03 HMA SHOULDER ADJACENT TO RIGID PAVEMENT

482011-03 HMA SHLD. STRIPS / SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS

515001-03 NAME PLATE FOR BRIDGES

542301-02 PRECAST REINFORCED CONCRETE FLARED END SECTION

542311-01 GRATING FOR CONCRETE FLARED END SECTION (FOR 600 mm (24") THRU 1350 mm (54") PIPE)

542401-01 METAL END SECTION FOR PIPE CULVERTS

542526-02 INLET BOX TYPE F, 600 MM (24")

601101-01 CONCRETE HEADWALL FOR PIPE DRAIN

606001-04 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

606301-04 PC CONCRETE ISLANDS AND MEDIANS

610001-04 SHOULDER INLET WITH CURB

630001-08 STEEL PLATE BEAM GUARDRAIL

630301-05 SHOULDER WIDENING FOR TYPE 1(SPECIAL) GUARDRAIL TERMINALS

631026-05 TRAFFIC BARRIER TERMINAL, TYPE 5

631031-08 TRAFFIC BARRIER TERMINAL, TYPE 6

635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT

635011-02 REFLECTOR MARKER AND MOUNTING DETAILS

665001-02 WOVEN WIRE FENCE

701006-03 OFF-ROAD OPERATIONS, 2L, 2W, 4.5 m (15') TO 600 mm (24") FROM PAVEMENT EDGE

701306-02 LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH

701321-10 LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER

701326-03 LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH

701400-04 APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY

701401-05 LANE CLOSURE, FREEWAY/EXPRESSWAY

701406-05 LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY

701411-06 LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH

701901-01 TRAFFIC CONTROL DEVICES

704001-06 TEMPORARY CONCRETE BARRIER

720001-01 SIGN PANEL MOUNTING DETAILS

780001-02 TYPICAL PAVEMENT MARKINGS

781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

836001 LIGHT POLE FOUNDATION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: Acting DISTRICT STUDIES & PLANS ENGINEER

DATE:

EXAMINED BY: DISTRICT CONSTRUCTION ENGINEER

DISTRICT MATERIALS ENGINEER

DISTRICT OPERATIONS ENGINEER

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)
INDEX OF SHEETS, GENERAL NOTES, AND HIGHWAY STANDARDS

SCALE: VERT. HORIZ.
DATE 12/02/09

DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
FILE NAME = g:\projects\2054089_001\cadd\PLGNDL.dgn
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PLOT TIME = 3:05:04 PM

ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	3
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	100% STATE ROADWAY I-000	100% STATE BRIDGE X271-2A
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	190	190	0
	20101100	TREE TRUNK PROTECTION	EACH	6	6	0
	20200100	EARTH EXCAVATION	CU YD	4149.2	4149.2	0.0
	20400800	FURNISHED EXCAVATION	CU YD	29585.7	29585.7	0.0
	20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	280	0	280
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	21114	21114	0
⚠	25000210	SEEDING, CLASS 2A	ACRE	4.83	4.83	0.00
⚠	25000312	SEEDING, CLASS 4A	ACRE	0.44	0.44	0.00
⚠	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	435	435	0
⚠	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	435	435	0
⚠	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	435	435	0
⚠	25100115	MULCH, METHOD 2	ACRE	3.94	3.94	0.00
	25100630	EROSION CONTROL BLANKET	SQ YD	6395	6395	0
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	132	132	0
	28000305	TEMPORARY DITCH CHECKS	FOOT	40	40	0
	28000400	PERIMETER EROSION BARRIER	FOOT	3946	3946	0
	28000500	INLET AND PIPE PROTECTION	EACH	8	8	0
	35400500	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 10"	SQ YD	2404	2404	0
	40600115	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	GALLON	3556	3556	0
	40600300	AGGREGATE (PRIME COAT)	TON	60	60	0
	40600845	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90	TON	835	835	0
	40600990	TEMPORARY RAMP	SQ YD	299	299	0
	40603240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	921	921	0
	40603545	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	780	780	0
	42000416	PORTLAND CEMENT CONCRETE PAVEMENT 9 3/4" (JOINTED)	SQ YD	2793	2793	0
	42001300	PROTECTIVE COAT	SQ YD	4479	4479	0
	42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	1289	1289	0
	44000100	PAVEMENT REMOVAL	SQ YD	1592	1592	0
	44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	3935	3935	0
	44000700	APPROACH SLAB REMOVAL	SQ YD	254	254	0
	44003100	MEDIAN REMOVAL	SQ FT	955	955	0
	44004250	PAVED SHOULDER REMOVAL	SQ YD	2316	2316	0
	48101200	AGGREGATE SHOULDERS, TYPE B	TON	273	273	0
	48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	1182	1182	0
	50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	0	1

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	100% STATE ROADWAY I-000	100% STATE BRIDGE X271-2A
50104400	CONCRETE HEADWALL REMOVAL	EACH	1	1	0
50157300	PROTECTIVE SHIELD	SQ YD	554	0	554
50200100	STRUCTURE EXCAVATION	CU YD	587	0	587
50300225	CONCRETE STRUCTURES	CU YD	260.3	0.0	260.3
50300255	CONCRETE SUPERSTRUCTURE	CU YD	685.9	0.0	685.9
50300260	BRIDGE DECK GROOVING	SQ YD	1913	0	1913
50300280	CONCRETE ENCASEMENT	CU YD	10.4	0.0	10.4
50300300	PROTECTIVE COAT	SQ YD	2179	0	2179
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1.0	0.0	1.0
50500505	STUD SHEAR CONNECTORS	EACH	3840	0	3840
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	188980	0	188980
50800515	BAR SPLICERS	EACH	1114	0	1114
50901125	STEEL RAILING (TEMPORARY)	FOOT	237	0	237
51100100	SLOPE WALL 4 INCH	SQ YD	645	0	645
51201400	FURNISHING STEEL PILES HP10X42	FOOT	2407	0	2407
51202305	DRIVING PILES	FOOT	2407	0	2407
51203400	TEST PILE STEEL HP10X42	EACH	3	0	3
51205200	TEMPORARY SHEET PILING	SQ FT	909	0	909
51500100	NAME PLATES	EACH	1	0	1
52100520	ANCHOR BOLTS, 1"	EACH	40	0	40
52100540	ANCHOR BOLTS, 1 1/2"	EACH	20	0	20
54213447	END SECTIONS 12"	EACH	4	4	0
54213450	END SECTIONS 15"	EACH	4	4	0
54213459	END SECTIONS 24"	EACH	1	1	0
54246205	INLET BOX, STANDARD 542526	EACH	1	1	0
54248510	CONCRETE COLLAR	CU YD	1	1	0
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	410	410	0
542D0229	PIPE CULVERTS, CLASS D, TYPE 1 24"	FOOT	155	155	0
58700300	CONCRETE SEALER	SQ FT	2394	0	2394
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	152	0	152
60100945	PIPE DRAINS 12"	FOOT	336	336	0
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	184	0	184
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1076	1076	0
60608525	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24 (SPECIAL)	FOOT	320	320	0

⚠ SPECIALTY ITEMS

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

SUMMARY OF QUANTITIES

SCALE: VERT. NONE
HORIZ. N.T.S.
DATE: 12/02/09

DRAWN BY ENTRAN/CAD
CHECKED BY TMH

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PLOT TIME = 3:09:53 PM

ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	4
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	100% STATE ROADWAY I-000	100% STATE BRIDGE X271-2A
	60625800	ISLAND PAVEMENT (SPECIAL)	SQ YD	151	151	0
	60900515	CONCRETE THRUST BLOCKS	EACH	4	4	0
	61000225	TYPE F INLET BOX, STANDARD 610001	EACH	4	4	0
⚠	63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	700	700	0
⚠	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	0
⚠	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	0
	63200310	GUARDRAIL REMOVAL	FOOT	2117	2117	0
	66500105	WOVEN WIRE FENCE, 4'	FOOT	237	237	0
	66502300	WOVEN WIRE FENCE REMOVAL	FOOT	234	234	0
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9	0
	67100100	MOBILIZATION	L SUM	1.0	1.0	0.0
	70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1.0	1.0	0.0
	70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1.0	1.0	0.0
	70103700	TRAFFIC CONTROL COMPLETE	L SUM	1.0	1.0	0.0
	70103816	TRAFFIC CONTROL SURVEILLANCE	CAL MO	9	9	0
	70106800	CHANGEABLE MESSAGE SIGN	CAL MO	18	18	0
	70300100	SHORT-TERM PAVEMENT MARKING	FOOT	292	292	0
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	6020	6020	0
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	2519	2519	0
⚠	70500200	TEMPORARY STEEL PLATE BEAM GUARD RAIL, TYPE B	FOOT	525	525	0
⚠	70500655	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	2	2	0
⚠	72000100	SIGN PANEL - TYPE 1	SQ FT	15.25	15.25	0.00
⚠	72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	154.51	154.51	0.00
⚠	72700100	STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY	POUND	990	990	0
⚠	73000100	WOOD SIGN SUPPORT	FOOT	422.4	422.4	0.0
	73400100	CONCRETE FOUNDATIONS	CU YD	2.8	2.8	0.0
⚠	73502000	RELOCATE GROUND-MOUNTED SIGN SUPPORT	EACH	4	4	0
⚠	73700200	REMOVE CONCRETE FOUNDATION - GROUND MOUNT	EACH	4	4	0
⚠	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	62	62	0
⚠	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	8473	8473	0
⚠	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	853	853	0
⚠	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	912	912	0
⚠	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	134	134	0
⚠	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	14	14	0
⚠	78200300	PRISMATIC CURB REFLECTOR	EACH	14	14	0

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	100% STATE ROADWAY I-000	100% STATE BRIDGE X271-2A
⚠	78200420	GUARDRAIL MARKERS, TYPE B	EACH	120	120	0
⚠	78200520	BARRIER WALL MARKERS, TYPE B	EACH	14	14	0
⚠	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	6	6	0
⚠	78300100	PAVEMENT MARKING REMOVAL	SQ FT	5287	5287	0
⚠	81800185	AERIAL CABLE, 2-1/C NO. 1/0 WITH MESSENGER WIRE	FOOT	1566	1566	0
⚠	83000010	LIGHT POLE, ALUMINUM, 16 FT M.H., 6 FT DAVIT ARM	EACH	2	2	0
⚠	83000015	LIGHT POLE, ALUMINUM, 16 FT M.H., 10 FT DAVIT ARM	EACH	2	2	0
⚠	83000020	LIGHT POLE, ALUMINUM, 17 FT M.H., 10 FT DAVIT ARM	EACH	3	3	0
⚠	83000025	LIGHT POLE, ALUMINUM, 18 FT M.H., 10 FT DAVIT ARM	EACH	4	4	0
⚠	83000030	LIGHT POLE, ALUMINUM, 20 FT M.H., 6 FT DAVIT ARM	EACH	3	3	0
⚠	83000035	LIGHT POLE, ALUMINUM, 20 FT M.H., 10 FT DAVIT ARM	EACH	3	3	0
⚠	80400100	ELECTRIC SERVICE INSTALLATION	EACH	1	1	0
⚠	81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	54	54	0
⚠	81018700	CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	454	454	0
⚠	81104600	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., INTERMEDIATE METAL	FOOT	240	240	0
⚠	81300530	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	12	12	0
⚠	81603035	UNIT DUCT, 600V, 2-IC NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	2534	2534	0
⚠	81603070	UNIT DUCT, 600V, 2-IC NO.2, 1/C NO.4 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	2195	2195	0
⚠	81603095	UNIT DUCT, 600V, 4-IC NO.2, 1/C NO.4 GROUND, (XLP-TYPE USE), 1 1/2" DIA. POLYETHYLENE	FOOT	875	875	0
⚠	81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	783	783	0
⚠	81702140	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	256	256	0
⚠	81702150	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2	FOOT	2055	2055	0
⚠	81800190	AERIAL CABLE, 2-1/C NO. 2 WITH MESSENGER WIRE	FOOT	827	827	0
⚠	81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	5425	5425	0
⚠	82102100	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 100 WATT	EACH	18	18	0
⚠	82102150	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 150 WATT	EACH	9	9	0
⚠	82102250	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	9	9	0
⚠	82500350	LIGHTING CONTROLLER, BASE MOUNTED 240 VOLT, 100 AMP	EACH	1	1	0
⚠	83001400	LIGHT POLE, ALUMINUM, 35 FT. M.H., 10 FT. DAVIT ARM	EACH	2	2	0
⚠	83002400	LIGHT POLE, ALUMINUM, 40 FT. M.H., 10 FT. DAVIT ARM	EACH	4	4	0
⚠	83057145	LIGHT POLE, WOOD, 30 FOOT, CLASS 3, WITH 15FT MAST ARM	EACH	10	10	0
⚠	83057150	LIGHT POLE, WOOD, 30 FOOT, CLASS 4	EACH	4	4	0
⚠	83057285	LIGHT POLE, WOOD, 50 FOOT, CLASS 3, WITH 15FT MAST ARM	EACH	3	3	0
⚠	83057290	LIGHT POLE, WOOD, 50 FOOT, CLASS 4	EACH	4	4	0

⚠ (*) SPECIALTY ITEMS

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

SUMMARY OF QUANTITIES

SCALE: VERT. NONE HORIZ. N.T.S.
DATE: 12/02/09
DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
FILE NAME = g:\projects\20540093.001\caddd\PLSM01.dgn
PLOT SCALE = 50.00 ' / IN.
PLOT TIME = 4:00:00 PM

ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	5
STA.		TO STA.		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	100% STATE ROADWAY I-000	100% STATE BRIDGE X271-2A
△	83600350	LIGHT POLE FOUNDATION METAL, 11" BOLT CIRCLE, 8" X 6'	EACH	26	26	0
△	83600355	LIGHT POLE FOUNDATION METAL, 15" BOLT CIRCLE, 8" X 6'	EACH	4	4	0
△	83800650	BREAKAWAY DEVICE, COUPLING, WITH STAINLESS STEEL SCREEN	EACH	120	120	0
△	84100110	REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	13	13	0
△	84200500	REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	6	6	0
	84200804	REMOVAL OF POLE FOUNDATION	EACH	18	18	0
△	84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	12	12	0
△	84500120	REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH	1	1	0
△	84500130	REMOVAL OF LIGHTING CONTROLLER FOUNDATION	EACH	1	1	0
△	X0322141	REMOVE TEMPORARY WOOD POLE	EACH	9	9	0
	X5010520	REMOVE CONCRETE BOX CULVERT END SECTION	EACH	1	1	0
	X0323574	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	9	9	0
	X0325702	NIGHTTIME WORK ZONE LIGHTING	L SUM	1.0	1.0	0.0
	X0325873	TRAFFIC CONTROL INTERSTATE	L SUM	1.0	1.0	0.0
△	X7030104	WET TEMPORARY PAVEMENT MARKING TAPE , TYPE III, 4 INCH	FOOT	17470	17470	0
△	X7030112	WET TEMPORARY PAVEMENT MARKING TAPE , TYPE III, 12 INCH	FOOT	202	202	0
△	X7050167	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT)	EACH	2	2	0
△	X7800600	URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS, SPECIAL	SQ FT	31	31	0
△	X7800610	URETHANE PAVEMENT MARKING - LINE 4"	FOOT	1634	1634	0
△	X7800640	URETHANE PAVEMENT MARKING - LINE 8"	FOOT	78	78	0
△	X7800650	URETHANE PAVEMENT MARKING - LINE 12"	FOOT	118	118	0
△	X8950075	REMOVE EXISTING LIGHTING CONTROLLER AND SALVAGE	EACH	1	1	0
	Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	7255	7255	0
	Z0002005	ATTENUATOR BASE	SQ YD	89	89	0
	Z0030150	IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	0
	Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	0
	Z0030280	IMPACT ATTENUATORS, TEMPORARY (SEVERE USE,NARROW), TEST LEVEL 3	EACH	4	4	0

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	100% STATE ROADWAY I-000 SFTY-2A	100% STATE BRIDGE X271-2A

△ SPECIALTY ITEMS

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

SUMMARY OF QUANTITIES

SCALE: VERT. NONE HORIZ. N.T.S.
DATE: 12/02/09

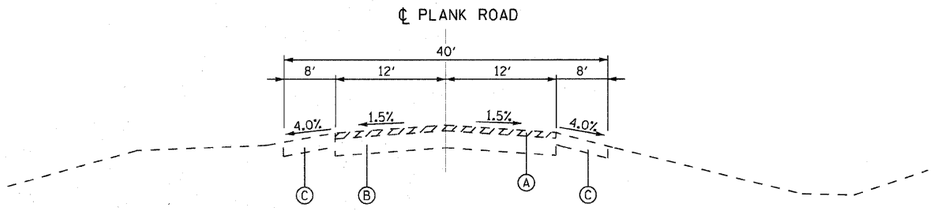
DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/8/2010
FILE NAME = G:\project\20540089_001\CADD\PLSM01.rds
PLOT SCALE = 50.00 ' / IN.
PLOT TIME = 9:06:42 AM

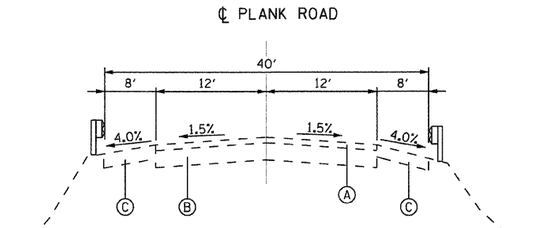
ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	6
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



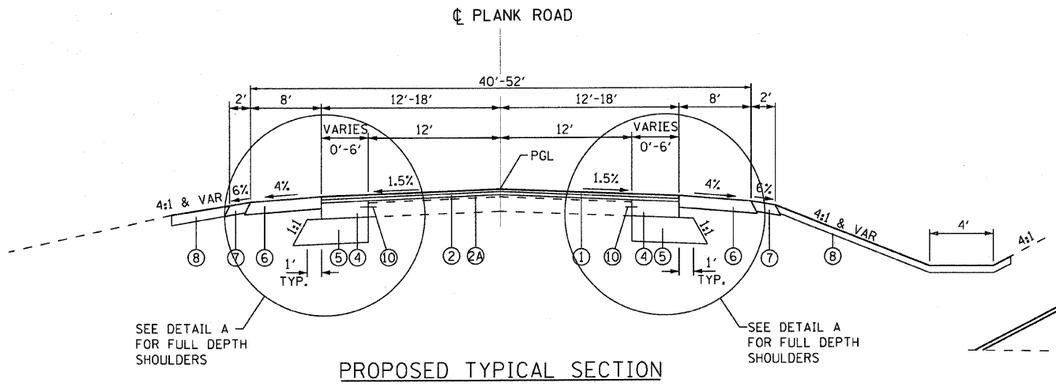
EXISTING TYPICAL SECTION
STA 290+96.280 TO STA 297+38
STA 304+65 TO STA 309+14.95



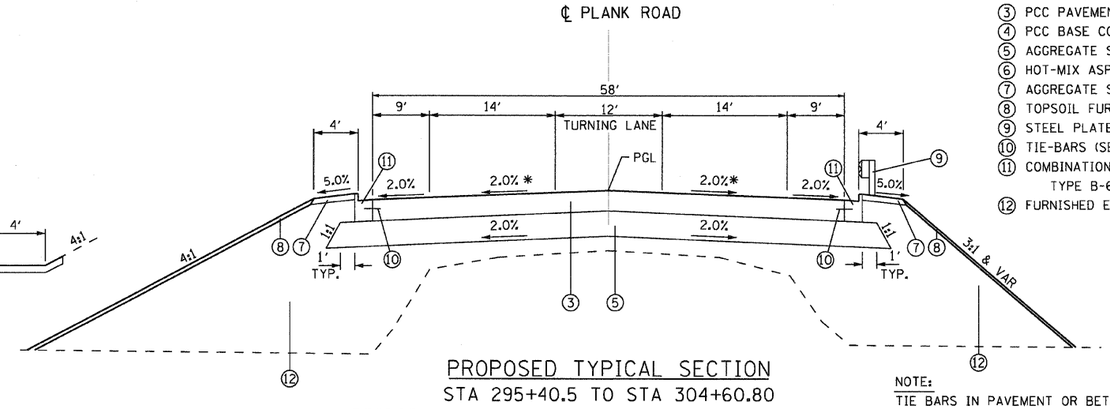
EXISTING TYPICAL SECTION
STA 297+38 TO STA 304+65
BRIDGE OMISSION STA 298+86.52 TO STA 301+13.48

EXISTING LEGEND

- (A) BITUMINOUS CONCRETE (+/- 3")
- (B) PCC PAVEMENT (+/- 10")
- (C) BITUMINOUS SHOULDERS (8")



PROPOSED TYPICAL SECTION
STA 290+96.28 TO STA 295+40.5
STA 304+60.82 TO STA 309+14.95



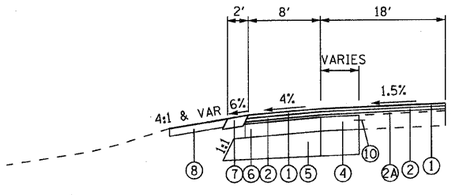
PROPOSED TYPICAL SECTION
STA 295+40.5 TO STA 304+60.80
BRIDGE OMISSION STA 298+86.52 TO STA 301+13.48

GUARDRAIL LOCATIONS LT
STA 296+35.4 TO STA 298+91.1
STA 301+48.0 TO STA 304+03.7
GUARDRAIL LOCATIONS RT
STA 295+96.4 TO STA 298+52.0
STA 301+08.9TO STA 303+64.6

* CROSS SLOPE VARIES FROM 2% TO 1.5% FOR TRAVELED WAY AS SHOWN ON PROPOSED PLANS

PROPOSED LEGEND

- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 1½"
- (2) POLYMERIZED LEVELING BINDER (MACHINE METHOD), N70 1½"
- (2A) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19, N 90, VARIES 1½"-11"
- (3) PCC PAVEMENT 9¾" JOINTED
- (4) PCC BASE COURSE WIDENING, 10"
- (5) AGGREGATE SUBGRADE 12"
- (6) HOT-MIX ASPHALT SHOULDERS, 8"
- (7) AGGREGATE SHOULDERS, TYPE B, 4"
- (8) TOPSOIL FURNISH & PLACE, 4"
- (9) STEEL PLATE BEAM GUARDRAIL, TYPE A
- (10) TIE-BARS (SEE NOTE)
- (11) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (12) FURNISHED EXCAVATION



DETAIL A
FULL DEPTH SHOULDERS

	HMA BINDER	HMA LEVEL BINDER	HMA SURFACE	HMA SHOULDERS 8" (NON-STAGED)
PG GRADE	SBS PG70-22	SBS PG70-22	SBS PG70-22	PG58-22
DESIGN AIR VOIDS	4.0% @ N90	4.0% @ N90	4.0% @ N90	2.0% @ N30
MIXTURE COMPOSITION	IL 19.0	IL 9.5	IL 12.5 OR IL 9.5	IL 19.0
FRICTION AGGREGATE			MIXTURE D	
DENSITY TEST METHOD	CORES	SATISFACTION OF ENGINEER	CORES	CORES*

*MATERIAL SHALL BE COMPACTED TO 93.0-97.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT WHEN PLACED AS FIRST LIFT ON AN UNIMPROVED SUBGRADE THE MINIMUM PERCENT COMPACTION SHALL BE 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE QC/QA SPECIFICATION.

NOTE:
TIE BARS IN PAVEMENT OR BETWEEN PAVEMENT AND OTHER NEW/OR EXISTING PCC APPURTENANCES WILL BE IN ACCORDANCE WITH SECTION 508 OF THE STANDARD SPECIFICATIONS. TIE BARS SHALL BE TYPE NO. 8, 30 IN. IN LENGTH AT 30 IN. CENTERS, EPOXY COATED, DRILLED AND GROUTED. ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED FOR INSTALLATION AND TESTING WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICE FOR THE PORTLAND CEMENT CONCRETE ITEM INVOLVED.

PLANK ROAD

STRUCTURAL DESIGN FACTOR: YEAR: 2027
PV: 7257 SU: 323 MU: 1930
ROAD STREET CLASSIFICATION: CLASS II
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P = 50 S = 50 M = 50
TRAFFIC FACTOR: ACTUAL TF = 7.81 AC TYPE= AC-20
MINIMUM TF = 4.0
AC GRADE: BINDER = PG 64-22 SURFACE = PG 64-22
SUBGRADE SUPPORT RATING:
SSR = POOR
IBR = 3

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

TYPICAL SECTIONS

SCALE: VERT. NONE HORIZ. N.T.S.
DATE: 12/02/09
DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
FILE NAME = g:\proj\c\2054089.001\cadd\PLTYP01.dgn
PLOT SCALE = 1.000 '/ IN.
PLOT TIME = 4:40:03 PM

ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	7
STA.		TO STA.		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER)

STATION	OFFSET(FT)	UNIT
SHEET # STA 290+96.28 TO STA 297+00.00		
295+69.3	89.7 RT	10.00
SHEET # STA 297+00.00 TO 303+00.00		
297+34.2	101.2 LT	8.00
298+25.7	84.9 LT	8.00
298+82.3	68.9 LT	8.00
298+79.4	51.9 RT	10.00
299+36.3	67.5 LT	8.00
300+54.9	68.9 RT	8.00
302+02.3	40.7 LT	8.00
302+41.5	95.0 RT	9.00
302+61.1	75.8 RT	9.00
SHEET # STA 303+00.00 TO 309+14.95		
303+35.6	40.6 LT	8.00
303+69.8	39.2 LT	10.00
304+35.2	48.9 RT	8.00
304+47.9	104.3 RT	6.00
305+48.0	104.5 RT	8.00
305+90.9	44.5 LT	10.00
306+01.1	74.7 LT	40.00
306+37.2	66.3 RT	6.00
306+71.2	66.5 RT	8.00
	TOTAL =	190

20101100 TREE TRUNK PROTECTION

STATION	OFFSET(FT)	EACH
SHEET # STA 297+00.00 TO 303+00.00		
298+27.3	130.7 LT	1.0
299+08.8	116.5 LT	1.0
300+80.5	114.7 RT	1.0
SHEET # STA 303+00.00 TO 309+14.95		
303+43.8	108.4 LT	1.0
304+31.8	123.4 RT	1.0
305+96.7	72.6 RT	1.0
	TOTAL =	6

21101615 TOPSOIL FURNISH AND PLACE, 4"

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
PLANK ROAD STAGE 1					
290+96.3	39.3	-	291+00.0	39.6	16.3
291+00.0	39.6	-	291+50.0	42.2	227.2
291+50.0	42.2	-	292+00.0	45.5	243.8
292+00.0	45.5	-	292+50.0	51.4	269.1
292+50.0	51.4	-	293+00.0	58.1	304.1
293+00.0	58.1	-	293+50.0	61.4	332.0
293+50.0	61.4	-	294+00.0	66.7	356.0
294+00.0	66.7	-	294+50.0	39.4	294.9
294+50.0	39.4	-	295+00.0	0.0	109.5
295+00.0	0.0	-	295+50.0	46.2	128.4
295+50.0	46.2	-	296+00.0	68.1	317.5
296+00.0	68.1	-	296+50.0	71.3	387.0
296+50.0	71.3	-	297+00.0	74.4	404.6
297+00.0	74.4	-	297+50.0	75.0	415.1
297+50.0	75.0	-	298+00.0	75.1	417.0
298+00.0	75.1	-	298+50.0	73.7	413.2
298+50.0	73.7	-	298+91.2	73.7	337.6
BRIDGE OMISSION					
301+08.8	72.5	-	301+50.0	72.5	332.0
301+50.0	72.5	-	302+00.0	69.4	394.1
302+00.0	69.4	-	302+50.0	66.7	378.1
302+50.0	66.7	-	303+00.0	63.3	361.2
303+00.0	63.3	-	303+50.0	60.3	343.3
303+50.0	60.3	-	304+00.0	77.2	381.7
304+00.0	77.2	-	304+50.0	89.6	463.2
304+50.0	89.6	-	305+00.0	0.0	248.8
305+00.0	0.0	-	305+50.0	48.5	134.6
305+50.0	48.5	-	306+00.0	39.3	243.8
306+00.0	39.3	-	306+50.0	37.0	212.0
306+50.0	37.0	-	307+00.0	28.1	180.9
307+00.0	28.1	-	307+50.0	0.0	78.0
307+50.0	0.0	-	308+00.0	22.0	61.0
308+00.0	22.0	-	308+50.0	23.0	125.0
308+50.0	23.0	-	308+77.3	0.0	34.9
308+77.3	0.0	-	309+00.0	18.3	23.1
309+00.0	18.3	-	309+15.0	18.2	30.3
PLANK ROAD STAGE 2					
290+96.3	31.6	-	291+00.0	32.0	13.1
291+00.0	32.0	-	291+50.0	37.4	192.6
291+50.0	37.4	-	292+00.0	37.6	208.3
292+00.0	37.6	-	292+50.0	19.3	158.0
292+50.0	19.3	-	293+00.0	0.0	53.5
293+00.0	0.0	-	293+50.0	8.1	22.6
293+50.0	8.1	-	294+00.0	31.9	111.2
294+00.0	31.9	-	294+50.0	22.1	150.0
294+50.0	22.1	-	295+00.0	0.0	61.5
295+00.0	0.0	-	295+50.0	44.1	122.6
295+50.0	44.1	-	296+00.0	84.2	356.5
296+00.0	84.2	-	296+50.0	70.3	429.1
296+50.0	70.3	-	297+00.0	73.6	399.6
297+00.0	73.6	-	297+50.0	77.0	418.3
297+50.0	77.0	-	298+00.0	80.5	437.6
298+00.0	80.5	-	298+50.0	81.1	449.0
298+50.0	81.1	-	298+91.2	81.1	371.6
BRIDGE OMISSION					
301+08.8	75.9	-	301+50.0	75.9	347.6
301+50.0	75.9	-	302+00.0	70.9	407.6
302+00.0	70.9	-	302+50.0	67.2	383.4
302+50.0	67.2	-	303+00.0	62.3	359.5
303+00.0	62.3	-	303+50.0	56.4	329.5
303+50.0	56.4	-	304+00.0	51.3	299.1
304+00.0	51.3	-	304+50.0	63.9	320.0
304+50.0	63.9	-	305+00.0	0.0	177.5
305+00.0	0.0	-	305+50.0	7.5	21.0
305+50.0	7.5	-	306+00.0	49.4	158.1
306+00.0	49.4	-	306+50.0	47.9	270.3
306+50.0	47.9	-	307+00.0	28.8	213.2
307+00.0	28.8	-	307+50.0	0.0	80.1
307+50.0	0.0	-	308+00.0	21.6	60.0
308+00.0	21.6	-	308+50.0	18.6	111.7
308+50.0	18.6	-	308+77.3	36.9	84.0
308+77.3	36.9	-	309+00.0	18.2	69.6
309+00.0	18.2	-	309+15.0	19.9	31.6
I-80					
3885+50.0	33.3	-	3886+00.0	32.8	183.7
3886+00.0	32.8	-	3886+50.0	29.5	173.2
3886+50.0	29.5	-	3887+00.0	28.7	161.9
3887+00.0	28.7	-	3887+50.0	31.8	168.1
3887+50.0	31.8	-	3888+00.0	31.8	176.7
2975TH ROAD					
134+39.8	48.4	-	134+50.0	49.8	55.5
134+50.0	49.8	-	135+00.0	58.2	300.0
135+00.0	58.2	-	135+50.0	69.3	354.3
135+50.0	69.3	-	136+00.0	74.7	400.1
136+00.0	74.7	-	136+50.0	64.4	386.3
136+50.0	64.4	-	136+52.6	54.5	17.3
136+52.6	54.5	-	137+00.0	44.9	261.6
FRONTAGE ROAD					
248+83.2	25.5	-	249+00.0	28.3	50.2
250+50.0	51.2	-	250+76.7	27.2	116.5
WESTBOUND ENTRANCE RAMP					
180+75.0	42.2	-	181+00.0	41.7	116.3
181+00.0	41.7	-	181+50.0	40.4	228.0
181+50.0	40.4	-	182+00.0	66.3	296.3
WESTBOUND EXIT RAMP					
165+04.0	36.8	-	165+54.0	55.3	255.7
EASTBOUND EXIT RAMP					
145+63.1	16.1	-	146+00.0	45.1	125.7
EASTBOUND ENTRANCE RAMP					
135+50.0	118.9	-	135+80.4	38.1	265.5
135+80.4	38.1	-	136+00.0	37.7	82.3
136+00.0	37.7	-	136+50.0	37.0	207.3
136+50.0	37.0	-	136+63.3	36.0	53.7
				TOTAL =	21.114

25000210 SEEDING, CLASS 2A

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	ACRE
SHEET # STA 290+96.28 TO STA 297+00.00					
NB PLANK ROAD					
290+96.3	33.9	-	293+93.3	54.2	0.30
293+93.3	54.2	-	294+65.4	0.0	0.04
295+06.1	92.2	-	297+00.0	99.4	0.43
SB PLANK ROAD					
290+96.5	17.4	-	291+59.2	24.2	0.03
291+59.2	24.2	-	292+22.3	12.0	0.03
293+07.6	82.0	-	294+49.7	21.5	0.17
295+29.1	37.7	-	297+00.0	37.9	0.15
296+50.0	58.9	-	297+00.0	61.1	0.07
2975 RD.					
137+46.3	26.4	-	134+39.7	39.1	0.23
136+48.9	37.5	-	134+41.1	22.8	0.14
EB EXIT RAMP					
146+48.0	17.6	-	145+63.0	17.8	0.03
EB ENTRANCE RAMP					
135+41.9	14.3	-	136+64.2	18.5	0.05
135+90.6	19.9	-	136+64.6	20.3	0.03
SHEET # STA 297+00.00 TO STA 303+00.00					
NB PLANK ROAD					
297+00.0	34.4	-	299+00.2	34.4	0.16
297+00.0	61.1	-	297+50.0	64.0	0.07
297+50.0	64.0	-	298+68.5	20.6	0.12
300+40.6	32.4	-	303+00.0	32.9	0.19
300+21.8	38.2	-	301+49.6	37.7	0.11
301+49.6	37.7	-	302+00.0	57.9	0.06
302+00.0	57.9	-	303+00.0	52.3	0.13
SB PLANK ROAD					
297+00.0	37.9	-	299+60.6	36.7	0.22
297+00.0	61.1	-	298+00.2	65.4	0.15
298+00.2	65.4	-	299+17.1	41.0	0.14
299+17.1	41.0	-	299+83.7	40.4	0.06
301+28.5	42.1	-	303+00.0	39.7	0.16
301+43.2	19.8	-	303+00.0	20.6	0.07
I-80					
3885+58.5	41.7	-	3887+84.6	41.2	0.22
SHEET # STA 303+00.00 TO STA 309+14.95					
NB PLANK ROAD					
303+00.0	31.5	-	304+70.1	28.4	0.12
303+00.0	52.3	-	304+00.0	55.8	0.12
304+00.0	20.0	-	304+73.5	20.1	0.03
305+73.5	38.9	-	307+00.7	38.6	0.11
307+96.4	47.4	-	308+25.9	56.3	0.04
308+25.9	21.9	-	308+75.2	19.0	0.02
308+75.2	19.0	-	309+15.0	18.0	0.02
SB PLANK ROAD					
303+00.0	39.8	-	303+89.5	37.8	0.08
303+89.5	37.8	-	304+86.3	28.4	0.07
303+00.0	20.6	-	303+89.5	21.1	0.04
303+89.5	21.1	-	304+94.2	31.5	0.06
305+41.9	47.9	-	307+11.5	46.4	0.18
307+44.5	63.9	-	308+59.6	17.8	0.11
308+93.6	18.0	-	309+16.2	18.0	0.01
WB ENTRANCE RAMP					
180+73.2	21.5	-	181+55.9	44.2	0.06
180+74.2	18.8	-	181+95.3	35.6	0.08
WB EXIT RAMP					
164+35.8	42.1	-	165+65.8	17.4	0.09
30TH ROAD					
250+20.8	25.6	-	250+76.1	24.7	0.03
				TOTAL =	4.83

25000312 SEEDING, CLASS 4A

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	ACRE
SHEET # STA 290+96.28 TO STA 297+00.00					
NB PLANK ROAD					
290+85.7	3.2	-	293+00.0	9.1	0.03
293+00.0	9.1	-	294+50.0	0.0	0.02
SB PLANK ROAD					
290+96.5	11.2	-	292+22.3	24.7	0.05
295+28.9	54.0	-	296+50.0	58.9	0.16
SHEET # STA 297+00.00 TO STA 303+00.00					
SB PLANK ROAD					
301+49.2	0.0	-	302+49.9	27.5	0.03
302+49.9	27.5	-	303+00.0	24.7	0.03
SHEET # 303+00.00 TO 309+14.95					
NB PLANK ROAD					
304+00.0	35.7	-	304+73.5	47.4	0.07
SB PLANK ROAD					
303+00.0	24.8	-	303+50.2	21.9	0.03
303+50.2	21.9	-	304+48.6	0.0	0.02
				TOTAL =	0.44

25000400 NITROGEN FERTILIZER NUTRIENT

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	POUND
RATE = 90.0 POUND / ACRE					
AMOUNT OF SEEDING, CLASS 2					434.7
				TOTAL =	435

25000500 PHOSPHORUS FERTILIZER NUTRIENT

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	POUND
RATE = 90.0 POUND / ACRE					
AMOUNT OF SEEDING, CLASS 2A					434.7
				TOTAL =	435

25000600 POTASSIUM FERTILIZER NUTRIENT

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	POUND
RATE = 90.0 POUND / ACRE					
AMOUNT OF SEEDING, CLASS 2A					434.7
				TOTAL =	435

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

SCHEDULE OF QUANTITIES

SCALE: VERT. NONE
HORIZ. N.T.S.
DATE: 12/02/09

DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
FILE NAME = g:\project\2054089.00\cadd\PLSC01.dgn
PLOT SCALE = 50.00 ' / IN.
PLOT TIME = 4:00:06 PM

ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	8
STA.		TO STA.		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

25100115 MULCH, METHOD 2

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	ACRE
SHEET # STA 290+96.28 TO STA 297+00.00					
NB PLANK ROAD					
290+96.3	33.9	-	293+93.3	54.2	0.30
293+93.3	54.2	-	294+65.4	0.0	0.04
295+06.6	51.7	-	297+00.0	61.1	0.25
SB PLANK ROAD					
290+96.5	17.4	-	291+59.2	24.2	0.03
291+59.2	24.2	-	292+22.3	12.0	0.03
293+07.6	82.0	-	294+49.7	21.5	0.17
296+50.0	58.9	-	297+00.0	61.1	0.07
2975TH RD.					
137+46.3	26.4	-	134+39.7	39.1	0.23
136+48.9	37.5	-	134+41.1	22.8	0.14
EB EXIT RAMP					
146+48.0	17.6	-	145+63.0	17.8	0.03
EB ENTRANCE RAMP					
135+41.9	14.3	-	136+64.2	18.5	0.05
135+90.6	19.9	-	136+64.6	20.3	0.03
SHEET # STA 297+00.00 TO STA 303+00.00					
NB PLANK ROAD					
297+00.0	61.1	-	297+50.0	64.0	0.07
297+50.0	64.0	-	298+68.5	20.6	0.12
300+21.8	38.2	-	301+49.6	37.7	0.11
301+49.6	37.7	-	302+00.0	57.9	0.06
302+00.0	57.9	-	303+00.0	52.3	0.13
SB PLANK ROAD					
297+00.0	61.1	-	298+00.2	65.4	0.15
298+00.2	65.4	-	299+17.1	41.0	0.14
299+17.1	41.0	-	299+83.7	40.4	0.06
301+43.2	19.8	-	303+00.0	20.6	0.07
I-80					
3885+58.5	41.7	-	3887+84.6	41.2	0.22
SHEET # STA 303+00.00 TO STA 309+14.95					
NB PLANK ROAD					
303+00.0	52.3	-	304+00.0	55.8	0.12
304+00.0	20.0	-	304+73.5	20.1	0.03
305+73.5	38.9	-	307+00.7	38.6	0.11
307+96.4	47.4	-	308+25.9	56.3	0.04
308+25.9	21.9	-	308+75.2	19.0	0.02
308+75.2	19.0	-	309+15.0	18.0	0.02
SB PLANK ROAD					
303+00.0	20.6	-	303+89.5	21.1	0.04
303+89.5	21.1	-	304+94.2	31.5	0.06
305+41.9	47.9	-	307+11.5	46.4	0.18
307+44.5	63.9	-	308+59.6	17.8	0.11
308+93.6	18.0	-	309+16.2	18.0	0.01
WB ENTRANCE RAMP					
180+73.2	21.5	-	181+55.9	44.2	0.06
180+74.2	18.8	-	181+95.3	35.6	0.08
WB EXIT RAMP					
164+35.8	42.1	-	165+65.8	17.4	0.09
30TH ROAD					
250+20.8	25.6	-	250+76.1	24.7	0.03
ADDITIONAL MULCH, METHOD 2 FOR CLASS 4A SEEDING					0.4
				TOTAL =	3.94

25100630 EROSION CONTROL BLANKET

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
SHEET # STA 290+96.28 TO STA 297+00.00					
NB PLANK ROAD					
295+10.7	38.2	-	297+00.0	38.3	804.0
SB PLANK ROAD					
295+29.1	37.7	-	297+00.0	37.9	718.1
SHEET # STA 297+00.00 TO STA 303+00.00					
NB PLANK ROAD					
297+00.0	34.4	-	299+00.2	34.4	765.2
300+40.6	32.4	-	303+00.0	32.9	941.0
SB PLANK ROAD					
297+00.0	37.9	-	299+60.6	36.7	1,079.5
301+28.5	42.1	-	303+00.0	39.7	779.6
SHEET # STA 303+00.00 TO STA 309+14.95					
NB PLANK ROAD					
303+00.0	31.5	-	304+70.1	28.4	566.0
SB PLANK ROAD					
303+00.0	39.8	-	303+89.5	37.8	385.7
303+89.5	37.8	-	304+86.3	28.4	355.8
				TOTAL =	6,395

28000250 TEMPORARY EROSION CONTROL SEEDING

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	POUND
RATE = 100.0 POUND / ACRE					
SHEET # STA 290+96.28 TO STA 297+00.00					
NB PLANK ROAD					
295+10.7	38.2	-	297+00.0	38.3	17.0
SB PLANK ROAD					
295+29.1	37.7	-	297+00.0	37.9	15.0
SHEET # STA 297+00.00 TO STA 303+00.00					
NB PLANK ROAD					
297+00.0	34.4	-	299+00.2	34.4	16.0
300+40.6	32.4	-	303+00.0	32.9	19.0
SB PLANK ROAD					
297+00.0	37.9	-	299+60.6	36.7	22.0
301+28.5	42.1	-	303+00.0	39.7	16.0
SHEET # STA 303+00.00 TO STA 309+14.95					
NB PLANK ROAD					
303+00.0	31.5	-	304+70.1	28.4	12.0
SB PLANK ROAD					
303+00.0	39.8	-	303+89.5	37.8	8.0
303+89.5	37.8	-	304+86.3	28.4	7.0
				TOTAL =	132

28000300 TEMPORARY DITCH CHECKS

STATION	OFFSET(FT)	FOOT
SHEET # STA 290+96.28 TO STA 297+00.00		
290+85.7	55.2 RT	10.0
293+79.3	94.4 RT	10.0
SHEET # STA 297+00.00 TO STA 303+00.00		
3886+09.4	2.1 LT	10.0
3888+42.4	2.6 RT	10.0
	TOTAL =	40

28000400 PERIMETER EROSION BARRIER

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
SHEET # STA 290+96.28 TO STA 297+00.00					
NB PLANK ROAD					
290+95.2	56.8 RT	-	292+99.9	78.1 RT	205.8
292+99.9	78.1 RT	-	293+49.9	86.4 RT	50.7
293+49.9	86.4 RT	-	294+49.2	93.7 RT	99.6
294+49.2	93.7 RT	-	294+78.5	212.4 RT	122.3
295+45.0	195.1 RT	-	295+31.0	122.2 RT	74.2
295+31.0	122.2 RT	-	297+00.0	132.1 RT	169.3
SB PLANK ROAD					
290+95.7	51.4 LT	-	291+74.8	65.9 LT	80.4
291+74.8	65.9 LT	-	292+21.5	81.3 LT	49.2
292+21.5	81.3 LT	-	292+47.8	152.7 LT	76.0
292+47.8	152.7 LT	-	292+62.6	176.5 LT	28.1
292+62.6	176.5 LT	-	292+79.8	198.8 LT	28.1
292+79.8	198.8 LT	-	293+20.9	236.8 LT	55.9
293+20.9	236.8 LT	-	294+16.3	311.8 LT	121.4
294+60.7	243.0 LT	-	293+81.5	151.5 LT	121.0
293+81.5	151.5 LT	-	293+53.3	92.3 LT	65.6
293+53.3	92.3 LT	-	293+75.3	76.6 LT	27.1
293+75.3	76.6 LT	-	294+49.5	77.1 LT	74.2
294+49.5	77.1 LT	-	294+63.9	95.5 LT	23.3
294+63.9	95.5 LT	-	294+96.1	148.8 LT	62.3
295+38.8	125.1 LT	-	297+00.0	131.0 LT	161.3
SHEET # STA 297+00.00 TO STA 303+00.00					
NB PLANK ROAD					
297+00.0	132.1 RT	-	297+50.0	134.0 RT	50.0
297+50.0	134.0 RT	-	298+50.6	91.3 RT	109.3
298+50.6	91.3 RT	-	299+00.2	36.6 RT	73.8
300+21.8	103.3 RT	-	301+50.2	104.0 RT	128.4
301+50.2	104.0 RT	-	302+00.0	123.9 RT	53.6
302+00.0	123.9 RT	-	303+00.0	115.8 RT	100.3
SB PLANK ROAD					
297+00.0	132.0 LT	-	298+00.2	136.3 LT	100.3
298+00.2	136.3 LT	-	299+17.1	95.0 LT	124.0
299+17.1	95.0 LT	-	299+83.7	110.0 LT	68.3
301+28.5	36.7 LT	-	301+49.2	95.4 LT	62.2
301+49.2	95.4 LT	-	302+49.9	121.3 LT	104.0
302+49.9	121.3 LT	-	303+00.0	177.7 LT	75.5
SHEET # STA 303+00.00 TO STA 309+14.95					
NB PLANK ROAD					
303+00.0	115.8 RT	-	303+50.0	111.7 RT	50.2
303+50.0	111.7 RT	-	304+40.0	120.8 RT	90.4
304+40.0	120.8 RT	-	304+59.8	129.1 RT	21.5
305+09.2	159.0 RT	-	306+07.6	70.0 RT	132.7
306+07.6	70.0 RT	-	307+00.7	69.3 RT	93.1
307+00.7	69.3 RT	-	307+29.6	113.2 RT	52.6
308+17.2	100.9 RT	-	308+25.9	62.0 RT	39.8
308+25.9	62.0 RT	-	308+75.2	40.9 RT	53.6
308+75.2	40.9 RT	-	309+16.2	41.0 RT	41.0
SB PLANK ROAD					
303+00.0	117.7 LT	-	303+50.2	114.1 LT	50.3
303+50.2	114.1 LT	-	304+48.6	91.0 LT	101.1
304+48.6	91.0 LT	-	304+57.6	177.0 LT	86.5
305+26.6	194.5 LT	-	305+80.6	79.6 LT	127.0
305+80.6	79.6 LT	-	307+08.3	77.2 LT	127.8
307+63.8	91.8 LT	-	308+25.4	46.3 LT	76.6
308+25.4	46.3 LT	-	308+59.6	42.9 LT	34.3
308+94.0	41.7 LT	-	309+16.2	41.0 LT	22.2
				TOTAL =	3,946

28000500 INLET AND PIPE PROTECTION

STATION	OFFSET(FT)	EACH
SHEET # STA 290+96.28 TO STA 297+00.00		
292+48.0	142.0 LT	1.0
293+39.1	103.4 LT	1.0
295+60.4	103.4 RT	1.0
SHEET # STA 297+00.00 TO STA 303+00.00		
300+61.5	44.7 RT	1.0
301+24.5	55.9 LT	1.0
3884+93.4	3.7 LT	1.0
SHEET # STA 303+00.00 TO STA 309+14.95		
308+47.1	39.3 LT	1.0
309+06.6	37.3 LT	1.0
	TOTAL =	8

35400500 PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 10"

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
SHEET # STA 290+96.28 TO STA 297+00.00					
SB PLANK ROAD					
WEST PAVEMENT, SOUTH OF 2975TH RD					
290+96.3	1.0	-	292+38.9	1.0	33.3
WEST PAVEMENT, NORTH OF 2975 RD					
292+86.1	23.3	-	294+88.1	7.0	435.5
WEST ISLAND AT EB EXIT RAMP					
294+72.2	7.8	-	294+93.8	7.8	18.7
WEST PAVEMENT, NORTH OF EB EXIT RAMP					
295+12.3	20.4	-	295+40.5	17.8	75.9
NB PLANK ROAD					
EAST PAVEMENT, SOUTH OF EB ENTRANCE RAMP					
290+96.3	1.0	-	293+62.4	6.2	106.7
EAST PAVEMENT, SOUTH OF EB ENTRANCE RAMP					
293+62.4	14.2	-	294+74.8	6.0	234.8
EAST PAVEMENT, NORTH OF EB ENTRANCE RAMP					
294+91.6	13.6	-	295+40.5	18.0	193.9
SHEET # STA 303+00 TO STA 309+14.95					
NB PLANK ROAD					
EAST PAVEMENT, SOUTH OF WB EXIT RAMP					
304+60.8	13.5	-	304+89.8	20.1	83.6
EAST PAVEMENT, NORTH OF WB EXIT RAMP					
305+27.1	6.0	-	307+53.2	6.2	128.4
EAST PAVEMENT, NORTH OF 30TH RD					
307+85.7	20.1	-	309+15.0	1.0	146.4
NB PLANK ROAD/WB EXIT RAMP ISLAND					
305+06.1	5.0	-	309+15.0	1.0	37.1
SB PLANK ROAD					
WEST PAVEMENT, SOUTH OF WB ENTRANCE RAMP					
304+60.8	17.1	-	305+08.4	9.2	124.9
WEST PAVEMENT, NORTH OF WB ENTRANCE RAMP					
305+26.0	1.9	-	307+18.0	4.5	280.1
WEST PAVEMENT, NORTH OF FRONTAGE ROAD					
307+44.2	2.4	-	309+15.0	1.0	81.7
SHEET # 2975TH RD STA 134+39.89 TO STA 137+00.00					
NORTH PAVEMENT ALONG 2975 RD					
134+39.9	1.0	-	137+00.0	23.3	156.8
SHEET # EB EXIT RAMP STA 145+62.25 TO STA 146+25.00					
SOUTH PAVEMENT ALONG EB EXIT RAMP					
145+62.3	1.0	-	146+25.0	7.0	17.3
NORTH PAVEMENT ALONG EB EXIT RAMP					
145+62.3	1.0	-	146+25.0	20.4	50.6
SHEET # EB ENTRANCE RAMP STA 135+50 TO 136+63.26					
SOUTH PAVEMENT ALONG EB ENTRANCE RAMP					
135+50.0	5.9	-	135+64.8	6.0	9.8
NORTH PAVEMENT ALONG EB ENTRANCE RAMP					
135+50.0	13.5	-	136+63.3	1.0	53.4

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

SCHEDULE OF QUANTITIES

SCALE: VERT. NONE
HORIZ. N.T.S.
DATE: 12/02/09

DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
FILE NAME = g:\project\20541089.001\cadd\VPLSC01.dgn
PLOT SCALE = 50.000 ' / IN.
PLOT TIME = 4:08:10 PM

ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	9
STA.		TO STA.		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

SHEET # WB ENTRANCE RAMP STA 180+75.04 TO STA 181+75
SOUTH PAVEMENT ALONG WB ENTRANCE RAMP

180+75.0	1.0	- 181+75.0	9.2	56.8

NORTH PAVEMENT ALONG WB ENTRANCE RAMP

181+54.4	1.0	- 181+75.0	1.8	3.2

SHEET # WB EXIT RAMP STA 165+00 TO STA 165+65.77
SOUTH PAVEMENT ALONG WB EXIT RAMP

165+00.0	20.6	- 165+54.7	1.0	46.6

SHEET # FRONTAGE ROAD 248+83.19 TO 250+76.41
SOUTH PAVEMENT ALONG FRONTAGE ROAD

248+83.2	4.0	- 249+00.0	4.5	7.6

NORTH PAVEMENT ALONG FRONTAGE ROAD

248+83.2	1.0	- 249+00.0	2.4	3.2

SOUTH PAVEMENT ALONG 30TH ROAD

250+50.0	6.2	- 250+76.4	6.0	17.9
		TOTAL =		2,404

40600845 POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90

STATION	WIDTH(FT)	- STATION	WIDTH(FT)	TON
RATE =	112.0	POUND / SQ YD / INCH		
DEPTH =	1.5	INCH		
SHEET # STA 290+96.28 TO STA 297+00.00				
WEST SIDE				
290+96.3	12.0	- 295+40.5	29.0	167.5
EAST SIDE				
290+96.3	12.0	- 295+40.5	29.0	114.5
SHEET # STA 303+00.00 TO STA 309+14.95				
WEST SIDE				
304+60.8	29.0	- 309+15.0	11.9	138.1
EAST SIDE				
304+60.8	29.0	- 309+15.0	12.1	177.2
SHEET # 2975TH RD STA 134+39.83 TO 137+00.00				
SOUTH SIDE				
134+39.8	9.6	- 137+00.0	11.0	27.0
NORTH SIDE				
134+39.8	10.1	- 137+00.0	39.4	36.7
SHEET # EB EXIT RAMP STA 145+62.60 TO STA 146+25				
SOUTH SIDE				
145+62.27	0.0	- 146+25.0	0.8	0.9
NORTH SIDE				
145+62.27	15.7	- 146+25.0	48.4	15.0
SHEET # EB ENTRANCE RAMP STA 135+50.00 TO STA 136+63.27				
SOUTH SIDE				
135+50.0	0.0	- 136+63.3	6.1	0.8
NORTH SIDE				
135+50.0	31.1	- 136+63.3	15.9	21.3
SHEET # WB ENTRANCE RAMP STA 180+75.04 TO STA 181+75				
SOUTH SIDE				
180+75.0	14.8	- 181+75.0	26.9	17.6
NORTH SIDE				
180+75.0	0.0	- 181+75.0	2.5	0.2
SHEET # WB EXIT RAMP STA 165+00 TO STA 165+65.77				
SOUTH SIDE				
165+00.0	47.7	- 165+65.8	16.7	15.6
NORTH SIDE				
165+00.0	10.0	- 165+65.8	8.3	5.9
SHEET # FRONTAGE ROAD STA 248+83.19 TO STA 250+76.41				
SOUTH SIDE (WEST OF PLANK)				
248+83.2	16.4	- 249+00.0	20.6	2.8
NORTH SIDE (WEST OF PLANK)				
248+83.2	10.7	- 249+00.0	13.5	1.9
SOUTH SIDE (EAST OF PLANK)				
250+50.0	25.9	- 250+76.7	21.3	5.5
NORTH SIDE (EAST OF PLANK)				
250+50.0	15.4	- 250+76.7	12.9	3.6
DRIVEWAY				
308+59.6	50.0	- 308+94.9	50.0	83.0
		TOTAL =		835

40600990 TEMPORARY RAMP

STATION	WIDTH(FT)	- STATION	WIDTH(FT)	SQ YD
SHEET # STA 290+96.28 TO STA 297+00.00				
290+86.3	24.0	- 290+96.3	24.0	26.7
134+29.6	19.0	- 134+39.6	19.0	21.1
145+52.0	15.0	- 145+62.0	15.0	16.7
136+63.7	15.0	- 136+73.7	0.0	8.3
SHEET # STA 303+00.00 TO STA 309+14.95				
180+64.8	15.0	- 180+74.8	15.0	16.7
166+65.9	25.0	- 166+75.9	25.0	27.8
248+72.8	23.0	- 248+82.8	23.0	25.6
250+77.0	28.0	- 250+87.0	28.0	31.2
309+15.0	24.0	- 309+25.0	24.0	26.7
MOT STAGE 2				
SOUTH OF BRIDGE				48.9
NORTH OF BRIDGE				48.9
		TOTAL =		299

40603240 POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90

STATION	WIDTH(FT)	- STATION	WIDTH(FT)	TON
RATE =	112.0	POUND / SQ YD / INCH		
DEPTH =	VARIES	INCH		
BINDER QUANTITY TAKEN FROM CROSS-SECTIONS				890.0
TEMPORARY PAVEMENT				31.4
		TOTAL =		921

40603545 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90

STATION	WIDTH(FT)	- STATION	WIDTH(FT)	TON
RATE =	112.0	POUND / SQ YD / INCH		
DEPTH =	1.5	INCH		
SHEET # STA 290+96.28 TO STA 297+00.00				
WEST SIDE				
290+96.3	12.0	- 295+40.5	29.0	167.5
EAST SIDE				
290+96.3	12.0	- 295+40.5	29.0	114.5
SHEET # STA 303+00.00 TO STA 309+14.95				
WEST SIDE				
304+60.8	29.0	- 309+15.0	11.9	138.1
EAST SIDE				
304+60.8	29.0	- 309+15.0	12.1	177.2
SHEET # 2975TH RD STA 134+39.83 TO 137+00.00				
SOUTH SIDE				
134+39.8	9.6	- 137+00.0	11.0	27.0
NORTH SIDE				
134+39.8	10.1	- 137+00.0	39.4	36.7
SHEET # EB EXIT RAMP STA 145+62.60 TO STA 146+25				
SOUTH SIDE				
145+62.27	0.0	- 146+25.0	0.8	0.9
NORTH SIDE				
145+62.27	15.7	- 146+25.0	48.4	15.0
SHEET # EB ENTRANCE RAMP STA 135+50.00 TO STA 136+63.27				
SOUTH SIDE				
135+50.0	0.0	- 136+63.3	6.1	0.8
NORTH SIDE				
135+50.0	31.1	- 136+63.3	15.9	21.3
SHEET # WB ENTRANCE RAMP STA 180+75.04 TO STA 181+75				
SOUTH SIDE				
180+75.0	14.8	- 181+75.0	26.9	17.6
NORTH SIDE				
180+75.0	0.0	- 181+75.0	2.5	0.2
SHEET # WB EXIT RAMP STA 165+00 TO STA 165+65.77				
SOUTH SIDE				
165+00.0	47.7	- 165+65.8	16.7	15.6
NORTH SIDE				
165+00.0	10.0	- 165+65.8	8.3	5.9
SHEET # FRONTAGE ROAD STA 248+83.19 TO STA 250+76.41				
SOUTH SIDE (WEST OF PLANK)				
248+83.2	16.4	- 249+00.0	20.6	2.8
NORTH SIDE (WEST OF PLANK)				
248+83.2	10.7	- 249+00.0	13.5	1.9
SOUTH SIDE (EAST OF PLANK)				
250+50.0	25.9	- 250+76.7	21.3	5.5
NORTH SIDE (EAST OF PLANK)				
250+50.0	15.4	- 250+76.7	12.9	3.6
DRIVEWAY				
308+59.6	50.0	- 308+94.9	50.0	27.7
		TOTAL =		780

42000416 PORTLAND CEMENT CONCRETE PAVEMENT 9 3/4" (JOINTED)

STATION	WIDTH(FT)	- STATION	WIDTH(FT)	SQ YD
SHEET # STA 290+96.28 TO STA 297+00.00				
295+40.5	58.0	- 297+00.0	58.0	1,028.1
SHEET # STA 297+00.00 TO STA 303+00.00				
SOUTH OF BRIDGE				
297+00.0	58.0	- 297+56.5	58.0	364.2
NORTH OF BRIDGE				
302+43.5	58.0	- 303+00.0	58.0	364.2
SHEET #				
303+00.0	58.0	- 304+60.8	58.0	1,036.3
		TOTAL =		2,793

42001300 PROTECTIVE COAT

STATION	WIDTH(FT)	- STATION	WIDTH(FT)	SQ YD
BRIDGE APPROACH PVT CONN (PCC)				1,288.8
ISLAND PAVEMENT SPECIAL				151.4
B6.24 CURB AND GUTTER				189.3
M2.24 CURB AND GUTTER				56.3
PORTLAND CEMENT CONCRETE PAVEMENT 9 3/4" (JOINTED				2,792.8
		TOTAL =		4,479

44000100 PAVEMENT REMOVAL

STATION	WIDTH(FT)	- STATION	WIDTH(FT)	SQ YD
SHEET # STA 290+96.28 TO STA 297+00.00				
295+40.5	23.3	- 297+00.0	23.2	411.5
SHEET # STA 297+00 TO STA 303+00				
SOUTH OF BRIDGE				
297+00.0	23.2	- 298+45.1	23.4	375.9
NORTH OF BRIDGE				
301+54.5	23.7	- 303+00.0	23.6	382.0
SHEET # 303+00 TO STA 309+14.95				
303+00.0	23.6	- 304+60.8	23.7	422.9
		TOTAL =		1,592

44000161 HOT-MIX ASPHALT SURFACE REMOVAL, 3"

STATION	WIDTH(FT)	- STATION	WIDTH(FT)	SQ YD
SHEET # STA 290+96.28 TO STA 297+00.00				
ALONG PLANK ROAD				
290+96.3	24.0	- 294+00.0	24.0	809.9
ALONG 2975TH RD				
134+39.6	19.0	- 136+00.0	20.8	354.5
136+00.0	20.8	- 137+00.0	28.3	272.4
137+00.0	28.3	- 137+79.7	28.3	250.2
137+00.0	0.0	- 137+79.7	23.4	31.7
137+00.0	0.0	- 137+79.7	74.4	143.8
SHEET #				
ALONG PLANK ROAD				
306+00.0	38.0	- 308+07.8	38.0	877.5
308+07.8	24.0	- 309+15.0	24.0	285.7
308+07.8	14.0	- 308+42.2	0.0	26.7
ALONG FRONTAGE ROAD				
248+82.8	23.1	- 249+55.0	23.1	185.5
248+82.8	0.0	- 249+36.1	62.9	140.4
248+82.8	0.0	- 249+70.8	46.8	50.8
ALONG N 30TH RD				
249+94.7	28.1	- 250+76.9	28.1	256.5
249+94.7	88.2	- 250+76.9	0.0	203.1
249+94.7	28.4	- 250+76.9	0.0	45.9
		TOTAL =		3,935

44000700 APPROACH SLAB REMOVAL

STATION	WIDTH(FT)	- STATION	WIDTH(FT)	SQ YD
SHEET # STA 297+00.00 TO STA 303+00.00				
SOUTH OF BRIDGE				
298+45.1	32.9	- 298+80.5	32.9	129.5
NORTH OF BRIDGE				
301+19.1	31.6	- 301+54.5	31.6	124.1
		TOTAL =		254

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

SCHEDULE OF QUANTITIES

SCALE: VERT. NONE
HORIZ. N.T.S.
DATE: 12/02/09

DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
FILE NAME = g:\projects\20540809.001\cadd\PLSC01.ds
PLOT SCALE = 50.00 ' / IN.
PLOT TIME = 4:08:10 PM

ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	10
STA.		TO STA.		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

44003100 MEDIAN REMOVAL

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ FT
SHEET # STA 290+96.28 TO STA 297+00.00					
ISLAND AT EB EXIT RAMP					
294+71.2	2.6	-	294+85.0	15.1	122.6
294+85.0	15.1	-	294+93.9	1.3	72.4
SHEET # STA 303+00.00 TO STA 309+14.95					
ISLAND AT WB EXIT RAMP					
305+05.9	2.3	-	305+15.6	33.3	173.1
305+15.6	33.3	-	305+46.7	4.5	587.1
				TOTAL =	955

44004250 PAVED SHOULDER REMOVAL

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
SHEET # STA 290+96.28 TO STA 297+00.00					
SHOULDER SOUTH OF EB EXIT RAMP					
293+76.1	8.1	-	295+19.2	8.3	190.9
SHOULDER SOUTH OF EB ENTRANCE RAMP					
293+59.4	4.2	-	295+04.2	8.2	257.3
SHOULDER NORTH OF EB EXIT RAMP					
295+32.8	5.0	-	295+40.5	6.6	66.2
295+40.5	7.2	-	297+00.0	6.9	124.3
SHOULDER NORTH OF EB ENTRANCE RAMP					
295+19.6	4.0	-	295+40.5	8.8	121.2
295+40.5	8.8	-	297+00.0	7.1	141.0
SHEET # STA 297+00.00 TO STA 303+00.00					
WEST SHOULDER, SOUTH OF BRIDGE					
297+00.0	6.8	-	298+55.0	4.4	95.9
EAST SHOULDER, SOUTH OF BRIDGE					
297+00.0	7.1	-	298+35.0	4.4	86.2
WEST SHOULDER, NORTH OF BRIDGE					
301+64.3	4.2	-	303+00.0	5.9	76.5
EAST SHOULDER, NORTH OF BRIDGE					
301+44.6	4.7	-	303+00.0	6.4	96.1
SHEET # STA 303+00.00 TO STA 309+14.95					
SHOULDER SOUTH OF WB ENTRANCE RAMP					
303+00.0	5.9	-	303+60.8	7.1	43.8
303+60.8	7.1	-	304+85.2	4.0	89.9
SHOULDER SOUTH OF WB EXIT RAMP					
303+00.0	6.4	-	303+60.8	10.2	56.0
303+60.8	6.6	-	304+66.0	5.0	71.8
SHOULDER NORTH OF WB ENTRANCE RAMP					
304+99.6	9.0	-	307+17.2	1.4	313.1
SHOULDER NORTH OF WB EXIT RAMP					
304+87.4	5.0	-	307+62.7	4.0	81.7
SHOULDER NORTH OF FRONTAGE ROAD					
308+31.6	1.8	-	309+15.0	6.0	239.5
SHOULDER NORTH OF N 30TH RD					
307+90.4	4.0	-	309+15.0	8.0	164.3
				TOTAL =	2,316

48101200 AGGREGATE SHOULDERS, TYPE B

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	TON
RATE = 2.05 TONS / CY YD					
DEPTH = 4.0 INCH					
SHEET # STA 290+96.28 TO STA 297+00.00					
SHOULDER SOUTH OF 2975 RD					
290+96.3	2.0	-	292+59.1	2.0	9.6
SHOULDER SOUTH OF EB ENTRANCE RAMP					
290+96.3	2.0	-	294+68.9	2.0	20.4
SHOULDER NORTH OF 2975 RD					
293+06.2	2.0	-	294+82.2	2.0	10.7
SHOULDER NORTH OF EB EXIT RAMP					
295+30.0	2.0	-	295+45.5	2.0	1.4
SHOULDER NORTH OF EB ENTRANCE RAMP					
295+04.7	2.0	-	295+37.0	2.0	3.2
SHOULDER WEST OF PLANK ROAD					
296+04.5	0.0	-	297+00.0	4.0	8.4
SHOULDER EAST OF PLANK ROAD					
295+64.8	0.0	-	297+00.0	4.0	12.6
SHEET # STA 297+00.00 TO STA 303+00.00					
SHOULDER SOUTHWEST OF BRIDGE					
297+00.0	4.0	-	299+06.4	4.0	20.9
SHOULDER SOUTHEAST OF BRIDGE					
297+00.0	4.0	-	298+66.6	4.0	16.9
SHOULDER NORTHWEST OF BRIDGE					
301+33.4	4.0	-	303+00.0	4.0	16.6
SHOULDER NORTHEAST OF BRIDGE					
300+93.6	4.0	-	303+00.0	4.0	20.8
SHEET # STA 303+00.00 TO STA 309+14.95					
SHOULDER EAST OF PLANK ROAD					
303+00.0	4.0	-	304+36.1	0.0	13.7
SHOULDER WEST OF PLANK ROAD					
303+00.0	4.0	-	303+95.6	0.0	8.4
SHOULDER SOUTH OF WB ENTRANCE RAMP					
304+65.0	2.0	-	304+95.3	2.0	3.5
SHOULDER SOUTH OF WB EXIT RAMP					
304+55.8	2.0	-	304+71.9	2.0	1.5
SHOULDER NORTH OF WB ENTRANCE RAMP					
305+33.3	2.0	-	307+13.6	2.0	11.6
SHOULDER NORTH OF WB EXIT RAMP					
305+27.0	2.0	-	307+47.3	2.0	13.4
SHOULDER NORTH OF FRONTAGE ROAD					
307+50.0	2.0	-	308+51.7	2.0	6.2
309+00.7	2.0	-	309+14.9	2.0	0.6
SHOULDER NORTH OF 30TH RD					
307+91.0	2.0	-	307+14.9	2.0	7.4
SHEET # 2975 ROAD					
SHOULDER SOUTH OF 2975 RD					
134+39.9	2.0	-	137+00.0	2.0	12.7
SHOULDER NORTH OF 2975 RD					
134+39.9	2.0	-	137+00.0	2.0	12.7
SHEET # EB EXIT RAMP					
SHOULDER SOUTH OF EB EXIT RAMP					
145+62.1	2.0	-	146+25.0	2.0	3.1
SHOULDER NORTH OF EB EXIT RAMP					
145+63.2	2.0	-	146+25.0	2.0	3.6
SHEET # EB ENTRANCE RAMP					
SHOULDER SOUTH OF EB ENTRANCE RAMP					
135+50.0	2.0	-	136+63.3	2.0	5.7
SHOULDER NORTH OF EB EXIT RAMP					
135+50.0	2.0	-	136+63.5	2.0	5.9
SHEET # WB ENTRANCE RAMP					
SHOULDER SOUTH OF WB ENTRANCE RAMP					
180+74.6	2.0	-	181+75.0	2.0	5.1
SHOULDER NORTH OF WB ENTRANCE RAMP					
180+74.9	2.0	-	181+75.0	2.0	5.1
SHEET # WB EXIT RAMP					
SHOULDER SOUTH OF WB EXIT RAMP					
165+00.0	2.0	-	165+65.4	2.0	3.5
SHOULDER NORTH OF WB EXIT RAMP					
165+00.0	2.0	-	165+65.9	2.0	3.3
SHEET # FRONTAGE ROAD					
SHOULDER SOUTH OF FRONTAGE ROAD					
248+83.5	2.0	-	249+00.0	2.0	0.9
SHOULDER NORTH OF FRONTAGE ROAD					
248+83.3	2.0	-	249+00.0	2.0	0.9
SHOULDER SOUTH OF 30TH RD					
250+50.0	2.0	-	250+76.7	2.0	1.2
SHOULDER NORTH OF 30TH RD					
250+50.0	2.0	-	250+76.7	2.0	1.4
				TOTAL =	273

48203029 HOT-MIX ASPHALT SHOULDERS, 8"

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
SHEET # STA 290+96.28 TO STA 297+00.00					
SHOULDER WEST OF PLANK					
290+96.3	8.0	-	292+59.1	4.0	106.1
SHOULDER EAST OF PLANK					
290+96.3	8.0	-	293+62.4	8.0	236.5
SHEET # STA 303+00.00 TO STA 309+14.95					
SHOULDER SOUTH OF WB ENTRANCE RAMP					
304+68.9	4.0	-	304+99.6	4.0	13.8
SHOULDER NORTH OF WB ENTRANCE RAMP					
305+27.4	6.0	-	305+56.2	6.0	36.5
SHOULDER NORTH OF WB EXIT RAMP					
305+21.9	5.9	-	305+27.1	6.0	6.8
SHOULDER NORTH OF FRONTAGE ROAD					
307+46.5	4.0	-	307+58.9	4.0	12.2
308+06.4	8.0	-	309+15.0	6.3	95.8
SHOULDER NORTH OF 30TH ROAD					
307+87.1	4.0	-	307+86.7	4.0	1.2
308+51.5	4.0	-	309+15.0	8.0	42.1
SHEET # 2975 RD					
SHOULDER SOUTH OF 2975 RD					
134+39.8	4.0	-	137+00.0	4.0	115.7
SHOULDER NORTH OF 2975 RD					
134+39.9	4.0	-	137+00.0	4.0	106.5
SHEET # EB EXIT RAMP					
SHOULDER SOUTH OF EB EXIT RAMP					
145+62.9	6.0	-	146+25.0	6.0	41.4
SHOULDER NORTH OF EB EXIT RAMP					
145+62.3	4.0	-	146+25.0	4.0	22.6
SHEET # EB ENTRANCE RAMP					
SHOULDER SOUTH OF EB ENTRANCE RAMP					
135+64.8	6.0	-	136+63.3	6.0	65.6
SHOULDER NORTH OF EB ENTRANCE RAMP					
135+75.6	6.0	-	136+63.5	6.0	58.8
SHEET # WB ENTRANCE RAMP					
SHOULDER SOUTH OF WB ENTRANCE RAMP					
180+74.6	4.0	-	181+75.0	4.4	45.0
SHOULDER NORTH OF WB ENTRANCE RAMP					
180+75.1	6.0	-	181+75.0	6.0	66.6
SHEET # WB EXIT RAMP					
SHOULDER SOUTH OF WB EXIT RAMP					
165+12.8	4.0	-	165+65.4	5.9	27.2
SHOULDER NORTH OF WB EXIT RAMP					
165+00.0	5.9	-	165+66.0	5.3	40.8
SHEET #					
SHOULDER NORTH OF FRONTAGE ROAD					
248+83.3	3.3	-	249+00.0	3.6	6.4
SHOULDER NORTH OF 30TH ROAD					
250+00.0	4.0	-	250+76.8	4.0	34.1
				TOTAL =	1,182

50104400 CONCRETE HEADWALL REMOVAL

STATION	OFFSET(FT)	EACH
SHEET # STA 297+00.00 TO 303+00.00		
301+25.6	53.5 LT	1.0
	TOTAL =	1

54213447 END SECTIONS 12"

STATION	OFFSET(FT)	EACH
SHEET # STA 297+00.00 TO STA 303+00.00		
298+92.1	72.9 LT	1.0
298+53.0	72.1 RT	1.0
301+47.1	72.6 LT	1.0
301+08.0	72.1 RT	1.0
	TOTAL =	4

54213450 END SECTIONS 15"

STATION	OFFSET(FT)	EACH
SHEET # STA 303+00.00 TO STA 309+14.95		
308+47.0	40.0 LT	1.0
309+06.6	37.7 LT	1.0
SHEET # STA 3884+00.00 to STA 3889+00.00		
3885+00.0	4.0 RT	1.0
3888+50.0	3.0 LT	1.0
	TOTAL =	4

54213459 END SECTIONS 24"

STATION	OFFSET(FT)	EACH
SHEET # STA 297+00.00 TO STA 303+00.00		
3885+00.4	74.5 LT	1.0
	TOTAL =	1

54246205 INLET BOX, STANDARD 542526

STATION	OFFSET(FT)	EACH
SHEET # STA 297+00.00 TO STA 303+00.00		
3887+51.9	74.5 LT	1.0
	TOTAL =	1

54248510 CONCRETE COLLAR

STATION	CUT/FILL(SF)	-	STATION	CUT/FILL(SF)	CU YD
SEE DISTRICT DETAIL 542-3 SCHEDULE					1.0
				TOTAL =	1

542D0220 PIPE CULVERTS, CLASS D, TYPE 1 15"

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
SHEET # STA 303+00.00 TO STA 309+14.95					
308+47.0	40.0 LT	-	309+06.6	37.7 LT	59.7
SHEET # STA 3884+00.00 to STA 3889+00.00					
3885+00.0	4.0 RT	-	3888+50.0	3.0 LT	350.1
				TOTAL =	410

542D0229 PIPE CULVERTS, CLASS D, TYPE 1 24"

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
SHEET # STA 297+00.00 TO STA 303+00.00					
3885+00.4	74.5 LT	-	3885+62.8	74.5 LT	62.4
3886+58.8	74.5 LT	-	3887+51.9	74.5 LT	93.0
				TOTAL =	155

60100945 PIPE DRAINS 12"

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
SHEET # STA 297+00.00 TO STA 303+00.00					
298+92.1	31.0 LT	-	299+30.9	111.1 LT	89.0
298+53.0	31.0 RT	-	298+11.6	106.5 RT	86.1
301+47.0	31.0 LT	-	301+85.7	104.2 LT	82.7
301+07.9	31.0 RT	-	300+80.3	104.6 RT	78.6
				TOTAL =	336

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

SCHEDULE OF QUANTITIES

SCALE: VERT. NONE
HORIZ. N.T.S.
DATE: 12/02/09

DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
FILE NAME = g:\projects\20540895.001\cadd\VPLSCHD.dgn
PLOT SCALE = 50.000 ' / IN.
PLOT TIME = 4:08:18 PM

ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	11
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

60605000 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
SHEET # STA 290+96.28 TO STA 297+00.00					
295+40.5	29.0 LT	-	296+05.4	29.0 LT	64.9
296+85.4	29.0 LT	-	297+00.0	29.0 LT	14.6
295+40.5	29.0 RT	-	295+66.4	29.0 RT	25.9
296+46.4	29.0 RT	-	297+00.0	29.0 RT	53.6
SHEET # STA 297+00.00 TO 303+00.00					
297+00.0	29.0 LT	-	299+06.4	29.0 LT	206.4
297+00.0	29.0 RT	-	298+66.6	29.0 RT	166.6
301+33.4	29.0 LT	-	303+00.0	29.0 LT	166.6
300+93.6	29.0 RT	-	303+00.0	29.0 RT	206.4
SHEET # STA 303+00.00 TO 309+14.95					
303+00.0	29.0 LT	-	303+53.7	29.0 LT	53.7
304+33.7	29.0 LT	-	304+70.6	29.0 LT	36.9
303+00.0	29.0 RT	-	303+14.6	29.0 RT	14.6
303+94.6	29.0 RT	-	304+60.8	29.0 RT	66.2
				TOTAL =	1,076

60625800 ISLAND PAVEMENT (SPECIAL)

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
SHEET # STA 290+96.28 TO STSA 297+00.00					
ISLAND AT EB EXIT RAMP					
294+67.5	2.0	-	294+93.4	25.6	39.7
294+93.4	25.6	-	295+04.2	2.0	16.5
SHEET # STA 303+00.00 TO STA 309+14.95					
ISLAND AT WB EXIT RAMP					
304+89.2	2.0	-	305+10.1	33.8	41.4
305+10.1	33.8	-	305+37.1	2.0	53.8
				TOTAL =	151

60900515 CONCRETE THRUST BLOCKS

STATION	OFFSET(FT)	EACH
SHEET # STA 297+00.00 TO STA 303+00.00		
298+92.1	72.9 LT	1.0
298+53.0	72.1 RT	1.0
301+47.1	72.6 LT	1.0
301+08.0	72.1 RT	1.0
	TOTAL =	4

61000225 TYPE F INLET BOX, STANDARD 610001

STATION	OFFSET(FT)	EACH
SHEET # STA 297+00.00 TO STA 303+00.00		
298+92.1	72.9 LT	1.0
298+53.0	72.1 RT	1.0
301+47.1	72.6 LT	1.0
301+08.0	72.1 RT	1.0
	TOTAL =	4

