CONTRACT NO. 66623

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUREAU	116	1
FED. ROAD DIST. NO. _	ILLINOIS	CONTRACT NO. 66623		

*(06-1,2)RS-3, I

D-93-020-06
P-92-056-05

INDEX OF SHEETS

STANDARDS

BLR 22-5	TYPICAL APP OF T.C.D. RURAL LOCAL HIGHWAY (2-LANE 2-WAY RURAL TRAF.) (ROAD CLOSED TO THRU TRAFFIC)
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-01	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-04	TEMPORARY EROSION CONTROL SYSTEMS
420401-06	BRIDGE APPROACH PAVEMENT
442101-07	CLASS B PATCHES
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
515001-02	NAME PLATE FOR BRIDGES
542301-01	PRECAST REINFORCED CONCRETE FLARED END SECTION
602406-02	MANHOLE, TYPE A, 1.8 m (6') DIAMETER
630001-07	STEEL PLATE BEAM GUARDRAIL
630201-05	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-04	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-04	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-06	TRAFFIC BARRIER TERMINAL, TYPE 6
635001	DELINEATORS
635006-02	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-01	REFLECTOR MARKER AND MOUNTING DETAILS
642001	SHOULDER RUMBLE STRIPS
667101	PERMANENT SURVEY MARKERS
701401-04	LANE CLOSURE, FREEWAY/EXPRESSWAY
701402-06	LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER
701411-04	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP FOR SPEEDS ≥ 45 MPH
701901	TRAFFIC CONTROL DEVICES
704001-04	TEMPORARY CONCRETE BARRIER
780001-01	TYPICAL PAVEMENT MARKINGS
781001-02	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

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

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

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

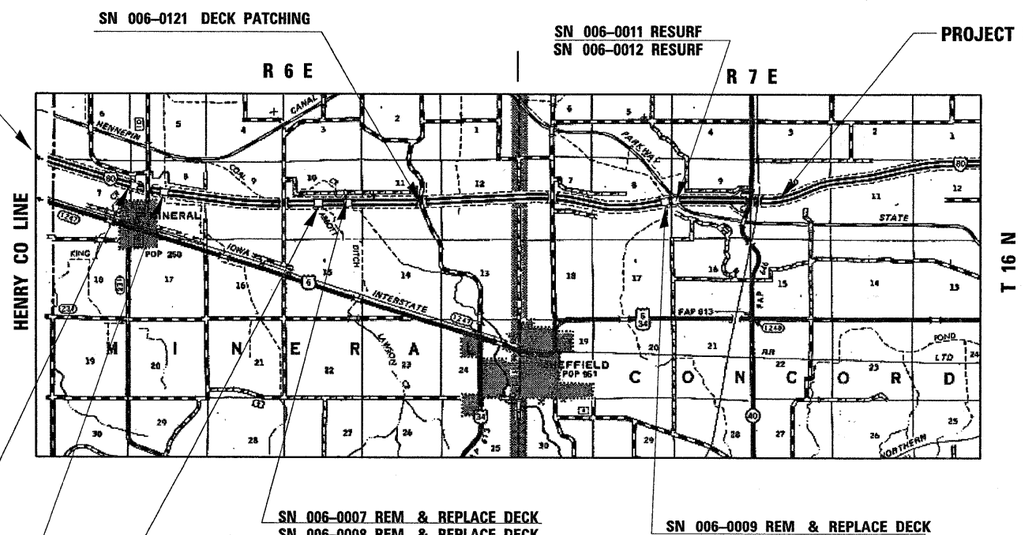
PROJECT ENGINEER : JOE KANNEL
UNIT CHIEF : PAT BRABOY
TOWNSHIP: MINERAL, CONCORD
CONTRACT NO. 66623

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS
FAI ROUTE I-80
SECTION (06-1,2)RS-3, I
PROJECT NO. ACIM-080-1(145)035
BUREAU COUNTY

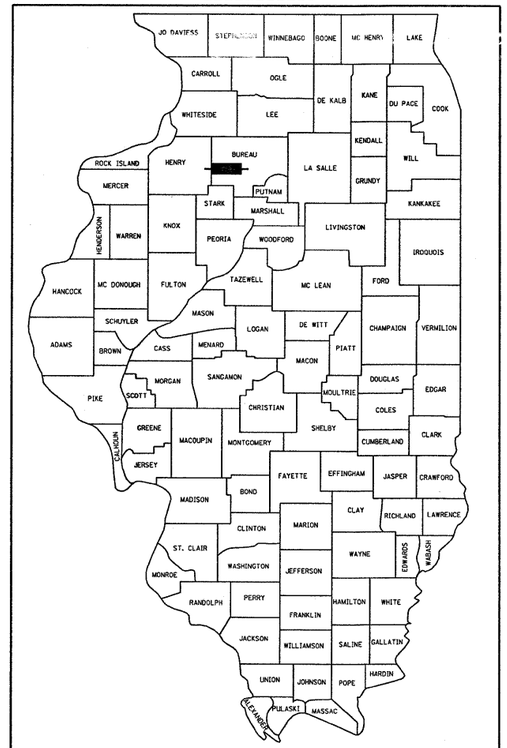
C - 93 - 027 - 06

PROJECT DESCRIPTION
HENRY CO LINE TO EAST OF IL 40;
RESURFACING, PATCHING, MINOR BRIDGE REPAIR



LOCATION MAP
NO SCALE

GROSS LENGTH = 50,424 FT = 9.55 MI.
NET LENGTH = 50,424 FT = 9.55 MI.



LOCATION OF SECTION INDICATED THUS: -

FUNCTION CLASSIFICATION
INTERSTATE
2007 ADT = 16,600
P.V. = 46.9% S.U. = 3.8% M.U. = 49.3%

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 9/5 20 08

George Ryan
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 3, 2008
Eric E. Harm
Interim ENGINEER OF DESIGN AND ENVIRONMENT

October 3, 2008
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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GENERAL NOTES
(Revised April 2, 2008)

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.

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

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

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

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

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.

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

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES 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 FURNISHED EXCAVATION.

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

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

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

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

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

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

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

GRANULAR MATERIALS	2.05	TONS / CU YD
BITUMINOUS MAT PRIME COAT	0.08 0.375	GAL / SQ YD OR GAL / SQ YD
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
TEMPORARY DITCH CHECKS	5	TONS AGGREGATE

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

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

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

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

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

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

COMMITMENTS:

1. STRUCTURAL STATUS AND VERTICAL CLEARANCE FORM
2. STORM WATER POLLUTION PREVENTION PLANS
3. 404 PERMIT
4. COMMITMENT TO NOTIFY EMERGENCY SEVICES PRIOR CLOSURE OF SN 006-0121
5. REPLACE COMPONENTS OF WEATHER STATION AT OR NEAR SN 006-0009
6. ENVIRONMENTAL COORDINATION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: Rick Powell
DISTRICT STUDIES & PLANS ENGINEER

DATE: 9-3-08

EXAMINED BY: Herb Jung
DISTRICT CONSTRUCTION ENGINEER

Wayne L. Phillips
DISTRICT MATERIALS ENGINEER

Bruce C. Tucker, Jr.
DISTRICT OPERATIONS ENGINEER

FILE NAME = c:\pw_work\pwidot\wenzelko\dms32763\coversht.dgn	USER NAME = wenzelko	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES
		DRAWN -	REVISED -		
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	PLOT DATE = Sep 02, 2008 - 04:37:36 PM	DATE -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	2
		CONTRACT NO. 66623		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QTY 90% FED. 10% ST.	CONSTRUCTION TYPE CODE														
				RDWY I000-2A	006-0001 X071-2A	006-0002 X071-2A	006-0003 X071-2A	006-0004 X071-2A	006-0005 X071-2A	006-0006 X071-2A	006-0007 X071-2A	006-0008 X071-2A	006-0009 X071-2A	006-0010 X071-2A	006-0011 X071-2A	006-0012 X071-2A		
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	521	521														
20200100	EARTH EXCAVATION	CU YD	20	20														
20300100	CHANNEL EXCAVATION	CU YD	2425.6		376.5	376.5	285	285	551.3	551.3								
20400800	FURNISHED EXCAVATION	CU YD	328	328														
21400100	GRADING AND SHAPING DITCHES	FOOT	2250	2250														
28100107	STONE RIPRAP, CLASS A4	SQ YD	215	40							117	58						
28100705	STONE DUMPED RIPRAP, CLASS A3	SQ YD	24										0	24				
28200200	FILTER FABRIC	SQ YD	239	40							117	58	0	24				
28500400	ARTICULATED BLOCK REVETMENT MAT	SQ YD	2262		359	359	243	243	529	529								
35100700	AGGREGATE BASE COURSE, TYPE A 8"	SQ YD	470	470														
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	35034	35034														
40600300	AGGREGATE (PRIME COAT)	TON	876	876														
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	85	85														
40600555	LEVELING BINDER (HAND METHOD), N105	TON	140	140														
40600895	CONSTRUCTING TEST STRIP	EACH	2	2														
40600990	TEMPORARY RAMP	SQ YD	358	358														
40603245	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N105	TON	35259	35259														
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	14864	14864														
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	2907.6	2907.6														
40603575	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N105	TON	29100	29032											34	34		
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	1072	1072														
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	215	215														
44000100	PAVEMENT REMOVAL	SQ YD	1280	1280														
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	274747	274747														
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	25960.6	25960.6														
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	11,605	11,605														
44000915	HOT-MIX ASPHALT SURFACE REMOVAL (DECK)	SQ YD	1262												634	628		
44000920	BITUMINOUS CONCRETE SHOULDER REMOVAL	SQ YD	2,106	2,106														
44213200	SAW CUTS	FOOT	3016	3016														
44201055	CLASS B PATCHES, TYPE II, 17 INCH	SQ YD	543	543														

• SPECIALTY ITEMS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	3
		CONTRACT NO. 66623		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

CODE NO	ITEM	UNIT	TOTAL QTY 90% FED. 10% ST.	CONSTRUCTION TYPE CODE													
				RDWY 10002A	006-0001 X071-2A	006-0002 X071-2A	006-0003 X071-2A	006-0004 X071-2A	006-0005 X071-2A	006-0006 X071-2A	006-0007 X071-2A	006-0008 X071-2A	006-0009 X071-2A	006-0010 X071-2A	006-0011 X071-2A	006-0012 X071-2A	006-0121 X071-2A
48101200	AGGREGATE SHOULDERS, TYPE B	TON	4516	4516													
48203033	HOT-MIX ASPHALT SHOULDERS, 9"	SQ YD	443	443													
48300400	PORTLAND CEMENT CONCRETE SHOULDERS 9"	SQ YD	5,650	5,650													
50102400	CONCRETE REMOVAL	CU YD	79.5								19.8	19.7	20	20			
50104650	SLOPE WALL REMOVAL	SQ YD	491		71	71	72	72	90	90			9	16			
50105210	REMOVE EXISTING CULVERTS	FOOT	48	48													
50157300	PROTECTIVE SHIELD	SQ YD	300														300
50200100	STRUCTURE EXCAVATION	CU YD	449								109	109	115	116			
50300100	FLOOR DRAINS	EACH	50								18	18	7	7			
50300225	CONCRETE STRUCTURES	CU YD	130.4								33.2	33.2	32	32			
50300255	CONCRETE SUPERSTRUCTURE	CU YD	716.9								203.6	203.6	154.8	154.9			
50300260	BRIDGE DECK GROOVING	SQ YD	2077								582	582	456.5	456.5			
50300300	PROTECTIVE COAT	SQ YD	2685								745	745	597.5	597.5			
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	8760								2285	2285	2095	2095			
50500505	STUD SHEAR CONNECTORS	EACH	13556								3600	3600	3178	3178			
50500715	JACK AND REMOVE EXISTING BEARINGS	EACH	64								18	18	14	14			
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	157680								43260	43260	35580	35580			
50800515	BAR SPLICERS	EACH	1636								442	442	376	376			
51100100	SLOPE WALL 4 INCH	SQ YD	25										9	16			
51500100	NAME PLATES	EACH	4								1	1	1	1			
52000110	PREFORMED JOINT STRIP SEAL	FOOT	355								92.5	92.5	85	85			
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	46								9	9	14	14			
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	18								9	9					
52100520	ANCHOR BOLTS, 1"	EACH	128								36	36	28	28			
542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	12	12													
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	1														1
542A0235	PIPE CULVERTS, CLASS A, TYPE 1 30"	FOOT	6	6													
54213675	PRE CAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	3														3
542A0241	PIPE CULVERTS, CLASS A, TYPE 1 36"	FOOT	30	30													
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	1														1
59000200	EPOXY CRACK INJECTION	FOOT	283								86	64	68	65			
54248515	CONCRETE COLLAR	EACH	8														8
60223700	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1													
60260100	INLETS TO BE ADJUSTED	EACH	2	2													
60500060	REMOVING INLETS	EACH	1	1													
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	1095	1095													
63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	8	8													
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	16	16													
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1	1													
63200310	GUARDRAIL REMOVAL	FOOT	1857	1857													
* 63500105	DELINEATORS	EACH	273	273													
63500120	DELINEATOR REMOVAL	EACH	273	273													
64200105	SHOULDER RUMBLE STRIP	FOOT	193822	193822													
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12													

* SPECIALTY ITEMS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	4
		CONTRACT NO. 66623		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

	CODE NO	ITEM	UNIT	TOTAL QTY 90% FED. 10% ST.	CONSTRUCTION TYPE CODE													
					RDWY I000ZA	006-0001 X0071ZA	006-0002 X0071ZA	006-0003 X0071ZA	006-0004 X0071ZA	006-0005 X0071ZA	006-0006 X0071ZA	006-0007 X0071ZA	006-0008 X0071ZA	006-0009 X0071ZA	006-0010 X0071ZA	006-0011 X0071ZA	006-0012 X0071ZA	006-0121 X0071ZA
	67100100	MOBILIZATION	L SUM	1	1													
	70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	4	4													
	70101835	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 22	L SUM	1	1													
	70103700	TRAFFIC CONTROL COMPLETE	L SUM	1	1													
	70106800	CHANGEABLE MESSAGE SIGN	CAL MO	20	20													
	70300100	SHORT-TERM PAVEMENT MARKING	FOOT	43837	43837													
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	224817	224817													
	70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	27176	27176													
	70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	1449	1449													
	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	64	64													
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	13670	13670													
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	2255	2255													
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	2085	2085													
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	220979	220979													
	78004230	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6"	FOOT	26698	26698													
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	1449	1449													
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	64	64													
*	78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	3838	3838													
*	78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	480	480													
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	2772	2772													
*	78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	24	24													
*	78200405	GUARDRAIL MARKERS	EACH	34	34													
*	78200500	BARRIER WALL MARKERS	EACH	50	50													
	78300105	PAVEMENT MARKING REMOVAL	FOOT	9654	9654													
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	2772	2772													
	X0301735	CONCRETE HEADWALL REPAIR	EACH	1	1													
	X0321744	SILICONE JOINT SEALER, 2"	FOOT	62														62
	X0322792	BEDDING MATERIAL, SPECIAL	CU YD	439		65	65	59.5	59.5	95	95							
	X0323668	REMOVE AND RESET END SECTION, 36"	EACH	1	1													

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	5
		CONTRACT NO. 66623		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

	CODE NO	ITEM	UNIT	TOTAL QTY 90% FED. 10% ST.	CONSTRUCTION TYPE CODE: RDWY 1000-2A	006-0001 X071-2A	006-0002 X071-2A	006-0003 X071-2A	006-0004 X071-2A	006-0005 X071-2A	006-0006 X071-2A	006-0007 X071-2A	006-0008 X071-2A	006-0009 X071-2A	006-0010 X071-2A	006-0011 X071-2A	006-0012 X071-2A	006-0121 X071-2A
	X0325893	CLEAN EXISTING END SECTION	EACH	49	49													
	X0325969	PORTABLE, VEHICLE MOUNTED, CHANGEABLE MESSAGE BOARD	CAL DA	250	250													
	X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	120.5								0	16	36	68.5			
	X6330100	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL	EACH	1	1													
	X7030100	WET TEMPORARY PAVEMENT MARKING TAPE, TYPE III	FOOT	27521	27521													
	X0751105	REMOVAL OF EXISTING CONCRETE DECK NO. 1	EACH	2								1	1					
	X0751205	REMOVAL OF EXISTING CONCRETE DECK NO. 2	EACH	2										1	1			
	X7010805	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401 (SPECIAL)	LSUM	1	1													
	XX003686	REMOVE EXISTING CONCRETE END SECTION	EACH	5	5													
	X0326210	GEOTECHNICAL FABRIC, SPECIAL	SQ YD	2262		359	359	243	243	529	529							
●	Z0014800	CULVERT TO BE CLEANED	FOOT	305	305													
	Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	5														5
	Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	11														11
	Z0017100	DOWEL BARS	EACH	1332	1332													
	Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4	4													
	Z0030350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4	4													
*	Z0027200	FURNISHING AND SETTING WOOD POSTS	EACH	15	15													
	Z0050400	REMOVE AND REPLACE ANCHOR BOLTS	EACH	2								1	1					
	X0325497	STRUCTURAL REPAIR OF CONCRETE (SPECIAL)	SQ FT	6	6													
	X0326206	RESET GRATE	EACH	1	1													
	X0322729	MATERIAL TRANSFER DEVICE	TON	50,619	50,619													
	X0326207	REMOVE AND REPLACE WEATHER STATION	LSUM	1	1													
†	Z0076600	TRAINEES	HOUR	2,000	2,000													

• SPECIALTY ITEMS
● 100% STATE
† Y080

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

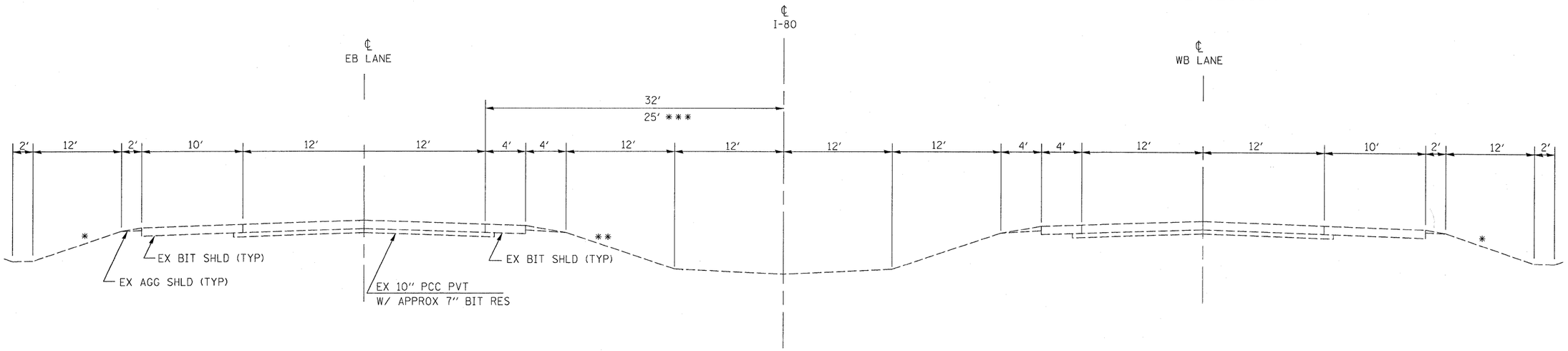
SUMMARY OF QUANTITIES

SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	6
		CONTRACT NO. 66623		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

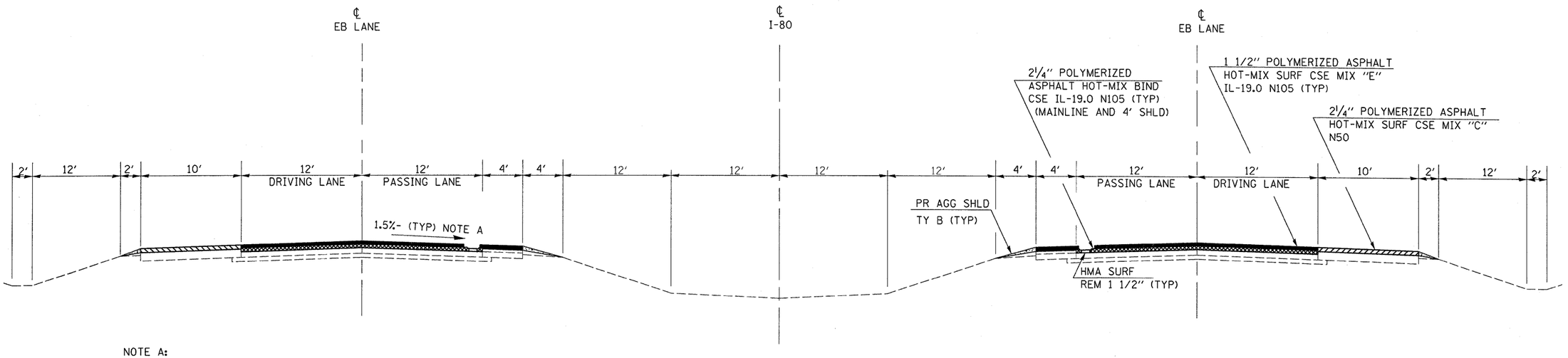
HENRY CO LINE TO EAST OF IL 40

EXISTING
TYPICAL SECTION



EXISTING
TYPICAL SECTION

PROPOSED
TYPICAL SECTION



PROPOSED
TYPICAL SECTION

NOTE A:
MATCH EXISTING SUPEREVEVATIONS IN CURVES EXCEPT FOR PART OF THE THE CURVE AT P.I. STA 422+78.33 WHERE THERE WILL BE A CORRECTION FROM THE EXIST. S.E. OF 1.0% TO THE PROPOSED S.E. OF 1.5%

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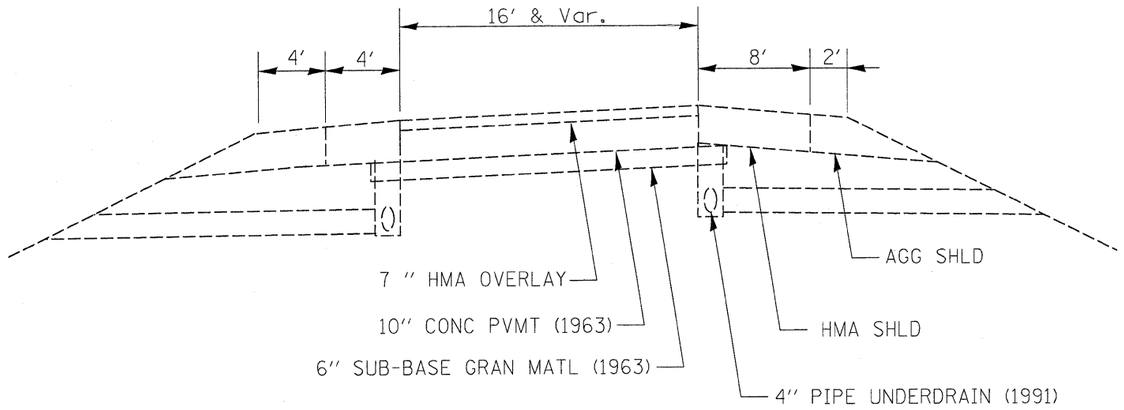
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

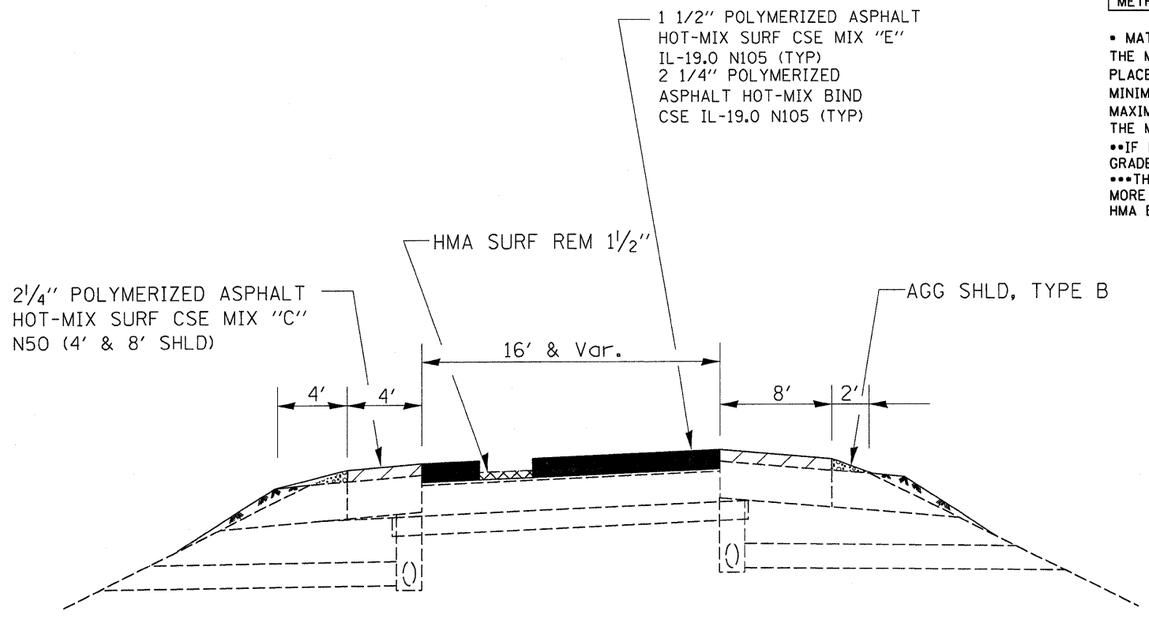
TYPICAL SECTION

SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	7
		CONTRACT NO. 66623		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION

MIXTURES TABLE					
	HMA SURFACE	HMA SURFACE 2" (CENTERLINE REPAIR)	HMA SHOULDER 10' SHOULDER (4'&8' SHLD ON RAMPS)	HMA BINDER	HMA SHOULDER (9" SHLD) •••
PG GRADE	SBS PG-70-22	PG-64-22	PG-64-22	SBS PG-70-22	PG-58-22
MAX % RAP ALLOWABLE••	10	25	15	10	50
DESIGN AIR VOIDS	4.0% @ N105	3.0% @ N70	3.0% @ N50	4.0% @ N105	3.0% @ N50
MIXTURE COMPOSITION	IL 12.5 OR IL 9.5	IL 12.5 OR IL 9.5	IL 12.5 OR IL 9.5	IL 19.0	IL 19.0
FRICTION AGGREGATE	MIXTURE E				
DENSITY TEST METHOD	CORES/ NUCLEAR		CORES/ NUCLEAR	CORES/ NUCLEAR	CORES/ NUCLEAR•

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

••IF RAP PERCENTAGE IS DIFFERENT THAN LISTED ABOVE, THE PG GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.

•••THE AMOUNT OF ASPHALT BINDER USED SHALL BE INCREASED 0.5% MORE THATN THAT REQUIRED IN THE MIX DESIGN, EXCEPT WHEN THE HMA BINDER AND SURFACE COURSE MIXTURE OPTION IS USED.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	8
		CONTRACT NO. 66623		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

MAINLINE SCHEDULE

	Location			Length	2 1/4" BINDER MAINLINE	1 1/2" SURFACE MAINLINE,MIX "E"	2 1/4" SURFACE 10' SHLDR MIX C	2 1/4 SURFACE SHLDR, MIX C	2 1/4" SURFACE 4' SHLDR, MIX "E"*	BIT MATL'S (PR CT)	AGG (PR CT)	TEMP RAMP	MIX CRACKS JTS & FLGWYS	LEVEL BIND (HM)	RUMBLE STRIP	AGG SHLD TY B
				FT	TON	TON	TON	TON	TON	GAL	TON	SQ YD	TON	TON	FT	TON
EASTBOUND		0+00	54+47.84	5447.84	1830.5	1220.3	762.7	0.0	305.1	1840.2	46.0	24.0	4.4	7.3	10895.7	235.8
	Gap (SN 006-0001)	54+47.84	56+06.01	158.17												
		56+06.01	79+41.91	2335.90	784.9	523.2	327.0	0.0	130.8	789.0	19.7	24.0	1.9	3.1	4671.8	101.1
	Gap (SN 006-0003)	79+41.91	80+75.41	133.50												
		80+75.41	182+00.97	10125.56	3402.2	2268.1	1417.6	0.0	567.0	3420.2	85.5	24.0	8.1	13.5	20251.1	438.2
	Gap (SN 006-0005)	182+00.97	183+76.92	175.95												
		183+76.92	202+00.35	1823.43	612.7	408.4	255.3	0.0	102.1	615.9	15.4	24.0	1.5	2.4	3646.9	78.9
	Gap (SN 006-0007)	202+00.35	203+98.6	198.25												
		203+98.6	422+30.5	21831.90	7335.5	4890.3	3056.5	0.0	1222.6	7374.3	184.4	24.0	17.5	29.1	43663.8	944.8
	Gap (SN 006-0009)	422+30.5	423+99.5	169.00												
		423+99.5	426+45.5	246.00	82.7	55.1	34.4	0.0	13.8	83.1	2.1	24.0	0.2	0.3	492.0	10.6
	(SN 006-0011)	426+45.5	427+95.67	150.17		33.6										
		427+95.67	455+05.	2709.33	910.3	606.9	379.3	0.0	151.7	915.2	22.9	24.0	2.2	3.6	5418.7	117.3
	Exit Terminal (D)	455+05.	461+67	662.00	222.4	148.3	0.0	0.0	37.1	164.8	4.1	0.0	0.5	0.9	662.0	19.1
		461+67.	472+53	1086.00	364.9	243.3	152.0	0.0	60.8	366.8	9.2	0.0	0.9	1.4	2172.0	47.0
	Ent. Terminal **19/64	472+53.	483+63	1110.00	373.0	248.6	0.0	0.0	62.2	276.3	6.9	0.0	0.9	1.5	1110.0	32.0
		483+63.	503+11	1948.00	654.5	436.4	272.7	0.0	109.1	658.0	16.4	0.0	1.6	2.6	3896.0	84.3
WESTBOUND		0+00.00	54+54.	5454.00	1832.5	1221.7	763.6	0.0	305.4	1842.2	46.1	24.0	4.4	7.3	10908.0	236.0
	Gap (SN 006-0002)	54+54.	56+12.16	158.16												
		56+12.16	79+19.59	2307.43	775.3	516.9	323.0	0.0	129.2	779.4	19.5	24.0	1.8	3.1	4614.9	99.9
	Gap (SN 006-0004)	79+19.59	80+63.09	143.50												
		80+63.09	181+27.08	10063.99	3381.5	2254.3	1409.0	0.0	563.6	3399.4	85.0	24.0	8.1	13.4	20128.0	435.5
	Gap (SN 006-0006)	181+27.08	183+03.08	176.00												
		183+03.08	201+61.4	1858.32	624.4	416.3	260.2	0.0	104.1	627.7	15.7	24.0	1.5	2.5	3716.6	80.4
	Gap (SN 006-0008)	201+61.4	203+59.65	198.25												
		203+59.65	422+60.5	21900.85	7358.7	4905.8	3066.1	0.0	1226.4	7397.6	184.9	24.0	17.5	29.2	43801.7	947.8
	Gap (SN 006-0010)	422+60.5	423+69.5	109.00												
		423+69.5	425+44.91	175.41	58.9	39.3	24.6	0.0	9.8	59.2	1.5	24.0	0.1	0.2	350.8	7.6
	(SN 006-0012)	425+44.91	426+93.66	148.75		33.3										
		426+93.66	450+57.95	2364.29	794.4	529.6	331.0	0.0	132.4	798.6	20.0	24.0	1.9	3.2	4728.6	102.3
	Ent. Terminal (A)	450+57.95	462+08	1150.05	386.4	257.6	0.0	0.0	64.4	286.2	7.2	0.0	0.9	1.5	1150.1	33.2
		462+08	471+73	965.00	324.2	216.2	135.1	0.0	54.0	326.0	8.1	0.0	0.8	1.3	1930.0	41.8
	Exit Terminal (B)	471+73	478+36	663.00	222.8	148.5	0.0	0.0	37.1	165.0	4.1	0.0	0.5	0.9	663.0	19.1
		478+36	503+11	2475.00	831.6	554.4	346.5	0.0	138.6	836.0	20.9	0.0	2.0	3.3	4950.0	107.1
Ramps	Ent. Terminal (A)	450+57.95	462+08	1150.05	201.3	134.2	0.0	128.8	64.4	209.6	5.2	5.3	0.5	0.8	0.0	16.6
	Ramp A	0+77	16+19.4	1542.40	345.5	230.3	0.0	172.7	86.4	383.9	9.6		0.8	1.4	0.0	66.8
	Exit Terminal (B)	471+73	478+36	663.00	171.7	114.5	0.0	74.3	37.1	109.0	2.7	5.3	0.4	0.7	0.0	9.6
	Ramp B	0+00	15+15	1515.00	339.4	226.2	0.0	169.7	84.8	377.1	9.4		0.8	1.3	0.0	65.6
	Ent. Terminal **19/64	472+53	483+63	1110.00	287.5	191.7	0.0	124.3	62.2	182.5	4.6	5.3	0.7	1.1	0.0	16.0
	Ramp C	0+77	12+16.93	1139.93	255.3	170.2	0.0	127.7	63.8	283.7	7.1		0.6	1.0	0.0	49.3
	Exit Terminal (D)	455+05	461+67	662.00	171.5	114.3	0.0	74.1	37.1	108.9	2.7	5.3	0.4	0.7	0.0	9.5
	Ramp D	0+00	14+40	1440.00	322.6	215.0	0.0	161.3	80.6	358.4	9.0		0.8	1.3	0.0	62.3
Totals					35259.0	23573.0	13316.6	1032.9	6043.8	35034.2	875.9	357.2	83.9	139.9	193821.6	4515.6

*USE MIX C ON 4' SHLD ON RAMPS

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SCHEDULE OF QUANTITIES

SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	9
		CONTRACT NO. 66623		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

HMA SURFACE REMOVAL

	Location			Length	HMA SURF REM 1 1/2"	HMA SURF REM (DECK)	*HMA SURF REM VAR DEPTH
				FT	SQ YD		SQ YD
EASTBOUND LANES		-0+90	54+47.84	5537.84	14767.6		
	Gap (SN 006-0001)	54+47.84	56+06.01	158.17			
		56+06.01	64+85.	878.99	2344.0		
	CH 10 (SN 006-0122)	64+85.	67+15.	280.00			1182.2
		67+15.	79+41.91	1226.91	3271.8		
	Gap (SN 006-0003)	79+41.91	80+75.41	133.50			
		80+75.41	158+15.	7739.59	20638.9		
	TR 40 (SN 006-0122)	158+15.	160+45.	280.00			1182.2
		160+45.	182+00.97	2155.97	5749.3		
	Gap (SN 006-0005)	182+00.97	183+76.92	175.95			
		183+76.92	202+00.35	1823.43	4862.5		
	Gap (SN 006-0007)	202+00.35	203+98.6	198.25			
		203+98.6	251+31.	4732.40	12619.7		
	CH 29 (SN 006-0121)	251+31.	253+61.	280.00			1182.2
		253+61.	422+30.5	16869.50	44985.3		
	GAP (SN 006-0009)	422+30.5	423+99.5	169.00			
		423+99.5	426+45.5	246.00			1038.7
	(SN 006-0011)	426+45.5	427+95.67	150.17		634.0	
		427+95.67	455+05.	2709.33	7224.9		
	Exit Terminal (D)	455+05.	461+67	662.00	1765.3		
		461+67.	472+53	1086.00	2896.0		
	Ent. Terminal 19/64	472+53.	477+30	477.00	1272.0		
	RR (SN 006-0013)	477+30.	479+60	280.00			1550.0
		479+60.	483+63	403.00	1074.7		
		483+63.	504+01	2038.00	5434.7		
WESTBOUND LANES		-0+90	54+54.	5537.84	14767.6		
	Gap (SN 006-0002)	54+54.	56+12.16	158.16			
		56+12.16	64+85.	872.84	2327.6		
	CH 10 (SN 006-0122)	64+85.	67+15.	280.00			1182.2
		67+15.	79+19.59	1204.59	3212.2		
	Gap (SN 006-0004)	79+19.59	80+63.09	143.50			
		80+63.09	158+15.	7751.91	20671.8		
	TR 40 (SN 006-0122)	158+15.	160+45.	280.00			1182.2
		160+45.	181+27.08	2082.08	5552.2		
	Gap (SN 006-0006)	181+27.08	183+03.08	176.00			
		183+03.08	201+61.4	1858.32	4955.5		
	Gap (SN 006-0008)	201+61.4	203+59.65	198.25			
		203+59.65	251+31.	4771.35	12723.6		
	CH 29 (SN 006-0121)	251+31.	253+61.	280.00			1182.2
		253+61.	341+05.	8744.00	23317.3		
	CH 15 (SN 006-0117)	341+05.	343+35.	280.00			1182.2
		343+35.	422+60.5	7925.50	21134.7		
	Gap (SN 006-0010)	422+60.5	423+69.5	109.00			
		423+69.5	425+44.91	175.41			740.6
	(SN 006-0012)	425+44.91	426+93.66	148.75		628.0	
		426+93.66	450+57.95	2364.29	6304.8		
	Ent. Terminal (A)	450+57.95	462+08	1150.05	3066.8		
		462+08	471+73	965.00	2573.3		
	Exit Terminal (B)	471+73	478+36	663.00	1768.0		
		478+36	504+01	2565.00	6840.0		
Ramps	Ent. Terminal (A)	450+57.95	462+08	1150.05	1597.3		
	Ramp A	0+77	16+19.4	1542.40	2742.0		
	Exit Terminal (B)	471+73	478+36	663.00	1362.8		
	Ramp B	0+00	15+15	1515.00	2693.3		
	Ent. Terminal 19/64	472+53	483+63	1110.00	2281.7		
	Ramp C	0+77	12+16.93	1139.93	2026.5		
	Exit Terminal (D)	455+05	461+67	662.00	1360.8		
	Ramp D	0+00	14+40	1440.00	2560.0		
Totals					274746.4	1262.0	11604.8

*SEE DETAIL FOR ADDITIONAL INFORMATION

MAINTENANCE CROSSOVER WIDENING AND OVERLAY

STATION	AGG BSE CSE TYPE A, 8" SQ YD	HMA SURF CSE CLASS E TON
1+50	94	37
14+00	94	37
296+50	94	37
432+00	94	37
494+00	94	37
TOTALS	470	185

HMA SURFACE REMOVAL 2"

	LOCATION	STATION TO STATION	LENGTH	HMA SURF REM 2"	HMA SC "D" N70
			FT	SQ YD	TON
EASTBOUND	HENRY CO LINE	0+00 TO 54+47.84	5447.8	1210.6	135.6
	(SN 006-0001)	GAP			
		56+06.01 TO 79+41.91	2335.9	519.1	58.1
	(SN 006-0003)	GAP			
		80+75.41 TO 182+00.97	10125.6	2250.1	252.0
	(SN 006-0005)	GAP			
		183+76.92 TO 202+00.35	1823.4	405.2	45.4
	(SN 006-0007)	GAP			
		203+98.6 TO 422+30.5	21831.9	4851.5	543.4
	(SN 006-0009)	GAP			
		423+99.5 TO 426+45.5	246.0	54.7	6.1
	(SN 006-0011)	GAP			
		427+95.67 TO 503+11	7515.3	1670.1	187.0
WESTBOUND	HENRY CO LINE	0+00 TO 54+54.00	5454.0	1212.0	135.7
	(SN 006-0002)	GAP			
		56+12.16 79+19.59	2307.4	512.8	57.4
	(SN 006-0004)	GAP			
		80+63.09 TO 181+27.08	10064.0	2236.4	250.5
	(SN 006-0006)	GAP			
		183+03.08 to 201+61.4	19978.3	4439.6	497.2
	(SN 006-0008)	GAP			
		203+59.65 TO 422+60.05	21900.4	4866.8	545.1
	(SN 006-0010)	GAP			
		423+69.5 TO 425+44.91	175.4	39.0	4.4
	(SN 006-0012)	GAP			
		426+93.66 TO 503+11	7617.3	1692.7	189.6
		GRAND TOTAL		25960.6	2907.6

DRAINAGE SCHEDULE

LOC	SIDE (RT, MEDIAN, LT)	GR & SHAP DITCH.	FURN. EX.	CLEAN EXIST. END SECT	EARTH EX.	FURN & SET WOOD POSTS	TREE REM (6" TO 15" DIA.)	RIPRAP CL A4	FILTER FABRIC	RESET GRATE	REM AND RES ES 36"	REM EXIST CULV	PRC FLARED ES 30" W/GRATE	PCULV CLA TI 24"	PCULV CLA TI 30"	PCULV CLA TI 36"	STR REP OF CON SP	CONC HW REPAIR	GRATE FOR END SECT	REM EXIST CONC E.S.	CULV TO BE CLEAN.	REM INLETS	MH 6'DIA. T1F. OL	INLET TO BE ADJ.
STA		FOOT	CU YD	EACH	CU YD	EACH	UNIT	SQ YD	SQ YD	EACH	EACH	FOOT	EACH	FOOT	FOOT	FOOT	SQ FT	EACH	EACH	EACH	FOOT	EACH	EACH	EACH
1+00	RT	50	1	1																				
1+00	LT		1	1																				
24+30	RT		1	2																				
24+30	MEDIAN		2	4																				
24+30	LT	50	1	2			37																	
65+14.5	RT	50		1			15																	
65+14.5	LT									1														
97+00	RT	50																						
97+00***	LT	50		1								6				6				1				
106+11	RT	50	1	1																				
106+11	MEDIAN**		1	1		6																		
106+11***	LT							10	10			6		6						1				
121+00***	RT											6	1		6					1				
121+00	MEDIAN		1	2																				
121+00	LT	50		1															1	1				
147+00*	RT	50										6				6								
158+40	RT	50		1																				
158+40	LT	50			15		32																	
160+25	RT	50					10																	
160+25	LT				5																			
202+00	MEDIAN						60																	
215+00	MEDIAN		1	1																				
215+00	LT	50	1	1																				
265+75	RT	50	1	2													3							
265+75	MEDIAN		1			5																		
265+75*	LT	50	1	2								6				6								
278+43	RT	50															3							
278+43	LT	50																						
314+91	RT	50						10	10										2	2				
314+91	MEDIAN			1																				
314+91	LT	50	1	1																	155			
324+38	RT	50																						1
324+38	MEDIAN			1																				
324+38	LT	50																						1
342+38	RT	100		1			20																	
342+38	LT	100		1			12																	
352+70	RT	50																						
352+70	MEDIAN		1			4																		
352+70	LT	50																						
364+32	RT	50		1																				
364+32*	LT	50	1									6		6										
381+00	RT	50		1																				
381+00	MEDIAN																					1	1	
381+00	LT	50		1														1						
397+00	RT	50		1																				
397+00	LT	50	1	1																				
411+00	RT	50	1	1																				
411+00	LT	50		1							1													

*PIPE CULVERT LOCATED ONE OR TWO SECTIONS AWAY FROM END SECTION. DIG DOWN TO P. CULVERT, CUT OLD ONE OUT, AND REPLACE. USE CONCRETE COLLAR TO ATTACH EXIST CULVERT TO NEW P. CULVERT

FILE NAME = c:\pw_work\pwidot\braboypc\dms32763\details.dgn	USER NAME = braboypc	DESIGNED - ___	REVISED - ___
		DRAWN - ___	REVISED - ___
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - ___	REVISED - ___
	PLOT DATE = Sep 04, 2008 - 04:00:16 PM	DATE - _____	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	11
		CONTRACT NO. 66623		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

DRAINAGE SCHEDULE (CONT.)

LOC	SIDE (RT, MEDIAN, LT)	GR & SHAP DITCH.	FURN. EX.	CLEAN EXIST. END SECT	EARTH EX.	FURN & SET WOOD POSTS	TREE REM (6" TO 15" DIA.)	RIPRAP CL A4	FILTER FABRIC	RESET GRATE	REM AND RES ES 36"	REM EXIST CULV	PRC FLARED ES 24" ***	PRC FLARED ES 30" ***	PRC FLARED ES 36" ***	PCULV CLA TI 24"	PCULV CLA TI 30"	PCULV CLA TI 36"	CONC COLLAR	STR REP OF CON SP	CONC HW REPAIR	REM EXIST CONC E.S.	CULV TO BE CLEAN.	REM INLETS	MH 6'DIA. T1F, OL	INLET TO BE ADJ.
STA		FOOT	CU YD	EACH	CU YD	EACH	UNIT	SQ YD	SQ YD	EACH	EACH	FOOT	EACH	EACH	EACH	FOOT	FOOT	FOOT	EACH	SQ FT	EACH	EACH	FOOT	EACH	EACH	EACH
426+70	LT	50		1			160																			
428+25*	LT	50		1			160					6						6		2						
433+00	RT	50		1				10	10																	
433+00	MEDIAN		1																							
433+00	LT	50		1																						
455+00	RT	50		1																						
455+00	MEDIAN		1																							
455+00*	LT							10	10			6						6	2							
474+00	RT	50	1	1																						
474+00	MEDIAN		1																				150			
474+00	LT	50	1	1																						
477+00	RT	50	1	1																						
477+00	MEDIAN		1	2																						
477+00	LT	50	1	1																						
496+00	RT	50		1			15																			
496+00	MEDIAN		1																							
496+00	LT	50		1																						
TOTAL		2250	28	49	20	15	521	40	40	1	1	48	1	3	1	12	6	30	8	8	1	5	305	1	1	2

*PIPE CULVERT LOCATED ONE OR TWO SECTIONS AWAY FROM END SECTION. DIG DOWN TO P. CULVERT, CUT OLD ONE OUT, AND REPLACE. USE CONCRETE COLLAR TO ATTACH EXIST CULVERT TO NEW P. CULVERT
**NEED P.CULVT IN MEDIAN-CRACKED
***RE-USE EXISTING GRATES ON NEW PRC FLARED END SECTIONS. COST TO RE-ATTACH GRATES INCLUDED IN COST OF END SECTIONS
ALL DISTURBED AREAS TO BE SEEDED. COST INCLUDED IN THE APPLICABLE DRAINAGE PAY ITEM

GUARDRAIL SCHEDULE

LOCATION	SPBGR TY A	HMA SHLD 9"(3)	FURN EX(4)	GUARDRAIL REMOVAL(2)	TBT, T2	TBT, T6	REM & RE-ERE TBT, T1 SPEC	TBT, T1 (SPECIAL)	BARRIER WALL MKS	GUARDRAIL MARKERS
	FOOT	SQ YD	CU YD	FOOT	EACH	EACH	EACH	EACH	EACH	EACH
SN 006-0007										
NW QUAD				43		1				1
NEQUAD				43	1	1				1
SW QUAD				43		1				1
SE QUAD				43	1	1				1
SN 006-0008										
NW QUAD				43	1	1				1
NEQUAD				43		1				1
SW QUAD				43	1	1				1
SE QUAD				43		1				1
SN 006-0009										
NW QUAD				43		1				1
NEQUAD (STA 423+69 TO STA 426+00)	188	84	50	231		1				3
SW QUAD				43		1				1
SE QUAD (STA 423+69 TO STA 425+65)	153	51	50	196		1				3
SN 006-0010										
NW QUAD				43	1	1				1
NEQUAD (STA 423+83 TO STA 425+14))	88	30	50	131		1				3
SW QUAD				43	1	1				1
SE QUAD (STA 423+83 TO STA 425+56)	130	58	50	173		1				3
275+50 TO 278+80 (EBL, OFF 10' SHLD)	268	110	50	330	1			1		5
278+14 TO 281+44 (WBL, OFF 10' SHLD)	268	110	50	280	1		1			5
ALL STRUCTURES									50	
TOTAL	1095	443	300	1857	8	16	1	1	50	34

(1)PLACE BEFORE OR AFTER APPROACH PAVEMENTS-CURB ON APPROACHES PAID FOR AS PART OF THE APPROACHES
(2)GUARDRAIL REMOVAL ON ALL STRUCTURES INCLUDED IN THE COST OF DECK REMOVAL
(3)FOR BITUMINOUS STABILIZATION. NO HMA NEEDED BEHIND CURB-SEE STD 630201 FOR HMA STABILIZATION BEHIND GUARDRAIL
(4) FUNISHED EXCAVATION NEAR TBT T1 (SP) FOR STD 630301, AND FOR THE TANGEANT SECTION BEHIND GUARDRAIL

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - ___	REVISED - ___	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**SCHEDULE OF QUANTITIES**	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - ___	REVISED - ___			80	(06-1,2)RS-3, I	BUREAU	116	12
	PLOT SCALE = $SCALE$	CHECKED - ___	REVISED - ___					CONTRACT NO. 66623		
	PLOT DATE = $DATE$	DATE - _____	REVISED - ___		SCALE: _____ SHEET NO. __ OF ___ SHEETS STA. _____ TO STA. _____	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

DRAINAGE SCHEDULE

LOC	SIDE (RT, MEDIAN, LT)	GR & SHAP DITCH.	FURN. EX.	CLEAN EXIST. END SECT	EARTH EX.	WOOD POSTS	TREE REM (6" TO 15" DIA.)	RIPRAP CL A4	FILTER FABRIC	RESET GRATE	REM AND RES ES 36"	REM EXIST CULV	PCULV CLA TI 24"	PCULV CLA TI 30"	PCULV CLA TI 36"	STR REP OF CON SP	CONC HW REPAIR	GRATE FOR END SECT	REM EXIST CONC E.S.	CULV TO BE CLEAN.	REM INLETS	MH 6'DIA. T1F, OL	INLET TO BE ADJ.
STA		FOOT	CU YD	EACH	CU YD	EACH	UNIT	SQ YD	SQ YD	EACH	EACH	FOOT	FOOT	FOOT	FOOT	SQ FT	EACH	EACH	EACH	FOOT	EACH	EACH	EACH
426+70	LT	50		1			160																
428+25	LT	50		1			160					6			6								
433+00	RT	50		1				10	10														
433+00	MEDIAN		1																				
433+00	LT	50		1																			
455+00	RT	50		1																			
455+00	MEDIAN		1																				
455+00	LT							10	10			6			6								
474+00	RT	50	1	1																			
474+00	MEDIAN		1																	150			
474+00	LT	50	1	1																			
477+00	RT	50	1	1																			
477+00	MEDIAN		1	2																			
477+00	LT	50	1	1																			
496+00	RT	50		1			15																
496+00	MEDIAN		1																				
496+00	LT	50		1																			
TOTAL		2250	28	49	20	15	521	40	40	1	1	48	12	6	30	6	1	3	7	305	1	1	2

BRIDGE APPROACH PAVMENT

LOCATION	STR. NO.	PAVMENT REMOVAL*	BRIDGE APPR. PVT.	BRIDGE APPR. PVT. CONN.
STATION		SQ YD	SQ YD	SQ YD
WBL				
201+53.32 TO 201+89.32	006-0008	160	133	27
203+29.65 TO 203+65.65	006-0008	160	133	27
422+24.5 TO 422+60.5	006-0010	160	135	27
423+69.5 TO 424+05.5	006-0010	160	135	27
EBL				
201+94.35 TO 202+30.35	006-0007	160	133	27
203+70.68 TO 204+06.68	006-0007	160	133	27
422+24.5 TO 422+60.5	006-0009	160	135	27
423+69.5 TO 424+05.5	006-0009	160	135	27
TOTALS		1280	1072	215

* TO REMOVE THE EXISTING APPROACH PAVEMENT AND BITUMINOUS SHOULDER

CLASS B PATCHING 17'' SCHEDULE

LOCATION BY STATION			CL B PATCH TY II	DOWEL BARS	SAW CUTS
	EB/WB	DL/PL	SQ YD	EACH	FOOT
29+11.	EB	DL	8	20	48
48+65.	EB	DL	8	20	48
52+24.	WB	DL	8	20	48
57+46.	EB	DL	8	20	48
62+87.	WB	DL	8	20	48
65+48.	EB	DL	8	20	48
89+65.	WB	PL	8	20	48
99+47.	WB	DL	8	20	48
115+68.	WB	DL	8	20	48
125+65.	EB	DL	8	20	48
165+87.	EB	DL	8	20	48
186+88.	EB	DL	8	20	48
225+68.	WB	DL	8	20	48
257+98.	EB	PL	8	20	48
275+89.	WB	DL	8	20	48
298+78.	WB	DL	8	20	48
325+87.	EB	DL	8	20	48
358+77.	WB	DL	8	20	48
387+87.	WB	DL	8	20	48
399+87.	EB	DL	8	20	48
425+88.	EB	DL	8	20	48
457+98.	EB	DL	8	20	48
479+34.	WB	PL	8	20	48
492+16.	EB	DL	8	20	48
496+84.	EB	DL	8	20	48
500+24.	WB	PL	8	20	48
IL 40 RAMPS					
RAMP A					
			10.67	28	60
			14.2	28	64
			14.2	28	64
			14.2	28	64
			14.2	28	64
			14.2	28	64
			10.67	28	60
			14.2	28	64
			10.67	28	60
			10.67	28	60
			10.67	28	60
			10.67	28	60
			10.67	28	60
RAMP B					
			10.67	28	60
			10.67	28	60
			10.67	28	60
			14.2	28	64
			10.67	28	60
			10.67	28	60
			10.67	28	60
RAMP C					
			10.67	28	60
RAMP D					
			10.67	28	60
			10.67	28	60
			10.67	28	60
			10.67	28	60
			10.67	28	60
			10.67	28	60
			10.67	28	60
			10.67	28	60
TOTALS			542.14	1332	3016

PCC SHLD AND BIT SHLD REM FOR STAGE CONSTRUCTION

LOCATION STA TO STA	LENGTH	SHLD WIDTH (FEET)	STRUCTURE NUMBER	PCC SHLD 9'' SQ YD	BIT SHLD REMOVAL SQ YD
STAGE I					
EBL					
196+50 TO 202+30	580	10	006-0007	644	644
203+45 TO 208+00	455	10	006-0007	506	506
419+00 TO 422+50	350	10	006-0009	389	389
423+50 TO 426+50	300	10	006-0009/0011	333	333
428+10 TO 432+00	390	10	006+0011	433	433
WBL					
197+40 TO 201+80	420	10	006-0008	467	467
203+25 TO 209+10	585	10	006-0008	650	650
419+00 TO 422+50	350	10	006-0010	389	389
423+50 TO 425+50	200	10	006-0010/0012	222	222
426+90 TO 430+15	325	10	006-0012	361	361
STAGE II					
EBL					
199+40 TO 202+00	260	4	006-0007	116	116
204+00 TO 206+50	250	4	006-0007	111	111
418+90 TO 422+30	340	4	006-0009	151	151
424+10 TO 426+30	220	4	006-0009/0011	98	98
427+90 TO 432+00	410	4	006+0011	182	182
WBL					
198+86 TO 201+60	274	4	006-0008	122	122
203+50 TO 206+26	276	4	006-0008	123	123
418+90 TO 422+30	340	4	006-0010	151	151
424+10 TO 425+60	150	4	006-0010/0012	67	67
427+00 TO 430+05	305	4	006-0012	136	136
TOTALS				5650	5650

SEE DETAIL OF PCC SHOULDERS ON THE STAGE CONSTRUCTION SHEETS

BRIDGE APPROACH PAVMENT

LOCATION STATION	STR. NO.	PAVMENT REMOVAL* SQ YD	BRIDGE APPR. PVT. SQ YD	BRIDGE APPR. PVT. CONN. SQ YD
WBL				
201+53.32 TO 201+89.32	006-0008	160	133	27
203+29.65 TO 203+65.65	006-0008	160	133	27
422+24.5 TO 422+60.5	006-0010	160	135	27
423+69.5 TO 424+05.5	006-0010	160	135	27
EBL				
201+94.35 TO 202+30.35	006-0007	160	133	27
203+70.68 TO 204+06.68	006-0007	160	133	27
422+24.5 TO 422+60.5	006-0009	160	135	27
423+69.5 TO 424+05.5	006-0009	160	135	27
TOTALS		1280	1072	215

* TO REMOVE THE EXISTING APPROACH PAVEMENT AND BITUMINOUS SHOULDER

STAGE CONSTRUCTION ITEMS

LOCATION	STR NO.		TEMP CONC BARR	RELOC TEMP CONC BAR	IMPACT ATT. TEMP NON-REDIRECT. TL3	IMPACT ATT RELOCATE NON-REDIRECT. NR,TL3	WORK ZONE PVT MK REMOVAL(1)	PAVEMENT MARKING REMOVAL(2)	WET TEMP PVT TAPE, TYPE III-4''	
									WHITE	YELLOW
STA		LEN	EACH	EACH	EACH	EACH	SQ FT	FOOT	FOOT	FOOT
STAGE I										
199+87 TO 204+40	006-0007	453	453.0		1					
201+00 TO 205+80	006-0008	480	480.0		1					
419+98 TO 424+62	006-0009	464	464.0		1					
422+00 TO 429+85	006-0010	785	785.0		1					
STAGE II										
200+86 TO 206+18	006-0008	532	52.0	480		1				
199+76 TO 204+50	006-0007	474	21.0	453		1				
420+38 TO 424+70	006-0009	432		432		1				
421+90 TO 429+10	006-0010	720		720		1				
EBL										
STAGE 1										
186+50 TO 204+40	006-0007	1790					597			1790.0
196+50 to 208+00	006-0007	1150					383	1150.0	1150.0	
400+73 TO 429+00	006-0009	2827					942			2827.0
419+00 TO 432+00	006-0009	1300					433	1300.0	1300.0	
STAGE II										
186+40 TO 204+50	006-0007	1810					603		1810.0	
199+40 to 206+50	006-0007	710						710.0		710.0
400+50 TO 429+00	006-0009	2850					950		2850.0	
418+90 TO 432+00	006-0009	1310					437	1310.0		1310.0
WBL										
STAGE 1										
198+86 to 209+10	006-0008	1024					341	1024.0	1024.0	
201+00 to 219+10	006-0008	1810					603			1810.0
419+00 TO 430+15	006-0010	1115					372	1115.0	1115.0	
422+00 TO 445+00	006-0010	2300					767			2300.0
STAGE II										
198+86 to 206+25	006-0008	739					245	735.0		735.0
200+86 to 219+26	006-0008	1840					613		1840.0	
421+90 TO 445+00	006-0010	2310					770	2310.0	2310.0	
418+90 TO 424+05	006-0010	515					880			2640.0
									13399.0	14122.0
TOTALS			2255.0	2085.0	4.0	4.0	8936.9	9654.0	27521.0	

(1) FOR THE REMOVAL OF THE WET WEATHER TAPE
(2) FOR THE REMOVAL OF EXISTING PAVEMENT MARKINGS

FILE NAME = c:\pw_work\pwidot\braboypc\dms32763\details.dgn	USER NAME = braboypc	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = Sep 04, 2008 - 04:01:01 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, 1	BUREAU	116	15
		CONTRACT NO. 66623		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING

	LOCATION STA TO STA			LENGTH	THPL PVT MK LN 4" WHITE	THPL PVT MK LN 4" YELLOW	PREFORM PLAST. PVT MK, TYPE B, INLAID,6" WHITE	THPL PVT MK LN 8" WHITE	THPL PVT MK LN 24" WHITE	TEMP POLY-UREA PVT MK 4" WHITE	TEMP POLY-UREA PVT MK 4" YELLOW	TEMP POLY-UREA PVT MK 6" WHITE	TEMP PVT MK LN 4" WHITE	TEMP PVT MK LN 4" YELLOW	TEMP PVT MK LN 6" WHITE	TEMP PVT MK LN 8" WHITE	TEMP PVT MK LN 24" WHITE	RAISED REF PVT MKR REMOVED	RAISED REF PVT MKR	BR RAISED REF PVT MKR	SHORT TERM PVT MKR	WORK ZONE PVT MKR REM	DELIN REM	DELIN
East Bound		0+00	54+47.84	5447.84	5447.8	5447.8	1362.0						5447.8	5447.8	1362.0			136	136		2179.1	235.8	14	14
	Gap (SN 006-0001)	54+47.84	56+06.01	158.17						158.2	158.2	39.5												
		56+06.01	79+41.91	2335.90	2335.9	2335.9	584.0						2335.9	2335.9	584.0			58	58		934.4	101.1	6	6
	Gap (SN 006-0003)	79+41.91	80+75.41	133.50						133.5	133.5	33.4												
		80+75.41	182+00.97	10125.56	10125.6	10125.6	2531.4						10125.6	10125.6	2531.4			253	253		4050.2	438.2	25	25
	Gap (SN 006-0005)	182+00.97	183+76.92	175.95						175.9	175.9	44.0												
		183+76.92	202+00.35	1823.43	1823.4	1823.4	455.9						1823.4	1823.4	455.9			46	46		729.4	78.9	5	5
	Gap (SN 006-0007)	202+00.35	203+98.6	198.25						198.3	198.3	49.6								5				
		203+98.6	422+30.5	21831.90	21831.9	21831.9	5458.0						21831.9	21831.9	5458.0			546	546		8732.8	944.8	55	55
	Gap (SN 006-0009)	422+30.5	423+99.5	169.00						169.0	169.0	42.3								4				
		423+99.5	426+45.5	246.00	246.0	246.0	61.5						246.0	246.0	61.5			6	6		98.4	10.6	1	1
	Gap (SN 006-0011)	426+45.5	427+95.67	150.17						150.2	150.2	37.5								4				
		427+95.67	455+04.71	2709.04	2709.0	2709.0	677.3						2709.0	2709.0	677.3			68	68		1083.6	117.2	7	7
	Exit Terminal (D)*	455+04.71	461+67.	662.29	827.9	662.3	165.6						827.9	662.3	164.8			49	49		264.9	19.1	2	2
		461+67.	462+17.	50.00		50.0	12.5	50.0						50.0	12.4	50.0		1	1		20.0	2.2		
		462+17.	472+35.	1018.00	827.9	1018.0	254.5						827.9	1018.0	253.4			25	25		407.2	44.1	3	3
		472+35.	474+12.	177.00		177.0	44.3	354.0						177.0	44.1	354.0		4	4		70.8	7.7		
		474+12.	503+11.	2899.00	2899.0	2899.0	724.8						2899.0	2899.0	724.8			72	72		1159.6	125.5	7	7
West Bound		0+00.00	54+54.	5454.00	5454.0	5454.0	1363.5						5454.0	5454.0	1363.5			136.4	136		2181.6	236.0	14	14
	Gap (SN 006-0002)	54+54.	56+12.16	158.16						158.2	158.2	39.5												
		56+12.16	79+19.59	2307.43	2307.4	2307.4	576.9						2307.4	2307.4	576.9			57.7	58		923.0	99.9	6	6
	Gap (SN 006-0004)	79+19.59	80+63.09	143.50						143.5	143.5	35.9												
		80+63.09	181+27.08	10063.99	10064.0	10064.0	2516.0						10064.0	10064.0	2516.0			251.6	252		4025.6	435.5	25	25
	Gap (SN 006-0006)	181+27.08	183+03.08	176.00						176.0	176.0	44.0												
		183+03.08	201+61.4	1858.32	1858.3	1858.3	464.6						1858.3	1858.3	464.6			46.5	46		743.3	80.4	5	5
	Gap (SN 006-0008)	201+61.4	203+59.65	198.25						198.3	198.3	49.6								5				
		203+59.65	422+60.5	21900.85	21900.9	21900.9	5475.2						21900.9	21900.9	5475.2			547.5	548		8760.3	947.8	55	55
	Gap (SN 006-0010)	422+60.5	423+69.5	109.00						109.0	109.0	27.3								3				
		423+69.5	425+44.91	175.41	175.4	175.4	43.9						175.4	175.4	43.9			4.4	4		70.2	7.6	0	0
	Gap (SN 006-0012)	425+44.91	426+93.66	148.75						148.8	148.8	37.2								4				
		426+93.66	503+11.	7617.34	7617.3	7617.3	1904.3						7617.3	7617.3	1904.3			190.4	190		3046.9	329.7	19	19
	Ent. Terminal (A)	450+57.95	462+08	1150.05	1597.3	1150.1	134.2						1597.3	1150.1	134.2			28.8	29		460.0	49.8	3	3
		462+08.	463+54	145.50	202.1	145.5	17.0	291.0					202.1	145.5	17.0	291.0		3.6	4		58.2	6.3		
		463+54	471+23	769.50	1068.8	769.5	89.8						1068.8	769.5	89.8			19.2	19		307.8	33.3	2	2
		471+23	475+00	377.00	523.6	377.0	44.0	754.0					523.6	377.0	44.0	754.0		9.4	9		150.8	16.3	1	1
		475+00	503+11	2811.00	3904.2	2811.0	328.0						3904.2	2811.0	328.0			70.3	70		1124.4	121.7	7.0	7.0
	Ramp A	0+77	16+19.4	1542.40	1542.4	1542.4	385.6		16.0				1542.4	1542.4	385.6		16.0	39	39		617.0	66.8	4	4
	Ramp B	0+00	15+15	1515.00	1515.0	1515.0	378.8		16.0				1515.0	1515.0	378.8		16.0	38	38		606.0	65.6	4	4
	Ramp C	0+77	12+16.93	1139.93	1139.9	1139.9	285.0		16.0				1139.9	1139.9	285.0		16.0	28	28		456.0	49.3	3	3
	Ramp D	0+00	14+40	1440.00	1440.0	1440.0	360.0		16.0				1440.0	1440.0	360.0		16.0	36	36		576.0	62.3	4	4
	Totals				111385	109594	26698	1449	64	1919	1919	480	111385	109594	26696	1449	64	2772	2772	24	43837	4733	273	273

*EXIT TERMINAL QUANTITIES INCLUDE 2' WHITE SKIP DASHES THROUGH EXITS

FILE NAME = c:\pw_work\pwidot\braboypc\dms32763\details.dgn	USER NAME = braboypc	DESIGNED - ---	REVISED - ---
		DRAWN - ---	REVISED - ---
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - ---	REVISED - ---
	PLOT DATE = Sep 04, 2008 - 04:01:12 PM	DATE - ---------	REVISED - ---

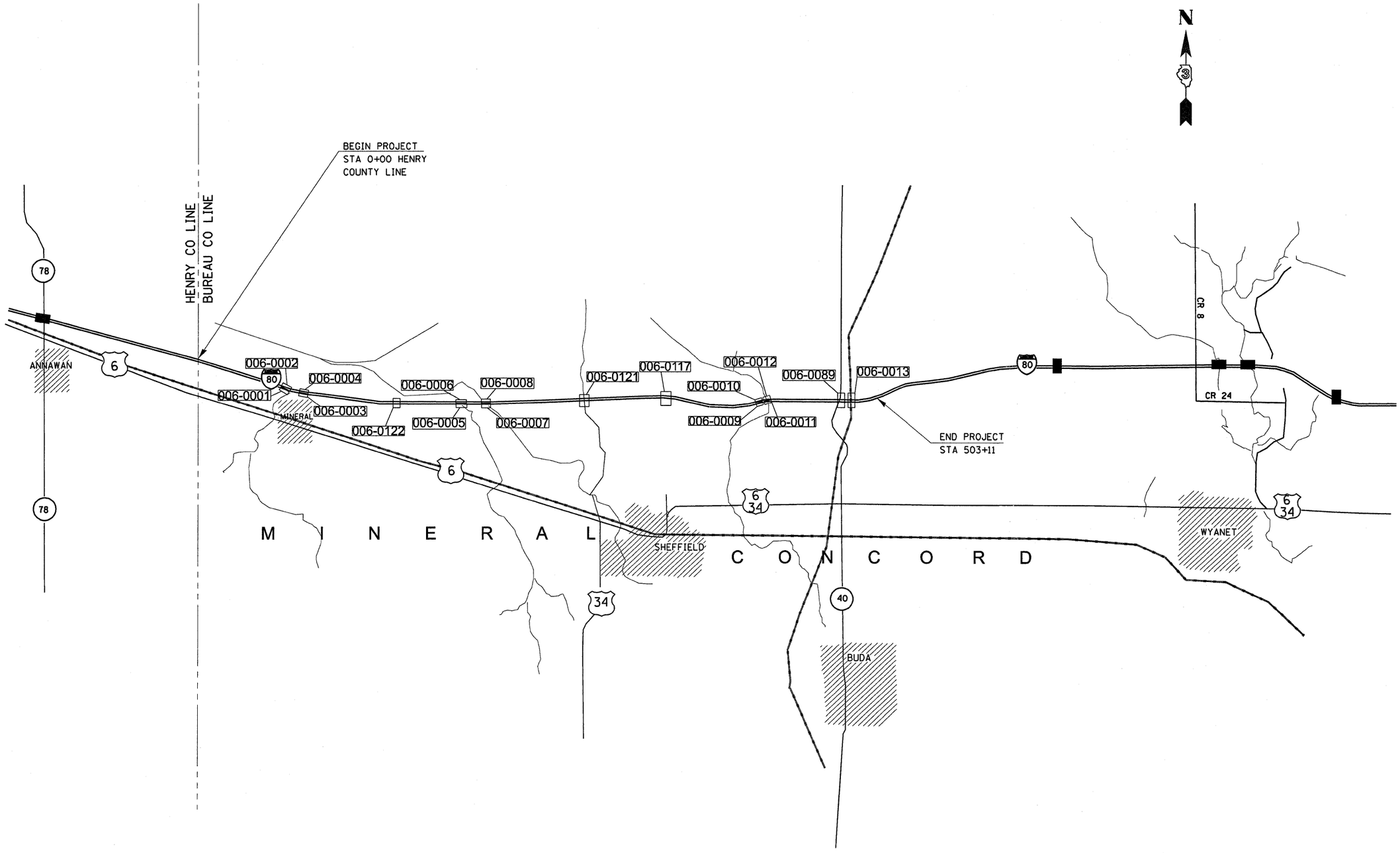
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	16
		CONTRACT NO. 66623		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

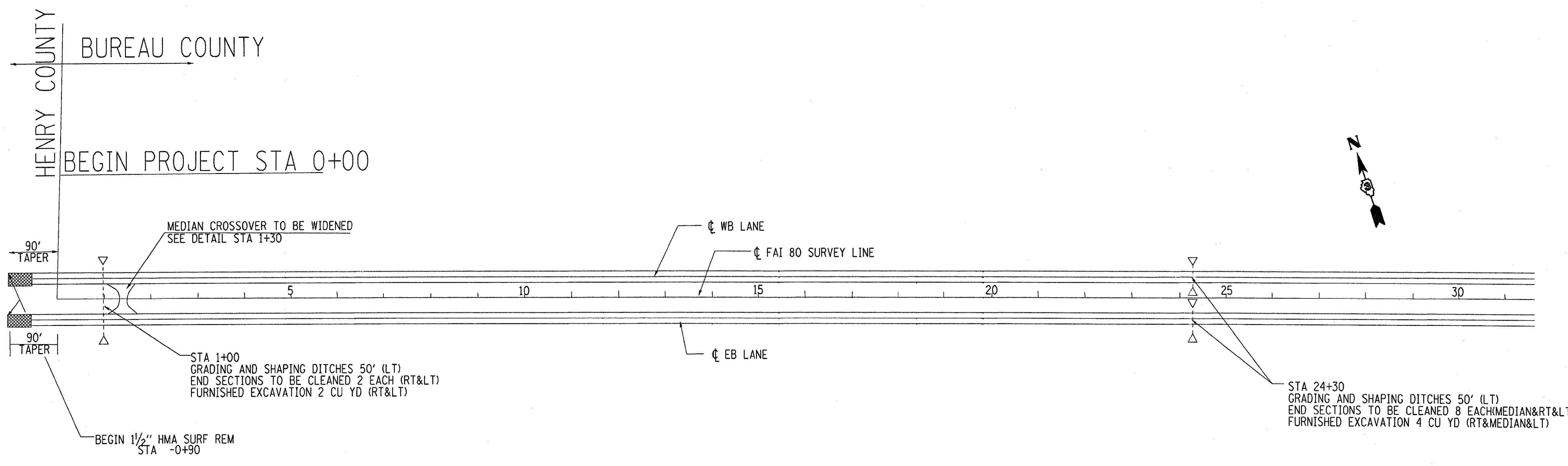
HENRY CO LINE TO EAST OF IL 40

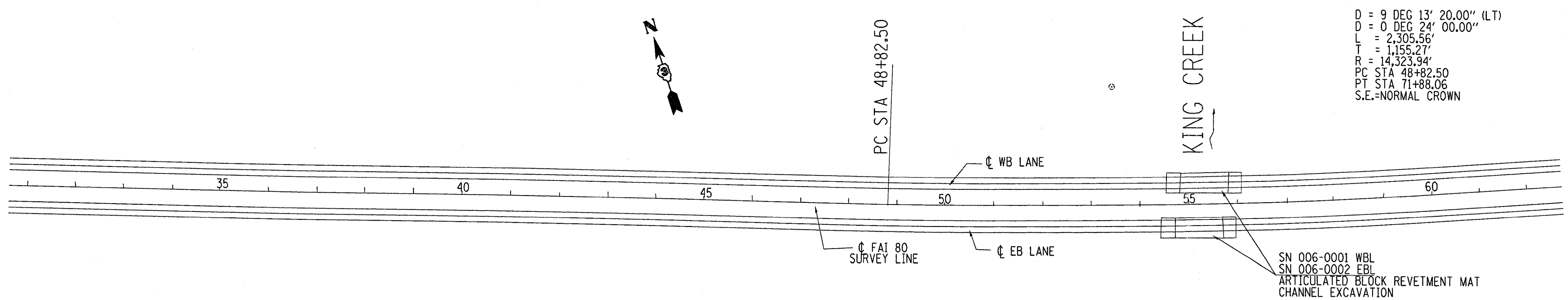


FILE NAME = c:\pw_work\pwidot\wenzelko\dms32763\details.dgn	USER NAME = wenzelko	DESIGNED -	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**LOCATION MAP**	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20.0000 ' / IN.	DRAWN -	REVISED -			80	(06-1,2)RS-3, I	BUREAU	116	17
	PLOT DATE = Sep 02, 2008 - 04:43:03 PM	CHECKED -	REVISED -					CONTRACT NO. 66623		
		DATE -	REVISED -		SCALE: _____ SHEET NO. __ OF ___ SHEETS STA. _____ TO STA. _____	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 66623

