FA RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	WILL	157	1
F.A.P.A. RTE.	ILLINOIS	PROJECT		

* 99-1(RS-3, BR & HB-2-R)

D-91-425-90

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FOR INDEX OF SHEETS, SEE SHEET NO. 2

SCALES

PLAN	1 INCH = 50 FT.
PROFILE HORIZ.	1 INCH = 50 FT.
PROFILE VERT.	1 INCH = 5 FT.
CROSS SECTIONS	1 INCH = 10 FT. HORIZ., 1 INCH = 5 FT. VERT.

DESIGN DESIGNATION

1700 (10) TRUNK ARTERIAL COMP-10

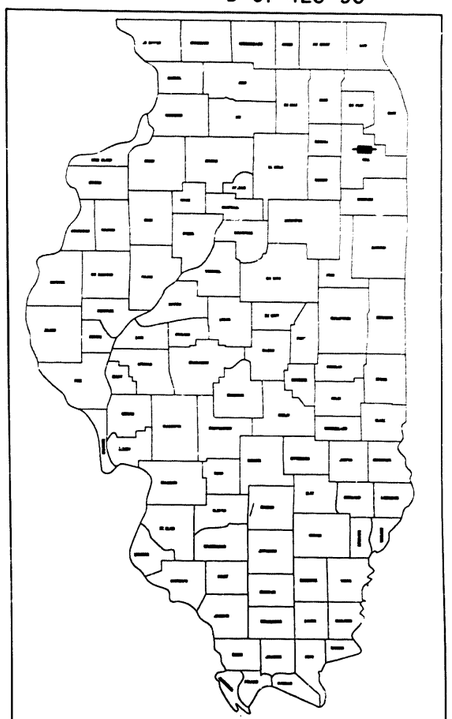
TRAFFIC DATA

1986 ADT = 24,200

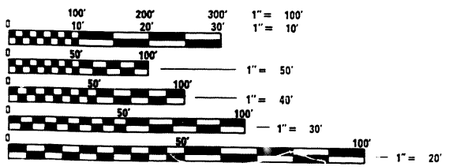
2010 ADT = 36,000

IMPROVEMENT LOCATED IN THE TOWNSHIP OF TROY

F.A.I. ROUTE 80
AT F.A.I. ROUTE 55
SECTION NO. 99-1(RS-3, BR & HB-2-R)
DUPAGE RIVER TO ROCK RUN CREEK
RESURFACING AND BRIDGE REHABILITATION
WILL COUNTY
C-91-311-92
PROJECT: NHI-80-4(163)126



FOR UNDERGROUND UTILITY LOCATIONS CALL J.U.L.I.E. TOLL FREE TEL. 1-800-892-0123

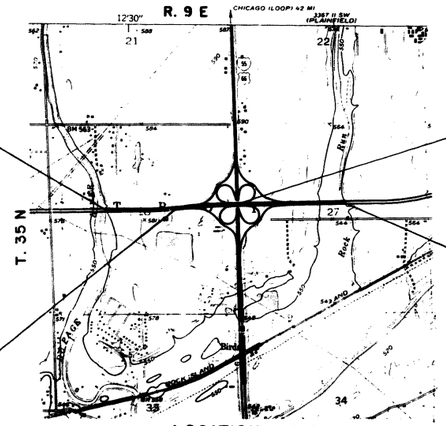


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES, IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

BEGIN PROJECT
STA. 1912+54.42

STRUCTURE NO. 099-0042
099-0043

STRUCTURE REHABILITATION OF TWIN ONE SPAN SLAB BRIDGES CARRYING F.A.I. 80 OVER WEST FRONTAGE ROAD



LOCATION MAP
SCALE: 1" = 2000'

STRUCTURE NO. 099-0044
099-0045

DECK REMOVAL AND REPLACEMENT ON TWIN 4 SPAN STEEL GIRDER BRIDGES CARRYING F.A.I. 80 OVER F.A.I. 55

END PROJECT
STA. 1979+13.49

GROSS LENGTH OF PROJECT = 6659.07 FT. = 1.261 MI.
NET LENGTH OF PROJECT = 6659.07 FT. = 1.261 MI.

PLANS PREPARED BY:

Clorba Group, Inc.
CONSULTING ENGINEERS
Chicago, Illinois

STEPHEN H. [illegible]
ILLINOIS
1/31/93
EXP. 11/30/94

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 2-5 19 93
Duane L. Carlson
DISTRICT ENGINEER

EXAMINED _____ 19 ____
DIVISION OF PLANS AND SPECIFICATIONS

PASSED March 12 19 93
DIVISION OF HIGHWAYS

APPROVED March 12 19 93
CHIEF ENGINEER AND DIRECTOR

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO. 82192

WILL COUNTY ROUTE F.A.I. 80 SECTION: 99-1(RS-3, BR & HB-2-R)

CONSULTANT SERVICE ENGINEER: MARK REZNICEK (708)705-4555

55,80 * WILL 57 2

* 99-1 (RS-3, BR & HB-2-R)

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
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2	INDEX OF SHEETS AND STATE STANDARDS
3	GENERAL NOTES
4-6	SUMMARY OF QUANTITIES
7-10	SCHEDULE OF QUANTITIES
11	TYPICAL SECTIONS
12	CURVE DATA AND SUPERELEVATION TRANSITIONS
13	ALIGNMENT PLAN
14	ALIGNMENT TIES AND BENCH MARKS
15-32	TRAFFIC CONTROL AND PROTECTION
33-35	EXISTING CONDITIONS, PROPOSED DRAINAGE, AND REMOVAL ITEMS
36-38	PROPOSED PLAN
39-44	RAMP TERMINAL DETAILS AND ELEVATIONS
45-50	FAI 80 PROFILES
51	RAMP PROFILES
52-54	PERMANENT PAVEMENT MARKING PLAN
55-57	LANDSCAPING AND EROSION CONTROL PLANS
58-59	OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED DETAILS
60	SIGN PANEL DETAILS
61-62	BRIDGE APPROACH PAVEMENT (STANDARD 2442), SPECIAL DETAIL
63-94	FAI 80 OVER FAI 55 BRIDGE PLANS
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101-102	DETAILS
103	GROUND MOUNTED SIGN SUPPORT DETAILS
104	STORM SEWER CONNECTION TO EXISTING SEWER DETAIL
105	PAVEMENT PATCHING BITUMINOUS SURFACED PAVEMENT DETAILS
106	BUTT JOINT AND BITUMINOUS TAPER DETAILS
107	DISTRICT ONE FREEWAY STANDARD ONE LANE CLOSURE
108	ENTRANCE AND EXIT RAMP CLOSURE DETAIL
109	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS
110-123	ROADWAY AND SIGN LIGHTING PLANS
124-157	CROSS-SECTIONS

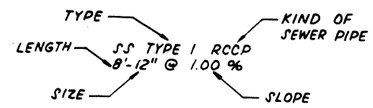
LIST OF STATE STANDARDS

STANDARD #	DESCRIPTION
1527-9	MANHOLE, TYPE A
1686-4	SYMBOLS AND ABBREVIATIONS
1976	REINFORCED CONCRETE HEADWALLS FOR 15"-18"-24"-30 & 36" DIAMETER PIPE CULVERTS AT RIGHT ANGLES WITH ROADWAY
2102-1	REINFORCED CONCRETE HEADWALLS FOR MULTIPLE PIPE CULVERTS 15", 18", 24",30" AND 36" DIAMETER 2 AND 3 PIPES AT RIGHT ANGLES WITH ROADWAY
2113-2	NAME PLATE FOR BRIDGES
2130-12	CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
2149-11	DELINEATORS
2169-7	WOVEN WIRE FENCE
2212-3	OUTLET FOR CONCRETE CURB AND GUTTER, TYPE B-6.24
2213-4	FRAMES AND LIDS, TYPE 1
2228-4	METAL END SECTION FOR PIPE CULVERTS
2230-16	STEEL PLATE BEAM GUARDRAIL
2237-11	B.A.M. SHOULDER DETAILS - ADJACENT TO RIGID PAVEMENT
2240-5	FLUSH INLET BOX FOR MEDIAN
2244-8	INLET BOX FOR 6:1 MEDIAN SLOPE WITH 24" I.D. CULVERT AT RIGHT ANGLE TO $\mathbb{C}_L$ OF MEDIAN
2256-10	"BREAK-AWAY" SIGN POSTS
2262-4	PRECAST REINFORCED CONCRETE FLARED END SECTION
2298-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
2299-13	DESIGN OF TRAFFIC CONTROL DEVICES
2300-3	FLAGMAN TRAFFIC CONTROL SIGN
2314-6	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES MULTILANE DIV. AND UNDIV., RURAL, DAY OR NIGHT
2323-12	PAVEMENT JOINTS
2327-11	SUB-SURFACE DRAINS
2336-4	TRAFFIC BARRIER TERMINAL, TYPE 1 AND 1A
2337-2	TRAFFIC BARRIER TERMINAL, TYPE 2
2339-2	TRAFFIC BARRIER TERMINAL, TYPE 4
2340-4	TRAFFIC BARRIER TERMINAL, TYPE 5 AND 5A
2341-5	TRAFFIC BARRIER TERMINAL, TYPE 6
2349	INLET - TYPE B
2350-3	METAL POSTS (SIGNS, MARKERS, AND DELINEATORS)
2354-1	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
2362-3	CONCRETE HEADWALL FOR PIPE DRAIN
2363-1	APPLICATION OF TYPE A AND B METAL POSTS
2364-2	GRATING FOR CONCRETE FLARED END SECTION (FOR 24", 30" & 36" PIPE)
2381	TEMPORARY EROSION CONTROL SYSTEMS
2383-3	TEMPORARY CONCRETE BARRIER
2396	TYPICAL PAVEMENT MARKINGS
2397-1	TYPICAL APPLICATIONS, RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)
2419	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES MULTILANE DIVIDED AND UNDIVIDED RURAL, DAY OR NIGHT OPERATIONS
2424	FRAMES AND GRATES, TYPE 24
2425-3	CLASS A PATCHES
2426-3	CLASS B PATCHES
2441	PCC/BITUMINOUS STABILIZATION AT STEEL PLATE BEAM GUARDRAIL

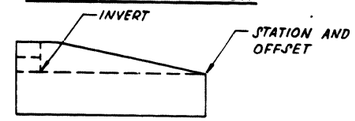
LEGEND

EXISTING	PROPOSED	
		PIPE UNDERDRAIN
		STORM SEWER
(	(	METAL END SECTIONS, REINFORCED CONCRETE HEADWALLS
⊏	⊏	CONCRETE HEADWALL FOR PIPE DRAINS
◁	◁	PRECAST REINFORCED CONCRETE FLARED END SECTION
		BITUMINOUS SURFACE REMOVAL - BUTT JOINT
		BITUMINOUS SHOULDER REMOVAL
X		TREE REMOVAL, GUARDRAIL REMOVAL, COMB. CURB AND GUTTER REMOVAL, FENCE REMOVAL

PIPE CULVERT OR STORM SEWER NOTATION

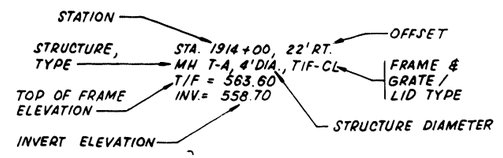


CONCRETE HEADWALL FOR PIPE DRAIN NOTATION



END SECTION NOTATION

STRUCTURE NOTATION



LIST OF STATE STANDARDS

TS-2147 STANDARD EXTRUDED ALUMINUM SIGN PANELS
TS-2341 MAJOR GUIDE SIGN LAYOUT - ARROWS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. - 80 AND F.A.I. - 55

INDEX OF SHEETS AND STATE STANDARDS

SCALE NONE DRAWN BY GET
DATE 01-04-93 CHECKED BY SNS, GWH

GENERAL NOTES

ALL WORK TO BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JULY 1, 1988 BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

TRAFFIC CONTROL & PROTECTION

1. STAGING PROCEDURES PRESENTED ARE THE SUGGESTED SEQUENCE OF OPERATIONS. AT HIS OPTION, THE CONTRACTOR MAY SUBMIT AN ALTERNATE STAGING PROPOSAL TO THE ENGINEER FOR HIS APPROVAL.

2. THE CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL OF THE ENGINEER FOR ANY METHODS OF TRAFFIC CONTROL AND PROTECTION DIFFERENT FROM THAT SHOWN ON THE PLANS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED THE CONTRACTOR.

3. TRAFFIC CONDITIONS, ACCIDENTS AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN IN THE PLANS. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND TO ANY REQUEST MADE BY THE ENGINEER FOR CORRECTION WITHIN TWO HOURS FROM THE TIME OF NOTIFICATION.

4. TEMPORARY PAVEMENT MARKING TAPE, TYPE III, SHALL BE USED AT ALL LOCATIONS ON THE PLANS REQUIRING TEMPORARY PAVEMENT MARKINGS - TAPE.

5. ALL TEMPORARY PAVEMENT MARKINGS PROPOSED WITHIN THE WORK AREA SHALL BE COMPLETED PRIOR TO THE CONSTRUCTION PHASE CHANGE.

6. BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO WEIGHTED SAND BAGS ON EACH BARRICADE USED, TYPE I OR TYPE II.

7. NIGHT OPERATIONS: WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTION IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC.

8. SEE THE TRAFFIC CONTROL AND PROTECTION PLANS FOR ADDITIONAL NOTES.

EXCAVATION & PAVING

1. ALL PAVING TEXT BE SAWED [illegible] AND SHALL BE CONSIDERED INCIDENTAL TO THE "EXCAVATION".

2. [illegible] FOR AS CUBIC YARDS OF EARTH EXCAVATION.

3. [illegible] AS SHOWN ON THE CROSS SECTIONS ADJACENT TO THE PROPOSED ROAD SHOULDERS TO BE USED TO DECREASE THE SOIL PRESSURE ON THE BACK SIDE OF RETAINING WALLS.

MISCELLANEOUS

1. ALL CONSTRUCTION PERSONNEL WILL BE REQUIRED TO WEAR FLUORESCENT ORANGE VESTS AT ALL TIMES WHILE ON THE CONSTRUCTION SITE. COMPLIANCE WITH THIS REQUIREMENT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

2. TRAFFIC SIGNING AND PAVEMENT MARKINGS: UNLESS OTHERWISE SPECIFIED ON THE PLANS OR IN THE SPECIAL PROVISIONS, ALL TRAFFIC SIGNING AND PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH THE APPLICABLE REQUIREMENTS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" AND THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS."

3. FOR STRUCTURAL GENERAL NOTES SEE THE STRUCTURAL PLANS.

4. THE STANDARD DRAWINGS LISTED IN THE PLAN INDEX ARE INTENDED TO BE THE LATEST REVISIONS AND SHALL TAKE PRECEDENCE OVER EARLIER REVISIONS THAT MAY BE REFERRED TO ELSEWHERE IN THE PLANS OR IN THE SPECIAL PROVISIONS.

5. FIELD INSPECTION PRIOR TO BIDDING: IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THE PROJECT SPECIFICALLY AS THEY RELATE TO LUMP SUM ITEMS.

6. VERIFY DIMENSIONS: IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.

7. QUANTITIES: QUANTITIES SHOWN ON THE PLANS ARE BASED ON THE FIELD INSPECTION AT THE TIME OF PLAN PREPARATION AND ARE TO BE USED FOR PREPARING PROPOSALS. HOWEVER, AS DETERMINED BY THE ENGINEER, QUANTITIES MAY CHANGE BASED UPON CONDITIONS UNCOVERED AT THE TIME OF CONSTRUCTION.

8. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

9. ALL ELEVATIONS SHOWN ON THESE PLANS ARE ON THE U.S.G.S. DATUM.

10. STORAGE SITE: THE STORAGE SITE WITHIN THE R.O.W. OF IMPROVEMENT, FOR SALVAGED GUARD RAIL, FRAMES AND GRATES, EQUIPMENT, AND STOCKPILES SHALL BE RESTORED TO ORIGINAL CONDITION BY THE CONTRACTOR. THIS ITEM WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

11. THE CONTRACTOR SHALL LIMIT HIS CONSTRUCTION ACTIVITIES TO THE WORK AREAS DESIGNATED ON THE PLANS. ANY DAMAGE TO AREAS OUTSIDE OF THESE LIMITS SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE TO THE SATISFACTION OF THE ENGINEER.

12. ALL GRASS AREAS DISTURBED BY EXCAVATION AND EMBANKMENT OPERATIONS AND OTHER AREAS DESIGNATED BY THE ENGINEER WILL RECEIVE SEEDING AS NOTED IN THE PLANS AND AS SPECIFIED IN THE STANDARD SPECIFICATIONS.

13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION FOR ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER OR THE OWNER OR REPLACED. THIS WORK SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.

14. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

15. THE REMOVAL OF [illegible] TERMINAL SECTIONS SHALL BE INCLUDED IN THE [illegible] PER LINEAL FOOT FOR STEEL PLATE BEAM GUARD [illegible].

16. SHOULDER REMOVAL IS NOT A SEPARATE PAY ITEM BUT WILL BE INCLUDED IN THE PAY ITEM FOR EARTH EXCAVATION.

17. WHERE FILL IS REQUIRED FOR THE NEW SIDESLOPES, THE PROPOSED EMBANKMENT SHALL BE GRADED AROUND THE EXISTING LIGHT POLES REMAINING IN PLACE TO MAINTAIN A FOUNDATION EXPOSURE OF 0 TO 4 INCHES.

18. CRACK SEALING OF THE PAVEMENT SHALL BE PERFORMED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. ESTIMATED QUANTITIES FOR THIS WORK HAVE BEEN INCLUDED IN THE CONTRACT (CRACK ROUTING (PAVEMENT), CRACK FILLING, JOINT OR CRACK ROUTING (PCC PAVEMENT), JOINT OR CRACK FILLING)

DRAINAGE & UTILITIES

1. [illegible] COMMENCING OPERATIONS ON THE PROJECT WHICH MAY IN ANY WAY CREATE THE POSSIBILITY OF INVOLVEMENT WITH EXISTING FACILITIES, THE CONTRACTOR SHALL CONTACT THE FIRM INVOLVED. IN ADDITION SEE NOTE 2.

THE FOLLOWING ORGANIZATIONS HAVE FACILITIES CROSSING THE PROJECT:

NORTHERN ILLINOIS GAS
P.O. BOX 190
AURORA, ILLINOIS 60507

ILLINOIS BELL TELEPHONE COMPANY
HQ194
225 WEST RANDOLPH STREET
CHICAGO, ILLINOIS 60606

COMMONWEALTH EDISON COMPANY
REAL ESTATE
[illegible] WEST ADAMS STREET
[illegible] ILLINOIS 6[illegible]

2. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL [illegible] FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION REQUIRED).

3. THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTIVE MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION. IN PARTICULAR, THE CONTRACTOR WILL TAKE ADEQUATE MEASURES TO PREVENT THE [illegible] DETERMINING OF UTILITIES AND SEWERS WHICH ARE STILL IN SERVICE.

THE CONTRACTOR SHALL PROTECT EXISTING OR NEW UTILITIES WHEN CONSIDERED NECESSARY BY METHODS APPROVED BY THE ENGINEER, AND HE SHALL BRACE AND SUPPORT THE UTILITIES PROPERLY TO PREVENT SETTLEMENT, DISPLACEMENT OR DAMAGE TO THE UTILITIES. THE PROTECTION OF THE UTILITIES SPECIFIED HEREIN WILL NOT BE PAID FOR SEPARATELY BUT THE COST THEREOF SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.

4. BEFORE FINAL ACCEPTANCE OF THE PROJECT, ALL PROPOSED AND EXISTING SEWER LINES AND STRUCTURES SHALL BE CLEANED AS DIRECTED BY THE ENGINEER.

5. THE ENDS OF EXISTING DRAINAGE LINES WHICH ARE NOT TO BE INCORPORATED INTO THE PROPOSED IMPROVEMENT ARE TO BE SEALED. COST OF SUCH WORK SHALL BE CONSIDERED INCIDENTAL TO THE ITEM OF WORK BEING PERFORMED AND COMPLETED IN ACCORDANCE WITH SECTION 615 OF THE STANDARD SPECIFICATIONS.

6. DURING THE CONSTRUCTION OPERATION WHEN ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS, OR DRAINAGE STRUCTURES SO THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS ALL DRAINAGE SHALL BE FREE FROM ALL DIRT AND DEBRIS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

7. THE PLUGGING OR REMOVAL OF EXISTING PIPE UNDERDRAIN WHICH INTERFERE WITH THE PROPOSED PIPE UNDERDRAIN WILL BE CONSIDERED INCIDENTAL TO THE PAY ITEM FOR PIPE UNDERDRAIN, FABRIC LINED TRENCH, 6". THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 615 OF THE STANDARD SPECIFICATIONS.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. - 80 AND F.A.I. - 55
GENERAL NOTES

SCALE NONE | DRAWN BY SET
DATE 04-01-93 | CHECKED BY SNS/GWH

CODE NO.	SUMMARY OF QUANTITIES DESCRIPTION	UNIT	TOTAL QTYS	CONSTRUCTION TYPE CODE SFTY-3F	SFTY-2D FRONTAGE ROAD BRIDGE	SFTY-3Q BRIDGE APPROACH WORK	X271-2A FAI 55 BRIDGE	SFTY-1E
20100100	TREE REMOVAL (6 TO 15 INCH DIAMETER)	IN DIA	150	150				
20100200	TREE REMOVAL (OVER 15 INCH DIAMETER)	IN DIA	16	16				
20200100	EARTH EXCAVATION	CU YD	17,800	17,800				
20200200	ROCK EXCAVATION	CU YD	1,550	1,550				
20200800	GRADING AND SHAPING DITCHES	LIN FT	800	800				
20700100	EMBANKMENT	CU YD	15,400	15,400				
20900200	POROUS GRANULAR EMBANKMENT	CU YD	100			100		
21301200	SUB-BASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	21,022	21,022				
21501500	AGGREGATE SHOULDERS, TYPE B 4"	SQ YD	4,284	4,284				
21600300	TOP SOIL PLACEMENT 4"	SQ YD	87,600	87,600				
21900860	BITUMINOUS SHOULDERS 13"	SQ YD	18,069	18,069				
30800700	BITUMINOUS BASE COURSE 10"	SQ YD	600	600				
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	42	42				
40600300	AGGREGATE (PRIME COAT)	TON	57	57				
40600510	LEVELING BINDER (MACHINE METHOD), TYPE 1	TON	4,987	4,987				
40600720	BITUMINOUS CONCRETE BINDER COURSE, MIXTURE B, TYPE 1	TON	4,911	4,911				
40600820	BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CLASS I, TYPE 1	TON	70	70				
40600830	BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE E, CLASS I, TYPE 1	TON	4,577	4,577				
40600895	CONSTRUCTING TEST STRIP	EACH	2	2				
40801300	PROTECTIVE COAT	SQ YD	1,200	1,200				
40801340	BRIDGE APPROACH PAVEMENT (STANDARD 2442) SPECIAL	SQ YD	696			696		
50102400	CONCRETE REMOVAL	CU YD	120.1		37.3		82.8	
50104400	CONCRETE HEADWALL REMOVAL	EACH	4	4				
50104800	REMOVAL OF EXISTING CONCRETE DECK	L SUM	1				1	
50200100	STRUCTURE EXCAVATION	CU YD	91				91	
50300110	PREFORMED JOINT SEAL 1 3/4"	LIN FT	212				212	
X0301424	SILICONE JOINT SEALER	LIN FT	105		105			
50300130	PREFORMED JOINT SEAL 4"	LIN FT	418			206	212	
50300200	CLASS X CONCRETE HEADWALLS	CU YD	4.5	4.5				
50300250	CLASS X CONCRETE SUPERSTRUCTURE	CU YD	807.2		41.9		765.3	
50300300	PROTECTIVE COAT	SQ YD	3,089		47		3,042	
50300310	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	36				36	
50300320	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	36				36	
50300400	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	75	75				
50400300	CLASS X CONCRETE	CU YD	105.8				105.8	
50401000	CLASS X CONCRETE (OUTLETS	CU YD	6.0	6.0				
50401800	CLASS X CONCRETE COLLAR	EACH	5	5				
50401248	FORMED CONCRETE REPAIR (DEPTH EQUAL TO OR LESS THAN 5")	SQ FT	108				108	
50700400	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	18,780				18,780	
50700500	STUD SHEAR CONNECTORS	EACH	13,974				13,974	
51100223	PIPE CULVERTS, TYPE 1 18"	LIN FT	22	22				
51100433	PIPE CULVERTS, TYPE 1 RCCP 18"	LIN FT	24	24				
51100439	PIPE CULVERTS, TYPE 1 RCCP 24"	LIN FT	7	7				
51101285	PIPE CULVERTS, TYPE 2 RCCP 30"	LIN FT	260	260				
51113453	END SECTIONS 18"	EACH	1	1				
51113663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	1	1				
51113669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	1	1				
51200100	REINFORCEMENT BARS	POUND	220	220				
51200200	REINFORCEMENT BARS, EPOXY COATED	POUND	198,950		10,200		188,750	

CONSTRUCTION TYPE CODE: (1) = SFTY 3N (2) = Y080
*: SPECIALTY ITEMS

CODE NO.	SUMMARY OF QUANTITIES DESCRIPTION	UNIT	TOTAL QTYS	CONSTRUCTION TYPE CODE SFTY-3F	SFTY-2D FRONTAGE ROAD BRIDGE	SFTY-3Q BRIDGE APPROACH WORK	X271-2A FAI 55 BRIDGE	SFTY-1E
51305200	TEMPORARY SHEET PILING	SQ FT	528				528	
51400100	NAME PLATES	EACH	2				-	
51400200	RELOCATING NAME PLATES	EACH	2		2			
60300500	STORM SEWERS, TYPE 1 12"	LIN FT	3	3				
60301200	STORM SEWERS, TYPE 1 24"	LIN FT	90	90				
NP 60339700	STORM SEWERS TO BE CLEANED	LIN FT	1,540	1,540				
60401200	STORM SEWER REMOVAL 24"	LIN FT	30	30				
60700200	PIPE DRAINS 6"	LIN FT	1,970	1,970				
60709520	PIPE UNDERDRAINS, FABRIC LINED TRENCH 6"	LIN FT	20,230	20,230				
61218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1				
61240328	INLETS, TYPE B, TYPE 24 FRAME AND GRATE	EACH	1	1				
61244400	FLUSH INLET BOX FOR MEDIAN (2240)	EACH	3	3				
61245200	INLET BOX, STANDARD 2244	EACH	1	1				
61261540	INLETS TO BE ADJUSTED WITH NEW TYPE 24 FRAME AND GRATE	EACH	1	1				
61403500	GRATES, TYPE B	EACH	3	3				
61407910	GRATING FOR CONCRETE FLARED END SECTION 24"	EACH	1	1				
61500300	FILLING EXISTING INLETS	EACH	1	1				
61605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	LIN FT	509	509				
61610400	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24	LIN FT	848	848				
61617800	PAVED FLUME	LIN FT	160	160				
61700036	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	160	160				
61700070	BITUMINOUS SURFACE REMOVAL (COLD MILLING), VARIABLE DEPTH	SQ YD	38,368	38,368				
61700500	COMBINATION CURB AND GUTTER REMOVAL	LIN FT	1,300	1,300				

CONSTRUCTION TYPE CODE: (1) = SFTY 3N (2) = Y080
*: SPECIALTY ITEMS

NP = Non-participating

Rev.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. - 80 AT F.A.I. - 55

SUMMARY OF QUANTITIES

SCALE NONE DRAWN BY GET
DATE DEC. 8, 1992 CHECKED BY SBM

CODE NO.	SUMMARY OF QUANTITIES DESCRIPTION	UNIT	TOTAL QTYS	CONSTRUCTION TYPE CODE SFTY-3F	SFTY-2D FRONTAGE ROAD BRIDGE	SFTY-3Q BRIDGE APPROACH WORK	X271-2A FAI 55 BRIDGE	SFTY-1E
61700700	APPROACH SLAB REMOVAL	SQ YD	718			718		
61700910	BITUMINOUS CONCRETE REMOVAL (DECK)	SQ YD	512		252		260	
61701100	BITUMINOUS CONCRETE SURFACE REMOVAL AND REPLACEMENT	SQ YD	6,060	6,060				
61701410	BITUMINOUS SHOULDER REMOVAL AND REPLACEMENT	SQ YD	4,100	4,100				
61702500	GUTTER OUTLET REMOVAL	EACH	3	3				
61704000	PAVED DITCH REMOVAL	LIN FT	949	949				
61704750	SLOPE WALL REMOVAL AND REPLACEMENT	SQ YD	245				245	
61800100	SLOPE WALL 4 INCH	SQ YD	139				139	
62000529	CLASS A PATCHES, TYPE II, 8 INCH	SQ YD	200	200				
62000533	CLASS A PATCHES, TYPE III, 8 INCH	SQ YD	80	80				
62000970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	2,440	2,440				
62000974	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD	2,660	2,660				
62800000	STEEL PLATE BEAM GUARD RAIL, TYPE A	LIN FT	4,100	4,100				
62800035	TRAFFIC BARRIER TERMINAL, TYPE 1	EACH	10	10				
62800045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	9	3		6		
62800065	TRAFFIC BARRIER TERMINAL, TYPE 4	EACH	6			6		
62800070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	5			5		
62800085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	10			10		
62911900	TEMPORARY FENCE	LIN FT	500	500				
63000100	WOVEN WIRE FENCE, 4'	LIN FT	180	180				
63002300	WOVEN WIRE FENCE REMOVAL	LIN FT	180	180				
63200100	DELINEATORS	EACH	150	150				
63200120	DELINEATOR REMOVAL	EACH	150	150				
63300300	STEEL PLATE BEAM GUARD RAIL REMOVAL	LIN FT	5,170	5,170				
64200210	SEEDING, CLASS 2A	ACRE	18.1	18.1				
64200400	NITROGEN FERTILIZER NUTRIENT	POUND	1,639	1,639				
64200500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	983	983				
64200600	POTASSIUM FERTILIZER NUTRIENT	POUND	656	656				
64300400	EXCELSIOR BLANKET	SQ YD	87,600	87,600				
64300820	HAY OR STRAW BALES	EACH	350	350				
64400200	SUPPLEMENTAL WATERING	UNIT	5	5				
64600401	ENGINEER'S FIELD OFFICE, TYPE A-1	CAL MO	8	8				
64600600	ENGINEER'S FIELD LABORATORY	CAL MO	8	8				
64701900	PAVEMENT MARKING TAPE, TYPE I 4"	LIN FT	25,000	25,000				
64800	TEMPORARY PAVEMENT MARKING, PAINT	LIN FT	42,000	42,000				
64800	TRAFFIC CONTROL AND PROTECTION	L SUM	1	1				
65000100	MOBILIZATION	L SUM	1	1				
65600300	TEMPORARY CONCRETE BARRIER, TERMINAL SECTION	EACH	(2) 4					
[illegible]	INSTALL AND REMOVE TEMPORARY CONCRETE BARRIER	UNIT	(1) 118					
65600500	RELOCATE TEMPORARY CONCRETE BARRIER	UNIT	(1) 122					
65700300	EXPANSION TIE ANCHORS 3/4"	EACH	420	420				
* 66200100	TRENCH AND BACKFILL FOR ROADWAY LIGHTING	LIN FT	500					500
* 66200200	TRENCH AND BACKFILL FOR ROADWAY LIGHTING (SPECIAL)	LIN FT	200					200
* 66300700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	LIN FT	180					180
* 66302800	CONDUIT PUSHED, 3 1/2" DIA., GALVANIZED STEEL	LIN FT	270					270
* 66304300	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., GALVANIZED STEEL	LIN FT	900					900
* 66304700	CONDUIT ATTACHED TO STRUCTURE, 2 1/2" DIA., GALVANIZED STEEL	LIN FT	110					110

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*: SPECIALTY ITEMS

CODE NO.	SUMMARY OF QUANTITIES DESCRIPTION	UNIT	TOTAL QTYS	CONSTRUCTION TYPE CODE SFTY-3F	SFTY-2D FRONTAGE ROAD BRIDGE	SFTY-3Q BRIDGE APPROACH WORK	X271-2A FAI 55 BRIDGE	SFTY-1E
* 66500200	LIGHT POLE FOUNDATION, 24" DIAMETER	LIN FT	45					45
* 66707600	LIGHT POLE, ALUMINUM, 35 F.T. M.H., 15 FT. MAST ARM	EACH	2					2
* 66901100	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 150 WATT	EACH	4					4
* 66907100	UNDERPASS LUMINAIRE, 55 WATT, LOW PRESSURE SODIUM VAPOR	EACH	16					16
* 67600100	SILT FILTER FENCE	LIN FT	7,500	7,500				
* K1002272	HEDGE ROOT PRUNING	UNIT	3	3				
* K1005863	TREE ROOT PRUNING	EACH	15	15				
* K1005881	TREE TRUNK PROTECTION	EACH	13	13				
* L0001050	BREAKAWAY DEVICE, COUPLING, WITH ALUMINUM SKIRT	EACH	3					3
* L0002600	ELECTRIC CONNECTION TO SIGN STRUCTURE	EACH	2					2
* L0003100	FLUORESCENT LUMINAIRE FOR SIGN LIGHTING	EACH	4					4
* L0006500	MODIFICATION OF EXISTING CONTROL CABINET	EACH	1					1
* L0008300	RELOCATE EXISTING LIGHT POLE	EACH	1					1
* L0008800	REMOVAL OF EXISTING LIGHTING UNIT	EACH	2					2
* L0008816	REMOVAL OF EXISTING UNDERPASS LUMINAIRE	EACH	8					8
* L0008950	REMOVE LIGHT POLE FOUNDATION, PARTIAL	EACH	3					3
* L0706800	GROUND ROD 5/8" DIA. X 10 FT.	EACH	9					9
* L0707900	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 10" X 8" X 6"	EACH	12					12
* L0708000	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 12" X 8"	EACH	6					6
* L0708400	UNIT DUCT, WITH 3-1/C NO. 4 AND 1/C NO.6 GROUND, 600V (EPR-TYPE RHW), 1 1/4" DIAMETER POLYETHYLENE	LIN FT	1,350					1,350
* L0715400	JUNCTION BOX STAINLESS STEEL, ATTACHED TO STRUCTURE 6" X 4" X 4"	EACH	16					16

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STATE OF ILLINOIS
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SUMMARY OF QUANTITIES

SCALE NONE DRAWN BY GET

DATE DEC. 8, 1992 CHECKED BY SBM

REV.

	CODE NO.	SUMMARY OF QUANTITIES DESCRIPTION	UNIT	TOTAL QTYS	CONSTRUCTION TYPE CODE SFTY-3F	SFTY-2D FRONTAGE ROAD BRIDGE	SFTY-3Q BRIDGE APPROACH WORK	X271-2A FAI 55 BRIDGE	SFTY-1E
*	L0710000	AERIAL CABLE, 3-1/C NO. 4, ALUMINUM, WITH MESSENGER WIRE	LIN FT	850					850
*	L0711500	TEMPORARY WOOD POLE, 50 FT., CLASS 4	EACH	9					9
*	L0711600	TEMPORARY WOOD POLE, 70 FT., CLASS 3, 15 FT. MAST ARM	EACH	4					4
*	L0716000	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	LIN FT	1,040					1,040
*	L0720700	TEMPORARY LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	4					4
*	L0720900	CONDUIT EMBEDDED IN STRUCTURE, 3 1/2" DIA., PVC	LIN FT	30					30
*	L0728600	JUNCTION BOX, NON-METALLIC, EMBEDDED IN STRUCTURE, 21" X 11" X 8"	EACH	6					6
*	T2030100	SIGN PANEL - TYPE 3	SQ FT	315	315				
*	T2070100	RELOCATE SIGN PANEL - TYPE 3	SQ FT	540	212			328	
*	T3020100	STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY	POUND	1,409	1,409				
*	T3060100	WOOD SIGN SUPPORT	LIN FT	344				344	
*	T3100100	OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	LIN FT	31.5				31.5	
*	T3120100	CONCRETE FOUNDATIONS	CU YD	2.6	2.6				
*	T3180100	REMOVE OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	EACH	2				2	
*	T3190100	REMOVE GROUND-MOUNTED SIGN SUPPORT	EACH	2	2				
*	T3200100	REMOVE CONCRETE FOUNDATION - GROUND MOUNT	EACH	2	2				
*	T5010200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	LIN FT	29,300	29,300				
*	T5010500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	LIN FT	6,730	6,730				
*	T5010600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	LIN FT	400	400				
	T5040100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	400	400				
*	T5040200	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	16		4		12	
*	T5060100	REPLACEMENT REFLECTOR	EACH	40	40				
*	T5080100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	28		4		24	
*	T5100300	GUARD RAIL REFLECTORS	EACH	36	36				
	T5110100	THERMOPLASTIC PAVEMENT MARKING REMOVAL	SQ FT	6,750	6,750				
*	T5130200	PREFORMED PLASTIC PAVEMENT MARKING TYPE B LINE 12"	LIN FT	3,000	1,520	120		1,360	
	T5130300	PREFORMED PLASTIC PAVEMENT MARKING TYPE B LINE 8"	LIN FT	4,300	4,120	20		160	
	TX006900	TEMPORARY INFORMATION SIGNING	SQ FT	288	288				
	X0300041	TEMPORARY ASPHALT	TONS	45	45				
	X0300210	AGGREGATE SURFACE 12" WITH GEOTECHNICAL FABRIC	SQ YD	3,800	3,800				
	X0348820	CONCRETE HEADWALL FOR PIPE UNDERDRAIN REMOVAL	EACH	10	10				
	X0570100	BRIDGE SEAT SEALER	SQ FT	840				840	
	X0970500	END SECTIONS TO BE REMOVED	EACH	2	2				
*	X6600022	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW) 3-1/C NO. 10	LIN FT	1,100					1,100
	Z0002600	BAR SPLICERS	EACH	1,564				1,564	
	Z0004900	BITUMINOUS MIXTURE FOR PATCHING POTHOLES (HOT MIX)	TON	20	20				
	Z0005000	BITUMINOUS MIXTURE FOR PATCHING POTHOLES (COLD MIX)	TON	20	20				
	Z0005215	BITUMINOUS STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL	SQ YD	1,607	1,607				
	Z0006070	BRIDGE DECK GROOVING	SQ YD	2,534		13		2,521	

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*: SPECIALTY ITEMS

WILL 57

RS-3 BR 8 HB-2-R)

	CODE NO.	SUMMARY OF QUANTITIES DESCRIPTION	UNIT	TOTAL QTYS	CONSTRUCTION TYPE CODE SFTY-3F	X271-2A FAI 55 BRIDGE	SFTY-1F
	Z0006110	BRIDGE DECK MICROSILICA CONCRETE OVERLAY	SQ YD	265			
	Z0012100	CONCRETE BRIDGE DECK SCARIFICATION (1/4 INCH)	SQ YD	232			
	Z0014461	CRACK FILLING	LB	11,000	11,000		
	Z0014470	CRACK ROUTING (PAVEMENT)	LIN FT	45,000	45,000		
	Z0015970	DECK SLAB REMOVAL (PARTIAL)	SQ YD	30			
	Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	160		150	
	Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	140		110	
	Z0017099	DOWEL BAR ASSEMBLY	EACH	40	40		
	Z0017202	DOWEL BARS 1-1/2"	EACH	5,200	5,200		
	Z0017900	DRAINAGE SCUPPERS	EACH	8		8	
UP	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	8	8		
	Z0018700	DRAINAGE STRUCTURE TO BE REMOVED	EACH	3	3		
	Z0019600	DUST CONTROL WATERING	UNIT	1,400	1,400		
	Z0020300	EPOXY CRACK SEALING	LIN FT	518		518	
	Z0031700	JACKING EXISTING STRUCTURE	L SUM	1		1	
	Z0032365	JOINT OR CRACK FILLING	LB	3,700	3,700		
	40600400	BITUMINOUS MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS	TON	5	5		
	Z0040330	PIN AND LINK PLATE REPLACEMENT	EACH	36		36	
	Z0047300	PROTECTIVE SHIELD	SQ YD	2,792		2,792	
	Z0053800	RIVET REMOVAL AND REPLACEMENT	EACH	612		612	
	Z0056200	SAND MODULE IMPACT ATTENUATOR (RELOCATE)	EACH	(1) 44			
	Z0056250	SAND MODULE IMPACT ATTENUATOR (REPLACEMENT)	EACH	(1) 11			
	Z0056400	SAND MODULE IMPACT ATTENUATOR (TEMPORARY)	EACH	(1) 44			
	Z0063500	SAWING PC CONCRETE PAVEMENT 8"	LIN FT	700	700		
	Z0063700	SAWING P.C. CONCRETE PAVEMENT 10"	LIN FT	18,600	18,600		
	Z0076600	TRAINEES	HOUR	(2) 1,500			
	Z0062705	SAWING PORTLAND CEMENT CONCRETE PAVEMENT, PARTIAL DEPTH	LIN FT	600	600		
	X0320850	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	230	230		
*	X6677600	LIGHT POLE, ALUMINUM, 35 F.T. M.H., 2-15 FT. MAST ARMS	EACH	1			1
*	X6600056	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW) 3-1/C NO.4 AND 1/C NO. 6 GROUND	LIN FT	300			300
*	L0730010	AERIAL CABLE, 2-1/C NO. 4, ALUMINUM, WITH MESSENGER WIRE	LIN FT	2,300			2,300

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TREE REMOVAL SCHEDULE

LOCATION	6" -15" (IN DIA)	OVER 15" (IN DIA)
1925+00, 125' LT	12	
1925+65, 130' LT		16
1926+75, 140' LT	6	
1927+15, 140' LT	7	
1927+95, 142' LT	10	
1928+80, 140' LT	11	
1971+98, 110' RT	8	
1972+01, 95' RT	9	
1972+09, 108' RT	8	
1972+16, 93' RT	6	
1972+17, 100' RT	11	
1972+20, 105' RT	12	
1972+22, 108' RT	7, 11	
1972+23, 111' RT	7	
1972+27, 93' RT	6	
1972+00, 110' LT	11	
1972+30, 110' LT	8	
TOTAL	150	16

BITUMINOUS STABILIZATION 6" AT STEEL PLATE BEAM GUARDRAIL

LOCATION		AREA S.Y
1912+56	TO 1916+01 WB	106
1912+56	TO 1913+99 WB	56
1912+54	TO 1913+23 EB	18
1928+51	TO 1931+85 EB	104
1930+40	TO 1931+85 EB	56
1929+70	TO 1931+85 WB	56
1932+13	TO 1937+32 EB	144
1932+13	TO 1933+56 WB	56
[illegible]	TO [illegible]	[illegible]
1934+76	TO 1937+32 EB	84
4+51	TO 4+85 RAMP F	49
1945+66	TO 1947+25 WB	61
[illegible]	[illegible]	[illegible]
1946+41	TO 1947+85 EB	56
1950+47	TO 1952+18 EB	57
1950+47	TO 1951+92 WB	56
1950+47	TO 1952+16 WB	58
4+46	TO 4+85 RAMP F	25
1960+55	TO 1962+38 WB	60
1960+56	TO 1963+01 WB	78
1976+07	TO 1978+34 EB	74
1977+58	TO 1978+83 EB	49
1977+83	TO 1978+40 WB	15
TOTAL		1,607

BITUMINOUS PAVING SCHEDULE

LOCATION	LENGTH FEET	WIDTH FEET	AREA S.Y.	BITUMINOUS MATERIAL PRIME COAT (TON)	AGGREGATE PRIME COAT (TON)	BITUMINOUS CONCRETE BINDER COURSE (TON)	LEVELING BINDER (MACHINE METHOD) (TON)	BIT. CONC. SURFACE CSE. MIX. E, CLASS I TYPE I (TON)
F.A.I. 80 EASTBOUND 1912+54 TO 1931+85	1,931	24	5,149	4	-	534	251	497
F.A.I. 80 EASTBOUND 1932+13 TO 1947+66	1,553	24	4,141	4	-	429	196	400
F.A.I. 80 EASTBOUND 1950+66 TO 1979+13	2,847	24	7,592	7	-	787	33[illegible]	733
F.A.I. 80 WESTBOUND 1912+75 TO 1931+85	1,910	24	5,093	4	-	526	226	492
F.A.I. 80 WESTBOUND 1932+13 TO 1947+66	1,553	24	4,141	4	-	429	454	400
F.A.I. 80 WESTBOUND 1950+66 TO 1979+13	2,847	24	7,592	7	-	787	774	733
RAMP A 19+44 TO 1931+45	-	VARIES	2,368	2	10	245	105	229
RAMP B 0+00 TO 6+00	-	VARIES	2,483	2	10	257	1,573	240
RAMP C 1+00 TO 1959+51	-	VARIES	958	1	4	99	43	93
RAMP D 11+00 TO 13+02	-	VARIES	1,325	1	6	137	426	128
RAMP E 20+00 TO 28+20	-	VARIES	2,196	2	9	228	98	212
RAMP F 0+00 TO 1956+28	-	VARIES	1,898	2	8	197	253	183
RAMP G 1+00 TO 6+27	-	VARIES	1,274	1	5	132	57	123
RAMP H 9+50 TO 1947+67	-	VARIES	1,176	1	5	122	194	114
TOTALS				42	57	4,911	4,987	4,577

BITUMINOUS SHOULDERS 13" SCHEDULE

LOCATION	LENGTH	WIDTH	AREA SQ YD
WESTBOUND I-80 OUTSIDE			
1912+66 TO 1931+45	1,879	10' + VAR	2,091
1939+79 TO 1942+00	221	10' + VAR	251
1946+79 TO 1947+67	88	8' + VAR	78
1952+27 TO 1959+51	724	10'	805
1961+79 TO 1979+14	1,435	10' + VAR	1,600
EASTBOUND I-80 OUTSIDE			
1912+66 TO 1931+85	1,919	10' + VAR	2,132
1932+13 TO 1933+22	109	10' + VAR	121
1938+49 TO 1946+05	756	10'	840
1950+66 TO 1951+52	86	8' + VAR	76
1956+28 TO 1958+69	241	10' + VAR	273
1966+79 TO 1979+14	1,235	10' + VAR	1,378
WESTBOUND I-80 MEDIAN			
1912+66 TO 1931+85	1,919	6'	1,279
1932+13 TO 1947+67	1,553	6'	1,035
1950+66 TO 1979+14	2,848	6'	1,898
EASTBOUND I-80 MEDIAN			
1912+66 TO 1931+85	1,919	6	1,279
1932+13 TO 1947+67	1,553	6	1,035
1950+66 TO 1979+14	2,848	6	1,898
TOTAL			18,069

GRADING AND SHAPING DITCHES

LOCATION	QUANTITY (LIN FT)
1931+00 TO 1931+80 LT	80
1932+00 LT	25
1931+00 TO 1931+80 RT	80
1932+00 TO 1932+40 RT	65
1948+30, 120' LT	100
1948+30, 120' RT	450
TOTAL	800

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SCHEDULE OF QUANTITIES

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SUBBASE GRANULAR MATERIAL, TYPE B, 4" SCHEDULE

LOCATION		AREA SQ YD
1912+66	TO 1931+85 (EB-OS)	2,345
1932+15	TO 1933+22 (EB-OS)	131
1938+49	TO 1946+05 (EB-OS)	924
1950+36	TO 1951+52 (EB-OS)	116
1956+28	TO 1958+69 (EB-OS)	295
1966+78	TO 1979+13 (EB-OS)	1,510
1912+66	TO 1931+85 (EB-IS)	1,493
1932+15	TO 1947+65 (EB-IS)	1,206
1950+65	TO 1979+13 (EB-IS)	2,216
1912+66	TO 1931+45 (WB-OS)	2,297
1939+79	TO 1942+00 (WB-OS)	270
1946+79	TO 1947+66 (WB-OS)	87
1952+26	TO 1959+51 (WB-OS)	886
1964+78	TO 1979+13 (WB-OS)	1,754
1912+66	TO 1931+85 (WB-IS)	1,493
1931+15	TO 1947+65 (WB-IS)	1,206
1950+65	TO 1979+13 (WB-IS)	2,216
RAMP D	CURB B-6.24	19
	TYPE 1 OUTLET	13
RAMP F	CURB B-6.24	18
	TYPE 1 OUTLET	13
RAMP B	1947+66 TO 3+30	167
	TYPE 1 OUTLET	13
RAMP A	19+44 TO 27+82	334
TOTAL		21,022

BRIDGE APPROACH PAVEMENT, SPECIAL SCHEDULE

LOCATION	LENGTH (FT)	WIDTH (FT)	AREA (SQ YD)
EASTBOUND I-80			
1947+66.56 TO 1947+96.56	30	VARIES	180
1950+35.90 TO 1950+65.90	30	VARIES	168
WESTBOUND I-80			
1947+66.56 TO 1947+96.56	30	VARIES	168
1950+35.90 TO 1950+65.90	30	VARIES	180
TOTAL			696

AGGREGATE SHOULDER, TYPE B, 4" SCHEDULE

LOCATION		AREA SQ YD
1913+22	TO 1928+78 (EB-OS)	346
1938+49	TO 1946+05 (EB-OS)	168
1956+28	TO 1958+69 (EB-OS)	54
1966+78	TO 1976+34 (EB-OS)	213
1912+54	TO 1931+20 (EB-IS)	415
1932+15	TO 1936+38 (EB-IS)	94
1937+25	TO 1947+30 (EB-IS)	223
1950+65	TO 1978+35 (EB-IS)	616
1915+76	TO 1929+85 (WB-OS)	313
1939+79	TO 1942+00 (WB-OS)	49
1952+26	TO 1959+52 (WB-OS)	162
1964+78	TO 1977+78 (WB-OS)	289
1913+40	TO 1931+85 (WB-IS)	410
1932+70	TO 1947+65 (WB-IS)	332
1951+20	TO 1960+49 (WB-IS)	207
1961+36	TO 1979+05 (WB-IS)	393
TOTAL		4,284

BITUMINOUS SURFACE REMOVAL (COLD MILLING), VARIABLE DEPTH

LOCATION	AREA (SQ YD)
180 - EASTBOUND	
1912+75 TO 1931+85	5,094
1932+13 TO 1946+00	3,699
1951+50 TO 1979+13	7,368
180 WESTBOUND	
1912+75 TO 1931+85	5,093
1932+13 TO 1945+00	3,432
1958+50 TO 1979+13	5,501
RAMP A	2,368
RAMP B	0
RAMP C	958
RAMP D	0
RAMP E	2,196
RAMP F 0+00 TO 1+75	910
3+50 TO 4+00	160
RAMP G	1,274
RAMP H 9+50 TO 10+50	315
TOTAL	38,368

BITUMINOUS SURFACE REMOVAL BUTT JOINTS

LOCATION	AREA (SQ YD)
1912+54 EB	12
1912+54 WB	12
RAMP A	14
RAMP B	14
RAMP C	13
RAMP D	14
RAMP E	15
RAMP F	14
RAMP G	14
RAMP H	14
1979+13 EB	12
1979+13 WB	12
TOTAL	160

CONCRETE REMOVAL SCHEDULE

LOCATION	COMBINATION CURB & GUTTER REMOVAL (LIN FT)	GUTTER OUTLET REMOVAL (EACH)	PAVED DITCH REMOVAL (LIN FT)
1916+55 TO 1922+00 (MEDIAN)			550
1918+70, 85' LT			100
1920+10 TO 1921+14 RT			104
19+44 TO 27+81	840		
0+25 TO 3+55 RAMP B	330	1	
1950+33 TO 12+35 RAMP D	65	1	
1950+33 TO 1951+35 EB	65	1	
1948+35, 120' LT			70
1948+35, 120' RT			70
1948+35, ℄	—	—	55
TOTALS	1,300	3	949

CONCRETE CURB AND GUTTER SCHEDULE

LOCATION	COMB. CONC. CURB & GUTTER TYPE M-6.24 (LIN FT)	COMB. CONC. CURB & GUTTER TYPE B-6.24 (LIN FT)
1932+13 TO 19+44 RAMP A	848	
1947+65 TO 3+30 RAMP B		418
1950+66 TO 12+56 RAMP D		46
1950+66 TO 1951+01 EB		45
TOTALS	848	509

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. - 80 AT F.A.I. - 55

SCHEDULE OF QUANTITIES

SCALE NONE DRAWN BY GET

DATE DEC. 8, 1992 CHECKED BY SBM

GUARDRAIL SCHEDULE

LOCATION	STEEL PLATE BEAM GUARDRIAL TYPE A	TRAFFIC BARRIER TERMINAL TYPE 1	TYPE 2	TYPE 4	TYPE 5	TYPE 6
1912+47.61 TO 1915+61.92 WB	287.5	1				1
1912+47.61 TO 1913+99.42 WB	100.0			1		1
1912+54.4 TO 1913+19.4 EB	37.5		1		1	
1928+65.35 TO 1931+92.16 EB	275.0	1				1
1929+84.6 TO 1931+85.35 WB	175.0		1		1	
1930+40.35 TO 1931+92.16 EB	100.0			1		1
1932+06.54 TO 1933+58.35 WB	100.0			1		1
1932+13.35 TO 1937+28.35 EB	487.5		1		1	
19+49.29 TO 27+88.60 RAMP A	812.5					1
1934+83.75 TO 1937+23 EB	200.0	1	1			
4+75 TO 6+00 RAMP B	100.0	1				
1945+70.56 TO 1947+85.56 WB	187.5		1		1	
1946+28.06 TO 1947+92.37 EB	112.5	1				1
1946+40.56 TO 1947+92.37 EB	100.0			1		1
1950+40.09 TO 1952+04.40 WB	112.5	1				1
1950+40.90 TO 1951+91.90 WB	100.0			1		1
1950+46.90 TO 1952+49.40 EB	175.0		1		1	
4+60 TO 4+85 RAMP F		1				
1960+60.08 TO 1962+24.33 WB	125.0	1	1			
1960+60.04 TO 1962+66.79 WB	187.5	1	1			
1976+21.00 TO 1978+33.5 EB	187.5	1				
1977+58.49 TO 1978+83.49 EB	100.0			1		
1977+88.45 TO 1978+40.2 WB	37.5		1			
TOTALS	4,100 L.F.	10 EACH	9 EACH	6 EACH	5 EACH	10 EACH

GUARDRAIL REMOVAL SCHEDULE

LOCATION			QUANTITY (LIN FT)
1912+54	TO	1913+54 EB	100
1912+54	TO	1914+04 WB	150
1912+54	TO	1917+04 WB	450
1928+85	TO	1932+35 EB	350
1930+35	TO	1932+35 EB	200
1931+62	TO	1932+12 WB	50
1931+68	TO	1932+05 WB	37.5
1932+05	TO	1936+30 WB	425
1932+12	TO	1933+62 WB	150
1933+75	TO	1937+50 EB	375
1936+03	TO	1937+53 EB	150
1938+98	TO	19+49 RAMP A	150
3+00	TO	6+00 RAMP B	300
1947+97	TO	1+30 RAMP B	250
1947+77	TO	1947+97 WB	20
1946+22	TO	1947+97 EB	175
1946+47	TO	1947+97 EB	150
1950+32	TO	10+77 RAMP D	250
1950+32	TO	1952+09 WB	175
1950+32	TO	1+20 RAMP F	240
2+70	TO	4+85 RAMP F	215
4+33	TO	5+45 RAMP C	112.5
1960+45	TO	1961+95 WB	150
1976+03	TO	1978+35 EB	232
1976+58	TO	1978+83 EB	225
1977+53	TO	1978+40 WB	87.5
TOTAL			5,170

STORM SEWERS TO BE CLEANED

LOCATION	SIZE (INCHES)	LENGTH (LIN FT)
[illegible]	24*	25
[illegible]	24*	20
[illegible]	24	88
[illegible]	24*	35
[illegible]	12*	50
[illegible]	18*	47
[illegible]	24	100
[illegible]	24*	105
[illegible]	18*	45
RAMP B [illegible] RT	18*	85
RAMP B [illegible] RT	18*	40
[illegible]	12*	40
[illegible]	12	50
[illegible]	30*	240
[illegible]	24	85
[illegible]	24	140
[illegible]	24*	100
[illegible]	18*	70
[illegible]	18*	65
[illegible]	24*	110
TOTAL		1,540

* [illegible] WILL BE PAID FOR AS "STORM SEWERS TO BE CLEANED"

DRAINAGE STRUCTURES TO BE CLEANED

LOCATION	STRUCTURE (EACH)
[illegible]	MANHOLE
[illegible]	INLET
[illegible]	INLET
[illegible]	INLET
[illegible]	INLET
[illegible]	INLET
[illegible]	INLET
[illegible]	INLET
TOTAL	[illegible]

PIPE UNDERDRAIN SCHEDULE

LOCATION	PIPE UNDERDRAIN FABRIC LINED TRENCH, 6" (LIN FT)	PIPE DRAIN, 6" (LIN FT)	CONCRETE HEADWALL FOR PIPE DRAINS (EACH)
1913+[illegible] TO [illegible] EB-OS	1,845	190	7
1938+[illegible] TO [illegible] EB-OS	740	50	2
1953+[illegible] TO [illegible] EB-OS	370	33	1
1966+[illegible] TO [illegible] EB-OS	1,220	94	4
1912+[illegible] TO [illegible] EB-IS	1,870	210	6
1934+[illegible] TO [illegible] EB-IS	1,300	183	7
195[illegible] TO [illegible] EB-IS	2,830	252	10
1913+[illegible] TO [illegible] WB-OS	1,845	164	6
[illegible] TO [illegible] WB-OS	215	54	2
[illegible] TO [illegible] WB-OS	570	90	3
[illegible] TO [illegible] WB-OS	1,400	120	4
1912+[illegible] TO [illegible] WB-IS	1,870	144	6
1934+[illegible] TO [illegible] WB-IS	1,323	145	7
1950+[illegible] TO [illegible] WB-IS	2,830	240	10
TOTAL	20,230	1,969	75

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. - 80 AT F.A.I. - 55

SCHEDULE OF QUANTITIES

SCALE: NONE | DRAWN BY: GET
DATE: DEC. 8, 1992 | CHECKED BY: SBM

55,60	*	WILL	157	10

* 99-1(RS-3, BR & HB-2-R)

DRAINAGE REMOVAL SCHEDULE

LOCATION	DRAINAGE STRUCTURE TO BE REMOVED (EACH)	CONCRETE HEADWALL REMOVAL (EACH)	END SECTION TO BE REMOVED (EACH)	CONCRETE HEADWALL FOR PIPE UNDERDRAIN REMOVAL (EACH)	STORM SEWER REMOVAL (LIN FT)	EXISTING PIPE SIZE AT STRUCTURE (INCHES)
1914+00, ℄	1					24
1923+00, 15' RT		1				24
1923+00, 90' RT			1			18
RAMP B, 3+50, 50' RT		1				18
1948+24, 120' LT		1				30
1948+28, 120' RT		1				30
1967+70, 75' LT			1			18
1914+30, 20' RT				1		4
1914+35, 67' RT				1		4
1917+50, 20' RT				1		4
1917+50, 25' LT				1		4
1917+50, 70' LT				1		4
1920+95, 78' RT				1		4
1922+00, 15' RT				1		4
1922+00, 20' LT				1		4
1925+30, 75' LT				1		4
1927+95, 85' LT				1		4
1946+98, ℄	1				30	24
1932+80, ℄	1	—	—	—	—	24
TOTAL	3	4	2	10	30	

DRAINAGE PIPE SCHEDULE

LOCATION	PIPE CULVERT TYPE 1, 18" (LIN FT)	PIPE CULVERT TYPE 1, RCCP, 18" (LIN FT)	PIPE CULVERT TYPE 1, RCCP, 24" (LIN FT)	PIPE CULVERT TYPE 2 RCCP, 30" (LIN FT)	STORM SEWERS TYPE 1, 12" (LIN FT)	STORM SEWERS TYPE 1, 24" (LIN FT)
1914+60, ℄						60
1923+00, 10' RT			4			
1923+00, 85' RT			3			
1932+30, 73' LT					3	
RAMP B, 3+50, 50' RT		19				
RAMP B, 3+60, 50' RT	22					
1946+98 ℄						30
1948+28, LT to RT				260		
1967+70, 80' LT	—	5	—	—	—	—
TOTAL	22	24	7	260	3	90

DRAINAGE STRUCTURE SCHEDULE

LOCATION	CLASS X CONCRETE HEADWALLS (CU YD)	CLASS X CONCRETE COLLAR (EACH)	CLASS X CONCRETE (OUTLETS) (CU YD)	END SECTION 18" (EACH)	PRC FLARE END SEC 18" (EACH)	PRC FLARE END SEC 24" (EACH)	REINFORCEMENT BARS (POUND)	MH T-A 4' DIA. T-1 FCL (EACH)	INLET T-B T24 F&G (EACH)	FLUSH INLET BOX FOR MEDIAN (2240) (EACH)	INLET BOX STANDARD (2244) (EACH)	INLET TO BE ADJUSTED WITH NEW T-24 F&G (EACH)	GRATES TYPE B (EACH)	GRATING FOR CONCRETE FLARED END SECTION 24" (EACH)	FILLING EXISTING INLET (EACH)
1914+00, ℄								1							
1914+60, ℄										1					
1923+00, 10' RT		1									1				
1923+00, 85' RT		1				1								1	
1932+32, 73' LT												1			
1932+35, 73' LT									1						
1932+80, ℄										1					
RAMP A, 20+[illegible], 0' RT															1
RAMP B, 3+50, 65' RT	0.7	1					30								
RAMP B, 3+60, 65' RT		1		1											
1946+98, ℄										1					
1948+28, 120' RT	1.9						95								
1948+24, 120 LT	1.9						95								
1967+70, 80' LT		1			1										
RAMP B, 3+60, 10' RT			2										1		
1951+30, 80' RT			2										1		
RAMP D, 12+30, 10' RT			2										1		
TOTAL	4.5	5	6	1	1	1	220	1	1	3	1	1	3	1	1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. - 80 AT F.A.I. - 55

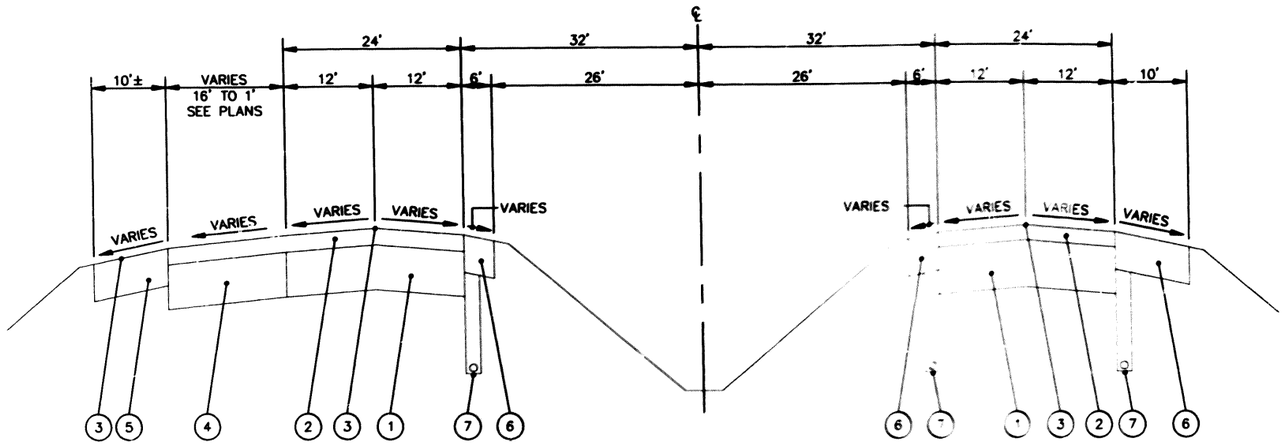
SCHEDULE OF QUANTITIES

SCALE NONE DRAWN BY GET

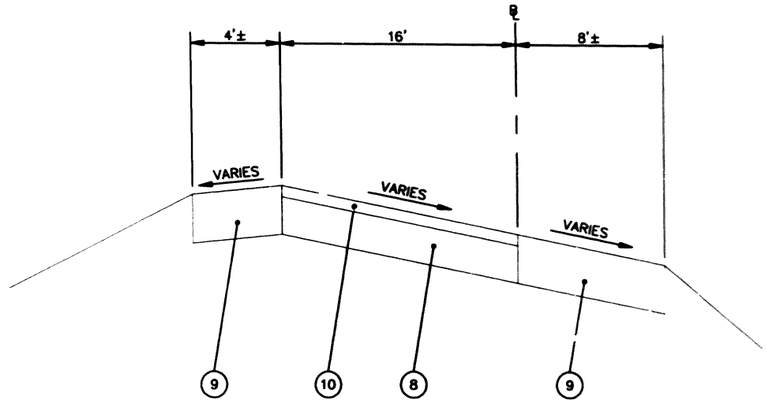
DATE DEC. 6, 1992 CHECKED BY SBM

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
80	*	WILL	157	11
STA.	TO STA.			
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

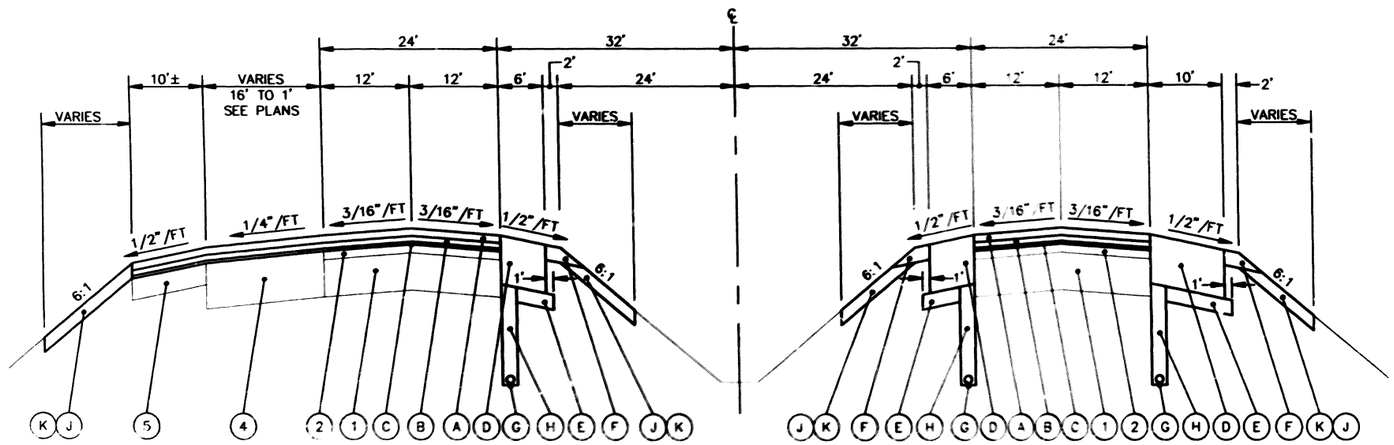
* 99-1 (RS-3, BR & HB-2-R)



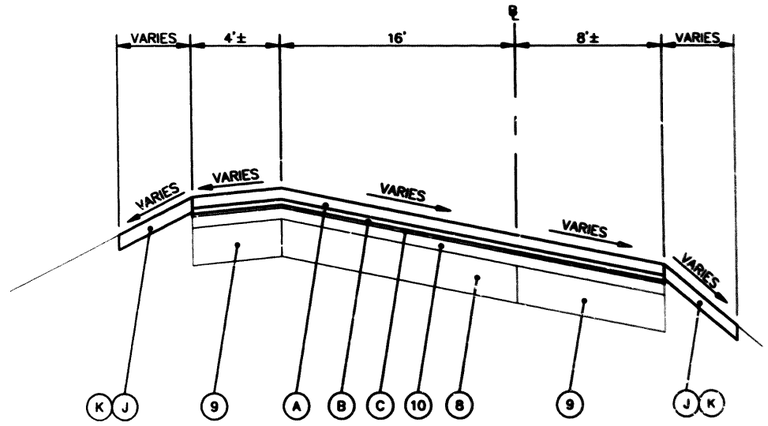
EXISTING F.A.I. 80 TYPICAL SECTION



EXISTING LOOP RAMP TYPICAL SECTION



PROPOSED F.A.I. 80 TYPICAL SECTION



PROPOSED LOOP RAMP TYPICAL SECTION

EXISTING LEGEND

1. EXISTING PCC PAVEMENT, 10"± (STA. 1912+54 TO STA. 1971+00)
   EXISTING PCC PAVEMENT, 8"± (STA. 1971+00 TO STA. 1979+13)
2. EXISTING BITUMINOUS OVERLAY, 6-1/2"±
3. BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)
4. EXISTING RAMP PCC PAVEMENT, 10"± (RAMPS A,C,E OR G)
5. EXISTING BITUMINOUS SHOULDER
6. EXISTING BITUMINOUS SHOULDER TO BE REMOVED
7. EXISTING PIPE UNDERDRAIN, 4" TO BE REMOVED (SEE NOTE 1)
8. EXISTING RAMP PCC PAVEMENT, 10"±
9. EXISTING RAMP BITUMINOUS SHOULDER
10. EXISTING RAMP BITUMINOUS OVERLAY

PROPOSED LEGEND

- (A) BITUMINOUS CONCRETE SURFACE COURSE, MIX E, CLASS I, TYPE 1, 1-1/2"
- (B) BITUMINOUS CONCRETE BINDER COURSE, MIX B, TYPE 1, 1-3/4"
- (C) LEVELING BINDER, MACHINE METHOD, TYPE 1, 3/4" NOMINAL AND VARIES
- (D) BITUMINOUS SHOULDER, 13"
- (E) SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- (F) AGGREGATE SHOULDER, TYPE B, 4"
- (G) PIPE UNDERDRAIN, FABRIC LINED TRENCH, 6"
- (H) POROUS GRANULAR BACKFILL
- (J) TOPSOIL PLACEMENT, 4"
- (K) SEEDING, CLASS 2A

NOTES

1. EXISTING PIPE UNDERDRAIN IS LOCATED FROM APROXIMATELY STA. 1912+54 TO STA. 1931+85. EXISTING PIPE UNDERDRAIN SHALL BE REMOVED ONLY WHEN IT IS IN CONFLICT WITH THE PROPOSED PIPE UNDERDRAIN.
2. FOR PROPOSED CROSS SLOPES OF LOOP RAMPS, SEE CURVE DATA AND SUPERELEVATION TRANSITION SHEET AND LOOP RAMP CROSS SECTIONS.
3. THE CONTRACTOR SHALL USE RUBBER TIRED ROLLERS ON THE BITUMINOUS CONCRETE BINDER COURSE AND THE BITUMINOUS CONCRETE SURFACE COURSE.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. 80 AND LOOP RAMP TYPICAL SECTIONS

SCALE NOT TO SCALE — DRAWN BY JCM

DATE DEC 31, 1992 — CHECKED BY SNS/GWH

F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.C. 55	1A	WILL	157	12
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FEDERAL AID PROJECT		

1A 99-1 RS-3 BR&(HB-2-R)

CURVE DATA RAMP A

CURVE NO. A4 DATA	CURVE NO. A5 DATA	CURVE NO. A6 DATA
P.I. STA. 19+12.44	P.I. STA. 27+18.23	P.I. STA. 28+43.32
Dc = 13° 20' 00"	Dc = 3° 56' 24"	Dc = 3° 56' 24"
Δ = 59° 17' 34"	Δ = 4° 23' 44"	Δ = 5° 27' 36"
T = 244.57'	T = 55.81'	T = 69.34'
L = 444.70'	L = 111.56'	L = 138.58'
R = 429.72'	R = 1454.21'	R = 1454.21'
E = 64.73'	E = 1.07'	E = 1.65'
SE = EXISTING	SE = 2.0%	SE = 2.0%
DESIGN SPEED = 35 M.P.H.	DESIGN SPEED = 60 M.P.H.	DESIGN SPEED = 60 M.P.H.

CURVE DATA RAMP B

CURVE NO. B1 DATA	CURVE NO. B2 DATA	CURVE NO. B3 DATA
P.I. STA. 0+94.16	P.I. STA. –	P.I. STA. 12+01.91
Dc = 8° 18' 00"	Dc = 25° 05' 12"	Dc = 13° 20' 00"
Δ = 15° 32' 07"	Δ = 204° 14' 08"	Δ = 50° 03' 10"
T = 94.16'	T = –	T = 200.62'
L = 187.17'	L = 814.12'	L = 375.40'
R = 690.31'	R = 228.39'	R = 429.72'
E = 6.39'	E = –	E = 44.53'
SE = TRANSITION	SE = EXISITNG	SE = EXISTING
DESIGN SPEED = 45 M.P.H.	DESIGN SPEED = 25 M.P.H.	DESIGN SPEED = 30 M.P.H.

CURVE DATA RAMP C

CURVE NO. C1 DATA	CURVE NO. C2 DATA
P.I. STA. 2+87.97	P.I. STA. 8+76.16
Dc = 1° 00' 02"	Dc = 8° 18' 00"
Δ = 5° 45' 31"	Δ = 47° 04' 33"
T = 287.97'	T = 300.70'
L = 575.46'	L = 567.18'
R = 5725.72'	R = 690.31'
E = 7.24'	E = 62.65'
SE = 2.0%	SE = EXISTING
DESIGN SPEED = 70 M.P.H.	DESIGN SPEED = 45 M.P.H.

CURVE DATA RAMP D

CURVE NO. D1 DATA	CURVE NO. D2 DATA	CURVE NO. D3 DATA
P.I. STA. 0+91.37	P.I. STA. –	P.I. STA. 11+01.53
Dc = 8° 33' 04"	Dc = 26° 28' 28"	Dc = 18° 30' 00"
Δ = 15° 31' 48"	Δ = 204° 32' 55"	Δ = 50° 52' 09"
T = 91.37'	T = –	T = 147.29'
L = 181.61'	L = 772.63'	L = 274.97'
R = 670.03'	R = 216.42'	R = 309.71'
E = 6.20'	E = –	E = 33.24'
SE = EXISTING	SE = EXISITNG	SE = TRANSITION
DESIGN SPEED = 45 M.P.H.	DESIGN SPEED = 25 M.P.H.	DESIGN SPEED = 30 M.P.H.

CURVE DATA RAMP E

CURVE NO. E4 DATA	CURVE NO. E5 DATA	CURVE NO. E6 DATA
P.I. STA. 19+10.18	P.I. STA. 27+21.40	P.I. STA. 28+44.63
Dc = 13° 23' 46"	Dc = 3° 45' 14"	Dc = 5° 10' 55"
Δ = 61° 20' 00"	Δ = 4° 16' 58"	Δ = 6° 51' 10"
T = 253.63'	T = 57.07'	T = 66.20'
L = 457.86'	L = 114.10'	L = 132.25'
R = 427.72'	R = 1526.45'	R = 1105.71'
E = 69.54'	E = 1.07'	E = 1.98'
SE = EXISTING	SE = 2.0%	SE = 2.0%
DESIGN SPEED = 35 M.P.H.	DESIGN SPEED = 60 M.P.H.	DESIGN SPEED = 60 M.P.H.

CURVE DATA RAMP F

CURVE NO. F1 DATA	CURVE NO. F2 DATA	CURVE NO. F3 DATA
P.I. STA. 0+94.19	P.I. STA. –	P.I. STA. 11+93.72
Dc = 8° 18' 00"	Dc = 25° 16' 34"	Dc = 13° 20' 00"
Δ = 15° 32' 20"	Δ = 205° 12' 53"	Δ = 48° 45' 41"
T = 94.19'	T = –	T = 194.75'
L = 187.22'	L = 811.75'	L = 365.70'
R = 690.31'	R = 226.64'	R = 429.72'
E = 6.40'	E = –	E = 42.07'
SE = TRANSITION	SE = EXISITNG	SE = EXISTING
DESIGN SPEED = 45 M.P.H.	DESIGN SPEED = 25 M.P.H.	DESIGN SPEED = 30 M.P.H.

CURVE DATA RAMP G

CURVE NO. G1 DATA	CURVE NO. G2 DATA
P.I. STA. 2+87.97	P.I. STA. 8+88.05
Dc = 1° 00' 02"	Dc = 8° 18' 00"
Δ = 5° 45' 31"	Δ = 48° 43' 27"
T = 287.97'	T = 312.59'
L = 575.46'	L = 587.04'
R = 5725.72'	R = 690.31'
E = 7.24'	E = 67.48'
SE = 2.0%	SE = EXISTING
DESIGN SPEED = 70 M.P.H.	DESIGN SPEED = 45 M.P.H.

CURVE DATA RAMP H

CURVE NO. H1 DATA	CURVE NO. H2 DATA	CURVE NO. H3 DATA
P.I. STA. 0+94.97	P.I. STA. –	P.I. STA. 11+10.44
Dc = 8° 18' 02"	Dc = 26° 19' 18"	Dc = 18° 30' 00"
Δ = 15° 39' 58"	Δ = 205° 25' 45"	Δ = 48° 55' 42"
T = 94.97	T = –	T = 140.91'
L = 188.75'	L = 780.45'	L = 264.48'
R = 690.26'	R = 217.67'	R = 309.71'
E = 6.50'	E = –	E = 30.55'
SE = EXISITNG	SE = EXISITNG	SE = 8.0%
DESIGN SPEED = 45 M.P.H.	DESIGN SPEED = 25 M.P.H.	DESIGN SPEED = 30 M.P.H.

CURVE DATA F.A.I.-80

CURVE NO. I801 DATA	CURVE NO. I802 DATA
P.I. STA. 1928+18.76	P.I. STA. 1942+49.83
Dc = 00° 45' 00"	Dc = 00° 45' 00"
Δ = 04° 35' 47"	Δ = 03° 47' 46"
T = 306.57'	T = 253.17'
L = 612.81'	L = 506.15'
R = 7638.79'	R = 7639.44'
E = 6.15'	E = 4.19'
SE = 2.6%	SE = 2.6%
DESIGN SPEED = 70 M.P.H.	DESIGN SPEED = 70 M.P.H.

SUPERELEVATION TRANSITIONS

RAMP 'A'

STATION	X-SLOPE	STATION	X-SLOPE
20+00	2.0%	22+00	7.31% (EXISTING)

RAMP 'C'

STATION	X-SLOPE	STATION	X-SLOPE
3+50	2.0%	4+77	4.77% (EXISTING)

RAMP 'E'

STATION	X-SLOPE	STATION	X-SLOPE
19+69	7.50% (EXISTING)	22+00	2.0%

RAMP 'G'

STATION	X-SLOPE	STATION	X-SLOPE
4+00	2.0%	6+26	8.69% (EXISTING)

SUPERELEVATION TRANSITIONS

RAMP 'B'

STATION	X-SLOPE	STATION	X-SLOPE
0+00	2.0%	1+76	6.0%
1+76	6.0%	2+27	8.0%
5+00	8.0%	6+00	7.25% (EXISTING)

RAMP 'D'

STATION	X-SLOPE	STATION	X-SLOPE
9+00	7.93% (EXISTING)	10+00	8.0%
11+04	8.0%	12+00	6.0%
12+00	6.0%	13+00	2.0%

RAMP 'F'

STATION	X-SLOPE	STATION	X-SLOPE
0+00	2.0%	1+74	6.0%
1+74	6.0%	2+25	8.0%
3+00	8.0%	4+00	8.67% (EXISTING)

RAMP 'H'

STATION	X-SLOPE	STATION	X-SLOPE
9+50	7.93% (EXISTING)	10+50	8.0%
10+50	8.0%	12+00	6.0%
12+00	6.0%	13+00	2.0%

F.A.I.-80

STATION	X-SLOPE	STATION	X-SLOPE
1923+42	N.C.	1925+97	2.6%
1930+40	2.6%	1933+25	N.C. *
1938+26	N.C.	1940+81	2.6%
1944+17	2.6%	1946+72	N.C.

* THE CROSS SLOPE IS TO BE HELD CONSTANT OVER THE FRONTAGE ROAD BRIDGE DECK (STA. 1932+85.35 TO STA. 1932+13.35) SEE THE BRIDGE PLANS FOR DETAILS.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. – 80

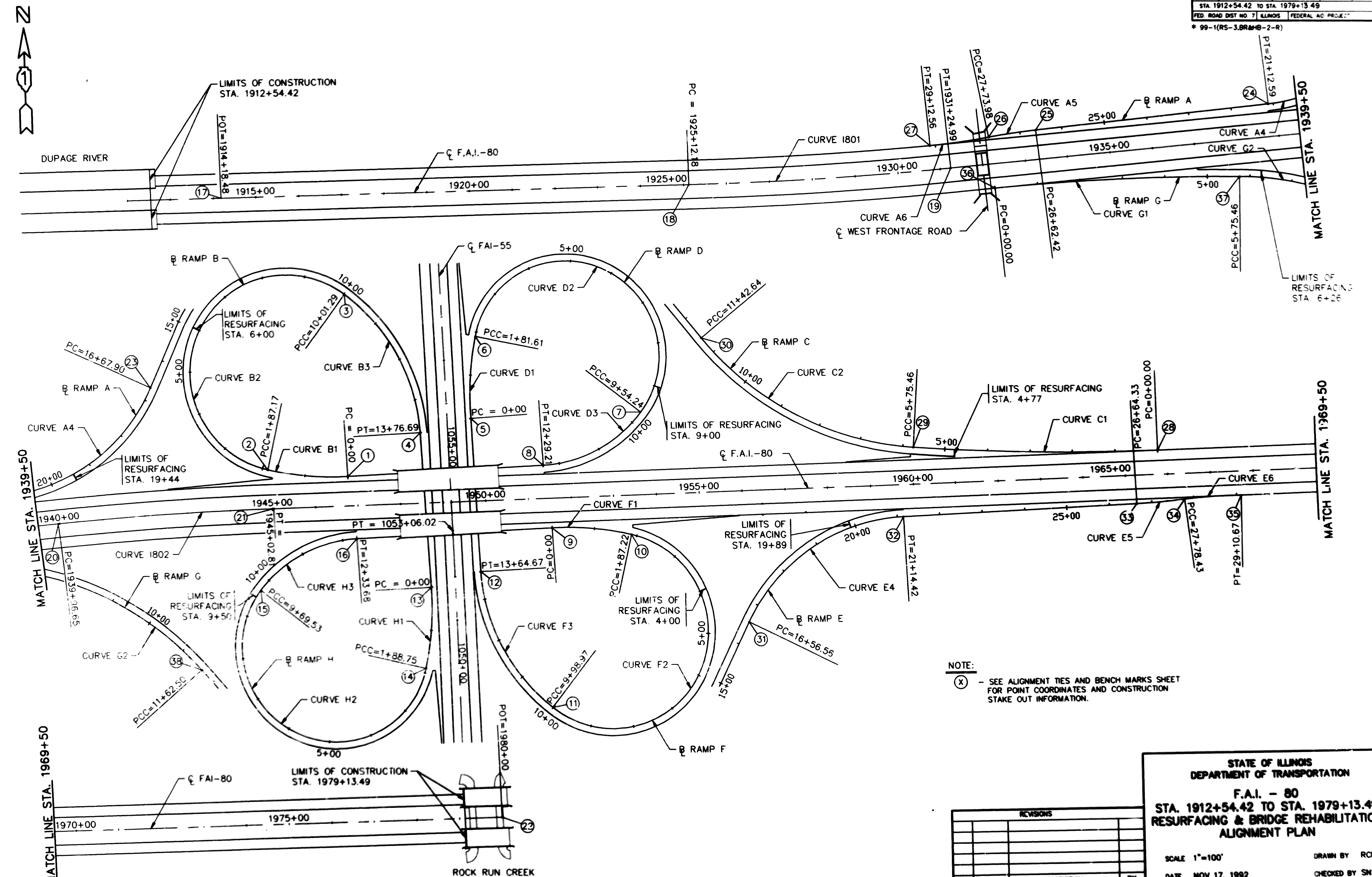
RESURFACING & BRIDGE REHABILITATION
CURVE DATA AND
SUPERELEVATION TRANSITIONS

SCALE NOT TO SCALE DRAWN BY RCB

DATE NOV 17, 1992 CHECKED BY SNS,GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	WILL	157	13
STA. 1912+54.42 TO STA. 1979+13.49				
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

* 99-1(RS-3,BR&HB-2-R)



N
1
DUPAGE RIVER
LIMITS OF CONSTRUCTION STA. 1912+54.42
POT=1914+18.48
℄ F.A.I.-80
1915+00
1920+00
PC = 1925+12.18
1925+00
CURVE 1801
1930+00
PT=29+12.56
PT=1931+24.99
PCC=27+73.98
CURVE A5
℄ RAMP A
25+00
PT=21+12.59
CURVE A4
1935+00
CURVE G2
CURVE A6
℄ WEST FRONTAGE ROAD
PC=0+00.00
PC=26+62.42
℄ RAMP G
CURVE G1
5+00
PCC=5+75.46
MATCH LINE STA. 1939+50
LIMITS OF RESURFACING STA. 6+26
℄ RAMP B
℄ FAI-55
5+00
℄ RAMP D
10+00
CURVE D2
LIMITS OF RESURFACING STA. 6+00
PCC=10+01.29
15+00
PC=16+67.90
5+00
CURVE B2
CURVE B3
PCC=1+81.61
PCC=11+42.64
℄ RAMP C
℄ RAMP A
CURVE D1
PCC=9+54.24
10+00
CURVE C2
CURVE A4
PCC=1+87.17
PC = 0+00
PT=13+76.69
PC = 0+00
PT=12+29.21
CURVE D3
LIMITS OF RESURFACING STA. 9+00
PCC=5+75.46
LIMITS OF RESURFACING STA. 4+77
PC=26+64.33
PC=0+00.00
CURVE C1
LIMITS OF RESURFACING STA. 19+44
CURVE B1
1055+00
10+00
5+00
℄ F.A.I.-80
MATCH LINE STA. 1939+50
20+00
1945+00
1950+00
1955+00
1960+00
1965+00
MATCH LINE STA. 1969+50
CURVE E6
1940+00
PT = 1945+02.81
PT = 1053+06.02
CURVE F1
CURVE 1802
PC=1939+96.65
LIMITS OF RESURFACING STA. 19+89
25+00
CURVE E5
PCC=27+78.43
PT=29+10.67
20+00
PT=21+14.42
℄ RAMP G
10+00
PT=12+33.68
PC = 0+00
PT=13+64.67
PC=0+00
PCC=1+87.22
CURVE H3
LIMITS OF RESURFACING STA. 9+50
PCC=9+69.53
CURVE H1
LIMITS OF RESURFACING STA. 4+00
CURVE E4
10+00
CURVE F3
℄ RAMP E
PC=16+56.55
CURVE G2
PCC=1+88.75
℄ RAMP H
1050+00
5+00
CURVE F2
PCC=11+62.50
PCC=9+98.97
15+00
CURVE H2
10+00
5+00
℄ RAMP F
POT=1980+00
MATCH LINE STA. 1969+50
℄ FAI-80
LIMITS OF CONSTRUCTION STA. 1979+13.49
1970+00
1975+00
ROCK RUN CREEK

NOTE:
(X) - SEE ALIGNMENT TIES AND BENCH MARKS SHEET FOR POINT COORDINATES AND CONSTRUCTION STAKE OUT INFORMATION.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. - 80
STA. 1912+54.42 TO STA. 1979+13.49
RESURFACING & BRIDGE REHABILITATION
ALIGNMENT PLAN

SCALE 1"=100'
DRAWN BY RCB
DATE NOV 17, 1992
CHECKED BY SNS,GWH

FAI ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/80	*	WILL	157	14
STA.	TO STA.			
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

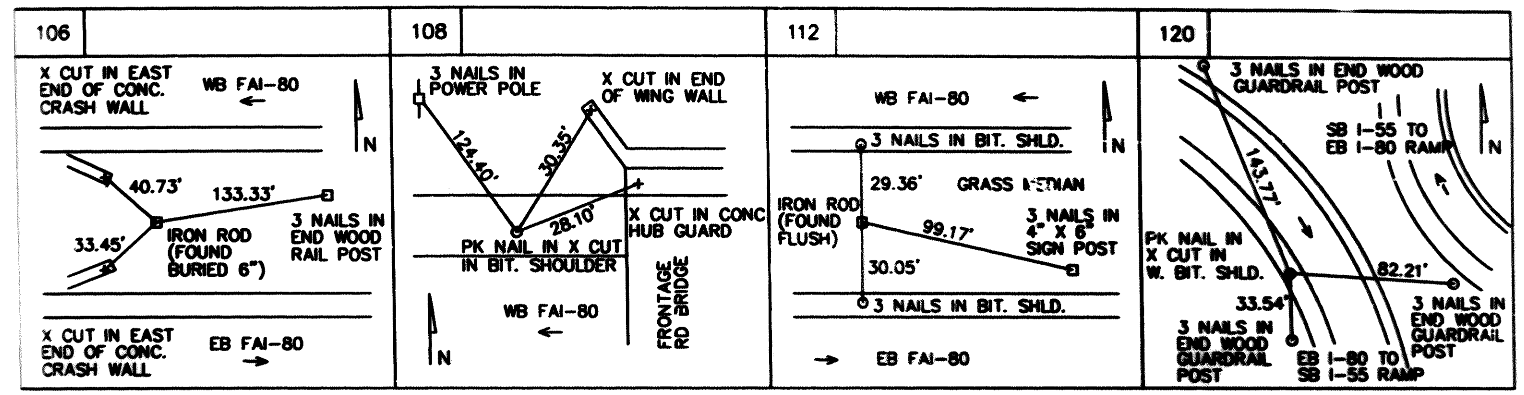
* 99-1(RS-3,BR&HB-2-R)

ALIGNMENT POINTS (NOTE – ALL ANGLES TURNED CLOCKWISE)

NUMBER	LOCATION	NORTHING	EASTING	OCCUPIED	BACK SIGHT	ANGLE	DISTANCE
1	RAMP B – PC STA. 0+00.00	1755461.42	537009.56	1001	108	[illegible]	[illegible]
2	RAMP B – PCC STA. 1+87.17	1755477.80	536823.67	1001	108	[illegible]	[illegible]
3	RAMP B – PCC STA. 10+01.29	1755882.82	537011.86	1001	108	[illegible]	[illegible]
4	RAMP B – PT STA. 13+76.69	1755561.60	537182.18	1001	108	[illegible]	[illegible]
5	RAMP D – PC STA. 0+00.00	1755601.73	537301.75	1003	112	[illegible]	[illegible]
6	RAMP D – PCC STA. 1+81.61	1755782.23	537317.13	1003	112	[illegible]	[illegible]
7	RAMP D – PCC STA. 9+54.24	1755609.68	537703.31	1003	112	[illegible]	[illegible]
8	RAMP D – PT STA. 12+29.21	1755483.91	537468.58	1003	112	[illegible]	[illegible]
9	RAMP F – PC STA. 0+00.00	1755339.55	537486.39	1002	112	[illegible]	[illegible]
10	RAMP F – PCC STA. 1+87.22	1755323.22	537672.32	1002	112	[illegible]	[illegible]
11	RAMP F – PCC STA. 9+98.97	1754924.59	537480.31	1002	112	[illegible]	[illegible]
12	RAMP F – PT STA. 13+64.67	1755239.83	537317.56	1002	112	[illegible]	[illegible]
13	RAMP H – PC STA. 0+00.00	1755204.23	537199.95	120	1001	[illegible]	[illegible]
14	RAMP H – PCC STA. 1+88.75	1755016.76	537183.76	120	1001	[illegible]	[illegible]
15	RAMP H – PCC STA. 9+69.53	1755199.42	536800.57	120	1001	[illegible]	[illegible]
16	RAMP H – PT STA. 12+33.68	1755317.28	537028.28	120	1001	[illegible]	[illegible]
17	FAI-80 – POT. 1914+18.48	1755217.86	533757.65	108	1001	[illegible]	[illegible]
18	FAI-80 – PC STA. 1925+12.19	1755236.23	534851.20	108	1001	[illegible]	[illegible]
19	FAI-80 – PT STA. 1931+25.00	1755271.07	535462.85	108	1001	[illegible]	[illegible]
20	FAI-80 – PC STA. 1939+96.66	1755355.50	536330.41	108	1001	[illegible]	[illegible]
21	FAI-80 – PT STA. 1945+02.81	1755387.81	536835.44	108	1001	[illegible]	[illegible]
22	FAI-80 – POT. 1980+00.36	1755495.37	540331.34	112	1003	[illegible]	[illegible]
23	RAMP A – PC STA. 16+67.90	1755670.16	536552.86	108	1001	348-28-36	[illegible]
24	RAMP A – PT STA. 21+12.59	1755420.05	536209.10	108	1001	[illegible]	[illegible]
25	RAMP A – PC STA. 26+62.42	1755358.84	535662.68	108	1001	[illegible]	[illegible]
26	RAMP A – PCC STA. 27+73.98	1755342.18	535552.39	108	1001	[illegible]	[illegible]
27	RAMP A – PT STA. 29+12.56	1755322.76	535415.23	108	1001	[illegible]	[illegible]
28	RAMP C – PC STA. 0+00.00	1755507.62	538908.55	112	1003	[illegible]	[illegible]
29	RAMP C – PCC STA. 5+75.46	1755518.83	538333.43	112	1003	[illegible]	[illegible]
30	RAMP C – PCC STA. 11+42.64	1755733.71	537844.53	112	1003	[illegible]	824.79
31	RAMP E – PC STA. 16+56.56	1755119.94	537942.90	112	1003	[illegible]	[illegible]
32	RAMP E – PT STA. 21+14.42	1755359.25	538307.73	112	1003	[illegible]	[illegible]
33	RAMP E – PC STA. 26+64.33	1755384.15	538857.07	112	1003	[illegible]	[illegible]
34	RAMP E – PCC STA. 27+78.43	1755393.57	538970.76	112	1003	353-28-13	[illegible]
35	RAMP E – PT STA. 29+10.67	1755401.53	539102.68	112	1003	352-54-29	654.25
36	RAMP G – PC STA. 0+00.00	1755224.76	535565.12	108	1001	62-03-30	136.64
37	RAMP G – PCC STA. 5+75.46	1755251.65	536139.70	108	1001	[illegible]	655.62
38	RAMP G – PCC STA. 11+62.50	1755014.92	536657.68	108	1001	20-57-32	[illegible]

CONTROL POINTS

NUMBER	LOCATION	NORTHING	EASTING
106	SEE DRAWING BELOW (STA. 1950+50, ℄ FAI-80)	1755404.64	537382.71
108	SEE DRAWING BELOW (STA. 1931+58 FAI-80, 65' LT.)	1755338.83	535489.91
112	SEE DRAWING BELOW (STA. 1974+21 FAI-80, 1' LT.)	1755478.79	539752.36
120	SEE DRAWING BELOW (STA. 1942+99 FAI-80, 366' RT.)	1755013.07	536652.45



CONTROL POINTS

NUMBER	LOCATION	NORTHING	EASTING	OCCUPIED	BACK SIGHT	ANGLE	DISTANCE
1001	STA. 1943+82, 72' LT. FAI-80	1755455.46	536710.97	120	108	81-52-54	446.24
1002	STA. 1956+76, 212' LT. FAI-80	1755212.21	538014.89	112	106	353-04-10	1757.80
1003	STA. 1956+23, 62' LT. FAI-80	1755488.53	537953.46	112	106	02-06-09	1798.93
1004	STA. 1952+94, 129' LT. FAI-80	1755541.51	537623.69	112	106	03-28-48	2129.59
1006	STA. 1944+77, 90' LT. FAI-55	1754504.06	537180.76	120	108	208-16-50	733.62

BENCH MARKS

BM # 1 – I.D.O.T. BRASS SURVEY MARKER ON SW CORNER OF E.B. F.A.I. – 80 BRIDGE OVER ROCK RUN CREEK ON TOP OF CONCRETE HANDRAIL.
ELEV – 558.32.

BM # 4 – "□" CUT ON EAST CONCRETE BASE OF SIGN POST FOR EXIT No. 250B WEST SIDE OF F.A.I. – 55 NORTH OF F.A.I. – 80.
ELEV – 588.77.

BM # 5 – "□" CUT ON CENTERLINE BRIDGE PIER ON F.A.I.–55 UNDER E.B. F.A.I. – 80 BRIDGE.
ELEV – 590.21.

BM # 35 – "□" CUT ON N.W. WINGWALL OF F.A.I. – 80 WB BRIDGE OVER WEST FRONTAGE ROAD.
ELEV – 604.71

BM # 36 – "□" CUT ON TOP OF S.E. CONCRETE HANDRAIL W.B. F.A.I. – 80 BRIDGE OVER F.A.I. – 55.
ELEV – 610.05.

BM # 101 – "□" CUT ON WINGWALL IN N.E. CORNER OF F.A.I. – 80 W.B. BRIDGE OVER DUPAGE RIVER.
ELEV – 569.06.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. – 80
RESURFACING & BRIDGE REHABILITATION
ALIGNMENT TIES AND BENCH MARKS

SCALE NOT TO SCALE — DRAWN BY RCB
DATE NOV 18, 1992 — CHECKED BY SNS,GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
80	•	WILL	157	15
STA.	TO STA.			
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

• 98-1(RS-3, BR & HB-2-R)

DESCRIPTION OF MAINTENANCE OF TRAFFIC

F.A.I. 80 MAINLINE

STAGE 1

A. TRAFFIC
CLOSE INSIDE TRAFFIC LANE IN BOTH DIRECTIONS FROM STATION 1912+54 TO STATION 1979+13 USING DISTRICT ONE FREEWAY STANDARD FOR A ONE LANE CLOSURE. ADDITIONAL ARROW BOARD AND 45 M.P.H. CONSTRUCTION SPEED LIMIT SIGN SHALL BE USED AS INDICATED ON THE STANDARD.

B. CONSTRUCTION
1. COMPLETE TEMPORARY PATCHING OF EXISTING INSIDE BITUMINOUS SHOULDERS.
2. COMPLETE TEMPORARY PATCHING OF EXISTING INSIDE TRAFFIC LANE PAVEMENT.
3. PERFORM TEMPORARY DECK REPAIRS TO THE INSIDE TRAFFIC LANE OF THE FAI 80 OVER FAI 55 BRIDGES.

STAGE 2

A. TRAFFIC
1. CLOSE OUTSIDE TRAFFIC LANE IN BOTH DIRECTIONS FROM STATION 1912+54 TO STATION 1979+13. MAINTAIN ONE 12-FOOT TRAFFIC LANE IN EACH DIRECTION EXCEPT AT THE FAI 80 OVER FAI 55 BRIDGES.
2. AT THE FAI 80 OVER FAI 55 BRIDGES, MAINTAIN IN BOTH DIRECTIONS ONE 10-FOOT THRU LANE AND ONE 10-FOOT WEAVE LANE ON EACH BRIDGE.
3. FOR WORK ON RAMPS A, C, E, AND G USE IDOT STANDARD 2419.
4. DAYTIME LANE CLOSURES ON FAI 55 SHALL BE DONE IN ACCORDANCE WITH IDOT STANDARD 2419, AND THE DISTRICT ONE FREEWAY STANDARD FOR A ONE LANE CLOSURE. ADDITIONAL ARROW BOARD AND 45 M.P.H. CONSTRUCTION SPEED LIMIT SIGN SHALL BE USED AS INDICATED ON DISTRICT ONE FREEWAY STANDARD FOR A ONE LANE CLOSURE.
5. SEE SHEET NO. 18 TO 21 FOR TRAFFIC CONTROL DETAILS.

B. CONSTRUCTION
1. REMOVE AND REPLACE OUTSIDE HALVES OF FAI 80 OVER FAI 55 BRIDGE DECKS AND APPROACH SLABS.
2. REHABILITATE OUTSIDE HALF OF FAI 80 OVER FRONTAGE ROAD BRIDGE DECKS. CONSTRUCT NEW OUTSIDE PARAPETS FOR THESE BRIDGES.
3. FOR THE OUTSIDE TRAFFIC LANES IN EACH DIRECTION FROM STATION 1912+54 TO STATION 1945+00 AND STATION 1953+00 TO STATION 1979+13, BEGIN THE FOLLOWING CONSTRUCTION OPERATIONS:
   A. PERFORM PAVEMENT PATCHING AT LOCATIONS DIRECTED BY THE ENGINEER.
   B. REMOVE EXISTING BITUMINOUS OVERLAY.
   C. REMOVE EXISTING OUTSIDE BITUMINOUS SHOULDERS.
   D. INSTALL NEW PIPE UNDERDRAIN AND CONSTRUCT GRANULAR SUBBASE AND OUTSIDE BITUMINOUS SHOULDERS.
   E. PLACE LEVELING BINDER AND BITUMINOUS CONCRETE BINDER COURSE.
4. FOR RAMPS A, C, E, AND G COMPLETE THE FOLLOWING CONSTRUCTION OPERATIONS AS SHOWN ON THE PLANS:
   A. PERFORM PAVEMENT PATCHING AT LOCATIONS DIRECTED BY THE ENGINEER.
   B. REMOVE EXISTING BITUMINOUS OVERLAY.
   C. PLACE LEVELING BINDER AND BITUMINOUS CONCRETE BINDER COURSE.
5. CONSTRUCT TEMPORARY PAVEMENT REQUIRED FOR STAGE 2A, WHICH SHALL BE PAID FOR AS: EARTH EXCAVATION
   BITUMINOUS BASE COURSE, 10"
   AGGREGATE SHOULDERS, TYPE B, 4".
   BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CLASS I, TYPE 1.

STAGE 2A

A. TRAFFIC
1. ALL STAGE 2 TRAFFIC CONTROL SHALL BE MAINTAINED, WITH THE FOLLOWING REVISIONS:
   A. TRAFFIC SHALL USE TEMPORARY PAVEMENT WHEN EXITING FAI 80 MAINLINE AT RAMPS B AND F.
   B. RAMPS D AND H SHALL BE CLOSED TO TRAFFIC FOR 14 CALENDAR DAYS DURING STAGE 2A. A CONSTRUCTION DETOUR SHALL BE PROVIDED.
2. SEE SHEET NO. 23 TO 24 FOR DETOUR PLAN AND SHEET NO. 22 TO 24 FOR TRAFFIC CONTROL DETAILS.

B. CONSTRUCTION
1. COMPLETE ROADWAY AND BRIDGE CONSTRUCTION OPERATIONS THAT BEGAN IN STAGE 2.
2. FOR THE OUTSIDE TRAFFIC LANES IN EACH DIRECTION FROM FROM STATION 1945+00 TO STATION 1953+00, COMPLETE THE FOLLOWING CONSTRUCTION OPERATIONS AS SHOWN ON THE PLANS:
   A. PERFORM PAVEMENT PATCHING AT LOCATIONS DIRECTED BY THE ENGINEER.
   B. REMOVE EXISTING OUTSIDE BITUMINOUS SHOULDERS.
   C. INSTALL NEW PIPE UNDERDRAIN AND CONSTRUCT GRANULAR SUBBASE AND OUTSIDE BITUMINOUS SHOULDERS.
   D. PLACE LEVELING BINDER AND BITUMINOUS CONCRETE BINDER COURSE.
   E. PLACE TEMPORARY BITUMINOUS CONCRETE SURFACE MIXTURE AS A RAMP (TAPER RATE = 20 FEET PER INCH OF THICKNESS) AT NEW APPROACH SLABS AT FAI 80 OVER FAI 55 BRIDGES, PROJECT LIMITS ON FAI 80 MAINLINE AND NEW BRIDGE DECKS AT FAI 80 OVER FRONTAGE ROAD BRIDGES. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR "BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE E, CLASS I, TYPE 1".

STAGE 2A

B. CONSTRUCTION (CONTINUED)
3. FOR RAMPS B, D, F, AND H COMPLETE THE FOLLOWING CONSTRUCTION OPERATIONS AS SHOWN ON THE PLANS:
   A. PERFORM PAVEMENT PATCHING AT LOCATIONS DIRECTED BY THE ENGINEER.
   B. REMOVE EXISTING BITUMINOUS OVERLAY (BUTT JOINT).
   C. PLACE LEVELING BINDER AND BITUMINOUS CONCRETE BINDER COURSE.
   D. PLACE TEMPORARY BITUMINOUS CONCRETE SURFACE MIXTURE AS A RAMP (TAPER RATE = 20 FEET PER INCH OF THICKNESS) AT PROJECT LIMITS ON ALL RAMPS. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR "BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE E, CLASS I, TYPE 1".
4. REMOVE TEMPORARY PAVEMENT WHEN STAGE 2A WORK IS COMPLETED, WHICH SHALL BE PAID FOR AS "EARTH EXCAVATION".
5. ALL WORK REQUIRING CLOSURE OF RAMPS D AND H SHALL BE COMPLETED WITHIN 14 CALENDAR DAYS.

STAGE 3

A. TRAFFIC
1. CLOSE INSIDE TRAFFIC LANE IN BOTH DIRECTIONS FROM STATION 1912+54 TO STATION 1979+13. MAINTAIN ONE 12-FOOT TRAFFIC LANE IN EACH DIRECTION EXCEPT AT THE FAI 80 OVER FAI 55 BRIDGES.
2. AT THE FAI 80 OVER FAI 55 BRIDGES, MAINTAIN IN BOTH DIRECTIONS ONE 10-FOOT THRU LANE AND ONE 10-FOOT WEAVE LANE ON EACH BRIDGE.
3. DAYTIME LANE CLOSURES ON FAI 55 SHALL BE DONE IN ACCORDANCE WITH IDOT STANDARD 2419 AND THE DISTRICT ONE FREEWAY STANDARD FOR A ONE LANE CLOSURE, ADDITIONAL ARROW BOARD AND 45 M.P.H CONSTRUCTION SPEED SIGNS SHALL BE USED AS INDICATED ON THE DISTRICT ONE FREEWAY STANDARD FOR A ONE LANE CLOSURE.
4. SEE SHEET NO. 25 TO 28 FOR TRAFFIC CONTROL DETAILS.