63000001 STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FT POSTS

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
SHEET # STA 290+96.28 TO STA 297+00.00					
GUARD RAIL WEST OF PLANK ROAD					
296+88.3	31.6 LT	-	297+00.0	31.6 LT	11.7
GUARD RAIL EAST OF PLANK ROAD					
296+48.5	31.6 RT	-	297+00.0	31.6 RT	51.5
SHEET # STA 297+00.00 TO STA 303+00.00					
GUARD RAIL SOUTHWEST OF BRIDGE					
297+00.0	31.6 LT	-	298+63.3	31.6 LT	163.3
GUARD RAIL SOUTHEAST OF BRIDGE					
297+00.0	31.6 RT	-	298+23.5	31.6 RT	123.5
GUARD RAIL NORTHWEST OF BRIDGE					
301+76.6	31.6 LT	-	303+00.0	31.6 LT	123.5
GUARD RAIL NORTHEAST OF BRIDGE					
301+36.7	31.6 RT	-	303+00.0	31.6 RT	163.3
SHEET # STA 303+00.00 TO STA 309+14.95					
GUARD RAIL WEST OF PLANK ROAD					
303+00.0	31.6 LT	-	303+51.6	31.7 LT	51.6
GUARD RAIL EAST OF PLANK ROAD					
303+00.0	31.6 RT	-	303+11.7	31.6 RT	11.7
				TOTAL =	700

63100085 TRAFFIC BARRIER TERMINAL, TYPE 6

STATION	OFFSET(FT)	EACH
SHEET # STA 297+00.00 TO STA 303+00.00		
TERMINAL SOUTHWEST OF BRIDGE		
298+63.3	31.6 LT	1.0
TERMINAL SOUTHEAST OF BRIDGE		
298+23.5	31.6 RT	1.0
TERMINAL NORTHWEST OF BRIDGE		
301+76.5	31.6 LT	1.0
TERMINAL NORTHEAST OF BRIDGE		
301+36.7	31.6 RT	1.0
	TOTAL =	4

63100167 TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)

STATION	OFFSET(FT)	EACH
SHEET # STA 290+96.28 TO STA 297+00.00		
296+35.4	32.6 LT	1.0
295+96.4	32.6 RT	1.0
SHEET # STA 303+00.00 TO STA 309+14.95		
303+64.6	32.6 RT	1.0
304+03.7	32.7 LT	1.0
	TOTAL =	4

63200310 GUARDRAIL REMOVAL

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
SHEET # STA 290+96.28 TO STA 297+00.00					
GUARDRAIL REMOVAL WEST OF PLANK					
295+56.9	23.2 LT	-	297+00.0	19.5 LT	143.1
GUARDRAIL REMOVAL EAST OF PLANK					
295+36.7	24.5 RT	-	297+00.0	18.7 RT	163.5
SHEET # STA 297+00.00 TO STA 303+00.00					
GUARDRAIL REMOVAL SOUTHWEST OF BRIDGE					
297+00.0	19.5 LT	-	298+90.0	16.0 LT	190.0
GUARDRAIL REMOVAL SOUTHEAST OF BRIDGE					
297+00.0	18.6 RT	-	298+69.8	16.5 RT	169.8
GUARDRAIL REMOVAL NORTHWEST OF BRIDGE					
301+30.1	15.7 LT	-	303+00.0	17.9 LT	169.9
GUARDRAIL REMOVAL NORTHEAST OF BRIDGE					
301+09.7	16.0 RT	-	303+00.0	19.0 RT	190.3
GUARDRAIL REMOVAL SOUTH SIDE OF I-80					
3884+61.1	65.0 RT	-	3886+91.0	59.0 RT	230.0
GUARDRAIL REMOVAL SOUTH MEDIAN OF I-80					
3885+08.5	6.6 RT	-	3886+62.4	13.9 RT	154.1
GUARDRAIL REMOVAL NORTH SIDE OF I-80					
3886+58.6	59.1 LT	-	3888+88.1	64.8 LT	229.6
GUARDRAIL REMOVAL NORTH MEDIAN OF I-80					
3886+87.3	13.7 LT	-	3888+41.9	6.0 LT	154.8
SHEET # STA 303+00.00 TO STA 309+14.95					
GUARDRAIL REMOVAL WEST OF PLANK					
303+00.0	17.9 LT	-	304+64.7	21.3 LT	164.7
GUARDRAIL REMOVAL EAST OF PLANK					
303+00.0	19.0 RT	-	304+56.7	22.3 RT	156.7
				TOTAL =	2,117

66500105 WOVEN WIRE FENCE, 4'

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
SHEET # 2975TH ROAD					
WOVEN WIRE FENCE NORTH OF 2975TH ROAD					
134+39.6	19.0 LT	-	136+76.1	21.9 LT	236.5
				TOTAL =	237

66502300 WOVEN WIRE FENCE REMOVAL

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
SHEET # 2975TH ROAD					
WOVEN WIRE FENCE NORTH OF 2975TH ROAD					
134+39.6	19.0 LT	-	136+73.7	21.9 LT	234.1
				TOTAL =	234

70400100 TEMPORARY CONCRETE BARRIER

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
SHEET # MOT STAGE 2 STA 290+96.28 TO STA 297+00.00					
TEMPORARY CONCRETE BARRIER ON WEST SIDE OF PLANK					
295+40.5	10.0 RT	-	297+00.0	10.0 RT	159.5
SHEET # MOT STAGE 2 STA 297+00.00 TO STA 303+00.00					
TEMPORARY CONCRETE BARRIER ON WEST SIDE OF PLANK					
297+00.0	10.0 RT	-	303+00.0	10.0 RT	600.0
SHEET # MOT STAGE 2 STA 303+00.00 TO STA 309+14.95					
TEMPORARY CONCRETE BARRIER ON WEST SIDE OF PLANK					
303+00.0	10.0 RT	-	304+60.4	10.0 RT	160.4
SHEET # MOT I-80					
TEMPORARY CONCRETE BARRIER NORTH SIDE OF I-80					
3885+00.0	50.6 LT	-	3888+00.0	52.1 LT	300.0
3888+00.0	52.1 LT	-	3889+00.0	57.6 LT	100.2
TEMPORARY CONCRETE BARRIER NORTH SIDE OF I-80 MEDIAN					
3885+02.9	17.9 LT	-	3888+99.8	18.2 LT	396.9
TEMPORARY CONCRETE BARRIER SOUTH SIDE OF I-80 MEDIAN					
3884+00.0	21.2 RT	-	3887+99.9	21.0 RT	399.9
TEMPORARY CONCRETE BARRIER SOUTH SIDE OF I-80 MEDIAN					
3884+00.0	58.3 RT	-	3884+99.9	49.7 RT	100.3
3884+99.9	49.7 RT	-	3888+00.0	18.4 RT	301.8
				TOTAL =	2,519

70500200 TEMPORARY STEEL PLATE BEAM GUARD RAIL, TYPE B

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
SHEET # STA 297+00.00 TO STA 303+00.00					
GUARD RAIL SOUTH OF BRIDGE					
296+04.3	4.5 RT	-	298+66.8	4.5 RT	262.5
GUARD RAIL NORTH OF BRIDGE					
301+33.2	4.5 RT	-	303+95.7	4.5 RT	262.5
				TOTAL =	525

70500655 TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 5

STATION	OFFSET(FT)	EACH
SHEET # STA 297+00.00 TO STA 303+00.00		
298+66.8	4.5 RT	1.0
301+33.2	4.5 RT	1.0
	TOTAL =	2

78000100 THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS

STATION	OFFSET(FT)	SQ FT
SHEET # STA 290+96.28 TO STA 297+00.00		
LEFT/RIGHT TURN ARROWS		
296+35.7	4.0 RT	15.6
SHEET # STA 297+00.00 TO STA 303+00.00		
LEFT/RIGHT TURN ARROWS		
297+43.7	4.0 RT	15.6
302+53.1	3.4 LT	15.6
SHEET # STA 303+00.00 TO STA 309+14.95		
LEFT/RIGHT TURN ARROWS		
303+65.6	2.9 LT	15.6
	TOTAL =	62

78000200 THERMOPLASTIC PAVEMENT MARKING - LINE 4"

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
SHEET # STA 290+96.28 TO STA 290+00.00					
WHITE LINE - EB ENTRANCE RAMP SOUTH SHOULDER					
290+96.3	12.0 RT	-	293+72.4	18.4 RT	276.2
293+72.4	18.4 RT	-	294+76.1	99.9 RT	144.4
294+76.1	99.9 RT	-	295+04.1	204.6 RT	108.4
WHITE LINE - EB ENTRANCE RAMP NORTH SHOULDER					
295+19.5	200.6 RT	-	295+40.0	20.0 RT	197.1
295+40.0	20.0 RT	-	297+00.0	20.0 RT	160.0
WHITE LINE - 2975TH RD SOUTH SHOULDER					
290+96.3	12.0 LT	-	292+45.8	57.2 LT	161.9
292+45.8	57.2 LT	-	293+15.7	172.3 LT	134.6
293+15.7	172.3 LT	-	+0.0	0.0 RT	165.1
WHITE LINE - 2975TH RD NORTH SHOULDER					
294+44.8	268.2 LT	-	293+35.5	157.7 LT	156.5
293+35.5	157.7 LT	-	293+70.4	18.4 LT	193.6
293+70.4	18.4 LT	-	295+19.1	135.0 LT	199.7
WHITE LINE - EB EXIT RAMP NORTH SHOULDER					
295+32.8	127.2 LT	-	295+48.4	20.0 LT	116.1
295+48.4	20.0 LT	-	297+00.0	20.0 LT	151.6
YELLOW DOUBLE LINE - CENTER OF 2975TH RD					
292+56.7	0.0 RT	-	294.39.09	276.6 LT	613.4
YELLOW DOUBLE LINE - CENTER OF PLANK					
290+96.3	0.0 RT	-	292+96.3	0.0 RT	400.0
YELLOW DOUBLE LINE - MEDIAN WEST OF PLANK					
293+01.4	0.0 RT	-	294+90.4	0.0 RT	386.2
YELLOW DOUBLE LINE - MEDIAN EAST OF PLANK					
293+01.4	0.0 RT	-	294+90.4	0.0 RT	393.2
YELLOW DOUBLE LINE - EAST OF PLANK CENTERLINE					
296+11.7	5.6 RT	-	297+00.0	5.6 RT	176.6
SHEET # STA 297+00.00 TO STA 303+00.00					
WHITE LINE - SOUTHWEST OF BRIDGE					
297+00.0	20.0 LT	-	298+69.1	20.0 LT	169.1
WHITE LINE - SOUTHEAST OF BRIDGE					
297+00.0	20.0 RT	-	298+73.9	20.0 RT	173.9
WHITE LINE - NORTHWEST OF BRIDGE					
301+56.1	20.0 LT	-	303+00.0	20.0 LT	143.9
WHITE LINE - NORTHEAST OF BRIDGE					

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

SCHEDULE OF QUANTITIES

SCALE: VERT. NONE
HORIZ. N.T.S.
DATE: 12/02/09

DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
FILE NAME = g:\projects\2054089.00\cadd\PLSC01.dgn
PLOT SCALE = 50.00 '/ IN.
PLOT TIME = 4:08:22 PM

ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	12
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
301+30.9	20.0 RT	-	303+00.0	20.0 RT	169.1
DOUBLE YELLOW LINE - CENTER OF PLANK, SOUTH OF BRIDGE					
297+00.0	5.6 RT	-	298+53.0	5.6 RT	306.0
DOUBLE YELLOW LINE - CENTER OF PLANK, NORTH OF BRIDGE					
301+47.0	5.6 LT	-	303+00.0	5.6 LT	306.0
SHEET # STA 303+00.00 TO STA 309+14.95					
WHITE LINE - WB EXIT RAMP SOUTH SHOULDER					
303+00.0	20.0 RT	-	304+52.9	20.0 RT	152.9
304+52.9	20.0 RT	-	304+65.9	131.8 RT	121.4
WHITE LINE - WB EXIT RAMP NORTH SHOULDER					
304+88.2	143.3 RT	-	306+30.5	20.0 RT	198.9
306+30.5	20.0 RT	-	307+62.7	108.3 RT	172.0
WHITE LINE - WB ENTRANCE RAMP SOUTH SHOULDER					
303+00.0	20.0 LT	-	304+58.7	20.0 LT	158.7
304+58.7	20.0 LT	-	304+85.3	182.7 LT	178.7
WHITE LINE - WB ENTRANCE RAMP NORTH SHOULDER					
304+96.2	199.4 LT	-	306+03.1	20.0 LT	223.5
306+03.1	20.0 LT	-	307+17.2	78.3 LT	149.5
WHITE LINE - 30TH RD NORTH SHOULDER					
307+90.4	103.7 RT	-	309+15.0	12.0 RT	185.4
WHITE LINE - FRONTAGE RD NORTH SHOULDER					
307+39.5	84.8 LT	-	309+15.0	11.9 LT	211.8
DOUBLE YELLOW LINE - WEST OF PLANK CENTERLINE					
303+00.0	5.6 LT	-	303+89.6	5.6 LT	179.2
YELLOW DOUBLE LINE - MEDIAN WEST OF PLANK					
305+09.3	0.0 RT	-	306+94.3	0.0 RT	390.4
YELLOW DOUBLE LINE - MEDIAN EAST OF PLANK					
305+09.3	0.0 RT	-	306+94.3	0.0 RT	375.0
YELLOW DOUBLE LINE - MEDIAN WEST OF PLANK					
3082+30.0	0.0 RT	-	309+15.0	0.0 RT	186.5
YELLOW DOUBLE LINE - MEDIAN EAST OF PLANK					
308+23.0	0.0 RT	-	309+15.0	0.0 RT	186.5
				TOTAL =	8,473

78000500 THERMOPLASTIC PAVEMENT MARKING - LINE 8"

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
SHEET # STA 290+96.28 TO STA 297+00.00					
WHITE LINE AT ISLAND AT EB EXIT RAMP					
294+45.4	20.0 LT	-	295+02.6	70.7 LT	77.0
295+02.6	70.7 LT	-	295+22.8	20.0 LT	55.1
294+45.4	20.0 LT	-	295+22.8	20.0 LT	77.4
WHITE LINE WEST OF CENTERLINE OF PLANK					
296+11.7	6.0 LT	-	297+00.0	6.0 LT	88.3
SHEET # STA 297+00.00 TO STA 303+00.00					
WHITE LINE WEST OF CENTERLINE OF PLANK, SOUTH OF THE BRIDGE					
297+00.0	6.0 LT	-	298+60.3	6.0 LT	160.3
WHITE LINE EAST OF CENTERLINE OF PLANK, NORTH OF THE BRIDGE					
303+39.7	6.0 RT	-	303+00.0	6.0 RT	39.7
SHEET # STA 303+00 TO STA 309+14.95					
WHITE LINE EAST OF CENTERLINE OF PLANK					
303+00.0	6.0 RT	-	303+89.6	6.0 RT	89.6
WHITE LINE AT ISLAND AT WB EXIT RAMP					
304+76.6	20.0 RT	-	305+62.3	20.0 RT	85.7
304+76.6	20.0 RT	-	304+97.1	94.6 RT	79.0
304+97.1	94.6 RT	-	305+62.3	20.0 RT	100.6
				TOTAL =	853

78000600 THERMOPLASTIC PAVEMENT MARKING - LINE 12"

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
SHEET # STA 290+96.28 TO STA 297+00.00					
YELLOW LINE AT MEDIAN					
293+09.0	3.5 LT	-	293+14.6	2.1 RT	7.9
293+50.5	4.4 LT	-	293+59.4	4.5 RT	12.6
293+92.0	5.3 LT	-	294+02.8	5.5 RT	15.2
294+33.6	6.2 LT	-	294+33.6	6.2 RT	12.4
294+78.6	3.6 LT	-	294+88.6	6.4 RT	14.1
YELLOW LINE AT MEDIAN					
305+10.9	6.0 LT	-	305+19.9	2.9 RT	12.6
305+53.0	6.4 LT	-	305+65.8	6.4 RT	18.1
305+95.4	6.4 LT	-	306+08.2	6.4 RT	18.1
306+37.8	6.4 LT	-	306+50.5	6.3 RT	17.9
306+81.5	5.6 LT	-	306+92.0	4.9 RT	14.8
WHITE LINE AT ISLAND AT EB EXIT RAMP					
294+56.4	27.0 LT	-	294+75.4	29.4 LT	19.2
294+71.2	20.0 LT	-	294+79.6	28.4 LT	11.9
294+91.5	20.0 LT	-	295+00.1	28.6 LT	12.2
295+01.9	35.6 LT	-	295+15.4	31.5 LT	14.1
294+86.0	50.7 LT	-	294+99.1	55.4 LT	14.0
294+99.1	55.4 LT	-	295+07.1	50.4 LT	9.4
WHITE LINE AT WEST SHOULDER					
295+57.2	20.0 LT	-	295+66.2	29.0 LT	12.7
295+92.6	20.0 LT	-	296+06.6	29.0 LT	16.6
296+27.9	20.0 LT	-	296+36.9	29.0 LT	12.7
296+63.3	20.0 LT	-	296+72.3	29.0 LT	12.7
296+98.6	20.0 LT	-	297+00.0	21.4 LT	1.9
WHITE LINE AT EAST SHOULDER					
295+58.7	29.0 RT	-	295+67.7	20.0 RT	12.7
295+94.0	29.0 RT	-	296+03.0	20.0 RT	12.7
296+29.4	29.0 RT	-	296+38.4	20.0 RT	12.7
296+64.7	29.0 RT	-	296+73.7	20.0 RT	12.7
SHEET # STA 297+00.00 TO STA 303+00.00					
WHITE LINE AT SOUTHWEST SHOULDER					
297+00.0	21.4 LT	-	297+07.6	29.0 LT	10.8
297+34.0	20.0 LT	-	297+43.0	29.0 LT	12.7
297+69.3	20.0 LT	-	297+78.3	29.0 LT	12.7
298+04.6	20.0 LT	-	298+13.6	29.0 LT	12.7
298+40.0	20.0 LT	-	298+49.0	29.0 LT	12.7
WHITE LINE AT SOUTHEAST SHOULDER					
297+00.0	29.0 RT	-	297+09.1	20.0 RT	12.8
297+35.4	29.0 RT	-	297+44.4	20.0 RT	12.7
297+70.7	29.0 RT	-	297+79.7	20.0 RT	12.7
298+06.1	29.0 RT	-	298+15.1	20.0 RT	12.7
WHITE LINE AT NORTHWEST SHOULDER					
301+85.1	20.0 LT	-	301+94.1	29.0 LT	12.7
302+20.5	20.0 LT	-	302+29.5	29.0 LT	12.7
302+55.9	20.0 LT	-	302+64.9	29.0 LT	12.7
302+91.2	20.0 LT	-	303+00.2	29.0 LT	12.7
WHITE LINE AT NORTHEAST SHOULDER					
301+51.2	29.0 RT	-	301+60.2	20.0 RT	12.7
301+86.6	29.0 RT	-	301+95.6	20.0 RT	12.7
302+21.9	29.0 RT	-	302+30.9	20.0 RT	12.7
302+57.3	29.0 RT	-	302+66.3	20.0 RT	12.7
302+92.6	29.0 RT	-	303+00.0	21.6 RT	10.5
SHEET # STA 303+00.00 TO STA 309+14.95					
WHITE LINE AT WEST SHOULDER					
303+26.5	20.0 LT	-	303+35.5	29.0 LT	12.7
303+61.9	20.0 LT	-	303+70.9	29.0 LT	12.7
303+97.2	20.0 LT	-	304+06.2	29.0 LT	12.7
304+32.6	20.0 LT	-	304+41.6	29.0 LT	12.7
WHITE LINE AT EAST SHOULDER					
303+00.0	21.6 RT	-	303+01.6	20.0 RT	2.2
303+28.0	29.0 RT	-	303+37.0	20.0 RT	12.7
303+63.3	29.0 RT	-	303+72.3	20.0 RT	12.7
303+98.6	29.0 RT	-	304+07.6	20.0 RT	12.7
304+34.0	29.0 RT	-	304+42.9	20.0 RT	12.7
WHITE LINE AT ISLAND AT EB EXIT RAMP					
304+85.1	33.6 RT	-	304+98.7	20.0 RT	19.3
305+00.9	31.0 RT	-	305+11.9	20.0 RT	15.6
305+13.7	31.0 RT	-	305+24.7	20.0 RT	15.6
305+26.0	31.0 RT	-	305+37.0	20.0 RT	15.6
305+37.1	32.6 RT	-	305+49.8	20.0 RT	17.9
304+85.2	33.7 RT	-	305+01.5	40.7 RT	17.7
305+35.2	34.8 RT	-	305+41.7	34.3 RT	6.6
305+25.8	44.0 RT	-	305+31.9	43.5 RT	6.0
304+91.7	49.0 RT	-	305+06.2	55.8 RT	16.0
305+16.5	55.4 RT	-	305+21.8	54.9 RT	5.4
304+94.9	60.1 RT	-	305+03.6	69.2 RT	12.7
305+03.6	69.2 RT	-	305+13.5	66.7 RT	10.2
304+97.4	77.1 RT	-	305+00.8	81.5 RT	5.6
305+00.8	81.5 RT	-	305+06.4	78.7 RT	6.2
YELLOW LINE AT MEDIAN					
305+10.9	6.0 LT	-	305+19.9	2.9 RT	12.6
305+53.0	6.4 LT	-	305+65.8	6.4 RT	18.1
305+95.4	6.4 LT	-	306+08.2	6.4 RT	18.1
306+37.8	6.4 LT	-	306+50.5	6.3 RT	17.9
306+81.5	5.6 LT	-	306+92.0	4.9 RT	14.8
				TOTAL =	912

78000650 THERMOPLASTIC PAVEMENT MARKING - LINE 24"

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
SHEET # STA 290+96.28 TO STA 297+00.00					
WHITE LINE AT 2975TH RD					
292+36.4	44.9 LT	-	292+56.5	37.9 LT	21.2
WHITE LINE AT EB EXIT RAMP					
294+43.8	40.7 LT	-	294+53.6	24.7 LT	18.8
295+20.4	23.4 LT	-	295+36.7	34.2 LT	19.6
SHEET # STA 303+00.00 TO STA 309+14.95					
WHITE LINE AT WB EXIT RAMP					
304+69.0	41.6 RT	-	304+85.0	33.3 RT	18.0
305+48.5	28.9 RT	-	305+59.0	43.6 RT	18.0
WHITE LINE AT FRONTAGE RD					
307+14.5	50.5 LT	-	307+36.0	56.3 LT	22.2
WHITE LINE AT 30TH RD					
307+71.1	75.0 RT	-	307+86.5	70.7 RT	16.0
				TOTAL =	134

78100100 RAISED REFLECTIVE PAVEMENT MARKER

STATION	OFFSET(FT)	EACH
SHEET # STA 290+96.28 TO STA 297+00.00		
LEFT TURN LANE		
296+15.0	8.0 LT	1.0
296+55.0	8.0 LT	1.0
296+95.0	8.0 LT	1.0
SHEET # STA 297+00.00 TO STA 303+00.00		
LEFT TURN LANE SOUTH OF BRIDGE		
297+35.0	8.0 LT	1.0
297+75.0	8.0 LT	1.0
298+15.0	8.0 LT	1.0
298+55.0	8.0 LT	1.0
LEFT TURN LANE NORTH OF BRIDGE		
301+30.0	8.0 RT	1.0
301+70.0	8.0 RT	1.0
302+10.0	8.0 RT	1.0
302+50.0	8.0 RT	1.0
302+90.0	8.0 RT	1.0
SHEET # STA 303+00.00 TO STA 309+14.95		
LEFT TURN LANE		
303+30.0	8.0 RT	1.0
303+70.0	8.0 RT	1.0
	TOTAL =	14

78200420 GUARDRAIL MARKERS, TYPE B

STATION	OFFSET(FT)	EACH
MOT STAGE 1		
1695 FT OF EXISTING AND TEMPORARY GUARDRAIL		85.0
EVERY 20 FT		
PROPOSED GUARDRAIL		
700 FT OF PROPOSED GUARDRAIL EVERY 20 FT		35.0
	TOTAL =	120

78201000 TERMINAL MARKER - DIRECT APPLIED

STATION	OFFSET(FT)	EACH
MOT STAGE 1		
SHEET # STA 290+96.28 TO STA 297+00.00		
296+04.3	4.5 RT	1.0
SHEET # STA 303+00.00 TO STA 309+14.95		
303+95.7	4.5 RT	1.0
PROPOSED PLAN		
SHEET # STA 290+96.28 TO STA 297+00.00		
296+38.3	32.6 LT	1.0
295+98.5	32.6 RT	1.0
SHEET # STA 303+00.00 TO STA 309+14.95		
303+61.7	32.6 RT	1.0
304+01.5	32.7 LT	1.0
	TOTAL =	6

X0322946 REMOVE CONCRETE BOX CULVERT END SECTION

STATION	OFFSET(FT)	EACH
SHEET # STA 297+00.00 TO STA 303+00.00		
300+72.6	26.8 RT	1.0
	TOTAL =	1

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

SCHEDULE OF QUANTITIES

SCALE: VERT. NONE
HORIZ. N.T.S.
DATE: 12/02/09

DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
FILE NAME = g:\projects\2054893.001\cadd\PLSC01.dgn
PLOT SCALE = 50.00 / IN.
PLOT TIME = 4:08:27 PM

ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	13
STA.		TO STA.		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

X7030104 WET TEMPORARY PAVEMENT MARKING TAPE , TYPE III, 4 INCH

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
SHEET # MOT STAGE 1 STA 290+96.28 TO STA 297+00.00					
EDGE OF CONSTRUCTION (WHITE LINES)					
WHITE LINE SOUTH OF 2975TH RD					
290+96.3	11.0 LT	-	291+85.0	11.0 LT	88.7
291+85.0	11.0 LT	-	292+31.6	35.7 LT	55.1
292+31.6	35.7 LT	-	292+71.5	104.1 LT	79.1
292+71.5	104.1 LT	-	293+15.7	172.5 LT	81.3
294+33.7	172.5 LT	-	294+33.7	284.5 LT	164.2
WHITE LINE NORTH OF 2975TH RD					
294+47.1	264.9 LT	-	293+32.5	159.9 LT	156.0
293+32.5	159.9 LT	-	292+80.3	69.5 LT	107.5
292+80.3	69.5 LT	-	293+03.0	14.9 LT	69.2
293+03.0	14.9 LT	-	294+15.5	16.5 LT	112.5
294+15.5	16.5 LT	-	294+77.6	63.2 LT	84.1
294+77.6	63.2 LT	-	295+22.5	140.5 LT	80.1
WHITE LINE EAST OF PLANK AND SOUTH OF EB ENTRANCE RAMP					
290+96.3	11.0 RT	-	293+50.2	4.5 RT	254.0
293+50.2	4.5 RT	-	294+14.3	4.5 RT	64.1
294+14.3	4.5 RT	-	294+59.8	38.2 RT	58.9
294+59.8	38.2 RT	-	295+04.7	204.5 RT	172.2
WHITE LINE NORTH OF EB EXIT RAMP					
295+26.7	118.0 LT	-	294+95.0	47.2 LT	77.5
294+95.0	47.2 LT	-	295+15.6	16.5 LT	44.0
295+15.6	16.5 LT	-	297+00.0	16.5 LT	184.4
WHITE LINE NORTH OF EB ENTRANCE RAMP					
295+19.5	200.7 RT	-	294+93.6	105.7 RT	98.4
294+93.6	105.7 RT	-	294+87.3	54.0 RT	52.1
294+87.3	54.0 RT	-	295+30.3	4.5 RT	72.8
295+30.3	4.5 RT	-	297+00.0	4.5 RT	169.7
DOUBLE YELLOW LINE					
DOUBLE YELLOW LINE IN THE CENTER OF PLANK					
291+85.2	0.0 RT	-	294+50.0	6.0 LT	727.4
295+00.0	6.0 LT	-	297+00.0	6.0 LT	600.0
DOUBLE YELLOW LINE IN THE CENTER OF 2975TH RD					
294+39.1	276.6 LT	-	293+24.5	165.7 LT	320.3
293+24.5	165.7 RT	-	292+42.4	8.9 LT	318.0
SHEET # MOT STAGE 1 STA 297+00.00 TO STA 303+00.00					
EDGE OF CONSTRUCTION (WHITE LINES)					
WHITE LINE WEST OF PLANK ROAD					
297+00.0	16.5 LT	-	303+00.0	16.5 LT	600.0
WHITE LINE EAST OF PLANK ROAD					
297+00.0	4.5 RT	-	303+00.0	4.5 LT	600.1
DOUBLE YELLOW LINE					
DOUBLE YELLOW LINE IN THE CENTER OF PLANK					
297+00.0	6.0 LT	-	303+00.0	6.0 LT	1,200.0
SHEET # MOT STAGE 1 STA 303+00.00 TO STA 309+14.95					
EDGE OF CONSTRUCTION (WHITE LINES)					
WHITE LINE WEST OF PLANK AND SOUTH OF WB ENTRANCE RAMP					
303+00.0	16.5 LT	-	304+86.1	16.5 LT	186.1
304+86.1	16.5 LT	-	305+08.5	89.1 LT	79.0
305+08.5	89.1 LT	-	304+85.1	183.3 LT	97.1
WHITE LINE EAST OF PLANK AND SOUTH OF WB EXIT RAMP					
303+00.0	4.5 RT	-	304+79.8	4.5 RT	179.8
304+79.8	4.5 RT	-	305+08.8	42.2 RT	59.7
305+08.8	42.2 RT	-	304+66.2	131.4 RT	98.8
WHITE LINE NORTH OF WB ENTRANCE RAMP					
305+00.0	186.7 LT	-	305+32.6	65.9 LT	125.1
305+32.6	65.9 LT	-	305+86.3	17.9 LT	84.7
305+86.3	17.9 LT	-	306+83.3	15.2 LT	97.0
306+83.3	15.2 LT	-	307+17.2	78.3 LT	80.4
WHITE LINE NORTH OF WB EXIT RAMP					
304+87.4	144.4 RT	-	305+30.8	73.7 RT	83.0
305+30.8	73.7 RT	-	306+05.4	23.6 RT	94.3
306+05.4	23.6 RT	-	306+61.2	23.1 RT	55.9
306+61.2	23.1 RT	-	307+64.6	107.3 RT	143.9
WHITE LINE NORTH OF FRONTAGE ROAD					
307+37.8	83.6 LT	-	307+45.6	58.1 LT	26.7
307+45.6	58.1 LT	-	308+07.9	11.9 LT	80.2
308+07.9	11.9 LT	-	309+15.0	11.0 LT	107.2
WHITE LINE NORTH OF N 30TH RD					
307+90.4	103.7 RT	-	307+86.2	64.6 RT	39.2
307+86.2	64.6 RT	-	308+06.9	10.1 RT	59.7
308+06.9	10.1 RT	-	309+15.2	11.0 RT	108.3
DOUBLE YELLOW LINE					
DOUBLE YELLOW LINE IN THE CENTER OF PLANK RD					
303+00.0	6.0 LT	-	305+00.0	6.0 LT	400.0
305+50.0	6.0 LT	-	309+15.0	0.0 RT	750.0
DOUBLE YELLOW LINE IN THE CENTER OF FRONTAGE RD					
307+29.6	80.1 LT	-	307+33.2	65.2 LT	30.8
DOUBLE YELLOW LINE IN THE CENTER OF N 30TH RD					
307+61.2	38.0 RT	-	307+77.7	105.5 RT	150.2
SHEET # MOT STAGE 2 STA 290+96.28 TO STA 297+00.00					
EDGE OF CONSTRUCTION (WHITE LINES)					
WHITE LINE SOUTH OF 2975TH RD					
290+96.3	7.0 LT	-	291+80.8	7.0 LT	84.5
291+80.8	7.0 LT	-	292+31.6	35.7 RT	66.9
WHITE LINE SOUTH OF EB ENTRANCE RAMP					
290+96.3	11.0 RT	-	294+07.5	25.0 RT	311.5
294+07.5	25.0 RT	-	294+76.1	99.9 RT	99.9
WHITE LINE NORTH OF 2975TH RD					
292+79.0	66.6 LT	-	293+09.5	0.9 LT	82.5
293+09.5	0.9 LT	-	293+90.7	2.9 RT	81.3
293+90.7	2.9 RT	-	294+78.4	65.7 LT	116.2
WHITE LINE NORTH OF EB EXIT RAMP					
294+95.0	47.2 LT	-	295+30.9	9.5 RT	76.8
290+30.9	9.5 RT	-	297+00.0	10.0 RT	669.1
WHITE LINE NORTH OF EB ENTRANCE RAMP					
295+00.2	114.5 RT	-	295+29.2	30.5 RT	91.4
295+29.2	30.5 RT	-	297+00.0	31.0 RT	170.8
DOUBLE YELLOW LINE					
DOUBLE YELLOW LINE IN THE CENTER OF PLANK RD					
290+96.3	0.0 RT	-	295+40.5	20.5 RT	645.6
295+40.5	20.5 RT	-	297+00.0	20.5 RT	319.1
SHEET # MOT STAGE 2 STA 297+00.00 TO STA 303+00.00					
EDGE OF CONSTRUCTION (WHITE LINES)					
WHITE LINE SOUTHWEST OF BRIDGE					
297+00.0	10.0 LT	-	298+50.2	10.0 LT	150.2
WHITE LINE SOUTHEAST OF BRIDGE					
297+00.0	29.0 RT	-	298+38.3	29.0 RT	138.3
WHITE LINE NORTHWEST OF BRIDGE					
301+37.2	10.0 LT	-	303+00.0	10.0 LT	162.8
WHITE LINE NORTHEAST OF BRIDGE					
301+25.2	29.0 RT	-	303+00.0	29.0 RT	174.8
DOUBLE YELLOW LINE					
DOUBLE YELLOW LINE IN THE CENTER OF PLANK, SOUTH OF BRIDGE					
297+00.0	20.5 RT	-	298+43.6	20.5 RT	287.2
DOUBLE YELLOW LINE IN THE CENTER OF PLANK, NORTH OF BRIDGE					
301+30.6	20.5 RT	-	303+00.0	20.5 RT	338.9
SHEET # MOT STAGE 2 STA 297+00.00 TO STA 303+00.00					
WHITE LINE WEST SIDE OF BRIDGE					
298+50.2	10.0 LT	-	301+37.2	10.0 LT	287.0
WHITE LINE EAST SIDE OF BRIDGE					
298+38.3	29.0 RT	-	301+37.2	29.0 RT	298.8
DOUBLE YELLOW LINE					
DOUBLE YELLOW LINE IN THE CENTER OF PLANK					
298+43.6	20.5 RT	-	301+30.6	20.5 RT	574.0
SHEET # MOT STAGE 2 STA 303+00 TO STA 309+14.95					
EDGE OF CONSTRUCTION (WHITE LINES)					
WHITE LINE SOUTH OF WB ENTRANCE RAMP					
303+00.0	10.0 RT	-	304+79.1	9.2 RT	179.1
304+79.1	9.2 RT	-	305+08.5	89.1 LT	89.1
WHITE LINE SOUTH OF WB EXIT RAMP					
303+00.0	31.0 RT	-	304+60.9	31.1 RT	160.9
304+60.9	31.1 RT	-	304+66.1	131.4 RT	106.8
WHITE LINE NORTH OF WB ENTRANCE RAMP					
305+27.5	84.8 LT	-	306+20.6	2.6 RT	77.4
306+20.6	2.6 RT	-	306+65.2	0.6 RT	44.6
306+65.2	0.6 RT	-	307+17.6	77.4 RT	111.4
WHITE LINE NORTH OF WB EXIT RAMP					
305+28.3	77.0 RT	-	305+97.6	25.1 RT	87.3
305+97.6	25.1 RT	-	306+68.0	21.9 RT	70.5
306+68.0	21.9 RT	-	304+64.6	107.3 RT	138.1
WHITE LINE NORTH OF FRONTAGE ROAD					
307+45.9	57.2 LT	-	308+06.8	6.0 LT	84.0
308+06.8	6.0 LT	-	309+15.0	11.0 LT	108.3
WHITE LINE NORTH OF 30TH ROAD					
307+86.7	72.5 RT	-	309+07.1	12.1 RT	139.5
309+07.1	12.1 RT	-	309+15.0	12.0 RT	7.8
DOUBLE YELLOW LINE					
DOUBLE YELLOW LINE IN THE CENTER OF PLANK					
303+00.0	20.5 RT	-	304+60.8	20.5 RT	321.6
304+60.8	20.5 RT	-	309+15.0	0.0 RT	607.5
				TOTAL =	17,470

X7030112 WET TEMPORARY PAVEMENT MARKING TAPE , TYPE III, 12 INCH

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
SHEET # MOT STAGE 1 STA 290+96.28 TO STA 297+00.00					
WHITE LINE AT 2975TH ROAD					
292+31.7	35.9 LT	-	292+42.4	29.2 LT	12.6
WHITE LINE AT EB EXIT RAMP					
294+60.8	36.7 LT	-	294+73.1	25.4 LT	16.7
297+73.1	25.4 LT	-	297+97.6	25.0 LT	24.5
SHEET # MOT STAGE 1 STA 303+00.00 TO 309+14.95					
WHITE LINE AT WB EXIT RAMP					
305+09.4	29.5 RT	-	305+45.3	29.6 RT	36.0
305+45.3	29.6 RT	-	305+57.1	44.5 RT	19.0
WHITE LINE AT FRONTAGE ROAD					
307+20.0	60.6 LT	-	307+32.2	63.0 LT	12.5
WHITE LINE AT 30TH ROAD					
307+61.0	36.0 RT	-	307+73.2	34.0 RT	12.3
307+73.2	34.0 RT	-	307+87.6	39.5 RT	15.4
SHEET # MOT STAGE 2 STA 303+00.00 TO STA 309+14.95					
WHITE LINE AT WB EXIT RAMP					
304+70.5	46.5 RT	-	305+06.2	28.3 RT	40.1
WHITE LINE AT 30TH ROAD					
307+87.6	39.5 RT	-	307+99.6	44.1 RT	12.9
				TOTAL =	202

X7050167 TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT)

STATION	OFFSET(FT)	EACH
MOT STAGE 1		
SHEET # STA 290+96.28 TO STA 297+00.00		
296+04.3	4.5 RT	1.0
SHEET # STA 303+00.00 TO STA 309+14.95		
303+95.7	4.5 RT	1.0
	TOTAL =	2

X7800600 URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS, SPECIAL

STATION	WIDTH(FT)	SQ FT
SHEET # STA 297+00.00 TO STA 303+00.00		
LEFT/RIGHT TURN ARROWS SOUTH OF BRIDGE		
298+58.9	4.0	15.6
LEFT/RIGHT TURN ARROW NORTH OF BRIDGE		
301+41.1	-3.3	15.6
	TOTAL =	31

X7800610 URETHANE PAVEMENT MARKING - LINE 4"

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
SHEET # STA 297+00.00 TO STA 303+00.00					
WHITE LINE WEST SHOULDER					
298+69.1	20.0 LT	-	301+56.1	20.0 LT	287.0
WHITE LINE EAST SHOULDER					
298+43.9	20.0 RT	-	301+30.9	20.0 RT	287.0
DOUBLE YELLOW LINE CENTER OF PLANK RD					
298+52.5	6.4 RT	-	299+61.1	6.4 RT	217.4
299+61.1	6.4 RT	-	301+17.0	5.6 LT	312.8
298+83.0	5.6 RT	-	300+38.9	6.4 LT	312.6
300+38.9	6.4 LT	-	301+47.5	6.4 LT	217.2
				TOTAL =	1,634

X7800640 URETHANE PAVEMENT MARKING - LINE 8"

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
SHEET # STA 297+00.00 TO STA 303+00.00					
WHITE LINE 6' SKIP 2' DASH WEST OF PLANK CENTERLINE					
298+82.9	6.0 LT	-	300+38.9	6.4 LT	39.0
WHITE LINE 6' SKIP 2' DASH EAST OF PLANK CENTERLINE					
299+61.1	6.4 RT	-	301+18.1	6.0 RT	39.3
				TOTAL =	78

X7800650 URETHANE PAVEMENT MARKING - LINE 12"

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
SHEET # STA 297+00.00 TO STA 303+00.00					
WHITE LINE SOUTHWEST SHOULDER					
298+75.3	20.0 LT	-	298+84.3	29.0 LT	12.7
WHITE LINE SOUTHEAST SHOULDER					
298+41.5	29.0 RT	-	298+50.5	20.0 RT	12.7
YELLOW LINE CENTER OF PLANK RD					
299+02.6	4.1 RT	-	299+05.0	6.4 RT	3.3
299+42.0	1.0 RT	-	299+47.4	6.4 RT	7.6
299+81.4	2.0 LT	-	299+87.8	4.4 RT	9.0
300+20.8	5.0 LT	-	300+27.2	1.3 RT	9.0
300+61.9	6.4 LT	-	300+66.5	1.7 LT	6.6
WHITE LINE NORTHWEST SHOULDER					
301+49.8	20.0 LT	-	301+58.8	29.0 LT	12.7
WHITE LINE NORTHEAST SHOULDER					
301+15.9	29.0 RT	-	301+24.9	20.0 RT	12.7
CENTERLINE DIAGNOLS					31.3
				TOTAL =	118

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

SCHEDULE OF QUANTITIES

SCALE: VERT. NONE HORIZ. N.T.S.
DATE: 12/02/09
DRAWN BY ENTRAN/CAD
CHECKED BY TMH

ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	14
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

Z0001050 AGGREGATE SUBGRADE 12"

STATION	WIDTH(FT)		STATION	WIDTH(FT)	SQ YD
SHEET # STA 290+96.28 TO STA 297+00.00					
SB PLANK ROAD					
SHOULDER,SOUTH OF 2975TH RD					
290+96.3	1.0	-	292+38.9	1.0	96.6
290+96.3	1.5	-	292+38.9	1.5	24.8
SHOULDER NORTH OF 2975TH RD					
292+86.1	23.3	-	294+88.1	7.0	435.5
292+86.1	1.5	-	294+88.1	1.5	38.4
WEST ISLAND AT EB EXIT RAMP					
294+72.2	7.8	-	294+93.8	7.8	18.7
294+72.2	1.5	-	294+93.8	1.5	3.6
SHOULDER, NORTH OF EB EXIT RAMP					
295+12.3	20.4	-	295+40.5	17.8	75.9
295+12.3	1.5	-	295+40.5	1.5	4.5
ROADWAY, WEST SIDE OF PLANK					
295+40.5	29.0	-	297+00.0	29.0	513.9
295+40.5	1.5	-	297+00.0	1.5	26.6
NB PLANK ROAD					
SHOULDER,SOUTH OF EB ENTRANCE RAMP					
290+96.3	1.0	-	293+62.4	6.2	106.7
293+62.4	14.2	-	294+74.8	6.0	234.8
SHOULDER, NORTH OF EB ENTRANCE RAMP					
294+91.6	13.6	-	295+40.5	18.0	193.9
ROADWAY, EAST SIDE OF PLANK					
295+40.5	29.0	-	297+00.0	29.0	513.9
295+40.5	1.5	-	297+00.0	1.5	26.6
SHEET # STA 297+00.00 TO STA 303+00.00					
SB PLANK ROAD					
ROADWAY, WEST SIDE OF PLANK, SOUTH OF THE BRIDGE					
297+00.0	29.0	-	298+74.8	29.0	533.8
297+00.0	1.5	-	298+74.8	1.5	29.1
ROADWAY, WEST SIDE OF PLANK, NORTH OF THE BRIDGE					
301+61.8	29.0	-	303+00.0	29.0	474.9
301+61.8	1.5	-	303+00.0	1.5	23.0
NB PLANK ROAD					
ROADWAY, EAST SIDE OF PLANK, SOUTH OF THE BRIDGE					
297+00.0	29.0	-	298+38.2	29.0	474.9
297+00.0	1.5	-	298+38.2	1.5	23.0
ROADWAY, EAST SIDE OF PLANK, NORTH OF THE BRIDGE					
301+25.2	29.0	-	303+00.0	29.0	533.8
301+25.2	1.5	-	303+00.0	1.5	29.1
SHEET # STA 303+00 TO STA 309+14.95					
NB PLANK ROAD					
ROADWAY, EAST SIDE OF PLANK					
303+00.0	29.0	-	304+60.8	29.0	518.1
303+00.0	1.5	-	304+60.8	1.5	26.8
SHOULDER, SOUTH OF WB EXIT RAMP					
304+60.8	13.5	-	304+89.8	20.1	124.9
304+60.8	1.5	-	304+89.8	1.5	4.9
SHOULDER, NORTH OF WB EXIT RAMP					
305+27.1	6.0	-	307+53.2	6.2	280.1
305+27.1	1.5	-	307+53.2	1.5	42.7
SHOULDER, NORTH OF 30TH RD					
307+85.7	20.1	-	309+15.0	1.0	81.7
307+85.7	1.5	-	309+15.0	0.0	24.5
EAST ISLAND AT WB EXIT RAMP					
305+06.0	6.4	-	305+46.4	5.8	35.4
305+06.0	1.5	-	305+46.4	1.5	13.8
SB PLANK ROAD					
ROADWAY, WEST SIDE OF PLANK					
303+00.0	29.0	-	304+60.8	29.0	518.1
303+00.0	1.5	-	304+60.8	1.5	26.8
SHOULDER, SOUTH OF WB ENTRANCE RAMP					
304+60.8	17.1	-	305+08.4	9.2	124.9
304+60.8	1.5	-	305+08.4	1.5	9.4
SHOULDER, NORTH OF WB ENTRANCE RAMP					
305+26.0	1.9	-	307+18.0	4.5	280.1
305+26.0	1.5	-	307+18.0	1.5	37.7
SHOULDER NORTH OF FRONTAGE ROAD					
307+44.2	2.4	-	309+15.0	1.0	81.7
307+44.2	1.5	-	309+15.0	1.5	32.2
SHEET # 2975 RD STA 134+39.89 TO STA 137+00.00					
NORTH PAVEMENT ALONG 2975TH RD					
134+39.9	1.0	-	137+00.0	23.3	156.8
134+39.9	1.5	-	137+00.0	1.5	43.8
SHEET # EB EXIT RAMP STA 145+62.25 TO STA 146+25.00					
SOUTH PAVEMENT ALONG EB EXIT RAMP					
145+62.3	1.0	-	146+25.0	7.0	17.3
145+62.3	1.5	-	146+25.0	1.5	12.9
NORTH PAVEMENT ALONG EB EXIT RAMP					
145+62.3	1.0	-	146+25.0	20.4	50.6
145+62.3	1.5	-	146+25.0	1.5	11.3
SHEET # EB ENTRANCE RAMP STA 135+50 TO STA 136+63.23					
SOUTH PAVEMENT ALONG EB ENTRANCE RAMP					
135+50.0	5.9	-	135+64.8	6.0	9.8
135+50.0	1.5	-	135+64.8	1.5	2.5
NORTH PAVEMENT ALONG EB ENTRANCE RAMP					
135+50.0	13.5	-	136+63.3	1.0	53.4
135+50.0	1.5	-	136+63.3	1.5	20.0
SHEET # WB ENTRANCE RAMP STA 180+75.04 TO STA 181+75					
SOUTH PAVEMENT ALONG WB ENTRANCE RAMP					
180+75.0	1.0	-	181+75.0	9.2	56.7
180+75.0	1.5	-	181+75.0	1.5	16.7
NORTH PAVEMENT ALONG WB EXIT RAMP					
181+54.4	1.0	-	181+75.0	1.8	3.2
181+54.4	1.5	-	181+75.0	1.5	3.4
SHEET # WB EXIT RAMP STA 165+00 TO STA 165+65.77					
SOUTH PAVEMENT ALONG WB EXIT RAMP					
165+00.0	20.6	-	165+54.7	1.0	46.6
165+00.0	1.5	-	165+54.7	1.5	11.4
SHEET # FRONTAGE ROAD 248+83.19 TO 250+76.41					
SOUTH PAVEMENT ALONG FRONTAGE ROAD					
248+83.2	4.0	-	249+00.0	4.5	7.6
248+83.2	1.5	-	249+00.0	1.5	2.9
NORTH PAVEMENT ALONG FRONTAGE ROAD					
248+83.2	1.0	-	249+00.0	2.4	3.2
248+83.2	1.5	-	249+00.0	1.5	2.8
SOUTH PAVEMENT ALONG 30TH ROAD					
250+50.0	6.2	-	250+76.4	6.0	17.9
250+50.0	1.5	-	250+76.4	1.5	4.4
				TOTAL =	7,255

Z0030150 IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3

STATION	OFFSET(FT)	EACH
SHEET # STA 3884+00.00 TO STA 3889+00.00		
3886+36.4	0.0 RT	1.0
3887+13.4	0.0 RT	1.0
	TOTAL =	2

Z0030250 IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3

STATION	OFFSET(FT)	EACH
SHEET # STA 3884+00.00 TO STA 3889+00.00		
3884+00.0	59.5 RT	1.0
3889+00.0	58.7 LT	1.0
	TOTAL =	2

Z0030280 IMPACT ATTENUATORS, TEMPORARY (SEVERE USE,NARROW), TEST LEVEL 3

STATION	OFFSET(FT)	EACH
SHEET # STA 290+96.28 TO STA 297+00.00		
295+28.2	10.0 RT	1.0
SHEET # STA 303+00 TO STA 309+14.95		
304+73.1	10.0 RT	1.0
SHEET # STA 3884+00.00 TO STA 3889+00.00		
3884+00.0	19.6 RT	1.0
3889+00.0	19.4 LT	1.0
	TOTAL =	4

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

SCHEDULE OF QUANTITIES

SCALE: VERT. NONE
HORIZ. N.T.S.
DATE: 12/02/09

DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
FILE NAME = g:\project\2054893.00\cadd\PLSC01-ds
PLOT SCALE = 50.00 ' / IN.
PLOT TIME = 4:08:05 PM

ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	15
STA.		TO STA.		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

LOCATION			EARTH EXCAVATION		EXCAVATION TO BE USED IN EMBANKMENT		FURNISHED EXCAVATION		EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)		HMA BINDER (TON)
PLANK ROAD											
STA. TO STA.			STAGE 1	STAGE 2	STAGE 1	STAGE 2	STAGE 1	STAGE 2	STAGE 1	STAGE 2	ALL STAGES
290+96	-	291+00	3.1	2.1	2.6	1.8	4.4	9.5	-1.8	-7.8	0.23
291+00	-	291+50	42.3	33.7	35.9	28.6	76.6	121.5	-40.6	-92.9	7.17
291+50	-	292+00	45.0	51.0	38.2	43.4	108.3	88.3	-70.1	-44.9	9.49
292+00	-	292+50	51.5	41.1	43.8	34.9	149.4	32.9	-105.7	2.0	45.19
292+50	-	293+00	61.2	29.9	52.0	25.4	218.4	37.6	-166.4	-12.2	54.86
293+00	-	293+50	66.7	43.6	56.7	37.1	272.5	49.0	-215.7	-11.9	18.61
293+50	-	294+00	75.1	50.3	63.8	42.8	215.4	23.0	-151.6	19.8	13.39
294+00	-	294+50	87.5	55.2	74.4	46.9	76.9	14.9	-2.5	32.0	23.79
294+50	-	295+00	92.4	56.7	78.5	48.2	7.2	11.9	71.3	36.3	149.63
295+00	-	295+50	70.0	60.4	59.5	51.4	342.7	199.8	-283.2	-148.4	134.31
295+50	-	296+00	51.5	64.4	43.7	54.7	781.9	793.3	-738.1	-738.6	0.00
296+00	-	296+50	53.9	58.2	45.8	49.4	943.1	1,101.6	-897.3	-1,052.1	0.00
296+50	-	297+00	53.3	52.7	45.3	44.8	1,055.9	1,087.6	-1,010.6	-1,042.8	0.00
297+00	-	297+50	54.5	54.5	46.3	46.3	1,129.4	1,204.4	-1,083.1	-1,158.1	0.00
297+50	-	298+00	55.1	56.8	46.8	48.3	1,150.6	1,269.0	-1,103.8	-1,220.7	0.00
298+00	-	298+50	55.2	58.8	46.9	50.0	1,176.5	1,331.4	-1,129.6	-1,281.4	0.00
298+50	-	298+91	45.3	49.0	38.5	41.7	989.1	1,123.6	-950.5	-1,081.9	0.00
BRIDGE OMISSION											
301+09		301+50	44.9	46.7	38.1	39.7	990.2	1,093.7	-952.0	-1,054.0	0.00
301+50	-	302+00	53.3	55.0	45.3	46.8	1,149.9	1,212.1	-1,104.6	-1,165.3	0.00
302+00	-	302+50	51.2	52.2	43.5	44.4	1,043.8	1,072.6	-1,000.2	-1,028.2	0.00
302+50	-	303+00	49.0	49.4	41.6	42.0	952.3	989.8	-910.7	-947.8	0.00
303+00		303+50	46.7	46.0	39.7	39.1	870.7	865.0	-831.0	-825.9	0.00
303+50	-	304+00	52.5	45.6	44.6	38.7	887.5	748.4	-842.8	-709.7	0.00
304+00	-	304+50	68.7	56.6	58.4	48.1	1,020.1	711.0	-961.7	-662.9	0.00
304+50	-	305+00	65.2	47.9	55.4	40.7	556.2	365.5	-500.7	-324.8	192.76
305+00	-	305+50	52.3	29.4	44.4	25.0	21.7	8.2	22.7	16.9	199.78
305+50	-	306+00	46.7	46.5	39.7	39.5	43.7	66.9	-4.0	-27.4	7.02
306+00	-	306+50	41.4	64.7	35.2	55.0	67.9	155.3	-32.7	-100.3	7.05
306+50	-	307+00	37.4	59.4	31.8	50.5	58.1	114.1	-26.3	-63.6	16.58
307+00	-	307+50	33.2	53.0	28.2	45.0	31.2	36.3	-3.0	8.7	9.53
307+50	-	308+00	49.9	49.2	42.4	41.9	16.1	29.5	26.3	12.4	0.00
308+00	-	308+50	58.7	39.9	49.9	33.9	20.2	14.8	29.7	19.2	0.00
308+50	-	309+00	33.6	31.0	28.6	26.3	14.5	0.0	14.1	26.3	0.00
309+00	-	309+15	5.0	5.7	4.3	4.8	1.0	0.0	3.3	4.8	0.00
I-80			11.1	-	9.4	-	115.8	-	-106.4	-	-
2975TH			288.3	-	245.0	-	89.6	-	155.4	-	-
FRONTAGE RD			32.0	-	27.2	-	6.9	-	20.2	-	-
WB ENT			210.4	-	178.8	-	70.1	-	108.7	-	-
WB EXIT			71.4	-	60.7	-	22.2	-	38.4	-	-
EB EXIT			38.6	-	32.8	-	14.7	-	18.1	-	-
EB ENT			148.0	-	125.8	-	367.5	-	-241.7	-	-
TOTALS			2,552.7	1,596.5	2,169.8	1,357.1	17,130.2	15,982.4	-14,960.4	-14,625.3	889.40

	STAGE 1	STAGE 2	TOTAL
EARTH EXCAVATION (CU YD)	2,552.7	1,596.5	4,149.2
EARTH EXCAVATION ADJUSTED FOR SHRINKAGE 15% (CU YD)	2,169.8	1,357.1	3,526.8
FURNISHED EXCAVATION (CU YD)	17,130.2	15,982.4	33,112.5
FURNISHED EXCAVATION MINUS EARTH EXCAVATION (CU YD)			29,585.7
HMA BINDER (TON) (112 LBS / SY/ IN)	889.4		889.4

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

SCHEDULE OF QUANTITIES

SCALE: VERT. NONE
HORIZ. N.T.S.
DATE: 12/02/09

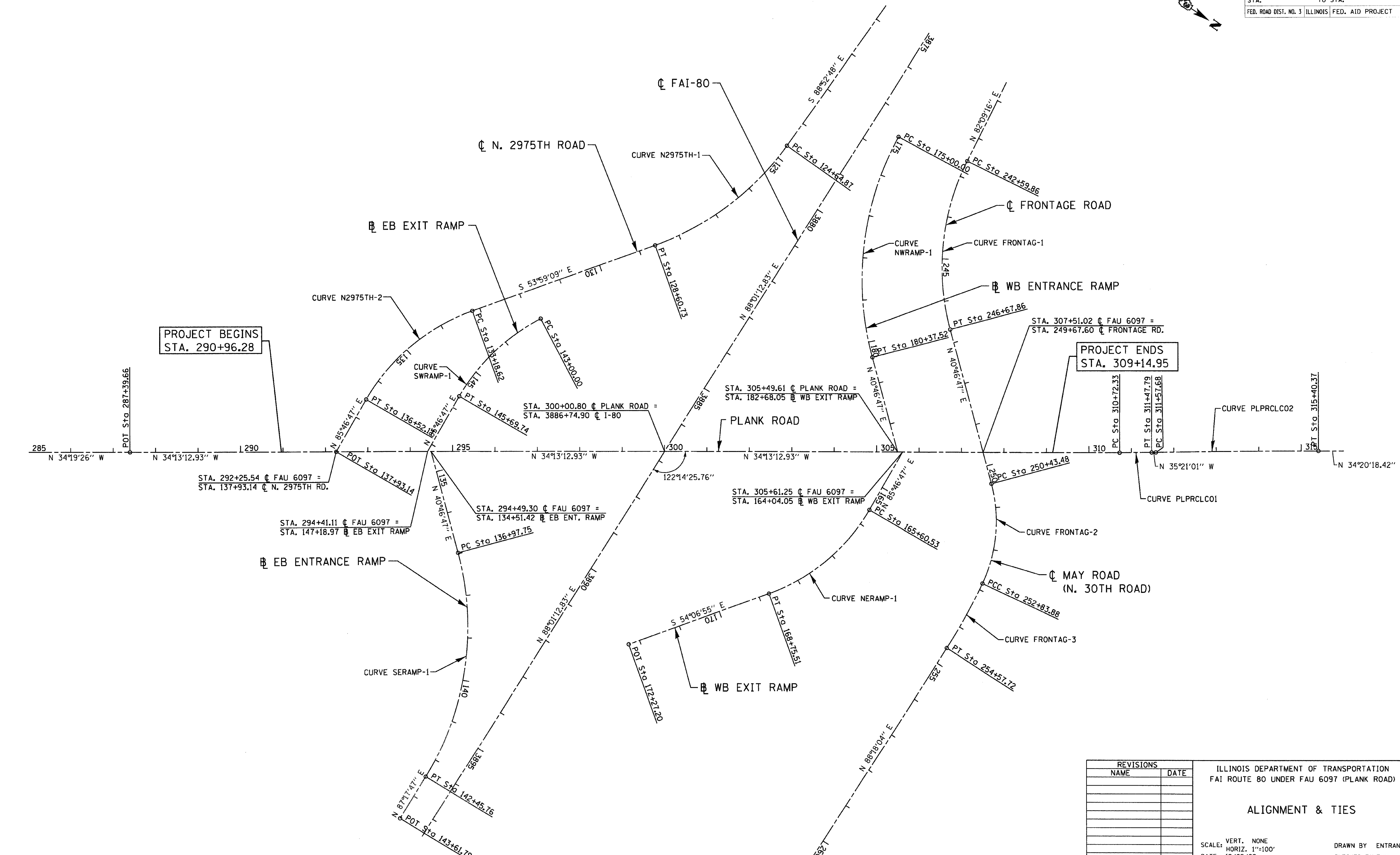
DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
FILE NAME = g:\projects\2054089.001\cadd\PLS201.dgn
PLOT SCALE = 50.000 '/ IN.
PLOT TIME = 4:08:31 PM

ENTRAN

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	16
STA.		TO STA.		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 66645



℄ FAI-80
℄ N. 2975TH ROAD
CURVE N2975TH-1
CURVE N2975TH-2
℄ EB EXIT RAMP
PROJECT BEGINS
STA. 290+96.28
PROJECT ENDS
STA. 309+14.95
℄ FRONTAGE ROAD
CURVE FRONTAG-1
CURVE NWRAMP-1
℄ WB ENTRANCE RAMP
STA. 307+51.02 ℄ FAU 6097 =
STA. 249+67.60 ℄ FRONTAGE RD.
STA. 305+49.61 ℄ PLANK ROAD =
STA. 182+68.05 ℄ WB EXIT RAMP
STA. 300+00.80 ℄ PLANK ROAD =
STA. 3886+74.90 ℄ I-80
PLANK ROAD
CURVE PLPRCLCO2
CURVE PLPRCLCO1
STA. 292+25.54 ℄ FAU 6097 =
STA. 137+93.14 ℄ N. 2975TH RD.
STA. 294+49.30 ℄ FAU 6097 =
STA. 134+51.42 ℄ EB ENT. RAMP
STA. 294+41.11 ℄ FAU 6097 =
STA. 147+18.97 ℄ EB EXIT RAMP
STA. 305+61.25 ℄ FAU 6097 =
STA. 164+04.05 ℄ WB EXIT RAMP
℄ EB ENTRANCE RAMP
CURVE SERAMP-1
CURVE SWRAMP-1
CURVE FRONTAG-2
℄ MAY ROAD
(N. 30TH ROAD)
CURVE NERAMP-1
CURVE FRONTAG-3
℄ WB EXIT RAMP
S 88°52'48" E
S 53°59'09" E
N 88°01'12.83" E
N 82°09'16" E
N 40°46'47" E
N 85°46'47" E
N 34°19'26" W
N 34°13'12.93" W
N 35°21'01" W
N 34°20'18.42" W
122°14'25.76"
S 54°06'55" E
N 88°18'04" E
N 87°17'47" E
PC Sta 124+64.87
PT Sta 128+60.73
PC Sta 133+18.62
PC Sta 143+00.00
PT Sta 136+52.15
PT Sta 145+69.74
POT Sta 137+93.14
POT Sta 287+39.66
PC Sta 136+97.75
PT Sta 142+45.76
POT Sta 143+61.79
PC Sta 175+00.00
PC Sta 242+59.86
PT Sta 246+67.86
PT Sta 180+37.52
PC Sta 250+43.48
PC Sta 165+60.53
PT Sta 168+75.51
POT Sta 172+27.20
PCC Sta 252+83.88
PT Sta 254+57.72
PC Sta 310+72.33
PT Sta 311+47.79
PC Sta 311+57.68
PT Sta 315+40.37
285
290
295
300
305
310
315
125
130
135
140
145
165
170
175
180
245
250
255
260
3875
3880
3885
3890
3895

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

ALIGNMENT & TIES

SCALE: VERT. NONE
HORIZ. 1"=100'
DATE: 12/02/09

DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
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PLOT TIME = 4:08:40 PM

ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	17
STA.		TO STA.		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

HORIZONTAL CURVE DATA

CURVE PLPRCLC01

PROP. CURVE PLPRCLC01
PI STA. = 311+10.06
N = 1713642.4538
E = 2574395.9800
Δ = 1° 07′ 47″ (RT)
D = 1° 29′ 50″
R = 3,826.77′
T = 37.73′
L = 75.45′
E = 0.19′
P.C. STA. = 310+72.33
N = 1713611.6820
E = 2574417.8080
P.T. STA. = 311+47.79
N = 1713673.6500
E = 2574374.7630

CURVE PLPRCLC02

PROP. CURVE PLPRCLC02
PI STA. = 313+49.03
N = 1713837.7930
E = 2574258.3282
Δ = 1° 00′ 42″ (RT)
D = 0° 15′ 52″
R = 21,676.75′
T = 191.35′
L = 382.69′
E = 0.84′
P.C. STA. = 311+57.68
N = 1713681.7207
E = 2574369.0380
P.T. STA. = 315+40.37
N = 1713995.7954
E = 2574150.3909

CURVE N2975TH-1

PROP. CURVE N2975TH-1
PI STA. = 126+69.16
N = 1712553.0684
E = 2574465.9571
Δ = 34° 53′ 39″ (RT)
D = 8° 48′ 53″
R = 650.00′
T = 204.28′
L = 395.86′
E = 31.35′
P.C. STA. = 124+64.87
N = 1712557.0611
E = 2574261.7118
P.T. STA. = 128+60.73
N = 1712432.9526
E = 2574631.1971

CURVE N2975TH-2

PROP. CURVE N2975TH-2
PI STA. = 134+92.60
N = 1712061.4242
E = 2575142.2987
Δ = 40° 14′ 03″ (LT)
D = 12° 03′ 44″
R = 475.00′
T = 173.99′
L = 333.55′
E = 30.86′
P.C. STA. = 133+18.62
N = 1712163.7254
E = 2575001.5657
P.T. STA. = 136+52.17
N = 1712074.2280
E = 2575315.8135

CURVE FRONTAG-1

PROP. CURVE FRONTAG-1
PI STA. = 244+73.21
N = 1712957.4683
E = 2574263.3771
Δ = 41° 22′ 29″ (LT)
D = 10° 08′ 27″
R = 565.00′
T = 213.35′
L = 408.00′
E = 38.94′
P.C. STA. = 242+59.86
N = 1712928.3451
E = 2574052.0204
P.T. STA. = 246+67.86
N = 1713119.0252
E = 2574402.7296

CURVE FRONTAG-2

PROP. CURVE FRONTAG-2
PI STA. = 251+68.85
N = 1713498.3887
E = 2574729.9533
Δ = 40° 07′ 58″ (RT)
D = 16° 41′ 39″
R = 343.21′
T = 125.37′
L = 240.40′
E = 22.18′
P.C. STA. = 250+43.48
N = 1713403.4568
E = 2574648.0689
P.T. STA. = 252+83.88
N = 1713518.1896
E = 2574853.7477

CURVE FRONTAG-3

PROP. CURVE FRONTAG-3
PI STA. = 253+70.92
N = 1713531.9365
E = 2574939.6927
Δ = 7° 23′ 19″ (RT)
D = 4° 15′ 01″
R = 1,348.02′
T = 87.04′
L = 173.83′
E = 2.81′
P.C. STA. = 252+83.88
N = 1713518.1896
E = 2574853.7477
P.T. STA. = 254+57.72
N = 1713534.5170
E = 2575026.6918

CURVE NERAMP-1

PROP. CURVE NERAMP-1
PI STA. = 167+24.78
N = 1713212.6809
E = 2575025.0902
Δ = 40° 06′ 18″ (RT)
D = 12° 43′ 57″
R = 450.00′
T = 164.25′
L = 314.98′
E = 29.04′
P.C. STA. = 165+60.53
N = 1713200.5934
E = 2574861.2822
P.T. STA. = 168+75.51
N = 1713116.4029
E = 2575158.1681

CURVE NWRAMP-1

PROP. CURVE NWRAMP-1
PI STA. = 177+82.38
N = 1712791.0643
E = 2574376.7678
Δ = 43° 22′ 36″ (LT)
D = 8° 04′ 11″
R = 710.00′
T = 282.38′
L = 537.52′
E = 54.09′
P.C. STA. = 175+00.00
N = 1712762.3150
E = 2574095.8587
P.T. STA. = 180+37.52
N = 1713004.8870
E = 2574561.2027

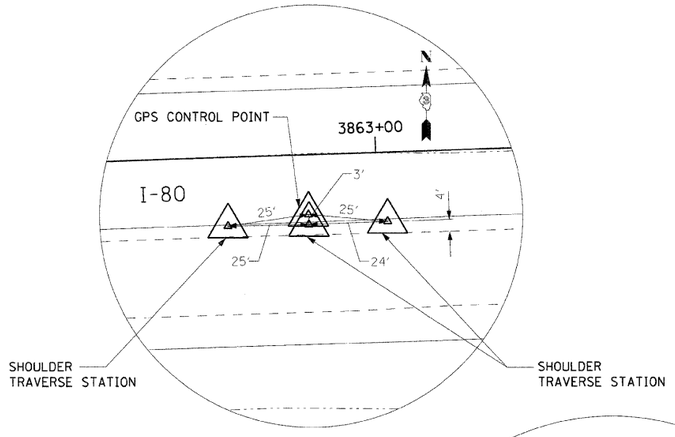
CURVE SWRAMP-1

PROP. CURVE SWRAMP-1
PI STA. = 144+38.62
N = 1712241.6727
E = 2575048.1065
Δ = 32° 32′ 13″ (LT)
D = 12° 03′ 44″
R = 475.00′
T = 138.62′
L = 269.74′
E = 19.81′
P.C. STA. = 143+00.00
N = 1712307.4249
E = 2574926.0771
P.T. STA. = 145+69.74
N = 1712251.8736
E = 2575186.3471

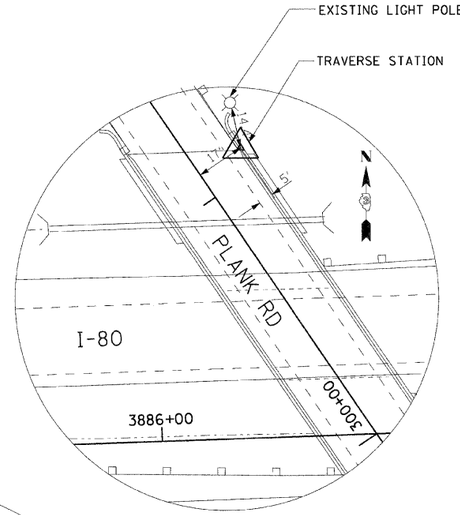
CURVE SERAMP-1

PROP. CURVE SERAMP-1
PI STA. = 139+87.87
N = 1712675.8426
E = 2575680.9437
Δ = 46° 31′ 00″ (RT)
D = 8° 29′ 18″
R = 675.00′
T = 290.12′
L = 548.01′
E = 59.71′
P.C. STA. = 136+97.75
N = 1712456.1565
E = 2575491.4512
P.T. STA. = 142+45.76
N = 1712689.5270
E = 2575970.7404

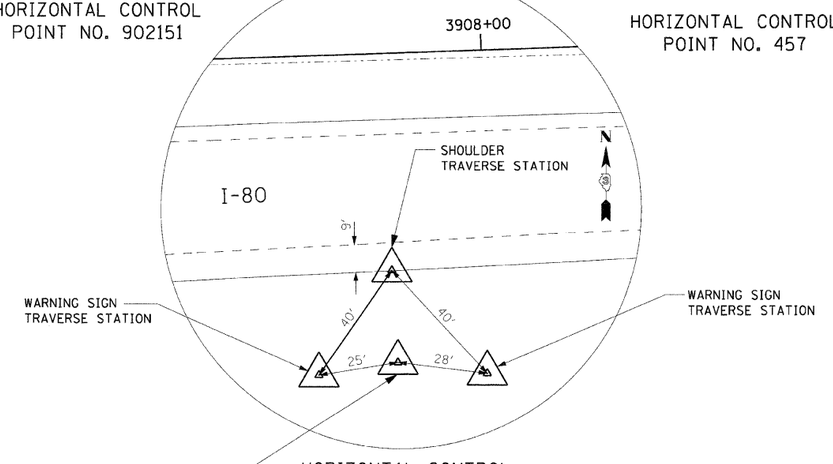
BENCHMARK INFORMATION						
POINT	N. COORDINATE	E COORDINATE	STATION (I-80)	OFFSET	ELEVATION	DESCRIPTION
457	1712824.9710	2574973.4070	3886+30.9229	101.5617′ LT	676.7510	CROSS CUT, WALL
902108	1712701.1260	2577118.8100	3907+70.7668	96.3258′ RT	651.2640	GPS CONTROL POINT, PIN
902151	1712623.5610	2572626.5100	3862+78.4687	18.6508′ RT	645.4090	GPS CONTROL POINT, PIN



HORIZONTAL CONTROL
POINT NO. 902151



HORIZONTAL CONTROL
POINT NO. 457



HORIZONTAL CONTROL
POINT NO. 902108

DESCRIPTION	STATION	N. COORDINATE	E COORDINATE
℄ PLANK ROAD	287+39.66	1711682.8340	2575729.6490
℄ PLANK ROAD	310+72.33	1713611.6820	2574417.8080
℄ I-80	3885+00.00	1712718.9470	2574846.0709
℄ I-80	3889+00.00	1712732.7656	2575245.8321

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

ALIGNMENT & TIES

SCALE: VERT. NONE
HORIZ. N.T.S.
DATE: 12/02/09

DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
FILE NAME = g:\proj_prc\2054893.001\cadd\PLALN02.dgn
PLOT SCALE = 100.00 ' / IN.
PLOT TIME = 1:48:42 PM

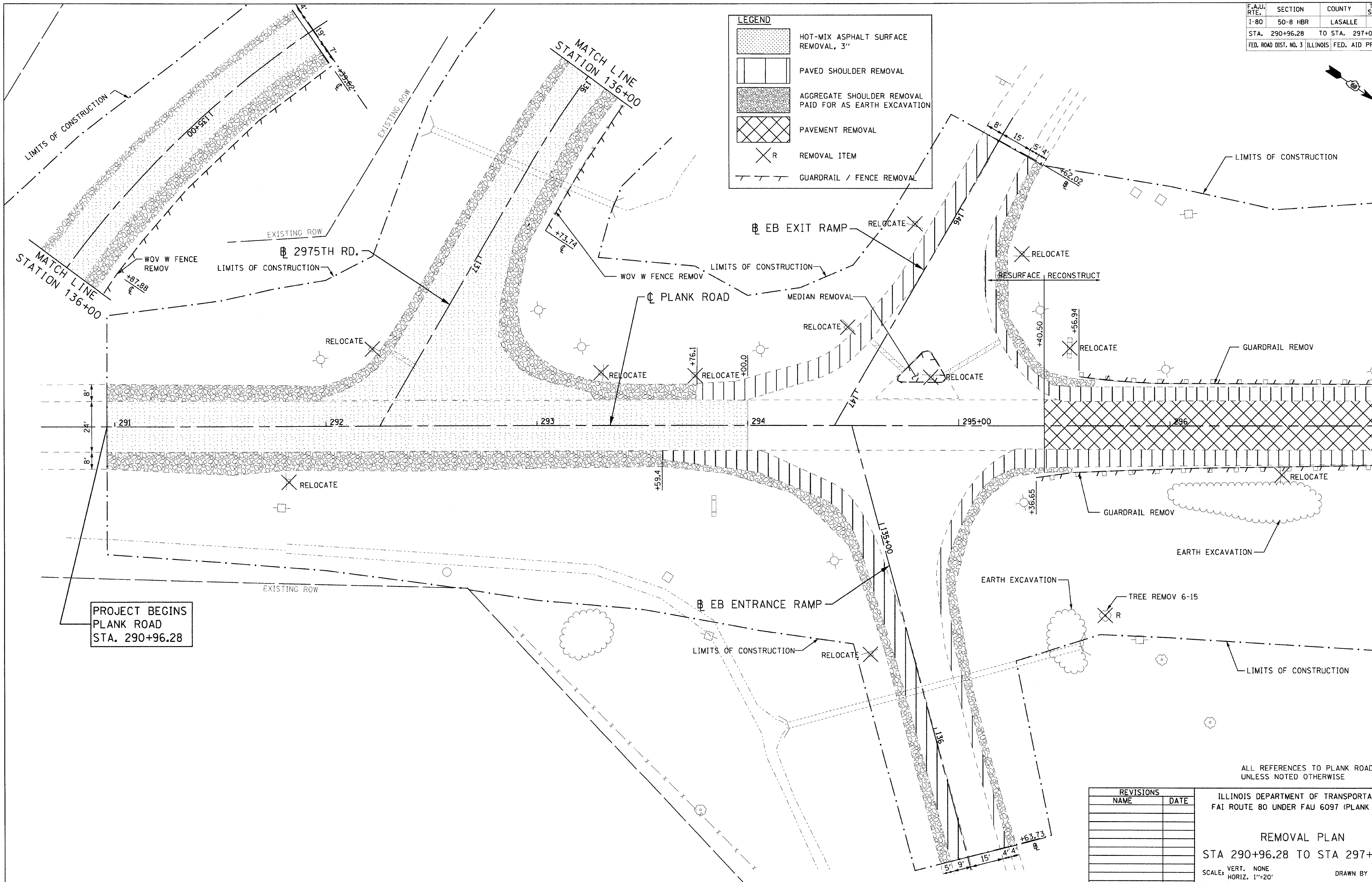
ENTRAN

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	18

CONTRACT NO. 66645

STA. 290+96.28 TO STA. 297+00.00

FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT



LEGEND
HOT-MIX ASPHALT SURFACE REMOVAL, 3"
PAVED SHOULDER REMOVAL
AGGREGATE SHOULDER REMOVAL PAID FOR AS EARTH EXCAVATION
PAVEMENT REMOVAL
R REMOVAL ITEM
GUARDRAIL / FENCE REMOVAL
MATCH LINE STATION 136+00
MATCH LINE STATION 297+00
LIMITS OF CONSTRUCTION
EXISTING ROW
WOV W FENCE REMOV
℄ 2975TH RD.
℄ PLANK ROAD
℄ EB EXIT RAMP
℄ EB ENTRANCE RAMP
MEDIAN REMOVAL
RELOCATE
RESURFACE RECONSTRUCT
GUARDRAIL REMOV
EARTH EXCAVATION
TREE REMOV 6-15
291
292
293
294
295+00
296
135+00
136
137
146
147
PROJECT BEGINS PLANK ROAD STA. 290+96.28

ALL REFERENCES TO PLANK ROAD ℄ UNLESS NOTED OTHERWISE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

REMOVAL PLAN

STA 290+96.28 TO STA 297+00.00

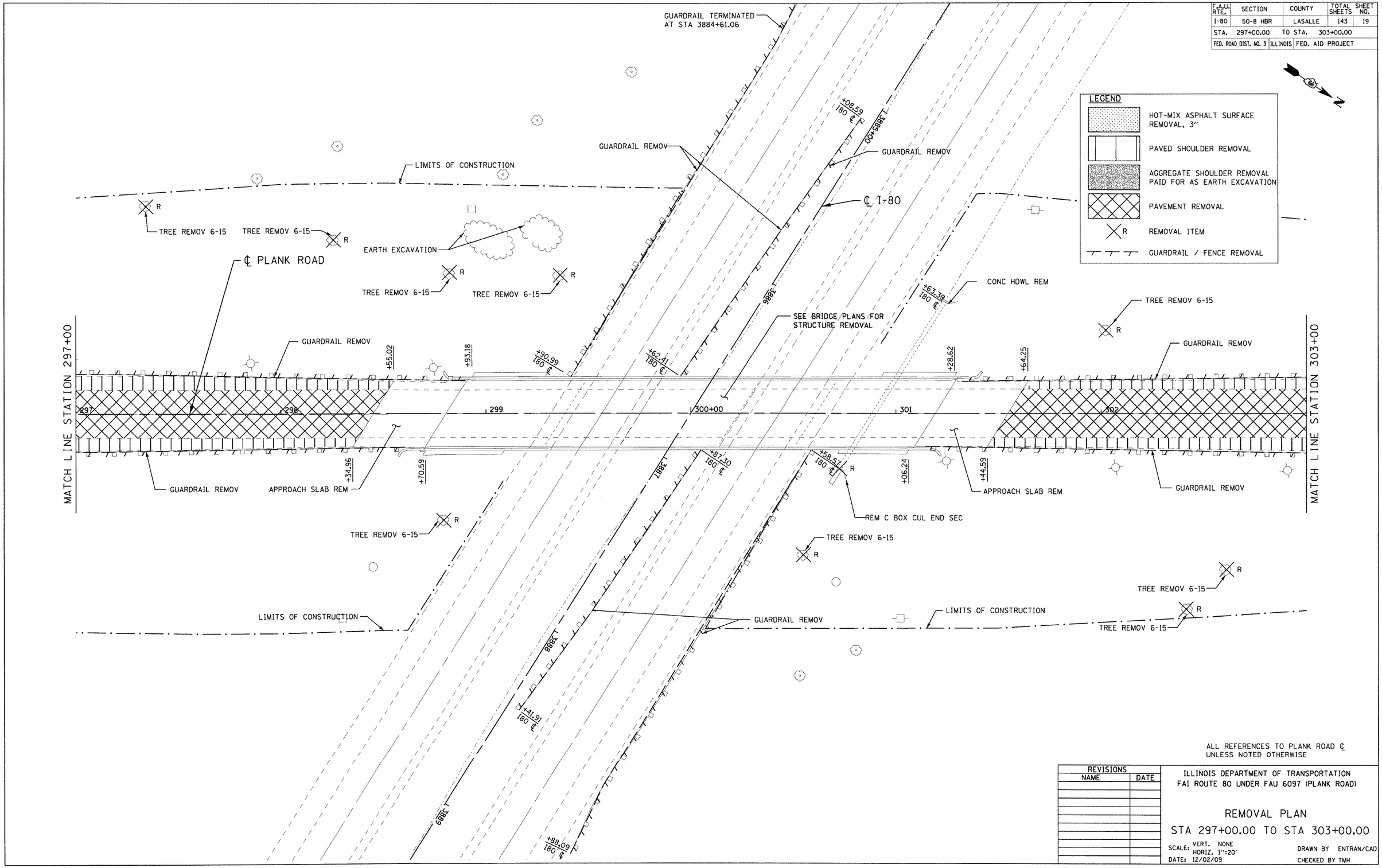
SCALE: VERT. NONE HORIZ. 1"=20'
DATE: 12/02/09
DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
FILE NAME = g:\project\2054089.001\cadd\PLRM01.rds
PLOT SCALE = 20.00 ' / IN.
PLOT TIME = 4:00:47 PM

ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	19
STA. 297+00.00	TO STA. 303+00.00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



ALL REFERENCES TO PLANK ROAD ℄ UNLESS NOTED OTHERWISE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

REMOVAL PLAN

STA 297+00.00 TO STA 303+00.00

SCALE: VERT. NONE
HORIZ. 1"=20'
DATE: 12/02/09

DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
FILE NAME = g:\projects\2004089.001\cadd\PLRM02.dgn
PLOT SCALE = 20.0000 '/ IN.
PLOT TIME = 4:08:53 PM

ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	20
STA. 303+00.00		TO STA. 309+14.95		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

MATCH LINE STATION 303+00

℄ WB ENTRANCE RAMP

℄ FRONTAGE ROAD

℄ FRONTAGE RD

℄ PLANK ROAD

℄ N 30TH RD

℄ WB EXIT RAMP

LIMITS OF CONSTRUCTION

EXISTING ROW

TREE REMOV 6-15

TREE REMOV 6-15 (4)

GUARDRAIL REMOV

RELOCATE

RECONSTRUCT RESURFACE

MEDIAN REMOVAL

EARTH EXCAVATION

PIPE CUL REMOVAL (TO BE PAID FOR AS EARTH EXCAVATION)

PROJECT ENDS
PLANK ROAD
STA. 309+14.95

303 304 305+00 306 307 308 309 250+00

+74.75 +64.71 +00.00 +59.58 +82.83 +42.11 +59.70 +60.80 +65.91 +76.98

4' 4' 15' 9' 4' 181 182 165+00 248 249 23' 3' 35' 24' 12' 10' 6' 8' 5' 25' 28'

LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL, 3"
- PAVED SHOULDER REMOVAL
- AGGREGATE SHOULDER REMOVAL PAID FOR AS EARTH EXCAVATION
- PAVEMENT REMOVAL
- R REMOVAL ITEM
- GUARDRAIL / FENCE REMOVAL

ALL REFERENCES TO PLANK ROAD ℄ UNLESS NOTED OTHERWISE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

REMOVAL PLAN
STA 303+00.00 TO STA 309+14.95

SCALE: VERT. NONE
HORIZ. 1"=20'
DATE: 12/02/09

DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
FILE NAME = g:\projects\2054089.001\ceadd\PLRM03.dgn
PLOT SCALE = 20.000 ' / IN.
PLOT TIME = 4:08:57 PM

ENTRAN

CONTRACT NO. 66645

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6097	50-8 HBR	LASALLE	143	21
STA. 290+96.28	TO STA. 297+00.00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

FULL DEPTH SHOULDERS
P HMA SC "D" N90
P LEV BIND MM N90
PCC BASE CSE W 10
AGG SUBGRADE 12

℄ 2975TH RD.
℄ EB EXIT RAMP
℄ PLANK ROAD
℄ EB ENTRANCE RAMP
EXISTING ROW
LIMITS OF CONSTRUCTION
ISLAND PAVEMENT SPL
MATCH LINE STATION 137+00
MATCH LINE STATION 146+25
MATCH LINE STATION 135+50
MATCH LINE STATION 297+00
STA 292+25.54 PLANK RD. = STA 137+93.02 2975TH RD.
STA 294+41.11 PLANK RD. = STA 147+18.97 EB EXIT RAMP
STA 294+49.33 PLANK RD. = STA 134+51.42 EB ENTRANCE RAMP
P HMA SC "D" N90
P LEV BIND MM N90
PCC BASE CSE W 10
AGG SUBGRADE 12
HMA SHOULDERS 8
AGGREGATE SHLDS B 4
1' STUB
CURB & GUTTER OUTLET SPECIAL (DISTRICT DETAIL 606-8) TO BE PAID FOR AS B6.24
TR BAR TERM T1 SPL TAN
COMB CC&G TM2.24 SPL
COMB CC&G TB6.24
SPBGR TYA, 6FT
PCC PVT 9 3/4 JOINTD
RESURFACING|RECONSTRUCTION
PROJECT BEGINS PLANK ROAD STA. 290+96.28
ALL REFERENCES TO PLANK ROAD ℄ UNLESS NOTED OTHERWISE.
SCALE: 1"= 20'

N.C. 1.5%
TRANSITION BETWEEN 1.5% TO 2.0%
N.C 2.0%
ex = 0.05'
K = 939
185.00' V.C.
+07.50 EL. 659.98
+92.50 EL. 665.54
+00.00 EL. 668.88
STA 295+40.5
2975th RD
EB EXIT RAMP
EB ENTRANCE RAMP
PROPOSED PROFILE GRADE LINE
EXISTING PROFILE GRADE LINE
MATCH EXISTING ELEVATION
RIGHT DITCH PROFILE
VPI STA. 293+00.00
ELEVATION 662.67
+2.91%
+3.10%
+0.30%
EXIST ELEV
PROP ELEV

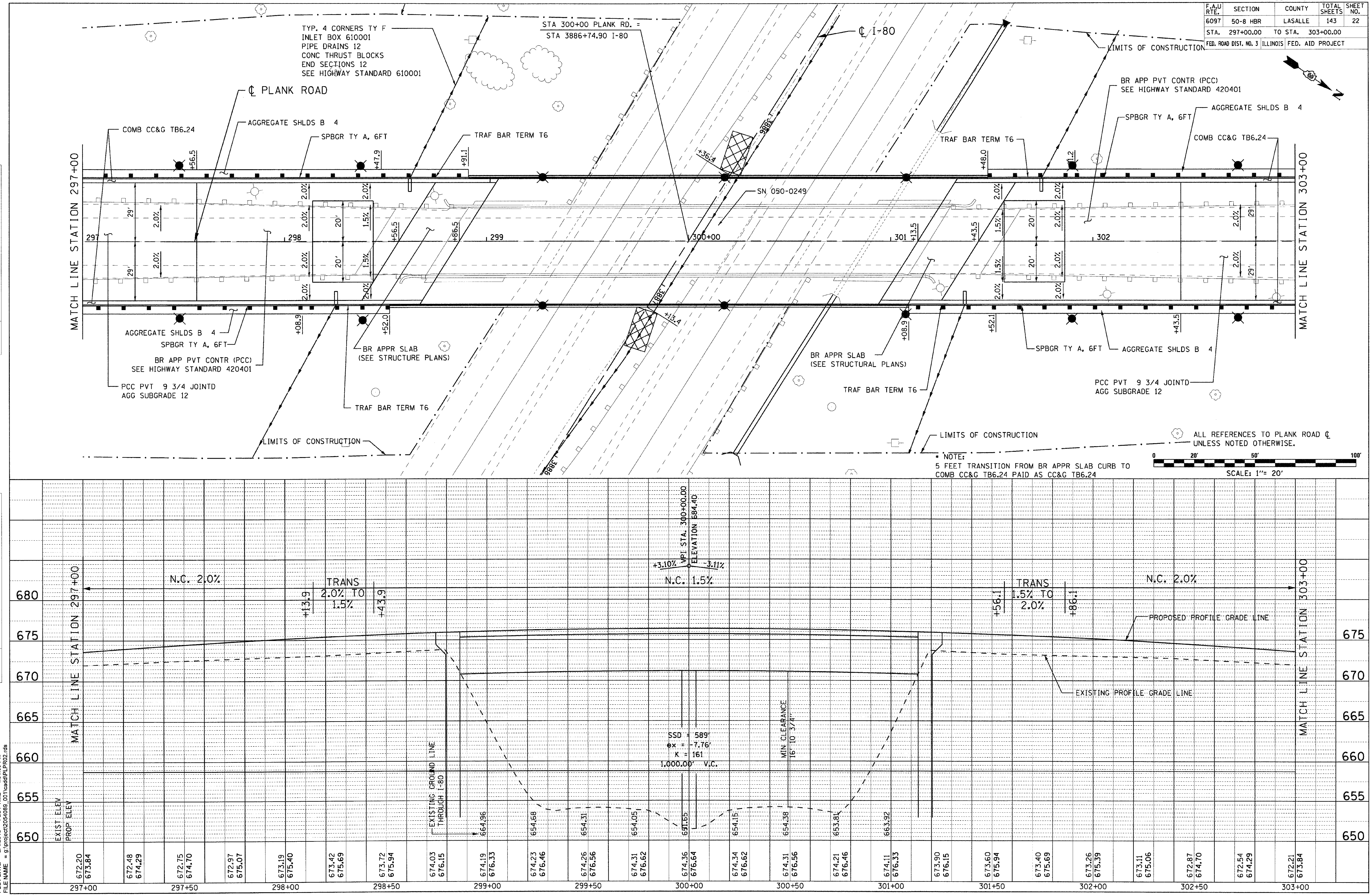
PLOT DATE = 2/4/2010 PLOT TIME = 4:01:04 PM
FILE NAME = g:\project\2054089_001\cadd\PLPRO1.rds

ENTRAN

PLANK ROAD - PROPOSED PLAN AND PROFILE

CONTRACT NO. 66645

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6097	50-8 HBR	LASALLE	143	22
STA. 297+00.00	TO STA. 303+00.00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



TYP. 4 CORNERS TY F
INLET BOX 610001
PIPE DRAINS 12
CONC THRUST BLOCKS
END SECTIONS 12
SEE HIGHWAY STANDARD 610001
STA 300+00 PLANK RD. =
STA 3886+74.90 I-80
℄ I-80
LIMITS OF CONSTRUCTION
℄ PLANK ROAD
BR APP PVT CONTR (PCC)
SEE HIGHWAY STANDARD 420401
AGGREGATE SHLDS B 4
SPBGR TY A, 6FT
COMB CC&G TB6.24
TRAF BAR TERM T6
SN 050-0249
MATCH LINE STATION 297+00
MATCH LINE STATION 303+00
BR APPR SLAB
(SEE STRUCTURE PLANS)
BR APPR SLAB
(SEE STRUCTURAL PLANS)
PCC PVT 9 3/4 JOINTD
AGG SUBGRADE 12
ALL REFERENCES TO PLANK ROAD ℄
UNLESS NOTED OTHERWISE.
* NOTE:
5 FEET TRANSITION FROM BR APPR SLAB CURB TO
COMB CC&G TB6.24 PAID AS CC&G TB6.24
SCALE: 1"= 20'
VPI STA. 300+00.00
ELEVATION 684.40
+3.10%
-3.11%
N.C. 2.0%
TRANS
2.0% TO
1.5%
N.C. 1.5%
TRANS
1.5% TO
2.0%
PROPOSED PROFILE GRADE LINE
EXISTING PROFILE GRADE LINE
EXISTING GROUND LINE
THROUGH I-80
SSD = 589'
ex = -7.76'
K = 161
1,000.00' V.C.
MIN CLEARANCE
16' 10 3/4"
EXIST ELEV
PROP ELEV
297+00
297+50
298+00
298+50
299+00
299+50
300+00
300+50
301+00
301+50
302+00
302+50
303+00

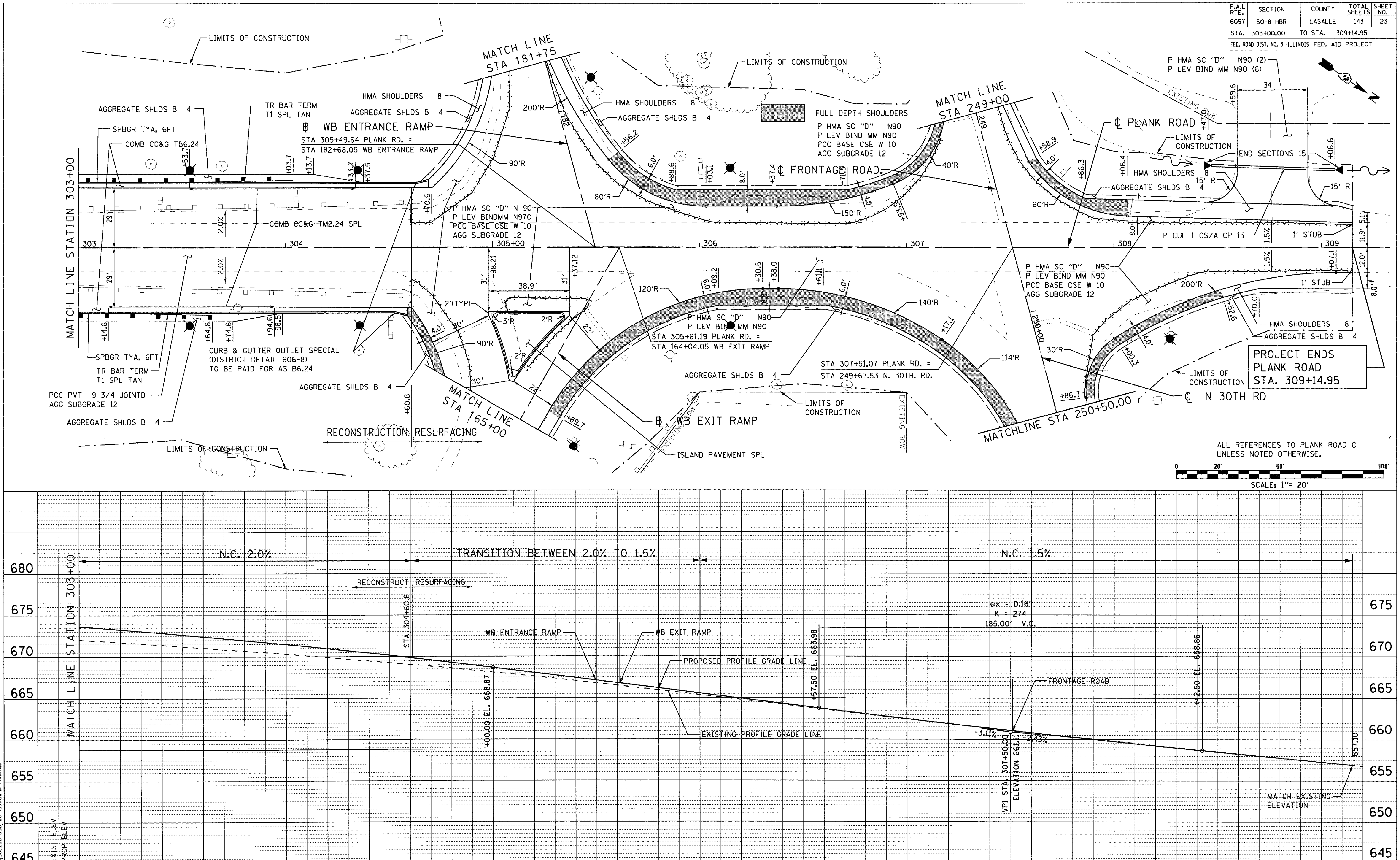
PLANK ROAD - PROPOSED PLAN AND PROFILE

ENTRAN

PLOT DATE = 2/4/2010 PLOT TIME = 4:01:08 PM
FILE NAME = g:\project\2054089_001\cadd\PLPR02.rds

CONTRACT NO. 66645

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6097	50-8 HBR	LASALLE	143	23
STA. 303+00.00	TO STA. 309+14.95			
FED. ROAD DIST. NO. 3 ILLINOIS	FED. AID PROJECT			



LIMITS OF CONSTRUCTION
MATCH LINE STA 181+75
MATCH LINE STA 249+00
MATCH LINE STA 165+00
MATCHLINE STA 250+50.00
MATCH LINE STATION 303+00
AGGREGATE SHLDS B 4
SPBGR TYA, 6FT
COMB CC&G TB6.24
TR BAR TERM T1 SPL TAN
HMA SHOULDERS 8
℄ WB ENTRANCE RAMP
STA 305+49.64 PLANK RD. = STA 182+68.05 WB ENTRANCE RAMP
COMB CC&G TM2.24 SPL
P HMA SC "D" N 90
P LEV BINDMM N970
PCC BASE CSE W 10
AGG SUBGRADE 12
FULL DEPTH SHOULDERS
P HMA SC "D" N90
P LEV BIND MM N90
PCC BASE CSE W 10
AGG SUBGRADE 12
℄ FRONTAGE ROAD
℄ PLANK ROAD
END SECTIONS 15
P HMA SC "D" N90 (2)
P LEV BIND MM N90 (6)
P CUL 1 CS/A CP 15
1' STUB
CURB & GUTTER OUTLET SPECIAL (DISTRICT DETAIL 606-8) TO BE PAID FOR AS B6.24
PCC PVT 9 3/4 JOINTD
AGG SUBGRADE 12
RECONSTRUCTION RESURFACING
STA 305+61.19 PLANK RD. = STA 164+04.05 WB EXIT RAMP
STA 307+51.07 PLANK RD. = STA 249+67.53 N. 30TH. RD.
℄ WB EXIT RAMP
ISLAND PAVEMENT SPL
EXISTING ROW
PROJECT ENDS
PLANK ROAD
STA. 309+14.95
℄ N 30TH RD
ALL REFERENCES TO PLANK ROAD ℄ UNLESS NOTED OTHERWISE.
SCALE: 1"= 20'
N.C. 2.0%
TRANSITION BETWEEN 2.0% TO 1.5%
N.C. 1.5%
RECONSTRUCT RESURFACING
STA 304+60.8
WB ENTRANCE RAMP
WB EXIT RAMP
PROPOSED PROFILE GRADE LINE
EXISTING PROFILE GRADE LINE
+00.00 EL. 668.87
+57.50 EL. 663.98
ex = 0.16'
K = 274
185.00' V.C.
VPI STA. 307+50.00
ELEVATION 661.11
-3.1%
-2.43%
FRONTAGE ROAD
+42.50 EL. 658.86
657.10
MATCH EXISTING ELEVATION
EXIST ELEV
PROP ELEV

Station	EXIST ELEV	PROP ELEV
303+00	672.21	673.84
	671.85	673.36
303+50	671.41	672.83
	670.97	672.27
304+00	670.52	671.67
	669.99	671.03
304+50	669.46	670.35
	668.93	669.63
305+00	668.31	668.87
	667.68	668.10
305+50	666.98	667.32
	666.28	666.54
306+00	665.58	665.77
	664.85	664.99
306+50	664.12	664.21
	663.39	663.44
307+00	662.68	662.69
	661.98	661.97
307+50	661.29	661.27
	660.62	660.58
308+00	659.99	659.93
	659.35	659.29
308+50	658.71	658.68
	658.09	658.07
309+00	657.47	657.46
	656.85	

PLOT DATE = 2/4/2010 PLOT TIME = 4:01:11 PM
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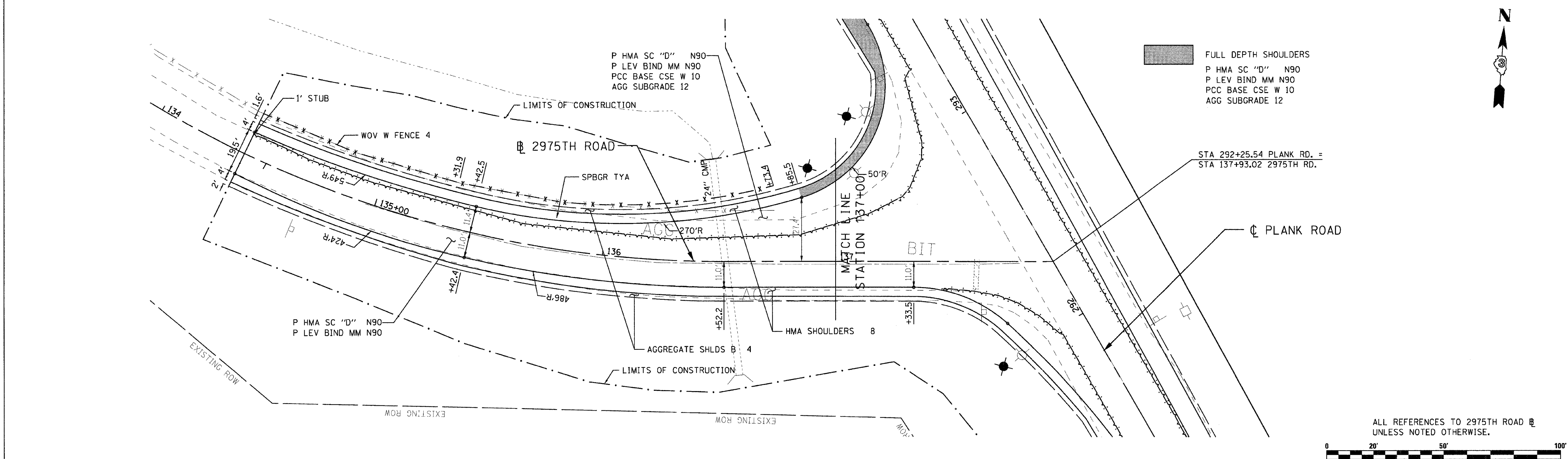
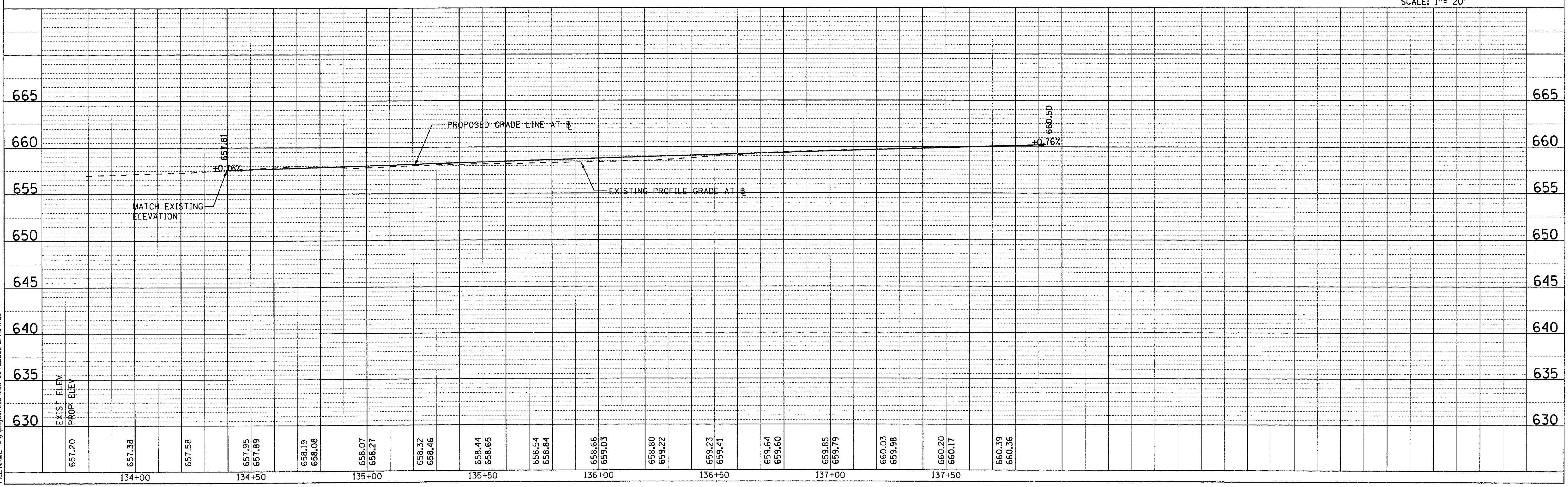
ENTRAN

PLANK ROAD - PROPOSED PLAN AND PROFILE

CONTRACT NO. 66645

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6097	50-8 HBR	LASALLE	143	24
STA. 134+39.83		TO STA. 137+00.00		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		





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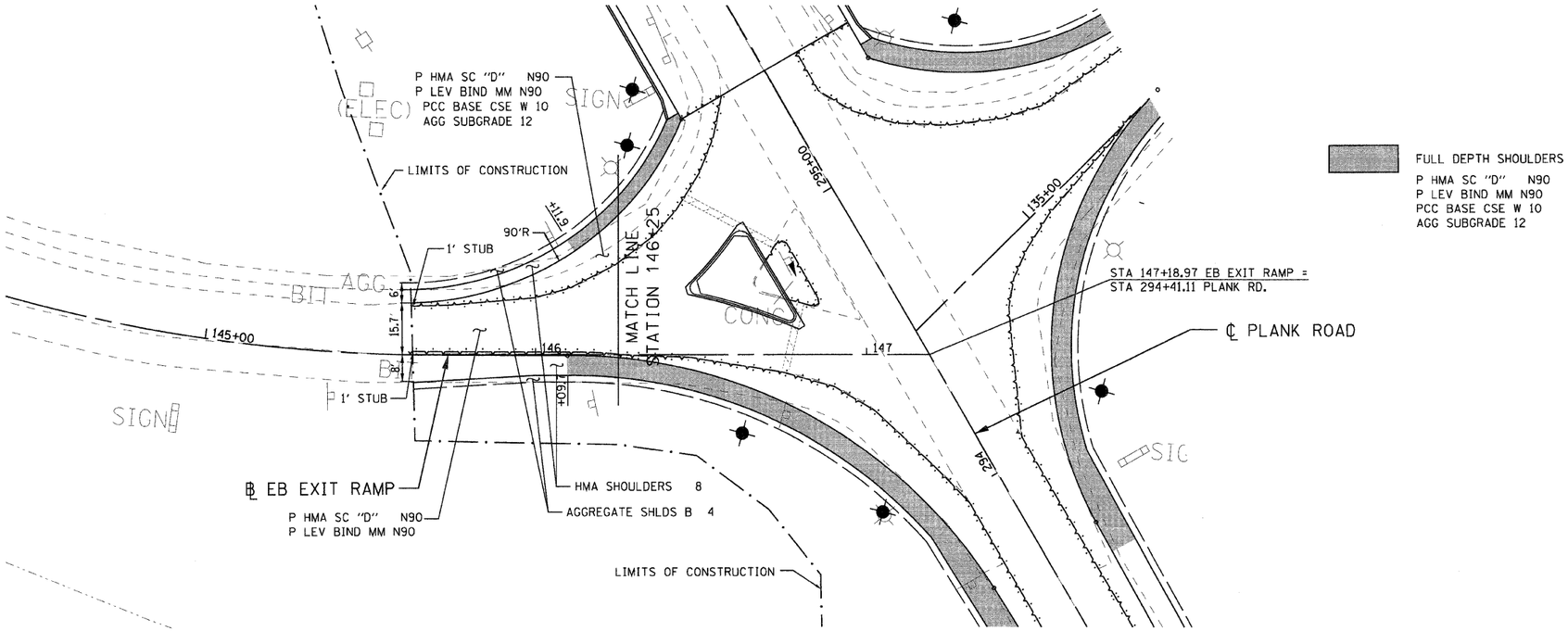
ENTRAN

2975TH ROAD - PROPOSED PLAN AND PROFILE

CONTRACT NO. 66645

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6097	50-8 HBR	LASALLE	143	25
STA. 145+63.05		TO STA. 146+25.00		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



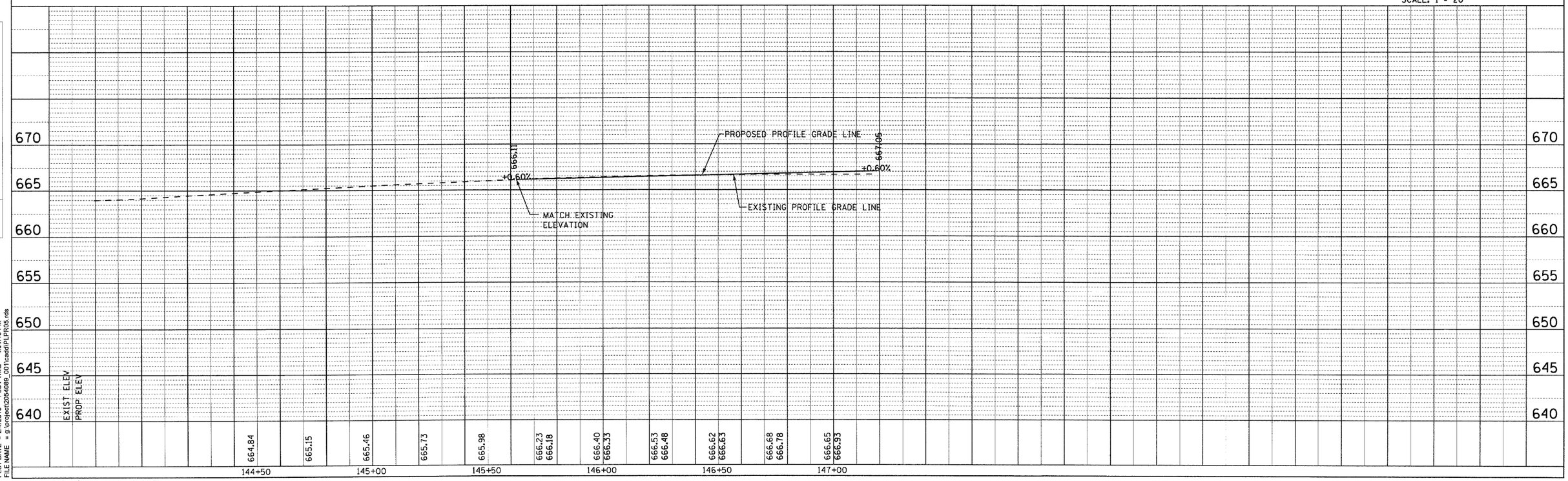
FULL DEPTH SHOULDERS
P HMA SC "D" N90
P LEV BIND MM N90
PCC BASE CSE W 10
AGG SUBGRADE 12

N

ALL REFERENCES TO EB EXIT RAMP ℄ UNLESS NOTED OTHERWISE.

0 20' 50' 100'

SCALE: 1"= 20'



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ENTRAN

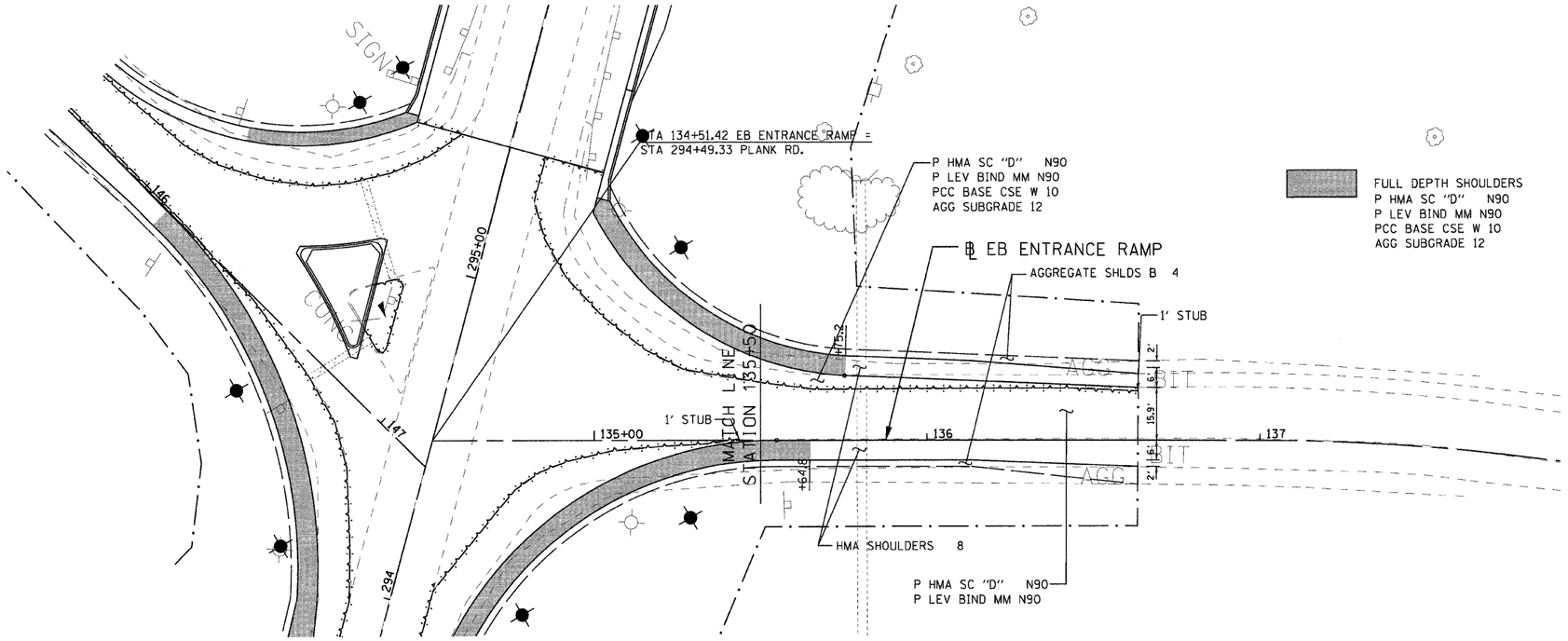
EB EXIT RAMP - PROPOSED PLAN AND PROFILE

CONTRACT NO. 66645

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6097	50-8 HBR	LASALLE	143	26
STA. 134+51.42		TO STA. 136+63.26		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

PLAN
SURVEYED
PLOTTED
DRAWN
CHECKED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
NOTE BOOK
NO.
CADD FILE NAME
BY
DATE

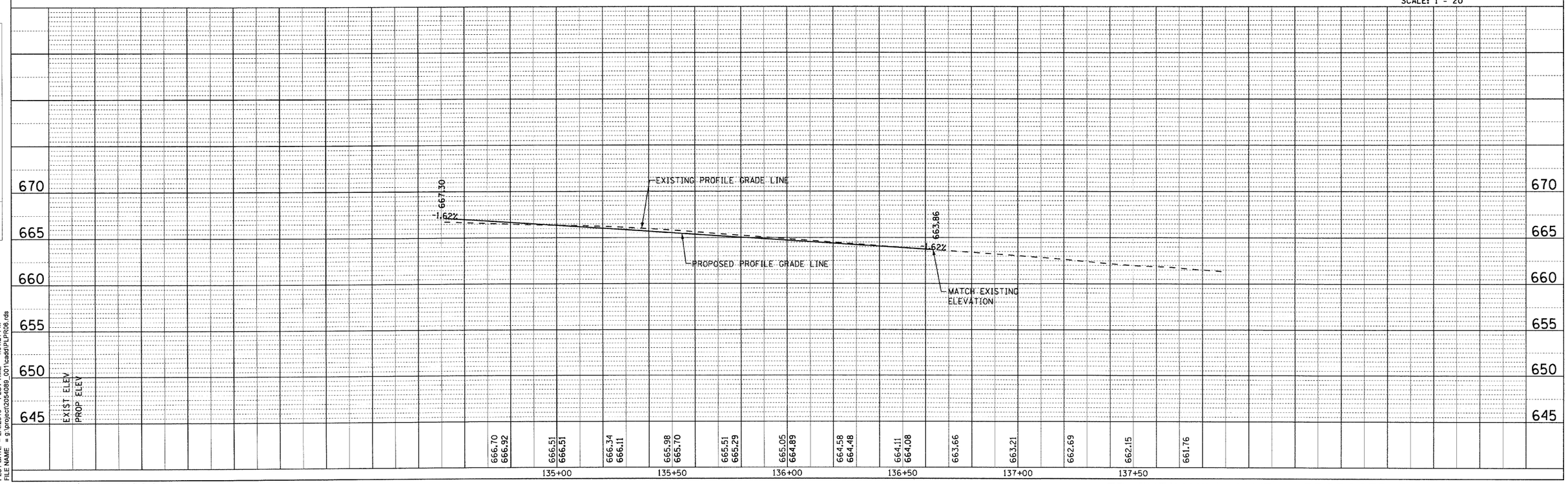
PROFILE
SURVEYED
PLOTTED
DRAWN
CHECKED
B.M. NOTED
NOTE BOOK
NO.
STRUCTURE NOTATNS CHKD
BY
DATE



ALL REFERENCES TO EB ENTRANCE RAMP ℄ UNLESS NOTED OTHERWISE.

0 20' 50' 100'

SCALE: 1"= 20'



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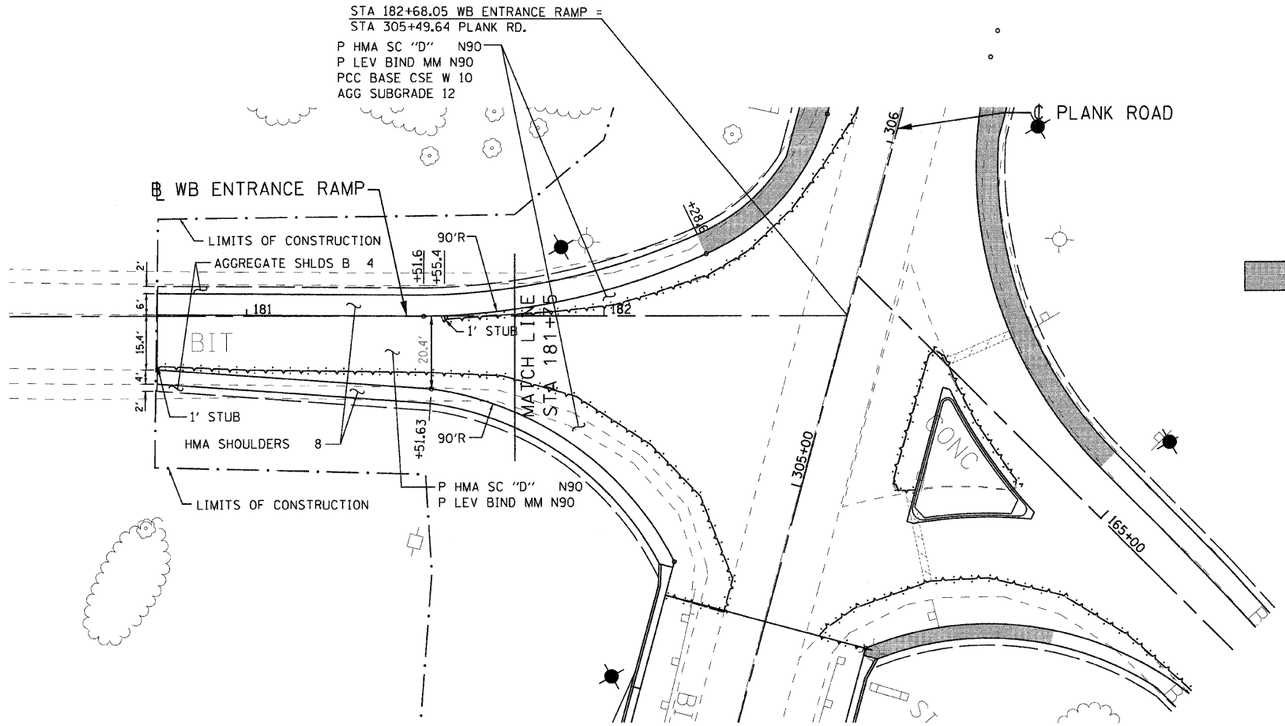
ENTRAN

EB ENTRANCE RAMP - PROPOSED PLAN AND PROFILE

CONTRACT NO. 66645

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6097	50-8 HBR	LASALLE	143	27
STA. 180+75.00	TO STA. 182+68.05			
FED. ROAD DIST. NO. 3 ILLINOIS	FED. AID PROJECT			

PLAN
SURVEYED
PLOTTED
QUANTITIES CHECKED
R.W. OF WAY CHECKED
NOTE BOOK
NO.
CADD FILE NAME
BY
DATE

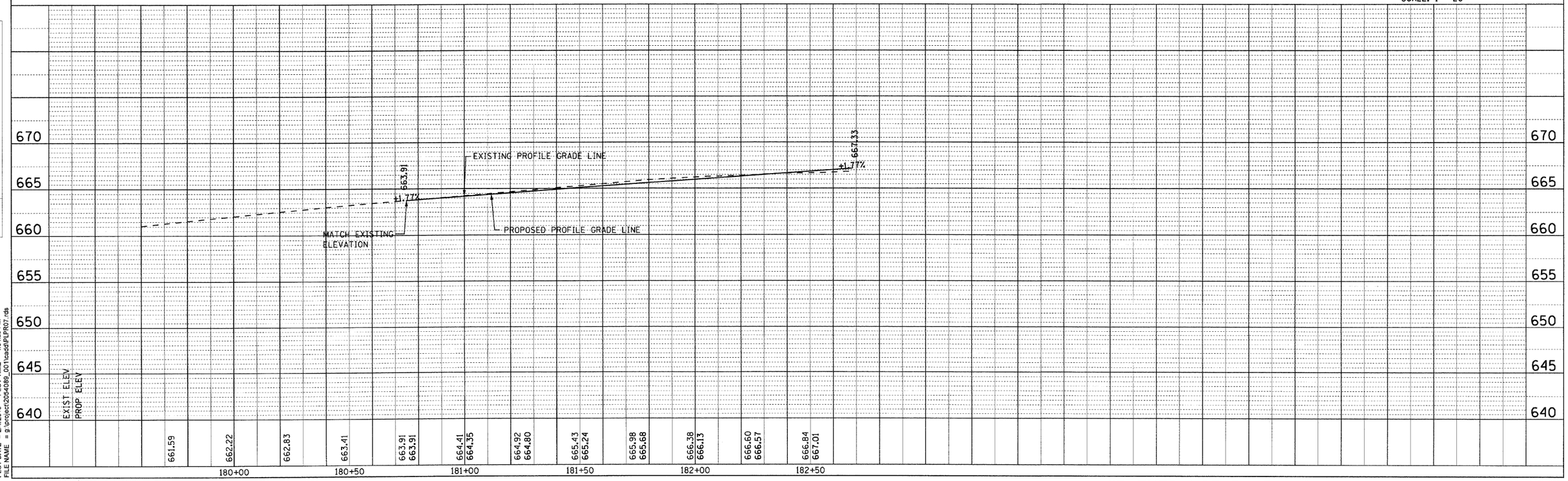


FULL DEPTH SHOULDERS
P HMA SC "D" N90
P LEV BIND MM N90
PCC BASE CSE W 10
AGG SUBGRADE 12

ALL REFERENCES TO WB ENTRANCE RAMP ℄ UNLESS NOTED OTHERWISE.

0 20' 50' 100'
SCALE: 1"= 20'

PROFILE
SURVEYED
PLOTTED
QUANTITIES CHECKED
R.W. NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK
NO.
BY
DATE



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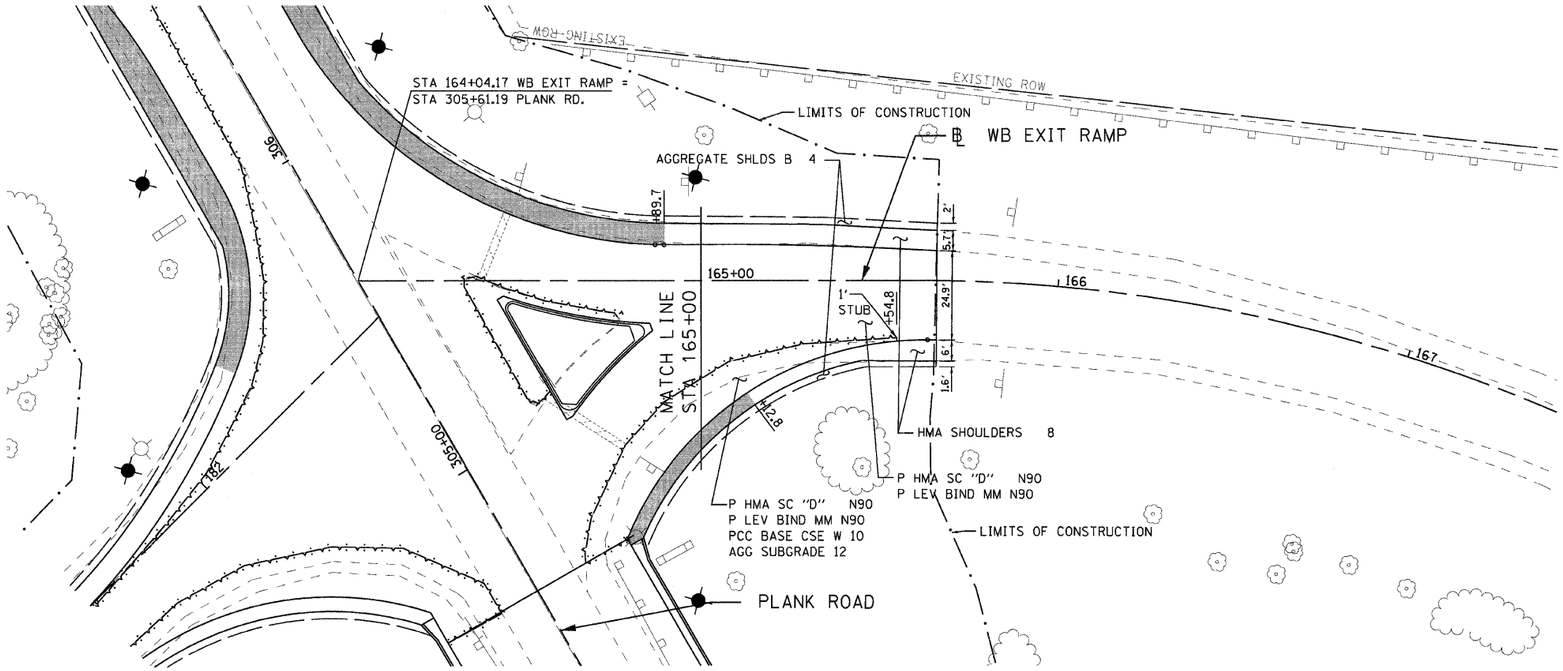
ENTRAN

WB ENTRANCE RAMP - PROPOSED PLAN AND PROFILE

CONTRACT NO. 66645

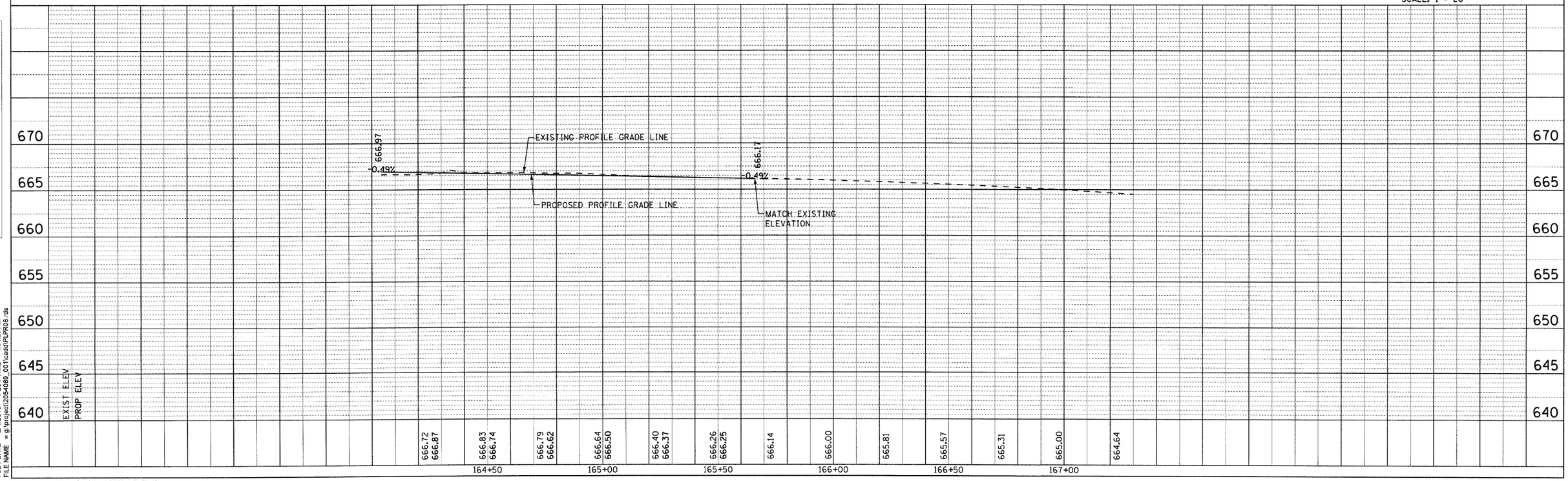
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6097	50-8 HBR	LASALLE	143	28
STA. 165+00.00		TO STA. 165+66.00		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



FULL DEPTH SHOULDERS
P HMA SC "D" N90
P LEV BIND MM N90
PCC BASE CSE W 10
AGG SUBGRADE 12

ALL REFERENCES TO WB EXIT RAMP ℄ UNLESS NOTED OTHERWISE.

0 20' 50' 100'
SCALE: 1"= 20'



PROFILE
SURVEYED
PLOTTED
CHECKED
R.M. NOTED
STRUCTURE NOTATNS. CHKD
NOTE BOOK
NO.
BY
DATE

P_AN
SURVEYED
PLOTTED
CHECKED
R.M. NOTED
RT.-OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

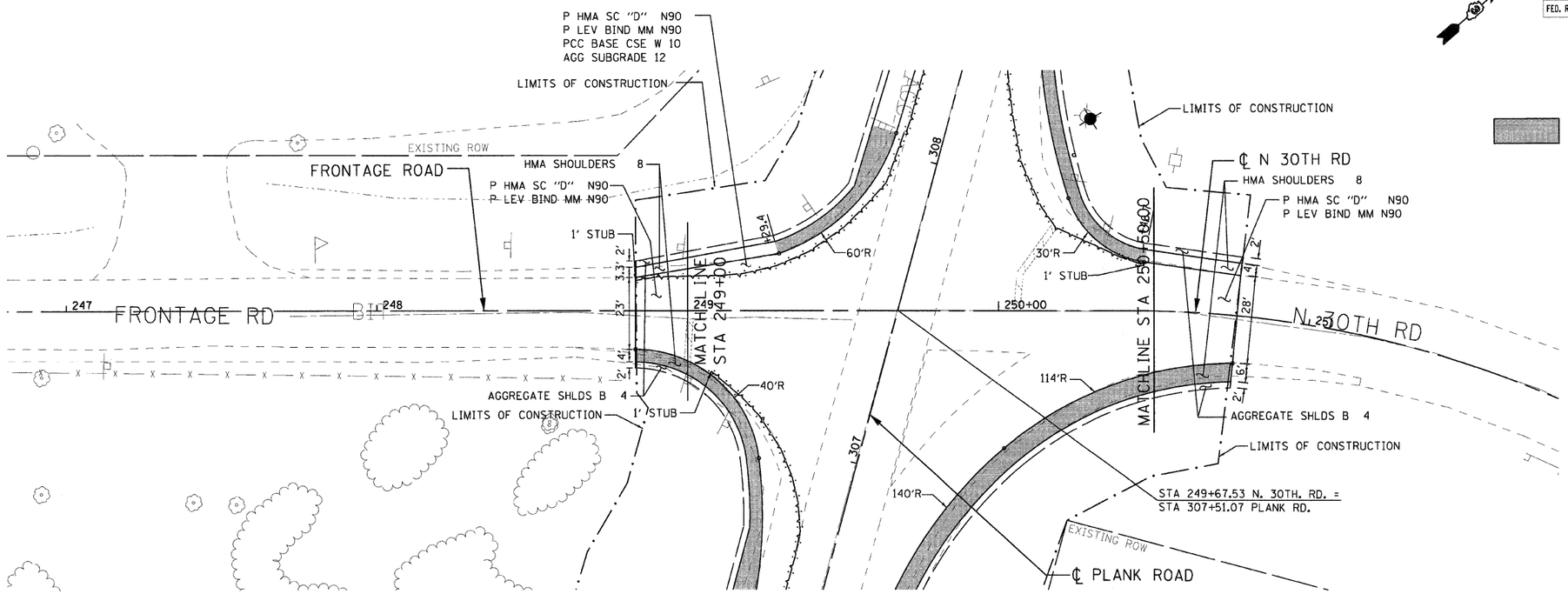
PLOT DATE = 2/4/2010 PLOT TIME = 4:01:26 PM
FILE NAME = g:\projects\2054088_001\cadd\PLPR08.dgn

ENTRAN

WB EXIT RAMP - PROPOSED PLAN AND PROFILE

CONTRACT NO. 66645

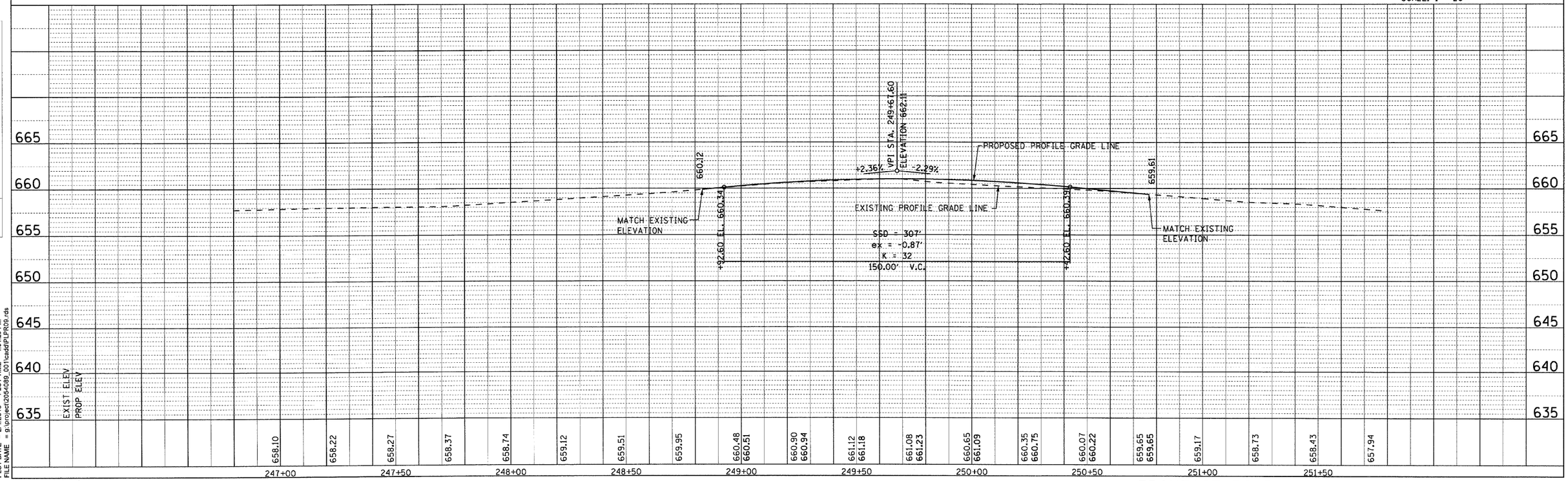
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6097	50-8 HBR	LASALLE	143	29
STA. 249+00.00	TO STA. 250+50.00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



FULL DEPTH SHOULDERS
P HMA SC "D" N90
P LEV BIND MM N90
PCC BASE CSE W 10
AGG SUBGRADE 12

ALL REFERENCES TO FRONTAGE ROAD ℄ UNLESS NOTED OTHERWISE.

0 20' 50' 100'
SCALE: 1"= 20'



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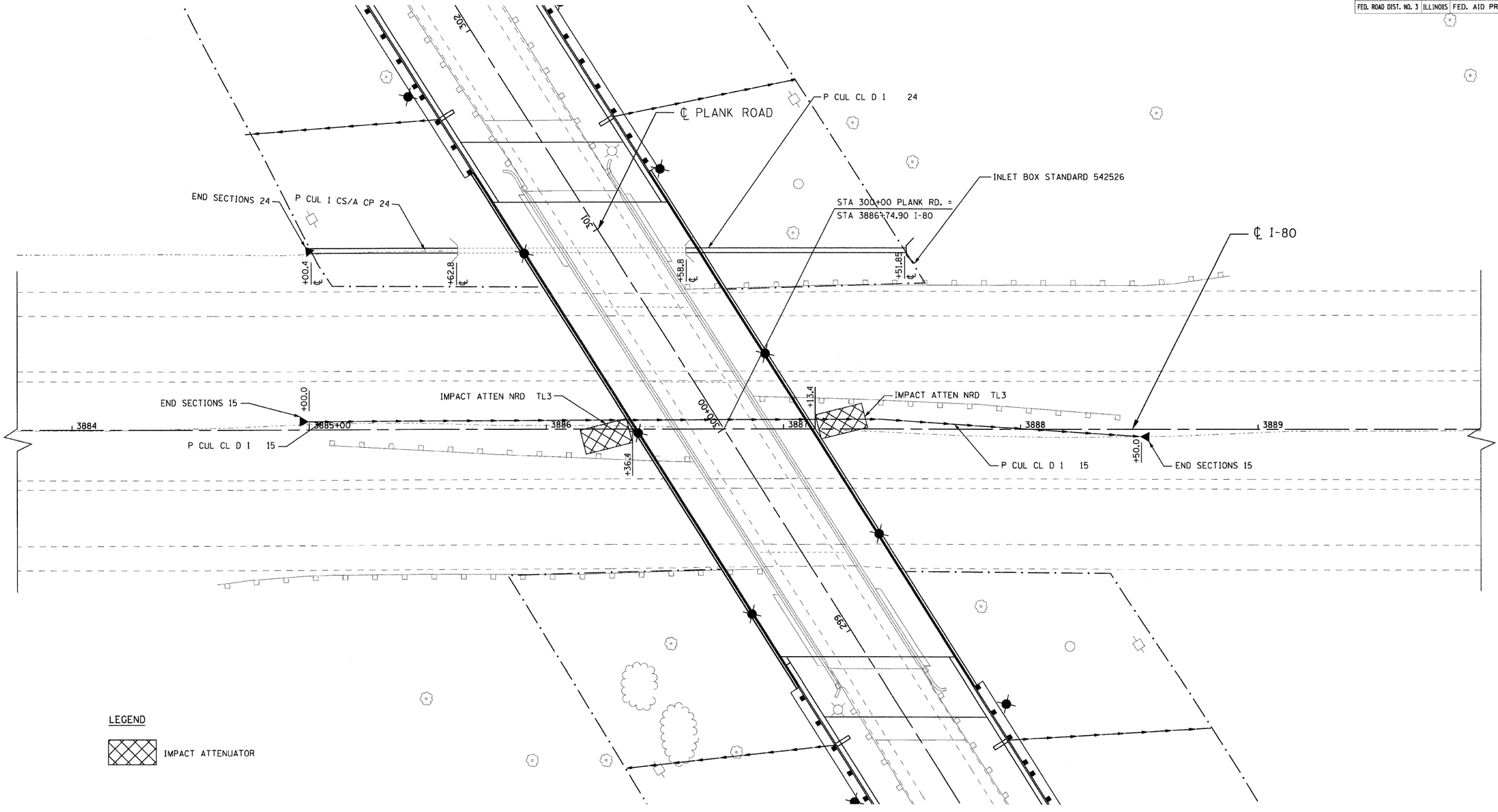
ENTRAN

FRONTAGE ROAD - PROPOSED PLAN AND PLOT

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	30
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



ALL REFERENCES TO PLANK ROAD ℄ UNLESS NOTED OTHERWISE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

PROPOSED PLAN
INTERSTATE 80

SCALE: VERT. NONE
HORIZ. 1"=20'
DATE: 12/02/09

DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
FILE NAME = g:\project\2854089.001\cadd\PLPR10.dg
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PLOT TIME = 4:40:52 PM

ENTRAN

CONTRACT NO. 66645

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6097	50-8 HBR	LASALLE	143	31
STA. 303+00.00		TO STA. 309+14.95		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

THIS IS FOR INFORMATION ONLY. THE HOT-SPOTS ON THIS SHEET HAVE BEEN LABELED ACCORDING TO THE PHASE I REPORT.

PROJECT ENDS
PLANK ROAD
STA. 309+14.95

LIMITS OF CONSTRUCTION

MATCH LINE STA 181+75

MATCH LINE STA 249+00

EXISTING ROW

FULL DEPTH SHOULDERS
P HMA SC "D" N90
P LEV BIND MM N90
PCC BASE CSE W 10
AGG SUBGRADE 12

STA 305+49.64 PLANK RD. =
STA 182+68.05 WB ENTRANCE RAMP

STA 305+61.19 PLANK RD. =
STA 164+04.05 WB EXIT RAMP

STA 307+51.07 PLANK RD. =
STA 249+67.53 N. 30TH. RD.

MATCH LINE STATION 303+00

303 304 305+00 306 307 308 309

29' 29' 12.0' 12.0'

MATCH LINE STA 165+00

MATCHLINE STA 350+00.00

+60.8

RECONSTRUCTION, RESURFACING

1286V-3C 1286V-2A 1286V-2B

LEGEND

NO GRADING OR EXCAVATION | 4 FT DEPTH | 6 FT DEPTH

0 20' 50' 100'
SCALE: 1"= 20'

N.C. 2.0% TRANSITION BETWEEN 2.0% TO 1.5% N.C. 1.5%

RECONSTRUCT, RESURFACING

STA 304+60.8

WB ENTRANCE RAMP WB EXIT RAMP PROPOSED PROFILE GRADE LINE EXISTING PROFILE GRADE LINE

+00.00 EL. 668.87

+57.50 EL. 663.98

ex = 0.16'
K = 274
185.00' V.C.

FRONTAGE ROAD

+42.50 EL. 658.86

VPI STA. 307+50.00
ELEVATION 661.11

-3.11% -2.43%

657.10

MATCH EXISTING ELEVATION

	303+00	303+50	304+00	304+50	305+00	305+50	306+00	306+50	307+00	307+50	308+00	308+50	309+00
EXIST ELEV	672.21	671.85	671.41	670.97	670.52	669.99	669.46	668.93	668.31	667.68	666.98	666.28	665.58	664.85	664.12	663.39	662.68	661.98	661.29	660.62	659.99	659.35	658.71	658.09	657.47	656.85
PROP ELEV	673.84	673.36	672.83	672.27	671.67	671.03	670.35	669.63	668.87	668.10	667.32	666.54	665.77	664.99	664.21	663.44	662.69	661.97	661.27	660.58	659.93	659.29	658.68	658.07	657.46	

680 675 670 665 660 655 650 645

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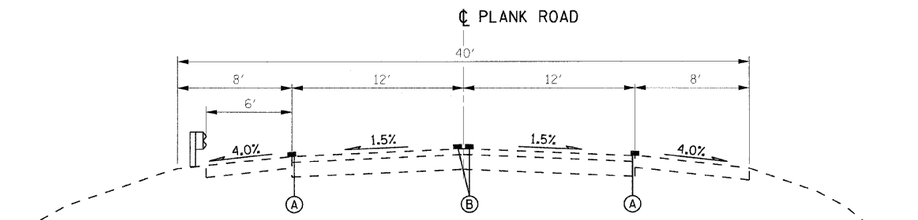
ENTRAN

PLANK ROAD - SENSITIVE ENVIRONMENTAL AREAS

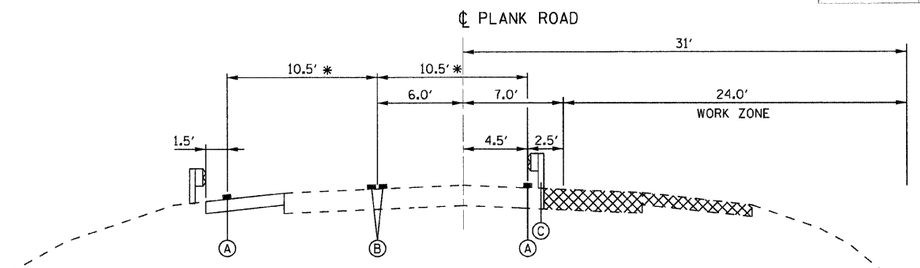
CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	32
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



MOT PRE-STAGE
STA 293+16 TO STA 306+88

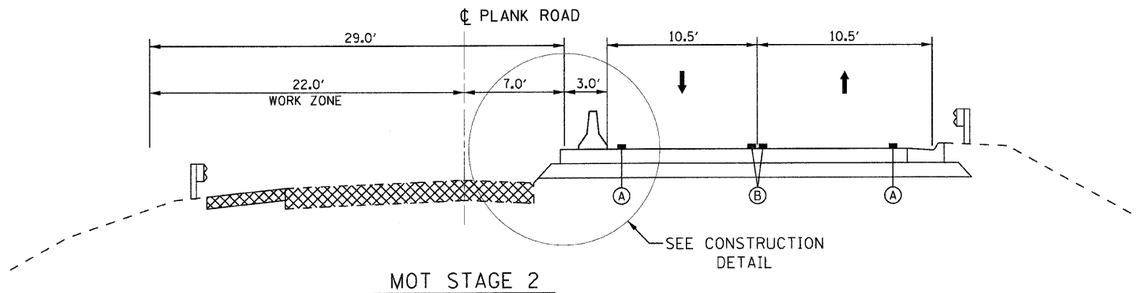
1. REMOVE AREAS OF EXISTING SB OUTSIDE SHOULDER & GUARDRAIL.
2. INSTALL PAVEMENT AS INDICATED ON THE STAGE 1 PLAN.
3. REMOVE EXISTING ISLANDS, INSTALL PAVEMENT.
4. MOT SHALL BE ACCORDING TO STD. 701326.
5. THIS WORK SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, STANDARD 701326.



MOT STAGE 1
STA 290+36 TO STA 298+86.52
STA 301+13.48 TO STA 309+75

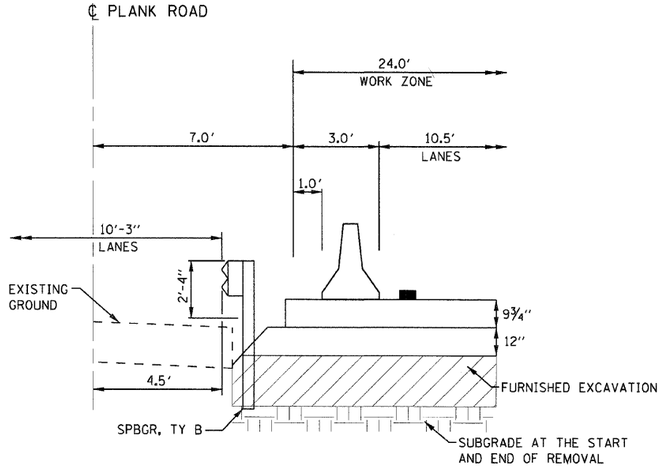
* 10.35 FT ON EXISTING BRIDGE

1. REMOVE AND REPLACE NORTHBOUND STRUCTURE.
2. REMOVE AND REPLACE APPROACH SLABS AND PAVEMENT EACH SIDE OF STRUCTURE.
3. INSTALL AGGREGATE BASE, PCC JOINTED PAVEMENT, AND BINDER COURSES.
4. INSTALL PCC WIDENING AND BINDER COURSE WITHOUT SURFACE COURSE.
5. INSTALL PRISMATIC REFLECTORS ON GUARDRAIL/BRIDGERAIL 20' CENTERS.
6. THIS WORK SHALL BE PAID FOR AS TRAFFIC CONTROL COMPLETE.



MOT STAGE 2
STA 290+36 TO STA 298+86.52
STA 301+13.48 TO STA 309+75

1. REMOVE AND REPLACE SOUTHBOUND STRUCTURE.
2. REMOVE AND REPLACE APPROACH SLABS AND PAVEMENT EACH SIDE OF STRUCTURE.
3. INSTALL AGGREGATE BASE, PCC JOINTED PAVEMENT, AND BINDER COURSES.
4. INSTALL PCC WIDENING.
5. INSTALL PRISMATIC REFLECTORS ON TEMPORARY BARRIER WALL 20' CENTERS.
6. THIS WORK SHALL BE PAID FOR AS TRAFFIC CONTROL COMPLETE.



MOT BETWEEN STAGE 1 & 2 CONSTRUCTION DETAIL

MOT STAGE 3
STA 290+96.28 TO STA 309+14.95

1. INSTALL PROPOSED ISLANDS AT BOTH EXIT RAMPS.
2. MILL EACH END OF PROJECT AND PLACE THE SURFACE/BINDER COURSES ON THE ENTIRE PROJECT.
3. SIGNING AND BARRICADING WILL BE ACCORDING TO STATE STANDARDS 701306.
4. THIS WORK SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, STANDARD 701306.

MOT LEGEND

Ⓐ WET TEMPORARY PAVEMENT MARKING TAPE - LINE 4", WHITE
Ⓑ WET TEMPORARY PAVEMENT MARKING TAPE - LINE 4", YELLOW
Ⓒ STEEL PLATE BEAM GUARDRAIL, TYPE B

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)
MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS

SCALE: VERT. NONE
HORIZ. N.T.S.
DATE: 12/02/09

DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
FILE NAME = g:\projects\20540801.001\cadd\PLMOTTYP01.dgn
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PLOT TIME = 4:08:08 PM

ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	33
STA. 290+96.28	TO STA. 297+00.00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

NOTE:
SEE STANDARD 701321 FOR DETAILS NOT SHOWN

LEGEND
- CONSTRUCTION ZONE
- DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHTS
- TRAFFIC DIRECTION
- TEMPORARY CONCRETE BARRIER WALL
- STEEL PLATE BEAM GUARDRAIL, TYPE B
- TYPE III BARRICADE
- PAVEMENT PLACED IN PRE STAGE

℄ 2975TH RD.
MATCH LINE STATION 136+00
WET TEM PM TAPE T3 4, WHITF
WET TEM PM TAPE T3 4, DOUBLE YELLOW
EXISTING ROW
WET TEM PM TAPE T3 12 WHITE
WET TEM PM TAPE T3 4, WHITE
℄ PLANK ROAD
WET TEM PM TAPE T3 4, DOUBLE YELLOW
℄ EB EXIT RAMP
WET TEM PM TAPE T3 4, YELLOW
PAVEMENT TO BE:
P LEV BIND MM N 90
PCC BASE CSE W 10
AGG SUBGRADE 12
TEMP PAVEMENT TO BE:
P HMA BC IL 19.0 N90 (8 IN)
AGG SUBGRADE 12
℄ EB ENTRANCE RAMP
TEMP SPBGR T1 B
TEMP TR BAR TRM T1 SPL TAN
MATCH LINE STATION 297+00
PROJECT BEGINS
PLANK ROAD
STA. 290+96.28
350′
350′
STA. 283+36
STA. 286+86
START OF WORK STA. 290+36
ROAD CONSTRUCTION AHEAD
290+00

ALL REFERENCES TO PLANK ROAD ℄ UNLESS NOTED OTHERWISE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)
MAINTENANCE OF TRAFFIC
STAGE 1
STA 290+96.28 TO STA 297+00.00
SCALE: VERT. NONE
HORIZ. 1″=20′
DATE: 12/02/09
DRAWN BY ENTRAN/CAD
CHECKED BY TMH

ENTRAN

PLOT DATE = 2/4/2010
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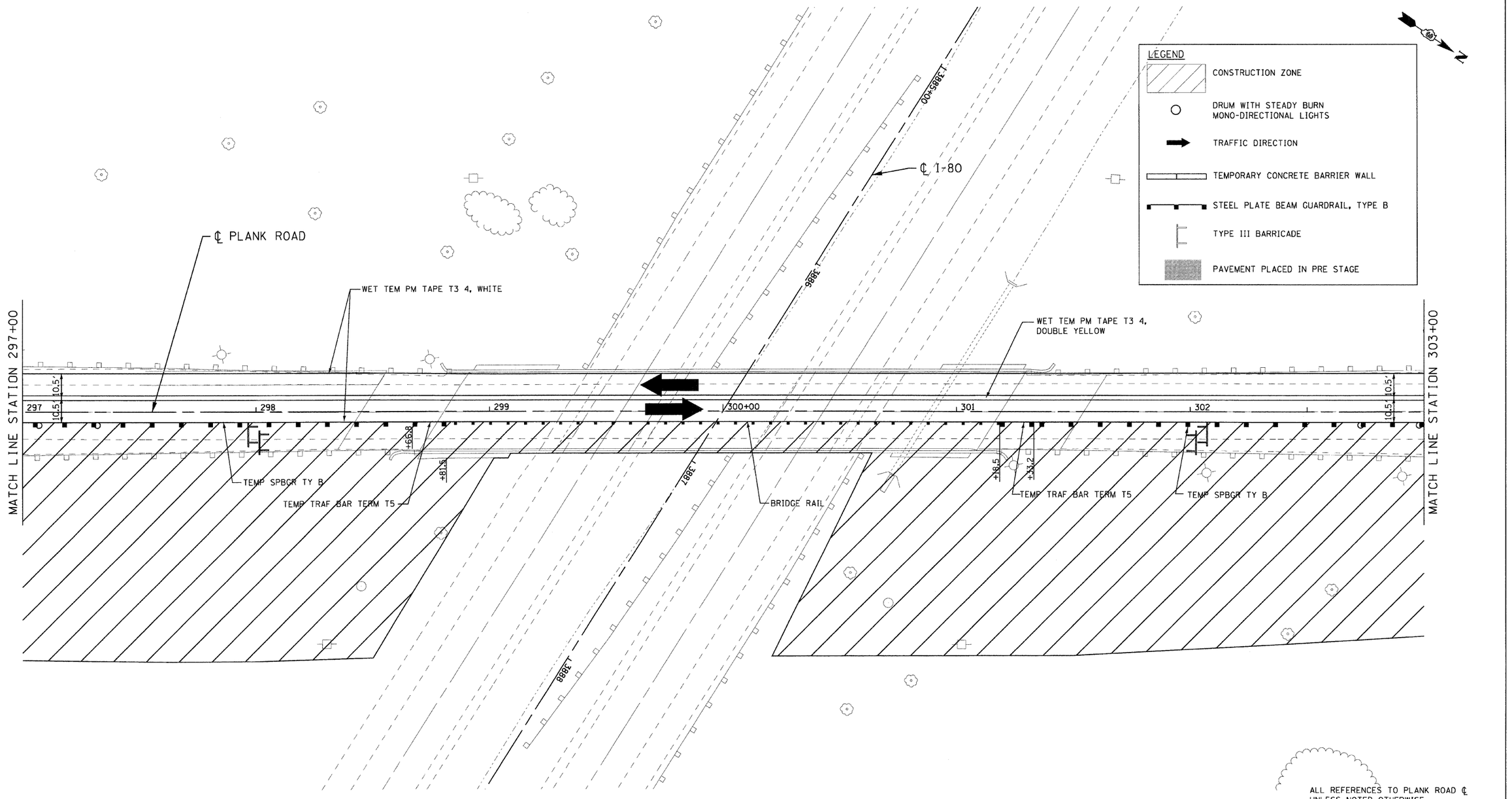
PLOT TIME = 4:48:41 PM

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	34
STA. 297+00.00	TO STA. 303+00.00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



NOTE:
SEE STANDARD 701321 FOR DETAILS NOT SHOWN

ALL REFERENCES TO PLANK ROAD ℄ UNLESS NOTED OTHERWISE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

MAINTENANCE OF TRAFFIC
STAGE 1
STA 297+00.00 TO STA 303+00.00

SCALE: VERT. NONE
HORIZ. 1"=20'
DATE: 12/02/09

DRAWN BY ENTRAN/CAD
CHECKED BY TMH

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ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	35
STA. 303+00.00	TO STA. 309+14.95			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

MATCH LINE STATION 303+00

WET TEM PM TAPE T3 4, YELLOW (70300220)

WET TEM PM TAPE T3 4, WHITE (70300220)

℄ WB ENTRANCE RAMP

WET TEM PM TAPE T3 4, DOUBLE YELLOW

WET TEM PM TAPE T3 4, WHITE

℄ FRONTAGE ROAD

℄ FRONTAGE RD

WET TEM PM TAPE T3 4, WHITE

WET TEM PM TAPE T3 12 WHITE

WET TEM PM TAPE T3 4, DOUBLE YELLOW

℄ PLANK ROAD

WET TEM PM TAPE T3 4, WHITE

START OF WORK STA. 309+75

500′

STA. 316+75

ROAD CONSTRUCTION AHEAD

TEMP SPBGR TY B

TEMP TR BAR TRM T1 SPL TAN

WET TEM PM TAPE T3 12 WHITE

PAVEMENT TO BE:
P LEV BIND MM N 90
PCC BASE CSE W 10
AGG SUBGRADE 12

℄ WB EXIT RAMP

WET TEM PM TAPE T3 4, WHITE

WET TEM PM TAPE T3 4, YELLOW

℄ N 30TH RD

WET TEM PM TAPE T3 4, DOUBLE YELLOW

WET TEM PM TAPE T3 4, WHITE

PROJECT ENDS
PLANK ROAD
STA. 309+14.95

LEGEND

- CONSTRUCTION ZONE
- DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHTS
- TRAFFIC DIRECTION
- TEMPORARY CONCRETE BARRIER WALL
- STEEL PLATE BEAM GUARDRAIL, TYPE B
- TYPE III BARRICADE
- PAVEMENT PLACED IN PRE STAGE

NOTE:
SEE STANDARD 701321 FOR DETAILS NOT SHOWN

ALL REFERENCES TO PLANK ROAD ℄ UNLESS NOTED OTHERWISE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

MAINTENANCE OF TRAFFIC

STAGE 1

STA 303+00.00 TO 309+14.95

SCALE: VERT. NONE
HORIZ. 1"=20'
DATE: 12/02/09

DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
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PLOT TIME = 4:01:46 PM

ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	36
STA. 290+96.28	TO STA. 297+00.00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

NOTE:
SEE STANDARD 701321 FOR DETAILS NOT SHOWN

AREA TO BE OVERLAYED WITH PAVEMENT BEFORE STAGE 2 IS OPEN TO TRAFFIC. THIS WORK SHALL BE COMPLETED WITHIN 6 HOURS.