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	18
STA. 401+00	TO STA. 431+00			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		





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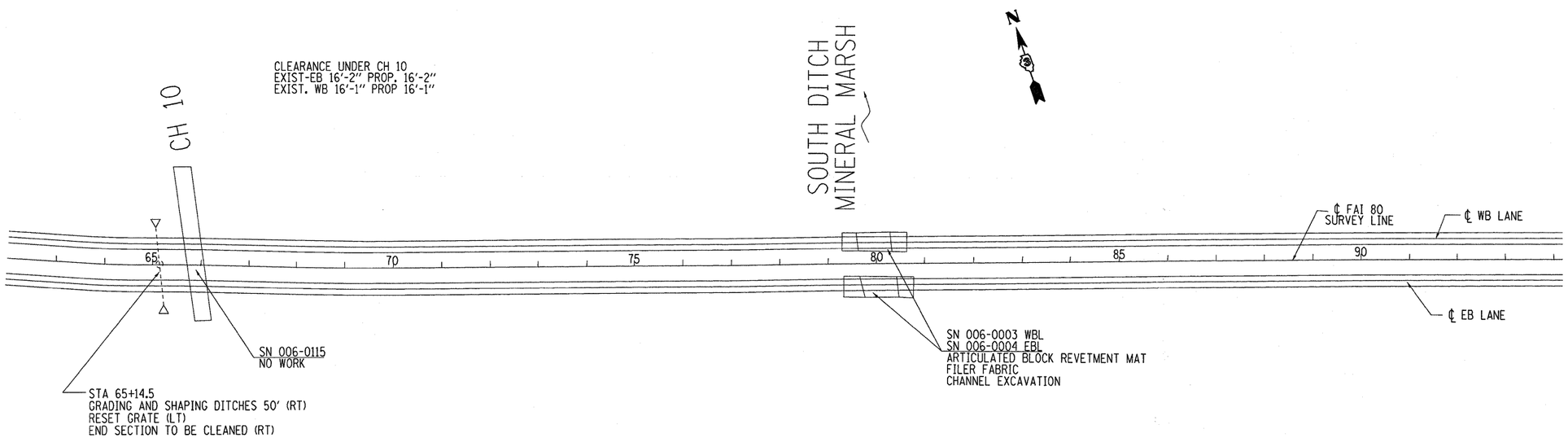
USER NAME = brabogpc

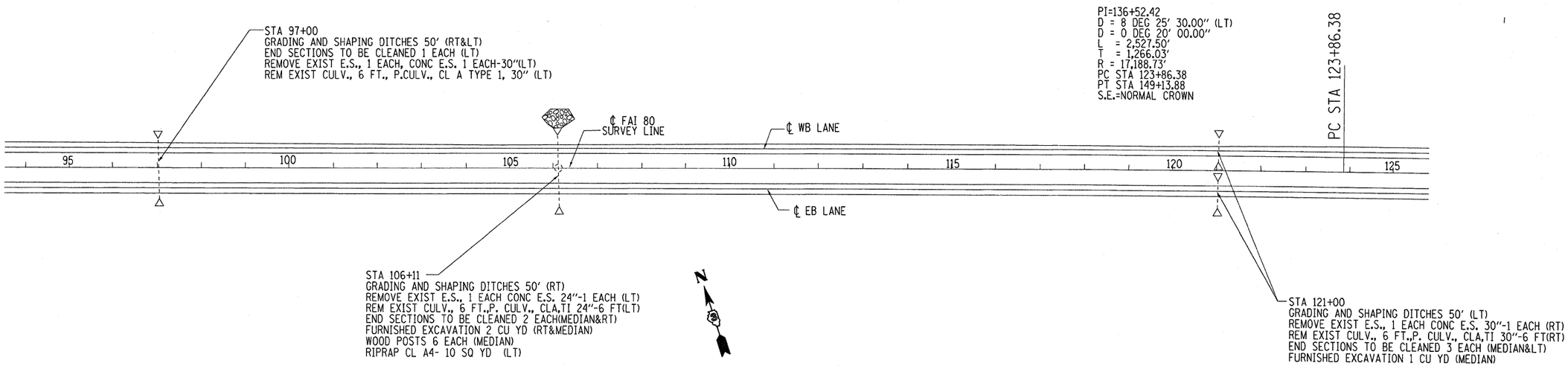
STA 0+00 TO STA 63+00 PLAN SHEET

CONTRACT NO. 66623

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	106-1,21RS-3, I	BUREAU	109	19
STA. 401+00	TO STA. 431+00			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

[redacted]





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USER NAME = br-bbgpc

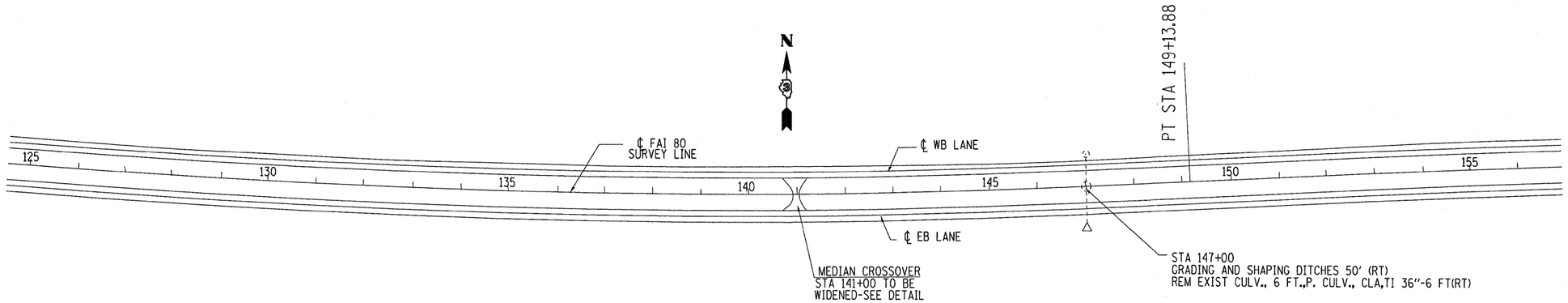
STA 63+00 TO STA 126+00 **PLAN SHEET**

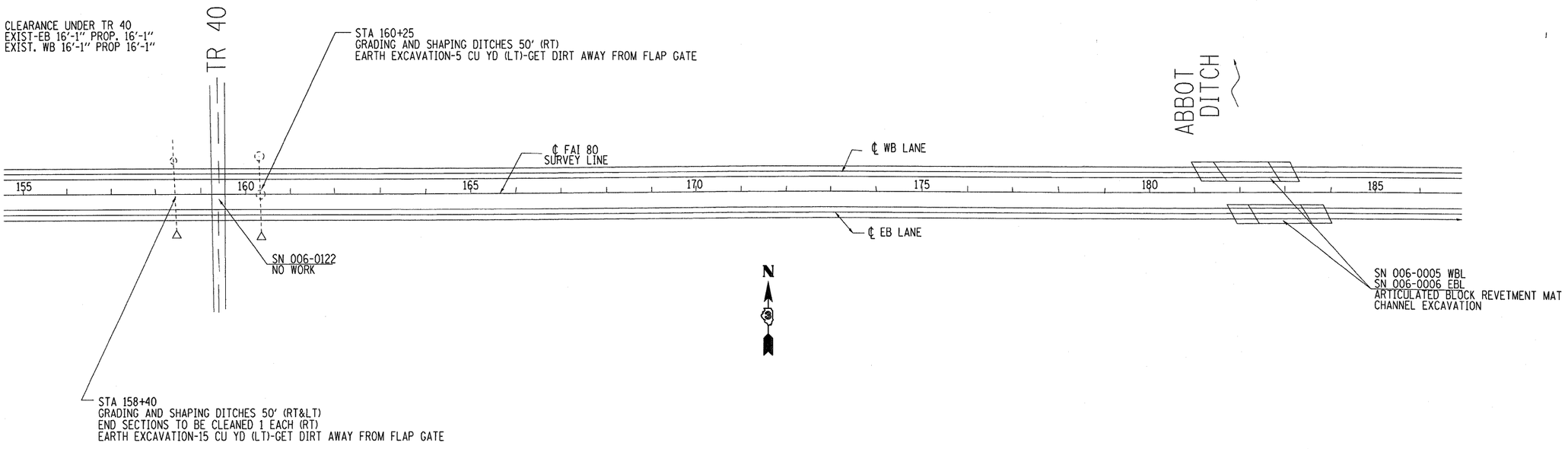
CONTRACT NO. 66623

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	20
STA. 401+00	TO STA. 431+00			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

[redacted]

PI=136+52.42
D = 8 DEG 25' 30.00" (LT)
D = 0 DEG 20' 00.00"
L = 2,527.50'
T = 1,266.03'
R = 17,188.73'
PC STA 123+86.38
PT STA 149+13.88
S.E.=NORMAL CROWN





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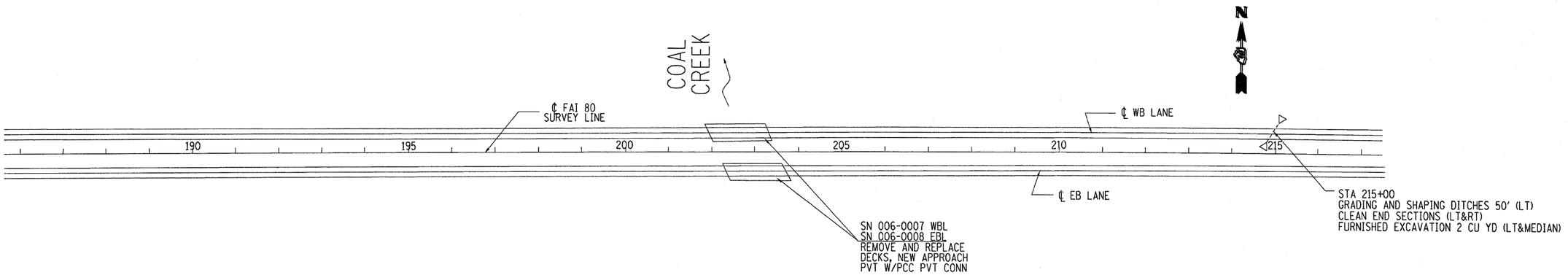
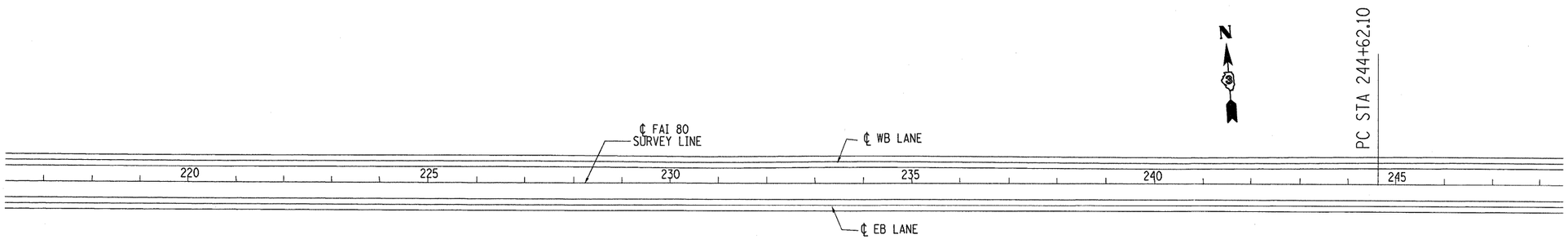
USER NAME = brobogpo

STA 126+00 TO STA 187+00 **PLAN SHEET**

CONTRACT NO. 66623

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	21
STA. 401+00	TO STA. 431+00			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		





PI=252+52.22
D = 2 DEG 32' 00.00" (LT)
D = 0 DEG 10' 00.00"
L = 1,520.00'
T = 760.12'
R = 34,377.47'
PC STA 244+62.10
PT STA 259+62.10
S.E.=NORMAL CROWN

PLOT DATE = Sep 22, 2008 - 03:17:30 PM
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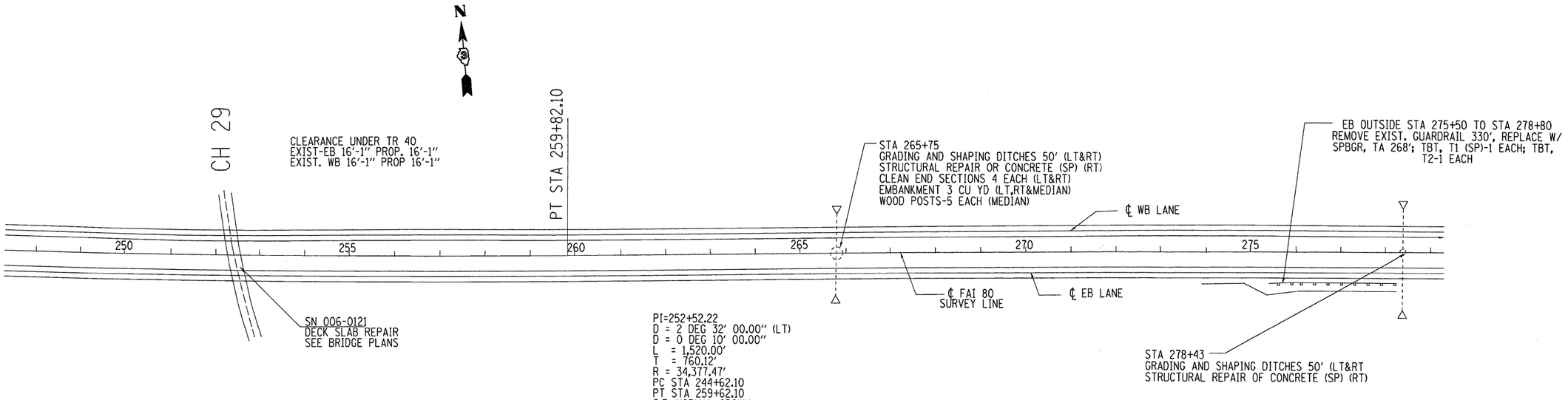
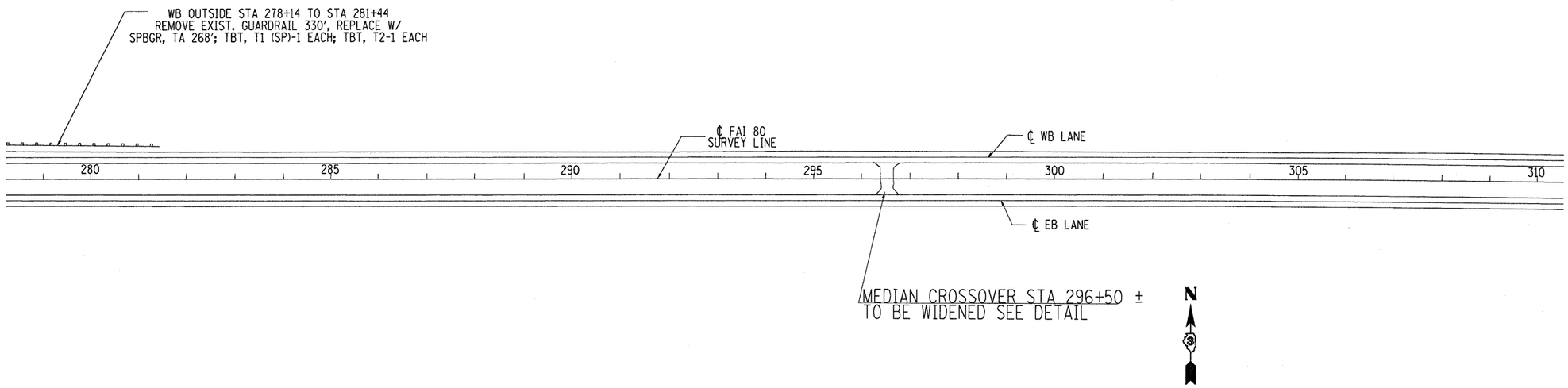
PLOT SCALE = 50.0000 ' / IN.
USER NAME = br-abogpc

STA 187+00 TO STA 249+00

CONTRACT NO. 66623

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	22
STA. 401+00	TO STA. 431+00			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		





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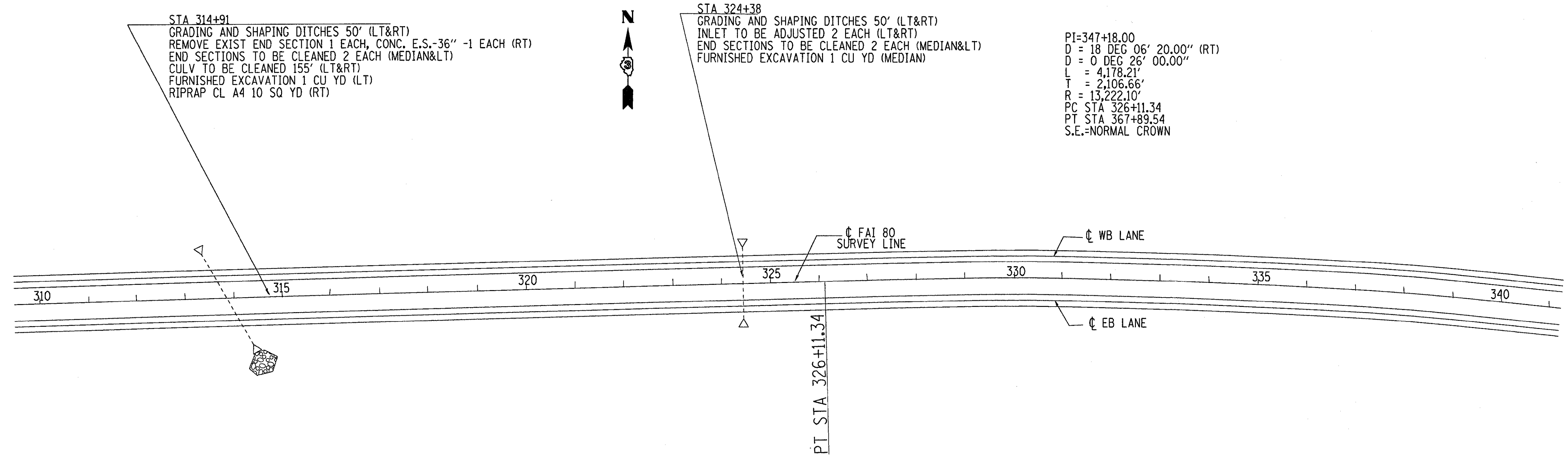
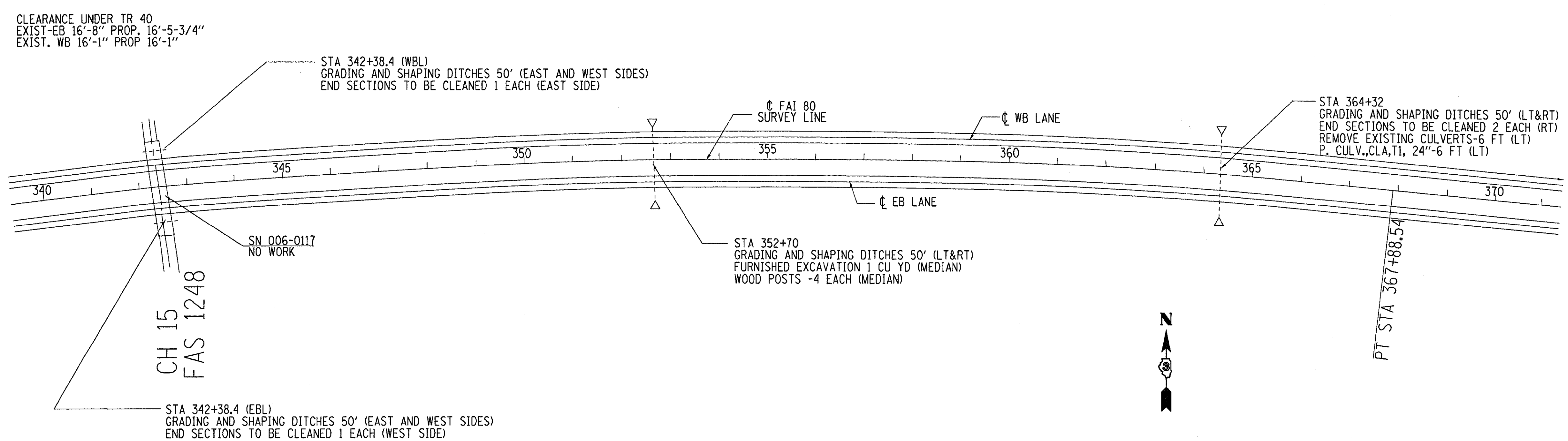
USER NAME = brabogpc

STA 249+00 TO STA 311+00 **PLAN SHEET**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, 1	BUREAU	116	23
STA. 401+00	TO STA. 431+00			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 66623





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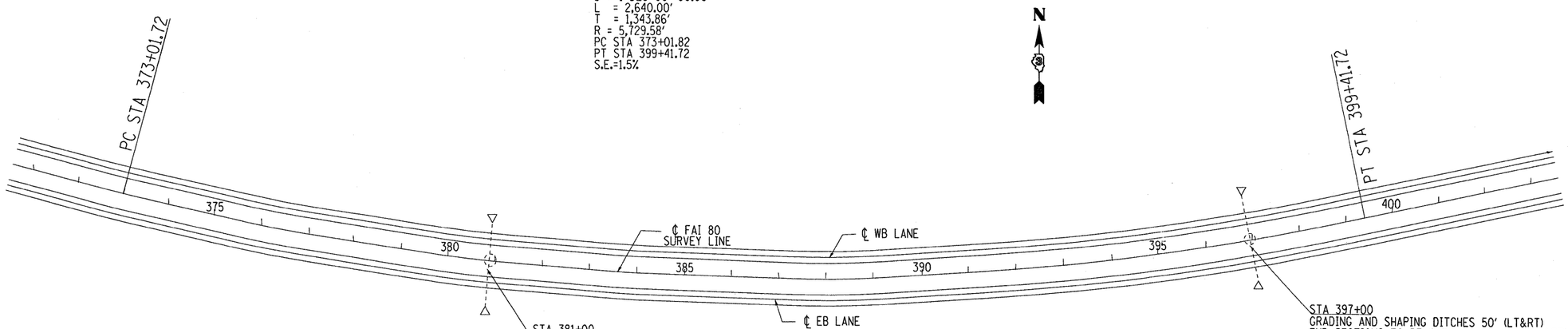
PLOT SCALE = 52.8487 ' / IN.
USER NAME = brabogpc

STA 311+00 TO STA 372+00 **PLAN SHEET**

CONTRACT NO. 66623

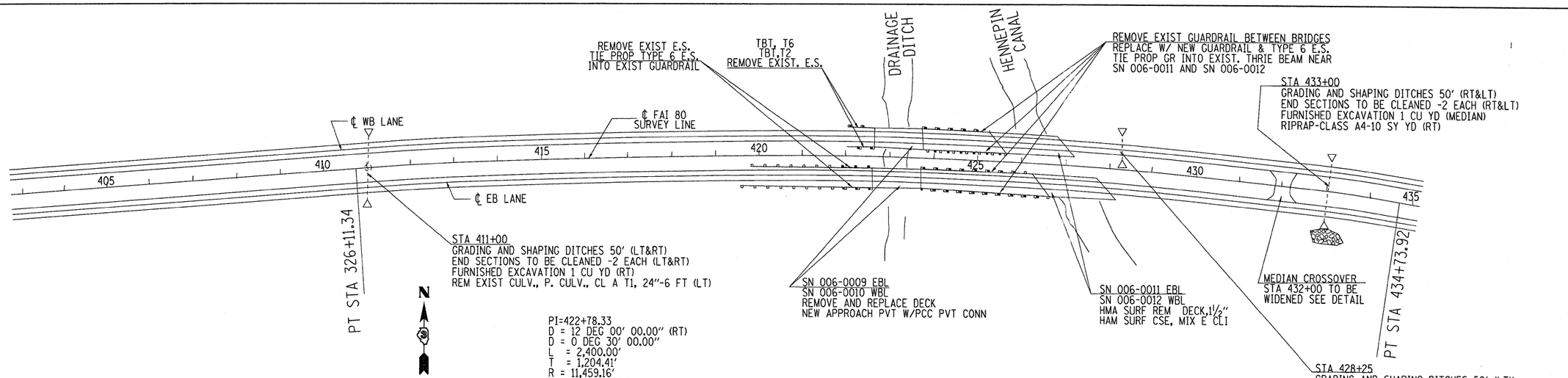
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	24
STA. 401+00	TO STA. 431+00			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

PI=386+45.58
D = 26 DEG 24' 00.00" (LT)
D = 1 DEG 00' 00.00"
L = 2,640.00'
T = 1,343.86'
R = 5,729.58'
PC STA 373+01.82
PT STA 399+41.72
S.E.=1.5%



STA 381+00
GRADING AND SHAPING DITCHES 50' (LT&RT)
END SECTIONS TO BE CLEANED -2 EACH (LT&RT)
CONCRETE HEADWALL REPAIR-1 EACH (LT)
INLET REMOVAL, MANHOLE-6' DIA., T1 FRAME, OL (MEDIAN)

STA 397+00
GRADING AND SHAPING DITCHES 50' (LT&RT)
END SECTIONS TO BE CLEANED -2 EACH (LT&RT)
FURNISHED EXCAVATION 1 CU YD (LT)



STA 411+00
GRADING AND SHAPING DITCHES 50' (LT&RT)
END SECTIONS TO BE CLEANED -2 EACH (LT&RT)
FURNISHED EXCAVATION 1 CU YD (RT)
REM EXIST CULV., P. CULV., CL A T1, 24"-6 FT (LT)

PI=422+78.33
D = 12 DEG 00' 00.00" (RT)
D = 0 DEG 30' 00.00"
L = 2,400.00'
T = 1,204.41'
R = 11,459.16'
PC STA 410+73.92
PT STA 434+73.92
EXIST. S.E. 1.0%
PROP. S.E. FROM STA
410+73.92 TO STA
424+50 1.5%
(TRANSITION FROM 1.5%
TO 1.0 % BETWEEN STA
424+50 TO 425+00)

PLOT DATE = Sep 22, 2008 - 03:13:31 PM
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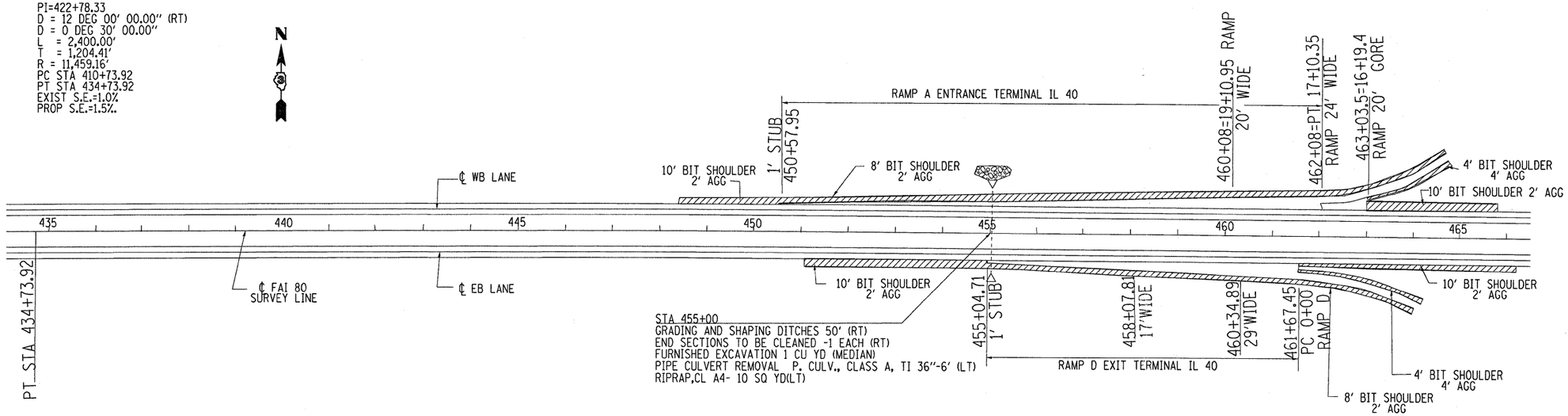
USER NAME = brdesign

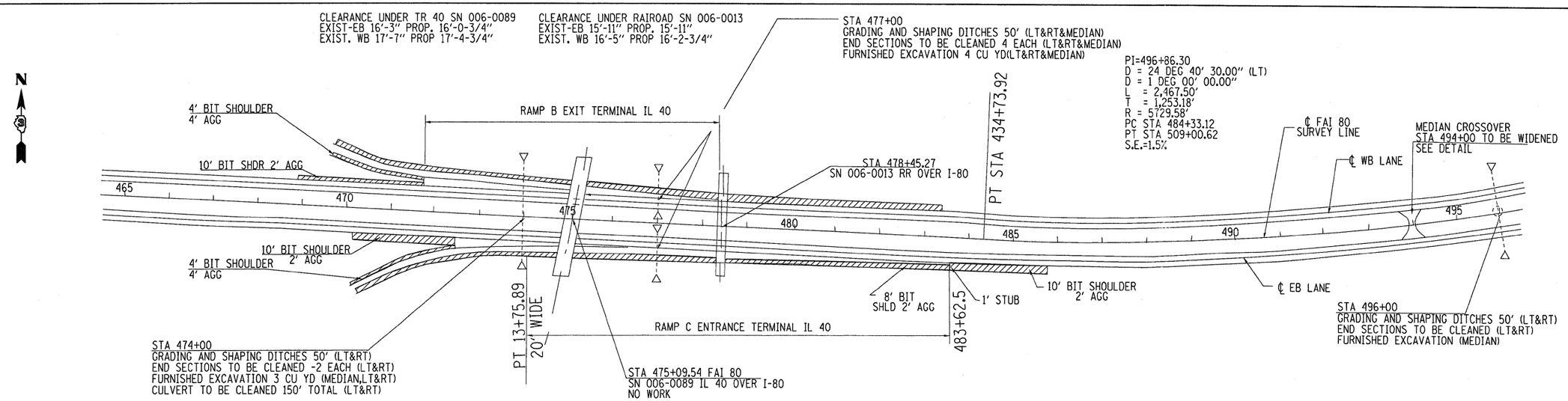
STA 372+00 TO STA 436+00 **PLAN SHEET**

CONTRACT NO. 66623

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	25
STA. 401+00	TO STA. 431+00			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

PI=422+78.33
D = 12 DEG 00' 00.00" (RT)
D = 0 DEG 30' 00.00"
L = 2,400.00'
T = 1,204.41'
R = 11,459.16'
PC STA 410+73.92
PT STA 434+73.92
EXIST S.E.=1.0%
PROP S.E.=1.5%.





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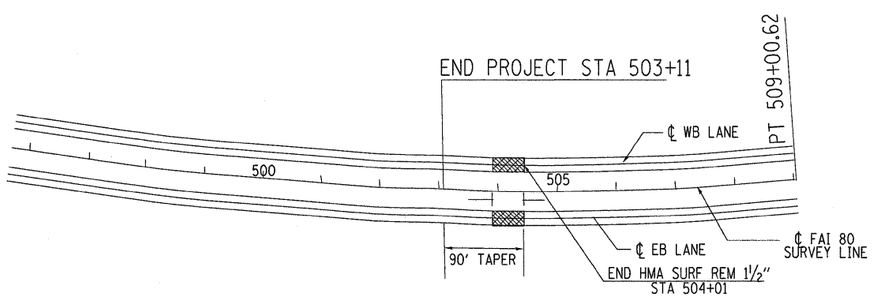
STA 436+00 TO STA 497+00 **PLAN SHEET**

CONTRACT NO. 66623

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	26
STA. 401+00	TO STA. 431+00			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



PI=496+86.30
D = 24 DEG 40' 30.00" (LT)
D = 1 DEG 00' 00.00"
L = 2,467.50'
T = 1,253.18'
R = 5729.58'
PC STA 484+33.12
PT STA 509+00.62
EXIST S.E.. 0.015

PLOT DATE = Sep 04 2008 - 07:52:49 AM
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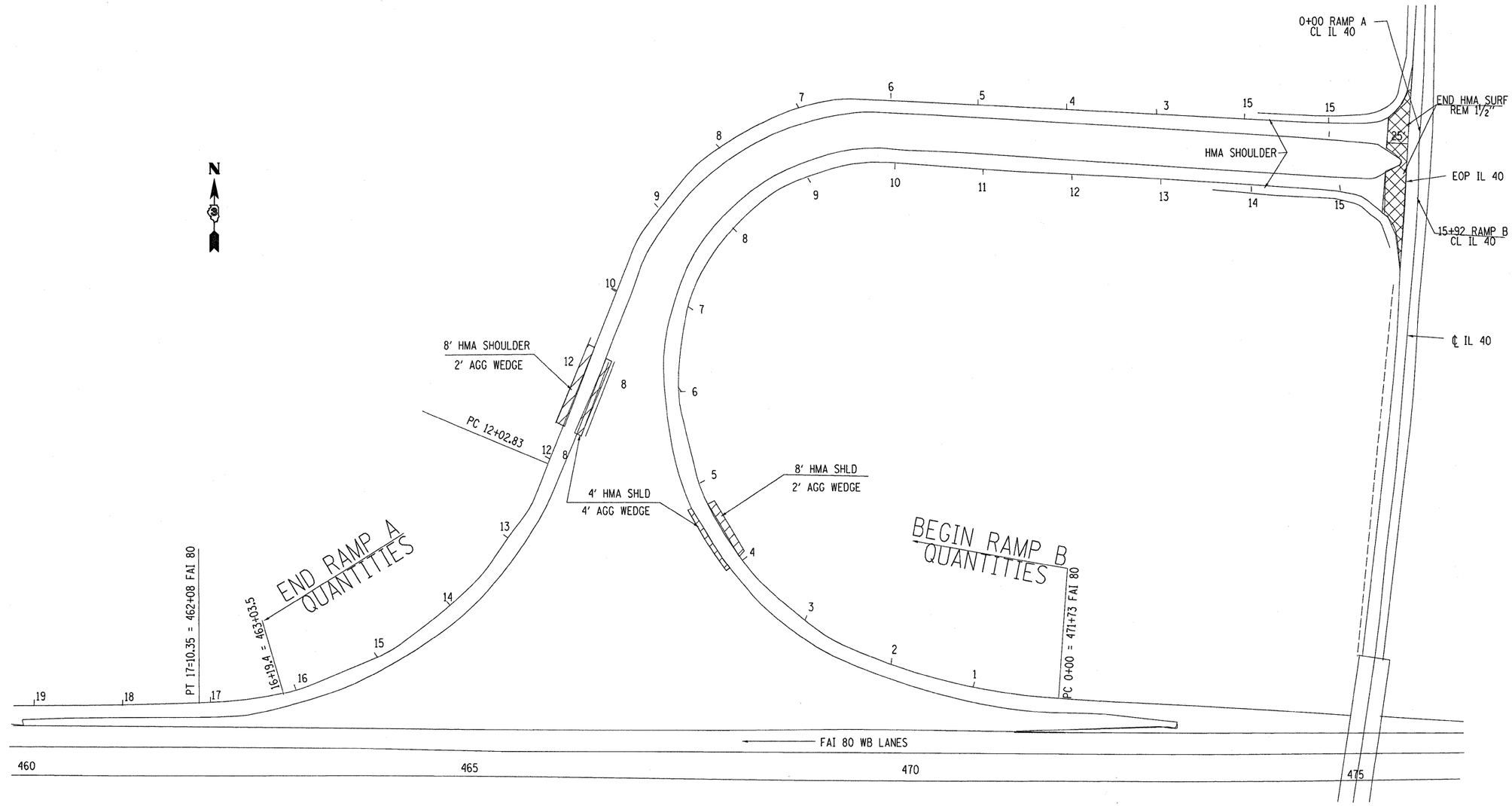
STA 497+00 TO STA 509+00 **PLAN SHEET**

CONTRACT NO. 66623

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	27
STA. 401+00	TO STA. 431+00			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

IL ROUTE 40 RAMPS
NW RAMPS



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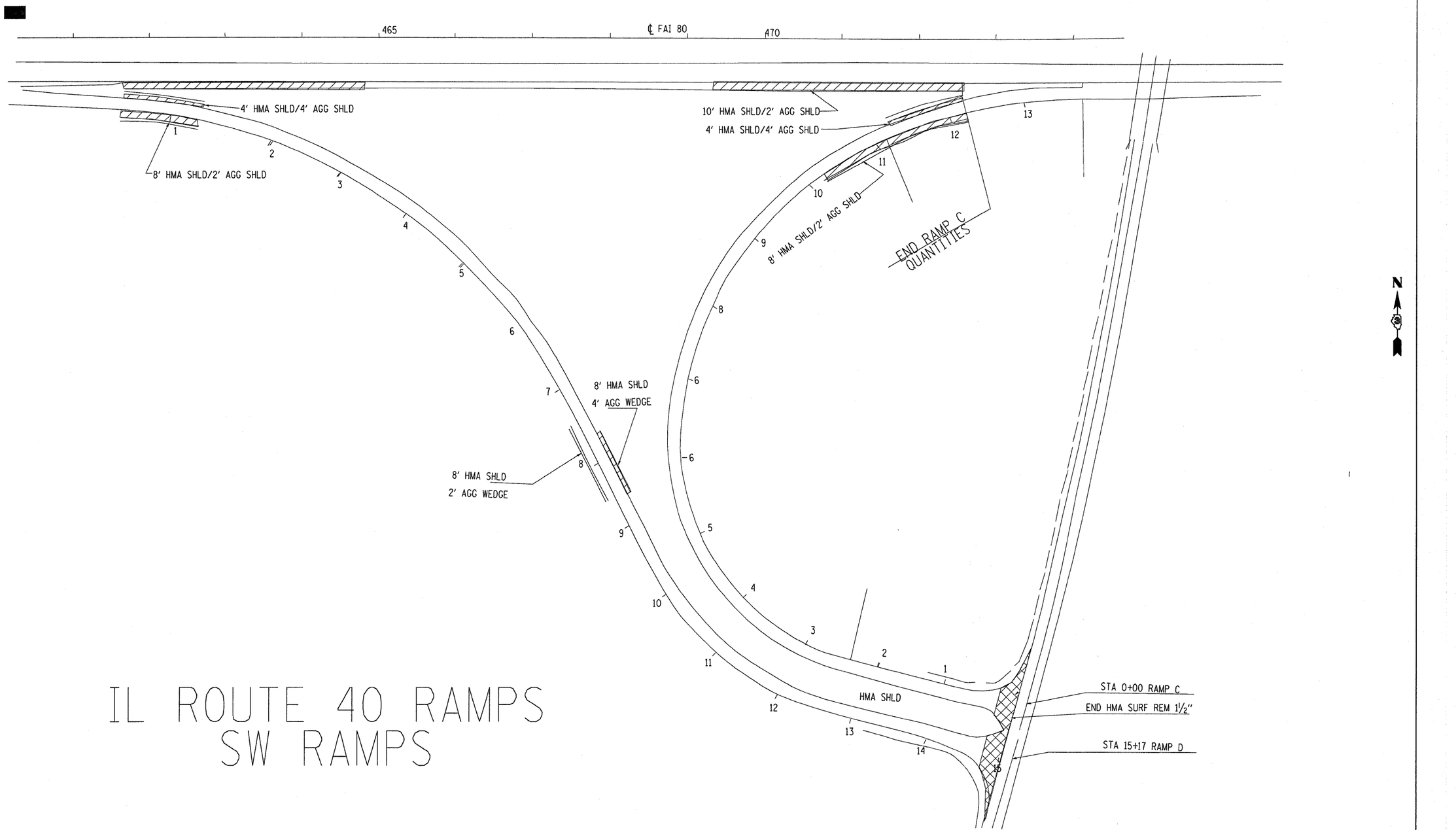
RAMPS "A" and "B" **PLAN SHEET**

CONTRACT NO. 66623

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	28
STA. 401+00	TO STA. 431+00			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



IL ROUTE 40 RAMPS
SW RAMPS

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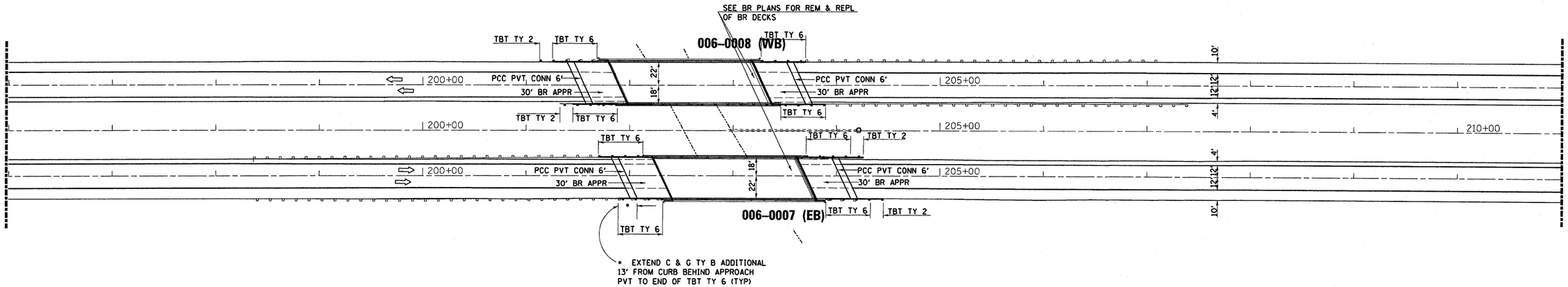
USER NAME = brabogpc

RAMPS "C" and "D" **PLAN SHEET**

PLAN

DATE	BY	
		SURVEYED
		PLOTTED
		ALIGNMENT CHECKED
		RT. OF WAY CHECKED
		CADD FILE NAME

NOTE BOOK
NO. _____



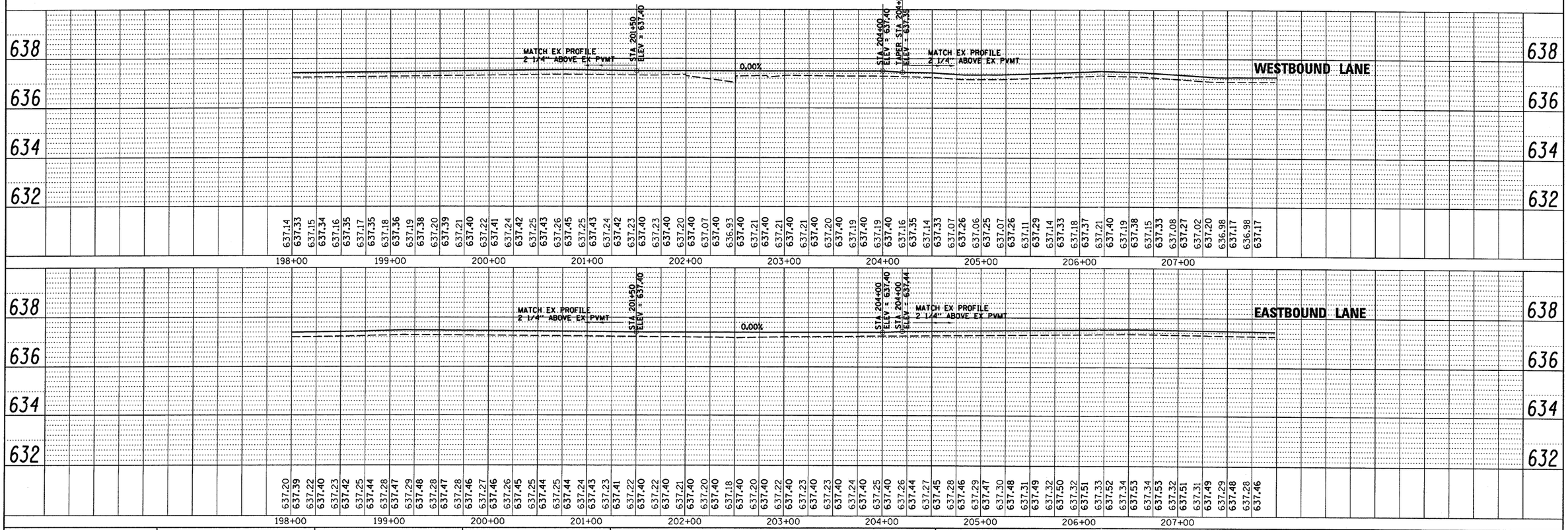
N

0 50 100 150

PROFILE

DATE	BY	
		SURVEYED
		PLOTTED
		PLANS CHECKED
		BLM NOTED
		STRUCTURE NOTATNS CHKD

NOTE BOOK
NO. _____



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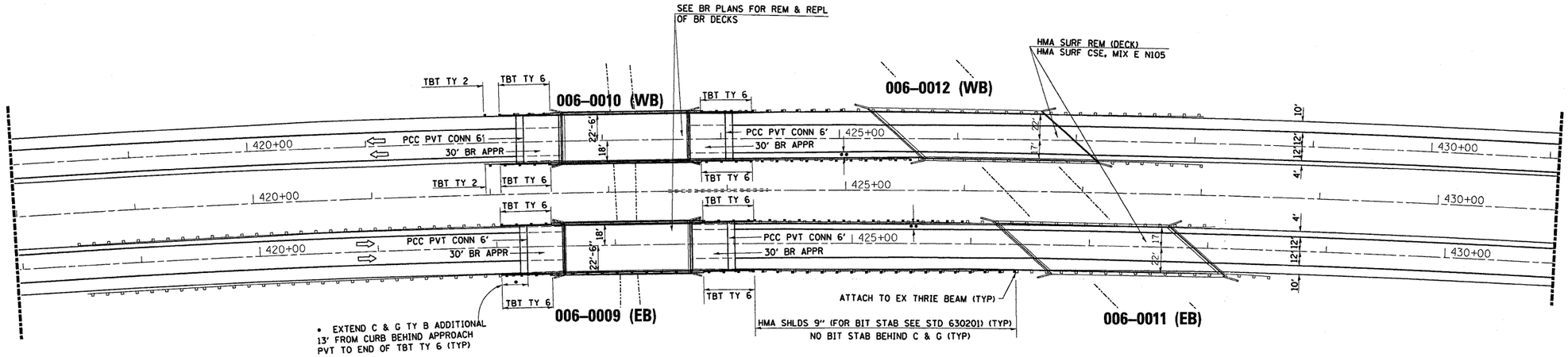
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE SHEET STA 198+00 TO STA 208+00

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	29
		CONTRACT NO. 66623		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

•• TAPER SHLD AND PROP GR FROM 5' DIM IN MEDIAN SHLD TO 6' DIM FROM STA 425+30 TO STA 425+40 (WBL) & STA 426+00 TO STA 426+10 (EBL)



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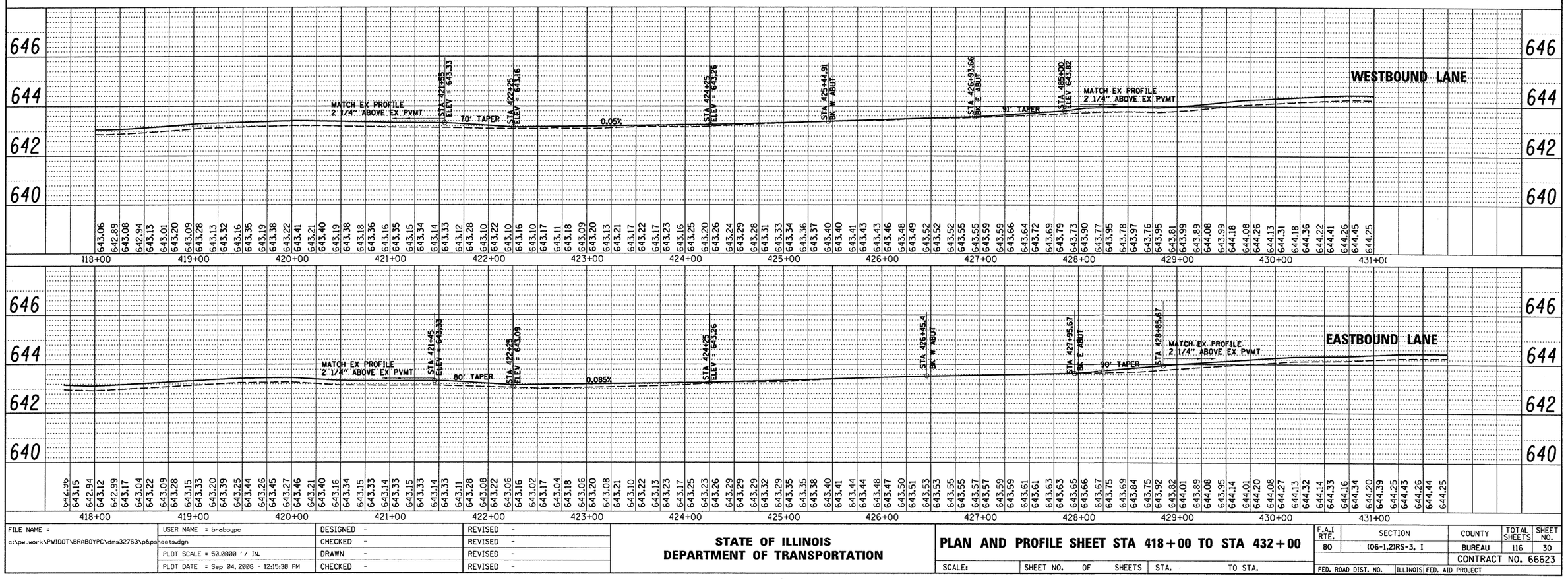

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SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK
NO.
BY
DATE

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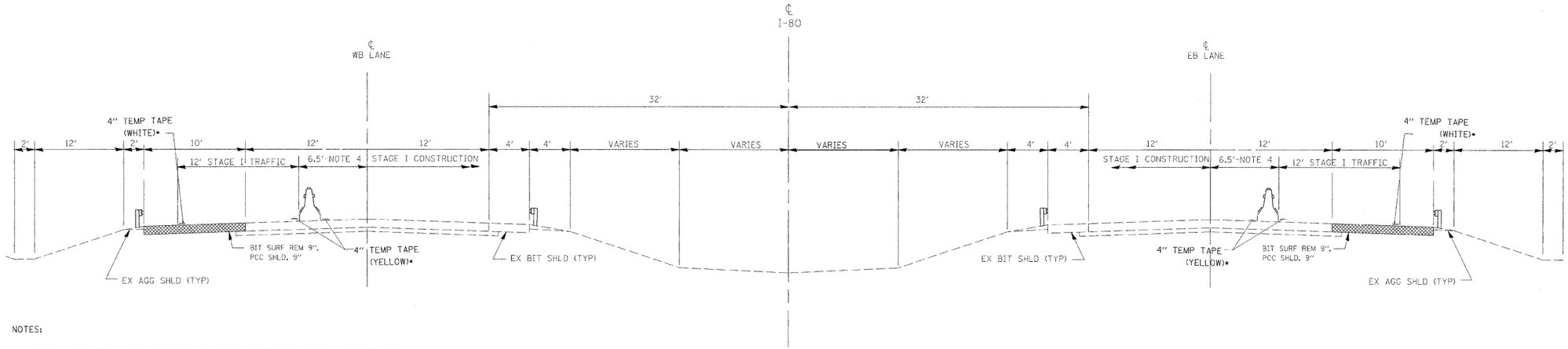
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEET STA 418+00 TO STA 432+00

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	30
		CONTRACT NO. 66623		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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



NOTES:

1. THE CONTRACTOR HAS THE OPTION OF USING EITHER THE LINE ON THE TEMPORARY CONCRETE BARRIER OR ON THE PAVEMENT.

2. THE COLOR OF THE REFLECTORS AND PAVEMENT/BARRIER MARKING LINE WILL VARY WITH STAGING AND SHALL MATCH THE EXISTING LINE IN THE WORK AREA.

3. THE COST OF THE REFLECTORS AND THE PAVEMENT/BARRIER MARKING LINE IS INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER.

4. 6.5' FOR SN 006-0007 AND 006-0008 AND 4.5' FOR SN 006-0009 AND SN 006-0010

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I TYPICAL SECTION

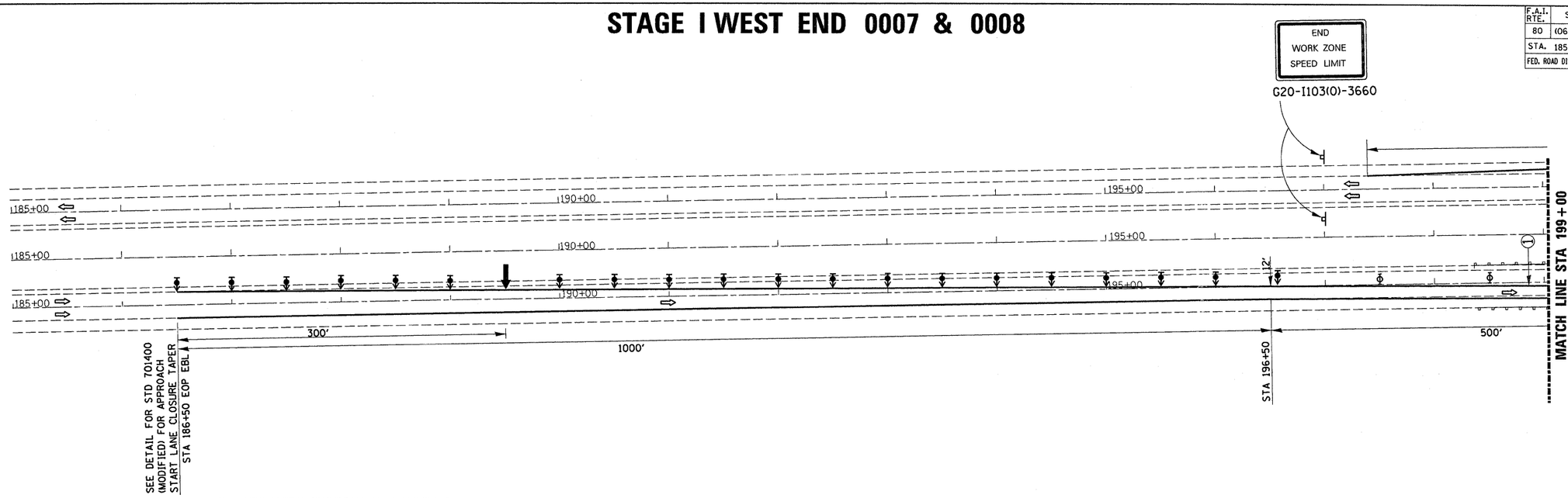
SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	31
		CONTRACT NO. 66623		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

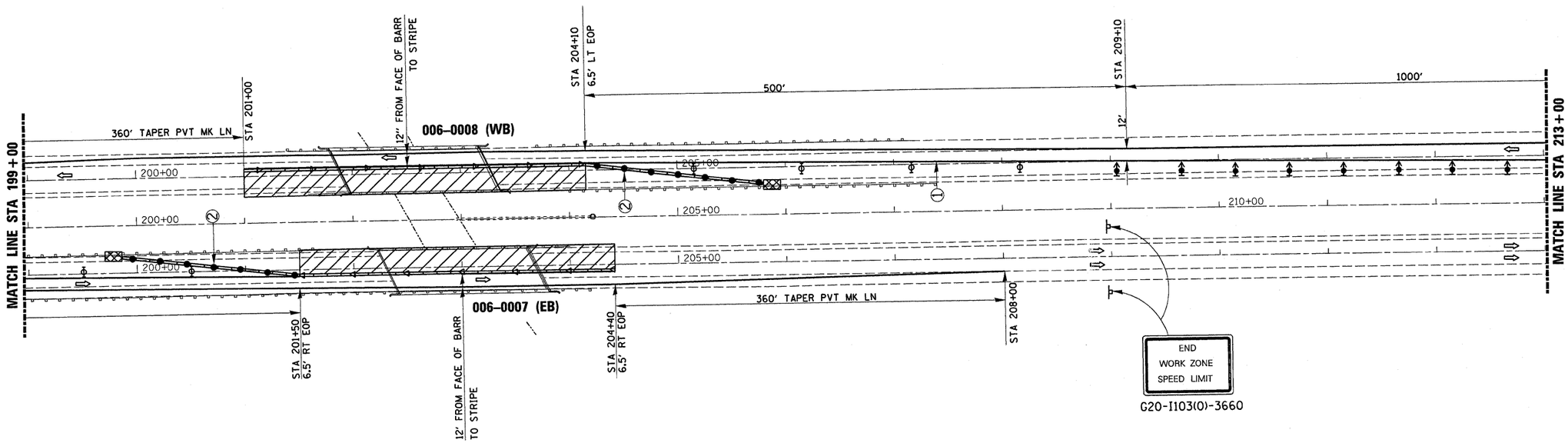
CONTRACT NO. 66623

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	32
STA. 185+00	TO STA. 213+00			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STAGE I WEST END 0007 & 0008



STAGE I STRUCTURE 0007 & 0008



SYMBOLS

- Arrow board
- Work area
- Sign
- Direction indicator barricade with steady burn monodirectional light. (50') Centers
- Type II barricade, drum, or vertical barricade with steady burn monodirectional light. (100') Centers
- Temporary concrete barrier
- Type C Monodirectional reflector. (50') Centers
- Vertical panel with staedy burn monodirectional light. (25') Centers
- Impact attenuator

1. Wet temporary pavement marking tape - TY III shall be placed throughout the taper and along-side the work area. The right edge line shall be white and the left edge line shall be yellow.
2. Vertical panels at (25') centers with steady burning monodirectional lights.
3. SEE STD 701402 FOR DETAILS NOT SHOWN

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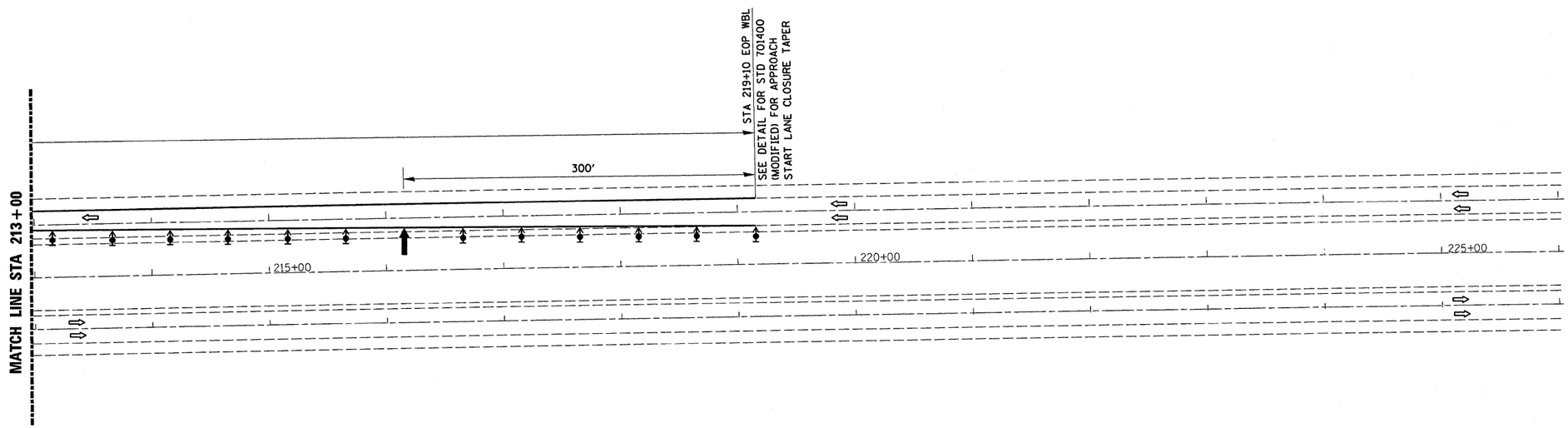
STAGE I SN 006-0007 & SN 006-0008 STA 185+00 TO STA 213+00

CONTRACT NO. 66623

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	33
STA. 213+00	TO STA. 226+00			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STAGE I EAST END 0007 & 0008



SYMBOLS

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- Work area
- Sign
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2. Vertical panels at (25') centers with steady burning monodirectional lights.
3. SEE STD 701402 FOR DETAILS NOT SHOWN

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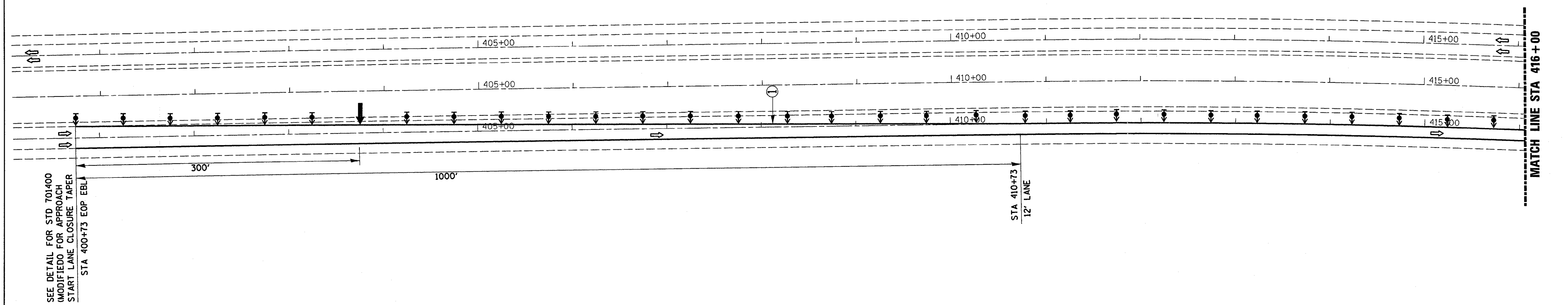
STAGE I SN 006-0007 & SN 006-0008 STA 213+00 TO STA 226+00

CONTRACT NO. 66623

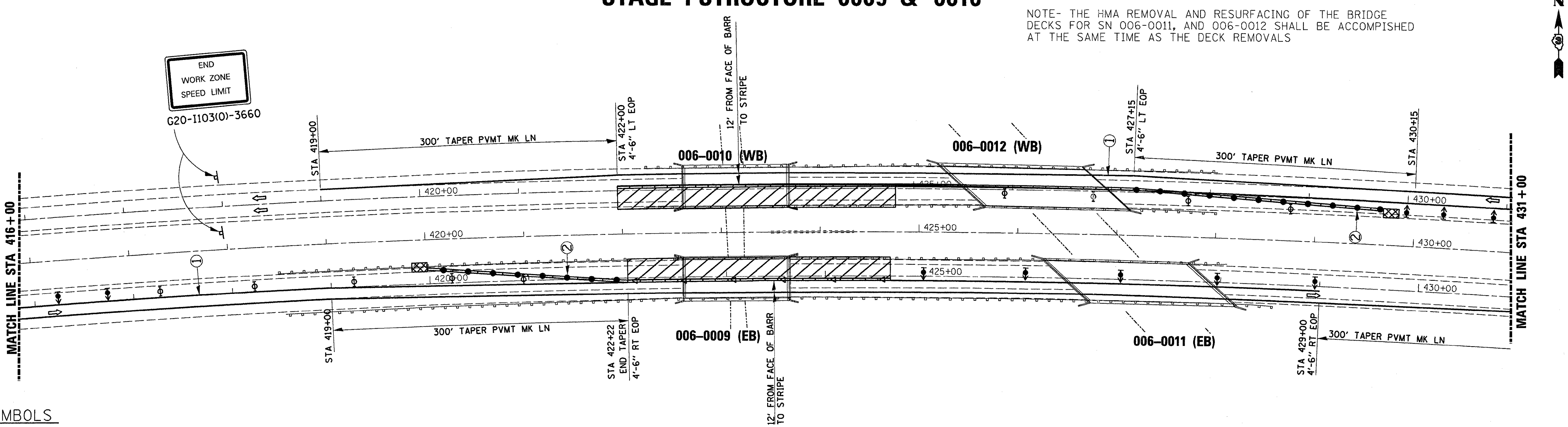
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	34
STA. 401+00	TO STA. 431+00			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STAGE I WEST END 0009 & 0010



STAGE I STRUCTURE 0009 & 0010

NOTE- THE HMA REMOVAL AND RESURFACING OF THE BRIDGE DECKS FOR SN 006-0011, AND 006-0012 SHALL BE ACCOMPISHED AT THE SAME TIME AS THE DECK REMOVALS



SYMBOLS

- Arrow board
- Work area
- Sign
- Direction indicator barricade with steady burn monodirectional light. (50') Centers
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- Vertical panel with steady burn monodirectional light. (25') Centers
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2. Vertical panels at (25') centers with steady burning monodirectional lights.
3. SEE STD 701402 FOR DETAILS NOT SHOWN

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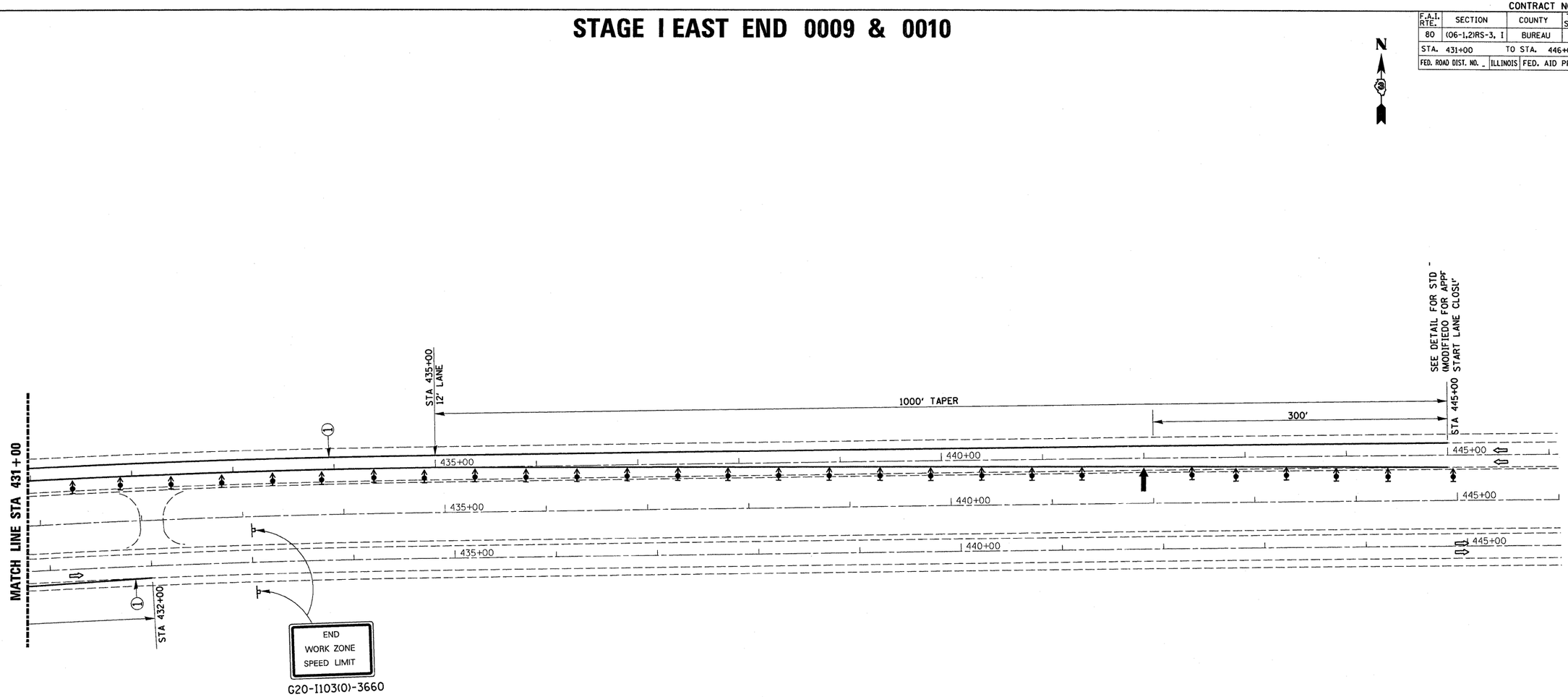
STAGE I SN 006-0009 & SN 006-0010 STA 401+00 TO STA 431+00

CONTRACT NO. 66623

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	35
STA. 431+00	TO STA. 446+00			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STAGE I EAST END 0009 & 0010



SYMBOLS

- Arrow board
- Work area
- Sign
- Direction indicator barricade with steady burn monodirectional light. (50') Centers
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- Type C Monodirectional reflector. (50') Centers
- Vertical panel with staedy burn monodirectional light. (25') Centers
- Impact attenuator

1. Wet temporary pavement marking tape - TY III shall be placed throughout the taper and along-side the work area. The right edge line shall be white and the left edge line shall be yellow.
2. Vertical panels at (25') centers with steady burning monodirectional lights.
3. SEE STD 701402 FOR DETAILS NOT SHOWN

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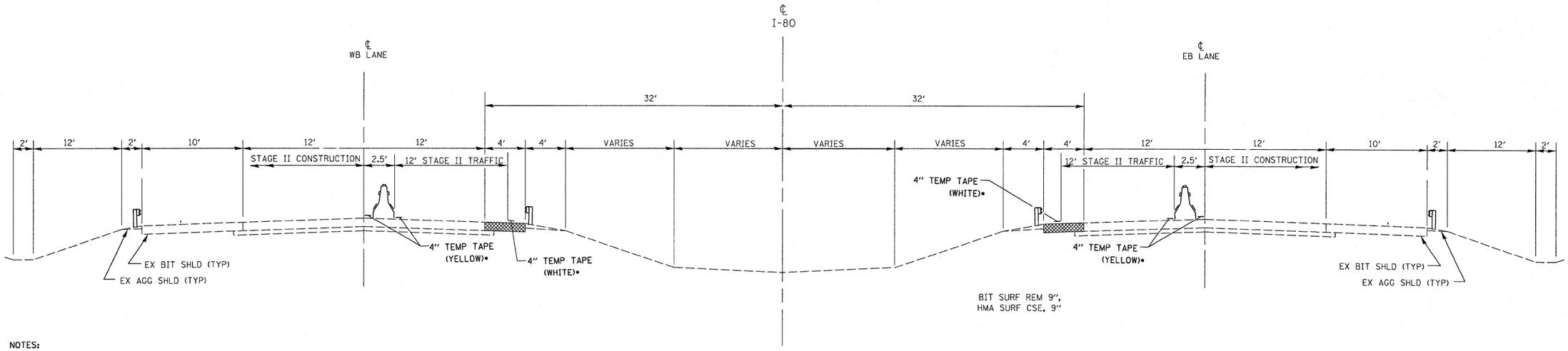
STAGE I SN 006-0009 & SN 006-0010 STA 431+00 TO STA 446+00

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



NOTES:

1. THE CONTRACTOR HAS THE OPTION OF USING EITHER THE LINE ON THE TEMPORARY CONCRETE BARRIER OR ON THE PAVEMENT.

2. THE COLOR OF THE REFLECTORS AND PAVEMENT/BARRIER MARKING LINE WILL VARY WITH STAGING AND SHALL MATCH THE EXISTING LINE IN THE WORK AREA.

3. THE COST OF THE REFLECTORS AND THE PAVEMENT/BARRIER MARKING LINE IS INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER.