B. CONSTRUCTION
1. REMOVE AND REPLACE INSIDE HALVES OF FAI 80 OVER FAI 55 BRIDGE DECKS AND APPROACH SLABS.
2. REHABILITATE INSIDE HALF OF FAI 80 OVER FRONTAGE ROAD BRIDGE DECKS. CONSTRUCT NEW INSIDE PARAPETS FOR THESE BRIDGES.
3. FOR THE INSIDE TRAFFIC LANES IN EACH DIRECTION FROM STATION 1912+54 TO STATION 1979+13 PERFORM THE FOLLOWING CONSTRUCTION OPERATIONS AS SHOWN ON THE PLANS:
   A. PERFORM PAVEMENT PATCHING AT LOCATIONS DIRECTED BY THE ENGINEER.
   B. REMOVE EXISTING BITUMINOUS OVERLAY.
   C. REMOVE EXISTING INSIDE BITUMINOUS SHOULDERS.
   D. INSTALL NEW PIPE UNDERDRAIN AND CONSTRUCT GRANULAR SUBBASE AND INSIDE BITUMINOUS SHOULDERS.
   E. PLACE LEVELING BINDER AND BITUMINOUS CONCRETE BINDER COURSE.
4. PLACE BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE E, CLASS I, TYPE 1 ON INSIDE TRAFFIC LANES.
5. PLACE THERMOPLASTIC AND PREFORMED PLASTIC PAVEMENT MARKINGS, ALONG INSIDE EDGE OF PAVEMENT.

STAGE 4

A. TRAFFIC
1. CLOSE OUTSIDE TRAFFIC LANE IN BOTH DIRECTIONS FROM STATION 1912+54 TO STATION 1979+13. MAINTAIN ONE 12-FOOT TRAFFIC LANE IN EACH DIRECTION.

B. CONSTRUCTION
1. REMOVE TEMPORARY SURFACE WEDGES ADJACENT TO FRONTAGE ROAD BRIDGES, PROJECT LIMITS, AND FAI 55 BRIDGES.
2. PLACE BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE E, CLASS I, TYPE 1, THERMOPLASTIC AND PREFORMED PLASTIC PAVEMENT MARKINGS.
3. INSTALL RAISED REFLECTIVE PAVEMENT MARKERS

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. 80 TRAFFIC CONTROL STAGING NOTES

SCALE N.T.S. DRAWN BY SBM

DATE 4 JANUARY 93 CHECKED BY SNS/GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	0	WILL	157	16
STA.	TO STA.			
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

• 99-1(RS-3, BR & HB-2-R)

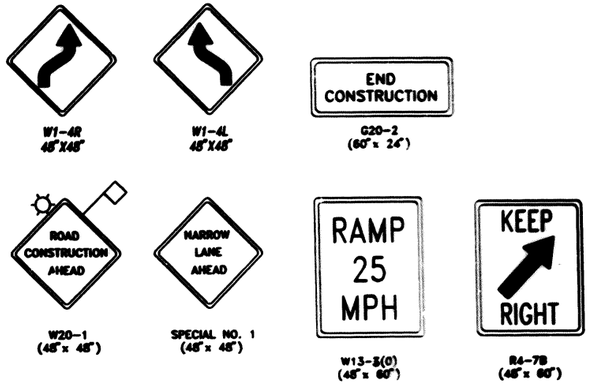
LEGEND

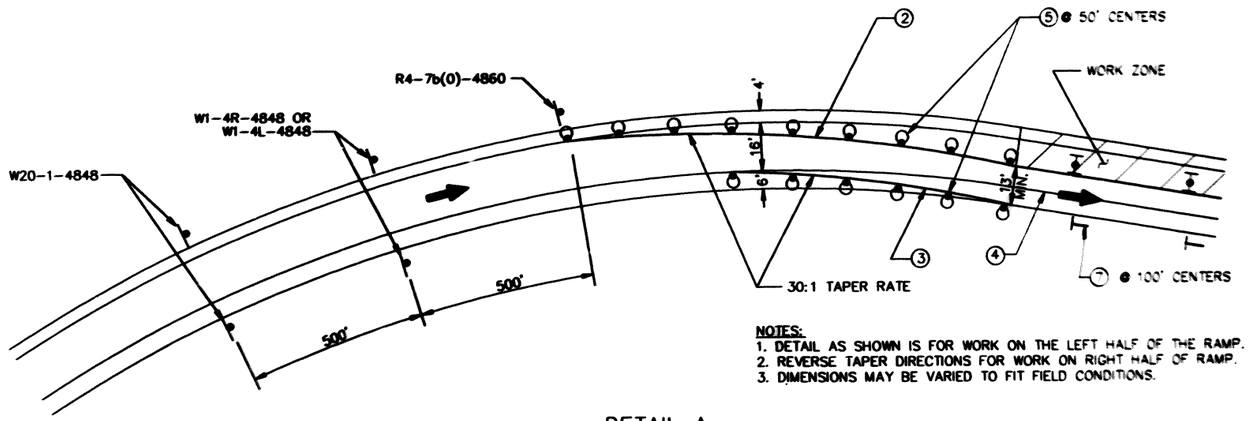
① DRUM WITH STEADY BURNING LIGHT
② PAVEMENT MARKING TAPE, TYPE III-(4 INCH), YELLOW
③ PAVEMENT MARKING TAPE, TYPE III-(4 INCH), WHITE
④ PAVEMENT MARKING REMOVAL (LINE)
⑤ BARRICADE OR DRUM WITH STEADY BURNING LIGHT
⑥ TEMPORARY PAVEMENT MARKING, PAINT
⑦ VERTICAL PANELS
▨ WORK ZONE
➡ DIRECTION OF TRAFFIC

NOTE:
ITEMS ② AND ③ SHALL BE PLACED AT THE FOLLOWING LOCATIONS
A) ROADWAY TAPERS
B) TANGENT AREAS PRECEDING CONSTRUCTION ZONES
C) AREAS WHERE THE THRU LANE OF F.A.I. 80 IS LESS THAN 12 FEET WIDE
D) ON EXISTING SURFACES THAT REMAIN IN PLACE, AND ON THE NEW FINAL SURFACE ONLY.

ITEMS ⑥ SHALL BE USED AT ALL LOCATIONS REQUIRING TEMPORARY PAVEMENT MARKING.

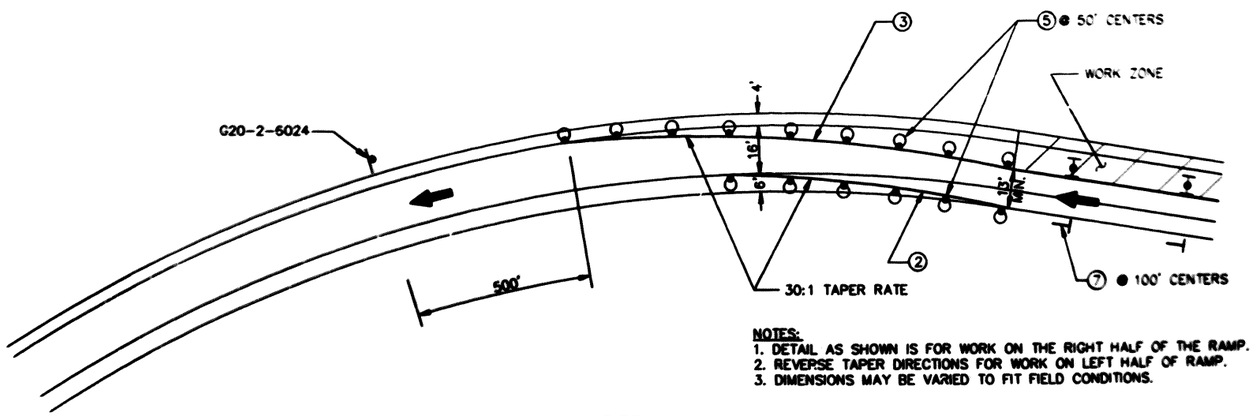
SIGN LEGEND





NOTES:
1. DETAIL AS SHOWN IS FOR WORK ON THE LEFT HALF OF THE RAMP.
2. REVERSE TAPER DIRECTIONS FOR WORK ON RIGHT HALF OF RAMP.
3. DIMENSIONS MAY BE VARIED TO FIT FIELD CONDITIONS.

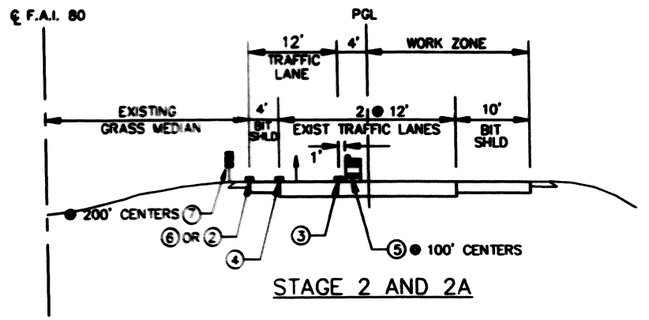
DETAIL A
TYPICAL ENTRANCE RAMP NARROWING



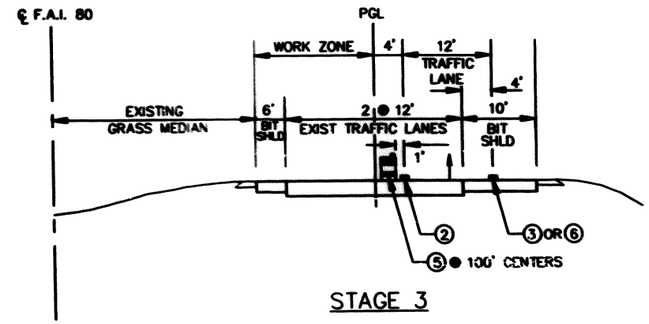
NOTES:
1. DETAIL AS SHOWN IS FOR WORK ON THE RIGHT HALF OF THE RAMP.
2. REVERSE TAPER DIRECTIONS FOR WORK ON LEFT HALF OF RAMP.
3. DIMENSIONS MAY BE VARIED TO FIT FIELD CONDITIONS.

DETAIL B
TYPICAL EXIT RAMP TRANSITION

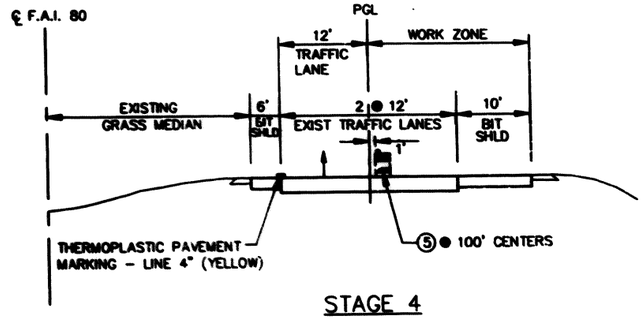
TYPICAL SECTIONS
F.A.I. 80



STAGE 2 AND 2A



STAGE 3



STAGE 4

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. 80 TRAFFIC CONTROL LEGEND AND DETAILS

SCALE N.T.S. DRAWN BY SBM
DATE 4 JANUARY 03 CHECKED BY SNS/GWH

55,80	*	WILL	157	17

* 99-1(RS-3, BR & HB-2-R)

F.A.I. 55

U.S. RTE. 6

C.S.X. R.R.

F.A.I. 80

IL. RTE. 59

F.A.I. 55

U.S. RTE. 52

EXIT 250A EAST (80) Toledo

4- STAGES 1,2,3,4 ONLY

EXIT 250B WEST (80) Des Moines ½ MILE

4- ALL STAGES

EXIT 250B WEST (80) Des Moines

4- STAGES 1,2,3,4 ONLY

EXITS 250A-B (80) Toledo Des Moines 2 MILES

EXITS 250A-B (80) Toledo Des Moines 1 MILE

EXIT 250A EAST (80) Toledo ½ MILE

EXIT 250B WEST (80) Des Moines ½ MILE

4- STAGES 1,2,3,4 ONLY

EXIT 250A EAST (80) Toledo

4- ALL STAGES

EXIT 250B WEST (80) Des Moines

4- ALL STAGES

EXIT 250A EAST (80) Toledo ½ MILE

4- STAGES 1,2,3,4 ONLY

NOTE: FOR ADDITIONAL WARNING SIGNS FOR STAGE 2A, SEE DETOUR ROUTE, STAGE 2A SHEET NO. 23.

SIGN LEGEND

SIGN NO.	SIGN TYPE
4	ROAD WORK AHEAD (14' × 2')

LEGEND

- EXISTING SIGN - GROUND MOUNTED
- EXISTING OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED
- EXISTING OVERHEAD SIGN STRUCTURE - TRUSS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. - 80 AND F.A.I. - 55
ADVANCE WARNING SIGN LAYOUT
ALL STAGES.

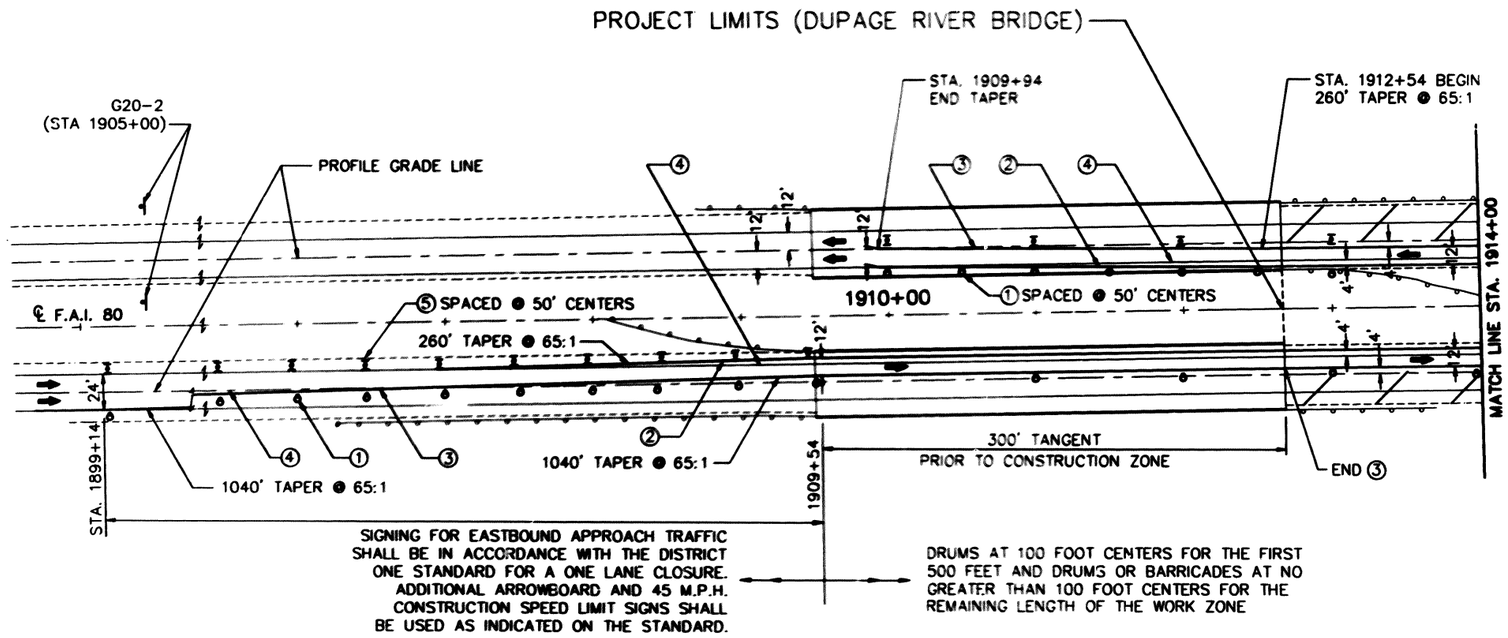
SCALE NOT TO SCALE DRAWN BY GET

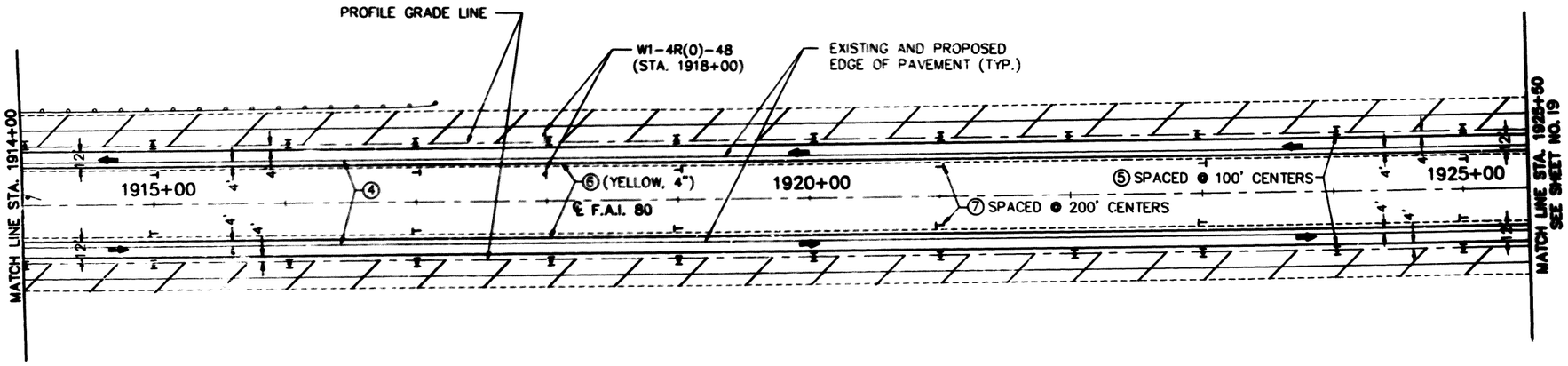
DATE 12-10-92 CHECKED BY SNS

BOONE FALLEY REPRO 34191

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	•	WILL	157	18
STA. 1899+14 TO STA. 1925+50				
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

• 99-1(RS-3, BR & HB-2-R)





STAGE 2 LEGEND AND NOTES

LEGEND

① DRUM WITH STEADY BURNING LIGHT
② PAVEMENT MARKING TAPE, TYPE III-(4 INCH), YELLOW
③ PAVEMENT MARKING TAPE, TYPE III-(4 INCH), WHITE
④ PAVEMENT MARKING REMOVAL (LINE)
⑤ ⧗ BARRICADE OR DRUM WITH STEADY BURNING LIGHT
⑥ TEMPORARY PAVEMENT MARKING, PAINT
⑦ VERTICAL PANELS
▨ WORK ZONE
⬅ DIRECTION OF TRAFFIC

NOTE:

ITEMS ② AND ③ SHALL BE PLACED AT THE FOLLOWING LOCATIONS:

A) ROADWAY TAPERS
B) TANGENT AREAS PRECEDING CONSTRUCTION ZONES
C) AREAS WHERE THE THRU LANE OF F.A.I. 80 IS LESS THAN 12 FEET WIDE
D) ON EXISTING SURFACES THAT REMAIN IN PLACE, AND ON THE NEW FINAL SURFACE ONLY.

ITEMS ⑥ SHALL BE USED AT ALL OTHER LOCATIONS REQUIRING TEMPORARY PAVEMENT MARKING.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

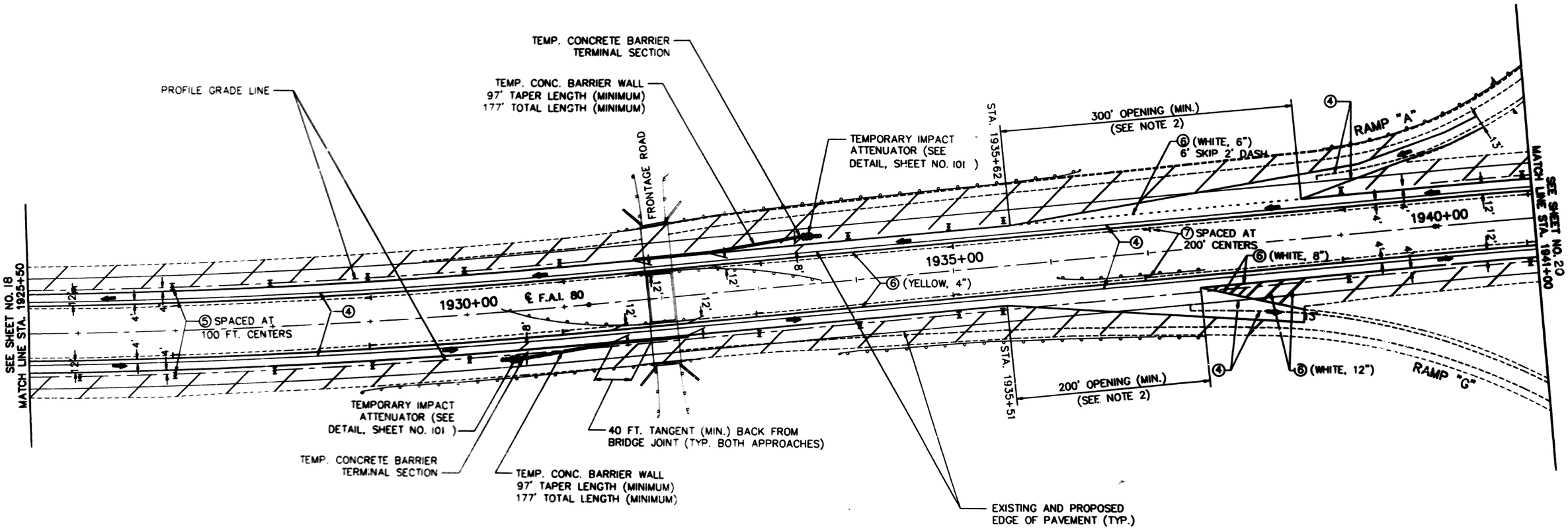
STAGE 2
F.A.I. 80 TRAFFIC CONTROL
STA. 1899+14 TO STA. 1925+50

SCALE 1" = 50' DRAWN BY SBM
DATE 30 DECEMBER 1992 CHECKED BY SNS/GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	WILL	157	19
STA. 1925+50 TO STA. 1941+00				
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

* 99-1(RS-3, BR & HB-2-R)

N



NOTES:

I. LEGEND IS ON SHEET NO. 18.
II. SEE IDOT STANDARD 2419 FOR RAMP SIGNING AND BARRICADE PLACEMENT IN ADDITION TO THE TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET.
III. MAINTAIN A MINIMUM RAMP WIDTH OF 13 FEET AT ALL TIMES PER DETAILS A & B, SHEET NO. 16.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

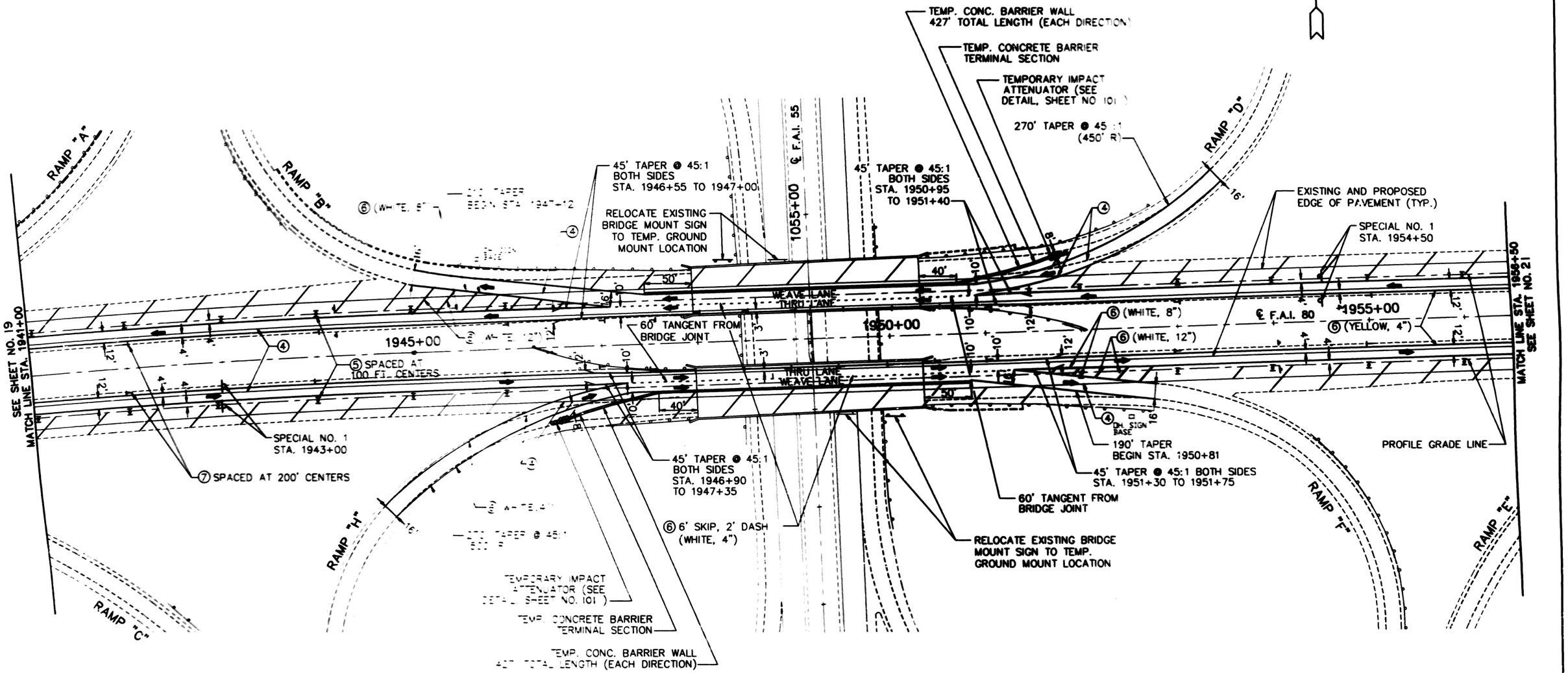
STAGE 2
F.A.I. 80 TRAFFIC CONTROL
STA. 1925+50 TO STA. 1941+00

SCALE 1" = 50' DRAWN BY SBM
DATE 30 DECEMBER 1992 CHECKED BY SNS/GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	•	WILL	157	20
STA. 1941+00 TO STA. 1956+50				
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

• 99-1(RS-3, BR & HB-2-R)

N



NOTES:

I. LEGEND IS ON SHEET NO. 18.
II. SEE IDOT STANDARD 2419 FOR RAMP SIGNING AND BARRICADE PLACEMENT FOR RAMPS IN ADDITION TO THE TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET.
III. ITEM ⑦ SHALL BE PLACED AT 50' CENTERS ON THE BRIDGE.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

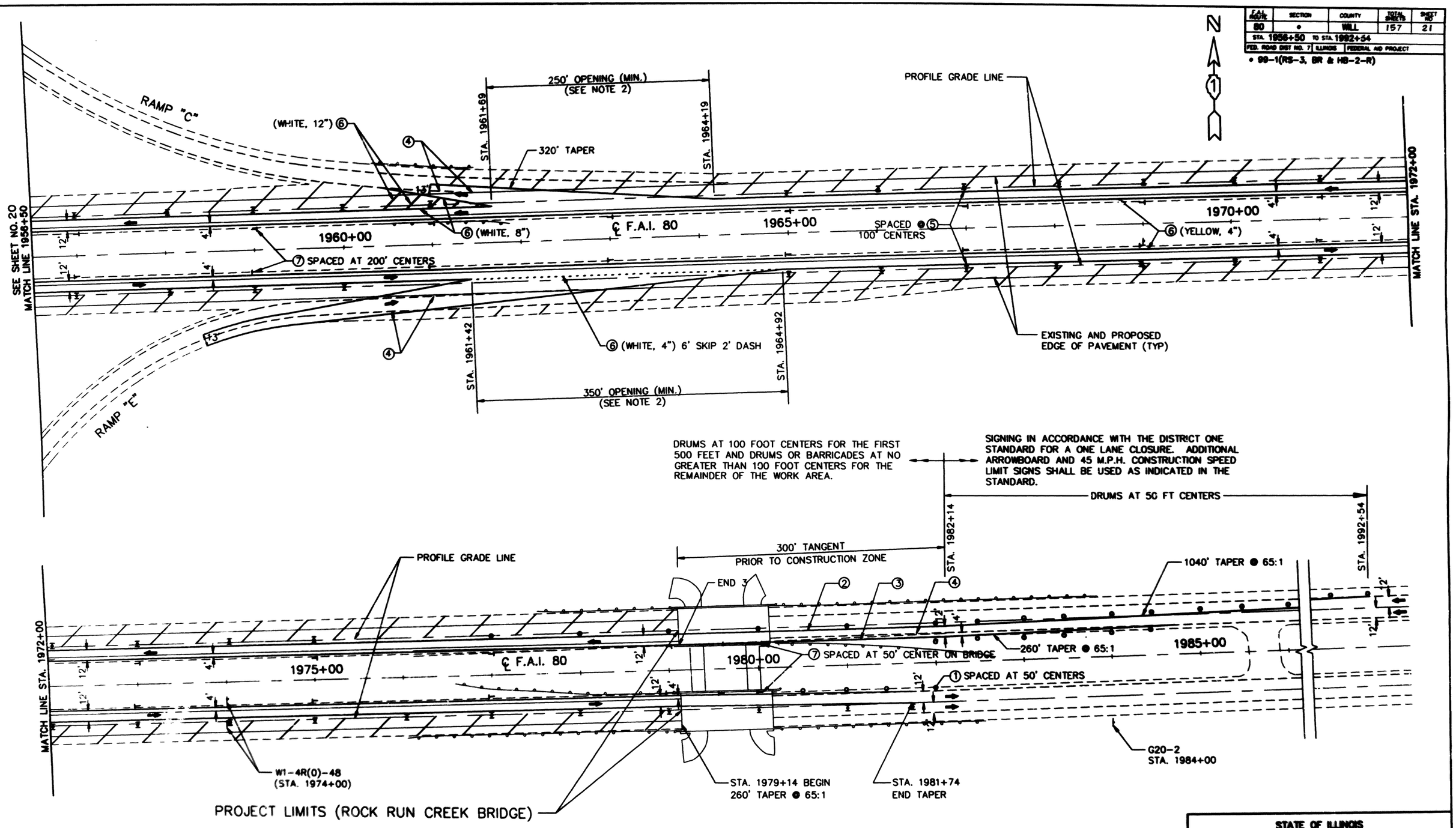
STAGE 2
F.A.I. 80 TRAFFIC CONTROL
STA. 1941+00 TO STA. 1956+50

SCALE 1" = 50' DRAWN BY SBM

DATE 30 DECEMBER 1992 CHECKED BY SNS/GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	•	WILL	157	21
STA. 1956+50 TO STA. 1992+54				
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

• 99-1(RS-3, BR & HB-2-R)



NOTE:
I. SEE SHEET NO. 18 FOR LEGEND.
II. SEE IDOT STANDARD 2419 FOR RAMP SIGNING AND BARRICADE PLACEMENT IN ADDITION TO THE TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET.
III. MAINTAIN A MINIMUM 13' RAMP WIDTH AT ALL TIMES AS PER DETAILS A & B, SHEET NO. 16.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

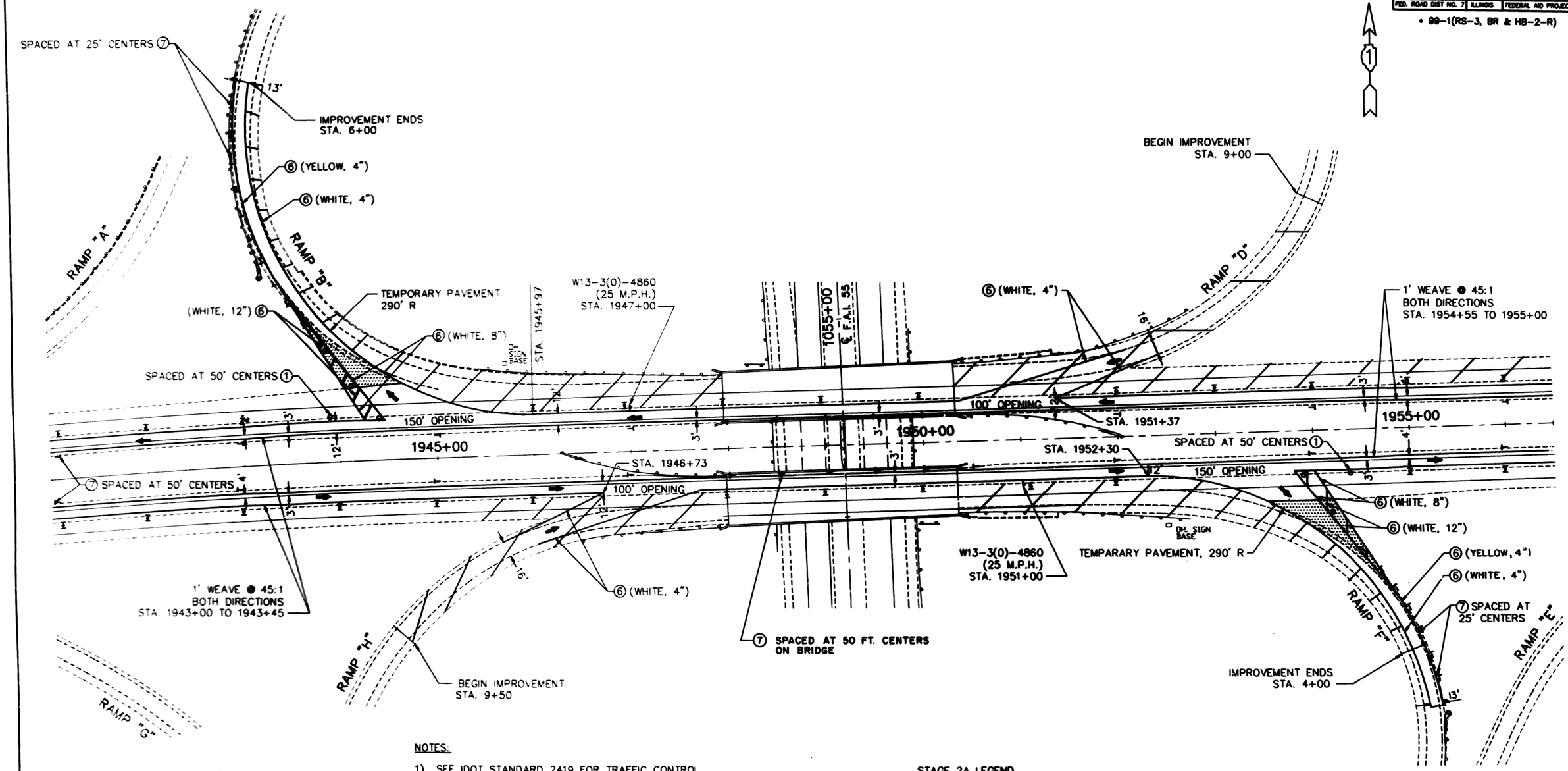
STAGE 2
F.A.I. 80 TRAFFIC CONTROL
STA. 1956+50 TO STA. 1992+54

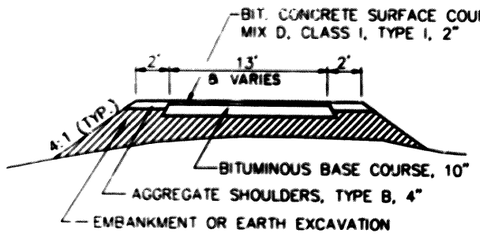
SCALE 1" = 50' DRAWN BY SBM

DATE 2 JANUARY 93 CHECKED BY SNS/GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	WILL	157	22
STA. 1941+00 TO STA. 1956+50				
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

* 99-1(RS-3, BR & HB-2-R)





TYPICAL SECTION (TEMPORARY PAVEMENT)

NOTES:

1) SEE IDOT STANDARD 2419 FOR TRAFFIC CONTROL REQUIREMENTS FOR SIGNING AND BARRICADE PLACEMENT IN ADDITION TO THE TRAFFIC CONTROL ITEMS SHOWN FOR ALL LOOP RAMPS ON THIS SHEET.
2) DETOUR SIGNING FOR THIS WORK SHALL BE PER SHEET NO. 23.
3) ITEMS ② AND ③ SHALL BE PLACED AT THE FOLLOWING LOCATIONS
   A) ROADWAY TAPERS
   B) TANGENT AREAS PRECEDING CONSTRUCTION ZONES
   C) AREAS WHERE THE THRU LANE OF F.A.I. 80 IS LESS THAN 12 FEET WIDE
   D) ON EXISTING SURFACES THAT REMAIN IN PLACE, AND ON THE NEW FINAL SURFACE.
4) ITEM ⑥ SHALL BE USED AT ALL OTHER LOCATIONS REQUIRING TEMPORARY PAVEMENT MARKING, NOT INCLUDED IN NOTE 3.
5) SUPERELEVATION AND GRADES OF THE TEMPORARY PAVEMENT AREAS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
6) MAINTAIN A MINIMUM RAMP WIDTH OF 13 FEET AT ALL TIMES PER DETAIL A & B, SHEET NO. 16.

STAGE 2A LEGEND

① DRUM WITH STEADY BURNING LIGHT
② PAVEMENT MARKING TAPE, TYPE III-(4 INCH), YELLOW
③ PAVEMENT MARKING TAPE, TYPE III-(4 INCH), WHITE
④ PAVEMENT MARKING REMOVAL (LINE)
⑤ BARRICADE OR DRUM WITH STEADY BURNING LIGHT
⑥ TEMPORARY PAVEMENT MARKING, PAINT
⑦ VERTICAL PANELS
▨ WORK ZONE
➡ DIRECTION OF TRAFFIC

REVISIONS			
NO.	DATE	DESCRIPTION	BY

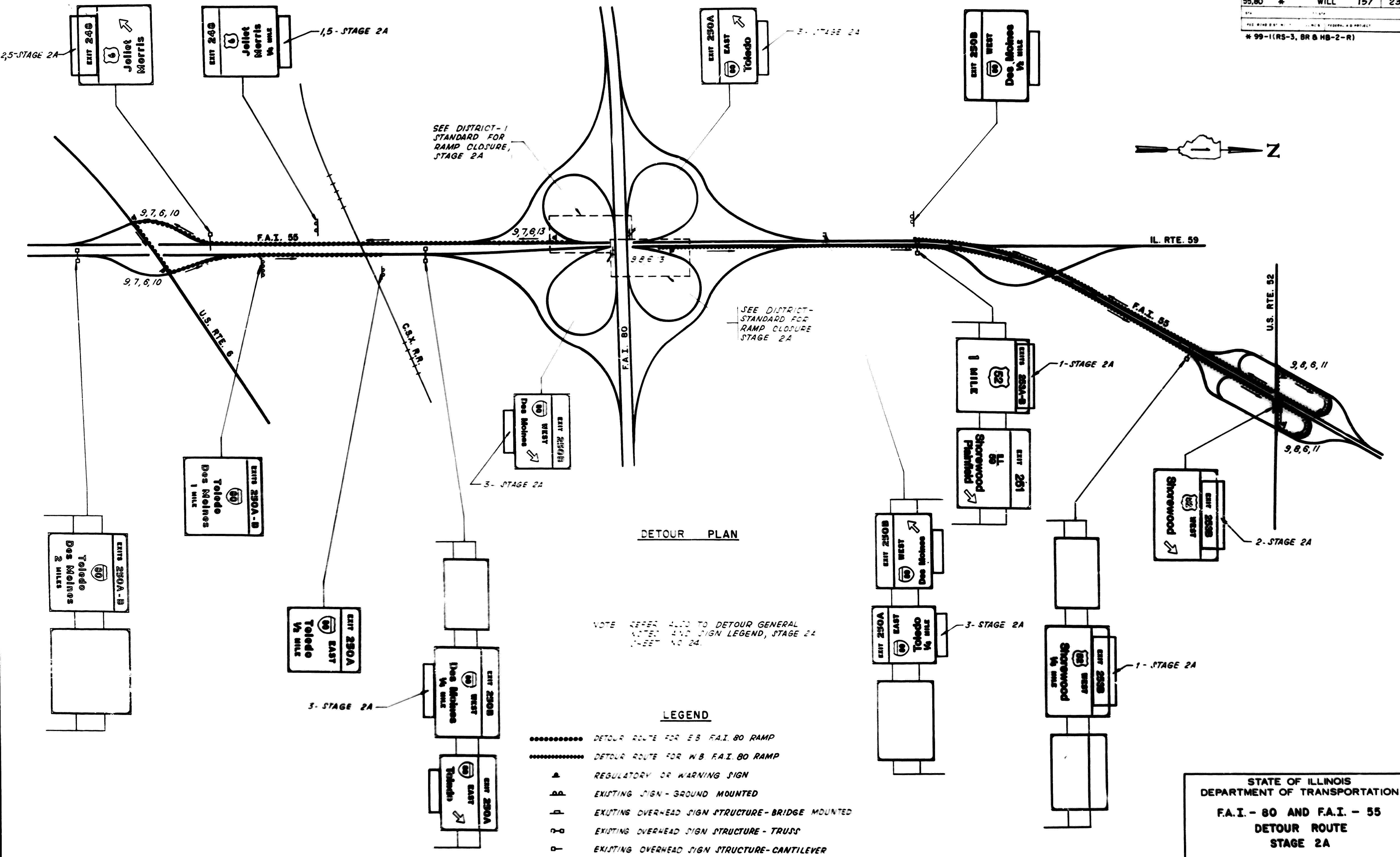
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2A
F.A.I. 80 TRAFFIC CONTROL
STA. 1941+00 TO STA. 1956+50

SCALE 1" = 50' DRAWN BY SBM
DATE 4 JANUARY 93 CHECKED BY SNS/GWH

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	157	23

* 99-1(RS-3, BR & HB-2-R)



EXIT 248
Joliet
Morris
2,5-STAGE 2A
EXIT 248
Joliet
Morris
½ MILE
1,5-STAGE 2A
EXIT 250A
EAST
Toledo
3-STAGE 2A
EXIT 250B
WEST
Des Moines
½ MILE
SEE DISTRICT-1
STANDARD FOR
RAMP CLOSURE,
STAGE 2A
Z
F.A.I. 55
9,7,6,10
9,7,6,13
9,8,6,3
IL. RTE. 59
U.S. RTE. 6
C.S.X. R.R.
F.A.I. 80
SEE DISTRICT-1
STANDARD FOR
RAMP CLOSURE
STAGE 2A
U.S. RTE. 52
9,8,6,11
EXITS 253A-B
1 MILE
1-STAGE 2A
EXIT 251
Shorewood
Plainfield
EXIT 250B
WEST
Des Moines
3-STAGE 2A
EXITS 250A-B
Toledo
Des Moines
1 MILE
EXITS 250A-B
Toledo
Des Moines
2 MILES
EXIT 250A
EAST
Toledo
½ MILE
EXIT 250B
WEST
Des Moines
½ MILE
3-STAGE 2A
EXIT 250A
EAST
Toledo
EXIT 250B
WEST
Des Moines
EXIT 250A
EAST
Toledo
½ MILE
3-STAGE 2A
EXIT 253B
WEST
Shorewood
2-STAGE 2A
EXIT 253B
WEST
Shorewood
½ MILE
1-STAGE 2A
DETOUR PLAN
NOTE: REFER ALSO TO DETOUR GENERAL NOTES AND SIGN LEGEND, STAGE 2A SHEET NO. 24.
LEGEND
DETOUR ROUTE FOR E.B. F.A.I. 80 RAMP
DETOUR ROUTE FOR W.B. F.A.I. 80 RAMP
REGULATORY OR WARNING SIGN
EXISTING SIGN - GROUND MOUNTED
EXISTING OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED
EXISTING OVERHEAD SIGN STRUCTURE - TRUSS
EXISTING OVERHEAD SIGN STRUCTURE - CANTILEVER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. - 80 AND F.A.I. - 55
DETOUR ROUTE
STAGE 2A

SCALE: NOT TO SCALE | DRAWN BY: GET
DATE: 12-10-92 | CHECKED BY: SNS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	•	WILL	157	24
STA.		TO STA.		
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

• 99-1(RS-3, BR & HB-2-R)

DETOUR GENERAL NOTES

1. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S (IDOT) "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION "ADOPTED JULY 1, 1988, "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS" ADOPTED APRIL 1, 1989, THE DETAILS IN THESE PLANS, AND THE LATEST EDITION OF "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" INCLUDING THE IDOT SUPPLEMENT.

2. THE DURATION OF THIS DETOUR SHALL NOT EXCEED 14 CONSECUTIVE CALENDAR DAYS. THE CONTRACTOR SHALL PROCEED WITH THE WORK IN AN EXPEDIENT MANNER TO REDUCE THE LENGTH OF TIME THAT THE DETOUR NEEDS TO BE IN EFFECT.

3. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE ENGINEER SHALL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.

4. IF DEEMED NECESSARY BY THE ENGINEER A MEETING WITH THE CONTRACTOR SHALL BE HELD AT LEAST TWO WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT.

5. THE CONTRACTOR SHALL SUPPLY TO THE ENGINEER THE NAMES AND A 24 HOUR TELEPHONE NUMBER OF HIS REPRESENTATIVES ON THE CONSTRUCTION SITE AND HIS REPRESENTATIVE RESPONSIBLE FOR THE DETOUR SIGNING PRIOR TO THE START OF THE WORK.

6. IF REQUESTED BY THE CONTRACTOR IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT THE ENGINEER WILL FIELD LOCATE THE POSITIONS OF ANY SIGNS.

7. LONGITUDINAL DIMENSIONS SHOWN IN THESE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

8. THE RAMPS SHALL NOT BE CLOSED UNTIL ALL SIGNING IS ERECTED IN ACCORDANCE WITH THE DETOUR PLANS AND INSPECTED AND APPROVED BY THE ENGINEER.

9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSURING THAT ALL BARRICADES, SIGNS, LIGHTS, AND OTHER DEVICES INSTALLED BY HIM ARE IN PLACE AND OPERATING 24 HOURS EACH DAY INCLUDING SUNDAYS AND HOLIDAYS DURING THE TIME DETOUR IS IN EFFECT.

10. THE CONTRACTOR SHALL MAKE ALL CHANGES IN SIGNING THAT ARE DEEMED NECESSARY BY THE ENGINEER.

11. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR, IN A MANNER APPROVED BY THE ENGINEER.

12. ALL DETOUR SIGNING SHALL BE POST MOUNTED.

13. ALL DETOUR SIGNING EXCEPT REGULATORY SIGNS SHALL HAVE BLACK LEGENDS ON ORANGE HIGH INTENSITY BACKGROUNDS AND STANDARD BLACK BORDERS. ALL DETOUR SIGNING SHALL BE NEW OR LIKE CONDITION. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE CONDITION OF THE SIGNS.

14. THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

15. AS A MINIMUM, ALL AMBER FLASHING LIGHTS THAT ARE REQUIRED FOR THIS DETOUR SHALL MEET THE REQUIREMENTS FOR TYPE A-LOW INTENSITY FLASHING LIGHTS IN ARTICLE [illegible] OF THE STANDARD SPECIFICATIONS. ALL LIGHTS SHALL OPERATE DURING THE HOURS OF DARKNESS. ONLY LIGHTS THAT HAVE BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE USED.

16. THE MINIMUM DIMENSIONS OF THE ORANGE WARNING FLAGS SHOWN IN THESE PLANS ARE 18 INCHES BY 18 INCHES.

17. THE TYPE III BARRICADES USED AT THE POINT OF CLOSURE TO THRU TRAFFIC SHALL NOT EXCEED EIGHT (8) FEET IN WIDTH FOR A SINGLE APPROACH LANE. ALL BARRICADES SHALL HAVE REFLECTORIZED STRIPING ON BOTH SIDES OF THE BARRICADES.

18. THE "RAMP CLOSED" SIGN SHALL BE MOUNTED ABOVE THE TOP OF THE BARRICADE. ALL TYPE III BARRICADES SHALL HAVE TWO (2) AMBER TYPE A-LOW INTENSITY FLASHING LIGHTS SPACED NEAR THE CENTERLINE OF THE SUPPORTS.

19. DURING NON-WORKING HOURS AT THE POINT OF ROAD CLOSURE TO ALL TRAFFIC THE CONTRACTOR SHALL PROVIDE A MEANS TO RESTRAIN THE BARRICADES FROM EASY MOVEMENT BY [illegible]. THE CHOSEN METHOD SHALL BE APPROVED BY THE ENGINEER.

20. CONSTRUCTION EQUIPMENT SHALL NOT BE PARKED IMMEDIATELY BEHIND THE TYPE III BARRICADES DURING NON-WORKING HOURS. IN ANY EVENT ARTICLE 107.14 OF THE STANDARD SPECIFICATIONS SHALL APPLY.

21. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL DETOUR AND CONSTRUCTION SIGNING, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.

22. THE FOLLOWING ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARDS ARE APPLICABLE FOR THIS WORK:

STANDARD 2296-9
STANDARD 2299-13
DISTRICT 1 STANDARD FOR ENTRANCE AND EXIT RAMP CLOSURE DETAILS

23. THE ENGINEER SHALL BE NOTIFIED AT LEAST TWO (2) HOURS BEFORE THE ROAD IS TO BE OPENED TO TRAFFIC. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.

24. THE PENALTY FOR EXCEEDING THE TIME LIMIT, AS STATED IN DETOUR GENERAL NOTE TWO OF THESE PLANS, SHALL EQUAL THE CHARGE FOR TRAFFIC CONTROL DEFICIENCY OF $ 1000 PER DAY, FOR EVERY CALENDAR DAY THE DETOUR AND ROAD CLOSURE EXCEEDS THE TIME LIMIT SET IN DETOUR GENERAL NOTE TWO. THIS PENALTY CAN BE ASSESSED IN ADDITION TO THE PENALTY SPECIFIED IN THE SPECIAL PROVISION FOR TRAFFIC CONTROL AND PROTECTION AND BOTH PENALTIES CAN BE CHARGED CONCURRENTLY.

SIGN LEGEND

SIGN NO.	SIGN TYPE
1••	M1-1-2424; TO (80) WEST ↑; 12' × 2'; 10"
2••	M1-1-2424; TO (80) WEST ↗; 12' × 2'; 10"
3	RAMP CLOSED; 10' × 2'; 12"
4	ROAD WORK AHEAD; 14' × 2'; 12"

SIGN NO.	SIGN TYPE
5•	EAST; 4' × 1'; 10"
6	80; M1-1-3636
7	EAST; M3-2(0)-3015
8	WEST; M3-4(0)-3015

SIGN NO.	SIGN TYPE
9	TO; M4-5(0)-3015
10	←; M6-1L(0)-3018
11	→; M6-1R(0)-3018
12	↗; M6-2R(0)-3018
13	↑; M6-3(0)-3018

NOTES

• THIS SIGN SHALL BE OVERLAID ON SIGN NO. 1 AND 2 AS NECESSARY FOR THE RAMP 'H' (SOUTH TO EAST) CLOSURE.

•• THESE SIGNS SHALL BE RELOCATED AS NECESSARY FOR THE RAMP 'H' (SOUTH TO EAST) CLOSURE.

•• THESE SIGNS SHALL BE PAID FOR PER SQUARE FOOT AS TEMPORARY INFORMATION SIGNING.

ALL SIGNS NOT MARKED WITH A DOUBLE ASTERISK (**) SHALL BE INCIDENTAL TO THE TRAFFIC CONTROL AND PROTECTION PAY ITEM.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

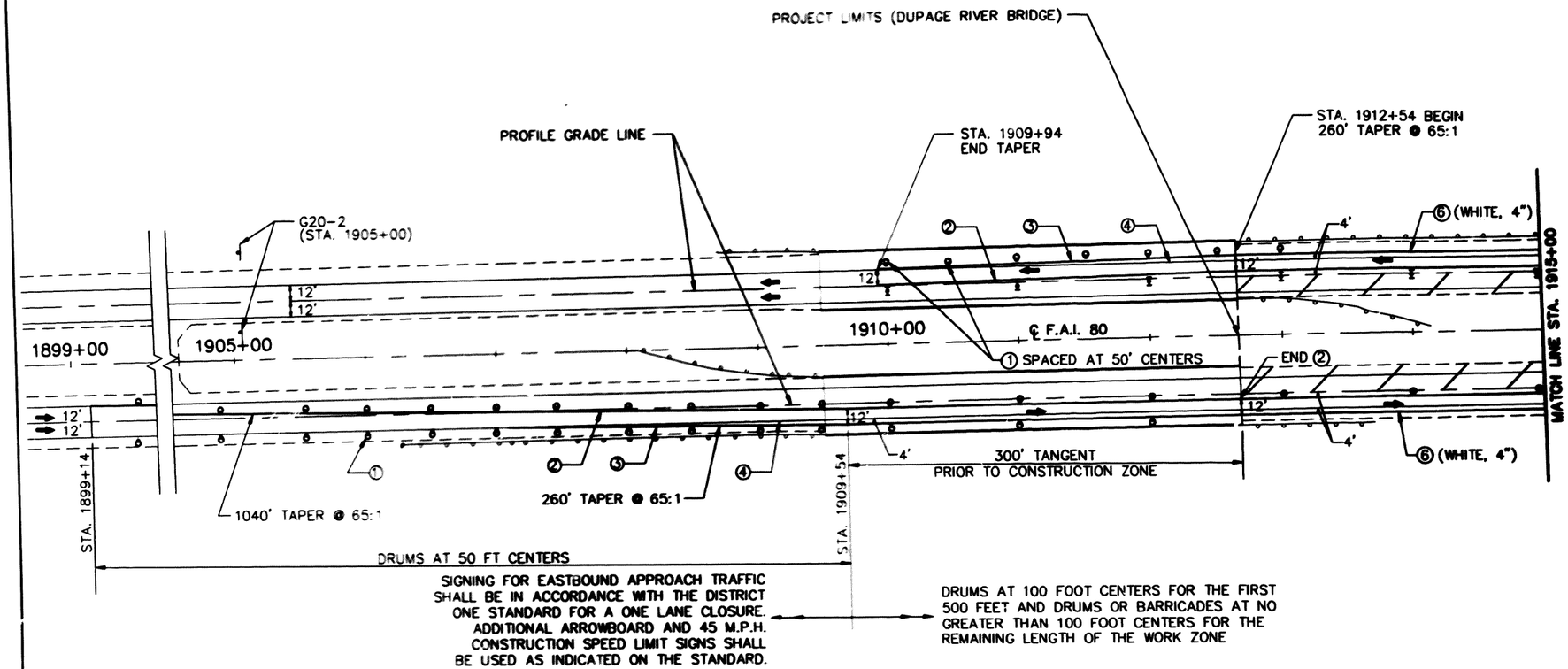
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

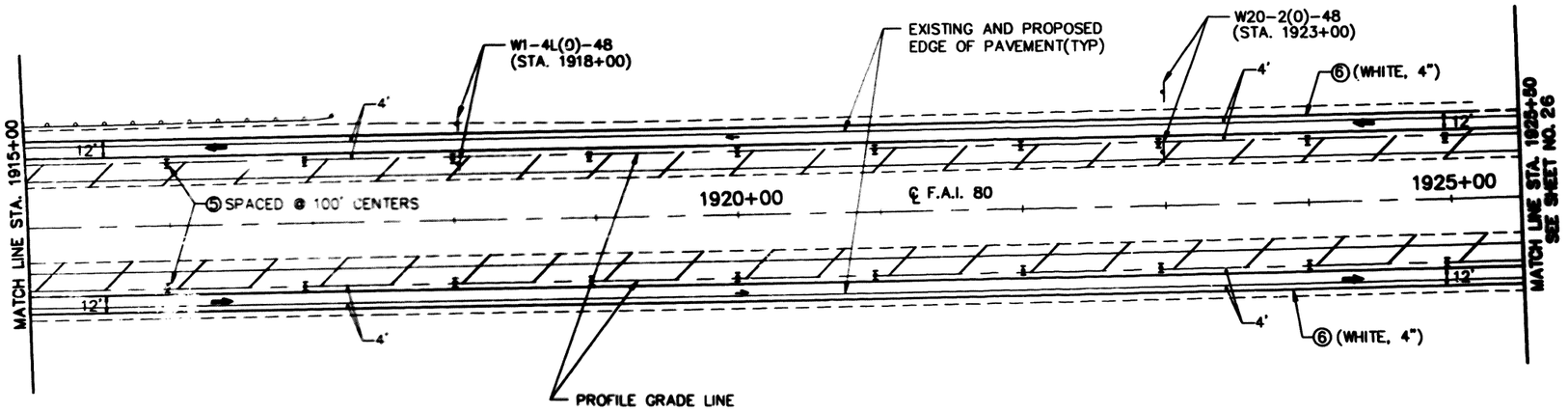
F.A.I. 80 AND F.A.I. 55
DETOUR GENERAL NOTES
AND SIGN LEGEND
STAGE 2A

SCALE N.T.S. DRAWN BY SBM
DATE 4 JANUARY 93 CHECKED BY SNS/GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
80	•	WILL	157	25
STA. 1899+14 TO STA. 1925+50				
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

• 99-1(RS-3, BR & HB-2-R)





STAGE 3 LEGEND AND NOTES

LEGEND

① DRUM WITH STEADY BURNING LIGHT
② PAVEMENT MARKING TAPE, TYPE III–(4 INCH), YELLOW
③ PAVEMENT MARKING TAPE, TYPE III–(4 INCH), WHITE
④ PAVEMENT MARKING REMOVAL (LINE)
⑤ I BARRICADE OR DRUM WITH STEADY BURNING LIGHT
⑥ TEMPORARY PAVEMENT MARKING, PAINT
⑦ VERTICAL PANELS
▨ WORK ZONE
← DIRECTION OF TRAFFIC

NOTE:

ITEMS ② AND ③ SHALL BE PLACED AT THE FOLLOWING LOCATIONS:

A) ROADWAY TAPERS
B) TANGENT AREAS PRECEDING CONSTRUCTION ZONES
C) AREAS WHERE THE THRU LANE OF F.A.I. 80 IS LESS THAN 12 FEET WIDE
D) ON EXISTING SURFACES THAT REMAIN IN PLACE, AND ON THE NEW FINAL SURFACE ONLY.

ITEMS ⑥ SHALL BE USED AT ALL OTHER LOCATIONS REQUIRING TEMPORARY PAVEMENT MARKING.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

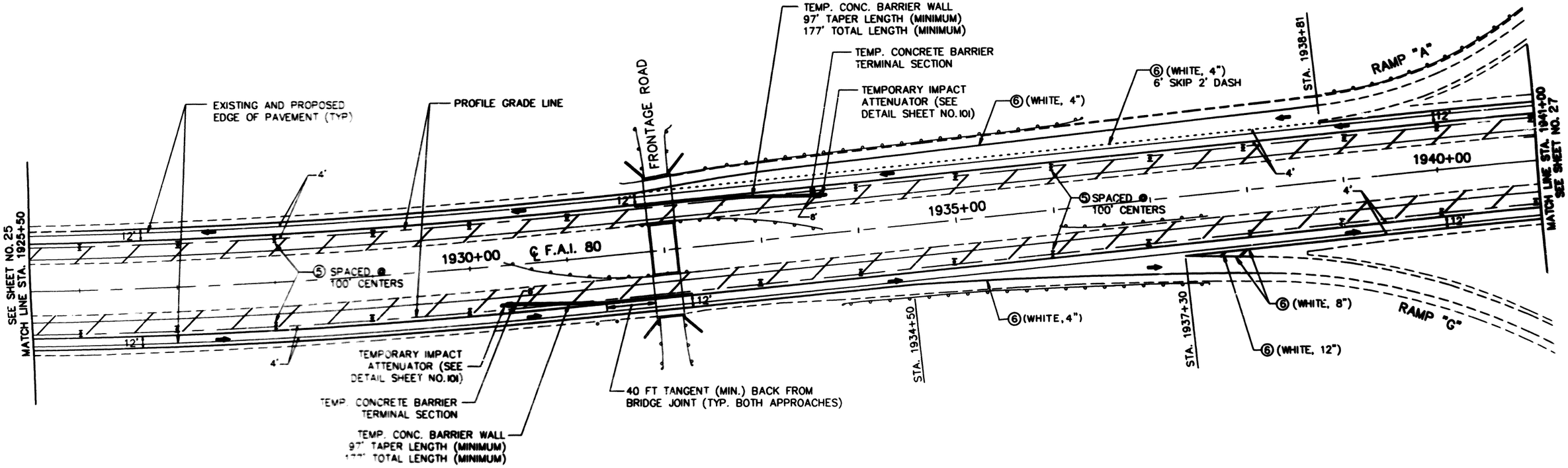
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 3
F.A.I. 80 TRAFFIC CONTROL
STA. 1899+14 TO STA. 1925+50

SCALE 1" = 50' DRAWN BY SBM
DATE 2 JANUARY 93 CHECKED BY SNS\GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
80	*	WILL	157	26
STA. 1925+50 TO STA. 1941+00				
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

* 99-1(RS-3, BR & HB-2-R)



NOTE:
I. SEE SHEET NO. 25 FOR LEGEND.
II. SEE IDOT STANDARD 2419 FOR RAMP SIGNING AND BARRICADE PLACEMENT IN ADDITION TO THE TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 3
F.A.I. 80 TRAFFIC CONTROL
STA. 1925+50 TO STA. 1941+00

SCALE 1" = 50' DRAWN BY SBM
DATE 2 JANUARY 93 CHECKED BY SNS/GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
80	•	WILL	157	27
STA. 1941+00 TO STA. 1956+50				
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

• 99-1(RS-3, BR & HB-2-R)

N

(WHITE, 8") ⑥
(WHITE, 12") ⑥
REMOVE TEMPORARY GROUND MOUNTED SIGN AFTER NEW BRIDGE MOUNTED SIGN IS ERECTED
TEMPORARY IMPACT ATTENUATOR (SEE DETAIL SHEET NO.101)
TEMP. CONCRETE BARRIER TERMINAL SECTION
90' TANGENT FROM BRIDGE JOINT
150' TAPER @ 25:1 (400' R)
⑥ (WHITE, 4")
EXISTING AND PROPOSED EDGE OF PAVEMENT (TYP)
SPECIAL NO. I STA. 1954+50
180' TAPER @ 45:1 STA. 1945+55 TO STA. 1947+35
⑥ (WHITE, 4") 6' SKIP 2' DASH
③
RAMP "B"
RAMP "D"
1055+00
DM. SIGN BASE
50'
16'
12'
10'
WEAVE LANE
THRU LANE
⑥ (YELLOW, 4")
⑥ (WHITE, 4")
4'
12'
1950+00
180' TAPER @ 45:1 STA. 1951+30 TO STA. 1953+10
180' TAPER @ 45:1 STA. 1950+62 TO STA. 1952+62
1955+00
⑤ SPACED @ 100' CENTERS
SEE SHEET NO. 26 MATCH LINE STA. 1941+00
MATCH LINE STA. 1956+50 SEE SHEET NO. 28
℄ F.A.I. 80
1945+00
180' TAPER @ 45:1 STA. 1945+37 TO STA. 1947+17
8'
THRU LANE
WEAVE LANE
80' TANGENT FROM BRIDGE JOINT
TEMP. CONC. BARRIER WALL 97' TAPER LENGTH (MINIMUN) 427' TOTAL LENGTH (EACH DIRECTION)
℄ F.A.I. 55
REMOVE TEMPORARY GROUND MOUNTED SIGN AFTER NEW BRIDGE MOUNTED SIGN IS ERECTED
⑥ (WHITE, 4") 6' SKIP 2' DASH
⑥ (WHITE, 8")
⑥ (WHITE, 12")
(YELLOW, 4") ⑥
(WHITE, 4") ⑥
SPECIAL NO. I STA. 1943+00
PROFILE GRADE LINE
RAMP "H"
16'
⑥ (WHITE, 4")
270' TAPER @ 45:1 (350' R)
TEMP. CONCRETE BARRIER TERMINAL SECTION
TEMPORARY IMPACT ATTENUATOR (SEE DETAIL SHEET NO.101)
⑦ SPACED AT 50' CENTERS
RAMP "F"

NOTE:
I. SEE SHEET NO. 25 FOR LEGEND.
II. SEE IDOT STANDARD 2419 FOR RAMP SIGNING AND BARRICADE PLACEMENT IN ADDITION TO THE TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

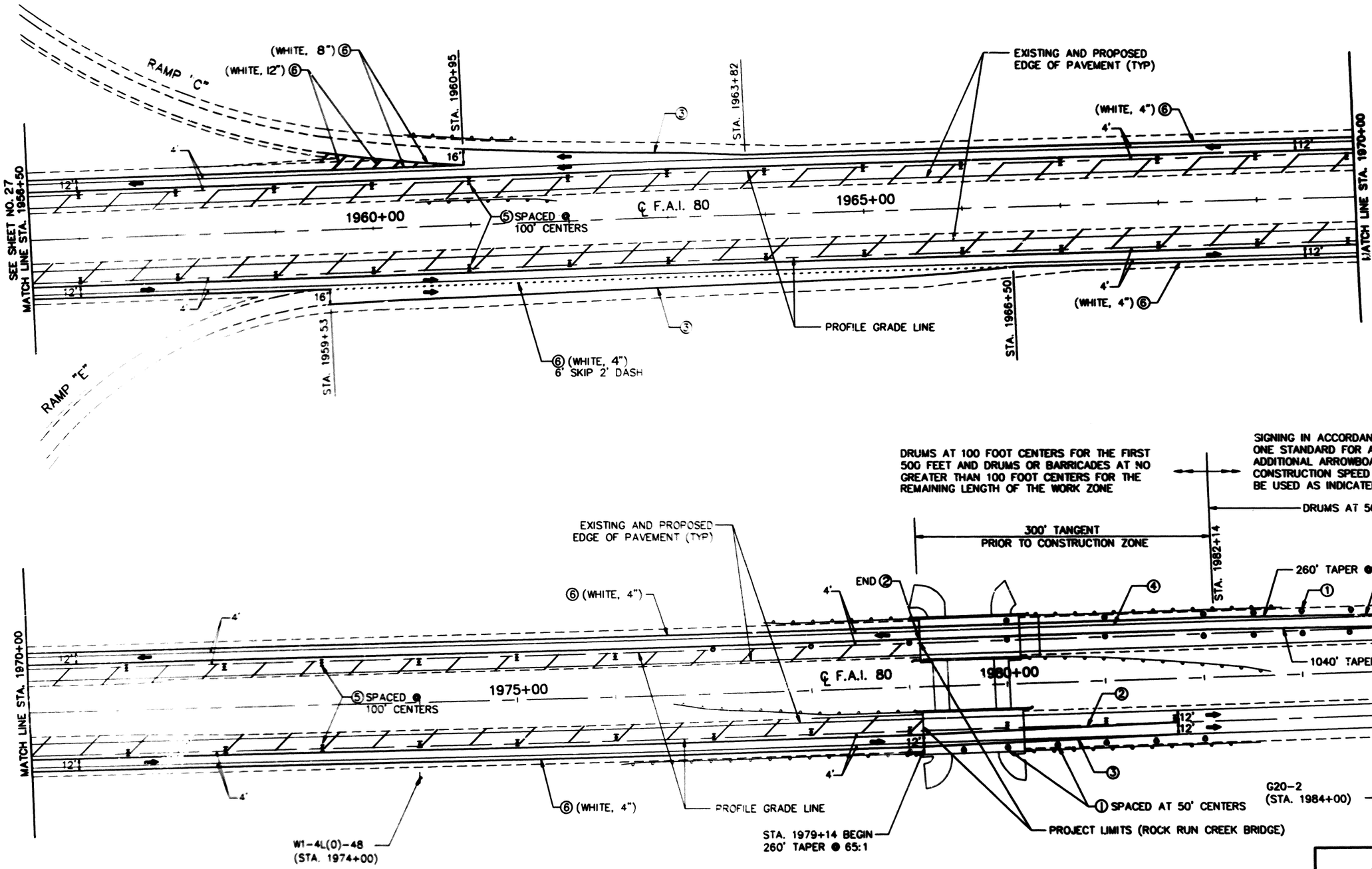
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 3
F.A.I. 80 TRAFFIC CONTROL
STA. 1941+00 TO STA. 1956+50

SCALE 1" = 50' DRAWN BY SBM
DATE 3 JANUARY 93 CHECKED BY SNS/GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	•	WILL	157	26
STA. 1956+50 TO STA. 1992+54				
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

• 99-1(RS-3, BR & HB-2-R)



NOTE:
1. SEE SHEET NO. 25 FOR LEGEND.
2. SEE IDOT STANDARD 2419 FOR RAMP SIGNING AND BARRICADE PLACEMENT IN ADDITION TO THE TRAFFIC CONTROL ITEMS ON THIS SHEET.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

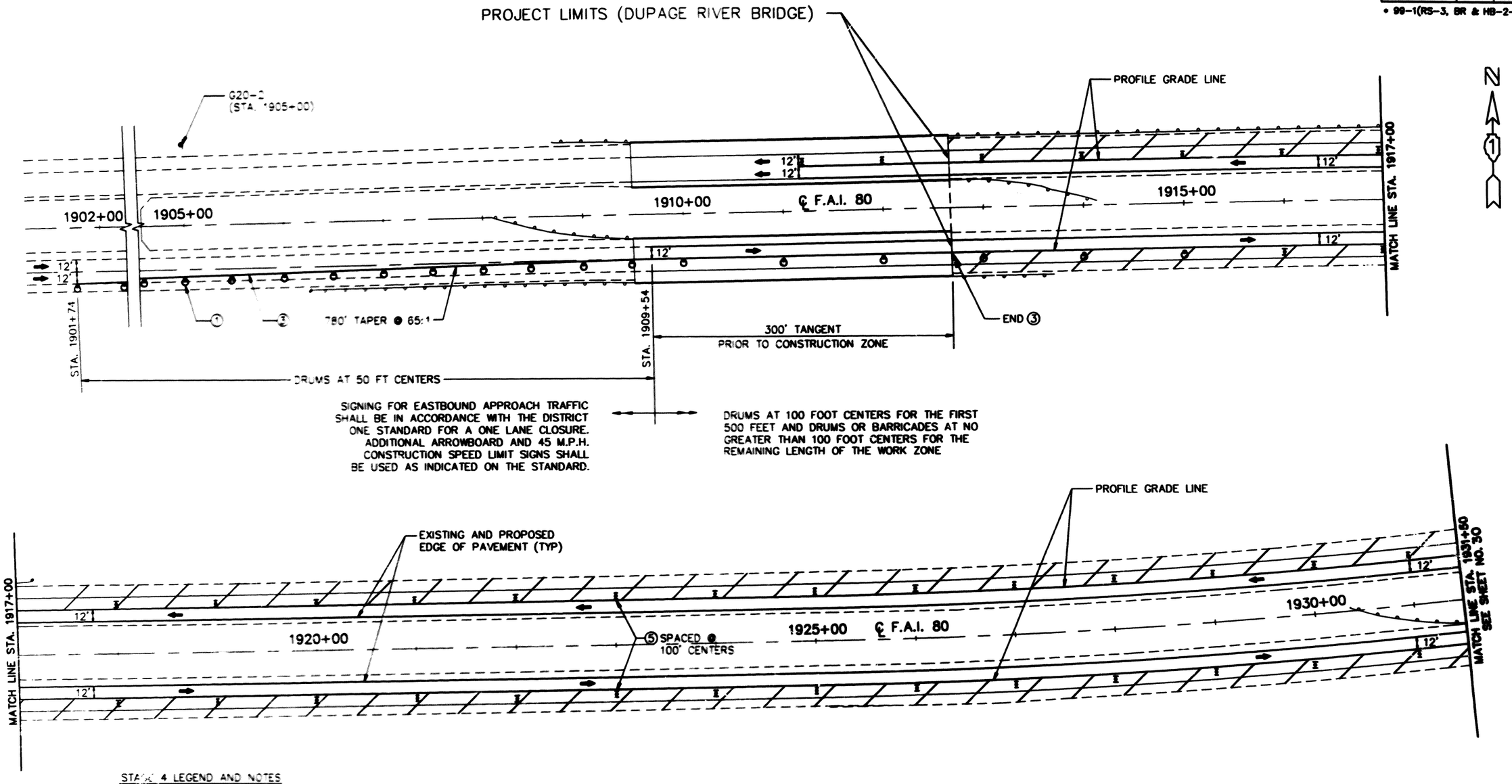
STAGE 3
F.A.I. 80 TRAFFIC CONTROL
STA. 1956+50 TO STA. 1992+54

SCALE 1" = 50' DRAWN BY SBM

DATE 3 JANUARY 93 CHECKED BY SNS/GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	WILL	157	29
STA. 1901+74 TO STA. 1931+50				
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

* 99-1(RS-3, BR & HB-2-R)



STAGE 4 LEGEND AND NOTES

LEGEND

① DRUM WITH STEADY BURNING LIGHT
② PAVEMENT MARKING TAPE, TYPE III-(4 INCH), YELLOW
③ PAVEMENT MARKING TAPE, TYPE III-(4 INCH), WHITE
④ PAVEMENT MARKING REMOVAL (LINE)
⑤ I BARRICADE OR DRUM WITH STEADY BURNING LIGHT
⑥ TEMPORARY PAVEMENT MARKING, PAINT
⑦ VERTICAL PANELS
▨ WORK ZONE
← DIRECTION OF TRAFFIC

NOTE:
ITEMS ② AND ③ SHALL BE PLACED AT THE FOLLOWING LOCATIONS:
A) ROADWAY TAPERS
B) TANGENT AREAS PRECEDING CONSTRUCTION ZONES
C) AREAS WHERE THE THRU LANE OF F.A.I. 80 IS LESS THAN 12 FEET WIDE
D) ON EXISTING SURFACES THAT REMAIN IN PLACE, AND ON THE NEW FINAL SURFACE ONLY.

ITEMS ⑥ SHALL BE USED AT ALL OTHER LOCATIONS REQUIRING TEMPORARY PAVEMENT MARKING.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

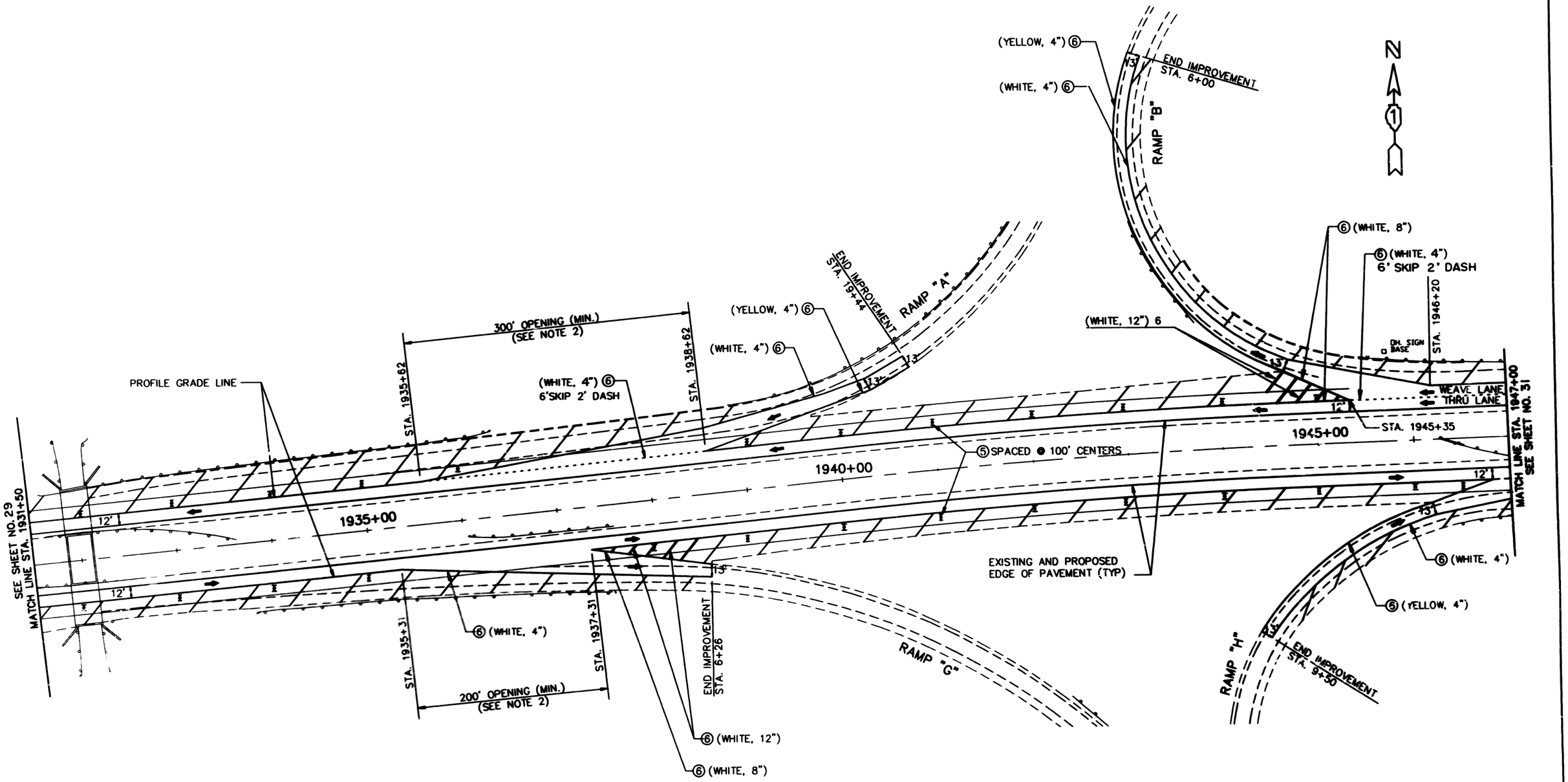
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 4
F.A.I. 80 TRAFFIC CONTROL
STA. 1901+74 TO STA. 1931+50

SCALE 1" = 50'
DRAWN BY SBM
DATE 4 JANUARY 93
CHECKED BY SNS/GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	•	WILL	157	30
STA. 1931+50 TO STA. 1947+00				
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

• 99-1(RS-3, BR & HB-2-R)



NOTE:
I. SEE SHEET NO. 29 FOR LEGEND.
II. SEE IDOT STANDARD 2419 FOR RAMP SIGNING AND BARRICADE PLACEMENT IN ADDITION TO THE TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET.
III. MAINTAIN A MINIMUM RAMP WIDTH OF 13' FEET AT ALL TIMES PER DETAIL A & B, SHEET NO. 16.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

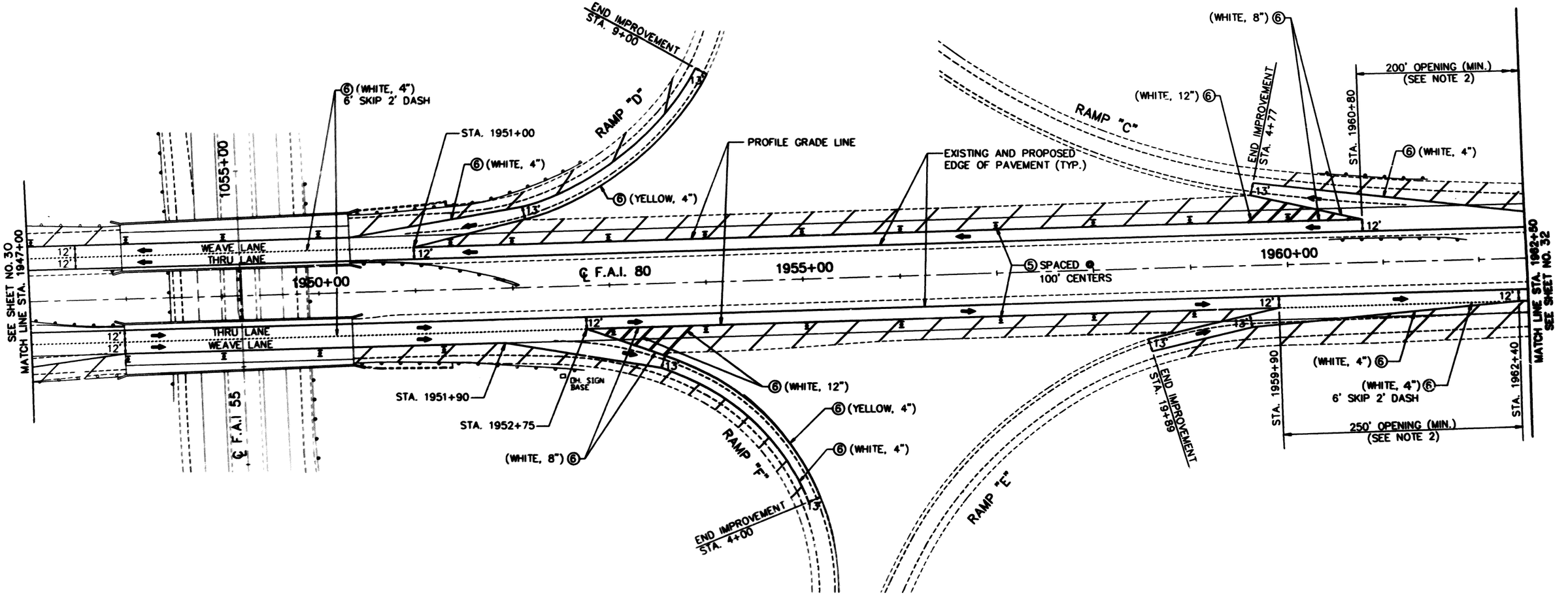
STAGE 4
F.A.I. 80 TRAFFIC CONTROL
STA. 1931+50 TO STA. 1947+00

SCALE 1" = 50' DRAWN BY SBM
DATE 4 JANUARY 93 CHECKED BY SNS/GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	•	WILL	157	31
STA. 1947+00 TO STA. 1962+50				
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

• 99-1(RS-3, BR & HB-2-R)

N



NOTE:
I. SEE SHEET NO. 29 FOR LEGEND.
II. SEE IDOT STANDARD 2419 FOR RAMP SIGNING AND BARRICADE PLACEMENT IN ADDITION TO THE TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET.
III. MAINTAIN A MINIMUM RAMP WIDTH OF 13 FEET AT ALL TIMES PER DETAILS A & B, SHEET NO. 16.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

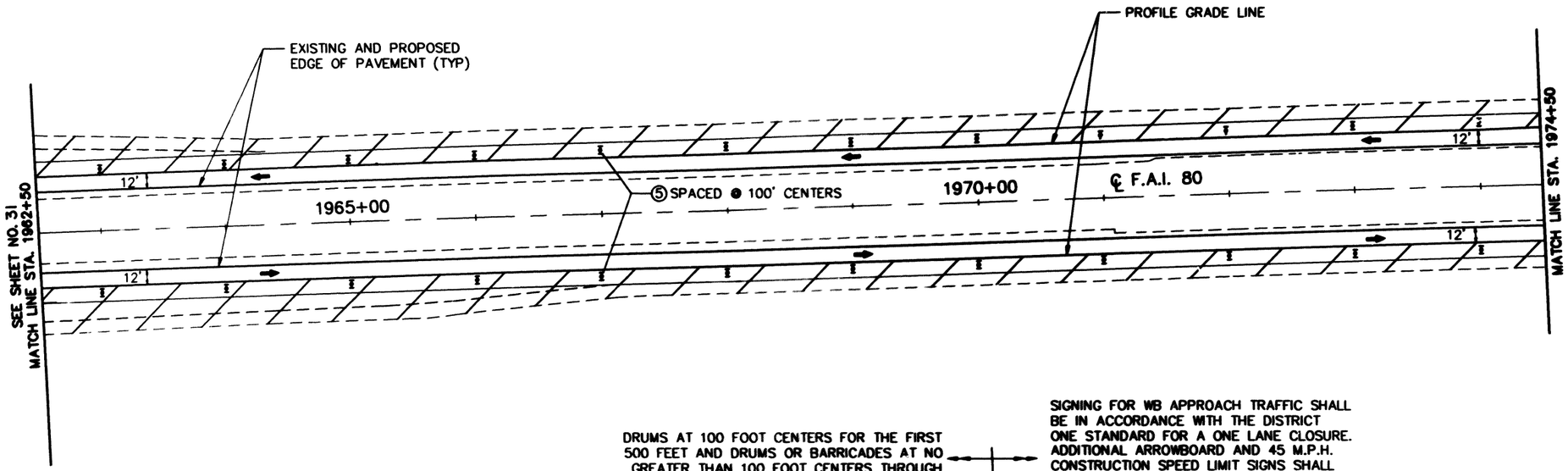
STAGE 4
F.A.I. 80 TRAFFIC CONTROL
STA. 1947+00 TO STA. 1962+50

SCALE 1" = 50' DRAWN BY SBM
DATE 5 JANUARY 93 CHECKED BY SNS/GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
80	•	WILL	157	32
STA. 1962+50 TO STA. 1989+94				
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

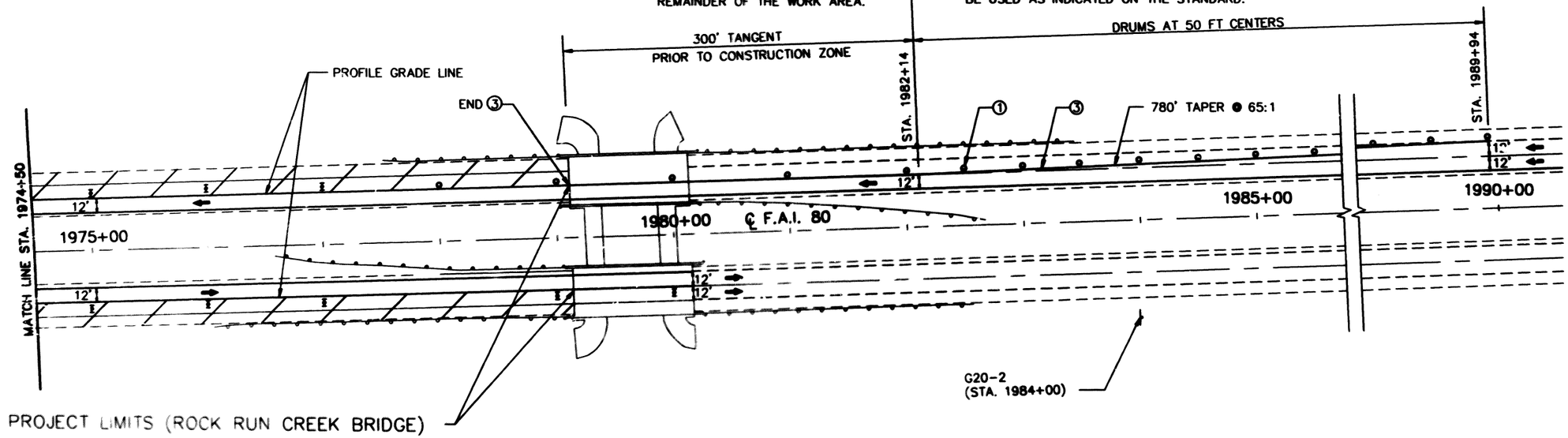
• 99-1(RS-3, BR & HB-2-R)

N



DRUMS AT 100 FOOT CENTERS FOR THE FIRST 500 FEET AND DRUMS OR BARRICADES AT NO GREATER THAN 100 FOOT CENTERS THROUGH REMAINDER OF THE WORK AREA.

SIGNING FOR WB APPROACH TRAFFIC SHALL BE IN ACCORDANCE WITH THE DISTRICT ONE STANDARD FOR A ONE LANE CLOSURE. ADDITIONAL ARROWBOARD AND 45 M.P.H. CONSTRUCTION SPEED LIMIT SIGNS SHALL BE USED AS INDICATED ON THE STANDARD.



PROJECT LIMITS (ROCK RUN CREEK BRIDGE)

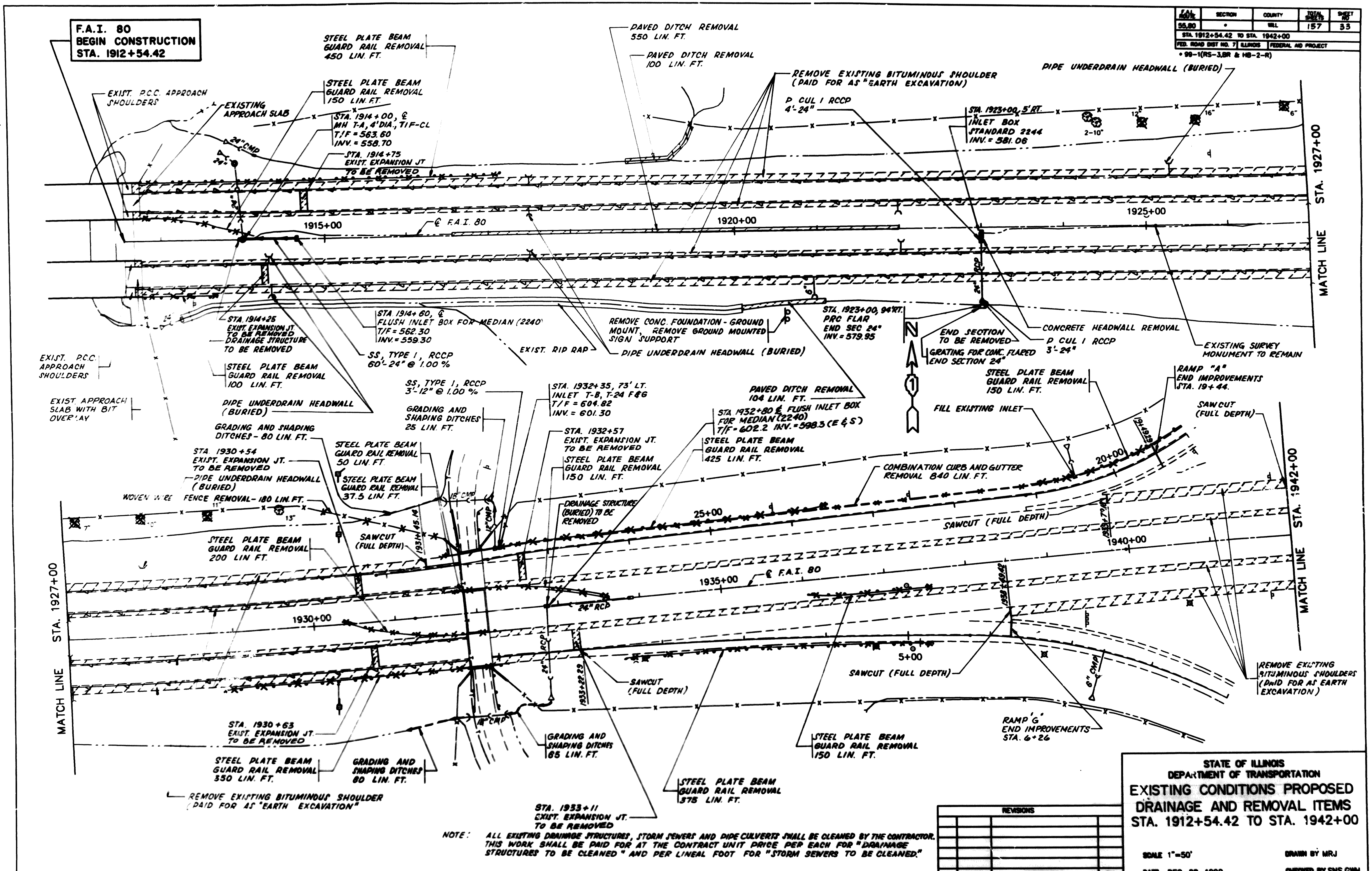
REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 4
F.A.I. 80 TRAFFIC CONTROL
STA. 1962+50 TO STA. 1989+94

SCALE 1" = 50' DRAWN BY SBM

DATE 4 JANUARY 93 CHECKED BY SNS/GWH



F.A.I. ROUTE 55,80 | SECTION • | COUNTY WILL | TOTAL SHEETS 157 | SHEET NO. 33
STA. 1912+54.42 TO STA. 1942+00
FED. ROAD DIST NO. 7 ILLINOIS FEDERAL AID PROJECT
• 99-1(RS-3,BR & HB-2-R)
F.A.I. 80
BEGIN CONSTRUCTION
STA. 1912+54.42
STEEL PLATE BEAM GUARD RAIL REMOVAL 450 LIN. FT.
PAVED DITCH REMOVAL 550 LIN. FT.
PAVED DITCH REMOVAL 100 LIN. FT.
REMOVE EXISTING BITUMINOUS SHOULDER (PAID FOR AS "EARTH EXCAVATION)
PIPE UNDERDRAIN HEADWALL (BURIED)
EXIST. P.C.C. APPROACH SHOULDERS
EXISTING APPROACH SLAB
STEEL PLATE BEAM GUARD RAIL REMOVAL 150 LIN. FT.
STA. 1914+00, ℄ MH T-A, 4' DIA., T/F-CL T/F = 563.60 INV. = 558.70
STA. 1914+75 EXIST. EXPANSION JT TO BE REMOVED
P CUL I RCCP 4'-24"
STA. 1923+00, 5' RT. INLET BOX STANDARD 2244 INV. = 581.06
24" CMP
1915+00
℄ F.A.I. 80
1920+00
1925+00
STA. 1927+00
MATCH LINE
STA. 1914+25 EXIST. EXPANSION JT. TO BE REMOVED
DRAINAGE STRUCTURE TO BE REMOVED
STA 1914+60, ℄ FLUSH INLET BOX FOR MEDIAN (2240) T/F = 562.30 INV. = 559.30
REMOVE CONC. FOUNDATION - GROUND MOUNT, REMOVE GROUND MOUNTED SIGN SUPPORT
STA. 1923+00, 94' RT. PRC FLAR END SEC 24" INV. = 579.95
END SECTION TO BE REMOVED
GRATING FOR CONC. FLARED END SECTION 24"
P CUL I RCCP 3'-24"
CONCRETE HEADWALL REMOVAL
EXISTING SURVEY MONUMENT TO REMAIN
EXIST. P.C.C. APPROACH SHOULDERS
STEEL PLATE BEAM GUARD RAIL REMOVAL 100 LIN. FT.
SS, TYPE I, RCCP 60'-24" @ 1.00 %
EXIST. RIP RAP
PIPE UNDERDRAIN HEADWALL (BURIED)
EXIST. APPROACH SLAB WITH BIT OVERLAY
PIPE UNDERDRAIN HEADWALL (BURIED)
SS, TYPE 1, RCCP 3'-12" @ 1.00 %
GRADING AND SHAPING DITCHES 25 LIN. FT.
STA. 1932+35, 73' LT. INLET T-B, T-24 F&G T/F = 604.82 INV. = 601.30
PAVED DITCH REMOVAL 104 LIN. FT.
STA 1932+80 ℄ FLUSH INLET BOX FOR MEDIAN (2240) T/F = 602.2 INV. = 598.3 (E & S)
STEEL PLATE BEAM GUARD RAIL REMOVAL 150 LIN. FT.
RAMP "A" END IMPROVEMENTS STA. 19+44.
FILL EXISTING INLET
SAWCUT (FULL DEPTH)
GRADING AND SHAPING DITCHES - 80 LIN. FT.
STA 1930+54 EXIST. EXPANSION JT. TO BE REMOVED
PIPE UNDERDRAIN HEADWALL (BURIED)
WOVEN WIRE FENCE REMOVAL - 180 LIN. FT.
STEEL PLATE BEAM GUARD RAIL REMOVAL 50 LIN. FT.
STEEL PLATE BEAM GUARD RAIL REMOVAL 37.5 LIN. FT.
STA. 1932+57 EXIST. EXPANSION JT. TO BE REMOVED
STEEL PLATE BEAM GUARD RAIL REMOVAL 150 LIN. FT.
STEEL PLATE BEAM GUARD RAIL REMOVAL 425 LIN. FT.
COMBINATION CURB AND GUTTER REMOVAL 840 LIN. FT.
DRAINAGE STRUCTURE (BURIED) TO BE REMOVED
SAWCUT (FULL DEPTH)
20+00
25+00
SAWCUT (FULL DEPTH)
1940+00
STA. 1942+00
MATCH LINE
STEEL PLATE BEAM GUARD RAIL REMOVAL 200 LIN FT.
1935+00
℄ F.A.I. 80
24" RCP
1930+00
STA. 1927+00
MATCH LINE
5+00
SAWCUT (FULL DEPTH)
SAWCUT (FULL DEPTH)
REMOVE EXISTING BITUMINOUS SHOULDERS (PAID FOR AS EARTH EXCAVATION)
6" CMP
18" CMP
STA. 1930+63 EXIST. EXPANSION JT. TO BE REMOVED
GRADING AND SHAPING DITCHES 65 LIN. FT.
RAMP 'G' END IMPROVEMENTS STA. 6+26
STEEL PLATE BEAM GUARD RAIL REMOVAL 150 LIN. FT.
STEEL PLATE BEAM GUARD RAIL REMOVAL 350 LIN. FT.
GRADING AND SHAPING DITCHES 80 LIN. FT.
STEEL PLATE BEAM GUARD RAIL REMOVAL 375 LIN. FT.
REMOVE EXISTING BITUMINOUS SHOULDER (PAID FOR AS "EARTH EXCAVATION")
STA. 1933+11 EXIST. EXPANSION JT. TO BE REMOVED
NOTE: ALL EXISTING DRAINAGE STRUCTURES, STORM SEWERS AND PIPE CULVERTS SHALL BE CLEANED BY THE CONTRACTOR. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "DRAINAGE STRUCTURES TO BE CLEANED" AND PER LINEAL FOOT FOR "STORM SEWERS TO BE CLEANED."
REVISIONS
NO. DATE DESCRIPTION BY
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
EXISTING CONDITIONS PROPOSED DRAINAGE AND REMOVAL ITEMS
STA. 1912+54.42 TO STA. 1942+00
SCALE 1"=50'
DRAWN BY MRJ
DATE DEC. 28, 1992
CHECKED BY SNS,GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
55,80	*	WILL	157	34
STA. 1942+00	TO STA. 1956+00			
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

* 99-1(RS-3,BR & HB-2-R)

RAMP 'B' END IMPROVEMENTS STA. 6+00

STEEL PLATE BEAM GUARD RAIL REMOVAL 300 LIN. FT.

END SECTION REMOVAL (INCIDENTAL)

P CUL 1 RCCP 22'-18"

STA. 3+60, 72' RT. PRC FLAR END SEC 18 INV. = 589.22

STA. 3+50, 71' RT. CLASS X CONC. HDWL INV. = 589.22

P CUL 1 RCCP 19'-18"

CONC HDWL REMOVAL

DRAINAGE STRUCTURE (BURIED) TO BE REMOVED

COMBINATION CURB AND GUTTER REMOVAL 330 LIN FT.

STORM SEWER REMOVAL, 24" 30 LIN. FT.

RAMP 'B'

END OF PIPE (BURIED)

DH. SIGN BASE

0+00

SAWCUT (FULL DEPTH)

STA. 1942+00

MATCH LINE

℄ F.A.I. 80

1945+00

24" RCP

SAWCUT (FULL DEPTH)

STEEL PLATE BEAM GUARD RAIL REMOVAL 250 LIN. FT.

GRADING AND SHADING DITCHES, 100 LIN. FT.

STA. 1947+52 EXIST. EXPANSION JOINT TO BE REMOVED

STEEL PLATE BEAM GUARD RAIL REMOVAL 20 LIN. FT.

CONC. HDWL REMOVAL

℄ F.A.I. 55

24"

1955+00

30" CMP

PAVED DITCH REMOVAL 70 LIN. FT.

PAVED DITCH REMOVAL 55 LIN. FT.

PAVED DITCH REMOVAL 70 LIN. FT.

CONC. HDWL REMOVAL

STEEL PLATE BEAM GUARD RAIL REMOVAL 150 LIN. FT. (S. SIDE) 175 LIN. FT. (N. SIDE)

SEE CULVERT IMPROVEMENTS DETAIL - SHEET NO. 102

STA. 1946+98, ℄ FLUSH INLET BOX FOR MEDIAN (STD. 2240) T/F = 608.50 INV = 602.70 (W & S)

GRADING AND SHADING DITCHES, 450 LIN. FT.

REMOVE EXISTING BITUMINOUS SHOULDERS (PAID FOR AS EARTH EXCAVATION)

RAMP 'H'

10+00

RAMP 'H' END IMPROVEMENTS STA. 10+00

SS, TYPE I, RCCP 30'-24"

6" CMP

COMBINATION CURB AND GUTTER REMOVAL-65 LIN. FT.

STA. 1950+82 EXIST. EXPANSION JOINT TO BE REMOVED

STEEL PLATE BEAM GUARD RAIL REMOVAL 250 LIN. FT. (N. SIDE) 175 LIN. FT. (S. SIDE)

GUTTER OUTLET REMOVAL

18" CMP

RAMP 'D'

RAMP "D" END IMPROVEMENTS STA. 9+00

SAWCUT (FULL DEPTH)

1950+00

SAWCUT (FULL DEPTH)

STA. 1956+00

MATCH LINE

12" CMP

0+00

DH. SIGN BASE

RAMP 'F'

STEEL PLATE BEAM GUARD RAIL REMOVAL 240 LIN. FT.

GUTTER OUTLET REMOVAL

STEEL PLATE BEAM GUARD RAIL REMOVAL 215 LIN. FT.

LIGHTING CONTROL BOX

COMBINATION CURB AND GUTTER REMOVAL 65 LIN. FT.

STA. 1950+78 EXIST. EXPANSION JOINT TO BE REMOVED

RAMP 'F' END IMPROVEMENTS STA. 4+00

NOTE: ALL EXISTING DRAINAGE STRUCTURES, STORM SEWERS AND PIPE CULVERTS SHALL BE CLEANED BY THE CONTRACTOR, THE WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "DRAINAGE STRUCTURES TO BE CLEANED" AND PER LINEAL FOOT FOR "STORM SEWER TO BE CLEANED".

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING CONDITIONS, PROPOSED DRAINAGE AND REMOVAL ITEMS.

STA. 1942+00 TO STA. 1956+00

SCALE 1"=50'

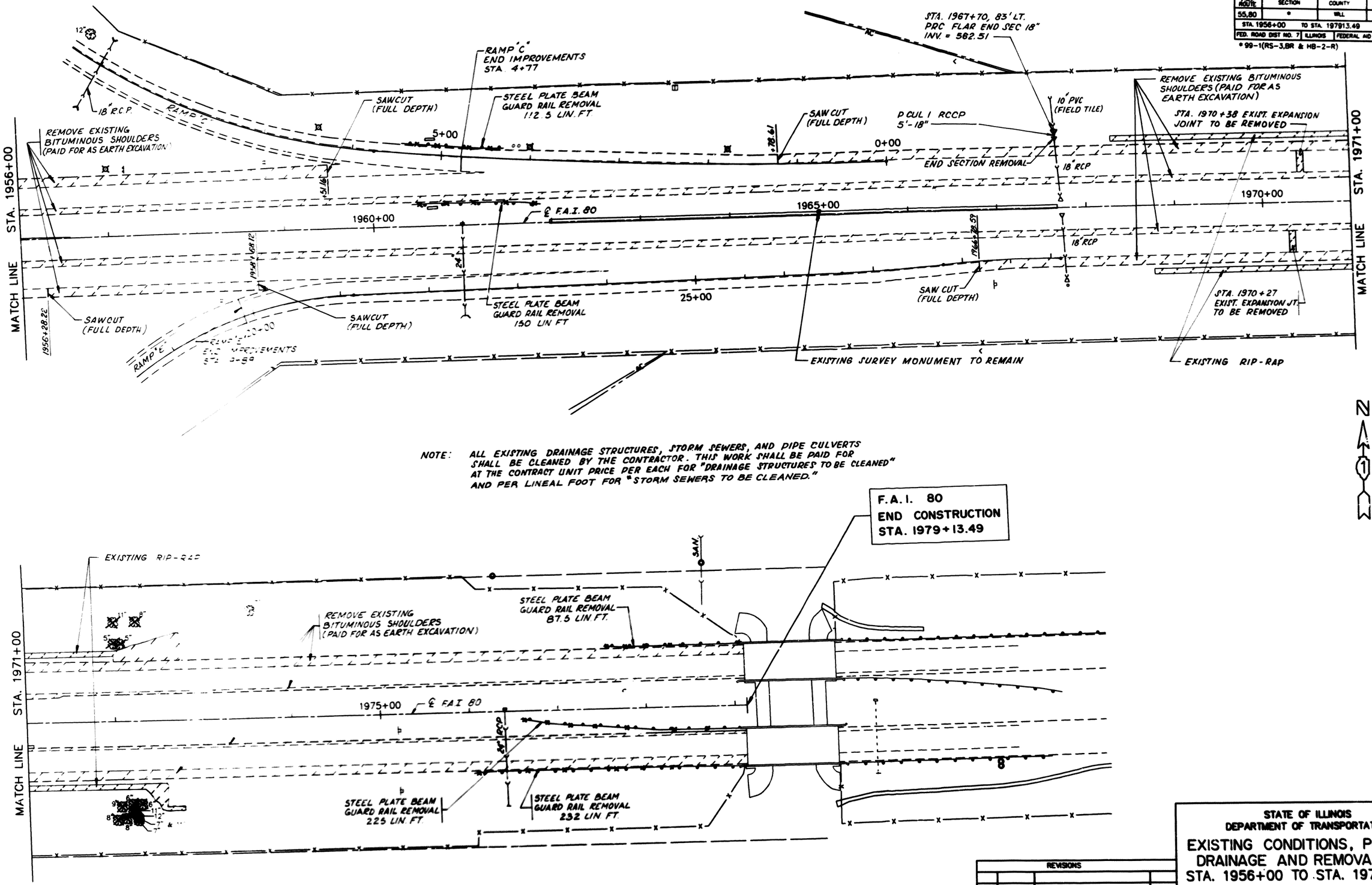
DRAWN BY MRJ

DATE DEC. 28, 1992

CHECKED BY SNS, GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
55,80	*	WILL	157	35
STA. 1956+00 TO STA. 197913.49				
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

* 99-1(RS-3,BR & HB-2-R)



NOTE: ALL EXISTING DRAINAGE STRUCTURES, STORM SEWERS, AND PIPE CULVERTS SHALL BE CLEANED BY THE CONTRACTOR. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "DRAINAGE STRUCTURES TO BE CLEANED" AND PER LINEAL FOOT FOR "STORM SEWERS TO BE CLEANED."