℄ 2975TH RD.
MATCH LINE STATION 136+00
EXISTING ROW
WET TEM PM TAPE T3 4, WHITE
WET TEM PM TAPE T3 4 DOUBLE YELLOW
WET TEM PM TAPE T3 12 WHITE
WET TEM PM TAPE T3 4, DOUBLE YELLOW
℄ EB EXIT RAMP
℄ PLANK ROAD
WET TEM PM TAPE T3 4, YELLOW
IMP ATTN TEMP SUN TL3
TEMP CONC BARRIER
℄ EB ENTRANCE RAMP
MATCH LINE STATION 297+00
EXISTING ROW

PROJECT BEGINS
PLANK ROAD
STA. 290+96.28

350′ 350′
STA. 283+36
ROAD CONSTRUCTION AHEAD
STA. 286+86
START OF WORK STA. 290+36

290+00

LEGEND
- CONSTRUCTION ZONE
- DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHTS
- TRAFFIC DIRECTION
- TEMPORARY CONCRETE BARRIER WALL
- STEEL PLATE BEAM GUARDRAIL, TYPE A
- TYPE III BARRICADE
- PAVEMENT PLACED IN PRE STAGE
- IMPACT ATTENUATOR

ALL REFERENCES TO PLANK ROAD ℄ UNLESS NOTED OTHERWISE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)
MAINTENANCE OF TRAFFIC
STAGE 2
STA 290+96.28 TO STA 297+00.00

SCALE: VERT. NONE
HORIZ. 1"=20′
DATE: 12/02/09
DRAWN BY ENTRAN/CAD
CHECKED BY TMH

ENTRAN

PLOT DATE = 2/4/2010
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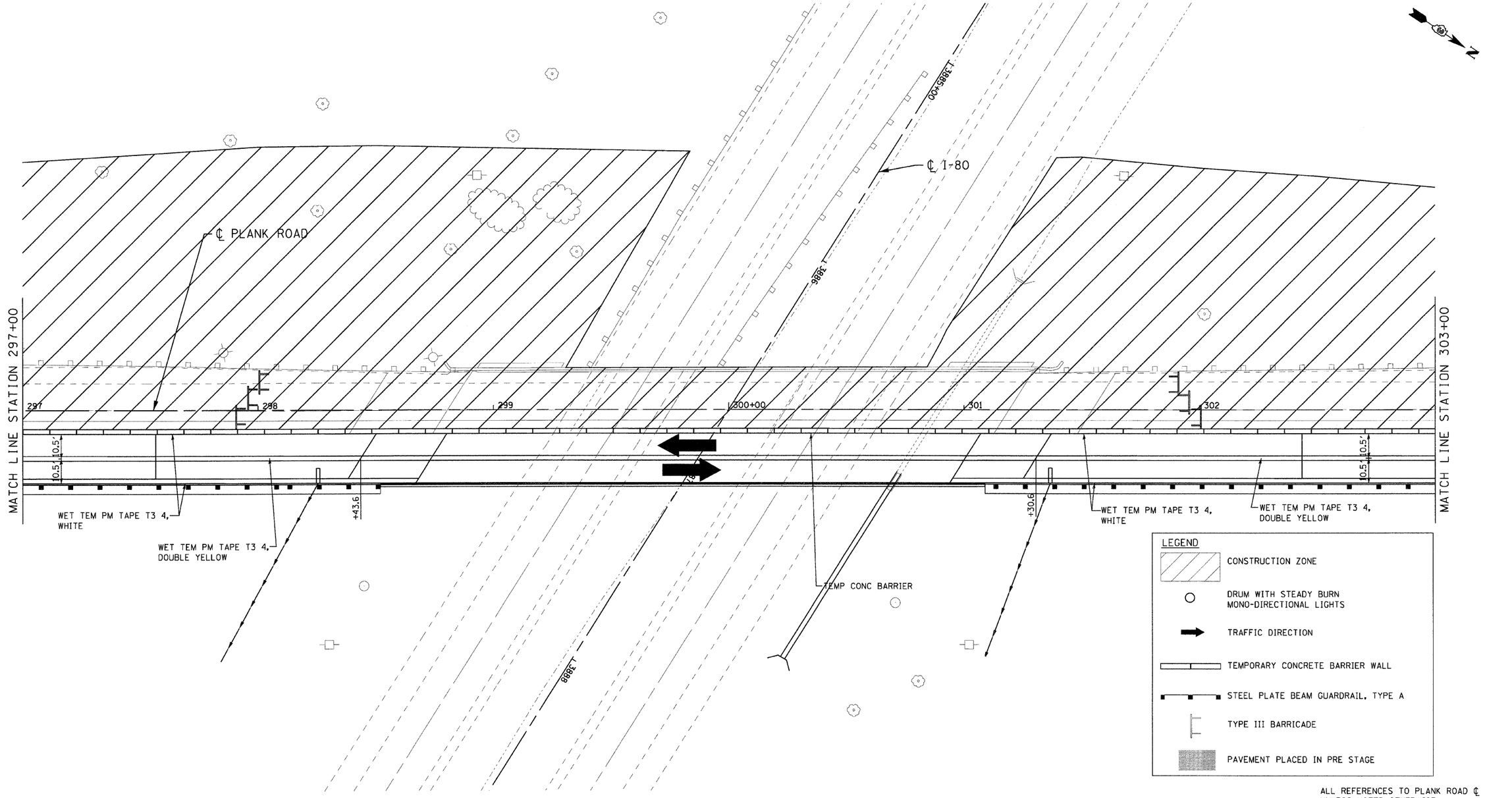
PLOT TIME = 4:01:49 PM

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	37
STA. 297+00.00		TO STA. 303+00.00		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



LEGEND

- CONSTRUCTION ZONE
- DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHTS
- TRAFFIC DIRECTION
- TEMPORARY CONCRETE BARRIER WALL
- STEEL PLATE BEAM GUARDRAIL, TYPE A
- TYPE III BARRICADE
- PAVEMENT PLACED IN PRE STAGE

ALL REFERENCES TO PLANK ROAD ℄ UNLESS NOTED OTHERWISE

NOTE:
SEE STANDARD 701321 FOR DETAILS NOT SHOWN

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

MAINTENANCE OF TRAFFIC
STAGE 2
STA 297+00.00 TO STA 303+00.00

SCALE: VERT. NONE
HORIZ. 1"=20'
DATE: 12/02/09

DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
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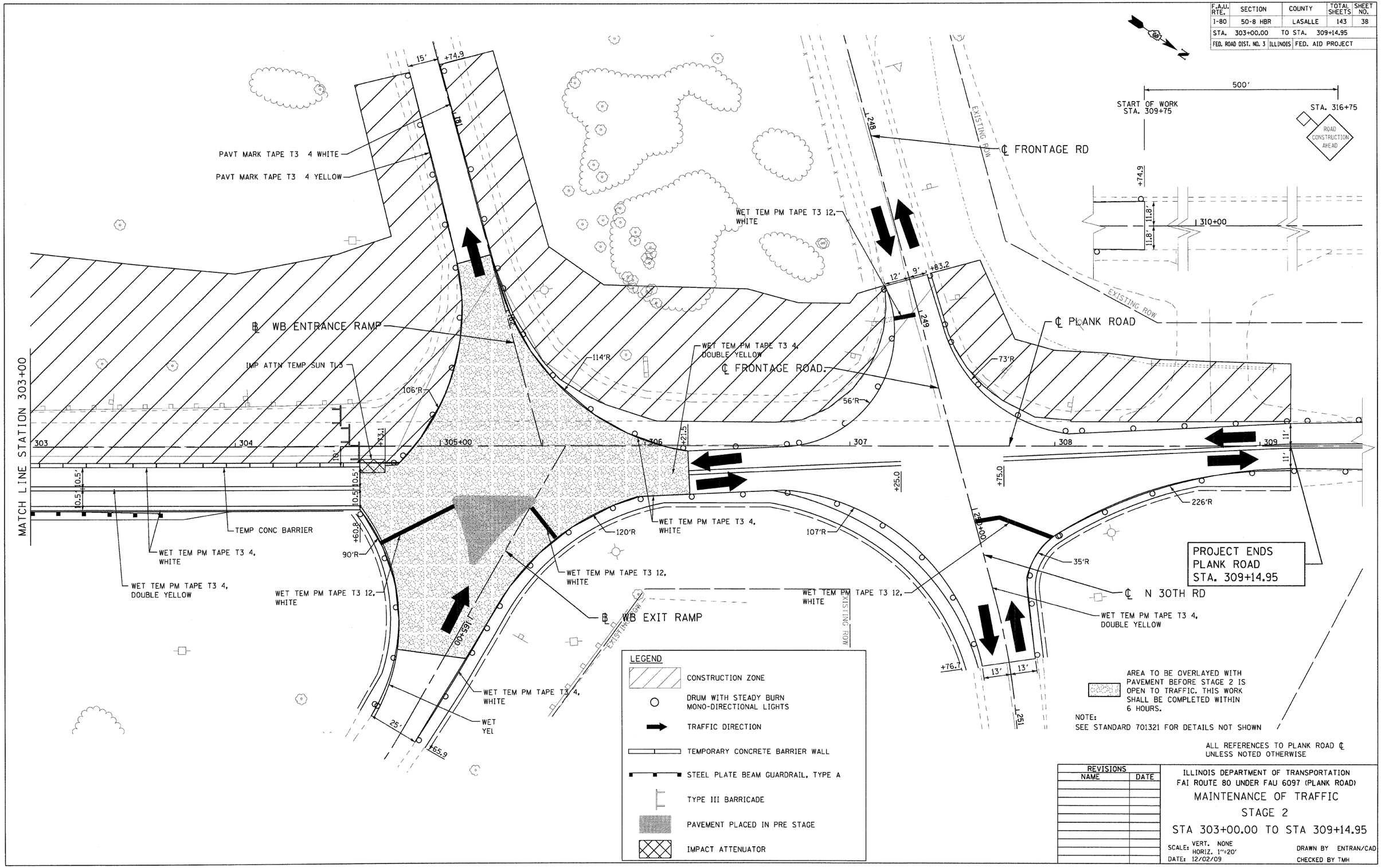
ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	38
STA. 303+00.00	TO STA. 309+14.95			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



LEGEND

- CONSTRUCTION ZONE
- DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHTS
- TRAFFIC DIRECTION
- TEMPORARY CONCRETE BARRIER WALL
- STEEL PLATE BEAM GUARDRAIL, TYPE A
- TYPE III BARRICADE
- PAVEMENT PLACED IN PRE STAGE
- IMPACT ATTENUATOR

AREA TO BE OVERLAYED WITH PAVEMENT BEFORE STAGE 2 IS OPEN TO TRAFFIC. THIS WORK SHALL BE COMPLETED WITHIN 6 HOURS.

NOTE:
SEE STANDARD 701321 FOR DETAILS NOT SHOWN

ALL REFERENCES TO PLANK ROAD ℄ UNLESS NOTED OTHERWISE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

MAINTENANCE OF TRAFFIC
STAGE 2
STA 303+00.00 TO STA 309+14.95

SCALE: VERT. NONE
HORIZ. 1"=20'
DATE: 12/02/09

DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
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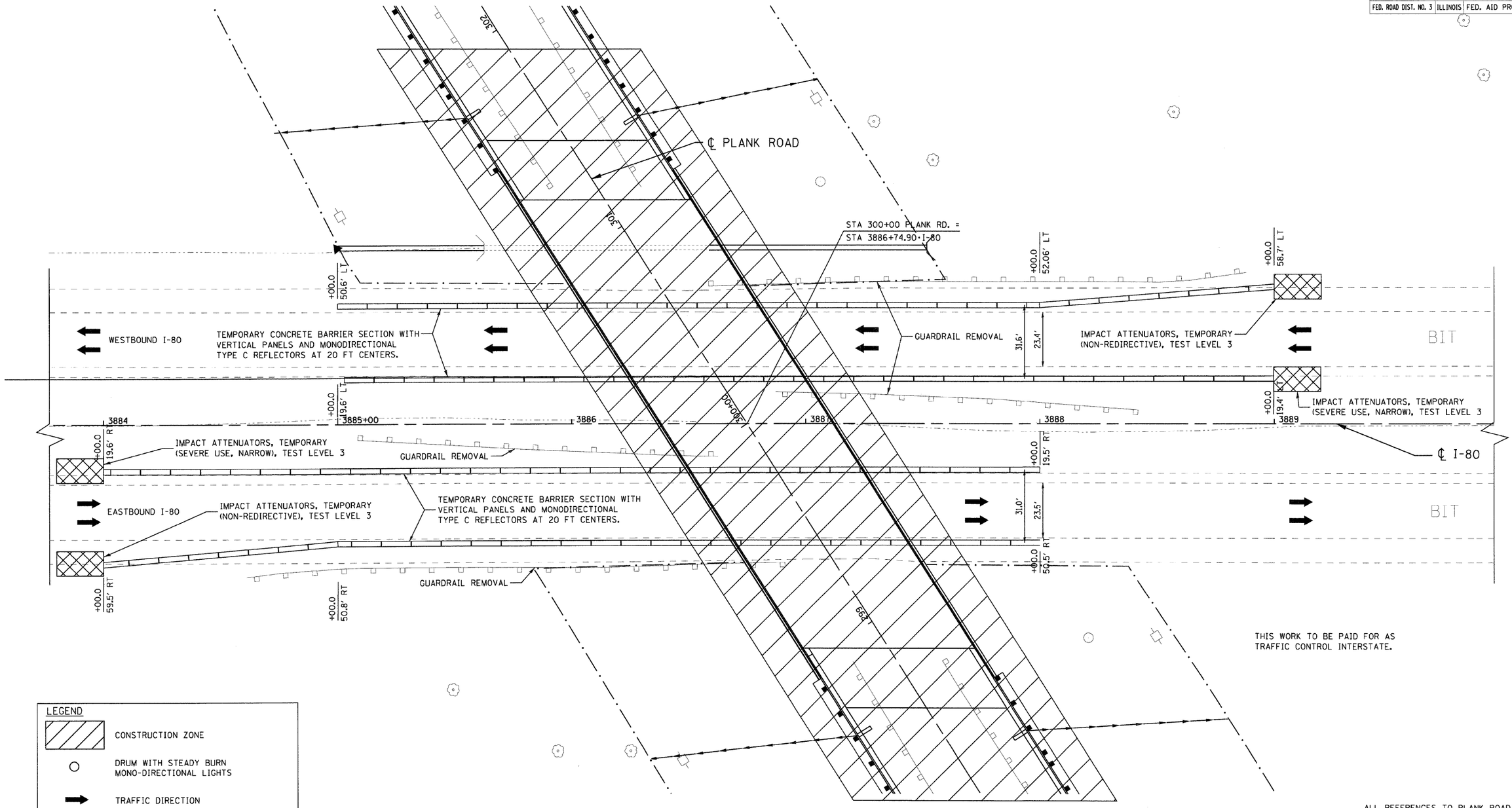
PLOT SCALE = 20.0000 ' / IN.
PLOT TIME = 4:48:55 PM

ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	39
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



THIS WORK TO BE PAID FOR AS TRAFFIC CONTROL INTERSTATE.

LEGEND

- CONSTRUCTION ZONE
- DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHTS
- TRAFFIC DIRECTION
- TEMPORARY CONCRETE BARRIER WALL
- TYPE III BARRICADE
- IMPACT ATTENUATOR

NOTE:
SEE STANDARD 701321 FOR DETAILS NOT SHOWN

ALL REFERENCES TO PLANK ROAD ℄ UNLESS NOTED OTHERWISE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)
MAINTENANCE OF TRAFFIC
INTERSTATE 80

SCALE: VERT. NONE
HORIZ. 1"=20'
DATE: 12/02/09

DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
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PLOT SCALE = 20.00 ' / IN.
PLOT TIME = 4:40:58 PM

ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	40
STA.	290+96.28	TO STA.	297+00.00	
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

℄ 2975TH RD.

MATCH LINE STATION 136+00

EXISTING ROW

STA 136+50.1
57.1 RT

STA 136+58.9
51.4 RT

STA 137+24.7
44.1 RT

STA 137+46.3
30.7 RT

STA 291+74.8
65.9 LT

STA 290+95.7
51.4 LT

STA 290+96.5
39.4 LT

℄ 2975TH RD.

1135+00

137

STA 146+24.9
28.0 RT

STA 146+48.0
31.3 RT

STA 145+63.0
26.8 RT

STA 135+74.9
53.7 LT

STA 293+40.4
113.8 LT

STA 293+39.0
103.5 LT

STA 293+75.3
76.6 LT

STA 293+29.3
79.8 LT

℄ EB EXIT RAMP

STA 294+00.0
61.7 LT

℄ PLANK ROAD

146

147

STA 295+38.1
124.0 LT

STA 295+28.9
70.0 LT

STA 296+50.0
102.2 LT

STA 296+50.0
69.9 LT

291

292

293

294

295+00

296

MATCH LINE STATION 297+00

1135+00

STA 290+96.2
52.7 RT

STA 290+85.7
55.2 RT

STA 290+95.2
56.8 RT

EXISTING ROW

PROJECT BEGINS
PLANK ROAD
STA. 290+96.28

℄ EB ENTRANCE RAMP

STA 293+79.3
94.4 RT

STA 135+51.4
26.1 RT

STA 293+50.0
75.0 RT

STA 293+49.9
86.4 RT

STA 293+00.0
68.0 RT

STA 292+99.9
78.1 RT

136

STA 136+64.2
26.8 RT

STA 295+10.6
70.0 RT

STA 135+77.2
88.0 LT

STA 135+78.9
46.4 LT

STA 135+80.1
80.6 LT

LEGEND

- SEEDING, CLASS 2A WITH MULCH, METHOD 2
- SEEDING, CLASS 4A WITH MULCH, METHOD 2
- EROSION CONTROL BLANKET AND SEEDING, CLASS 2A
- LIMITS OF LANDSCAPING
- PERIMETER EROSION BARRIER
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECK
- TEMPORARY TREE PROTECTION

ALL REFERENCES TO PLANK ROAD ℄ UNLESS NOTED OTHERWISE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

LANDSCAPING AND EROSION CONTROL PLAN

STA 290+96.28 TO STA 297+00.00

SCALE: VERT. NONE
HORIZ. 1"=20'
DATE: 12/02/09

DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
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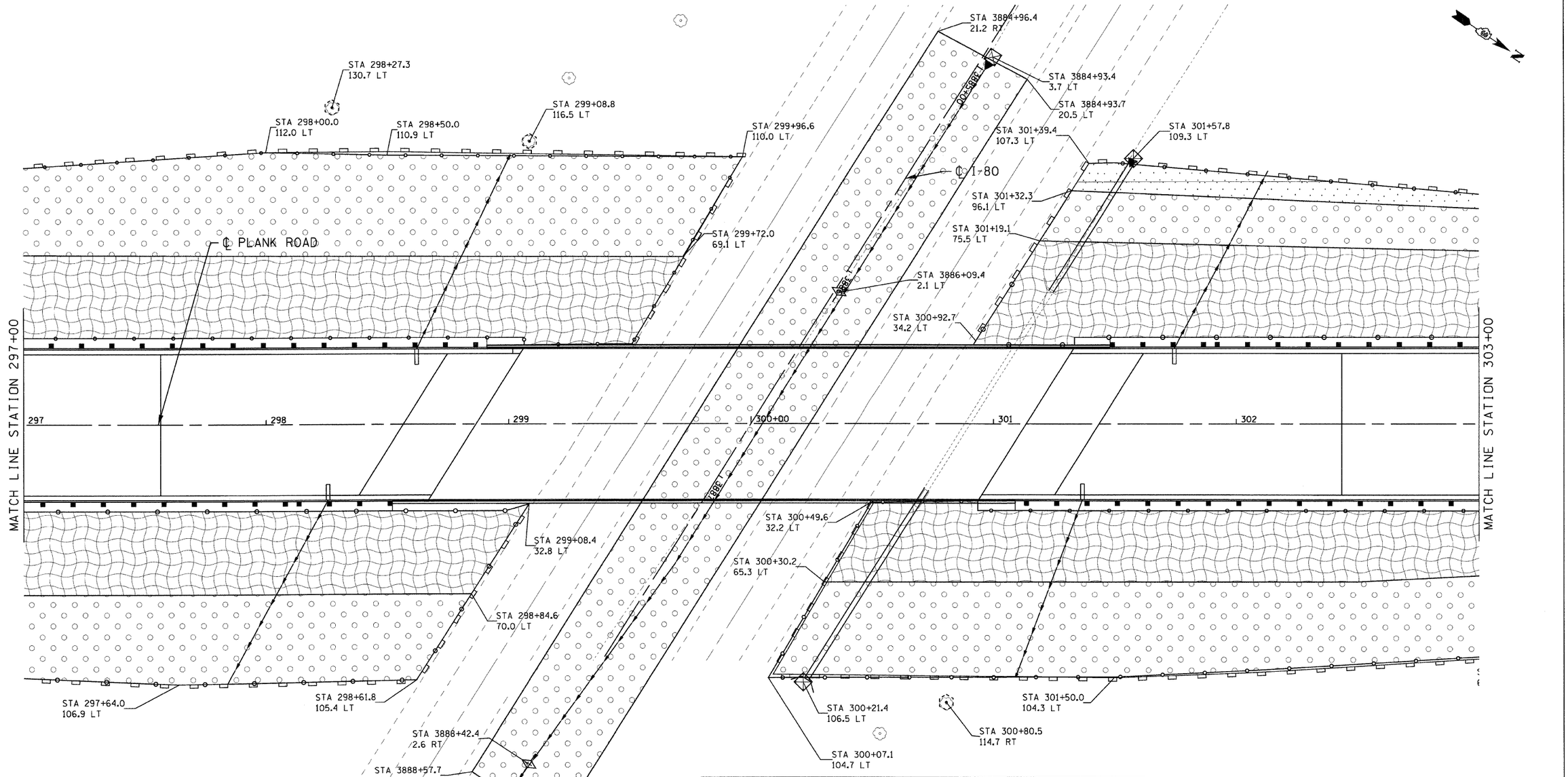
ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	41
STA. 297+00.00	TO STA. 303+00.00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



LEGEND

- SEEDING, CLASS 2A WITH MULCH, METHOD 2
- SEEDING, CLASS 4A WITH MULCH, METHOD 2
- EROSION CONTROL BLANKET AND SEEDING, CLASS 2A
- LIMITS OF LANDSCAPING
- PERIMETER EROSION BARRIER
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECK
- TEMPORARY TREE PROTECTION

ALL REFERENCES TO PLANK ROAD ℄ UNLESS NOTED OTHERWISE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

LANDSCAPING AND EROSION CONTROL PLAN

STA 297+00.00 TO STA 303+00.00

SCALE: VERT. NONE
HORIZ. 1"=20'
DATE: 12/02/09

DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
FILE NAME = g:\project\2854089.001\caddd\PLLS02.dgn
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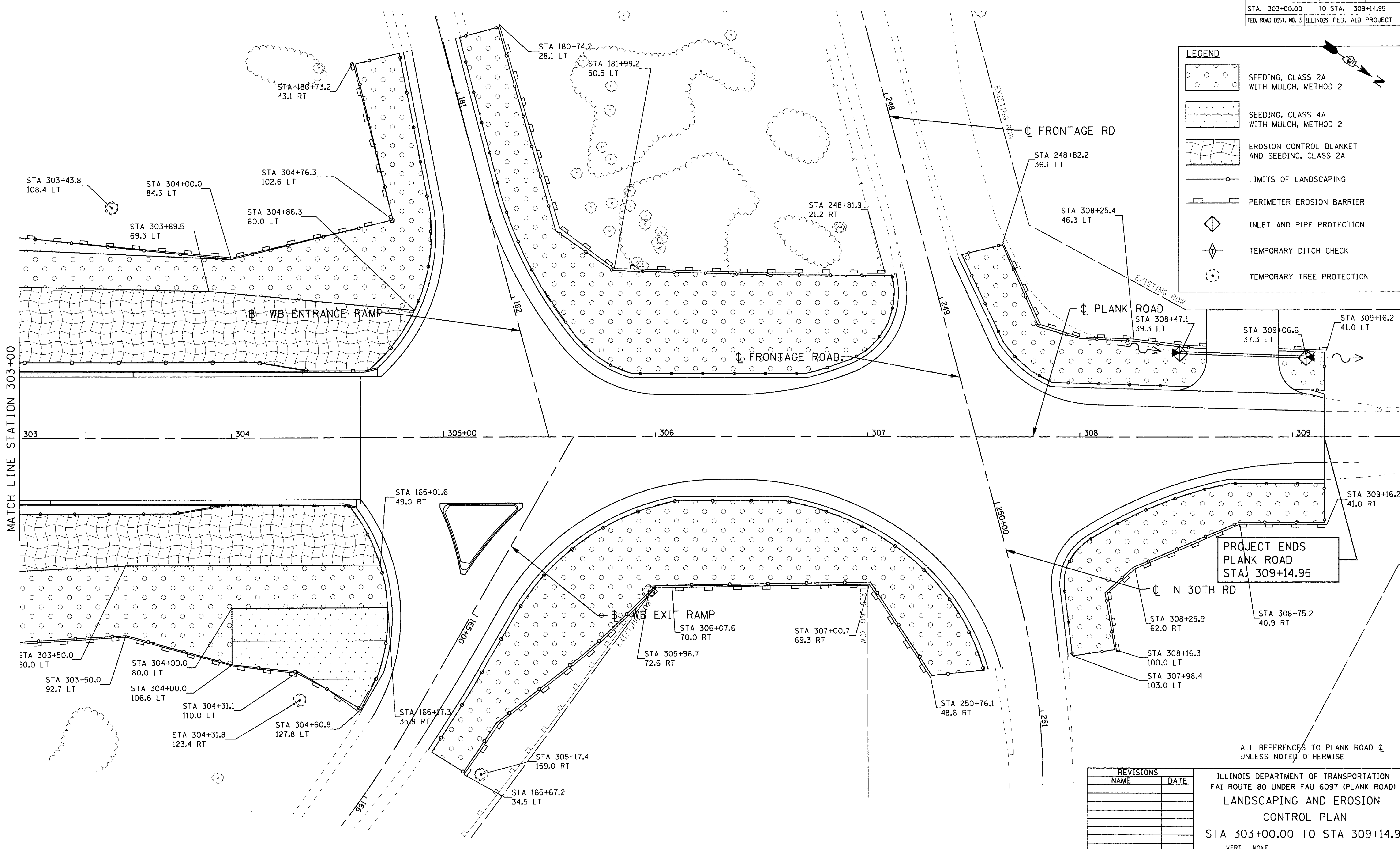
PLOT TIME = 1:46:00 PM

ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	42
STA. 303+00.00	TO STA. 309+14.95			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



LEGEND
SEEDING, CLASS 2A WITH MULCH, METHOD 2
SEEDING, CLASS 4A WITH MULCH, METHOD 2
EROSION CONTROL BLANKET AND SEEDING, CLASS 2A
LIMITS OF LANDSCAPING
PERIMETER EROSION BARRIER
INLET AND PIPE PROTECTION
TEMPORARY DITCH CHECK
TEMPORARY TREE PROTECTION
N
MATCH LINE STATION 303+00
STA 303+43.8 108.4 LT
STA 304+00.0 84.3 LT
STA 303+89.5 69.3 LT
STA 180+73.2 43.1 RT
STA 304+76.3 102.6 LT
STA 304+86.3 60.0 LT
℄ WB ENTRANCE RAMP
STA 180+74.2 28.1 LT
STA 181+99.2 50.5 LT
181
182
STA 248+81.9 21.2 RT
℄ FRONTAGE RD
℄ FRONTAGE ROAD
248
249
EXISTING ROW
STA 248+82.2 36.1 LT
STA 308+25.4 46.3 LT
℄ PLANK ROAD
STA 308+47.1 39.3 LT
STA 309+06.6 37.3 LT
STA 309+16.2 41.0 LT
303
304
305+00
306
307
308
309
STA 165+01.6 49.0 RT
STA 303+50.0 60.0 LT
STA 303+50.0 92.7 LT
STA 304+00.0 80.0 LT
STA 304+00.0 106.6 LT
STA 304+31.1 110.0 LT
STA 304+31.8 123.4 LT
STA 304+60.8 127.8 LT
STA 165+17.3 35.9 RT
165+00
166
℄ WB EXIT RAMP
STA 306+07.6 70.0 RT
STA 305+96.7 72.6 RT
STA 307+00.7 69.3 RT
STA 305+17.4 159.0 RT
STA 165+67.2 34.5 LT
STA 250+76.1 48.6 RT
250+00
251
STA 309+16.2 41.0 RT
PROJECT ENDS PLANK ROAD STA. 309+14.95
℄ N 30TH RD
STA 308+25.9 62.0 RT
STA 308+75.2 40.9 RT
STA 308+16.3 100.0 LT
STA 307+96.4 103.0 LT

ALL REFERENCES TO PLANK ROAD ℄ UNLESS NOTED OTHERWISE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

LANDSCAPING AND EROSION CONTROL PLAN

STA 303+00.00 TO STA 309+14.95

SCALE: VERT. NONE HORIZ. 1"=20'
DATE: 12/02/09
DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE : 2/4/2010
PLOT SCALE : 20.00 ' / IN.
PLOT TIME : 4:02:12 PM

ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	43
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

SIGNING SCHEDULE - GROUND MOUNTED SIGNS

			SIGN PANELS									TELESCOPING STEEL SIGN SUPPORT				WOOD SIGN SUPPORT				BREAKAWAY STEEL SIGN SUPPORT													
SIGN NO.	STATION	LT/RT	"AA" (L.F.)	"BB" (L.F.)	WIDTH (L.F.)	DEPTH (L.F.)			72000100 SIGN PANEL T1 (SQ. FT.)	72400710 RELOC SIGN PANEL T1 (SQ. FT.)	72400720 RELOC SIGN PANEL T2 (SQ. FT.)	72400730 RELOC SIGN PANEL T3 (SQ. FT.)	P1 (L.F.)	P2 (L.F.)	P3 (L.F.)	72800100 PAY LENGTH (L.F.)	P1 (L.F.)	P2 (L.F.)	P3 (L.F.)	73000100 PAY LENGTH (L.F.)	73400100 CONC FOUNDATION (CU.YD.)	73502000 REL GR-MT SIGN SUP (EACH)	73700200 REM CONC FDN-GR MT (EACH)									
WP-1A	291+82.3	RT	14.04	7.00	2.00	1.50				3.00							16.3			16.3												
WP-1B					1.50	0.83				1.25																					
WP-2A	292+09.1	LT	11.81	7.00	3.00	0.50				1.50							15.2			15.2												
WP-2B					2.50	0.50				1.25																					
WP-3	137+52.9	RT	12.00	7.00	2.50	2.50			6.25								16.8			16.8												
WP-4A	293+78.7	LT	13.70	7.00	2.00	1.50				3.00							16.3			16.3												
WP-4B					1.50	0.83				1.25																					
WP-5A	146+78.6	RT	12.00	7.00	2.50	2.50				6.25							16.4			16.4												
WP-5B	146+78.6	RT	12.00	7.00	2.50	2.50				6.25																					
WP-7A	135+58.3	LT	12.00	7.00	2.00	2.00				4.00							19.9	19.9		39.8												
WP-7B					2.50	3.50				8.75																					
WP-8A	146+69.7	LT	12.00	7.40	2.50	2.50				6.25							16.5			16.5												
WP-8B					3.00	1.00				3.00																					
WP-8C					3.00	1.00				3.00																					
WP-9	295+37	LT	12.00	7.00	2.50	2.50				6.25							16.8			16.8												
WP-10	296+53.3	RT	12.00	7.00	2.00	2.50				5.00							17.2			17.2												
WP-11	303+39.8	LT	12.00	7.00	2.00	2.50				5.00							15.7			15.7												
WP-12	304+04.6	LT	12.00	7.00	2.00	2.50				5.00							15.7			15.7												
WP-13A	164+96.2	LT	12.00	7.00	2.50	2.50				6.25							19.3			19.3												
WP-13B					2.50	2.50				6.25																					
WP-14A	164+62.1	LT	12.00	7.40	2.50	2.50				6.25							16.5			16.5												
WP-14B					3.00	1.00				3.00																					
WP-14C					3.00	1.00				3.00																					
WP-15A	164+95.6	RT	12.00	7.00	2.00	2.00				4.00							17.9			17.9												
WP-15B					3.00	2.00				6.00																					
WP-16A	164+42.9	RT	13.00	7.00	2.50	2.50				6.25							18.9			18.9												
WP-16B					2.50	2.50				6.25																					
WP-17A	249+11.5	RT	12.00	7.00	2.00	1.00			2.00								18.4			18.4												
WP-17B					2.00	2.00			4.00																							
WP-17C					2.00	1.50			3.00																							
WP-18	249+05.5	RT	12.00	7.00	2.50	2.50				6.25							16.6			16.6												
WP-19	248+97.7	LT	12.00	7.00	2.50	2.00				5.00							16.3			16.3												
WP-20A	249+37.4	RT	12.00	7.00	3.00	0.50				1.50							15.1			15.1												
WP-20B					2.50	0.50				1.25																					
WP-21A	308+08.8	LT	14.00	7.00	2.00	1.50				3.00							16.3			16.3												
WP-21B					0.92	0.83				0.76																					
WP-22	250+42.1	RT	12.00	7.00	2.50	2.50				6.25							16.8			16.8												
WP-23A	250+32.3	RT	12.00	7.00	2.50	0.50				1.25							15.6			15.6												
WP-23B					3.00	0.50				1.50																					
WP-23C					3.00	0.50				1.50																					
GM-1	293+34.8	LT								9.00							16.0	16.0		32.0												
GM-2	293+80.8	RT																														
GM-3	295+49.4	LT																			1.4	2.0	2.0									
GM-4	304+51.0	RT																			1.4	2.0	2.0									
GM-5	306+00.0	LT																														
TOTALS									15.25	154.51	0.00	0.00				0.0				422.4	2.8	4.0	4.0									

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

PAVEMENT MARKING AND SIGNING

SCALE: VERT. NONE
HORIZ. N.T.S.
DATE: 12/02/09

DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
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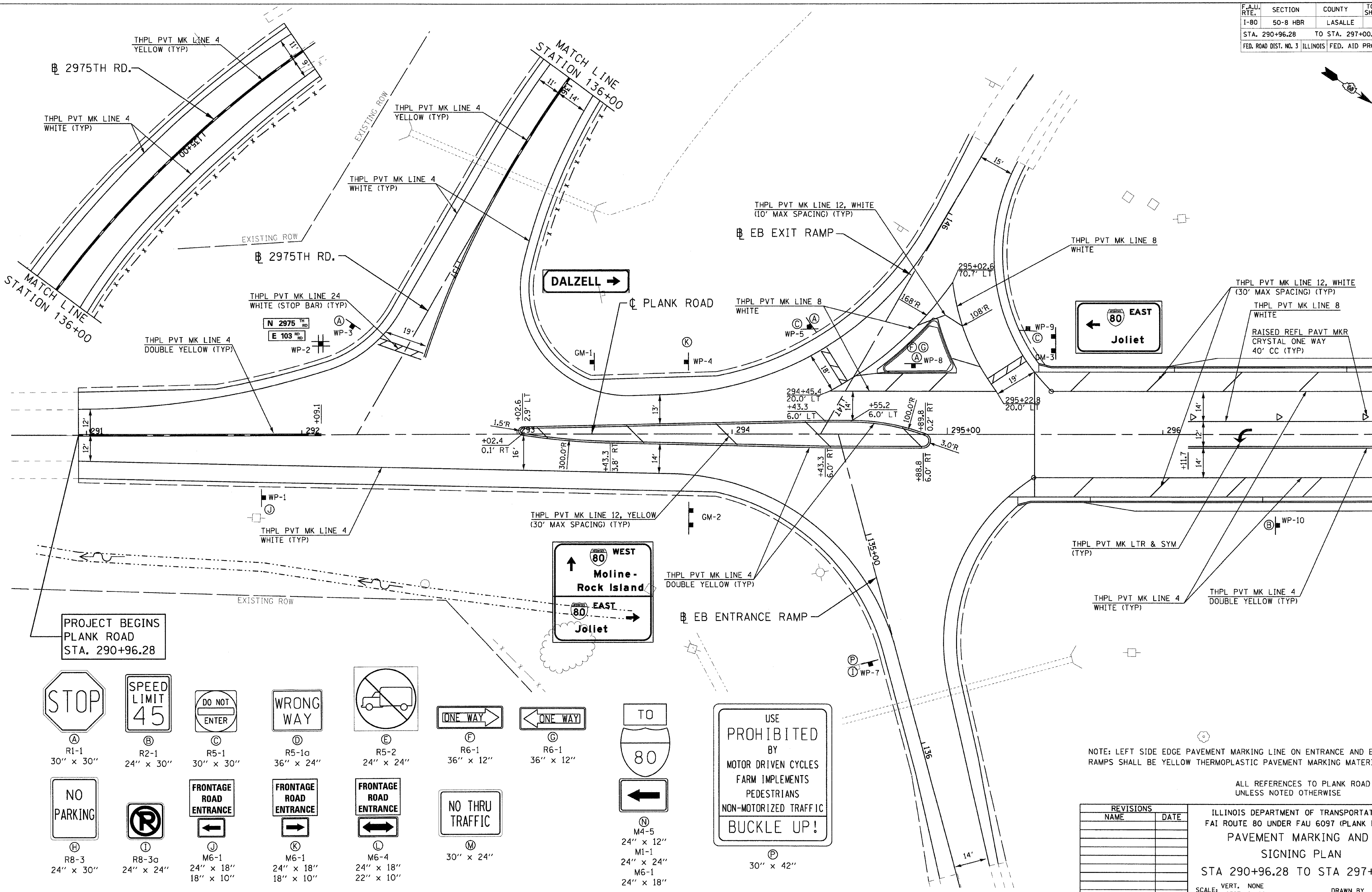
USER NAME = zpowell

ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	44
STA. 290+96.28	TO STA. 297+00.00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



NOTE: LEFT SIDE EDGE PAVEMENT MARKING LINE ON ENTRANCE AND EXIT RAMPS SHALL BE YELLOW THERMOPLASTIC PAVEMENT MARKING MATERIAL.

ALL REFERENCES TO PLANK ROAD ℄ UNLESS NOTED OTHERWISE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

PAVEMENT MARKING AND SIGNING PLAN

STA 290+96.28 TO STA 297+00.00

SCALE: VERT. NONE HORIZ. 1"=20'
DATE: 12/02/09
DRAWN BY ENTRAN/CAD
CHECKED BY TMH

PLOT DATE = 2/4/2010
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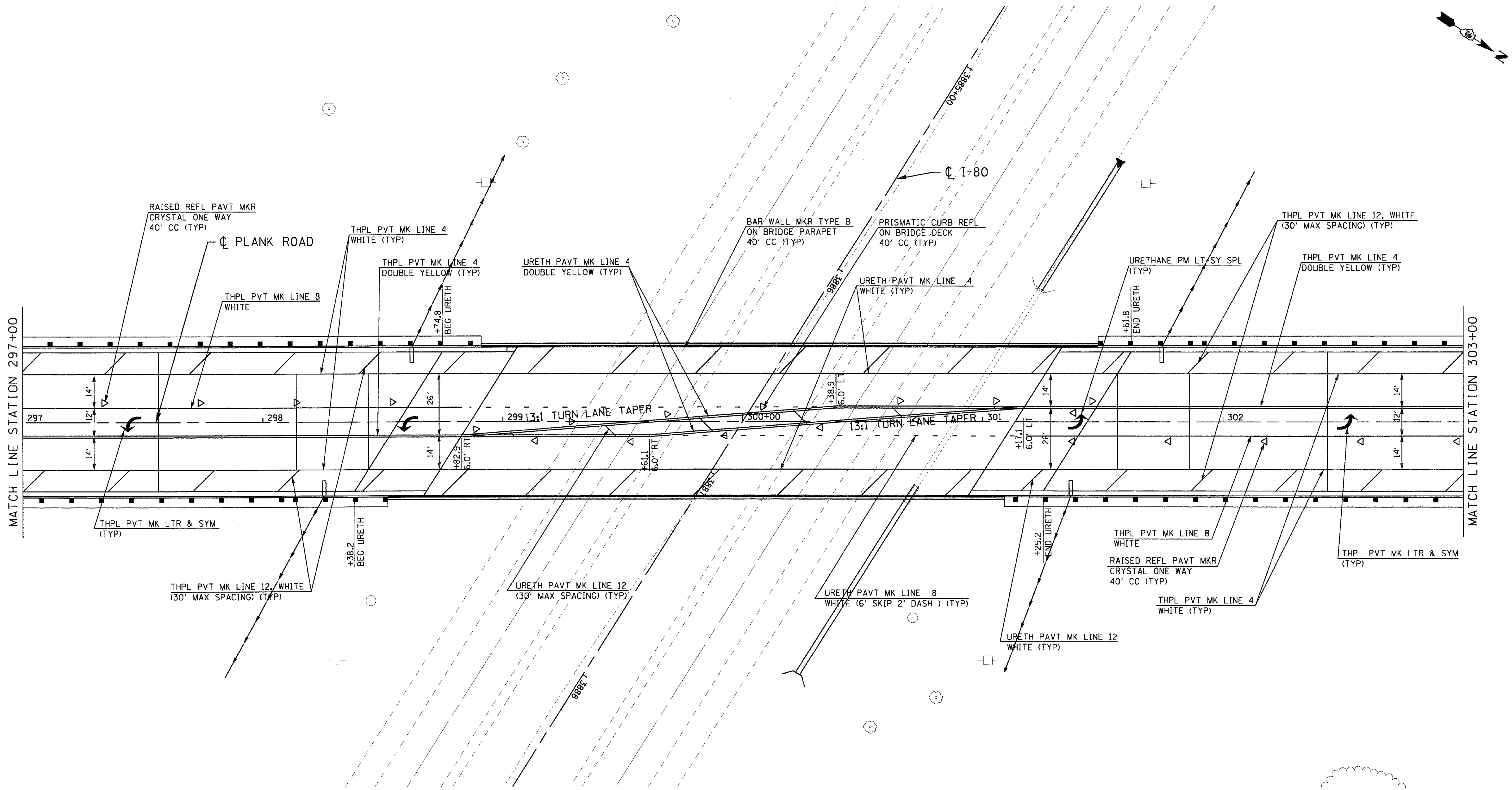
ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	45
STA. 297+00.00	TO STA. 303+00.00			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



ALL REFERENCES TO PLANK ROAD ℄ UNLESS NOTED OTHERWISE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

PAVEMENT MARKING AND SIGNING PLAN

STA 297+00.00 TO STA 303+00.00

SCALE: VERT. NONE HORIZ. 1"=20'
DATE: 12/02/09
DRAWN BY ENTRAN/CAD
CHECKED BY TMH

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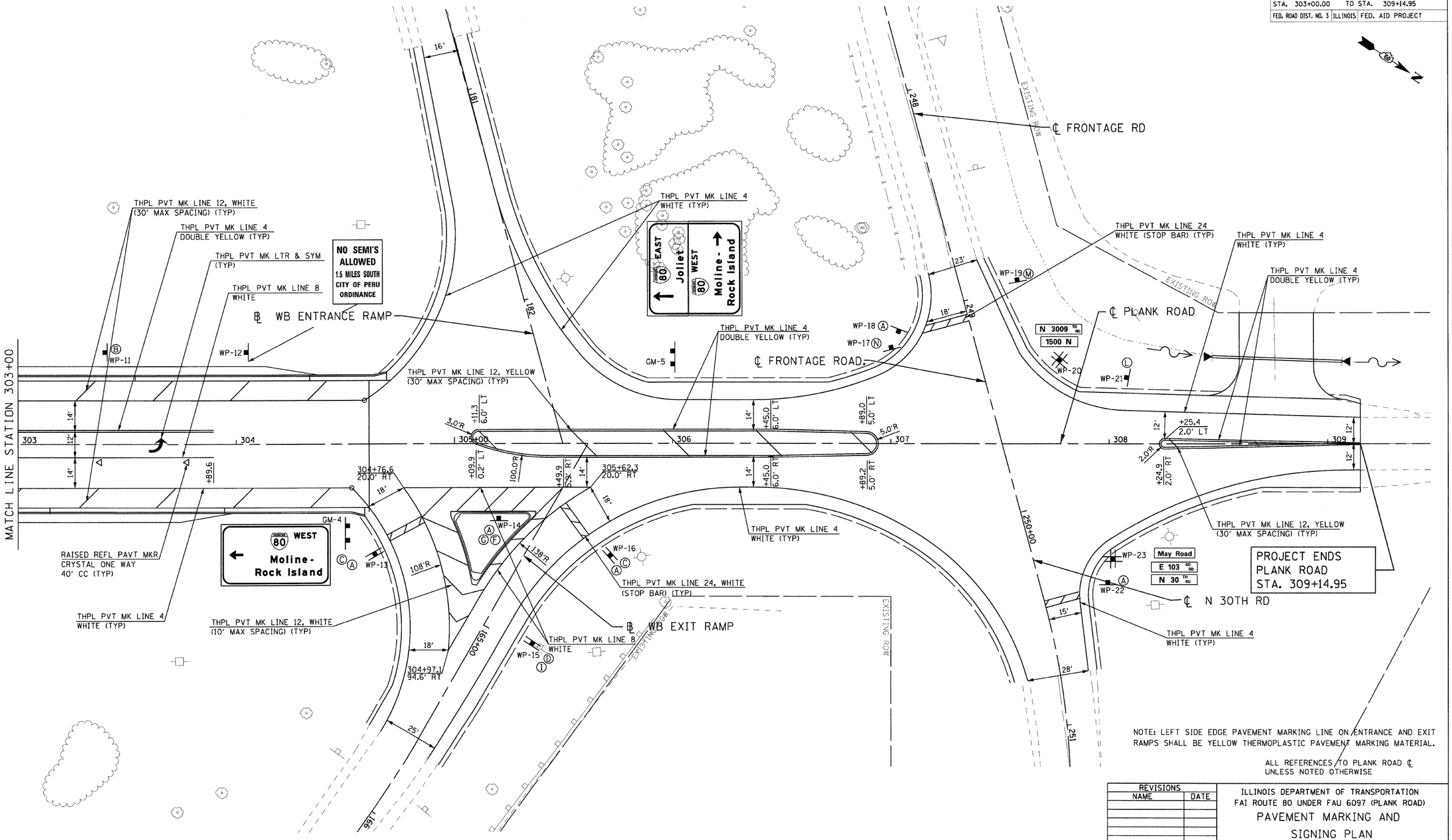
ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8 HBR	LASALLE	143	46
STA. 303+00.00	TO STA. 309+14.95			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



NOTE: LEFT SIDE EDGE PAVEMENT MARKING LINE ON ENTRANCE AND EXIT RAMPS SHALL BE YELLOW THERMOPLASTIC PAVEMENT MARKING MATERIAL.

ALL REFERENCES TO PLANK ROAD ℄ UNLESS NOTED OTHERWISE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)

PAVEMENT MARKING AND SIGNING PLAN

STA 303+00.00 TO STA 309+14.95

SCALE: VERT. NONE
HORIZ. 1"=20'
DATE: 12/02/09

DRAWN BY ENTRAN/CAD
CHECKED BY TMH

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ENTRAN

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50-8HBR	LASALLE	142	47
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

LEGEND

- (E) EXISTING LIGHTING UNIT TO REMAIN
- (A1) PROPOSED LIGHTING UNIT BRIDGE MOUNTED 20' MH 6' DAVIT ARM 100W MC-III HPS
- (A2) PROPOSED LIGHTING UNIT BRIDGE MOUNTED 16' MH 6' DAVIT ARM 100W MC-III HPS
- (B1) PROPOSED LIGHTING UNIT 20' MH 10' DAVIT ARM 150W MC-III HPS
- (B2) PROPOSED LIGHTING UNIT 18' MH 10' DAVIT DAVIT ARM 100W MC-III HPS
- (B3) PROPOSED LIGHTING UNIT 17' MH 10' DAVIT DAVIT ARM 100W MC-III HPS
- (B4) PROPOSED LIGHTING UNIT 16' MH 10' DAVIT DAVIT ARM 150W MC-III HPS
- (B5) PROPOSED LIGHTING UNIT 17' MH 10' DAVIT DAVIT ARM 150W MC-III HPS
- (B6) PROPOSED LIGHTING UNIT 18' MH 10' DAVIT DAVIT ARM 150W MC-III HPS
- (C) PROPOSED LIGHTING UNIT 35' MH 10' DAVIT ARM 250W MC-III HPS
- (D) PROPOSED LIGHTING UNIT 40' MH 10' DAVIT ARM 250W MC-III HPS
- (T1) TEMPORARY LIGHTING UNIT 20' MH 15' MAST ARM 100W MC-III HPS
- (T2) TEMPORARY LIGHTING UNIT 20' MH 15' MAST ARM 150W MC-III HPS
- (T3) TEMPORARY LIGHTING UNIT 40' MH 15' MAST ARM 250W MC-III HPS
- (RR) REMOVE AND RELOCATE EXISTING LIGHTING UNIT ON A NEW FOUNDATION AS SHOWN
- (R) REMOVE EXISTING LIGHTING UNIT, SALVAGE
- (R) NEW LOCATION OF RELOCATED LIGHTING UNIT
- RIGID GALVANIZED STEEL CONDUIT (RGC) PUSHED (P), OR TRENCHED (T) SIZE AS INDICATED
- UNIT DUCT, AS SPECIFIED IN PLANS
- 1 — 2 NO. 6 XLP-USE & 1 NO. 6 XLP-USE GROUND, 1" DIA. UNIT DUCT
- 2 — 2 NO. 6 XLP-USE & 1 NO. 6 XLP-USE GROUND, ELECTRIC CABLE IN CONDUIT
- 3 — AERIAL CABLE, 2-1/C NO. 1/0, WITH MESSENGER WIRE
- 4 — 2 NO. 2 XLP-USE & 1 NO. 2 XLP-USE GROUNG, ELECTRIC CABLE IN CONDUIT ATTACHED TO STRUCTURE
- 5 — 2 NO. 2 XLP-USE & 1 NO. 4 XLP-USE GROUND, 1¼" DIA. UNIT DUCT
- 6 — 4 NO. 2 XLP-USE & 1 NO. 4 XLP-USE GROUND, 1½" DIA. UNIT DUCT
- 7 — 4 NO. 2 XLP-USE & 1 NO. 4 XLP-USE GROUND, ELECTRIC CABLE IN CONDUIT
- 8 — AERIAL CABLE, 2-1/C NO. 2 WITH MESSENGER WIRE

- A/C AERIAL ELECTRIC CABLE
- E EXISTING UNIT DUCT
- PROPOSED LIGHTING CONTROL CONSOLE 100A, 120/240V, 1Ø
- EXISTING LIGHTING CONTROLLER
- PROPOSED ELECTRIC JUNCTION BOX ATTACHED TO STRUCTURE, SIZE AS INDICATED ON THE PLANS
- WOOD POLE, TEMPORARY, WITHOUT MAST ARMS LENGTH AS INDICATED ON THE PLANS

ABBREVIATIONS

SYMBOL	DESCRIPTION
AC	ALTERNATING CURRENT
A/C	AERIAL CABLE
AFG	ABOVE FINISHED GRADE
CB	CIRCUIT BREAKER
CKT	CIRCUIT
CM	CENTIMETER
CNC	COILABLE NONMETALLIC CONDUIT
CT	CURRENT TRANSFORMER
CP	CONTROL PANEL
DA	DAVIT ARM
DC	DIRECT CURRENT
DIA	DIAMETER
DP	DISTRIBUTION PANEL
E	EXISTING UNIT TO REMAIN
ECA	ELECTRIC CABLE ASSEMBLY
EM	EXISTING UNIT TO BE MODIFIED (e.g. NEW LUMINAIRE, BALLAST OR MAST ARM)
ER	EXISTING RELOCATED UNIT
ET	EXISTING TEMPORARY UNIT TO REMAIN
ETR	EXISTING TEMPORARY RELOCATED UNIT
FT	FEET OR FOOT
FND BW	FOUNDATION BARRIER WALL
FND BW OS	FOUNDATION BARRIER WALL OFFSET
FND CON	FOUNDATION CONCRETE
FND CON OS	FOUNDATION CONCRETE OFFSET
FND MET	FOUNDATION METAL
FND PW	FOUNDATION PARAPET WALL
FU	FUSE
GND	GROUND
HID	HIGH INTENSITY DISCHARGE
JB	JUNCTION BOX
KVA	KILOVOLT-AMPERE
KW	KILOWATTS
M	METER
MA	MAST ARM
MM	MILLIMETER
MH	MOUNTING HEIGHT
NO. "	NUMBER
P	PROPOSED
PB	PUSH BUTTON
PNL	PANEL
PVCC RGC	PVC COATED RIGID GALVANIZED CONDUIT
PT	POTENTIAL TRANSFORMER
R	EXISTING UNIT TO BE REMOVED (OWNER SALVAGED U.N.O.)
RR	EXISTING UNIT TO BE REMOVED AND REINSTALLED
RECP	RECEPTACLE
RGC	RIGID GALVANIZED CONDUIT
SEL SW	SELECTOR SWITCH
SPARE	SPARE
SPACE	SPACE
SS	STAINLESS STEEL
STA	STATION
T	TEMPORARY LIGHTING UNIT
TB	TRANSFORMER BASE
TMP	TEMPORARY
TR	TEMPORARY UNIT TO BE REMOVED. SALVAGE EQUIPMENT AS SPECIFIED
TRR	TEMPORARY UNIT TO BE REMOVED AND RELOCATED
TUR	TEMPORARY UNIT ON UTILITY POLE TO BE REMOVED
UD	UNIT DUCT
U.N.O.	UNLESS NOTED OTHERWISE
WP	WOOD POLE
XFMR	TRANSFORMER

GENERAL NOTES:

1. THE CONTRACTOR SHALL VERIFY ALL OF THE INFORMATION SHOWN ON THE CONTRACT DRAWINGS, WHICH WOULD AFFECT THE WORK UNDER THIS CONTRACT.
2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS PROJECT, SPECIFICALLY AS THEY RELATE TO LUMP SUM ITEMS AND UNIT PRICE ITEMS.
3. ALL NEW CONDUIT, UNIT DUCTS, DIRECT BURIAL CABLE, AND APPURTENANCES ARE INDICATED DIAGRAMMATICALLY ON THE DRAWINGS. THE ACTUAL LOCATIONS IN THE FIELD SHALL MEET WITH APPROVAL OF THE ENGINEER.
4. THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND ASSOCIATED SUPPLEMENTAL CONDITIONS.
5. THE SCALE SHOWN ON PLAN DRAWINGS APPLIES ONLY TO THE FULL SIZE PLANS AND NOT TO REDUCED SIZE PLANS.
6. THE CONTRACTOR SHALL FURNISH AND INSTALL LUMINAIRE LAMPS IN ACCORDANCE WITH THE SUPPLIER'S RECOMMENDATIONS AND IN ACCORDANCE WITH THE SPECIFICATIONS. THE COST OF THIS WORK AND MATERIAL SHALL BE INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEM. SEPARATE PAYMENT WILL NOT BE MADE.
7. ALL LUMINAIRES SHALL BE ORIENTED WITH THE OPTICS PERPENDICULAR TO THE ROADWAY UNLESS OTHERWISE INDICATED OR DIRECTED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEMS. SEPARATE PAYMENT WILL NOT BE MADE.
8. FOR THE EXISTING LIGHT POLE AND FOUNDATIONS THAT ARE TO BE REMOVED, THE ASSOCIATED UNDERGROUND CONDUITS AND CABLES SHALL BE SEPARATED FROM RESPECTIVE FOUNDATIONS AT 760 MM (2.5 FEET) BELOW GRADE AND SHALL BE ABANDONED EXCEPT WHERE INDICATED ON THE LIGHT POLE RELOCATION PLAN FOR PLANK ROAD. THERE THE FOUNDATIONS SHALL BE COMPLETELY REMOVED AS INDICATED.
9. ALL LIGHTING EQUIPMENT REMOVED AS PART OF THIS CONTRACT SHALL REMAIN THE PROPERTY OF THE STATE AND SHALL BE DELIVERED TO THE STATE MAINTENANCE FACILITY.
10. CONDUITS AND UNIT DUCTS SHALL BE INSTALLED AT A MINIMUM 760 MM (30 INCHES) DEPTH BELOW GRADE AND POSITIONED IN THE FIELD TO AVOID CONFLICT WITH ROADWAY UNDER DRAINS AND OTHER EXISTING AND PROPOSED UTILITIES. THE CONTRACTOR SHALL INCREASE DEPTH OF UNIT DUCT AND CONDUIT AS REQUIRED AT NO ADDITIONAL COST TO THE STATE/VILLAGE. THE CONTRACTOR SHALL COORDINATE RACEWAY DEPTH WITH THE ELECTRICAL DETAILS AND THE ENGINEER.
11. WHERE MULTIPLE CONDUITS ADJACENT TO EACH OTHER ARE INSTALLED IN A COMMON TRENCH, TRENCH AND BACKFILL WILL NOT BE PAID FOR EACH CONDUIT, BUT WILL BE PAID FOR THE LENGTH OF THE COMMON TRENCH ONLY.
12. WHERE THE CONTRACTOR'S EXCAVATION MEETS AN OBSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER FOR DIRECTION IN WRITING PRIOR TO EXCAVATION. THE CONTRACTOR SHALL RESTORE ANY DAMAGE TO EXISTING SYSTEMS OR UTILITIES AND REMOVE EXISTING OBSTRUCTIONS AND FOUNDATIONS TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE APPROPRIATE PAY ITEM.
13. WHEREVER THE TEMPORARY AERIAL CABLE IS REQUIRED TO CROSS AN EXISTING AND/OR PROPOSED ROADWAY, THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF 6 METER (20 FEET) OF VERTICAL CLEARANCE OVER THE ROADWAY AT ALL TIMES.
14. THE POLES SHALL BE KEPT OUT OF DITCH AREA.
15. WHERE MAXIMUM 20 FEET MOUNTING HEIGHT IS REQUIRED, THE 30 FEET WOOD POLES ARE PROVIDED IN THE QUANTITIES TO ACCOUNT FOR LOWER GROUND ELEVATIONS COMPARED TO ROADWAY. IF NEEDED THE WOOD POLES SHALL BE CUT TO MAINTAIN VERTICAL CLEARANCE REQUIREMENTS OF 20 FEET AS REQUIRED BY FAA BECAUSE OF THE PROXIMITY TO THE AIRPORT. THE 50 FEET WOOD POLES ARE REQUIRED WHERE 40 FEET MOUNTING HEIGHT IS NEEDED. IF AFFECTED BY THE VERTICAL CLEARANCE REQUIREMENTS OF FAA, THE 50 FEET POLES SHALL BE CUT TO MAINTAIN 40 FEET MOUNTING HEIGHT AS NEEDED.
16. THE FOUNDATION OF THE PERMANENT LIGHT POLES SHALL BE SET 10 FEET BEHIND BARRIER CURB (FACE OF CURB TO FACE OF POLE). WHERE CURB DOES NOT EXIST, THE SET BACK SHALL BE 20 FEET FROM THE EDGE OF PAVEMENT TO THE FACE OF THE LIGHT POLE.
17. THE LOCATION NUMBER OF THIS PROJECT IS 46.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLANK ROAD OVER I-80

LIGHTING LEGEND AND GENERAL NOTES

SCALE: NONE
DATE: 12/2/2009
DRAWN BY RDP
CHECKED BY PKG

PLOT DATE = 2/3/2010
FILE NAME = $FILE$
PLOT SCALE = $SCALE$
USER NAME = $USER$

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50-8HBR	LASALLE	142	48
STA.		TO STA.		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

	SUMMARY OF QUANTITIES		
IDOT PAY ITEM NO.	DESIGNATION	UNIT	CONTRACT TOTAL
80400100	ELECTRIC SERVICE INSTALLATION	EACH	1
81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	54
81018700	CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	454
81104600	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., INTERMEDIATE METAL	FOOT	240
81300530	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	12
81603035	UNIT DUCT, 600V, 2-1C NO. 6, 1/C NO. 6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	2534
81603070	UNIT DUCT, 600V, 2-1C NO. 2, 1/C NO. 4 GROUND, (XLP-TYPE USE), 1¼" DIA. POLYETHYLENE	FOOT	2195
81603095	UNIT DUCT, 600V, 4-1C NO. 2, 1/C NO. 4 GROUND, (XLP-TYPE USE), 1½" DIA. POLYETHYLENE	FOOT	875
81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	783
81702140	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	256
81702150	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2	FOOT	2055
* 81800185	AERIAL CABLE, 2-1/C NO. 1/0 WITH MESSENGER WIRE	FOOT	1566
81800190	AERIAL CABLE, 2-1/C NO. 2 WITH MESSENGER WIRE	FOOT	827
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	5425
82102100	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 100 WATT	EACH	18
82102150	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 150 WATT	EACH	9
82102250	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	9
82500350	LIGHTING CONTROLLER, BASE MOUNTED, 240VOLT, 100AMP	EACH	1
83001400	LIGHT POLE, ALUMINUM, 35 FT. M.H., 10 FT. DAVIT ARM	EACH	2
83002400	LIGHT POLE, ALUMINUM, 40 FT. M.H., 10 FT. DAVIT ARM	EACH	4
* 83000010	LIGHT POLE, ALUMINUM, 16 FT. M.H., 6 FT. DAVIT ARM	EACH	2
* 83000015	LIGHT POLE, ALUMINUM, 16 FT. M.H., 10 FT. DAVIT ARM	EACH	2
* 83000020	LIGHT POLE, ALUMINUM, 17 FT. M.H., 10 FT. DAVIT ARM	EACH	3
* 83000025	LIGHT POLE, ALUMINUM, 18 FT. M.H., 10 FT. DAVIT ARM	EACH	4
* 83000030	LIGHT POLE, ALUMINUM, 20 FT. M.H., 6 FT. DAVIT ARM	EACH	3
* 83000035	LIGHT POLE, ALUMINUM, 20 FT. M.H., 10 FT. DAVIT ARM	EACH	3
83057145	LIGHT POLE, WOOD, 30 FOOT, CLASS 3, WITH 15FT MAST ARM	EACH	10
83057150	LIGHT POLE, WOOD, 30 FOOT, CLASS 4	EACH	4
83057285	LIGHT POLE, WOOD, 50 FOOT, CLASS 3, WITH 15FT MAST ARM	EACH	3
83057290	LIGHT POLE, WOOD, 50 FOOT, CLASS 4	EACH	4
83600350	LIGHT POLE FOUNDATION METAL, 11" BOLT CIRCLE, 8" X 6'	EACH	26
83600355	LIGHT POLE FOUNDATION METAL, 15" BOLT CIRCLE, 8" X 6'	EACH	4
83800650	BREAKAWAY DEVICE, COUPLING, WITH STAINLESS STEEL SCREEN	EACH	120
84100110	REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	13
84200500	REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	6
84200804	REMOVAL OF POLE FOUNDATION	EACH	18
84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	12
84500120	REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH	1
84500130	REMOVAL OF LIGHTING CONTROLLER FOUNDATION	EACH	1
* X0322141	REMOVE TEMPORARY WOOD POLE	EACH	9
* X0323574	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	9
* X8450100	REMOVE EXISTING LIGHTING CONTROLLER AND SALVAGE	EACH	1

* INDICATES SPECIAL PROVISION.

NOTE:

THE SUMMARY OF QUANTITIES INCLUDES THE UNIT DUCTS, CONDUITS, AND OTHER ITEMS USED IN TEMPORARY LIGHTING.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLANK ROAD OVER I-80

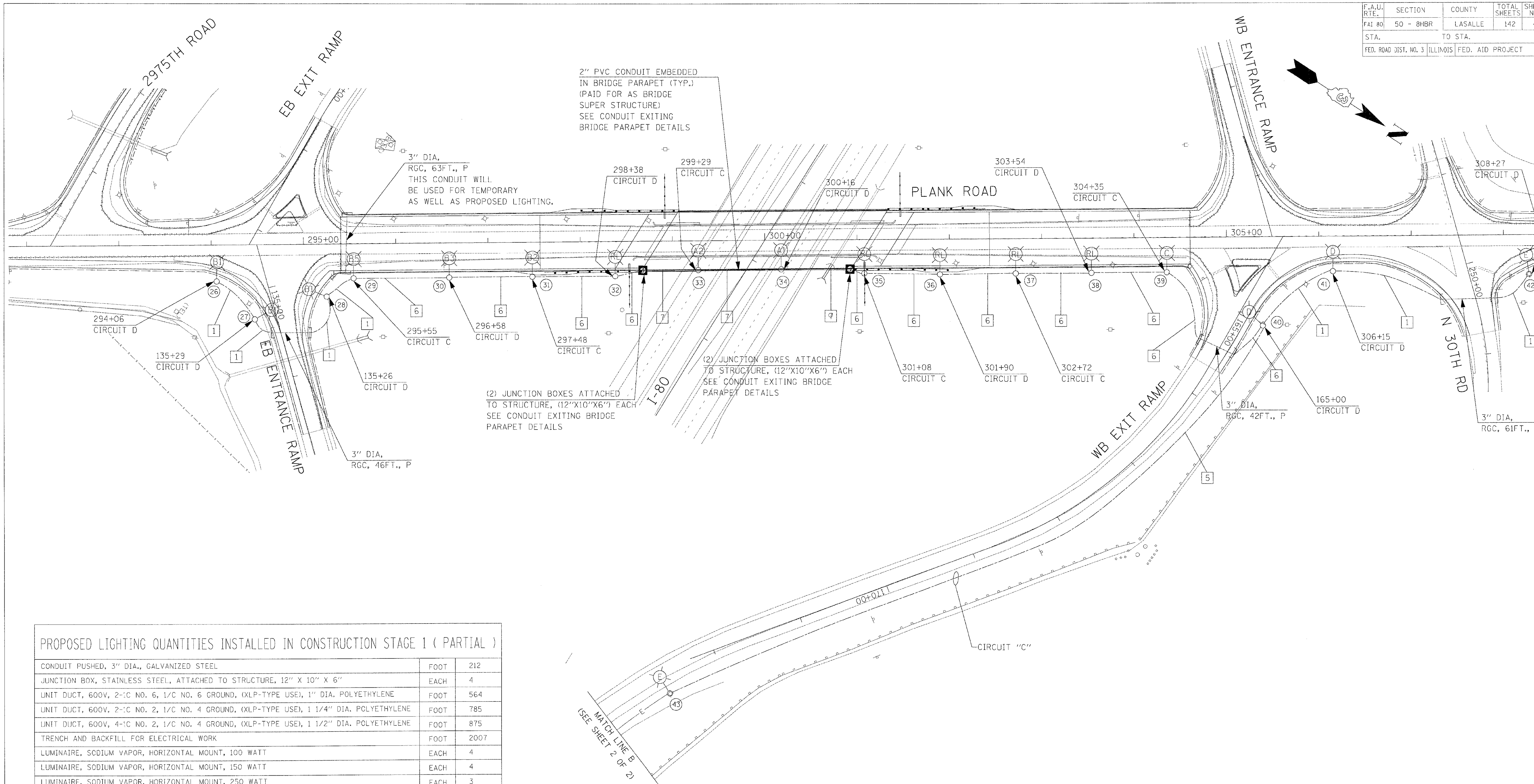
SUMMARY OF QUANTITIES

SCALE: None
DATE: 12/2/2009

DRAWN BY RDP
CHECKED BY PKG

PLOT DATE = 2/3/2010
FILE NAME = $FILE$
PLOT SCALE = $SCALE$
USER NAME = $USER$

CONTRACT NO. 66645				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	142	49
STA.		TO STA.		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



PROPOSED LIGHTING QUANTITIES INSTALLED IN CONSTRUCTION STAGE 1 (PARTIAL)		
CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	212
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	4
UNIT DUCT, 600V, 2-1C NO. 6, 1/C NO. 6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	564
UNIT DUCT, 600V, 2-1C NO. 2, 1/C NO. 4 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	785
UNIT DUCT, 600V, 4-1C NO. 2, 1/C NO. 4 GROUND, (XLP-TYPE USE), 1 1/2" DIA. POLYETHYLENE	FOOT	875
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	2007
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 100 WATT	EACH	4
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 150 WATT	EACH	4
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	3
LIGHT POLE, ALUMINUM, 16 FT. M.H., 6 FT. DAVIT ARM	EACH	1
LIGHT POLE, ALUMINUM, 17 FT. M.H., 10 FT. DAVIT ARM	EACH	2
LIGHT POLE, ALUMINUM, 18 FT. M.H., 10 FT. DAVIT ARM	EACH	1
LIGHT POLE, ALUMINUM, 20 FT. M.H., 6 FT. DAVIT ARM	EACH	1
LIGHT POLE, ALUMINUM, 20 FT. M.H., 10 FT. DAVIT ARM	EACH	3
LIGHT POLE, ALUMINUM, 35 FT. M.H., 10 FT. DAVIT ARM	EACH	1
LIGHT POLE, ALUMINUM, 40 FT. M.H., 10 FT. DAVIT ARM	EACH	2
LIGHT POLE FOUNDATION METAL, 15" BOLT CIRCLE, 8" X 6'	EACH	2
BREAKAWAY DEVICE, COUPLING, WITH STAINLESS STEEL SCREEN	EACH	56
RELOCATE EXISTING LIGHTING UNIT	EACH	5
LIGHT POLE FOUNDATION METAL, 11" BOLT CIRCLE, 8" X 6'	EACH	12

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLANK ROAD OVER I-80

1"=50' /EUB

PROPOSED LIGHTING WORK TO BE PERFORMED IN CONSTRUCTION STAGE 1 /MAE

SCALE:
DATE: 12/2/2009
DRAWN BY RDP
CHECKED BY PKG

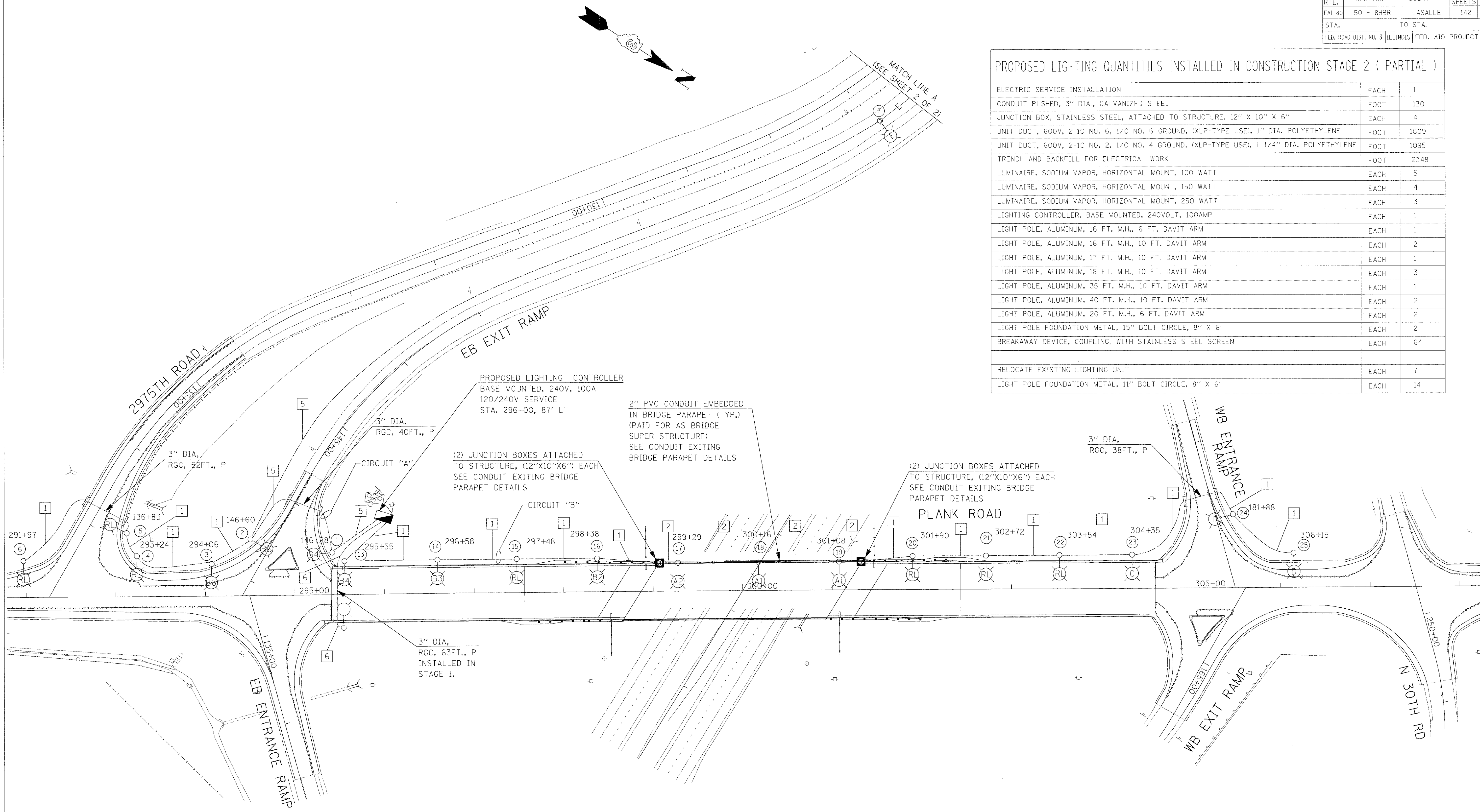
PLOT DATE : 2/3/2010
FILE NAME : $FILEL$
PLOT SCALE : $SCALE$
PLOT TIME : 11:23:35 AM

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	142	50
STA.		TO STA.		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

PROPOSED LIGHTING QUANTITIES INSTALLED IN CONSTRUCTION STAGE 2 (PARTIAL)

ELECTRIC SERVICE INSTALLATION	EACH	1
CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	130
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	4
UNIT DUCT, 600V, 2-1C NO. 6, 1/C NO. 6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	1609
UNIT DUCT, 600V, 2-1C NO. 2, 1/C NO. 4 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	1095
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	2348
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 100 WATT	EACH	5
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 150 WATT	EACH	4
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	3
LIGHTING CONTROLLER, BASE MOUNTED, 240VOLT, 100AMP	EACH	1
LIGHT POLE, ALUMINUM, 16 FT. M.H., 6 FT. DAVIT ARM	EACH	1
LIGHT POLE, ALUMINUM, 16 FT. M.H., 10 FT. DAVIT ARM	EACH	2
LIGHT POLE, ALUMINUM, 17 FT. M.H., 10 FT. DAVIT ARM	EACH	1
LIGHT POLE, ALUMINUM, 18 FT. M.H., 10 FT. DAVIT ARM	EACH	3
LIGHT POLE, ALUMINUM, 35 FT. M.H., 10 FT. DAVIT ARM	EACH	1
LIGHT POLE, ALUMINUM, 40 FT. M.H., 10 FT. DAVIT ARM	EACH	2
LIGHT POLE, ALUMINUM, 20 FT. M.H., 6 FT. DAVIT ARM	EACH	2
LIGHT POLE FOUNDATION METAL, 15" BOLT CIRCLE, 8" X 6'	EACH	2
BREAKAWAY DEVICE, COUPLING, WITH STAINLESS STEEL SCREEN	EACH	64
RELOCATE EXISTING LIGHTING UNIT	EACH	7
LIGHT POLE FOUNDATION METAL, 11" BOLT CIRCLE, 8" X 6'	EACH	14



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLANK ROAD OVER I-80

PROPOSED LIGHTING WORK TO BE PERFORMED IN CONSTRUCTION STAGE 2

SCALE: 1"=50'
DATE: 12/2/2009
DRAWN BY RDP
CHECKED BY PKG

PLOT DATE = 2/3/2010
FILE NAME = $FILEL$
PLOT SCALE = $SCALE$
PLOT TIME = 11:23:44 AM

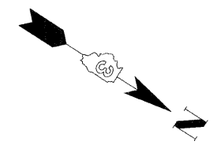
CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	142	51
STA.		TO STA.		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

NOTE: Coordination has been done with the Federal Aviation Administration on the installation of the Permanent Light Poles. The final elevations of the poles as stated in the plans shall be strictly adhered to. The final elevation of the top of the permanent light poles shall not exceed the plan height by more than 0.1 foot. All ADJUSTMENTS NEEDED TO SATISFY FEDERAL AVIATION ADMINISTRATION REQUIREMENTS SHALL BE MADE AT THE SOLE EXPENSE OF THE CONTRACTOR.