STAGE II
SN 006-0007 SN 006-0008
SN 006-0009 SN 006-0010

LOOKING EAST

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II TYPICAL SECTION

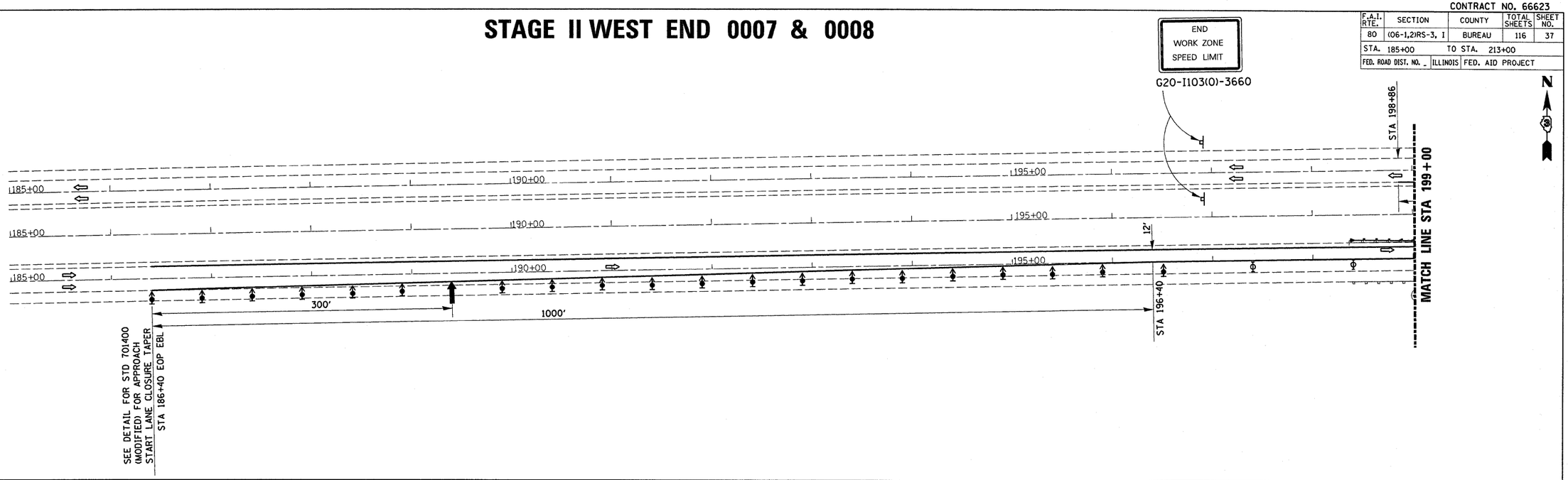
SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	36
		CONTRACT NO. 66623		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

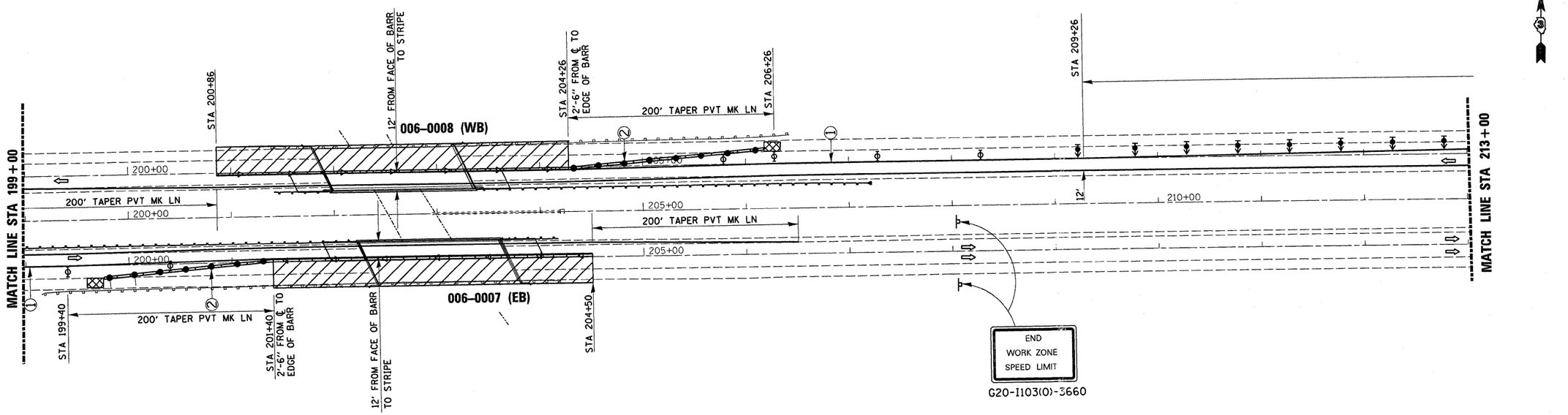
CONTRACT NO. 66623

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, 1	BUREAU	116	37
STA. 185+00	TO STA. 213+00			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STAGE II WEST END 0007 & 0008



STAGE II STRUCTURE 0007 & 0008



SYMBOLS

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3. SEE STD 701402 FOR DETAILS NOT SHOWN

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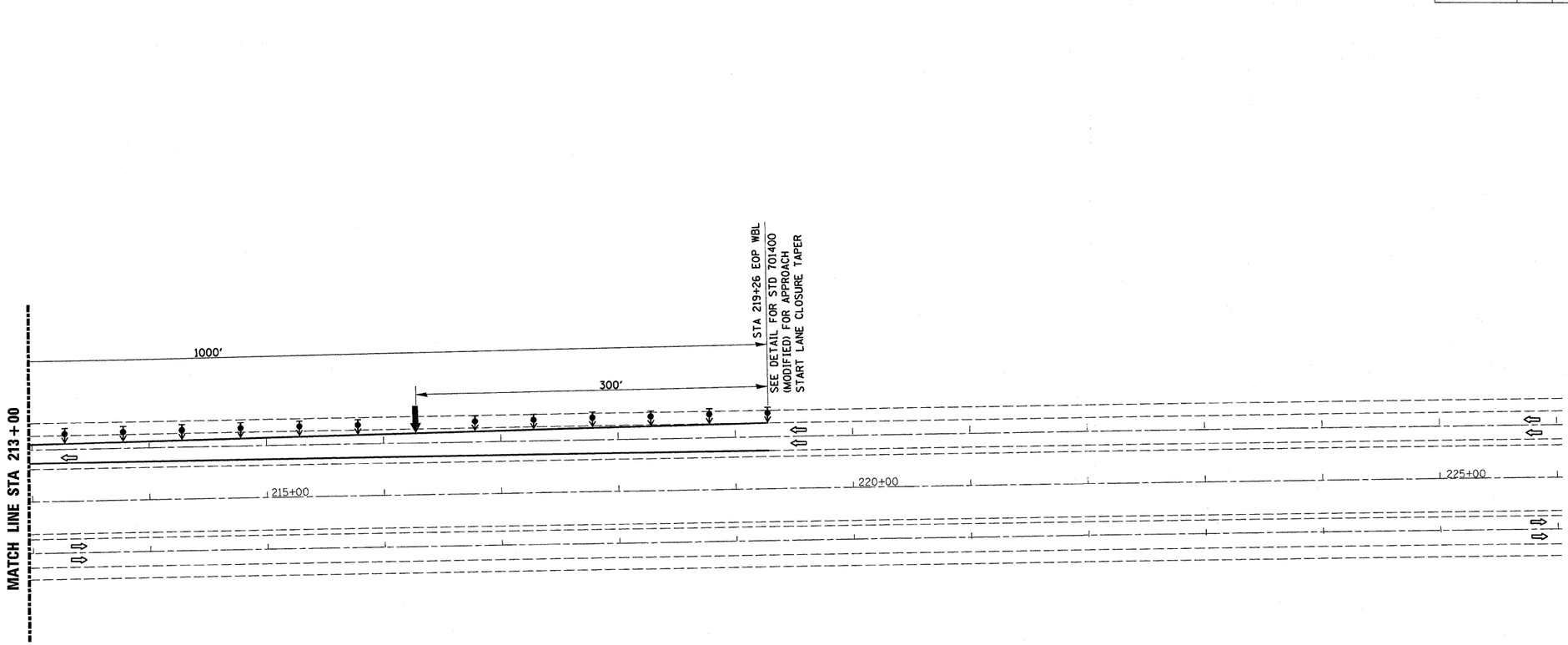
STAGE II SN 006-0007 & SN 006-0008 STA 185+00 TO STA 213+00

CONTRACT NO. 66623

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	38
STA. 213+00		TO STA. 226+00		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STAGE II EAST END 0007 & 0008



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3. SEE STD 701402 FOR DETAILS NOT SHOWN

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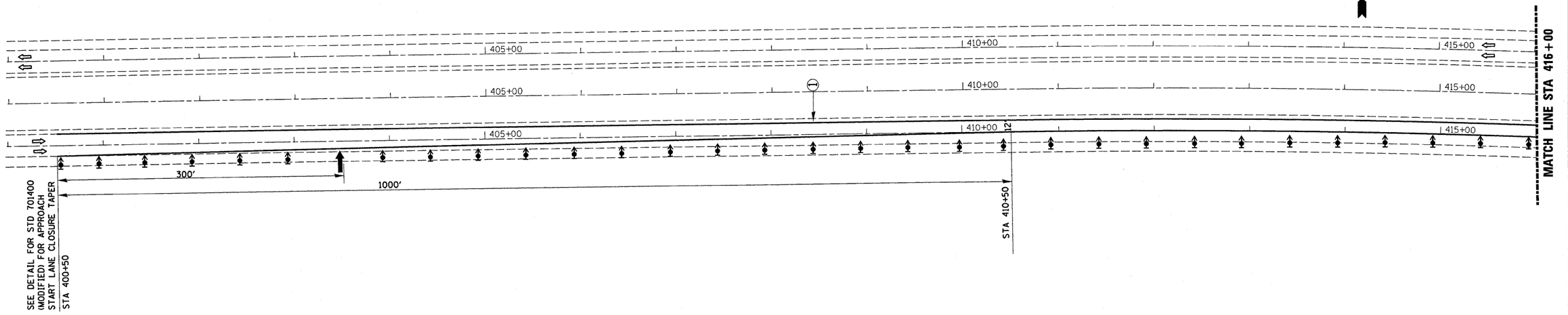
STAGE II SN 006-0007 & SN 006-0008 STA 213+00 TO STA 226+00

CONTRACT NO. 66623

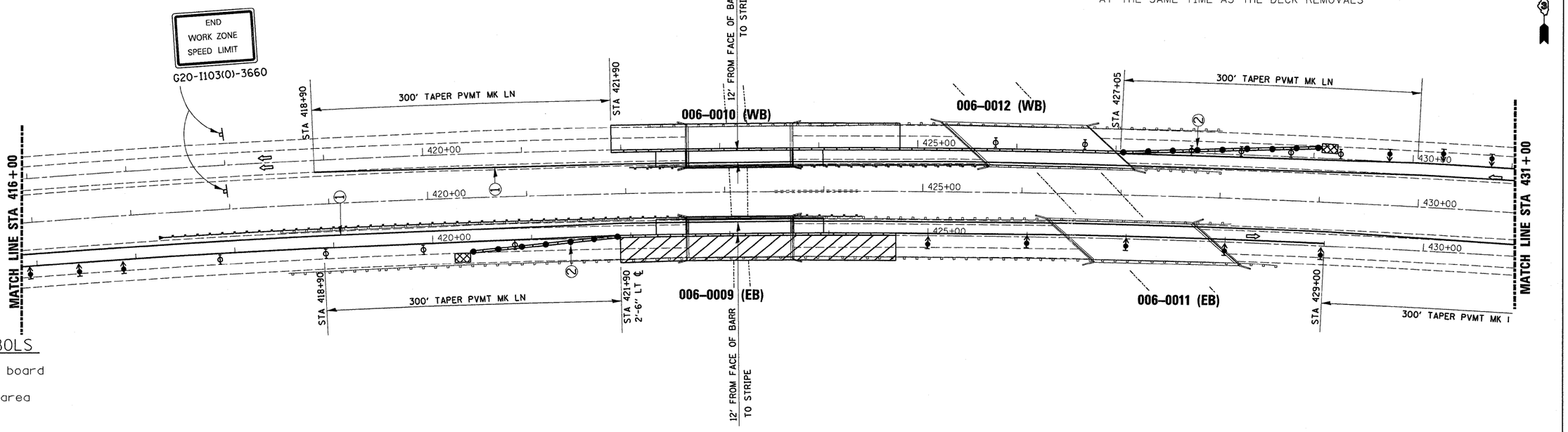
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	39
STA. 401+00	TO STA. 431+00			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STAGE II WEST END 0009 & 0010



STAGE II STRUCTURE 0009 & 00010

NOTE- THE HMA REMOVAL AND RESURFACING OF THE BRIDGE DECKS FOR SN 006-0011, AND 006-0012 SHALL BE ACCOMPISHED AT THE SAME TIME AS THE DECK REMOVALS



SYMBOLS

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- Impact attenuator

① Wet temporary pavement marking tape - TY III shall be placed throughout the taper and along-side the work area. The right edge line shall be white and the left edge line shall be yellow.

② Vertical panels at (25') centers with steady burning monodirectional lights.

③ SEE STD 701402 FOR DETAILS NOT SHOWN

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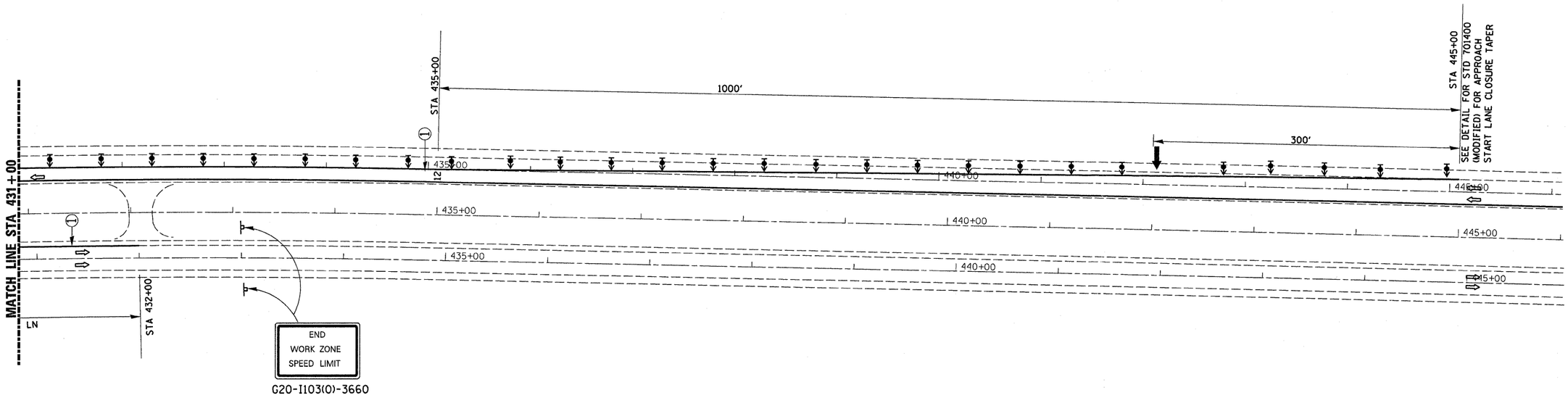
STAGE II SN 006-0009 & SN 006-0010 STA 401+00 TO STA 431+00

CONTRACT NO. 66623

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	NO.
80	(06-1,2)RS-3, I	BUREAU	116	40
STA. 431+00	TO STA. 446+00			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STAGE II EAST END 0009 & 0010



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3. SEE STD 701402 FOR DETAILS NOT SHOWN

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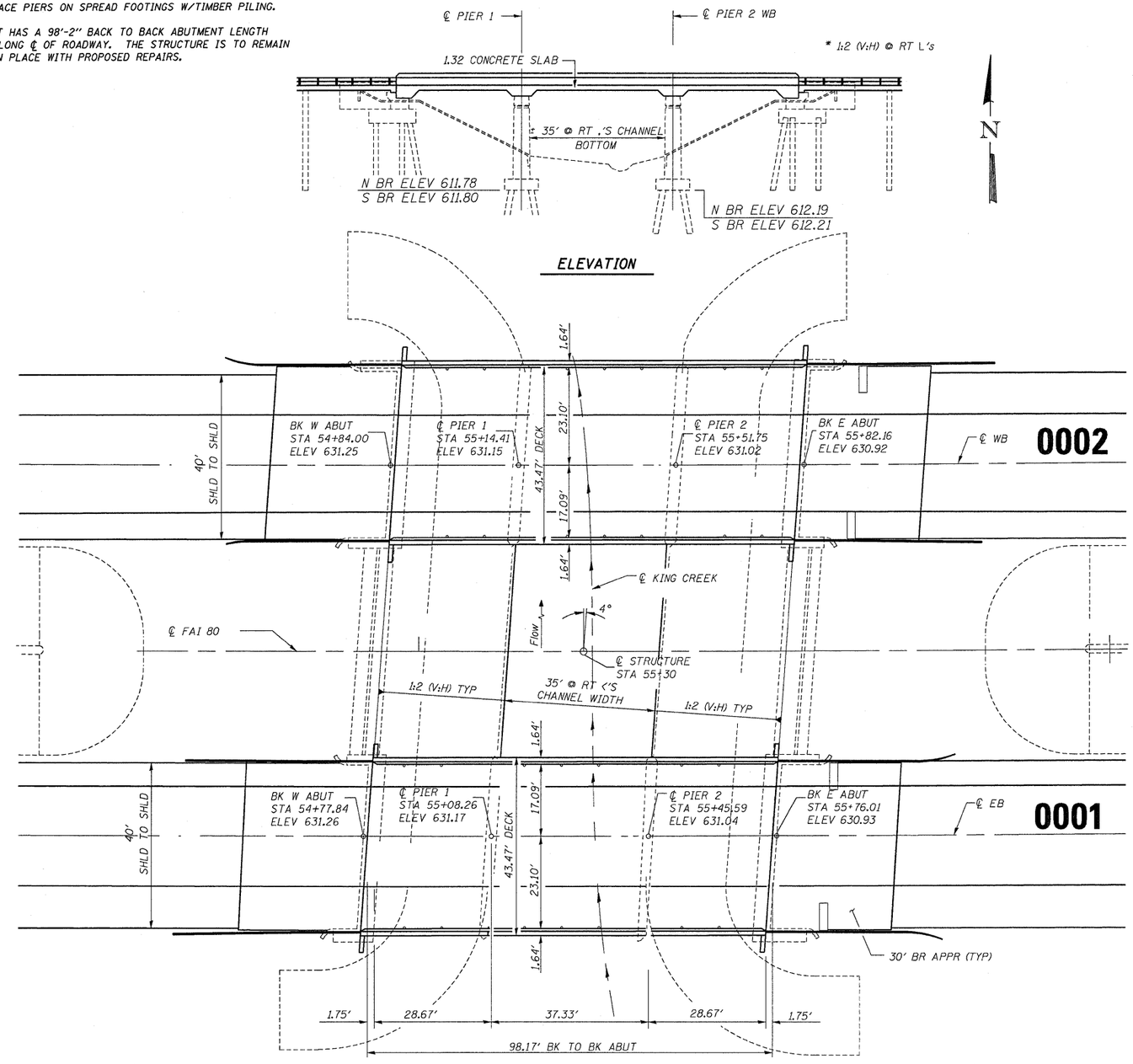
STAGE II SN 006-0009 & SN 006-0010 STA 431+00 TO STA 446+00

EXISTING STRUCTURE

THE EXISTING STRUCTURE CONSISTS OF A 3 SPAN CONTINUOUS CONCRETE SLAB W/SOLID FACE PIERS ON SPREAD FOOTINGS W/TIMBER PILING.

IT HAS A 98'-2" BACK TO BACK ABUTMENT LENGTH ALONG ℄ OF ROADWAY. THE STRUCTURE IS TO REMAIN IN PLACE WITH PROPOSED REPAIRS.



PLAN

GENERAL NOTES

1.) PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO ROUTINE VARIATION. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED BASED UPON THE UNIT PRICE BID FOR THE WORK.

2.) LAYOUT OF THE SLOPE PROTECTION SYSTEM MAY BE VARIED TO SUIT GROUND CONDITIONS IN THE FIELDS AS DIRECTED BY THE ENGINEER.

PROPOSED WORK

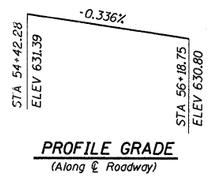
1.) CHANNEL EXCAVATION

2.) PLACEMENT OF SCOUR COUNTERMEASURE

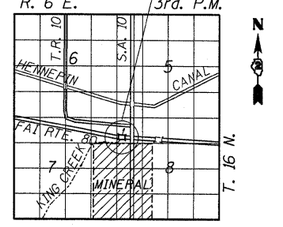
EXISTING CONDITIONS

(TO BE USED FOR BLOCK DESIGN)

STREAM SLOPE	14.5 FT/MILE
MAX DESIGN VELOCITY	4 FT / SEC
SHEAR STRESS OF EXISTING SOIL	0.25 TONS/SQ FT



PROFILE GRADE
(Along ℄ Roadway)



LOCATION SKETCH
(NTS)

TOTAL BILL OF MATERIALS

ITEM	UNIT	TOTAL
ARTICULATED BLOCK REVETMENT MAT	SQ YDS	718
GEOTECHNICAL FABRIC (SPECIAL)	SQ YDS	718
CHANNEL EXCAVATION	CU YDS	753
BEDDING MATERIAL (SPECIAL)	CU YDS	130
SLOPE WALL REMOVAL	SQ YDS	142

STATE OF ILLINOIS
RALPH E. ANDERSON
081-004625
SPRINGFIELD
LICENSED STRUCTURAL ENGINEER

Expires Nov. 30, 2010

GENERAL PLAN & ELEVATION

FAI ROUTE 80 OVER KING CREEK
SECTION 06-1BR
BUREAU COUNTY
STATION 55+30
SN 006-0001 EB
SN 006-0002 WB

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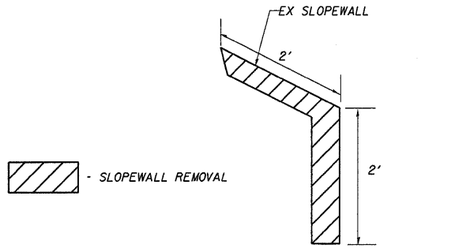
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PR SN 006-0001 & 006-0002

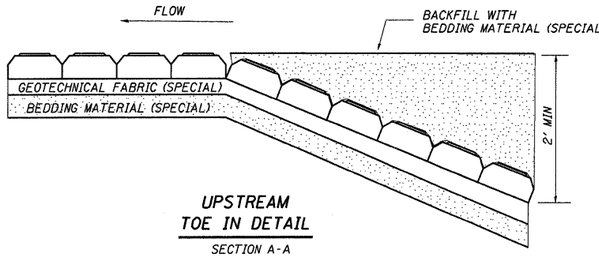
SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	41
		CONTRACT NO. 66623		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



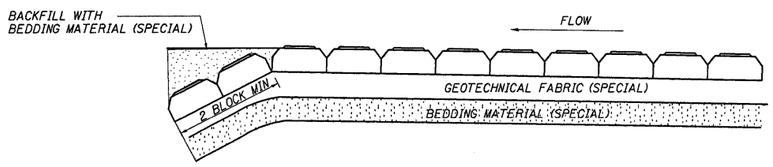
SLOPEWALL REMOVAL

(TYPICAL)



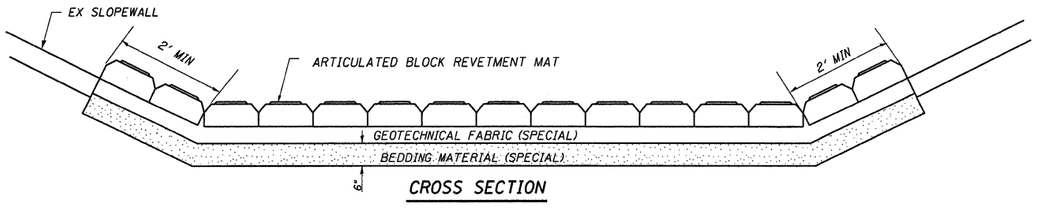
UPSTREAM TOE IN DETAIL

SECTION A-A



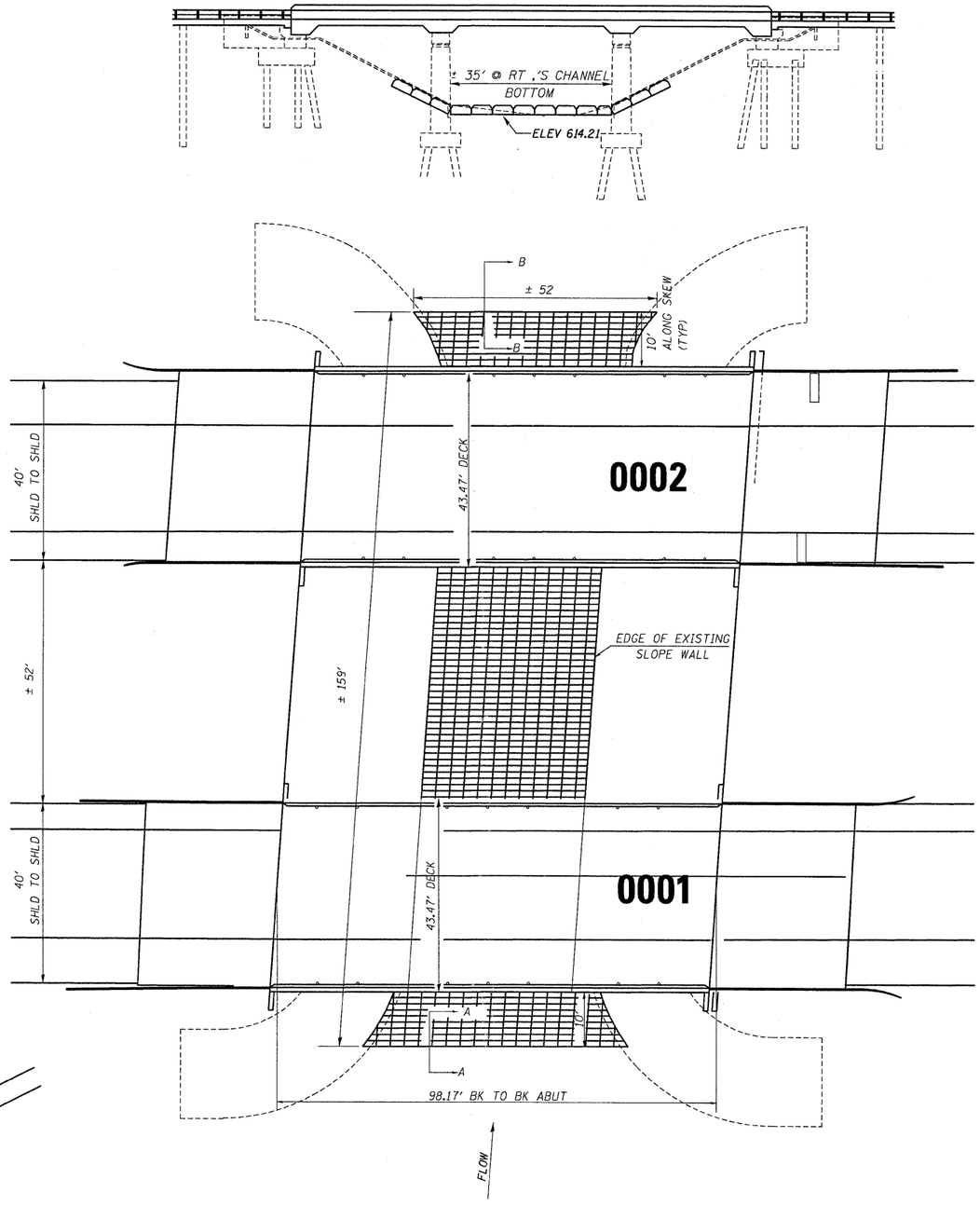
DOWNSTREAM TOE IN DETAIL

SECTION B-B



CROSS SECTION

NOTE: THE GAP BETWEEN THE EXISTING SLOPEWALL AND ARTICULATED BLOCK REVETMENT MAT SHOULD BE CLEANED, FREE OF DEBRIS AND FILLED WITH GROUT MATERIAL WITH A MIN 4000 PSI



FAI ROUTE 80 OVER KING CREEK
SECTION 06-1BR
BUREAU COUNTY
STATION 55+30
SN 006-0001 EB
SN 006-0002 WB

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PR SN 006-0001 & 006-0002

SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	42
		CONTRACT NO. 66623		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 66623

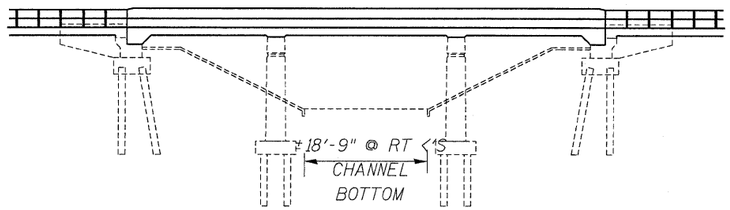
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	43
STA. _____	TO STA. _____			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

SHEET 1 OF 2

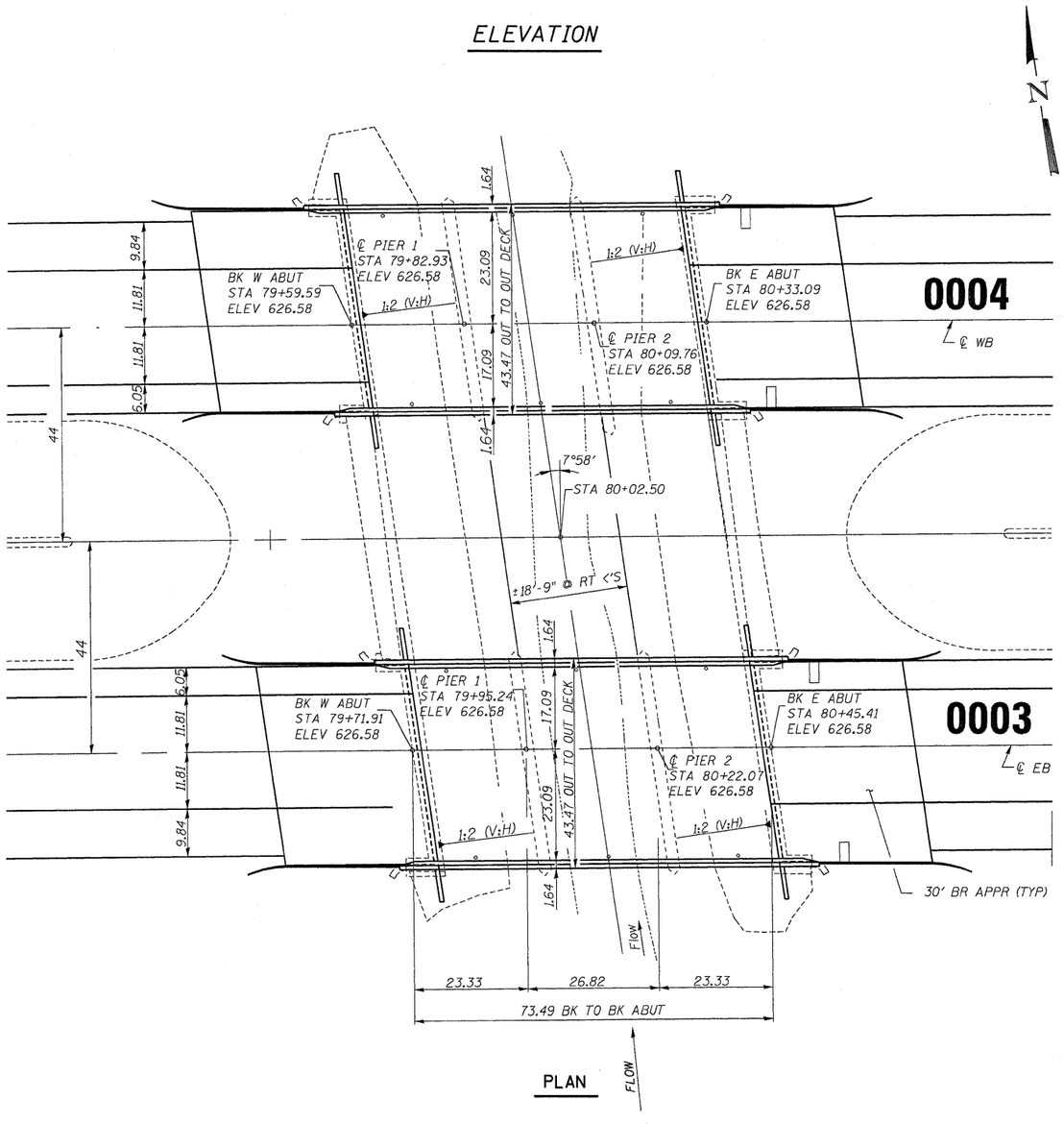
EXISTING STRUCTURE

THE EXISTING STRUCTURE CONSISTS OF A 3 SPAN CONTINUOUS CONCRETE SLAB W/SOLID FACE PIERS ON SPREAD FOOTINGS W/TIMBER PILING.

IT HAS A 73'-6" BACK TO BACK ABUTMENT LENGTH.
THE STRUCTURE IS TO REMAIN IN PLACE WITH PROPOSED REPAIRS.



ELEVATION



PLAN

GENERAL NOTES

1.) PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO ROUTINE VARIATION. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED BASED UPON THE UNIT PRICE BID FOR THE WORK.

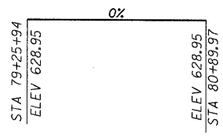
2.) LAYOUT OF THE SLOPE PROTECTION SYSTEM MAY BE VARIED TO SUIT GROUND CONDITIONS IN THE FIELDS AS DIRECTED BY THE ENGINEER.

PROPOSED WORK

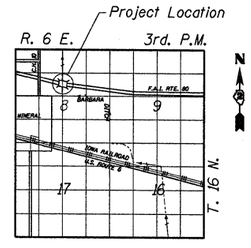
1.) CHANNEL EXCAVATION
2.) PLACEMENT OF SCOUR COUNTERMEASURE

EXISTING CONDITIONS

(TO BE USED FOR BLOCK DESIGN)	
STREAM SLOPE	14.5 FT/MILE
MAX DESIGN VELOCITY	6 FT/SEC
SHEAR STRESS OF EXISTING SOIL	0.14 TONS/SQ FT



PROFILE GRADE
(Along ℄ Proposed Roadway)



LOCATION SKETCH
(NTS)

TOTAL BILL OF MATERIALS

ITEM	UNIT	TOTAL
ARTICULATED BLOCK REVETMENT MAT	SQ YDS	486
GEOTECHNICAL FABRIC (SPECIAL)	SQ YDS	486
CHANNEL EXCAVATION	CU YDS	570
BEDDING MATERIAL (SPECIAL)	CU YDS	119
SLOPE WALL REMOVAL	SQ YDS	144

STATE OF ILLINOIS
RALPH E. ANDERSON
081-004625
SPRINGFIELD
LICENSED STRUCTURAL ENGINEER

Expires Nov. 30, 2010

GENERAL PLAN & ELEVATION

FAI ROUTE 80 OVER BARBARA DITCH
SECTION 06-1B-1R
BUREAU COUNTY
STATION 80+02.50
SN 006-0003 EB
SN 006-0004 WB

SN 006-0003 & 0004

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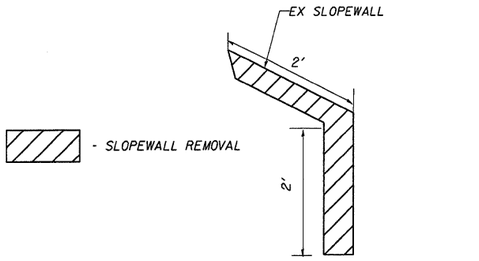
USER NAME = br-abogpc

CONTRACT NO. 66623

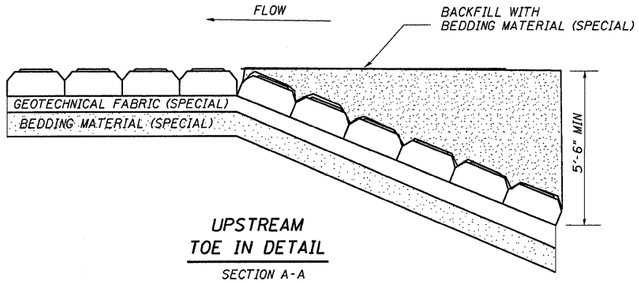
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	____	44
STA. _____	TO STA. 116			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

SHEET 2 OF 2



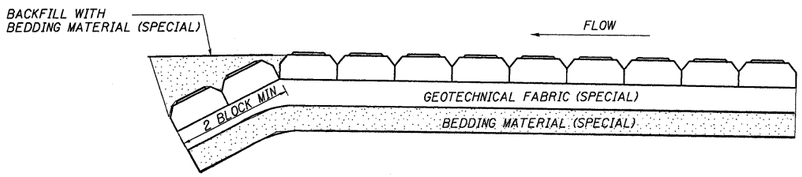
SLOPEWALL REMOVAL

(TYPICAL)



UPSTREAM TOE IN DETAIL

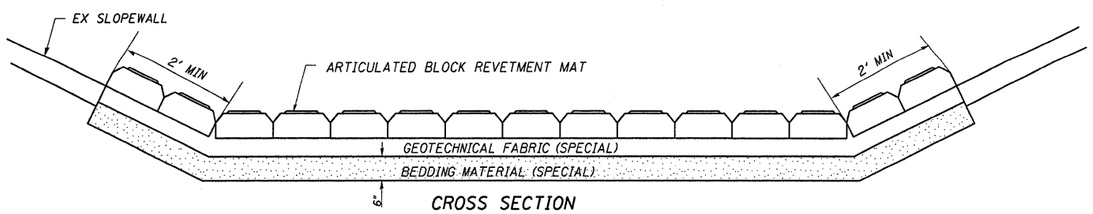
SECTION A-A



DOWNSTREAM TOE IN DETAIL

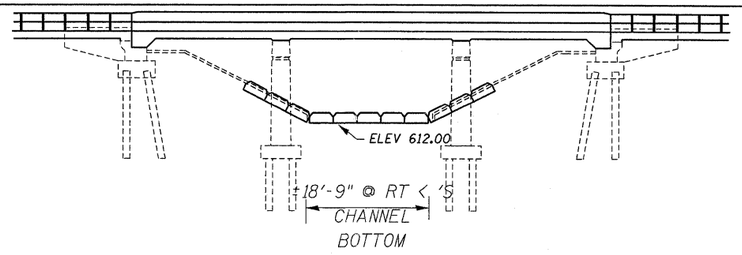
SECTION B-B

NOTE: THIS DETAIL SHOULD BE UTILIZED ON THE AREAS WHERE SLOPEWALL CONNECTION IS NOT POSSIBLE DUE TO EXISTING CONFIGURATIONS UNLESS OTHERWISE NOTED.

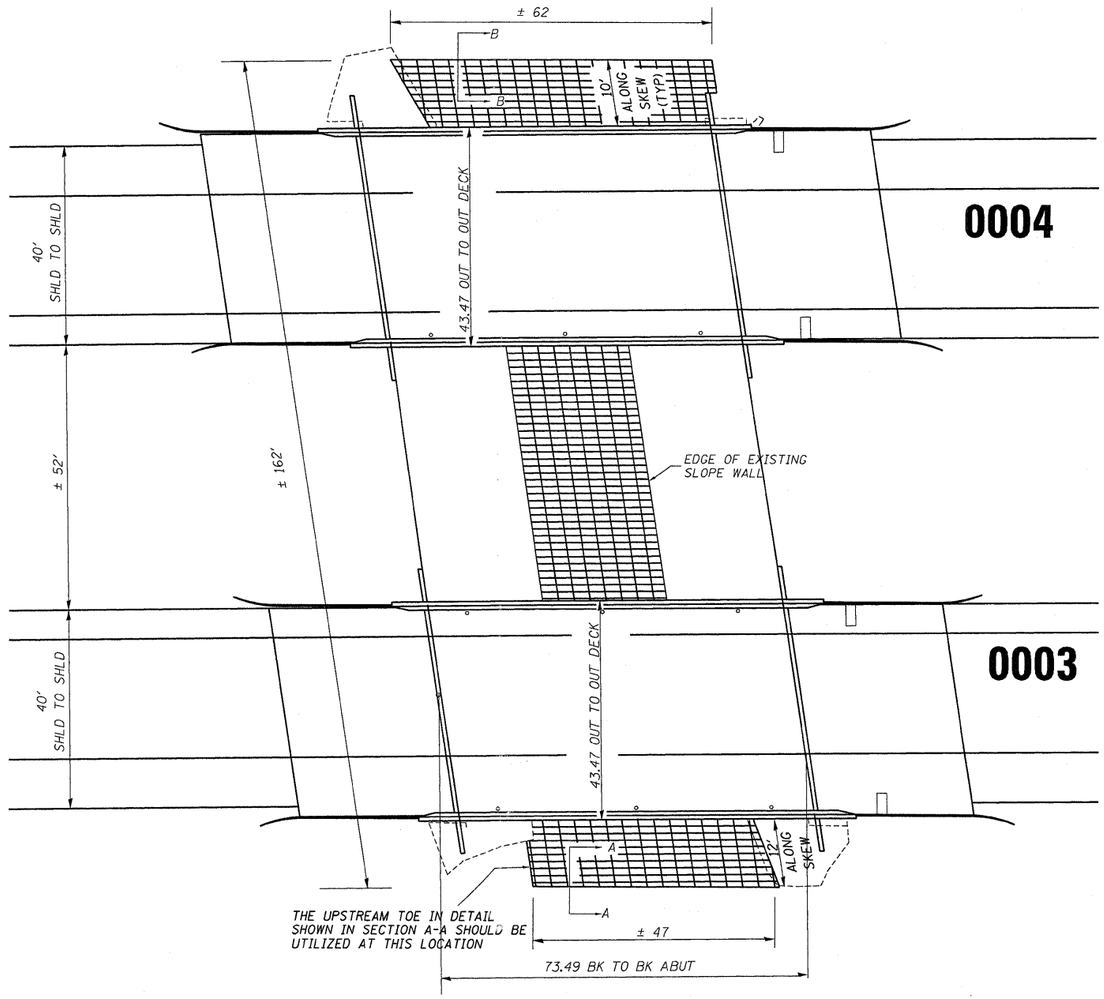


CROSS SECTION

NOTE: THE GAP BETWEEN THE EXISTING SLOPEWALL AND ARTICULATED BLOCK REVETMENT MAT SHOULD BE CLEANED, FREE OF DEBRIS AND FILLED WITH GROUT MATERIAL WITH A MIN 4000 PSI



ELEVATION



FAI ROUTE 80 OVER BARBARA DITCH
SECTION 06-1B-1R
BUREAU COUNTY
STATION 80+02.50
SN 006-0003 EB
SN 006-0004 WB

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SN 006-0003 & 0004 RIPRAP DETAIL

CONTRACT NO. 66623

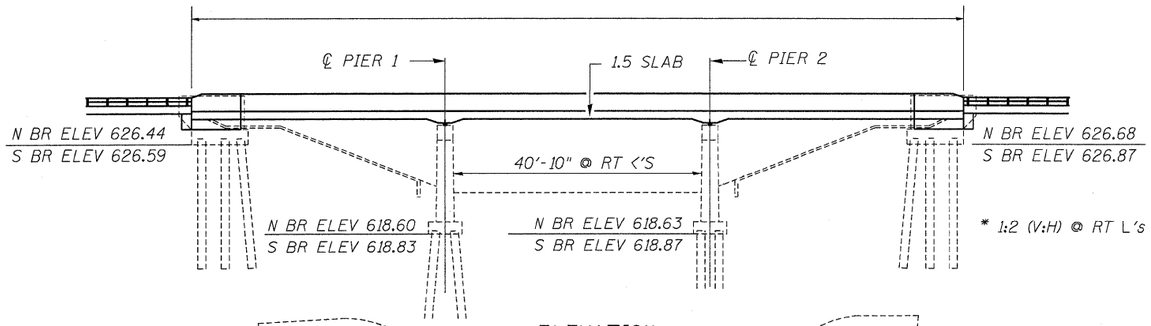
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	45
STA. _____	TO STA. _____			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

SHEET 1 OF 2

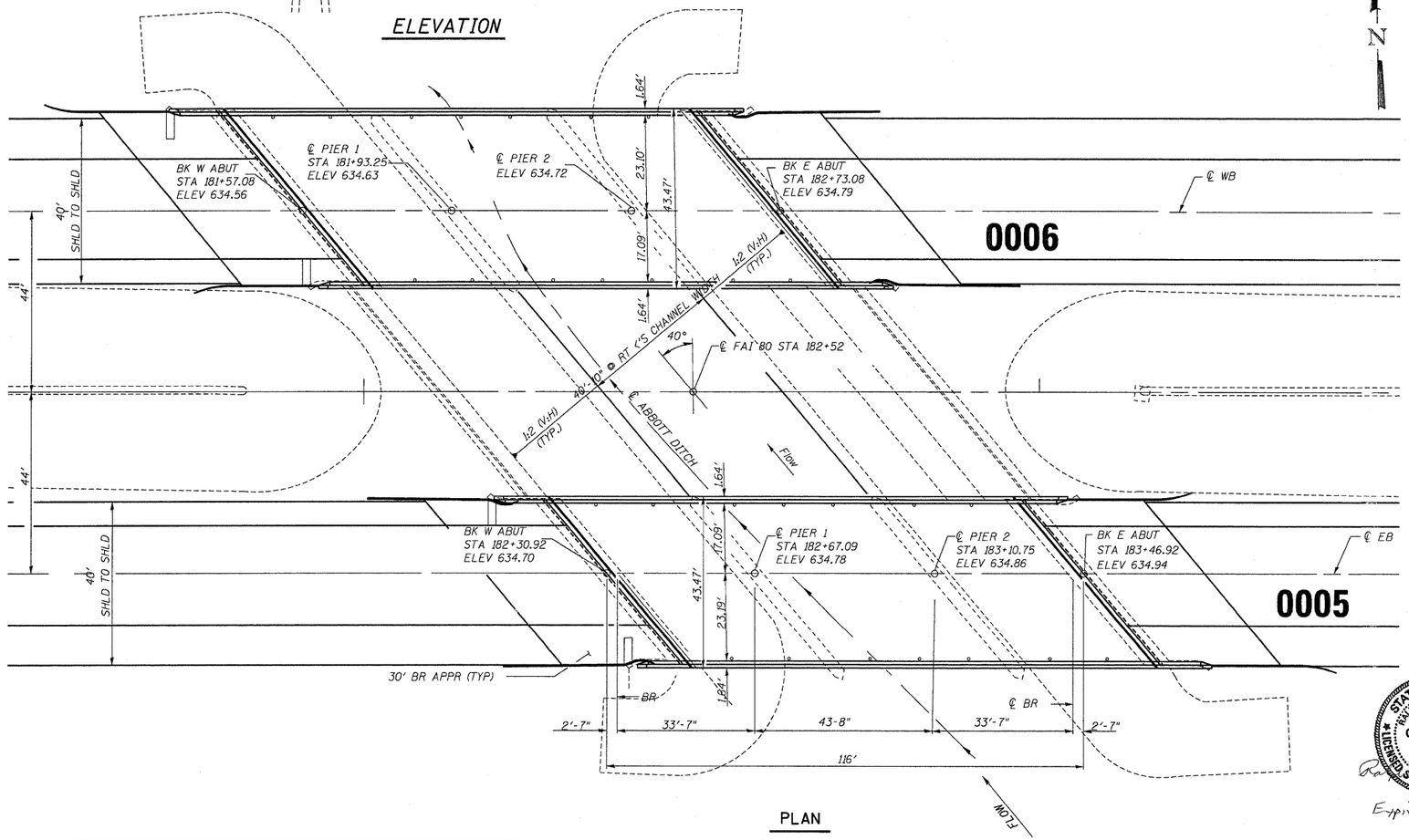
EXISTING STRUCTURE

THE EXISTING STRUCTURE CONSISTS OF A
3 SPAN CONTINUOUS CONCRETE SLAB W/SOLID
FACE PIERS ON SPREAD FOOTINGS W/TIMBER PILING.

IT HAS A 116'-0" BACK TO BACK ABUTMENT LENGTH.
THE STRUCTURE IS TO REMAIN IN PLACE WITH PROPOSED REPAIRS.



ELEVATION



PLAN

GENERAL NOTES

1.) PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO ROUTINE VARIATION. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED BASED UPON THE UNIT PRICE BID FOR THE WORK.

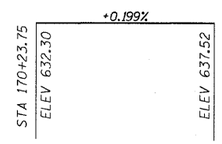
2.) LAYOUT OF THE SLOPE PROTECTION SYSTEM MAY BE VARIED TO SUIT GROUND CONDITIONS IN THE FIELDS AS DIRECTED BY THE ENGINEER.

PROPOSED WORK

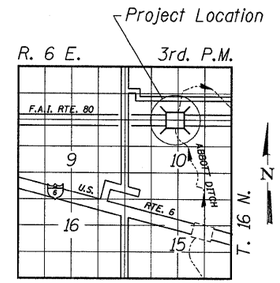
1.) CHANNEL EXCAVATION
2.) PLACEMENT OF SCOUR COUNTERMEASURE

EXISTING CONDITIONS

(TO BE USED FOR BLOCK DESIGN)	
STREAM SLOPE	14.5 FT/MILE
MAX DESIGN VELOCITY	6 FT / SEC
SHEAR STRESS OF EXISTING SOIL	0.19 TONS/SQ FT



PROFILE GRADE
(Along ℄ Roadway)



LOCATION SKETCH
(NTS)

TOTAL BILL OF MATERIALS

ITEM	UNIT	TOTAL
ARTICULATED BLOCK REVETMENT MAT	SQ YDS	1058
GEOTECHNICAL FABRIC (SPECIAL)	SQ YDS	1058
CHANNEL EXCAVATION	CU YDS	1103
BEDDING MATERIAL (SPECIAL)	CU YDS	190
SLOPE WALL REMOVAL	SQ YDS	180

STATE OF ILLINOIS
RALPH E. ANDERSON
081-004625
REGISTERED
LICENSED STRUCTURAL ENGINEER
SPRINGFIELD

Expires Nov. 30, 2010

GENERAL PLAN & ELEVATION

FAI ROUTE 80 OVER ABBOTT DITCH
SECTION 06-1B-2R
BUREAU COUNTY
STATION 182+52
SN 006-0005 EB
SN 006-0006 WB

SN 006-0005 & 0006

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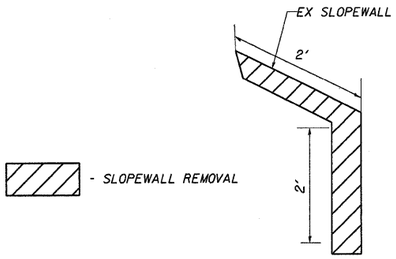
CONTRACT NO. 66623

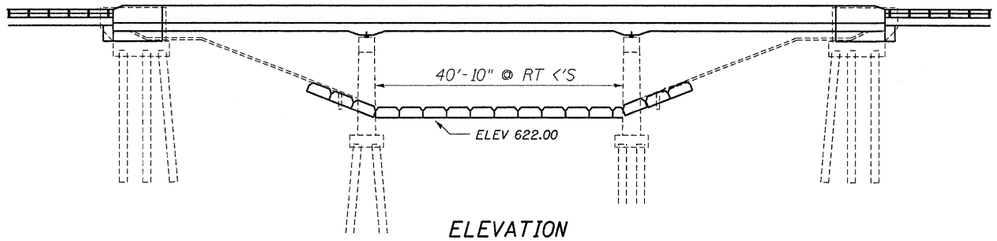
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	46
STA. _____	TO STA. _____			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

SHEET 2 OF 2

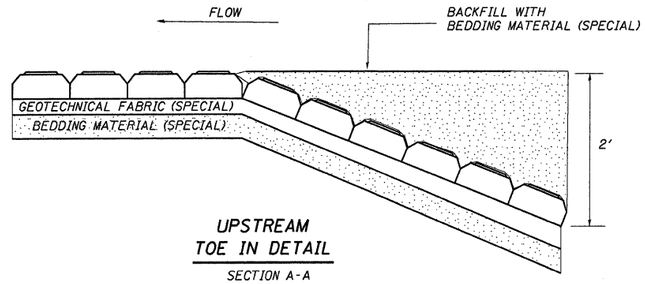


SLOPEWALL REMOVAL

(TYPICAL)

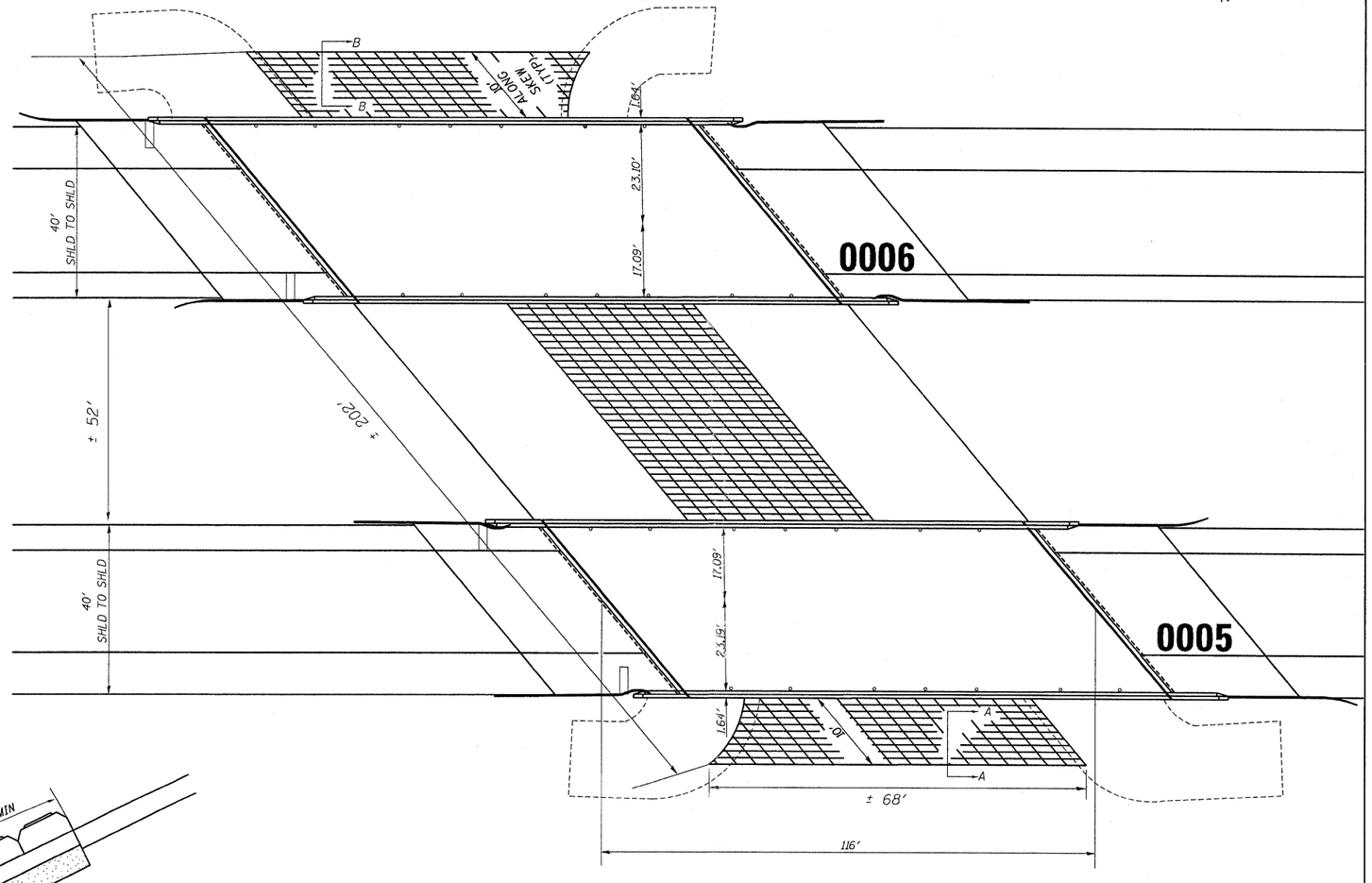


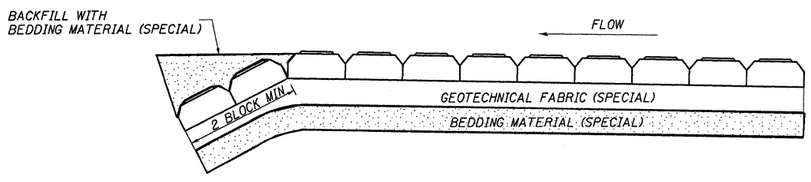
ELEVATION



UPSTREAM TOE IN DETAIL

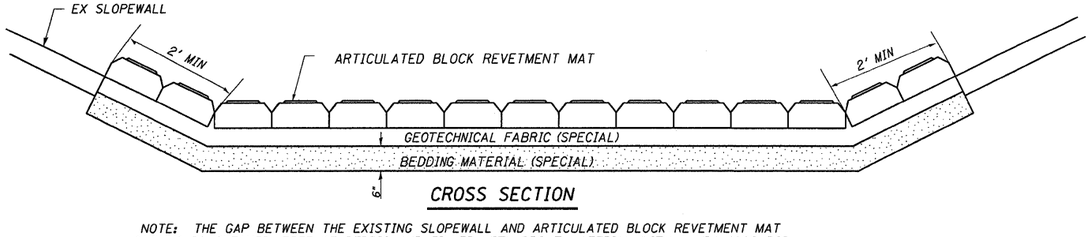
SECTION A-A





DOWNSTREAM TOE IN DETAIL

SECTION B-B



CROSS SECTION

NOTE: THE GAP BETWEEN THE EXISTING SLOPEWALL AND ARTICULATED BLOCK REVETMENT MAT SHOULD BE CLEANED, FREE OF DEBRIS AND FILLED WITH GROUT MATERIAL WITH A MIN 4000 PSI

FAI ROUTE 80 OVER ABBOTT DITCH
SECTION 06-1B-2R
BUREAU COUNTY
STATION 182+52
SN 006-0005 EB
SN 006-0006 WB

SN 006-0005 & 0006 RIPRAP DETAIL

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CONTRACT NO. 66623

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, 1	BUREAU	116	47
STA. _____	TO STA. _____			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

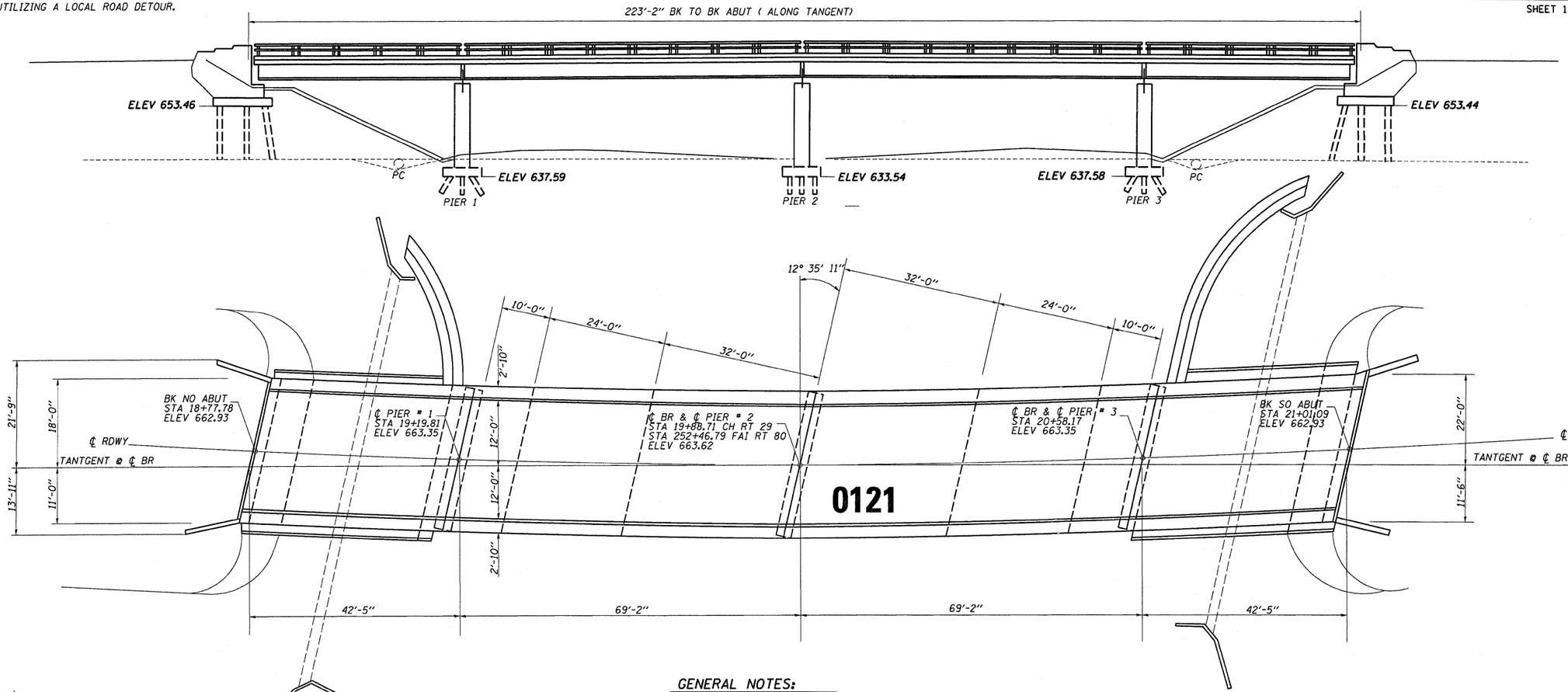
SHEET 1 OF 3

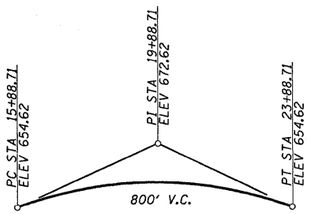
EXISTING STRUCTURE

THE STRUCTURE CONSISTS OF A 4 SPAN COMPOSITE CONCRETE DECK ON CURVED STEEL WIDE FLANGE BEAMS WITH COVER PLATES SUPPORTED BY PILE BENT ABUTMENTS ON CONCRETE PILES AND SINGLE HAMMERHEAD STYLE PIERS ON TIMBER PILES. IT HAS A 223'2" BACK TO BACK ABUTMENT LENGTH (ALONG TANGENT). THE EXISTING STRUCTURE IS TO REMAIN WITH PROPOSED REPAIRS UTILIZING A LOCAL ROAD DETOUR.

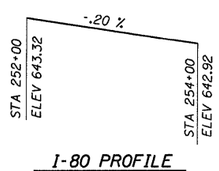
PROPOSED WORK:

1.) DECK SLAB REPAIR
2.) REPLACE EXPANSION JOINT SEALS





CH 29 PROFILE



I-80 PROFILE

STATION 252+46.79
BUILT 1960 BY
STATE OF ILLINOIS
FAI RT 80 SEC 06-1-HB-2
FA PROJ I-80 - I (39)
LOADING H15-S12

NAME PLATE LETTERING

SEE STD 2113

CURVE DATA

Maine Line

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I = 2°-32'-00"
D = 0°-10'
T = 760.12
L = 1520.00
E = 8.40
R = 34,377.5

S.A. RT 29

PI = 17+20.00
I = 22°-42'-40"
D = 3°-00'-00"
T = 383.69
L = 757.04
E = 38.59
R = 1910.08
SE = .025 '/FT

LOADING H15-S12-44

GENERAL NOTES:

1.) PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO ROUTINE VARIATION. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED BASED UPON THE UNIT PRICE BID FOR THE WORK

2.) PRIOR TO POURING THE NEW CONCRETE DECK, ALL HEAVY OR LOOSE RUST, LOOSE MILL SCALE, AND OTHER LOOSE OR POTENTIALLY DETRIMENTAL FOREIGN MATERIAL SHALL BE REMOVED FROM THE SURFACES IN CONTACT WITH CONCRETE. TIGHTLY ADHERED PAINT MAY REMAIN UNLESS OTHERWISE NOTED. REMOVAL SHALL BE ACCOMPLISHED BY METHODS THAT WILL NOT DAMAGE THE STEEL AND THE COST WILL BE INCLUDED IN THE PAY ITEM COVERING REMOVAL OF THE EXISTING CONCRETE.

AS DIRECTED BY THE ENGINEER, EXISTING CONSTRUCTION ACCESSORIES WELDED TO THE TOP FLANGE OF BEAMS AND GIRDERS SHALL BE REMOVED. THE WELD AREAS SHALL BE GROUND FLUSH AND INSPECTED FOR CRACKS USING MAGNETIC PARTICLE TESTING (MT) OR DYE PENETRANT TESTING (PT) BY AN INDIVIDUAL ACCEPTABLE TO THE ENGINEER. ANY CRACKS THAT CAN NOT BE REMOVED BY GRINDING 1/4 IN. DEEP SHALL BE IDENTIFIED AND REPORTED TO THE BUREAU OF BRIDGES AND STRUCTURES FOR FURTHER DISPOSITION. THE COST OF REMOVING WELDED ACCESSORIES, GRINDING AND INSPECTING WELD AREAS AND GRINDING CRACKS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

STATE OF ILLINOIS
RALPH E. ANDERSON
081-004625
LICENSED STRUCTURAL ENGINEER
SPRINGFIELD

Expires Nov. 30, 2010

TOTAL BILL OF MATERIALS

ITEM	UNIT	SUPER STR	SUB STR	TOTAL
DECK SLAB REPAIR (PARTIAL)	SQ YD	11		11
DECK SLAB REPAIR (FULL DEPTH-TYPE II)	SQ YD	5		5
SILICONE JOINT SEALER (2")	FOOT	62		62

GENERAL PLAN AND ELEVATION
PROJECT I-80-1 (39)40
FAI RT 80 SEC 06-1-HB-2
BUREAU COUNTY
STA 252+46.79

SN 006-0121

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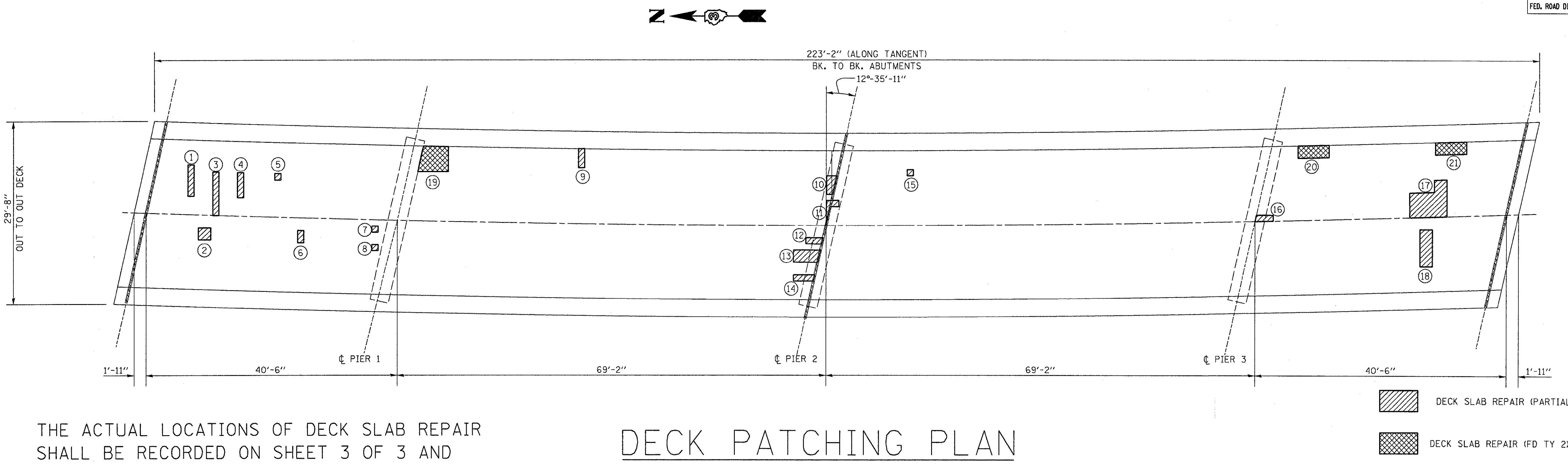
CONTRACT NO. 66623

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	48
STA. ________	TO STA. ________			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

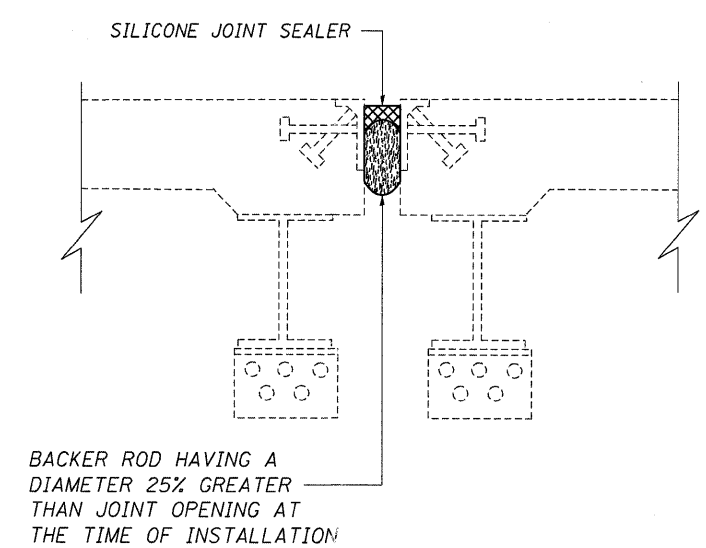


THE ACTUAL LOCATIONS OF DECK SLAB REPAIR SHALL BE RECORDED ON SHEET 3 OF 3 AND BECOME PART OF THE AS BUILT PLANS.

DECK PATCHING PLAN

SN 006-0121
DECK SURVEY INFORMATION
DATE: 6/5/2006
COMPLETED BY: DISTRICT 3

PATCH NO.	DECK SLAB REPAIR (PARTIAL DEPTH)	DECK SLAB REPAIR (FD TY 2)
	SQ YD	SQ YD
1	0.56	
2	0.43	
3	0.78	
4	0.45	
5	0.11	
6	0.22	
7	0.11	
8	0.11	
9	0.33	
10	0.46	
11	0.33	
12	0.30	
13	0.92	
14	0.37	
15	0.11	
16	0.30	
17	3.11	
18	1.35	
19		2.01
20		1.11
21		1.07
TOTALS	10.35	4.19



EXPANSION JOINT @ PIER 2

REMOVE EXISTING JOINT MATERIAL AT PIER 2 & REPLACE WITH SILICONE JOINT SEALER. COST OF REMOVAL INCLUDED IN COST OF SILICONE JOINT SEALER.

DECK PATCHING & EXPANSION JOINT REPAIR

C.H. RT. 29, OVER FAI RT.80
STA. 19+88.71
SN: 006-0121

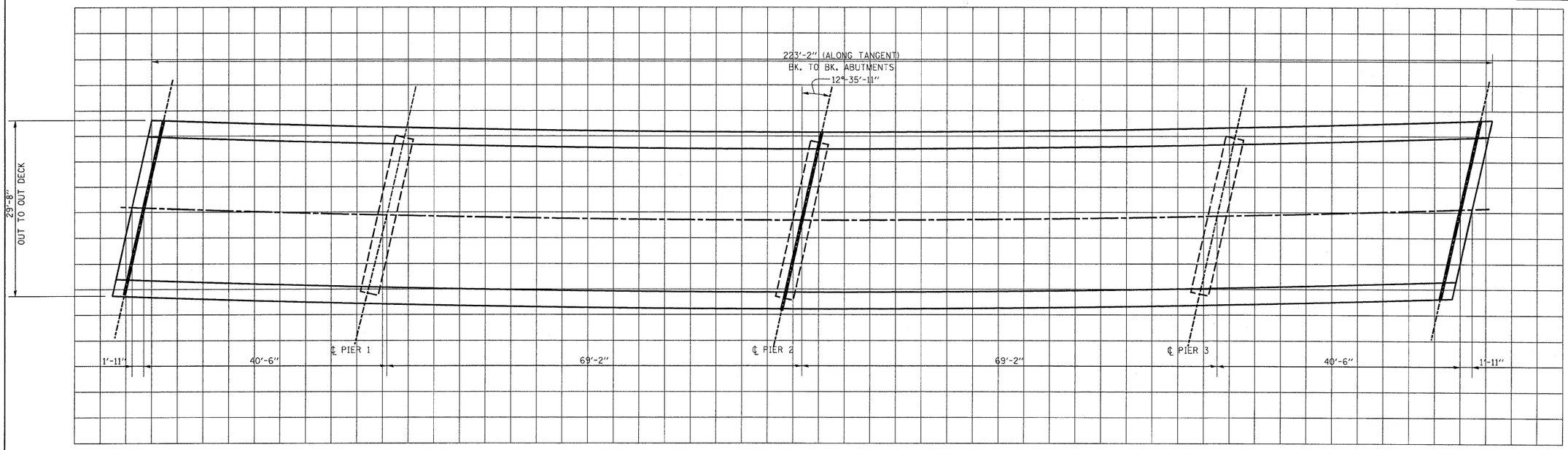
SN 006-0121

PLOT DATE = Sep 04, 2008 - 08:09:41 AM
FILE NAME = c:\pw_work\pwidot\brabogpc\dms32753\details.dgn
PLOT SCALE = 21.2015 ' / IN.
USER NAME = brabogpc

CONTRACT NO. 66623

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, 1	BUREAU	116	49
STA. _____	TO STA. _____			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

SHEET 3 OF 3



DECK PATCHING PLAN

SN 006-0121

PATCH NO.	DECK SLAB REPAIR (PARTIAL DEPTH)	DECK SLAB REPAIR (FD TY 2)
	SQ YD	SQ YD
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
TOTALS		

DECK SLAB REPAIR RECORD
(AS BUILT)
DECK PATCHING

C.H. RT. 29, OVER FAI RT.80
STA. 19+88.71
SN: 006-0121

SN 006-0121

Benchmark: Chiseled "□" top of Northwest wingwall of SN 006-0007 Sta. 202+13.94, 24.95' Rt. Elev. = 637.37

Existing Structures: SN 006-0007 (EB) and SN 006-0008 (WB) Built in 1963 as F.A.I. 80, Section 06-1B-3, at Sta. 202+80. Existing Superstructure consists of steel I-Beams and 7" concrete deck with a bituminous waterproof membrane overlay. The Substructure consists of reinforced concrete spill-thru abutments suported by concrete piles and reinforced concrete piers supported by a spread footing and timber piles. 140'-4" Bk. to Bk. abutments. 43'-8" out-to-out deck. Concrete deck to be removed and and replaced using stage construction.