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING CONDITIONS, PROPOSED DRAINAGE AND REMOVAL ITEMS STA. 1956+00 TO STA. 1979+13.49

SCALE 1"=50'
DRAWN BY MRJ
DATE DEC. 28, 1992
CHECKED BY SNS,GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	157	56
STA. 1912+54.42 TO STA. 1942+00				
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

* 99-1(RS-3,BR & HB-2-R)

F.A.I. 80
BEGIN CONSTRUCTION
STA. 1912+54.42

STA. 1912+75
NV = 563.32

STA. 1913+00
NV = 563.25

P UNDR FAB LINE TR6
2 @ 125 LIN. FT.

P UNDR FAB LINE TR6
100 LIN. FT.

BIT STAB 6
AT SPBGR

STA. 1912+47.61 TO STA. 1913+99.42
1 EA. - TRAFFIC BARRIER TERMINAL, TYPE 6
1 EA. - TRAFFIC BARRIER TERMINAL, TYPE 4
100 LIN. FT. - SPBGR TY A

STA. 1912+47.61 TO STA. 1915+86.92
1 EA. - TRAFFIC BARRIER TERMINAL, TYPE 6
287.5 LIN. FT. - SPBGR TY A
1 EA. - TRAFFIC BARRIER TERMINAL, TYPE 1

PIPE DRAIN, 6"
2 @ 27 LIN. FT.

STA. 1917+00, 87'LT.
CONC. HEADWALL FOR
PIPE DRAINS 2 EA.
INV. = 565.97

PIPE DRAIN, 6"
2 @ 23 LIN. FT.

STA. 1917+00, 5'LT.
CONC. HEADWALL FOR
PIPE DRAINS 2 EA.
INV. = 566.07

PIPE DRAIN, 6"
2 @ 26 LIN. FT.

STA. 1921+45, 3'LT.
CONC HEADWALL FOR
PIPE DRAINS 2 EA
INV = 578.10

STA. 1926+45, 86'LT.
CONC. HEADWALL FOR
PIPE DRAINS 2 EA
INV. = 591.05

STA. 1921+45, 86'LT.
CONC. HEADWALL FOR
PIPE DRAINS 2 EA.
INV. = 578.01

P UNDR FAB LINE TR6
4 @ 500 LIN. FT.

PIPE DRAIN, 6"
2 @ 26 LIN. FT.

PIPE DRAIN, 6"
2 @ 28 LIN. FT.

PIPE DRAIN, 6" 2@
25 LIN. FT.

2-10"

AGGREGATE SHOULDERS,
TYPE B, 4"

STA. 1927+00

MATCH LINE

1915+00

1920+00

1925+00

℄ F.A.I. 80

P UNDR FAB LINE TR6
4 @ 445 LIN. FT.

PIPE DRAIN, 6"
2 @ 25 LIN. FT.

STA. 1912+75
INV. 563.32

STA. 1912+54.42 TO STA. 1913+19.40
1 EA. TRAFFIC BARRIER TERMINAL, TYPE 5
37.5 LIN. FT. - SPBGR TY A
1 EA. TRAFFIC BARRIER TERMINAL, TYPE 2

P UNDER FAB LINE TR6
3 @ 300 LIN. FT.

P UNDER FAB LINE TR6
400 LIN. FT.

PIPE DRAIN, 6"
30 LIN. FT.

STA. 1913+00
CONC. HEADWALL FOR
PIDE DRAIN
INV. = 562.63

PIPE DRAIN, 6'
2 @ 26 LIN. FT.

STA. 1917+00, 86'RT.
CONC. HEADWALL FOR
PIPE DRAINS 2 EA.
INV. = 566.20

PIPE DRAIN, 6"
2 @ 27 LIN. FT.

STA. 1917+00, 4'RT.
CONC. HEADWALL FOR
PIPE DRAINS 2 EA.
INV. = 566.07

BITUMINOUS
SHOULDERS, 13"

STA. 1920+60
GME-1

STA. 1921+45, 3'RT.
CONC. HEADWALL FOR
PIPE DRAINS 2 EA.
INV. = 578.11

PIPE DRAIN, 6"
2 @ 26 LIN. FT.

STA. 1921+45, 87'RT.
CONC. HEADWALL FOR
PIPE DRAINS 2 EA.
INV. = 578.07

PIPE DRAIN, 6" 2@
27 LIN. FT.

STA. 1922+00
2" EXPANSION JT.,
METHOD 2
PAID FOR AS
CLASS B PATCHES,
TYPE 3

STA. 1926+45, 1'LT.
CONC. HEADWALL FOR
PIPE DRAINS 2 EA.
INV. = 591.06

STA. 1926+45, 1'RT.
CONC. HEADWALL FOR
PIPE DRAINS 2 EA.
INV. = 590.96

PIPE DRAIN, 6"
2@32 LIN. FT.

PIPE DRAIN, 6" 2@
28 LIN. FT.

STA. 1926+45, 91'RT.
CONC. HEADWALL FOR
PIPE DRAINS 2 EA
INV. = 590.98

N

1

STA. 1939+80
INV. = 609.12

RAMP "A"
END IMPROVEMENTS
STA. 19+44

P UNDR FAB LINE TR6
215 LIN. FT.

PIPE DRAIN, 6" 2@
33 LIN. FT.

STA. 1941+95, 92'LT
CONC. HEADWALL FOR
PIPE DRAINS 2 EA
INV. = 608.15

STA. 19+49.29 TO STA. 27+88.60
812.5 LIN. FT. - SPBGR TY A
1 EA. - TRAFFIC BARRIER TERMINAL, TYPE 6

PIPE DRAIN, 6"
2 @ 23 LIN. FT.

BIT STAB 6 AT SPBGR

P UNDR FAB LINE TR6
2 @ 500 LIN. FT.

1939+79.18

20+00

RAMP "A"

PIPE DRAIN, 6"
2 @ 26 LIN. FT.

STA. 1942+00

MATCH LINE

STA. 1927+00

STA. 1929+82.85 TO STA. 1931+85.35
1 EA. - TRAFFIC BARRIER TERMINAL, TYPE 2
175 LIN. FT. - SPBGR TY A
1 EA. - TRAFFIC BARRIER TERMINAL, TYPE 5

WOVEN WIRE FENCE, 4'
180 LIN. FT.

BIT STAB 6 AT SPBGR

BITUMINOUS SHOULDERS, 13"

STA. 1931+45
INV. = 600.88

1931+45.14

FOR BRIDGE REHABILITATION
DETAILS SEE SHEETS NO. 95 TO 100

COMBINATION CONCRETE CURB AND
GUTTER TYPE M-6.24

25+00

AGGREGATE SHOULDERS,
TYPE B, 4"

1940+00

BITUMINOUS
SHOULDERS, 13"

P UNDR FAB LINE TR6
2 @ 200 LIN. FT.

PIPE DRAIN, 6"
25 LIN. FT.

℄ F.A.I. 80

1935+00

1930+00

(+80)

1933+22.29

1938+66.42

STA. 1934+00,
4'LT. & 4'RT.
CONC. HEADWALL FOR
PIPE DRAIN
INV. = 603.85

5+00

RAMP "G"

P UNDR FAB
LINE TR6
335 LIN. FT.

PIPE DRAIN, 6"
2 @ 27 LIN. FT.

STA. 1938+60
INV. = 609.19

STA. 1941+00, 2'RT.
CONC. HEADWALL FOR
PIPE DRAINS 2 EA.
INV. = 608.85

STA. 1941+95, 85'RT.
CONC. HEADWALL FOR
PIPE DRAINS 2 EA
INV. = 607.01

PIPE DRAIN, 6"
2@25 LIN. FT.

STA. 1941+00, 3'LT.
CONC. HEADWALL FOR
PIPE DRAINS 2 EA.
INV. = 608.65

STA. 1936+00, 6'RT.
CONC. HEADWALL FOR
PIPE DRAINS 2 EA.
INV. = 606.41

PIPE DRAIN, 6"
2 @ 23 LIN. FT.

BIT STAB 6 AT SPBGR

OVERHEAD SIGN BASE

RAMP "G"
END IMPROVEMENTS
STA. 6+26

STA. 1936+00, 6'LT.
CONC. HEADWALL FOR
PIPE DRAINS 2 EA.
INV. = 606.42

STA. 1931+45
INV. = 600.95

STA. 1930+40.35 TO STA. 1931+92.16
1 EA. - TRAFFIC BARRIER TERMINAL, TYPE 4
1 EA. - TRAFFIC BARRIER TERMINAL, TYPE 6
100 LIN. FT. - SPBGR TY A

BIT STAB 6 AT SPBGR

STA. 1931+42 - 2" EXP. JT., METHOD 2
PAID FOR AS CLASS B PATCHES,
TYPE 3

STA. 1928+65.35 TO STA. 1931+92.16
1 EA. - TRAFFIC BARRIER TERMINAL, TYPE 1
275 LIN. FT. - SPBGR TY A
1 EA. - TRAFFIC BARRIER TERMINAL, TYPE 6

STA 1932+56
2" EXPANSION JT., METHOD 2
PAID FOR AS CLASS B
PATCHES, TYPE 3

STA. 1932+06.54 TO STA. 1933+58.35
1 EA. - TRAFFIC BARRIER TERMINAL, TYPE 4
1 EA. - TRAFFIC BARRIER TERMINAL, TYPE 6
100 LIN. FT. - SPBGR TY A

BITUMINOUS SHOULDERS, 13"

STA. 1932+13.35 TO STA. 1937+28.35
1 EA. - TRAFFIC BARRIER TERMINAL, TYPE 5
487.5 LIN. FT. - SPBGR TY A
1 EA. - TRAFFIC BARRIER TERMINAL, TYPE 2

BITUMINOUS
SHOULDERS, 13"

STA. 1934+83.75 TO STA. 1937+23.00
1 EA. - TRAFFIC BARRIER TERMINAL, TYPE 1
200 LIN. FT. - SPBGR TY A
1 EA. - TRAFFIC BARRIER TERMINAL, TYPE 2

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. 80 PROPOSED PLAN
STA. 1912+54.42 TO STA. 1942+00

SCALE 1"=50'

DRAWN BY MRJ, GET

DATE DEC. 28, 1992

CHECKED BY SNS, GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
55,80	*	WILL	157	37
STA. 1942+00	TO STA. 1956+00			
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

* 99-1(RS-3,8R & HB-2-R)

N

STA. 1942+00

MATCH LINE

STA. 1956+00

MATCH LINE

RAMP "B" END IMPROVEMENT STA. 6+00

SEE "DETAILS AND ELEVATIONS" FOR ADDITIONAL INFORMATION

STA. 1945+70.56 TO STA. 1947+85.56
2 EA. TRAFFIC BARRIER TERMINAL, TYPE 2
85.5 LIN. FT. SPBGR TY A
2 EA. TRAFFIC BARRIER TERMINAL, TYPE 5

STA. 1946+00, 2' RT. CONC. HEADWALL FOR PIPE DRAINS- 2 EA. INV = 607.48

BITUMINOUS SHOULDERS, 13"

FOR BRIDGE REHABILITATION DETAILS, SEE SHEET NO. 63 TO 94

STA. 1947+00 INV. = 608.26

STA. 1947+25 INV. = 608.71

STA. 1945+00, 1' LT. CONC. HEADWALL FOR PIPE DRAINS- 2 EA. INV. = 607.75

RAMP "B"

DH. SIGN BASE

STA. 1950+40.09 TO STA. 1952+04.40
1 EA. TRAFFIC BARRIER TERMINAL, TYPE 6
112.5 LIN. FT. SPBGR TY A
1 EA. TRAFFIC BARRIER TERMINAL, TYPE 1

RAMP "D" END IMPROVEMENT STA. 9+00

SEE "DETAILS AND ELEVATIONS FOR ADDITIONAL INFORMATION

BIT STAB 6 AT SPBGR

AGGREGATE SHOULDERS, TYPE B, 4'

PIPE DRAINS, 6" 2 @ 28 LIN. FT.

STA. 1956+00, 87' LT. CONC. HEADWALL FOR PIPE DRAINS 2 EA. INV. = 596.08

STA. 1952+30 INV. = 603.41

STA. 1956+00, 4' LT. CONC. HEADWALL FOR PIPE DRAINS 2 EA. INV. = 596.18

STA. 1950+70 INV. 605.63

BITUMINOUS SHOULDERS, 13"

PIPE DRAINS 6" 2 @ 25 LIN. FT.

RAMP "D"

PIPE DRAINS, 6" 2 @ 26 LIN. FT.

RAMP "F"

STA. 1950+70 INV. = 605.06

DH. SIGN BASE

STA. 1953+80 INV. = 600.57

STA. 1956+00, 2' RT. CONC. HEADWALL FOR PIPE DRAINS - 2 EA. INV. = 595.92

RAMP "F" END IMPROVEMENT STA. 4+00

SEE "DETAILS AND ELEVATIONS" FOR ADDITIONAL INFORMATION

P UNDR FAB LINE TR 6 2 @ 530 LIN. FT.

P UNDR FAB LINE TR 6 370 LIN. FT.

P UNDR FAB LINE TR 6 2 @ 405 LIN. FT.

P UNDR FAB LINE TR 6 400 LIN. FT.

BITUMINOUS SHOULDERS, 13"

AGGREGATE SHOULDERS TYPE B, 4"

P UNDR FAB LINE TR 6 500 LIN. FT.

P UNDR FAB LINE TR 6 50 LIN. FT.

RAMP "H" END IMPROVEMENT STA. 9+50

SEE "DETAILS AND ELEVATIONS" FOR ADDITIONAL INFORMATION

PIPE DRAINS, 6" 2 @ 27 LIN. FT.

RAMP "H"

STA. 1946+00 INV. = 608.73

BRIDGE APPROACH PAVEMENT STA. 1947+66.56 TO STA. 1947+96.56 (SEE SHEET NO. 61, 62)

STA. 1946+40.56 TO STA. 1947+92.37
1 EA. TRAFFIC BARRIER TERMINAL, TYPE 1
100 LIN. FT. SPBGR TY A
1 EA. TRAFFIC BARRIER TERMINAL, TYPE 6

BIT STAB 6 AT SPBGR

STA. 1946+28.06 TO STA. 1947+92.37
1 EA. TRAFFIC BARRIER, TERMINAL, TYPE 1
112.5 LIN. FT. SPBGR TY A
1 EA. TRAFFIC BARRIER TERMINAL, TYPE 6

BRIDGE APPROACH PAVEMENT STA. 1950+35.90 TO STA. 1950+65.90 (SEE SHEET NO. 61, 62)

BITUMINOUS SHOULDERS, 13"

STA. 1950+40.09 TO STA. 1951+91.90
1 EA. TRAFFIC BARRIER TERMINAL, TYPE 6
1 EA. TRAFFIC BARRIER TERMINAL, TYPE 4
100 LIN. FT. SPBGR TY A

STA. 1950+46.90 TO STA. 1952+49.40
1 EA. TRAFFIC BARRIER TERMINAL, TYPE 5
175 LIN. FT. SPBGR TY A
1 EA. TRAFFIC BARRIER TERMINAL, TYPE 2

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. 80 PROPOSED PLAN
STA. 1942+00 TO STA. 1956+00

SCALE 1"=50'

DRAWN BY MRJ, GET

DATE DEC. 28, 1992

CHECKED BY SNS, GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	•	WILL	157	38
STA. 1956+00 TO STA. 1979+13.49				
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

• 99-1(RS-3,8R & HB-2-R)

STA. 1958+00, 93'LT.
CONC. HEADWALL FOR
PIPE DRAIN
INV.= 591.44

STA. 1960+60.08 TO STA. 1962+24.33
1 EA. - TRAFFIC BARRIER TERMINAL, TYPE 2
125 L.F. - SPBGR TY A
1 EA. - TRAFFIC BARRIER TERMINAL, TYPE 1

PIPE DRAIN, 6" - 30 LIN. FT.

AGGREGATE SHOULDERS,
TYPE B, 4"

SEE "DETAILS AND ELEVATIONS"
FOR ADDITIONAL INFORMATION

RAMP "C"
END IMPROVEMENT
STA. 4+77

BIT STAB 6 AT SPBGR

STA. 1965+00
INV.= 571.97

P UNDR FAB LINE TR 6
3 @ 275 LIN. FT.

STA. 1967+75
INV.= 564.37

12"

BITUMINOUS
SHOULDERS, 13"

18" C.M.P.

STA. 1960+00, 4'LT.
CONC. HEADWALL FOR
PIPE DRAINS-2 EA.
INV.= 586.19

STA. 1964+50
2" EXP. JT., METHOD 2
(PAID FOR AS CLASS B
PATCHES, TYPE 3

STA. 1965+00, 4'LT.
CONC. HEADWALL FOR
PIPE DRAINS- 2 EA.
INV.= 571.47

AGGREGATE SHOULDERS,
TYPE B, 4"

P UNDR FAB LINE TR 6
2 @ 425 LIN. FT.

P UNDR FAB LINE TR 6
200 LIN. FT.

P UNDR FAB LINE TR6
2 @ 400 LIN. FT.

RAMP "C"

OVERHEAD SIGN BASE

℄ F.A.I. 80

2' PAVED DITCH

MATCH LINE STA. 1956+00

MATCH LINE STA. 1971+00

5+00

0+00

1960+00

1965+00

1970+00

25+00

20+00

RAMP "E"

PIPE DRAIN, 6"
4 @ 25 LIN. FT.

BIT STAB 6 AT SPBGR

STA. 1965+00, 4'RT.
CONC. HEADWALL FOR
PIPE DRAINS 2 EA.
INV. 571.59

P UNDR FAB LINE TR 6 2@
525 LIN. FT.

BITUMINOUS SHOULDERS, 13"

STA. 1957+50, 90'RT
CONC. HEADWALL FOR
PIPE DRAIN
INV.= 592.47

PIPE DRAIN, 6"
33 LIN. FT.

P UNDR FAB LINE TR6
370 LIN. FT.

STA. 1960+00, 4'RT.
CONC. HEADWALL FOR
PIPE DRAINS 2 EA.
INV.= 586.30

STA. 1960+60.04 TO STA. 1962+86.79
1 EA. - TRAFFIC BARRIER TERMINAL, TYPE 2
187.5 L.F.- SPBGR TY A
1 EA. - TRAFFIC BARRIER TERMINAL, TYPE 1

P UNDR FAB LINE TR 6
2 @ 500 LIN. FT.

PIPE DRAIN, 6"
4 @ 25 LIN. FT.

STA. 1967+75
INV.= 564.45

STA. 1966+80
INV.= 566.74

P UNDR FAB LINE TR 6
95 LIN. FT.

RAMP "E"
END IMPROVEMENT
STA. 19+89

SEE "DETAILS AND ELEVATIONS"
FOR ADDITIONAL INFORMATION

SAWCUT
(FULL DEPTH)

STA. 1976+00, 2'LT.
CONC. HEADWALL FOR
PIPE DRAINS 2 EA.
INV. = 550.95

P UNDR FAB LINE TR6
3 @ 400 LIN. FT.

STA. 1977+88.45 TO STA. 1978+40.20
1 EA. TRAFFIC BARRIER TERMINAL, TYPE 2
37.5 L.F. - SPBGR TY A
50 L.F. EXISTING GUARDRAIL TO REMAIN
EXISTING TYPE 5 TERMINAL TO REMAIN

P UNDR FAB LINE TR6
200 LIN. FT.

STA. 1979+00
INV.= 552.39

F.A.I. 80
END CONSTRUCTION
STA. 1979+13.49

STA. 1972+00, 8'LT
CONC HEADWALL FOR
PIPE DRAINS 2 EA
INV.= 555.12

STA. 1973+00, 88'LT.
CONC HEADWALL FOR
PIPE DRAINS 2 EA
INV.= 552.93

PIPE DRAIN, 6"
2 @ 30 LIN FT

CONNECT TO EXIST. SPBGR
CINCIDENTAL TO SPBGR TY A

BIT. STAB 6
AT SPBGR

STA. 1977+00, 88'LT.
CONC. HEADWALL FOR
PIPE DRAINS, 2 EA.
INV.= 551.02

BITUMINOUS
SHOULDERS, 13"

P UNDR FAB LINE TR6
300 LIN. FT.

PAVED
DITCH

℄ F.A.I. 80

1975+00

PIPE DRAIN, 6"
2 @ 30 LIN. FT.

PIPE DRAIN, 6"
2 @ 26 LIN. FT.

PIPE DRAIN, 6"
2 @ 27 LIN. FT.

STA. 1976+00, 2'RT.
CONC. HEADWALL FOR
PIPE DRAINS-2 EA.
INV.= 550.77

AGGREGATE SHOULDERS,
TYPE B, 4"

PIPE DRAIN, 6"
2 @ 22 LIN. FT.

STA. 1976+00, 85'RT.
CONC. HEADWALL FOR
PIPE DRAINS-2 EA.
INV.= 550.27

PIPE DRAIN, 6"
2 @ 25 LIN. FT.

P UNDR FAB LINE TR 6
3 @ 300 LIN. FT.

STA. 1979+00
INV.= 552.32

STA. 1972+00, 8'RT.
CONC. HEADWALL FOR
PIPE DRAINS 2 EA
INV.= 555.08

PIPE DRAIN, 6"
4 @ 21 LIN. FT.

STA. 1973+00, 80'RT.
CONC. HEADWALL FOR
PIPE DRAINS-2 EA.
INV.= 553.11

STA. 1977+58.49 TO STA. 1978+83.49
1 EA. TRAFFIC BARRIER TERMINAL, TYPE 4
100 LIN. FT. SPBGR TY A
EXISTING TYPE 6 TERMINAL TO REMAIN

CONNECT TO EXIST. TYPE 6 TERMINAL
CINCIDENTAL TO SPBGR TY A

STA. 1976+21.00 TO STA. 1978+38.50
1 EA. - TRAFFIC BARRIER TERMINAL, TYPE 1
187.5 L.F.- SPBGR TY A
50' EXIST. GUARDRAIL TO REMAIN
EXISTING TYPE 5 TERMINAL TO REMAIN

CONNECT TO EXIST.
SPBGR CINCIDENTAL
TO SPBGR TY A

NOTE: STA. 1969+75 TO STA. 1972+00 PIPE UNDERDRAINS TO BE INSTALLED AT A VARIABLE DEPTH OF 2.0 TO 2.5 FEET DUE TO ROCK LINE.

N

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. 80 PROPOSED PLAN
STA. 1956+00 TO STA. 1979+13.49

SCALE 1"=50'

DRAWN BY MRJ, GET

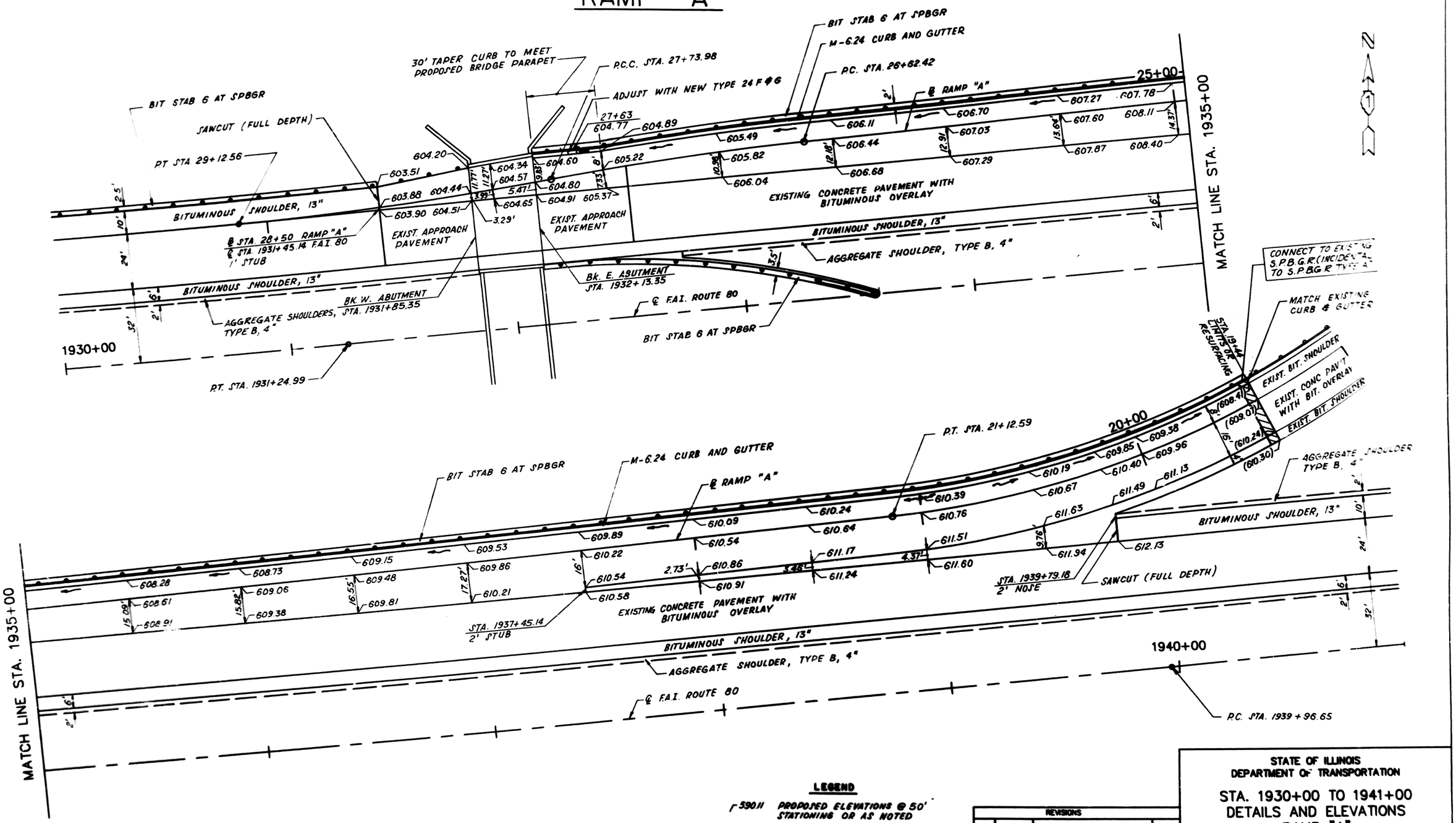
DATE DEC. 28, 1992

CHECKED BY SNS,GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	57	39
STA. 1930+00	TO STA. 1941+00			
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

* 99-1(RS-3,BR & HB-2-R)

RAMP "A"



LEGEND

590.11 PROPOSED ELEVATIONS @ 50' STATIONING OR AS NOTED

(609.11) EXISTING ELEVATIONS

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STA. 1930+00 TO 1941+00
DETAILS AND ELEVATIONS
RAMP "A"

SCALE 1"=20'

DRAWN BY MRJ, GET

DATE DEC. 8, 1992

CHECKED BY SMS, GWH

F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
55,80	*	WILL	157	40
STA. 1941+75 TO STA. 1948+00				
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

* 99-1(RS-3,BR & HB-2-R)

RAMP "B"

MATCH LINE STA. 3+70

18" CMP

+30

RAMP "B" END RESURFACING STA. 6+00

CONNECT TO EXIST. SPBGR (INCIDENTAL TO SPBGR, TY A)

STA. 4+75 TO STA. 6+00
1 EA. - TRAFFIC BARRIER TERMINAL TYPE I
100 LIN. FT. - SPBGR TY A

EXISTING BITUMINOUS SHOULDER

EXISTING CONCRETE PAVEMENT WITH BITUMINOUS OVERLAY

EXISTING BITUMINOUS SHOULDER

MATCH LINE STA. 3+70

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24

P.C.C. STA. 1+87.17

℄ RAMP "B"

BIT STAB 6 AT SPBGR

SAWCUT (FULL DEPTH)

℄ PC STA 0+00 RAMP "B"
℄ STA. 1946+79.10 FA = 80

BITUMINOUS SHOULDERS, 13"

1946+71.3

AGGREGATE SHOULDERS, TYPE B, 4"

BITUMINOUS SHOULDER, 13"

SAWCUT (FULL DEPTH)

STA. 1944+57.15
6' STUB

612.37 612.79 612.81

612.32 612.74 612.81

612.25 612.67 612.81

612.45 612.70

610.78 611.34 611.09 611.52 611.36 611.70

612.39 612.59

612.39 612.43

611.57 611.80 612.21

611.42 611.70 611.94

611.49

STA. 1942+00
1' STUB

STA. 1945+00
4' STUB

APPROACH PAVEMENT

BITUMINOUS SHOULDER, 13"

AGGREGATE SHOULDERS, TYPE B, 4"

℄ F.A.I. ROUTE 80

1945+00

P.T. STA. 1945+02.81

BIT STAB 6 AT SPBGR

BITUMINOUS SHOULDER, 13"

EXISTING CONCRETE PAVEMENT WITH BITUMINOUS OVERLAY

BITUMINOUS SHOULDER, 13"

AGGREGATE SHOULDERS, TYPE B, 4"

30' (TYP)

APPROACH PAVEMENT

SAWCUT (FULL DEPTH)

STA. 1948+05.29
4' STUB

611.48 611.20 610.84 611.00

611.21 611.11 610.41 609.87

610.90 610.52 610.09 609.76

609.31

P.T. STA. 12+33.68

RAMP STATIONING ENDS
℄ STA. 13+00 RAMP "H" =
℄ STA. 1947+59.69 FA I 80

BIT STAB 6 AT SPBGR

EXISTING BITUMINOUS SHOULDER

EXISTING CONCRETE PAVEMENT WITH BITUMINOUS OVERLAY

EXISTING BITUMINOUS SHOULDER

MATCH LINE STA. 10+50

℄ RAMP "H"

RAMP "H"

MATCH LINE STA. 10+50

10+00

RAMP H END RESURFACING STA. 9+50

LEGEND

590.11 PROPOSED ELEVATIONS @ 50' STATIONING OR AS NOTED

(609.11) EXISTING ELEVATIONS

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STA. 1941+75 TO STA. 1948+00
DETAILS AND ELEVATIONS
RAMP "B" & RAMP "H"

SCALE 1"=20'

DRAWN BY MRJ, GET

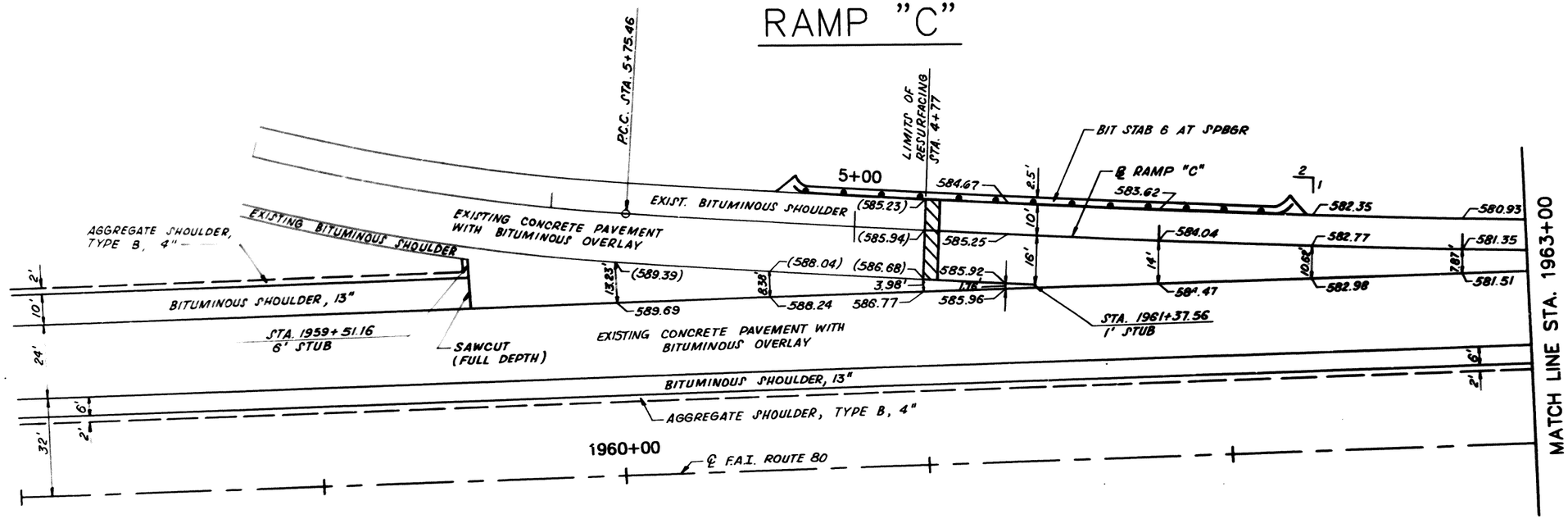
DATE DEC. 8, 1992

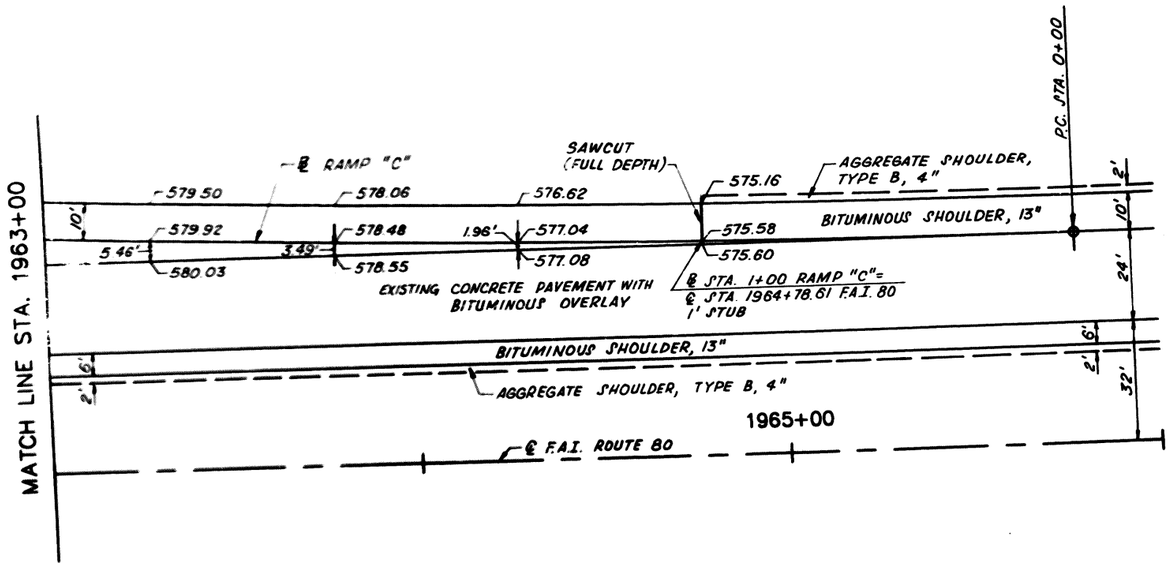
CHECKED BY SNS, GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
55,80	•	WILL	157	41
STA. 1958+00 TO STA. 1966+00				
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

• 99-1(RS-3,BR & HB-2-R)

RAMP "C"





LEGEND

590.11 PROPOSED ELEVATIONS @ 50' STATIONING OR AS NOTED

(609.11) EXISTING ELEVATIONS

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STA.1958+00 TO STA. 1966+00
DETAILS AND ELEVATIONS
RAMP "C"

SCALE 1"=20'

DRAWN BY MRJ, GET

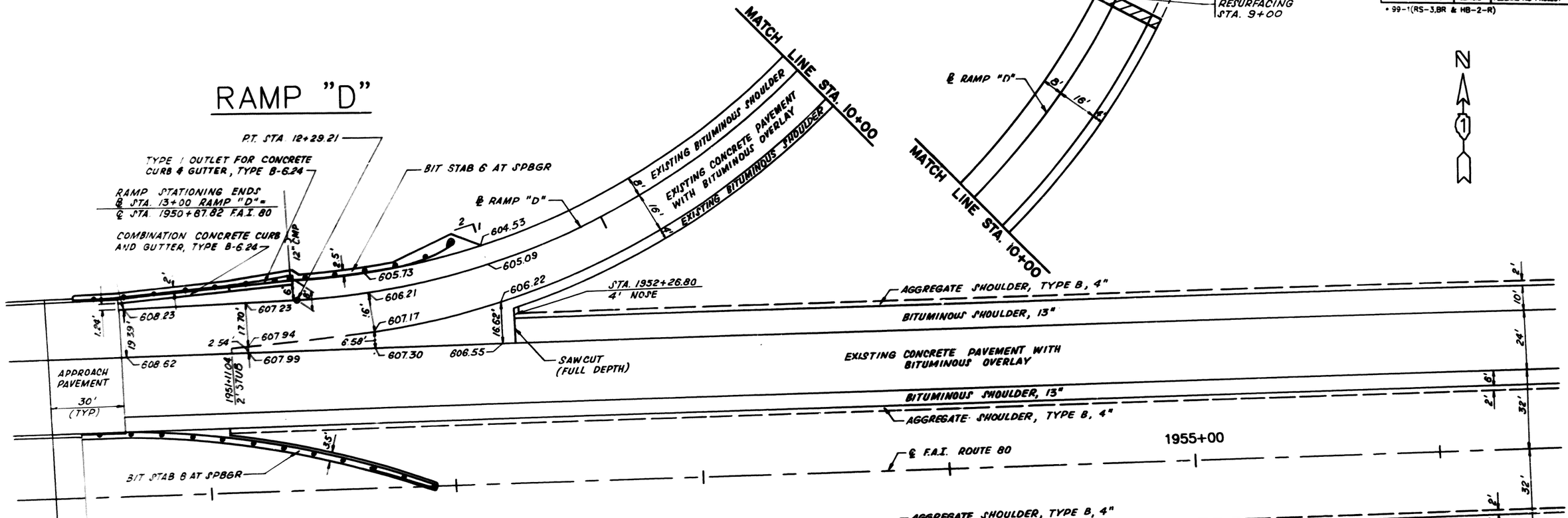
DATE DEC. 8, 1992

CHECKED BY SNS, GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
55.80	*	WILL	157	42
STA. 1950+20	TO STA. 1956+50			
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

* 99-1(RS-3,BR & HB-2-R)

RAMP "D"



RAMP "F"

NOTE:

12" ⌀ HOLES SHALL BE CORED THRU THE TYPE I OUTLET AS NECESSARY TO ALLOW PROPER PLACEMENT OF THE SPBGR, TY A POSTS. AFTER DRIVING THE POSTS, THE HOLES SHALL BE FILLED AND COMPACTED FLUSH WITH THE SURROUNDING CONCRETE WITH AGGREGATE MEETING THE REQUIREMENTS FOR SUB-BASE GRANULAR MATERIAL, TYPE B. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE SPBGR, TY A DAY ITEM.

LEGEND

590.11 PROPOSED ELEVATIONS @ 50' STATIONING OR AS NOTED

(609.11) EXISTING ELEVATIONS

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STA. 1950+20 TO STA. 1956+50
DETAILS AND ELEVATIONS
RAMP "D" & RAMP "F"

SCALE 1"=20'

DRAWN BY MRJ, GET

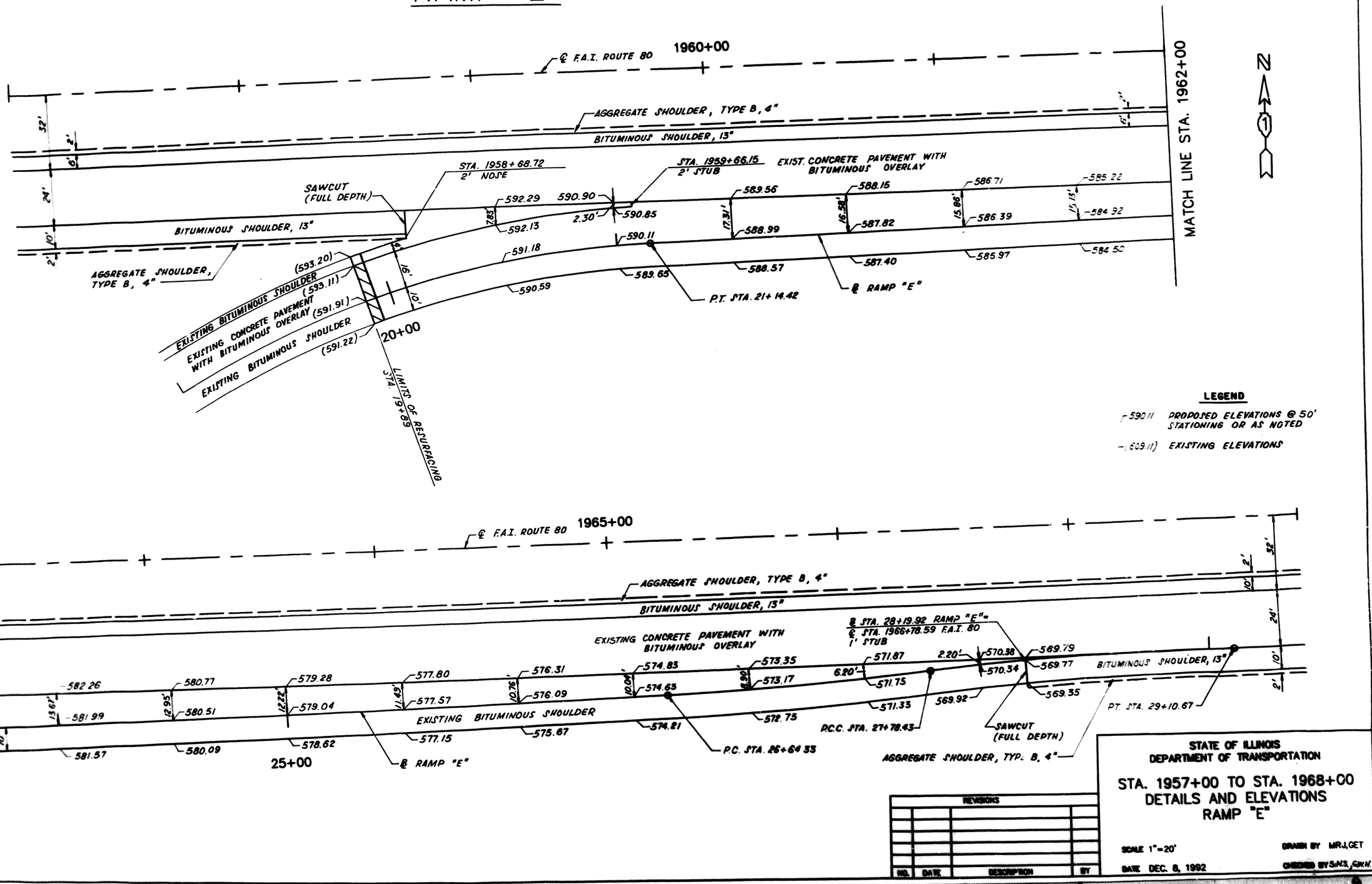
DATE DEC. 8, 1992

CHECKED BY SNS, GWH

F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	•	WILL	157	43
STA. 1957+00	TO STA. 1968+00			
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

• 99-1(RS-3, BR & HB-2-R)

RAMP "E"



LEGEND

590.11 PROPOSED ELEVATIONS @ 50' STATIONING OR AS NOTED

(609.11) EXISTING ELEVATIONS

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STA. 1957+00 TO STA. 1968+00
DETAILS AND ELEVATIONS
RAMP "E"

SCALE 1"=20'

DRAWN BY MRJ, GET

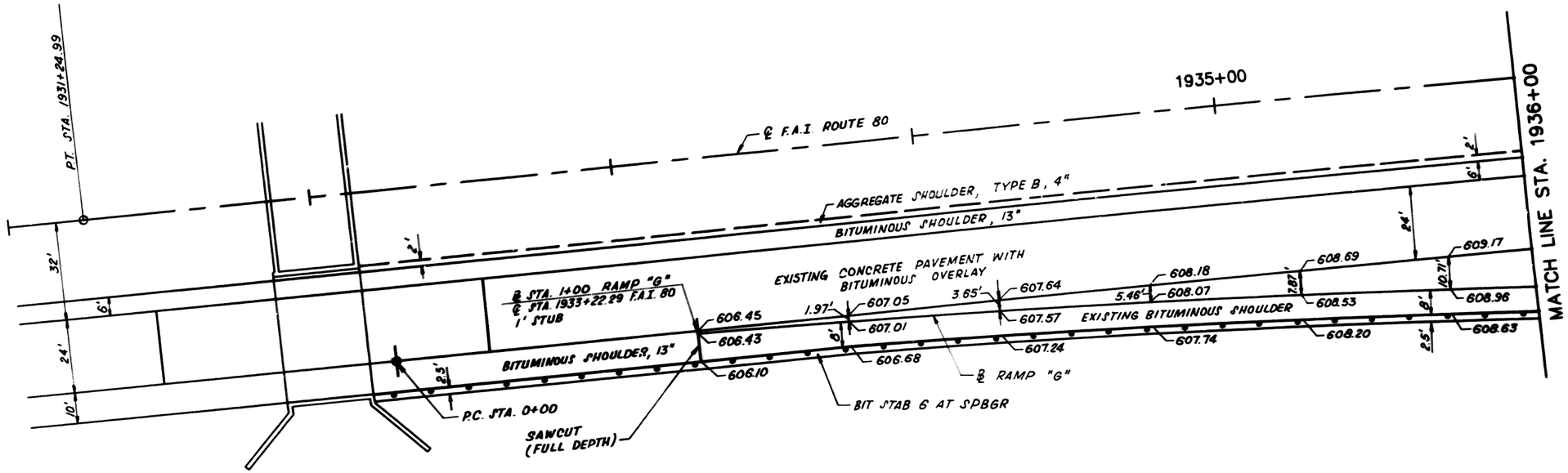
DATE DEC. 8, 1992

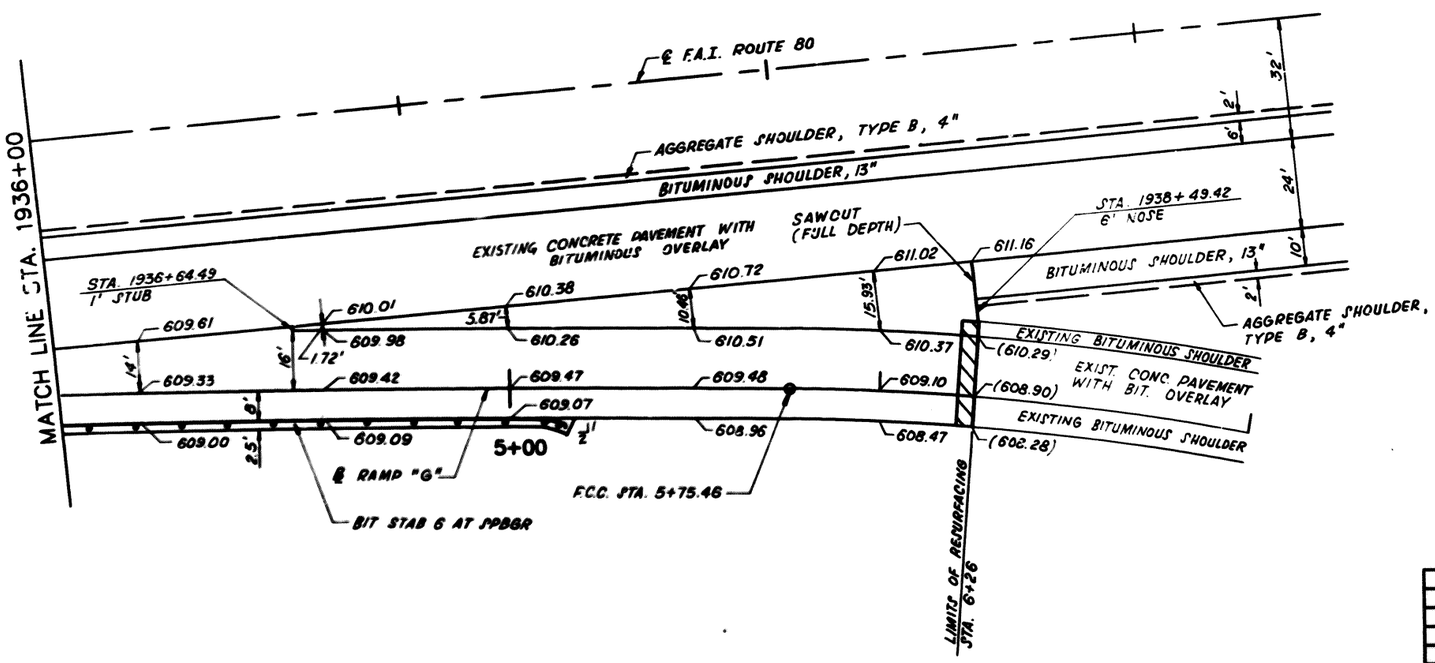
CHECKED BY S.M.S., G.W.H.

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	•	MILL	157	44
STA. 1931+00	TO STA. 1939+50			
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

• 99-1(RS-3,BR & HB-2-R)

RAMP "G"





LEGEND

590.11 . PROPOSED ELEVATIONS @ 50' STATIONING OR AS NOTED

(609.11) EXISTING ELEVATIONS

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STA. 1931+00 TO STA 1939+50
DETAILS AND ELEVATIONS
RAMP "G"

SCALE 1"=20'

DRAWN BY MRJ, GET

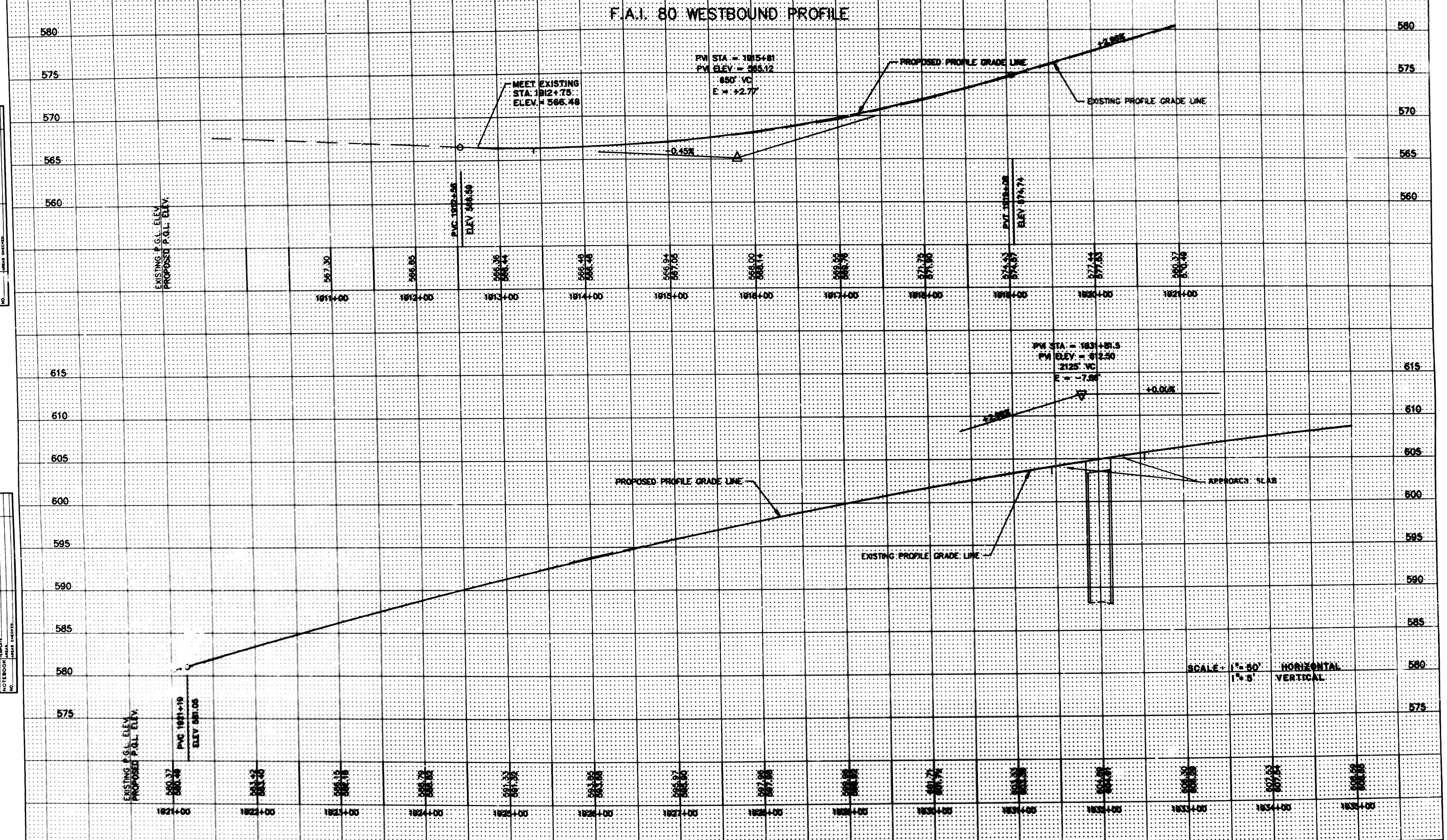
DATE DEC. 8, 1992

CHECKED BY SNS, GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
55,80	*	WILL	157	45
STA. 1912+75 TO STA. 1935+00				
FED. ROAD DIST NO.	ILLINOIS	FEDERAL AID PROJECT		

* 99-1(RS-3, BR & HB-2-R)

F.A.I. 80 WESTBOUND PROFILE



MEET EXISTING
STA. 1912+75
ELEV. = 566.48
PVI STA = 1915+81
PVI ELEV = 565.12
650' VC
E = +2.77
PROPOSED PROFILE GRADE LINE
EXISTING PROFILE GRADE LINE
+0.45%
EXISTING P.G.L. ELEV.
PROPOSED P.G.L. ELEV.
1911+00
1912+00
1913+00
1914+00
1915+00
1916+00
1917+00
1918+00
1919+00
1920+00
1921+00
PVI STA = 1931+81.5
PVI ELEV = 612.50
2125' VC
+0.00%
PROPOSED PROFILE GRADE LINE
EXISTING PROFILE GRADE LINE
APPROACH SLAB
PVC 1921+19
ELEV 581.06
1921+00
1922+00
1923+00
1924+00
1925+00
1926+00
1927+00
1928+00
1929+00
1930+00
1931+00
1932+00
1933+00
1934+00
1935+00
SCALE 1" = 50' HORIZONTAL
1" = 5' VERTICAL

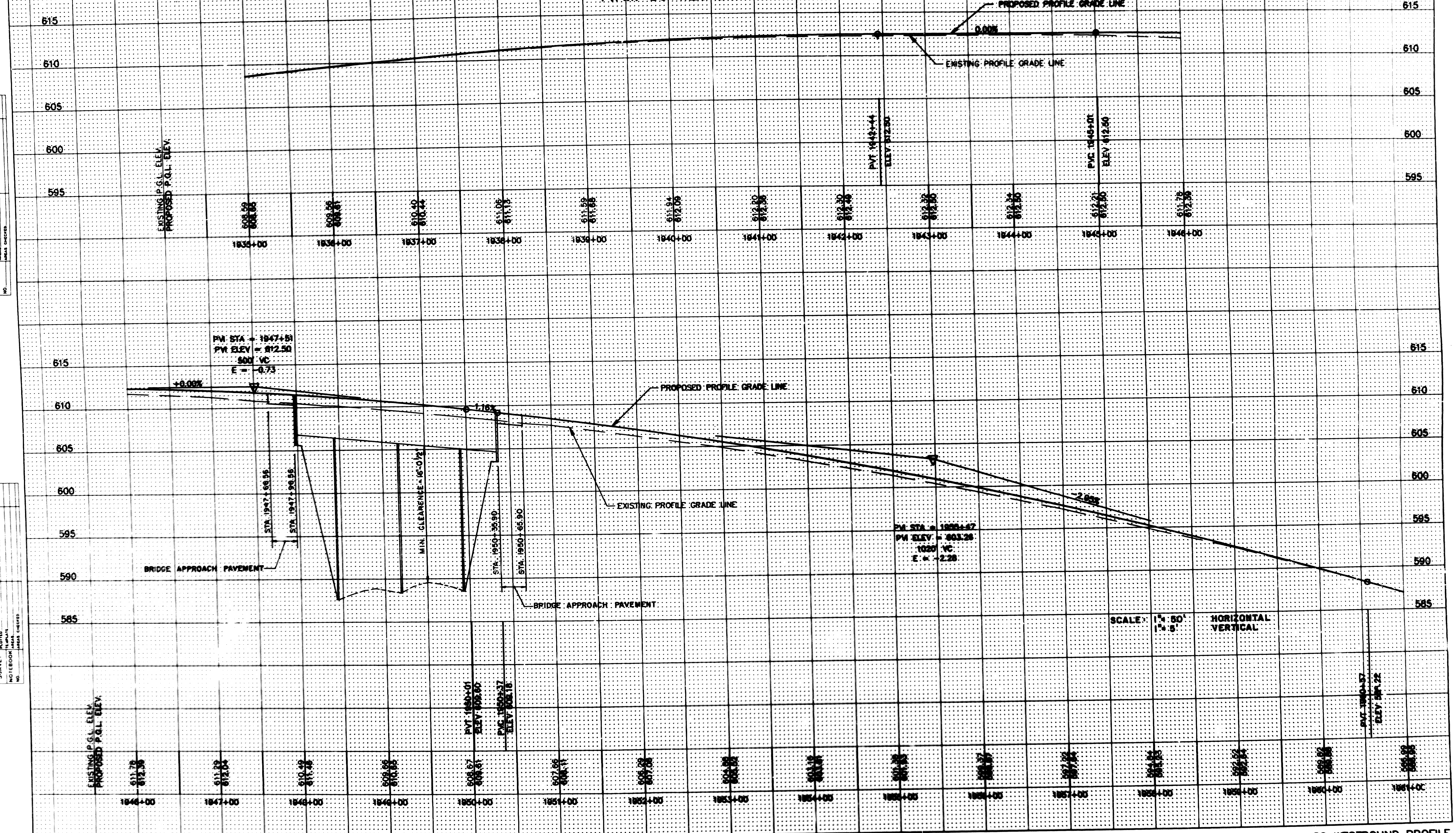
PLATE 4-SINGLE PLAN AND CROSS SECTION-LINE & DOT

I-80 WESTBOUND PROFILE

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	157	46
STA. 1935+00 TO STA. 1961+00				
FED. ROAD DIST NO.	ILLINOIS	FEDERAL AID PROJECT		

* 99-I(RS-3, BR & HB-2-R)

F.A.I. 80 WESTBOUND PROFILE



PROPOSED PROFILE GRADE LINE
0.00%
EXISTING PROFILE GRADE LINE
PVT 1942+44
ELEV 612.50
PVC 1945+01
ELEV 612.50
EXISTING P.G.L. ELEV.
PROPOSED P.G.L. ELEV.
1935+00
1936+00
1937+00
1938+00
1939+00
1940+00
1941+00
1942+00
1943+00
1944+00
1945+00
1946+00
PVI STA = 1947+51
PVI ELEV = 612.50
500' VC
E = -0.73
+0.00%
PROPOSED PROFILE GRADE LINE
EXISTING PROFILE GRADE LINE
MIN. CLEARANCE - 16'-0"
BRIDGE APPROACH PAVEMENT
-2.00%
PVI STA = 1955+47
PVI ELEV = 603.26
1020' VC
E = -2.28
SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL
EXISTING P.G.L. ELEV.
PROPOSED P.G.L. ELEV.
1946+00
1947+00
1948+00
1949+00
1950+00
1951+00
1952+00
1953+00
1954+00
1955+00
1956+00
1957+00
1958+00
1959+00
1960+00
1961+00

I-80 WESTBOUND PROFILE

PLATE 4-SINGLE PLAN AND CROSS SECTION

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	157	47
STA. 1961+00	TO STA. 1979+13.49			
FED. ROAD DIST. NO.	ILLINOIS	FEDERAL AID PROJECT		

* 99-1(RS-3,BR & HB-2-R1

F.A.I. 80 WESTBOUND PROFILE

590 585 580 575 570 565 560 555 550

-2.04%

PROPOSED PROFILE GRADE LINE

EXISTING PROFILE GRADE LINE

PVI STA = 1972+89
PVI ELEV = 552.76
1050' VC
E = 4.45'

+0.44%

PVC 1967+34
ELEV 568.25

EXISTING P.G.L. ELEV.
PROPOSED P.G.L. ELEV.

1961+00	1962+00	1963+00	1964+00	1965+00	1966+00	1967+00	1968+00	1969+00	1970+00	1971+00	1972+00	1973+00	1974+00
586.92 / 588.04	581.98 / 584.01	581.04 / 581.06	578.07 / 578.11	575.09 / 575.16	572.02 / 572.21	569.01 / 568.26	566.08 / 565.97	563.76 / 563.80	561.43 / 561.54	559.04 / 559.81	557.81 / 557.81	556.69 / 556.72	555.70 / 555.78

EXISTING PROFILE GRADE LINE

PROPOSED PROFILE GRADE LINE

+0.44%

PVT 1977+84
ELEV 555.07

MEET DIST. ELEV.
STA. 1978+15.49
ELEV 555.33

SCALE: 1"=50' HORIZONTAL
1"=5' VERTICAL

EXISTING P.G.L. ELEV.
PROPOSED P.G.L. ELEV.

1974+00	1975+00	1976+00	1977+00	1978+00	1979+00	1980+00
555.70 / 555.78	555.08 / 555.12	554.79 / 554.81	554.79 / 554.81	555.08 / 555.14	555.09 / 555.08	555.09

PLATE 4-SINGLE PLAN AND CROSS SECTION-LINE & GRADE

I-80 WESTBOUND PROFILE

SURVEY PLOTTED
NOTEBOOK TRIPLATE
NO. AREAS CHECKED

PLATE
AREAS CHECKED
NOTEBOOK NO.

F.A.I. 80 EASTBOUND PROFILE

F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	157	48
STA 1912+54.42 TO STA 1934+00				
FED. ROAD DIST. NO.	ILLINOIS	FEDERAL AID PROJECT		

* 99-1(RS-3, 88) & HB-2-81

PROPOSED PROFILE GRADE LINE

MEET EXIST.
STA. 1912+54.42
ELEV. = 566.55

PVI STA. = 1915+93.5
PVI ELEV. = 565.20
975' VC
E = 42.89'

3.03%

-0.40%

EXISTING PROFILE GRADE LINE

PVC 1912+56
ELEV. 566.55

PVT 1919+31
ELEV. 576.42

EXISTING P.G.L. ELEV.
PROPOSED P.G.L. ELEV.

1910+00	1911+00	1912+00	1913+00	1914+00	1915+00	1916+00	1917+00	1918+00	1919+00	1920+00
567.76	567.29	566.83	566.43 566.42	566.50 566.50	567.01 567.08	567.86 568.18	569.62 569.78	571.82 571.80	574.43 574.52	577.41 577.52

PVI STA. = 1931+48
PVI ELEV. = 612.31
2140' VC
E = 8.11

+0.00%

+3.03%

PROPOSED PROFILE GRADE LINE

EXISTING PROFILE GRADE LINE

APPROACH SLAB

APPROACH SLAB

PVC 1920+78
ELEV. 578.86

EXISTING P.G.L. ELEV.
PROPOSED P.G.L. ELEV.

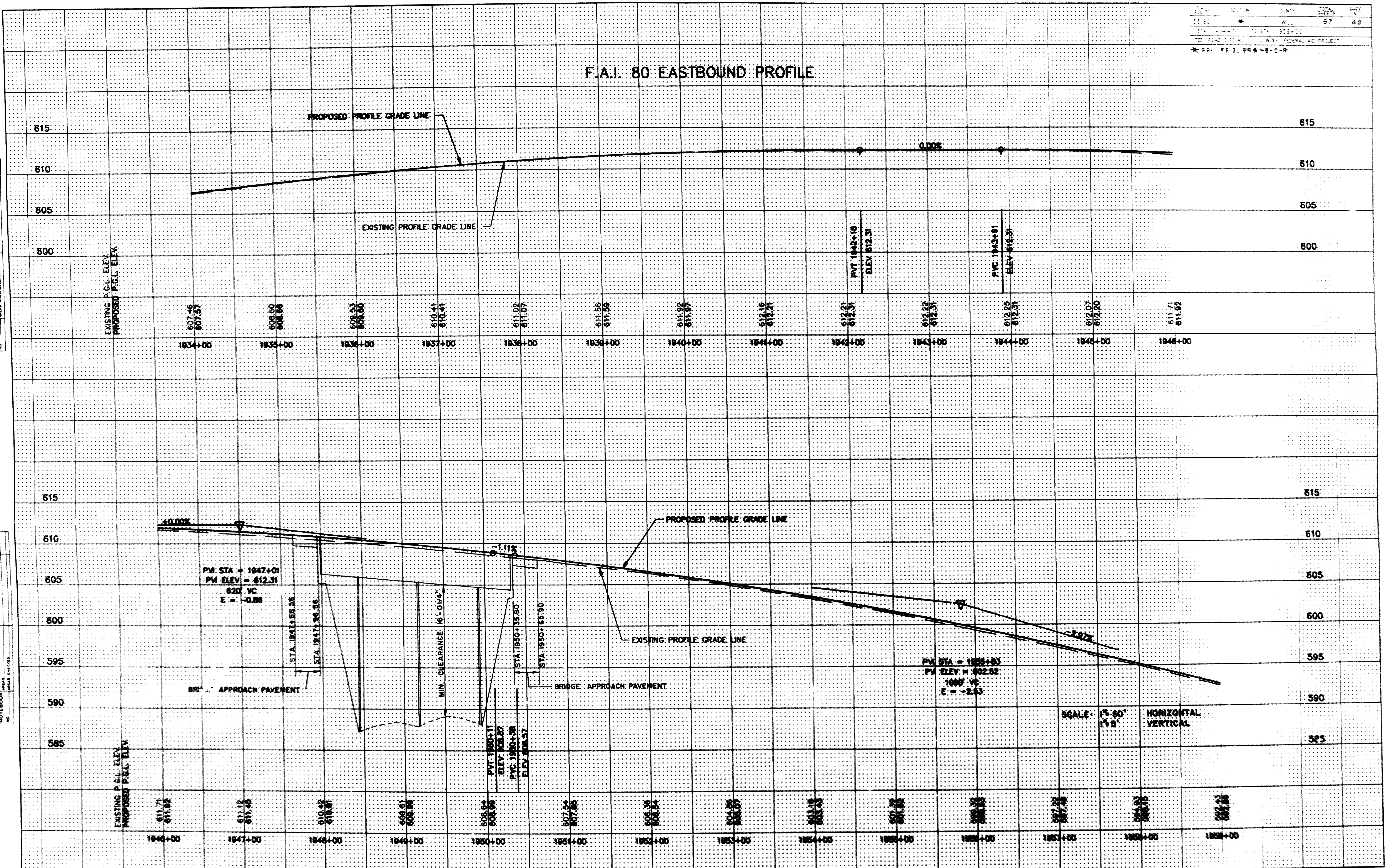
1920+00	1921+00	1922+00	1923+00	1924+00	1925+00	1926+00	1927+00	1928+00	1929+00	1930+00	1931+00	1932+00	1933+00	1934+00
577.41 577.52	580.62 580.84													

SCALE: 1"=50' HORIZONTAL
1"=5' VERTICAL

I-80 EASTBOUND PROFILE

PLATE 4-SINGLE PLAN AND CROSS SECTION-LINE & DIT

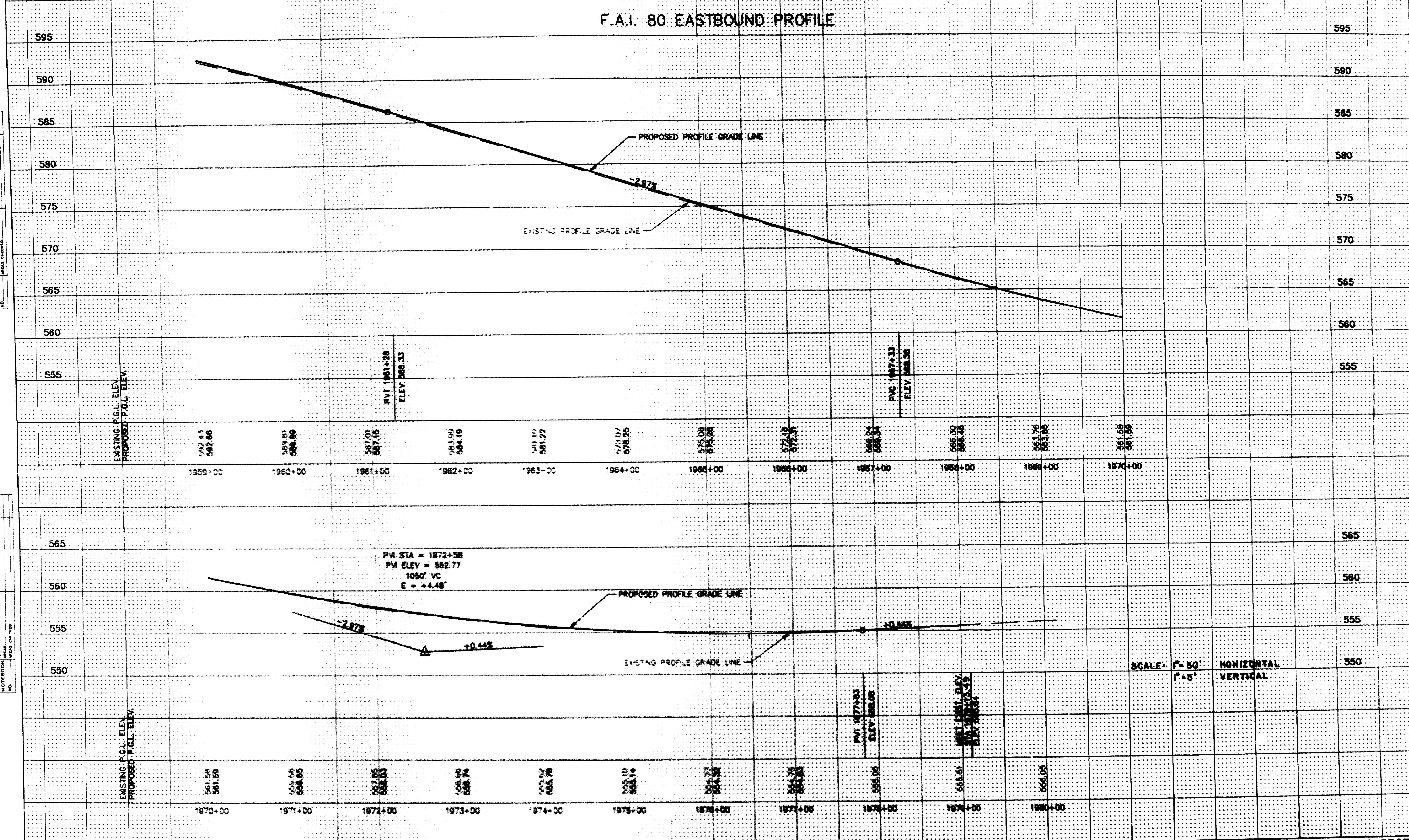
F.A.I. 80 EASTBOUND PROFILE


57
49
ILLINOIS FEDERAL AID PROJECT
PROPOSED PROFILE GRADE LINE
EXISTING PROFILE GRADE LINE
0.00%
PVT 1942+16
ELEV 612.31
PVC 1943+81
ELEV 612.31
615
610
605
600
EXISTING P.G.L. ELEV.
PROPOSED P.G.L. ELEV.
607.46
607.57
608.60
608.66
609.53
609.60
610.41
610.41
611.02
611.07
611.56
611.59
611.92
611.97
612.16
612.21
612.21
612.31
612.32
612.31
612.26
612.31
612.07
612.20
611.71
611.92
1934+00
1935+00
1936+00
1937+00
1938+00
1939+00
1940+00
1941+00
1942+00
1943+00
1944+00
1945+00
1946+00
615
610
605
600
595
590
585
+0.00%
-1.11%
PVI STA = 1947+01
PVI ELEV = 612.31
620' VC
E = -0.86
STA 1947+66.56
STA 1947+96.36
MIN. CLEARANCE 16'-0 1/4"
STA 1950+35.90
STA 1950+65.90
BRIDGE APPROACH PAVEMENT
BRIDGE APPROACH PAVEMENT
PVT 1950+11
ELEV 608.87
PVC 1950+38
ELEV 608.57
-2.07%
PVI STA = 1955+83
PVI ELEV = 602.52
1000' VC
E = -2.53
SCALE: 1"=50' HORIZONTAL
1"=5' VERTICAL
EXISTING P.G.L. ELEV.
PROPOSED P.G.L. ELEV.
611.71
611.92
611.12
611.45
610.42
610.61
609.61
609.66
608.64
608.66
607.54
607.66
606.36
606.54
604.86
605.07
1946+00
1947+00
1948+00
1949+00
1950+00
1951+00
1952+00
1953+00
1954+00
1955+00
1956+00
1957+00
1958+00
1959+00

I-80 EASTBOUND PROFILE

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
55,80	*	WILL	157	50
STA. 1959+00 TO STA 1979+13 49				
FED. ROAD DIST NO	ILLINOIS	FEDERAL AID PROJECT		
*99-I (RS-3, BR & HB-2-R				

F.A.I. 80 EASTBOUND PROFILE



595
590
585
580
575
570
565
560
555
PROPOSED PROFILE GRADE LINE
-2.97%
EXISTING PROFILE GRADE LINE
PVT 1961+28
ELEV 586.33
PVC 1967+33
ELEV 568.38
EXISTING P.G.L. ELEV.
PROPOSED P.G.L. ELEV.
592.66
589.81
587.01
587.15
584.19
581.22
578.25
575.08
572.18
566.30
563.76
561.58
561.59
1959+00
1960+00
1961+00
1962+00
1963+00
1964+00
1965+00
1966+00
1967+00
1968+00
1969+00
1970+00
565
560
555
550
PVI STA = 1972+56
PVI ELEV = 552.77
1050' VC
E = +4.48'
PROPOSED PROFILE GRADE LINE
-2.97%
+0.44%
EXISTING PROFILE GRADE LINE
SCALE: 1"=50' HORIZONTAL
1"=5' VERTICAL
EXISTING P.G.L. ELEV.
PROPOSED P.G.L. ELEV.
561.58
561.59
565.05
555.51
556.05
1970+00
1971+00
1972+00
1973+00
1974+00
1975+00
1976+00
1977+00
1978+00
1979+00
1980+00

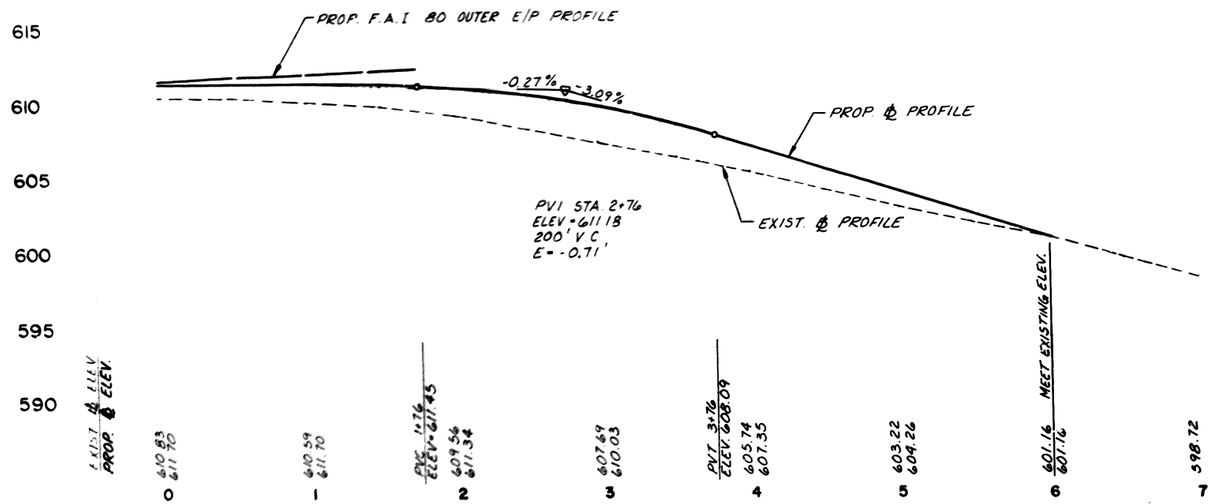
I-80 EASTBOUND PROFILE

PLATE 4-SINGLE PLAN AND CROSS SECTION

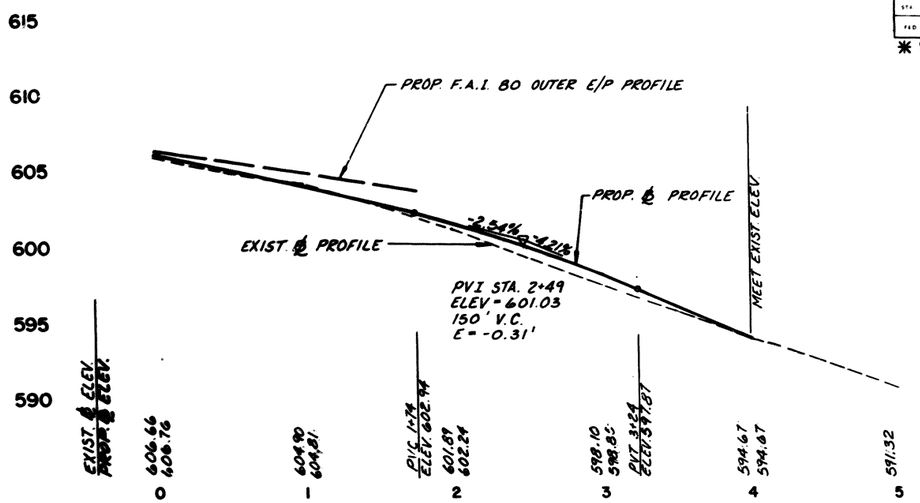
F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	157	51
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FEDERAL AID PROJECT	

* 99-1 (RS-3, BR & HB-2-R)

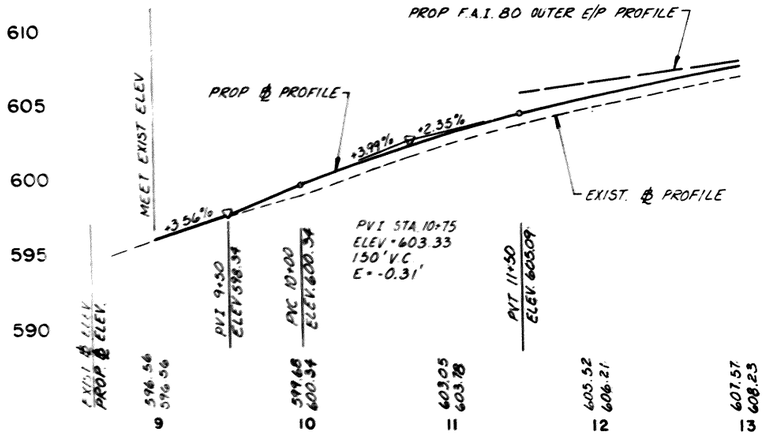
RAMP "B" PROFILE



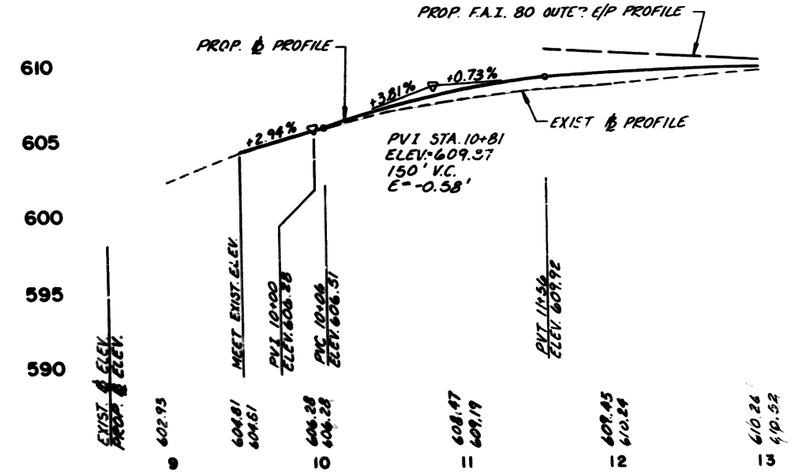
RAMP "F" PROFILE



RAMP "D" PROFILE



RAMP "H" PROFILE

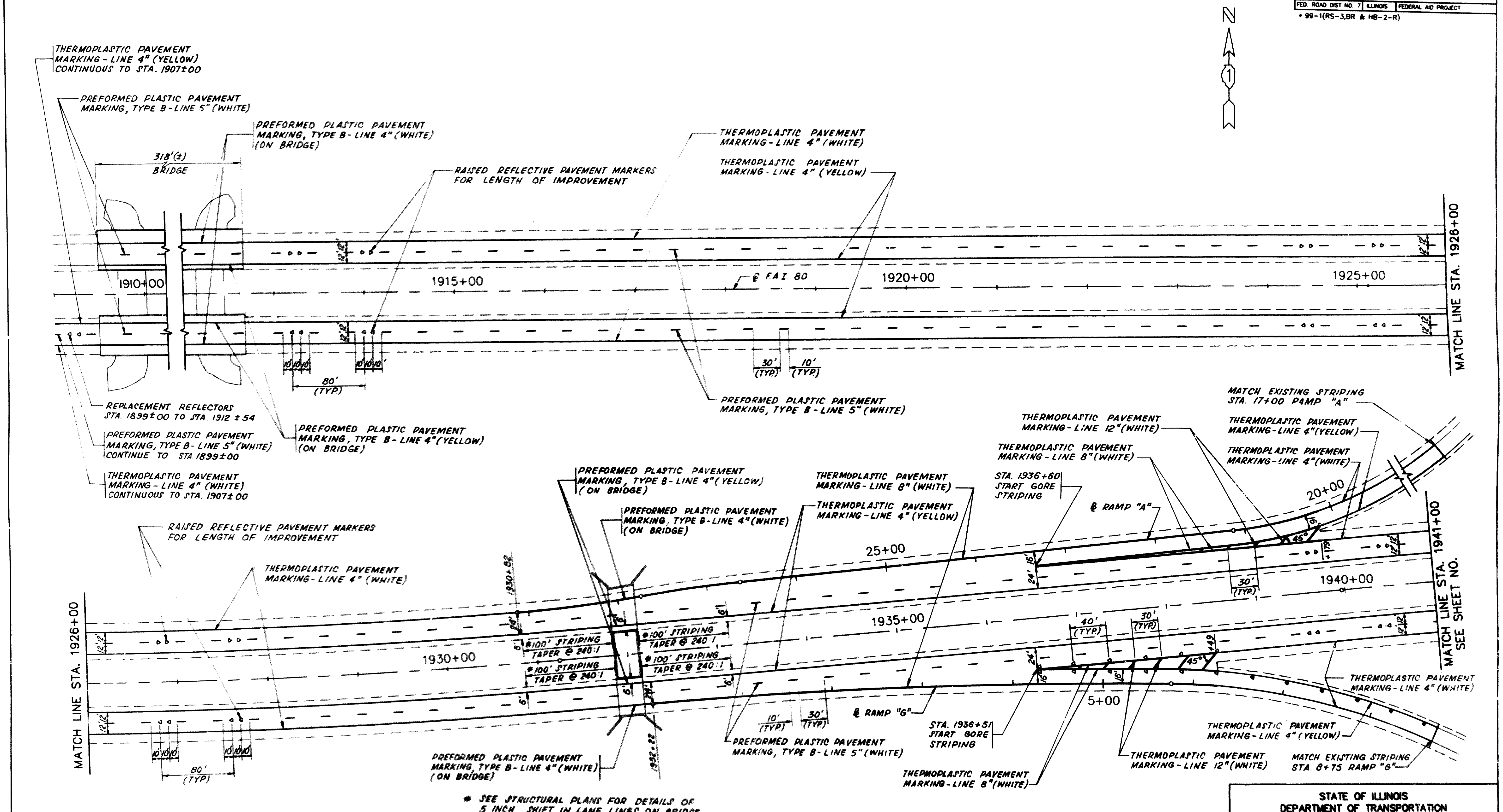


SCALE: 1"=50' HORIZONTAL
1"=5' VERTICAL

PLATE 3-FULL CROSS SECTION-FULL DOT

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	157	52
STA. 1909+00 TO STA. 1941+00				
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

* 99-1(RS-3,BR & HB-2-R)



N
1
THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW) CONTINUOUS TO STA. 1907±00
PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5" (WHITE)
PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4" (WHITE) (ON BRIDGE)
318'(±) BRIDGE
RAISED REFLECTIVE PAVEMENT MARKERS FOR LENGTH OF IMPROVEMENT
THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE)
THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)
1910+00
1915+00
℄ F.A.I. 80
1920+00
1925+00
MATCH LINE STA. 1926+00
12' 12'
10' 10' 10'
80' (TYP)
30' (TYP)
10' (TYP)
PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5" (WHITE)
REPLACEMENT REFLECTORS STA. 1899±00 TO STA. 1912 ± 54
PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5" (WHITE) CONTINUE TO STA. 1899±00
PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4" (YELLOW) (ON BRIDGE)
THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE) CONTINUOUS TO STA. 1907±00
MATCH EXISTING STRIPING STA. 17+00 RAMP "A"
THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE)
THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)
THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE)
THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE)
PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4" (YELLOW) (ON BRIDGE)
PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4" (WHITE) (ON BRIDGE)
THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE)
THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)
STA. 1936+60 START GORE STRIPING
℄ RAMP "A"
20+00
RAISED REFLECTIVE PAVEMENT MARKERS FOR LENGTH OF IMPROVEMENT
THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE)
25+00
1940+00
MATCH LINE STA. 1941+00 SEE SHEET NO.
1930+82
1935+00
1930+00
MATCH LINE STA. 1926+00
*100' STRIPING TAPER @ 240:1
40' (TYP)
30' (TYP)
45°
5+00
THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE)
℄ RAMP "G"
STA. 1936+51 START GORE STRIPING
PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5" (WHITE)
THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)
THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE)
MATCH EXISTING STRIPING STA. 8+75 RAMP "G"
THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE)
PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4" (WHITE) (ON BRIDGE)
1932+22
80' (TYP)
* SEE STRUCTURAL PLANS FOR DETAILS OF 5 INCH SHIFT IN LANE LINES ON BRIDGE.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PERMANENT PAVEMENT MARKING PLAN
F.A.I. 80, RAMPS A & G

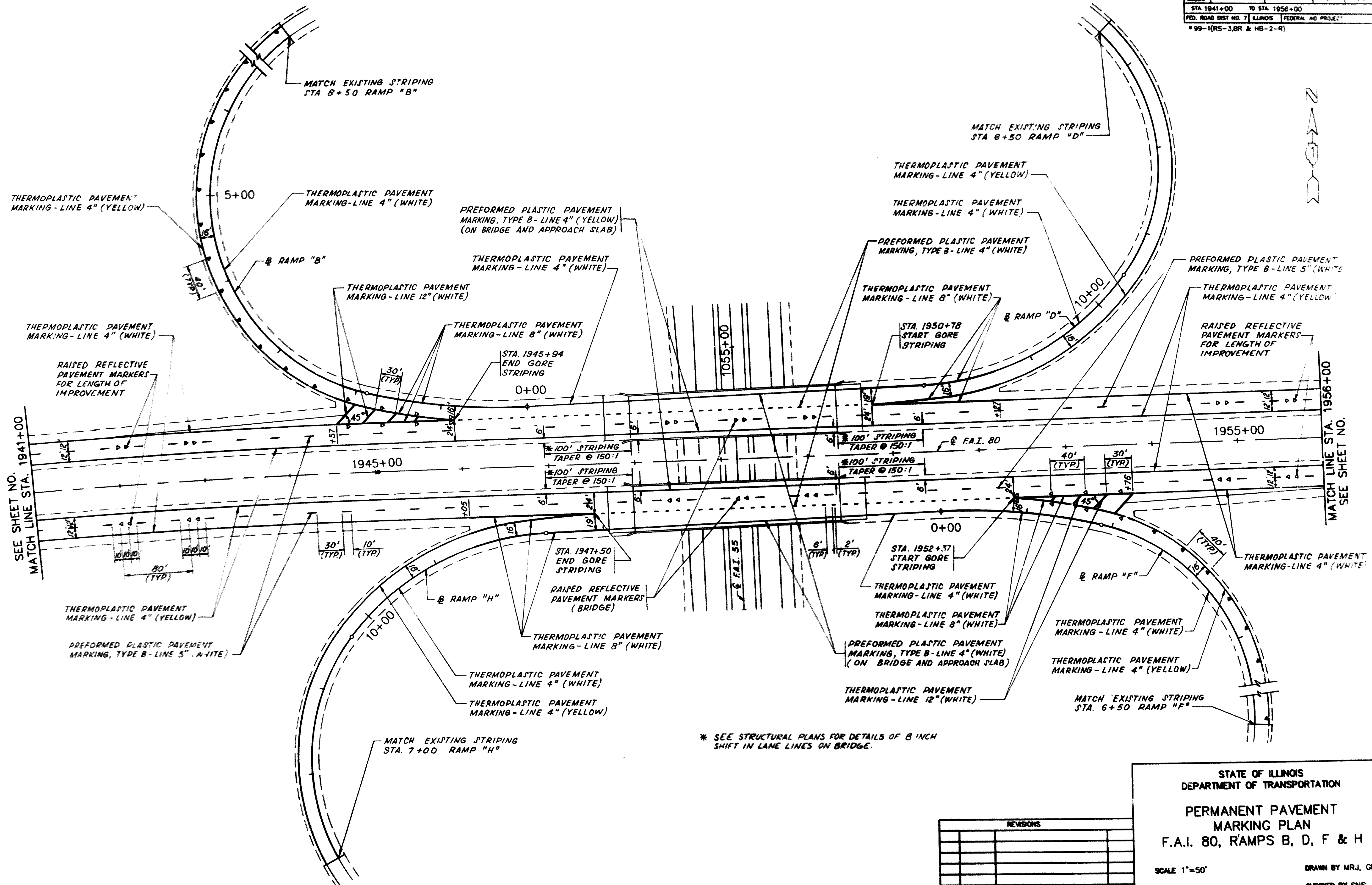
SCALE 1"=50'
DRAWN BY MRJ, GET
DATE DEC. 18, 1992
CHECKED BY SNS, GWN

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	157	53

STA. 1941+00 TO STA. 1956+00

FED. ROAD DIST NO. 7 ILLINOIS FEDERAL AID PROJECT

* 99-1(RS-3,BR & HB-2-R)



* SEE STRUCTURAL PLANS FOR DETAILS OF 8 INCH SHIFT IN LANE LINES ON BRIDGE.

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PERMANENT PAVEMENT MARKING PLAN F.A.I. 80, RAMPS B, D, F & H

SCALE 1"=50'

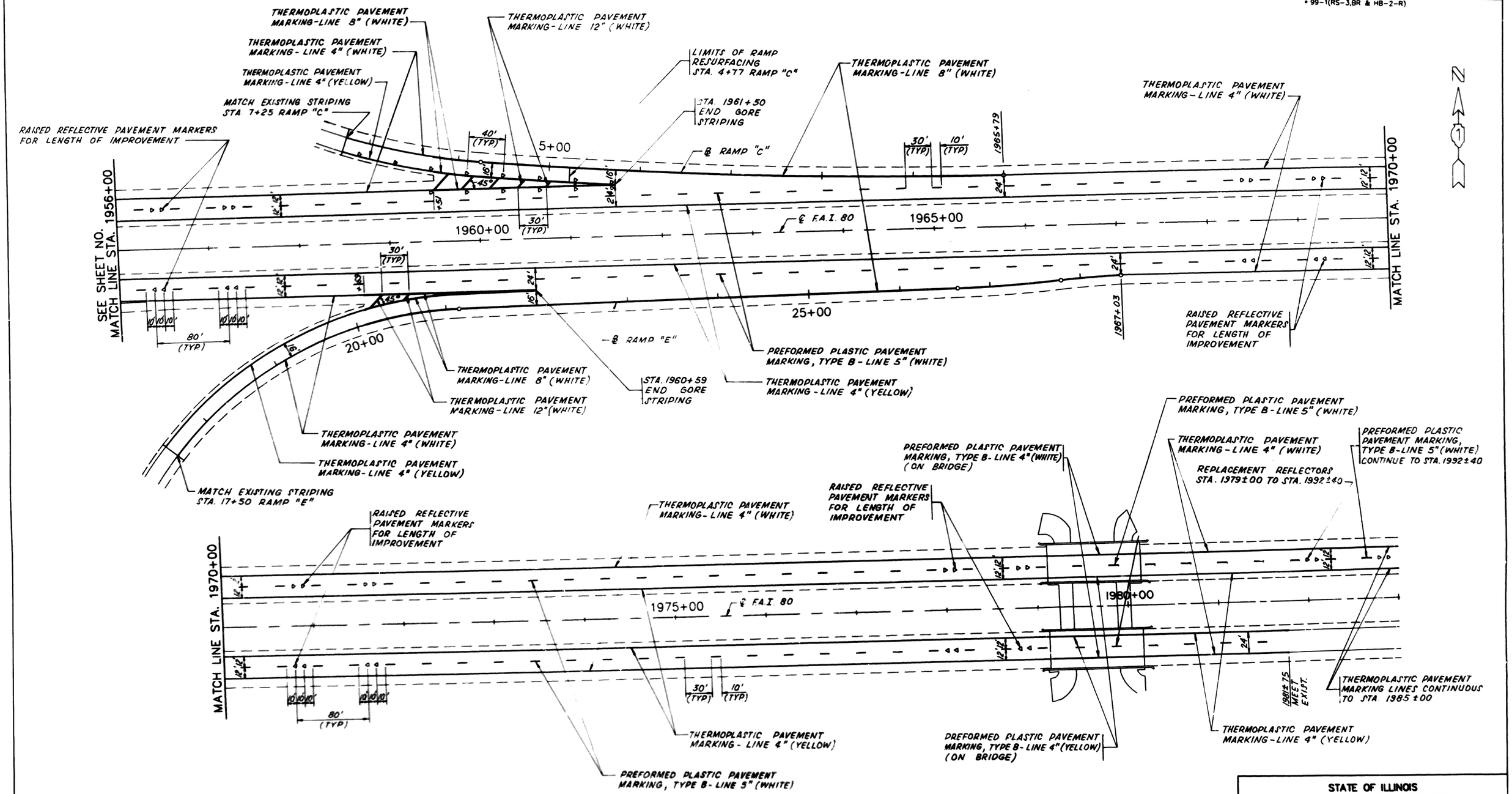
DRAWN BY MRJ, GET

DATE DEC. 18, 1992

CHECKED BY SNS, GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
55,80	*	WILL	157	54
STA. 1956+00	TO STA. 1983+00			
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

* 99-1(RS-3,8R & HB-2-R)



REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PERMANENT PAVEMENT MARKING PLAN F.A.I. 80, RAMPS C & E

SCALE 1"=50'

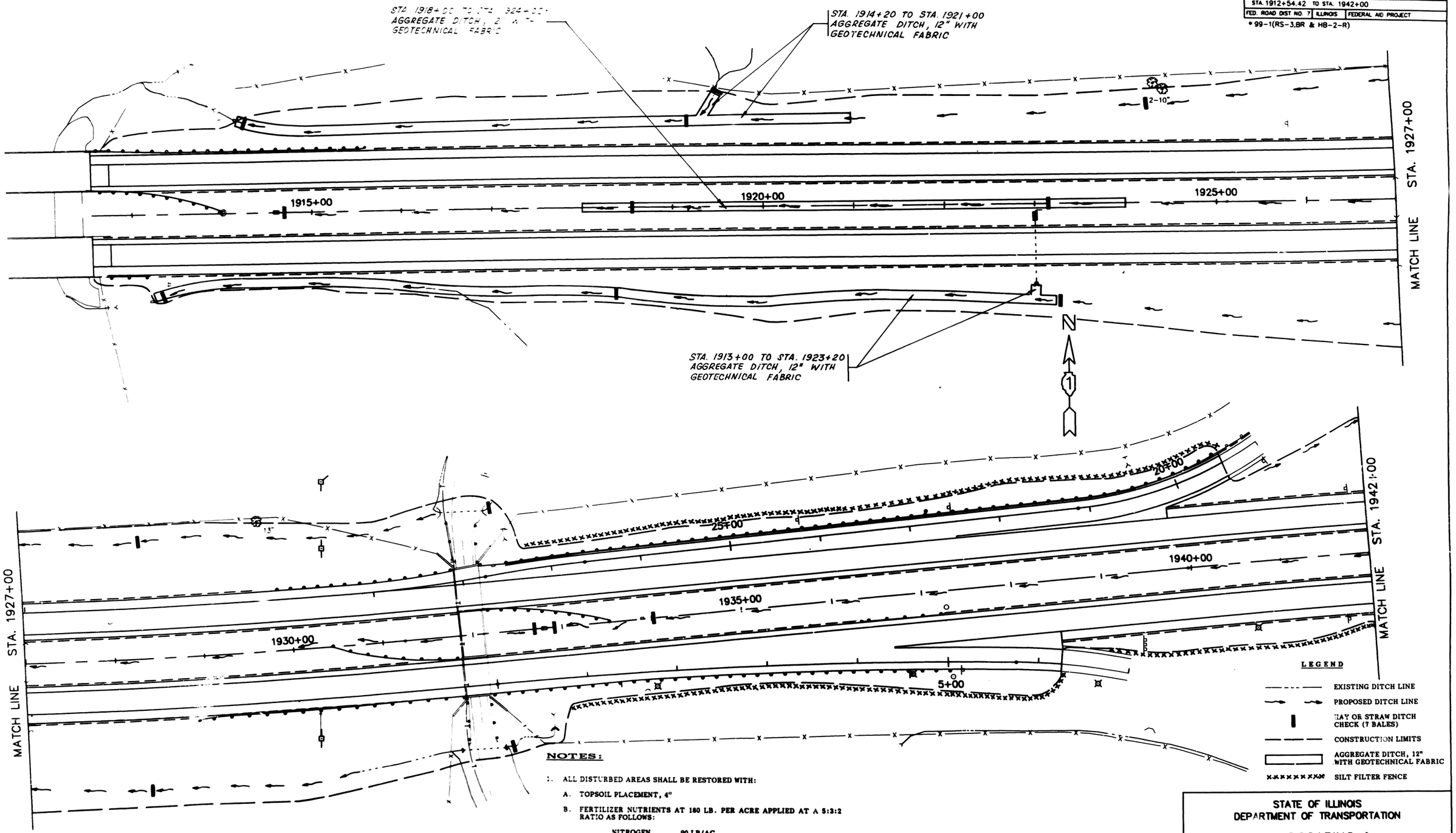
DRAWN BY MRJ, GET

DATE DEC. 18, 1992

CHECKED BY SNS, GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	157	55
STA. 1912+54.42 TO STA. 1942+00				
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

* 99-1(RS-3,BR & HB-2-R)



NOTES:

1. ALL DISTURBED AREAS SHALL BE RESTORED WITH:
   - A. TOPSOIL PLACEMENT, 4"
   - B. FERTILIZER NUTRIENTS AT 180 LB. PER ACRE APPLIED AT A 5:3:2 RATIO AS FOLLOWS:

NITROGEN	90 LB/AC
PHOSPHORUS	54 LB/AC
POTASSIUM	36 LB/AC

   - C. SEEDING, CLASS 2A
   - D. EXCELSIOR BLANKET
2. WHEN DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL INSTALL A SILT FILTER FENCE FOR TEMPORARY EROSION CONTROL AROUND STOCKPILED EXCAVATED MATERIAL. THIS WORK SHALL BE PAID AT THE CONTRACT UNIT PRICE PER LINEAL FOOT FOR "SILT FILTER FENCE."

LEGEND

- EXISTING DITCH LINE
- PROPOSED DITCH LINE
- HAY OR STRAW DITCH CHECK (7 BALES)
- CONSTRUCTION LIMITS
- AGGREGATE DITCH, 12" WITH GEOTECHNICAL FABRIC
- SILT FILTER FENCE

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPING & EROSION CONTROL PLAN F.A.I. 80, RAMPS A & G

SCALE 1"=50'

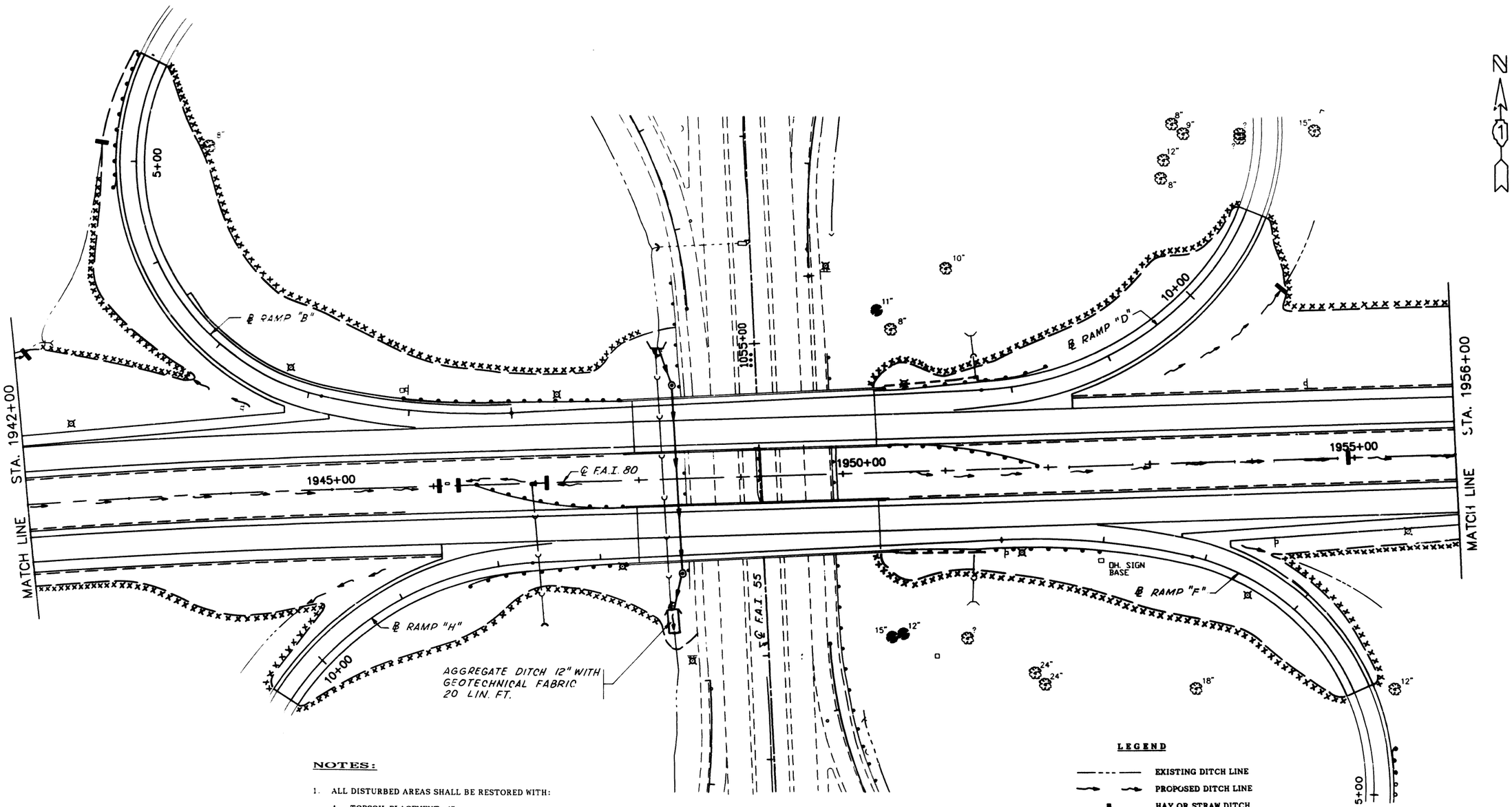
DRAWN BY MRJ

DATE JAN 2, 1993

CHECKED BY SNS,GWH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
55,80	*	WILL	157	56
STA. 1942+00	TO STA. 1956+00			
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

* 99-1(RS-3,BR & HB-2-R)



NOTES:

1. ALL DISTURBED AREAS SHALL BE RESTORED WITH:
   - A. TOPSOIL PLACEMENT, 4"
   - B. FERTILIZER NUTRIENTS AT 180 LB. PER ACRE APPLIED AT A 5:3:2 RATIO AS FOLLOWS:

NITROGEN	90 LB/AC
PHOSPHORUS	54 LB/AC
POTASSIUM	36 LB/AC

   - C. SEEDING, CLASS 2A
   - D. EXCELSIOR BLANKET
2. WHEN DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL INSTALL A SILT FILTER FENCE FOR TEMPORARY EROSION CONTROL AROUND STOCKPILED EXCAVATED MATERIAL. THIS WORK SHALL BE PAID AT THE CONTRACT UNIT PRICE PER LINEAL FOOT FOR "SILT FILTER FENCE."