LIGHT POLE ELEVATIONS

POLE NO.	GROUND ELEV.	TOP OF LIGHT POLE ELEV.	POLE NO.	GROUND ELEV.	TOP OF LIGHT POLE ELEV.
1	669.36	685.36	25	662.40	702.40
2	665.01	683.01	26	664.09	684.09
3	664.46	682.46	27	663.45	683.45
4	657.89	677.89	28	664.00	684.00
5	656.83	676.83	29	669.64	686.64
6	656.83	676.83	30	672.09	689.09
13	669.82	685.82	31	673.83	691.83
14	672.12	689.12	32	674.90	694.90
15	673.78	693.78	33	678.80	694.80
16	675.02	693.02	34	678.96	698.96
17	678.80	694.80	35	675.57	695.57
18	678.96	698.96	36	674.43	694.43
19	678.61	698.61	37	673.44	693.44
20	674.68	694.68	38	671.85	691.85
21	673.47	693.47	39	670.05	705.05
22	671.86	691.86	40	660.83	700.83
23	669.87	704.87	41	663.01	703.01
24	664.46	704.46	42	657.06	702.06



MATCH LINE A (SEE SHEET 2 OF 2)

2975TH ROAD

EB EXIST RAMP

PROPOSED LIGHTING CONTROLLER
BASE MOUNTED, 240V, 100A
120/240V SERVICE
STA. 296+00, 87' LT

3-1/C NO. 2 IN 2"
RGC CONDUIT
APPROX. 20'
SEE NOTE 2

2" PVC CONDUIT EMBEDDED
IN BRIDGE PARAPET (TYP.)
(PAID FOR AS BRIDGE
SUPER STRUCTURE)
SEE CONDUIT EXITING BRIDGE
PARAPET DETAILS

(4) JUNCTION BOXES ATTACHED
TO STRUCTURE, (12"X10"X6") EACH
SEE CONDUIT EXITING BRIDGE
PARAPET DETAILS

(2) JUNCTION BOXES ATTACHED
TO STRUCTURE, (12"X10"X6") EACH
SEE CONDUIT EXITING BRIDGE
PARAPET DETAILS

3" DIA, RGC, 40FT., P
3" DIA, RGC, 52FT., P
3" DIA, RGC, 38FT., P
3" DIA, RGC, 61FT., P
3" DIA, RGC, 63FT., P
3" DIA, RGC, 46FT., P
3" DIA, RGC, 42FT., P

CIRCUIT "A"
CIRCUIT "B"
CIRCUIT "C"

WB ENTRANCE RAMP
PLANK ROAD
I-80
EB ENTRANCE RAMP
WB EXIT RAMP
N 30TH RD

MATCH LINE STA. 170+00
MATCH LINE B (SEE SHEET 2 OF 2)
MATCH LINE STA. 170+00

NOTES:

1. THE EXISTING 150 WATT LUMINAIRES SHALL BE INSTALLED ON THE POLES MARKED AS "4 AND "6.
2. CONDUIT, CABLE, AND TRENCHING FOR THE ELECTRICAL SERVICE SHALL BE FURNISHED AS INCIDENTAL TO PAY ITEM NUMBER 80400100 - ELECTRICAL SERVICE INSTALLATION, AND SEPARATE PAYMENT WILL NOTE BE MADE FOR THIS WORK.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLANK ROAD OVER I-80

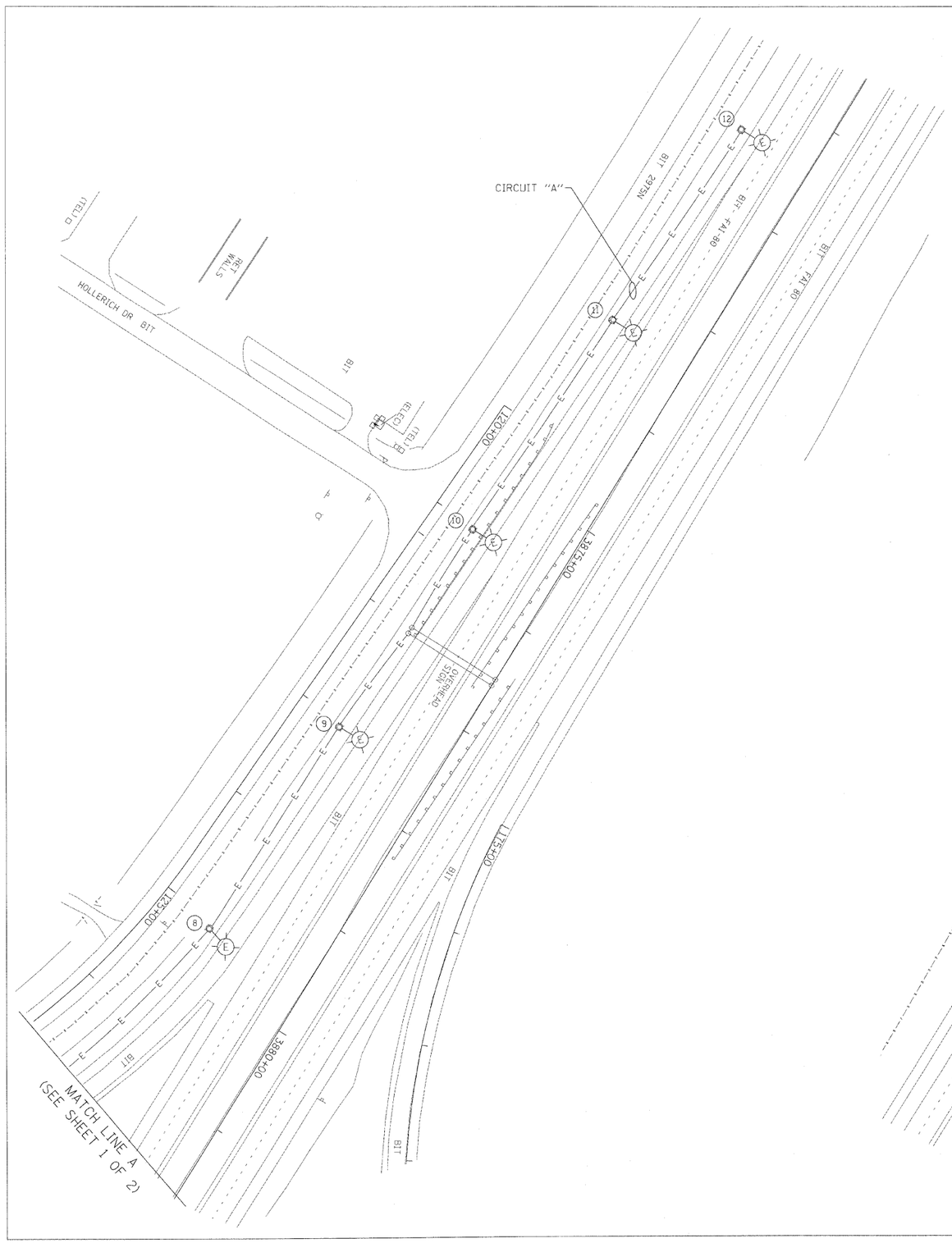
PROPOSED LIGHTING PLAN
(SHEET 1 OF 2)

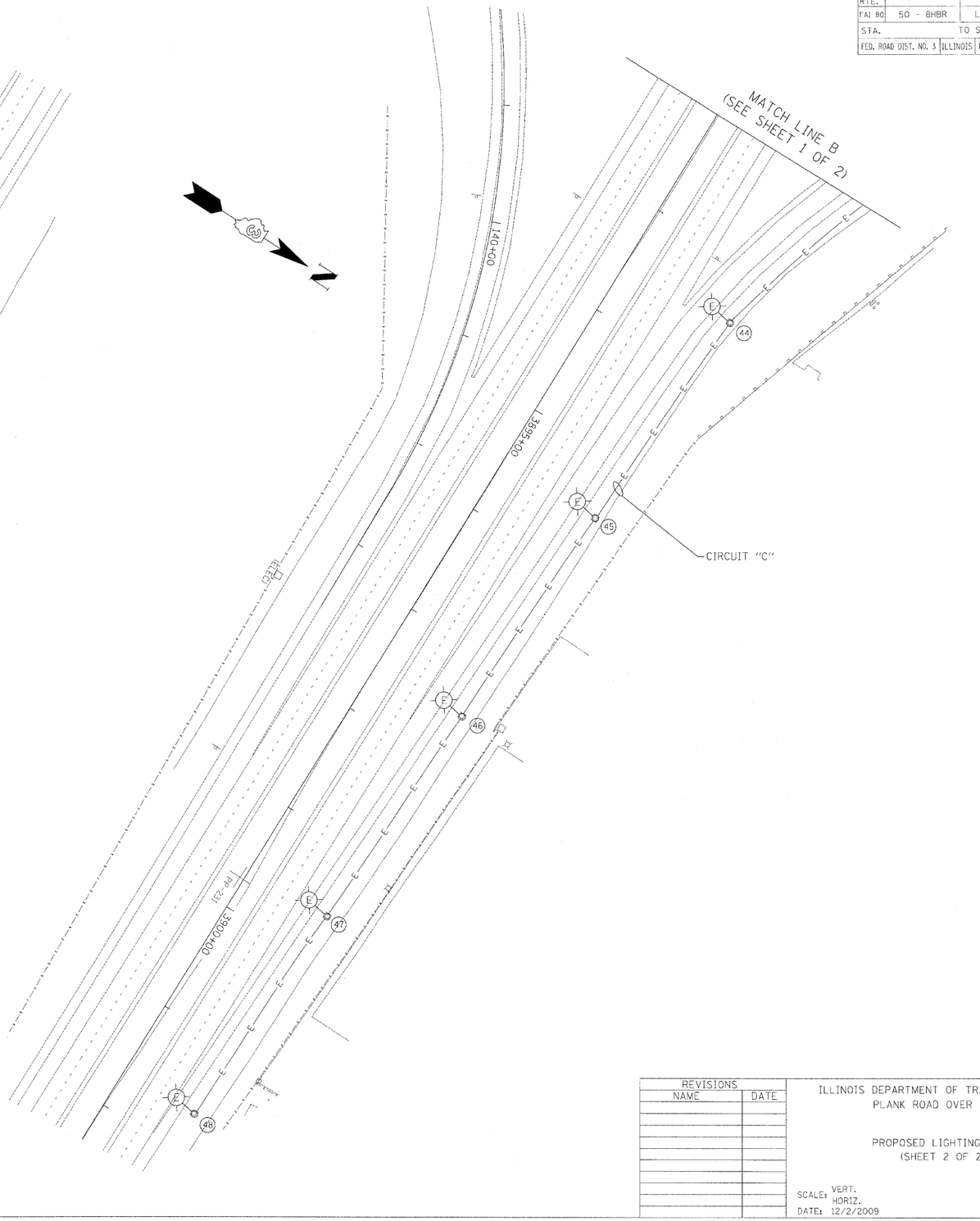
SCALE: 1"=50'
DRAWN BY RDP
DATE: 12/2/2009
CHECKED BY PKG

PLOT DATE = 2/3/2010
FILE NAME = $FILE$
PLOT SCALE = $SCALE$
PLOT TIME = 11:25:04 AM

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	142	52
STA.		TO STA.		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		





PLOT DATE = 2/3/2010
FILE NAME = $FILEL$
PLOT SCALE = $SCALE$
PLOT TIME = 1124:05 AM

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLANK ROAD OVER I-80

PROPOSED LIGHTING PLAN
(SHEET 2 OF 2)

SCALE: VERT.
HORIZ.
DATE: 12/2/2009

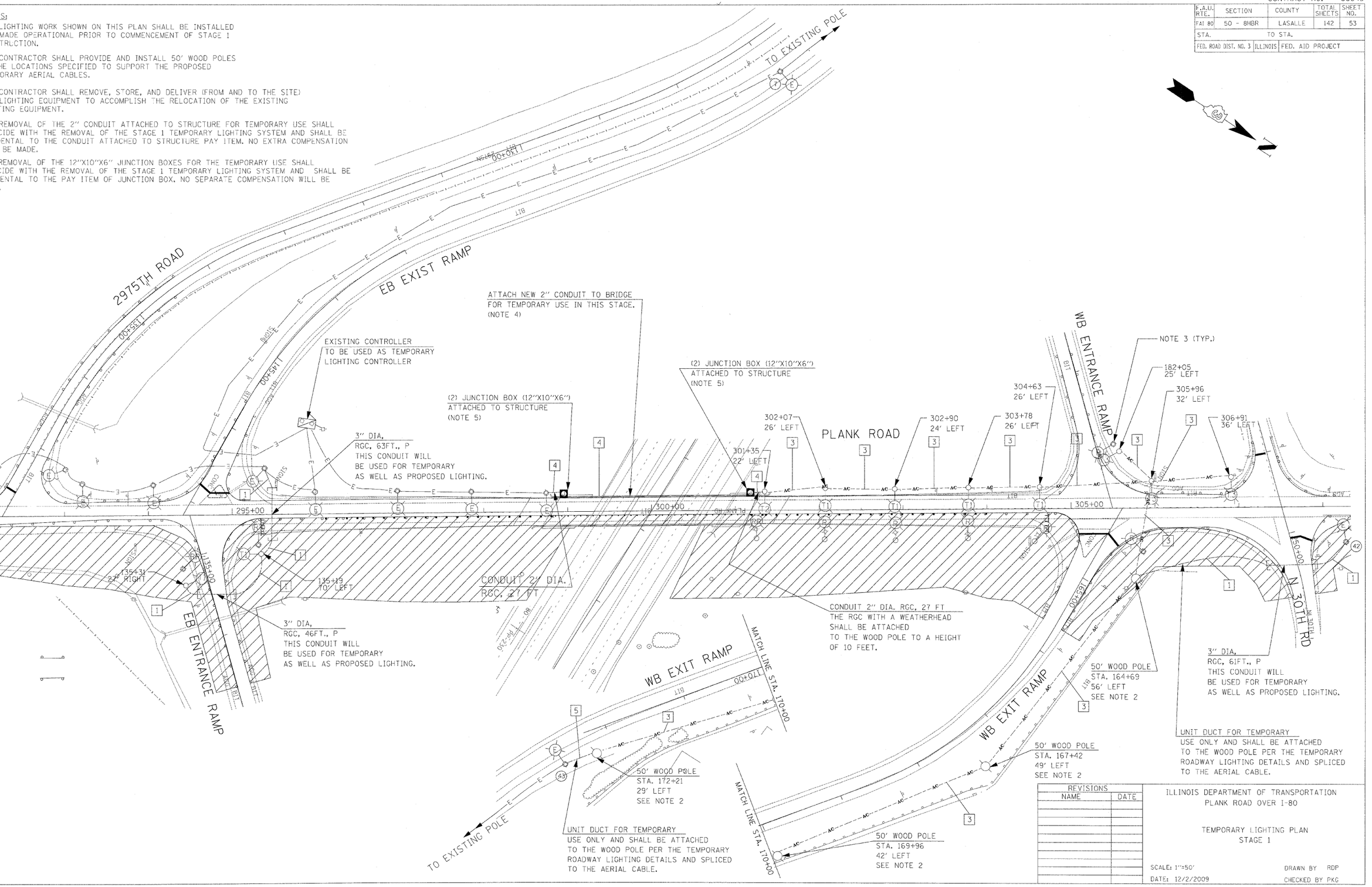
DRAWN BY RDP
CHECKED BY PKG

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	142	53
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

NOTES:

1. ALL LIGHTING WORK SHOWN ON THIS PLAN SHALL BE INSTALLED AND MADE OPERATIONAL PRIOR TO COMMENCEMENT OF STAGE 1 CONSTRUCTION.
2. THE CONTRACTOR SHALL PROVIDE AND INSTALL 50' WOOD POLES IN THE LOCATIONS SPECIFIED TO SUPPORT THE PROPOSED TEMPORARY AERIAL CABLES.
3. THE CONTRACTOR SHALL REMOVE, STORE, AND DELIVER (FROM AND TO THE SITE) ANY LIGHTING EQUIPMENT TO ACCOMPLISH THE RELOCATION OF THE EXISTING LIGHTING EQUIPMENT.
4. THE REMOVAL OF THE 2" CONDUIT ATTACHED TO STRUCTURE FOR TEMPORARY USE SHALL COINCIDE WITH THE REMOVAL OF THE STAGE 1 TEMPORARY LIGHTING SYSTEM AND SHALL BE INCIDENTAL TO THE CONDUIT ATTACHED TO STRUCTURE PAY ITEM. NO EXTRA COMPENSATION WILL BE MADE.
5. THE REMOVAL OF THE 12"X10"X6" JUNCTION BOXES FOR THE TEMPORARY USE SHALL COINCIDE WITH THE REMOVAL OF THE STAGE 1 TEMPORARY LIGHTING SYSTEM AND SHALL BE INCIDENTAL TO THE PAY ITEM OF JUNCTION BOX. NO SEPARATE COMPENSATION WILL BE MADE.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLANK ROAD OVER I-80

TEMPORARY LIGHTING PLAN
STAGE 1

SCALE: 1"=50' DRAWN BY RDP
DATE: 12/2/2009 CHECKED BY PKG

PLOT DATE = 2/3/2010
FILE NAME = e:\FILE1.e
PLOT SCALE = e:\SCALE1.e
PLOT TIME = 11:08:49 AM

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	142	54
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

NOTES:

1. THE EXISTING LIGHTING CONTROLLER SHALL BE REMOVED ONLY AFTER THE PROPOSED LIGHTING SYSTEM HAS BEEN INSTALLED AND MADE FULLY OPERATIONAL. THE EXISTING LIGHTING CONTROLLER SHALL THEN BE SALVAGED AND DELIVERED TO THE STATE MAINTENANCE FACILITY AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR UNDER PAY ITEM "REMOVE EXISTING LIGHTING CONTROLLER AND SALVAGE".
2. THE CONTRACTOR SHALL PROVIDE AND INSTALL 30' WOOD POLES IN THE LOCATIONS SPECIFIED TO SUPPORT THE PROPOSED TEMPORARY AERIAL CABLES.
3. THE CONTRACTOR SHALL PROTECT ALL LIGHTING EQUIPMENT IN THE CONSTRUCTION ZONE. THIS PROTECTION SHALL APPLY TO ALL LIGHT POLES; EXISTING, TEMPORARY, AND PROPOSED.

GENERAL NOTE:

ALL LIGHTING WORK SHOWN ON THIS PLAN SHALL BE INSTALLED AND MADE OPERATIONAL PRIOR TO COMMENCEMENT OF STAGE 2 CONSTRUCTION.

UNIT DUCT FOR TEMPORARY
USE ONLY AND SHALL BE ATTACHED TO THE WOOD POLE PER TEMPORARY ROADWAY LIGHTING DETAIL AND SPLICED TO THE AERIAL CABLE.

UNIT DUCT FOR TEMPORARY
USE ONLY AND SHALL BE ATTACHED TO THE WOOD POLE PER TEMPORARY ROADWAY LIGHTING DETAIL AND SPLICED TO THE AERIAL CABLE.

TO EXISTING POLE

EXISTING LIGHTING

30' WOOD POLE
STA. 131+94
49' LEFT
SEE NOTE 2

30' WOOD POLE
STA. 127+27
48' LEFT
SEE NOTE 2

30' WOOD POLE
STA. 129+23
46' LEFT
SEE NOTE 2

30' WOOD POLE
STA. 145+26
28' RIGHT
SEE NOTE 2

2975TH ROAD

EB EXIST RAMP

3" DIA,
RGC, 40FT., P
INSTALLED IN TEMP
STAGE 2 AND SHALL BE
USED FOR TEMP AND
PROPOSED LIGHTING.

EXISTING CONTROLLER
TO BE USED AS TEMPORARY
LIGHTING CONTROLLER
NOTE 1

3" DIA,
RGC, 63FT., P
INSTALLED IN TEMP
STAGE 1 AND SHALL BE
USED FOR TEMP AND
PROPOSED LIGHTING.

(2) JUNCTION BOXES ATTACHED
TO STRUCTURE (12"X10"X6")
INSTALLED IN A PREVIOUS STAGE
SEE CONDUIT EXITING BRIDGE
PARAPET DETAILS

INSTALLED IN
CONSTRUCTION STAGE 1

WB ENTRANCE RAMP

182+05
CIRCUIT D
25' LEFT

3" DIA,
RGC, 56FT., P
FOR TEMP
USE ONLY.

PLANK ROAD

292+89
CIRCUIT D
37' RIGHT

293+11
CIRCUIT D
47' LEFT

295+00

300+00

305+00

305+54
CIRCUIT D

304+35
CIRCUIT C

308+27
CIRCUIT D

250+00

N 30TH RD

3" DIA,
RGC, 61FT., P
INSTALLED
IN STAGE 1

3" DIA,
RGC, 56FT., P
FOR TEMP
USE ONLY.

291+78
CIRCUIT D
30' RIGHT

294+06
CIRCUIT D

135+29
CIRCUIT D

135+00

135+26
CIRCUIT D

295+55
CIRCUIT C

296+58
CIRCUIT D

297+48
CIRCUIT C

298+38
CIRCUIT D

299+28
CIRCUIT C

300+18
CIRCUIT D

301+08
CIRCUIT C

301+90
CIRCUIT D

302+72
CIRCUIT C

306+15
CIRCUIT D

165+00
CIRCUIT D

EB ENTRANCE RAMP

3" DIA,
RGC, 46FT., P
INSTALLED IN TEMP
STAGE 1 AND SHALL BE
USED FOR TEMP AND
PROPOSED LIGHTING.

MATCH LINE STA. 170+00

MATCH LINE STA. 170+00

WB EXIT RAMP

3" DIA,
RGC, 42FT., P
INSTALLED
IN STAGE 1

TO EXISTING POLE

CIRCUIT "C"

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLANK ROAD OVER I-80

TEMPORARY LIGHTING PLAN
STAGE 2

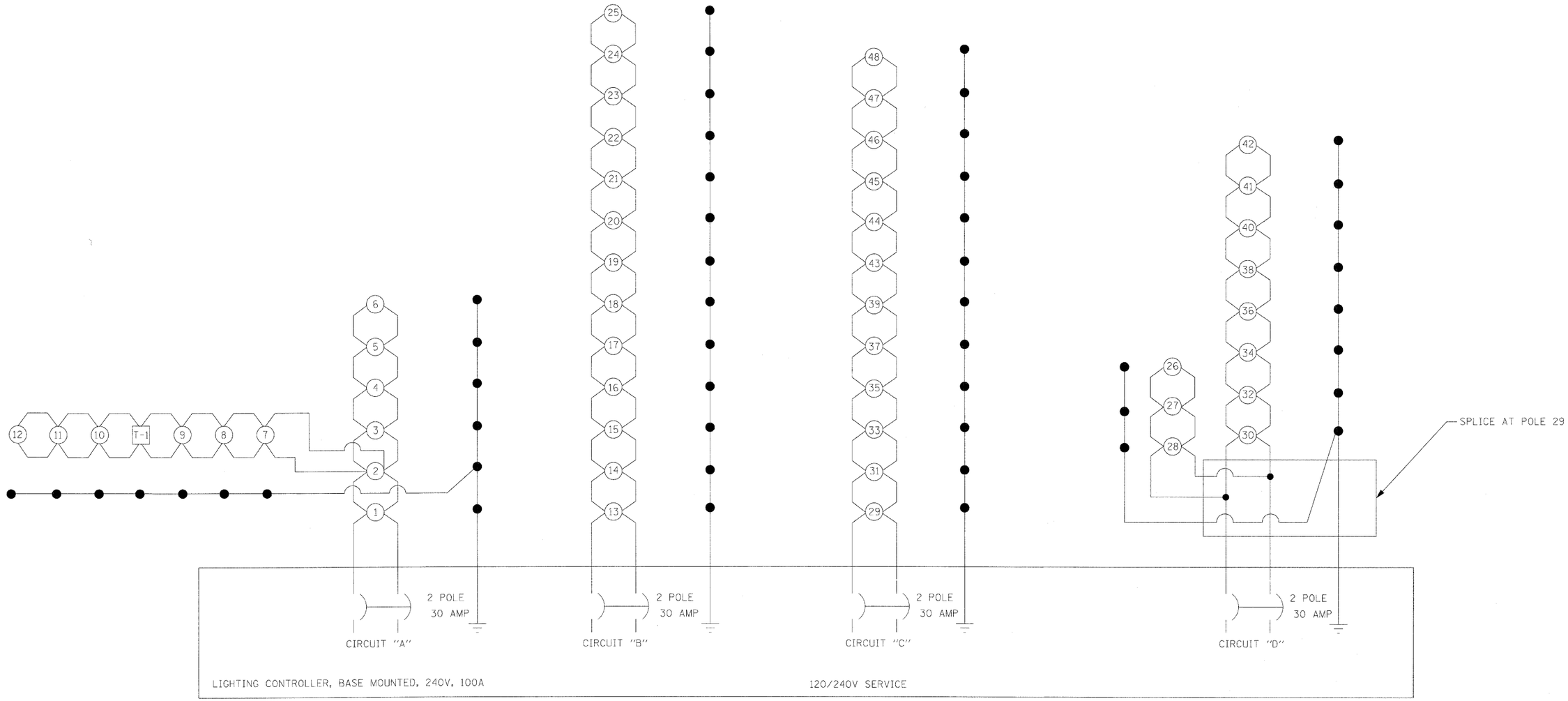
SCALE: 1"=50'
DATE: 12/2/2009

DRAWN BY RDP
CHECKED BY PKG

PLOT DATE = 2/3/2010
FILE NAME = $FILL$
PLOT SCALE = $SCALE$
PLOT TIME = 1:12:43 PM

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	142	55
STA.		TO STA.		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLANK ROAD OVER I-80

PROPOSED WIRING DIAGRAM

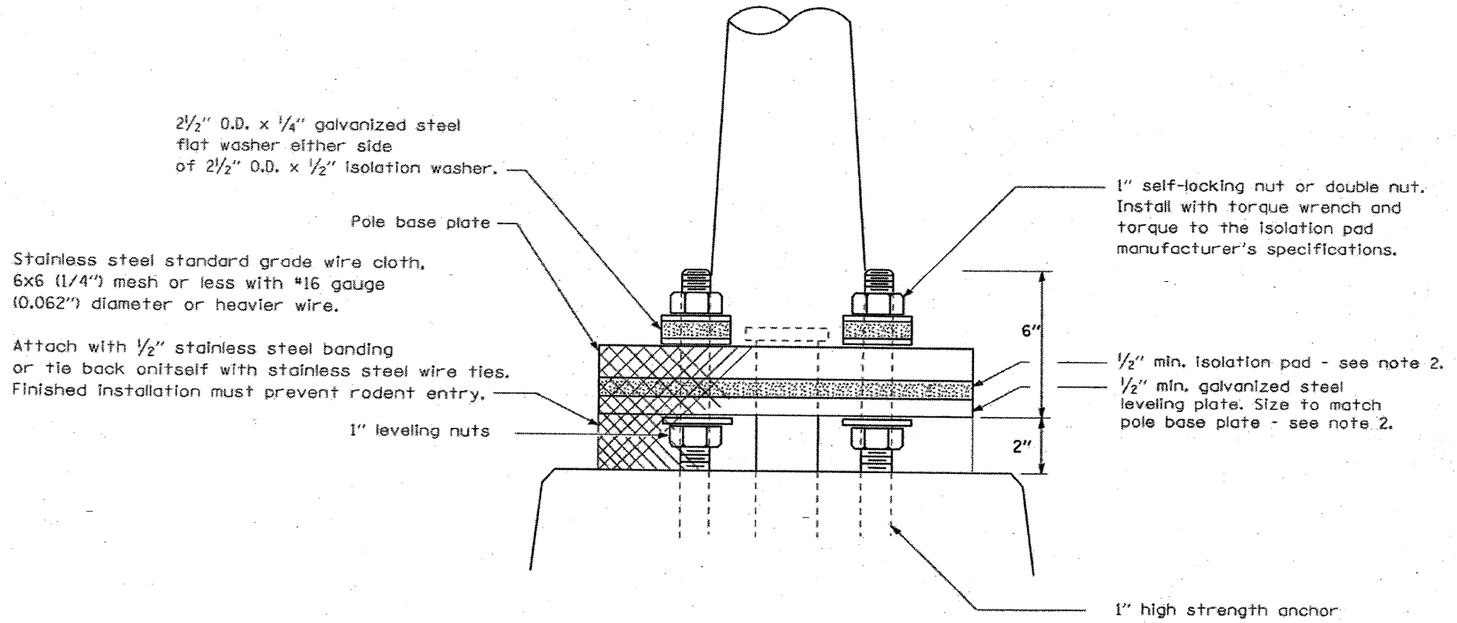
SCALE: NONE
DATE: 12/2/2009

DRAWN BY RDP
CHECKED BY PKG

PLOT DATE = 2/3/2010
FILE NAME = $FILE.$
PLOT SCALE = $SCALE.$
PLOT TIME = 11:09:44 AM

CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	50-8HBR	LASALLE	143	56
STA.		TO STA.		
FED. ROAD DIST. NO. 3				



Pole Mounted on Bridge Parapet Detail

GENERAL NOTES

Locate poles over bridge piers where possible.

The vibration isolation pad and leveling plate shall match the footprint of the pole base plate.

Thickness of isolation pad and washers shall be according to the isolation pad manufacturer's recommendations based upon pole height and loading.

Should the length of the exposed anchor bolts be too short on an existing bridge to mount the poles as shown, then the leveling plate shall be mounted directly on the concrete and leveled with stainless steel washers. Remove concrete as directed by the Engineer to fully thread the top nut.

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

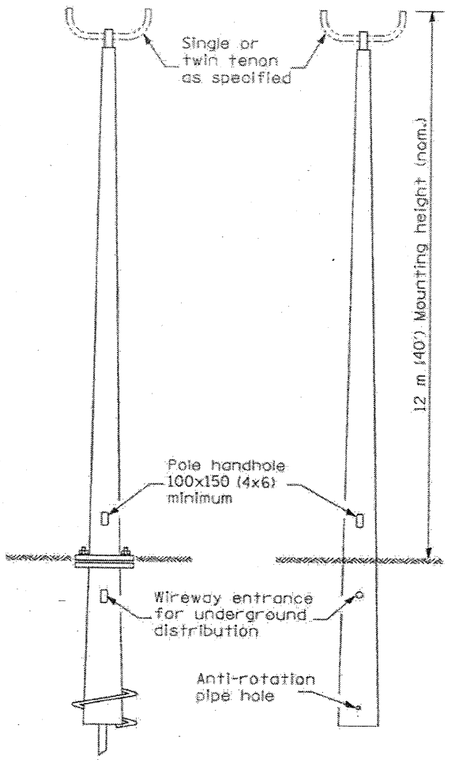
DATE	REVISIONS
7/31/08	Updated

POLE MOUNTED ON BRIDGE PARAPET

LGT018A.DGN

CONTRACT NO. 66645

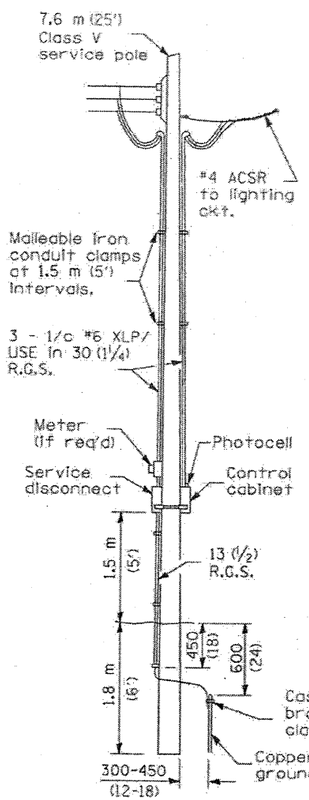
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	142	57
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



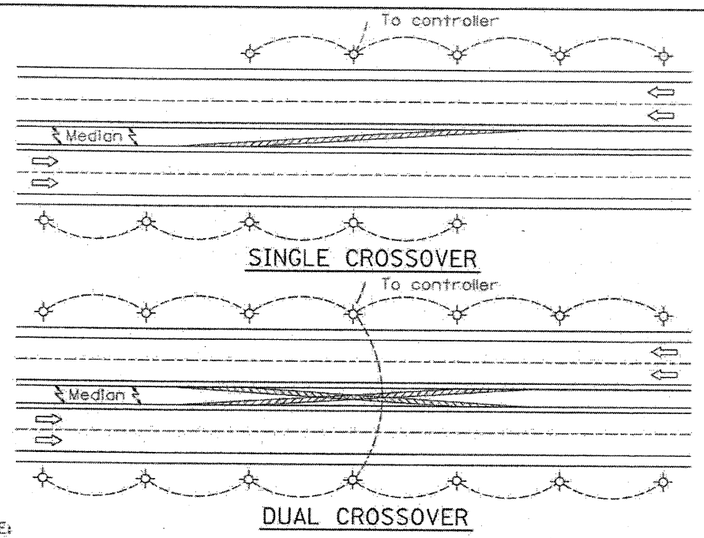
ANCHOR BASE W/ METAL FOUNDATION

BUTT BASE

POLE, FIBERGLASS BREAKAWAY TYPE



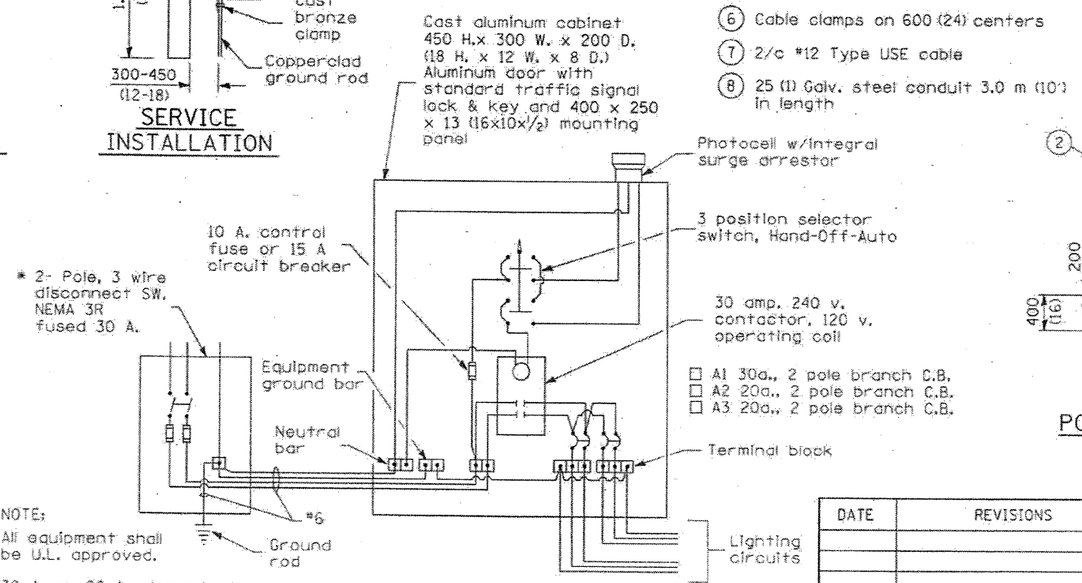
SERVICE INSTALLATION



NOTE:

Min. Pole spacing 60 m (200')
Max. Pole spacing 75 m (250')

Setback shall be min. 9 m (30') or 1.5 m (5') back of ditch, unless breakaway type pole is used.



☐ A1 30a., 2 pole branch C.B.
☐ A2 20a., 2 pole branch C.B.
☐ A3 20a., 2 pole branch C.B.

NOTE:
All equipment shall be U.L. approved.

* 30 A. or 60 A., dependent upon utility co. rules.

WIRING DIAGRAM

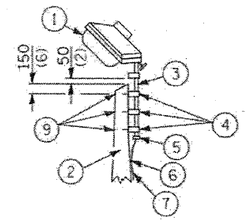
1. Luminaire 250w HPS
2. Wood pole, class 3 or better
3. 63 (2½) Galv. steel conduit
4. Single offset pole band
5. Conduit bushing
6. Cable clamps on 600 (24) centers
7. 2/c #12 Type USE cable
8. 25 (1) Galv. steel conduit 3.0 m (10') in length
9. 16 (⅝) Ø hot dipped galvanized bolt with flat washer & locknut (3 req'd)
10. Conduit clamps on 900 (36) centers
11. Unit duct
12. Threaded reducer
13. "C" Conduiet, threaded
14. 40 (1½) Galv. steel conduit for 1 unit duct or 75 (3) galv. steel conduit for 2 or 3 unit ducts.

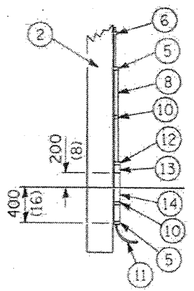
NOTE:

Luminaire(s) shall have a 2-pole inline weatherproof quick disconnect fuse holder.

Luminaire(s) shall be oriented and the mounting angle adjusted as recommended by the Engineer.

Connect luminaire equipment ground to ACSR messenger.





POLE, WOOD

POLE LENGTH	DEPTH IN GROUND
19.8 m (65')	3.6 m (12')
18.0 m (60')	3.0 m (10')
16.8 m (55')	2.7 m (9')
16.0 m (50')	2.4 m (8')
13.7 m (45')	2.1 m (7')
12.0 m (40')	2.0 m (6.5')
10.7 m (35')	1.8 m (6')
9.0 m (30')	1.7 m (5.5')

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

DATE	REVISIONS

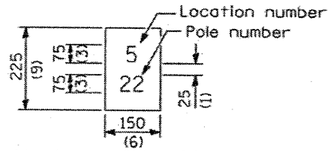
TEMPORARY ROADWAY LIGHTING

LGT014.M32

\12 Working Copy\lgt014.dgn 3/10/2010 9:27:38 AM

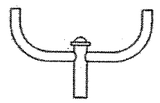
CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HDR	LASALLE	142	58
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

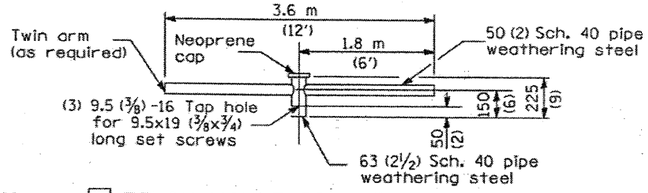


The contractor shall furnish and install a light pole identification of each new light pole, as shown above, incidental to the respective light pole pay item. The numerals shall be 75 (3) series "D", black, screened on silver-white type B pressure sensitive reflective sheeting conforming to the requirements of section T602.01 of the Standard Specifications for Traffic Control Items. The numerals shall conform to the FHWA "Standard Alphabets for Highway Signs".

The light pole identification shall be applied to sign base material as specified in section 1069.06 of the Standard Specifications, approximatey 180 (7) above the adjacent pavement grade visible to approaching traffic in accordance with Highway Standard 720001.

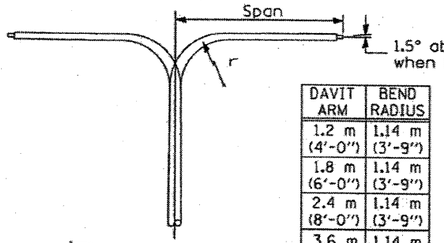


☐ TWIN TENON



☐ TENON MOUNT BRACKET ARM

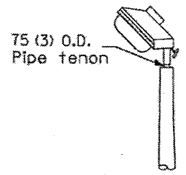
NOTE: Single or twin arm assembly shall be tilted 3° above horizontal.



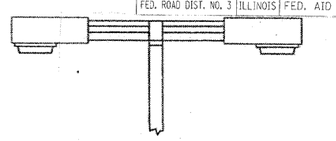
DAVIT ARM	BEND RADIUS
1.2 m (4'-0")	1.14 m (3'-9")
1.8 m (6'-0")	1.14 m (3'-9")
2.4 m (8'-0")	1.14 m (3'-9")
3.6 m (12'-0")	1.14 m (3'-9")

☒ DAVIT ARM

☐ DAVIT ARM-TWIN

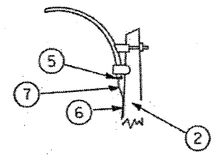


☐ TENON

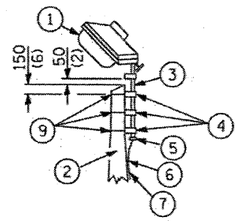


☐ SHORT BRACKET

☐ SHORT BRACKET - TWIN

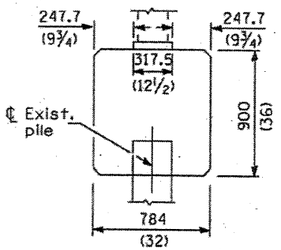


☐ MAST ARM

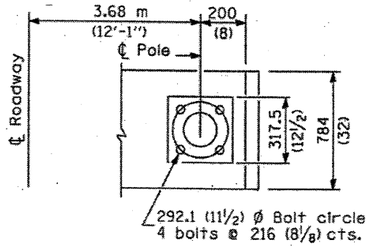


☐ TENON

BENT #
(Looking)

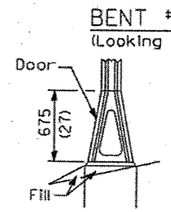


☐ BRIDGE PIER MOUNT

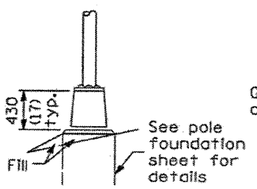


SECTION A-A

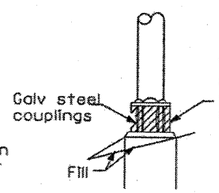
1. Luminaire
2. Wood pole, class 3 or better
3. 63 (2 1/2) Galv. steel conduit
4. Single offset pole band
5. Conduit bushing
6. Cable clamps on 600 (24) centers
7. 2/c #12 Type use cable
8. 25 (1) Galv. steel conduit 3.0 m (10') in length
9. 16 (5/8) Ø hot dipped galvanized bolt with flat washer & locknut (3 req'd)
10. Conduit clamps on 900 (36) centers
11. Unit duct
12. Threaded reducer
13. "C" Condulet, threaded
14. 40 (1 1/2) Galv. steel conduit for 1 unit duct or 75 (3) galv. steel conduit for 2 or 3 unit ducts.



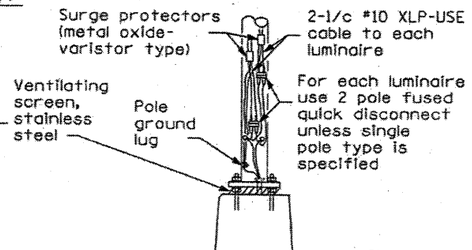
☐ STAINLESS STEEL FLAIR BASE



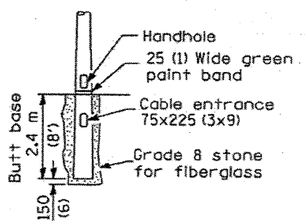
☐ TRANSFORMER BASE



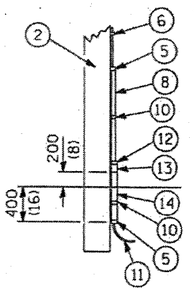
☒ BREAKAWAY COUPLING



☐ ANCHOR



☐ BUTT BASE



☐ POLE, WOOD

POLE LENGTH	DEPTH IN GROUND
19.8 m (65')	3.6 m (12')
18.0 m (60')	3.0 m (10')
16.8 m (55')	2.7 m (9')
16.0 m (50')	2.4 m (8')
13.7 m (45')	2.1 m (7')
12.0 m (40')	2.0 m (6.5')
10.7 m (35')	1.8 m (6')
9.0 m (30')	1.7 m (5.5')

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

☒ FRANGIBLE

☒ METAL OR ☐ CONCRETE

Details for underground distribution if required

DATE	REVISIONS
	Corrected 6/24/09

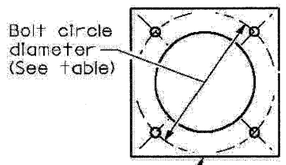
POLE STANDARDS

LGT008.M32

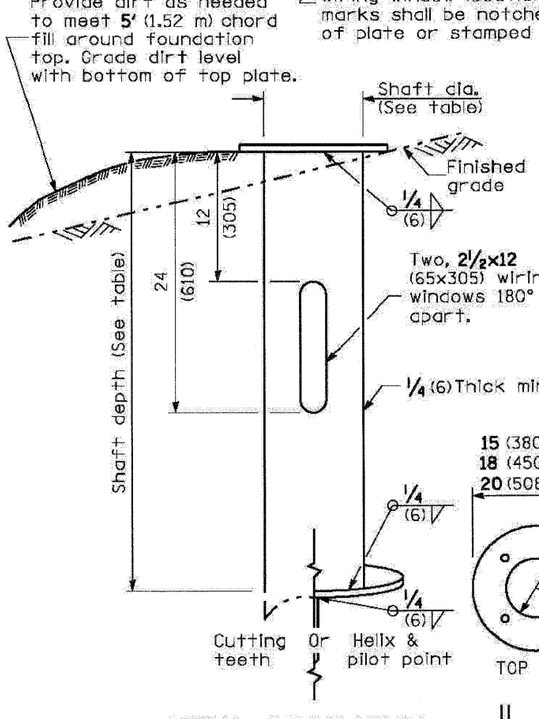
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	142	59
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

		METAL FOUNDATION			CONCRETE FOUNDATION		
LIGHT POLE MOUNTING HEIGHT	BOLT CIRCLE DIAMETER	SHAFT DIAMETER	SHAFT DEPTH	TOP PLATE (min)	SHAFT DIAMETER	SHAFT DEPTH	ANCHOR ROD LENGTH ①
≤30' (9.1 m)	11½ (292)	8⅝ (220)	6' (1.83 m)	12 x 12 x 1 (300 x 300 x 25)	24 (610)	5'-0" (1.52 m)	4'-9" (1.45 m)
31'-35' (9.4 m - 10.7 m)	11½ (292)	8⅝ (220)	6' (1.83 m)	12 x 12 x 1 (300 x 300 x 25)	24 (610)	5'-6" (1.67 m)	5'-3" (1.60 m)
36'-40' (10.9 m - 12.2 m)	15 (381)③	8⅝ (220)	6' (1.83 m) ②	15 x 15 x 1¼ (375 x 375 x 31)	30 (762)	6'-0" (1.83 m)	5'-9" (1.75 m)
41'-45' (12.5 m - 13.7 m)	15 (381)③	8⅝ (220)	6' (1.83 m) ②	15 x 15 x 1¼ (375 x 375 x 31)	30 (762)	6'-6" (1.98 m)	6'-3" (1.90 m)
46'-50' (14.0 m - 15.2 m)	15 (381)③	8⅝ (220)	8' (2.44 m)	15 x 15 x 1¼ (375 x 375 x 31)	30 (762)	7'-0" (2.13 m)	6'-9" (2.00 m)

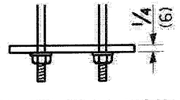
① Length does not include **4** (100) hook.
② **8⅝ x 8'-0"** (220 x 2.44 m) for twin luminaires.
③ Use the maximum allowable bolt circle diameter (typ. **17**(430)) for a transformer base.



Wiring window location identification marks shall be notched in side of plate or stamped on top.

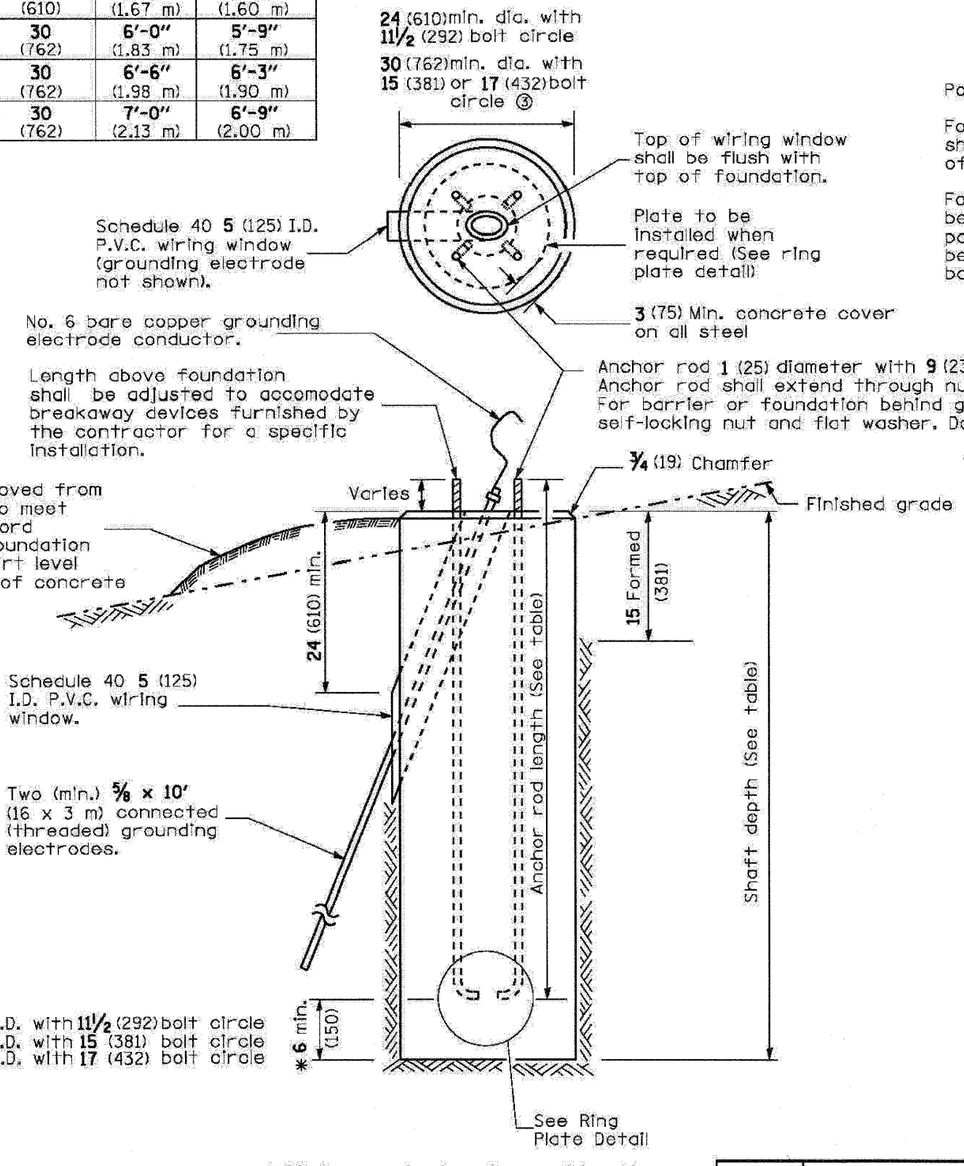


METAL FOUNDATION



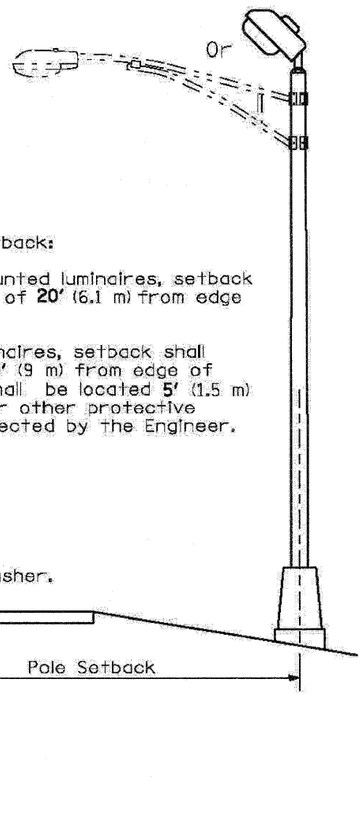
RING PLATE DETAIL

(When rock is encountered and foundation is shallower)



* If the required anchor rod length above top of foundation is less than **3** (75), anchor rods may be lowered below **6** (150).

CONCRETE FOUNDATION



Pole Foundation Setback:

For horizontal mounted luminaires, setback shall be a minimum of **20'** (6.1 m) from edge of pavement.

For multimount luminaires, setback shall be a minimum of **30'** (9 m) from edge of pavement. Poles shall be located **5'** (1.5 m) behind guardrail or other protective barriers, or as directed by the Engineer.

GENERAL NOTES

All foundations are designed to be located on slopes not exceeding 2:1 where soils have an unconfined compressive strength of at least 1.0 TSF. The Contractor shall verify the soil strength during drilling for concrete foundations or by monitoring installation resistance of metal foundations and notify the Engineer if other conditions are encountered.

Anchor rod shall be increased in diameter as needed for **50'** (15.2 m) mounting height or above. The Contractor shall match the breakaway device size or slotted hole size in the pole base plate to accomodate larger rod sizes.

Transformer bases shall not be used on metal foundations.

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

Illinois Department of Transportation

PASSED January 1, 2010
ENGINEER OF PRELIMINARY ENGINEERING
APPROVED January 1, 2010
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 01-1-10

DATE	REVISIONS
1-1-10	New standard.

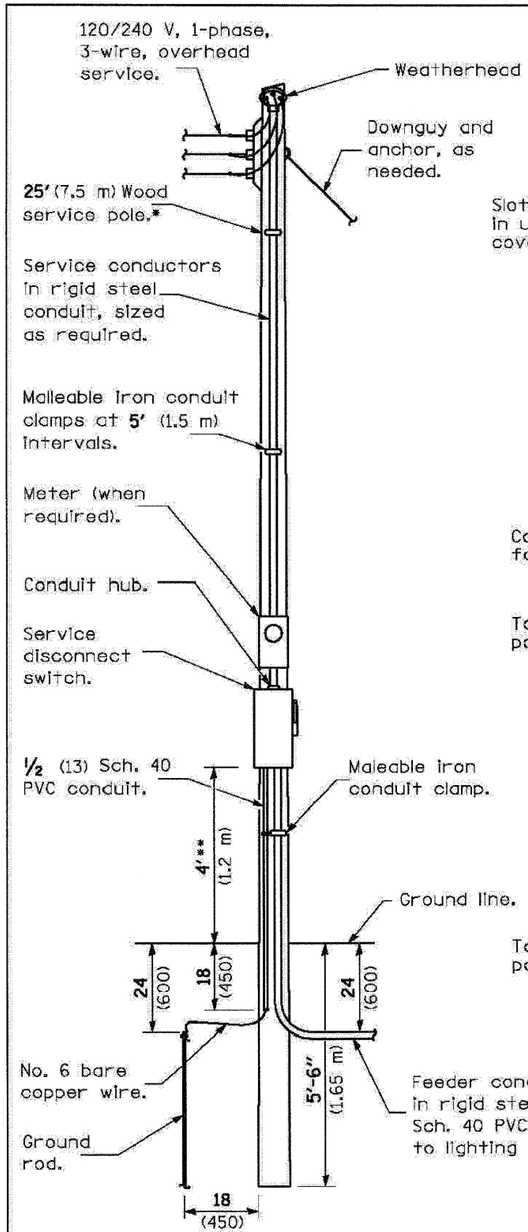
LIGHT POLE FOUNDATION

STANDARD 836001

PLOT DATE = 2/3/2010
FILE NAME = s:\FILE\s
PLOT SCALE = $SCALE$
PLOT TIME = 11:05:17 AM

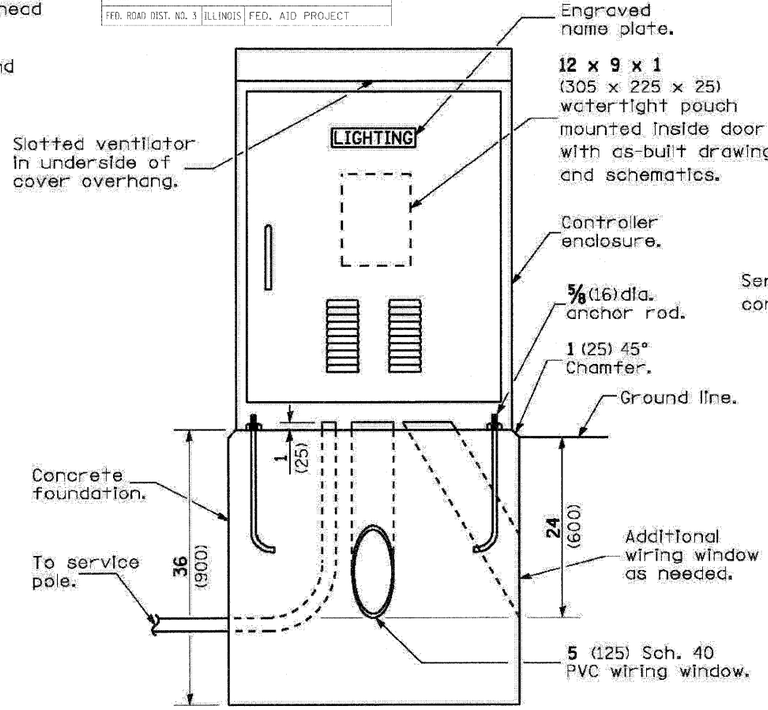
CONTRACT NO. 66645

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	142	60
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

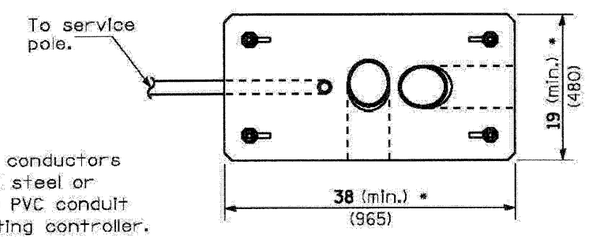


ELECTRIC SERVICE INSTALLATION

** Or as directed by Utility Company.

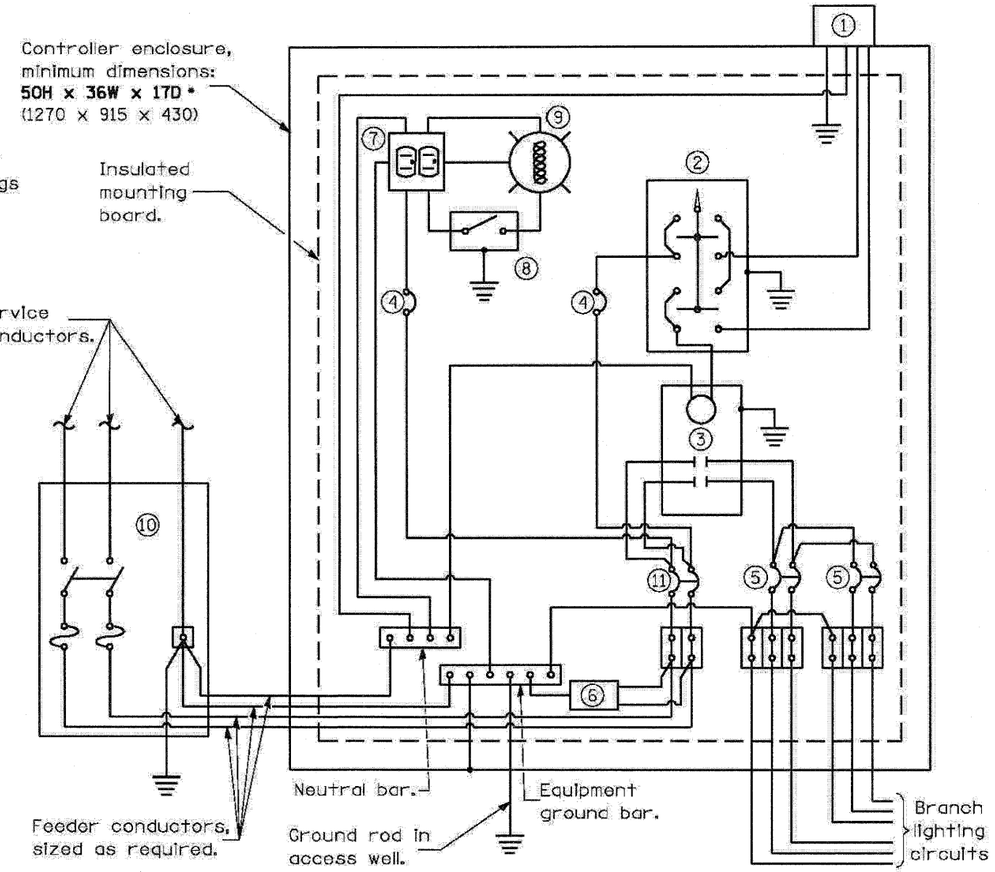


LIGHTING CONTROLLER



FOUNDATION (PLAN)

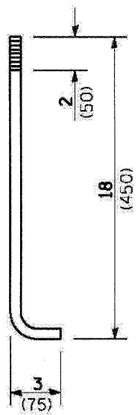
(Work pad not shown.)



CONTROL SCHEMATIC

1. Photocell with integral surge arrester.
2. HAND-OFF-AUTO selector switch.
3. 100 amp*, electrically held contactor.
4. 15 amp, 1-pole circuit breaker.
5. 20 amp*, 2-pole circuit breaker (two spares required but not shown).
6. Surge arrester.
7. GFCI duplex receptacle.
8. Single-pole, single-throw switch.
9. Incandescent luminaire, enclosed and gasketted with 100 watt lamp.
10. Service disconnect switch - 2-pole, 3-wire, 100 amp*, fused at 100 amp*, solid neutral in NEMA 3R enclosure having lockable external handle.
11. 100 amp*, 2-pole circuit breaker.

* Size larger as needed.



ANCHOR ROD DETAIL

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

Illinois Department of Transportation

PASSED January 1, 2010
ENGINEER OF PRELIMINARY ENGINEERING
APPROVED January 1, 2010
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-10

DATE	REVISIONS
1-1-10	New standard.

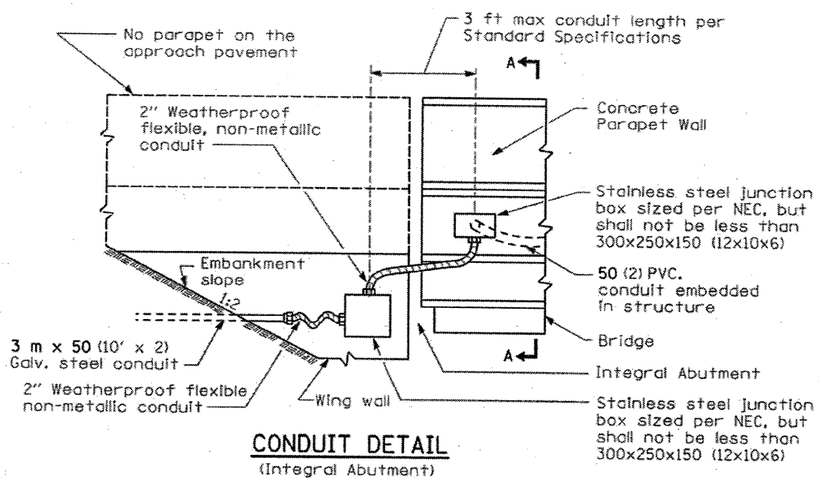
LIGHTING CONTROLLER 240V, BASE MOUNTED

STANDARD 825021

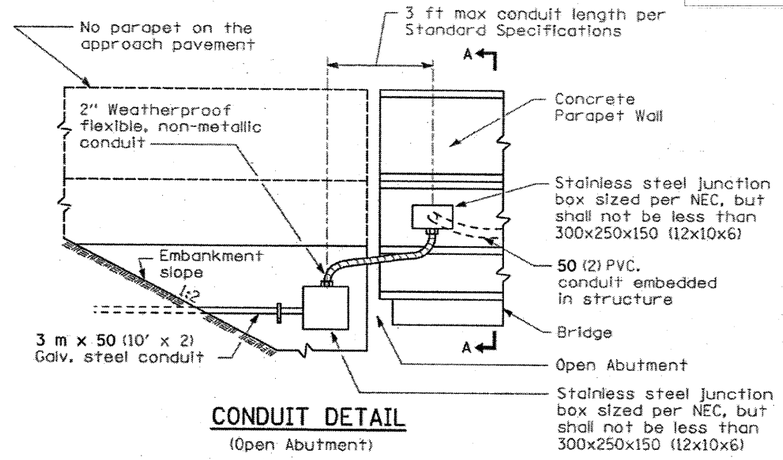
PLOT DATE = 2/3/2010
FILE NAME = s:\FILE1.s
PLOT SCALE = 150.0000 '/ in
PLOT TIME = 11:59:02 AM

CONTRACT NO. 66645

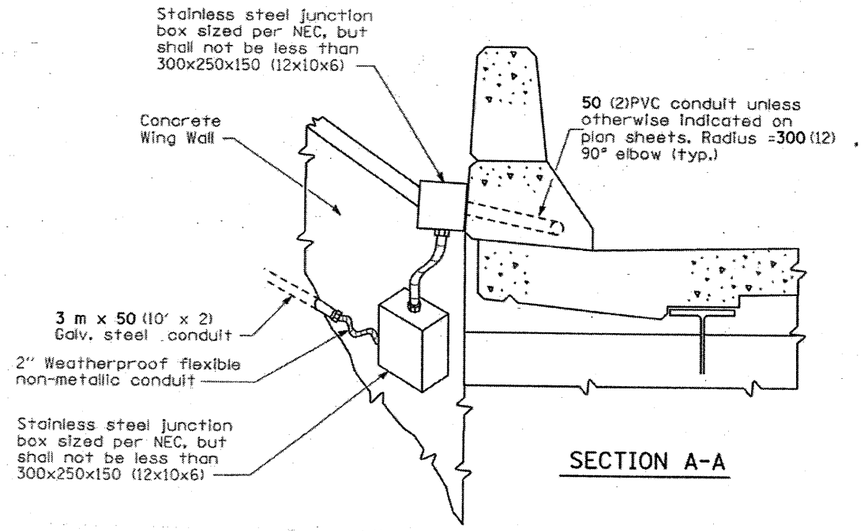
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	142	61
STA.	TO STA.			
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



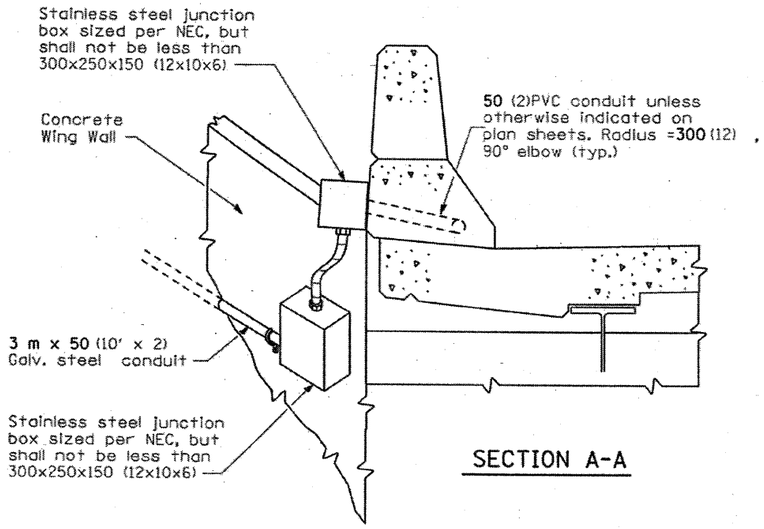
CONDUIT DETAIL
(Integral Abutment)



CONDUIT DETAIL
(Open Abutment)



SECTION A-A



SECTION A-A

Note:

Flexible conduit (LFNC) shall be resistant to oil, water, chemicals, and UV and shall be suitable for outdoor, direct bury, and extreme cold use according to NEC Art. 356.

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

DATE	REVISIONS
7-31-08	Updated

CONDUIT EXITING BRIDGE PARAPET

LGT002A.DGN

\lgt002A.dgn 4/10/2009 1:41:00 PM

Benchmark: Chiseled square on the SW corner of the Northeast Wingwall of the existing Plank Road Bridge SN 050-0082. Elev = 676.75.

Existing Structure: SN 050-0082 originally built as Plank Road over FAI Rte 80, Section 50-8HB in 1961. The concrete deck was repaired in 1986. The existing bridge is a four span bridge, 242'-0" long by 35'-0" wide. The deck is supported by continuous wide flange steel beams on multi-column piers and open abutments, on a 32°-16' skew angle. Existing structure to be removed and replaced utilizing stage construction.

Salvage: None

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

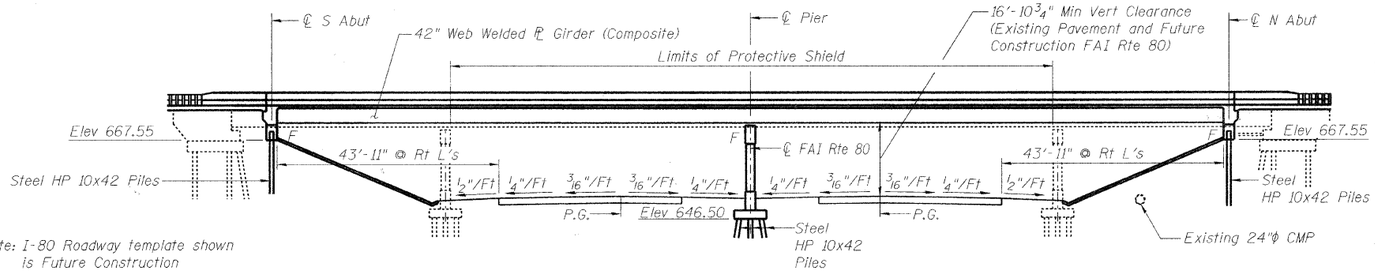
APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Ralph E Anderson (TSD)
ENGINEER OF BRIDGES AND STRUCTURES

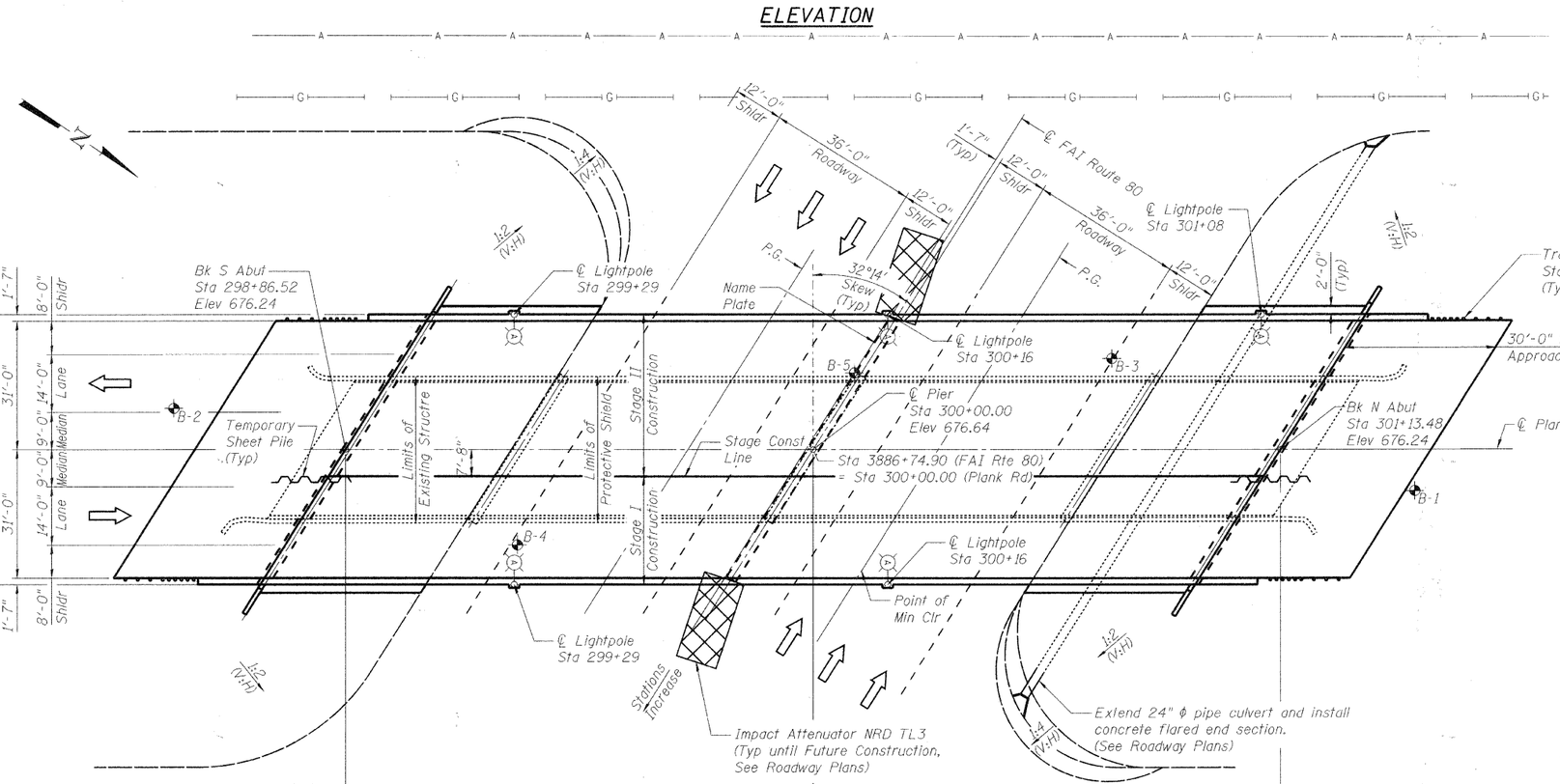
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	62
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 1
26 SHEETS

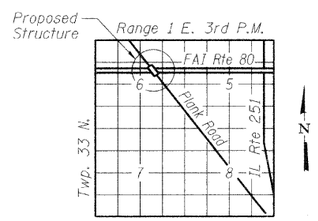
Contract # 66645



Note: I-80 Roadway template shown is Future Construction



DESIGNED	- BHS
CHECKED	- BPS
DRAWN	- RRG
CHECKED	- GSP



LOCATION SKETCH

LEGEND

- F - Fixed Bearing
- Soil Boring
- Proposed Lightpole
- A — A — Existing Aerial Line
- G — G — Existing Underground Gasline

STATION 3886+74.90
BUILT 200_ BY
STATE OF ILLINOIS
F.A.I. ROUTE 80 SEC. 50-8HBR
LOADING HS20 & ALT.
STR. NO. 050-0249

NAME PLATE
See Std 515001

LICENSED STRUCTURAL ENGINEER
BRAD H. SAYERS
081-006267
CHICAGO
ILLINOIS
STATE OF ILLINOIS

For Sheets 1 to 18 and 22 to 26

BRAD H. SAYERS, S.E.
IL. LIC. NO. 081-006267
EXP 11/30/10
DATE 2/3/10

LICENSED STRUCTURAL ENGINEER
MICHAEL T. HALEY
081-005991
CHICAGO
ILLINOIS
STATE OF ILLINOIS

For Sheets 19 to 21

MICHAEL T. HALEY, S.E.
IL. LIC. NO. 081-005991
EXP 11/30/10
DATE 2/4/10

LOADING HS20-44

Allow 50 psf for future wearing surface.

DESIGN STRESSES

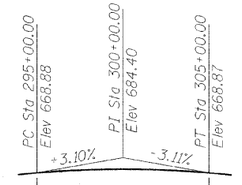
f'_c = 3,500 psi
f_y = 50,000 psi (M270 Gr 50 Structural Steel)
f_y = 60,000 psi (Reinforcement)

DESIGN SPECIFICATIONS

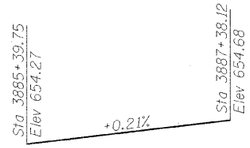
2002 AASHTO Standard Specifications for Highway Bridges

SEISMIC DATA

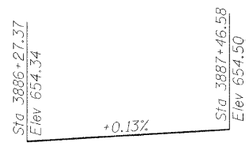
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.04g
Site Coefficient (S) = 1.0



PROFILE GRADE PLANK ROAD



*PROFILE GRADE I-80 (WB)
(Future Construction)



*PROFILE GRADE I-80 (EB)
(Future Construction)

*Note: Profile Grade for Future Construction is assumed to equal the Profile Grade at ℄ Existing Lanes.

GENERAL PLAN

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

PLOT DATE = 2/3/2010
FILE NAME = G:\project\20540085.001\CADD\PLBR.DPE1.sts
PLOT SCALE = N/A
USER NAME = Zeagerb

ENTRAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	63
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:		

SHEET NO. 2
26 SHEETS

Contract # 66645

GENERAL NOTES

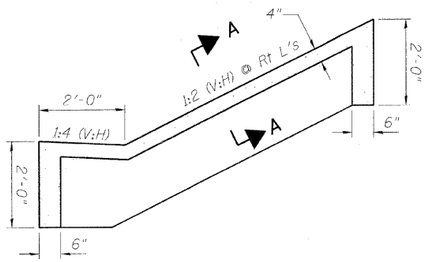
1. Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $^{7}/_{8}$"ϕ, open holes $^{15}/_{16}$"ϕ, unless otherwise noted.
2. Calculated weight of Structural Steel (M270, Grade 50) = 426,890 lbs.
   Calculated weight of Structural Steel (M270, Grade 36) = 45,810 lbs.
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. If the Contractor elects to use cantilever forming brackets on the exterior girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and the first interior girder at each of these additional bracket locations.
7. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $^{1}/_{8}$ in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
8. Concrete Sealer shall be applied to the exposed surface areas of the Pier.
9. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
10. 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 coat for the exterior and the bottom flange of the fascia girders shall be Interstate Green, Munsell No 7.5G 4/8. See Special Provisions for "Cleaning and Painting New Metal Structures".
11. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
12. The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.
13. The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.
14. No precoring is required for the piles at the abutments.
15. Slipforming of parapets shall not be allowed.