No Salvage.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

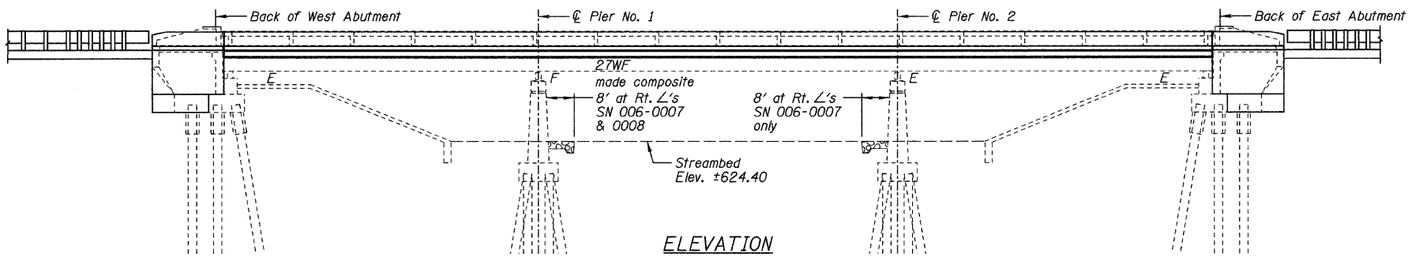
See sheet 2 of 25 for Index of Bridge Plans, Total Bill of Materials and General Notes

See sheet 2 of 25 for Section A-A

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	50
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 1
29 SHEETS

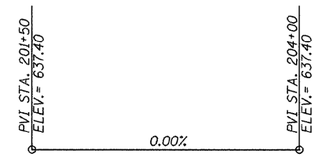
Contract #66623
* (06-1, 2)RS-3, I



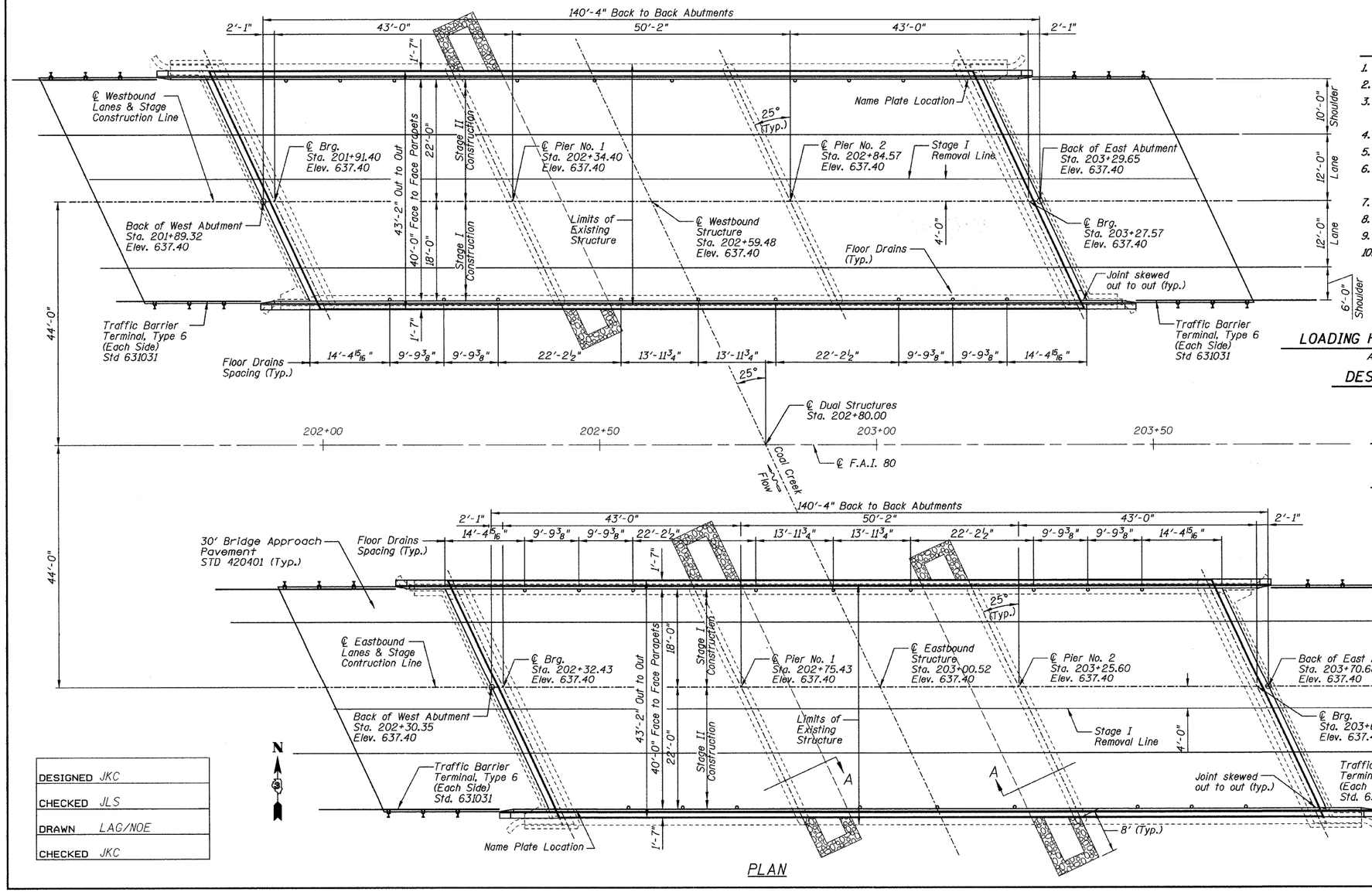
ELEVATION

STATION 202+80
RE-BUILT BY
STATE OF ILLINOIS
F.A.I. 80 SEC. (06-1, 2)RS-3, I
LOADING HS-20-44
STR. NO. 006-____

NAME PLATE
See Std. 515001



PROPOSED PROFILE SN 006-0007 AND SN 006-0008 (I-80 EBL AND WBL)



PLAN

SCOPE OF WORK

1. Remove and replace existing concrete deck.
2. Epoxy crack injection of cracks on the piers and abutment walls and seats.
3. Jack and remove existing bearings at the abutments to install new elastomeric bearings.
4. Structural repair of concrete at all appropriate areas on the abutments.
5. Remove and replace anchor bolt on bearings 12 and 18 on Pier 1 for SN 006-0007.
6. Place stone riprap in the channel on the east side of Pier 1 and the west side of Pier 2 to stop scouring at SN 006-0007.
7. Remove and replace expansion joints with strip seal joints.
8. Place stone riprap in the channel on the east side of Pier 1 for SN 006-0008.
9. Remove and replace wingwalls.
10. Beams are to be composite in positive moment regions.

7/21/08 date

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

JAMES K. CLINARD
LICENSED STRUCTURAL ENGINEER NO. 081-004655
STATE OF ILLINOIS
expires 11-30-2008
signature
PROFESSIONAL DESIGN FIRM LICENSE NO. 184-001717

LOADING HS20-44 & ALT. MIL. LOAD (New Const.)

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

DESIGN SPECIFICATIONS (New Const.)

2002 AASHTO

DESIGN STRESSES

FIELD UNITS (New construction)

f'c = 3,500 psi
fy = 60,000 psi (reinforcement)

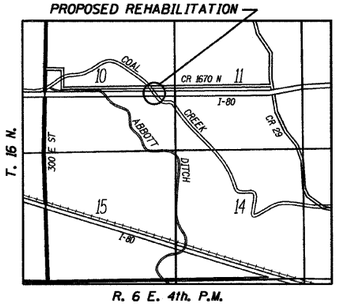
FIELD UNITS (Exist. construction)

f'c = 3,500 psi
fy = 40,000 psi (reinforcement)
fy = 33,000 psi (structural steel)

SEISMIC DATA

S.P.C. A
A= 0.04
S= 1.0

PROPOSED REHABILITATION



R. 6 E. 4th. P.M.

LOCATION SKETCH

DESIGNED	JKC
CHECKED	JLS
DRAWN	LAG/NOE
CHECKED	JKC

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

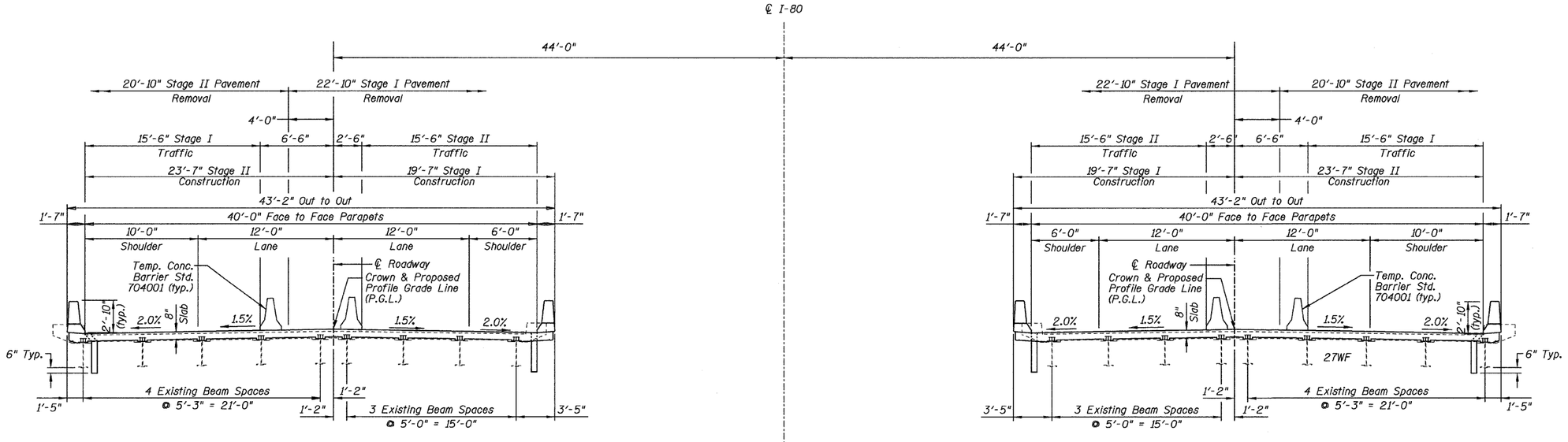
GENERAL PLAN
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	51
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

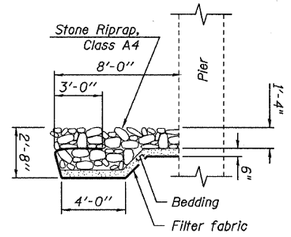
SHEET NO. 2
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I



CROSS SECTION
(LOOKING EAST)

Index of Bridge Plans



SECTION A-A

GENERAL NOTES:

1. No field welding is permitted except as specified in the contract documents.
2. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions.
3. Reinforcement bars designated (E) shall be epoxy coated.
4. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

   As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by an individual acceptable to the Engineer. Any cracks that cannot be removed by grinding ¼ inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
5. Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.
6. Cleaning and field painting of structural steel shall be done under a separate painting contract.
7. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
8. Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
9. If the Contractor elects to use cantilever forming brackets on the exterior beams or 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 first interior beam at each of these additional bracket locations.
10. Clean and relocate existing name plate adjacent to new name plate. Cost included with name plate.
11. Partial depth saw cutting of existing concrete deck over the top of the existing beam flanges shall be permitted. See Special Provision for Removal of Existing Non-Composite Bridge Deck.
12. All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M300, Type 1.

TOTAL BILL OF MATERIALS

		SN 006-0007 (EB)		SN 006-0008 (WB)		
DESCRIPTION	UNIT	SUPER	SUB	SUPER	SUB	TOTAL
STONE RIPRAP, CLASS A4	SQ. YD.	--	117	--	58	175
FILTER FABRIC	SQ. YD.	--	117	--	58	175
CONCRETE REMOVAL	CU. YD.	--	19.8	--	19.7	39.5
REMOVAL OF EXISTING CONCRETE DECK NO. 1	EACH	1	--	1	--	2
STRUCTURE EXCAVATION	CU. YD.	--	109	--	109	218
FLOOR DRAINS	EACH	18	--	18	--	36
CONCRETE STRUCTURES	CU. YD.	--	33.2	--	33.2	66.4
CONCRETE SUPERSTRUCTURE	CU. YD.	203.6	--	203.6	--	407.2
BRIDGE DECK GROOVING	SQ. YD.	582	--	582	--	1164
PROTECTIVE COAT	SQ. YD.	745	--	745	--	1490
FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	2285	--	2285	--	4570
STUD SHEAR CONNECTORS	EACH	3600	--	3600	--	7200
JACK AND REMOVE EXISTING BEARINGS	EACH	18	--	18	--	36
REINFORCEMENT BARS, EPOXY COATED	POUND	39210	4050	39210	4050	86520
BAR SPLICERS	EACH	354	88	354	88	884
NAME PLATES	EACH	1	--	1	--	2
PREFORMED JOINT STRIP SEAL	FOOT	92.5	--	92.5	--	185
ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	9	--	9	--	18
ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	9	--	9	--	18
ANCHOR BOLTS, 1"	EACH	--	36	--	36	72
EPOXY CRACK INJECTION	FOOT	--	86	--	64	150
STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ. FT.	--	0	--	16	16
REMOVE AND REPLACE ANCHOR BOLTS	EACH	--	1	--	1	2

DESIGNED	JKC
CHECKED	JLS
DRAWN	LAG/NOE
CHECKED	JKC

GENERAL NOTES AND BILL OF MATERIALS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

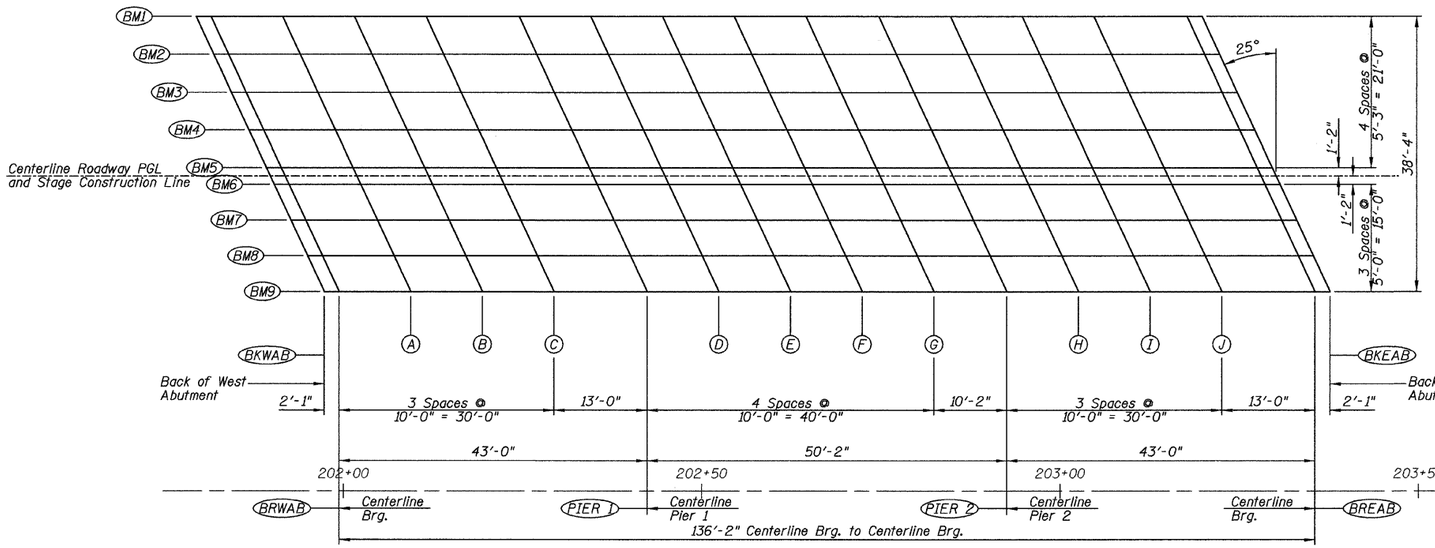
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

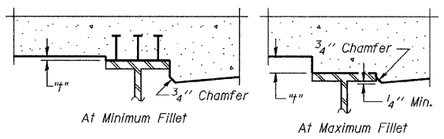
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	52
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 3
29 SHEETS

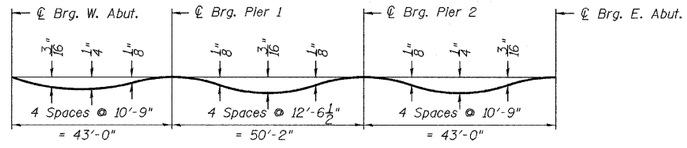
Contract #66623
* (06-1, 2)RS-3, I





To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 4 & 5, minus slab thickness, equals the fillet heights "t" above top flange of beams.

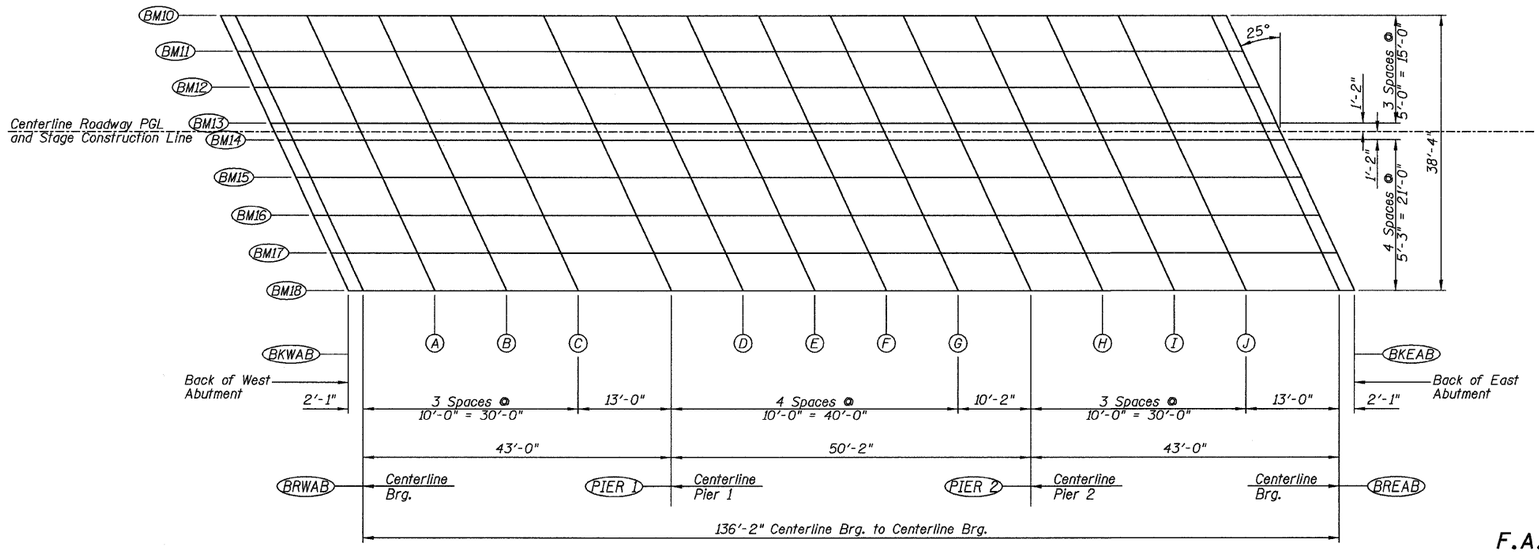
FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 4 & 5.



PLAN

N

DESIGNED	NOE
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

DECK ELEVATIONS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	53
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 4
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

SCREED ELEVATION FOR BEAM BM1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	201+78.98	-66.17	637.0166	637.0166
BRWAB	201+81.06	-66.17	637.0166	637.0166
A	201+91.06	-66.17	637.0166	637.0289
B	202+01.06	-66.17	637.0166	637.0326
C	202+11.06	-66.17	637.0166	637.0267
PIER 1	202+24.06	-66.17	637.0166	637.0166
D	202+34.06	-66.17	637.0166	637.0209
E	202+44.06	-66.17	637.0166	637.0270
F	202+54.06	-66.17	637.0166	637.0270
G	202+64.06	-66.17	637.0166	637.0209
PIER 2	202+74.23	-66.17	637.0166	637.0166
H	202+84.23	-66.17	637.0166	637.0238
I	202+94.23	-66.17	637.0166	637.0317
J	203+04.23	-66.17	637.0166	637.0313
BREAB	203+17.23	-66.17	637.0166	637.0166
BKEAB	203+19.31	-66.17	637.0166	637.0166

SCREED ELEVATION FOR BEAM BM2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	201+81.43	-60.92	637.1216	637.1216
BRWAB	201+83.51	-60.92	637.1216	637.1216
A	201+93.51	-60.92	637.1216	637.1339
B	202+03.51	-60.92	637.1216	637.1376
C	202+13.51	-60.92	637.1216	637.1317
PIER 1	202+26.51	-60.92	637.1216	637.1216
D	202+36.51	-60.92	637.1216	637.1259
E	202+46.51	-60.92	637.1216	637.1320
F	202+56.51	-60.92	637.1216	637.1320
G	202+66.51	-60.92	637.1216	637.1259
PIER 2	202+76.68	-60.92	637.1216	637.1216
H	202+86.68	-60.92	637.1216	637.1288
I	202+96.68	-60.92	637.1216	637.1367
J	203+06.68	-60.92	637.1216	637.1363
BREAB	203+19.68	-60.92	637.1216	637.1216
BKEAB	203+21.76	-60.92	637.1216	637.1216

SCREED ELEVATION FOR BEAM BM3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	201+83.88	-55.67	637.2250	637.2250
BRWAB	201+85.96	-55.67	637.2250	637.2250
A	201+95.96	-55.67	637.2250	637.2373
B	202+05.96	-55.67	637.2250	637.2410
C	202+15.96	-55.67	637.2250	637.2351
PIER 1	202+28.96	-55.67	637.2250	637.2250
D	202+38.96	-55.67	637.2250	637.2293
E	202+48.96	-55.67	637.2250	637.2354
F	202+58.96	-55.67	637.2250	637.2354
G	202+68.96	-55.67	637.2250	637.2293
PIER 2	202+79.13	-55.67	637.2250	637.2250
H	202+89.13	-55.67	637.2250	637.2322
I	202+99.13	-55.67	637.2250	637.2401
J	203+09.13	-55.67	637.2250	637.2397
BREAB	203+22.13	-55.67	637.2250	637.2250
BKEAB	203+24.21	-55.67	637.2250	637.2250

SCREED ELEVATION FOR BEAM BM4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKW	201+86.32	-50.42	637.3037	637.3037
BRWAB	201+88.41	-50.42	637.3037	637.3037
A	201+98.41	-50.42	637.3037	637.3160
B	202+08.41	-50.42	637.3037	637.3197
C	202+18.41	-50.42	637.3037	637.3138
PIER 1	202+31.41	-50.42	637.3037	637.3037
D	202+41.41	-50.42	637.3037	637.3080
E	202+51.41	-50.42	637.3037	637.3141
F	202+61.41	-50.42	637.3037	637.3141
G	202+71.41	-50.42	637.3037	637.3080
PIER 2	202+81.57	-50.42	637.3037	637.3037
H	202+91.57	-50.42	637.3037	637.3109
I	203+01.57	-50.42	637.3037	637.3188
J	203+11.57	-50.42	637.3037	637.3184
BREAB	203+24.57	-50.42	637.3037	637.3037
BKEAB	203+26.66	-50.42	637.3037	637.3037

SCREED ELEVATION FOR BEAM BM5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	201+88.77	-45.17	637.3824	637.3824
BRWAB	201+90.86	-45.17	637.3824	637.3824
A	202+00.86	-45.17	637.3824	637.3947
B	202+10.86	-45.17	637.3824	637.3984
C	202+20.86	-45.17	637.3824	637.3925
PIER 1	202+33.86	-45.17	637.3824	637.3824
D	202+43.86	-45.17	637.3824	637.3867
E	202+53.86	-45.17	637.3824	637.3928
F	202+63.86	-45.17	637.3824	637.3928
G	202+73.86	-45.17	637.3824	637.3867
PIER 2	202+84.02	-45.17	637.3824	637.3824
H	202+94.02	-45.17	637.3824	637.3896
I	203+04.02	-45.17	637.3824	637.3975
J	203+14.02	-45.17	637.3824	637.3971
BREAB	203+27.02	-45.17	637.3824	637.3824
BKEAB	203+29.11	-45.17	637.3824	637.3824

SCREED ELEVATION FOR BEAM PGLWB

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	201+89.32	-44.00	637.4000	637.4000
BRWAB	201+91.40	-44.00	637.4000	637.4000
A	202+01.40	-44.00	637.4000	637.4123
B	202+11.40	-44.00	637.4000	637.4160
C	202+21.40	-44.00	637.4000	637.4101
PIER 1	202+34.40	-44.00	637.4000	637.4000
D	202+44.40	-44.00	637.4000	637.4043
E	202+54.40	-44.00	637.4000	637.4104
F	202+64.40	-44.00	637.4000	637.4104
G	202+74.40	-44.00	637.4000	637.4043
PIER 2	202+84.57	-44.00	637.4000	637.4000
H	202+94.57	-44.00	637.4000	637.4072
I	203+04.57	-44.00	637.4000	637.4151
J	203+14.57	-44.00	637.4000	637.4147
BREAB	203+27.57	-44.00	637.4000	637.4000
BKEAB	203+29.65	-44.00	637.4000	637.4000

SCREED ELEVATION FOR BEAM BM6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	201+89.86	-42.83	637.3824	637.3824
BRWAB	201+91.94	-42.83	637.3824	637.3824
A	202+01.94	-42.83	637.3824	637.3947
B	202+11.94	-42.83	637.3824	637.3984
C	202+21.94	-42.83	637.3824	637.3925
PIER 1	202+34.94	-42.83	637.3824	637.3824
D	202+44.94	-42.83	637.3824	637.3867
E	202+54.94	-42.83	637.3824	637.3928
F	202+64.94	-42.83	637.3824	637.3928
G	202+74.94	-42.83	637.3824	637.3867
PIER 2	202+85.11	-42.83	637.3824	637.3824
H	202+95.11	-42.83	637.3824	637.3896
I	203+05.11	-42.83	637.3824	637.3975
J	203+15.11	-42.83	637.3824	637.3971
BREAB	203+28.11	-42.83	637.3824	637.3824
BKEAB	203+30.19	-42.83	637.3824	637.3824

SCREED ELEVATION FOR BEAM BM7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	201+92.19	-37.83	637.3074	637.3074
BRWAB	201+94.28	-37.83	637.3074	637.3074
A	202+04.28	-37.83	637.3074	637.3197
B	202+14.28	-37.83	637.3074	637.3234
C	202+24.28	-37.83	637.3074	637.3175
PIER 1	202+37.28	-37.83	637.3074	637.3074
D	202+47.28	-37.83	637.3074	637.3117
E	202+57.28	-37.83	637.3074	637.3178
F	202+67.28	-37.83	637.3074	637.3178
G	202+77.28	-37.83	637.3074	637.3117
PIER 2	202+87.44	-37.83	637.3074	637.3074
H	202+97.44	-37.83	637.3074	637.3146
I	203+07.44	-37.83	637.3074	637.3225
J	203+17.44	-37.83	637.3074	637.3221
BREAB	203+30.44	-37.83	637.3074	637.3074
BKEAB	203+32.53	-37.83	637.3074	637.3074

SCREED ELEVATION FOR BEAM BM8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	201+94.52	-32.83	637.2324	637.2324
BRWAB	201+96.61	-32.83	637.2324	637.2324
A	202+06.61	-32.83	637.2324	637.2447
B	202+16.61	-32.83	637.2324	637.2484
C	202+26.61	-32.83	637.2324	637.2425
PIER 1	202+39.61	-32.83	637.2324	637.2324
D	202+49.61	-32.83	637.2324	637.2367
E	202+59.61	-32.83	637.2324	637.2428
F	202+69.61	-32.83	637.2324	637.2428
G	202+79.61	-32.83	637.2324	637.2367
PIER 2	202+89.77	-32.83	637.2324	637.2324
H	202+99.77	-32.83	637.2324	637.2396
I	203+09.77	-32.83	637.2324	637.2475
J	203+19.77	-32.83	637.2324	637.2471
BREAB	203+32.77	-32.83	637.2324	637.2324
BKEAB	203+34.86	-32.83	637.2324	637.2324

SCREED ELEVATION FOR BEAM BM9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	201+96.85	-27.83	637.1366	637.1366
BRWAB	201+98.94	-27.83	637.1366	637.1366
A	202+08.94	-27.83	637.1366	637.1489
B	202+18.94	-27.83	637.1366	637.1526
C	202+28.94	-27.83	637.1366	637.1467
PIER 1	202+41.94	-27.83	637.1366	637.1366
D	202+51.94	-27.83	637.1366	637.1409
E	202+61.94	-27.83	637.1366	637.1470
F	202+71.94	-27.83	637.1366	637.1470
G	202+81.94	-27.83	637.1366	637.1409
PIER 2	202+92.10	-27.83	637.1366	637.1366
H	203+02.10	-27.83	637.1366	637.1438
I	203+12.10	-27.83	637.1366	637.1517
J	203+22.10	-27.83	637.1366	637.1513
BREAB	203+35.10	-27.83	637.1366	637.1366
BKEAB	203+37.19	-27.83	637.1366	637.1366

DESIGNED	NOE
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

DECK ELEVATIONS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	54
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 5
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

SCREED ELEVATION FOR BEAM BM10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	202+22.81	27.83	637.1366	637.1366
BRWAB	202+24.90	27.83	637.1366	637.1366
A	202+34.90	27.83	637.1366	637.1489
B	202+44.90	27.83	637.1366	637.1526
C	202+54.90	27.83	637.1366	637.1467
PIER 1	202+67.90	27.83	637.1366	637.1366
D	202+77.90	27.83	637.1366	637.1409
E	202+87.90	27.83	637.1366	637.1470
F	202+97.90	27.83	637.1366	637.1470
G	203+07.90	27.83	637.1366	637.1409
PIER 2	203+18.06	27.83	637.1366	637.1366
H	203+28.06	27.83	637.1366	637.1438
I	203+38.06	27.83	637.1366	637.1517
J	203+48.06	27.83	637.1366	637.1513
BREAB	203+61.06	27.83	637.1366	637.1366
BKEAB	203+63.15	27.83	637.1366	637.1366

SCREED ELEVATION FOR BEAM BM11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	202+25.14	32.83	637.2324	637.2324
BRWAB	202+27.23	32.83	637.2324	637.2324
A	202+37.23	32.83	637.2324	637.2447
B	202+47.23	32.83	637.2324	637.2484
C	202+57.23	32.83	637.2324	637.2425
PIER 1	202+70.23	32.83	637.2324	637.2324
D	202+80.23	32.83	637.2324	637.2367
E	202+90.23	32.83	637.2324	637.2428
F	203+00.23	32.83	637.2324	637.2428
G	203+10.23	32.83	637.2324	637.2367
PIER 2	203+20.40	32.83	637.2324	637.2324
H	203+30.40	32.83	637.2324	637.2396
I	203+40.40	32.83	637.2324	637.2475
J	203+50.40	32.83	637.2324	637.2471
BREAB	203+63.40	32.83	637.2324	637.2324
BKEAB	203+65.48	32.83	637.2324	637.2324

SCREED ELEVATION FOR BEAM BM12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	202+27.48	37.83	637.3074	637.3074
BRWAB	202+29.56	37.83	637.3074	637.3074
A	202+39.56	37.83	637.3074	637.3197
B	202+49.56	37.83	637.3074	637.3234
C	202+59.56	37.83	637.3074	637.3175
PIER 1	202+72.56	37.83	637.3074	637.3074
D	202+82.56	37.83	637.3074	637.3117
E	202+92.56	37.83	637.3074	637.3178
F	203+02.56	37.83	637.3074	637.3178
G	203+12.56	37.83	637.3074	637.3117
PIER 2	203+22.73	37.83	637.3074	637.3074
H	203+32.73	37.83	637.3074	637.3146
I	203+42.73	37.83	637.3074	637.3225
J	203+52.73	37.83	637.3074	637.3221
BREAB	203+65.73	37.83	637.3074	637.3074
BKEAB	203+67.81	37.83	637.3074	637.3074

SCREED ELEVATION FOR BEAM BM13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	202+29.81	42.83	637.3824	637.3824
BRWAB	202+31.89	42.83	637.3824	637.3824
A	202+41.89	42.83	637.3824	637.3947
B	202+51.89	42.83	637.3824	637.3984
C	202+61.89	42.83	637.3824	637.3925
PIER 1	202+74.89	42.83	637.3824	637.3824
D	202+84.89	42.83	637.3824	637.3867
E	202+94.89	42.83	637.3824	637.3928
F	203+04.89	42.83	637.3824	637.3928
G	203+14.89	42.83	637.3824	637.3867
PIER 2	203+25.06	42.83	637.3824	637.3824
H	203+35.06	42.83	637.3824	637.3896
I	203+45.06	42.83	637.3824	637.3975
J	203+55.06	42.83	637.3824	637.3971
BREAB	203+68.06	42.83	637.3824	637.3824
BKEAB	203+70.14	42.83	637.3824	637.3824

SCREED ELEVATION FOR BEAM PGLEB

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	202+30.35	44.00	637.4000	637.4000
BRWAB	202+32.43	44.00	637.4000	637.4000
A	202+42.43	44.00	637.4000	637.4123
B	202+52.43	44.00	637.4000	637.4160
C	202+62.43	44.00	637.4000	637.4101
PIER 1	202+75.43	44.00	637.4000	637.4000
D	202+85.43	44.00	637.4000	637.4043
E	202+95.43	44.00	637.4000	637.4104
F	203+05.43	44.00	637.4000	637.4104
G	203+15.43	44.00	637.4000	637.4043
PIER 2	203+25.60	44.00	637.4000	637.4000
H	203+35.60	44.00	637.4000	637.4072
I	203+45.60	44.00	637.4000	637.4151
J	203+55.60	44.00	637.4000	637.4147
BREAB	203+68.60	44.00	637.4000	637.4000
BKEAB	203+70.68	44.00	637.4000	637.4000

SCREED ELEVATION FOR BEAM BM14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	202+30.90	45.17	637.3824	637.3824
BRWAB	202+32.98	45.17	637.3824	637.3824
A	202+42.98	45.17	637.3824	637.3947
B	202+52.98	45.17	637.3824	637.3984
C	202+62.98	45.17	637.3824	637.3925
PIER 1	202+75.98	45.17	637.3824	637.3824
D	202+85.98	45.17	637.3824	637.3867
E	202+95.98	45.17	637.3824	637.3928
F	203+05.98	45.17	637.3824	637.3928
G	203+15.98	45.17	637.3824	637.3867
PIER 2	203+26.15	45.17	637.3824	637.3824
H	203+36.15	45.17	637.3824	637.3896
I	203+46.15	45.17	637.3824	637.3975
J	203+56.15	45.17	637.3824	637.3971
BREAB	203+69.15	45.17	637.3824	637.3824
BKEAB	203+71.23	45.17	637.3824	637.3824

SCREED ELEVATION FOR BEAM BM15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	202+33.34	50.42	637.3037	637.3037
BRWAB	202+35.43	50.42	637.3037	637.3037
A	202+45.43	50.42	637.3037	637.3160
B	202+55.43	50.42	637.3037	637.3197
C	202+65.43	50.42	637.3037	637.3138
PIER 1	202+78.43	50.42	637.3037	637.3037
D	202+88.43	50.42	637.3037	637.3080
E	202+98.43	50.42	637.3037	637.3141
F	203+08.43	50.42	637.3037	637.3141
G	203+18.43	50.42	637.3037	637.3080
PIER 2	203+28.59	50.42	637.3037	637.3037
H	203+38.59	50.42	637.3037	637.3109
I	203+48.59	50.42	637.3037	637.3188
J	203+58.59	50.42	637.3037	637.3184
BREAB	203+71.59	50.42	637.3037	637.3037
BKEAB	203+73.68	50.42	637.3037	637.3037

SCREED ELEVATION FOR BEAM BM16

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	202+35.79	55.67	637.2250	637.2250
BRWAB	202+37.87	55.67	637.2250	637.2250
A	202+47.87	55.67	637.2250	637.2373
B	202+57.87	55.67	637.2250	637.2410
C	202+67.87	55.67	637.2250	637.2351
PIER 1	202+80.87	55.67	637.2250	637.2250
D	202+90.87	55.67	637.2250	637.2293
E	203+00.87	55.67	637.2250	637.2354
F	203+10.87	55.67	637.2250	637.2354
G	203+20.87	55.67	637.2250	637.2293
PIER 2	203+31.04	55.67	637.2250	637.2250
H	203+41.04	55.67	637.2250	637.2322
I	203+51.04	55.67	637.2250	637.2401
J	203+61.04	55.67	637.2250	637.2397
BREAB	203+74.04	55.67	637.2250	637.2250
BKEAB	203+76.12	55.67	637.2250	637.2250

SCREED ELEVATION FOR BEAM BM17

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	202+38.24	60.92	637.1216	637.1216
BRWAB	202+40.32	60.92	637.1216	637.1216
A	202+50.32	60.92	637.1216	637.1339
B	202+60.32	60.92	637.1216	637.1376
C	202+70.32	60.92	637.1216	637.1317
PIER 1	202+83.32	60.92	637.1216	637.1216
D	202+93.32	60.92	637.1216	637.1259
E	203+03.32	60.92	637.1216	637.1320
F	203+13.32	60.92	637.1216	637.1320
G	203+23.32	60.92	637.1216	637.1259
PIER 2	203+33.49	60.92	637.1216	637.1216
H	203+43.49	60.92	637.1216	637.1288
I	203+53.49	60.92	637.1216	637.1367
J	203+63.49	60.92	637.1216	637.1363
BREAB	203+76.49	60.92	637.1216	637.1216
BKEAB	203+78.57	60.92	637.1216	637.1216

SCREED ELEVATION FOR BEAM BM18

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	202+40.69	66.17	637.0166	637.0166
BRWAB	202+42.77	66.17	637.0166	637.0166
A	202+52.77	66.17	637.0166	637.0289
B	202+62.77	66.17	637.0166	637.0326
C	202+72.77	66.17	637.0166	637.0267
PIER 1	202+85.77	66.17	637.0166	637.0166
D	202+95.77	66.17	637.0166	637.0209
E	203+05.77	66.17	637.0166	637.0270
F	203+15.77	66.17	637.0166	637.0270
G	203+25.77	66.17	637.0166	637.0209
PIER 2	203+35.94	66.17	637.0166	637.0166
H	203+45.94	66.17	637.0166	637.0238
I	203+55.94	66.17	637.0166	637.0317
J	203+65.94	66.17	637.0166	637.0313
BREAB	203+78.94	66.17	637.0166	637.0166
BKEAB	203+81.02	66.17	637.0166	637.0166

DESIGNED	NOE
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

DECK ELEVATIONS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	55
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 6
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

NORTH CURB LINE

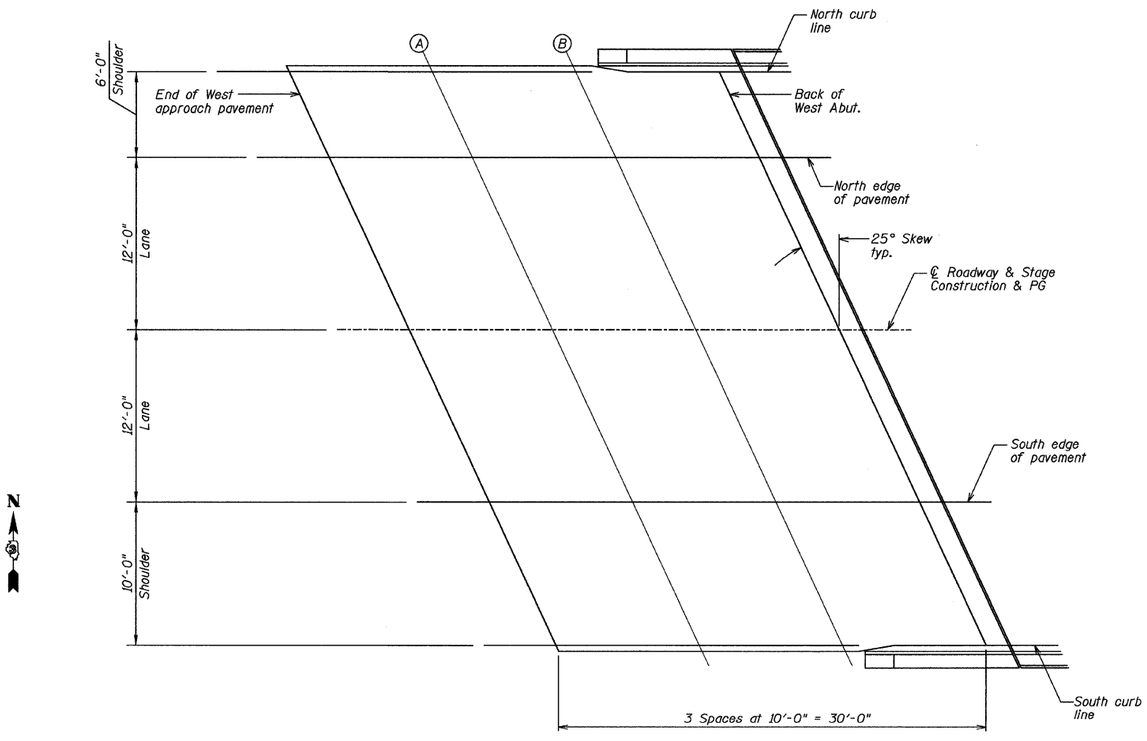
Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	201+91.96	26.00	637.10
A	202+01.96	26.00	637.10
B	202+11.96	26.00	637.10
Bk. W. Abut.	202+21.96	26.00	637.10

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	201+94.75	32.00	637.22
A	202+04.75	32.00	637.22
B	202+10.75	32.00	637.22
Bk. W. Abut.	202+20.75	32.00	637.22

℄ ROADWAY & STAGE CONSTRUCTION & PG

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	202+00.35	44.00	637.40
A	202+10.35	44.00	637.40
B	202+20.35	44.00	637.40
Bk. W. Abut.	202+30.35	44.00	637.40



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	202+05.95	56.00	637.22
A	202+15.95	56.00	637.22
B	202+25.95	56.00	637.22
Bk. W. Abut.	202+35.95	56.00	637.22

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	202+10.61	66.00	637.02
A	202+20.61	66.00	637.02
B	202+30.61	66.00	637.02
Bk. W. Abut.	202+40.61	66.00	637.02

DESIGNED	JKC
CHECKED	NOE
DRAWN	NOE
CHECKED	JKC

E-AS 5-16-08

TOP OF WEST APPROACH (EB)
SLAB ELEVATIONS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	56
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 7
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

NORTH CURB LINE

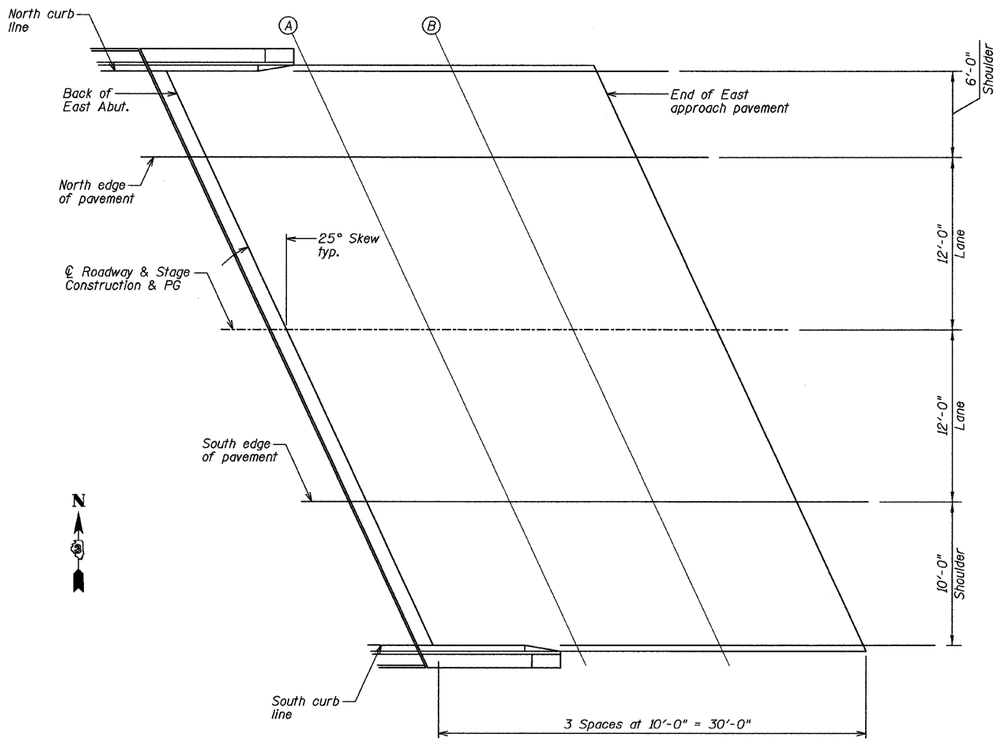
Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	203+62.29	26.00	637.10
A	203+72.29	26.00	637.10
B	203+82.29	26.00	637.10
End E. Appr. Pav't	203+92.29	26.00	637.10

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	203+65.08	32.00	637.22
A	203+75.08	32.00	637.22
B	203+85.08	32.00	637.22
End E. Appr. Pav't	203+95.08	32.00	637.22

℄ ROADWAY & STAGE CONSTRUCTION & PG

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	203+70.68	44.00	637.40
A	203+80.68	44.00	637.40
B	203+90.68	44.00	637.40
End E. Appr. Pav't	204+00.68	44.00	637.40



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	203+76.28	56.00	637.22
A	203+86.28	56.00	637.22
B	203+96.28	56.00	637.22
End E. Appr. Pav't	204+06.28	56.00	637.22

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	203+80.94	66.00	637.02
A	203+90.94	66.00	637.02
B	204+00.94	66.00	637.02
End E. Appr. Pav't	204+10.94	66.00	637.02

DESIGNED	JKC
CHECKED	NOE
DRAWN	NOE
CHECKED	JKC

E-AS 5-16-08

TOP OF EAST APPROACH (EB)
SLAB ELEVATIONS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	57
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 8
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

NORTH CURB LINE

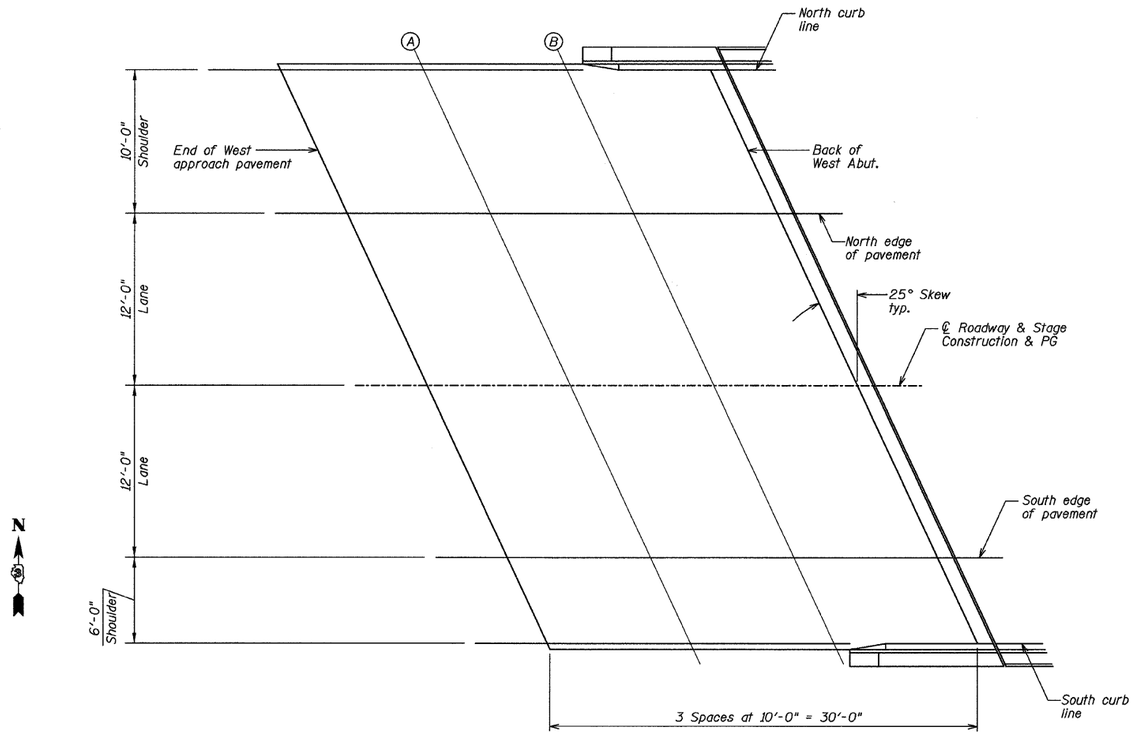
Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	201+49.06	-66.00	637.02
A	201+59.06	-66.00	637.02
B	201+69.06	-66.00	637.02
Bk. W. Abut.	201+79.06	-66.00	637.02

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	201+53.72	-56.00	637.22
A	201+63.72	-56.00	637.22
B	201+73.72	-56.00	637.22
Bk. W. Abut.	201+83.72	-56.00	637.22

℄ ROADWAY & STAGE CONSTRUCTION & PG

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	201+59.32	-44.00	637.40
A	201+69.32	-44.00	637.40
B	201+79.32	-44.00	637.40
Bk. W. Abut.	201+89.32	-44.00	637.40



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	201+64.92	-32.00	637.22
A	201+74.92	-32.00	637.22
B	201+84.92	-32.00	637.22
Bk. W. Abut.	201+94.92	-32.00	637.22

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	201+67.71	-26.00	637.10
A	201+77.71	-26.00	637.10
B	201+87.71	-26.00	637.10
Bk. W. Abut.	201+97.71	-26.00	637.10

DESIGNED	JKC
CHECKED	NOE
DRAWN	NOE
CHECKED	JKC

E-AS 5-16-08

TOP OF WEST APPROACH (WB)
SLAB ELEVATIONS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	58
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 9
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

NORTH CURB LINE

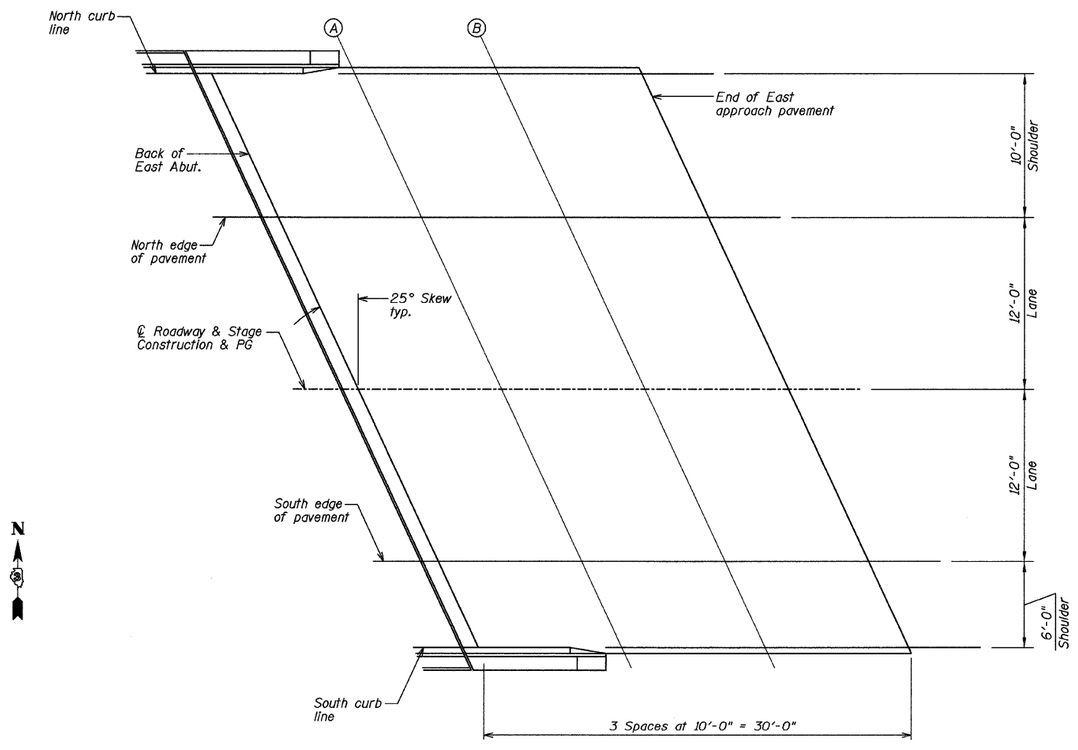
Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	203+19.39	-66.00	637.02
A	203+29.39	-66.00	637.02
B	203+39.39	-66.00	637.02
End E. Appr. Pav't	203+49.39	-66.00	637.02

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	203+24.05	-56.00	637.22
A	203+34.05	-56.00	637.22
B	203+44.05	-56.00	637.22
End E. Appr. Pav't	203+54.05	-56.00	637.22

℄ ROADWAY & STAGE CONSTRUCTION & PG

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	203+29.65	-44.00	637.40
A	203+39.65	-44.00	637.40
B	203+49.65	-44.00	637.40
End E. Appr. Pav't	203+59.65	-44.00	637.40



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	203+35.25	-32.00	637.22
A	203+45.25	-32.00	637.22
B	203+55.25	-32.00	637.22
End E. Appr. Pav't	203+65.25	-32.00	637.22

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	203+38.04	-26.00	637.10
A	203+48.04	-26.00	637.10
B	203+58.04	-26.00	637.10
End E. Appr. Pav't	203+68.04	-26.00	637.10

DESIGNED	JKC
CHECKED	NOE
DRAWN	NOE
CHECKED	JKC

E-AS 5-16-08

TOP OF EAST APPROACH (WB)
SLAB ELEVATIONS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

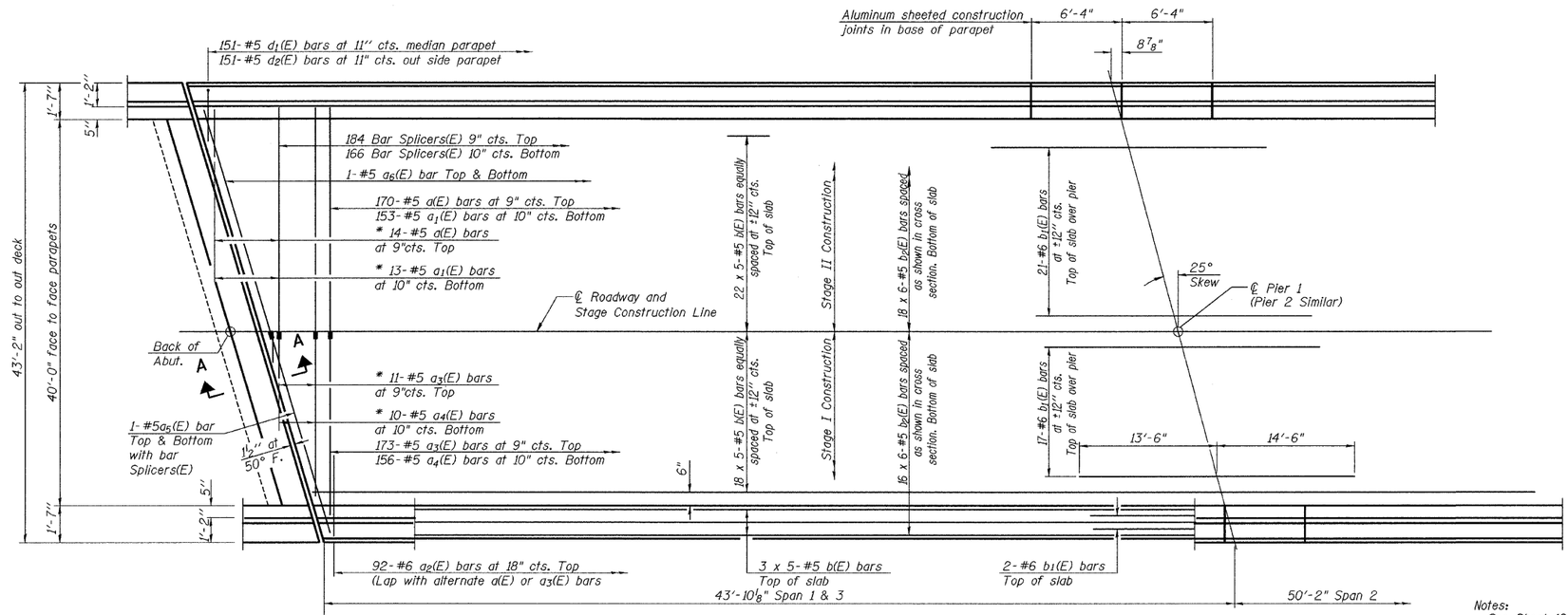
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	59
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

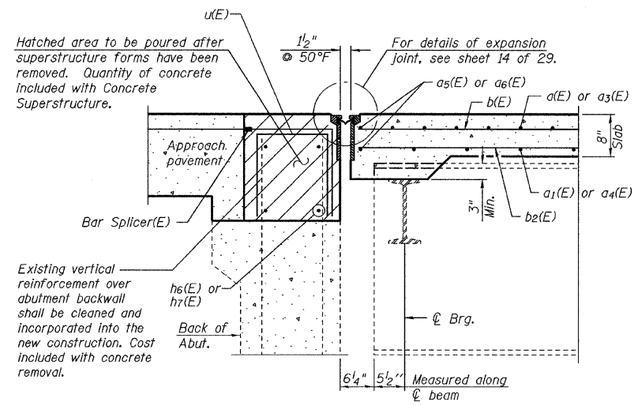
SHEET NO. 10
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

* Order d(E), a_1(E), a_3(E), & a_4(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.



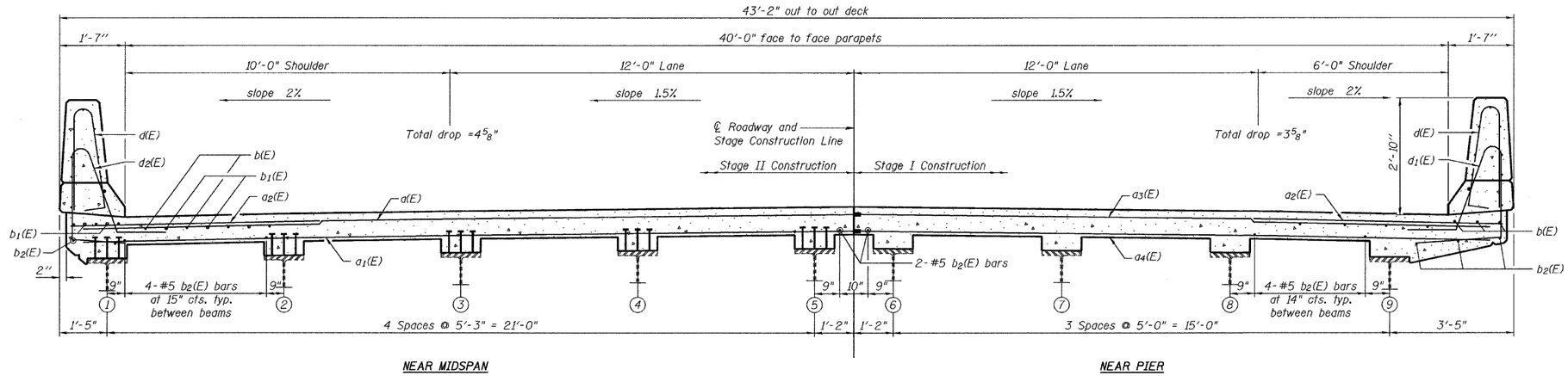
PARTIAL PLAN



SECTION A-A

Min. Bar Lap
#5 bar 1'-8"

Notes:
See Sheet 12 of 29 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 12 of 29 for parapet reinforcement.



NEAR MIDSPAN NEAR PIER

CROSS SECTION
(Looking East)

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

WESTBOUND
SUPERSTRUCTURE PLAN & CROSS SECTION
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

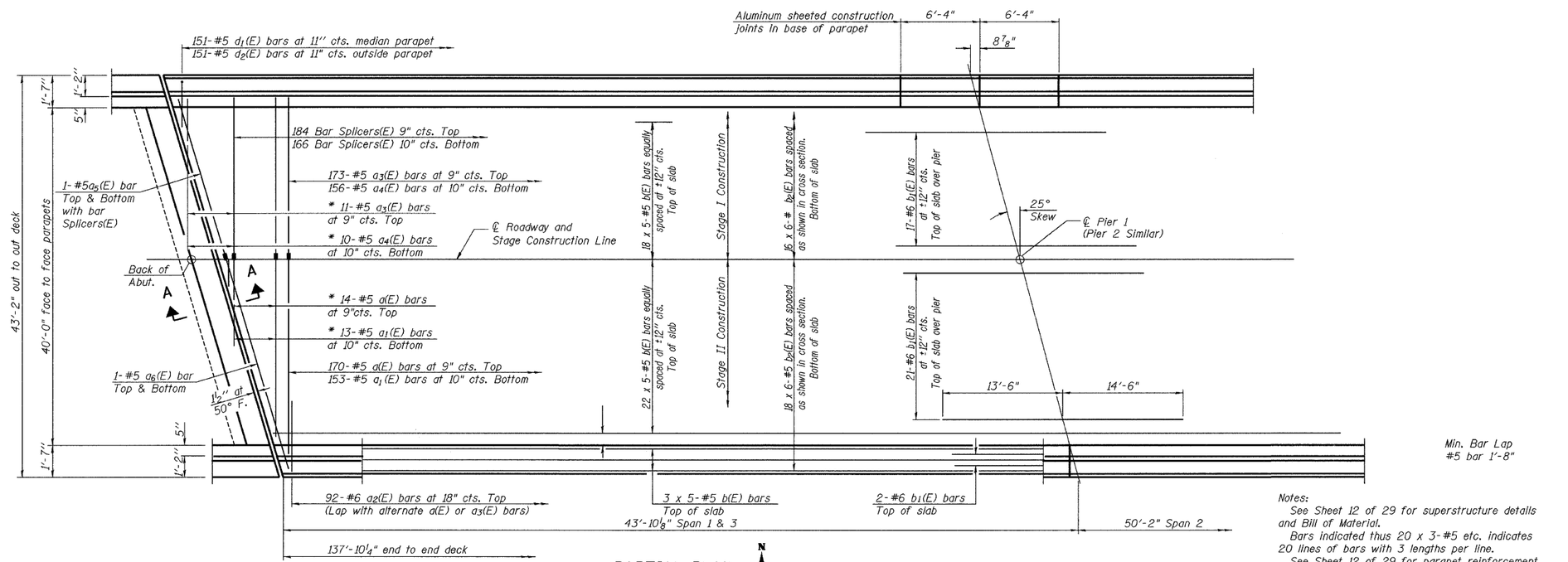
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	60
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 11
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

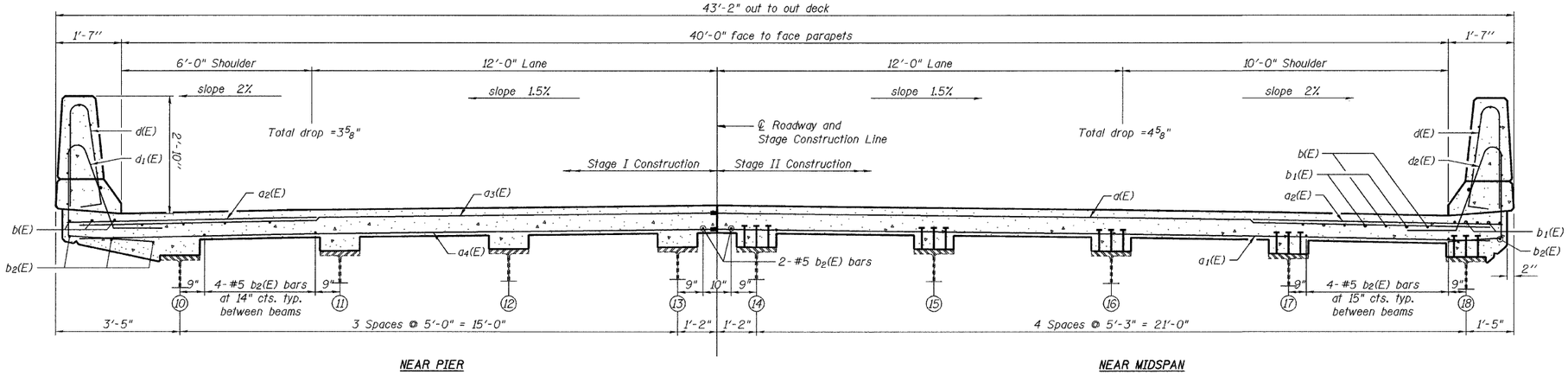
* Order a(E), a_1(E), a_3(E), & a_4(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.



Min. Bar Lap
#5 bar 1'-8"

Notes:
See Sheet 12 of 29 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 12 of 29 for parapet reinforcement.

PARTIAL PLAN



NEAR PIER

NEAR MIDSPAN

CROSS SECTION
(Looking East)

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

EASTBOUND
SUPERSTRUCTURE PLAN & CROSS SECTION
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

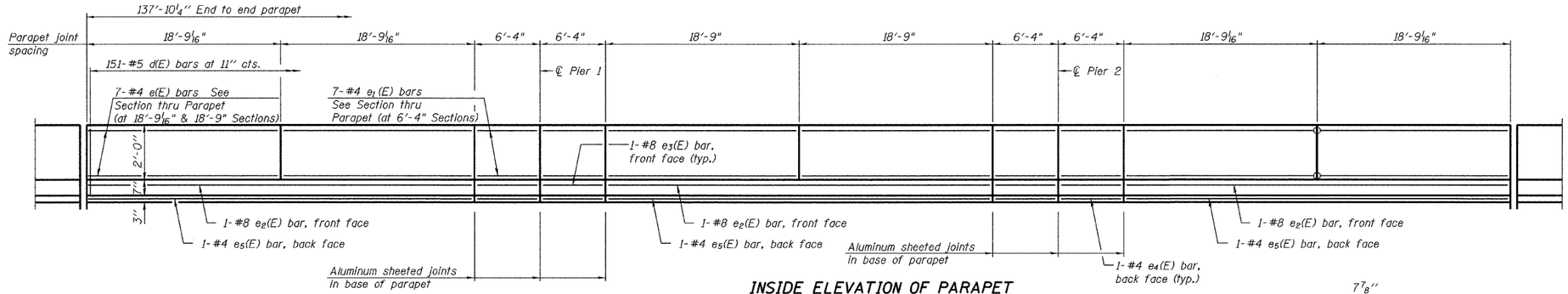
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

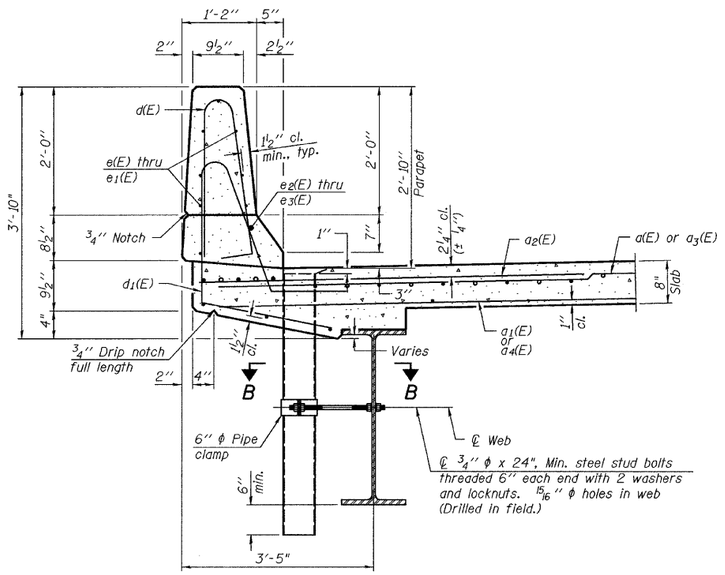
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	61
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 12
29 SHEETS

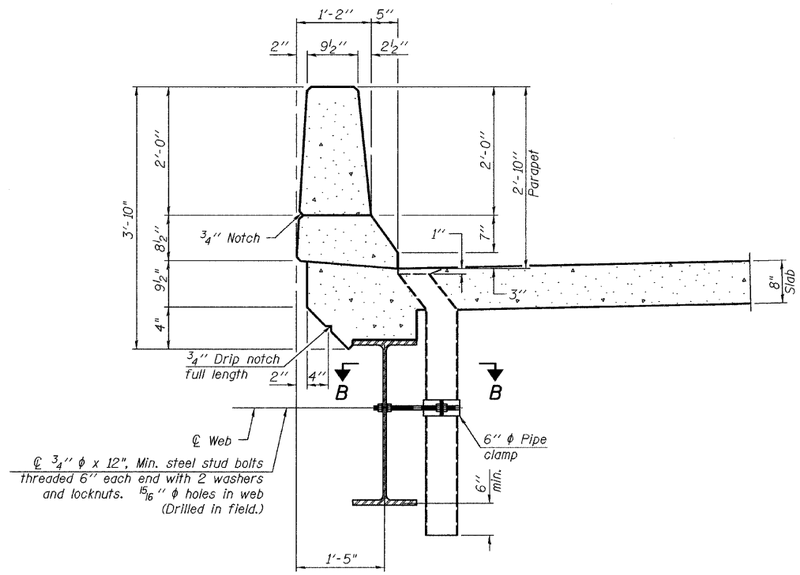
Contract #66623
* (06-1, 2)RS-3, I



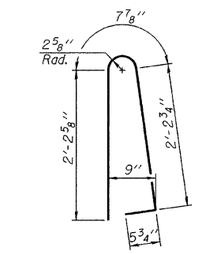
INSIDE ELEVATION OF PARAPET



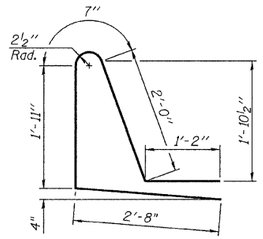
SECTION THRU MEDIAN PARAPET



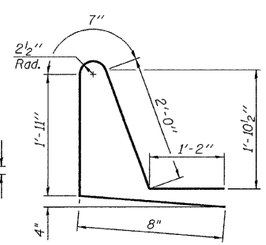
SECTION THRU OUTSIDE PARAPET



BAR d(E)



BAR d1(E)

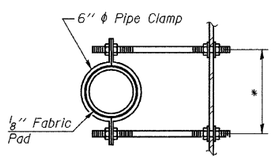


BAR d2(E)

SUPERSTRUCTURE BILL OF MATERIAL

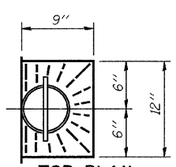
(Both Structures)

Bar	No.	Size	Length	Shape
a(E)	368	#5	23'-3"	
a1(E)	332	#5	23'-0"	
a2(E)	368	#6	6'-0"	
a3(E)	368	#5	19'-3"	
a4(E)	332	#5	19'-0"	
a5(E)	8	#5	21'-3"	
a6(E)	8	#5	25'-7"	
b(E)	460	#5	29'-0"	
b1(E)	168	#6	28'-0"	
b2(E)	408	#5	24'-5"	
d(E)	604	#5	5'-7"	
d1(E)	302	#5	8'-4"	
d2(E)	302	#5	6'-4"	
e(E)	168	#4	18'-6"	
e1(E)	112	#4	6'-1"	
e2(E)	12	#8	37'-3"	
e3(E)	16	#8	6'-1"	
e4(E)	16	#4	6'-1"	
e5(E)	12	#4	37'-3"	
Reinforcement Bars, Epoxy Coated		Pound	78,420	
Concrete Superstructure		Cu. Yds.	407	

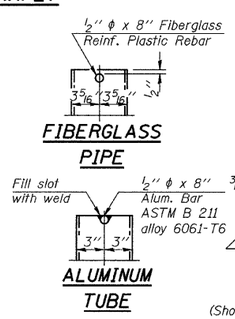


SECTION B-B

* Dimension as required by Pipe Clamp



TOP PLAN



FIBERGLASS PIPE

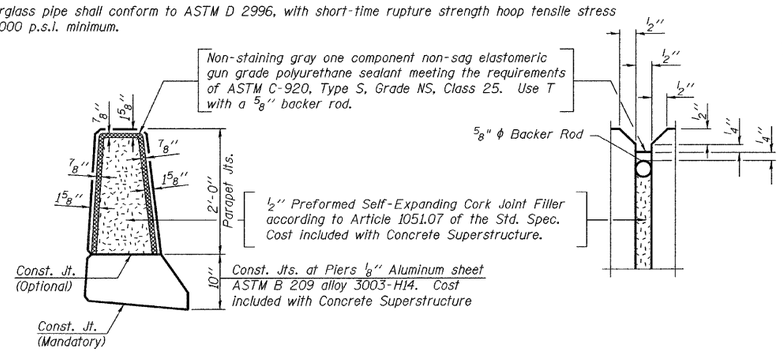
ALUMINUM TUBE

TOP PLAN

(Showing Aluminum Tube)

Notes:
Floor drains need not be painted.

Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.



PARAPET JOINT DETAILS

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

SUPERSTRUCTURE DETAILS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

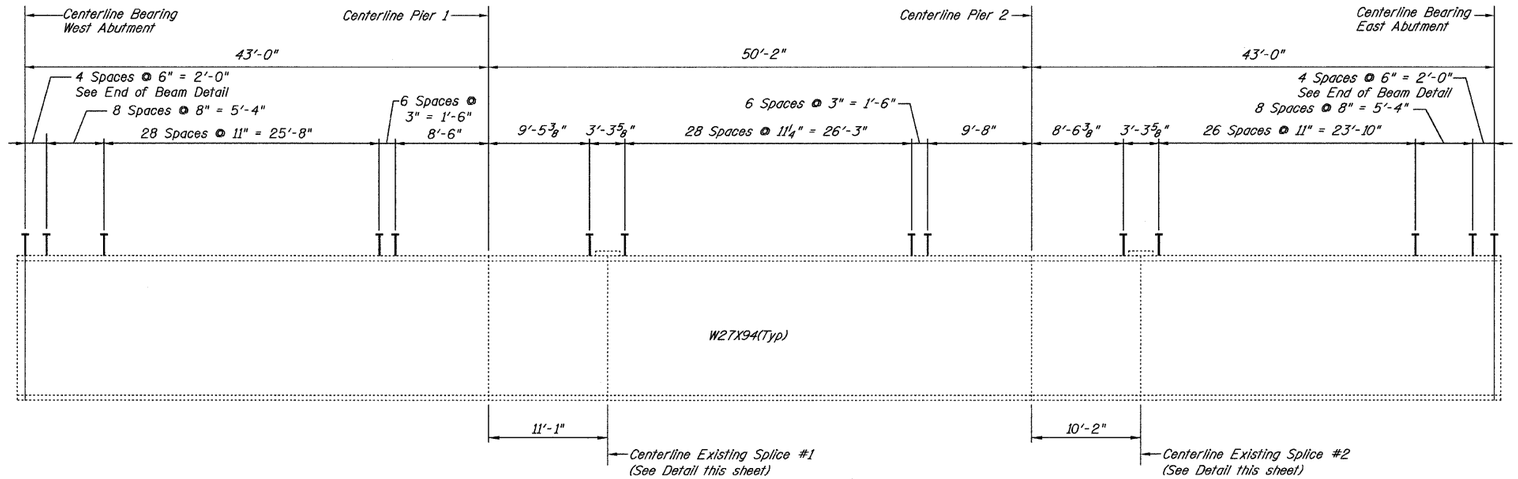
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

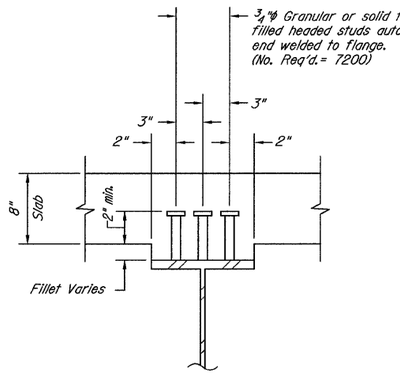
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	62
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 13
29 SHEETS

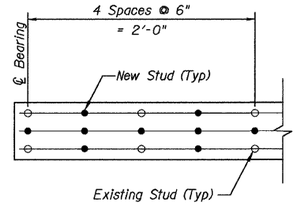
Contract #66623
* (06-1, 2)RS-3, I



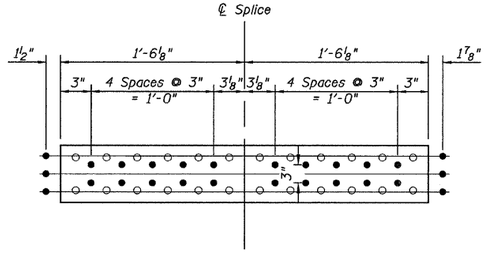
BEAM ELEVATION SHOWING STUDS
(400 Studs Req'd / Beam)



SHEAR CONNECTOR DETAIL



END OF BEAM DETAIL



STUD SHEAR CONNECTOR ATTACHED TO SPLICE PLATE DETAIL
(Splice 1 & 2)

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1 & 0.6 Sp. 3	Piers 1 & 2	0.5 Sp. 2
Is	(in^4)	3270	3270	3270
Ic (n)	(in^4)	9645	-	9645
Ic (sn)	(in^4)	7134	-	7134
Ss	(in^3)	242.9	242.9	242.9
Sc (n)	(in^3)	374.3	-	374.3
Sc (sn)	(in^3)	337.9	-	337.9
Z	(in^3)	-	-	-
D	(k/')	0.64	0.96	0.64
MD	('k)	86.2	197.2	62.1
sD	(k/')	0.32	-	0.32
MsD	('k)	49.0	-	44.2
ML	('k)	205.8	105.0	209.5
M (Imp)	('k)	61.7	31.5	62.8
5/3[ML+M(Imp)]	('k)	445.9	227.5	453.9
Ma	('k)	755.4	552.1	728.3
Mu	('k)	1431.6	-	1431.6
fsD (non-comp)	(ksi)	4.26	9.74	3.06
fsD (comp)	(ksi)	1.74	-	1.57
fs5/3(L+Imp)	(ksi)	14.30	11.24	14.55
fs (Overload)	(ksi)	20.29	20.98	19.20
fs (Total)	(ksi)	-	27.28	-
VR	(k)	42.3	-	44.6

INTERIOR GIRDER REACTION TABLE			
		Abut.	Pier 1 & 2
RD	(k)	16.2	49.5
RL	(k)	30.5	34.3
Imp.	(k)	9.1	10.0
R (Total)	(k)	55.8	93.8

Is and Ss are the moment of inertia and section modulus of the steel section used in computing fs (Total & Overload).

Ic (n) and Sc(n) are the moment of inertia and section modulus of the composite section used in computing stresses due to Live Load.

Ic (sn) and Sc(sn) are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads. (see AASHTO 10.38)

VR is the maximum Live Load + Impact shear range in span.

Z is the plastic section modulus used to determine the fully plastic moments in the non-composite areas.

Ma (Applied Moment)=1.3(MD + MsD +5/3(ML + M(Imp))).

The Plastic Moment capacity (Mu) is computed according to AASHTO 10.48.1 and 10.50.1.1.

fs (Overload) is the sum of the stresses due to MD + MsD +5/3(ML + M(Imp)).

fs (Total) (Non-compact section) is the sum of the stresses due to 1.3(MD + MsD +5/3(ML + M(Imp))).

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

FRAMING DETAILS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

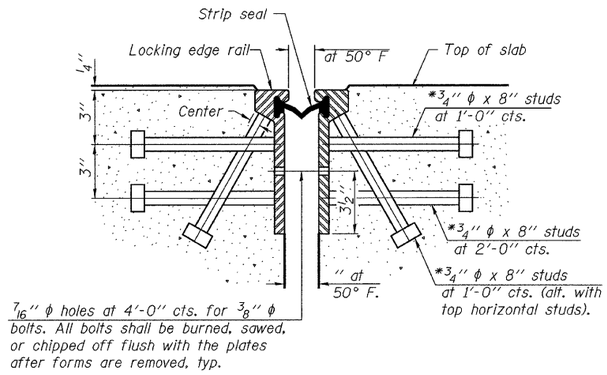
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	63
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

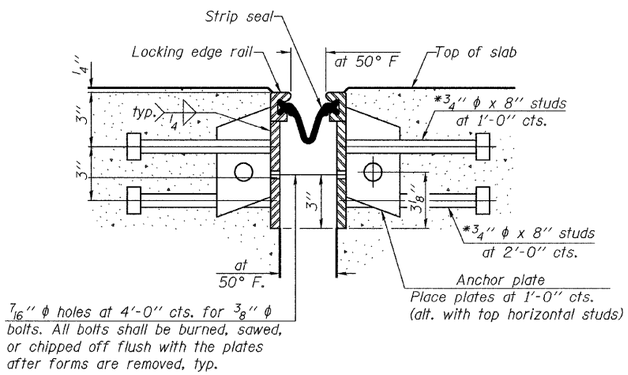
SHEET NO. 14
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

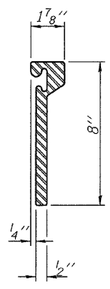
*Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



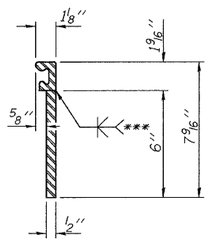
SECTION THRU ROLLED RAIL JOINT



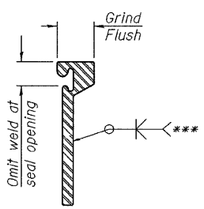
SECTION THRU WELDED RAIL JOINT



ROLLED EXTRUDED RAIL



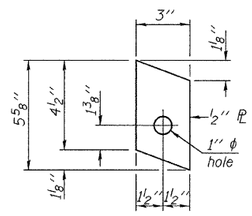
WELDED RAIL



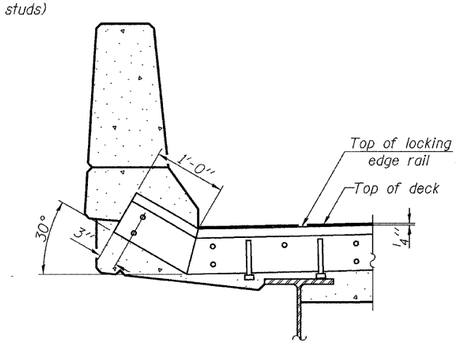
***Back gouge not required if complete joint penetration is verified by mock-up.

LOCKING EDGE RAIL SPLICE

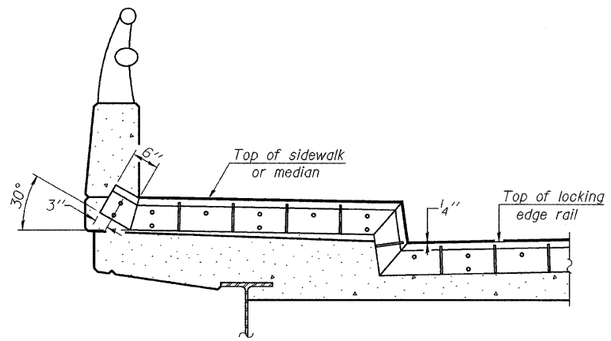
The inside of the locking edge rail groove shall be free of weld residue.



ANCHOR ℄
(for welded rail)



AT PARAPET



AT SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

TYPICAL END TREATMENTS

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

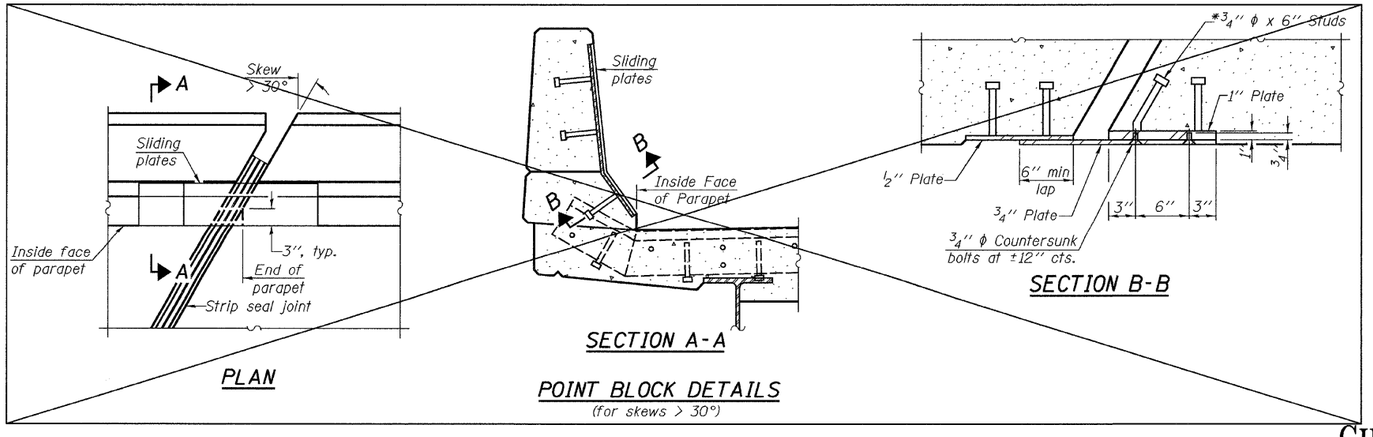
The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

LOCKING EDGE RAILS



BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	185

DESIGNED	--
CHECKED	--
DRAWN	NOE
CHECKED	JKC

EJ-SSJ 5-16-08

PREFORMED JOINT STRIP SEAL
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

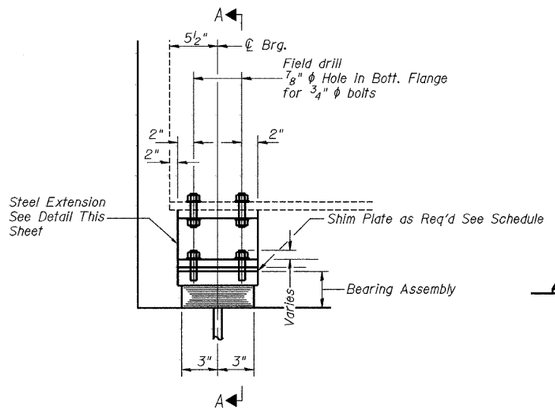
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

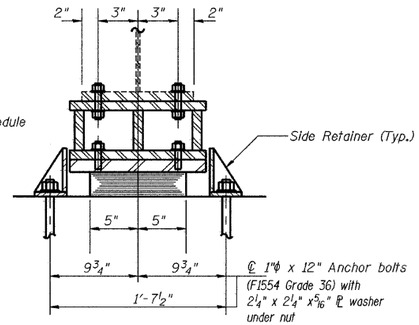
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	64
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 15
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

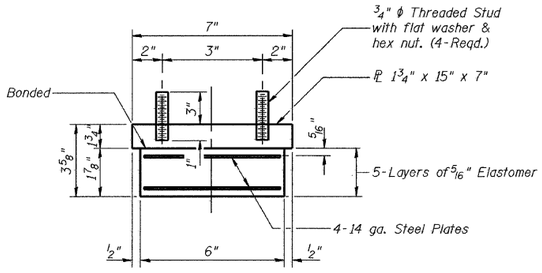


ELEVATION AT ABUT.



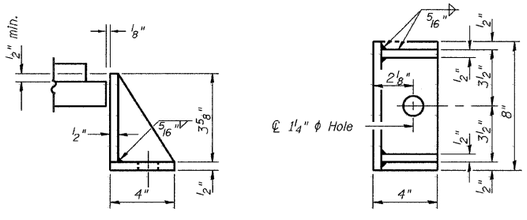
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

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

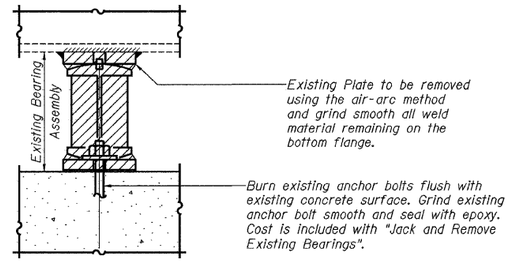


SIDE RETAINER
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

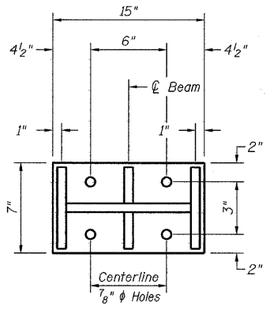
Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

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

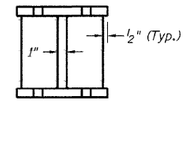
Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.



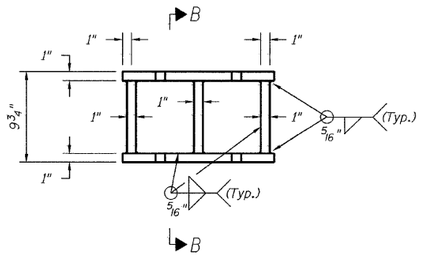
EXISTING BEARING REMOVAL DETAIL



PLAN STEEL EXTENSION



SECTION B-B



ELEVATION STEEL EXTENSION

STEEL EXTENSION DETAILS
18 Required

TABLE OF SHIM ℄ DIMENSIONS

Beam	W. Abutment
1	0
2	0
3	0
4	0
5	½"
6	½"
7	⅛"
8	0
9	0
10	0
11	0
12	⅛"
13	½"
14	½"
15	0
16	0
17	0
18	0

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	18
Anchor Bolts 1"ϕ	Each	36
Furnishing and Erecting Structural Steel *	Pound	2330

* Includes steel assembly above elastomeric bearing.

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

BEARING DETAILS-WEST ABUTMENT
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

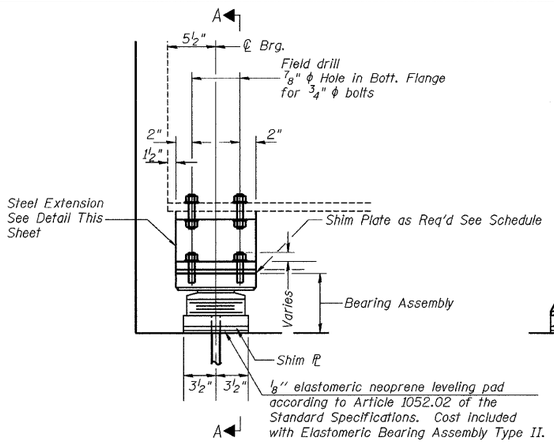
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

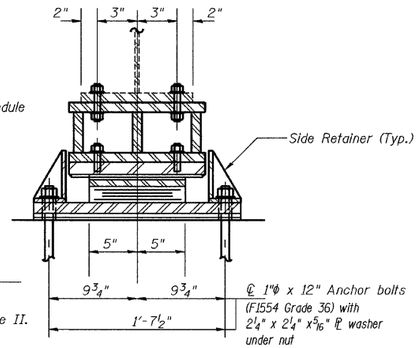
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	65
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 16
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

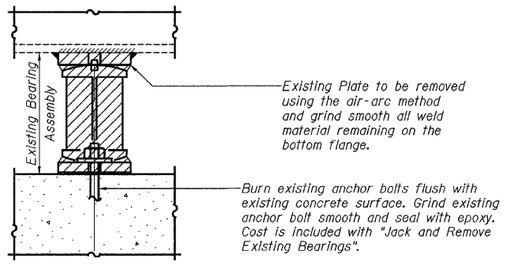


ELEVATION AT ABUT.

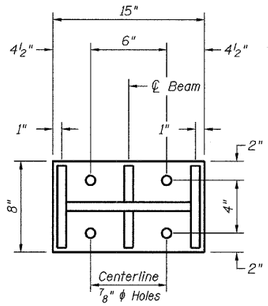


SECTION A-A

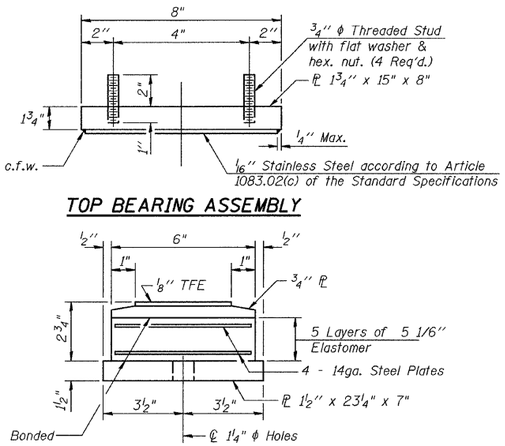
TYPE II ELASTOMERIC EXP. BRG.



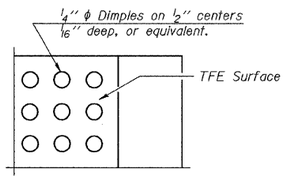
EXISTING BEARING REMOVAL DETAIL



PLAN STEEL EXTENSION



TOP BEARING ASSEMBLY



PLAN-TFE SURFACE

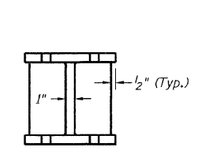
Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

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

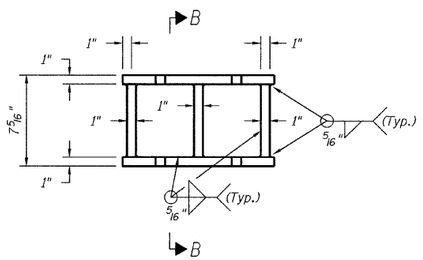
Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.

The ⅛" TFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of ½" TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.



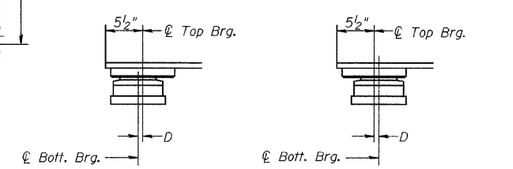
SECTION B-B



ELEVATION STEEL EXTENSION

STEEL EXTENSION DETAILS
18 REQUIRED

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



BELOW 50°F. (Move bott. brg. away from fixed brg.)
ABOVE 50°F. (Move bott. brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.
D=⅛" per each 100° of expansion for every 15° temp. change from the normal temp. of 50°F.

TABLE OF SHIM ℙ DIMENSIONS

Beam	E. Abutment
1	0
2	0
3	0
4	0
5	½"
6	½"
7	⅛"
8	0
9	0
10	0
11	0
12	⅛"
13	½"
14	½"
15	0
16	0
17	0
18	0

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	18
Anchor Bolts 1"ϕ	Each	36
Furnishing and Erecting Structural Steel *	Pound	2240

* Includes steel assembly above elastomeric bearing.

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

BEARING DETAILS-EAST ABUTMETNT
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

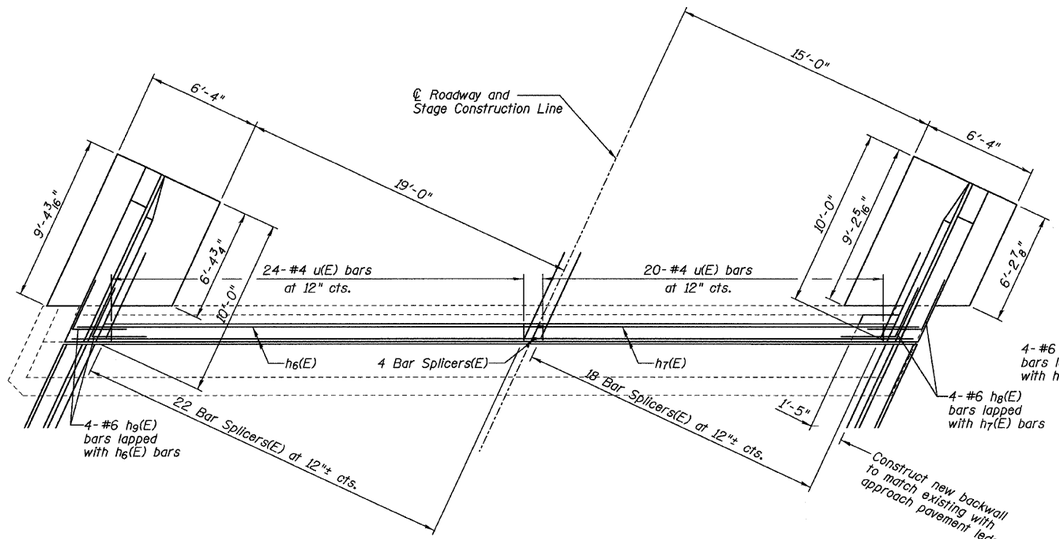
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

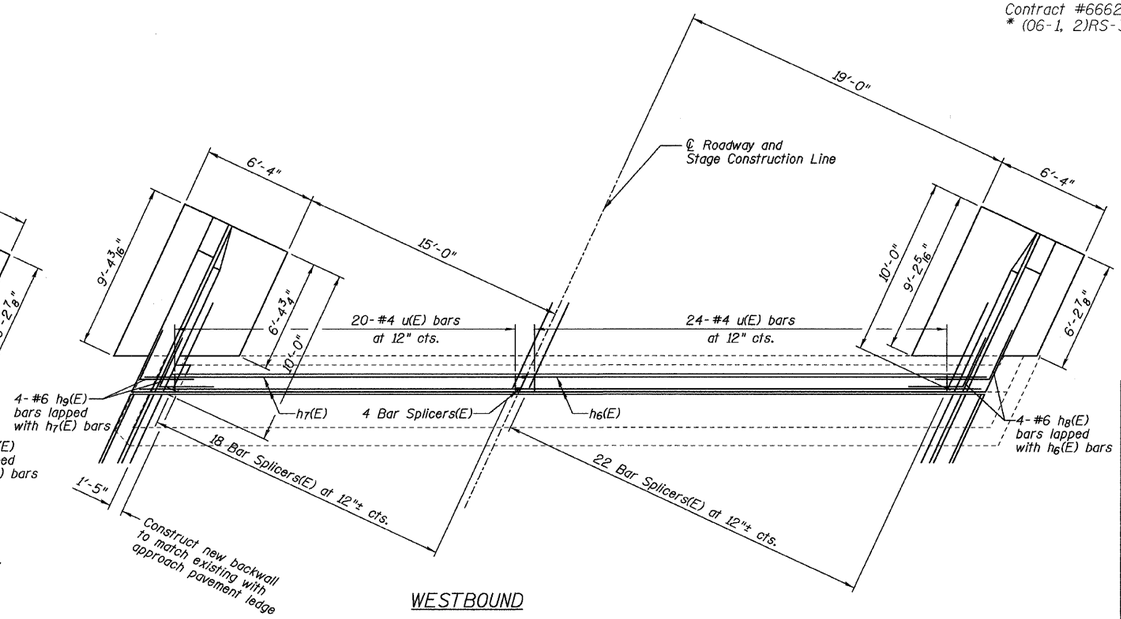
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	66
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 17
29 SHEETS

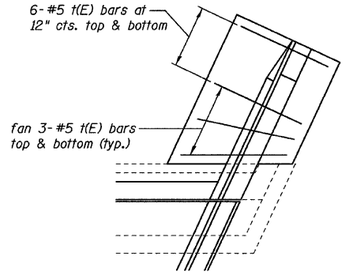
Contract #66623
* (06-1, 2)RS-3, I



EASTBOUND

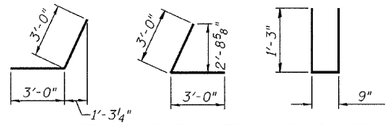


WESTBOUND



FOOTING REINFORCEMENT DETAIL

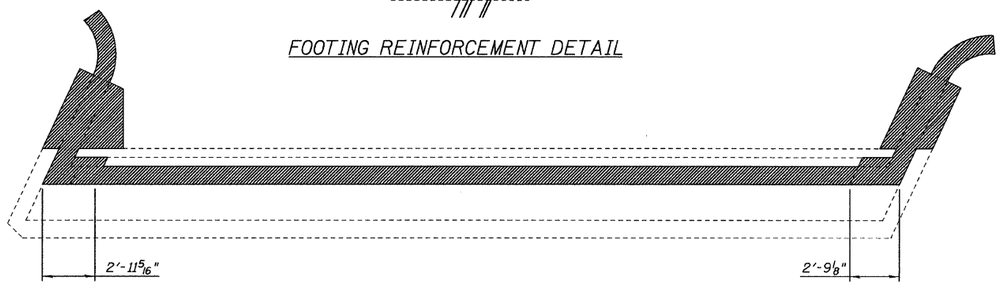
PLAN VIEW - WEST ABUTMENTS
Showing New Construction



BAR h8(E) BAR h9(E) BAR u(E)

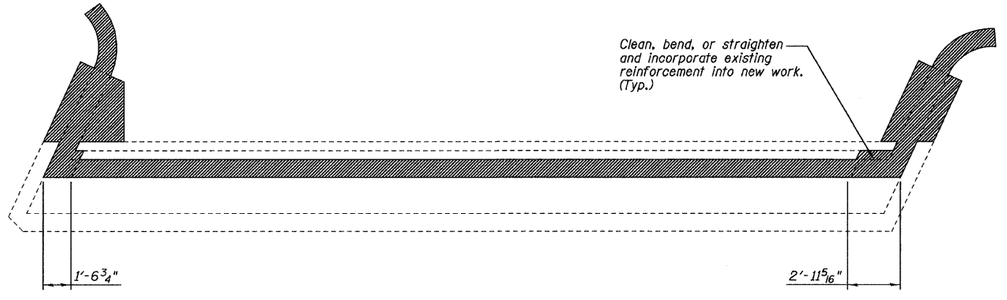
SUBSTRUCTURE BILL OF MATERIAL (West Abutments)

Bar	No.	Size	Length	Shape
h2(E)	8	#4	9'-9"	
h3(E)	20	#4	10'-6"	
h4(E)	32	#4	9'-9"	
h5(E)	20	#4	9'-0"	
h6(E)	8	#6	25'-8"	
h7(E)	8	#6	21'-3"	
h8(E)	8	#6	6'-0"	
h9(E)	8	#6	6'-0"	
n(E)	32	#6	9'-10"	
n1(E)	24	#6	4'-11"	
t(E)	72	#5	6'-0"	
u(E)	88	#4	3'-3"	
v2(E)	44	#6	9'-1"	
v3(E)	12	#6	9'-1"	
v4(E)	32	#6	9'-3"	
w(E)	20	#5	15'-2"	
Reinforcement Bars, Epoxy Coated		Pound	4,050	
Concrete Structures		Cu. Yds.	33.2	
Concrete Removal		Cu. Yds.	19.7	
Structure Excavation		Cu. Yds.	109	



EASTBOUND

PLAN VIEW - WEST ABUTMENTS
Showing Concrete Removal



WESTBOUND

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

Work this sheet with sheets 19, 20, & 21 of 29.

LEGEND
Concrete Removal

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

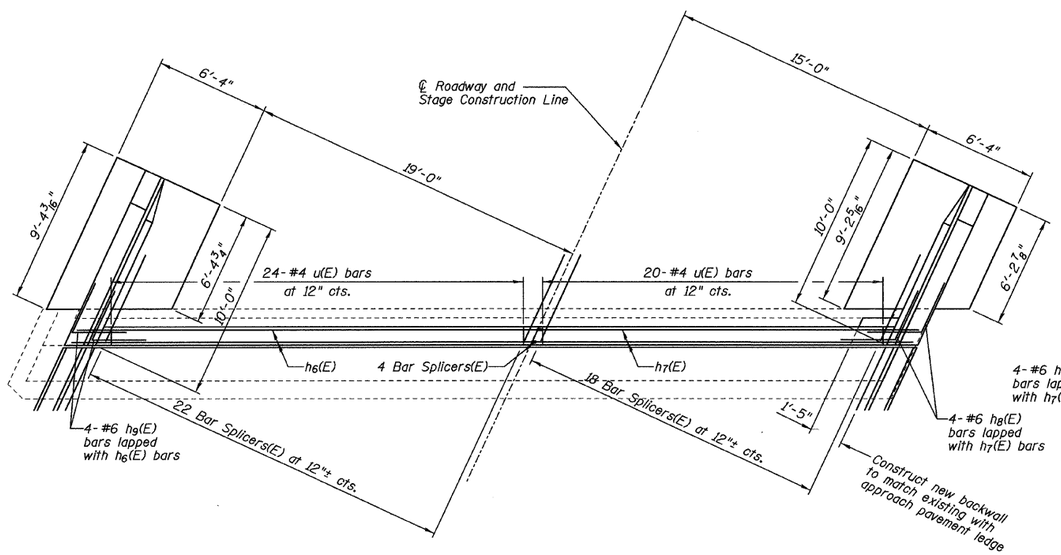
WEST ABUTMENT DETAILS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

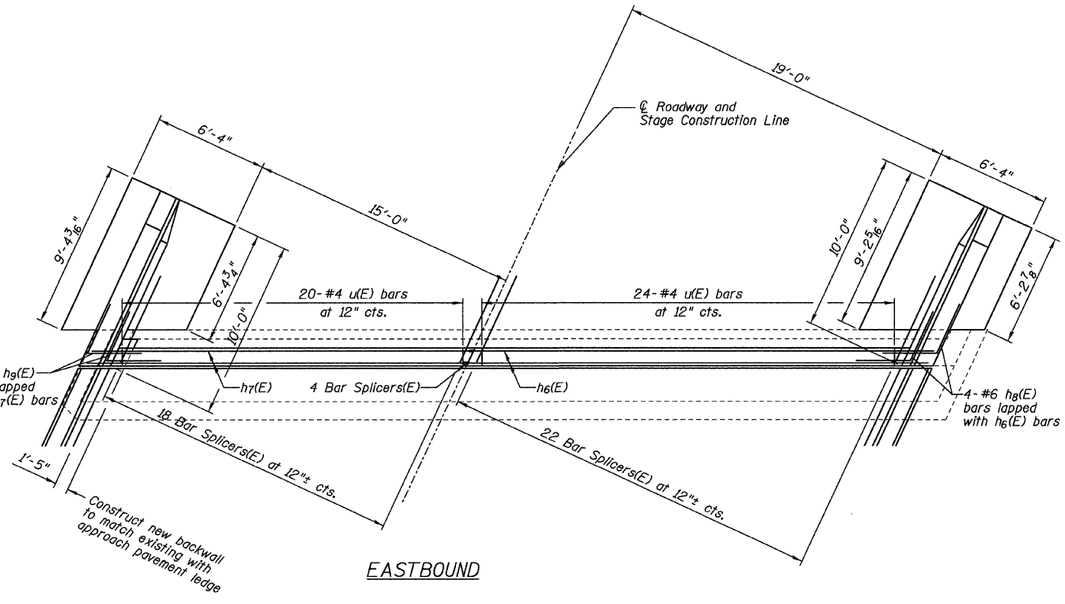
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	67
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 18
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I



WESTBOUND

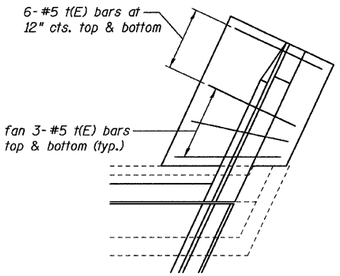


EASTBOUND

SUBSTRUCTURE BILL OF MATERIAL (East Abutments)

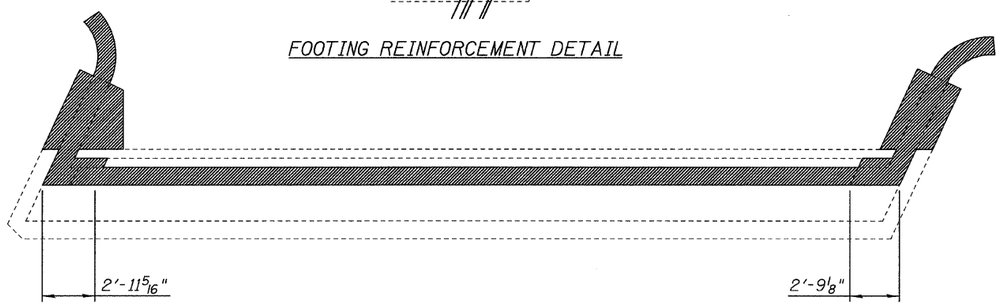
Bar	No.	Size	Length	Shape
h2(E)	8	#4	9'-9"	
h3(E)	20	#4	10'-6"	
h4(E)	32	#4	9'-9"	
h5(E)	20	#4	9'-0"	
h6(E)	8	#6	25'-8"	
h7(E)	8	#6	21'-3"	
h8(E)	8	#6	6'-0"	
h9(E)	8	#6	6'-0"	
n(E)	32	#6	9'-10"	
n1(E)	24	#6	4'-11"	
t(E)	72	#5	6'-0"	
u(E)	88	#4	3'-3"	
v2(E)	44	#6	9'-1"	
v3(E)	12	#6	9'-1"	
v4(E)	32	#6	9'-3"	
w(E)	20	#5	15'-2"	
Reinforcement Bars, Epoxy Coated		Pound	4,050	
Concrete Structures		Cu. Yds.	33.2	
Concrete Removal		Cu. Yds.	19.8	
Structure Excavation		Cu. Yds.	109	

See Sheets 17 and 19 for bent bar details.

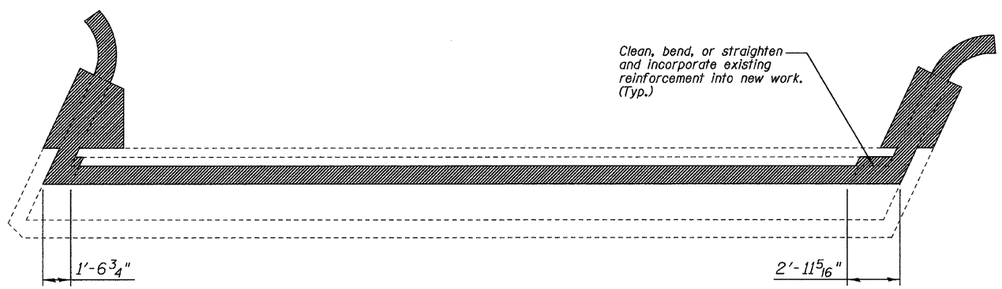


FOOTING REINFORCEMENT DETAIL

PLAN VIEW - EAST ABUTMENTS
Showing New Construction



WESTBOUND



EASTBOUND

PLAN VIEW - EAST ABUTMENTS
Showing Concrete Removal

Work this sheet with sheets 19, 20, & 21 of 29.

LEGEND

Concrete Removal

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

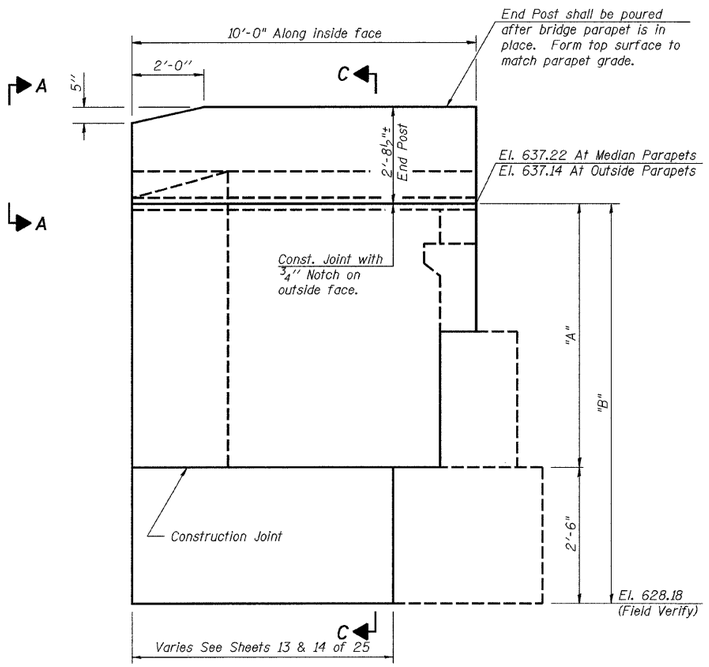
EAST ABUTMENT DETAILS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

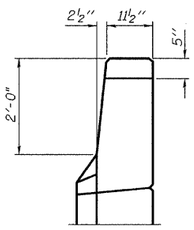
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	68
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 19
29 SHEETS

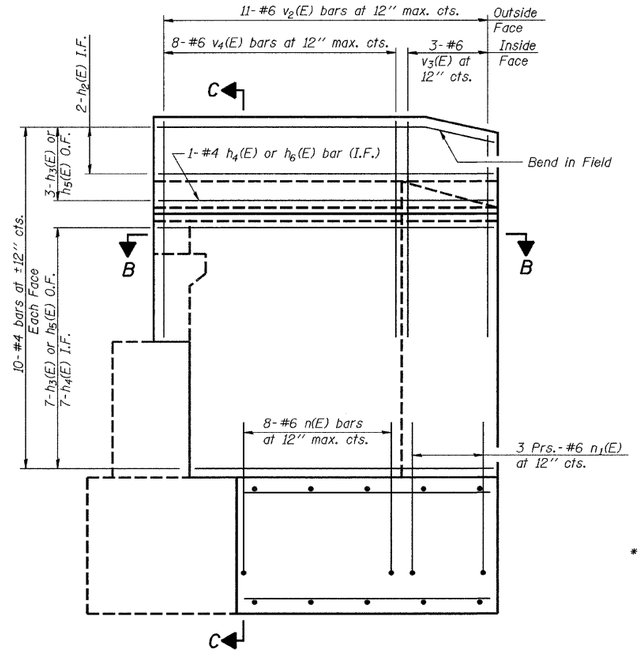
Contract #66623
* (06-1, 2)RS-3, I



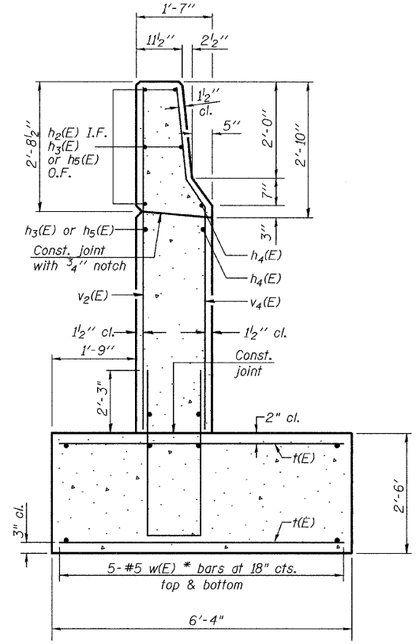
WING WALL ELEVATION
Showing Dimensions



VIEW A-A



WING WALL ELEVATION
Showing Reinforcement



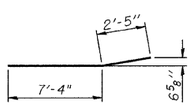
* Order w(E) bars full length. Cut to fit skew and use remainder of bars in opposite wingwall footing.

SECTION C-C

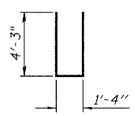
TABLE OF WINGWALL DIMENSIONS

	Northwest Wingwall		Southwest Wingwall		Northeast Wingwall		Southeast Wingwall	
	A	B	A	B	A	B	A	B
EASTBOUND	6'-6½"	9'-0½"	6'-5½"	8'-11½"	6'-6½"	9'-0½"	6'-5½"	8'-11½"
WESTBOUND	6'-5½"	8'-11½"	6'-6½"	9'-0½"	6'-5½"	8'-11½"	6'-6½"	9'-0½"

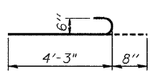
field verify "A" prior to ordering reinforcing bars



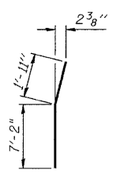
BAR h4(E)



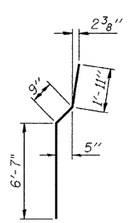
BAR n(E)



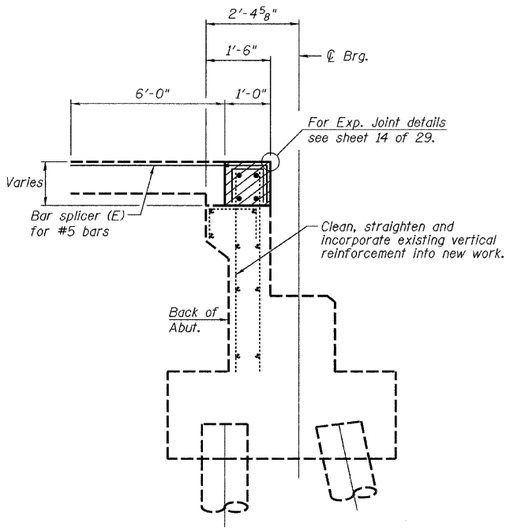
BAR n1(E)



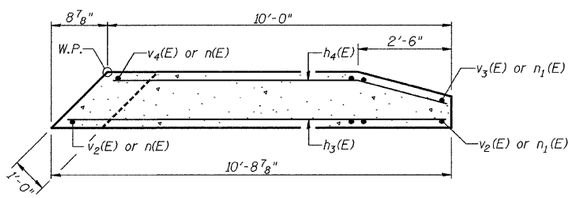
BAR v3(E)



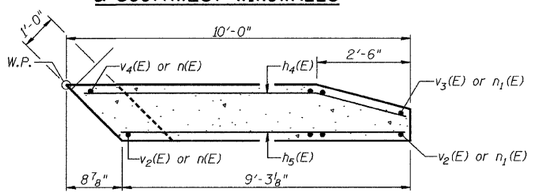
BAR v4(E)



SEC. THRU ABUT.



SECTION B-B AT NORTHEAST & SOUTHWEST WINGWALLS



SECTION B-B AT SOUTHEAST & NORTHWEST WINGWALLS

field cut v2(E), v4(E), h3(E), h4(E), & h5(E) to fit at existing abutment cap.

Notes:
Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
Quantity of concrete in end post included with Concrete Superstructure on sheet 12 of 29.

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

Work this sheet with sheets 17, 18, 19 & 21.

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

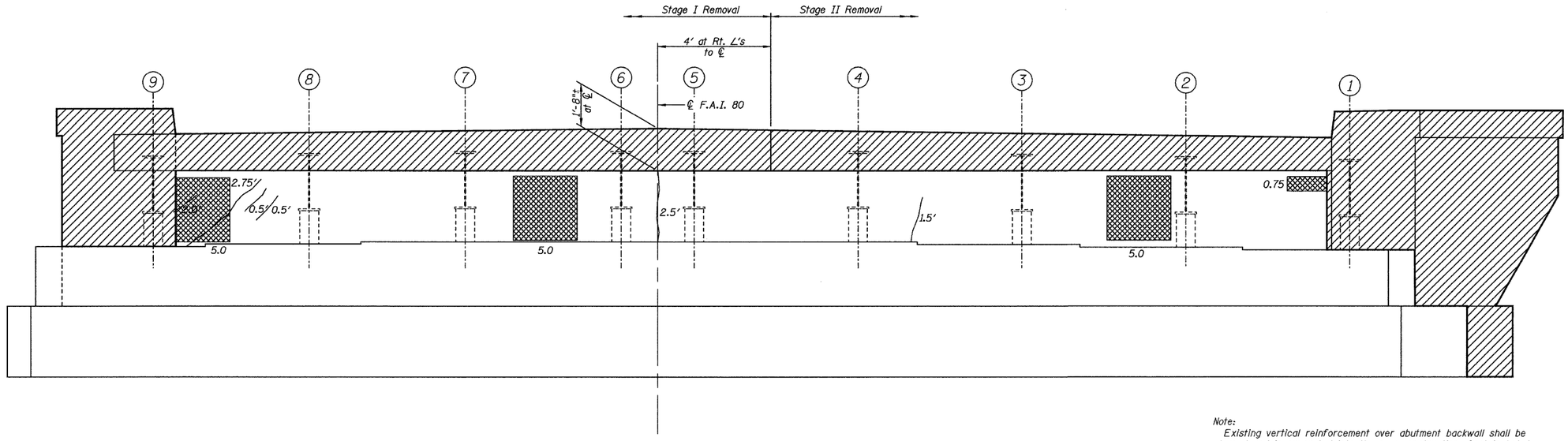
WINGWALL DETAILS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	69
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

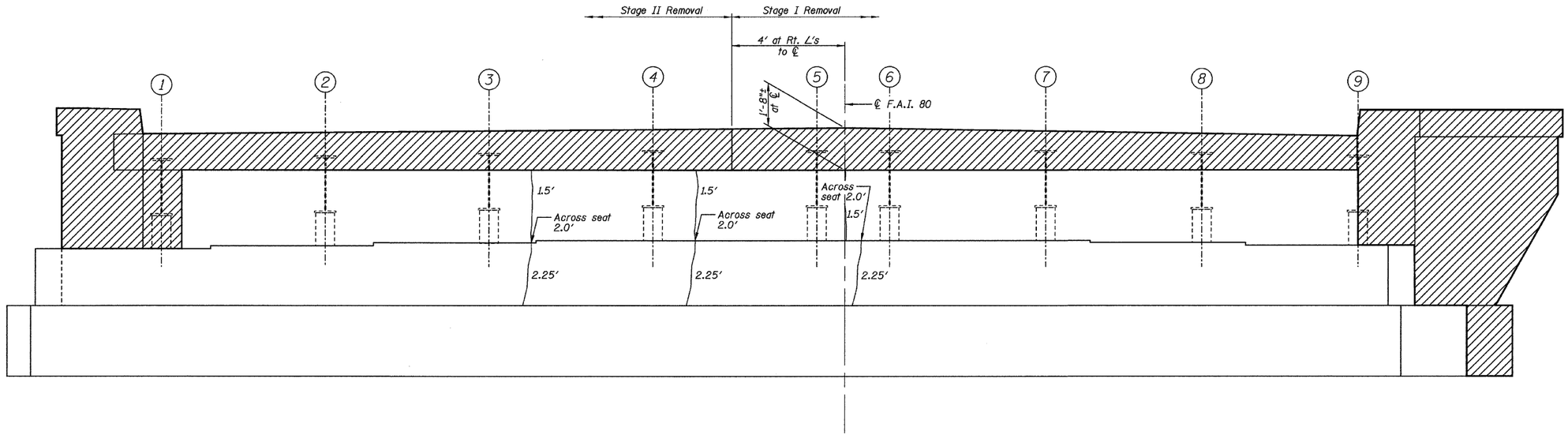
SHEET NO. 20
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



WEST ABUTMENT ELEVATION



EAST ABUTMENT ELEVATION

Note:
Existing vertical reinforcement over abutment backwall shall be cleaned and incorporated into the new construction. Cost included with concrete removal.

DESIGNED	--
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

Work this sheet with sheets 17, 18, & 19.

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or Less Then 5 Inches)	Sq. Ft.	16
Epoxy Crack Injection	Foot	27

LEGEND

- Structural Repair of Concrete ≤ 5"
- (#') Epoxy Crack Injection w/ Length
- Concrete Removal

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

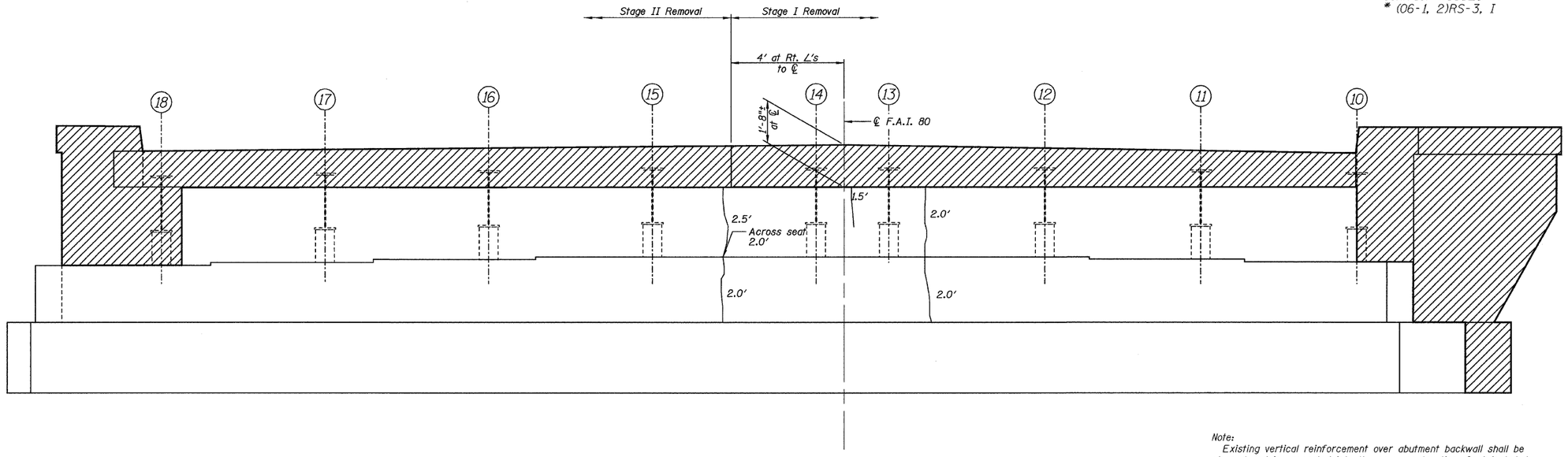
FOUNDATION REPAIR PLANS
WESTBOUND
ABUTMENT ELEVATIONS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	70
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 21
29 SHEETS

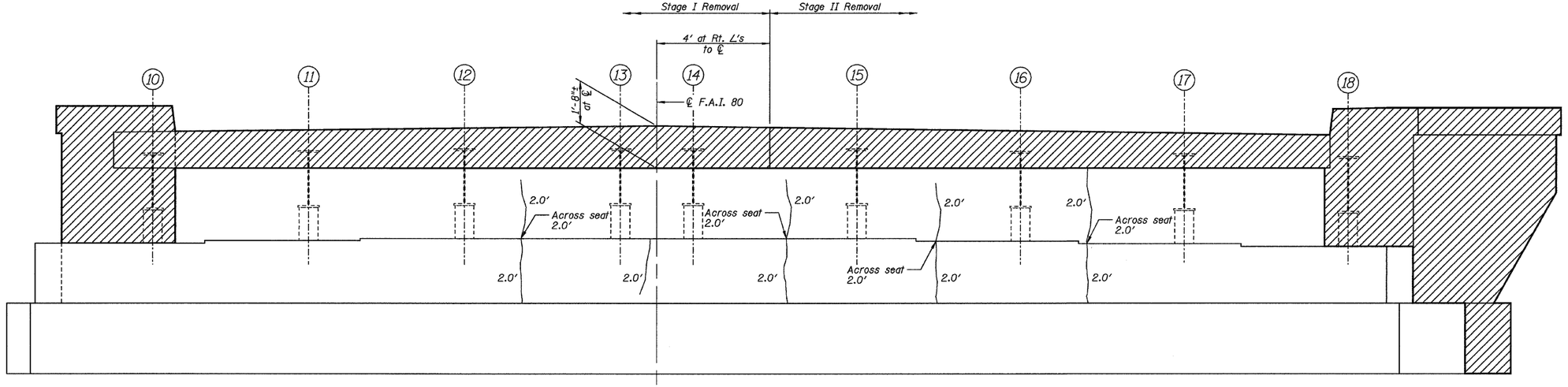
Contract #66623
* (06-1, 2)RS-3, I

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



WEST ABUTMENT ELEVATION

Note:
Existing vertical reinforcement over abutment backwall shall be cleaned and incorporated into the new construction. Cost included with concrete removal.



EAST ABUTMENT ELEVATION

DESIGNED	--
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

Work this sheet with sheets 17, 18, & 19.

Item	Unit	Total
Epoxy Crack Injection	Foot	38

LEGEND

- Structural Repair of Concrete ≤ 5"
- (#') Epoxy Crack Injection w/ Length
- Concrete Removal

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

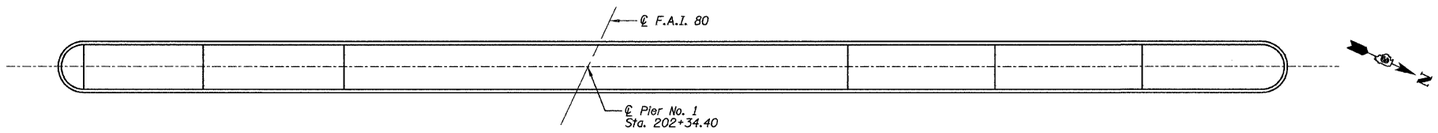
FOUNDATION REPAIR PLANS
EASTBOUND
ABUTMENT ELEVATIONS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

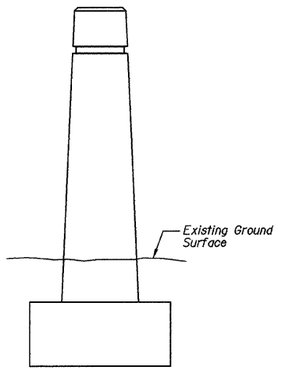
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	71
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 22
29 SHEETS

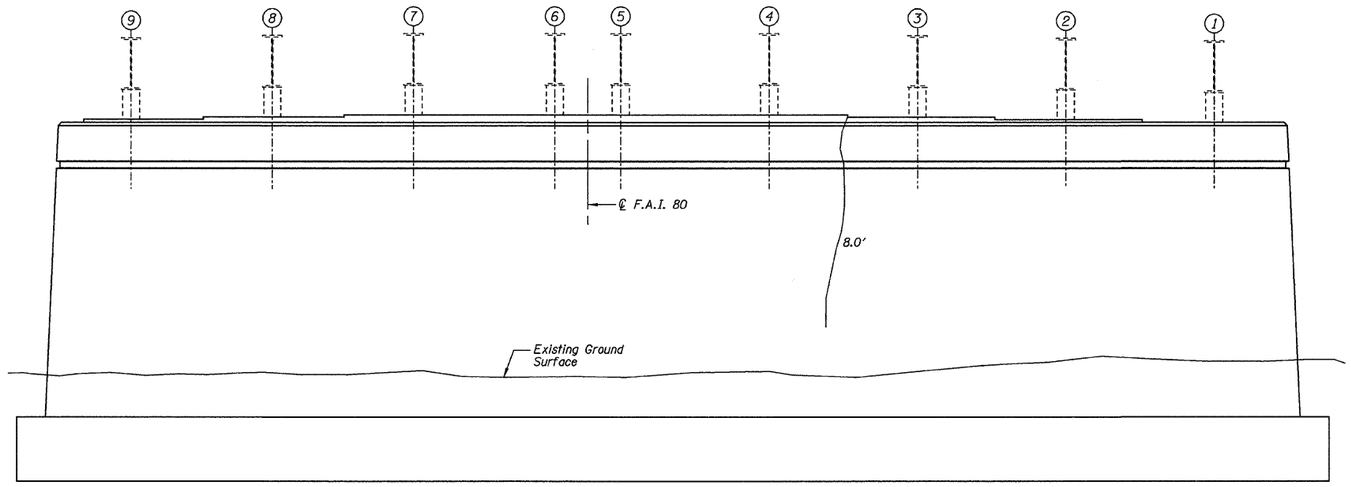
Contract #66623
* (06-1, 2)RS-3, I



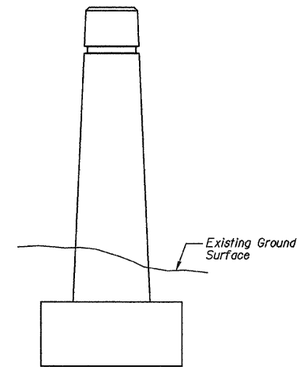
TOP PLAN



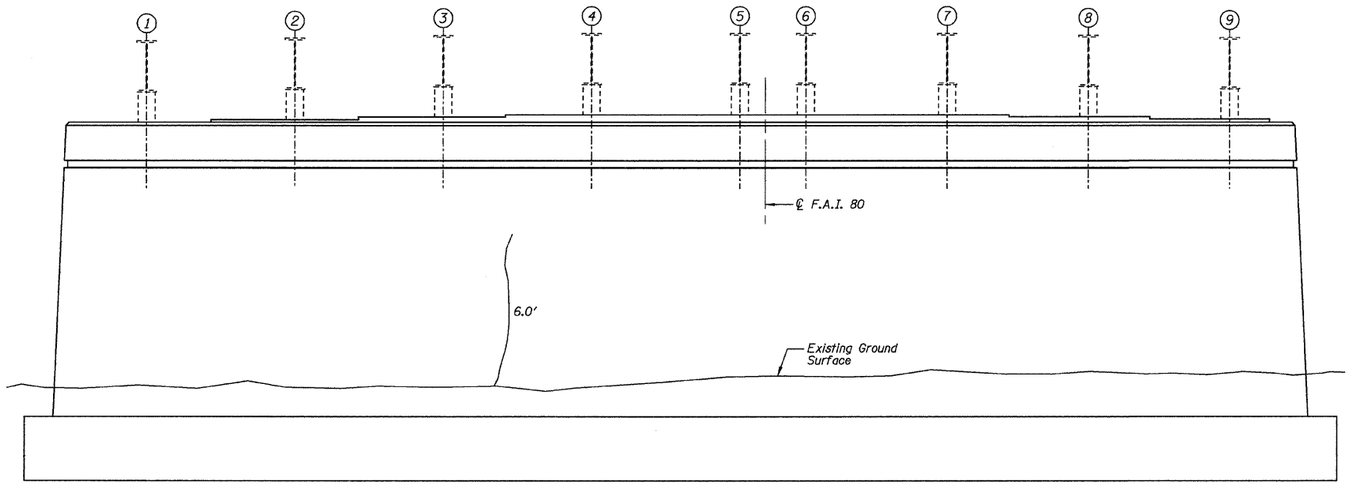
SOUTH END VIEW



EAST ELEVATION - LOOKING WEST



NORTH END VIEW



WEST ELEVATION - LOOKING EAST

DESIGNED	--
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

Item	Unit	Total
Epoxy Crack Injection	Foot	14

LEGEND

Structural Repair of Concrete ≤ 5"

(#') Epoxy Crack Injection w/ Length

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

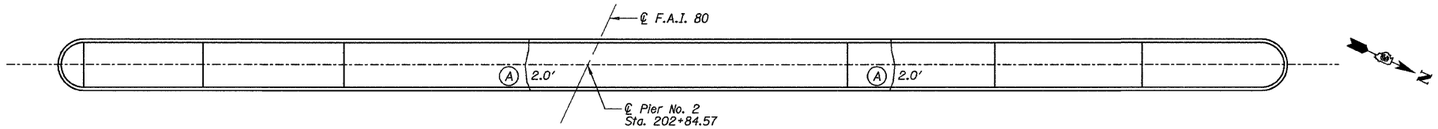
FOUNDATION REPAIR PLANS
WESTBOUND
PIER NO. 1
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	72
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

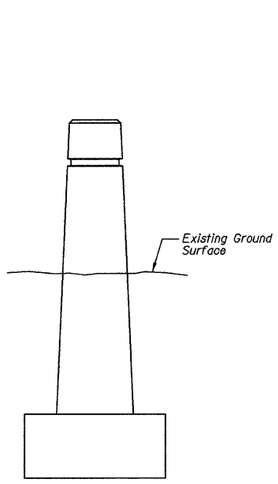
SHEET NO. 23
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

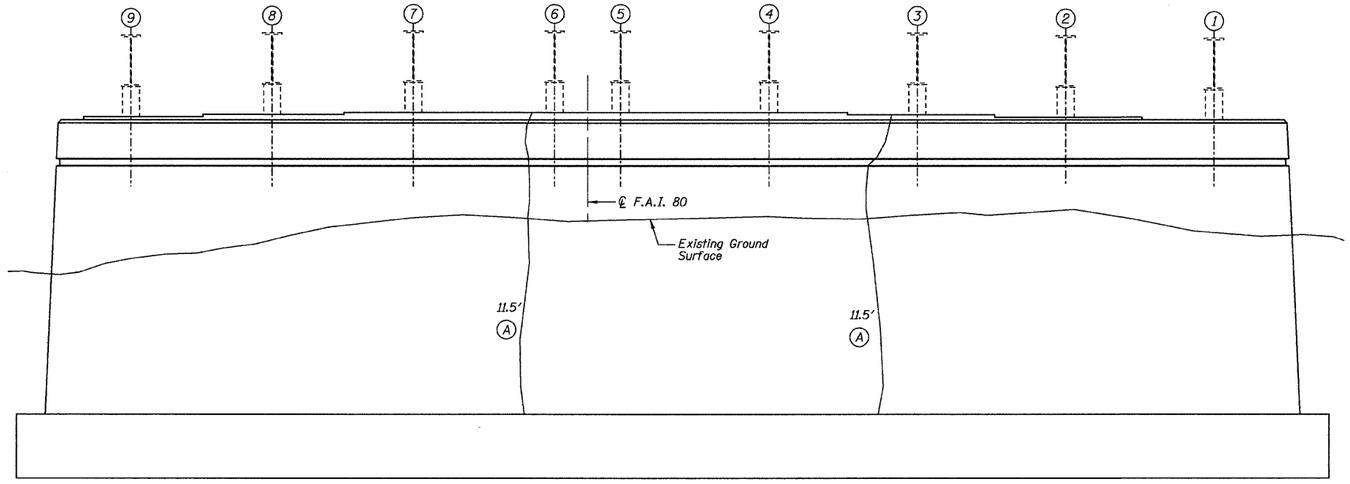
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



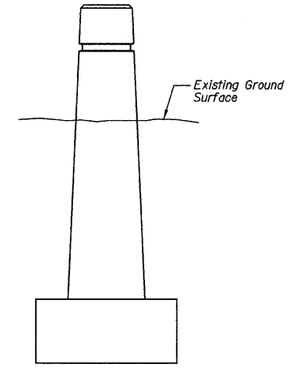
TOP PLAN



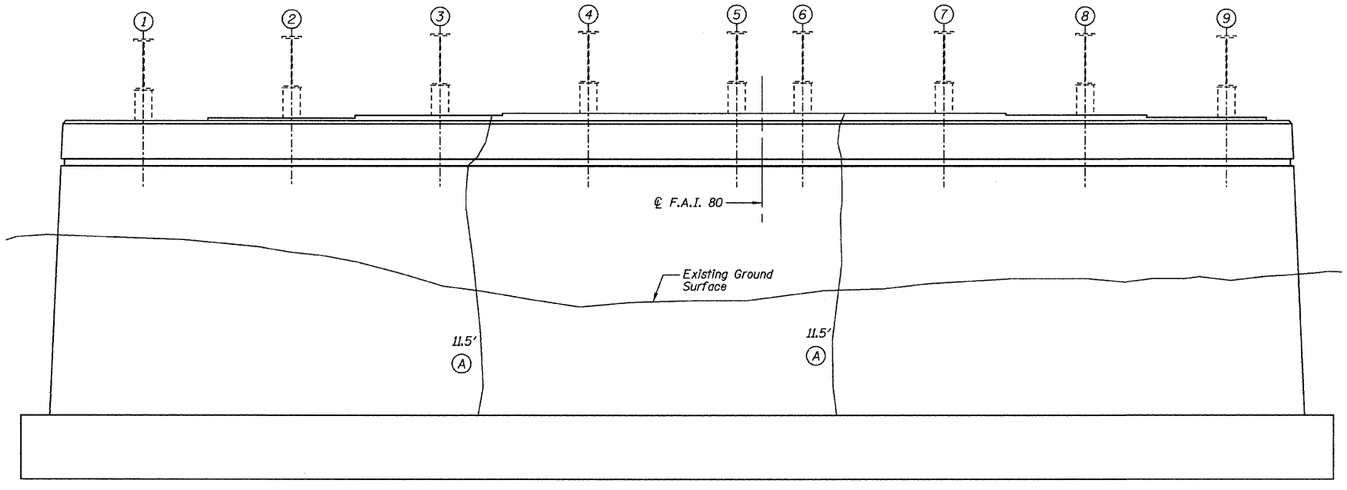
SOUTH END VIEW



EAST ELEVATION - LOOKING WEST



NORTH END VIEW



WEST ELEVATION - LOOKING EAST

(A) cracks extending full thickness of wall shall only be measured for payment once

Note:
It is not the intent that the contractor should excavate to perform epoxy crack injection. Only the above ground length shall receive injection and will be measured for payment.

Item	Unit	Total
Epoxy Crack Injection	Foot	23

LEGEND

Structural Repair of Concrete ≤ 5"

(#') Epoxy Crack Injection w/ Length

DESIGNED	--
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

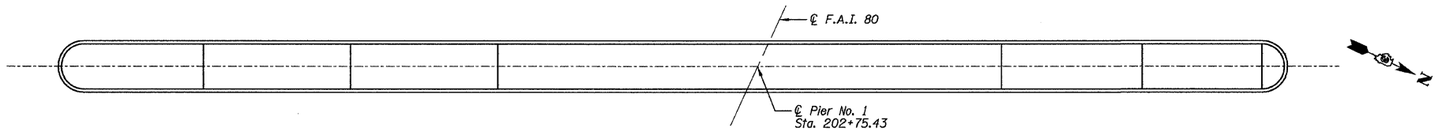
FOUNDATION REPAIR PLANS
WESTBOUND
PIER NO. 2
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

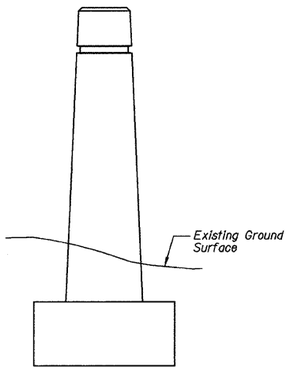
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	73
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 24
29 SHEETS

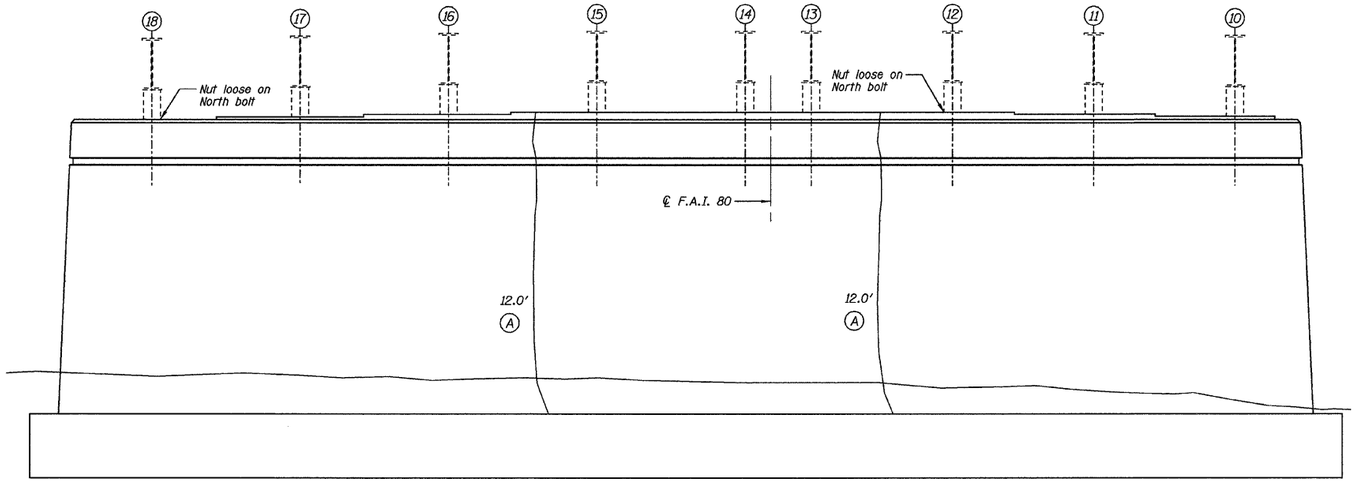
Contract #66623
* (06-1, 2)RS-3, I



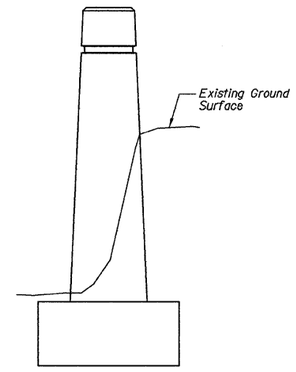
TOP PLAN



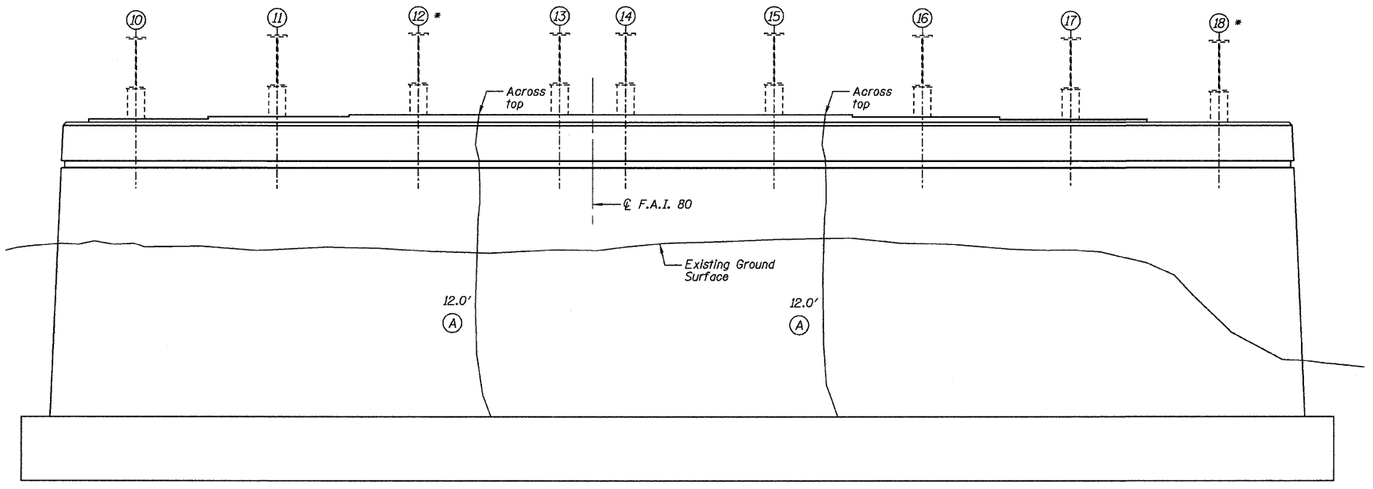
SOUTH END VIEW



EAST ELEVATION - LOOKING WEST



NORTH END VIEW



WEST ELEVATION - LOOKING EAST

* Remove and replace existing anchor bolts at beams 12 & 18 with 1" ϕ Anchor Bolts (F1554 Grade 36) with 2¼" x 2¼" x 5/16" ' washers under nut
See special provisions

(A) cracks extending full thickness of wall shall only be measured for payment once

Note:
It is not the intent that the contractor should excavate to perform epoxy crack injection. Only the above ground length shall receive injection and will be measured for payment.