LEGEND

- EXISTING DITCH LINE
- PROPOSED DITCH LINE
- HAY OR STRAW DITCH CHECK (7 BALES)
- CONSTRUCTION LIMITS
- AGGREGATE DITCH, 12" WITH GEOTECHNICAL FABRIC
- SILT FILTER FENCE

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPING & EROSION CONTROL PLAN F.A.I. 80, RAMPS B,D,F & H

SCALE 1"=50'

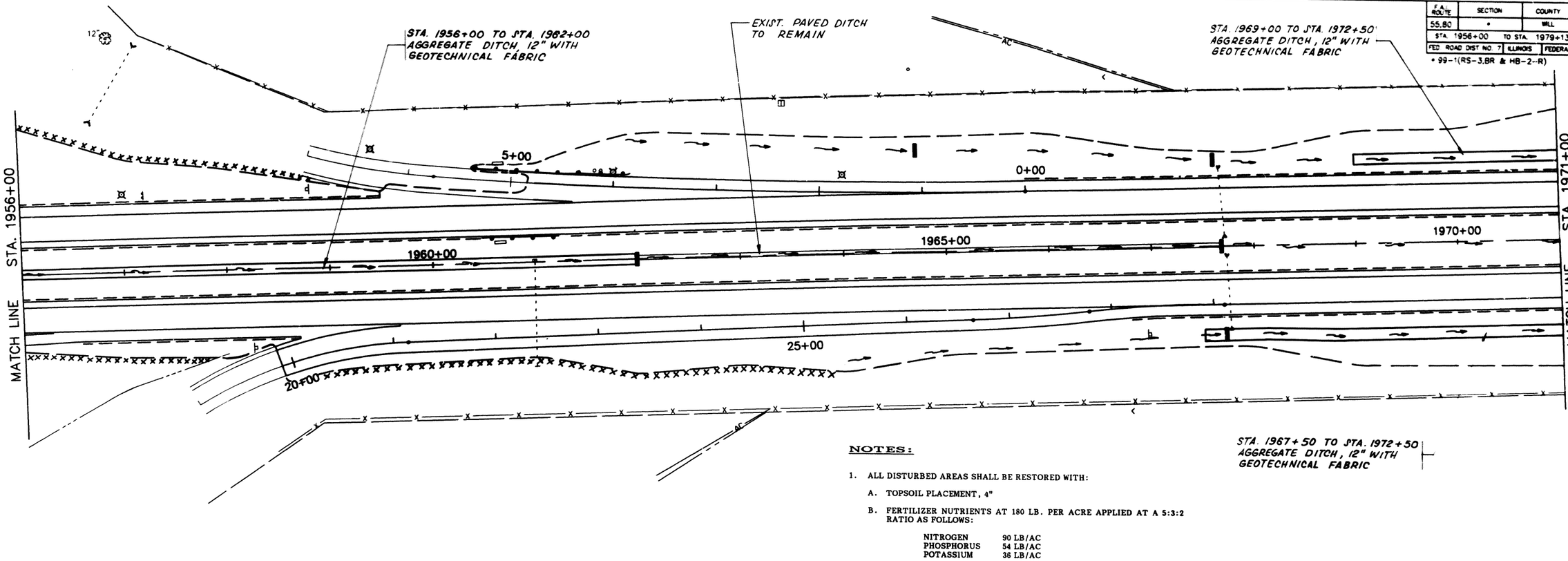
DRAWN BY MRJ, GET

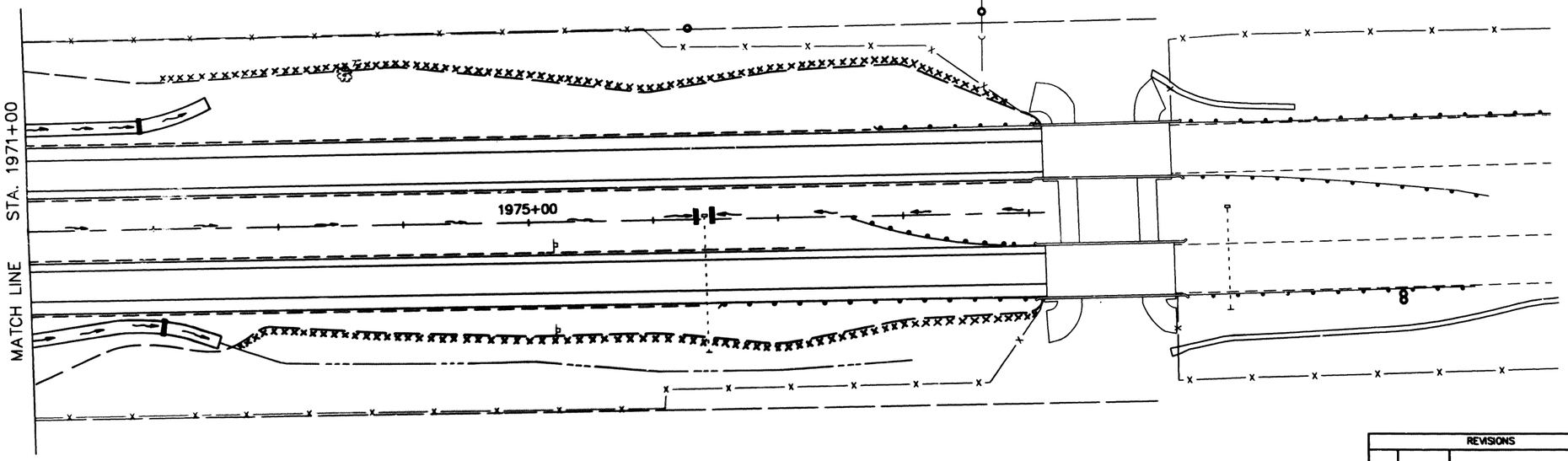
DATE JAN 2, 1993

CHECKED BY SNS,GWH

F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
55,80	•	WILL	157	57
STA. 1956+00 TO STA. 1979+13.49				
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

• 99-1(RS-3,BR & HB-2-R)





NOTES:

1. ALL DISTURBED AREAS SHALL BE RESTORED WITH:
   - A. TOPSOIL PLACEMENT, 4"
   - B. FERTILIZER NUTRIENTS AT 180 LB. PER ACRE APPLIED AT A 5:3:2 RATIO AS FOLLOWS:

NITROGEN	90 LB/AC
PHOSPHORUS	54 LB/AC
POTASSIUM	36 LB/AC

   - C. SEEDING, CLASS 2A
   - D. EXCELSIOR BLANKET
2. WHEN DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL INSTALL A SILT FILTER FENCE FOR TEMPORARY EROSION CONTROL AROUND STOCKPILED EXCAVATED MATERIAL. THIS WORK SHALL BE PAID AT THE CONTRACT UNIT PRICE PER LINEAL FOOT FOR "SILT FILTER FENCE."

N

LEGEND

- EXISTING DITCH LINE
- PROPOSED DITCH LINE
- HAY OR STRAW DITCH CHECK (7 BALES)
- CONSTRUCTION LIMITS
- AGGREGATE DITCH, 12" WITH GEOTECHNICAL FABRIC
- SILT FILTER FENCE

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPING & EROSION CONTROL PLAN F.A.I. 80, RAMPS C & E

SCALE 1"=50'

DRAWN BY MRJ, GET

DATE JAN 2, 1993

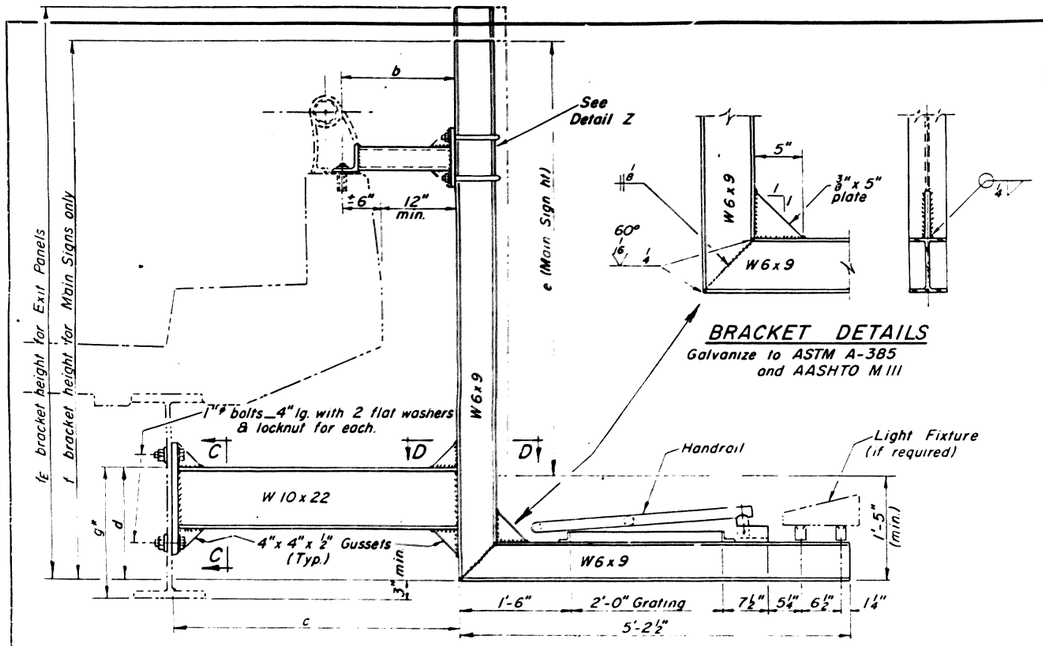
CHECKED BY SNS,GWH

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55,80	*	WILL	157	58
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO.
SHEETS

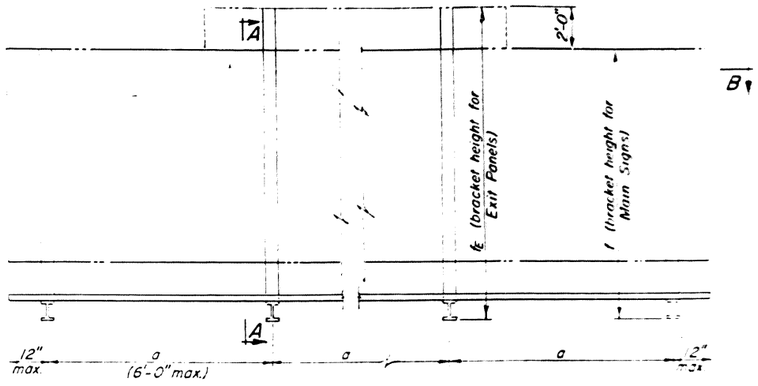
* 99-1 (RS-3, BR & HB-2-R)



SECTION A-A

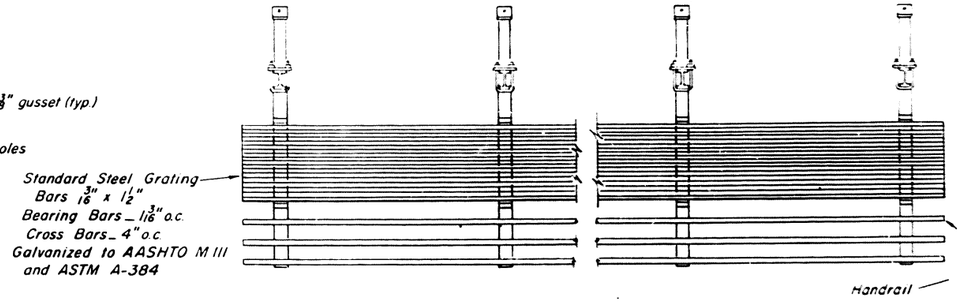
BRACKET DETAILS

Galvanize to ASTM A-385 and AASHTO M111

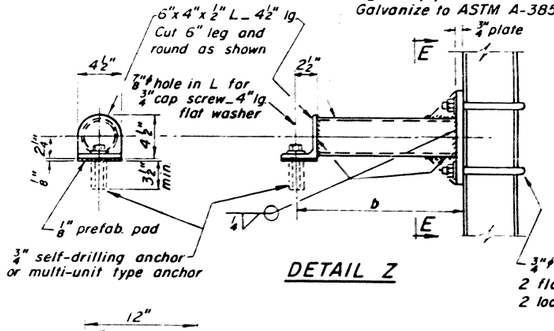


TYPICAL FRONT ELEVATION

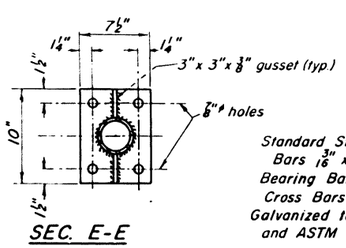
(with Lights and Handrail omitted for clarity)



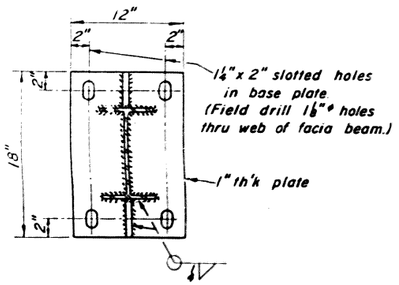
SECTION B-B



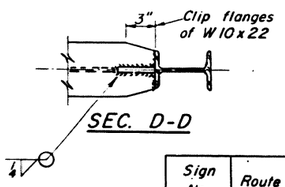
DETAIL Z



SEC. E-E



SECTION C-C



SEC. D-D

GENERAL NOTES

All structural steel shapes and plates shall conform to the requirements of AASHTO M-183.

All cap screws, bolts, U-bolts, washers, and locknuts shall conform to the requirements of AASHTO designation M164 and shall be galvanized in accordance with AASHTO M-232.

All fabrication shall be complete and ready for assembly before galvanizing. No punching, drilling, cutting, nor welding shall be permitted after galvanizing.

All structural steel plates, shapes and connections shall be galvanized by the hot-dipped process.

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

All holes drilled in bridge beam or plate girder shall be located in the middle half of the web. There shall not be any holes drilled in the web of beam or plate girder closer to the flange than the depth of beam divided by four (4) or one-fourth (1/4) the depth of the beam. The Engineer may adjust dimension "g" to meet the above condition and to keep the sign level.

The cost of furnishing and installing the bearing pads as herein specified shall be incidental to the contract and no additional compensation will be allowed.

PRE-FAB BEARING PADS: Fabric Bearing Pads shall consist of a fabric and rubber body made with new, unvulcanized rubber and unused fabric fibers.

METHOD OF MEASUREMENT: The Bridge Mounted Sign Supports and Walkway shall be measured in lineal feet. The length paid for shall be the overall length end to end of walkway.

BASIS OF PAYMENT: This work will be paid for at the contract unit price per lineal foot for OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED in place, measured as specified herein, which price shall include furnishing all materials, fabricating, transporting and erecting. The light fixtures and all material required for mounting the light fixtures shall not be included in this item.

Sign No.	Route	Bridge Section	Bridge Name or Station	No. Br'k'ts f	No. Br'k'ts f_E	a	b	c	d	e	f	f_E	g*	Main Sign Size	Exit Panel Width
BMN-1	I-55	099-0044	STA. 1053+72.53	4	0	5'-0"	1'-9"	4'-7 5/8"	1'-8 1/4"	10'	11'-5"	-	1'-11 1/4"	17'x10'	-
BMS-1	I-55	099-0045	STA. 1053+72.53	4	0	4'-2"	1'-9"	4'-7 5/8"	1'-8 1/4"	10'	11'-5"	-	1'-11 1/4"	14'-6"x10'	-

*See General Notes

BILL of MATERIAL

OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED	Lin. Ft.	31.5

DETAILS for MOUNTING SIGNS on TRAFFIC STRUCTURES

DESIGNED	LAV
CHECKED	MRJ
DRAWN	GET
CHECKED	

19
EXAMINED
PASSED — ENGINEER OF BRIDGE DESIGN
APPROVED — ENGINEER OF BRIDGES AND STRUCTURES
DIRECTOR OF HIGHWAYS

BM-1 4-3-72 5-22-73 2-6-76 7-20-81 7-17-84

(Sheet 1 of)

2-7.2

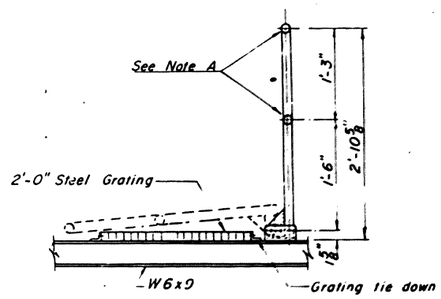
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55,80	*	WILL	157	59
FED. ROAD INST. NO.	ILLINOIS	FED. AID PROJECT:		

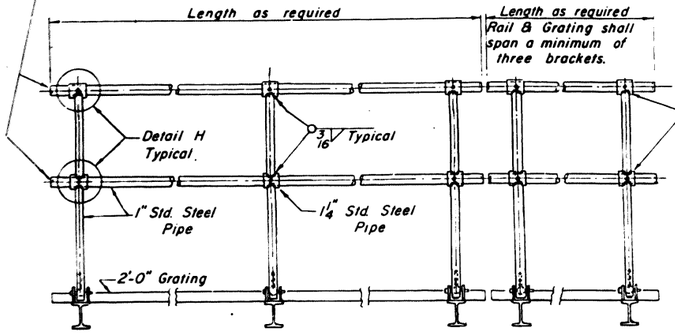
SHEET NO
SHEETS

* 99-1 (RS-3, BR & HB-2-R)

Contractor shall install standard galvanized force-fit end cap. (All rail ends)



SIDE ELEVATION

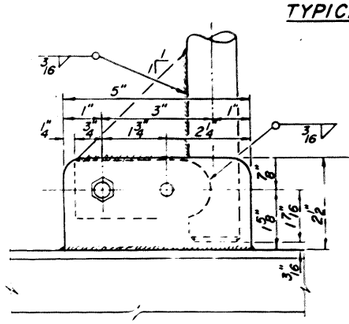


FRONT ELEVATION

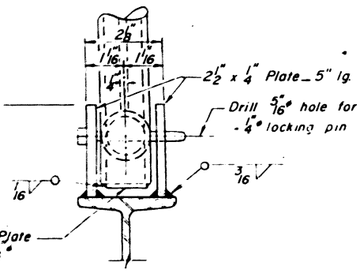
Note A
Horizontal rail member shall be continuous thru fitting. Provide 7/16" hole in fitting for 3/8" bolt. Drill 7/16" hole in horizontal rail member. Provide washer and locknut for bolt.

Note: Handrail Pipe shall be ASTM-A-53, Grade B. Horizontal Handrail Pipe shall be galvanized to ASTM A-53.
Vertical Handrail Pipe Member shall be galvanized after fabrication to AASHTO M111 & ASTM A-385. Vent holes shall be provided in all closed or blind sections prior to galvanizing.

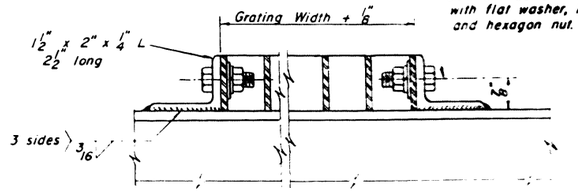
TYPICAL HANDRAIL DETAIL



SIDE ELEVATION

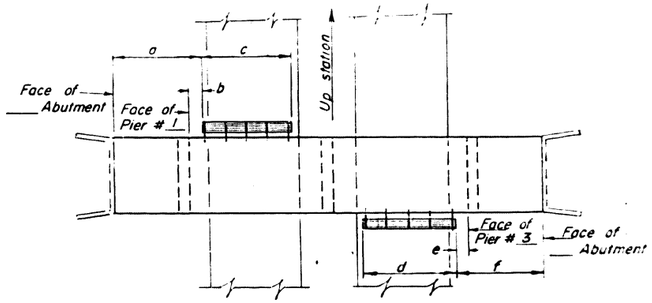


FRONT ELEVATION



GRATING TIE DOWN

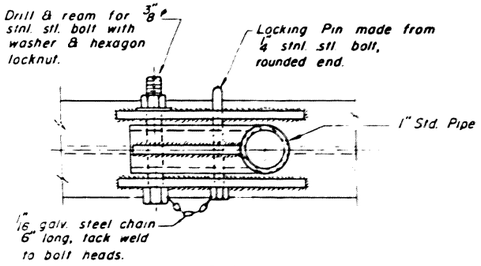
2 Req'd per Walkway Bracket



PLAN

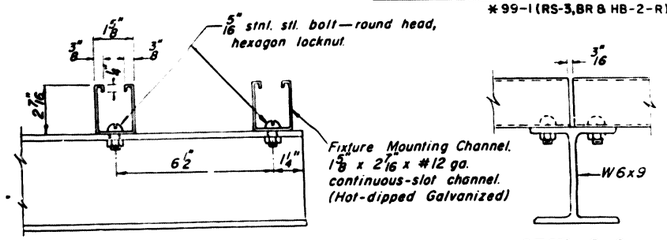
WALKWAY AND HANDRAIL SKETCH

Note: Road Plan shown beneath structure merely typical. Looking up station.



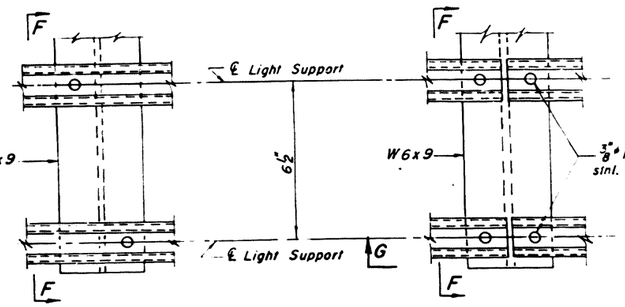
PLAN

DETAILS OF HANDRAIL HINGE

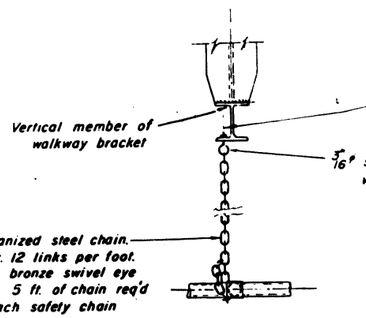


SECT. F-F

SECT. G-G



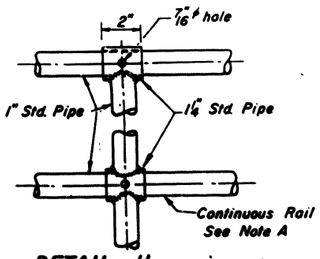
LIGHTING FIXTURE MOUNTS (IF REQ'D.)



SAFETY CHAIN

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

Note: All bolts, nuts, and washers shall be stainless steel.



DETAIL H

Welds 3/16 continuous

DETAILS for MOUNTING SIGNS on TRAFFIC STRUCTURES

Sign No	Route	Bridge Section	Bridge Station	a*	b*	c	d	e*	f*	Grating & Handrail Lengths
BMN-1	I-55	099-0044	STA. 1053+72.53	–	–	–	17'	15.3'	56.4'	17'-0"
BMS-1	I-55	099-0045	STA. 1053+72.53	61.4	15.3	14'-6"	–	–	–	14'-6"

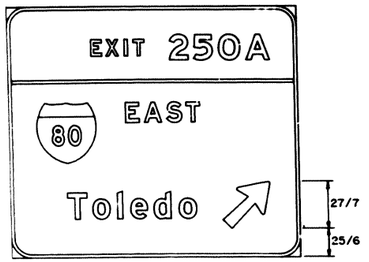
* This dimension may vary as directed by the Engineer (adjust to miss rail posts and splice plates)

DESIGNED	LAV
CHECKED	MRJ
DRAWN	Wm. M. Best, GET
CHECKED	

19
EXAMINED
ENGINEER OF BRIDGE DESIGN
PASSED
ENGINEER OF BRIDGES AND STRUCTURES
APPROVED
DIRECTOR OF HIGHWAYS

BM-2 4-3-72 2-6-76 7-20-81
(Sheet of)

2-77



BMS-1

SHIELD STANDARD(S)
M1 - 1 - 3636

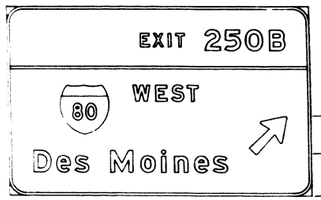
BORDER WIDTH IS 2.00 INCHES CORNER RADIUS IS 9.0 INCHES

TOTAL WIDTH IS 14.5 FEET
TOTAL HEIGHT IS 10.0 FEET
TOTAL AREA IS 145.00 SQ. FT.

ARROW SIZE(S)
35 5/8 X 22 1/4

BACKGROUND/LEGEND COLOR IS GREEN/WHITE

LINE	VERTICAL SPACING	LEGEND HEIGHT	LETTER HEIGHT	LEFT BORDER	WORD 1 WIDTH	HORIZ. SPACING	WORD 2 WIDTH	HORIZ. SPACING	WORD 3 WIDTH	HORIZ. SPACING	WORD 4 WIDTH	HORIZ. SPACING	WORD 5 WIDTH	RIGHT BORDER	LEGEND WIDTH
TOP EDGE															
	8/4														
1		15/0	15/0-10/0	49/3	32/3	15/0	59/4							17/6	106/7
	6/4														
2		2/0	0/0- 0/0	2/0	170/0									2/0	170/0
	11/6														
3		36/0	12/0- 0/0	17/5	36/0	18/0	44/5							57/6	98/5
	10/4														
4		16/0	16/0-12/0	28/0	77/7	22/4	27/7							17/6	128/2
	13/6														
5															
6															
7															
8															
BOTTOM EDGE															



BMN-1

SHIELD STANDARD(S)
M1 - 1 - 3636

BORDER WIDTH IS 2.00 INCHES CORNER RADIUS IS 9.0 INCHES

TOTAL WIDTH IS 17.0 FEET
TOTAL HEIGHT IS 10.0 FEET
TOTAL AREA IS 170.00 SQ. FT.

ARROW SIZE(S)
35 5/8 X 22 1/4

BACKGROUND/LEGEND COLOR IS GREEN/WHITE

LINE	VERTICAL SPACING	LEGEND HEIGHT	LETTER HEIGHT	LEFT BORDER	WORD 1 WIDTH	HORIZ. SPACING	WORD 2 WIDTH	HORIZ. SPACING	WORD 3 WIDTH	HORIZ. SPACING	WORD 4 WIDTH	HORIZ. SPACING	WORD 5 WIDTH	RIGHT BORDER	LEGEND WIDTH
TOP EDGE															
	8/4														
1		15/0	15/0-10/0	69/0	32/3	15/0	58/5							29/0	106/0
	6/4														
2		2/0	0/0- 0/0	2/0	200/0									2/0	200/0
	11/6														
3		36/0	12/0- 0/0	29/2	36/0	18/0	47/6							73/0	101/6
	10/4														
4		16/0	16/0-12/0	12/7	40/7	12/0	85/4	12/0	27/7					12/7	178/2
	13/6														
5															
6															
7															
8															
BOTTOM EDGE															

55,80	*	WILL	157	60

* 99-1(RS-3, BR & HB-2-R)

REVISIONS			
NO.	DATE	DESCRIPTION	BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

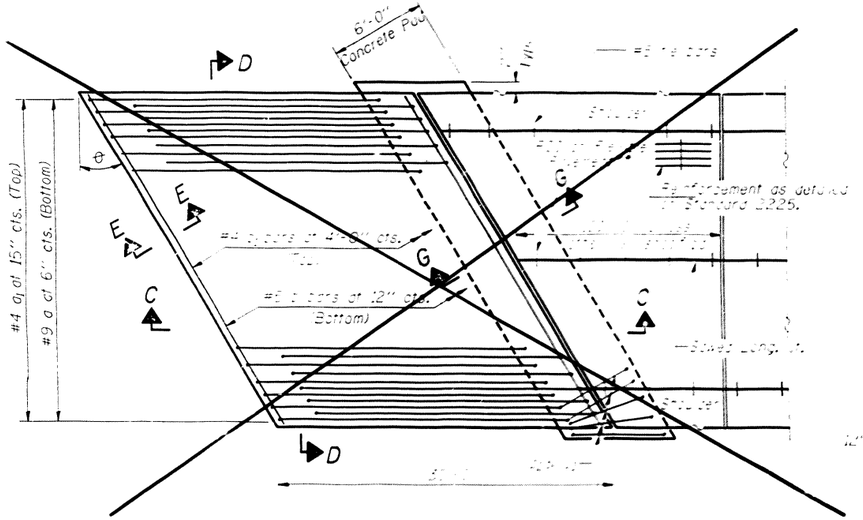
SIGN PANEL DETAILS

SCALE NONE DRAWN BY I DOT / D.R.T.

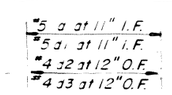
DATE JAN. 26, 1993 CHECKED BY S.N.S.

55.80	*	WILL	157	61

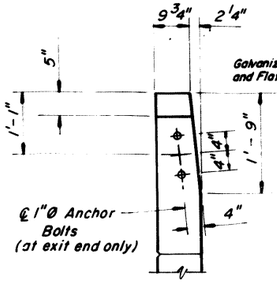
* 99-1 (RS-3, BR & HB-2-R)

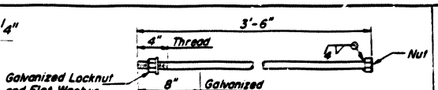


PLAN WITH SKEW



Typ. Each Side (Except as Noted)

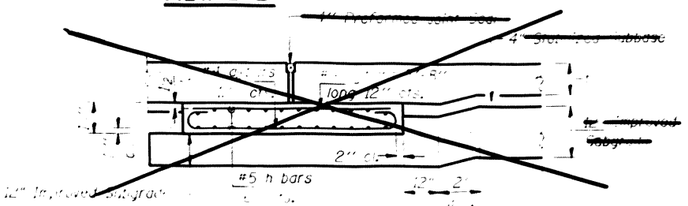




Cost of bolts to be incidental to Bridge Structure.

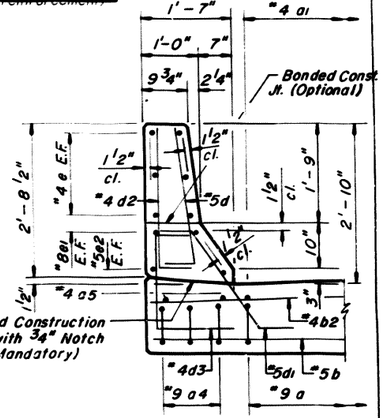
1" Ø ANCHOR BOLT

VIEW L-L



SECTION G-G RIGID PAVEMENT

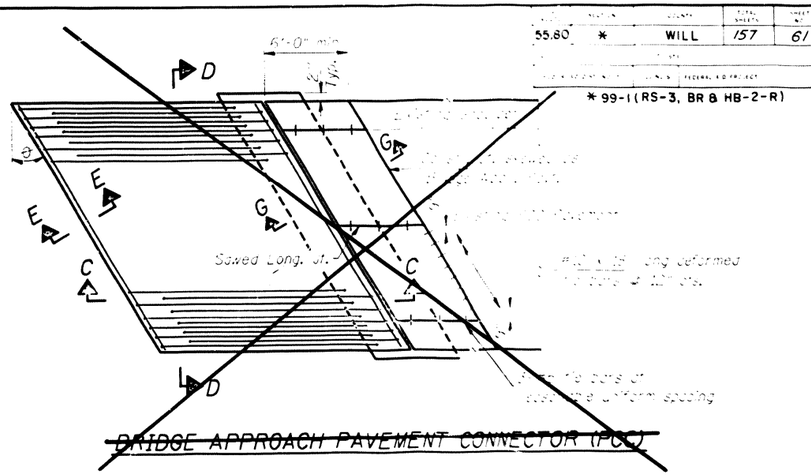
(Showing reinforcement)



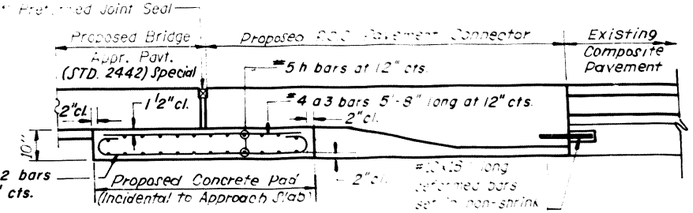
SECTION K-K

SECTION G-G FLEXIBLE PAVEMENT

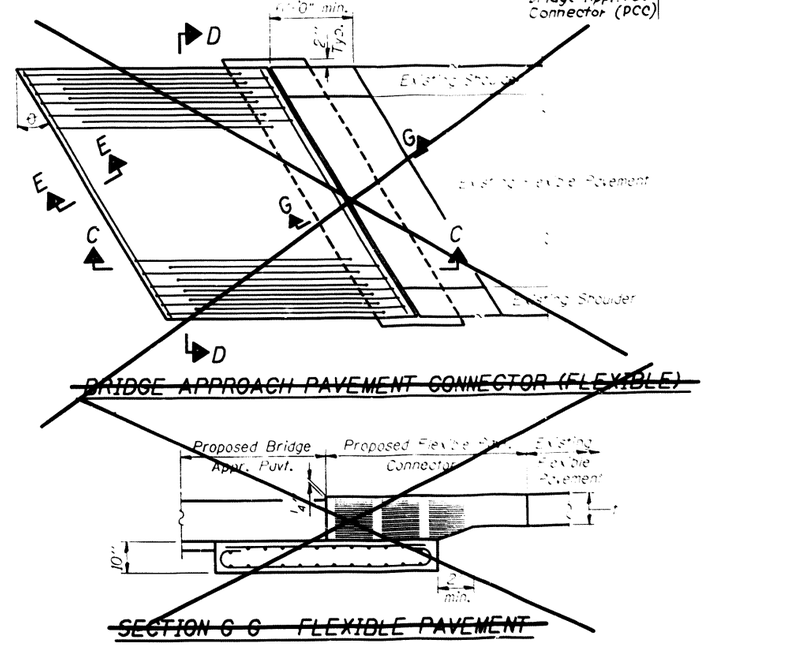
(Shown without reinforcement)



BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)



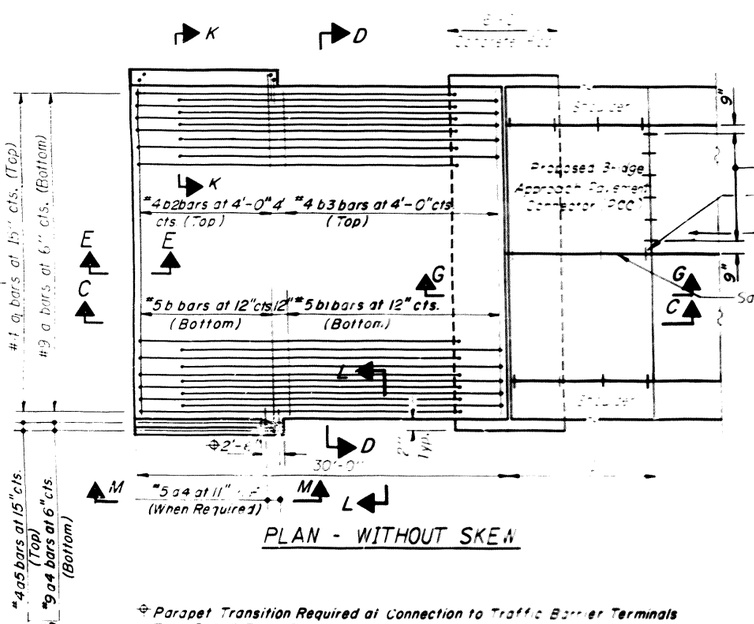
SECTION G-G - COMPOSITE PAVEMENT



BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

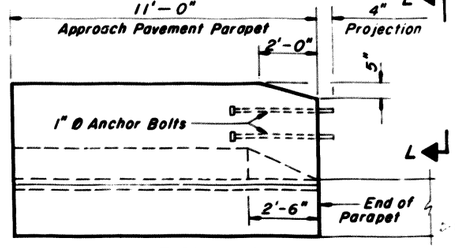
SECTION G-G FLEXIBLE PAVEMENT

Stage Construction Line
See Structural Stage Construction Drawings for Location, Sh



PLAN - WITHOUT SKEW

◈ Parapet Transition Required at Connection to Traffic Barrier Terminals Type 5 and Type 6.



ELEVATION M-M

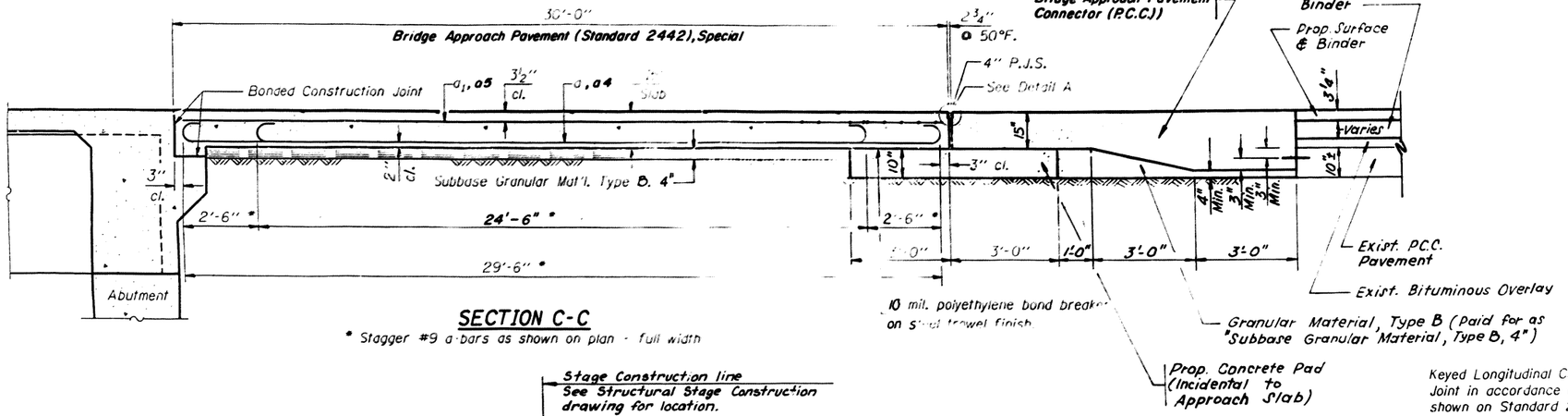
GENERAL NOTES

Width of Bridge Approach Slab shall be determined before the reinforcement bars are fabricated.

BRIDGE APPROACH PAVEMENT (STANDARD 2442), SPECIAL

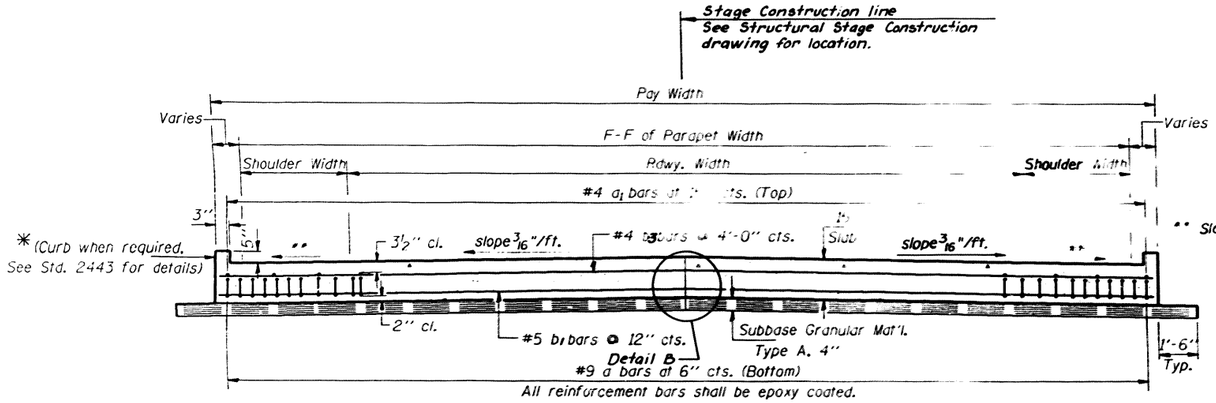
F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	157	62
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FEDERAL AID PROJECT		

* 99-1(RS-3, BR & HB-2-R)



SECTION C-C

* Stagger #9 a_1 bars as shown on plan - full width



* (Curb when required. See Std. 2443 for details)

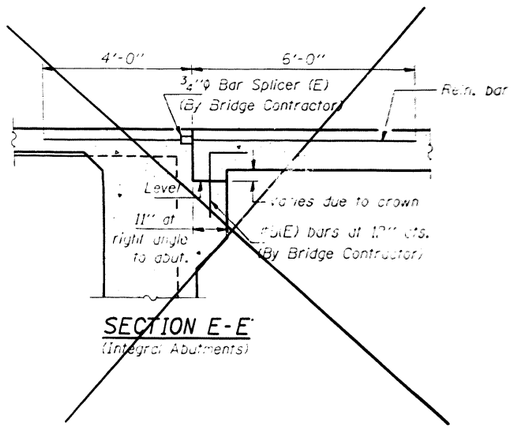
** Slope same as adjacent shoulder slope.

All reinforcement bars shall be epoxy coated.

SECTION D-D

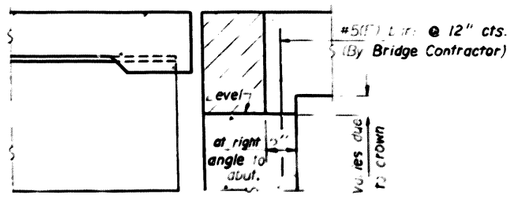
(See Plan for Dimensions not shown)

* Curb is required for the East Abutment Approach Slabs.



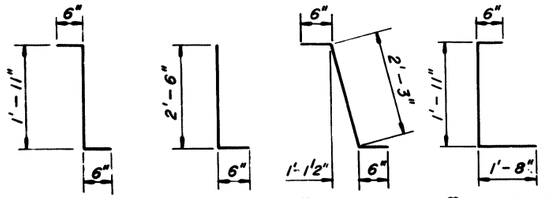
SECTION E-E

(Integral Abutments)



SECTION E-E

(Jointed Abutments)

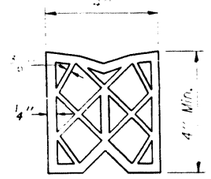


#5 d4 BARS

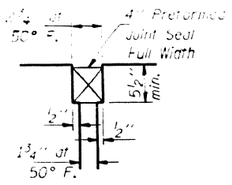
#5 d BARS
8 #4 d2 BARS

#5 d1 BARS

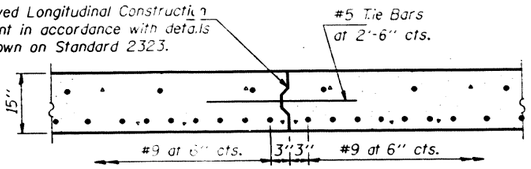
#4 d3 BARS



PREFORMED JOINT SEAL (4")

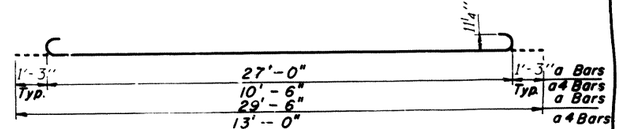


DETAIL A

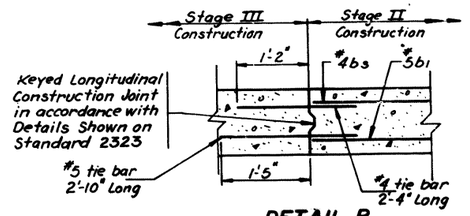


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.



#9 a BARS
8 #9 a4 BARS

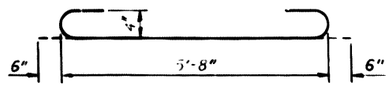


DETAIL B

During Stage II Construction, the #4 and #5 tie bars shall be bent in field to avoid interference due to Staging. During Stage III Construction these bars shall be bent back, as shown in Detail B, and Lapped with the #4a and #5a bars placed during Stage III Construction. Lap Bars a minimum of 15 bar Diameters.

DESIGN STRESSES

fy = 60.000 p.s.i.
f'c = 3.500 p.s.i.
n = 8.5



#4 a2 BARS

BRIDGE APPROACH PAVEMENT (STANDARD 2442), SPECIAL

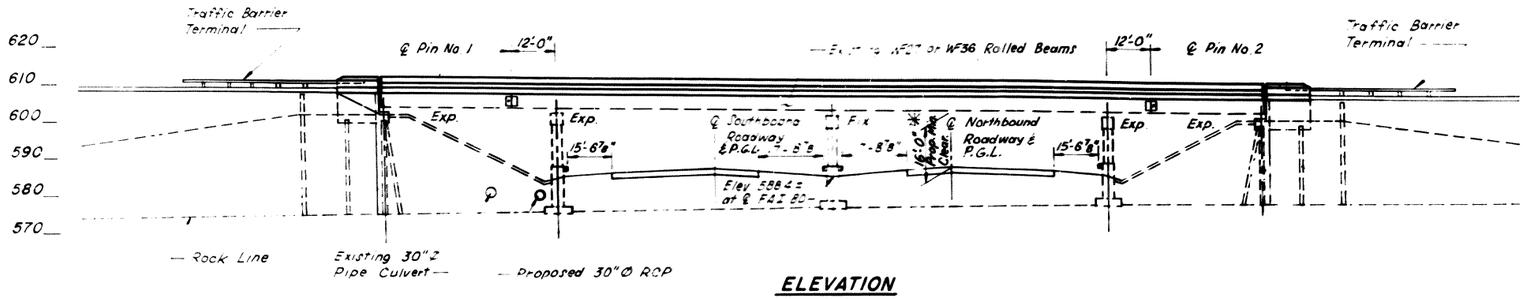
Sheet No. 31 of Sheets 32

55,80	*	WILL	157	63

99-1(RS-3, BR & HB-2-R)

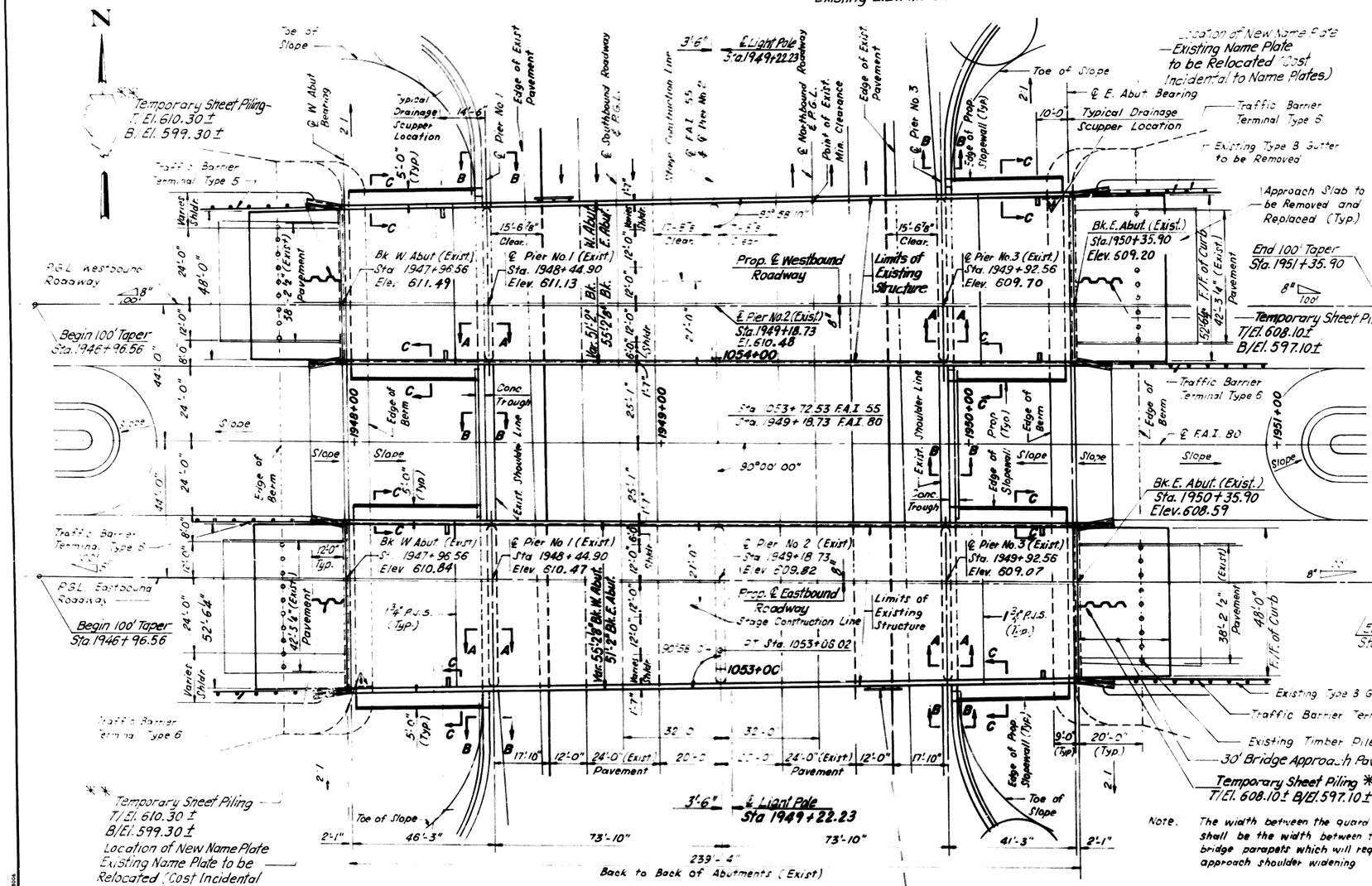
B.M. #36 □ Cut on crashwall of westbound I-80 bridge over I-55 Elev. 610.05

Existing Structure: STA. 1949+18.73, F.A.I. 80, Section 99-1 HB-K-1 built in 1960. Structure Number 099-0044 (eastbound) and 099-0045 (westbound), Superstructure: Reinforced Concrete Deck supported by Rolled Steel Girders. Substructure: Pile Bent Abutments and Multiple Column (4) Piers. Length is 239'-4" Back to Back at Abutments, width varies. Structural deck to be removed and widened on one side. Traffic to be maintained utilizing stage construction.



ELEVATION

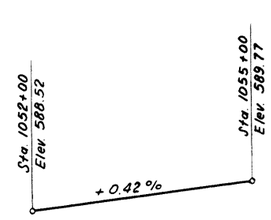
*Existing W.B. Min. Clearance is 15'-1½"
Existing E.B. Min. Clearance is 15'-9¼"



** Temporary Sheet Piling T/El. 610.30 ± B/El. 599.30 ± Location of New Name Plate Existing Name Plate to be Relocated (Cost Incidental to Name Plates).

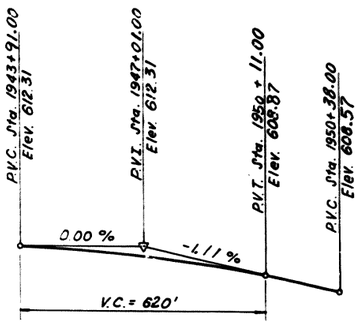
** See General Note-15 Sheet S-2

PLAN



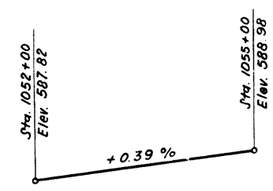
PROFILE GRADE F.A.I. 55

(Along P.G.L. Northbound Lanes)



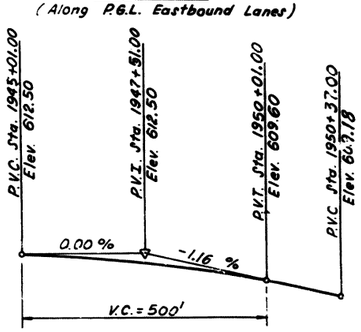
PROFILE GRADE F.A.I. 80

(Along P.G.L. Eastbound Lanes)



PROFILE GRADE F.A.I. 55

(Along P.G.L. Southbound Lanes)



PROFILE GRADE F.A.I. 80

(Along P.G.L. Westbound Lanes)

STATION 1949+18.73
BUILT 199__ BY
STATE OF ILLINOIS
F.A.I. RT. 80 SEC. 99-1(RS-3BR&HB-2-R)
F.A. PROJ. ____
LOADING HS20 & ALT.
STR. NO. *

* I-80 (EB) SN 099-0044
* I-80 (WB) SN 099-0045

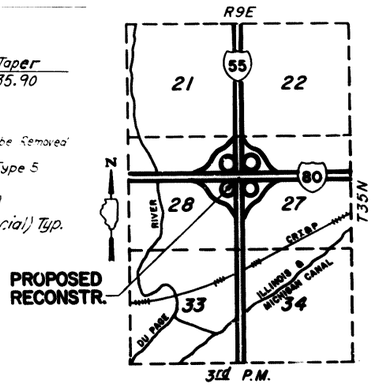
NAME PLATE
(2 - REQUIRED)

Notes:

See Sheet S-2 for General Notes, Bill of Material and Design Specifications.

See Lighting Sheets for Bridge Mounted Sign Lighting Details, Light Pole Details, and Underdeck Lighting Details in Roadway Plans.

SEALED 2/8/93
EXPIRES 11/30/94



LOCATION SKETCH

APPROVED ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
GENERAL PLAN AND ELEVATION

F.A.I 80 STA. 1949+18.73
SECTION 99-1(RS-3 BR & HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045

SCALE 1"=20'
DATE 03-27-92

DRAWN BY GET
DESIGNED BY LAS
CHECKED BY MRJ

SHONE VALLEY REPRO 338006

55,80 * WILL 157 64

* 99-1(RS-3, BR & HB-2-R)

GENERAL NOTES

1. FASTENERS SHALL BE HIGH STRENGTH BOLTS. BOLTS 3/4" Ø, OPEN HOLES 13/16" Ø, UNLESS OTHERWISE NOTED.

2. CALCULATED WEIGHT OF STRUCTURAL STEEL = 12,930 POUNDS (M270, GRADE 36) AND 5,800 POUNDS (M270, GRADE 50).

3. THE THREE COAT LEAD AND CHROMATE FREE AYLKD PAINT SYSTEM SHALL BE USED FOR SHOP AND FIELD PAINTING OF NEW STRUCTURAL STEEL. THE COLOR OF THE FINAL TOP COAT SHALL BE MUNSELL NO. 7.5 G 4/8 FOR THE EXTERIOR BEAMS AND MUNSELL NO. 10 Y 7/1 FOR THE INTERIOR BEAMS.

   STRUCTURAL STEEL SHALL ONLY BE CLEANED AND PAINTED AS REQUIRED BY THE SPECIAL PROVISION "CLEANING AND PAINTING NEW STEEL AND ADJACENT AREAS OF EXISTING STEEL STRUCTURES."

4. FIELD WELDING OF CONSTRUCTION ACCESSORIES WILL NOT BE PERMITTED TO THE BOTTOM FLANGE OF BEAMS OR GIRDERS NOR TO THE TOP FLANGE FOR A DISTANCE EQUAL TO ONE-FOURTH THE SPAN LENGTH EACH WAY FROM THE PIER SUPPORTS. FIELD WELDING IN OTHER AREAS WILL BE PERMITTED ONLY WHEN APPROVED BY THE ENGINEER.

5. THE STRUCTURAL STEEL BEARING PLATES OF THE ELASTOMERIC BEARING ASSEMBLY AND THE FIXED BEARING ASSEMBLY SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M270 GRADE 50.

6. THE MAIN LOAD CARRYING MEMBER COMPONENTS SUBJECT TO TENSILE STRESS SHALL CONFORM TO THE SUPPLEMENTAL REQUIREMENTS FOR NOTCH TOUGHNESS ZONE 2. THESE COMPONENTS ARE ALL PIN CONNECTION MATERIAL.

7. REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31, M-42 OR M-53 GRADE 60.

8. SLOPE WALL SHALL BE REINFORCED WITH WELDED WIRE FABRIC, 6" x 6" - W4.0 x W4.0, WEIGHING 58 LBS. PER 100 SQ. FT.

9. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

10. BEARING SEAT SURFACES SHALL BE CONSTRUCTED OR ADJUSTED TO THE DESIGNATED ELEVATIONS WITHIN A TOLERANCE OF 1/8 INCH. ADJUSTMENT SHALL BE MADE EITHER BY GRINDING THE SURFACE OR BY SHIMMING THE BEARING. TWO 1/8" ADJUSTING SHIMS, OF THE DIMENSIONS OF THE BOTTOM BEARING PLATE, SHALL BE PROVIDED FOR EACH BEARING IN ADDITION TO ALL OTHER PLATES OR SHIMS. FOR TYPE I ELASTOMERIC BEARINGS, SHIMS OF THE DIMENSIONS OF TOP PLATE SHALL BE PROVIDED AND PLACED AS DETAILED.

11. DURING STAGE I CONSTRUCTION, THE LEFT LANE AND SHOULDER OF EACH BRIDGE SHALL BE REPAIRED AS DIRECTED BY THE ENGINEER. THE ESTIMATED QUANTITIES FOR THIS REPAIR ARE 260 SQ YD FOR BITUMINOUS CONCRETE REMOVAL (DECK), 150 SQ YD FOR DECK SLAB REPAIR (FULL DEPTH, TYPE I) AND 110 SQ YD FOR DECK SLAB REPAIR (PARTIAL). VARIATIONS IN THE QUANTITIES SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

12. THE CONTRACTOR WILL BE REQUIRED TO MARK ON TOP OF THE CONCRETE DECK THE LOCATIONS OF THE TOP FLANGE OF ALL THE STEEL BEAMS OR GIRDERS, PRIOR TO ANY REMOVAL OF THE BRIDGE CONCRETE DECK. SAW CUTTING DIRECTLY OVER THE TOP OF THE BEAM OR GIRDER FLANGES IS NOT PERMITTED.

13. UPON REMOVAL OF THE EXISTING CONCRETE DECK, THE TOP COVER PLATE AT PIER 2 SHALL BE INSPECTED USING A DYE-PENETRANT FOR FATIGUE CRACKING. THE FATIGUE CRACKING SHALL BE REPAIRED AS DIRECTED BY THE ENGINEER.

14. PRIOR TO POURING THE NEW CONCRETE FOR THE DECK, ALL LOOSE RUST, LOOSE MILL SCALE, AND ALL OTHER FOREIGN MATERIAL SHALL BE REMOVED FROM THE EMBEDDED PORTIONS OF FLANGES OF STRINGERS (GIRDERS). THE REMOVAL SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SSPC SURFACE PREPARATION SPECIFICATIONS SP-11 FOR POWER TOOL CLEANING OR SP-2 FOR HAND TOOL CLEANING. COST SHALL BE INCIDENTAL TO CONCRETE REMOVAL.

15. THE INFORMATION SHOWN FOR THE TEMPORARY SHEET PILING IS ESTIMATED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE A DESIGN AND COMPUTATIONS OF THE TEMPORARY SHEET PILING AND ASSOCIATED MEMBERS, IF REQUIRED, SUBJECT TO THE APPROVAL OF THE ENGINEER.

BILL OF MATERIAL

ITEM	UNIT	QUANTITIES SUB	SUPER	TOTAL
CONCRETE REMOVAL	CU YD	82.8	-	82.8
REMOVAL OF EXISTING CONCRETE DECK	L. SUM	-	1	1
STRUCTURE EXCAVATION	CU YD	91.0	-	91
PREFORMED JOINT SEAL 1 3/4"	LIN FT	-	212	212
PREFORMED JOINT SEAL 4"	LIN FT	-	212	212
CLASS X CONCRETE SUPERSTRUCTURE	CU YD	-	765.3	765.3
PROTECTIVE COAT	SQ YD	-	3,042	3,042
ELASTOMERIC BEARING ASSEMBLY, TYPE 1	EACH	-	36	36
ELASTOMERIC BEARING ASSEMBLY, TYPE 2	EACH	-	36	36
CLASS X CONCRETE	CU YD	105.8	-	105.8
STUD SHEAR CONNECTORS	EACH	-	13,974	13,974
REINFORCEMENT BARS, EPOXY COATED	POUND	12,140	176,610	188,750
SLOPE WALL REMOVAL AND REPLACEMENT	SQ YD	245	-	245
SLOPE WALL, 4"	SQ YD	139	-	139
BRIDGE DECK GROOVING	SQ YD	-	2,521	2,521
DRAINAGE SCUPPERS	EACH	-	8	8
EPOXY CRACK SEALING	LIN FT	518	-	518
PIN AND LINK PLATE REPLACEMENT	EACH	-	36	36
RIVET REMOVAL AND REPLACEMENT	EACH	-	612	612
FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	-	18,730	18,730
BRIDGE SEAT SEALER	SQ FT	840	-	840
BITUMINOUS CONCRETE REMOVAL (DECK)	SQ YD	-	260	260
DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	-	150	150
DECK SLAB REPAIR (PARTIAL)	SQ YD	-	110	110
PROTECTIVE SHIELD	SQ YD	-	2,792	2,792
NAME PLATES	EACH	-	2	2
JACKING EXISTING STRUCTURE	L SUM	-	1	1
FORMED CONCRETE REPAIR (DEPTH ≤ 5")	SQ FT	108	-	108
BAR SPLICERS	EACH	52	1,512	1,564
TEMPORARY SHEET PILING	SQ FT	-	-	528

DESIGN SPECIFICATIONS

AASHTO (1989) and 1990, 1991 Interims

DESIGN LOADING

Live load: HS20-44 and Alternate
Allow 25 #/sq. ft. for future wearing surface

DESIGN STRESSES

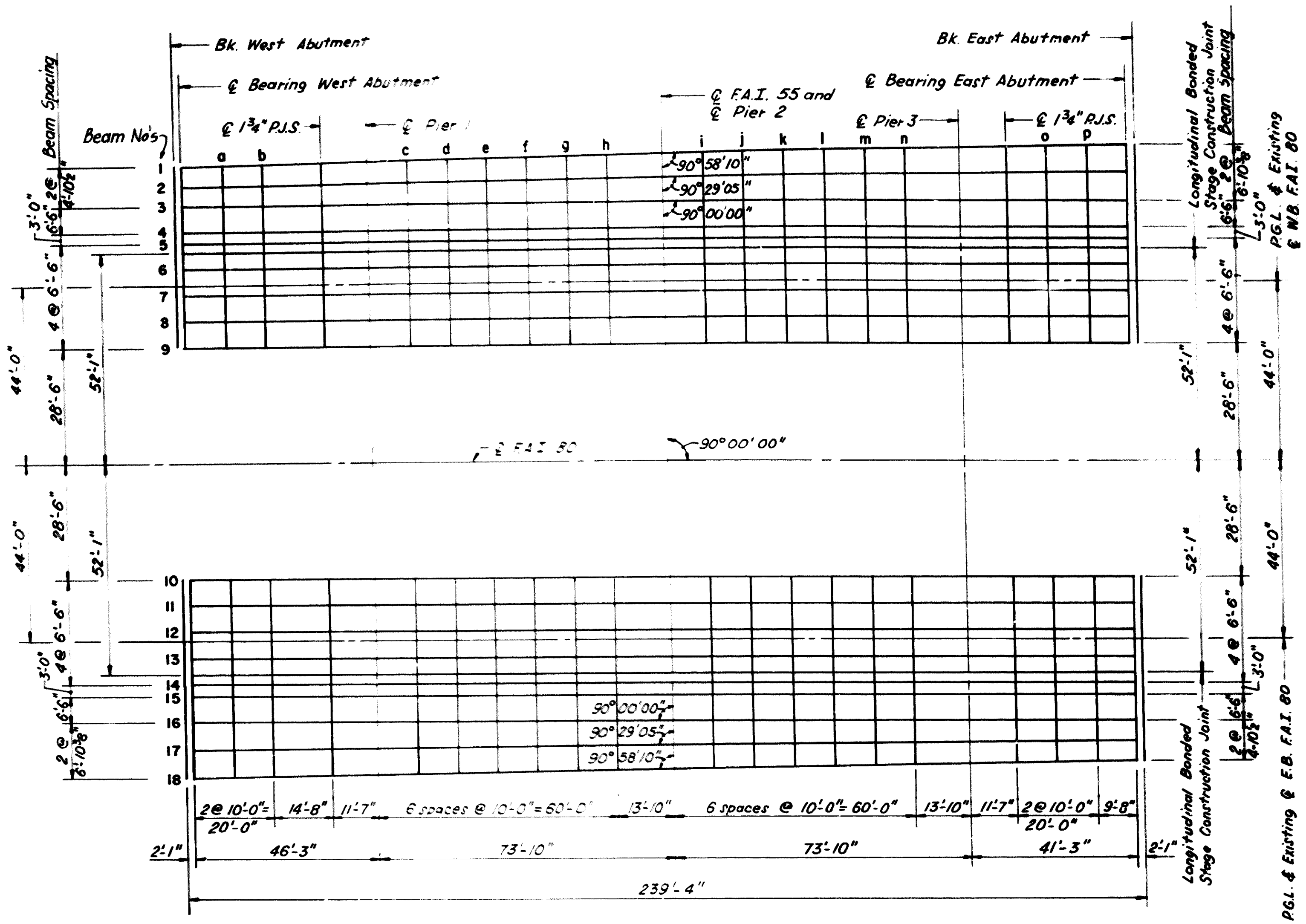
$f_c' = 3,500$ psi
$f_y = 60,000$ psi (Prop. Reinf. Steel)
$f_y = 40,000$ psi (Exist. Reinf. Steel)
$f_y = 33,000$ psi (Exist. Structural Steel)
$f_y = 18,000$ psi (Exist. Structural Steel)

CG

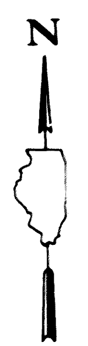
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
GENERAL NOTES AND BILL OF MATERIAL
F.A.I. 80 STA. 1949+18.73
SECTION 99-1(RS-3,BR & HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045
SCALE NONE DRAWN BY GET
DESIGNED BY LAS
DATE 12-15-92 CHECKED BY PWP

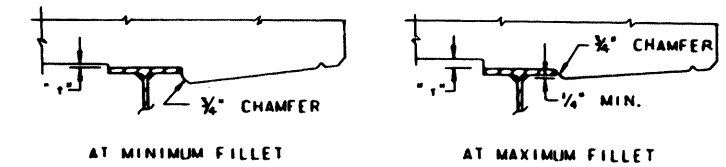
F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	157	65

* 99-1(RS-3, BR & HB-2-R)



PLAN FOR TOP OF SLAB ELEVATIONS



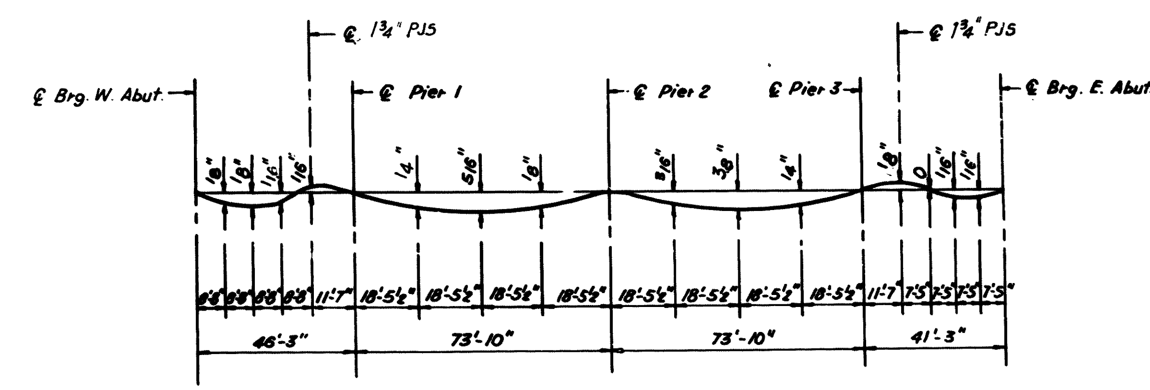


TO DETERMINE "t" : AFTER ALL STEEL HAS BEEN ERECTED, ELEVATIONS OF THE TOP FLANGES OF THE BEAMS SHALL BE TAKEN AT INTERVALS SHOWN ON SHEETS S-4 THRU S-5. THESE ELEVATIONS SUBTRACTED FROM THE "THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION" SHOWN ON SHEETS S-4 THRU S-5, MINUS SLAB THICKNESS, EQUALS THE FILLET HEIGHTS "t" ABOVE TOP FLANGES OF BEAMS.

FILLET HEIGHTS

DECK NOTES:

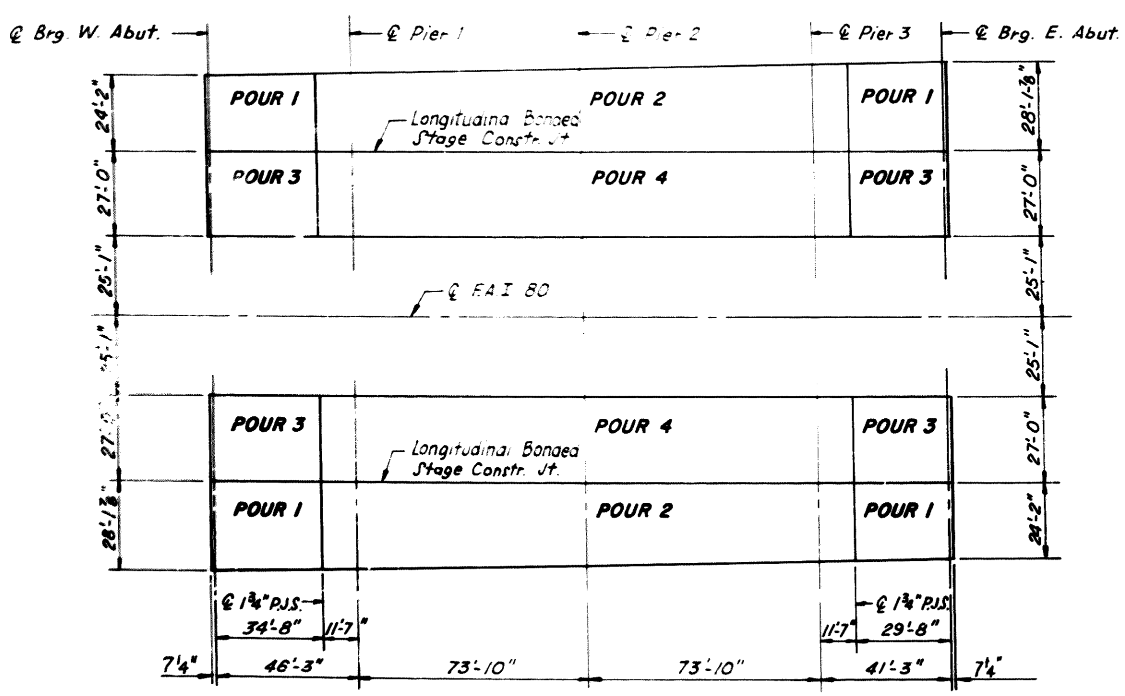
1. FOR TOP OF SLAB ELEVATIONS SEE SHEETS S-4 THRU S-5.
2. ALL ELEVATIONS ARE AT TOP OF CONCRETE.
3. WHEN THE DECK POUR IS STOPPED FOR THE DAY AT ONE OR MORE OF THE TRANSVERSE BONDED CONSTRUCTION JOINTS IN THE DECK POURING SEQUENCE AS SHOWN, THE NEXT POUR SHALL NOT BE MADE UNTIL BOTH OF THE FOLLOWING REQUIREMENTS ARE MET:
   A. AT LEAST 72 HOURS SHALL HAVE ELAPSED FROM THE END OF THE PREVIOUS POUR.
   B. THE CONCRETE STRENGTH SHALL HAVE ATTAINED A MINIMUM MODULUS OF RUPTURE AT 650 P.S.I. OR A MINIMUM COMPRESSIVE STRENGTH OF 3,500 P.S.I.



DEAD LOAD DEFLECTION DIAGRAM

(INCLUDES WEIGHT OF CONCRETE ONLY)

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 S-4 THRU S-5



PLAN OF DECK POURS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
PLAN FOR TOP OF SLAB ELEVATIONS
F.A.I. 80 STA. 1949+18.73
SECTION 99-1(RS-3,BR & HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045
SCALE NOT TO SCALE
DATE 06-09-92
DRAWN BY GET
DESIGNED BY LAS
CHECKED BY PWP

Clorbs Group, Inc. CONSULTING ENGINEERS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	157	66

*99-1(RS-3,BR & HB-2-R)

GIRDER 1

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.	THEO. ELEV ADJ. FOR D.L. DEFL
BK. W. ABUT.	194796.56	-29.750	610.929	610.929
CL. BRG. W. ABUT.	194798.65	-29.750	610.915	610.915
a	194808.65	-29.919	610.841	610.852
b	194818.65	-30.088	610.765	610.777
CL. 1 3/4" P.J.S.	194833.32	-30.337	610.649	610.644
CL. PIER 1	194844.90	-30.533	610.555	610.555
c	194854.90	-30.702	610.470	610.480
d	194864.90	-30.871	610.383	610.403
e	194874.90	-31.040	610.294	610.320
f	194884.90	-31.209	610.203	610.228
g	194894.90	-31.379	610.109	610.126
h	194904.90	-31.548	610.013	610.021
CL. PIER 2	194918.73	-31.782	609.876	609.876
i	194928.73	-31.951	609.775	609.780
j	194938.73	-32.120	609.671	609.686
k	194948.73	-32.290	609.564	609.589
l	194958.73	-32.459	609.456	609.485
m	194968.73	-32.628	609.345	609.371
n	194978.73	-32.797	609.232	609.248
CL. PIER 3	194992.56	-33.031	609.071	609.071
CL. 1 3/4" P.J.S.	195004.14	-33.227	608.934	608.926
o	195014.14	-33.396	608.814	608.817
p	195024.14	-33.566	608.695	608.700
CL. BRG. E. ABUT.	195033.81	-33.729	608.579	608.579
BK. E. ABUT.	195035.90	-33.764	608.554	608.554

GIRDER 2

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.	THEO. ELEV ADJ. FOR D.L. DEFL
BK. W. ABUT.	194796.56	-24.875	611.031	611.031
CL. BRG. W. ABUT.	194798.65	-24.875	611.017	611.017
a	194808.65	-24.960	610.945	610.956
b	194818.65	-25.044	610.870	610.882
CL. 1 3/4" P.J.S.	194833.32	-25.168	610.757	610.752
CL. PIER 1	194844.90	-25.266	610.664	610.664
c	194854.90	-25.351	610.582	610.592
d	194864.90	-25.435	610.497	610.517
e	194874.90	-25.520	610.409	610.435
f	194884.90	-25.605	610.319	610.344
g	194894.90	-25.689	610.228	610.245
h	194904.90	-25.774	610.133	610.141
CL. PIER 2	194918.73	-25.891	609.999	609.999
i	194928.73	-25.976	609.899	609.904
j	194938.73	-26.060	609.797	609.812
k	194948.73	-26.145	609.692	609.717
l	194958.73	-26.229	609.586	609.615
m	194968.73	-26.314	609.477	609.503
n	194978.73	-26.399	609.365	609.381
CL. PIER 3	194992.56	-26.516	609.207	609.207
CL. 1 3/4" P.J.S.	195004.14	-26.614	609.072	609.064
o	195014.14	-26.698	608.954	608.957
p	195024.14	-26.783	608.836	608.841
CL. BRG. E. ABUT.	195033.81	-26.865	608.722	608.722
BK. E. ABUT.	195035.90	-26.882	608.698	608.698

GIRDER 3

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.	THEO. ELEV ADJ. FOR D.L. DEFL
BK. W. ABUT.	194796.56	-20.000	611.132	611.132
CL. BRG. W. ABUT.	194798.65	-20.000	611.118	611.118
a	194808.65	-20.000	611.048	611.059
b	194818.65	-20.000	610.975	610.987
CL. 1 3/4" P.J.S.	194833.32	-20.000	610.865	610.860
CL. PIER 1	194844.90	-20.000	610.774	610.774
c	194854.90	-20.000	610.693	610.703
d	194864.90	-20.000	610.610	610.630
e	194874.90	-20.000	610.524	610.550
f	194884.90	-20.000	610.436	610.461
g	194894.90	-20.000	610.346	610.363
h	194904.90	-20.000	610.253	610.261
CL. PIER 2	194918.73	-20.000	610.122	610.122
i	194928.73	-20.000	610.024	610.029
j	194938.73	-20.000	609.923	609.938
k	194948.73	-20.000	609.820	609.845
l	194958.73	-20.000	609.715	609.744
m	194968.73	-20.000	609.608	609.634
n	194978.73	-20.000	609.498	609.514
CL. PIER 3	194992.56	-20.000	609.343	609.343
CL. 1 3/4" P.J.S.	195004.14	-20.000	609.209	609.201
o	195014.14	-20.000	609.093	609.096
p	195024.14	-20.000	608.977	608.982
CL. BRG. E. ABUT.	195033.81	-20.000	608.865	608.865
BK. E. ABUT.	195035.90	-20.000	608.841	608.841

GIRDER 4

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.	THEO. ELEV ADJ. FOR D.L. DEFL
BK. W. ABUT.	194796.56	-13.500	611.268	611.268
CL. BRG. W. ABUT.	194798.65	-13.500	611.254	611.254
a	194808.65	-13.500	611.183	611.194
b	194818.65	-13.500	611.111	611.123
CL. 1 3/4" P.J.S.	194833.32	-13.500	611.000	610.995
CL. PIER 1	194844.90	-13.500	610.909	610.909
c	194854.90	-13.500	610.828	610.838
d	194864.90	-13.500	610.745	610.765
e	194874.90	-13.500	610.660	610.686
f	194884.90	-13.500	610.572	610.597
g	194894.90	-13.500	610.481	610.498
h	194904.90	-13.500	610.389	610.397
CL. PIER 2	194918.73	-13.500	610.257	610.257
i	194928.73	-13.500	610.159	610.164
j	194938.73	-13.500	610.059	610.074
k	194948.73	-13.500	609.956	609.981
l	194958.73	-13.500	609.851	609.880
m	194968.73	-13.500	609.744	609.770
n	194978.73	-13.500	609.634	609.650
CL. PIER 3	194992.56	-13.500	609.478	609.478
CL. 1 3/4" P.J.S.	195004.14	-13.500	609.345	609.337
o	195014.14	-13.500	609.229	609.232
p	195024.14	-13.500	609.113	609.118
CL. BRG. E. ABUT.	195033.81	-13.500	609.001	609.001
BK. E. ABUT.	195035.90	-13.500	608.976	608.976

GIRDER 5

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.	THEO. ELEV ADJ. FOR D.L. DEFL
BK. W. ABUT.	194796.56	-10.500	611.323	611.323
CL. BRG. W. ABUT.	194798.65	-10.500	611.308	611.308
a	194808.65	-10.500	611.238	611.249
b	194818.65	-10.500	611.166	611.178
CL. 1 3/4" P.J.S.	194833.32	-10.500	611.055	611.050
CL. PIER 1	194344.90	-10.500	610.964	610.964
c	194854.90	-10.500	610.883	610.893
d	194864.90	-10.500	610.800	610.820
e	194874.90	-10.500	610.714	610.740
f	194884.90	-10.500	610.626	610.651
g	194894.90	-10.500	610.536	610.553
h	194904.90	-10.500	610.444	610.452
CL. PIER 2	194918.73	-10.500	610.312	610.312
i	194928.73	-10.500	610.214	610.219
j	194938.73	-10.500	610.113	610.128
k	194948.73	-10.500	610.011	610.036
l	194958.73	-10.500	609.906	609.935
m	194968.73	-10.500	609.798	609.824
n	194978.73	-10.500	609.689	609.705
CL. PIER 3	194992.56	-10.500	609.533	609.533
CL. 1 3/4" P.J.S.	195004.14	-10.500	609.399	609.391
o	195014.14	-10.500	609.283	609.286
p	195024.14	-10.500	609.167	609.172
CL. BRG. E. ABUT.	195033.81	-10.500	609.055	609.055
BK. E. ABUT.	195035.90	-10.500	609.031	609.031

LONGITUDINAL BONDED STAGE CONSTRUCTION JOINT

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.	THEO. ELEV ADJ. FOR D.L. DEFL
BK. W. ABUT.	194796.56	-8.083	611.360	611.360
CL. BRG. W. ABUT.	194798.65	-8.083	611.346	611.346
a	194808.65	-8.083	611.276	611.287
b	194818.65	-8.083	611.203	611.215
CL. 1 3/4" P.J.S.	194833.32	-8.083	611.093	611.088
CL. PIER 1	194844.90	-8.083	611.002	611.002
c	194854.90	-8.083	610.921	610.931
d	194864.90	-8.083	610.838	610.858
e	194874.90	-8.083	610.752	610.778
f	194884.90	-8.083	610.664	610.689
g	194894.90	-8.083	610.574	610.591
h	194904.90	-8.083	610.481	610.489
CL. PIER 2	194918.73	-8.083	610.350	610.350
i	194928.73	-8.083	610.251	610.256
j	194938.73	-8.083	610.151	610.166
k	194948.73	-8.083	610.048	610.073
l	194958.73	-8.083	609.943	609.972
m	194968.73	-8.083	609.836	609.862
n	194978.73	-8.083	609.726	609.742
CL. PIER 3	194992.56	-8.083	609.571	609.571
CL. 1 3/4" P.J.S.	195004.14	-8.083	609.437	609.429
o	195014.14	-8.083	609.321	609.324
p	195024.14	-8.083	609.205	609.210
CL. BRG. E. ABUT.	195033.81	-8.083	609.093	609.093
BK. E. ABUT.	195035.90	-8.083	609.069	609.069

GIRDER 6

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.	THEO. ELEV ADJ. FOR D.L. DEFL
BK. W. ABUT.	194796.56	-4.000	611.424	611.424
CL. BRG. W. ABUT.	194798.65	-4.000	611.410	611.410
a	194808.65	-4.000	611.340	611.351
b	194818.65	-4.000	611.267	611.279
CL. 1 3/4" P.J.S.	194833.32	-4.000	611.156	611.151
CL. PIER 1	194844.90	-4.000	611.066	611.066
c	194854.90	-4.000	610.985	610.995
d	194864.90	-4.000	610.901	610.921
e	194874.90	-4.000	610.816	610.842
f	194884.90	-4.000	610.728	610.753
g	194894.90	-4.000	610.638	610.655
h	194904.90	-4.000	610.545	610.553
CL. PIER 2	194918.73	-4.000	610.413	610.413
i	194928.73	-4.000	610.315	610.320
j	194938.73	-4.000	610.215	610.230
k	194948.73	-4.000	610.112	610.137
l	194958.73	-4.000	610.007	610.036
m	194968.73	-4.000	609.900	609.926
n	194978.73	-4.000	609.790	609.806
CL. PIER 3	194992.56	-4.000	609.635	609.635
CL. 1 3/4" P.J.S.	195004.14	-4.000	609.501	609.493
o	195014.14	-4.000	609.385	609.388
p	195024.14	-4.000	609.269	609.274
CL. BRG. E. ABUT.	195033.81	-4.000	609.157	609.157
BK. E. ABUT.	195035.90	-4.000	609.133	609.133

EXISTING CL & WESTBOUND PGL

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.	THEO. ELEV ADJ. FOR D.L. DEFL
BK. W. ABUT.	194796.56	0.000	611.487	611.487
CL. BRG. W. ABUT.	194798.65	0.000	611.472	611.472
a	194808.65	0.000	611.402	611.413
b	194818.65	0.000	611.330	611.342
CL. 1 3/4" P.J.S.	194833.32	0.000	611.219	611.214
CL. PIER 1	194844.90	0.000	611.128	611.128
c	194854.90	0.000	611.047	611.057
d	194864.90	0.000	610.964	610.984
e	194874.90	0.000	610.878	610.904
f	194884.90	0.000	610.790	610.815
g	194894.90	0.000	610.700	610.717
h	194904.90	0.000	610.608	610.616
CL. PIER 2	194918.73	0.000	610.476	610.476
i	194928.73	0.000	610.378	610.383
j	194938.73	0.000	610.277	610.292
k	194948.73	0.000	610.175	610.200
l	194958.73	0.000	610.070	610.099
m	194968.73	0.000	609.962	609.988
n	194978.73	0.000	609.853	609.869
CL. PIER 3	194992.56	0.000	609.697	609.697
CL. 1 3/4" P.J.S.	195004.14	0.000	609.564	609.556
o	195014.14	0.000	609.448	609.451
p	195024.14	0.000	609.332	609.337
CL. BRG. E. ABUT.	195033.81	0.000	609.219	609.219
BK. E. ABUT.	195035.90	0.000	609.195	609.195

GIRDER

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.	THEO. ELEV ADJ. FOR D.L. DEFL
BK. W. ABUT.	194796.56	2.500	611.448	611.448
CL. BRG. W. ABUT.	194798.65	2.500	611.433	611.433
a	194808.65	2.500	611.363	611.374
b	194818.65	2.500	611.291	611.303
CL. 1 3/4" P.J.S.	194833.32	2.500	611.180	611.175
CL. PIER 1	194844.90	2.500	611.089	611.089
c	194854.90	2.500	611.008	611.018
d	194864.90	2.500	610.925	610.945
e	194874.90	2.500	610.839	610.865
f	194884.90	2.500	610.751	610.776
g	194894.90	2.500	610.661	610.678
h	194904.90	2.500	610.569	610.577
CL. PIER 2	194918.73	2.500	610.437	610.437
i	194928.73	2.500	610.339	610.344
j	194938.73	2.500	610.238	610.253
k	194948.73	2.500	610.136	610.161
l	194958.73	2.500	610.031	610.060
m	194968.73	2.500	609.923	609.949
n	194978.73	2.500	609.814	609.830
CL. PIER 3	194992.56	2.500	609.658	609.658
CL. 1 3/4" P.J.S.	195004.14	2.500	609.524	609.516
o	195014.14	2.500	609.408	609.411
p	195024.14	2.500	609.292	609.297
CL. BRG. E. ABUT.	195033.81	2.500	609.180	609.180
BK. E. ABUT.	195035.90	2.500	609.156	609.156

GIRDER 8

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.	THEO. ELEV ADJ. FOR D.L. DEFL
BK. W. ABUT.	194796.56	9.000	611.346	611.346
CL. BRG. W. ABUT.	194798.65	9.000	611.332	611.332
a	194808.65	9.000	611.261	611.272
b	194818.65	9.000	611.189	611.201
CL. 1 3/4" P.J.S.	194833.32	9.000	611.078	611.073
CL. PIER 1	194844.90	9.000	610.987	610.987
c	194854.90	9.000	610.907	610.917
d	194864.90	9.000	610.823	610.843
e	194874.90	9.000	610.738	610.764
f	194884.90	9.000	610.650	610.675
g	194894.90	9.000	610.560	610.577
h	194904.90	9.000	610.467	610.475
CL. PIER 2	194918.73	9.000	610.335	610.335
i	194928.73	9.000	610.237	610.242
j	194938.73	9.000	610.137	610.152
k	194948.73	9.000	610.034	610.059
l	194958.73	9.000	609.929	609.958
m	194968.73	9.000	609.822	609.848
n	194978.73	9.000	609.712	609.728
CL. PIER 3	194992.56	9.000	609.556	609.556
CL. 1 3/4" P.J.S.	195004.14	9.000	609.423	609.415
o	195014.14	9.000	609.307	609.310
p	195024.14	9.000	609.191	609.196
CL. BRG. E. ABUT.	195033.81	9.000	609.079	609.079
BK. E. ABUT.	195035.90	9.000	609.055	609.055

GIRDER 9

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.	THEO. ELEV ADJ. FOR D.L. DEFL
BK. W. ABUT.	194796.56	15.500	611.226	611.226
CL. BRG. W. ABUT.	194798.65	15.500	611.212	611.212
a	194808.65	15.500	611.142	611.153
b	194818.65	15.500	611.069	611.081
CL. 1 3/4" P.J.S.	194833.32	15.500	610.959	610.954
CL. PIER 1	194844.90	15.500	610.868	610.868
c	194854.90	15.500	610.787	610.797
d	194864.90	15.500	610.703	610.723
e	194874.90	15.500	610.618	610.644
f	194884.90	15.500	610.530	610.555
g	194894.90	15.500	610.440	610.457
h	194904.90	15.500	610.347	610.355
CL. PIER 2	194918.73	15.500	610.215	610.215
i	194928.73	15.500	610.117	610.122
j	194938.73	15.500	610.017	610.032
k	194948.73	15.500	609.914	609.939
l	194958.73	15.500	609.809	609.838
m	194968.73	15.500	609.702	609.728
n	194978.73	15.500	609.592	609.608
CL. PIER 3	194992.56	15.500	609.437	609.437
CL. 1 3/4" P.J.S.	195004.14	15.500	609.303	609.295
o	195014.14	15.500	609.187	609.190
p	195024.14	15.500	609.071	609.076
CL. BRG. E. ABUT.	195033.81	15.500	608.959	608.959
BK. E. ABUT.	195035.90	15.500	608.935	608.935

Clorba Group, Inc.
CONSULTING ENGINEERS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
WESTBOUND TOP OF SLAB ELEVATIONS
F.A.I. 80 STA. 1949+18.73
SECTION 99-1(RS-3,BR & HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO 099-0045
SCALE NONE
DATE 12-15-92
DRAWN BY GET
DESIGNED BY LAS
CHECKED BY PWP

F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	157	67
STA.		FED. AID PROJECT		
FED. ROAD DIST. NO. 1	ILLINOIS	FEDERAL AID PROJECT		

* 99-1(RS-3,BR & HB-2-R)

GIRDER 10

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.	THEO. ELEV ADJ. FOR D.L. DEFL
BK. W. ABUT.	194796.56	-15.500	610.577	610.577
CL. BRG. W. ABUT.	194798.65	-15.500	610.562	610.562
a	194808.65	-15.500	610.488	610.499
b	194818.65	-15.500	610.412	610.424
CL. 1 3/4" P.J.S.	194833.32	-15.500	610.298	610.293
CL. PIER 1	194844.90	-15.500	610.205	610.205
c	194854.90	-15.500	610.123	610.133
d	194864.90	-15.500	610.039	610.059
e	194874.90	-15.500	609.954	609.980
f	194884.90	-15.500	609.856	609.891
g	194894.90	-15.500	609.777	609.794
h	194904.90	-15.500	609.686	609.694
CL. PIER 2	194918.73	-15.500	609.557	609.557
i	194928.73	-15.500	609.461	609.466
j	194938.73	-15.500	609.364	609.379
k	194948.73	-15.500	609.265	609.290
l	194958.73	-15.500	609.164	609.193
m	194968.73	-15.500	609.062	609.088
n	194978.73	-15.500	608.957	608.973
CL. PIER 3	194992.56	-15.500	608.810	608.810
CL. 1 3/4" P.J.S.	195004.14	-15.500	608.684	608.676
o	195014.14	-15.500	608.574	608.577
p	195024.14	-15.500	608.463	608.468
CL. BRG. E. ABUT.	195033.81	-15.500	608.355	608.355
BK. E. ABUT.	195035.90	-15.500	608.332	608.332

GIRDER 11

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.	THEO. ELEV ADJ. FOR D.L. DEFL
BK. W. ABUT.	194796.56	-9.000	610.697	610.697
CL. BRG. W. ABUT.	194798.65	-9.000	610.682	610.682
a	194808.65	-9.000	610.608	610.619
b	194818.65	-9.000	610.532	610.544
CL. 1 3/4" P.J.S.	194833.32	-9.000	610.418	610.413
CL. PIER 1	194844.90	-9.000	610.325	610.325
c	194854.90	-9.000	610.243	610.253
d	194864.90	-9.000	610.159	610.179
e	194874.90	-9.000	610.073	610.099
f	194884.90	-9.000	609.986	610.011
g	194894.90	-9.000	609.896	609.913
h	194904.90	-9.000	609.805	609.813
CL. PIER 2	194918.73	-9.000	609.676	609.676
i	194928.73	-9.000	609.581	609.586
j	194938.73	-9.000	609.484	609.499
k	194948.73	-9.000	609.385	609.410
l	194958.73	-9.000	609.284	609.313
m	194968.73	-9.000	609.182	609.208
n	194978.73	-9.000	609.077	609.093
CL. PIER 3	194992.56	-9.000	608.930	608.930
CL. 1 3/4" P.J.S.	195004.14	-9.000	608.804	608.796
o	195014.14	-9.000	608.693	608.696
p	195024.14	-9.000	608.582	608.587
CL. BRG. E. ABUT.	195033.81	-9.000	608.475	608.475
BK. E. ABUT.	195035.90	-9.000	608.452	608.452

GIRDER 12

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.	THEO. ELEV ADJ. FOR D.L. DEFL
BK. W. ABUT.	194796.56	-2.500	610.799	610.799
CL. BRG. W. ABUT.	194798.65	-2.500	610.783	610.783
a	194808.65	-2.500	610.710	610.721
b	194818.65	-2.500	610.634	610.646
CL. 1 3/4" P.J.S.	194833.32	-2.500	610.520	610.515
CL. PIER 1	194844.90	-2.500	610.427	610.427
c	194854.90	-2.500	610.345	610.355
d	194864.90	-2.500	610.261	610.281
e	194874.90	-2.500	610.175	610.201
f	194884.90	-2.500	610.087	610.112
g	194894.90	-2.500	609.998	610.015
h	194904.90	-2.500	609.907	609.915
CL. PIER 2	194918.73	-2.500	609.778	609.778
i	194928.73	-2.500	609.683	609.688
j	194938.73	-2.500	609.585	609.600
k	194948.73	-2.500	609.486	609.511
l	194958.73	-2.500	609.386	609.415
m	194968.73	-2.500	609.283	609.309
n	194978.73	-2.500	609.179	609.195
CL. PIER 3	194992.56	-2.500	609.032	609.032
CL. 1 3/4" P.J.S.	195004.14	-2.500	608.906	608.898
o	195014.14	-2.500	608.795	608.798
p	195024.14	-2.500	608.684	608.689
CL. BRG. E. ABUT.	195033.81	-2.500	608.577	608.577
BK. E. ABUT.	195035.90	-2.500	608.554	608.554

EXISTING CL & EASTBOUND PGL

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.	THEO. ELEV ADJ. FOR D.L. DEFL
BK. W. ABUT.	194796.56	0.000	610.838	610.838
CL. BRG. W. ABUT.	194798.65	0.000	610.822	610.822
a	194808.65	0.000	610.749	610.760
b	194818.65	0.000	610.673	610.685
CL. 1 3/4" P.J.S.	194833.32	0.000	610.559	610.554
CL. PIER 1	194844.90	0.000	610.466	610.466
c	194854.90	0.000	610.384	610.394
d	194864.90	0.000	610.300	610.320
e	194874.90	0.000	610.214	610.240
f	194884.90	0.000	610.126	610.151
g	194894.90	0.000	610.037	610.054
h	194904.90	0.000	609.945	609.954
CL. PIER 2	194918.73	0.000	609.817	609.817
i	194928.73	0.000	609.722	609.727
j	194938.73	0.000	609.624	609.639
k	194948.73	0.000	609.525	609.550
l	194958.73	0.000	609.425	609.454
m	194968.73	0.000	609.322	609.348
n	194978.73	0.000	609.218	609.234
CL. PIER 3	194992.56	0.000	609.071	609.071
CL. 1 3/4" P.J.S.	195004.14	0.000	608.945	608.937
o	195014.14	0.000	608.834	608.837
p	195024.14	0.000	608.723	608.728
CL. BRG. E. ABUT.	195033.81	0.000	608.616	608.616
BK. E. ABUT.	195035.90	0.000	608.593	608.593

GIRDER 13

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.	THEO. ELEV ADJ. FOR D.L. DEFL
BK. W. ABUT.	194796.56	4.000	610.775	610.775
CL. BRG. W. ABUT.	194798.65	4.000	610.760	610.760
a	194808.65	4.000	610.686	610.697
b	194818.65	4.000	610.610	610.622
CL. 1 3/4" P.J.S.	194833.32	4.000	610.496	610.491
CL. PIER 1	194844.90	4.000	610.403	610.403
c	194854.90	4.000	610.321	610.331
d	194864.90	4.000	610.237	610.257
e	194874.90	4.000	610.151	610.177
f	194884.90	4.000	610.064	610.089
g	194894.90	4.000	609.975	609.992
h	194904.90	4.000	609.883	609.891
CL. PIER 2	194918.73	4.000	609.754	609.754
i	194928.73	4.000	609.659	609.664
j	194938.73	4.000	609.562	609.577
k	194948.73	4.000	609.463	609.488
l	194958.73	4.000	609.362	609.391
m	194968.73	4.000	609.260	609.286
n	194978.73	4.000	609.155	609.171
CL. PIER 3	194992.56	4.000	609.008	609.008
CL. 1 3/4" P.J.S.	195004.14	4.000	608.882	608.874
o	195014.14	4.000	608.772	608.775
p	195024.14	4.000	608.661	608.666
CL. BRG. E. ABUT.	195033.81	4.000	608.553	608.553
BK. E. ABUT.	195035.90	4.000	608.530	608.530

LONGITUDINAL BONDED STAGE CONSTRUCTION JOINT

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.	THEO. ELEV ADJ. FOR D.L. DEFL
BK. W. ABUT.	194796.56	8.083	610.711	610.711
CL. BRG. W. ABUT.	194798.65	8.083	610.696	610.696
a	194808.65	8.083	610.622	610.633
b	194818.65	8.083	610.547	610.559
CL. 1 3/4" P.J.S.	194833.32	8.083	610.432	610.427
CL. PIER 1	194844.90	8.083	610.339	610.339
c	194854.90	8.083	610.257	610.267
d	194864.90	8.083	610.173	610.193
e	194874.90	8.083	610.088	610.114
f	194884.90	8.083	610.000	610.025
g	194894.90	8.083	609.911	609.928
h	194904.90	8.083	609.820	609.828
CL. PIER 2	194918.73	8.083	609.691	609.691
i	194928.73	8.083	609.595	609.600
j	194938.73	8.083	609.498	609.513
k	194948.73	8.083	609.399	609.424
l	194958.73	8.083	609.298	609.327
m	194968.73	8.083	609.196	609.222
n	194978.73	8.083	609.092	609.108
CL. PIER 3	194992.56	8.083	608.944	608.944
CL. 1 3/4" P.J.S.	195004.14	8.083	608.818	608.810
o	195014.14	8.083	608.708	608.711
p	195024.14	8.083	608.597	608.602
CL. BRG. E. ABUT.	195033.81	8.083	608.489	608.489
BK. E. ABUT.	195035.90	8.083	608.466	608.466

GIRDER 14

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.	THEO. ELEV ADJ. FOR D.L. DEFL
BK. W. ABUT.	194796.56	10.500	610.674	610.674
CL. BRG. W. ABUT.	194798.65	10.500	610.658	610.658
a	194808.65	10.500	610.585	610.596
b	194818.65	10.500	610.509	610.521
CL. 1 3/4" P.J.S.	194833.32	10.500	610.395	610.390
CL. PIER 1	194844.90	10.500	610.302	610.302
c	194854.90	10.500	610.220	610.230
d	194864.90	10.500	610.136	610.156
e	194874.90	10.500	610.050	610.076
f	194884.90	10.500	609.962	609.987
g	194894.90	10.500	609.873	609.890
h	194904.90	10.500	609.782	609.790
CL. PIER 2	194918.73	10.500	609.653	609.653
i	194928.73	10.500	609.558	609.563
j	194938.73	10.500	609.460	609.475
k	194948.73	10.500	609.361	609.386
l	194958.73	10.500	609.261	609.290
m	194968.73	10.500	609.158	609.184
n	194978.73	10.500	609.054	609.070
CL. PIER 3	194992.56	10.500	608.907	608.907
CL. 1 3/4" P.J.S.	195004.14	10.500	608.781	608.773
o	195014.14	10.500	608.670	608.673
p	195024.14	10.500	608.559	608.564
CL. BRG. E. ABUT.	195033.81	10.500	608.452	608.452
BK. E. ABUT.	195035.90	10.500	608.429	608.429

GIRDER 15

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.	THEO. ELEV ADJ. FOR D.L. DEFL
BK. W. ABUT.	194796.56	13.500	610.619	610.619
CL. BRG. W. ABUT.	194798.65	13.500	610.604	610.604
a	194808.65	13.500	610.530	610.541
b	194818.65	13.500	610.454	610.466
CL. 1 3/4" P.J.S.	194833.32	13.500	610.340	610.335
CL. PIER 1	194844.90	13.500	610.247	610.247
c	194854.90	13.500	610.165	610.175
d	194864.90	13.500	610.081	610.101
e	194874.90	13.500	609.995	610.021
f	194884.90	13.500	609.908	609.933
g	194894.90	13.500	609.818	609.835
h	194904.90	13.500	609.727	609.735
CL. PIER 2	194918.73	13.500	609.598	609.598
i	194928.73	13.500	609.503	609.508
j	194938.73	13.500	609.406	609.421
k	194948.73	13.500	609.307	609.332
l	194958.73	13.500	609.206	609.235
m	194968.73	13.500	609.103	609.129
n	194978.73	13.500	608.999	609.015
CL. PIER 3	194992.56	13.500	608.852	608.852
CL. 1 3/4" P.J.S.	195004.14	13.500	608.726	608.718
o	195014.14	13.500	608.615	608.618
p	195024.14	13.500	608.504	608.509
CL. BRG. E. ABUT.	195033.81	13.500	608.397	608.397
BK. E. ABUT.	195035.90	13.500	608.374	608.374

GIRDER 16

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.	THEO. ELEV ADJ. FOR D.L. DEFL
BK. W. ABUT.	194796.56	20.000	610.483	610.483
CL. BRG. W. ABUT.	194798.65	20.000	610.468	610.468
a	194808.65	20.000	610.394	610.405
b	194818.65	20.000	610.319	610.331
CL. 1 3/4" P.J.S.	194833.32	20.000	610.205	610.200
CL. PIER 1	194844.90	20.000	610.112	610.112
c	194854.90	20.000	610.029	610.039
d	194864.90	20.000	609.945	609.965
e	194874.90	20.000	609.860	609.886
f	194884.90	20.000	609.772	609.797
g	194894.90	20.000	609.683	609.700
h	194904.90	20.000	609.592	609.600
CL. PIER 2	194918.73	20.000	609.463	609.463
i	194928.73	20.000	609.367	609.372
j	194938.73	20.000	609.270	609.285
k	194948.73	20.000	609.171	609.196
l	194958.73	20.000	609.071	609.100
m	194968.73	20.000	608.968	608.994
n	194978.73	20.000	608.864	608.880
CL. PIER 3	194992.56	20.000	608.716	608.716
CL. 1 3/4" P.J.S.	195004.14	20.000	608.591	608.583
o	195014.14	20.000	608.480	608.483
p	195024.14	20.000	608.369	608.374
CL. BRG. E. ABUT.	195033.81	20.000	608.262	608.262
BK. E. ABUT.	195035.90	20.000	608.238	608.238

GIRDER 17

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.	THEO. ELEV ADJ. FOR D.L. DEFL
BK. W. ABUT.	194796.56	26.882	610.340	610.340
CL. BRG. W. ABUT.	194798.65	26.865	610.325	610.325
a	194808.65	26.780	610.253	610.264
b	194818.65	26.695	610.179	610.191
CL. 1 3/4" P.J.S.	194833.32	26.571	610.068	610.063
CL. PIER 1	194844.90	26.473	609.977	609.977
c	194854.90	26.389	609.896	609.906
d	194864.90	26.304	609.814	609.834
e	194874.90	26.219	609.730	609.756
f	194884.90	26.135	609.644	609.669
g	194894.90	26.050	609.557	609.574
h	194904.90	25.966	609.468	609.476
CL. PIER 2	194918.73	25.849	609.341	609.341
i	194928.73	25.764	609.247	609.252
j	194938.73	25.679	609.152	609.167
k	194948.73	25.595	609.055	609.080
l	194958.73	25.510	608.956	608.985
m	194968.73	25.426	608.855	608.881
n	194978.73	25.341	608.752	608.768
CL. PIER 3	194992.56	25.224	608.608	608.608
CL. 1 3/4" P.J.S.	195004.14	25.126	608.484	608.476
o	195014.14	25.041	608.375	608.378
p	195024.14	24.957	608.266	608.271
CL. BRG. E. ABUT.	195033.81	24.875	608.160	608.160
BK. E. ABUT.	195035.90	24.875	608.137	608.137

GIRDER 18

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.	THEO. ELEV ADJ. FOR D.L. DEFL
BK. W. ABUT.	194796.56	33.764	610.197	610.197
CL. BRG. W. ABUT.	194798.65	33.729	610.182	610.182
a	194808.65	33.560	610.112	610.123
b	194818.65	33.391	610.040	610.052
CL. 1 3/4" P.J.S.	194833.32	33.142	609.931	609.926
CL. PIER 1	194844.90	32.946	609.842	609.842
c	194854.90	32.777	609.763	609.773
d	194864.90	32.608	609.683	609.703
e	194874.90	32.439	609.601	609.627
f	194884.90	32.270	609.517	609.542
g	194894.90	32.100	609.431	609.448
h	194904.90	31.931	609.343	609.351
CL. PIER 2	194918.73	31.697	609.219	609.219
i	194928.73	31.528	609.127	609.132
j	194938.73	31.359	609.034	609.049
k	194948.73	31.190	608.938	608.963
l	194958.73	31.020	608.841	608.870
m	194968.73	30.851	608.742	608.768
n	194978.73	30.682	608.641	608.657
CL. PIER 3	194992.56	30.448	608.499	608.499
CL. 1 3/4" P.J.S.	195004.14	30.252	608.377	608.369
o	195014.14	30.083	608.270	608.273
p	195024.14	29.914	608.162	608.167
CL. BRG. E. ABUT.	195033.81	29.750	608.058	608.058
BK. E. ABUT.	195035.90	29.750	608.035	608.035