INDEX OF SHEETS

TOTAL BILL OF MATERIAL

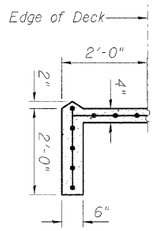
ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu yd		280	280
Removal of Existing Structures	Each			1
Protective Shield	Sq yd	554		554
Structure Excavation	Cu yd		587	587
Concrete Structures	Cu yd		260.3	260.3
Concrete Superstructure	Cu yd	685.9		685.9
Bridge Deck Grooving	Sq yd	1913		1913
Concrete Encasement	Cu yd		10.4	10.4
Protective Coat	Sq yd	2179		2179
Furnishing and Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	3840		3840
Reinforcement Bars, Epoxy Coated	Pound	150,700	38,280	188,980
Bar Splicers	Each	955	159	1114
Steel Railing (Temporary)	Foot	237		237
Slope Wall 4 Inch	Sq yd		645	645
Furnishing Steel Piles HP10x42	Foot		2407	2407
Driving Piles	Foot		2407	2407
Test Pile Steel HP10x42	Each		3	3
Temporary Sheet Piling	Sq ft		909	909
Name Plates	Each		1	1
Anchor Bolts, 1"	Each		40	40
Anchor Bolts, 1¼"	Each		20	20
Concrete Sealer	Sq ft		2394	2394
Geocomposite Wall Drain	Sq yd		152	152
Pipe Underdrains for Structures 4"	Foot		184	184

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)

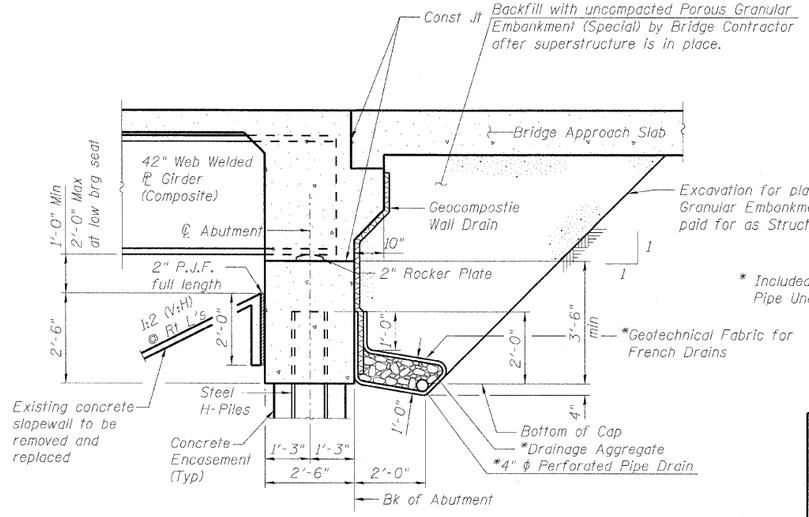


SECTION THRU SLOPEWALL

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



SECTION A-A



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

SECTION THRU INTEGRAL ABUTMENT

(Dimensions at Right L's)

DESIGNED	- BHS
CHECKED	- DPS
DRAWN	- RRG
CHECKED	- GSP

GEN NOTES, INDEX OF SHEETS AND TOTAL BILL OF MATERIAL

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

PLOT DATE = 2/3/2010
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USER NAME = Zeagerb

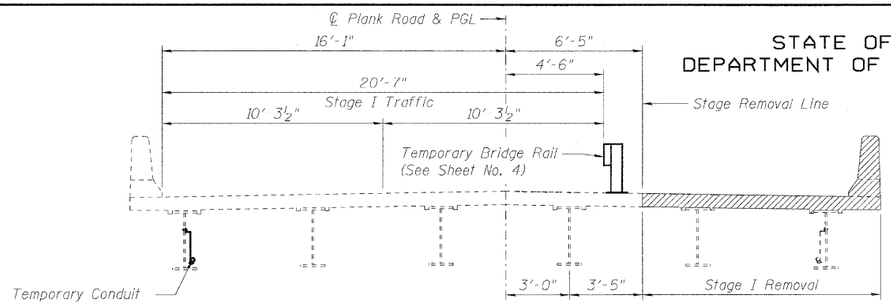
ENTRAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	64
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

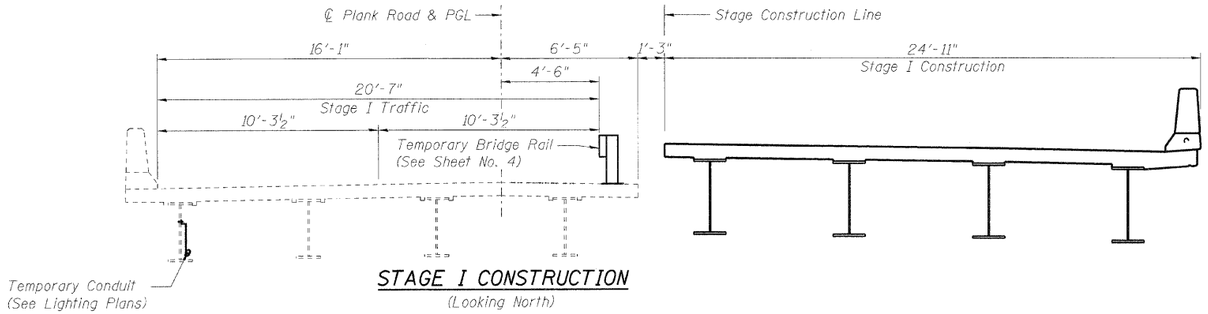
SHEET NO. 3
26 SHEETS

Contract # 66645

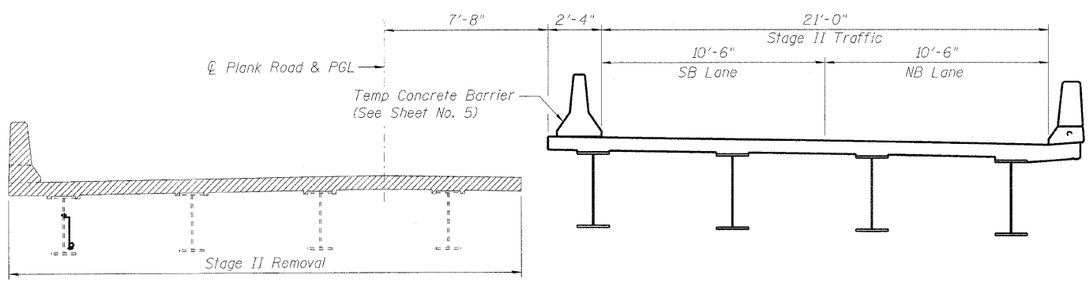
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



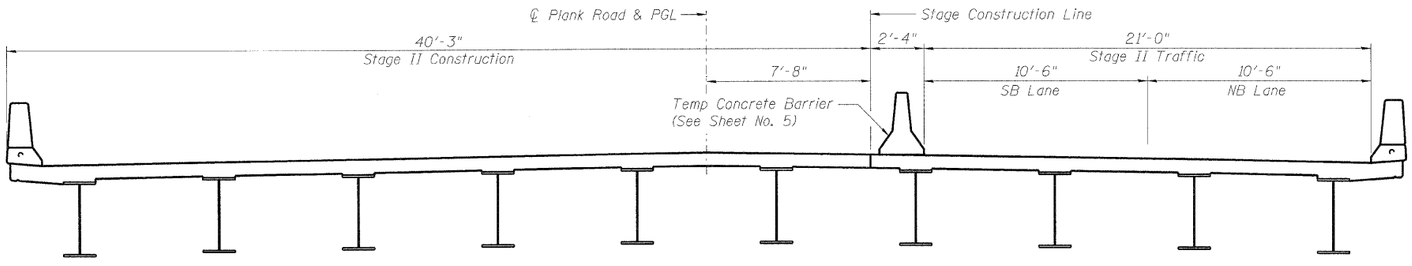
STAGE I REMOVAL
(Looking North)



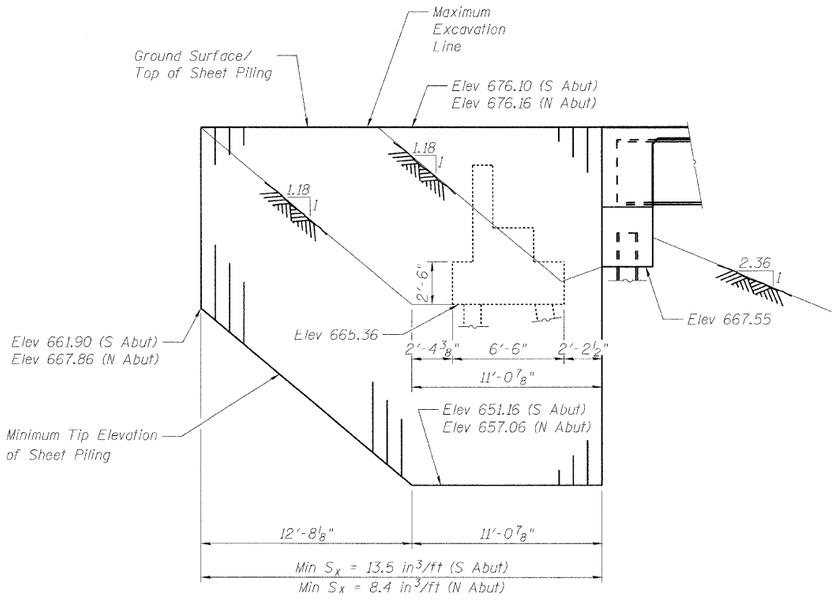
STAGE I CONSTRUCTION
(Looking North)



STAGE II REMOVAL
(Looking North)



STAGE II CONSTRUCTION
(Looking North)



SHEET PILE ELEVATION
(South Abutment shown looking west, North Abutment similar)

Note:
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

DESIGNED	- BHS
CHECKED	- BPS
DRAWN	- RRG
CHECKED	- GSP

STAGE CONSTRUCTION DETAILS

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

PLOT DATE = 2/3/2010
FILE NAME = g:\projects\26854889.001\cadd\PLBR_CONS.sts
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USER NAME = Zeugert

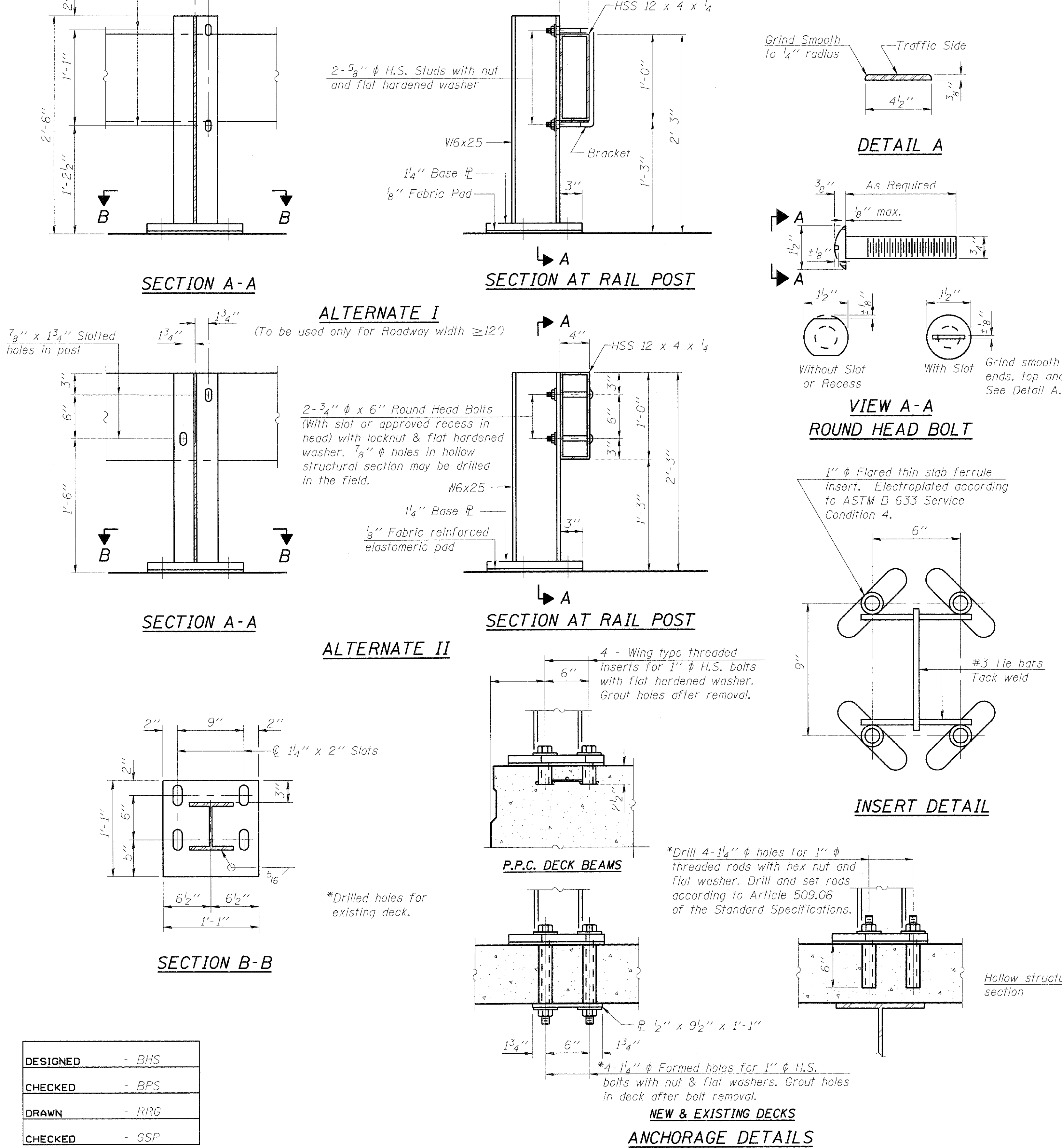
ENTRAN

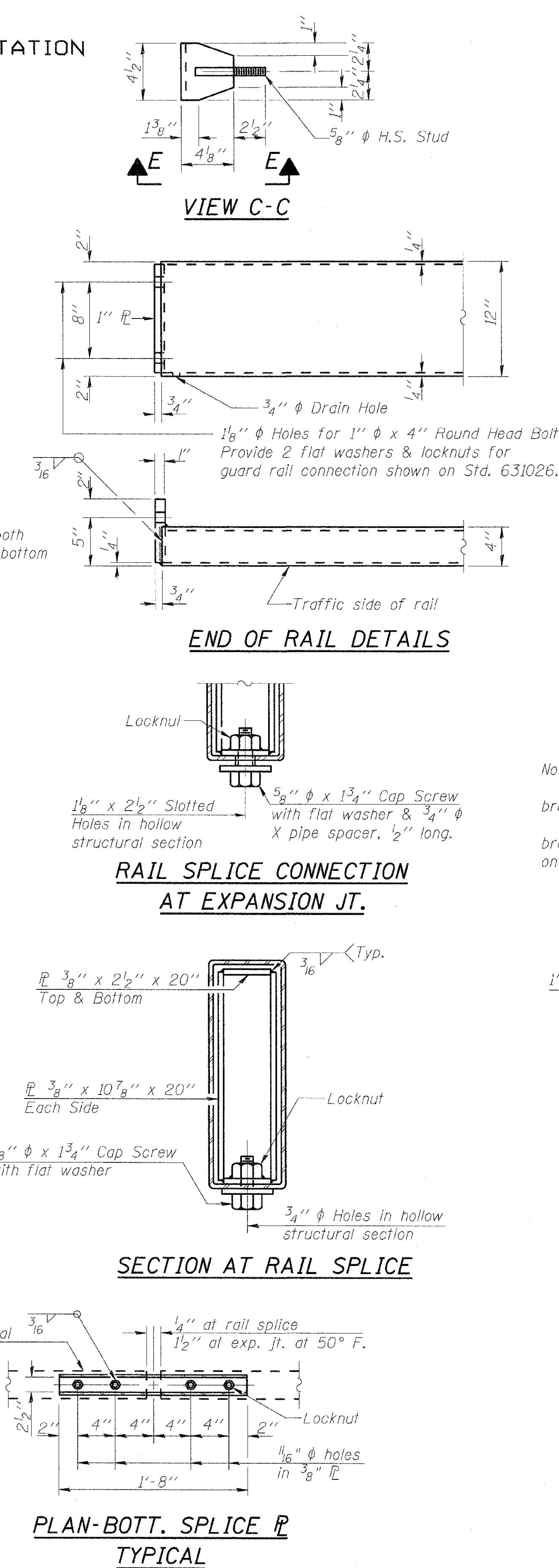
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

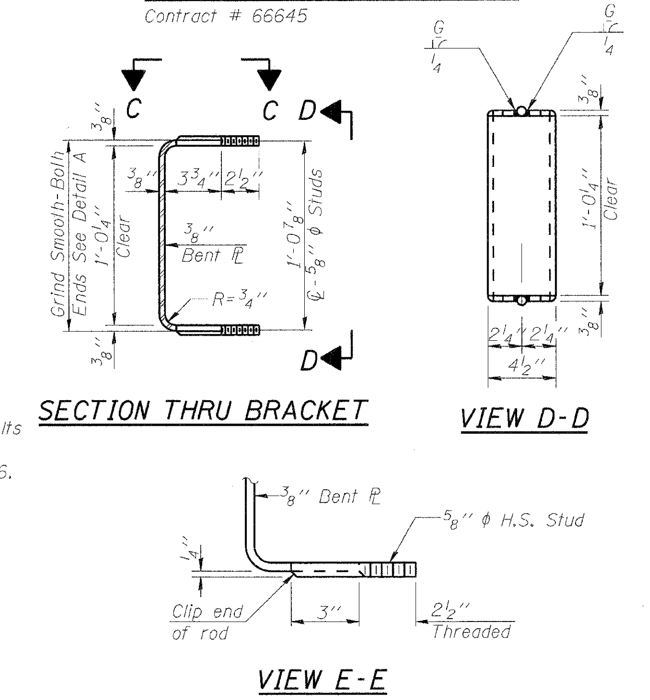
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50-8HBR	LASALLE	143	65
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:		

SHEET NO. 4
26 SHEETS

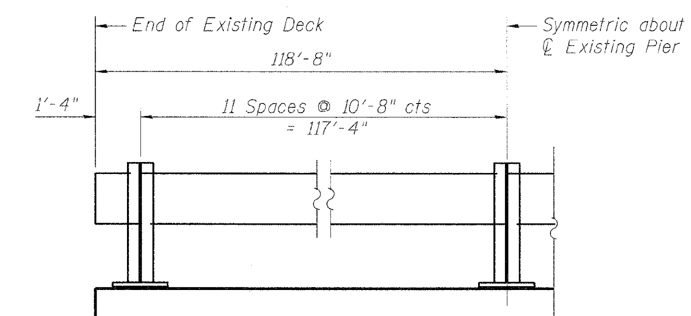
Contract # 66645







Notes:
The contact surfaces between post flange, rail and inside face of bracket for Alternate I shall be free of all lubricants.
The nut for 5/8" ϕ high strength studs used in Alternate I to connect bracket to post shall be tightened to a snug fit and given an additional one half turn.



TEMPORARY BRIDGE RAIL POST SPACING

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing (Temporary)	Foot	237

TEMPORARY BRIDGE RAIL FOR STAGE CONSTRUCTION

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

DESIGNED	- BHS
CHECKED	- BPS
DRAWN	- RRG
CHECKED	- GSP

R-25 11-1-09 (10'-9" Maximum Post Spacing)

ENTRAN

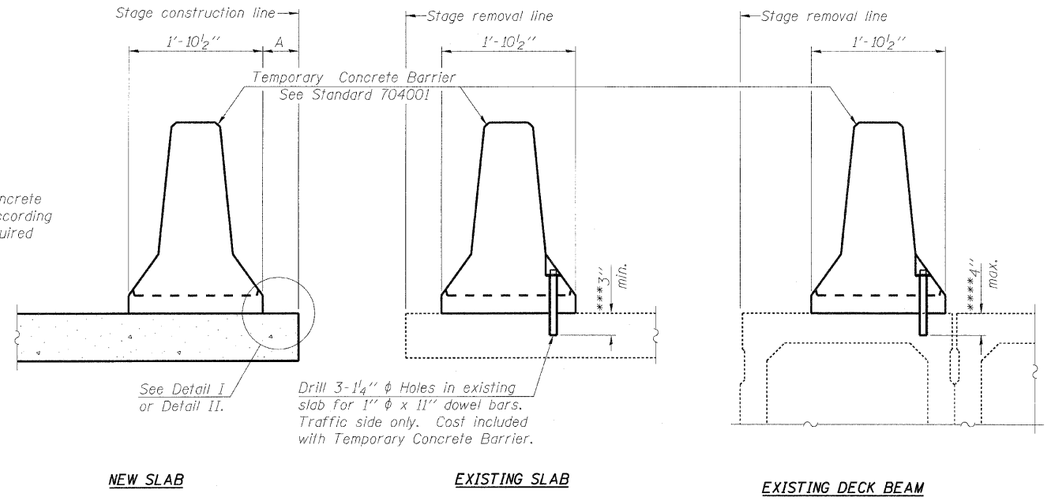
PLOT DATE = 2/3/2010
FILE NAME = g:\projects\2054089.001\cadd\PLBR_R25.sts
PLOT SCALE = N/A
USER NAME = 2sayerb

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	66
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 5
26 SHEETS

Contract # 66645



When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".

NEW SLAB | EXISTING SLAB | EXISTING DECK BEAM

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel ℙ to the top layer of couplers with 2-⅝" ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x 10" steel ℙ to the concrete slab or concrete wearing surface with 2-⅝" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

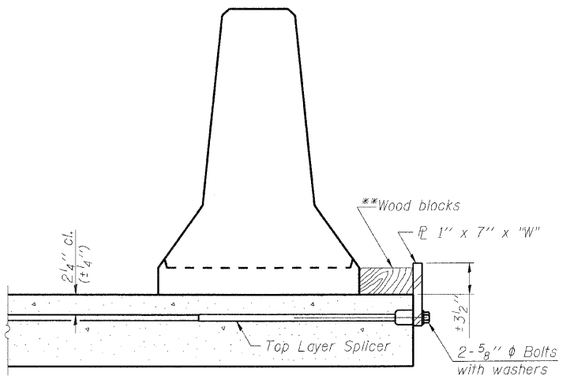
Cost of anchorage is included with Temporary Concrete Barrier.

The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

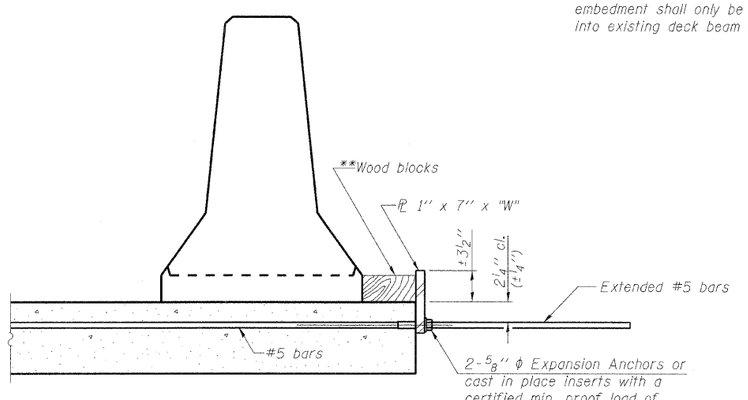
SECTIONS THRU SLAB OR DECK BEAM

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



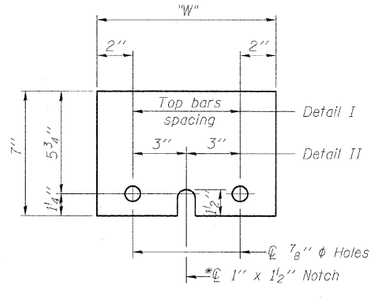
DETAIL I



DETAIL II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"



STEEL RETAINER ℙ 1" x 7" x 10"

* Required only with Detail II

DESIGNED	- BHS
CHECKED	- BPS
DRAWN	- RRG
CHECKED	- GSP

R-27 11-1-09

ENTRAN

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTR

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

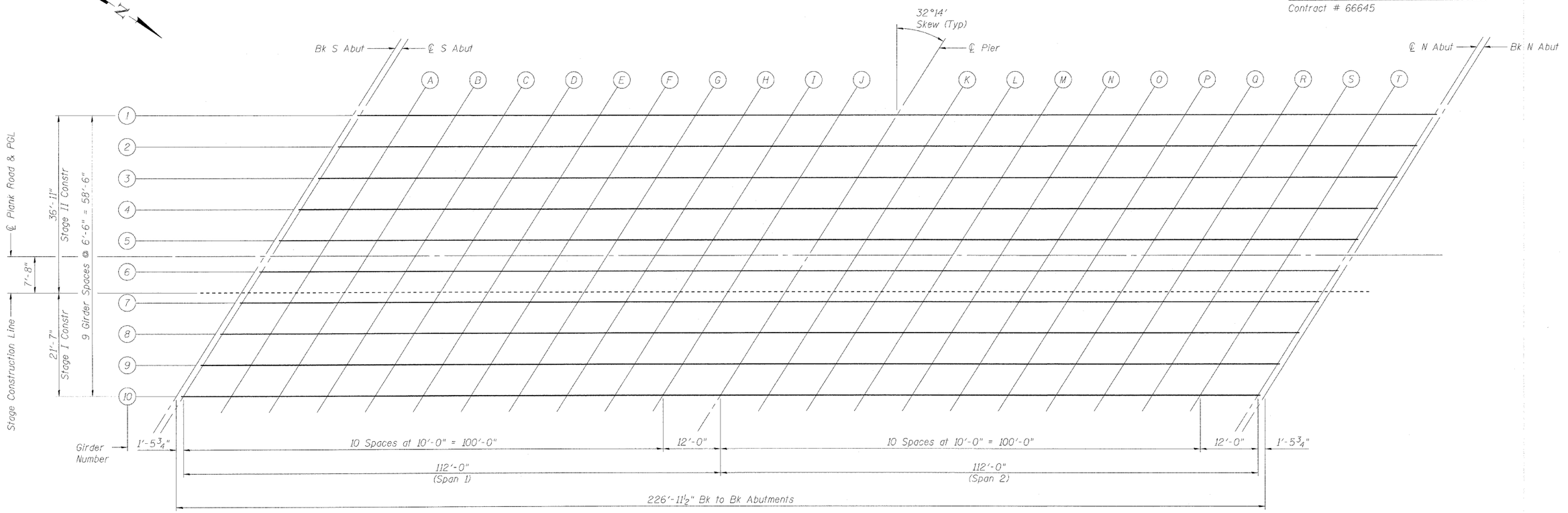
PLOT DATE = 2/3/2010
FILE NAME = g:\project\2054089.00\cadd\VPLBR_R27.sta
PLOT SCALE = N/A
USER NAME = Zwgerb

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

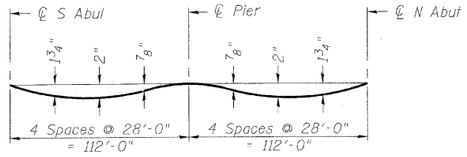
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	67
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 6
26 SHEETS

Contract # 66645



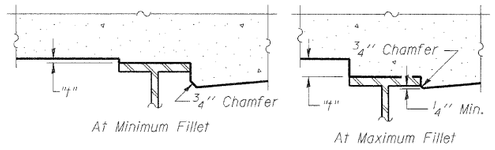
PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not for use in the field if the Engineer is working from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection."



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

FILLET HEIGHTS

DESIGNED	- BHS
CHECKED	- BPS
DRAWN	- RRG
CHECKED	- GSP

TOP OF DECK ELEVATIONS
(1 OF 3)

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

PLOT DATE = 2/3/2010
FILE NAME = g:\projects\2054689.001\cadd\PLBR_DGElists
PLOT SCALE = N/A
USER NAME = Zagarb

ENTRAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - BHBR	LASALLE	143	68
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 7
26 SHEETS

Contract # 66645

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	299+04.97	-29.25	675.87	675.87
℄ S Abut	299+06.44	-29.25	675.88	675.88
A	299+16.44	-29.25	675.93	675.99
B	299+26.44	-29.25	675.98	676.09
C	299+36.44	-29.25	676.02	676.17
D	299+46.44	-29.25	676.06	676.23
E	299+56.44	-29.25	676.09	676.26
F	299+66.44	-29.25	676.11	676.27
G	299+76.44	-29.25	676.13	676.25
H	299+86.44	-29.25	676.14	676.23
I	299+96.44	-29.25	676.15	676.19
J	300+06.44	-29.25	676.15	676.16
℄ Pier	300+18.44	-29.25	676.14	676.14
K	300+28.44	-29.25	676.12	676.13
L	300+38.44	-29.25	676.10	676.14
M	300+48.44	-29.25	676.07	676.15
N	300+58.44	-29.25	676.04	676.16
O	300+68.44	-29.25	676.00	676.15
P	300+78.44	-29.25	675.96	676.13
Q	300+88.44	-29.25	675.90	676.08
R	300+98.44	-29.25	675.85	676.00
S	301+08.44	-29.25	675.78	675.90
T	301+18.44	-29.25	675.71	675.78
℄ N Abut	301+30.44	-29.25	675.62	675.62
Bk N Abut	301+31.92	-29.25	675.61	675.61

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	299+00.87	-22.75	675.98	675.98
℄ S Abut	299+02.34	-22.75	675.99	675.99
A	299+12.34	-22.75	676.04	676.10
B	299+22.34	-22.75	676.10	676.21
C	299+32.34	-22.75	676.14	676.29
D	299+42.34	-22.75	676.18	676.35
E	299+52.34	-22.75	676.21	676.38
F	299+62.34	-22.75	676.24	676.39
G	299+72.34	-22.75	676.26	676.38
H	299+82.34	-22.75	676.27	676.36
I	299+92.34	-22.75	676.28	676.33
J	300+02.34	-22.75	676.28	676.30
℄ Pier	300+14.34	-22.75	676.28	676.28
K	300+24.34	-22.75	676.26	676.28
L	300+34.34	-22.75	676.25	676.29
M	300+44.34	-22.75	676.22	676.30
N	300+54.34	-22.75	676.19	676.31
O	300+64.34	-22.75	676.15	676.30
P	300+74.34	-22.75	676.11	676.28
Q	300+84.34	-22.75	676.06	676.23
R	300+94.34	-22.75	676.00	676.16
S	301+04.34	-22.75	675.94	676.06
T	301+14.34	-22.75	675.87	675.95
℄ N Abut	301+26.34	-22.75	675.79	675.79
Bk N Abut	301+27.82	-22.75	675.77	675.77

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	298+96.77	-16.25	676.05	676.05
℄ S Abut	298+98.25	-16.25	676.06	676.06
A	299+08.25	-16.25	676.12	676.18
B	299+18.25	-16.25	676.18	676.29
C	299+28.25	-16.25	676.22	676.38
D	299+38.25	-16.25	676.27	676.44
E	299+48.25	-16.25	676.30	676.47
F	299+58.25	-16.25	676.33	676.48
G	299+68.25	-16.25	676.35	676.48
H	299+78.25	-16.25	676.37	676.45
I	299+88.25	-16.25	676.38	676.43
J	299+98.25	-16.25	676.38	676.40
℄ Pier	300+10.25	-16.25	676.38	676.38
K	300+20.25	-16.25	676.37	676.38
L	300+30.25	-16.25	676.35	676.40
M	300+40.25	-16.25	676.33	676.41
N	300+50.25	-16.25	676.30	676.42
O	300+60.25	-16.25	676.27	676.42
P	300+70.25	-16.25	676.23	676.40
Q	300+80.25	-16.25	676.18	676.35
R	300+90.25	-16.25	676.13	676.29
S	301+00.25	-16.25	676.07	676.19
T	301+10.25	-16.25	676.01	676.08
℄ N Abut	301+22.25	-16.25	675.92	675.92
Bk N Abut	301+23.72	-16.25	675.91	675.91

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	298+92.67	-9.75	676.13	676.13
℄ S Abut	298+94.15	-9.75	676.14	676.14
A	299+04.15	-9.75	676.20	676.26
B	299+14.15	-9.75	676.26	676.37
C	299+24.15	-9.75	676.31	676.46
D	299+34.15	-9.75	676.35	676.52
E	299+44.15	-9.75	676.39	676.56
F	299+54.15	-9.75	676.42	676.57
G	299+64.15	-9.75	676.45	676.57
H	299+74.15	-9.75	676.46	676.55
I	299+84.15	-9.75	676.48	676.52
J	299+94.15	-9.75	676.48	676.50
℄ Pier	300+06.15	-9.75	676.48	676.48
K	300+16.15	-9.75	676.48	676.49
L	300+26.15	-9.75	676.46	676.50
M	300+36.15	-9.75	676.44	676.52
N	300+46.15	-9.75	676.42	676.53
O	300+56.15	-9.75	676.39	676.54
P	300+66.15	-9.75	676.35	676.52
Q	300+76.15	-9.75	676.30	676.48
R	300+86.15	-9.75	676.25	676.41
S	300+96.15	-9.75	676.20	676.32
T	301+06.15	-9.75	676.13	676.21
℄ N Abut	301+18.15	-9.75	676.05	676.05
Bk N Abut	301+19.63	-9.75	676.04	676.04

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	298+88.57	-3.25	676.20	676.20
℄ S Abut	298+90.05	-3.25	676.21	676.21
A	299+00.05	-3.25	676.28	676.34
B	299+10.05	-3.25	676.34	676.45
C	299+20.05	-3.25	676.39	676.54
D	299+30.05	-3.25	676.44	676.61
E	299+40.05	-3.25	676.48	676.65
F	299+50.05	-3.25	676.51	676.66
G	299+60.05	-3.25	676.54	676.66
H	299+70.05	-3.25	676.56	676.64
I	299+80.05	-3.25	676.57	676.62
J	299+90.05	-3.25	676.58	676.60
℄ Pier	300+02.05	-3.25	676.59	676.59
K	300+12.05	-3.25	676.58	676.59
L	300+22.05	-3.25	676.57	676.61
M	300+32.05	-3.25	676.55	676.63
N	300+42.05	-3.25	676.53	676.65
O	300+52.05	-3.25	676.50	676.65
P	300+62.05	-3.25	676.47	676.64
Q	300+72.05	-3.25	676.42	676.60
R	300+82.05	-3.25	676.38	676.53
S	300+92.05	-3.25	676.32	676.44
T	301+02.05	-3.25	676.26	676.33
℄ N Abut	301+14.05	-3.25	676.18	676.18
Bk N Abut	301+15.53	-3.25	676.17	676.17

℄ PLANK ROAD & PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	298+86.52	0.00	676.24	676.24
℄ S Abut	298+88.00	0.00	676.25	676.25
A	298+98.00	0.00	676.32	676.38
B	299+08.00	0.00	676.38	676.49
C	299+18.00	0.00	676.43	676.58
D	299+28.00	0.00	676.48	676.65
E	299+38.00	0.00	676.52	676.69
F	299+48.00	0.00	676.55	676.71
G	299+58.00	0.00	676.58	676.71
H	299+68.00	0.00	676.61	676.69
I	299+78.00	0.00	676.62	676.67
J	299+88.00	0.00	676.63	676.65
℄ Pier	300+00.00	0.00	676.64	676.64
K	300+10.00	0.00	676.63	676.65
L	300+20.00	0.00	676.62	676.67
M	300+30.00	0.00	676.61	676.69
N	300+40.00	0.00	676.59	676.70
O	300+50.00	0.00	676.56	676.71
P	300+60.00	0.00	676.53	676.69
Q	300+70.00	0.00	676.48	676.66
R	300+80.00	0.00	676.44	676.59
S	300+90.00	0.00	676.39	676.51
T	301+00.00	0.00	676.33	676.40
℄ N Abut	301+12.00	0.00	676.25	676.25
Bk N Abut	301+13.48	0.00	676.24	676.24

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	298+84.47	3.25	676.17	676.17
℄ S Abut	298+85.95	3.25	676.18	676.18
A	298+95.95	3.25	676.25	676.31
B	299+05.95	3.25	676.31	676.43
C	299+15.95	3.25	676.37	676.52
D	299+25.95	3.25	676.42	676.59
E	299+35.95	3.25	676.46	676.63
F	299+45.95	3.25	676.50	676.65
G	299+55.95	3.25	676.53	676.65
H	299+65.95	3.25	676.55	676.64
I	299+75.95	3.25	676.57	676.62
J	299+85.95	3.25	676.58	676.60
℄ Pier	299+97.95	3.25	676.59	676.59
K	300+07.95	3.25	676.58	676.60
L	300+17.95	3.25	676.58	676.62
M	300+27.95	3.25	676.56	676.64
N	300+37.95	3.25	676.54	676.66
O	300+47.95	3.25	676.51	676.66
P	300+57.95	3.25	676.48	676.65
Q	300+67.95	3.25	676.44	676.61
R	300+77.95	3.25	676.40	676.55
S	300+87.95	3.25	676.35	676.47
T	300+97.95	3.25	676.29	676.36
℄ N Abut	301+09.95	3.25	676.21	676.21
Bk N Abut	301+11.43	3.25	676.20	676.20

DESIGNED	- BHS
CHECKED	- BPS
DRAWN	- RRG
CHECKED	- GSP

TOP OF DECK ELEVATIONS
(2 OF 3)

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

PLOT DATE = 2/3/2010
FILE NAME = g:\projects\2054089.001\cadd\PLBR_DKE2.sts
PLOT SCALE = N/A
USER NAME = Zeagerb

ENTRAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50-8HBR	LASALLE	143	69
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 8
26 SHEETS

Contract # 66645

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	298+81.69	7.67	676.08	676.08
℄ S Abut	298+83.17	7.67	676.10	676.10
A	298+93.17	7.67	676.16	676.23
B	299+03.17	7.67	676.23	676.34
C	299+13.17	7.67	676.28	676.44
D	299+23.17	7.67	676.34	676.51
E	299+33.17	7.67	676.38	676.55
F	299+43.17	7.67	676.42	676.57
G	299+53.17	7.67	676.45	676.57
H	299+63.17	7.67	676.48	676.56
I	299+73.17	7.67	676.50	676.54
J	299+83.17	7.67	676.51	676.53
℄ Pier	299+95.17	7.67	676.52	676.52
K	300+05.17	7.67	676.52	676.53
L	300+15.17	7.67	676.51	676.55
M	300+25.17	7.67	676.50	676.58
N	300+35.17	7.67	676.48	676.60
O	300+45.17	7.67	676.45	676.60
P	300+55.17	7.67	676.42	676.59
Q	300+65.17	7.67	676.39	676.56
R	300+75.17	7.67	676.34	676.50
S	300+85.17	7.67	676.29	676.41
T	300+95.17	7.67	676.24	676.31
℄ N Abut	301+07.17	7.67	676.16	676.16
Bk N Abut	301+08.64	7.67	676.15	676.15

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	298+80.37	9.75	676.04	676.04
℄ S Abut	298+81.85	9.75	676.05	676.05
A	298+91.85	9.75	676.12	676.18
B	299+01.85	9.75	676.19	676.30
C	299+11.85	9.75	676.24	676.40
D	299+21.85	9.75	676.30	676.47
E	299+31.85	9.75	676.34	676.51
F	299+41.85	9.75	676.38	676.54
G	299+51.85	9.75	676.41	676.54
H	299+61.85	9.75	676.44	676.53
I	299+71.85	9.75	676.46	676.51
J	299+81.85	9.75	676.48	676.49
℄ Pier	299+93.85	9.75	676.48	676.48
K	300+03.85	9.75	676.48	676.50
L	300+13.85	9.75	676.48	676.52
M	300+23.85	9.75	676.47	676.54
N	300+33.85	9.75	676.45	676.57
O	300+43.85	9.75	676.43	676.57
P	300+53.85	9.75	676.39	676.56
Q	300+63.85	9.75	676.36	676.53
R	300+73.85	9.75	676.32	676.47
S	300+83.85	9.75	676.27	676.39
T	300+93.85	9.75	676.21	676.28
℄ N Abut	301+05.85	9.75	676.14	676.14
Bk N Abut	301+07.33	9.75	676.13	676.13

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	298+76.28	16.25	675.91	675.91
℄ S Abut	298+77.75	16.25	675.92	675.92
A	298+87.75	16.25	675.99	676.05
B	298+97.75	16.25	676.06	676.17
C	299+07.75	16.25	676.12	676.27
D	299+17.75	16.25	676.17	676.35
E	299+27.75	16.25	676.22	676.39
F	299+37.75	16.25	676.26	676.42
G	299+47.75	16.25	676.30	676.42
H	299+57.75	16.25	676.33	676.41
I	299+67.75	16.25	676.35	676.40
J	299+77.75	16.25	676.37	676.38
℄ Pier	299+89.75	16.25	676.38	676.38
K	299+99.75	16.25	676.38	676.40
L	300+09.75	16.25	676.38	676.42
M	300+19.75	16.25	676.37	676.45
N	300+29.75	16.25	676.36	676.47
O	300+39.75	16.25	676.33	676.48
P	300+49.75	16.25	676.31	676.48
Q	300+59.75	16.25	676.27	676.44
R	300+69.75	16.25	676.23	676.39
S	300+79.75	16.25	676.19	676.31
T	300+89.75	16.25	676.13	676.20
℄ N Abut	301+01.75	16.25	676.06	676.06
Bk N Abut	301+03.23	16.25	676.05	676.05

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	298+72.18	22.75	675.78	675.78
℄ S Abut	298+73.66	22.75	675.79	675.79
A	298+83.66	22.75	675.86	675.92
B	298+93.66	22.75	675.93	676.04
C	299+03.66	22.75	675.99	676.15
D	299+13.66	22.75	676.05	676.22
E	299+23.66	22.75	676.10	676.27
F	299+33.66	22.75	676.15	676.30
G	299+43.66	22.75	676.18	676.31
H	299+53.66	22.75	676.22	676.30
I	299+63.66	22.75	676.24	676.29
J	299+73.66	22.75	676.26	676.28
℄ Pier	299+85.66	22.75	676.28	676.28
K	299+95.66	22.75	676.28	676.29
L	300+05.66	22.75	676.28	676.32
M	300+15.66	22.75	676.27	676.35
N	300+25.66	22.75	676.26	676.38
O	300+35.66	22.75	676.24	676.39
P	300+45.66	22.75	676.22	676.39
Q	300+55.66	22.75	676.19	676.36
R	300+65.66	22.75	676.15	676.30
S	300+75.66	22.75	676.10	676.23
T	300+85.66	22.75	676.05	676.13
℄ N Abut	300+97.66	22.75	675.98	675.98
Bk N Abut	300+99.13	22.75	675.98	675.98

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	298+68.08	29.25	675.61	675.61
℄ S Abut	298+69.56	29.25	675.62	675.62
A	298+79.56	29.25	675.70	675.76
B	298+89.56	29.25	675.77	675.88
C	298+99.56	29.25	675.84	675.99
D	299+09.56	29.25	675.89	676.07
E	299+19.56	29.25	675.95	676.12
F	299+29.56	29.25	675.99	676.15
G	299+39.56	29.25	676.04	676.16
H	299+49.56	29.25	676.07	676.15
I	299+59.56	29.25	676.10	676.14
J	299+69.56	29.25	676.12	676.14
℄ Pier	299+81.56	29.25	676.14	676.14
K	299+91.56	29.25	676.15	676.16
L	300+01.56	29.25	676.15	676.19
M	300+11.56	29.25	676.14	676.22
N	300+21.56	29.25	676.13	676.25
O	300+31.56	29.25	676.12	676.27
P	300+41.56	29.25	676.09	676.26
Q	300+51.56	29.25	676.06	676.24
R	300+61.56	29.25	676.03	676.19
S	300+71.56	29.25	675.99	676.11
T	300+81.56	29.25	675.94	676.01
℄ N Abut	300+93.56	29.25	675.88	675.88
Bk N Abut	300+95.03	29.25	675.87	675.87

DESIGNED	- BHS
CHECKED	- BPS
DRAWN	- RRG
CHECKED	- GSP

TOP OF DECK ELEVATIONS
(3 OF 3)

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

ENTRAN

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	70
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 9
26 SHEETS

Contract # 66645

WEST GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations
End S Appr Pav't	298+76.07	-31.00	675.64
A	298+86.07	-31.00	675.71
B	298+96.07	-31.00	675.78
Bk S Abut	299+06.07	-31.00	675.84

WEST MEDIAN LINE

Location	Station	Offset	Theoretical Grade Elevations
End S Appr Pav't	298+62.19	-9.00	675.91
A	298+72.19	-9.00	675.99
B	298+82.19	-9.00	676.07
Bk S Abut	298+92.19	-9.00	676.14

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
End S Appr Pav't	298+51.69	7.67	675.84
A	298+61.69	7.67	675.93
B	298+71.69	7.67	676.01
Bk S Abut	298+81.69	7.67	676.08

EAST SHOULDER LINE

Location	Station	Offset	Theoretical Grade Elevations
End S Appr Pav't	298+42.02	23.00	675.50
A	298+52.02	23.00	675.60
B	298+62.02	23.00	675.69
Bk S Abut	298+72.02	23.00	675.77

WEST SHOULDER LINE

Location	Station	Offset	Theoretical Grade Elevations
End S Appr Pav't	298+71.02	-23.00	675.76
A	298+81.02	-23.00	675.84
B	298+91.02	-23.00	675.91
Bk S Abut	299+01.02	-23.00	675.97

℄ PLANK ROAD & PGL

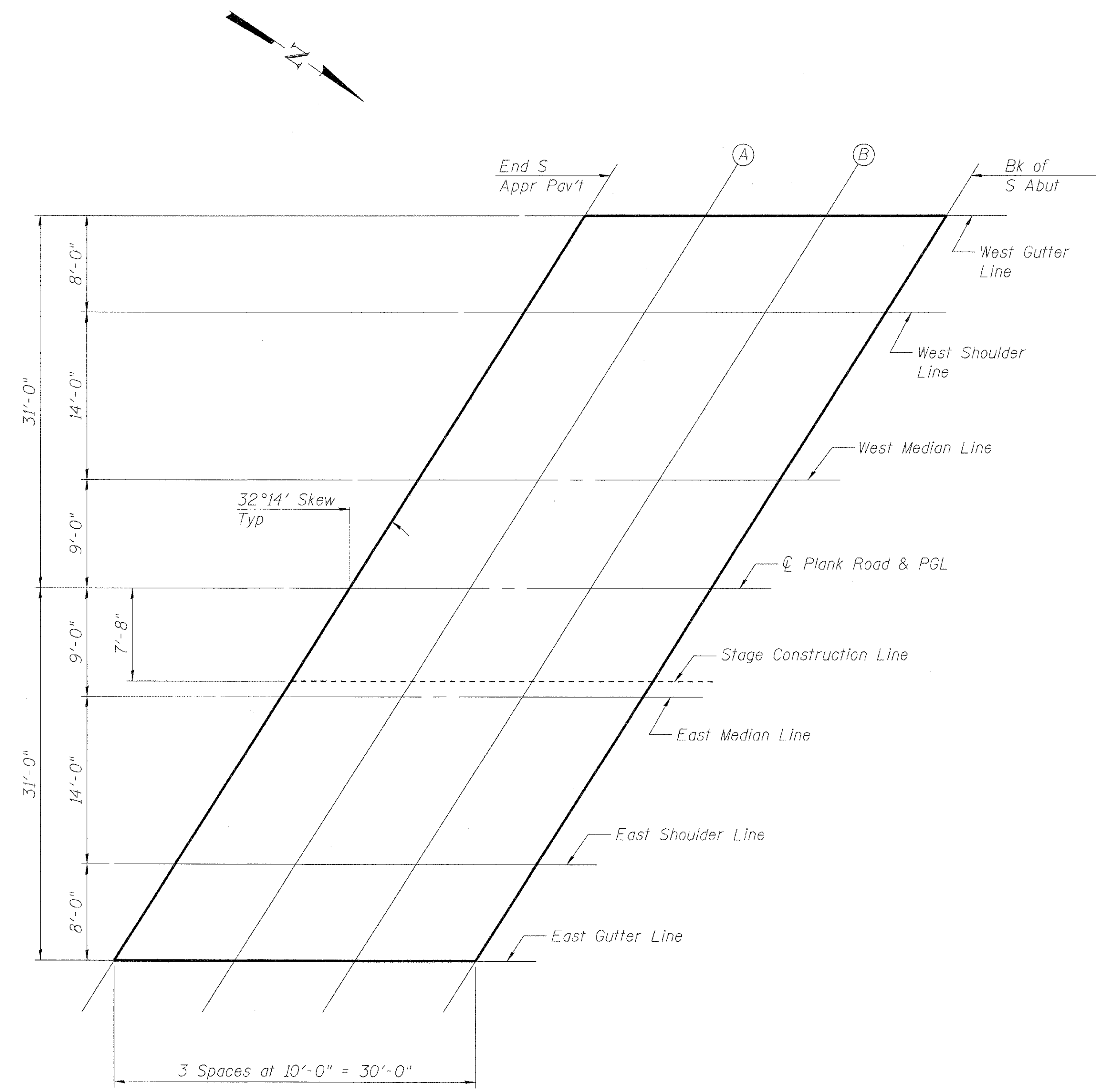
Location	Station	Offset	Theoretical Grade Elevations
End S Appr Pav't	298+56.52	0.00	676.00
A	298+66.52	0.00	676.09
B	298+76.52	0.00	676.17
Bk S Abut	298+86.52	0.00	676.24

EAST MEDIAN LINE

Location	Station	Offset	Theoretical Grade Elevations
End S Appr Pav't	298+50.85	9.00	675.81
A	298+60.85	9.00	675.90
B	298+70.85	9.00	675.98
Bk S Abut	298+80.85	9.00	676.06

EAST GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations
End S Appr Pav't	298+36.98	31.00	675.29
A	298+46.98	31.00	675.39
B	298+56.98	31.00	675.48
Bk S Abut	298+66.98	31.00	675.56



PLAN

DESIGNED	- BHS
CHECKED	- BPS
DRAWN	- RRG
CHECKED	- GSP

TOP OF SOUTH APPROACH SLAB ELEVATIONS

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

ENTRAN

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	71

SHEET NO. 10
26 SHEETS

Contract # 66645

WEST GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk N Abut	301+33.02	-31.00	675.56
A	301+43.02	-31.00	675.47
B	301+53.02	-31.00	675.38
End N Appr Pav't	301+63.02	-31.00	675.28

WEST SHOULDER LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk N Abut	301+27.98	-23.00	675.77
A	301+37.98	-23.00	675.69
B	301+47.98	-23.00	675.60
End N Appr Pav't	301+57.98	-23.00	675.50

WEST MEDIAN LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk N Abut	301+19.15	-9.00	676.05
A	301+29.15	-9.00	675.98
B	301+39.15	-9.00	675.89
End N Appr Pav't	301+49.15	-9.00	675.80

℄ PLANK ROAD & PGL

Location	Station	Offset	Theoretical Grade Elevations
Bk N Abut	301+13.48	0.00	676.24
A	301+23.48	0.00	676.16
B	301+33.48	0.00	676.08
End N Appr Pav't	301+43.48	0.00	676.00

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk N Abut	301+08.64	7.67	676.15
A	301+18.64	7.67	676.08
B	301+28.64	7.67	676.00
End N Appr Pav't	301+38.64	7.67	675.92

EAST MEDIAN LINE

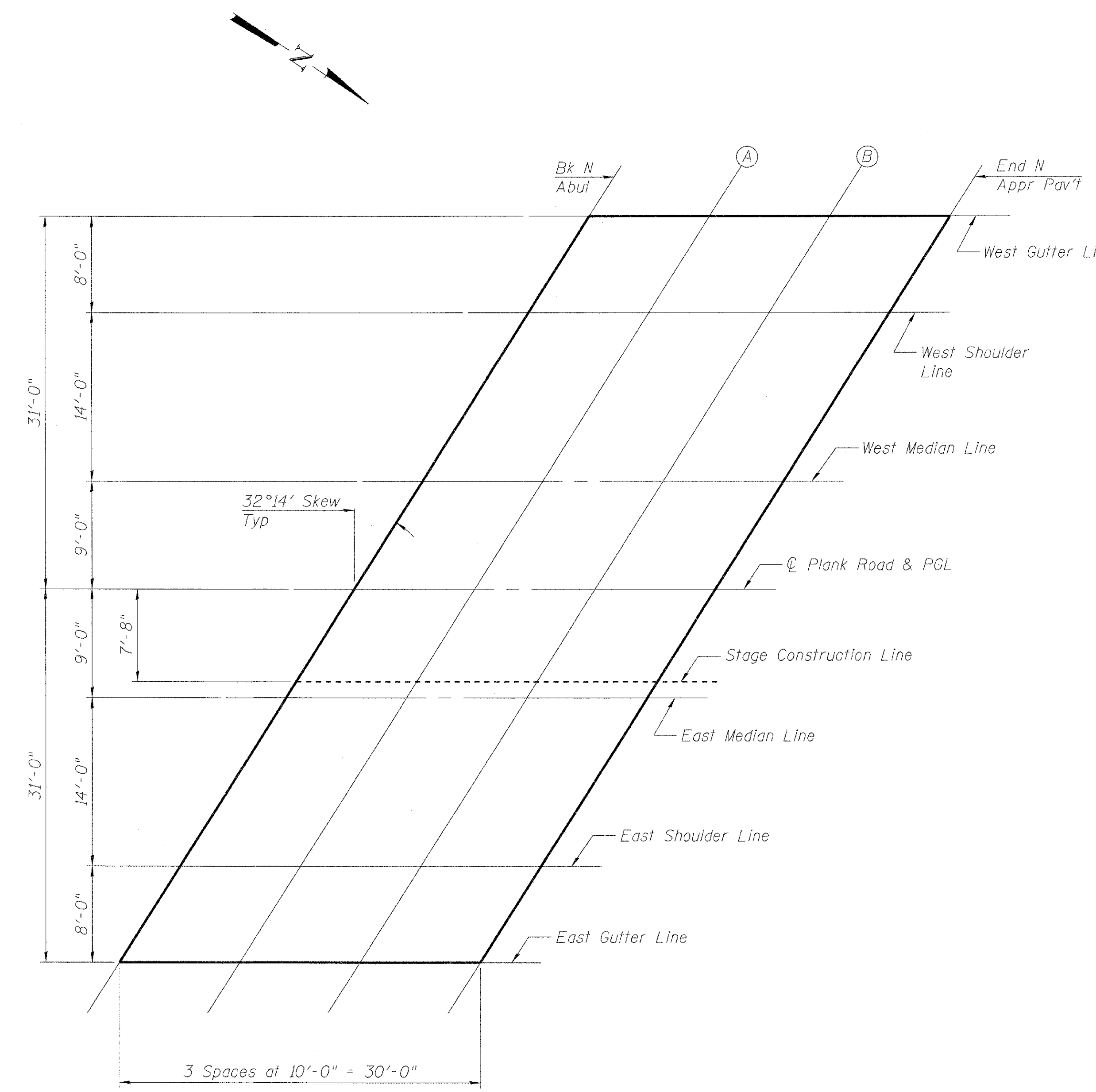
Location	Station	Offset	Theoretical Grade Elevations
Bk N Abut	301+07.81	9.00	676.13
A	301+17.81	9.00	676.06
B	301+27.81	9.00	675.99
End N Appr Pav't	301+37.81	9.00	675.91

EAST SHOULDER LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk N Abut	300+98.98	23.00	675.97
A	301+08.98	23.00	675.91
B	301+18.98	23.00	675.84
End N Appr Pav't	301+28.98	23.00	675.76

EAST GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk N Abut	300+93.93	31.00	675.84
A	301+03.93	31.00	675.78
B	301+13.93	31.00	675.71
End N Appr Pav't	301+23.93	31.00	675.63



PLAN

DESIGNED	- BHS
CHECKED	- BPS
DRAWN	- RRG
CHECKED	- GSP

ENTRAN

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TOP OF NORTH APPROACH SLAB ELEVATIONS

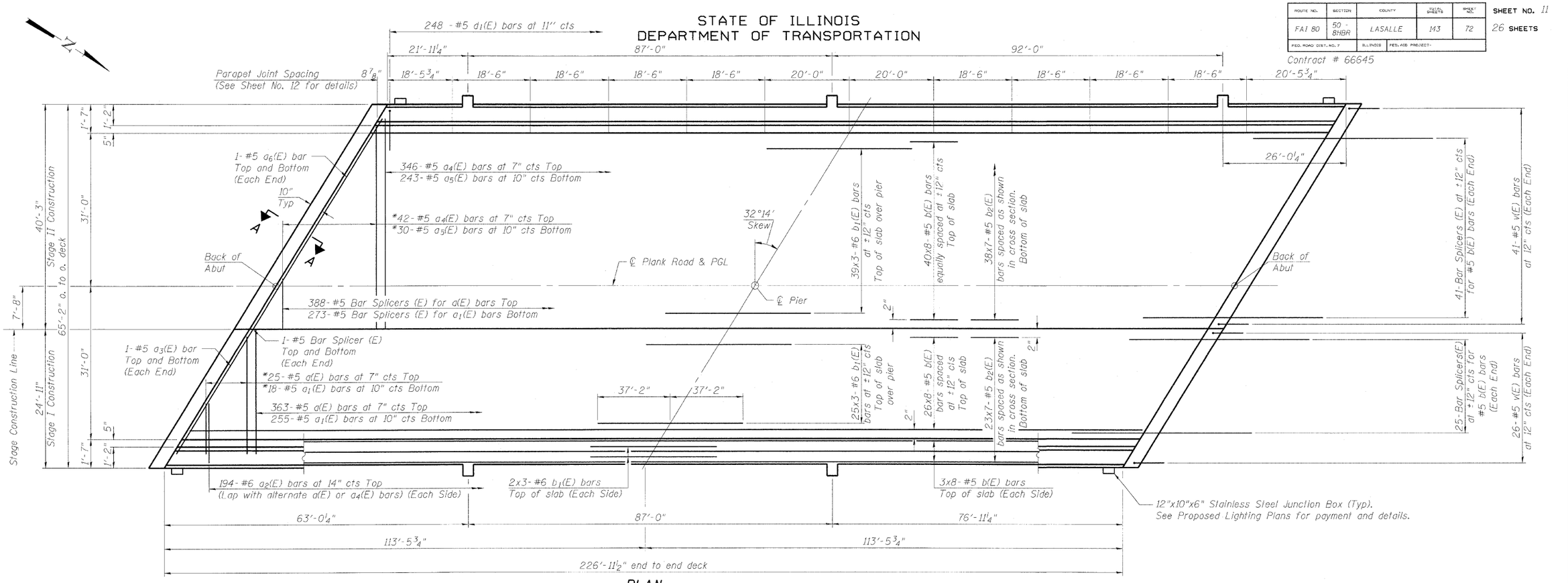
PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	72
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

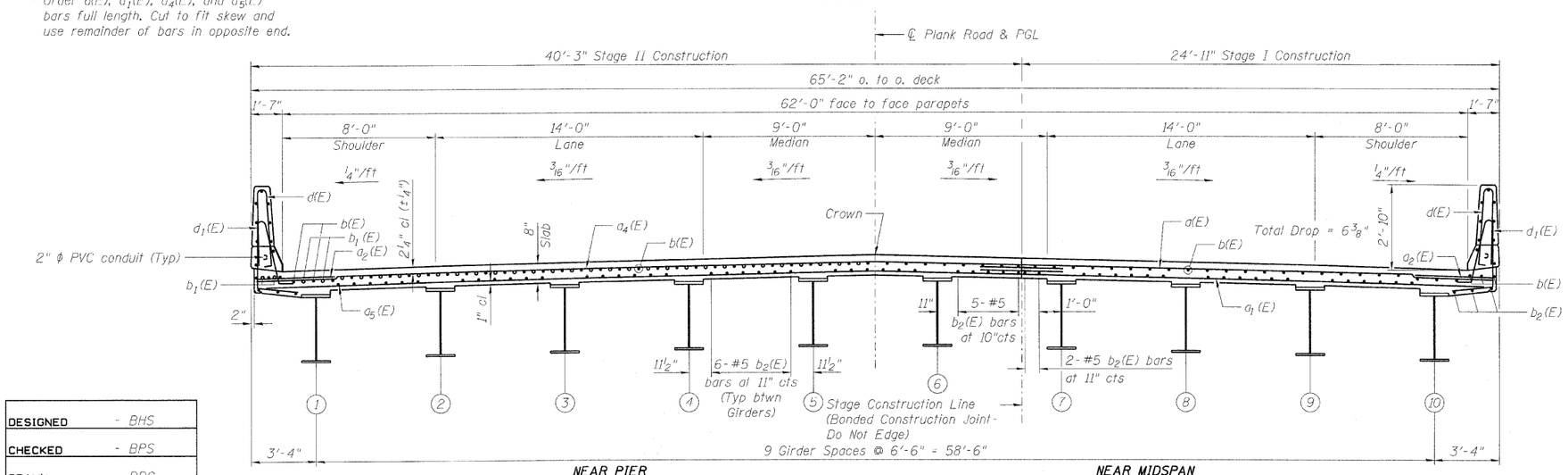
SHEET NO. 11
26 SHEETS

Contract # 66645



PLAN

* Order a(E), a_1(E), a_4(E), and a_5(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.



NEAR PIER NEAR MIDSPAN

CROSS SECTION

(Looking North)

Notes:
See Sheet No. 12 for parapet details.
See Sheet No. 13 for Section A-A, diaphragm details, bar diagrams and Bill of Material.
Bars indicated thus 20 x 3- #5 etc. indicates 20 lines of bars with 3 lengths per line.

MINIMUM BAR LAPS

#5 = 2'-2"
#6 = 2'-7"

DESIGNED	- BHS
CHECKED	- BPS
DRAWN	- RRG
CHECKED	- GSP

DECK PLAN

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

PLOT DATE = 2/3/2010
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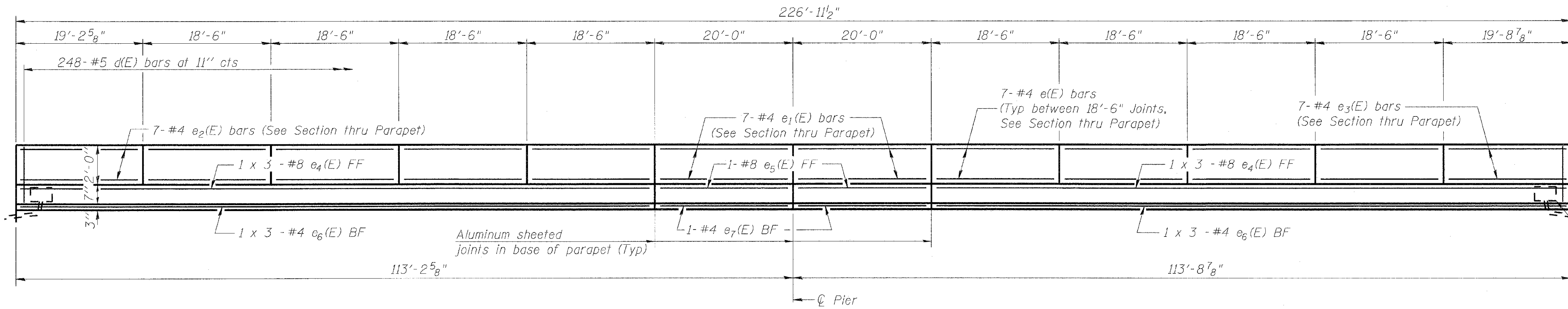
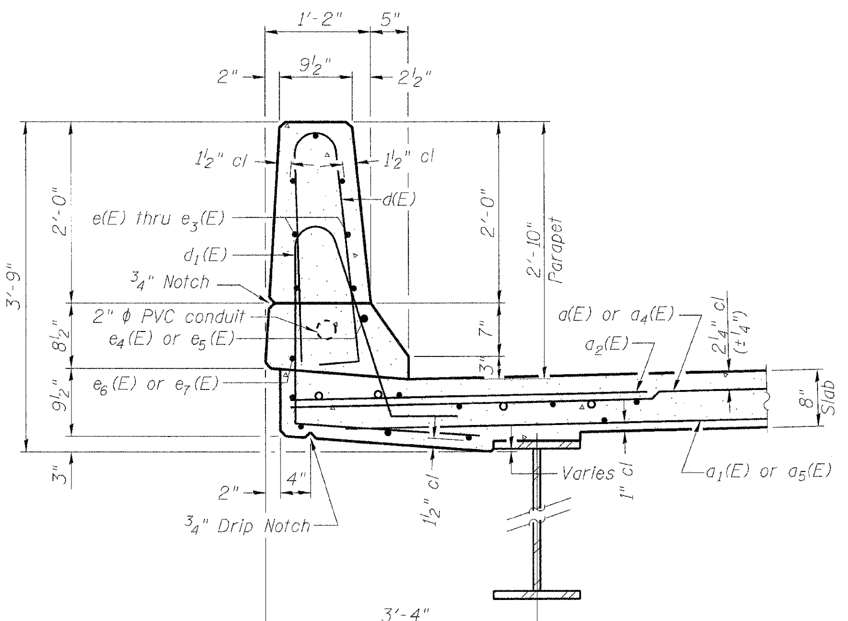
ENTRAN

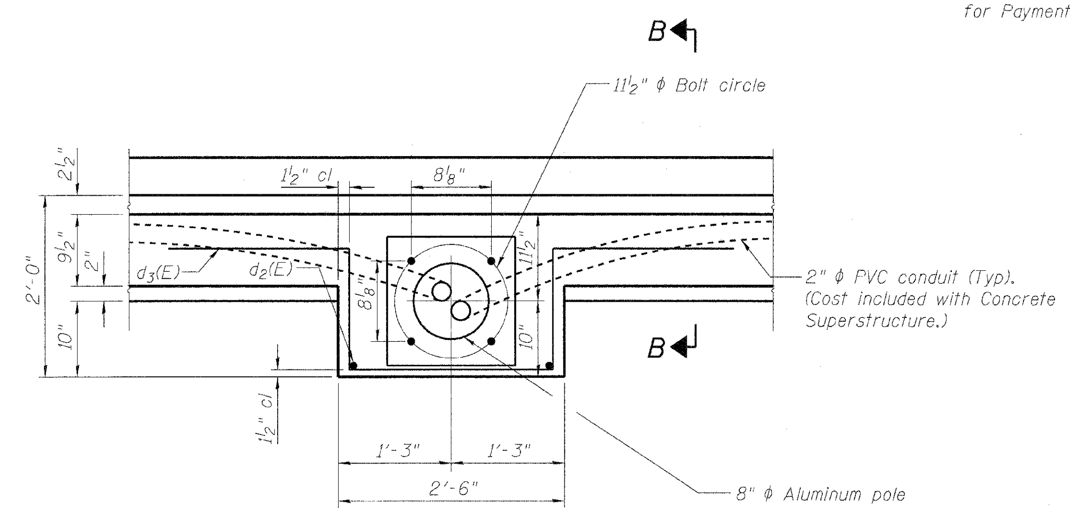
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



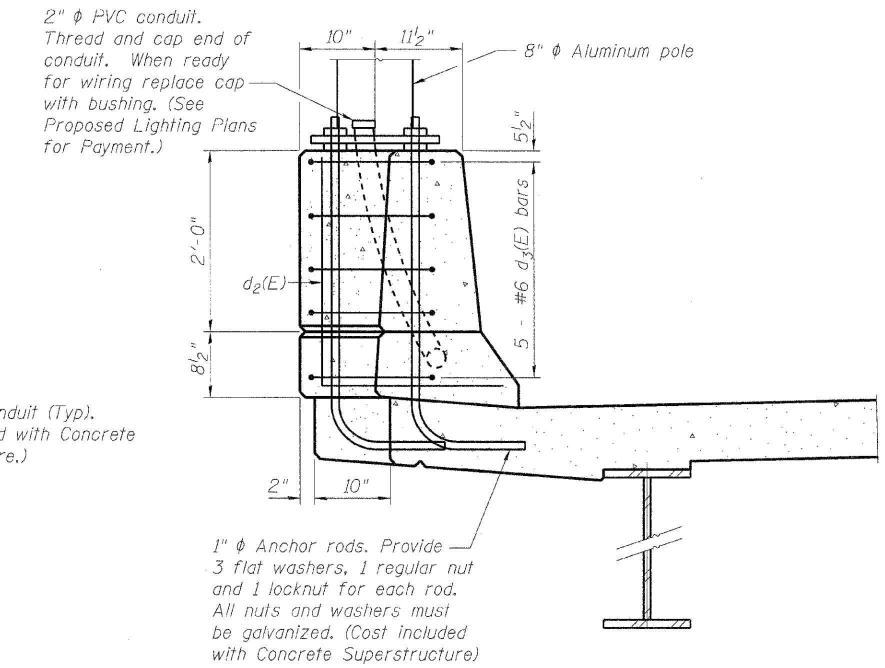
INSIDE ELEVATION OF PARAPET



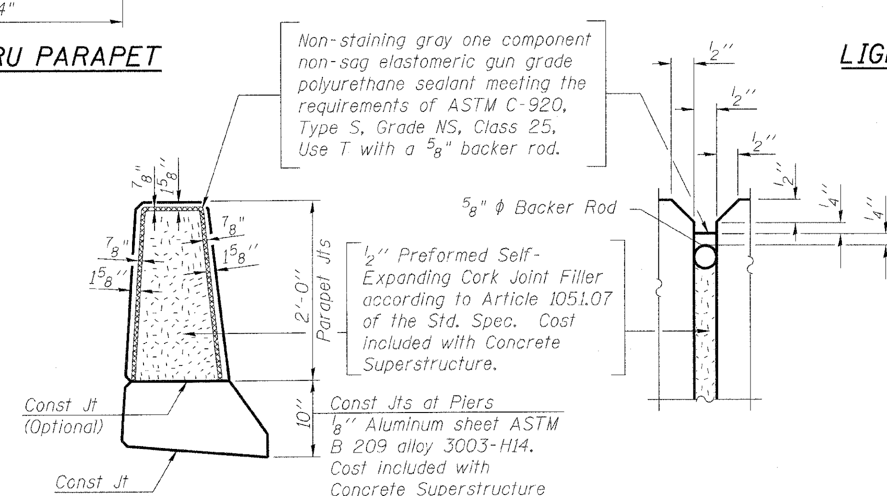
SECTION THRU PARAPET



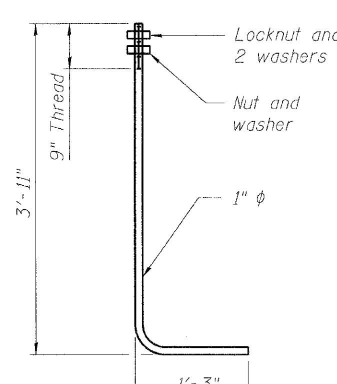
LIGHT POLE SUPPORT DETAIL



SECTION B-B



PARAPET JOINT DETAILS



ANCHOR BOLT
(ASTM F 1554 Grade 105)

Notes:
See Sheet No. 13 for reinforcement bar details and Bill of Material.
The s(E) and s_1(E) bars shall be placed parallel to the girders. Spacing for these bars shall be at right angles to the girders.
Bars indicated thus 1 x 3 - #5 etc. indicates 1 line of bars with 3 lengths per line.
Cost of the anchor bolts and PVC conduit is included with Concrete Superstructure.

LEGEND
FF = Front Face
BF = Back Face

MINIMUM BAR LAPS
#4 = 1′-8″
#8 = 4′-6″

DESIGNED	- BHS
CHECKED	- BPS
DRAWN	- RRG
CHECKED	- GSP

SUPERSTRUCTURE DETAILS
(1 of 2)

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

ENTRAN

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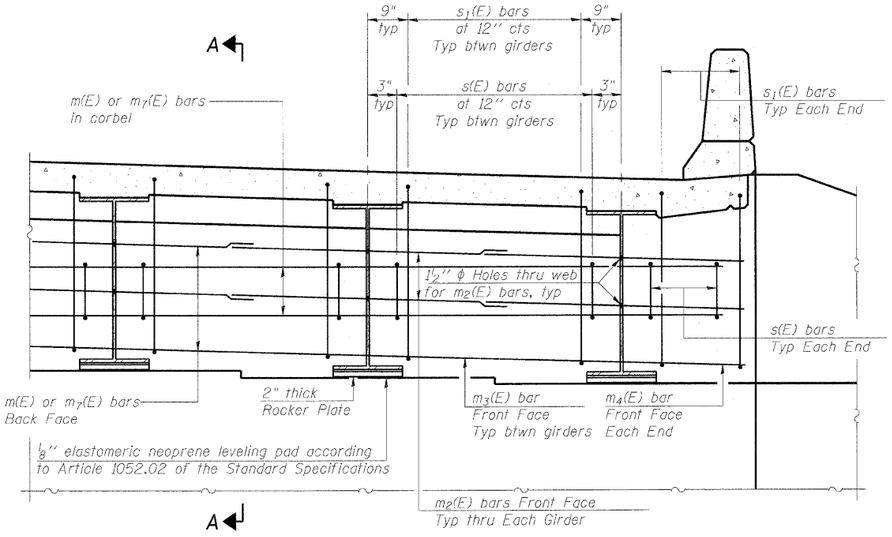
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

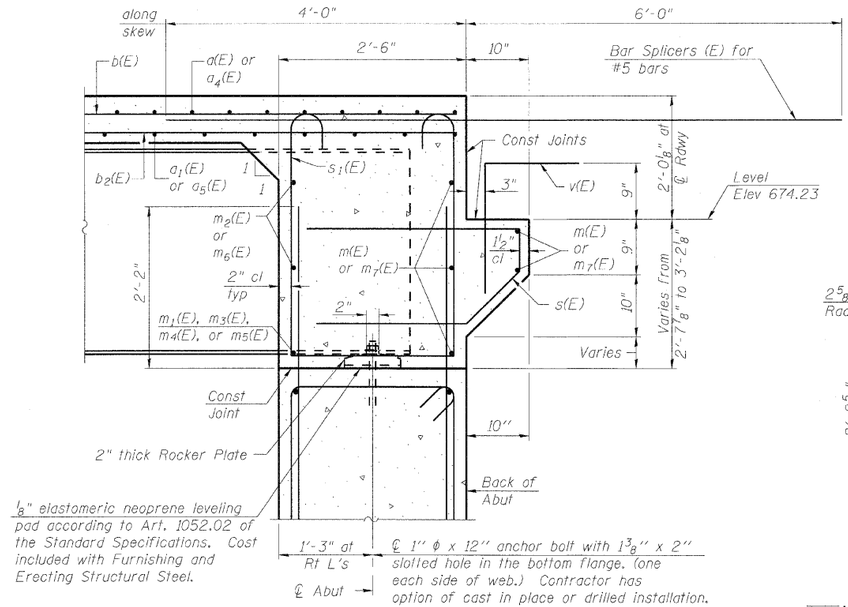
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	74
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:		

SHEET NO. 13
26 SHEETS

Contract # 66645

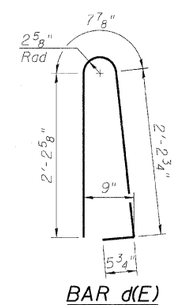


DIAPHRAGM ELEVATION AT ABUTMENT

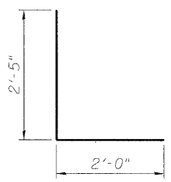


SECTION A-A

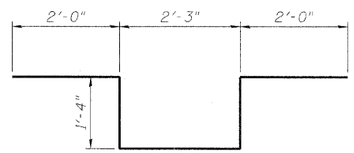
Dimensions at right angles to abutment, except as shown.



BAR d(E)



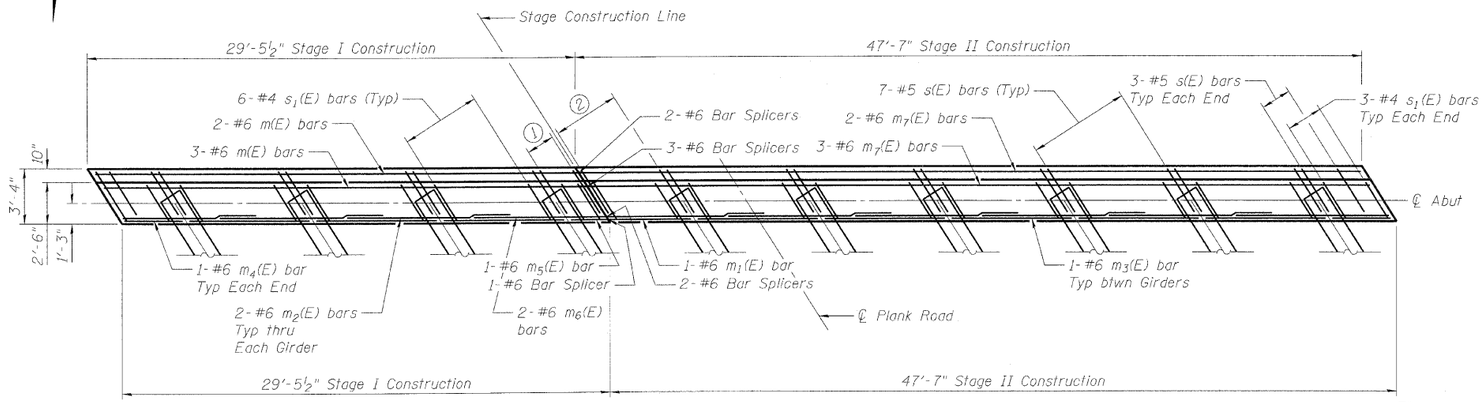
BAR d_2(E)



BAR d_3(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	388	#5	24'-5"	
d_1(E)	273	#5	23'-9"	
d_2(E)	388	#6	6'-0"	
d_3(E)	4	#5	28'-10"	
d_4(E)	388	#5	39'-9"	
d_5(E)	273	#5	39'-1"	
d_6(E)	4	#5	46'-11"	
b(E)	576	#5	31'-7"	
b_1(E)	204	#6	26'-6"	
b_2(E)	427	#5	34'-3"	
d(E)	496	#5	5'-7"	
d_1(E)	496	#5	7'-10"	
d_2(E)	10	#5	4'-5"	
d_3(E)	25	#6	8'-11"	
e(E)	112	#4	18'-2"	
e_1(E)	28	#4	19'-8"	
e_2(E)	14	#4	18'-1"	
e_3(E)	14	#4	19'-4"	
e_4(E)	12	#8	34'-5"	
e_5(E)	4	#8	19'-8"	
e_6(E)	12	#4	32'-10"	
e_7(E)	4	#4	19'-8"	
m(E)	10	#6	29'-0"	
m_1(E)	2	#6	4'-9"	
m_2(E)	36	#6	10'-6"	
m_3(E)	16	#6	7'-2"	
m_4(E)	4	#6	3'-6"	
m_5(E)	2	#6	2'-0"	
m_6(E)	4	#6	7'-6"	
m_7(E)	10	#6	47'-2"	
s(E)	140	#5	6'-8"	
s_1(E)	122	#4	11'-0"	
v(E)	134	#5	3'-4"	
Bridge Deck Grooving			Sq yd	1513
Protective Coat			Sq yd	1753
Concrete Superstructure			Cu yd	489.1
Reinforcement Bars, Epoxy Coated			Pound	105,350



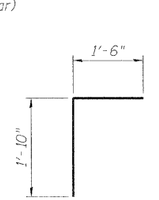
DIAPHRAGM PLAN

(South Abutment Shown, North Abutment Similar)

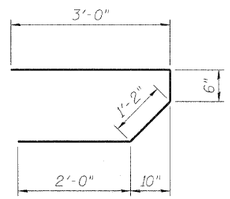
(1) 3-#5 s(E) bars, 2-#5 s_1(E) bars

(2) 5-#5 s(E) bars, 5-#5 s_1(E) bars

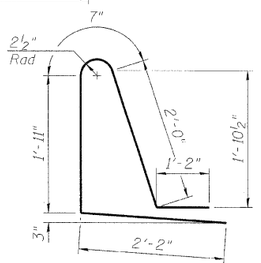
Notes:
Concrete in diaphragm is included with Concrete Superstructure.
For rocker plate detail see Sheet No. 18.



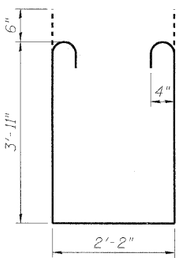
BAR v(E)



BAR s(E)



BAR d_1(E)



BAR s_1(E)

LEGEND

EF = Each Face

MINIMUM BAR LAPS

#6 = 2'-9"

DESIGNED	- BHS
CHECKED	- BPS
DRAWN	- RRG
CHECKED	- GSP

SUPERSTRUCTURE DETAILS (2 of 2)

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

PLOT DATE = 2/3/2010
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ENTRAN

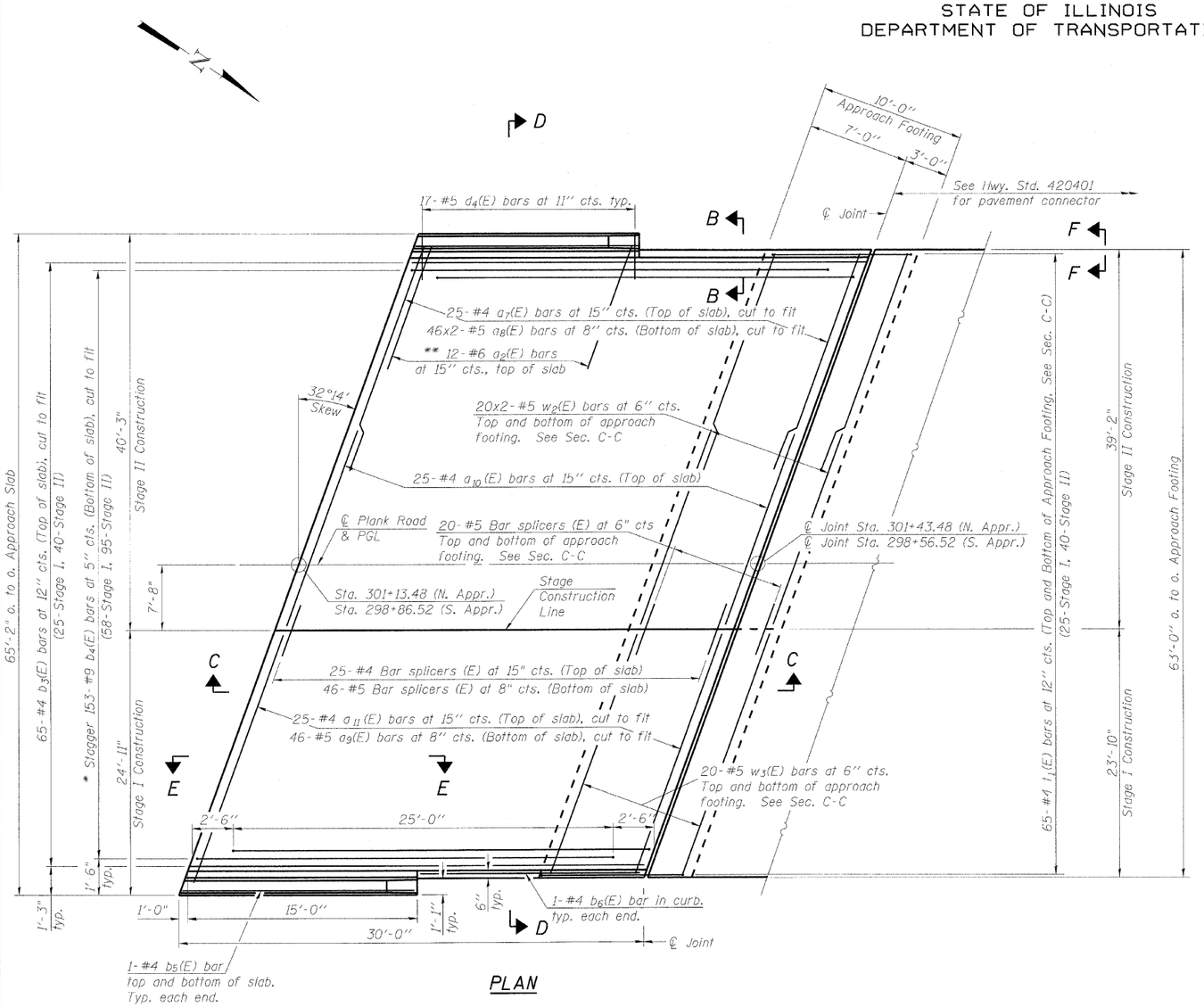
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	75
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT:	

SHEET NO. 14
26 SHEETS

Contract # 66645

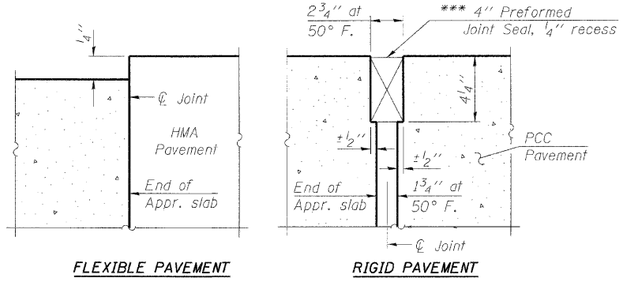
Notes:
See sheet 15 of 26 for Sections C-C & D-D and View E-E.
$a_2(E)$,$a_7(E)$, $a_8(E)$, $a_9(E)$, $a_{10}(E)$, $a_{11}(E)$, $w_2(E)$ and $w_3(E)$ bar spacings measured perpendicular to ℄ Rdwy.