DESIGNED	--
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

Item	Unit	Total
Epoxy Crack Injection	Foot	24

LEGEND

Structural Repair of Concrete ≤ 5"

(#) Epoxy Crack Injection w/ Length

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

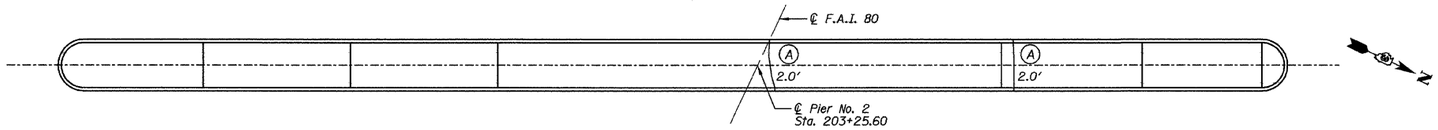
FOUNDATION REPAIR PLANS
EASTBOUND
PIER NO. 1
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

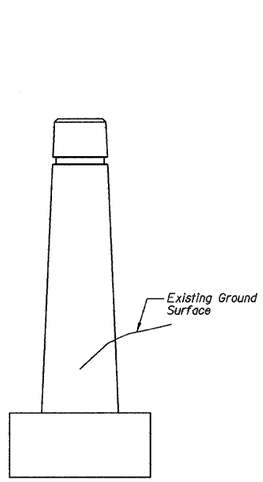
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	74
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 25
29 SHEETS

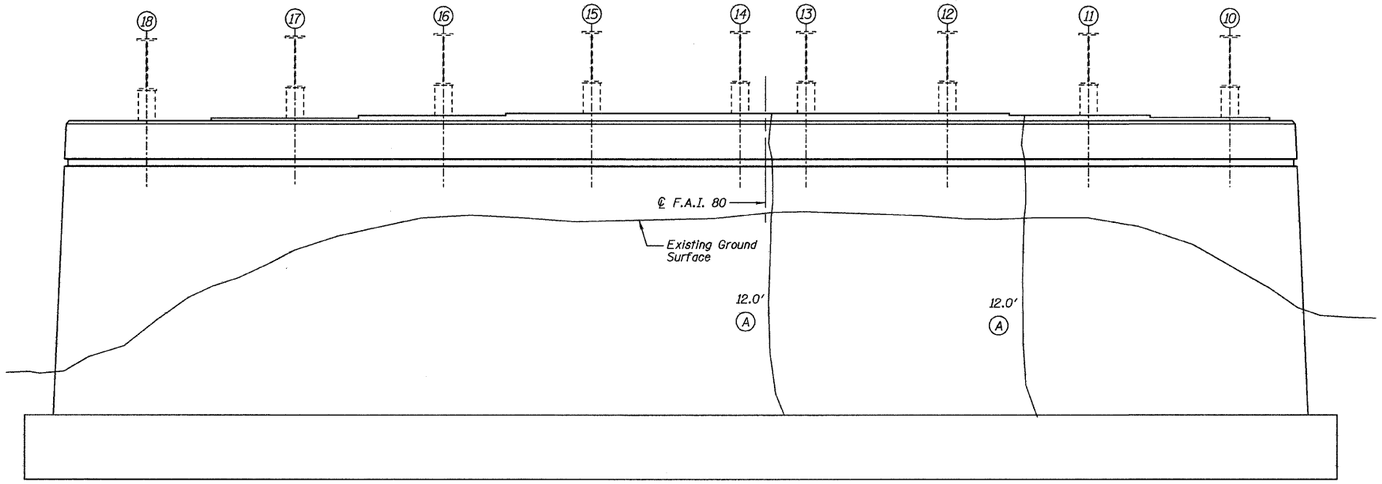
Contract #66623
* (06-1, 2)RS-3, I



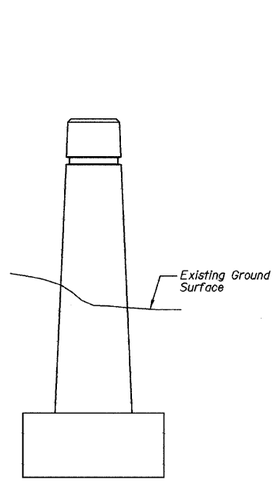
TOP PLAN



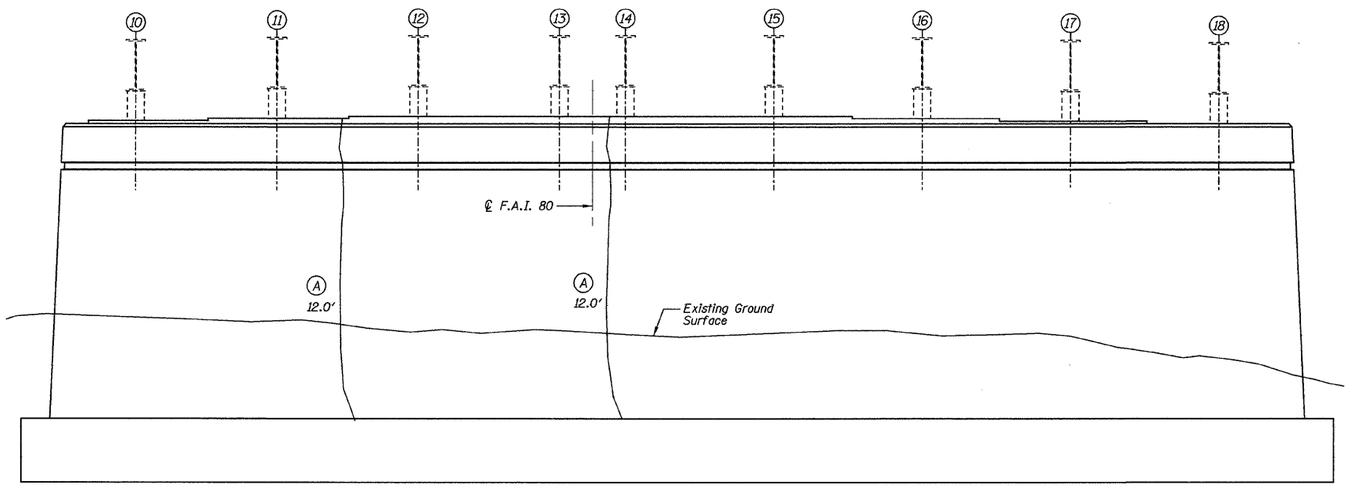
SOUTH END VIEW



EAST ELEVATION - LOOKING WEST



NORTH END VIEW



WEST ELEVATION - LOOKING EAST

(A) cracks extending full thickness of wall shall only be measured for payment once

Note:
It is not the intent that the contractor should excavate to perform epoxy crack injection. Only the above ground length shall receive injection and will be measured for payment.

DESIGNED	--
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

Item	Unit	Total
Epoxy Crack Injection	Foot	24

LEGEND

Structural Repair of Concrete ≤ 5"

(#') Epoxy Crack Injection w/ Length

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

FOUNDATION REPAIR PLANS
EASTBOUND
PIER NO. 2
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

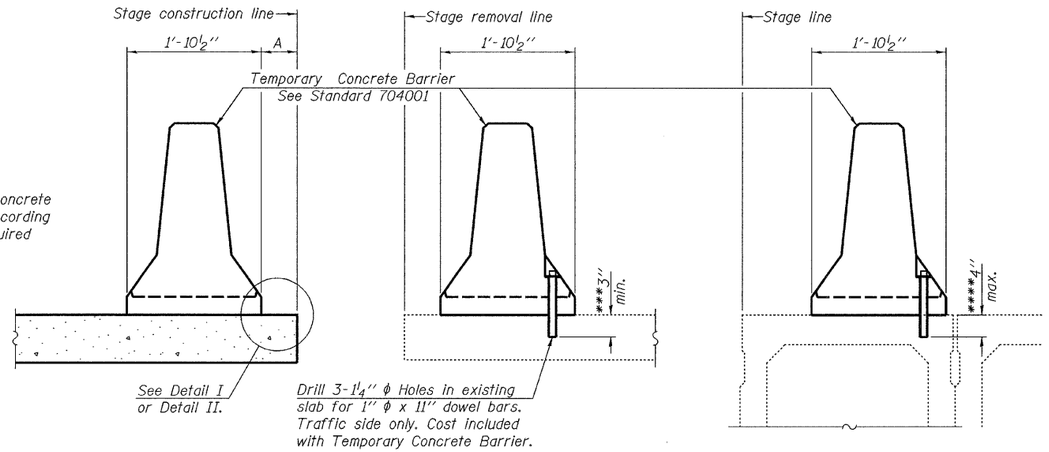
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	75
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 26
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

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 PL 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"x10" steel PL 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.

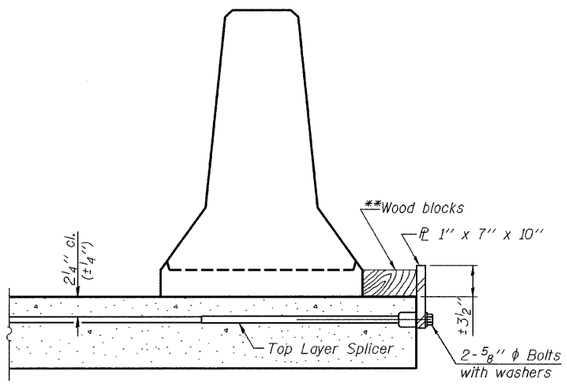
Cost of anchorage is included with Temporary Concrete Barrier.

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.

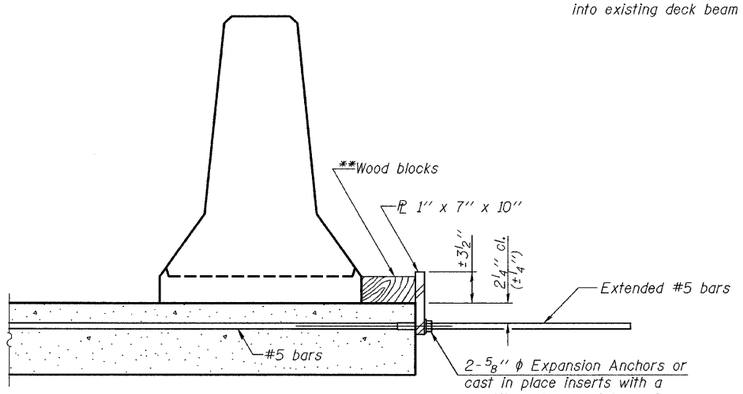
SECTIONS THRU SLAB OR DECK BEAM

***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.

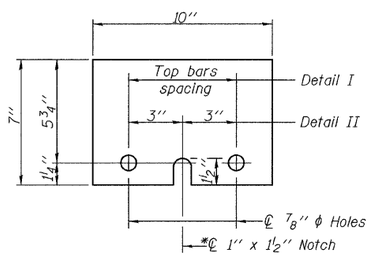


DETAIL I



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.



STEEL RETAINER PL 1" x 7" x 10"

*Required only with Detail II

DESIGNED	--
CHECKED	--
DRAWN	NOE
CHECKED	JKC

R-27 5-16-08

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

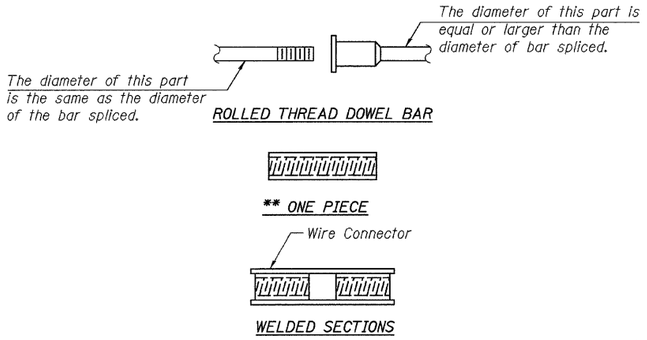
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	76
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

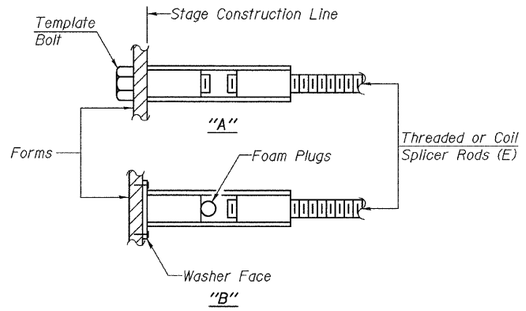
SHEET NO. 27
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I



BAR SPLICER ASSEMBLY ALTERNATIVES

**Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



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.

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

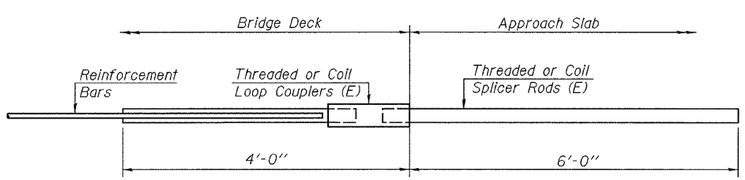
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

① Minimum Capacity (Tension in kips) = 1.25 x fy x A_t

② Minimum *Pull-out Strength (Tension in kips) = 0.66 x fy x A_t

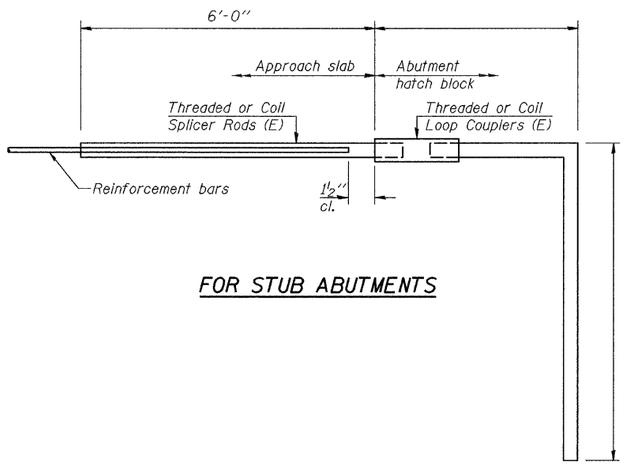
Where fy = Yield strength of lapped reinforcement bars in ksi.
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-0"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



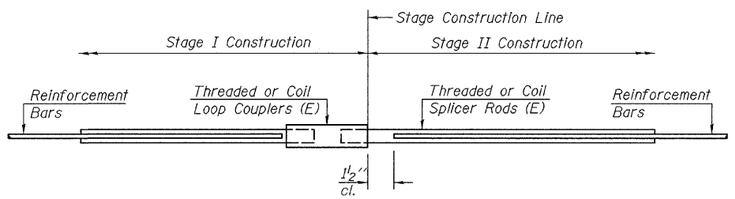
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required =



FOR STUB ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 160



STANDARD

Bar Size	No. Assemblies Required	Location
#5	708	Deck
#6	16	Abut. Backwall

DESIGNED	--
CHECKED	--
DRAWN	NOE
CHECKED	JKC

BSD-1 5-16-08

BAR SPLICER ASSEMBLY DETAILS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

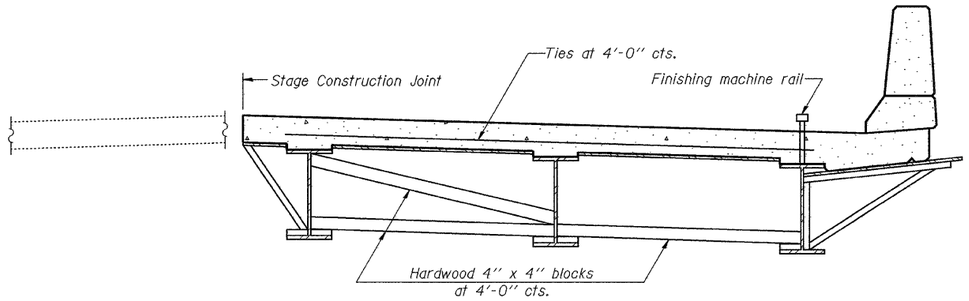
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

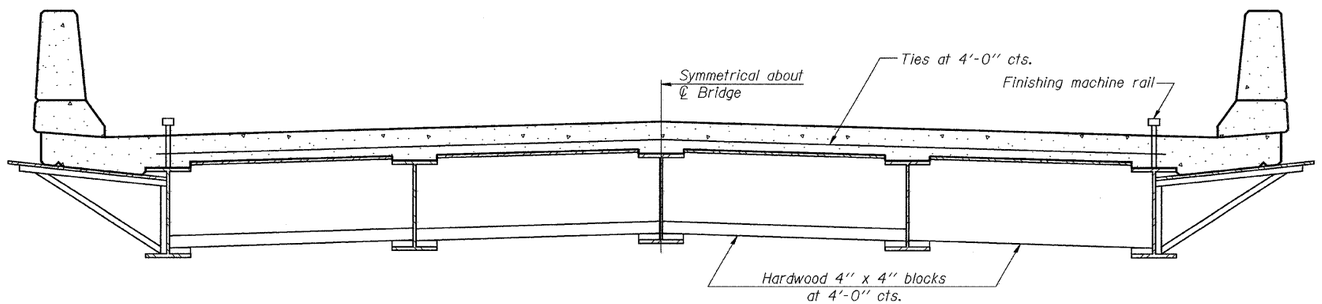
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	77
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 28
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I



FORM BRACES FOR STAGE CONSTRUCTION



FORM BRACES FOR STANDARD CONSTRUCTION

When cantilever forming brackets are used, the work shall be done according to Article 503.06(b) of the Standard Specifications, except as modified below and in the details shown on this sheet.

The finishing machine rails shall be placed on the top flange of the exterior beams.

The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.

For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.

DESIGNED	--
CHECKED	--
DRAWN	NOE
CHECKED	JKC

SB-1 5-16-08

CANTILEVER FORMING BRACKETS
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

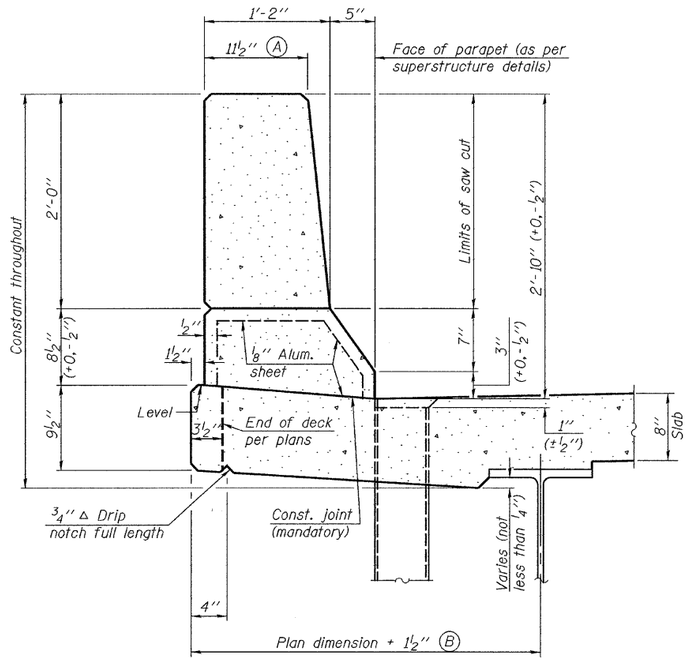
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

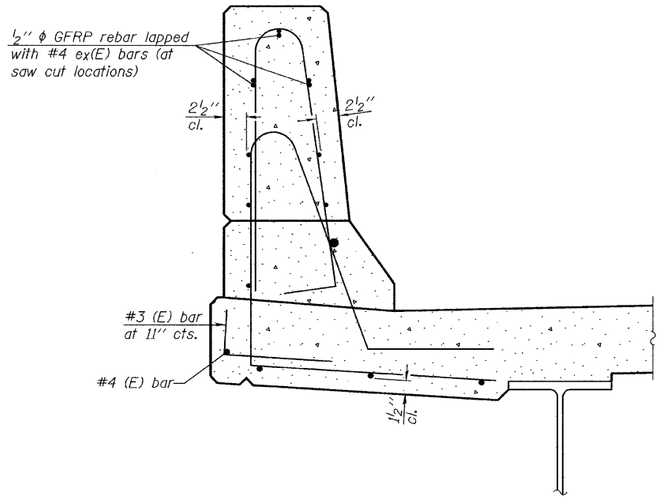
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	78
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 29
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I



SECTION
(Showing dimensions)

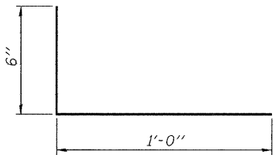


SECTION
(Showing reinforcement clearances for slip forming and additional reinforcement bars)

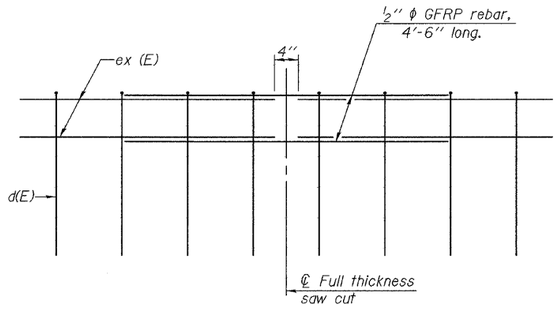
GENERAL NOTES

All dimensions shall remain the same as shown on contract plans, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B= 0.0165 cu. yds./ft. of parapet.

Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler.



#3 (E) BAR



GFRP REBAR STIFFENING DETAIL
(Place as shown in parapet section at each parapet joint location.)

DESIGNED	--
CHECKED	--
DRAWN	NOE
CHECKED	JKC

SFP-34 5-16-08

CONCRETE PARAPET
SLIPFORMING OPTION
F.A.I. 80 (I-80) OVER COAL CREEK
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0007 (EB)
SN 006-0008 (WB)
STA. 202+80

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

Benchmark: Chiseled "□" top of Northwest wingwall of SN 006-0009 Sta. 422+56.68, 24.27' Rt. Elev. = 645.90

Existing Structures: SN 006-0009 (EB) and SN 006-0010 (WB) Built in 1963 as F.A.I. 80, Section 06-2B, at Sta. 423+15. Existing Superstructure consists of concrete deck on steel beams with a bituminous overlay. The Substructure consists of reinforced concrete spill-thru abutments supported by concrete piles and reinforced concrete solid shaft piers supported by a spread footing and timber piles. 109'-0" Bk. to Bk. abutments. 43'-8" out-to-out deck. Concrete deck to be removed and replaced using stage construction.

No Salvage.

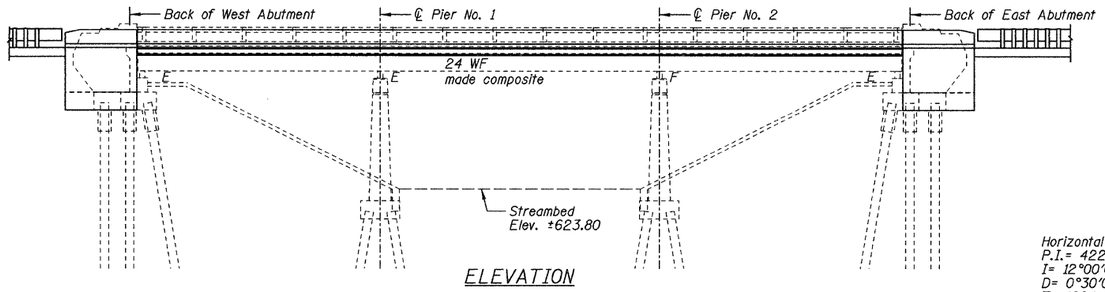
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

See Sheet 2 of 25 for Index of Bridge Plans, Total Bill of Materials and General Notes

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	79
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 1
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

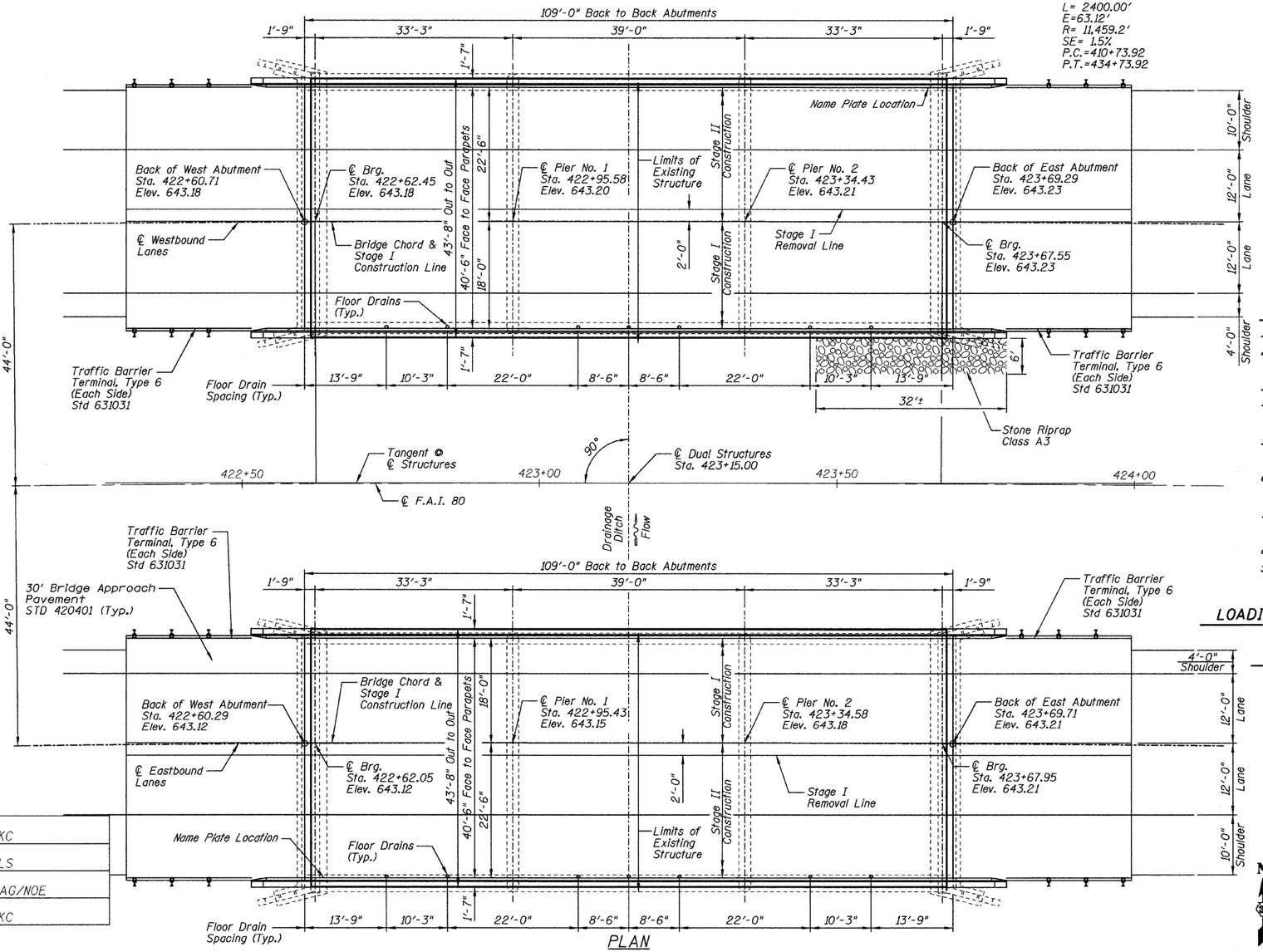


ELEVATION

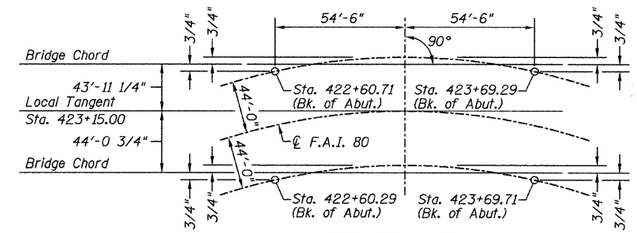
STATION 423+15
RE-BUILT BY
STATE OF ILLINOIS
F.A.I. 80 SEC. (06-1, 2)RS-3, I
LOADING HS-20-44
STR. NO. 006-_____

NAME PLATE
See Std. 515001

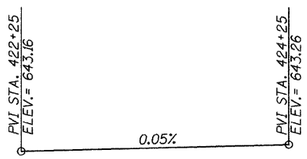
Horizontal Curve Data
P.I.= 422+78.33
I= 12°00'00"
D= 0°30'00"
T= 1204.41'
L= 2400.00'
E=63.12'
R= 11,459.2'
SE= 1.5%
P.C.=410+73.92
P.T.=434+73.92



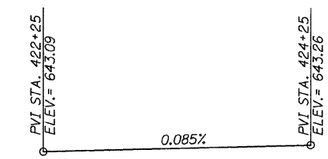
PLAN



OFFSET SKETCH



PROPOSED PROFILE SN 006-0010
(I-80 WBL)



PROPOSED PROFILE SN 006-0009
(I-80 EBL)

SCOPE OF WORK

1. Remove and replace existing concrete deck.
2. Jack and remove existing bearings at the abutments and install new elastomeric bearings.
3. Slope wall repair.
4. Epoxy crack injection of cracks on the abutments, and piers.
5. Structural repair of concrete at all appropriate areas on the abutments, piers, and slopewalls.
6. Place Class A3 riprap at the southeast wingwall of SN 006-0010.
7. Remove and replace existing preformed expansion joints with strip seal joints.
8. Remove and replace wingwalls.
9. Beams are to be composite in positive moment regions.

LOADING HS20-44 & ALT. MIL. LOAD (New Const.)

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

DESIGN SPECIFICATIONS (New Const.)

2002 AASHTO

DESIGN STRESSES

FIELD UNITS (New construction)

f'c = 3,500 psi
fy = 60,000 psi (reinforcement)

FIELD UNITS (Exist. construction)

f'c = 3,500 psi
fy = 40,000 psi (reinforcement)
fy = 36,000 psi (structural steel)

SEISMIC DATA

S.P.C. A
A= 0.04
S= 1.0

7/21/08
date

JAMES K. CLINARD
LICENSED STRUCTURAL ENGINEER
NO. 081-004655
STATE OF ILLINOIS
expires 11-30-2008

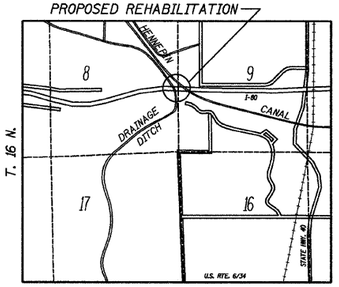
APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

signature

PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-001717

PROPOSED REHABILITATION



R. 7 E. 4th. P.M.

LOCATION SKETCH

DESIGNED	JKC
CHECKED	JLS
DRAWN	LAG/NOE
CHECKED	JKC

N

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

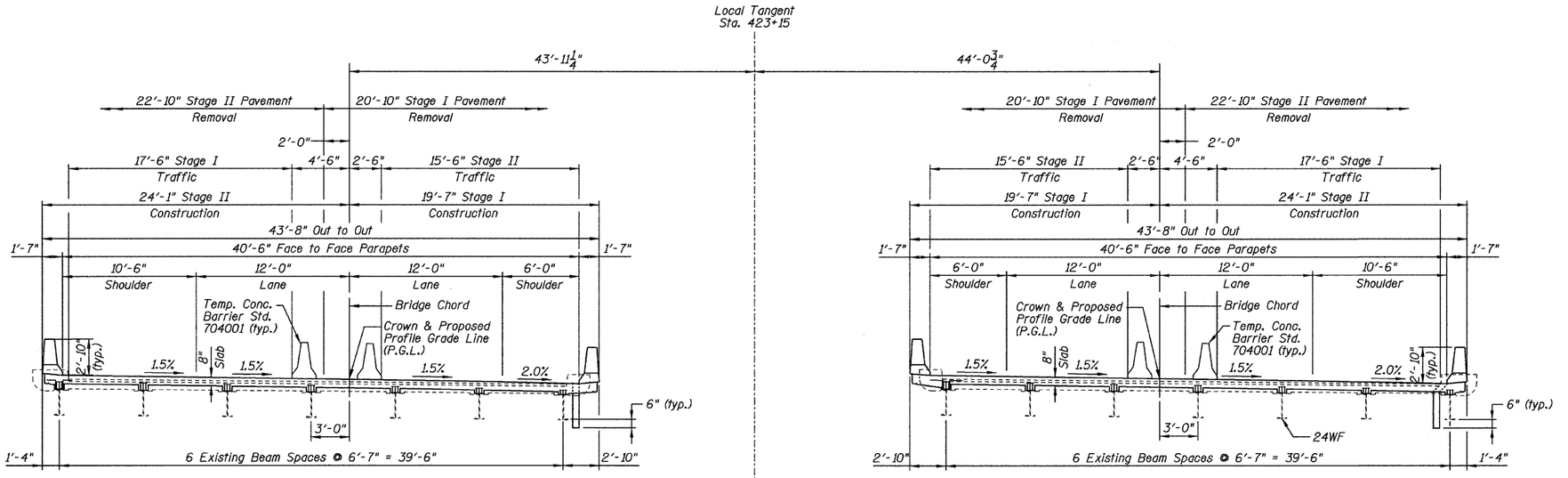
GENERAL PLAN
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	80
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 2
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I



CROSS SECTION
(LOOKING EAST)

Index of Bridge Plans

GENERAL NOTES:

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

2. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions.

3. Reinforcement bars designated (E) shall be epoxy coated.

4. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

   As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by an individual acceptable to the Engineer. Any cracks that cannot be removed by grinding 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

5. Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.

6. Cleaning and field painting of structural steel shall be done under a separate painting contract.

7. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

8. Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.

9. If the Contractor elects to use cantilever forming brackets on the exterior beams or 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 first interior beam at each of these additional bracket locations.

10. Clean and relocate existing name plate adjacent to new name plate. Cost included with name plate.

11. Partial depth saw cutting of existing concrete deck over the top of the existing beam flanges shall be permitted. See Special Provision for Removal of Existing Non-Composite Bridge Deck.

12. All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M300, Type 1.

DESIGNED	JKC
CHECKED	JLS
DRAWN	LAG/NOE
CHECKED	JKC

TOTAL BILL OF MATERIALS

		SN 006-0009 (EB)		SN 006-0010 (WB)		
DESCRIPTION	UNIT	SUPER	SUB	SUPER	SUB	TOTAL
STONE RIPRAP, CLASS A3	SQ. YD.	-	0	-	24	24
FILTER FABRIC	SQ. YD.	-	0	-	24	24
CONCRETE REMOVAL	CU. YD.	-	20	-	20	40
SLOPE WALL REMOVAL	SQ. YD.	-	9	-	16	25
REMOVAL OF EXISTING CONCRETE DECK NO. 2	EACH	1	-	1	-	2
STRUCTURE EXCAVATION	CU. YD.	-	115	-	116	231
FLOOR DRAINS	EACH	7	-	7	-	14
CONCRETE STRUCTURES	CU. YD.	-	32	-	32	64
CONCRETE SUPERSTRUCTURE	CU. YD.	154.8	-	154.9	-	309.5
BRIDGE DECK GROOVING	SQ. YD.	456.5	-	456.5	-	913
PROTECTIVE COAT	SQ. YD.	597.5	-	597.5	-	1195
FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	2095	-	2095	-	4190
STUD SHEAR CONNECTORS	EACH	3178	-	3178	-	6356
JACK AND REMOVE EXISTING BEARINGS	EACH	14	-	14	-	28
REINFORCEMENT BARS, EPOXY COATED	POUND	31980	3600	31980	3600	71160
BAR SPLICERS	EACH	288	88	288	88	752
SLOPE WALL 4 INCH	SQ. YD.	-	9	-	16	25
NAME PLATES	EACH	1	-	1	-	2
PREFORMED JOINT STRIP SEAL	FOOT	85	-	85	-	170
ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	14	-	14	-	28
ANCHOR BOLTS, 1"	EACH	28	-	28	-	56
EPOXY CRACK INJECTION	FOOT	-	68	-	65	133
STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ. FT.	-	36	-	68.5	104.5

GENERAL NOTES AND BILL OF MATERIALS
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

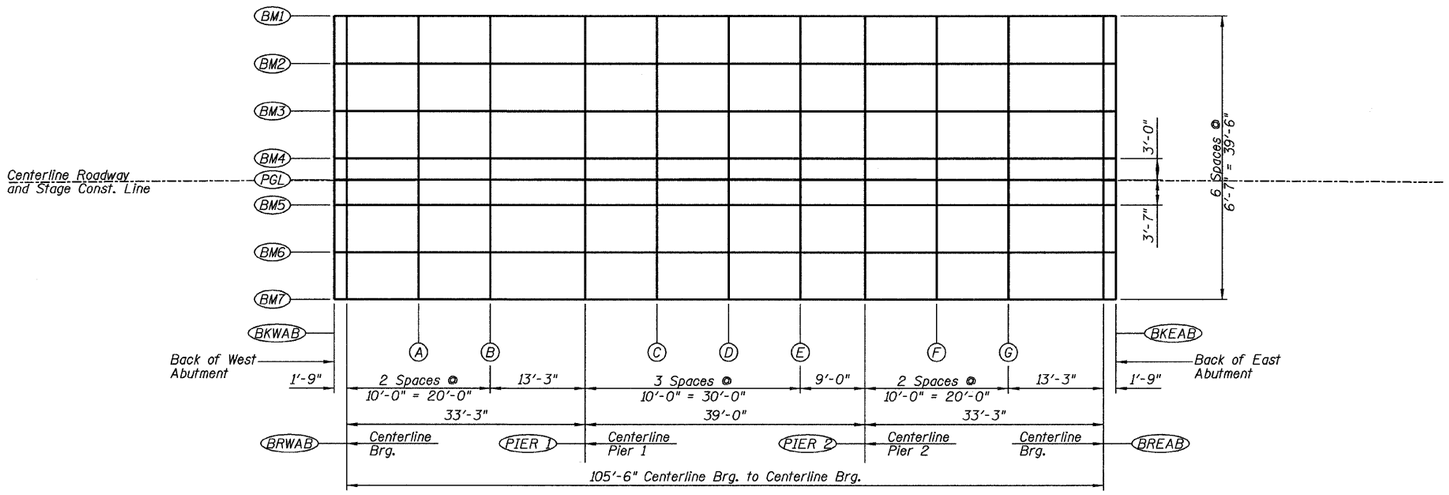
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

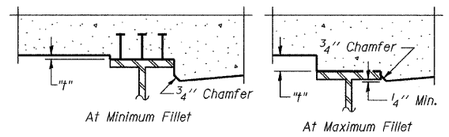
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	81
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 3
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

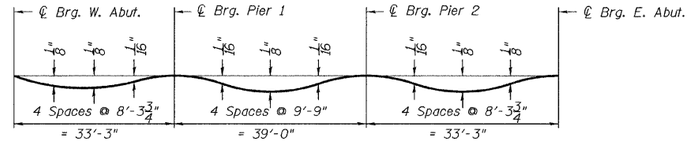


PLAN



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 4 & 5, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 4 & 5.

DESIGNED	NV
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

DECK ELEVATIONS
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	82
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 4
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

SCREED ELEVATION FOR BEAM BM1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	422+60.82	-66.82	643.5202	643.5202
BRWAB	422+62.56	-66.81	643.5209	643.5209
A	422+72.50	-66.77	643.5253	643.5343
B	422+82.44	-66.73	643.5297	643.5380
PIER 1	422+95.61	-66.70	643.5358	643.5358
C	423+05.56	-66.69	643.5406	643.5448
D	423+15.50	-66.69	643.5456	643.5529
E	423+25.44	-66.69	643.5506	643.5541
PIER 2	423+34.39	-66.70	643.5552	643.5552
F	423+44.33	-66.73	643.5606	643.5679
G	423+54.27	-66.76	643.5660	643.5760
BREAB	423+67.45	-66.81	643.5734	643.5734
BKEAB	423+69.18	-66.82	643.5744	643.5744

SCREED ELEVATION FOR BEAM BM2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	422+60.79	-60.23	643.4213	643.4213
BRWAB	422+62.53	-60.23	643.4222	643.4222
A	422+72.47	-60.18	643.4264	643.4354
B	422+82.42	-60.15	643.4310	643.4393
PIER 1	422+95.60	-60.12	643.4371	643.4371
C	423+05.55	-60.11	643.4419	643.4461
D	423+15.50	-60.10	643.4468	643.4541
E	423+25.45	-60.11	643.4519	643.4554
PIER 2	423+34.40	-60.12	643.4565	643.4565
F	423+44.35	-60.14	643.4618	643.4691
G	423+54.29	-60.17	643.4672	643.4772
BREAB	423+67.48	-60.23	643.4747	643.4747
BKEAB	423+69.22	-60.23	643.4756	643.4756

SCREED ELEVATION FOR BEAM BM3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	422+60.75	-53.65	643.3226	643.3226
BRWAB	422+62.50	-53.64	643.3234	643.3234
A	422+72.45	-53.60	643.3277	643.3367
B	422+82.40	-53.57	643.3323	643.3406
PIER 1	422+95.59	-53.54	643.3384	643.3384
C	423+05.54	-53.53	643.3432	643.3474
D	423+15.50	-53.52	643.3481	643.3554
E	423+25.45	-53.53	643.3532	643.3567
PIER 2	423+34.41	-53.54	643.3578	643.3578
F	423+44.36	-53.56	643.3631	643.3704
G	423+54.32	-53.59	643.3685	643.3785
BREAB	423+67.51	-53.64	643.3759	643.3759
BKEAB	423+69.25	-53.65	643.3769	643.3769

SCREED ELEVATION FOR BEAM BM4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	422+60.72	-47.07	643.2239	643.2239
BRWAB	422+62.47	-47.06	643.2246	643.2246
A	422+72.43	-47.02	643.2290	643.2380
B	422+82.38	-46.98	643.2334	643.2417
PIER 1	422+95.58	-46.95	643.2395	643.2395
C	423+05.54	-46.94	643.2444	643.2486
D	423+15.50	-46.94	643.2494	643.2567
E	423+25.46	-46.94	643.2543	643.2578
PIER 2	423+34.42	-46.95	643.2590	643.2590
F	423+44.38	-46.98	643.2644	643.2717
G	423+54.40	-47.01	643.2699	643.2799
BREAB	423+67.54	-47.06	643.2772	643.2772
BKEAB	423+69.28	-47.07	643.2782	643.2782

SCREED ELEVATION FOR BEAM SCLWB

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	422+60.71	-44.07	643.1789	643.1789
BRWAB	422+62.45	-44.06	643.1796	643.1796
A	422+72.41	-44.02	643.1840	643.1930
B	422+82.38	-43.98	643.1884	643.1967
PIER 1	422+95.58	-43.95	643.1945	643.1945
C	423+05.54	-43.94	643.1994	643.2036
D	423+15.50	-43.94	643.2044	643.2117
E	423+25.46	-43.94	643.2093	643.2128
PIER 2	423+34.43	-43.95	643.2140	643.2140
F	423+44.39	-43.98	643.2194	643.2267
G	423+54.35	-44.01	643.2248	643.2348
BREAB	423+67.55	-44.06	643.2322	643.2322
BKEAB	423+69.29	-44.07	643.2332	643.2332

SCREED ELEVATION FOR BEAM PGLWB

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	422+60.71	-44.00	643.1779	643.1779
BRWAB	422+62.45	-44.00	643.1787	643.1787
A	422+72.41	-44.00	643.1837	643.1927
B	422+82.38	-44.00	643.1887	643.1970
PIER 1	422+95.58	-44.00	643.1953	643.1953
C	423+05.54	-44.00	643.2003	643.2045
D	423+15.50	-44.00	643.2053	643.2126
E	423+25.46	-44.00	643.2102	643.2137
PIER 2	423+34.43	-44.00	643.2147	643.2147
F	423+44.39	-44.00	643.2197	643.2270
G	423+54.35	-44.00	643.2247	643.2347
BREAB	423+67.55	-44.00	643.2313	643.2313
BKEAB	423+69.29	-44.00	643.2321	643.2321

SCREED ELEVATION FOR BEAM BM5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	422+60.69	-40.48	643.1250	643.1250
BRWAB	422+62.44	-40.48	643.1259	643.1259
A	422+72.40	-40.43	643.1302	643.1392
B	422+82.37	-40.40	643.1347	643.1430
PIER 1	422+95.57	-40.37	643.1408	643.1408
C	423+05.53	-40.36	643.1457	643.1499
D	423+15.50	-40.35	643.1505	643.1578
E	423+25.46	-40.36	643.1556	643.1591
PIER 2	423+34.43	-40.37	643.1603	643.1603
F	423+44.40	-40.39	643.1656	643.1729
G	423+54.36	-40.42	643.1710	643.1810
BREAB	423+67.57	-40.48	643.1785	643.1785
BKEAB	423+69.31	-40.48	643.1794	643.1794

SCREED ELEVATION FOR BEAM BM6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	422+60.66	-33.90	643.0263	643.0263
BRWAB	422+62.41	-33.89	643.0271	643.0271
A	422+72.38	-33.85	643.0314	643.0404
B	422+82.35	-33.82	643.0360	643.0443
PIER 1	422+95.56	-33.79	643.0421	643.0421
C	423+05.53	-33.78	643.0470	643.0512
D	423+15.50	-33.77	643.0518	643.0591
E	423+25.47	-33.78	643.0569	643.0604
PIER 2	423+34.44	-33.79	643.0616	643.0616
F	423+44.41	-33.81	643.0669	643.0742
G	423+54.38	-33.84	643.0723	643.0823
BREAB	423+67.60	-33.89	643.0797	643.0797
BKEAB	423+69.34	-33.90	643.0807	643.0807

SCREED ELEVATION FOR BEAM BM7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	422+60.63	-27.32	642.9042	642.9042
BRWAB	422+62.38	-27.31	642.9049	642.9049
A	422+72.35	-27.27	642.9091	642.9181
B	422+82.33	-27.23	642.9133	642.9216
PIER 1	422+95.55	-27.20	642.9193	642.9193
C	423+05.52	-27.19	642.9241	642.9283
D	423+15.50	-27.19	642.9291	642.9364
E	423+25.48	-27.19	642.9340	642.9375
PIER 2	423+34.45	-27.20	642.9387	642.9387
F	423+44.43	-27.23	642.9443	642.9516
G	423+54.41	-27.26	642.9499	642.9599
BREAB	423+67.63	-27.31	642.9575	642.9575
BKEAB	423+69.37	-27.32	642.9586	642.9586

DESIGNED	NV
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

DECK ELEVATIONS
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	83
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 5
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

SCREED ELEVATION FOR BEAM BM8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	422+60.37	27.18	643.3724	643.3724
BRWAB	422+62.13	27.19	643.3737	643.3737
A	422+72.15	27.23	643.3816	643.3906
B	422+82.17	27.27	643.3895	643.3978
PIER 1	422+95.45	27.30	643.4004	643.4004
C	423+05.48	27.31	643.4088	643.4130
D	423+15.50	27.31	643.4173	643.4246
E	423+25.53	27.31	643.4258	643.4293
PIER 2	423+34.55	27.30	643.4336	643.4336
F	423+44.57	27.27	643.4426	643.4499
G	423+54.59	27.24	643.4516	643.4616
BREAB	423+67.88	27.19	643.4636	643.4636
BKEAB	423+69.63	27.18	643.4652	643.4652

SCREED ELEVATION FOR BEAM SCLEB

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	422+60.29	43.93	643.1210	643.1210
BRWAB	422+62.05	43.94	643.1224	643.1224
A	422+72.09	43.98	643.1303	643.1393
B	422+82.12	44.02	643.1383	643.1466
PIER 1	422+95.43	44.05	643.1491	643.1491
C	423+05.46	44.06	643.1575	643.1617
D	423+15.50	44.06	643.1660	643.1733
E	423+25.54	44.06	643.1746	643.1781
PIER 2	423+34.58	44.05	643.1824	643.1824
F	423+44.61	44.02	643.1914	643.1987
G	423+54.65	43.99	643.2004	643.2104
BREAB	423+67.95	43.94	643.2124	643.2124
BKEAB	423+69.71	43.93	643.2141	643.2141

SCREED ELEVATION FOR BEAM BM12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	422+60.24	53.52	642.9772	642.9772
BRWAB	422+62.00	53.52	642.9787	642.9787
A	422+72.05	53.57	642.9864	642.9954
B	422+82.10	53.60	642.9945	643.0028
PIER 1	422+95.41	53.63	643.0054	643.0054
C	423+05.46	53.64	643.0138	643.0180
D	423+15.50	53.65	643.0222	643.0295
E	423+25.55	53.64	643.0309	643.0344
PIER 2	423+34.59	53.63	643.0387	643.0387
F	423+44.64	53.61	643.0475	643.0548
G	423+54.69	53.58	643.0565	643.0665
BREAB	423+68.00	53.52	643.0688	643.0688
BKEAB	423+69.76	53.52	643.0702	643.0702

SCREED ELEVATION FOR BEAM BM9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	422+60.34	33.77	643.2735	643.2735
BRWAB	422+62.09	33.77	643.2750	643.2750
A	422+72.12	33.82	643.2828	643.2918
B	422+82.15	33.85	643.2908	643.2991
PIER 1	422+95.44	33.88	643.3017	643.3017
C	423+05.47	33.89	643.3100	643.3142
D	423+15.50	33.90	643.3184	643.3257
E	423+25.53	33.89	643.3271	643.3306
PIER 2	423+34.56	33.88	643.3349	643.3349
F	423+44.59	33.86	643.3438	643.3511
G	423+54.62	33.83	643.3527	643.3627
BREAB	423+67.91	33.77	643.3649	643.3649
BKEAB	423+69.66	33.77	643.3664	643.3664

SCREED ELEVATION FOR BEAM PGLEB

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	422+60.29	44.00	643.1200	643.1200
BRWAB	422+62.05	44.00	643.1215	643.1215
A	422+72.09	44.00	643.1300	643.1390
B	422+82.12	44.00	643.1386	643.1469
PIER 1	422+95.43	44.00	643.1499	643.1499
C	423+05.46	44.00	643.1584	643.1626
D	423+15.50	44.00	643.1669	643.1742
E	423+25.54	44.00	643.1755	643.1790
PIER 2	423+34.58	44.00	643.1831	643.1831
F	423+44.61	44.00	643.1917	643.1990
G	423+54.65	44.00	643.2002	643.2102
BREAB	423+67.95	44.00	643.2115	643.2115
BKEAB	423+69.71	44.00	643.2130	643.2130

SCREED ELEVATION FOR BEAM BM13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	422+60.21	60.10	642.8784	642.8784
BRWAB	422+61.97	60.11	642.8798	642.8798
A	422+72.03	60.15	642.8877	642.8967
B	422+82.08	60.18	642.8958	642.9041
PIER 1	422+95.40	60.21	642.9067	642.9067
C	423+05.45	60.23	642.9149	642.9191
D	423+15.50	60.23	642.9235	642.9308
E	423+25.56	60.22	642.9322	642.9357
PIER 2	423+34.60	60.21	642.9400	642.9400
F	423+44.66	60.19	642.9489	642.9562
G	423+54.71	60.16	642.9579	642.9679
BREAB	423+68.03	60.11	642.9699	642.9699
BKEAB	423+69.79	60.10	642.9716	642.9716

SCREED ELEVATION FOR BEAM BM10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	422+60.31	40.35	643.1748	643.1748
BRWAB	422+62.06	40.36	643.1761	643.1761
A	422+72.10	40.40	643.1840	643.1930
B	422+82.13	40.43	643.1921	643.2004
PIER 1	422+95.43	40.46	643.2030	643.2030
C	423+05.47	40.48	643.2112	643.2154
D	423+15.50	40.48	643.2197	643.2270
E	423+25.54	40.47	643.2284	643.2319
PIER 2	423+34.57	40.46	643.2362	643.2362
F	423+44.61	40.44	643.2451	643.2524
G	423+54.64	40.41	643.2540	643.2640
BREAB	423+67.94	40.36	643.2661	643.2661
BKEAB	423+69.69	40.35	643.2677	643.2677

SCREED ELEVATION FOR BEAM BM11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	422+60.27	46.93	643.0760	643.0760
BRWAB	422+62.03	46.94	643.0774	643.0774
A	422+72.07	46.98	643.0853	643.0943
B	422+82.12	47.02	643.0933	643.1016
PIER 1	422+95.42	47.05	643.1041	643.1041
C	423+05.46	47.06	643.1125	643.1167
D	423+15.50	47.06	643.1210	643.1283
E	423+25.54	47.06	643.1296	643.1331
PIER 2	423+34.58	47.05	643.1374	643.1374
F	423+44.62	47.02	643.1464	643.1537
G	423+54.66	46.99	643.1554	643.1654
BREAB	423+67.97	46.94	643.1674	643.1674
BKEAB	423+69.72	46.93	643.1691	643.1691

SCREED ELEVATION FOR BEAM BM14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKWAB	422+60.18	66.68	642.7797	642.7797
BRWAB	422+61.94	66.69	642.7810	642.7810
A	422+72.00	66.73	642.7890	642.7980
B	422+82.06	66.77	642.7970	642.8053
PIER 1	422+95.39	66.80	642.8078	642.8078
C	423+05.45	66.81	642.8162	642.8204
D	423+15.50	66.81	642.8248	642.8321
E	423+25.56	66.81	642.8333	642.8368
PIER 2	423+34.62	66.80	642.8412	642.8412
F	423+44.67	66.77	642.8502	642.8575
G	423+54.73	66.74	642.8592	642.8692
BREAB	423+68.06	66.69	642.8713	642.8713
BKEAB	423+69.82	66.68	642.8729	642.8729

DESIGNED	NV
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

DECK ELEVATIONS
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	84
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 6
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	422+30.31	25.75	643.37
A	422+40.33	25.82	643.38
B	422+50.35	25.88	643.38
Bk. W. Abut.	422+60.38	25.93	643.39

NORTH EDGE OF PAVEMENT

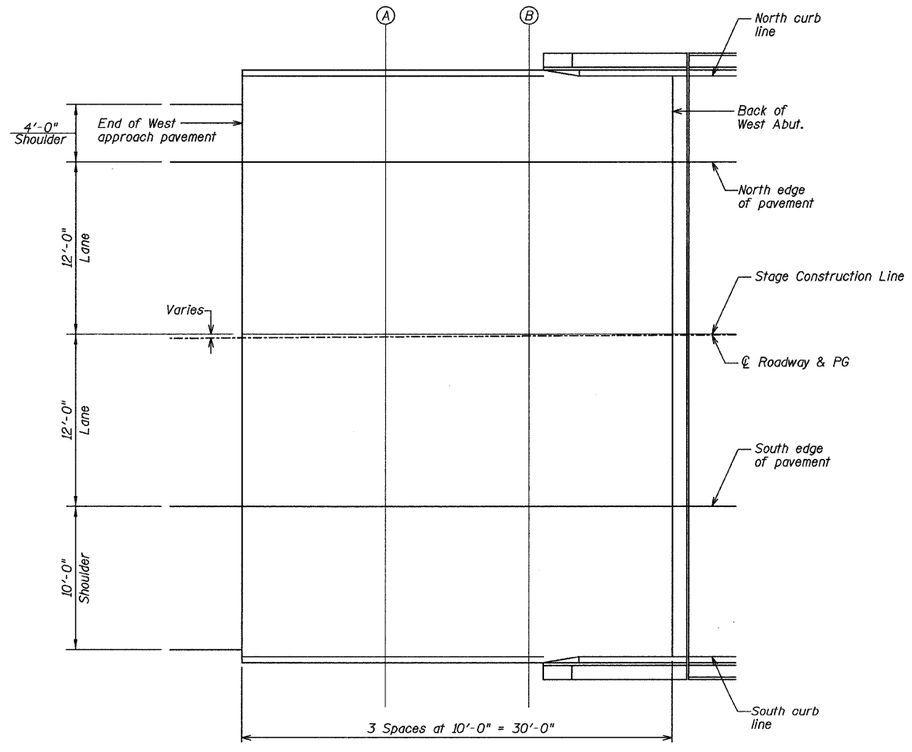
Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	422+30.27	31.75	643.28
A	422+40.29	31.82	643.29
B	422+50.32	31.88	643.29
Bk. W. Abut.	422+60.35	31.93	643.30

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	422+30.18	43.75	643.10
A	422+40.21	43.82	643.11
B	422+50.25	43.88	643.11
Bk. W. Abut.	422+60.29	43.93	643.12

℄ ROADWAY & PG

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	422+30.17	44.00	643.09
A	422+40.21	44.00	643.10
B	422+50.25	44.00	643.11
Bk. W. Abut.	422+60.29	44.00	643.12



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	422+30.09	55.75	642.92
A	422+40.14	55.82	642.93
B	422+50.18	55.88	642.93
Bk. W. Abut.	422+60.23	55.93	642.94

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	422+30.01	66.25	642.71
A	422+40.07	66.32	642.72
B	422+50.12	66.38	642.72
Bk. W. Abut.	422+60.18	66.43	642.73

DESIGNED	NOE
CHECKED	NV
DRAWN	NOE
CHECKED	JKC

E-AS 5-16-08

TOP OF WEST APPROACH (EB)
SLAB ELEVATIONS
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	85
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 7
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	423+69.62	25.93	643.48
A	423+79.65	25.88	643.49
B	423+89.67	25.82	643.50
End E. Appr. Pav't	423+99.69	25.75	643.51

NORTH EDGE OF PAVEMENT

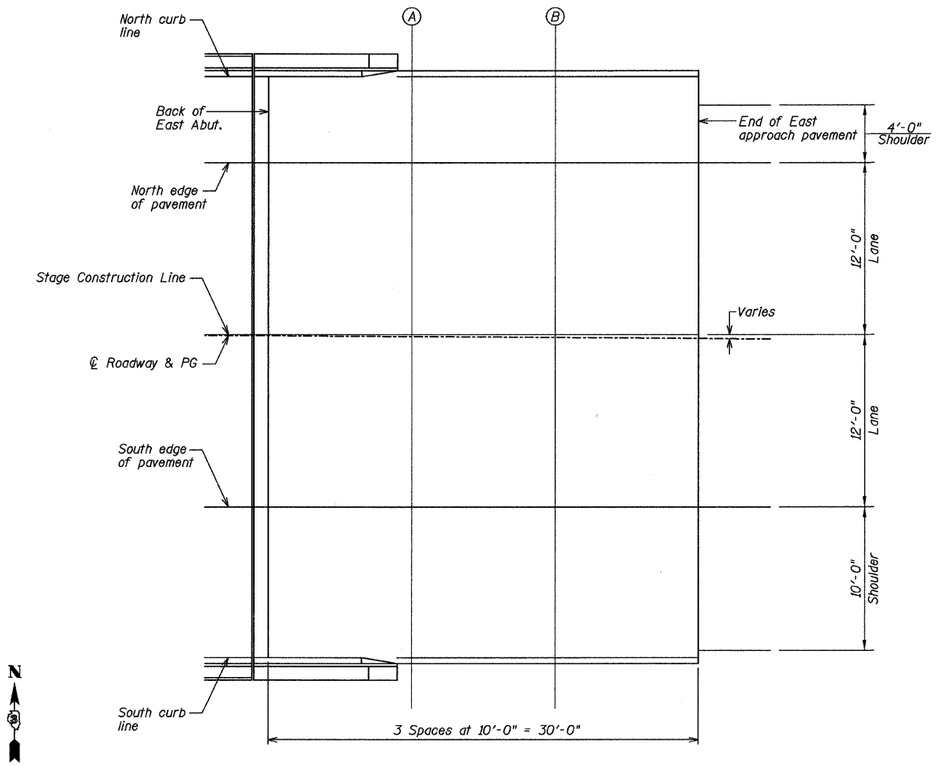
Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	423+69.65	31.93	643.39
A	423+79.68	31.88	643.40
B	423+89.71	31.82	643.41
End E. Appr. Pav't	423+99.74	31.75	643.42

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	423+69.71	43.93	643.21
A	423+79.75	43.88	643.22
B	423+89.79	43.82	643.23
End E. Appr. Pav't	423+99.83	43.75	643.24

℄ ROADWAY & PG

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	423+69.71	44.00	643.21
A	423+79.75	44.00	643.22
B	423+89.79	44.00	643.23
End E. Appr. Pav't	423+99.83	44.00	643.24



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	423+69.77	55.93	643.03
A	423+79.82	55.88	643.04
B	423+89.87	55.82	643.05
End E. Appr. Pav't	423+99.91	55.75	643.06

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	423+69.82	66.43	642.82
A	423+79.88	66.38	642.83
B	423+89.93	66.32	642.84
End E. Appr. Pav't	423+99.99	66.25	642.85

DESIGNED	NOE
CHECKED	NV
DRAWN	NOE
CHECKED	JKC

E-AS 5-16-08

TOP OF EAST APPROACH (EB)
SLAB ELEVATIONS
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	86
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 8
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	422+30.99	-66.75	643.50
A	422+40.93	-66.68	643.51
B	422+50.87	-66.62	643.51
Bk. W. Abut.	422+60.82	-66.57	643.52

NORTH EDGE OF PAVEMENT

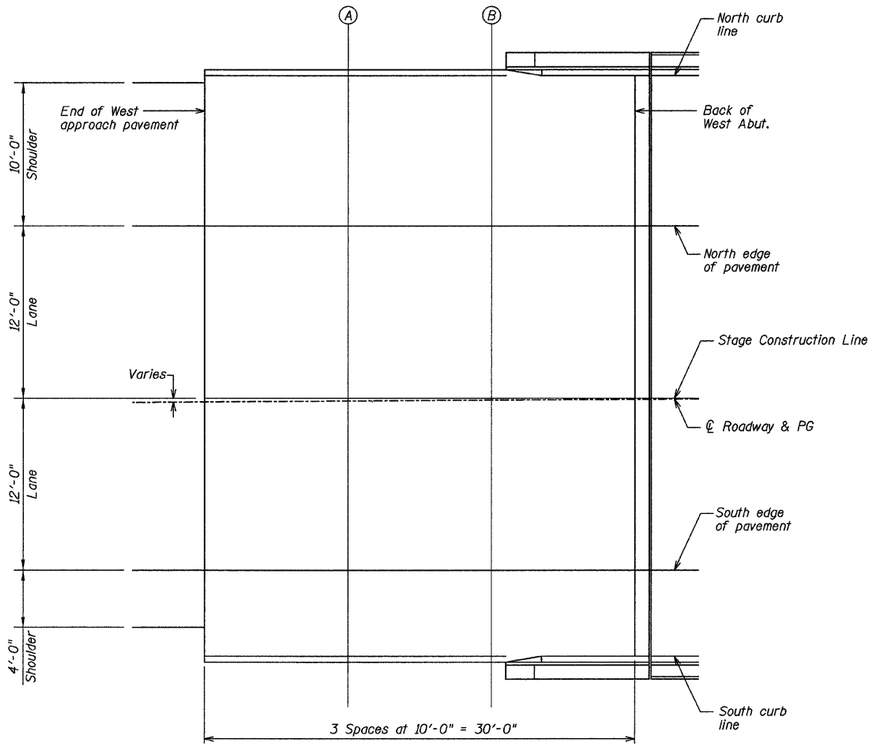
Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	422+30.91	-56.25	643.35
A	422+40.86	-56.18	643.35
B	422+50.81	-56.12	643.35
Bk. W. Abut.	422+60.77	-56.07	643.36

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	422+30.83	-44.25	643.17
A	422+40.79	-44.18	643.17
B	422+50.75	-44.12	643.17
Bk. W. Abut.	422+60.71	-44.07	643.18

℄ ROADWAY & PG

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	422+30.82	-44.00	643.16
A	422+40.79	-44.00	643.17
B	422+50.75	-44.00	643.17
Bk. W. Abut.	422+60.71	-44.00	643.18



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	422+30.74	-32.25	642.99
A	422+40.71	-32.18	642.99
B	422+50.68	-32.12	642.99
Bk. W. Abut.	422+60.65	-32.07	643.00

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	422+30.69	-26.25	642.87
A	422+40.67	-26.18	642.87
B	422+50.65	-26.12	642.87
Bk. W. Abut.	422+60.62	-26.07	642.88

DESIGNED	NOE
CHECKED	NV
DRAWN	NOE
CHECKED	JKC

E-AS 5-16-08

TOP OF WEST APPROACH (WB)
SLAB ELEVATIONS
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	87
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 9
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	423+69.19	-66.57	643.57
A	423+79.13	-66.62	643.58
B	423+89.07	-66.68	643.58
End E. Appr. Pav't	423+99.01	-66.75	643.59

NORTH EDGE OF PAVEMENT

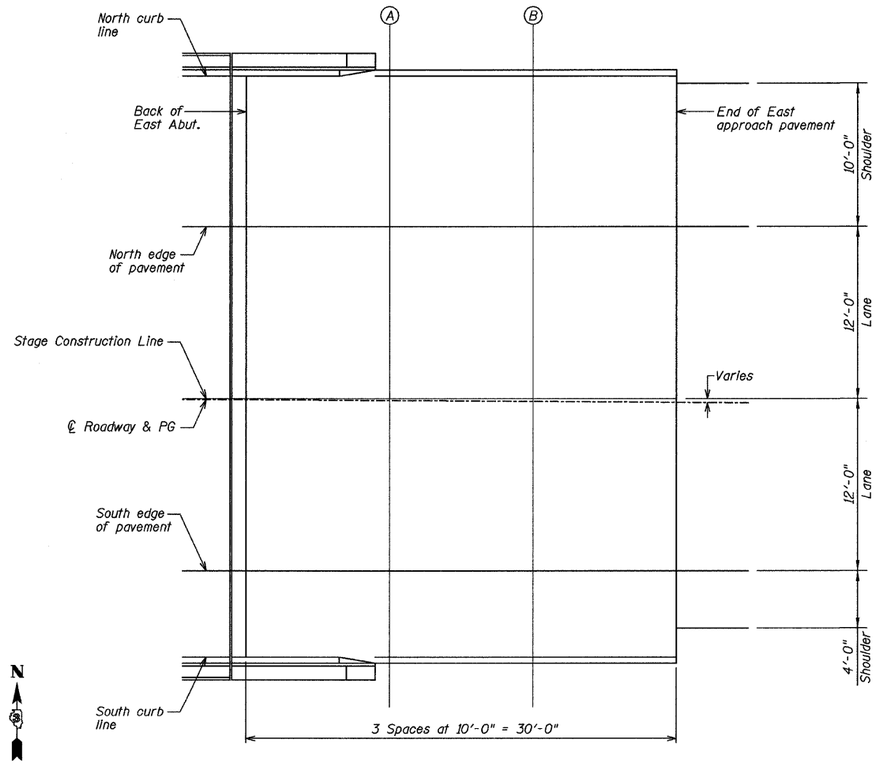
Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	423+69.24	-56.07	643.41
A	423+79.19	-56.12	643.42
B	423+89.14	-56.18	643.42
End E. Appr. Pav't	423+99.09	-56.25	643.43

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	423+69.29	-44.07	643.23
A	423+79.25	-44.12	643.24
B	423+89.22	-44.18	643.24
End E. Appr. Pav't	423+99.18	-44.25	643.25

℄ ROADWAY & PG

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	423+69.20	-44.00	643.23
A	423+79.25	-44.00	643.24
B	423+89.22	-44.00	643.24
End E. Appr. Pav't	423+99.18	-44.00	643.25



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	423+69.35	-32.07	643.05
A	423+79.32	-32.12	643.06
B	423+89.29	-32.18	643.06
End E. Appr. Pav't	423+99.26	-32.25	643.07

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	423+69.38	-26.07	642.93
A	423+79.35	-26.12	642.94
B	423+89.33	-26.18	642.94
End E. Appr. Pav't	423+99.31	-26.25	642.95

DESIGNED	NOE
CHECKED	NV
DRAWN	NOE
CHECKED	JKC

E-AS 5-16-08

TOP OF EAST APPROACH (WB)
SLAB ELEVATIONS
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

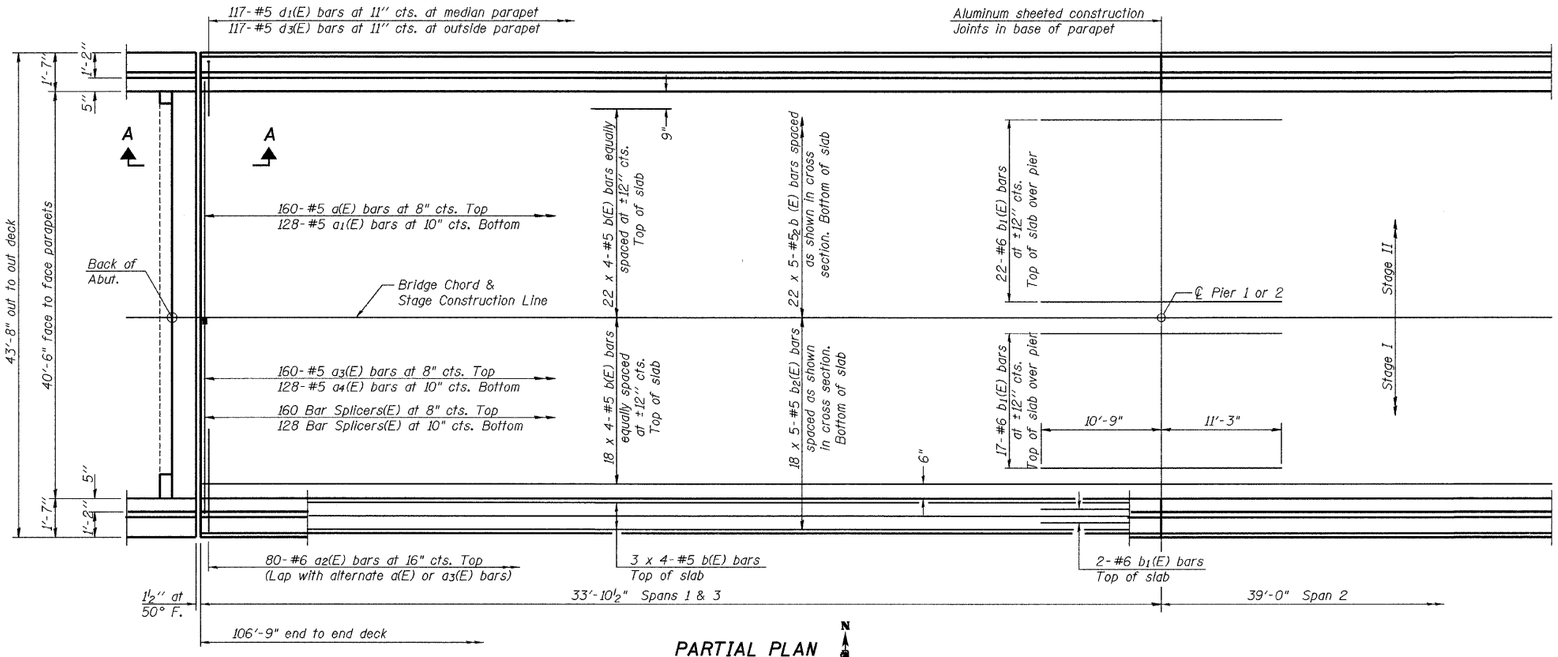
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

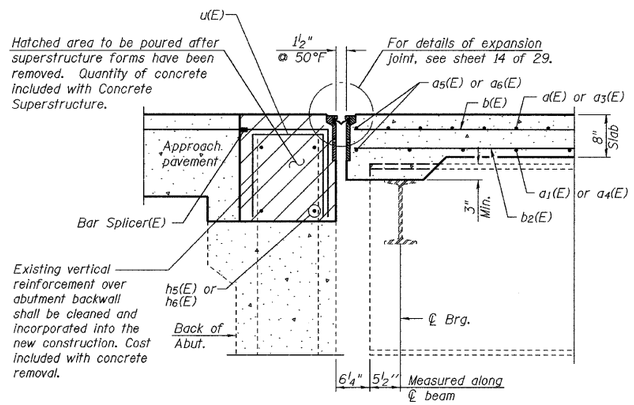
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	88
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 10
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I



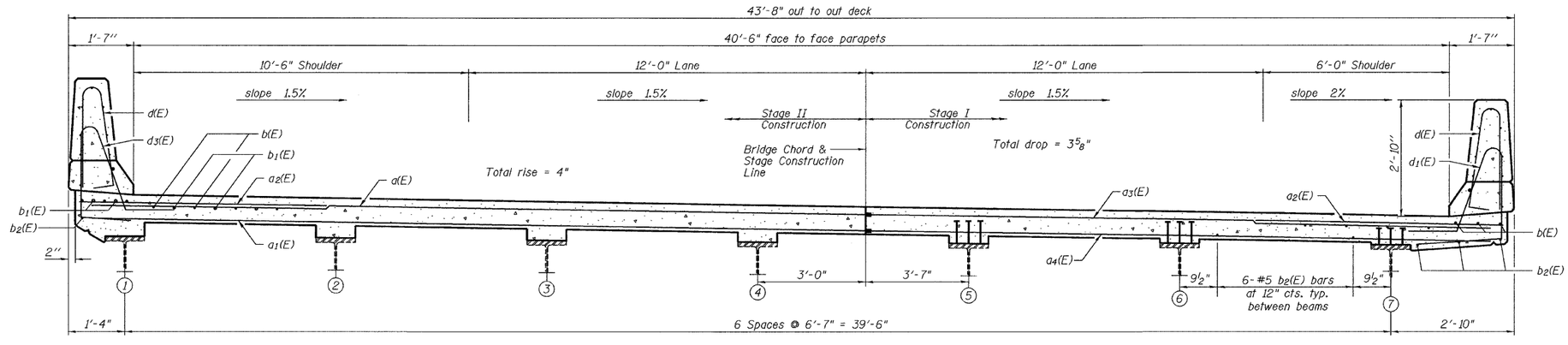
PARTIAL PLAN



SECTION A-A

Min. Bar lap
#5 bar 1'-8"

Notes:
See Sheet 12 of 29 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 12 of 29 for parapet reinforcement.