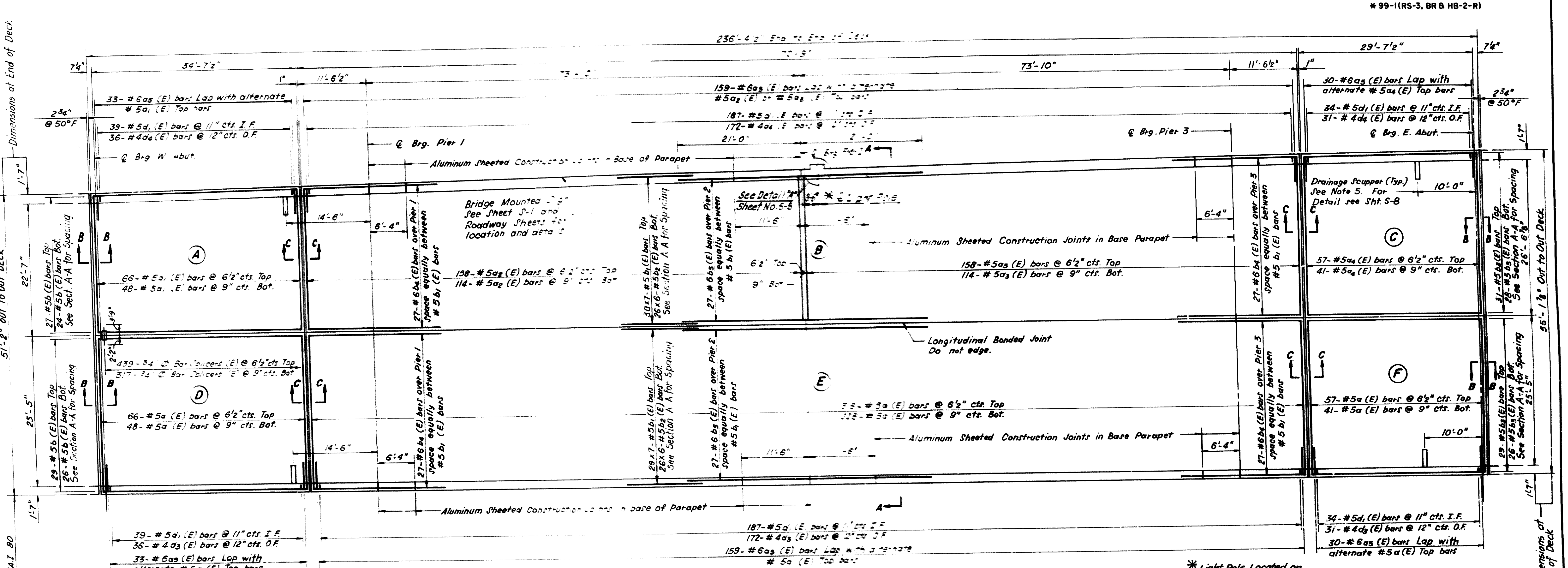
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
EASTBOUND TOP OF SLAB ELEVATIONS
F.A.I. 80 STA. 1949+18.73
SECTION 99-1(RS-3,BR & HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045
SCALE NONE DRAWN BY GET
DATE 12-15-92 DESIGNED BY LAS
CHECKED BY PJP

Clarke Group, Inc.
CONSULTING ENGINEERS
Chicago, Illinois

BROWN VALLEY REPRO 344731

F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	157	68

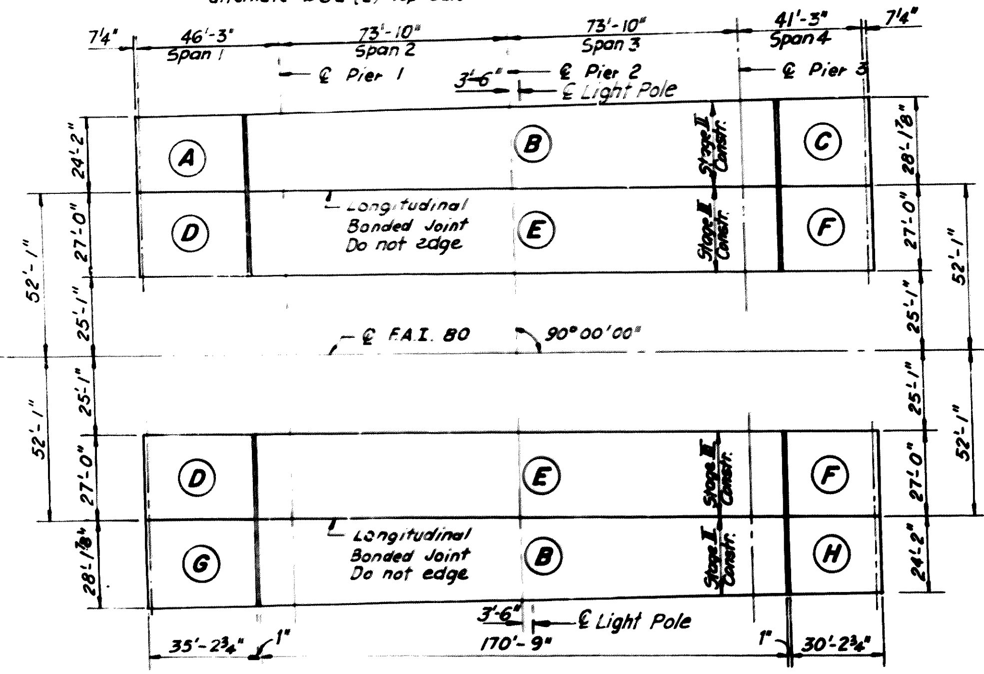
* 99-1(RS-3, BR & HB-2-R)



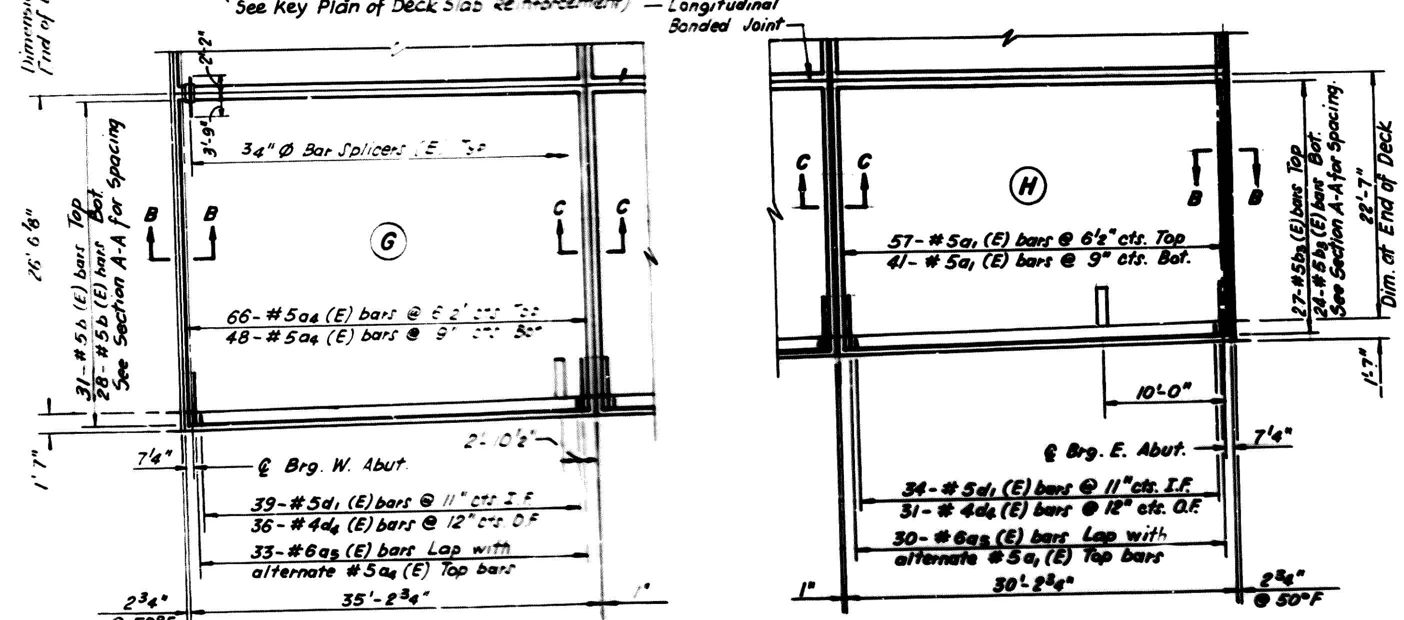
NORTH BRIDGE DECK SLAB PLAN

(South Bridge Similar but Rotated 180° See Key Plan of Deck Slab Reinforcement)

* Light Pole Located on Westbound North Parapet & East bound South Parapet



KEY PLAN OF DECK SLAB REINFORCEMENT



DECK SLAB PLAN OF PANEL (G) AND (H)

NOTES

1. For Parapet Details, Bar Schedule and Bill of Material, see Sheet S-6
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Bars indicated thus 28x5-#5 etc. indicates 28 lines of bars with 5 lengths per line.
4. For Deck Slab Sections and Details, see Sheet S-7.
5. The rebars in the Deck Slab shall be adjusted to miss the Drainage Scuppers.
6. Minimum lap splices shall be 2'-2" for #5 bar.
7. For Bar Splicer Details see Sheet S-31
8. O.F. denotes outside face. I.F. denotes inside face.
9. See Electrical Sheets for details of light poles, under deck bridge lighting and bridge mounted sign lighting details.
10. For Plan of Deck Pouring Sequence See Sheet No. S-3

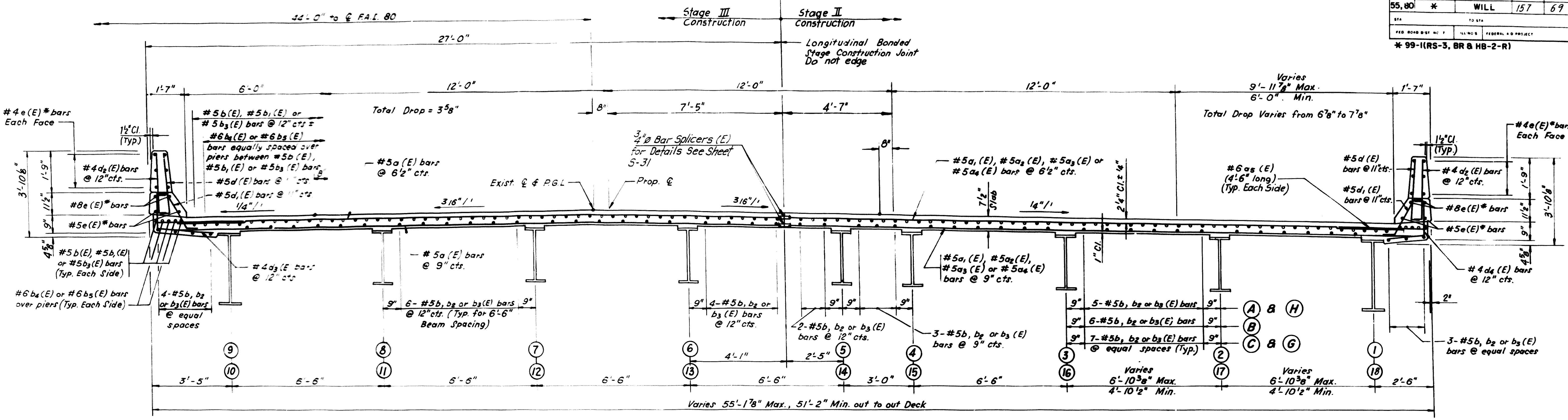
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55

DECK SLAB

F.A.I. 80 STA. 1949+18.73
SECTION 99-1(RS-3, BR & HB-2-R) STRUCTURE NO. 099-0044
NO. 099-0045
WILL COUNTY
SCALE 1/8" = 1'-0"
DATE 06-25-92
DRAWN BY GET
DESIGNED BY LAS
CHECKED BY PUP

F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55, 80	*	WILL	157	69

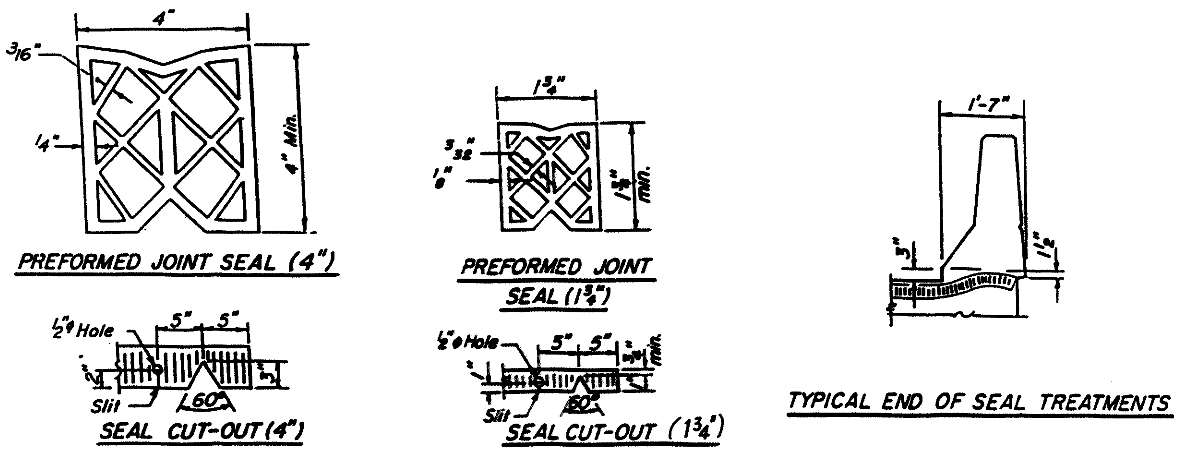
* 99-1(RS-3, BR & HB-2-R)

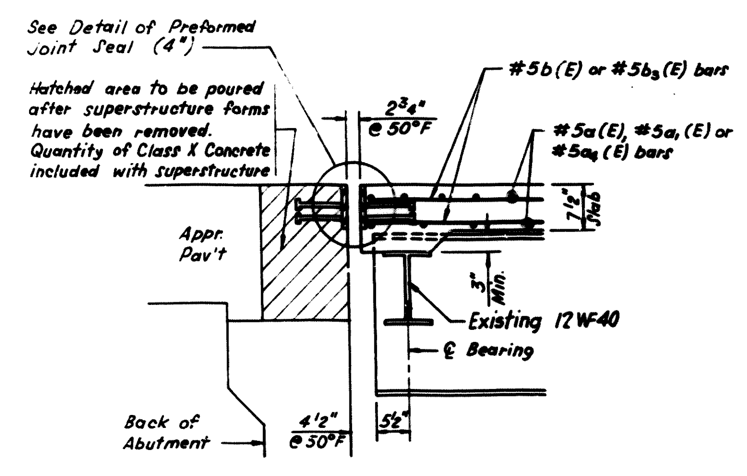


SECTION A-A

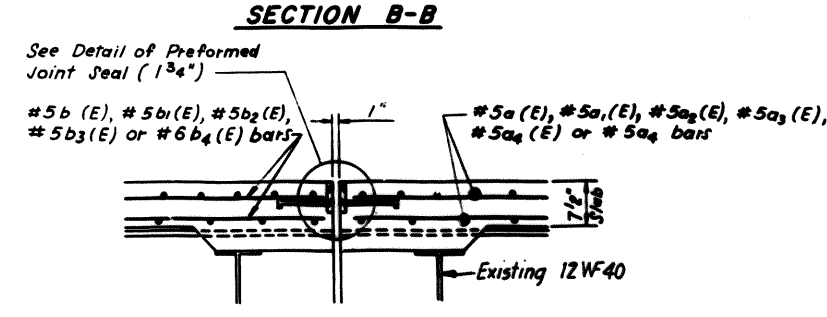
EB Structure Shown
WB Similar but rotated 180°

* For e(E) bars designation, see Elevation of Parapet Sheet S-8

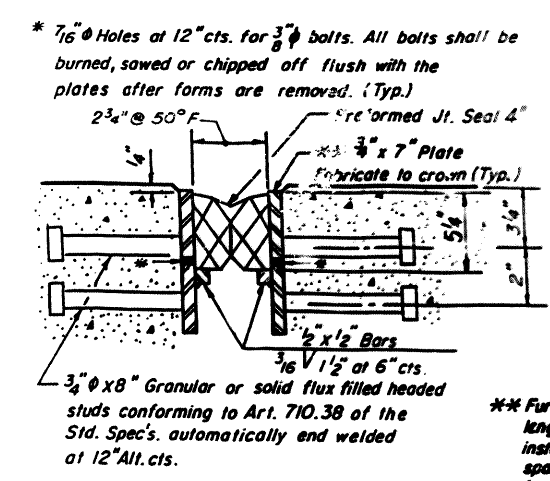




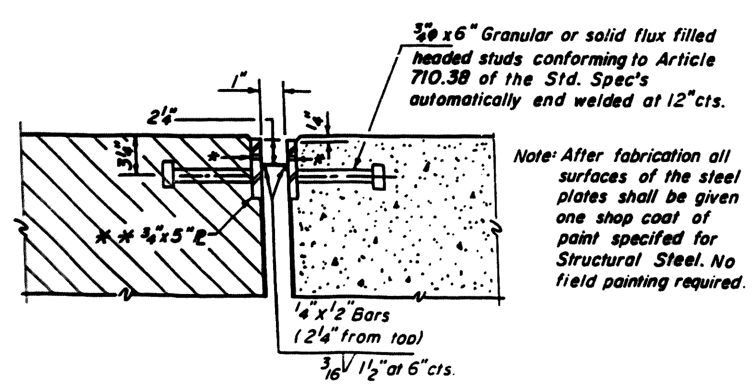
SECTION B-B



SECTION C-C



DETAIL OF PREFORMED JOINT SEAL (4")



Note: After fabrication all surfaces of the steel plates shall be given one shop coat of paint specifed for Structural Steel. No field painting required.

** Furnish in segments of 20 ft. maximum length. Maximum space between installed segments shall be 3/16". Seal space with Silicone Sealant suitable for Structural Steel.

DETAIL OF PREFORMED JOINT SEAL (1¾")

NOTES

1. For Deck Slab Reinforcement and Key Plan of Deck Slab Reinforcement, see Sheet S-6.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. For Parapet and Drainage Details, Bar Schedule and Bill of Material see Sheet S-8.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55

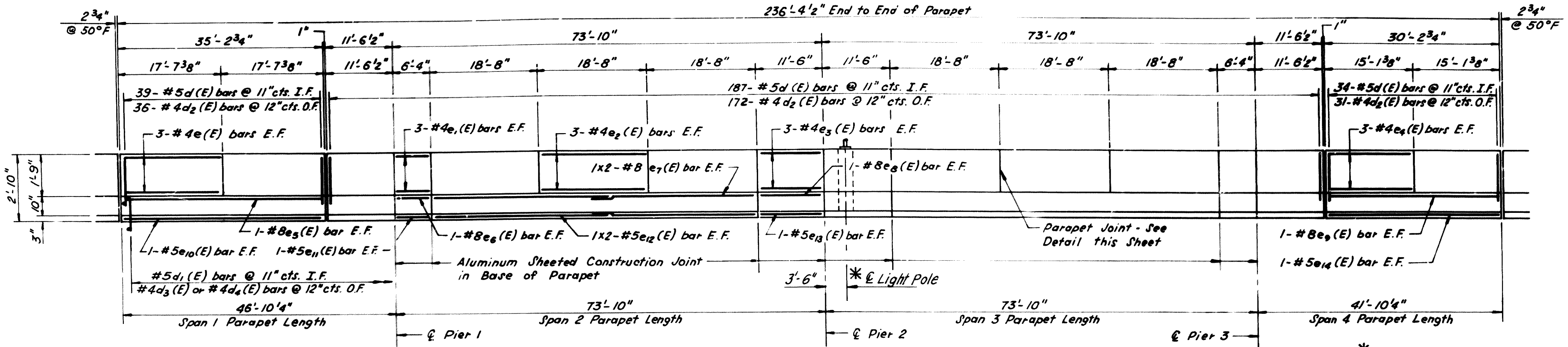
DECK SLAB SECTIONS AND DETAILS

F.A.I. 80 STA. 1949+18.73
SECTION 99-1(RS-3, BR & HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045

SCALE NOT TO SCALE
DATE 06-25-92
DRAWN BY GET
DESIGNED BY LAS
CHECKED BY PJP

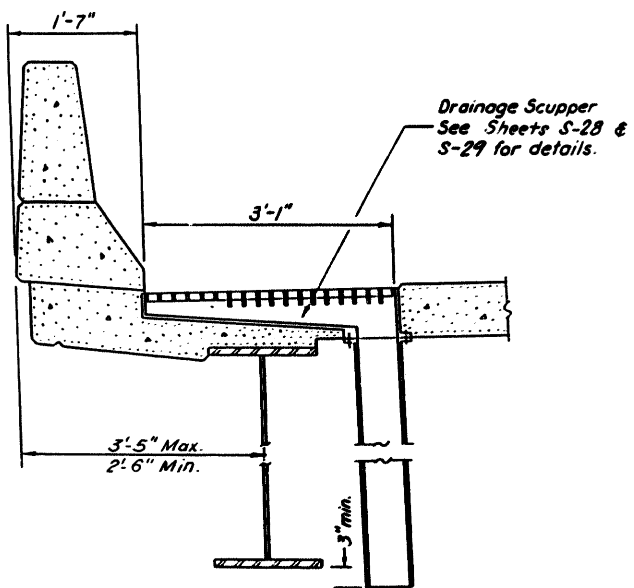
F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	157	70

*99-1(RS-3, BR & HR-2-R)

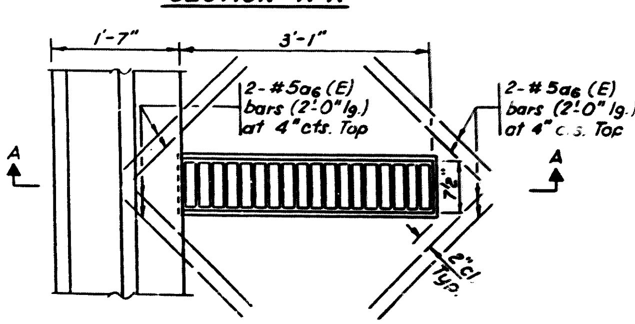


INSIDE ELEVATION OF PARAPET

(Looking North, Looking South Opposite Hand)

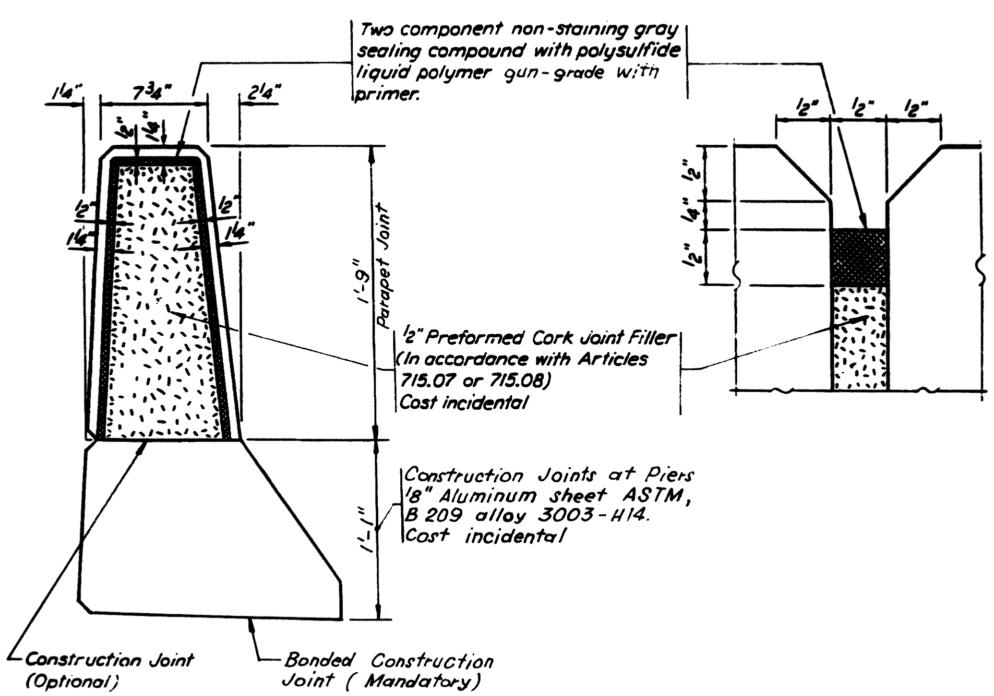


SECTION A-A



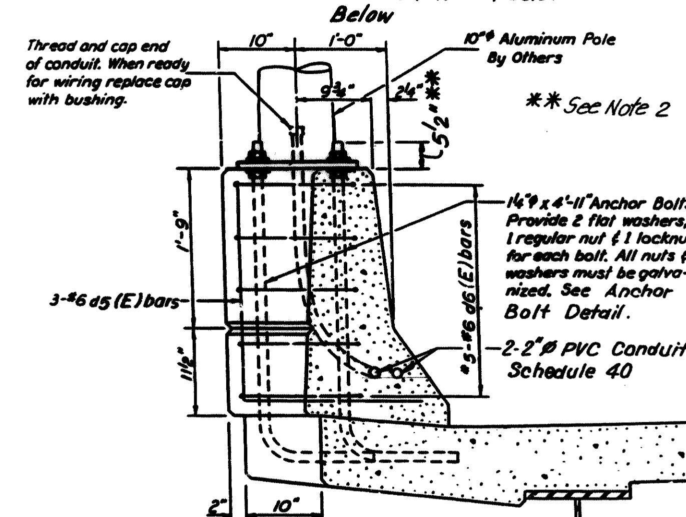
DRAINAGE SCUPPER PLAN

(4 THUS)

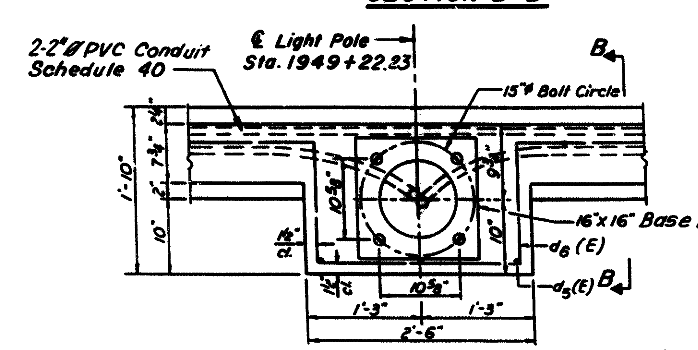


DETAILS OF PARAPET JOINT

* Light Pole Located on Westbound North Parapet & Eastbound South Parapet. See Sheet No. S-6 & Detail "A" Below

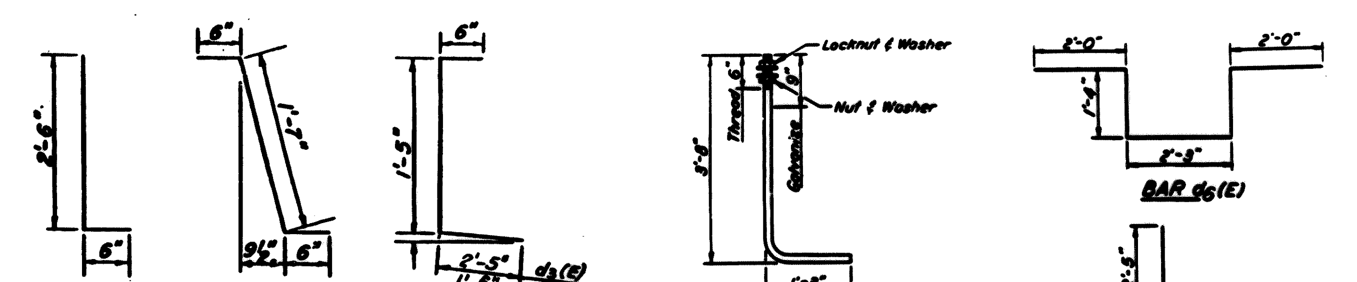


SECTION B-B



DETAIL "A"

For Light Poles Location See Sheet No. S-1 and S-6



BAR d(E) & d2(E) BAR d1(E) BAR d3(E) or BAR d4(E) 1¼"ø ANCHOR BOLT BAR d6(E) BAR d5(E)

SUPERSTRUCTURE BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a(E)	1512	#5	25'-5"	—
a1(E)	212	#5	22'-7"	—
a2(E)	544	#5	23'-1"	—
a3(E)	544	#5	24'-7"	—
a4(E)	212	#5	26'-0"	—
a5(E)	888	#6	4'-6"	—
a6(E)	64	#5	2'-0"	—
b(E)	220	#5	34'-9"	—
b1(E)	826	#5	26'-3"	—
b2(E)	624	#5	30'-3"	—
b3(E)	220	#5	29'-9"	—
b4(E)	216	#6	22'-4"	—
b5(E)	108	#6	42'-0"	—
d(E)	1040	#5	3'-0"	
d1(E)	1040	#5	2'-7"	
d2(E)	956	#4	3'-0"	
d3(E)	478	#4	4'-4"	
d4(E)	478	#4	3'-5"	
d5(E)	6	#6	4'-5"	
d6(E)	12	#5	8'-11"	
e(E)	48	#4	17'-3"	—
e1(E)	48	#4	6'-0"	—
e2(E)	144	#4	18'-4"	—
e3(E)	96	#4	11'-2"	—
e4(E)	48	#4	14'-9"	—
e5(E)	8	#8	34'-10"	—
e6(E)	16	#8	6'-0"	—
e7(E)	32	#8	30'-1"	—
e8(E)	32	#8	11'-2"	—
e9(E)	8	#8	29'-10"	—
e10(E)	8	#5	34'-10"	—
e11(E)	16	#5	6'-0"	—
e12(E)	32	#5	28'-11"	—
e13(E)	32	#5	11'-2"	—
e14(E)	8	#5	29'-10"	—

Item	Unit	Quantity
Reinforcing Bars (Epoxy Coated)	Lbs.	176610
Class "X" Concrete Superstructure	Cu. Yds.	765.3
Removal of Existing Concrete Deck	L Sum	1
Preformed Joint Seal 1¾"	Lin Ft	212
Preformed Joint Seal 4"	Lin Ft	212
Bridge Deck Grooving	Sq. Yd	2521
Protective Coat	Sq. Yd.	3042

NOTES:

1. Bars indicated thus 1x2-#8 etc. indicates 1 line of bars with 2 lengths per line.
2. The rebars in the deck slab shall be adjusted to miss the scuppers and drains location.
3. For dimensions of sections thru the parapets, see sht. S-6 & S-7
4. Minimum lap splices shall be 2'-2" for #5 bar & 4'-6" for #8 bar.

NOTES:

1. Cost of Anchor Bolts and Lighting Conduit is Incidental to Class X Concrete Superstructure.
2. For Light Pole Connection Detail, See Lighting Drawings.

Note: Reinforcement bars designated (E) shall be epoxy coated.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55

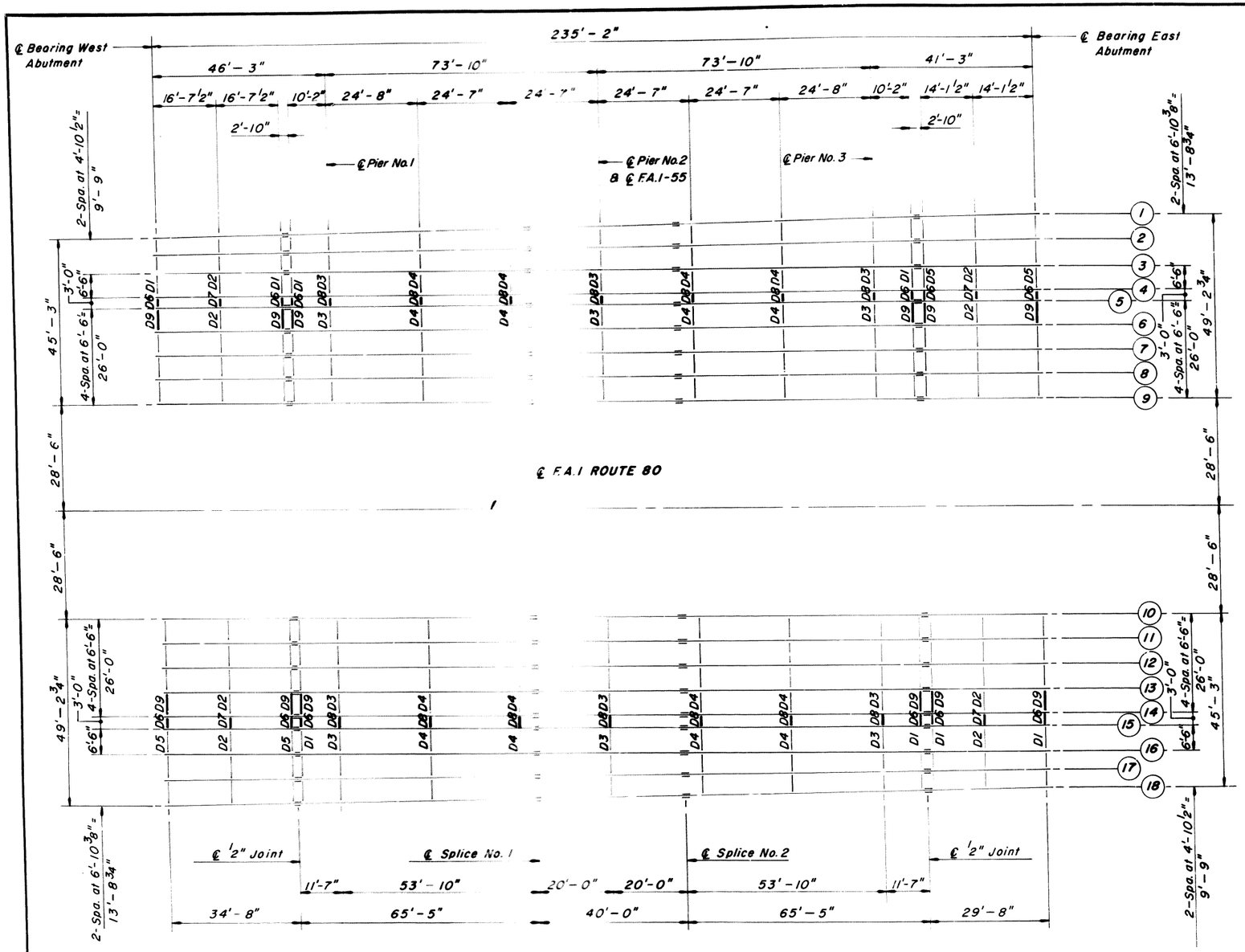
PARAPET AND DRAINAGE DETAILS

F.A.I. 80 STA. 1949+18.73
SECTION 99-1(RS-3, BR & HB-2-R) STRUCTURE NO. 099-0044, NO. 099-0045
WILL COUNTY
SCALE NOT TO SCALE
DATE 06-19-92
DRAWN BY GET
DESIGNED BY LAS
CHECKED BY PJP

Clarke Group, Inc.

55,80 ✕ WILL 157 71

✕99-1(RS-3 BR & HB-2-R)



PLAN

NOTE:

Existing Diaphragms are.		New Diaphragms are.	
D1 & D5	12WF 40	D6	W12 x 40
D2	12WF 36	D7	W12 x 35
D3 & D4	16WF 36	D8	W16 x 36
		D9	W12 x 40

TYPICAL INTERIOR GIRDER MOMENT TABLE

	0.37 Sp. 1	PIER 1	0.4 Sp. 2	PIER 2	0.6 Sp. 3	PIER 3	0.65 Sp. 4
Is (in⁴)	3,620	11,300	11,300	15,995	11,300	11,300	3,270
Ic (in⁴)	11,567		28,406		28,406		10,742
Ss (in³)	267	623	623	851	623	623	243
Sc (in³)	432		908		908		399
DL (k/ft)	0.736	1.073	0.816	1.120	0.816	1.073	0.728
M DL ('k)	108	281	208	662	221	250	78
fs-non-comp (ksi)	4.9	5.4	4.0	9.3	4.3	4.8	3.9
S DL('k)	0.257		0.257		0.257		0.257
M SDL('k)	38		66		70		28
M LL ('k)	199	371	474	424	474	390	149
M IMP ('k)	58	100	119	106	119	105	44
TOTAL ('k)	295	471	659	530	663	495	221
fs-comp (ksi)	8.2	9.1	8.7	7.5	8.8	9.5	6.6
fs total (ksi)	13.1	14.5	12.7	16.8	13.1	14.3	10.5
VR (k)	40.0		38.7		38.7		37.7

TYPICAL INTERIOR GIRDER REACTION TABLE

	W. ABUT	PIER 1	PIER 2	PIER 3	E. ABUT
R DL (k)	17.0	64.5	91.4	61.5	14.4
R LL (k)	35.4	47.7	55.3	47.5	33.5
Imp (k)	10.6	11.9	13.8	11.9	10.1
R TOTAL (k)	63.0	124.1	160.5	120.9	58.0

Is and Ss are the moment of inertia and section modulus of the steel section used in computing fs TOTAL.

Ic and Sc are the moment of inertia and section modulus of the composite section used in computing fs TOTAL.

VR is the maximum ℄ + impact shear range in span.

PROCEDURE FOR JACKING EXISTING STRUCTURE

JACKING OF EXISTING STRUCTURAL STEEL IS REQUIRED DURING STAGE II AND III TO RAISE THE EXISTING BEAMS TO THE PLAN ELEVATIONS, TO SUPPORT THE EXISTING BEAMS DURING SUBSTRUCTURE CONSTRUCTION AND FOR BEARING REPLACEMENT.

DURING STAGE II CONSTRUCTION:

1) REMOVE THE EXISTING CONCRETE DECK.
2) ATTACH NEW DIAPHRAGMS D8, D7 AND D8.
3) REMOVE DIAPHRAGMS BETWEEN BEAMS 5 AND 6 AND BEAMS 13 AND 14 AND STORE ON SITE.
4) JACK ALL BEAMS OF ONE LOCATION SIMULTANEOUSLY. JACKING SHALL BE DONE IN INCREMENTS OF 1/4" AND DURING THE JACKING OPERATION IT WILL BE REQUIRED TO MAINTAIN THE EXISTING RELATIVE SLOPE OF THE BEAMS OF THE ADJACENT SUPPORTS WITHIN 1/4" AT ALL TIMES.
5) REMOVE THE EXISTING BEARINGS.
6) PLACE NEW CONCRETE PEDESTALS.
7) PLACE NEW BEARINGS.

DURING STAGE III CONSTRUCTION:

1) PERFORM ITEMS 4 THRU 7 LISTED ABOVE.
2) RECONNECT DIAPHRAGMS BETWEEN BEAMS 5 AND 6 AND BEAMS 13 AND 14.

THE MAXIMUM BEAM REACTION (PER BEARING) OF EACH ABUTMENT IS 63.0 KIPS, AT PIERS 1 AND 3 IS 124.0 KIPS AND AT PIER 2 IS 160.5 KIPS. THE JACK CAPACITY FOR EACH BEAM SHALL BE 5 TONS AT ABUTMENTS AND 15 TONS AT PIERS.

NOTE:

The calculated weight of New Structural Steel for the diaphragms is 9030 Lbs.

For new diaphragms details, see sheet S-11 of S-32.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
FRAMING PLAN

F.A.I. 80 STA. 1949+18.73
SECTION 99-1(RS-3BR& HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045

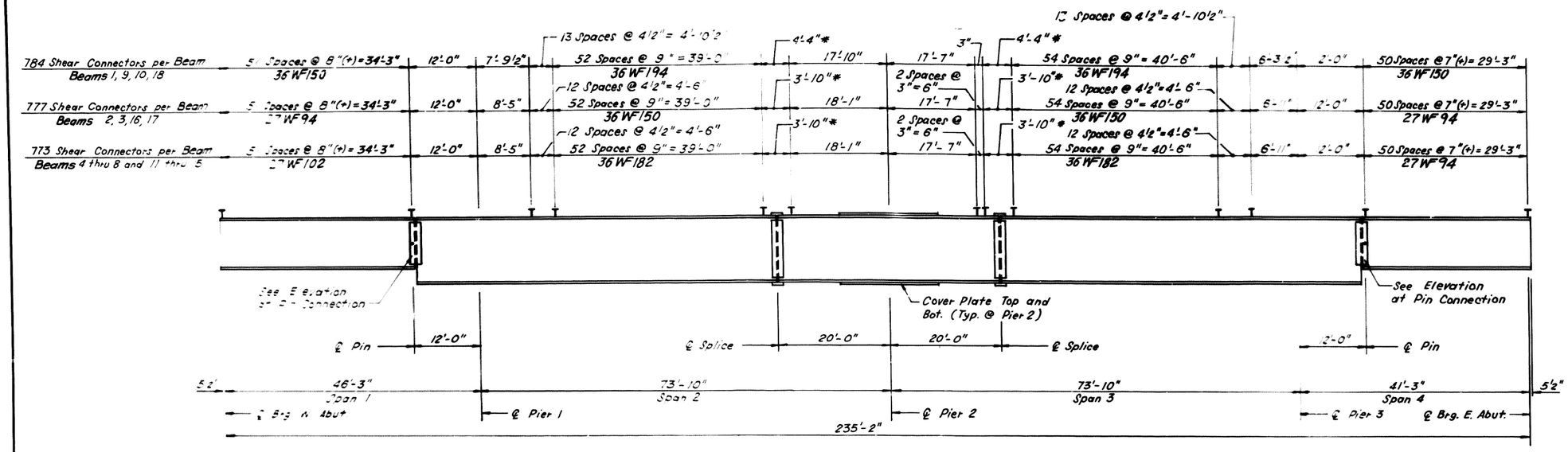
SCALE: NOT TO SCALE
DATE

DRAWN BY: IMG
DESIGNED BY: LAS
CHECKED BY: PWP

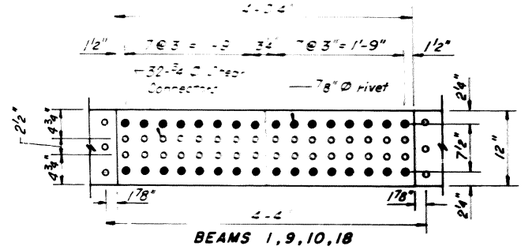
CG Sierra Group, Inc. CONSULTING ENGINEERS Chicago, Illinois

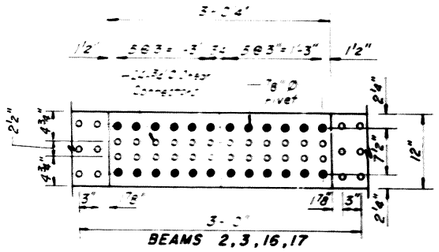
55,80	*	WILL	157	72

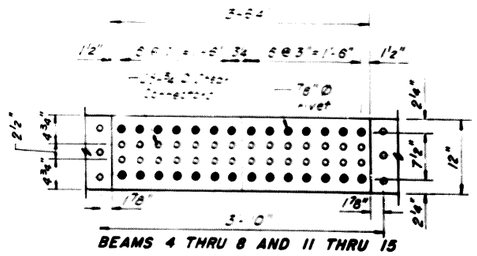
* 99-1(RS-3 BR & HB-2-R)



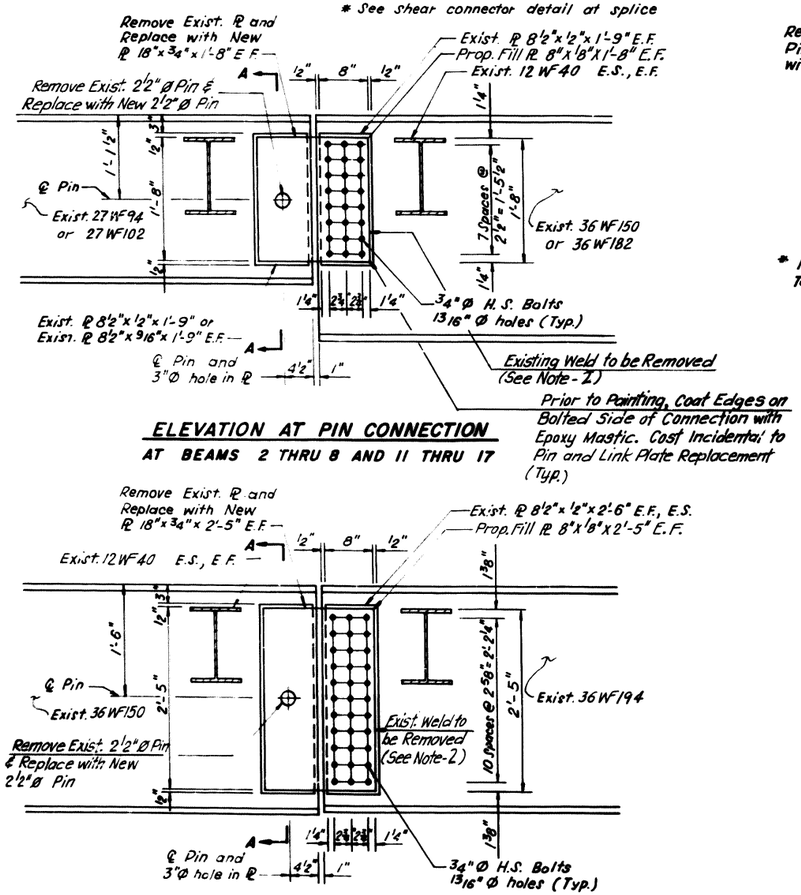
BEAM ELEVATIONS





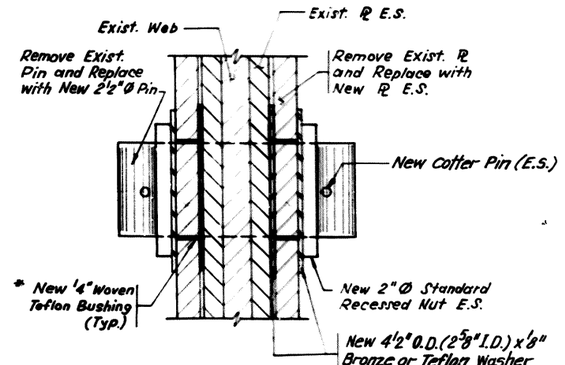


SHEAR CONNECTOR DETAIL AT SPLICE



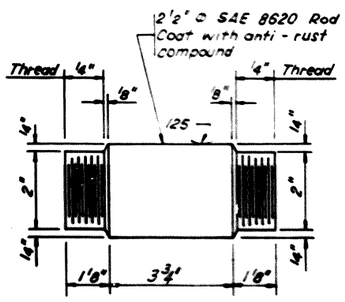
ELEVATION AT PIN CONNECTION AT BEAMS 2 THRU 8 AND 11 THRU 17

ELEVATION AT PIN CONNECTION AT BEAMS 1, 9, 10, 18

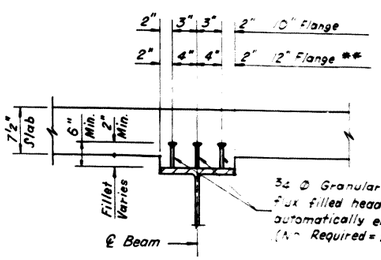


SECTION A-A

* Self lubricating filament wound epoxy matrix backed Duralon bearing or metal backed Fiber Glide bearing or equivalent. Cost incidental to Pin & Link Plate Replacement. The actual bushing thickness as per manufacturer's Specifications. ⅛" is approximate.



PIN DETAIL



SHEAR CONNECTOR DETAIL

** For shear connector spacing at splice see detail.

BILL OF MATERIAL		
ITEM	UNIT	QTY.
Stud Shear Connectors	Each	13,974
Pin & Link Plate Replacement	Each	36
Jacking Existing Structure	L. Sum	1
Rivet Removal and Replacement	Each	612

PIN NOTES:

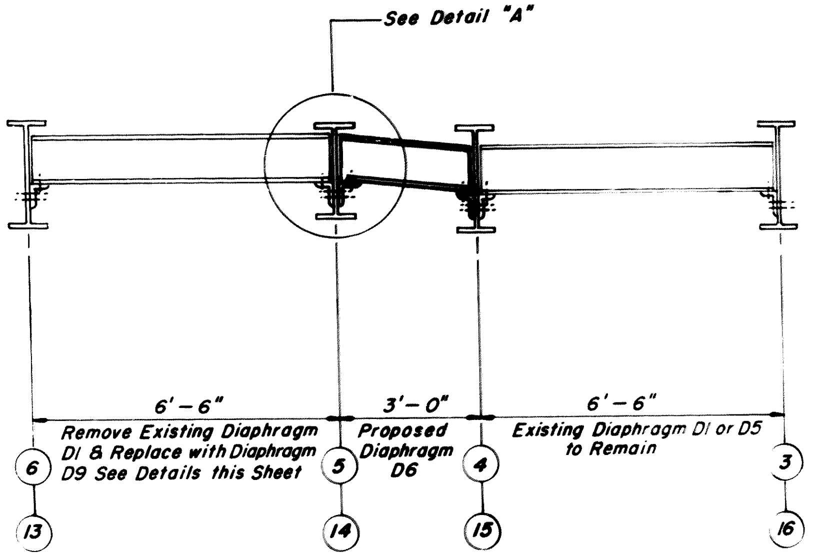
1. CALCULATED WEIGHT OF NEW STRUCTURAL STEEL FOR PIN AND LINK PLATE REPLACEMENT = 3,900 LB. WASHERS, FILL PLATES, SPECIAL COATINGS AND DIMENSIONAL CHECKS ARE INCIDENTAL TO "PIN AND LINK PLATE REPLACEMENT."
2. CONTRACTOR SHALL NOT DAMAGE THE EXISTING 8-1/2" x 1/2" STIFFENER PLATE WHILE REMOVING THE EXISTING WELD. IF THE PLATE IS DAMAGED DURING CONSTRUCTION, THE ENGINEER SHALL DIRECT THE CONTRACTOR TO REPLACE THE PLATE AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
3. THE EXISTING STIFFENER PLATES SHALL BE PRIMED INCLUDING THE AREA BEHIND THE WASHERS. NO PRIMER SHALL BE ALLOWED ON THE WASHERS OR THE TEFLON BUSHING.
4. THE PIN SHALL BE PROTECTED FROM CORROSION UNTIL INSTALLATION.
5. BORE DIAMETER THROUGH WEB PER AASHTO 10.29 (DIVISION II)/IDOT ART. 507.04(c). INSIDE OF BORE AND PIN SURFACE SHALL BE PROTECTED FROM CORROSION UNTIL ERECTION BY GREASE OR OTHER TEMPORARY COATINGS. THE COATING MUST NOT DEGRADE BEARINGS OR INTERFERE WITH SHOP OR FIELD PAINT ADHESION.
6. BORE DIAMETER FOR BUSHING AND LINK PLATE SHALL CORRESPOND TO BUSHING MANUFACTURER'S ALLOWABLE TOLERANCES FOR PROPER FUNCTIONING. PIN Ø MAY BE ADJUSTED ± 0.06" TO ALLOW USE OF STOCK BUSHINGS. BORE HOLE IN WEB SHALL BE ADJUSTED ACCORDINGLY IF REQUIRED.
7. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
BEAM DETAILS
F.A.I. 80 STA. 1949+18.73
SECTION 99-1(RS-3 BR & HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045
SCALE NOT TO SCALE DRAWN BY GET
DATE 06-19-92 DESIGNED BY LAS
CHECKED BY TWP

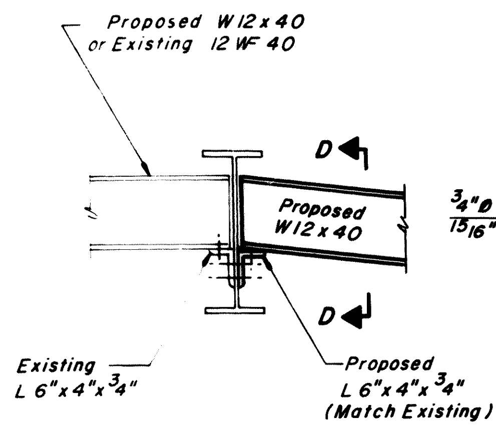
Clarke Group, Inc. CONSULTING ENGINEERS Chicago Illinois

55,80 * WILL 57 73

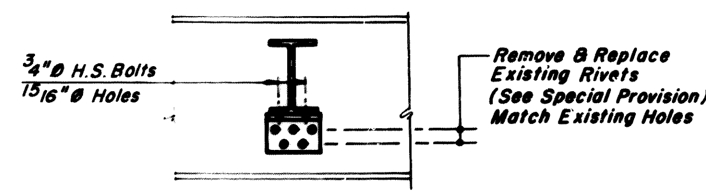
* 99-1 (RS-3BR & HB-2-R)



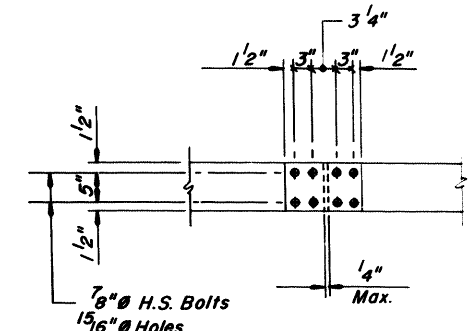
DIAPHRAGM D6
(12 Required)



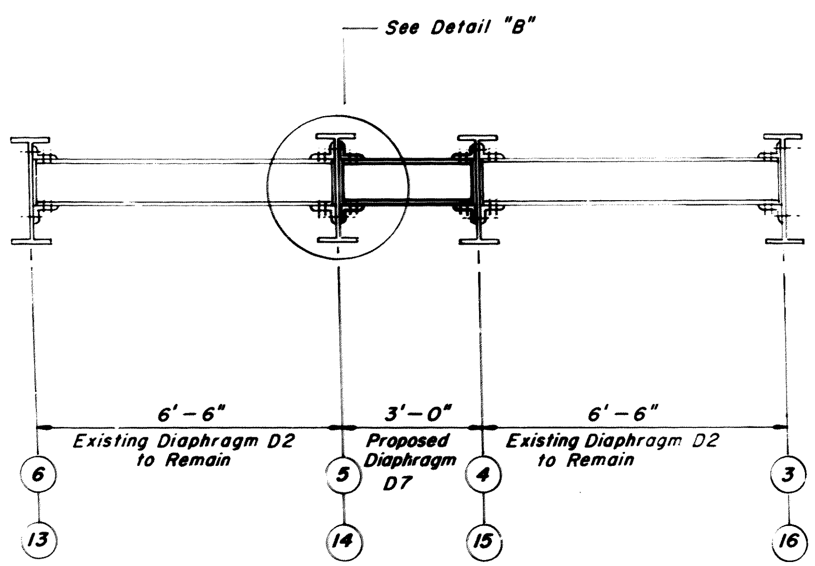
DETAIL "A"



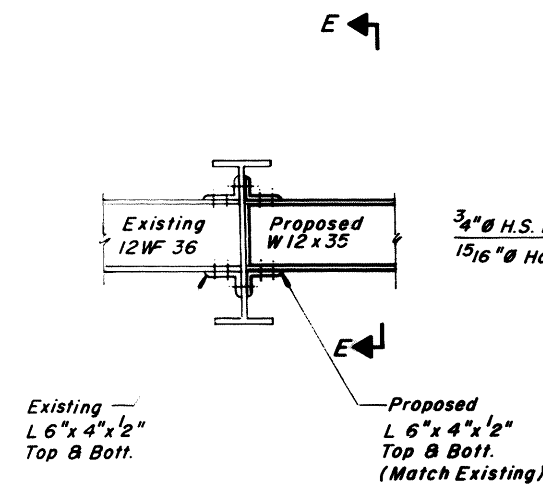
SECTION D-D



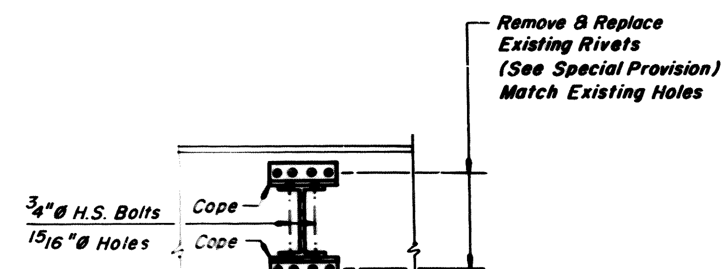
VIEW G-G



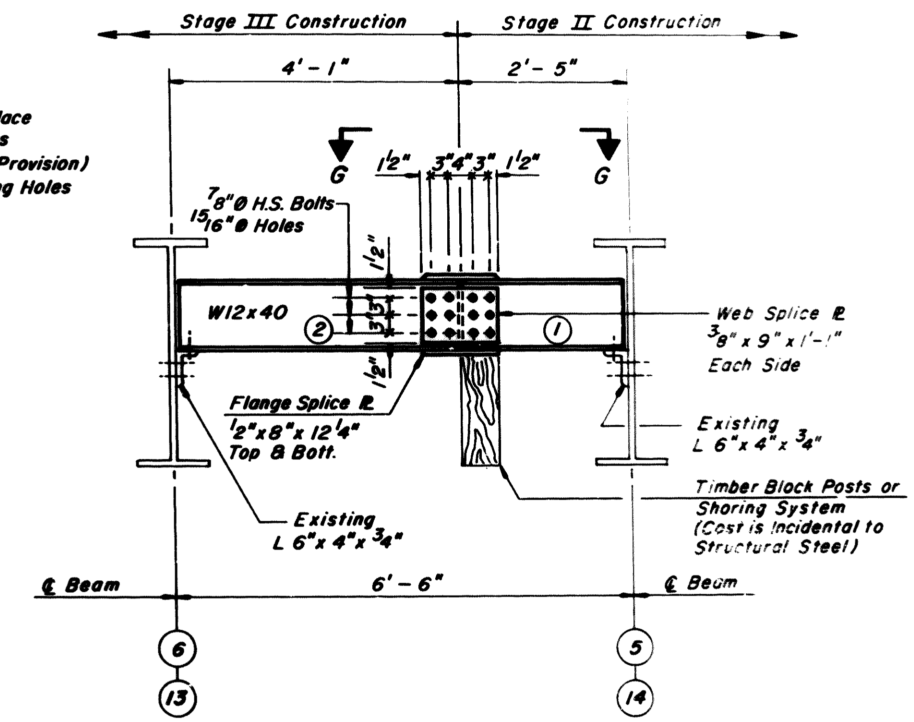
DIAPHRAGM D7
(4 Required)



DETAIL "B"



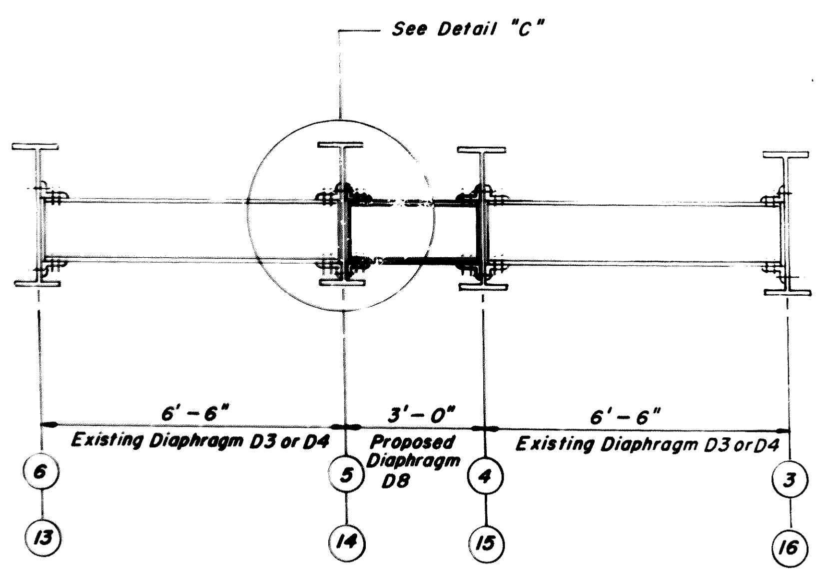
SECTION E-E



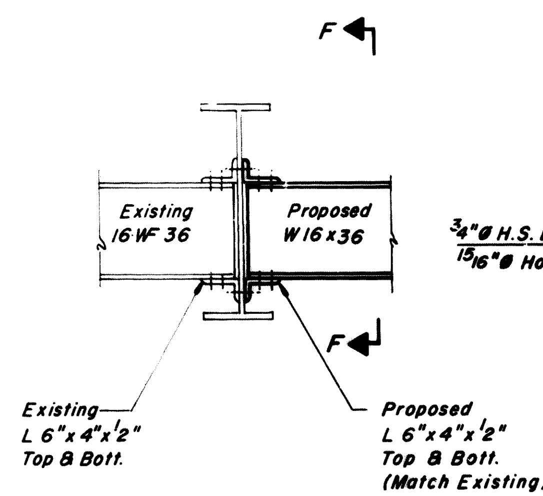
DIAPHRAGM D9
(12 Required)

DIAPHRAGM D9 CONSTRUCTION SEQUENCE

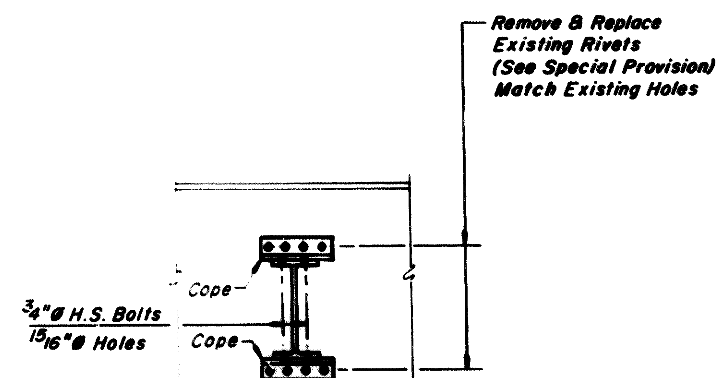
1. ORDER DIAPHRAGM D9 IN TWO SECTIONS WITH LENGTHS OF 3-1" AND 2'-3".
2. ATTACH SECTION 1 OF DIAPHRAGM TO BEAM 5 OR 14 AND TOP FLANGE SPLICE PLATE AT THE LOCATIONS SHOWN ON THE FRAMING PLAN DURING STAGE II CONSTRUCTION.
3. AT THE ABUTMENT, PLACE TIMBER BLOCK POSTS BETWEEN SECTION 1 OF DIAPHRAGM AND ABUTMENT BEARING SEAT. AT THE PIN CONNECTION, THE SHORING SYSTEM SHALL BE APPROVED BY THE ENGINEER. SUCH APPROVAL SHALL NOT RELIEVE THE CONTRACTOR OF RESPONSIBILITY FOR THE SAFETY OF THE STRUCTURE.
4. ATTACH SECTION 2 OF DIAPHRAGM TO BOTH BEAM 6 OR 13 AND TOP FLANGE SPLICE PLATE DURING STAGE III CONSTRUCTION.
5. ATTACH WEB SPLICE PLATES TO SECTION 1 AND 2 OF DIAPHRAGMS.
6. REMOVE TIMBER BLOCK POSTS AND SHORING SYSTEM.
7. ATTACH BOTTOM FLANGE SPLICE PLATE TO SECTIONS 1 AND 2 OF DIAPHRAGMS.



DIAPHRAGM D8
(14 Required)



DETAIL "C"



SECTION F-F

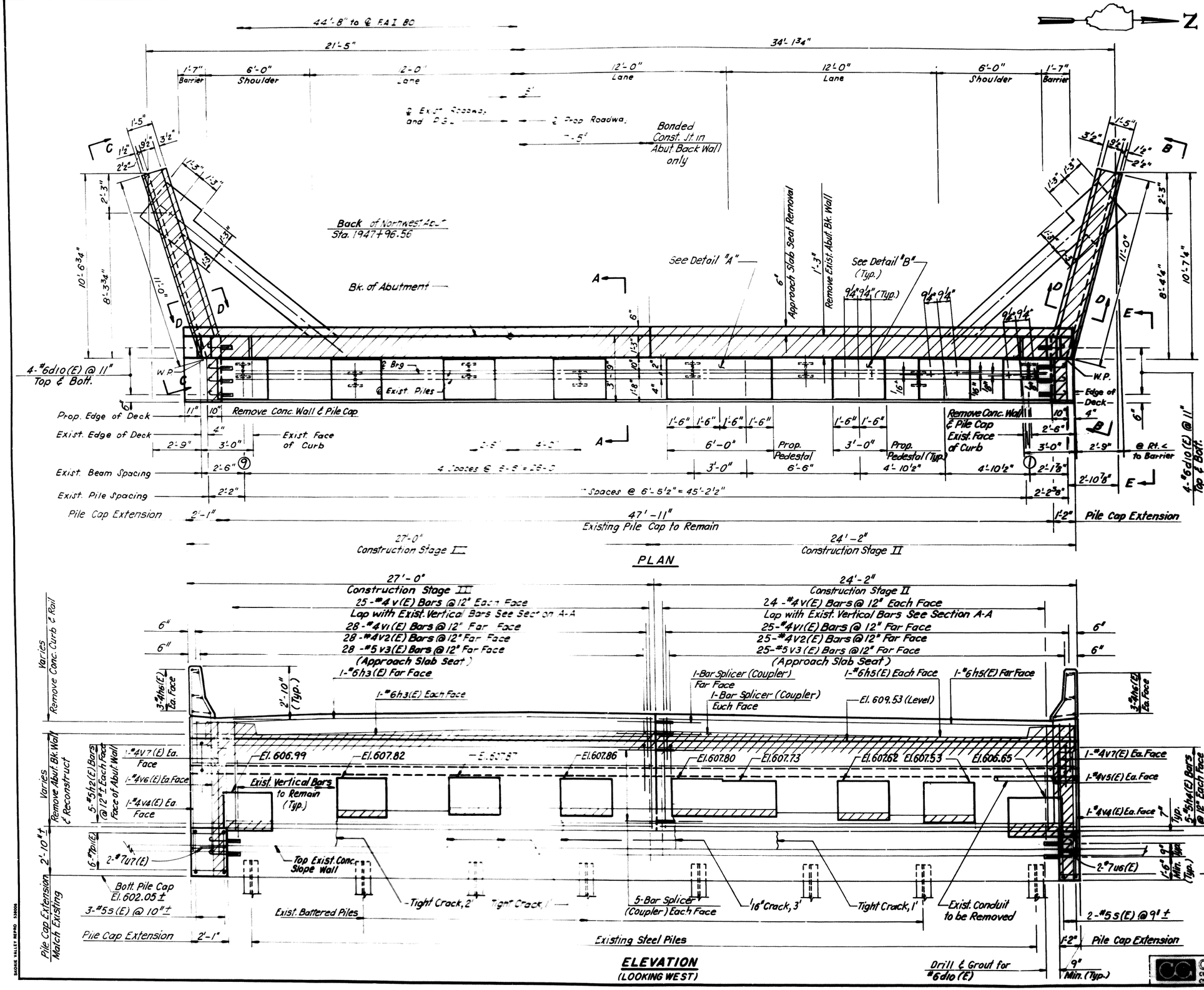
NOTE:
New Diaphragms shall be sloped as required to match existing diaphragms. Bolt holes in new angles to match existing.
Contractor to verify existing dimensions in the field and make necessary approved adjustments prior to ordering materials.

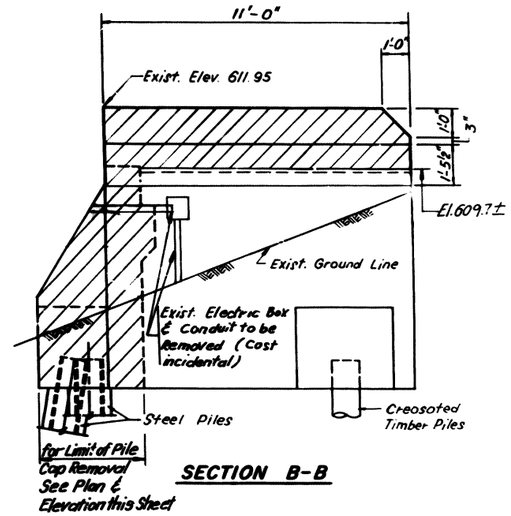
Ciorba Group, Inc.
CONSULTING ENGINEERS
Chicago, Illinois

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
STRUCTURAL STEEL DETAILS
F.A.I. 80 STA. 1949+18.73
SECTION 99-1(RS-3BR & HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045
SCALE: NOT TO SCALE
DATE: FEB. 1993
DRAWN BY: IMG
DESIGNED BY: LAS
CHECKED BY: PWP

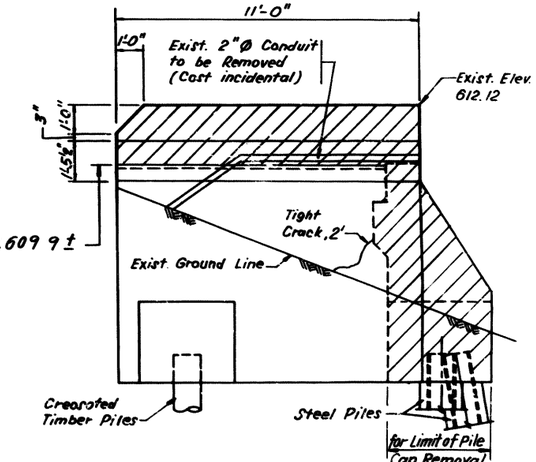
F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	157	74
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FEDERAL AID PROJECT		

* 99-1(RS-3, BR & HB-2-R)





SECTION B-B



SECTION C-C

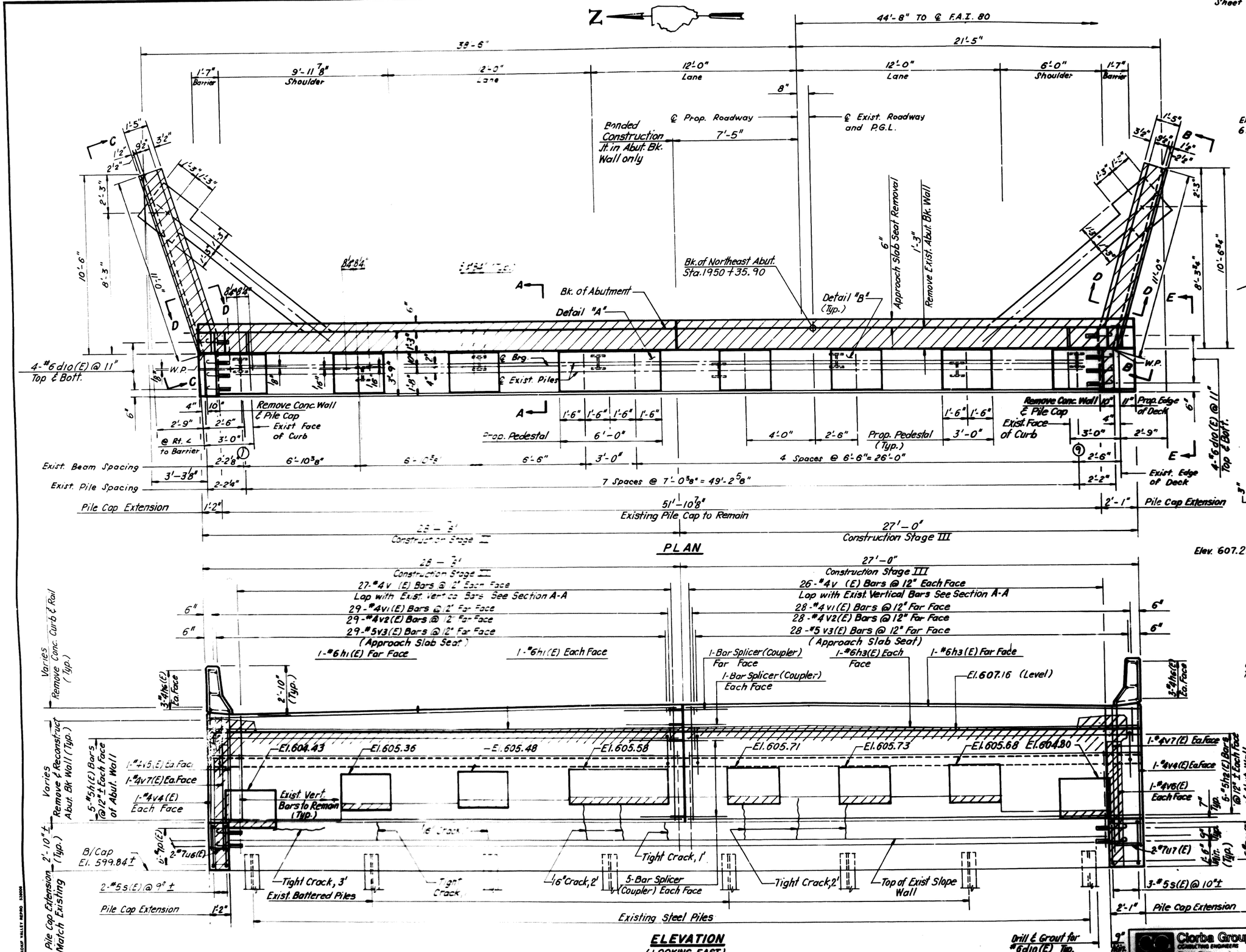
Notes:
1. For Bill of Material, Sections A-A, D-D, E-E Details A & B See Sheet S-16
2. Hatched Area indicates Concrete Removal.
3. All quantities and dimentions are approximate and must be verified in the field.
4. For Bar Splicer (Coupler) Details see Sheet S-31

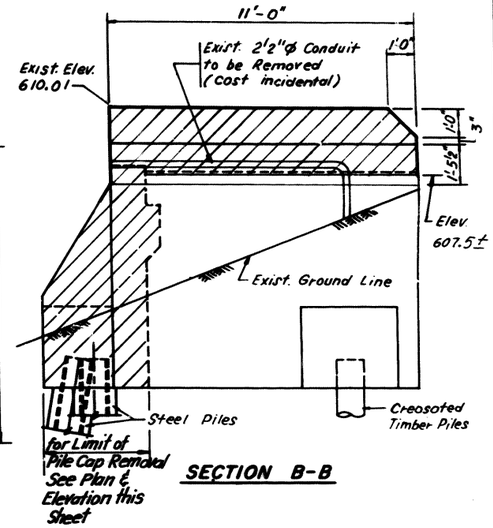
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
NORTHWEST ABUTMENT
F.A.I. 80 STA. 1949+18.73
SECTION 99-1(RS-3, BR & HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045
SCALE: NOT TO SCALE
DATE 12-16-92
DRAWN BY GET
DESIGNED BY LAS
CHECKED BY PJP

Ciorba Group, Inc. CONSULTING ENGINEERS Chicago, Illinois

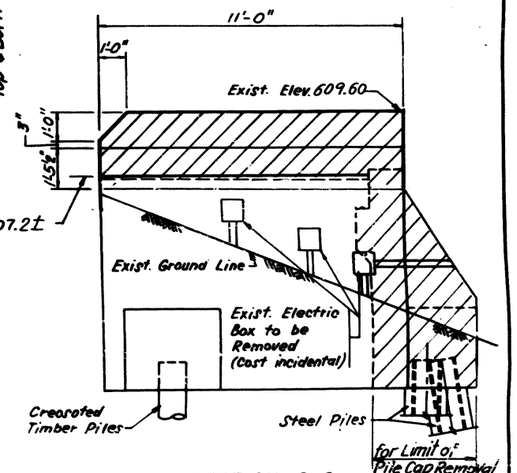
F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	157	75
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FEDERAL A.B. PROJECT		

* 99-1(RS-3, BR & HB-2-R)





SECTION B-B



SECTION C-C

NOTES:

1. For Bill of Material, Section A-A, D-D, E-E, Details "A" and "B" See Sheet S-16
2. Hatched Area indicates Concrete Removal.
3. All quantities and dimentions are approximate and must be verified in the field.
4. For Bar Splicer (Coupler) Details See Sheet S-31

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
NORTHEAST ABUTMENT

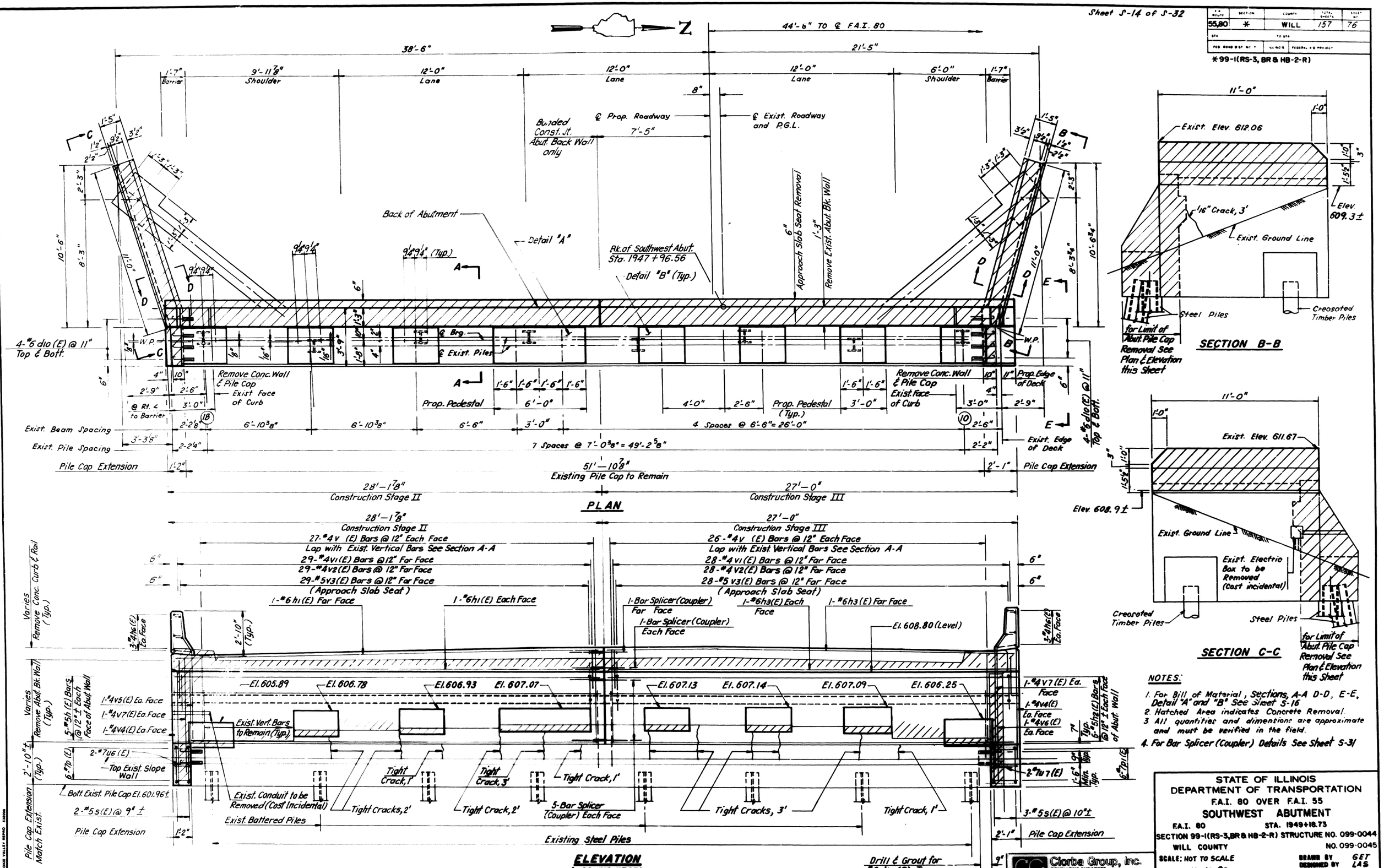
F.A.I. 80 STA. 1949+18.73
SECTION 99-1(RS-3, BR & HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045
SCALE: NOT TO SCALE DRAWN BY GET
DESIGNED BY LAS
DATE 12-16-92 CHECKED BY RJS

Clarke Group, Inc. CONSULTING ENGINEERS

SECOND VALLEY REPRO 330006

F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	157	76
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FEDERAL AID PROJECT		

*99-1(RS-3, BR & HB-2-R)



SECTION B-B

SECTION C-C

NOTES:

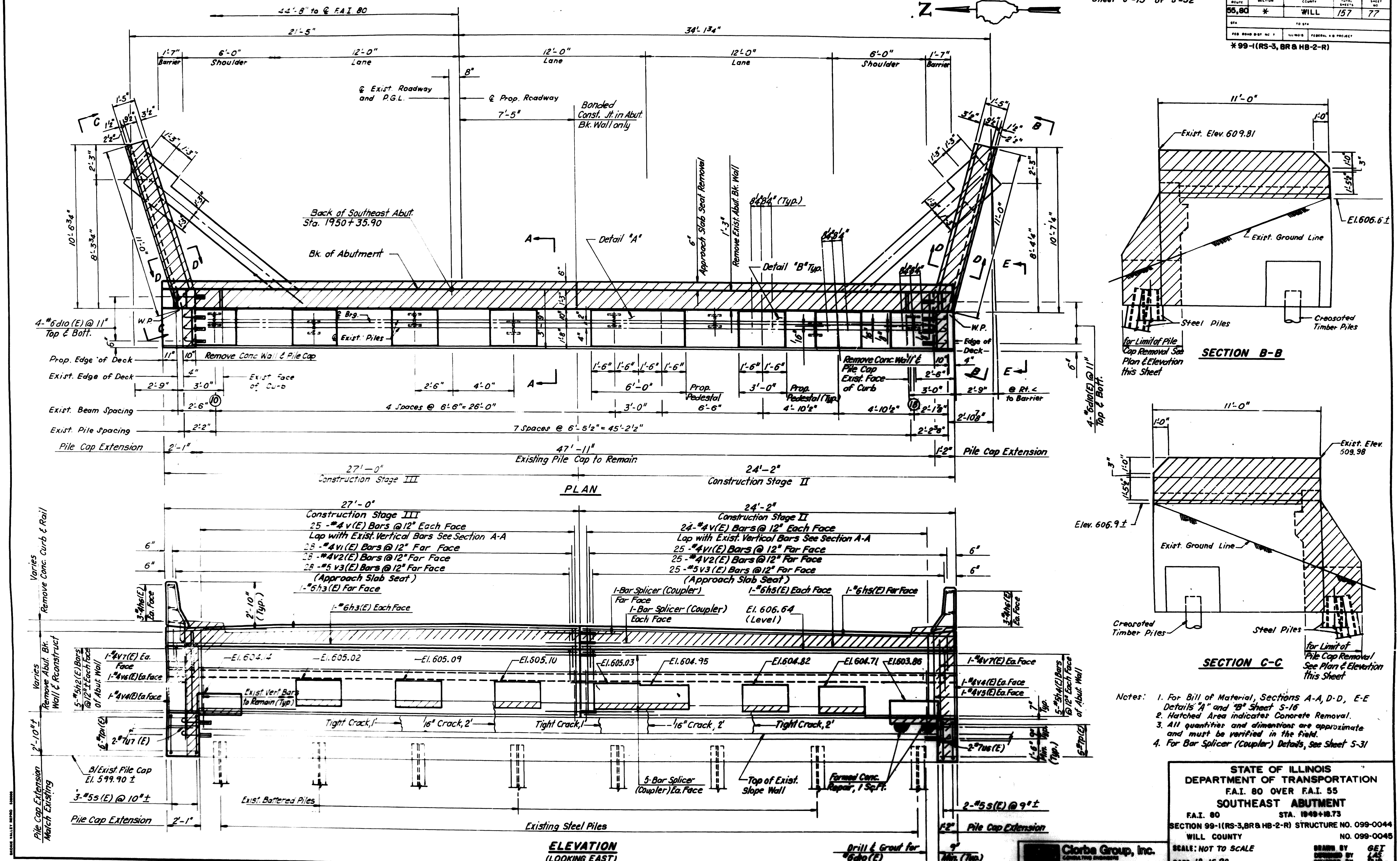
1. For Bill of Material, Sections, A-A D-D, E-E, Detail "A" and "B" See Sheet S-16
2. Hatched Area indicates Concrete Removal.
3. All quantities and dimensions are approximate and must be verified in the field.
4. For Bar Splicer (Coupler) Details See Sheet S-31

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
SOUTHWEST ABUTMENT
F.A.I. 80 STA. 1949+18.73
SECTION 99-1(RS-3,BR & HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045
SCALE: NOT TO SCALE
DATE 12-16-92
DRAWN BY GET
DESIGNED BY LAS
CHECKED BY PVP

Ciorba Group, Inc. CONSULTING ENGINEERS Chicago, Illinois

F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	157	77

*99-1(RS-3, BR & HB-2-R)



Notes:
1. For Bill of Material, Sections A-A, D-D, E-E Details "A" and "B" Sheet S-16
2. Hatched Area indicates Concrete Removal.
3. All quantities and dimentions are approximate and must be verified in the field.
4. For Bar Splicer (Coupler) Details, See Sheet S-31

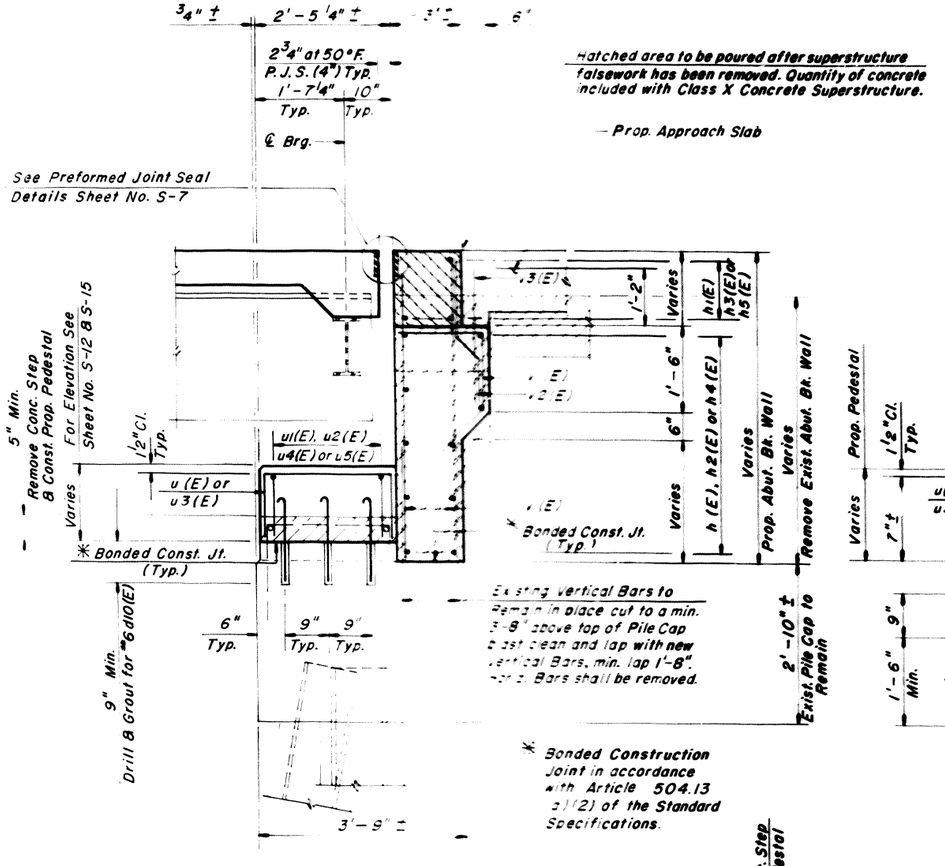
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
SOUTHEAST ABUTMENT

F.A.I. 80 STA. 1949+18.73
SECTION 99-1(RS-3,BR & HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045
SCALE: NOT TO SCALE
DATE 12-16-92
DRAWN BY GET
CHECKED BY LAS
CHECKED BY PJP

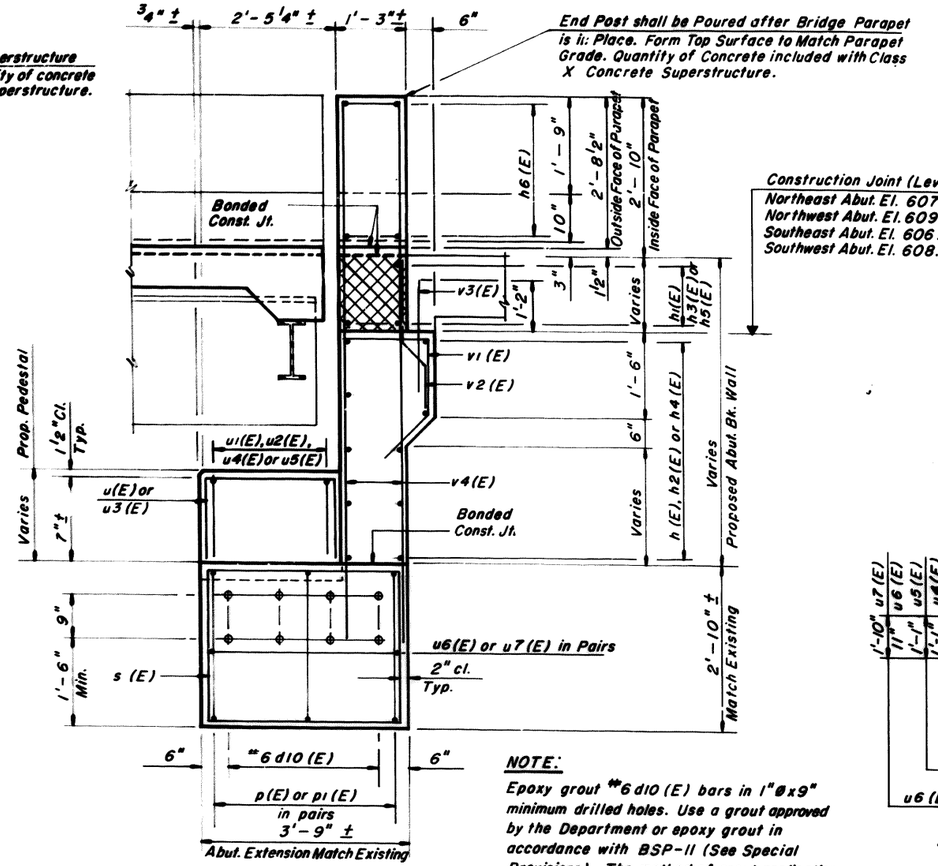
Ciorba Group, Inc. Consulting Engineers

55,80	*	WILL	157	78

*99-1(RS-3,BR & HB-2-R)



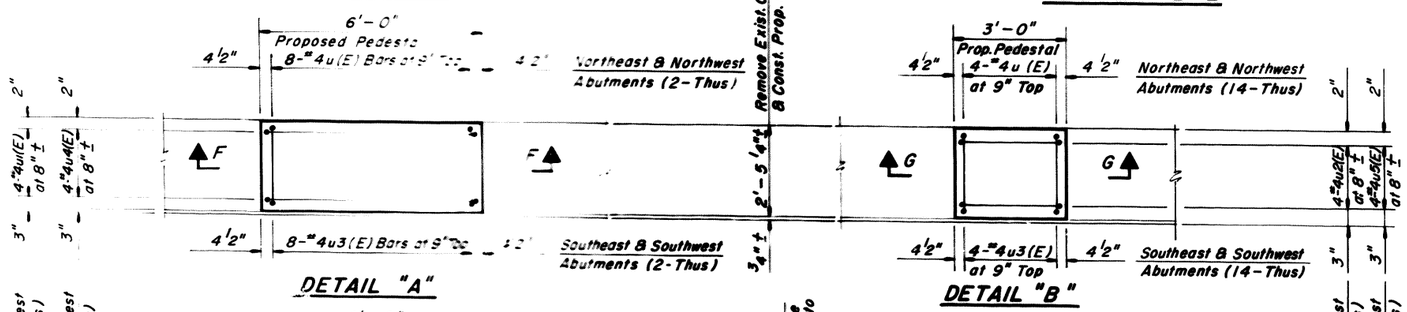
SECTION A-A



SECTION E-E

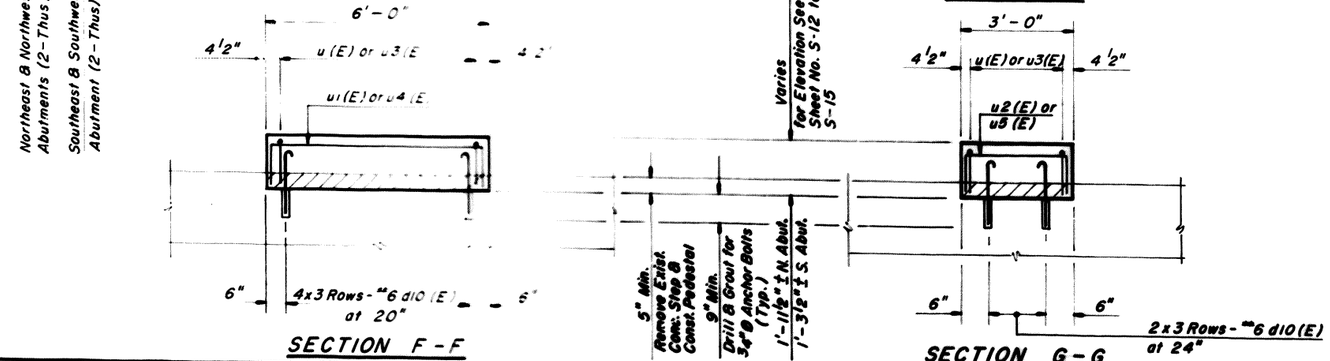
Construction Joint (Level)
Northeast Abut. El. 607.16
Northwest Abut. El. 609.53
Southeast Abut. El. 606.64
Southwest Abut. El. 608.80

NOTE:
Epoxy grout "6 d10(E) bars in 1"Øx9" minimum drilled holes. Use a grout approved by the Department or epoxy grout in accordance with BSP-11 (See Special Provisions). The method of grout application shall be approved by the Engineer.



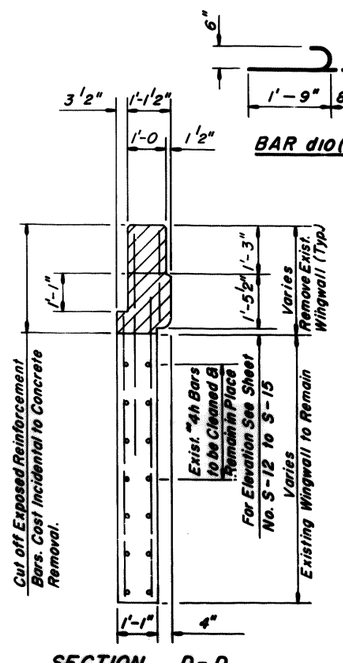
DETAIL "A"

DETAIL "B"

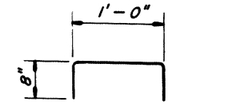


SECTION F-F

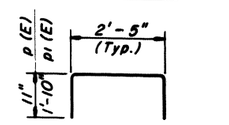
SECTION G-G



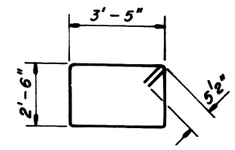
SECTION D-D



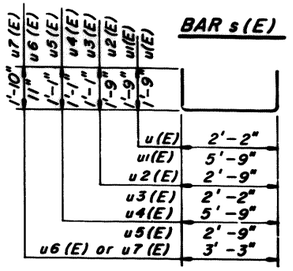
BAR h6 (E)



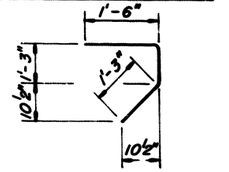
BAR p(E) & p1(E)



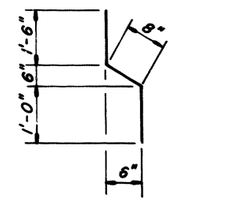
BAR s(E)



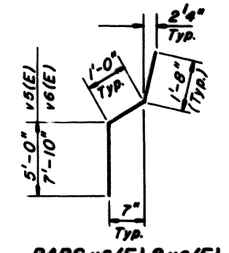
BARS u(E) THRU u7(E)



BAR v1(E)



BAR v2(E)



BARS v5(E) & v6(E)

BILL OF MATERIAL *

BAR	NO.	SIZE	LENGTH	SHAPE
h (E)	20	#5	27'-10"	
h1 (E)	6	#6	27'-10"	
h2(E)	40	#5	26'-9"	
h3(E)	12	#6	26'-9"	
h4(E)	20	#5	23'-10"	
h5(E)	6	#6	23'-10"	
h6(E)	48	#4	2'-4"	
p (E)	24	#7	4'-3"	
p1 (E)	24	#7	6'-1"	
s (E)	20	#5	12'-9"	
u (E)	72	#4	5'-8"	
u1 (E)	8	#4	9'-3"	
u2(E)	56	#4	6'-3"	
u3(E)	72	#4	4'-4"	
u4(E)	8	#4	7'-11"	
u5(E)	56	#4	4'-11"	
u6(E)	8	#7	5'-1"	
u7(E)	8	#7	6'-11"	
v (E)	408	#4	4'-8"	
v1 (E)	220	#4	4'-0"	
v2 (E)	220	#4	3'-2"	
v3(E)	220	#5	2'-6"	
v4(E)	16	#4	10'-3"	
v5(E)	8	#4	7'-8"	
v6(E)	8	#4	10'-6"	
v7(E)	16	#4	7'-6"	
d10(E)	280	#6	2'-5"	

ITEM	UNIT	QUANTITY
Structure Excavation	Cu. Yd.	91.0
Concrete Removal	Cu. Yd.	74.9
Reinforcement Bars, Epoxy Coated	Lbs.	9380
Formed Concrete Repair	Sq. Ft.	2
Bridge Seat Sealer	Sq. Ft.	840
Epoxy Crack Sealing	Lin. Ft.	62
Class X Concrete	Cu. Yd.	70.7

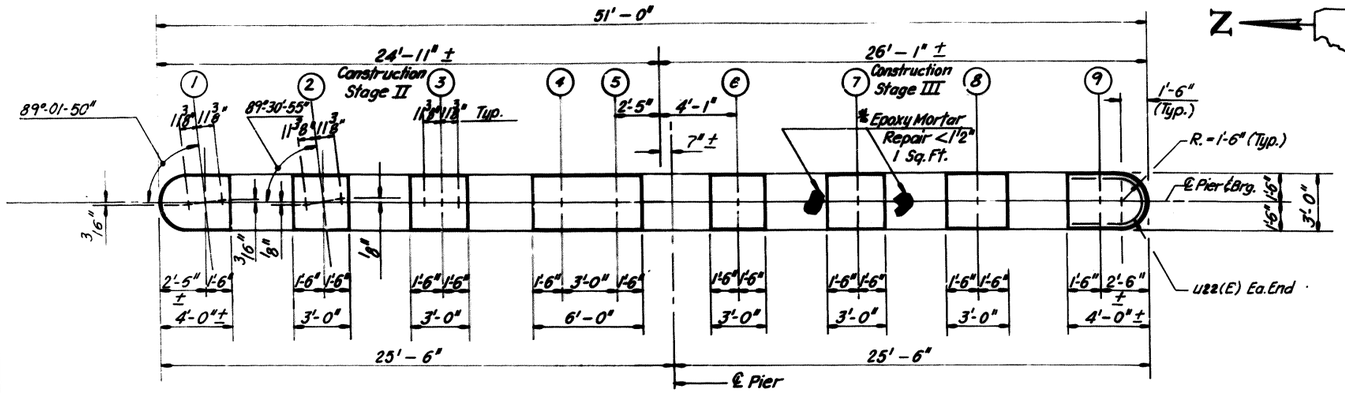
Reinforcement bars designated (E) shall be epoxy coated.

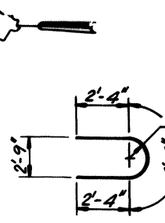
* Bill of Material shown above is for Four Abutments.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
FAI 80 OVER F.A.I. 55
ABUTMENT DETAILS
F.A.I. 80 STA. 1949+18.73
SECTION 99-1(RS-3,BR & HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045
SCALE N.T.S
DATE 12-16-92
DRAWN BY: IMG
DESIGNED BY: LAS
CHECKED BY PJP

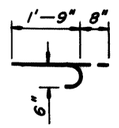
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80 *	WILL	157	79
STA.	TO STA.		
FED. ROAD DIST. NO.	ILL.	FEDERAL AID PROJECT	

*99-1(RS-3,BR & HB-2-R)

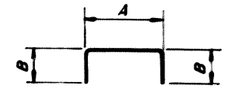




BAR u22 (E)



BAR d10 (E)



BARS u10(E) THRU u21(E)

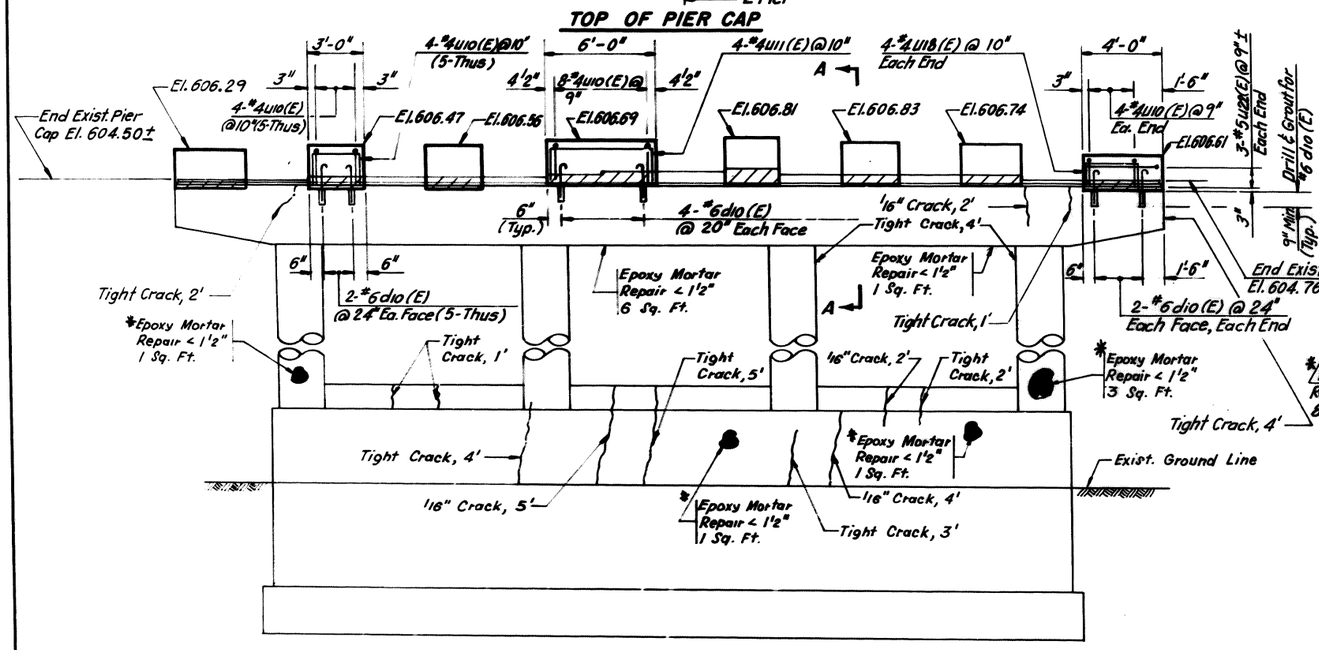
BAR	DIMENSION "A"	DIMENSION "B"
u10(E)	2'-8"	1'-10"
u11(E)	5'-8"	1'-10"
u12(E)	2'-8"	2'-2"
u13(E)	5'-8"	2'-2"
u14(E)	2'-8"	1'-2"
u15(E)	5'-8"	1'-2"
u16(E)	2'-8"	1'-5"
u17(E)	5'-8"	1'-5"
u18(E)	2'-4"	1'-10"
u19(E)	2'-4"	2'-2"
u20(E)	2'-4"	1'-2"
u21(E)	2'-4"	1'-5"

***BILL OF MATERIAL**

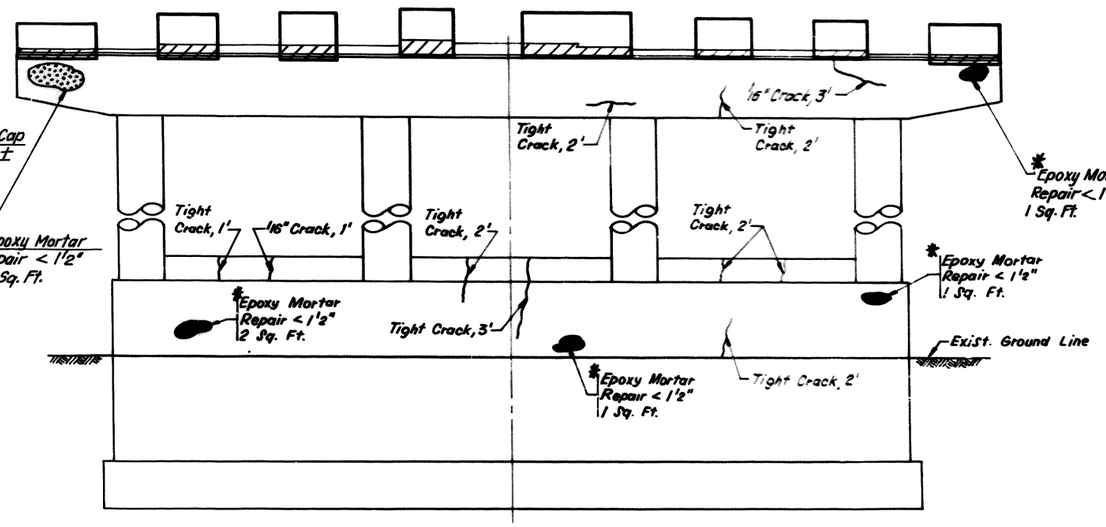
BAR	NO.	SIZE	LENGTH	SHAPE
u10(E)	112	#4	6'-4"	
u11(E)	8	#4	9'-4"	
u12(E)	56	#4	7'-0"	
u13(E)	4	#4	10'-0"	
u14(E)	112	#4	5'-0"	
u15(E)	8	#4	8'-0"	
u16(E)	56	#4	5'-6"	
u17(E)	4	#4	8'-6"	
u18(E)	16	#4	6'-0"	
u19(E)	8	#4	6'-8"	
u20(E)	16	#4	4'-8"	
u21(E)	8	#4	5'-2"	
u22(E)	36	#5	9'-0"	
d10(E)	216	#6	2'-5"	

Reinforcement bars designated (E) shall be epoxy coated.

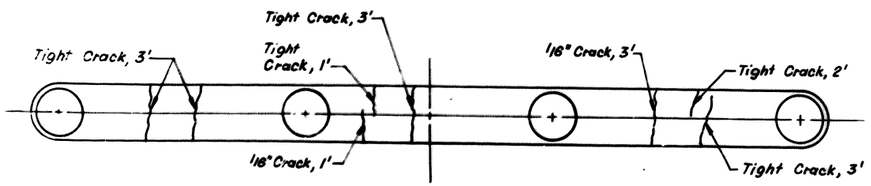
TOP OF PIER CAP



ELEVATION - LOOKING EAST



ELEVATION - LOOKING WEST



TOP OF CRASH WALL

PIER NOTES:

1. EPOXY CRACK SEALING AND FORMED CONCRETE REPAIR QUANTITIES ARE APPROXIMATE AND MUST BE VERIFIED IN THE FIELD. LOCATIONS SHOWN AS EPOXY MORTAR REPAIR (DEPTH < 1-1/2") SHALL BE REPAIRED AS FORMED CONCRETE REPAIR.
2. EXISTING BEARING ANCHOR BOLTS SHALL BE CUT OFF LEVEL WITH THE CONCRETE REMOVAL. COST IS INCIDENTAL TO CONCRETE REMOVAL.
3. FOR SECTION A-A SEE SHEET NO. S-19.
4. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

* Any reference to Epoxy Mortar Repair < 1½" on sheets S17 thru S22 shall be understood to be Formed Concrete Repair <5".

****BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Concrete Removal	Cu.Yd.	7.9
Class X Concrete	Cu.Yd.	35.1
Reinforcement Bars, (Epoxy Coated)	Lbs.	2760
Formed Concrete Repair	Sq.Ft.	106
Epoxy Crack Sealing	Lin.Ft.	456

** Bill of Materials shown above are for Six Piers.

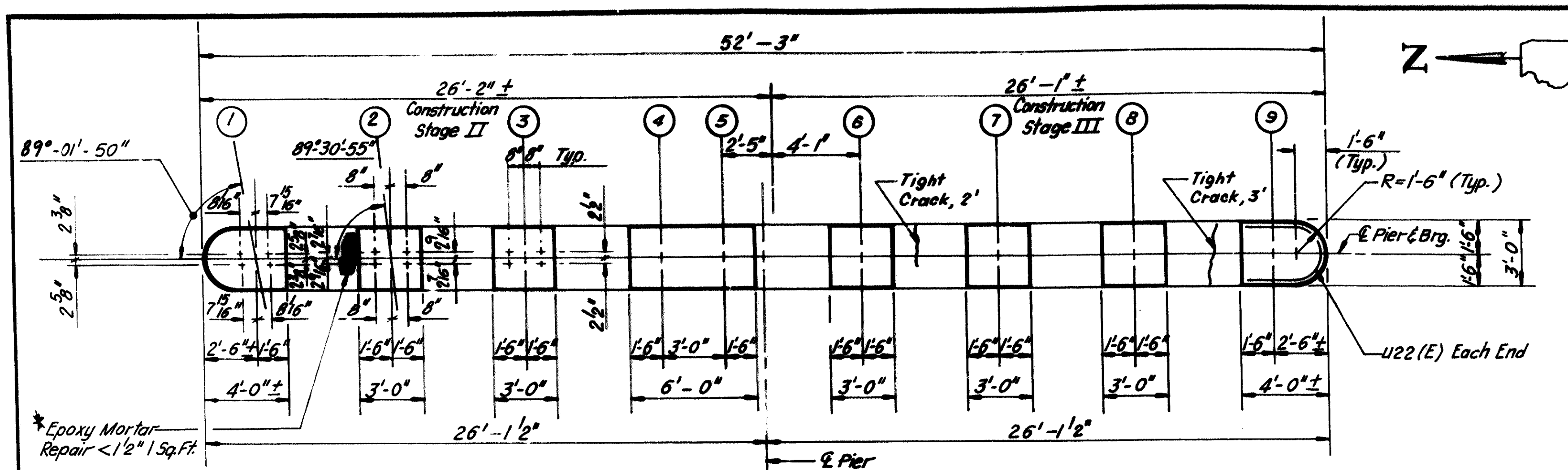
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
WESTBOUND PIER 1
F.A.I. 80 STA. 1949+18.73
SECTION 99-1(RS-3,BR & HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045
SCALE NOT TO SCALE DRAWN BY GET
DATE 12-15-92 DESIGNED BY LAS
CHECKED BY RJP

Clarke Group, Inc. CONSULTING ENGINEERS Chicago, Illinois

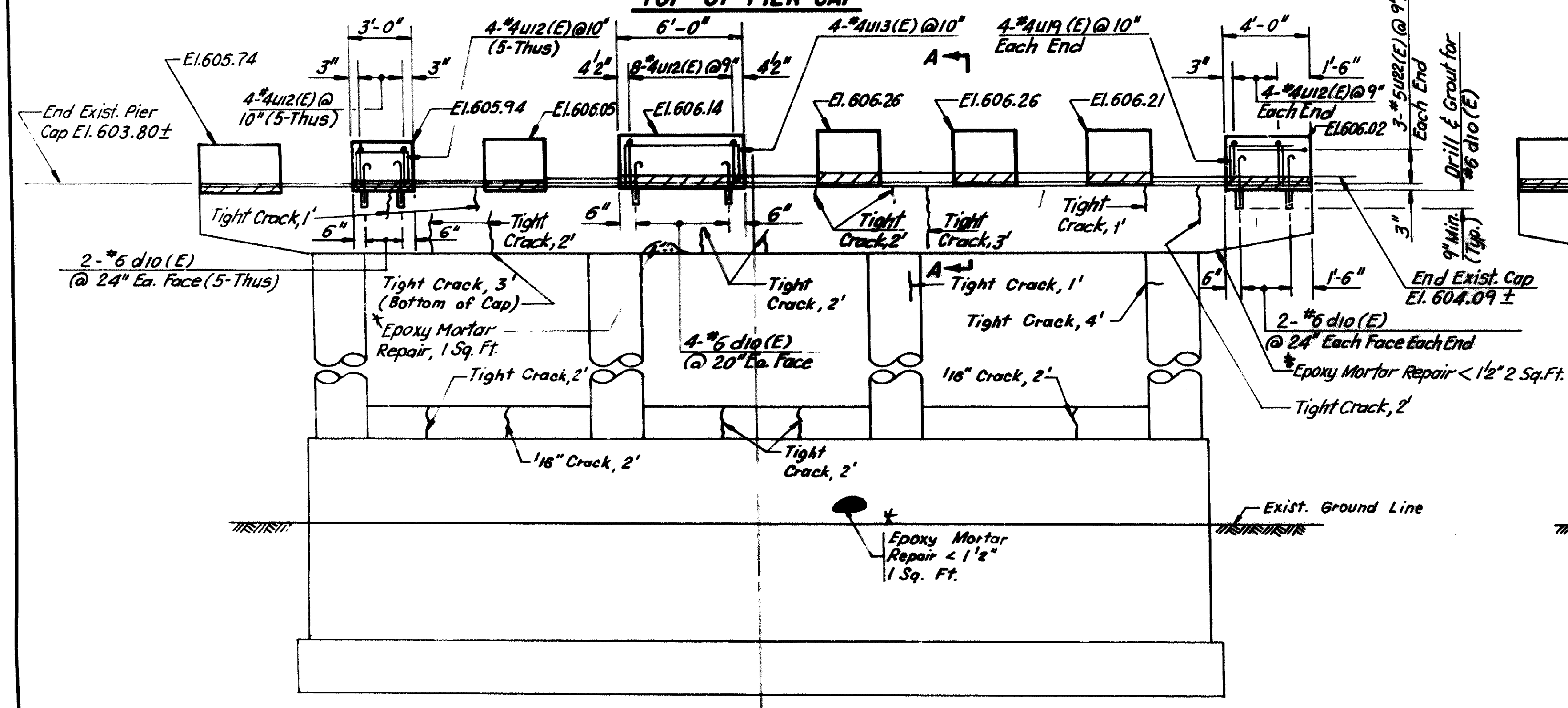
BROOKE VALLEY REPRO 530006

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	157	80

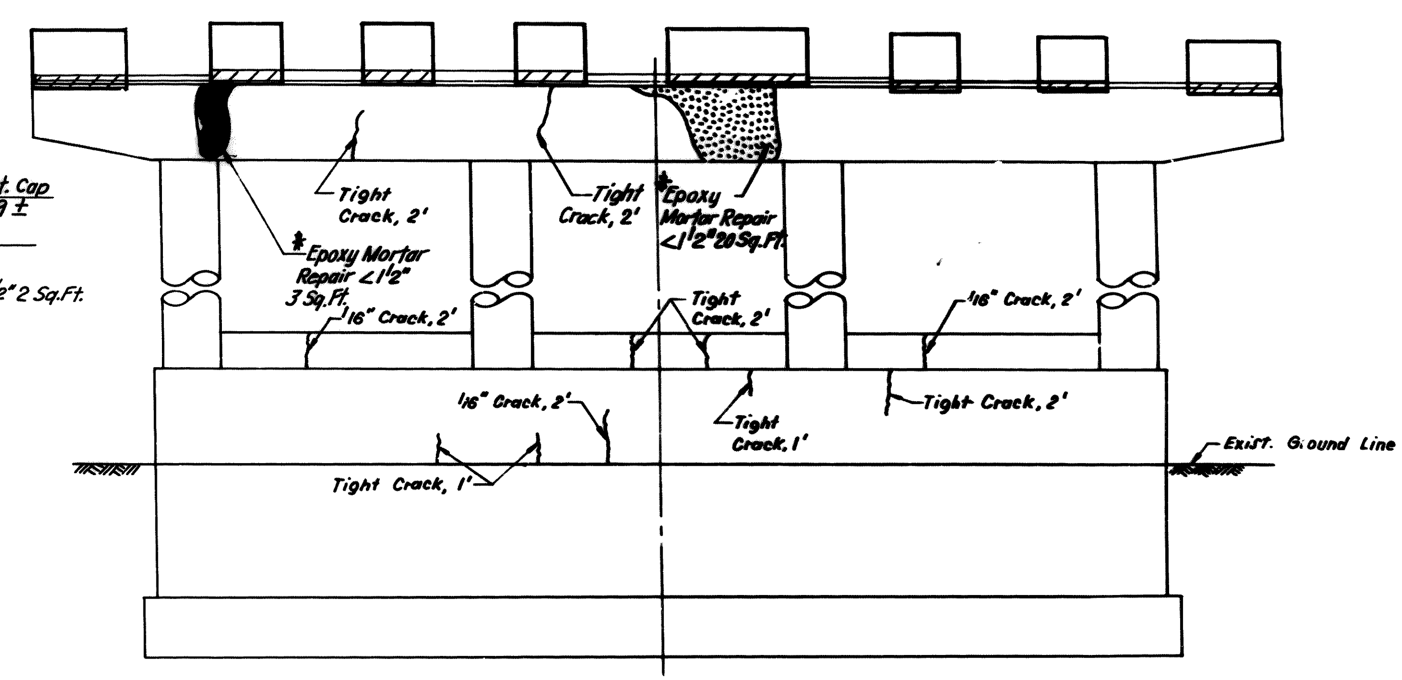
*99-1(RS-3,BR & HB-2-R)



TOP OF PIER CAP

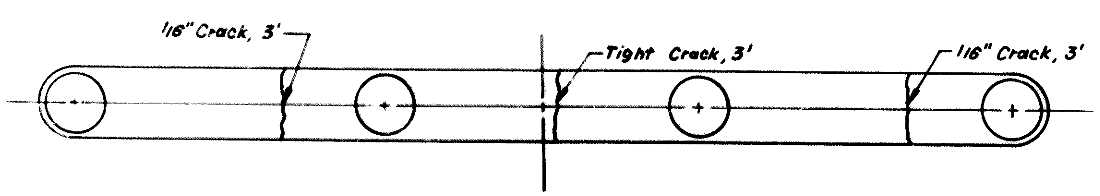


ELEVATION - LOOKING EAST



ELEVATION - LOOKING WEST

Note: For Pier Notes and Bill of Material See Sheet S-17
For Section A-A See Sheet S-19



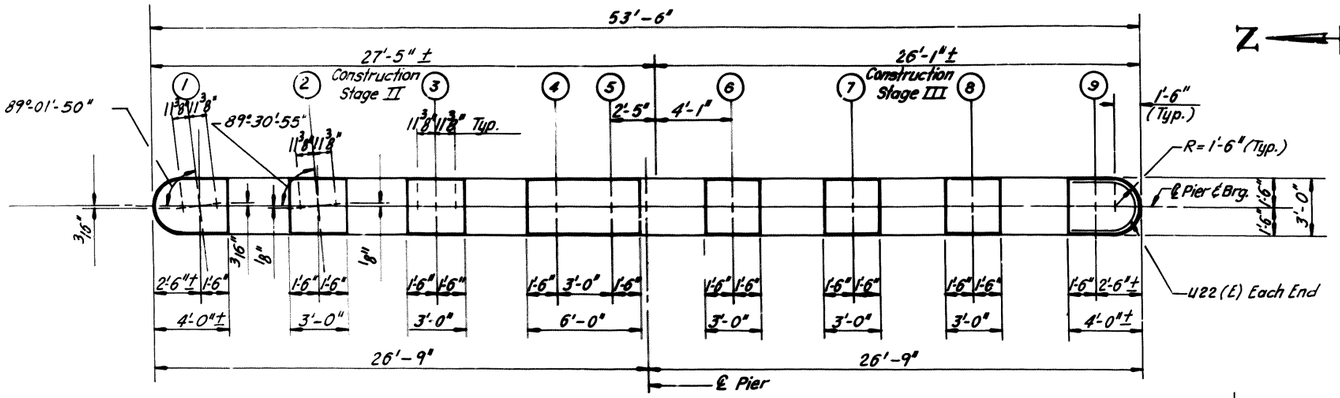
TOP OF CRASH WALL

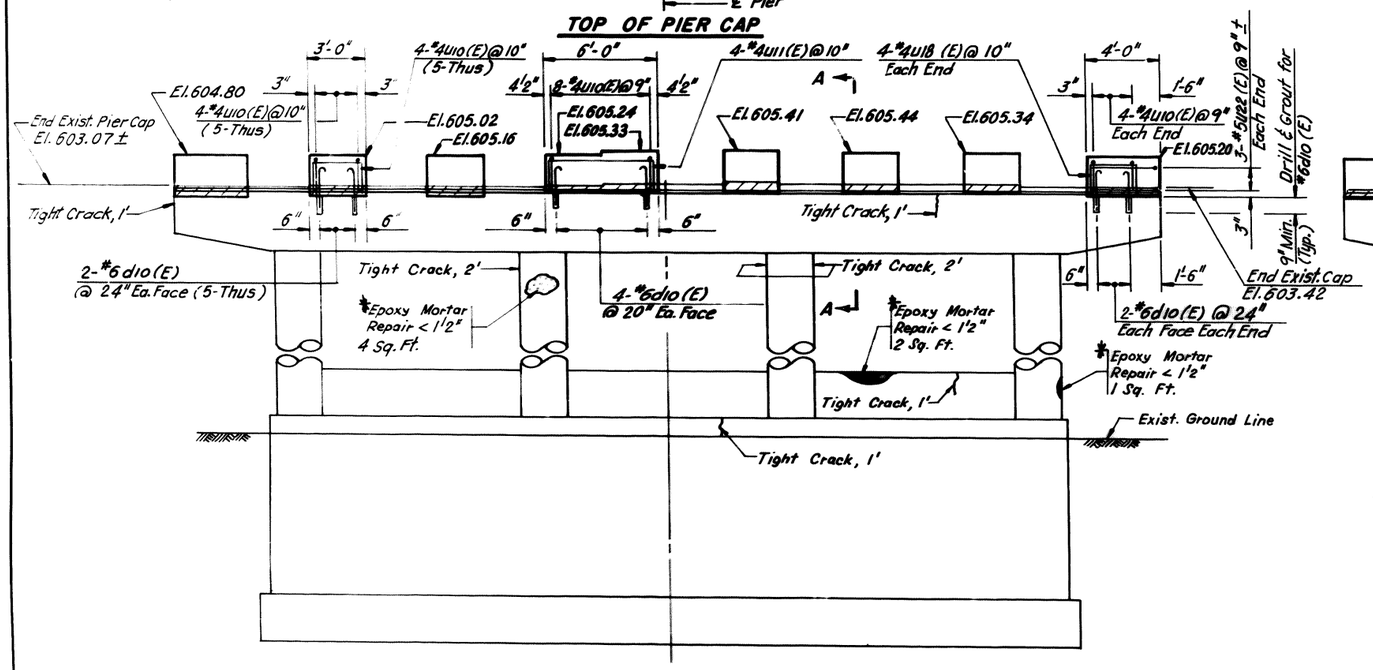
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
WESTBOUND PIER 2
F.A.I. 80 STA. 1949+18.73
SECTION 99-1(RS-3,BR & HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045
SCALE NOT TO SCALE
DATE 12-16-92
DRAWN BY GET
DESIGNED BY LAS
CHECKED BY PWP

Ciorba Group, Inc. Consulting Engineers

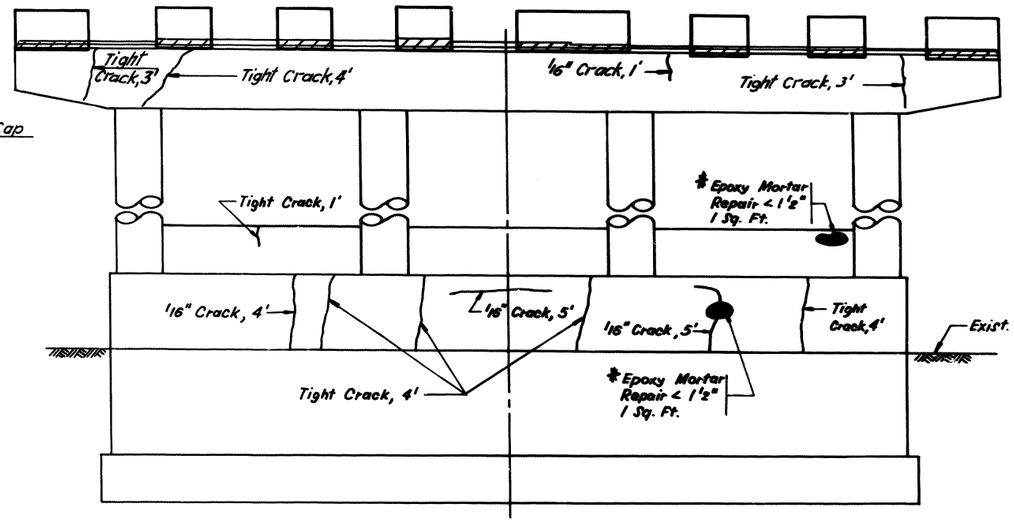
F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55, 80	*	WILL	157	81
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FEDERAL AID PROJECT		

*99-1(RS-3, BR & HB-2-R)

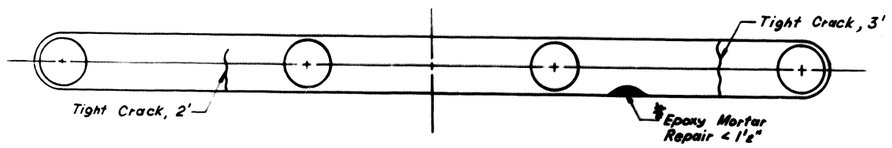




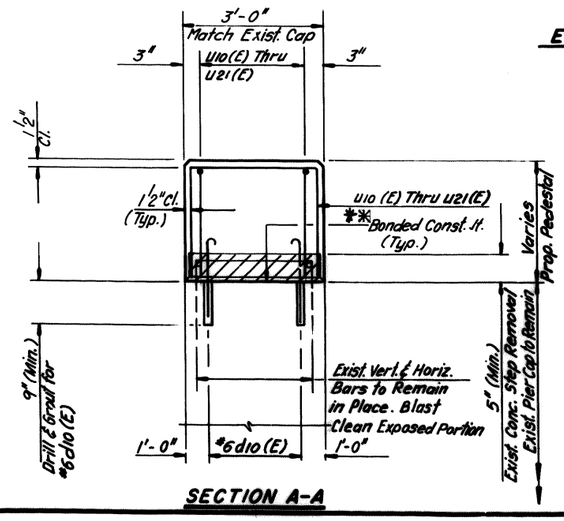
ELEVATION - LOOKING EAST



ELEVATION - LOOKING WEST



TOP OF CRASH WALL



SECTION A-A

** Bonded Construction Joint in accordance with Article 504.13 (a)(2) of the Standard Specifications.

Note: For Pier Notes and Bill of Material See Sheet S-17

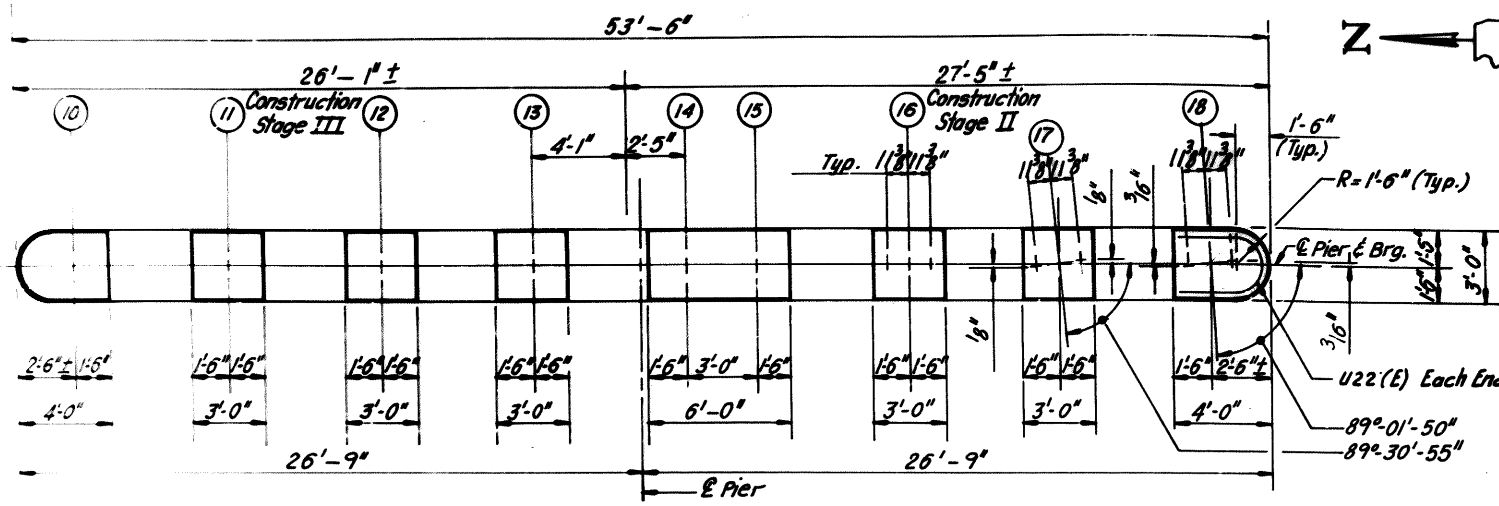
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
WESTBOUND PIER 3
F.A.I. 80 STA. 1949+18.73
SECTION 99-1(RS-3,BR&HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045
SCALE NOT TO SCALE
DATE 12-15-92
DRAWN BY GET
DESIGNED BY LAS
CHECKED BY PJP

Clarke Group, Inc. CONSULTING ENGINEERS Chicago, Illinois

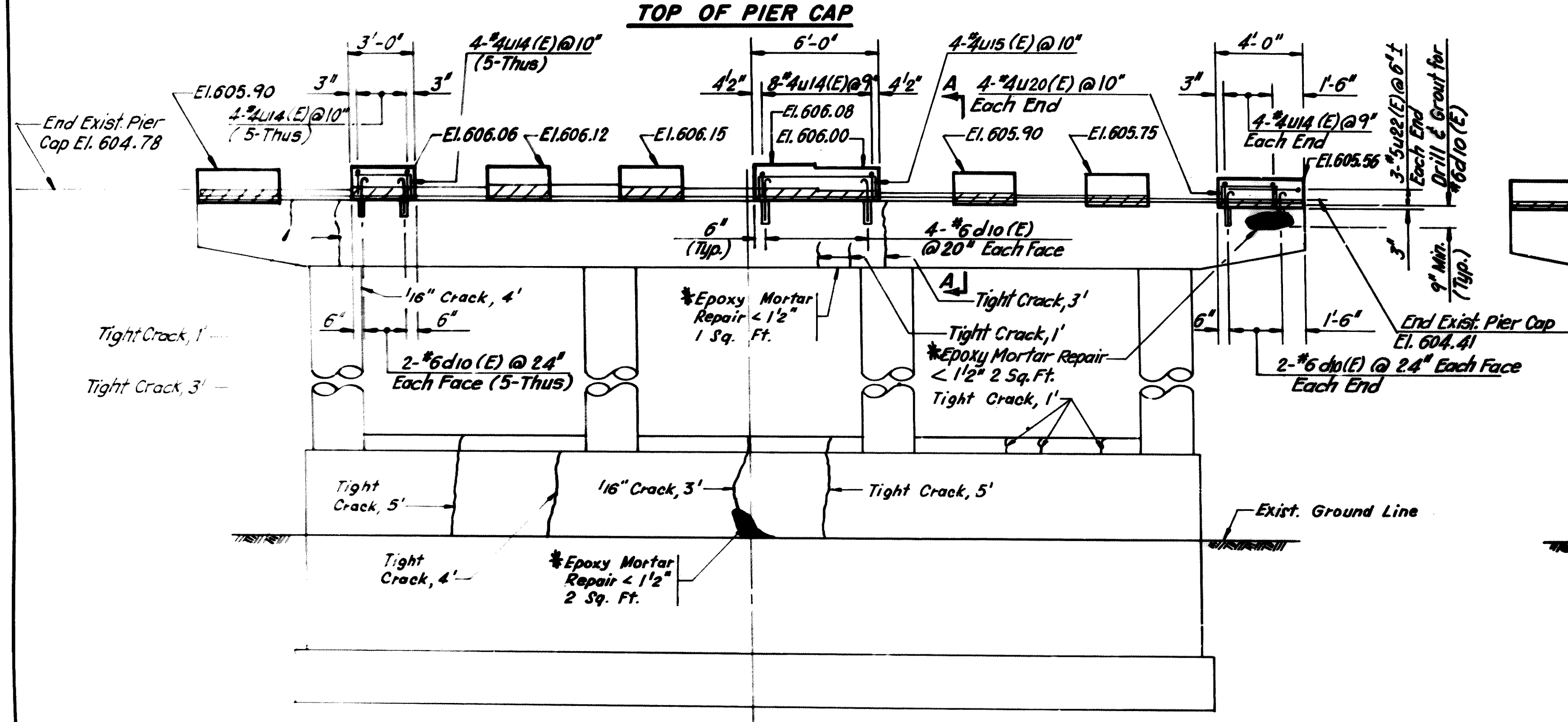
SKOKIE VALLEY REPRO 533006

F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	157	82

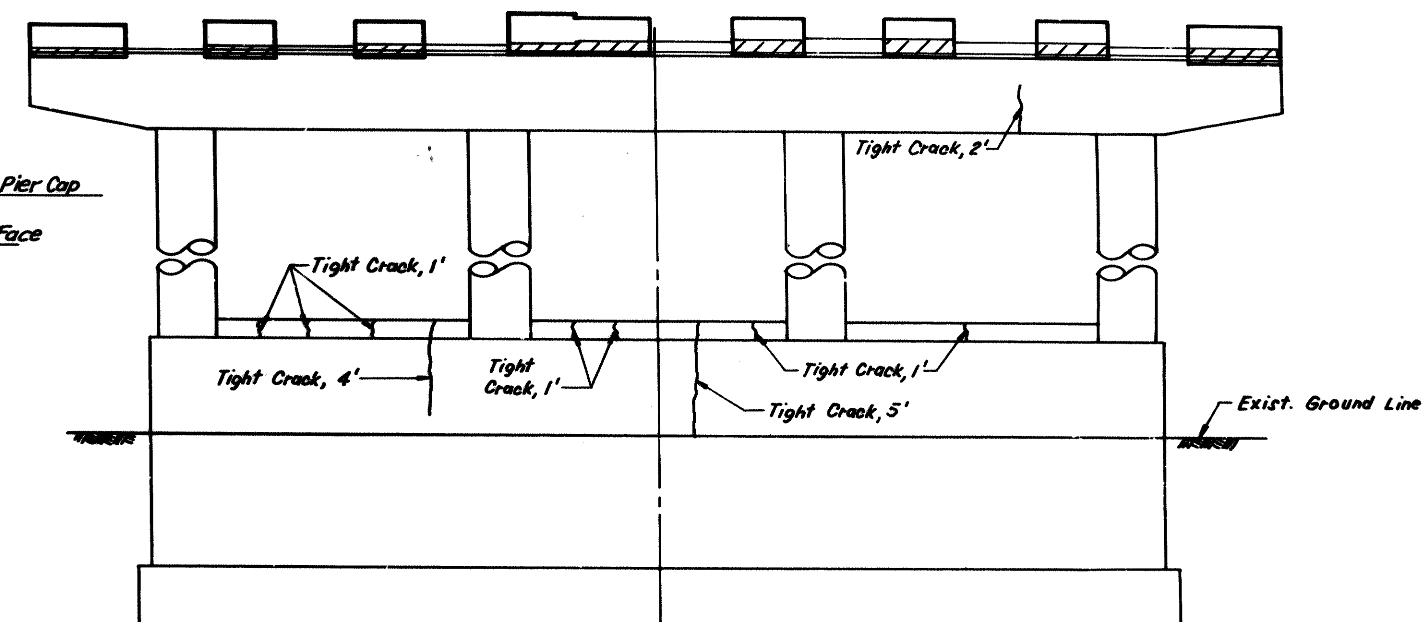
*99-1(RS-3, BR & HB-2-R)



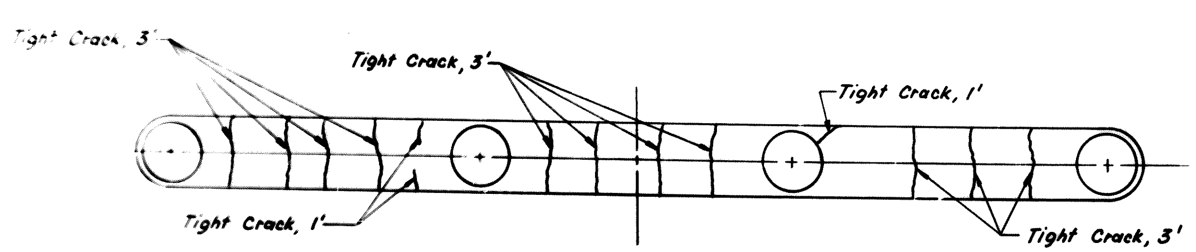
TOP OF PIER CAP



ELEVATION - LOOKING EAST



ELEVATION - LOOKING WEST



TOP OF CRASH WALL

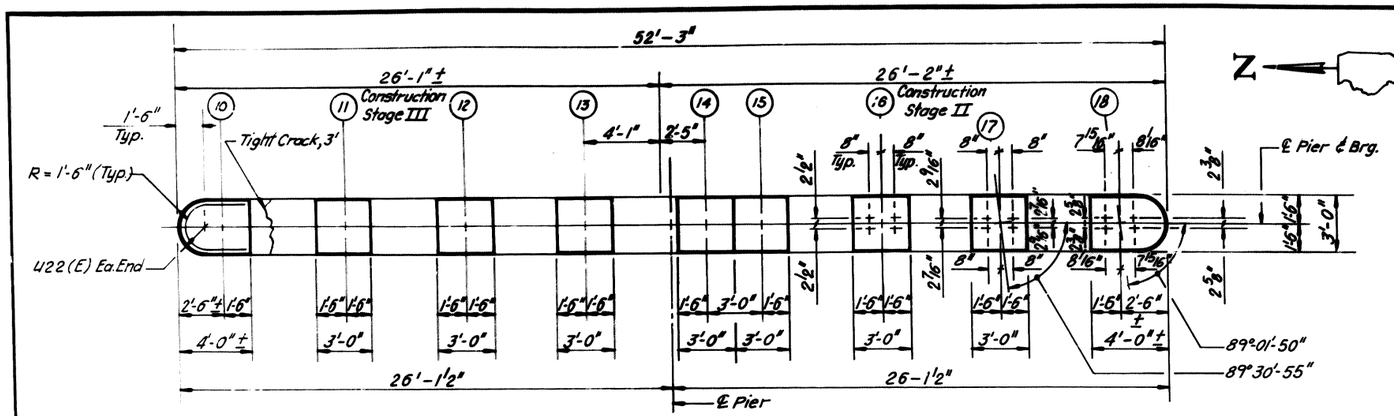
Note: For Pier Notes and Bill of Material See Sheet S-17
For Section A-A See Sheet S-19.

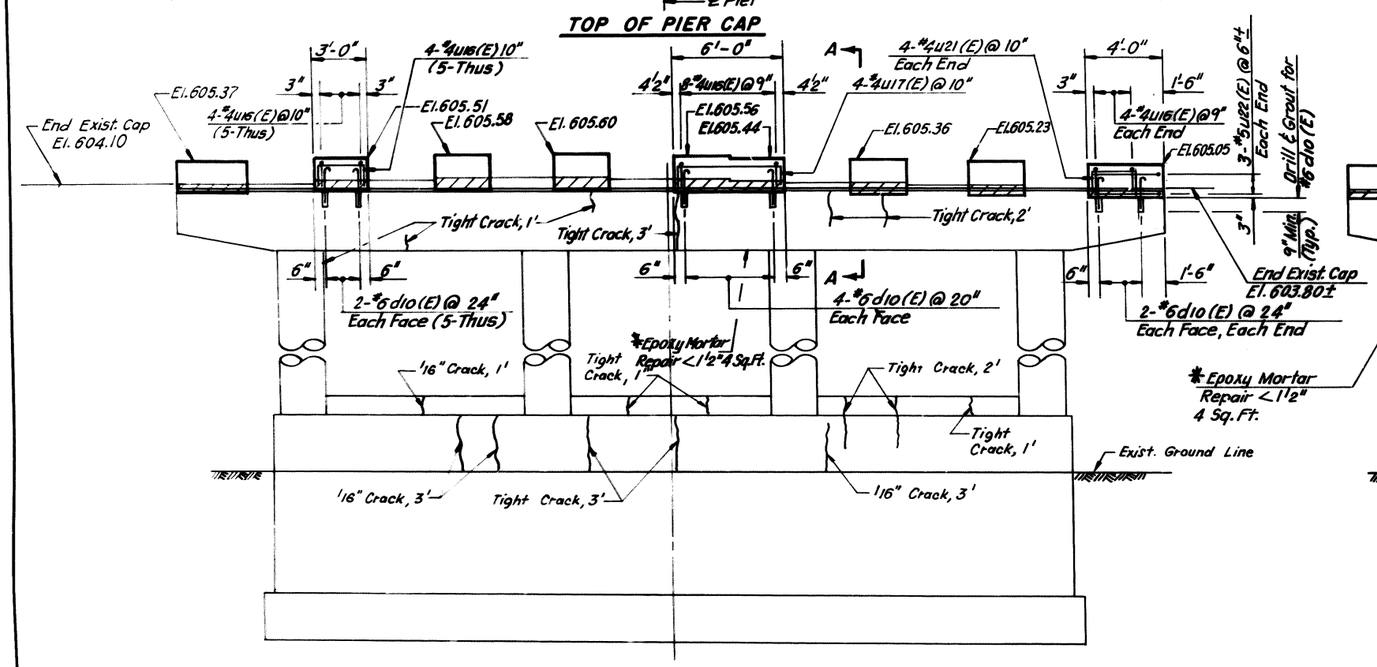
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
EASTBOUND PIER I
F.A.I. 80 STA. 1949+18.73
SECTION 99-1(RS-3,BR&HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045
SCALE NOT TO SCALE
DATE 12-16-92
DRAWN BY GET
DESIGNED BY LAS
CHECKED BY PVP

Ciorba Group, Inc. CONSULTING ENGINEERS

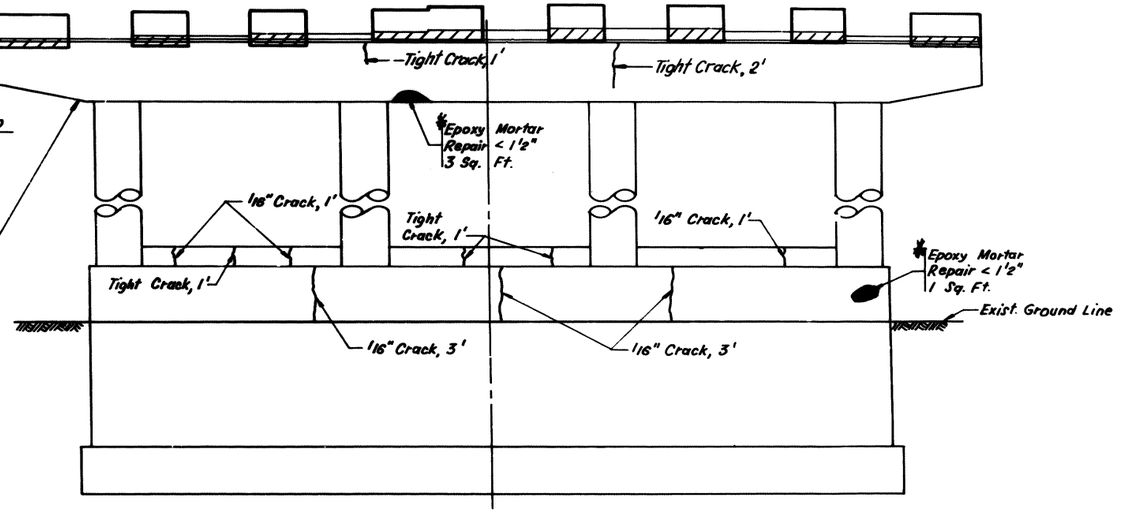
F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	157	83
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILL. ROUTE	FEDERAL AID PROJECT		

*99-1(RS-3, BR & HB-2-R)

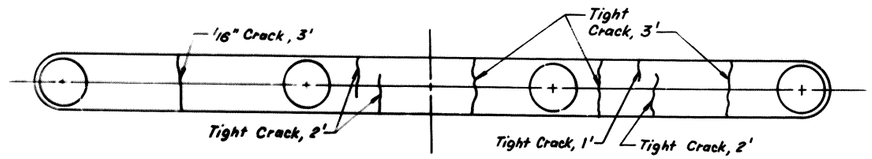




ELEVATION - LOOKING EAST



ELEVATION - LOOKING WEST



TOP OF CRASH WALL

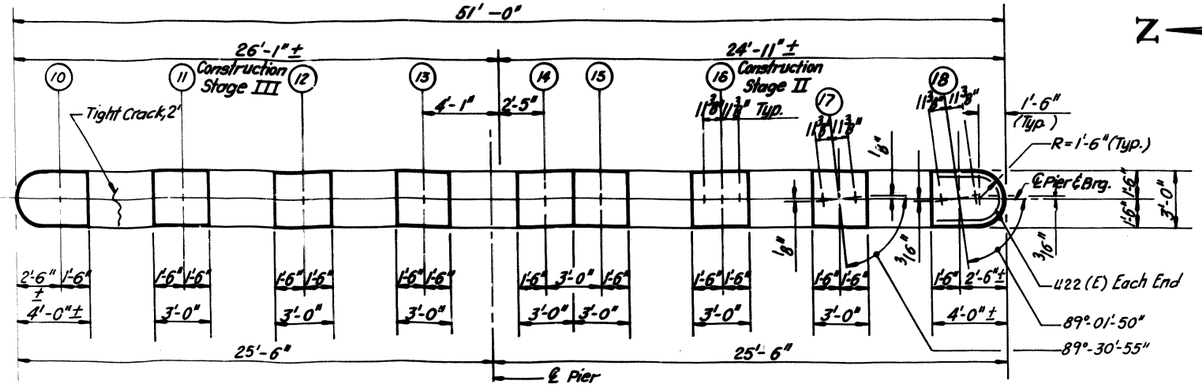
Note: For Pier Notes and Bill of Material See Sheet S-17
For Section A-A See Sheet S-19

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
EASTBOUND PIER 2
F.A.I. 80 STA. 1949+18.73
SECTION 99-1(RS-3, BR & HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045
SCALE NOT TO SCALE
DATE 12-16-92
DRAWN BY GET
DESIGNED BY LAS
CHECKED BY TVP

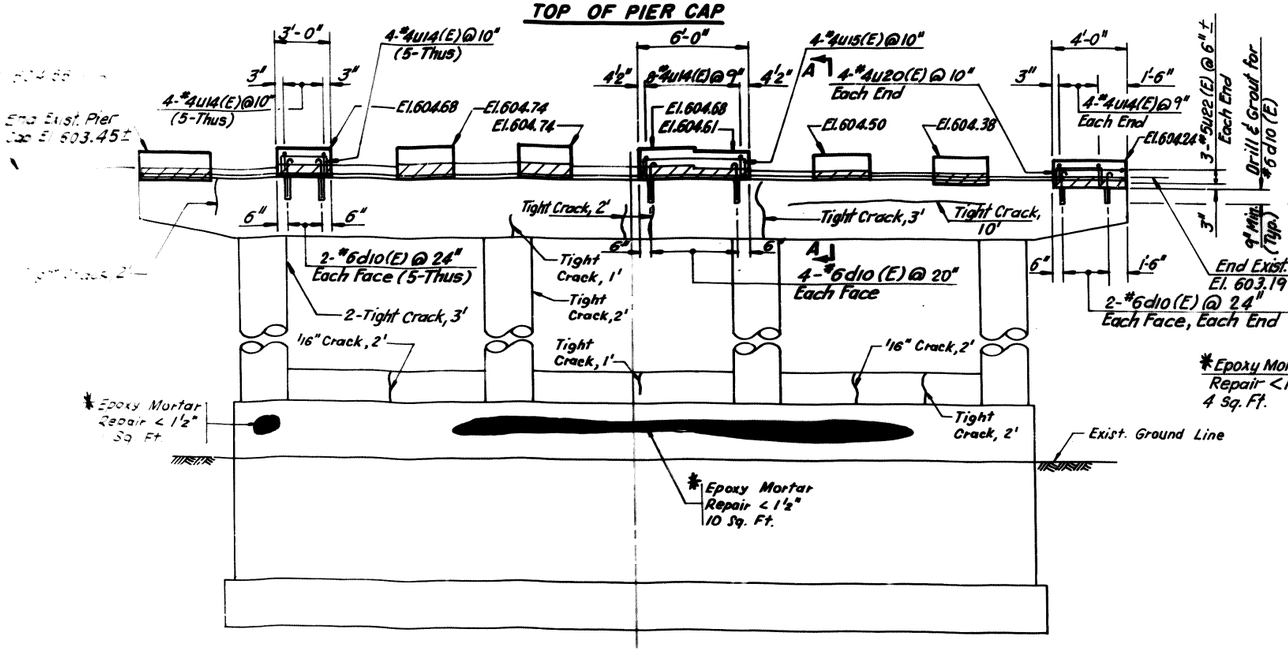
Clarke Group, Inc.

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80 *	WILL	157	84
STA.			
FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT	

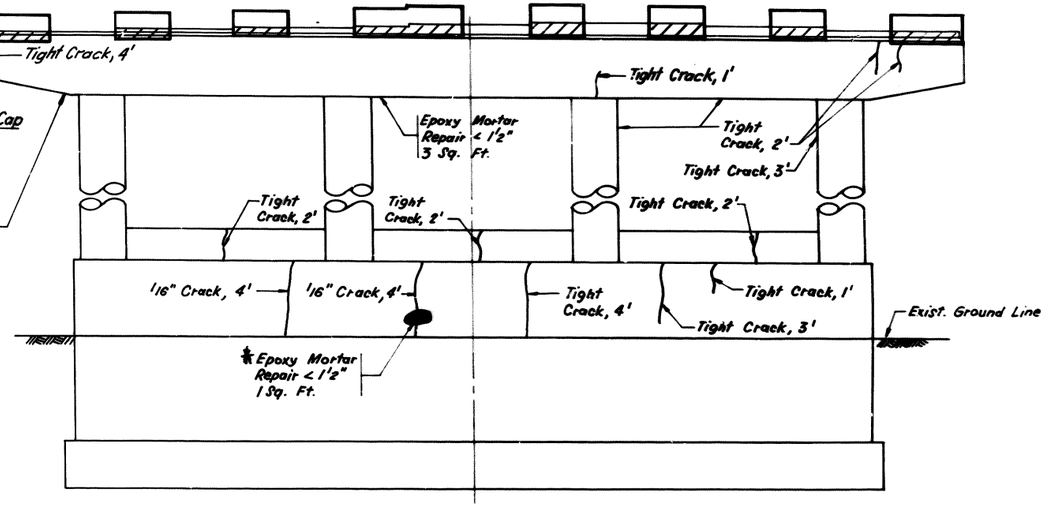
*99-1(RS-3, BR & HB-2-R)



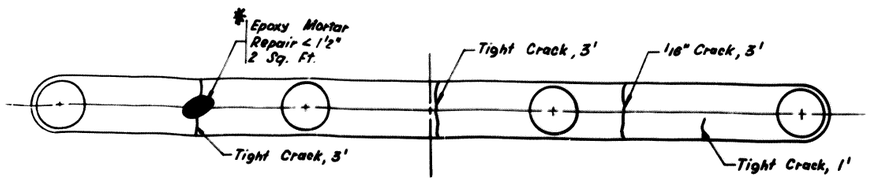
TOP OF PIER CAP



ELEVATION - LOOKING EAST



ELEVATION - LOOKING WEST



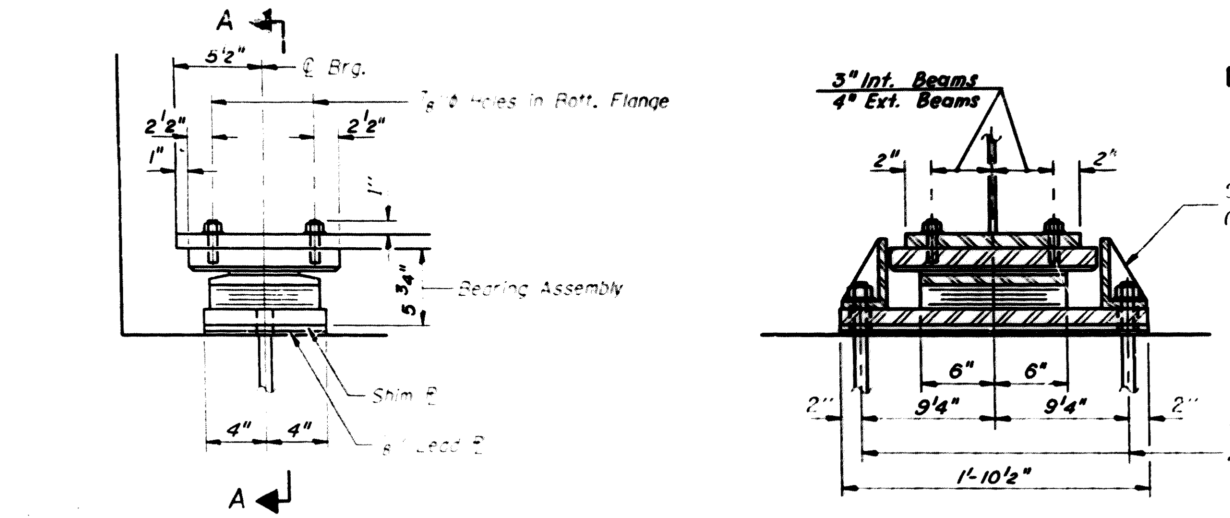
TOP OF CRASH WALL

Note: For Pier Notes and Bill of Material See Sheet S-17
For Section A-A See Sheet S-19.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
EASTBOUND PIER 3
F.A.I. 80 STA. 1949+18.73
SECTION 99-1(RS-3,BR&HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045
SCALE NOT TO SCALE DRAWN BY GET
DATE 12-16-92 DESIGNED BY LAS
CHECKED BY PWP

Ciorba Group, Inc. CONSULTING ENGINEERS Chicago, Illinois

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



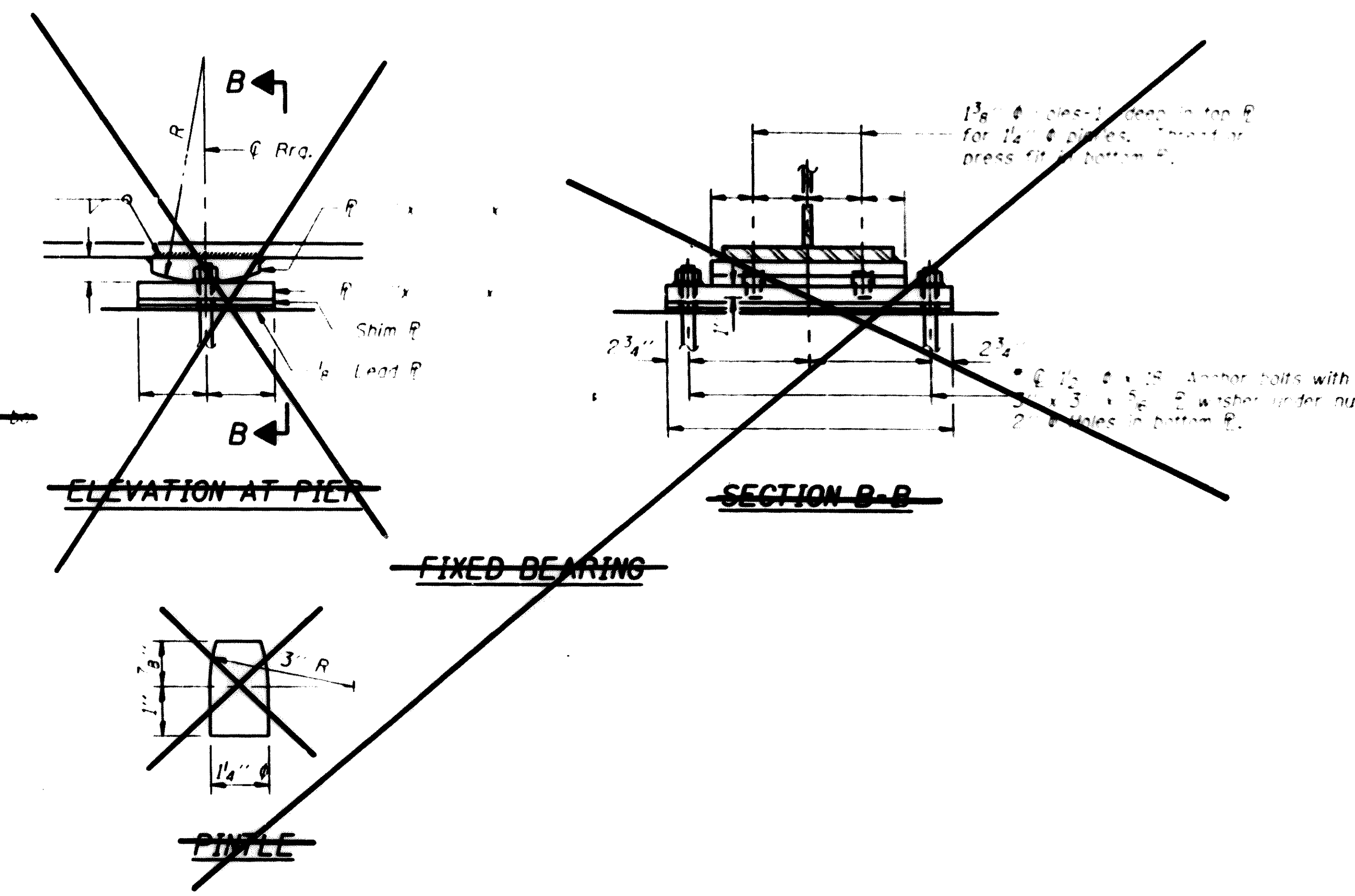
ELEVATION AT ABUT.

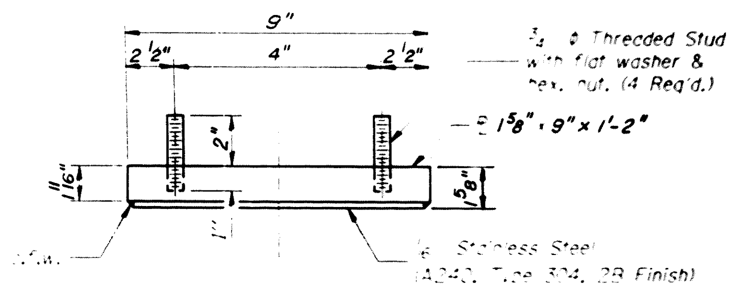
SECTION A-A

TYPE II TFE ELASTOMERIC EXP. BRG.

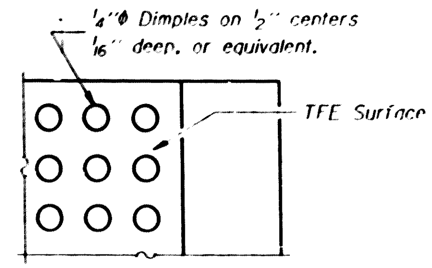
~~Notes: Anchor bolts at fixed bearings may be built into the masonry.~~

* See sheet # S-32 for Anchor Bolt installation.

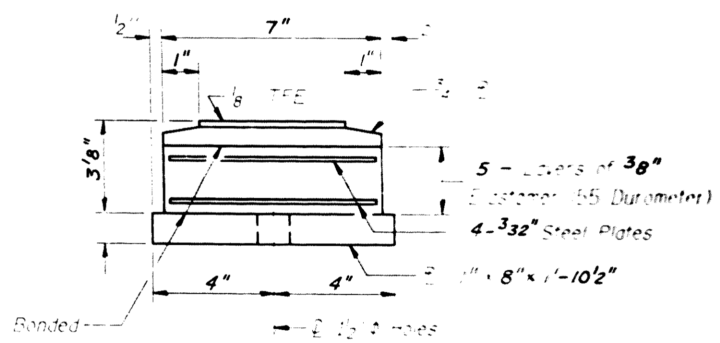




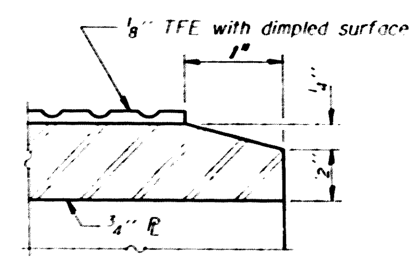
TOP BEARING ASSEMBLY



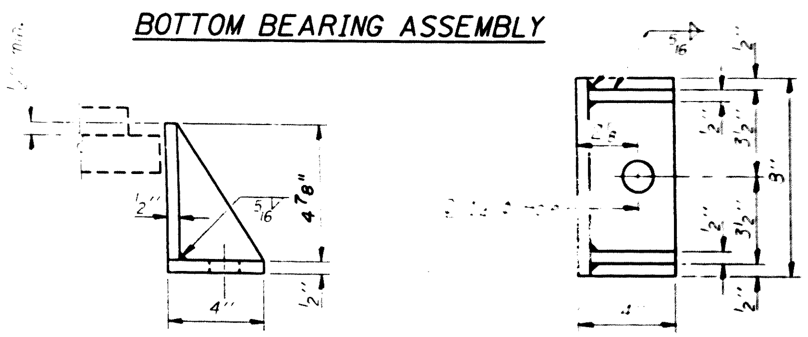
PLAN-TFE SURFACE



BOTTOM BEARING ASSEMBLY



SECTION THRU TFE

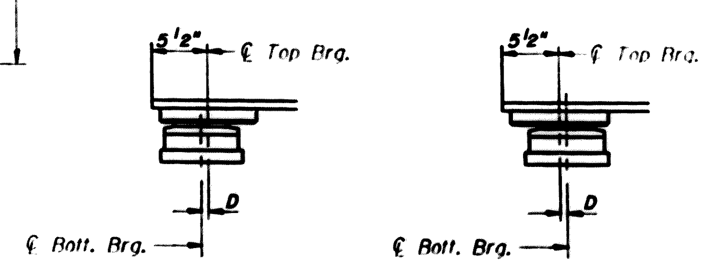


SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Structural Steel.

Note: The 1/8" 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 1/8" TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.



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 = 1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

SHIM THICKNESS TABLE

Location	Beam	Thickness
West Abutment	14	1/2"

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	18

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
BEARING WEST ABUTMENT
F.A.I. 80 STA. 1040+18.73
SECTION 99-1(RS-3,BR & HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045
SCALE: NOT TO SCALE
DATE: 12-15-92

Cleveland Group, Inc.
CONSULTING ENGINEERS

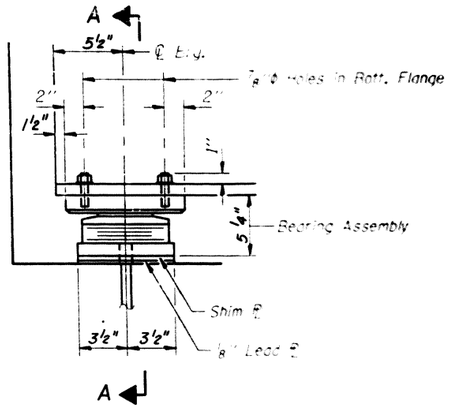
I-2-E2 12-1-83

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

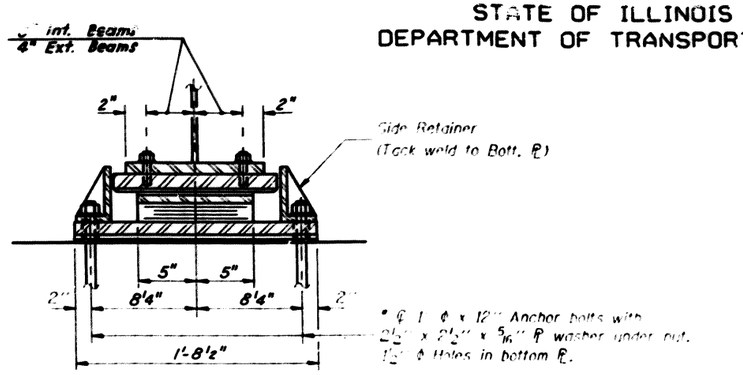
S.B.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55,80	*	WILL	157	86
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

SHEETS

*99-1(RS-3, BR & HB-2-R)



ELEVATION AT ABUT.

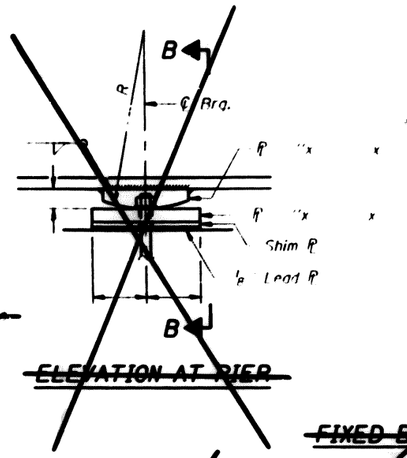


SECTION A-A

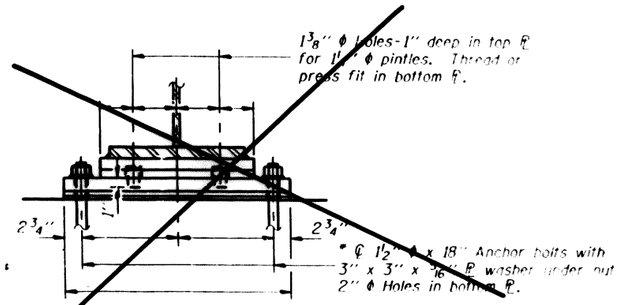
TYPE II TFE ELASTOMERIC EXP. BRG.

~~Notes: Anchor bolts at fixed bearings may be built into the masonry.~~

* See sheet #S-32 for Anchor Bolt installation.

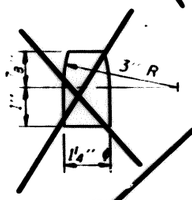


~~ELEVATION AT PIER~~

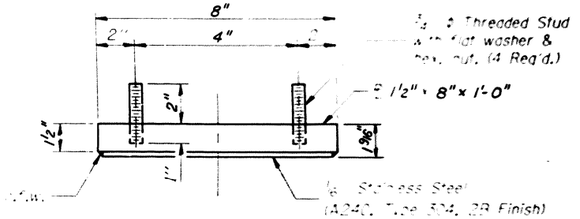


~~SECTION B-B~~

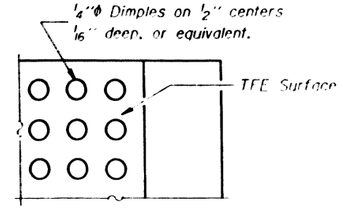
~~FIXED BEARING~~



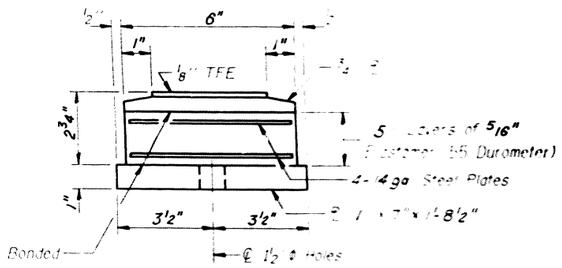
~~PINTLE~~

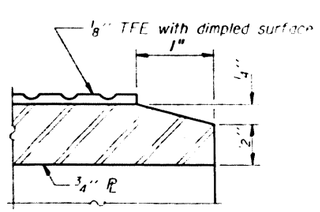


TOP BEARING ASSEMBLY



PLAN-TFE SURFACE



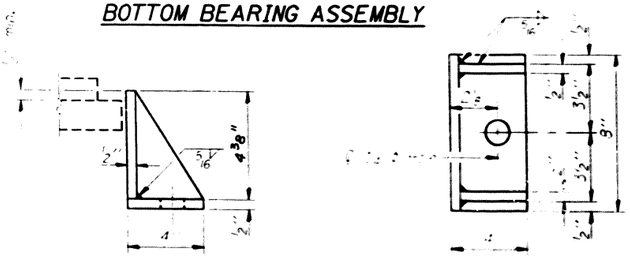


SECTION THRU TFE

Note: 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 II. The bond agent shall be applied on the full area of the contact surfaces.

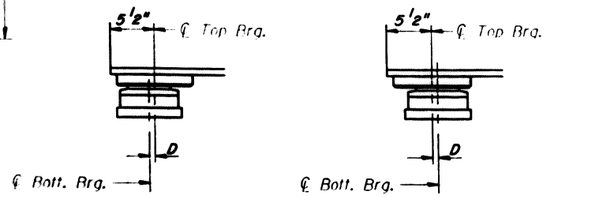
Bonding of ⅛" TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

BOTTOM BEARING ASSEMBLY



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Structural Steel.



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.

SHIM THICKNESS TABLE

Location	Beam	Thickness
East Abutment	5	¾"

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	18

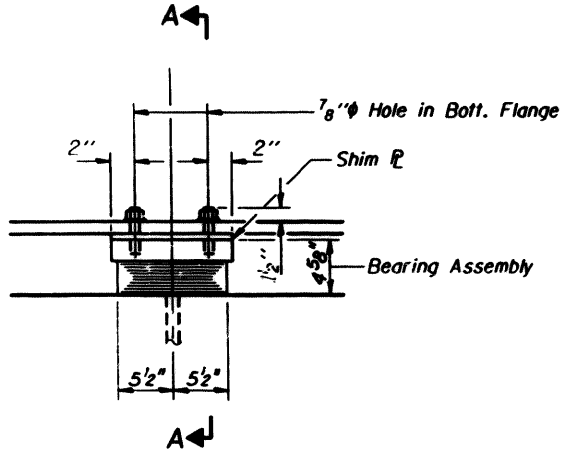
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
BEARING EAST ABUTMENT
F.A.I. 80 STA. 1009+10.73
SECTION 80-11RD-1,BR & HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045
SCALE: NOT TO SCALE DRAWN BY GET
DESIGNED BY TAS
DATE 12-15-82 CHECKED BY PAS

Clarke Group, inc.
CONSULTING ENGINEERS
Chicago, Illinois

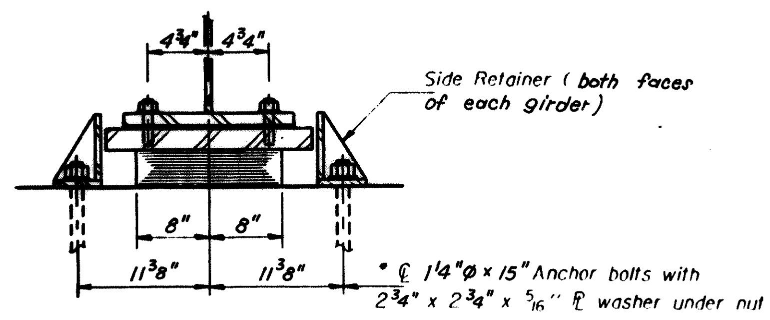
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55,80	*	WILL	157	87

* 99-1(RS-3, BR & HB-2-R)



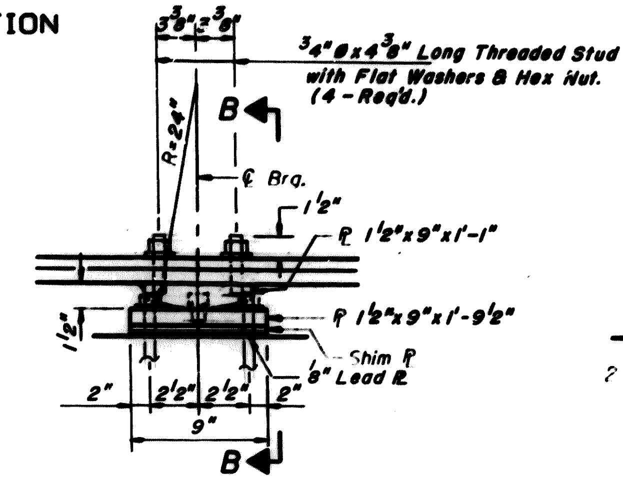
ELEVATION AT PIERS 1 & 3



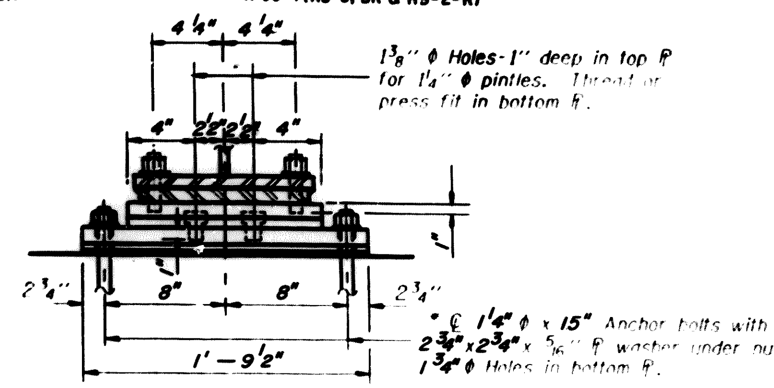
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

* Notes: Anchor bolts at fixed bearings may be built into the masonry.
See sheet # S-32 for Anchor Bolt installation.

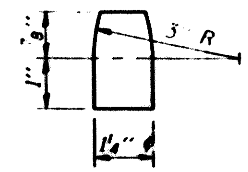


ELEVATION AT PIER 2



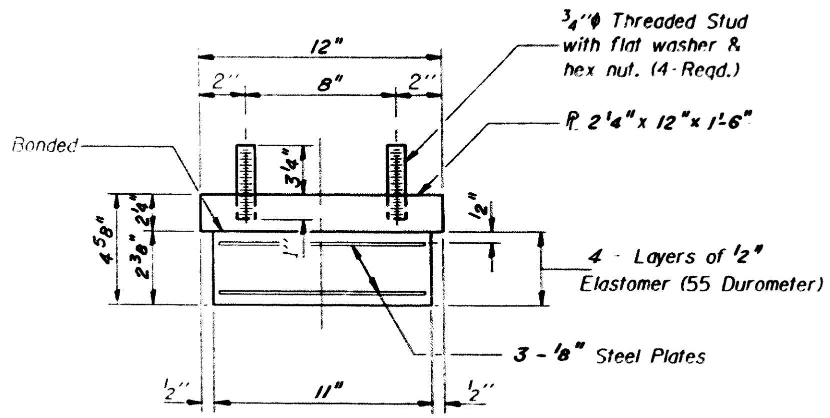
SECTION B-B

FIXED BEARING



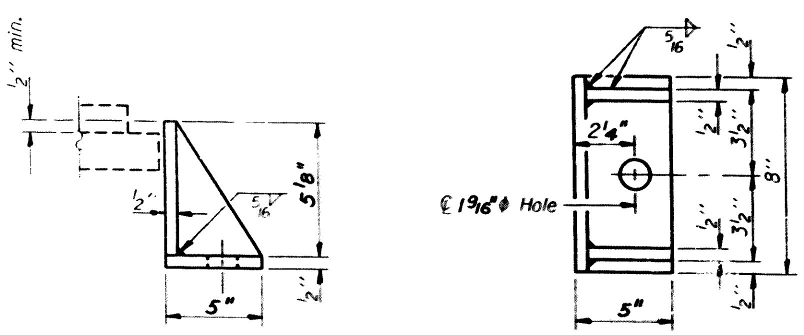
PINTLE

NOTE:
1. WHEN REMOVING THE EXISTING WELD ATTACHING THE FIXED BEARING TO THE BEAM COVER PLATE, THE CONTRACTOR SHALL NOT DAMAGE THE COVER PLATE. IF THE PLATE IS DAMAGED, THE ENGINEER SHALL DIRECT THE CONTRACTOR TO REPAIR OR REPLACE THE PLATE AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
2. FIELD DRILLING AT PIER 2 TO INSTALL THE 3/4"Ø THREADED STUD SHALL BE INCIDENTAL TO FURNISHING AND ERECTING STRUCTURAL STEEL.
3. CALCULATE WEIGHT OF NEW STRUCTURAL STEEL FOR THE BEARINGS = 5,800 POUNDS. THE STRUCTURAL STEEL FOR THE BEARINGS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M270 GRADE 50.



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. Weight included with Structural Steel.

SHIM THICKNESS TABLE

Location	Beam	Thickness
Pier 1	5	½"
Pier 2	5	⅝"

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	36

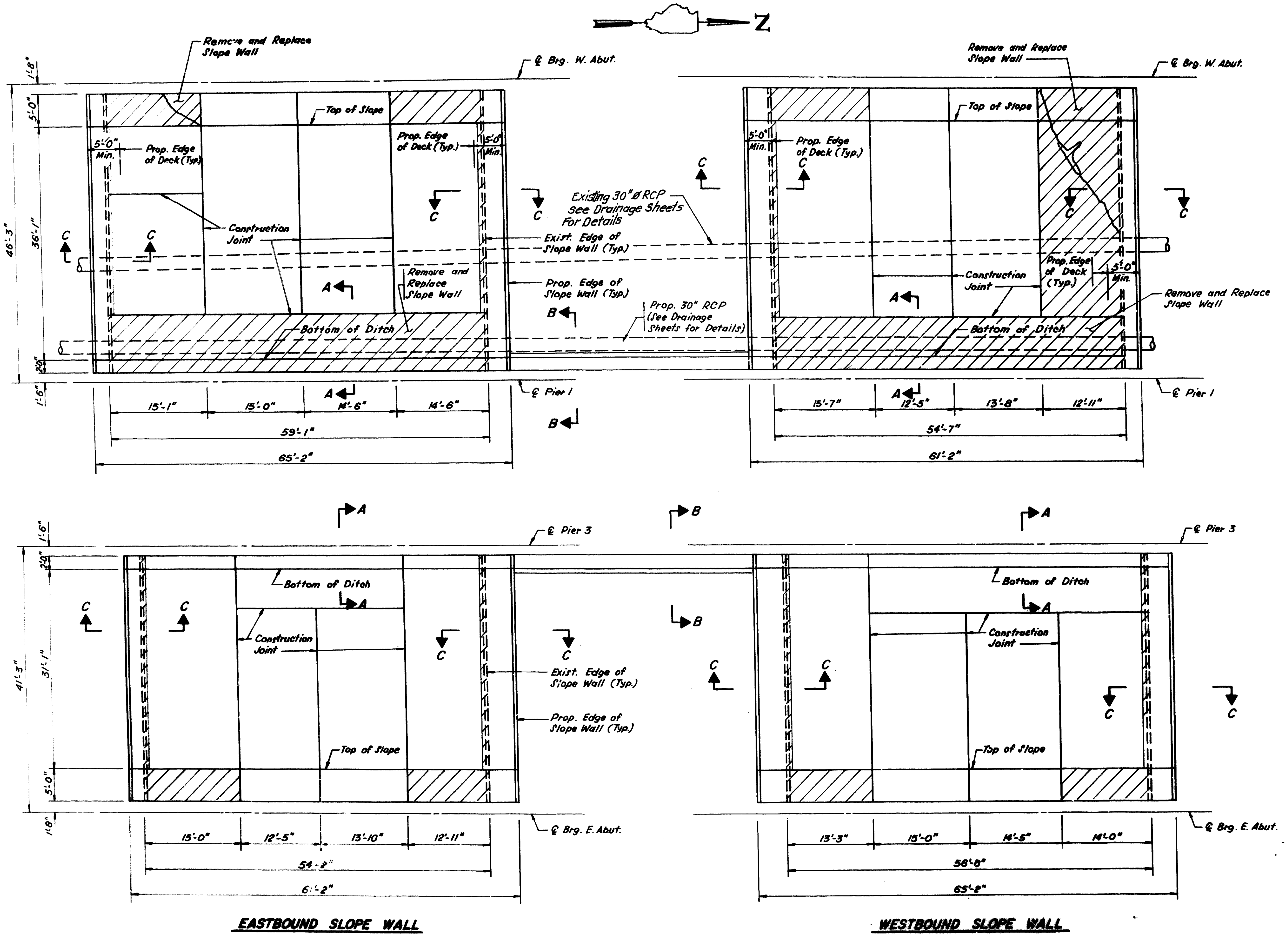
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
BEARINGS AT PIERS
F.A.I. 80
WILL COUNTY

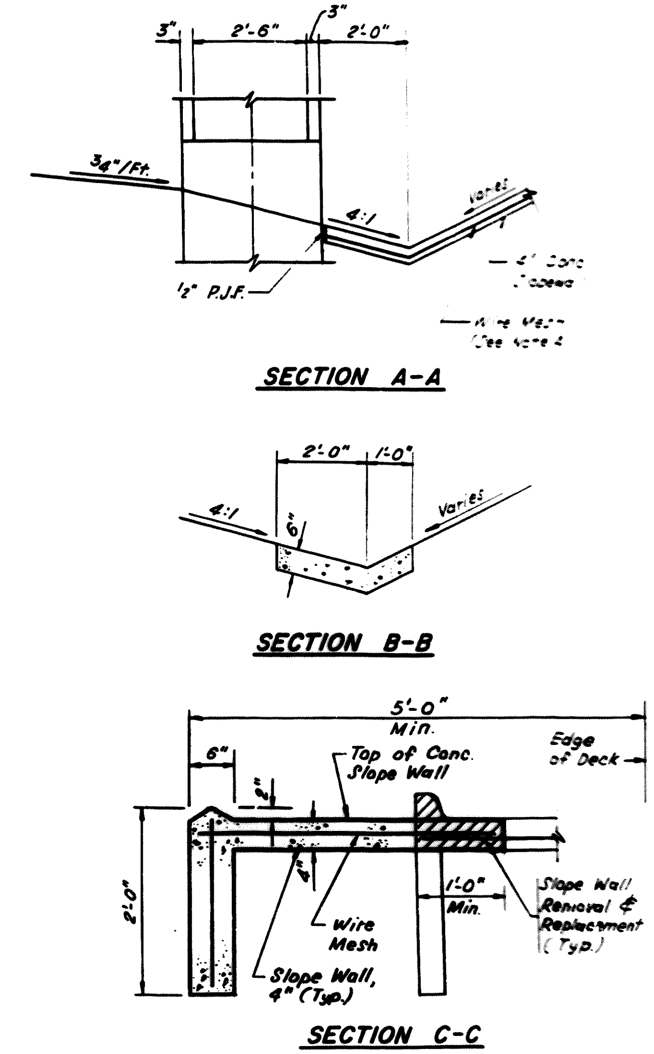
Ciorba Group, Inc.
CONSULTING ENGINEERS

I-2-E1 12-1-83

F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55, 80	*	WILL	5?	38

* 99-1(RS-3, BR & HB-2-R)





Note A: Reinforced with welded wire fabric, 6" x 6" mesh, No. 4 wire, weighing 58 pounds per 100 sq. ft. Cost of mesh is incidental to the cost of the slopewall

BILL OF MATERIAL

ITEM	UNIT	QTY.
Slope Wall, 4"	Sq. Yd.	139
Slope Wall, Removal and Replacement	Sq. Yd.	245

Clarke Group, Inc.
CONSULTING ENGINEERS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
SLOPE WALL

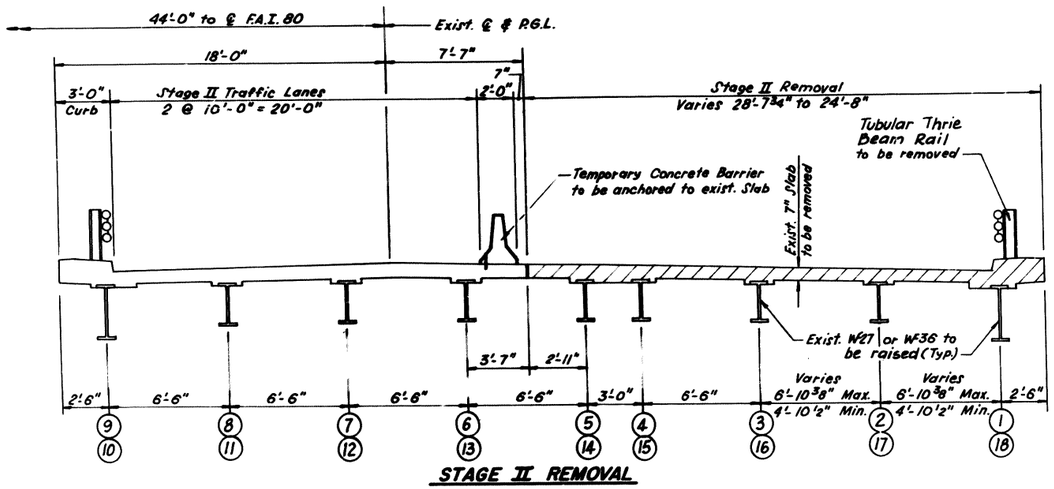
F.A.I. 80 STA. 1949+18.73
SECTION 99-1(RS-3,BR & HB-2-R) STRUCTURE NO. 099-0044
NO. 099-0045
WILL COUNTY

SCALE 1/8" = 1'-0"
DATE 06-29-92

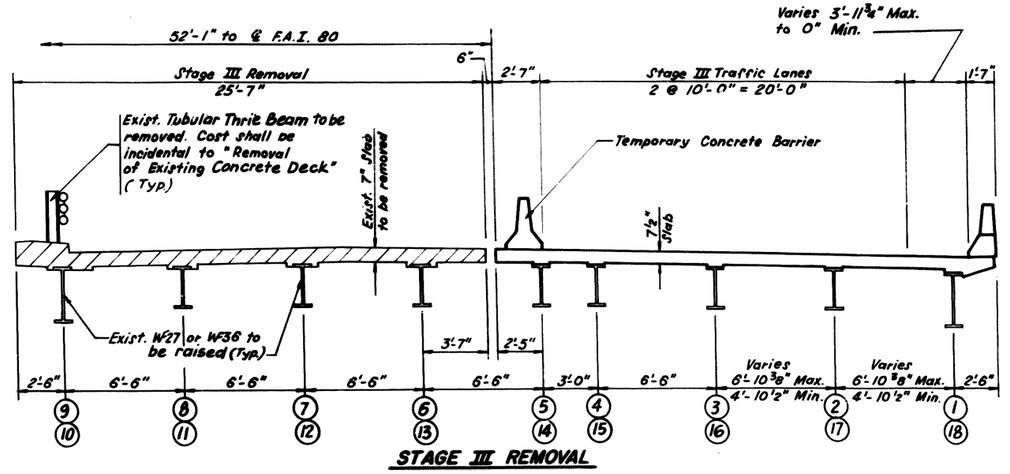
DRAWN BY GET
DESIGNED BY LAS
CHECKED BY PLP

F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	157	89
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FEDERAL AID PROJECT		

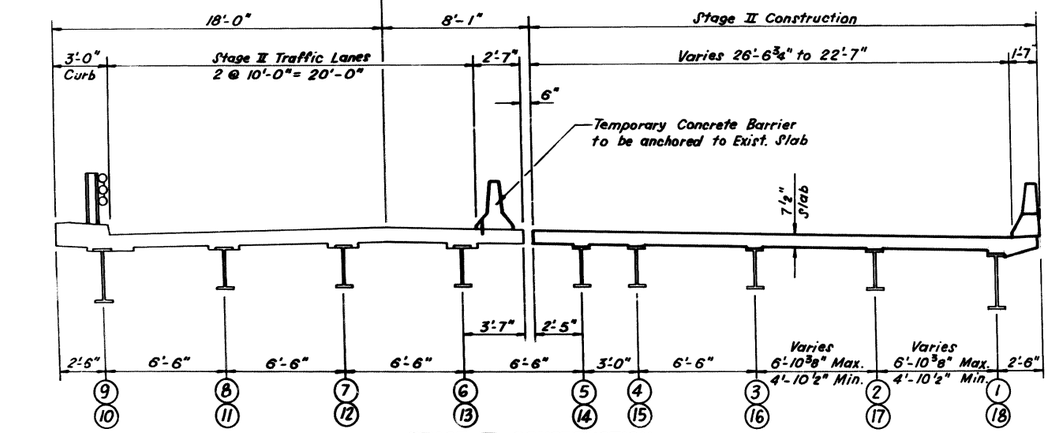
* 99-1(RS-3, BR & HB-2-R)



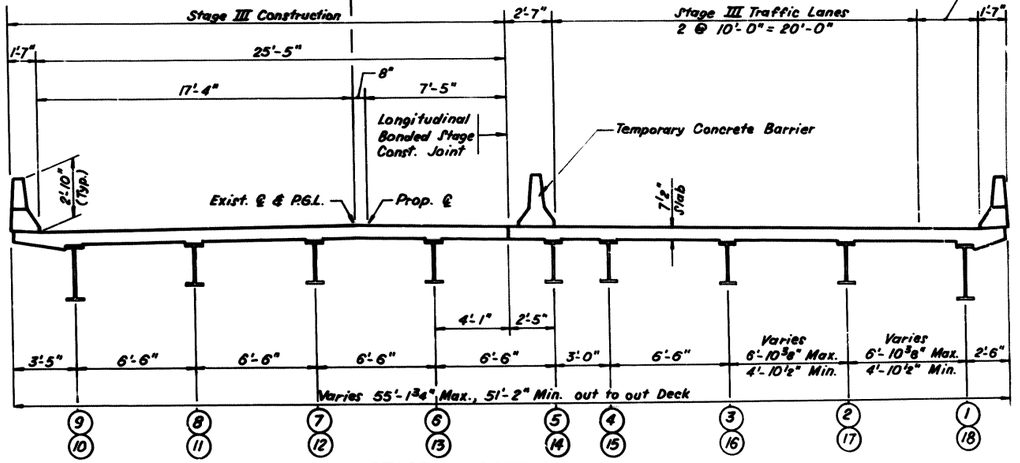
STAGE II REMOVAL



STAGE III REMOVAL



STAGE II CONSTRUCTION



STAGE III CONSTRUCTION

Notes:

1. Pay item for temporary concrete barrier is included in the Roadway Plans.
2. For detail of temporary concrete barrier see Sheet S-30
3. Removal of Existing Tubular Thrie Beam Retrofit Rail incidental to "Removal of Existing Concrete Deck."

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
STAGE CONSTRUCTION

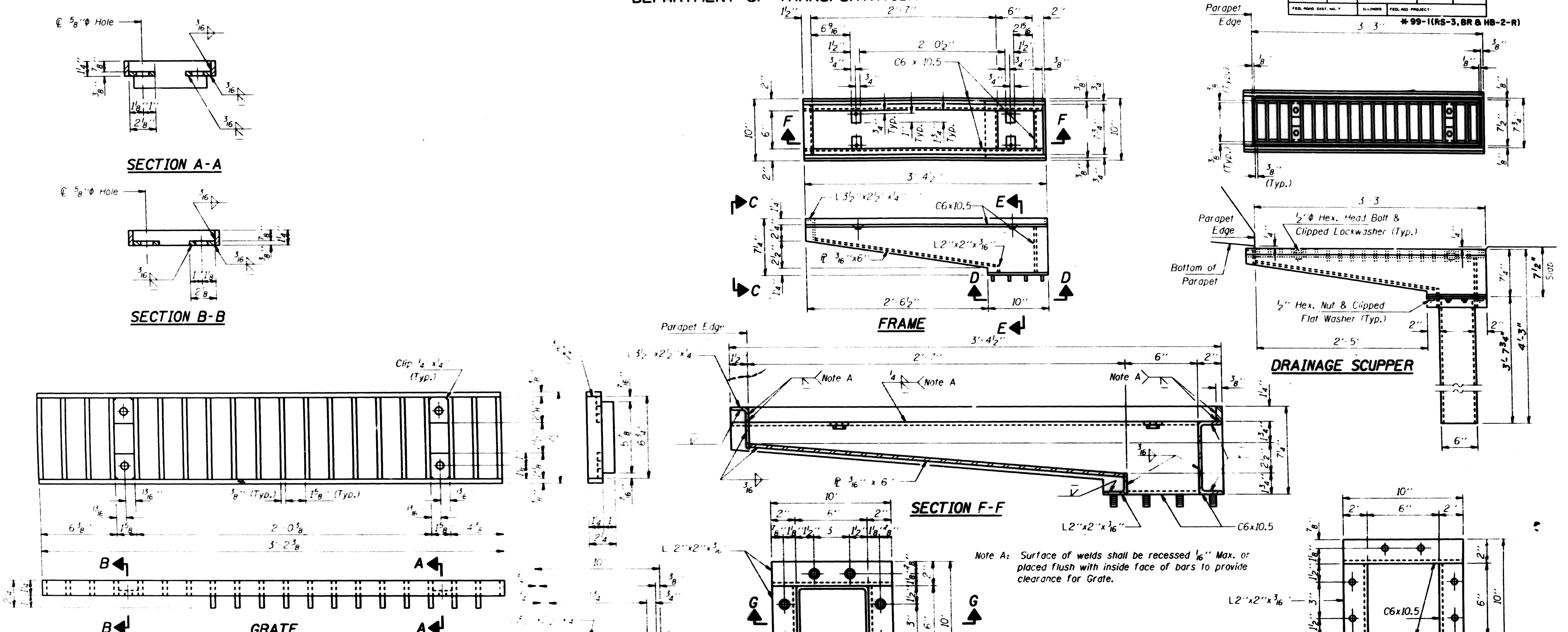
F.A.I 80 STA. 1949+18.73
SECTION 99-1(RS-3, BR & HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045
SCALE: NOT TO SCALE DRAWN BY GET
DATE 07-02-98 DESIGNED BY LAS
CHECKED BY PJP

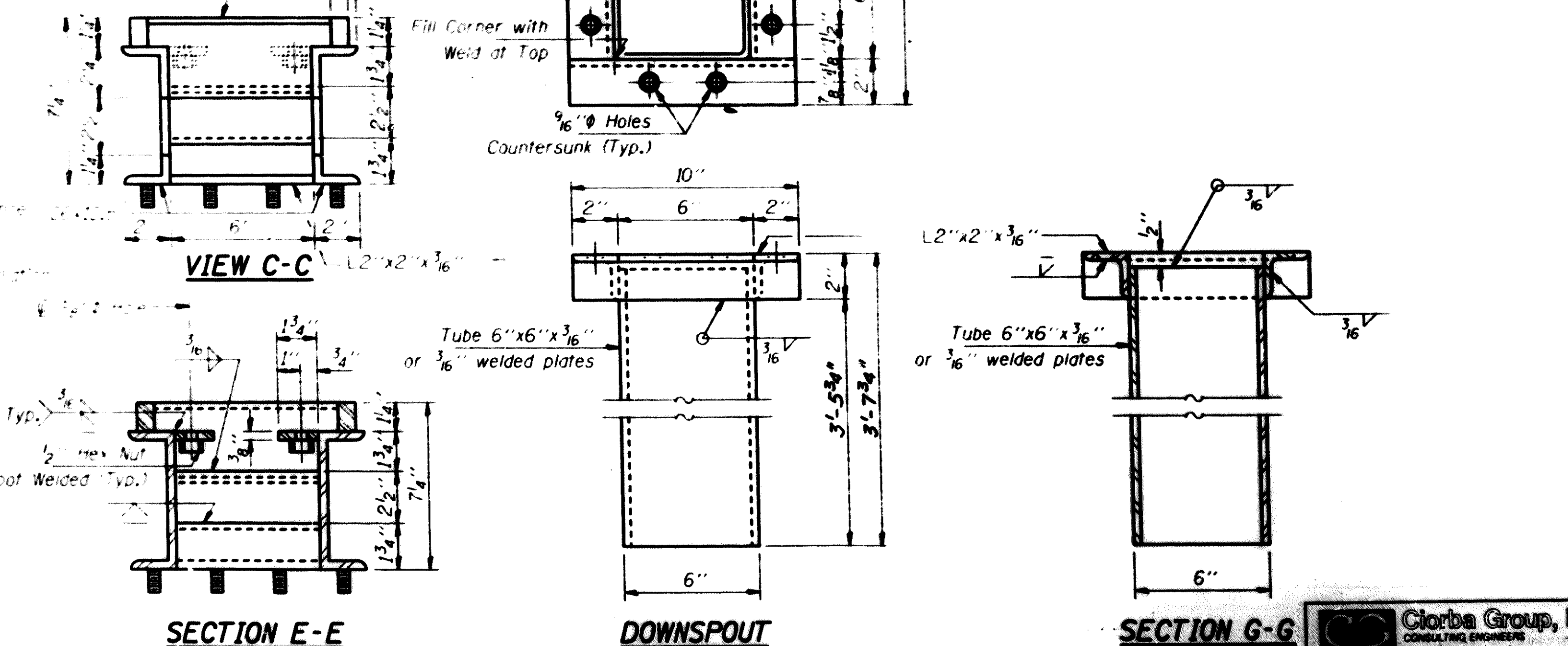
Clarke Group, Inc.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55,80	*	WILL	157	90

* 99-1(RS-3,BR & HB-2-R)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION





Notes: Hollow structural steel tubing shall conform to the requirements of ASTM designation A500 Grade B, or A501 Structural Steel Tubing.

All other shapes, plates and bars shall conform to the requirements of AASHTO M183.

Bolts, studs, washers and nuts shall conform to the requirements of ASTM A307.

The Grate, Frame and Downspout shall be galvanized after shop fabrication in accordance with AASHTO M111 & ASTM A385.

All bolts, washers and nuts shall be galvanized in accordance with AASHTO M232.

Cost of the Grate, Frame, Downspout, Bolts, Washers and Nuts including complete installation of Scupper will be paid for at the unit bid price for "DRAINAGE SCUPPERS."

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper	Each	8

DS-3 12-1-83 (W.T. to inside of exterior stringer flange shall not be >3'-11")

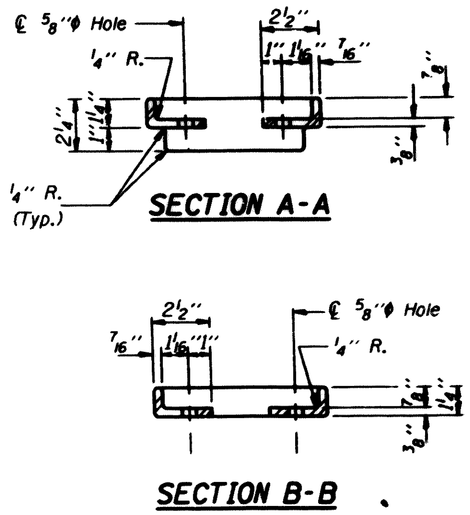
Ciorba Group, Inc. CONSULTING ENGINEERS

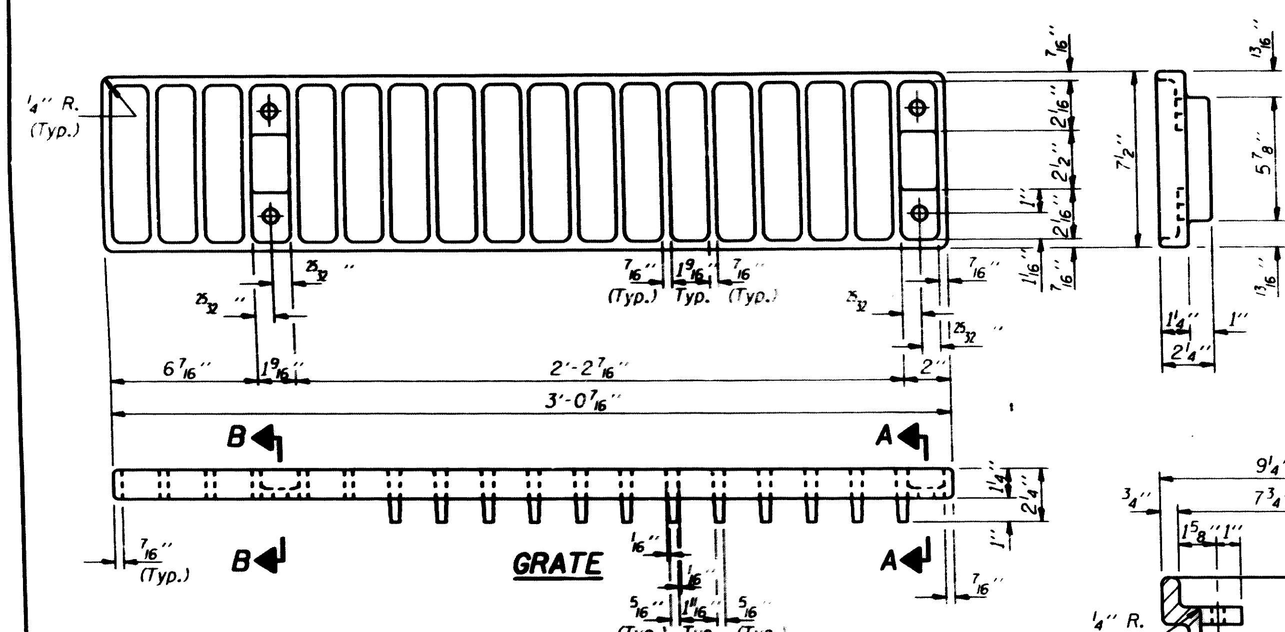
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
STEEL DRAINAGE SCUPPER
F.A.I. 80 STA. 1049+18.73
SECTION 99-1(RS-3 BR & HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045
SCALE NONE DRAWN BY GET
CHECKED BY LAS
DATE 12-15-92

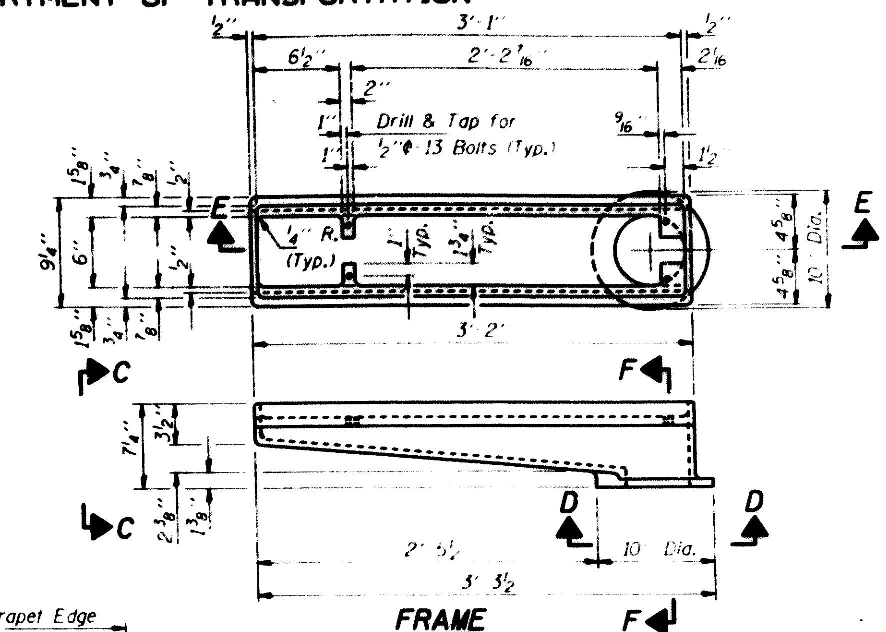
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55,80	*	WILL	157	91
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

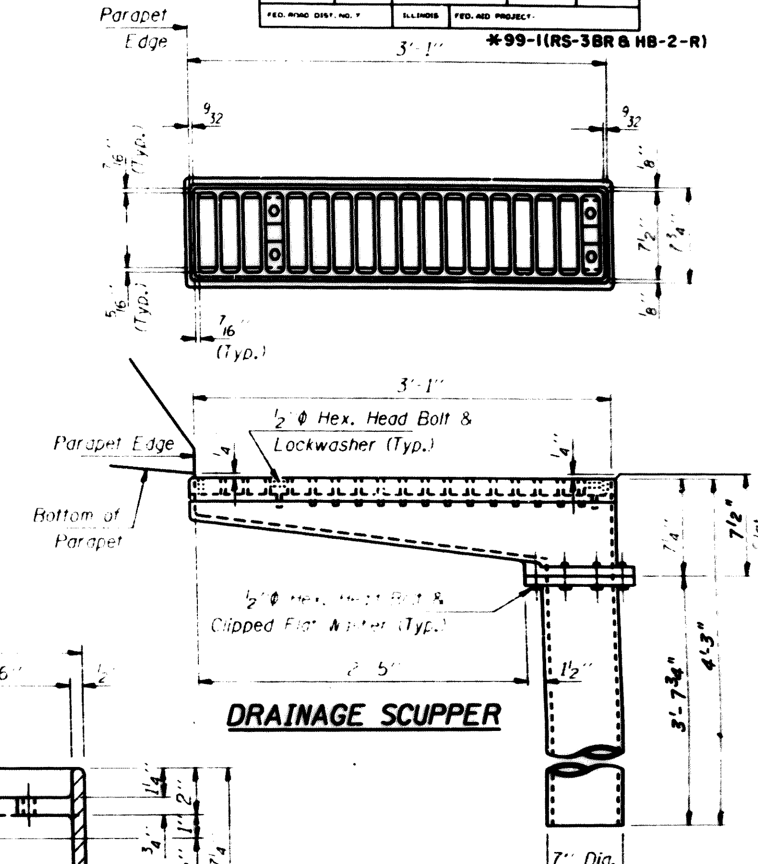
*99-1(RS-3BR & HB-2-R)

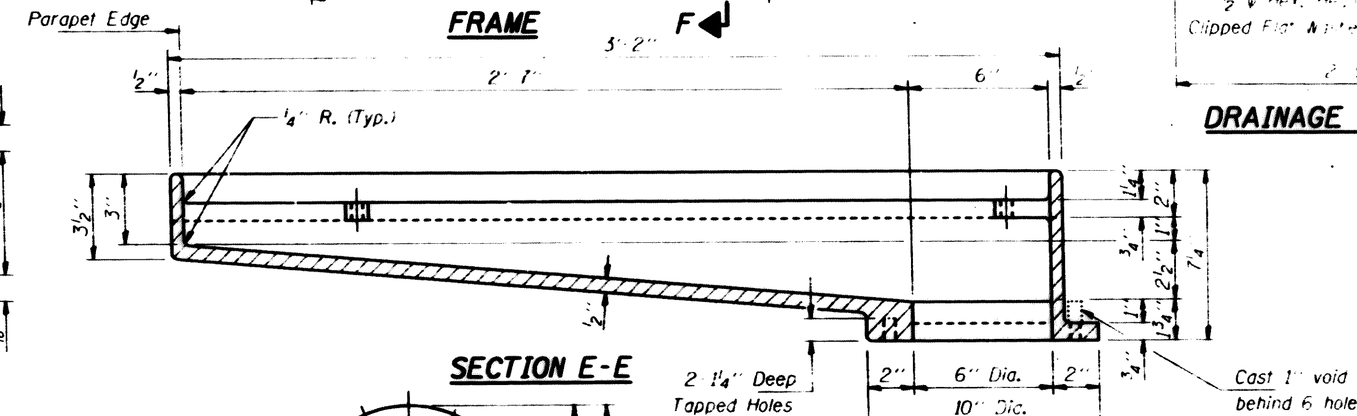
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

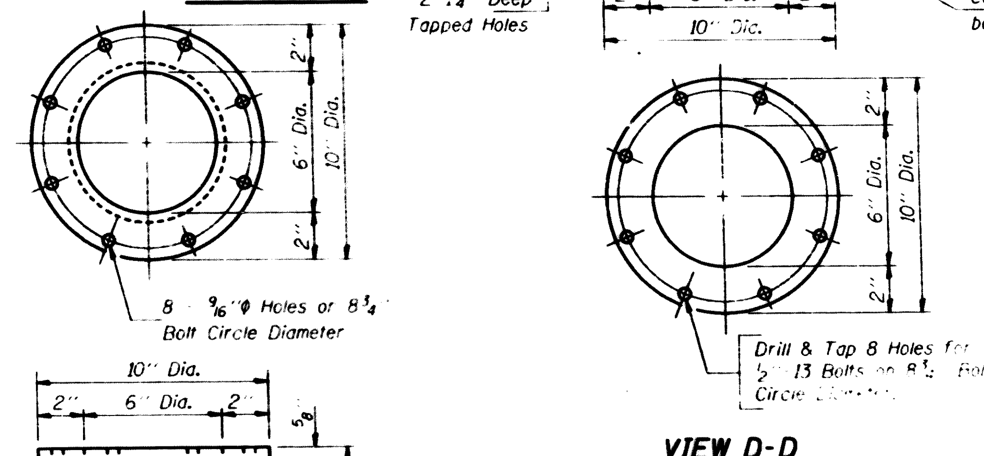


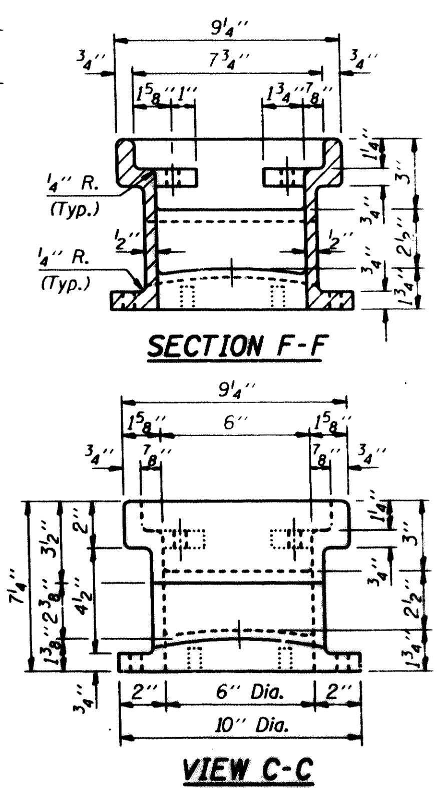


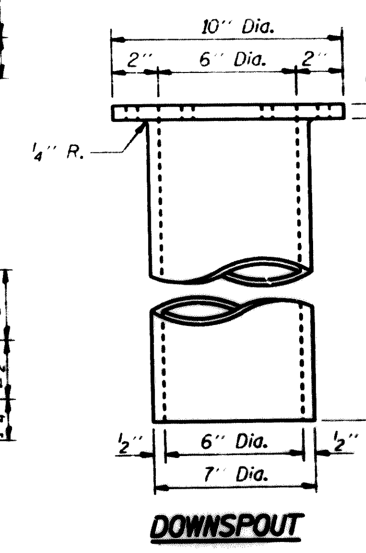












Notes: All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 30.

Bolts and washers shall conform to the requirements of ASTM A307.

All bolts and washers shall be galvanized in accordance with AASHTO M232.

As an alternate bolts and washers may be stainless steel conforming to the requirements of ASTM A193, Type 304.

Cost of the Grate, Frame, Downspout, bolts and washers including complete installation of Scupper will be paid for at the unit bid price for "DRAINAGE SCUPPERS."

The Contractor may use at his option steel drainage scuppers or cast iron drainage scuppers.

DS-4 6-1-89 (W.T. to inside of exterior stringer flange shall not be >3'-11")

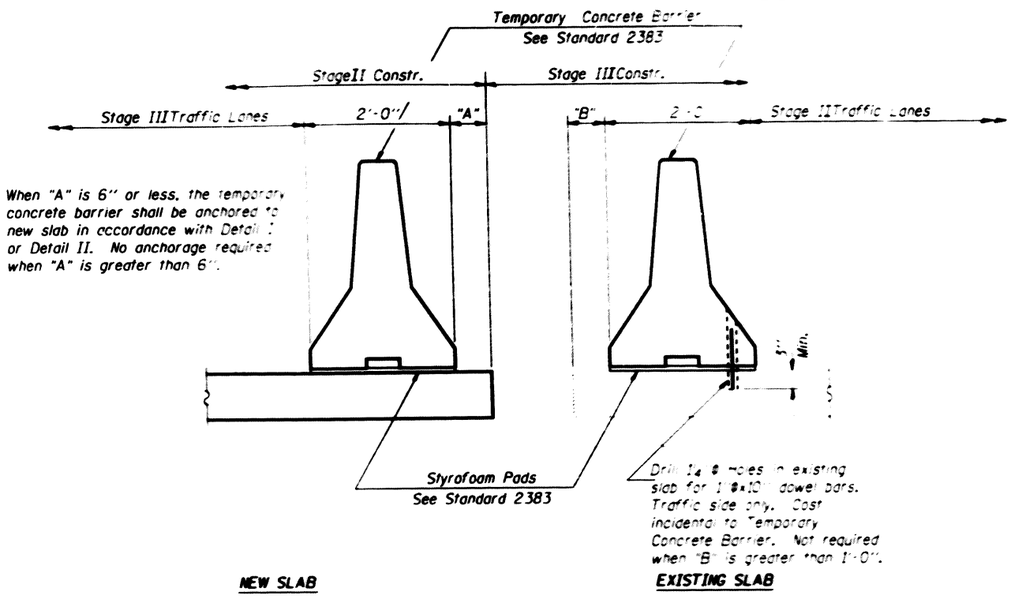
Ciorba Group, Inc.
CONSULTING ENGINEERS
Chicago, Illinois

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
ALTERNATE-CAST IRON DRAINAGE SCUPPER
F.A.I. 80 STA. 1049+18.73
SECTION 99-1(RS-3BR & HB-2-R) STRUCTURE NO. 099-0094
NO. 099-0095
WILL COUNTY
SCALE NONE
DATE 12-15-88

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55,80	*	WILL	157	92
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		SHEETS

* 99-1(RS-3,BR & HB-2-R)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



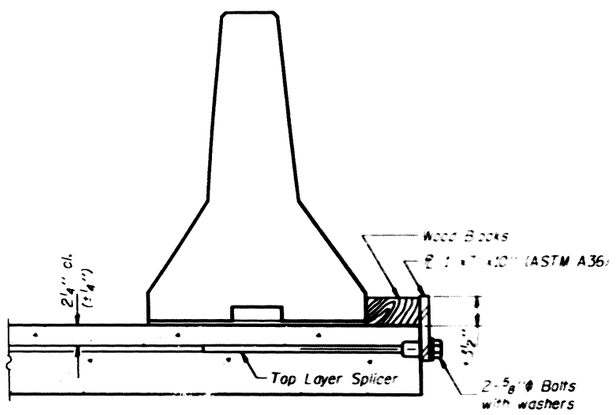
SECTIONS THRU SLAB

NOTES

Detail I — With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel ℄ to the top layer of couplers with 2 - $\frac{5}{8}$"ϕ bolts screwed to coupler at approximate ℄ of each 10'-0" barrier panel.