PLAN

* Tilt #9 $b_4(E)$ bars as required to maintain clearance.
** Alternate with $d(E)$ bars, typ. each parapet.

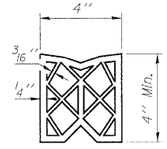
*** Cost included with Concrete Superstructure.



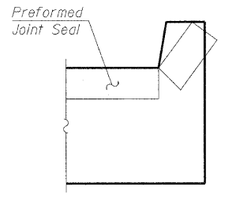
FLEXIBLE PAVEMENT

RIGID PAVEMENT

DETAIL A

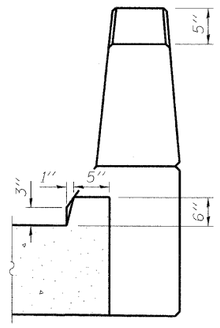


PREFORMED JOINT SEAL



VIEW F-F

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



VIEW B-B

(Exit ends only)

MINIMUM BAR LAPS

(Approach Slab)
#4 bar = 1'-8"
#5 bar = 2'-2"

DESIGNED	- BPS
CHECKED	- GSP
DRAWN	- BPS
CHECKED	- GSP

BRIDGE APPROACH
SLAB DETAILS (1 OF 2)
PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

PLOT DATE = 2/3/2010
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USER NAME = Zaegerb

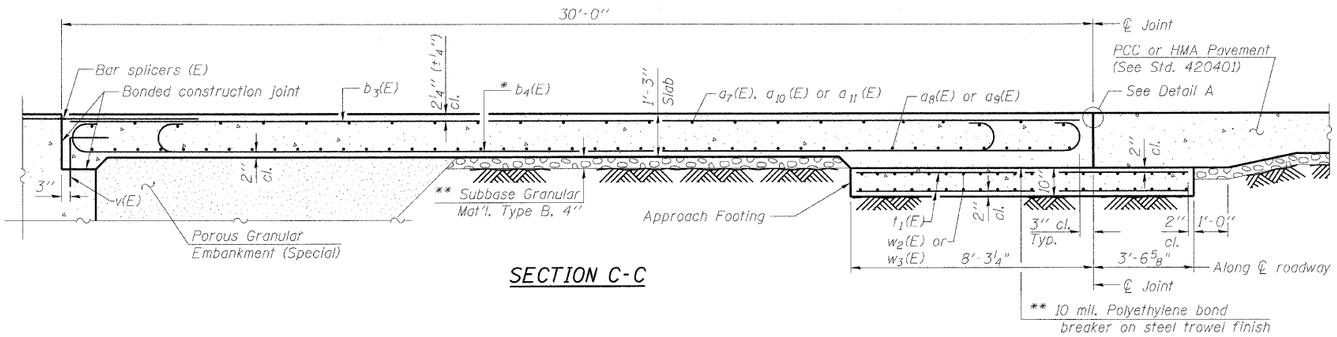
ENTRAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	76
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

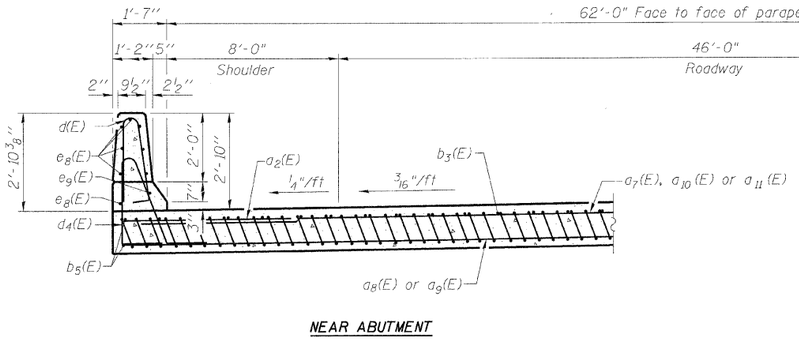
SHEET NO. 15
26 SHEETS

Contract # 66645

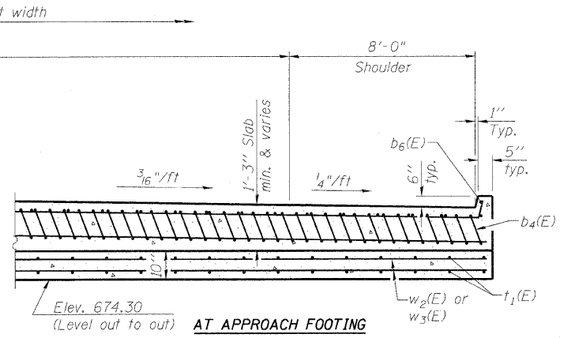


SECTION C-C

Notes:
See sheet 14 of 26 for Detail A and View B-B.
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v(E) bar details, see sheet 13 of 26.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 22 of 26.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 26.



NEAR ABUTMENT



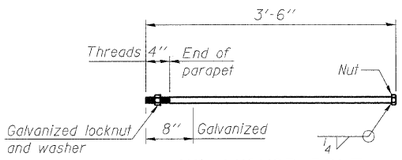
AT APPROACH FOOTING

* Tilt #9 b_4(E) bars as required to maintain clearance.

** Cost included with Concrete Superstructure.

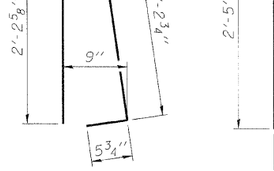
SECTION D-D

(See Plan for dimensions not shown)

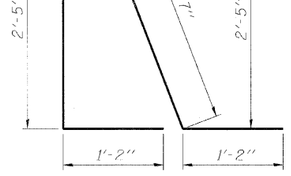


1"ϕ ANCHOR BOLT

(Cost included with Concrete Superstructure)



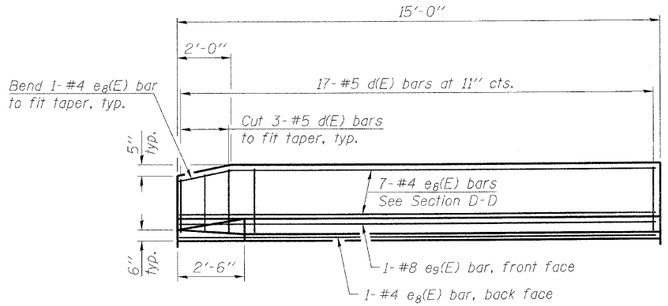
BAR d(E)



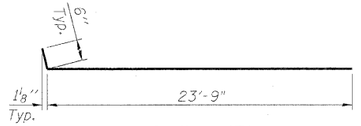
BAR d_4(E)

TWO APPROACHES BILL OF MATERIAL

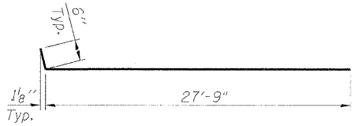
Bar	No.	Size	Length	Shape
a_2(E)	48	#6	6'-0"	
a_7(E)	50	#4	24'-3"	
a_8(E)	184	#5	24'-1"	
a_9(E)	92	#5	27'-10"	
a_{10}(E)	50	#4	23'-10"	
a_{11}(E)	50	#4	28'-3"	
b_3(E)	130	#4	29'-8"	
b_4(E)	306	#9	29'-9"	
b_5(E)	8	#4	14'-8"	
b_6(E)	4	#4	14'-7"	
d(E)	68	#5	5'-7"	
d_4(E)	68	#5	7'-11"	
e_8(E)	32	#4	14'-8"	
e_9(E)	4	#8	14'-8"	
t_1(E)	130	#4	11'-6"	
w_2(E)	160	#5	24'-1"	
w_3(E)	80	#5	27'-10"	
Concrete Structures		Cu yd	46.0	
Concrete Superstructure		Cu yd	196.8	
Bridge Deck Grooving		Sq Yd	400	
Protective Coat		Sq yd	426	
Reinforcement Bars, Epoxy Coated		Pound	52,690	



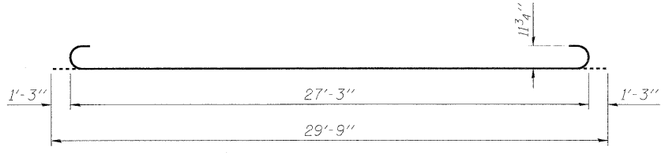
VIEW E-E



BAR a_7(E)



BAR a_{11}(E)



BAR b_4(E)

DESIGNED	- BPS
CHECKED	- GSP
DRAWN	- BPS
CHECKED	- GSP

BRIDGE APPROACH SLAB DETAILS (2 of 2)
PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

PLOT DATE = 2/3/2010
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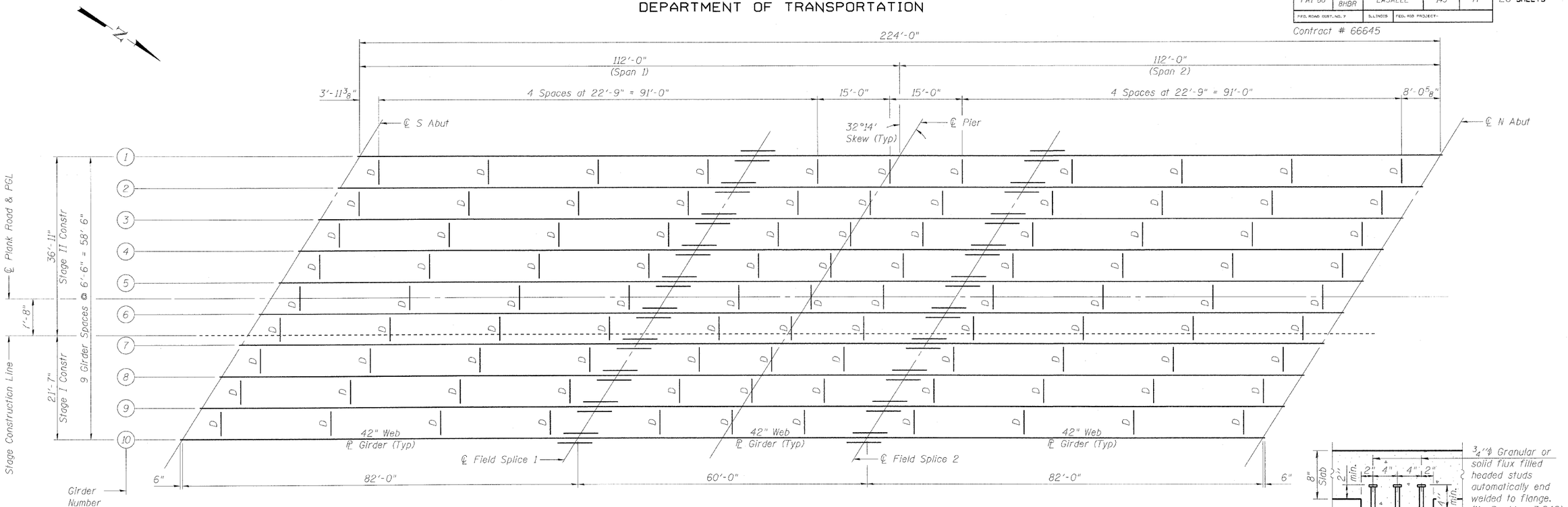
ENTRAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

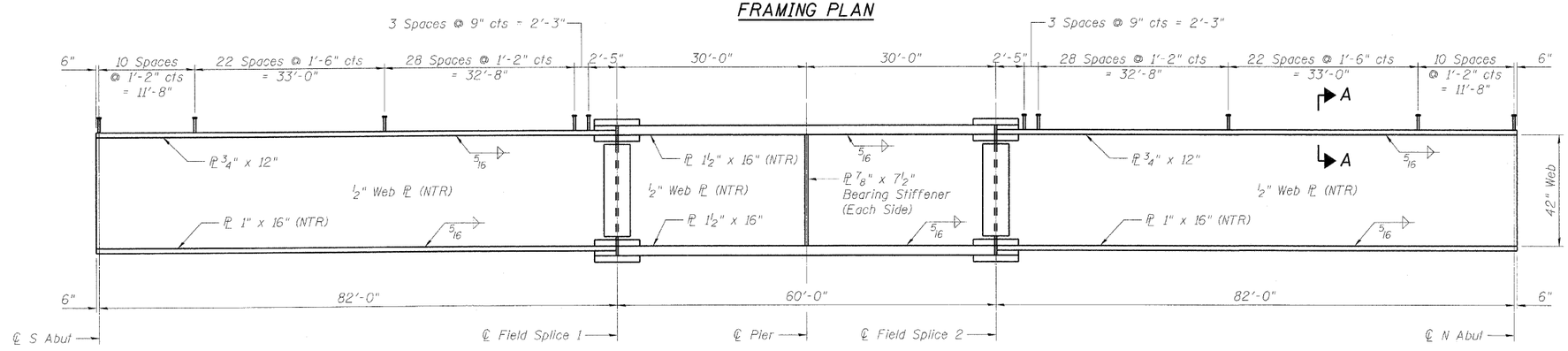
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	77
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 16
26 SHEETS

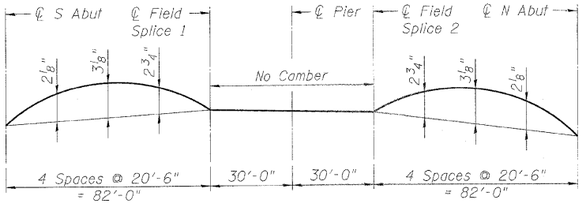
Contract # 66645



FRAMING PLAN

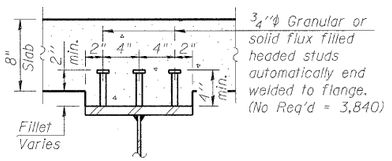


GIRDER ELEVATION



CAMBER DIAGRAM

(Upward Camber is Positive)



SECTION A-A

NOTES:

All structural steel shall be AASHTO M 270 Grade 50, unless otherwise noted.

See Sheet No. 17 for Field Splice details, Diaphragm details and Table of Moments and Shears.

All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

TOP OF WEB ELEVATION TABLE

(For Fabrication Use Only)

Girder	℄ S Abut	℄ Field Splice 1	℄ Pier	℄ Field Splice 2	℄ N Abut
1	675.07	675.31	675.27	675.24	674.81
2	675.18	675.44	675.41	675.38	674.97
3	675.25	675.53	675.52	675.50	675.11
4	675.33	675.63	675.62	675.61	675.24
5	675.40	675.73	675.72	675.72	675.37
6	675.37	675.72	675.72	675.73	675.40
7	675.24	675.61	675.62	675.63	675.32
8	675.11	675.50	675.52	675.53	675.25
9	674.98	675.38	675.41	675.44	675.17
10	674.81	675.24	675.27	675.31	675.06

DESIGNED	- BHS
CHECKED	- BPS
DRAWN	- RRG
CHECKED	- GSP

FRAMING PLAN

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

PLOT DATE = 2/3/2010
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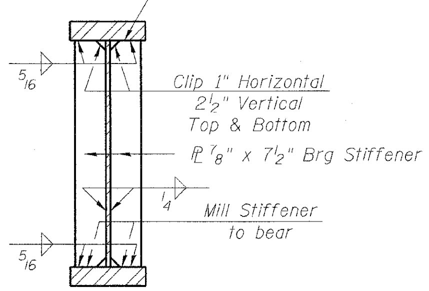
ENTRAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

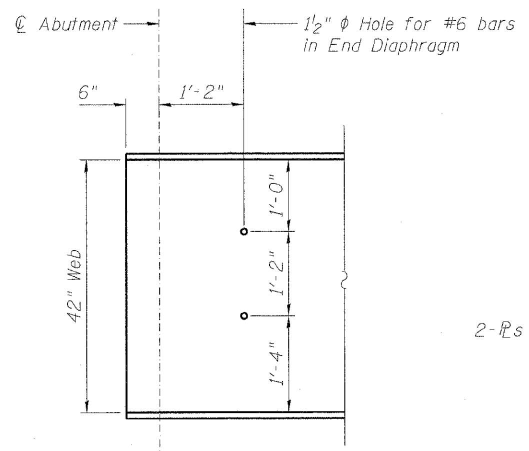
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	78
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. 17
26 SHEETS

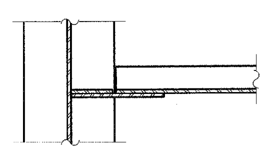
Contract # 66645



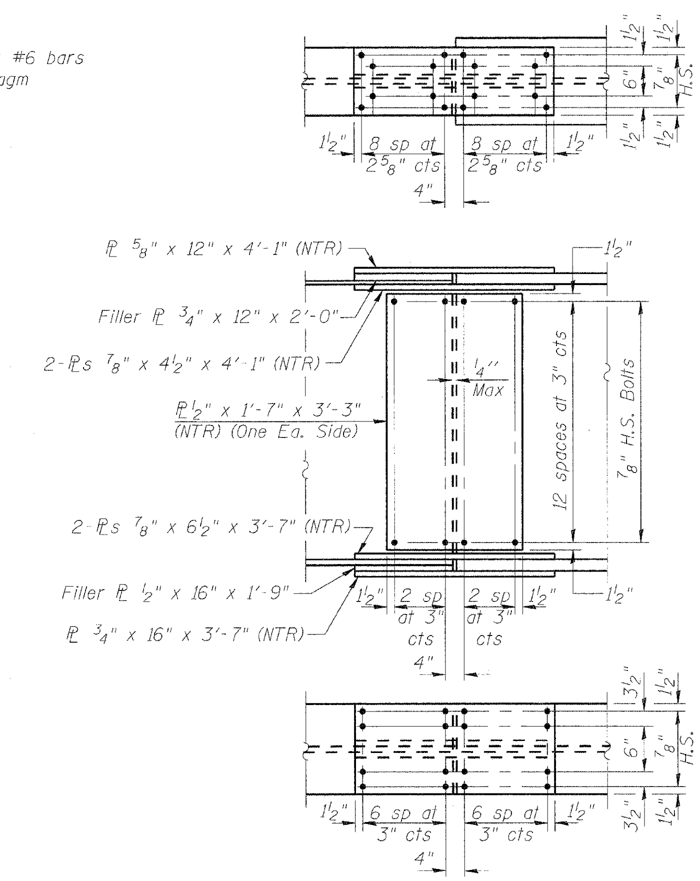
SECTION AT PIER



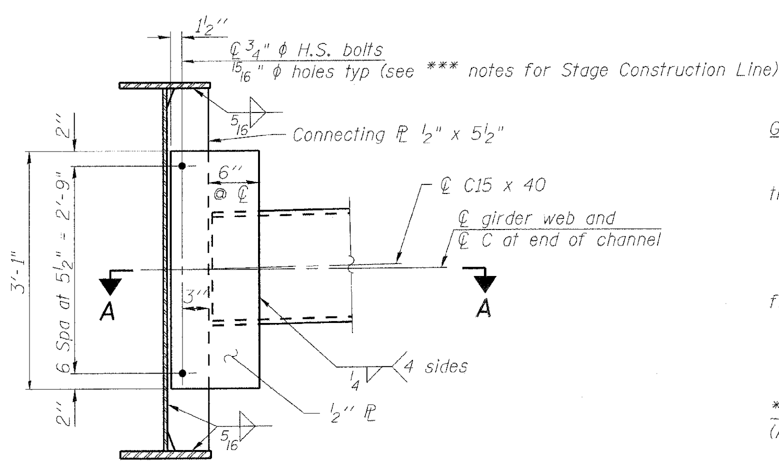
END OF GIRDER ELEVATION
(at integral abutments)



SECTION A-A



FIELD SPLICE DETAIL



DIAPHRAGM D
99 Required

INTERIOR GIRDER MOMENT TABLE			
		0.4 Sp. 1 or 0.6 Sp. 2	Pier
I_s	(in^4)	14097	25803
$I_c(n)$	(in^4)	37797	———
$I_c(3n)$	(in^4)	27198	———
S_s	(in^3)	754	1147
$S_c(n)$	(in^3)	1045	———
$S_c(3n)$	(in^3)	957	———
Z	(in^3)	———	1265
DL	(k/')	0.835	1.336
M DL	('k)	634	2234
s DL	(k/')	0.415	———
M_s DL	('k)	369	———
M LL	('k)	856	725
M_{IM}	('k)	181	153
$\frac{5}{3}$[M LL + I]	('k)	1731	1467
M_a	('k)	3555	4811
* M_u	('k)	4977	5269
f_s DL non-comp	(ksi)	10.1	23.4
f_s DL (comp)	(ksi)	4.6	———
f_s $\frac{5}{3}$[M LL + M_I]	(ksi)	19.9	15.3
f_s (Overload)	(ksi)	34.6	38.7
** f_s (Total)	(ksi)	———	———
VR	(k)	44.2	———

INTERIOR GIRDER REACTION TABLE			
		Abut.	Pier
R DL	(k)	50.4	184.4
R LL	(k)	42.8	70.7
R_I	(k)	10.2	14.9
R_{Total}	(k)	103.4	270.0

* Compact section
** Braced non-compact and partially braced section

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

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

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

Z: Plastic Section Modulus of the steel section in non-composite areas ($in.^3$).

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

M DL: Un-factored moment due to non-composite dead load (kip-ft.).

s DL: Un-factored long-term composite (superimposed) dead load (kips/ft.)

M_s DL: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

M LL: Un-factored live load moment (kip-ft.).

M_I: Un-factored moment due to impact (kip-ft.).

M_a: Factored design moment (kip-ft.).
$1.3\ [M_{DL} + M_{sDL} + \frac{5}{3}(M_{LL} + M_I)]$

M_u: Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).

f_s (Overload): Sum of stresses as computed from the moments below (ksi).
$M_{DL} + M_{sDL} + \frac{5}{3}(M_{LL} + M_I)$

f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
$1.3\ [M_{DL} + M_{sDL} + \frac{5}{3}(M_{LL} + M_I)]$

VR: Maximum LL + impact horizontal shear range within the composite portion of the span for stud shear connector design (kips).

GENERAL NOTES:

Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

All splice plate material shall be AASHTO M 270 Grade 50.

All diaphragm, connecting plates, bearing stiffeners and splice filler plates shall be AASHTO M270 Grade 36.

Two hardened washers required for each set of oversized holes.

*** NOTES FOR DIAPHRAGMS AT STAGE CONSTRUCTION LINE:
(At right side of Girder 6 and left side of Girder 7)

To accommodate the deflection during Stage II deck placement, use standard long slotted holes (15/16" x 1⅞") in the diaphragm connector plates at both sides of diaphragm.

Bolts in slots shall be finger tight until the second stage pour is complete. Position slots so bolts start at one end of slot with no concrete load and finish near the opposite end of slot under deck dead load, allowing maximum displacement without laterally stressing the main members.

A plate washer or continuous bar of at least 5/16" thickness with standard holes shall be provided at the long slotted holes.

DESIGNED	- BHS
CHECKED	- BPS
DRAWN	- RRG
CHECKED	- GSP

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ENTRAN

FRAMING DETAILS

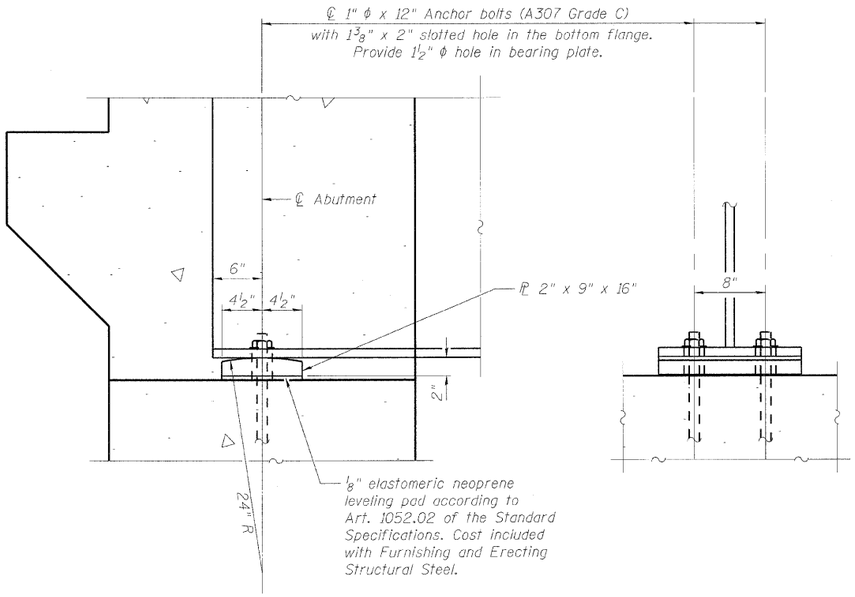
PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

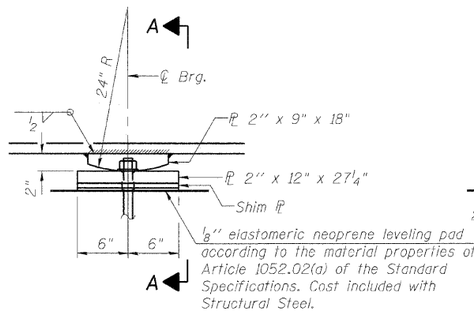
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	79
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 18
26 SHEETS

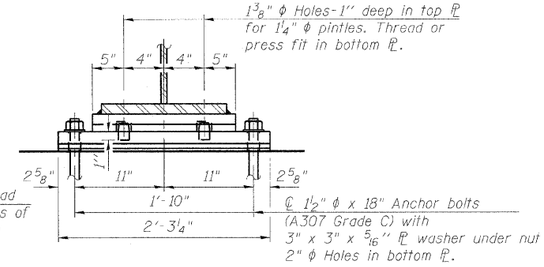
Contract # 66645



INTEGRAL ABUTMENT BEARING

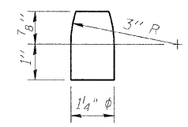


ELEVATION AT PIER



SECTION A-A

FIXED BEARING



PINTLE
(AASHTO M 270, Grade 50)

Notes:
All bearing plate material shall be AASHTO M270 Grade 50.
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

REQUIRED SHIM PLATE TABLE

Girder	Location	Size (In)	Thickness (In)
5	S Abut	9 x 16	13/16
6	S Abut	9 x 16	7/16
5	N Abut	9 x 16	9/16
6	N Abut	9 x 16	15/16

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	40
Anchor Bolts, 1 1/2"	Each	20

DESIGNED	- BHS
CHECKED	- BPS
DRAWN	- RRG
CHECKED	- GSP

BEARING DETAILS

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

PLOT DATE = 2/3/2010
FILE NAME = g:\project\26540889.001\cadd\PLBR_BRGS.sts
PLOT SCALE = N/A
USER NAME = 26sgpro

ENTRAN

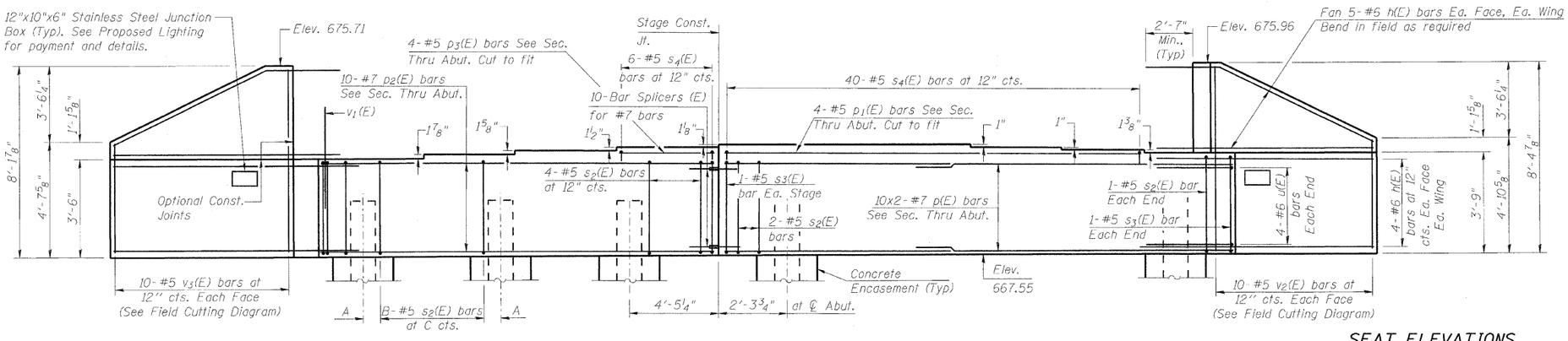
Notes:
Pour steps monolithically with cap.
Space reinforcement in cap to miss anchor bolts.
Bars indicated thus 10x2-#7 etc. indicates
10 lines of bars with 2 lengths per line.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

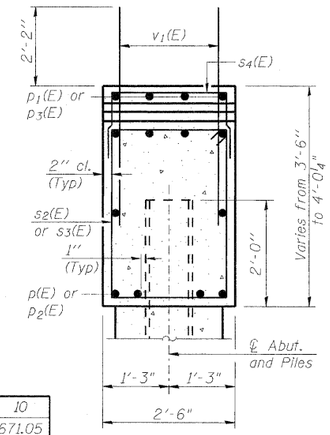
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	80
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 19
26 SHEETS

Contract # 66645



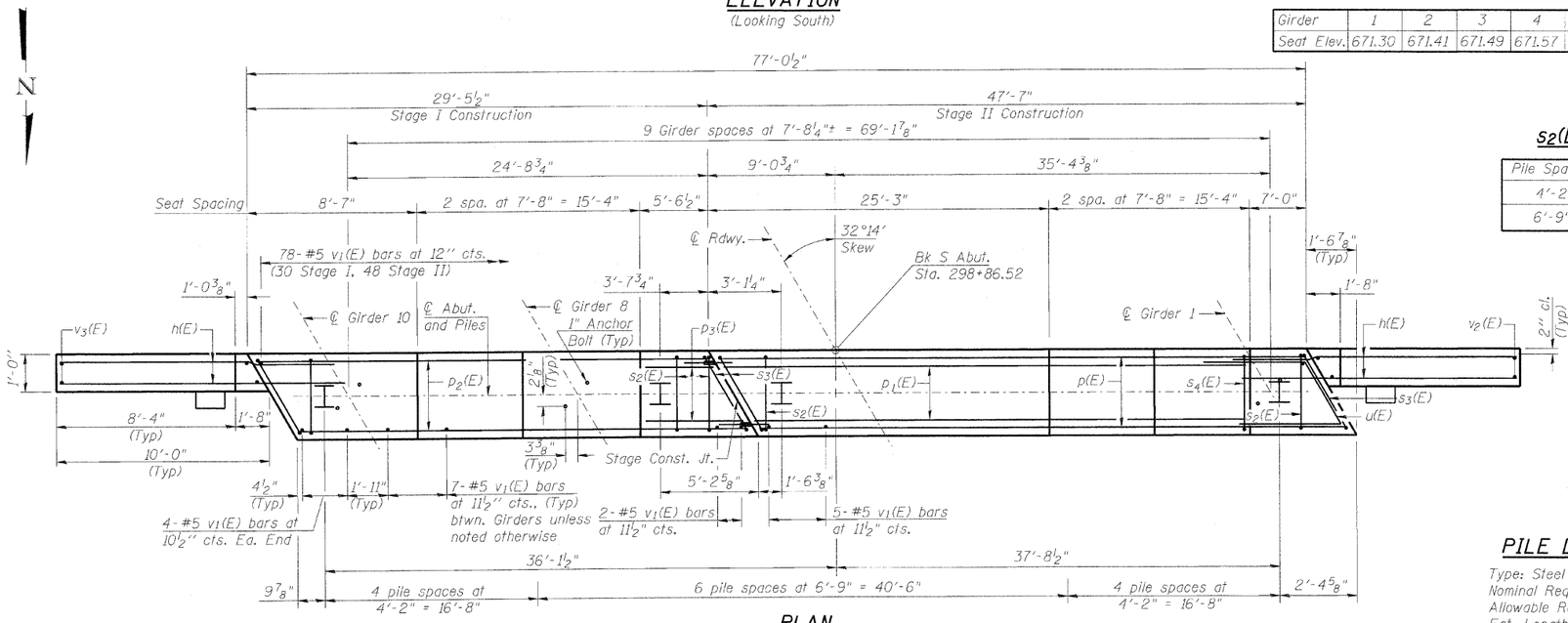
ELEVATION
(Looking South)



SEC. THRU ABUT.
(Dimensions at Rt. L's)

SEAT ELEVATIONS

Girder	1	2	3	4	5	6	7	8	9	10
Seat Elev.	671.30	671.41	671.49	671.57	671.57	671.57	671.48	671.35	671.21	671.05



PLAN

s2(E) BAR SPACING

Pile Spacing	A	B	C
4'-2"	1"	5	9"
6'-9"	7 1/2"	7	11"

BILL OF MATERIAL
(South Abutment)

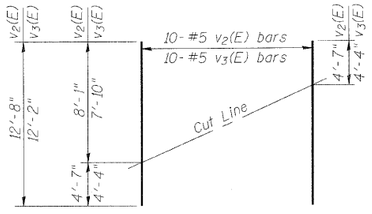
Bar	No.	Size	Length	Shape
h(E)	36	#6	12'-6"	
p(E)	20	#7	26'-2"	
p1(E)	4	#5	40'-4"	
p2(E)	10	#7	29'-2"	
p3(E)	4	#5	6'-11"	
s2(E)	83	#5	11'-7"	
s3(E)	4	#5	12'-4"	
s4(E)	46	#5	6'-6"	
u(E)	8	#6	7'-6"	
v1(E)	149	#5	4'-4"	
v2(E)	10	#5	12'-8"	
v3(E)	10	#5	12'-2"	
Structure Excavation	Cu. Yd.		206	
Concrete Structures	Cu. Yd.		32.3	
Porous Granular Embankment (Special)	Cu. Yd.		140	
Geocomposite Wall Drain	Sq. Yd.		76	
Pipe Underdrains for Structures 4"	Foot		92	
Reinforcement Bars, Epoxy Coated	Pound		4930	
Furnishing Steel Piles HP 10x42	Foot		728	
Driving Piles	Foot		728	
Test Pile Steel HP 10x42	Each		1	
Concrete Encasement	Cu. Yd.		5.2	

MINIMUM BAR LAP

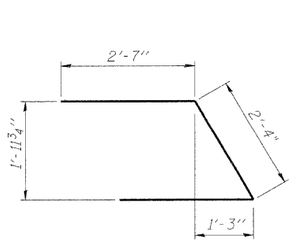
#5 bar = 2'-2"
#6 bar = 2'-7"
#7 bar = 4'-10"

PILE DATA

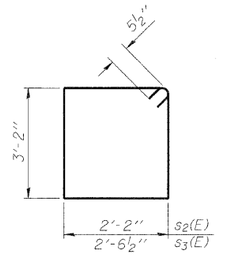
Type: Steel HP10x42
Nominal Required Bearing: 300 kips
Allowable Resistance Available: 100 kips
Est. Length: 52 Ft.
No. Production Piles: 14
No. Test Piles: 1



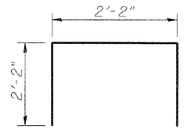
FIELD CUTTING DIAGRAM
Order v2(E) and v3(E) full length. Cut as shown and use remainder of bars in opposite face.



BAR u(E)



BARS s2(E) & s3(E)



BAR s4(E)

For details of Bar Splicers, see Sheet No. 22.
For details of Piles and Concrete Encasement, see Sheet No. 23.
For details of Integral Abutment Bearing, see Sheet No. 18.
For drainage details, see Section Thru Integral Abutment on Sheet No. 2.

DESIGNED	ADB
CHECKED	DLS
DRAWN	ADB
CHECKED	MTH

SOUTH ABUTMENT

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

PLOT DATE = 2/3/2010
FILE NAME = g:\projects\2054689.00\caddd\PLBR_ABS.sts
PLOT SCALE = N/A
USER NAME = Zaguirb

ENTRAN

LIN ENGINEERING, LTD.

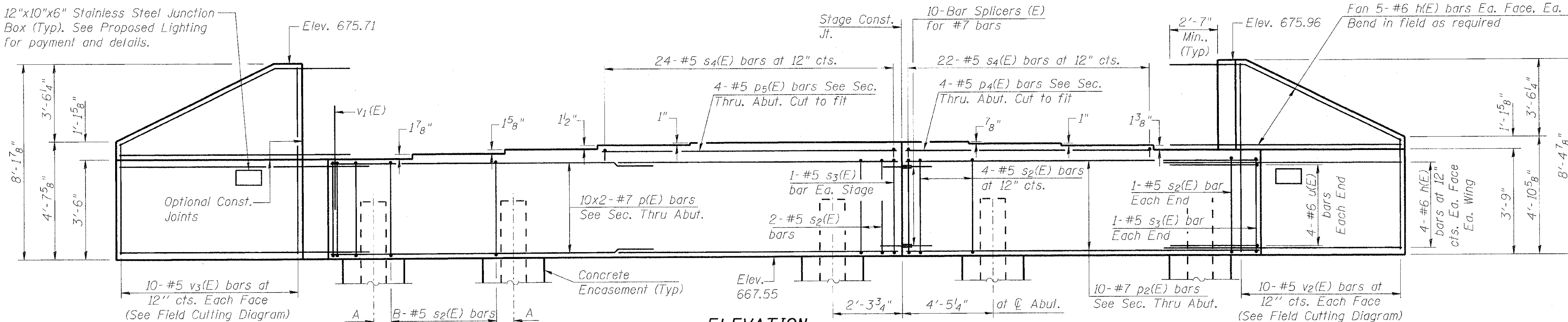
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50-8HBR	LASALLE	143	81
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 20
26 SHEETS

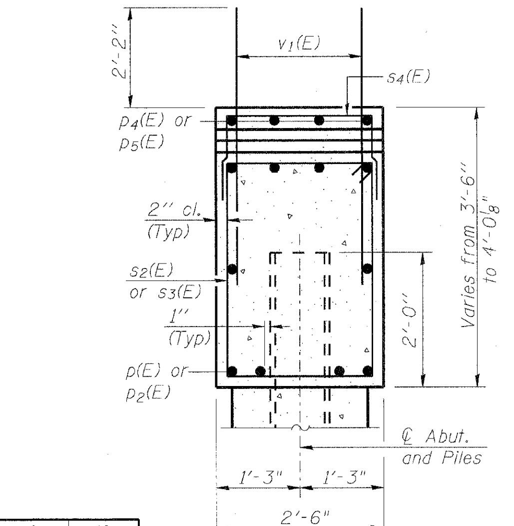
Contract # 66645

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
Pour steps monolithically with cap.
Space reinforcement in cap to miss anchor bolts.
Bars indicated thus 10x2-#7 etc. indicates 10 lines of bars with 2 lengths per line.



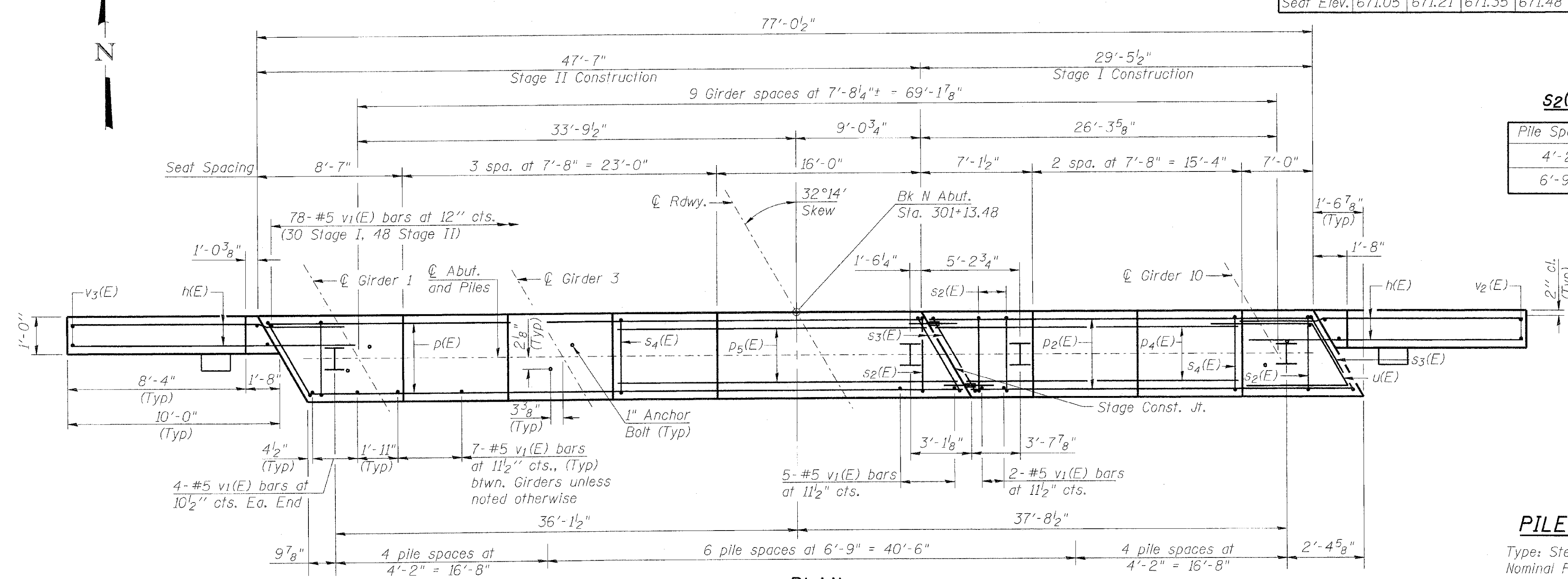
ELEVATION
(Looking North)



SEC. THRU ABUT.
(Dimensions at Rt. L's)

SEAT ELEVATIONS

Girder	1	2	3	4	5	6	7	8	9	10
Seat Elev.	671.05	671.21	671.35	671.48	671.56	671.56	671.56	671.49	671.41	671.30



PLAN

s2(E) BAR SPACING

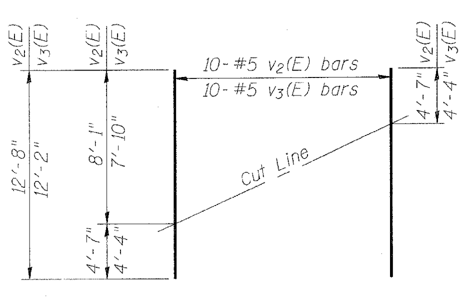
Pile Spacing	A	B	C
4'-2"	7"	5	9"
6'-9"	7 1/2"	7	11"

MINIMUM BAR LAP
#5 bar = 2'-2"
#6 bar = 2'-7"
#7 bar = 4'-10"

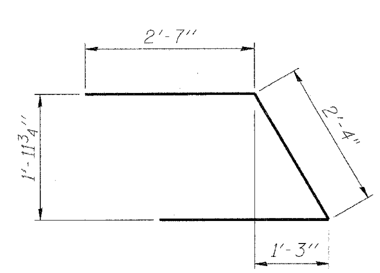
PILE DATA
Type: Steel HP10x42
Nominal Required Bearing: 300 kips
Allowable Resistance Available: 100 kips
Est. Length: 46 Ft.
No. Production Piles: 14
No. Test Piles: 1

BILL OF MATERIAL
(North Abutment)

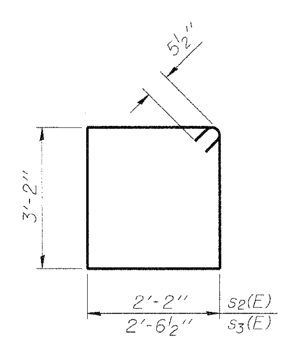
Bar	No.	Size	Length	Shape
h(E)	36	#6	12'-6"	
p(E)	20	#7	26'-2"	
p2(E)	10	#7	29'-2"	
p4(E)	4	#5	22'-3"	
p5(E)	4	#5	24'-11"	
s2(E)	83	#5	11'-7"	
s3(E)	4	#5	12'-4"	
s4(E)	46	#5	6'-6"	
u(E)	8	#6	7'-6"	
v1(E)	149	#5	4'-4"	
v2(E)	10	#5	12'-8"	
v3(E)	10	#5	12'-2"	
Structure Excavation		Cu. Yd.	206	
Concrete Structures		Cu. Yd.	32.3	
Porous Granular Embankment (Special)		Cu. Yd.	140	
Geocomposite Wall Drain		Sq. Yd.	76	
Pipe Underdrains for Structures 4"		Foot	92	
Reinforcement Bars, Epoxy Coated		Pound	4930	
Furnishing Steel Piles HP 10x42		Foot	644	
Driving Piles		Foot	644	
Test Pile Steel HP 10x42		Each	1	
Concrete Encasement		Cu. Yd.	5.2	



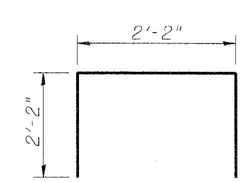
FIELD CUTTING DIAGRAM
Order v2(E) and v3(E) full length. Cut as shown and use remainder of bars in opposite face.



BAR u(E)



BARS s2(E) & s3(E)



BAR s4(E)

For details of Bar Splicers, see Sheet No. 22.
For details of Piles and Concrete Encasement, see Sheet No. 23.
For details of Integral Abutment Bearing, see Sheet No. 18.
For drainage details, see Section Thru Integral Abutment on Sheet No. 2.

DESIGNED	ADB
CHECKED	DLS
DRAWN	ADB
CHECKED	MTH

NORTH ABUTMENT

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

ENTRAN
LIN ENGINEERING, LTD.

PLOT DATE = 2/3/2010
FILE NAME = g:\project\2054089.001\cadd\PLBR.ABN.sts
PLOT SCALE = N/A
USER NAME = 2majerb

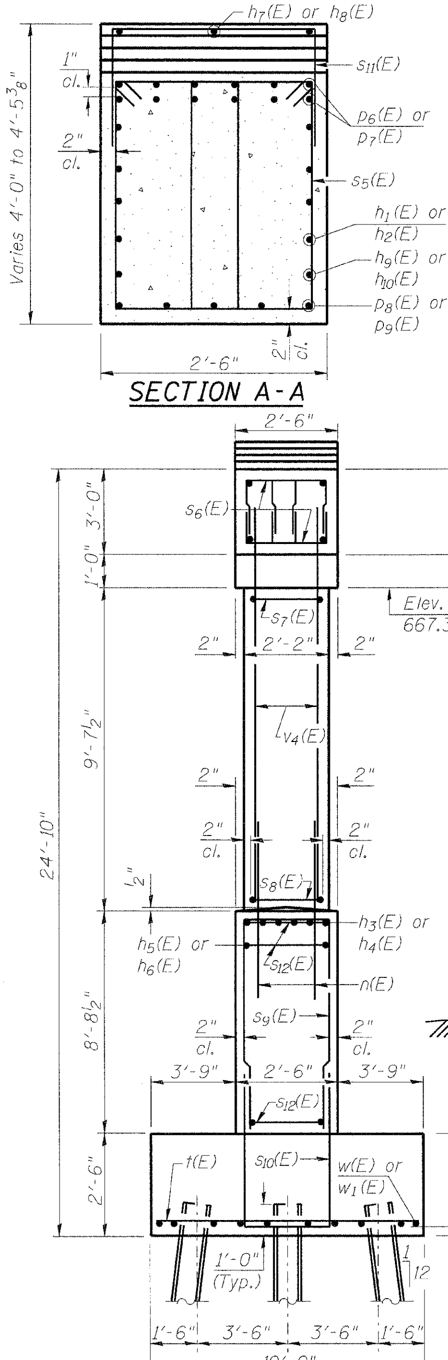
Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For details of piles, see sheet No. 23.
Existing piles shall be cut-off at a minimum elevation of 645.47.

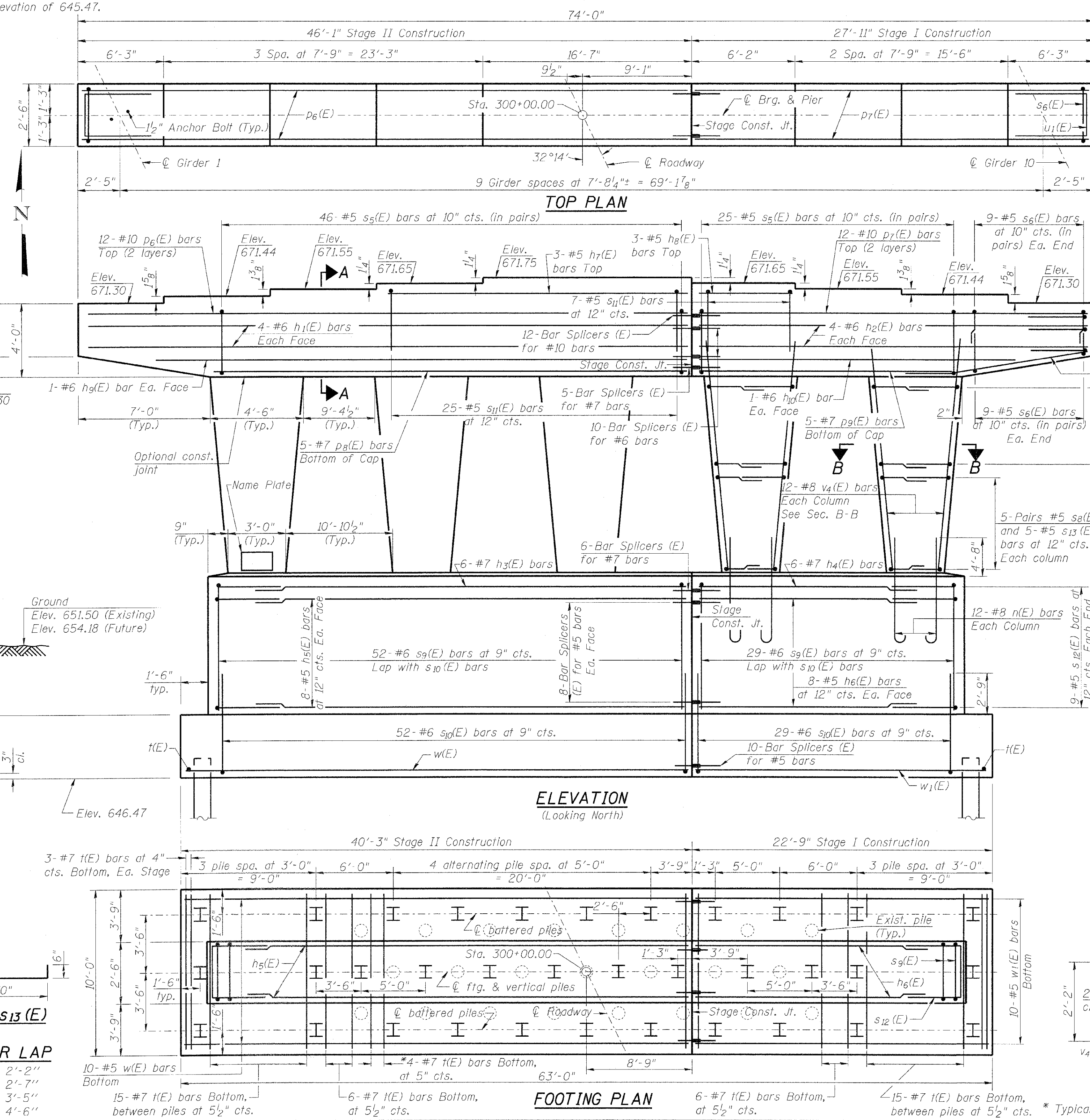
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

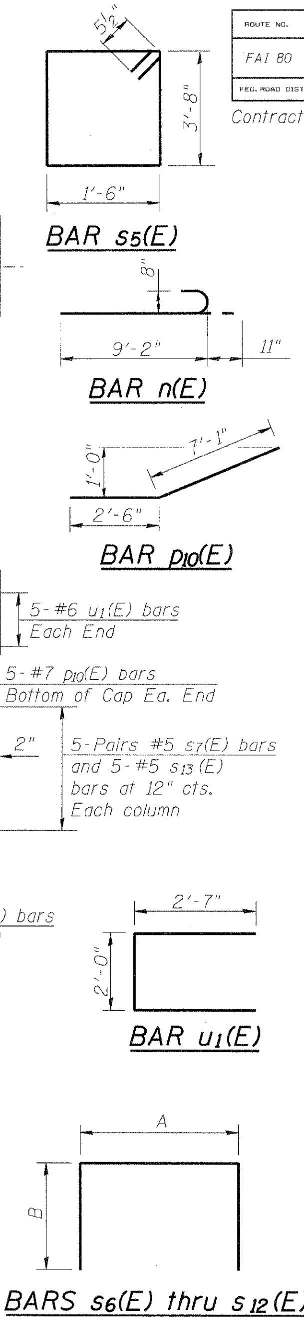
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50-8HBR	LASALLE	143	82

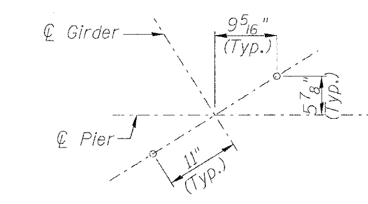
SHEET NO. 21
26 SHEETS

Contract # 66645







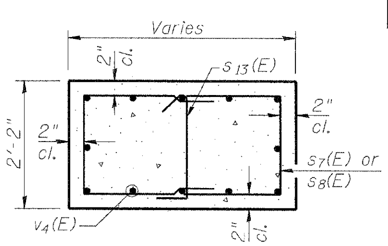


A & B DIMENSIONS

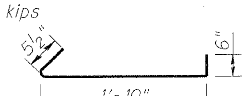
Bar	A	B
s6(E)	1'-6"	2'-10"
s7(E)	1'-10"	3'-4"
s8(E)	1'-10"	2'-10"
s9(E)	2'-2"	8'-4"
s10(E)	2'-2"	5'-0"
s11(E)	2'-2"	2'-2"
s12(E)	2'-0"	2'-2"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h_1(E)	8	#6	45'-9"	
h_2(E)	8	#6	27'-7"	
h_3(E)	6	#7	38'-5"	
h_4(E)	6	#7	20'-11"	
h_5(E)	16	#5	38'-5"	
h_6(E)	16	#5	20'-11"	
h_7(E)	3	#5	24'-0"	
h_8(E)	3	#5	5'-10"	
h_9(E)	2	#6	43'-2"	
h_{10}(E)	2	#6	25'-0"	
n(E)	60	#8	10'-1"	
p_6(E)	12	#10	45'-9"	
p_7(E)	12	#10	27'-7"	
p_8(E)	5	#7	38'-10"	
p_9(E)	5	#7	20'-8"	
p_{10}(E)	10	#7	9'-7"	
s_5(E)	142	#5	11'-3"	
s_6(E)	72	#5	7'-2"	
s_7(E)	50	#5	8'-6"	
s_8(E)	50	#5	7'-6"	
s_9(E)	81	#6	18'-10"	
s_{10}(E)	81	#6	12'-2"	
s_{11}(E)	32	#5	6'-6"	
s_{12}(E)	18	#5	6'-4"	
s_{13}(E)	50	#5	2'-10"	
t(E)	104	#7	9'-8"	
u_1(E)	10	#6	7'-2"	
v_4(E)	60	#8	11'-8"	
w(E)	10	#5	39'-11"	
w_1(E)	10	#5	22'-5"	
Structure Excavation			Cu. Yd.	175
Concrete Structures			Cu. Yd.	149.7
Reinforcement Bars, Epoxy Coated			Pound	21080
Concrete Sealer			Sq. Ft.	2394
Furnishing Steel Piles HP 10x42			Foot	1035
Driving Piles			Foot	1035
Test Pile Steel HP 10x42			Each	1



PILE DATA
Type: Steel HP10x42
Nominal Required Bearing: 240 kips
Allowable Resistance Available: 80 kips
Est. Length: 23 Ft.
No. Production Piles: 45
No. Test Piles: 1



MIN. BAR LAP
#5 bar = 2'-2"
#6 bar = 2'-7"
#7 bar = 3'-5"
#8 bar = 4'-6"

DESIGNED	ADB
CHECKED	DLS
DRAWN	ADB
CHECKED	MTH

* Typical between piles unless noted otherwise.

PIER

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

ENTRAN
LIN ENGINEERING, LTD.

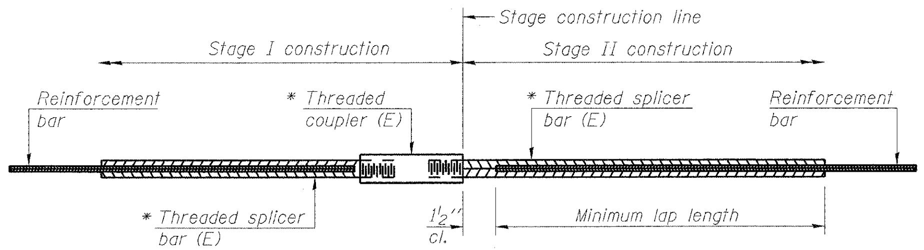
PLOT DATE = 2/3/2010
PLOT SCALE = N/A

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	83
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 22
26 SHEETS

Contract # 66645



STANDARD BAR SPLICER ASSEMBLY

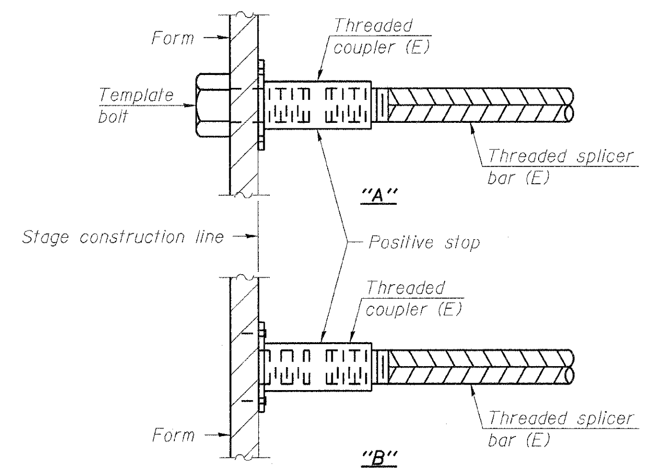
Minimum Lap Lengths				
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

Table 1: Black bar, 0.8 Class C
Table 2: Black bar, Top bar lap, 0.8 Class C
Table 3: Epoxy bar, 0.8 Class C
Table 4: Epoxy bar, Top bar lap, 0.8 Class C

Threaded splicer bar length = min. lap length + 1½" + thread length

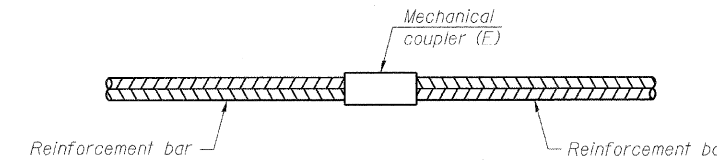
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	5	665	Table 3
S Abut Diaphragm	6	8	Table 4
N Abut Diaphragm	6	8	Table 4
South Abutment	7	10	Table 4
North Abutment	7	10	Table 4
Pier	5	26	Table 4
Pier	6	10	Table 4
Pier	7	11	Table 4
Pier	10	12	Table 4
N Approach Slab	4	25	Table 4
N Approach Slab	5	86	Table 3
S Approach Slab	4	25	Table 4
S Approach Slab	5	86	Table 3



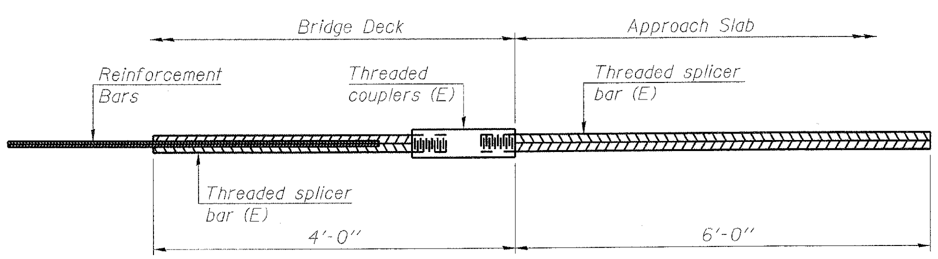
INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.



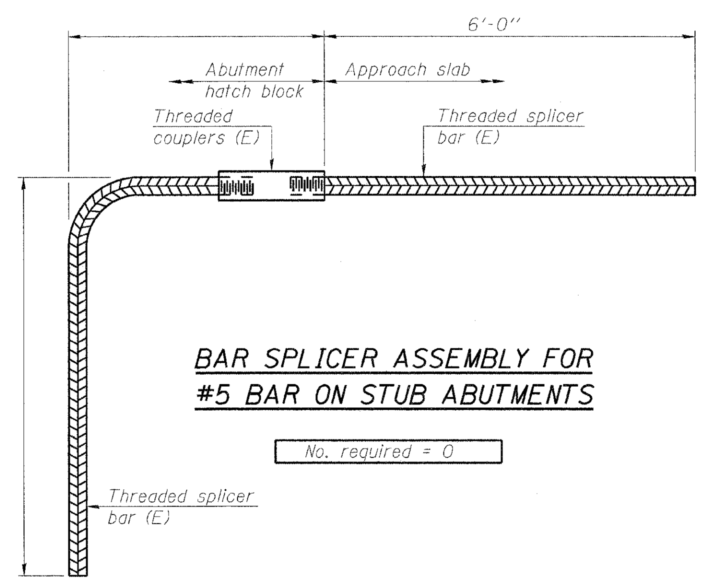
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 132



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 0

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
All reinforcement shall be lapped and tied to the splicer bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
See special provision for Mechanical Splicers.
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

DESIGNED	- BHS
CHECKED	- BPS
DRAWN	- RRG
CHECKED	- GSP

BSD-1 11-1-09

ENTRAN

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

PLOT DATE = 2/3/2010
FILE NAME = g:\projects\2054089.001\cadd\PLBR.BSD.sts
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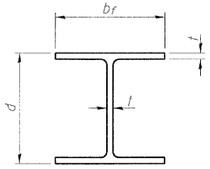
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	84
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

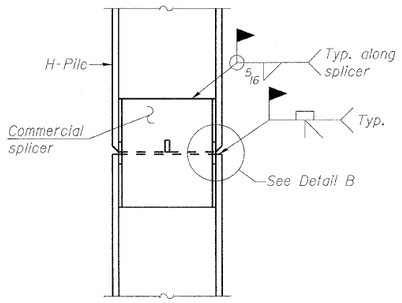
SHEET NO. 23
26 SHEETS

Contract # 66645

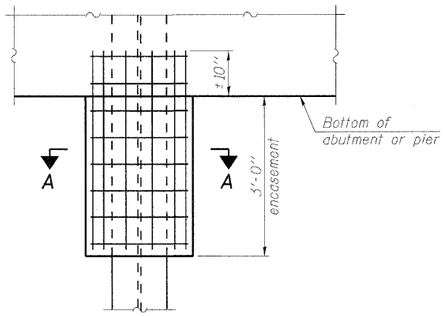


STEEL PILE TABLE

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

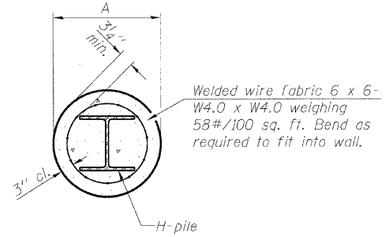


ELEVATION



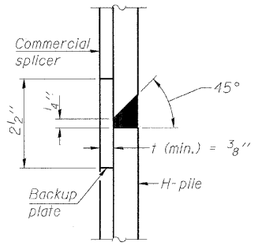
ELEVATION

PILE ENCASEMENT

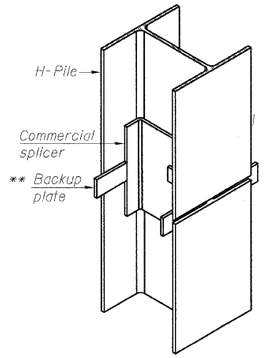


Note:
Forms for encasement may be omitted when soil conditions permit.

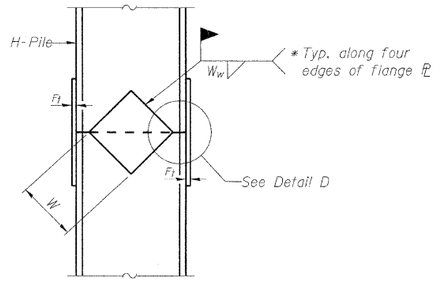
SECTION A-A



DETAIL "B"



ISOMETRIC VIEW



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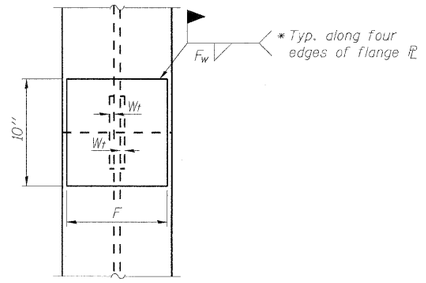
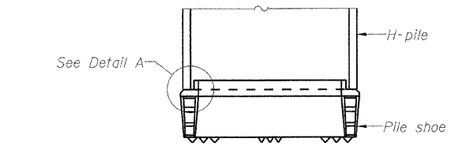


END VIEW

WELDED COMMERCIAL SPLICE



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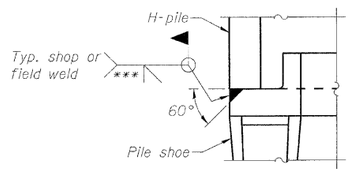
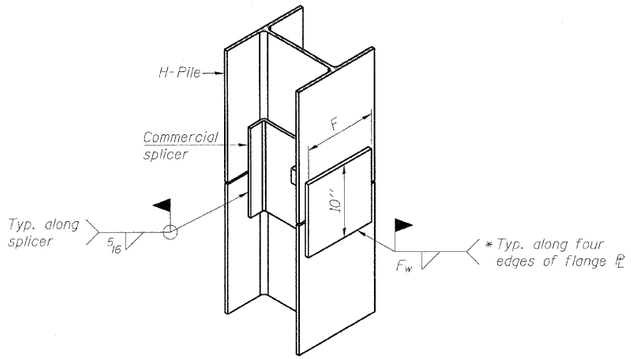
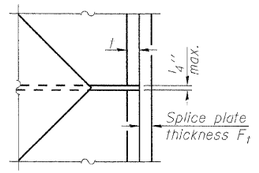


DETAIL A

H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW



DETAIL D

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	11/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

WELDED PLATE FIELD SPLICE

WELDED COMMERCIAL SPLICE ALTERNATE

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

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

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

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

DESIGNED	- BHS
CHECKED	- BPS
DRAWN	- RRG
CHECKED	- GSP

F-HP 11-1-09

ENTRAN

HP PILE DETAILS

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

PLOT DATE = 2/3/2010
FILE NAME = g:\projects\2054089.001\cadd\PLBR_FHP.sta
PLOT SCALE = N/A
USER NAME = Zaguerb

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	85
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 24
26 SHEETS

Contract # 66645

Illinois Department of Transportation — SOIL BORING LOG

Division of Highways, District #3, Ottawa

Page 1 of 2

ROUTE FAI-80 / Plank Road DESCRIPTION P-92-063-01 Plank Road over I-80, 1.5 miles west of IL 251 Date 1/8/02 LOGGED BY C. Jenkins

SECTION 50-8 HB-M LOCATION Peru Twp. - NE, SEC. 6, TWP. 33N, RNG. 1E

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE Diedrich Automatic

STRUCT. NO. 050-0082
Station

BORING NO. B-1
Station 301+45
Offset 10.00ft Rt CL
Ground Surface Elev. 673.60 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 647.1 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Asphalt & Concrete 1 1/2'
		0.6	14.0	MEDIUM brown SILTY LOAM
		P		
671.10				
	4			HARD gray/brown CLAY TILL
	4	4.1	13.0	
669.60	5	B		
-5				
	3			STIFF gray/blue CLAY
	2	1.1	16.0	
667.10	3	P		
	1			STIFF gray/blue SILTY LOAM
	2	1.0	14.0	
664.60	2	P		
-10				
	5			VERY STIFF black SILTY CLAY
	5	2.9	27.0	
662.10	8	B		
	4			MEDIUM black SILTY CLAY
	5	1.0	25.0	
659.60	7	B		
-15				
	4			STIFF black SILTY CLAY with GRAVEL
	6	1.8	24.0	
657.10	9	S		
	6			STIFF black SILTY CLAY with GRAVEL
	6	1.9	23.0	
654.10	9	P		
-20				

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
	19			DENSE gray SAND & GRAVEL
	26			Note: looks like old roadway
	15			
651.60				
	3			STIFF gray/green CLAY LOAM
	4	1.5	27.0	
649.10	4	B		
-25				
	2			LOOSE tan SAND & GRAVEL
	2			
646.60 ▼	3			
	4			VERY STIFF tan SILT
	4	3.5	17.0	
644.10	7	P		
-30				
	6			STIFF tan SILTY CLAY TILL
	7	2.1	15.0	
642.10	9	B		
	2			STIFF gray/green SILTY CLAY TILL
	5	1.8	13.0	
639.10	7			
-35				
	1			LOOSE tan fine SAND
	1			
637.10	4			
	14			MEDIUM gray fine SAND
	13			
634.60	14			
-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 — SOIL BORING LOG

Division of Highways, District #3, Ottawa

Page 2 of 2

ROUTE FAI-80 / Plank Road DESCRIPTION P-92-063-01 Plank Road over I-80, 1.5 miles west of IL 251 Date 1/8/02 LOGGED BY C. Jenkins

SECTION 50-8 HB-M LOCATION Peru Twp. - NE, SEC. 6, TWP. 33N, RNG. 1E

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE Diedrich Automatic

STRUCT. NO. 050-0082
Station

BORING NO. B-1
Station 301+45
Offset 10.00ft Rt CL
Ground Surface Elev. 673.60 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 647.1 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
	17			STIFF gray CLAY TILL
	21	1.8	9.0	
632.10	23	S		
	14			MEDIUM gray SILTY LOAM TILL
	13	6.5	10.0	
629.60	19	S		
-45				
	15			VERY DENSE gray SILTY LOAM TILL
	27	10.5	10.0	
627.10	37	S		
	24			VERY DENSE gray SILTY LOAM TILL
	00/10"	8.7	9.0	
624.60	PEN	S		
-50				
	24			VERY DENSE gray CLAY TILL
	32	11.1	14.0	
622.10	33	S		
	11			VERY DENSE gray CLAY TILL
	19	8.8	8.0	
619.60	34	S		
-55				
	11			VERY DENSE gray/green CLAY TILL with a SAND lens
	30		13.0	
617.10	38			
	13			VERY DENSE gray SANDY CLAY TILL with SAND & GRAVEL lens
	29		9.0	
614.60	56			
				End of Boring
-60				

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation — SOIL BORING LOG

Division of Highways, District #3, Ottawa

Page 1 of 2

ROUTE FAI-80 / Plank Road DESCRIPTION P-92-063-01 Plank Road over I-80, 1.5 miles west of IL 251 Date 1/10/02 LOGGED BY C. Jenkins

SECTION 50-8 HB-M LOCATION Peru Twp. - NE, SEC. 6, TWP. 33N, RNG. 1E

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE Diedrich Automatic

STRUCT. NO. 050-0082
Station

BORING NO. B-2
Station 298+46
Offset 10.00ft Lt CL
Ground Surface Elev. 673.60 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 636.1 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Asphalt & Concrete 1 1/2'
		4.0	12.0	HARD gray SILTY CLAY TILL
		P		
671.10				
	5			STIFF blue/green SILTY CLAY LOAM TILL
	4	1.4	21.0	
669.60	7	B		
-5				
	3			VERY STIFF blue/gray SILTY CLAY LOAM TILL
	4	2.7	15.0	
667.10	5	B		
	3			MEDIUM blue/gray SILTY CLAY LOAM TILL
	4	1.0	15.0	
664.60	7	B		
-10				
	3			SOFT gray/green SILTY CLAY LOAM TILL
	4	0.4	17.0	
661.60	4	B		
	4			MEDIUM brown SILTY CLAY LOAM
	6	1.2	28.0	
659.60	6	B		
-15				
	4			VERY STIFF blue/green CLAY LOAM
	7	2.1	25.0	
657.10	9	B		
	7			MEDIUM black SILTY CLAY
	7	0.8	27.0	
654.60	9			
-20				

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
	5			VERY STIFF black SILTY CLAY
	7	3.5	26.0	
652.10	11	B		
	5			VERY STIFF black SILTY CLAY
	8	2.6	33.0	
649.60	9	B		
-25				
	3			STIFF black/green SILTY CLAY
	4	1.5	25.0	
647.10	6	P		
	2			MEDIUM gray/orange SILTY CLAY
	2	0.6	19.0	
644.60	5	B		
-30				
	5			MEDIUM tan SILTY CLAY
	6	0.6	18.0	
642.10	7	P		
	5			VERY STIFF gray SILTY CLAY
	7	2.2	12.0	
639.10	9	B		
-35				
	8			VERY STIFF gray SILTY CLAY TILL
	11	2.0	10.0	
637.10	13	B		
▼				
	20			DENSE gray SILTY CLAY TILL
	15		10.0	
634.60	25			
-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)

DESIGNED	- BHS
CHECKED	- BPS
DRAWN	- RRG
CHECKED	- GSP

PLOT DATE = 2/3/2010
FILE NAME = G:\projects\2854089.001\CADD\PLBR_BORI.sts
PLOT SCALE = N/A
USER NAME = ZSagerb

ENTRAN

BORING LOGS (1 OF 3)

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	86
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT -		

SHEET NO. 25
26 SHEETS

Contract # 66645

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Page 2 of 2

Date 1/10/02

ROUTE FAI-80 / Plank Road DESCRIPTION P-92-063-01 Plank Road over I-80, 1.5 miles west of IL 251 LOGGED BY C. Jenkins

SECTION 50-8 HB-M LOCATION Peru Twp. - NE, SEC. 6, TWP. 33N, RNG. 1E

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE Diedrich Automatic

STRUCT. NO. 050-0082
Station

BORING NO. B-2
Station 298+46
Offset 10.00ft Lt CL
Ground Surface Elev. 673.60 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 636.1 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DESCRIPTION
	18			DENSE gray SILTY CLAY TILL
632.10	24		10.0	
	26			
	15			DENSE gray SILTY CLAY TILL
629.60	20		10.0	
	21			
-45				-65
	11			DENSE gray SILTY CLAY TILL
627.10	13		13.0	
	18			
	18			DENSE gray SILTY CLAY TILL
624.60	23		10.0	
	25			
-50				-70
	8			DENSE gray SILTY CLAY TILL with SILTY CLAY lens
622.10	13		16.0	
	18			
	8			DENSE gray SILTY CLAY TILL
619.60	14		13.0	
	18			
-55				-75
	22			DENSE gray SILTY CLAY TILL with SAND lens
617.10	39		9.0	
	25			
	25			DENSE gray SILTY CLAY TILL
614.60	36		9.0	
	36			
-60				-80
	40			VERY DENSE gray SILTY CLAY TILL
612.10	100/7"		9.0	
	PEN			
				End of Boring

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Page 1 of 2

Date 1/11/02

ROUTE FAI-80 / Plank Road DESCRIPTION P-92-063-01 Plank Road over I-80, 1.5 miles west of IL 251 LOGGED BY C. Jenkins

SECTION 50-8 HB-M LOCATION Peru Twp. - NE, SEC. 6, TWP. 33N, RNG. 1E

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE Diedrich Automatic

STRUCT. NO. 050-0082
Station

BORING NO. B-3
Station 300+72
Offset 22.00ft Lt CL
Ground Surface Elev. 654.20 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 631.7 ft ▼
Upon Completion 641.2 ft ▽
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DESCRIPTION
				Asphalt
				MEDIUM tan SAND & GRAVEL
651.70	2			
	3	0.7	28.0	MEDIUM black SILTY CLAY
650.20	5	P		
-5				-25
	1			MEDIUM gray/green SILTY CLAY
	2	0.8	24.0	
647.70	3	B		
	2			STIFF tan SILTY CLAY TILL
	3	1.0	14.0	
645.20	4	B		
-10				-30
	2			STIFF tan SILTY CLAY TILL
	2	1.1	12.0	
	6	B		
642.20				
	2			STIFF gray/orange SILTY CLAY, mottled ▽
	5	1.9	13.0	
	7	B		
639.70				
-15				-35
	4			STIFF gray SILTY CLAY TILL
	6	1.7	9.0	
637.70	8	B		
	5			STIFF gray SILTY CLAY with SAND lens
	7	1.8	17.0	
635.20	9	B		
-20				-40
	8			VERY STIFF mauve SANDY LOAM TILL
	11	3.9	9.0	
632.70	16	B		
	17			DENSE gray SANDY LOAM TILL
	20		10.0	
630.20	22			
-25				-45
	15			DENSE gray SANDY LOAM TILL
	20		9.0	
627.70	23			
	19			DENSE gray/brown SANDY LOAM TILL
	20		13.0	
625.20	23			
-30				-50
	93/6"			VERY DENSE dark gray CLAY TILL with SANDSTONE lenses
	PEN		16.0	
622.70	7/2"			
	PEN			
	8			MEDIUM gray SILTY CLAY TILL
	14		14.0	
620.20	16			
-35				-55
	21			MEDIUM gray SILTY CLAY TILL
	14		11.0	
617.70	16			
	30			VERY DENSE gray SILTY CLAY TILL
	27		11.0	
615.20	30			
-40				-60

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Page 2 of 2

Date 1/11/02

ROUTE FAI-80 / Plank Road DESCRIPTION P-92-063-01 Plank Road over I-80, 1.5 miles west of IL 251 LOGGED BY C. Jenkins