NEAR PIER NEAR MIDSPAN

CROSS SECTION
(Looking East)

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

WESTBOUND
SUPERSTRUCTURE PLAN AND SECTION
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

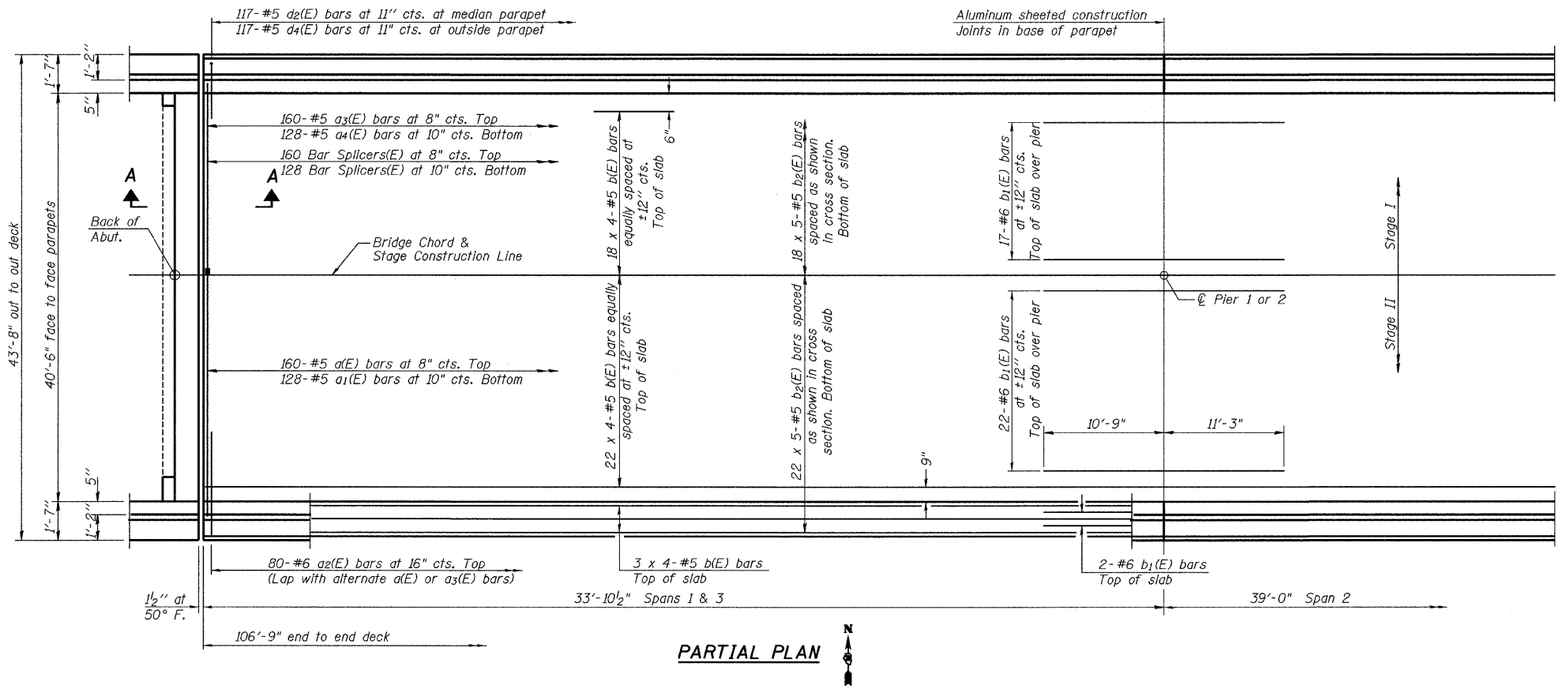
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	89
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 11
29 SHEETS

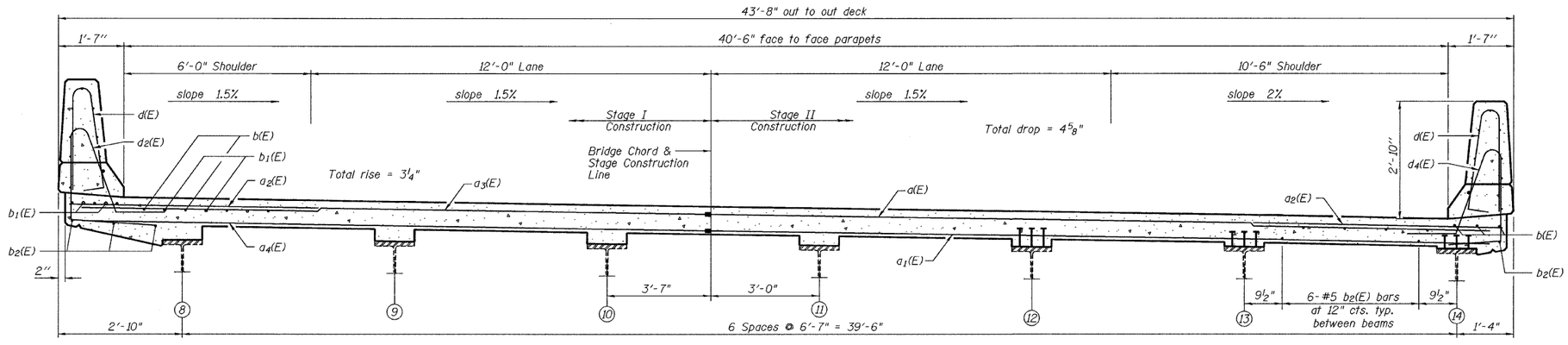
Contract #66623
* (06-1, 2)RS-3, I



PARTIAL PLAN

Min. Bar lap
#5 bar 1'-8"

Notes:
See Sheet 12 of 29 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 12 of 29 for parapet reinforcement.



NEAR PIER NEAR MIDSPAN

CROSS SECTION
(Looking East)

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

EASTBOUND
SUPERSTRUCTURE PLAN AND SECTION
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

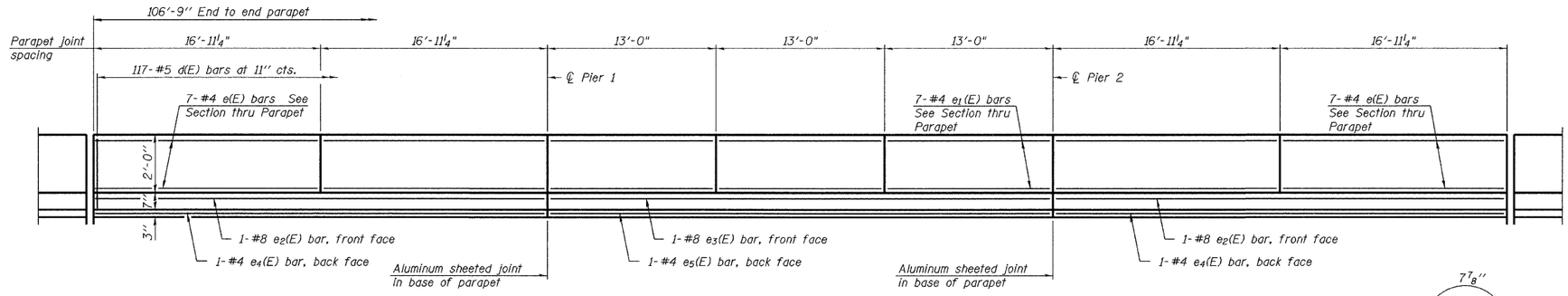
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

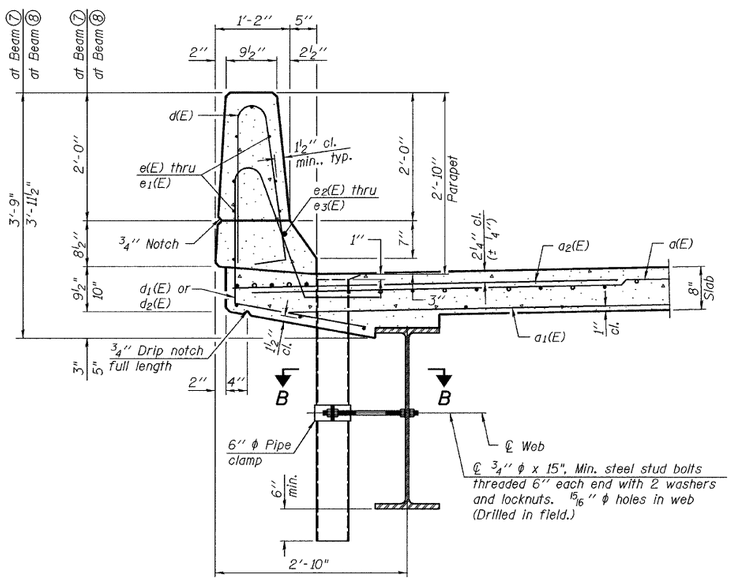
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	90
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 12
29 SHEETS

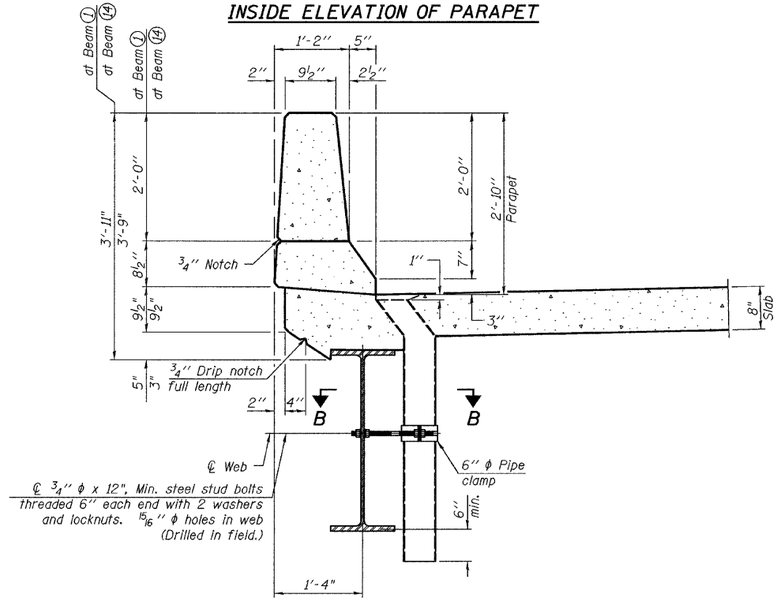
Contract #66623
* (06-1, 2)RS-3, I



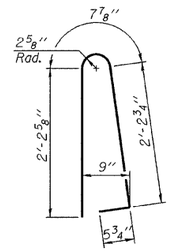
INSIDE ELEVATION OF PARAPET



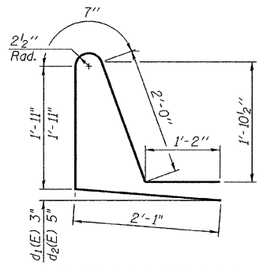
SECTION THRU MEDIAN PARAPET



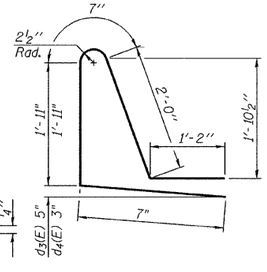
SECTION THRU OUTSIDE PARAPET



BAR d(E)



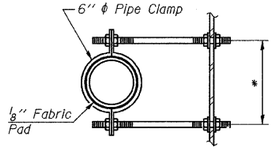
BARS d1(E) OR d2(E)



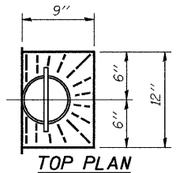
BARS d3(E) OR d4(E)

SUPERSTRUCTURE BILL OF MATERIAL
(Both Structures)

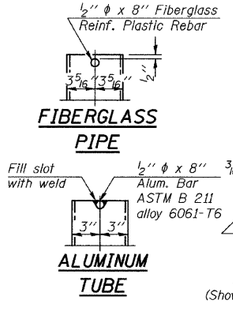
Bar	No.	Size	Length	Shape
a(E)	320	#5	23'-9"	—
a1(E)	256	#5	23'-6"	—
a2(E)	320	#6	6'-0"	—
a3(E)	320	#5	19'-3"	—
a4(E)	256	#5	19'-0"	—
b(E)	368	#5	27'-11"	—
b1(E)	172	#6	22'-0"	—
b2(E)	400	#5	22'-8"	—
d(E)	468	#5	5'-7"	L
d1(E)	117	#5	7'-9"	L
d2(E)	117	#5	7'-9"	L
d3(E)	117	#5	6'-3"	L
d4(E)	117	#5	6'-3"	L
e(E)	112	#4	16'-8"	—
e1(E)	84	#4	12'-9"	—
e2(E)	8	#8	33'-7"	—
e3(E)	4	#8	38'-9"	—
e4(E)	8	#4	33'-7"	—
e5(E)	4	#4	38'-9"	—
Reinforcement Bars, Epoxy Coated		Pound	63960	
Concrete Superstructure		Cu. Yds.	309.5	



SECTION B-B
* Dimension as required by Pipe Clamp



TOP PLAN



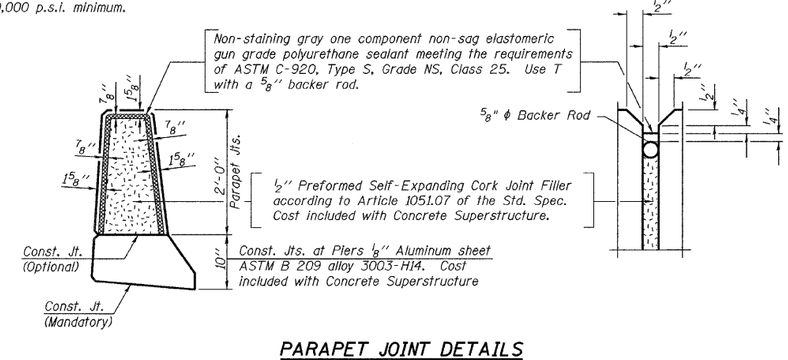
FIBERGLASS PIPE

ALUMINUM TUBE

TOP PLAN
(Showing Aluminum Tube)

Notes:
Floor drains need not be painted.

Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.



PARAPET JOINT DETAILS

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

SUPERSTRUCTURE DETAILS
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

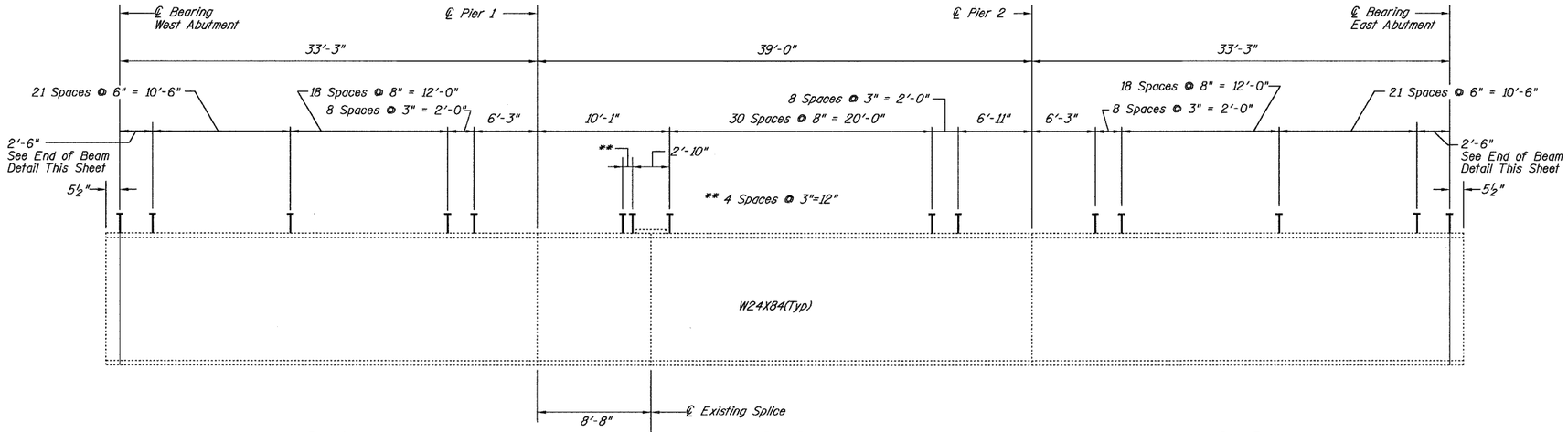
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	91
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

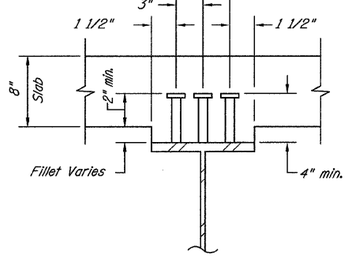
SHEET NO. 13
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

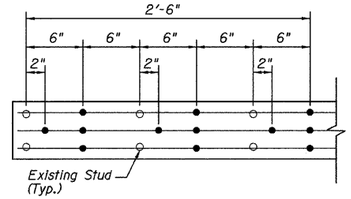


BEAM ELEVATION SHOWING STUDS

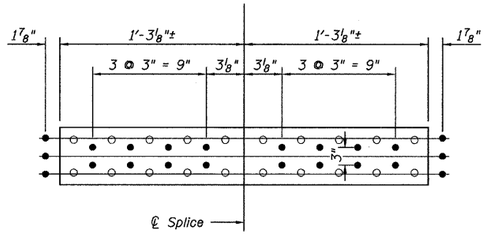
454 Studs Per Beam



SHEAR CONNECTOR DETAIL



END OF BEAM DETAIL



STUD SHEAR CONNECTOR ATTACHED TO SPLICE PLATE DETAIL

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1 & 0.6 Sp. 3	Pier 1&2	0.5 Sp. 2
Is	(in^4)	2370	2370	2370
Ic (n)	(in^4)	7799	-	7799
Ic (3n)	(in^4)	5912	-	5912
Ss	(in^3)	196.7	196.7	196.7
Sc (n)	(in^3)	318.5	-	318.5
Sc (3n)	(in^3)	288.3	-	288.3
Z	(in^3)	-	-	-
D	(k/')	0.77	1.19	0.77
M℄	('k)	61.7	144.5	45.5
s℄	(k/')	0.42	-	0.42
Ms℄	('k)	38.5	-	36.4
M℄	('k)	188.1	88.9	193.3
M (Imp)	('k)	56.4	26.7	58.0
$\frac{5}{3}$[M℄+M(Imp)]	('k)	407.5	192.7	418.8
Ma	('k)	660.1	438.4	650.9
Mu	('k)	1016.7	-	1108.7
fs℄ (non-comp)	(ksi)	3.76	8.81	2.78
fs℄ (comp)	(ksi)	1.60	-	1.52
fs $\frac{5}{3}$(℄+Imp)	(ksi)	15.35	11.76	15.78
fs (Overload)	(ksi)	20.71	20.57	20.07
fs (Total)	(ksi)	-	26.74	-
VR	(k)	48.9	-	51.7

INTERIOR GIRDER REACTION TABLE			
		Abut.	Pier 1 & 2
R℄	(k)	15.5	47.4
R℄	(k)	34.7	39.6
Imp.	(k)	10.5	11.9
R (Total)	(k)	60.7	98.9

Is and Ss are the moment of inertia and section modulus of the steel section used in computing fs (Total & Overload).

Ic (n) and Sc(n) are the moment of inertia and section modulus of the composite section used in computing stresses due to Live Load.

Ic (3n) and Sc(3n) are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads. (see AASHTO 10.38)

VR is the maximum Live Load + Impact shear range in span.

Z is the plastic section modulus used to determine the fully plastic moments in the non-composite areas.

Ma (Applied Moment)=1.3[M℄ + Ms℄ + $\frac{5}{3}$(M℄ + M(Imp))].

The Plastic Moment capacity (Mu) is computed according to AASHTO 10.48.1 and 10.50.1.1.

fs (Overload) is the sum of the stresses due to M℄ + Ms℄ + $\frac{5}{3}$(M℄ + M(Imp)).

fs (Total) (Non-compact section) is the sum of the stresses due to 1.3[M℄ + Ms℄ + $\frac{5}{3}$(M℄ + M(Imp))].

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

FRAMING DETAILS
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

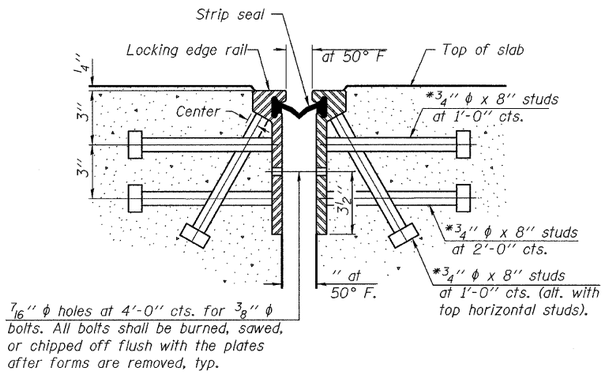
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	92
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

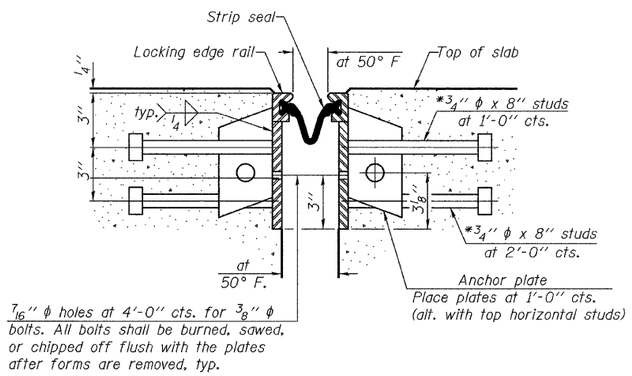
SHEET NO. 14
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

*Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



SECTION THRU ROLLED RAIL JOINT



SECTION THRU WELDED RAIL JOINT

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

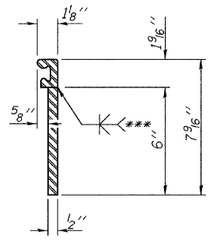
The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed.

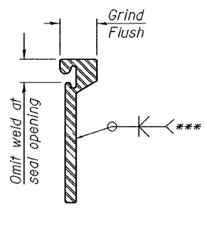
The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

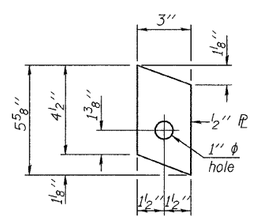
ROLLED EXTRUDED RAIL



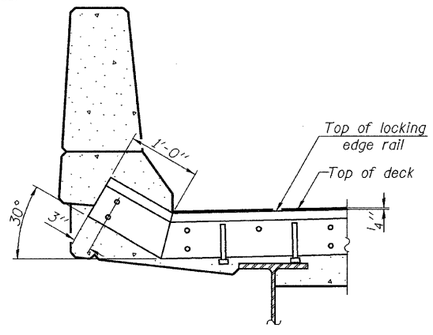
WELDED RAIL



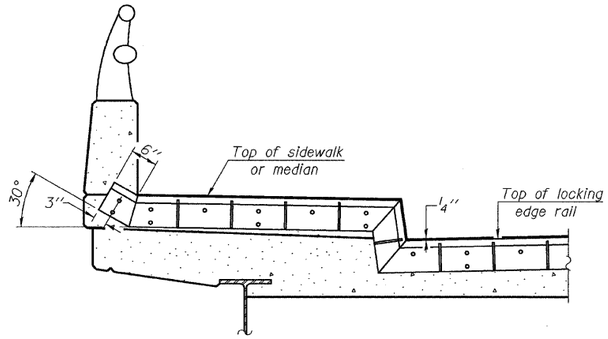
***Back gouge not required if complete joint penetration is verified by mock-up.



ANCHOR ℄
(for welded rail)



AT PARAPET



AT SIDEWALK OR MEDIAN

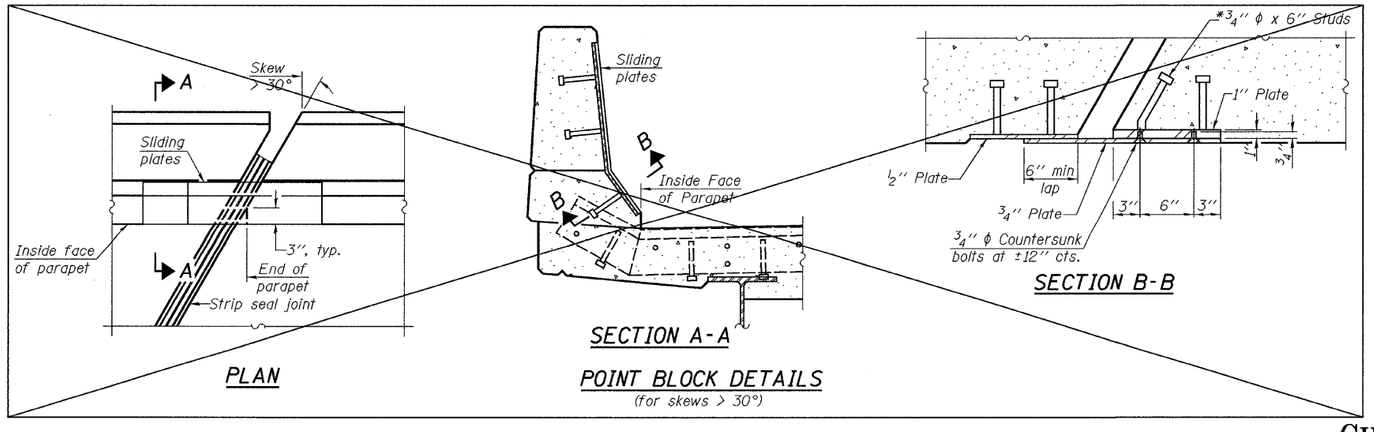
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.

TYPICAL END TREATMENTS

LOCKING EDGE RAILS



BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	170

DESIGNED	--
CHECKED	--
DRAWN	NOE
CHECKED	JKC

EJ-SSJ 5-16-08

PREFORMED JOINT STRIP SEAL
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

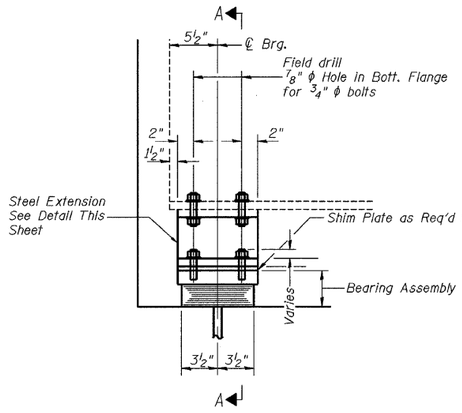
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

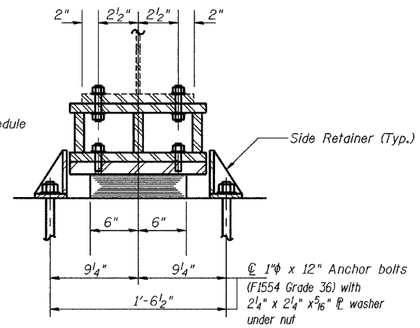
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	93
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 15
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

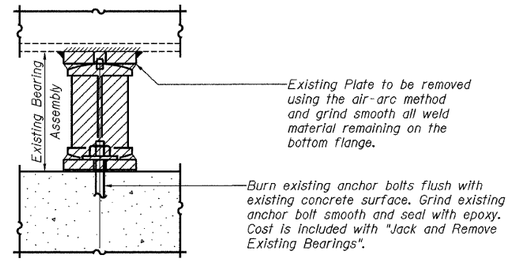


ELEVATION AT ABUT.

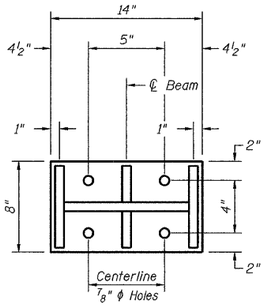


SECTION A-A

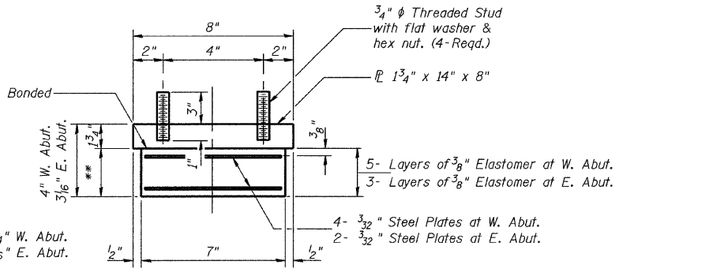
TYPE I ELASTOMERIC EXP. BRG.



EXISTING BEARING REMOVAL DETAIL



PLAN STEEL EXTENSION



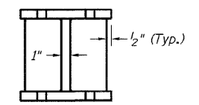
BEARING ASSEMBLY

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

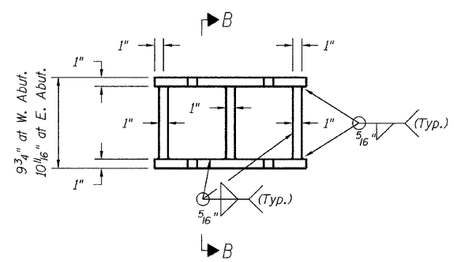
Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

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

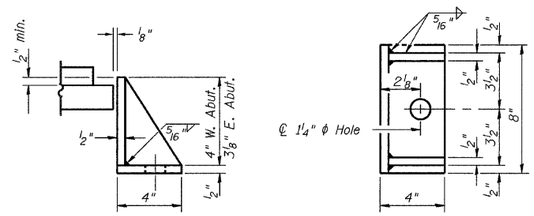
Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.



SECTION B-B



ELEVATION STEEL EXTENSION



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

STEEL EXTENSION DETAILS
28 REQUIRED - TWO AT EACH EXISTING BEAM

SHIM PLATE SCHEDULE

	W. Abutment	E. Abutment
BM 1	-	-
BM 2	13/16	13/16
BM 3	-	-
BM 4	13/16	13/16
BM 5	-	-
BM 6	13/16	13/16
BM 7	-	-
BM 8	-	-
BM 9	13/16	13/16
BM 10	-	-
BM 11	13/16	13/16
BM 12	-	-
BM 13	13/16	13/16
BM 14	-	-

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	28
Anchor Bolts 1"ϕ	Each	56
Furnishing and Erecting Structural Steel *	Pound	4190

* Includes steel assembly above elastomeric bearing.

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

BEARING DETAILS
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

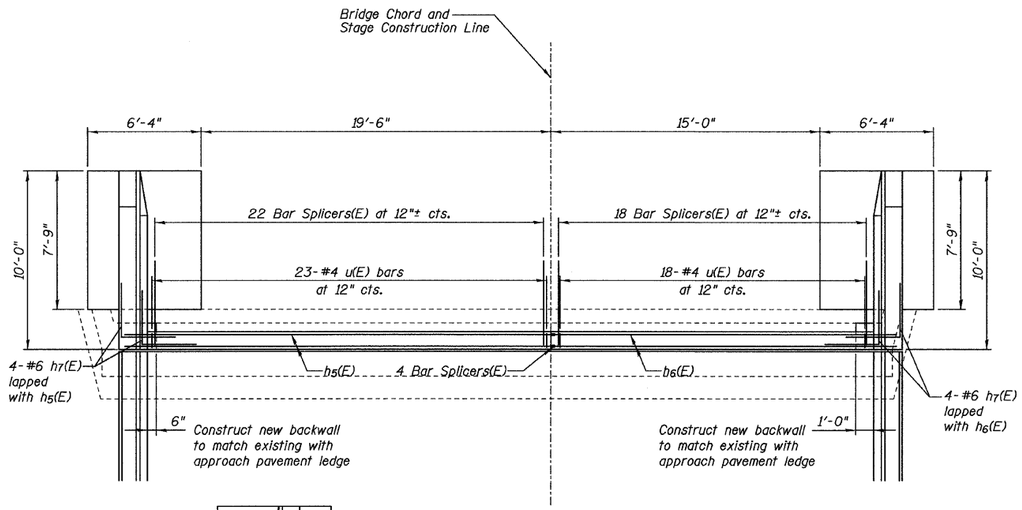
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

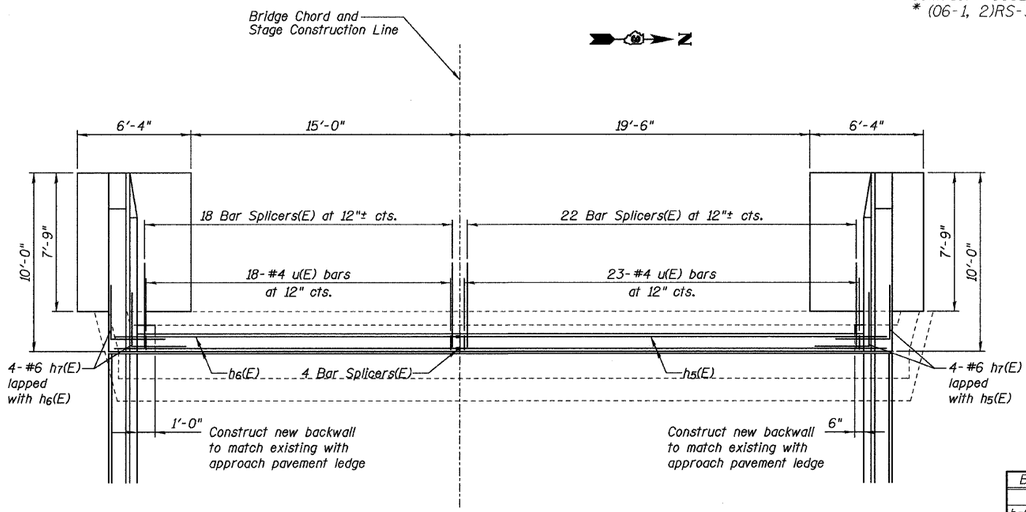
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	94
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 16
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

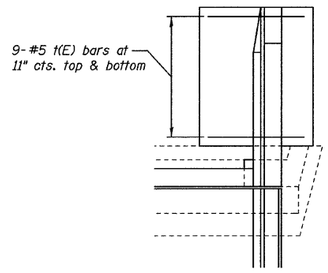


EASTBOUND

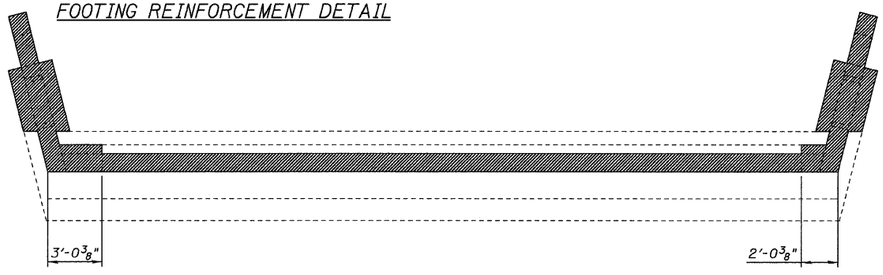


WESTBOUND

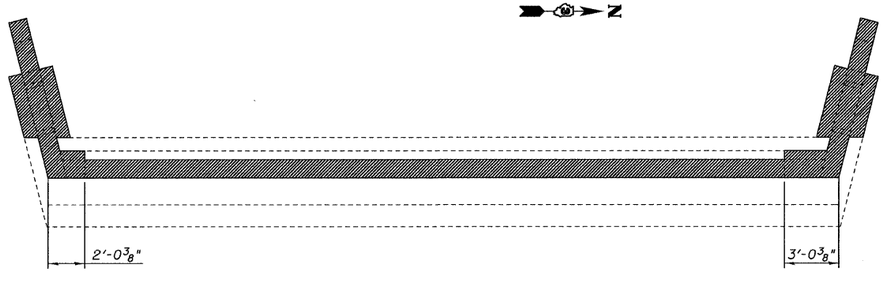
PLAN VIEW - WEST ABUTMENTS
Showing New Construction



FOOTING REINFORCEMENT DETAIL



EASTBOUND



WESTBOUND

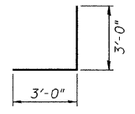
PLAN VIEW - WEST ABUTMENTS
Showing Concrete Removal

LEGEND
Concrete Removal

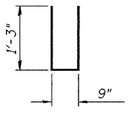
SUBSTRUCTURE BILL OF MATERIAL
(2 Abutments)

Bar	No.	Size	Length	Shape
h3(E)	48	#4	9'-9"	
h4(E)	32	#4	9'-9"	
h5(E)	8	#6	23'-9"	
h6(E)	8	#6	19'-3"	
h7(E)	16	#6	6'-0"	
n(E)	24	#6	9'-10"	
n1(E)	24	#6	4'-11"	
t(E)	36	#5	6'-0"	
u(E)	82	#4	3'-3"	
v2(E)	22	#6	9'-1"	
v3(E)	6	#6	9'-1"	
v4(E)	16	#6	9'-3"	
v5(E)	22	#6	8'-5"	
v6(E)	6	#6	8'-5"	
v7(E)	16	#6	8'-7"	
w(E)	40	#5	7'-6"	

Reinforcement Bars, Epoxy Coated	Pound	3,600
Concrete Structures	Cu. Yds.	32
Concrete Removal	Cu. Yds.	20
Structure Excavation	Cu. Yds.	115.5



BAR h7(E)



BAR u(E)

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

Work this sheet with sheets 18, 20, and 21 of 29.

WEST ABUTMENT DETAILS
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

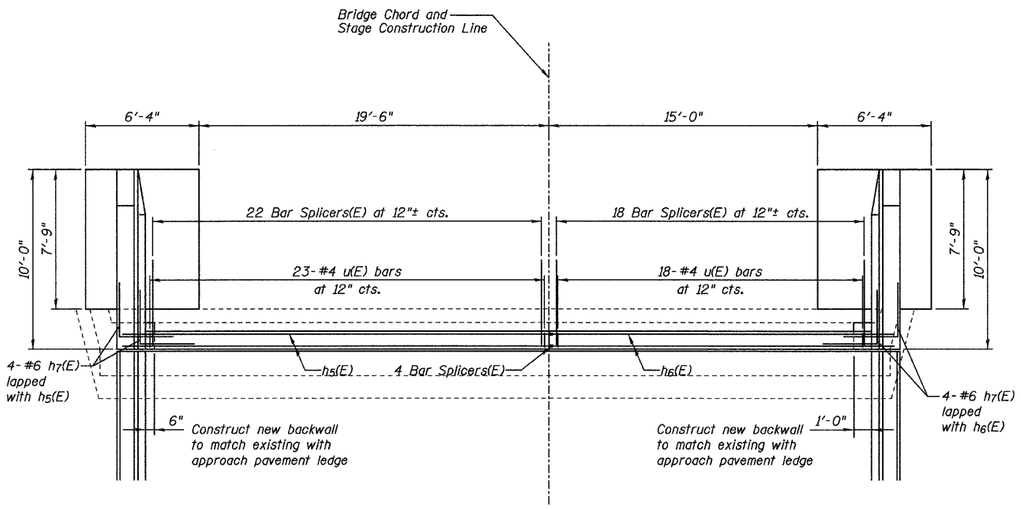
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

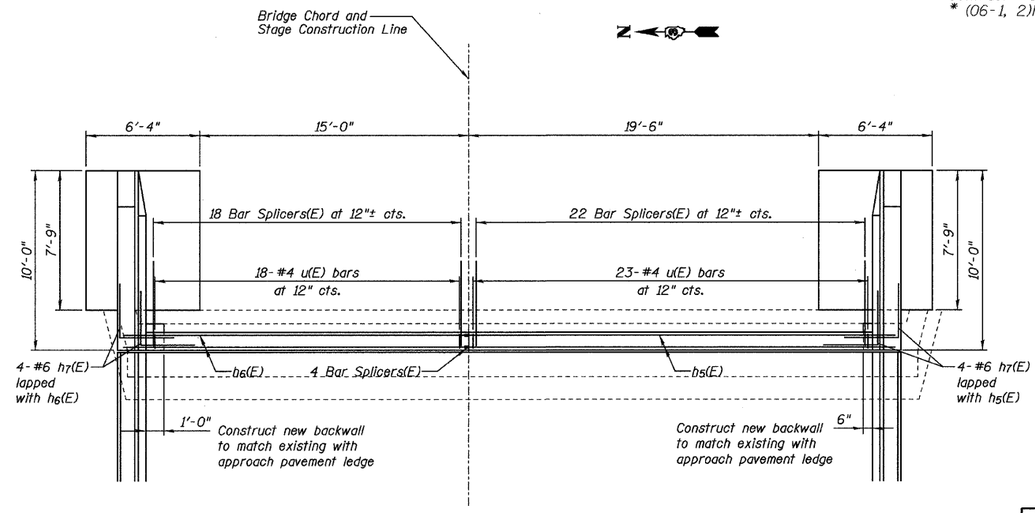
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	95
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 17
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I



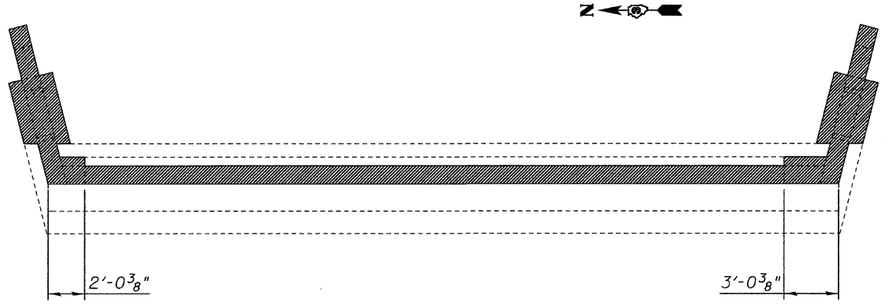
WESTBOUND



EASTBOUND

PLAN VIEW - EAST ABUTMENTS
Showing New Construction

WESTBOUND



EASTBOUND

PLAN VIEW - EAST ABUTMENTS
Showing Concrete Removal

LEGEND
Concrete Removal

SUBSTRUCTURE BILL OF MATERIAL
(2 Abutments)

Bar	No.	Size	Length	Shape
h3(E)	48	#4	9'-9"	
h4(E)	32	#4	9'-9"	
h5(E)	8	#6	23'-9"	
h6(E)	8	#6	19'-3"	
h7(E)	16	#6	6'-0"	
n(E)	24	#6	9'-10"	
n1(E)	24	#6	4'-11"	
t(E)	36	#5	6'-0"	
u(E)	82	#4	3'-3"	
v2(E)	22	#6	9'-1"	
v3(E)	6	#6	9'-1"	
v4(E)	16	#6	9'-3"	
v5(E)	22	#6	8'-5"	
v6(E)	6	#6	8'-5"	
v7(E)	16	#6	8'-7"	
w(E)	40	#5	7'-6"	
Reinforcement Bars, Epoxy Coated			Pound	3,600
Concrete Structures			Cu. Yds.	32
Concrete Removal			Cu. Yds.	20
Structure Excavation			Cu. Yds.	115.5

See Sheets 16 and 18 for bent bar details.

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

Work this sheet with sheets 18, 20, and 21 of 29.

EAST ABUTMENT DETAILS
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

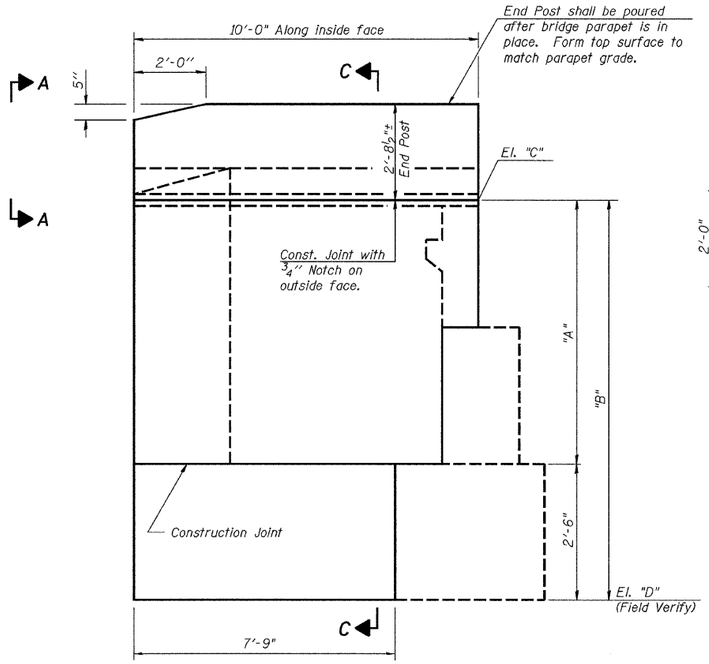
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

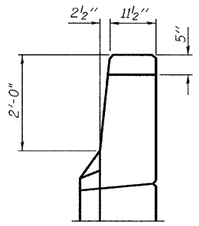
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	96
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 18
29 SHEETS

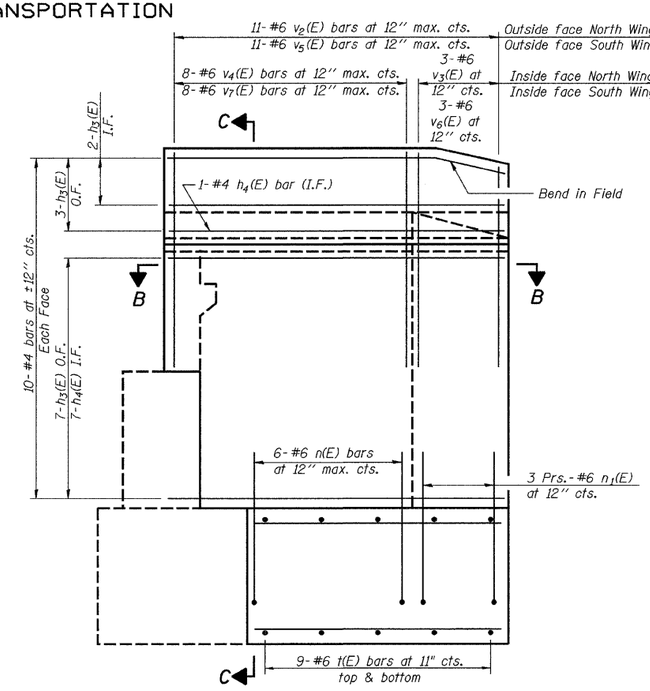
Contract #66623
* (06-1, 2)RS-3, I



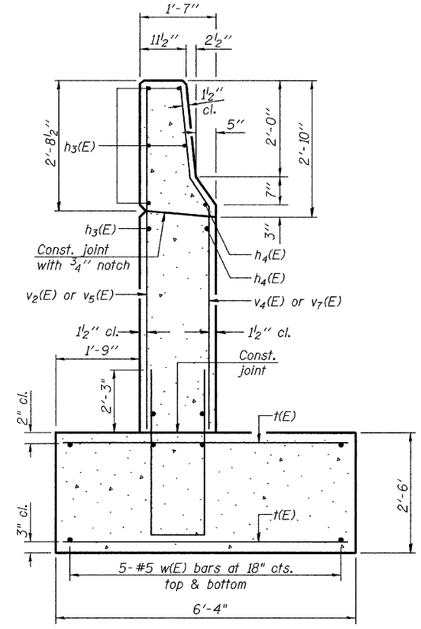
WING WALL ELEVATION
Showing Dimensions



VIEW A-A



WING WALL ELEVATION
Showing Reinforcement



SECTION C-C

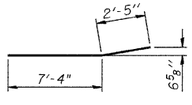
TABLE OF WINGWALL DIMENSIONS

WESTBOUND STRUCTURE	A	B	C	D
Northwest Wingwall	6'-9⅝"	9'-3⅝"	643.64	634.34
Southwest Wingwall	6'-2"	8'-8 "	643.00	634.34
Northeast Wingwall	6'-6½"	9'-0½"	643.69	634.65
Southeast Wingwall	5'-10⅞"	8'-4⅞"	643.05	634.65

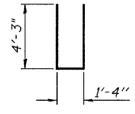
field verify "A" prior to ordering reinforcing bars

EASTBOUND STRUCTURE	A	B	C	D
Northwest Wingwall	6'-6½"	9'-0½"	643.51	634.47
Southwest Wingwall	5'-10⅝"	8'-4⅝"	642.85	634.47
Northeast Wingwall	6'-7⅞"	9'-1⅞"	643.60	634.45
Southeast Wingwall	6'-0"	8'-6"	642.94	634.45

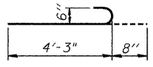
field verify "A" prior to ordering reinforcing bars



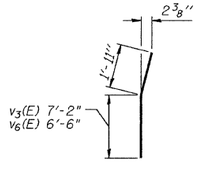
BAR h4(E)



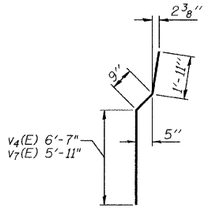
BAR n(E)



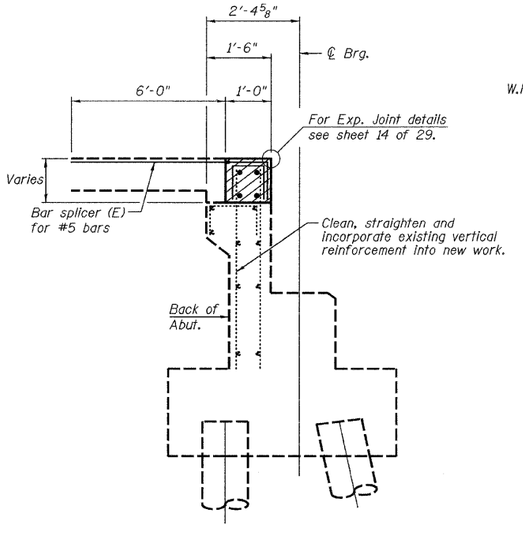
BAR n1(E)



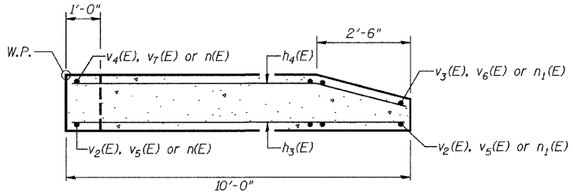
BAR v3(E) or v6(E)



BAR v4(E) or v7(E)



SEC. THRU ABUT.



SECTION B-B

Notes:
Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
Quantity of concrete in end post included with Concrete Superstructure on sheet 12 of 29.

DESIGNED	JKC
CHECKED	JLS
DRAWN	NOE
CHECKED	JKC

Work this sheet with sheets 16, 17, 20, and 21 of 29.

WINGWALL DETAILS
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

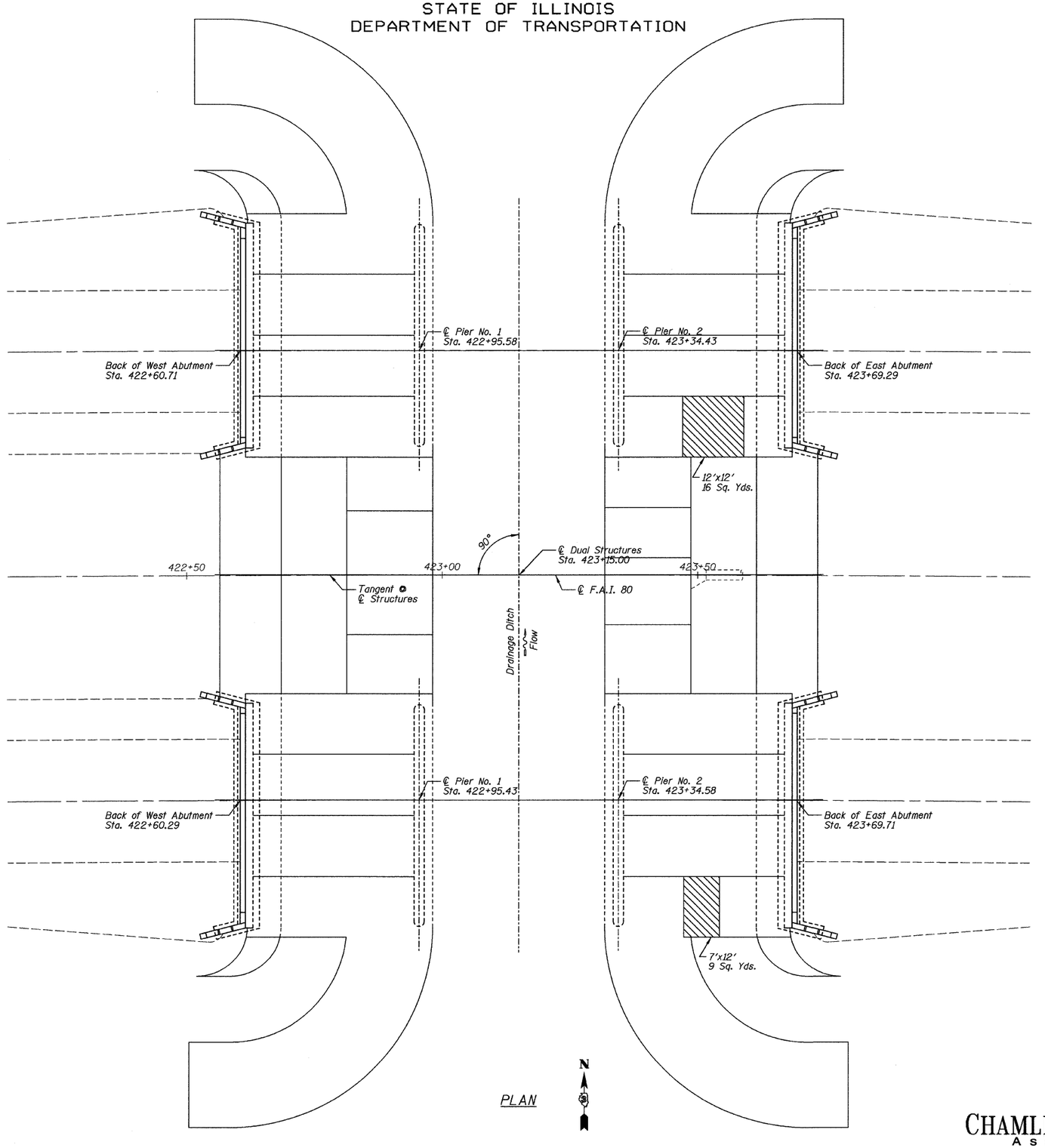
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	97
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 19
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN

Item	Unit	Total
Slope Wall Removal	Sq. Yds.	25
Slope Wall 4 Inch	Sq. Yds.	25

LEGEND

Slope Wall Removal/
Slope Wall 4 Inch

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.

DESIGNED	--
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

SLOPEWALL REPAIR PLAN
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

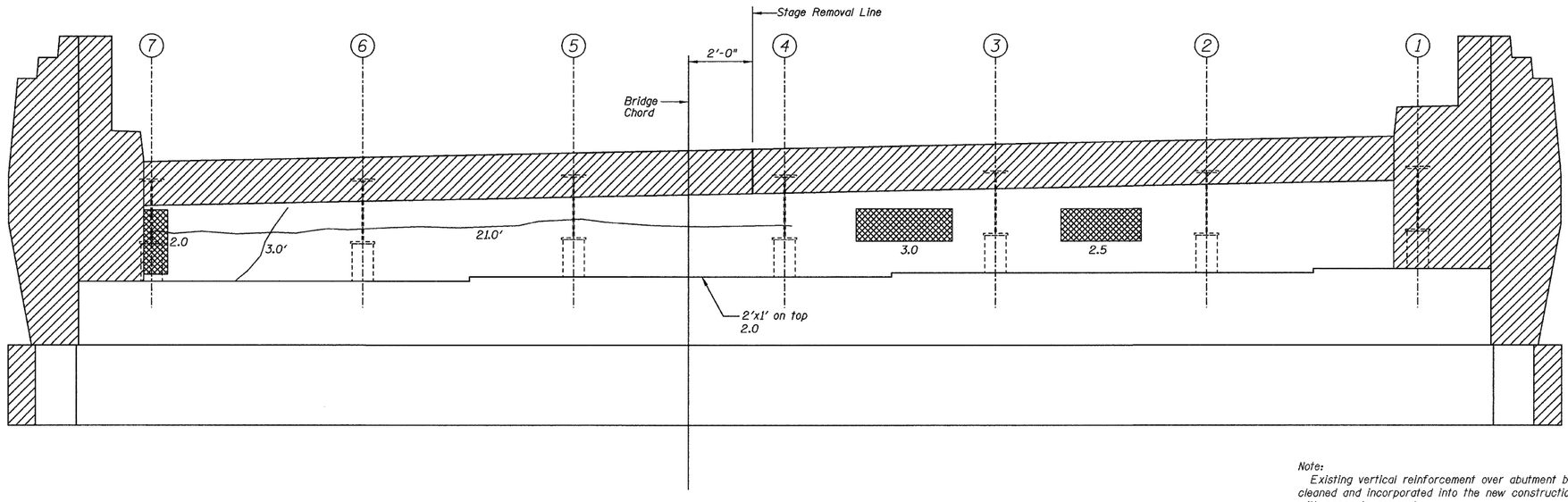
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	98
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 20
29 SHEETS

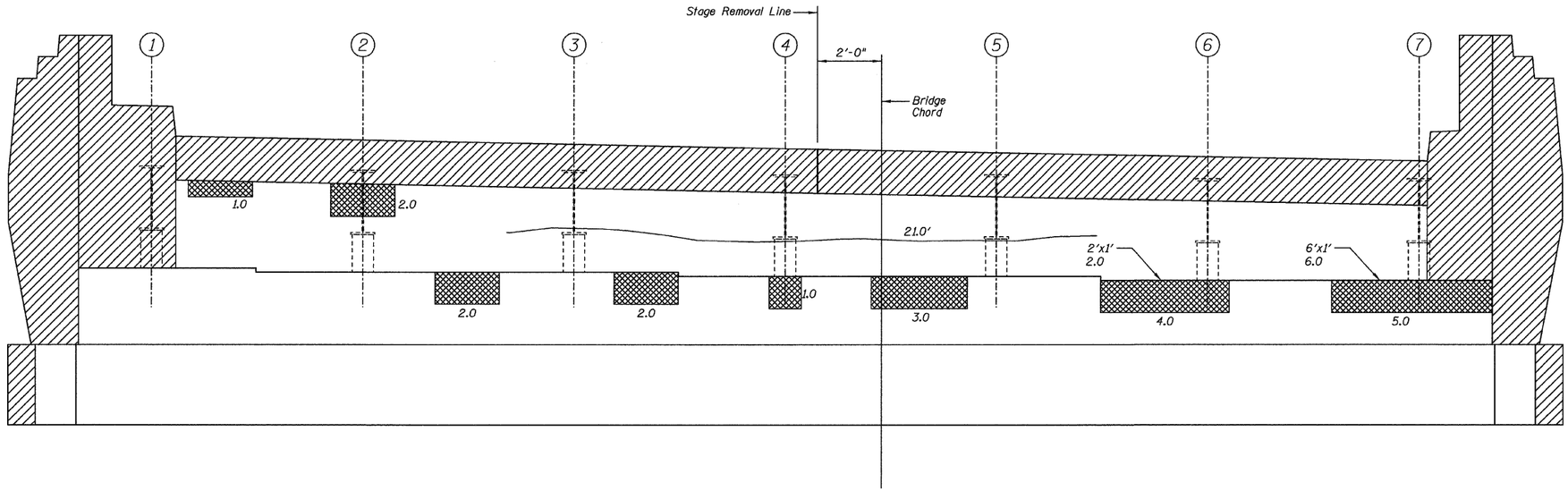
Contract #66623
* (06-1, 2)RS-3, I

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



WEST ABUTMENT ELEVATION

Note:
Existing vertical reinforcement over abutment backwall shall be cleaned and incorporated into the new construction. Cost included with concrete removal.



EAST ABUTMENT ELEVATION

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or Less Then 5 Inches)	Sq. Ft.	37.5
Epoxy Crack Injection	Foot	45

LEGEND

- Structural Repair of Concrete ≤ 5"
- (#') Epoxy Crack Injection w/ Length
- Concrete Removal

DESIGNED	--
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

Work this sheet with sheets 16, 17, and 18 of 29.

FOUNDATION REPAIR PLANS
WESTBOUND
ABUTMENT ELEVATIONS
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

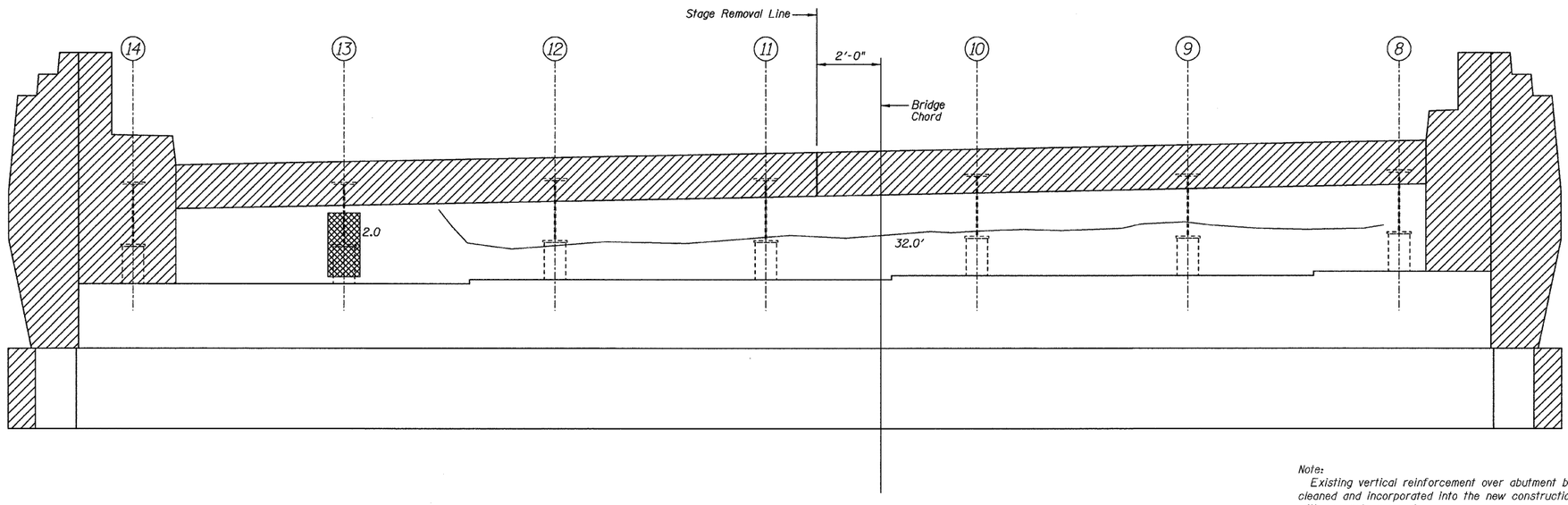
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	99
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

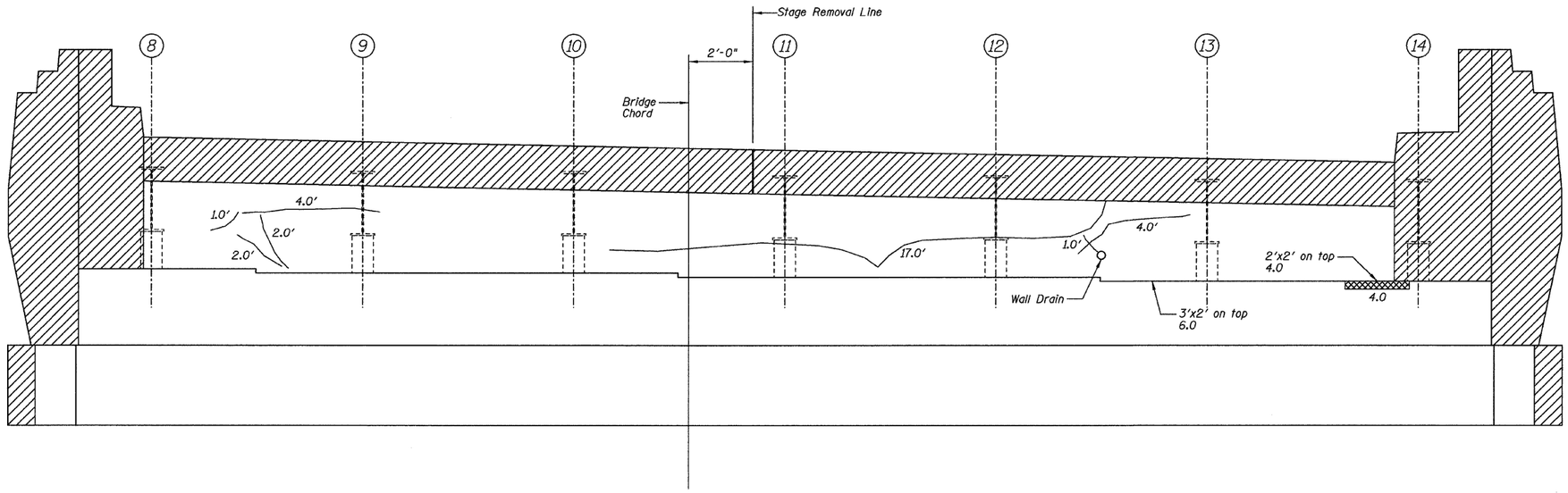
SHEET NO. 21
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I



Note:
Existing vertical reinforcement over abutment backwall shall be cleaned and incorporated into the new construction. Cost included with concrete removal.

WEST ABUTMENT ELEVATION



EAST ABUTMENT ELEVATION

DESIGNED	--
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

Work this sheet with sheets 16, 17, and 18 of 29.