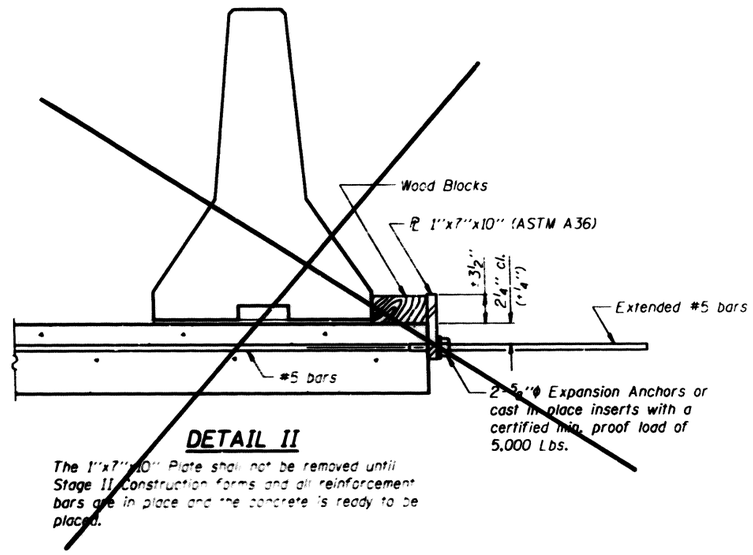
~~Detail II — With Extended Reinforcement Bars:~~
~~Connect one (1) 1"x7"x10" steel ℄ to the concrete slab with 2 - 5/8"ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each 10'-0" barrier panel.~~

Cost of anchorage is incidental to Temporary Concrete Barrier.



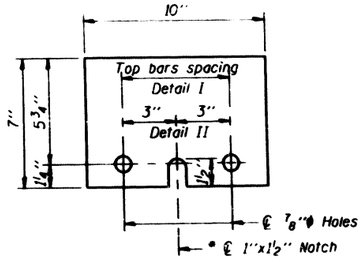
DETAIL I

The 1"x7"x10" Plate shall not be removed until Stage IIIConstruction forms and reinforcement bars are in place.



DETAIL II

The 1"x7"x10" 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.



℄ 1"x7"x10"

* Required only with Detail II

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
TEMPORARY CONCRETE BARRIER

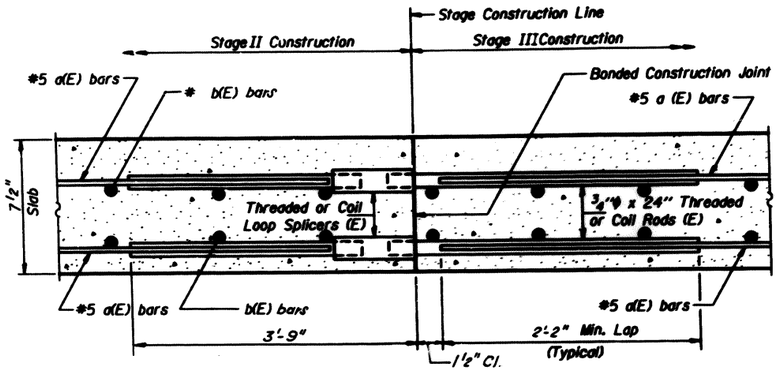
F.A.I. 80 STA: 1948+18.73
SECTION 99-1(RS-3,BR & HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045
SCALE NONE DRAWN BY GET
DATE 12-15-92 CHECKED BY LAS
CHECKED BY PJP

Ciorba Group, Inc.
CONSULTING ENGINEERS
Chicago, Illinois

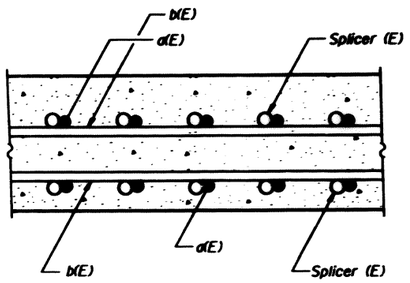
					SHEET NO.
A.D.L. F.A. 55,80	*	WILL	157	93	SHEETS

* 99-1(RS-3,BR & HB-2-R)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



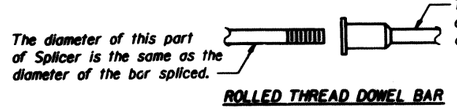
SECTION THRU SLAB



SECTION A-A

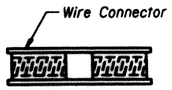
SPLICER DETAILS
(No. Req'd. 1512)

Note: For a(E) and b(E) bar designations See Sheet S-6.



ROLLED THREAD DOWEL BAR

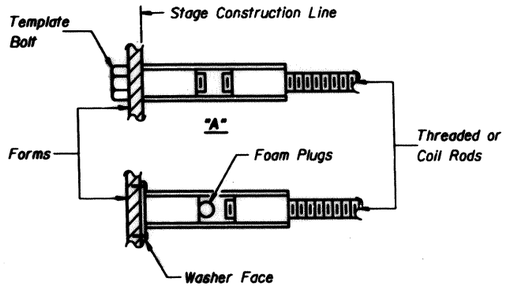
** ONE PIECE



WELDED SECTIONS

SPLICER ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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

NOTES

Steel Splicer (Coupler) assembly shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Steel 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.

Splicer (coupler) assembly in the slab shall be epoxy coated in accordance with 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 splicer (coupler) assembly satisfies the following requirements:

① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_1$

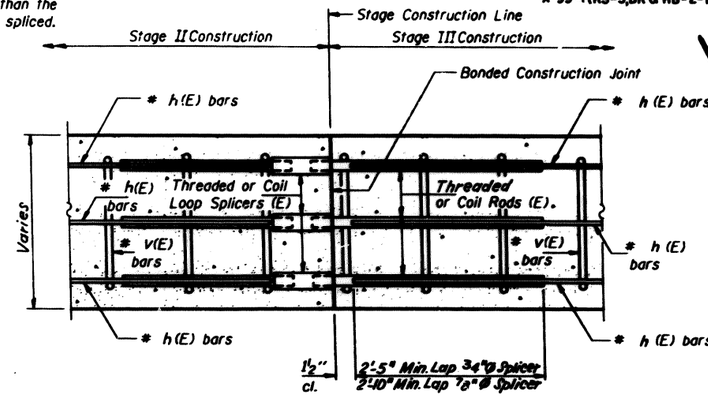
② Minimum @ Pull-out Strength (Tension in kips) = $1.25 \times fs_{allow} \times A_1$

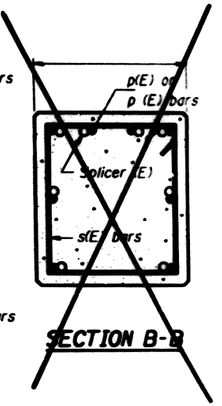
Where f_y = Yield strength of lapped reinforcement bars in ksi.
fs_{allow} = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
A_1 = Tensile stress area of lapped reinforcement bars.
@ = 28 day concrete

Typical Splicer (Coupler) Assembly Sizes:

In Slabs	#5 bar lap with 3/4"ϕ Splicer (Coupler) x 2'-0" Splicer Rods	Minimum Capacity = 23.0 kips-tension; Minimum Pull-out Strength = 9.2 kips-tension
	#6 bar lap with 7/8"ϕ Splicer (Coupler) x 2'-7" Splicer Rods	Minimum Capacity = 33.1 kips-tension; Minimum Pull-out Strength = 13.3 kips-tension
In Sub-Structure	#7 bar lap with 1"ϕ Splicer (Coupler) x 3'-5" Splicer Rods	Minimum Capacity = 45.1 kips-tension; Minimum Pull-out Strength = 18.0 kips-tension
	#8 bar lap with 1 1/8"ϕ Splicer (Coupler) x 4'-6" Splicer Rods	Minimum Capacity = 58.9 kips-tension; Minimum Pull-out Strength = 23.6 kips-tension

B B





SECTION B-B

SECTION THRU ABUTMENT BACKWALLS

SPLICER DETAILS
(No. Req'd. 52@)

* Require 40 - 3/4"ϕ Splicer (E)
12 - 7/8"ϕ Splicer (E)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 55
BAR SPLICER (COUPLER) DETAILS
F.A.I. 80 STA. 1949+18.73
SECTION 99-1(RS-3,BR & HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045
SCALE NONE DRAWN BY GET
DATE 12-15-98 CHECKED BY CAS
APPROVED BY [illegible]

Ciorba Group, Inc.
CONSULTING ENGINEERS
Chicago, Illinois

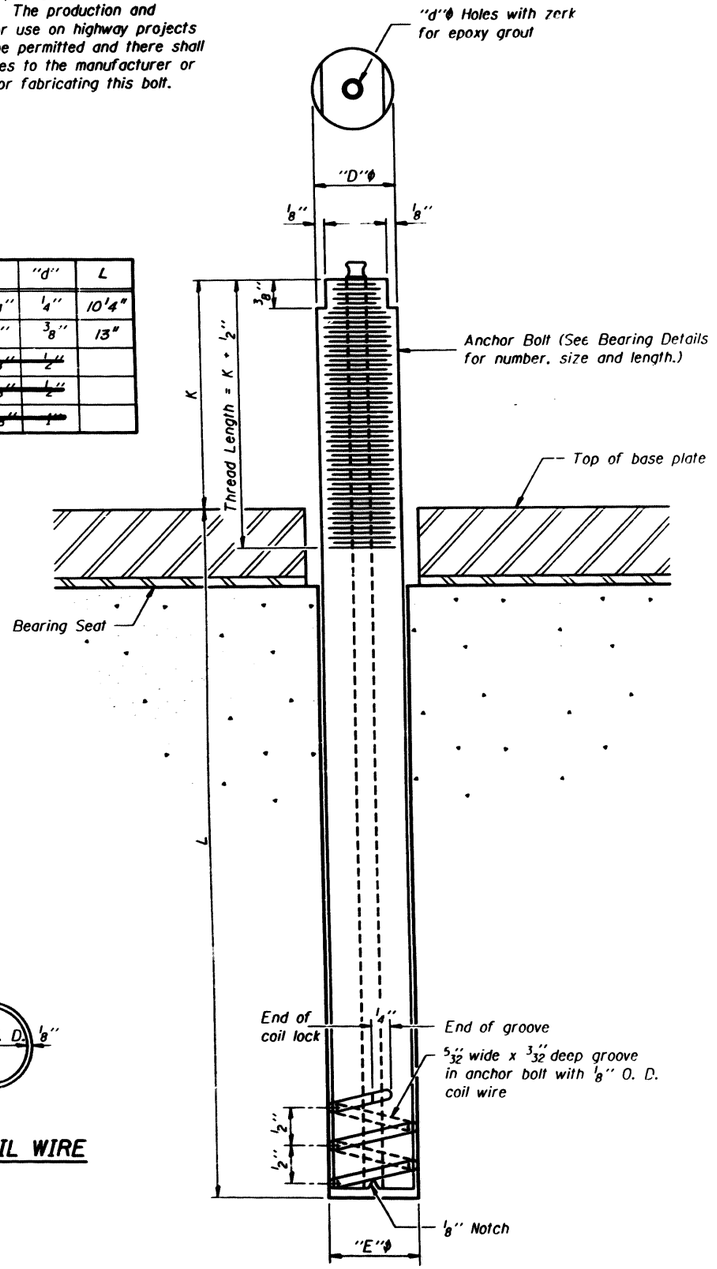
BSD-1 12-16-91

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

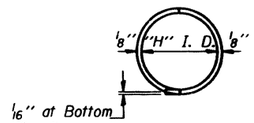
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55,80	*	WILL	157	94
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO.
SHEETS

*99-1(RS-3, BR & HB-2-R)



D	E	H	K	"d"	L
1"	1 1/8"	13/16"	1 3/4"	1/4"	10'4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"	13"
~~1 1/2"~~	~~1 5/8"~~	~~1 5/16"~~	~~2 1/8"~~	~~1/2"~~	
~~2"~~	~~2 1/8"~~	~~1 13/16"~~	~~2 7/8"~~	~~1/2"~~	
~~2 1/2"~~	~~2 5/8"~~	~~2 5/16"~~	~~3 3/8"~~	~~1"~~	



PLAN-COIL WIRE

ILLINOIS COIL-LOCK ANCHOR BOLT

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A519, Grade 1026 and supplied with hexagonal nuts and cut washers.

The coil wire shall be made of any suitable soft steel wire.

The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.

The epoxy grout shall be a two component, epoxy resin bonding system conforming to ASTM C881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

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

ALTERNATE ANCHOR BOLTS

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

The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:

1. A threaded rod stud with nut and washer conforming to ASTM A307.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or in accordance with the manufacturer's recommendation after beams or girders have been erected and adjusted.

Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.

The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel".

ABB-1 7-1-91

Ciorba Group, Inc.
CONSULTING ENGINEERS
Chicago, Illinois

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER F.A.I. 88
ANCHOR BOLT DETAILS FOR BEARINGS
F.A.I. 80 STA. 1940+18.73
SECTION 99-1(RS-3,BR & HB-2-R) STRUCTURE NO. 099-0044
WILL COUNTY NO. 099-0045
SCALE NONE DRAWN BY GET
CHECKED BY LAS
DATE 12-15-92 APPROVED BY PJP

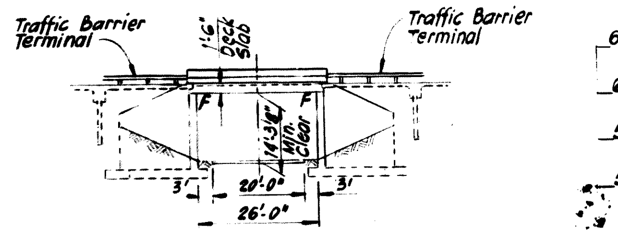
F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	WILL	157	95

* 99-1(RS-3-BR&HB-2-R)

Bench Mark #35: "□" cut on N W Wingwall of I-80 Westbound Bridge over West Frontage Road Elev 604.71

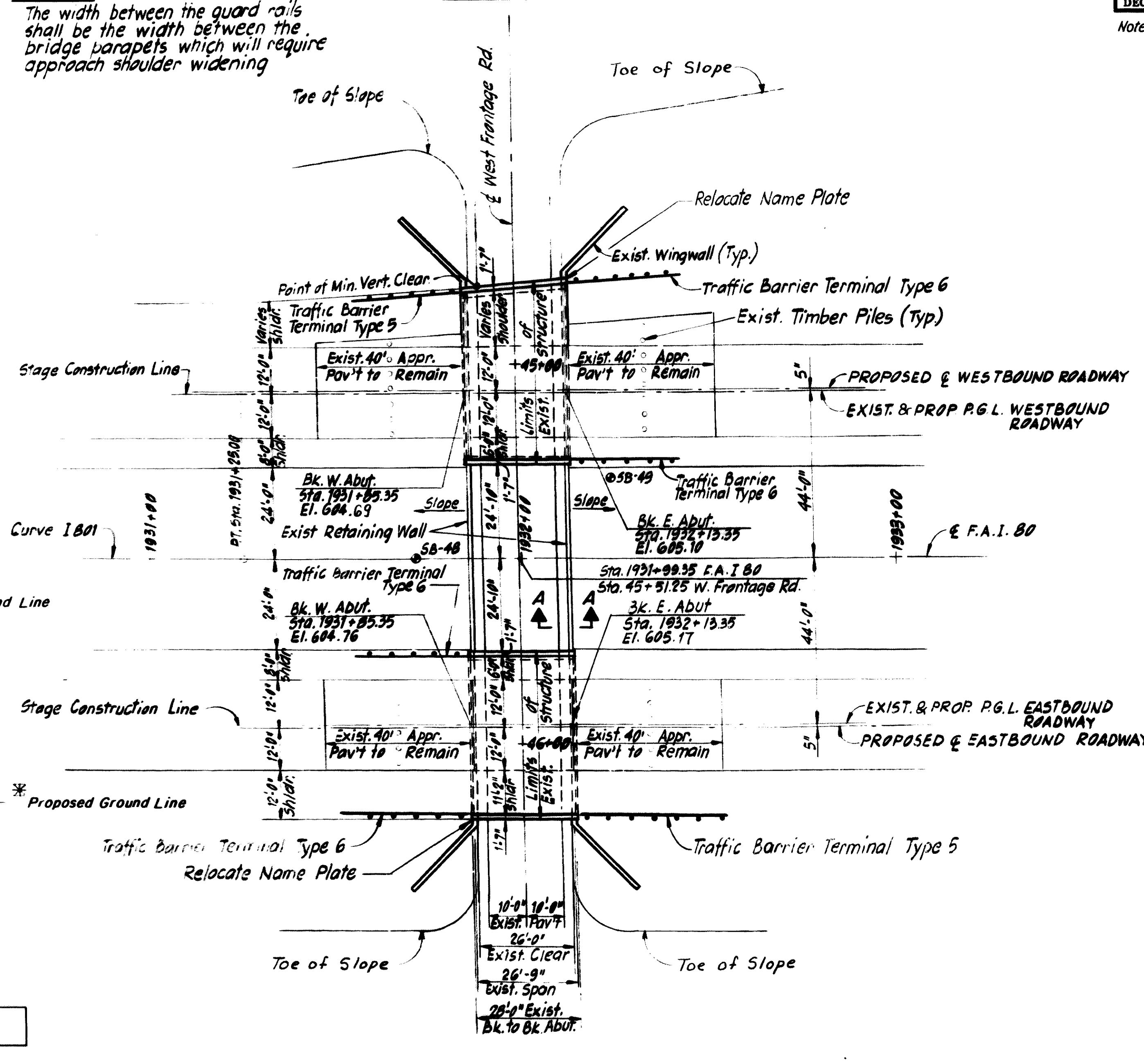
Existing Structure: STA. 1931+99.35 FAI 80, Section 99-1HB-K-1, Built in 1960. Existing Structure number 099-0042 (Eastbound) and 099-0043 (Westbound). Proposed structure number 099-0308 (Ramp A). Superstructure: Reinforced concrete slab. Substructure: Closed Abutments. Existing and proposed structure lengths 28'-0" back to back of abutments, widths variable. Existing parapets to be replaced with New Jersey Barriers. Eastbound Bridge to be widened on one side. Existing Wingwalls to be removed. New bridge, wingwall, and retaining walls to be constructed for Ramp A. Traffic to be maintained utilizing stage construction.

No salvage.

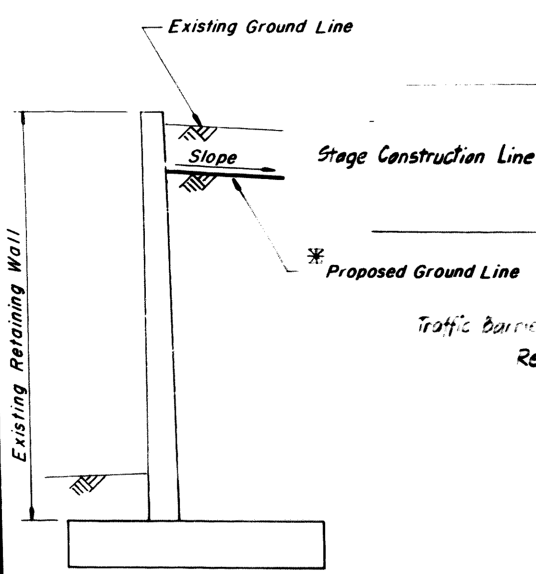


ELEVATION

NOTE:
The width between the guard rails shall be the width between the bridge parapets which will require approach shoulder widening



PLAN



SECTION A-A

* See Roadway Sheet for Proposed Ground Line

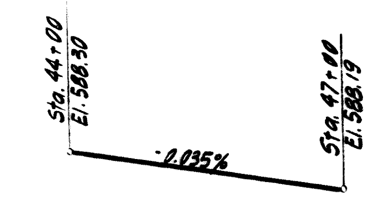
BILL OF MATERIAL

ITEM	UNIT	QUANTITY
CONCRETE REMOVAL	CU YD	37.3
SILICONE JOINT SEALER	LIN FT	105
CLASS X CONCRETE SUPERSTRUCTURE	CU YD	41.9
PROTECTIVE COAT	SQ YD	47
REINFORCEMENT BARS (EPOXY COATED)	LB	10,200
RELOCATING NAME PLATES	EACH	2
BITUMINOUS CONCRETE REMOVAL (DECK)	SQ YD	252
BRIDGE DECK MICROSILICA CONCRETE OVERLAY	SQ YD	265
CONCRETE BRIDGE DECK SCARIFICATION (1/4 INCH)	SQ YD	232
DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	10
DECK SLAB REMOVAL (PARTIAL)	SQ YD	30

Note: For General Notes and Design Specifications See Sheet No. S-2

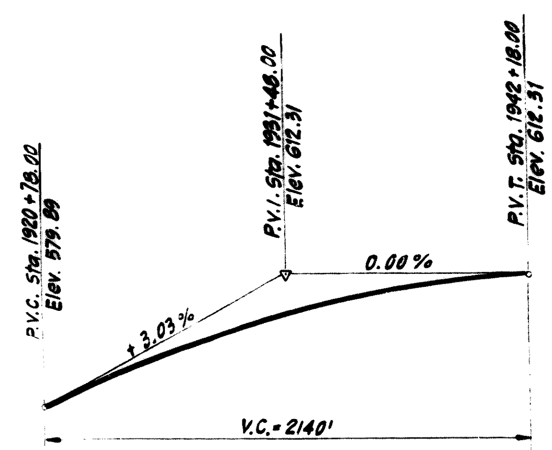
HORIZONTAL CURVE DATA

Curve	I801
P.I. Sta.	1928+18.16
Δ	4°35'47"
D	0°45'00"
R	7638.79'
L	612.81'
T	306.57
E	6.15'
P.C. Sta.	1925+12.19
P.T. Sta.	1931+25.00
S.E.	2.6
S.E. Sta.	1930+40.00
Crown Sta.	1933+25.00
S.E.	-
S.E. Sta.	-



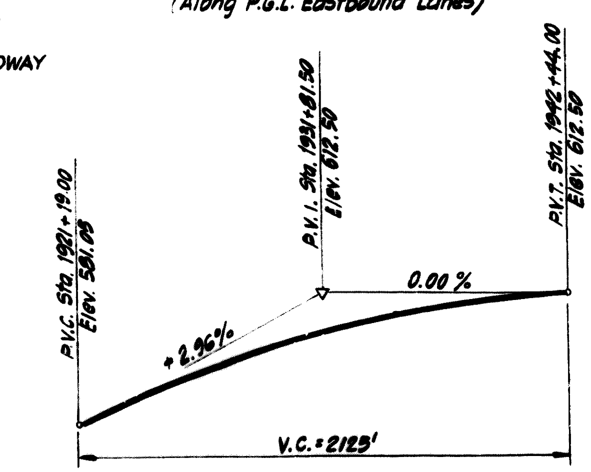
EXISTING PROFILE GRADE WEST FRONTAGE ROAD

(Along ℄ Roadway)



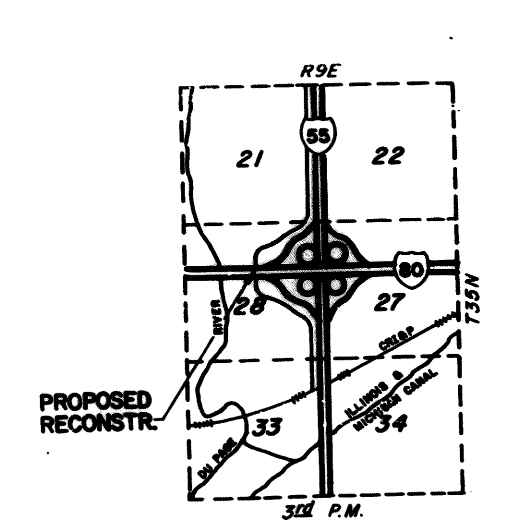
PROFILE GRADE F.A.I. 80

(Along P.G.L. Eastbound Lanes)



PROFILE GRADE F.A.I. 80

(Along P.G.L. Westbound Lanes)



LOCATION SKETCH

Sealed 2/8/93
Expires 11/30/94

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

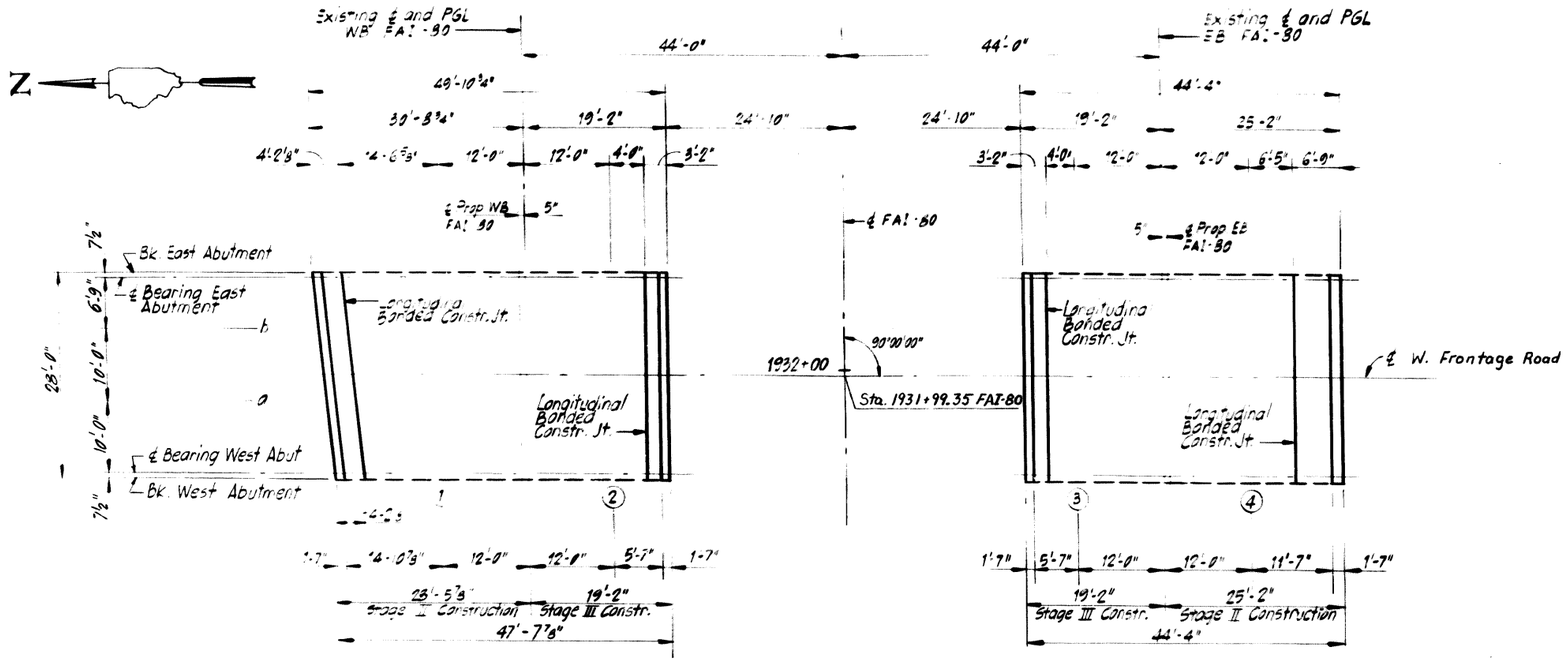
Ralph E. Anderson
Engineer of Bridges and Structures

CONSULTING ENGINEERS
Chicago, Illinois

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER WEST FRONTAGE ROAD
GENERAL PLAN AND ELEVATION
SECTION 99-1(RS-3-BR&HB-2-R) F.A.I. 80 STA. 1931+99.35
STRUCTURE NO. 099-0042
NO. 099-0043
WILL COUNTY
SCALE 1" = 20'-0"
DATE 12-16-92
DRAWN BY AS
DESIGNED BY LAS
CHECKED BY PWP

80	*	WILL	

* 99-1(RS-3-3R&HB-2-R)



WESTBOUND BRIDGE ELEVATIONS

FACE OF NORTH WB BARRIER

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.
BK. W. ABUT.	193185.35	-26.906	604.209
CL. BRG. W. ABUT.	193185.98	-26.956	604.217
a	193195.98	-27.756	604.348
b	193205.98	-28.556	604.477
CL. BRG. E. ABUT.	193212.73	-29.096	604.564
BK. E. ABUT.	193213.35	-29.146	604.572

LONGITUDINAL BONDED CONSTRUCTION JOINT

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.
BK. W. ABUT.	193185.35	-24.313	604.261
CL. BRG. W. ABUT.	193185.98	-24.362	604.269
a	193195.98	-25.162	604.400
b	193205.98	-25.962	604.529
CL. BRG. E. ABUT.	193212.73	-26.502	604.616
BK. E. ABUT.	193213.35	-26.552	604.624

LOCATION 1

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.
BK. W. ABUT.	193185.35	-12.000	604.507
CL. BRG. W. ABUT.	193185.98	-12.000	604.516
a	193195.98	-12.000	604.663
b	193205.98	-12.000	604.808
CL. BRG. E. ABUT.	193212.73	-12.000	604.906
BK. E. ABUT.	193213.35	-12.000	604.915

EXISTING CL & WESTBOUND PGL

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.
BK. W. ABUT.	193185.35	0.000	604.694
CL. BRG. W. ABUT.	193185.98	0.000	604.704
a	193195.98	0.000	604.850
b	193205.98	0.000	604.996
CL. BRG. E. ABUT.	193212.73	0.000	605.093
BK. E. ABUT.	193213.35	0.000	605.102

LOCATION 2

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.
BK. W. ABUT.	193185.35	12.000	604.723
CL. BRG. W. ABUT.	193185.98	12.000	604.732
a	193195.98	12.000	604.879
b	193205.98	12.000	605.024
CL. BRG. E. ABUT.	193212.73	12.000	605.122
BK. E. ABUT.	193213.35	12.000	605.131

LONGITUDINAL BONDED CONSTRUCTION JOINT

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.
BK. W. ABUT.	193185.35	16.000	604.643
CL. BRG. W. ABUT.	193185.98	16.000	604.652
a	193195.98	16.000	604.799
b	193205.98	16.000	604.944
CL. BRG. E. ABUT.	193212.73	16.000	605.042
BK. E. ABUT.	193213.35	16.000	605.051

FACE OF SOUTH WB BARRIER

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.
BK. W. ABUT.	193185.35	17.583	604.612
CL. BRG. W. ABUT.	193185.98	17.583	604.621
a	193195.98	17.583	604.767
b	193205.98	17.583	604.913
CL. BRG. E. ABUT.	193212.73	17.583	605.010
BK. E. ABUT.	193213.35	17.583	605.019

EASTBOUND BRIDGE ELEVATIONS

FACE OF NORTH EB BARRIER

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.
BK. W. ABUT.	193185.35	-17.583	604.463
CL. BRG. W. ABUT.	193185.98	-17.583	604.472
a	193195.98	-17.583	604.617
b	193205.98	-17.583	604.761
CL. BRG. E. ABUT.	193212.73	-17.583	604.858
BK. E. ABUT.	193213.35	-17.583	604.867

LONGITUDINAL BONDED CONSTRUCTION JOINT

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.
BK. W. ABUT.	193185.35	-16.000	604.495
CL. BRG. W. ABUT.	193185.98	-16.000	604.504
a	193195.98	-16.000	604.649
b	193205.98	-16.000	604.793
CL. BRG. E. ABUT.	193212.73	-16.000	604.889
BK. E. ABUT.	193213.35	-16.000	604.898

LOCATION 3

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.
BK. W. ABUT.	193185.35	-12.000	604.575
CL. BRG. W. ABUT.	193185.98	-12.000	604.584
a	193195.98	-12.000	604.729
b	193205.98	-12.000	604.873
CL. BRG. E. ABUT.	193212.73	-12.000	604.969
BK. E. ABUT.	193213.35	-12.000	604.978

EXISTING CL & EASTBOUND PGL

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.
BK. W. ABUT.	193185.35	0.000	604.762
CL. BRG. W. ABUT.	193185.98	0.000	604.771
a	193195.98	0.000	604.916
b	193205.98	0.000	605.060
CL. BRG. E. ABUT.	193212.73	0.000	605.157
BK. E. ABUT.	193213.35	0.000	605.166

LOCATION 4

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.
BK. W. ABUT.	193185.35	12.000	604.791
CL. BRG. W. ABUT.	193185.98	12.000	604.800
a	193195.98	12.000	604.945
b	193205.98	12.000	605.089
CL. BRG. E. ABUT.	193212.73	12.000	605.185
BK. E. ABUT.	193213.35	12.000	605.194

LONGITUDINAL BONDED CONSTRUCTION JOINT

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.
BK. W. ABUT.	193185.35	18.417	604.791
CL. BRG. W. ABUT.	193185.98	18.417	604.800
a	193195.98	18.417	604.945
b	193205.98	18.417	605.089
CL. BRG. E. ABUT.	193212.73	18.417	605.185
BK. E. ABUT.	193213.35	18.417	605.194

FACE OF SOUTH EB BARRIER

LOCATION	STATION	OFFSET	THEO. GRADE ELEV.
BK. W. ABUT.	193185.35	23.583	604.791
CL. BRG. W. ABUT.	193185.98	23.583	604.800
a	193195.98	23.583	604.945
b	193205.98	23.583	605.089
CL. BRG. E. ABUT.	193212.73	23.583	605.185
BK. E. ABUT.	193213.35	23.583	605.194

GENERAL NOTES

1. REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31, M-42 OR M-53 GRADE 60.
2. THE CONTRACTOR SHALL MAKE ALLOWANCE FOR THE DEFLECTION OF FORMS, SHRINKAGE AND SETTLEMENT OF FALSEWORK, IN ADDITION TO ALLOWANCE FOR DEAD LOAD DEFLECTION.
3. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
4. THE CONTRACTOR SHALL MAINTAIN A MINIMUM 12'-0" VERTICAL CLEARANCE DURING CONSTRUCTION TO ALLOW ACCESS FOR EMERGENCY VEHICLES INTO CAMELOT SUBDIVISION IN THE SOUTHWEST CORNER OF THE I-80/I-55 INTERCHANGE.
5. THE CONTRACTOR SHALL NOT DRIVE CONSTRUCTION EQUIPMENT DIRECTLY BEHIND THE EXISTING RETAINING WALLS LOCATED IN THE MEDIAN OF FAI-80.
6. AFTER THE EXISTING WEARING SURFACE IS REMOVED, THE BRIDGE DECK SHALL BE REPAIRED AS DIRECTED BY THE ENGINEER. THE ESTIMATED QUANTITIES FOR THIS WORK ARE 10 SQUARE YARDS FOR DECK SLAB REPAIR (FULL DEPTH, TYPE I) AND 30 SQUARE YARDS FOR DECK SLAB REMOVAL (PARTIAL). VARIATIONS IN THE QUANTITIES SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

DESIGN SPECIFICATIONS

AASHTO (1992)

DESIGN LOADING

Live load: HS20-44 and Alternate

DESIGN STRESSES

f'_c = 3,500 psi
f_y = 60,000 psi (Prop. Reinf. Steel)
f_y = 40,000 psi (Exist. Reinf. Steel)

Note: All elevations are at top of concrete.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER WEST FRONTAGE ROAD
TOP OF SLAB ELEVATIONS
SECTION 99-1(RS-3-8R&HB-2-R) F.A.I. 80 STA. 1931+99.35
STRUCTURE NO. 099-0042
WILL COUNTY NO. 099-0043

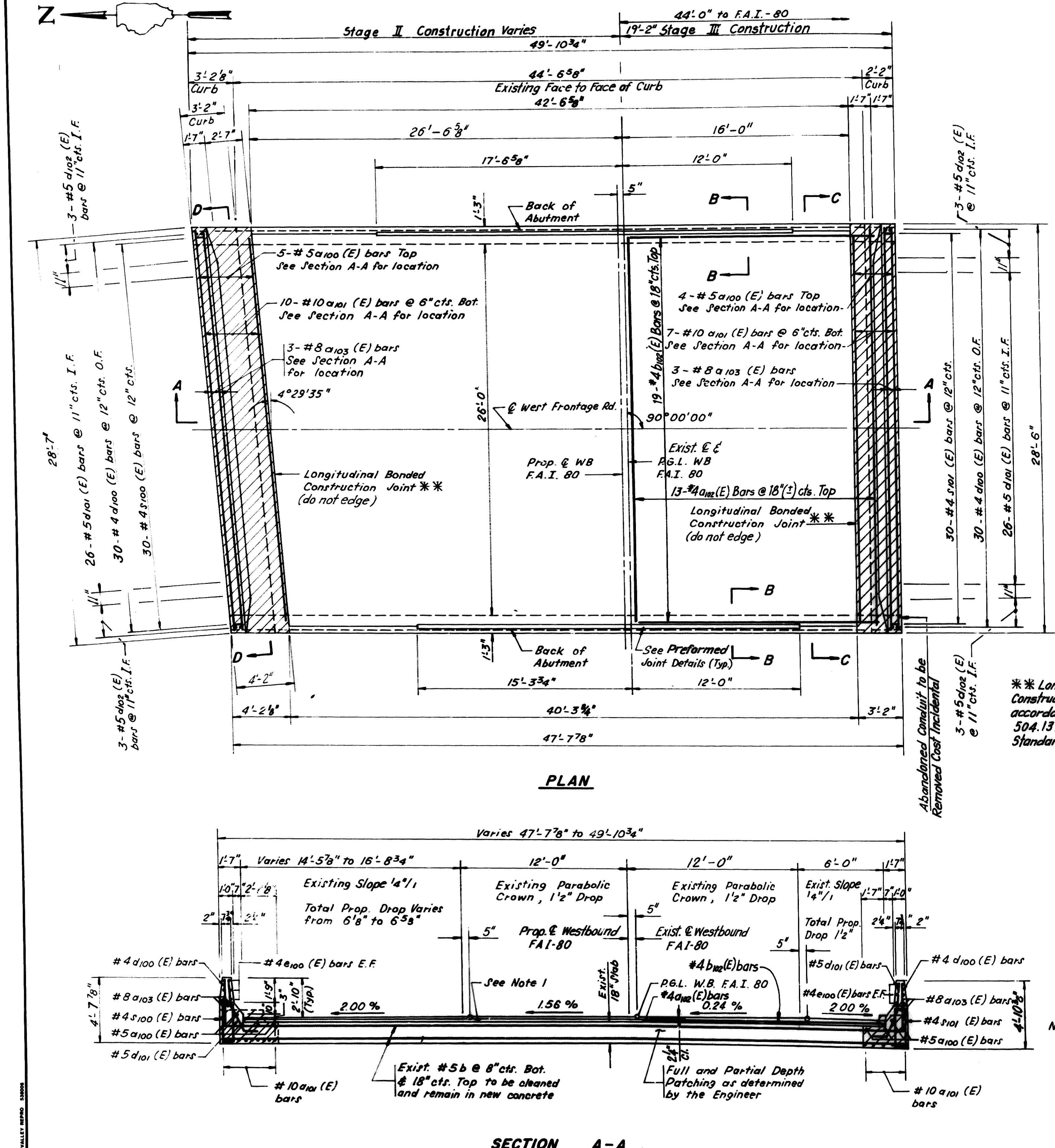
SCALE NONE
DATE 12-16-92
DRAWN BY AS
DESIGNED BY LAS
CHECKED BY PVP

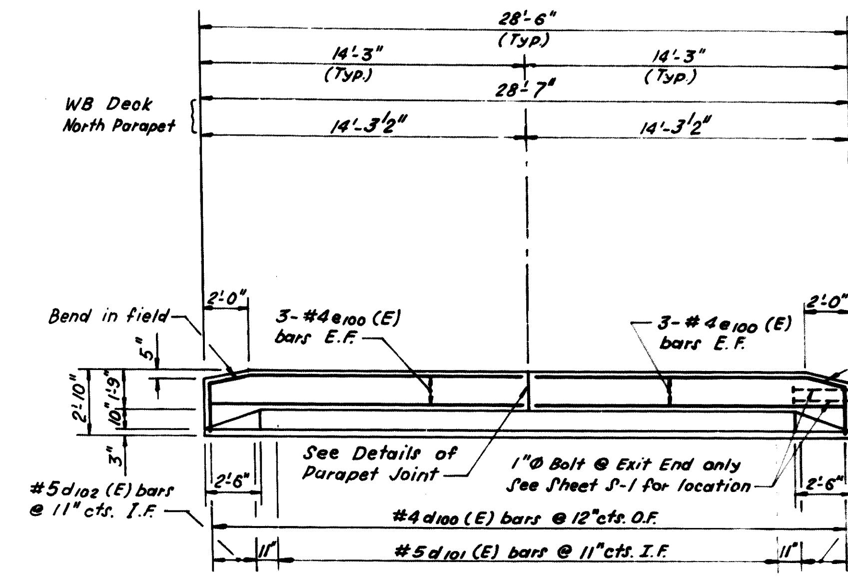
CONSULTING ENGINEERS Chicago

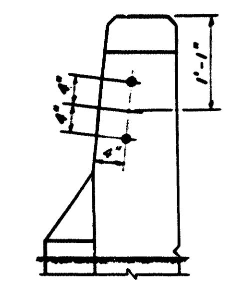
BRIDGE VALLEY REPRO 345191

F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	WILL	157	97

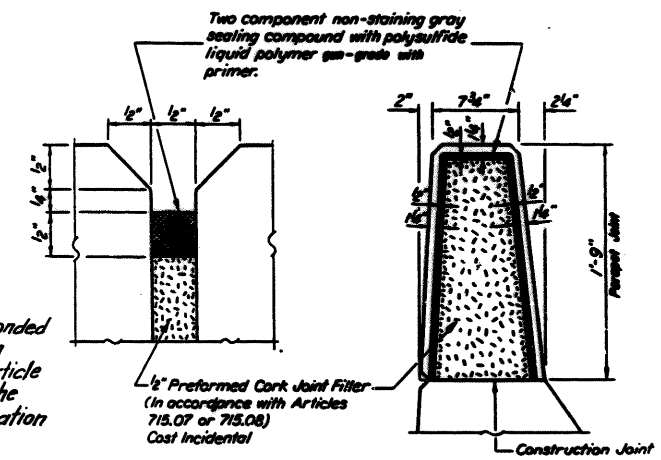
* 99-1(RS-3-BR&HB-2-R)



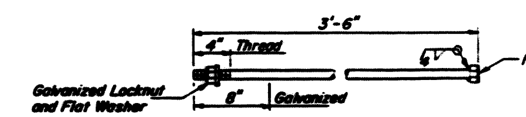




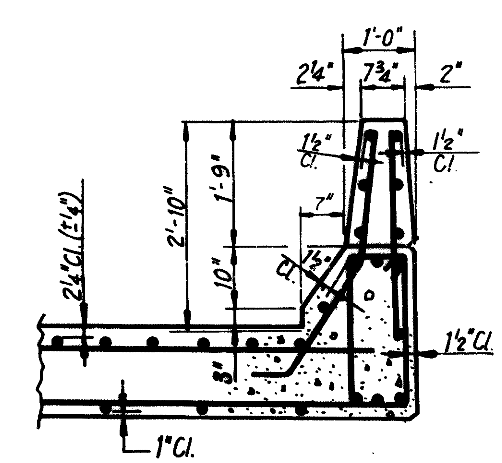
** Longitudinal Bonded Construction Joint in accordance with Article 504.13(a)(2) of the Standard Specification



DETAILS OF PARAPET JOINT



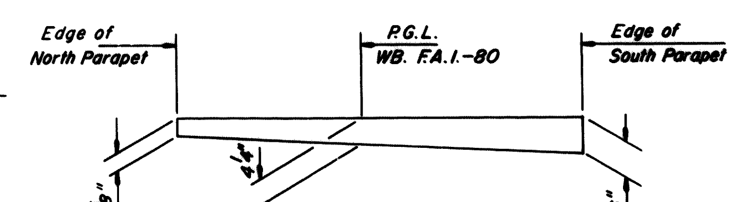
1" Ø ANCHOR BOLT



SECTION THRU PARAPET

DECK SLAB NOTES:

1. REMOVE EXISTING 3" BITUMINOUS CONCRETE WEARING SURFACE, SCARIFY DECK 1/4". IF REQUIRED, PERFORM BRIDGE PARTIAL DEPTH OR FULL DEPTH PATCHING. INSTALL MICROSILICA OVERLAY TO ACHIEVE PROPOSED FINAL TOP OF SLAB ELEVATIONS.
2. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
3. MINIMUM LAP SPLICES SHALL BE 2'-5" FOR #5 BAR AND 1'-4" FOR #4 BAR.
4. FOR BILL OF MATERIAL, BAR LIST AND JOINT DETAILS, SEE SHEET S-4.
5. HATCHED AREA INDICATES CONCRETE REMOVAL.



ESTIMATED OVERLAY THICKNESS

NOTE: Thickness of overlay is estimated. Contractor to verify in the field.

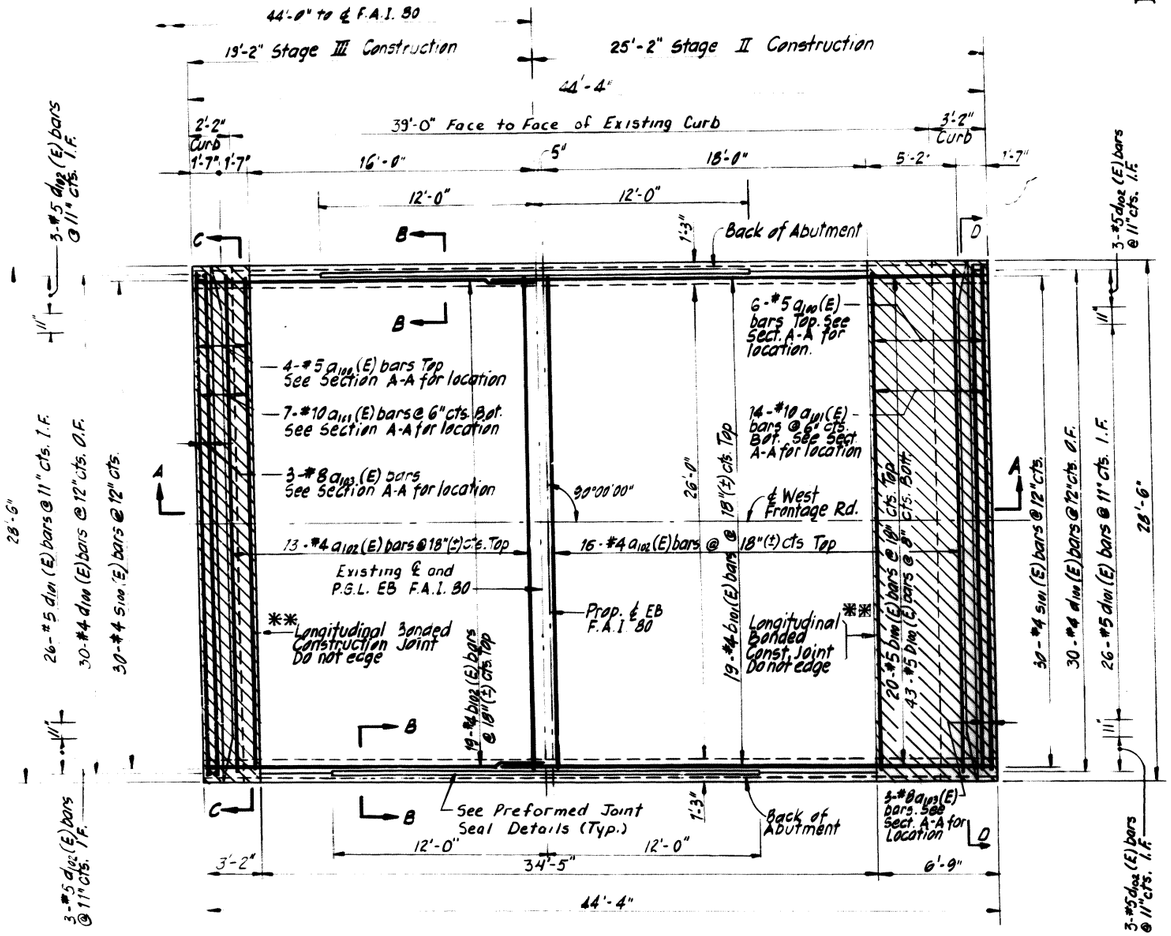
Clarke Group, Inc. Consulting Engineers

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER WEST FRONTAGE ROAD
WESTBOUND F.A.I. 80 DECK SLAB
SECTION 99-1(RS-3-BR&HB-2-R) F.A.I. 80 STA. 1931+99.35
STRUCTURE NO. 099-0042
NO. 099-0043

WILL COUNTY
SCALE 1/4" = 1'-0"
DATE 09-03-92
DRAWN BY GET
DESIGNED BY LAS
CHECKED BY PJP

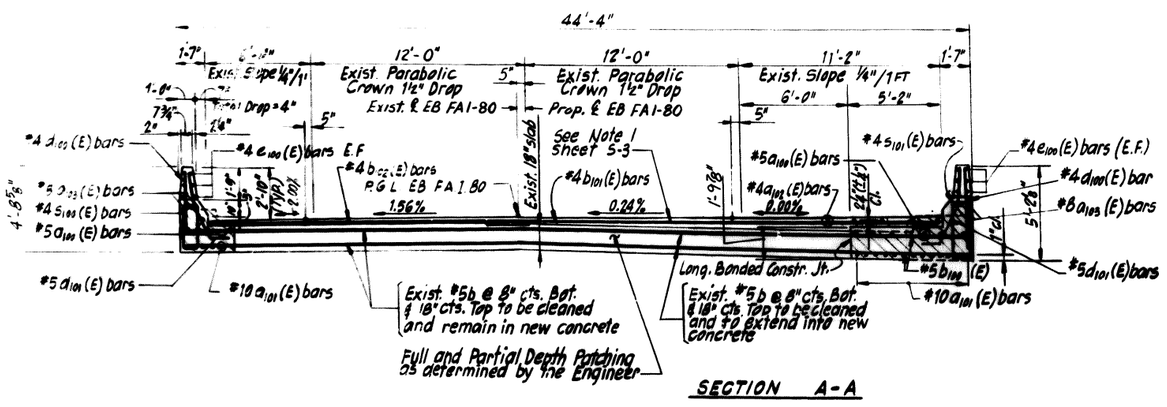
		COUNTY	TOTAL SHEETS	SHEET NO.
80	*	WILL	157	98
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FEDERAL AID PROJECT		

* 99-1(RS-3-BR & HR-2-R)

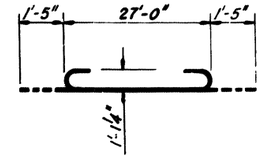


PLAN

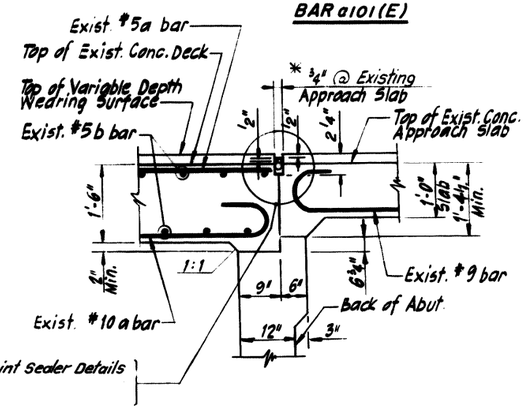
** Longitudinal Bonded Construction Joint in accordance with Article 504.13(a)(2) of the Standard Specifications.



SECTION A-A

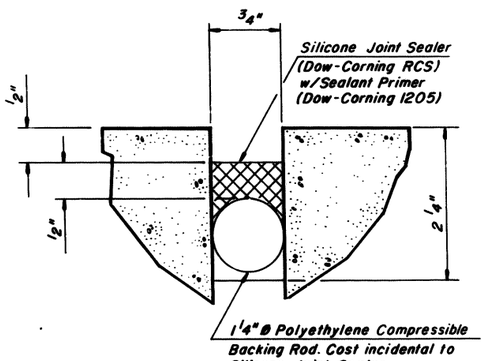


BAR a101 (E)

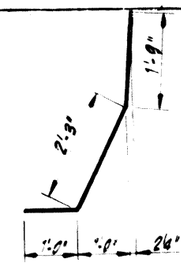


SECTION B-B

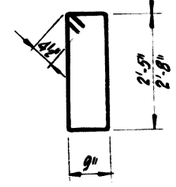
* 3/4" Slot to be Saw Cut 2 1/4" Deep. Cost Incidental to Silicone Joint Sealer



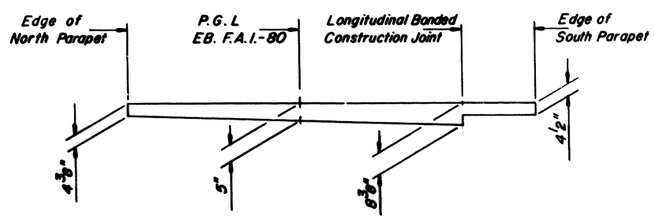
JOINT SEALER DETAIL



BAR d101 (E)



BAR S100 (E)
BAR S101 (E)



ESTIMATED OVERLAY THICKNESS

NOTE: Thickness of overlay is estimated. Contractor to verify in the field.

SUPERSTRUCTURE BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a100 (E)	4	#5	28'-0"	
a101 (E)	36	#10	29'-10"	
a102 (E)	13	#4	28'-0"	
a103 (E)	12	#8	28'-0"	
b100 (E)	63	#5	6'-5"	
b101 (E)	19	#4	24'-11"	
b102 (E)	38	#4	17'-3"	
d100 (E)	120	#4	5'-0"	
d101 (E)	104	#5	5'-0"	
d102 (E)	24	#5	3'-6"	
e100 (E)	48	#4	15'-11"	
S100 (E)	60	#4	7'-1"	
S101 (E)	60	#4	7'-7"	

Bituminous Concrete Removal (Deck)	Sq.Yd.	252
Concrete Bridge Deck Scarification (4")	Sq. Yd.	232
Concrete Removal	Cu.Yd.	37.3
Deck Slab Removal (Partial)	Sq.Yd	30
Deck Slab Repair (Full Depth, Type I)	Sq.Yd	10
Silicone Joint Sealer	Lin.Ft.	105
Bridge Deck Microsilica Concrete overlay	Sq. Yd	265
Reinforcing Bars (Epoxy Coated)	Lbs	10200
Class "X" Concrete Superstructure	Cu. Yd.	41.9
Protective Coat	Sq. Yd.	47

NOTE: For Deck Slab notes and Sections See Sheet No. S-3. Reinforcement bars designated (E) shall be epoxy-coated.

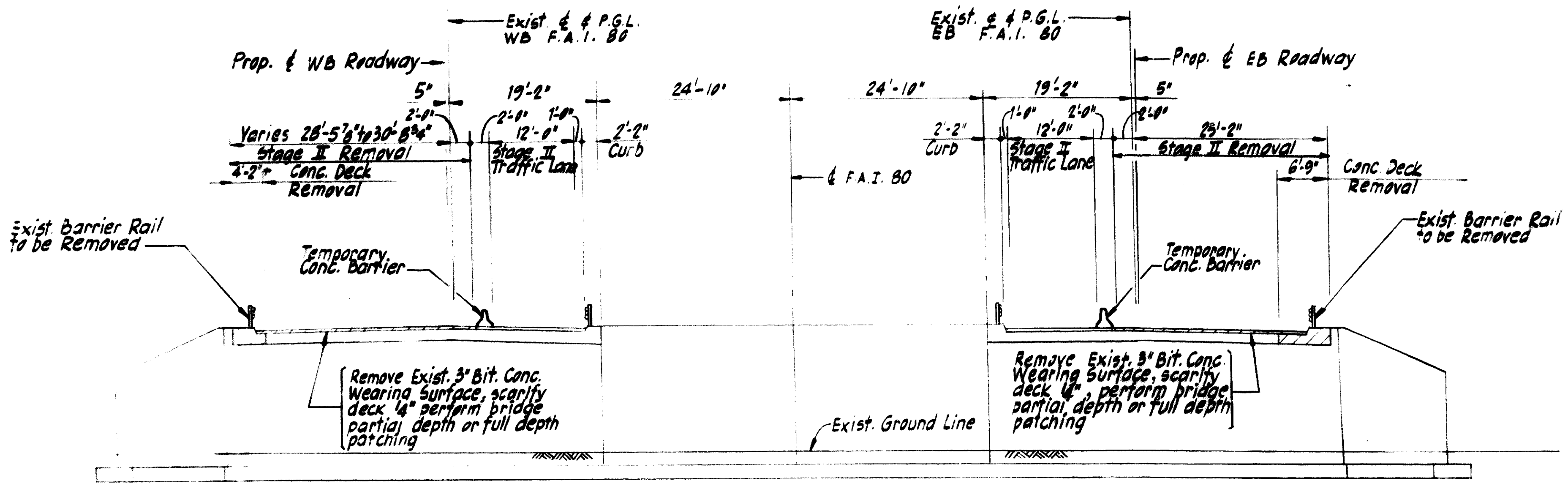
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER WEST FRONTAGE ROAD
EASTBOUND F.A.I. 80 DECK SLAB
SECTION 99-1(RS-3-BR&HR-2-R)
F.A.I. 80 STA. 1931+98.35
STRUCTURE NO. 099-0042
NO. 099-0043
WILL COUNTY
SCALE: N.T.S.
DATE 12-16-92
DRAWN BY AS
DESIGNED BY LAS
CHECKED BY PVP

Clarke Group, Inc. CONSULTING ENGINEERS Chicago, Illinois

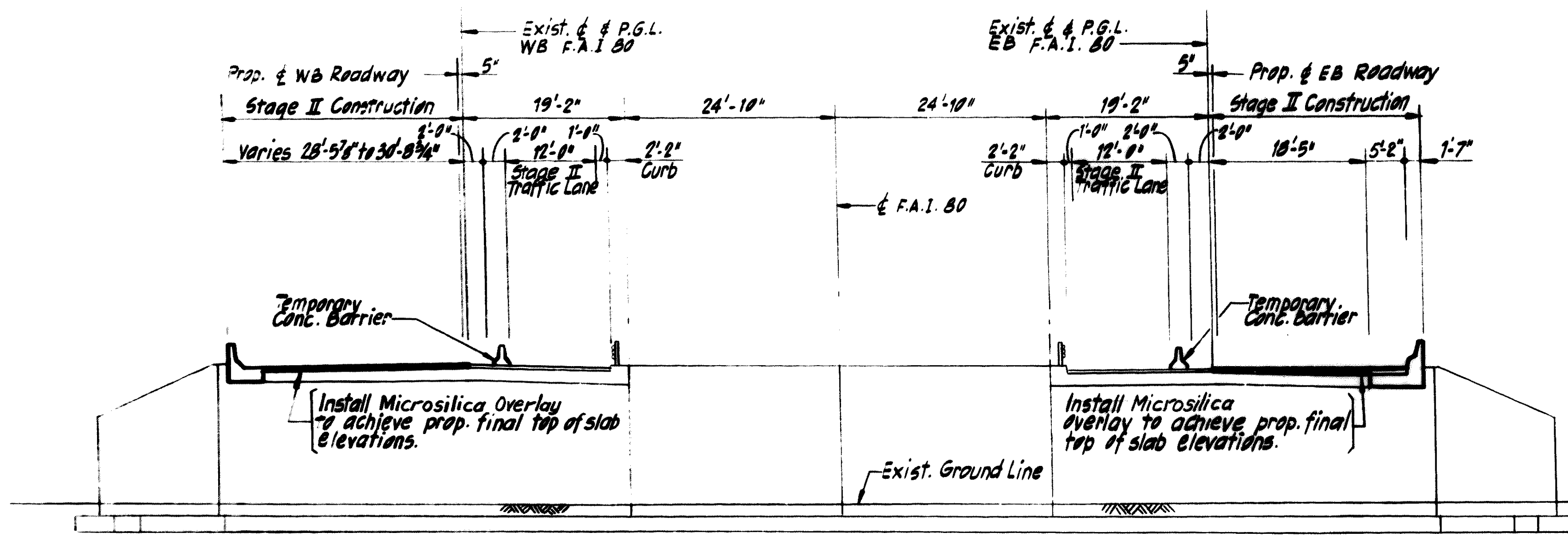
BRUCE VALLEY REPRO 348791

F.A. Route	Section	County	Total Sheets	Sheet No.
80	*	WILL	157	99

*99-1(RS-BR& HB-2-R)



STAGE II REMOVAL
(Looking East)



STAGE II CONSTRUCTION
(Looking East)

NOTES:

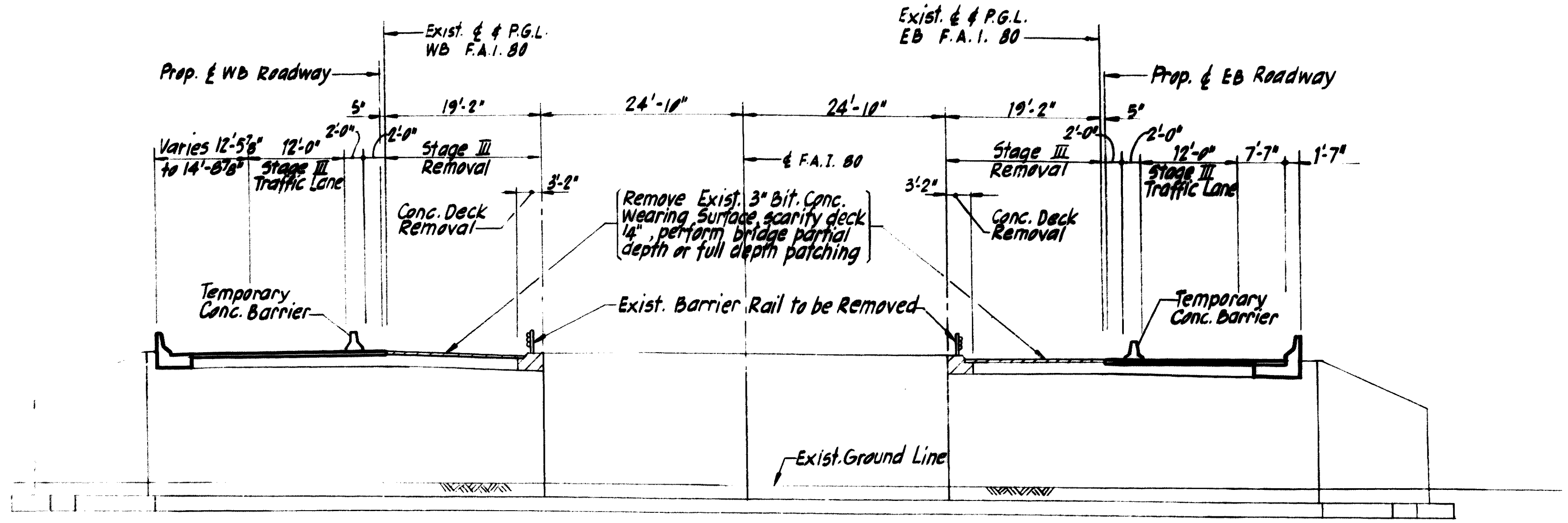
1. Pay item for temporary concrete barrier is included in the Roadway Plans.
2. For detail of temporary concrete barrier see Sheet No. 92.
3. Removal of Existing Barrier Rail shall be incidental to Concrete Removal.

Ciorba Group, Inc.
CONSULTING ENGINEERS
Chicago, Illinois

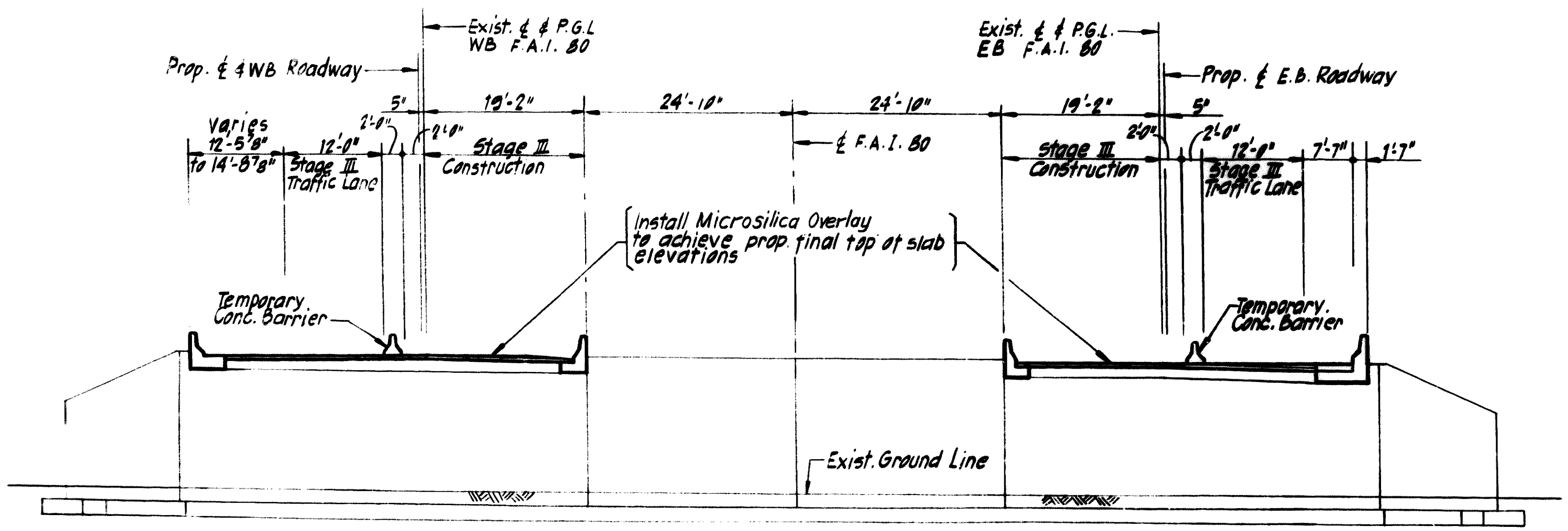
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER WEST FRONTAGE ROAD
STAGE II CONSTRUCTION
SECTION 99-1(RS-3-BR&HB-2-R) F.A.I. 80 STA. 1931+99.35
STRUCTURE NO. 099-0042
NO. 099-0043
WILL COUNTY
SCALE 1"=10'-0"
DATE 02-17-92
DRAWN BY AS
DESIGNED BY LAS
CHECKED BY PUP

F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	WILL	157	100

*99-1(RS-3, BR & HB-2-R)



STAGE III REMOVAL
(Looking East)



STAGE III CONSTRUCTION
(Looking East)

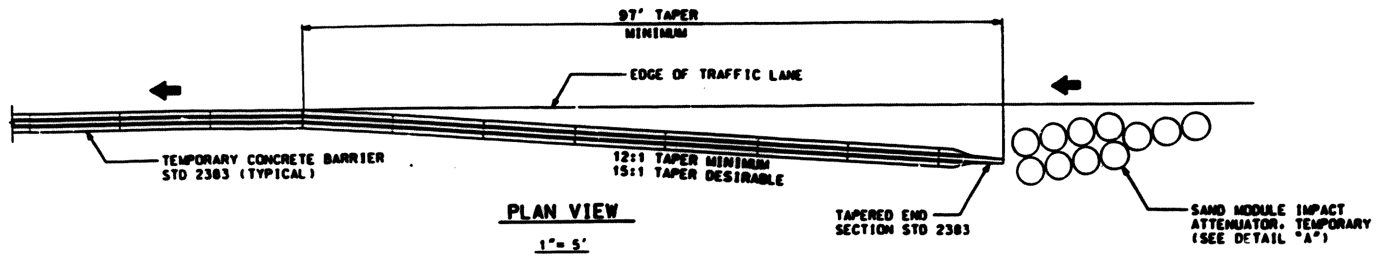
NOTE: For Staging Notes See Sht. S-5

Ciorba Group, Inc.
CONSULTING ENGINEERS
Chicago, Illinois

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. 80 OVER WEST FRONTAGE ROAD
STAGE III CONSTRUCTION
SECTION 99-1(RS-3-BR&HB-2-R) F.A.I. 80 STA. 1931+99.35
STRUCTURE NO. 099-0042
NO. 099-0043
WILL COUNTY
SCALE 1" = 10'-0"
DATE 12-16-92
DRAWN BY A.S.
[illegible] BY L.A.J.
CHECKED BY P.J.P.

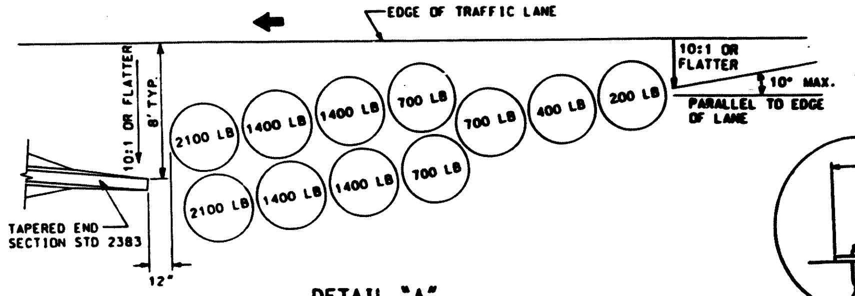
55,80	*	WILL	157	101

* 99-1(RS-3, BR & HB-2-R)



PLAN VIEW

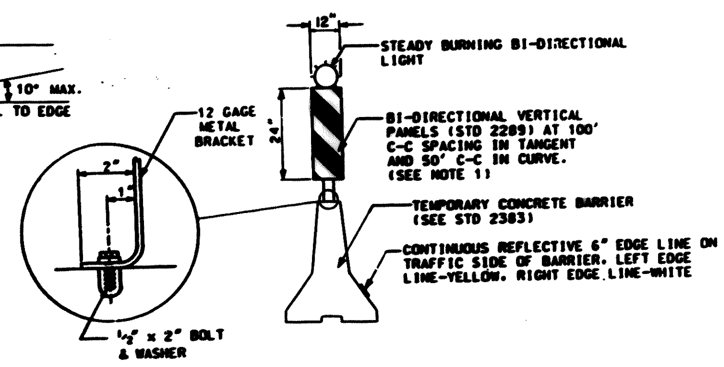
1" = 5'



DETAIL "A"

SAND MODULE IMPACT ATTENUATOR, TEMPORARY

N.T.S.



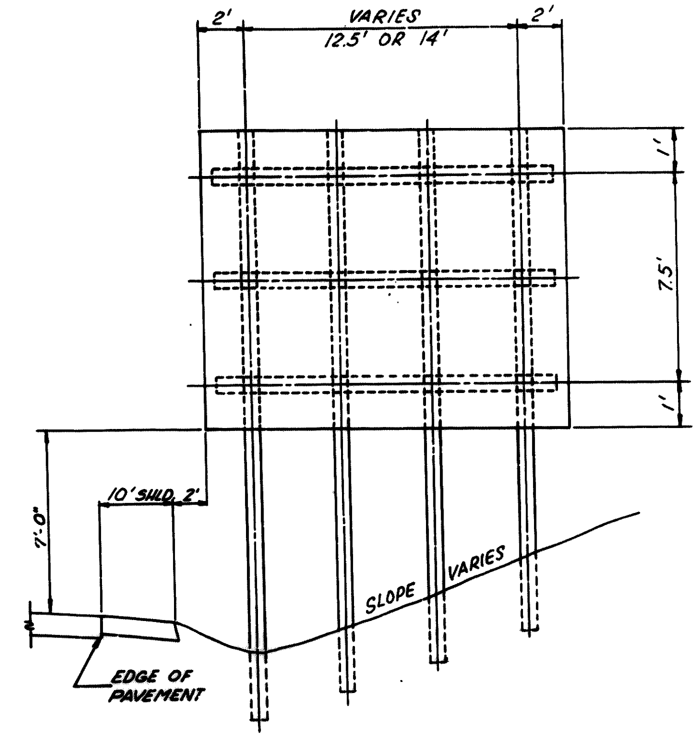
TYPICAL SECTION

N.T.S.

1. BI-DIRECTIONAL VERTICAL PANELS W/BI-DIRECTIONAL STEADY BURN LIGHTS WILL BE MOUNTED ON TOP OF TEMPORARY BARRIER WALL @ 50 FT. CENTER TO CENTER FOR LENGTHS LESS THAN 1,000 FT. AND 100 FT. CENTER TO CENTER FOR LENGTHS GREATER THAN 1,000 FT.
2. THE COST FOR FURNISHING AND INSTALLING THE VERTICAL PANELS AND STEADY BURN LIGHT SHALL BE CONSIDERED INCIDENTAL TO TRAFFIC CONTROL AND PROTECTION.
3. THE CONTINUOUS REFLECTIVE EDGE LINE 6" SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TEMPORARY CONCRETE BARRIER.
4. SAND MODULE IMPACT ATTENUATOR, TEMPORARY, IS NOT REQUIRED WHEN TEMPORARY BARRIER END SECTION IS OUTSIDE THE CLEAR ZONE.

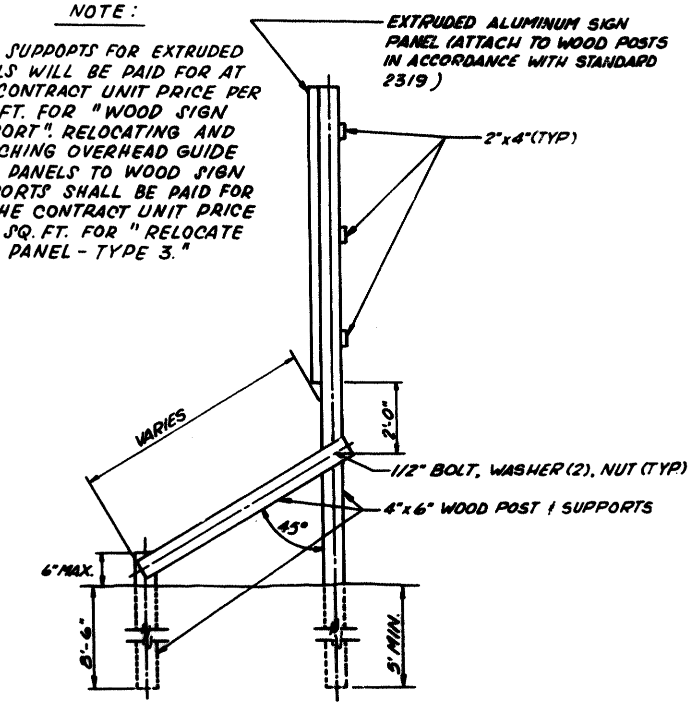
TEMPORARY CONCRETE BARRIER & ATTENUATOR DETAIL

SCALE: NONE



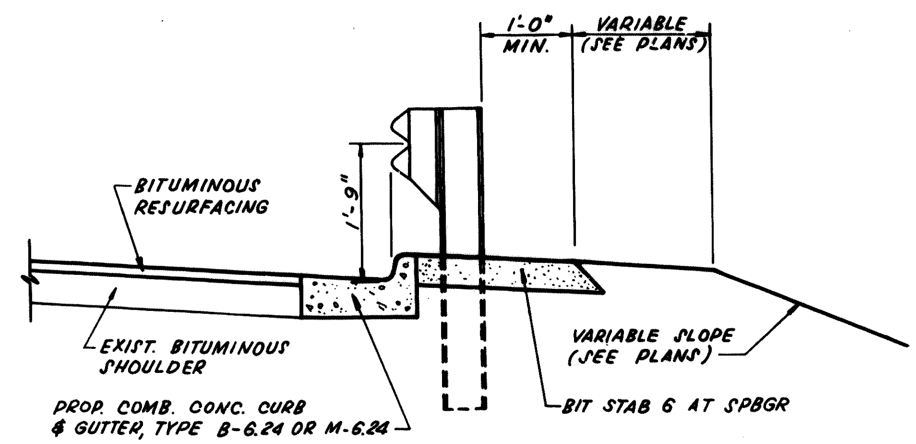
NOTE:

WOOD SUPPORTS FOR EXTRUDED PANELS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LIN. FT. FOR "WOOD SIGN SUPPORT". RELOCATING AND ATTACHING OVERHEAD GUIDE SIGN PANELS TO WOOD SIGN SUPPORTS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ. FT. FOR "RELOCATE SIGN PANEL - TYPE 3."



NOTE: BRACES SLOPE TOWARD TRAFFIC

TEMPORARY GROUND MOUNT DETAIL FOR RELOCATED EXTRUDED ALUMINUM PANELS



GUARD RAIL DETAIL ADJACENT TO CURB AND GUTTER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. - 80 AND F.A.I. - 55

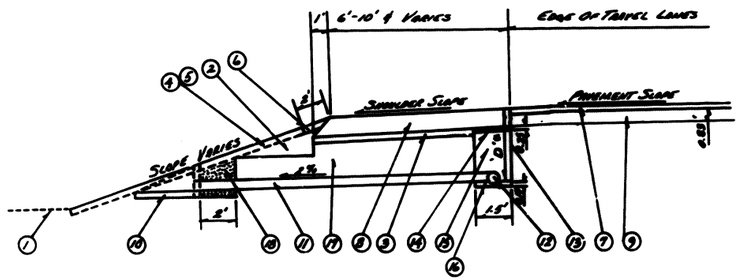
DETAILS

SCALE NOT TO SCALE DRAWN BY GET
DATE 01-04-93 CHECKED BY JWS, GMW

Sheets 101 Thru 157 (Set 2 of 2)

F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	157	102
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FEDERAL AID PROJECT		

* 99-1 (RS-3, BR & HB-2-R)



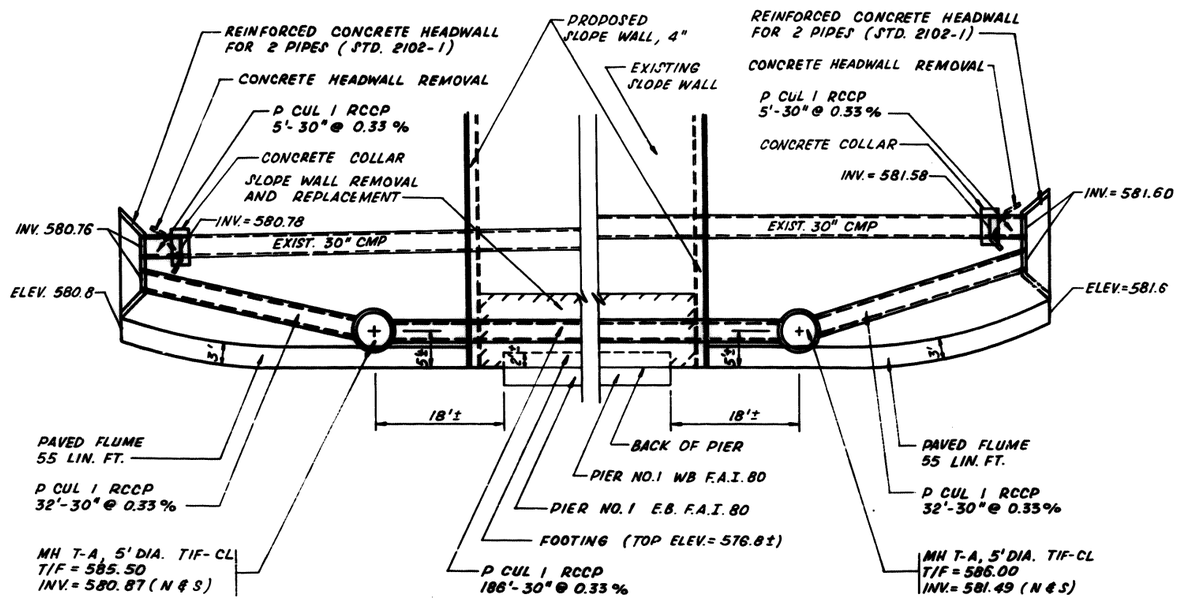
PIPE UNDERDRAIN DETAIL

N.T.S.

LEGEND

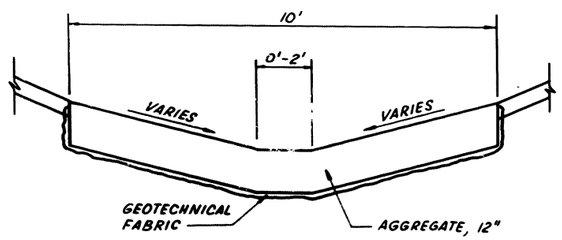
1. EXISTING GROUND
2. EMBANKMENT
3. SUBBASE GRANULAR MATERIAL, TY. B, 1"
4. SEEDING, CLASS 2A
5. TOP SOIL 4"
6. AGGREGATE SHOULDERS, TY. B, 4"
7. BITUMINOUS CONCRETE RESURFACING
8. BITUMINOUS SHOULDER, 13"
9. P.C.C. PAVEMENT, 10"
10. CONCRETE HEADWALL - STD. 2362
11. PIPE DRAINS, 6"
12. PIPE UNDERDRAIN, FABRIC LINED TRENCH, 6"
13. GEOTECHNICAL FABRIC - (COST INCIDENTAL TO PIPE UNDERDRAIN, F.L.T.)
14. FINE AGGREGATE (FA-1 OR 2) - (COST INCIDENTAL TO PIPE UNDERDRAIN, F.L.T.)
15. POROUS GRANULAR BACKFILL (CA-7, 11 OR 14) - (COST INCIDENTAL TO PIPE UNDERDRAIN, F.L.T.)
16. BEDDING MATERIAL (FA-1 OR 2) - (COST INCIDENTAL TO PIPE UNDERDRAIN, F.L.T.)
17. TRENCH BACKFILL (FA-1 OR 2) - FULL DEPTH WITHIN 2' OF EDGE OF PAVED SHOULDER, AND A MINIMUM OF 1' OVER TOP OF PIPE ELSEWHERE. (COST INCIDENTAL TO PIPEDRAIN, 6")
18. CLAY PLUG - (COST INCIDENTAL TO PIPE DRAIN, 6")

NOTE:
* - 36" NOMINAL, SEE PROPOSED PLAN SHEETS FOR INVERTS.



NOTE: SEE SHEET NO. S-24 FOR SLOPE WALL AND PAVED FLUME DETAILS.

CULVERT IMPROVEMENTS DETAIL



AGGREGATE DITCH / FABRIC DETAIL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. - 80 AND F.A.I. - 55

DETAILS

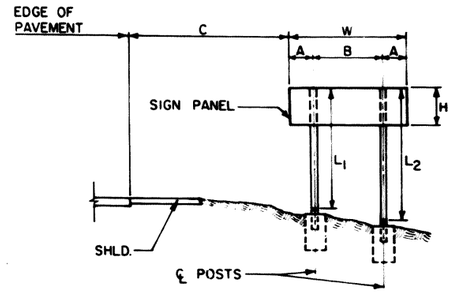
SCALE NOT TO SCALE DRAWN BY GET

DATE 01-04-93 CHECKED BY SMT, GWH

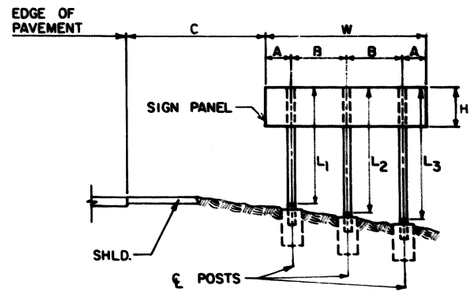
F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	WILL	157	103
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FEDERAL AID PROJECT		

* 99-1 (RS-3, BR & HB-2-R)

ROUTE	SIGN NO.	STATION	SIGN PANEL H.	SIGN PANEL W.	POSTS NO.	POSTS SIZE *	POSTS L_1*	POSTS L_2*	POSTS L_3	DISTANCES A*	DISTANCES B*	DISTANCES C	QUANTITIES STRUCT. STEEL LBS.	QUANTITIES CONCRETE CU. YDS.	REMARKS
	GME-1	1920+60	11.5 2	16.5 2	2	W10×26	24'-0"	24'-2"		3'-4"	9'-10"	38	1409	2.6	



TYPICAL 2 POST INSTALLATION



TYPICAL 3 POST INSTALLATION

NOTES:

1.) IF NECESSARY, SHIFT FOUNDATIONS TO AVOID PLACING WITHIN DITCH LINES.
2.) FOR SIGNS LESS THAN 30 FT. FROM EDGE OF PAVEMENT (DIM. C), THE MINIMUM CLEAR HEIGHT IS 7 FT.. FOR SIGNS 30 FT. AND GREATER FROM EDGE OF PAVEMENT (DIM. C), THE MINIMUM CLEAR HEIGHT IS 5 FT..
3.) CONTRACTOR AND RESIDENT ENGINEER SHALL DETERMINE EXACT LENGHTS REQUIRED BEFORE ORDERING SUPPORTS (REF. STD. SPEC. 2256-10)

* SIGN SUPPORT SIZE AND DIMENSIONS FOR INFORMATION ONLY - TO BE VERIFIED IN THE FIELD.

REVISIONS	
NAME	DATE

GROUND MOUNT SIGN STRUCTURES

"BREAK-AWAY" SIGN POSTS

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 80 RESURFACING

GROUND MOUNTED SIGN SUPPORT DETAILS

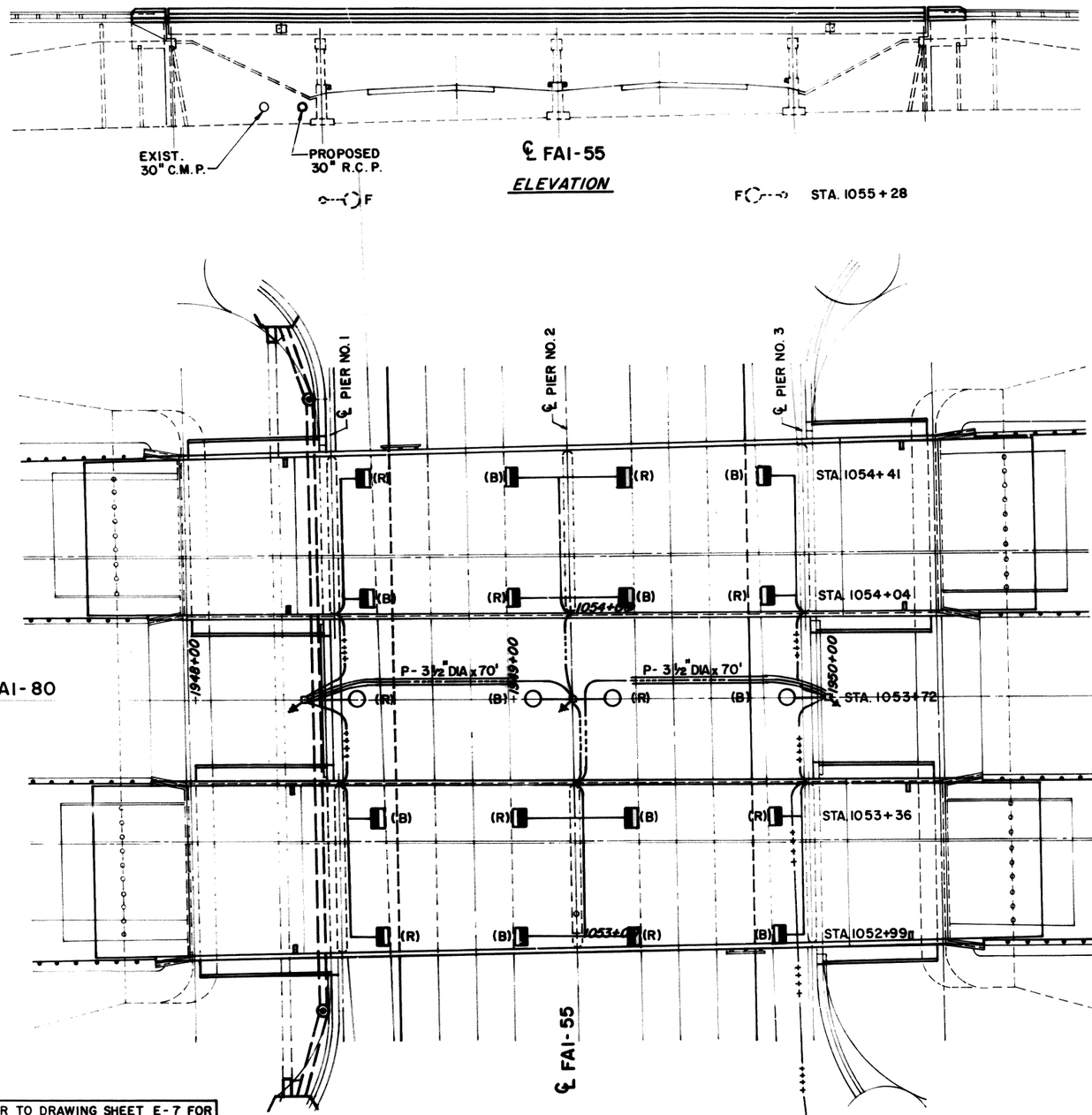
SCALE: NONE

DATE 1-27-93

DRAWN BY DRT
DESIGNED BY SBH
CHECKED BY

FED. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80,55	*	WILL	157	110
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FEDERAL AID PROJECT		

* SECTION: 99-1 (RS-3, BR & HB-2-R)



ELEVATION

PLAN

REFER TO DRAWING SHEET E-7 FOR UNDERPASS LIGHTING CIRCUITRY.

DETAILS- REFER TO DRAWING SHEET - "LIGHTING, BRIDGE DECK CONSTRUCTION STAGE-3"

SYMBOLS

- PROPOSED UNDERPASS FIXTURE, STAINLESS STEEL, 55 W LPS LAMP, 240V. BALLAST.
- PROPOSED LIGHT POLE, ALUMINUM, 35'-0" MOUNTING HEIGHT, 15' MAST ARM, BREAKAWAY DEVICE, 15" BOLT CIRCLE, 20' SET BACK, LUMINAIRE - 150 W HPS LAMP, M-C-III, 240 V. BALLAST.
- PROPOSED LIGHT POLE, ALUMINUM, 35'-0" MOUNTING HEIGHT, 2- 15' MAST ARM, BREAKAWAY DEVICE, 15" BOLT CIRCLE, 20' SET BACK, LUMINAIRE - 150 W HPS LAMP, M-C-III, 240 V BALLAST.
- F FUTURE LIGHT POLE LOCATION
- UNIT DUCT, 3 - 1/C NO. 4 AND 1/C NO. 6 GROUND, 600 V (EPR - TYPE RHW), 1¼" DIA. POLYETHYLENE.
- --A/3C-- AERIAL CABLE, 3 - 1/C NO. 4 ALUMINUM, WITH MESSENGER WIRE.
- GROUND ROD, 5/8" DIA. x 10' FT.
- CONDUIT PUSHED, 3½" DIA., GALVANIZED STEEL
- TEMPORARY WOOD POLE, 50 FT. CLASS 4.
- EXISTING LIGHT POLE, TO REMAIN IN PLACE.
- REM EXISTING LIGHT POLE, TO BE REMOVED.
- REM EXISTING UNDERPASS LUMINAIRE, TO BE REMOVED.
- EXISTING LIGHTING CONTROLLER, SERVICE- 240/480V, 1ϕ, 60 Hz, 3 WIRE, CIRCUITRY - 2 WIRE, 480 VOLT.
- EXISTING BREAKER BOX.
- T TEMPORARY LIGHT POLE, WOOD, 60 FT MOUNTING HEIGHT, 15 FT. MAST ARM, 20 FT. SET BACK, LUMINAIRE - 400W HPS LAMP, M-C-III, 480 V BALLAST.
- --A/2C-- AERIAL CABLE, 2 - 1/C NO. 4 ALUMINUM, WITH MESSENGER WIRE.
- EXISTING UNDERPASS LUMINAIRE
- UNIT DUCT IN CONDUIT - UNIT DUCT WITH 3 - 1/C NO. 4 AND 1/C NO. 6 GROUND, 600 V (EPR - TYPE RHW), 1¼ DIA. POLYETHYLENE, CONDUIT IN TRENCH, 2½" DIAMETER, GALVANIZED STEEL.

NOTES:

(1) WITHIN THIRTY (30) DAYS AFTER THE CONTRACT IS SIGNED AND BEFORE ANY WORK IS AUTHORIZED BY THE ENGINEER, THE CONTRACTOR SHALL SUBMIT MANUFACTURER'S LITERATURE PERTAINING TO LIGHTING WORK FOR THE ELECTRICAL ENGINEER'S REVIEW AND APPROVAL.

(2) AT THE CONTRACTOR'S REQUEST, THE STATE ELECTRICAL MAINTENANCE CONTRACT SHALL MARK AND/OR STAKE (ONLY ONCE PER LOCATION), ALL UNDERGROUND CABLE ROUTES OWNED AND MAINTAINED BY THE STATE, WITHIN THE PROJECT LIMITS. SEVEN (7) DAYS ADVANCE NOTICE IS REQUIRED BY THE STATE ELECTRICAL MAINTENANCE CONTRACTOR.

(3) THE CONTRACTOR SHALL NOTIFY JULIE, TO LOCATE AND MARK/STAKE ALL UNDERGROUND UTILITIES.

(4) THE LIGHTING SYSTEM SHALL REMAIN IN OPERATION BETWEEN 4 PM AND 8 AM OR AS DIRECTED BY THE ENGINEER.

(5) UPON COMPLETION OF THE LIGHTING WORK, THE CONTRACTOR SHALL FURNISH FOUR (4) SETS OF "RECORD DRAWINGS" TO THE ENGINEER.

(6) THE CONTRACTOR SHALL APPLY FOR AND OBTAIN FROM THE LOCAL UTILITY THE REQUIRED ELECTRIC SERVICE FOR THE LIGHTING WORK AS SOON AS THE CONTRACT IS AWARDED AND SIGNED.

(7) THE CONTRACTOR SHALL KEEP A MINIMUM THIRTY (30) FEET VERTICAL CLEARANCE BETWEEN THE TOP OF PAVEMENT AND THE SAG OF AERIAL CABLE.

(8) ELECTRICAL CONTRACTOR SHALL COORDINATE UNDERPASS ELECTRICAL WORK WITH BRIDGE CONTRACTOR.

REFER TO DRAWING SHEET E-4 FOR SUMMARY OF QUANTITIES.

ALL LIGHTING AND ELECTRICAL WORK COMPLETED BY SUNJOY INC. AREA LIGHTING (SHEETS E1 - E14)

REGISTERED PROFESSIONAL ENGINEER
STATE OF ILLINOIS
062-020023, NOV. 30, 1994
James R. Metz
JAMES R. METZ

REV. JAN. 24, 93

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 80 OVER FAI 55

PROPOSED UNDERPASS LIGHTING SYMBOLS AND NOTES

SCALE - 20 FT = 1"
DRAWN BY N. SHAH
DATE - DEC 1992
CHECKED BY J. SHAH

FAI ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
80,55	*	WILL	157	111
STA.	TO STA.			
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

* SECTION: 99-1 (RS-3, BR & HB-2-R)

CONSTRUCTION NOTES:

(1) THE EXISTING LIGHTING CIRCUITRY HAS TWO (2) WIRE, 480 VOLTS ELECTRIC POWER.

(2) REFER TO DRAWING SHEET - "EXISTING LIGHTING SYSTEM" FOR THE UNDERPASS LIGHTING IDENTIFICATION.

PREPARATION:

(1) INSTALL LIGHT POLES AND WOOD POLES AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. DISCONNECT THE EXISTING CIRCUITRY FOR UNDERPASS LIGHTING UNITS AND REWIRE A TEMPORARY CIRCUIT FOR THE UNDERPASS LIGHTING UNITS - #B2, #B4, #B6 AND #B8. THE LIGHTING SYSTEM SHALL BE IN OPERATION AND APPROVED BY THE ENGINEER PRIOR TO BEGINNING STAGE 2 LIGHTING IMPROVEMENT.

(2) REMOVE THE EXISTING UNDERPASS LIGHTING UNITS - #B1, #B3, #B5 AND #B7 AND EXISTING LIGHT POLES, LUMINAIRES AND FOUNDATIONS AS INDICATED.

STAGE - 2:

(1) INSTALL THE PROPOSED UNDERPASS LIGHTING UNITS AT FAI-55 STATIONS 1052+99 AND 1054+41, AND LIGHT POLES AT STATION 1053+72. INSTALL THE PROPOSED LIGHTING CIRCUITRY, 240/480 VOLTS, 3 WIRE FROM THE EXISTING LIGHTING CONTROLLER AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. FOLLOWING COMPLETION OF STAGE 2, THE PROPOSED UNDERPASS LIGHTING SYSTEM SHALL BE IN OPERATION.

EXISTING LIGHT POLE AT STA. 1941+40

RELOCATE EXISTING LIGHT POLE ON NEW CONCRETE FOUNDATION AFTER PLACEMENT OF EMBANKMENT IN STAGE 2A

PT = 1945+02.81

1945+00

F.A.I. 80

RAMP B

OH. SIGN BASE

A/2C

REM.

STA. 1948+34

B6

B2

B8

B4

1055+00

1050+00

1045+00

F.A.I. 55

STA. 1950+04

1950+00

EXISTING BREAKER BOX

EXISTING CONTROLLER

RAMP F

RAMP D

REVISIONS			
NO.	DATE	DESCRIPTION	BY
	JAN. 24, 93	NOTES	NS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 80 OVER FAI 55

LIGHTING PLAN
BRIDGE DECK CONSTRUCTION STAGE-2

SCALE - 50 FT. = 1"

DRAWN BY N. SHAH

DATE DEC. 1992

CHECKED BY J. SHAH

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
80,55	*	WILL	157	112
STA.	TO STA.			
FED. ROAD DIST NO. 7	ILLINOIS	FEDERAL AID PROJECT		

* SECTION: 99-1(RS-3, BR & HB-2-R)

CONSTRUCTION NOTES:

(1) THE EXISTING LIGHTING CIRCUITRY HAS TWO (2) WIRE, 480 VOLT ELECTRIC POWER.

(2) REFER TO DRAWING SHEET - "EXISTING LIGHTING SYSTEM" FOR THE UNDERPASS LIGHTING UNITS IDENTIFICATION.

STAGE - 3:

(1) THE PROPOSED UNDERPASS LIGHTING SYSTEM INSTALLED ON FAI 55 STATIONS 1052+99, 1053+72 AND 1054+41 SHALL BE IN OPERATION AND APPROVED BY THE ENGINEER PRIOR TO BEGINNING STAGE 3 LIGHTING WORK.

(2) DISCONNECT AND REMOVE THE TEMPORARY CIRCUITRY FOR THE UNDERPASS LIGHTING UNITS - #B2, #B4, #B6 AND #B8. REMOVE THE UNDERPASS FIXTURES.

(3) INSTALL THE PROPOSED UNDERPASS LIGHTING UNITS AT FAI-55 STATIONS 1053+36 AND 1054+04. THE UNDERPASS LIGHTING UNITS SHALL BE WIRED TO THE PROPOSED CIRCUITRY AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.

(4) THE UNDERPASS LIGHTING SYSTEM SHALL BE IN OPERATION AND APPROVED BY THE ENGINEER FOLLOWING COMPLETION OF STAGE 3.