SECTION 50-8 HB-M LOCATION Peru Twp. - NE, SEC. 6, TWP. 33N, RNG. 1E

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE Diedrich Automatic

STRUCT. NO. 050-0082
Station

BORING NO. B-3
Station 300+72
Offset 22.00ft Lt CL
Ground Surface Elev. 654.20 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 631.7 ft ▼
Upon Completion 641.2 ft ▽
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DESCRIPTION
	65			VERY DENSE gray SILTY CLAY TILL
	28		8.0	
612.70	25			
	62/6"			VERY DENSE gray SILTY CLAY TILL
	PEN		7.0	
610.20	38/2"			
	PEN			End of Boring
-45				-65
-50				-70
-55				-75
-60				-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)

DESIGNED	- BHS
CHECKED	- BPS
DRAWN	- RRG
CHECKED	- GSP

PLOT DATE = 2/3/2010
FILE NAME = G:\project\2054089.001\CADD\PLBR-BOR2.sta
PLOT SCALE = N/A
USER NAME = zbaguch

ENTRAN

BORING LOGS (2 OF 3)

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	87
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:		

SHEET NO. 26
26 SHEETS

Contract # 66545

Illinois Department of Transportation — SOIL BORING LOG

Division of Highways, District #3, Ottawa

Page 1 of 2

Date 1/15/02

ROUTE FAI-80 / Plank Road DESCRIPTION P-92-063-01 Plank Road over I-80, 1.5 miles west of IL 251 LOGGED BY T. Wendel

SECTION 50-8 HB-M LOCATION Peru Twp. - NE, SEC. 6, TWP. 33N, RNG. 1E

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE Diedrich Automatic

STRUCT. NO. 050-0082
Station

BORING NO. B-4
Station 299+28.75
Offset 23.00ft Rt CL
Ground Surface Elev. 655.20 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 639.7 ft ▼
Upon Completion 615.2 ft ▽
After ____ Hrs. ____ ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Asphalt & Road Rock 1 1/2"				
MEDIUM tan/brown SANDY LOAM			0.5	12.0
			P	
	652.70			
VERY STIFF black LOAM		11		
		5	2.5	12.0
	651.20	5	P	
	-5			
SOFT gray/green SILTY CLAY		2		
		3	0.4	32.0
	648.70	4	B	
STIFF brown/gray SILTY CLAY		3		
		4	1.9	15.0
		5	B	
	645.70			
	-10			
STIFF brown SILTY CLAY TILL		4		
		3	1.8	14.0
	643.70	5	B	
STIFF tan/brown SILTY CLAY TILL		2		
		4	1.3	13.0
	641.20	8	B	
	-15			
DENSE gray SILTY CLAY TILL with SAND lens	▼	8		
		13		10.0
	638.70	17		
DENSE gray SILTY CLAY TILL		21		
		17		9.0
	636.20	21		
	-20			
HARD gray SILTY CLAY TILL with SAND lens		8		
		10	5.2	10.0
	633.70	14	S	
VERY STIFF gray SILTY CLAY TILL		6		
		9	2.1	12.0
	631.20	12	S	
	-25			
DENSE gray SILTY CLAY TILL		13		
		20		8.0
	628.70	25		
DENSE gray SILTY CLAY TILL		14		
		20		10.0
	626.20	27		
	-30			
HARD blue/gray SILTY CLAY TILL		10		
		11	4.5	16.0
	623.70	18	S	
DENSE gray SILTY CLAY TILL		9		
		18		13.0
	621.20	22		
	-35			
DENSE gray SILTY CLAY TILL		11		
		22		9.0
	618.70	22		
DENSE gray SILTY CLAY TILL with SAND lens		21		
		33		10.0
	616.20	37		
	▽ -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 — SOIL BORING LOG

Division of Highways, District #3, Ottawa

Page 2 of 2

Date 1/15/02

ROUTE FAI-80 / Plank Road DESCRIPTION P-92-063-01 Plank Road over I-80, 1.5 miles west of IL 251 LOGGED BY T. Wendel

SECTION 50-8 HB-M LOCATION Peru Twp. - NE, SEC. 6, TWP. 33N, RNG. 1E

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE Diedrich Automatic

STRUCT. NO. 050-0082
Station

BORING NO. B-4
Station 299+28.75
Offset 23.00ft Rt CL
Ground Surface Elev. 655.20 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 639.7 ft ▼
Upon Completion 615.2 ft ▽
After ____ Hrs. ____ ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
VERY DENSE gray LOAM TILL		70		
		30/3"		7.0
	613.20	PEN		
VERY DENSE dirty fine SAND		100/5"		
	611.20	PEN		
End of Boring				
	-45			
	-50			
	-55			
	-60			

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation — SOIL BORING LOG

Division of Highways, District #3, Ottawa

Page 1 of 1

Date 1/17/02

ROUTE FAI-80 / Plank Road DESCRIPTION P-92-063-01 Plank Road over I-80, 1.5 miles west of IL 251 LOGGED BY T. Wendel

SECTION 50-8 HB-M LOCATION Peru Twp. - NE, SEC. 6, TWP. 33N, RNG. 1E

COUNTY LaSalle DRILLING METHOD Hollow Stem Auger HAMMER TYPE Diedrich Automatic

STRUCT. NO. 050-0082
Station

BORING NO. B-5
Station 300+10
Offset 18.50ft Lt CL
Ground Surface Elev. 651.70 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 632.7 ft ▼
Upon Completion 622.2 ft ▽
After ____ Hrs. ____ ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
STIFF black LOAM with ORGANICS			1.5	19.0
			P	
	648.70	3		
MEDIUM black LOAM with ORGANICS		3	1.0	29.0
	647.20	5	B	
	-5			
MEDIUM dark brown CLAY LOAM TILL		2		
		3	0.8	16.0
	644.70	5	P	
MEDIUM tan SILT		9		
		10	0.9	20.0
		12	S	
	641.70			
	-10			
STIFF gray SILTY CLAY TILL		5		
		5	1.3	13.0
	639.70	7	B	
STIFF gray SILTY CLAY TILL with SAND lens		1		
		4	1.9	27.0
	637.20	12	B	
	-15			
VERY DENSE gray SILTY CLAY TILL		20		
		27		7.0
	634.70	34		
VERY STIFF gray SILTY CLAY TILL		8		
	▼	8	2.5	10.0
	632.20	9	S	
	-20			
VERY DENSE gray SILTY CLAY TILL with SAND lens		26		
		26		9.0
	629.70	35		
VERY DENSE gray SILTY CLAY TILL		17		
		27		9.0
	627.20	50		
	-25			
DENSE gray SILTY CLAY TILL with SAND lens		14		
		24		9.0
	624.70	24		
DENSE gray SILTY CLAY TILL		9		
		12		17.0
	622.20 ▽	20		
	-30			
DENSE gray SILTY CLAY TILL with large aggregate		12		
		15		11.0
	619.70	20		
DENSE gray SILTY CLAY TILL with SAND lens		13		
		13		10.0
	617.20	17		
	-35			
DENSE gray SILTY CLAY TILL with dirty SAND		17		
		22		8.0
	614.70	70		
VERY DENSE gray SILTY CLAY TILL		47		
		33		11.0
	612.20	47		
End of Boring	-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)

DESIGNED	- BHS
CHECKED	- BPS
DRAWN	- RRG
CHECKED	- GSP

BORING LOGS (3 OF 3)

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

PLOT DATE = 2/3/2010
FILE NAME = G:\projects\2004089.001\CADD\PLBR_BOR3.sts
PLOT SCALE = N/A
USER NAME = ebaumb

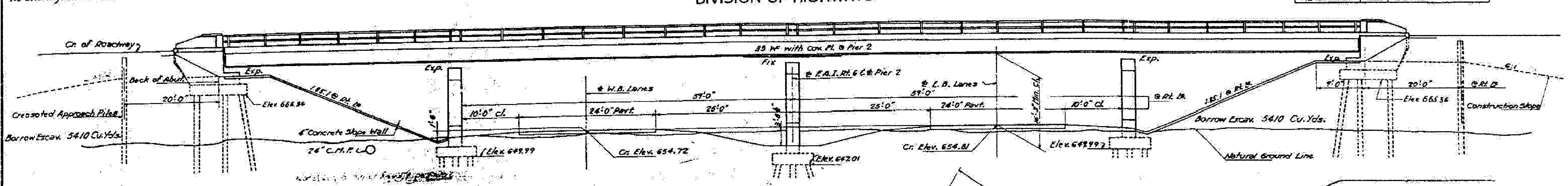
ENTRAN

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	50-8HB	LaSalle	16	4

SHEET NO. 1
8 SHEETS

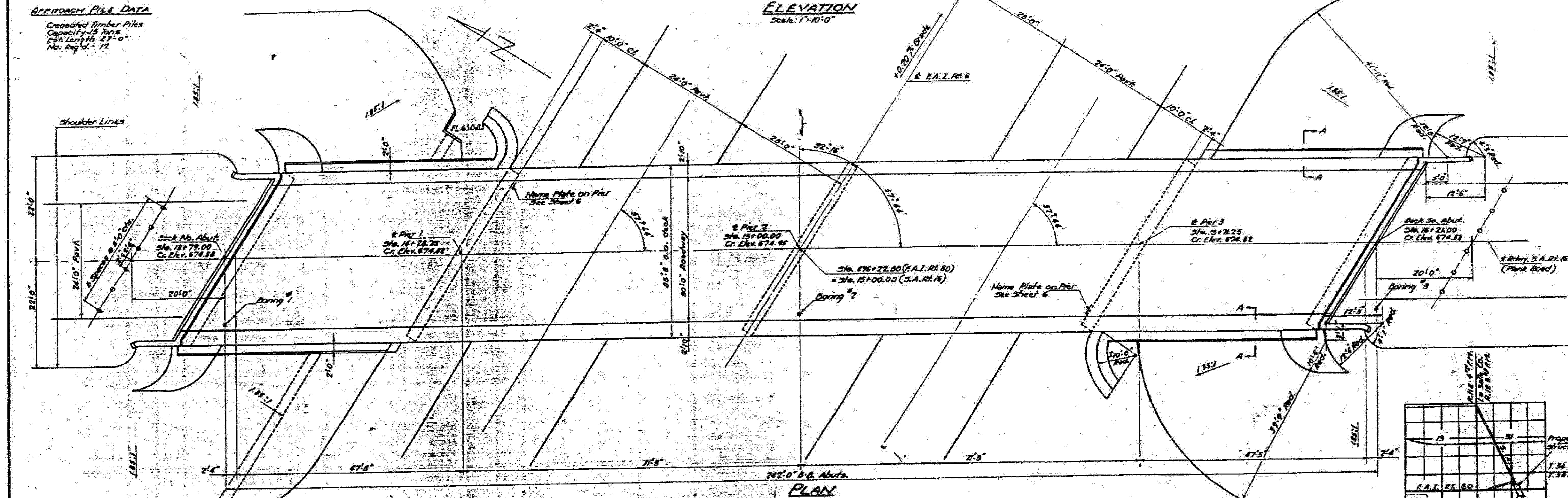
B.M.: Spike in Power Pole 15' Rt. Sta. 495+99 Elev. 633.86 to Existing Structure



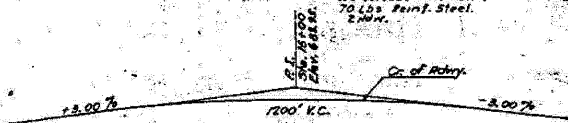
ELEVATION
Scale: 1"=10'-0"

APPROACH PILE DATA
Creosoted Timber Piles
Capacity-15 Tons
Est. Length 27'-0"
No. Req'd. - 12

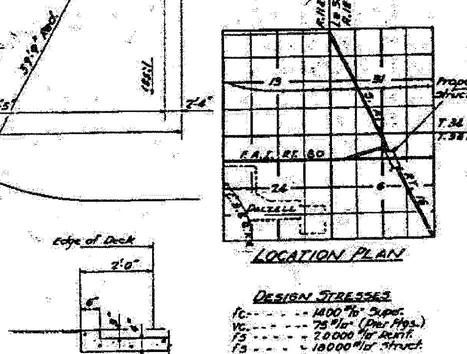
PLAN
Scale: 1"=10'-0"



PROFILE - S.A. RT. 16



LOCATION PLAN



SECTION A-A

DESIGN STRESSES
fc - - - - 1400 #/□" Supr.
fc - - - - 75 #/□" (Pier Hgs.)
fs - - - - 20000 #/□" Reinf.
fs - - - - 18000 #/□" Struct.
n - - - - 10

GENERAL NOTES

Class X Concrete shall be used throughout except in Handrail end posts.
Handrail Concrete shall be used in end posts.
The concrete floor slab shall be finished in accordance with Art. 51.19 of the Standard Specifications.
Slope wall shall be reinforced with welded wire fabric 6"x6" mesh #4 wire, weighing 58# per 100 sq. ft.
Rivets ⅞". Open Holes 15/16" unless noted.
Field connections riveted except as noted.
Field connections & machine bolts with Anco-lock nuts or equal.
Railings shall be adjusted to true alignment after curbs have been poured.
All bolsters, rockers, bearing plates, lead plates, pintles and anchor bolts shall be fabricated and set in accordance with Art. 51.15 of the Standard Specifications and are included in quantity of Structural Steel.
Anchor bolts shall be set before riveting diaphragms over supports.
All steel handrail posts shall be vertical.
The following surfaces of expansion guards shall be given two shop coats of red lead paint; outside faces of verticle leg and top faces of horizontal legs of 4"x4"x½" Ls.
Expansion guards are included in quantity of structural steel. Estimated Weight = 1990 Lbs.
Expansion guards shall be fabricated and erected in accordance with Art. 51.13 of the Standard Specifications.

Except as otherwise provided all structural steel shall receive one shop coat of red lead paint and two field coats of aluminum paint. See Arts. 56.1 to 56.5 inclusive of the Standard Specifications.
All paint shall be furnished and applied by the contractor.
The Contractor shall drive two concrete test piles in permanent locations, one each at the North & South Abutments and one timber test pile near Pier #2 before ordering the remainder of the piles.
For piles under North and South Abutments, pre-core to top of natural ground before driving piles in accordance with Article 60.9(C) of the Standard Specifications.

STATION 496+22.50
BUILT 19 BY
STATE OF ILLINOIS
F.A.I. RT. 80 - SEC. 50-8HB
F.A. PROJ. I-80-3(4)
LOADING H20-S16

LETTERING FOR NAME PLATE
See Standard 2113

TOTAL BILL OF MATERIAL

Item	Unit	Quantity
Class-X Concrete	Cu. Yds.	694.4
Handrail Concrete	Cu. Yds.	2.9
Reinforcement Bars	Lbs.	63440
Structural Steel	Lbs.	246220
Metal Handrail	Lin. Ft.	479
Name Plates	Each	2
Piles (Concrete)	Lin. Ft.	784
Test Piles (Concrete)	Each	2
Creosoted Timber Piles	Lin. Ft.	1052
Test Piles (Timber)	Each	1
Class-A Excavation for Struct.	Cu. Yds.	192
Borrow Excavation	Cu. Yds.	10820
Slope Wall	Sq. Yds.	480
24" ø Corrugated Metal Pipe	Lin. Ft.	96

GENERAL PLAN & ELEVATION
S.A. RT. 16 (PLANK RD.) OVER
F.A.I. RT. 80 - SEC. 50-8HB
LA SALLE COUNTY
STATION 496+22.50

Loading H20-S16-44

DESIGNED	T. Tanaka	EXAMINED	[signature]
CHECKED	H.A. Thomas	PASSED	[signature]
DRAWN	J. Miller	APPROVED	R.R. Bartelsmeyer
CHECKED	H.A. Thomas		

MAR. 23 1959

Revised 1-22-60 Class X Conc. Quantity R.P.D.

FOR INFORMATION ONLY

EXISTING PLANS - 1959

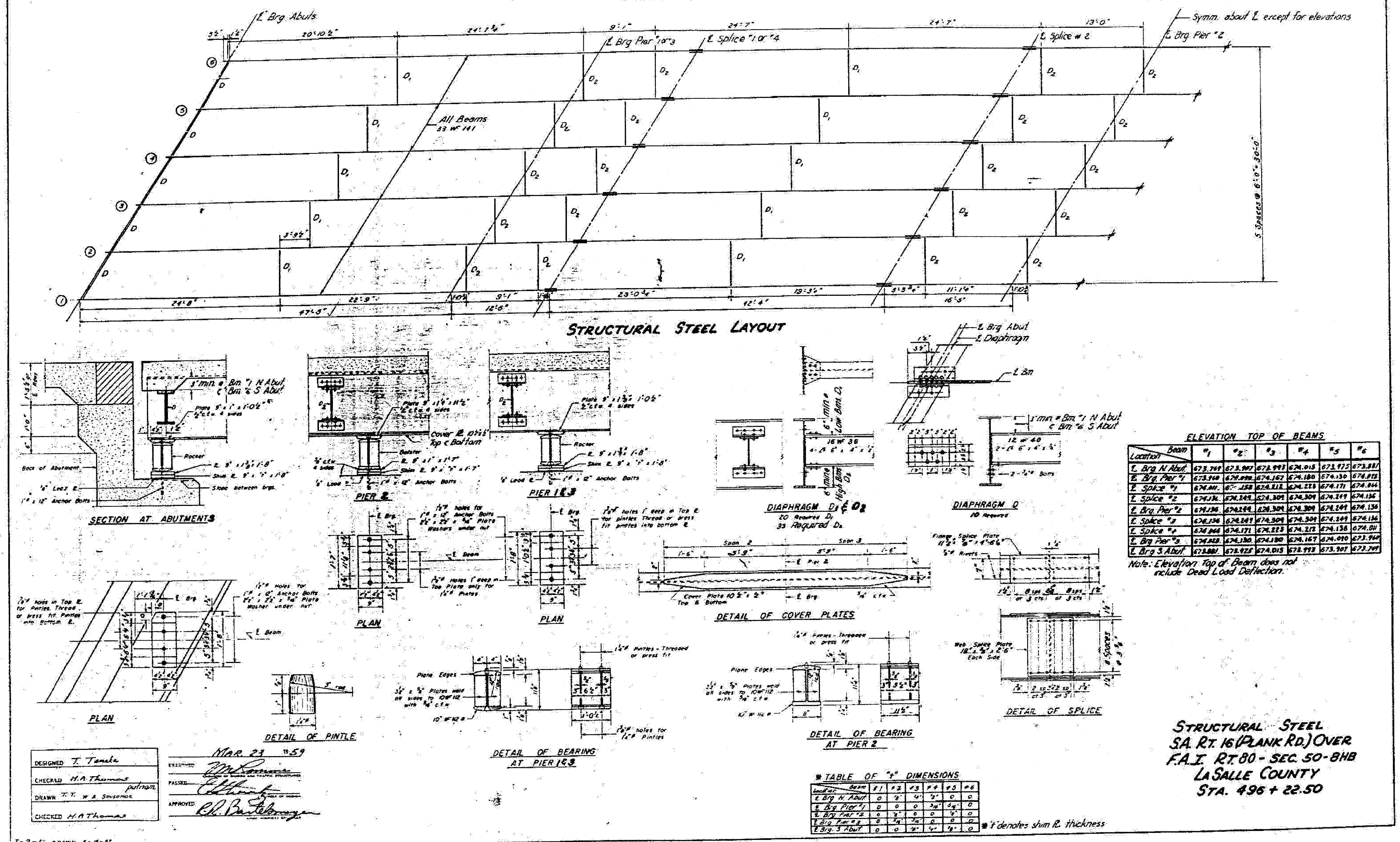
PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50-8HBR	LASALLE	143	89

Contract # 66645

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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



ELEVATION TOP OF BEAMS

Location \ Beam	#1	#2	#3	#4	#5	#6
℄ Brg N. Abut	673.769	673.907	673.993	674.015	673.975	673.881
℄ Brg. Pier #1	673.960	[illegible]	674.167	674.180	674.130	674.028
℄ Splice #1	674.011	[illegible]	674.212	674.228	674.171	674.066
℄ Splice #2	674.136	674.249	674.309	674.309	674.249	674.136
℄ Brg. Pier #2	674.136	674.249	674.309	674.309	674.249	674.136
℄ Splice #3	674.136	674.249	674.309	674.309	674.249	674.136
℄ Splice #4	674.066	674.171	674.223	674.212	674.138	674.011
℄ Brg Pier #3	674.028	674.130	674.180	674.167	674.090	673.960
℄ Brg S. Abut	673.881	673.975	674.015	673.993	673.907	673.769

Note: Elevation Top of Beam does not include Dead Load Deflection.

* TABLE OF "t" DIMENSIONS

Location \ Beam	#1	#2	#3	#4	#5	#6
℄ Brg N. Abut	0	1/8"	1/4"	1/2"	0	0
℄ Brg Pier #1	0	0	0	3/16"	3/16"	0
℄ Brg Pier #2	0	1/8"	0	0	1/8"	0
℄ Brg Pier #3	0	3/16"	3/16"	0	0	0
℄ Brg. S Abut	0	0	1/2"	1/4"	1/8"	0

* "t" denotes shim ℙ thickness

STRUCTURAL STEEL
S.A. RT. 16 (PLANK RD.) OVER
F.A.I. RT. 80 - SEC. 50-8HB
LASALLE COUNTY
STA. 496 + 22.50

DESIGNED	T. Tanaka
CHECKED	H.A. Thomas
DRAWN	T.T. & A. Sousomas
CHECKED	H.A. Thomas

MAR. 23 1959

I-2-L DRAWN 5-15-57

FOR INFORMATION ONLY

EXISTING PLANS - 1959

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

ENTRAN

PLOT DATE = 2/3/2010
PLOT SCALE = N/A
USER NAME = 2eagerb

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	90
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

Contract # 66645

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

I. 80	50-8HB	La Salle	16	6

SHEET NO. 3
8 SHEETS

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d	478	#4	1'-0"	—
a	163	#5	35'-11"	~
a₁	195	#5	34'-6"	—
a₂	195	#5	32'-0"	—
b7	390	#4	24'-9"	—
b	189	#5	27'-9"	—
b₁	80	#6	18'-0"	—
b₂	40	#4	20'-5"	—
b₃	40	#4	27'-3"	—
b₄	20	#4	7'-3"	—
b5	20	#4	8'-0"	—
s	240	#4	3'-1"	⊏
b6	20	#4	7'-6"	—
Class X Concrete			Cu. Yd.	238.5
Reinforcement Bars			Lb.	37,880
* Structural Steel			Lb.	246,220
Name Plate			Ea.	8
b8	40	#6	21'-6"	—

* Weight of Bolsters, Rockers, Bearing Plates, Lead Plates and Anchor Bolts included as Structural Steel. Est. Weight = 7120 lbs.

METHOD OF DETERMINING FILLET HEIGHT "f"

After all Structural Steel has been erected elevations of the top flanges of the beams shall be taken at intervals not to exceed 10 Ft. From these elevations subtract the increment of deflections for these points, determined from the D. L. Deflection Diagram.

DESIGN STRESSES

fs = 18000 Structural Steel
fs = 20000 Reinforcement
fc = 1400 Superstructure
fc = 1400 Substructure
n = 10

SUPERSTRUCTURE
S.A. RT. 16 (PLANK RD.) OVER
F.A.I. RT. 80 SEC. 50-8HB
LA SALLE COUNTY
STATION 496+22.50

MAR. 23 1959

DESIGNED	T. Tanaka
CHECKED	H. A. Thomas
DRAWN	W. A. Sousamon. M. Miller
CHECKED	H. A. Thomas

EXAMINED V. M. Romine
PASSED
APPROVED R. R. Bartelsmeyer

I-4-L Drawn 4-14-58 REV. 9-10-58 9-22-58 9-26-58 10-11-58

Revised 1-22-60 Curb Height R.R.D.

EXISTING PLANS - 1959

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

FOR INFORMATION ONLY

PLOT DATE = 2/3/2010
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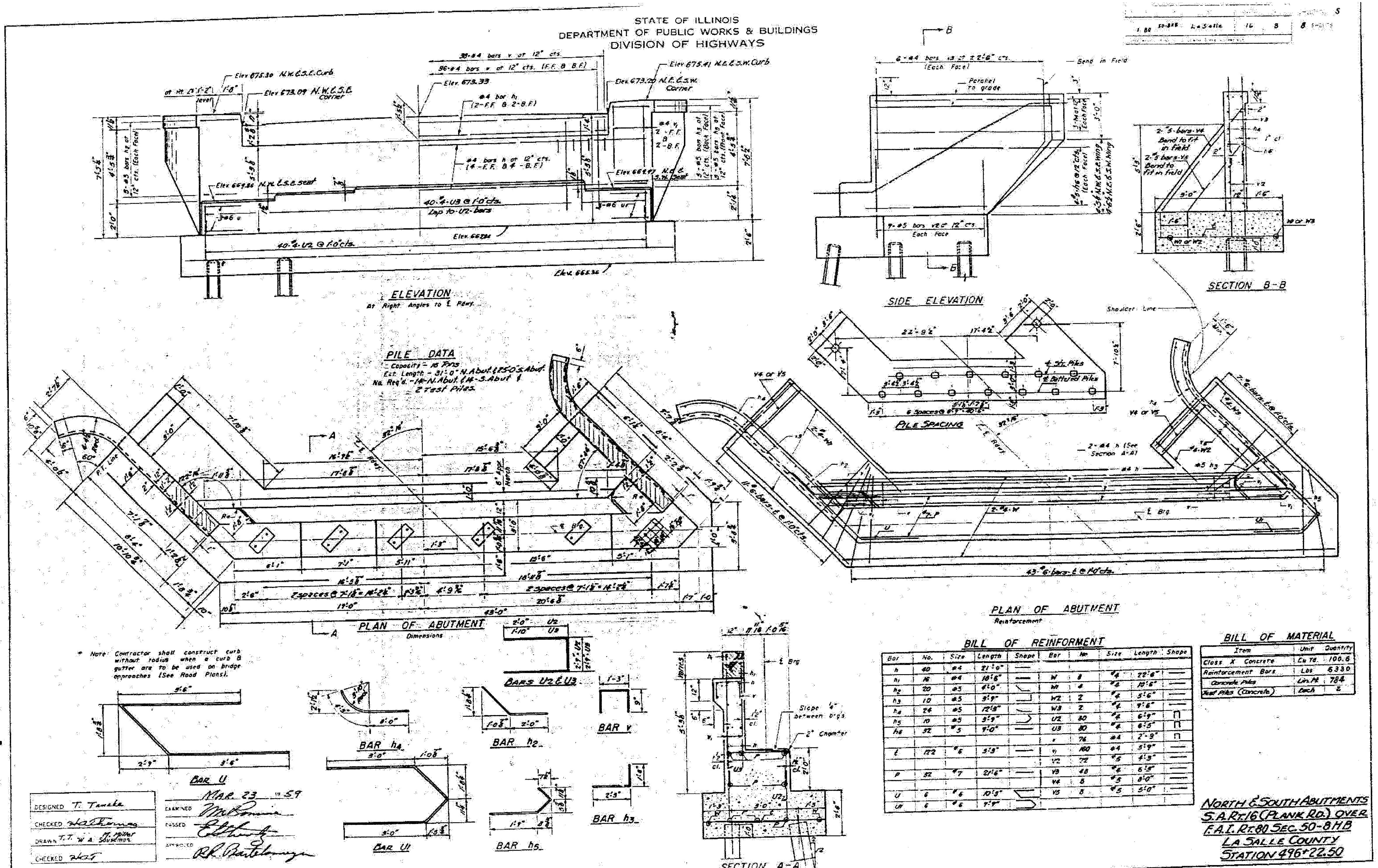
ENTRAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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



BILL OF REINFORMENT

Bar	No.	Size	Length	Shape	Bar	No.	Size	Length	Shape
h	40	#4	21'-0"	—					
h1	16	#4	18'6"	—	W	8	#4	22'6"	—
h2	20	#5	4'0"	⟍_	W1	4	#4	19'6"	—
h3	10	#5	3'9"	_⌋	W2	2	#4	5'6"	—
h4	24	#5	12'8"	⌣	W3	2	#4	9'6"	—
h5	10	#5	3'9"	_⟩	U2	80	#4	6'9"	⊓
h6	32	#5	9'0"	—	U3	80	#4	6'5"	⊓
					v	76	#4	2'-9"	⊓
t	122	#6	3'3"	—	v1	160	#4	5'9"	—
					V2	72	#5	4'3"	—
P	32	#7	21'6"	—	V3	48	#4	6'5"	—
					V4	8	#5	8'0"	—
U	6	#6	10'5"	⟍_	V5	8	#5	5'0"	—
U1	6	#6	9'9"	⟩					

BILL OF MATERIAL

Item	Unit	Quantity
Class X Concrete	Cu Yd.	100.6
Reinforcement Bars	Lbs	6330
Concrete Piles	Lin. Ft.	784
Test Piles (Concrete)	Each	2

NORTH & SOUTH ABUTMENTS
S.A. RT. 16 (PLANK RD.) OVER
F.A.I. RT. 80 SEC. 50-8HB
LA SALLE COUNTY
STATION 496+22.50

DESIGNED	T. Tanaka
CHECKED	H.A. Thomas
DRAWN	T.T. W.A. Souseman, M. Miller
CHECKED	H.A.T.

MAR. 23 1959
EXAMINED
PASSED
APPROVED

A-4-L Drawn 5-29-58 Rev. 9-25-58

Revised 1-22-60 Curb Height R.R.D.

FOR INFORMATION ONLY

EXISTING PLANS - 1959

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - BHBR	LASALLE	143	92
FED. ROAD DIST. NO. 9	ILLINOIS	FED. AID PROJECT-		

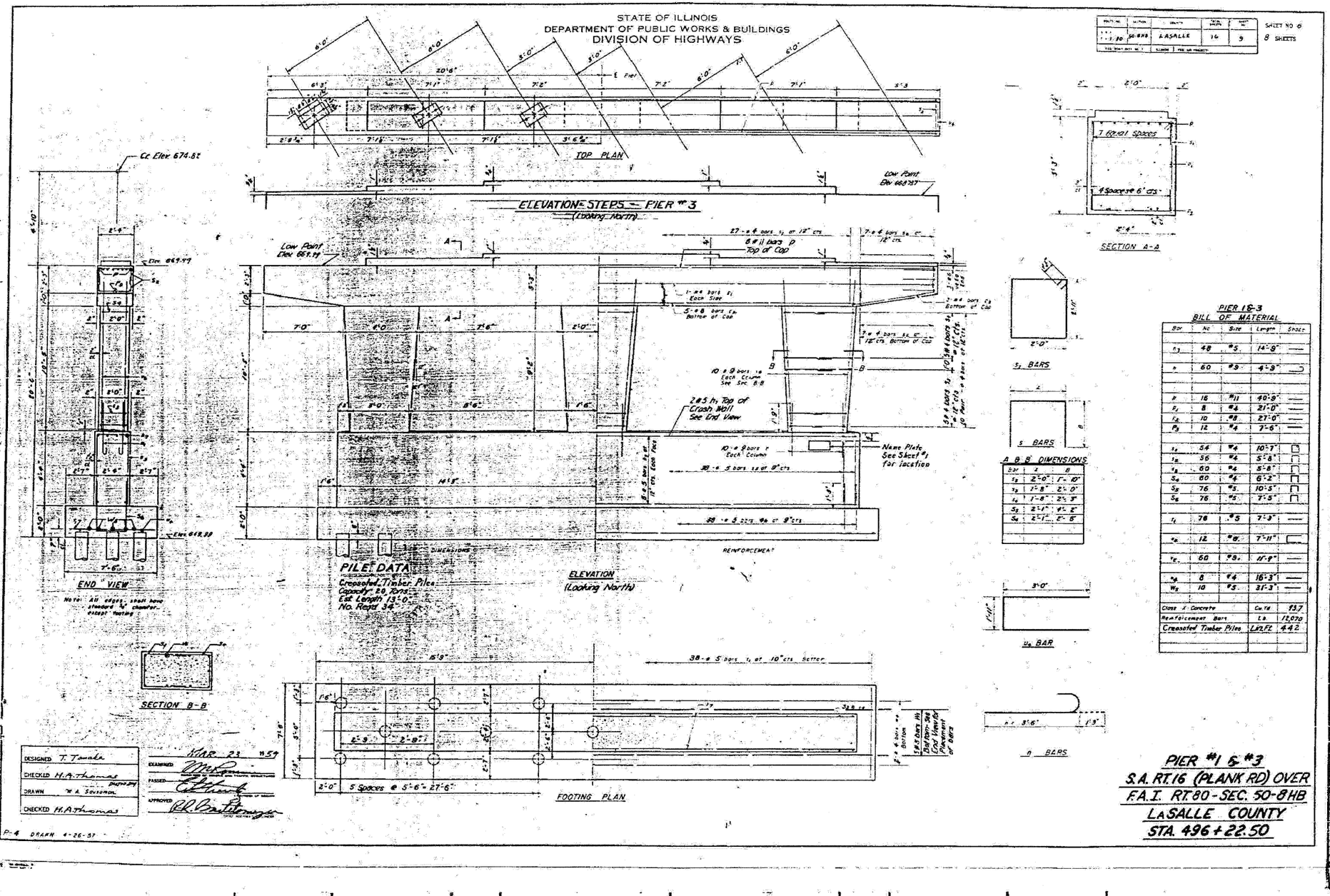
Contract # 66645

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50-BHB	LASALLE	16	9
FED. ROAD DIST. NO. 9	ILLINOIS	FED. AID PROJECT-		

SHEET NO 6
8 SHEETS



Bar	A	B
S_1	2'-0"	1'-10"
S_2	1'-8"	2'-0"
S_3	1'-8"	2'-3"
S_4	2'-1"	2'-5"
S_5	2'-1"	2'-8"

PIER 1 & 3
BILL OF MATERIAL

Bar	No	Size	Length	Shape
S_3	48	#5	14'-9"	
n	60	#9	4'-9"	
P	18	#11	40'-9"	
P_2	8	#4	21'-0"	
P_4	10	#8	27'-0"	
P_5	12	#4	7'-6"	
S_1	54	#4	10'-7"	
S_2	56	#4	5'-8"	
S_4	60	#4	5'-8"	
S_5	60	#4	6'-2"	
S_6	76	#5	10'-5"	
S_8	76	#5	7'-5"	
S_1	78	#5	7'-3"	
S_6	12	#8	7'-11"	
S_7	60	#9	11'-9"	
S_9	8	#4	16'-3"	
W_2	10	#5	31'-3"	
Class S Concrete			Cu Yd	13.7
Reinforcement Bars			Lb	12,070
Creosoted Timber Piles			Lin Ft	442

DESIGNED	T. Tanaka	
CHECKED	H.A. Thomas	
DRAWN	W. A. Svisonal	Plotted
CHECKED	H.A. Thomas	
EXAMINED		MAR 23 1959
PASSED		
APPROVED		

P-4 DRAWN 4-26-57

PIER #1 & #3
S.A. RT. 16 (PLANK RD) OVER
F.A.I. RT. 80 - SEC. 50-8HB
LASALLE COUNTY
STA. 496+22.50

EXISTING PLANS - 1959

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

FOR INFORMATION ONLY

ENTRAN

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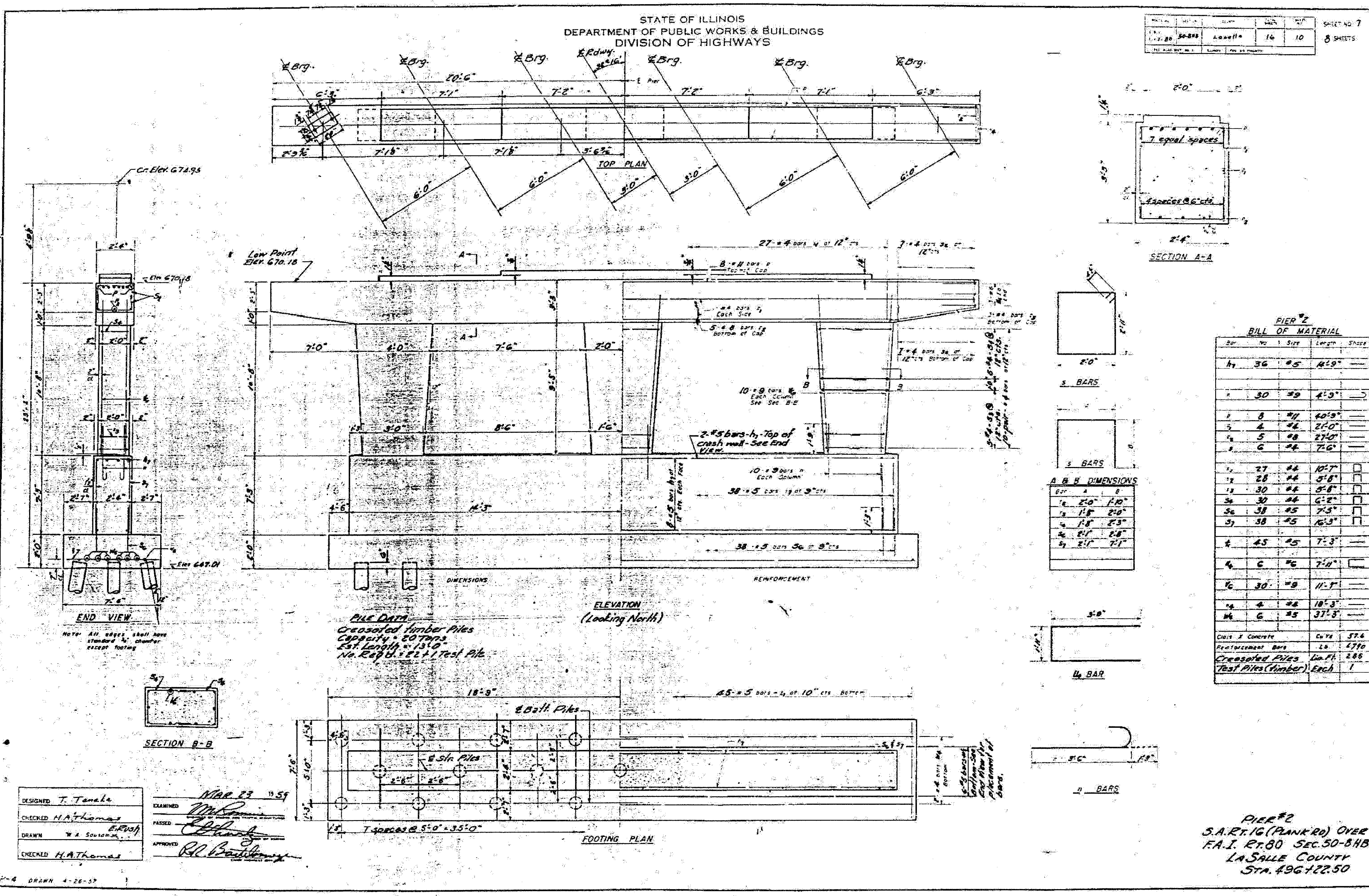
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50-8HBR	LASALLE	143	93

Contract # 66645

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

SHEET NO. 7
8 SHEETS



PILE DATA
Creosoted timber Piles
Capacity = 20 Tons
Est. Length = 13'-0"
No. Req'd. = 12+1 Test Pile

PIER #2
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h_1	36	#5	14'-9"	—
n	30	#9	4'-3"	⊃
p	8	#11	40'-9"	—
r_7	4	#4	21'-0"	—
r_8	5	#8	27'-0"	—
s	6	#4	7'-6"	—
s_1	27	#4	10'-7"	□
s_2	28	#4	5'-8"	⊓
s_3	30	#4	5'-8"	⊓
s_4	30	#4	6'-2"	⊓
s_6	38	#5	7'-3"	⊓
s_7	38	#5	16'-3"	⊓
t	45	#5	7'-3"	—
u_4	6	#6	7'-11"	⊏
v_c	30	#9	11'-7"	—
w_4	4	#4	18'-3"	—
w_6	6	#5	37'-3"	—
Class X Concrete			Cu. Yd.	57.6
Reinforcement Bars			Lb.	4790
Creosoted Piles			Lin. Ft.	285
Test Piles (timber)			Each	1

A & B DIMENSIONS

Bar	A	B
s_2	2'-0"	1'-10"
s_3	1'-8"	2'-0"
s_4	1'-8"	2'-3"
s_6	2'-1"	2'-8"
s_7	2'-1"	7'-1"

DESIGNED T. Tanaka
CHECKED H.A. Thomas
DRAWN W.A. Sousomm, E. Rush
CHECKED H.A. Thomas

Mar 23 1959
EXAMINED
PASSED
APPROVED

PIER #2
S.A. RT. 16 (PLANK RD) OVER
F.A.I. RT. 80 SEC. 50-8HB
LASALLE COUNTY
STA. 496+22.50

EXISTING PLANS - 1959

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

FOR INFORMATION ONLY

PLOT DATE = 2/3/2010
PLOT SCALE = N/A
USER NAME = 2eayerb

ENTRAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	94
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT -		

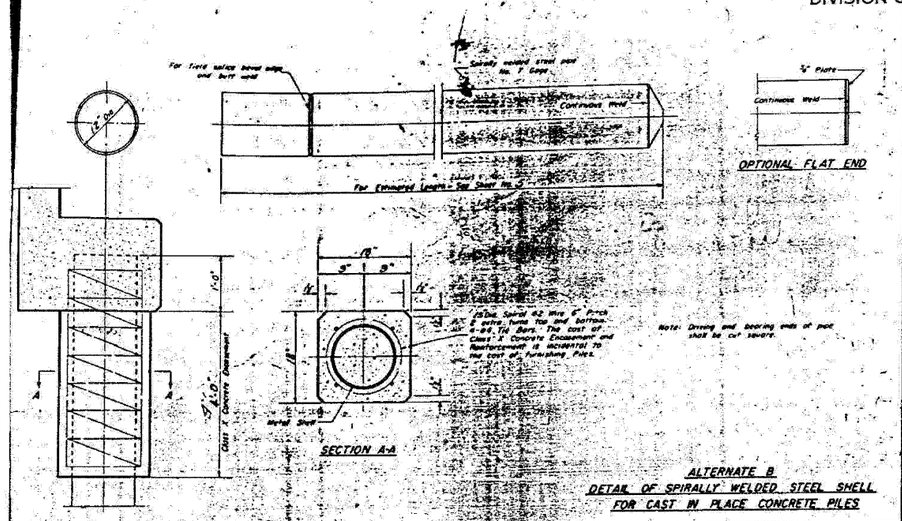
Contract # 66645

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

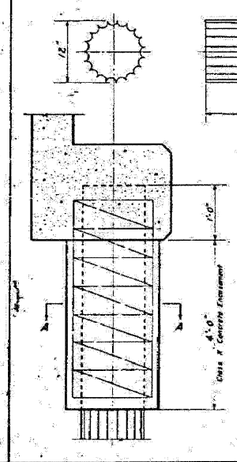
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.A.I. F.A.I. 80	50-8HB	LaSalle	16	11
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

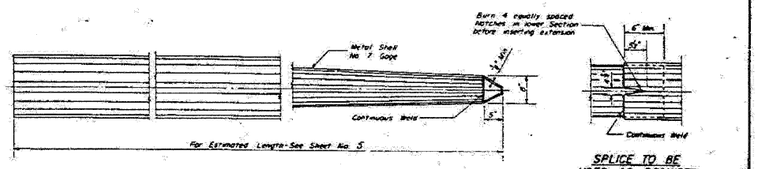
SHEET NO. 8
8 SHEETS



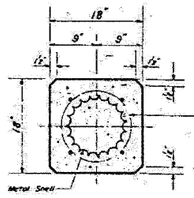
ALTERNATE B
DETAIL OF SPIRALLY WELDED STEEL SHELL FOR CAST IN PLACE CONCRETE PILES

OPTIONAL FLAT END





SPLICE TO BE USED AS REQUIRED

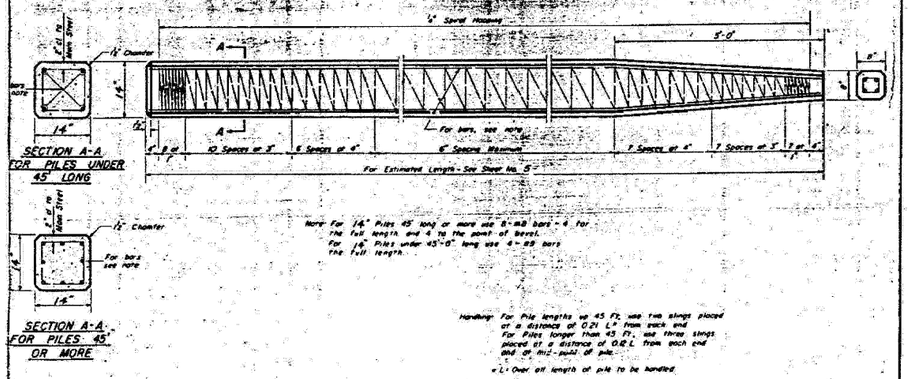


SECTION A-A

ALLOWABLE TAPERS
1- Taper 1/2"-6" for 10'-0" of 12" Cylindrical Section Extension
2- Taper 1/4"-0" for 17'-8" of 12" Cylindrical Section Extension.

16 Dia. Spiral #2 Wire, 6" Pitch
2 extra turns top and bottom
4 - #4 Tie Bars. The cost of Class X Concrete Encasement and Reinforcement is incidental to the cost of Furnishing Piles.

ALTERNATE B
DETAIL OF METAL SHELL FOR CAST IN PLACE CONCRETE PILES



SECTION A-A
FOR PILES UNDER 45' LONG

SECTION A-A
FOR PILES 45' OR MORE

Handling: For Pile lengths up 45 Ft. use two slings placed at a distance of 0.21 L' from each end
For Piles longer than 45 Ft., use three slings placed at a distance of 0.8 L from each end and at mid-point of pile.
L' = Over all length of pile to be handled.

DESIGNED	T. Tanaka
CHECKED	H.A. Thomas
DRAWN	W.A. Sanborn
CHECKED	H.A. Thomas

DRAWN 5-31-57

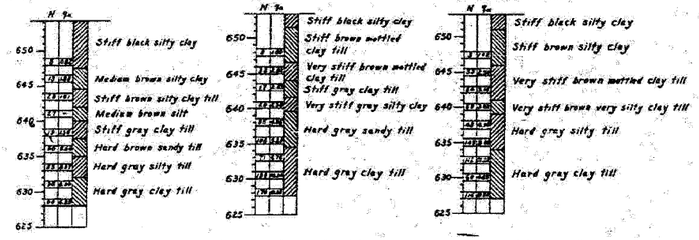
MAR. 23 1959
EXAMINED
PASSED
APPROVED

ALTERNATE A
DETAIL OF PRECAST CONCRETE PILES

BORING #1
Boring located at Station 13+79, 14 Ft. Rt. Centerline

BORING #2
Boring located at Station 15+01, 14 Ft. Rt. Centerline

BORING #3
Boring located at Station 16+24, 14 Ft. Rt. Centerline



BORING DATA

Note: N = Blows per foot of penetration of sampling spoon. Hammer Weight = 350 Lbs. Drop = 12 inches.
q_u = Unconfined compressive strength in tons per square foot.

PILE DETAIL & BORINGS
S.A. RT. 16 (PLANK RD.) OVER
F.A.I. RT. 80 SEC. 50-8HB
LASALLE COUNTY
STA. 496+22.50

FOR INFORMATION ONLY

EXISTING PLANS - 1959

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

PLOT DATE = 2/3/2010
FILE NAME = g:\project\2854889.001\cadd\PLBR.axis1959_87.sts
PLOT SCALE = N/A
USER NAME = Zaagerb

ENTRAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	95
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract # 66645

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Bench Mark: Spike in power pole 15' Rt. Sta. 495+99.00 Elev. 653.88

Existing Structure: #050-0082 is 242'-0" long by 35'-8" wide. Built as F.A.I. Rte. 80, Section 50-8HB at Sta. 496+22.50 in 1959.
Traffic shall be maintained during the rehabilitation of the existing structure.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	50 (8HBR)	LASALLE	146	19
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 1
8 SHEETS

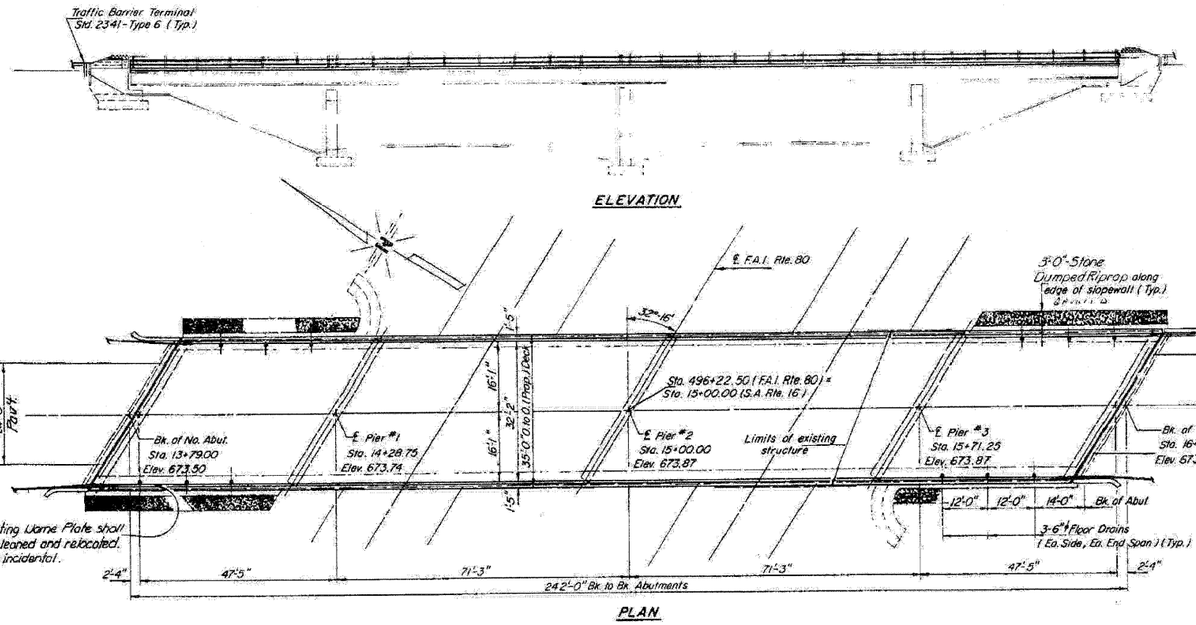
GENERAL NOTES

All structural steel shall be shop painted with two coats of basic lead silico chromate paint except as noted.

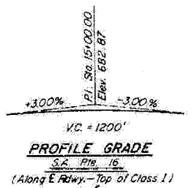
Reinforcement bars shall conform to the requirements of AASHTO M-31 or M-53 Grade 60.

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractors responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compension for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Protective Coat shall not be applied to surfaces to which Waterproofing Membrane System is applied.



PLAN



PROFILE GRADE
S.R. Rte. 16
(Along E. Rdwy. – Top of Class 1)

DESIGNED	Lee Sherry Hauck	EXAMINED	May 6, 1985
CHECKED		PASSED	
DRAWN	RMS	APPROVED	
CHECKED			

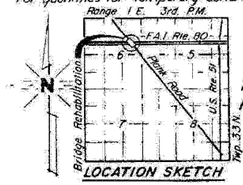
DIRECTOR OF HIGHWAYS

TOTAL BILL OF MATERIAL

Item	Unit	Super.	Sub.	Total
Concrete Removal	Cu.Yd.	84	6	90
Floor Drains	Each	12		12
Protective Coat	Sq.Yd.	195		195
Class A Concrete	Cu.Yd.	95.9	0.4	96.3
Reinforcement Bars	Lb.	7840	520	8360
Reinforcement Bars (Epoxy Coated)	Lb.	9310		9310
Structural Steel	Lb.	5590		5590
Stone Dumped Riprap	Sq.Yd.		70	70
Preformed Joint Seal 4"	Lin.Ft.	82		82
Bridge Handrail Removal	Lin.Ft.	479		479
Bituminous Concrete Surface Course Class I	Ton	73		73
Waterproofing Membrane System	Sq.Yd.	876		876
Bituminous Surface Removal	Sq.Yd.	816		816
Deck Slab Repair (Full Depth)	Sq.Yd.	22		22
Deck Slab Repair (Partial Depth)	Sq.Yd.	81		81

For quantities for Temporary Concrete Barrier see roadway plans.

DESIGN SPECIFICATIONS
AASHTO (1983)
DESIGN STRESSES
f'c = 1,400 psi
fs = 24,000 psi (Reinf.)
fs = 20,000 psi (Struct. Stl.)



GENERAL PLAN
PLANK ROAD Over F.A.I. Rte. 80
F.A.I. Rte. 80 SECTION (50-8HB)M
LA SALLE COUNTY
Sta. 496+22.50
STRUCTURE NUMBER 050-0082

FOR INFORMATION ONLY

EXISTING PLANS - 1985

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

PLOT DATE = 2/3/2010
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PLOT SCALE = N/A
USER NAME = Zangerb

ENTRAN

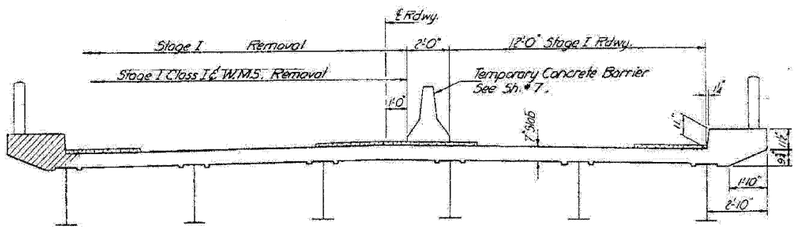
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	96
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

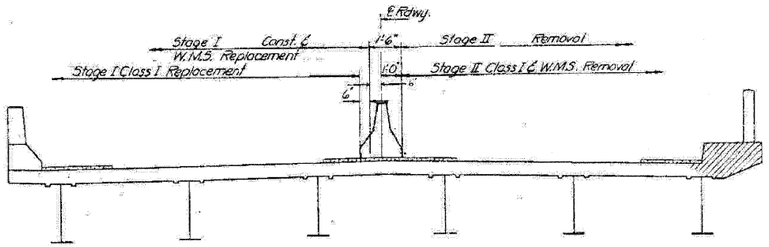
Contract # 66645

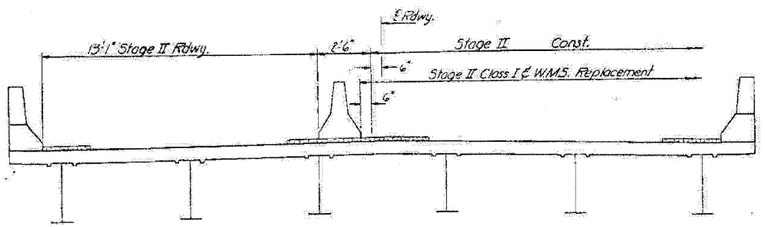
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	50-8HBR	LASALLE	36	20
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

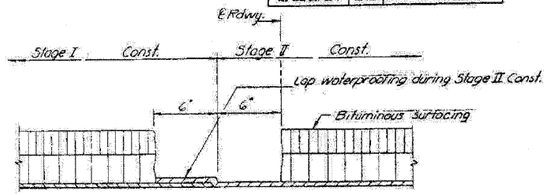
SHEET NO. 2
8 SHEETS





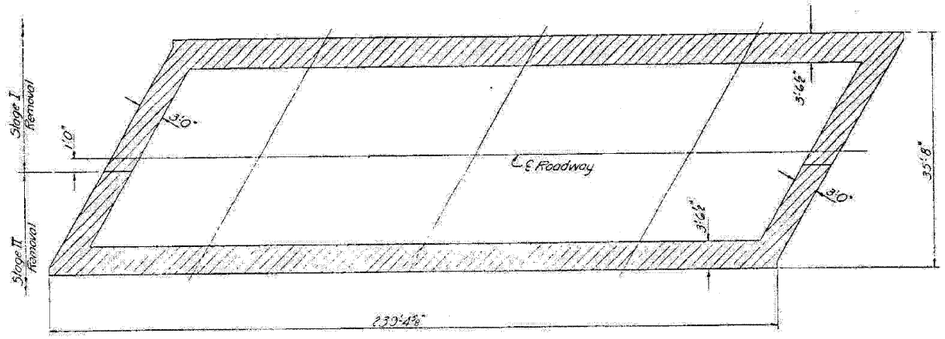


CROSS SECTIONS SHOWING STAGE REMOVAL & CONST.
(looking South)



WATERPROOFING TREATMENT

Note:
The Contractor shall not store or move construction materials and equipment between the exterior beam and the first interior beam prior to completion of Stage Construction.



PLAN
CONCRETE REMOVAL

Note:
Hatched area indicates "Concrete Removal".

DESIGNED	J.D.	
CHECKED		
DRAWN	J.D.	
CHECKED		

EXAMINED 10/85
PASSED
APPROVED
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGE MAINTENANCE
DIRECTOR OF HIGHWAYS

STAGE CONSTRUCTION DETAILS
F.A.I. RT. 80 SEC. (50-8HBR)M
LA SALLE COUNTY
STA. 496+22.50

REVISED 6-5-85

FOR INFORMATION ONLY

EXISTING PLANS - 1985

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

PLOT DATE = 2/3/2010
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PLOT SCALE = N/A
USER NAME = zzegarb

ENTRAN

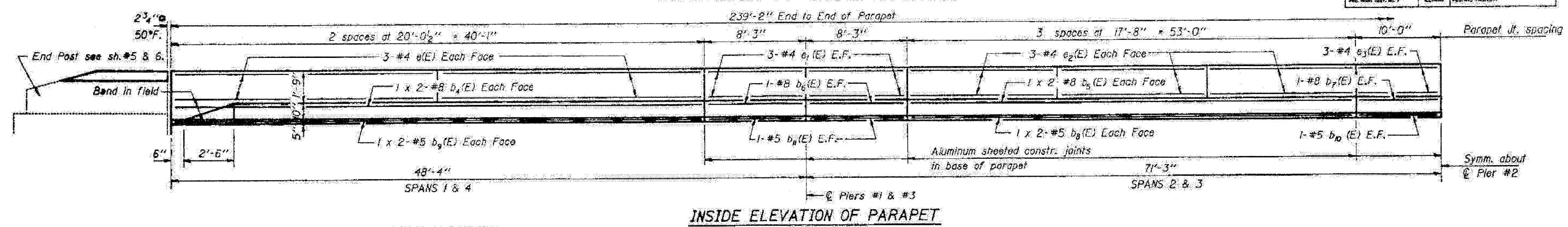
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50-8HBR	LASALLE	143	97
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

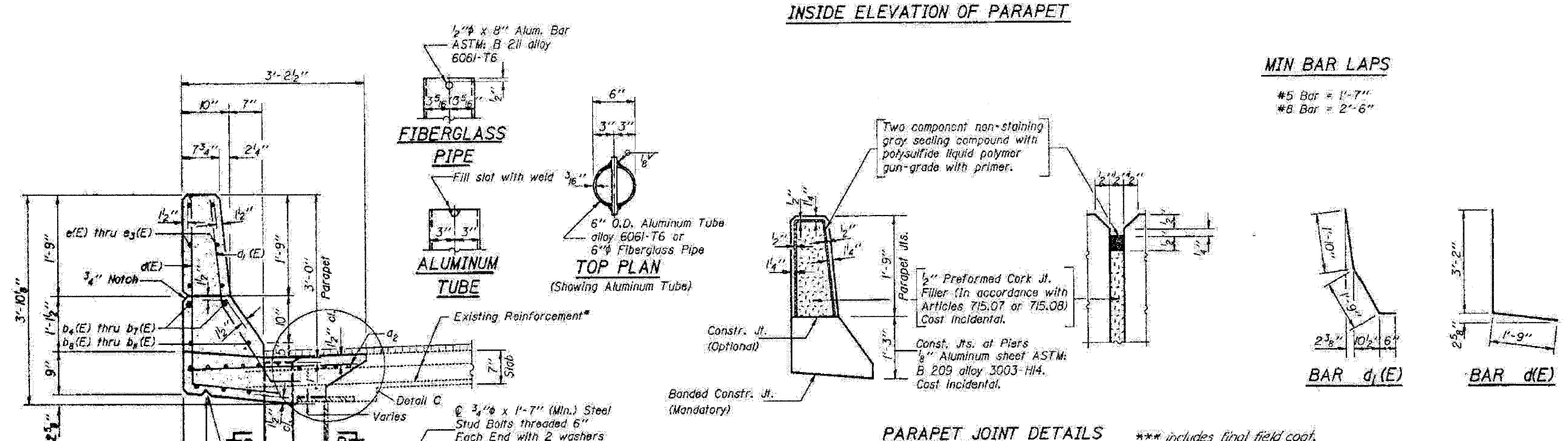
Contract # 66645

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 4 — 8 SHEETS



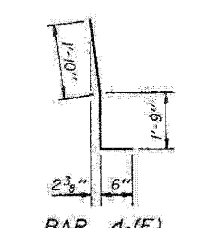
INSIDE ELEVATION OF PARAPET

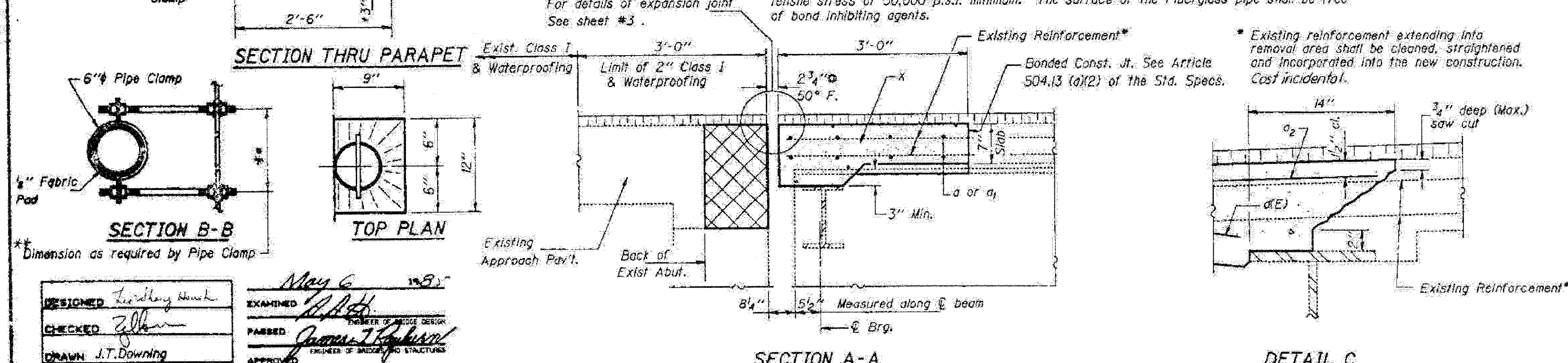


PARAPET JOINT DETAILS *** includes final field coat.

Notes:
The exterior surfaces of the Floor Drain shall be painted with the basic lead silico chromate*** painting specified for Structural Steel. The exterior surface of the Aluminum tube shall be cleaned and given a washcoat pretreatment in accordance with Steel Structural Painting Council's Spec. SSPC-SPI & SSPC-Paint 27 prior to painting.
Fiberglass pipe shall conform to ASTM: D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum. The surface of the Fiberglass pipe shall be free of bond inhibiting agents.

* Existing reinforcement extending into removal area shall be cleaned, straightened and incorporated into the new construction. Cost incidental.





SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	16	#5	20'-9"	—
a_1	16	#5	21'-3"	—
a_2	714	#5	2'-10"	—
b	90	#5	28'-0"	—
b_1	60	#5	25'-6"	—
b_2	16	#6	20'-9"	—
b_3	8	#6	25'-6"	—
b_4(E)	16	#8	21'-0"	—
b_5(E)	16	#8	27'-9"	—
b_6(E)	16	#8	8'-0"	—
b_7(E)	8	#8	9'-9"	—
b_8(E)	16	#5	27'-4"	—
b_9(E)	16	#5	20'-8"	—
b_{10}(E)	8	#5	9'-9"	—
b_{11}(E)	16	#5	8'-0"	—
d(E)	478	#4	4'-11"	L
d_1(E)	506	#5	4'-1"	L
d_2(E)	16	#5	3'-10"	L
e(E)	48	#4	19'-8"	—
e_1(E)	48	#4	8'-0"	—
e_2(E)	72	#4	17'-4"	—
e_3(E)	24	#4	9'-9"	—

Item	Unit	Quantity
Reinforcement Bars (Epoxy Coated)	Lb.	9310
Class X Concrete	Cu. Yd.	95.0
Concrete Removal	Cu. Yd.	83
Reinforcement Bars	Lb.	7840

Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

SUPERSTRUCTURE DETAILS
F.A.I. RT. 80 SECTION (50-8HB)M
LA SALLE COUNTY
STATION 496+22.50

DESIGNED — CHECKED — DRAWN J.T. Downing — CHECKED
EXAMINED — PASSED — APPROVED
May 6 1985
S-2-D 12-1-83

FOR INFORMATION ONLY

EXISTING PLANS - 1985

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

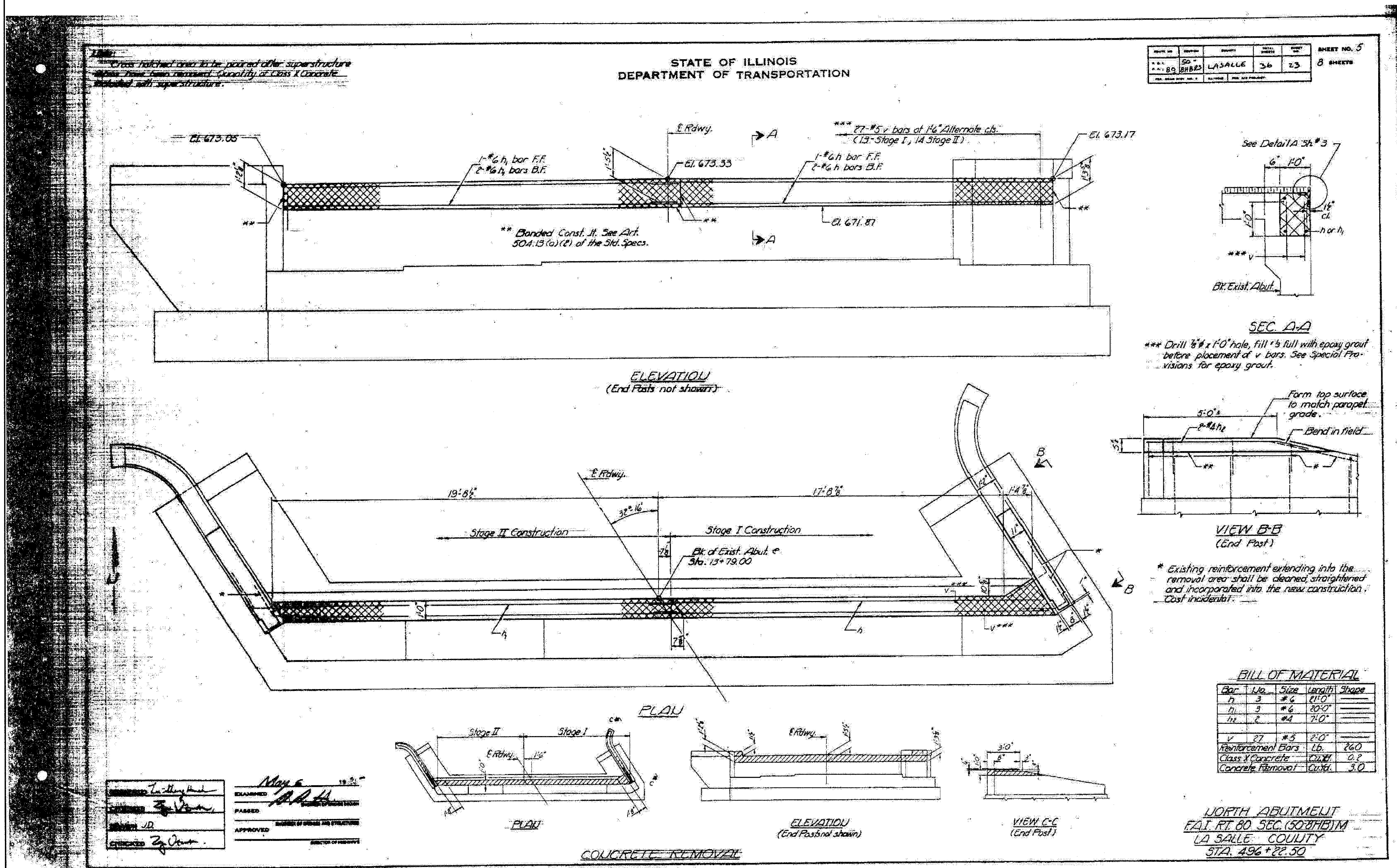
PLOT DATE = 2/3/2010
PLOT SCALE = N/A
USER NAME = 2swgerb

ENTRAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	98
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract # 66645



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
LASALLE 36 23
SHEET NO. 5
8 SHEETS
Cross hatched area to be poured after superstructure forms have been removed. Quantity of Class X Concrete included with superstructure.
El. 673.05
℄ Rdwy.
A
*** 27-#5 v bars at 1'-6" Alternate cts. (13-Stage I, 14 Stage II)
El. 673.17
1-#6 h1 bar F.F.
2-#6 h1 bars B.F.
El. 673.33
1-#6 h bar F.F.
2-#6 h bars B.F.
El. 671.87
** Bonded Const. Jt. See Art. 504.13 (a)(2) of the Std. Specs.
ELEVATION
(End Posts not shown)
See Detail A Sh. # 3
Bk. Exist. Abut.
SEC. A-A
*** Drill 7/8" ø x 1'-0" hole, fill 1/3 full with epoxy grout before placement of v bars. See Special Provisions for epoxy grout.
Form top surface to match parapet grade.
Bend in field
VIEW B-B
(End Post)
* Existing reinforcement extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Cost incidental.
℄ Rdwy.
19'-8¾"
17'-8⅞"
Stage II Construction
Stage I Construction
Bk. of Exist. Abut. & Sta. 13+79.00
B
PLAN
Stage II
Stage I
PLAN
ELEVATION
(End Posts not shown)
VIEW C-C
(End Post)
CONCRETE REMOVAL
NORTH ABUTMENT
F.A.I. RT. 80 SEC. (50-8HB)M
LA SALLE COUNTY
STA. 496+22.50
EXAMINED
PASSED
APPROVED

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h	3	#6	21'-0"	——
h1	3	#6	20'-0"	——
h2	2	#4	7'-0"	——
v	27	#5	2'-0"	——
Reinforcement Bars			Lb.	260
Class X Concrete			Cu.Yd.	0.2
Concrete Removal			Cu.Yd.	3.0

FOR INFORMATION ONLY

EXISTING PLANS - 1985

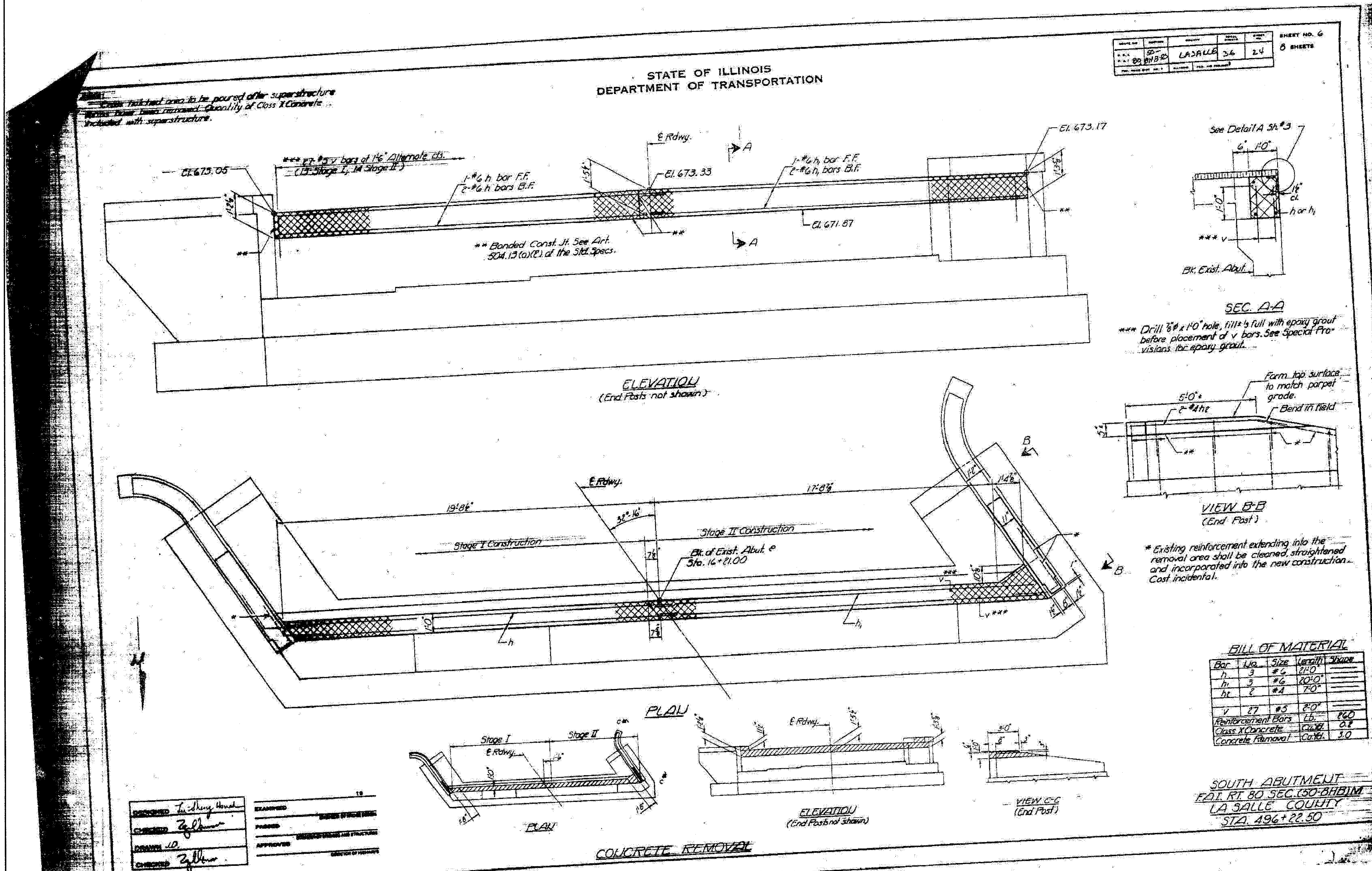
PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

ENTRAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	99

Contract # 66645



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
LASALLE 36 24
SHEET NO. 6
8 SHEETS
ELEVATION
(End Posts not shown)
El. 673.05
El. 673.33
El. 673.17
El. 671.87
℄ Rdwy.
1-#6 h bar F.F.
2-#6 h bars B.F.
1-#6 h₁ bar F.F.
2-#6 h₁ bars B.F.
** Bonded Const. Jt. See Art. 504.13(a)(2) of the Std. Specs.
SEC. A-A
See Detail A Sh. #3
Bk. Exist. Abut.
*** Drill ⅞"ϕ x 1'-0" hole, fill ⅓ full with epoxy grout before placement of v bars. See Special Provisions for epoxy grout.
Form top surface to match parpet grade.
Bend in field
VIEW B-B
(End Post)
* Existing reinforcement extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Cost incidental.
PLAN
Stage I Construction
Stage II Construction
Bk. of Exist. Abut. ℄ Sta. 16+21.00
19'-8¾"
17'-6⅞"
BILL OF MATERIAL
Bar | No. | Size | Length | Shape
h | 3 | #6 | 21'-0"
h₁ | 3 | #6 | 20'-0"
h2 | 2 | #4 | 7'-0"
v | 27 | #5 | 2'-0"
Reinforcement Bars | Lb. | 260
Class X Concrete | Cu. Yd. | 0.8
Concrete Removal | Cu. Yd. | 3.0
SOUTH ABUTMENT
F.A.I. RT. 80 SEC. (50-8HB)IM
LA SALLE COUNTY
STA. 496+22.50
ELEVATION
(End Posts not shown)
VIEW C-C
(End Post)
CONCRETE REMOVAL
DESIGNED
CHECKED
DRAWN
CHECKED
EXAMINED
PASSED
APPROVED

FOR INFORMATION ONLY

EXISTING PLANS - 1985

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

PLOT DATE = 2/3/2010
PLOT SCALE = N/A

ENTRAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	50 - 8HBR	LASALLE	143	100
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract # 66645

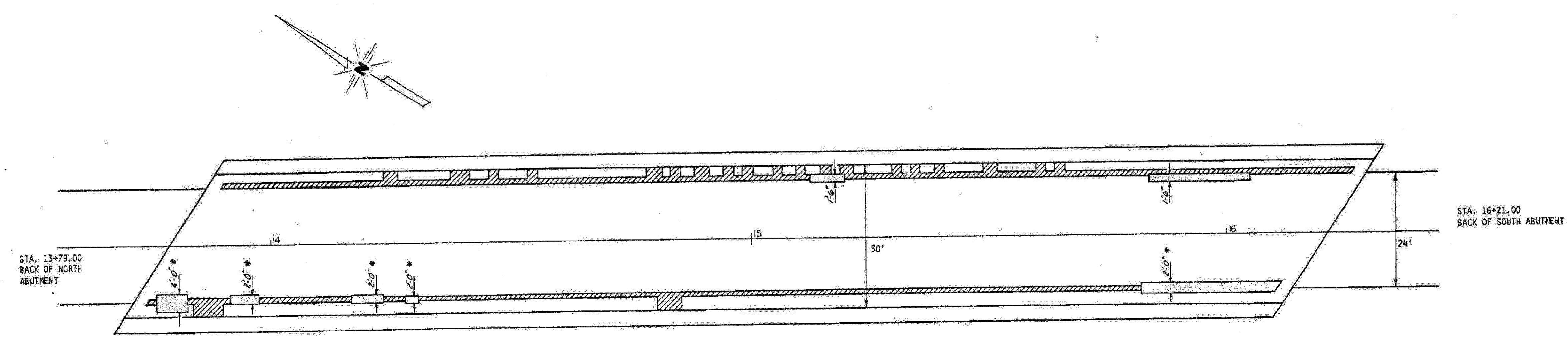
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

*(6-8HB & 50-8HB)RS
**Bureau-LaSalle

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80	*	**	36	26
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

SHEET NO. 8
8 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN

Deck Slab Repair (Partial Depth)

Deck Slab Repair (Full Depth)

* Full depth repairs shall be done prior to removal & replacement of parapet. See Detail C on Sheet #4.

DECK SLAB REPAIR
PLANK ROAD Over F.A.I. Rte. 80
F.A.I. Rte. 80 SECTION (50-8HB)M
LA SALLE COUNTY
Sta. 496+22.50
STRUCTURE NUMBER 050-0082

DESIGNED	
CHECKED	
T.C. DRAWN	
CHECKED	

19

EXAMINED ENGINEER OF BRIDGE DESIGN
PASSED ENGINEER OF BRIDGES AND STRUCTURES
APPROVED DIRECTOR OF HIGHWAYS

FOR INFORMATION ONLY

EXISTING PLANS - 1985

PLANK ROAD OVER
FAI ROUTE 80 (I-80)
SECTION 50-8HBR
LASALLE COUNTY
STATION 3886+74.90
STRUCTURE NO. 050-0249

PLOT DATE = 2/3/2010
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USER NAME = 2sayerb

ENTRAN