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or Less Then 5 Inches)	Sq. Ft.	16
Epoxy Crack Injection	Foot	63

LEGEND

- Structural Repair of Concrete ≤ 5"
- (#') Epoxy Crack Injection w/ Length
- Concrete Removal

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

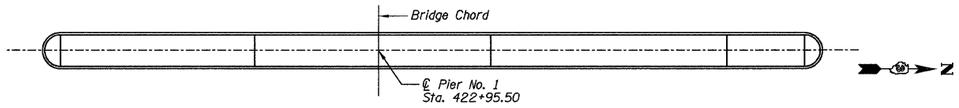
FOUNDATION REPAIR PLANS
EASTBOUND
ABUTMENT ELEVATIONS
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

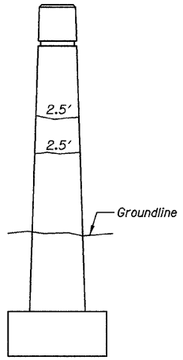
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	100
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 22
29 SHEETS

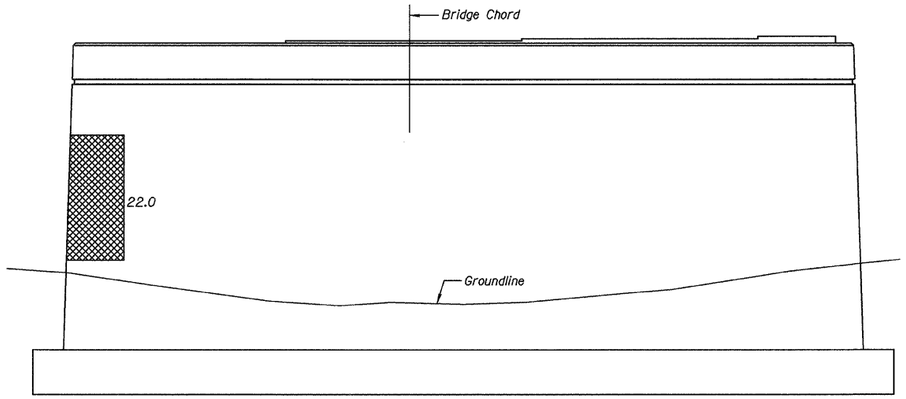
Contract #66623
* (06-1, 2)RS-3, I



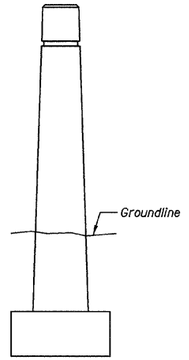
TOP PLAN



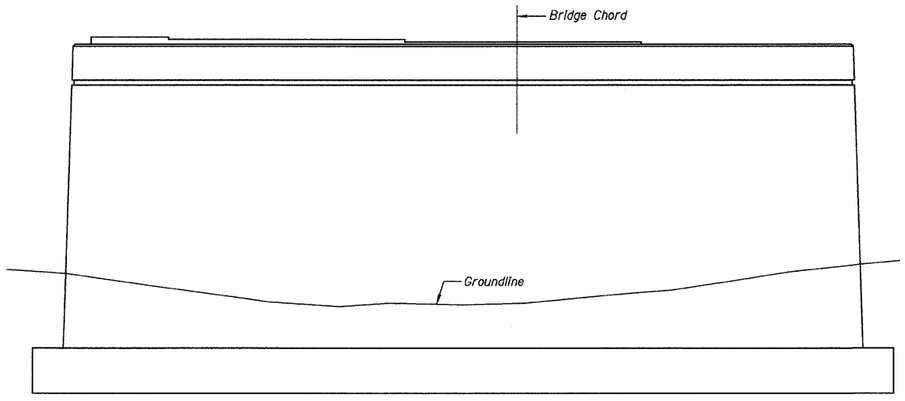
SOUTH END VIEW



EAST ELEVATION - LOOKING WEST



NORTH END VIEW



WEST ELEVATION - LOOKING EAST

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or Less Then 5 Inches)	Sq. Ft.	22
Epoxy Crack Injection	Foot	5

LEGEND

Structural Repair of Concrete ≤ 5"

(#')~~~ Epoxy Crack Injection w/ Length

DESIGNED	--
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

FOUNDATION REPAIR PLANS
WESTBOUND
PIER NO. 1
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

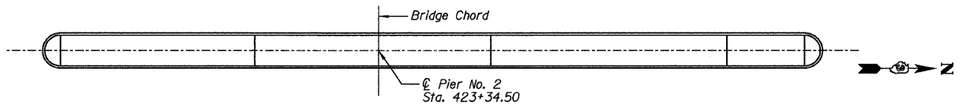
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

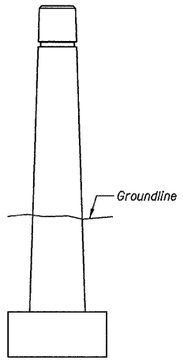
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	101
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 23
29 SHEETS

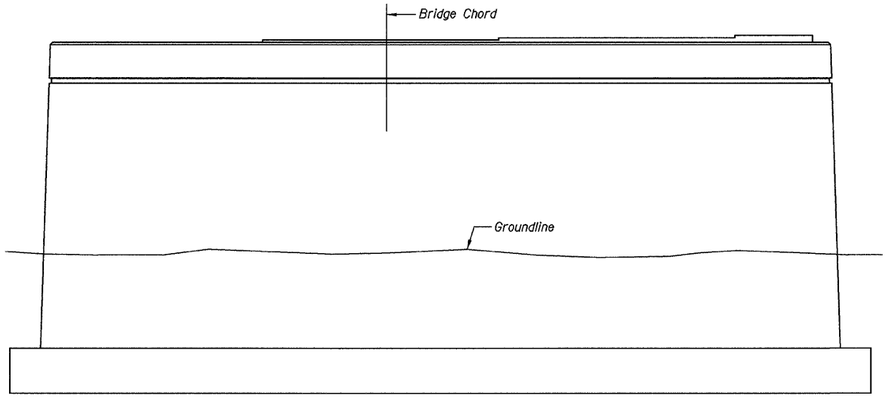
Contract #66623
* (06-1, 2)RS-3, I



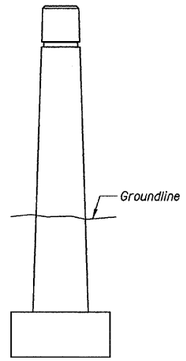
TOP PLAN



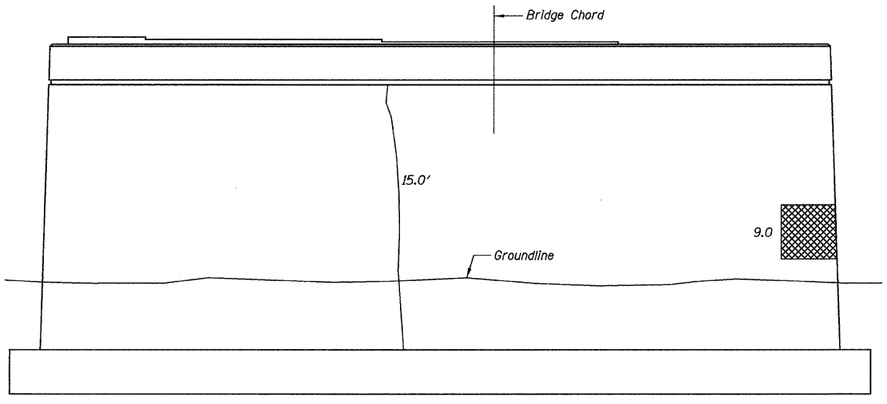
SOUTH END VIEW



EAST ELEVATION - LOOKING WEST



NORTH END VIEW



WEST ELEVATION - LOOKING EAST

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or Less Then 5 Inches)	Sq. Ft.	9
Epoxy Crack Injection	Foot	15

LEGEND

Structural Repair of Concrete ≤ 5"

(#')~~~ Epoxy Crack Injection w/ Length

DESIGNED	--
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

FOUNDATION REPAIR PLANS
WESTBOUND
PIER NO. 2
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

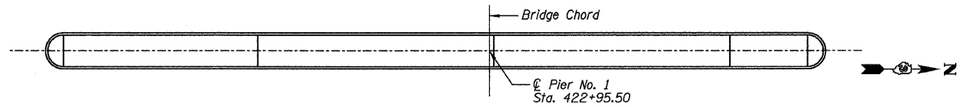
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

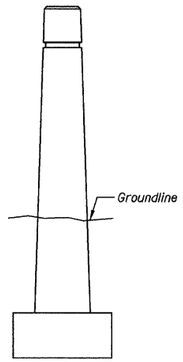
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	102
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 24
29 SHEETS

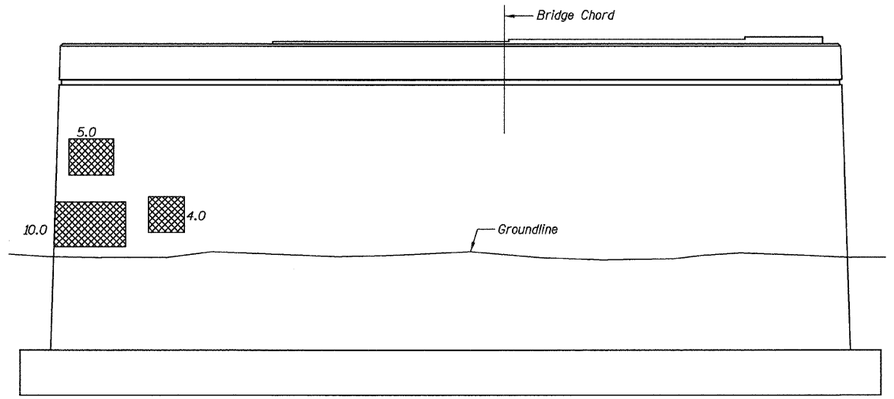
Contract #66623
* (06-1, 2)RS-3, I



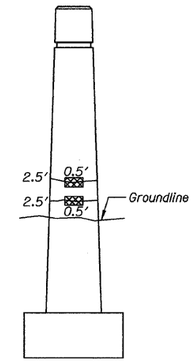
TOP PLAN



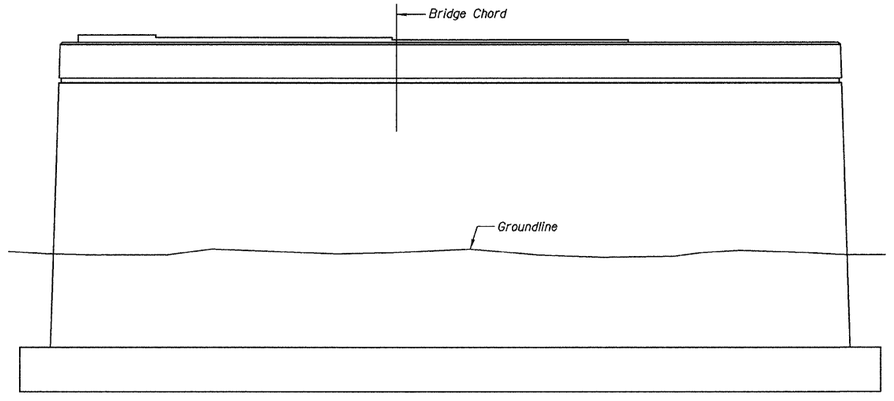
SOUTH END VIEW



EAST ELEVATION - LOOKING WEST



NORTH END VIEW



WEST ELEVATION - LOOKING EAST

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or Less Then 5 Inches)	Sq. Ft.	20
Epoxy Crack Injection	Foot	5

LEGEND

Structural Repair of Concrete ≤ 5"

(#')~~~ Epoxy Crack Injection w/ Length

DESIGNED	--
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

FOUNDATION REPAIR PLANS
EASTBOUND
PIER NO. 1
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

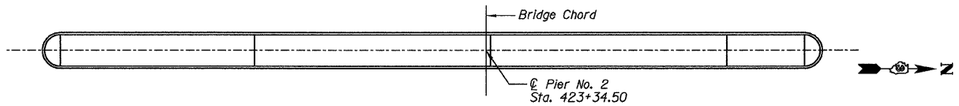
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

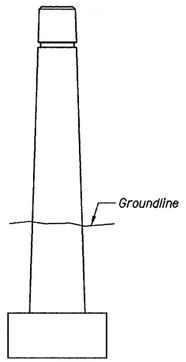
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	103
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 25
29 SHEETS

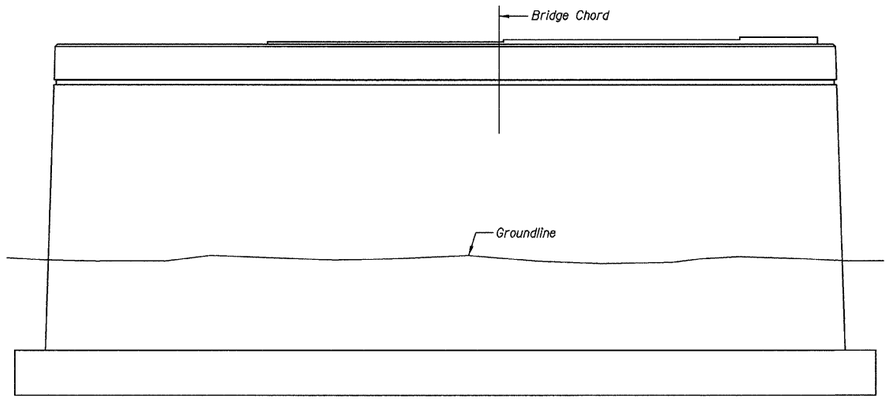
Contract #66623
* (06-1, 2)RS-3, I



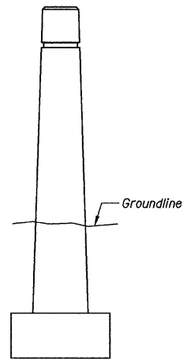
TOP PLAN



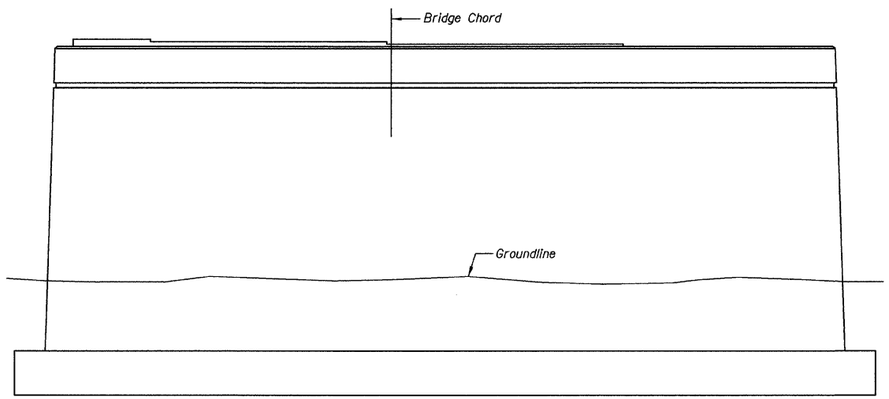
SOUTH END VIEW



EAST ELEVATION - LOOKING WEST



NORTH END VIEW



WEST ELEVATION - LOOKING EAST

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or Less Then 5 Inches)	Sq. Ft.	0
Epoxy Crack Injection	Foot	0

LEGEND

Structural Repair of Concrete ≤ 5"

(#')~~~ Epoxy Crack Injection w/ Length

DESIGNED	--
CHECKED	JKC
DRAWN	NOE
CHECKED	JKC

FOUNDATION REPAIR PLANS
EASTBOUND
PIER NO. 2
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

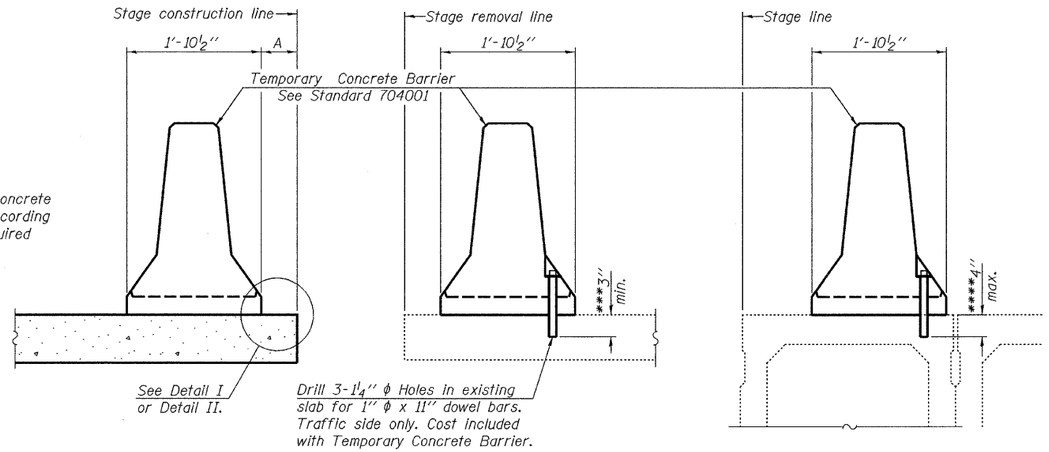
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	104
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 26
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I

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 PL 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"x10" steel PL 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.

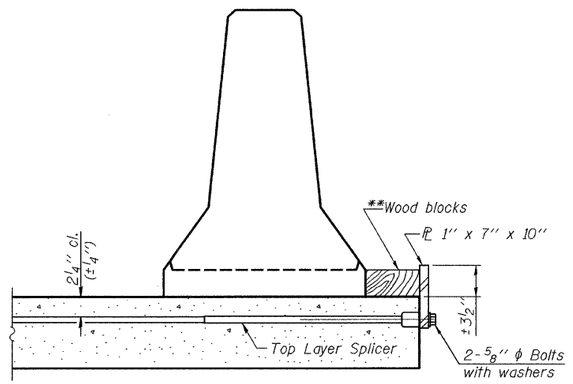
Cost of anchorage is included with Temporary Concrete Barrier.

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.

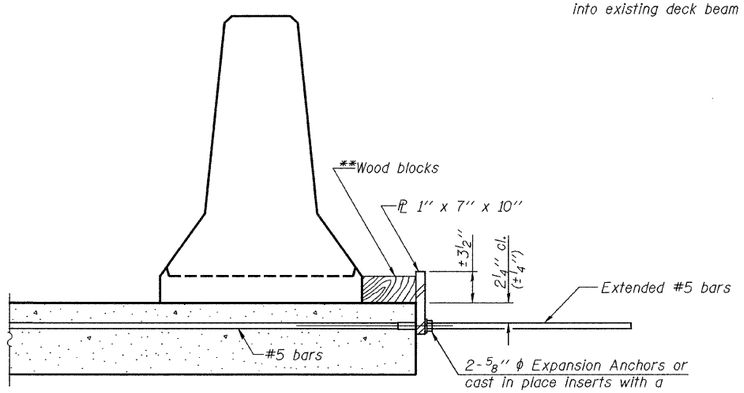
SECTIONS THRU SLAB OR DECK BEAM

***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.

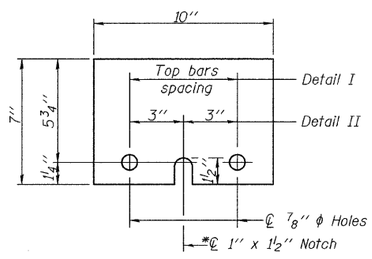


DETAIL I



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.



STEEL RETAINER PL 1" x 7" x 10"

*Required only with Detail II

DESIGNED	--
CHECKED	--
DRAWN	NOE
CHECKED	JKC

R-27 5-16-08

TEMPORARY CONCRETE BARRIER
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

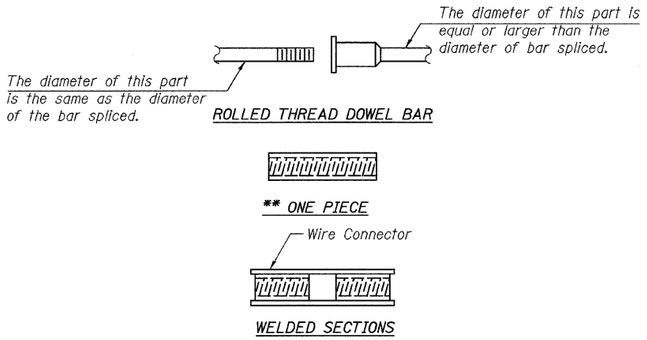
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	105
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

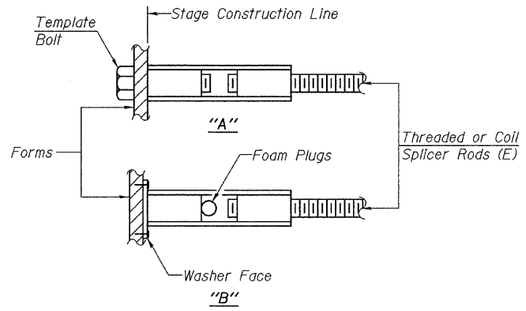
SHEET NO. 27
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I



BAR SPLICER ASSEMBLY ALTERNATIVES

**Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



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.

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

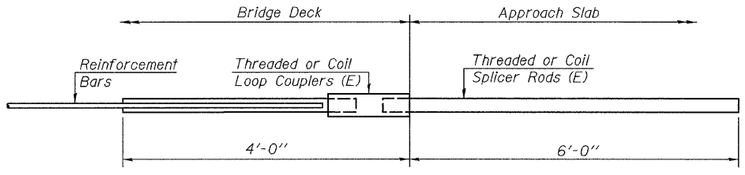
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

① Minimum Capacity (Tension in kips) = 1.25 x fy x A_t

② Minimum *Pull-out Strength (Tension in kips) = 0.66 x fy x A_t

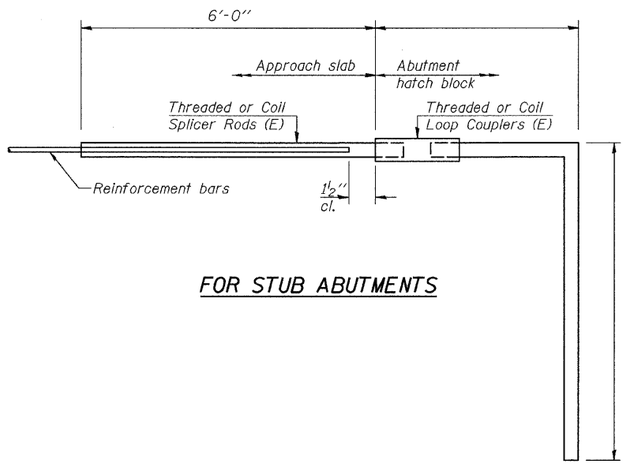
Where fy = Yield strength of lapped reinforcement bars in ksi.
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-0"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



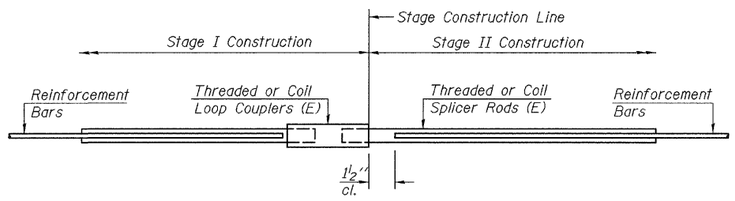
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required =



FOR STUB ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 160



STANDARD

Bar Size	No. Assemblies Required	Location
#5	576	Deck
#6	16	Abut. Backwall

DESIGNED	--
CHECKED	--
DRAWN	NOE
CHECKED	JKC

BSD-1 5-16-08

BAR SPLICER ASSEMBLY DETAILS
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

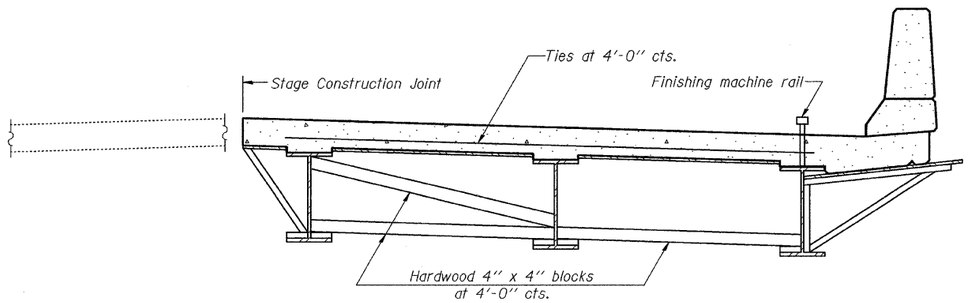
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

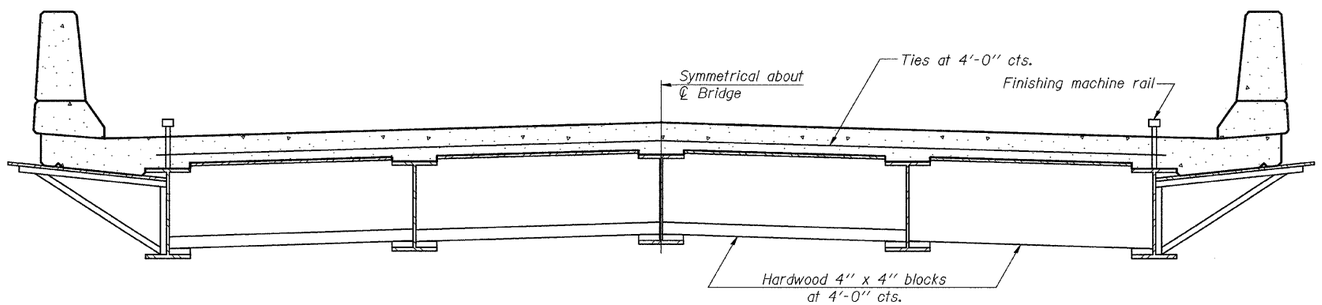
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	106
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 28
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I



FORM BRACES FOR STAGE CONSTRUCTION



FORM BRACES FOR STANDARD CONSTRUCTION

When cantilever forming brackets are used, the work shall be done according to Article 503.06(b) of the Standard Specifications, except as modified below and in the details shown on this sheet.

The finishing machine rails shall be placed on the top flange of the exterior beams.

The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.

For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.

DESIGNED	--
CHECKED	--
DRAWN	NOE
CHECKED	JKC

SB-1 5-16-08

CANTILEVER FORMING BRACKETS
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

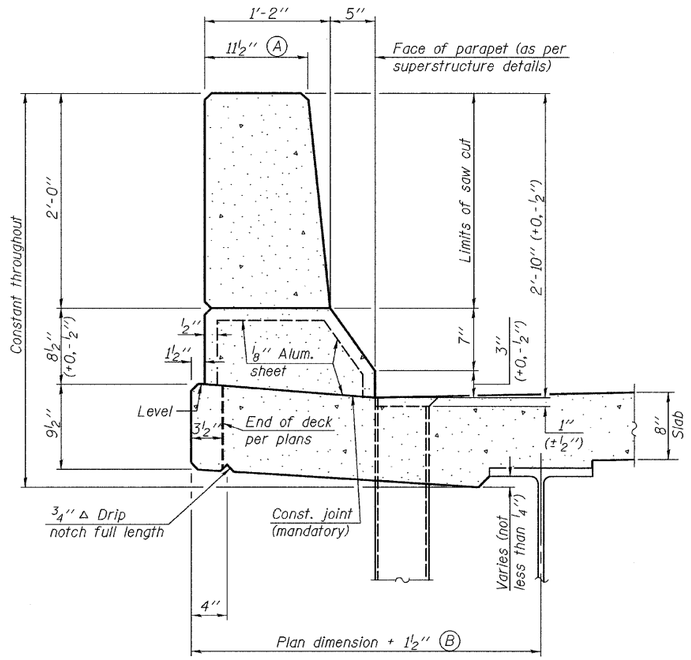
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

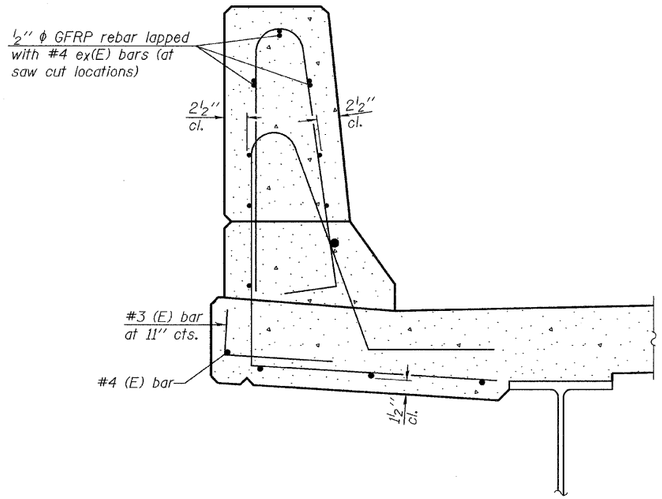
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 80	*	BUREAU	116	107
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 29
29 SHEETS

Contract #66623
* (06-1, 2)RS-3, I



SECTION
(Showing dimensions)

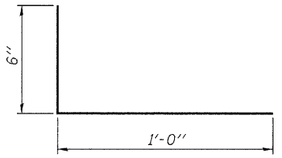


SECTION
(Showing reinforcement clearances for slip forming and additional reinforcement bars)

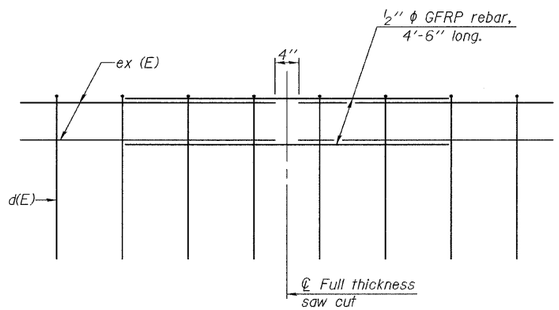
GENERAL NOTES

All dimensions shall remain the same as shown on contract plans, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B= 0.0165 cu. yds./ft. of parapet.

Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler.



#3 (E) BAR



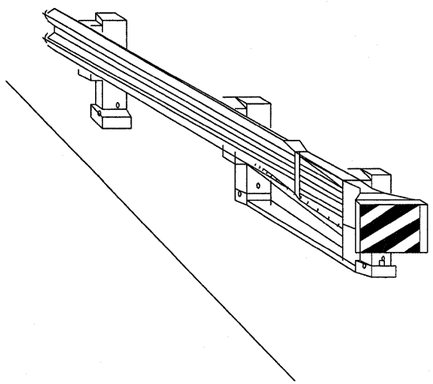
GFRP REBAR STIFFENING DETAIL
(Place as shown in parapet section at each parapet joint location.)

DESIGNED	--
CHECKED	--
DRAWN	NOE
CHECKED	JKC

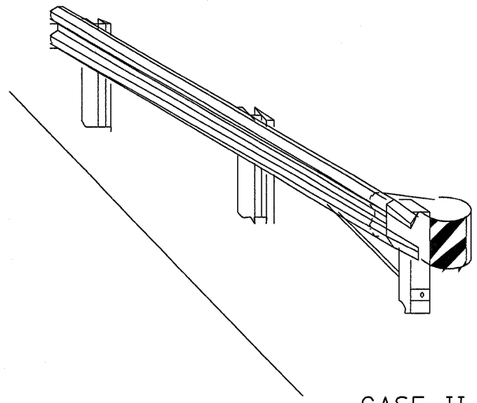
SFP-34 5-16-08

CONCRETE PARAPET
SLIPFORMING OPTION
F.A.I. 80 (I-80) OVER DRAINAGE DITCH
SECTION (06-1, 2)RS-3, I
BUREAU COUNTY
SN 006-0009 (EB)
SN 006-0010 (WB)
STA. 423+15

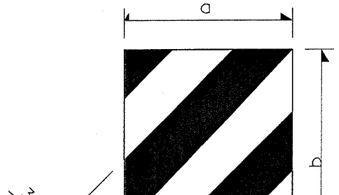
CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

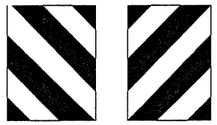


CASE I



CASE II





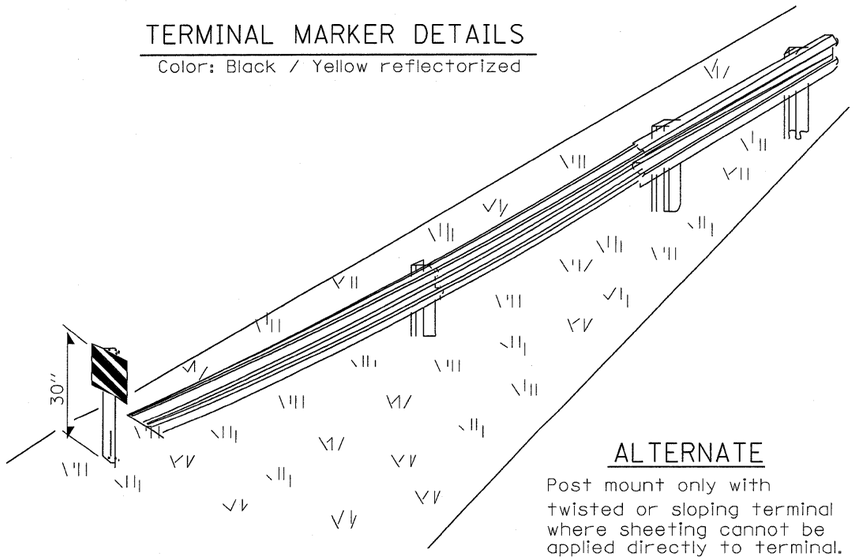
LEFT RIGHT

DIMENSION	CASE I *	CASE II
a	15	18
b	20	16

*Minimum of 300 in^2

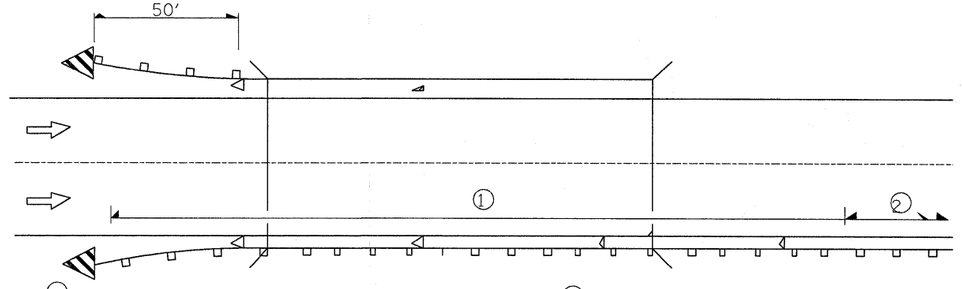
TERMINAL MARKER DETAILS

Color: Black / Yellow reflectorized



ALTERNATE

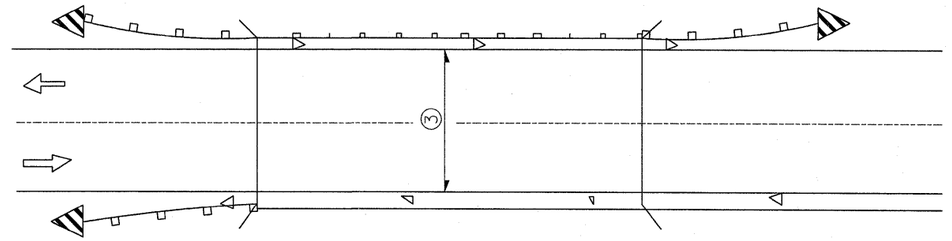
Post mount only with twisted or sloping terminal where sheeting cannot be applied directly to terminal.



① Spacing 80 ft max. for first 400 ft or curve spacing shown in Standard 635001, whichever is less (min. 4 reflectors regardless of length).

② After 400 ft, transition to normal delineator spacing shown in Standard 635001, and continue as required.

ONE-WAY TRAFFIC



③ Bidirectional silver/silver should be used in lieu of monodirectional silver on both sides of two-lane bridges where the pavement is less than 24" wider than the pavement approaching the bridge.

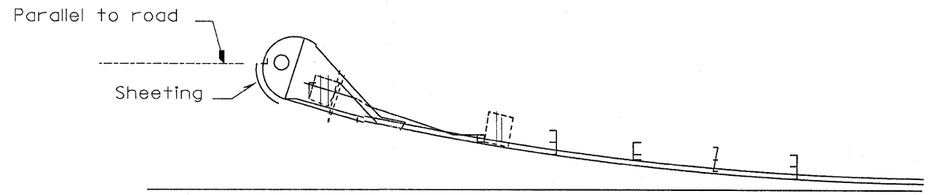
◁ Monodirectional silver

◁ Monodirectional amber

Terminal Marker - Black/Yellow Left or Right as appropriate

TWO-WAY TRAFFIC

GUARDRAIL / BARRIER WALL / BRIDGE RAIL REFLECTIORS



SHEETING POSITION: CASE II

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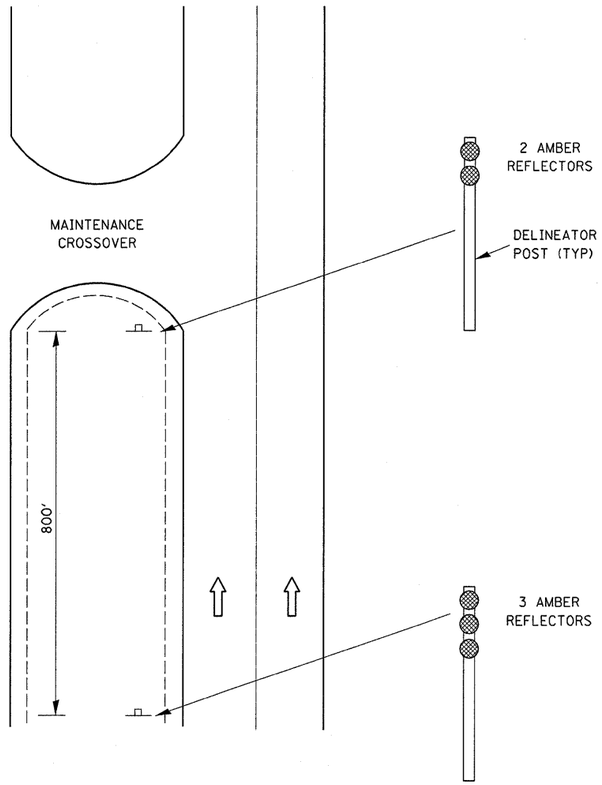
	PLOT DATE = Sep 04, 2008 - 08:23:44 AM	CHECKED - ---	REVISED - ---
		DATE - --------	REVISED - ---

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

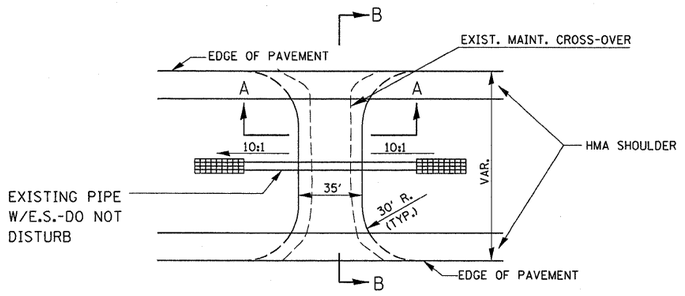
DETAIL

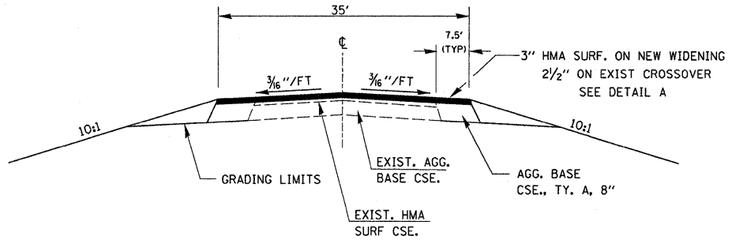
SCALE: _____ SHEET NO. __ OF ___ SHEETS STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	108
		CONTRACT NO. 66623		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

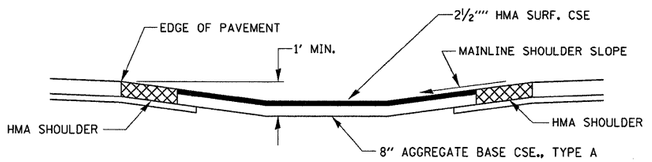


DELINEATION FOR MAINTENANCE CROSSOVER (TYPICAL FOR BOTH DIRECTIONS)

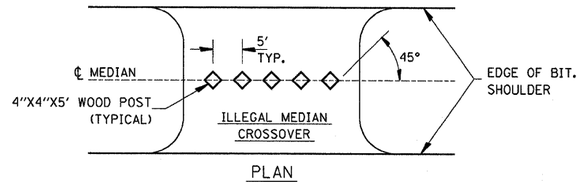




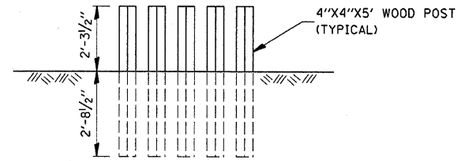
SECTION A-A



SECTION B-B

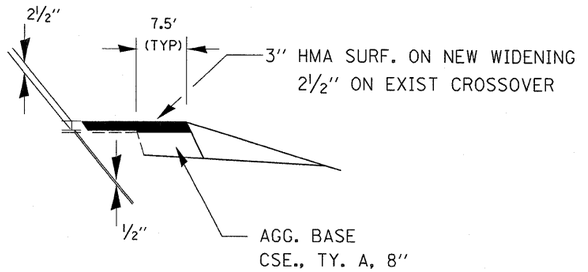


PLAN



ELEVATION

WOOD POST DETAIL



DETAIL A

HMA MAINTENANCE CROSSOVER WIDENING

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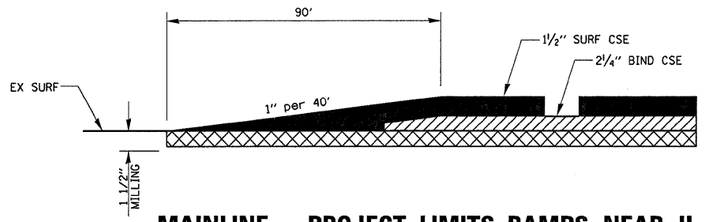
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

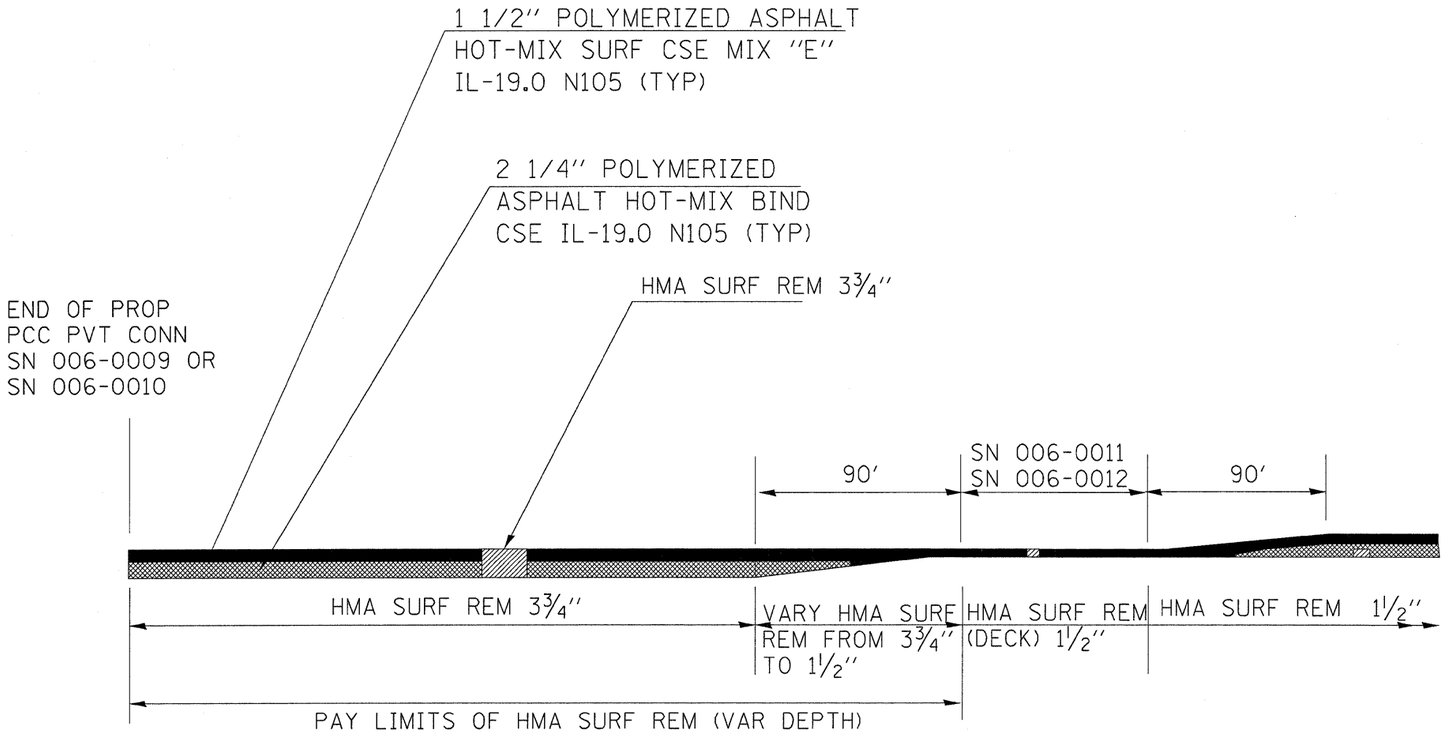
DETAIL

SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

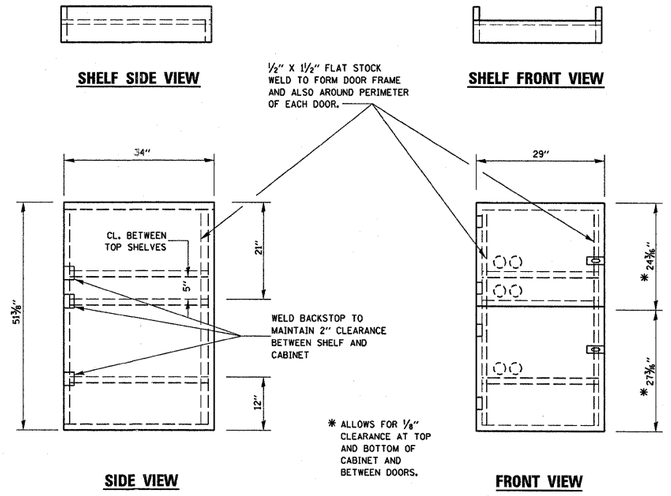
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	109
		CONTRACT NO. 66623		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

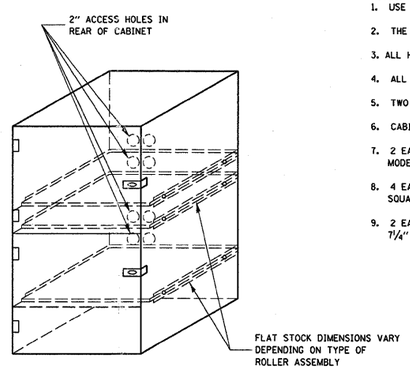


MAINLINE – PROJECT LIMITS, RAMPS NEAR IL 40 AND BY BRIDGES PAY FOR AS HMA SUR REM 1 1/2"



TAPERS BY SN 006–0009 THROUGH 006–0012





NOTES:
1. USE 16 GAUGE STEEL FOR CABINET.
2. THE TOP SHELF SHALL SLIDE IN OR OUT WITH THE TOP DOOR OPEN.
3. ALL HINGES AND HASPS WILL BE WELDED TO THE CABINET.
4. ALL EDGES SHALL BE GROUND SMOOTH.
5. TWO (2" DIA.) ACCESS HOLES WILL BE REQUIRED FOR EACH SHELF.
6. CABINET SHALL BE PAINTED WITH TWO COATS OF FLAT PAINT.
7. 2 EACH MATCHING KEY PADLOCKS, WITH 3 KEYS PROVIDED, MASTER MODEL 3 T OR EQUIVALENT.
8. 4 EACH PLAIN STEEL, NON-REMOVABLE PIN, NO HOLE 4" x 4" SQUARE CORNER HINGES TO BE WELDED ON.
9. 2 EACH EXTRA HEAVY, PLAIN STEEL, FIXED STAPLE, NO HOLE, 7¼" HASPS TO BE WELDED ON.

LOCKABLE COMPUTER CABINET

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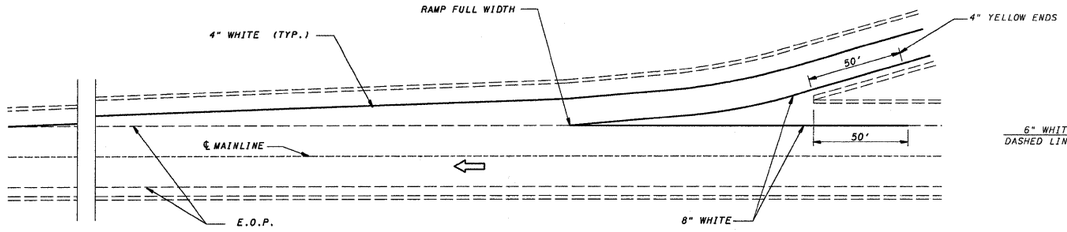
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

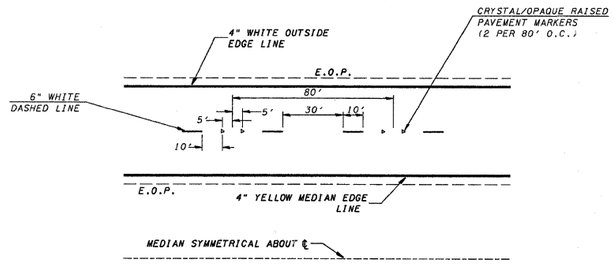
DETAIL

SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

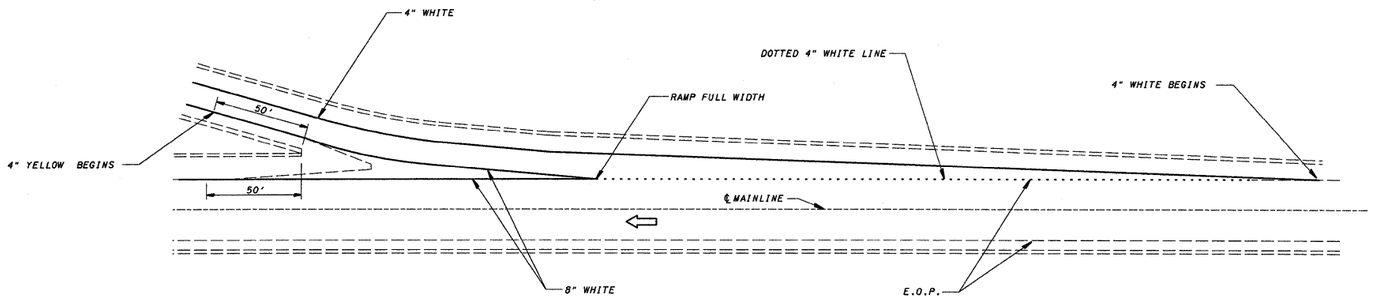
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	110
		CONTRACT NO. 66623		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



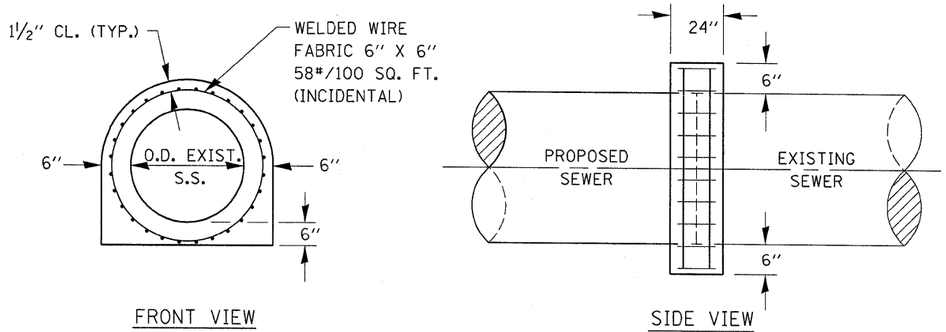
TYPICAL PAVEMENT MARKING FOR ENTRANCE RAMP TERMINALS



TYPICAL PAVEMENT MARKINGS



TYPICAL PAVEMENT MARKINGS FOR EXIT RAMP TERMINALS



SEE DRAINAGE SCHEDULE FOR LOCATION
2 NEEDED EACH LOCATION

CONCRETE COLLAR FOR SEWER CONNECTION

PAY FOR AT THE CONTRACT UNIT PRICE EACH

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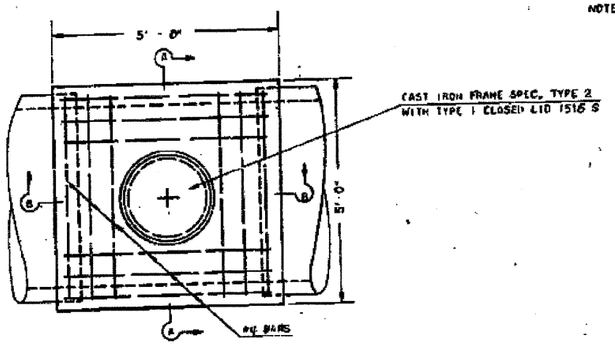
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL

SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	111
		CONTRACT NO. 66623		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

INLETS, SPECIAL, TYPE 2



PLAN

NOTES:

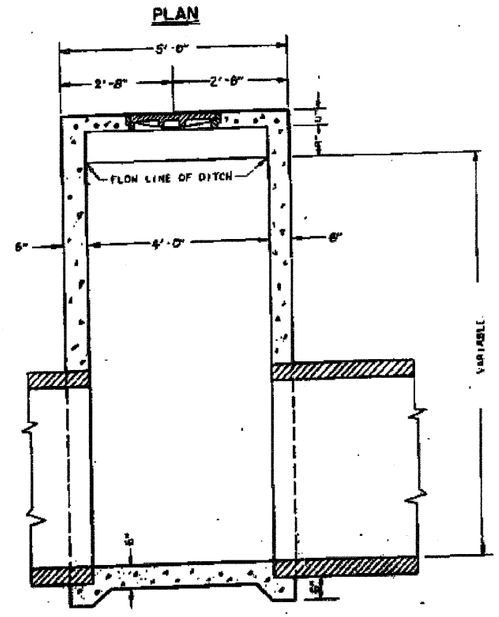
CONSTRUCT NUMBER OF OPENINGS AS DIRECTED BY THE ENGINEER.

CLASS "X" CONCRETE SHALL BE USED THROUGHOUT.

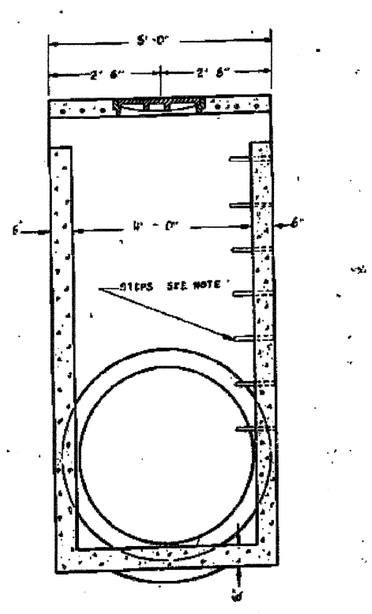
THE INLET SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR INLETS SPECIAL TYPE 2, WHICH PRICE SHALL INCLUDE THE COST OF THE CAST IRON FRAME, SPECIAL, TYPE 2: TYPE 1 CLOSED LID AND REINFORCEMENT BARS AND SHALL BE PAYMENT IN FULL FOR FURNISHING ALL MATERIAL AND FOR CONSTRUCTING THE WORK COMPLETE IN PLACE.

STEPS TO BE INSTALLED WHEN DEPTH OF INLET EXCEEDS 4'-0" AND SHALL CONFORM TO THOSE USED IN MANHOLE TYPE "A" AND THEIR COST IS TO BE INCLUDED IN THE UNIT PRICE FOR INLETS SPECIAL TYPE 2.

INLET SPECIAL TYPE 2 TO BE REINFORCED WITH #4 BARS AT 12" CENTERS WHEN THE VARIABLE DEPTH EXCEEDS 7'-6" AND THEIR COST AND INSTALLATION IS TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR INLETS SPECIAL TYPE 2.



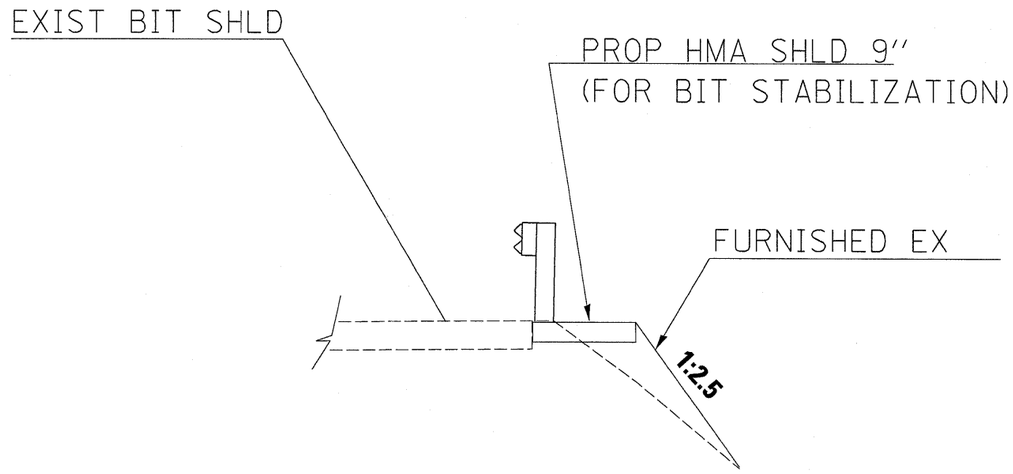
SEC. B-B



SEC. A-A

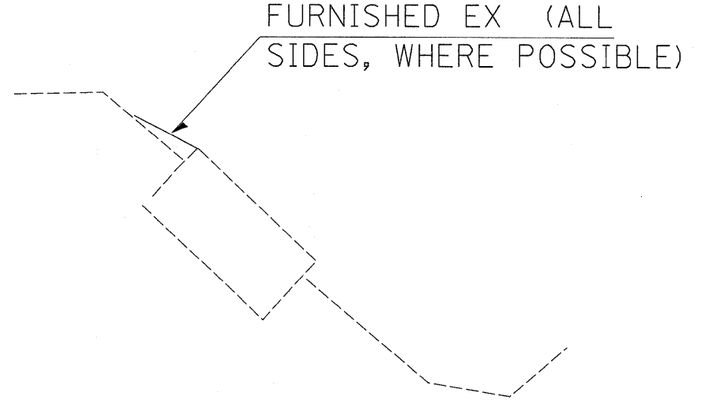
FOR INFORMATION ONLY

EXISTING INLET TO BE REMOVED AT STA 381+00 (MEDIAN)



BIT STABILZATION NEEDED BETWEEN SN 006-0009 AND 006-0011 AND BETWEEN 006-0010 AND 006-0012 (MEDIAN AND 10' SIDES)

ALSO NEEDED AT APPROX STA 278+00 LT & RT (10' SHLD SIDE ONLY)



FURNISHED EXCAVATION NEAR INLETS THAT ARE LOW (SEE DRAINAGE SCHEDULE FOR LOCATIONS)

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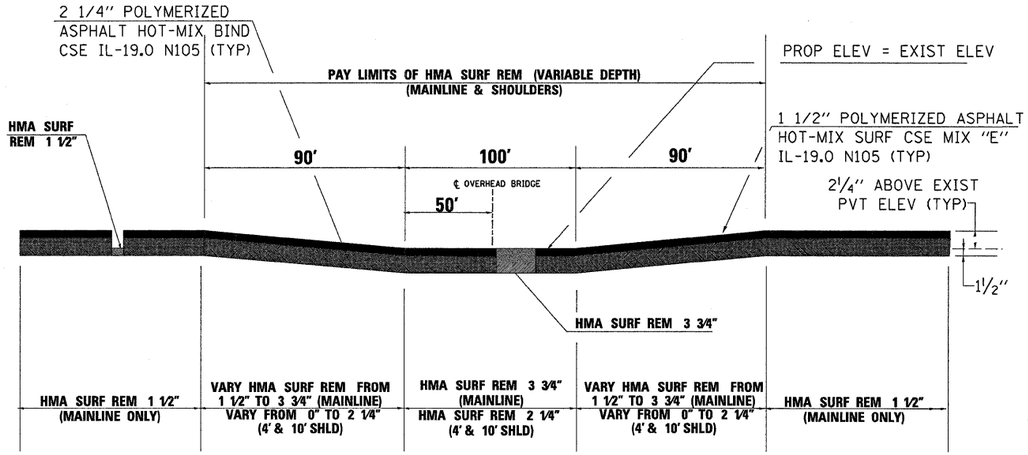
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL

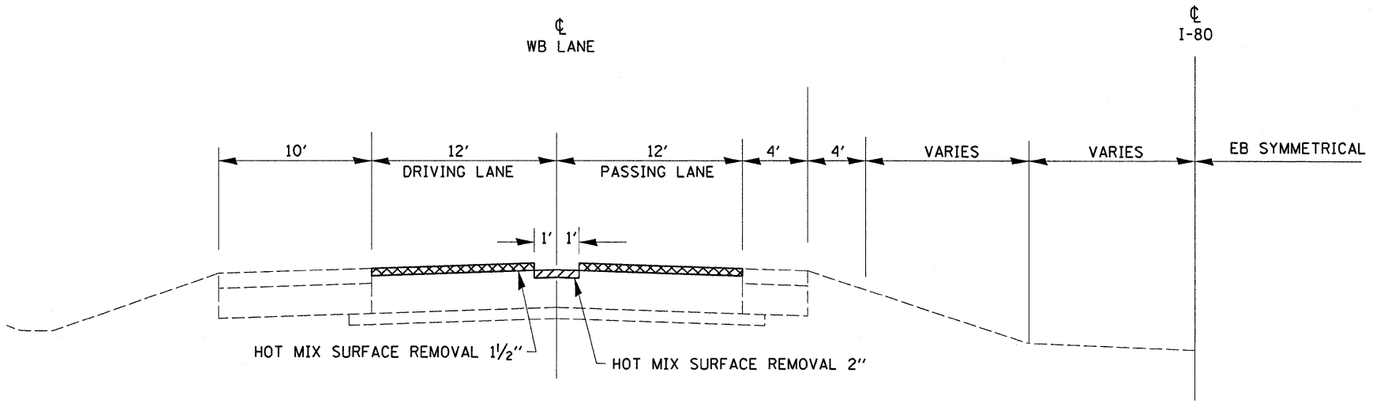
SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	112
		CONTRACT NO. 66623		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



TREATMENT UNDER STRUCTURES TO MAINTAIN A MINIMUM OF 16'–0" CLEARANCE

FOR S.N.'S 006–0115 (EB &WB),006–0121 (EB & WB),SN 006–0122 (EB & WB),006–0117 (WB ONLY),006–0013 (EB ONLY)
ALL OTHER STRUCTURES MILL AND OVERLAY THE SAME AS THE REST OF THE MAINLINE
(R.E. TO VERIFY CLEARANCES OF ALL BRIDGES PRIOR TO CONSTRUCTION)



HOT MIX SURFACE REMOVAL 1½"

HOT MIX SURFACE REMOVAL 2" (TO BE REMOVED AFTER THE 1½" MILLING ON THE MAINLINE)

HOT MIX SURFACE REMOVAL 2" DETAIL

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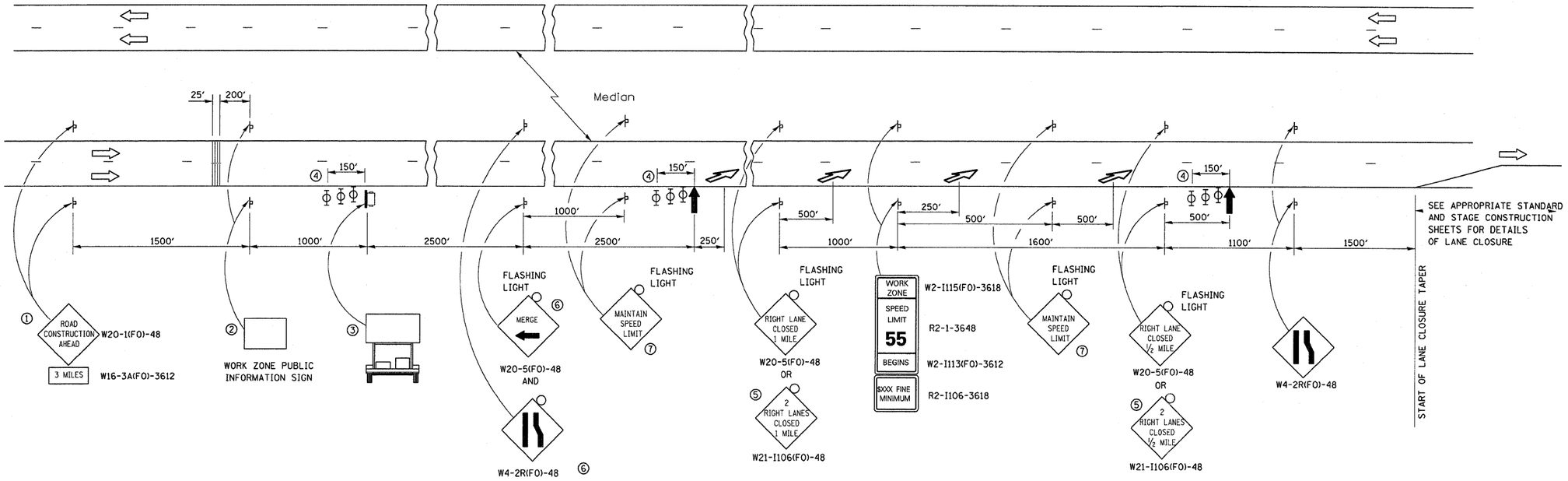
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL

SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	113
		CONTRACT NO. 66623		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



ARROW BOARD

PORTABLE CHANGEABLE MESSAGE SIGN

SIGN

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

LANE DROP ARROW - SEE STANDARD 780001

TEMPORARY THERMOPLASTIC RUMBLE STRIPS

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

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

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

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

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

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

⑦ 48″x48″ FLUORESCENT ORANGE SIGN WITH 7″ HIGH BLACK LETTERS.

GENERAL NOTE:

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

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

ALL SIGNS, MESSAGE BOARDS AND OTHER TRAFFIC CONTROL DEVICES UP TO AND INCLUDING THE FIRST ARROW BOARD ARE STATIONARY. THE OTHER SIGNS AND OTHER ARROWBOARD SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED DISTANCE FROM THE START OF THE LANE CLOSURE TAPER(S).

SEE SPECIAL PROVISIONS.

ALL DIMENSIONS ARE IN INCHES
UNLESS OTHERWISE SHOWN.

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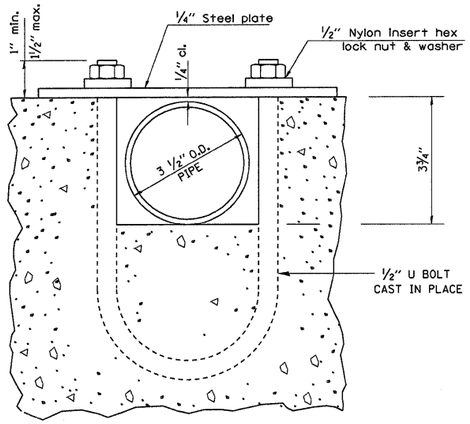
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

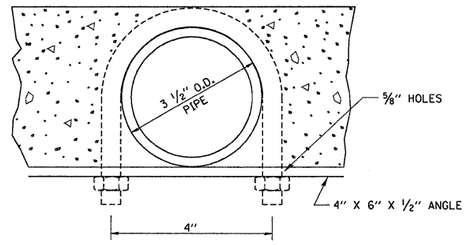
DETAIL

SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

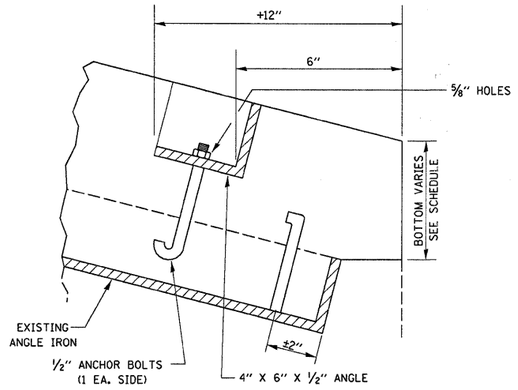
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	114
		CONTRACT NO. 66623		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



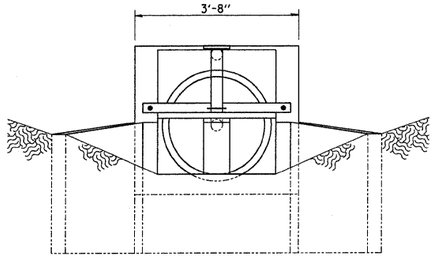
SECTION D-D



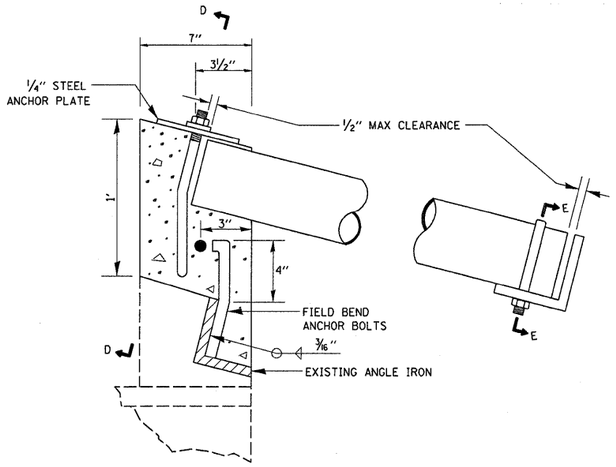
SECTION E-E



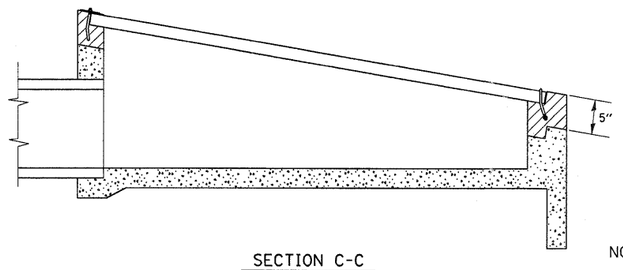
SECTION B-B



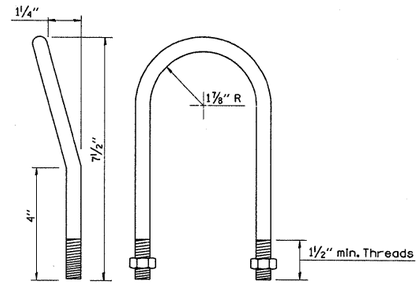
FRONT VIEW



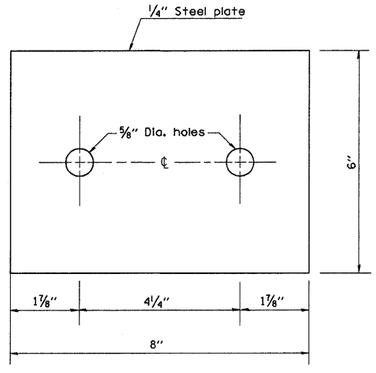
DETAIL AT BLOCKOUTS



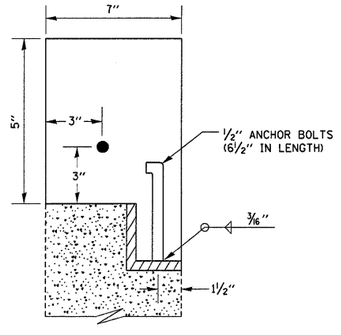
SECTION C-C



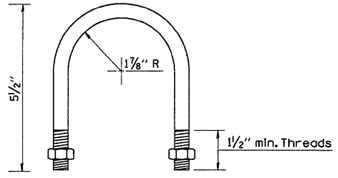
½" U BOLT
(1-required)



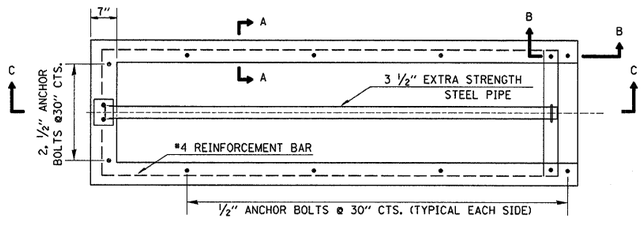
TOP ANCHOR PLATE
(1-required)



SECTION A-A
(TYPICAL)



½" U BOLT
(1-required)



PLAN VIEW

NOTES:

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN

ALL BOLTS SHALL BE TACK WELDED IN FINAL POSITION

ALL BOLTS AND ANCHOR BOLTS SHALL BE IN ACCORDANCE WITH ARTICLE 1006.08 AND 1006.09

STEEL PIPE SHALL BE IN ACCORDANCE WITH ARTICLE 1006.18

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY DIMENSIONS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING MATERIALS

CLASS SI CONCRETE SHOULD BE USED THROUGHOUT

SEE SPECIAL PROVISIONS FOR INLETS TO BE ADJUSTED, SPECIAL

ALL MATERIALS SPECIFIED ARE INCLUDED IN THE COST OF INLETS TO BE ADJUSTED (SPECIAL)

EXISTING GRATE TO BE REMOVED BY CONTRACTOR AND WILL BECOME THE PROPERTY OF THE CONTRACTOR COST INCLUDED IN INLET TO BE ADJSUTED (SPECIAL)

60260200 - INLETS TO BE ADJUSTED (SPECIAL)
STA. 324+38 LT&RT

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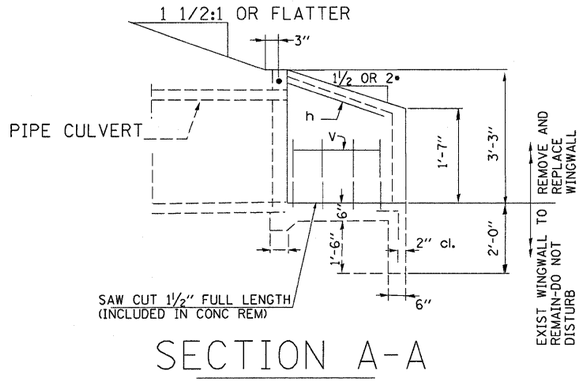
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

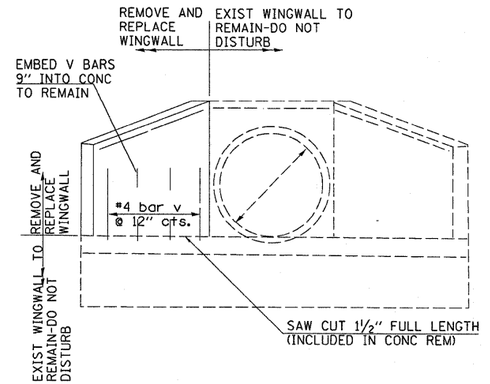
DETAIL

SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

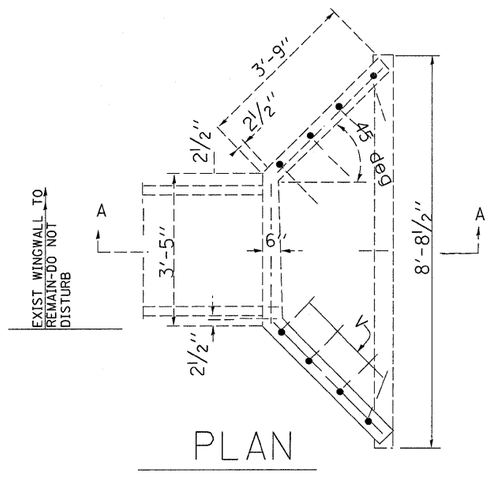
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	115
		CONTRACT NO. 66623		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



SECTION A-A

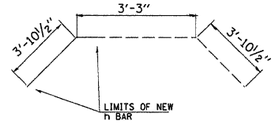


END VIEW



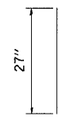
PLAN

*I EMBANKMENT SLOPE ABOVE HEADWALL IS FLATTER THAN 2:1, PROVIDE WINGS FOR 2:1 SLOPE

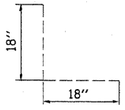


BAR h

TOTAL LENGTH OF h BAR WILL BE 4'-7½"



PROPOSED BAR V



EXISTING BAR V

BILL OF MATERIALS (FOR INFO ONLY-PAY FOR AS EACH)				
REBAR #4 v BARS		REBAR WEIGHT	CONCRETE REMOVAL	CONCRETE HEADWALL REPAIR
#	LENGTH	POUNDS	CU YD	CU YD
4	27"	6	0.2	0.2

NOTE-ALL WORK ON THIS PAGE, INCLUDING THE REMOVAL OF A PORTIONOF THE EXISING WINGWALL, SHALL BE PAID FOR AS CONCRETE HEADWALL REPAIR-SEE SPECIAL PROVISIONS

STA 381+00 (LT)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL

SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(06-1,2)RS-3, I	BUREAU	116	116
		CONTRACT NO. 66623		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		