EXISTING LIGHT POLE AT STA. 1941+40

RELOCATED LIGHT POLE

PT = 1945+02.81

1945+00

F.A.I. 80

RAMP B

DH. SIGN BASE

A/2C

F.A.I. 55

1045+00

1050+00

1055+00

1950+00

DETAILS - REFER TO DRAWING SHEET - "LIGHTING DETAILS - CONTROL CABINET MODIFICATION DETAIL"

A/3C

EXISTING CONTROLLER

EXISTING BREAKER BOX

INSTALL HEAVY DUTY SAFETY SWITCH, 3 WIRE, SOLID NEUTRAL, 2 FUSES - 30 AMP, 600V AC, IN NEMA 3R LOCKABLE ENCLOSURE THE ENCLOSURE SHALL BE MOUNTED 10 FT ABOVE GROUND LINE. THIS WORK SHALL BE INCLUDED WITH - "MODIFY EXISTING CONTROLLER"

PROPOSED UNDERPASS LIGHT CIRCUITRY

PROPOSED SIGN LIGHT CIRCUITRY

RAMP F

RAMP D

REVISIONS			
NO.	DATE	DESCRIPTION	BY
	JAN. 24, 93		NS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 80 OVER FAI 55

LIGHTING PLAN
BRIDGE DECK CONSTRUCTION STAGE - 3

SCALE 50 FT = 1"

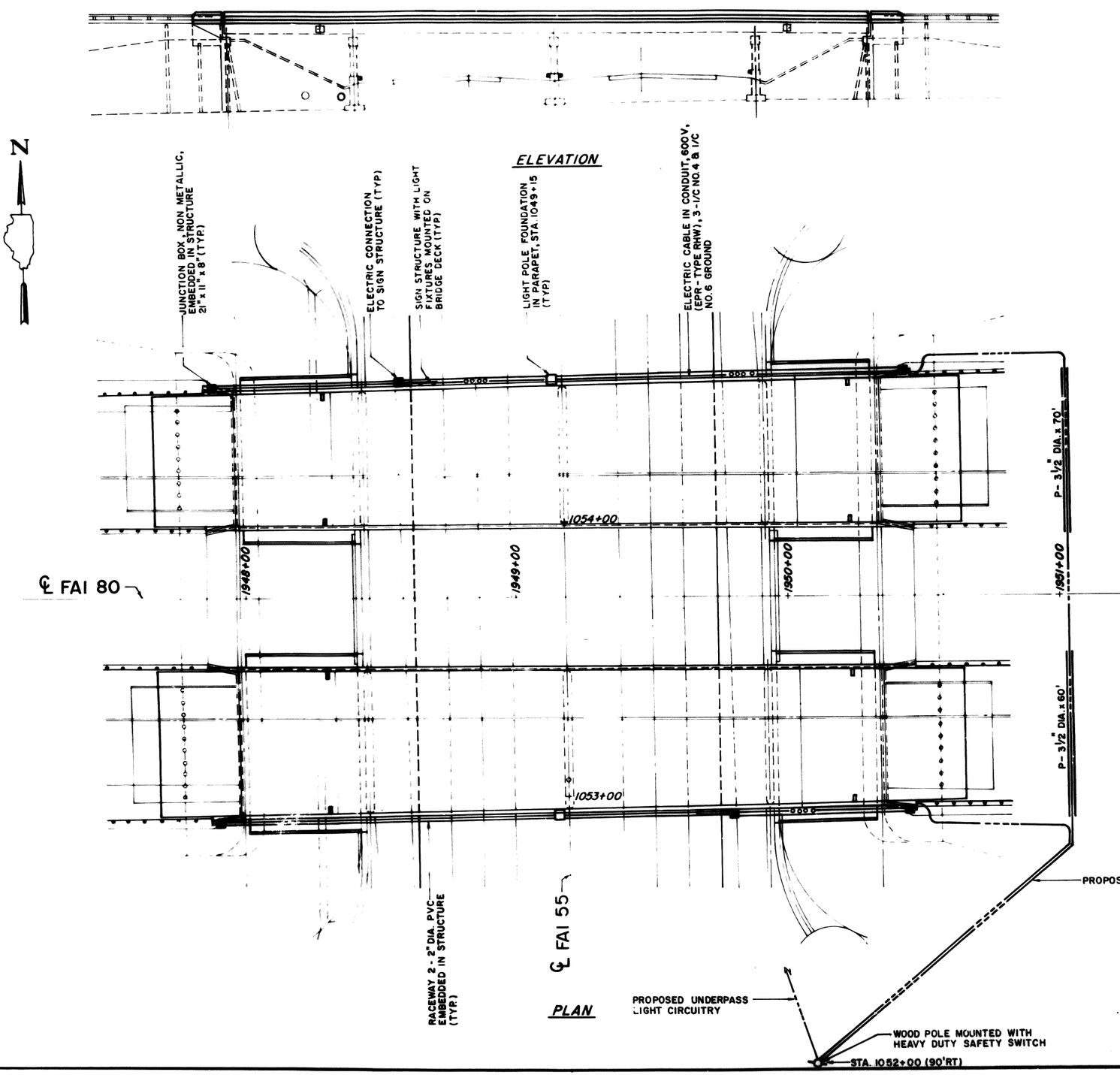
DRAWN BY N. SHAH

DATE DEC. 1992

CHECKED BY J. SHAH

F.A.S. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80,55	*	WILL	157	113
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS	FEDERAL AID PROJECT	

* SECTION: 99-1(RS-3, BR & HB-2-R)



QUANTITIES

ITEM	UNIT	QUANTITY
BREAKAWAY DEVICE COUPLING WITH ALUMINUM SKIRT	EACH	3
CONDUIT ATTACHED TO STRUCTURE 1" DIA. GALVANIZED STEEL	LIN. FT.	900
CONDUIT ATTACHED TO STRUCTURE 2½" DIA. GALVANIZED STEEL	LIN. FT.	110
CONDUIT PUSHED, 3½" DIA. GALVANIZED STEEL	LIN. FT.	270
ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW), 3-1/c NO. 10	LIN. FT.	1,100
GROUND ROD, ⅝" DIA. x 10FT.	EACH	9
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 10"x8"x6"	EACH	12
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18"x12"x8"	EACH	6
LIGHT POLE FOUNDATION, 24" DIAMETER	LIN. FT.	45
LIGHT POLE, ALUMINUM, 35 FT. MH, 15 FT. MAST ARM	EACH	2
LIGHT POLE, ALUMINUM, 35 FT. MH, 2-15 FT. MAST ARM	EACH	1
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT 150 WATT	EACH	4
TRENCH AND BACKFILL FOR ROADWAY LIGHTING	LIN. FT.	500
UNDERPASS LUMINAIRE, 55 WATT, LOW PRESSURE SODIUM VAPOR	EACH	16
UNIT DUCT WITH 3-1/c NO. 4 AND 1/c NO. 6 GROUND, 600V (EPR-TYPE RHW) 1¼" DIAMETER POLYETHYLENE	LIN. FT.	1,350
AERIAL CABLE, 2-1/c NO. 4 ALUMINUM WITH MESSENGER WIRE	LIN. FT.	2,300
REMOVAL OF EXISTING LIGHTING UNIT	EACH	2
REMOVE LIGHT POLE FOUNDATION, PARTIAL	EACH	3
TEMPORARY LUMINAIRE, SODIUM VAPOR HORIZONTAL MOUNT, 400 WATT	EACH	4
TEMPORARY WOOD POLE, 50 FT. class-4	EACH	9
TEMPORARY WOOD POLE, 70 FT. class-3, 15FT. MAST ARM	EACH	4
REMOVAL OF EXISTING UNDERPASS LUMINAIRE	EACH	8
AERIAL CABLE, 3-1/c NO.4 ALUMINUM WITH MESSENGER WIRE	LIN. FT.	850
MODIFICATION OF EXISTING CONTROL CABINET	EACH	1
CONDUIT EMBEDDED IN STRUCTURE, 2" DIAMETER PVC	LIN. FT.	1,040
CONDUIT EMBEDDED IN STRUCTURE, 3½" DIAMETER PVC	LIN. FT.	30
JUNCTION BOX, NON METALLIC, EMBEDDED IN STRUCTURE 21"x11"x8"	EACH	6
TRENCH AND BACKFILL FOR ROADWAY LIGHTING (SPECIAL)	LIN. FT.	200
CONDUIT IN TRENCH, 2½" DIA. GALVANIZED STEEL	LIN. FT.	180
ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW) 3-1/c NO. 4 AND 1/c NO. 6 GROUND	LIN. FT.	300
FLUORESCENT LUMINAIRE FOR SIGN LIGHTING	EACH	4
ELECTRIC CONNECTION TO SIGN STRUCTURE	EACH	2
RELOCATE EXISTING LIGHT POLE	EACH	1

NOTES:

1 JUNCTION BOX IN PARAPET AND IN WING WALL SHALL BE INSTALLED AT THE LOCATION, AS DIRECTED BY THE ENGINEER.

2 LIGHT POLE FOUNDATION WITH ANCHOR BOLTS IN PARAPET SHALL BE INCIDENTAL TO BRIDGE STRUCTURE.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

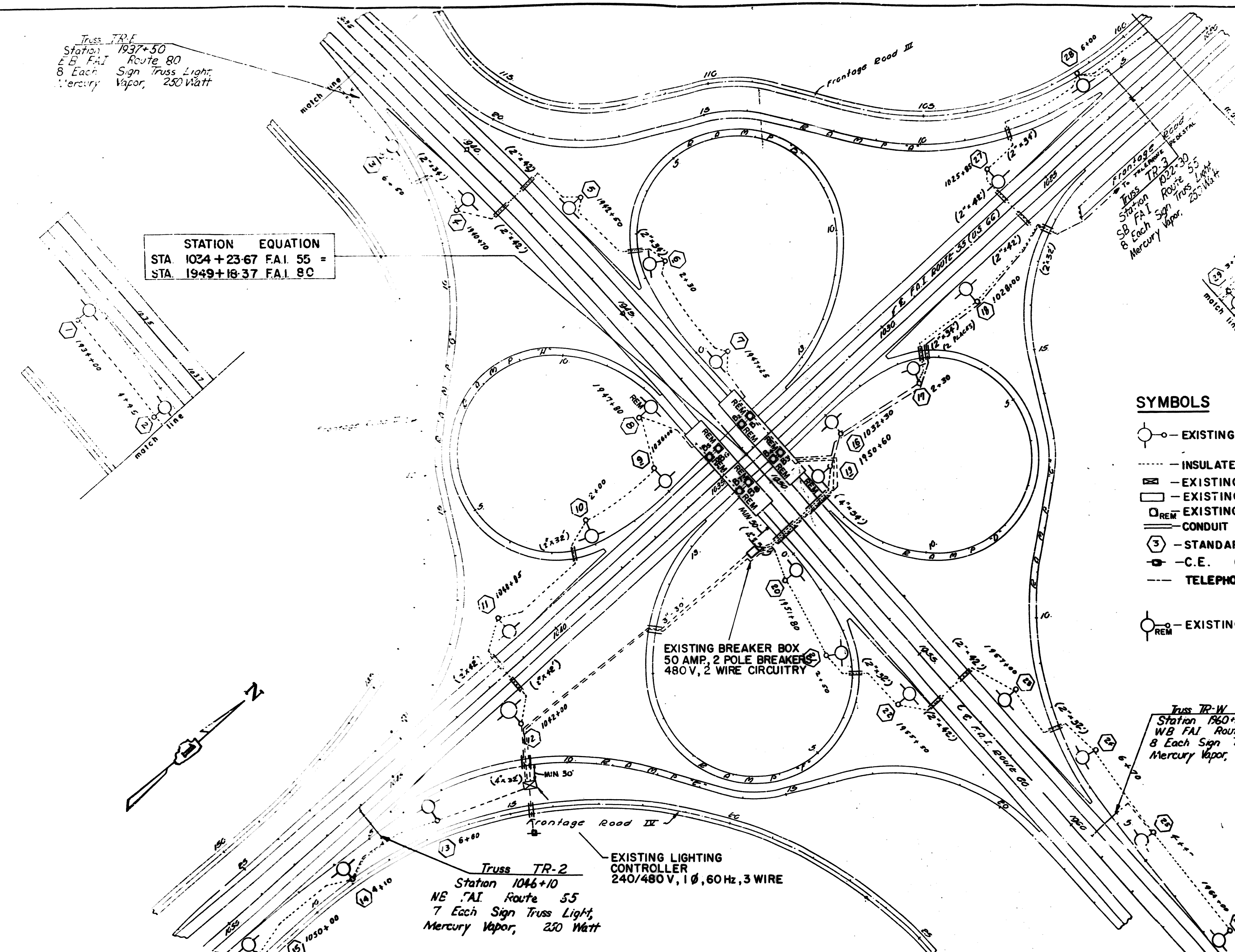
FAI 80 OVER FAI 55

PROPOSED
LIGHT POLE FOUNDATION, RACEWAY AND NON METALLIC JUCTION BOX IN PARAPET -SIGN LIGHT CIRCUITRY
SUMMARY OF QUANTITIES

SCALE 80'=1" | DRAWN BY N. SHAH
DATE JAN. 2 1998 | CHECKED BY J. SHAH
REV. JAN. 27, 98

FAI ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
80,55	*	WILL	157	114

* SECTION: 99-1(RS-3, BR & HB-2-R)



Truss TR-E
Station 1937+50
EB FAI Route 80
8 Each Sign Truss Light,
Mercury Vapor, 250 Watt
STATION EQUATION
STA. 1034+23.67 F.A.I. 55 =
STA. 1949+18.37 F.A.I. 80
Frontage Road III
Frontage Road
Truss TR-3
Station 1032+30
SB FAI Route 55
8 Each Sign Truss Light,
Mercury Vapor, 250 Watt
match line
EXISTING BREAKER BOX
50 AMP, 2 POLE BREAKERS
480 V, 2 WIRE CIRCUITRY
Truss TR-W
Station 1960+50
WB FAI Route 80
8 Each Sign Truss Light,
Mercury Vapor, 250 Watt
Frontage Road IV
Truss TR-2
Station 1046+10
NE FAI Route 55
7 Each Sign Truss Light,
Mercury Vapor, 250 Watt
EXISTING LIGHTING CONTROLLER
240/480 V, 1 Ø, 60 Hz, 3 WIRE
MIN 30"
N

SYMBOLS

- EXISTING LIGHT POLE, REMAIN IN PLACE
- INSULATED CABLE IN UNIT DUCT
- EXISTING LIGHTING CONTROLLER
- EXISTING BREAKER BOX
- REM — EXISTING UNDERPASS LUMINAIRE, TO BE REMOVED
- CONDUIT
- (3) — STANDARD NUMBER
- C.E. COMPANY POLE
- TELEPHONE CABLE
- REM — EXISTING LIGHT POLE, TO BE REMOVED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 80 OVER FAI 55

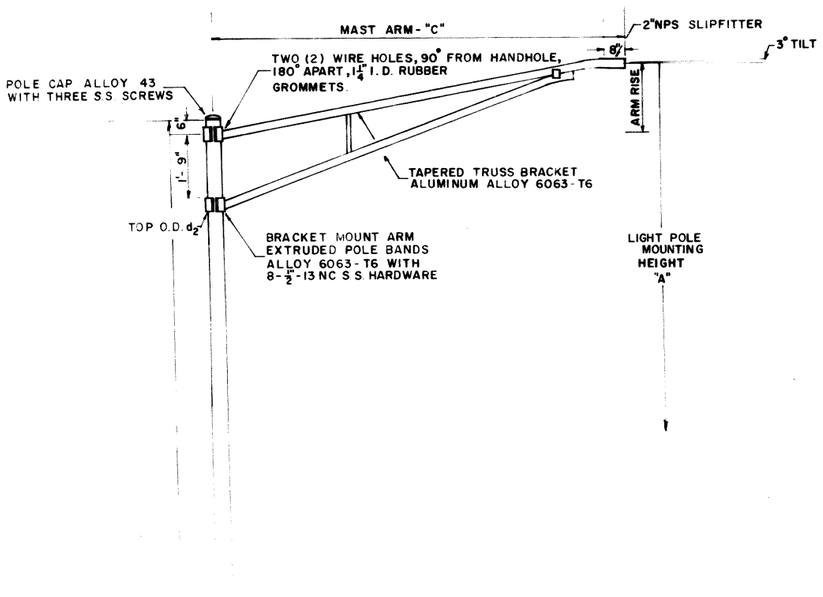
EXISTING LIGHTING SYSTEM

4-29-69

E 5 OF 14

FA I ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80,55	*	WILL	157	115

* SECTION 99-1(P)-3 PP & HB-2-R)



LIGHT POLE DESIGN TABLE

MOUNTING HEIGHT -MH "A"	POLE SHAFT LENGTH "B"		MAST ARM (BRACKET MOUNT)-MA "C"	BOLT CIRCLE "D"	POLE BOTTOM DIA. d_1"	POLE TOP DIA. d_2"	POLE SHAFT THICKNESS "W"	HANDHOLE SIZE "H"
30'	28'	SINGLE MEMBER	4', 6', 8'	11"/12"	8"	4½"	0.156"	3" x 5"
35'	33'		6'				0.188"	
40'	38'		6', 8'				0.219"	4" x 6"
47'-6"	45'		6'	14"/15"	10"	6"	0.250"	4"x 8"
30'	27'-2"	TRUSS STYLE ARM	8', 10', 12', 15'				0.188"	
35'	32'-2"		15'				0.250"	
40'	37'-2"		8' 10' 12' 15'	14"/15"	10"	6"	0.188" 0.188" 0.219" 0.250"	
47'-6"	45'-2"		8', 10', 12', 15'				0.250"	4"x 8"

NOTES

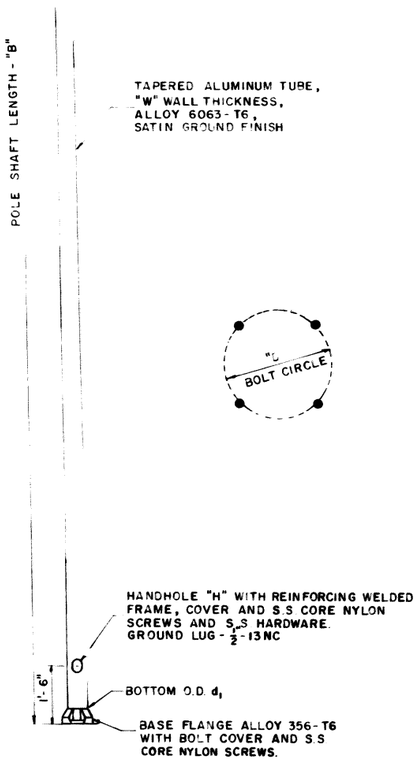
1 LIGHT POLE SHALL WITHSTAND A LOADING OF A 75 POUND LUMINAIRE HAVING AN EFFECTIVE PROJECTED AREA OF 1.6 SQUARE FEET ON A 15 FOOT MAST ARM, MEETING THE CRITERIA OF AASHTO FOR 80 MPH WIND LOADING WITH 104 MPH GUSTS.

2 POLES FOR MOUNTING HEIGHT 30 FT., 35 FT. AND 40 FT. SHALL HAVE SINGLE PIECE SHAFT. POLES FOR MOUNTING HEIGHT 47.5 FT. SHALL HAVE SINGLE-PIECE OR TWO PIECES SHAFT.

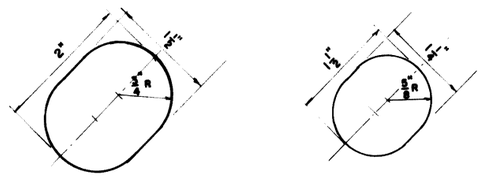
3 ALL WELD SHALL BE HEAT TREATED TO T6 TEMPER AFTER WELDING.

4 THE INTERNAL VIBRATION DAMPER SHALL BE PROVIDED FOR POLES HAVING A MOUNTING HEIGHT OF 47.5 FT. OR MORE.

5 THE LIGHT POLE SHAFT AND MAST ARM SHALL BE ASSEMBLED AND ERECTED ACCORDING TO THE MANUFACTURER RECOMMENDATIONS.

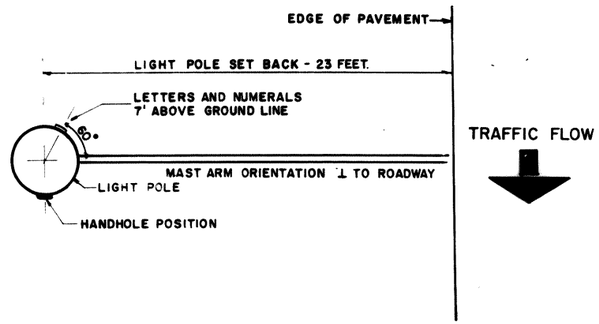


ALUMINUM LIGHT POLE



14"-15" BOLT CIRCLE 11"-12" BOLT CIRCLE

ANCHOR BOLT SLOT IN BASE FLANGE



LIGHT POLE SET BACK, HANDHOLE POSITION AND LETTERS AND NUMERALS ON POLE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FAI 80 OVER FAI 55

SUNJOY AREA LIGHTING

REV. JAN. 22 '09

LIGHT POLE, ALUMINUM

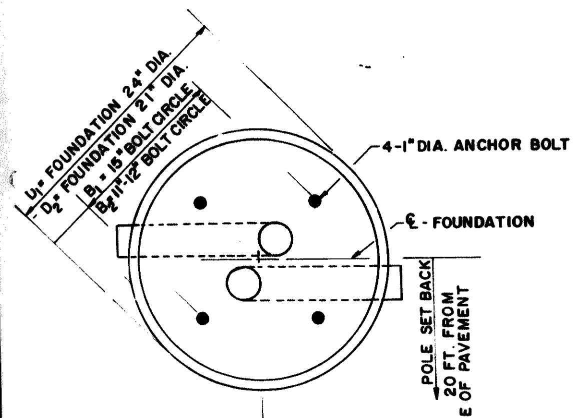
NOT TO SCALE

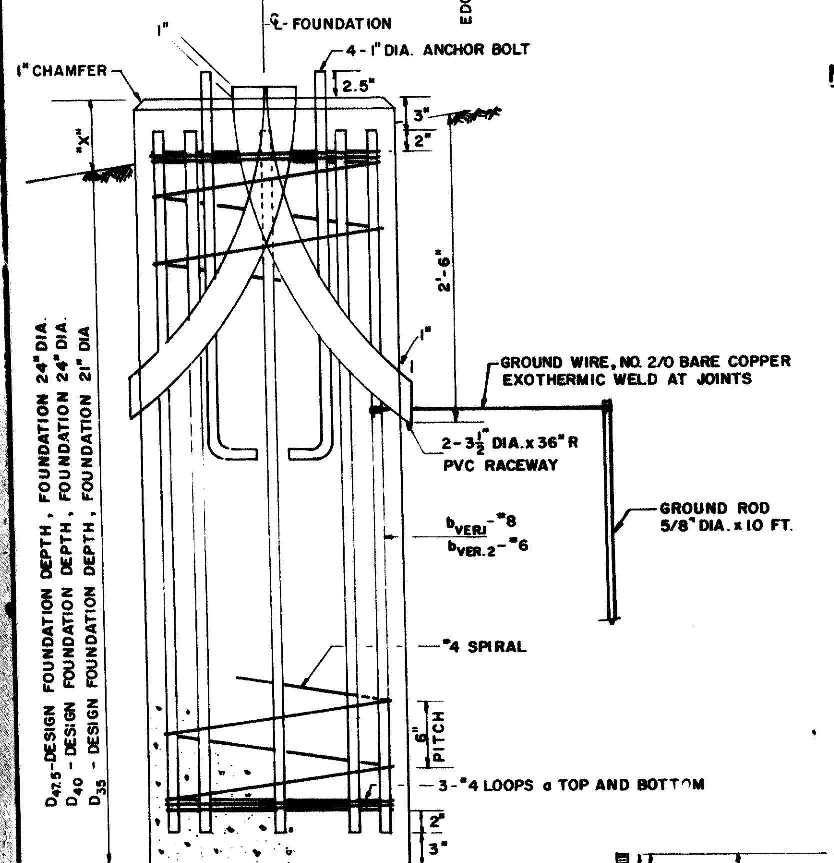
F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80, 55	*	WILL	157	116

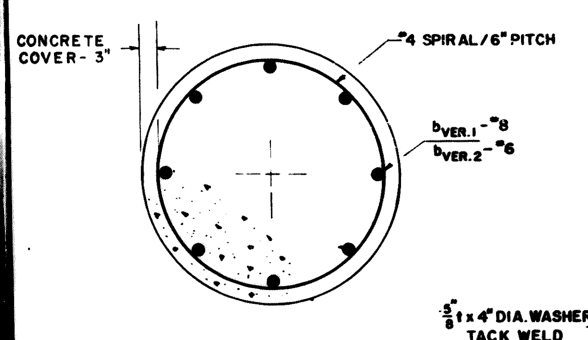
FOUNDATION DESIGN TABLE

CLASSIFICATION OF SOIL	47.5' MOUNTING HT. SINGLE ARM 15" BOLT CIRCLE 24" DIA. FOUNDATION			47.5' MOUNTING HT. TWIN ARM 15" BOLT CIRCLE 24" DIA. FOUNDATION			35.0' MOUNTING HT. SINGLE & TWIN ARM. * 15" BOLT CIRCLE 24" DIA. FOUNDATION			35.0' MOUNTING HT SINGLE ARM 11"-12" BOLT CIRCLE 21" DIA. FOUNDATION		
	DESIGN DEPTH $D_{47.5}$	VERT. BAR $b_{VER.1}$	SPIRAL BAR	DESIGN DEPTH $D_{47.5}$	VERT. BAR $b_{VER.1}$	SPIRAL BAR	DESIGN DEPTH D_{40}	VERT. BAR $b_{VER.2}$	SPIRAL BAR	DESIGN DEPTH D_{35}	VERT. BAR $b_{VER.2}$	SPIRAL BAR
SOFT CLAY	17'-0"	8 - #8	#4 SPIRAL	19'-6"	8 - #8	#4 SPIRAL	11'-0'	8 - #6	#4 SPIRAL	11'-0'	8 - #6	#4 SPIRAL
MEDIUM CLAY	12'-0"			13'-6"			9'-0"			9'-0"		
STIFF CLAY	8'-3"			9'-6"			7'-6"			7'-6"		
LOOSE SAND	10'-9"			12'-0"			9'-6"			9'-6"		
MEDIUM SAND	9'-3"			10'-0"			9'-0"			9'-0"		
DENSE SAND	8'-3"			9'-3"			8'-3"			8'-3"		
ROCK/SOLIDIFIED SLAG	5'-0"	—	—	5'-0"	—	—	5'-0"	—	—	5'-0"	—	—

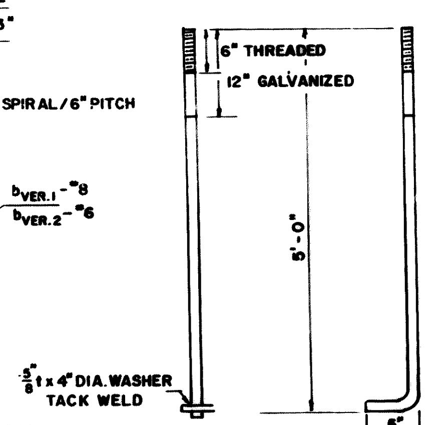
* TRANSFORMER BASE







LIGHT POLE FOUNDATION

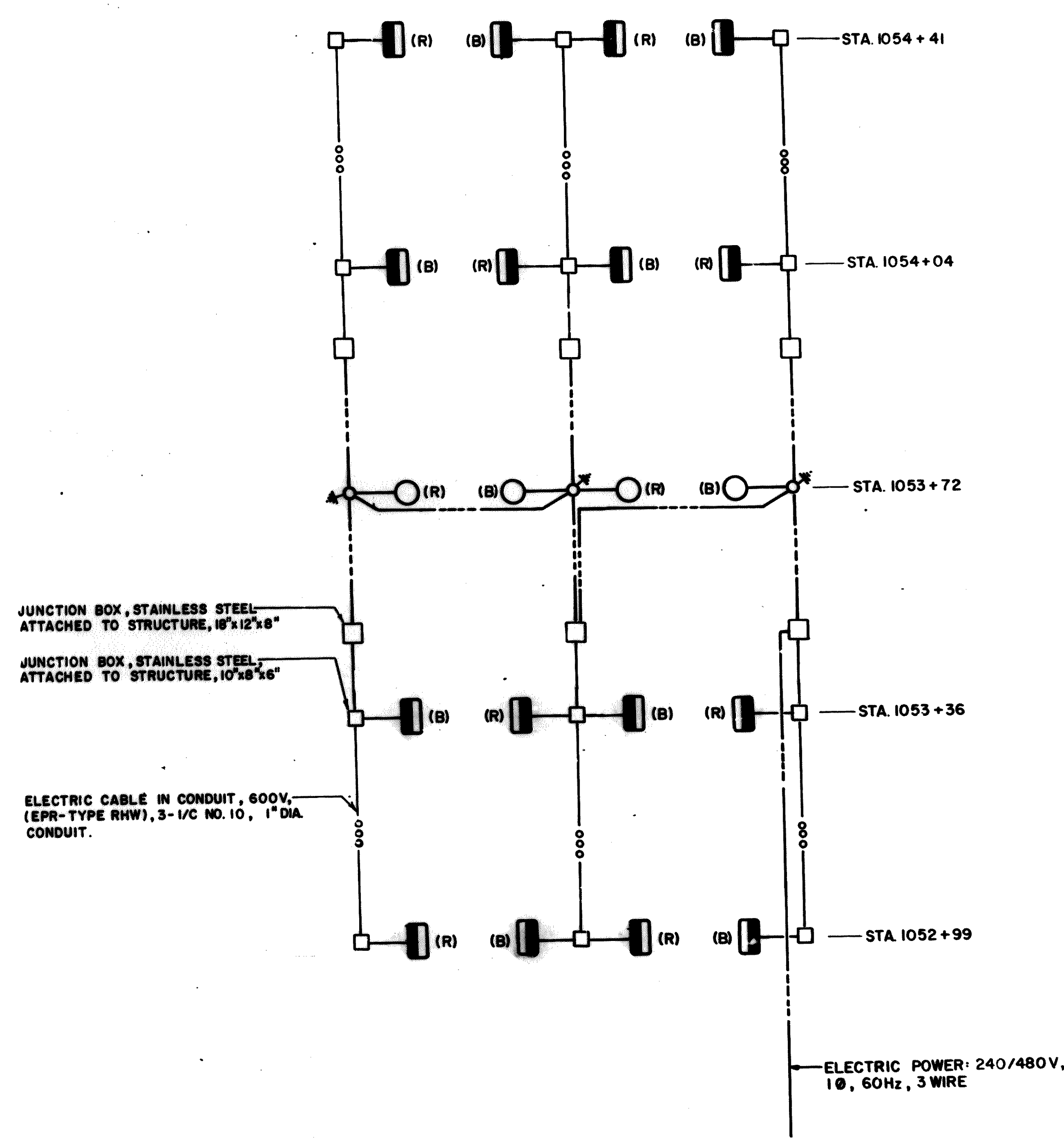


ANCHOR BOLT 1" DIA.

NOTES

1. THE ENGINEER SHALL DETERMINE THE CLASS OF SOIL DURING EXCAVATION AND SELECT THE DESIGN DEPTH OF FOUNDATION FROM THE DESIGN TABLE.
2. THE DESIGN DEPTH "D" OF FOUNDATION SHALL BE INCREASED BY VALUE OF "X" ACCORDING TO FIELD CONDITIONS.
3. EXCAVATION FOR THE POLE FOUNDATION SHALL BE MADE WITH AN AUGER 21"/24" INCHES IN DIAMETER.
4. THE CONTRACTOR USE #4 SPIRAL AT 6" PITCH OR AT HIS OPTION MAY SUBSTITUTE #4 TIES AT 12" O/C.
5. THE ANCHOR BOLT SHALL BE TACK WELDED TYPE BOLT OR HOOK TYPE. HOOK SHALL BE MADE WITH INSIDE DIAMETER BEND NOT LESS THAN FOUR (4) TIMES BOLT DIAMETER.
6. THE ANCHOR BOLTS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED IN THE FORM.
7. CONCRETE SHALL BE CLASS "X" CONCRETE. CONCRETE FOUNDATION MUST BE CURED FOR TEN (10) DAYS BEFORE THE LIGHT STANDARD IS ERECTED.
8. THE CABLE TRENCH SHALL BE BACKFILLED AND FIRMLY COMPACTED BEFORE THE LIGHT STANDARD IS ERECTED ON FOUNDATION.

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI 80 OVER FAI 55
SUNJOY
AREA LIGHTING
JAN. 24, 1993
MARCH 12, 1999
LIGHT POLE FOUNDATION, 21" DIAMETER
LIGHT POLE FOUNDATION, 24" DIAMETER

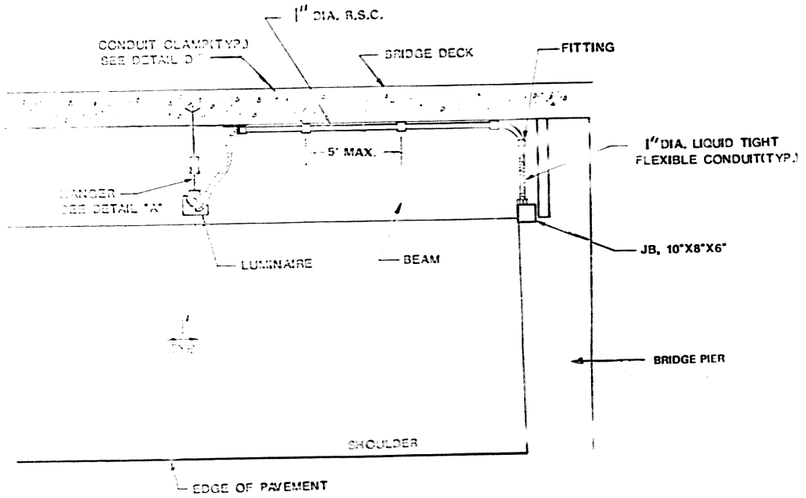


ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI 80 OVER FAI 55
SUNJOY
AREA LIGHTING
UNDERPASS LIGHTING CIRCUITRY

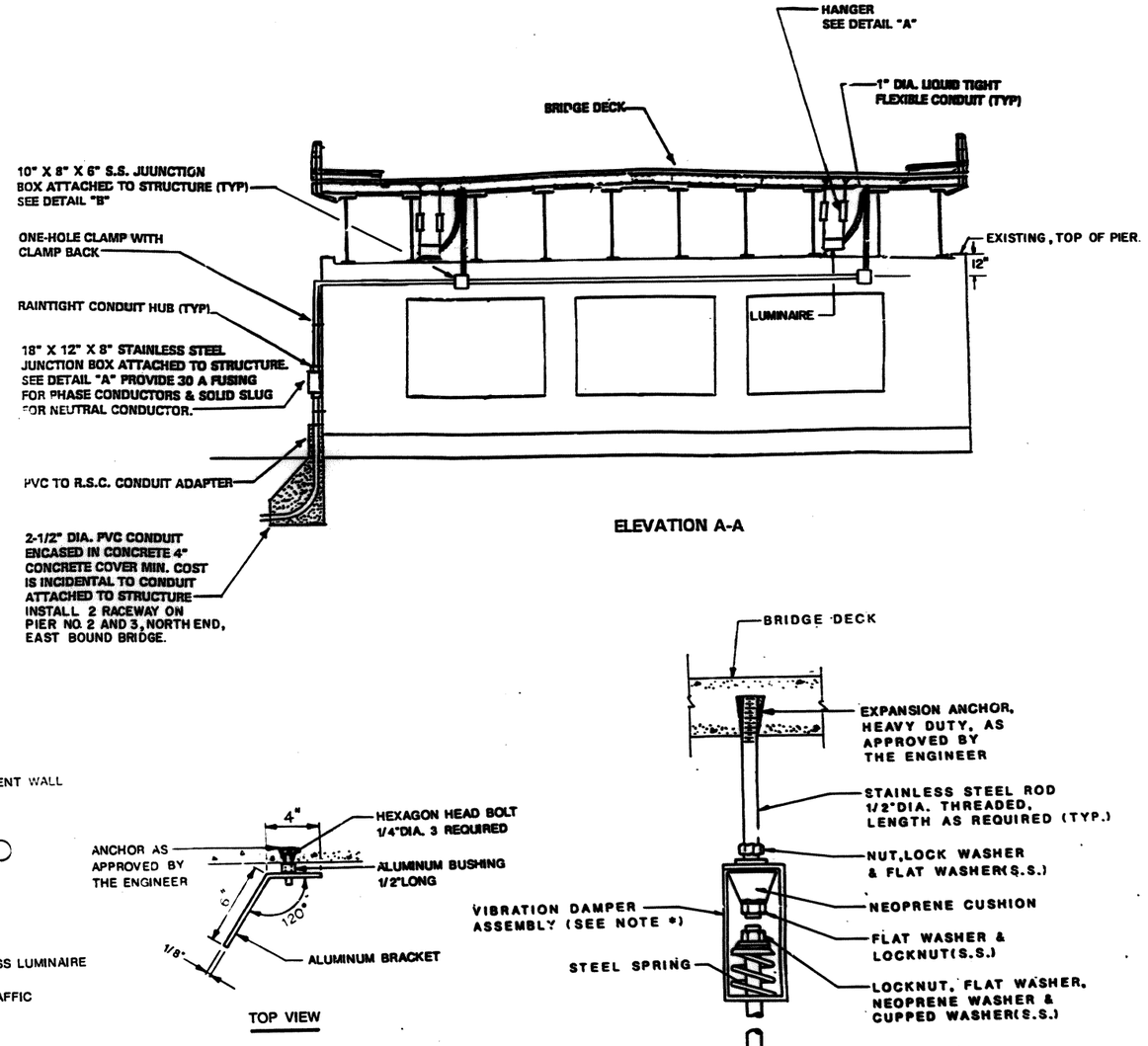
FAI RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
80,55	*	WILL	157	117
STA.		TO STA.		
FED. ROAD DIST. NO. 9	ILLINOIS	FED. AID PROJECT		

* SECTION: 99-1(RS-3, BR & HB-2-R)

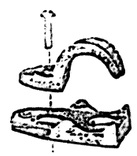
NOTES:
1. JUNCTION BOXES ATTACHED TO STRUCTURE SHALL BE PROVIDED WITH MOUNTING LUGS (4) INSTALLED BY THE FACTORY.



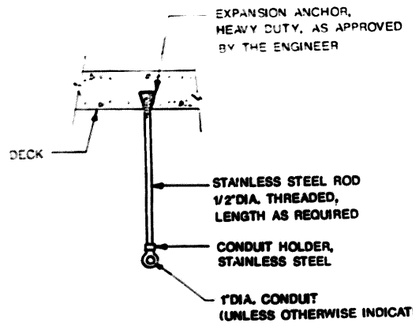
ELEVATION "B-B" (N.T.S.)



ELEVATION A-A

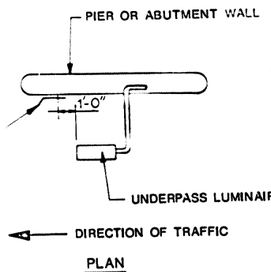


CONDUIT CLAMP W/ CLAMP BACK, DETAIL "D"



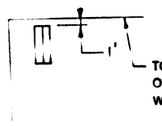
CONDUIT HANGER, DETAIL "C"

LUMINAIRE NUMBERING DECAL BRACKET

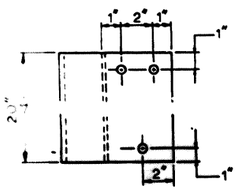


PLAN

TOP VIEW

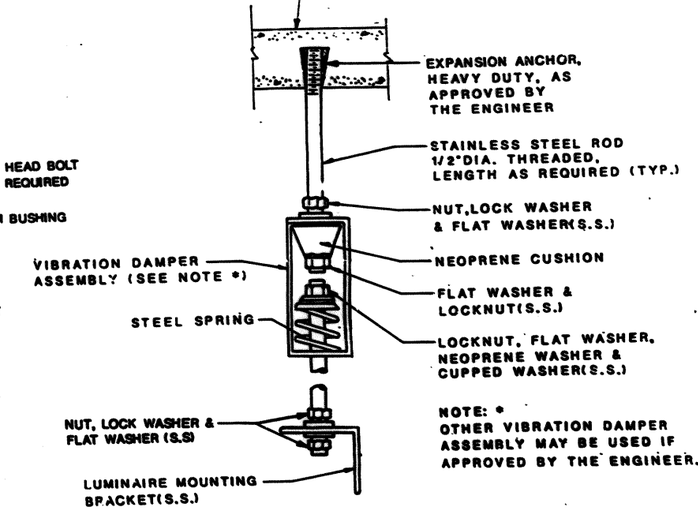


ELEVATION



ELEVATION

LUMINAIRE NUMBERING DECAL BRACKET, DETAIL "B"



NOTE: *
OTHER VIBRATION DAMPER ASSEMBLY MAY BE USED IF APPROVED BY THE ENGINEER.

LUMINAIRE HANGER ASSEMBLY, DETAIL "A"

REVISIONS	
NAME	DATE
J. SHAH	12-26-92
N. SHAH	1-24-93

ILLINOIS DEPARTMENT OF TRANSPORTATION

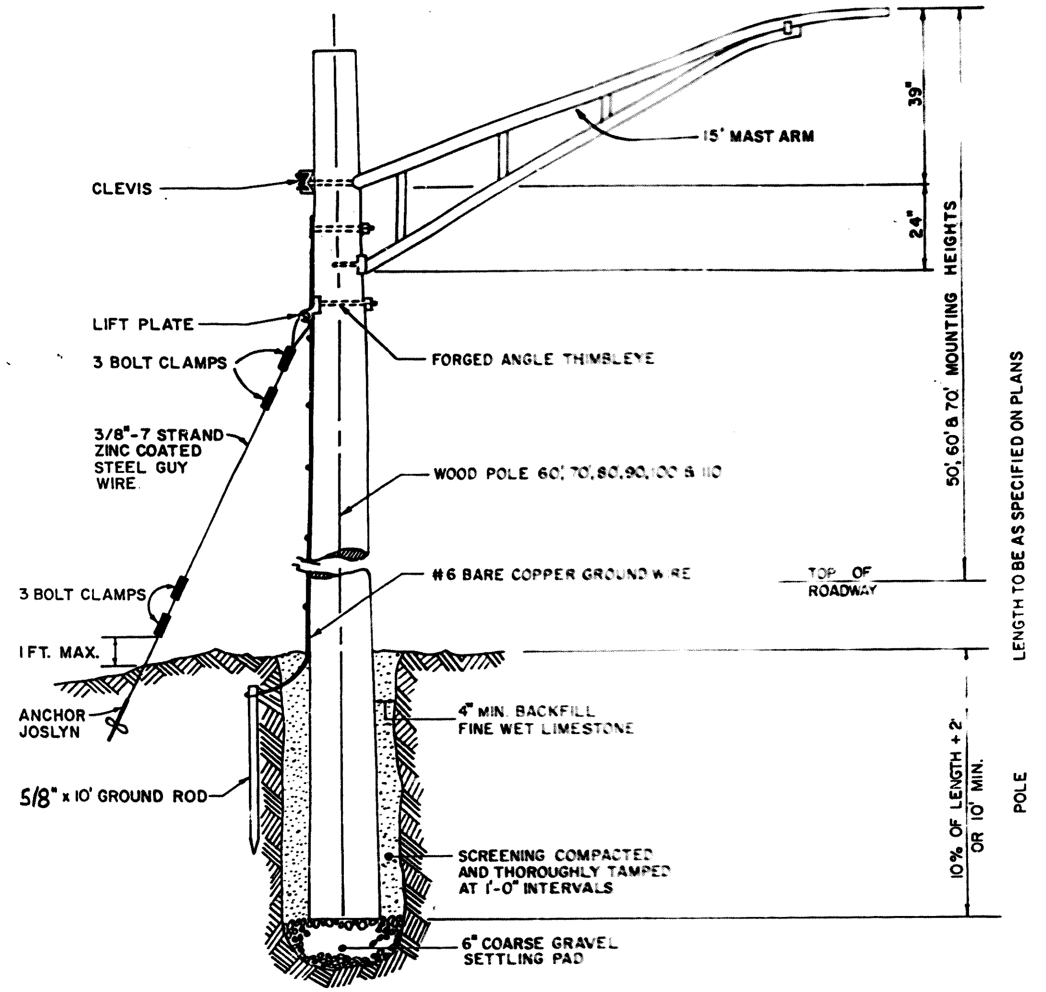
FAI 80 OVER FAI 55

UNDERPASS LIGHTING DETAIL

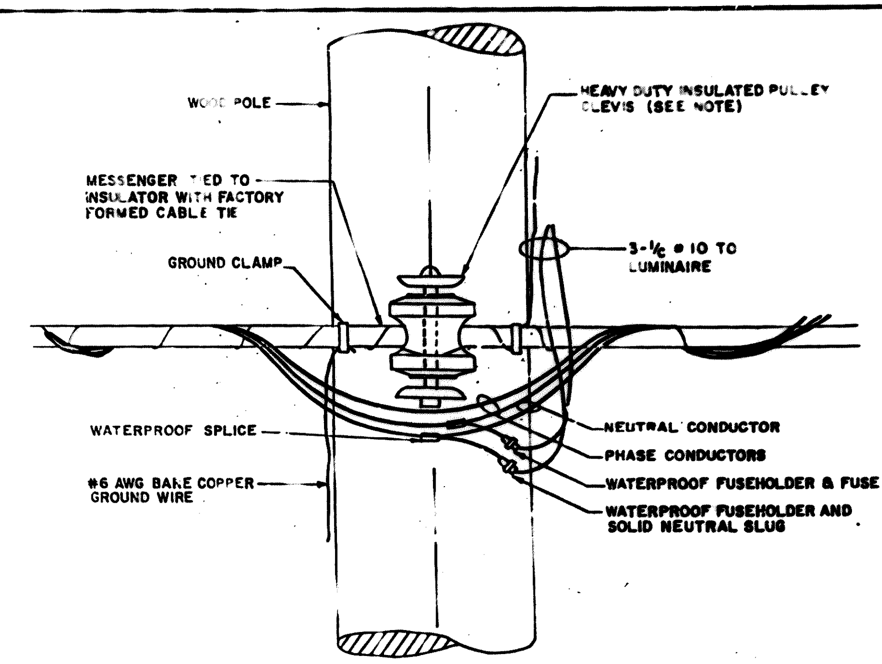
SHEET 1.
SCALE: NONE
DATE 8/2/91
CHECKED BY R.C.G

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 80,55	*	WILL	157	118
STA.		TO STA.		

SECTION-99-1(RS-3, BR & HB-2-R)



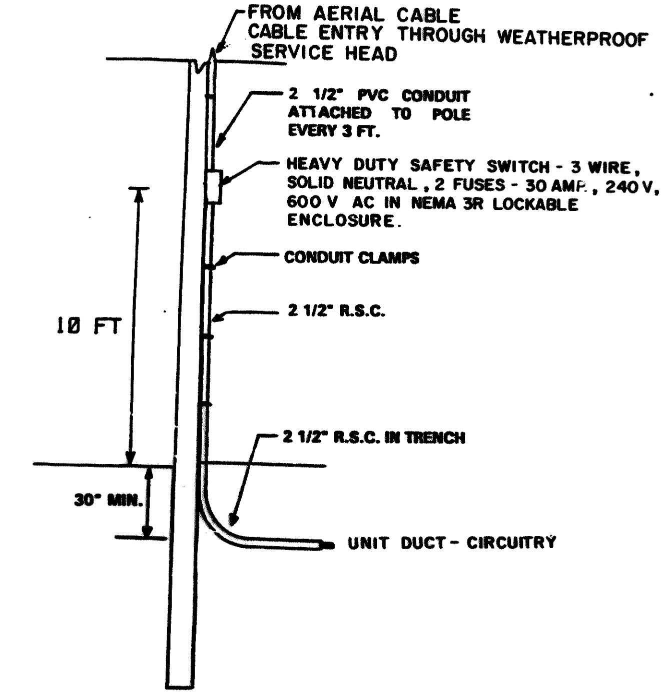
WOOD LIGHT POLE DETAIL



WOOD LIGHT POLE CABLE ATTACHMENT DETAIL

NOTE:

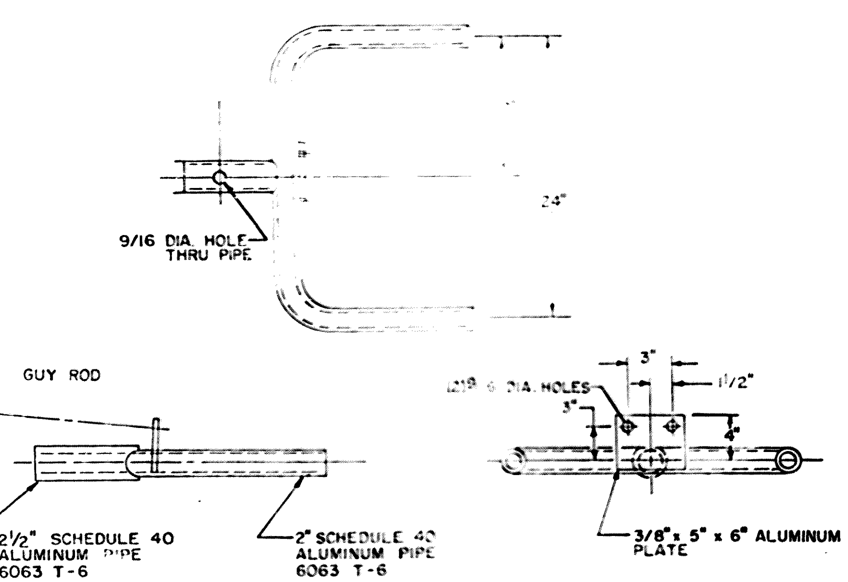
WITH THE APPROVAL OF THE ENGINEER, A SECONDARY CABLE SPREADER SECURED TO THE POLE MAY BE USED IN CONJUNCTION WITH THE QUADRUPLEX IN LIEU OF THE HEAVY DUTY INSULATED PULLEY CLEVIS



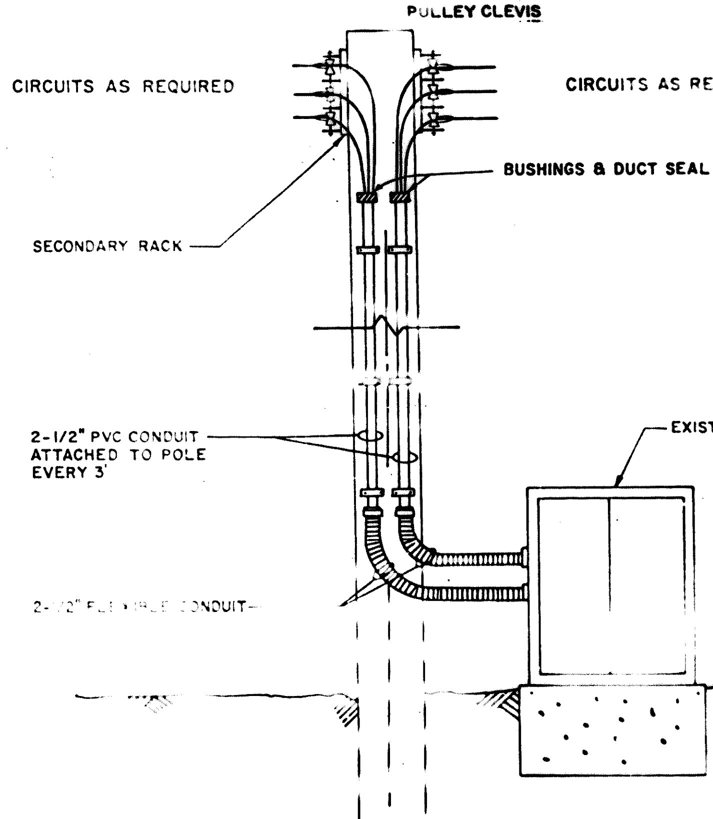
NOTES:

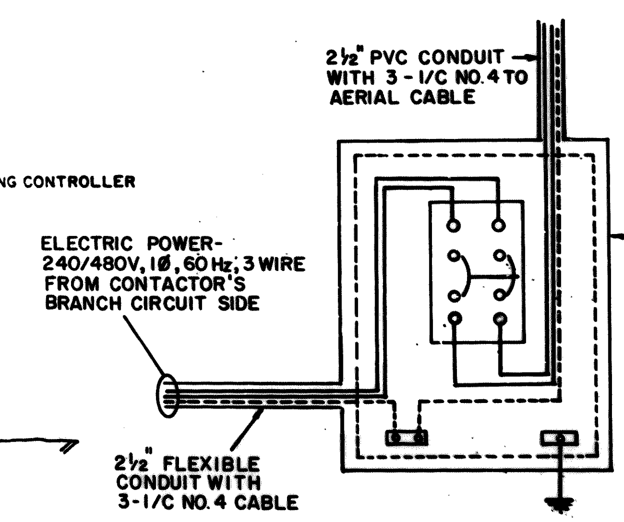
1. PVC CONDUIT AND CLAMPS SHALL BE INCIDENTAL TO THE PAY ITEM FOR AERIAL CABLE.
2. RIGID STEEL CONDUIT SHALL BE PAID FOR SEPARATELY.

DETAIL FOR CONNECTION OF AERIAL CABLE AND UNIT DUCT AT WOOD POLE



DUPLEX BRACKET DETAIL





INSTALL NEMA 3R, LOCKABLE, ALUMINUM ENCLOSURE ON WOOD POLE, WITH 2 POLE, 50 AMP, , BREAKER, MOLDED CASE, THERMAL MAGNETIC, 600V AC, 150 AMP. FRAME, NON INTERCHANGABLE TRIP, BOLT ON TYPE, MOUNTED ON INSULATED PANEL AND NEUTRAL/GROUND BUS BARS. THE ENCLOSURE SHALL BE MOUNTED 4'-6" ABOVE GROUND LINE.

CONTROL CABINET MODIFICATION DETAIL

REVISIONS	
NAME	DATE
PKS, HM, DV, PF	8-11-80
J.J.R.	[illegible]
J. SHAH	[illegible]
N. SHAH	1-24-[illegible]

ILLINOIS DEPARTMENT OF TRANSPORTATION

FAI 80 OVER FAI 55
LIGHTING DETAILS

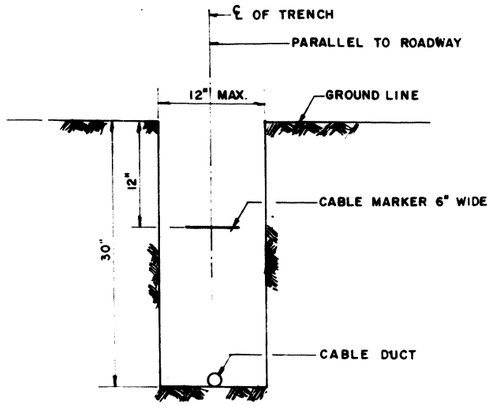
SHEET

SCALE: VERT. NONE HORIZ.

DRAWN BY: LB/DD

CHECKED BY RCG

E-9 OF 14

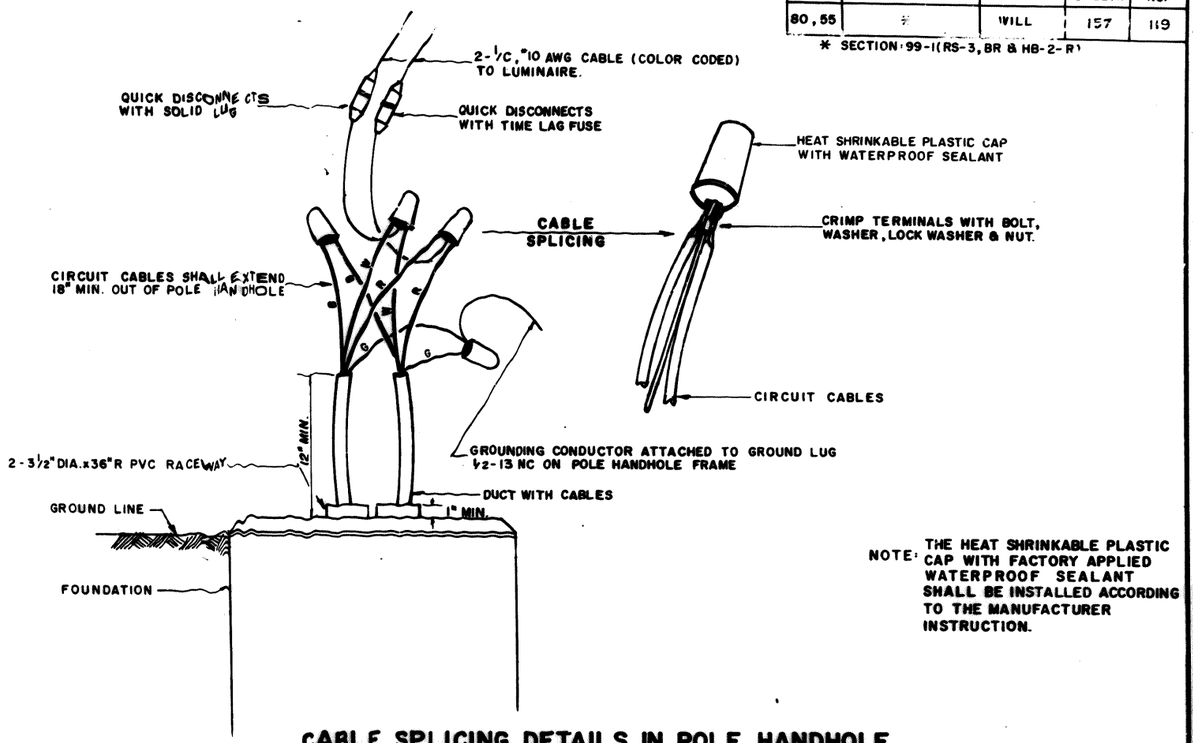


TRENCH DETAILS

NOT TO SCALE

F.A.I ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80, 55	*	WILL	157	119

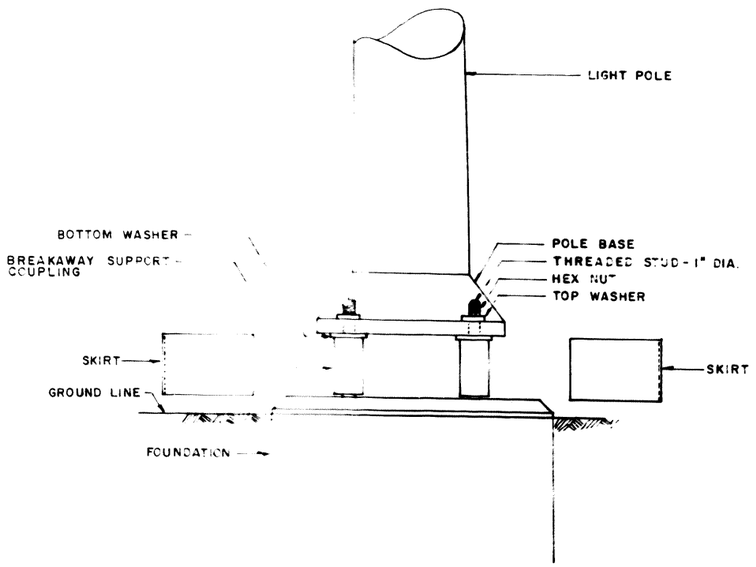
* SECTION 99-1(RS-3, BR & HB-2-R)



NOTE: THE HEAT SHRINKABLE PLASTIC CAP WITH FACTORY APPLIED WATERPROOF SEALANT SHALL BE INSTALLED ACCORDING TO THE MANUFACTURER INSTRUCTION.

CABLE SPLICING DETAILS IN POLE HANDHOLE

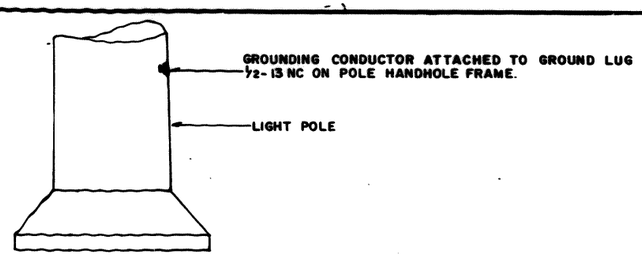
NOT TO SCALE

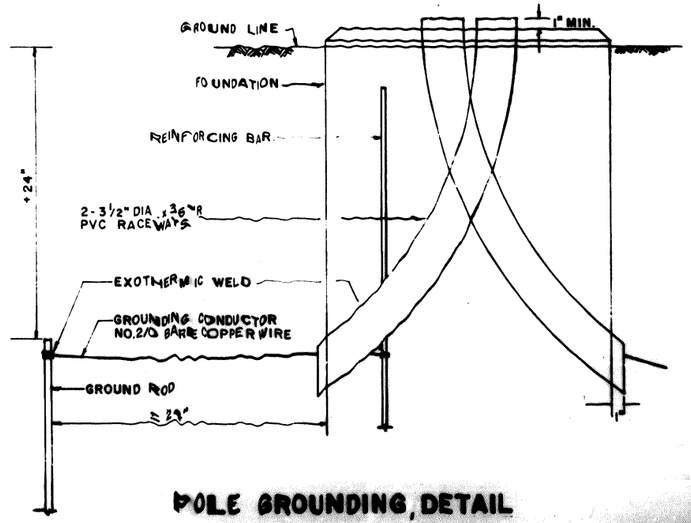


NOTE:
BREAKAWAY SUPPORT COUPLING AND SKIRT SHALL BE INSTALLED ACCORDING TO THE MANUFACTURER INSTRUCTION.
BREAKAWAY SUPPORT COUPLING SHALL CONFORM TO 1985 AASHTO SPECIFICATIONS FOR BREAKAWAY SUPPORTS FOR LIGHT POLE.

BREAKAWAY SUPPORT COUPLING DETAILS

NOT TO SCALE





POLE GROUNDING, DETAIL

NOT TO SCALE

GROUND ROD SIZE

DIA.	LENGTH	
¾"	8 FT.	10 FT
¾"	8 FT	10 FT
1"	8 FT	10 FT

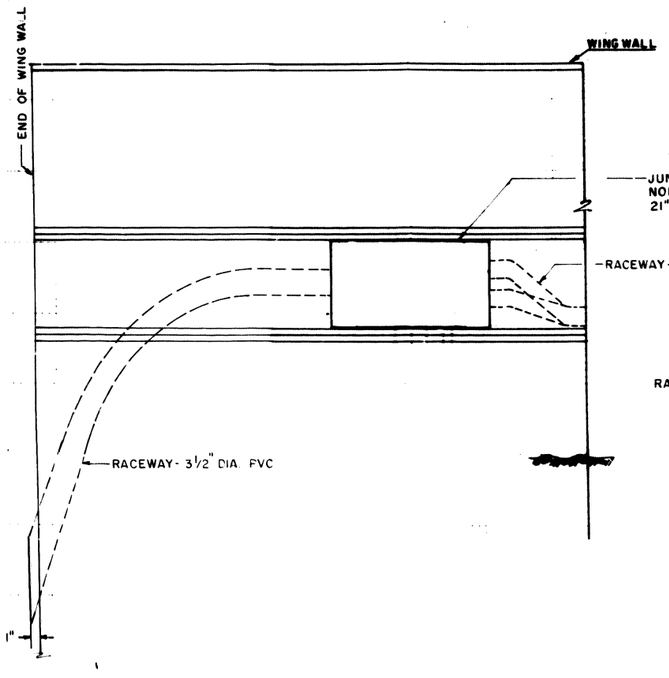
ILLINOIS DEPARTMENT OF TRANSPORTATION

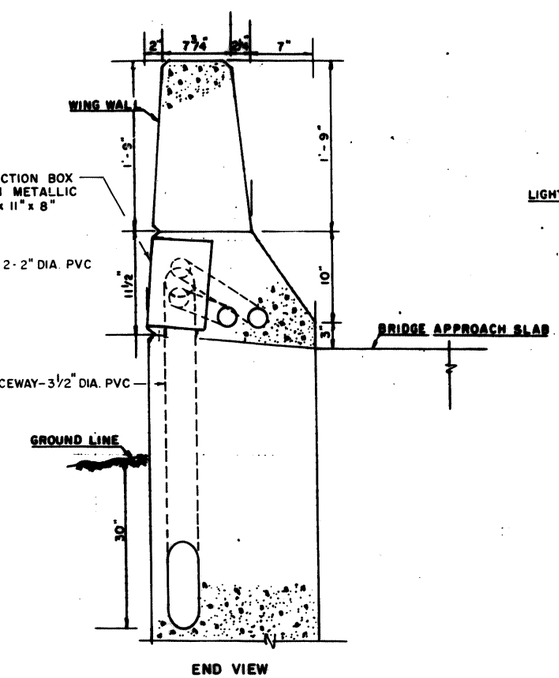
FAI 80 OVER FAI 55

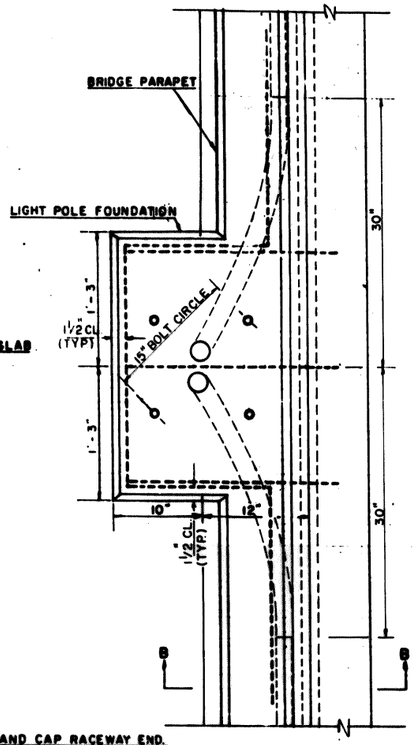
SUNJOY

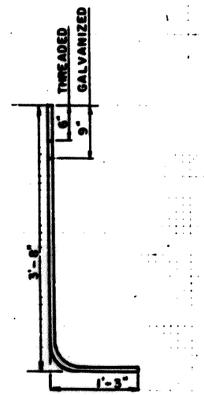
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/55	*	WILL	157	120.
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

* SECTION 99-1(RS-3, BR & HB-2-R)









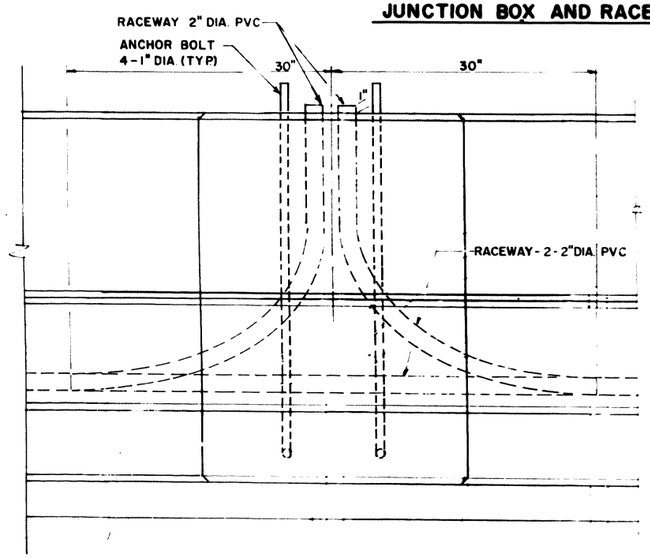
1" DIA. ANCHOR BOLT ASTM - A687 STEEL

NOTES:

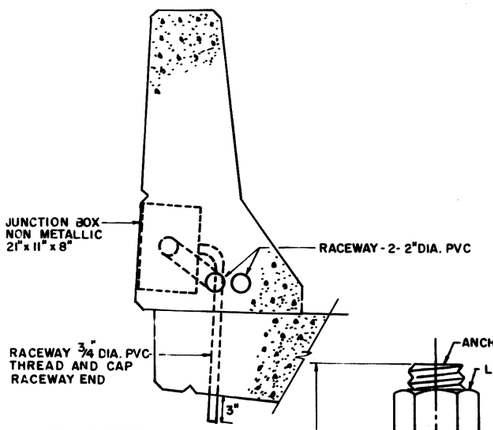
1. JUNCTION BOX ON WING WALL SHALL BE INSTALLED, AT THE LOCATION, AS DIRECTED BY THE ENGINEER.
2. CABLE SPLICING WILL BE PERMITTED ONLY IN JUNCTION BOX AND IN LIGHT POLE HANDHOLE
3. THE BOX SHALL BE MADE OF NON METALLIC, SHALL BE SUITABLE FOR ENCASEMENT IN CONCRETE WITH A FLUSH GASKETED COVER, RECESSED WITHIN AN OUTSIDE FRAME, SHALL BE UL LISTED NEMA-4.
4. RACEWAY SHALL BE PVC CONDUIT.
5. EXPANSION FITTINGS SHALL BE INSTALLED IN ALL RACEWAY RUNS CROSSING STRUCTURAL EXPANSION JOINTS.
6. 1"DIA.x4'-11" LONG, ASTM A-687, ANCHOR BOLT SHALL BE PROVIDED WITH ONE REGULAR NUT, ONE LOCK NUT AND TWO FLAT WASHERS. ALL NUTS AND WASHERS SHALL BE GALVANIZED.
7. REINFORCEMENT BARS SHALL BE EPOXY (E) COATED.
8. COST OF ANCHOR BOLTS WITH HARDWARE, SHALL BE INCIDENTAL TO BRIDGE STRUCTURE. ANCHOR BOLTS SHALL BE IN CONFORMANCE WITH ARTICLES 2.3 AND 2.4 OF SPECIAL PROVISION IE-665*01-00-89 (LIGHT POLE FOUNDATION, CONCRETE).

BILL OF MATERIAL		
PVC CONDUIT SCHEDULE 40	2" DIA.	1040 FT.
	3½" DIA.	30 FT.
JUNCTION BOX NON METALLIC	21"x11"x8"	6 EACH
ANCHOR BOLT ASTM A-687	1" DIA.	8 EACH

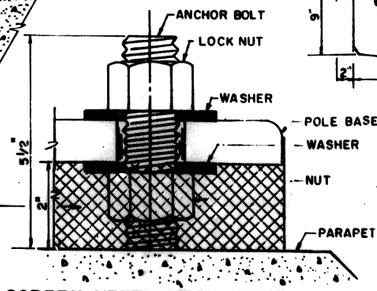
JUNCTION BOX AND RACEWAY ON WING WALL DETAIL



LIGHT POLE FOUNDATION ON PARAPET

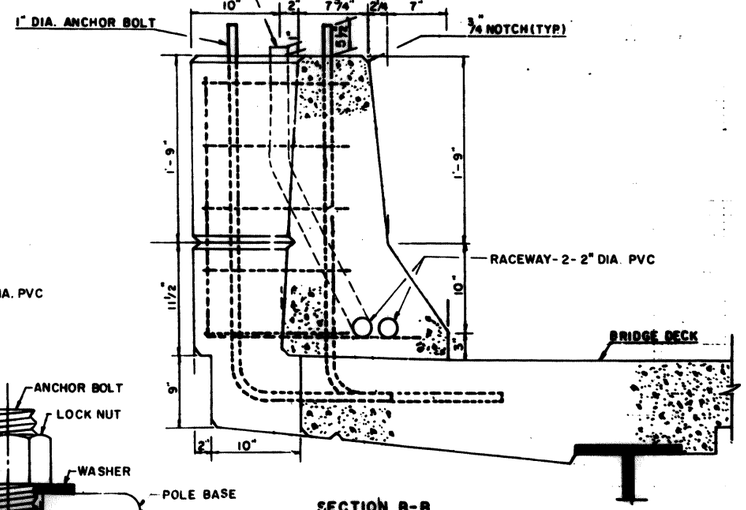


JUNCTION BOX AND RACEWAY FOR SIGN LIGHT ATTACHED TO BRIDGE DECK



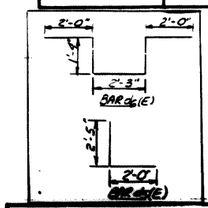
STAINLESS STEEL STANDARD GRADE WIRE CLOTH, TYPE 304, 4x4 MESH, 0.047" WIRE DIAMETER, WRAP AT THE POLE BASE AND STAPPED WITH STAINLESS STEEL BEND.

DOUBLE NUT AND SCREEN VENTILATION AT POLE BASE
LIGHT POLE MOUNTED ON BRIDGE PARAPET (TYP)



SECTION B-B

LIGHT POLE FOUNDATION AND RACEWAY ON PARAPET (DETAIL)



ILLINOIS DEPARTMENT OF TRANSPORTATION

FAI 80 OVER FAI 55

REV. DEC. 2002
REV. OCT. 2002
REV. MAY 01 02
REV. MAR. 2000

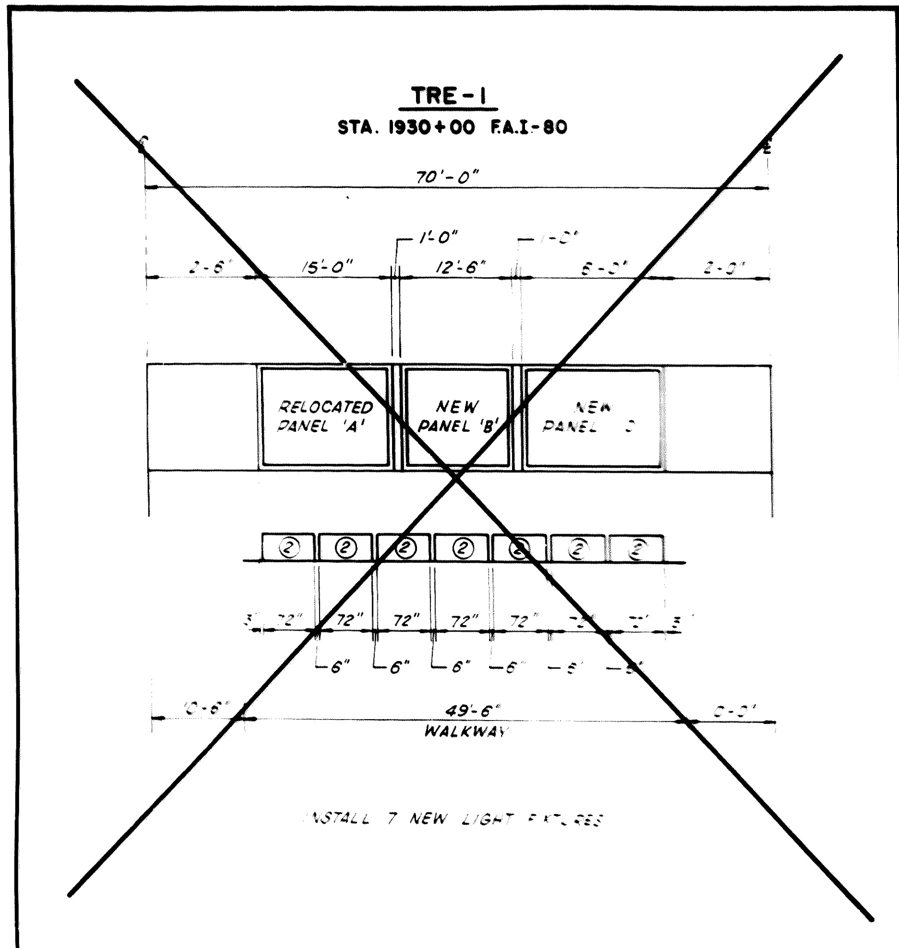
SUNJOY

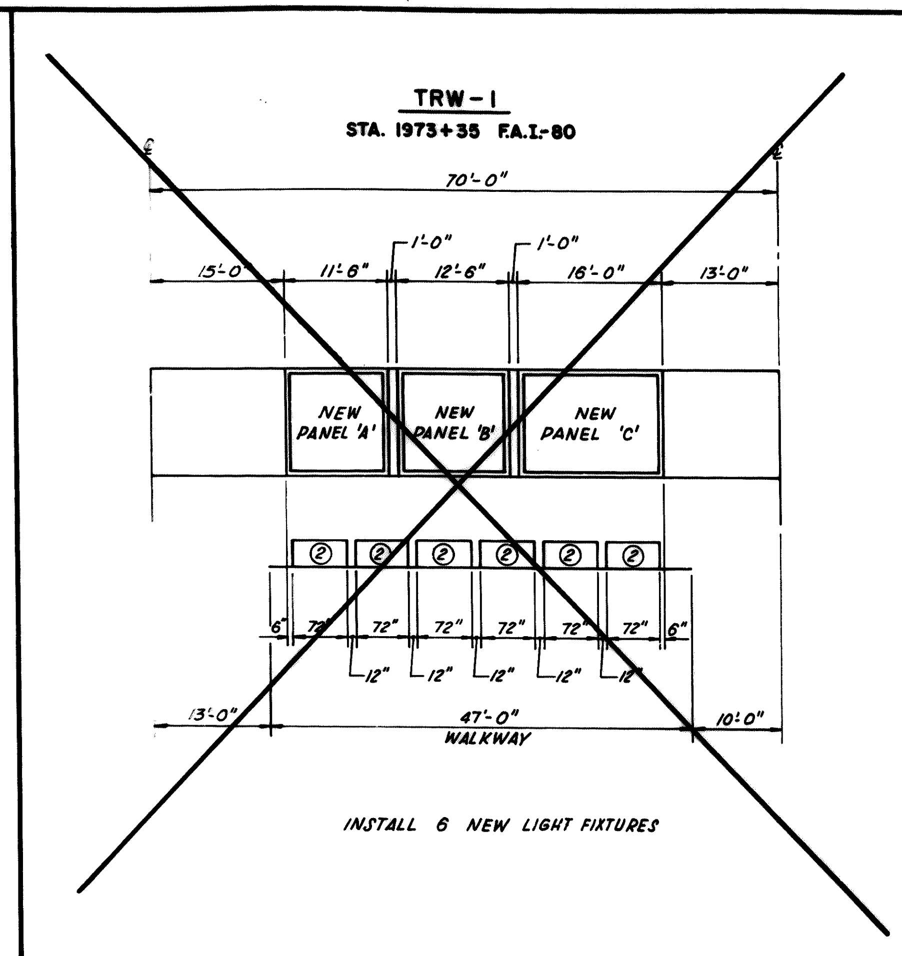
AREA LIGHTING

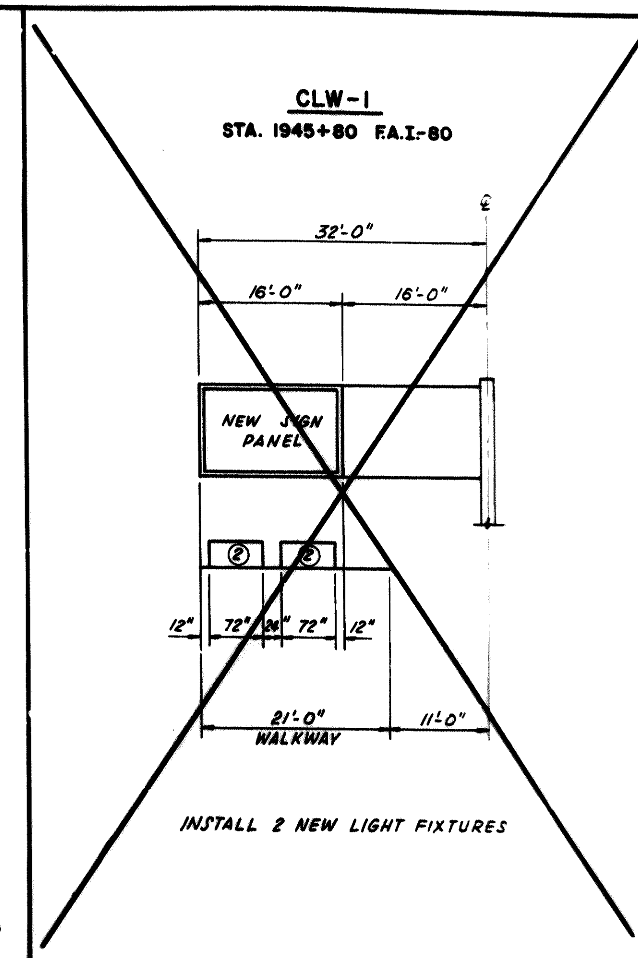
DETAILS
LIGHT POLE FOUNDATION AND RACEWAY IN PARAPET

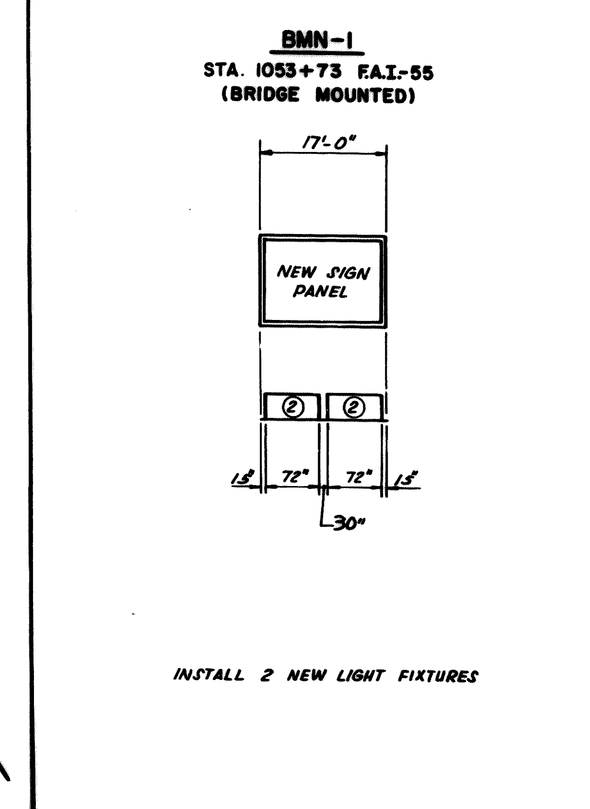
F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80	*	WILL	157	121

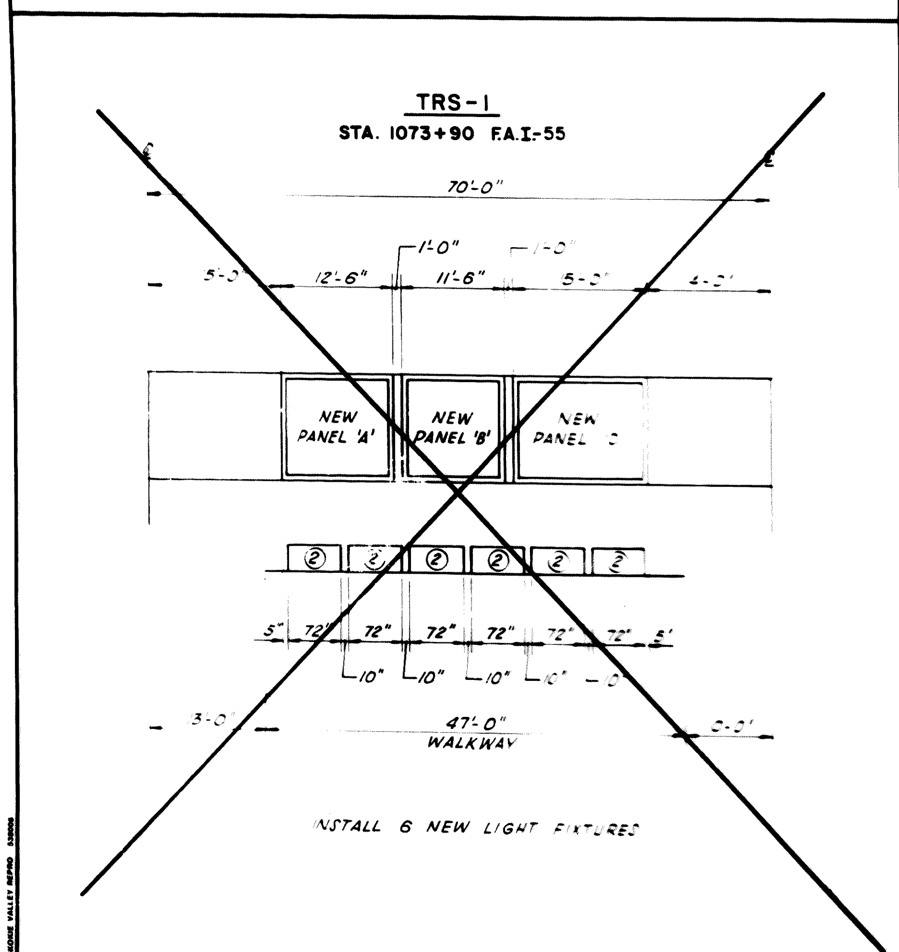
* 99-1(RS-38R & HB-2-R)

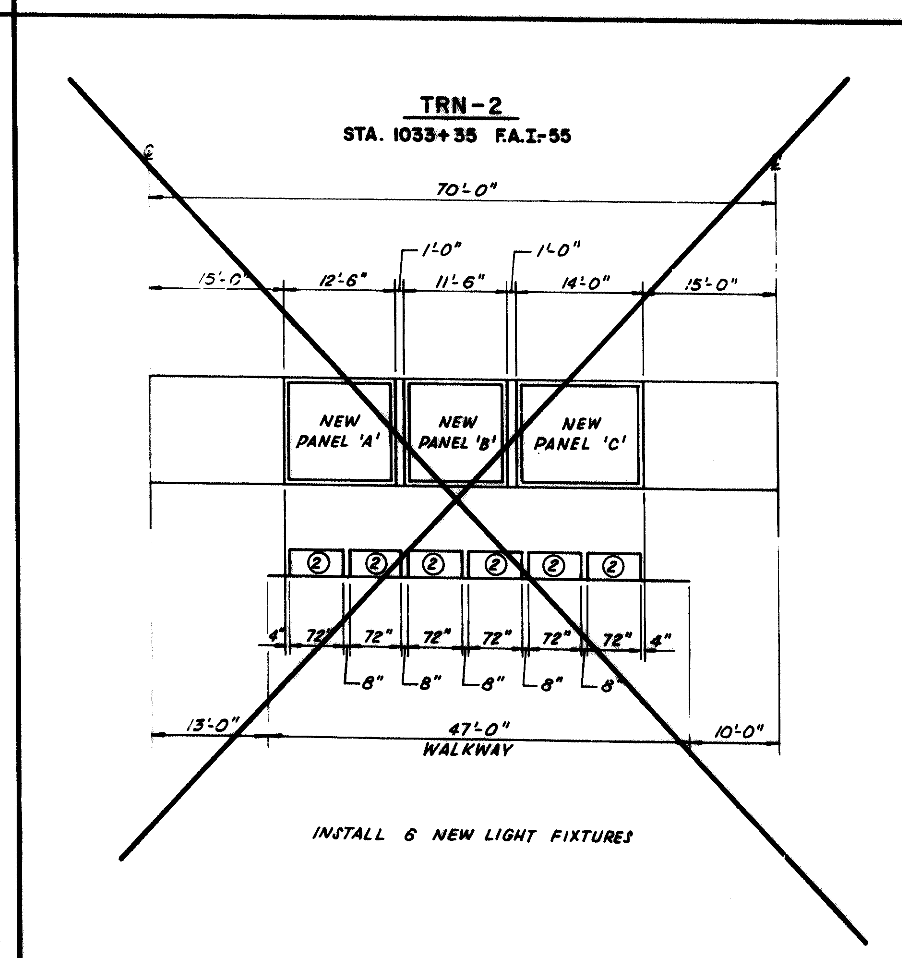


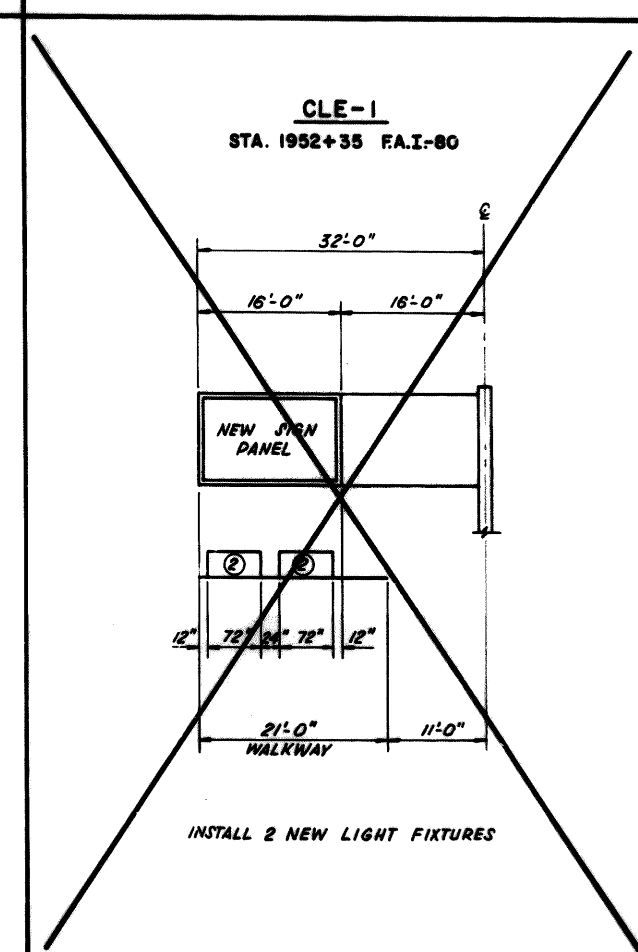


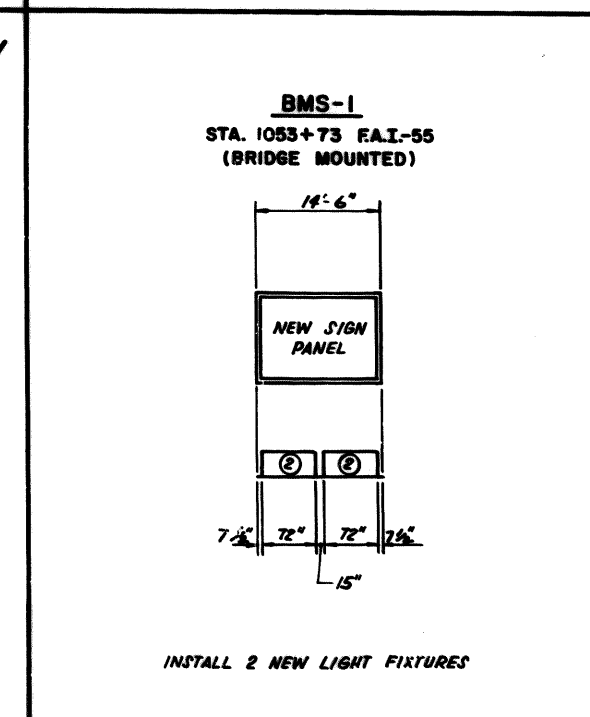












STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

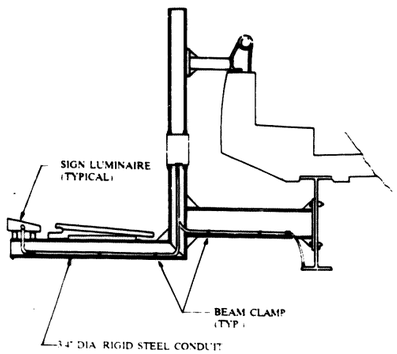
I-80 & I-55

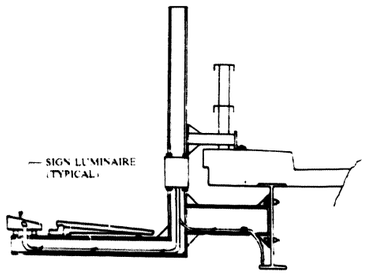
SIGN LIGHT FIXTURE PLACEMENT

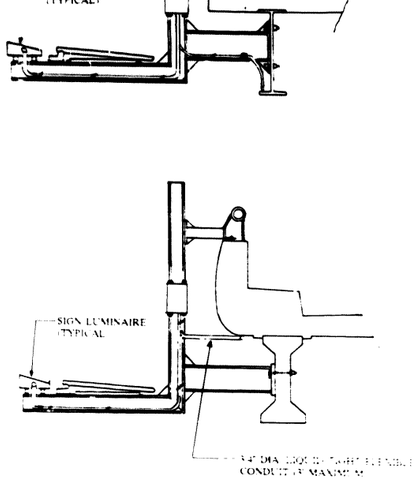
SCALE	NOT TO SCALE	DRAWN BY	GET
DATE	06-11-92	CHECKED BY	MRJ

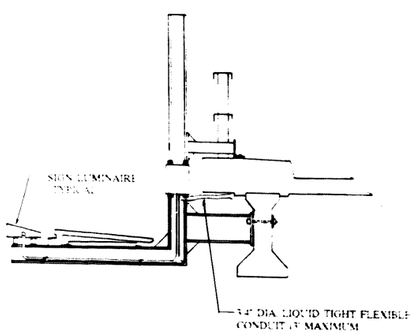
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55,80 *	WILL	157	122
STA	TO STA		
REF. ROAD DIST. NO.	ROUTE	FED. AID PROJECT	

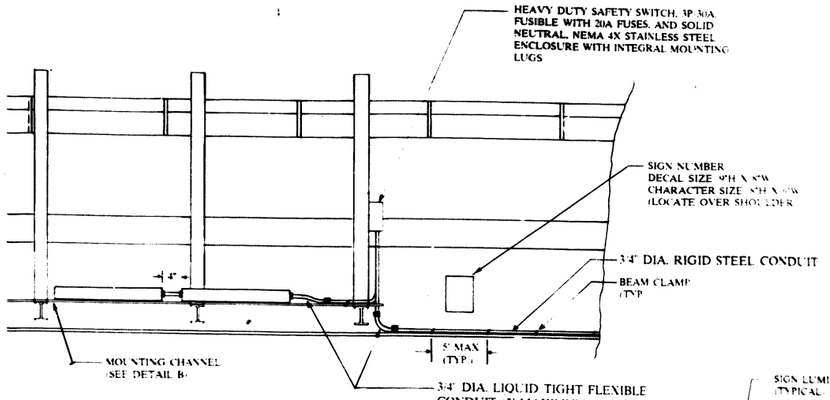
* 99-1(RS-3, BR & HB-2-R)

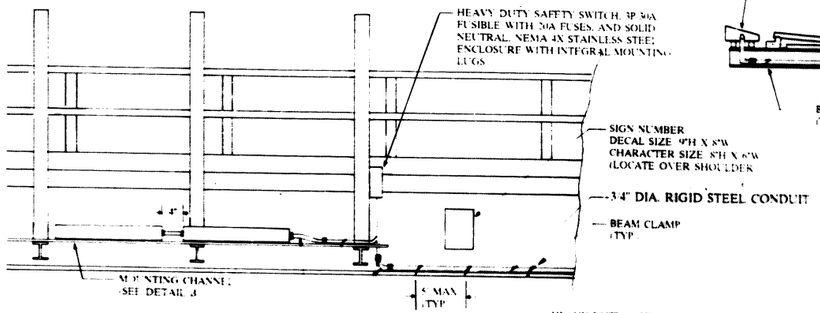


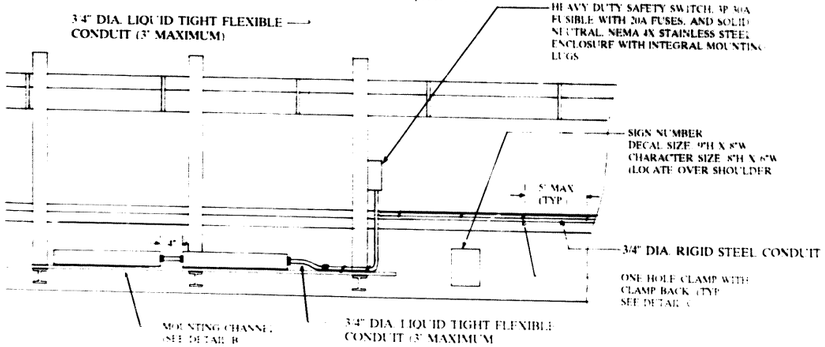


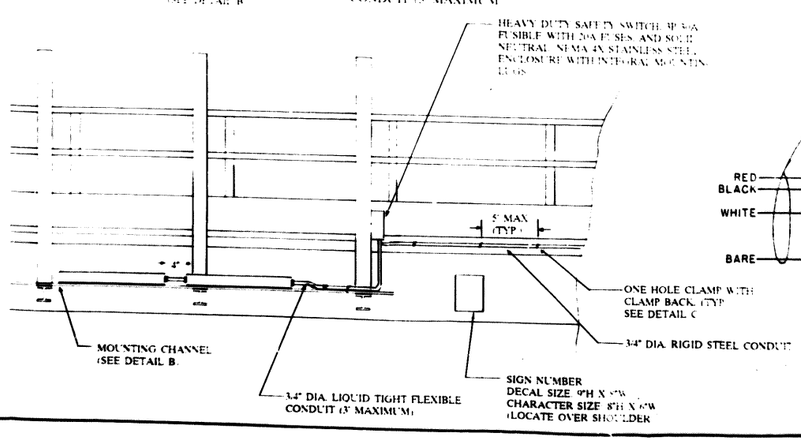


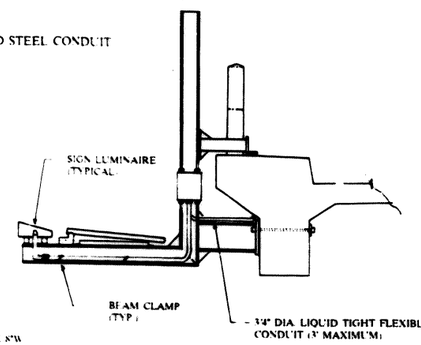


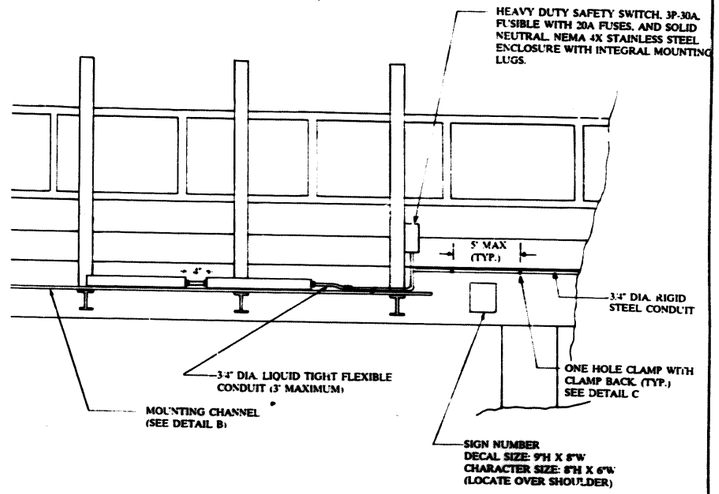


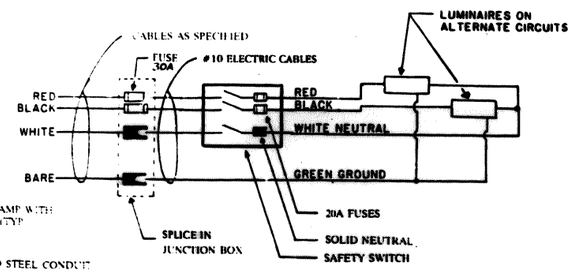




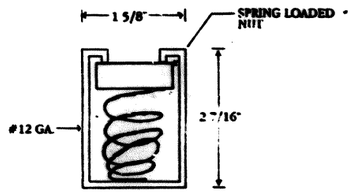








WIRING DIAGRAM



DETAIL B
CONTINUOUS - SLOT MOUNTING CHANNEL GALVANIZED STEEL

DETAIL C

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ELECTRICAL CONNECTION TO SIGN STRUCTURE

(BRIDGE TYPE)

SCALE VERT. HORIZ.
DRAWN BY
DATE
CHECKED BY

E 15 OF 14

FIXTURE NOTES

LIGHTING FIXTURE SHALL BE FABRICATED OF 0.064" ALUMINUM SHEET AS PER SPECIFICATION A.S.T.M. B-209-52T-MIA-HIN. THIS INCLUDES SUPPORT CLIPS, REFLECTOR TABS, HINGES AND LOCKING LATCH.

MACHINE SCREWS SHALL BE 10-32 WITH NUTS AND LOCK WASHER MADE OF ALUMINUM OR STAINLESS STEEL UNLESS NOTED.

OTHER METAL PARTS SHALL BE MADE OF BRONZE, BRASS, COPPER BERYLLIUM WITH NON CORROSIVE FINISH WHEN NECESSARY.

REFLECTOR SHALL BE MADE OF .030"(MIN) ALUMINUM LIGHTING SHEET WITH SPECULAR FINISH AND SHALL BE 69" LONG.

REFLECTOR SHALL BE EASILY REMOVED FOR CLEANING WITHOUT NEED FOR PERMANENT DISTORTION OF REFLECTOR SHAPE. THE REFLECTING SURFACE SHALL BE PREPARED, TREATED AND SEALED TO OBTAIN A REFLECTANCE VALUE OF 80±2 %. REFLECTOR MUST WITHSTAND CONTINUOUS OPERATION AT A SERVICE TEMPERATURE OF 250°F WITHOUT LOSS OF PERFORMANCE OR PHYSICAL PROPERTIES. AFTER A FOG SALT SPRAY TEST OF 100 HOURS AT 122°F WITH A 20% SALT SOLUTION REFLECTANCE AND SURFACE FINISH WILL BE UNCHANGED. TEST WITH 5 MINUTES OF SALT SPRAY, 5 MINUTES OF AIR, REPEATED THROUGHOUT THE 100 HOUR DURATION.

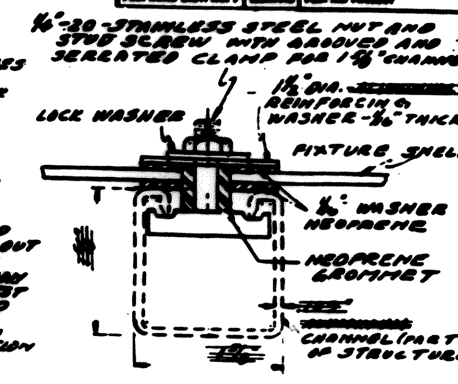
BALLAST SHALL BE RATED AT 800 MA, 240 VOLT AND DESIGNED FOR COLD WEATHER RELIABLE STARTING AT -20°F, IN CONJUNCTION WITH RAPID START FLOURESCENT LAMPS 72 T12-H.O. (REF. Ⓐ BELOW)

LAMPS TO BE MOUNTED IN FIXTURE WITHIN 1" OF GROUNDED METAL REFLECTOR WHICH IS FULL LENGTH OF LAMPS.

BALLAST AND TERMINAL BLOCKS SHALL BE MARKED WITH LEGIABLE SYMBOLS. CONDUCTORS SHALL BE TAGGED AND THEIR CORRESPONDING IDENTIFICATION MARKED ON THE TERMINAL BOARD.

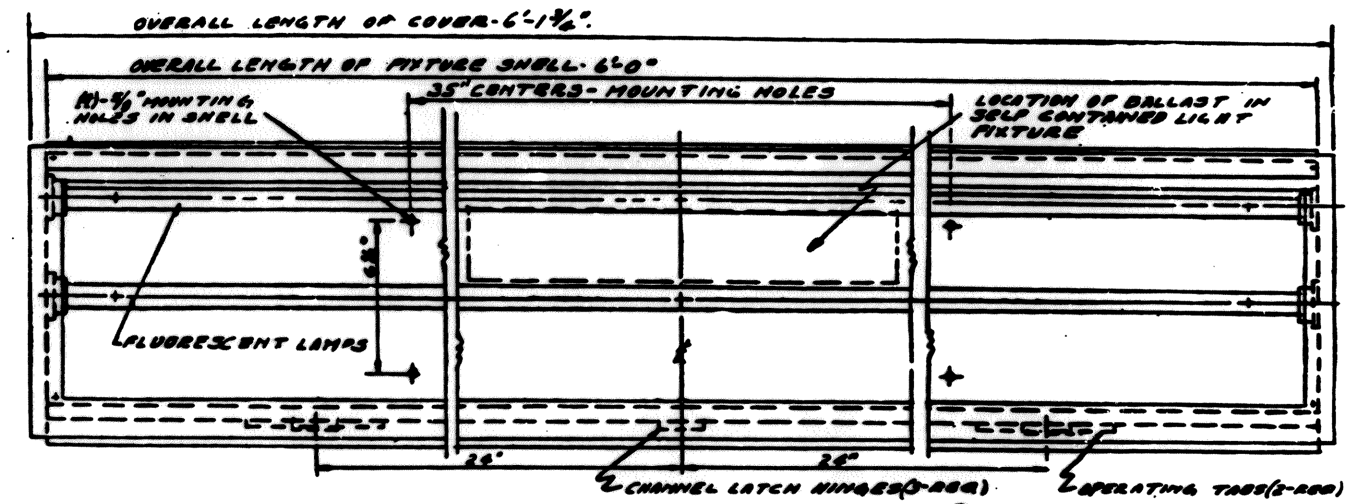
THE CONTRACTOR SHALL AIM AND SPACE THE LIGHTING FIXTURE UNDER NIGHT CONDITIONS TO PROVIDE THE MOST ADVANTAGEOUS LIGHT DISTRIBUTION OVER THE SIGN SURFACE TO BE ILLUMINATED. FINAL AIMING OF THE FIXTURE SHALL BE APPROVED BY THE ENGINEER.

Ⓐ THE CONTRACTOR SHALL VERIFY SYSTEM VOLTAGE.

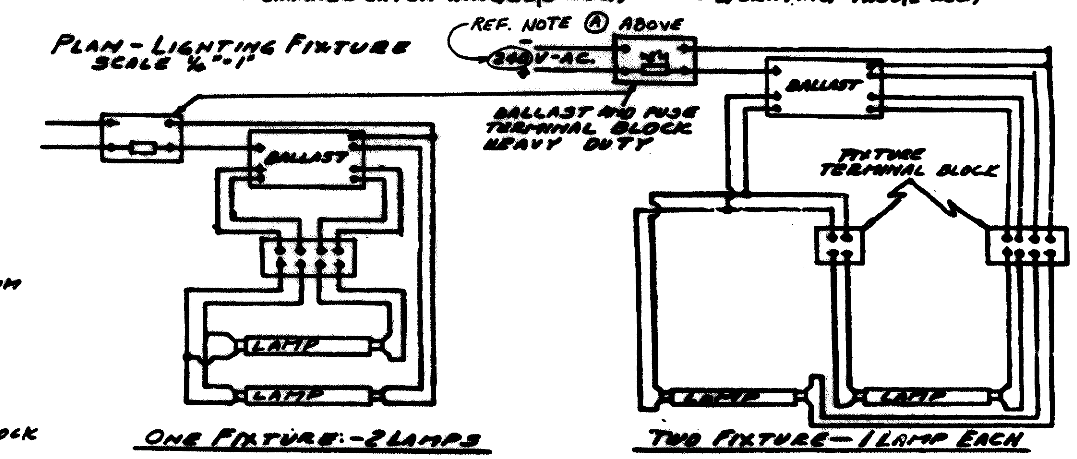


FIXTURE MOUNT DETAIL
SCALE - FULL

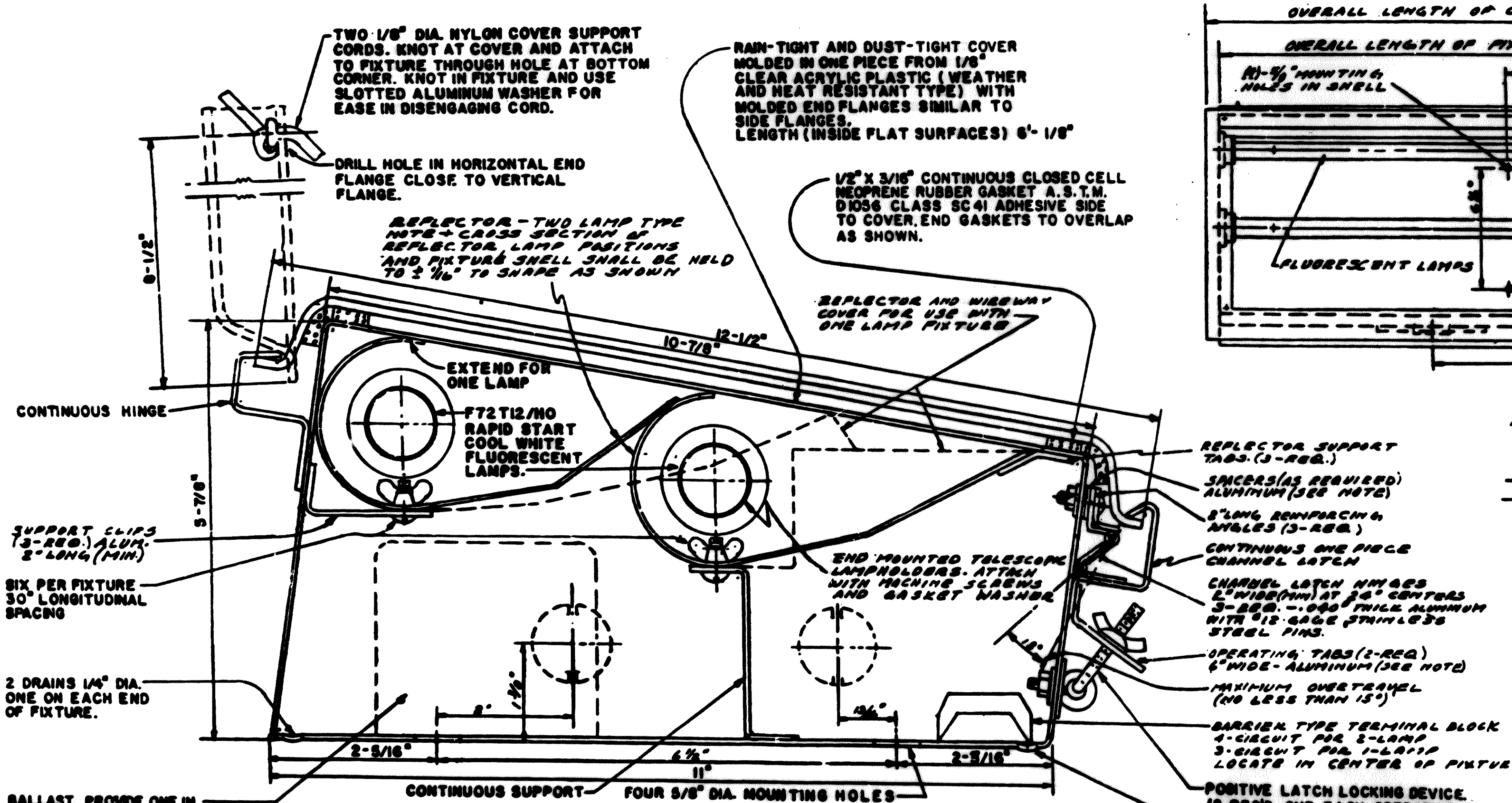
FURNISH FOUR SETS OF MOUNTING HARDWARE AS SHOWN. ATTACH TO FIXTURE.



PLAN - LIGHTING FIXTURE
SCALE 1/2" = 1'



TYPICAL FIXTURE WIRING CIRCUITS



LIGHT FIXTURE WITH SELF CONTAINED BALLAST TYPE "SC"
SECTION - FULL SCALE
APPROX. WEIGHT - 90#

REVISIONS	
NAME	DATE
AGT	3-22-62
WGD	9-19-63

ILLINOIS DIVISION OF HIGHWAYS
FLUORESCENT SIGN
LIGHTING FIXTURES
OS-6A

SCALE HORZ. VERT.
DATE 3-8-60
DRAWN BY AGT
CHECKED BY